

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	1

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

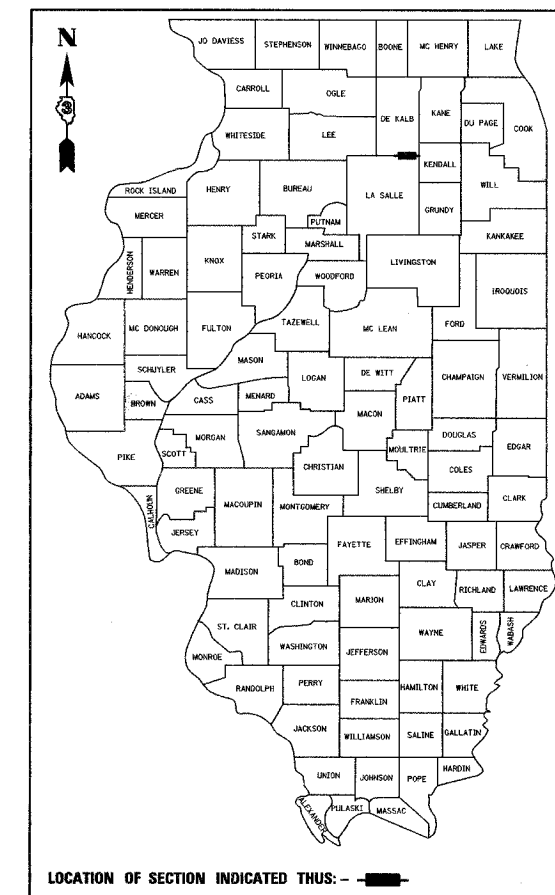
FAS 1274 (LASALLE STREET)
 DESIGN DESIGNATION: MAJOR COLLECTOR (RURAL)
 ADT: 9,400 (2030)
 DESIGN SPEED: 60 MPH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

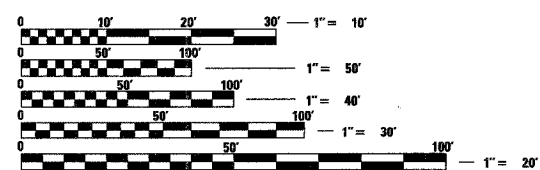
**PROPOSED
 HIGHWAY PLANS**

MAJOR BRIDGE
 FAS 1274 (LASALLE STREET)
 SECTION: 05-00627-00-BR
 PROJECT NO.:BROS-099(36)
 JOB #: C-93-062-07
 LASALLE COUNTY

**REPLACEMENT OF EXISTING SUPERSTRUCTURE (S.N.) 050-3057
 AND RECONSTRUCTION OF THE ADJACENT IMPACTED ROADWAY**



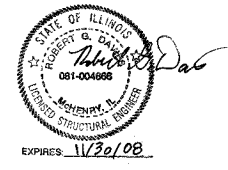
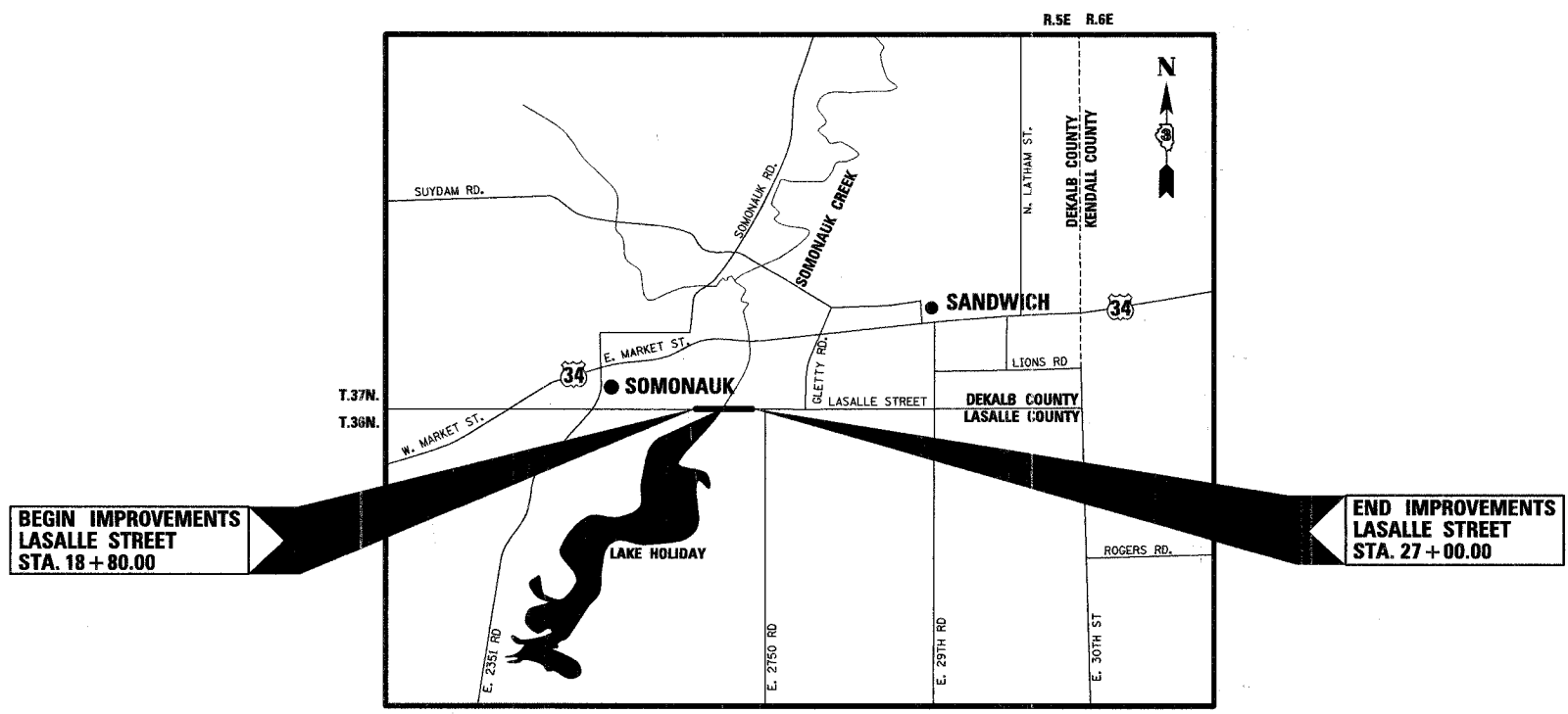
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123 (CALL 48 HOURS IN ADVANCE)



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.

SOMONAUK TOWNSHIP, SECTION 34, T.37N.-R.5E.
 NORTHVILLE TOWNSHIP, SECTION 3 & 4, T.36N.-R.5E.

CONTRACT NO: 87351



LOCATION MAP
 NOT TO SCALE
 PROJECT GROSS LENGTH = PROJECT NET LENGTH = 820 FEET (0.16 MILES)

Anthony J. Simmons
 ANTHONY J. SIMMONS, P.E.
 NO. 062-058414
 EXPIRES: 11/30/07
 SMITH ENGINEERING CONSULTANTS, INC.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 11/19 20 07
James J. King COUNTY ENGINEER

11/15 20 07
John G. King VILLAGE PRESIDENT

11/26 20 07
Harold R. King DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

11/26 20 07
George E. King DEPUTY DIRECTOR, REGIONAL ENGINEER

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 Smith Engineering Consultants - SEC Automation - SEC Planning
 651 Prairie Point Drive, Yorkville, IL 60560
 t. 630.553.7660 f. 630.553.7646
 www.secgroupinc.com engineering@secgroupinc.com

DATE: 11/15/07
 DRAWN: JKS

PLAN SURVEYED, PLOTTED, CHECKED, RECORDED, REVISIONS, DATE, BY, NO. OF MAY CHECKED, ADD FILE NAME

PROFILE SURVEYED, PLOTTED, CHECKED, RECORDED, REVISIONS, DATE, BY, NO. OF MAY CHECKED, ADD FILE NAME

CODE NUMBER	PAY ITEM	UNIT	QUANTITY	X071-2A
20101000	TEMPORARY FENCE	FOOT	676	676
20200100	EARTH EXCAVATION	CU YD	1261	1261
20800150	TRENCH BACKFILL	CU YD	25	25
21101615	TOPSOIL FURNISH AND PLACE, 4'	SQ YD	2543	2543
25000210	SEEDING, CLASS 2A	ACRE	0.6	0.6
25000400	NITROGEN FERTILIZER AND NUTRIENT	POUND	48	48
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	48	48
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	48	48
25100630	EROSION CONTROL BLANKET	SQ YD	2543	2543
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	106	106
28000300	TEMPORARY DITCH CHECKS	EACH	4	4
28000400	PERIMETER EROSION BARRIER	FOOT	926	926
28000500	INLET AND PIPE PROTECTION	EACH	3	3
28100107	STONE RIP RAP CLASS A4	SQ YD	20	20
28200200	FILTER FABRIC	SQ YD	20	20
35100100	AGGREGATE BASE COURSE, TYPE A	TON	1347	1347
35501304	HOT-MIX ASPHALT BASE COURSE, 5'	SQ YD	1769	1769
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	198	198
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1245	1245
40600300	AGGREGATE (PRIME COAT)	TON	6	6
40600990	TEMPORARY RAMP	SQ YD	30	30
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	223	223
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	301	301
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	26	26
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	80	80
44000100	PAVEMENT REMOVAL	SQ YD	1597	1597
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	146	146
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	919	919
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1
50102400	CONCRETE REMOVAL	CU YD	1.4	1.4
50105200	REMOVE EXISTING CULVERTS	EACH	5	5
50200100	STRUCTURE EXCAVATION	CU YD	20.7	20.7
50300225	CONCRETE STRUCTURES	CU YD	2.9	2.9
50300255	CONCRETE SUPERSTRUCTURES	CU YD	136.7	136.7
50300260	BRIDGE DECK GROOVING	SQ YD	421	421
50300300	PROTECTIVE COAT	SQ YD	557	557
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	2412	2412
50800205	REINFORCMENT BARS, EPOXY COATED	POUND	35190	35190
50800515	BAR SPLICERS	EACH	382	382
51500100	NAME PLATES	EACH	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	68	68
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12
52100520	ANCHOR BOLTS, 1" DIAMETER	EACH	60	60
54200220	PIPE CULVERTS, CLASS D, TYPE I 15'	FOOT	55	55
54200229	PIPE CULVERTS, CLASS D, TYPE I 24'	FOOT	38	38
54213450	END SECTIONS 15'	EACH	4	4
54213459	END SECTIONS 24'	EACH	2	2

CODE NUMBER	PAY ITEM	UNIT	QUANTITY	X071-2A
58700300	CONCRETE SEALER	SQ FT	169	169
63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	690	690
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE I, SPECIAL (TANGENT)	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	609	609
66500105	WOVEN WIRE FENCE, 4'	FOOT	70	70
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	70	70
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	32	32
70300520	PAVEMENT MARKING TAPE, TYPE III 4'	FOOT	3285	3285
70300570	PAVEMENT MARKING TAPE, TYPE III 24'	FOOT	42	42
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1110	1110
72000100	SIGN PANEL - TYPE I	SQ FT	39	39
73000100	WOOD SIGN SUPPORT	FOOT	108	108
78000200	THERMOPLASTIC PAVEMENT MARKING -- LINE 4'	FOOT	2460	2460
78000400	THERMOPLASTIC PAVEMENT MARKING -- LINE 6'	FOOT	205	205
78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	518	518
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5')	SQ FT	30	30
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0065700	SLOPE WALL REPAIR	SQ YD	53	53

△ SPECIALTY ITEMS

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
LASALLE STREET				
STA. 18+00 TO STA 27+00	1261	946	177	769
TOTAL	1261	946	177	769

SHRINKAGE FACTORS
EARTH EXCAVATION 25%
NOTE:
CUTS AND FILLS HAVE BEEN ADJUSTED FOR TOPSOIL PLACEMENT.

• SPECIAL PROVISIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT

SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE 11/16/07
DRAWN BY CHECKED BY

GENERAL NOTES

PROJECT START-UP

THE CONTRACTOR SHALL PROVIDE LASALLE COUNTY HIGHWAY DEPARTMENT (815-434-0743) WITH A CONTACT PERSON THAT IS AVAILABLE 24 HOURS PER DAY, 7 DAYS A WEEK, TO CORRECT ANY TRAFFIC CONTROL DEFICIENCIES.

THE CONTRACTOR SHALL NOTIFY ALL RESIDENTS AND BUSINESSES WITHIN THE PROJECT LIMITS 48 HOURS PRIOR TO THE START OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION AS DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY WILLIAM JOHNS, MANAGER OF THE SANDWICH AIRPORT (815-786-7411), 72 HOURS PRIOR TO THE ARRIVAL OF ANY CRANE AND INFORM THE AIRPORT OF THE DURATION THAT THE CRANE WILL BE IN THE AREA.

THE CONTRACTOR SHALL CONTACT AND COORDINATE CONSTRUCTION ACTIVITIES WITH AARON GRANDGEORGE, VILLAGE PRESIDENT FOR THE VILLAGE OF SOMONAUK (815-498-3500), AND TOM HORAK, CITY ENGINEER FOR THE CITY OF SANDWICH (815-786-8802), A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

EARTHWORK

PRIOR TO ANY EMBANKMENT PLACEMENT, ALL VEGETATION AND UNSUITABLE MATERIAL (I.E. TOPSOIL) SHALL BE REMOVED TO THE DEPTH ENCOUNTERED AND REPLACED WITH A SUITABLE EMBANKMENT MATERIAL. REMOVAL OF THE UNSUITABLE MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE ROADWAY SUBGRADE SHALL BE FREE OF UNSUITABLE MATERIAL AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF MODIFIED PROCTOR DENSITY (TESTING FOR COMPACTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR). ANY UNSUITABLE MATERIAL ENCOUNTERED SHALL BE REMOVED ENTIRELY AND REPLACED WITH A COMPACTED GRANULAR MATERIAL TO THE SATISFACTION OF THE ENGINEER, WHICH WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PAVING

THE HMA SURFACE OF ALL PRIVATE AND 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 BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

STAKING

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

OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE UNLESS NOTED OTHERWISE (SEE S-1).

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

UTILITIES

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

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVENTHOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.

DRAINAGE

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

ANY LOOSE MATERIAL DEPOSITED IN THE FLOWLINES OF DRAINAGE STRUCTURES WHICH OBSTRUCT THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

MISCELLANEOUS

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

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

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

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN ALL AREAS TO BE SEEDED OR SODDED.

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

THE REMOVAL OF AGGREGATE SHOULDERS AND ENTRANCES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR "EARTH EXCAVATION."

SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS LISTED IN SECTION 440 OF THE STANDARD SPECIFICATIONS, SHOWN IN THE PLANS, AND AS DIRECTED BY THE ENGINEER. THE COST OF SAW CUTTING WILL BE INCLUDED IN CONTRACT UNIT BID PRICES FOR THE ITEMS BEING REMOVED.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE (PER DITCH CHECK)

COMMITMENTS:

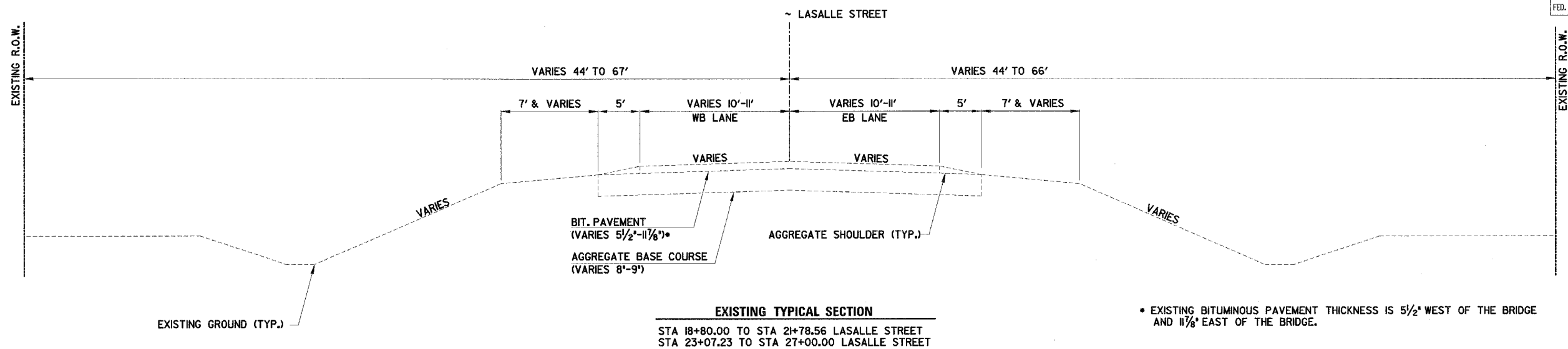
THE LASALLE COUNTY HIGHWAY DEPARTMENT HAS PURCHASED 0.002 ACRES OF WETLAND CREDITS FROM THE DEKALB COUNTY FOREST PRESERVE DISTRICT FOR THE PROJECT.

THE CONTRACTOR SHALL COORDINATE WITH THE LAKE HOLIDAY PROPERTY OWNER'S ASSOCIATION FOR THE RECONSTRUCTION AND MAINTENANCE OF ACCESS TO THEIR ENTRANCE ON THE SOUTH SIDE OF LASALLE STREET NEAR STATION 17+75 ADJACENT TO THE LAKE HOLIDAY PROPERTY OWNER'S ASSOCIATION PROPERTY.

PLAN	SURVEYED	DATE
	BY	
	PLOTTED	
	BY	
	NOTE BOOK	
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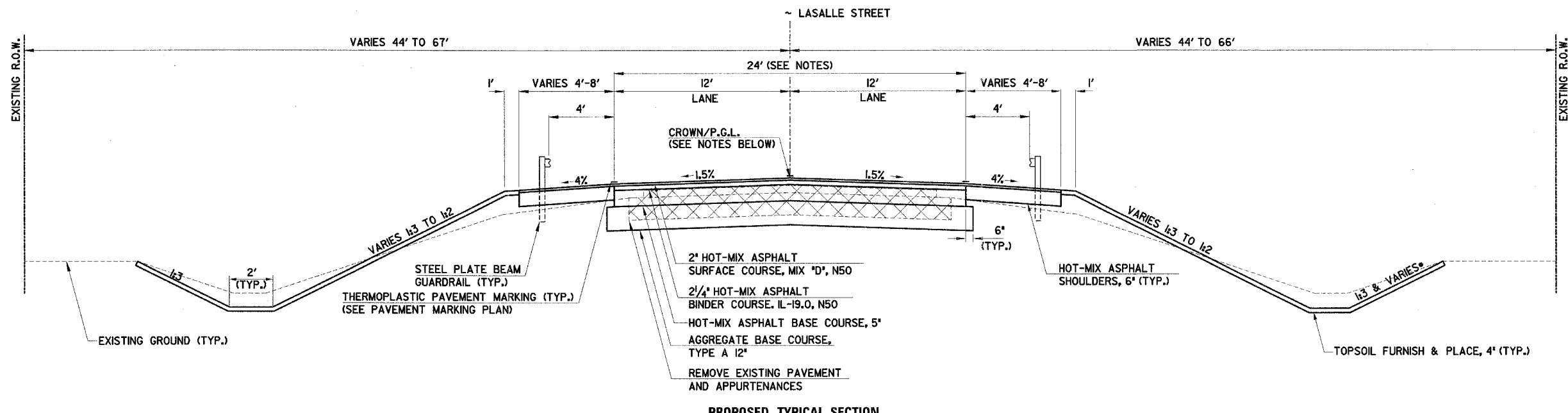
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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION LASALLE STREET BRIDGE REPLACEMENT
NAME	DATE	
		GENERAL NOTES SCALE: VERT. HORIZ. DATE 11/16/07
DRAWN BY		CHECKED BY



EXISTING TYPICAL SECTION
 STA 18+80.00 TO STA 21+78.56 LASALLE STREET
 STA 23+07.23 TO STA 27+00.00 LASALLE STREET

* EXISTING BITUMINOUS PAVEMENT THICKNESS IS 5 1/2' WEST OF THE BRIDGE AND 11 7/8' EAST OF THE BRIDGE.



PROPOSED TYPICAL SECTION
 STA 18+80.00 TO STA 21+78.56 LASALLE STREET
 STA 23+07.23 TO STA 27+00.00 LASALLE STREET

PLAN	SURVEYED	DATE
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	CHECKED	
	BY	
	DATE	
	NO.	

PROFILE	SURVEYED	DATE
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	CHECKED	
	BY	
	DATE	
	NO.	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS	MAX % RAP ALLOWABLE
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	PG 64-22	4% @ 50 GYR.	15%
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22	4% @ 50 GYR.	25%
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm)	PG 64-22	4% @ 50 GYR.	25%
HOT-MIX ASPHALT SHOULDERS	PG 58-22	2% @ 30 GYR.	40%

* FROM STATION 18+80 TO STATION 21+75 RIGHT, THE BACKSLOPE VARIES TO TIE INTO THE EXISTING GROUND 1' OFF OF R.O.W. LINE.

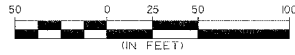
- NOTES:
1. THE PROPOSED PAVEMENT CROWN AND P.G.L. TRANSITION FROM THE LASALLE STREET CENTERLINE TO 0.34' (4") NORTH OF THE CENTERLINE BETWEEN STA. 21+68.56 AND STA. 21+78.56 TO ACCOMMODATE THE BRIDGE CROWN.
 2. THE PROPOSED PAVEMENT CROWN AND P.G.L. TRANSITION FROM 0.58' (7") NORTH OF THE LASALLE STREET CENTERLINE TO THE CENTERLINE BETWEEN STA. 23+07.23 TO STA. 23+17.23 TO ACCOMMODATE THE BRIDGE CROWN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT
TYPICAL SECTIONS

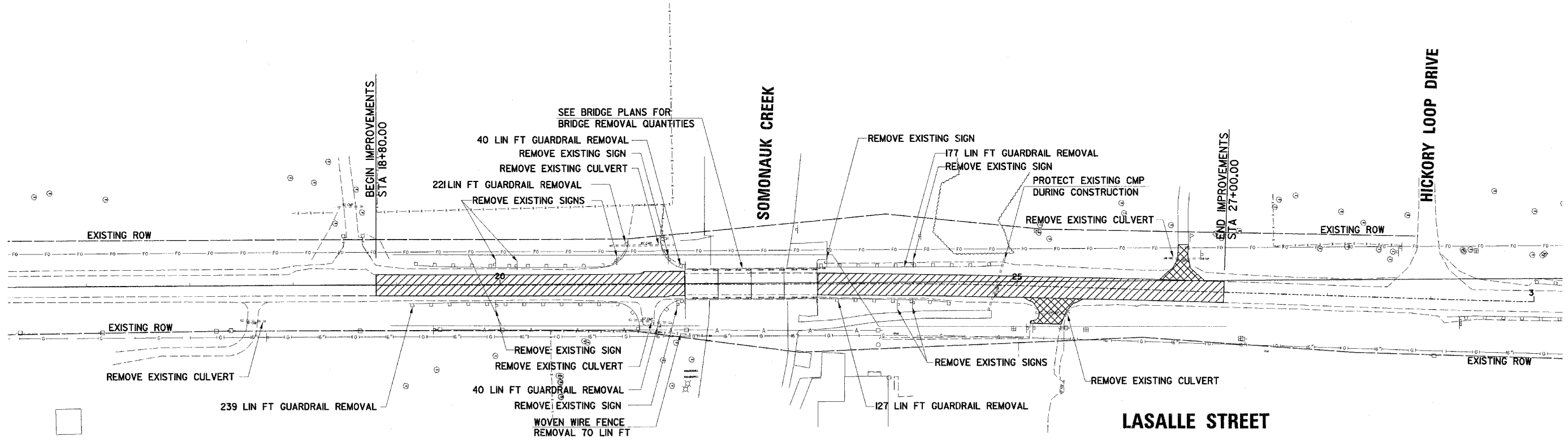
SCALE: VERT. 1"=10'
 HORIZ. 1"=40'
 DATE 11/16/07
 DRAWN BY
 CHECKED BY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	8
STA. 18+80.00	TO STA. 27+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	87351	



PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	



NOTE:
EXISTING ENTRANCES AT STA. 21+40 LT AND 21+45 RT TO BE
CLOSED AND REMOVED (SEE CROSS-SECTIONS FOR PROPOSED GRADING).

REMOVAL PLAN LEGEND	
	PAVEMENT REMOVAL
	DRIVEWAY PAVEMENT REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT

REMOVAL PLAN

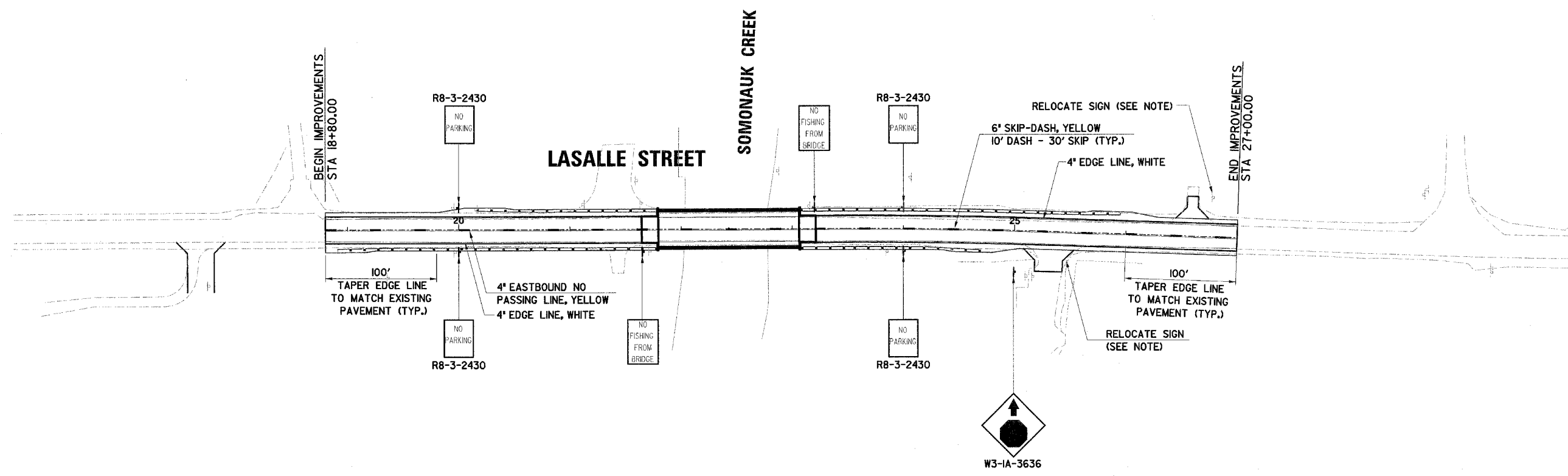
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	RT. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	B.M. NOTED	
	STRUCTURE NOTATIONS CHRD	
	NO.	



LOCATION	STANDARD NUMBER	SIGN PANEL TYPE I (SQ FT)	WOOD SIGN SUPPORT (FOOT)	HEIGHT ABOVE EDGE OF PAVEMENT	CENTERLINE OFFSET
LASALLE STREET					
20+00 RT	R8-3-2430	5.00	15	6'-0"	19.5'
20+00 LT	R8-3-2430	5.00	15	6'-0"	20.0'
21+65 RT	NO FISHING FROM BRIDGE	5.00	15	6'-0"	19.5'
23+20 LT	NO FISHING FROM BRIDGE	5.00	15	6'-0"	19.5'
24+00 LT	R8-3-2430	5.00	15	6'-0"	19.5'
24+00 RT	R8-3-2430	5.00	15	6'-0"	19.5'
25+00 RT	W3-1A-3636	9.00	18	6'-0"	37'
TOTAL - LASALLE STREET		39	108		

NOTE:
TOWNSHIP FIRE PROTECTION DISTRICT SIGNS SHALL BE RELOCATED BY THE CONTRACTOR TO ACCOMMODATE THE PROPOSED CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

REVISIONS	
NAME	DATE

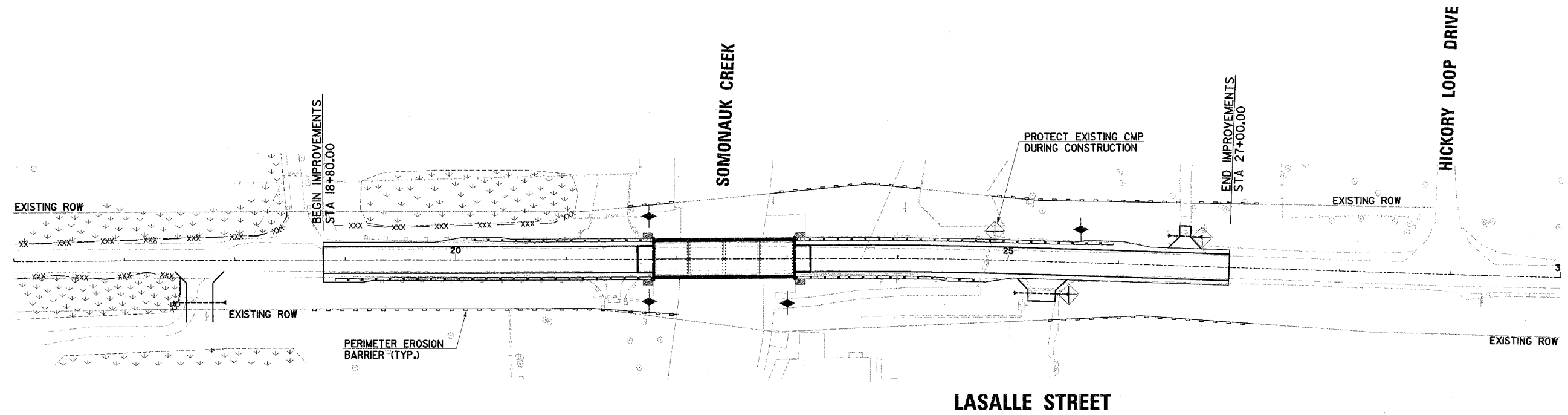
ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT
PAVEMENT MARKING AND SIGNAGE PLAN



SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE 11/16/07

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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	13
STA. 18+80.00	TO STA. 27+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

87351



- 
TEMPORARY DITCH CHECKS
 STA. 21+75, 39' LT
 STA. 21+75, 38' RT
 STA. 23+00, 40' RT
 STA. 25+65, 30' LT
- 
INLET AND PIPE PROTECTION
 STA. 24+87, 26' LT
 STA. 25+56, 29.3' RT
 STA. 26+75, 26.5' LT

— xxx — xxx —
 TEMPORARY FENCE FOR WETLAND AREA PROTECTION (SEE SPECIAL PROVISIONS)

- LEGEND**
-  WETLAND DELINEATION AREA
 - FINAL RESTORATION OF DISTURBED AREAS**
 - SEEDING CLASS 2A
 - EROSION CONTROL BLANKET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT
EROSION CONTROL PLAN

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE 11/16/07

PLAN	SURVEYED	BY	DATE
	NOTED		
	REVISIONS		
	NO. OF DAYS CHECKED		
	CADD FILE NAME		
	NO.		

PROFILE	REVISIONS	BY	DATE
	NOTED		
	REVISIONS		
	NO. OF DAYS CHECKED		
	CADD FILE NAME		
	NO.		

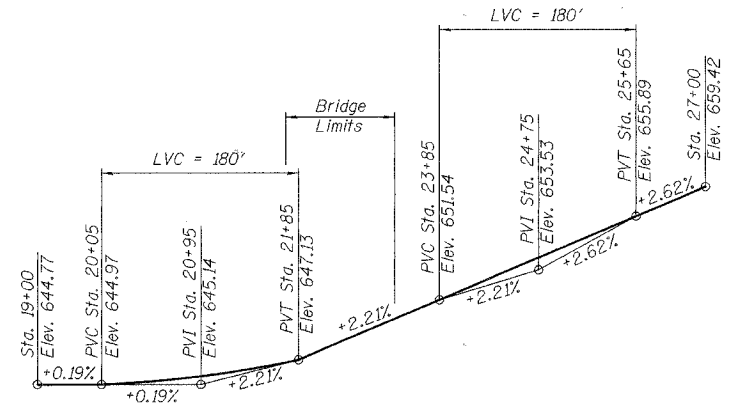
I:\Projects\111607\111607017_Lasalle st. bridge\ep\document\ep\erosion\111607017.ecp.dgn
 11/15/2007

Benchmark: Chiseled square located on northeast wing wall of existing bridge (SN 050-3057).
Elev. = 649.88 (NAVD 88 Datum)

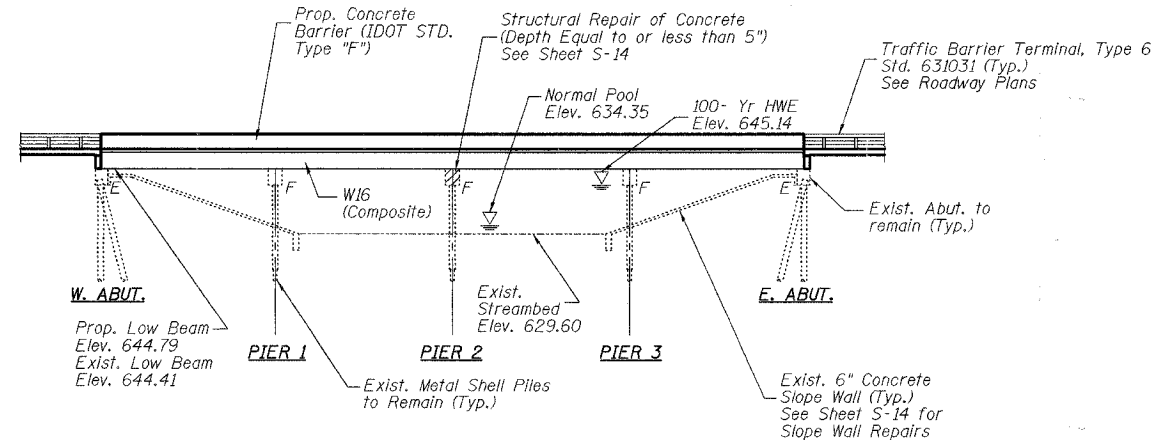
Existing Structure: S.N. 050-3057 was built in 1966 under Sec. 119A by LaSalle County.
The 4-span structure consists of 21" deep precast, concrete channel beams with an out-to-out width of 29'-9" and a total measured length of 128'-8" bk. to bk. abutments with no skew. The substructure consists of concrete filled metal shell pile bent piers and abutments. The piers have cast in place concrete pile extensions from the pile cap to the metal shells. The existing superstructure is to be removed and replaced under stage construction.

Salvage: Reuse existing substructures

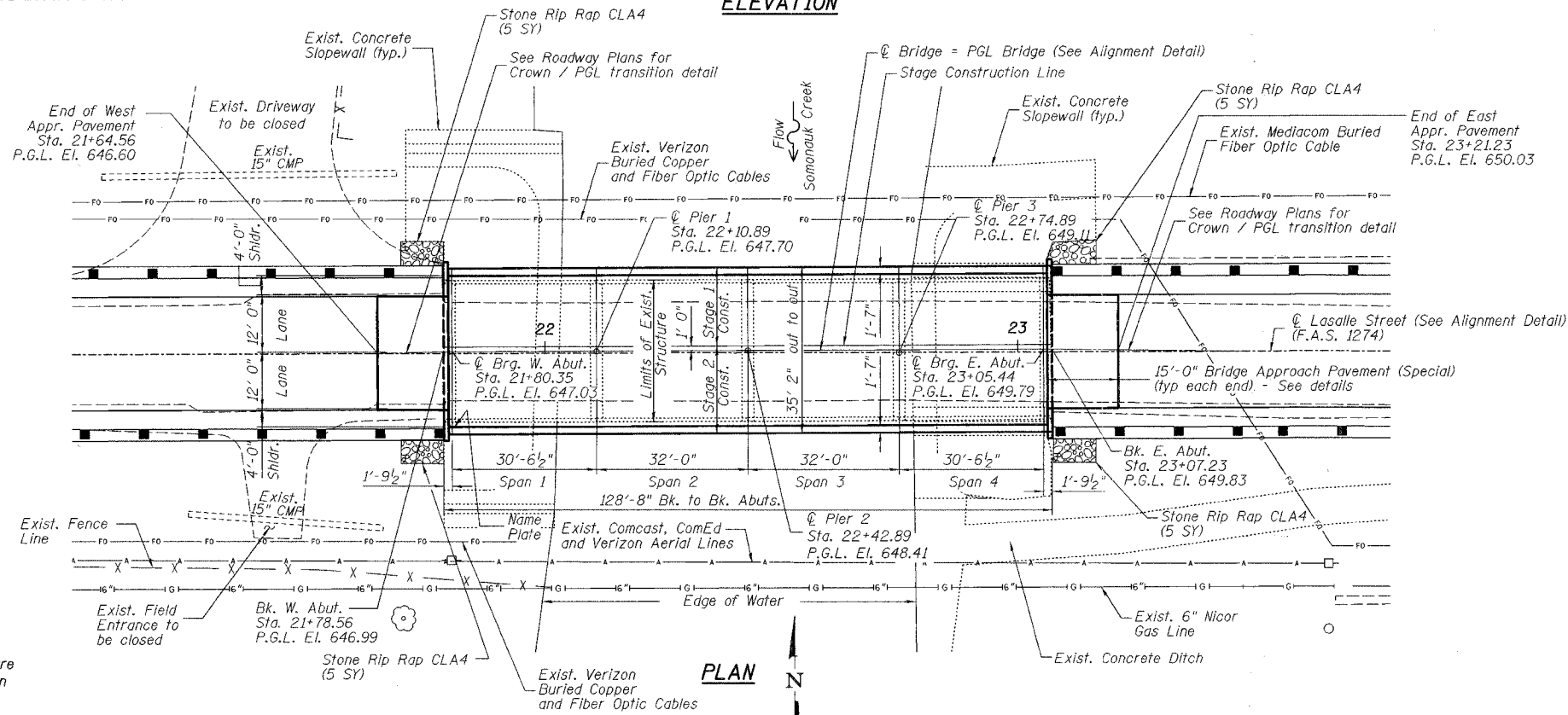
Staging: One reversible lane of traffic to be maintained during construction utilizing staged construction.



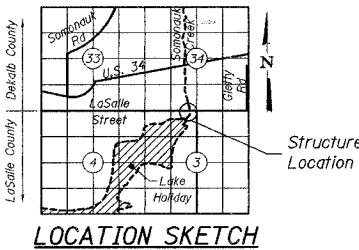
PROFILE GRADE
(Along PGL LaSalle Street)



ELEVATION



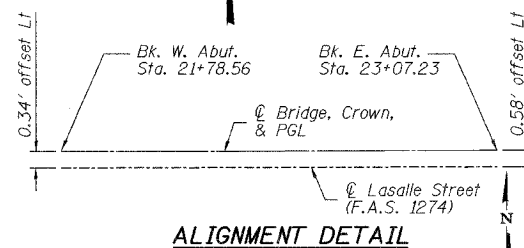
PLAN



WATERWAY INFORMATION

Drainage Area = 61 Sq. Mi. Low Grade Elev. 646.88 @ Sta. - 21+78.56

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
10									
30									
50	6,605	1,096	1,096	643.36	0	0	643.36	643.36	
Base	100	8,731	1,249	645.14	0	0	645.14	645.14	



ALIGNMENT DETAIL

SOMONAUK CREEK
BUILT 200- BY
LASALLE COUNTY
SEC 05-00627-00-BR
F.A.S. RT. 1274 STA. 22+42.89
STR. NO. 050-3057 LOADING HS20

NAME PLATE
See Std. 515001

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
FAS 1274	05-00627-00-BR	LASALLE	45	14
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			87351	

SHEET NO. S-1
S-16 SHEETS

LOADING HS20-44

No future wearing surface allowed.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Ed.

DESIGN STRESSES

FIELD UNITS

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

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 4%g
Site Coefficient (S) = 1.0

INDEX OF SHEETS

- S-1 GENERAL PLAN & ELEVATION
- S-2 GENERAL NOTES, INDEX & QUANTITIES
- S-3 STAGING DETAILS
- S-4 TEMPORARY CONCRETE BARRIER DETAIL
- S-5 TOP OF SLAB ELEVATIONS I
- S-6 TOP OF SLAB ELEVATIONS II
- S-7 DECK PLAN & CROSS SECTION
- S-8 SUPERSTRUCTURE DETAILS
- S-9 EXPANSION JOINT DETAILS
- S-10 STEEL FRAMING PLAN
- S-11 BEAM ELEVATION & DETAILS
- S-12 BEARING DETAILS
- S-13 SUBSTRUCTURE DETAILS
- S-14 SUBSTRUCTURE & SLOPEWALL REPAIR DETAILS
- S-15 BAR SPLICER ASSEMBLY DETAILS
- S-16 BRIDGE APPROACH PAVEMENT (SPECIAL) DETAILS



To the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges".

Robert G. Davies 11-12-07
Robert G. Davies Date
Licensed Structural Engineer
License Expires November 30, 2008

LASALLE COUNTY HIGHWAY DEPARTMENT

GENERAL PLAN AND ELEVATION

LASALLE STREET
OVER SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057

DATE 11-16-2007



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1274	05-00627-00-BR	LASALLE	45	15
FED. ROAD DIST. NO.	ILL. DIST.	FED. AID PROJECT		
1				

SHEET NO. S-2
S-16 SHEETS

87351

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Rip Rap CLA4	Sq. Yd.	-	20	20
Filter Fabric	Sq. Yd.	-	20	20
Bridge Approach Pavement (Special)	Sq. Yd.	80	-	80
Removal of Existing Superstructures	Each	1	-	1
Concrete Removal	Cu. Yd.	-	1.4	1.4
Structure Excavation	Cu. Yd.	-	20.7	20.7
Concrete Structures	Cu. Yd.	-	2.9	2.9
Concrete Superstructure	Cu. Yd.	136.7	-	136.7
Bridge Deck Grooving	Sq. Yd.	421	-	421
Protective Coat	Sq. Yd.	557	-	557
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	2,412	-	2,412
Reinforcement Bars, Epoxy Coated	Pound	34,190	1,000	35,190
Bar Splicers	Each	370	12	382
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	68	-	68
Elastomeric Bearing Assembly, Type I	Each	12	-	12
Anchor Bolts, 1" Dia.	Each	60	-	60
Concrete Sealer	Sq. Ft.	-	169	169
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	30	-	30
Slope Wall Repair	Sq. Yd.	-	53	53

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts
Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 43,510 lbs.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706
Gr 60 (IL Modified). See Special Provisions

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface, shimming the bearings, or as detailed on the plans.

Concrete Sealer shall be applied to the seat area of the abutments and the vertical faces of the backwalls below the hatched area indicated on S-13.

All structural steel shall be galvanized.

The information on these plans concerning the type and location of utilities is not guaranteed to be accurate or all-inclusive. The Contractor is responsible for making his own determination as to the existence of type, size and location of all underground and overhead utilities as may be necessary to avoid conflict with construction operations and/or damage to utility.

The Contractor is not permitted to allow construction debris to fall into Somonauk Creek. The Contractor is responsible for protecting boat traffic from construction activities. Construction activities shall not impede boat traffic on Somonauk Creek.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

LASALLE COUNTY HIGHWAY DEPARTMENT

GENERAL NOTES, INDEX AND QUANTITIES

LASALLE STREET
OVER SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057

DATE 11-16-2007

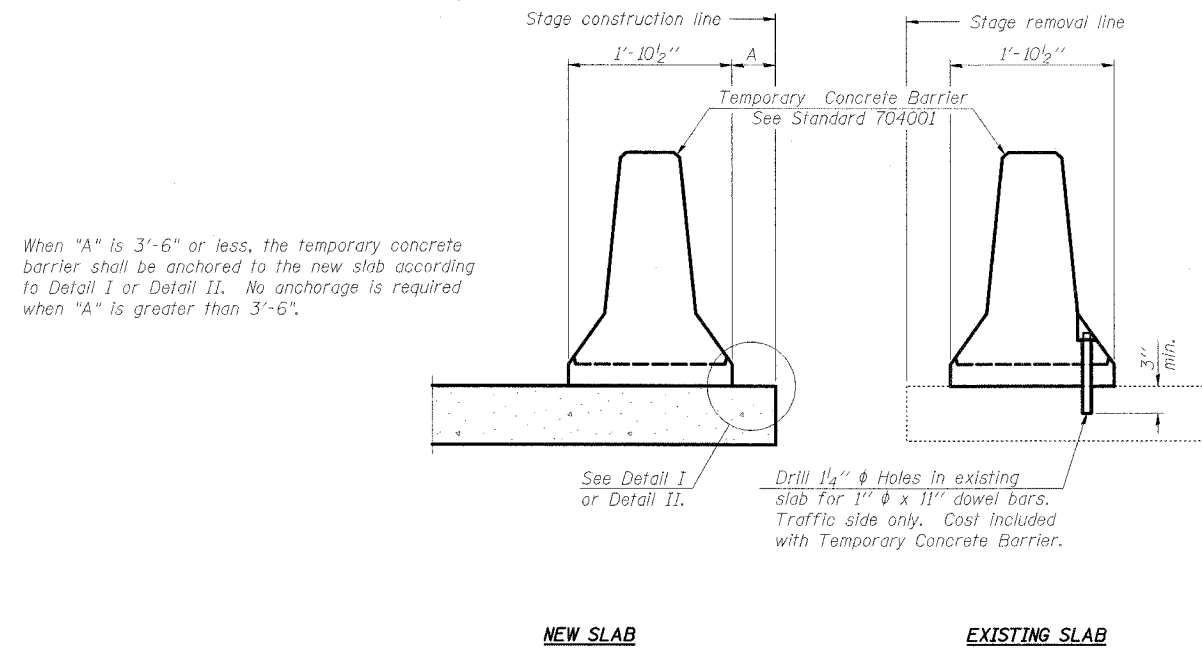


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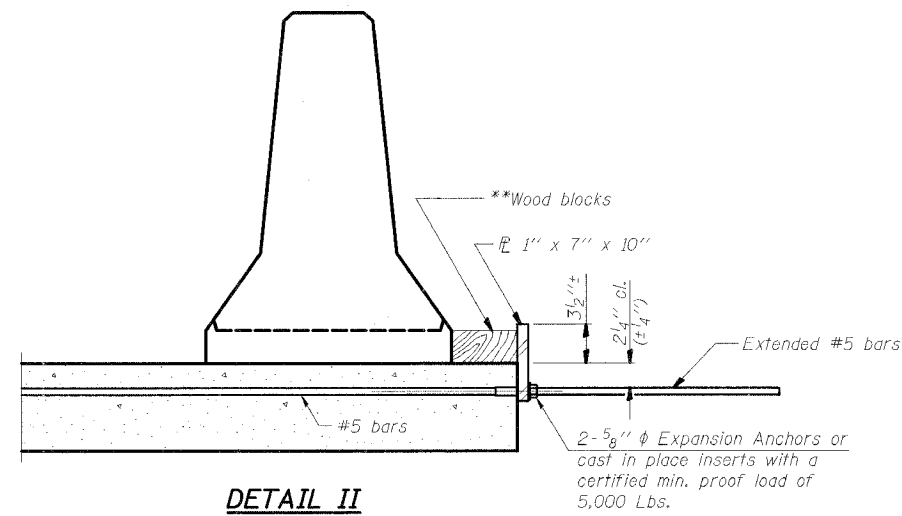
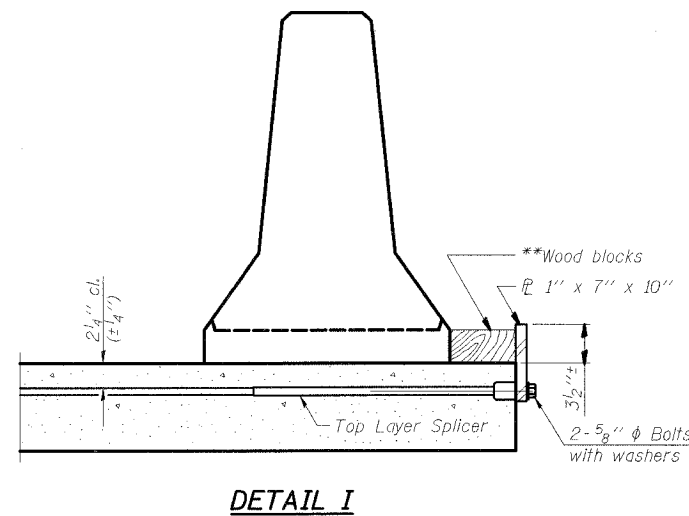
ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1274	05-00627-00-BR	LASALLE	45	17
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
1				

SHEET NO. S-4
S-16 SHEETS

87351



SECTIONS THRU SLAB



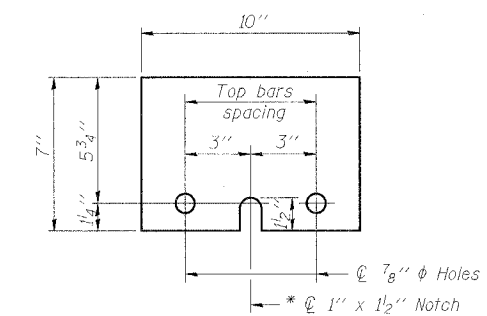
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



STEEL RETAINER 1" x 7" x 10"

* Required only with Detail II

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

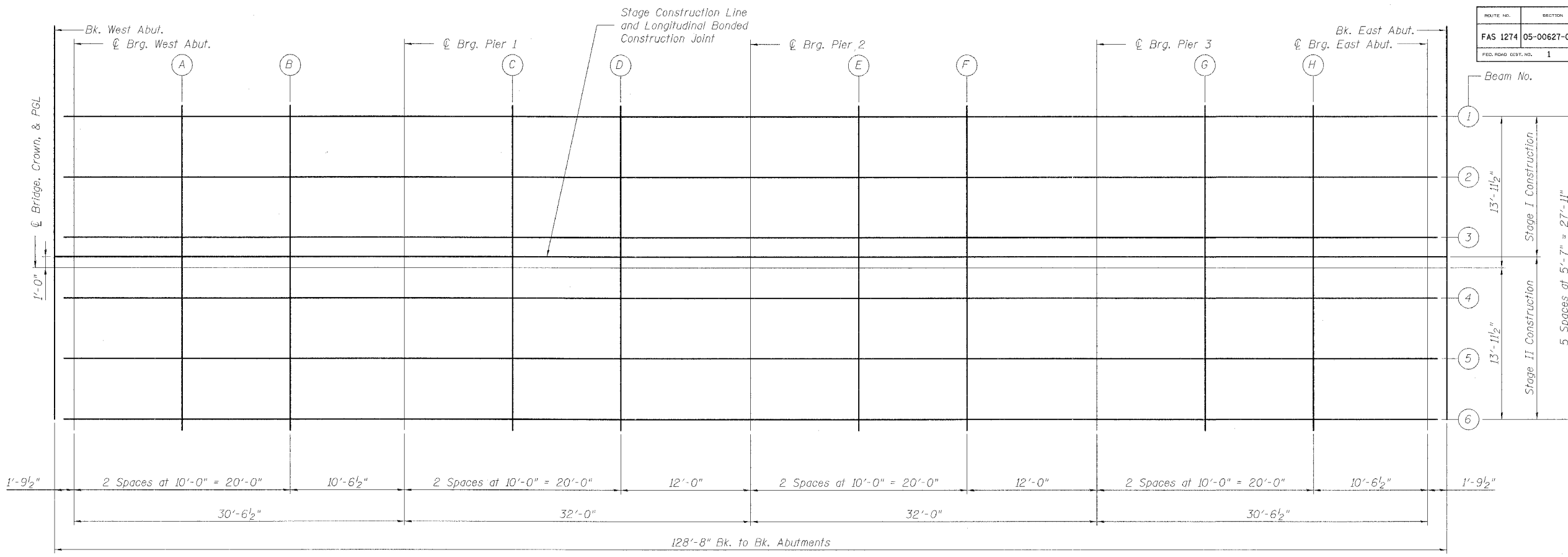
COMPANY NAME: Smith, Swartz, Robinson & Associates
CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT: 050-00627-00-BR
DATE: 11-16-2007

Illinois Professional Design Firm # 184-000108
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LASALLE COUNTY HIGHWAY DEPARTMENT

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
LASALLE STREET
VILLAGE OF SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057

DATE 11-16-2007



N
PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	-13.958	646.77	646.77
☉ of Brg. W. Abut.	21+80.35	-13.958	646.81	646.81
A	21+90.35	-13.958	647.03	647.06
B	22+00.35	-13.958	647.25	647.27
☉ Brg. Pier 1	22+10.89	-13.958	647.48	647.48
C	22+20.89	-13.958	647.70	647.71
D	22+30.89	-13.958	647.92	647.94
☉ Brg. Pier 2	22+42.89	-13.958	648.19	648.19
E	22+52.89	-13.958	648.41	648.42
F	22+62.89	-13.958	648.63	648.64
☉ Brg. Pier 3	22+74.89	-13.958	648.89	648.89
G	22+84.89	-13.958	649.11	649.14
H	22+94.89	-13.958	649.34	649.36
☉ of Brg. E. Abut.	23+05.44	-13.958	649.57	649.57
Bk. E. Abut.	23+07.23	-13.958	649.61	649.61

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	-8.375	646.86	646.86
☉ of Brg. W. Abut.	21+80.35	-8.375	646.90	646.90
A	21+90.35	-8.375	647.12	647.15
B	22+00.35	-8.375	647.34	647.36
☉ Brg. Pier 1	22+10.89	-8.375	647.57	647.57
C	22+20.89	-8.375	647.79	647.80
D	22+30.89	-8.375	648.01	648.02
☉ Brg. Pier 2	22+42.89	-8.375	648.28	648.28
E	22+52.89	-8.375	648.50	648.51
F	22+62.89	-8.375	648.72	648.73
☉ Brg. Pier 3	22+74.89	-8.375	648.98	648.98
G	22+84.89	-8.375	649.20	649.22
H	22+94.89	-8.375	649.42	649.45
☉ of Brg. E. Abut.	23+05.44	-8.375	649.65	649.65
Bk. E. Abut.	23+07.23	-8.375	649.69	649.69

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	-2.792	646.95	646.95
☉ of Brg. W. Abut.	21+80.35	-2.792	646.98	646.98
A	21+90.35	-2.792	647.20	647.23
B	22+00.35	-2.792	647.42	647.45
☉ Brg. Pier 1	22+10.89	-2.792	647.66	647.66
C	22+20.89	-2.792	647.88	647.89
D	22+30.89	-2.792	648.10	648.11
☉ Brg. Pier 2	22+42.89	-2.792	648.36	648.36
E	22+52.89	-2.792	648.58	648.59
F	22+62.89	-2.792	648.80	648.81
☉ Brg. Pier 3	22+74.89	-2.792	649.07	649.07
G	22+84.89	-2.792	649.29	649.31
H	22+94.89	-2.792	649.51	649.54
☉ of Brg. E. Abut.	23+05.44	-2.792	649.74	649.74
Bk. E. Abut.	23+07.23	-2.792	649.78	649.78

STAGE CONSTRUCTION LINE & LONGITUDINAL BONDED CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	-1.000	646.97	646.97
☉ of Brg. W. Abut.	21+80.35	-1.000	647.01	647.01
A	21+90.35	-1.000	647.23	647.26
B	22+00.35	-1.000	647.45	647.48
☉ Brg. Pier 1	22+10.89	-1.000	647.69	647.69
C	22+20.89	-1.000	647.91	647.91
D	22+30.89	-1.000	648.13	648.14
☉ Brg. Pier 2	22+42.89	-1.000	648.39	648.39
E	22+52.89	-1.000	648.61	648.62
F	22+62.89	-1.000	648.83	648.84
☉ Brg. Pier 3	22+74.89	-1.000	649.10	649.10
G	22+84.89	-1.000	649.32	649.34
H	22+94.89	-1.000	649.51	649.57
☉ of Brg. E. Abut.	23+05.44	-1.000	649.77	649.77
Bk. E. Abut.	23+07.23	-1.000	649.81	649.81

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

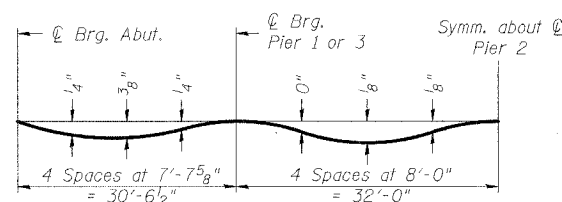
All offsets are measured from ☉ of Bridge

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LASALLE COUNTY HIGHWAY DEPARTMENT
TOP OF SLAB ELEVATIONS I
 LASALLE STREET
 OVER SOMONAUK CREEK
 VILLAGE OF SOMONAUK
 SECTION NO. 05-00627-00-BR
 STRUCTURE NO. 050-3057
 DATE 11-16-2007

COMPANY NAME, Smith Engineering Consultants, Inc.
 COUNTY, LASALLE
 PROJECT, 050-3057
 SHEET NO., S-5

87351

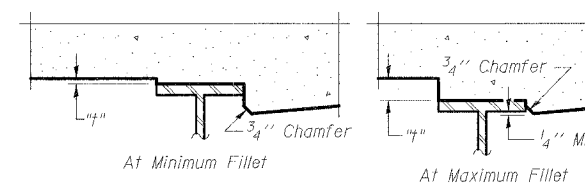


DEAD LOAD DEFLECTION DIAGRAM

(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.



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

FILLET HEIGHTS

**PROFILE GRADE LINE
CENTERLINE BRIDGE, & CROWN**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	0.000	646.99	646.99
☉ of Brg. W. Abut.	21+80.35	0.000	647.03	647.03
A	21+90.35	0.000	647.25	647.28
B	22+00.35	0.000	647.47	647.49
☉ Brg. Pier 1	22+10.89	0.000	647.70	647.70
C	22+20.89	0.000	647.92	647.93
D	22+30.89	0.000	648.14	648.15
☉ Brg. Pier 2	22+42.89	0.000	648.41	648.41
E	22+52.89	0.000	648.63	648.64
F	22+62.89	0.000	648.85	648.86
☉ Brg. Pier 3	22+74.89	0.000	649.11	649.11
G	22+84.89	0.000	649.33	649.35
H	22+94.89	0.000	649.55	649.58
☉ of Brg. E. Abut.	23+05.44	0.000	649.79	649.79
Bk. E. Abut.	23+07.23	0.000	649.83	649.83

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	2.792	646.95	646.95
☉ of Brg. W. Abut.	21+80.35	2.792	646.98	646.98
A	21+90.35	2.792	647.20	647.23
B	22+00.35	2.792	647.42	647.45
☉ Brg. Pier 1	22+10.89	2.792	647.66	647.66
C	22+20.89	2.792	647.88	647.89
D	22+30.89	2.792	648.10	648.11
☉ Brg. Pier 2	22+42.89	2.792	648.36	648.36
E	22+52.89	2.792	648.58	648.59
F	22+62.89	2.792	648.80	648.81
☉ Brg. Pier 3	22+74.89	2.792	649.07	649.07
G	22+84.89	2.792	649.29	649.31
H	22+94.89	2.792	649.51	649.54
☉ of Brg. E. Abut.	23+05.44	2.792	649.74	649.74
Bk. E. Abut.	23+07.23	2.792	649.78	649.78

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	8.375	646.86	646.86
☉ of Brg. W. Abut.	21+80.35	8.375	646.90	646.90
A	21+90.35	8.375	647.12	647.15
B	22+00.35	8.375	647.34	647.36
☉ Brg. Pier 1	22+10.89	8.375	647.57	647.57
C	22+20.89	8.375	647.79	647.80
D	22+30.89	8.375	648.01	648.02
☉ Brg. Pier 2	22+42.89	8.375	648.28	648.28
E	22+52.89	8.375	648.50	648.51
F	22+62.89	8.375	648.72	648.73
☉ Brg. Pier 3	22+74.89	8.375	648.98	648.98
G	22+84.89	8.375	649.20	649.22
H	22+94.89	8.375	649.42	649.45
☉ of Brg. E. Abut.	23+05.44	8.375	649.65	649.65
Bk. E. Abut.	23+07.23	8.375	649.69	649.69

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	21+78.56	13.958	646.77	646.77
☉ of Brg. W. Abut.	21+80.35	13.958	646.81	646.81
A	21+90.35	13.958	647.03	647.06
B	22+00.35	13.958	647.25	647.27
☉ Brg. Pier 1	22+10.89	13.958	647.48	647.48
C	22+20.89	13.958	647.70	647.71
D	22+30.89	13.958	647.92	647.94
☉ Brg. Pier 2	22+42.89	13.958	648.19	648.19
E	22+52.89	13.958	648.41	648.42
F	22+62.89	13.958	648.63	648.64
☉ Brg. Pier 3	22+74.89	13.958	648.89	648.89
G	22+84.89	13.958	649.11	649.14
H	22+94.89	13.958	649.34	649.36
☉ of Brg. E. Abut.	23+05.44	13.958	649.57	649.57
Bk. E. Abut.	23+07.23	13.958	649.61	649.61

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

All offsets are measured from ☉ of Bridge

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LASALLE COUNTY HIGHWAY DEPARTMENT

TOP OF SLAB ELEVATIONS II

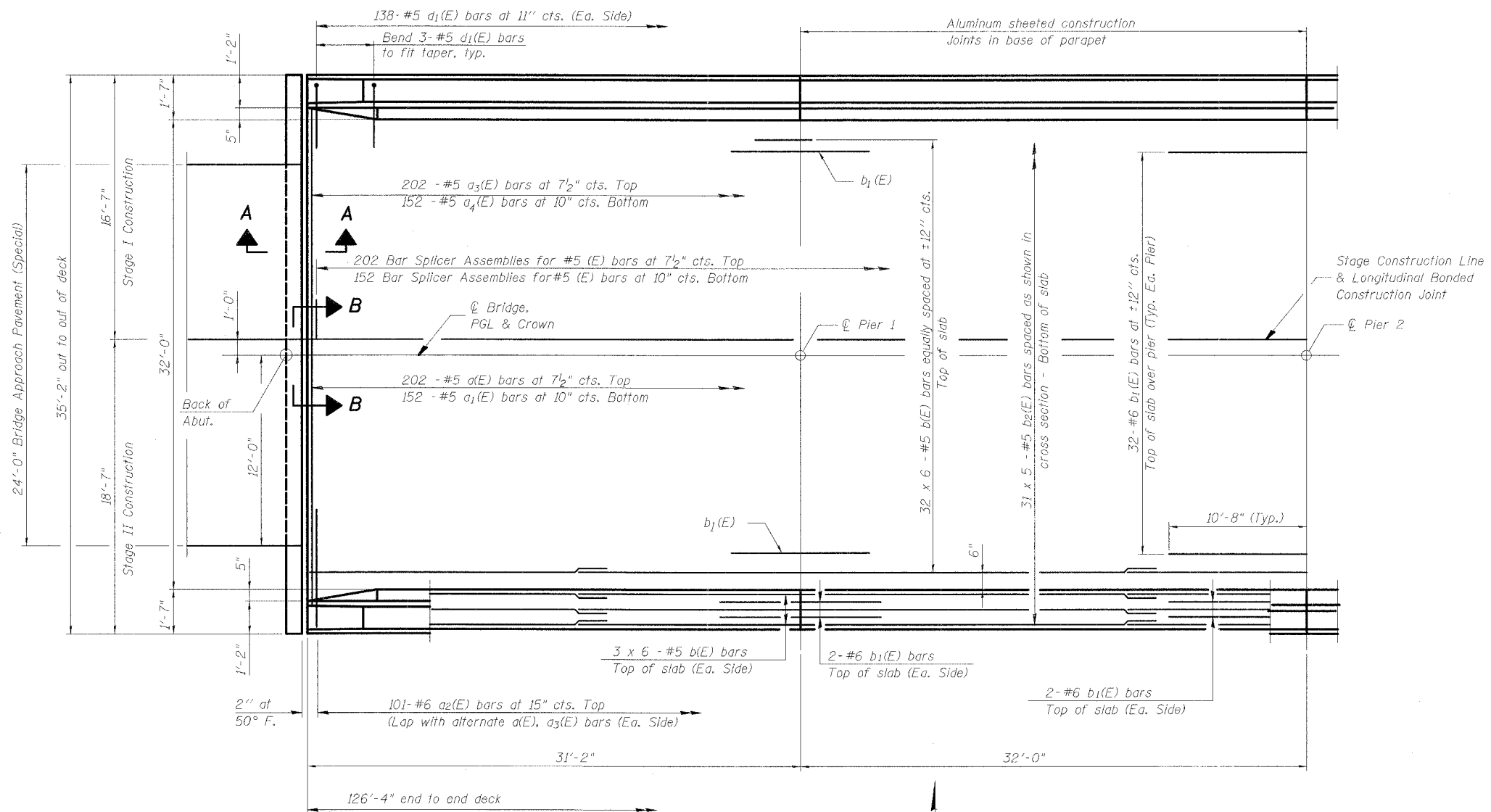
LASALLE STREET
 OVER SOMONAUK CREEK
 VILLAGE OF SOMONAUK
 SECTION NO. 05-00627-00-BR
 STRUCTURE NO. 050-3057

DATE 11-16-2007

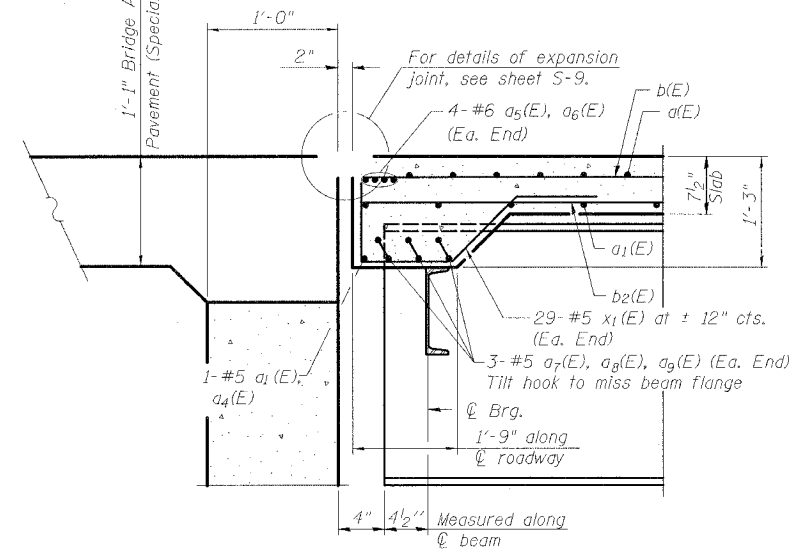
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAS 1274	05-00627-00-BR	LASALLE	45	20
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
1				

SHEET NO. S-7
S-16 SHEETS

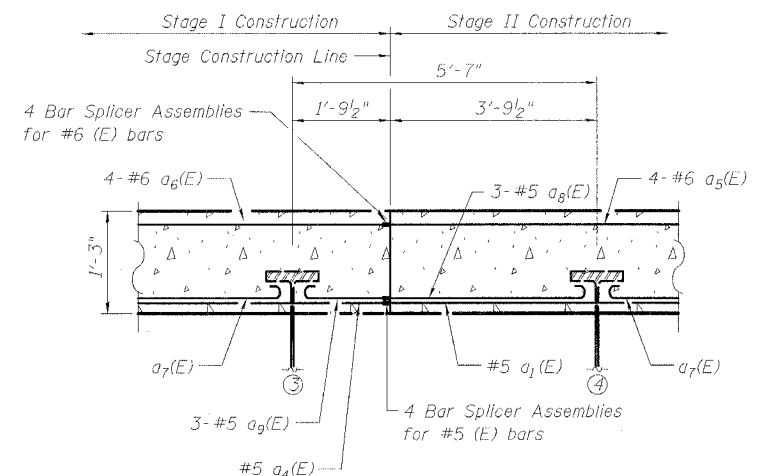
87351



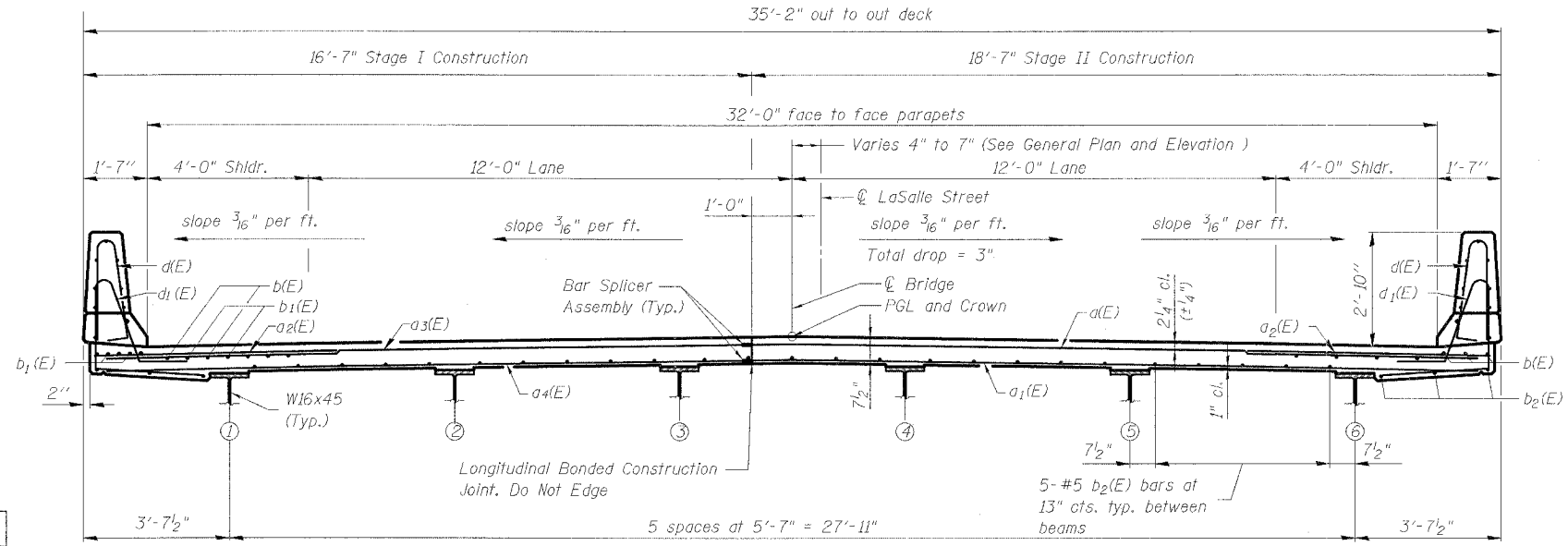
HALF PLAN
(Deck Plan Symmetric about Pier 2)



SECTION A-A



SECTION B-B



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

Notes:
See Sheet S-8 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.
See Sheet S-8 for parapet reinforcement.
Dimensions are based on Rolled Rail Strip Seal Joint. If the Contractor elects to use Welded Rail Strip Seal Joint, deck dimensions may require adjustment to satisfy the details on the Expansion Joint Details Sheet.

MINIMUM BAR LAP
(Deck)

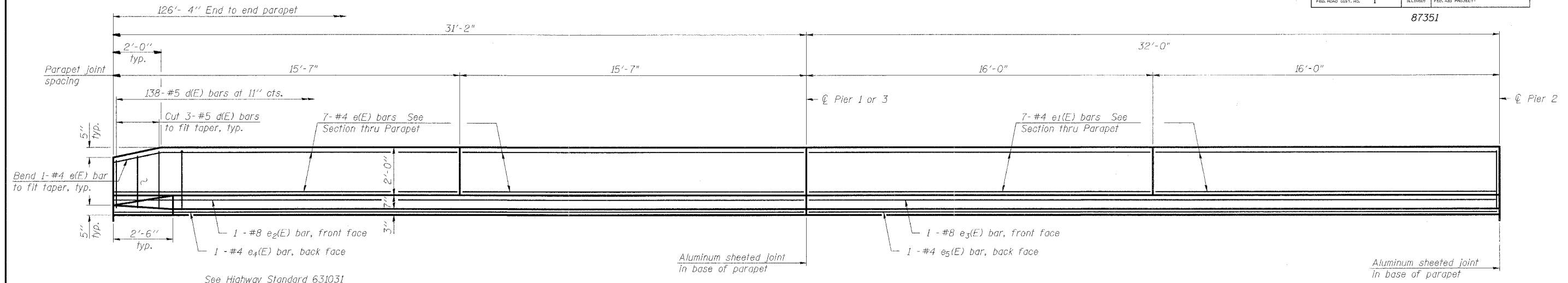
#4 bar	= 1'-8"
#5 bar	= 2'-2"
#6 bar	= 2'-7"

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

COMPANY NAME, REV. NO., CLIENT, PROJECT, SHEET NO., DATE

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 Smith Engineering Consultants • SEC Automation • SEC Planning
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 www.secgroupinc.com engineering@secgroupinc.com

LASALLE COUNTY HIGHWAY DEPARTMENT
DECK PLAN AND CROSS SECTION
 LASALLE STREET
 OVER SOMONAUK CREEK
 VILLAGE OF SOMONAUK
 SECTION NO. 05-00627-00-BR
 STRUCTURE NO. 050-3057
 DATE 11-16-2007

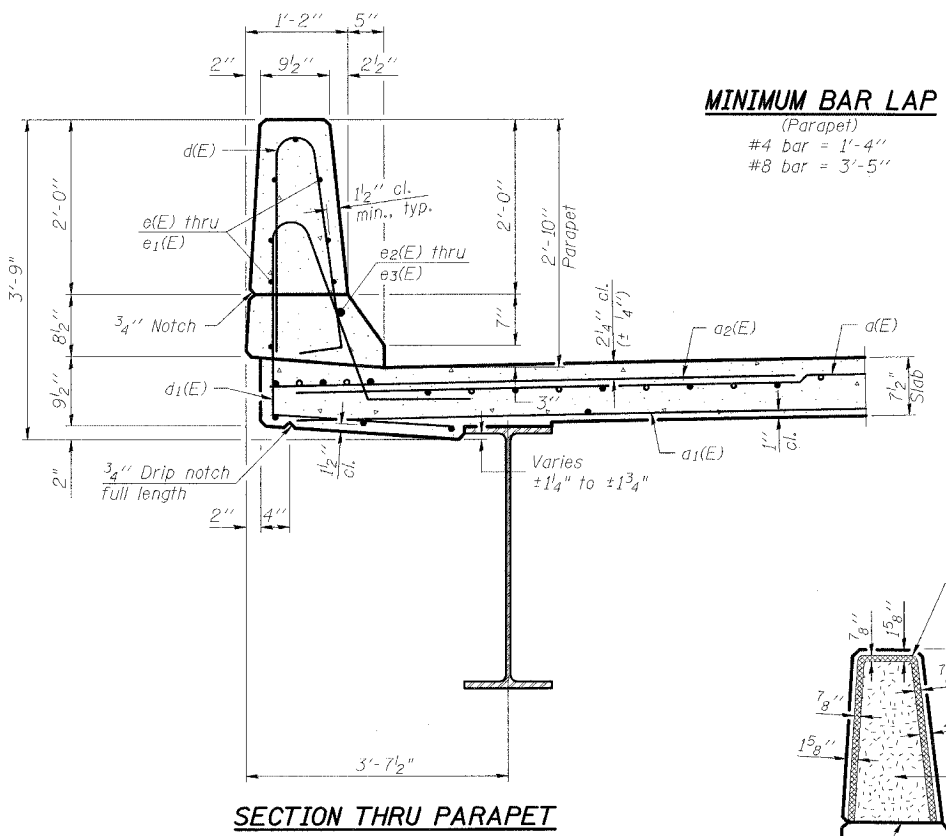


INSIDE HALF ELEVATION OF PARAPET
(Symmetric about C/Pier 2)

See Highway Standard 631031 for Traffic Barrier Terminal, Type 6 connection details (Typ. each end of parapet)

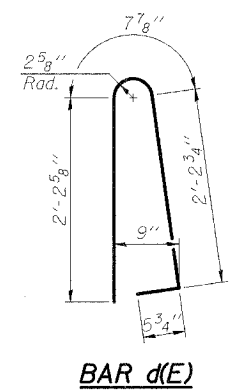
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	202	# 5	18'-4"	—
a ₁ (E)	154	# 5	17'-6"	—
a ₂ (E)	202	# 6	6'-0"	—
a ₃ (E)	202	# 5	16'-4"	—
a ₄ (E)	154	# 5	15'-6"	—
a ₅ (E)	8	# 6	18'-4"	—
a ₆ (E)	8	# 6	16'-4"	—
a ₇ (E)	24	# 5	6'-6"	U
a ₈ (E)	6	# 5	4'-3"	U
a ₉ (E)	6	# 5	2'-3"	U
b (E)	228	# 5	23'-2"	—
b ₁ (E)	108	# 6	17'-4"	—
b ₂ (E)	155	#5	27'-4"	—
d (E)	276	# 5	5'-7"	D
d ₁ (E)	276	# 5	8'-6"	D
e (E)	56	# 4	15'-4"	—
e ₁ (E)	56	# 4	15'-9"	—
e ₂ (E)	4	# 8	30'-11"	—
e ₃ (E)	4	# 8	31'-9"	—
e ₄ (E)	4	# 4	30'-11"	—
e ₅ (E)	4	# 4	31'-9"	—
x ₁ (E)	58	# 5	5'-11"	—
Reinforcement Bars, Epoxy Coated			Pound	34,190
Concrete Superstructure			Cu. Yds.	136.7

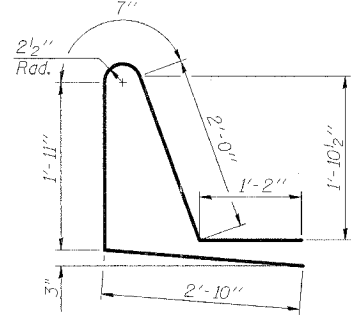


SECTION THRU PARAPET

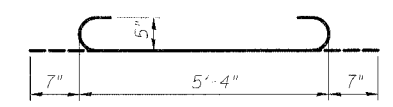
MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



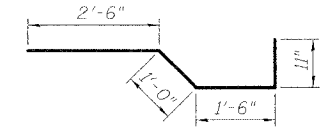
BAR d(E)



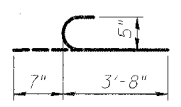
BAR d1(E)



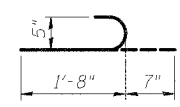
a7(E) BAR



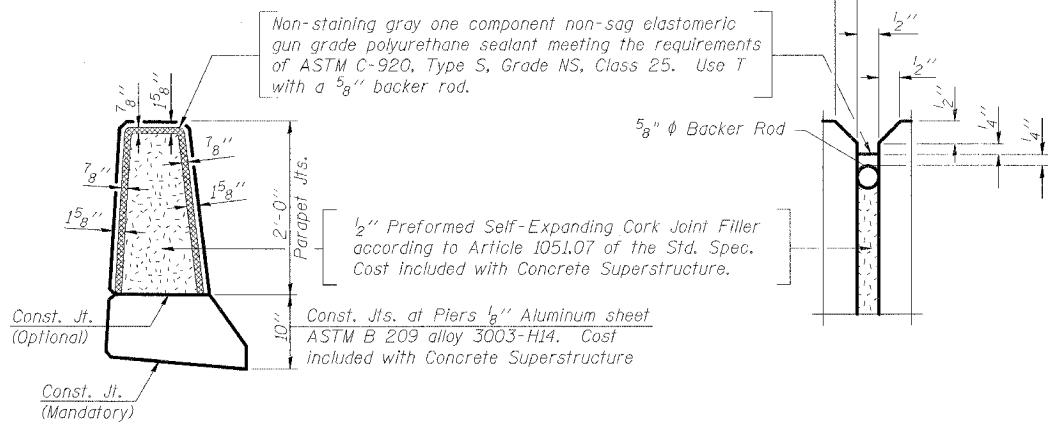
x1(E) BAR



a8(E) BAR



a9(E) BAR



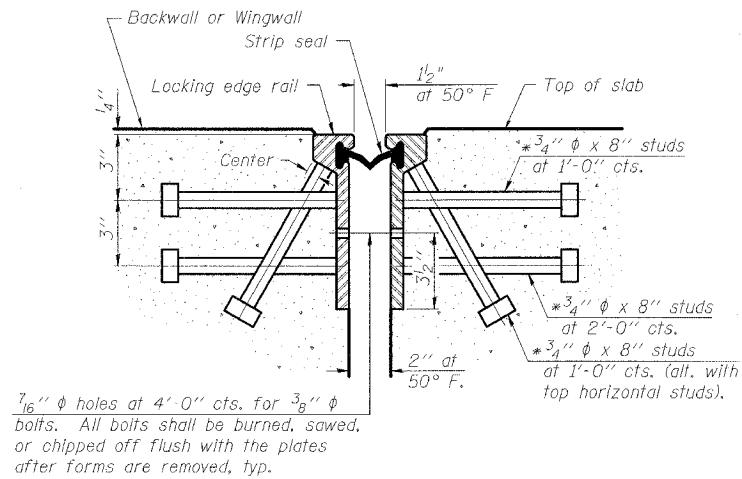
PARAPET JOINT DETAILS

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

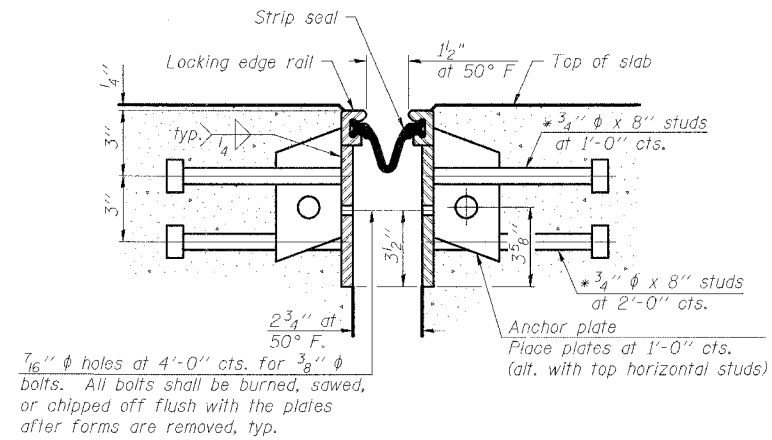
LASALLE COUNTY HIGHWAY DEPARTMENT
DECK PLAN AND CROSS SECTION
LASALLE STREET
OVER SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057
DATE 11-16-2007

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* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT

Notes:

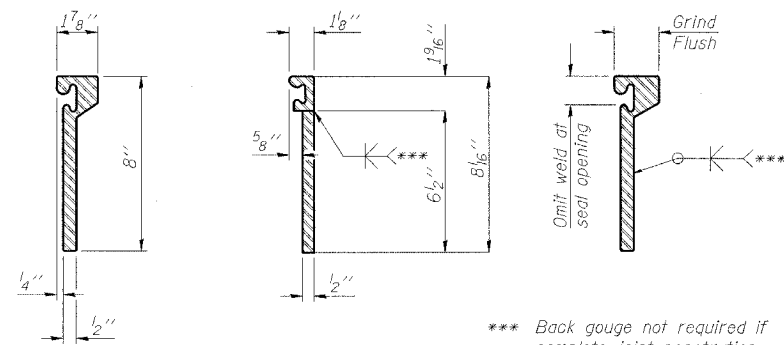
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

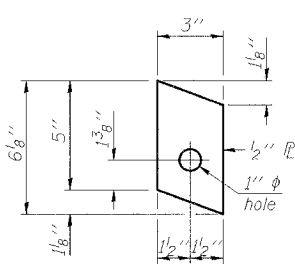


ROLLED (EXTRUDED) RAIL WELDED RAIL

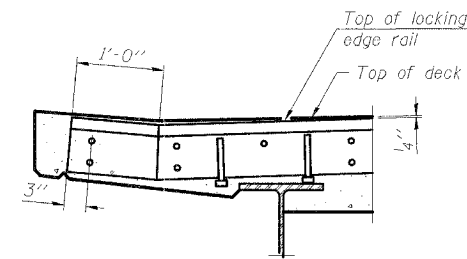
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



ANCHOR PL
(for welded rail)



TYPICAL END TREATMENT

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	68

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

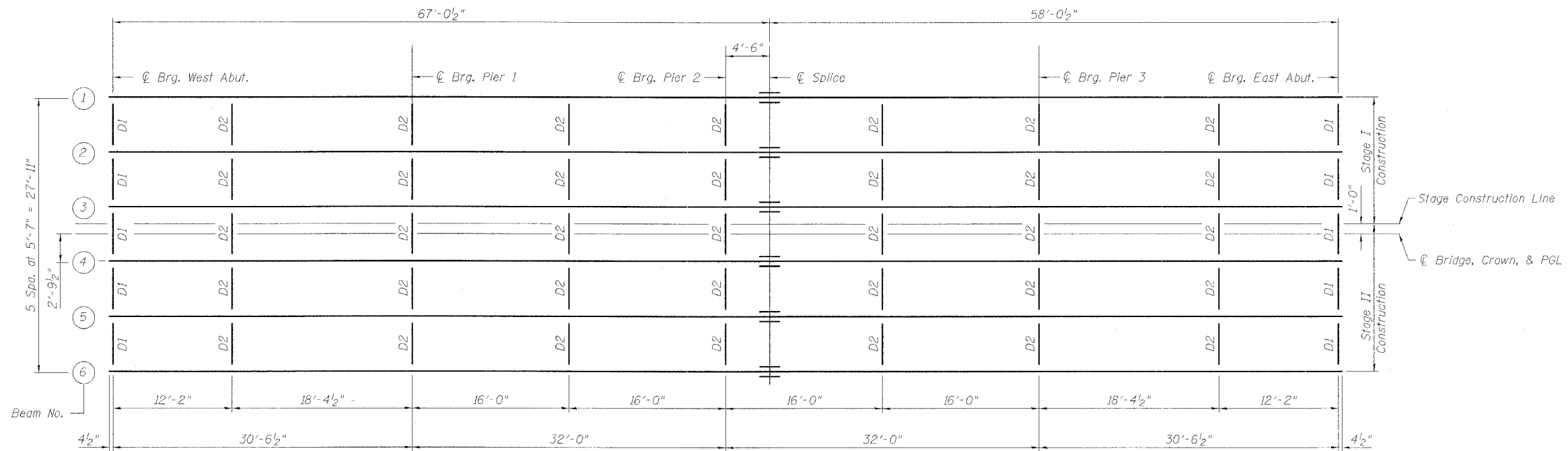
LASALLE COUNTY HIGHWAY DEPARTMENT

EXPANSION JOINT DETAILS

LASALLE STREET
OVER SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057

DATE 11-16-2007

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FRAMING PLAN

GIRDER MOMENT TABLE *

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s (in ⁴)	586	586	586	586	586	586	586
I_c (n) (in ⁴)	2,346	-	2,346	-	2,346	-	2,346
I_c (3n) (in ⁴)	1,755	-	1,755	-	1,755	-	1,755
S_s (in ⁻³)	72.7	72.7	72.7	72.7	72.7	72.7	72.7
S_c (n) (in ⁻³)	117	-	117	-	117	-	117
S_c (3n) (in ⁻³)	133	-	133	-	133	-	133
Z (in ⁻³)	-	82.3	-	82.3	-	82.3	-
W (k/ft.)	0.65	1.07	0.65	1.07	0.65	1.07	0.65
M_D (k)	46.4	98.6	24.7	77.2	24.7	98.6	46.4
s_D (k/ft.)	0.417	-	0.417	-	0.417	-	0.417
M_{sD} (k)	34.6	-	23.6	-	23.6	-	34.6
M_L (k)	130	65	114	60	114	65	130
M (Imp) (k)	39	19	34	18	34	19	39
$M_3[M_L + M(imp)]$ (k)	282	140	247	130	247	140	282
M_a (k)	471	312	385	269	385	312	471
M_u (k)	732	343	732	343	732	343	732
f_s^D (non-comp) (k.s.i.)	7.7	16.3	4.1	12.7	4.1	16.3	7.7
f_s^D (comp) (k.s.i.)	3.1	-	2.1	-	2.1	-	3.1
$f_s^{s_3}$ (4+Imp) (k.s.i.)	28.9	23.1	25.3	21.5	25.3	23.1	28.9
f_s (Overload) (k.s.i.)	39.7	39.4	31.5	34.2	31.5	39.4	39.7
f_s (Total) (k.s.i.)	-	-	-	-	-	-	-
VR (k)	38.5	-	27.7	-	27.7	-	38.5

GIRDER REACTION TABLE *

	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.
R_D (k)	13.1	37.2	32.7	37.2	13.1
R_L (k)	26.3	32.6	32.3	32.6	26.3
Imp. (k)	7.89	9.78	9.69	9.78	7.89
R (Total) (k)	47.29	79.58	74.69	79.58	47.29

TOP OF BEAM ELEVATIONS (For Fabrication Use Only)

LOCATION	Ø BRG. WEST ABUT.	Ø BRG. EAST ABUT.	PIER 1	PIER 2	PIER 3	SPLICE
Beam 1	646.14	648.90	646.80	647.49	648.21	647.58
Beam 2	646.23	648.98	646.89	647.58	648.30	647.67
Beam 3	646.31	649.07	646.98	647.66	648.39	647.76
Beam 4	646.31	649.07	646.98	647.66	648.39	647.76
Beam 5	646.23	648.98	646.89	647.58	648.30	647.67
Beam 6	646.14	648.90	646.80	647.49	648.21	647.58
** Anticipated Fillet Height (±) (Inches)	0.50"	0.50"	0.72"	0.96"	0.72"	*0.50"

* Fillet above top of splice plate

** Anticipated fillet heights are approximate and are provided for Fabrication use only.

NOTES:

All material shall be AASHTO M270 Grade 50.

NTR indicates notch toughness requirements.

See Sheet S-11 for typical beam elevation and framing details.

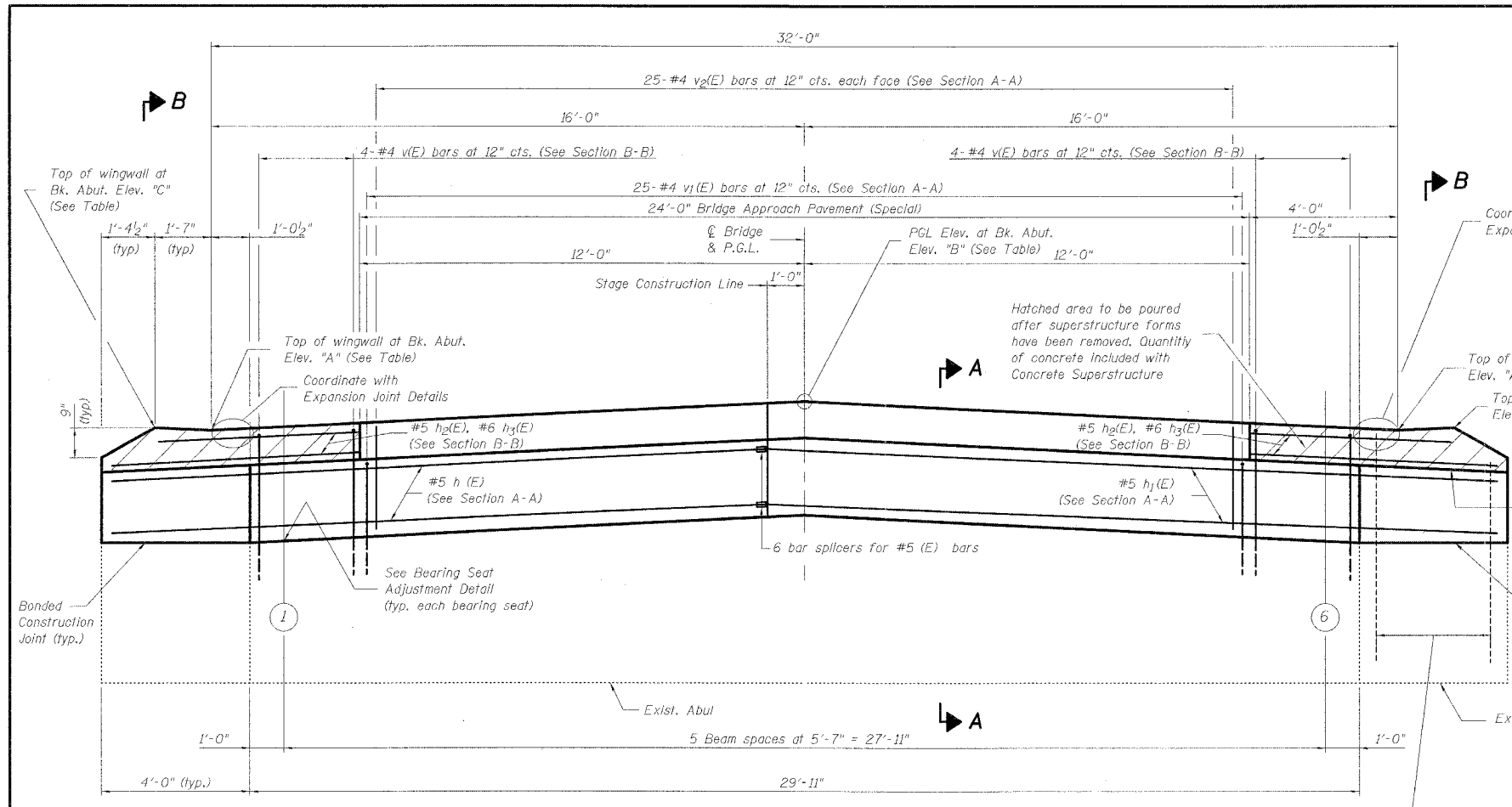
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_{c(n)}$ and $S_{c(n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (See AASHTO 10.38)
 VR is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
 M_a (Applied Moment) = $1.3[M_D + M_{sD} + s_3(M_L + M(imp))]$.
 The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to $M_D + M_{sD} + s_3(M_L + M(imp))$.
 f_s (Total) (Non-compaction section) is the sum of the stresses due to $1.3[M_D + M_{sD} + s_3(M_L + M(imp))]$.

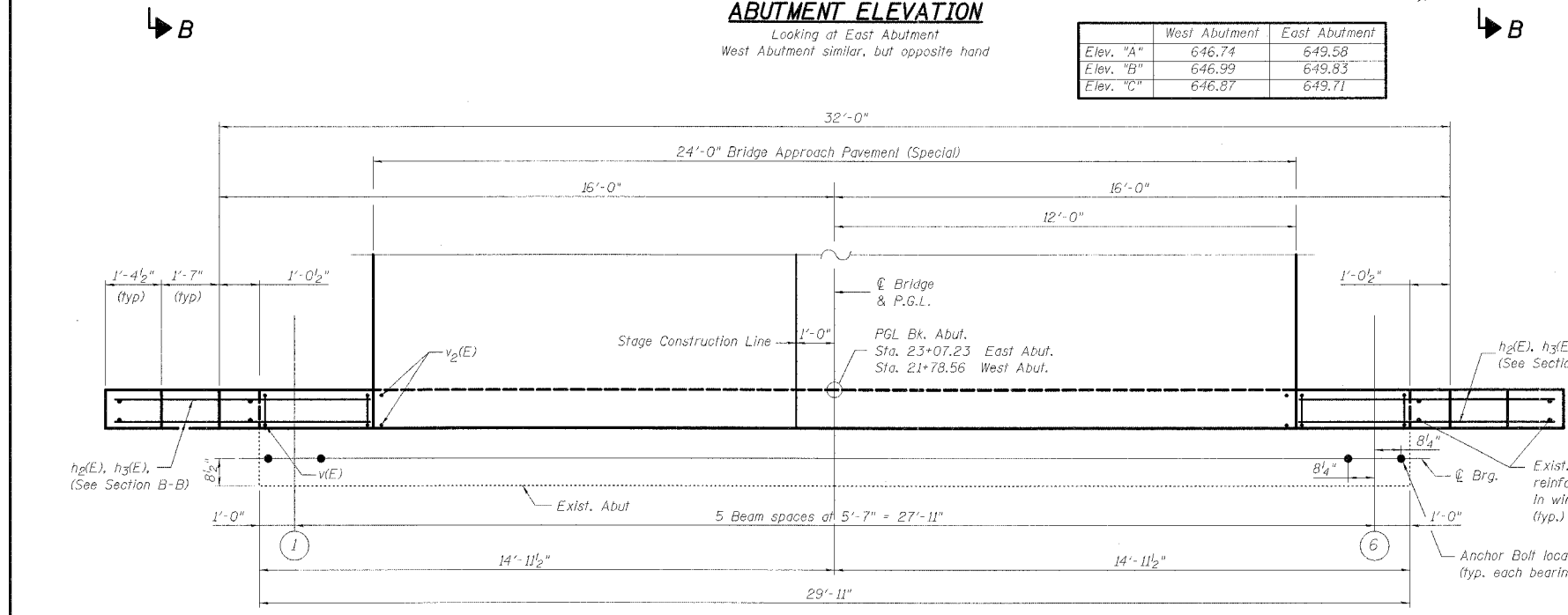
* Exterior Girder Controls design.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD



ABUTMENT ELEVATION
Looking at East Abutment
West Abutment similar, but opposite hand

	West Abutment	East Abutment
Elev. "A"	646.74	649.58
Elev. "B"	646.99	649.83
Elev. "C"	646.87	649.71

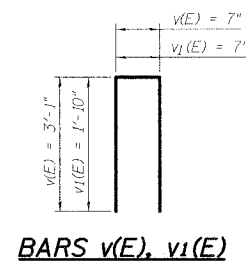


ABUTMENT PLAN
Looking at East Abutment
West Abutment similar, but opposite hand

APPROXIMATE EXISTING BEARING SEAT ELEVATIONS AT ABUTMENTS

	⊙ Brg. West Abutment	⊙ Brg. East Abutment
⊙ Beam 1	644.39	647.23
⊙ Beam 2	644.48	647.32
⊙ Beam 3	644.57	647.41
⊙ Beam 4	644.57	647.41
⊙ Beam 5	644.48	647.32
⊙ Beam 6	644.39	647.23

Included for bidders information only. Existing Bearing Seat elevations are based on field survey and information from the existing design plans and should be field verified.

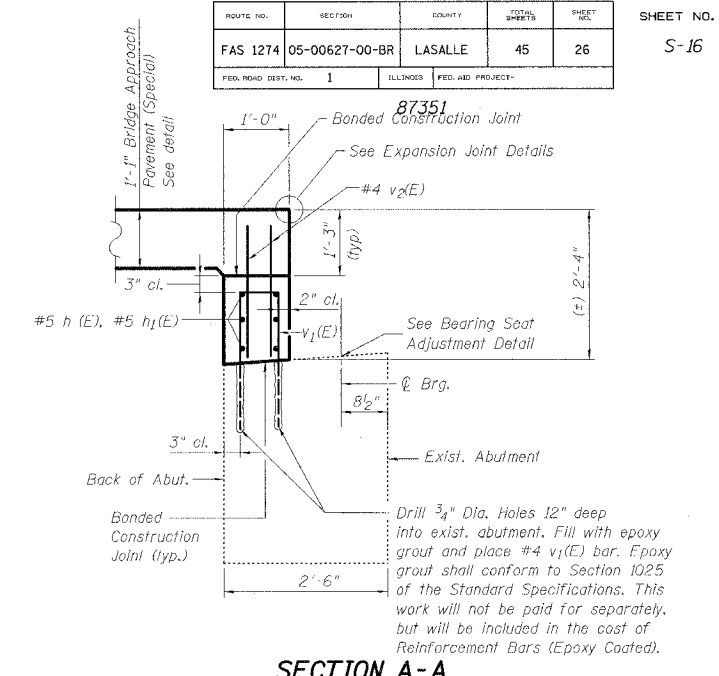


BARS v(E), v1(E)

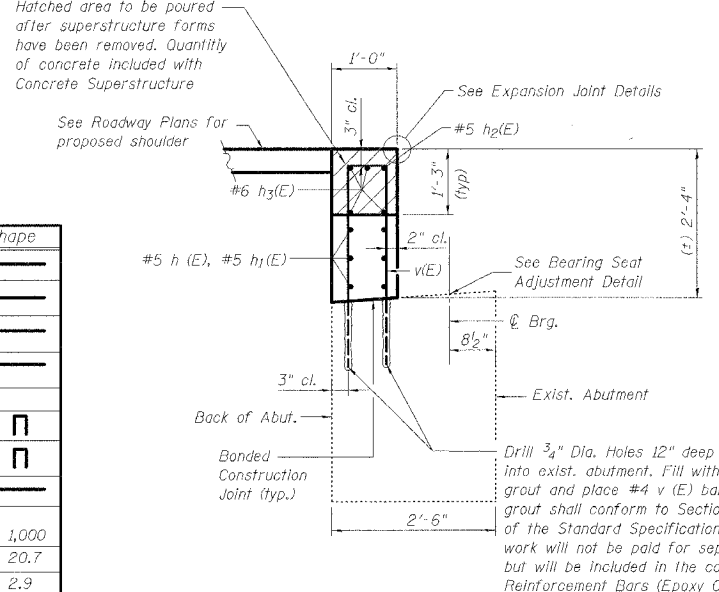
*** ABUTMENT BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	12	# 5	17'-9"	—
h2(E)	4	# 5	6'-7"	—
h3(E)	16	# 6	6'-1"	—
v(E)	16	# 4	6'-9"	⊏
v1(E)	50	# 4	4'-3"	⊏
v2(E)	100	# 4	2'-0"	—
Reinforcement Bars Epoxy Coated		Pound	1,000	
Structure Excavation		Cu. Yds.	20.7	
Concrete Structures		Cu. Yds.	2.9	
Concrete Sealer		Sq. Ft.	169	

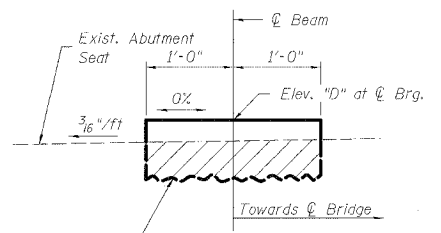
* Quantities provided for both abutments



SECTION A-A

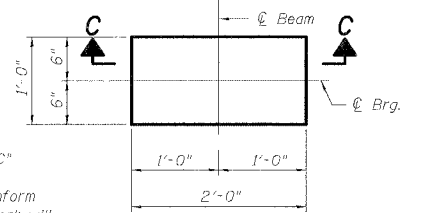


SECTION B-B



SECTION C-C

BEARING SEAT ADJUSTMENT DETAIL



PLAN

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

LASALLE COUNTY HIGHWAY DEPARTMENT

SUBSTRUCTURE DETAILS

LASALLE STREET
OVER SOMONAUK CREEK
VILLAGE OF SOMONAUK
SECTION NO. 05-00627-00-BR
STRUCTURE NO. 050-3057

DATE 11-16-2007

Illinois Professional Design Firm # 184-000108

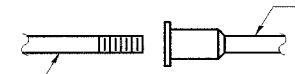
SEC GROUP, INC.

Smith Engineering Consultants • SEC Automation • SEC Planning

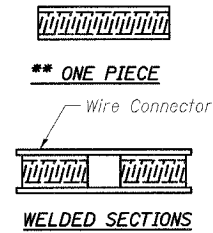
4500 Prime Parkway, Moline, IL 60050
T. 815.385.1778 F. 815.385.1781
www.secgroupinc.com engineering@secgroupinc.com

COMPANY NAME: Smith, Robert E. & Co.
 COUNTY: ILLINOIS
 PROJECT: FAS 1274
 SHEET: S-16

The diameter of this part is the same as the diameter of the bar spliced.

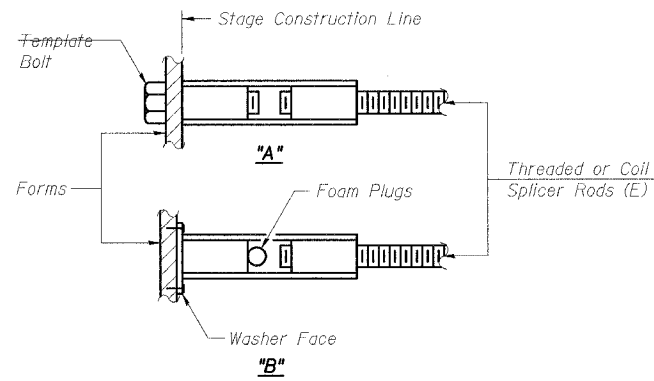


ROLLED THREAD DOWEL BAR



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

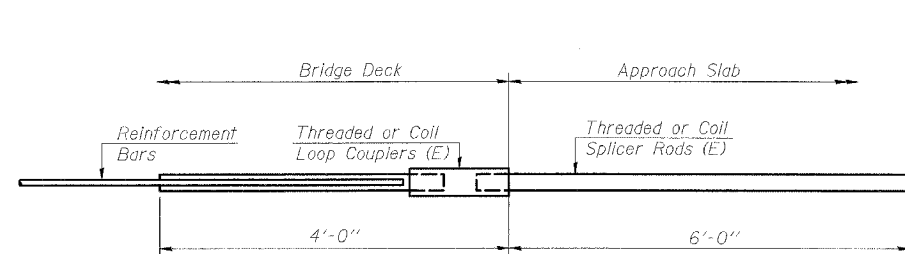
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

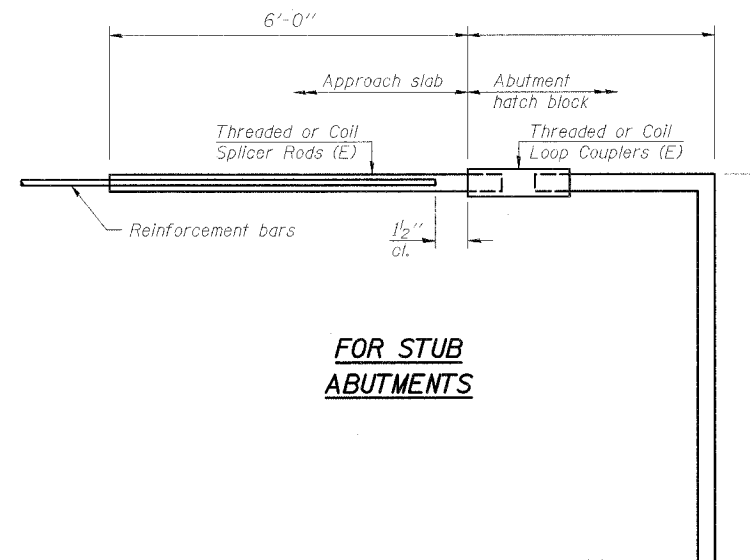
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_s$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_s$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_s = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

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



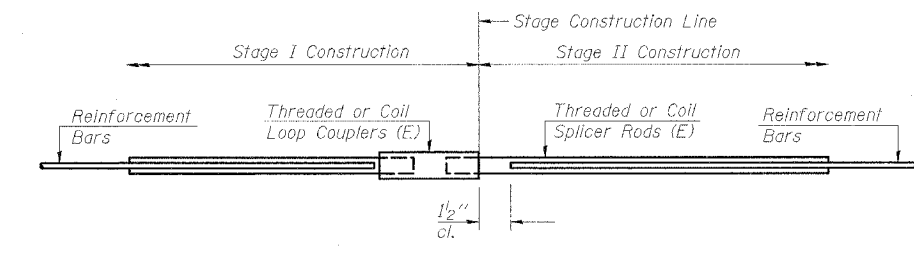
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	374	Deck, Abut.
#6	8	Abut.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD



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LASALLE COUNTY HIGHWAY DEPARTMENT

BAR SPLICER ASSEMBLY DETAILS

LASALLE STREET
 OVER SOMONAUK CREEK
 VILLAGE OF SOMONAUK
 SECTION NO. 05-00627-00-BR
 STRUCTURE NO. 050-3057

DATE 11-16-2007

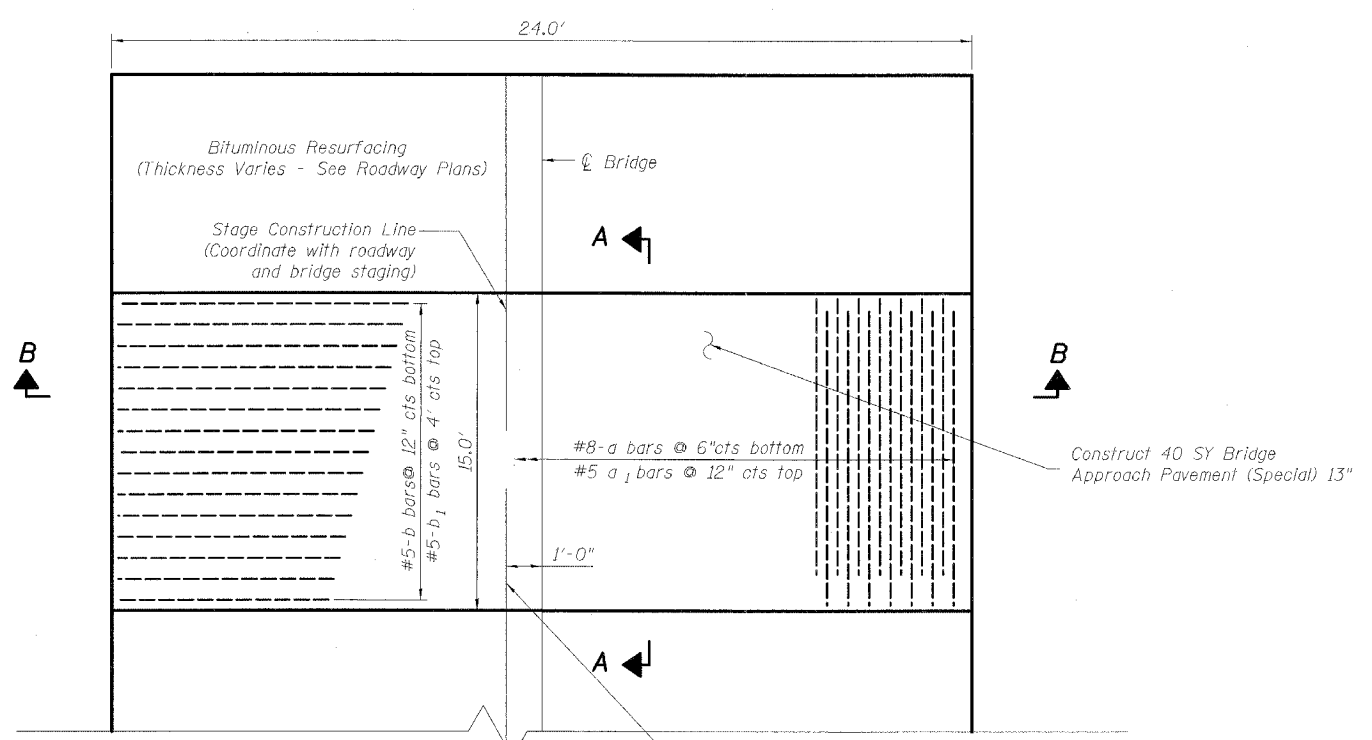
COMPANY NAME: Smith, Barrett & Johnson
 CLIENT: ASHLAND
 PROJECT: BRIDGE
 DATE: 11/16/07

ROUTE NO.	SECTION	COUNTY	SHEET	OF SET
FAS 1274	05-00627-00-BR	LASALLE	45	29
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		
1				

SHEET NO. S-16
S-16 SHEETS

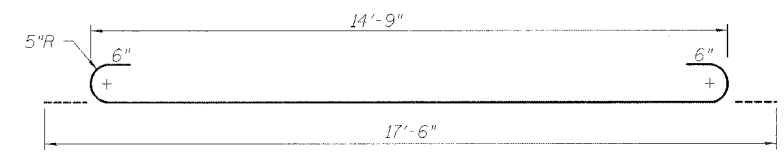
87351

PLAN EAST APPROACH PAVEMENT

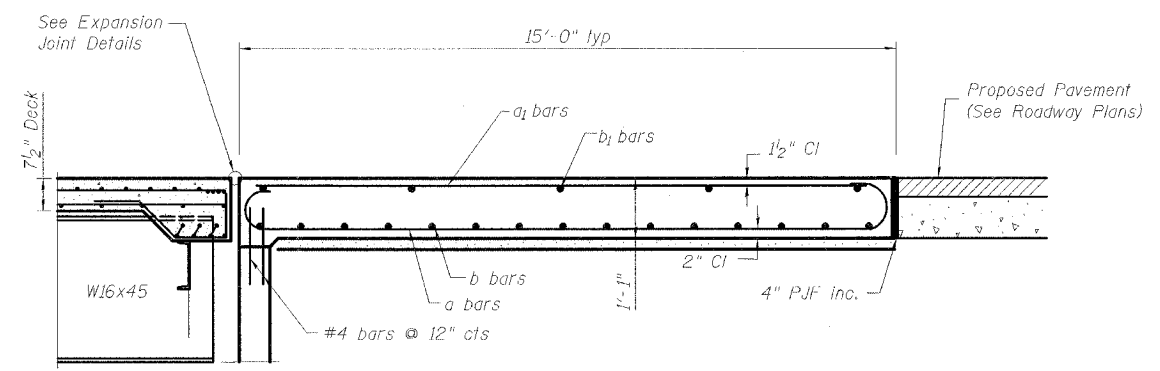


BAR LIST

Bar	No. West	No. East	Size	Length	Shape
a (E)	48	48	8	17'-6"	U
a ₁ (E)	24	24	5	14'-9"	—
b (E)	16	16	5	27'-4"	—
b ₁ (E)	5	5	5	27'-4"	—

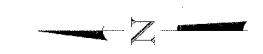


BAR a

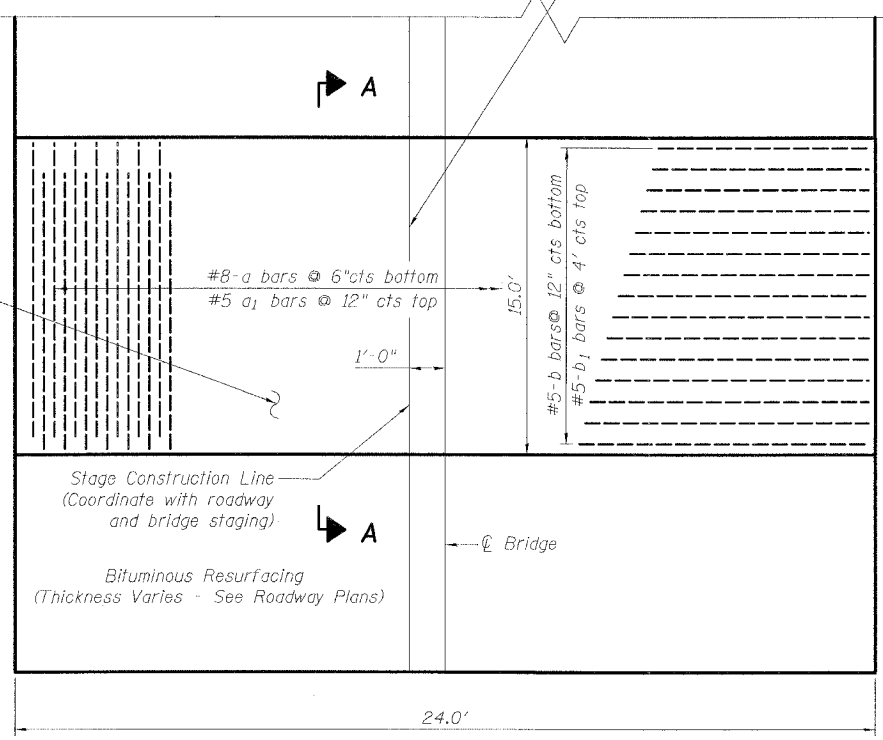


SECTION A-A

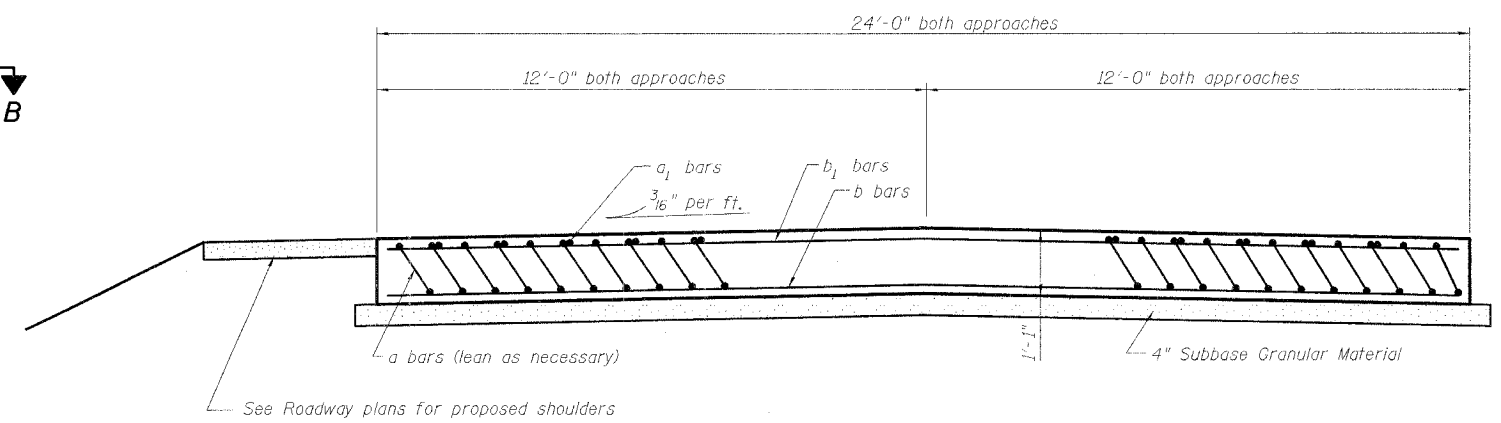
Stage Construction Line-See Highway Standard 420001-06 for Longitudinal Construction Joint Details. In lieu of the Longitudinal Construction Joint Detail, the Contractor may use Bar Splicers in accordance with the Bar Splicer Assembly Details. The cost of the Bar Splicers shall be included in the cost of Bridge Approach Pavement (Special).



Construct 40 SY Bridge Approach Pavement (Special) 13"



PLAN WEST APPROACH PAVEMENT



SECTION B-B

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 Smith Engineering Consultants • SEC Automation • SEC Planning
 4000 Prime Parkway, McHenry, IL 60050
 t: 815.385.1778 f: 815.385.1781
 www.secgroupinc.com engineering@secgroupinc.com

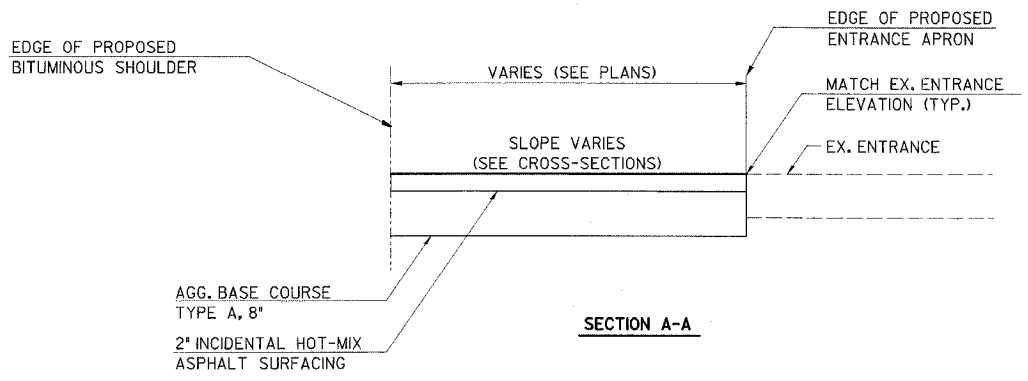
LASALLE COUNTY HIGHWAY DEPARTMENT
BRIDGE APPROACH PAVEMENT (SPECIAL) DETAILS
 LASALLE STREET
 OVER SOMONAUK CREEK
 VILLAGE OF SOMONAUK
 SECTION NO. 05-00627-00-BR
 STRUCTURE NO. 050-3057
 DATE 11-16-2007

DRAWN BY: WJH
 CHECKED BY: AEU
 PROJECT: 05-00627-00-BR
 SHEET: S-16
 DATE: 11-16-2007

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I274	05-00627-00-BR	LASALLE	45	30
STA. 18+80.00		TO STA. 27+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

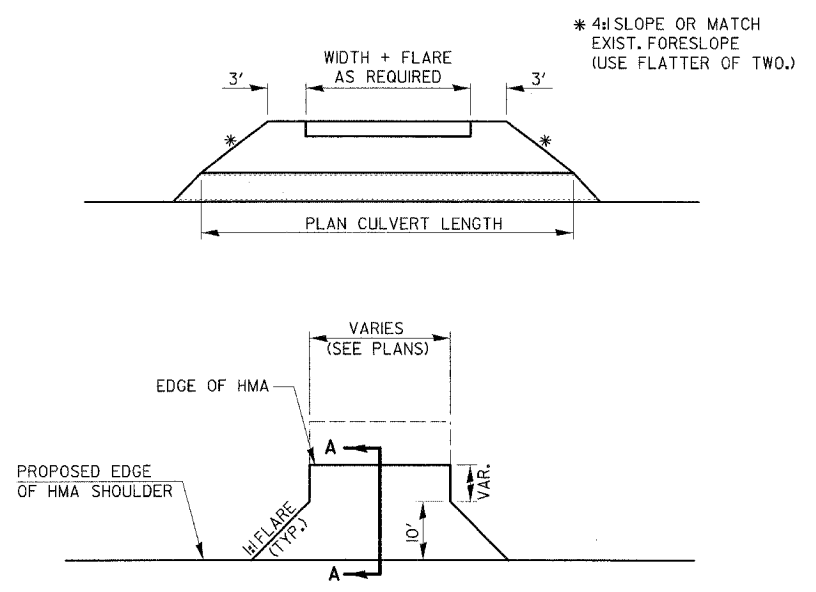
87351

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	RE. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	

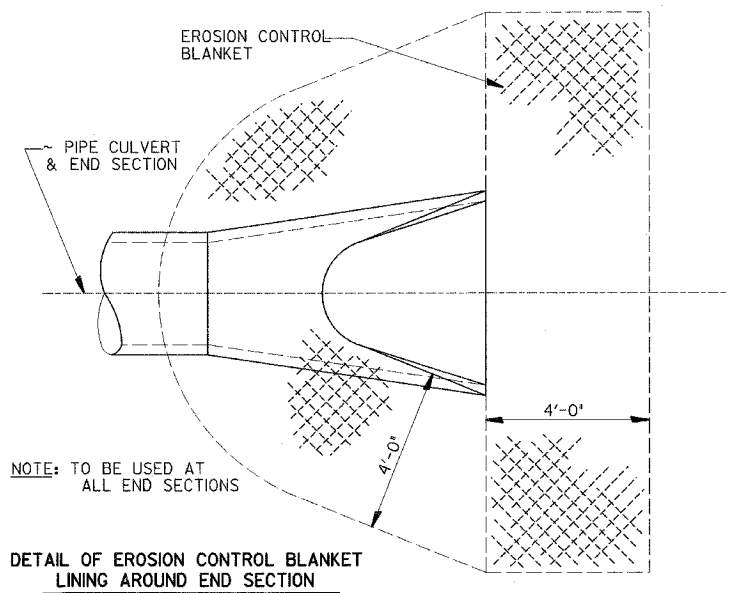


PROFILE AT PRIVATE / COMMERCIAL ENTRANCES

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	RE. OF WAY CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



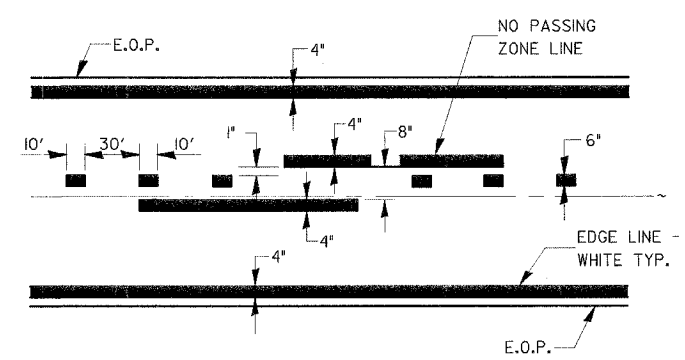
PLAN AT PRIVATE & COMMERCIAL ENTRANCES
(DO NOT RESURFACE FIELD ENTRANCES)



NOTE: TO BE USED AT ALL END SECTIONS

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

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



CENTERLINE & NO PASSING ZONE LINES - YELLOW
(SEE TYPICAL SECTIONS)

PAVEMENT MARKING

REVISIONS	
NAME	DATE

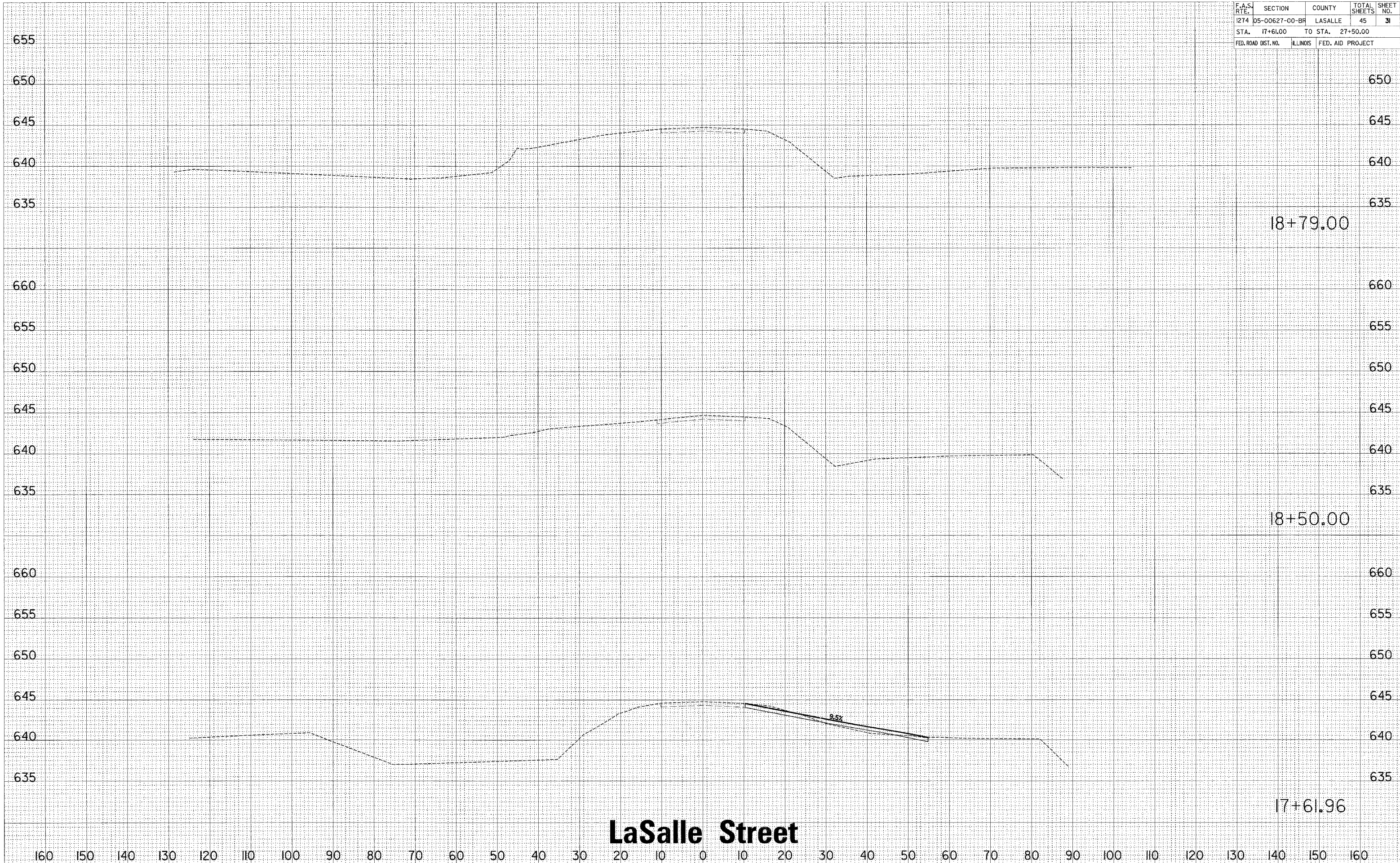
ILLINOIS DEPARTMENT OF TRANSPORTATION
LASALLE STREET BRIDGE REPLACEMENT

MISCELLANEOUS DETAILS

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE 11/16/07

I:\projects\11062301\11062301.dwg
 11/16/07

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BH	LASALLE	45	31
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LaSalle Street

DATE	BY

NO.	AREAS CHECKED

NO.	AREAS CHECKED

DATE	BY

NO.	AREAS CHECKED

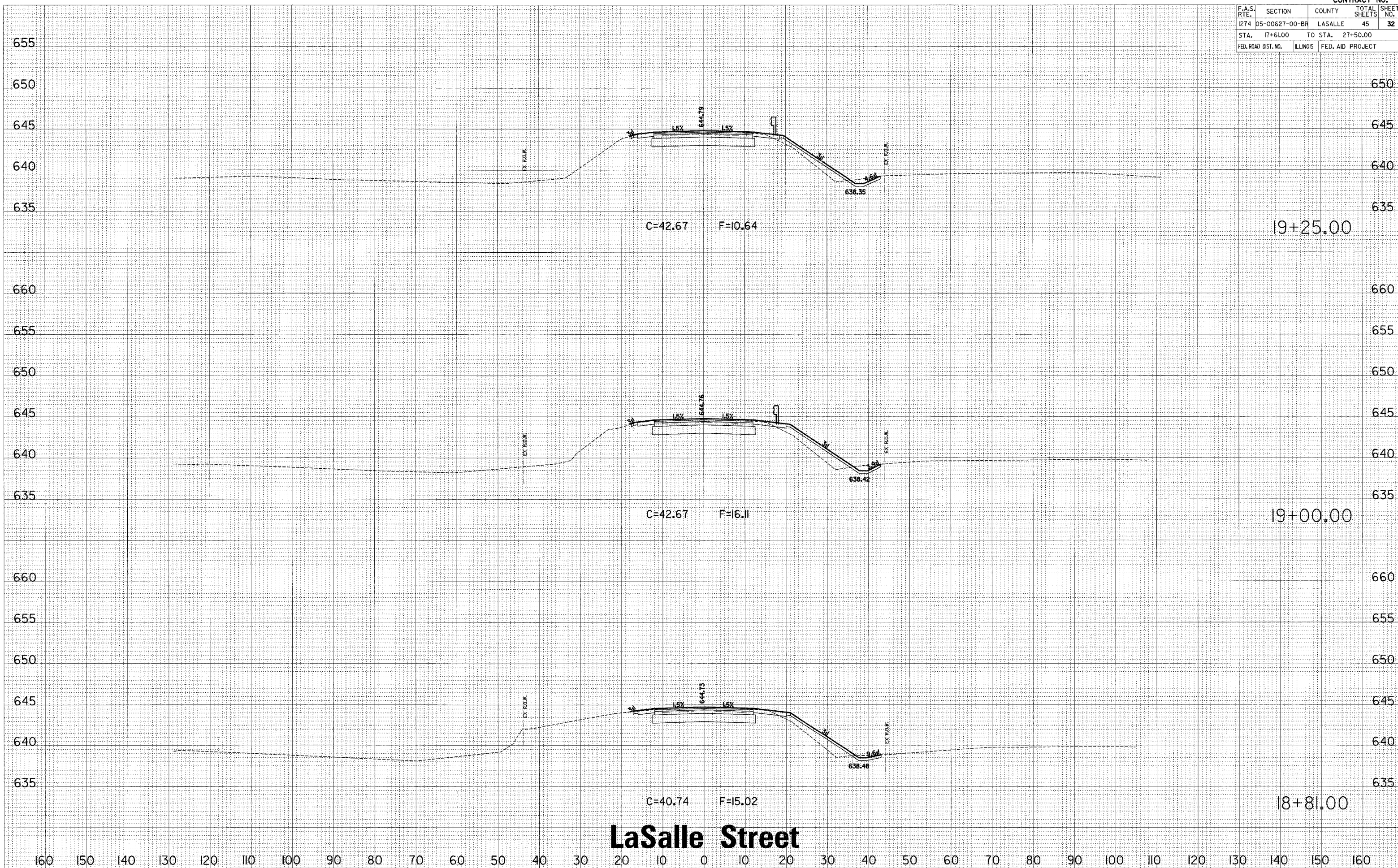
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	32
STA.	17+61.00	TO STA.	27+50.00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	DATE
NOTED BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
NOTED BOOK	
AREAS CHECKED	
NO.	

PLOT DATE = 11/15/2007
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 REFERENCE = #REF#



LaSalle Street

CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	33
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

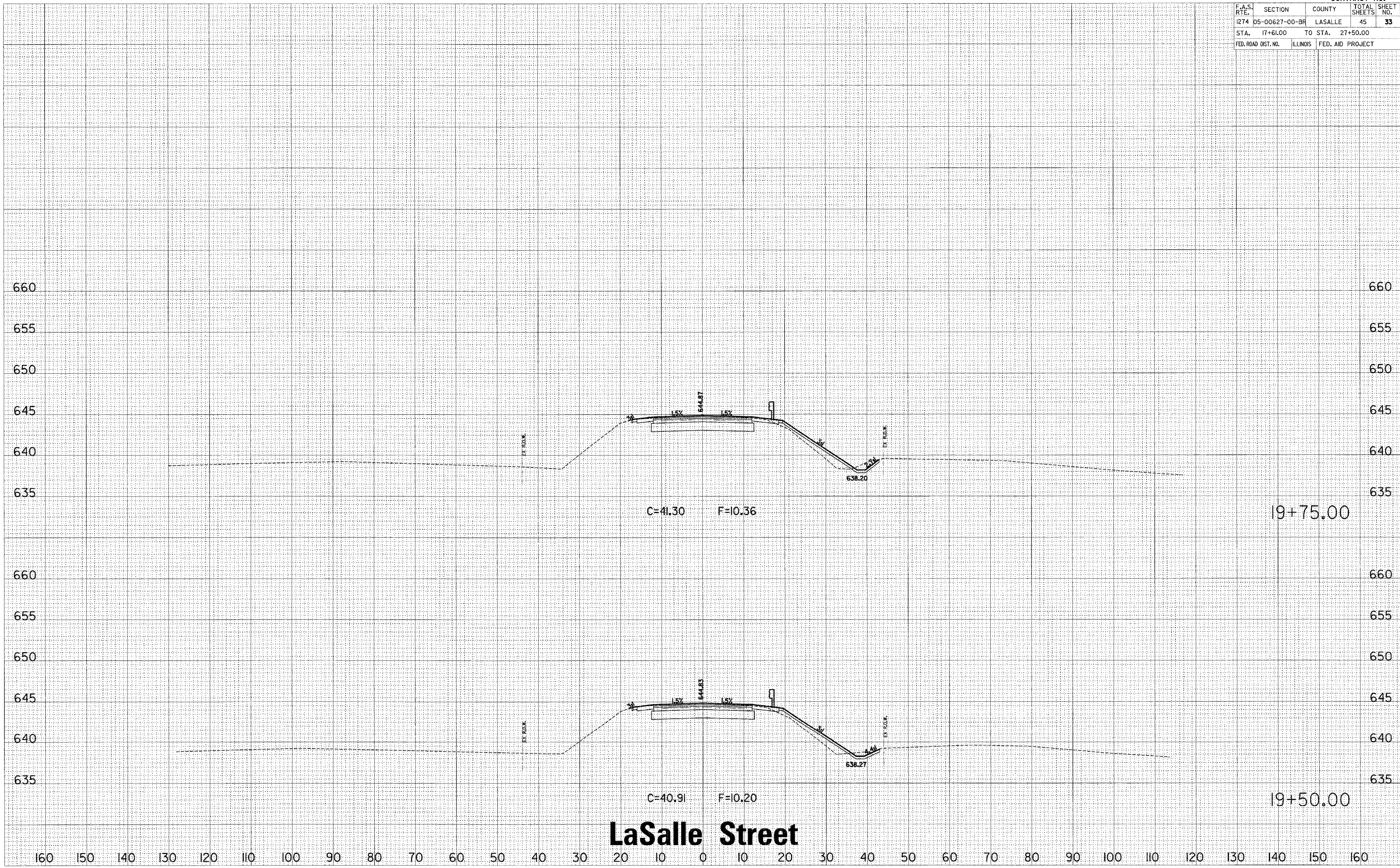
DATE	BY

NO.	AREAS CHECKED

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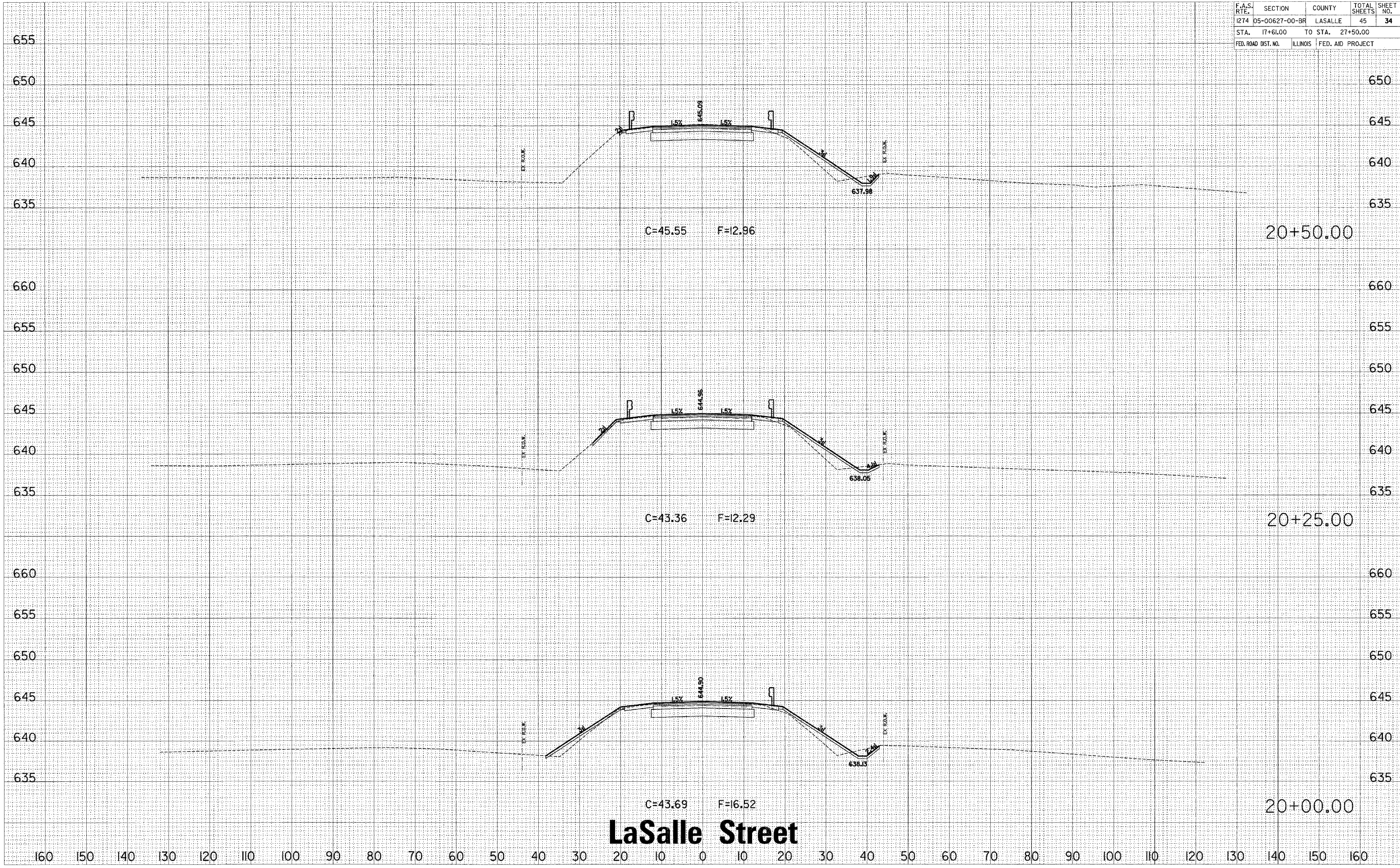
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 REFERENCE = REF#



LaSalle Street

CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	34
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BY	DATE

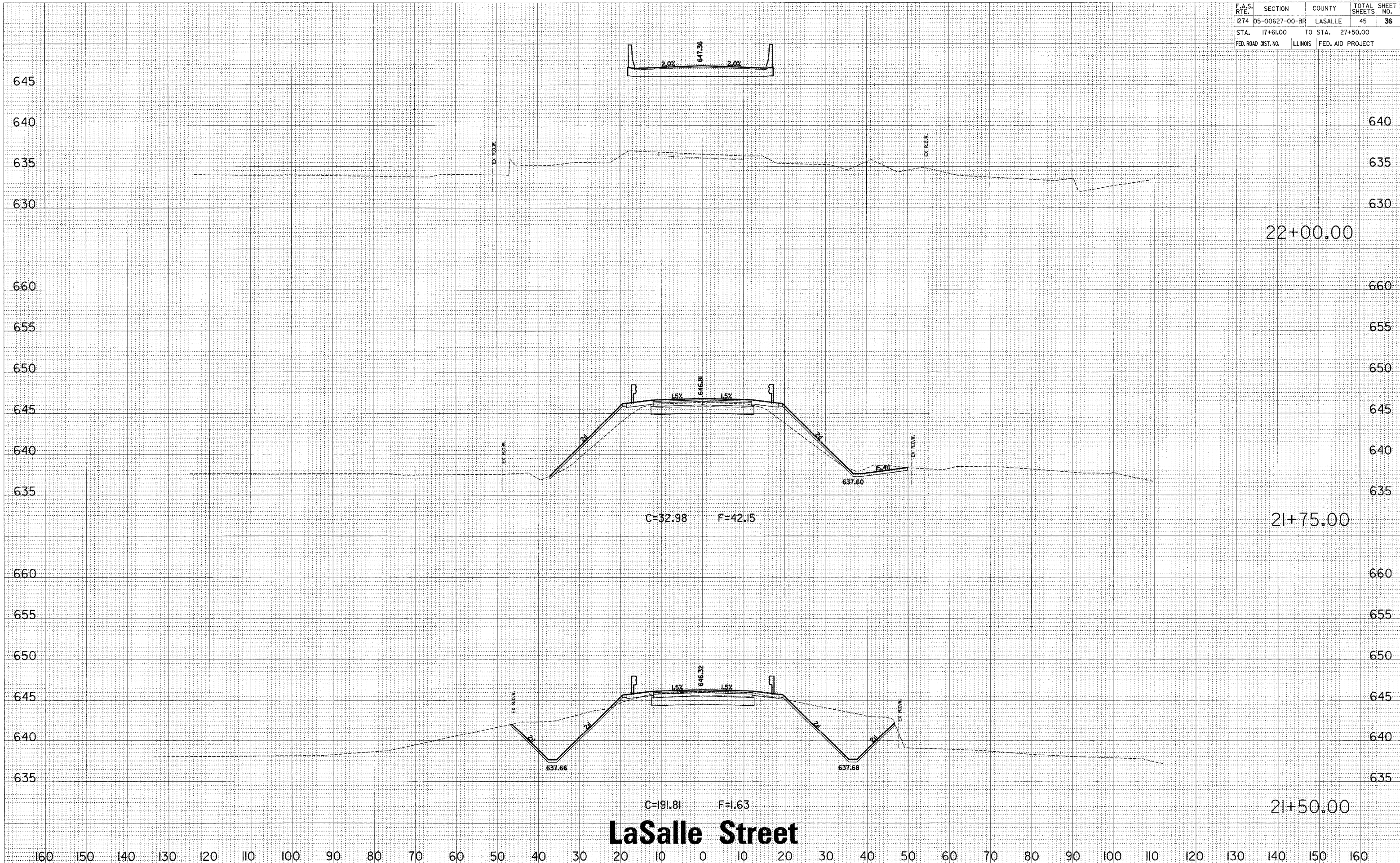
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BY	DATE

NO.	AREAS CHECKED

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CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	36
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LaSalle Street

C=191.81 F=1.63

C=32.98 F=42.15

FINAL SURVEY	DATE
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PLANNING <td></td>	
DESIGN <td></td>	
CONSTRUCTION <td></td>	

ORIGINAL SURVEY	DATE
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PLANNING <td></td>	
DESIGN <td></td>	
CONSTRUCTION <td></td>	

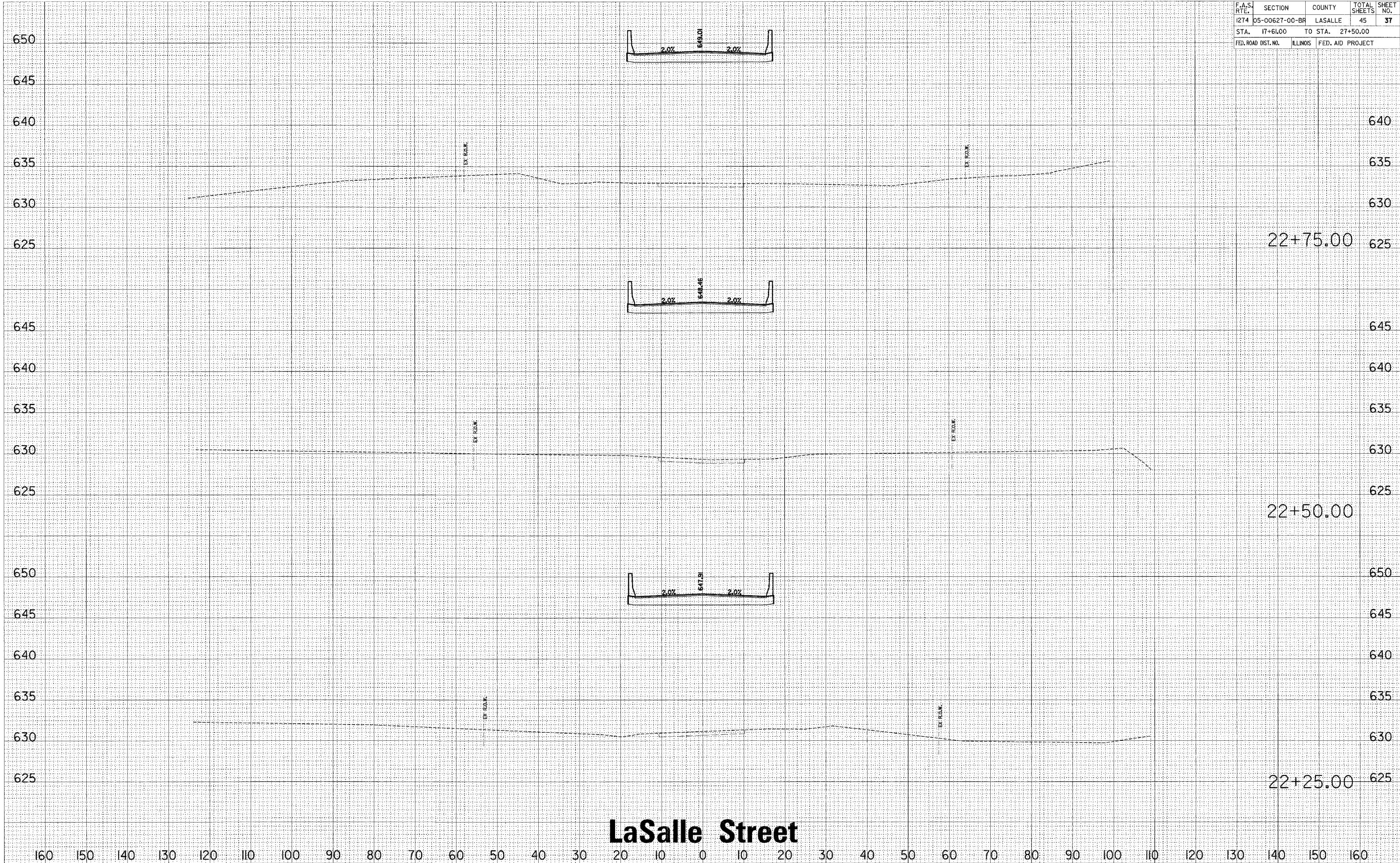
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1274	05-00627-00-BR	LASALLE	45	37
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

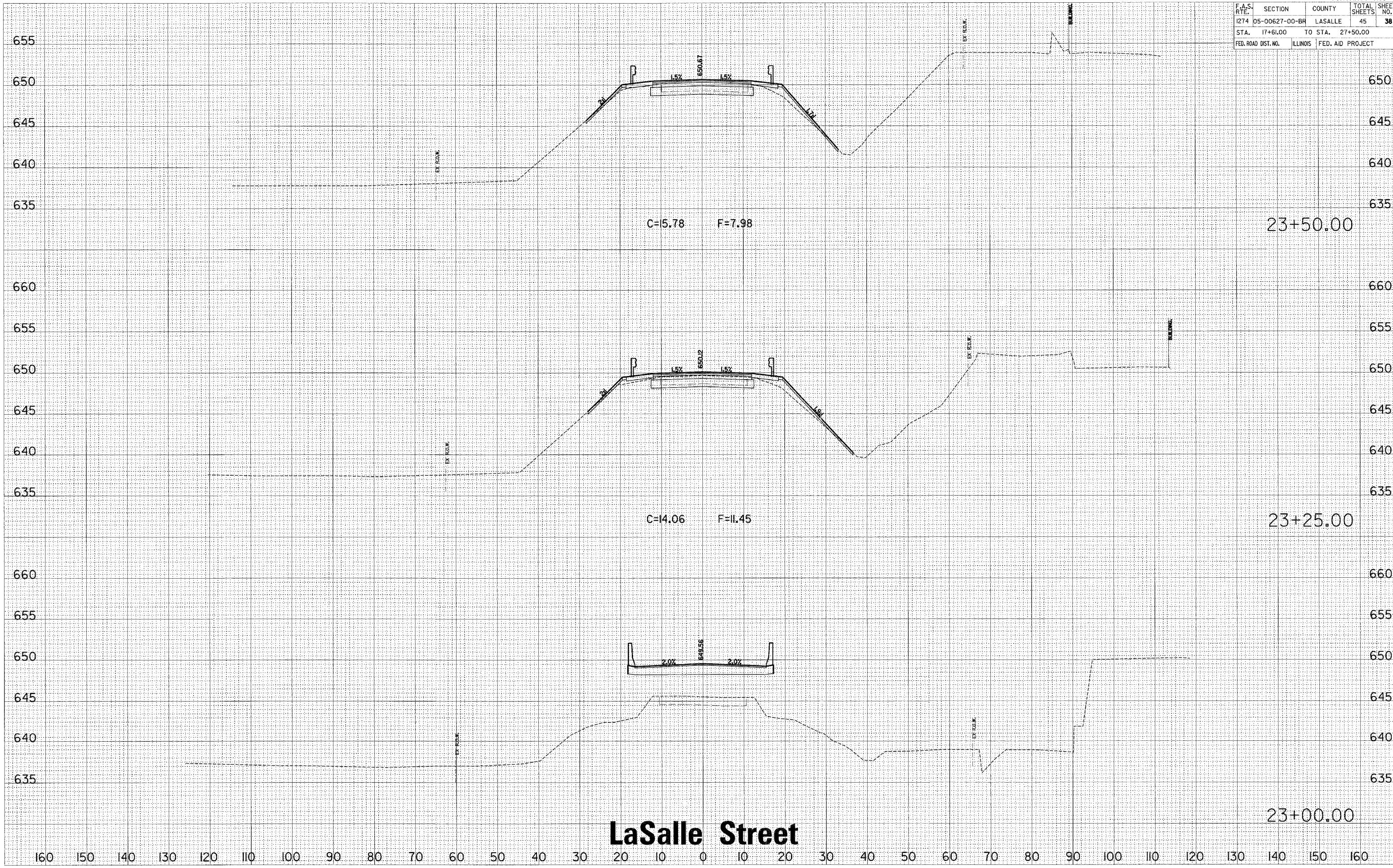
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SURVEYED			
PLOTTED			
NOTE BOOK			
AREAS CHECKED			

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 REFERENCE = BRFA



LaSalle Street

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	38
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LaSalle Street

FINAL SURVEY	SURVEYED	PLOTTED	DATE
NOTE BOOK	TEMP. PLATE	AREAS CHECKED	
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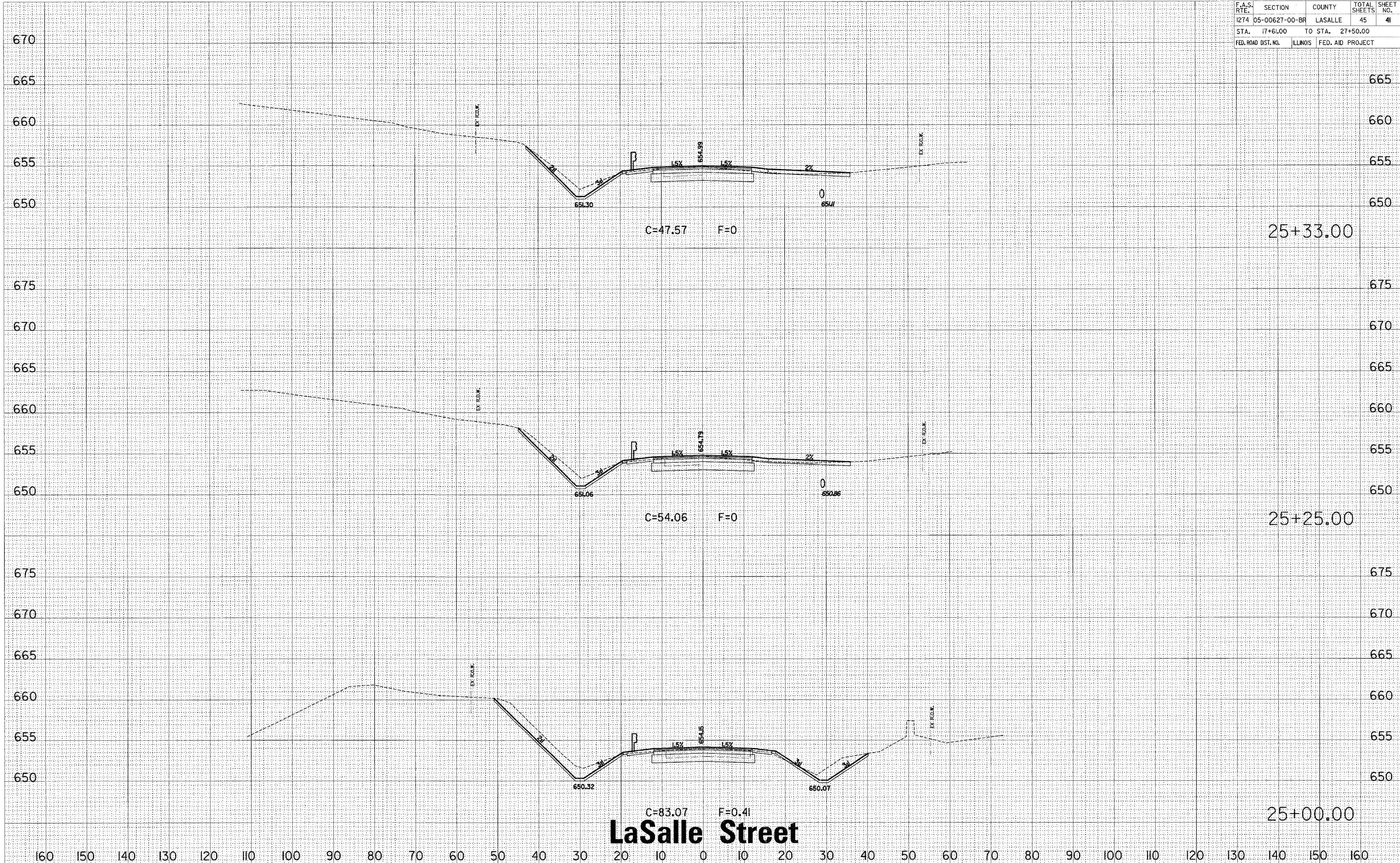
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REFERENCE	TEMP. PLATE	AREAS CHECKED	
NO.			

PLOT DATE = 11/15/2007
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CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I274	05-00627-00-BR	LASALLE	45	41
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



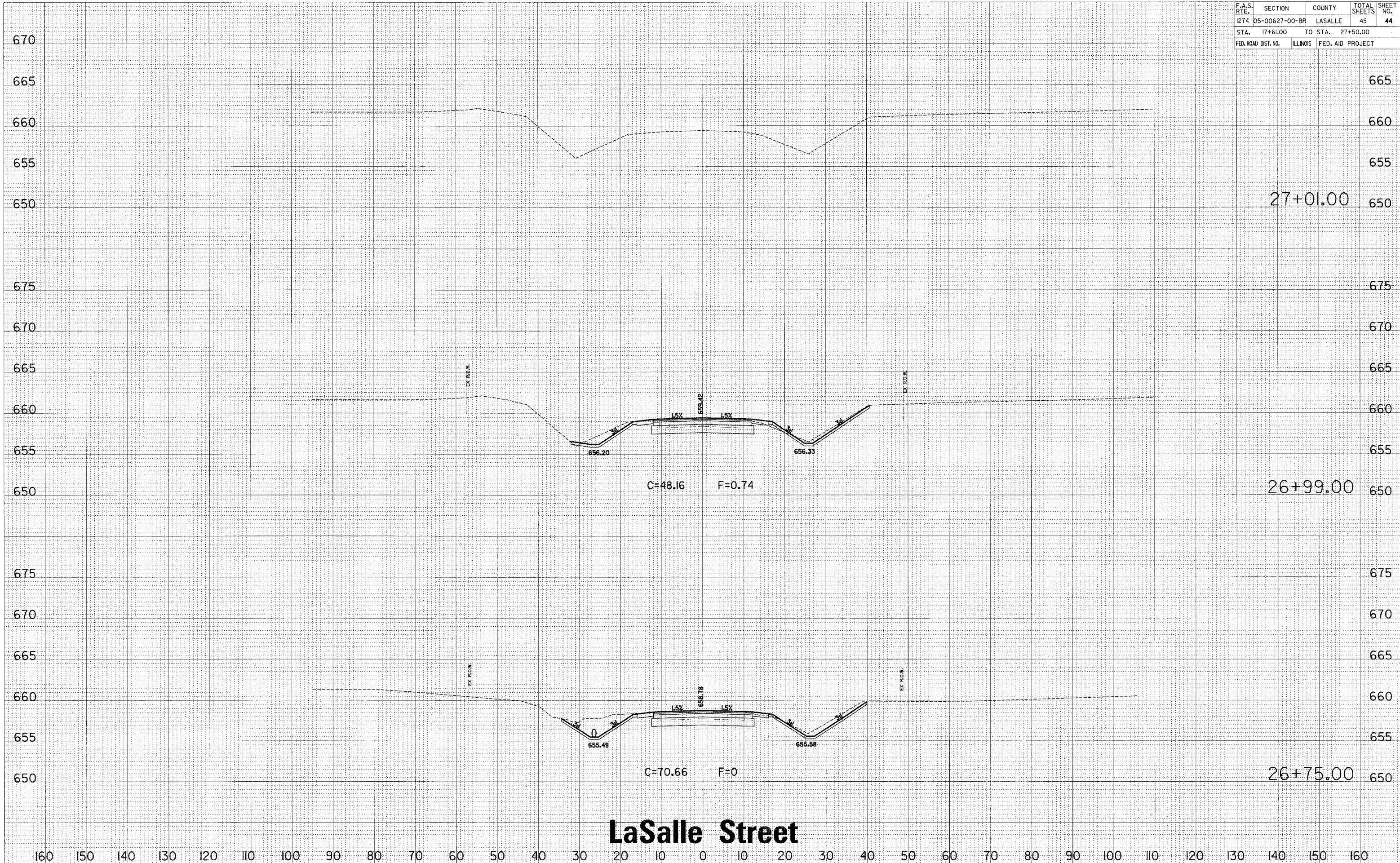
LaSalle Street

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ORIGINAL SURVEY	SKIPPED	BY	DATE
NO. 1	NO. 1		

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CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BR	LASALLE	45	44
STA. 17+61.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LaSalle Street

NO.	AREAS CHECKED	DATE	BY

NO.	AREAS CHECKED	DATE	BY

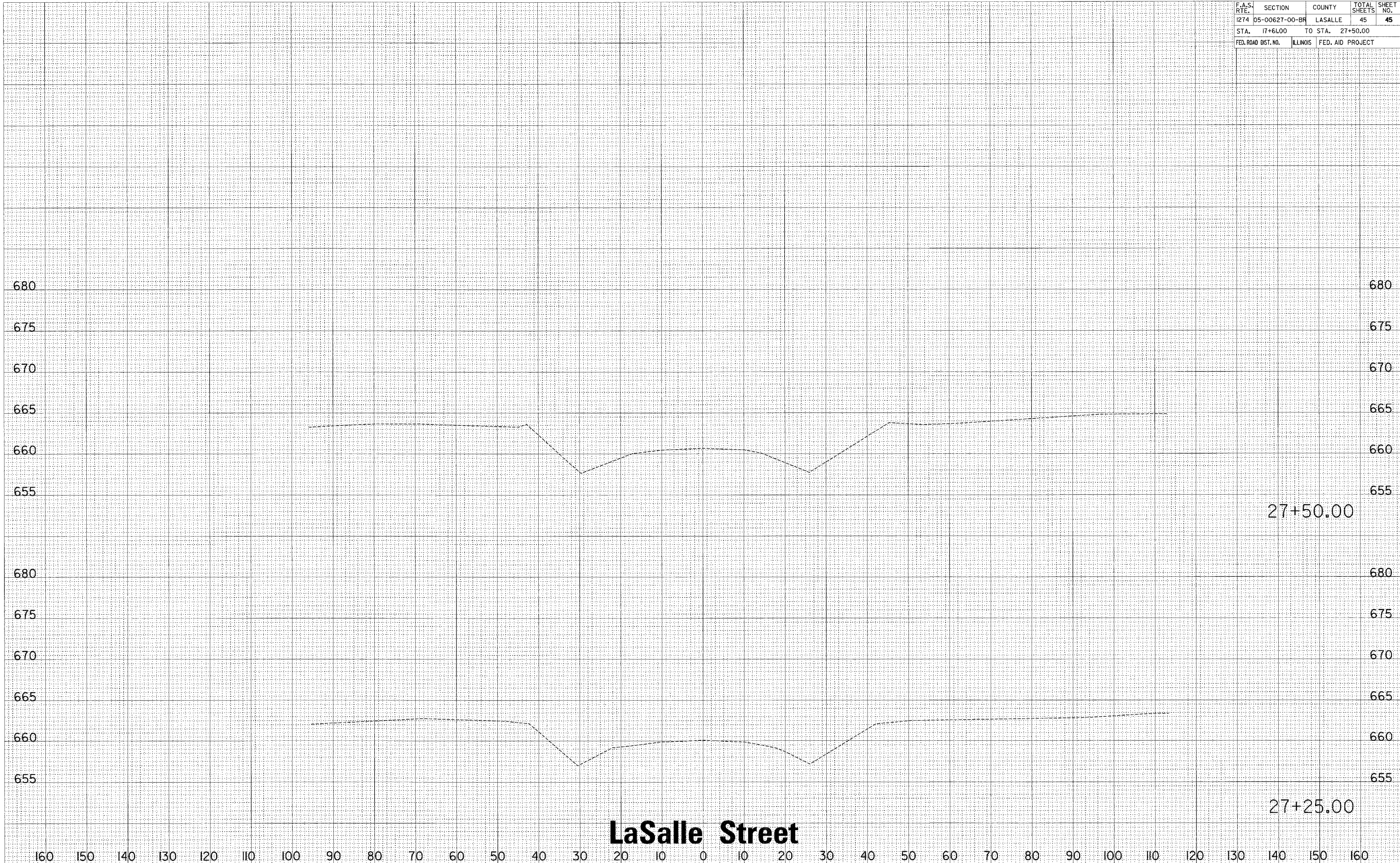
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1274	05-00627-00-BH	LASALLE	45	45
STA. 17+61.00		TO STA.	27+50.00	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
REFERENCE	PLOTTED		
	AREAS CHECKED		

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LaSalle Street