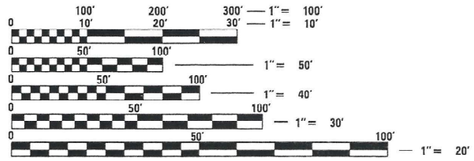
01-21-2022 LETTING ITEM 138

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	1
	ILLINOIS	CONTRACT NO. 66J00		

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	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
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
606401-02	PAVED DITCH
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
642006-01	SHOULDER RUMBLE STRIPS, 8 In.
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
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS



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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER: JOE KANNEL, PE
UNIT CHIEF: JORDAN LONGNECKER
DISTRICT 3 NO. (815)434-6131

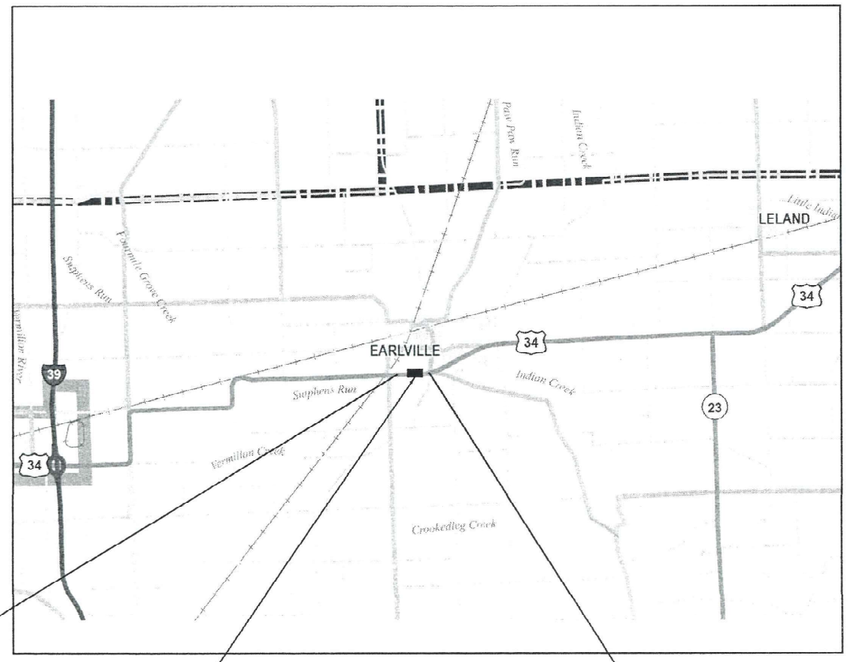
CONTRACT NO. 66J00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 587 (US 34)
SECTION (18B)BR
PROJECT STP-4F44(272)
TYPE of IMPROVEMENT – BRIDGE REPLACEMENT
LASALLE COUNTY

C-93-084-21



BEGIN IMPROVEMENT
STA 606+10

PROJECT LOCATION
PROPOSED STRUCTURE
SN 050-0262
EXISTING STRUCTURE
SN 050-0039

END IMPROVEMENT
STA 612+50

GROSS LENGTH = 640 FT. = 0.121 MILE
NET LENGTH = 640 FT. = 0.121 MILE

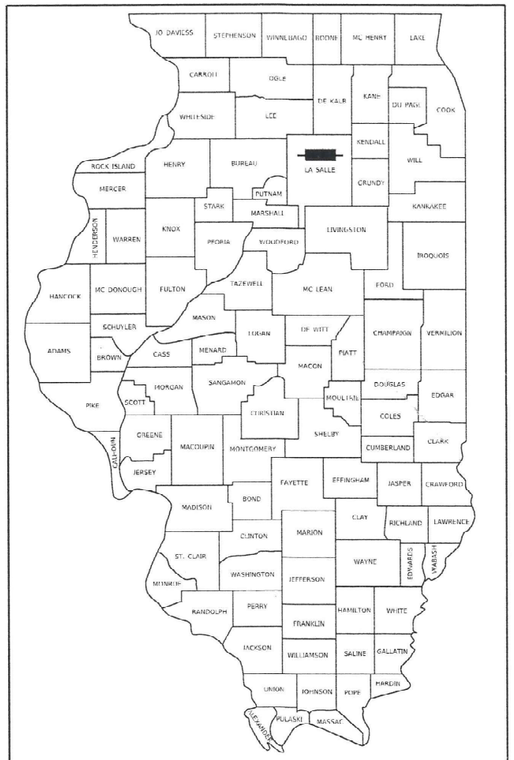
11/9/2021
date

JAMES K. CLINARD
LICENSED PROFESSIONAL ENGINEER
NO. 062-041793
STATE OF ILLINOIS
expires 11-30-2021

Signature

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

D-93-049-21



LOCATION OF SECTION INDICATED THUS: –

FUNCTIONAL CLASSIFICATION:
F.A.P. ROUTE 587 (US 34)
FUNCTIONAL CLASS: MINOR ARTERIAL
ADT: 2300 (2019)
PC = 90.0% MU = 6.1% SU = 3.9%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED November 15, 20 21

REGIONAL ENGINEER

December 10 20 21

ENGINEER OF DESIGN AND ENVIRONMENT

December 10 20 21

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 12/1/21

GENERAL NOTES

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.

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 (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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

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

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
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

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

COMED
NICOR
FRONTIER
MEDIACOM

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

COMMITMENTS

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT WILL NOT BE CLEARED APRIL 1 TRHOUGH SEPTEMBER 30.

HMA MIXTURE REQUIREMENT TABLE				
LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA SURFACE	HMA BINDER	HMA SHLD TOP LIFT	HMA SHLD BOTTOM LIFT(S)
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL-9.5	IL-9.5	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIXTURE C		MIXTURE C	
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES	CORES	CORES	CORES

FOLDER: 34-3 CONTRACT NO. 66J00
US RTE. 34 LOCATION: SUTPHENS RUN, 0.6 MI EAST OF E12TH RD LASALLE COUNTY

MONUMENT NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
POT5824360	POT STA 582+43.60	UNKKNOWN	MAG SPIKE	NO	2
CI6091900	CENTER OF STRUCTURE STA 609+19.00	NONE	CUT CROSS	NO	2
PC6126580	PC STA 612+65.80	UNKNOWN	MAG SPIKE	NO	2

UNKNOWN MONUMENTS SET BY OTHERS MAY EXIST. IF FOUND, R.E. WILL REQUEST A PLATS AND PLANS SURVEYOR TO DOCUMENT THE MONUMENT AND RESET IT IN KIND FOLLOWING CONSTRUCTION.
UPON PAVEMENT COMPLETION, R.E. WILL DIRECT A PLATS AND PLANS LAND SURVEYOR TO SET THE LISTED MONUMENTS
NO MONUMENT RECORDS ARE REQUIRED.

NOTE: FOR BIDDING PURPOSES NO CONTRACTED LAND SURVEYING SERVICES WILL BE REQUIRED FOR SETTING THESE MONUMENTS.

RESPONSIBILITY:
1: RESIDENT TO SET MONUMENT (PAY ITEM REQUIRED. PERMANENT SURVEY MARKER, TYPE 1)
2: PLATS AND PLANS TO SET MONUMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	2
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

CONSTR. CODE
80% FED 20% STATE
BRIDGE
0010
050-0262

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	156	156
20200100	EARTH EXCAVATION	CU YD	123	123
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	218	218
20300100	CHANNEL EXCAVATION	CU YD	696	696
20400800	FURNISHED EXCAVATION	CU YD	412	412
25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	53	53
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	53	53
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	53	53
25100630	EROSION CONTROL BLANKET	SQ YD	2812	2812
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	118	118
28000305	TEMPORARY DITCH CHECKS	FOOT	84	84
28000400	PERIMETER EROSION BARRIER	FOOT	777	777
28100107	STONE RIPRAP, CLASS A4	SQ YD	1185	1185

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	3
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

REV. 12/1/21

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0010 050-0262
28200200	FILTER FABRIC	SQ YD	1185	1185
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	961	961
40600370	LONGITUDINAL JOINT SEALANT	FOOT	395	395
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.4	0.4
40600990	TEMPORARY RAMP	SQ YD	52	52
40602978	HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50	TON	203	203
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	133	133
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	192	192
44000100	PAVEMENT REMOVAL	SQ YD	458	458
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	438	438
44004000	PAVED DITCH REMOVAL	FOOT	558	558
48101200	AGGREGATE SHOULDERS, TYPE B	TON	27	27
48203100	HOT-MIX ASPHALT SHOULDERS	TON	177	177
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	4
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

REV. 12/1/21

CONSTR. CODE	
	80% FED 20% STATE
	BRIDGE
TOTAL	0010
QUANTITY	050-0262

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	050-0262
50200100	STRUCTURE EXCAVATION	CU YD	176	176
50200300	COFFERDAM EXCAVATION	CU YD	89.8	89.8
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	2	2
50300100	FLOOR DRAINS	EACH	14	14
50300225	CONCRETE STRUCTURES	CU YD	165.6	165.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	188.8	188.8
50300260	BRIDGE DECK GROOVING	SQ YD	685	685
50300300	PROTECTIVE COAT	SQ YD	838	838
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	92.4	92.4
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	3150	3150
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	105460	105460
50800515	BAR SPLICERS	EACH	832	832
51201400	FURNISHING STEEL PILES HP10X42	FOOT	408	408

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	5
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

REV. 12/9/21 REV. 12/1/21

				CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
CODE			TOTAL	0010
NO.	ITEM	UNIT	QUANTITY	050-0262
51201600	FURNISHING STEEL PILES HP12X53	FOOT	438	438
51202305	DRIVING PILES	FOOT	408	408
51204650	PILE SHOES	EACH	12	12
51500100	NAME PLATES	EACH	1	1
52100505	ANCHOR BOLTS, 5/8"	EACH	24	24
52100520	ANCHOR BOLTS, 1"	EACH	24	24
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	306	306
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	99	99
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60	60
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	150	150
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	713	713
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	792	792

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	6
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

REV. 12/1/21

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0010 050-0262
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	100	100
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	33	33
70400100	TEMPORARY CONCRETE BARRIER	FOOT	900	900
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	850	850
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	7
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

REV. 12/1/21

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0010 050-0262
* 72000100	SIGN PANEL - TYPE 1	SQ FT	10	10
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 73000100	WOOD SIGN SUPPORT	FOOT	15	15
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3530	3530
78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	500	500
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	12	12
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	6	6
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9	9
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	527	527
* X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	6	6
* X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	8	8
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	8

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

REV. 12/1/21

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE: 80% FED 20% STATE — BRIDGE — 0010 — 050-0262
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	154	154
51265001	DRILLING AND SETTING PILES (IN SOIL)	CU FT	716	716
51265002	DRILLING AND SETTING PILES (IN ROCK)	CU FT	226	226

* SPECIALTY ITEM

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PLOT DATE = ____	DATE - --	REVISED -

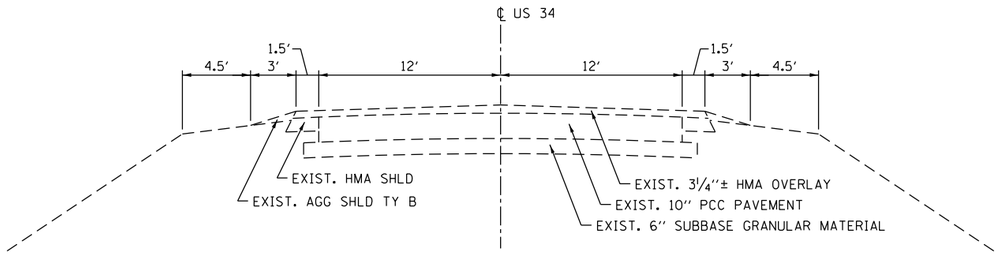
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

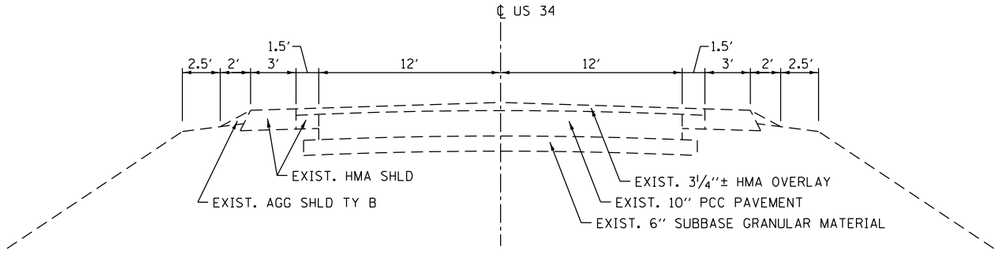
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	9
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

REV. 12/1/21



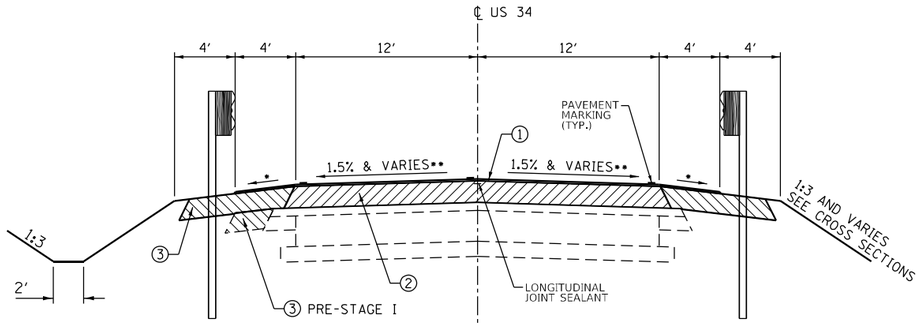
EXISTING TYPICAL SECTION

LT STA 607+39 TO STA 611+94
RT STA 606+34 TO STA 610+99



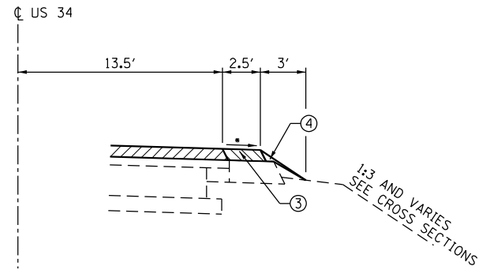
EXISTING TYPICAL SECTION

LT STA 605+00 TO STA 607+39
LT STA 611+94 TO STA 613+50
RT STA 605+00 TO STA 606+34
RT STA 610+99 TO STA 613+50



PROPOSED TYPICAL SECTION

STA 606+10 TO STA 612+50



SHOULDER DETAIL WITHOUT GUARDRAIL

LT & RT STA 606+10 TO STA 612+50

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1½″
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, VARIABLE THICKNESS, 1¼″ MINIMUM
- ③ HOT-MIX ASPHALT SHOULDERS 8″ & VARIES ₸
- ④ AGGREGATE SHOULDER TYPE B

• 4% AND VARIES

•• AND VARIES TO MATCH EXISTING SUPERELEVATION

₸ 8″ AT OUTSIDE EDGE VARIES TO MATCH BINDER COURSE THICKNESS OVER EXISTING SHOULDER ALONG INSIDE EDGE

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Chamlin & Associates

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	DRAWN - NV	REVISED - _____
PLOT SCALE = ____	CHECKED - JKC	REVISED - _____
PLOT DATE = ____	DATE - --	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: _____ | SHEET __ OF __ SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	10
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE*

LOCATION	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
WEST APPROACH TO PROPOSED ABUTMENT	89.7	0	67.3	290.4	-223.1
BETWEEN WEST PROPOSED AND EXISTING ABUTMENTS	0	109	0.0	0	0.0
BETWEEN EAST PROPOSED AND EXISTING ABUTMENTS	0	109	0.0	0	0.0
EAST APPROACH TO PROPOSED ABUTMENT	32.9	0	24.7	213.2	-188.5
TOTAL	123	218	92	504	-412
					FURNISHED EXCAVATION

* 25% SHRINKAGE FACTOR

SEEDING SCHEDULE

LOCATION	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
	ACRE	POUND	POUND	POUND	SQ YD	POUND
MAINLINE						
LT STA 606+10 TO STA 609+45	0.16	15	15	15	791	33
RT STA 606+10 TO STA 608+78	0.15	13	13	13	709	29
LT STA 609+69 TO STA 612+95.4	0.13	12	12	12	631	26
RT STA 609+13 TO STA 613+17.6	0.15	13	13	13	680	30
TOTAL	0.50	53	53	53	2812	118

TREE REMOVAL SCHEDULE

LOCATION	6 TO 15 UNITS DIAMETER
	UNIT
22' RT STA 608+52	6
64.5' RT STA 609+63	15
61' RT STA 609+90	24
55' RT STA 610+25	8
47' RT STA 610+39	4
55' RT STA 610+52	5
61' RT STA 610+52	4.5
61' RT STA 610+52	9
53' RT STA 610+77	4.5
43.2' RT STA 610+97	10
20' LT STA 609+51	4
60' LT STA 610+23	4
60' LT STA 610+28	6.5
62' LT STA 610+48	11.5
65.5' LT STA 610+53	4
61.5' LT STA 610+60	5.5
61.5' LT STA 610+63	6
62' LT STA 610+83	7
32.5' LT STA 610+93	13.5
37' LT STA 610+98	4
TOTAL	156

EROSION CONTROL SCHEDULE

LOCATION	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
	FOOT	FOOT
LT STA 607+00 TO STA 609+54	--	264
RT STA 607+00 TO STA 608+60	--	160
RT STA 607+14	6.5	--
LT STA 607+17	6.5	--
RT STA 607+43	6.5	--
LT STA 607+54	6.5	--
RT STA 607+72	6.5	--
LT STA 607+91	6.5	--
LT STA 608+28	5.0	--
LT STA 608+72	5.0	--
RT STA 608+78	5.0	--
RT STA 609+12 TO STA 611+25	--	213
RT STA 609+66	5.0	--
LT STA 609+98	5.0	--
LT STA 610+00 TO STA 611+50	--	140
RT STA 610+28	6.5	--
RT STA 610+90	6.5	--
LT STA 611+36	6.5	--
TOTAL	83.5	777

PAVING SCHEDULE

LOCATION	BITUMINOUS MATERIALS (TACK COAT)	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	LONGITUDINAL JOINT SEALANT **	HOT-MIX ASPHALT BINDER COURSE, IL-9.5,N50	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS
	POUND	TON	FOOT	TON	TON	TON	TON
LT & RT STA 606+10 TO STA 607+96.57	451.0	0.17	187	92.8	63.2	7.4	76.5
LT & RT STA 610+41.42 TO STA 612+50	510.0	0.19	209	110.0	69.8	9.1	79.6
PRE-STAGE I							
LT STA 607+39 TO STA 608+41.3	--	--	--	--	--	3.9	7.6
LT STA 610+18.3 TO STA 611+94	--	--	--	--	--	6.7	13.1
TOTAL	961	0.40	395	203	133	27	177

** - LONGITUDNIAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT ALONG CENTERLINE

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
	FOOT	FOOT	EACH	EACH
STAGE I	850	--	2	--
STAGE II	50	850	--	2
TOTAL	900.0	850	2	2

SHOULDER RUMBLE STRIPS

LOCATION	SHOULDER RUMBLE STRIPS, 8 INCH
	FOOT
LT STA 606+10 TO STA 607+96.57	187
RT STA 606+10 TO STA 607+96.57	187
LT STA 610+41.42 TO STA 612+50	209
RT STA 610+41.42 TO STA 612+50	209
TOTAL	792

PAVED DITCH SCHEDULE

LOCATION	PAVED DITCH REMOVAL
	FOOT
LT STA 606+99 TO STA 608+79	180
RT STA 606+99 TO STA 608+19	120
LT STA 610+14 TO STA 611+50	136
RT STA 610+03 TO STA 611+25	122
TOTAL	558

PAVEMENT CONNECTOR SCHEDULE

LOCATION	PAVEMENT CONNECTOR (PCC) FOR BRIDGE
	SQ YD
LT & RT STA 607+96.57 TO STA 608+33.84	62
RT STA 607+96.57 TO STA 608+21.69	33
RT STA 610+14.36 TO STA 610+41.42	42
LT & RT STA 610+04.16 TO STA 610+41.42	54
TOTAL	192

TEMPORARY RAMP SCHEDULE

LOCATION	TEMPORARY RAMP
	SQ YD
STAGE II - STA 607+96.57	8
STAGE II - STA 610+41.42	8
POST STAGE II - STA 606+10	18
POST STAGE II - STA 612+50	18
TOTAL	52

PAVEMENT REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL SQ YD
LT STA 607+96.57 TO EXISTING BRIDGE	121
RT STA 607+96.57 TO EXISTING BRIDGE	108
EXISTING BRIDGE TO LT STA 610+41.42	108
EXISTING BRIDGE TO RT STA 610+41.42	121
TOTAL	458

HMA SURFACE REMOVAL SCHEDULE

LOCATION	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2" SQ YD
STA 606+10 TO STA 606+70	218
STA 611+90 TO STA 612+50	220
TOTAL	438

GUARDRAIL REMOVAL SCHEDULE

LOCATION	GUARDRAIL REMOVAL FOOT
LT STA 607+38.65 TO EXIST. BRIDGE	141
RT STA 606+41.54TO EXIST. BRIDGE	217
EXIST. BRIDGE TO LT STA 611+94.63	215
EXIST. BRIDGE TO RT STA 610+98.65	140
TOTAL	713

PAVEMENT MARKING SCHEDULE

LOCATION	PAINT PAVEMENT MARKING - LINE 4"* EACH	PAINT PAVEMENT MARKING - LINE 6"* FOOT	SHORT TERM MARKING FOOT	SHORT TERM MARKING REMOVAL SQ FT	RAISED REFLECTIVE PAVEMENT MARKER EACH
LT EDGE STA 605+70.5 TO STA 612+96	1451	--	--	--	--
EB NO PASSING STA 611+73 TO STA 614+40	534	--	--	--	--
CENTERLINE STA 604+67 TO STA 614+40	--	500	100	33	--
RT EDGE STA 605+46.5 TO STA 613+19	1545	--	--	--	--
CENTERLINE STA 604+67 TO STA 614+40	--	--	--	--	12
TOTAL	3530	500	100	33	12

* QUANTITIES SHOWN PROVIDE FOR TWO APPLICATIONS OF PAINT

GUARDRAIL SCHEDULE

LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS FOOT	TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT EACH
LT STA 607+49.10 TO STA 608+48.50	12.5	1	1
RT STA 606+77.51 TO STA 608+26.91	62.5	1	1
LT STA 610+11.09 TO STA 611+60.49	62.5	1	1
RT STA 609+89.50 TO STA 610+88.90	12.5	1	1
TOTAL	150	4	4

PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION	PAVEMENT MARKING REMOVAL - WATER SQ FT
LT EDGE OF PAVEMENT	
STA 605+70.50 TO STA 612+96	242
EB NO PASSING	
STA 611+73 TO STA 614+40	134
CENTERLINE DASH	
STA 604+26 TO STA 605+71	30
STA 612+95 TO STA 614+40	13
RT EDGE OF PAVEMENT	
STA 605+46.5 TO STA 606+70	41
STA 611+90 TO STA 613+19	67
TOTAL	527

SIGN SCHEDULE

LOCATION	REMOVE SIGN PANEL ASSEMBLY, TYPE A EACH	SIGN PANEL - TYPE 1 SQ FT	WOOD SIGN SUPPORT FOOT
LT STA 611+73	1	9.9	15
TOTAL	1	10	15

GUARDRAIL & BARRIER MARKER SCHEDULE

LOCATION	GUARDRAIL REFLECTORS, TYPE A EACH	LINEAR DELINEATOR PANELS, 4 INCH EACH	LINEAR DELINEATOR PANELS, 6 INCH EACH	TERMINAL MARKER - DIRECT APPLIED EACH
LT STA 607+49.10 TO STA 608+48.50	2	2	---	1
LT STA 608+48.50 TO STA 610+11.09	---	---	3	---
LT STA 610+11.09 TO STA 611+60.49	1	2	---	1
RT STA 606+77.51 TO STA 608+26.91	1	2	---	1
RT STA 608+26.91 TO STA 609+89.50	---	---	3	---
RT STA 609+89.50 TO STA 610+88.90	2	2	---	1
TOTAL	6	8	6	4

MARKER REMOVAL SCHEDULE

LOCATION	RAISED REFLECTIVE PAVEMENT EACH
STA 604+67 TO STA 607+96	4
STA 610+40 TO STA 614+40	5
TOTAL	9

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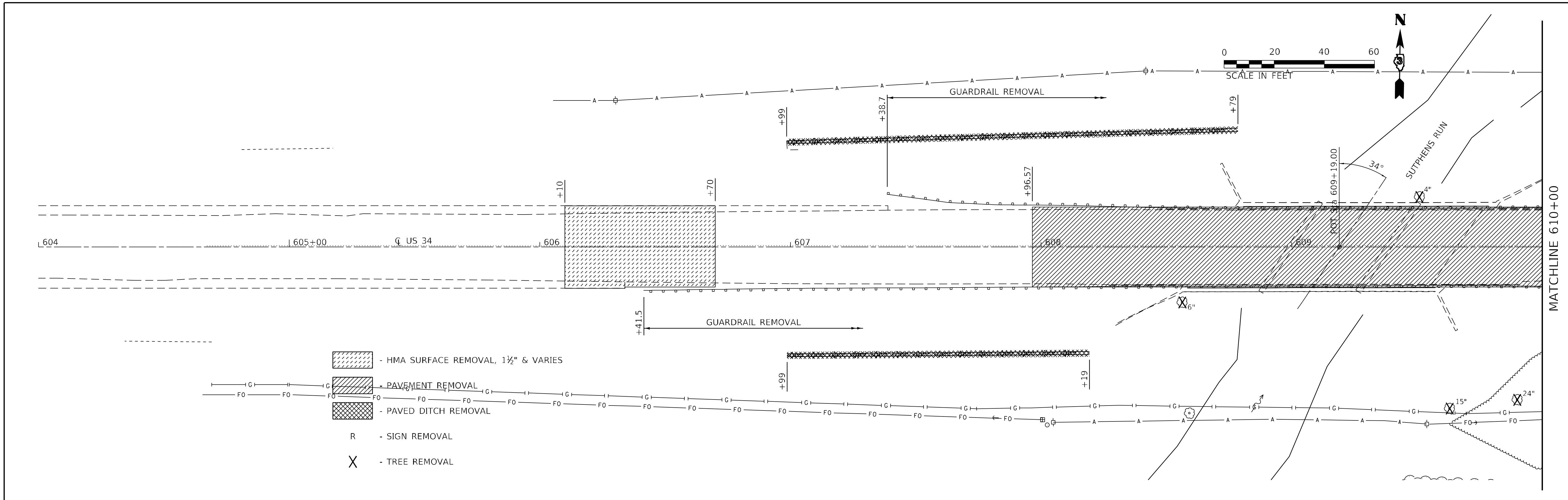
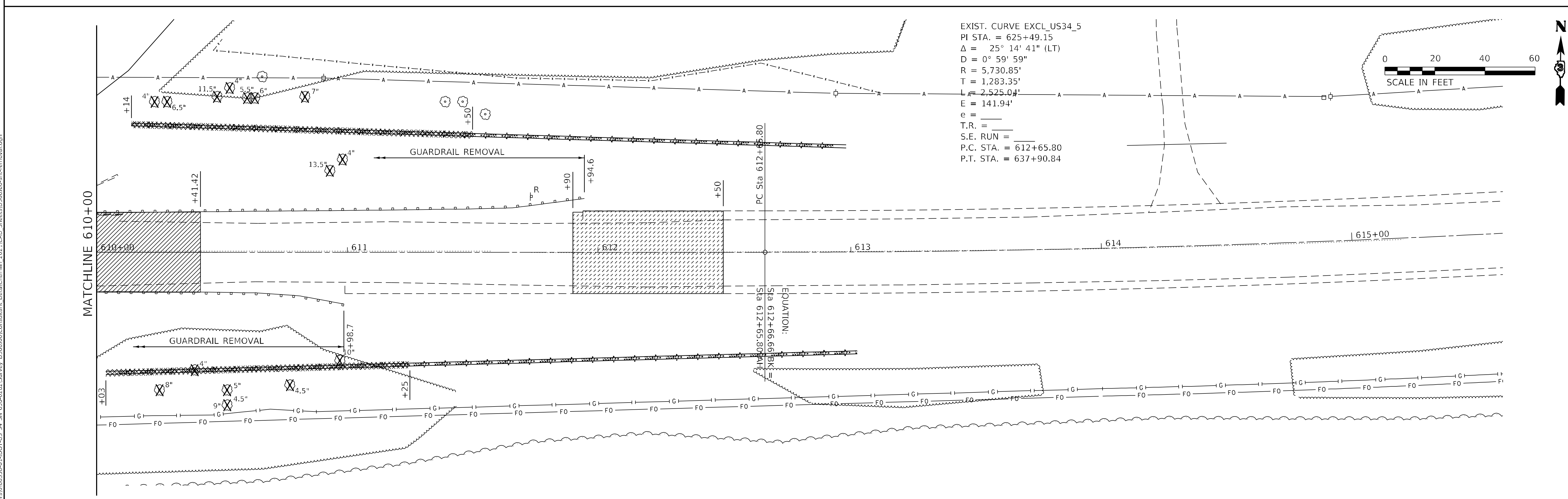
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: _____ | SHEET __ OF __ SHEETS | STA. _____ | TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	12
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		





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PLOT SCALE =	CHECKED - JKC	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
REMOVAL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	13

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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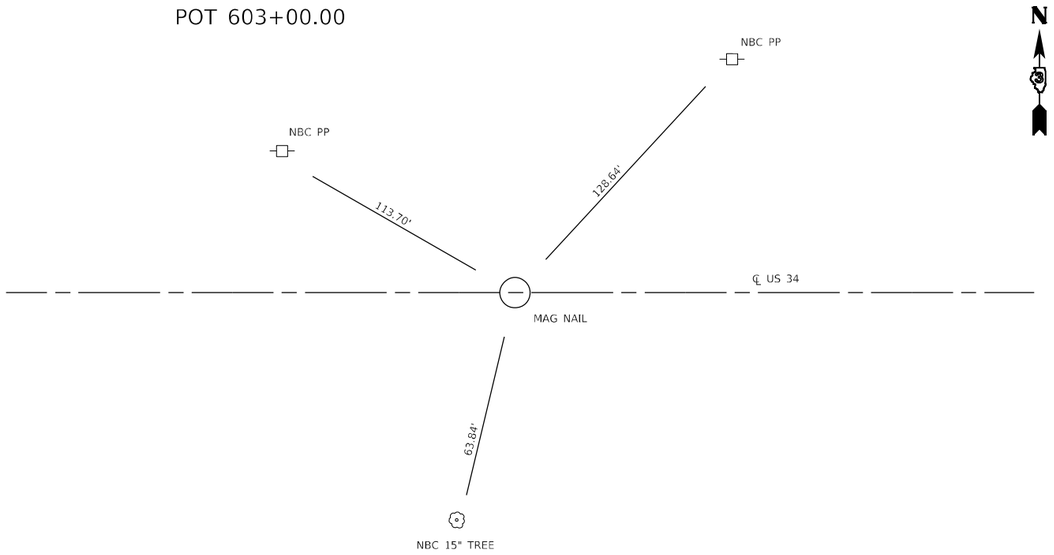
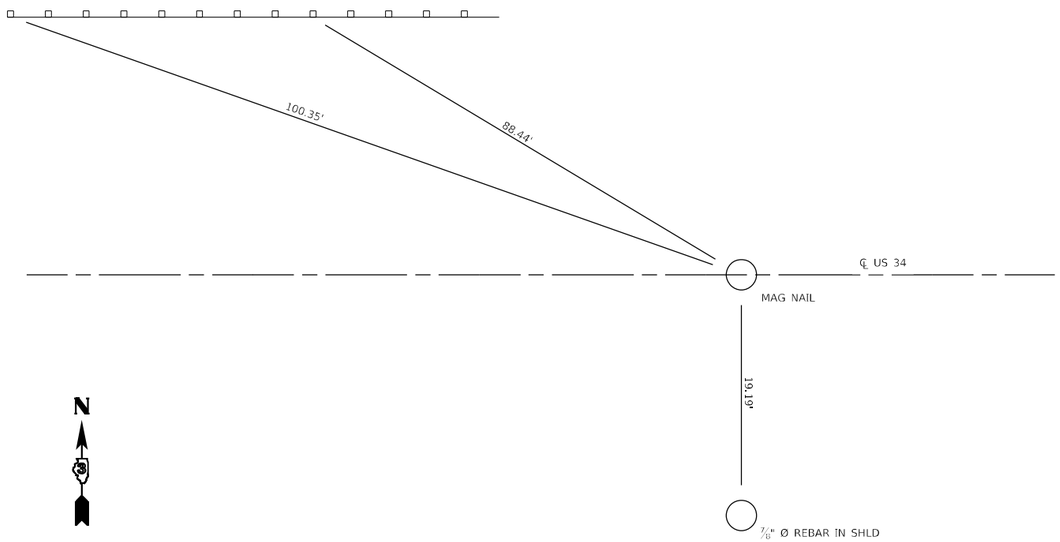
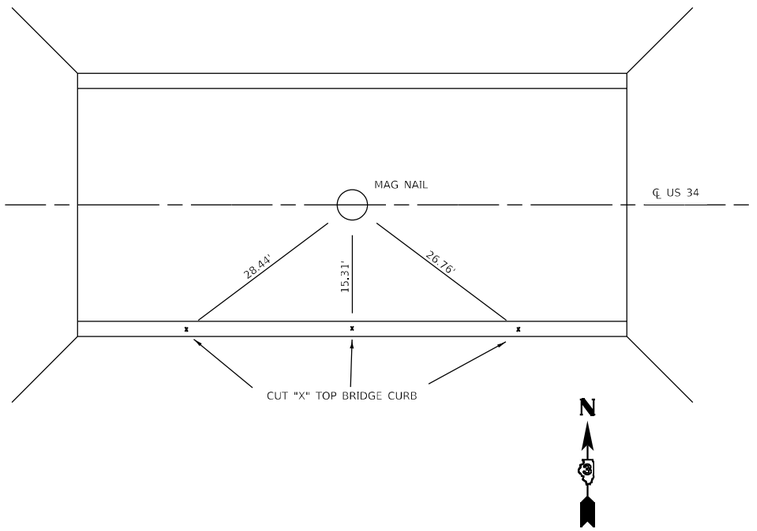
POT 603+00.00

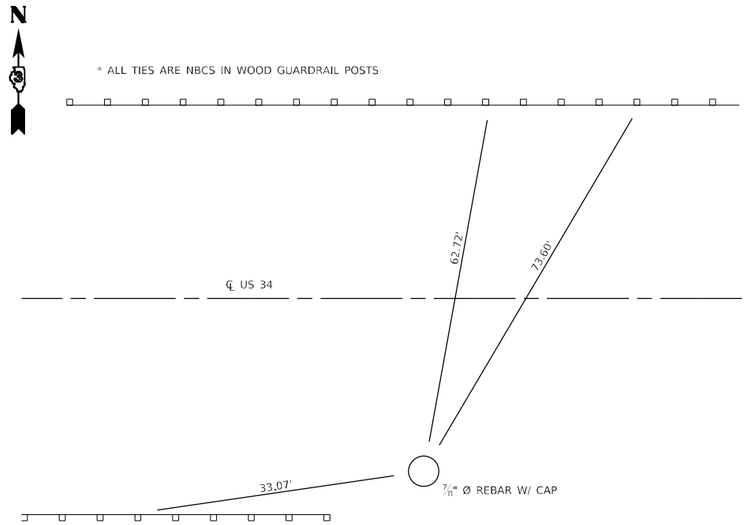


PC 612+66.66 (BH) = 612+65.80 (AH)

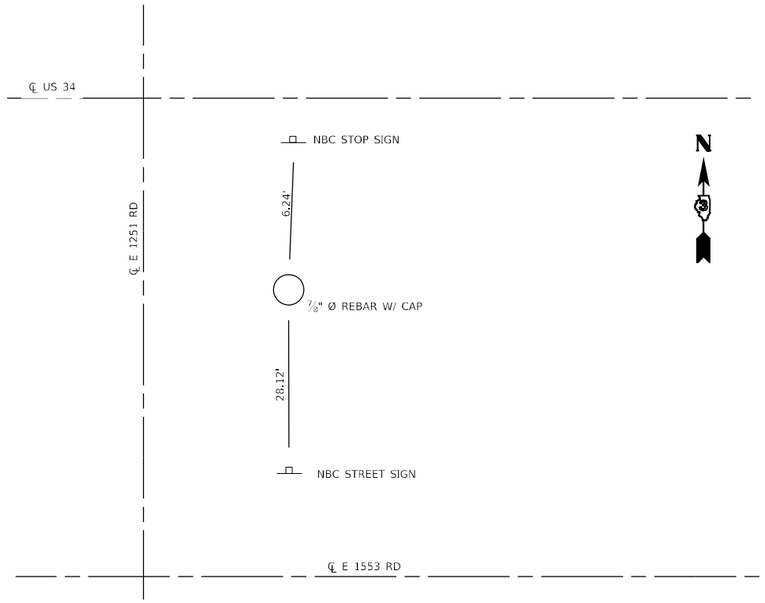




POT 609+19.00 ℄ SN 050-0039



CP #1 611+18.08 19.36' RT



CP #2 624+33.37 48.53' RT

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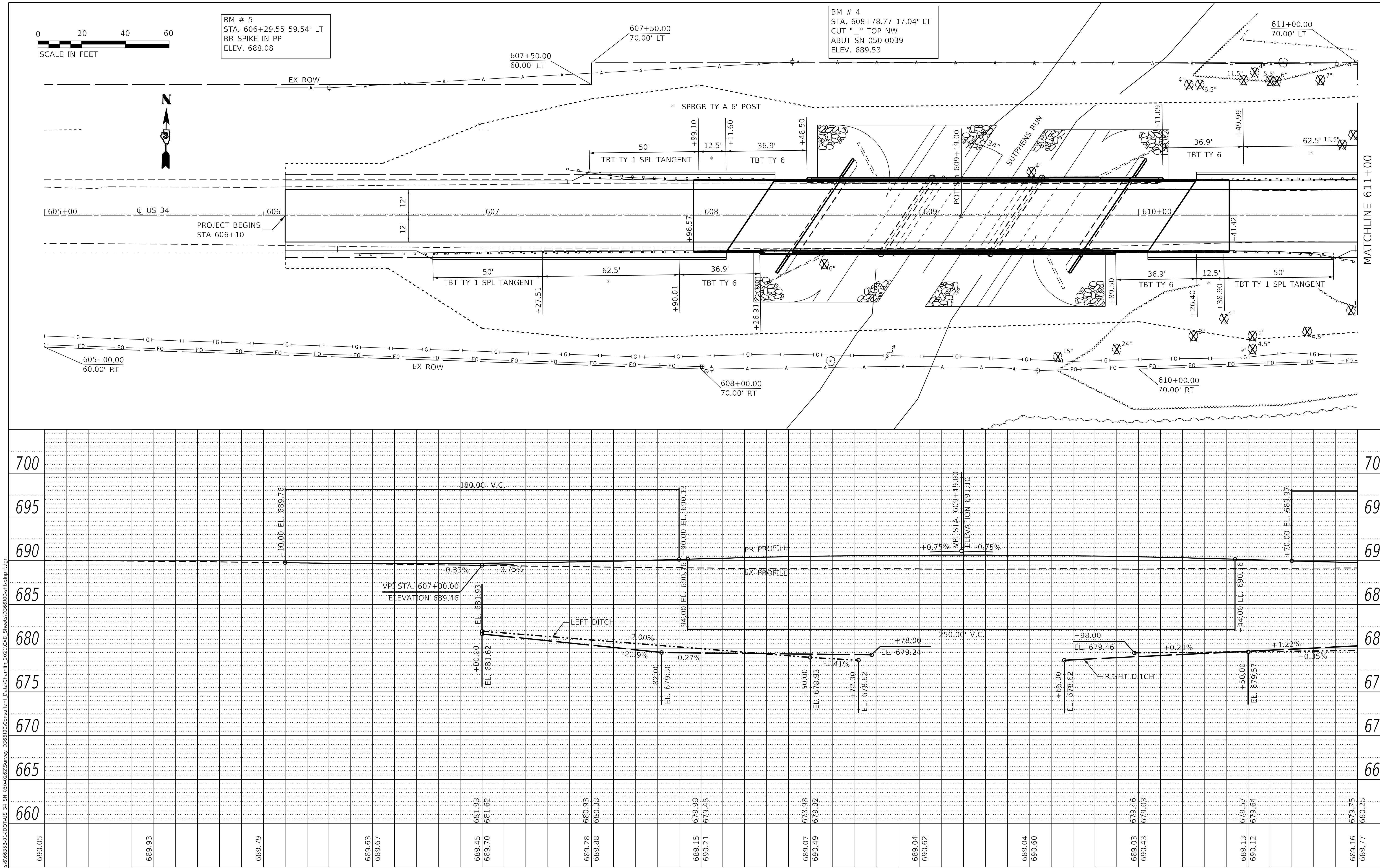
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIE POINTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	14
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE =	CHECKED - JKC	REVISED -	
PLOT DATE =	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
PLAN AND PROFILE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	15

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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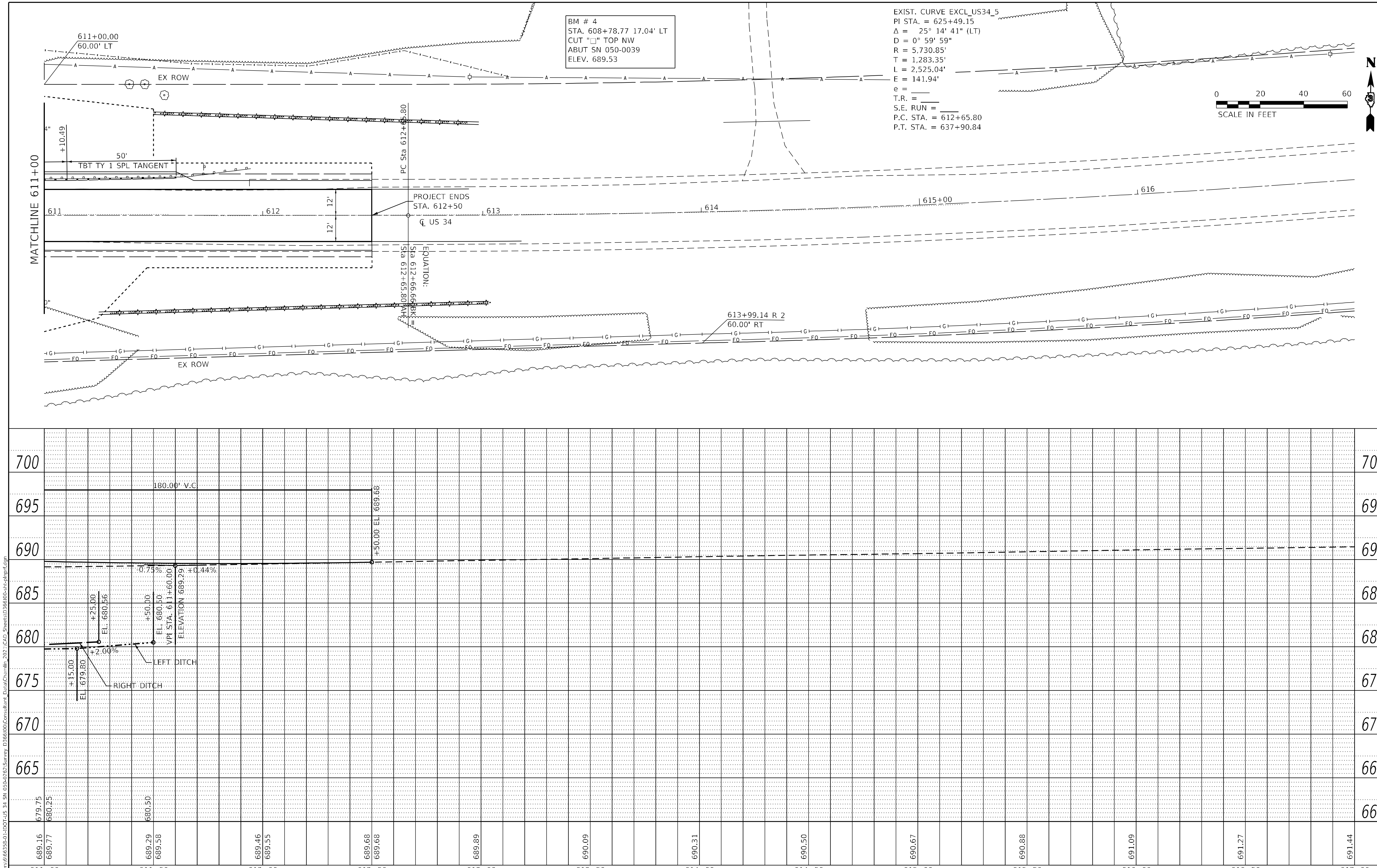

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PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BM. NOTED, STRUCTURE NOTATIONS CHECKED, NOTE BOOK NO.___, BY, DATE

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PLOT DATE = ____	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
PLAN AND PROFILE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	16

CONTRACT NO. 66J00

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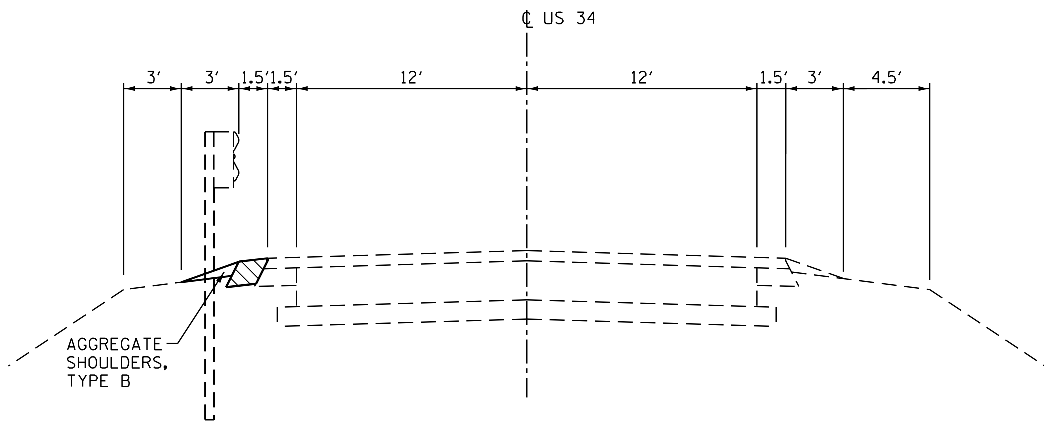
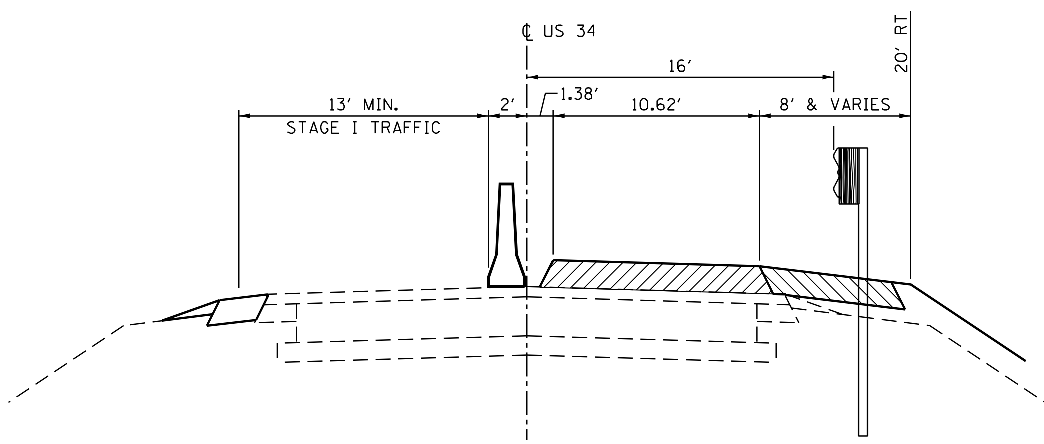


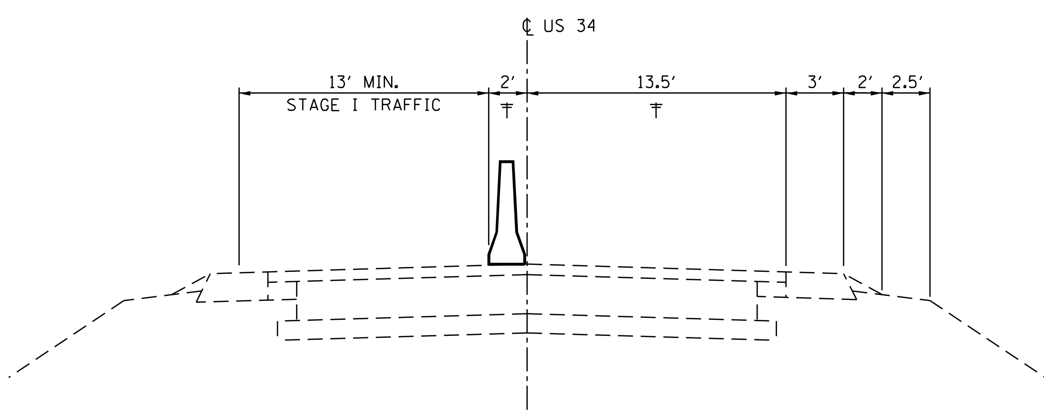
PRE–STAGE I ROADWAY TYPICAL SECTION

LT STA 607+39 TO STA 611+94
EXCEPT AT BRIDGE



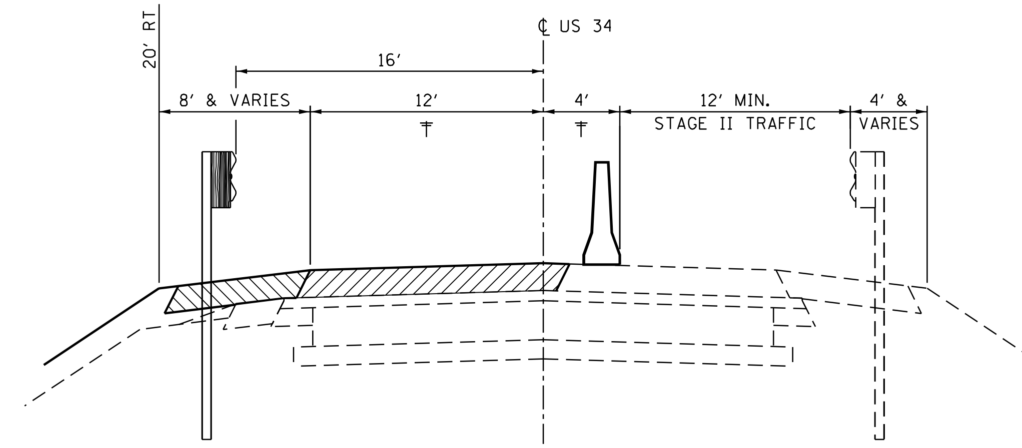
STAGE I ROADWAY TYPICAL SECTION

STA 606+70 TO STA 611+90
(LOOKING EAST)



STAGE I ROADWAY TYPICAL SECTION

STA 605+08 TO STA 606+70 AND
STA 611+90 TO STA 613+56
(LOOKING EAST)



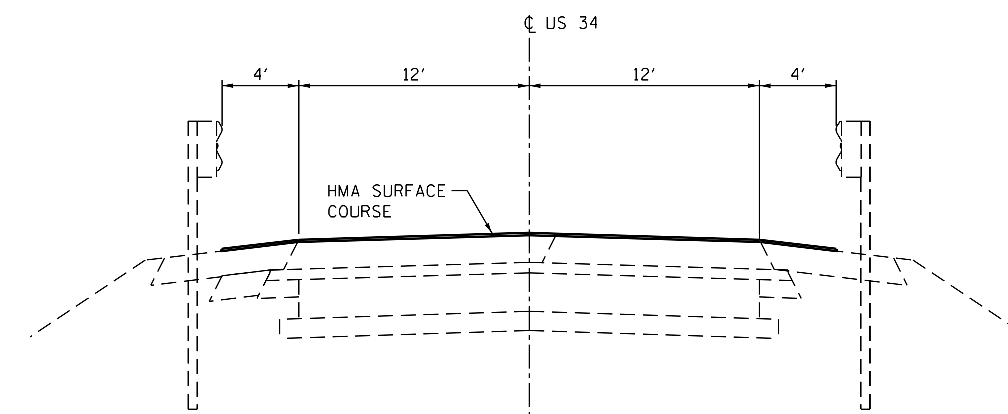
STAGE II ROADWAY TYPICAL SECTION

STA 604+83 TO STA 613+81
(LOOKING EAST)

8″ & VARIES
HMA SHOULDERS

VARIABLE THICKNESS
HMA BINDER COURSE

VARIES SEE PLAN



POST STAGE II ROADWAY TYPICAL SECTION

(LOOKING EAST)

GENERAL NOTES

1. STA AND OFFSETS TO TEMPORARY CONCRETE BARRIER ARE AT THE BACK FACE (SIDE AWAY FROM TRAFFIC) OF THE BARRIER.
2. ALL SIGNS, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS NOT PAID FOR ELSEWHERE SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
3. ALL TEMPORARY TRAFFICS SIGNALS WILL BE MEASURED AS 1 (ONE) UNIT.
4. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGE TRAFFIC PATTERNS DURING ALL STAGES OF CONSTRUCTION SHALL BE REMOVED VIA WATERBLASTING.
5. ALL TRAFFIC CONTROL ITEMS NOT SHOWN ON THE STAGE I AND II PLAN VIEWS SHALL BE PER THE REQUIREMENTS OF STANDARD 701321.
6. ALL EXCAVATION AND EMBANKMENT REQUIRED TO CONSTRUCT THE ELEMENTS IN EACH CONSTRUCTION STAGE SHALL BE PROVIDED AS REQUIRED IN THAT STAGE.

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US 34
TRAFFIC CONTROL TYPICAL SECTIONS

SCALE: ____ SHEET ___ OF ___ SHEETS STA. ______ TO STA. ______

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	17

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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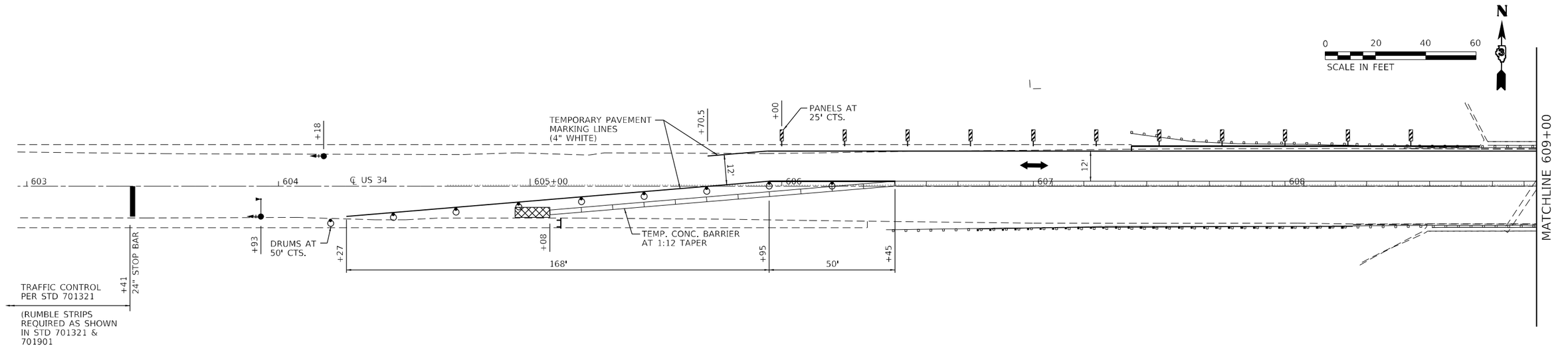

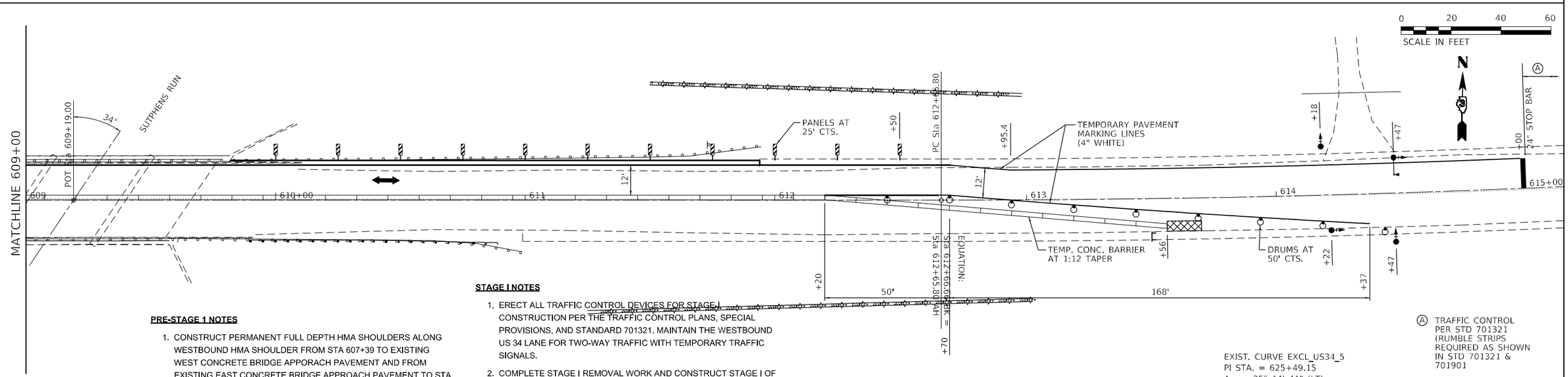

PRE-STAGE 1 NOTES

1. CONSTRUCT PERMANENT FULL DEPTH HMA SHOULDERS ALONG WESTBOUND HMA SHOULDER FROM STA 607+39 TO EXISTING WEST CONCRETE BRIDGE APPORACH PAVEMENT AND FROM EXISTING EAST CONCRETE BRIDGE APPROACH PAVEMENT TO STA 611+94.
2. ALL TRAFFIC CONTROL FOR PRE-STAGE I WORK SHALL BE PER HIGHWAY STANDARD 701306.

STAGE I NOTES

1. ERECT ALL TRAFFIC CONTROL DEVICES FOR STAGE I CONSTRUCTION PER THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, AND STANDARD 701321. MAINTAIN THE WESTBOUND US 34 LANE FOR TWO-WAY TRAFFIC WITH TEMPORARY TRAFFIC SIGNALS.
2. COMPLETE STAGE I REMOVAL WORK AND CONSTRUCT STAGE I OF SN 050-0262 PCC CONNECTORS, BRIDGE APPROACH SLABS, BRIDGE DECK AND HMA BINDER COURSE FROM STA 606+70 TO STA 611+90.
3. CONSTRUCT HMA SHOULDERS FROM STA 606+34 TO THE WEST PCC CONNECTOR AND FROM THE EAST PCC CONNECTOR TO STA 610+99 ALONG THE EASTBOUND EDGE OF PAVEMENT.
4. ERECT GUARDRAIL FOR EASTBOUND LANE.
5. CONSTRUCT TEMPORARY RAMPS AT ENDS OF PCC CONNECTORS.

EXIST. CURVE EXCL_US34_5
PI STA. = 625+49.15
Δ = 25° 14' 41" (LT)
D = 0° 59' 59"
R = 5,730.85'
T = 1,283.35'
L = 2,525.04'
E = 141.94'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 612+65.80
P.T. STA. = 637+90.84

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	DRAWN - NV	REVISED -
PLOT SCALE = ___	CHECKED - JKC	REVISED -
PLOT DATE = ___	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
STAGE I TRAFFIC CONTROL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	18
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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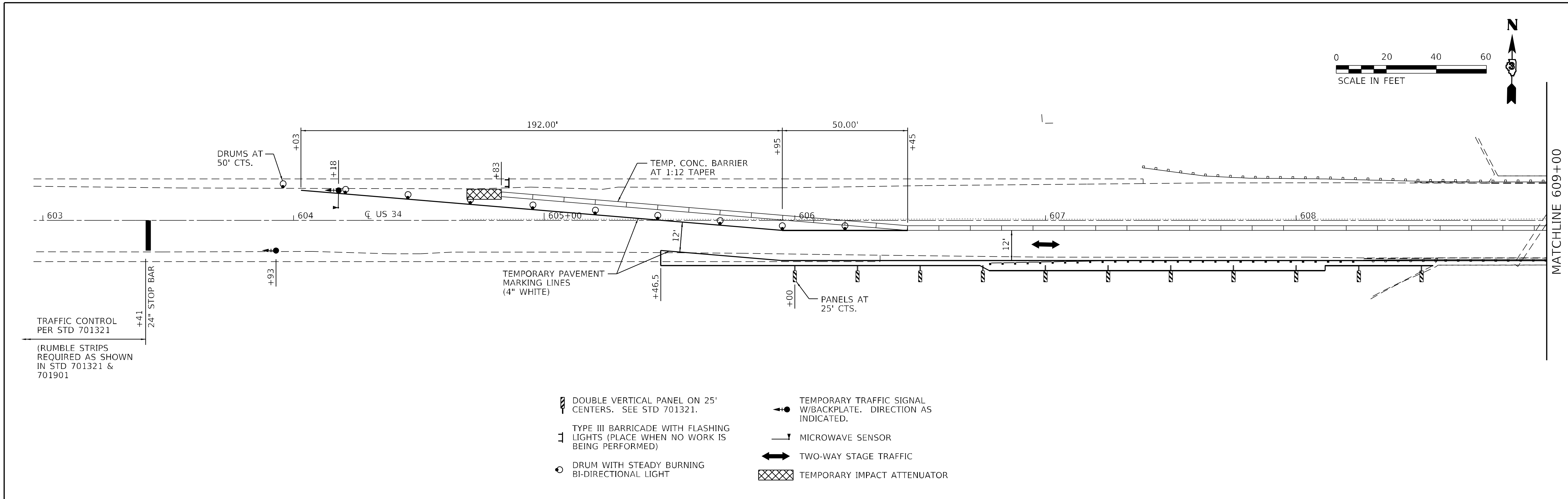

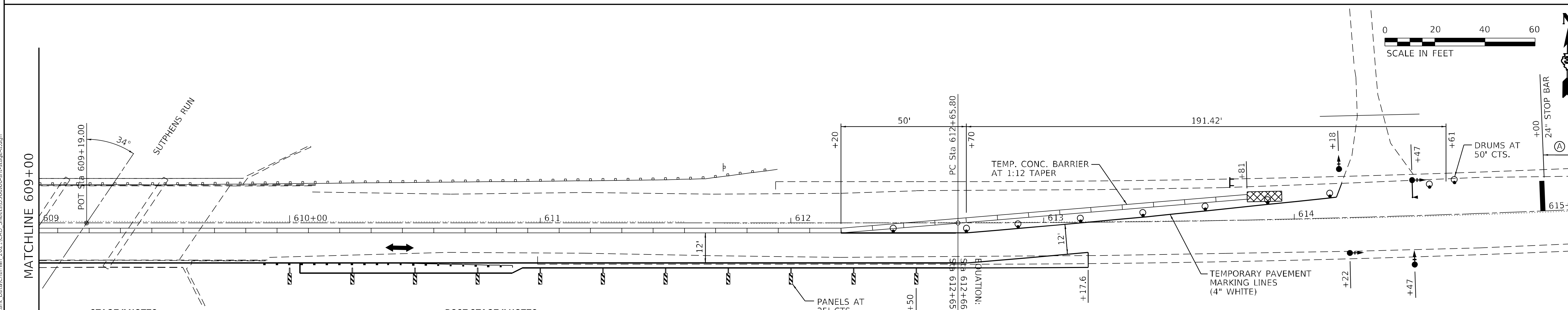

STAGE II NOTES

1. RELOCATE AND PLACE STAGE TRAFFIC CONTROL DEVICES TO MEET STAGE II CONFIGURATION AND OPEN THE EASTBOUND LANE OF US 34. MAINTAIN THE EASTBOUND US 34 LANE FOR TWO-WAY TRAFFIC WITH TEMPORARY TRAFFIC SIGNALS.
2. COMPLETE STAGE II REMOVAL WORK AND CONSTRUCT STAGE II OF SN 050-0262 PCC CONNECTORS, BRIDGE APPROACH SLABS, BRIDGE DECK AND HMA BINDER COURSE FROM STA 606+70 TO STA 611+90.
3. ERECT GUARDRAIL FOR WESTBOUND LANE.
4. CONSTRUCT TEMPORARY RAMPS AT ENDS OF PCC CONNECTORS.
5. REMOVE TRAFFIC CONTROL DEVICES AND OPEN ALL LANES TO TRAFFIC.

POST STAGE II NOTES

1. COMPLETE HMA SURFACE REMOVAL AT EACH APPROACH TO THE BRIDGE AND PLACE TEMPORARY RAMPS AT THE BUTT JOINTS.
2. REMOVE TEMPORARY RAMPS AND PLACE HMA SURFACE COURSE LIFT ON PAVEMENT AND SHOULDERS. PLACEMENT OF SURFACE LIFT ON THE SHOULDERS SHALL BE TO THE EDGE OF SHOULDER OR FACE OF GUARDRAIL AS APPLICABLE.
3. ADD RUMBLE STRIPS TO SHOULDERS.
4. PLACE PAVEMENT MARKING AND COMPLETE REMAINDER OF WORK FOR THE PROJECT.
5. THE POST STAGE II WORK SHALL BE COMPLETED UNDER TRAFFIC CONTROL ACCORDING TO STANDARD 701306.

EXIST. CURVE EXCL_US34_5
PI STA. = 625+49.15
Δ = 25° 14' 41" (LT)
D = 0° 59' 59"
R = 5,730.85'
T = 1,283.35'
L = 2,525.04'
E = 141.94'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 612+65.80
P.T. STA. = 637+90.84

Ⓐ TRAFFIC CONTROL PER STD 701321 (RUMBLE STRIPS REQUIRED AS SHOWN IN STD 701321 & 701901

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

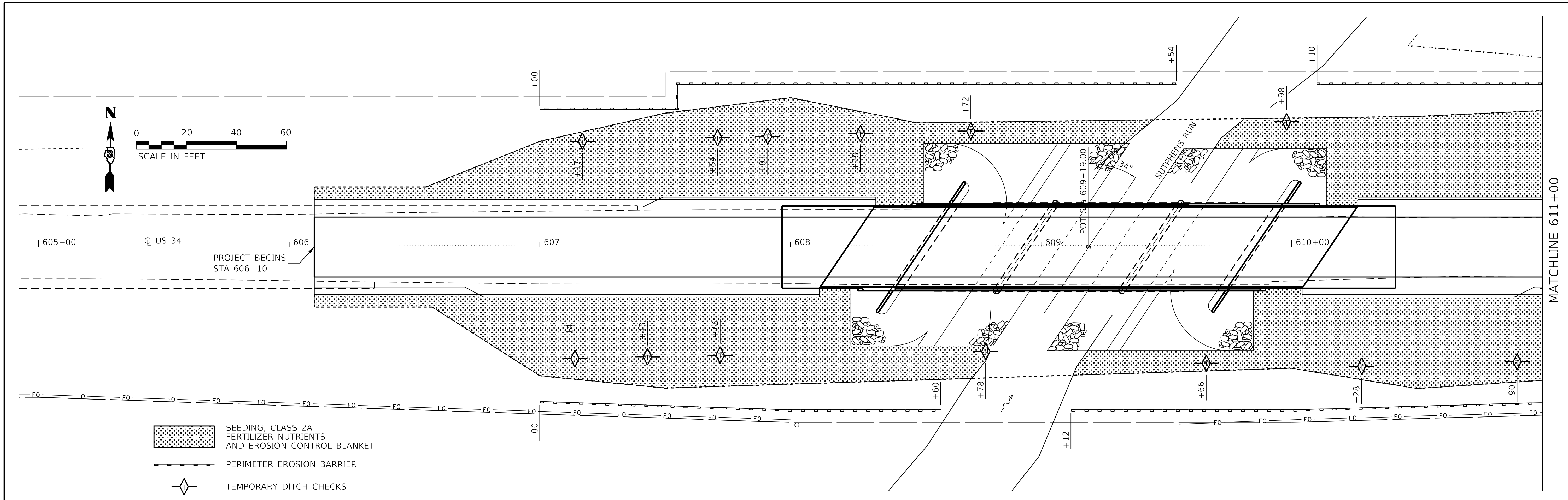
US 34
STAGE II TRAFFIC CONTROL

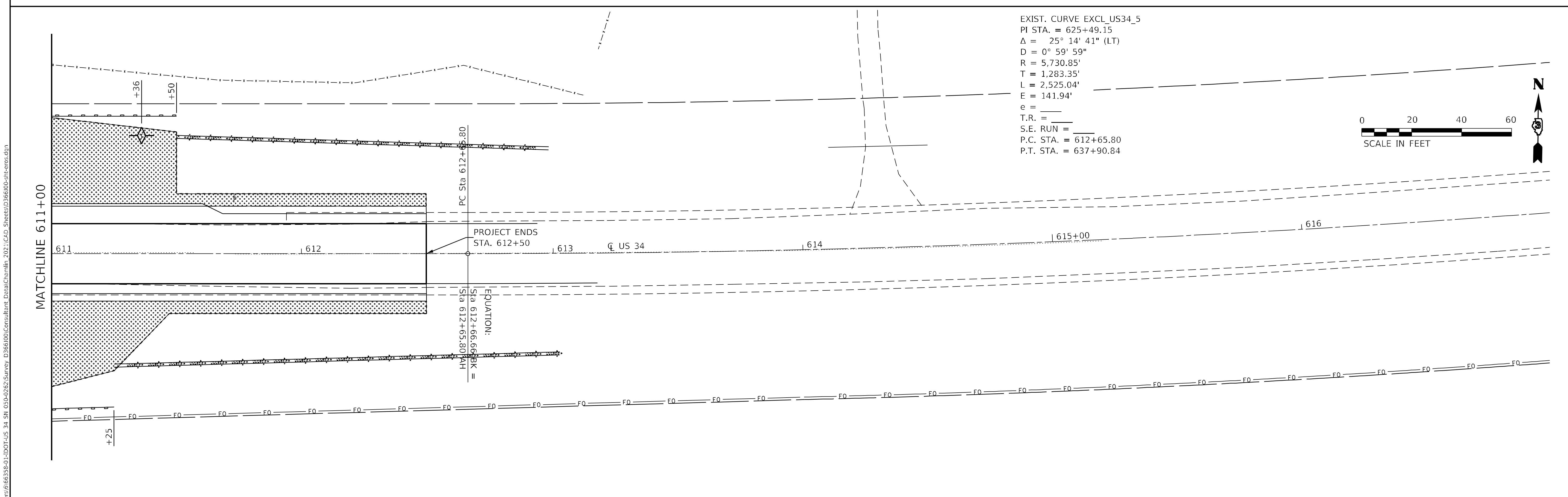
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	19

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT





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		DRAWN - NV	REVISED -	
	PLOT SCALE = __	CHECKED - JKC	REVISED -	
	PLOT DATE = __	DATE -	REVISED -	

US 34
EROSION CONTROL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(188)BR	LASALLE	80	20

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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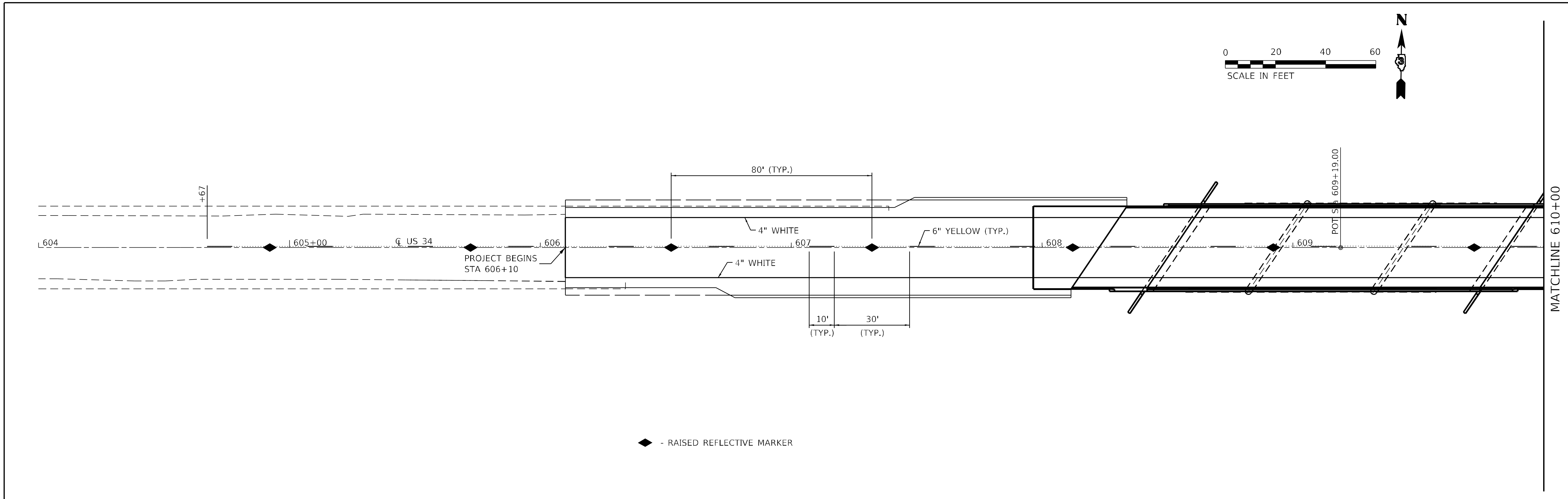

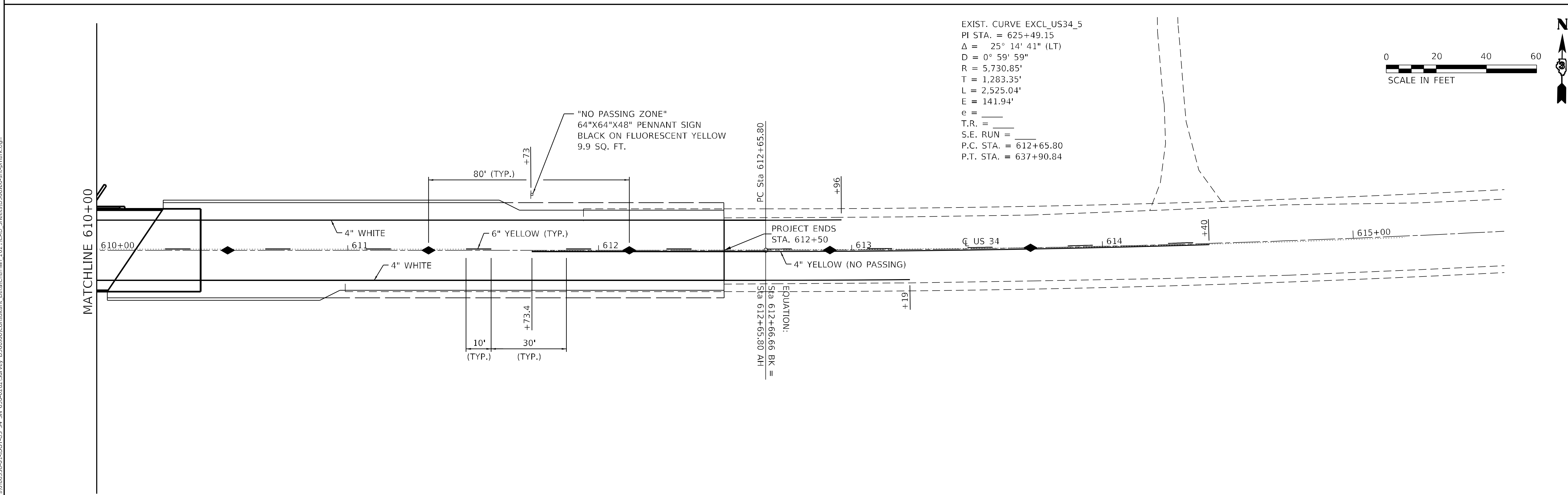

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PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
PAVEMENT MARKING PLAN

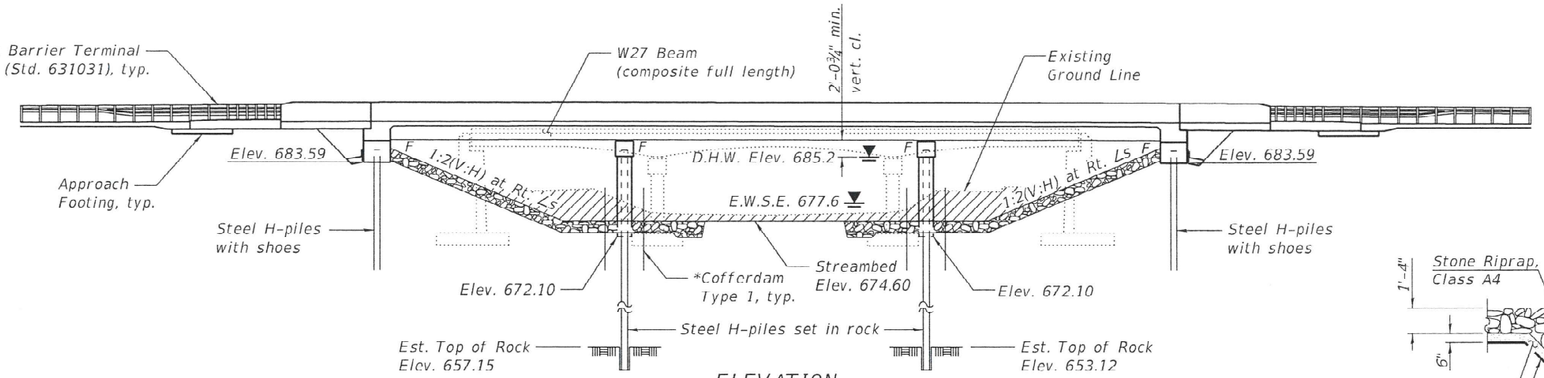
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	21
		CONTRACT NO. 66J00		
		ILLINOIS FED. AID PROJECT		

Benchmark: BM #4 – Cut square on top of northwest wingwall of SN 050-0039; Sta. 608+78.77, 17.04' Lt, Elev. 689.53.

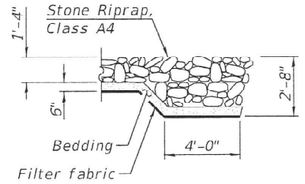
Existing Structure: SN 050-0039, built in 1952 as FA Rte. 19, Section 18B at Sta. 609+19. The structure is a three-span variable depth concrete tee-beam superstructure supported by closed concrete abutments on spread footing and concrete multi-column piers on spread footing. Back to back abutment length is 103'-9", out to out bridge width is 35'-8", with a left ahead skew of 34 degrees. Structure to be removed and replaced utilizing stage construction, while maintaining one lane of traffic at all times.

No Salvage.

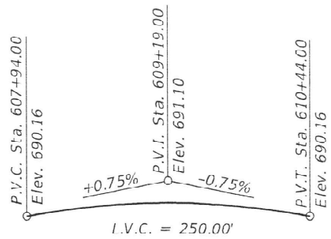


ELEVATION

*Portions of the existing pier footings may need to be removed to provide space for cofferdam construction.

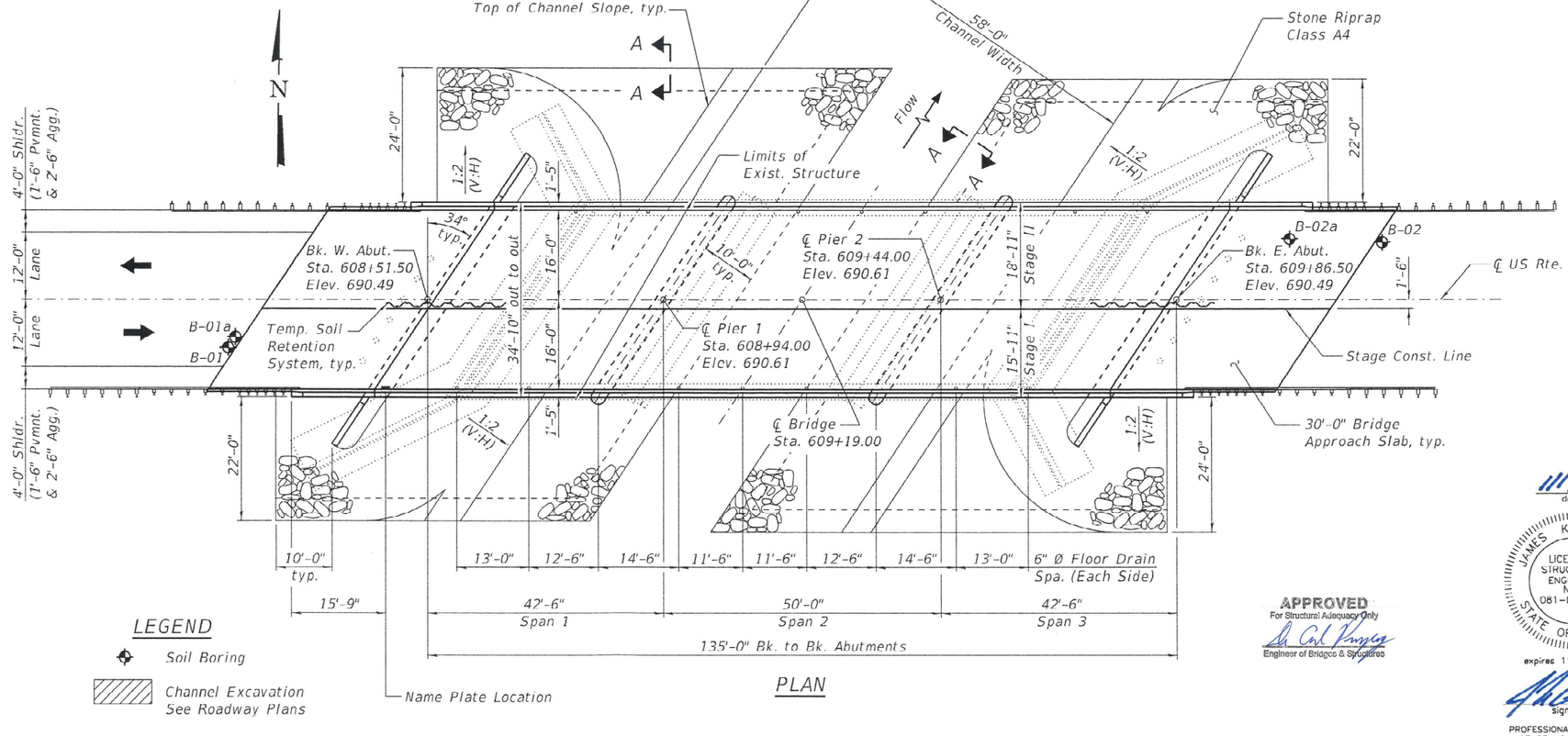


SECTION A-A



US RTE. 34 PROFILE GRADE

(Along ℄ Roadway)



PLAN

LEGEND

Soil Boring

Channel Excavation See Roadway Plans

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

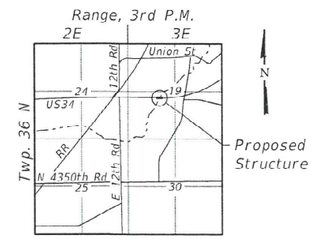
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.069g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.126g
Soil Site Class = C



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

11/9/21
date

JAMES K. CLINARD
LICENSED STRUCTURAL ENGINEER
NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2022
signature
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

GENERAL PLAN & ELEVATION
US ROUTE 34 OVER SUTPHENS RUN
F.A.P. ROUTE 587 - SEC. (18B)BR
LASALLE COUNTY
STA. 609+19.00
STRUCTURE NO. 050-0262

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 050-0262
SHEET 1 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	22
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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GENERAL NOTES

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts 7/8" in. Ø, holes 15/16" in. Ø, unless otherwise noted.

Calculated weight of Structural Steel = GR50 72,710 pounds/GR36 10,760pounds

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 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of the fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

INDEX OF SHEETS

STATION 609+19
BUILT BY
STATE OF ILLINOIS
F.A.P. 587 SECTION (18B)BR
LOADING HL93
STRUCTURE NO. 050-0262

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	--	1185	1185
Filter Fabric	Sq. Yd.	--	1185	1185
Removal of Existing Structures	Each	1	--	1
Structure Excavation	Cu. Yd.	--	176	176
Cofferdam Excavation	Cu. Yd.	--	89.8	89.8
Cofferdam (Type 1) (Location-1)	Each	--	2	2
Floor Drains	Each	14	--	14
Concrete Structures	Cu. Yd.	--	165.6	165.6
Concrete Superstructure	Cu. Yd.	188.8	--	188.8
Bridge Deck Grooving	Sq. Yd.	685	--	685
Protective Coat	Sq. Yd.	838	--	838
Concrete Superstructure (Approach Slab)	Cu. Yd.	92.4	--	92.4
Furnishing and Erecting Structural Steel	L. Sum	1	--	1
Stud Shear Connectors	Each	3150	--	3150
Reinforcement Bars, Epoxy Coated	Pound	89980	15480	105460
Bar Splicers	Each	740	92	832
Furnishing Steel Piles HP 10 x 42	Foot	--	408	408
Furnishing Steel Piles HP 12 x 53	Foot	--	438	438
Driving Piles	Foot	--	408	408
Pile Shoes	Each	--	12	12
Name Plates	Each	1	--	1
Anchor Bolts, 7/8"	Each	24	--	24
Anchor Bolts, 1"	Each	24	--	24
Temporary Soil Retention System	Sq. Ft.	--	306	306
Granular Backfill for Structures	Cu. Yd.	--	99	99
Geocomposite Wall Drain	Sq. Yd.	--	60	60
Pipe Underdrains for Structures 4"	Foot	--	154	154
Drilling and Setting Piles (in soil)	Cu. Ft.	--	716	716
Drilling and Setting Piles (in rock)	Cu. Ft.	--	226	226

WATERWAY INFORMATION

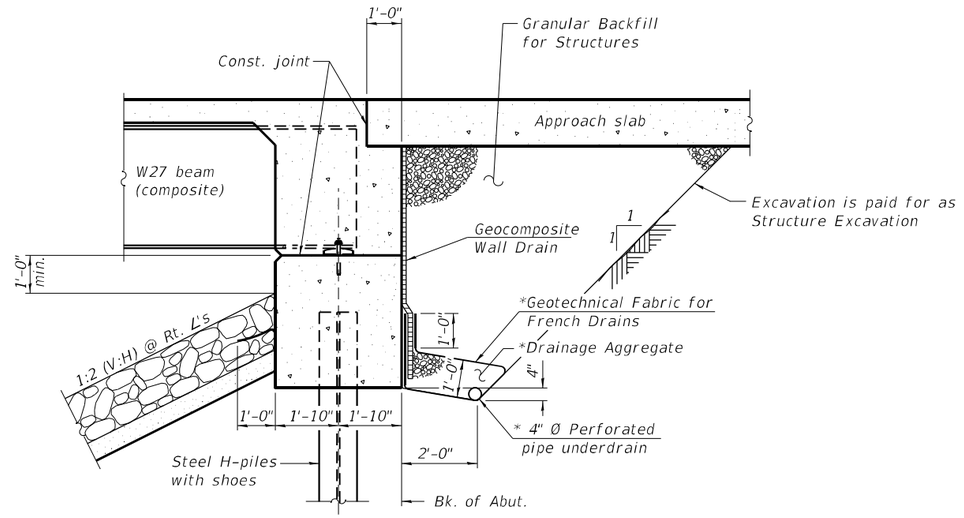
Exist. Overtopping Elev. 689.03 @ Sta. 609+92
Drainage Area = 27.2 sq. mi. Prop. Overtopping Elev. 689.66 @ Sta. 612+00

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1690	472	665	683.8	0.4	0.3	684.2	684.1
Design	50	2640	576	793	685.2	0.6	0.5	685.8	685.7
Base	100	3070	609	841	685.7	0.7	0.5	686.4	686.2
Scour Check	200	3500	634	885	686.1	1.3	0.6	687.4	686.7
Max. Calc.	500	4090	647	943	686.7	1.1	0.8	687.8	687.5

10-year velocity thru existing structure = 3.6 fps
10-year velocity thru proposed structure = 2.5 fps

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	683.59	666.4	666.4	683.59	5
Q200	683.59	665.5	665.5	683.59	
Design	683.59	666.4	666.4	683.59	
Check	683.59	665.5	665.5	683.59	



SECTION THRU INTEGRAL ABUTMENT

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

*Include in the cost of Pipe Underdrains for Structures.

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

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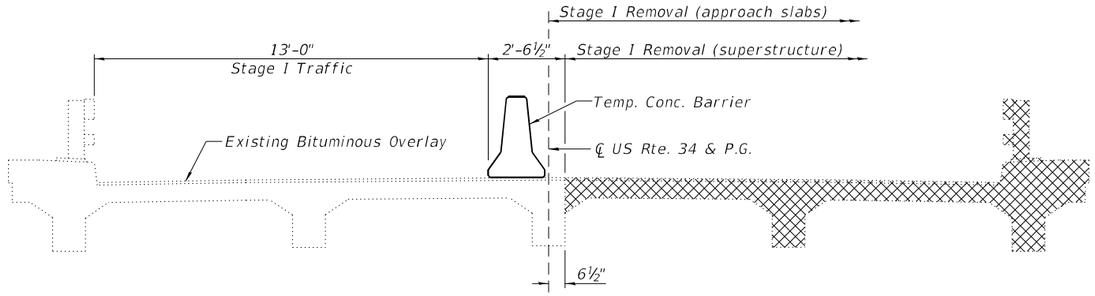
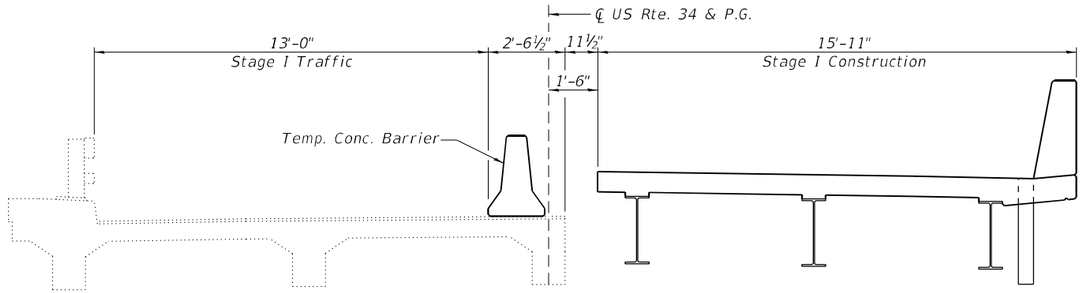
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 050-0262
SHEET 2 OF 27 SHEETS

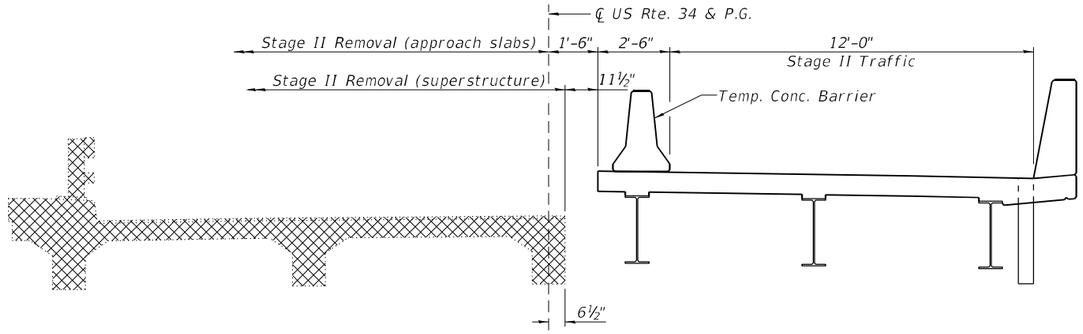
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	23
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



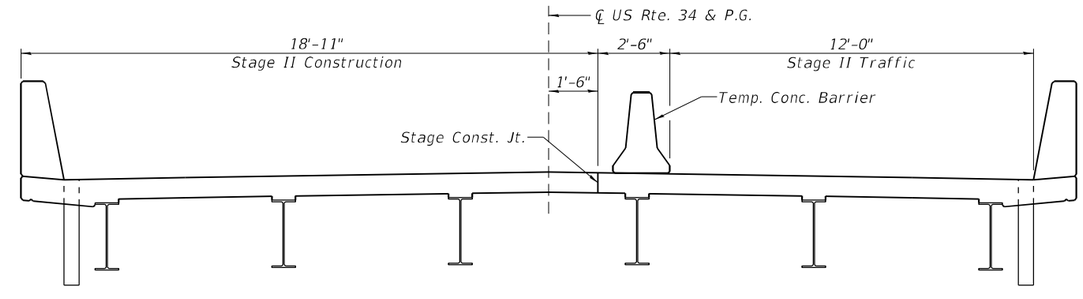
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

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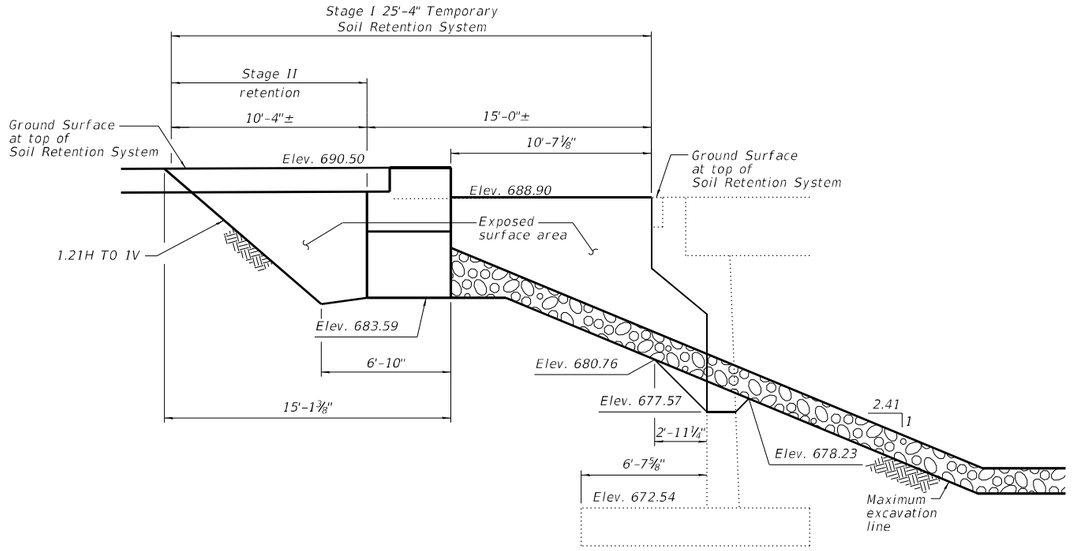
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

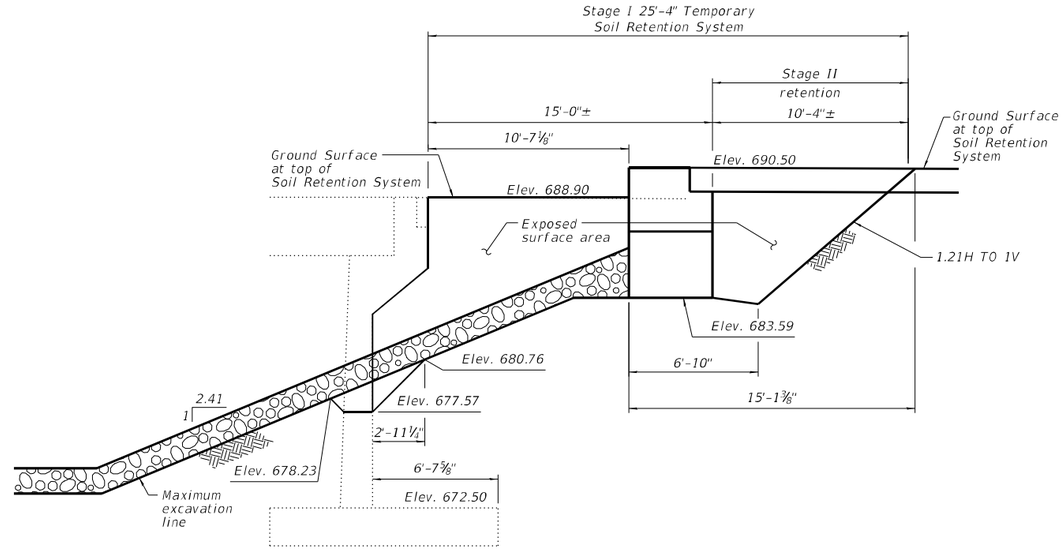
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 050-0262
SHEET 3 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	24
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



WEST ABUTMENT ELEVATION

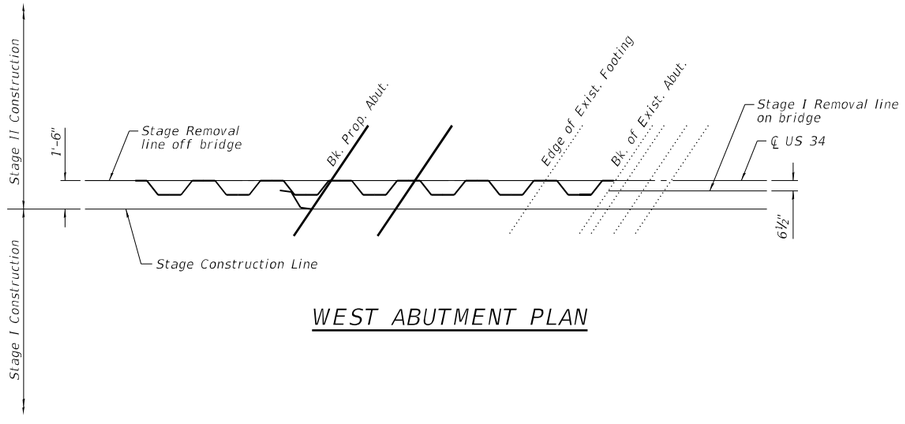
(LOOKING NORTH)



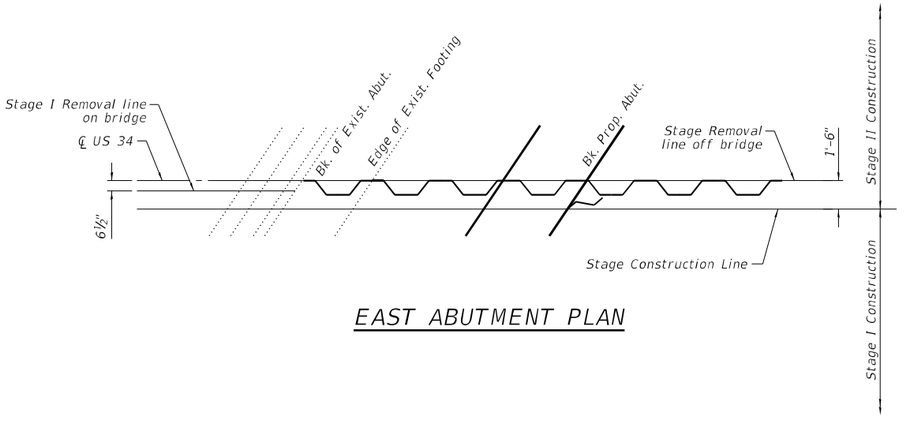
EAST ABUTMENT ELEVATION

(LOOKING NORTH)

A cantilevered sheet pile design does not appear feasible and additional members or other retention systems may be necessary. The contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



WEST ABUTMENT PLAN



EAST ABUTMENT PLAN

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	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 050-0262

SHEET 4 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	25
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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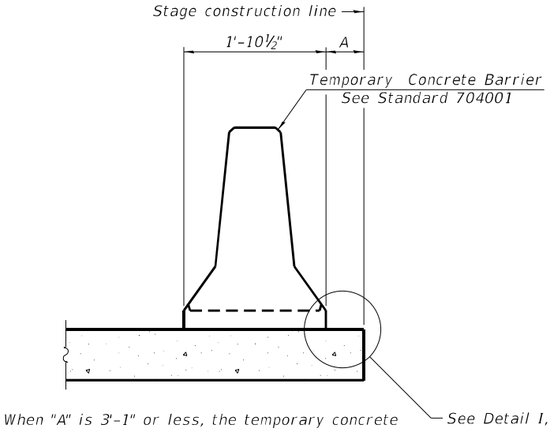
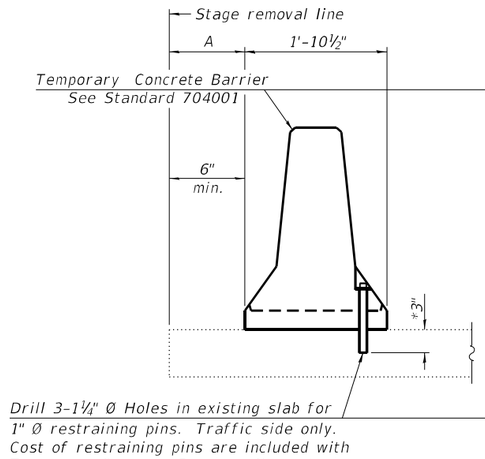


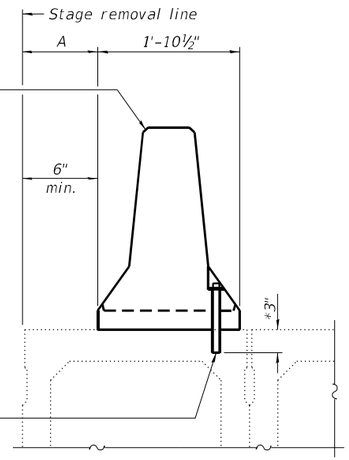
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

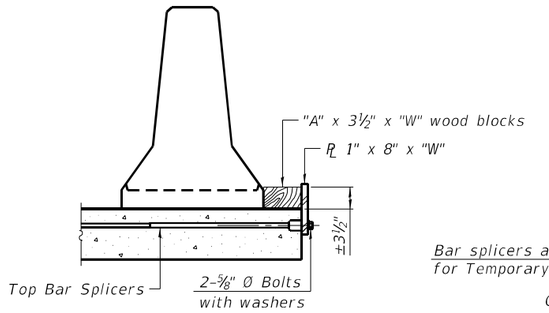
EXISTING SLAB



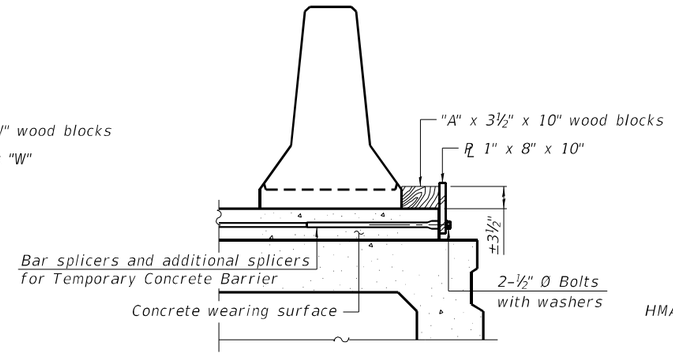
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

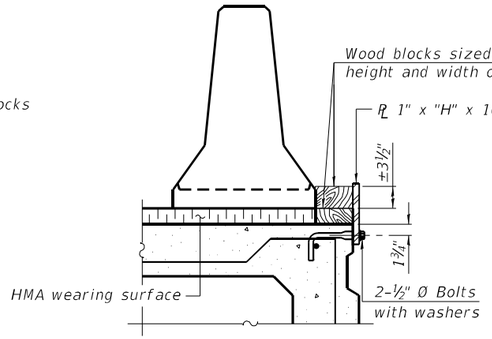
SECTIONS THRU SLAB OR DECK BEAM



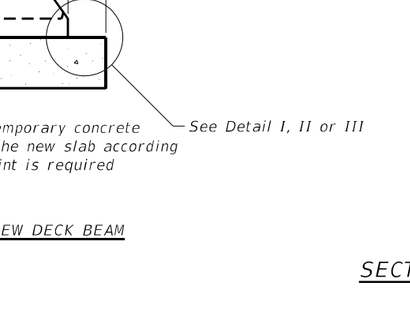
DETAIL I



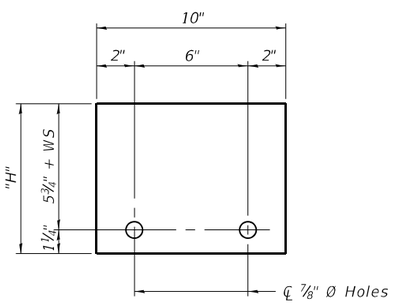
DETAIL II



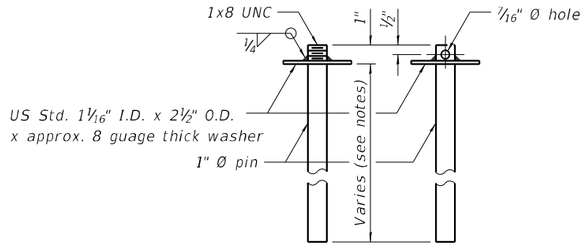
DETAIL III



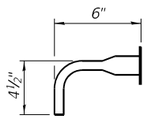
STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



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



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

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

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

R-27

2-17-2017

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PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 050-0262

SHEET 5 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	26
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

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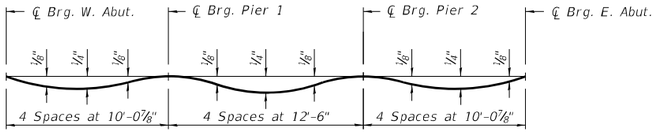
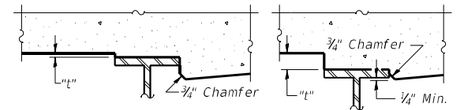


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet 7 of 27.

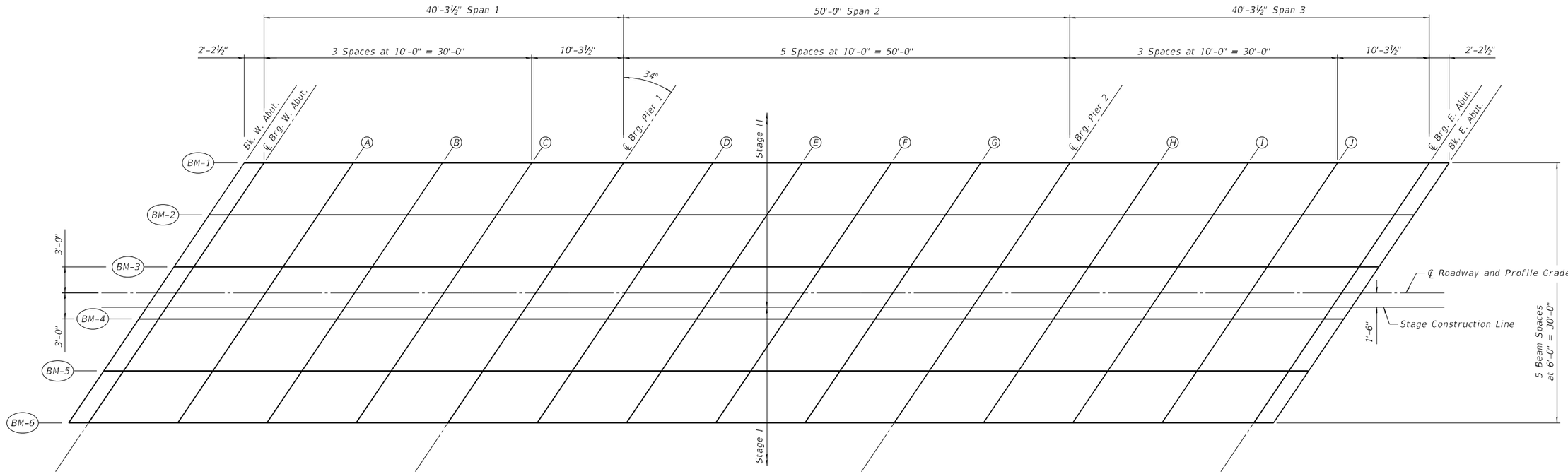


At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below and on sheet 7 of 27. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

N

BM1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+61.62	-15.00	690.29	690.29
CL. BRG W. ABUT	608+63.83	-15.00	690.30	690.30
A	608+73.83	-15.00	690.33	690.34
B	608+83.83	-15.00	690.35	690.37
C	608+93.83	-15.00	690.37	690.38
CL. BRG. PIER 1	609+04.12	-15.00	690.38	690.38
D	609+14.12	-15.00	690.39	690.40
E	609+24.12	-15.00	690.39	690.41
F	609+34.12	-15.00	690.38	690.40
G	609+44.12	-15.00	690.37	690.38
CL. BRG. PIER 2	609+54.12	-15.00	690.35	690.35
H	609+64.12	-15.00	690.33	690.34
I	609+74.12	-15.00	690.30	690.32
J	609+84.12	-15.00	690.26	690.28
CL. BRG E. ABUT	609+94.41	-15.00	690.22	690.22
BK. E. ABUT	609+96.62	-15.00	690.21	690.21

BM2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+57.57	-9.00	690.38	690.38
CL. BRG W. ABUT	608+59.78	-9.00	690.39	690.39
A	608+69.78	-9.00	690.42	690.44
B	608+79.78	-9.00	690.45	690.47
C	608+89.78	-9.00	690.47	690.48
CL. BRG. PIER 1	609+00.07	-9.00	690.49	690.49
D	609+10.07	-9.00	690.49	690.50
E	609+20.07	-9.00	690.50	690.51
F	609+30.07	-9.00	690.49	690.51
G	609+40.07	-9.00	690.48	690.49
CL. BRG. PIER 2	609+50.07	-9.00	690.47	690.47
H	609+60.07	-9.00	690.45	690.45
I	609+70.07	-9.00	690.42	690.43
J	609+80.07	-9.00	690.38	690.40
CL. BRG E. ABUT	609+90.36	-9.00	690.34	690.34
BK. E. ABUT	609+92.57	-9.00	690.33	690.33

BM3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+53.52	-3.00	690.46	690.46
CL. BRG W. ABUT	608+55.73	-3.00	690.47	690.47
A	608+65.73	-3.00	690.50	690.51
B	608+75.73	-3.00	690.53	690.55
C	608+85.73	-3.00	690.55	690.56
CL. BRG. PIER 1	608+96.02	-3.00	690.57	690.57
D	609+06.02	-3.00	690.58	690.59
E	609+16.02	-3.00	690.59	690.60
F	609+26.02	-3.00	690.58	690.60
G	609+36.02	-3.00	690.58	690.59
CL. BRG. PIER 2	609+46.02	-3.00	690.56	690.56
H	609+56.02	-3.00	690.55	690.55
I	609+66.02	-3.00	690.52	690.54
J	609+76.02	-3.00	690.49	690.50
CL. BRG E. ABUT	609+86.31	-3.00	690.45	690.45
BK. E. ABUT	609+88.52	-3.00	690.44	690.44

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USER NAME =	DESIGNED - JKC	REVISED -	
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0262
SHEET 6 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	27
		CONTRACT NO. 66J00		
		ILLINOIS FED. AID PROJECT		

CENTERLINE ROADWAY AND PROFILE GRADE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+51.50	0.00	690.49	690.49
CL. BRG W. ABUT	608+53.71	0.00	690.50	690.50
A	608+63.71	0.00	690.54	690.55
B	608+73.71	0.00	690.57	690.59
C	608+83.71	0.00	690.59	690.60
CL. BRG. PIER 1	608+94.00	0.00	690.61	690.61
D	609+04.00	0.00	690.62	690.63
E	609+14.00	0.00	690.63	690.65
F	609+24.00	0.00	690.63	690.65
G	609+34.00	0.00	690.62	690.63
CL. BRG. PIER 2	609+44.00	0.00	690.61	690.61
H	609+54.00	0.00	690.59	690.60
I	609+64.00	0.00	690.57	690.59
J	609+74.00	0.00	690.54	690.55
CL. BRG E. ABUT	609+84.29	0.00	690.50	690.50
BK. E. ABUT	609+86.50	0.00	690.49	690.49

STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+50.49	1.50	690.47	690.47
CL. BRG W. ABUT	608+52.70	1.50	690.48	690.48
A	608+62.70	1.50	690.51	690.53
B	608+72.70	1.50	690.54	690.56
C	608+82.70	1.50	690.57	690.58
CL. BRG. PIER 1	608+92.99	1.50	690.59	690.59
D	609+02.99	1.50	690.60	690.61
E	609+12.99	1.50	690.61	690.63
F	609+22.99	1.50	690.61	690.63
G	609+32.99	1.50	690.60	690.61
CL. BRG. PIER 2	609+42.99	1.50	690.59	690.59
H	609+52.99	1.50	690.57	690.58
I	609+62.99	1.50	690.55	690.57
J	609+72.99	1.50	690.52	690.53
CL. BRG E. ABUT	609+83.28	1.50	690.48	690.48
BK. E. ABUT	609+85.49	1.50	690.48	690.48

BM4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+49.48	3.00	690.44	690.44
CL. BRG W. ABUT	608+51.69	3.00	690.45	690.45
A	608+61.69	3.00	690.49	690.50
B	608+71.69	3.00	690.52	690.53
C	608+81.69	3.00	690.54	690.55
CL. BRG. PIER 1	608+91.98	3.00	690.56	690.56
D	609+01.98	3.00	690.58	690.59
E	609+11.98	3.00	690.58	690.60
F	609+21.98	3.00	690.59	690.60
G	609+31.98	3.00	690.58	690.59
CL. BRG. PIER 2	609+41.98	3.00	690.57	690.57
H	609+51.98	3.00	690.55	690.56
I	609+61.98	3.00	690.53	690.55
J	609+71.98	3.00	690.50	690.52
CL. BRG E. ABUT	609+82.27	3.00	690.47	690.47
BK. E. ABUT	609+84.48	3.00	690.46	690.46

BM5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+45.43	9.00	690.33	690.33
CL. BRG W. ABUT	608+47.64	9.00	690.34	690.34
A	608+57.64	9.00	690.38	690.40
B	608+67.64	9.00	690.42	690.43
C	608+77.64	9.00	690.44	690.45
CL. BRG. PIER 1	608+87.93	9.00	690.47	690.47
D	608+97.93	9.00	690.48	690.49
E	609+07.93	9.00	690.49	690.51
F	609+17.93	9.00	690.50	690.51
G	609+27.93	9.00	690.49	690.50
CL. BRG. PIER 2	609+37.93	9.00	690.49	690.49
H	609+47.93	9.00	690.47	690.48
I	609+57.93	9.00	690.45	690.47
J	609+67.93	9.00	690.42	690.44
CL. BRG E. ABUT	609+78.22	9.00	690.39	690.39
BK. E. ABUT	609+80.43	9.00	690.38	690.38

BM6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. W. ABUT	608+41.38	15.00	690.21	690.21
CL. BRG W. ABUT	608+43.59	15.00	690.22	690.22
A	608+53.59	15.00	690.26	690.28
B	608+63.59	15.00	690.30	690.31
C	608+73.59	15.00	690.33	690.34
CL. BRG. PIER 1	608+83.88	15.00	690.35	690.35
D	608+93.88	15.00	690.37	690.38
E	609+03.88	15.00	690.38	690.40
F	609+13.88	15.00	690.39	690.41
G	609+23.88	15.00	690.39	690.40
CL. BRG. PIER 2	609+33.88	15.00	690.38	690.38
H	609+43.88	15.00	690.37	690.38
I	609+53.88	15.00	690.35	690.37
J	609+63.88	15.00	690.33	690.34
CL. BRG E. ABUT	609+74.17	15.00	690.30	690.30
BK. E. ABUT	609+76.38	15.00	690.29	690.29

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2-17-2017

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PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0262

SHEET 7 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	28
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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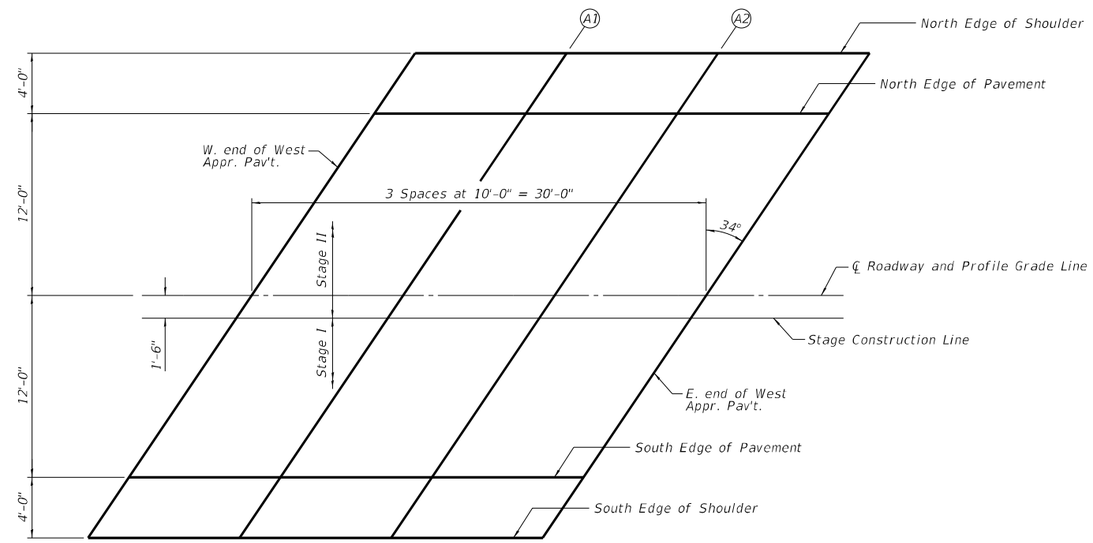
NORTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+33.50	-16.00	690.15
A1	608+43.50	-16.00	690.20
A2	608+53.50	-16.00	690.24
E. End West Appr. Pav't	608+63.50	-16.00	690.28

NORTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+30.80	-12.00	690.22
A1	608+40.80	-12.00	690.27
A2	608+50.80	-12.00	690.31
E. End West Appr. Pav't	608+60.80	-12.00	690.35

CENTERLINE ROADWAY AND PROFILE GRADE			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+22.71	0.00	690.35
A1	608+32.71	0.00	690.41
A2	608+42.71	0.00	690.46
E. End West Appr. Pav't	608+52.71	0.00	690.50



PLAN

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SOUTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+14.62	12.00	690.12
A1	608+24.62	12.00	690.18
A2	608+34.62	12.00	690.24
E. End West Appr. Pav't	608+44.62	12.00	690.29

SOUTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+11.92	16.00	690.03
A1	608+21.92	16.00	690.09
A2	608+31.92	16.00	690.14
E. End West Appr. Pav't	608+41.92	16.00	690.19

STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	608+21.70	1.50	690.32
A1	608+31.70	1.50	690.38
A2	608+41.70	1.50	690.43
E. End West Appr. Pav't	608+51.70	1.50	690.47

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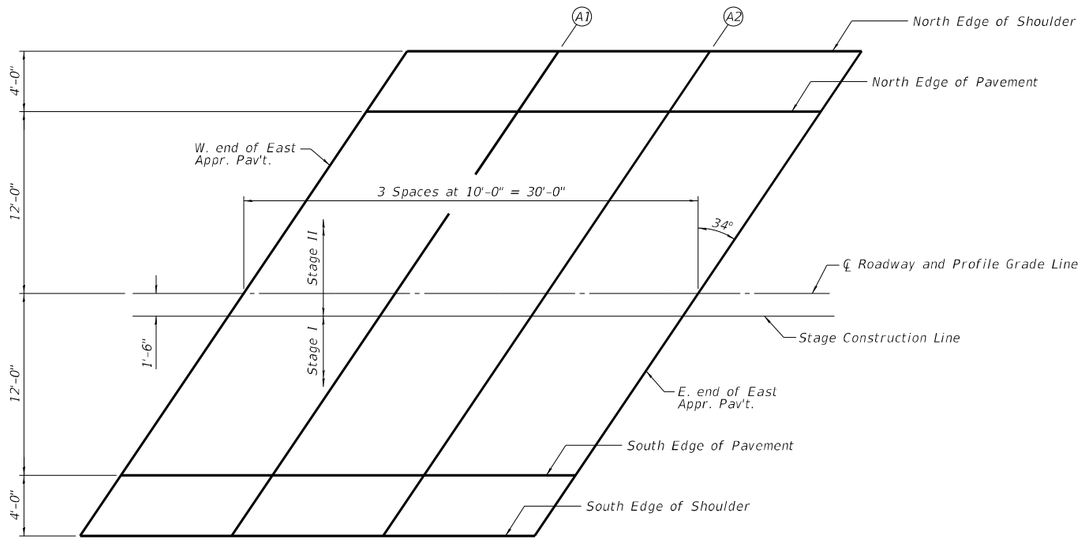
	CHECKED - DAH	REVISED -		
PLOT SCALE =	DRAWN - NV	REVISED -		SHEET 8 OF 27 SHEETS
PLOT DATE =	CHECKED - JKC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	29
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

NORTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	609+96.08	-16.00	690.19
A1	610+06.08	-16.00	690.14
A2	610+16.08	-16.00	690.09
E. End East Appr. Pav't	610+26.08	-16.00	690.03

NORTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	609+93.38	-12.00	690.29
A1	610+03.38	-12.00	690.24
A2	610+13.38	-12.00	690.18
E. End East Appr. Pav't	610+23.38	-12.00	690.12

CENTERLINE ROADWAY AND PROFILE GRADE			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	609+85.29	0.00	690.50
A1	609+95.29	0.00	690.46
A2	610+05.29	0.00	690.41
E. End East Appr. Pav't	610+15.29	0.00	690.35



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SOUTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	609+77.20	12.00	690.35
A1	609+87.20	12.00	690.31
A2	609+97.20	12.00	690.27
E. End East Appr. Pav't	610+07.20	12.00	690.22

SOUTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	609+74.50	16.00	690.28
A1	609+84.50	16.00	690.24
A2	609+94.50	16.00	690.20
E. End East Appr. Pav't	610+04.50	16.00	690.15

STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	609+84.28	1.50	690.48
A1	609+94.28	1.50	690.44
A2	610+04.28	1.50	690.39
E. End East Appr. Pav't	610+14.28	1.50	690.34

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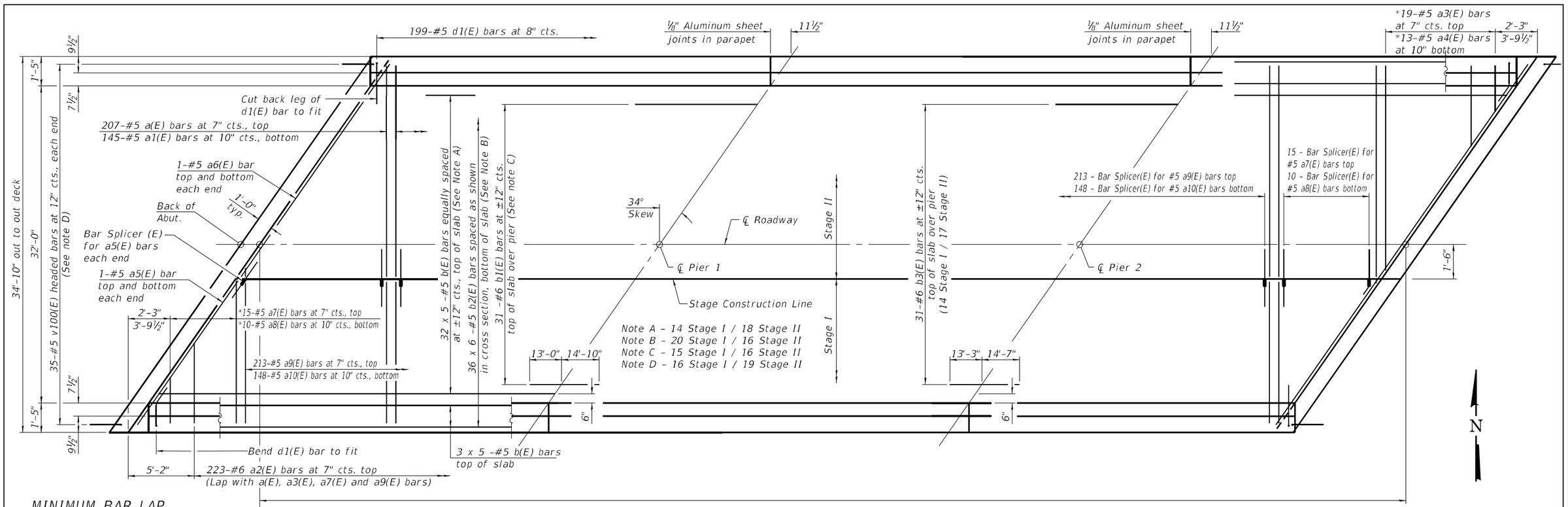
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0262

SHEET 9 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	30
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



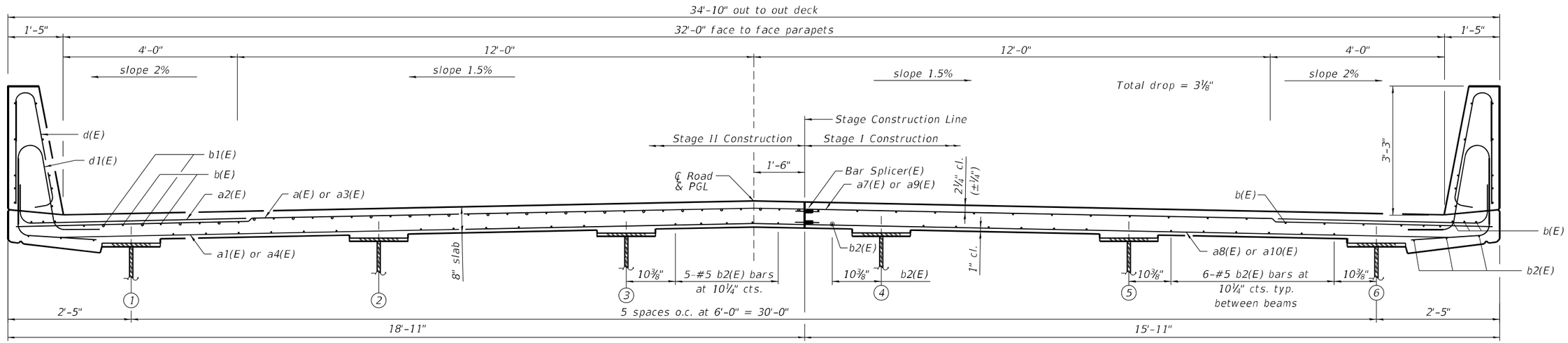
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 11 of 27.

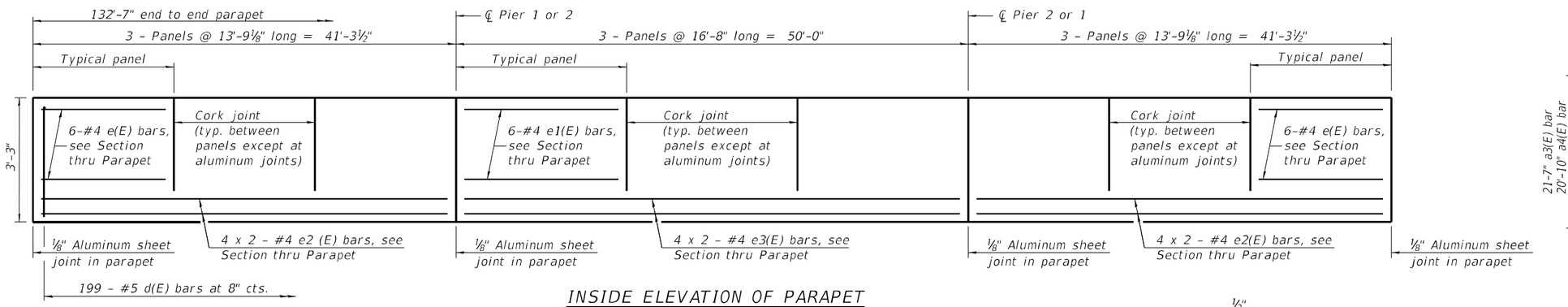
Notes:
See sheet 12 of 27 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



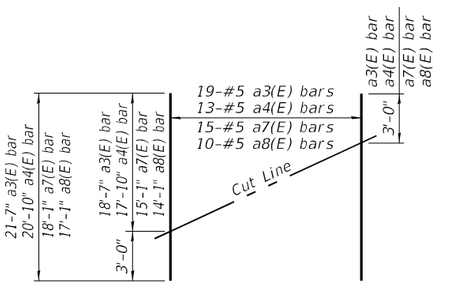
NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking East)

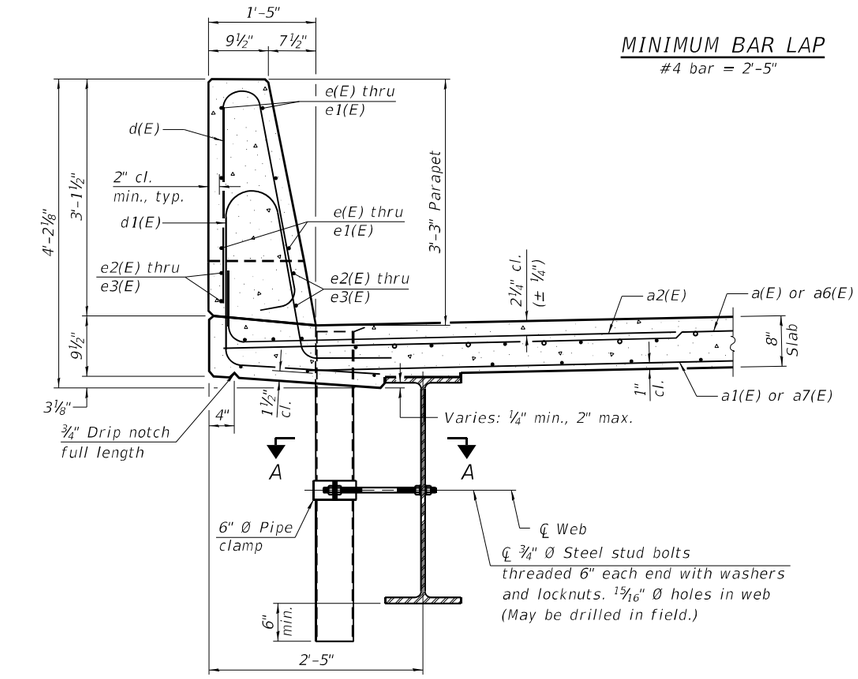


INSIDE ELEVATION OF PARAPET



FIELD CUTTING DIAGRAM

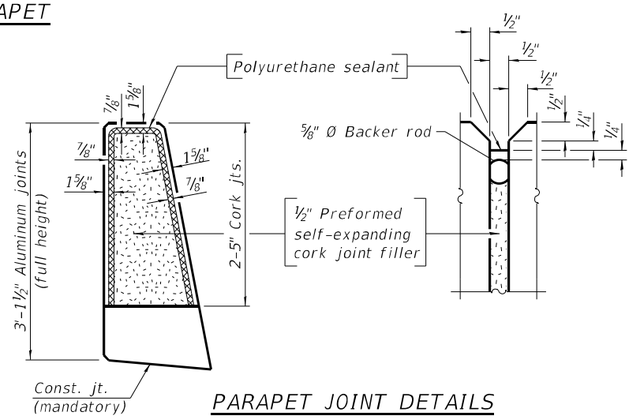
Order a3(E), a4(E), a7(E), and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



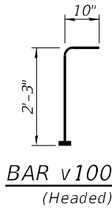
SECTION THRU PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"

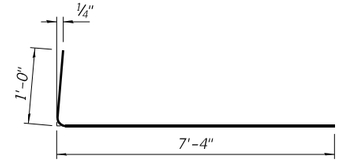


PARAPET JOINT DETAILS

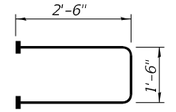


BAR v100(E)

(Headed)

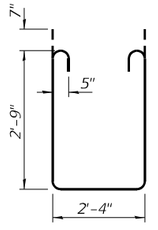


BAR a2(E)



BAR s10(E)

(Headed)



BAR s11(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	207	#5	18'-9"	
a1(E)	145	#5	18'-3"	
a2(E)	446	#6	8'-4"	
a3(E)	19	#5	21'-7"	
a4(E)	13	#5	20'-10"	
a5(E)	4	#5	19'-0"	
a6(E)	4	#5	22'-8"	
a7(E)	15	#5	18'-1"	
a8(E)	10	#5	17'-1"	
a9(E)	213	#5	15'-9"	
a10(E)	148	#5	15'-3"	
b(E)	190	#5	29'-3"	
b1(E)	31	#6	27'-10"	
b2(E)	216	#5	25'-0"	
b3(E)	31	#6	27'-10"	
d(E)	398	#5	6'-5"	
d1(E)	398	#5	7'-9"	
e(E)	72	#4	13'-6"	
e1(E)	36	#4	16'-5"	
e2(E)	32	#4	21'-9"	
e3(E)	16	#4	26'-1"	
m10(E)	8	#6	22'-8"	
m11(E)	24	#6	6'-11"	
m12(E)	12	#6	2'-5"	
m13(E)	8	#6	19'-0"	
s10(E)	72	#5	6'-6"	
s11(E)	72	#5	9'-0"	
v100(E)	70	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	43460	
Concrete Superstructure		Cu. Yds.	181.0	

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

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

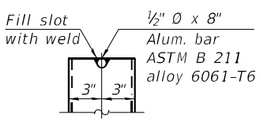
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

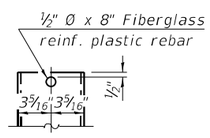
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

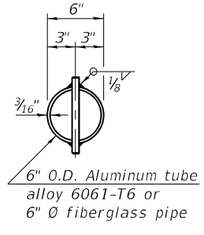
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



ALUMINUM TUBE

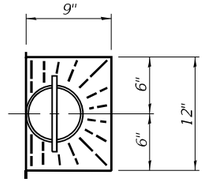


FIBERGLASS PIPE

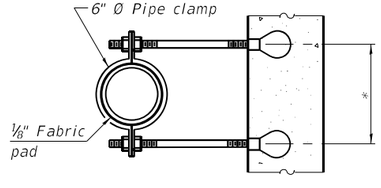


TOP PLAN

(Showing aluminum tube)

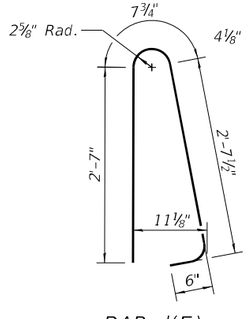


TOP PLAN

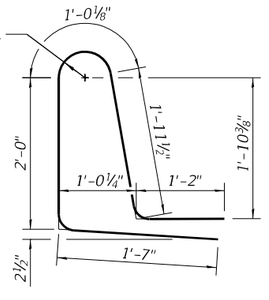


SECTION A-A

*Dimension as required by pipe clamp



BAR d(E)



BAR d1(E)

SDI-SB-2 6-15-2019

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 050-0262
SHEET 11 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	32
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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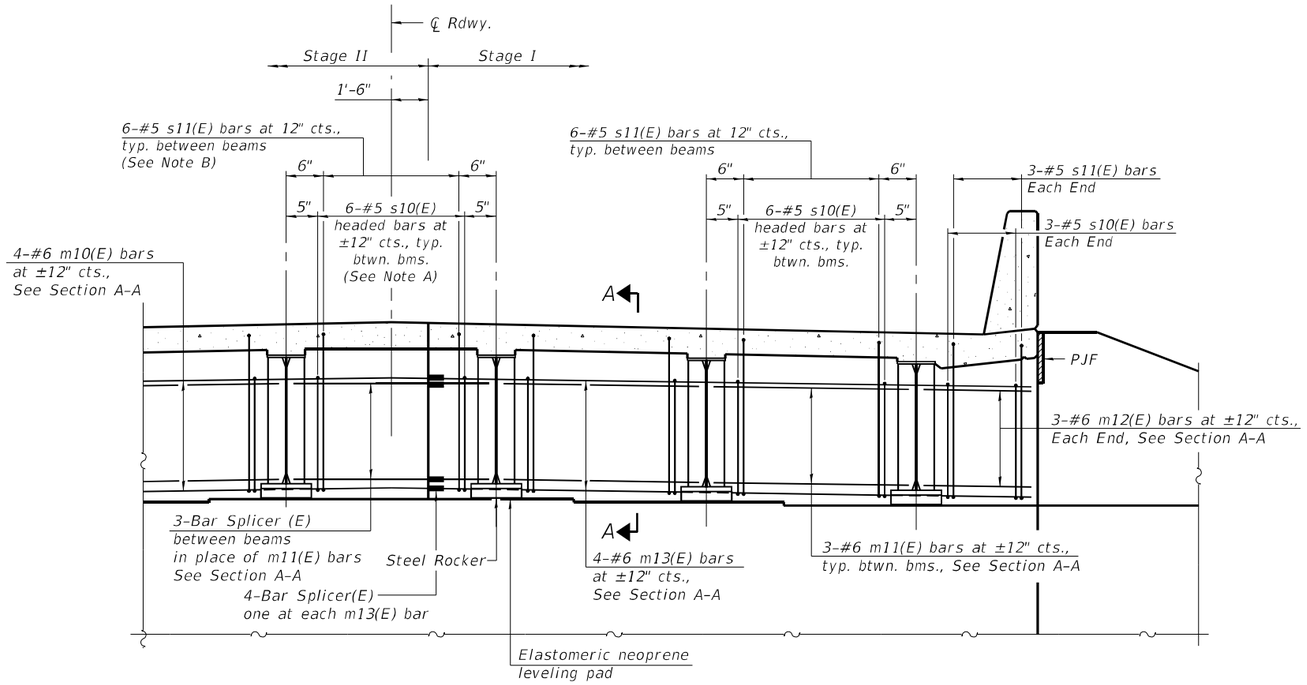
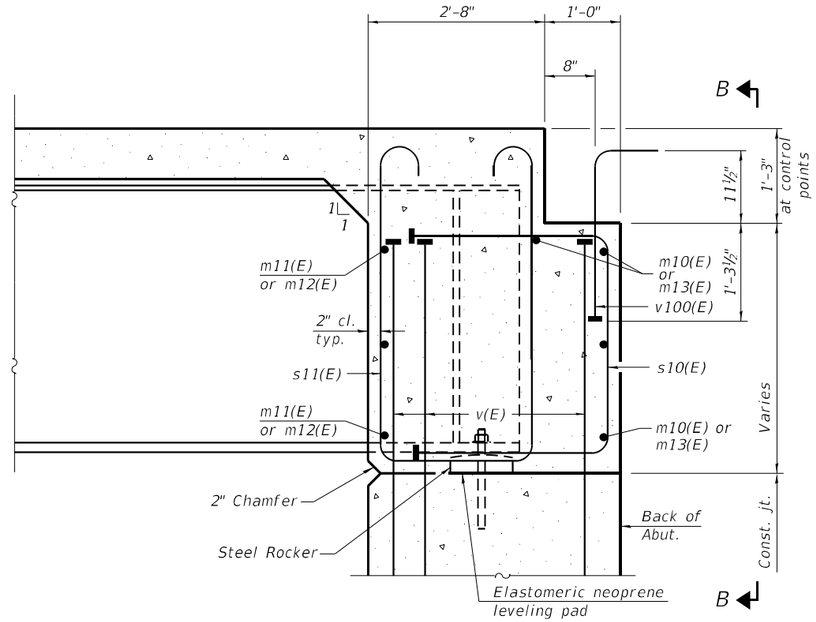


DIAPHRAGM AT EAST ABUTMENT

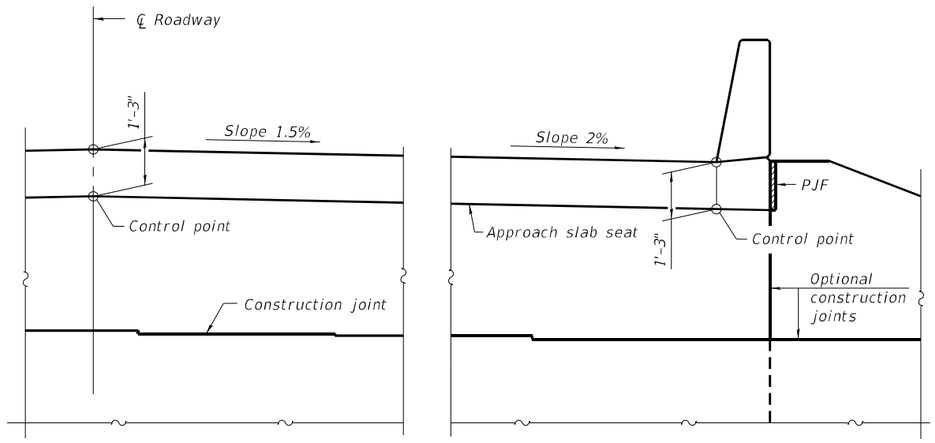
(West Abutment Similar)

Note A - 1 Stage I / 5 Stage II
Note B - 1 Stage I / 5 Stage II

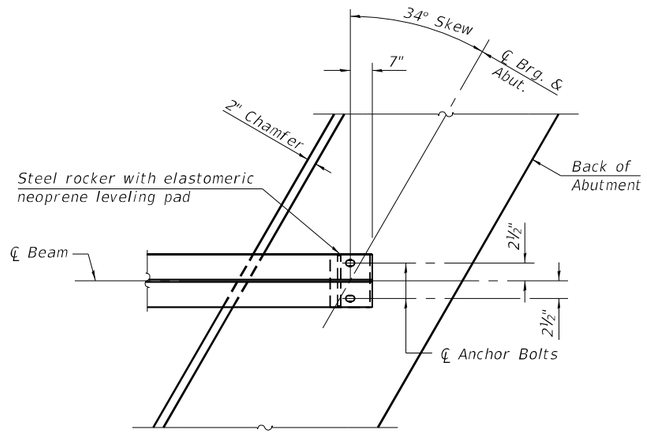


SECTION A-A

(at Rt. L's)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:
See sheet 11 of 27 for superstructure details and Bill of Material.
See sheet 13 of 27 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

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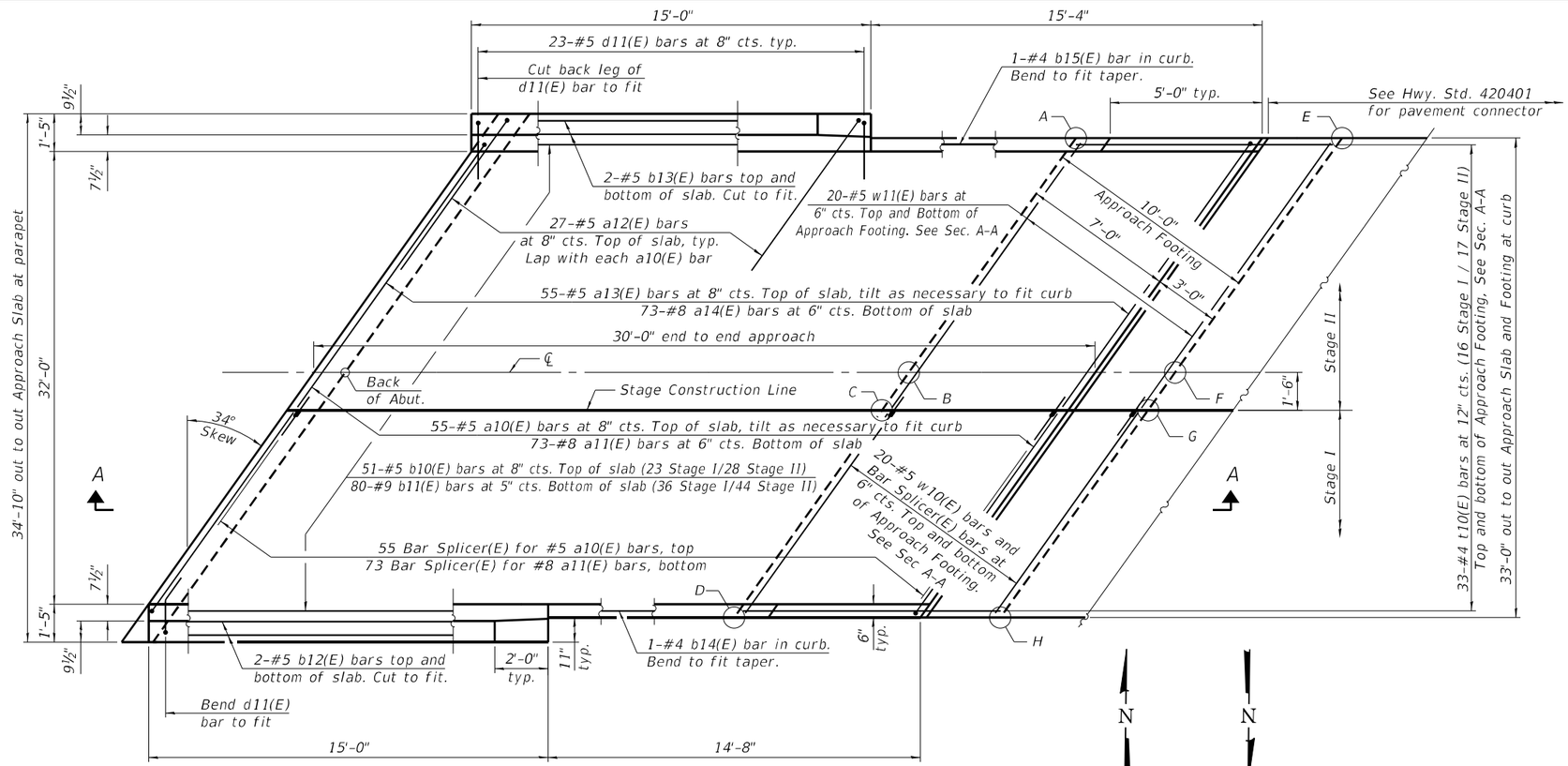
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 050-0262
SHEET 12 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	33
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



PLAN - EAST APPROACH

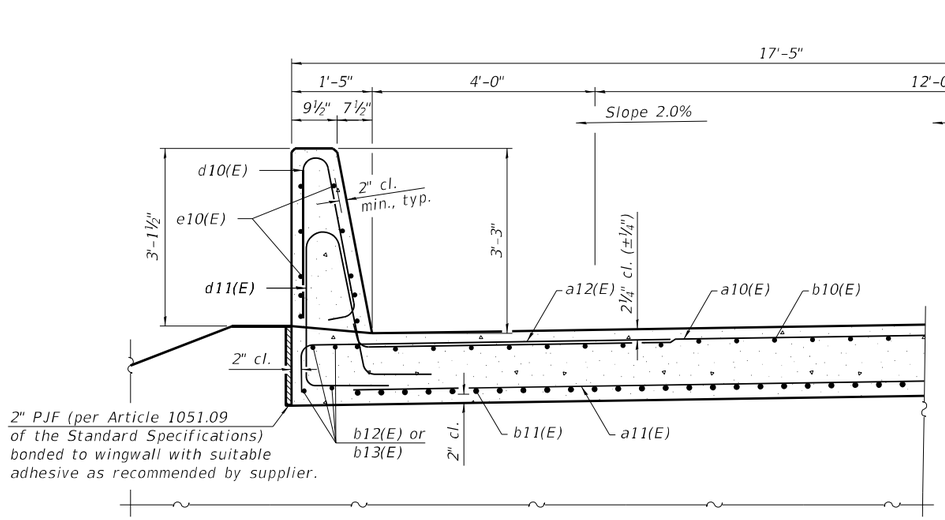
(West Approach similar)

WEST APPROACH SLAB TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTINGS

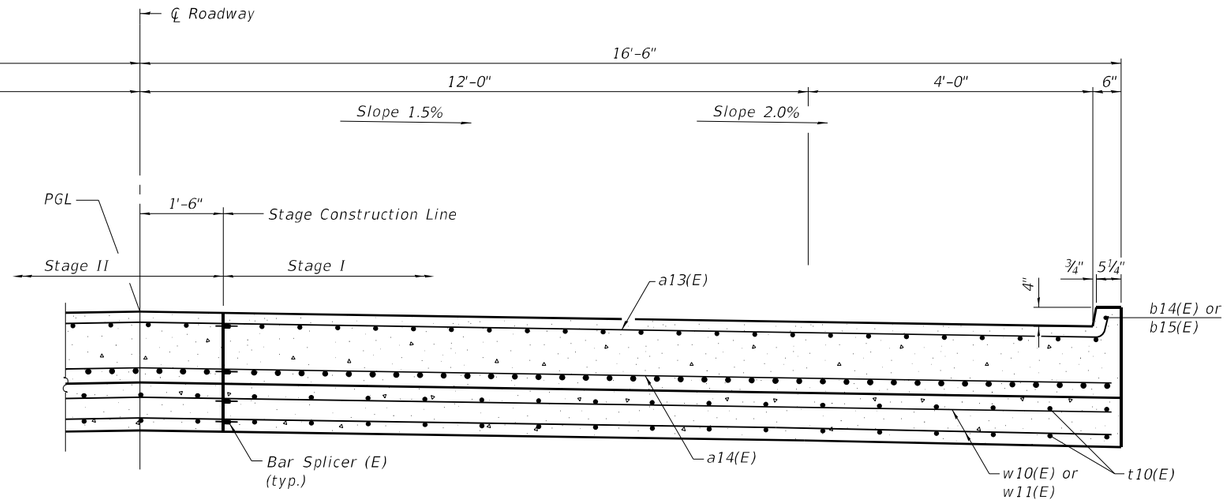
Location	Station	Offset	TOP	BOTTOM
E	608+30.22	-16.50	688.87	688.04
F	608+19.09	0.00	689.08	688.25
G	608+18.08	1.50	689.05	688.22
H	608+07.96	16.50	688.74	687.91
A	608+42.28	-16.50	688.93	688.10
B	608+31.15	0.00	689.15	688.32
C	608+30.14	1.50	689.12	688.29
D	608+20.02	16.50	688.82	687.98

EAST APPROACH SLAB TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTINGS

Location	Station	Offset	TOP	BOTTOM
A	610+17.98	-16.50	688.82	687.98
B	610+06.85	0.00	689.15	688.32
C	610+05.84	1.50	689.13	688.30
D	609+95.72	16.50	688.93	688.10
E	610+30.04	-16.50	688.74	687.91
F	610+18.91	0.00	689.08	688.25
G	610+17.90	1.50	688.86	688.03
H	610+07.78	16.50	688.87	688.04



NEAR ABUTMENT



CROSS SECTION

(Looking East)

AT APPROACH FOOTING

(Sheet 1 of 2)

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PLOT DATE =	CHECKED - JKC	REVISED -	

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DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0262
SHEET 13 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	34
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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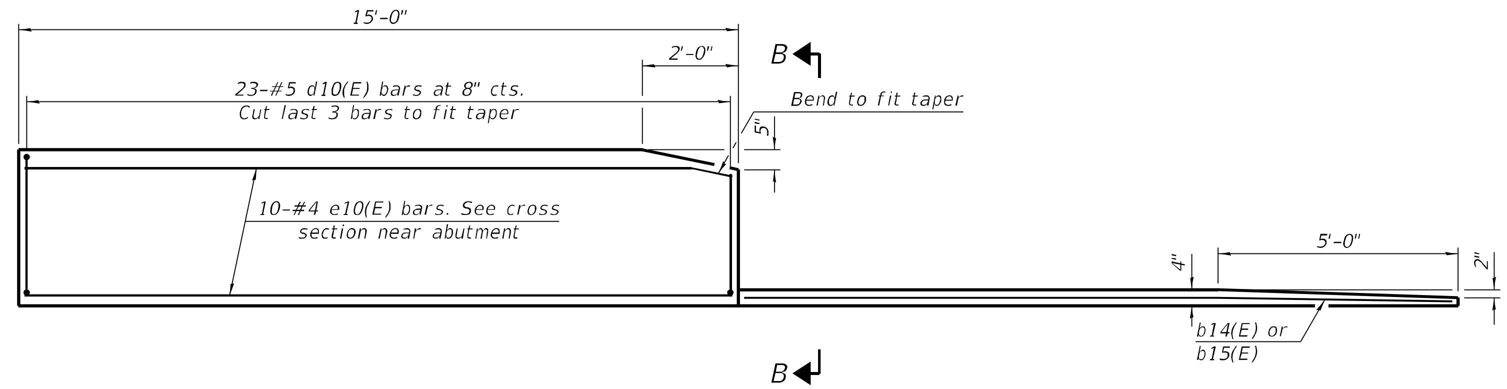


INSIDE ELEVATION OF PARAPET AND CURB

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

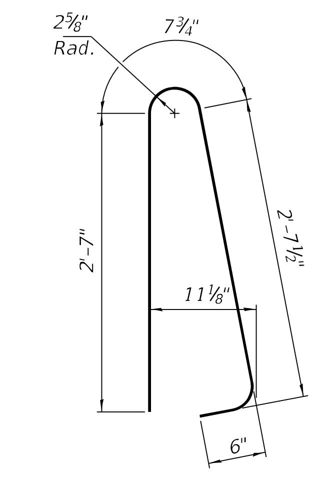
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

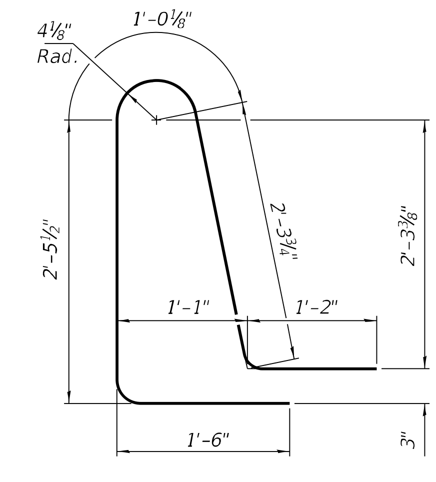
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

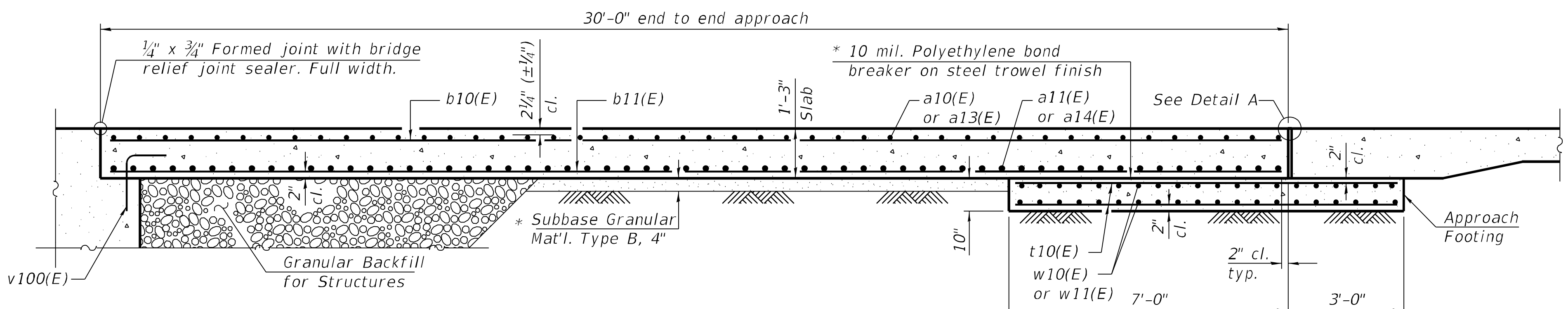
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 27.



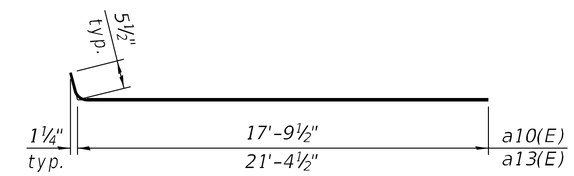
BAR d10(E)



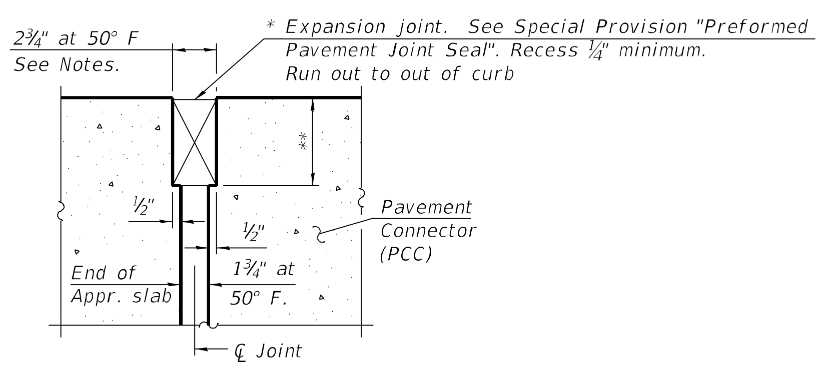
BAR d11(E)



SECTION A-A

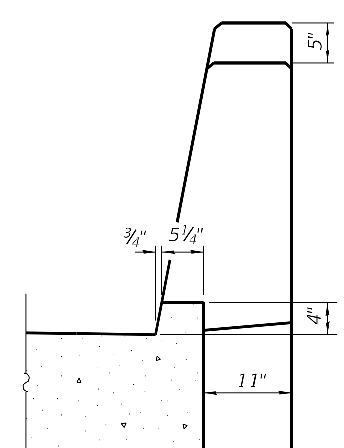


BAR a10(E) & a13(E)

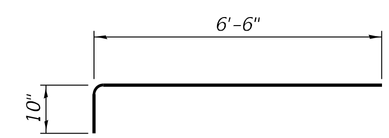


DETAIL A

(@ Rt. ∠'s)



VIEW B-B



BAR a12(E)

TWO APPROACHES

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	110	#5	18'-3"	
a11(E)	146	#8	17'-11"	
a12(E)	108	#5	7'-4"	
a13(E)	110	#5	21'-10"	
a14(E)	146	#8	21'-6"	
b10(E)	102	#5	29'-8"	
b11(E)	160	#9	29'-8"	
b12(E)	8	#5	15'-7"	
b13(E)	8	#5	13'-9"	
b14(E)	2	#4	14'-8"	
b15(E)	2	#4	15'-0"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	132	#4	11'-9"	
w10(E)	80	#5	17'-11"	
w11(E)	80	#5	21'-6"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	92.4
Concrete Structures			Cu. Yd.	24.6
Reinforcement Bars, Epoxy Coated			Pound	46520

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

(Sheet 2 of 2)

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PLOT SCALE =	DRAWN - NV	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0262

SHEET 14 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 66J00		
		ILLINOIS FED. AID PROJECT		

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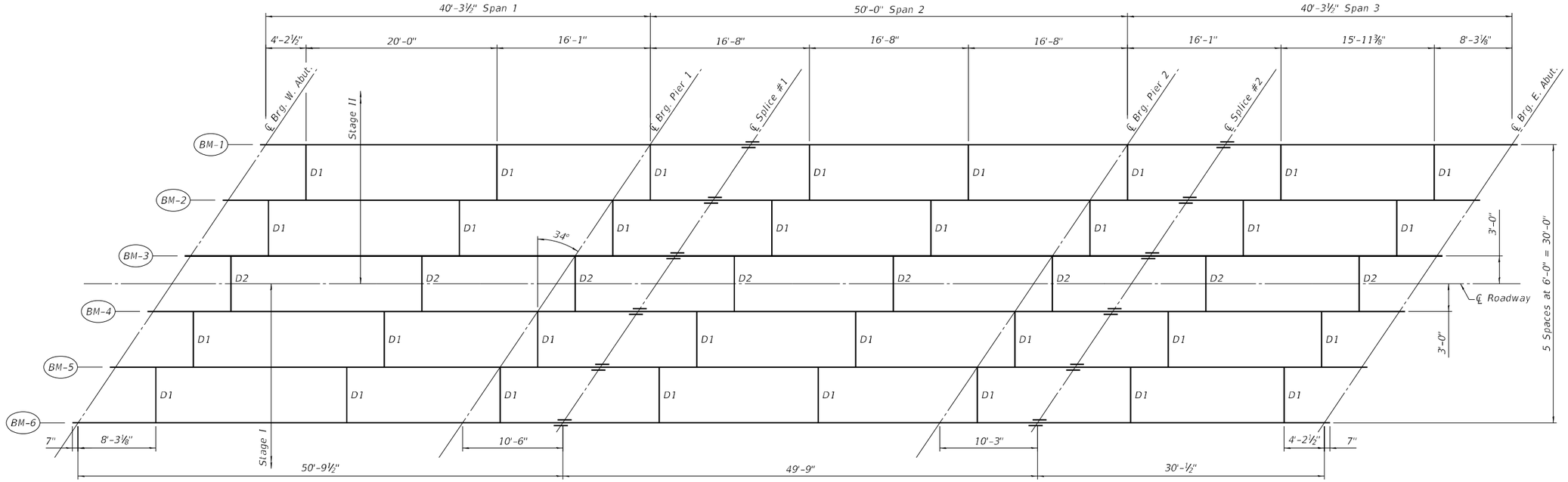
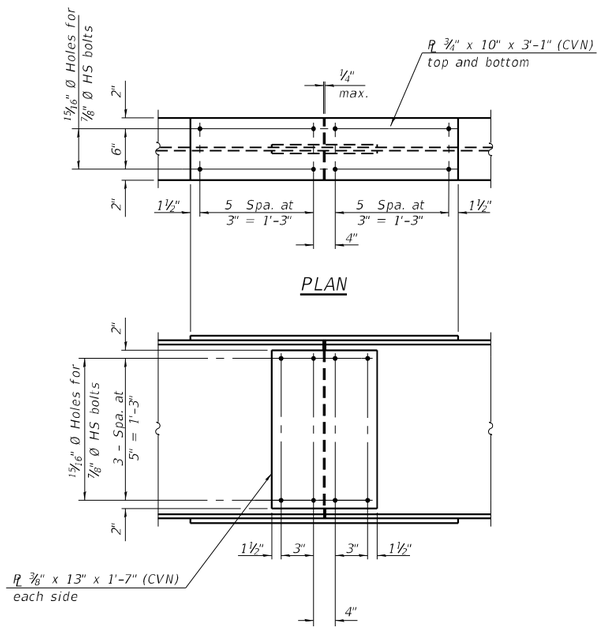
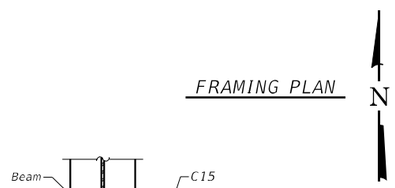
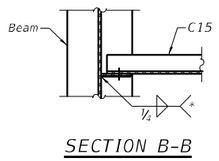




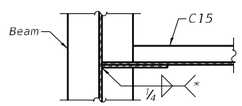
SPLICE DETAIL #1 & #2
(12 Required)



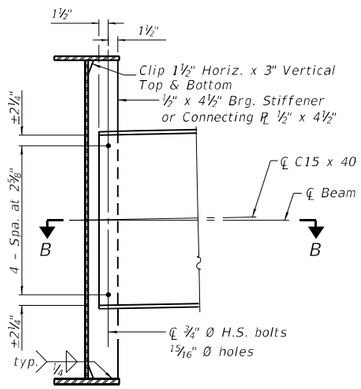


SECTION B-B

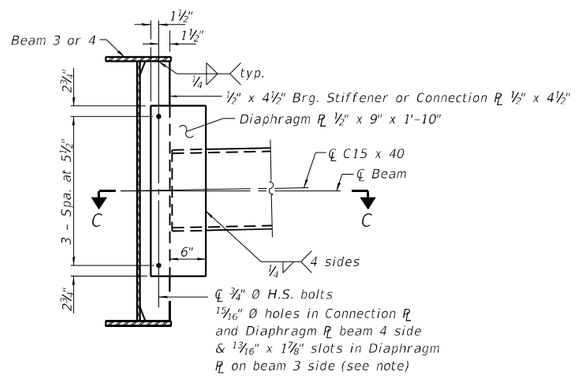
* Terminate ¼" (±⅛") from the end of plate intersector



SECTION C-C



INTERIOR DIAPHRAGM D1
(32 Required)



INTERIOR DIAPHRAGM - D2
(8 Required)

Note:
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

Two hardened washers required for each set of oversized holes. Provide a 5⁄16" x 3" x 3" PL washer over each slotted hole.

All diaphragms shall be installed as steel is erected and secured with pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Bolts in slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.

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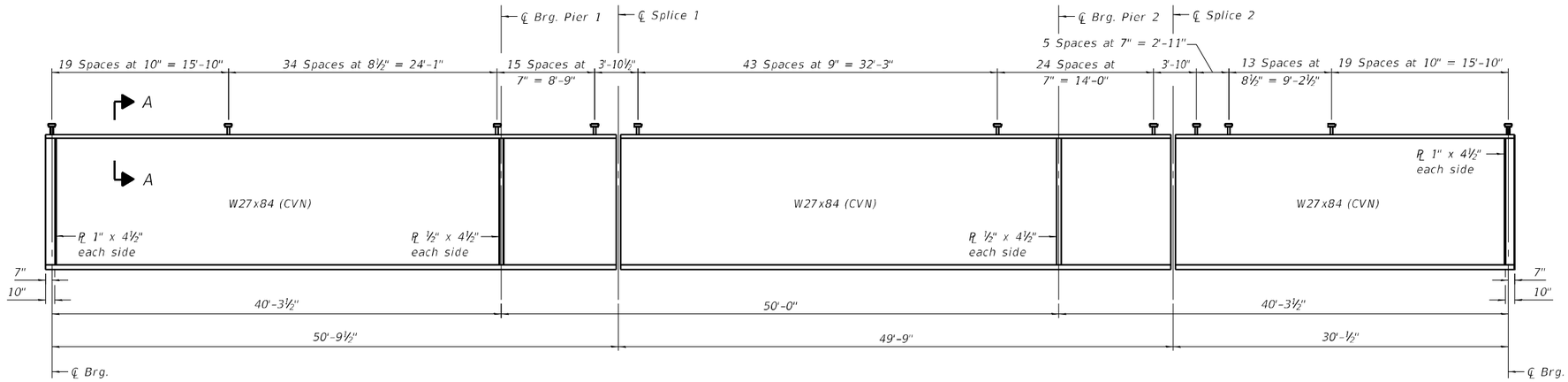
PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

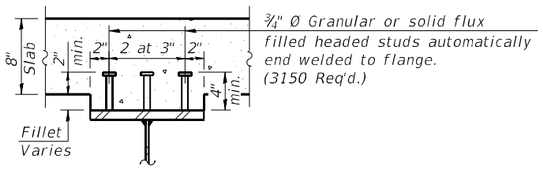
FRAMING PLAN
STRUCTURE NO. 050-0262
SHEET 15 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	36
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			



BEAM ELEVATION

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

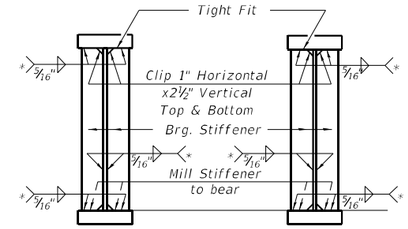


¾" Ø Granular or solid flux filled headed studs automatically end welded to flange. (3150 Req'd.)

SECTION A-A

TOP OF FLANGE ELEVATIONS (FOR FABRICATION ONLY)

LOCATION / BEAM	BM-1	BM-2	BM-3	BM-4	BM-5	BM-6
Centerline Brg. W. Abut.	689.57	689.66	689.74	689.72	689.61	689.49
Centerline Brg. Pier 1	689.60	689.70	689.79	689.78	689.68	689.57
Centerline Splice #1	689.61	689.71	689.80	689.80	689.70	689.59
Centerline Brg. Pier 2	689.56	689.67	689.77	689.77	689.69	689.59
Centerline Splice #2	689.55	689.66	689.76	689.77	689.69	689.59
Centerline Brg. E. Abut.	689.49	689.61	689.72	689.74	689.66	689.57



SECTION AT PIER

SECTION AT ABUTMENT

* Terminate ¼" (±⅛") from the end of plate intersects.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
STRUCTURE NO. 050-0262
SHEET 16 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	37
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Span 2
Is	(in^4)	2850.0	2850.0	2850.0
Ic(n)	(in^4)	9526.8	--	9526.8
Ic(3n)	(in^4)	7230.2	--	7230.2
Ic(cr)	(in^4)	--	4524.5	--
Ss	(in^3)	213.5	213.5	213.5
Sc(n)	(in^3)	350.2	--	350.2
Sc(3n)	(in^3)	317.7	--	317.7
Sc(cr)	(in^3)	--	264.9	--
DC1	(k/')	0.688	0.688	0.688
MDC1	('k)	77.2	142.0	73.0
DC2	(k/')	0.170	0.170	0.170
MDC2	('k)	19.1	35.1	18.0
DW	(k/')	0.270	0.270	0.270
MDW	('k)	29.9	55.1	28.3
LLDF		0.539	0.524	0.510
M_{L+IM}	('k)	325.5	275.5	314.1
f_l (Strength I)	(ksi)	0.0	0.0	0.0
Mu + $\frac{1}{3} f_l$ Sxc	('k)	734.9	--	705.9
Øf Mn	('k)	1807.3	--	1812.2
fs DC1	(ksi)	4.34	7.98	4.10
fs DC2	(ksi)	0.72	1.59	0.68
fs DW	(ksi)	1.13	2.50	1.07
fs (L+IM)	(ksi)	11.15	12.48	10.76
f_l (Service II)	(ksi)	0.00	0.00	0.00
fs+ $f_l/2$ (Service II)	(ksi)	20.69	28.29	19.84
0.95Rh Fyf	(ksi)	47.50	47.50	47.50
fs + $f_l/3$ (Total)(Strength I)	(ksi)	--	37.55	--
Øf Fn	(ksi)	--	50.00	--
Vf	(k)	21.1	--	24.4

GIRDER REACTION TABLE					
		Abut.		Pier	
		Interior	Exterior	Interior	Exterior
LLDF		0.671	0.533	0.671	0.469
OCF		--	1.135	--	--
RDC1	(k)	10.30	9.50	34.60	31.80
RDC2	(k)	2.60	2.60	8.50	8.60
RDW	(k)	4.00	4.00	13.40	13.40
R_L	(k)	49.76	34.83	68.91	48.24
R_{IM}	(k)	12.10	8.47	13.54	9.48
RTotal	(k)	78.76	59.40	138.95	111.52

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: 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.).

MDC2: 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.).

MDW: 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.).

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{L+IM}

Øf Mn: 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_l: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral loading, strength I or service as applicable (ksi)

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (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} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs + $f_l/2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(L + IM) + $f_l/2$

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs + $f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(L + IM) + $f_l/3$

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

Note:
M_L and R_L include the effects of centrifugal force and superelevation.

OCF: Obtuse Correction factor

LLDF: Live Load Distribution Factor (Includes OCF)

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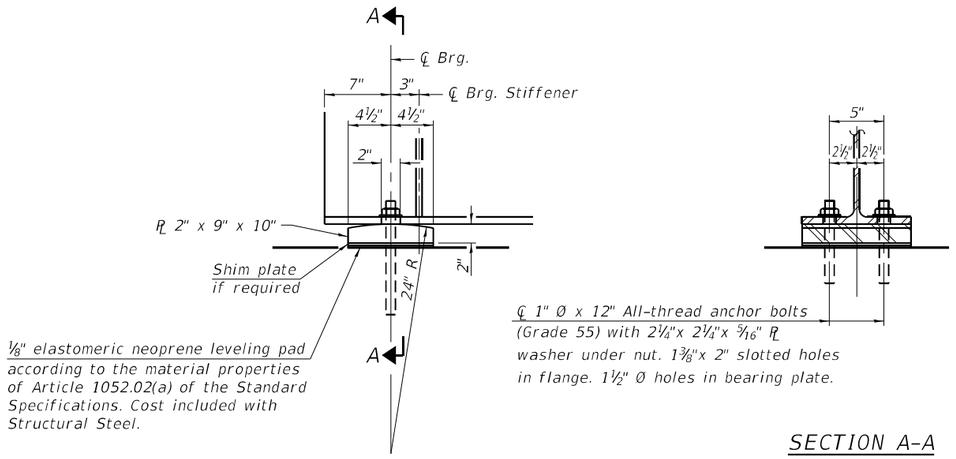
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM AND FRAMING DETAILS
STRUCTURE NO. 050-0262
SHEET 17 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	38
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

ELEVATION AT ABUTMENT

ABUTMENT BEARING

Notes:

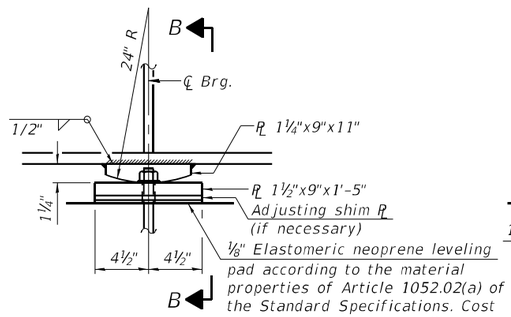
Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

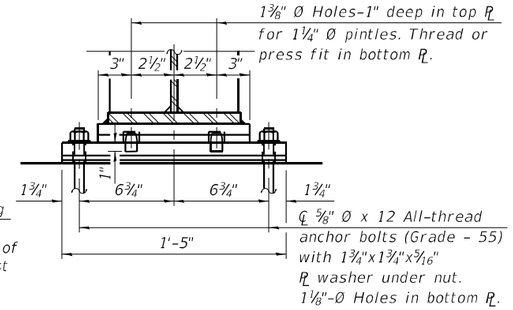
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

The Structural steel Plates of the bearings shall conform to the requirements of AASHTO M270 Grade 50.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims as shown on the bearing details.

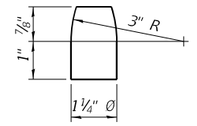


ELEVATION AT PIER



SECTION B-B

FIXED BEARING



PINTLE
(Grade 50)

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, ⅝"	Each	24
Anchor Bolts, 1"	Each	24

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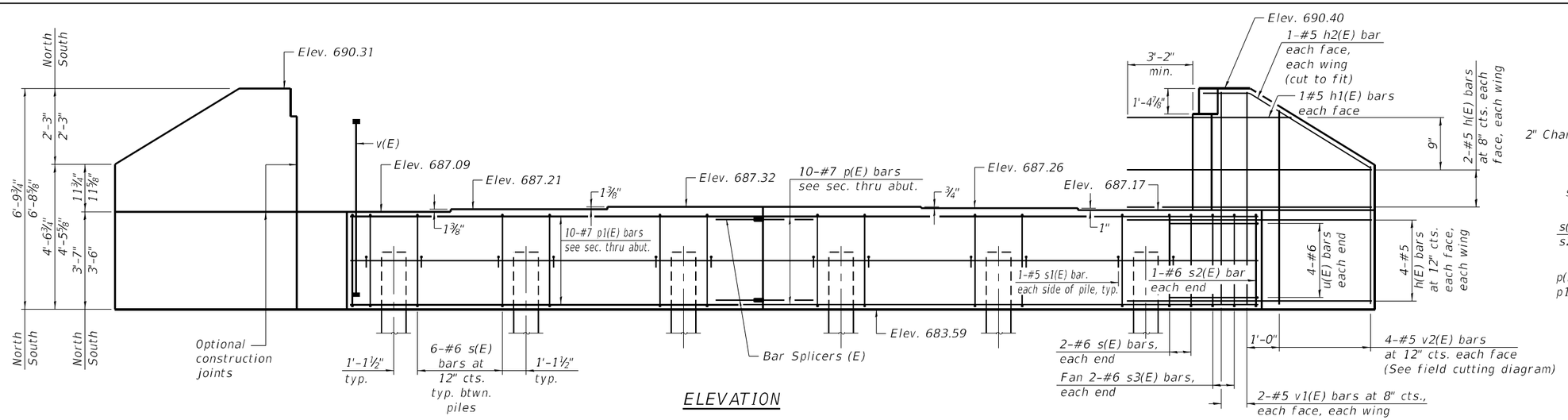
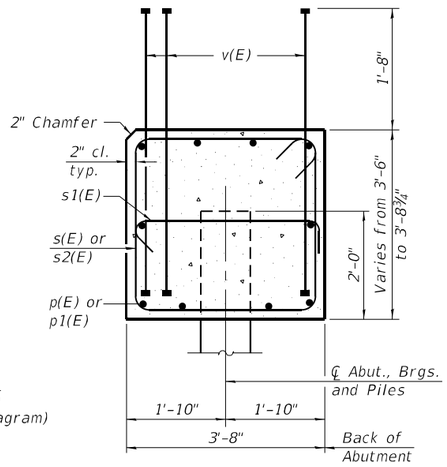
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 050-0262
SHEET 18 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	39
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

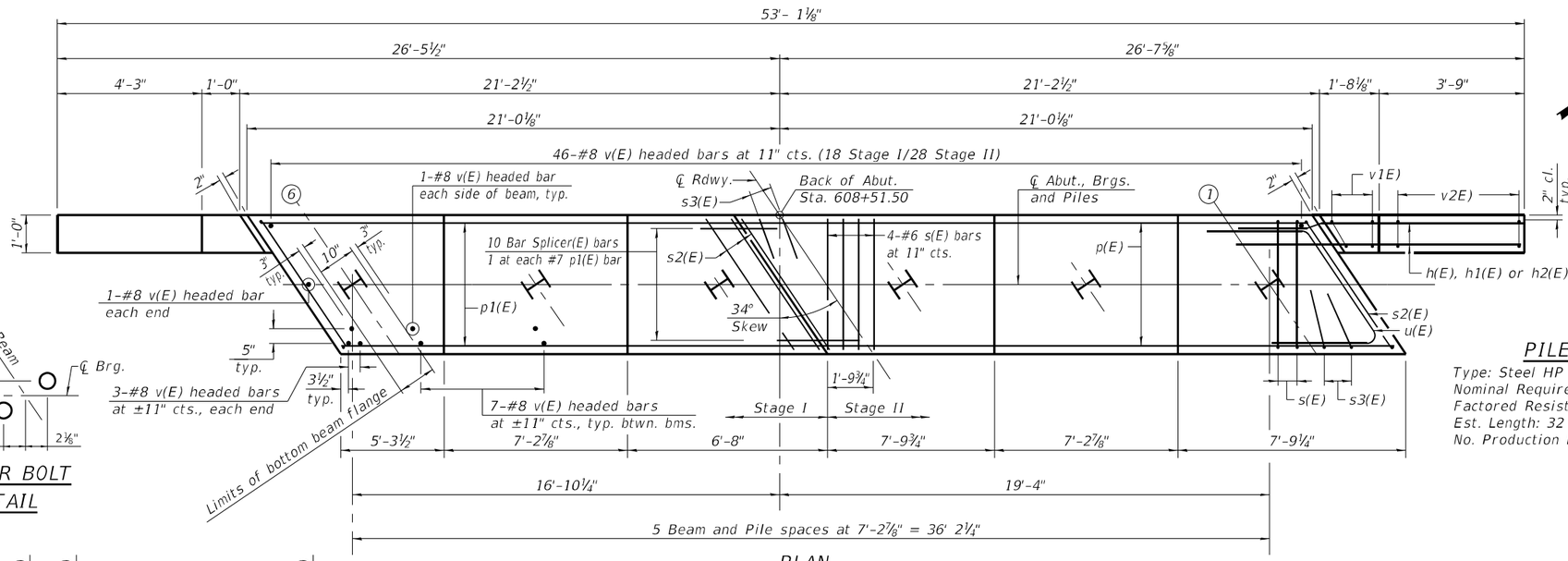


ELEVATION



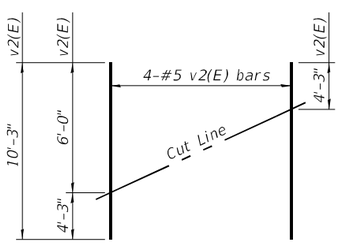
SEC. THRU ABUT.

Dimensions at right angles to abutment.



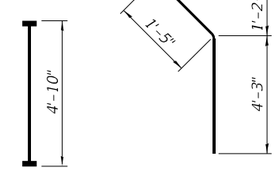
PLAN

ANCHOR BOLT DETAIL



FIELD CUTTING DIAGRAM

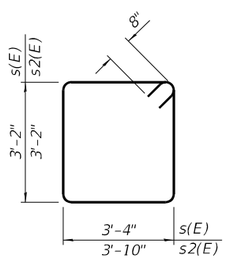
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



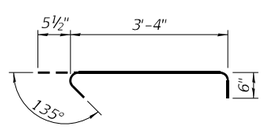
BAR v(E)

(Headed)

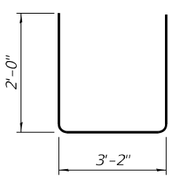
BAR h2(E)



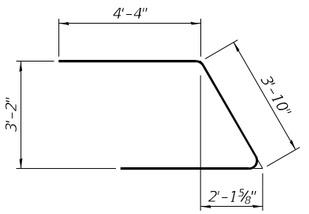
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

PILE DATA

Type: Steel HP 10x42 with pile shoes
Nominal Required Bearing: 335 kips
Factored Resistance Available: 184 kips
Est. Length: 32
No. Production Piles: 6

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	8'-8"	
h1(E)	4	#5	7'-5"	
h2(E)	4	#5	5'-8"	
p(E)	10	#7	22'-8"	
p1(E)	10	#7	19'-1"	
s(E)	34	#6	14'-4"	
s1(E)	12	#5	4'-4"	
s2(E)	5	#6	15'-4"	
s3(E)	6	#6	7'-2"	
u(E)	8	#6	12'-6"	
v(E)	101	#8	4'-10"	
v1(E)	8	#5	6'-6"	
v2(E)	8	#5	10'-3"	
Structure Excavation		Cu. Yd.		88
Concrete Structures		Cu. Yd.		23.2
Reinforcement Bars, Epoxy Coated		Pound		3680
Furnishing Steel Piles, HP 10x42		Foot		192
Driving Piles		Foot		192
Pile Shoes		Each		6

Notes:

Pour steps monolithically with cap.

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.

For details of piles see sheet 25 of 27.

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DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 050-0262
SHEET 19 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	40
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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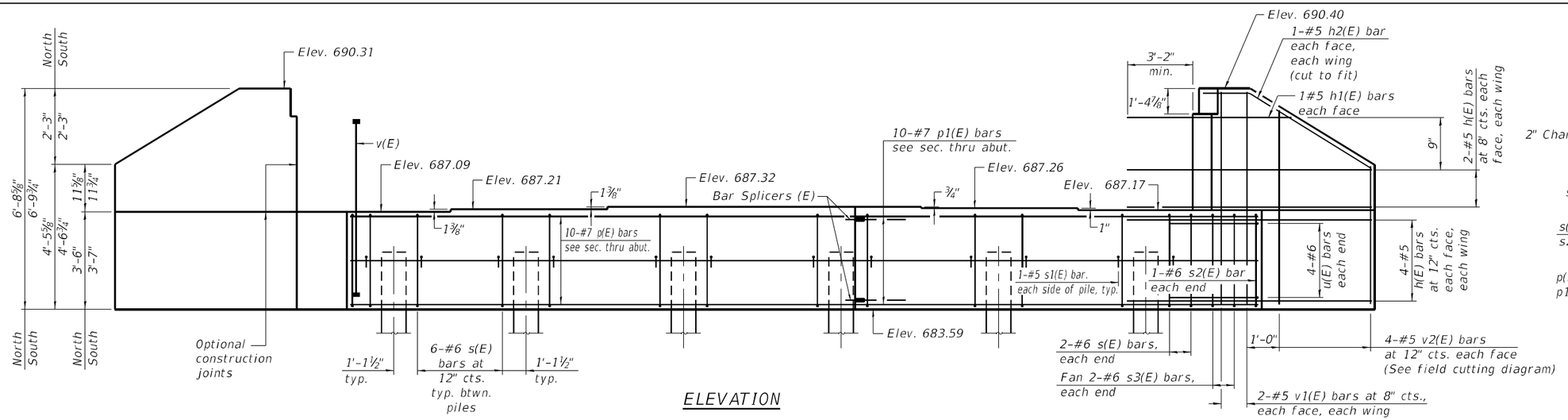
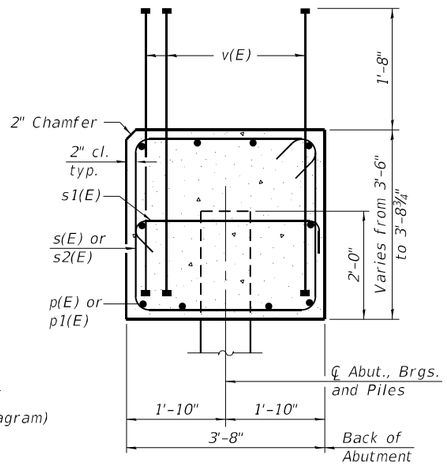
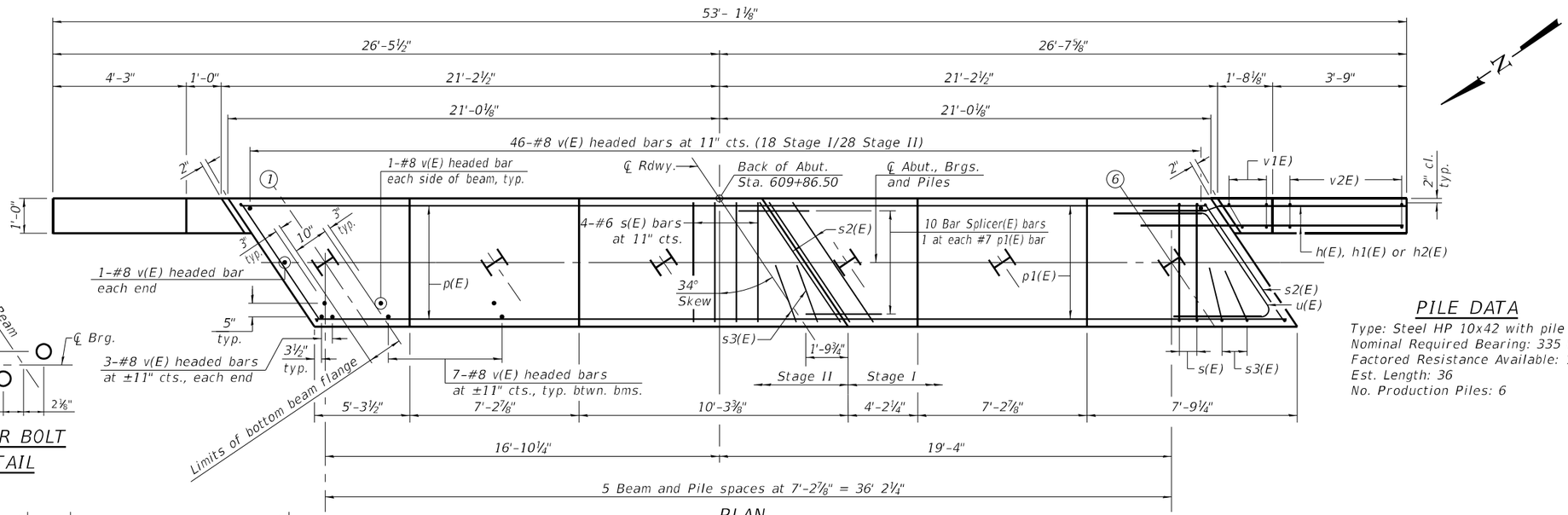


ELEVATION



SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN

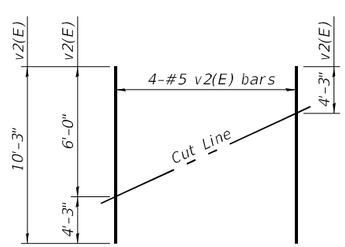
ANCHOR BOLT DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	8'-8"	
h1(E)	4	#5	7'-5"	
h2(E)	4	#5	5'-8"	
p(E)	10	#7	22'-8"	
p1(E)	10	#7	19'-1"	
s(E)	34	#6	14'-4"	
s1(E)	12	#5	4'-4"	
s2(E)	5	#6	15'-4"	
s3(E)	6	#6	7'-2"	
u(E)	8	#6	12'-6"	
v(E)	101	#8	4'-10"	
v1(E)	8	#5	6'-6"	
v2(E)	8	#5	10'-3"	
Structure Excavation		Cu. Yd.	88	
Concrete Structures		Cu. Yd.	23.2	
Reinforcement Bars, Epoxy Coated		Pound	3680	
Furnishing Steel Piles, HP 10x42		Foot	216	
Driving Piles		Foot	216	
Pile Shoes		Each	6	

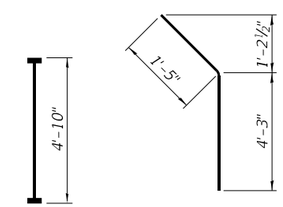
PILE DATA

Type: Steel HP 10x42 with pile shoes
Nominal Required Bearing: 335 kips
Factored Resistance Available: 184 kips
Est. Length: 36
No. Production Piles: 6



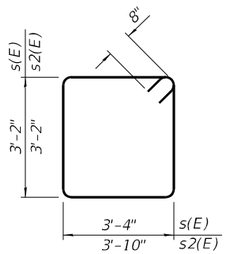
FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

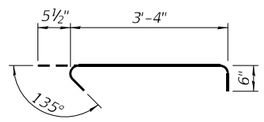


BAR v(E)
(Headed)

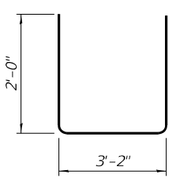
BAR h2(E)



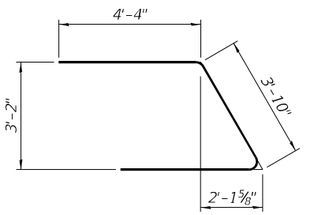
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

Notes:
Pour steps monolithically with cap.
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.
For details of piles see sheet 25 of 27.

AI-SB-L 6-15-2019

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 050-0262
SHEET 20 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	41
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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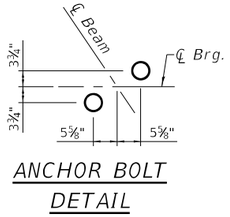
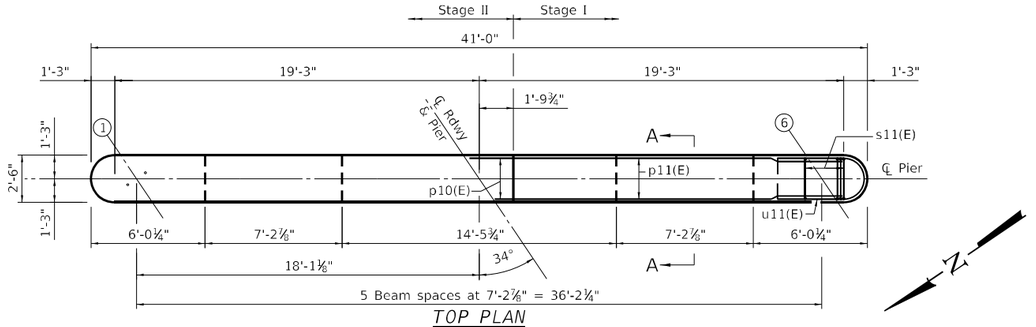
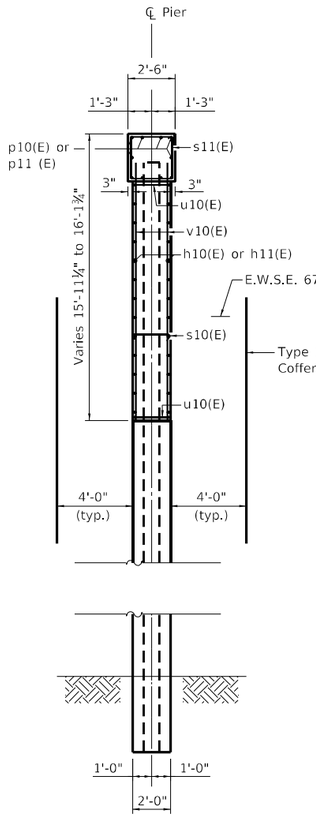


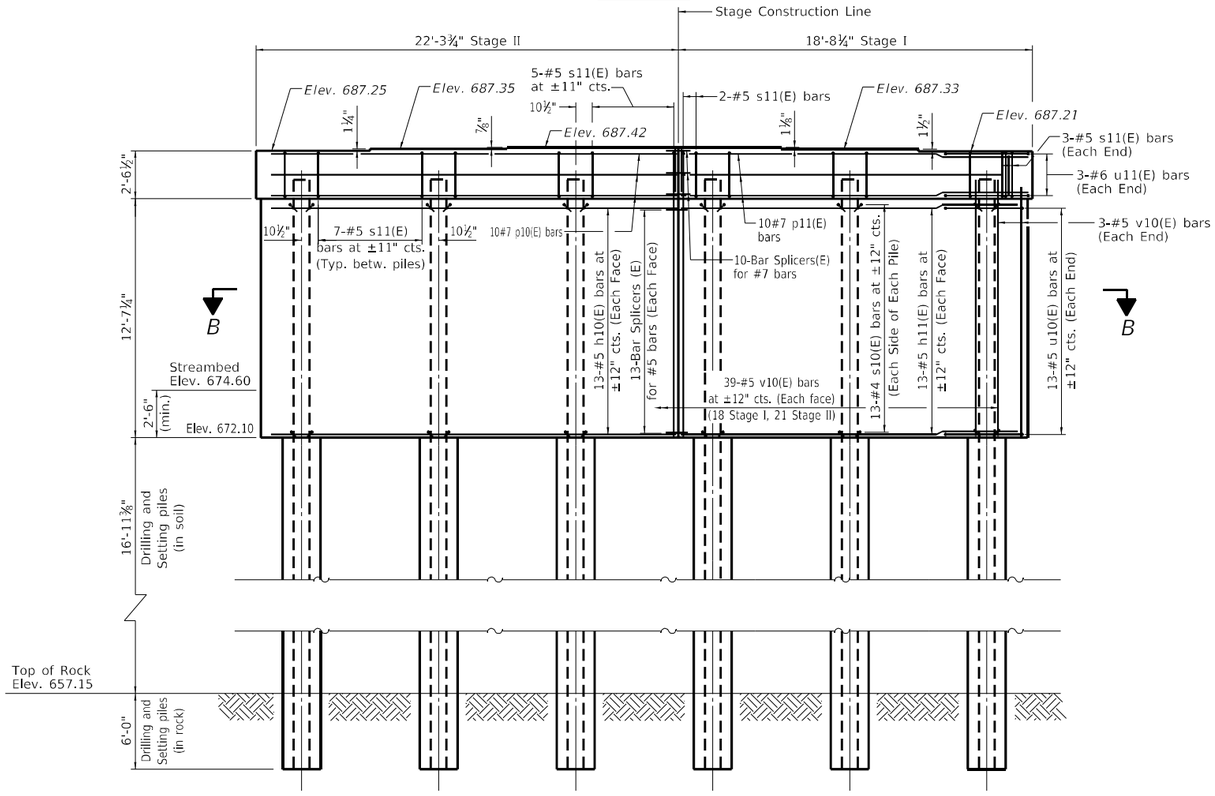
ANCHOR BOLT DETAIL



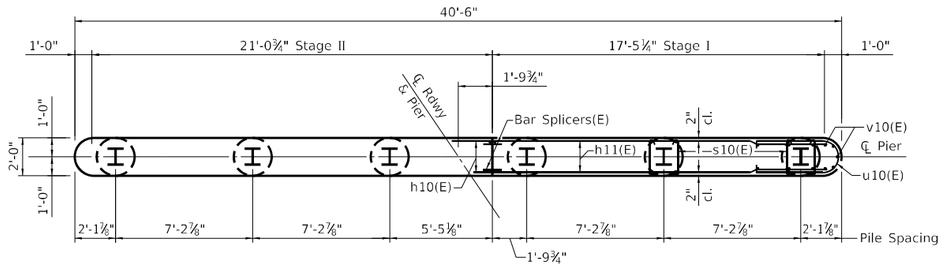
TOP PLAN



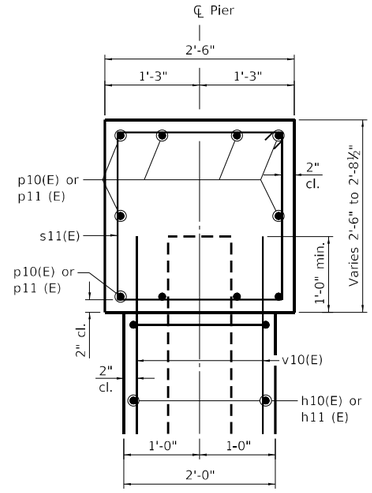
END VIEW



ELEVATION
(Looking East)



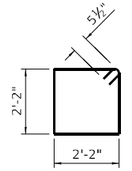
SECTION B-B



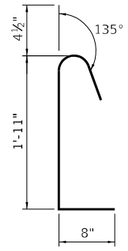
SECTION A-A

PIER 1
BILL OF MATERIAL

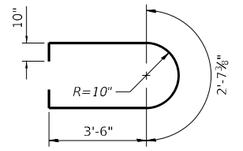
Bar	No.	Size	Length	Shape
h10(E)	26	#5	21'-0"	
h11(E)	26	#5	17'-5"	
p10(E)	10	#7	21'-0"	
p11(E)	10	#7	17'-5"	
s10(E)	156	#4	3'-0"	
s11(E)	41	#5	9'-7"	
u10(E)	26	#5	11'-3"	
u11(E)	6	#6	11'-10"	
v10(E)	84	#5	12'-6"	
Concrete Structures		Cu. Yd.	47.3	
Cofferdam Excavation		Cu. Yd.	44.9	
Reinforcement Bars, Epoxy Coated		Pound	4060	
Furnishing Steel Piles, HP 12x53		Foot	207	
Drilling and Setting Piles (in soil)		Cu. Yd.	320	
Drilling and Setting Piles (in rock)		Cu. Yd.	113	



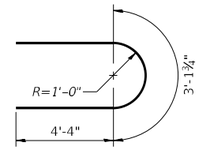
BARS s11(E)



BARS s10(E)



BAR u10(E)



BAR u11(E)

Notes:
- *All edges shall have standard ¾" chamfer.*
- *See sheet 25 of 27 for Pile Details.*
- *See sheet 24 of 27 for Bar Splicer Details.*
- *Cast steps monolithically with cap.*
- *Space cap rainforcement to miss anchor bolts.*

PILE DATA

Type: HP 12x53
Nominal Required Bearing (set in rock): 625 kips
Factored Resistance Available: 312 kips
Est. Pile Length: 34.5'
No. Production Piles: 6
Est. Top of Rock: 657.15
Rock Socket Depth: 6'
Rock Socket Diameter: 24"

Chamlin & Associates	USER NAME =	DESIGNED - JKC	REVISED -
		CHECKED - DAH	REVISED -
	PLOT SCALE =	DRAWN - NV	REVISED -
	PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 050-0262
SHEET 21 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	42
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

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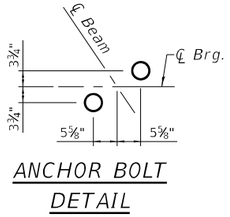
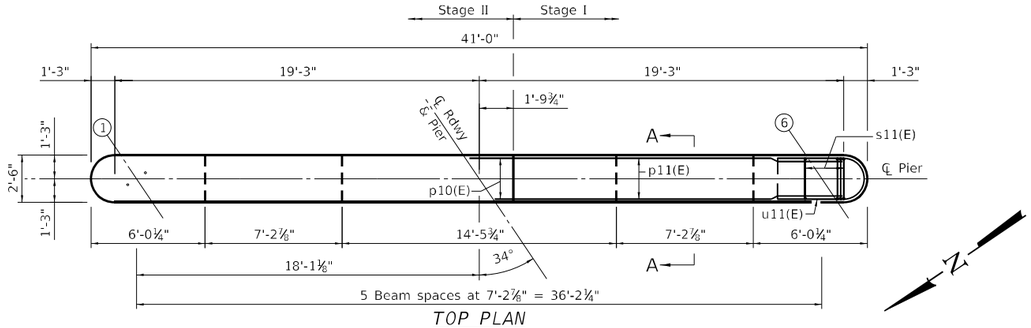
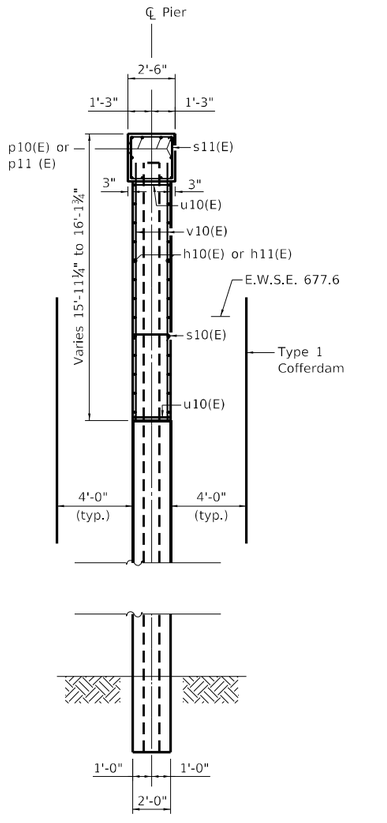


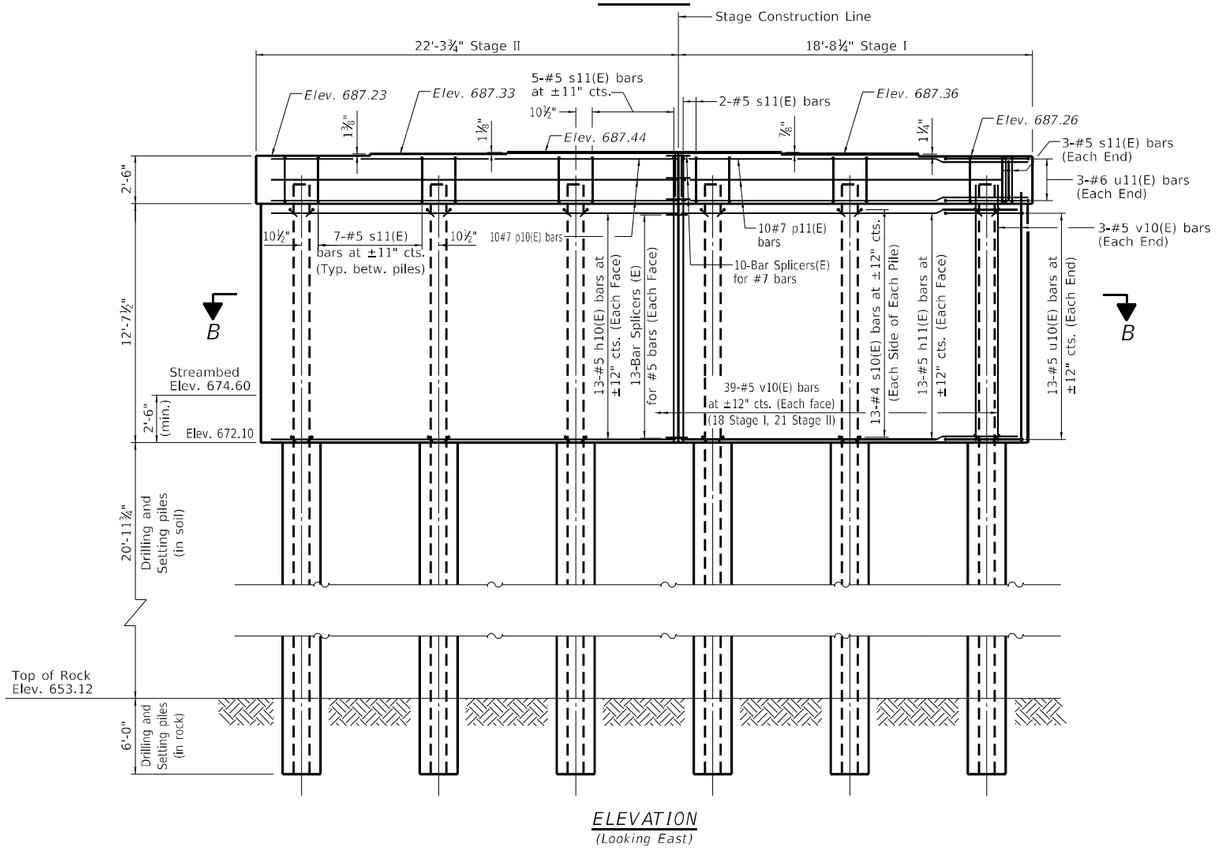
ANCHOR BOLT DETAIL



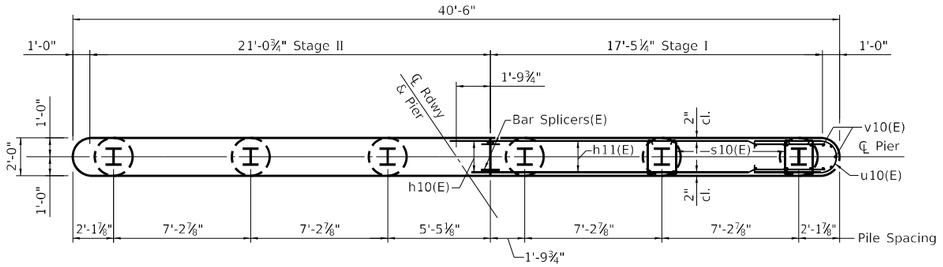
TOP PLAN



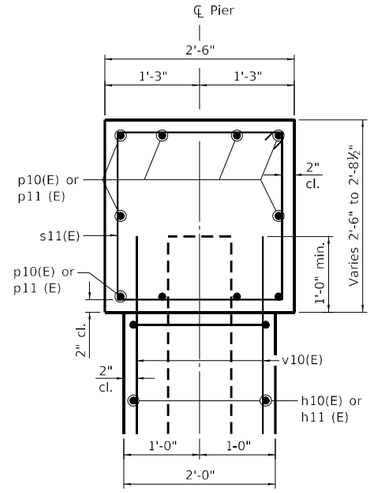
END VIEW



ELEVATION
(Looking East)



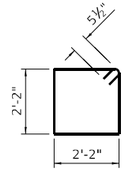
SECTION B-B



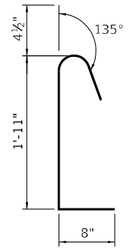
SECTION A-A

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	26	#5	21'-0"	
h11(E)	26	#5	17'-5"	
p10(E)	10	#7	21'-0"	
p11(E)	10	#7	17'-5"	
s10(E)	156	#4	3'-0"	
s11(E)	41	#5	9'-7"	
u10(E)	26	#5	11'-3"	
u11(E)	6	#6	11'-10"	
v10(E)	84	#5	12'-6"	
Concrete Structures		Cu. Yd.	47.3	
Cofferdam Excavation		Cu. Yd.	44.9	
Reinforcement Bars, Epoxy Coated		Pound	4060	
Furnishing Steel Piles, HP 12x53		Foot	231	
Drilling and Setting Piles (in soil)		Cu. Yd.	396	
Drilling and Setting Piles (in rock)		Cu. Yd.	113	

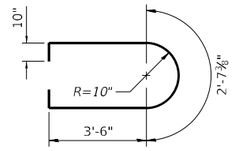


BARS s11(E)

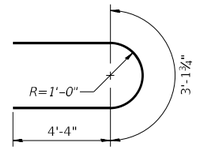


BARS s10(E)

Notes:
- *All edges shall have standard ¾" chamfer.*
- *See sheet 25 of 27 for Pile Details.*
- *See sheet 24 of 27 for Bar Splicer Details.*
- *Cast steps monolithically with cap.*
- *Space cap rainforcement to miss anchor bolts.*



BAR u10(E)



BAR u11(E)

PILE DATA

Type: HP 12x53
Nominal Required Bearing (set in rock): 597 kips
Factored Resistance Available: 298 kips
Est. Pile Length: 38.5'
No. Production Piles: 6
Est. Top of Rock: 653.12
Rock Socket Depth: 6'
Rock Socket Diameter: 24"

USER NAME =	DESIGNED - JKC	REVISED -	
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 050-0262
SHEET 22 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	43
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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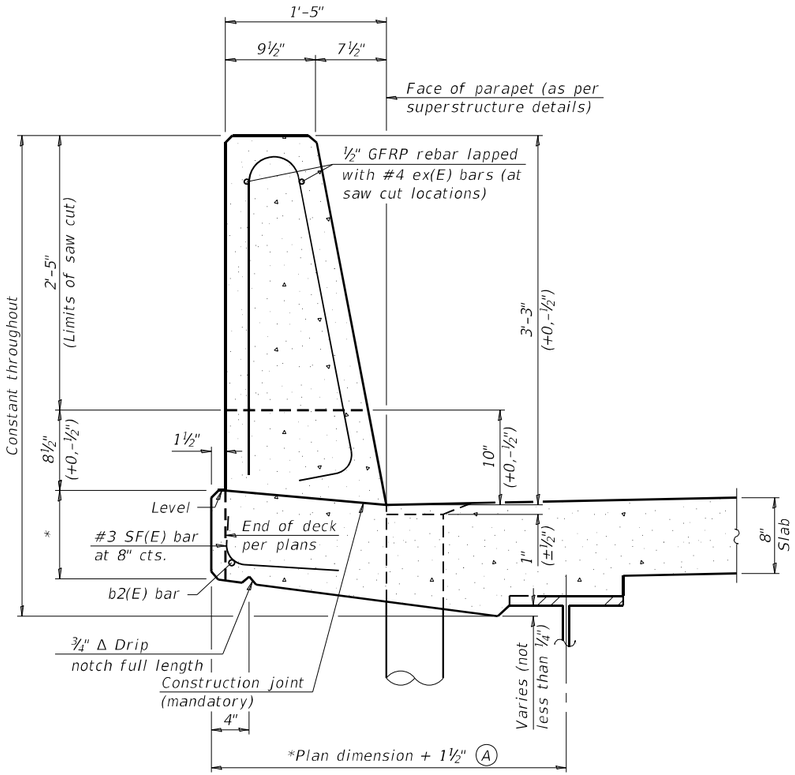
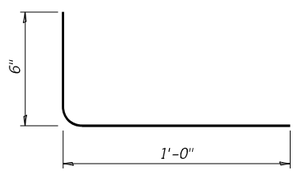


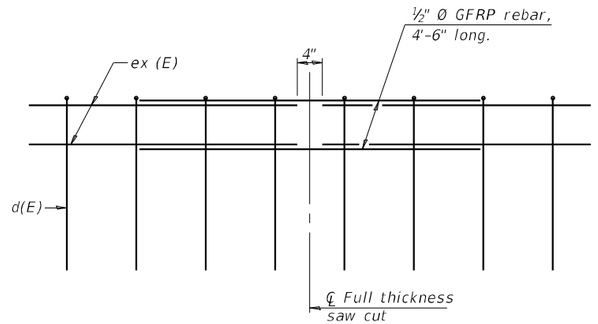
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 SF (E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

MODEL: Default
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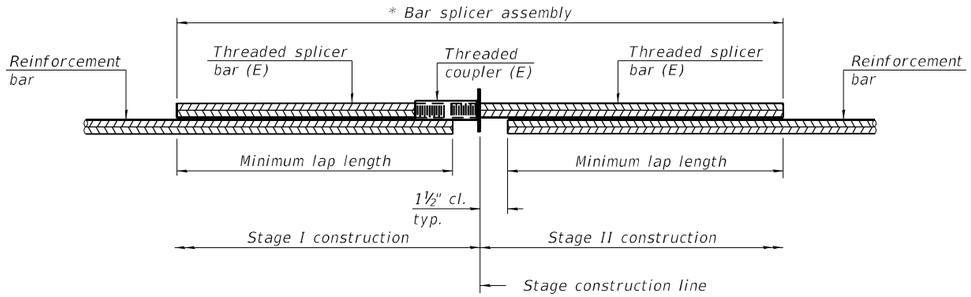
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 050-0262
SHEET 23 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	44
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



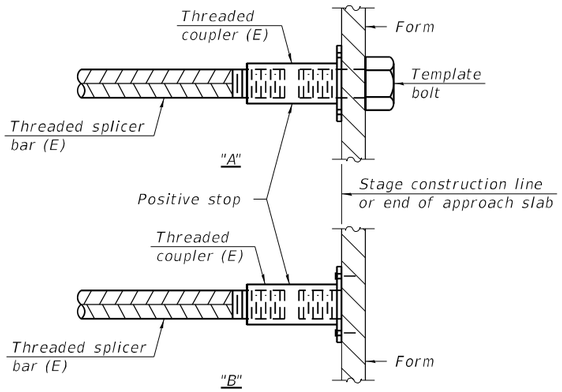
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1½" + thread length

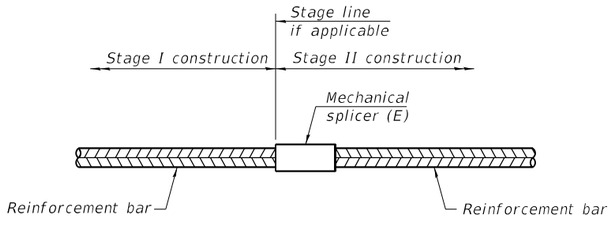
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck (top)	#5	230	3'-6"
Deck (bottom)	#5	160	3'-6"
Back Face of Diaphragms	#6	8	3'-7"
Approach Slab (top)	#5	110	3'-6"
Approach Slab (bottom)	#8	146	4'-9"
Approach Slab (footing)	#5	80	3'-6"
West Abutment	#7	10	4'-2"
East Abutment	#7	10	4'-2"
Piers (cap)	#7	20	4'-2"
Piers (stem)	#5	52	3'-6"



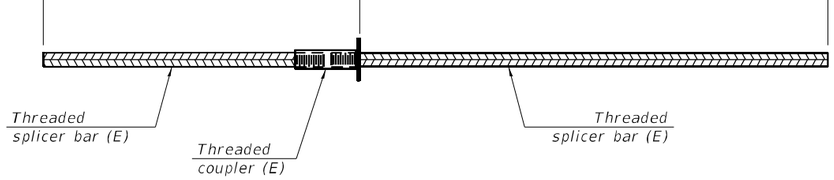
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER BETWEEN BEAMS (6 Required)

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 1-1-2020

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PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 050-0262
SHEET 24 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	45
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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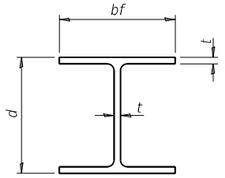
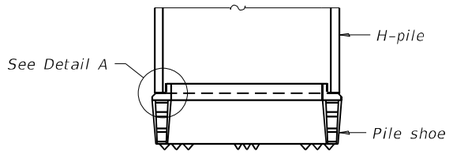
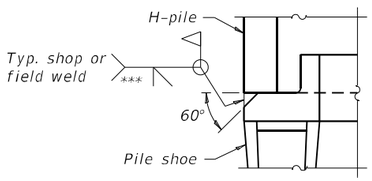


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



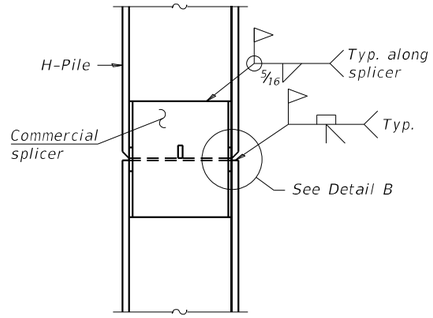
ELEVATION



DETAIL A

SHOE ATTACHMENT

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



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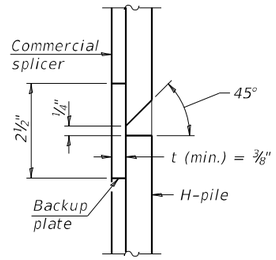
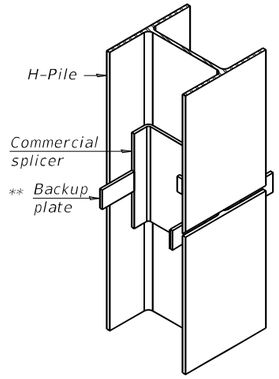
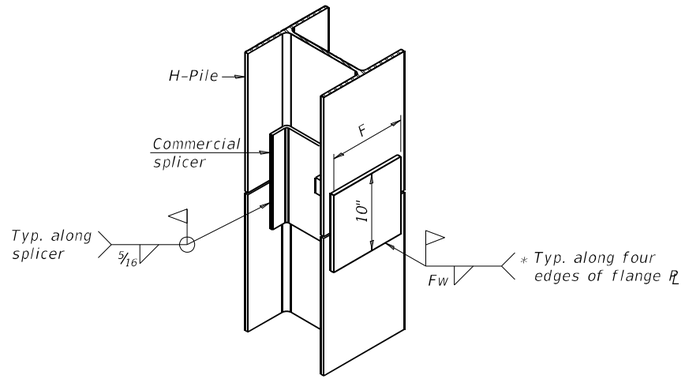


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



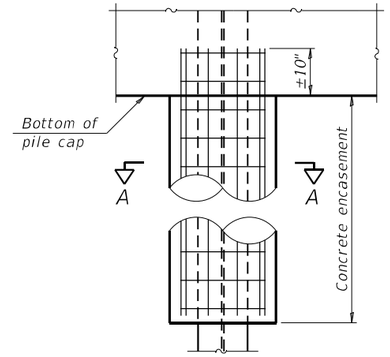
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

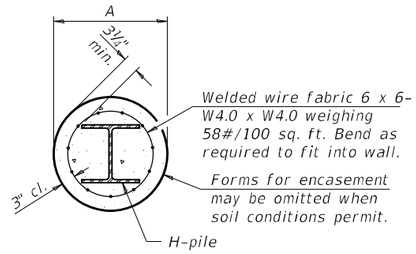
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



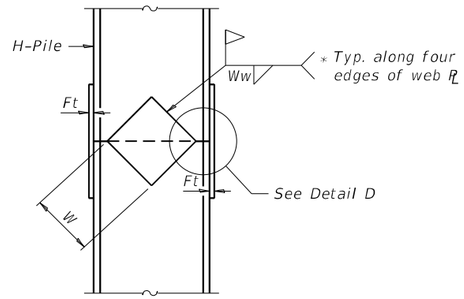
ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



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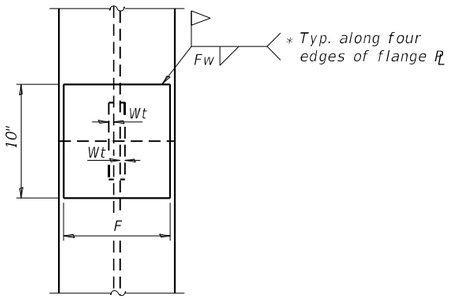
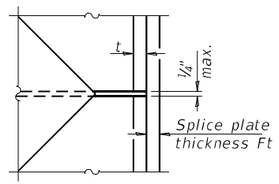


END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

F-HP 1-1-2020

USER NAME =	DESIGNED - JKC	REVISED -	
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

Chamlin & Associates

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 050-0262

SHEET 25 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	46
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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10/27/2021 11:21:25 AM

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/29/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Sutphens Run, 12.35 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION SW 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM, Latitude 41.57779, Longitude -88.928289

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0039 (Exist.)
Station 609+19

BORING NO. 01 (W. Abut.)
Station 608+17
Offset 9.0 ft Rt.
Ground Surface Elev. 689.06 ft

Surface Water Elev. 676.27 ft
Stream Bed Elev. 675.53 ft

Groundwater Elev.:
First Encounter 676.1 ft
Upon Completion 662.1 ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Ashpalt & Concrete Road, Augered Brown Silty Clay Loam Fill			
686.56			
Stiff to Very Stiff Brown, Black, Gray Silty Clay Loam Fill	2		
	3 3	2.0 P	21
-5	3		
	4 4	2.0 P	22
	2		
	3 5	2.5 P	11
680.06			
Medium Brown & Gray Fine Sand to Medium Gravel - Loamy			
-10	4		
	4 6		8
	6		
	9 10		13
-15	6		
	8 9		14
672.06			
Dense to Medium Gray & Brown Fine Sand to Coarse Gravel - Slightly Loamy	7		
	13 20		15
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense to Medium Gray & Brown Fine Sand to Coarse Gravel - Slightly Loamy *(continued)*	13		
	10 13		10
666.56			
Very Stiff to Gray Silty Clay Loam / Silty Loam Till with Silt Layers	4		
	5 6	2.0 P	12
-25	4		
	7 9	4.1 S	9
662.06			
Stiff Gray Silty Loam Till with Silt Layers	3		
	4 4	2.0 B	12
-30	2		
	3 3	1.4 B	10
656.06	7		
Weathered Limestone Surface	100/2"		8
655.06			
Auger Refusal @ 34.0 Ft. End of Boring			
-40			

SOIL BORING 050-0039.GPJ IL_DOT.GDT 12/10/18

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)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 10/28/20

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Sutphens Run, 12.35 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION SW 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM, Latitude 41.57778, Longitude -88.92825

COUNTY LaSalle CORING METHOD Split Barrel Wire Line

STRUCT. NO. 050-0039 (Exist.)
Station 609+19

BORING NO. 01a (S.W. Quad.)
Station 608+19
Offset 8.0 ft Rt.
Ground Surface Elev. 689.15 ft

CORING BARREL TYPE & SIZE N W/L 2
Core Diameter 1.9 in
Top of Rock Elev. 657.15 ft
Begin Core Elev. 657.15 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Till with Large Limestone Pieces	1	68	8	3.4	
657.15					
656.15					925.4
Orange & Tan Highly Jointed Limestone with Numerous Vertical Fractures, some Rubbled Layers, some Loose Joints filled with Green Weathered Shale, 1 Thin Seam of Shale & White Sandstone at 33 Ft.					
-35					
652.15					
Same Material with Higher number of Sandstone Filled Seams - All Loose Joints	2	97	23	8.4	
					1263.1
-40					
647.15					724.9
End of Boring					
-45					
-50					

ROCK CORE 050-0039.GPJ IL_DOT.GDT 11/13/20

Color pictures of the cores Yes
Cores will be stored for examination until Construction Complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

MODEL: Default
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Chamlin & Associates

USER NAME =	DESIGNED - JKC	REVISED -	
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 050-0262
SHEET 26 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	47
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/29/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Sutphens Run, 12.35 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NW 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM, Latitude 41.577845, Longitude -88.927526

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0039 (Exist.)
Station 609+19

BORING NO. 02 (E. Abut.)
Station 610+24
Offset 9.0 ft Lt.
Ground Surface Elev. 689.01 ft

Surface Water Elev. 676.27 ft
Stream Bed Elev. 675.61 ft

Groundwater Elev.:
First Encounter 676.0 ft
Upon Completion 671.0 ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Bituminous & Concrete Pavement, Augered Black & Brown Silty Clay Loam Fill			
686.51			
Very Stiff Black, Brown & Gray Silty Clay Loam Fill	3		
	4 5	2.5 P	21
-5	6		
	5 6	3.5 P	14
	3		
	4 5	3.5 P	25
679.51			
Stiff Dark Gray Silty Clay Loam Till	-10 2		
	2 2	2.0 P	16
677.01			
Loose to Dense Gray & Brown Fine Sand to Coarse Gravel - Slightly Loamy	3		
	4 5		17
-15	9		
	14 19		13
	12		
	14 16		10
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose to Dense Gray & Brown Fine Sand to Coarse Gravel - Slightly Loamy *(continued)*	7		
	9 12		13
667.01			
Very Stiff Gray Silty Clay Loam Till	9		
	8 5	2.0 P	15
664.51			
Loose Gray Fine Sand & Silt -25	7		
	2 2		18
662.01			
Stiff to Hard Gray Silty Loam / Silty Clay Loam Till with Layers of Fine Gravel	2		
	3 4	1.4 B	12
-30	12		
	16 13	4.4 S	13
656.01			
Weathered Limestone Surface	100/4"		14
654.51			
Auger Refusal @ 34.5 Ft. End of Boring -35			
-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 050-0039.GPJ IL_DOT.GDT 12/10/18

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 10/29/20

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Sutphens Run, 12.35 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NW 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM, Latitude 41.57783, Longitude -88.92756

COUNTY LaSalle CORING METHOD Split Barrel Wire Line

STRUCT. NO. 050-0039 (Exist.)
Station 609+19

BORING NO. 02a (N.E. Quad.)
Station 610+04
Offset 8.0 ft Lt.
Ground Surface Elev. 689.12 ft

CORING BARREL TYPE & SIZE N W/L 2
Core Diameter 1.9 in
Top of Rock Elev. 653.12 ft
Begin Core Elev. 653.12 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Orange & White Limestone - Numerous Loose Joints, Numerous Vertical Fractures some Joints filled with Green Weathered Shale & White Sand - Minor Thin White Sandstone Layers	1	80	0	7	
-40					
648.12					
Same Limestone	2	95	21	8	659.8
12 inch Layer of White Sandstone with Green Shale - Ribbons & Layers Throughout at 44.5 - 45.5 Ft.					
-45					
643.12					
White & Orangish Limestone with Minor Shale Seams - Limited Vertical Fractures, Minor Sandstone Seams	3	98	40	11.4	1780.9
-50					179.1 149.6
638.12					
End of Boring					
-55					

Color pictures of the cores Yes
Cores will be stored for examination until Construction Complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

ROCK CORE 050-0039.GPJ IL_DOT.GDT 11/19/20

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Chamlin & Associates

USER NAME =	DESIGNED - JKC	REVISED -	
	CHECKED - DAH	REVISED -	
PLOT SCALE =	DRAWN - NV	REVISED -	
PLOT DATE =	CHECKED - JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 050-0262
SHEET 27 OF 27 SHEETS

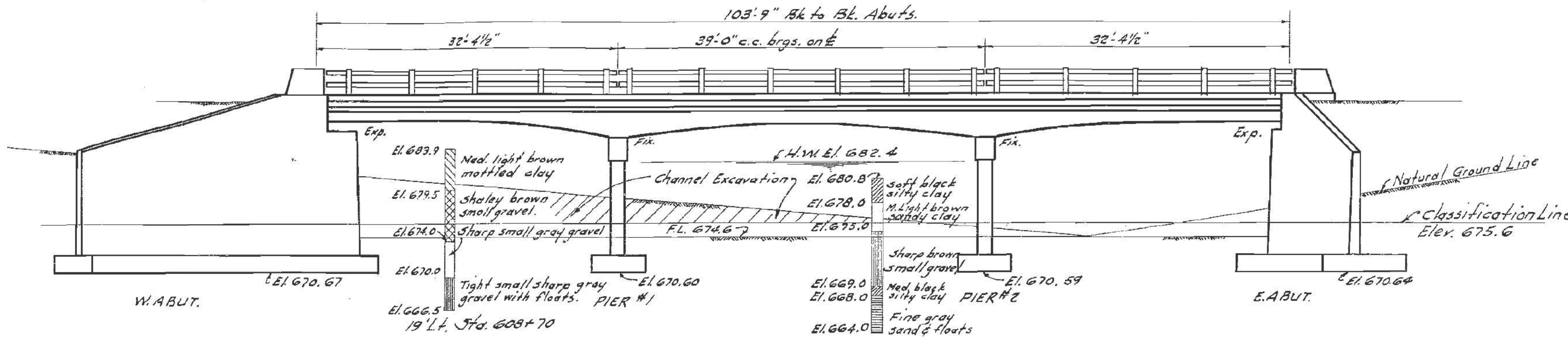
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	48
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

B.M. Square cut on end of S.E. wing of bridge. El. 682.73
Rt. of Sta. 609.55
Exist. Structure: R.C. thru Girder, 1 span @ 50', 16' Rdwy.
R.C. substructure. Existing structure to be removed
by Bridge Contractor prior to construction of New Bridge

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. / F.A. 19	18B	LASALLE	18	5
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 1
6 SHEETS



ELEVATION
Scale 1/8" = 1'-0"

WATERWAY INFORMATION

Drainage Area	18,000 A
Character	Level, cult.
"c" Talbots Formula	0.25
Opening required (50 yr. flood)	600 □'
Present opening	292.5
Proposed opening	600 □'

GENERAL NOTES

Class X Concrete shall be used thruout, except as noted.
Handrail Concrete shall be used in End Posts.

Backs of Abutments and Wing Walls, from the top of the slab or top of wall to the top of footing shall be waterproofed in accordance with Art. 51.20 of the St'd. Specs. adopted Jan. 2, 1952.

Boring Data shown on the plan only as a guide to bidders in estimating soil conditions which may be encountered in the work.

Bearing ℘s, Anchor Bolts, Rollers, and Lead ℘s are included for payment as structural steel. Est. Wt. 5320#.

Structural Steel and Metal Handrail shall receive one shop coat of red lead paint and two field coats of aluminum paint. All paint shall be furnished and applied by the Contractor.

Channel shall be cleaned out within the limits of the right of way. Est. 500 cu. yds. Channel Excavation. Place in road fill adjacent to bridge.

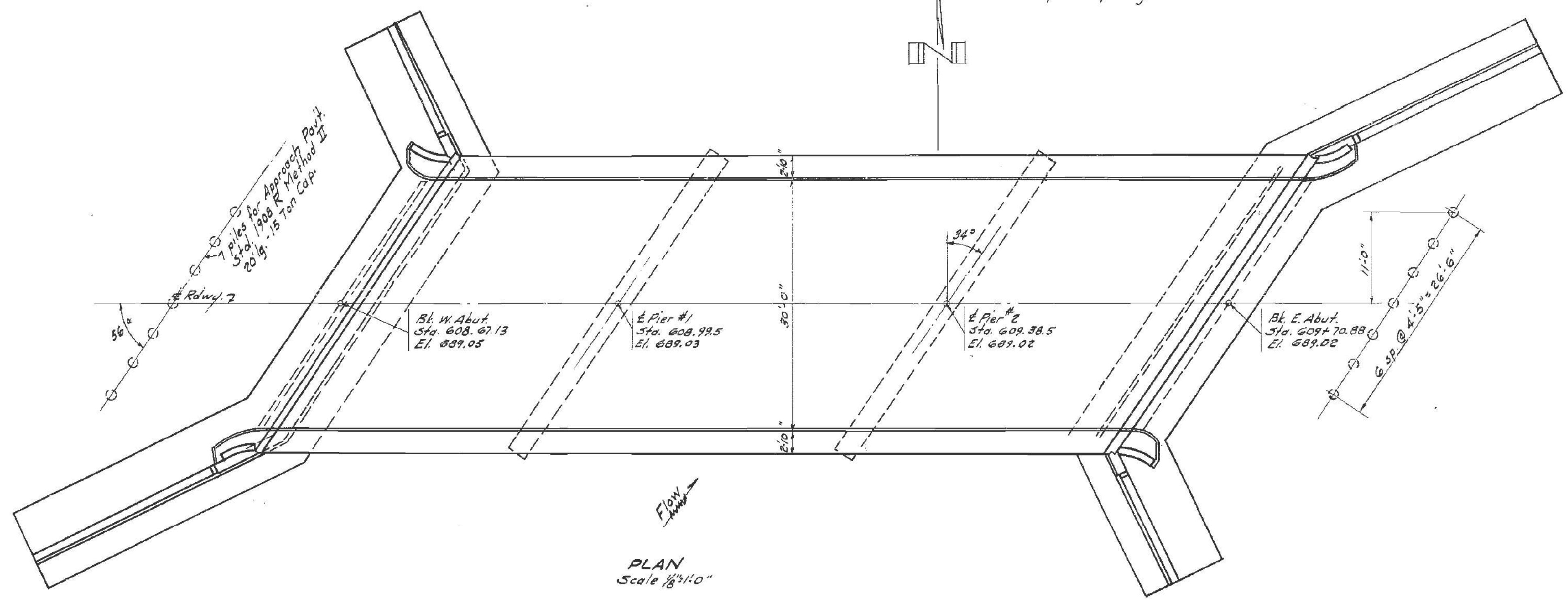
Metal Railing shall be adjusted to true alignment after sidewalks have been poured.

All rollers, rockers, bearing plates, lead plates, pintles, and anchor bolts shall be fabricated and set in accordance with Art. 51.14 of the Standard Specifications.

Waterproof back of abutments and wing walls from top of slab or top of wall to top of footing.

TOTAL BILL OF MATERIAL

Item		Super.	Sub.	Total
Class X Concrete	Cu.Yds.	147.5	357.5	505.0
Handrail Concrete	Cu.Yds.	1.6		1.6
Reinforcement Bars	Lbs.	37,090	26,670	63,760
Structural Steel	Lin.Ft.	11,320		11,320
Metal Handrail	Lin.Ft.	204.7		204.7
Name Plate	Ea.	1		1
Class "A" Excavation	Cu.Yds.		263	263
Class "B" Excavation	Cu.Yds.		654	654
Channel Excavation	Cu.Yds.			500
Rem. of Exist. Struct.	Each		1	1
Untr. Timber Piles (20')	Lin.Ft.		280	280



PLAN
Scale 1/8" = 1'-0"

DESIGNED	Mary P. Graham
CHECKED	H.F. Lawson
DRAWN	J. L. Ineley
CHECKED	H.P.G.

May 5 1952
EXAMINED W. E. Hanson — ENGINEER OF BRIDGES AND STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED F. N. Barker — CHIEF HIGHWAY ENGINEER

STATION 609+19
BUILT 195- BY
STATE OF ILLINOIS
F.A. RT. 19 SEC. 18-B
LOADING H-20 S16

LETTERING FOR NAME ℘
See St'd. 1882

Design Stresses
f_s = 20,000 #/□" (Reinforcement)
f_c = 1400 #/□" (Super)
f_c = 800 #/□" (Sub)
n = 10
Loading - H20-S16-44

SULPHUR RUN CREEK

F.A. RTE. 19 SEC. 18-B
LASALLE CO.
STA. 609+19

USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS FOR INFORMATION ONLY	F.A.P. RTE. 587	SECTION (18B)BR	COUNTY LASALLE	TOTAL SHEETS 80	SHEET NO. 49
	CHECKED -	REVISED -					CONTRACT NO. 66J00		
PLOT SCALE =	DRAWN -	REVISED -		SHEET OF SHEETS		ILLINOIS FED. AID PROJECT			
PLOT DATE =	CHECKED -	REVISED -							

Chamlin & Associates

MODEL: Default
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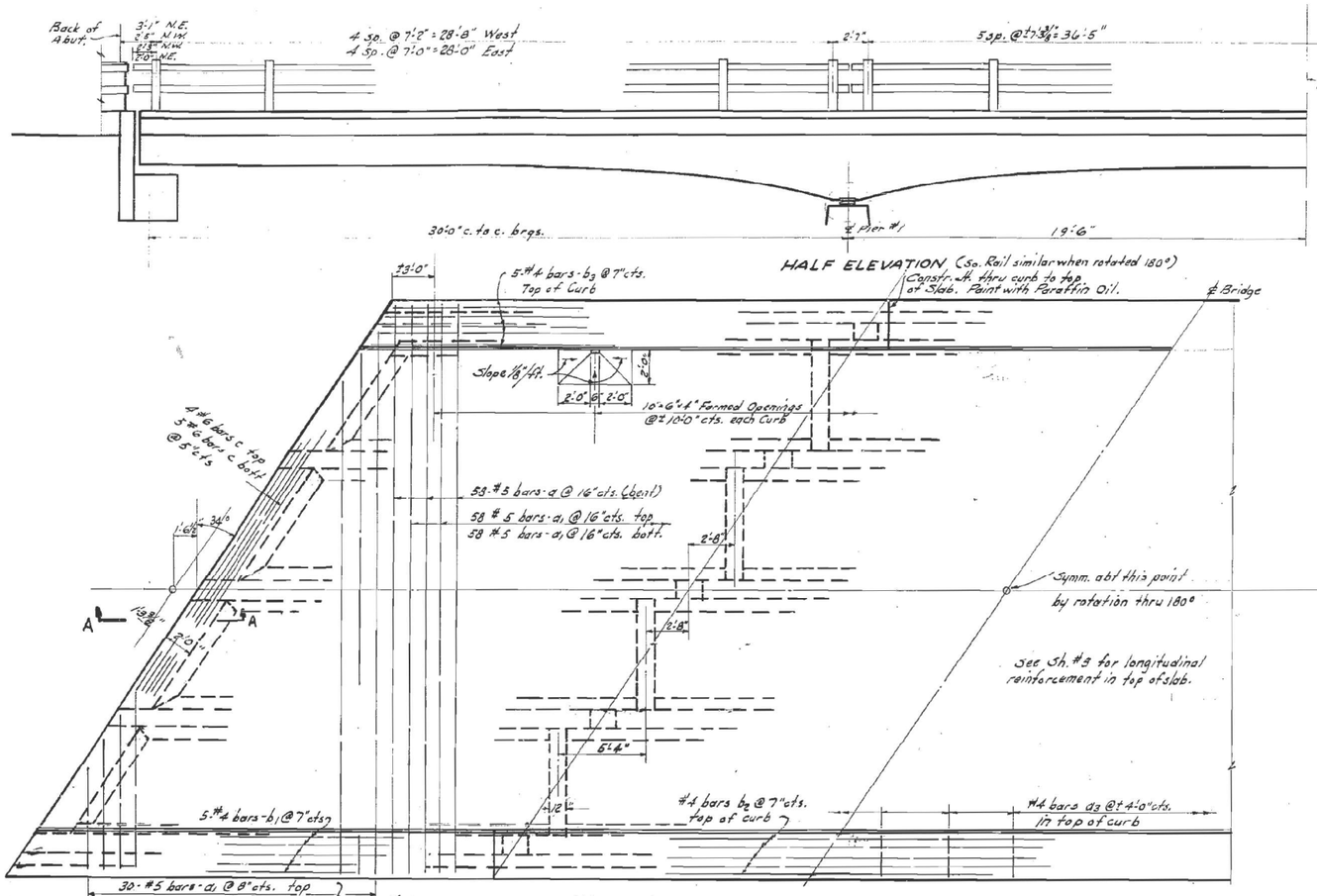
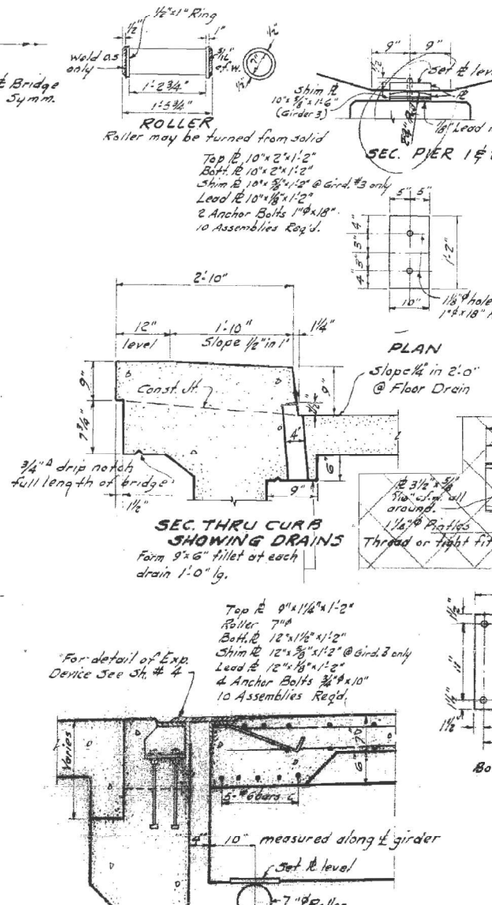
10/27/2021 11:38:38 AM

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

19	18B	LASALLE	18	6	SHEET NO. 2 OF 6 SHEETS



DESIGNED	Harry P. Graham	May 5	52
DRAWN	H.F. Lawson	ELEVATIONS	W. E. Hanson
TRACED	H.P.G.	PASSED	
CHECKED	H.F.L.	APPROVED	F. M. Becker



LIST OF BARS IN SLAB

Bar	No.	Size	Length	Shape
a	58	#5	37'9	
a1	146	#5	35'0"	
a2	30	#5	37'0"	
a3	52	#4	2'6"	
b	136	#4	26'0"	
b1	10	#4	28'6"	
b2	20	#4	19'9"	
b3	10	#4	30'6"	
c	18	#6	39'9"	
d1	202	#4	1'3"	

BILL OF MATERIALS IN SUPER.

Item		Quantity
Class X Concrete	cu. yds.	147.3
Handrail Concrete	cu. yds.	1.6
Reinforcement Bars	Lbs.	37090
Structural Steel	Lbs.	11320
Metal Handrail	Lin. Ft.	206.7
Name ℄	Each	One

* All bars shall be round ASTM A305-49. The size number is the number of 1/8" in the nominal diameter.

SULPHUR RUN CREEK
FA. RTE. 19 SEC. 18B
LASALLE CO.
STA. 609+19

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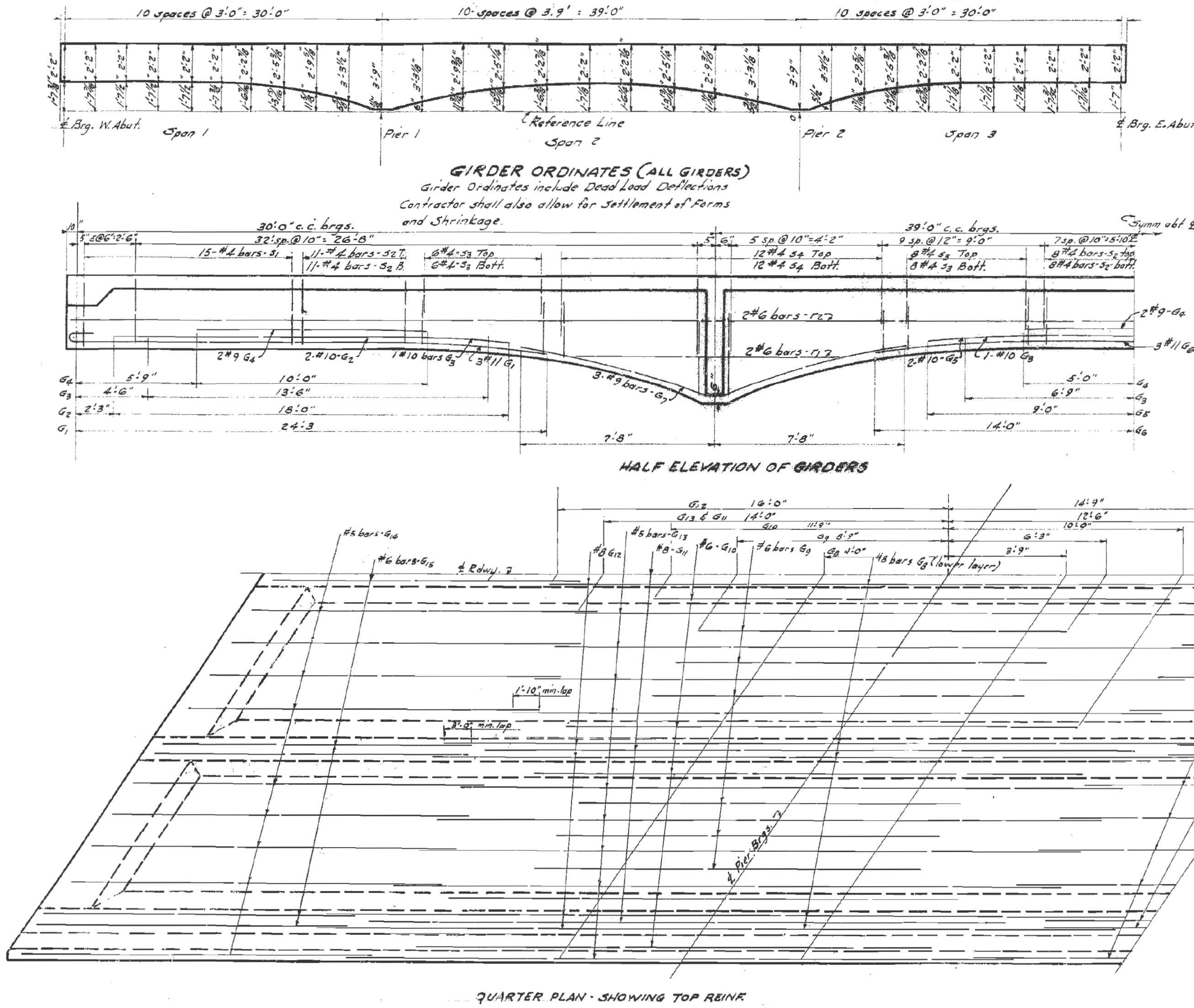
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

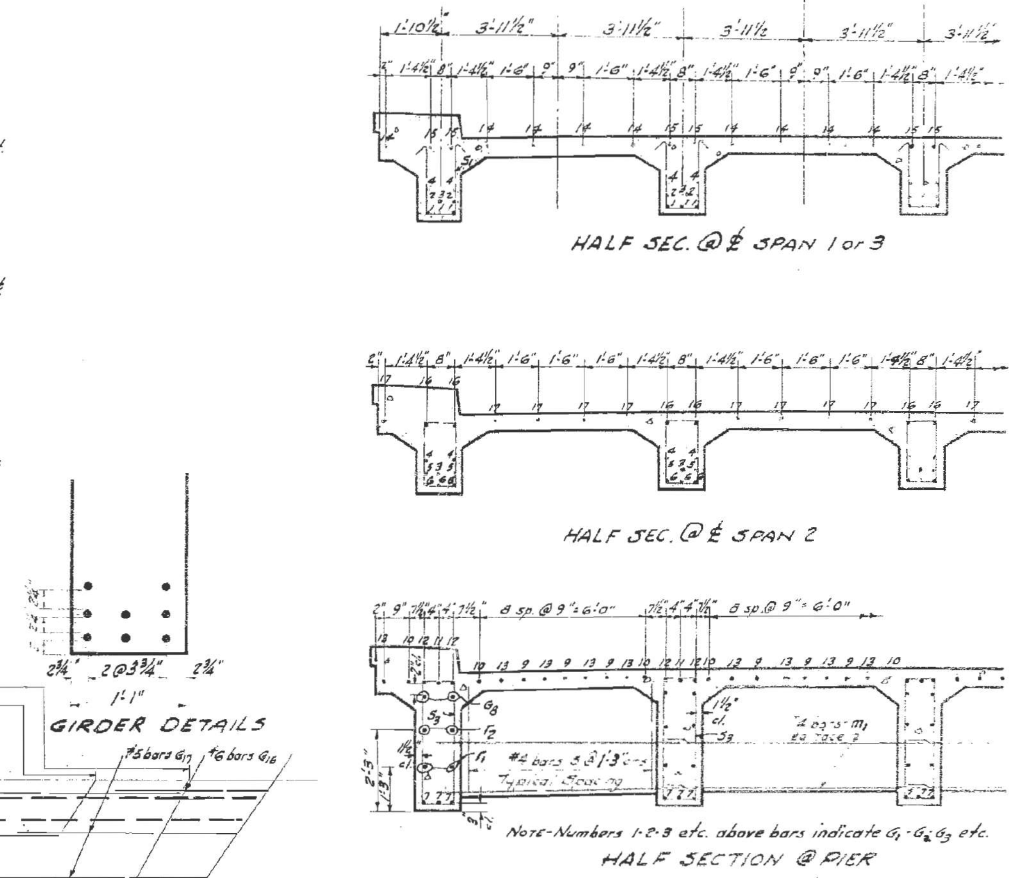
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

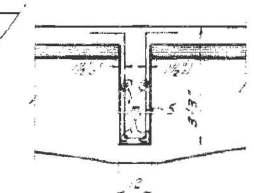
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	50
		CONTRACT NO. 66J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

19	18 B	LASALLE	18	7	6







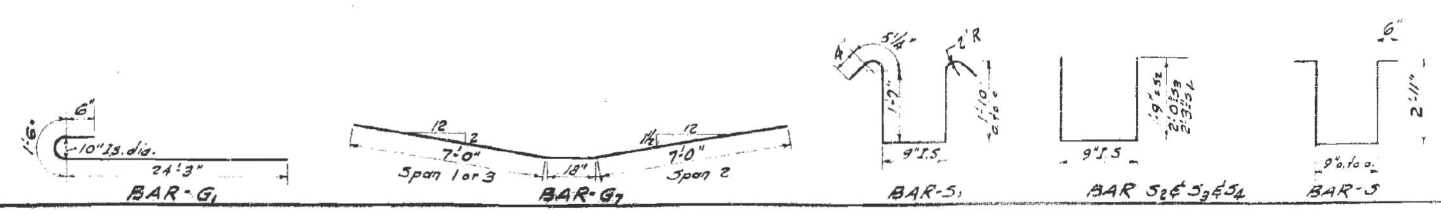
BAR LIST - GIRDERS & DIAPH.

Bar	No.	Size	Length	Shape
[illegible]	30	#11	26'-3"	
[illegible]	20	#10	18'-0"	
[illegible]	15	#10	13'-6"	
[illegible]	30	#9	10'-0"	
[illegible]	10	#10	18'-0"	
[illegible]	15	#11	28'-0"	
[illegible]	30	#9	15'-6"	
[illegible]	20	#8	7'-9"	
[illegible]	24	#6	15'-0"	
[illegible]	20	#6	21'-9"	
[illegible]	10	#8	26'-6"	
[illegible]	20	#8	30'-9"	
[illegible]	36	#5	26'-6"	
[illegible]	36	#5	18'-6"	
[illegible]	20	#6	17'-6"	
[illegible]	10	#6	15'-6"	
[illegible]	18	#5	17'-9"	
[illegible]	48	#4	7'-6"	
[illegible]	150	#4	5'-6"	
[illegible]	370	#4	4'-3"	
[illegible]	280	#4	4'-9"	
S4	240	#4	5'-3"	
[illegible]	48	#4	7'-6"	
r1	20	#6	12'-0"	
r2	20	#6	23'-0"	
Reinforcement Bars			23810	

SULPHUR RUN CREEK

F.A. RTE. 19 SEC. 18 B
LASALLE CO.
STA. 609+19

H.F. LAWSON
H.P.H.
HFL
Harry P. Graham
May 5 1952
W. E. Hawson



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Chamlin & Associates

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	51

CONTRACT NO. 66J00
ILLINOIS FED. AID PROJECT

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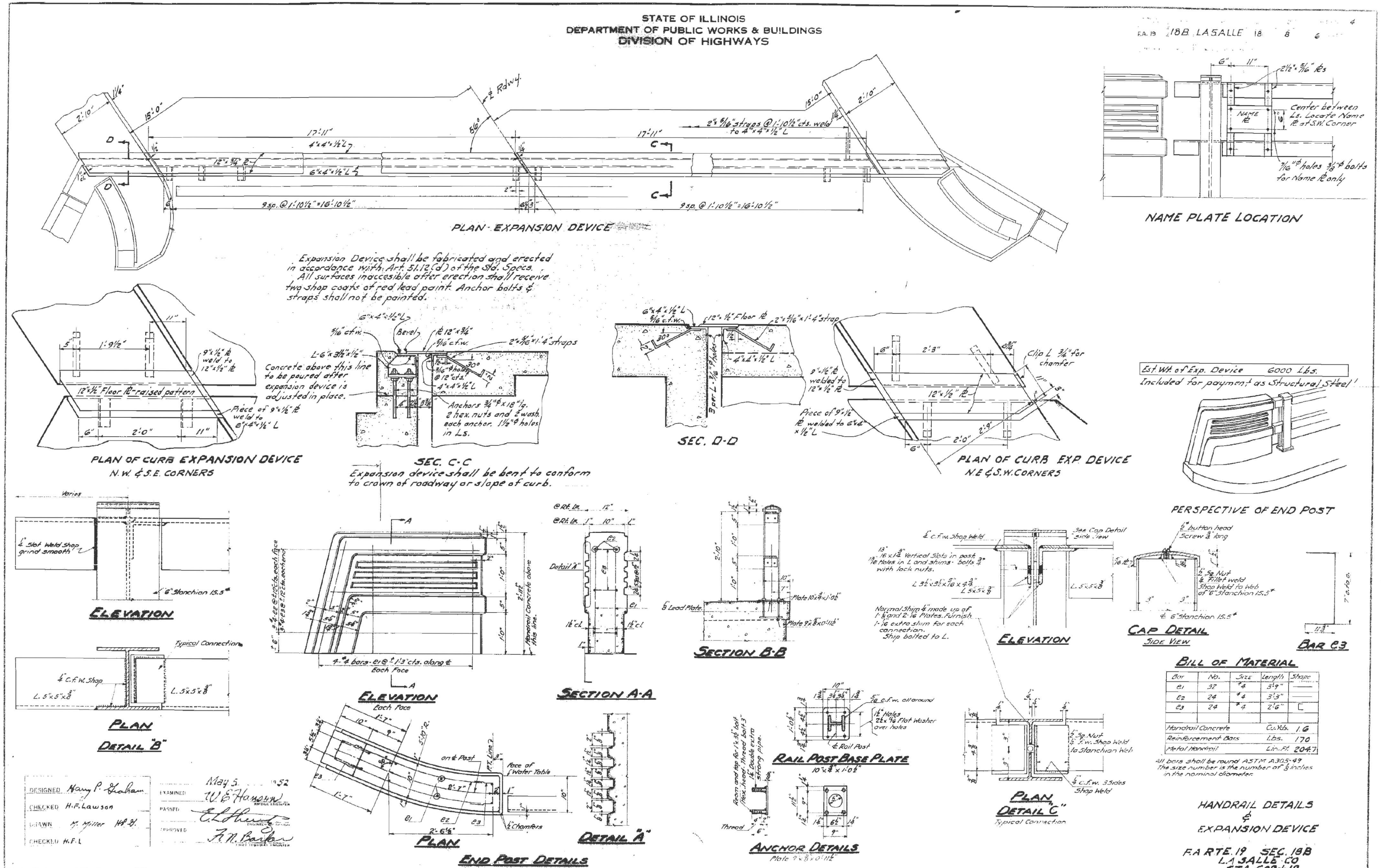

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e1	32	#4	3'-9"	—
e2	24	#4	3'-3"	—
e3	24	#4	2'-6"	⊏
Handrail Concrete			Cu. Yds.	1.6
Reinforcement Bars			Lbs.	170
Metal Handrail			Lin. Ft.	204.7

All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	52

CONTRACT NO. 66J00

ILLINOIS | FED. AID PROJECT

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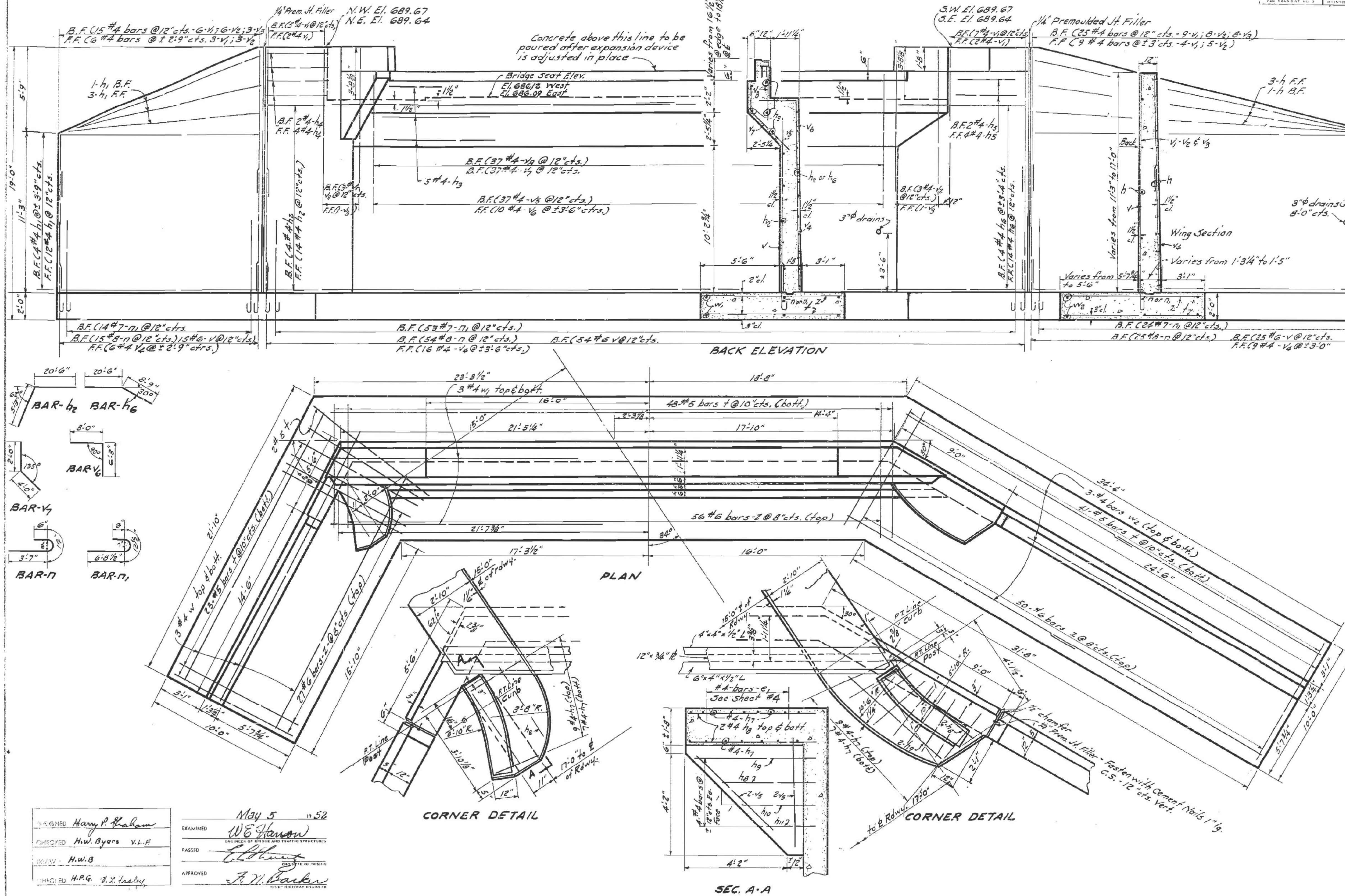
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 19	18B	LASALLE	18	9

SHEET NO. 5
6 SHEETS



BILL OF MATERIAL - 2 ABUTS.

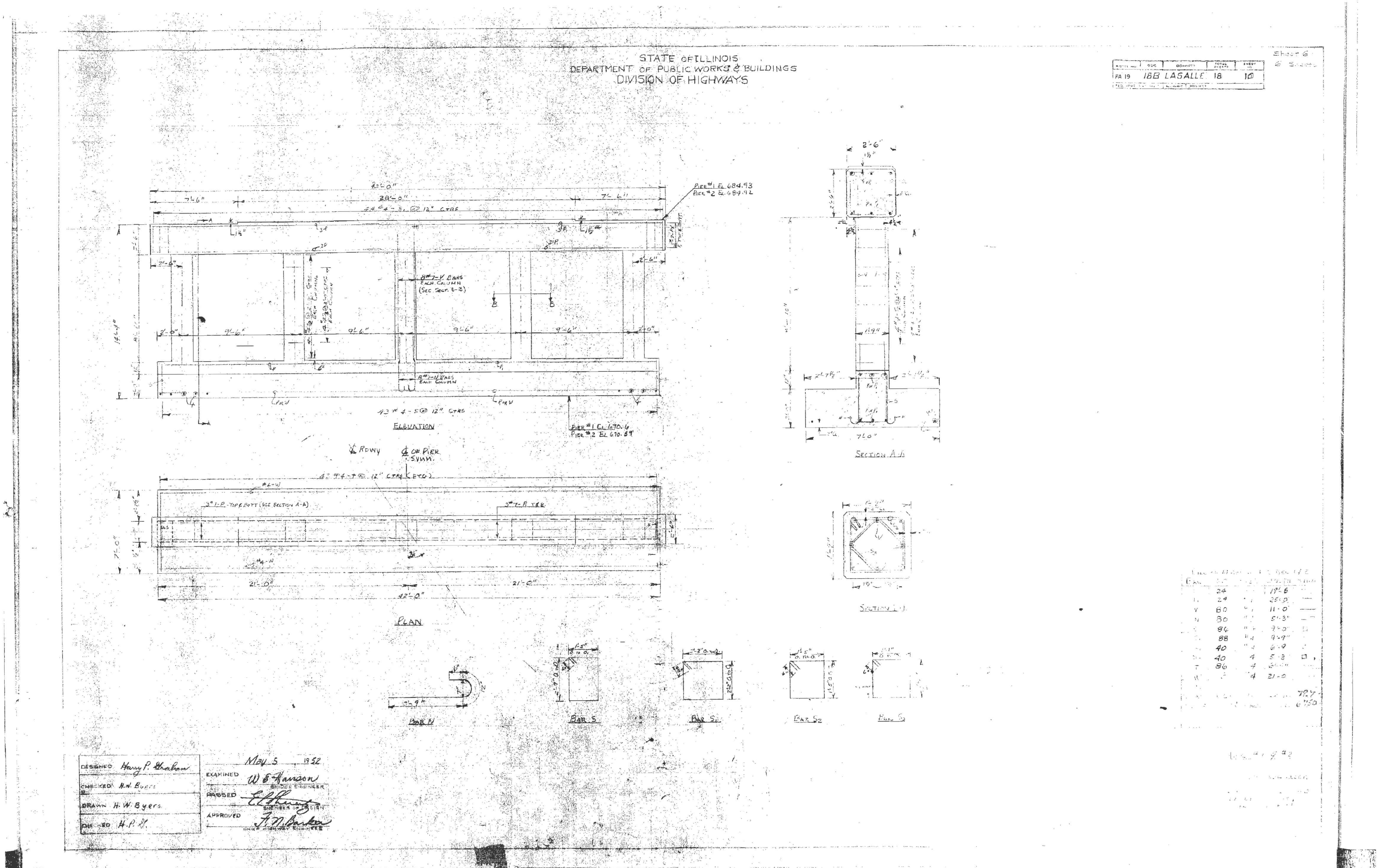
Bar	No	Size	Length	Shape
h	40	#4	24'-3"	
h1	40	#4	14'-3"	
h2	36	#4	25'-9"	
h3	10	#4	35'-9"	
h4	12	#4	4'-0"	
h5	12	#4	5'-0"	
h6	36	#4	29'-3"	
h7	64	#4	2'-6"	
h8	16	#4	4'-3"	
h9	8	#4	5'-3"	
h10	4	#4	3'-3"	
h11	4	#4	2'-3"	
V	188	#5	8'-3"	
V1	76	#4	9'-9"	
V2	56	#4	8'-0"	
V3	26	#4	6'-3"	
V4	62	#4	8'-3"	
V5	82	#4	5'-0"	
V6	20	#4	9'-3"	
V7	74	#4	6'-0"	
V8	74	#4	3'-0"	
n	188	#8	5'-3"	
n1	182	#7	8'-3"	
w	12	#4	21'-0"	
w1	24	#4	20'-0"	
w2	24	#4	17'-6"	
t	224	#5	9'-9"	
z	266	#6	9'-9"	
Class X Concrete			Cu. Yds. 277.8	
Reinforcement Bars			Lbs. 19920	

SULPHUR RUN CREEK
F.A. RTE. 19 SECTION 18-B
LA SALLE CO.
STA. 609+19

DESIGNED Harry P. Graham
CHECKED H.W. Byers V.L.F.
DRAWN H.W.B.
CHECKED H.P.G.

May 5 1952

EXAMINED W.E. Hanson — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED F.N. Barker — CHIEF HIGHWAY ENGINEER



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	54

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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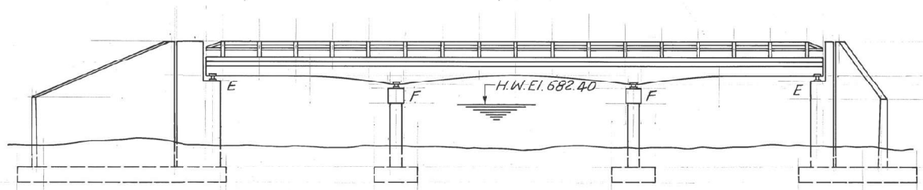
Existing Structure No. 050-0039
A reinforced concrete deck girder bridge, 2 spans at 30'-0" and one span at 39'-0" on closed abutments and piers.
Existing structure to be rehabilitated utilizing stage construction.
No salvage
T.B.M. ◻ Chiseled square on top of North-West Wing Wall of Bridge, Sta. 609+19; Struct. No. 050-0040, El. 695.99

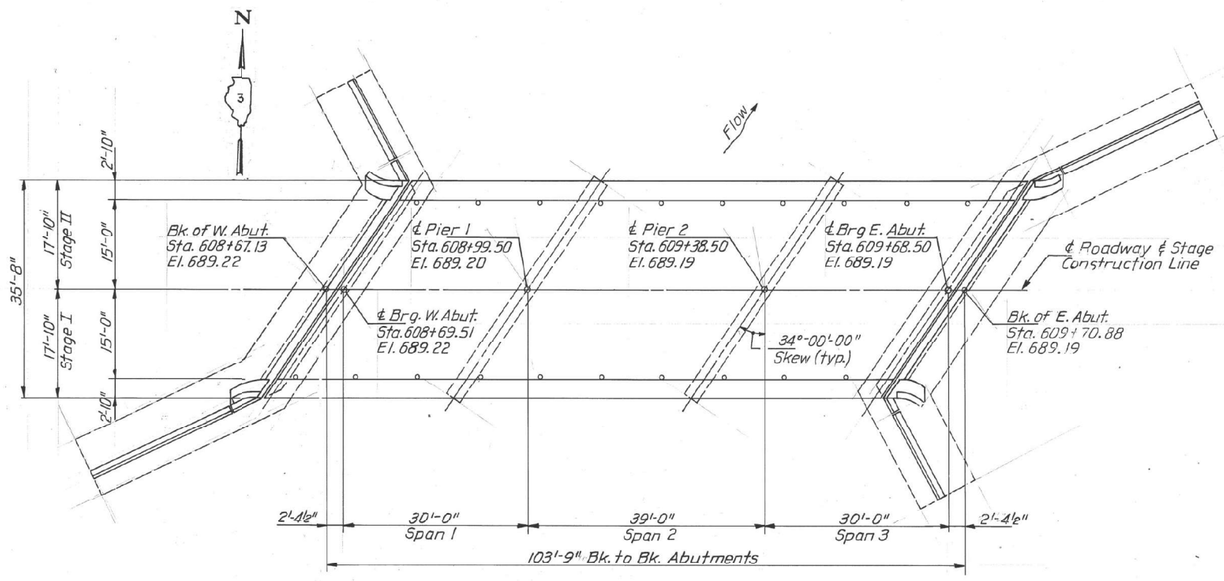
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 587	(17,18) RS	LASALLE	44	25
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

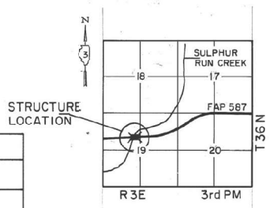
SHEET NO. 1 OF SHEETS 9



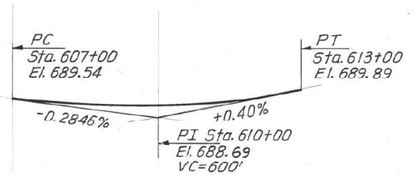
ELEVATION



PLAN



LOCATION MAP



PROPOSED PROFILE GRADE
(ALONG ℄ TOP OF CLASS-I)

TOTAL BILL OF MATERIALS

	ITEM	UNIT	SUB-STRUCT.	SUPER-STRUCT.	TOTAL
	Concrete Removal	Cu. Yds.	2.8	10	12.8
	Pav't. Removal & P.C.C. Repl., Type I (10")	Sq. Yds.	-	13	13
*	Deck Slab Repair (Full depth) Type I	Sq. Yds.	-	2.2	2.2
*	Deck Slab Repair (Partial depth)	Sq. Yds.	-	27	27
	Bridge Handrail Removal	Lin. Ft.	-	205	205
	Class X Concrete, Superstructure	Cu. Yds.	-	10.4	10.4
	Reinforcement Bars (Epoxy Coated)	Lbs.	560	1700	2260
	Bridge Seat Sealer	L. S.	1	-	1
	Steel Bridge Rail	Lin. Ft.	-	205	205
	Bituminous Surface Course, Class I,	Ton	-	28	28
*	Waterproofing Membrane System	Sq. Yd.	-	338	338
	Neoprene Expansion Joint (2")	Lin. Ft.	-	88	88
	Floor Drains	Each	-	20	20
	Expansion Bolts ¾" ϕ	Each	72	-	72
*	Epoxy Crack Sealing	Lin. Ft.	30	-	30
*	Epoxy Mortar Repair	Cu. Ft.	8.6	4.3	12.9
*	Cleaning and Painting Existing Bearings	Each	20	-	20

* See Special Provision.

GENERAL NOTES

1. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.
2. SEE SPECIAL PROVISIONS FOR CLEANING AND PAINTING STEEL STRUCTURES.
3. BRIDGE SEAT SEALER SHALL BE APPLIED AT ABUTMENTS. THE ESTIMATED QUANTITY IS 145 SQ. FT.
4. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BD FOR THE WORK.
5. EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,080 LBS., AND 3/4" 0 X 12" HOOKED BOLTS.
6. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BRACE THE SOIL BEHIND THE ABUTMENTS TO PROTECT THE ROADWAY DURING STAGE CONSTRUCTION. COST OF THE WORK SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE REMOVAL"
7. THE 3 COAT LEAD AND CHROMATE FREE ALKYD PAINT SYSTEM SHALL BE USED FOR PAINTING OF NEW AND EXISTING STRUCTURAL STEEL. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STD. NO. 7.5G 4/8 INTERSTATE GREEN. SEE SPECIAL PROVISIONS FOR CLEANING AND PAINTING STRUCTURAL STEEL.

DESIGN SPECIFICATIONS

A.A.S.H.T.O. 1989 Standard Specifications for Highway Bridges,

Standard Specifications for Road and Bridge Construction, State of Illinois, dated July 1, 1988, Except as Supplemented By the Special Provisions And Supplemental Provisions.

DESIGN STRESSES (New Construction)

f'c = 3,500 psi
fy = 60,000 psi, Reinf.
fy = 36,000 psi, Struct.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
Engineer of Bridges and Structures

Praveenkumar G. Patel 03/07/90 expires 11/30/90
STATE OF ILLINOIS PRAVEENKUMAR G. PATEL 081-004661 LICENSED STRUCTURAL ENGINEER

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

REVISIONS	
NAME	DATE

GENERAL PLAN & ELEVATION

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
HORIZ.
DATE

DESIGNED	R V P
CHECKED	P G P
DRAWN	KAC/ASR
CHECKED	P G P

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PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

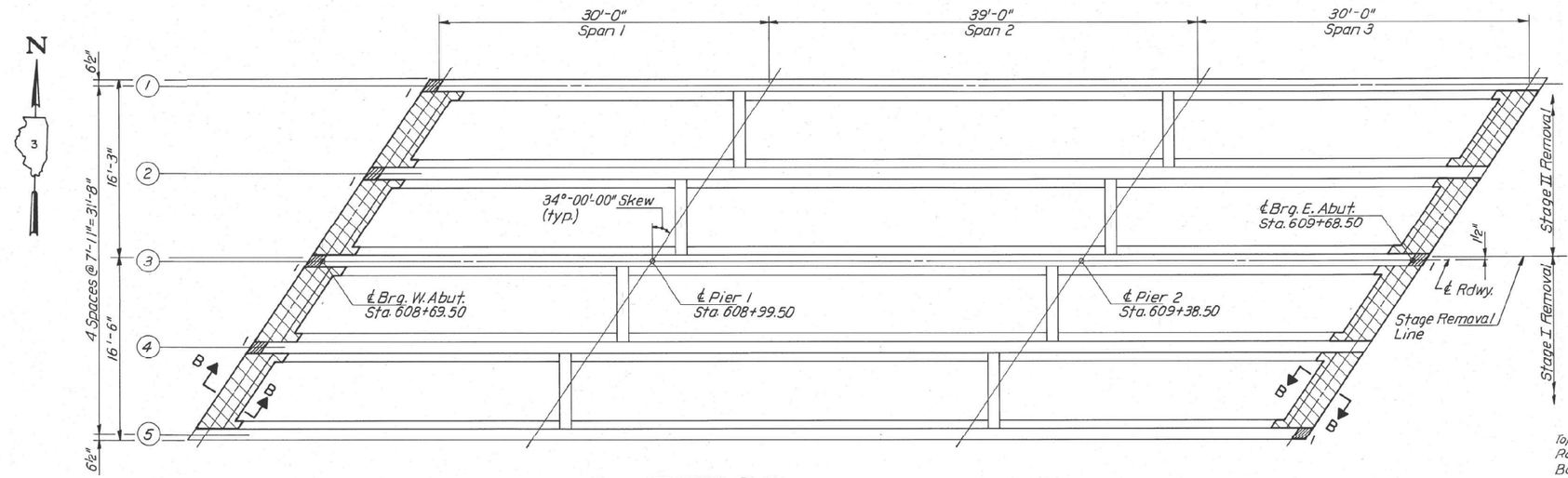
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	55
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

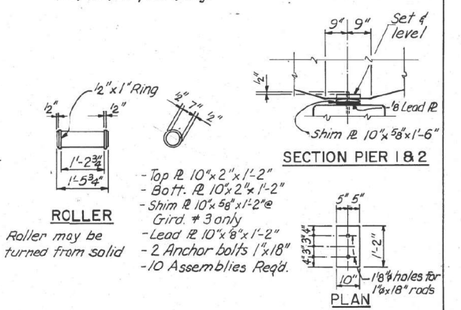
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.587	(17,18) RS	LASALLE	44	26
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2 OF SHEETS 9



FRAMING PLAN

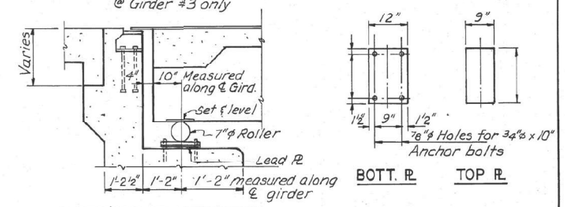
Note:
All existing bearing shall be cleaned by sand blasting and painted. See General Notes for painting.



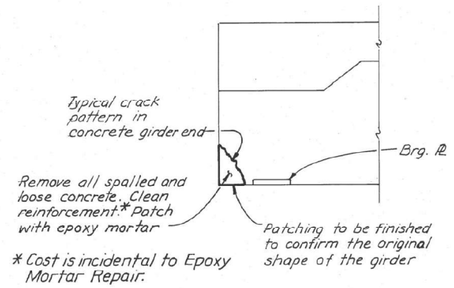
DETAILS OF EXISTING BEARINGS AT PIER 1 & 2

Top ℞ 9"x1'6"x1'-2"
Roller 7"ϕ
Bott. ℞ 12"x⅝"x1'-2"
@ Girder #3 only

Lead ℞ 12"x⅛"x1'-2"
4 Anchor Bolts ¾"x10"
10 Assemblies Req'd.



DETAILS OF EXISTING BEARINGS AT ABUTMENTS



REPAIR OF BEAM ENDS

LEGEND

▨ Indicates concrete removal, existing reinforcement extending into removed area shall be cleaned & incorporated into the new construction.
Cost of removing existing expansion devices is incidental to concrete removal.

▩ Indicates epoxy mortar repair in square feet.

BILL OF MATERIALS

ITEM	UNIT	TOTAL	CONSTR STAGE I	CONSTR STAGE II
Epoxy Mortar Repair	Cu.Ft.	5.60	3.70	1.90
Cleaning and painting existing bearings	Each	20	12	8

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

REVISIONS NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

FRAMING PLAN & DETAILS

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
HORIZ.
DATE

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	PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

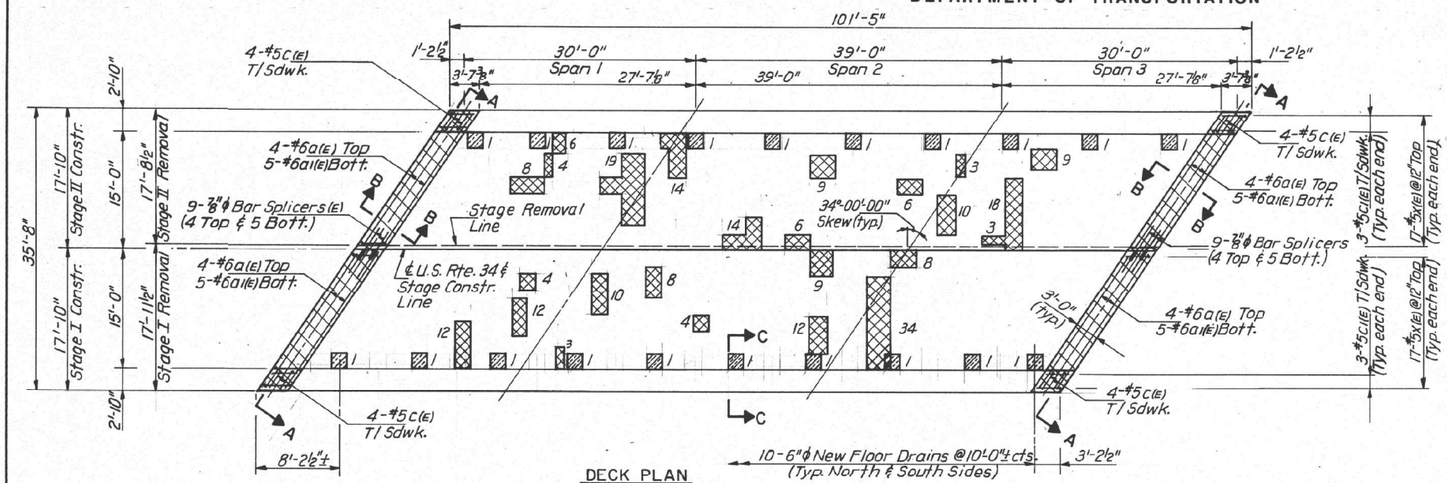
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	56
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

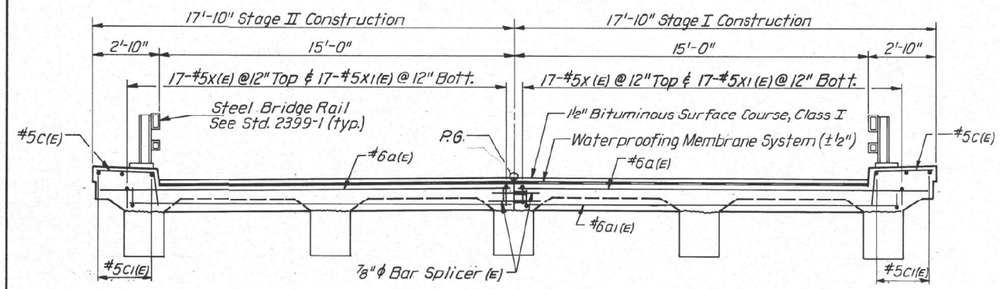
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 587	(17,18) RS	LASALLE	44	27
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

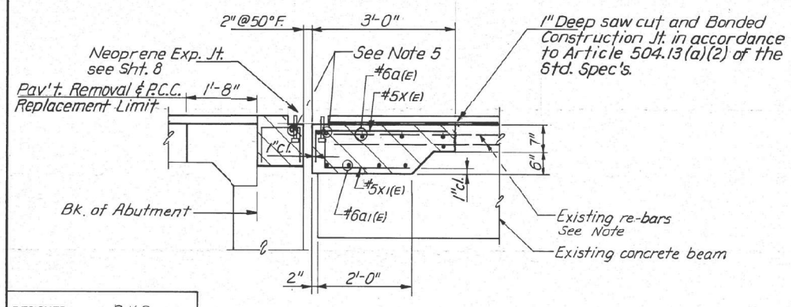
SHEET NO. 3 OF SHEETS 9.



DECK PLAN

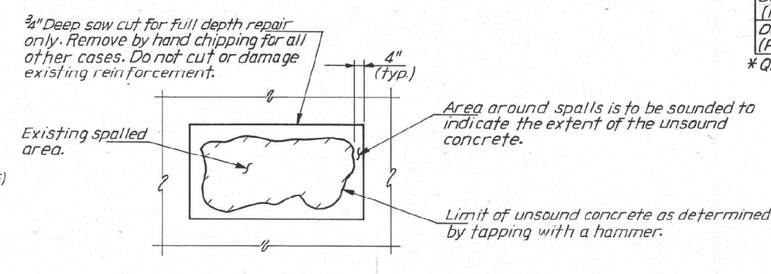


SECTION A-A
(All dimensions @ Rt. ∠'s.)



SECTION B-B
(All dimensions @ Rt. ∠'s.)

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	KAC/A.S.R.
CHECKED	P.G.P.



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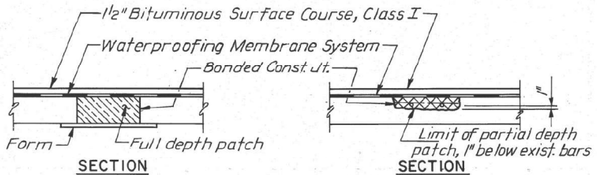
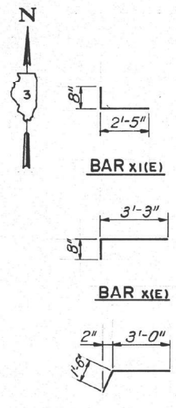


DECK SLAB REPAIR DETAILS



BILL OF MATERIALS

BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
a(E)	16	8	8	#6	21'-1"	—
a1(E)	20	10	10	#6	19'-6"	—
C(E)	16	8	8	#5	4'-6"	⌐
C1(E)	12	6	6	#5	3'-5"	—
X(E)	68	34	34	#5	3'-11"	⌐
X1(E)	68	34	34	#5	3'-1"	└

	ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
	Concrete Removal	Cu.Yds.	10.0	5.0	5.0
*	Class X Conc. Superstructure	Cu. Yds.	13.6	6.8	6.8
	Reinf. bars (Epoxy Coated)	Lbs.	1700	850	850
	Deck Slab Repair (Full depth) Type I	Sq. Yds.	2.2	1.1	1.1
	Deck Slab Repair (Partial depth)	Sq. Yds.	27.20	12.90	14.30

* Quantity for abutment backwall is included.

LEGEND

- Indicates concrete removal, existing reinforcement extending into removed area shall be cleaned & incorporated into the new construction.
- Indicates partial depth slab repairs.
- Indicates full depth slab repairs for installing drains.
- 6 Indicates square feet of repair area

Minimum Bar Lap
#5 = 1'-8"
#6 = 2'-0"

Notes:
1. Bars designated (E) shall be epoxy coated.
2. Work this sheet with sheet #8
3. Straighten, clean and incorporate existing reinforcement bars into new construction. Whenever any existing bars were cut or damaged during concrete removal, a new bar (E) of equivalent diameter shall be lapped with both ends of the bars cut with min. bar lap shown in the table. Cost is incidental to concrete removal.
4. For Section C-C see sheet #4 of 10
5. Place a(E), h(E) or h3(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0-⅛"). Anchor bolts should be tied to a(E), h(E) or h3(E) bars.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

DECK DETAILS I

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
HORIZ.
DATE

Chamlin & Associates

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	57
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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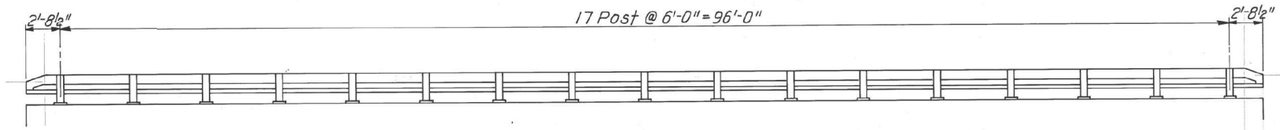
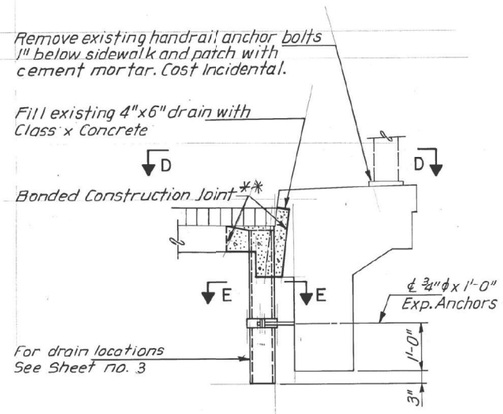
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. 587	(17,18) RS	LASALLE	44	28
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4 OF SHEETS 9

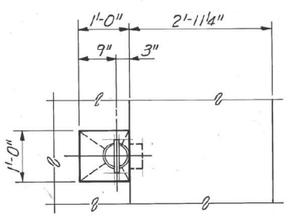


BRIDGE RAIL ELEVATION
(See Sheet 7 of 9 for details)

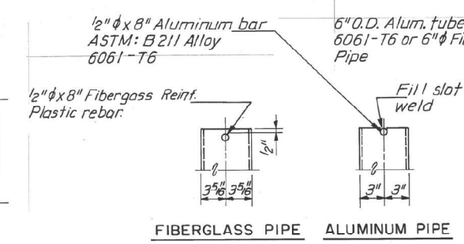


SECTION C-C

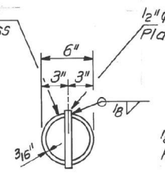
** Bonded construction joint in accordance to Article 504.13 (a) (b) of the Std. Spec's.



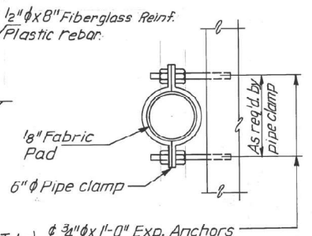
VIEW D-D



FIBERGLASS PIPE ALUMINUM PIPE



TOP PLAN
(Showing Aluminum Tube)



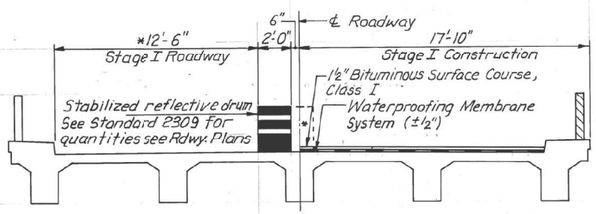
¢ ¾"ϕx 1'-0" Exp. Anchors Cost Incidental

SECTION E-E

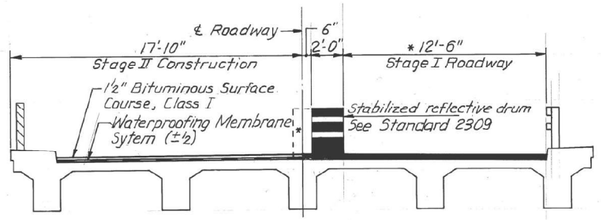
FLOOR DRAIN DETAILS

NOTES:

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tenslie stress of 30,000 p.s.i. minimum.
The surface of the fiberglass pipe shall be free of bond inhibiting agents.
The exterior surfaces of Fiberglass Floor Drains shall be painted with a vinyl enamel coat. The color shall be munsell sta. 10 Y 7/1 light grey.
Painting of the Fiberglass Floor Drains will not be required when the exterior surfaces of the furnished drains are coated by the manufacturer with silver pigment or a pigment that matches the color of the concrete beam.
The clamping device and inserts shall be galvanized in accordance with AASHTO M-232.

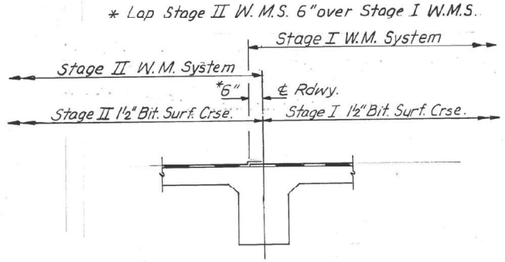


STAGE I
(Looking East)



STAGE II
(Looking East)

* Lap Stage II W.M.S. 6" over Stage I W.M.S.



W.M.S. LAP DETAIL
(Looking East)

* RELOCATE DRUMS OR USE CONES DURING DAY TIME OPERATIONS TO MAINTAIN 14'-0"

LEGEND
Indicates existing bridge rail removal.

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	A.S.R./KAC.
CHECKED	P.G.P.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

DECK DETAILS II

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
HORIZ.
DATE

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Chamlin & Associates

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

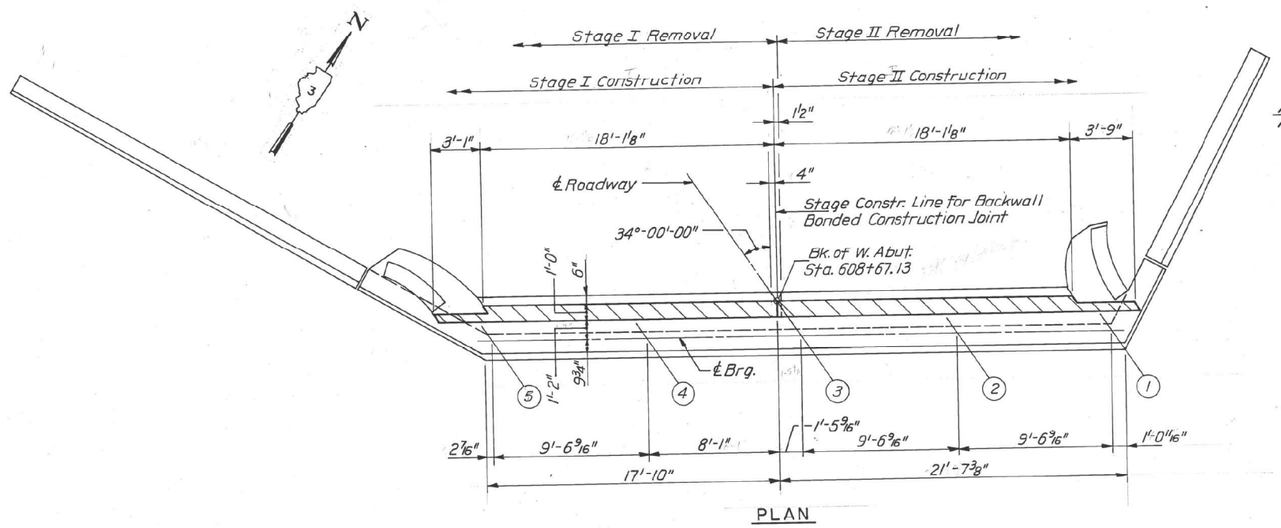
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	58
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

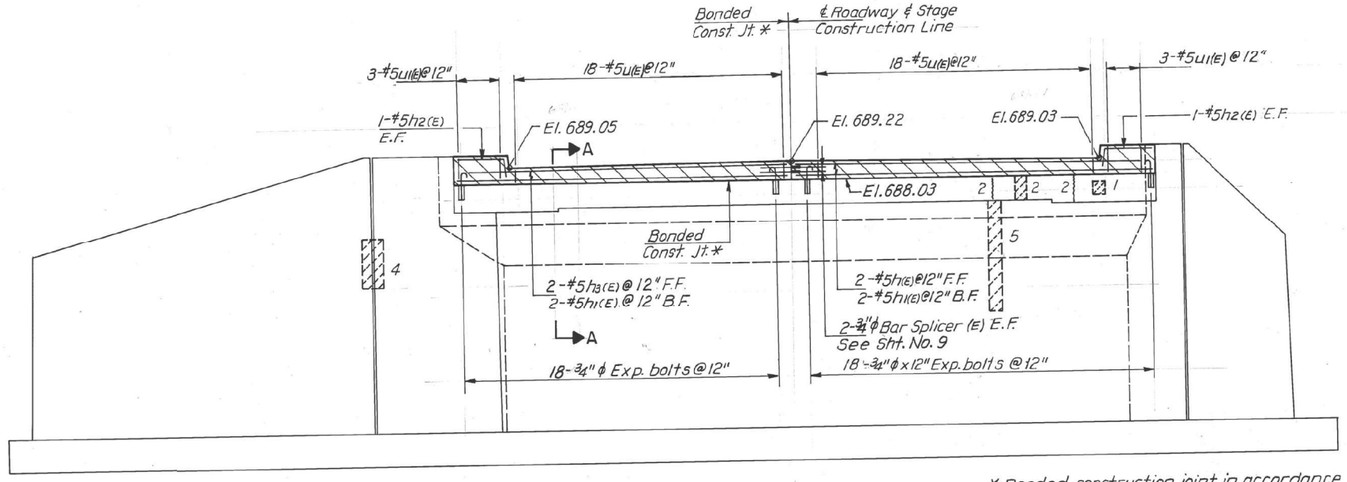
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. F.A. 587	(17,18) RS	LASALLE	44	29
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5 OF SHEETS 9

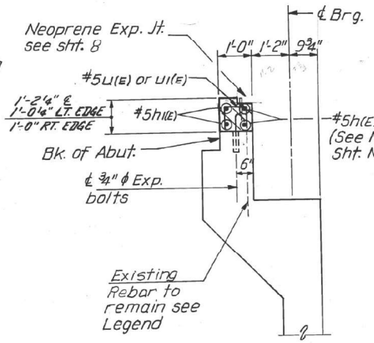


PLAN



ELEVATION

* Bonded construction joint in accordance to Article 504.13 (a) (2) of the Std. Spec's.



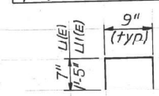
SECTION A-A

Note:
Existing anchor bolts for expansion devices in concrete removal area shall be cut off flush. Cost Incidental.

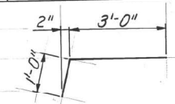
BILL OF MATERIALS

BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
h(E)	2	-	2	#5	21'-6"	—
h1(E)	4	2	2	#5	17'-9"	—
h2(E)	4	2	2	#5	4'-0"	⌐
h3(E)	2	2	-	#5	20'-10"	—
u(E)	36	18	18	#5	1'-11"	⊓
u1(E)	6	3	3	#5	3'-7"	⊓

ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
Reinforcement Bars (Epoxy coated)	Lbs.	280	140	140
Concrete Removal	Cu. Yds.	1.40	0.70	0.70
Exp. Bolts ¾"ϕx12"	Each	36	18	18
Epoxy Crack Sealing	Lin. Ft.	4.0	-	4.0
Epoxy Mortar Repair	Cu. Ft.	3.0	1.0	2.0



BARS u(E) & u1(E)



BAR h2(E)

LEGEND

- Indicates concrete removal. Area to be poured after superstructure formwork has been removed. Quantity of concrete included with Class X concrete, superstructure. Existing reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
- Indicates epoxy crack sealing in lin. ft.
- Indicates epoxy mortar repair in square feet quantity based on 3" average depth.

Note: Bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

WEST ABUTMENT

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
HORIZ.
DATE

DESIGNED
CHECKED
DRAWN
CHECKED

Chamlin & Associates

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

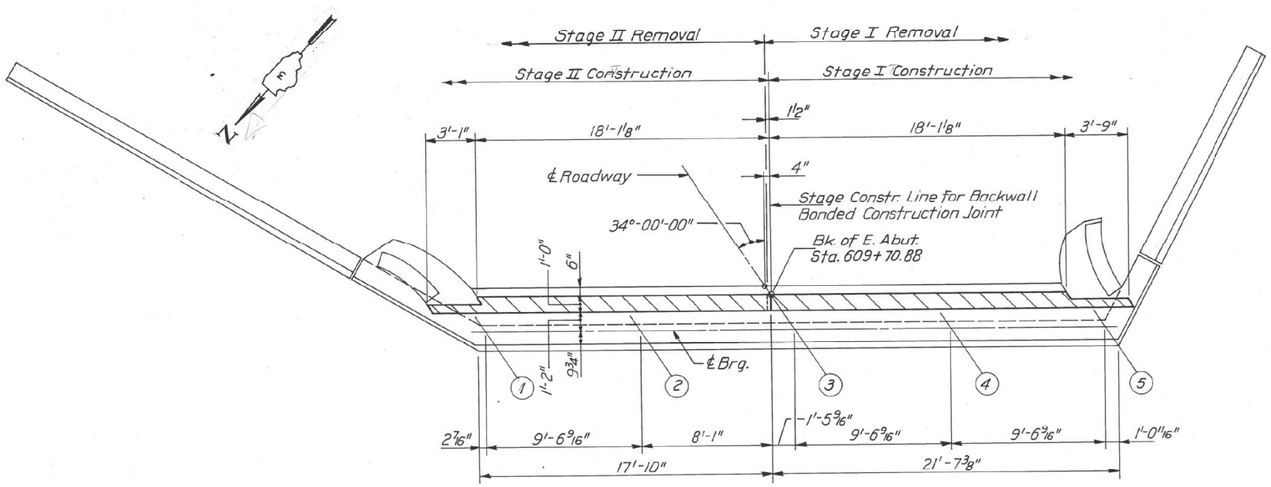
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	59
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

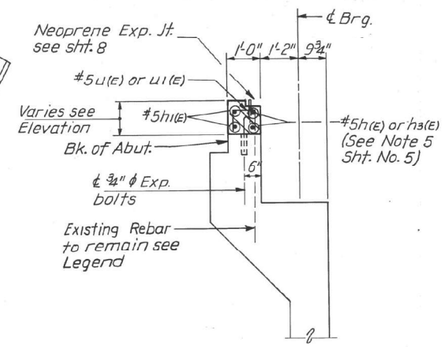
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 587	(17,18) RS	LASALLE	44	30
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6 OF SHEETS 9



PLAN



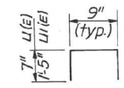
SECTION A-A

Note:
Existing anchor bolts for expansion devices in concrete removal area shall be cut off flush. Cost incidental.

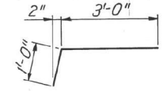
BILL OF MATERIALS

BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
h(E)	2	2	-	#5	21'-6"	—
h1(E)	4	2	2	#5	17'-9"	—
h2(E)	4	2	2	#5	4'-0"	⌐
h3(E)	2	-	2	#5	20'-10"	—
u(E)	36	18	18	#5	1'-11"	⊓
u1(E)	6	3	3	#5	3'-7"	⊓

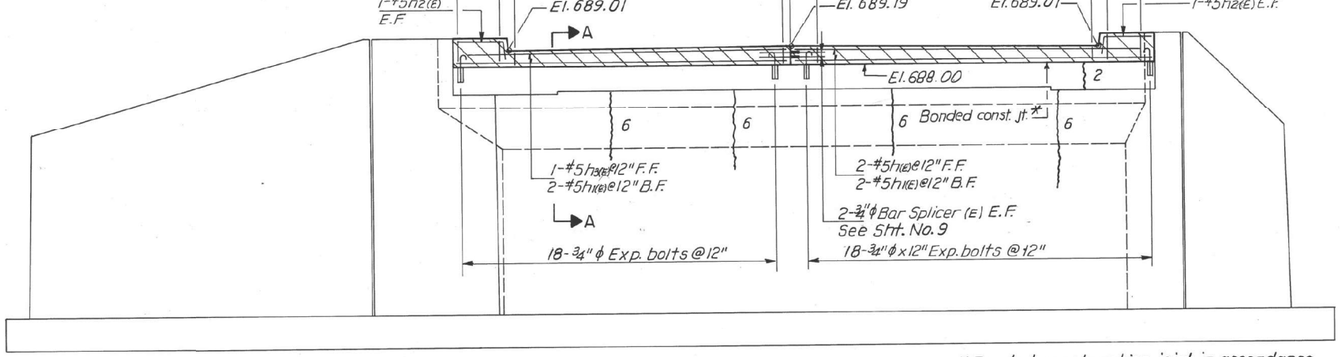
ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
Reinforcement Bars (Epoxy Coated)	Lbs.	280	140	140
Concrete Removal	Cu. Yds.	1.40	0.70	0.70
Exp. Bolts ¾" ϕx12"	Each	36	18	18
Epoxy Crack Sealing	Lin. Ft.	26	14	12



BARS u(E) & u1(E)



BAR h2(E)



ELEVATION

* Bonded construction joint in accordance to Article 504.13 (a)(2) of the Std. Spec's.

LEGEND

Indicates concrete removal. Area to be poured after superstructure formwork has been removed. Quantity of concrete included with Class X concrete, superstructure. Existing reinforcement extending into removed area shall be cleaned and incorporated into the new construction.

~~ Indicates epoxy crack sealing in lin. feet

Note: Bars designated (E) shall be epoxy coated. N.T.

DESIGNED	R.V.P.
CHECKED	J.M.P.
DRAWN	A.S.R.
CHECKED	J.M.P.

REVISIONS NAME	DATE

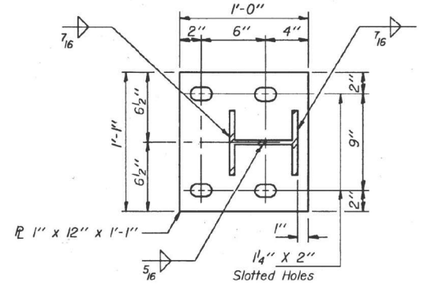
P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

EAST ABUTMENT

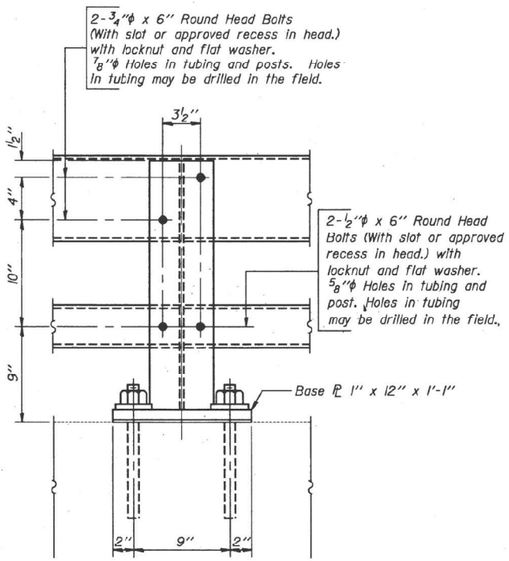
F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT. HORIZ.
DATE

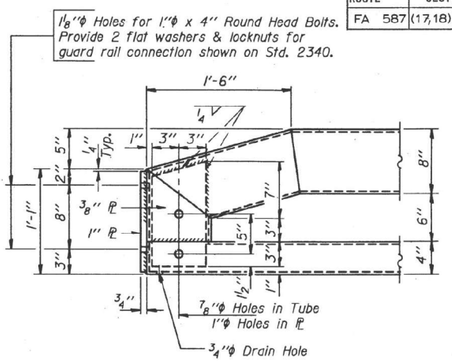
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FA 587	(17,18)RS	LASALLE	44	31

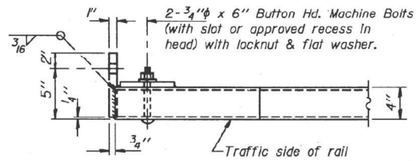


BASE PLATE DETAIL

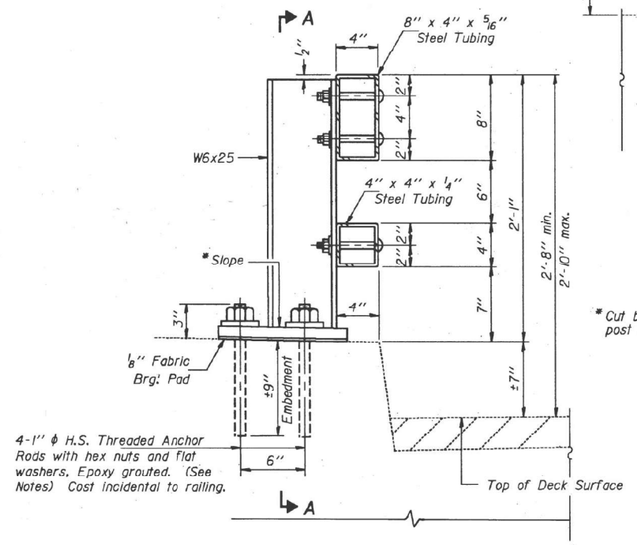


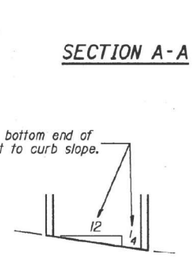
SECTION A-A



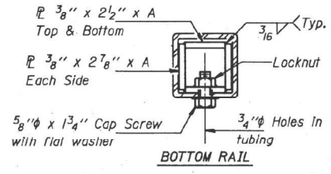


END OF RAIL DETAILS

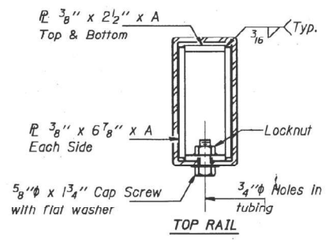




SECTION AT RAIL POST



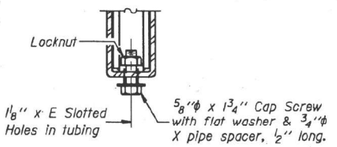
BOTTOM RAIL



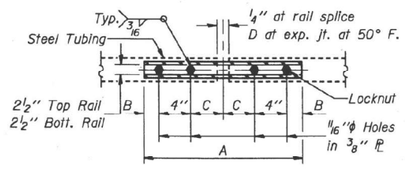
TOP RAIL

SECTIONS AT RAIL SPLICE

(6'-3" Maximum Post Spacing)



RAIL SPLICE CONNECTION AT EXPANSION JT.



PLAN-BOTT. SPLICE PL TYPICAL

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500, Grade B, Structural Steel Tubing. *

All other steel shapes and plates shall conform to the requirements of AASHTO M-183 except posts shall conform to AASHTO M-223, Grade 50.

Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A-307 except that threaded rods, nuts and washers shall conform to AASHTO M-164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.

All posts, railing, rail splices and anchor rods shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for STEEL BRIDGE RAIL.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.

STEEL BRIDGE RAIL expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.

Provide one ⅛" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.

Expansion joint width shall be "D" at 50° F and shall be adjusted for other temperatures according to Article 503.07(c) of the Standard Specifications.

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

The capsule or the adhesive cartridge shall be a sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Nuts for 1"ϕ threaded anchor rods connecting the base plate to the concrete shall be tightened to a snug fit and given an additional ⅛ turn.

* Tubing shall meet the longitudinal CVN requirements of 15 ft. lbs. at 0°F.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail	Lin. Ft.	205
Handrail Removal	Lin. Ft.	205

SPLICE DIMENSIONS

T	D	A	B	C	E
≤4"	2⅜"	1'-8"	2"	4"	2½"
>4"≤6½"	3¾"	2'-0"	2½"	5½"	3½"
>6½"≤9"	5"	2'-4"	3½"	6½"	9"
>9"≤13"	7"	2'-10"	4½"	8½"	11"
Rail Splice	¼"	1'-8"	2"	4"	—

T = Total movement at expansion joint as shown on the design plans.

REVISIONS NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

STEEL BRIDGE RAIL

F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609 + 19
STRUCTURE NO. 050 - 0039
SCALE: VERT.
HORIZ.
DATE

STA. 2399 - I

Chamlin & Associates

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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	61
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.
2½"	2½"	1¾" Min.
4"	3"	2½" Min.

INSTALLATION NOTES

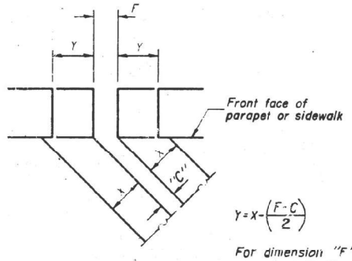
1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy.
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

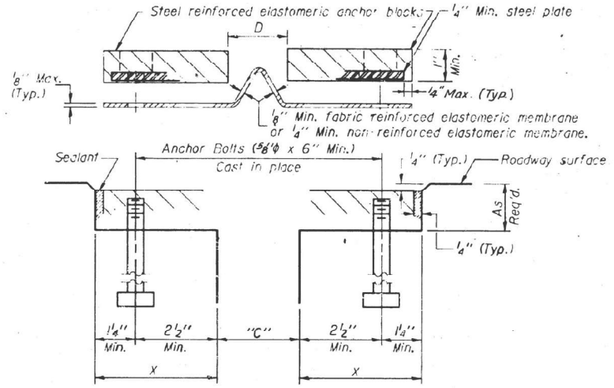
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



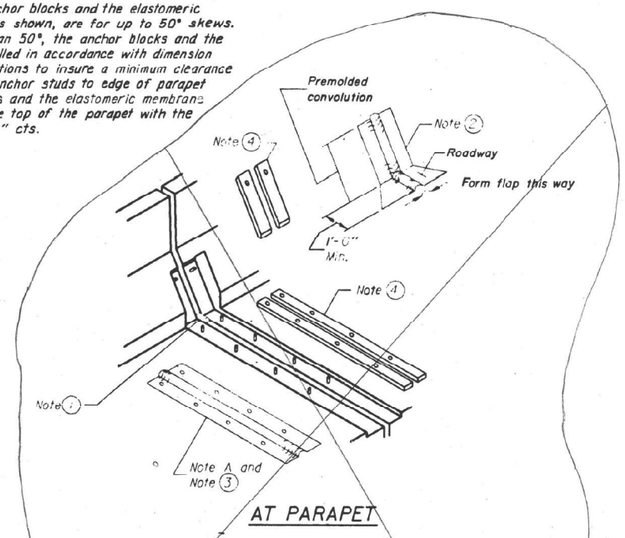
For dimension "F" see sheet No. 12

FORMING BLOCKOUT SKETCH

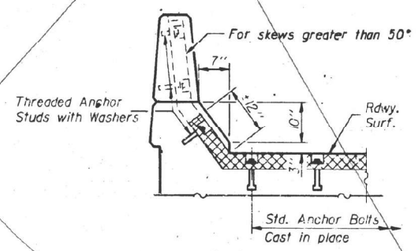
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



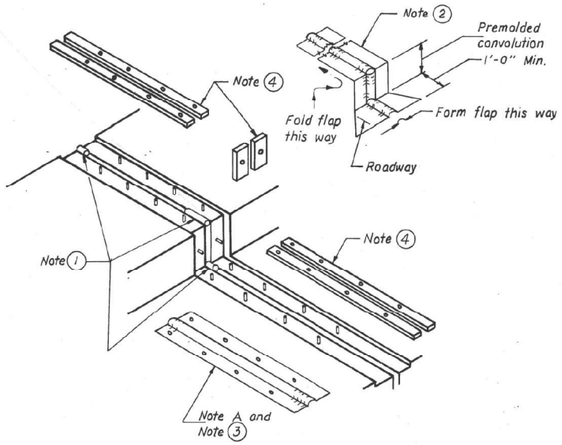
CROSS SECTION



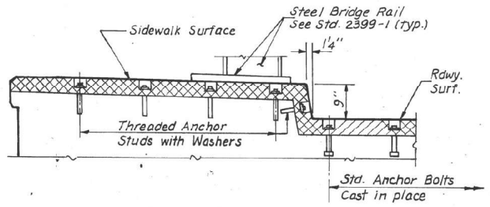
AT PARAPET



AT PARAPET



AT SIDEWALK



AT SIDEWALK
TYPICAL END TREATMENTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	32
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8 OF SHEETS 9

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

Anchor bolts, washers and nuts, to be plated against corrosion in accordance with the special provisions, shall be zinc-coated by the mechanical plating method conforming to ASTM B695, class 50. Zinc-coated nuts shall be tapped oversize in accordance with the requirements of AASHTO M291 and shall meet the supplementary requirements S1.1 thru S1.2.1 of the same specifications for lubricant and testing.

BILL OF MATERIAL

Item	Unit	Quantity
Neoprene Expansion Joint, 2"	Lin. Ft.	88

REVISIONS	
Name	Date

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

EXPANSION JOINT DETAIL

F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039

SCALE: VERT.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	62
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

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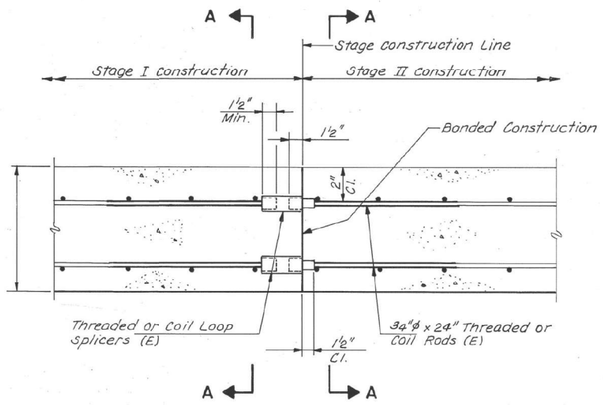
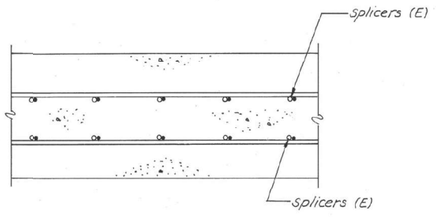
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 587	(17,18) RS	LASALLE	44	33
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 9
OF SHEETS 9



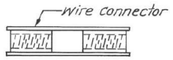
SECTION THRU SLAB & WALLS



SECTION A-A

SPLICER DETAILS

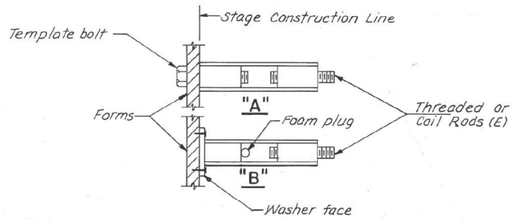
**ONE PIECE



WELDED SECTIONS

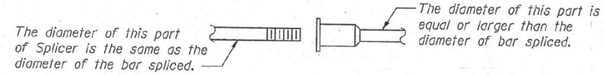
SPLICER ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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



NOTES

Steel splicer (coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Steel splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length and have effective tensile stress area equal to or greater than that of the lapped reinforcement bars.
All reinforcement bars shall be lapped and tied to the splicer rods.
Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements.

① Minimum Capacity = $1.25 \times fy \times At$
(Tension in Kips)
② Minimum # Pull-out Strength = $1.25 \times fs_{allow} \times At$
(Tension in Kips)

Where fy = Yield strength of lapped reinforcement bars in ksi
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service load)
At = Tensile stress area of lapped reinforcement bars
f'c = 28 day concrete

Typical Splicer (coupler) Assembly Sizes

In abuts. — #5 bar lap with ¾"ø Splicer (coupler) x 2'-2" Splicer Rods — Minimum Capacity = 23.0 kips-tension; Minimum Pull-Out Strength = 9.2 kips-tension

In Slab — #6 bar lap with ⅞"ø Splicer (Coupler) x 2'-7" splicer rods — Minimum Capacity = 33.1 kips-tension; Minimum pull-out Strength = 13.3 kips-tension

Sections are shown for two layers of reinforcement bars; for single layer, detail is similar to Section shown.
Cost of steel splicer shall be incidental to reinforcement bars.

SPLICER SIZE	NO. REQ'D
¾"ø	8
⅞"ø	18

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

SPLICER DETAILS
F.A.P. 587 (U.S. 34) OVER SULPHUR RUN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 609+19
STRUCTURE NO. 050-0039
SCALE: VERT.
HORIZ.
DATE

MODEL: Default
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DEPARTMENT OF TRANSPORTATION

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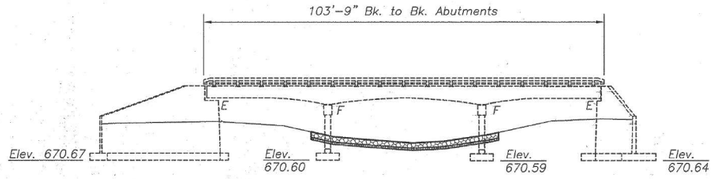
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	63
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

Benchmark
Bearing seat at East end of South abutment Elev.= 730.11

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	16
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Sheet 1 of 11 Sheets

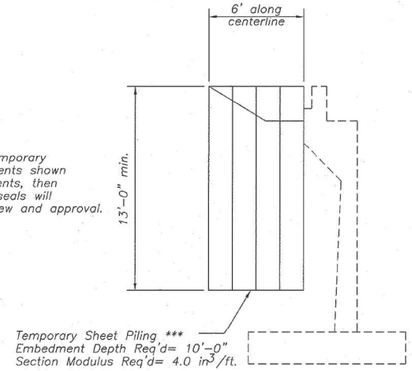
* (18)BR



Proposed work

1. Remove I-11 and waterproofing
2. Overlay with waterproofing membrane system and bituminous
3. Remove and replace abutment backwalls and expansion joints.
4. Remove expansion roller bearings and replace with elastomeric bearings.
5. Plug drains as indicated.
6. Deck slab repair
7. Epoxy crack sealing at abutments.
8. Place stone riprap in waterway.
9. Repair T-beam webs.
10. Remove and replace bridge approach pavement (See Roadway Plans for Details).

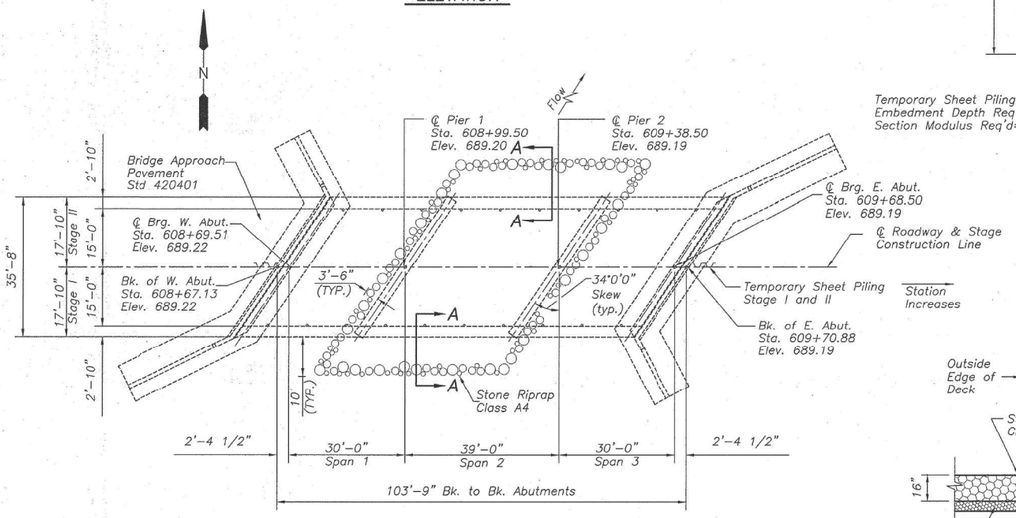
*** If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for lesser design requirements, then full design submittals with the required seals will be expected by the department, for review and approval.



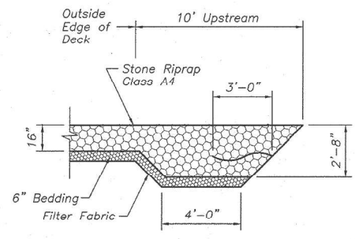
TOTAL BILL OF MATERIALS

Item	Unit	Super.	Sub.	Total
STONE RIPRAP, CLASS A4	SQ YD	--	--	289
FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	--	--	289
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	317	--	317
CONCRETE REMOVAL	CU YD	11.1	13.7	24.8
SILICONE JOINT SEALER 2"	FOOT	88	--	88
CONCRETE STRUCTURES	CU YD	--	7.5	7.5
CONCRETE SUPERSTRUCTURES	CU YD	10.9	6.3	17.2
ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	10	--	10
FORMED CONCRETE REPAIR (DEPTH EQUAL OR LESS THAN 5")	SQ FT	--	0.6	0.6
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	--	--	1250
JACK AND REMOVE EXISTING BEARINGS	EACH	10	--	10
REINFORCEMENT BARS, EPOXY COATED	POUND	1630	970	2600
WATERPROOFING MEMBRANE SYSTEM	SQ YD	316	--	316
EPOXY CRACK SEALING	FOOT	--	21	21
PLUG EXISTING DECK DRAINS	EACH	12	--	12
BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE C, N50	TON	26.5	--	26.5
BAR SPLICERS	EACH	20	88	108
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	13	--	13
POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	3.5	--	3.5
TEMPORARY SHEET PILING	SQ FT	--	156	156
POLYMER CONCRETE	CU FT	6.4	--	6.4

ELEVATION



PLAN



SECTION A-A

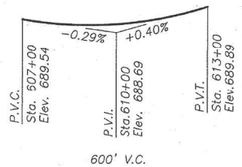
DESIGN STRESSES (ORIGINAL CONSTRUCTION)

fs=20,000 psi (Reinforcement)
fc=1,400 psi (Super.)
fc=800 psi (Sub.)

LOADING H20-S16-44

DESIGN STRESSES (NEW CONSTRUCTION)

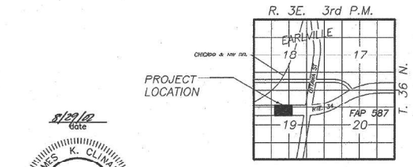
fy=60,000 psi (Reinforcement)
f'c=3,500 psi



PROFILE GRADE
(Along centerline)

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300 Type 1. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
7. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.



LOCATION SKETCH

5/20/22
Date

JAMES K. CLIMARD
LICENSED STRUCTURAL ENGINEER NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2002
signature

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

GENERAL PLAN AND ELEVATION
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050-0039
STA. 609+19

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EXISTING PLANS
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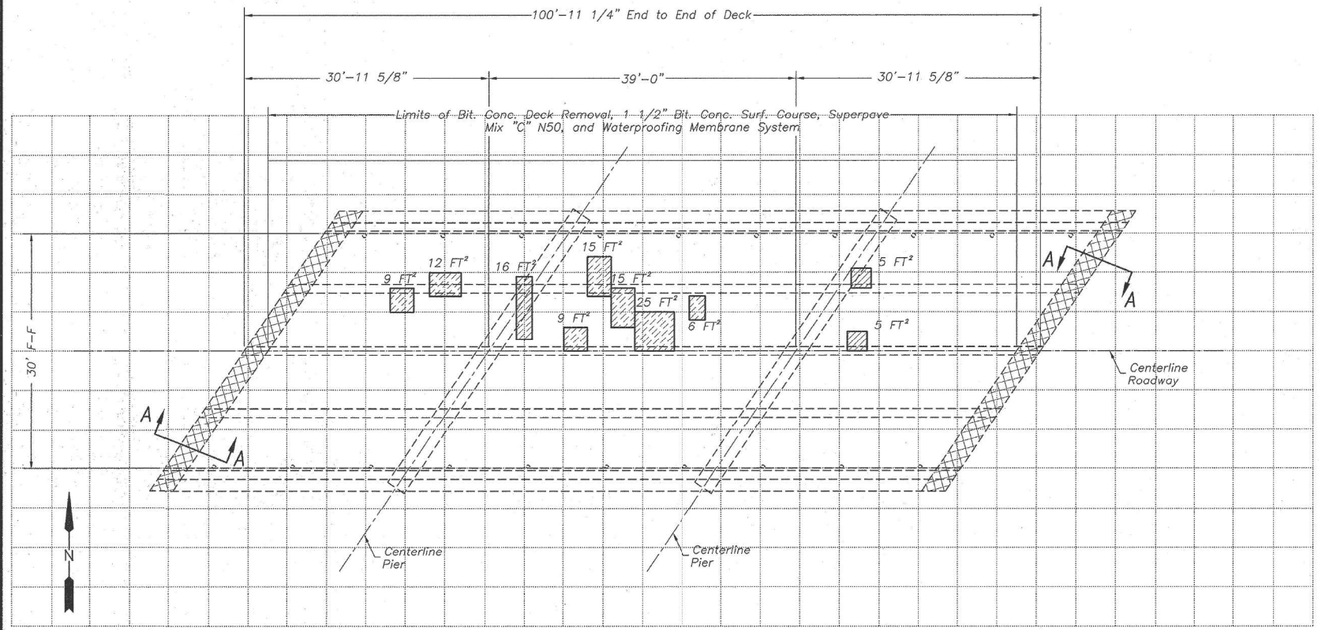
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	64
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	17
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Sheet 2 of 11 Sheets

* (18)BR



DECK REPAIR PLAN

Notes:

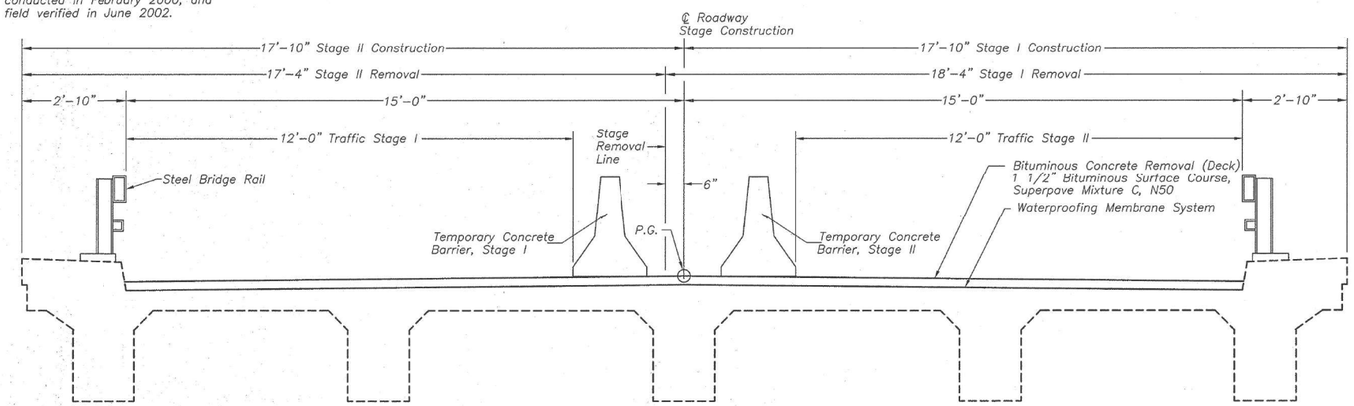
See sheet 6 of 11 for Section A-A.

See sheet 6 of 11 for expansion joint removal and replacement details.

Areas of deck repairs are based on results from an infrared survey, conducted in February 2000, and field verified in June 2002.

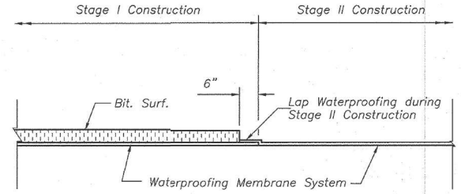
Expansion Joint Removal and Replacement

	Stage I	Stage II	Total
Deck Slab Repair (Full Depth) (SQ YD)	0	13	13



STAGING CROSS SECTION

Not to Scale
Looking East



WATERPROOFING TREATMENT AT STAGE CONSTRUCTION

Not to Scale
Looking West

DECK REPAIR PLAN
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050-0039
STA. 609+19

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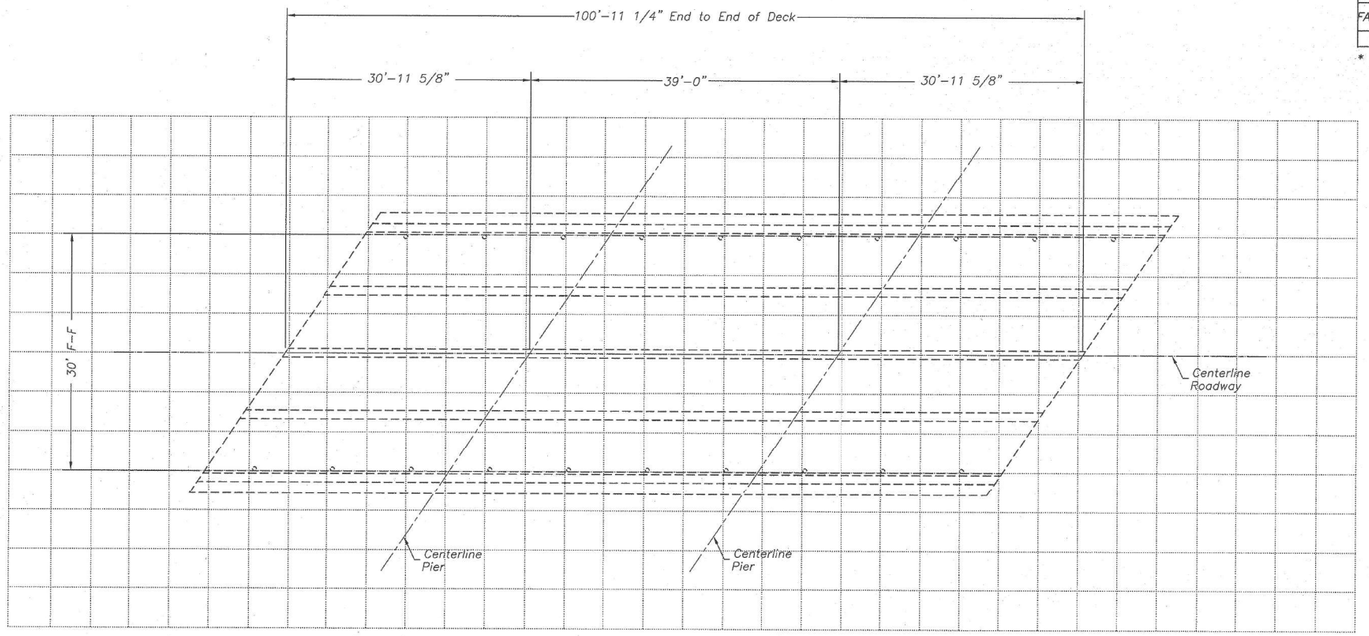
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18)BR	LASALLE	80	65
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Sheet 3 of 11 Sheets

* (18)BR



Notes:
For areas of required deck patching and type
See Sheet 2 of 11

DECK SLAB REPAIR RECORD

Note: The engineer shall mark the actual deck slab repair areas above, as part of the as-built plans.

AS-BUILT
DECK SLAB REPAIR RECORD
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050-0039
STA. 609+19

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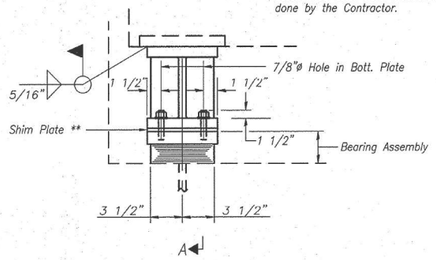
587	(18B)BR	LASALLE	80	66
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

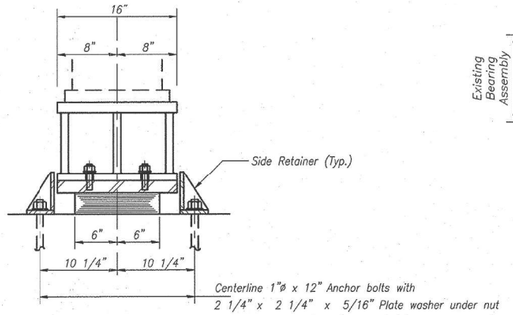
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Sheet 4 of 11 Sheets

* (18)BR

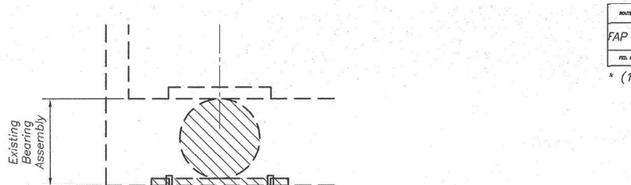


ELEVATION AT ABUT.



SECTION A–A

TYPE I ELASTOMERIC EXP. BRG.

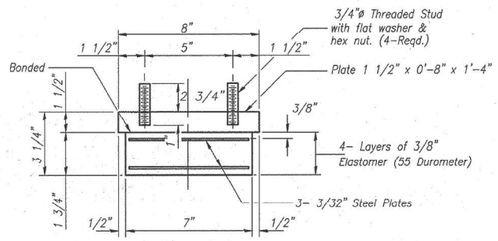


EXISTING BEARING REMOVAL DETAIL

BEAM REACTIONS

R℄	(K)	15.2
R℄	(K)	37.1
Imp.	(K)	11.2
R (Total)	(K)	63.5

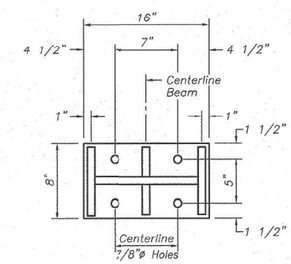
Min. Jack Capacity= 30 Tons



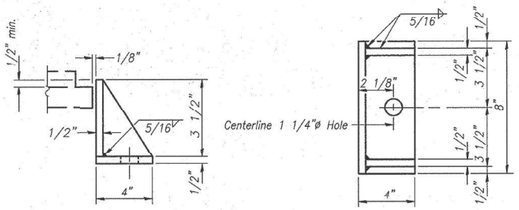
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

Notes: New steel extensions, side retainers, shim ℄'s, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 9 of 11 for Anchor Bolt details.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Height of new bearing plus steel extension shall equal height of existing bearing. Provide a 5/8" thick shim plate for Girder 3 only. Two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

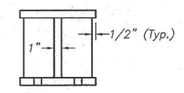


PLAN STEEL EXTENSION

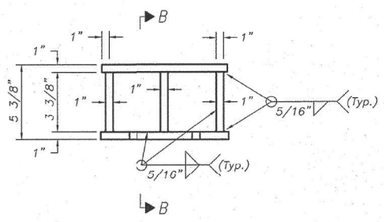


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. (No. Req'd 20)



SECTION B–B



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAILS

10 REQUIRED – ONE AT EACH EXISTING BEAM

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10
Furnishing and Erecting Structural Steel	Pound	1250
Jack and Remove Existing Bearing	Each	10

BEARING DETAILS
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050–0039
STA. 609+19

USER NAME =	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN -	REVISED -	
PLOT DATE =	CHECKED -	REVISED -	

Chamlin & Associates

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	67
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

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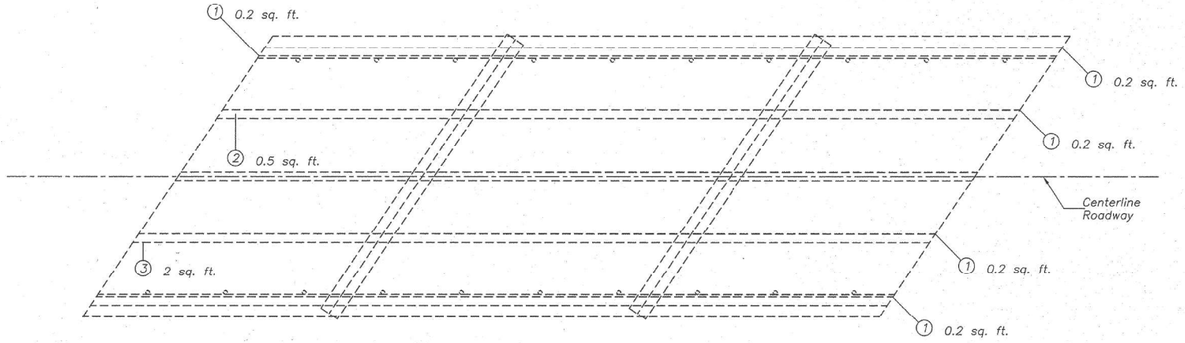
10/27/2021 11:49:35 AM

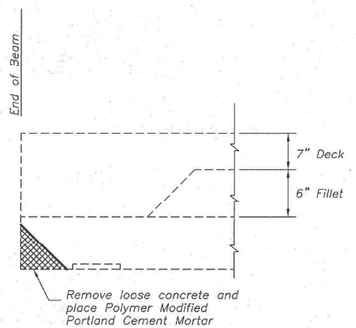
PHASE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	20
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Sheet 5 of 11 Sheets

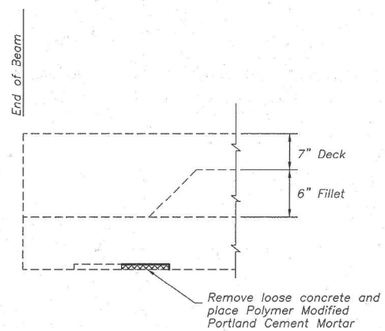
* (18)BR



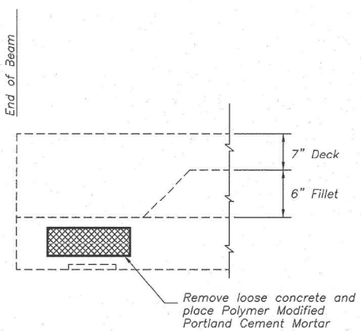
FRAMING PLAN



REPAIR TYPE 1



REPAIR TYPE 2



REPAIR TYPE 3

BILL OF MATERIAL

Item	Unit	Total
Polymer Modified Portland Cement Mortar	Sq Ft	3.5

BEAM REPAIR DETAILS
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050-0039
STA. 609+19

MODEL: Default
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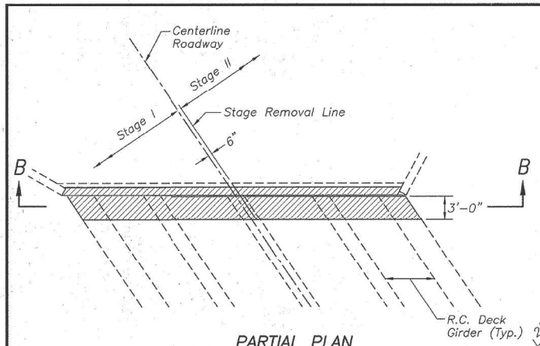
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

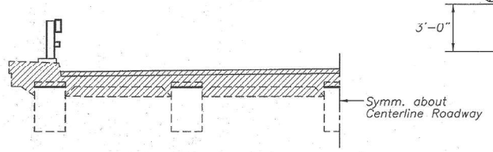
EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	68
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



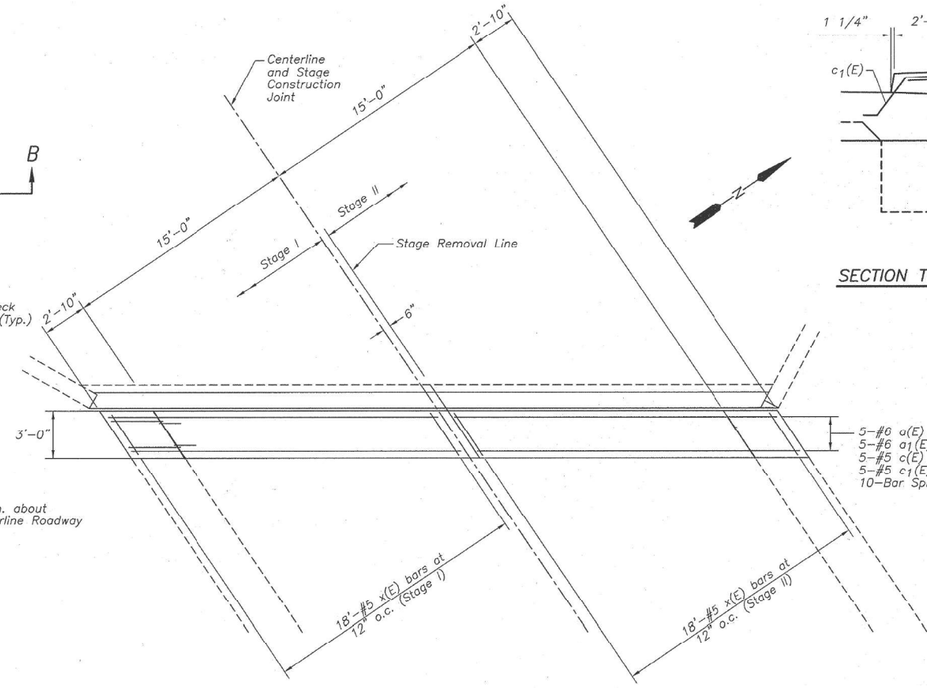
PARTIAL PLAN

(West Abutment Shown)
(East Abutment Similar)
(Handrail and Sidewalks not shown for clarity)



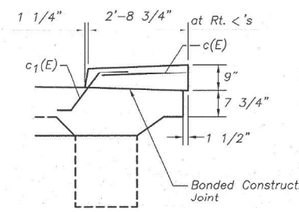
SECTION B–B

Concrete Removal



PLAN

(West Abutment Shown)
(East Abutment Similar)



SECTION THRU CURB

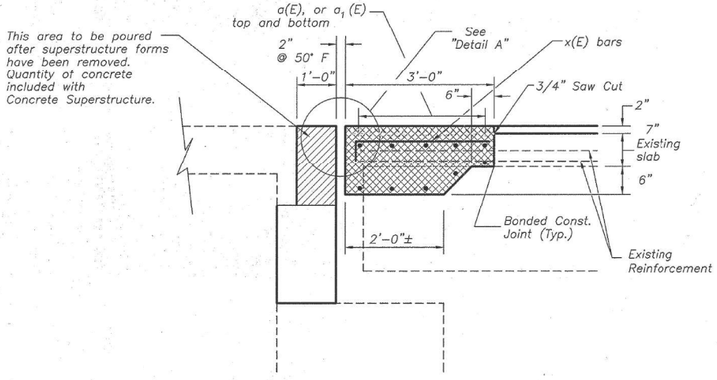
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Sheet 6 of 11 Sheets

* (18)BR

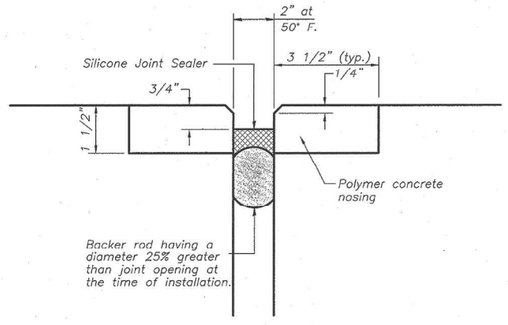
Notes:

1. The limits of all concrete removal shall be saw cut 3/4" into concrete. (This shall include top of deck and faces and sides of parapets and curbs).
2. Existing transverse bars in the abutment backwall, deck and curb shall be removed and replaced as shown in plans.
3. Existing longitudinal bars in deck and curb reinforcement and vertical bars in the abutment backwall extending into the removed area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
4. Removal of existing neoprene joint shall be included in the cost of "Concrete Removal".
5. The bridge railing post shall be temporarily removed and re–erected in the areas of curb removal. Any portion of railing that is damaged during construction shall be replaced at the contractor's expense. The anchorage devices and bolts for the rail post shall be salvaged for reinstallation. Cost included with "Concrete Removal"



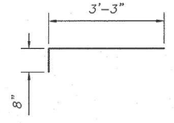
SECTION A–A

Cross hatched area indicates Concrete Removal.
(Typ. between girders)

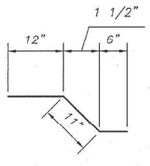


SILICONE JOINT SEALER

"DETAIL A"



BAR x(E)



BAR c1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	20	#6	21'-2"	——
a1(E)	20	#6	19'-6"	——
c(E)	20	#5	3'-0"	——
c1(E)	20	#5	2'-5"	⌐
x(E)	72	#5	3'-11"	⌐
Concrete Removal			Cu. Yd.	11.1
Concrete Superstructure			Cu. Yd.	17.2
Reinforcement Bars, Epoxy Coated			Pound	1630
Bar Splicers			Each	20
Silicone Joint Sealer 2"			Foot	88

Reinforcement bars designated (E) shall be epoxy coated.

EXPANSION JOINT REPLACEMENT DETAILS
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050–0039
STA. 609+19

USER NAME =	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN -	REVISED -	
PLOT DATE =	CHECKED -	REVISED -	

Chamlin & Associates

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	69
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

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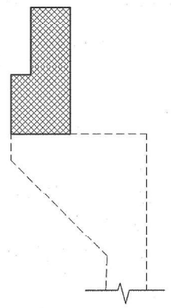
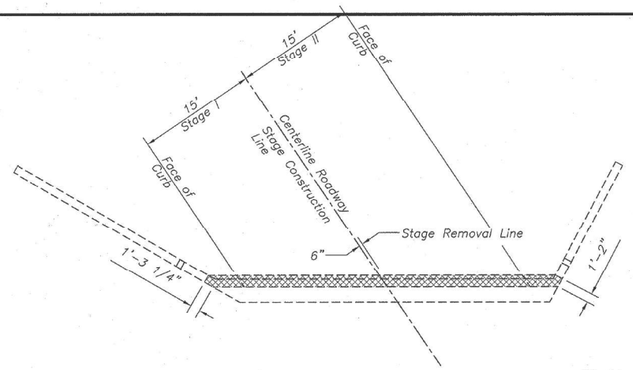
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	22
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

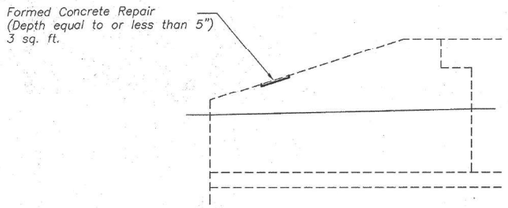
Sheet 7 of 11 Sheets

* (18)BR



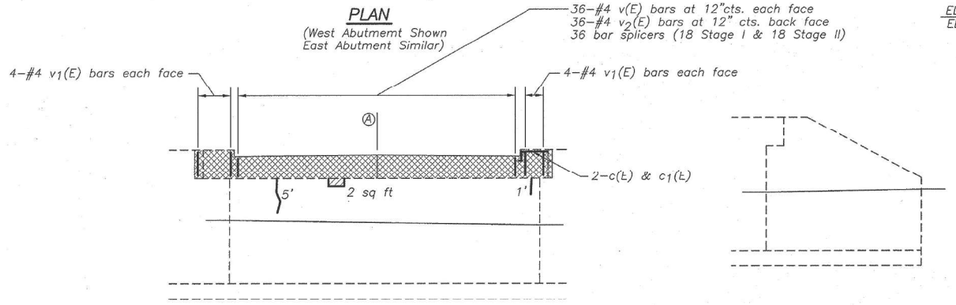
SECTION THRU BACKWALL SHOWING CONCRETE REMOVAL



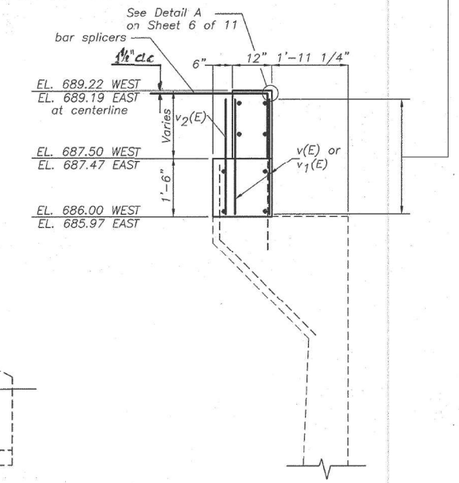


PLAN

(West Abutmemt Shown
East Abutment Similar)



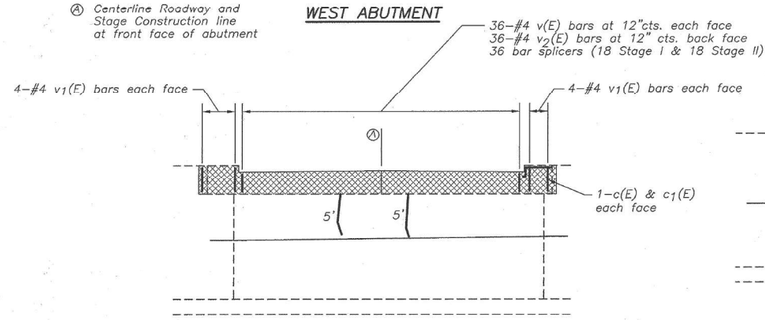
4–#4 h(E) bars each face Stage I West Abutment, Stage II East Abutment
4–#4 h1(E) bars each face Stage II West abutment, Stage I East abutment
8– bar Splicers each Abutment



SECTION THRU BACKWALL

Ⓐ Centerline Roadway and Stage Construction line at front face of abutment

WEST ABUTMENT



EAST ABUTMENT

Formed Concrete Repair (Depth equal to or less than 5")

Epoxy Crack Sealing

Concrete Removal and Replacement

1. The limits of all concrete removal shall be saw cut 3/4" into concrete. (This shall include top of wall and faces and sides of abutments and wingwalls).
2. Existing horizontal bars in the backwalls shall be removed and replaced as shown in plans.
3. Existing vertical bars in extending into the removed areas shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#4	21'-9"	——
h1(E)	16	#4	21'-6"	——
v(E)	144	#4	2'-9"	——
v1(E)	32	#4	3'-5"	——
v2(E)	72	#4	2'-6"	——
c(E)	8	#5	3'-0"	——
c1(E)	8	#5	2'-5"	⌒
Concrete Removal			Cu. Yd.	13.7
Concrete Structures			Cu. Yd.	7.5
Reinforcement Bars, Epoxy Coated			Pound	970
Epoxy Crack Sealing			Foot	21
Formed Concrete Repair (Depth Equal to or less than 5")			Sq Yd	0.6
Bar Splicers			Each	88

Reinforcement bars designated (E) shall be epoxy coated.

ABUTMENT REPAIR PLANS
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050–0039
STA. 609+19

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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

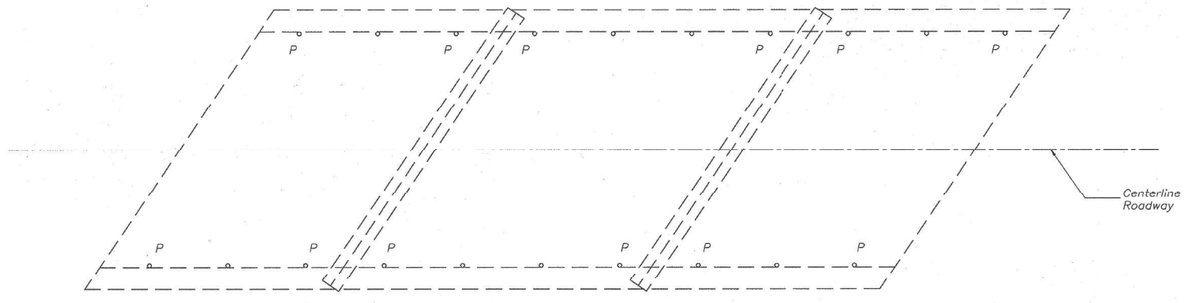
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18)BR	LASALLE	80	70
			CONTRACT NO. 66J00	
		ILLINOIS	FED. AID PROJECT	

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 587	*	LASALLE	26	23
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

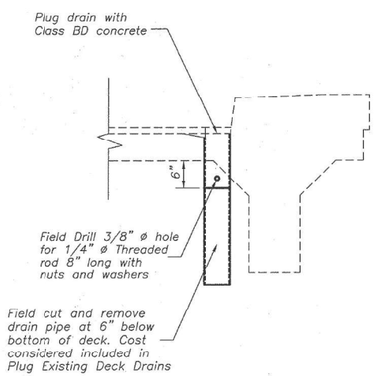
Sheet 8 of 11 Sheets

* (18)BR



P–Plug Existing Drains
See Detail This Sheet

PLAN



SECTION AT DRAINS TO BE PLUGGED

BILL OF MATERIAL

Item	Unit	Total
Plug Existing Deck Drains	Each	12

DRAIN PLUGGING DETAILS
US RTE 34 OVER SULPHUR RUN
SECTION (18)BR
LASALLE COUNTY
SN 050–0039
STA. 609+19

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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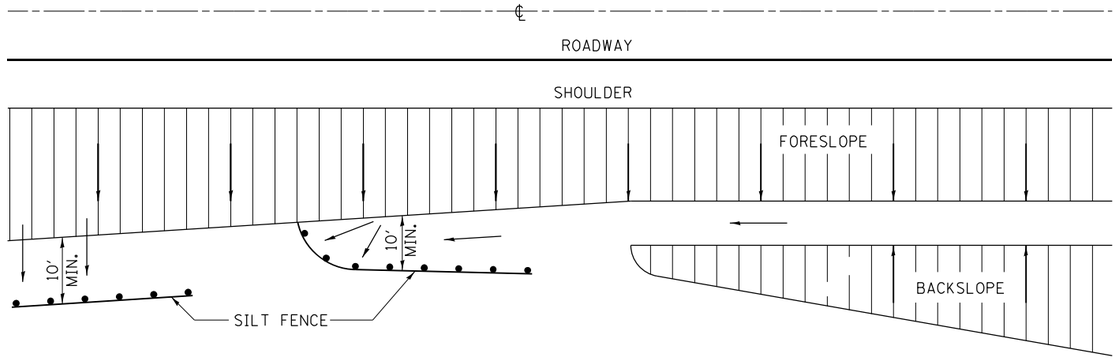
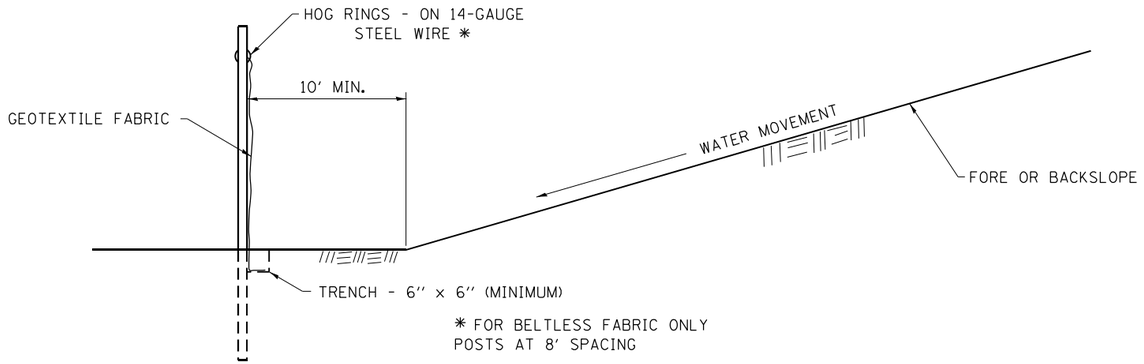
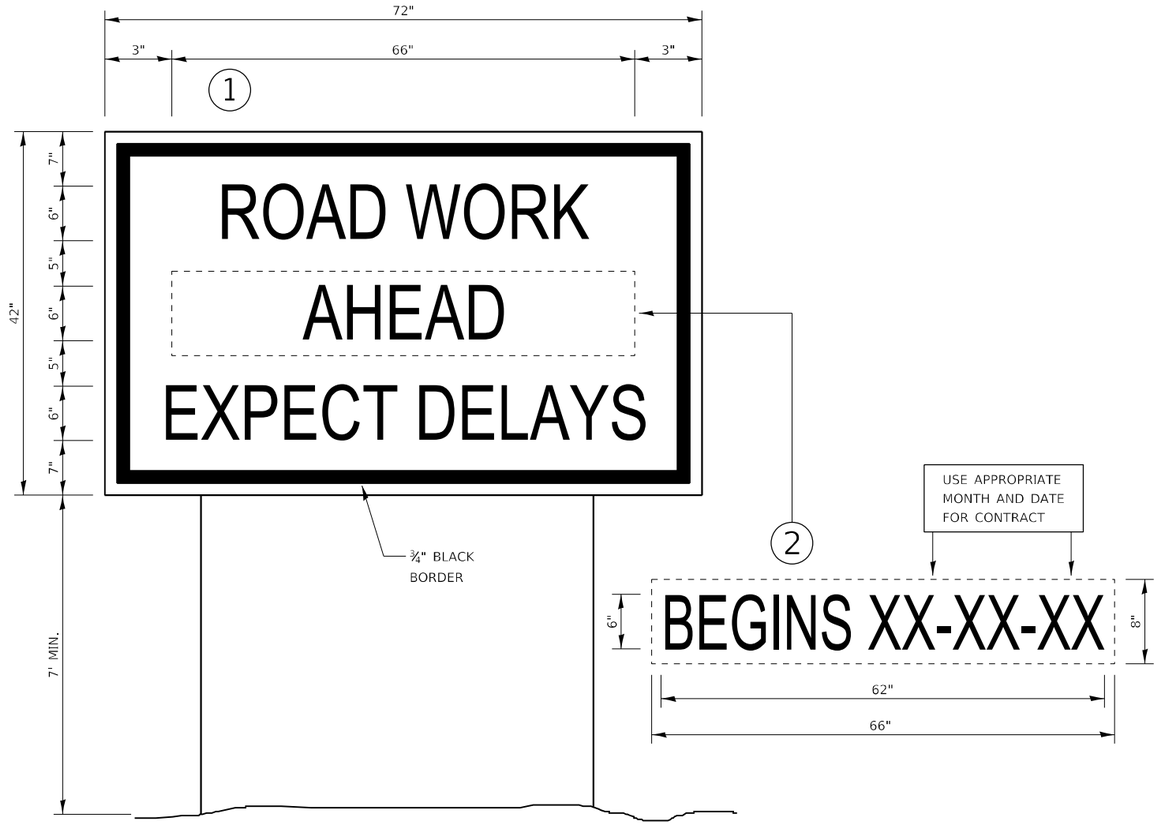
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		





DETAILS OF SILT FENCE

EROSION CONTROL DETAILS FOR SILT FENCE



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 LANE 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.

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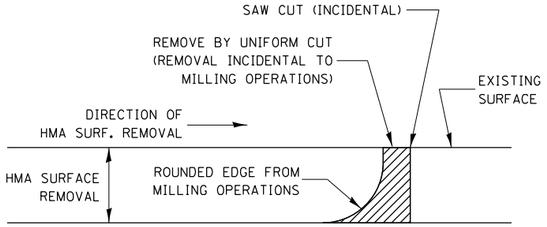
USER NAME = ___	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = ___	CHECKED - JKC	REVISED -
PLOT DATE = ___	DATE - --	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

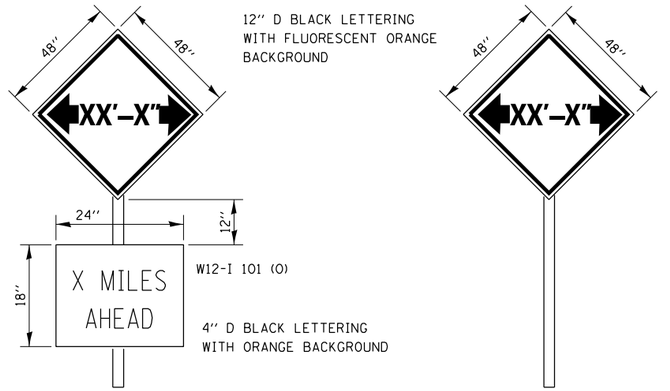
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	72
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



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



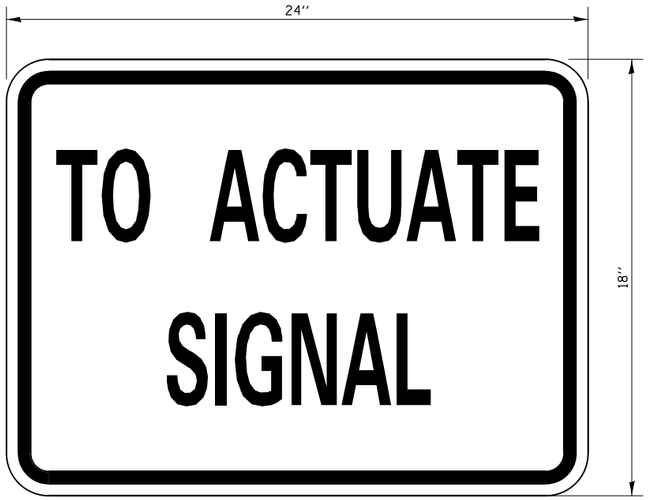
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

WIDTH RESTRICTION SIGNING DETAILS



SIZE: 24'' x 18''

4'' CAPITAL LETTERS - BLACK

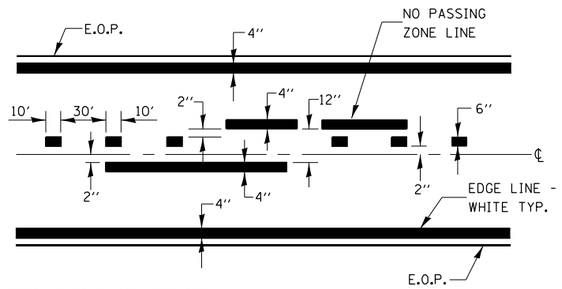
1/2'' BORDER - BLACK

WHITE REFLECTIVE - TYPE B
ENGINEERING GRADE SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY THE ENGINEER.

STOP LINE SIGN FOR TEMPORARY SIGNALS



CENTERLINE & NO PASSING
ZONE LINES - YELLOW

(SEE TYPICAL SECTIONS)

PAVEMENT MARKING

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Chamlin & Associates

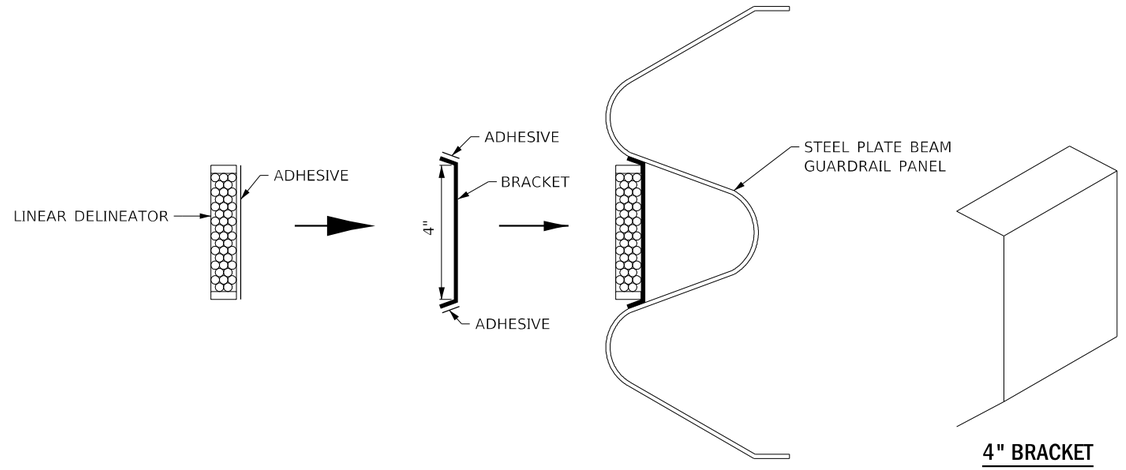
USER NAME = ____	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = ____	CHECKED - JKC	REVISED -
PLOT DATE = ____	DATE - --	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	73
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



4" BRACKET

LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

Chamlin & Associates

USER NAME = ____	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = ____	CHECKED - JKC	REVISED -
PLOT DATE = ____	DATE - --	REVISED -

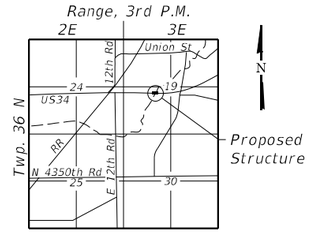
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

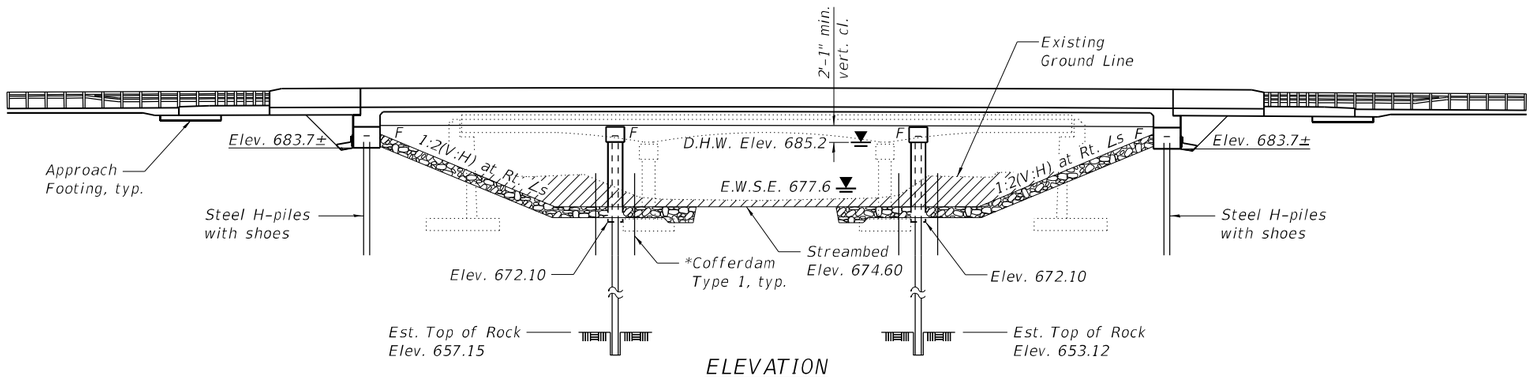
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	74
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		

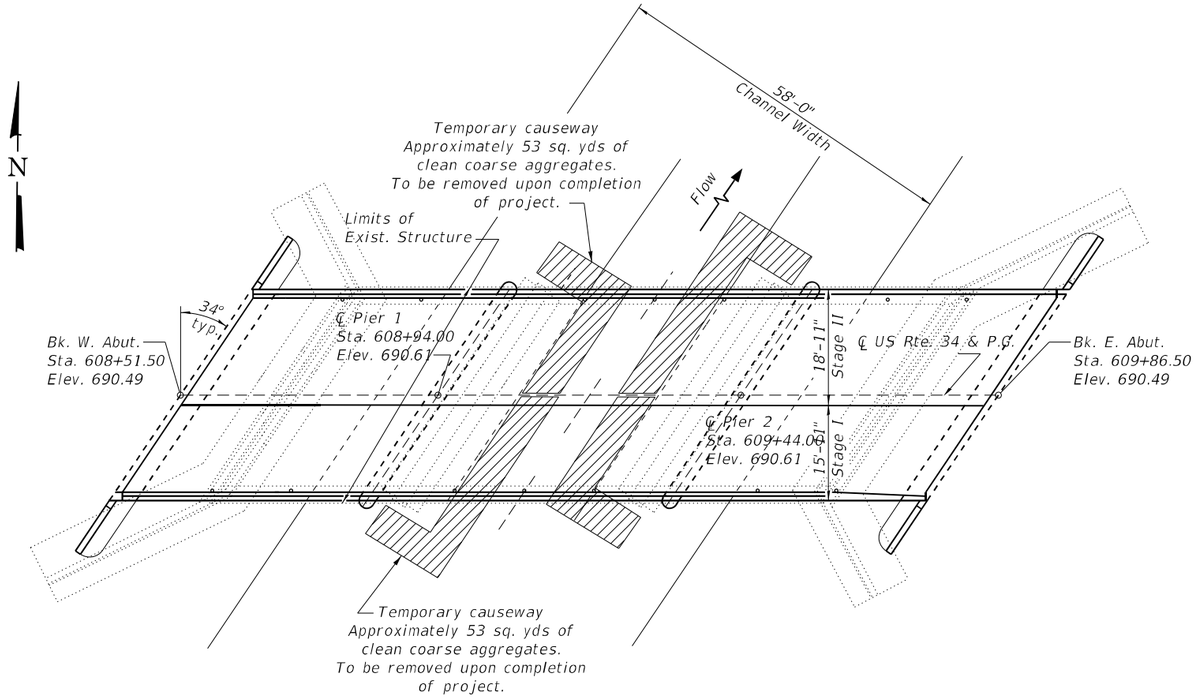
Exhibit



LOCATION SKETCH



ELEVATION



PLAN

Not to Scale

GENERAL PLAN & ELEVATION
US ROUTE 34 OVER SUTPHENS RUN
F.A.P. ROUTE 587 - SEC. (18B)ES
LASALLE COUNTY
STA. 609+19.00
STRUCTURE NO. 050-0039
STRUCTURE NO. 050-0262 (Proposed)

Chamlin & Associates	USER NAME =	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

404 PERMIT DETAIL

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	75
		CONTRACT NO. 66J00		
		ILLINOIS	FED. AID PROJECT	

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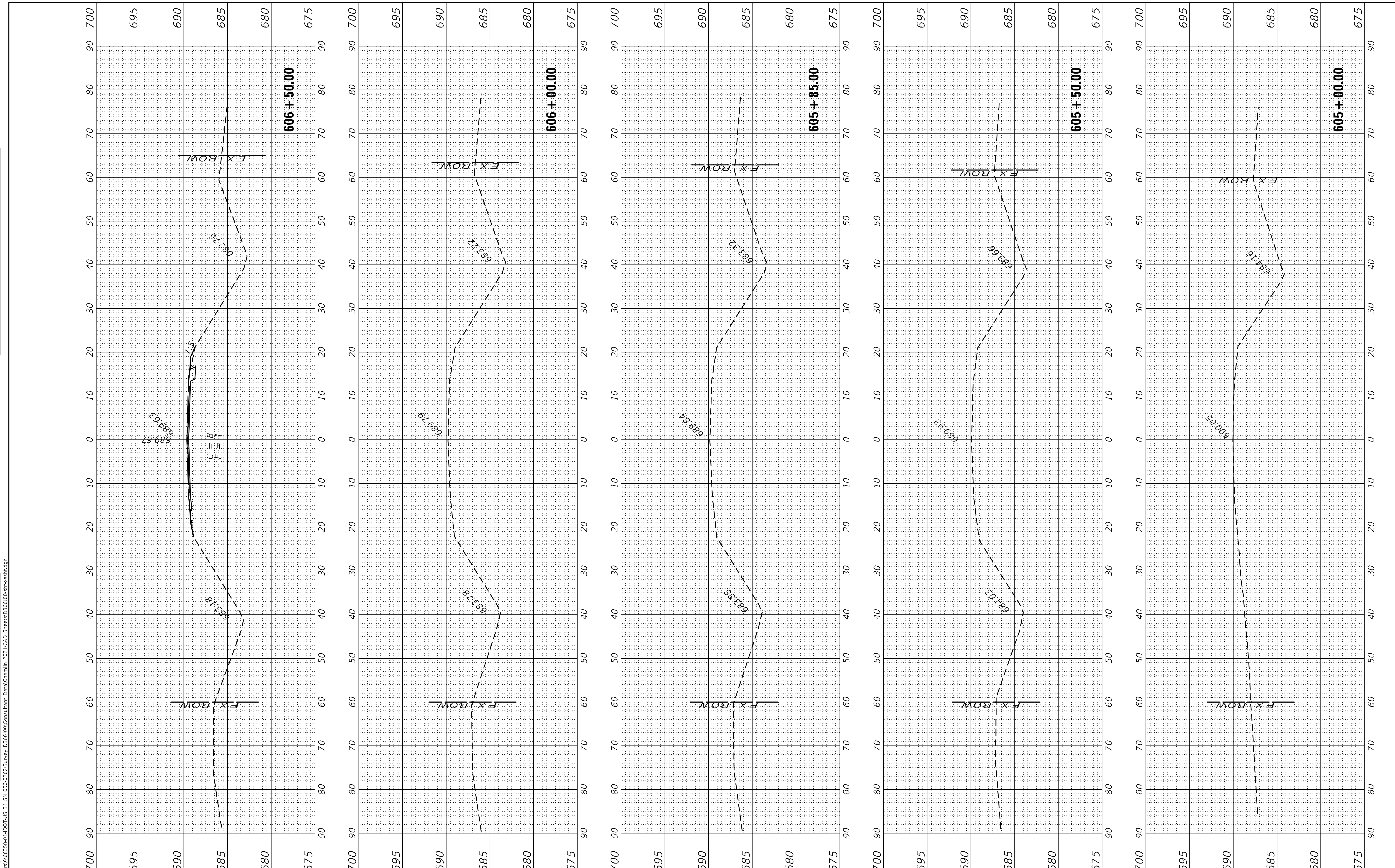

USER NAME =	DESIGNED - JKC	REVISED -	
	DRAWN - NV	REVISED -	
PLOT SCALE =	CHECKED - JKC	REVISED -	
PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 605+00.00 TO STA. 606+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	76

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

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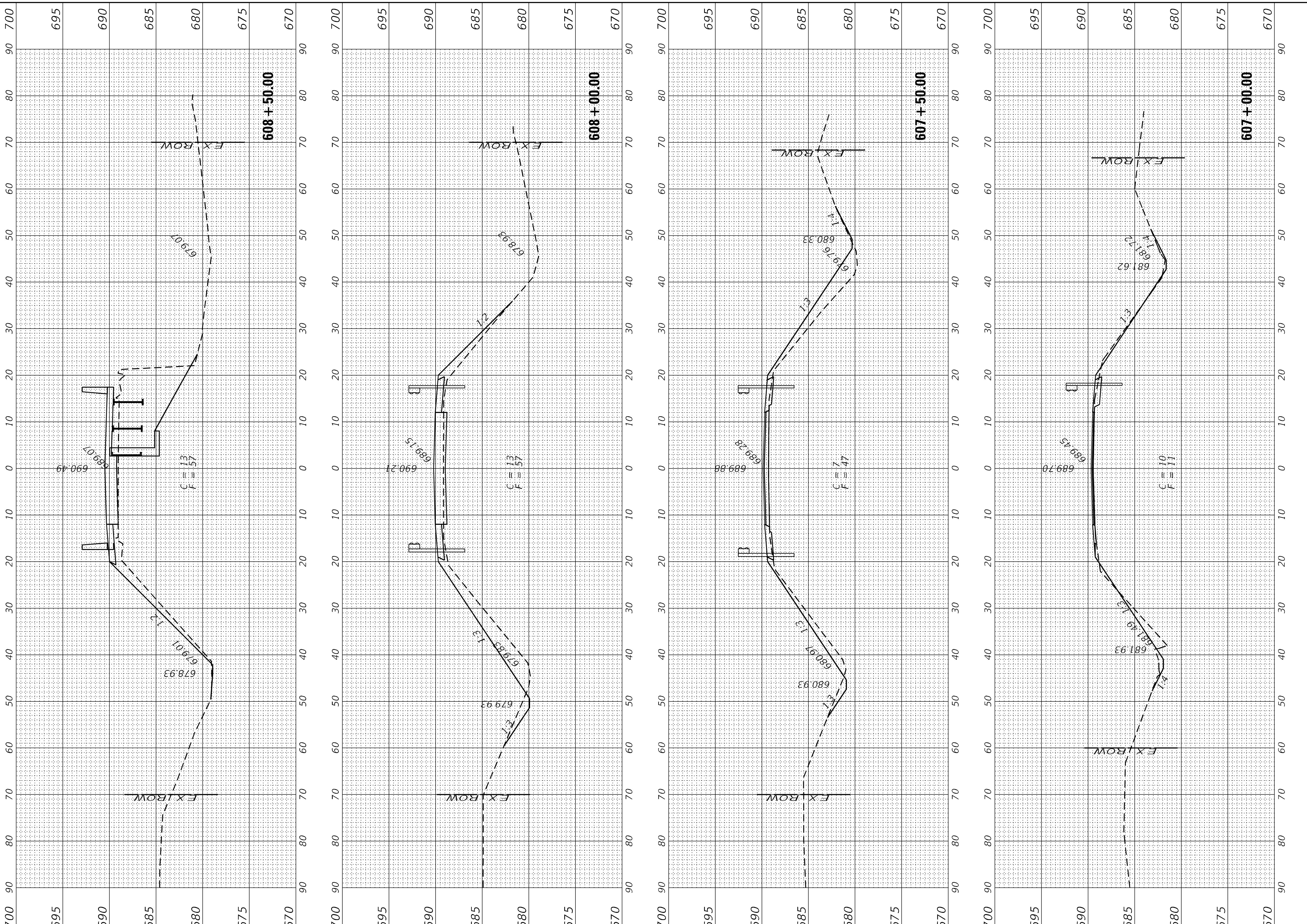

ORIGINAL SURVEY	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
NOTE BOOK	
NO.	
BY	DATE

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

MODEL: EXCL_US34_1
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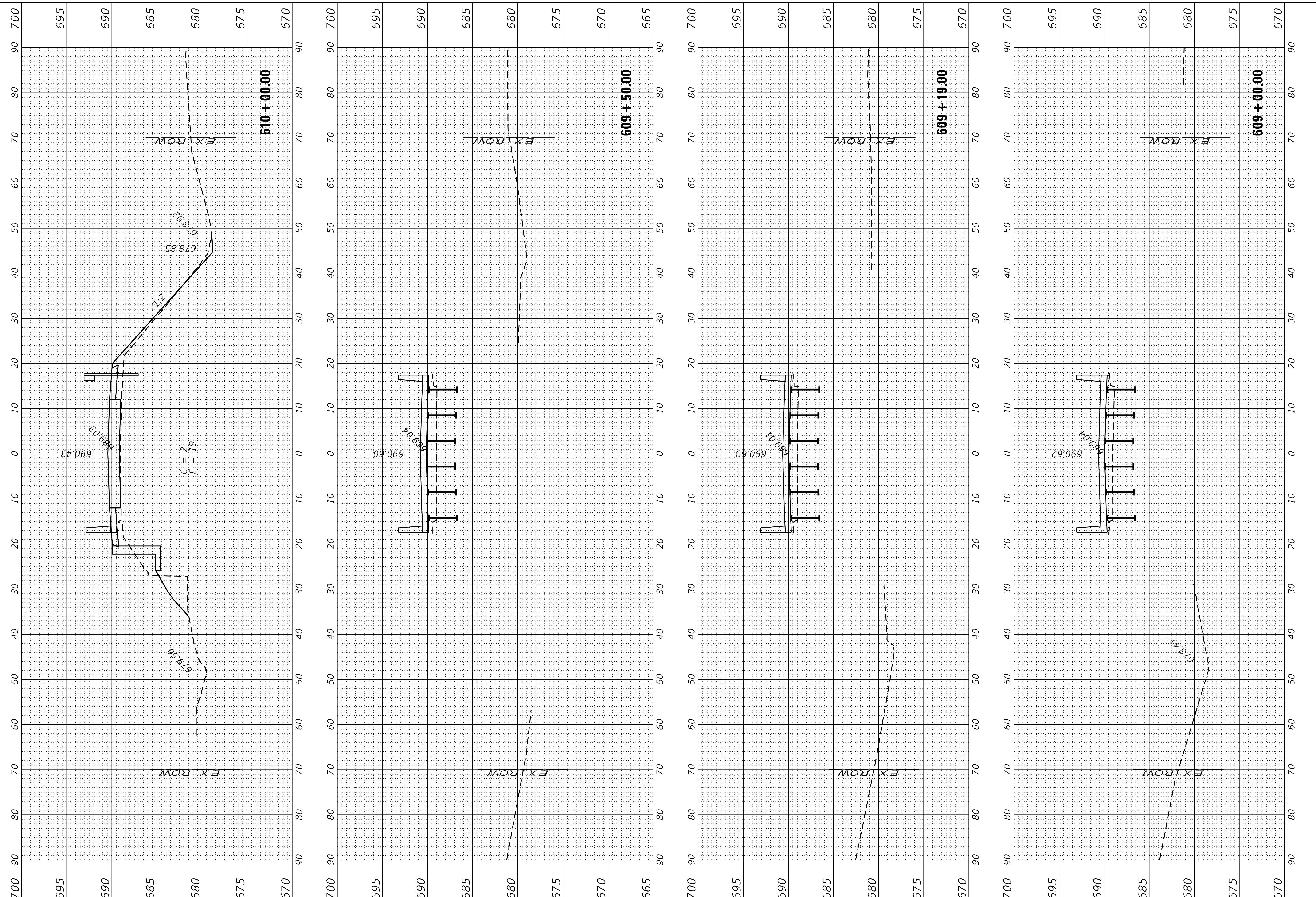
USER NAME =	DESIGNED - JKC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - NV	REVISED -	
PLOT SCALE =	CHECKED - JKC	REVISED -	
PLOT DATE =	DATE -	REVISED -	

US 34
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 607+00.00 TO STA. 608+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	77
		CONTRACT NO. 66J00		
		ILLINOIS FED. AID PROJECT		



USER NAME =	DESIGNED - JKC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - NV	REVISED -	
PLOT SCALE =	CHECKED - JKC	REVISED -	
PLOT DATE =	DATE -	REVISED -	

US 34
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 609+00.00 TO STA. 610+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	78

CONTRACT NO. 66J00

ILLINOIS FED. AID PROJECT

MODEL: EXCL_US34_1
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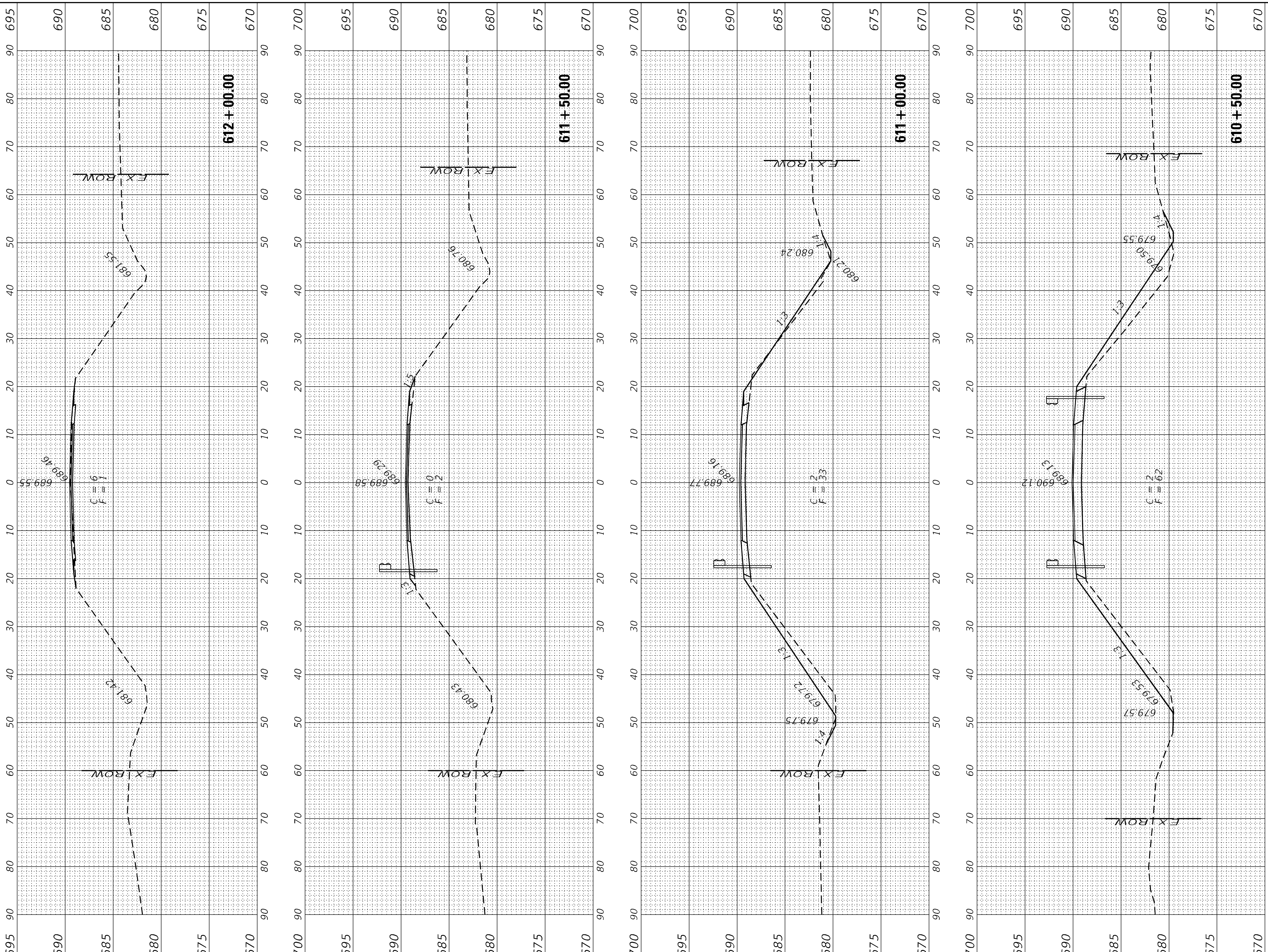
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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



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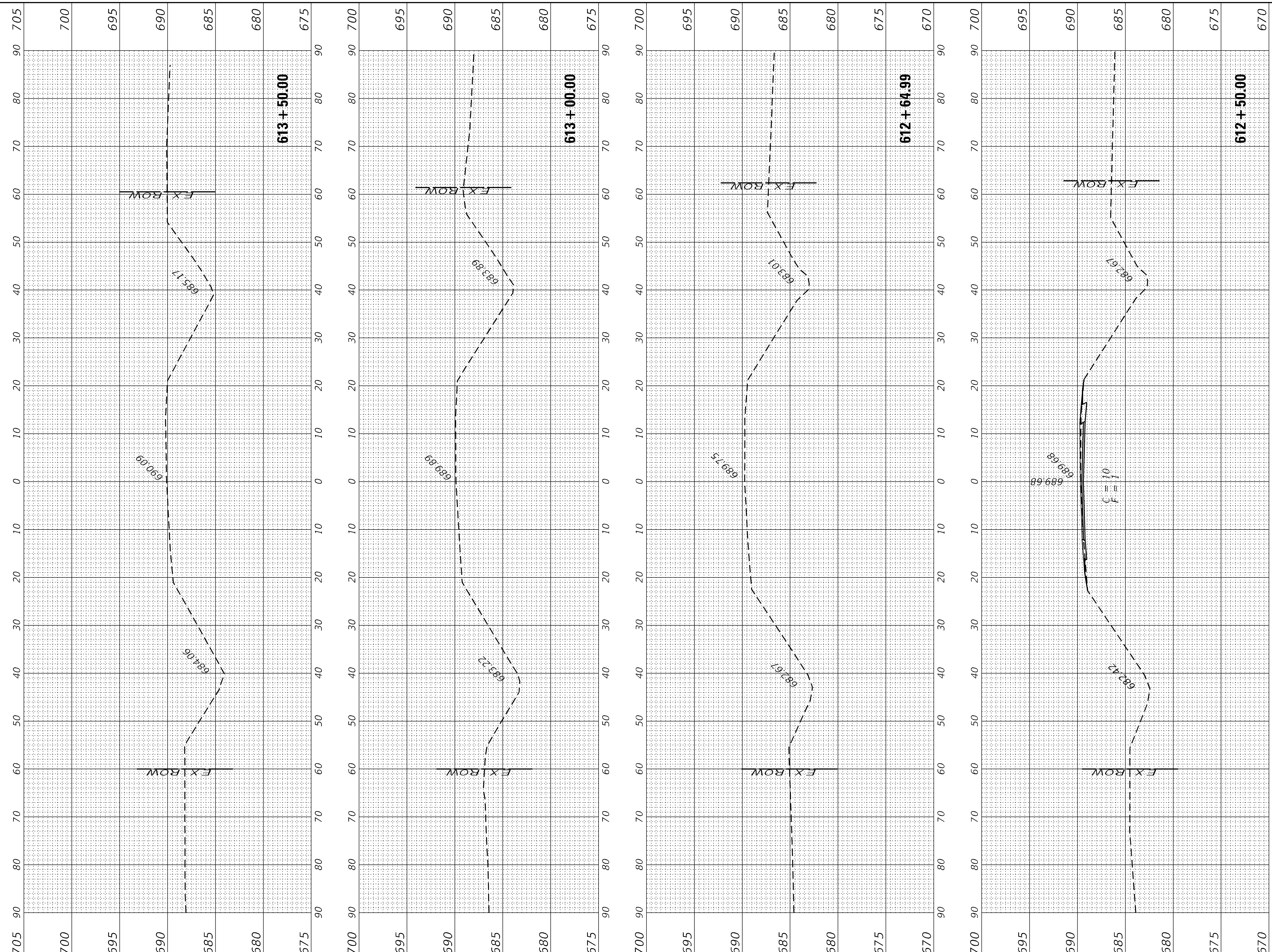
USER NAME = ___	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = ___	CHECKED - JKC	REVISED -
PLOT DATE = ___	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 610+50.00 TO STA. 612+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	79
		CONTRACT NO. 66J00		
	ILLINOIS	FED. AID PROJECT		



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

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

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USER NAME = ___	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = ___	CHECKED - JKC	REVISED -
PLOT DATE = ___	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 612+50.00 TO STA. 613+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)BR	LASALLE	80	80

CONTRACT NO. 66J00

ILLINOIS | FED. AID PROJECT