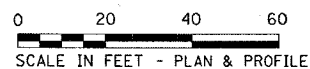


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**HIGHWAY STANDARDS**

SEE SHEET 2 FOR STANDARDS



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.

MICROFILMED \_\_\_\_\_  
 REEL NUMBER \_\_\_\_\_  
 AWARDED \_\_\_\_\_  
 RESIDENT ENGINEER \_\_\_\_\_  
 AS BUILT CHANGES WERE MADE  
 ON THE FOLLOWING SHEETS \_\_\_\_\_

JULIE 1-800-892-0123

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: JOE KANNEL  
 UNIT CHIEF: BRAD DUNCAN  
 TOWNSHIP: LASALLE

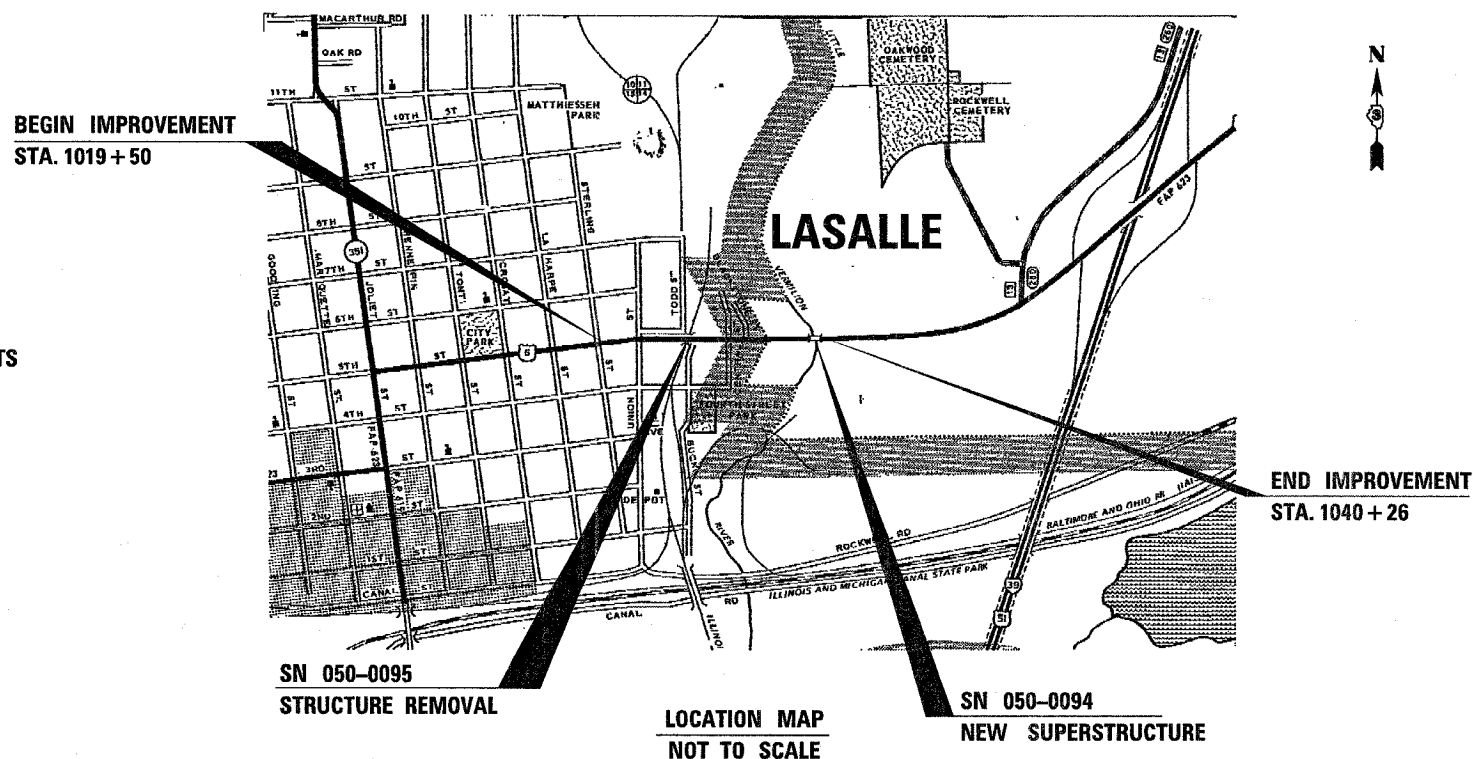
CONTRACT NO. 66617

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

## FAP ROUTE 623 (US 6) SECTION (34)R, DM & (X-1)RS & BR PROJECT F-0623(025) LASALLE COUNTY

C - 93 - 020 - 06

REMOVE STRUCTURE OVER ABANDONED RAILROAD, NEW SUPERSTRUCTURE  
 ON SN 050-0094 OVER THE LITTLE VERMILION RIVER, NEW PAVEMENT WITH  
 CURB & GUTTER AND SIDEWALK

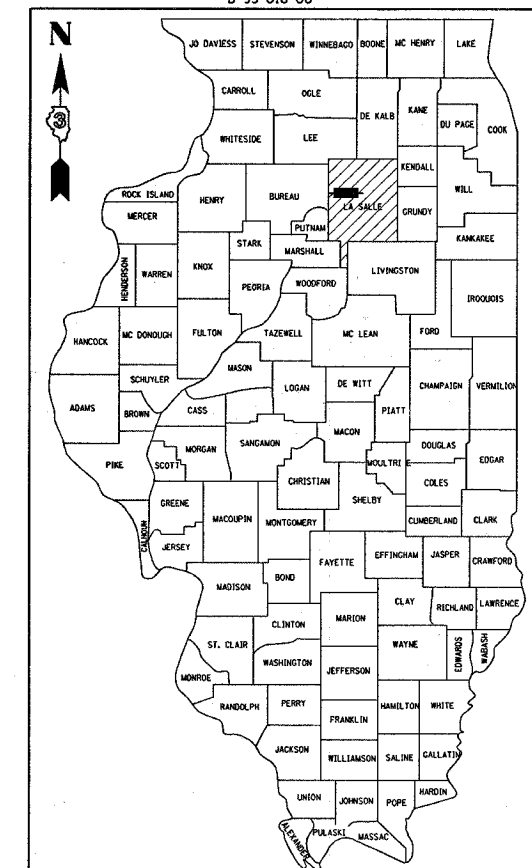


GROSS & NET LENGTH = 2076FT. = 0.39 MI.

CONTRACT NO. 66617

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	1
ILLINOIS PROJECT			3	
F.A.P. REG. 5				
• (34)R, DM & (X-1)RS & BR				

P-93-017-01  
 D-93-016-06



LOCATION OF SECTION INDICATED THUS: [shaded box]

**FUNCTION CLASSIFICATION**  
**OTHER PRINCIPAL ARTERIAL**

2005 ADT = 10800

P.V. = 89.3% S.U. = 4.2% M.U. = 6.5%

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED December 18 2006  
Dino J. Kanel  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
February 2, 2007  
Eric E. Kanel  
 ENGINEER OF DESIGN AND ENVIRONMENT  
February 2, 2007  
Milton R. Sew P.E.  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

DECEMBER 05, 2006 / ES01701/CONSULT/COVERSHT.DGN

**STANDARDS**

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-01 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-03 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-05 BRIDGE APPROACH PAVEMENT
- 424001-04 CURB RAMPS FOR SIDEWALK
- 442201-02 CLASS C AND D PATCHES
- 482006-02 HMA SHOULDER ADJACENT TO RIGID PAVEMENT
- 515001-02 NAME PLATE FOR BRIDGES
- 542301-01 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 602301-01 INLET, TYPE A
- 602306-01 INLET, TYPE B
- 602401-01 MANHOLE, TYPE A
- 602406-02 MANHOLE, TYPE A, 1800 mm (72") DIAMETER
- 602411 MANHOLE, TYPE A, 2.1 m (7') DIAMETER
- 602416 MANHOLE, TYPE A, 2.4 m (8') DIAMETER
- 602601-01 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-01 MANHOLE STEPS
- 604001-02 FRAME AND LIDS, TYPE 1
- 604006-02 FRAME AND GRATE, TYPE 3
- 604011-02 FRAME AND GRATE, TYPE 3V
- 604016-01 FRAME AND GRATE, TYPE 4
- 606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-07 STEEL PLATE BEAM GUARDRAIL
- 630201-04 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-04 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 701001-01 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY
- 701006-02 OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701011-01 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701306-01 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS P 45 MPH
- 701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-08 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701501-03 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701801-03 LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 702001-06 TRAFFIC CONTROL DEVICES
- 704001-03 TEMPORARY CONCRETE BARRIER
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

**GENERAL NOTES**

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

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

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

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

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

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

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

FOR NEW CONSTRUCTION, PLACE CURB RAMPS FOR SIDEWALKS (STANDARD 424001) AT ALL LOCATIONS WHERE PROPOSED SIDEWALK ABUTS CURB AT STREET ENTRANCES.

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.

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.

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 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
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

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

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:  
 SBC  
 ILLINOIS POWER  
 INSIGHT COMMUNICATIONS

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

**COMMITMENTS**

1. STA. 1027+68.94 TO STA. 1028+48.96; PARCEL 3R10006; 1528 & 1532 5TH STREET  
 THE PROPOSED SERVICE DRIVE WILL BE THE ONLY ACCESS TO THE TWO HOMES & GARAGE AT 1528 AND 1532 FIFTH STREET. A COMMITMENT WAS MADE THAT ACCESS WOULD BE PROVIDED AT ALL TIMES, AS MUCH AS POSSIBLE, AND DURING CLOSURES OF THE ENTRANCE THE RESIDENT ENGINEER WOULD COORDINATE WITH THE OWNERS TO ALLOW THEM TO MAKE ALTERNATIVE PARKING ARRANGEMENTS. ENTRANCE @ STA. 1028+40 RT LANDOWNER MENTIONED TWO STAIRS AT THE BREAK IN THE BUSHES ARE NOT USED AND DO NOT NEED TO BE REPLACED.  
 PROPERTY OWNER: JOSEPH BATTAGLIA, 815-223-3520

2. STA. 1028+48.93 TO STA. 1029+28.96; PARCEL 3R10007; 1542 5TH STREET  
 THE PROPOSED SERVICE DRIVE WILL BE THE ONLY ACCESS TO THE HOME & GARAGE AT THIS LOCATION. A COMMITMENT WAS MADE THAT ACCESS WOULD BE PROVIDED AT ALL TIMES, AS MUCH AS POSSIBLE, AND DURING CLOSURES OF THE ENTRANCE THE RESIDENT ENGINEER WOULD COORDINATE WITH THE OWNER TO ALLOW HER TO MAKE ALTERNATE PARKING ARRANGEMENTS. ENTRANCE @ STA. 1029+00 RT  
 PROPERTY OWNER: HELEN KOZEL, 815-223-8671

3. STA. 1029+28.93 TO STA. 1030+08.95; PARCEL 3R10008; 1554 5TH STREET  
 THE PROPOSED SERVICE DRIVE WILL BE THE ONLY ACCESS TO THE GARAGE AT THIS LOCATION. A COMMITMENT WAS MADE THAT ACCESS WOULD BE PROVIDED AT ALL TIMES, AS MUCH AS POSSIBLE, AND DURING CLOSURES OF THE ENTRANCE THE RESIDENT ENGINEER WOULD COORDINATE WITH THE OWNERS TO ALLOW HER TO MAKE ALTERNATE PARKING ARRANGEMENTS. ENTRANCE @ STA. 1029+40 RT

THE BRANCHES OF THE MAGNOLIA TREE LOCATED AT STA. 1030+00 RT OVERHANG THE PROPOSED SERVICE DRIVE WILL NEED TO BE PRUNED. A COMMITMENT WAS MADE THAT THE R.E. WOULD CONTACT MRS. MARYBETH BELTZ PRIOR TO THE PRUNING OF THE TREE BRANCHES OVERHANGING THE SERVICE DRIVE.  
 PROPERTY OWNERS: MR. & MRS. BELTZ, 815-712-4234

4. STA. 1028+00 LT; PARCEL 3R10009; 1545 5TH STREET  
 LANDOWNERS HAVE REQUESTED A PERMIT FOR A DRIVEWAY ACCESS TO THIS VACANT LOT. QUANTITY FOR A NEW CONCRETE DRIVE HAS BEEN ADDED TO THE PLANS IN ANTICIPATION OF APPROVAL OF PERMIT. THE RESIDENT SHOULD CONTACT MS RACHAEL SMENT FOR NEW DRIVEWAY LOCATION AND OTHER DRIVEWAY MATTERS.  
 PROPERTY OWNERS: EDMUND AND RACHAEL SMENT, CELL-815-830-4293

5. STA. 1029+61 LT; PARCEL 3R10010; 1555 5TH STREET  
 THE PROPOSED DRIVE WILL BE CONSTRUCTED STEEPER THAN DESIGN POLICY. A COMMITMENT WAS MADE TO TINE THE STEEP DRIVE TO PROVIDE ADDITIONAL TRACTION. TINING TO BE INCLUDED IN THE COST OF THE PCC DRIVE. OWNER IS CONCERNED ABOUT SODDING STAYING IN PLACE AFTER PLACEMENT. ENSURE SODDING IS PLACED SECURELY.  
 PROPERTY OWNER: KRISTAL MEISEL, 815-910-6551

6. STA. 1032+73 LT; PARCEL 3R10012; 508 BLACKSTONE STREET  
 THE PROPOSED DRIVE WILL BE CONSTRUCTED STEEPER THAN DESIGN POLICY. A COMMITMENT WAS MADE TO TINE THE STEEP DRIVE TO PROVIDE ADDITIONAL TRACTION. TINING TO BE INCLUDED IN THE COST OF THE PCC DRIVE. THE NEW DRIVE SHALL BE CONSTRUCTED TO THE GARAGE FLOOR. A COMMITMENT WAS MADE THAT ACCESS WOULD BE PROVIDED AT ALL TIMES, AS MUCH AS POSSIBLE, AND DURING CLOSURES OF THE ENTRANCE THE RESIDENT ENGINEER WOULD COORDINATE WITH THE OWNER TO ALLOW HIM TO MAKE ALTERNATE PARKING ARRANGEMENTS. ENTRANCE @ STA. 1032+73 LT

THE OWNER WAS CONCERNED ABOUT 2 ORNAMENTAL CRAB TREES. SINCE THE TREES ARE ON STATE RIGHT OF WAY NO COMMITMENT WAS MADE TO SAVE THEM, HOWEVER, THE OWNER WOULD LIKE TO SAVE THE TREES IF POSSIBLE.  
 PROPERTY OWNER: STEVEN FREY, 815-252-2121

7. THE PROPERTY OWNERS SHALL BE CONTACTED PRIOR TO ANY FENCE REMOVAL AT STA. 1030+51 RT & STA. 224+92 RT.

8. AVOID ALL IN-STREAM WORK IN THE LITTLE VERMILION RIVER DUE TO CONTAMINATION CONCERNS. SEE PESA REPORT.

F. A. P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	2

STA. TO STA.

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

\* (34R, DM & IX-1RS & BR

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DISTRICT THREE

PREPARED BY: *[Signature]*  
 DISTRICT STUDIES & PLANS ENGINEER

DATE: 12-13-06

EXAMINED BY: *[Signature]*  
 DISTRICT CONSTRUCTION ENGINEER

*[Signature]*  
 DISTRICT MATERIALS ENGINEER

*[Signature]*  
 DISTRICT OPERATIONS ENGINEER

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STANDARDS,  
 GENERAL NOTES  
 & COMMITMENTS**

REVISIONS	
NAME	DATE







F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R,DM&X-1RS&BR				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE:							
				I000-2A	X171-5B	X071-2A	Y007	SFTY-1A	SFTY-1B	SFTY-1B	
				ROADWAY	SN 050-0095	SN 050-0094	STORM SEWER UPSIZE	SIDEWALK REMOVAL	DETECTABLE WARNINGS	SIDEWALK	
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY	50% STATE 50% CITY	
51203600	TEST PILE STEEL HP 12X53	EACH	1				1				
51205200	TEMPORARY SHEET PILING	SO FT	3274	2743			531				
51500100	NAME PLATES	EACH	1				1				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	38				38				
52000325	NEOPRENE EXPANSION JOINT 2 1/2"	FOOT	38				38				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6				6				
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	6				6				
52100520	ANCHOR BOLTS, 1"	EACH	60				60				
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1							
54213699	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 54"	EACH	1	1							
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	254	254							
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	13	13							
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	47	47							
550A0110	STORM SEWERS, CLASS A, TYPE 1 21"	FOOT	52	52							
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	9	9							
550A0190	STORM SEWERS, CLASS A, TYPE 1 48"	FOOT	254	190.5			63.5				
550A0200	STORM SEWERS, CLASS A, TYPE 1 54"	FOOT	360	241			119				
550A0320	STORM SEWERS, CLASS A, TYPE 2 8"	FOOT	19	19							
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	39	39							
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	17	17							
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	44	44							
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	196	147			49				
550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	340	228			112				
550A2630	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 54"	FOOT	24	16			8				
55100300	STORM SEWER REMOVAL 8"	FOOT	194	194							
55100500	STORM SEWER REMOVAL 12"	FOOT	613	613							
55100900	STORM SEWER REMOVAL 18"	FOOT	48	48							
* 56106300	ADJUSTING WATER MAIN 6"	FOOT	10	10							
56109210	WATER VALVES TO BE ADJUSTED	EACH	5	5							
* 56300300	ADJUSTING WATER SERVICE LINES	FOOT	165	165							
* 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1							
58700300	CONCRETE SEALER	SO FT	24				24				
59000200	EPOXY CRACK INJECTION	FOOT	28				28				
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	66				66				
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	80				80				
60221200	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1							
60222240	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1							
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1							

\*SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R,DM&(X-1)RS&BR				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	CONSTRUCTION CODE	TYPE:	1000-2A		X171-5B	X071-2A	Y007	SFTY-1A	SFTY-1B	SFTY-1B
				ROADWAY	SN 050-0095	SN 050-0094	STORM SEWER UPSIZE	SIDEWALK REMOVAL	DETECTABLE WARNINGS	SIDEWALK	
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY	50% STATE 50% CITY	
UNIT	TOTAL QUANTITY										
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,543	1,543							
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,543	1,543							
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	31.2	31.2							
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3960	3960							
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	584	584							
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	158	158							
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	106	106							
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	96	96							
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1408	1408							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	66	66							
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	9	9							
* 78200405	GUARDRAIL MARKERS	EACH	7	7							
* 78200500	BARRIER WALL MARKERS	EACH	8	8							
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4							
78300100	PAVEMENT MARKING REMOVAL	SQ FT	284	284							
* X0322033	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	41	41							
* X0322642	STORM SEWER (WATER MAIN REQUIREMENTS) 54 INCH	FOOT	138	92.5			45.5				
X0323830	DRAINAGE SCUPPERS, DS-11 AND PAINTING	EACH	2				2				
X5067501	BRIDGE CLEANING WARRANTY NUMBER 1	L SUM	1				1				
X6020074	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	2	2							
X6020075	INLETS, TYPE B, TYPE 3V FRAME AND GRATE	EACH	2	2							
XX001244	RETAINING WALL	FOOT	12.5	12.5							
XX001537	PERMANENT ROAD CLOSURE	EACH	1	1							
XX002905	CONFLICT MANHOLE, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1							
XX005758	TEMPORARY PAVEMENT	TON	56	56							
XX127500	STEP REMOVAL	EACH	3	3							
XX172700	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2							
Z0012450	CONCRETE STEPS	CU YD	1.1	1.1							
Z0022800	FENCE REMOVAL	FOOT	34	34							
■ Z0030250	IMPACT ATTENUATORS, TEMPORARY, (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6	6							
■ Z0030350	IMPACT ATTENUATORS, RELOCATE, (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6	6							
Z0056900	SANITARY SEWER 8"	FOOT	16	16							
Z0065730	SLOPE WALL SLURRY PUMPING	CU YD	0.8				0.8				
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	2				2				
X0325678	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 4 FRAME AND GRATE	EACH	1	1							
○ X0325679	UTILITY ATTACHMENT	L SUM	1				1				
X0325680	HOT-MIX ASPHALT SIDEWALK	SQ FT	136	136							
○ Z0076600	TRAINEES	HOUR	1,000	1,000							

○100% CITY PARTICIPATION Y060  
\*SPECIALTY ITEMS

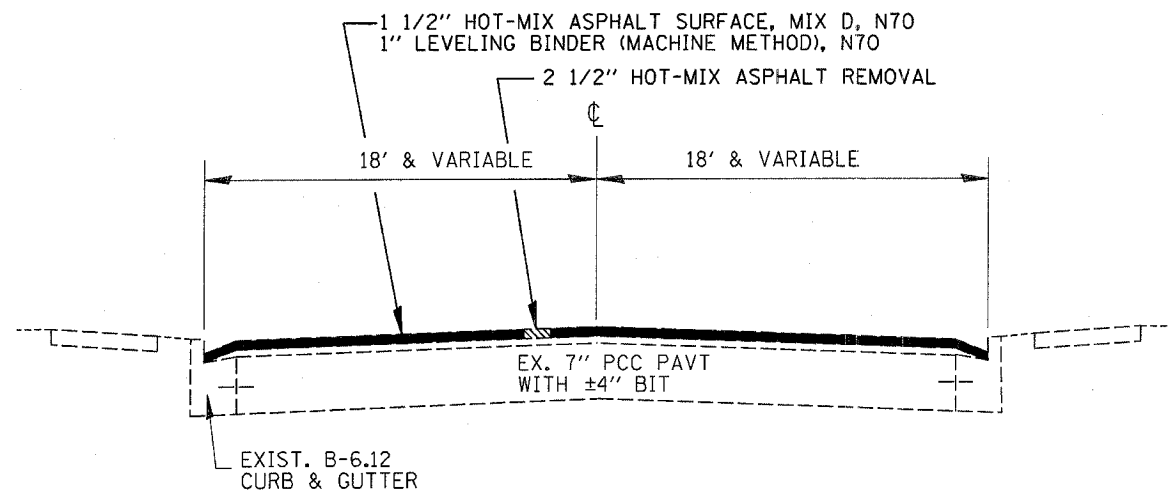
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	SUMMARY OF QUANTITIES	
SCALE: VERT. HORIZ.	DATE	DRAWN BY CHECKED BY	

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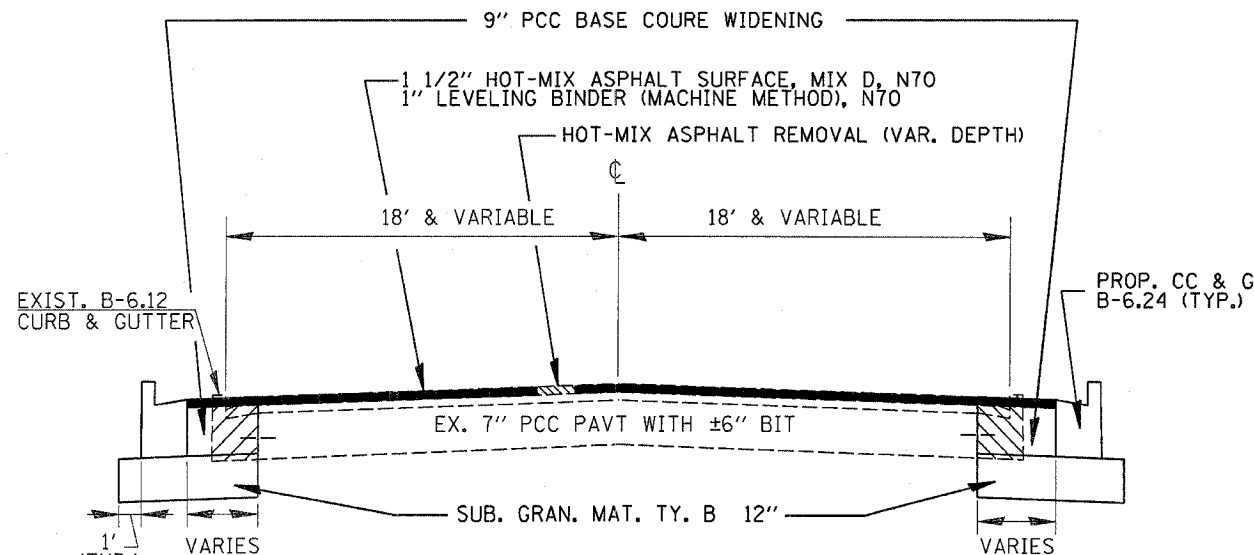
■ SFTY-3N ○ Y080

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (34)R,DM&IX-DRS&BR



**TYPICAL SECTION**  
STA. 1019+50 TO STA. 1022+00



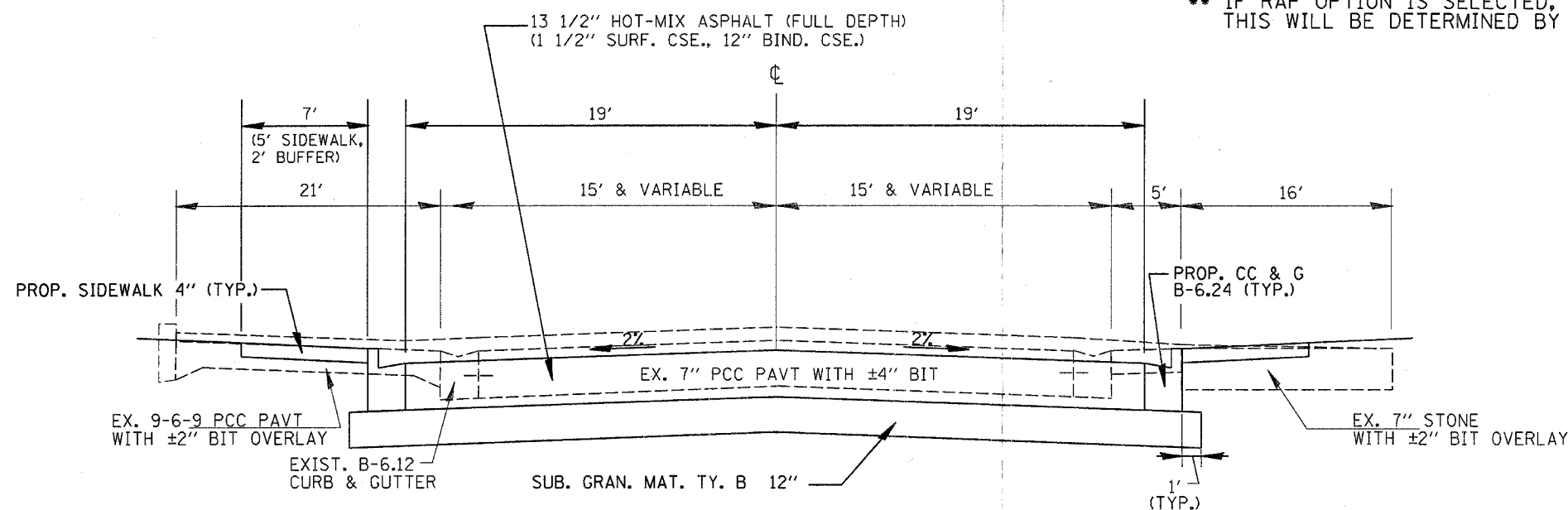
**TYPICAL SECTION**  
STA. 1022+00 TO STA. 1022+95

MIXTURES TABLE

	US 6				TODD STREET		TEMP PAVEMENT	TEMP SERVICE DRIVE
	HMA SURFACE	HMA SHOULDER	HMA LEV BIND	HMA BINDER	HMA SURFACE	HMA BINDER	HMA BINDER	HMA SURFACE
PG GRADE	PG 64-22	PG 58-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22
MAX % RAP ALLOWABLE**	*10	30	*15	*15	15	25	25	15
DESIGN AIR VOIDS	4.0% @ N70	2.0% @ N50	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	BAM	IL 9.5	IL-19.0	IL 12.5 OR IL 9.5	IL 19.0	IL 19.0	IL 12.5 OR IL 9.5
FRICTION AGGREGATE	MIXTURE D				MIXTURE C			MIXTURE C
DENSITY TEST METHOD	CORES/NUCLEAR	NUCLEAR	SATISFACTION OF ENGINEER	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR

\* SEE RAP SPECIAL PROVISIONS

\*\* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.



**TYPICAL SECTION**  
STA. 1022+95 TO STA. 1023+65

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

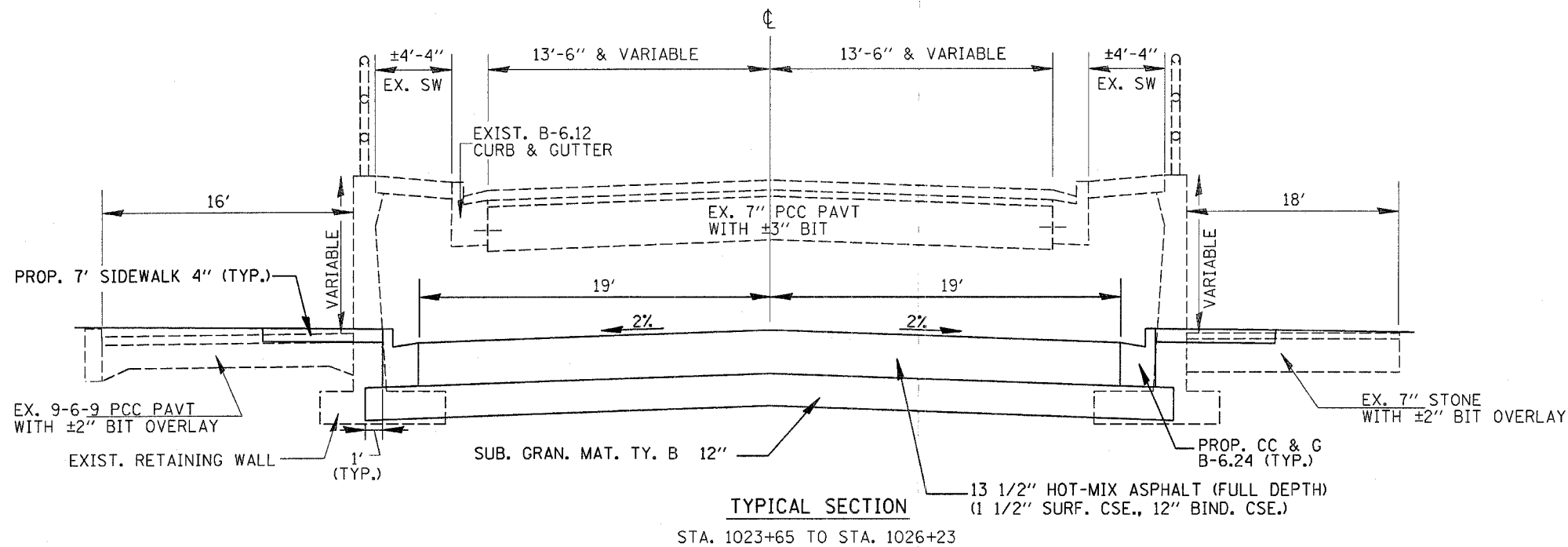
SCALE: VERT. HORIZ. DATE

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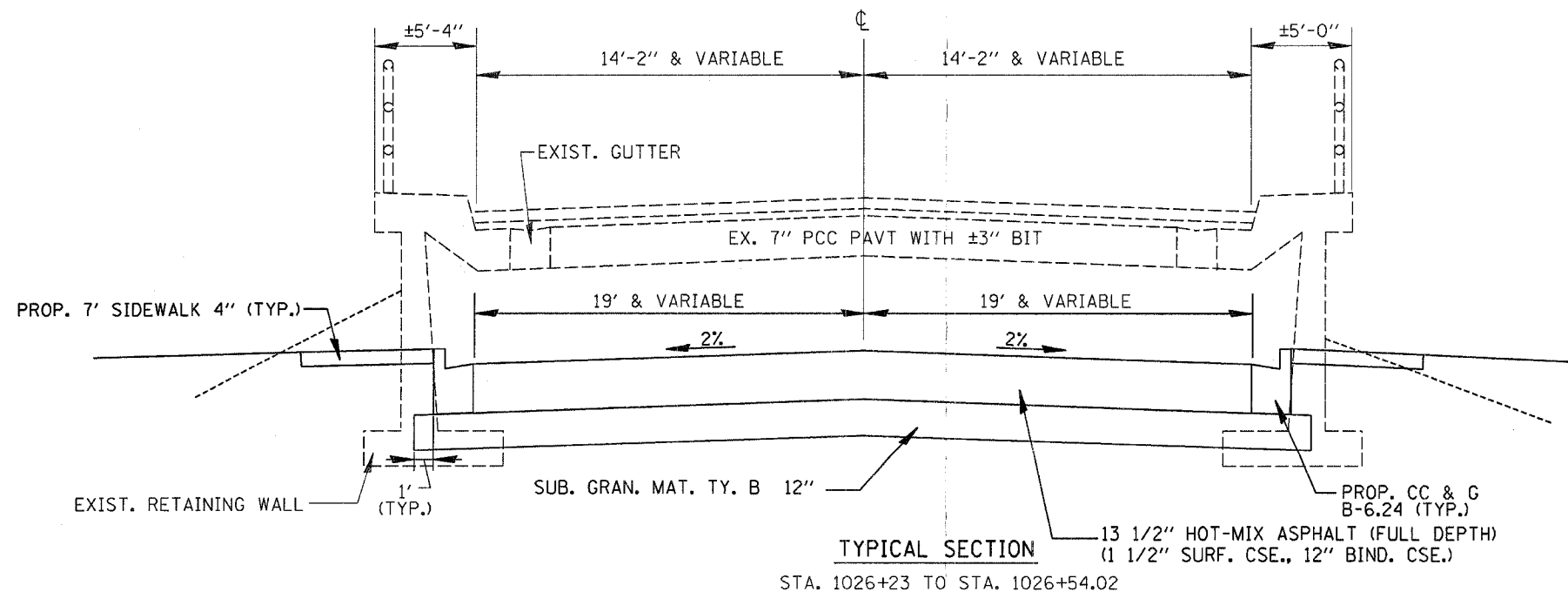
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	9

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

\* (34)R,DM&CX-1RS&BR



TYPICAL SECTION  
STA. 1023+65 TO STA. 1026+23



TYPICAL SECTION  
STA. 1026+23 TO STA. 1026+54.02

REVISIONS	
NAME	DATE

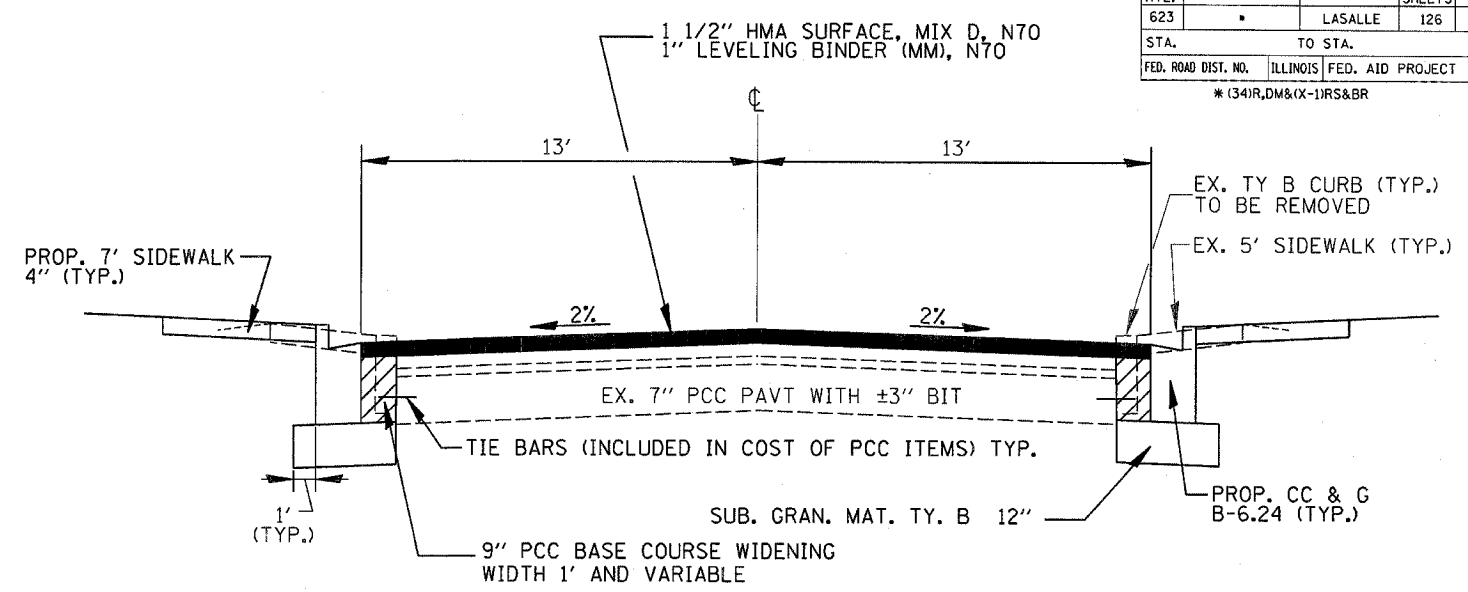
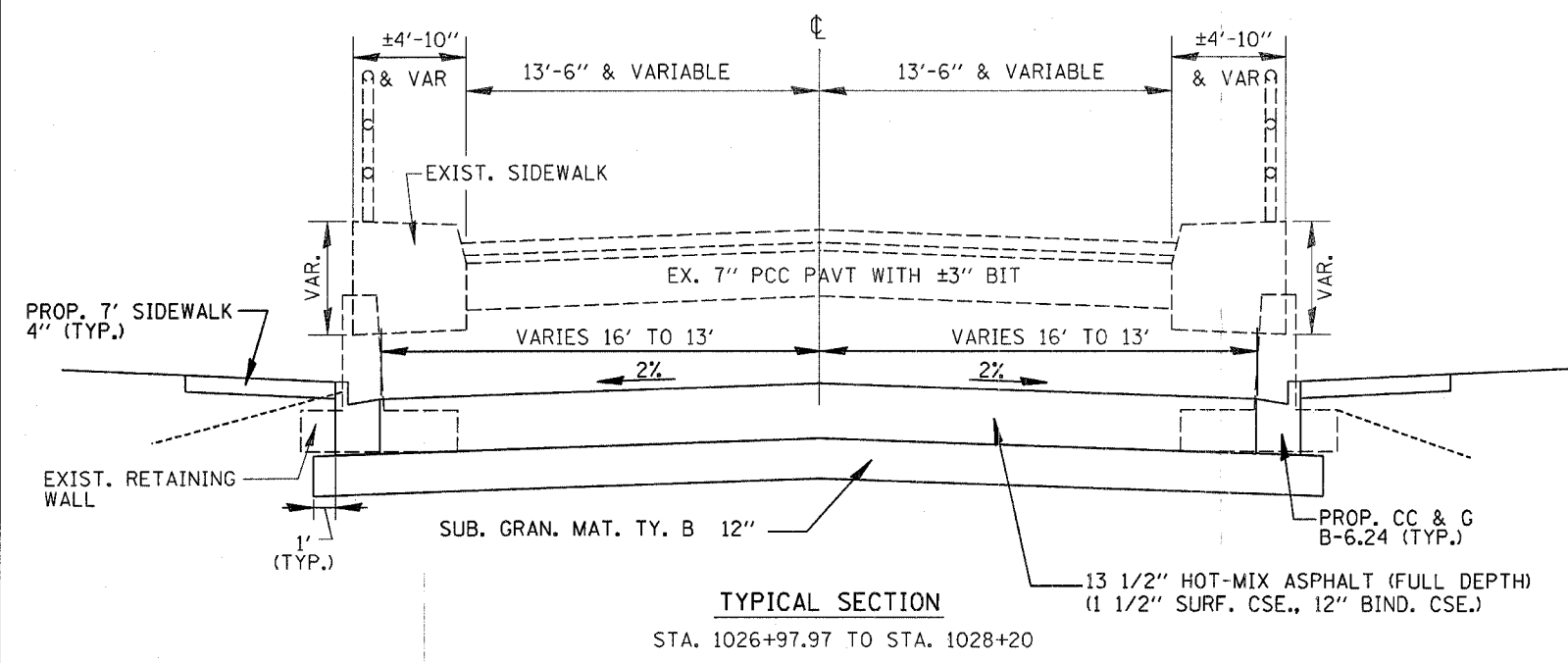
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

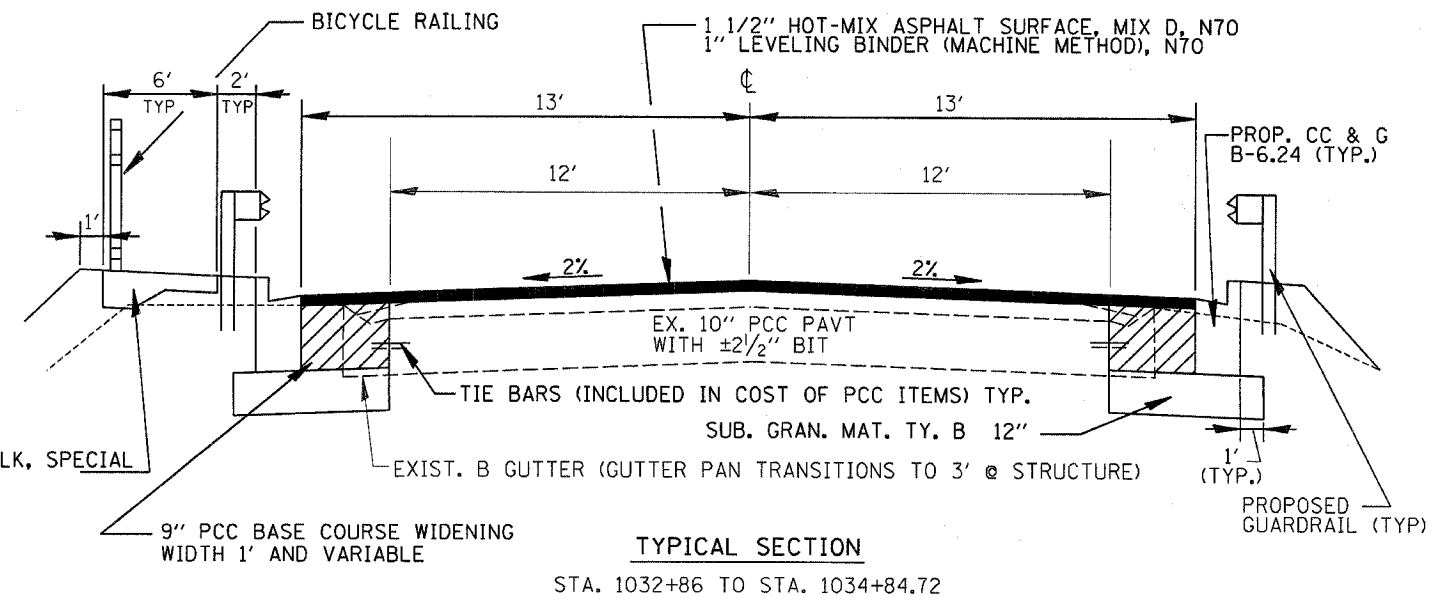
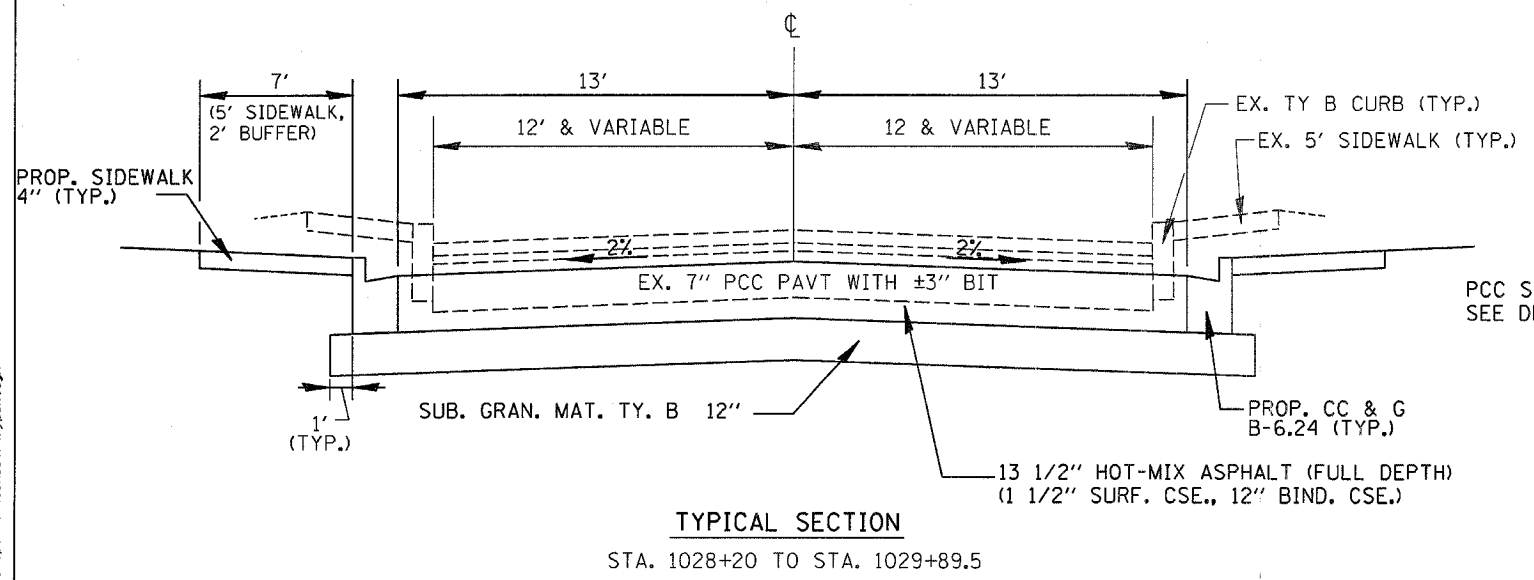
SCALE: VERT.  
HORIZ.  
DATE

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CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R, DM&IX-1RS&BR				



**NOTES:**  
SEE STANDARD SPECIFICATIONS FOR POURING BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER  
TIE BARS PER STD. 606001  
ADDITIONAL TIE BARS AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE COST THE PCC ITEMS  
FROM STA. 1029+89.5 TO 1034+84.72 USE HMA SURF REM (VAR DEPTH) TO OBTAIN A MINIMUM 2 1/2" OVERLAY THICKNESS AT LOCATIONS DIRECTED BY THE ENGINEER



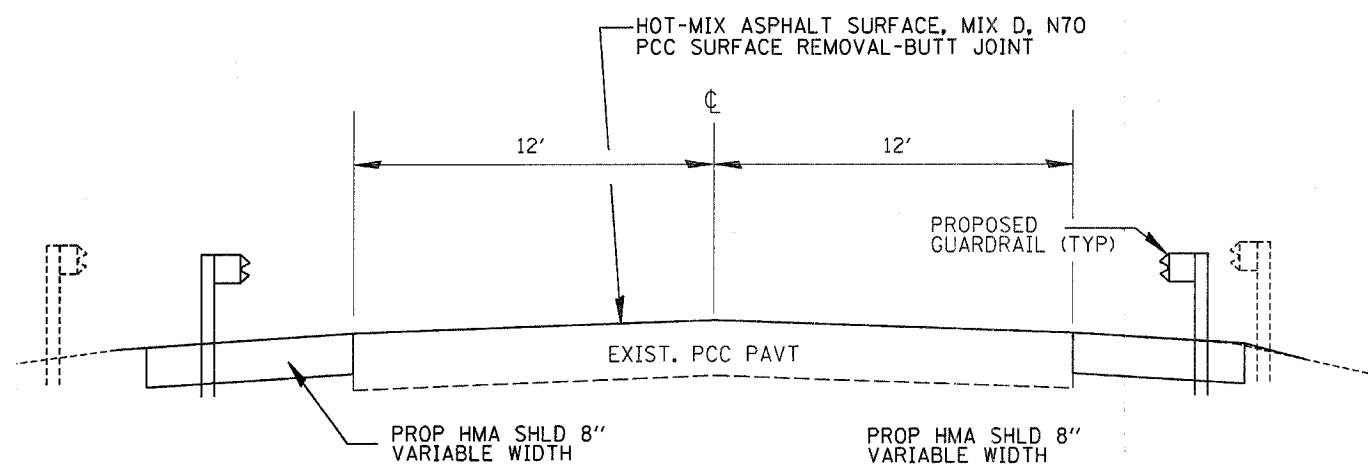
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TYPICAL SECTIONS**  
SCALE: VERT. HORIZ.  
DATE  
DRAWN BY  
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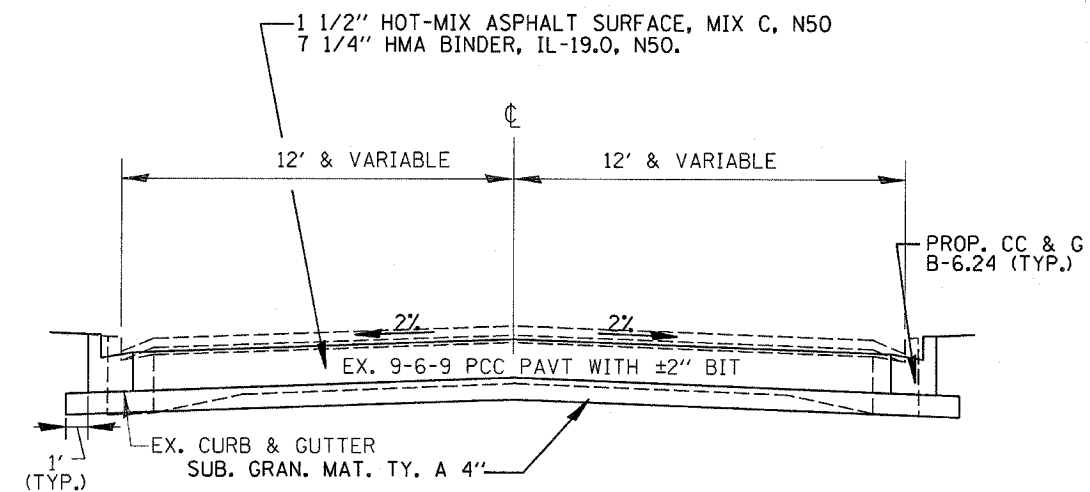


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# (34R,DM&X-1)RS&BR



**TYPICAL SECTION**  
 STA. 1038+36.72 TO STA. 1040+26  
 RESURFACING ENDS AT STA. 1038+97



**TYPICAL SECTION**  
 TODD STREET  
 STA. 223+90 TO STA. 225+87

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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
(34)R,DM&(X)-1/RS&BR				

SIDEWALK SCHEDULE

LOCATION	SIDE	PCC SIDEWALK				DETECTABLE WARNINGS		SIDEWALK REMOVAL 1000-2A 80% FED 20% STATE	SIDEWALK REMOVAL SFTY-1A 100% CITY
		4 INCH		SPECIAL	6 IN (SPEC)				
		1000-2A 80% FED 20% STATE	SFTY-1B 50% STATE 50% CITY	SFTY-1B 50% STATE 50% CITY	1000-2A 80% FED 20% STATE	1000-2A 80% FED 20% STATE	SFTY-1B 100% CITY		
		SQ FT		SQ FT		SQ FT	SQ FT		
1021+58 TO 1022+10	RT							264	
1021+58 TO 1021+76	RT		92						
1021+91 TO 1022+10	RT		96						
1022+02	RT		15					15	
1022+10 TO 1022+36	RT						150		
1022+10 TO 1022+26	RT	81			5	5			
1021+97 TO 1022+43	LT	240			5	5			
1022+80 TO 1022+92	RT						208		
1022+80 TO 1023+20	RT	325			10	10			
1023+57 TO 1026+47	RT						1218		
1023+66	RT	25							
1023+86 TO 1024+73	RT	596							
1024+06.5	RT	57							
1024+36	RT	50							
1024+61.5	RT	56							
1024+89.5	RT	9							
1025+05 TO 1025+32	RT	176							
1025+47 TO 1026+26	RT	529			5	5			
1022+99 TO 1023+24	LT	143			5	5			
1023+44 TO 1023+75	LT	205							
1023+54 TO 1026+61	LT						1317		
1023+93 TO 1024+03	LT	62							
1024+21 TO 1024+54	LT	225							
1024+35	LT	26							
1024+47	LT	15							
1024+70 TO 1024+93	LT	156							
1025+10 TO 1025+61	LT	354							
1025+78 TO 1026+21	LT	290			5	5			
1026+91 TO 1030+07	RT						1464		
1026+83 TO 1028+28	RT	1009			5	5			
1028+47 TO 1028+89	RT	281							
1029+04 TO 1029+34	RT	200							
1029+50 TO 1030+01	RT	343			5	5			
1026+78 TO 1028+65	LT	1291			5	5			
1027+05 TO 1030+08	LT						1421		
1028+87 TO 1029+55	LT	462							
1029+43	LT	26					50		
1029+70 TO 1030+02	LT	202			5	5			
1029+95	LT	31					79		
1030+23 TO 1032+86	RT						1167		
1030+29 TO 1030+33	RT	9							
1030+33 TO 1030+70	RT							210	
1030+70 TO 1031+57	RT	669			5	5			
1031+74 TO 1032+85	RT	678							
1030+29 TO 1031+40	LT				5	5	553		
1030+32 TO 1031+41	LT	729			5	5			
1031+83 TO 1032+56	LT						400		
1031+82 TO 1032+68	LT	580			5	5			
1032+12	LT	50					61		
1032+98 TO 1033+16.2	LT		124						
1033+16.2 TO 1034+84.72	LT			969					
TOTALS		10180	327	969	210	75	8088	279	

NOTE: DETECTABLE WARNINGS BROKEN OUT DUE TO THE CITY OF LASALLE REQUESTING THE USE OF METAL WARNINGS.

CURB AND GUTTER SCHEDULE

LOCATION	SIDE	COMBINATION CURB & GUTTER REMOVAL FOOT	CURB REMOVAL FOOT	GUTTER REMOVAL FOOT	RETAINING WALL FOOT	CONC CURB TYPE B FOOT	COMB. CONC. C AND G TYPE B-6.12 FOOT	COMB. CONC. C AND G TYPE B-6.24 FOOT
1021+92 TO 1022+45.5	RT	83						
1021+57 TO 1022+15	RT							58
1021+93 TO 1022+31	LT	38						
1021+96.3 TO 1022+27.3	LT							31
1022+78 TO 1022+92	RT	46						
1023+57.6 TO 1026+18.2	RT	261						
1023+08.5 TO 1026+11.3	RT							302.8
1030+23.6 TO 1030+47.2	RT					20		
1023+41.4 TO 1024+69.6 (OLD TODD STREET)	LT	128						
1024+90.9 TO 1025+25.8 (OLD TODD STREET)		35						
1023+57.7 TO 1026+28.3	LT	271						
1023+18 TO 1026+06	LT							288
1026+97.3 TO 1029+89.5	RT							292.2
1026+92.2 TO 1029+90.3	LT							298.1
1028+08.1 TO 1030+09.5	RT		225					
1028+15.8 TO 1030+09.4	LT		198					
1030+21.6 TO 1032+82.7	RT		264					
1032+82.7 TO 1035+18.6	RT			233				
1030+41 TO 1034+84.7	RT							443.7
1030+22.7 TO 1031+49	LT		159					
1030+43.8 TO 1031+29	LT							85.2
1031+71.2 TO 1032+92.7	LT		133					
1032+92.7 TO 1035+15.6	LT			223				
1031+93.1 TO 1034+84.7	LT							291.6
UNION STREET								
NW QUAD								48.6
SW QUAD								54.1
SE QUAD								54
NE QUAD								43.9
BUCK STREET								
222+98.2 TO 223+30.8	LT							45.8
222+98.2 TO 223+28.2	RT							44.8
TODD STREET								
223+66.9 TO 225+86.7	LT							236.6
223+59.9 TO 225+86.7	RT							238
224+38.7 TO 225+86.7	LT	149						
224+36.5 TO 225+86.7	RT	150						
CENTRAL STREET								
NW QUAD					12.5		11.9	27.1
SW QUAD								33.3
SE QUAD								33.3
NE QUAD								34.5
BLACKSTONE STREET								
NW QUAD								27.4
NE QUAD								29.8
TOTALS		1163	979	456	12.5	20	12	3042

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R,DM&(X)-DRS&BR				

DRAINAGE ADJUSTMENT & REMOVAL ITEMS

LOCATION	MANHOLES TO BE ADJUSTED	REMOVING MANHOLES	REMOVING CATCH BASINS	REMOVING INLETS	REMOVE EXISTING CULVERTS	STORM SEWER REMOVAL 8"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 18"
	EACH	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT
1022+32.3, 21.2' RT			1					
1022+41.9, 18.3' LT			1					
1022+56.1, 32.4' LT	1							
1022+56.6, 41' LT				1				
1022+72, 25.4' LT	1							
1023+58.6, 12.4' LT			1					
1023+58.6, 25.8' LT	1							
1023+58.7, 16.8' RT			1					
1023+58.6, 25.8' LT TO 1023+58.6, 12.4' LT						13		
1023+58.6, 12.4' LT TO 1023+58.7, 116.8' RT						29		
1025+85.5, 30.2' RT				1				
1026+11.6, 28.1' LT	1							
1027+47.2, 28.8' RT	1							
1029+51.6, 11.9' RT			1					
1029+51.9, 12.1' LT			1					
1029+51.6, 11.9' RT TO 1029+51.9, 12.1' LT							24	
1029+51.9 TO 1030+0.7							54	
1030+20.2, 21.6' RT	1							
1030+0.7 TO 1031+60.6							115	
1031+60.6, 44.5' LT	1							
1031+60.6 TO 1032+40.2 LT						83		
1031+66.5, 38.4' LT		1						
1031+66.5 TO 1031+66.5						15		
1031+66.5 TO 1031+66.5							302	
1032+00.8, 12.2' LT			1			7		
1032+01.3, 11.4' RT			1			8		
1032+01.6, 19.8' RT	1							
1032+40, 18.6' RT	1							
1032+40.2, 20.6' LT	1							
1032+40 RT TO 1032+40.2 LT						39		
1032+85.7, 23.3' RT	1							
1033+18.2, 19.6' RT	1							
1034+48.9, 21.6' LT	1							
1035+00.7, 15' RT			1					
1035+01.1, 15' LT			1					
1035+00.7 RT TO 1035+01.1 LT							30	
1035+00.7, 15' RT TO 1035+07.7, 103.2' RT							88	
1035+03, 25.5' RT	1							
TODD STREET								
223+98 (18" CMP)					61			
224+58.9, 3' RT			1					
224+64.1, 21.2' LT			1					
224+58.9 RT TO 224+64.1 LT								24
224+58.9 RT								24
224+59.4, 17.4' LT	1							
TOTALS	15	1	12	2	61	194	613	48

ENTRANCE SCHEDULE

LOCATION	SIDE	EXIST TYPE	PROP WIDTH	DRIVEWAY PAVEMENT REMOVAL	PCC DRIVEWAY PAVEMENT 6 INCH
			FOOT	SQ YD	SQ YD
MAINLINE					
1021+83	RT	BIT	10	8.7	10.4
1023+05	RT	CONC	36.5	85.5	
1023+33	LT	BIT/CONC	14.7	*10	35.5
1023+50	RT	BIT/CONC	38.2	*	93.9
1023+77	RT	BIT/CONC	13	*	31.9
1023+83	LT	BIT/CONC	12.2	*9	30.4
1024+12	LT	BIT/CONC	12	*5.9	29.9
1024+59	LT	BIT/CONC	10.4	*10.7	31.2
1024+81	RT	BIT/CONC	11.5	*4.7	34
1024+98	RT	BIT/CONC	10	*	29.1
1025+01	LT	BIT/CONC	10.5	*10.9	31.8
1025+40	RT	BIT/CONC	10.2	*4.3	30.9
1025+70	LT	BIT/CONC	10.6	*13.2	33.2
**1028+00	LT		12		35
1028+38	RT	BIT	14	45.4	52.5
1028+76	LT	CONC	16.8	74.1	86.7
1028+97	RT	CONC	10	35.8	38.3
1029+41	RT	BIT	10	30	37.8
1029+61	LT	BRICK	10	44.2	55.8
SE QUAD CENTRAL ST.	RT	CONC	10	35.9	28.9
1031+64	RT	BIT	12	11.4	14.7
1032+37	LT	BIT	24.2	107.1	112.2
1033+00	RT	AGG	34.5		45.2
TODD STREET					
224+98	LT	AGG	19.7		36.5
225+65	LT	CONC	17.9	33.2	37.2
TOTALS				580	966

\* PAVEMENT REMOVAL AT ENTRANCES  
 \*\* ESTIMATE LOCATION (SEE COMMITMENT)

EARTHWORK SCHEDULE

LOCATION	1	2	3	4
	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTH WORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
US 6 MAINLINE				
STA. 1021+57 TO STA. 1022+95	128.7	97	20.5	76.5
STA. 1022+95 TO STA. 1026+50	3581.2	2686	470.6	2215.4
STA. 1027+00 TO STA. 1029+89.5	2425.9	1819	375.3	1443.7
STA. 1029+89.5 TO STA. 1035+14.72	501.7	376	158.8	217.2
STA. 1038+06.72 TO STA. 1040+26	30.6	23	20.8	2.2
BUCK/TODD				
STA. 222+25 TO STA. 223+00	13.6	10	343.1	-333.1
STA. 224+00 TO STA. 225+86.68	305.6	229	87.1	141.9
SERVICE DRIVE				
STA. 221+50 TO STA. 223+75	145.2	109	847.9	-738.9
STA. 1027+00 TO STA. 1030+08	272.4	204	0.6	203.4
TEMPORARY WIDENING				
STA. 1033+30 TO STA. 1034+84.72	28	21	0	21
TOTAL	7432.9	5574	2324.7	3249.3

SF= SHRINKAGE FACTOR= 25%  
 COLUMN 2= COLUMN 1\*(1-SF)  
 COLUMN 4= COLUMN 2-COLUMN 3  
 NOTE: FURNISHED EXCAVATION NEEDED FOR SERVICE DRIVE CONSTRUCTION ONLY.

PATCHING OVER STORM SEWER

LOCATION	CLASS D PATCHES TY II, 13 INCH	CLASS D PATCHES TY II, 10 INCH	CLASS D PATCHES TY III, 10 INCH
	SQ YD	SQ YD	SQ YD
US 6			
1022+29 LT	11.5		
1022+29 RT	14.8		
1029+96 LT		5.4	
1029+96 RT		5.2	
1030+35 LT		6	
1030+35 RT		5.6	
1031+79 LT		6.9	
1031+79 RT		5.2	
1032+40 LT		5.3	
1032+40 RT		5.2	
UNION STREET LEFT			
LEFT			16.8
RIGHT			15.4
CENTRAL STREET LEFT		12.5	
BLACKSTONE STEET			22.5
TOTALS	26	57	55

SURFACE REMOVAL

LOCATION	HMA SURF REMOVAL 2 1/2"	HMA SURF REMOVAL (VAR DEPTH)	PCC SURF REMOVAL BUTT JOINT
	SQ YD	EACH	FOOT
1019+50 TO 1022+00	995		
1022+00 TO 1022+95 (INCLUDES UNION ST)		702	
1029+89.5 TO 1030+50 (INCLUDES CENTRAL ST)		262.8	
1030+50 TO 1031+88		226.4	
1031+35 TO 1031+88 (INCLUDES BLACKSTONE ST)		242.9	
1032+25 TO 1033+75		498.3	
1033+75 TO 1034+25		288.7	
1038+36.72 TO 1038+97			167
TOTALS	995	2221	167

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
 SCALE: VERT. HORIZ.  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R,DM&IX-1RS&BR				

STORM SEWER SCHEDULE

LOCATION	TRENCH BACKFILL	STORM SEWERS CLASS A, TYPE 1								STORM SEWERS CLASS A, TYPE 2						STORM SEWERS RUBBER GASKET CLASS A, TYPE 2	STORM SEWERS (WATERMAIN REQUIREMENTS)		PRECAST REINFORCED CONCRETE FLARED END SECTIONS	
		12"	15"	18"	21"	24"	48"	54"	8"	12"	18"	30"	48"	54"	54"	12"	54"	18"	54"	
		CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	
1022+64.2 TO 1022+46.6 LT	14.1										17									
1022+64.2 LT TO 1022+34.7 RT	44										44									
1022+34.7 TO 1022+54.7 RT	31.5												20							
1022+54.7 TO 1022+98.7 RT	65.3												40							
*1022+56.6 41' LT									8											
**1022+54.7 28.6' RT									11											
1022+98.7 LT TO 1022+97.7 RT	11.2	55																		
1022+98.7 TO 1024+40 RT	202.3												136							
1024+40 LT TO 1024+40 RT	5.3	40																		
1024+40 RT	1.3	5																		
1024+40 TO 1025+50 RT	95.3							105												
1025+50 LT TO 1025+50 RT	5.3	40																		
1025+50 RT	1.7	5																		
1025+50 TO 1026+23.9 RT	73.6							68												
1026+23.9 RT TO 222+99.6 LT		12																		
1026+20 LT TO 223+99 LT				18																
223+99 TO 224+09 LT	1.4		8																	
223+99 TO 224+09 RT	1.1	8																		
1026+20 TO 1026+75.9 LT	14.5				52															
1026+23.9 RT TO 1026+88.4 LT	66.5							81												
1026+75.9 TO 1026+88.4						9														
223+99 RT TO 1026+75.9 LT		16																		
1026+88.4 TO 1027+00 LT				29																
1027+00 LT																		1		
1026+88.4 TO 1027+80 LT														86						
1027+80 LT	2.7	12																		
1027+80 LT TO 1027+80 RT	3.8	29																		
1027+80 TO 1030+00 LT																				
1029+94.6 RT TO 1029+97.8 LT	9.9										30									
1029+97.8 TO 1030+00 LT	3.4										9									
1030+00 TO 1030+30 LT	30.5														24					
1030+26.5 TO 1030+30 LT																2				
1030+26.5 LT TO 1030+40 RT	10															39				
1030+30 TO 1031+00 LT																		64		
1031+00 TO 1031+80 LT	48.4																	74		
1031+79.4 RT TO 1031+79.4 LT	6.9	32																		
1031+79.4 TO 1031+80 LT	1.4		5																	
1031+80 TO 1033+30 LT								144												
1033+30 TO 1034+86.1 LT								150												
1034+86.1 TO 1035+01.2 LT	20.5							15												
1035+01.2 LT TO 1035+01.2 RT	39.6																			
1034+85 TO 1035+01.2 RT																				
1034+85, 30' RT TO 1034+85, 53.2' RT								17												
1034+85, 53.2' RT TO 1034+85, 76.5' RT								17												
1034+85, 76.5' RT TO 1034+85, 99.3' RT								17												
1034+85, 99.3' RT																			1	
TOTALS	812	254	13	47	52	9	254	360	19	39	17	44	196	340	24	41	138	1	1	

\* ATTACH TO EXISTING COMBINATION SEWER AFTER INLET REMOVAL  
 \*\* AT CONFLICT MANHOLE

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
 SCALE: VERT.      DRAWN BY  
 HORIZ.              CHECKED BY  
 DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (34)R,DM&IX-1RS&BR				

DRAINAGE STRUCTURES

LOCATION STATION	MANHOLES TYPE A 5' DIAMETER		MANHOLES TYPE A 6' DIAMETER			MANHOLES TYPE A 7' DIAMETER				MANHOLES TYPE A 8' DIAMETER	CONFLICT MANHOLE 6' DIA	INLETS TYPE A		INLETS TYPE B		
	3	24	1 CL	1 OL	3	1CL	1OL	3	4	1CL	1CL	3	3V	3	3V	24
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1022+26.4, 18.2' LT	1															
1022+34.7, 26.3' RT					1											
1022+46.6, 26.1' LT		1														
1022+54.7, 28.6' RT										1						
1022+98.7, 26.1' LT												1				
1022+98.7, 30.5' RT			1													
1024+40, 19' LT												1				
1024+40, 19' RT														1		
1024+40, 30.5' RT			1													
1025+50, 19' LT												1				
1025+50, 19' RT																1
1025+50, 30.5' RT				1												
1026+20, 35' LT									1							
1026+23.9, 30.5' RT			1													
1026+75.9, 38.9' LT			1													
1026+88.4, 30' LT										1						
1027+80, 30' LT			1													
1027+80, 13.6' LT														1		
1027+80, 13.6' RT												1				
1029+94.6, 13.7' RT													1			
1029+97.8, 14.5' LT															1	
1030+00, 30' LT						1										
1030+26.5, 21.7' LT																1
1030+30, 30' LT										1						
1030+40, 13' RT													1			
1031+00, 30' LT			1													
1031+79.4, 18.1' LT																1
1031+79.4, 13' RT												1				
1031+80, 30' LT			1													
1033+30, 30' LT			1													
1034+85, 30' RT			1													
1034+85, 53.2' RT			1													
1034+85, 76.5' RT			1													
1034+86.1, 30' LT						1										
1035+01.2, 15.4' LT									1							
1035+01.2, 15.7' RT								1								
223+99, 13.1' LT														1		
223+99, 12.9' RT														1		
224+09, 13.1' LT												1				
224+09, 12.9' RT												1				
TOTALS	1	1	11	1	1	2	1	1	1	2	1	7	2	4	2	2

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## SCHEDULE OF QUANTITIES

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

(34)R,DM&(X-1)RS&BR

SODDING AND SEEDING

LOCATION	SIDE	SEEDING CLASS 2 ACRE	SODDING SQ YD	FERTILIZER NUTRIENT			EROSION CONTROL BLANKET SQ YD
				NITROGEN POUND	PHOSPHORUS POUND	POTASSIUM POUND	
1021+58.2 TO 1021+80.4	RT		9.3	0.12	0.12	0.12	
1021+87.3 TO 1022+42.3	RT		31.7	0.39	0.39	0.39	
1021+96.3 TO 1022+09.9	LT		1.8	0.02	0.02	0.02	
1022+79 TO 1022+81	RT		1.5	0.02	0.02	0.02	
1022+85 TO 1023+32	RT		69.9	0.87	0.87	0.87	
1022+88.9 TO 1023+27.2	LT		33.8	0.42	0.42	0.42	
1023+36 TO 1023+70	RT		22.1	0.27	0.27	0.27	
1023+41.3 TO 1023+77.7	LT		33.2	0.41	0.41	0.41	
1023+83 TO 1024+75.2	RT		108.7	1.35	1.35	1.35	
1023+90 TO 1024+05.7	LT		15.8	0.20	0.20	0.20	
1024+17.7 TO 1024+56.7	LT		35	0.43	0.43	0.43	
1024+67.1 TO 1024+96.2	LT		31.4	0.39	0.39	0.39	
1024+86.7 TO 1024+92.5	RT		10.2	0.13	0.13	0.13	
1025+02.5 TO 1025+34.5	RT		48.4	0.60	0.60	0.60	
1025+06.7 TO 1025+64.2	LT		57.4	0.71	0.71	0.71	
1025+44.7 TO 1026+39.5	RT		165	2.05	2.05	2.05	
1025+74.7 TO 1026+34.1	LT		129.7	1.61	1.61	1.61	
1026+65 TO 1028+67.2	LT		485.8	6.02	6.02	6.02	
1026+70.1 TO 1028+30.6	RT		396.4	4.91	4.91	4.91	
1026+77.6 TO 1027+50	LT	0.01		0.90	0.90	0.90	65.1
1028+44.4 TO 1028+91.7	RT		120.1	1.49	1.49	1.49	
1028+83.9 TO 1029+56.8	LT		172.7	2.14	2.14	2.14	
1029+01.4 TO 1029+37.1	RT		88.4	1.10	1.10	1.10	
1029+47.1 TO 1030+08.9	RT		145.6	1.80	1.80	1.80	
1029+66.8 TO 1030+09.7	LT		92.9	1.15	1.15	1.15	
1029+23.6 TO 1031+59.1	RT		211.3	2.62	2.62	2.62	
1029+23.5 TO 1031+49.7	LT		257.8	3.20	3.20	3.20	
1031+59.1 TO 1032+89.3	RT		103.2	1.28	1.28	1.28	
1031+66.3 TO 1032+70	LT		191.4	2.37	2.37	2.37	
1032+94.2 TO 1033+12.3	LT		44.4	0.55	0.55	0.55	
1033+12.3 TO 1035+19	LT	0.09		8.10	8.10	8.10	444.1
1033+23.7 TO 1035+16.3	RT	0.04		3.60	3.60	3.60	202.9
1034+73.7 TO 1035+19.5	RT	0.08		7.20	7.20	7.20	372.4
1035+07 TO 1036+05.6	LT	0.04		3.60	3.60	3.60	216.1
1035+16.4 TO 1036+05.8	RT	0.03		2.70	2.70	2.70	148.3
1037+16.2 TO 1038+43.3	LT	0.05		4.50	4.50	4.50	257.7
1037+16.6 TO 1038+19.6	RT	0.03		2.70	2.70	2.70	164.6
1038+36.7 TO 1040+12	LT	0.02		1.80	1.80	1.80	92.8
1038+10.8 TO 1039+21.8	RT	0.02		1.80	1.80	1.80	83.3
BUCK STREET							
221+46.5 TO 222+10.2	RT		12.5	0.15	0.15	0.15	
222+64 TO 222+98.2	RT		61.7	0.76	0.76	0.76	
221+49.5 TO 223+00		0.09		8.10	8.10	8.10	428.7
TODD STREET							
224+00 TO 224+86.8	LT		129.1	1.60	1.60	1.60	
224+00 TO 225+86.7	RT		231.9	2.87	2.87	2.87	
225+06.8 TO 225+53.2	LT		36.9	0.46	0.46	0.46	
225+74.3 TO 225+86.7	LT		13.4	0.17	0.17	0.17	
TOTALS		0.5	3600	90	90	90	2476

TEMPORARY EROSION CONTROL

LOCATION	SIDE	TEMP EROS CONTROL SEEDING POUND	INLET & PIPE PROT EACH	PERIMETER EROSION BARRIER FOOT					
					1021+58.2 TO 1022+42.3	RT	0.85		
					1021+96.3 TO 1022+09.9	LT	0.04		
1022+79 TO 1026+39.5	RT	9.64							
1022+88.9 TO 1026+34.1	LT	7.68							
1026+70.1 TO 1030+08.9	RT	16.6							
1026+65 TO 1030+09.7	LT	17.71							
1029+23.6 TO 1032+89.3	RT	4.91							
1029+23.5 TO 1031+49.7	LT	5.76							
1031+66.3 TO 1033+12.3	LT	5.26							
1033+12.3 TO 1035+19	LT	9							
1033+23.7 TO 1035+16.3	RT	4							
1034+73.7 TO 1035+19.5	RT	8							
1035+07 TO 1036+05.6	LT	4							
1035+16.4 TO 1036+05.8	RT	3							
1037+16.2 TO 1038+43.3	LT	5							
1037+16.6 TO 1038+19.6	RT	3							
1038+36.7 TO 1040+12	LT	2							
1038+10.8 TO 1039+21.8	RT	2							
1021+64 TO 1022+38	RT			81					
1023+23 TO 1023+68	RT			40					
1024+39 TO 1026+10	RT			110					
1023+41 TO 1026+10	LT			212					
1027+00 TO 1030+08	LT			170					
1026+73 TO 1030+08	RT			302					
1031+61 TO 1035+15	LT			203					
1031+75 TO 1035+15	RT			320					
1038+07 TO 1038+70	RT			63					
1022+26.4	LT		1						
1024+46	LT		1						
1024+40	19' LT		1						
1025+50	LT		1						
1025+50	30.5' RT		1						
1026+20	LT		1						
1029+94.6	RT		1						
1031+79.4	RT		1						
BUCK STREET									
221+46.5 TO 223+00		8.1							
221+49 TO 223+02				153					
TODD STREET									
224+00 TO 225+86.7									
224+00 TO 225+86.7	LT			144					
224+00 TO 225+86.7	RT			181					
223+99	LT & RT		2						
TOTALS		117	10	1979					

GUARDRAIL SCHEDULE

LOCATION	GUARD RAIL REMOVAL FOOT	SPBGR TYPE A FOOT	TRAFFIC BARRIER TERMINAL			GUARD RAIL MARKERS EACH	BARRIER WALL MARKERS EACH	TERMINAL MARKER DIRECT APPLIED EACH	PAVED SHLD REMOV SQ YD	HMA SHLD 8" SQ YD	CONC CURB TYPE B (SPECIAL) FOOT
			TYPE 6 EACH	TYPE 1 (SPECIAL)							
				TANGENT EACH	FLARED EACH						
STA 1027+09 RT	13										
STA 1033+25 RT	13										
STR 050-0094											
NW QUADRANT	201	75	1	1		2	2	1			
SW QUADRANT	189	87.5	1		1	2	2	1			
NE QUADRANT	224	87.5	1	1		2	2	1	157	194	30
SE QUADRANT	116		1		1	1	2	1	74	79	12
TOTALS	756	250	4	2	2	7	8	4	231	273	42

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. HORIZ. DATE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	18
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (34)R,DM&(X-1)RS&BR

LOCATION STA. TO STA.	PAVEMENT MARKING														PAVT MARK TAPE III 12"	RAISED REFL PAVT MARKER EACH	RAISED REFL PAVT MARKER (BRIDGE) EACH	SHORT TERM PVT MK FOOT
	THERMOPLASTIC						EPOXY		TEMPORARY									
	LTRS & SYM SQ FT	4" WHITE FOOT	6" YELLOW FOOT	8" WHITE FOOT	12" YELLOW FOOT	24" WHITE FOOT	4" WHITE FOOT	4" YELLOW FOOT	LTRS & SYM SQ FT	4" YELLOW FOOT	4" WHITE FOOT	12" YELLOW FOOT						
US 6																		
1019+50 TO 1019+65 CENTERLINE			30								30							4
1019+65 TO 1022+22 MEDIAN			958			46					958		46			17		96
1023+08 TO 1024+33 CENTERLINE			250								250					12		25
1024+33 TO 1026+30 TURN LANE	31.2				125					31.2		125						23
1026+30 TO 1026+30 MEDIAN			753			54					753		54			14		76
1026+78 TO 1027+71 TURN LANE					33							33						
1027+71 TO 1027+71 MEDIAN			301			6					301		6			9		30
1027+71 TO 1034+85 CENTERLINE			1428								1428					13		143
1034+85 TO 1038+37 CENTERLINE									704	704			704				9	70
1038+37 TO 1038+97 EDGE LINE																		
1038+37 TO 1038+97 CENTERLINE			120								120					1		12
1038+37 TO 1038+97 EDGE LINE		120																
UNION ST LT CROSSWALK					111													
UNION ST RT STOPBAR										19								
UNION ST RT CROSSWALK					117													
UNION ST RT STOPBAR										20								
TODD ST CROSSWALK					97													
TODD ST STOPBAR										19								
BUCK ST CROSSWALK					97													
BUCK ST STOPBAR										18								
CENTRAL ST LT CROSSWALK					48													
CENTRAL ST LT STOPBAR										8								
CENTRAL ST RT CROSSWALK					44													
CENTRAL ST RT STOPBAR																		
BLACKSTONE ST CROSSWALK					70													
BLACKSTONE ST STOPBAR										12								
STAGING STOPBAR																		
TOTALS	31.2	120	3840	584	158	106	96	704	704	31.2	4544	158	106	24	24	66	9	479

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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES

SCALE: VERT. DATE  
HORIZ. DATE

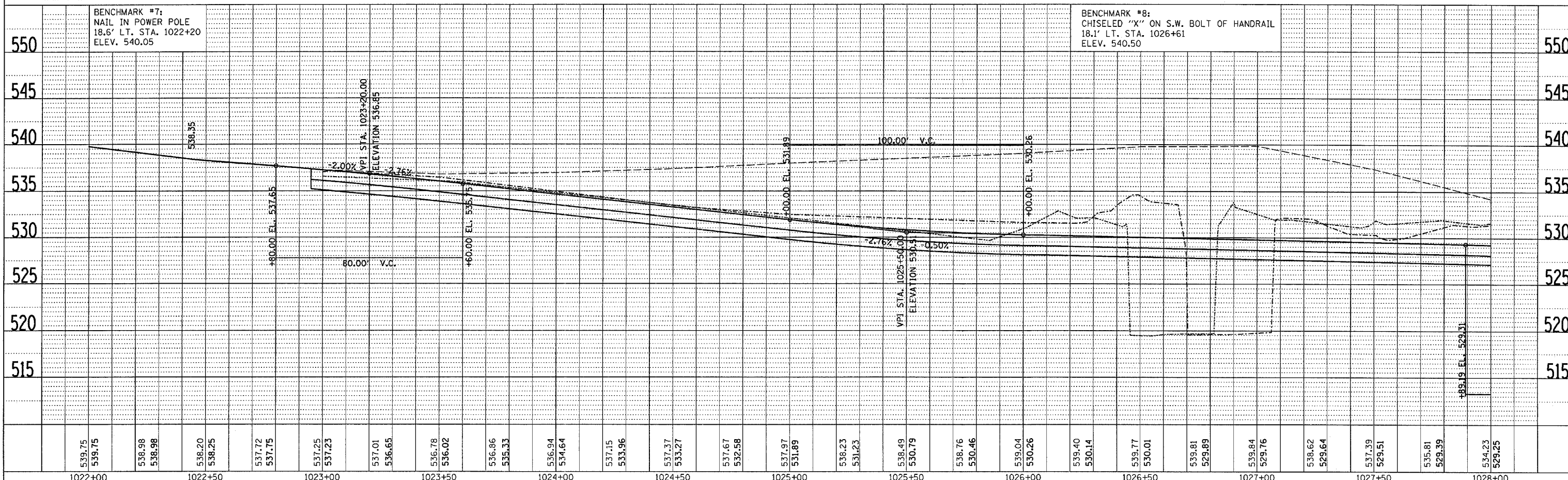
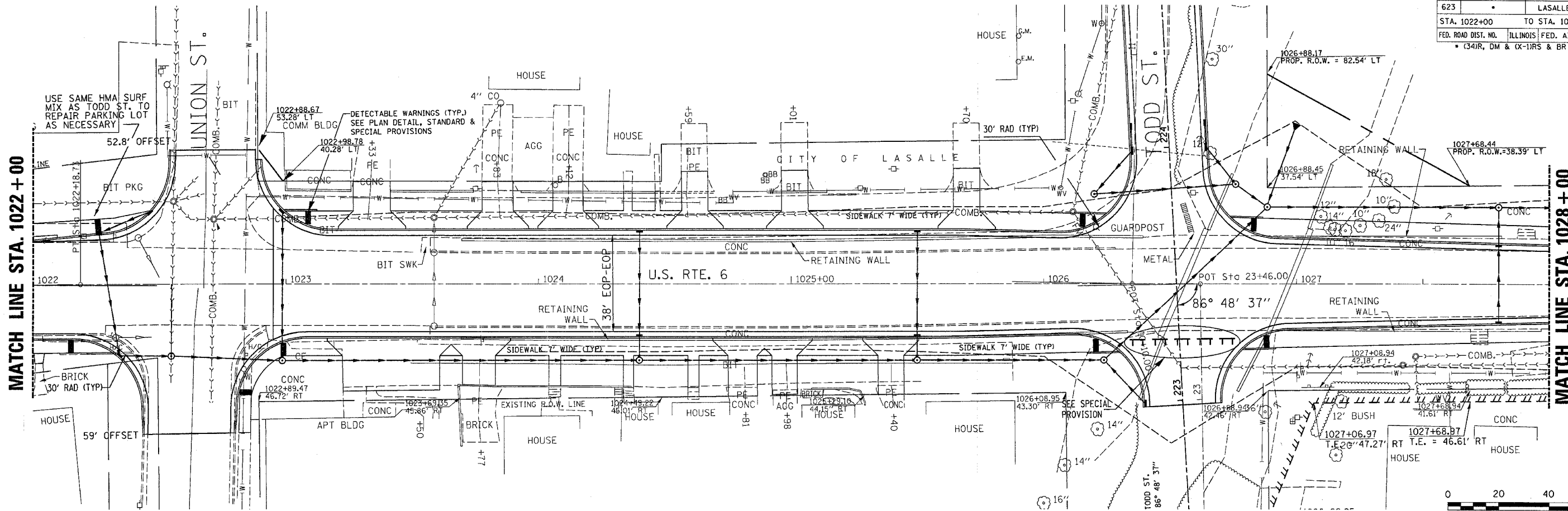
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CHECKED BY



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	20
STA. 1022+00		TO STA. 1028+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R, DM & (X-1)RS & BR				

PLAN	DATE	BY
SURVEYED		
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BY		
NO.		

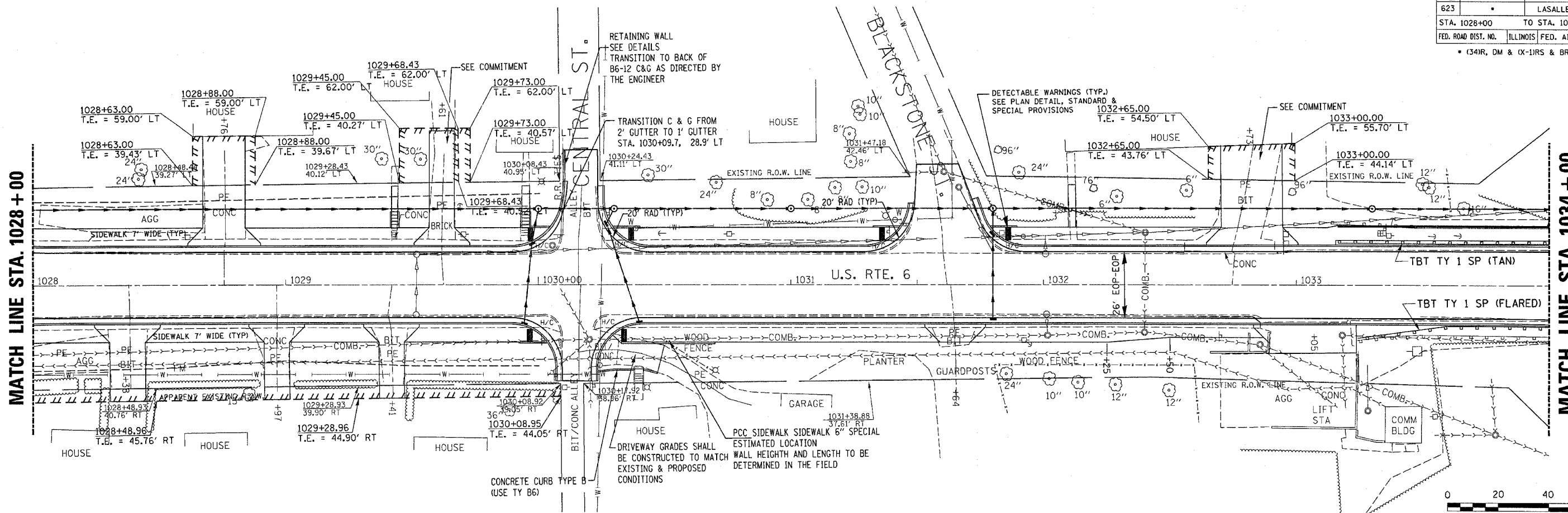
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SURVEYED		
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BY		
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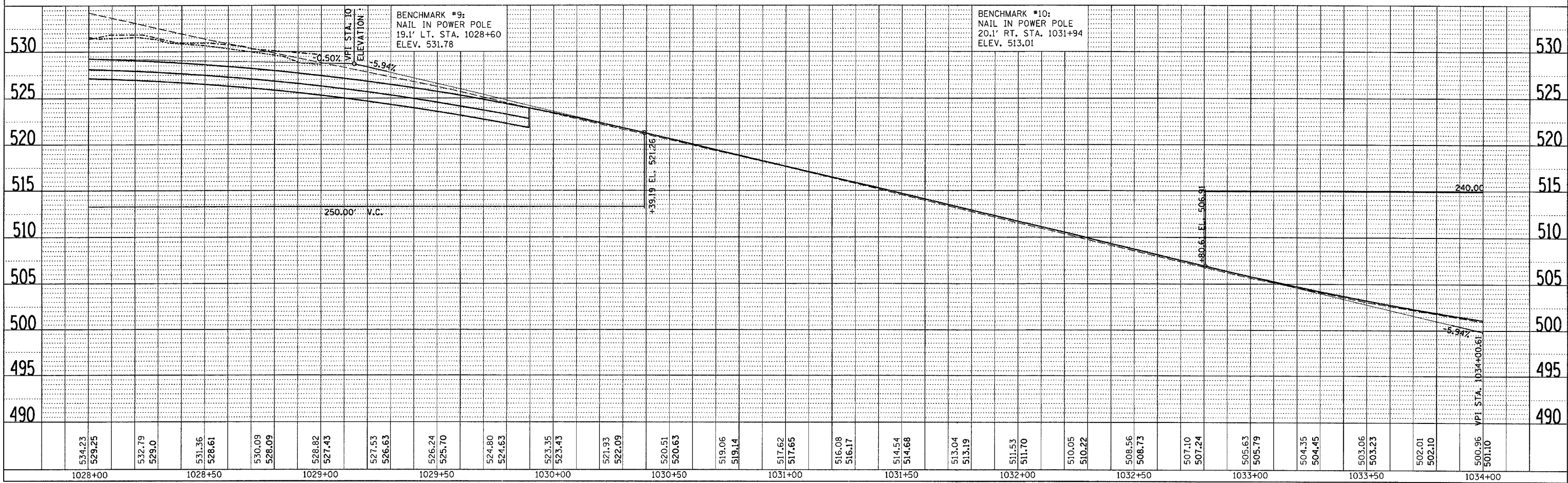
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	21
STA. 1028+00		TO STA. 1034+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (34R, DM & (X-1)RS & BR				

PLAN	DRAWN	DATE
NOTED	BY	
CHECKED		
BY		
NO.		



PROFILE	DRAWN	DATE
NOTED	BY	
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NO.		



June 20, 2006  
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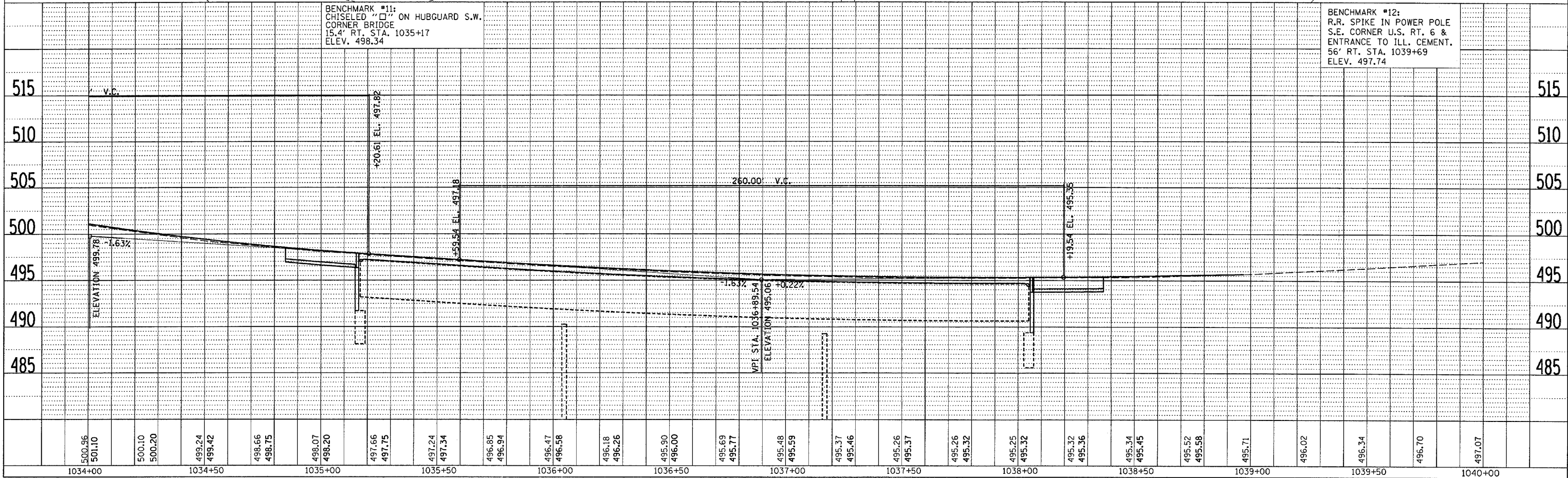
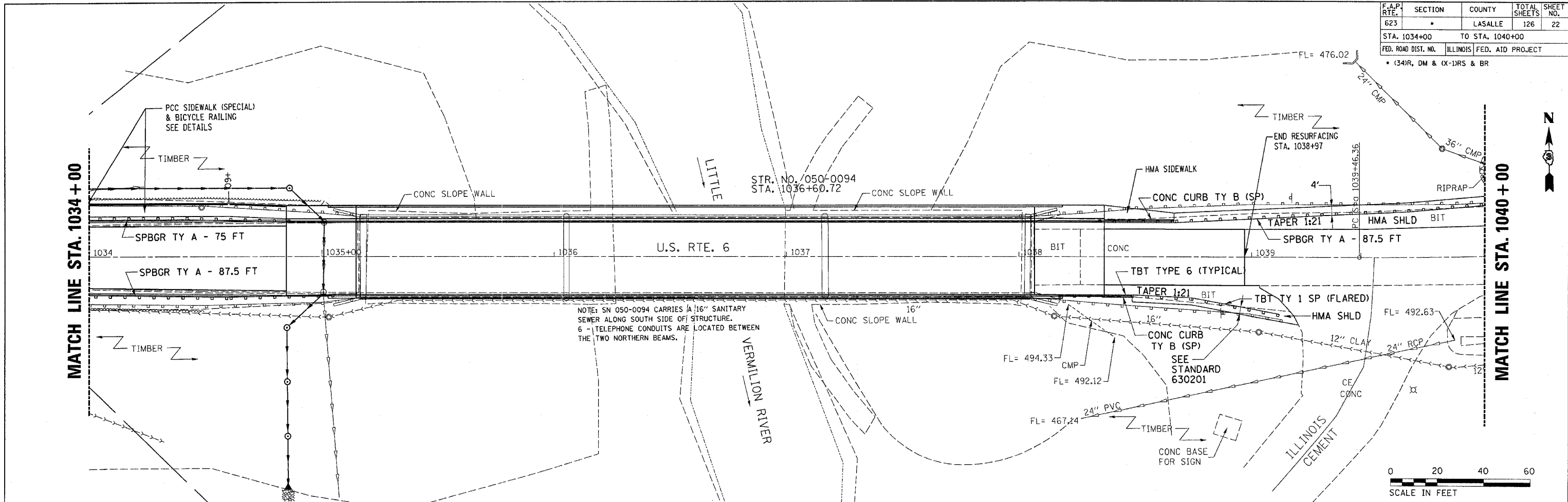
**STA. 1028 + 00 TO STA. 1034 + 00  
 PLAN & PROFILE**



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	22
STA. 1034+00		TO STA. 1040+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (34)R, DM & (X-1)RS & BR				

PLAN	SURVEYED	DATE
	PLOTTED	
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	NO. OF WAY CHECKED	
	PAID FILE NAME	

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



STA. 1034 + 00 TO STA. 1040 + 00  
PLAN & PROFILE

June 20, 2006  
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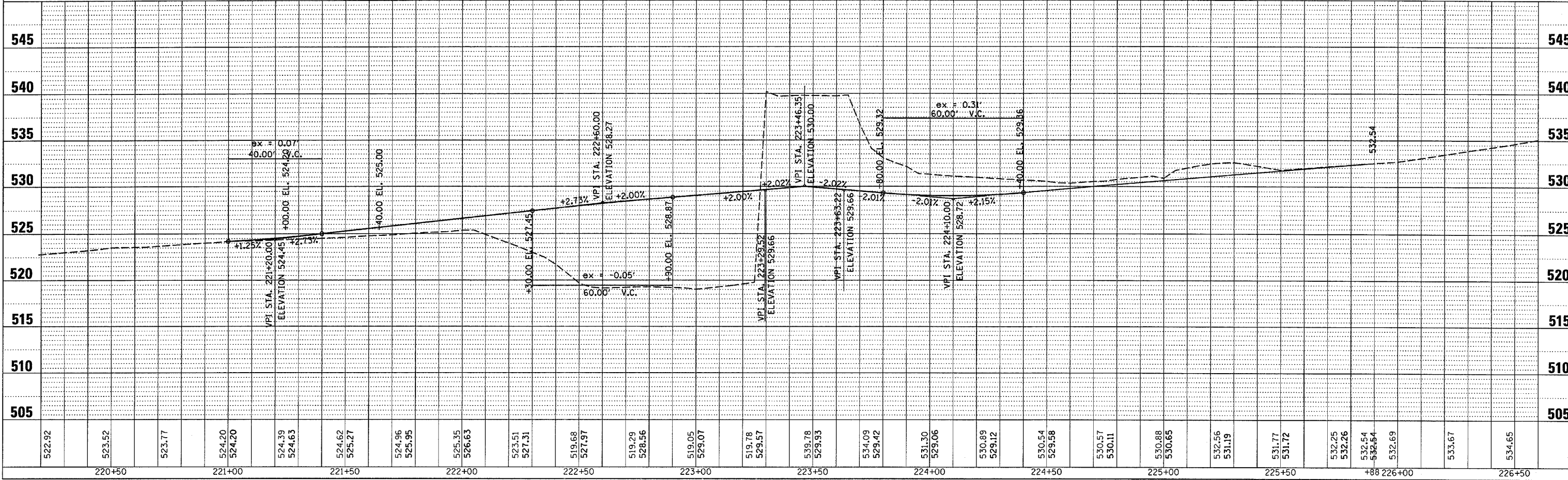
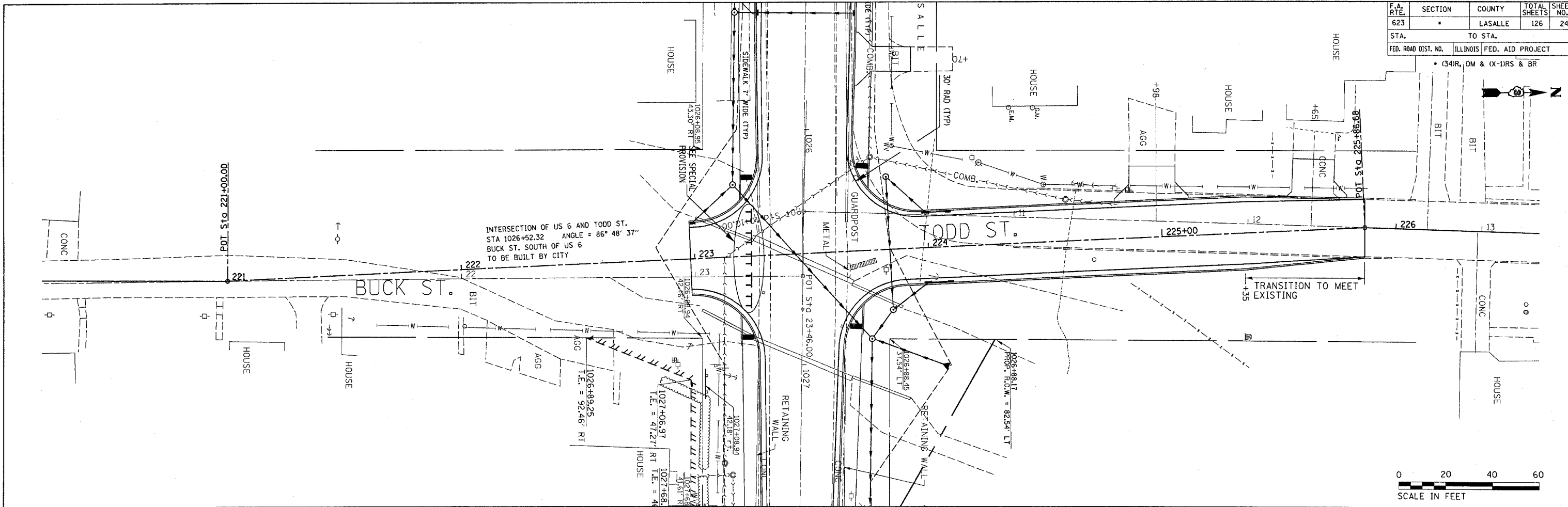


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	24
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		* (34R, DM & (X-1)RS & BR		

PLAN	SURVEYED	BY	DATE
NO. OF SHEETS	NO. OF SHEETS CHECKED		
NO. OF SHEETS MAY CHECKED	NO. OF SHEETS		
ADD FILE NAME			

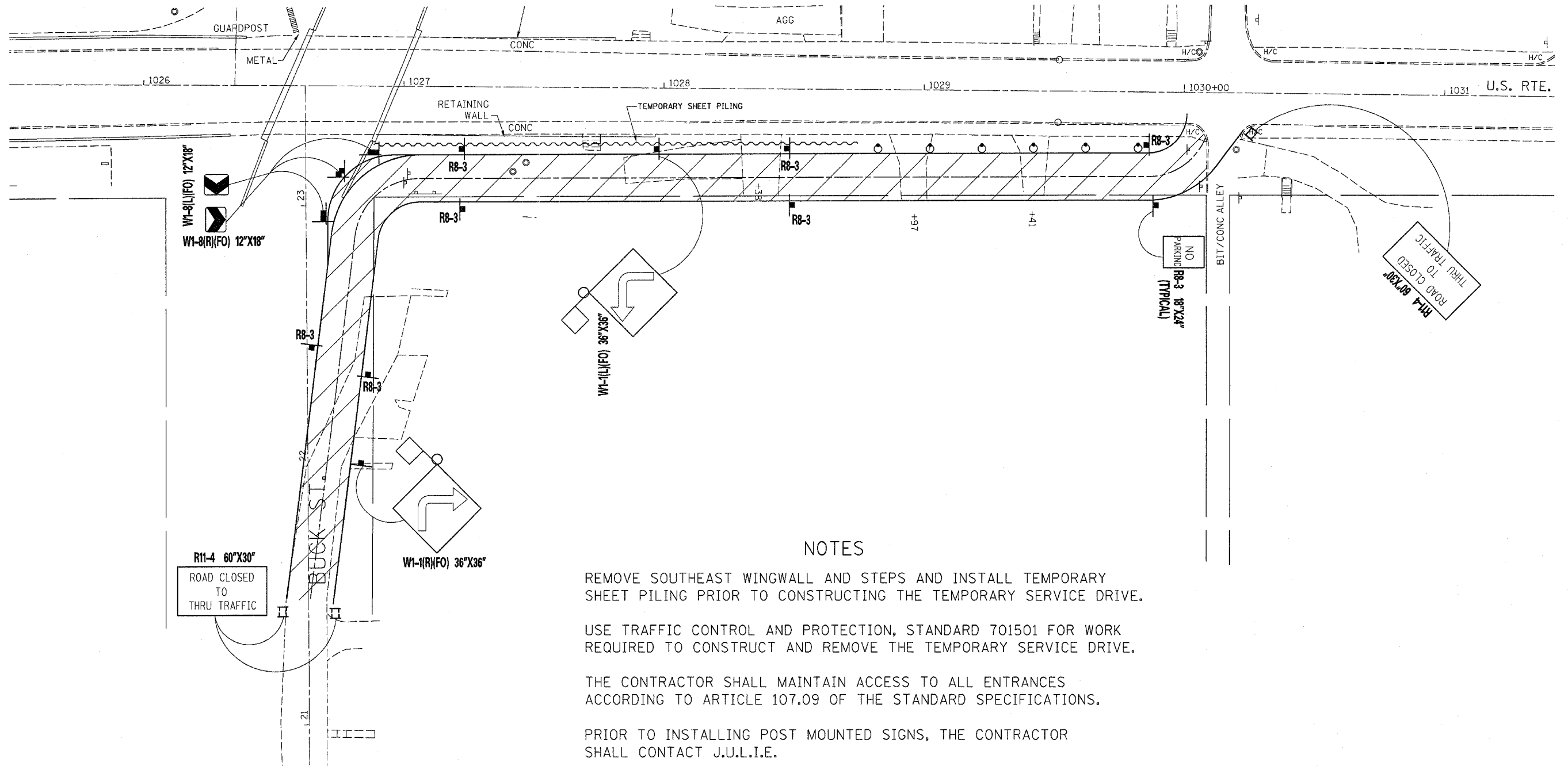
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NO. OF SHEETS MAY CHECKED	NO. OF SHEETS		
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**TODD AND BUCK STREETS  
 PLAN & PROFILE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R,DM&(X-1)RS&BR				



**NOTES**

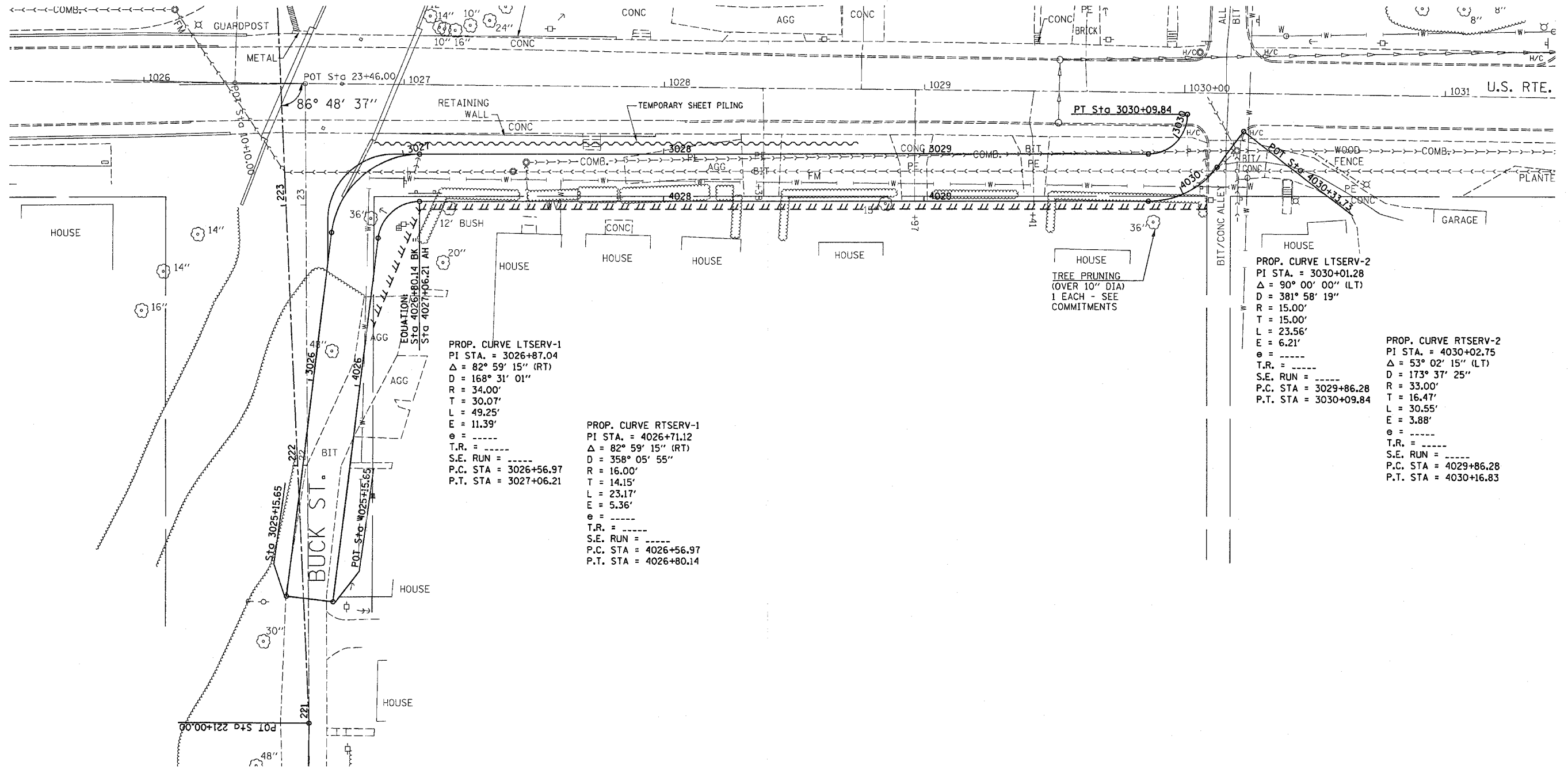
- REMOVE SOUTHEAST WINGWALL AND STEPS AND INSTALL TEMPORARY SHEET PILING PRIOR TO CONSTRUCTING THE TEMPORARY SERVICE DRIVE.
- USE TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 FOR WORK REQUIRED TO CONSTRUCT AND REMOVE THE TEMPORARY SERVICE DRIVE.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES ACCORDING TO ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS.
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
- THE SERVICE DRIVE IS REQUIRED TO REMAIN IN PLACE UNTIL THE WORK NECESSARY TO REMOVE STRUCTURE 050-0095 HAS BEEN COMPLETED AND TRAFFIC CAN BE PLACED BACK ON RECONSTRUCTED US ROUTE 6.
- SEE OTHER SHEETS FOR ADDITIONAL TRAFFIC CONTROL.
- SEE STANDARDS 701801 AND 702001 FOR ADDITIONAL INFORMATION.
- THE CONSTRUCTED SERVICE DRIVE ALONG BUCK STREET FROM STA. 3025+16 TO STA. 3026+57 MAY REMAIN IN PLACE PERMANENTLY UNLESS DIRECTED BY THE ENGINEER.

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SERVICE DRIVE  
 TRAFFIC CONTROL PLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	26
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (34)R,DM&(X-1)RS&BR



PROP. CURVE LTSERV-1  
 PI STA. = 3026+87.04  
 $\Delta = 82^\circ 59' 15''$  (RT)  
 $D = 168^\circ 31' 01''$   
 $R = 34.00'$   
 $T = 30.07'$   
 $L = 49.25'$   
 $E = 11.39'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA} = 3026+56.97$   
 $P.T. \text{ STA} = 3027+06.21$

PROP. CURVE RTSERV-1  
 PI STA. = 4026+71.12  
 $\Delta = 82^\circ 59' 15''$  (RT)  
 $D = 358^\circ 05' 55''$   
 $R = 16.00'$   
 $T = 14.15'$   
 $L = 23.17'$   
 $E = 5.36'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA} = 4026+56.97$   
 $P.T. \text{ STA} = 4026+80.14$

PROP. CURVE LTSERV-2  
 PI STA. = 3030+01.28  
 $\Delta = 90^\circ 00' 00''$  (LT)  
 $D = 381^\circ 58' 19''$   
 $R = 15.00'$   
 $T = 15.00'$   
 $L = 23.56'$   
 $E = 6.21'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA} = 3029+86.28$   
 $P.T. \text{ STA} = 3030+09.84$

PROP. CURVE RTSERV-2  
 PI STA. = 4030+02.75  
 $\Delta = 53^\circ 02' 15''$  (LT)  
 $D = 173^\circ 37' 25''$   
 $R = 33.00'$   
 $T = 16.47'$   
 $L = 30.55'$   
 $E = 3.88'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA} = 4029+86.28$   
 $P.T. \text{ STA} = 4030+16.83$

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SERVICE DRIVE  
 GEOMETRICS

SCALE: VERT.  
 HORIZ.  
 DATE

DRAWN BY  
 CHECKED BY



F. A. P. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*[34]R, DM & (X-)IRS, & BR

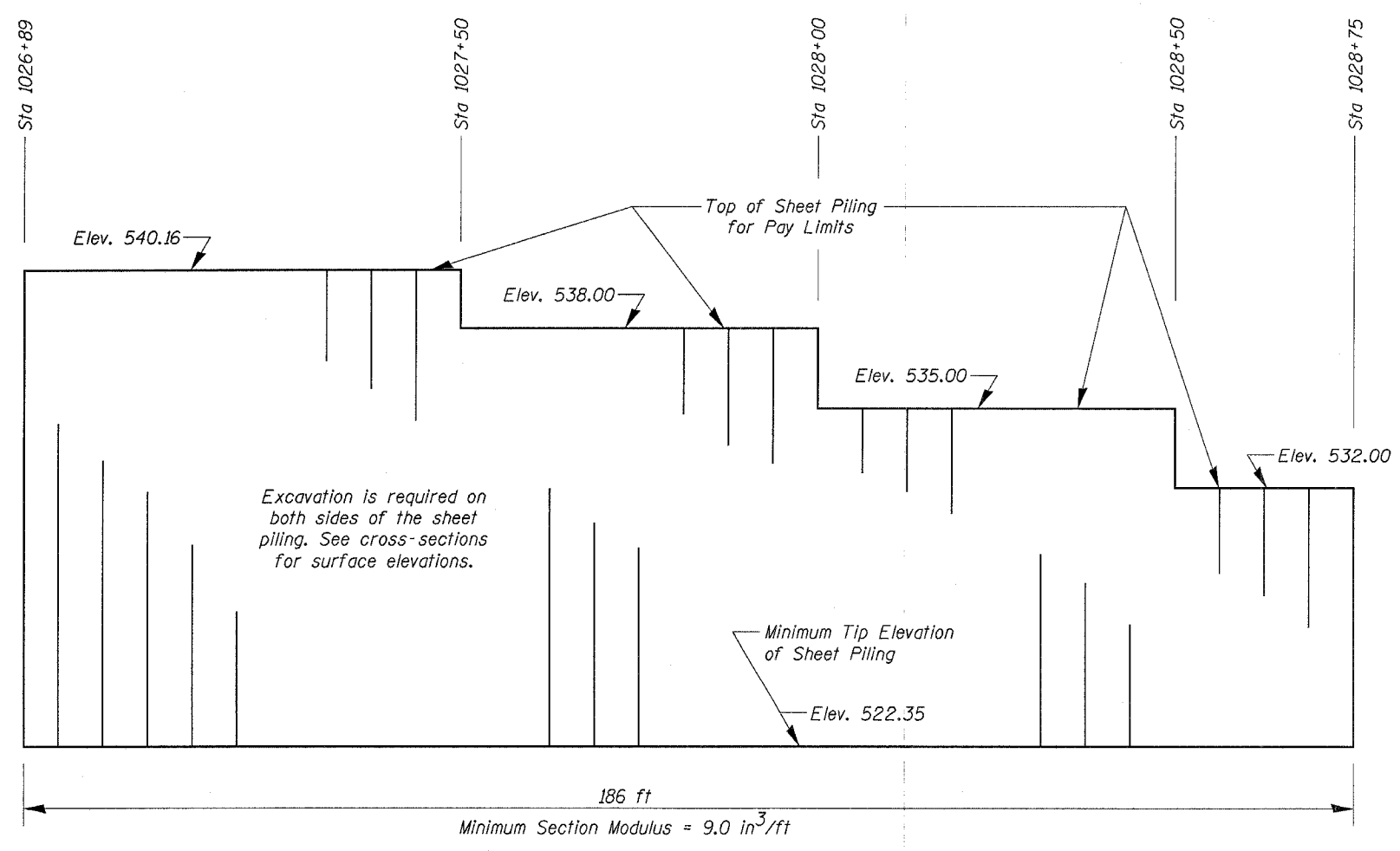
The Contractor shall verify the locations of the footings prior to installing the temporary sheet piling. See cross-sections for details.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, remove more than indicated, or excavate beyond the limits shown on the cross-sections, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	2743



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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>TEMPORARY SHEET PILING DETAILS</b> <b>STA 1027+80 RT</b>



F. A. P. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

\* (3)R, DM & (X-1)RS, & BR

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 11/9/06

ROUTE SBI-07 (US 6) DESCRIPTION US 6 Over Abandoned RR LOGGED BY Chris Blakley

SECTION 34 LOCATION NW 14, SEC. 14, TWP. 33N, RNG. 01E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0095 Station 1026+76.13

BORING NO. #1: Center of EBL Station 1024+28.13  
Offset 10.00ft Right  
Ground Surface Elev. 537.37 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	HAMMER TYPE	UCS (tsf)	Failure Mode	Penetration (ft)	UCS (%)
0	Augered, Bituminous and Concrete pavement, Limestone CA06						
5	Stiff, brown gray, Silty Clay Loam-fill			19.4	P	5	
10	Stiff, black brown, Silty Clay			29.7	S	4	
15	Stiff, black, Silty Clay Loam-topsoil			24.3	S	4	
20	Very stiff, brown black, oxidized, mottled, Silty Clay			24.3	S	3	
25	Stiff, tan and greenish, mottled, Clay, interbedded with oxidized, Sand			24.1	S	3	
30	Soft, reddish brown, oxidized, mottled, Silty Clay			26.2	B	2	
35	Very stiff, reddish brown, mottled, Clay with some Silt			22.6	S	3	

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.: \_\_\_\_\_ ft  
First Encounter \_\_\_\_\_ ft  
Upon Completion \_\_\_\_\_ ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ (ft) (6") (tsf) (%)

Hard, light gray to gray, Soapstone 4 5.5 20.2  
515.87 7 14 18.5  
537.37 1004" 3.1  
AAR: hole collapsed @ 17.5'  
End of Boring

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

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 11/9/06

ROUTE SBI-07 (US 6) DESCRIPTION US 6 Over Abandoned RR LOGGED BY Chris Blakley

SECTION 34 LOCATION NW 14, SEC. 14, TWP. 33N, RNG. 01E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0095 Station 1026+76.13

BORING NO. #2: Center of EBL Station 1028+12.13  
Offset 8.00ft Right  
Ground Surface Elev. 539.39 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	HAMMER TYPE	UCS (tsf)	Failure Mode	Penetration (ft)	UCS (%)
0	Augered, Bituminous and Concrete pavement, Limestone CA06						
5	Medium, dark brown, Silty Clay Loam-fill			18.3	P	3	
10	7.5' interval- rock in shoe- no sample						
15	22.5' interval- poor sample from stone fragments in material						
20	Auger Refusal @ 25.5'						
25	AAR: hole collapsed @ 20.3'						
30	Soft, moist, reddish brown and black, oxidized, Silty Clay-fill			24.2	P	1	
35	12.5' interval- rock in shoe- poor recovery						
40	Gray, argillaceous, Limestone pieces, with interbedded fill			2.6	P	10	
45	Very stiff, brown red black, Clay-fill			16.4	P	11	

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.: \_\_\_\_\_ ft  
First Encounter \_\_\_\_\_ ft  
Upon Completion \_\_\_\_\_ ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ (ft) (6") (tsf) (%)

Hard, light gray, Soapstone 518.89 5 4.5 12.7  
537.39 5 6.0 18.6  
518.89 1004" 2.9 19.2  
514.39 25  
513.89 1003"  
Auger Refusal @ 25.5'  
AAR: hole collapsed @ 20.3'  
End of Boring

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

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 11/9/06

ROUTE SBI-07 (US 6) DESCRIPTION US 6 Over Abandoned RR LOGGED BY Chris Blakley

SECTION 34 LOCATION NW 14, SEC. 14, TWP. 33N, RNG. 01E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0095 Station 1026+76.13

BORING NO. #3: Center of EBL Station 1027+94.13  
Offset 9.00ft Right  
Ground Surface Elev. 534.09 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	HAMMER TYPE	UCS (tsf)	Failure Mode	Penetration (ft)	UCS (%)
0	Augered, Bituminous and Concrete pavement, Limestone CA06						
5	Soft, brown, oxidized, Silty Clay with Gravel pieces						
10	Stiff, black, brown, Silty Clay Loam-topsoil			27.5	B	2.5	
15	Stiff, brick red, mottled, blocky, Silty Clay with stone fragments						
20	Stiff, red brown and brown, oxidized, mottled, Silty Clay with stone fragments			18.6	B	3	
25	15' interval- rock in shoe, high blow count						
30	Hard, blue green, dense, Clay to Soapstone with some oxidation and stone fragments, becoming more oxidized with depth			20.2	P	1.5	
35	18' piece of Limestone in shoe			13.4	P	4.5	
40	Auger Refusal @ 18'						

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.: \_\_\_\_\_ ft  
First Encounter \_\_\_\_\_ ft  
Upon Completion \_\_\_\_\_ ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ (ft) (6") (tsf) (%)

AAR: hole collapsed @ 13.6'  
End of Boring

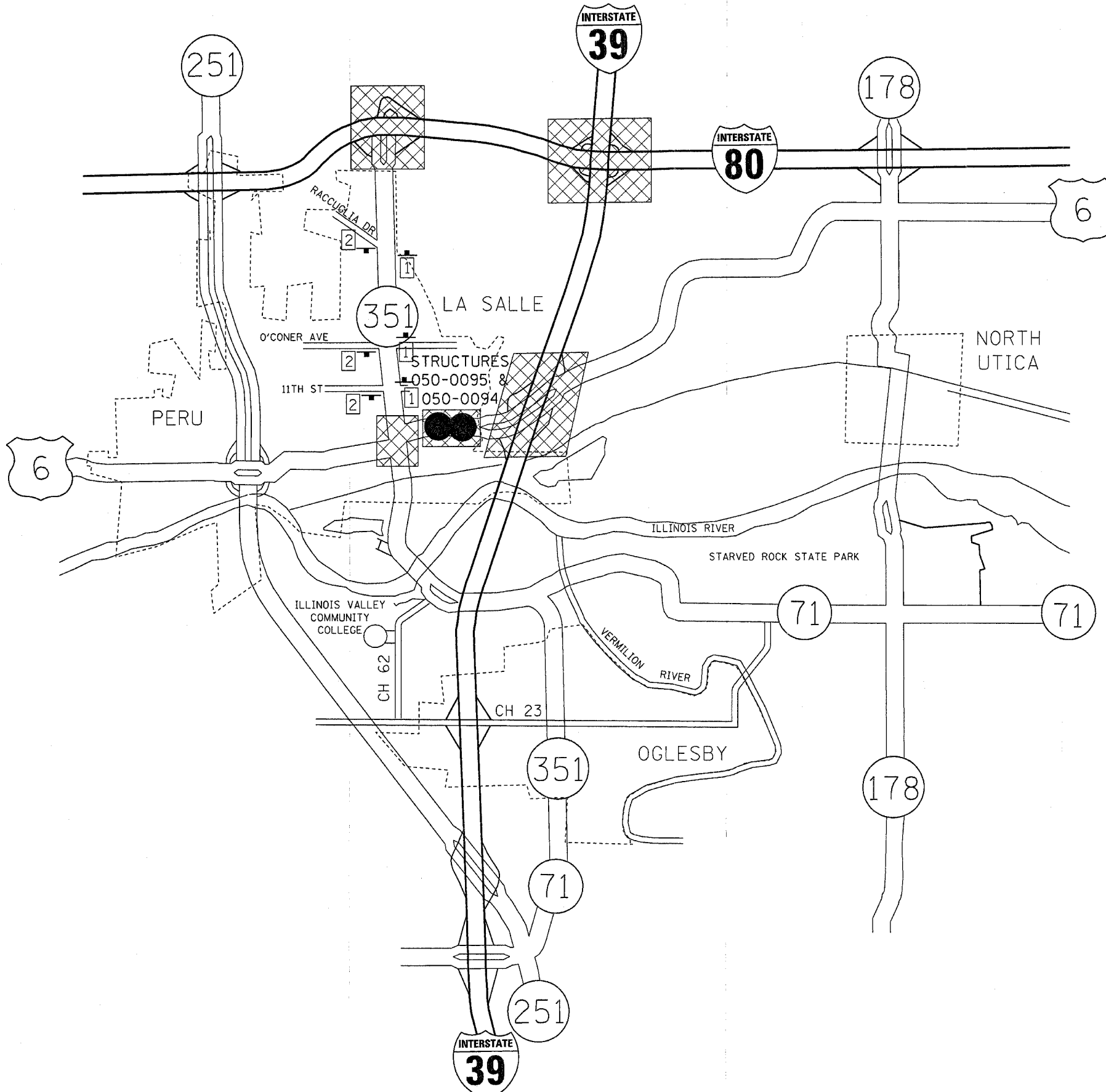
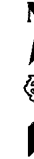
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SOIL BORING LOGS**  
**STR. 050-0095**  
**STA. 1026+76.13**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	30
STA. TO STA.		ILLINOIS FED. AID PROJECT		
* (34)R, DM&X-1RS&BR				



**NOTES**

PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.

IDOT WILL SUPPLY 32 M1-4, "US 6," SIGNS FROM DISTRICT 3 BUREAU OF OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTION, MAINTENANCE, AND REMOVAL OF IDOT-SUPPLIED SIGNS. ALL OTHER SIGNAGE SHALL BE SUPPLIED BY THE CONTRACTOR.

ANY IDOT SIGN THAT IS COVERED OR CHANGED SHALL BE DONE IN A MANNER WHICH DOES NOT DAMAGE ANY SIGNS OR POSTS. ANY SIGN OR POST WHICH THE ENGINEER DETERMINES HAS BEEN DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.

THE DETOUR IS REQUIRED TO REMAIN IN PLACE UNTIL THE WORK NECESSARY TO REMOVE STRUCTURE 050-0095 AND RECONSTRUCT US ROUTE 6 HAS BEEN COMPLETED EXCEPT FOR THE FINAL SURFACE COURSE LIFT.

SEE STAGE CONSTRUCTION SHEETS FOR ADDITIONAL ROAD CLOSURE SIGNING.

SEE STANDARDS 701801 AND 702001 FOR ADDITIONAL INFORMATION.

LEGEND (THIS SHEET)	
	SEE OTHER PLAN SHEETS FOR MORE DETAILS
	<b>DETOUR</b> M4-8(FO) 24"X12" <b>EAST</b> M3-2 24"X12" M1-4 24"X24"
	<b>DETOUR</b> M4-8(FO) 24"X12" <b>WEST</b> M3-4 24"X12" M1-4 24"X24"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ROAD CLOSURE AND DETOUR TRAFFIC CONTROL PLAN**  
 SN 050-0095  
 SHEET 1 OF 7

NOT TO SCALE

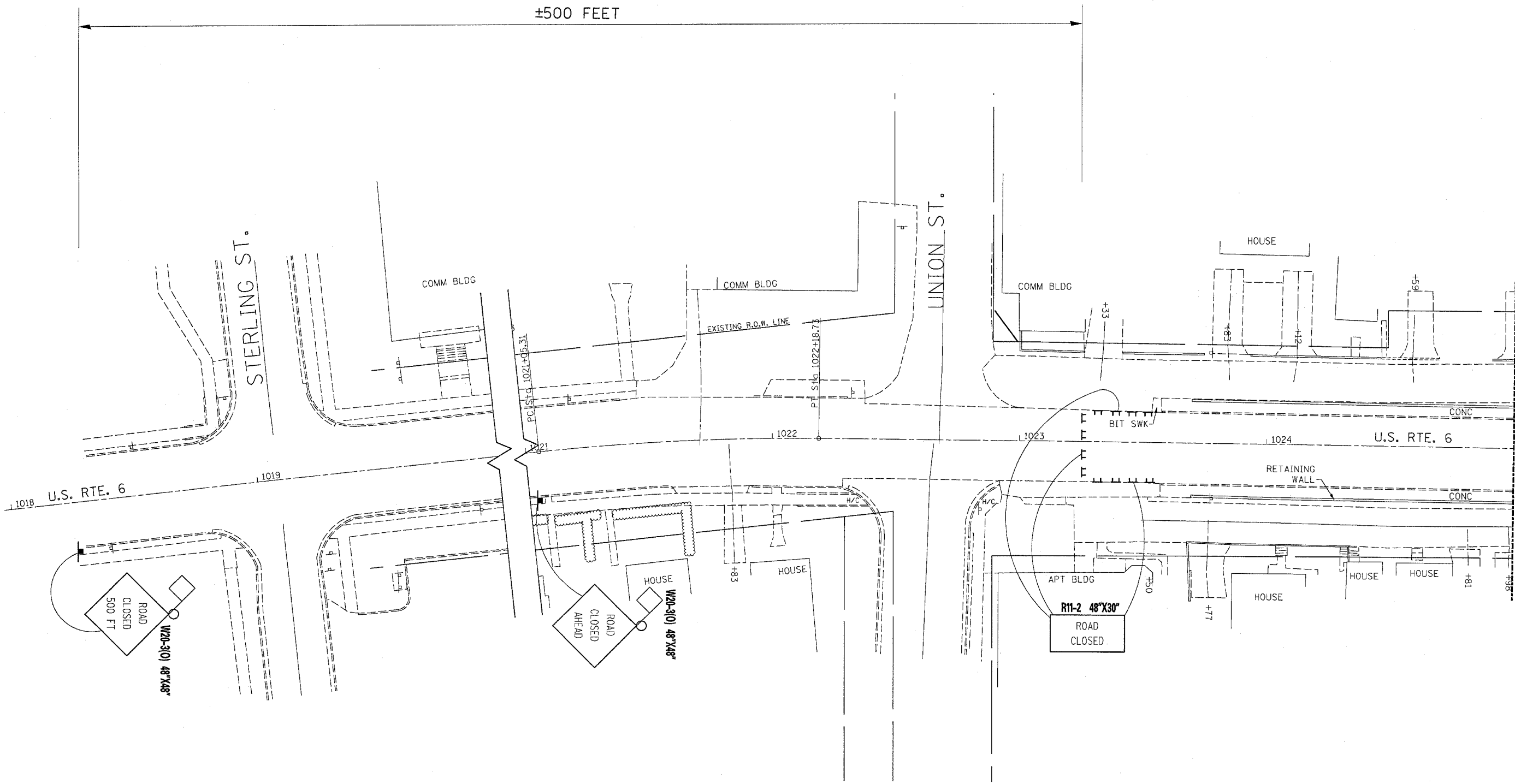
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623	*	LASALLE	126	31
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(34)R,DM&(X-1)RS&BR



±500 FEET



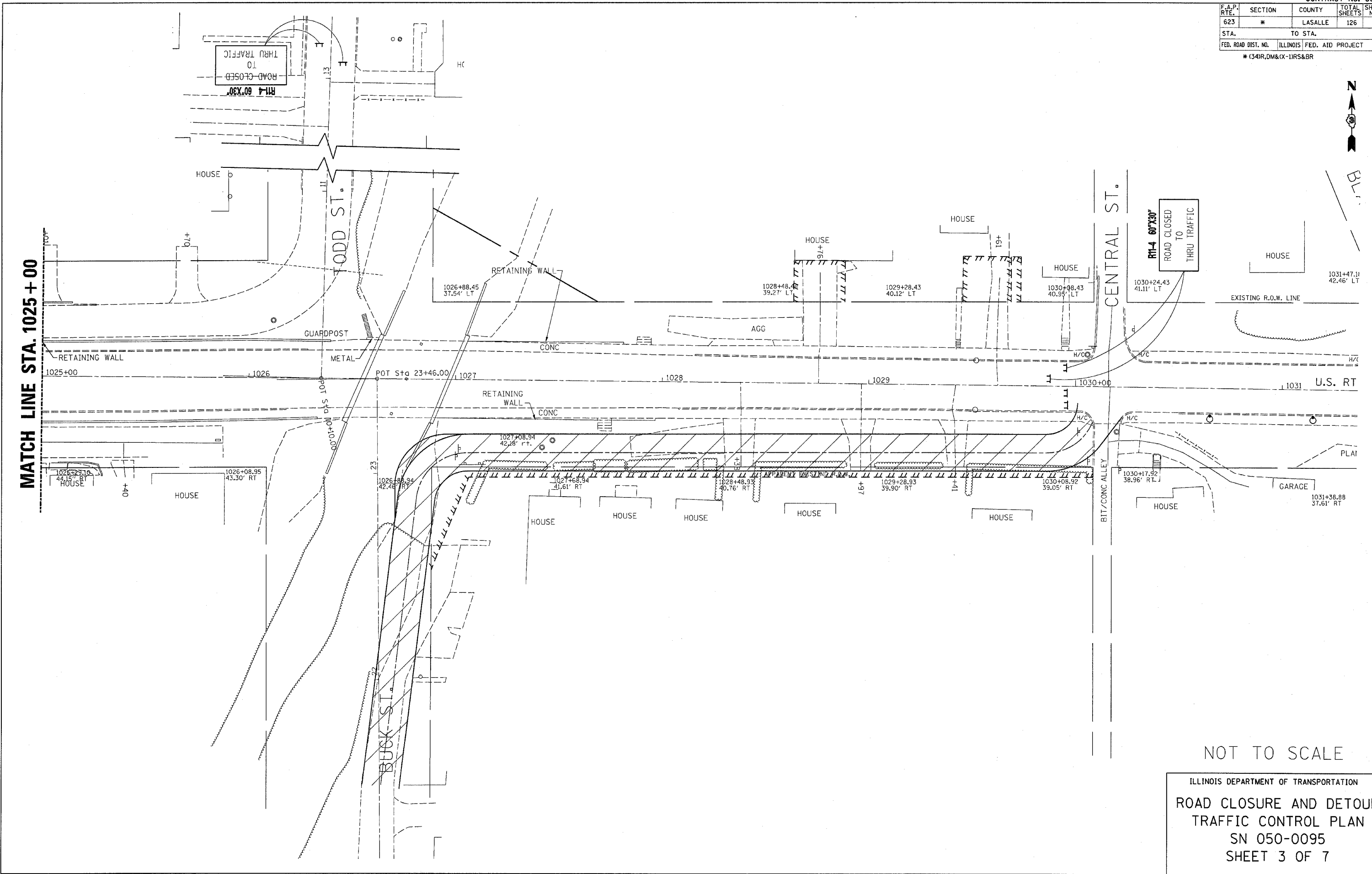
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ROAD CLOSURE AND DETOUR  
 TRAFFIC CONTROL PLAN  
 SN 050-0095  
 SHEET 2 OF 7

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (34)R,DM&(X-1)RS&BR



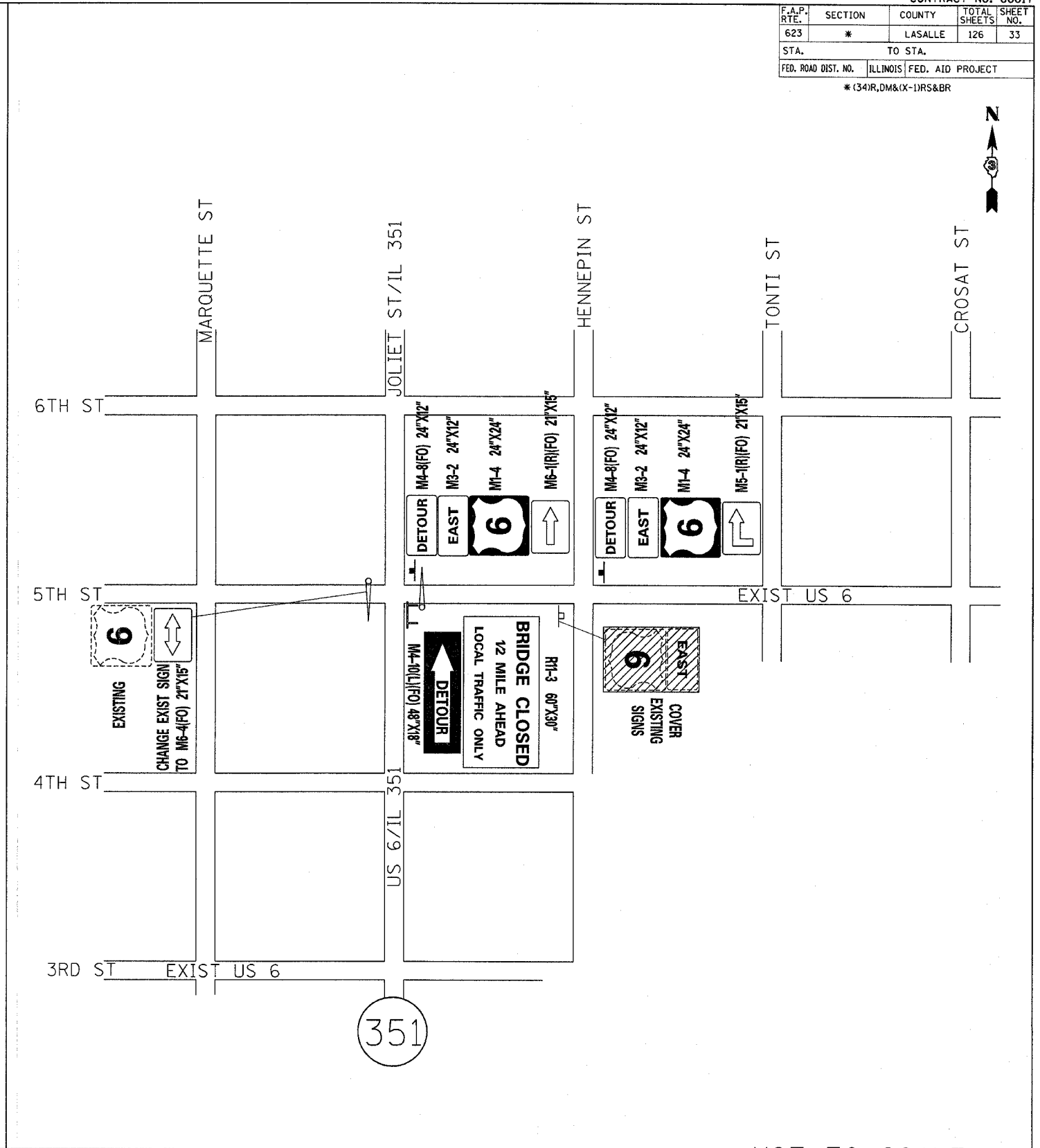
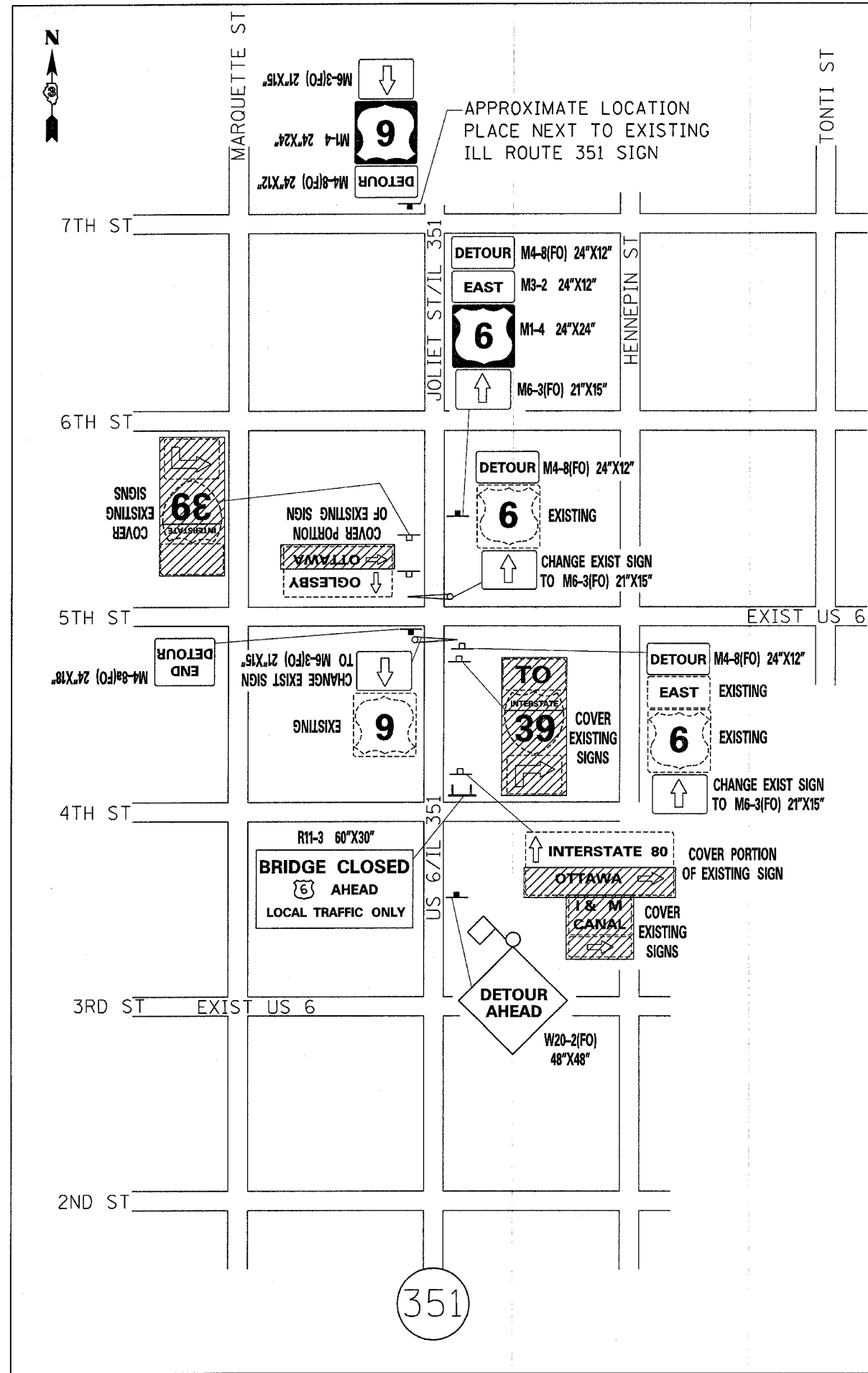
MATCH LINE STA. 1025 + 00

R11-4 60'X30'  
ROAD CLOSED TO THRU TRAFFIC

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ROAD CLOSURE AND DETOUR  
 TRAFFIC CONTROL PLAN  
 SN 050-0095  
 SHEET 3 OF 7

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	33
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
*(34)R,DM&X-1)RS&BR				



US 6 AND ILL 351  
NORTH INTERSECTION  
CITY OF LASALLE

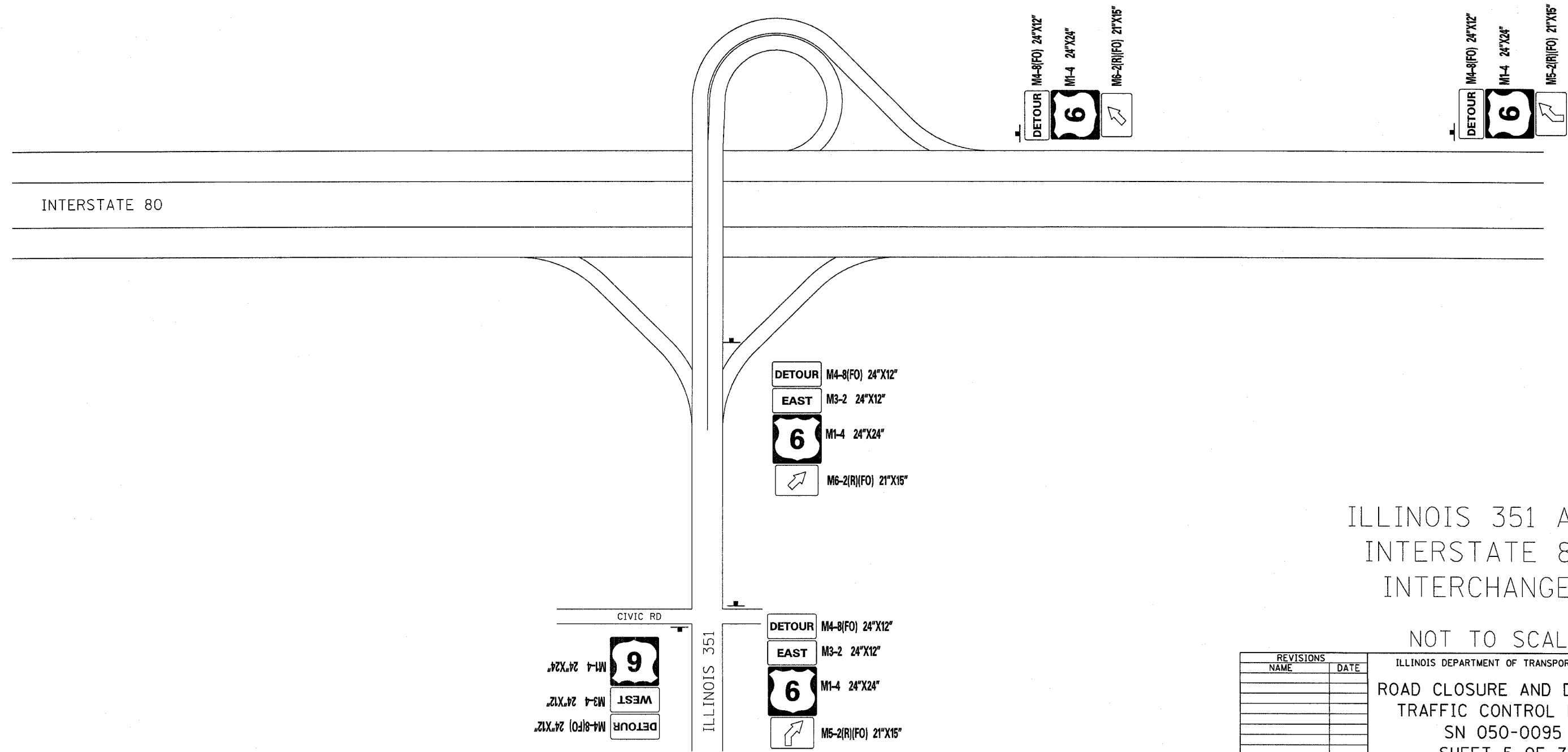
REVISIONS	
NAME	DATE

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ROAD CLOSURE AND DETOUR  
TRAFFIC CONTROL PLAN  
SN 050-0095  
SHEET 4 OF 7

PLOT DATE: 12/18/2006  
FILE NAME: \*FILEL\*  
PLOT SCALE: \*SCALE\*  
USER NAME: \*USER\*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	34
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (34)R,DM&(X-1)RS&BR				



ILLINOIS 351 AND  
INTERSTATE 80  
INTERCHANGE

NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ROAD CLOSURE AND DETOUR  
TRAFFIC CONTROL PLAN  
SN 050-0095  
SHEET 5 OF 7

PLOT DATE = 12/19/2006  
FILE NAME = #11111  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (34)R,DM&X-1RS&BR



PROPOSED  
8 FT BY 4 FT SIGN  
WITH 7 INCH  
BLACK LETTERS  
ON ORANGE  
HWMY D FONT  
WEST US 6 CLOSED  
1 MILE WEST OF I-39  
FOLLOW DETOUR SIGNS  
HWMY C FONT

INTERSTATE 39

INTERSTATE 80

INTERSTATE 39 AND  
INTERSTATE 80  
INTERCHANGE

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ROAD CLOSURE AND DETOUR  
TRAFFIC CONTROL PLAN  
SN 050-0095  
SHEET 6 OF 7

REVISIONS	
NAME	DATE

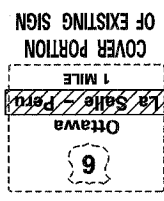
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WEST M3-4 24"X12"  
6 M1-4 24"X24"  
M6-2(R)(FO) 21"X15"

DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"  
M5-2(R)(FO) 21"X15"

DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"  
M6-3(FO) 21"X15"

DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"

PLACE NEXT TO EXISTING I-39 SIGN



DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"  
M6-2(R)(FO) 21"X15"

DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"  
M6-2(R)(FO) 21"X15"

1000'

DETOUR M4-8(FO) 24"X12"  
EAST M3-2 24"X12"  
6 M1-4 24"X24"  
M6-2(R)(FO) 21"X15"

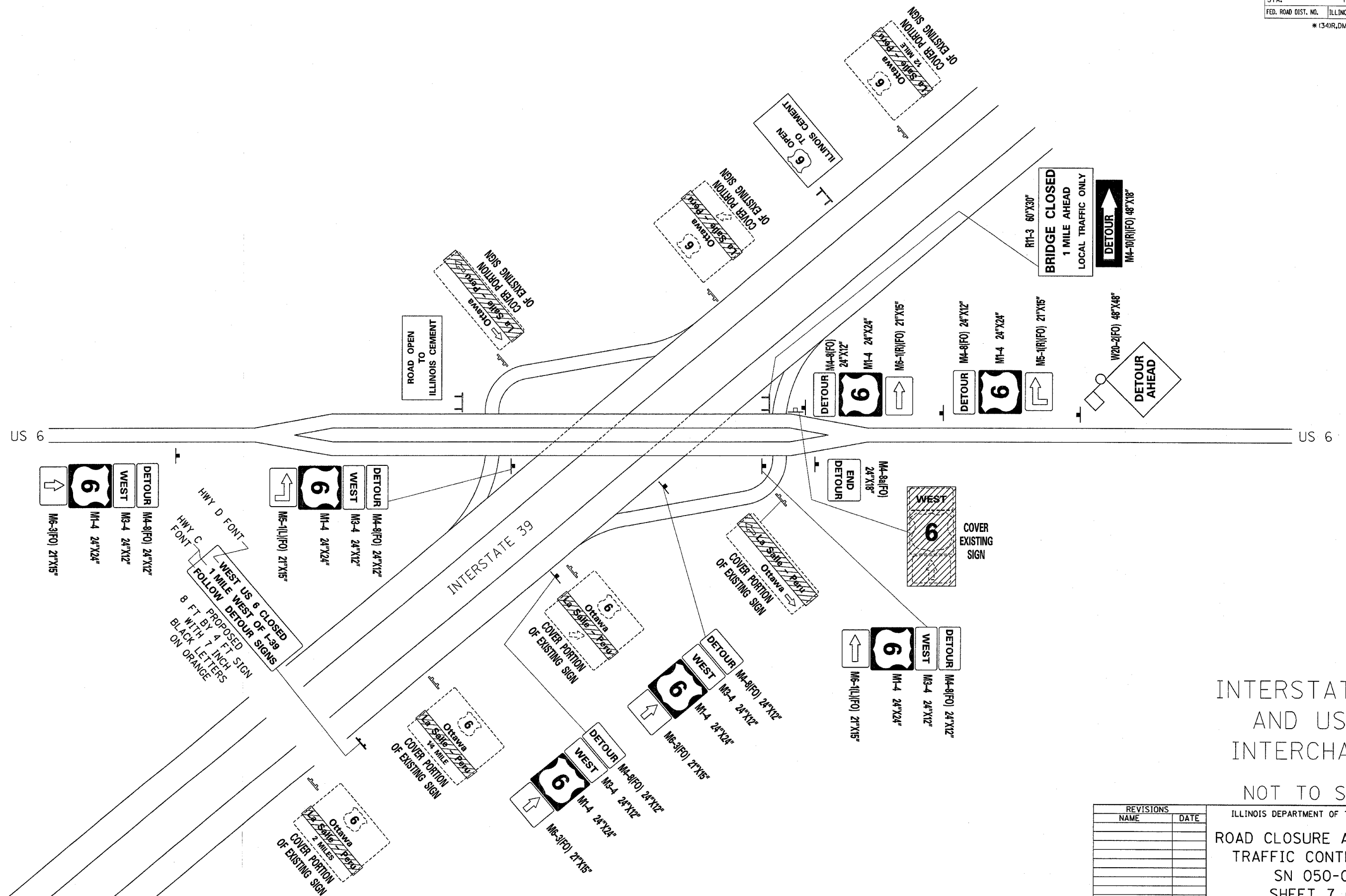
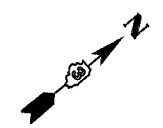
DETOUR M4-8(FO) 24"X12"  
WEST M3-4 24"X12"  
6 M1-4 24"X24"

DETOUR M4-8(FO) 24"X12"  
EAST M3-2 24"X12"  
6 M1-4 24"X24"  
M5-2(R)(FO) 21"X15"



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	36
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

\*(34)R,DM&(X-1)RS&BR



INTERSTATE 39  
AND US 6  
INTERCHANGE  
NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ROAD CLOSURE AND DETOUR  
TRAFFIC CONTROL PLAN  
SN 050-0095  
SHEET 7 OF 7

PLOT DATE = 12/16/2005  
FILE NAME = #FILEL4  
DRAWN BY = #USER18  
USER NAME = #USER18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R, DM&X-1)RS&BR				

NOTES

PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.

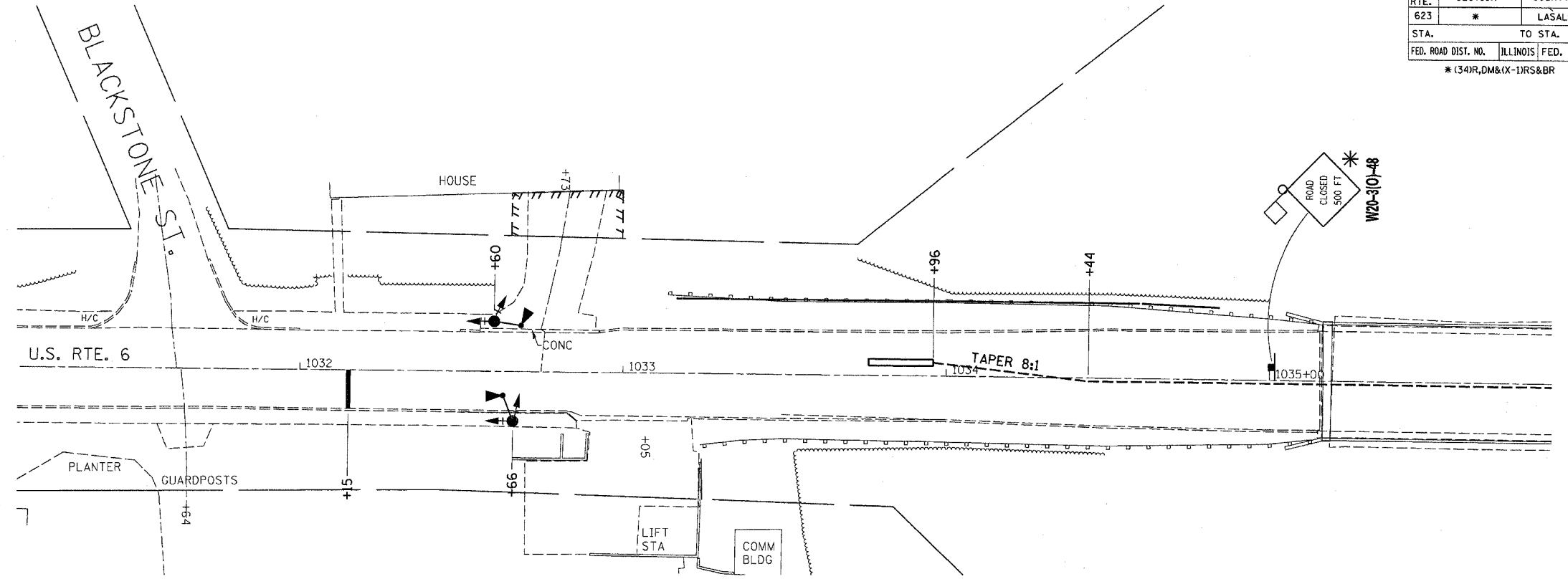
A TRUCK DETOUR IS REQUIRED DURING STAGE II CONSTRUCTION.

PROPOSED GUARDRAIL ON THE SOUTH SIDE OF THE STRUCTURE SHALL BE INSTALLED PRIOR TO STAGE III. PROPOSED GUARDRAIL ON THE NORTH SIDE OF THE STRUCTURE SHALL BE INSTALLED DURING STAGE III

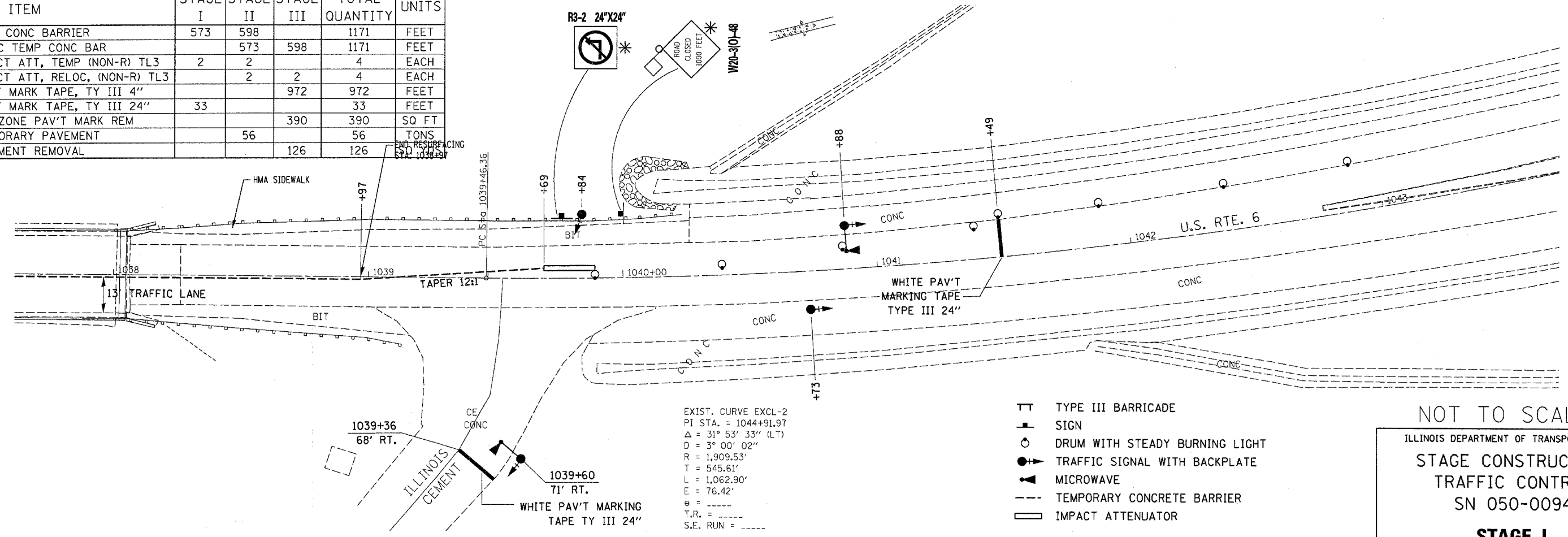
THE SURFACE COURSE SHALL BE PLACED AFTER STAGE III CONSTRUCTION.

SEE STANDARDS 701321 AND 702001 AND STRUCTURE DETAILS FOR ADDITIONAL INFORMATION.

\* SIGNS INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR



STAGING QUANTITIES					
PAY ITEM	STAGE I	STAGE II	STAGE III	TOTAL QUANTITY	UNITS
TEMP CONC BARRIER	573	598		1171	FEET
RELOC TEMP CONC BAR		573	598	1171	FEET
IMPACT ATT, TEMP (NON-R) TL3	2	2		4	EACH
IMPACT ATT, RELOC, (NON-R) TL3		2	2	4	EACH
PAV'T MARK TAPE, TY III 4"			972	972	FEET
PAV'T MARK TAPE, TY III 24"	33			33	FEET
WORKZONE PAV'T MARK REM			390	390	50 FT
TEMPORARY PAVEMENT		56		56	TONS
PAVEMENT REMOVAL			126	126	TONS



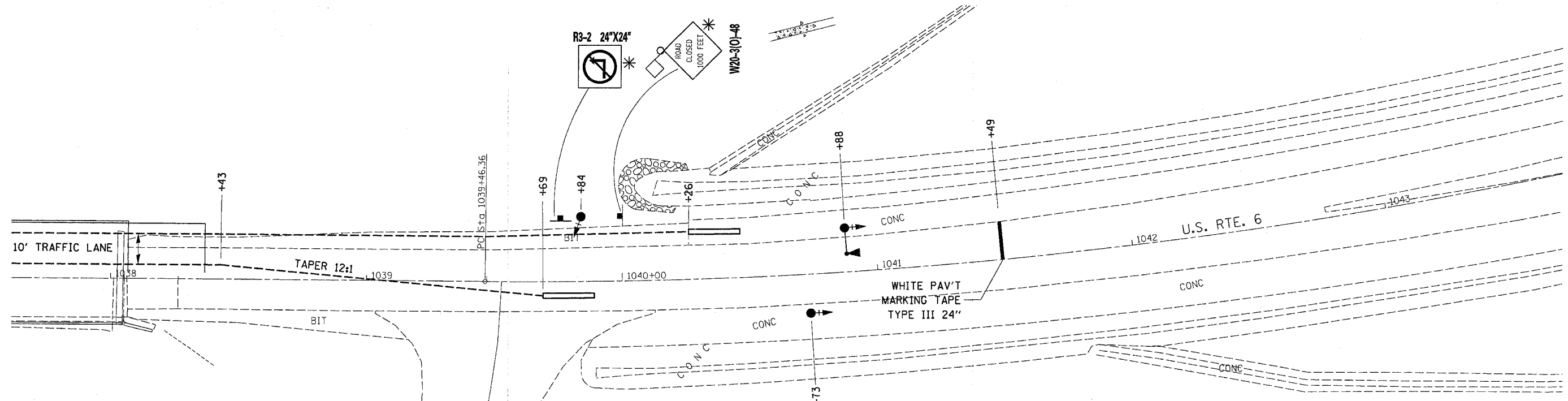
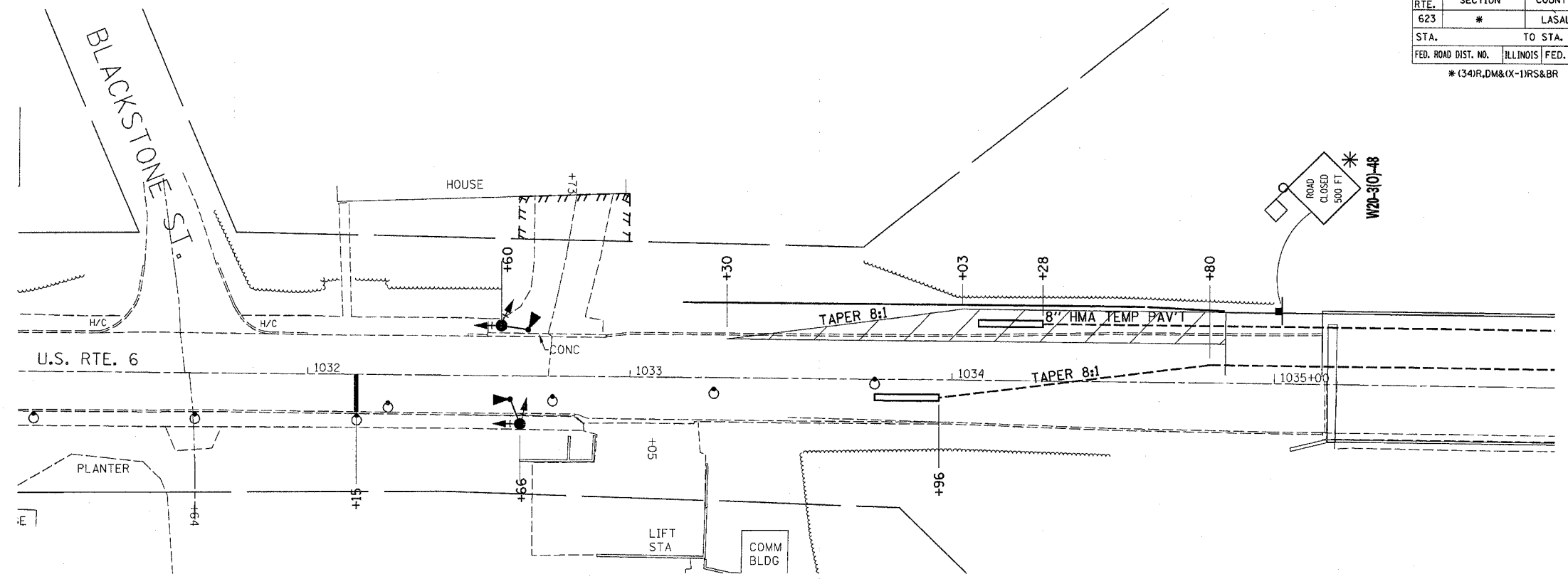
EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (LT)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $\theta = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$

- TT TYPE III BARRICADE
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- ▲ MICROWAVE
- - - TEMPORARY CONCRETE BARRIER
- ▭ IMPACT ATTENUATOR

NOT TO SCALE  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGE CONSTRUCTION  
 TRAFFIC CONTROL  
 SN 050-0094  
**STAGE I**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(34)R,DM&(X-1)RS&BR



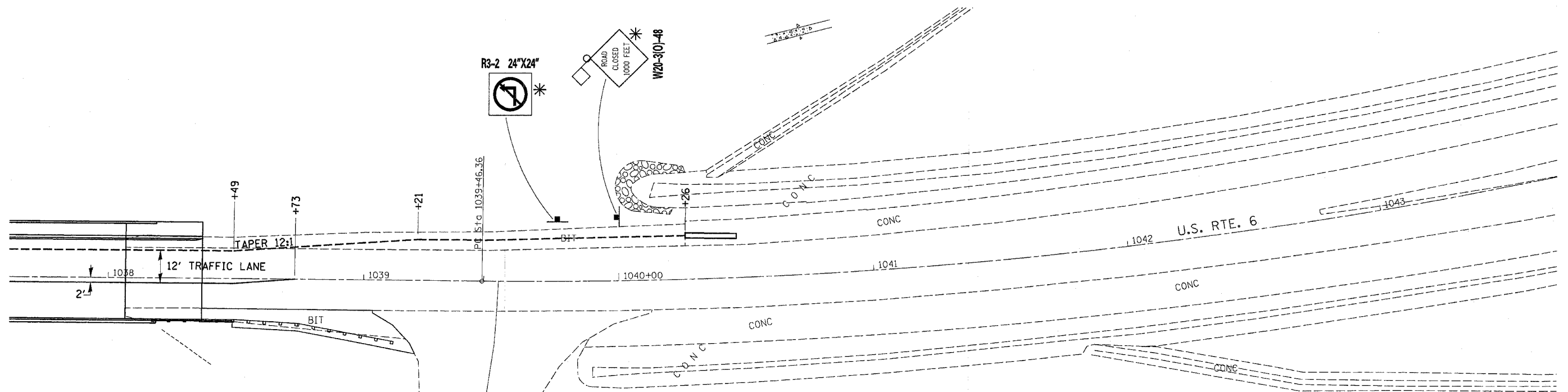
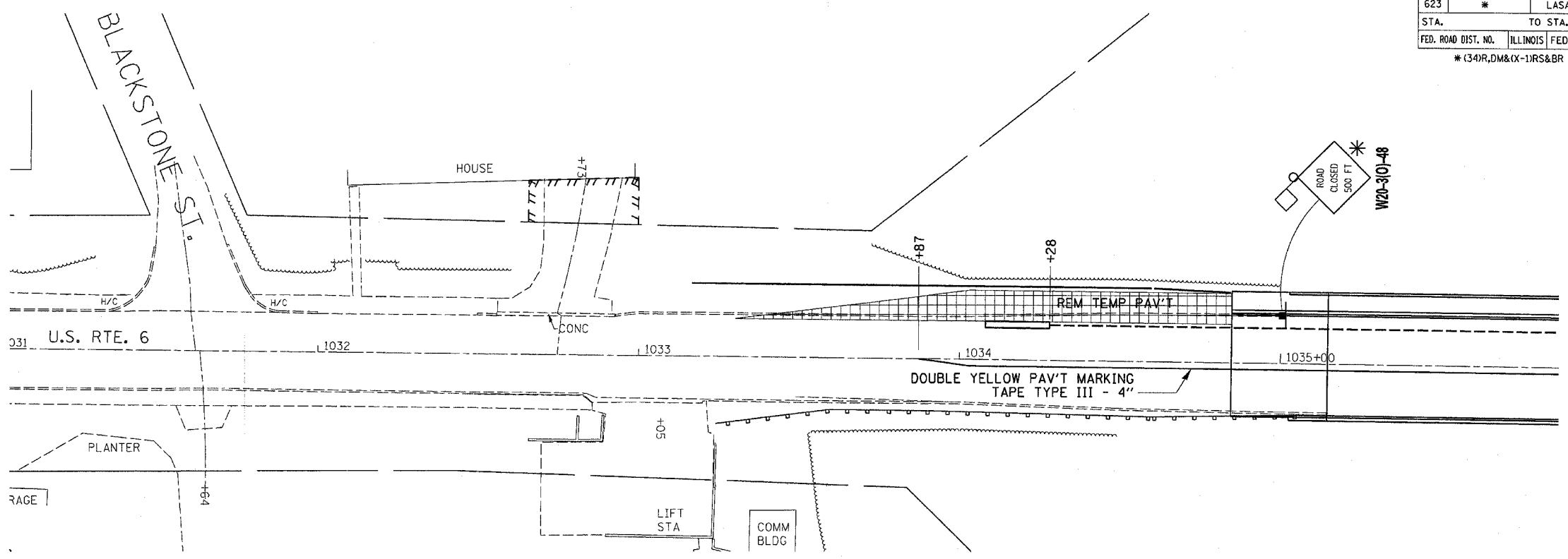
EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (LT)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $\theta = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$

- TYPE III BARRICADE
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROWAVE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

NOT TO SCALE  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGE CONSTRUCTION  
 TRAFFIC CONTROL  
 SN 050-0094  
**STAGE II**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (34)R,DM&(X)-URS&BR				

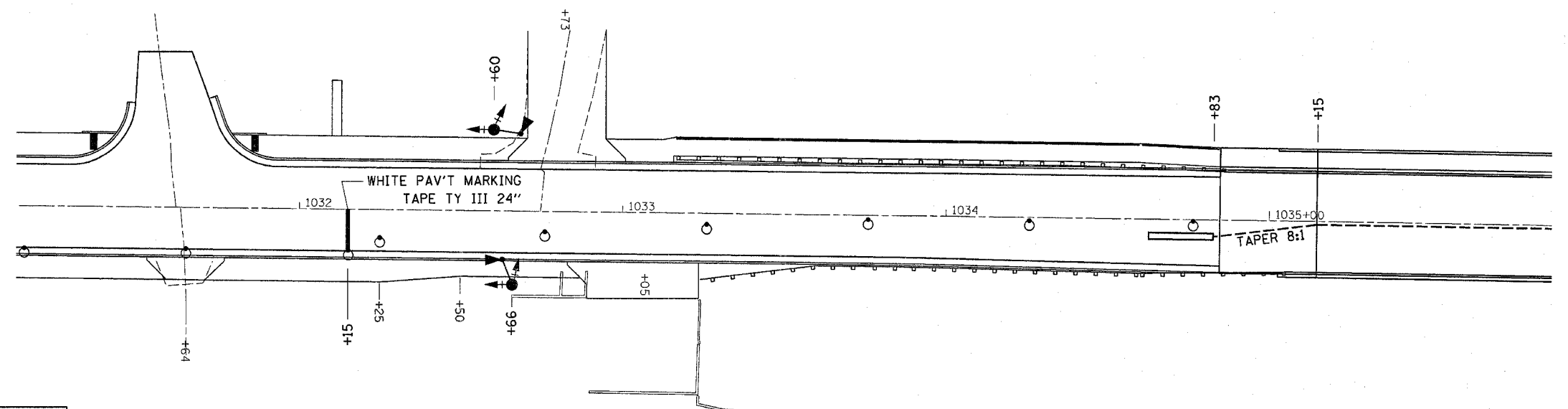


EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (LT)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$

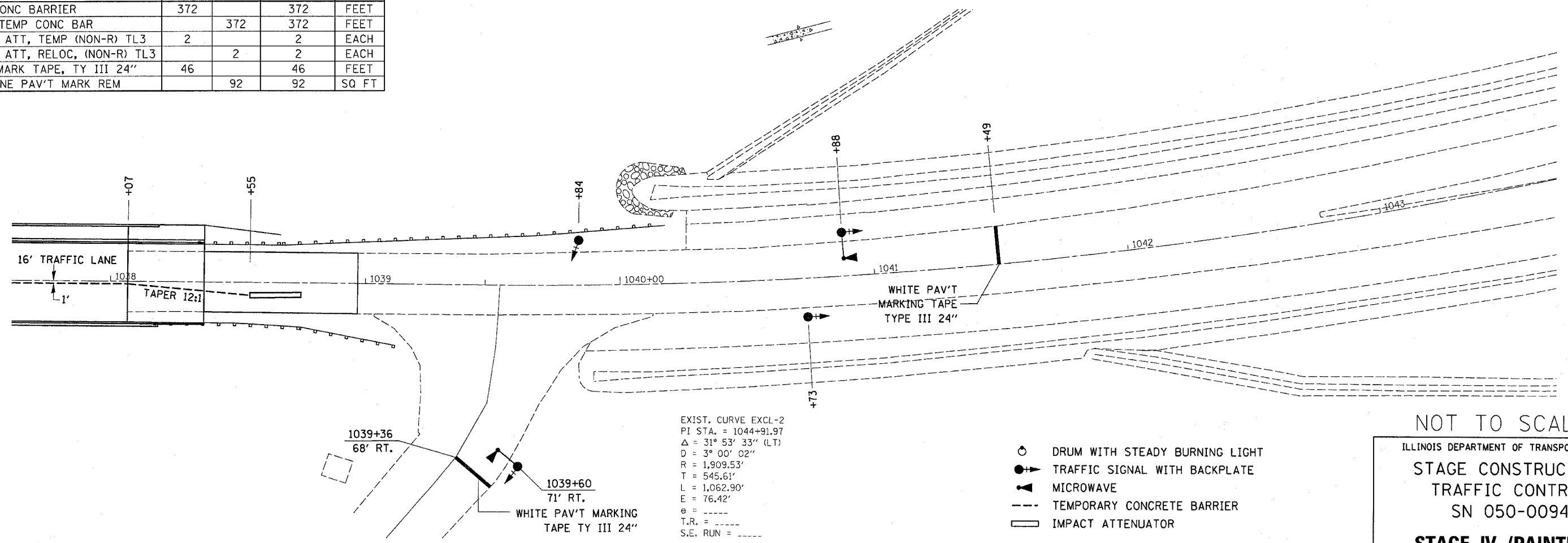
- TT TYPE III BARRICADE
- ⬮ SIGN
- ⊙ DRUM WITH STEADY BURNING LIGHT
- ⬮ TRAFFIC SIGNAL WITH BACKPLATE
- ⬮ MICROWAVE
- TEMPORARY CONCRETE BARRIER
- ▭ IMPACT ATTENUATOR

NOT TO SCALE  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGE CONSTRUCTION  
 TRAFFIC CONTROL  
 SN 050-0094  
**STAGE III**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	39A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (34)R,DM&(X-1)RS&BR				



PAY ITEM	STAGE IV	STAGE V	TOTAL QUANTITY	UNITS
TEMP CONC BARRIER	372		372	FEET
RELOC TEMP CONC BAR		372	372	FEET
IMPACT ATT, TEMP (NON-R) TL3	2		2	EACH
IMPACT ATT, RELOC, (NON-R) TL3		2	2	EACH
PAV'T MARK TAPE, TY III 24"	46		46	FEET
WORKZONE PAV'T MARK REM		92	92	SQ FT



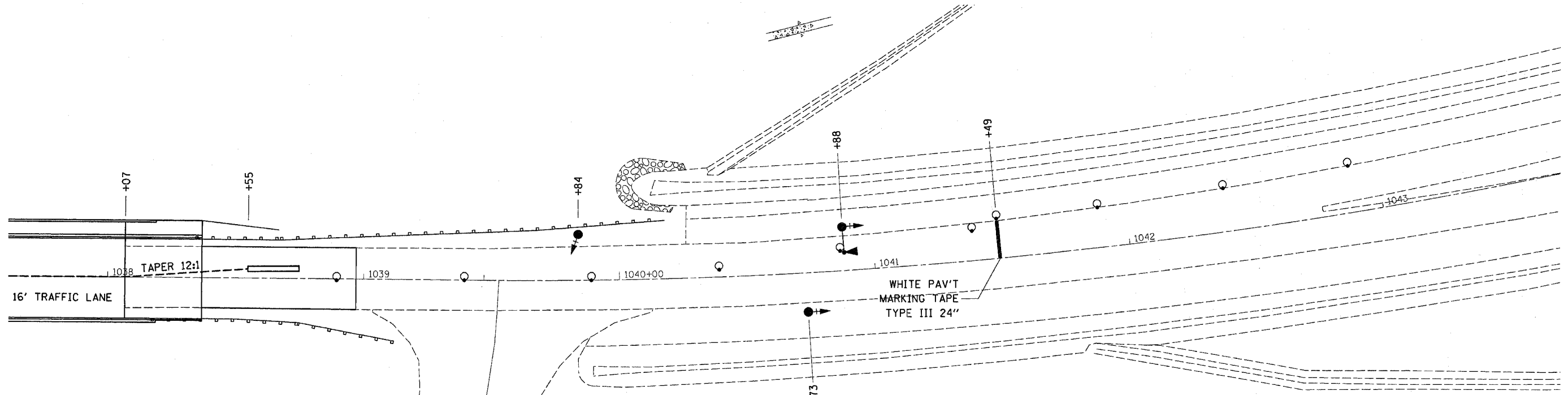
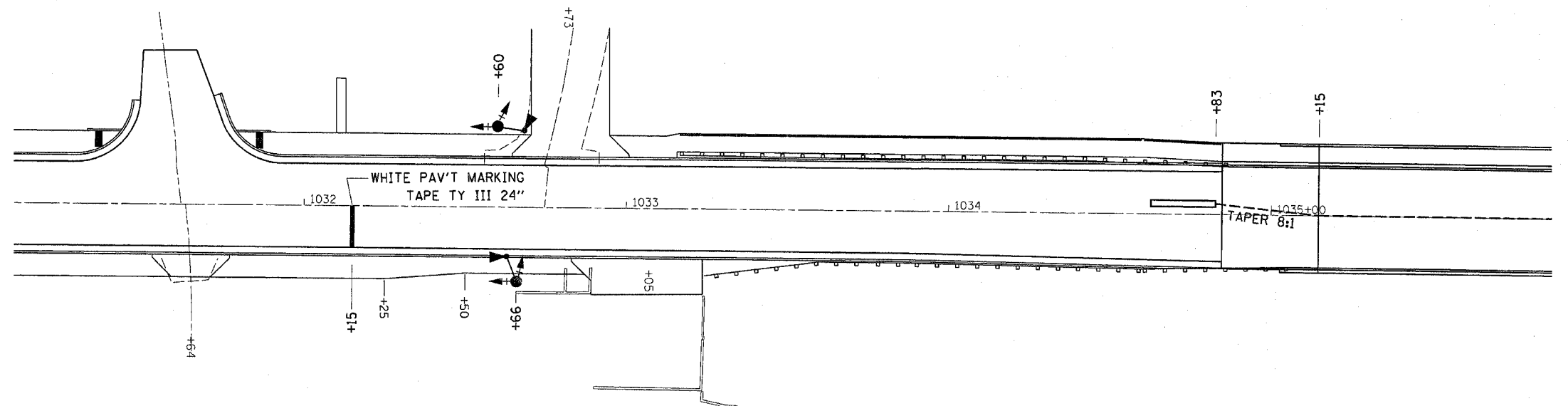
EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (L.T)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $e = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$

- DRUM WITH STEADY BURNING LIGHT
- + TRAFFIC SIGNAL WITH BACKPLATE
- ▲ MICROWAVE
- - - TEMPORARY CONCRETE BARRIER
- ▭ IMPACT ATTENUATOR

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGE CONSTRUCTION  
 TRAFFIC CONTROL  
 SN 050-0094  
**STAGE IV (PAINTING)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	398
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R,DM&CX-1/RS&BR				



EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (LT)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $\theta = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$

- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROWAVE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

NOT TO SCALE  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGE CONSTRUCTION  
 TRAFFIC CONTROL  
 SN 050-0094  
**STAGE V (PAINTING)**

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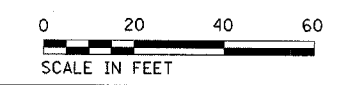
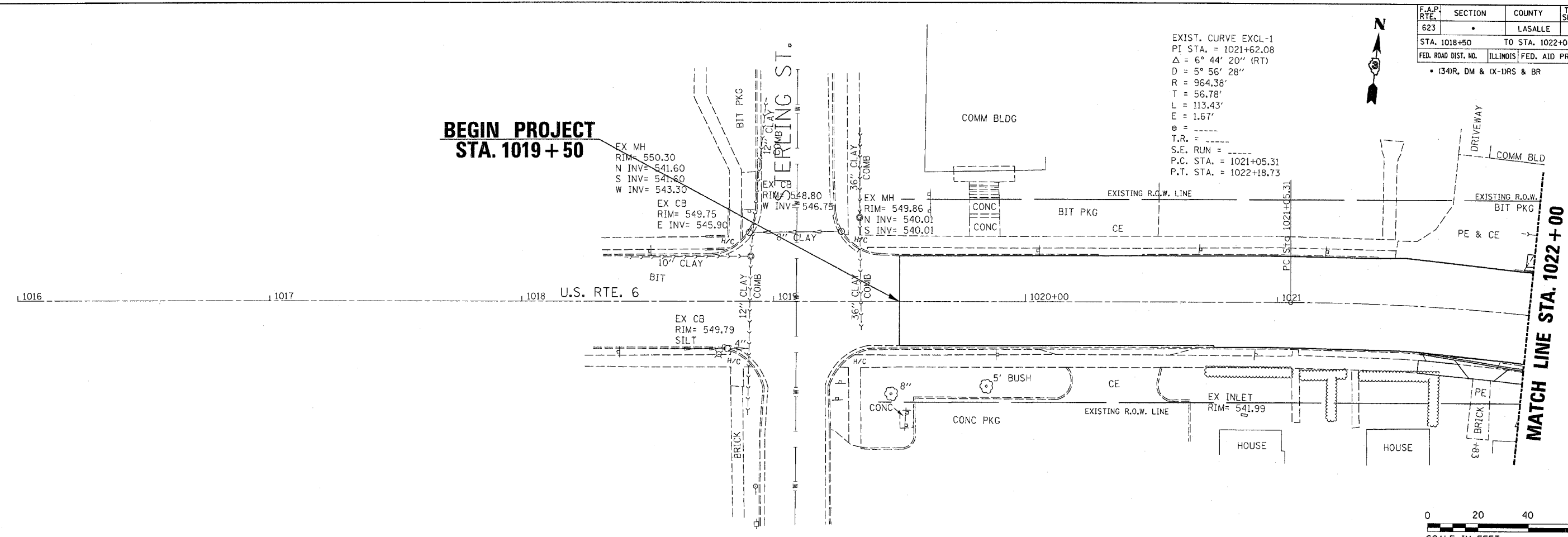
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	40
STA. 1018+50		TO STA. 1022+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (34)R, DM & (X-DRS & BR				

EXIST. CURVE EXCL-1  
 PI STA. = 1021+62.08  
 $\Delta = 6^{\circ} 44' 20''$  (RT)  
 $D = 5^{\circ} 56' 28''$   
 $R = 964.38'$   
 $T = 56.78'$   
 $L = 113.43'$   
 $E = 1.67'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 1021+05.31$   
 $P.T. STA. = 1022+18.73$

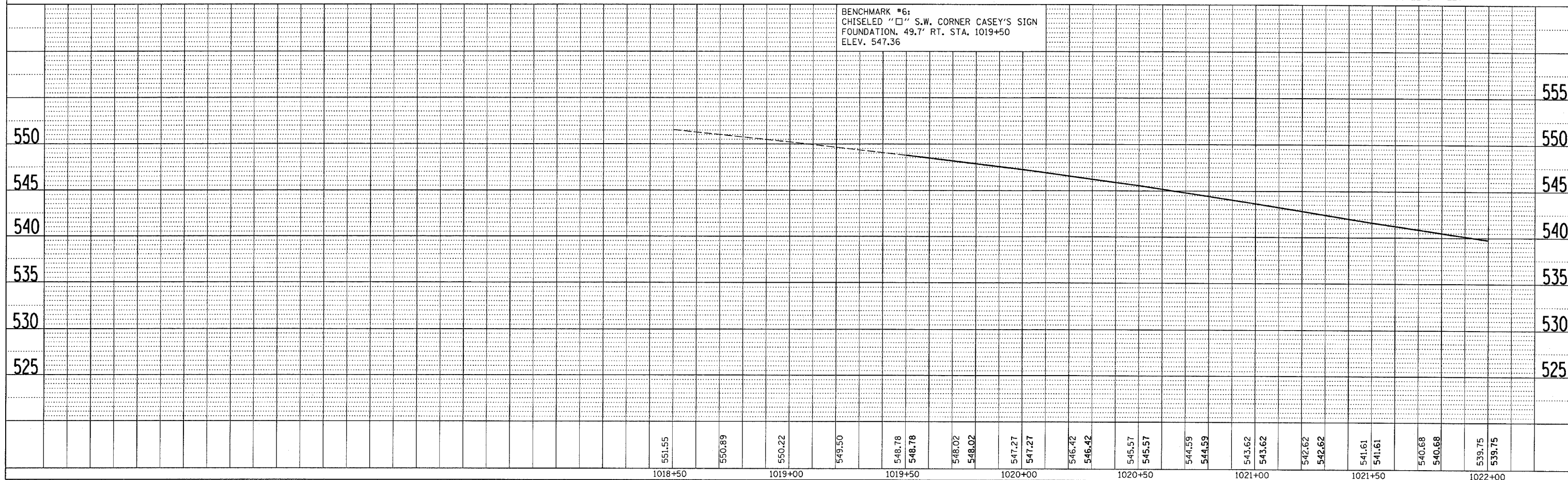


**BEGIN PROJECT  
 STA. 1019+50**

**MATCH LINE STA. 1022+00**



BENCHMARK #6:  
 CHISELED "□" S.W. CORNER CASEY'S SIGN  
 FOUNDATION. 49.7' RT. STA. 1019+50  
 ELEV. 547.36



PLAN

DATE	
BY	
CHECKED	
DATE	
NO.	

PROFILE

DATE	
BY	
CHECKED	
DATE	
NO.	

June 20, 2006  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	41

STA. 1022+00 TO STA. 1028+00

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

\* (34)R, DM & (X)URS & BR

STA. 1027+80, 30' LT MH-TA 6' DIA, T1 CL RIM ELEV = 529.85

E INV = 516.65

W INV = 516.75

S INV = 525.08

14 STORM SEWERS CLASS A, TYPE 1 - 12" = 10 FT

16 STORM SEWERS CLASS A, TYPE 2 - 54" = 86 FT

17 STORM SEWERS CLASS A, TYPE 1 - 12" = 16 FT

7 STA. 1026+88.4, 30' LT MH-TA 8' DIA, T1 CL RIM ELEV = 528.90

E INV = 517.22

W INV = 523.48

N = 519.62

S INV = 521.82

7G STA. 1026+75.9, 38.9' LT MH-TA 6' DIA, T1 CL RIM ELEV = 528.65

W INV = 523.72

N INV = 525.31

S INV = 523.57

14 STORM SEWERS CLASS A, TYPE 1 - 12" = 10 FT

16 STORM SEWERS CLASS A, TYPE 2 - 54" = 86 FT

17A STORM SEWERS CL A, TY 1 - 18" = 29 FT

17B STORM SEWERS CL A, TY 1 - 24" = 9 FT

7F STA. 1027+00, 63' LT PRC FLAR END SEC N INV = 520.20

6 STA. 1027+80, 30' LT MH-TA 6' DIA, T1 CL RIM ELEV = 529.85

E INV = 516.65

W INV = 516.75

S INV = 525.08

6A STA. 1027+80, 13.6' LT INLET TBON 3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6B STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6C STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6D STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6E STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6F STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6G STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6H STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6I STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6J STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6K STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6L STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6M STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6N STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6O STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6P STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6Q STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6R STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6S STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28

6T STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

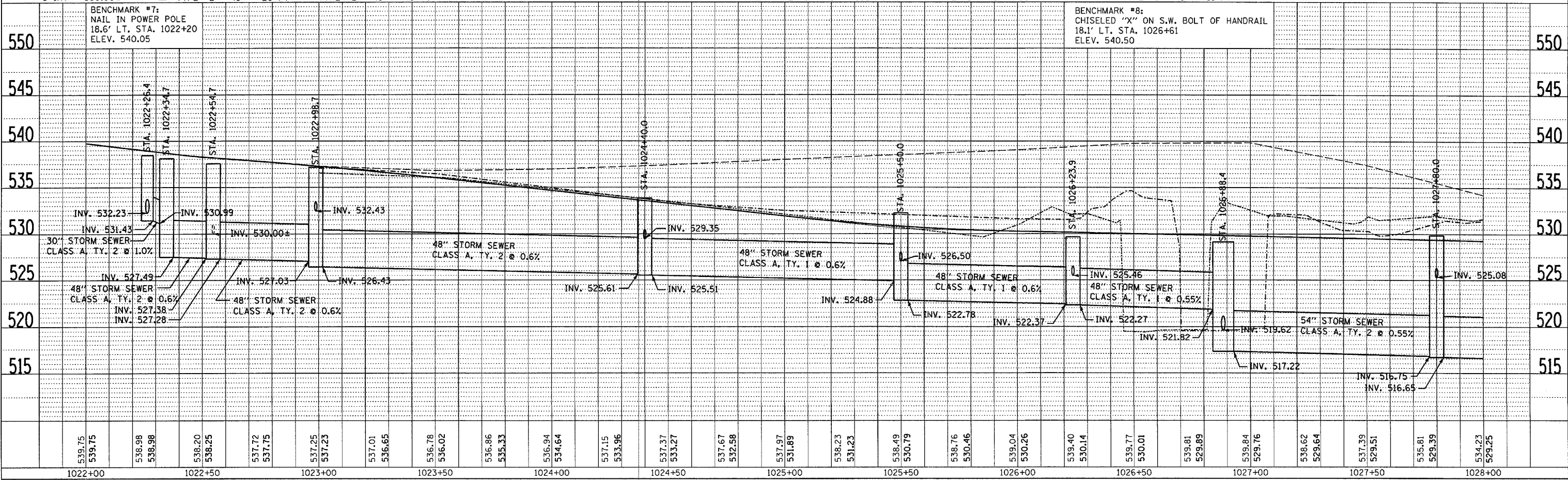
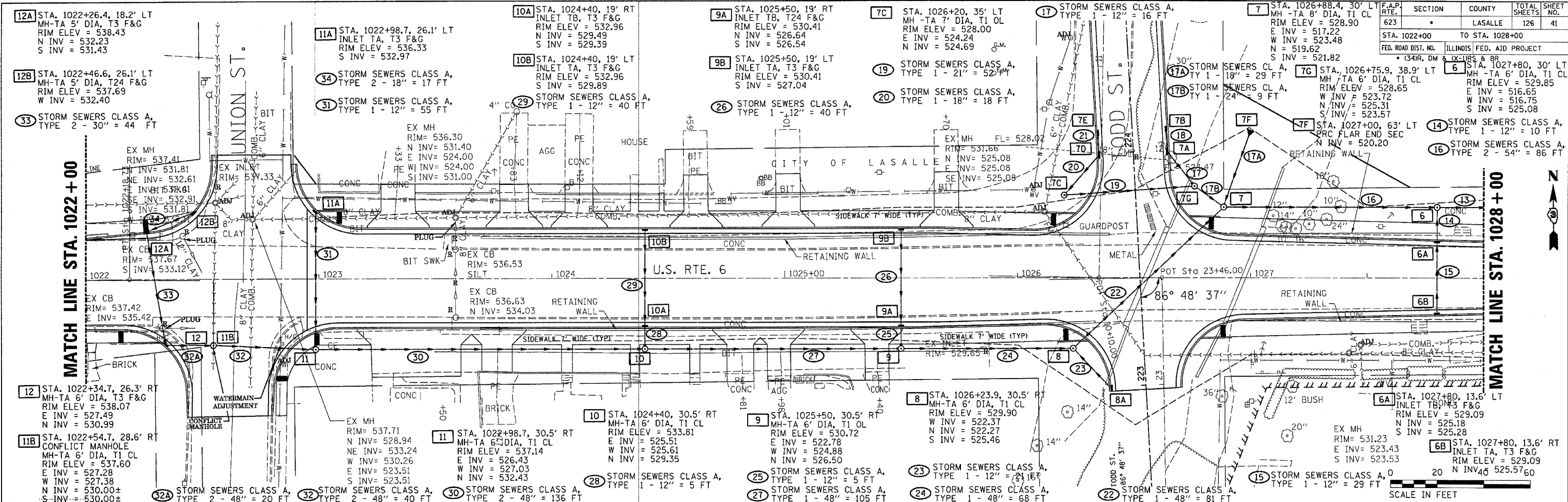
N INV = 525.18

S INV = 525.28

6U STA. 1027+80, 13.6' LT INLET TA, T3 F&G RIM ELEV = 529.09

N INV = 525.18

S INV = 525.28



STA. 1022+00 TO STA. 1028+00 DRAINAGE PLAN & PROFILE

DATE	BY	REVISION

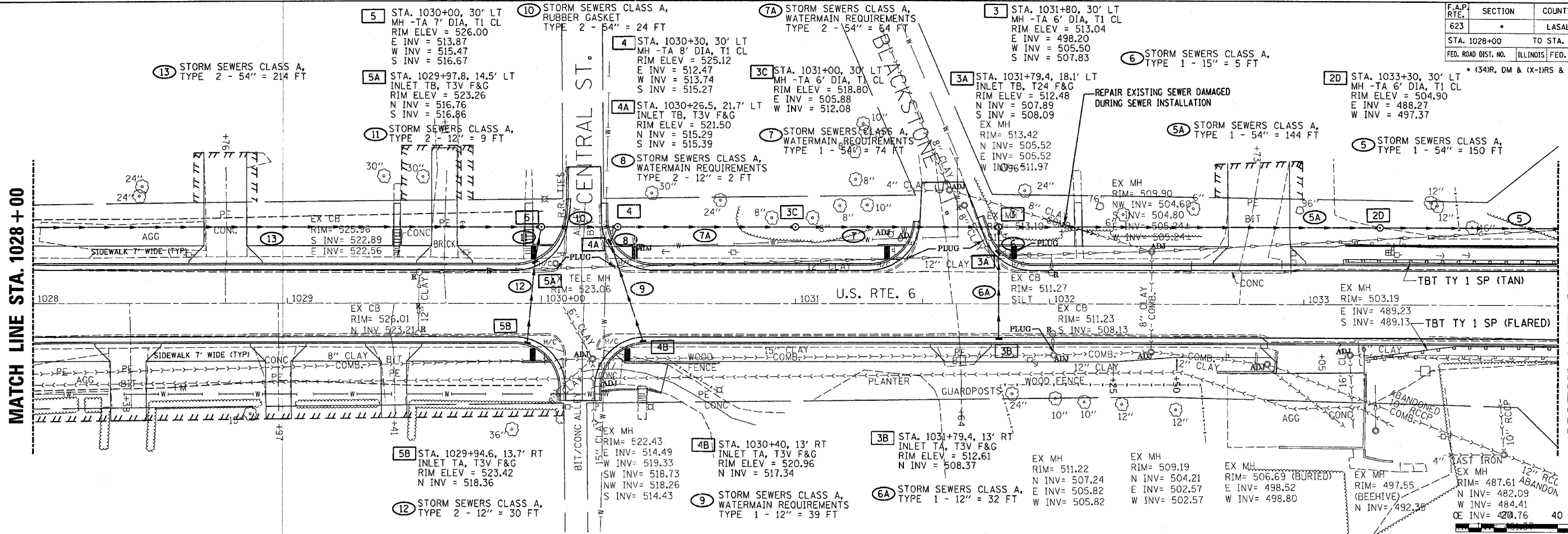
DATE	BY	REVISION

June 20, 2006  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	42
STA. 1028+00		TO STA. 1034+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

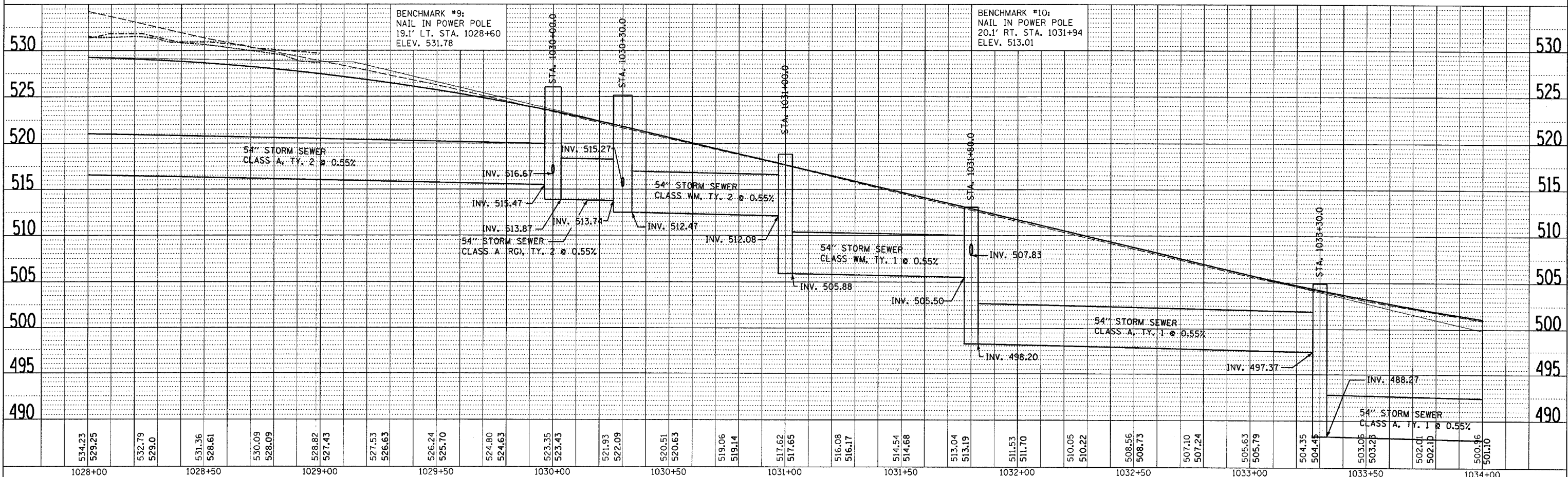
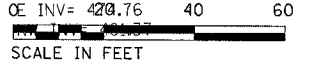
PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	



MATCH LINE STA. 1034 + 00

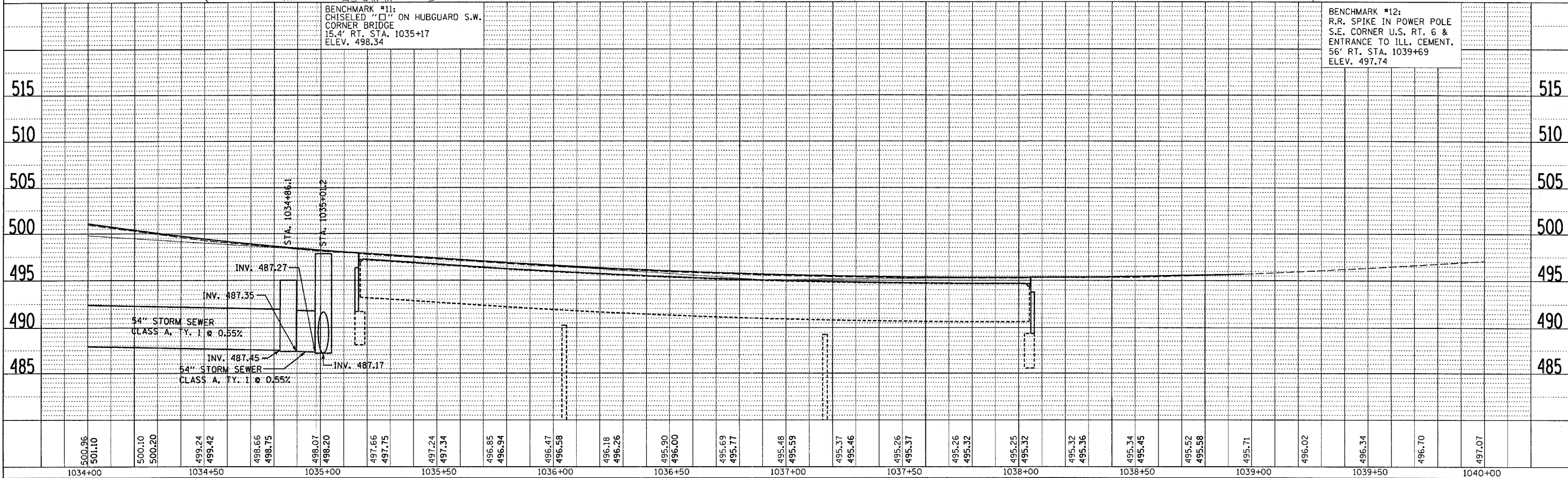
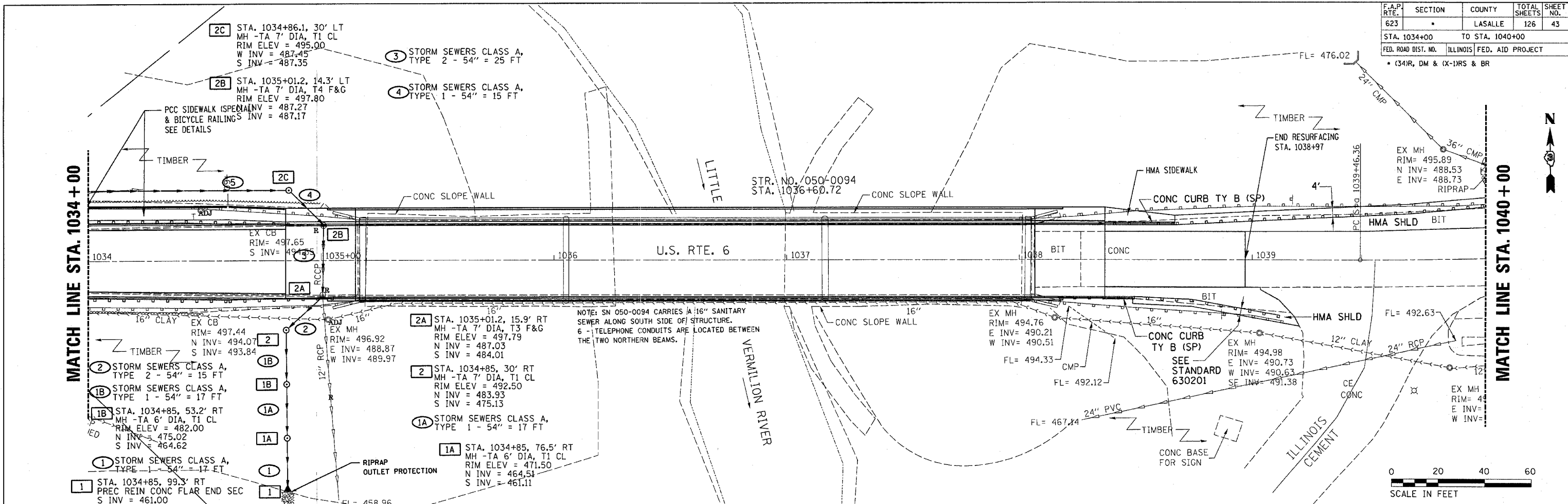
MATCH LINE STA. 1028 + 00



**STA. 1028+00 TO STA. 1034+00  
DRAINAGE PLAN & PROFILE**

June 20, 2006  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	43
STA. 1034+00		TO STA. 1040+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (34)R, DM & (X)DRS & BR				



**STA. 1034+00 TO STA. 1040+00  
DRAINAGE PLAN & PROFILE**

PLAN	DATE	BY
SURVEYED		
DESIGNED		
CHECKED		
DATE		

PROFILE	DATE	BY
SURVEYED		
DESIGNED		
CHECKED		
DATE		

June 20, 2006  
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	44

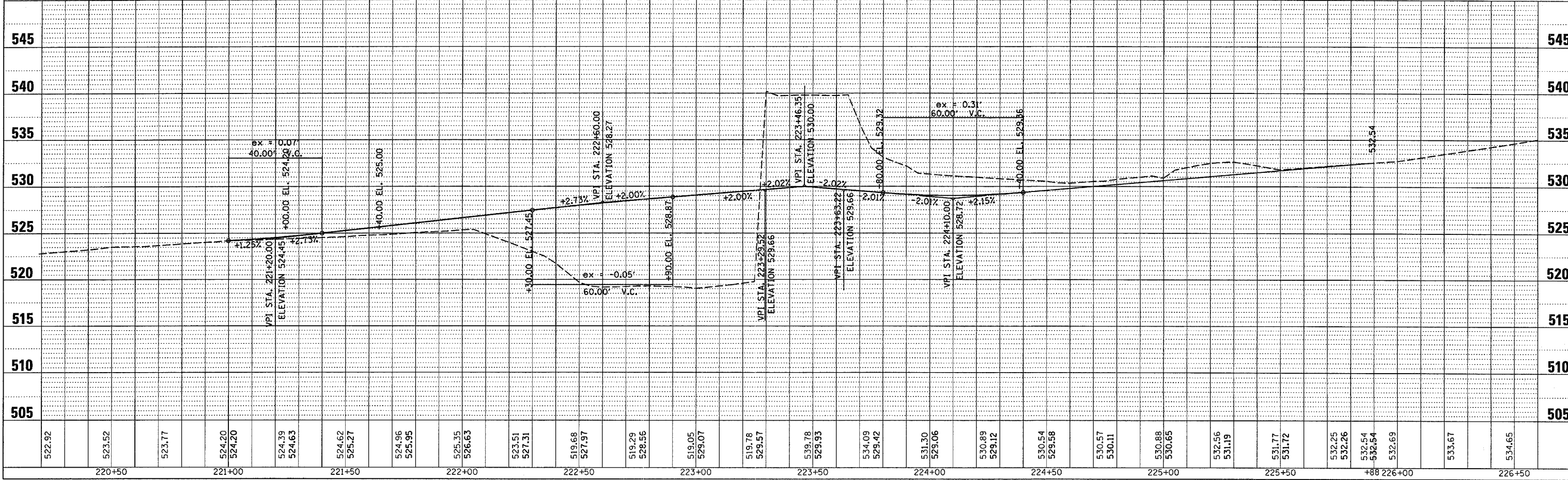
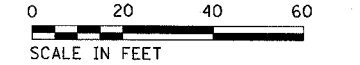
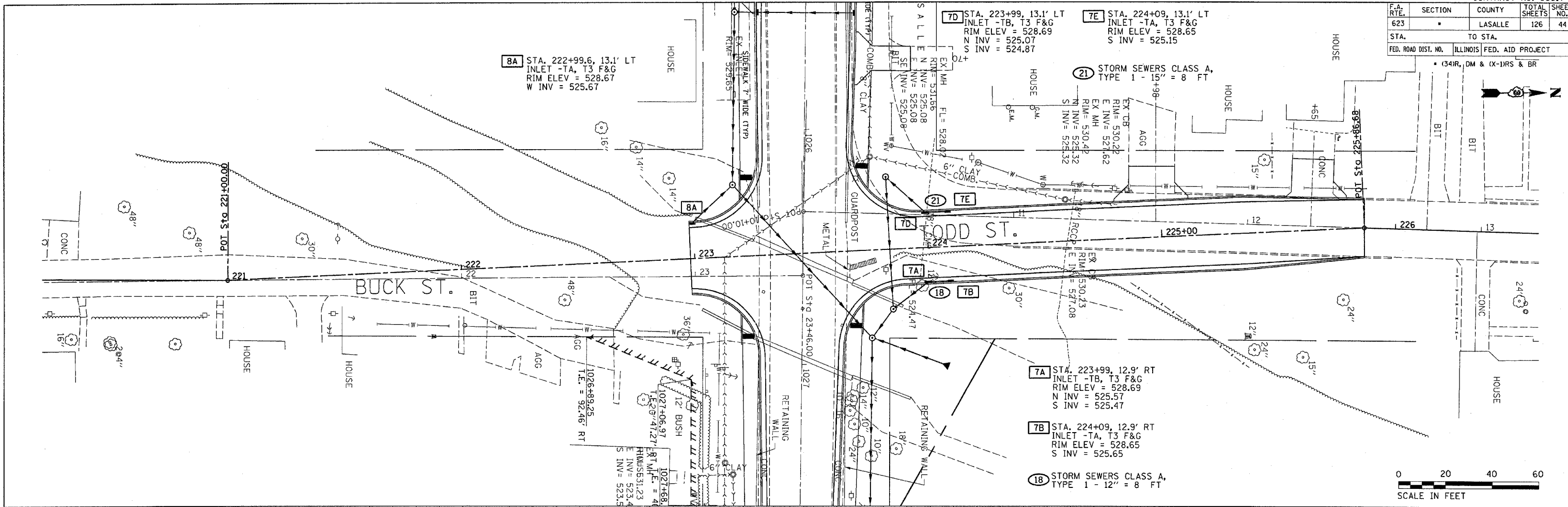
STA. TO STA. TO ILLINOIS FED. AID PROJECT

(34R, DM & (X-DRS & BR

PLAN	DATE	BY
SURVEYED		
PLOTTED		
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NO. OF WAY CHECKED		
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PROFILE	DATE	BY
SURVEYED		
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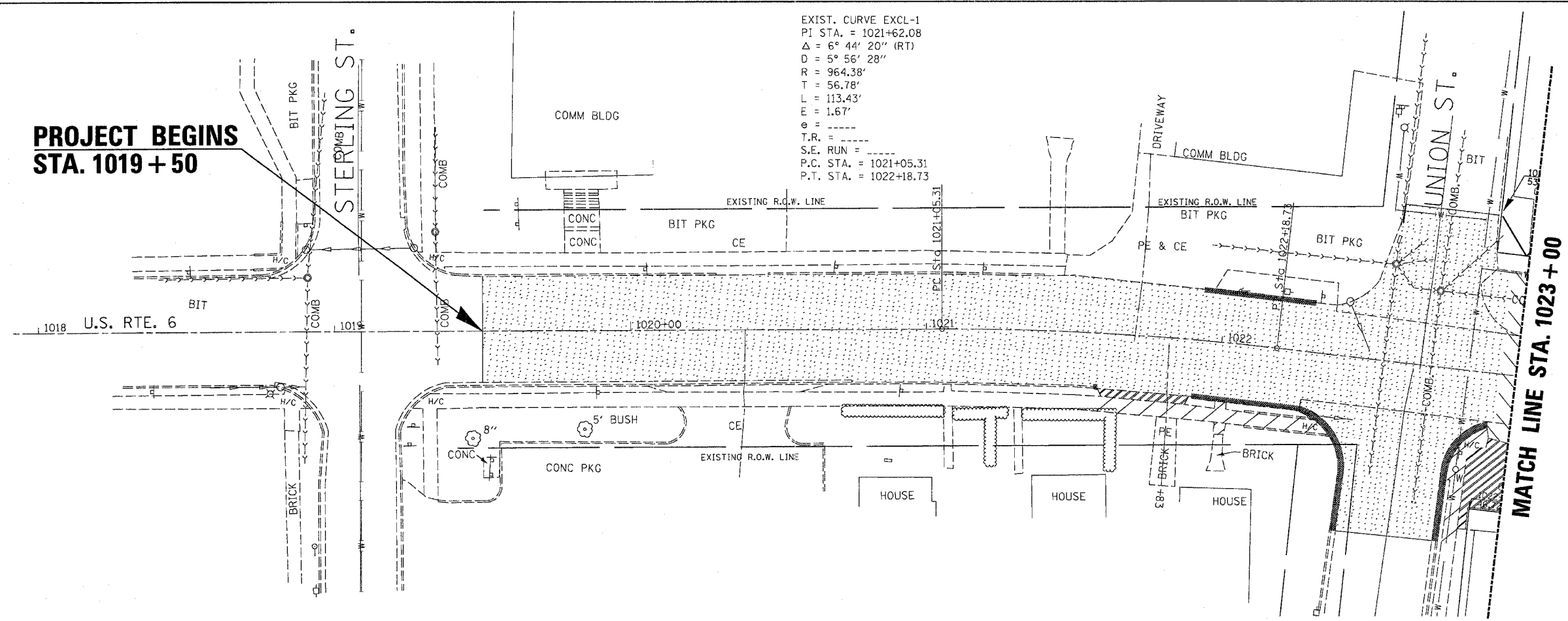
**TODD AND BUCK STREETS  
DRAINAGE PLAN & PROFILE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	45
STA. 1018+00		TO STA. 1023+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R, DM & (X)-DRS, & BR				

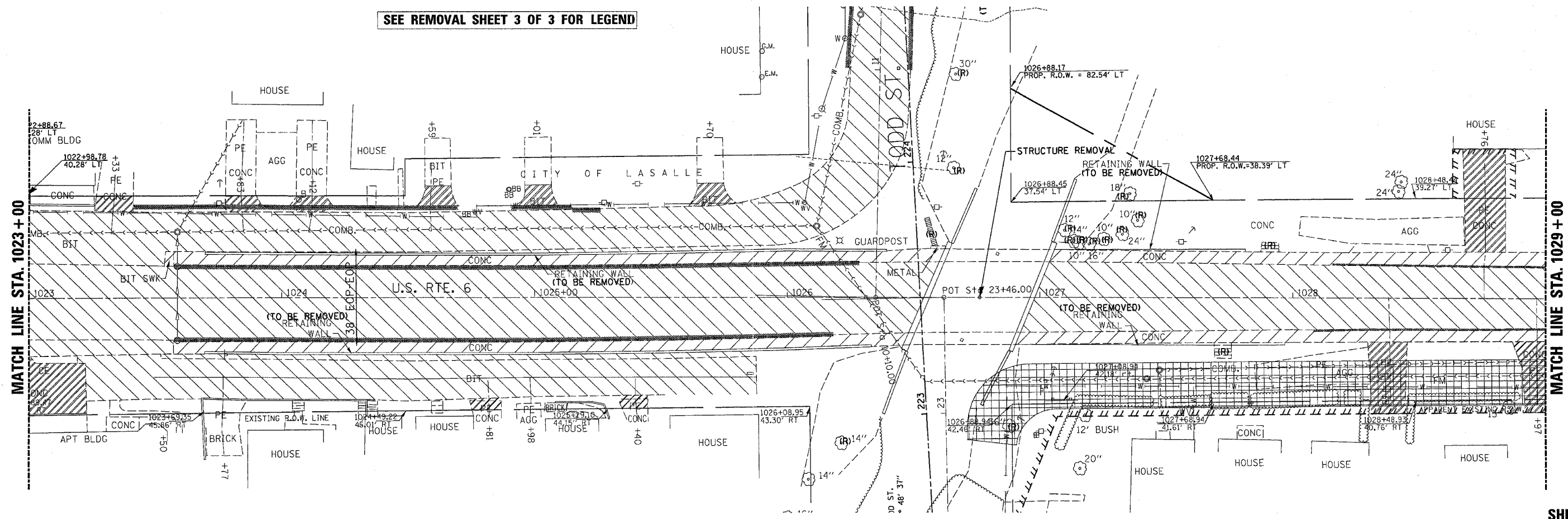


**PROJECT BEGINS  
STA. 1019 + 50**

EXIST. CURVE EXCL-1  
 PI STA. = 1021+62.08  
 $\Delta = 6^\circ 44' 20''$  (RT)  
 $D = 5^\circ 56' 28''$   
 $R = 964.38'$   
 $T = 56.78'$   
 $L = 113.43'$   
 $E = 1.67'$   
 $\theta = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$   
 $P.C. STA. = 1021+05.31$   
 $P.T. STA. = 1022+18.73$

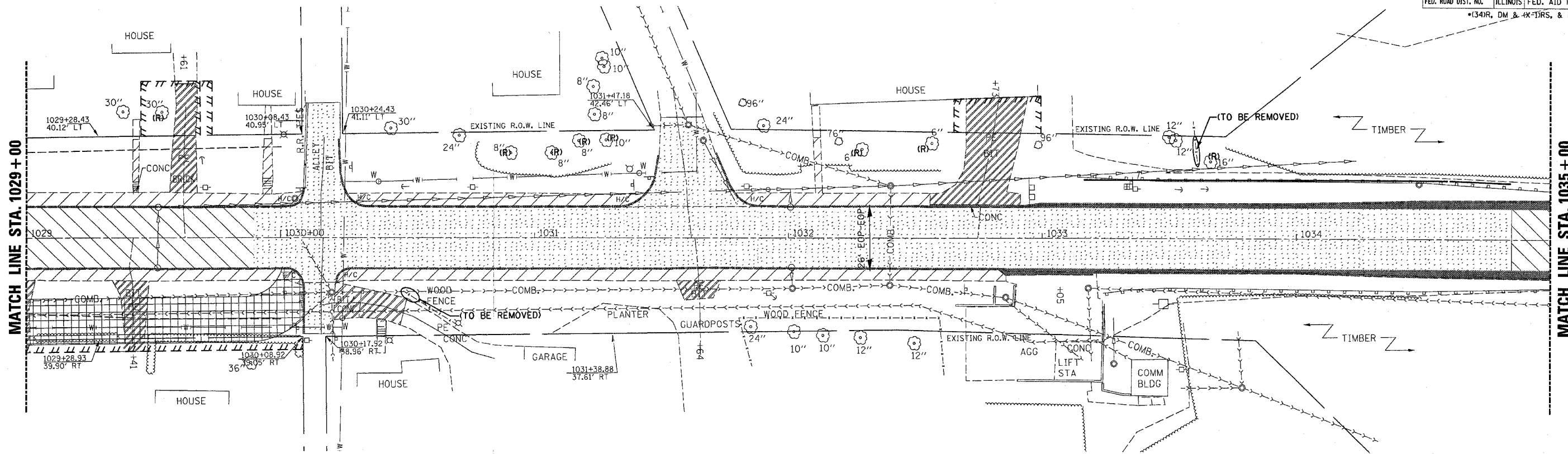


SEE REMOVAL SHEET 3 OF 3 FOR LEGEND

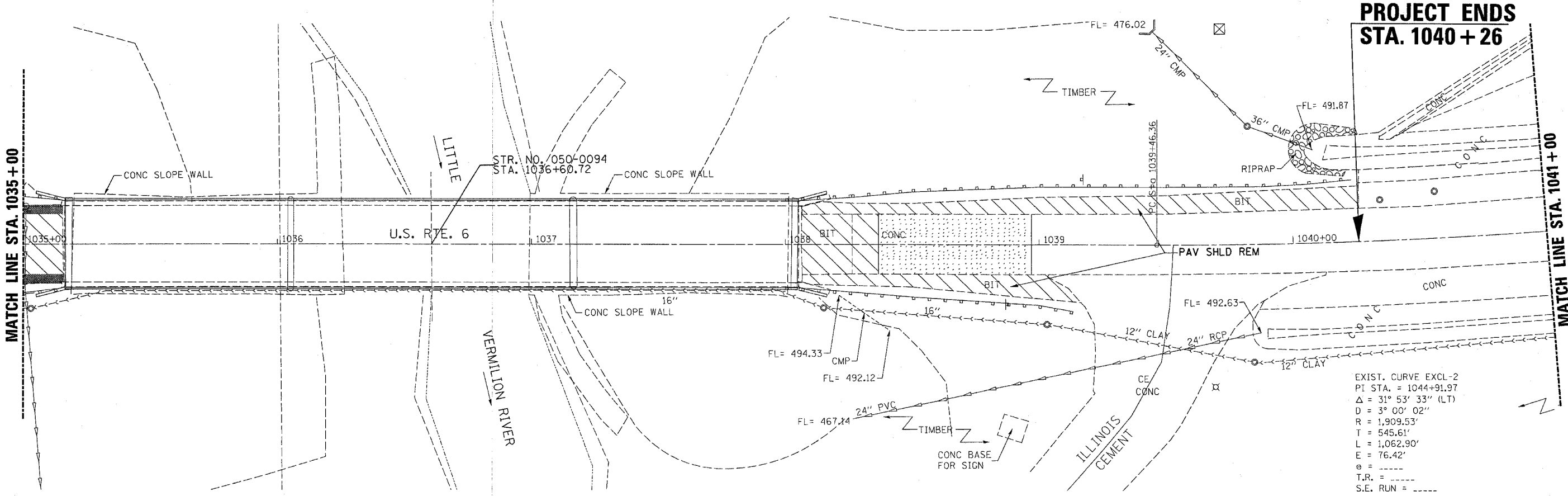


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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	46
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
*34R, DM & X-TRS, & BR				



SEE REMOVAL SHEET 3 OF 3 FOR LEGEND



PROJECT ENDS STA. 1040+26

EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta = 31^\circ 53' 33''$  (LT)  
 $D = 3^\circ 00' 02''$   
 $R = 1,909.53'$   
 $T = 545.61'$   
 $L = 1,062.90'$   
 $E = 76.42'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	48
PROJECT: (34)R, DM&(X)-1RS&BR				

N.W. 1/4 OF SEC. 14, T.33N., R.1E. OF THE 3RD P.M.

**PARCEL 3R10001**

**JAMES L. SPELICH, et ux.**  
 TOTAL HOLDING = 11,016 SQ. FT.±  
 TOTAL R.O.W. REQUIRED = 64 SQ. FT.±  
 REMAINDER = 10,952 SQ. FT.±

**PARCEL 3R10002**

**CARUS CORPORATION**  
 TOTAL HOLDING = 11,917 SQ. FT.±  
 TOTAL R.O.W. REQUIRED = 1,654 SQ. FT.±  
 REMAINDER = 10,263 SQ. FT.±

**PARCEL 3R10003**

**JANET S. ZIMENT**  
 TOTAL HOLDING = 874 SQ. FT.±  
 TOTAL R.O.W. REQUIRED = 146 SQ. FT.±  
 REMAINDER = 728 SQ. FT.±  
 QUIT CLAIM AREA = 304 SQ. FT.±

**PARCEL 3R10004**

**CARUS CORPORATION**  
 TOTAL HOLDING = 500 SQ. FT.±  
 TEMPORARY EASEMENT = 500 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

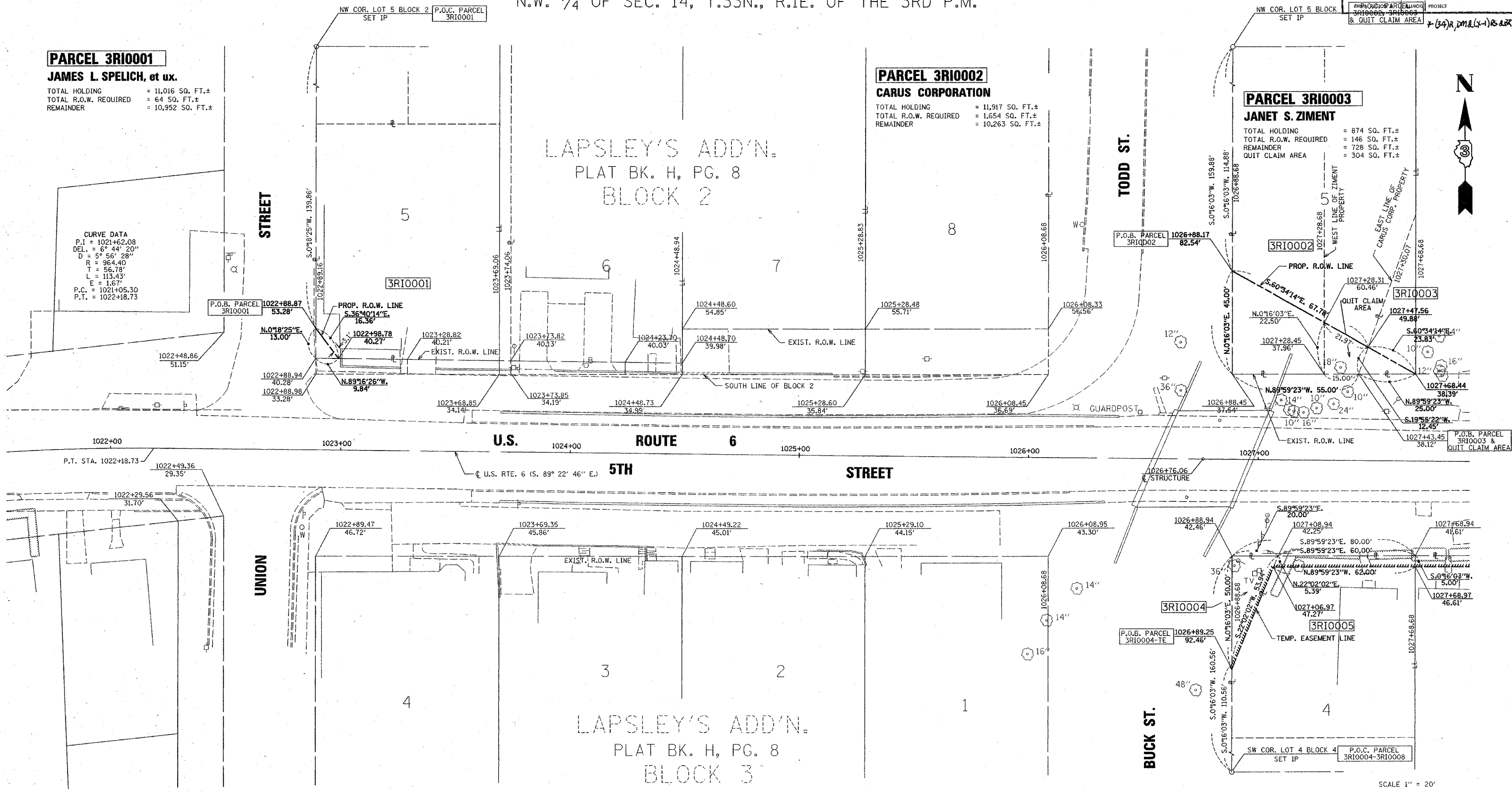
**PARCEL 3R10005**

**JOSEPH RAYMOND VASQUEZ**  
 TOTAL HOLDING = 5,900 SQ. FT.±  
 TEMPORARY EASEMENT = 305 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

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

RIGHT OF WAY PLANS	
ROUTE	F.A.P. 623 (U.S. ROUTE 6)
SECTION	G1-R2RS, (34)R, DM&(X)-1RS&BR
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-024-01
STATION	1022+00 TO 1027+00
SHEET	1 OF 2 SCALE 1" = 20'

**CURVE DATA**  
 P.I = 1021+62.08  
 DEL. = 6° 44' 20"  
 R = 964.40  
 T = 56.78'  
 L = 113.43'  
 E = 1.67'  
 P.C. = 1021+05.30  
 P.T. = 1022+18.73



I VINCENT D. BRANDOW, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 623 (U.S. ROUTE 6) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: 7-15-05

*Vincent D. Brandow*  
 ILLINOIS PROFESSIONAL LAND SURVEYOR  
 NO. 2655

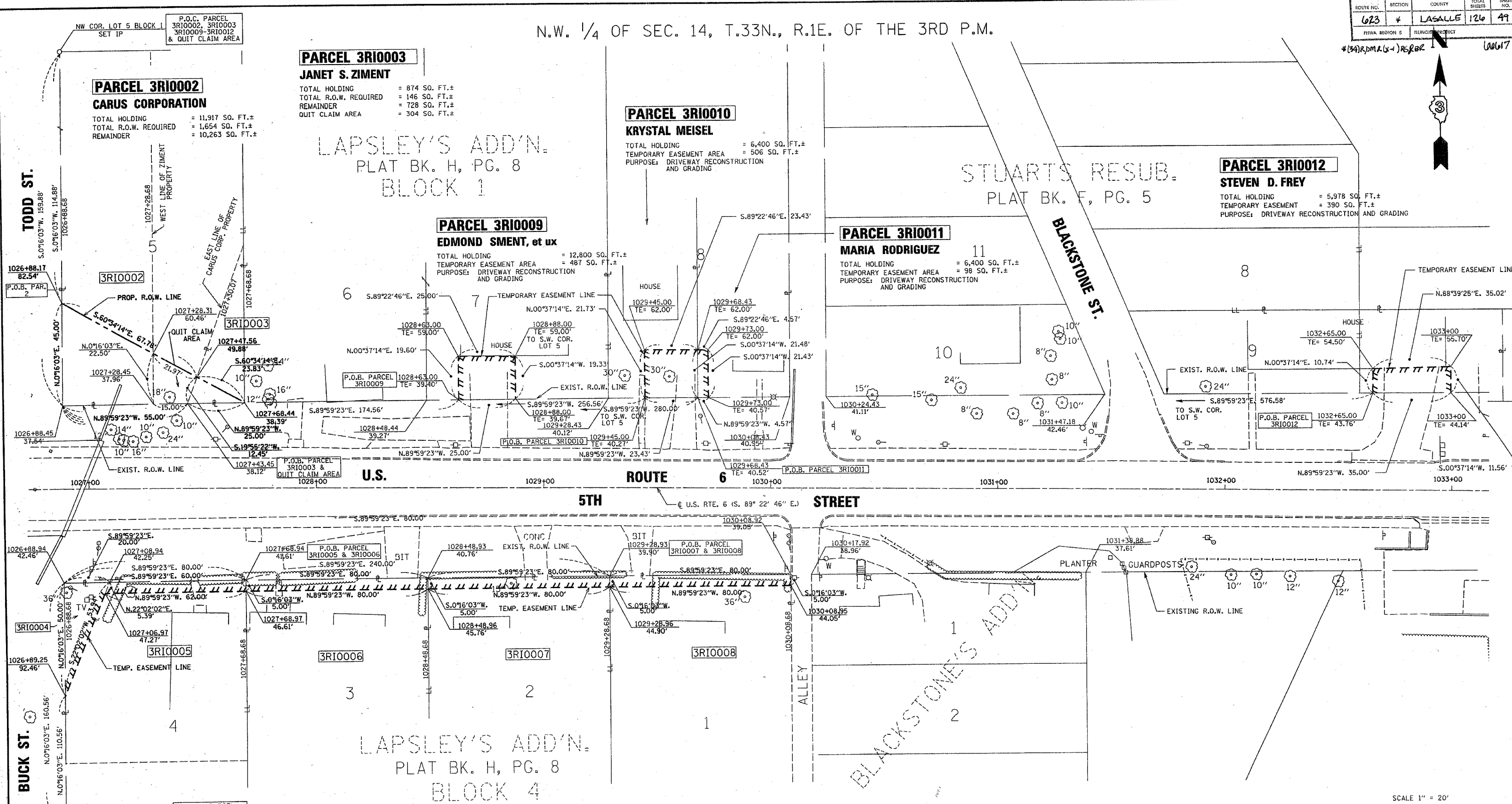


EXPIRATION DATE 11-30-06

SURVEY BOOK NO. \_\_\_\_\_

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	4	LASALLE	126	49

N.W. 1/4 OF SEC. 14, T.33N., R.1E. OF THE 3RD P.M.



**PARCEL 3R10002**  
**CARUS CORPORATION**  
 TOTAL HOLDING = 11,917 SQ. FT.±  
 TOTAL R.O.W. REQUIRED = 1,654 SQ. FT.±  
 REMAINDER = 10,263 SQ. FT.±

**PARCEL 3R10003**  
**JANET S. ZIMENT**  
 TOTAL HOLDING = 874 SQ. FT.±  
 TOTAL R.O.W. REQUIRED = 146 SQ. FT.±  
 REMAINDER = 728 SQ. FT.±  
 QUIT CLAIM AREA = 304 SQ. FT.±

**PARCEL 3R10010**  
**KRYSTAL MEISEL**  
 TOTAL HOLDING = 6,400 SQ. FT.±  
 TEMPORARY EASEMENT AREA = 506 SQ. FT.±  
 PURPOSE: DRIVEWAY RECONSTRUCTION AND GRADING

**PARCEL 3R10012**  
**STEVEN D. FREY**  
 TOTAL HOLDING = 5,978 SQ. FT.±  
 TEMPORARY EASEMENT = 390 SQ. FT.±  
 PURPOSE: DRIVEWAY RECONSTRUCTION AND GRADING

**PARCEL 3R10009**  
**EDMOND SMENT, et ux**  
 TOTAL HOLDING = 12,800 SQ. FT.±  
 TEMPORARY EASEMENT AREA = 487 SQ. FT.±  
 PURPOSE: DRIVEWAY RECONSTRUCTION AND GRADING

**PARCEL 3R10011**  
**MARIA RODRIGUEZ**  
 TOTAL HOLDING = 6,400 SQ. FT.±  
 TEMPORARY EASEMENT AREA = 98 SQ. FT.±  
 PURPOSE: DRIVEWAY RECONSTRUCTION AND GRADING

U.S. ROUTE 6 (S. 89° 22' 46" E.)  
 5TH STREET

I VINCENT D. BRANDOW, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 623 (U.S. ROUTE 6) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



**PARCEL 3R10005**  
**JOSEPH RAYMOND VASQUEZ**  
 TOTAL HOLDING = 5,900 SQ. FT.±  
 TEMPORARY EASEMENT = 305 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

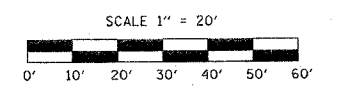
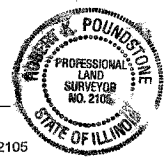
**PARCEL 3R10006**  
**JOSEPH BATTAGLIA, et ux.**  
 TOTAL HOLDING = 12,845 SQ. FT.±  
 TEMPORARY EASEMENT = 400 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

**PARCEL 3R10007**  
**STANLEY F. KOZEL, et ux.**  
 TOTAL HOLDING = 12,844 SQ. FT.±  
 TEMPORARY EASEMENT = 400 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

**PARCEL 3R10008**  
**EDWARD J. BRUSKI, JR., et al.**  
 TOTAL HOLDING = 12,844 SQ. FT.±  
 TEMPORARY EASEMENT = 400 SQ. FT.±  
 PURPOSE: TEMPORARY SERVICE DRIVE

ADDED PARCELS 3R10009, 10, 11, AND 12

DATED 10/20/06  
 ROBERT K. POUNDSTONE  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2105



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

RIGHT OF WAY PLANS	
ROUTE	F.A.P. 623 (U.S. ROUTE 6)
SECTION	(31-R2)RS, (34)R, DM&IX-1RS&BR
PROJECT	
COUNTY	LASALLE
JOB NUMBER	R-93-024-01
STATION	1027+00 TO 1033+00
SHEET	2 OF 2 SCALE 1" = 20'

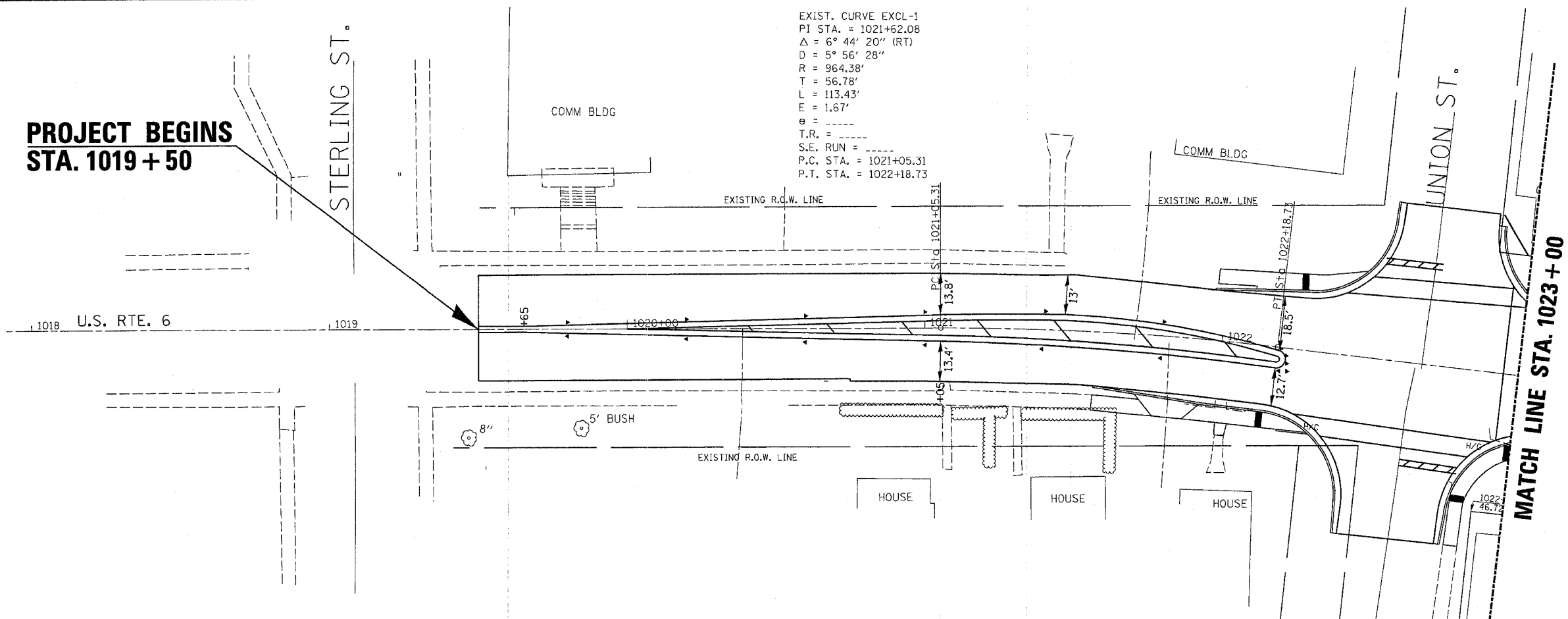
DATE: 7-15-05  
 Vincent D. Brandow  
 ILLINOIS PROFESSIONAL LAND SURVEYOR  
 NO. 2655  
 SURVEY BOOK NO. \_\_\_\_\_  
 11-30-06  
 EXPIRATION DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	50
STA. 1018+00		TO STA. 1023+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R, DM & (X-1)RS, & BR				

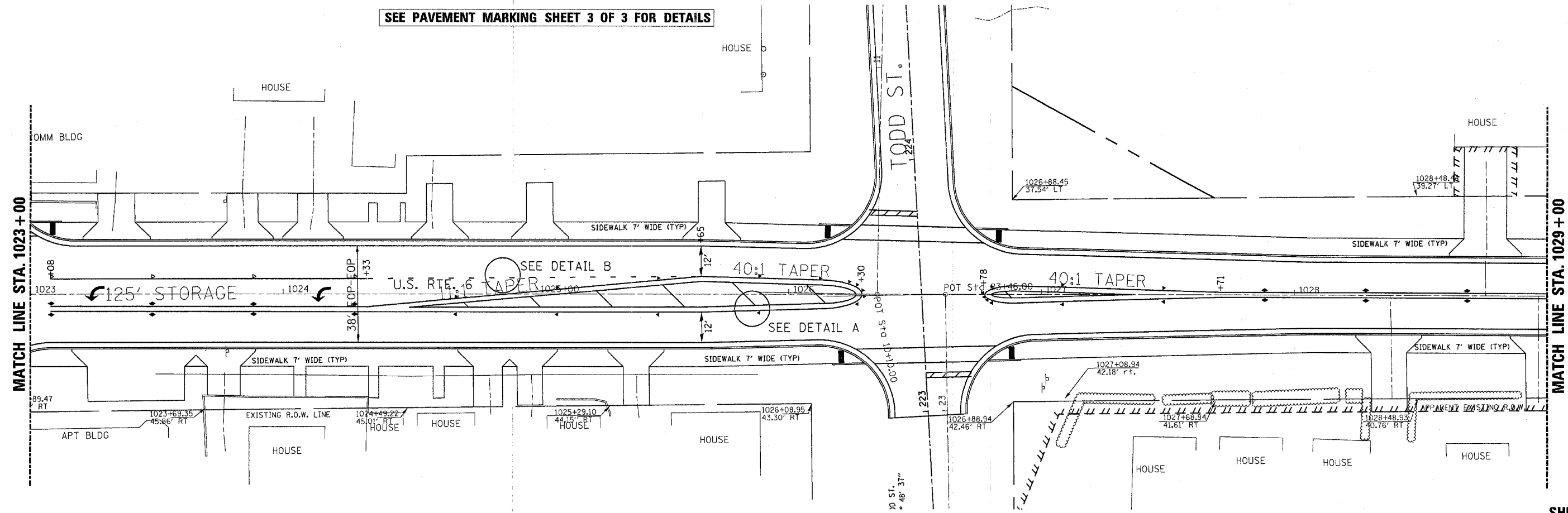


**PROJECT BEGINS  
STA. 1019 + 50**

EXIST. CURVE EXCL-1  
 PI STA. = 1021+62.08  
 $\Delta = 6^\circ 44' 20''$  (RT)  
 $D = 5^\circ 56' 28''$   
 $R = 964.38'$   
 $T = 56.78'$   
 $L = 113.43'$   
 $E = 1.67'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 1021+05.31$   
 $P.T. STA. = 1022+18.73$



**SEE PAVEMENT MARKING SHEET 3 OF 3 FOR DETAILS**

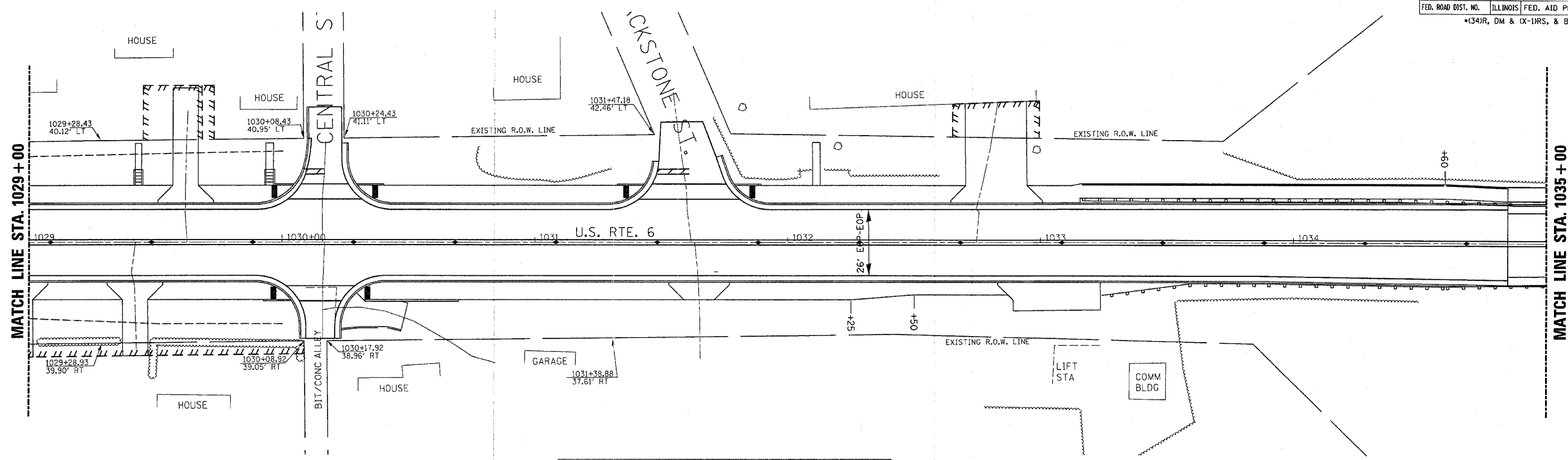


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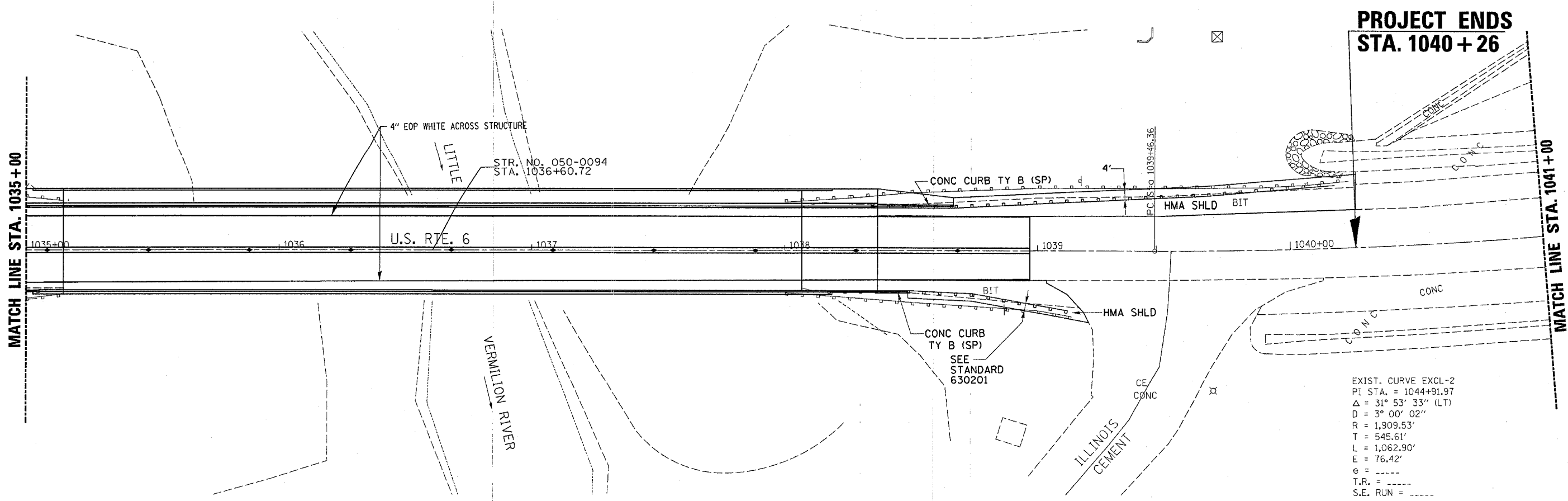


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	51
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

(34)R, DM & (X-1)RS, & BR



SEE PAVEMENT MARKING SHEET 3 OF 3 FOR DETAILS



PROJECT ENDS  
STA. 1040+26

EXIST. CURVE EXCL-2

PI STA. =	1044+91.97
$\Delta$ =	31° 53' 33" (LT)
D =	3° 00' 02"
R =	1,909.53'
T =	545.61'
L =	1,062.90'
E =	76.42'
e =	-----
T.R. =	-----
S.E. RUN =	-----

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	53

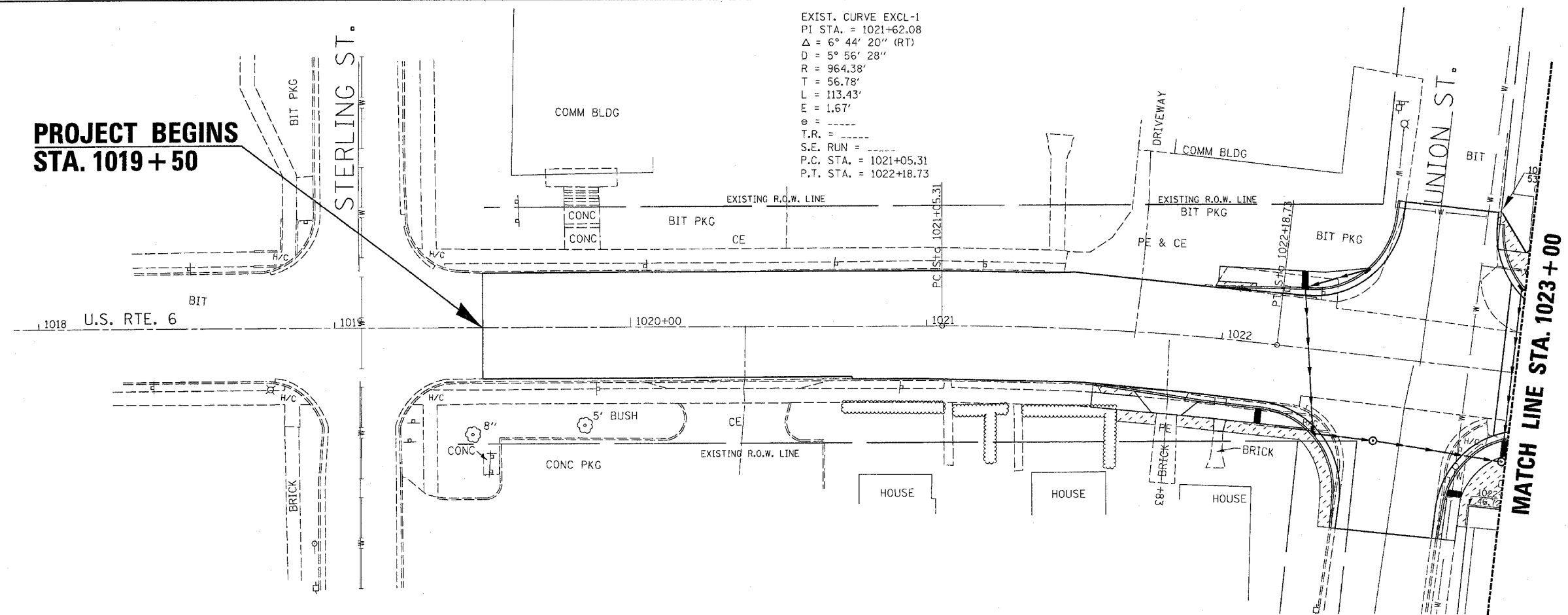
STA. 1018+00 TO STA. 1023+00  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

(134)R, DM & (X-1)RS, & BR

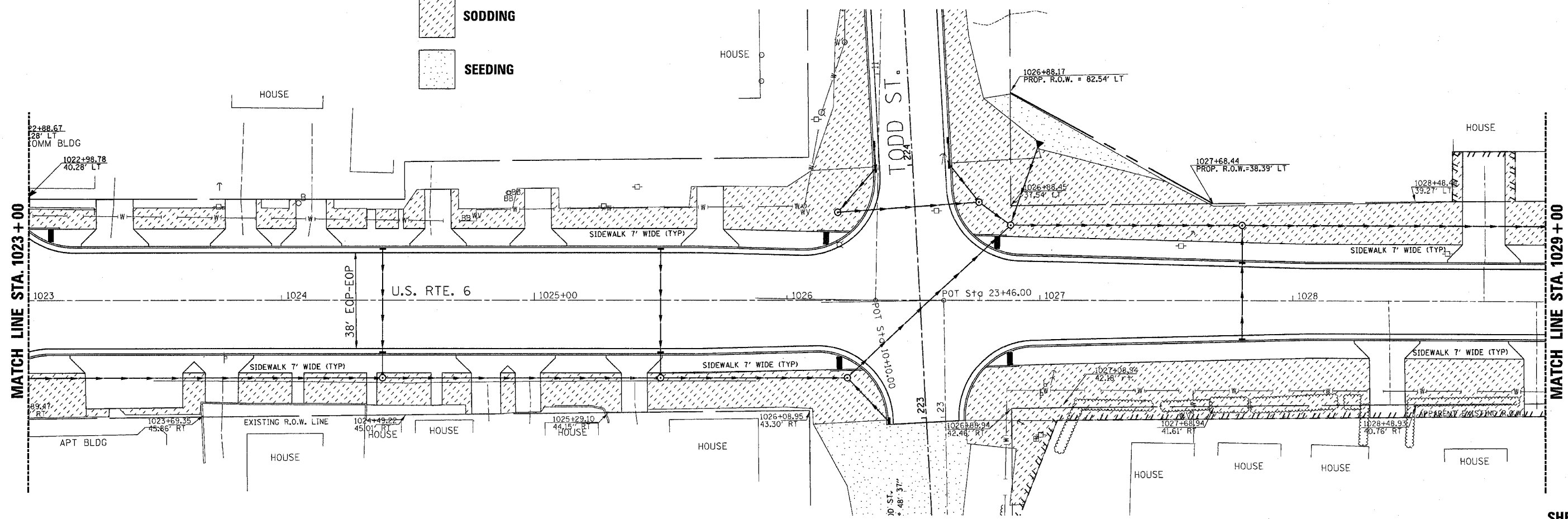


**PROJECT BEGINS  
 STA. 1019 + 50**

EXIST. CURVE EXCL-1  
 PI STA. = 1021+62.08  
 $\Delta = 6^\circ 44' 20''$  (RT)  
 $D = 5^\circ 56' 28''$   
 $R = 964.38'$   
 $T = 56.78'$   
 $L = 113.43'$   
 $E = 1.67'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 1021+05.31$   
 $P.T. STA. = 1022+18.73$

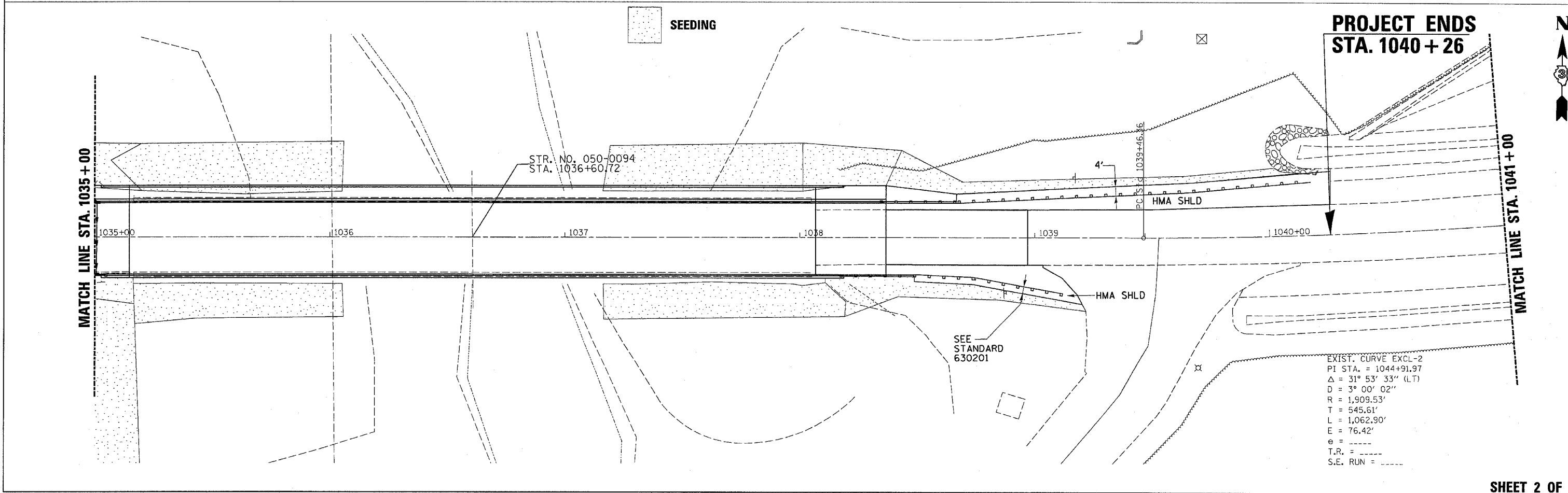
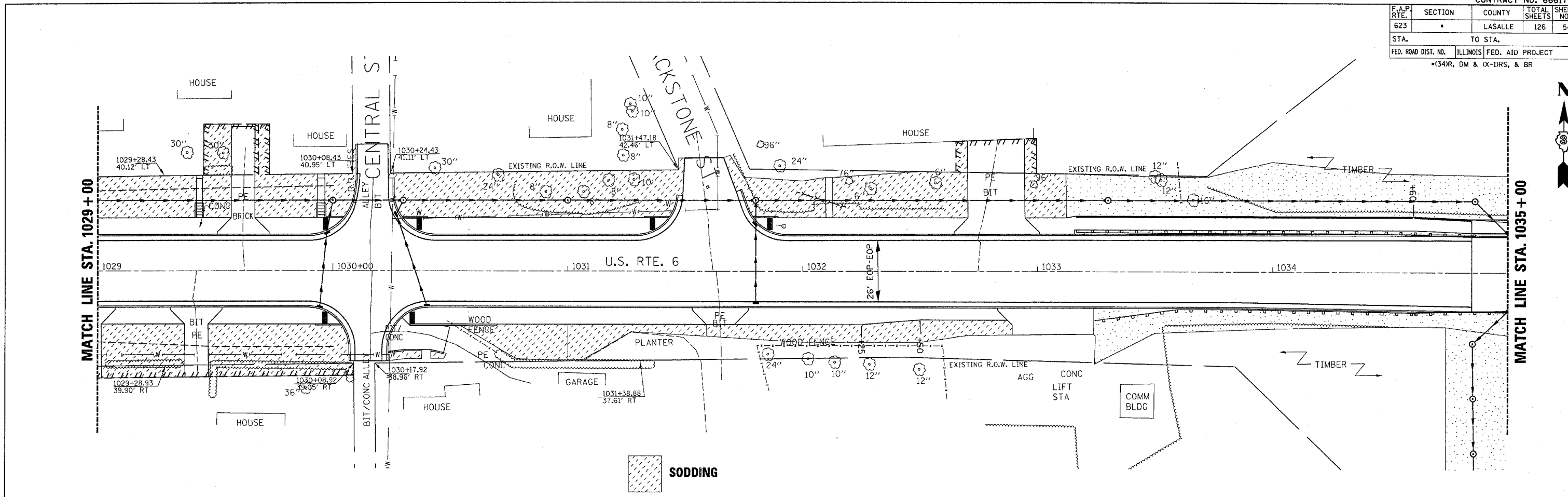


**SODDING**  
**SEEDING**



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*(34)R, DM & (X-IRS, & BR				

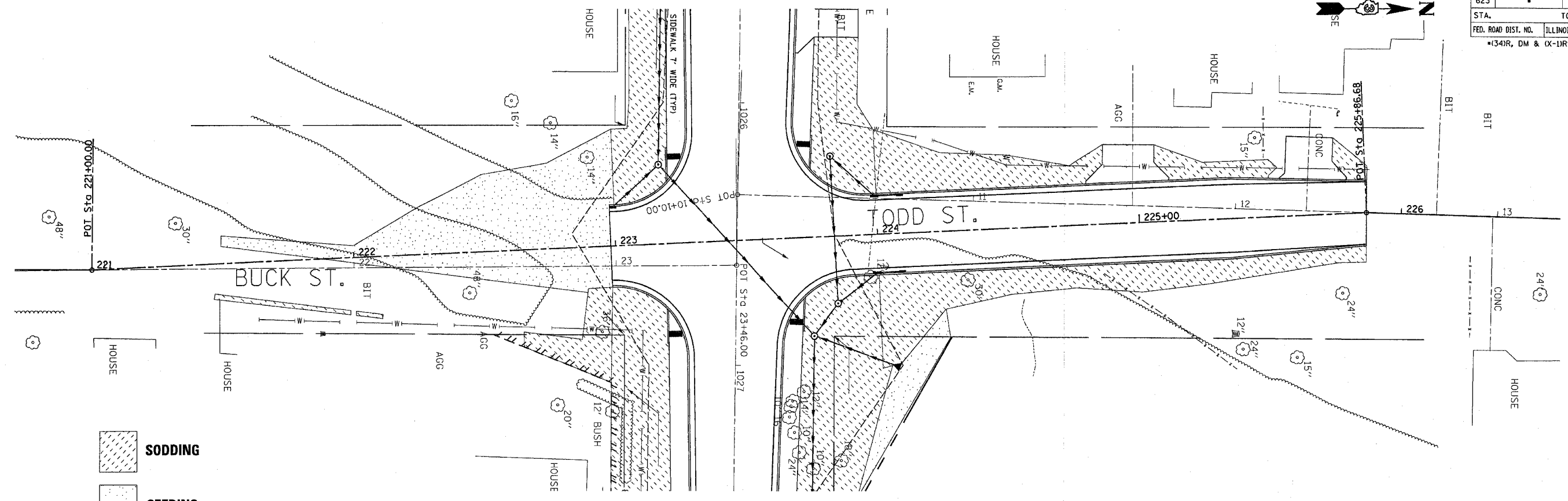
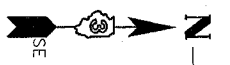




**PROJECT ENDS  
STA. 1040+26**

EXIST. CURVE EXCL-2  
 PI STA. = 1044+91.97  
 $\Delta$  = 31° 53' 33" (LT)  
 D = 3° 00' 02"  
 R = 1,909.53'  
 T = 545.61'  
 L = 1,062.90'  
 E = 76.42'  
 e = ----  
 T.R. = ----  
 S.E. RUN = ----

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R, DM & (X-DRS, & BR				



 **SODDING**  
 **SEEDING**

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Bench Mark: Chiseled "□" on hubguard Southwest corner of bridge 15.4' Rt. Station 1035+17, Elevation 498.336

Existing Structure: S.N. 050-0094, built in 1966 as S.B.I. Route 7 (F.A.S. Rte. 260), Section X-IBR. The existing structure consists of a three span continuous plate girder with reinforced concrete deck. 292'-0" back-to-back abutments. 36'-0" out to out deck. The deck is to be removed and replaced, one girder line added and the substructure widened using stage construction.

No salvage

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 623	X-IBR	LaSalle	126	56	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:			

Contract #66617

GENERAL NOTES

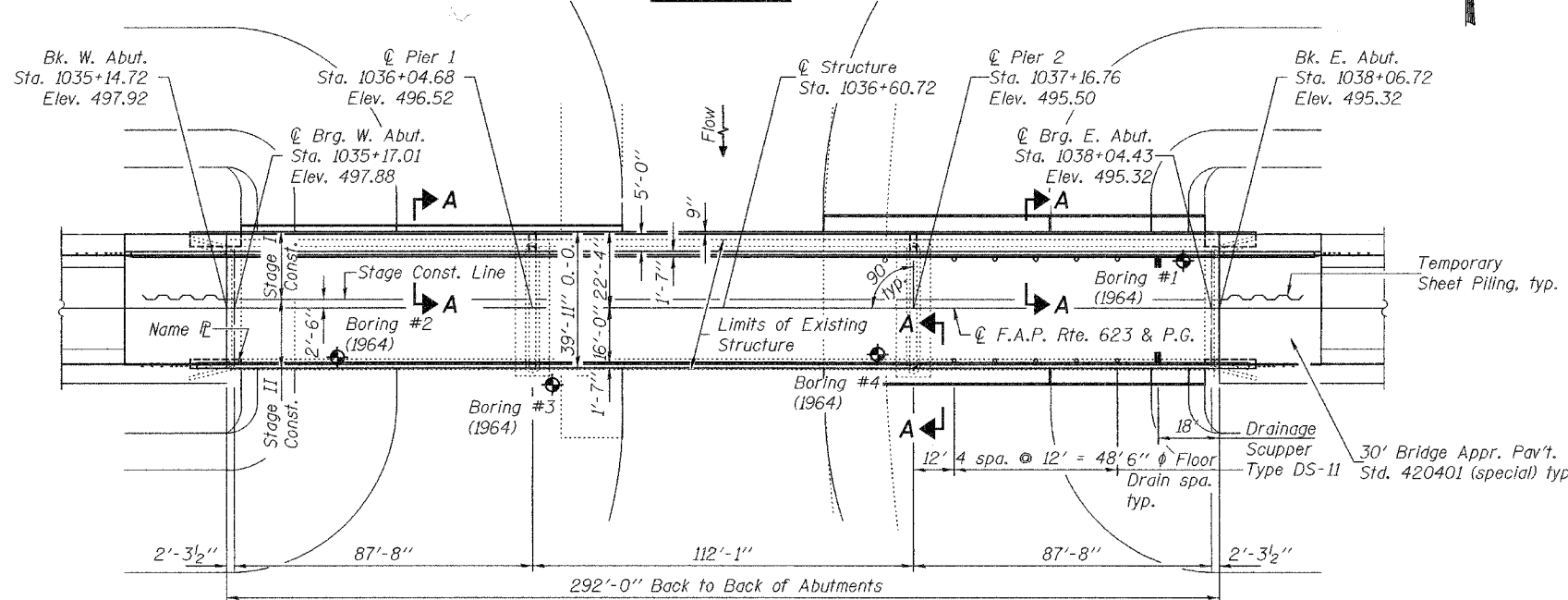
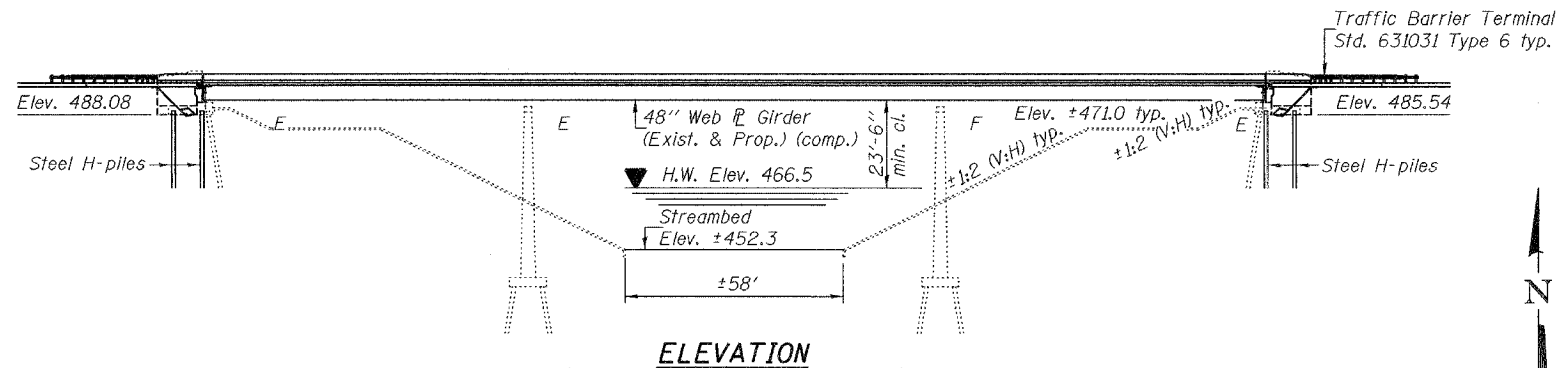
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{7}{8}$ "  $\phi$ , holes  $\frac{15}{16}$ "  $\phi$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 78,260 lbs. (AASHTO M270 Grade 36)  
 No field welding is permitted except as specified in the contract documents.  
 No in-stream work will be allowed due to environmental constraints.  
 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.  
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.  
 As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding  $\frac{1}{4}$  inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.  
 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 or by shimming the bearings.  
 The existing structural steel contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
 The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.  
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
 Concrete Sealer shall be applied to the exposed surface areas of the West and East Abutments.  
 Cleaning and Painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. 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.  
 A minimum of two (2) air monitors will be required to monitor abrasive blasting operations at this site, see special provision for Containment and Disposal of Lead Paint Cleaning Residues.  
 The Organic zinc rich primer / Epoxy / Polyurethane Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat of the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See special provision for Cleaning and Painting New Metal Structures.

STATION 1036+60.72  
REBUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RT. 623 - SEC. X-IBR  
LOADING HS20  
STR. NO. 050-0094

NAME PLATE

See Std. 515001

Existing name plate shall be cleaned and placed next to new name plate. Cost included in "Name Plates."



For Section A-A, see sheet 2 of 41.

SCOPE OF WORK

1. Remove and replace deck. Add new girder on North side of bridge.
2. Make all girders composite in positive moment regions.
3. Remove and replace abutment cross frames/diaphragms.
4. Replace existing abutment bearings with elastomeric bearings.
5. Widen abutments & piers.
6. Remove and replace abutment backwalls and wingwalls.
7. Repair substructure as shown.
8. Erosion under slope wall at Southwest nose of Pier 2 to be filled and paid for as Slope Wall Slurry Pumping. For details, see sheet 2 of 41.

WATERWAY INFORMATION

Drainage Area = 126 Sq. Mi. Low Grade Elev. 495.38' @ Sta. 10+90

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	6579	918	918	464.7	0.7	0.7	465.4	465.4	467.6
Base	100	9739	1125	1125	466.5	1.1	1.1	467.6	467.6	467.6
Overtopping	-	-	-	-	-	-	-	-	-	-
Max. Calc.	500	14095	1364	1364	468.4	1.5	1.5	469.9	469.9	469.9

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

FIELD UNITS

New Construction

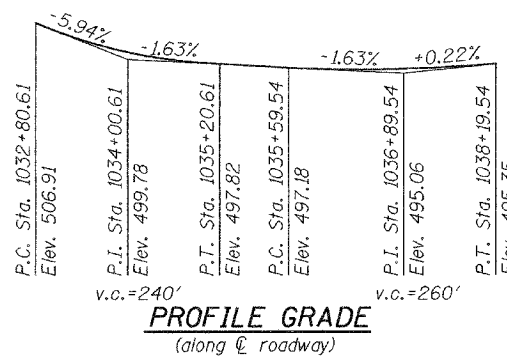
$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 36,000$  psi (AASHTO M270 Grade 36 structural steel)  
 $f_y = 50,000$  psi (AASHTO M270 Grade 50, H-piles only)

Existing Construction

$f'_c = 3,500$  psi  
 $f_y = 40,000$  psi (reinforcement)  
 $f_y = 36,000$  psi (structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = 3.8%g  
 Site Coefficient (S) = 1.0



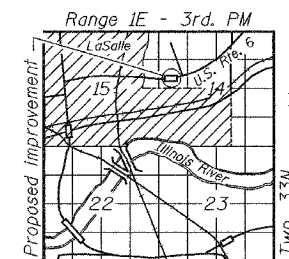
DESIGNED	Fossler, T...
CHECKED	Stephen M. Ryan
DRAWN	WDC/BML
CHECKED	FT/SHR

February 1, 2007  
 EXAMINED Thomas J. ...  
 PASSED Ralph E. ...



EXPIRES 11-30-2008

This seal excludes sheet 39 of 41.



LOCATION SKETCH

GENERAL PLAN & ELEVATION  
 U.S. ROUTE 6 OVER  
 LITTLE VERMILION RIVER  
 F.A.P. ROUTE 623 - SECTION X-IBR  
 LaSALLE COUNTY  
 STATION 1036+60.72  
 STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

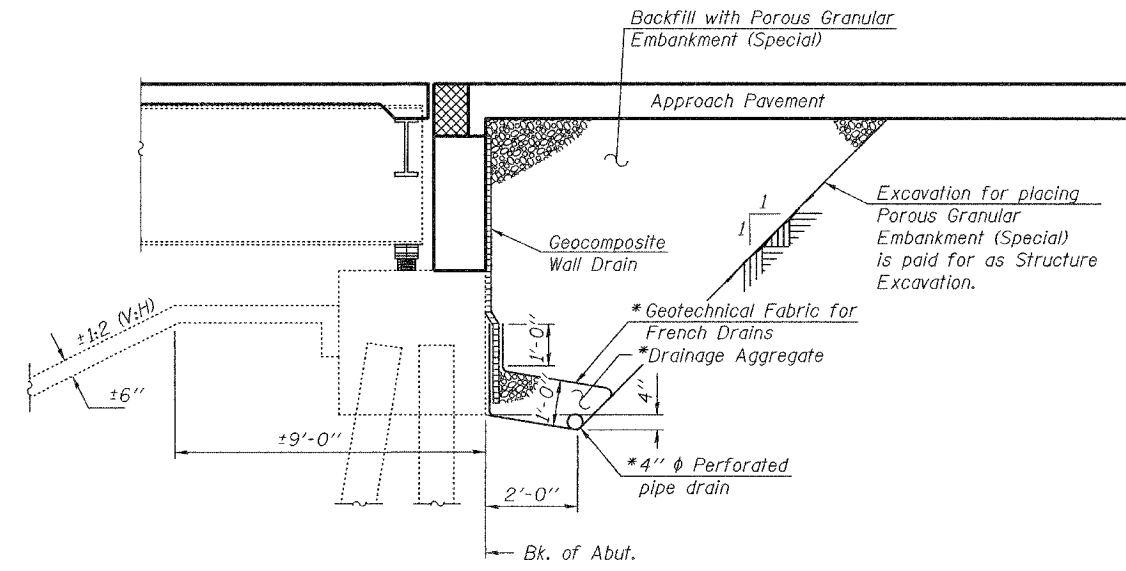
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 2
FAP 623	X-IBR	LaSalle	126	57	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66617		

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		173	173
Concrete Removal	Cu. Yd.		61.2	61.2
Removal of Existing Concrete Deck	Each	1		
Structure Excavation	Cu. Yd.		309	309
Concrete Structures	Cu. Yd.		70.2	70.2
Concrete Superstructure	Cu. Yd.	356.3		356.3
Bridge Deck Grooving	Sq. Yd.	930		930
Protective Coat	Sq. Yd.	1210		1210
Elastomeric Bearing Assembly, Type I	Each	6		6
Elastomeric Bearing Assembly, Type II	Each	6		6
Structural Repair of Concrete (Depth equal to or less than 5')	Sq. Ft.		88	88
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3984		3984
Jack and Remove Existing Bearings	Each	10		10
Structural Steel Removal	Pound	3460		3460
Reinforcement Bars, Epoxy Coated	Pound	95,000	7,570	102,570
Driving Piles	Foot		325	325
Temporary Sheet Piling	Sq. Ft.		531	531
Name Plates	Each	1		1
Concrete Sealer	Sq. Ft.		24	24
Epoxy Crack Injection	Foot		28	28
Preformed Joint Strip Seal	Foot	38		38
Drainage Scuppers, DS-11	Each	2		2
Bar Splicers	Each	1771	28	1799
Bicycle Railing	Foot	289		289
Furnishing Steel Piles HP12x53	Foot		325	325
Pipe Underdrains for Structures 4"	Foot		80	80
Temporary Shoring and Cribbing	Each	2		2
Utility Attachment	L. Sum	1		1
Neoprene Expansion Joint 2 1/2"	Foot	38		38
Floor Drains	Each	10		10
Geocomposite Wall Drain	Sq. Yd.		66	66
Slopedwall 6"	Sq. Yd.		142	142
Slopedwall Slurry Pumping	Cu. Yd.		0.8	0.8
Test Pile Steel HP12x53	Each		1	1
Anchor Bolts 1"	Each	60		60
Concrete Encasement	Cu. Yd.		3.2	3.2
Parapet Railing	Foot	289		289
Cleaning and Painting Steel Bridge	L. Sum	1		1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1		1
BRIDGE CLEANING & PAINTING WARRANTY NO. 1	L. SUM	0.5	0.5	1

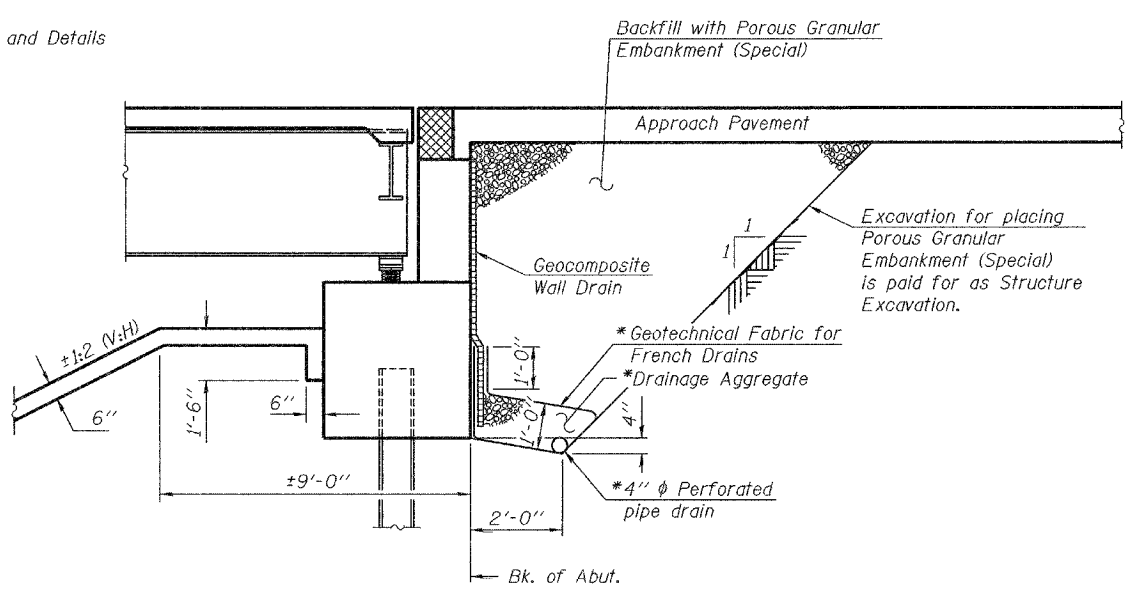
INDEX OF SHEETS

1. General Plan and Elevation
2. General Details
3. Stage Construction Details
4. Temporary Concrete Barrier
- 5.-6. Top of Slab Elevations
7. Superstructure
- 8.-9. Bridge Approach Pavement (Special) - Pavement Details
10. Parapet Elevation
- 11.-12. Superstructure Details
13. Continuous Seal Type Neoprene Expansion Joint Details
14. Preformed Joint Strip Seal
15. This sheet intentionally left blank
16. Drainage Scupper DS-11
17. Bicycle Railing
18. Bicycle Railing Details
19. Structural Steel
- 20.-22. Structural Steel Details
23. West Abutment Bearing Details
24. East Abutment Bearing Details & Jack and Remove Existing Bearing Details
25. Bearing Details at Piers 1 & 2
26. Anchor Bolt Details
- 27.-28. Concrete Removal at Abutments
29. Concrete Repair and Removal at Piers
30. West Abutment
31. West Abutment Details
32. East Abutment
33. East Abutment Details
34. North Wingwall Details
35. South Wingwall Details
36. Piers
- 37.-38. Bar Splicer Details
39. Sanitary Sewer Pipe Supports and Details
- 40.-41. Boring Logs



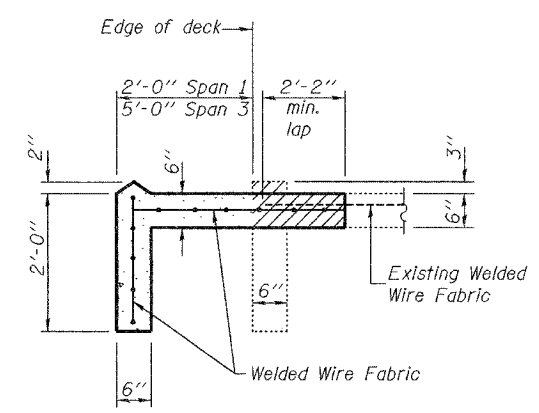
SECTION THRU EXISTING ABUTMENT  
(Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures 4".



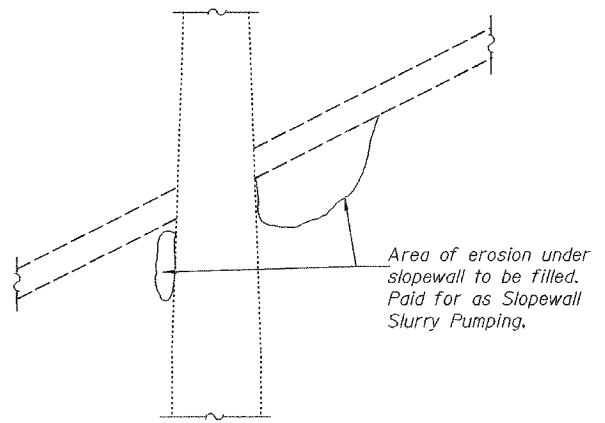
SECTION THRU ABUTMENT EXTENSION  
(Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures 4".

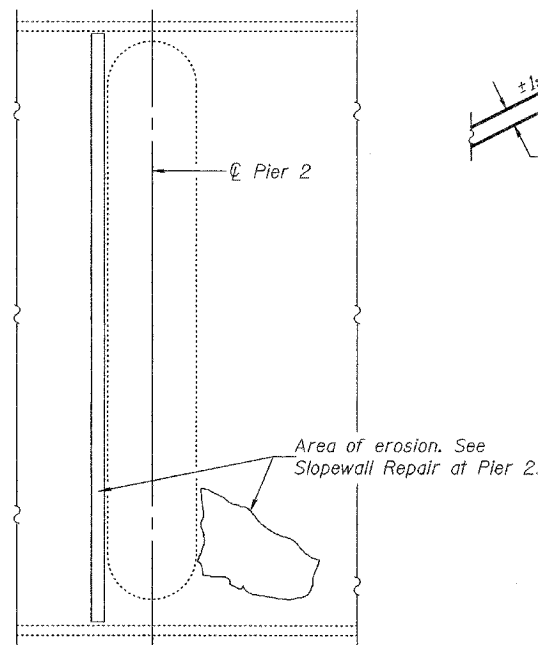


SECTION A-A

Portions of the existing slopedwall to be removed and replaced with new slopedwall. Lap new and existing welded wire fabric. Cost included with Slopedwall 6"



SLOPEWALL REPAIR AT PIER 2



PLAN  
(New slopedwall not shown)

Notes:  
All drainage system components shall extend parallel to the abutment back wall until they intersect the wing walls. The pipe shall extend under the wingwall until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard G01101).  
Slopedwall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalick*  
DRAWN BY *Becky M. Leach*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

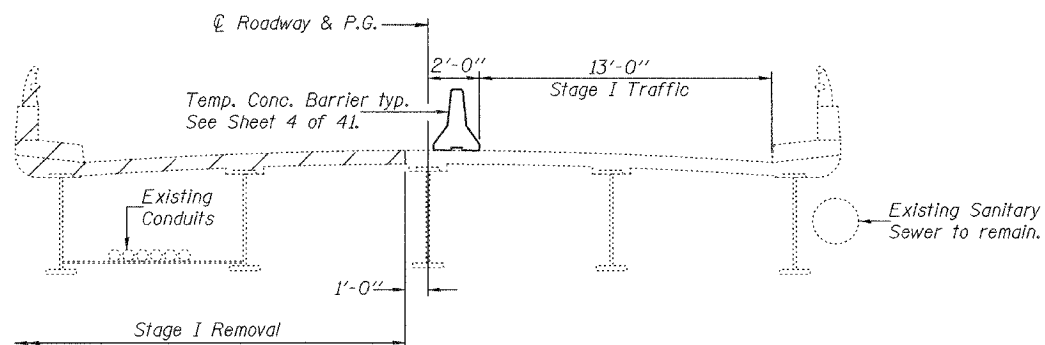
GENERAL DETAILS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

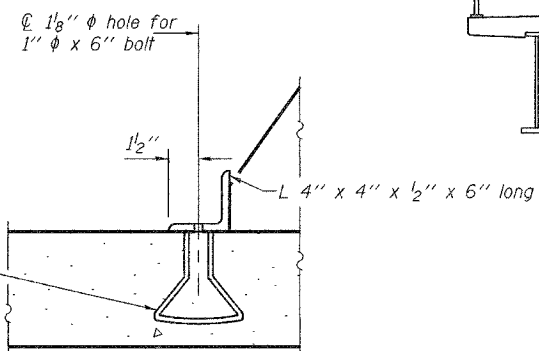
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3  
41 SHEETS

Contract #66617



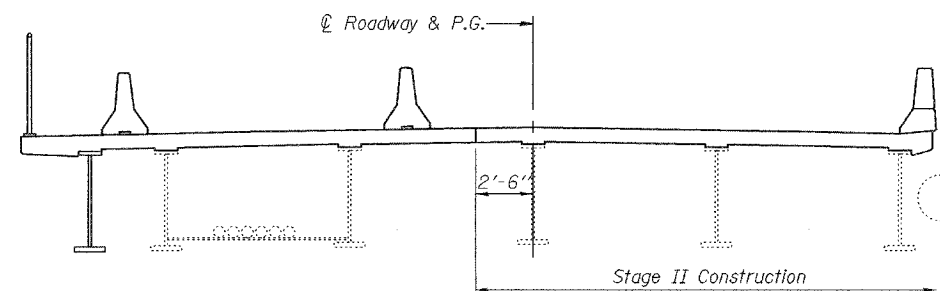
**STAGE I REMOVAL**



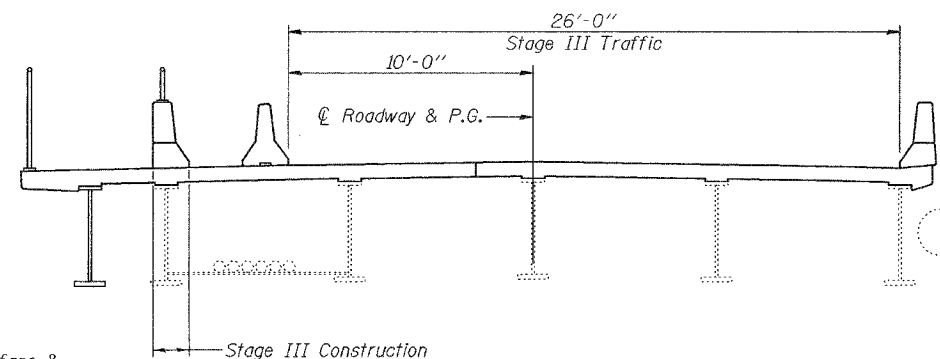
**DETAIL A**

Single flared coil loop insert (cast in deck) for 1"  $\phi$  x 6" bolt. Inserts shall be galvanized according to AASHTO M232. After removal of the bolts, inserts shall be filled with non-shrink grout.

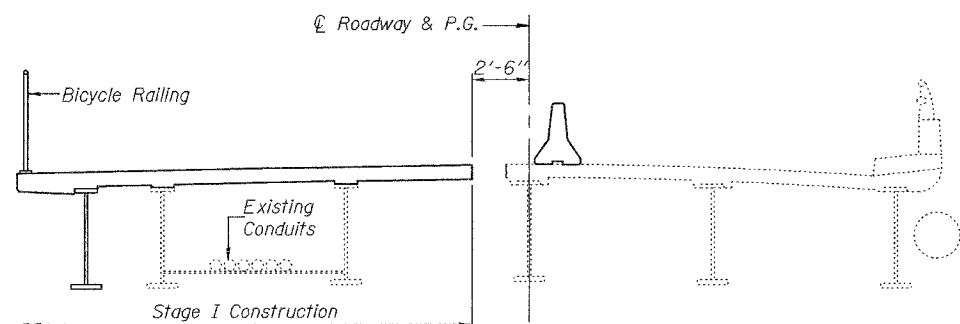
Inserts, bolts and angles shall be at 4'-0" cts. along full length of Temporary Concrete Barrier over full length of bridge (non-traffic side only).



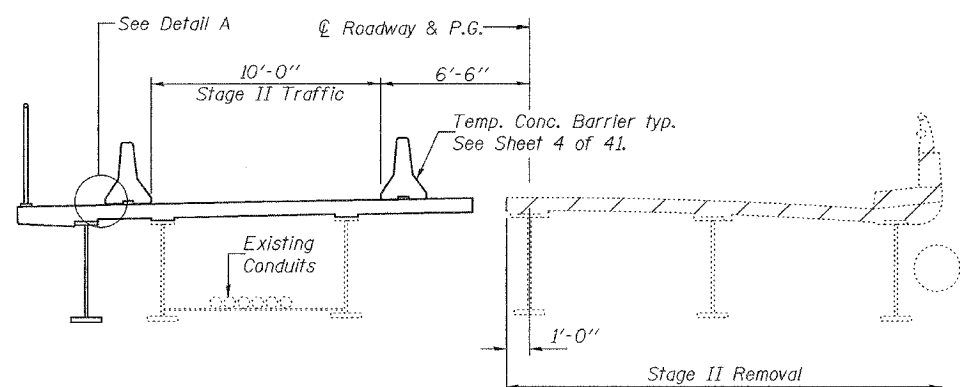
**STAGE II CONSTRUCTION**



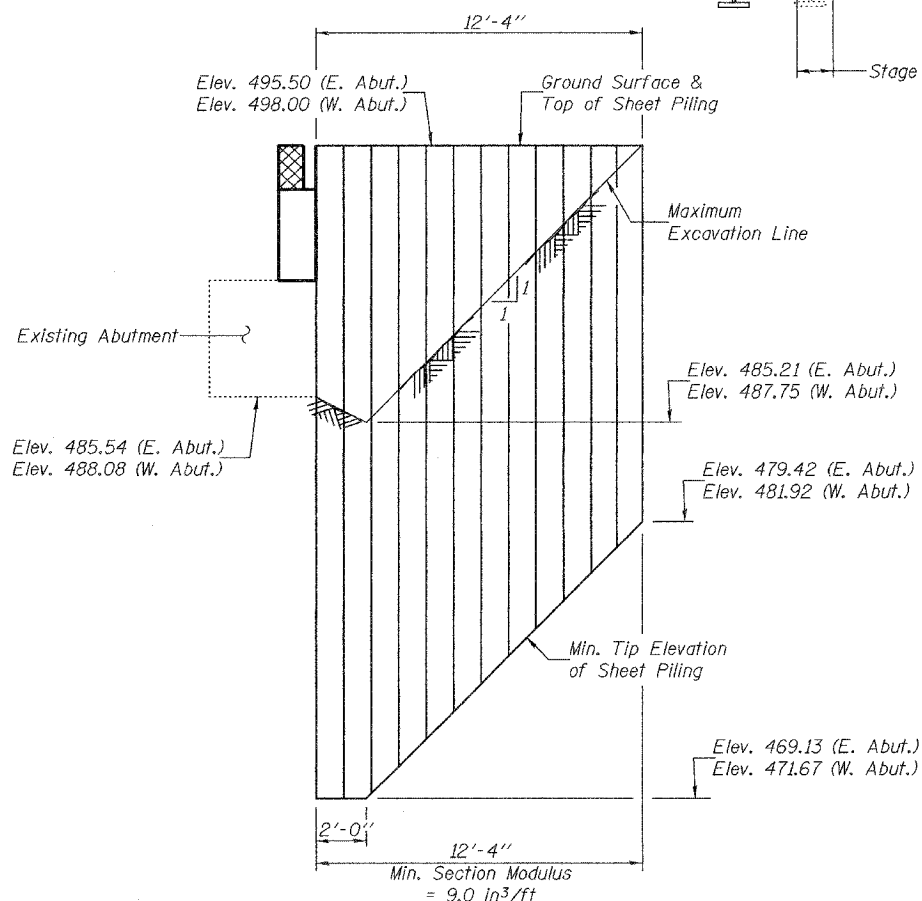
**STAGE III CONSTRUCTION**



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



**TEMPORARY SHEET PILING**

**ELEVATION AT ABUTMENTS**

(East Abutment looking North)  
(West Abutment similar by rotation)

Notes:  
Hatched areas indicate Removal of Existing Concrete Deck.  
For quantity of Temporary Concrete Barrier, see roadway plans.  
All cross sections are looking East.  
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Damgalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

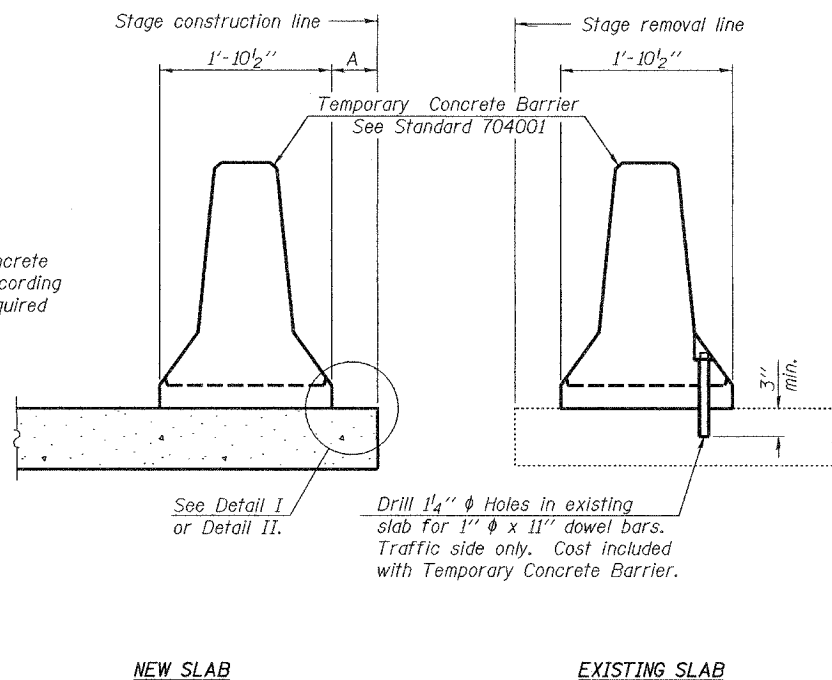
**STAGE CONSTRUCTION DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
FAP 623	X-IBR	LaSalle	126	59	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617

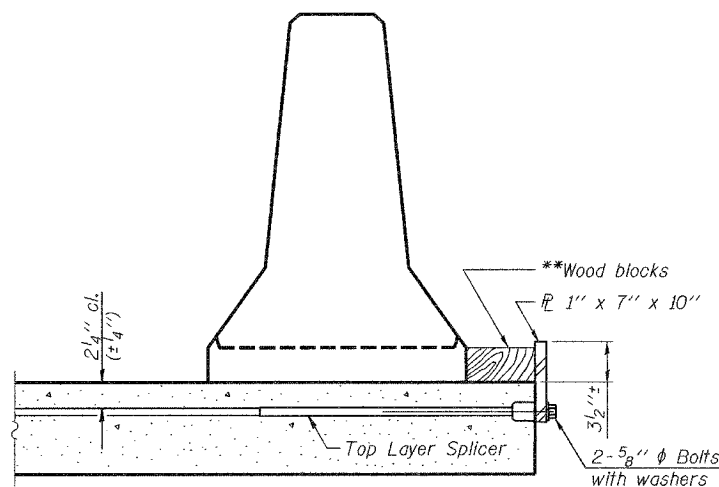
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



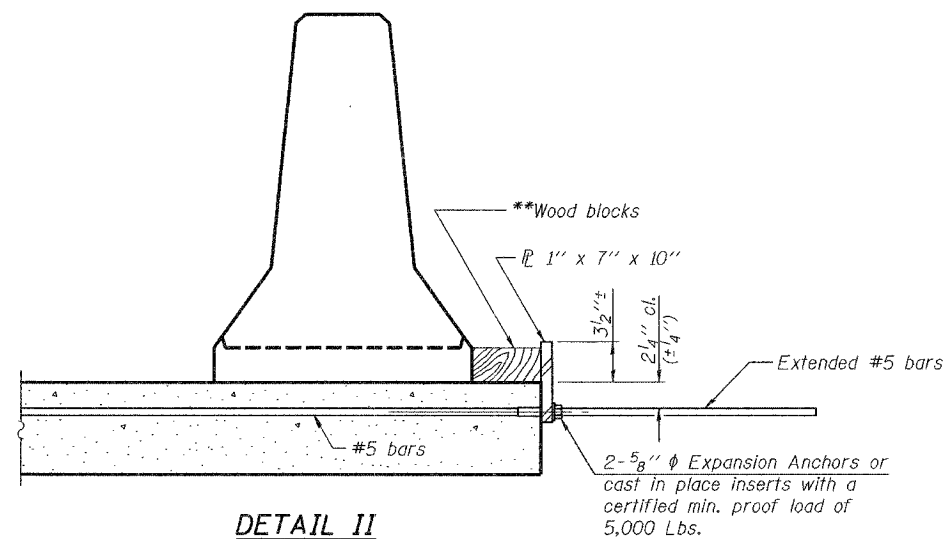
SECTIONS THRU SLAB

NOTES

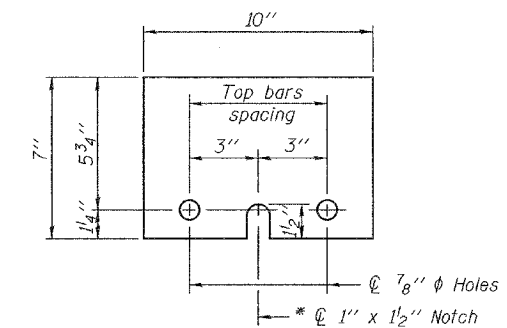
- Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2- $\frac{5}{8}$ "  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the concrete slab with 2- $\frac{5}{8}$ "  $\phi$  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.



DETAIL I



DETAIL II



STEEL RETAINER  $\bar{L}$  1" x 7" x 10"

\* Required only with Detail II

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

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007
EXAMINED <i>Thomas J. Domagalaki</i> ENGINEER OF BRIDGE DESIGN
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

R-27

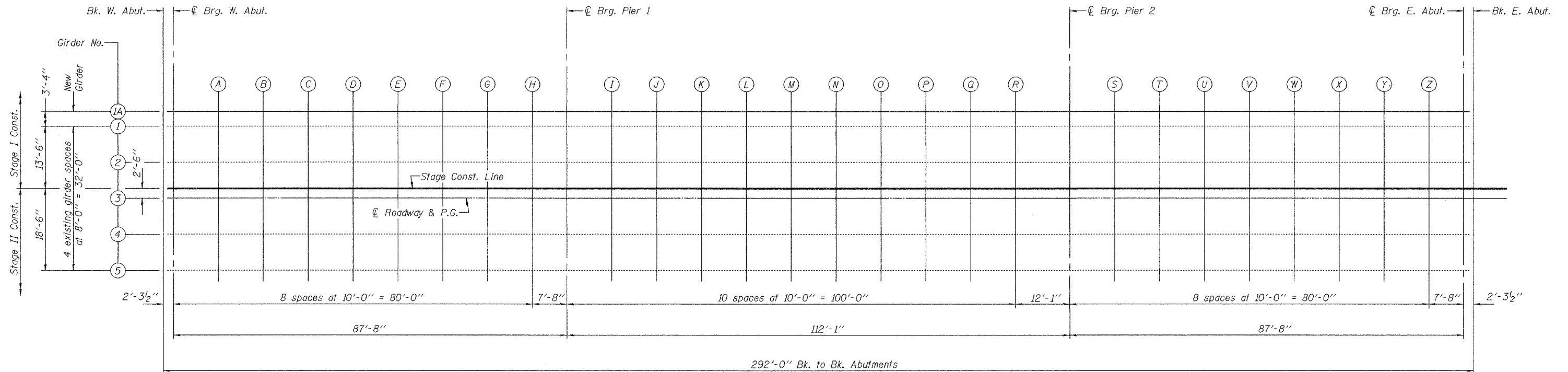
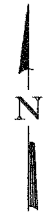
11-1-06

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

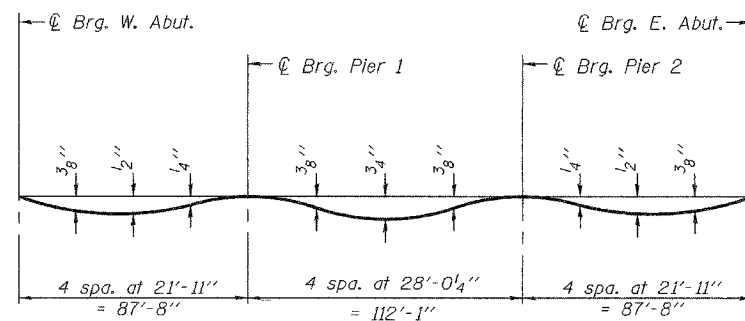


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 41 SHEETS
FAP 623	X-IBR	LaSalle	126	60	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #66617		



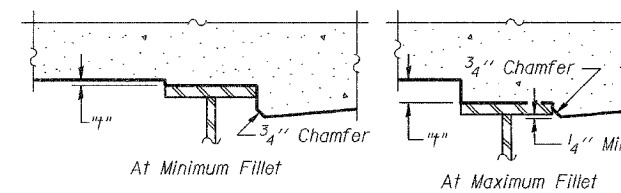
**PLAN**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 41.



**FILLET HEIGHTS**

To determine "h": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 6 of 41, minus slab thickness, equals the fillet heights "h" above top flange of girders.

**TOP OF SLAB ELEVATIONS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6  
41 SHEETS

Contract #66617

GIRDER 1A

GIRDER 1

GIRDER 2

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	-19.33	497.58	497.58
€. BRG. W. ABUT.	1035+17.01	-19.33	497.55	497.55
A	1035+27.01	-19.33	497.38	497.39
B	1035+37.01	-19.33	497.21	497.25
C	1035+47.01	-19.33	497.09	497.12
D	1035+57.01	-19.33	496.89	496.93
E	1035+67.01	-19.33	496.76	496.79
F	1035+77.01	-19.33	496.57	496.59
G	1035+87.01	-19.33	496.42	496.43
H	1035+97.01	-19.33	496.28	496.28
€. BRG. PIER 1	1036+04.68	-19.33	496.18	496.18
I	1036+14.68	-19.33	496.05	496.06
J	1036+24.68	-19.33	495.93	495.95
K	1036+34.68	-19.33	495.82	495.85
L	1036+44.68	-19.33	495.71	495.76
M	1036+54.68	-19.33	495.61	495.67
N	1036+64.68	-19.33	495.52	495.59
O	1036+74.68	-19.33	495.43	495.49
P	1036+84.68	-19.33	495.36	495.40
Q	1036+94.68	-19.33	495.31	495.36
R	1037+04.68	-19.33	495.22	495.23
€. BRG. PIER 2	1037+16.76	-19.33	495.16	495.16
S	1037+26.76	-19.33	495.11	495.11
T	1037+36.76	-19.33	495.07	495.08
U	1037+46.76	-19.33	495.06	495.06
V	1037+56.76	-19.33	495.01	495.05
W	1037+66.76	-19.33	494.99	495.03
X	1037+76.76	-19.33	494.98	495.02
Y	1037+86.76	-19.33	494.97	495.00
Z	1037+96.76	-19.33	494.98	494.99
€. BRG. E. ABUT.	1038+04.43	-19.33	494.98	494.98
BK. E. ABUT.	1038+06.72	-19.33	494.98	494.98

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	-16.00	497.65	497.65
€. BRG. W. ABUT.	1035+17.01	-16.00	497.61	497.61
A	1035+27.01	-16.00	497.44	497.46
B	1035+37.01	-16.00	497.28	497.32
C	1035+47.01	-16.00	497.12	497.16
D	1035+57.01	-16.00	496.96	497.00
E	1035+67.01	-16.00	496.79	496.83
F	1035+77.01	-16.00	496.64	496.66
G	1035+87.01	-16.00	496.49	496.50
H	1035+97.01	-16.00	496.35	496.35
€. BRG. PIER 1	1036+04.68	-16.00	496.25	496.25
I	1036+14.68	-16.00	496.12	496.13
J	1036+24.68	-16.00	495.00	496.02
K	1036+34.68	-16.00	495.89	495.92
L	1036+44.68	-16.00	495.78	495.83
M	1036+54.68	-16.00	495.68	495.74
N	1036+64.68	-16.00	495.59	495.65
O	1036+74.68	-16.00	495.50	495.56
P	1036+84.68	-16.00	495.43	495.47
Q	1036+94.68	-16.00	495.36	495.38
R	1037+04.68	-16.00	495.29	495.30
€. BRG. PIER 2	1037+16.76	-16.00	495.23	495.23
S	1037+26.76	-16.00	495.18	495.18
T	1037+36.76	-16.00	495.14	495.15
U	1037+46.76	-16.00	495.10	495.13
V	1037+56.76	-16.00	495.08	495.12
W	1037+66.76	-16.00	495.06	495.10
X	1037+76.76	-16.00	495.05	495.09
Y	1037+86.76	-16.00	495.04	495.07
Z	1037+96.76	-16.00	495.04	495.06
€. BRG. E. ABUT.	1038+04.43	-16.00	495.05	495.05
BK. E. ABUT.	1038+06.72	-16.00	495.05	495.05

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	-8.00	497.80	497.80
€. BRG. W. ABUT.	1035+17.01	-8.00	497.76	497.76
A	1035+27.01	-8.00	497.59	497.61
B	1035+37.01	-8.00	497.43	497.46
C	1035+47.01	-8.00	497.26	497.31
D	1035+57.01	-8.00	497.10	497.14
E	1035+67.01	-8.00	496.94	496.97
F	1035+77.01	-8.00	496.78	496.81
G	1035+87.01	-8.00	496.63	496.65
H	1035+97.01	-8.00	496.49	496.50
€. BRG. PIER 1	1036+04.68	-8.00	496.39	496.39
I	1036+14.68	-8.00	496.26	496.27
J	1036+24.68	-8.00	496.14	496.17
K	1036+34.68	-8.00	496.03	496.07
L	1036+44.68	-8.00	495.93	495.98
M	1036+54.68	-8.00	495.83	495.89
N	1036+64.68	-8.00	495.73	495.80
O	1036+74.68	-8.00	495.65	495.70
P	1036+84.68	-8.00	495.57	495.61
Q	1036+94.68	-8.00	495.50	495.53
R	1037+04.68	-8.00	495.44	495.45
€. BRG. PIER 2	1037+16.76	-8.00	495.37	495.37
S	1037+26.76	-8.00	495.32	495.33
T	1037+36.76	-8.00	495.28	495.30
U	1037+46.76	-8.00	495.26	495.28
V	1037+56.76	-8.00	495.22	495.26
W	1037+66.76	-8.00	495.20	495.25
X	1037+76.76	-8.00	495.19	495.23
Y	1037+86.76	-8.00	495.19	495.22
Z	1037+96.76	-8.00	495.19	495.21
€. BRG. E. ABUT.	1038+04.43	-8.00	495.20	495.20
BK. E. ABUT.	1038+06.72	-8.00	495.20	495.20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	-2.50	497.89	497.89
€. BRG. W. ABUT.	1035+17.01	-2.50	497.85	497.85
A	1035+27.01	-2.50	497.68	497.69
B	1035+37.01	-2.50	497.51	497.55
C	1035+47.01	-2.50	497.35	497.39
D	1035+57.01	-2.50	497.19	497.23
E	1035+67.01	-2.50	497.02	497.06
F	1035+77.01	-2.50	496.87	496.89
G	1035+87.01	-2.50	496.72	496.73
H	1035+97.01	-2.50	496.58	496.58
€. BRG. PIER 1	1036+04.68	-2.50	496.48	496.48
I	1036+14.68	-2.50	496.35	496.36
J	1036+24.68	-2.50	496.23	496.25
K	1036+34.68	-2.50	496.12	496.16
L	1036+44.68	-2.50	496.01	496.06
M	1036+54.68	-2.50	495.91	495.97
N	1036+64.68	-2.50	495.82	495.88
O	1036+74.68	-2.50	495.74	495.79
P	1036+84.68	-2.50	495.66	495.70
Q	1036+94.68	-2.50	495.59	495.61
R	1037+04.68	-2.50	495.52	495.53
€. BRG. PIER 2	1037+16.76	-2.50	495.46	495.46
S	1037+26.76	-2.50	495.41	495.41
T	1037+36.76	-2.50	495.37	495.38
U	1037+46.76	-2.50	495.34	495.36
V	1037+56.76	-2.50	495.31	495.35
W	1037+66.76	-2.50	495.29	495.33
X	1037+76.76	-2.50	495.28	495.32
Y	1037+86.76	-2.50	495.27	495.30
Z	1037+96.76	-2.50	495.28	495.29
€. BRG. E. ABUT.	1038+04.43	-2.50	495.28	495.28
BK. E. ABUT.	1038+06.72	-2.50	495.29	495.29

€ ROADWAY, P.G. & GIRDER 3

GIRDER 4

GIRDER 5

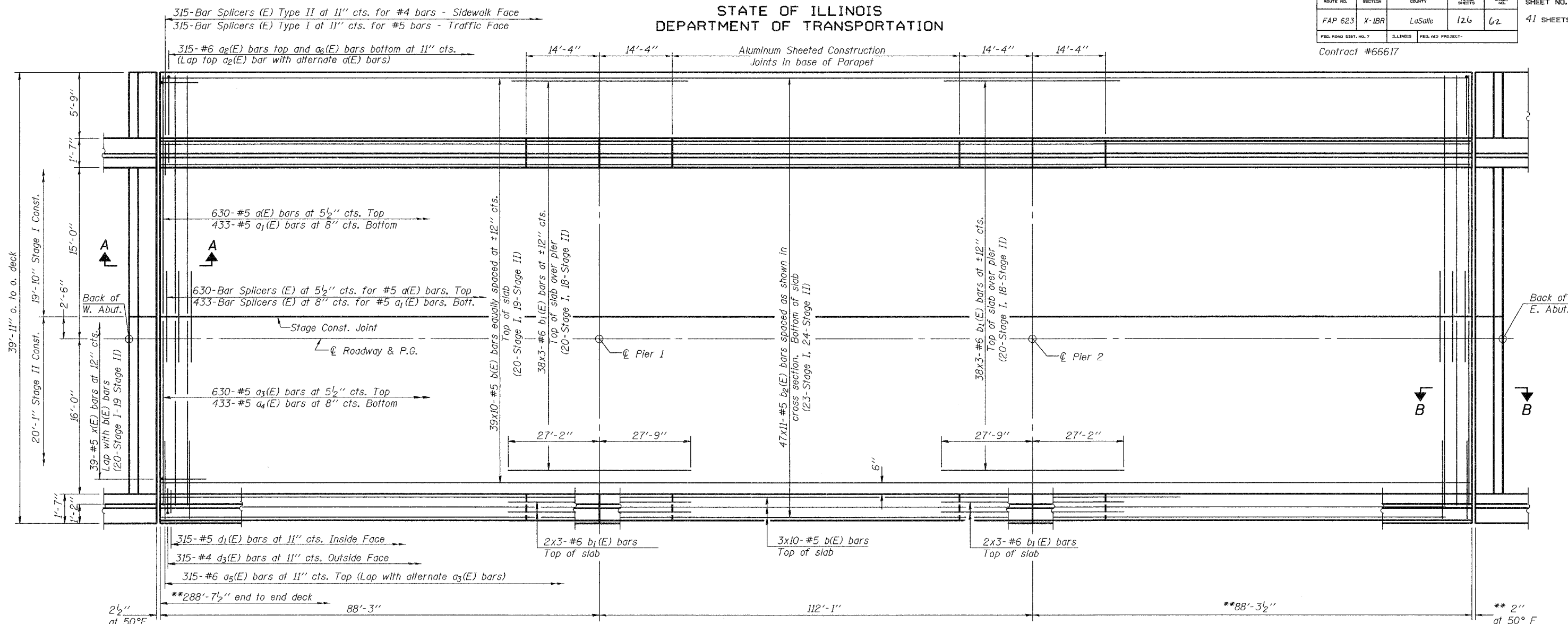
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	0.00	497.92	497.92
€. BRG. W. ABUT.	1035+17.01	0.00	497.88	497.88
A	1035+27.01	0.00	497.72	497.73
B	1035+37.01	0.00	497.55	497.59
C	1035+47.01	0.00	497.39	497.43
D	1035+57.01	0.00	497.23	497.27
E	1035+67.01	0.00	497.06	497.10
F	1035+77.01	0.00	496.91	496.93
G	1035+87.01	0.00	496.76	496.77
H	1035+97.01	0.00	496.62	496.62
€. BRG. PIER 1	1036+04.68	0.00	496.52	496.52
I	1036+14.68	0.00	496.39	496.40
J	1036+24.68	0.00	496.27	496.29
K	1036+34.68	0.00	496.16	496.19
L	1036+44.68	0.00	496.05	496.10
M	1036+54.68	0.00	495.95	496.01
N	1036+64.68	0.00	495.86	495.92
O	1036+74.68	0.00	495.77	495.83
P	1036+84.68	0.00	495.70	495.74
Q	1036+94.68	0.00	495.63	495.67
R	1037+04.68	0.00	495.56	495.57
€. BRG. PIER 2	1037+16.76	0.00	495.50	495.50
S	1037+26.76	0.00	495.45	495.45
T	1037+36.76	0.00	495.41	495.42
U	1037+46.76	0.00	495.38	495.40
V	1037+56.76	0.00	495.35	495.39
W	1037+66.76	0.00	495.33	495.37
X	1037+76.76	0.00	495.32	495.36
Y	1037+86.76	0.00	495.31	495.34
Z	1037+96.76	0.00	495.32	495.33
€. BRG. E. ABUT.	1038+04.43	0.00	495.32	495.32
BK. E. ABUT.	1038+06.72	0.00	495.32	495.32

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1035+14.72	8.00	497.80	497.80
€. BRG. W. ABUT.	1035+17.01	8.00	497.76	497.76
A	1035+27.01	8.00	497.59	497.61
B	1035+37.01	8.00	497.43	497.46
C	1035+47.01	8.00	497.26	497.31
D	1035+57.01	8.00	497.10	497.14
E	1035+67.01	8.00	496.94	496.97
F	1035+77.01	8.00	496.78	496.81
G	1035+87.01	8.00	496.63	496.65
H	1035+97.01	8.00	496.49	496.50
€. BRG. PIER 1	1036+04.68	8.00	496.39	496.39
I	1036+14.68	8.00	496.26	496.27
J	1036+24.68	8.00	496.14	496.17
K	1036+34.68	8.00	496.03	496.07
L	1036+44.68	8.00	495.93	495.98
M	1036+54.68	8.00	495.83	495.89
N	1036+64.68	8.00	495.73	495.80
O	1036+74.68	8.00	495.65	495.70
P	1036+84.68	8.00	495.57	495.61
Q	1036+94.68	8.00	495.50	495.53
R	1037+04.68	8.00	495.44	495.45
€. BRG. PIER 2	1037+16.76	8.00	495.37	495.37
S	1037+26.76	8.00	495.32	495.33
T	1037+36.76	8.00	495.28	495.30
U	1037+46.76	8.00	495.26	495.28
V	1037+56.76	8.00	495.22	495.26
W	1037+66.76	8.00	495.20	495.25
X	1037+76.76	8.00	495.19	495.23
Y	1037+86.76	8.00	495.19	495.22
Z	1037+96.76	8.00	495.19	495.21
€. BRG. E. ABUT.	1038+04.43	8.00	495.20	495.20
BK. E. ABUT.	1038+06.72	8.00	495.20	495.20

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 623	X-IBR	LaSalle	126	62
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #66617

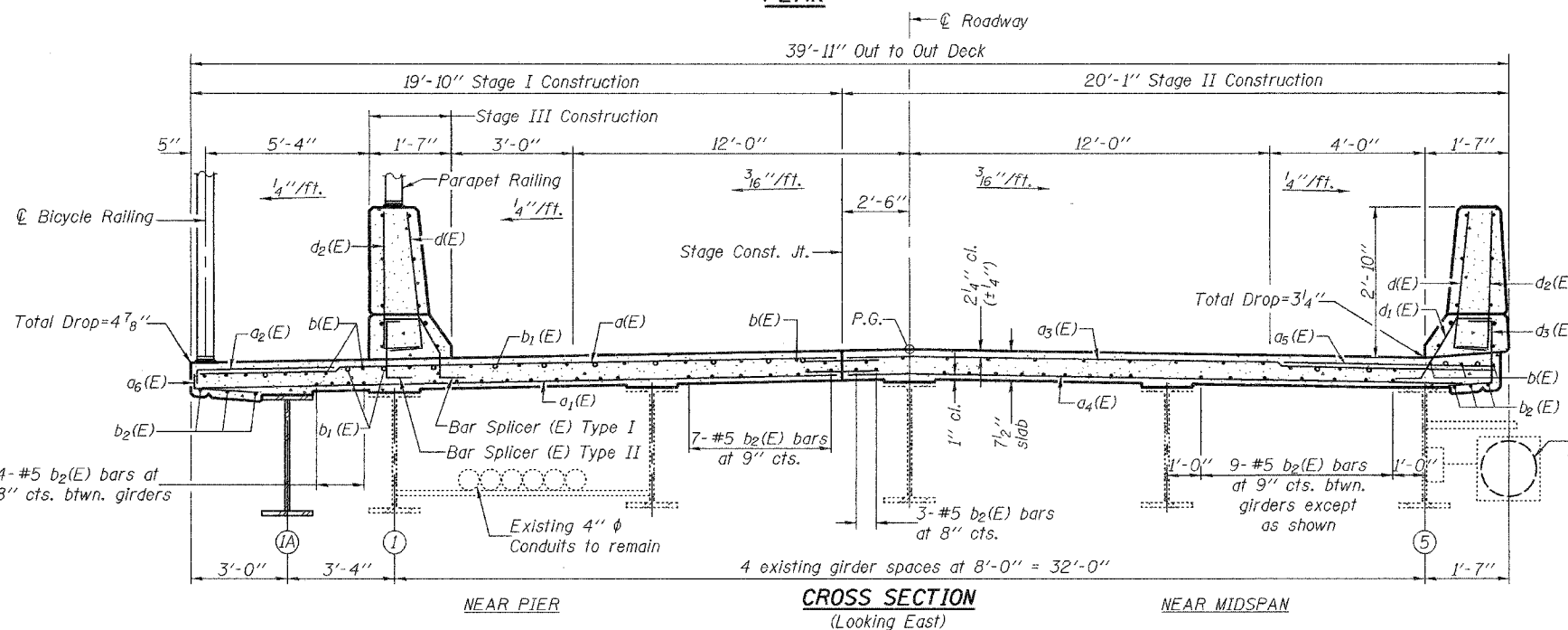


PLAN

**MIN. BAR LAPS**

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

Notes:  
See Sheet 11 and 12 of 41 for superstructure details and Bill of Material.  
Bars indicated thus 38 x 3-#6 etc. indicates 38 lines of bars with 3 lengths per line.  
See Sheet 10 of 41 for parapet reinforcement and parapet joint spacing.  
For Sections A-A and B-B see sheet 12 of 41.  
Cut longitudinal reinforcement bars to clear drainage scuppers.



CROSS SECTION  
(Looking East)

\*Existing connection varies along Girder 5. See sheet 39 of 41 for details of temporary connection and of final connection.  
\*\*See Note A

Note A: Dimensions are based on a Rolled Rail Strip Seal Joint at the east abutment. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 14 of 41.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

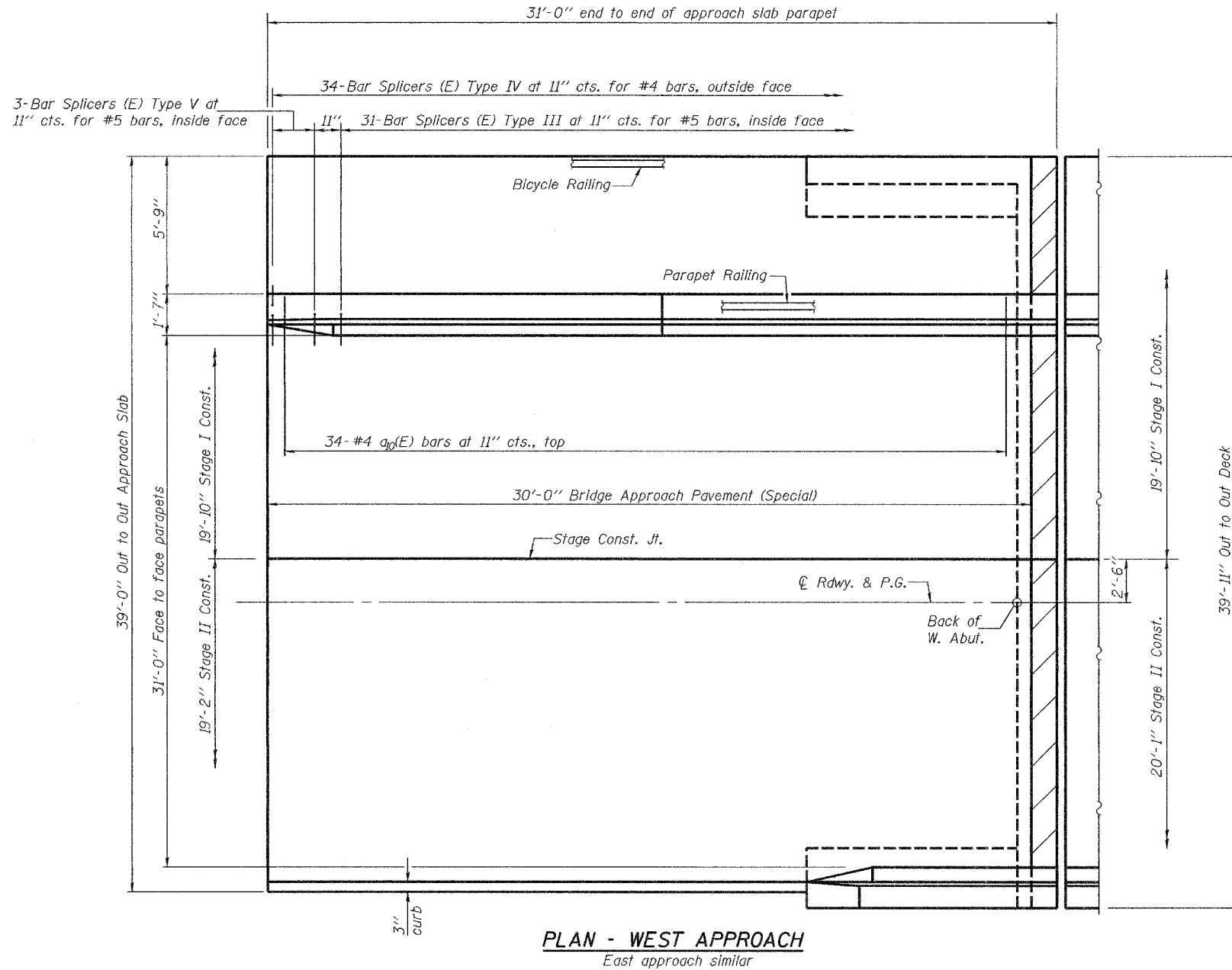
February 1, 2007  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**SUPERSTRUCTURE**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

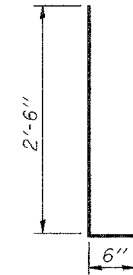
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 8
FAP 623	X-1BR	LaSalle	126	63	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617



**PLAN - WEST APPROACH**  
East approach similar



**BARS d(E) & d2(E)**

**\*TWO APPROACH  
PAVEMENT PARAPETS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d10(E)	68	#4	6'-0"	—
d(E)	68	#5	3'-0"	—
d2(E)	68	#4	3'-0"	—
e9(E)	24	#4	15'-3"	—
e10(E)	4	#8	30'-9"	—
e11(E)	4	#5	30'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	1320

Notes:  
 \*Quantities are shown for information only.  
 Cost is included with Bridge Approach Pavement (Special). See roadway plans.  
 For quantity of Bridge Approach Pavement (Special), see roadway plans.  
 For additional approach pavement details, see roadway plans.  
 For Bar Splicer Details, see sheet 37 and 38 of 41.  
 For Railing Details, see sheet 17 and 18 of 41.

**BRIDGE APPROACH PAVEMENT  
(SPECIAL) PAVEMENT DETAILS  
F.A.P. ROUTE 623 - SECTION X-1BR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094**

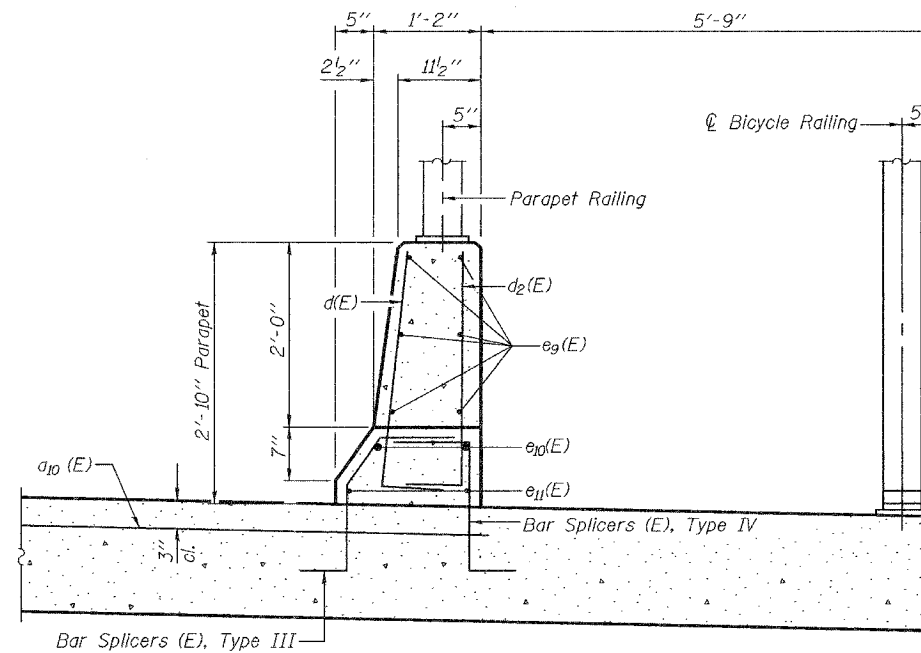
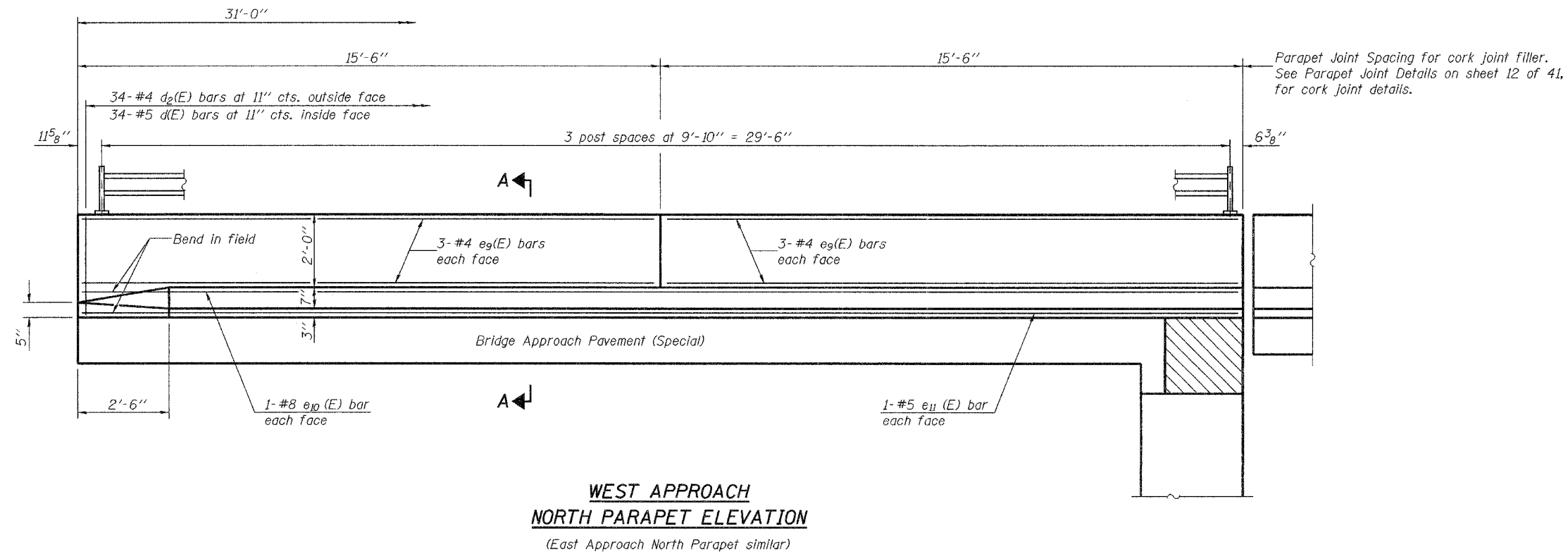
DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
 EXAMINED *Thomas J. Donagabki*  
 ENGINEER OF SURVEY DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	64
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9  
41 SHEETS  
Contract #66617



Notes:  
For railing details, see sheets 17 and 18 of 41.  
For bar splicer details, see sheet 38 of 41.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007

EXAMINED *Thomas J. Domagala*  
ENGINEER OF CIVIL DESIGN

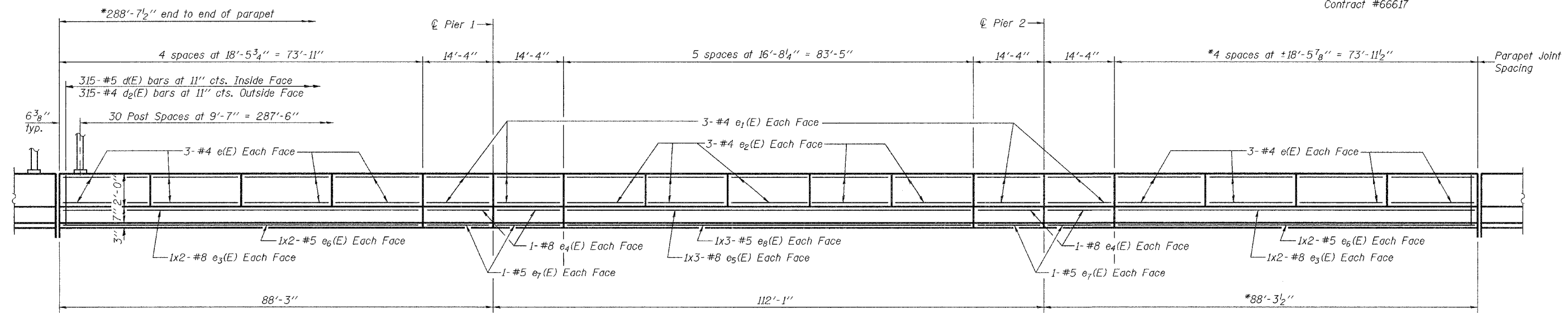
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**BRIDGE APPROACH PAVEMENT  
(SPECIAL) PAVEMENT DETAILS**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

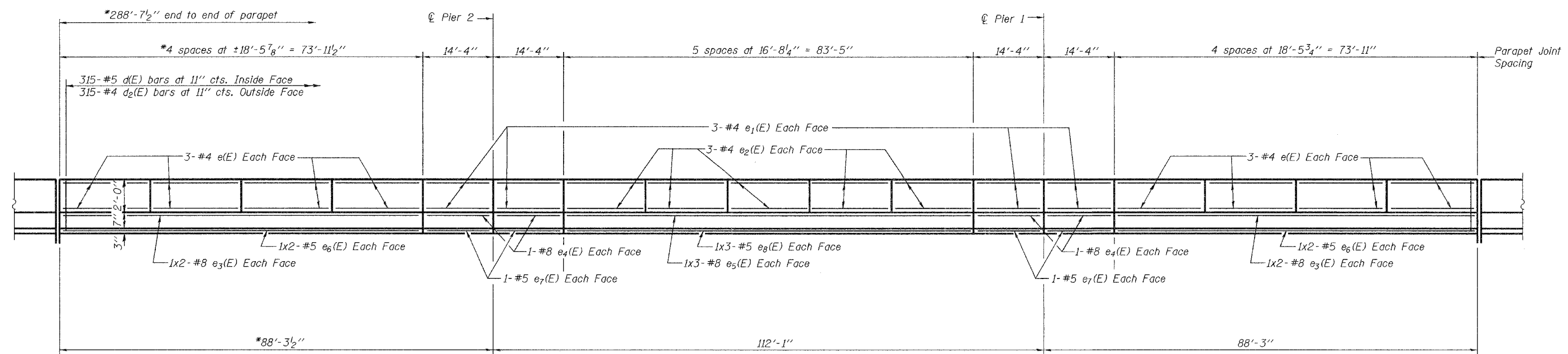
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
FAP 623	X-IBR	LaSalle	126	65	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617



**INSIDE ELEVATION OF PARAPET**  
(North Parapet)

**MIN. BAR LAPS**  
#5 bars = 1'-8"  
#8 bars = 3'-5"



**INSIDE ELEVATION OF PARAPET**  
(South Parapet)

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	DECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

\*See Note A on sheet 7 of 41.

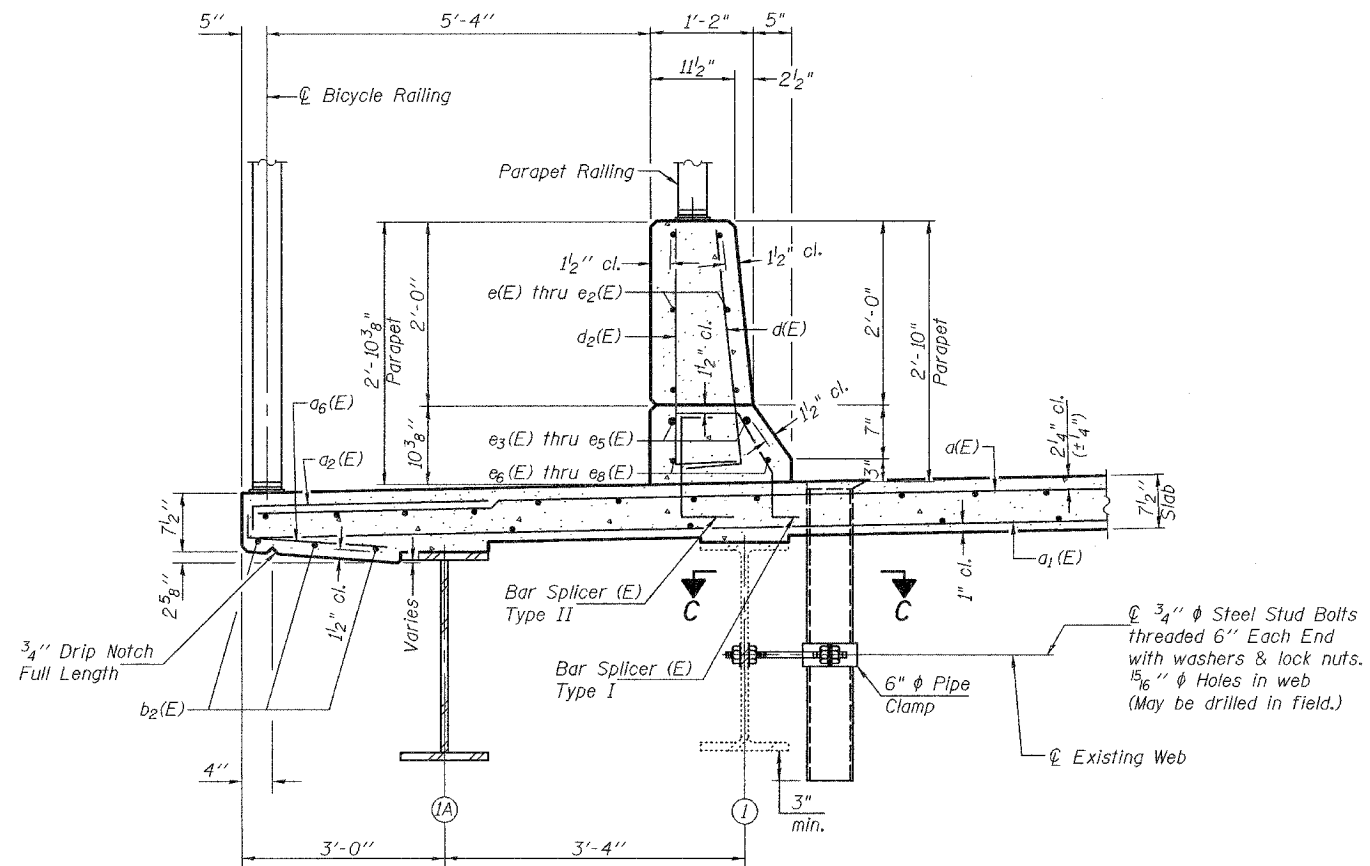
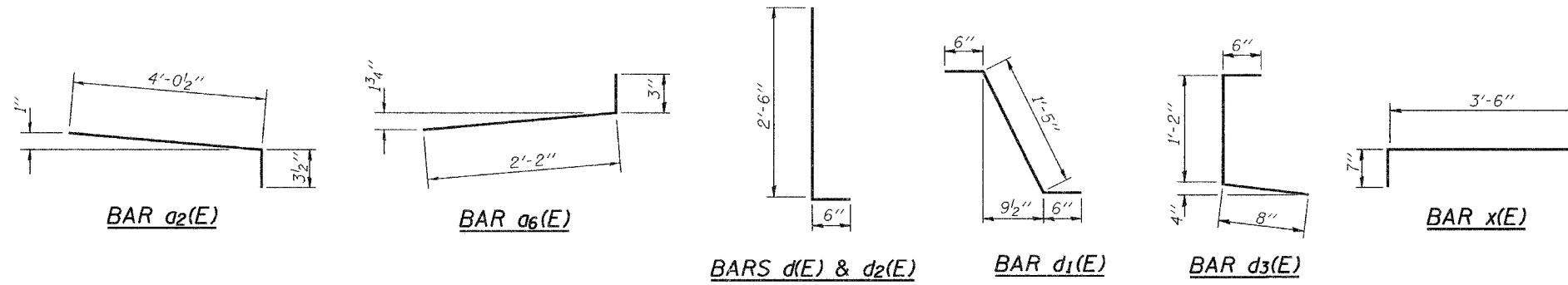
Notes:  
Bars indicated thus 1x3-#5 etc. indicates 1 line of bars with 3 lengths per line.  
For bar details, see sheet 11 of 41.  
For Bicycle Railing and Parapet Railing Details, see sheet 17 and 18 of 41.  
For Bill of Material, see sheet 12 of 41.  
Space reinforcement to avoid rail anchors.

**PARAPET ELEVATION**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

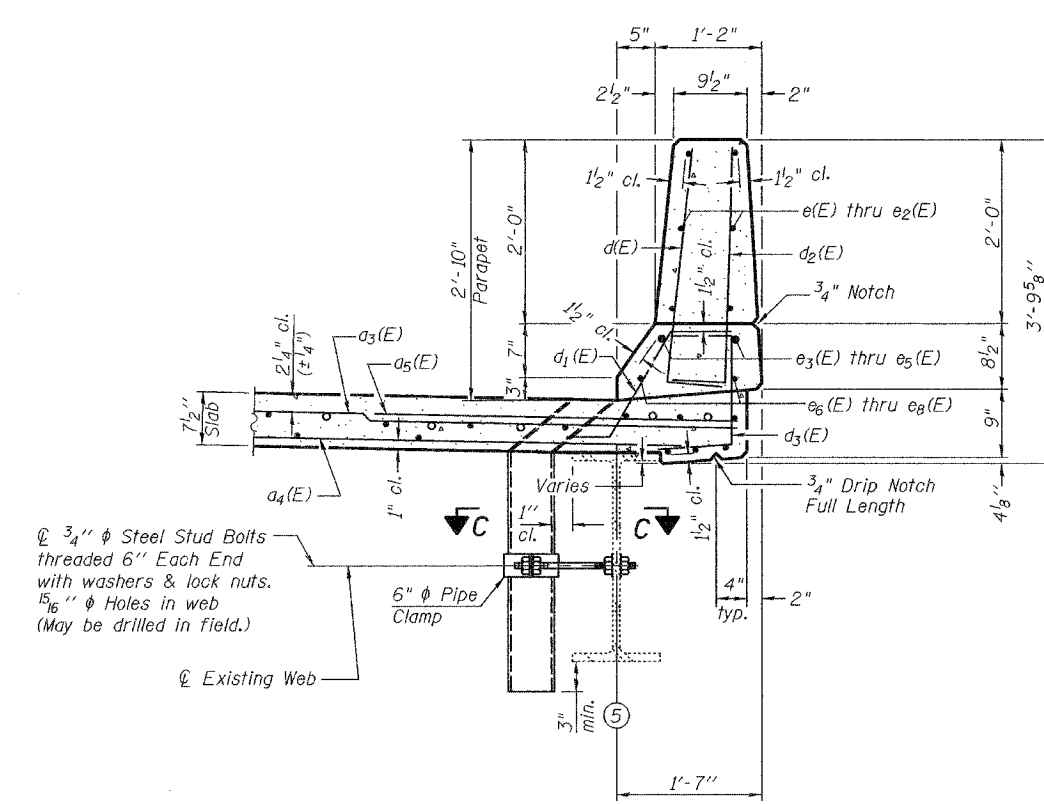
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	66
FED. ROAD DIST. NO. 7	ALLIANCE	FED. AID PROJECT		

SHEET NO. 11  
41 SHEETS  
Contract #66617



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET

Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provision for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Specification SSPC - SP1 prior to painting.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

For Railing Details, see sheet 17 and 18 of 41.

For Bar Splicer details, see sheets 37 and 38 of 41.

For Section C-C and remainder of floor drain details, see sheet 12 of 41.

DESIGNED	F.T.	EXAMINED	February 1, 2007
CHECKED	S.M.R.	PASSED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
DRAWN	BECKY M. LEACH		Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	F.T./S.M.R.		

**SUPERSTRUCTURE DETAILS**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094



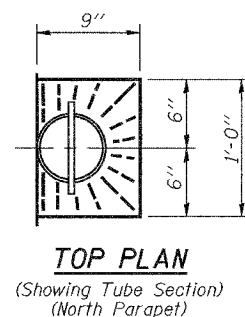
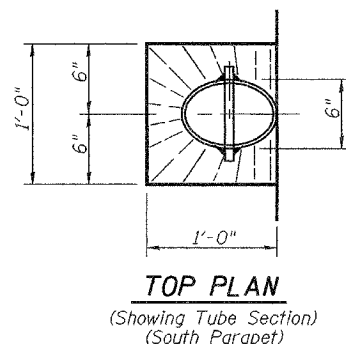
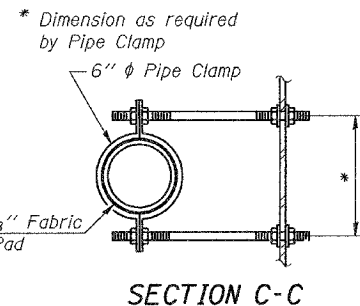
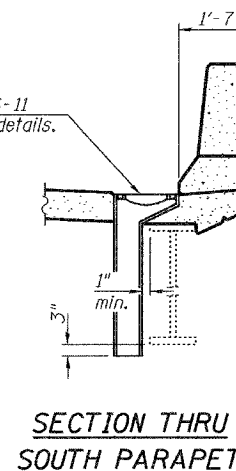
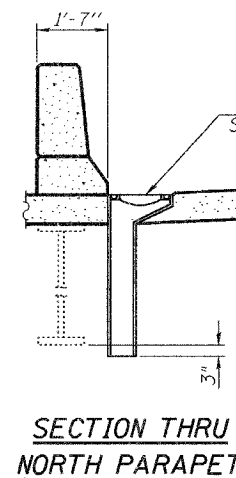
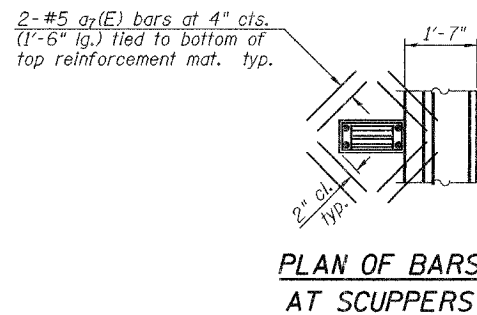
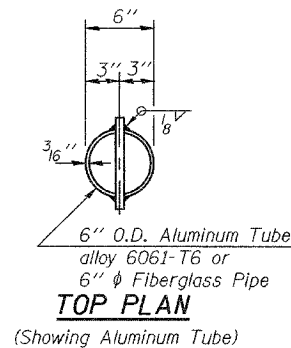
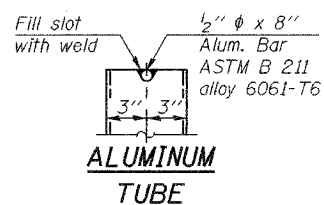
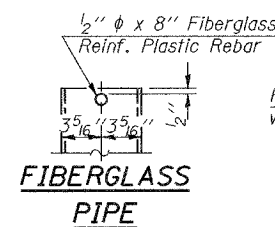
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STA.	SHEET
FAP 623	X-IBR	LaSalle	126	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 12  
41 SHEETS

Contract #66617

Note:  
For bar details, see sheet 11 of 41

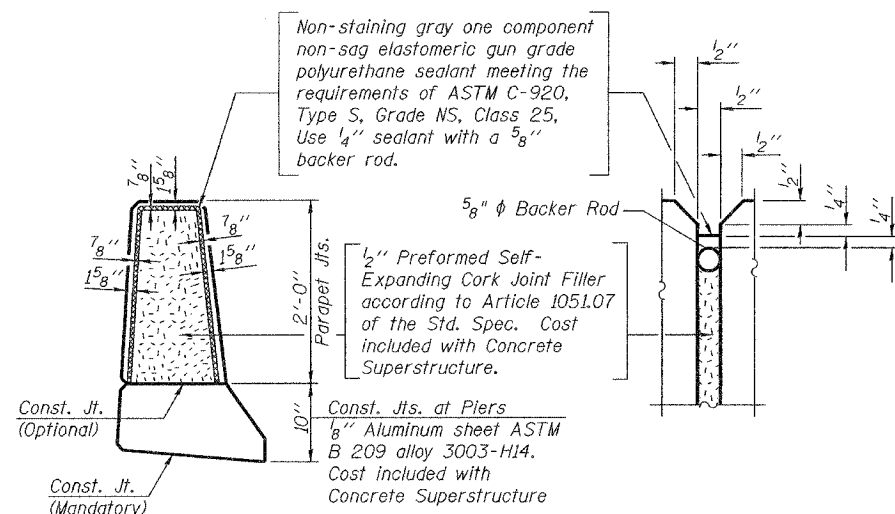


**FLOOR DRAINS**

**SUPERSTRUCTURE BILL OF MATERIAL**

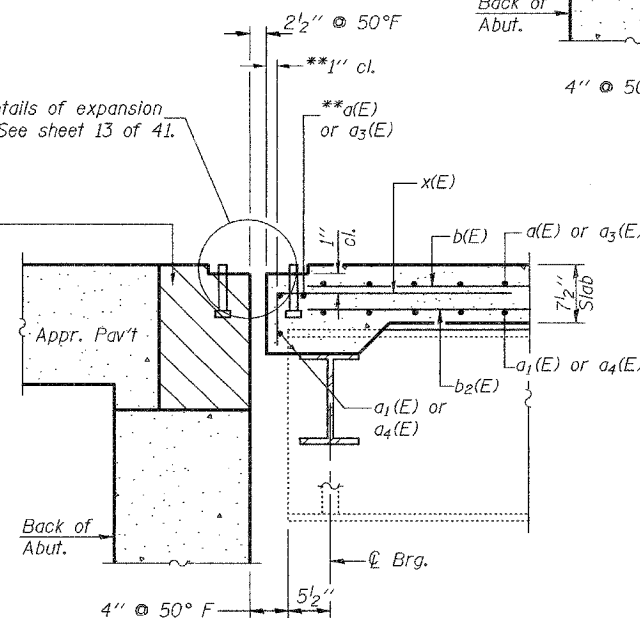
Bar	No.	Size	Length	Shape
a(E)	630	#5	19'-5"	—
a1(E)	433	#5	19'-0"	—
a2(E)	315	#6	4'-4"	—
a3(E)	630	#5	19'-8"	—
a4(E)	433	#5	19'-2"	—
a5(E)	315	#6	4'-6"	—
a6(E)	315	#6	2'-5"	—
a7(E)	16	#5	1'-6"	—
b(E)	420	#5	30'-4"	—
b1(E)	240	#6	19'-8"	—
b2(E)	517	#5	27'-9"	—
d(E)	630	#5	3'-0"	—
d1(E)	315	#5	2'-5"	—
d2(E)	630	#4	3'-0"	—
d3(E)	315	#4	2'-4"	—
e(E)	96	#4	18'-2"	—
e1(E)	48	#4	14'-1"	—
e2(E)	60	#4	16'-5"	—
e3(E)	16	#8	38'-7"	—
e4(E)	16	#8	14'-1"	—
e5(E)	12	#8	30'-0"	—
e6(E)	16	#5	37'-8"	—
e7(E)	16	#5	14'-1"	—
e8(E)	12	#5	28'-10"	—
x(E)	39	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	95,000	
Concrete Superstructure		Cu. Yds.	356.3	

\*\*\*See Note A on sheet 7 of 41.



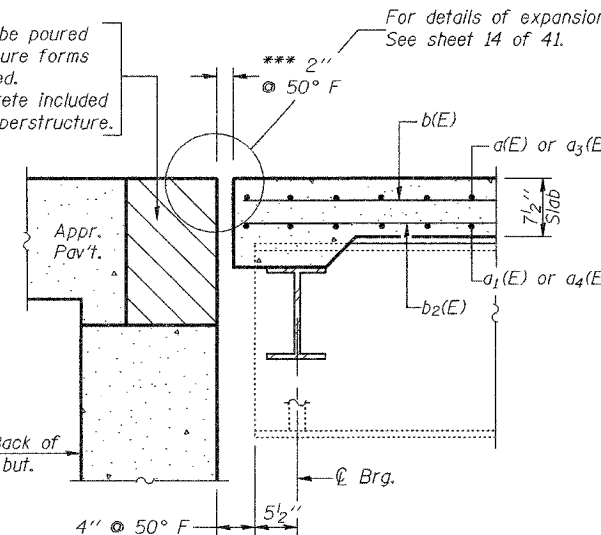
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

For details of expansion joint. See sheet 13 of 41.



Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

For details of expansion joint. See sheet 14 of 41.



**SECTION B-B**  
At East Abutment

\*\*Place a(E) or a3(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0-1/8"). Anchor bolts should be tied to a(E) or a3(E) bars.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

EXAMINED	February 1, 2007
PASSED	Thomas J. Domagala
	Ralph E. Anderson

**SUPERSTRUCTURE DETAILS**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 13  
41 SHEETS

Contract #66617

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

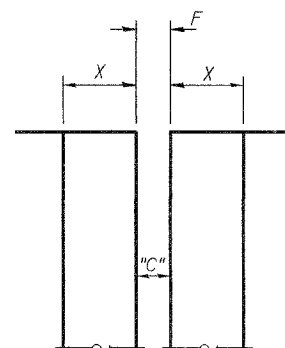
**INSTALLATION NOTES**

- Install continuous seal in roadway, parapet, curb, and sidewalk.
- Install anchor blocks as indicated.

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

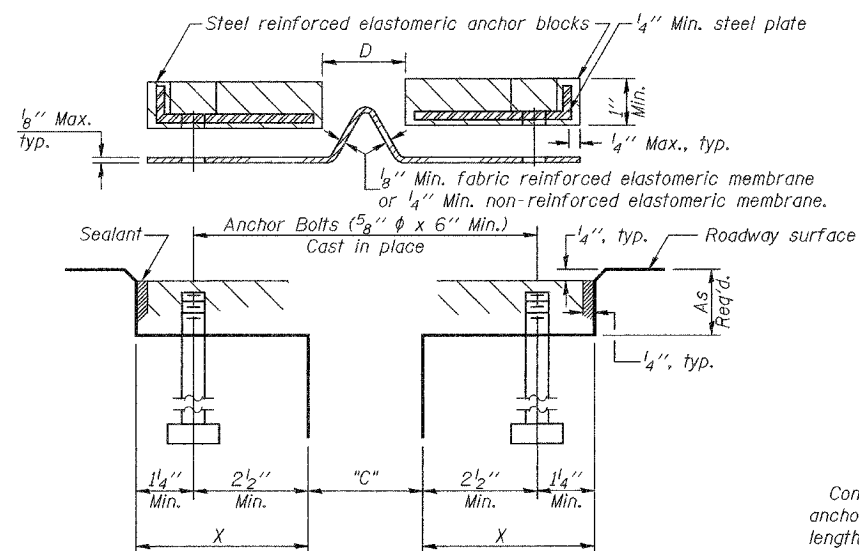
**SKREW LIMITATIONS**

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 according to dimension "D", might require modifications to insure a minimum clearance of 1/2" 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.



**FORMING BLOCKOUT SKETCH**

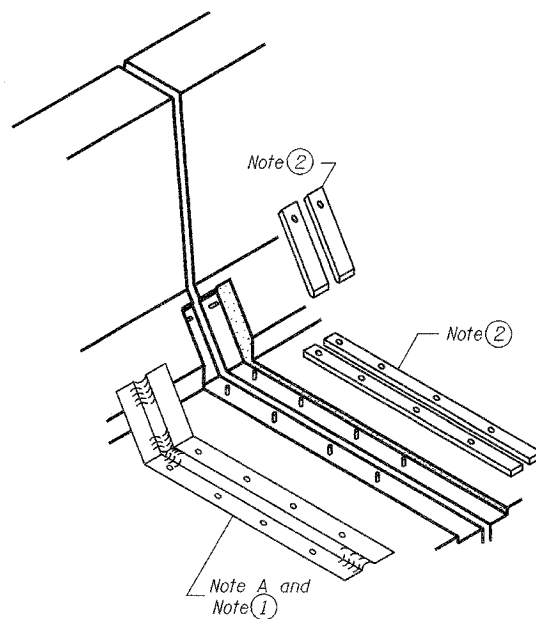
For dimension "F" see sheet 7 of 41.



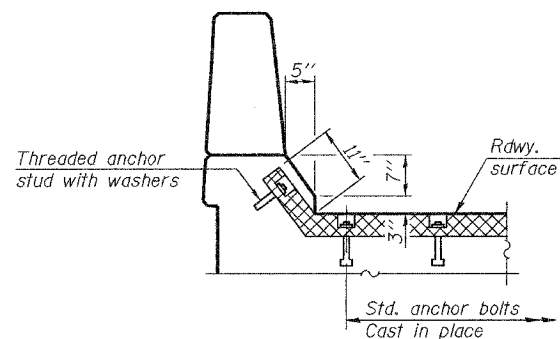
**CROSS SECTION**

**GENERAL NOTES**

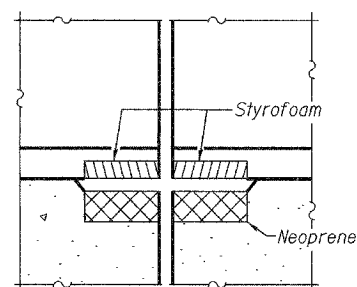
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The 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 according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.



**AT SOUTH PARAPET**

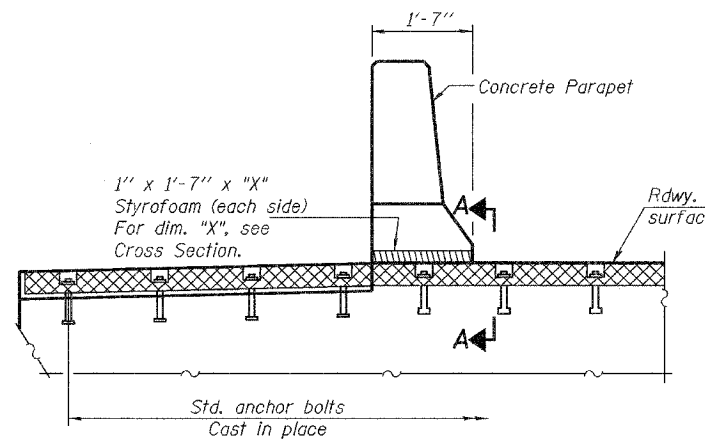


**AT SOUTH PARAPET**

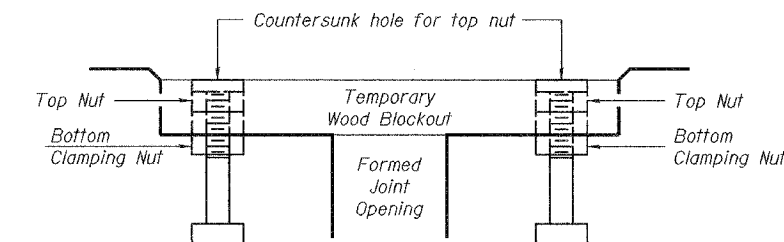


**SECTION A-A**

Cost of Styrofoam is included with Neoprene Expansion Joint 2 1/2\"



**NORTH PARAPET AT SIDEWALK & BICYCLE PATH**



**RECOMMENDED BLOCKOUT DETAIL**

Note:  
Stud needs to be threaded lower to allow for use of clamping nut.

Anchor studs should be stainless

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**CONTINUOUS SEAL TYPE  
NEOPRENE EXPANSION JOINTS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

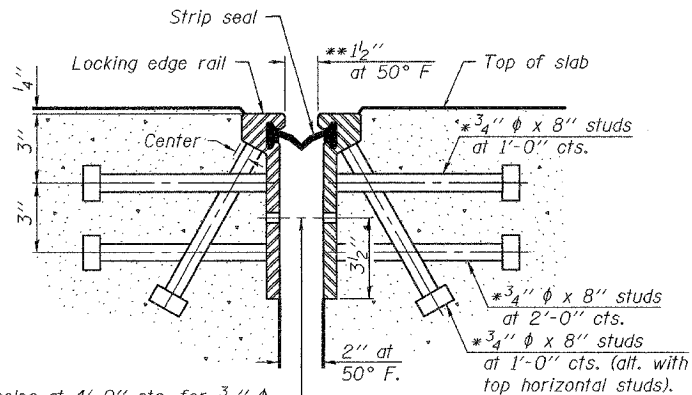
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	69
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14  
41 SHEETS

Contract #66617

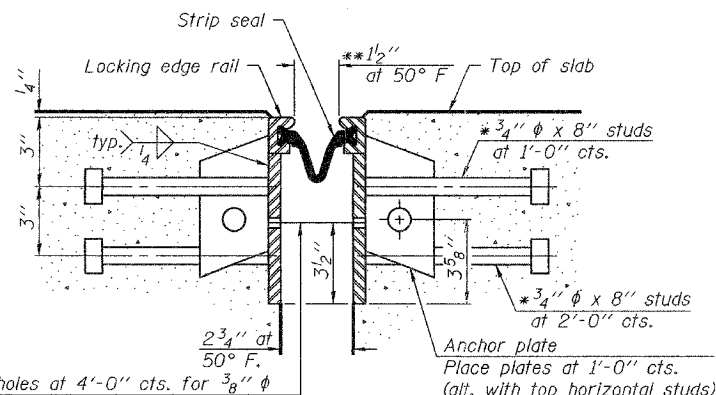
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

\*\* When joint is fixed, dimension is set at 1 1/2".



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU  
ROLLED RAIL JOINT



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU  
WELDED RAIL JOINT

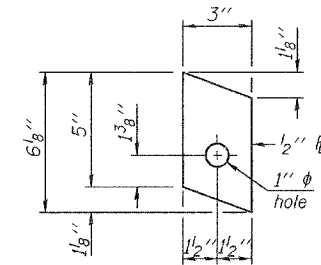
Notes:

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.

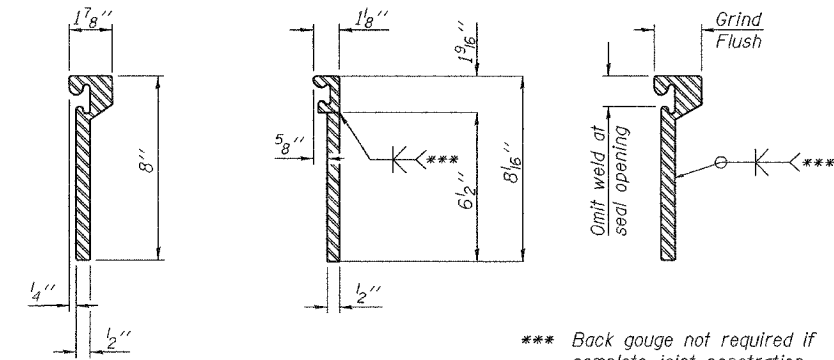
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and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



ANCHOR PLATE  
(for welded rail)



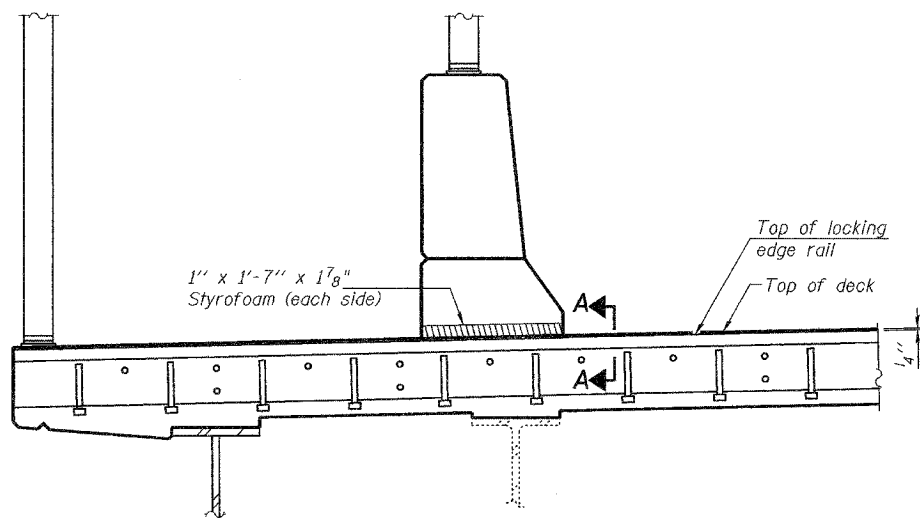
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

ROLLED (EXTRUDED) RAIL WELDED RAIL

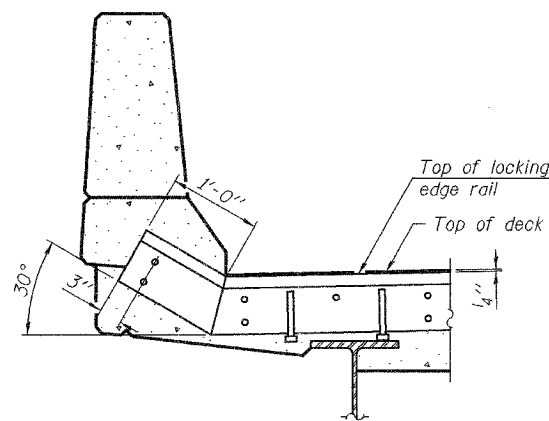
LOCKING EDGE RAIL SPLICE

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

LOCKING EDGE RAILS

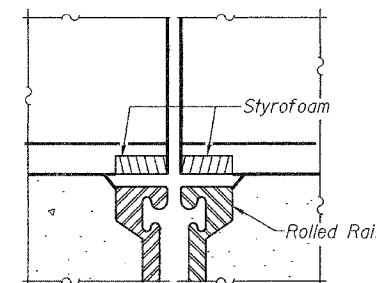


AT NORTH PARAPET



AT SOUTH PARAPET

TYPICAL END TREATMENTS



SECTION A-A

Cost of Styrofoam is included with Preformed Joint Strip Seal.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	38

PREFORMED JOINT STRIP SEAL  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 623	X-IBR	LaSalle	126	70	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617

This sheet is intentionally left blank.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Demagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STA.	SHEET	SHEET NO. 16
FAP 623	X-IBR	LaSalle	126	71	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

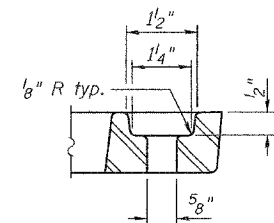
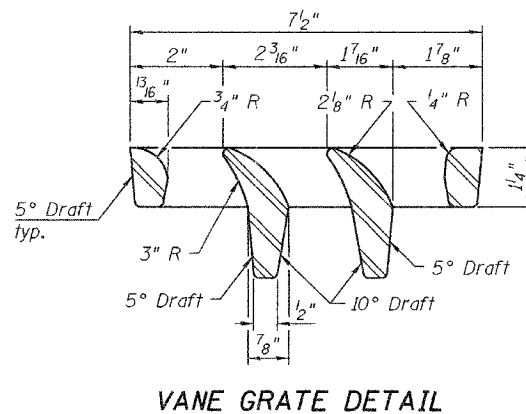
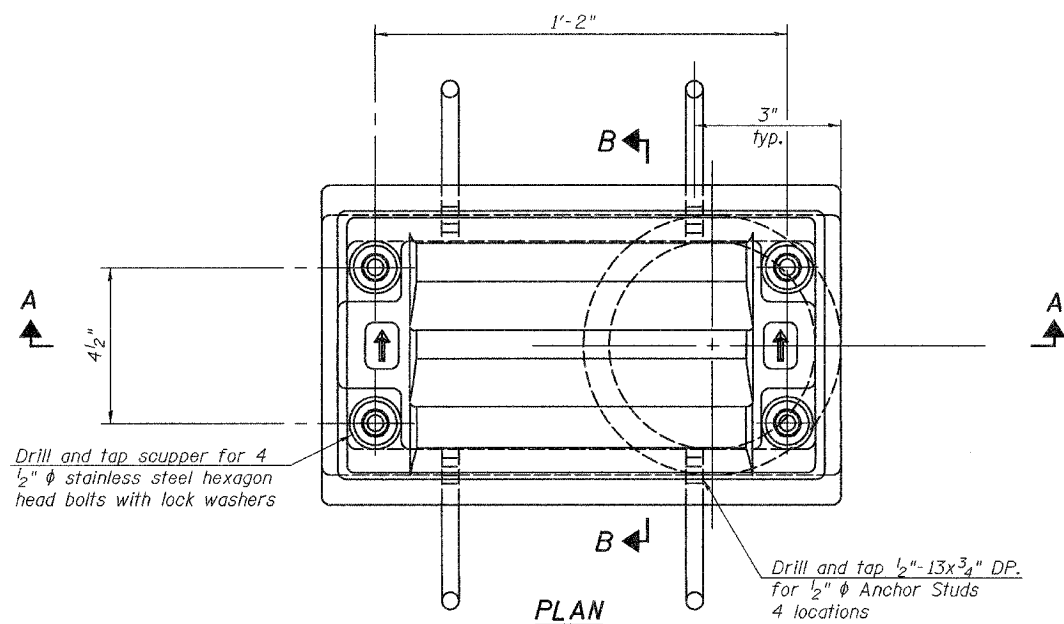
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

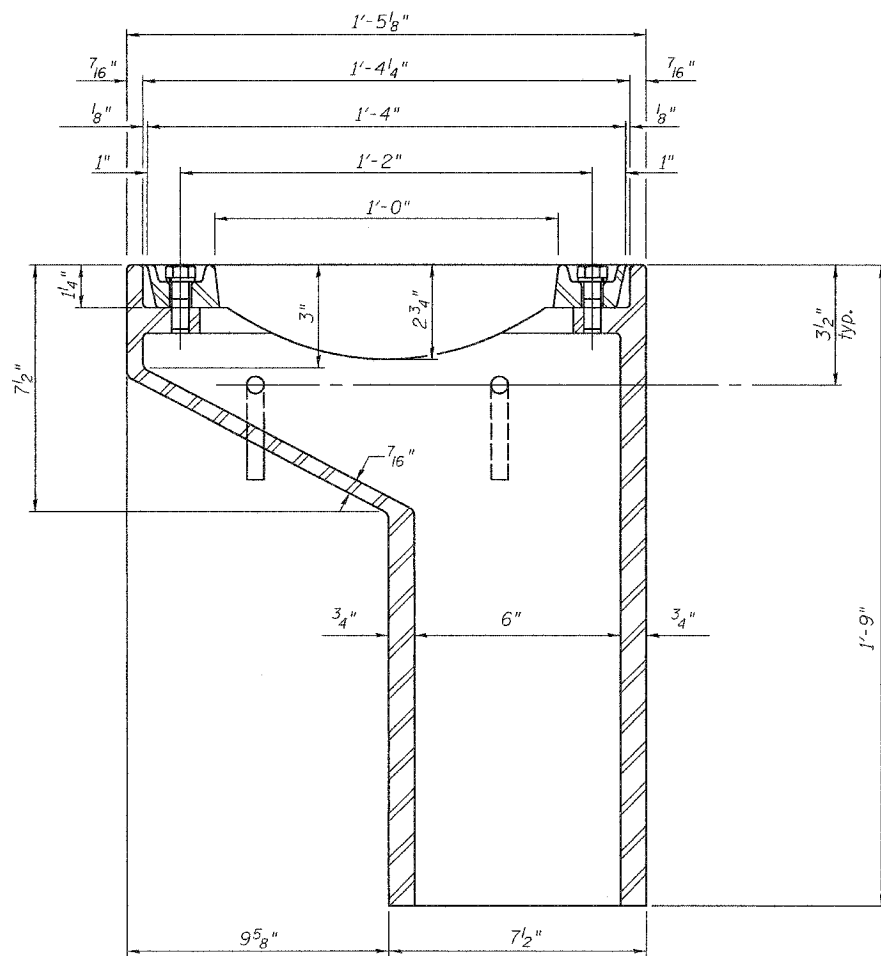
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-II.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



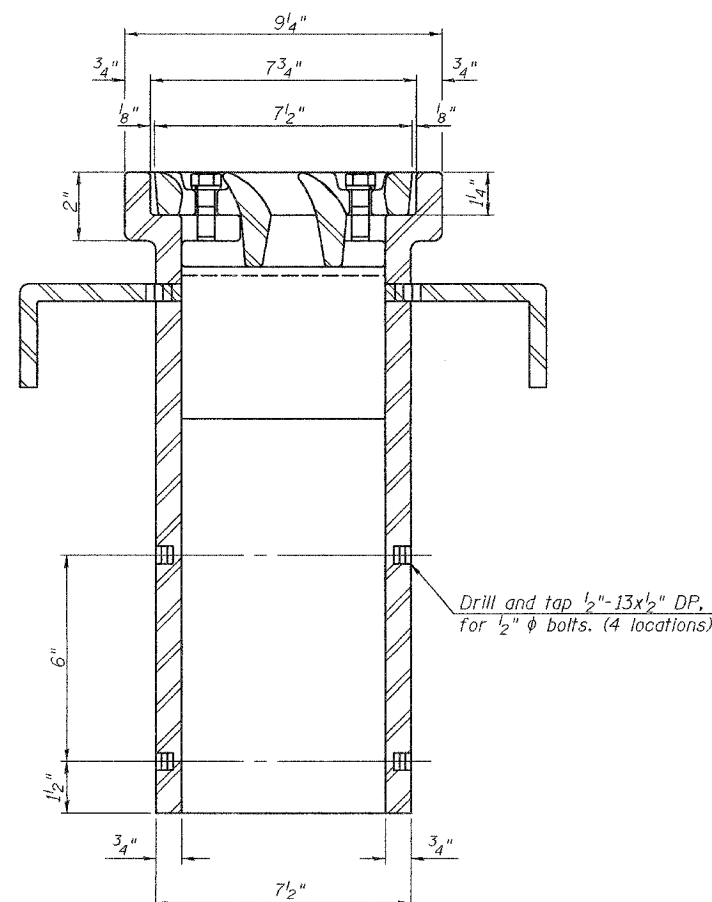
VANE GRATE DETAIL

BOLT HOLE DETAIL



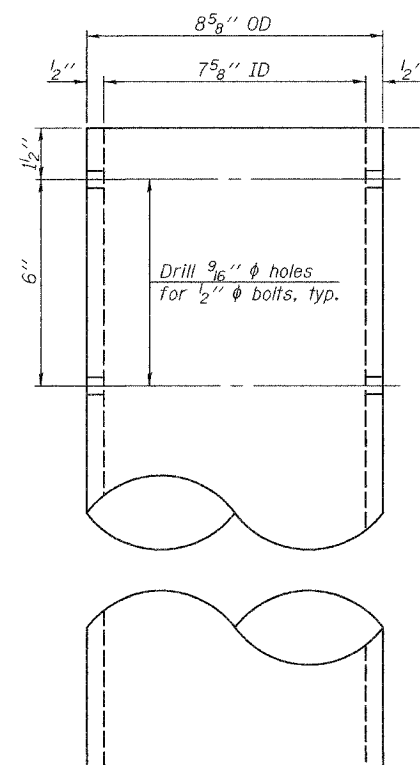
SECTION A-A

See sheet 12 of 41 for scupper location relative to parapet.

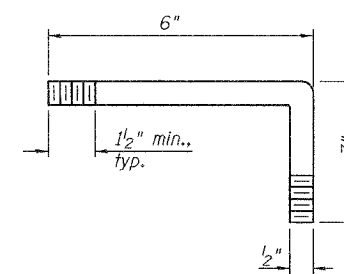


SECTION B-B

Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-II	Each	2

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	DECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Demagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

DS-II

11-1-06

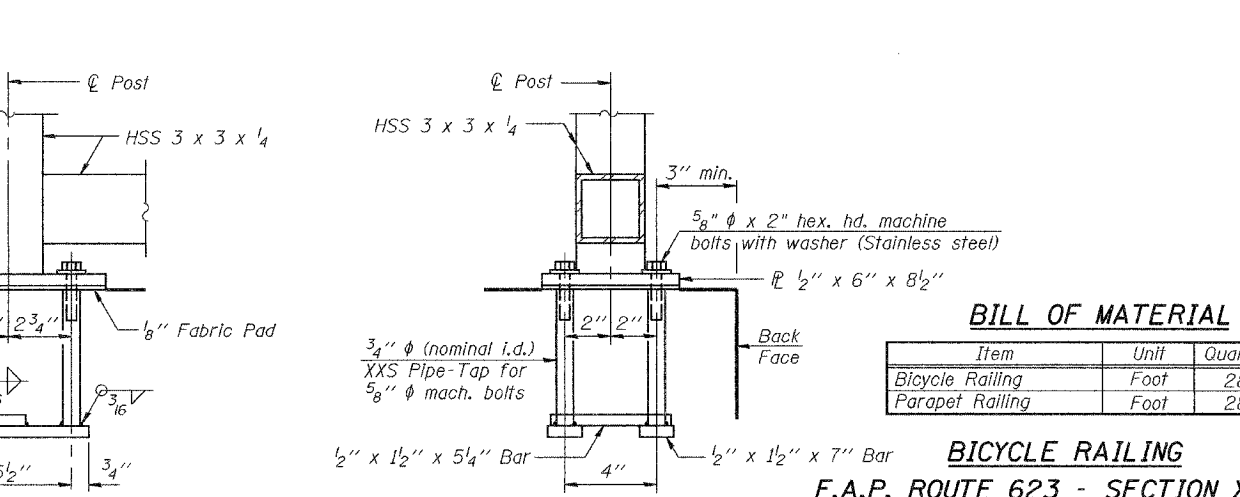
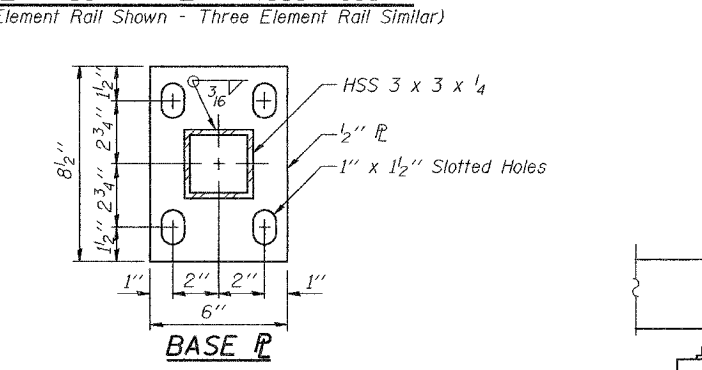
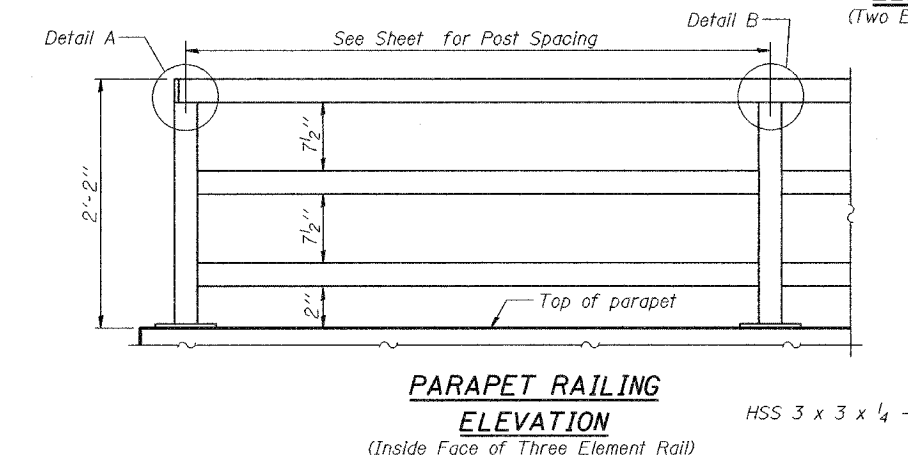
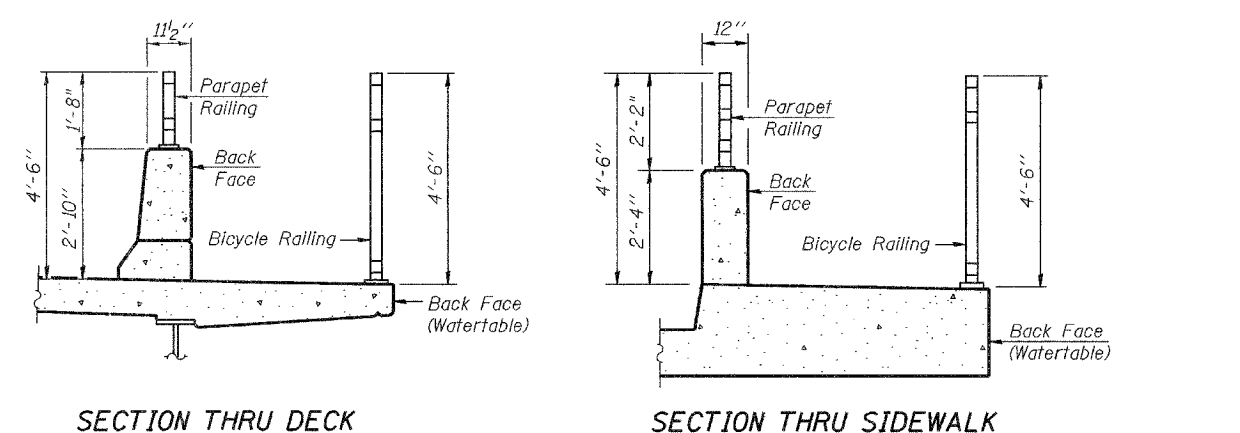
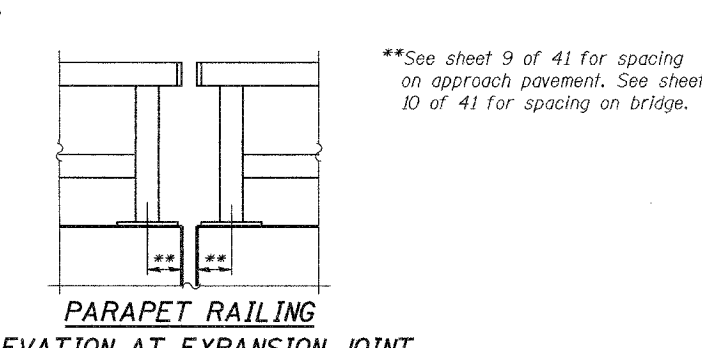
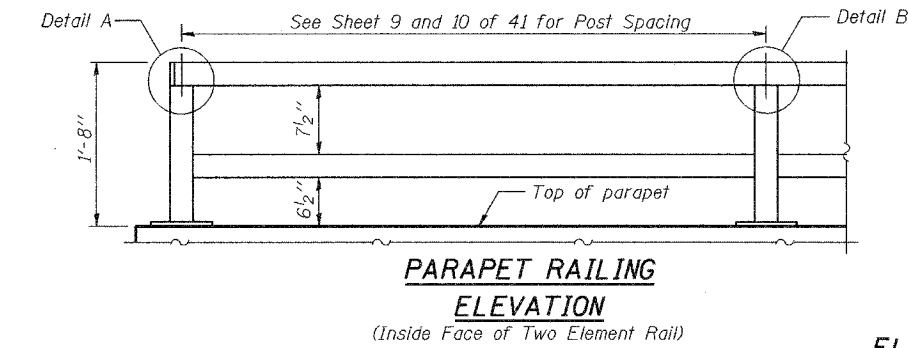
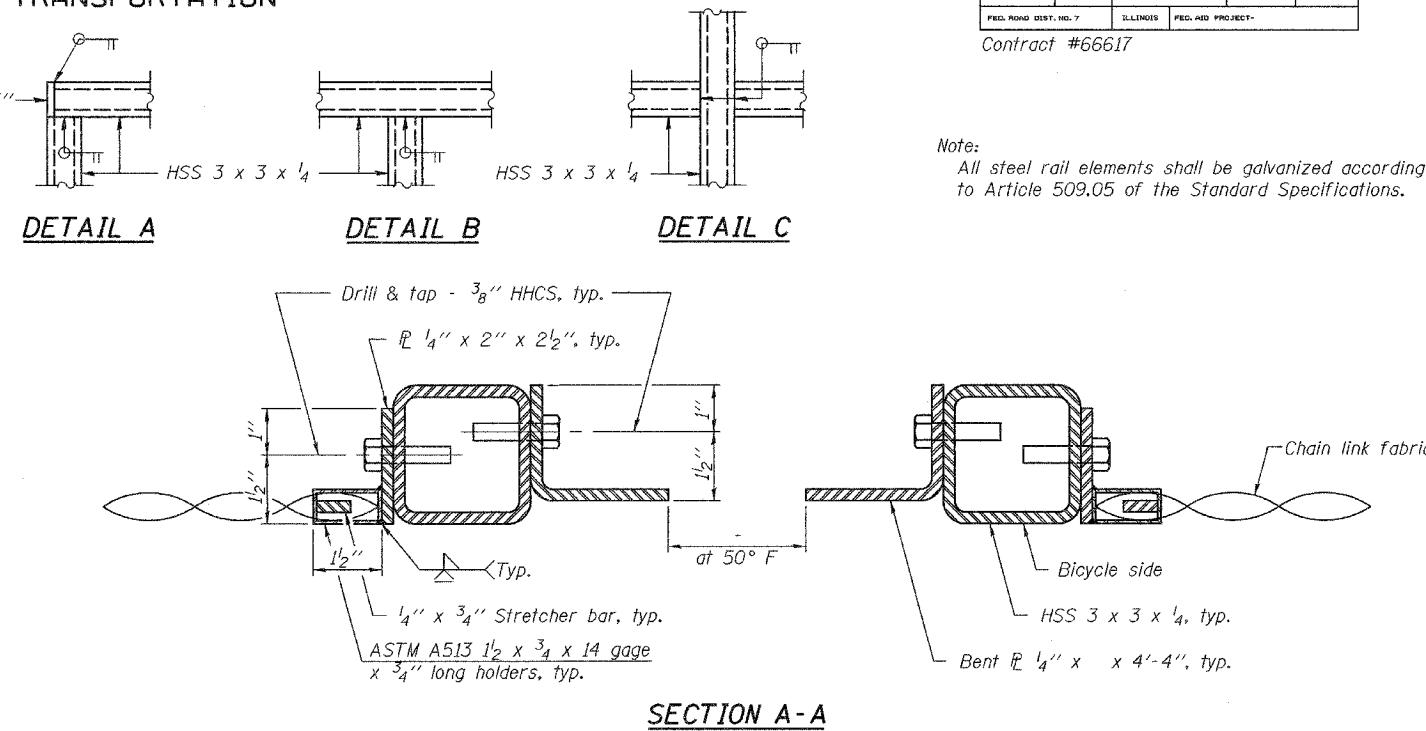
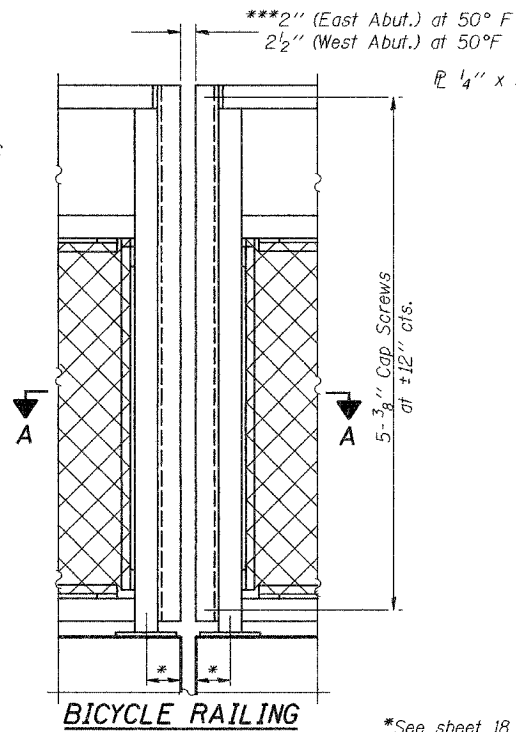
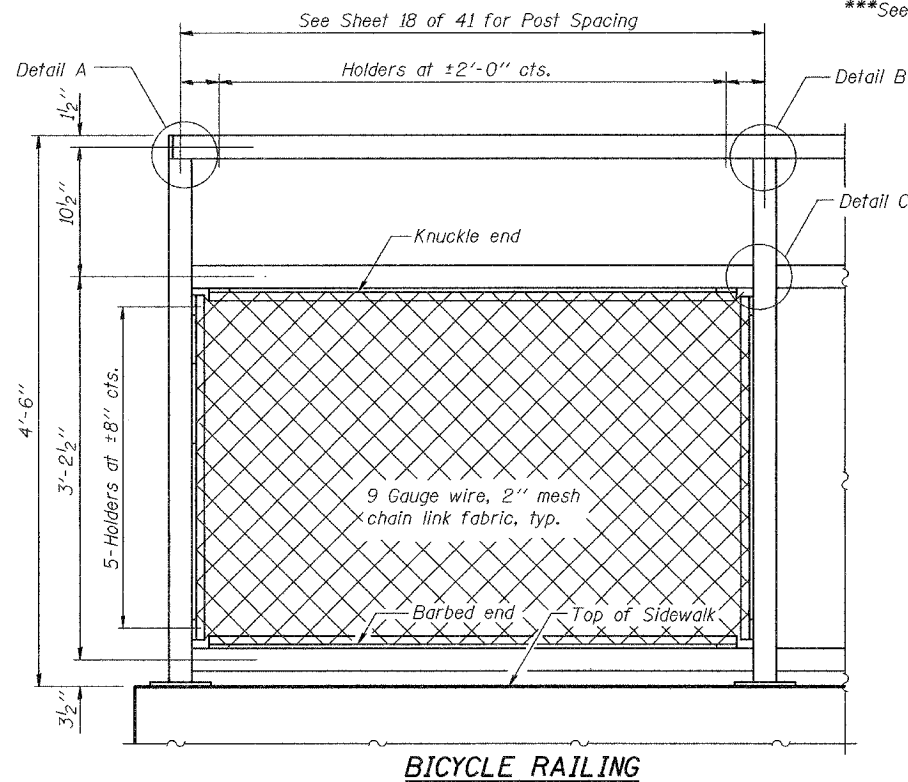
DRAINAGE SCUPPER, DS-II  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	DISTRICT	COUNTY	DIST. SHEETS	SHEET NO.	SHEET NO. 17 41 SHEETS
FAP 623	X-IBR	LaSalle	126	72	
FED. ROAD DIST. NO. 7					

ILLINOIS FED. AID PROJECT -  
Contract #66617

Note:  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



**BILL OF MATERIAL**

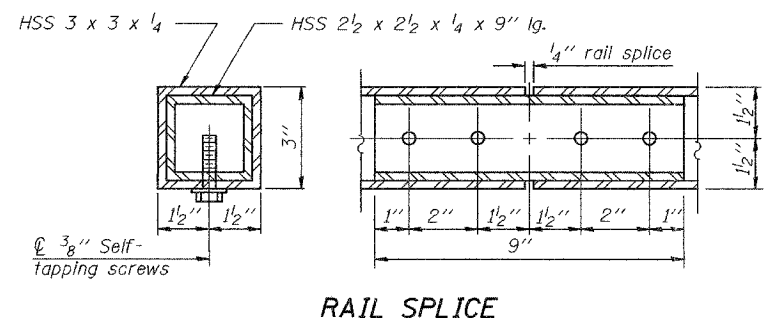
Item	Unit	Quantity
Bicycle Railing	Foot	289
Parapet Railing	Foot	289

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007

EXAMINED *Thomas J. Domagala*  
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES



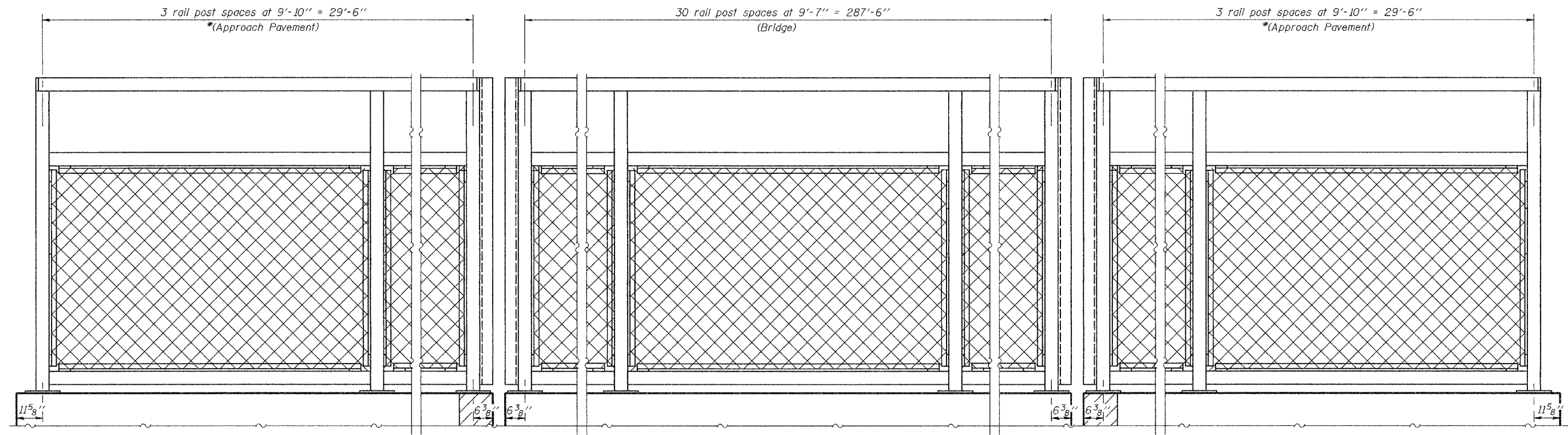
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

**BICYCLE RAILING**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET NO.	SHEET NO. 18 41 SHEETS
FAP 623	X-IBR	LaSalle	126	73	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #66617



\*Quantities for Bicycle Railing shown on approach pavements are included with Bridge Approach Pavement (Special). See Roadway Plans.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
 EXAMINED *Thomas J. Domagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**BICYCLE RAILING DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

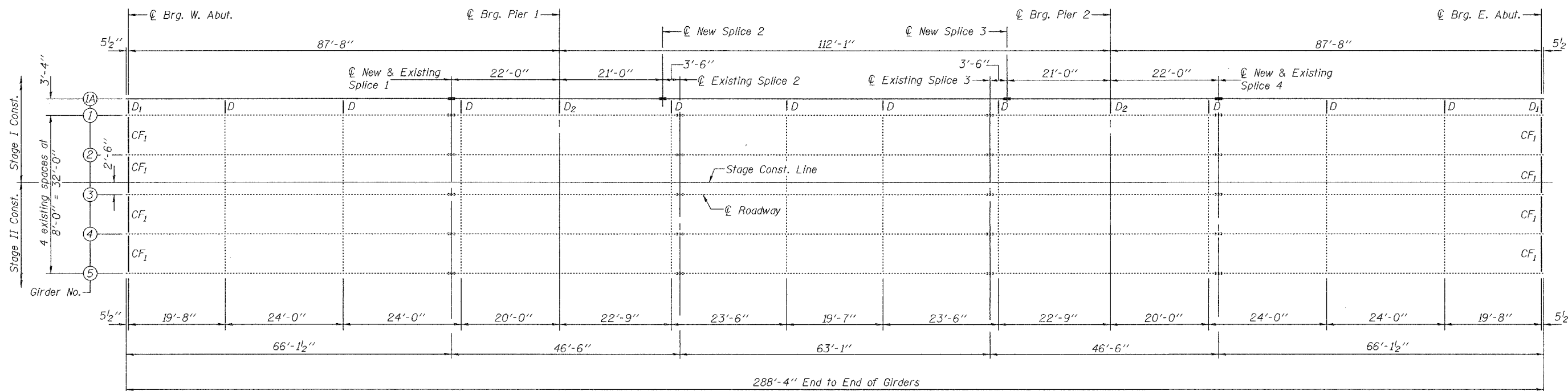


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAP 623	X-IBR	LaSalle	126	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

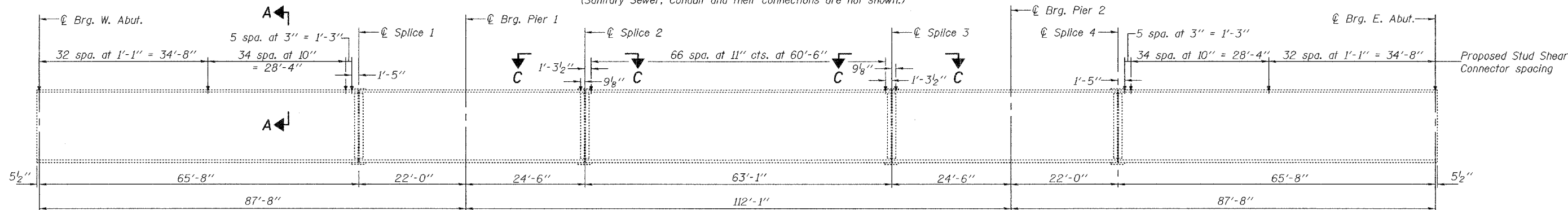
SHEET NO. 19  
41 SHEETS

Contract #66617



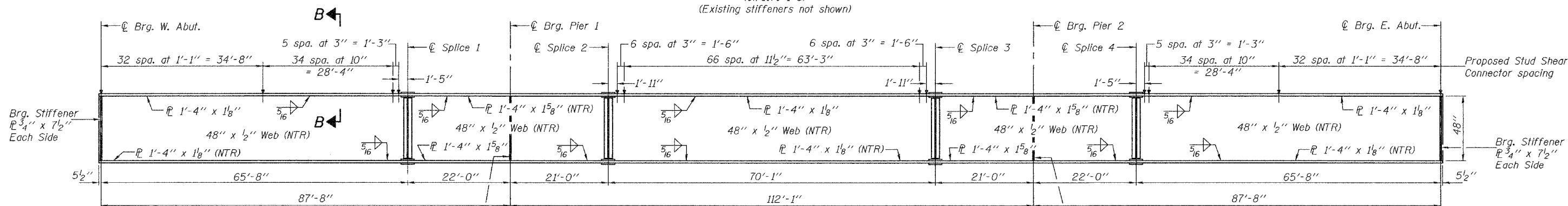
PLAN

(Sanitary Sewer, Conduit and their connections are not shown.)



EXISTING GIRDER ELEVATION

(Girders 1-5)  
(Existing stiffeners not shown)



PROPOSED GIRDER 1A ELEVATION

All plates are AASHTO M270, Grade 36.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Demagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

Brg. Stiffener  
1'-4" x 7/2"  
Each Side

Brg. Stiffener  
1'-4" x 7/2"  
Each Side

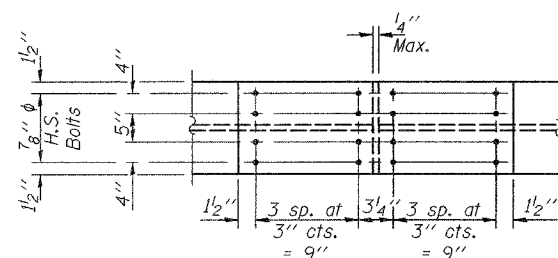
Notes:  
See sheet 20 of 41 for Sections A-A and B-B.  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
For proposed studs on existing Splices 2 & 3, see View C-C on sheet 20 of 41.

STRUCTURAL STEEL  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

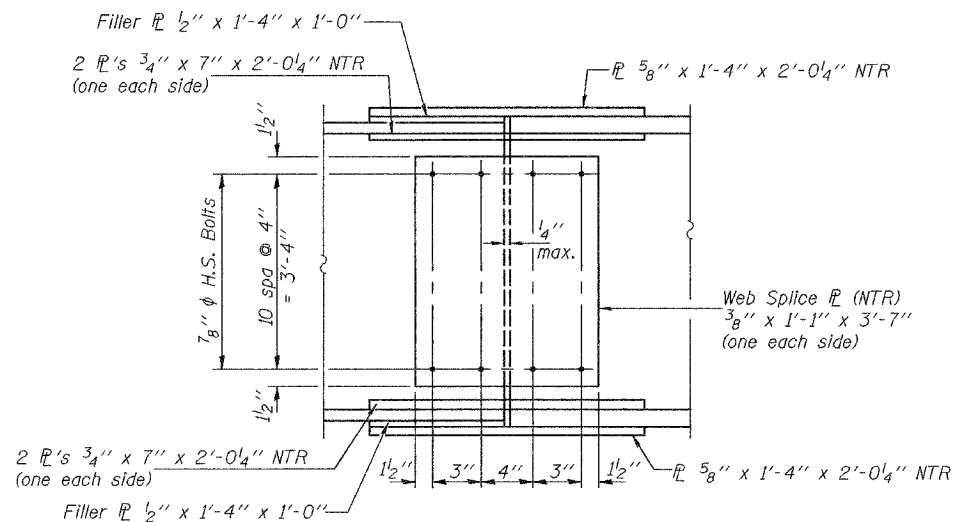
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.	SHEET NO. 20 41 SHEETS
FAP 623	X-IBR	LaSalle	126	75	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

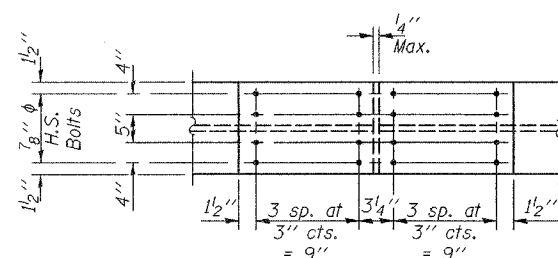
Contract #66617



PLAN - TOP FLANGE



ELEVATION



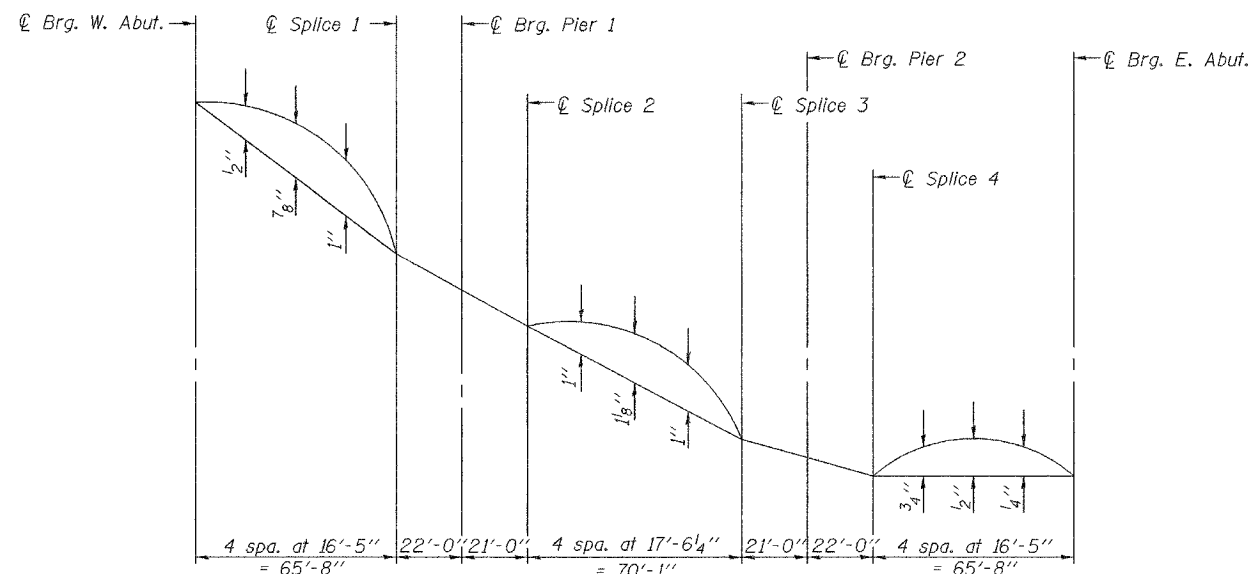
PLAN - BOTTOM FLANGE

**SPLICES 1 THRU 4 FOR GIRDER 1A**  
(4 required)

Notes:  
All splice plates shall be AASHTO M270, Grade 36.  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
$I_s$	(in <sup>4</sup> ) 25,755	36,058	25,755
$I_c(n)$	(in <sup>4</sup> ) 54,530	-	54,530
$I_c(3n)$	(in <sup>4</sup> ) 41,124	-	41,124
$S_s$	(in <sup>3</sup> ) 1025	1407	1025
$S_c(n)$	(in <sup>3</sup> ) 1300	-	1300
$S_c(3n)$	(in <sup>3</sup> ) 1204	-	1204
$Z$	(in <sup>3</sup> ) -	-	-
$P$	(k/')	0.95	0.95
$M_D$	(k)	469	473
$s_D$	(k/')	0.56	0.56
$M_{sD}$	(k)	314	373
$M_L$	(k)	797	869
$M_{Imp}$	(k)	187	183
$^{5/8}[M_L + M_{Imp}]$	(k)	1640	1753
$M_a$	(k)	3150	3379
$M_u$	(k)	3704	3696
$f_s \text{ non-comp}$	(ksi)	5.5	5.5
$f_s \text{ (comp)}$	(ksi)	3.1	3.7
$f_s \text{ }^{5/8}[M_L + M_{Imp}]$	(ksi)	15.1	16.2
$f_s \text{ (Overload)}$	(ksi)	23.7	25.4
$f_s \text{ (Total)}$	(ksi)	-	32.1
$VR$	(k)	61.2	63.9

	Abut.	Pier
$R_D$	(k) 48.9	170.0
$R_L$	(k) 45.8	72.7
$Imp.$	(k) 10.8	16.1
$R_{Total}$	(k) 105.5	258.8

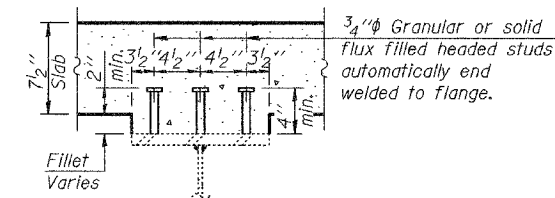


CAMBER DIAGRAM FOR GIRDER 1A

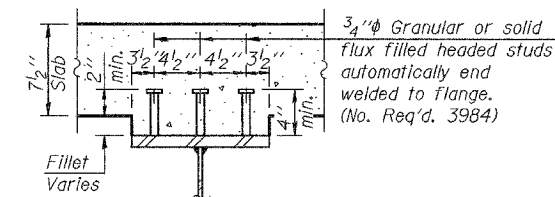
Girder	Abut. W.	Splice 1	Pier 1	Splice 2	Splice 3	Pier 2	Splice 4	Abut. E.
Girder 1A	496.76	495.63	495.34	495.07	494.43	494.32	494.21	494.20

\*For Fabrication Only.

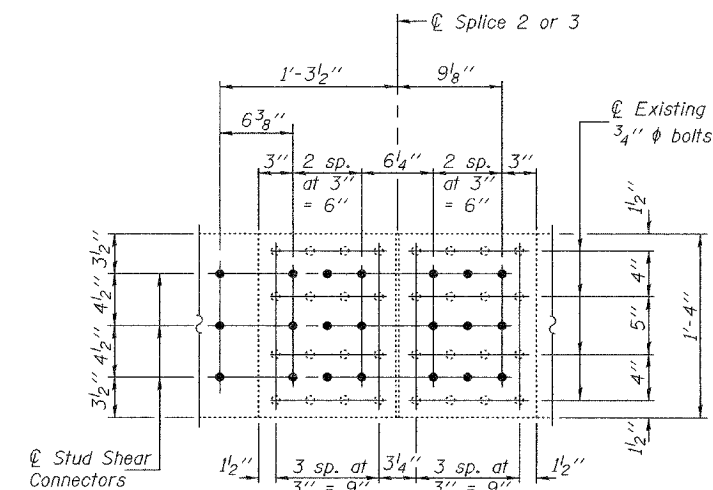
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total and Overload) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total and Overload) due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total and Overload) due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $Z$ : Plastic Section Modulus of the steel section in non-composite areas (in<sup>3</sup>).
- $P$ : Un-factored non-composite dead load (kips/ft.).
- $M_D$ : Un-factored moment due to non-composite dead load (kip-ft.).
- $s_D$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_{sD}$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- $M_L$ : Un-factored live load moment (kip-ft.).
- $M_{Imp}$ : Un-factored moment due to impact (kip-ft.).
- $M_a$ : Factored design moment (kip-ft.).  
 $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})]$
- $M_u$ : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- $f_s \text{ (Overload)}$ : Sum of stresses as computed from the moments below (ksi).  
 $M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})$
- $f_s \text{ (Total)}$ : Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})]$
- $VR$ : Maximum  $L +$  impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



SECTION A-A



SECTION B-B



VIEW C-C

Shown over Existing Splice 3.  
Existing Splice 2 similar  
(For Existing Girders 1-5)

STRUCTURAL STEEL DETAILS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

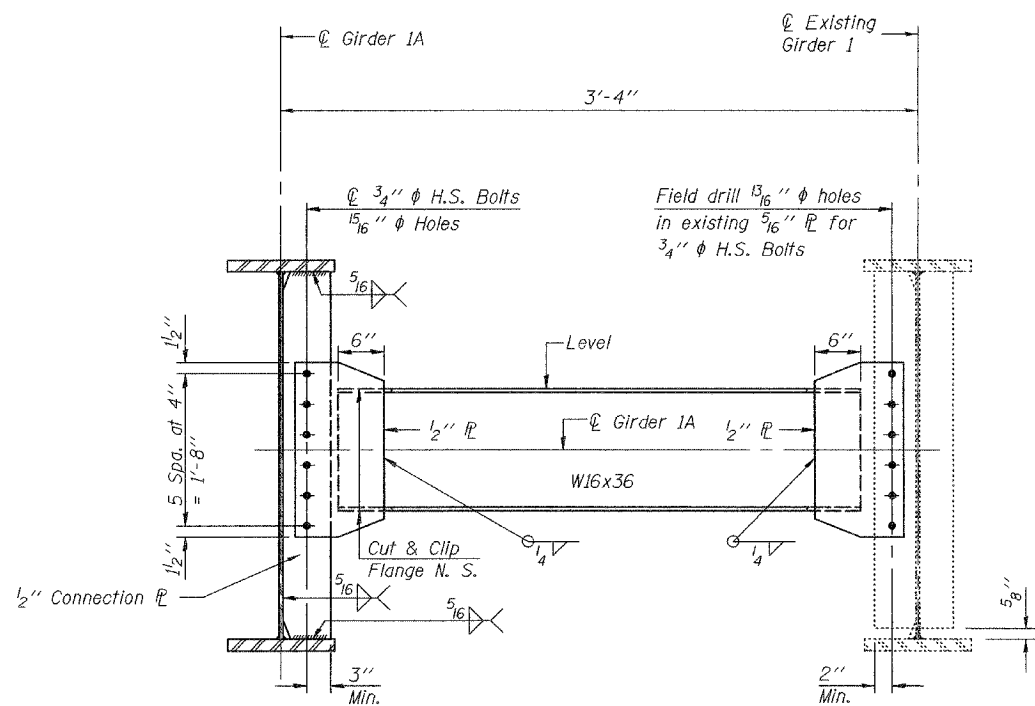
DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

EXAMINED	February 1, 2007
THOMAS J. DOMAGALSKI	ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson
	ENGINEER OF BRIDGES AND STRUCTURES

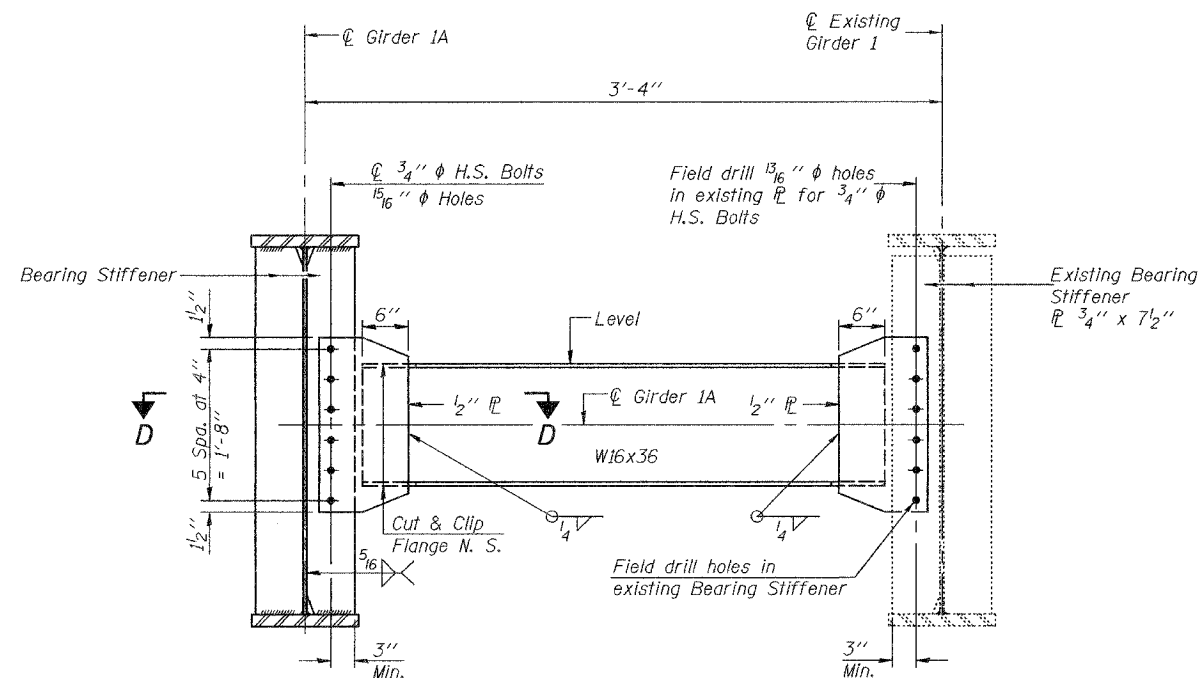
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21 41 SHEETS
FAP 623	X-IBR	LaSalle	126	76	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

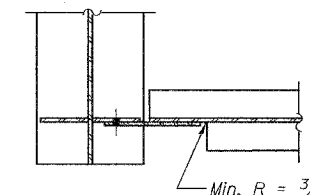
Contract #66617



**INTERIOR DIAPHRAGM - D**  
(10-required)

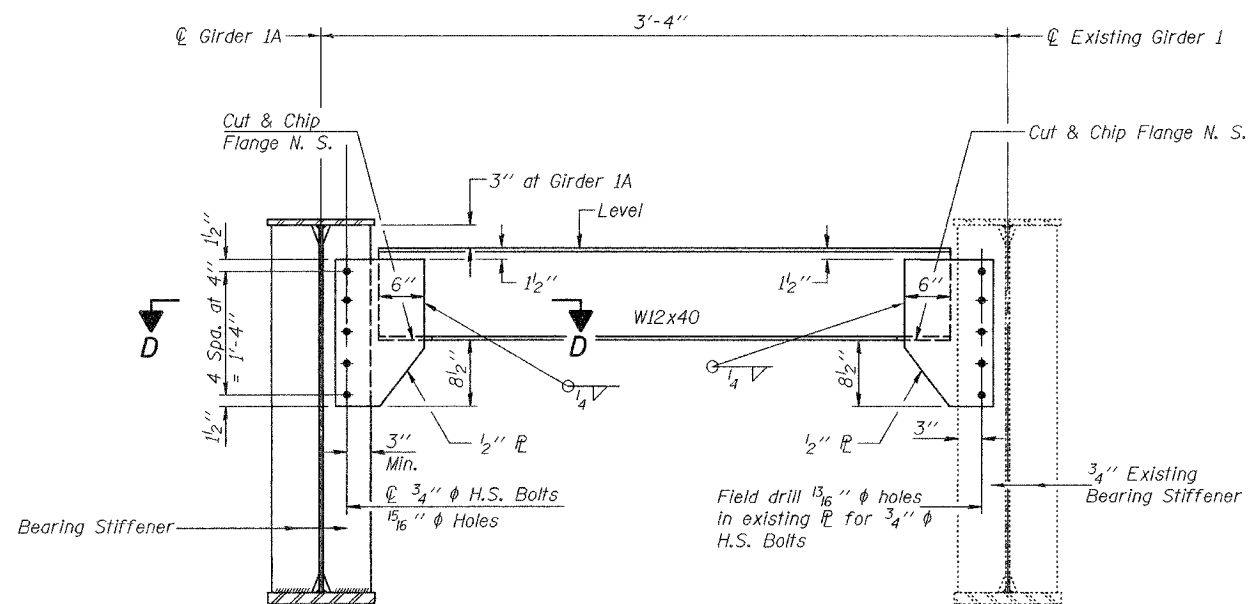


**INTERIOR DIAPHRAGM - D2**  
(2-required)

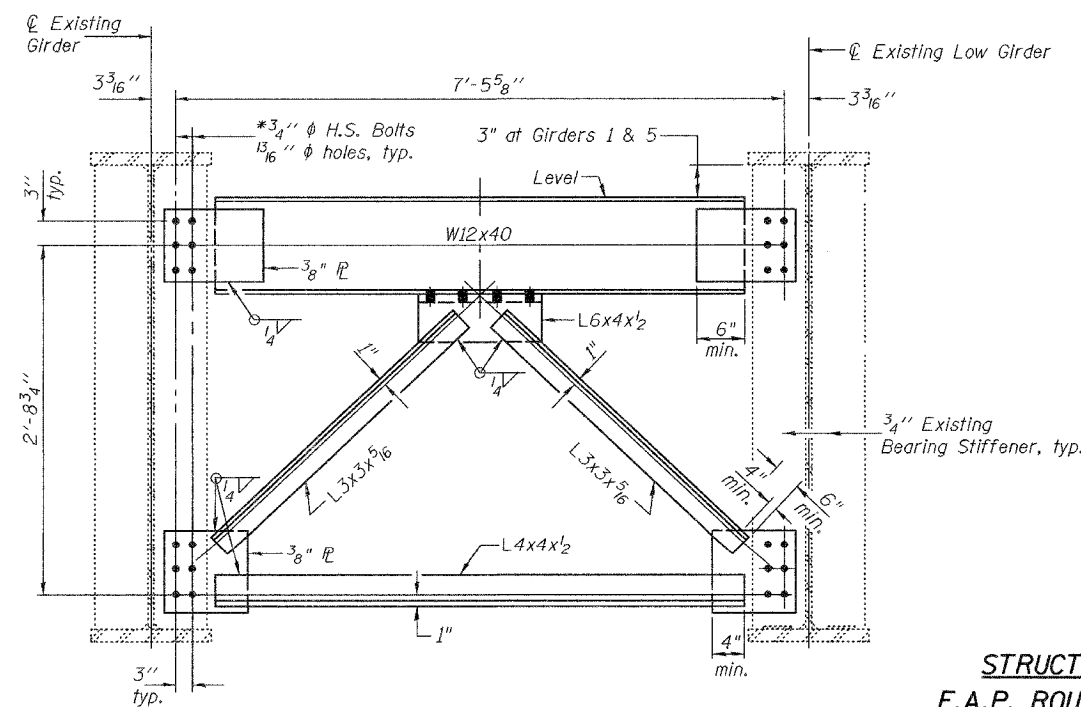


**SECTION D-D**

\*Field drill 13/16" holes in the 3/8" PL to match the holes in the existing bearing stiffener. Typical for CF1.



**END DIAPHRAGM - D1**  
(2-required)



**TYPICAL END CROSS FRAME - CF1**  
(8-required)

**STRUCTURAL STEEL DETAILS**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

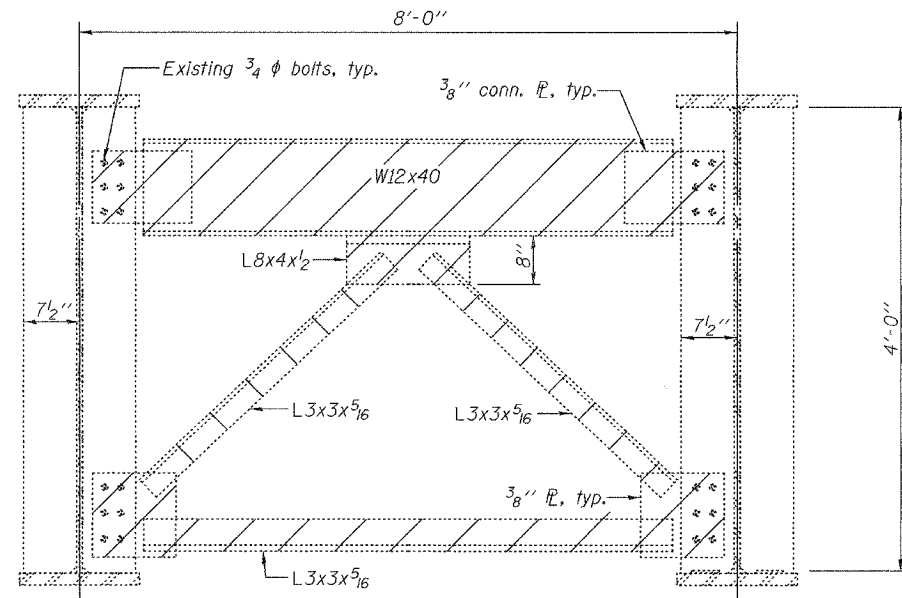
February 1, 2007  
EXAMINED *Thomas J. Domagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

Notes:  
Two hardened washers shall be required over all oversized holes.  
Field verify all dimensions prior to ordering steel.  
Cost of field drilling included with Furnishing and Erecting Structural Steel.  
Existing connections for sanitary sewer and conduits not shown.  
All crossframes or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual crossframes or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

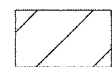
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 22
FAP 623	X-IBR	LaSalle	126	77	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

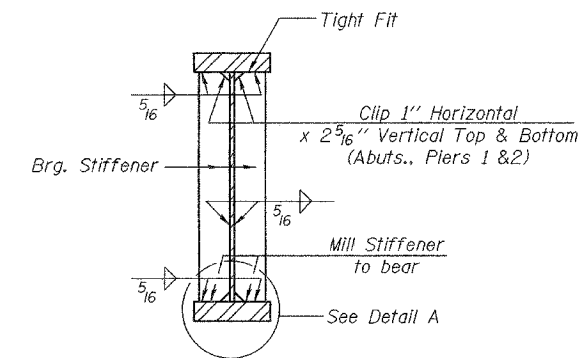
Contract #66617



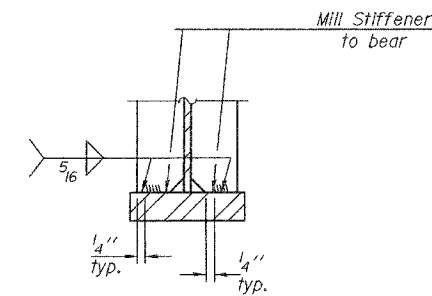
**END CROSS FRAME REMOVAL**  
(8 locations total, 4 at each abutment)

 Indicates steel to be removed as Structural Steel Removal

Notes:  
Care shall be taken not to damage existing steel that is to be reused.  
Existing sanitary sewer, conduits and connections for both are not shown.



**BEARING STIFFENER DETAILS  
AT GIRDER 1A**



**DETAIL A**

**BILL OF MATERIAL**

Item	Unit	Total
Structural Steel Removal	Pound	3460

**STRUCTURAL STEEL DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

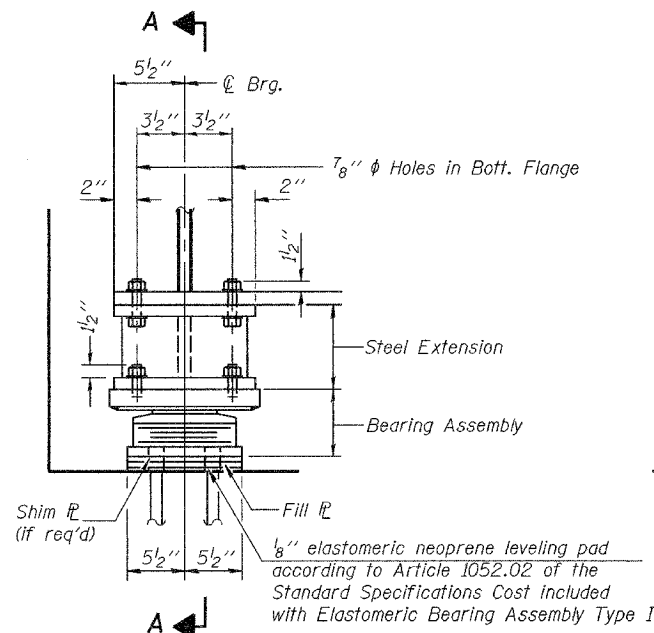
DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

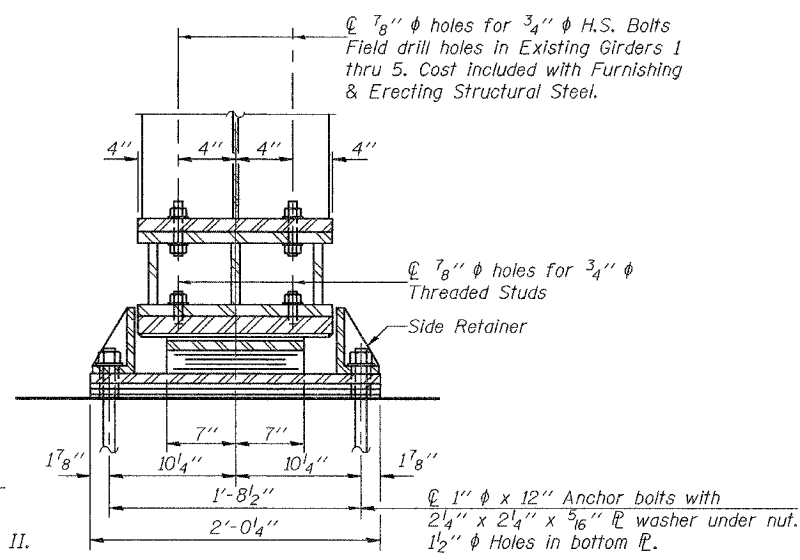
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23 41 SHEETS
FAP 623	X-IBR	LaSalle	126	78	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

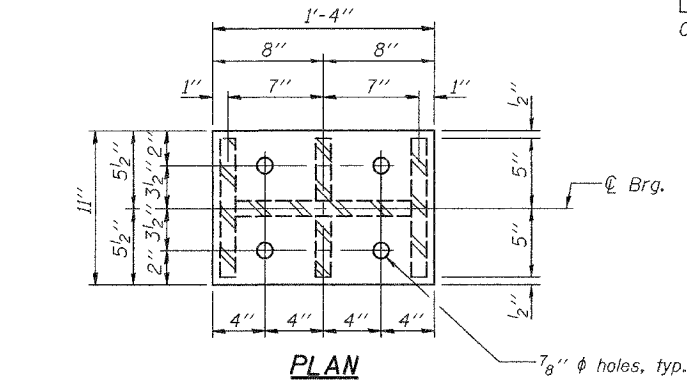
Contract #66617



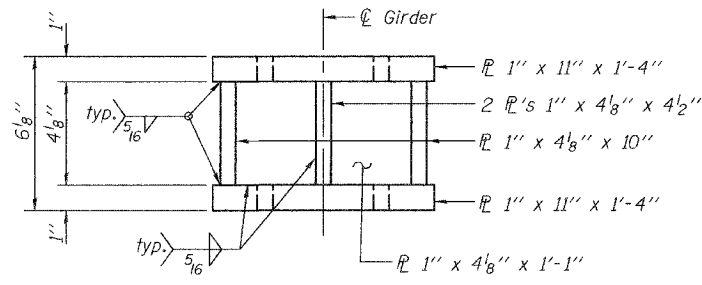
ELEVATION AT WEST ABUTMENT



SECTION A-A



PLAN



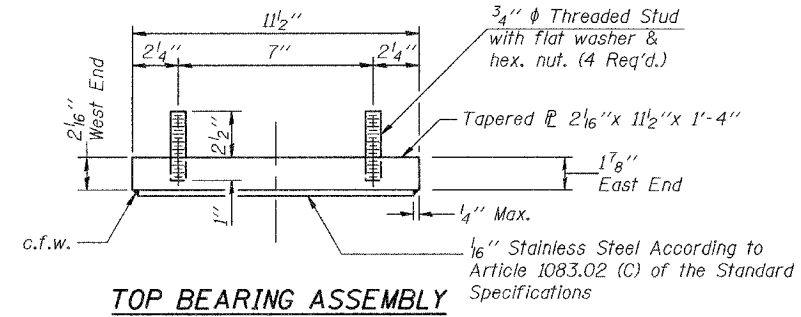
STEEL EXTENSIONS AT WEST ABUTMENT  
(6 required)

**TYPE II ELASTOMERIC EXP. BRG.**  
(6 required)  
Girder 1A shown, existing Girders 1-5 similar.

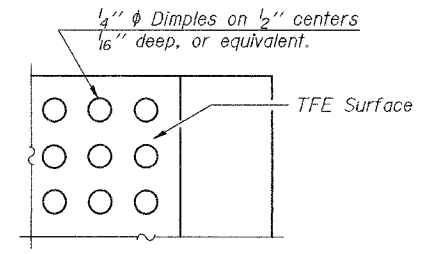
FILL PLATE TABLE

Girder	1A	1	2	3	4	5
West Abutment	-	3/8"	1/4"	1/4"	1/4"	1/2"

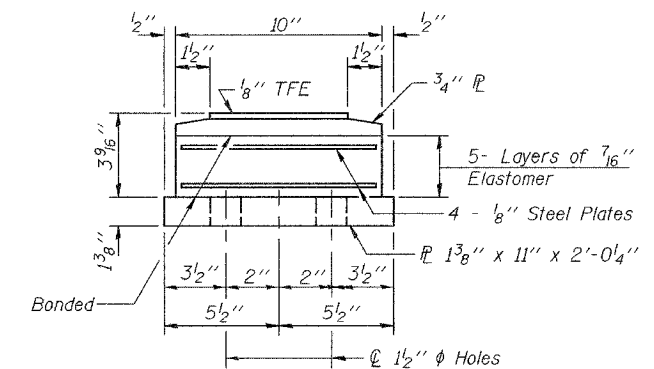
Notes:  
The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.  
See sheet 24 of 41 for Jack & Remove Existing Bearing procedure.  
See sheet 26 of 41 for Anchor Bolt Installation Details.  
See sheet 30 of 41 for Anchor Bolt location.  
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.



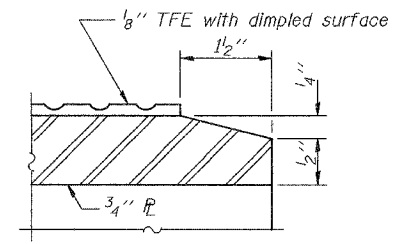
TOP BEARING ASSEMBLY



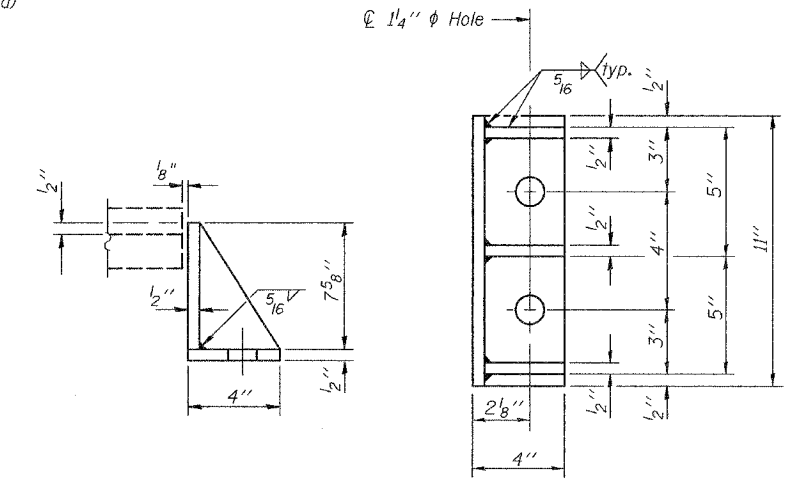
PLAN-TFE SURFACE



BOTTOM BEARING ASSEMBLY

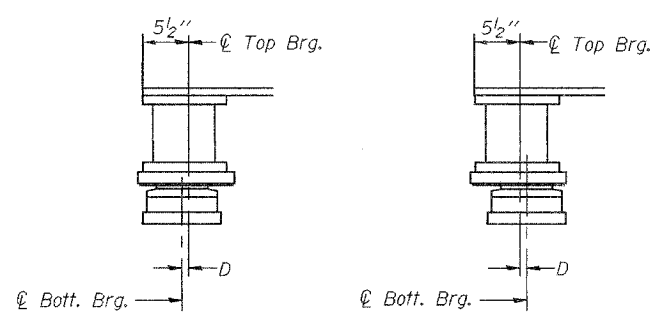


SECTION THRU TFE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Cost included with Elastomeric Bearing Assembly, Type II.



SETTING ANCHOR BOLTS AT EXP. BRG.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6

WEST ABUTMENT BEARING DETAILS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

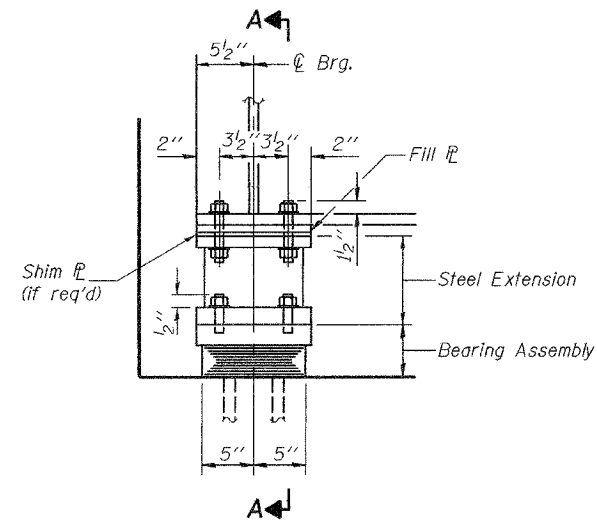
February 1, 2007  
EXAMINED *Thomas J. Demagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

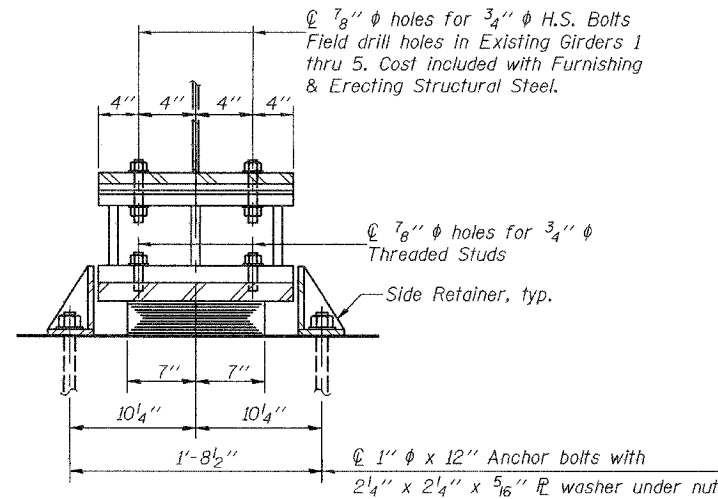
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	79
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #66617

SHEET NO. 24  
41 SHEETS



ELEVATION AT EAST ABUT.



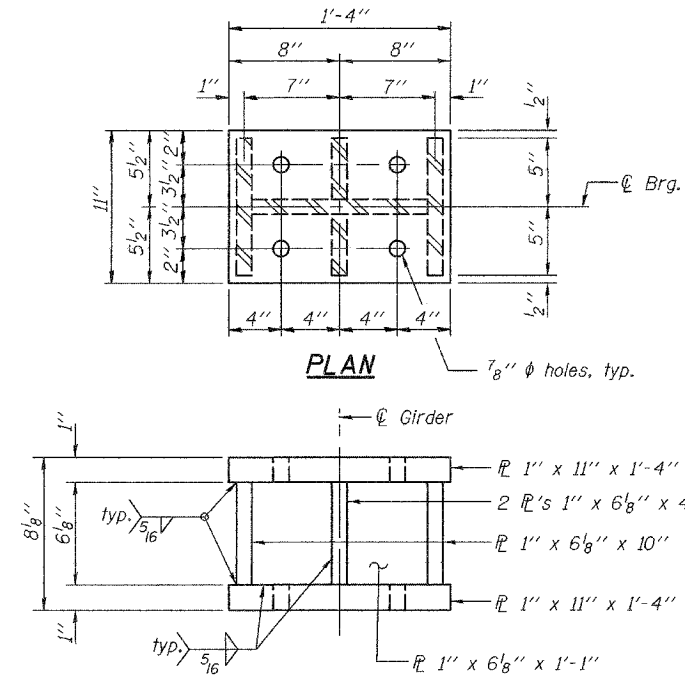
SECTION A-A

**TYPE I ELASTOMERIC EXP. BRG.**

(6 required)  
Girder 1A shown, existing Girders 1-5 similar.

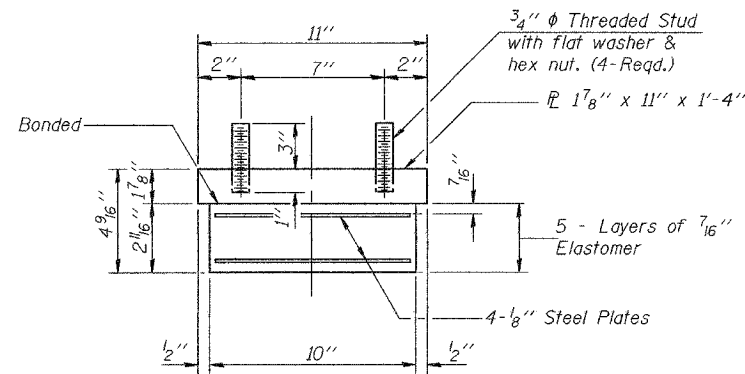
**FILL PLATE TABLE**

Girder	1A	1	2	3	4	5
East Abutment		1 1/8"	7/8"	5/8"	1"	1"



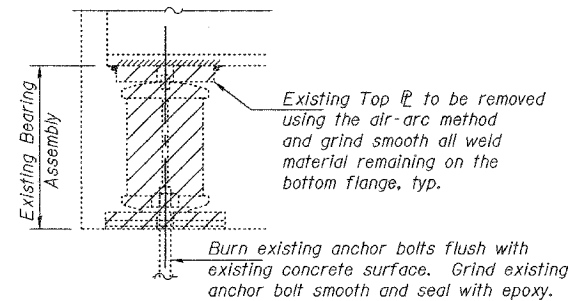
STEEL EXTENSIONS AT EAST ABUTMENT  
(6 required)

Notes:  
See sheet 26 of 41 for Anchor Bolt Installation details.  
See sheet 32 of 41 for Anchor Bolt location.  
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.



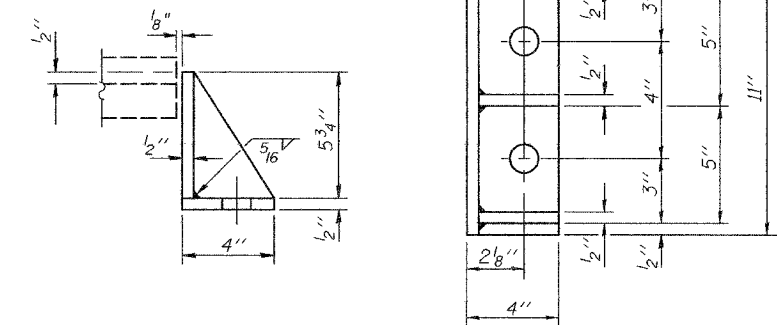
BEARING ASSEMBLY

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



**EXISTING BEARING REMOVAL DETAIL**

At East and West Abutments (5 at each location)  
Cost included with Jack and Remove Existing Bearings.



**SIDE RETAINER**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.  
Cost included with Elastomeric Bearing Assembly, Type I.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearings	Each	10

**EAST ABUTMENT BEARING DETAILS & JACK & REMOVE EXISTING BEARING DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Demagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

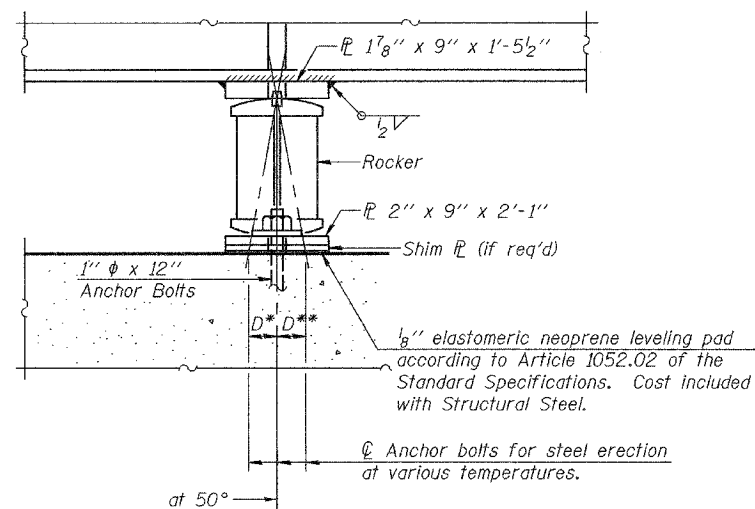
**JACK AND REMOVE EXISTING BEARING PROCEDURE WEST AND EAST ABUTMENTS**

- Jacking and removing existing bearings shall be done after existing deck removal is complete.
- The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work. This work shall be done for each stage after existing concrete deck is removed and prior to pouring of the new concrete deck. The max. dead load reaction per beam (weight of steel only) per bearing at Abutments is 11 kips and at Piers is 41 kips. Minimum jack capacity is 16.5 kips at Abutments and 61.5 kips at Piers.
- Prior to ordering any material, the Contractor shall verify steel extension height and shim plate thickness required at each bearing so that total height of new bearing, steel extension, shim plate and neoprene pad matches height of existing bearing and shims.
- There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of 1/8".
- The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

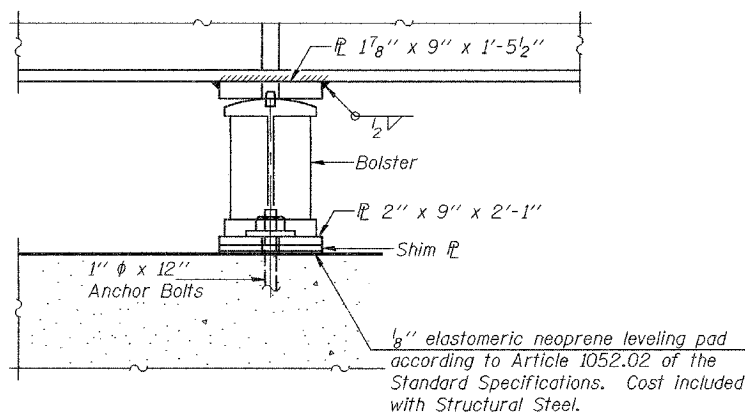
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 25 41 SHEETS
FAP 623	X-IBR	LaSalle	126	80	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #66617



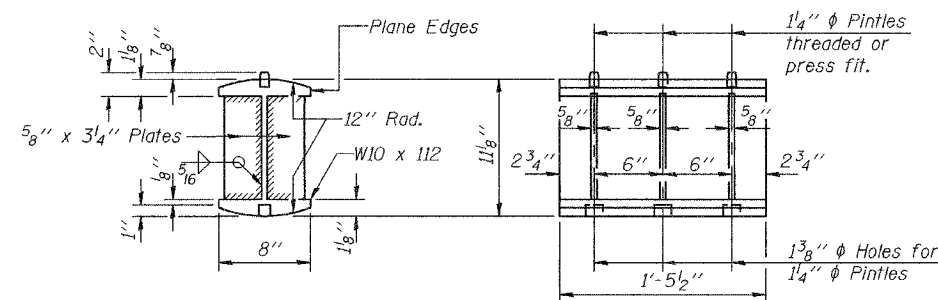
**ELEVATION EXPANSION BEARING AT PIER 1**

(1 full bearing including anchor bolts required at Girder 1A)  
(Anchor bolts, nuts, and washers also required at existing bearings at Girders 1 & 2)

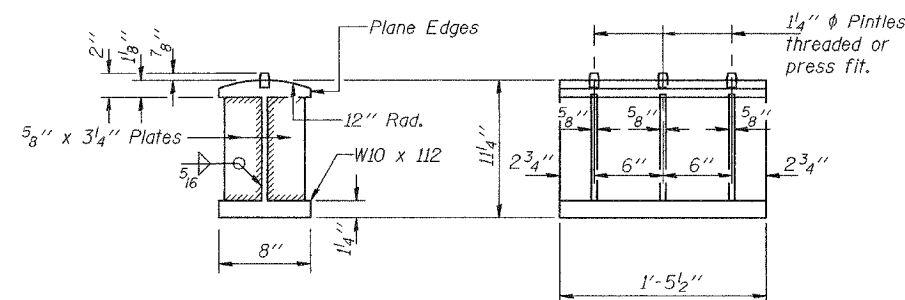


**ELEVATION FIXED BEARING AT PIER 2**

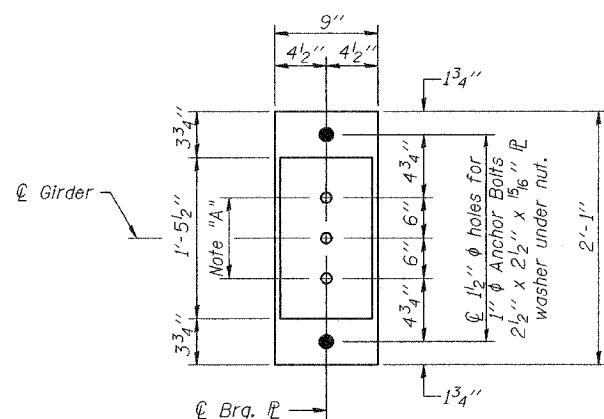
(1 full bearing including anchor bolts required at Girder 1A)  
(Anchor bolts, nuts, and washers also required at existing bearings at Girders 1 & 2)



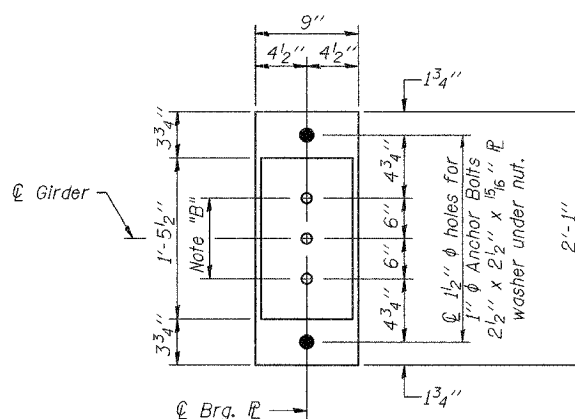
**ROCKER**



**BOLSTER**



**PLAN AT PIER 1**



**PLAN AT PIER 2**

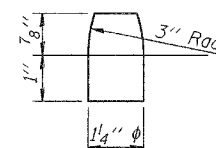
Note "A"  
1 3/8"  $\phi$  Holes- 1" deep in  
Top plate for 1 1/4"  $\phi$  pintles. Thread  
or press fit pintles in bottom plate.

Note "B"  
1 3/8"  $\phi$  Holes- 1" deep in  
Top plate only for 1 1/4"  $\phi$  pintles.

**NOTES FOR SETTING OF ANCHOR BOLTS  
AT EXPANSION BEARINGS AT PIER 1**

- a.) D\* (Side of brg. away from fixed brg.)  
D\* = 1/8" per each 100' of expansion for  
every 15° fall below the normal temp.  
of 50° F.  
D\*\* (Side of brg. toward fixed brg.)  
D\*\* = 1/8" per each 100' of expansion for  
every 15° rise above the normal temp.  
of 50° F.

- b.) After girders have been erected and dimensions  
D\* & D\*\* determined, holes shall be drilled and  
anchor bolts shall be installed as shown on  
Sheet 26 of 41. All fixed anchor bolts may be  
built into the masonry.



**PINTLE**

Notes:  
See sheet 26 of 41 for Anchor Bolt  
Installation details.  
See sheet 36 of 41 for Anchor Bolt  
location.

Two 1/8" adjusting shims shall be  
provided for each bearing in addition  
to all other plates or shims and placed  
as shown in bearing details.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007	
EXAMINED	Thomas J. Domagala
PASSED	Ralph E. Anderson

**BEARING DETAILS AT PIERS 1 & 2**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**



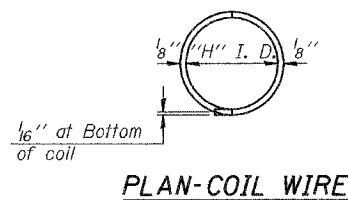
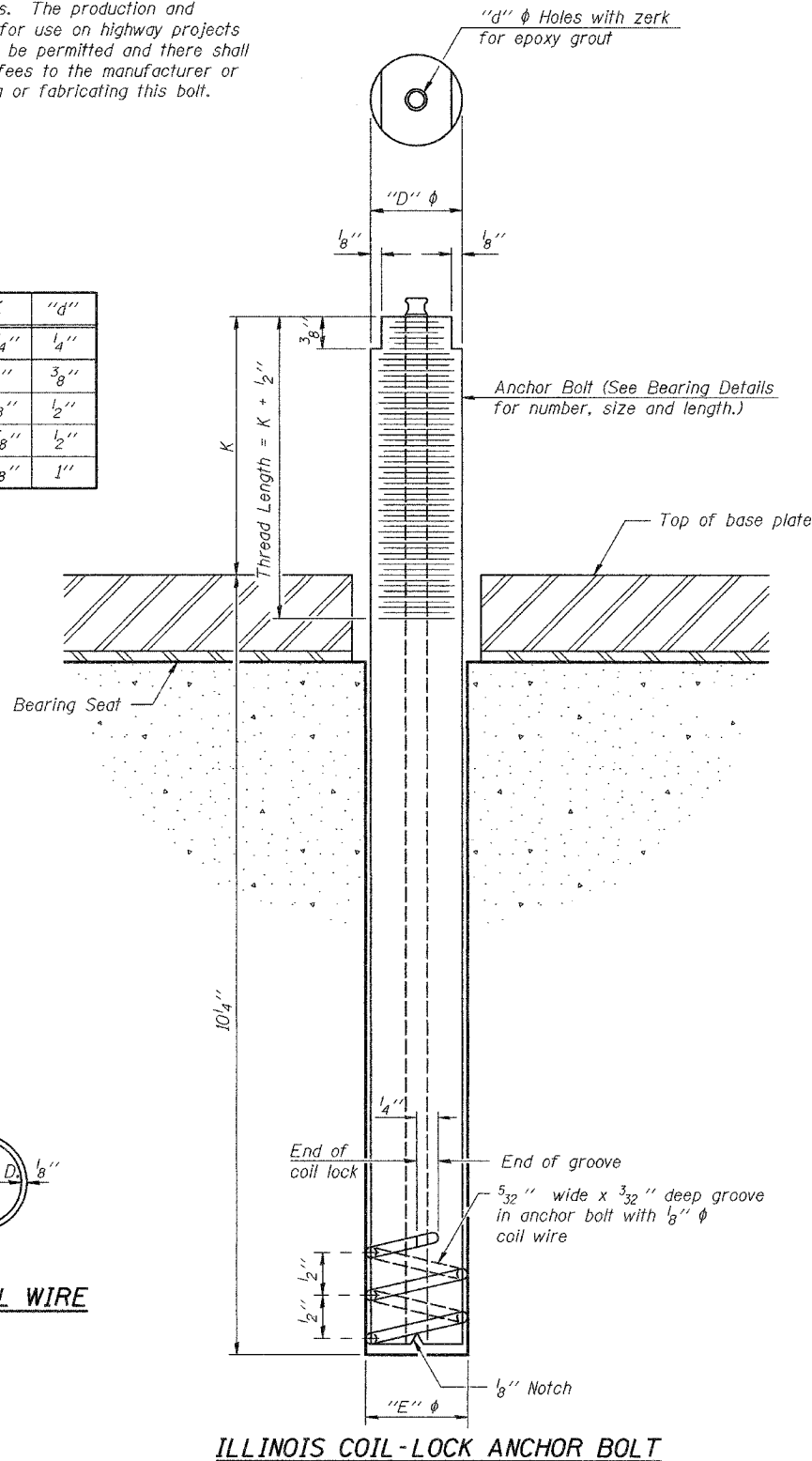
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 26 41 SHEETS
FAP 623	X-IBR	LaSalle	126	81	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66617

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 <sup>1</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>16</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1/4"
1 <sup>1</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>16</sub> "	2"	3/8"
1 <sup>1</sup> / <sub>2</sub> "	1 <sup>5</sup> / <sub>8</sub> "	1 <sup>5</sup> / <sub>16</sub> "	2 <sup>1</sup> / <sub>8</sub> "	1/2"
2"	2 <sup>1</sup> / <sub>8</sub> "	1 <sup>13</sup> / <sub>16</sub> "	2 <sup>7</sup> / <sub>8</sub> "	1/2"
2 <sup>1</sup> / <sub>2</sub> "	2 <sup>5</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>16</sub> "	3 <sup>3</sup> / <sub>8</sub> "	1"



**MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT**

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire. The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

**INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT**

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

**ALTERNATE ANCHOR BOLTS**

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

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
  2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abuts.	A325
Piers	A325

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

**GENERAL NOTES**

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown and according to the manufacturer's recommendation after beams or girders have been erected and adjusted. Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming. The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Anchor Bolts, 1".

**ANCHOR BOLT DETAILS FOR BEARINGS**

F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

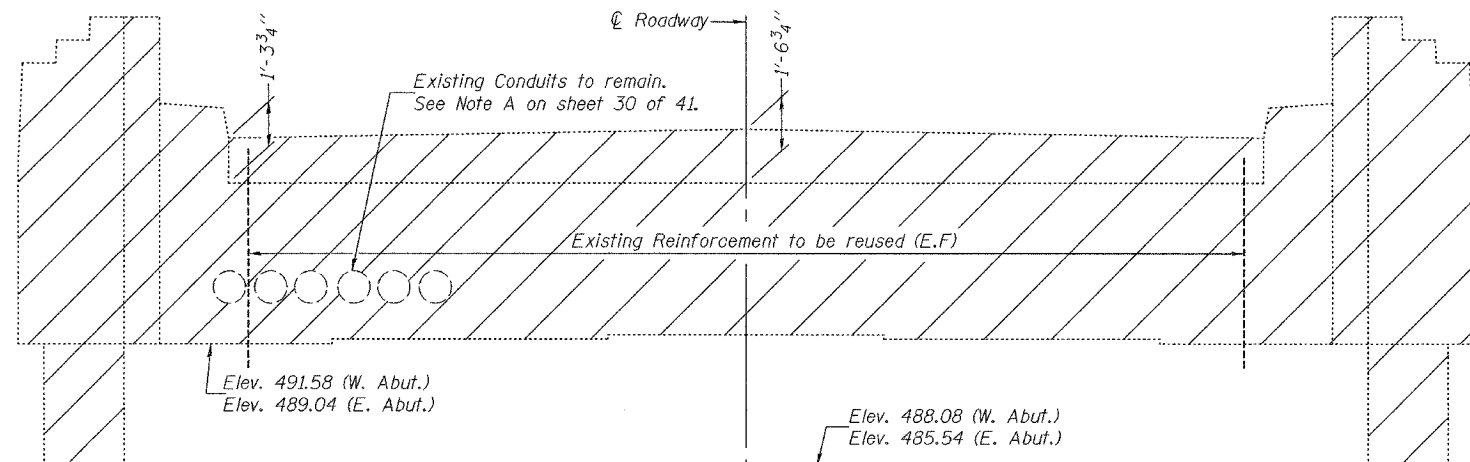
DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

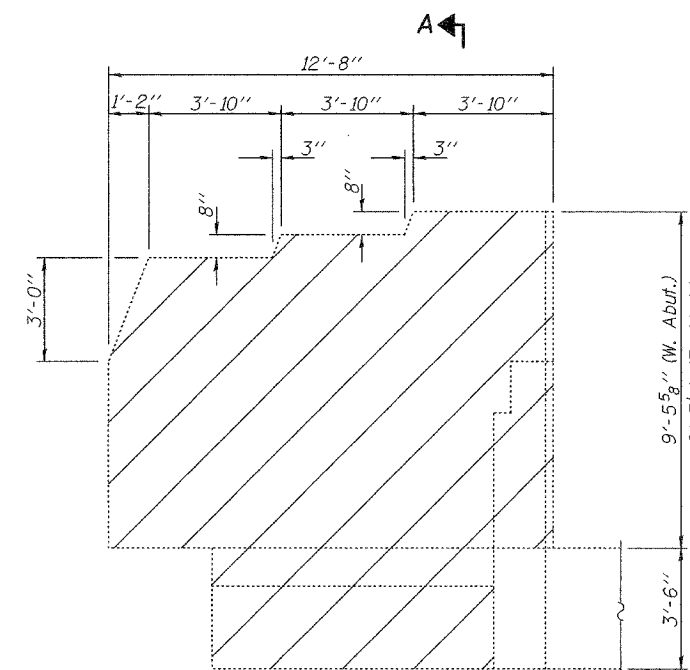
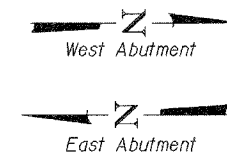
ABB-1 10-22-04

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

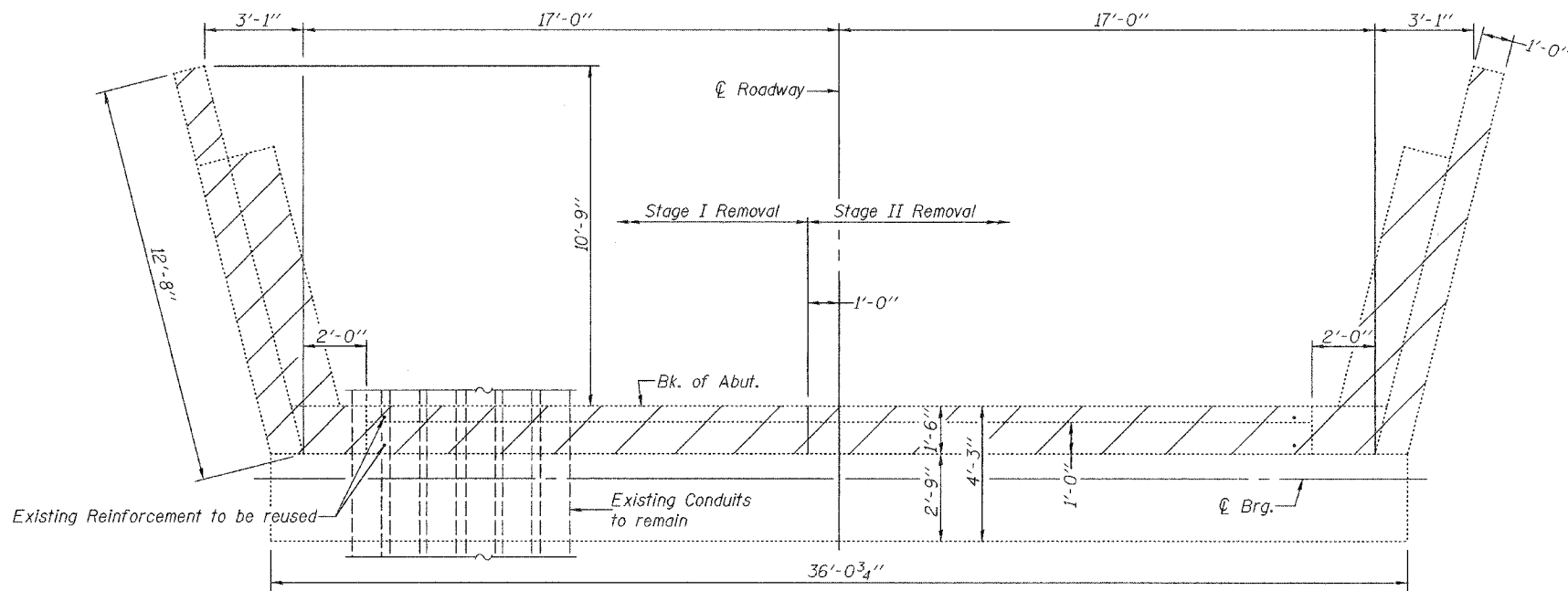
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 27 41 SHEETS
FAP 623	X-IBR	LaSalle	126	32	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #66617		



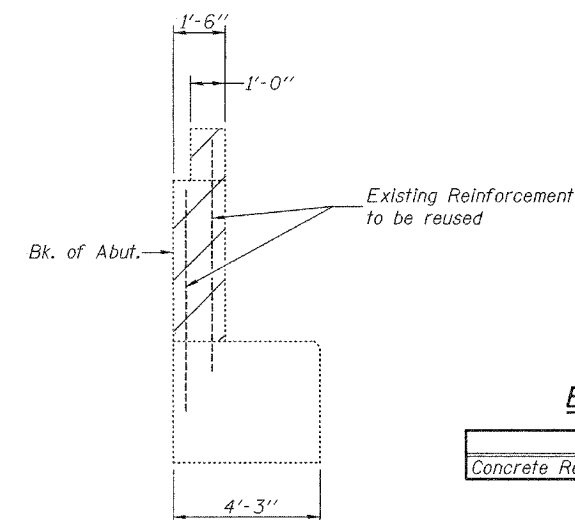
**ELEVATION**  
Symm. about  $\text{C}$  Roadway



**WING WALL ELEVATION**



**TOP VIEW**  
(E. Abutment shown, W. Abutment similar)



**SEC. THRU ABUT.**

**TWO ABUTMENTS  
BILL OF MATERIAL**

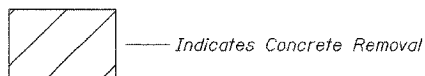
Item	Unit	Total
Concrete Removal	Cu. Yd.	46.8

**Notes:**

Existing reinforcement not extending into the new construction shall be cut off flush and covered with a 2" layer of cement grout. Cost included with Concrete Removal.

Existing reinforcement bars extending into removal 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 included with Concrete Removal.

See sheet 28 of 41 for Section A-A.



DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007

EXAMINED *Thomas J. Demagalaki*  
PROFESSOR IN CHIEF DESIGN

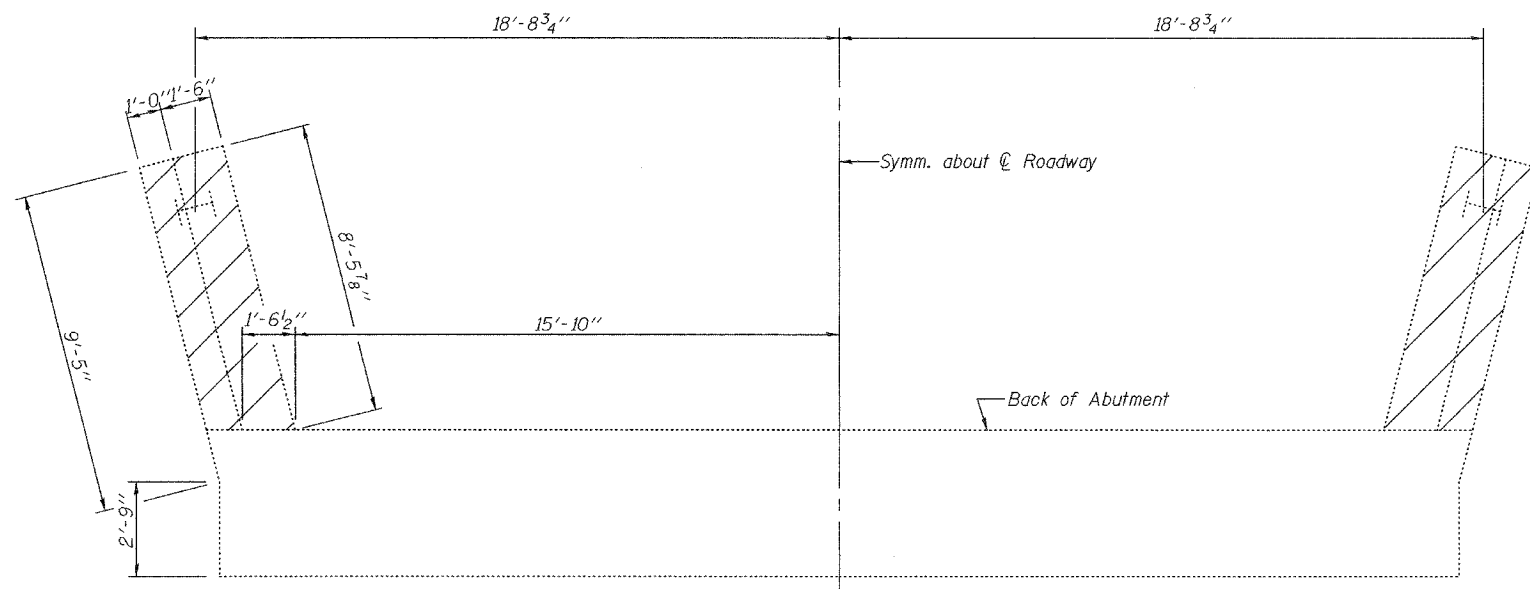
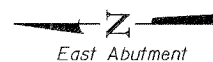
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**CONCRETE REMOVAL AT ABUTMENTS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094**

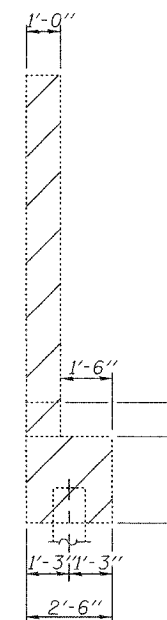
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 28 41 SHEETS
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

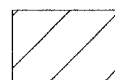
Contract #66617



PLAN - PILE CAP



SECTION A-A

 — Indicates Concrete Removal

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

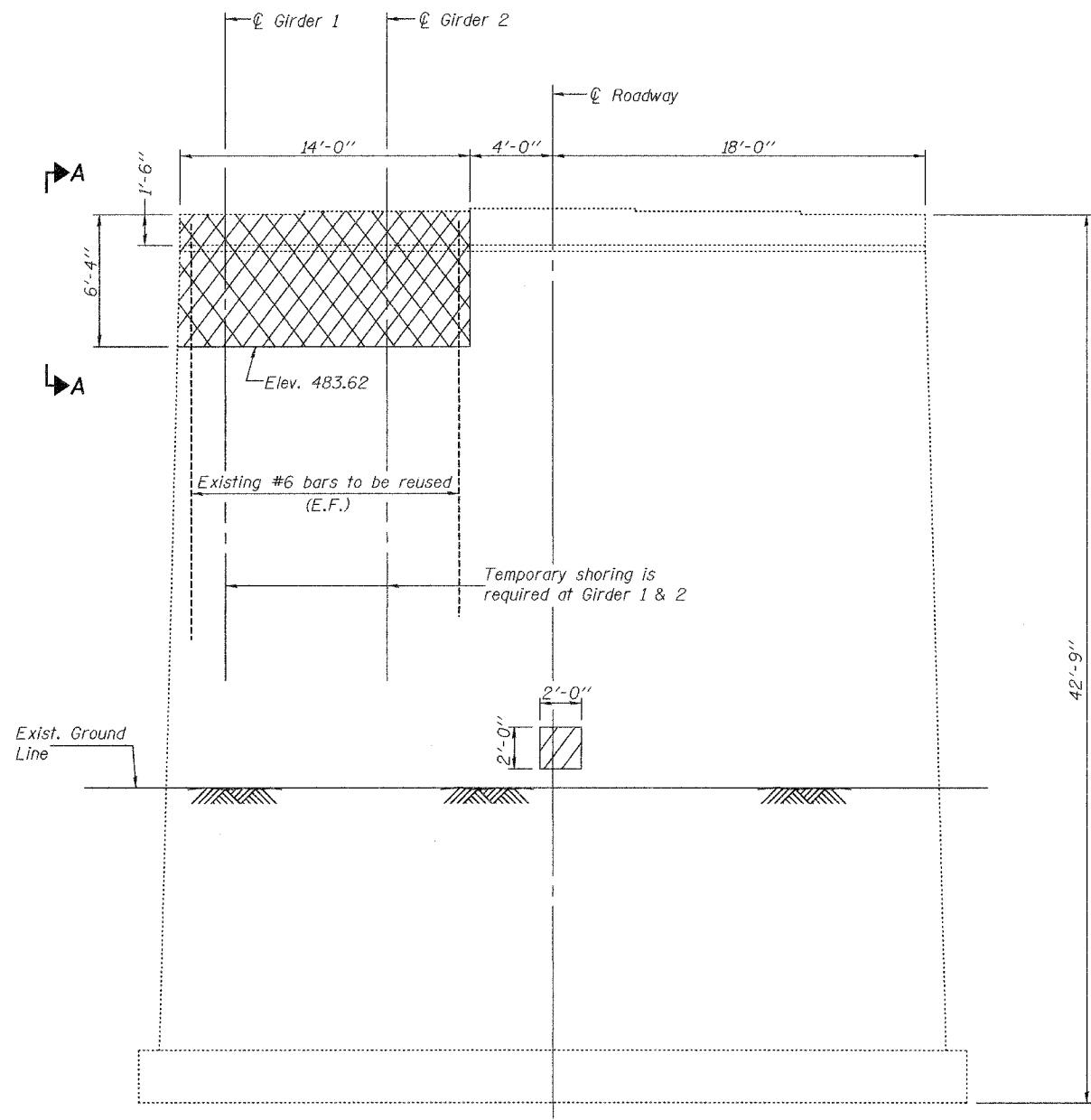
February 1, 2007  
EXAMINED *Thomas J. Domagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

CONCRETE REMOVAL AT ABUTMENTS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

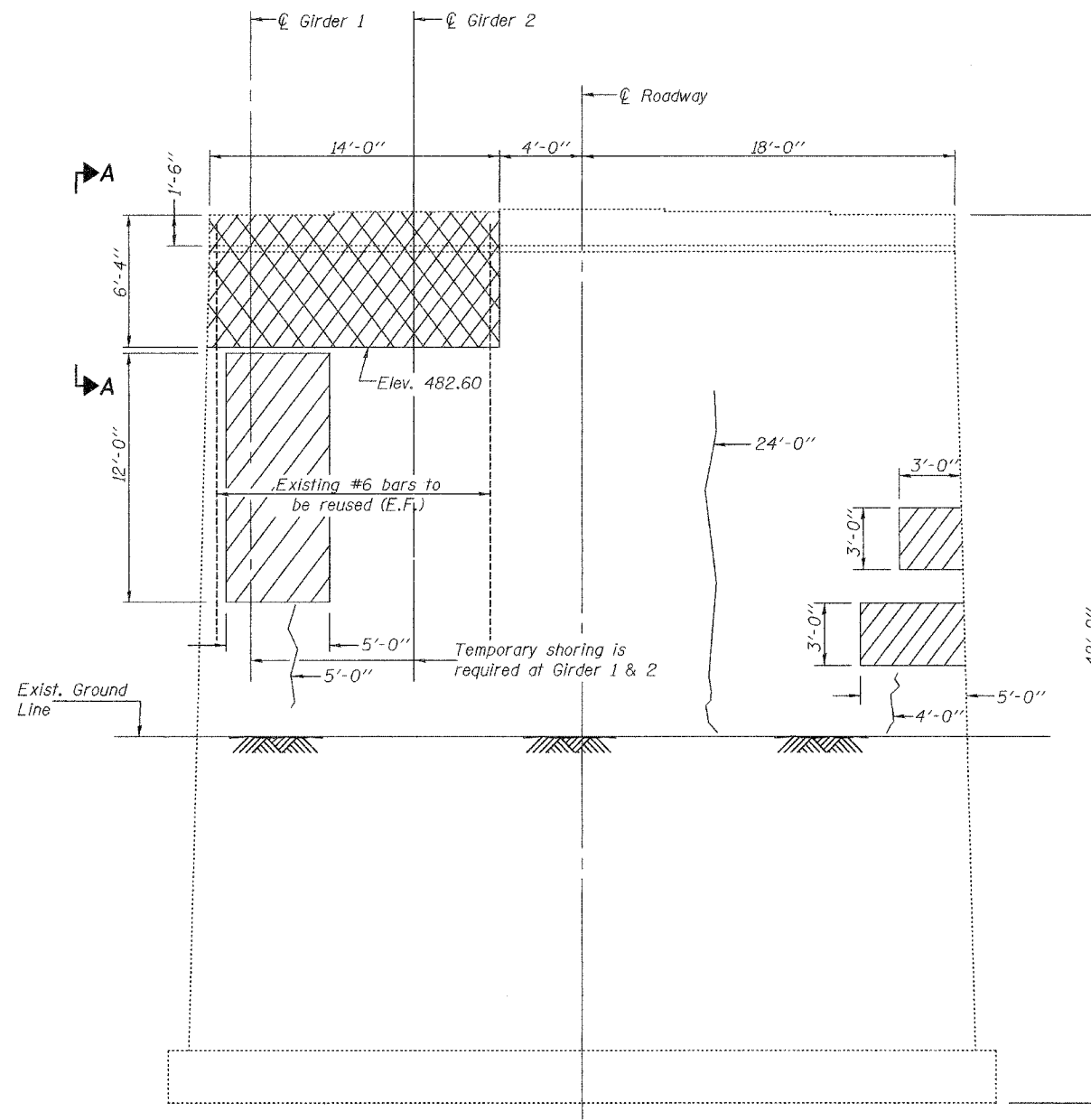
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. 29 41 SHEETS
FAP 623	X-IBR	LaSalle	126	84	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

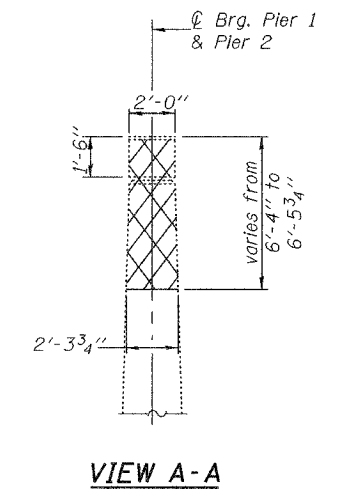
Contract #66617



**WEST FACE - PIER 1**  
(Looking East)



**WEST FACE - PIER 2**  
(Looking East)



**VIEW A-A**

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth equal to or less than 5')
- Concrete Removal

**TWO PIERS  
BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu. Yd.	14.4
Epoxy Crack Injection	Foot	28
Structural Repair of Concrete (Depth equal to or less than 5')	Sq. Ft.	88
Temporary Shoring and Cribbing	Each	2

**PIER ELEVATIONS**

**Temporary Shoring and Cribbing:**

- Existing Girders 1 & 2 shall be temporarily shored and cribbed prior to concrete removal of the noted portions of the existing pier. They shall remain shored and cribbed until the piers have been reconstructed. See Special Provision.
- The Contractor shall submit, for approval by the Engineer, plans for temporary shoring and cribbing prior to commencing any related work. This work shall be done after existing concrete deck is removed and prior to pouring of the new concrete deck. The maximum dead load reaction per girder (weight of steel only) is 41 Kips at each pier. Minimum jack capacity is 61.5 Kips.
- Existing bearings at Girders 1 & 2 shall be removed prior to beginning pier reconstruction and reinstalled after pier reconstruction is complete. Cost included with Temporary Shoring and Cribbing. (New anchor bolts, nuts, and washers shall be used to reinstall the existing bearings, see sheet 25 of 41. Cost included with Furnishing and Erecting Structural Steel.)

**Notes:**

- Existing reinforcement not extending into the new construction shall be cut off flush. Cost included with Concrete Removal.
- Existing reinforcement bars extending into removal 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 included with Concrete Removal.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

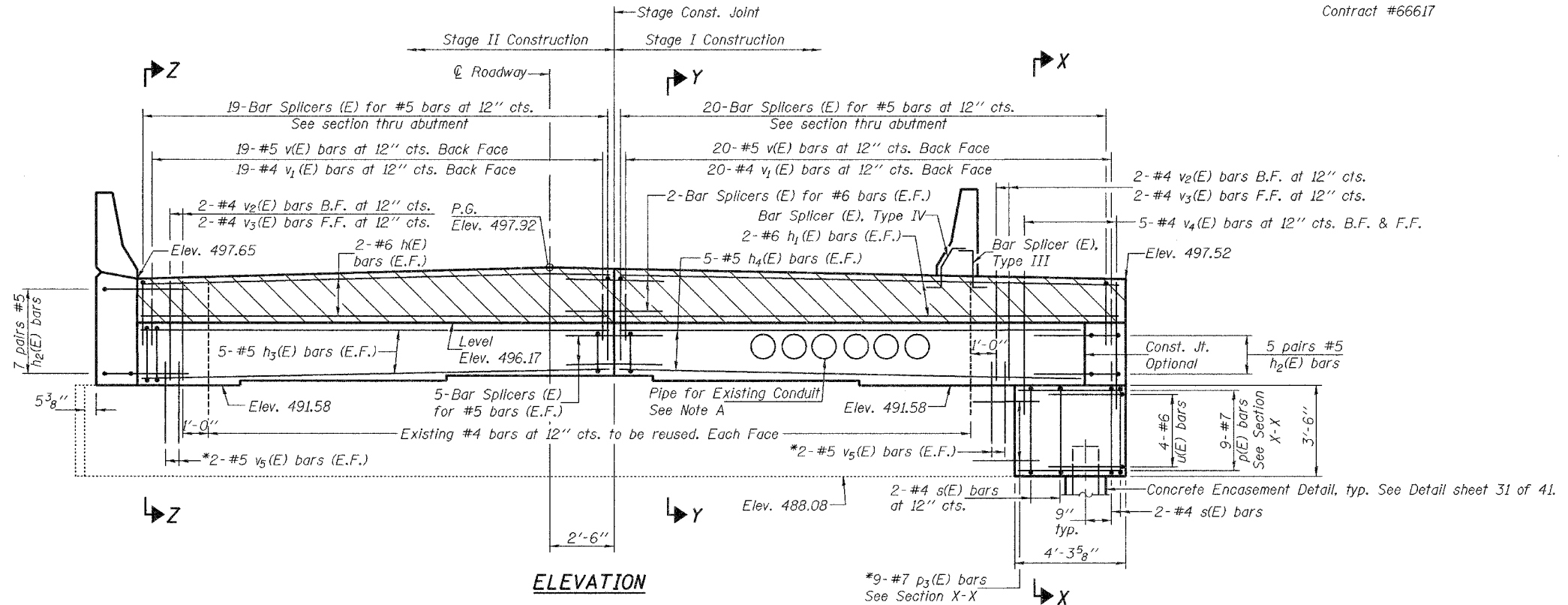
February 1, 2007  
 EXAMINED *Thomas J. Domagalaki*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**CONCRETE REPAIR & REMOVAL AT PIERS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 30 41 SHEETS
FAP 623	X-IBR	LaSalle	126	85	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66617

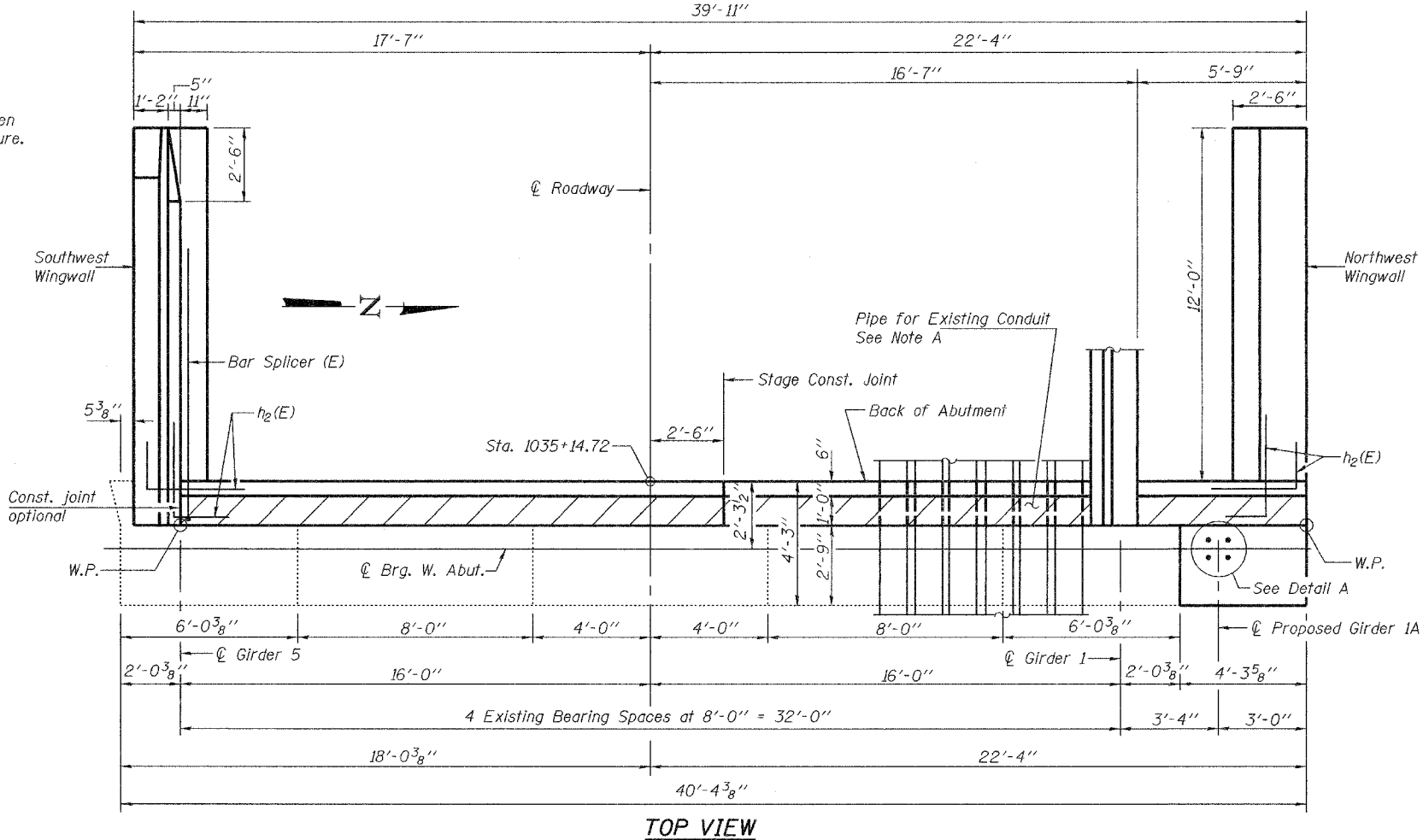


ELEVATION

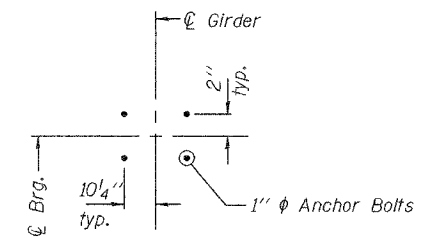
Notes:  
See sheets 37 and 38 of 41 for Bar Splicer Detail.  
See sheets 27 and 28 of 41 for Concrete Removal Details.  
See sheet 26 of 41 for Anchor Bolt Installation.  
See sheet 34 and 35 of 41 for Wingwall Details.  
See sheet 34 of 41 for Section X-X.  
See sheet 35 of 41 for Sections Y-Y and Z-Z.  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Space reinforcement in cap to miss anchor bolts.

\*Epoxy grout  $v_5(E)$  and  $p_3(E)$  bars in min. 9" drilled holes according to Sec. 584 of the Standard Specifications. Cost of hole drilling and epoxy grout included with Reinforcement Bars, Epoxy Coated.

Note A:  
The existing conduits shall remain in place. The utility will provide temporary support of the conduit during removal and construction operations. The Contractor shall coordinate with the utility. The cost of any additional incidental work necessary for the contractor to work with and around the utility and its equipment and materials is included in the pay item Utility Attachment.  
Provide standard pipe 5"  $\phi$  for each conduit.  
See sheet 34 of 41 for individual details.  
Reinforcement shall be placed to miss conduit.



TOP VIEW



DETAIL A  
Typical for Girders 1A and 1 thru 5.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

EXAMINED	February 1, 2007
<i>Thomas J. Domagala</i>	ENGINEER OF BRIDGE DESIGN
PASSED	<i>Ralph E. Anderson</i>
	ENGINEER OF BRIDGES AND STRUCTURES

WEST ABUTMENT  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094



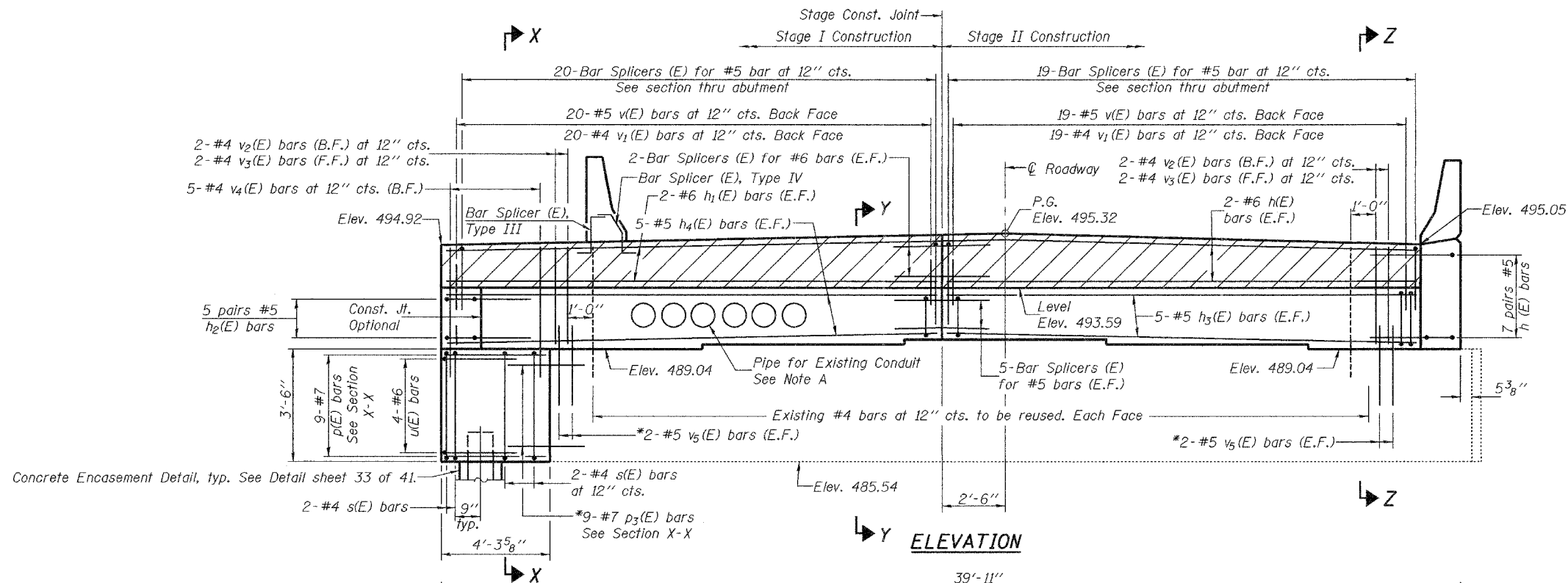
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	81
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 32

41 SHEETS

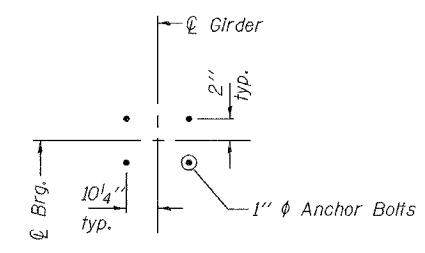
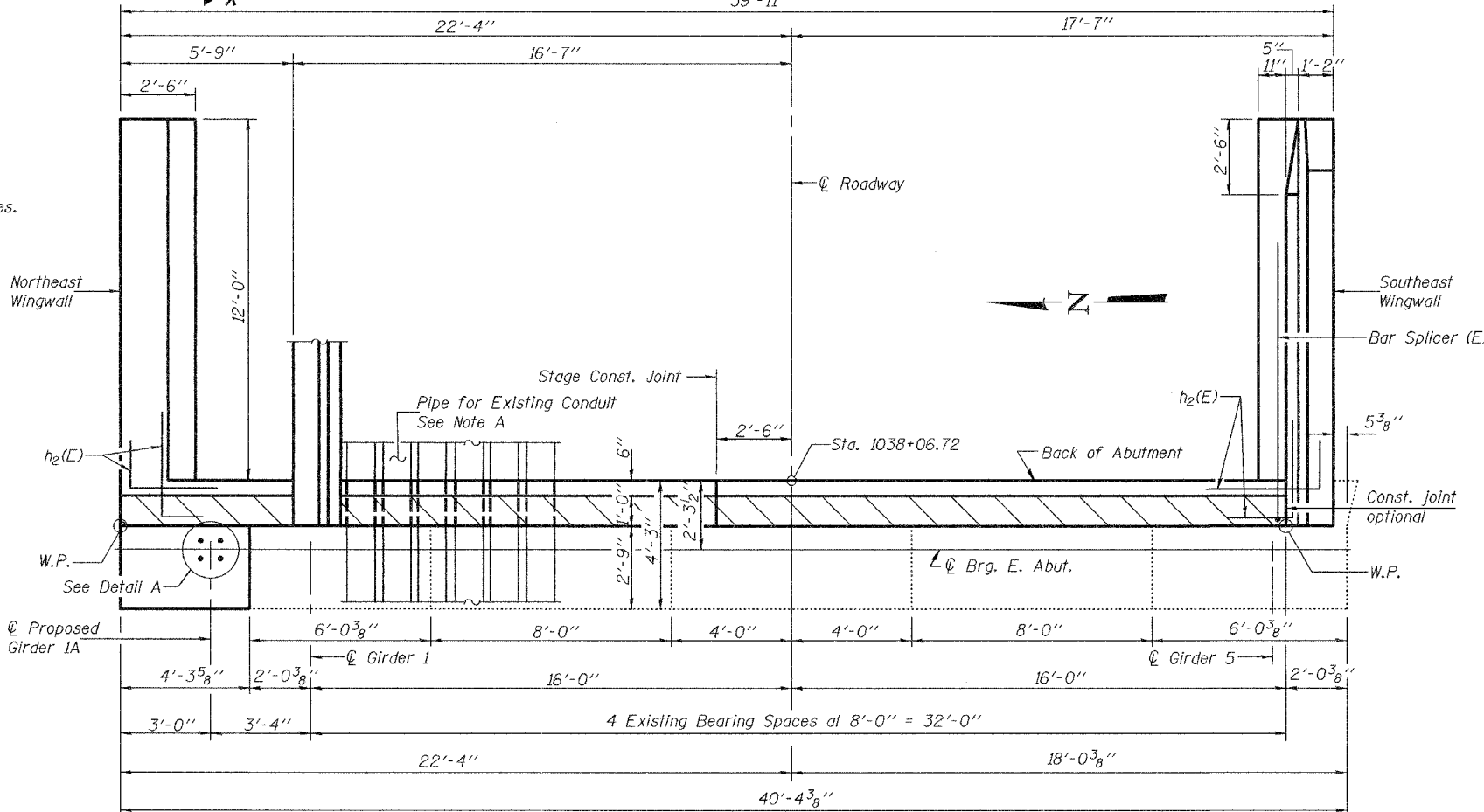
Contract #66617



Notes:  
See sheet 37 and 38 of 41 for Bar Splicer Detail.  
See sheets 27 and 28 of 41 for Concrete Removal Details.  
See sheet 26 of 41 for Anchor Bolt Installation.  
See sheets 34 and 35 of 41 for Wingwall Details.  
See sheet 34 of 41 for Section X-X.  
See sheet 35 of 41 for Sections Y-Y and Z-Z.  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructures.  
Space reinforcement in cap to miss anchor bolts.

\*Epoxy grout  $v_5(E)$  and  $p_3(E)$  bars in min. 9" drilled holes according to Sec. 584 of the Standard Specifications. Cost of hole drilling and epoxy grout included with Reinforcement Bars, Epoxy Coated.

Note A:  
The existing conduits shall remain in place. The utility will provide temporary support of the conduit during removal and construction operations. The Contractor shall coordinate with the utility. The cost of any additional incidental work necessary for the contractor to work with and around the utility and its equipment and materials is included in the pay item Utility Attachment.  
Provide standard pipe 5"  $\phi$  for each conduit. See sheet 34 of 41 for individual details.  
Reinforcement shall be placed to miss conduit.



DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Demagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**EAST ABUTMENT**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

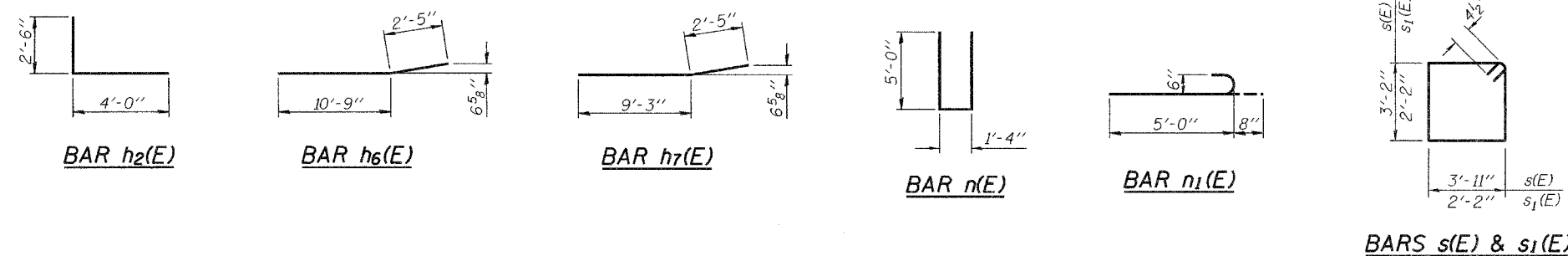


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.
FAP 623	X-1BR	LaSalle	126	38
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

SHEET NO. 33  
41 SHEETS

Contract #66617



**PILE DATA**

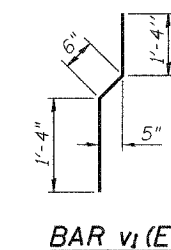
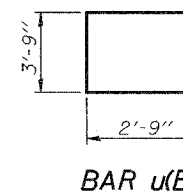
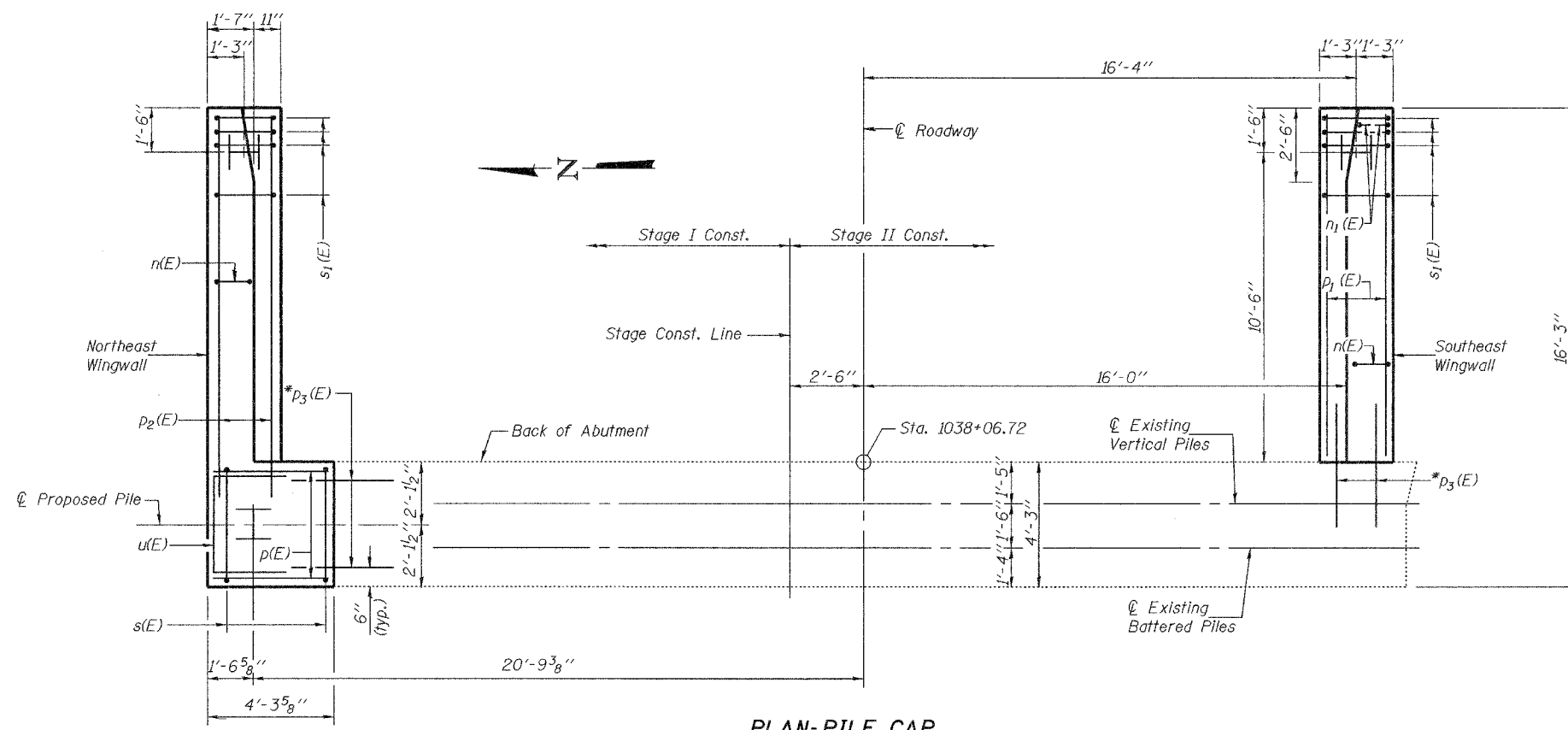
Type & Size: HP12x53  
Nominal Required Bearing: 418.5 kips  
Allowable Resistance Available: 139.5 kips  
Est. Length: 65 feet  
No. of Production Piles: 3

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

**EAST ABUTMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	4	#6	18'-3"	—
h <sub>1</sub> (E)	4	#6	19'-7"	—
h <sub>2</sub> (E)	24	#5	4'-6"	└
h <sub>3</sub> (E)	10	#5	18'-3"	—
h <sub>4</sub> (E)	10	#5	18'-0"	—
h <sub>5</sub> (E)	24	#4	13'-2"	—
h <sub>6</sub> (E)	8	#4	13'-2"	—
h <sub>7</sub> (E)	1	#4	11'-8"	—
h <sub>8</sub> (E)	1	#4	11'-8"	—
h <sub>9</sub> (E)	2	#5	2'-11"	—
n(E)	24	#6	11'-4"	—
n <sub>1</sub> (E)	6	#6	5'-8"	—
p(E)	9	#7	4'-0"	—
p <sub>1</sub> (E)	6	#7	11'-9"	—
p <sub>2</sub> (E)	6	#7	15'-0"	—
p <sub>3</sub> (E)	15	#7	3'-0"	—
s(E)	4	#4	14'-11"	—
s <sub>1</sub> (E)	26	#4	9'-5"	—
u(E)	4	#6	9'-3"	—
v(E)	39	#5	3'-5"	—
v <sub>1</sub> (E)	39	#4	3'-2"	—
v <sub>2</sub> (E)	4	#4	4'-5"	—
v <sub>3</sub> (E)	4	#4	5'-8"	—
v <sub>4</sub> (E)	10	#5	6'-5"	—
v <sub>5</sub> (E)	8	#5	2'-11"	—
v <sub>6</sub> (E)	14	#6	8'-3"	—
v <sub>7</sub> (E)	3	#6	7'-9"	—
v <sub>8</sub> (E)	11	#6	8'-6"	—
v <sub>9</sub> (E)	28	#6	4'-4"	—

Structure Excavation	Cu. Yd.	167.5
Concrete Structures	Cu. Yd.	27.1
Reinforcement Bars, Epoxy Coated	Pound	3100
Driving Piles	Foot	195
Furnishing Steel Piles HP12x53	Foot	195
Concrete Encasement	Cu. Yd.	1.6

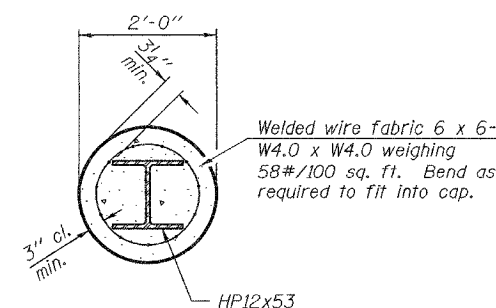
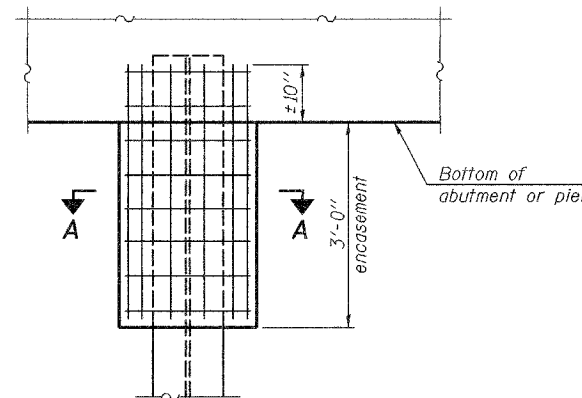
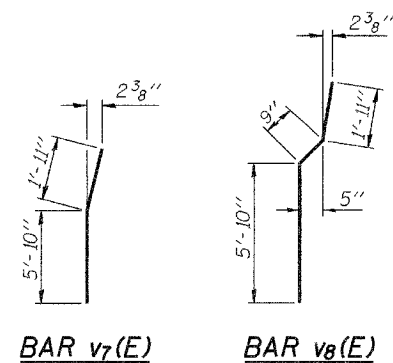


**PLAN-PILE CAP**

\*Epoxy grout v<sub>4</sub>(E) and p<sub>3</sub>(E) bars in min. 9" drilled holes according to Sec. 584 of the Standard Specifications. Cost of hole drilling and epoxy grout included with Reinforcement Bars, Epoxy Coated.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Donagabaki*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES



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

**ELEVATION**

**PILE ENCASEMENT**

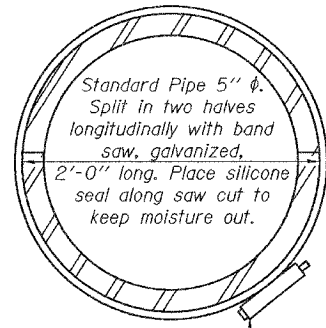
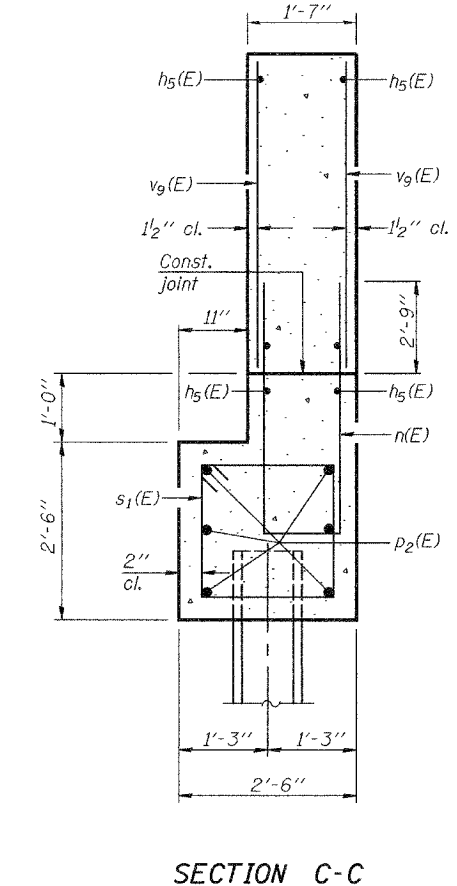
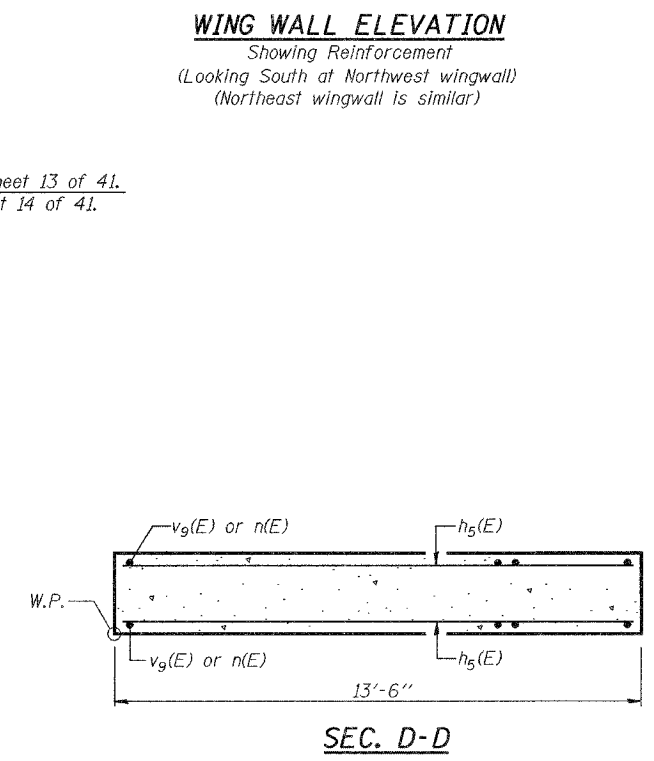
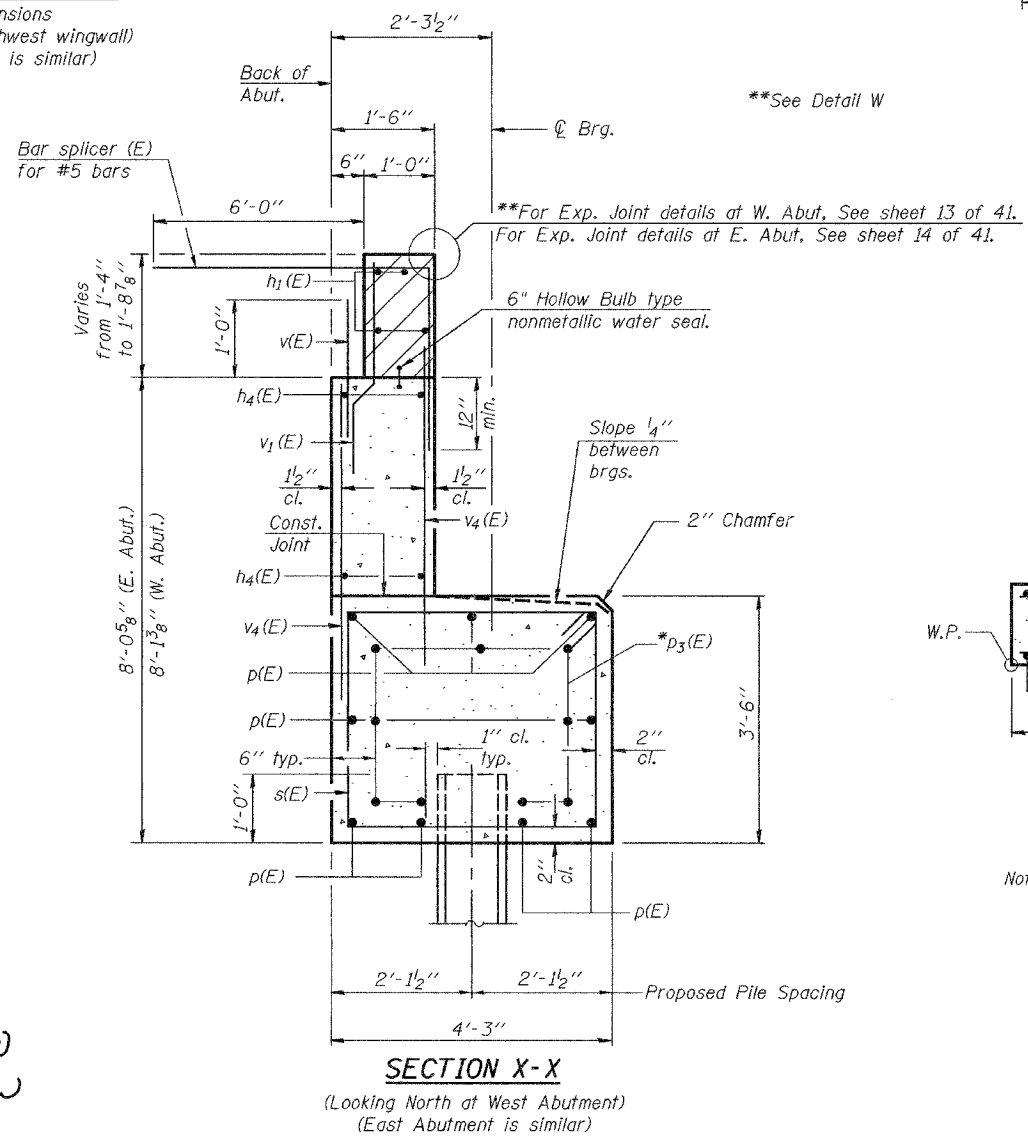
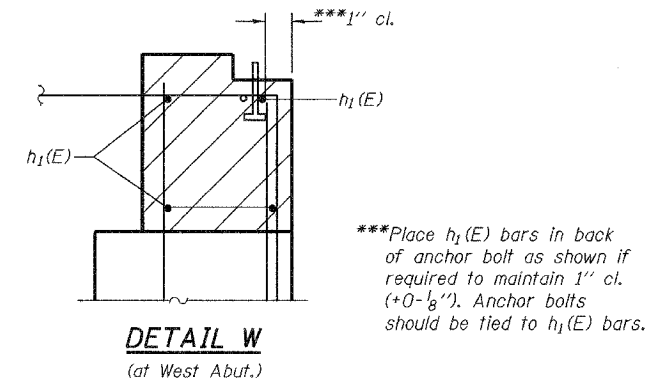
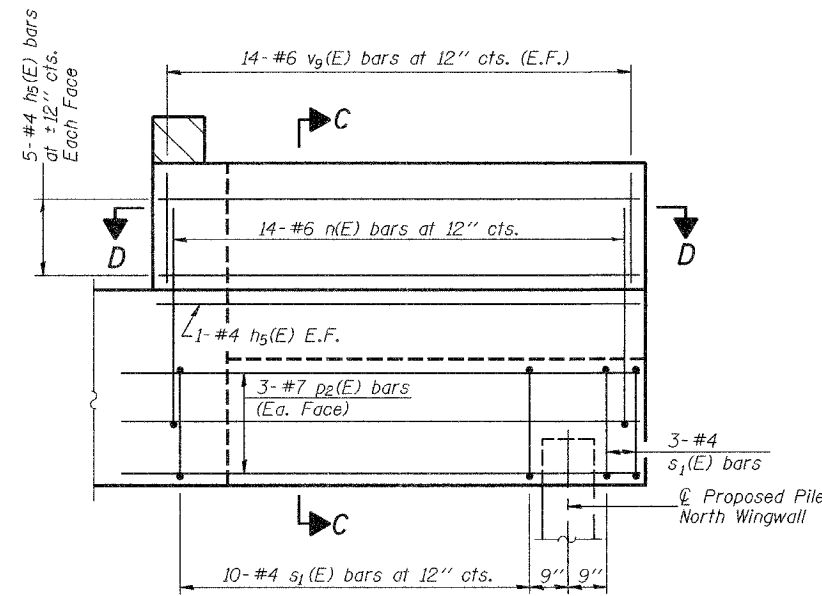
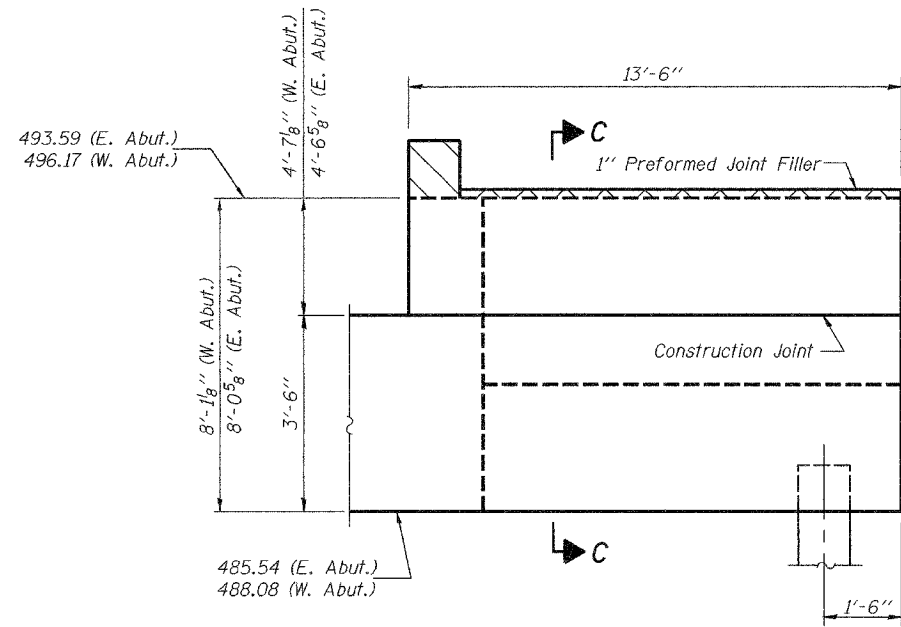
**SECTION A-A**

**EAST ABUTMENT DETAILS**  
F.A.P. ROUTE 623 - SECTION X-1BR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 34
FAP 623	X-IBR	LaSalle	126	59	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66617



Worm Drive Hose Clamp  
(Stainless Steel)

**STANDARD PIPE 5"  $\phi$**   
(12 required)  
Cost included with Utility Attachment

Notes:  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts.

\*Epoxy grout p<sub>3</sub>(E) bars in min. 9" drilled holes according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

**NORTH WINGWALL DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

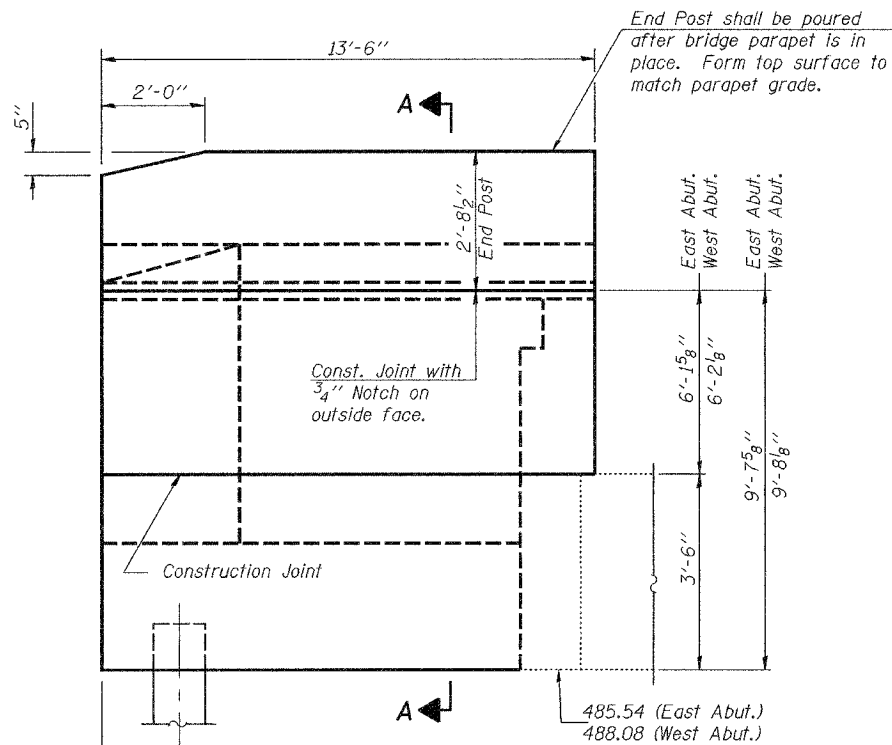
DESIGNED	F.T.	EXAMINED	Thomas J. Domagala
CHECKED	S.M.R.	PASSED	Ralph E. Anderson
DRAWN	BECKY M. LEACH		
CHECKED	F.T./S.M.R.		

February 1, 2007

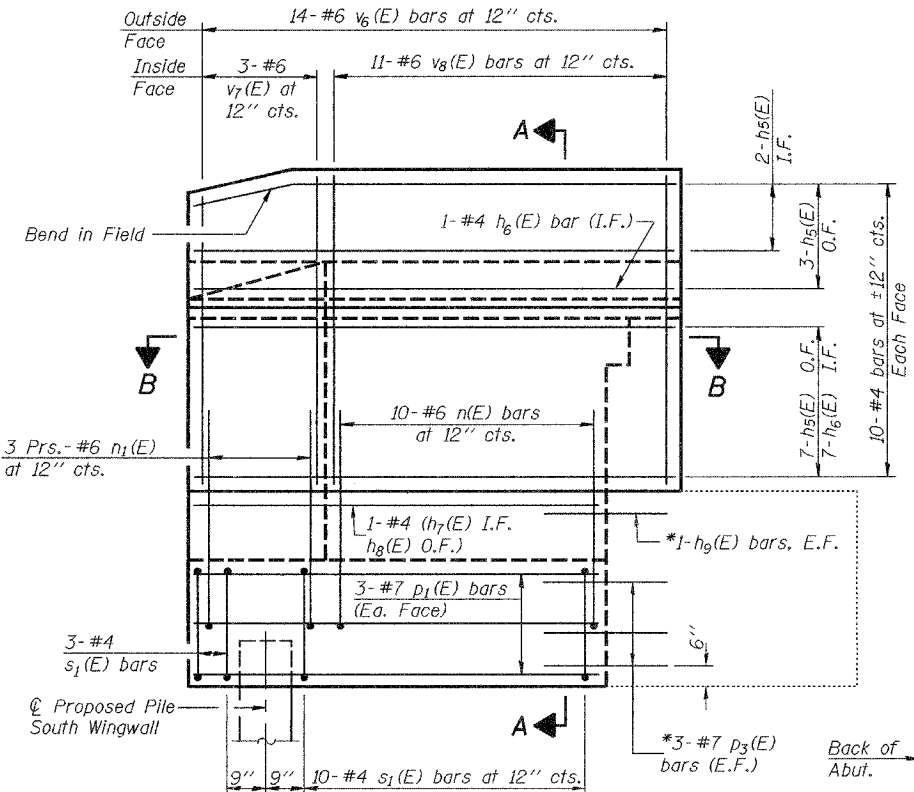
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 35
FAP 623	X-IBR	LaSalle	126	90	41 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

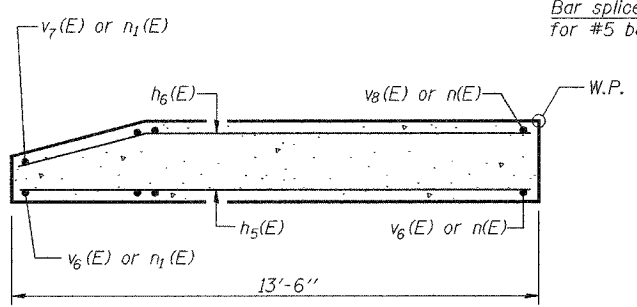
Contract #66617



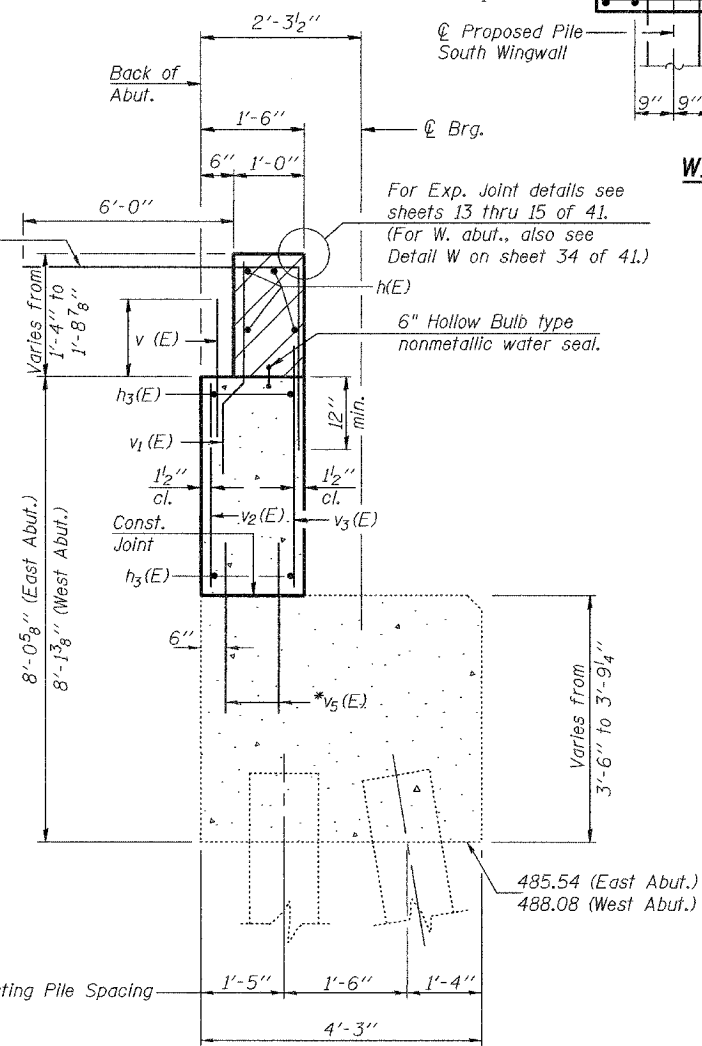
**WING WALL ELEVATION**  
Showing Dimensions  
(Looking North at Southwest Wingwall)  
(Southeast Wingwall is similar)



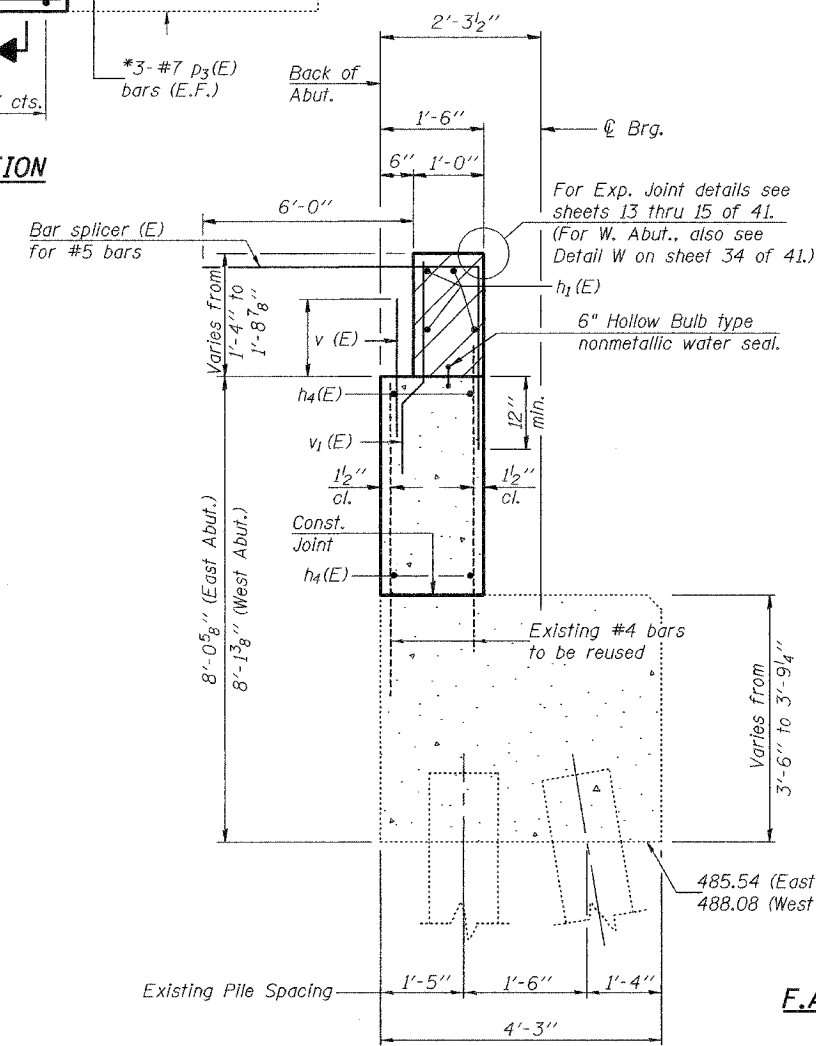
**WING WALL ELEVATION**  
Showing Reinforcement  
(Looking North at Southwest Wingwall)  
(Southeast Wingwall is similar)



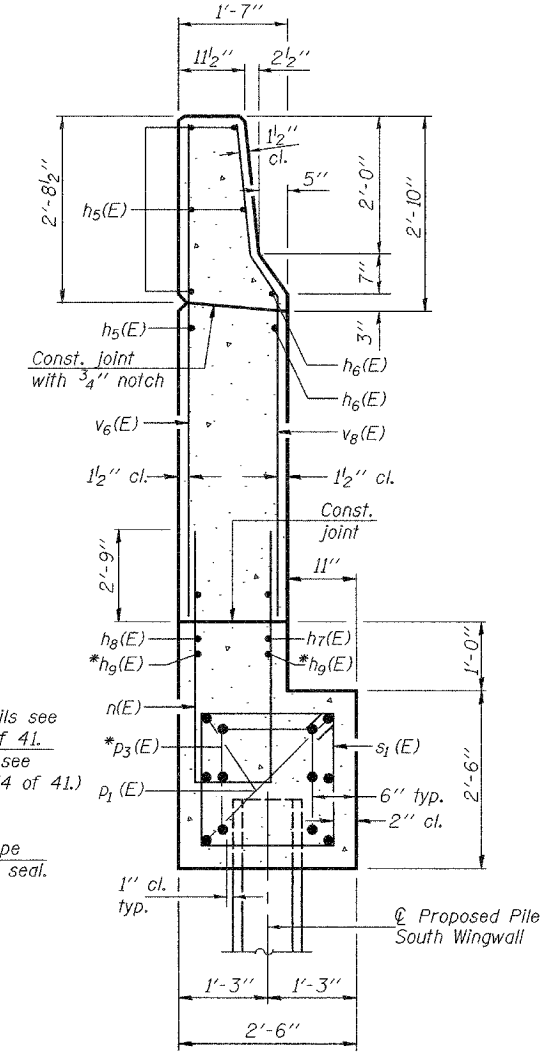
**SECTION B-B**



**SECTION Z-Z**  
(Looking North at West Abutment)  
(East Abutment is similar)



**SECTION Y-Y**  
(Looking North at West Abutment)  
(East Abutment is similar)



**SECTION A-A**

Notes:  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Space reinforcement in cap to miss anchor bolts.  
Quantity of concrete in end post included with Concrete Superstructure on sheet 12 of 41.

\* Epoxy Grout  $h_9(E)$ ,  $p_3(E)$ ,  $v_5(E)$  &  $v_9(E)$  bars in 9" min. drilled holes according to Article 584 of the Standard Specifications  
Cost included with Reinforcement Bars, Epoxy Coated.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

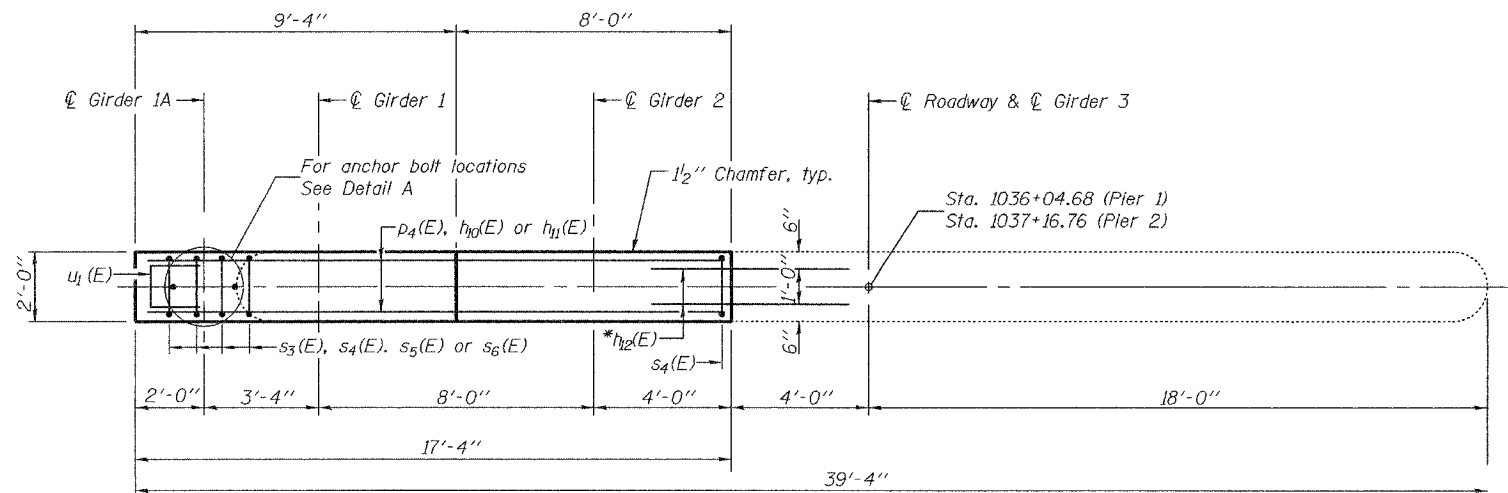
February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**SOUTH WINGWALL DETAILS**  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

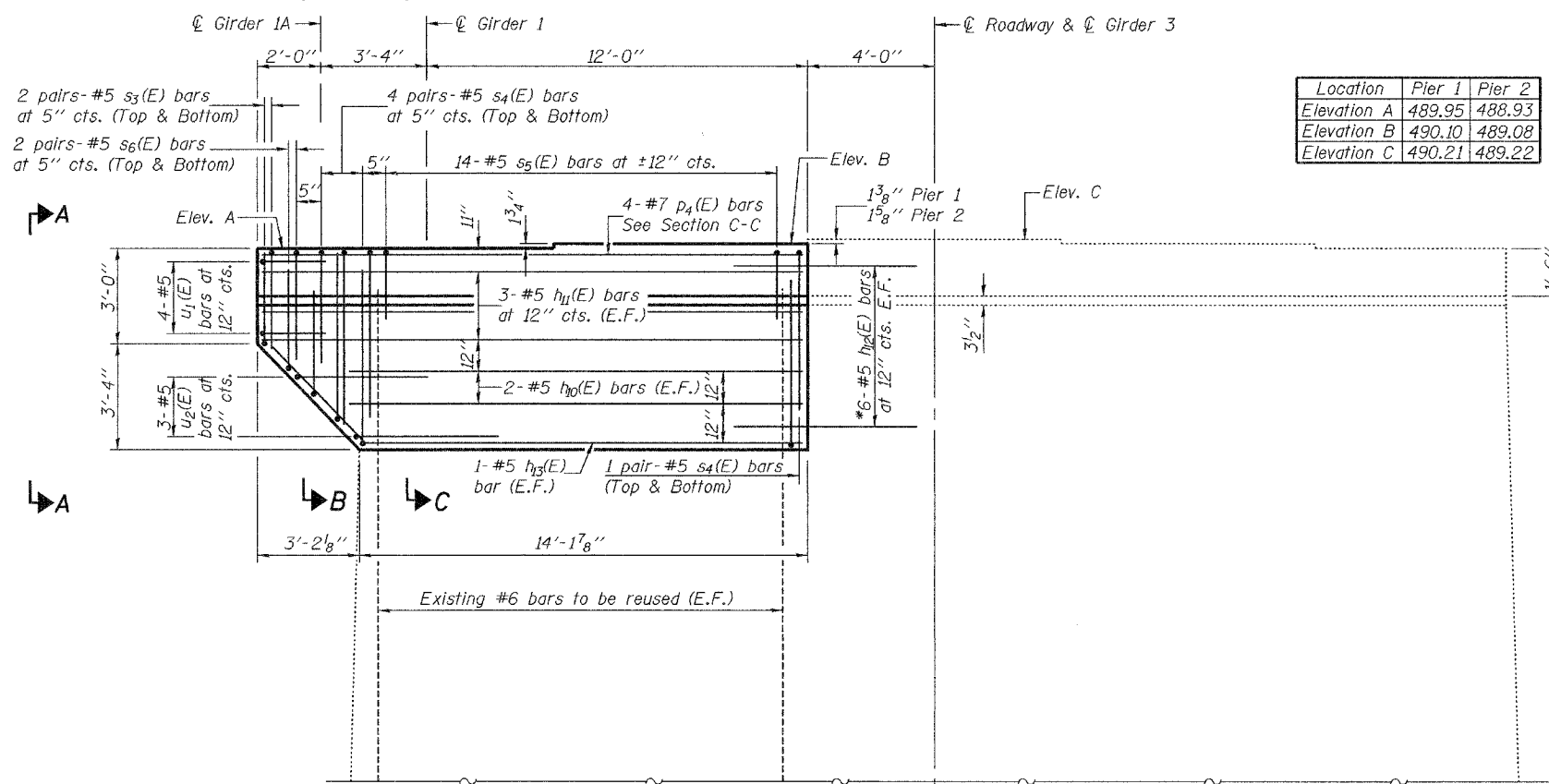
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 36 41 SHEETS
FAP 623	X-IBR	LaSalle	126	91	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66617



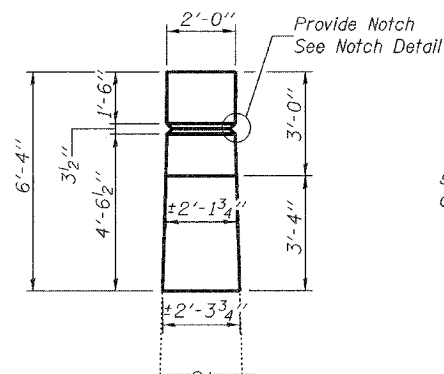
PLAN



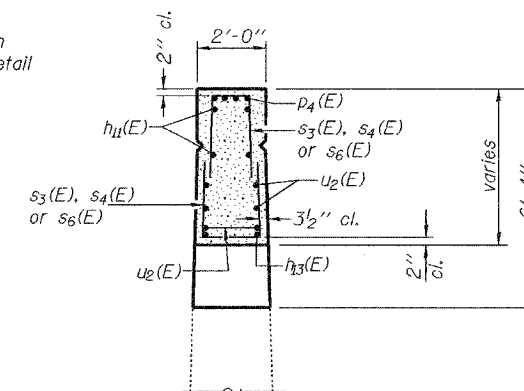
ELEVATION

(Looking East at Piers 1 and 2)

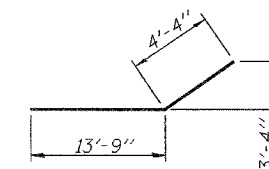
Location	Pier 1	Pier 2
Elevation A	489.95	488.93
Elevation B	490.10	489.08
Elevation C	490.21	489.22



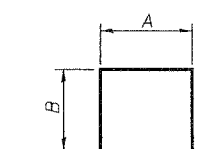
VIEW A-A  
(Looking South)



SECTION B-B  
(Looking South)

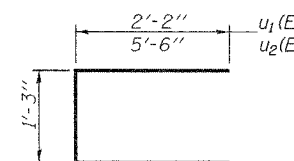


BAR  $h_{13}(E)$

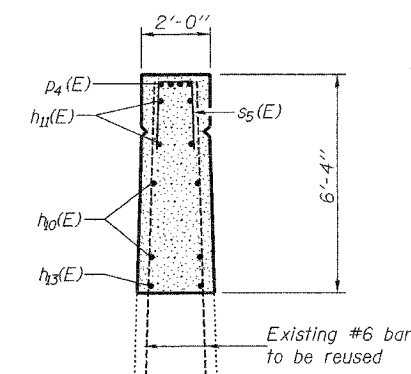


BARS  $s_3(E), s_4(E), s_5(E) \& s_6(E)$

	A	B
$s_3(E)$	1'-5"	2'-9"
$s_4(E)$	1'-5"	4'-3"
$s_5(E)$	1'-5"	2'-2"
$s_6(E)$	1'-5"	3'-6"



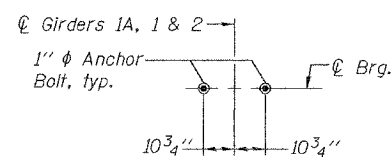
BARS  $u_1(E) \& u_2(E)$



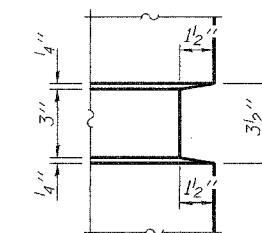
SECTION C-C  
(Looking South)

TWO PIERS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_{10}(E)$	12	#5	13'-9"	—
$h_{11}(E)$	8	#5	17'-1"	—
$h_{12}(E)$	24	#5	2'-11"	—
$h_{13}(E)$	4	#5	18'-1"	—
$p_4(E)$	8	#7	17'-1"	—
$s_3(E)$	8	#5	6'-11"	□
$s_4(E)$	20	#5	9'-11"	□
$s_5(E)$	28	#5	5'-9"	□
$s_6(E)$	8	#5	8'-5"	□
$u_1(E)$	8	#5	5'-7"	□
$u_2(E)$	6	#5	12'-3"	□
Concrete Structures		Cu. Yd.	16.0	
Reinforcement Bars, Epoxy Coated		Pound	1370	



DETAIL A



NOTCH DETAIL

\*Epoxy grout  $h_{12}(E)$  bars in 9" min. drilled holes according to Article 584 of the Standard Specifications. Space drilled holes in existing cap to miss existing reinforcement. Cost included with Reinforcement Bars, Epoxy Coated.

Notes:  
See sheet 29 of 41 for Concrete Removal Details.  
See sheet 26 of 41 for Anchor Bolt Installation.  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

EXAMINED	February 1, 2007	Thomas J. Domagala
PASSED		Ralph E. Anderson

PIERS  
F.A.P. ROUTE 623 - SECTION X-IBR  
LaSALLE COUNTY  
STATION 1036+60.72  
STRUCTURE NO. 050-0094

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.
FAP 623	X-IBR	LaSalle	126	92
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 37

41 SHEETS

Contract #66617

**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.

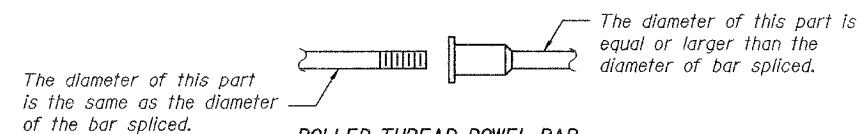
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.

$A_t$  = Tensile stress area of lapped reinforcement bars.

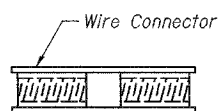
\* = 28 day concrete



ROLLED THREAD DOWEL BAR



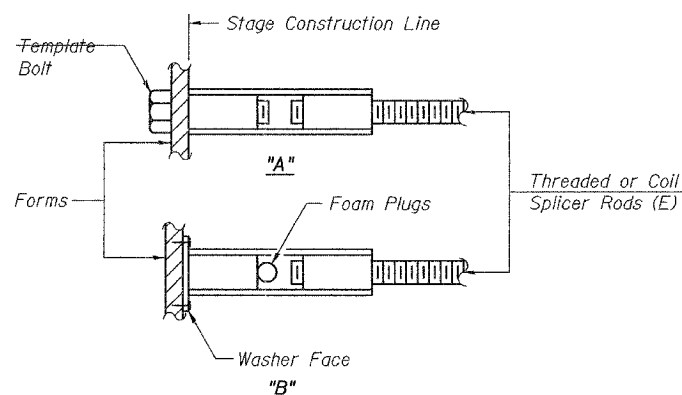
\*\* ONE PIECE



WELDED SECTIONS

**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



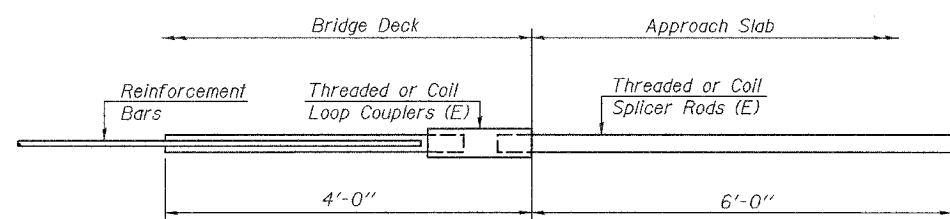
**INSTALLATION AND SETTING METHODS**

"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.

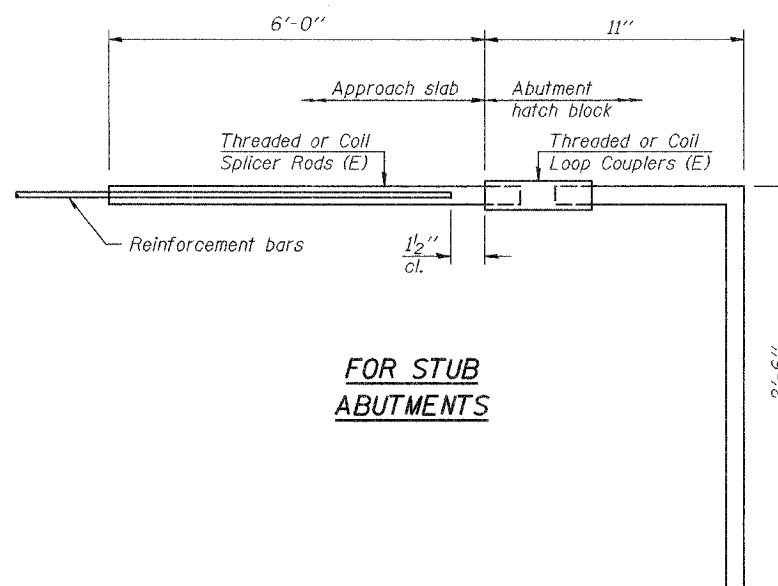
(E) : Indicates epoxy coating.

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



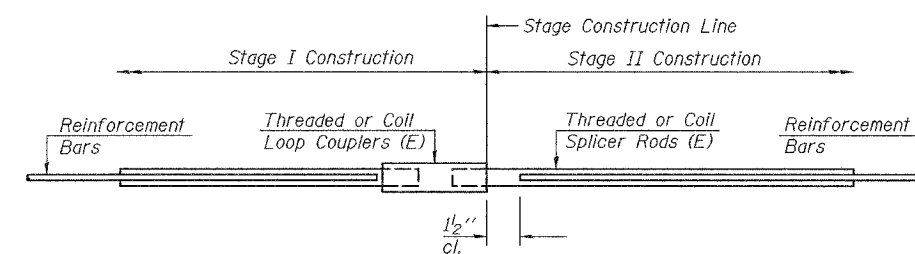
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

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



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 78



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	1063	Deck
#5	20	Abutment
#6	8	Abutment

**BAR SPLICER ASSEMBLY DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	DECKY M. LEACH
CHECKED	F.T./S.M.R.

February 1, 2007  
EXAMINED *Thomas J. Domagalaki*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1

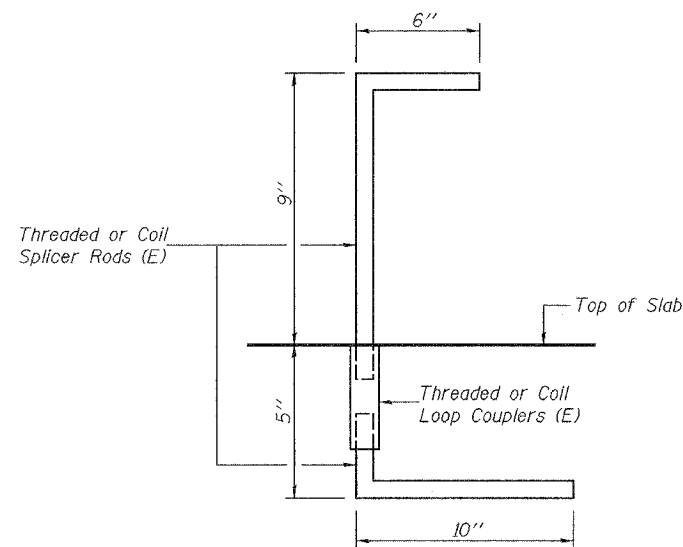
11-1-06

Note:  
For remainder of bar splicer details, see sheet 38 of 41.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 38 41 SHEETS
FAP 623	X-IBR	LaSalle	126	93	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

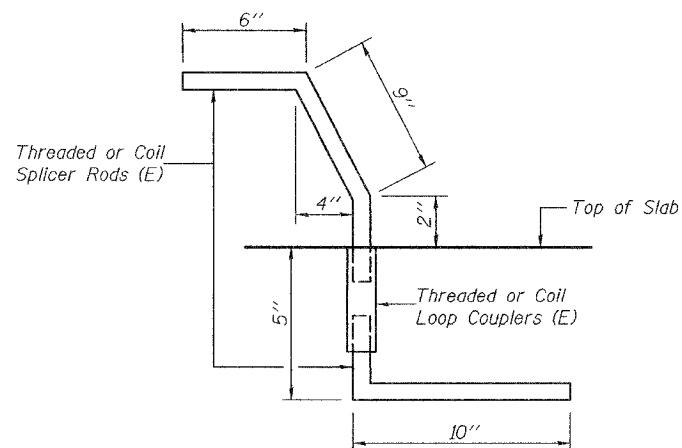
Contract #66617



**BAR SPLICER (E), TYPE II**  
**BAR ASSEMBLY DETAIL FOR #4 BAR**  
**AT NORTH PARAPET**

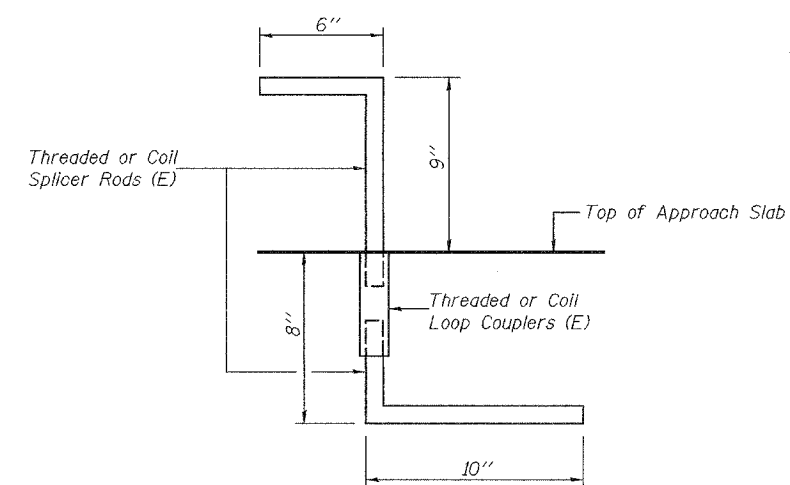
315 required

\*Quantities for these Bar Splicers are included with Bridge Approach Pavement (Special). See Roadway Plans.



**BAR SPLICER (E), TYPE I**  
**BAR ASSEMBLY DETAIL FOR #5 BAR**  
**AT NORTH PARAPET**

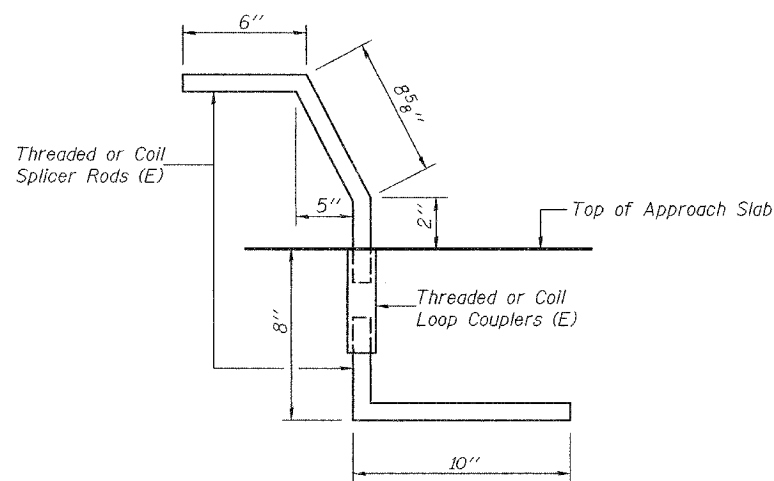
315 required



**BAR SPLICER (E), TYPE IV**  
**BAR ASSEMBLY DETAIL FOR #4 BAR**  
**AT NORTH APPROACH PARAPET**

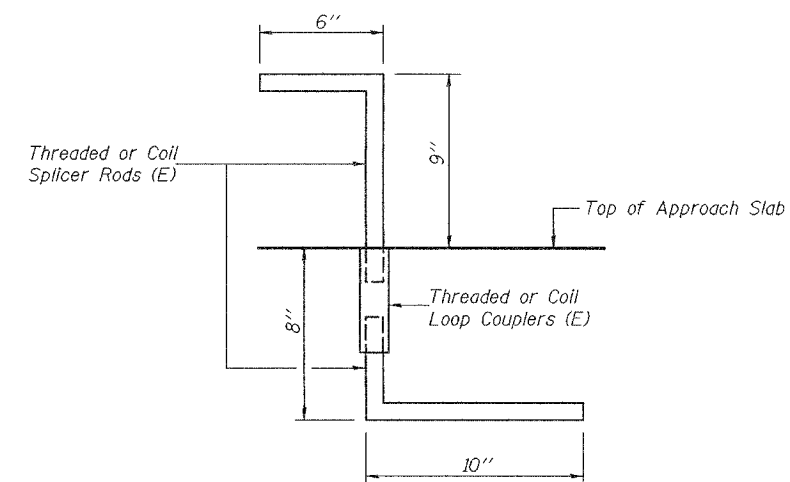
\*68 required

Note:  
The open end of the casted bar splicer shall be plugged with an insert subject to the approval of the Engineer. The insert used to plug the open end of the cast bar splicer shall allow traffic to pass over without causing vehicular damage and shall be easy to remove. Cost of inserts included with Bar Splicers. The unused half of the bar splicers shall be stored until Stage III Construction.



**BAR SPLICER (E), TYPE III**  
**BAR ASSEMBLY DETAIL FOR #5 BAR**  
**AT NORTH APPROACH PARAPET**

\*62 required



**BAR SPLICER (E), TYPE V**  
**BAR ASSEMBLY DETAIL FOR #5 BAR**  
**AT NORTH APPROACH PARAPET**

\*6 required

DESIGNED	F.T.
CHECKED	S.M.R.
DRAWN	BECKY M. LEACH
CHECKED	F.T./S.M.R.

EXAMINED	February 1, 2007
PASSED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

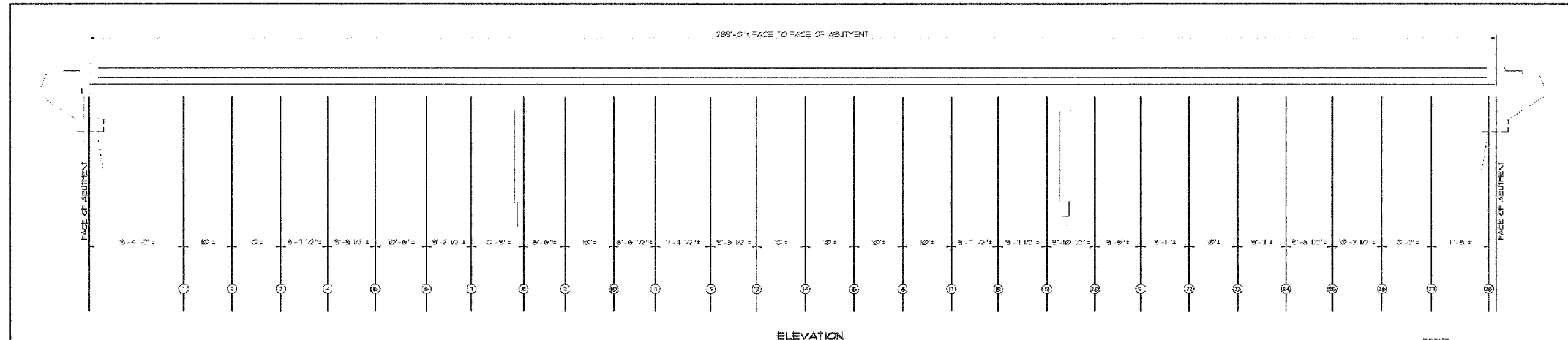
**BAR SPLICER ASSEMBLY DETAILS**  
**F.A.P. ROUTE 623 - SECTION X-IBR**  
**LaSALLE COUNTY**  
**STATION 1036+60.72**  
**STRUCTURE NO. 050-0094**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 623	X-IBR	LaSalle	126	94
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 39  
41 SHEETS

Contract #66617



SEQUENCE OF WORK

- FIELD MEASURE ELEVATION OF BOTTOM OF EXISTING GROUND AND BOTTOM OF PIPE PRIOR TO STAGE I REMOVAL OF DECK.
- FABRICATE TEMPORARY SUPPORTS.
- REMOVE TEMPORARY SUPPORTS FOR STAGE II PRIOR TO STAGE II REMOVAL OF DECK.
- CONSTRUCT STAGE II DECK WITH CAST-IN-PLACE ANCHOR DEVICES AND ATTACH NEW CHANNELS FOR PIPE SUPPORT TO NEW DECK.
- REMOVE TEMPORARY PIPE SUPPORT.
- PAINTING OF STRUCTURAL STEEL OF ANCHOR ATTACHMENT TO BE DONE UNDER SEPARATE CONTRACT.

NOTES

- EXISTING HORIZONTAL ATTACHMENTS BETWEEN PIPE AND GROUND SHALL REMAIN AND BE REFINISHED AS PERMANENT PIPE SUPPORT.
- LOCATE TEMPORARY PIPE SUPPORTS AS CLOSE AS PRACTICAL TO EXISTING HANGERS AT HANGER T-SPLTS. PROVIDE TIMBER GRIPERS FROM GROUND FOR HANGERS.
- STEEL SHAPES AND PLATES SHALL BE CONFORM TO THE REQUIREMENTS OF AISC-13.5 GRADE 50.
- BOLTS AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A307. FOR 4.8-8 STRENGTH BOLTS, NUTS AND WASHERS NOTED U-C SHALL CONFORM TO AASHTO M184.

- ANCHOR DEVICE EMBEDDED IN CONCRETE SHALL BE GALVANIZED AFTER SHOP FABRICATION ACCORDING TO AASHTO M1 AND ASTM A309.
- 24 X 24 ANGLES AND PLATES TO REMAIN AS PART OF PERMANENT HANGER SHALL BE GALVANIZED ACCORDING TO AASHTO M184.
- THE EXISTING PIPE INSULATION SHALL BE REMOVED TO 2" OUTSIDE OF HANGER. THE NEW INSULATION SHALL BE A MINIMUM OF 3" THICK WITH THERMAL CONDUCTIVITY <math>k</math> OF 0.28 BTU IN/HR FT<sup>2</sup> OR EQUIVALENT USING 25% BIT OR 25% TRIP METHOD, AND WITH A MINIMUM SERVICE TEMPERATURE OF 110°F. THE JACKING MATERIAL SHALL BE ALUMINUM WITH A MINIMUM THICKNESS OF 222 MICRONS AND SECURED WITH ALUMINUM BANDS AND CRIMPED SEALS. THE INSULATION SHALL COMPLETELY FILL THE ANNULAR AIR SPACE BETWEEN THE PIPE AND JACKING.

ELEVATION  
LOOKING NORTH

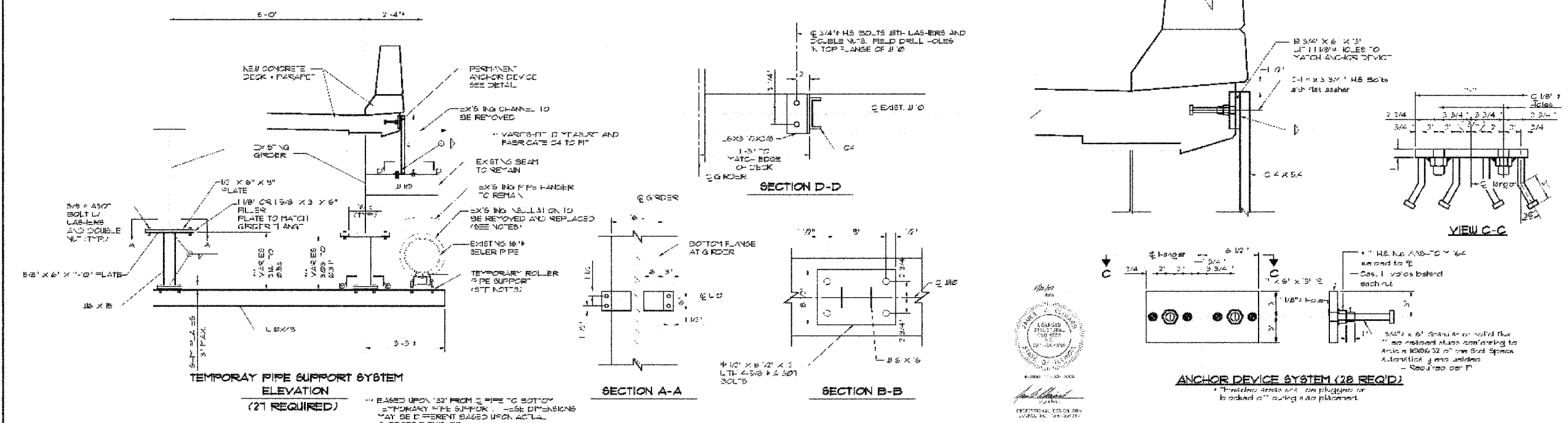
- THE TEMPORARY ROLLER PIPE SUPPORT SHALL INCLUDE AN INSULATION PROTECTON BARRI AND SHALL CONFORM WITH FEDERAL SPECIFICATION FOR ADJUSTABLE OR FIXED PIPE ROLLERS AND OR CHAINS AND SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS/RECOMMENDATIONS.
- THE WORK TO TURN OFF, INSTALL AND REMOVE TEMPORARY PIPE SUPPORT SYSTEM AND TO REMOVE AND INSTALL NEW ANCHOR DEVICE SYSTEM WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UTILITY ATTACHMENT.

- THE ESTIMATED WEIGHT OF THE ATTACHMENTS ARE:
- |                              |             |
|------------------------------|-------------|
| 5" DUCTILE IRON PIPE         | 80 LBS/FT   |
| SEALANT (FULL)               | 812 LBS/FT  |
| INSULATION                   | 15 LBS/FT   |
| EXISTING PIPE HANGERS (EST.) | 218 LBS/FT  |
| TOTAL                        | 1080 LBS/FT |

- COST OF FIELD MEASURING, FIELD WELDING AND REMOVAL OF EXISTING CHANNEL INCLUDED WITH UTILITY ATTACHMENT.

LEGEND

- ④ EXISTING PIPE HANGER NUMBER 4



DRAWN BY: ARR	CAD/DWG: DETAIL	REVISIONS
CHICKLID BY: JKC	DATE: 7/05	DATE: BY:

CHAMBERS & ASSOCIATES  
PERU MORRIS ILLINOIS

U.S. ROUTE 6 OVER LITTLE  
VERMILION, 2003

SANITARY SEWER PIPE SUPPORTS  
AND DETAILS

SCALE: AS NOTED	SHEET 1
ILL. NO.: 11440.00-1	OF 1



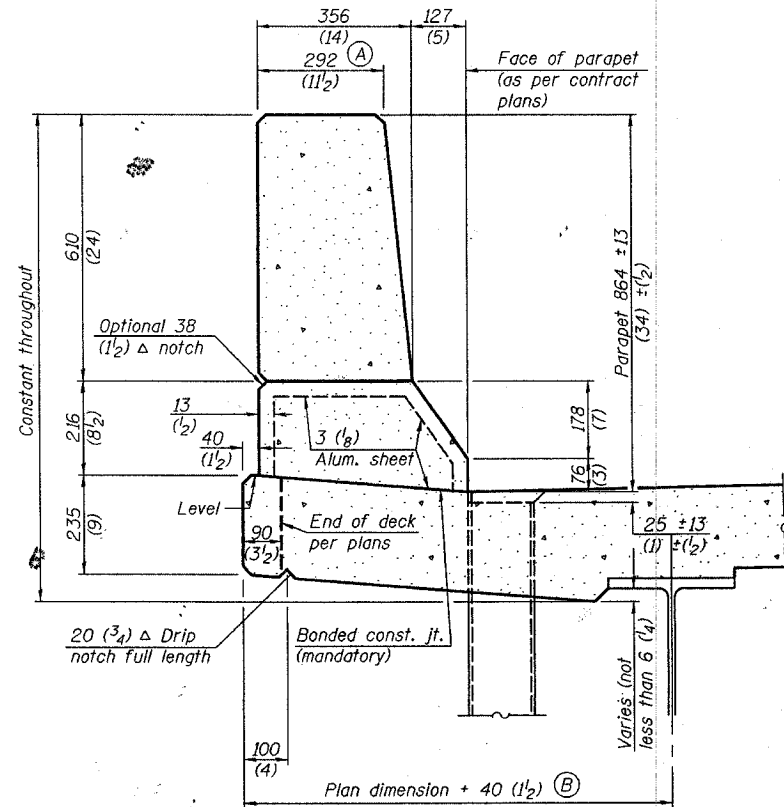




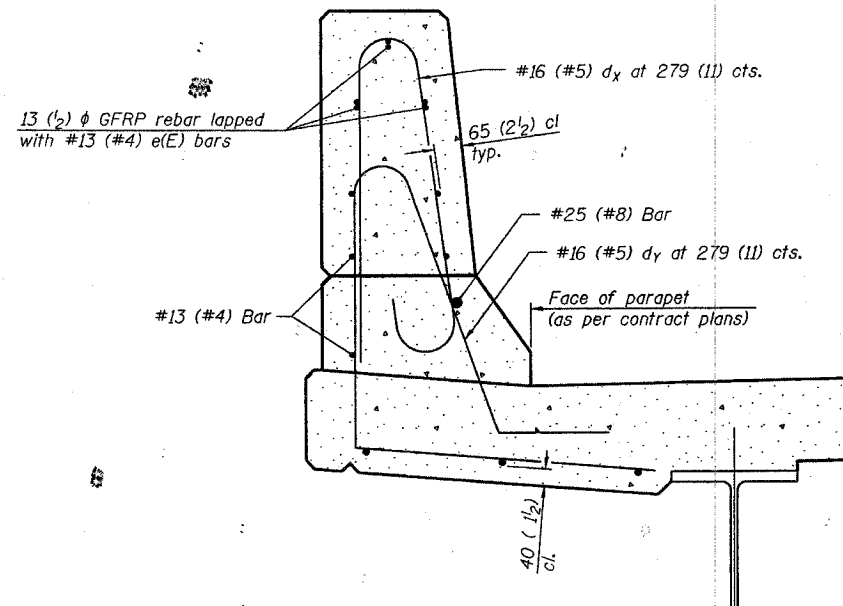
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 623	X-1BR	LaSalle	126	96A	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

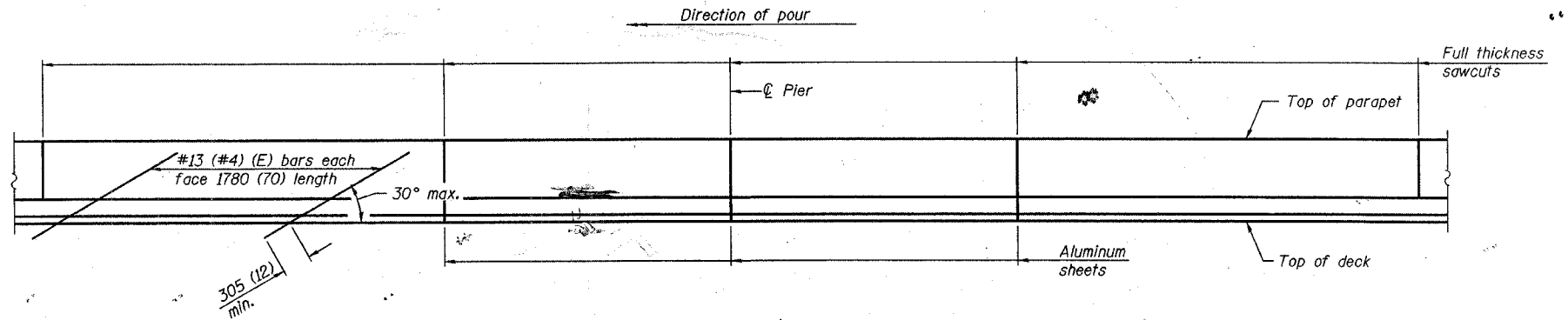
Contract # 666017



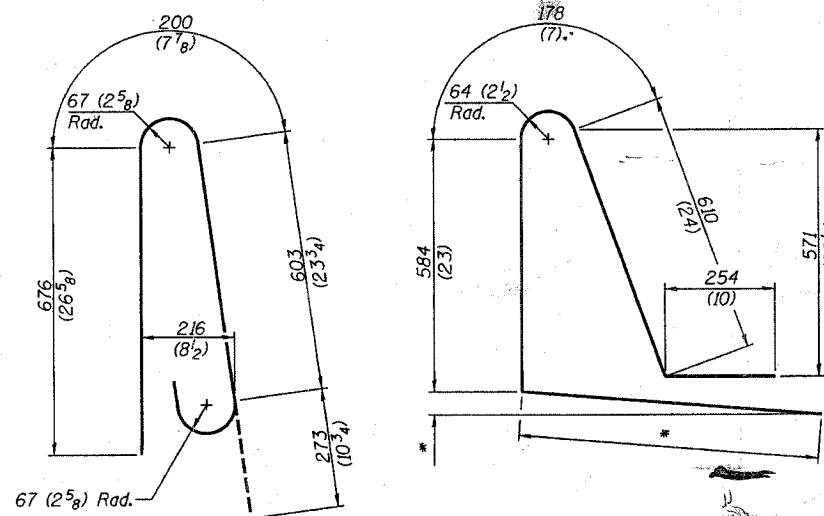
**SECTION**  
(Showing dimensions)



**SECTION**  
(Showing required reinforcement)

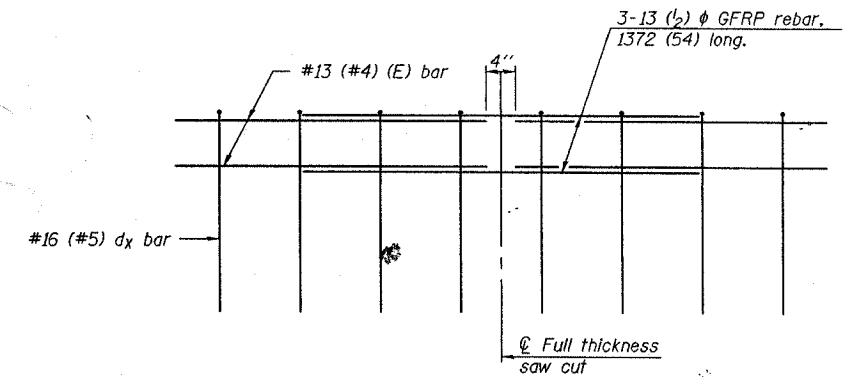


**ELEVATION**  
(Showing parapet joints and typical stiffening reinforcement between joints)



**BAR dx(e)**

**BAR d(e)**  
\* Per contract plans



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

**GENERAL NOTES**

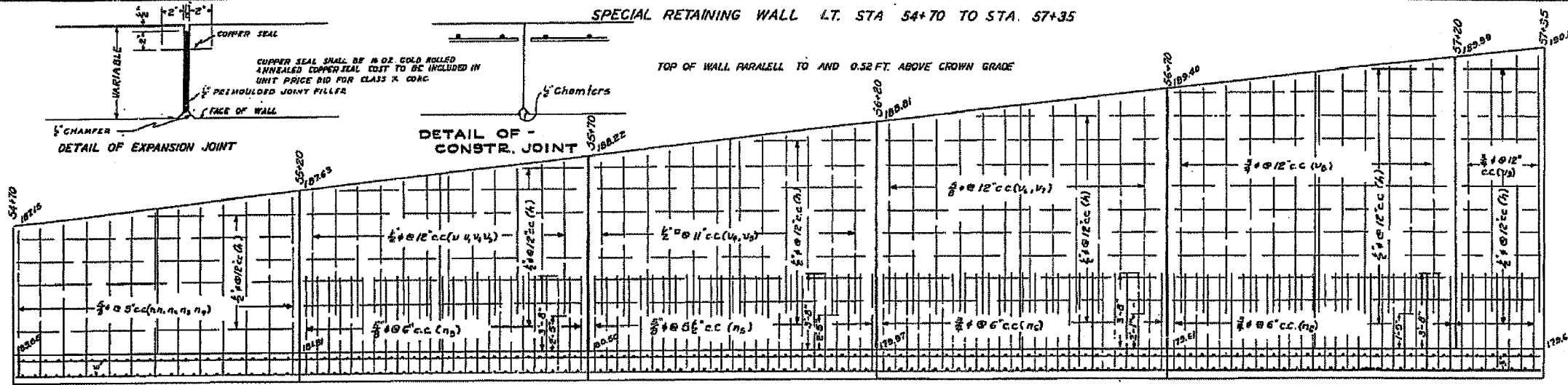
All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0422 m<sup>3</sup>/m (0.165 cu. yds./ft.) of parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

**CONCRETE PARAPET  
SLIPFORMING OPTION**

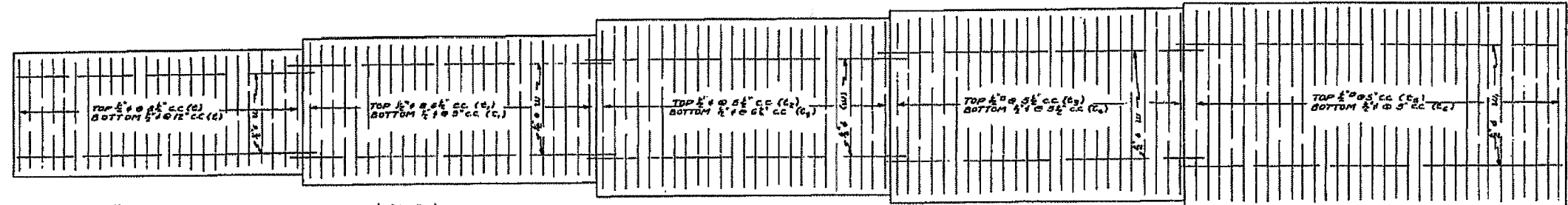
**NOTE: INFORMATION FOR RETAINING WALL EAST OF STRUCTURE UNAVAILABLE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	97
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R, DM & (X-1)RS, & BR				

ROUTE 7 SEC 34 LA SALLE CO.



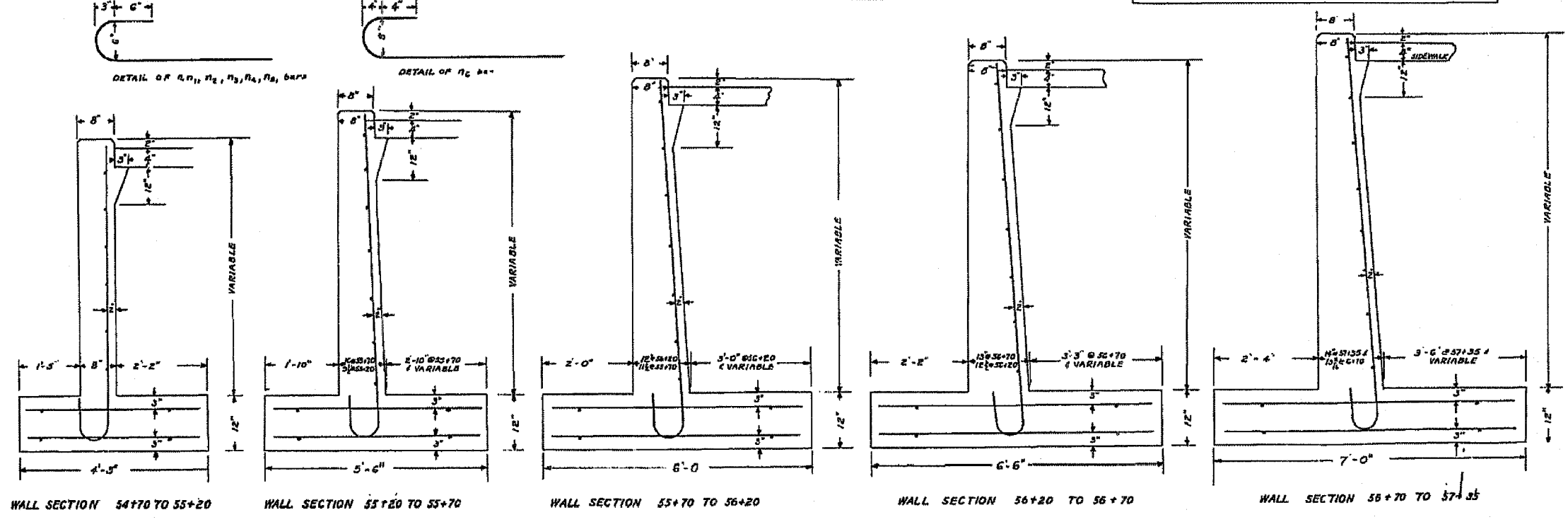
PREMOLDED JOINT FILLER EXPANSION JOINT WITH COPPER SEAL AT STA. 55+20-56+70-56+20 & 57+20 & 55+70  
CONSTRUCTION JOINTS AT STA 54+95-55+45-55+95-56+45 AND 56+95



NO.	SECTION	QUANTITY	UNIT	AMOUNT
7	3d	LA SALLE	3d	25

BAR NO.	SIZE	LENGTH
h	8d	24'-6"
h1	10	14'-6"
n	15	5'-6"
n1	15	4'-0"
n2	15	6'-6"
n3	15	7'-0"
n4	7	7'-3"
n5	210	5'-6"
n6	230	5'-6"
v	12	3'-6"
v1	12	4'-0"
v2	13	4'-6"
v3	13	5'-0"
v4	27	5'-6"
v5	27	6'-0"
v6	25	7'-0"
v7	25	7'-6"
v8	50	8'-3"
v9	15	8'-6"
t	121	6'-0"
t1	189	5'-3"
t2	202	5'-3"
t3	110	6'-3"
t4	110	6'-3"
t5	156	6'-9"
t6	156	6'-9"
w	32	25'-3"
w1	12	23'-0"

REINFORCEMENT BARS 11590  
CLASS X CONC. 1240 CU YD.

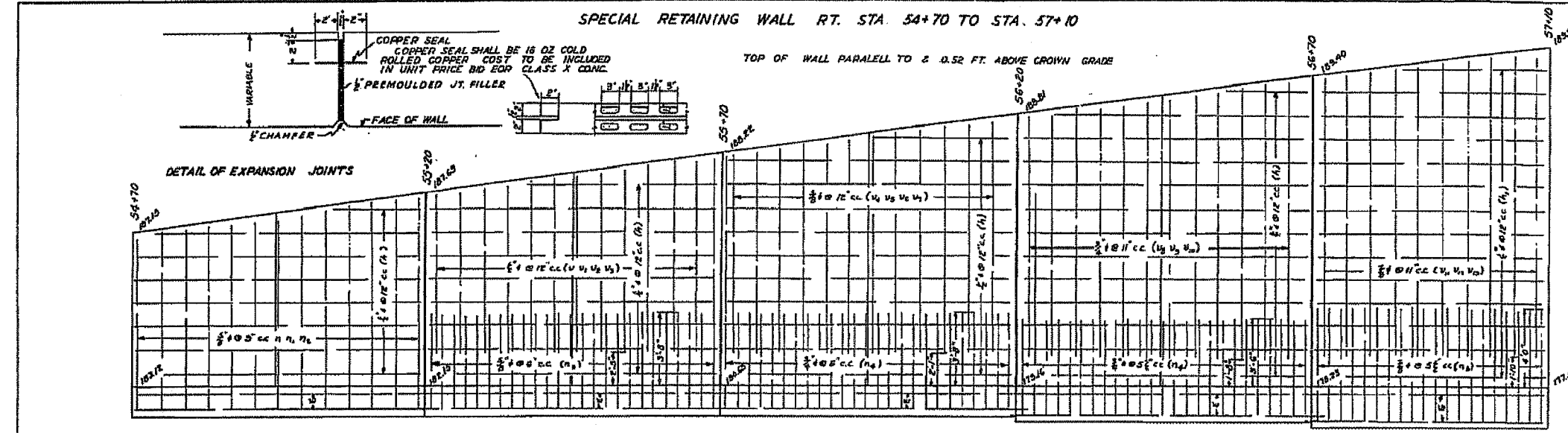


**FOR INFORMATION ONLY**

**EXISTING RETAINING WALL**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	98
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R, DM & (X-1)RS, & BR				

ROUTE 7 SEC. 34 LA SALLE CO.



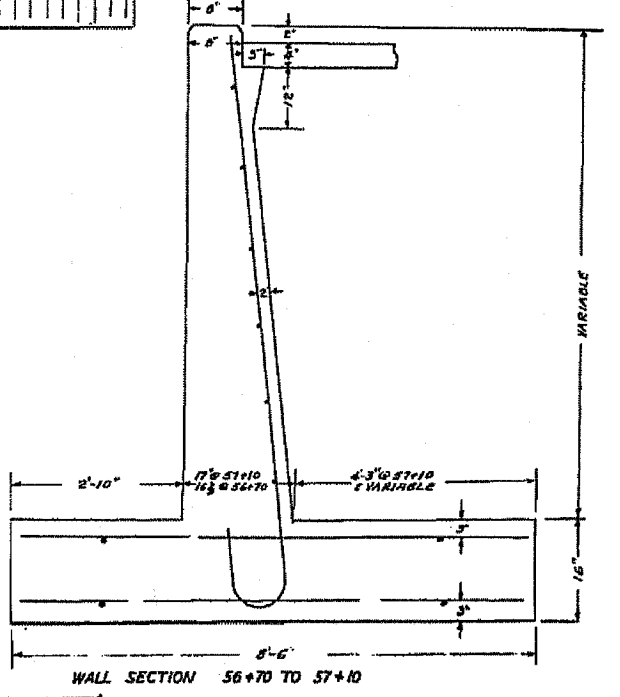
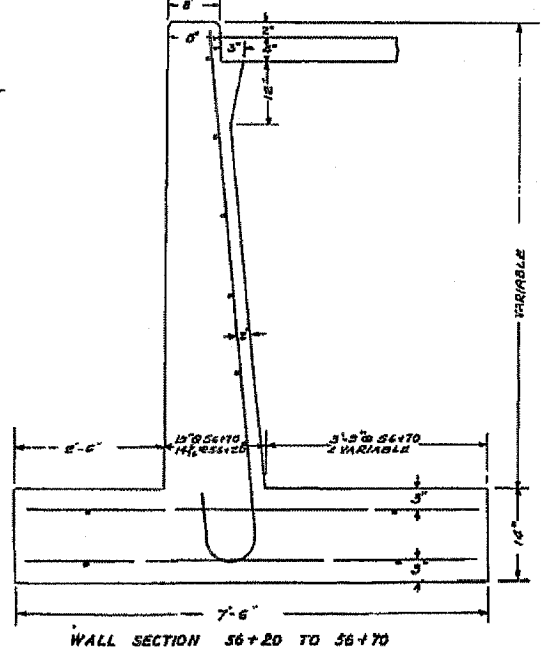
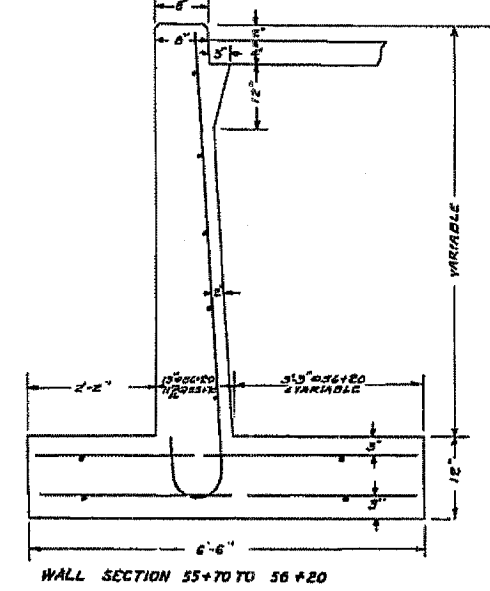
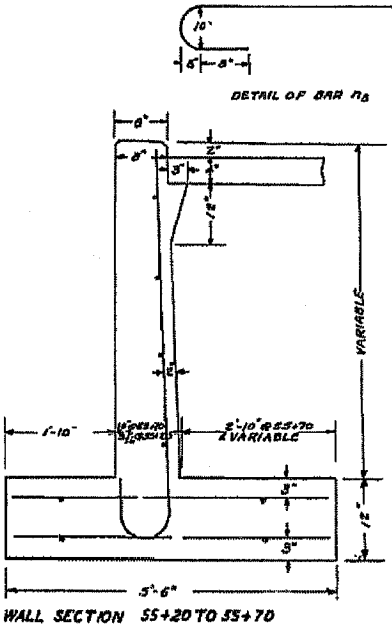
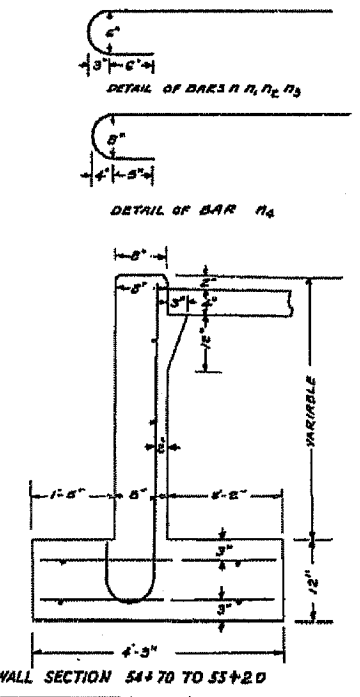
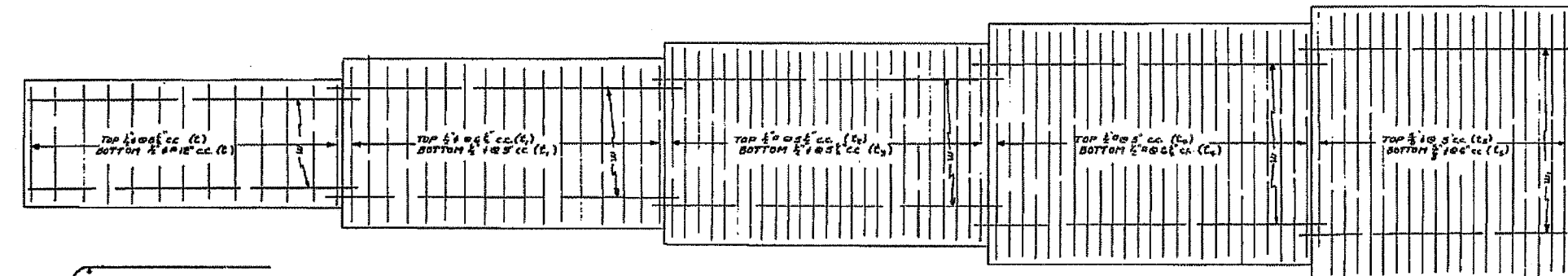
SECTION	COMMIT	DATE	BY
7 34	La Salle	34	26

**BILL OF MATERIAL**

bar	No.	SIZE	LENGTH
n	23	3/8"	6'-0"
n1	22	3/8"	6'-6"
n2	22	3/8"	7'-0"
n3	100	3/8"	5'-6"
n4	209	3/8"	5'-6"
n5	98	3/8"	5'-3"
v	15	3/8"	3'-3"
v1	15	3/8"	3'-9"
v2	12	3/8"	4'-3"
v3	12	3/8"	4'-9"
v4	13	3/8"	5'-3"
v5	12	3/8"	5'-9"
v6	12	3/8"	6'-3"
v7	12	3/8"	7'-3"
v8	18	3/8"	8'-3"
v9	18	3/8"	8'-9"
v10	12	3/8"	5'-3"
v11	15	3/8"	5'-9"
v12	15	3/8"	6'-3"
v13	14	3/8"	10'-3"
h	63	3/8"	24'-6"
h1	23	3/8"	20'-0"
w	32	3/8"	26'-3"
w1	8	3/8"	21'-0"
c	121	3/8"	4'-0"
c1	128	3/8"	5'-3"
c2	109	3/8"	6'-3"
c3	109	3/8"	6'-3"
c4	212	3/8"	7'-3"
c5	176	3/8"	8'-3"

REINFORCEMENT BARS 12,760  
CLASS X CONC. 125.4 cu yds

PREMOLDED JOINT FILLER EXPANSION JOINT WITH COPPER SEAL AT STA. 55+20-55+70-56+20 & 56+70  
CONSTRUCTION JOINTS AT STA 54+96-55-45-55-95 AND 56+45



FOR INFORMATION ONLY

EXISTING RETAINING WALL

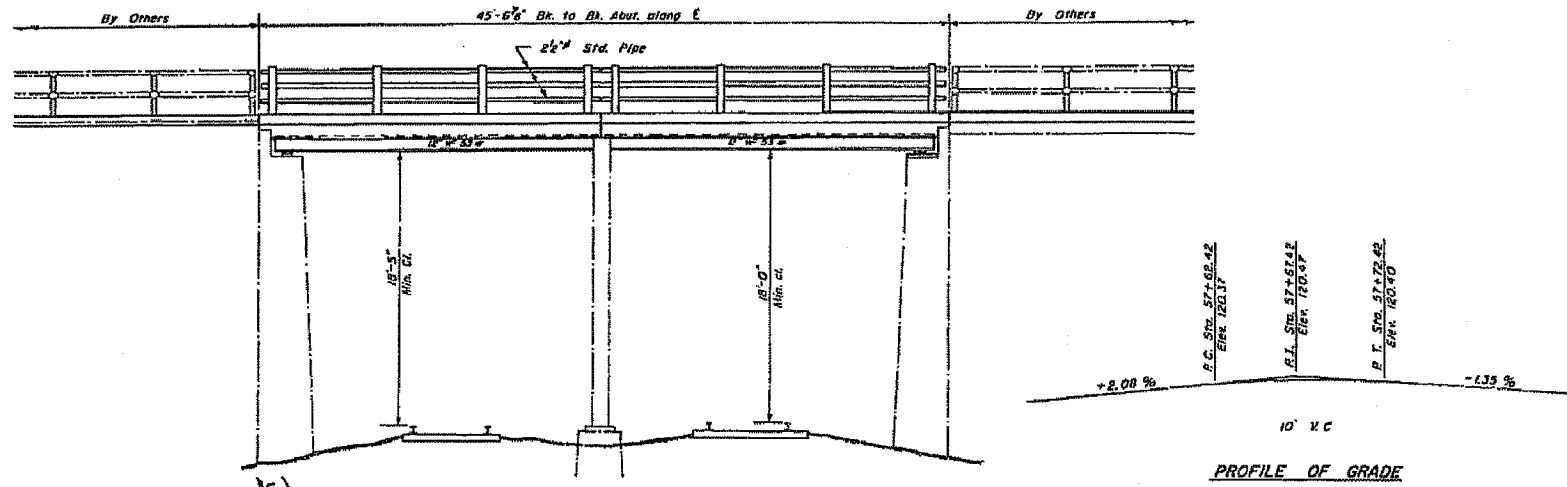
**NOTE: INFORMATION FOR SUBSTRUCTURE UNAVAILABLE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	99
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*(34)R, DM & (X-1)RS, & BR				

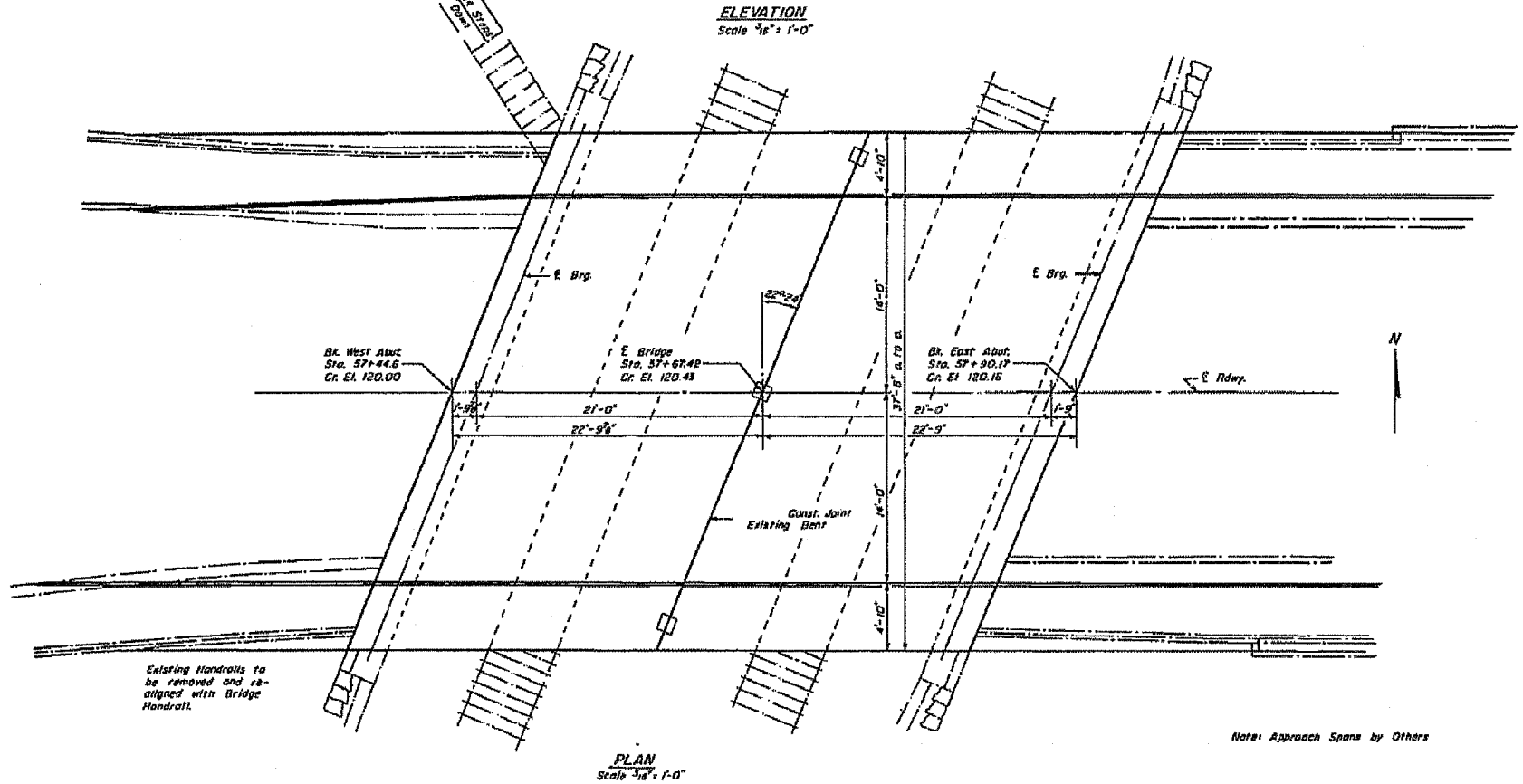
B.M. Large D. N.E. Corner Abut. Lt. Sta. 7+90.  
Contractor shall remove existing Superstructure (Timber Floor-3-Beam Stringers) No Salvage.

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

PROJECT NO.	SECTION	DESIGNER	TOTAL SHEETS	SHEET NO.	SHEET NO. / SHEETS
66617	34	L. A. Salla	126	99	99 / 126



**GENERAL NOTES**  
Class X Concrete shall be used thruout.  
The Concrete floor slab shall be finished in accordance with Article 51.18(a) of the Standard Specifications.  
High Strength Bolts shall be used for all field connections. (See Special Provisions.)  
All bearing plates, load plates, shims and anchor bolts shall be fabricated and set in accordance with Article 51.14 of the Standard Specifications and are included in quantity of structural steel.  
Except as otherwise provided all new structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 57.1 to 57.5 inclusive of the standard specifications.  
All paint shall be furnished and applied by the Contractor.  
The Existing Superstructure shall be removed and disposed of as directed by the Engineer.  
Railing shall be adjusted to true alignment after Curbs have been poured.



**TOTAL BILL OF MATERIAL**

Class X Concrete	CU Yd.	SS. 2
Reinforcement Bars	Lb.	7,910
Structural Steel	Lb.	25,180
Metal Handrail	LIN. FT.	91
Name Plate	EA.	One
Removal of Existing Superstructure	EA.	One

STATION 57+67.42  
BUILT 19 BY  
STATE OF ILLINOIS  
S.B.I. RT. 7 SEC 34  
LOADING H20-S16

NAME PLATE DETAIL  
See Std. 2113

DESIGNED: *James J. Hartung*  
CHECKED: *R. E. Sanderson*  
DRAWN: *W. A. Szymon*  
CHECKED: *James J. Hartung*

DATE: **MARCH 3 1958**  
EXAMINED: *W. H. Romaine*  
PASSED:  
APPROVED:

**STRESSES**  
f<sub>c</sub> = 1400 psi  
f<sub>s</sub> = 18,000 psi (Struct.)  
f<sub>s</sub> = 20,000 psi (Reinf.)  
n = 10

LOADING H20-S16-44

GENERAL PLAN & ELEVATION  
I.C. RR. OVERHEAD  
S.B.I. RT. 7 SECTION 34  
LA SALLE COUNTY  
STATION 57+67.42

**FOR INFORMATION ONLY**

**EXISTING SN 050-0095**

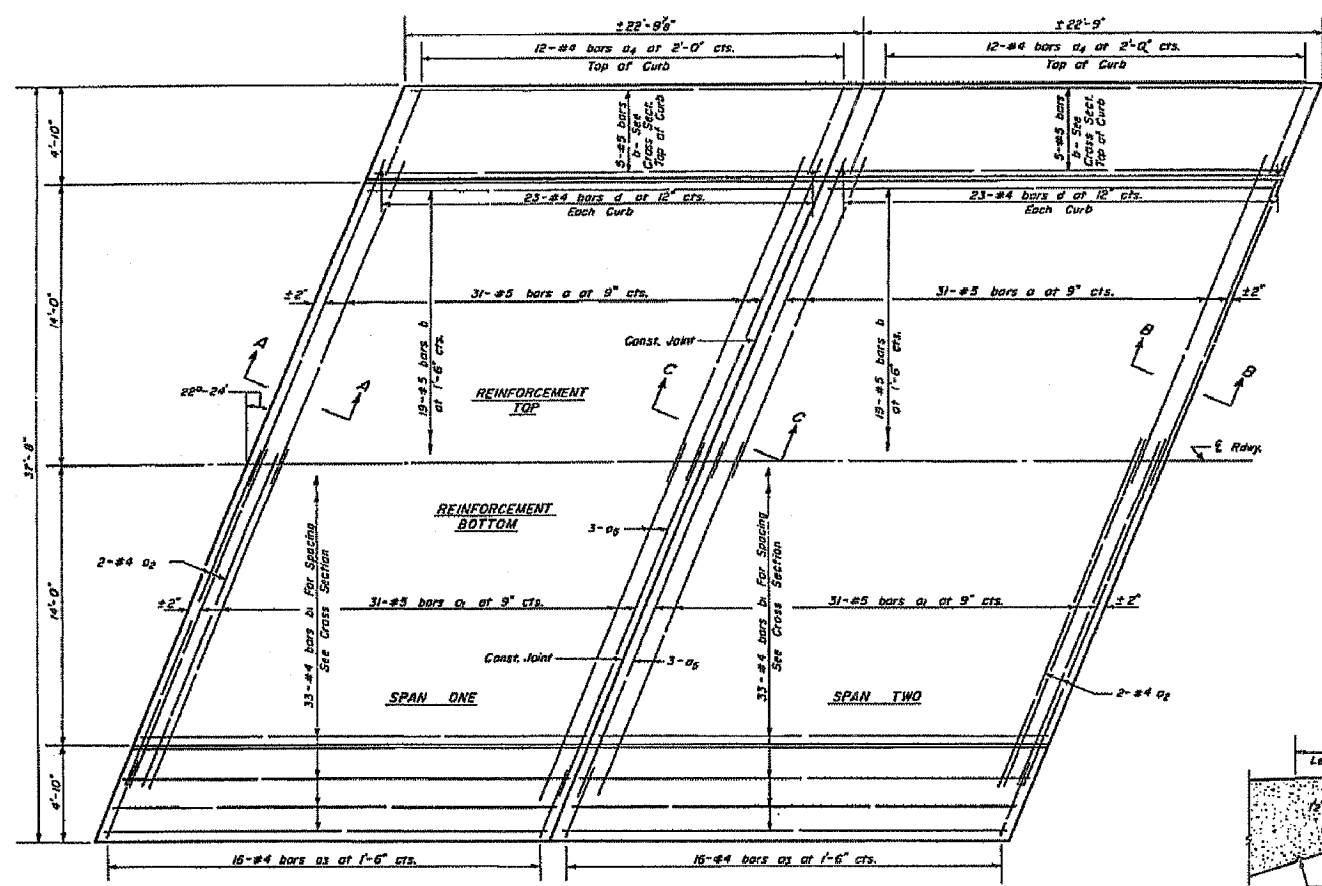
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	100
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*134R, DM & (X-1)RS, & BR

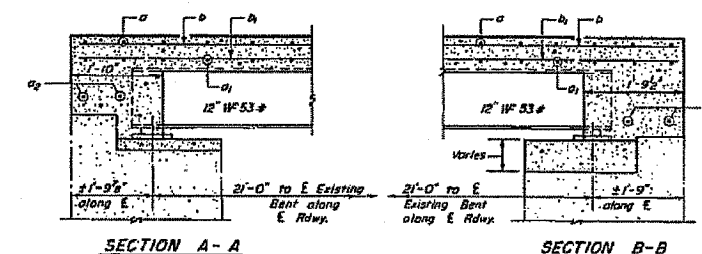
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

DATE	REVISION	BY	DATE	SHEET NO.
7	34-1	L. A. Sella	12	8

SHEET NO 2  
4 SHEETS

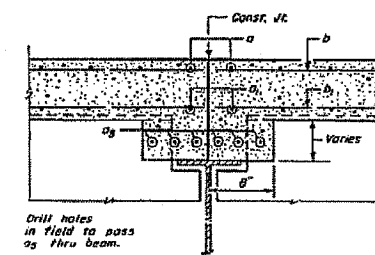


PLAN

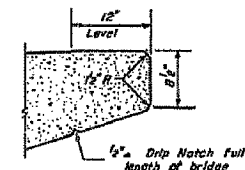


SECTION A-A

SECTION B-B



SECTION C-C

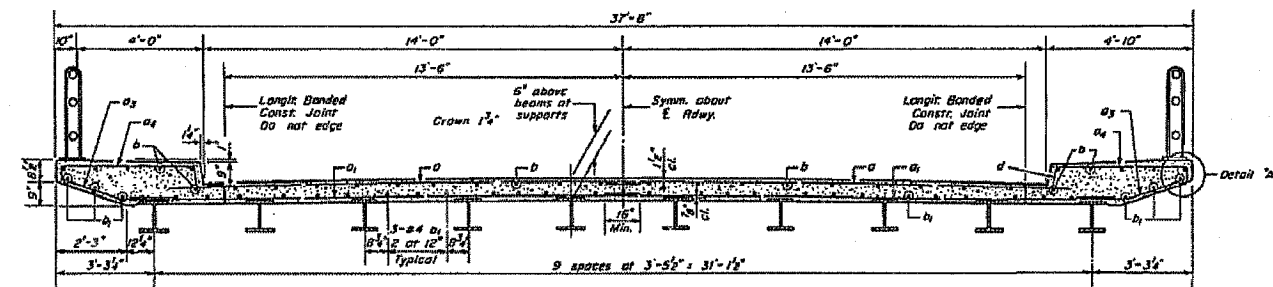


DETAIL 'A'

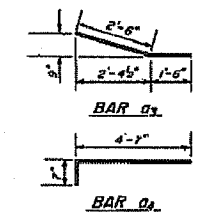
BILL OF MATERIAL

Bar	No	Size	Length	Shape
a	124	#5	17'-0"	—
a1	124	#5	18'-9"	—
a2	8	#4	20'-9"	—
a3	64	#4	4'-0"	—
a4	48	#4	3'-2"	—
a5	12	#4	18'-0"	—
b	38	#5	22'-6"	—
b1	66	#4	22'-6"	—
d	92	#4	1'-0"	—
p	6	#6	14'-9"	—
p1	6	#8	16'-9"	—

\* Class X Concrete Cu. Yd. 52.5  
\* Reinforcement Bars Lb. 7910  
\* Quantities include Abutment Caps



CROSS SECTION



BAR a3

BAR a4

DESIGNED	<i>James J. Manning</i>	EXAMINED	<i>M. A. Sells</i>
CHECKED	<i>R. C. Sanderson</i>	PASSED	
DRAWN	<i>W. A. Salsomoni</i>	APPROVED	
CHECKED	<i>James J. Manning</i>		

MARCH 3 10 58

SUPERSTRUCTURE  
I.C. RR OVERHEAD  
S.B.I. RT. 7 SECTION 34-1  
LA SALLE COUNTY  
STATION 57+67.42

FOR INFORMATION ONLY

EXISTING SN 050-0095

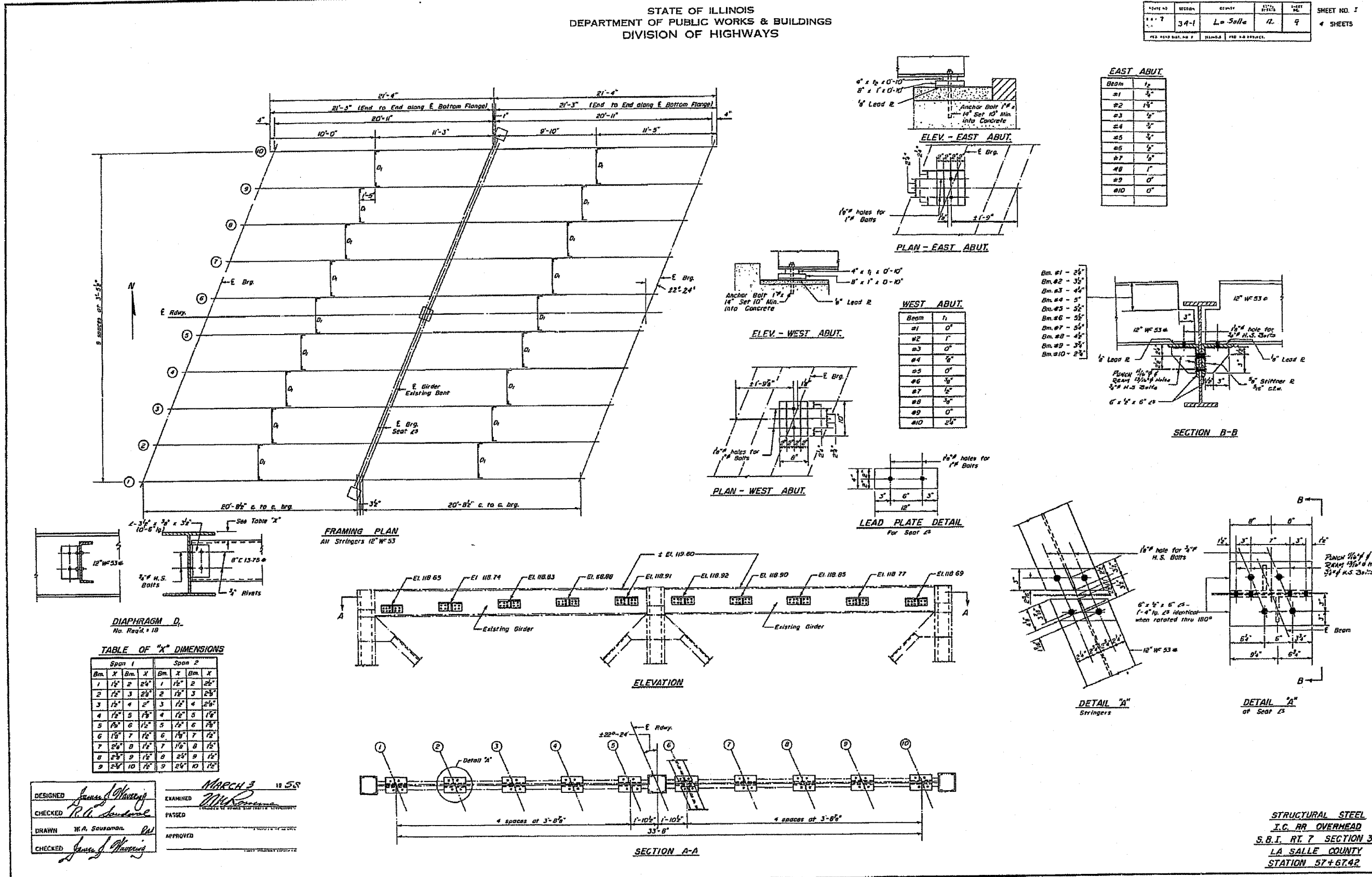
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	101
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
*(34)R, DM & (X)-DRS, & BR				

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

DATE	SECTION	BY	SCALE	SHEET NO.
3-1-1	L. A. SALLE	12	9	4 SHEETS



DIAPHRAGM D,  
No. Reqd. = 18

TABLE OF "X" DIMENSIONS

Span 1		Span 2	
Beam	X	Beam	X
1	15'	1	15'
2	15'	2	25'
3	15'	3	15'
4	15'	4	15'
5	15'	5	15'
6	15'	6	15'
7	20'	7	15'
8	25'	8	15'
9	25'	9	15'
10	25'	10	15'

DESIGNED *James J. Manning* 12 58  
 CHECKED *R. G. Sanderson*  
 DRAWN *W. A. Soussan*  
 CHECKED *James J. Manning*

EXAMINED *W. A. Soussan*  
 PASSED  
 APPROVED

MARCH 3 1958

STRUCTURAL STEEL  
I.C. RR OVERHEAD  
S.B.I. RT. 7 SECTION 341  
LA SALLE COUNTY  
STATION 57+67.42

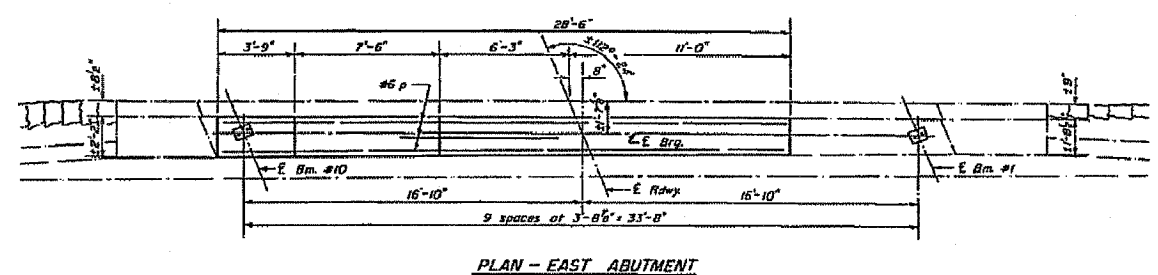
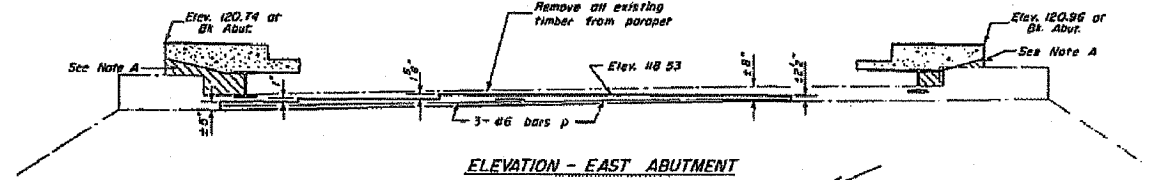
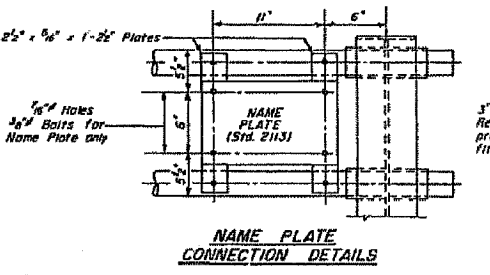
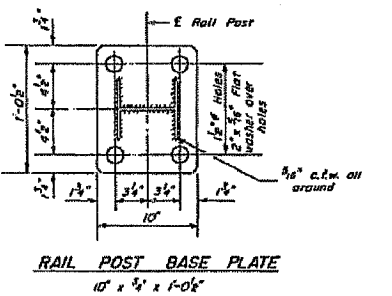
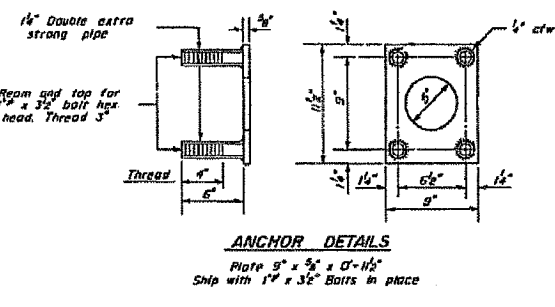
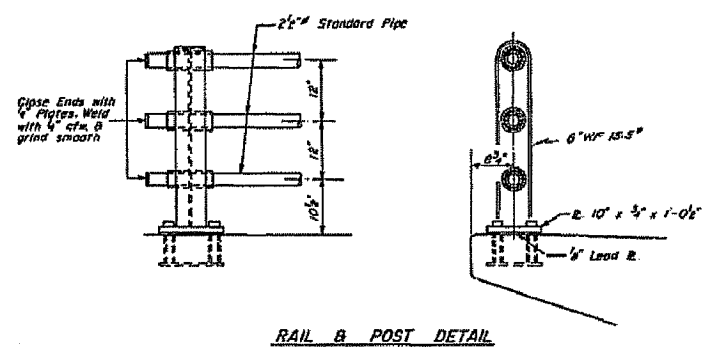
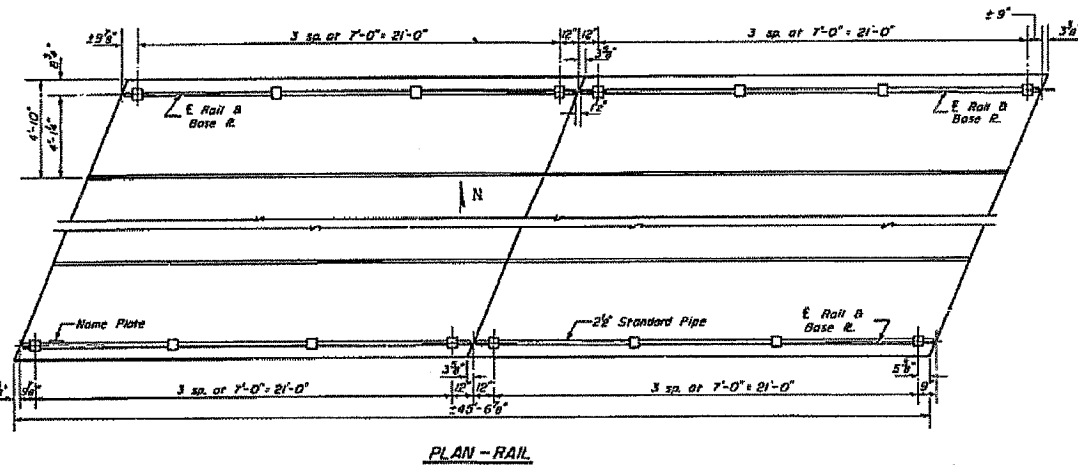
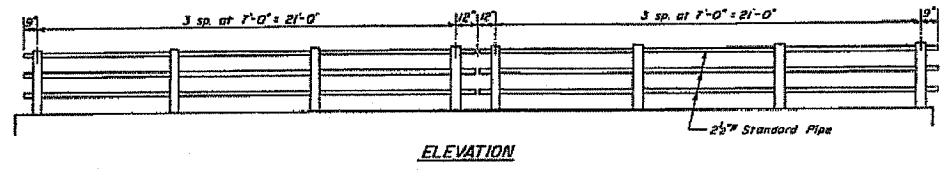
FOR INFORMATION ONLY

EXISTING SN 050-0095

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
*(34)R, DM & (X)-IIRS, & BR				

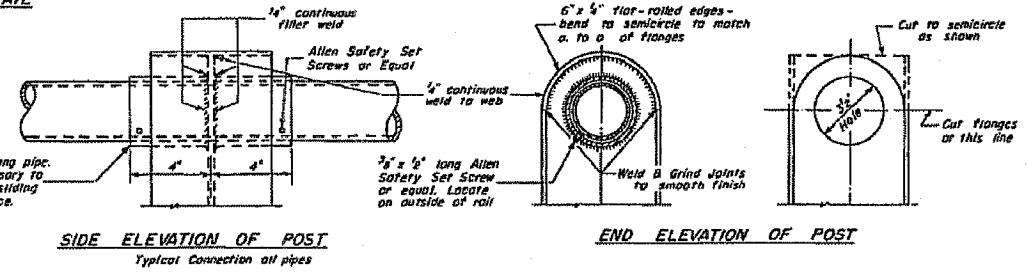
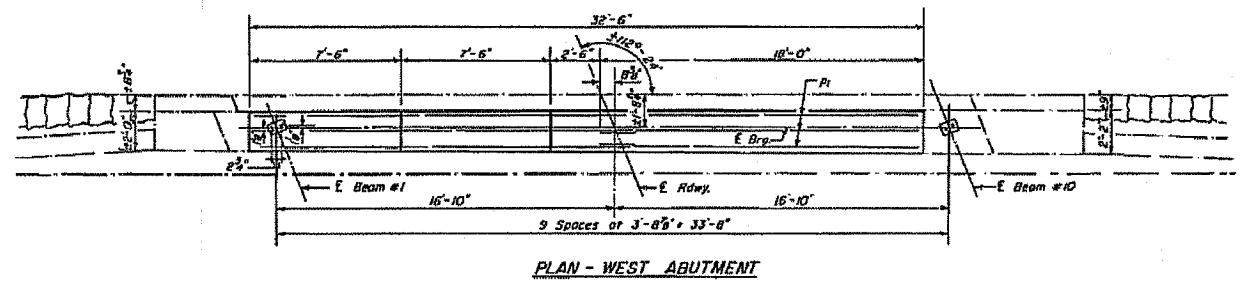
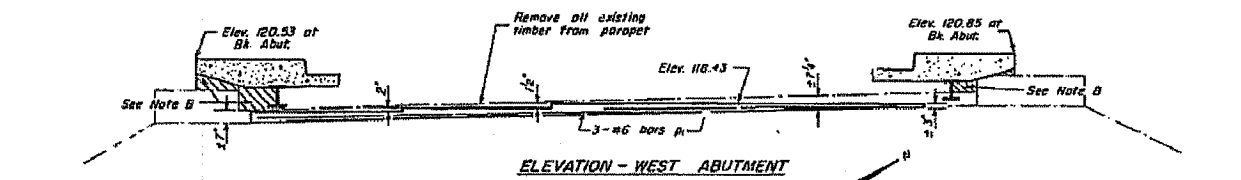
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

DATE	BY	CHKD.	APP'D.	SHEET NO.
3-1-10	La Salle	RL	LD	4 SHEETS



NOTE A: Hatched Area to be filled in full width of existing parapet & pour with superstructure. Between Beams see Section B-B (Sh. 2.1)

NOTE B: Hatched Area to be filled in full width of existing parapet & pour with superstructure. Between Beams see Section A-A (Sh. 2.1)



Material	Handrail	Lin. Ft.	91
----------	----------	----------	----

DESIGNED: *James J. Whiting*  
 CHECKED: *R.D. Sanderson*  
 DRAWN: *W.A. Szymanski*  
 CHECKED: *James J. Whiting*

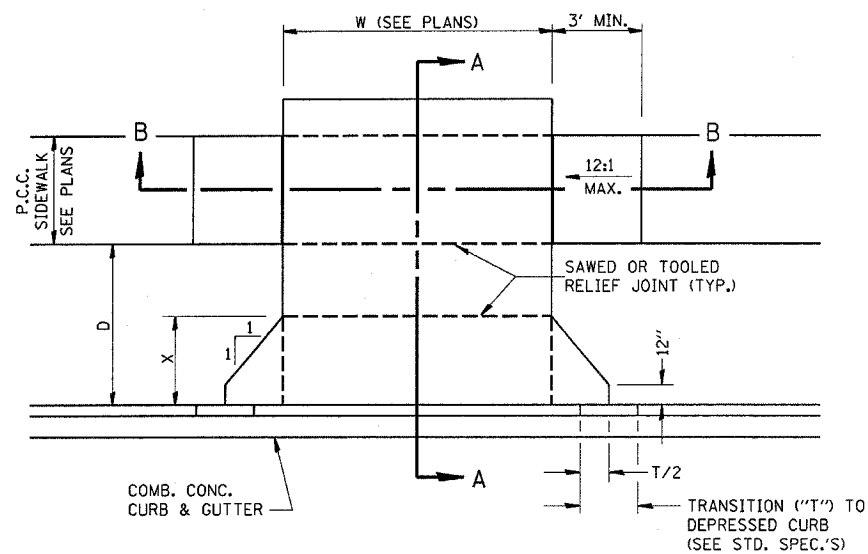
EXAMINED: *March 3 1958*  
 PASSED: *[Signature]*  
 APPROVED: *[Signature]*

ABUTMENTS & HANDRAIL  
I.C. RR OVERHEAD  
S.B.T. RT. 7 SECTION 34-1  
LA SALLE COUNTY  
STATION 57+67.42

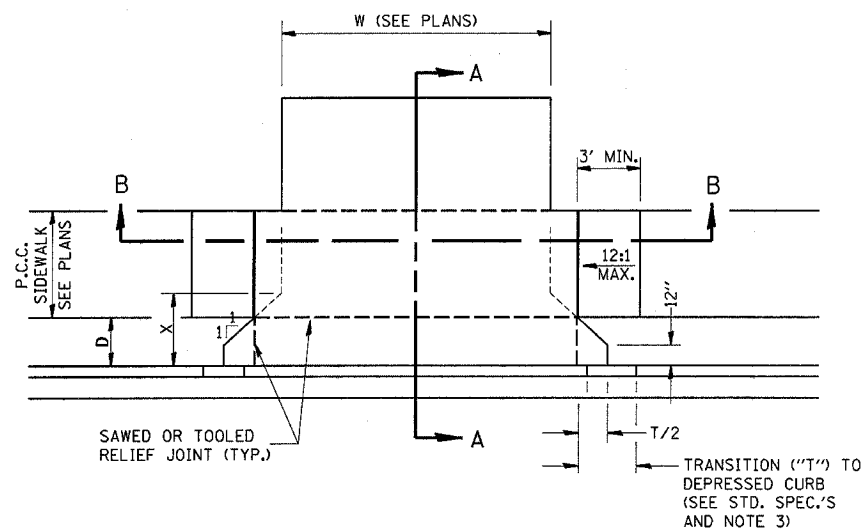
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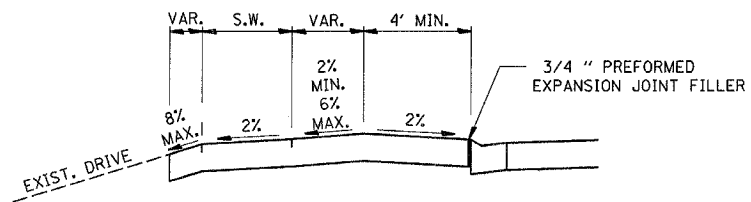
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623	*	LASALLE	126	103
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R,DM&X-1)RS&BR				



CASE I (D ≥ X)

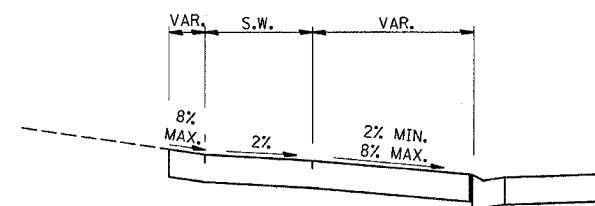


CASE I (D < X)

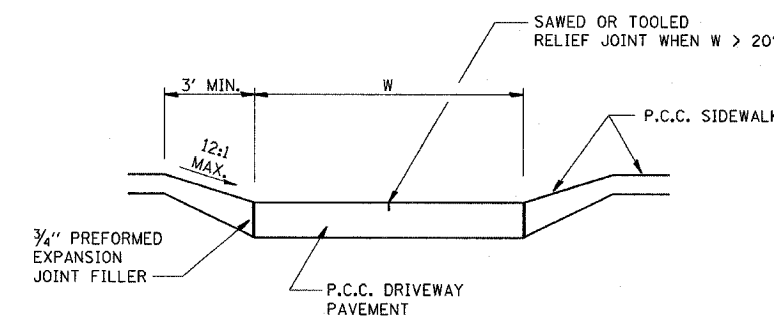


DEPRESSED ENTRANCE \*  
SECTION A-A

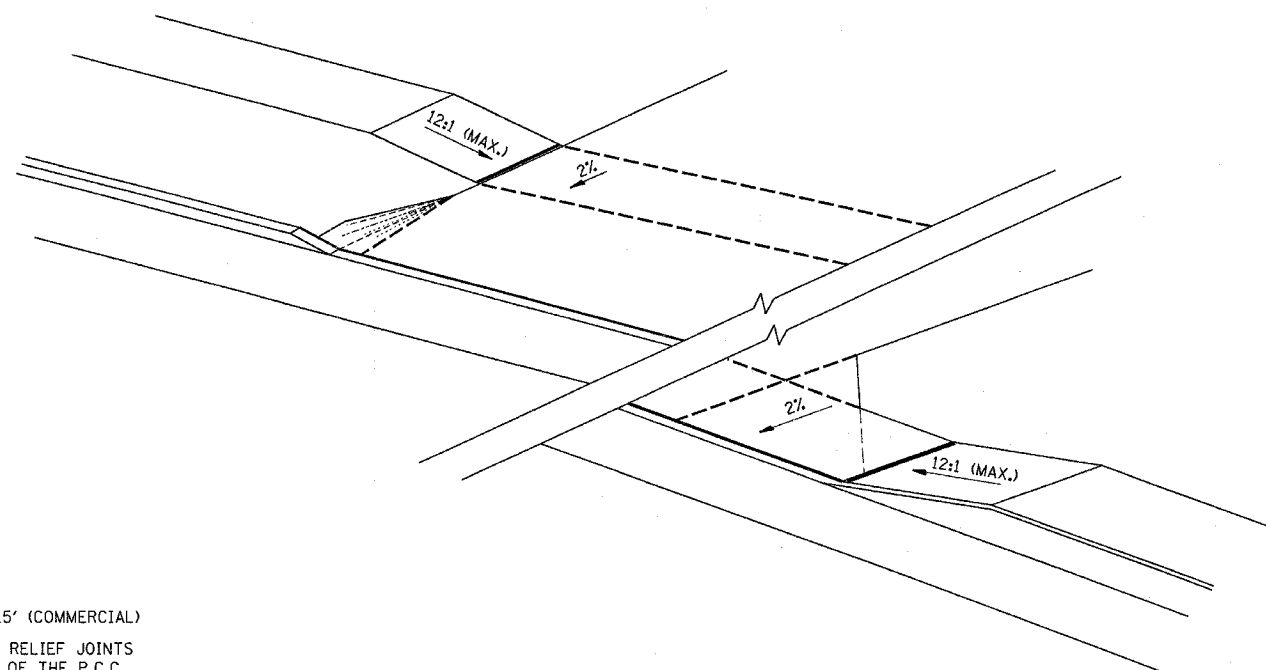
\*(SEE X-SECTIONS FOR ENTRANCE PROFILE.)



ELEVATED ENTRANCE \*  
SECTION A-A



SECTION B-B



GENERAL NOTES:

1. X = 7' (NON-COMMERCIAL) X = 15' (COMMERCIAL)
2. COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT.
3. AS THE DIMENSION "D" APPROACHES ZERO, THE TRANSITION TO DEPRESSED CURB SHALL BE NO STEEPER THAN 12:1

PCC URBAN ENTRANCES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

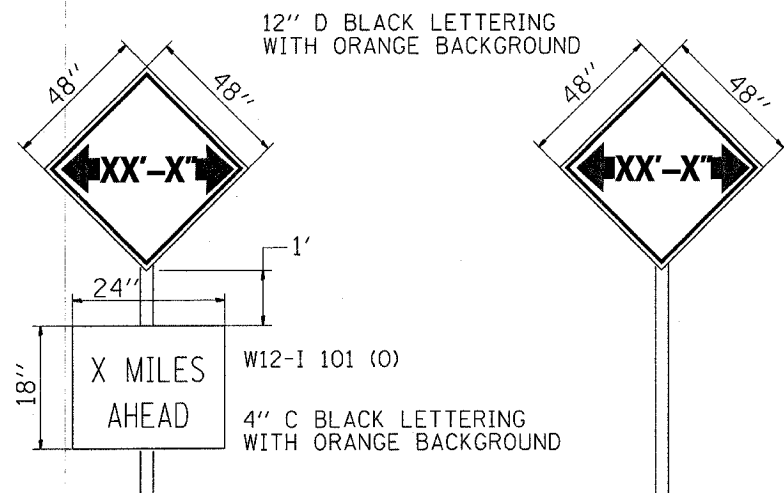
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DATE

DRAWN BY  
CHECKED BY



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623		LASALLE	126	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(34)R,DM&(X-1)RS&BR



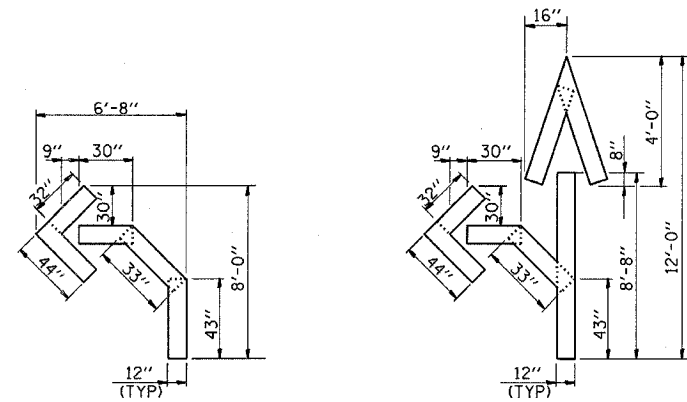
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

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.

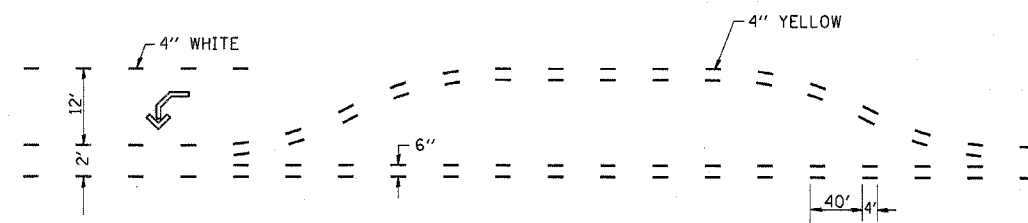
COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

**WIDTH RESTRICTION SIGNING DETAILS**

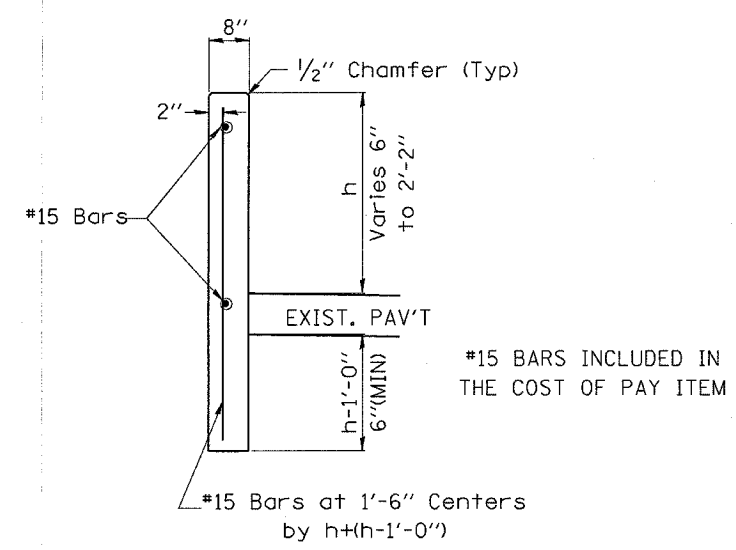


QUANTITY  
12" LINE = 16 LIN. FT.  
OR 4" LINE = 48 LIN. FT.

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



**SHORT-TERM PAVEMENT MARKING FOR MEDIANS AND ARROWS**



**RETAINING WALL @ CENTRAL STREET**

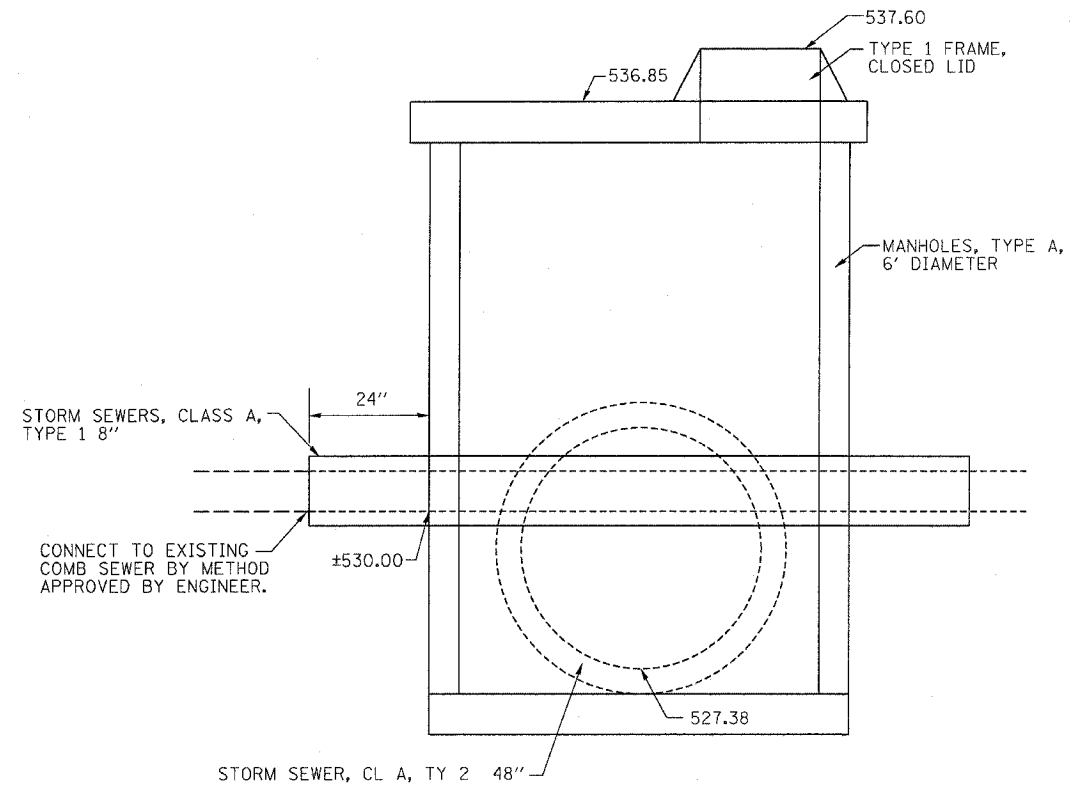
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

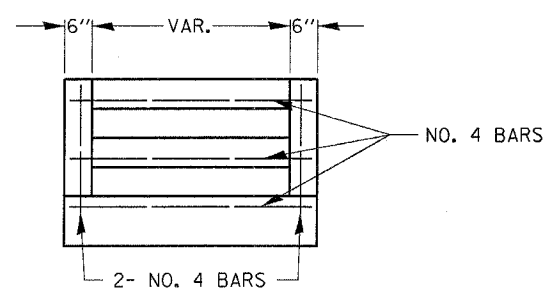
**DETAILS**

SCALE: VERT. DATE  
HORIZ. DRAWN BY  
CHECKED BY

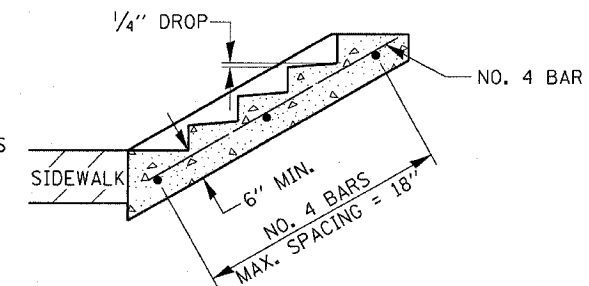
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623		LASALLE	126	106
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*(34)R,DM&(X)-DRS&BR				



**11B** CONFLICT MANHOLE DETAIL  
STA. 1022+54.7, 28.6' RT.



END ELEVATION



SECTION A-A

TABLE OF TREADS & RISERS

SLOPE	TREAD	RISER
2:1	12	6"
3:1	15"	5"
4:1	17"	4 1/4"

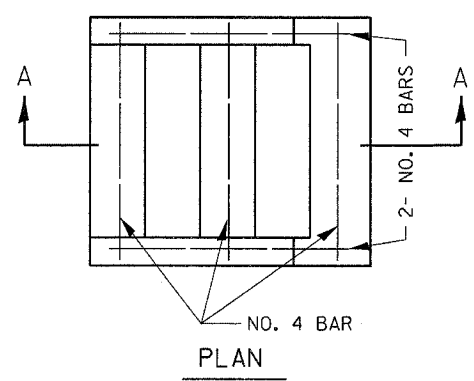
WHERE SLOPES FALL BETWEEN THOSE SHOWN IN THE TABLE ABOVE, THE STAIR RAIL SHOULD FIT THE SLOPE AND THE TREAD IN INCHES x THE RISER IN INCHES SHOULD BE BETWEEN 72 AND 78.

**EXAMPLE:**

FOR A 4:1 SLOPE USE  $y = \text{RISER HEIGHT}$   $4y^2 = 75"$ .  
SOLVING  $y^2 = \frac{75}{4}$ ,  $y = 4.3"$  (USE 4 1/4" FOR CONVENIENCE.)  
TREAD WOULD THEN BE  $4 1/4" \times 4 = 17"$

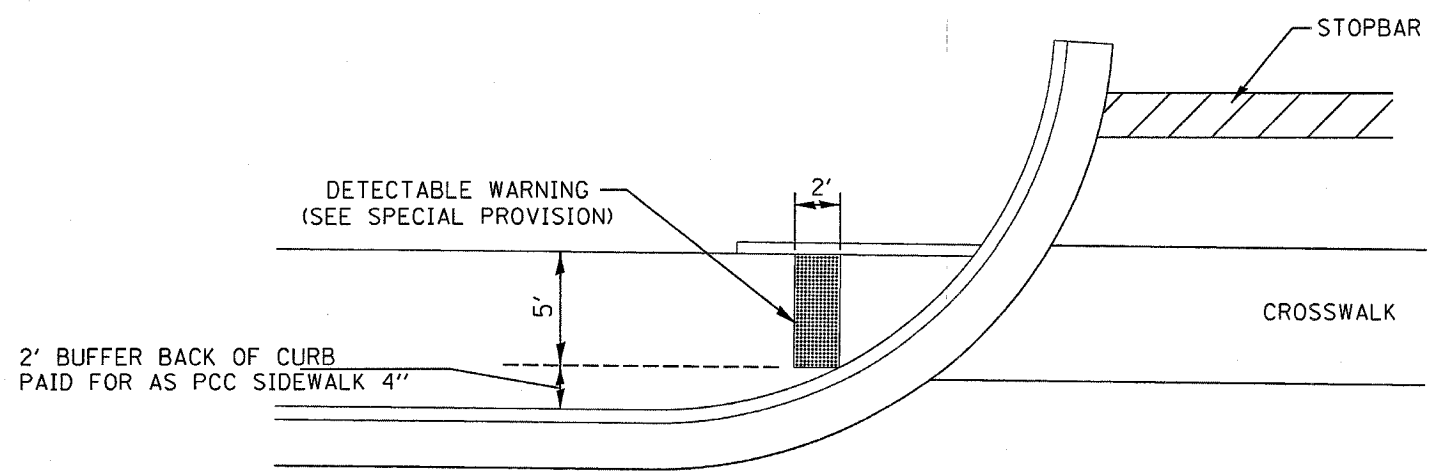
REINFORCEMENT BARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR REINFORCEMENT BARS.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT, AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE STEPS.



PLAN

**DETAIL OF CONCRETE STEPS**



**ADA RAMP/DETECTABLE WARNING DETAIL**

SEE HIGHWAY STANDARD FOR ADDITIONAL REQUIREMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

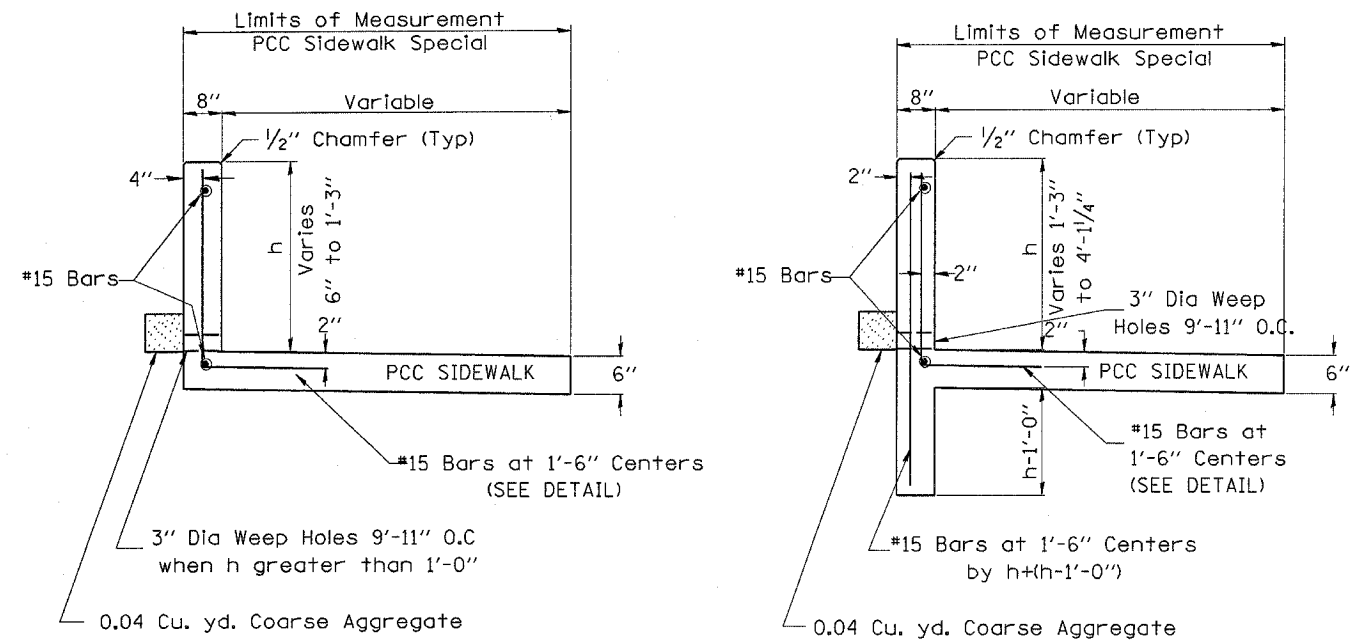
**DETAILS**

SCALE: VERT. HORIZ. DATE

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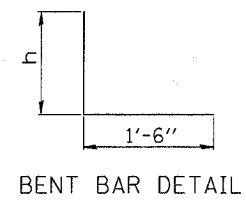
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (34)R,DM&X-DRS&BR



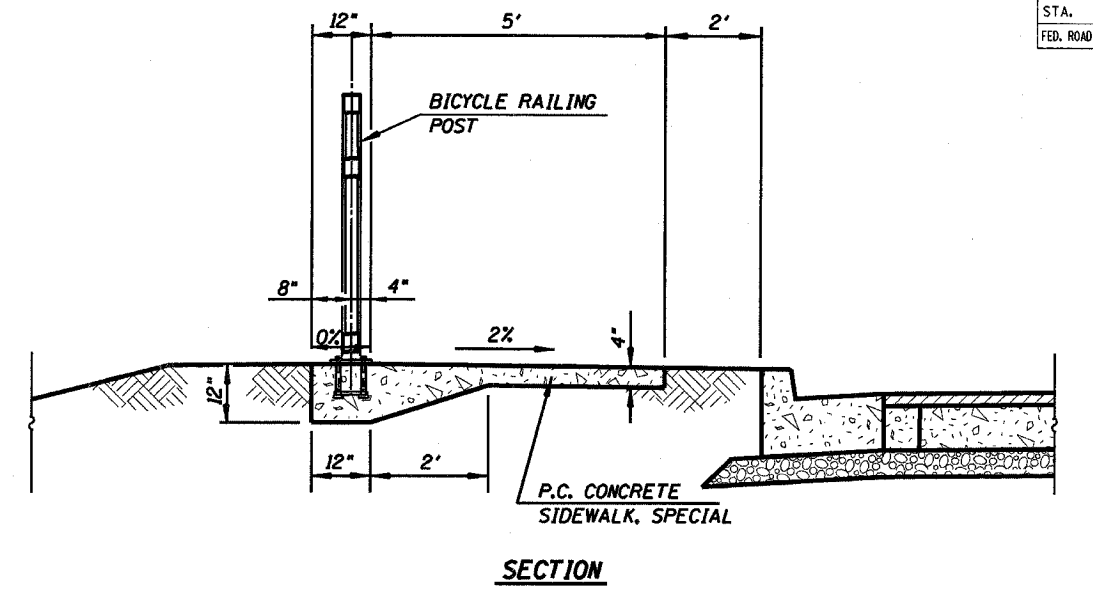
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TYPE 2

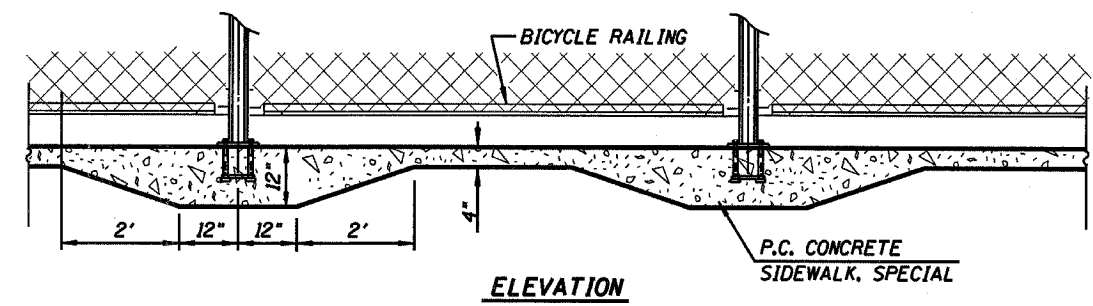


**PCC SIDEWALK SPECIAL 6" WITH RETAINING WALL**

NOTE: REINFORCEMENT INCLUDED IN THE COST OF PCC SIDEWALK 6" WITH RETAINING WALL

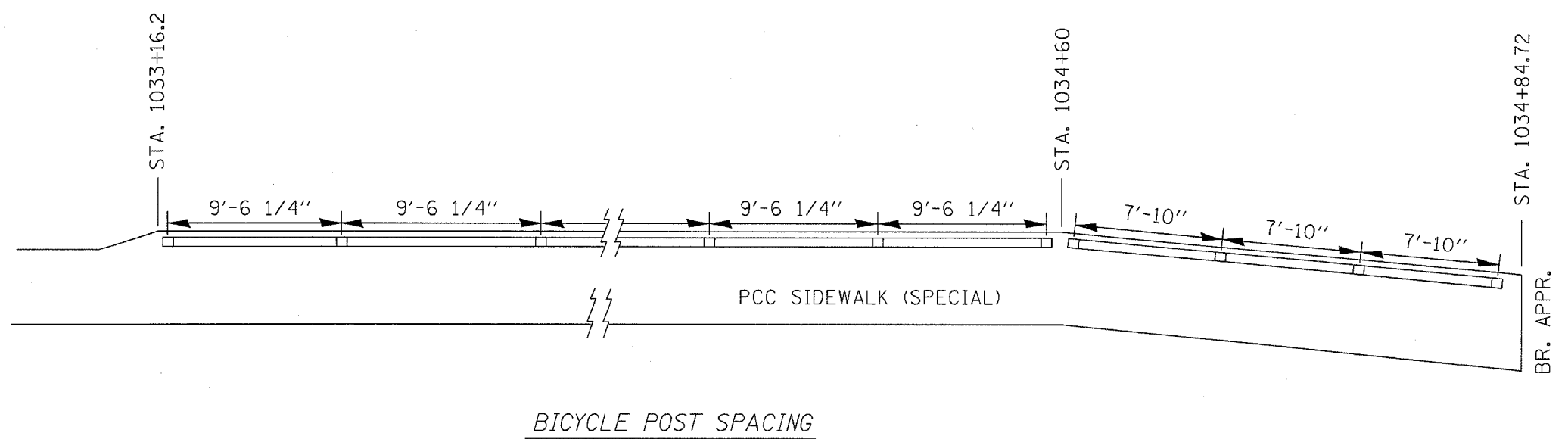


SECTION



ELEVATION

NOTE: THESE REPRESENT MINIMUM SIDEWALK THICKNESS AND TAPER REQUIREMENTS. CONTRACTOR MAY OPT TO THICKEN THE SIDEWALK UNDER THE BICYCLE RAILING, ROADWAY TO 12", THE FULL LENGTH, FOR EASE OF CONSTRUCTION.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: VERT. DATE

DRAWN BY CHECKED BY

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SURVEYED		
PLOTTED		
TEMPLATE		
AREAS CHECKED		
NO.		

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SURVEYED		
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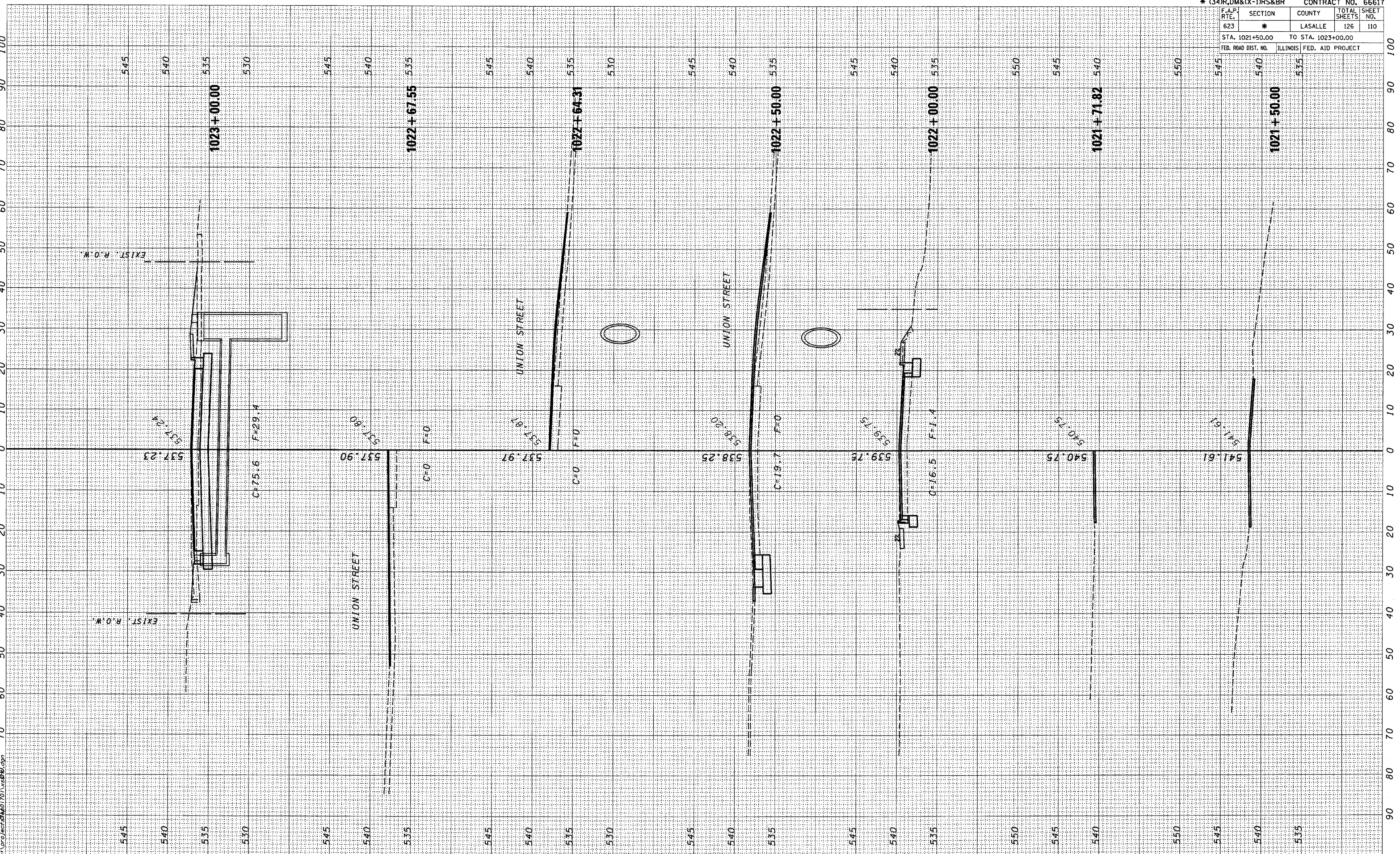




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REVISIONS	BY
NOTED	DATE
AREAS CHECKED	

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REVISIONS	BY
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AREAS CHECKED	

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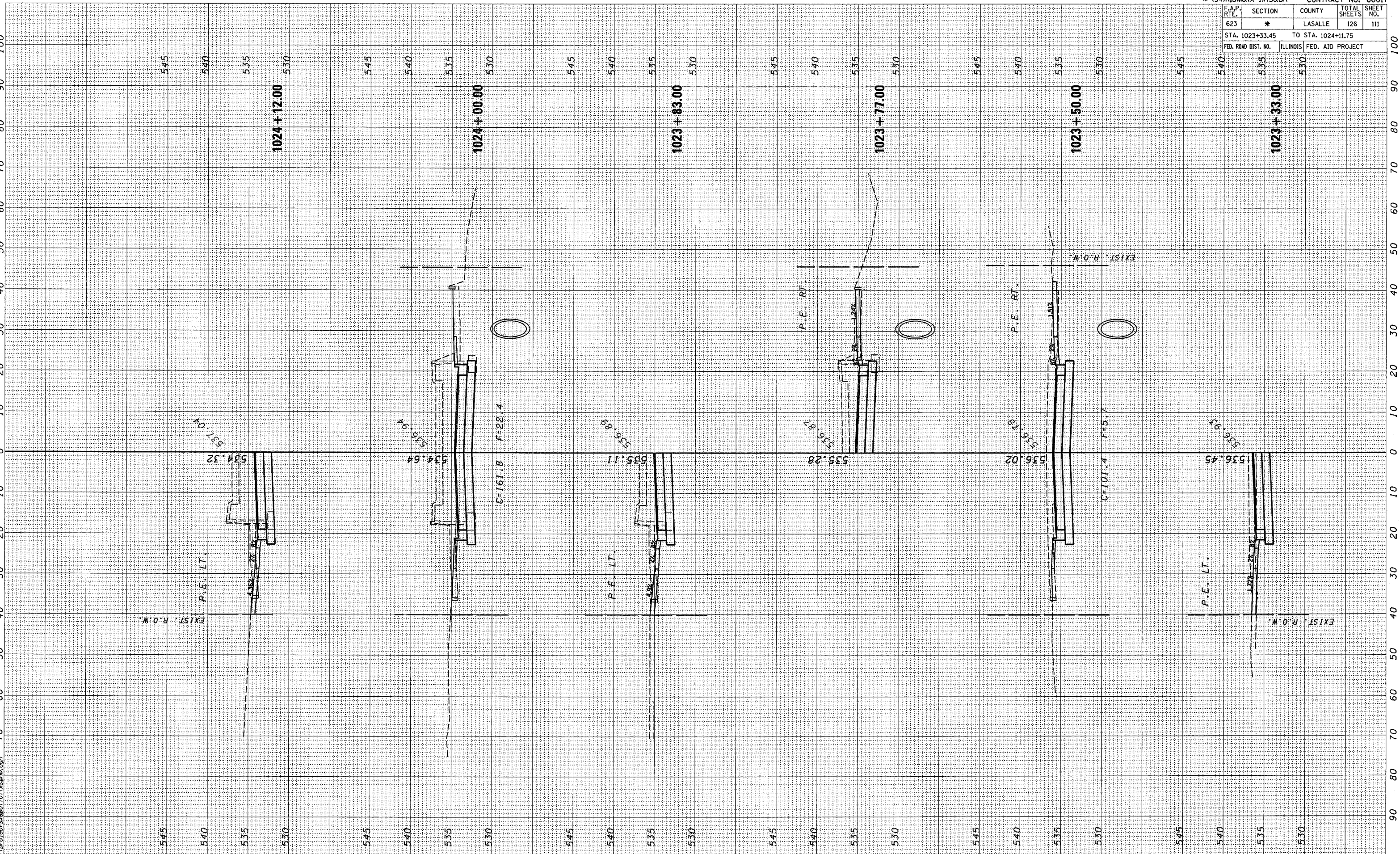




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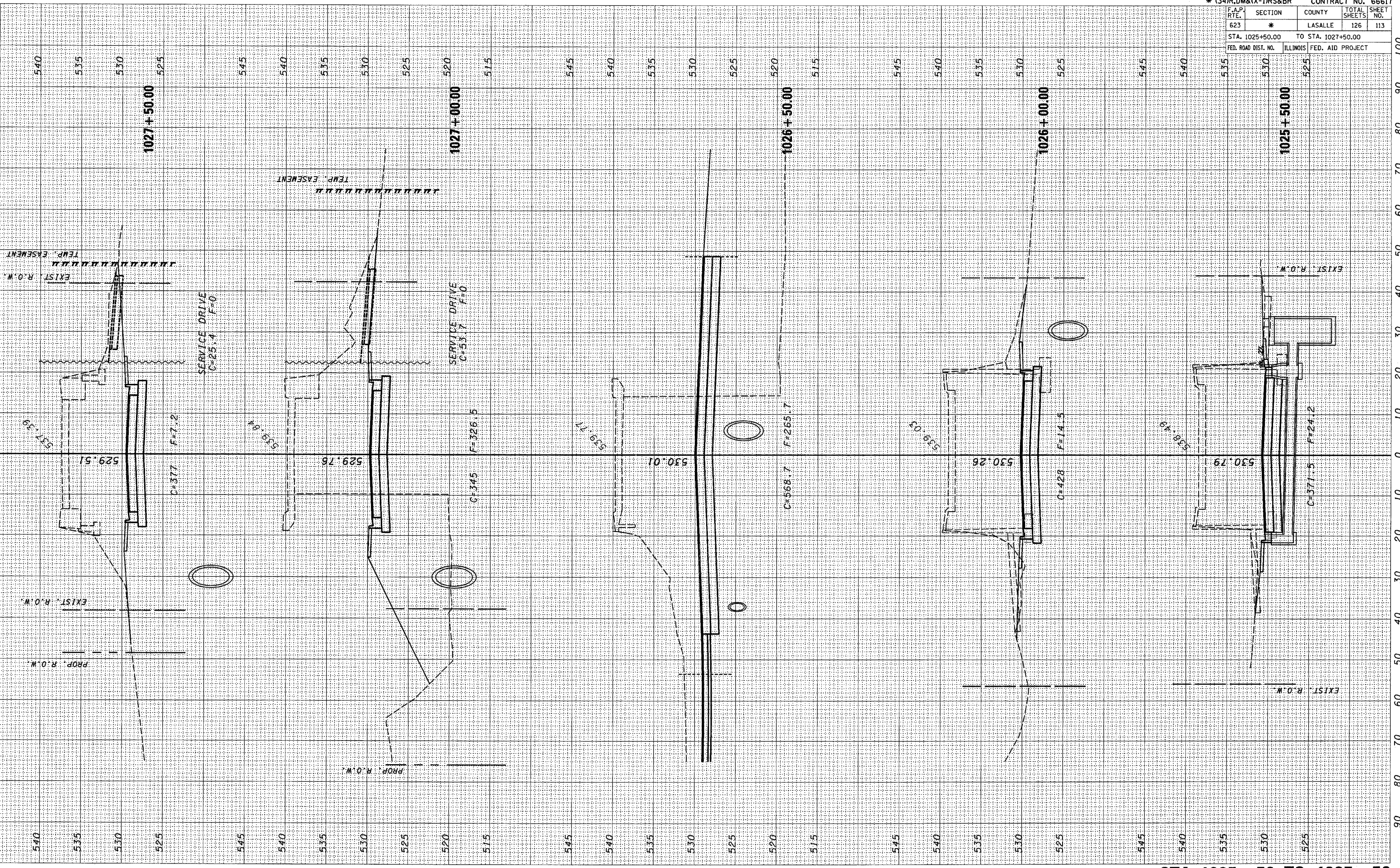




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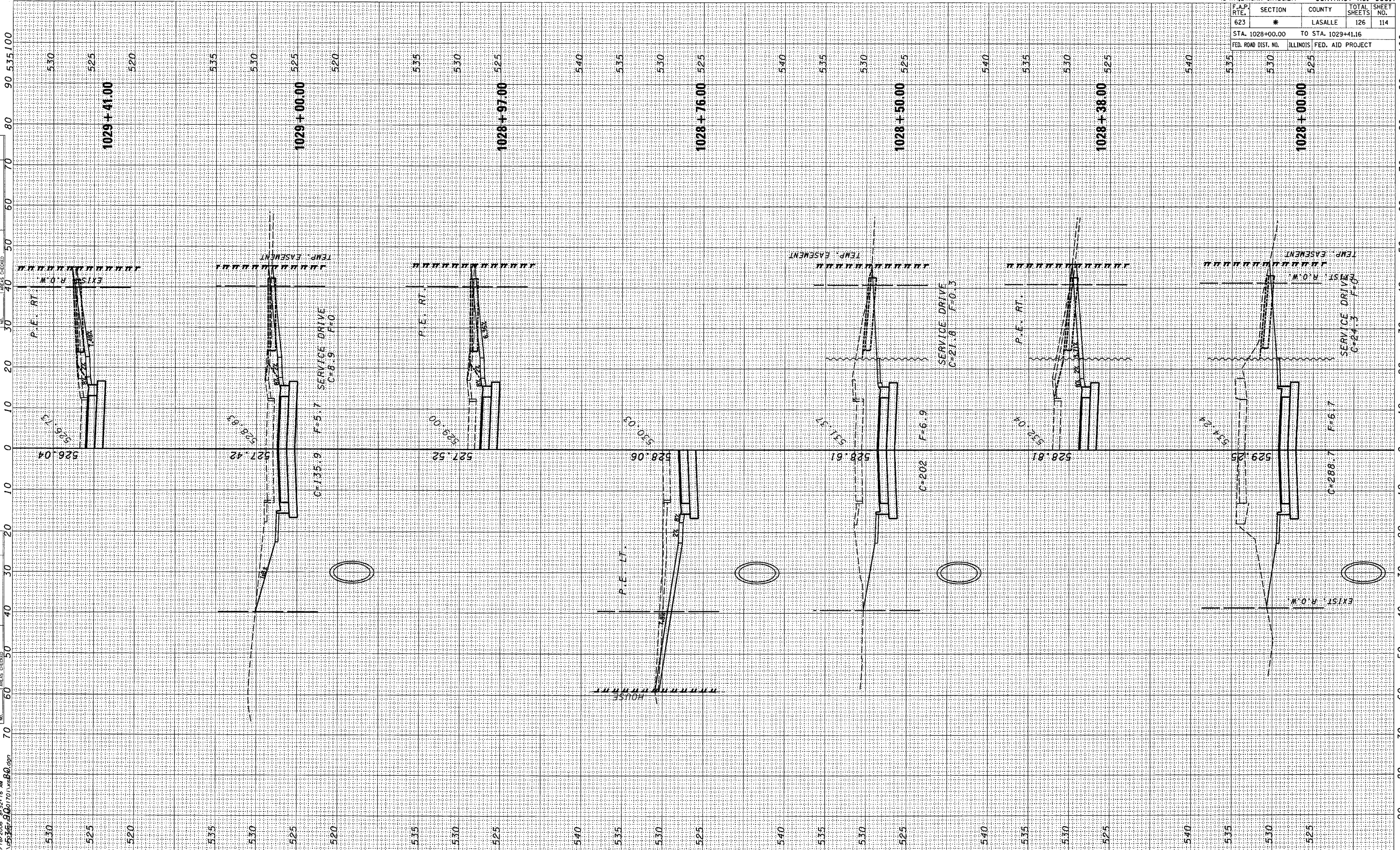




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TEMPLATE	
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ORIGINAL SURVEY	DATE
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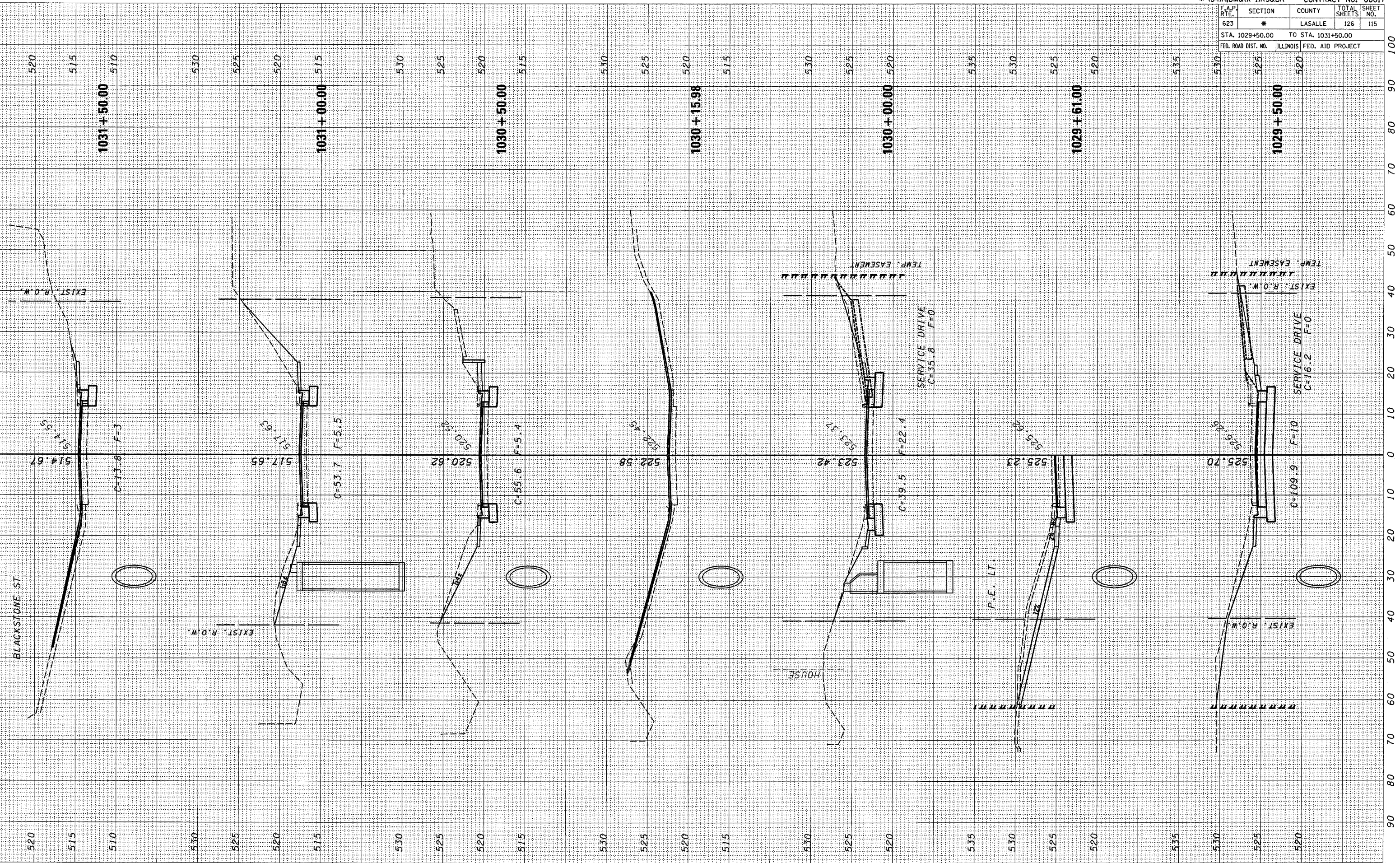




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 DATE

ORIGINAL SURVEY FROM TO DATE  
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 CHECKED BY  
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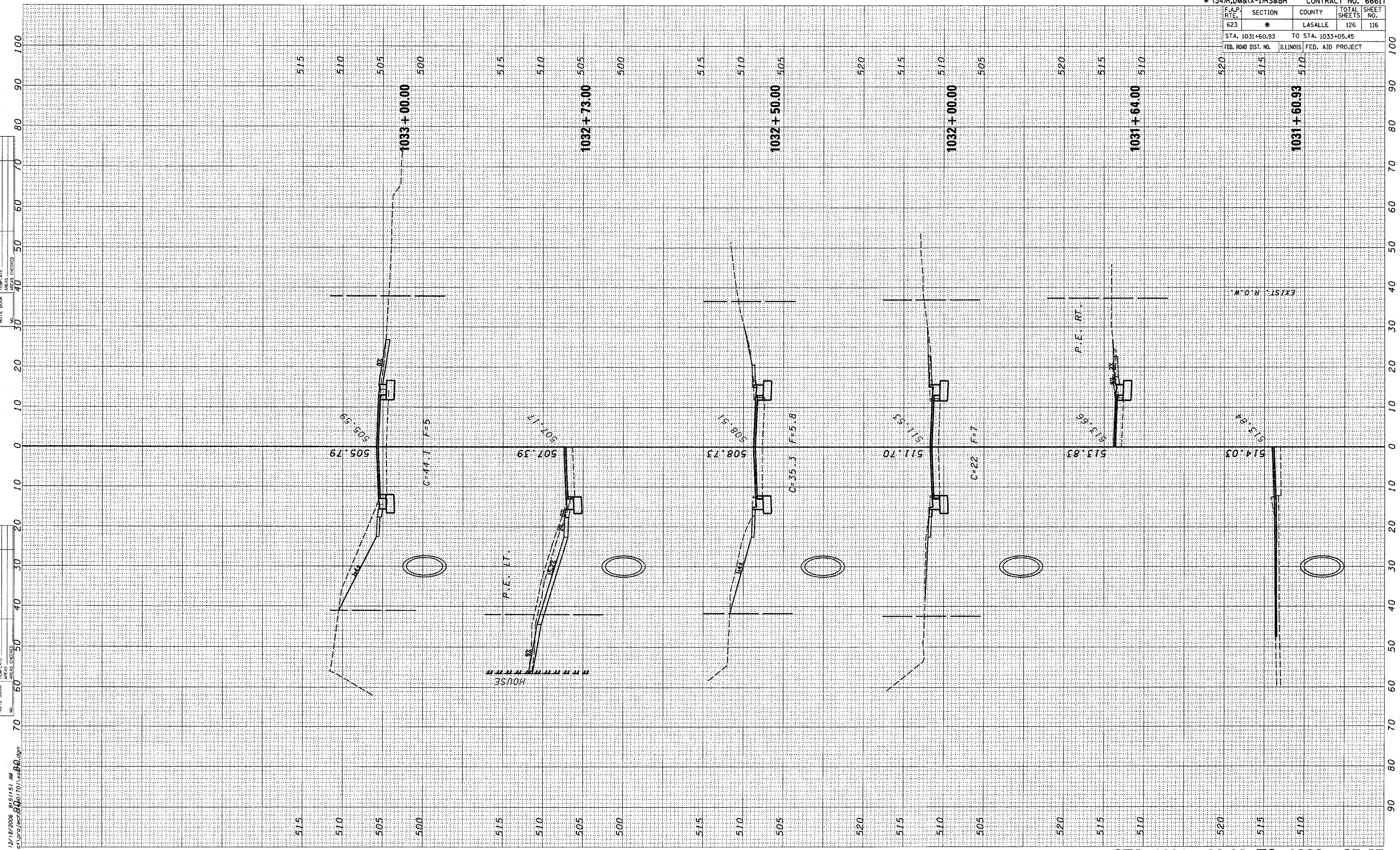




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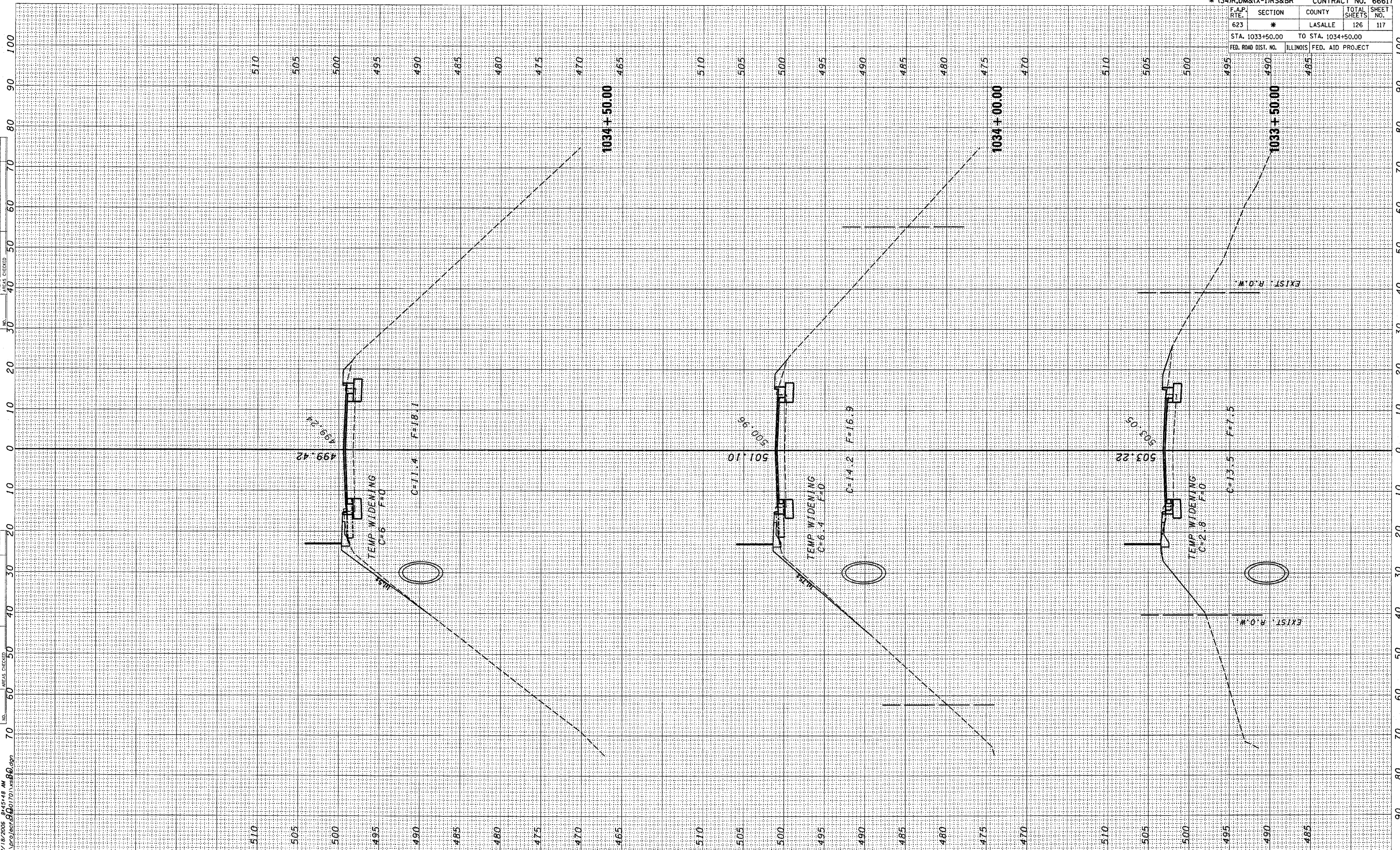


* (34)R,DM&(X-1)RS&BR				CONTRACT NO. 66617
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 1033+50.00		TO STA. 1034+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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 AREAS CHECKED: \_\_\_\_\_

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**STA. 1033 + 50 TO 1034 + 50  
 US 6 CROSS SECTIONS**





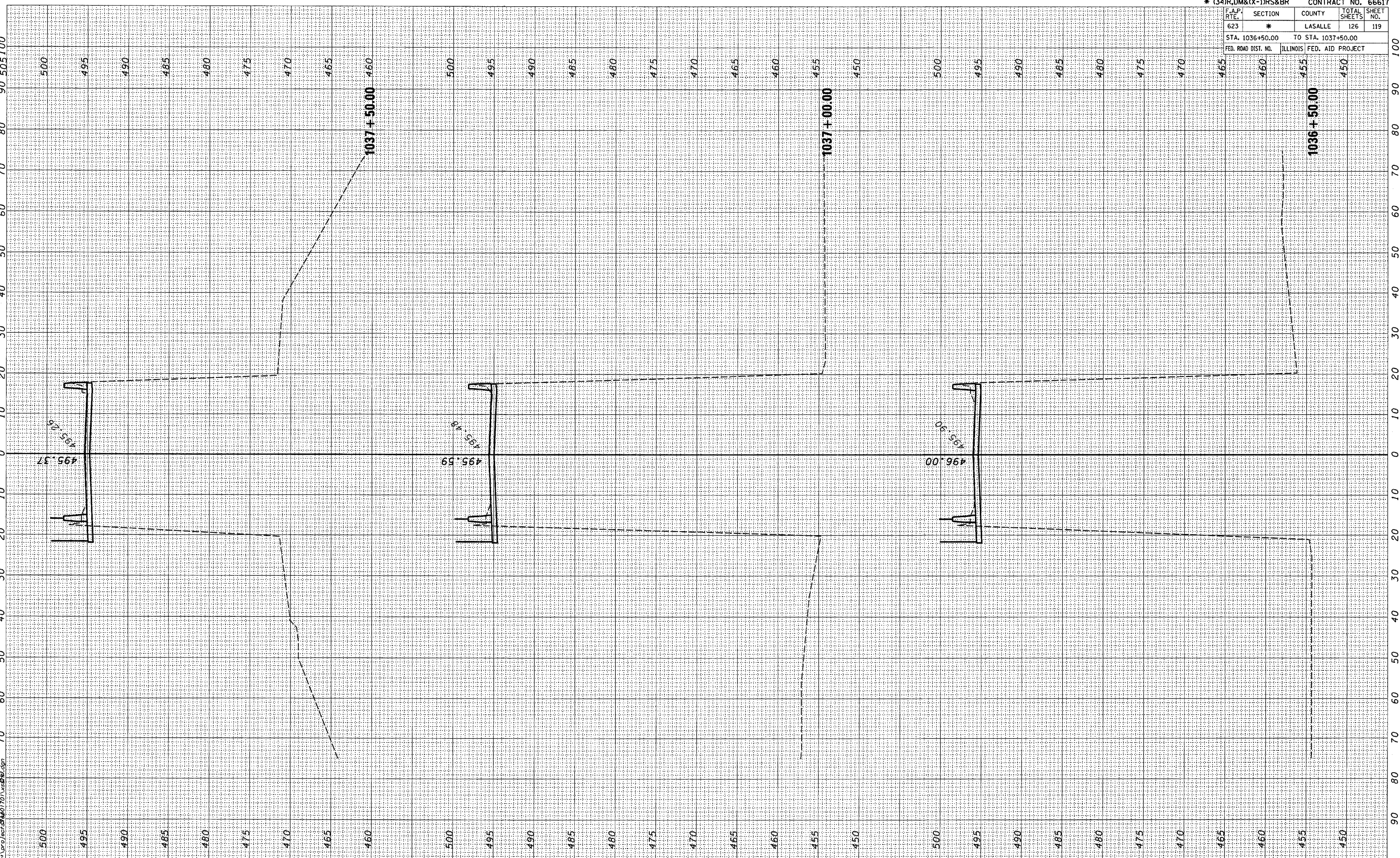


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STA. 1036+50.00		TO STA. 1037+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	DATE
CHECKED	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

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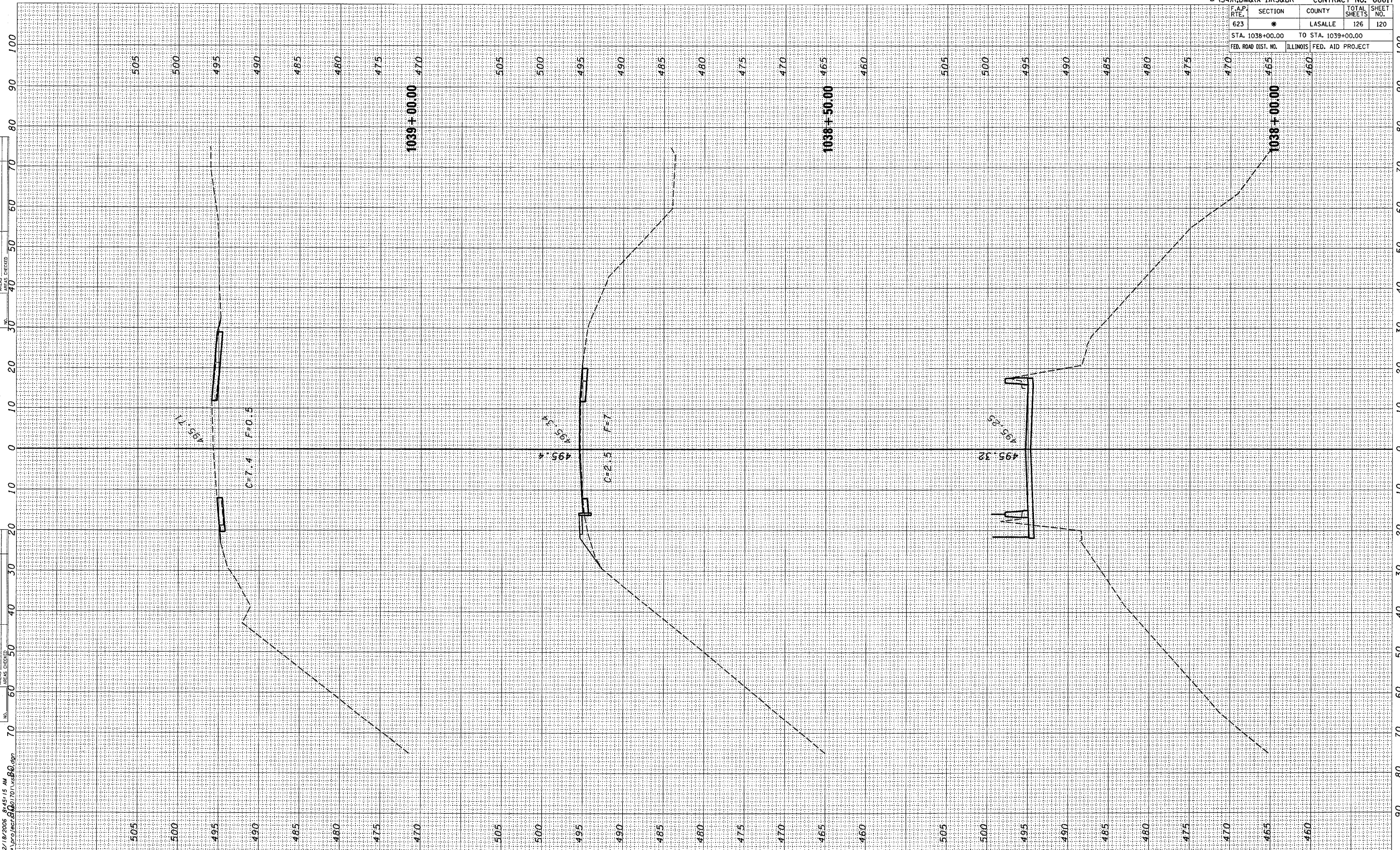
**STA. 1036 + 50 TO 1037 + 50  
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FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
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AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
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STA. 1038+00 TO 1039+00  
 US 6 CROSS SECTIONS

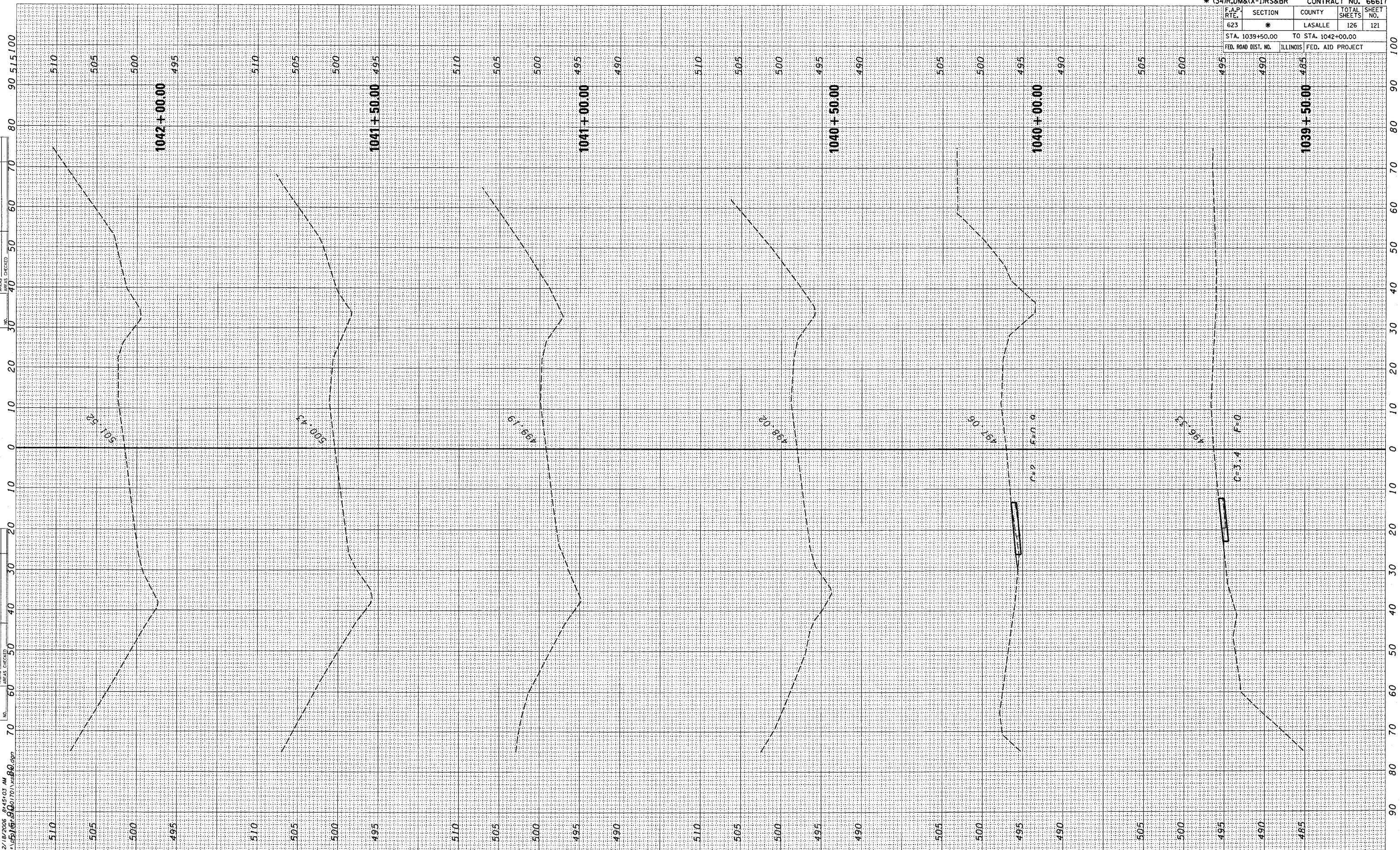


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 1039+50.00		TO STA. 1042+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

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**STA. 1039+50 TO 1042+00  
 US 6 CROSS SECTIONS**



FINAL SURVEY	BY	DATE
SURVEYED		
FIELD		
NOTE BOOK		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
FIELD		
NOTE BOOK		
AREAS CHECKED		

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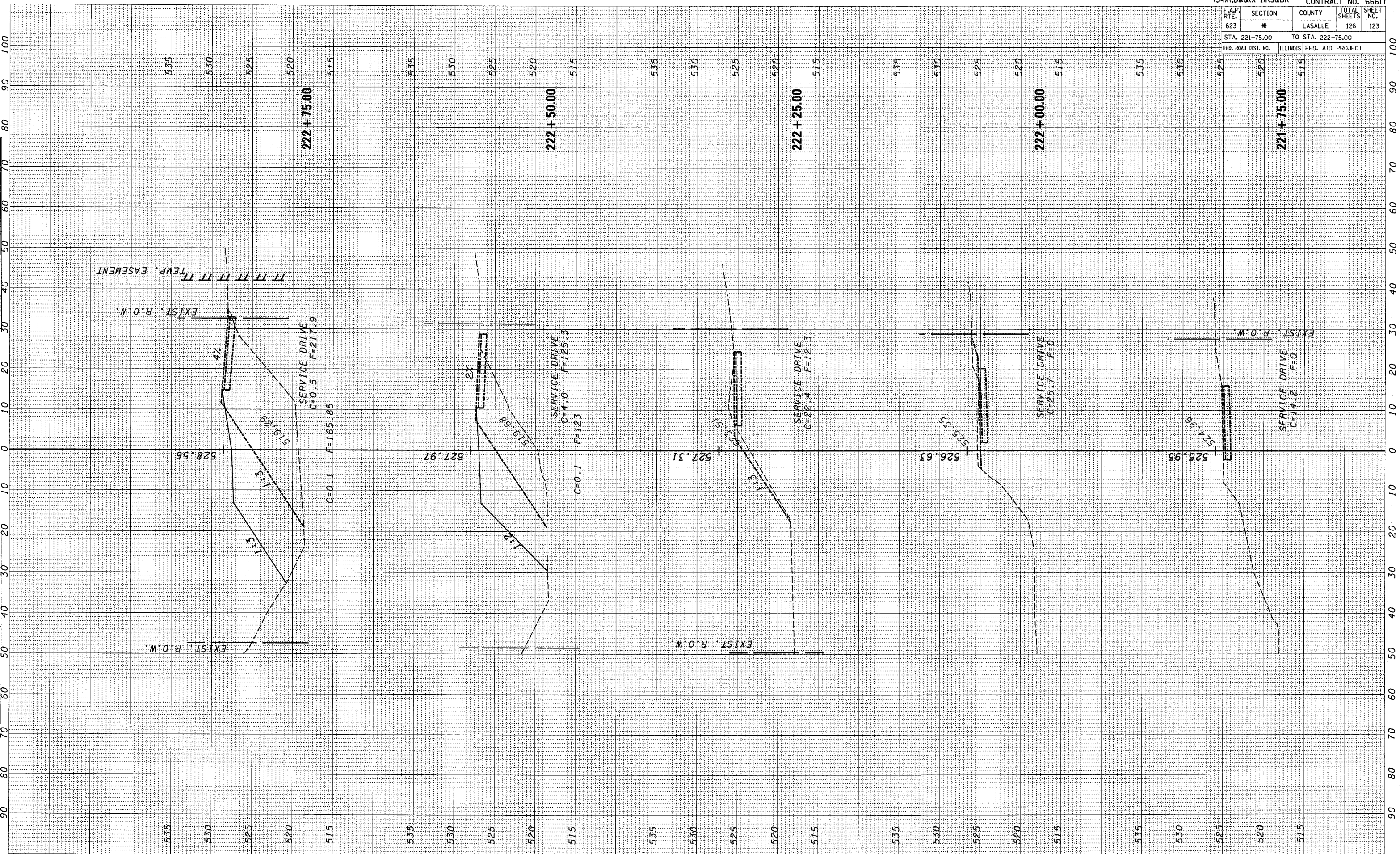




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ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

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



* (34)R,DM&(X-1)RS&BR		CONTRACT NO. 66617	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
623	*	LASALLE	126
STA. 221+75.00		TO STA. 222+75.00	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

STA. 221+75 TO 222+75  
 TODD/BUCK ST CROSS SECTIONS







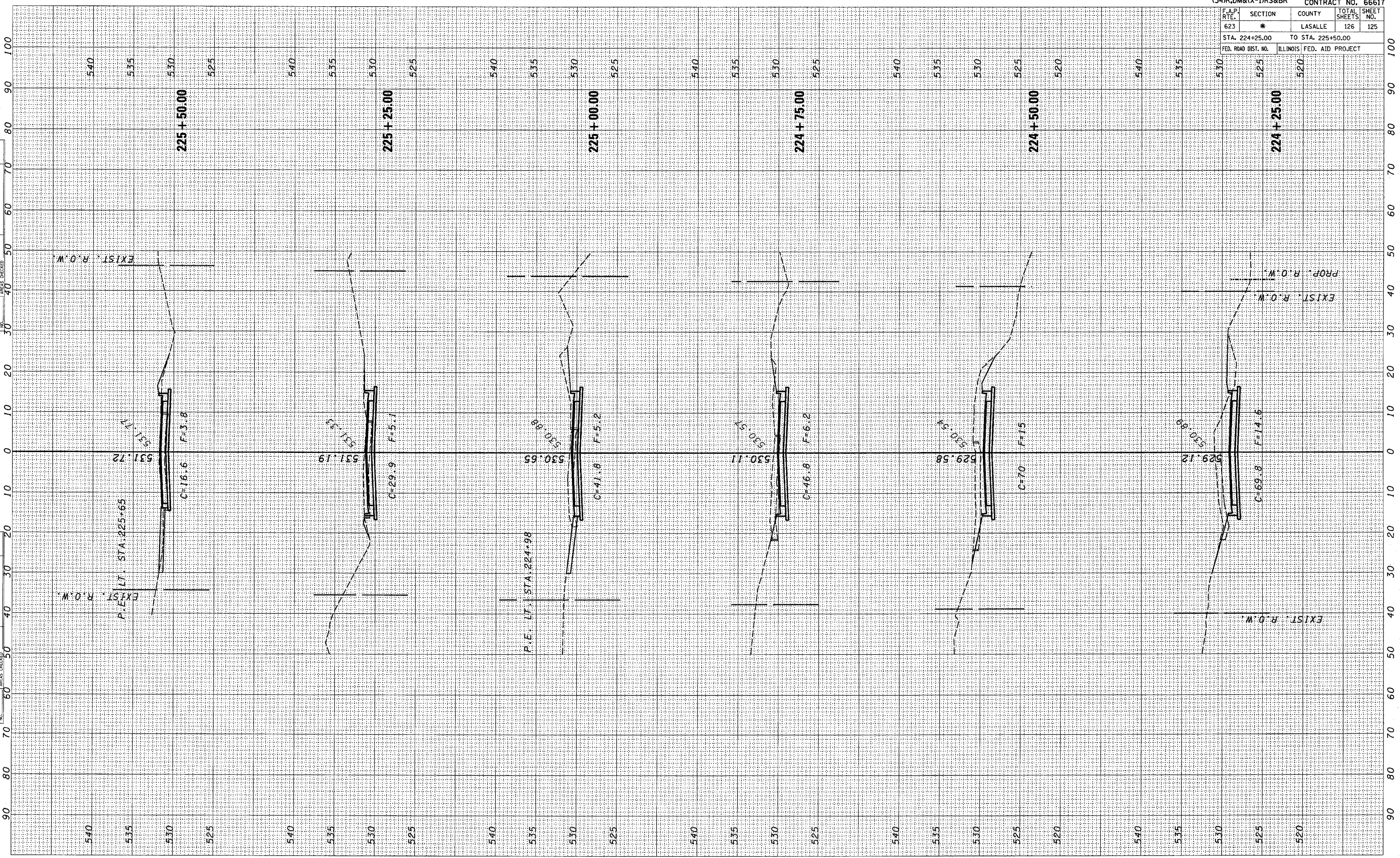
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

12/18/2006 8:35:52 AM  
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\* (34)R,DM&(X-1)RS&BR CONTRACT NO. 66617

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	125

STA. 224+25.00 TO STA. 225+50.00  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



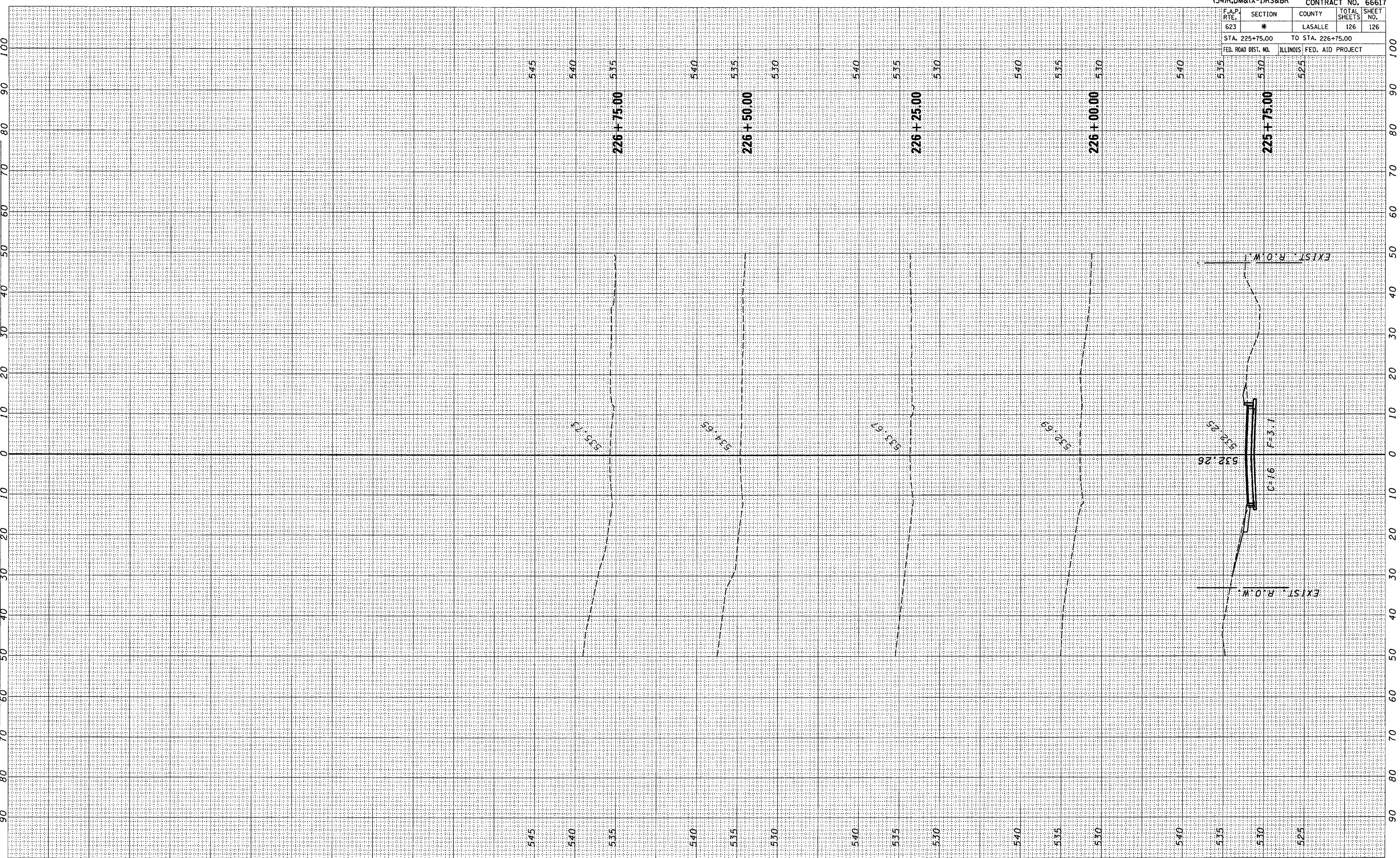
**STA. 224 + 25 TO 225 + 50  
 TODD/BUCK ST CROSS SECTIONS**



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ORIGINAL SURVEY BY DATE  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

FINAL SURVEY BY DATE  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



\* (34)R,DM&(X-1)RS&BR CONTRACT NO. 66617

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	*	LASALLE	126	126
STA. 225+75.00		TO STA. 226+75.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		525		

STA. 225 + 75 TO 226 + 75  
 TODD/BUCK ST CROSS SECTIONS