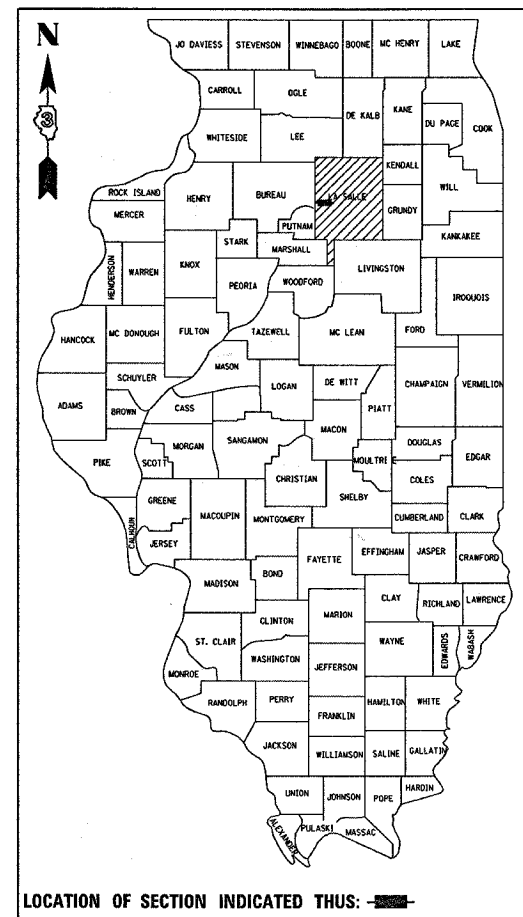


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	1
ILLINOIS PROJECT				

P-93-071-02
D-93-031-05



LOCATION OF SECTION INDICATED THUS: [shaded area]

FUNCTION CLASSIFICATION
OTHER PRINCIPAL ARTERIAL

2004 ADT = 2150

P.V. = 93.7% S.U. = 4.8% M.U. = 1.5%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED November 3 2005
Gregory P. Minton
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
February 3 2006
Mike Stone
ENGINEER OF DESIGN AND ENVIRONMENT
February 3 2006
Milton R. See, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

FAP ROUTE 627 (IL 71)

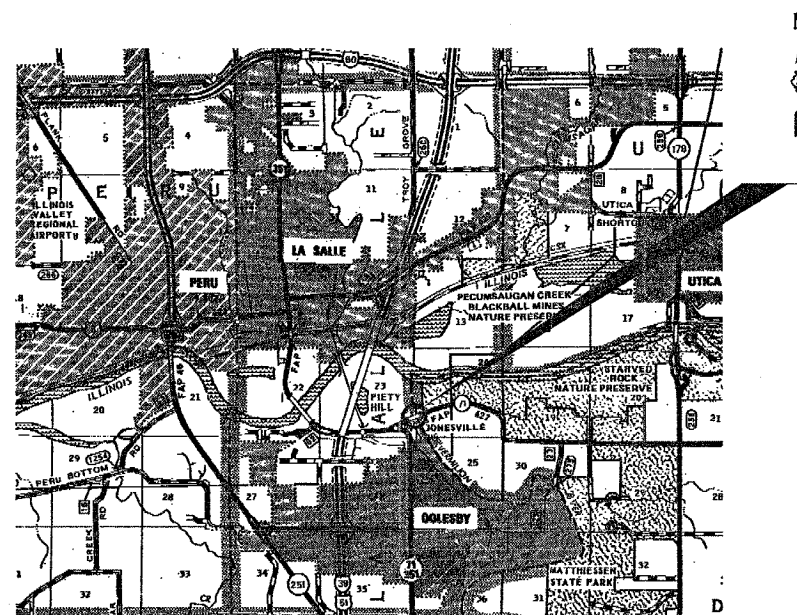
SECTION 1BR

PROJECT BRF-F-627(011)

LASALLE COUNTY

C - 93 - 038 - 05

STRUCTURE REPLACEMENT OVER VERMILION RIVER AT JONESVILLE



STA. 26 + 61.5
STRUCTURE REPLACEMENT
EXIST. SN 050-0029
PROP. SN 050-0242

LOCATION MAP
NOT TO SCALE

GROSS & NET LENGTH = 1182FT. = 0.22 MI.

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES & COMMITMENTS
- 3 - 4 SUMMARY OF QUANTITIES
- 5 TYPICAL SECTIONS
- 6 - 7 SCHEDULES
- 8 - 11 PLAN AND PROFILE
- 12 PLAN SHEET
- 13 - 16 TRAFFIC CONTROL - DETOUR
- 17 RIGHT OF WAY
- 18 - 48 STRUCTURE PLANS
- 49 - 58 EXISTING STRUCTURE PLANS
- 59 - 60 DETAILS
- 61 - 69 CROSS SECTIONS

HIGHWAY STANDARDS

- 001001 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-02 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-05 BRIDGE APPROACH PAVEMENT
- 515001-02 NAME PLATE FOR BRIDGES
- 606401 PAVED DITCH
- 630001-05 STEEL PLATE BEAM GUARDRAIL
- 630301-03 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-05 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101 PERMANENT SURVEY MARKERS
- 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
- 702001-05 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

0 20 40 60
SCALE IN FEET - PLAN & PROFILE

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: RICK POWELL
UNIT CHIEF: BRAD DUNCAN
TOWNSHIP: LASALLE, DEER PARK

CONTRACT NO. 66556

F. A. R. ETE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURES 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 BITUMINOUS MIXTURE IS PLACED.

THE BITUMINOUS 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 BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE

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

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

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

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

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

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

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

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS 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.

REMOVAL OF EXISTING APPROACH SLABS INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD 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
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN
TEMPORARY DITCH CHECKS	9	BALES OR
	5	TONS AGGREGATE

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
 AMEREN IP - ELECTRIC
 AMEREN IP - GAS
 CITY OF OGLESBY (JONESVILLE PUBLIC WATER)
 INSIGHT COMMUNICATIONS
 SBC

ADDITIONAL MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE DETOUR ARE:
 CITY OF LASALLE
 NICOR GAS
 VILLAGE OF NORTH UTICA

COMMITMENTS

1. A COMMITMENT HAS BEEN MADE TO IDNR TO ERECT TEMPORARY PERIMETER AND EROSION CONTROL FENCING IN THE NORTH EAST QUADRANT OF THE BRIDGE TO PROTECT THE STARVED ROCK NATURE PRESERVE AND NATURAL AREA. THE FENCING WILL BE PLACED AT A 50' OFFSET FROM THE EXISTING EDGE OF PAVEMENT, EXTENDING FROM THE VERMILION RIVER EAST TO THE NATURE PRESERVE ENTRANCE.
2. THE DISTRICT SHALL MUTUALLY INSPECT CH 23, CH 62 AND WALNUT STREET BEFORE AND AFTER THE STATE MARKED DETOUR IS IN EFFECT AND PERFORM MUTUALLY AGREED REPAIRS THAT CAN BE ATTRIBUTABLE TO THE STATE DETOUR AS OPPOSED TO NORMAL HIGHWAY DETERIORATION OR TRAVEL PATTERNS, AS REQUESTED BY THE LASALLE COUNTY ENGINEER OR THE VILLAGE OF OGLESBY.

 DURING THE REMOVAL AND REPLACEMENT OF SN 050-0029 CARRYING IL 71 OVER THE VERMILION RIVER, THE RESIDENT ENGINEER SHALL COORDINATE WITH MR. AL BANKSON, DISTRICT TRAFFIC STUDIES CHIEF, TO OBTAIN TRAFFIC COUNTS AT THE INTERSECTION OF IL 71 AND CH 23, ALONG CH 62 AND WALNUT STREET. MR. AL BANKSON CAN BE REACHED AT (815)433-7086.
3. THE RESIDENT ENGINEER SHALL NOTIFY AND COORDINATE WITH THE PUBLIC SERVICE AND EMERGENCY SERVICE PROVIDERS IN OGLESBY, LASALLE AND UTICA NO LESS THAN 48 HOURS PRIOR TO THE IMPLEMENTATION OF THE ROAD CLOSURE FOR THE REMOVAL AND REPLACEMENT OF SN 050-0029.
4. THE DISTRICT WILL USE SEEDING CLASS 4 TO COMPLY WITH A NATIONAL PARK SERVICE REQUEST.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

PREPARED BY: Steve B. Anderson
 DISTRICT STUDIES & PLANS ENGINEER (Acting)

DATE: 11/03/05

EXAMINED BY: Robert L. J...
 DISTRICT CONSTRUCTION ENGINEER

Benjamin R. ...
 DISTRICT MATERIALS ENGINEER

James C. ...
 DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES
&
COMMITMENTS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE:	
				I000-2A ROADWAY	X081-2A BRIDGE
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1015	1015	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	519	519	
20101000	TEMPORARY FENCE	FOOT	315	315	
20200100	EARTH EXCAVATION	CU YD	1290	1290	
20400800	FURNISHED EXCAVATION	CU YD	27531	27531	
20700400	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	260		260
* 25000310	SEEDING, CLASS 4	ACRE	1.6	1.6	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	144	144	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	144	144	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	144	144	
* 25100115	MULCH, METHOD 2	ACRE	1.6	1.6	
* 25100630	EROSION CONTROL BLANKET	SQ YD	700	700	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	320	320	
28000300	TEMPORARY DITCH CHECKS	EACH	12	12	
28000400	PERIMETER EROSION BARRIER	FOOT	1070	1070	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2030		2030
28200200	FILTER FABRIC	SQ YD	2030		2030
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	633	633	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	181	181	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	388	388	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	603	603	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	37	37	
44000100	PAVEMENT REMOVAL	SQ YD	204	204	
44000400	GUTTER REMOVAL	FOOT	475	475	
44004000	PAVED DITCH REMOVAL	FOOT	75	75	
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	539	539	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	22	22	
48202400	BITUMINOUS SHOULDERS SUPERPAVE 6"	SQ YD	50	50	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	5	5	
50200100	STRUCTURE EXCAVATION	CU YD	90		90
50200300	COFFERDAM EXCAVATION	CU YD	138		138
50202901	COFFERDAM (LOCATION 1)	EACH	1		1
50202902	COFFERDAM (LOCATION 2)	EACH	1		1
50300100	FLOOR DRAINS	EACH	6		6
50300225	CONCRETE STRUCTURES	CU YD	260.2		260.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	459.9		459.9
50300260	BRIDGE DECK GROOVING	SQ YD	1182.2		1182.2
50300265	SEAL COAT CONCRETE	CU YD	104		104

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. _____
 HORIZ. _____

DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 11/2/2005
 PLOT SCALE = AS SHOWN
 USER NAME = JLSB88

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE:	
				I000-2A ROADWAY	X081-2A BRIDGE
50300300	PROTECTIVE COAT	SQ YD	1692		1692
50400745	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 72"	FOOT	2118		2118
50800105	REINFORCEMENT BARS	POUND	53490		53490
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	155,030		155,030
51201700	FURNISHING STEEL PILES HP12X74	FOOT	774		774
51202700	DRIVING STEEL PILES	FOOT	774		774
51203700	TEST PILE STEEL HP12X74	EACH	2		2
51500100	NAME PLATES	EACH	1		1
55100500	STORM SEWER REMOVAL 12"	FOOT	386	386	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	99.5		99.5
60500050	REMOVING CATCH BASINS	EACH	5	5	
60609580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	156		156
60616110	PAVED DITCH, TYPE A-30	FOOT	75	75	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	675	675	
* 63000130	STEEL PLATE BEAM GUARD RAIL, TYPE A (SPECIAL)	FOOT	35.3	35.3	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	408	408	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	0.2	0.8
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3980	3980	
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	900	900	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	5	5	
78200405	GUARDRAIL MARKERS	EACH	16	16	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	6		6
X3550700	BITUMINOUS BASE COURSE SUPERPAVE 10"	SQ YD	584	584	
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	217	217	
X4066765	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	TON	130	130	
X4080020	INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, N50	TON	30	30	
X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1	
Z0002600	BAR SPLICERS	EACH	400		400
* Z0008254	DRILLED SHAFT IN SOIL 54"	FOOT	282.9		282.9
* Z0008348	DRILLED SHAFT IN ROCK 48"	FOOT	180		180
Z0065100	SETTLEMENT PLATFORMS	EACH	2	2	

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

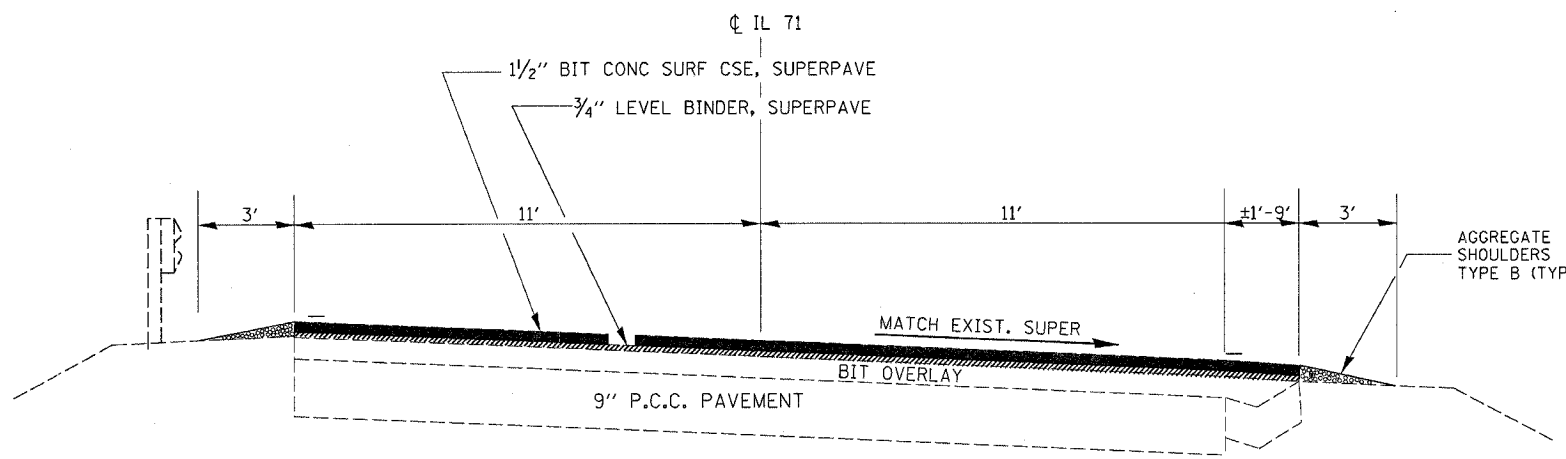
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE

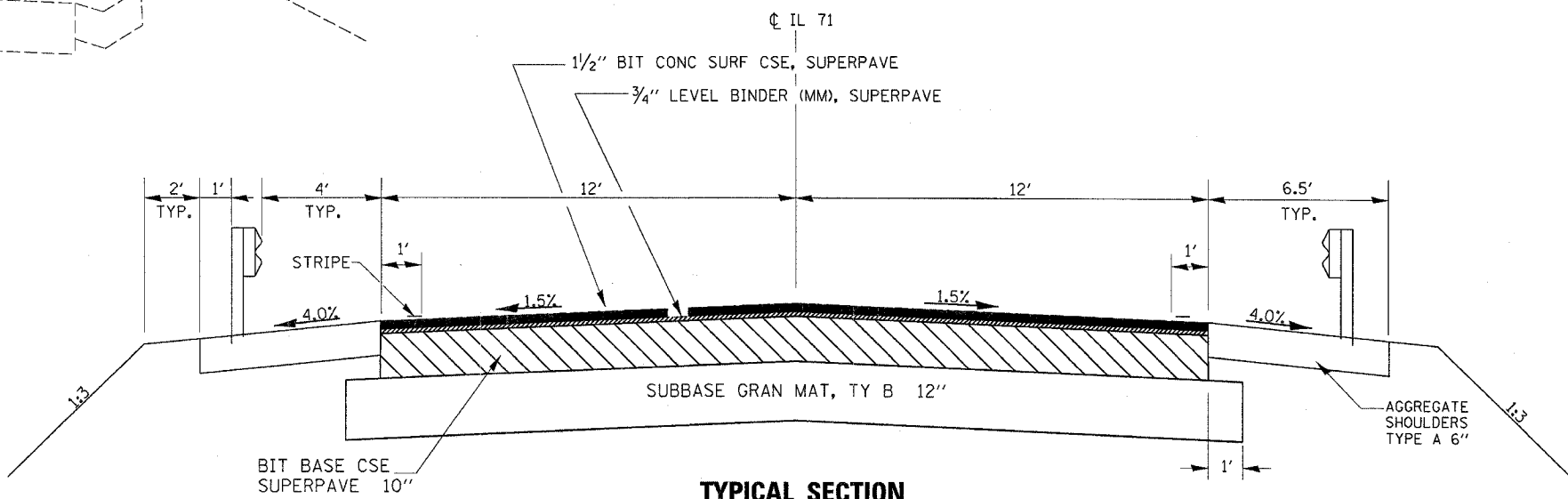
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	IBR	LASALLE	69	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



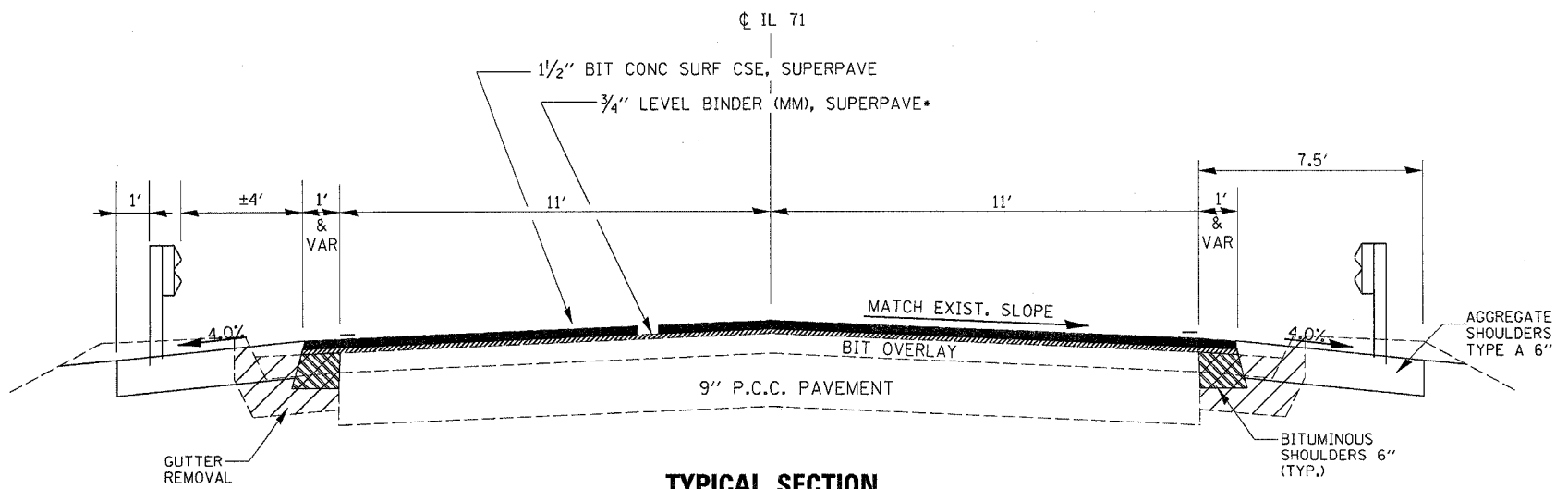
TYPICAL SECTION

STA. 17+93 TO STA. 21+63



TYPICAL SECTION

STA. 22+35 TO STA. 24+54



TYPICAL SECTION

STA. 21+63 TO STA. 22+35
STA. 28+79 TO STA. 29+75

* LEVELING BINDER QUANTITY ADDED FROM STA. 28+79 TO STA. 29±75

MIXTURES TABLE

	SUPERPAVE BINDER FOR BASE COURSE	SUPERPAVE SURFACE	SUPERPAVE LEVEL BINDER	SUPERPAVE INCIDENTAL SURFACE	SUPERPAVE SHOULDERS
PG GRADE	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22
MAX % RAP ALLOWABLE**	25	15	25	15	30
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 12.5 OR IL 9.5	IL 9.5	IL 12.5 OR IL 9.5	BAM
FRICION AGGREGATE		MIXTURE C		MIXTURE C	
PLANT LIMITS	CLASS I	CLASS I	CLASS I	CLASS I	NON-CLASS I
DENSITY TEST METHOD	CORES/NUCLEAR	CORES/NUCLEAR	SATISFACTION OF THE ENGINEER	SATISFACTION OF THE ENGINEER	

* MATERIAL SHALL COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT THE BOTTOM LIFT SHALL BE COMPACTED TO A MINIMUM OF 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	IBR	LASALLE	69	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOCATION STA. TO STA.	BIT MAT'L PR CT (GAL)	BIT SHLD SUPER 6" (SQ YD)	SUBBASE GRAN MAT TY B, 12" (SQ YD)	BIT BSE CSE, SUPER 10" (SQ YD)	LEV BIND (MM) SUPER, N50 (TON)	BIT CONC SURF CSE SUPER "C" N50 (TON)	AGG SHLD TYPE A 6" (SQ YD)	AGG SHLD TYPE B (TON)	BIT SURF BUTT JT (SQ YD)
17+03 - 17+93	19				2	20		4	162
17+93 - 21+63	82				43	86		14	
21+63 - 22+35	16	18			8	17	89.7		
22+35 - 24+54			633	584	25	49.1	316.3		
24+54 - 28+79	APPROACH AND STRUCTURE OMISSION								
28+79 - 29+75	21	32			50	22	132.6		
29+75 - 30+65	21				2	22		4	171
TOTALS	159	50	633	584	130	217	539	22	333

LOCATION	6 - 15 UNITS DIAMETER										OVER 15 DIAMETER											
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	27	40
NORTHWEST QUADRANT NO. OF TREES	10	7	4	6	5	4	2	1	5	5	2	3	2	3	1	2	2	1		1	1	1
NORTHEAST QUADRANT NO. OF TREES	7	1	4	2	4	2	4	1						1								
SOUTHWEST QUADRANT NO. OF TREES	2	3	4	5	1	3			2	1				1			1	1				
SOUTHWEST QUADRANT NO. OF STUMPS				1				1						1								
SOUTHEAST QUADRANT NO. OF TREES	2	3																				
SOUTHEAST QUADRANT NO. OF STUMPS		4	1	3	1	1																
SUBTOTALS	126	126	104	153	110	110	72	39	70	105	48	51	36	76	60	42	44	46	24	25	27	40
TOTALS	1015										519											

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
STA. 21+60 TO STA. 23+00	70	53	1858	-1805
STA. 23+00 TO STA. 25+00	546	410	25566	-25156
STA. 25+00 TO STA. 25+85	596	447	837	-390
STA. 27+42 TO STA. 28+39	0	0	225	-225
STA. 28+39 TO STA. 28+79	46	35	0	35
STA. 28+79 TO STA. 29+75	32	24	14	10
TOTAL	1290	969	28500	-27531

SF= SHRINKAGE FACTOR= 25%
 COLUMN 2= COLUMN 1*(1-SF)
 COLUMN 4= COLUMN 2-COLUMN 3

LOCATION	SIDE	GUTTER REMOVAL FOOT	PAVEMENT REMOVAL SQ YD	PAVED DITCH REMOVAL FOOT	CONC HEADWALL REMOVAL EACH	STORM SEWER REMOVAL 12" FOOT	REM CATCH BASINS EACH
STA. 22+64	LT				1	112	1
STA. 22+64	RT				1	76	1
STA. 22+85.5	LT				1		
STA. 23+55	RT						1
STA. 28+71	LT				1	100	1
STA. 28+71	RT				1	98	1
STA. 21+63 - STA. 22+75	LT	112					
STA. 21+72 - STA. 22+75	RT	103					
STA. 28+45 - STA. 29+75	LT	130					
STA. 28+45 - STA. 29+75	RT	130					
STA. 22+35 - STA. 22+75			106.7				
STA. 28+45 - STA. 28+79			97.3				
STA. 23+05 - STA. 23+55	RT			50			
TOTALS		475	204	50	5	386	5

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 10/31/2005
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = MUSER8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOCATION	PAVEMENT MARKING				
	EPOXY			RAISED REFL PAVT MARK BRIDGE	RAISED REFL PAVEMENT MARKERS
	4"	4"	6"		
	WHITE FOOT	YELLOW FOOT	YELLOW FOOT	EACH	EACH
STA. 17+03 - STA. 17+93					
EDGE LINE	180				
NO PASSING ZONE		180			2
STA. 17+93 - STA. 24+54					
NO PASSING ZONE		661			
EDGE LINE	1322				
CENTERLINE			740		9
STA. 24+54 - STA. 28+69					
NO PASSING ZONE		415			
EDGE LINE	830				
CENTERLINE			110	5	
STA. 28+69 - STA. 30+65					
EDGE LINE	392				
CENTERLINE			50		3
TOTALS	2724	1256	900	5	14

GUARDRAIL SCHEDULE					
LOCATION QUADRANT	GUARD RAIL REMOV FOOT	TRAF BAR TERM		SPBGR TYPE A FOOT	SPBGR TYPE A FOOT
		TYPE 6 EACH	TYPE 1 SPEC (TANG) EACH		
NORTHWEST	96	1		275	8.1
SOUTHWEST	96	1	1	225	
NORTHEAST	108	1		87.5	13.6
SOUTHEAST	108	1		87.5	13.6
TOTALS	408	4	1	675	35.3

TEMPORARY EROSION CONTROL			
LOCATION	TEMP DITCH CHECKS	PER EROS BARR	TEMP EROS CONT SEEDING
	EACH	FOOT	POUND
NORTHWEST QUADRANT	6	285	140
SOUTHWEST QUADRANT	6	305	116
NORTHEAST QUADRANT		315	32
SOUTHEAST QUADRANT		165	32
TOTAL	12	1070	320

ENTRANCES AND SIDEROADS					
LOCATION	SIDE	TYPE	BIT SURF REM BUTT JT	BIT MATLS PRIME COAT	INC BIT SURF SUPER
			SO YD	GALLON	TON
STA. 18+52.02	RT	SR	11	8.5	11.8
STA. 19+00	LT	CE	29	6.2	8.5
STA. 20+86 - STA. 21+70	RT	MBTO/PE	15	6.8	9.5
TOTALS			55	22	30

REVISIONS	
NAME	DATE

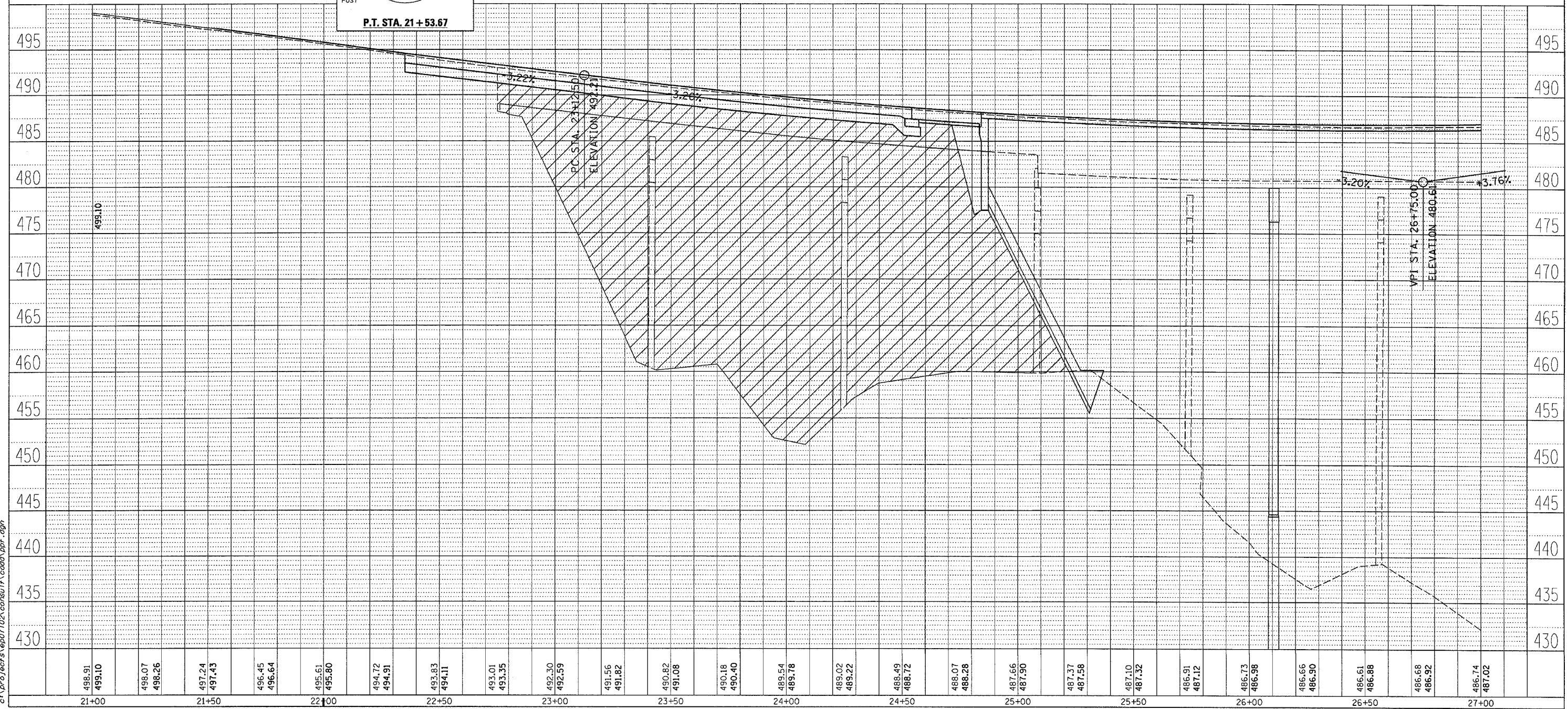
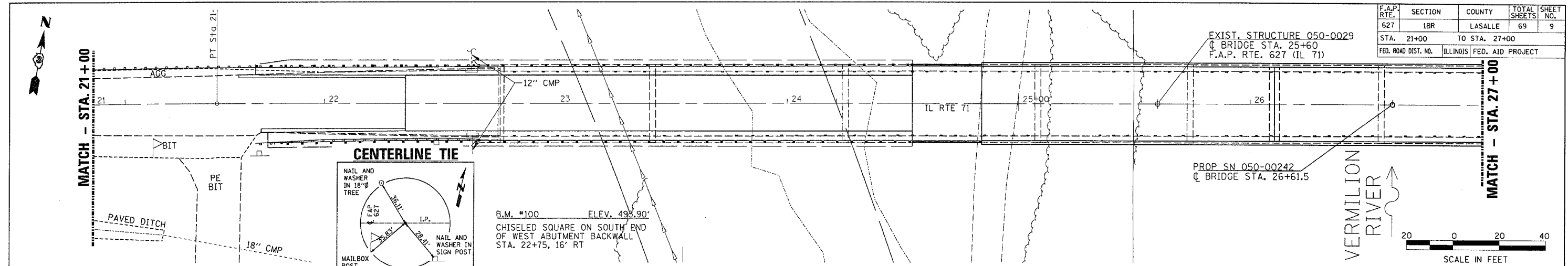
ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF
QUANTITIES

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	9
STA. 21+00		TO STA. 27+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

DATE	BY

REVISIONS

NO.	DESCRIPTION

PROFILE

DATE	BY

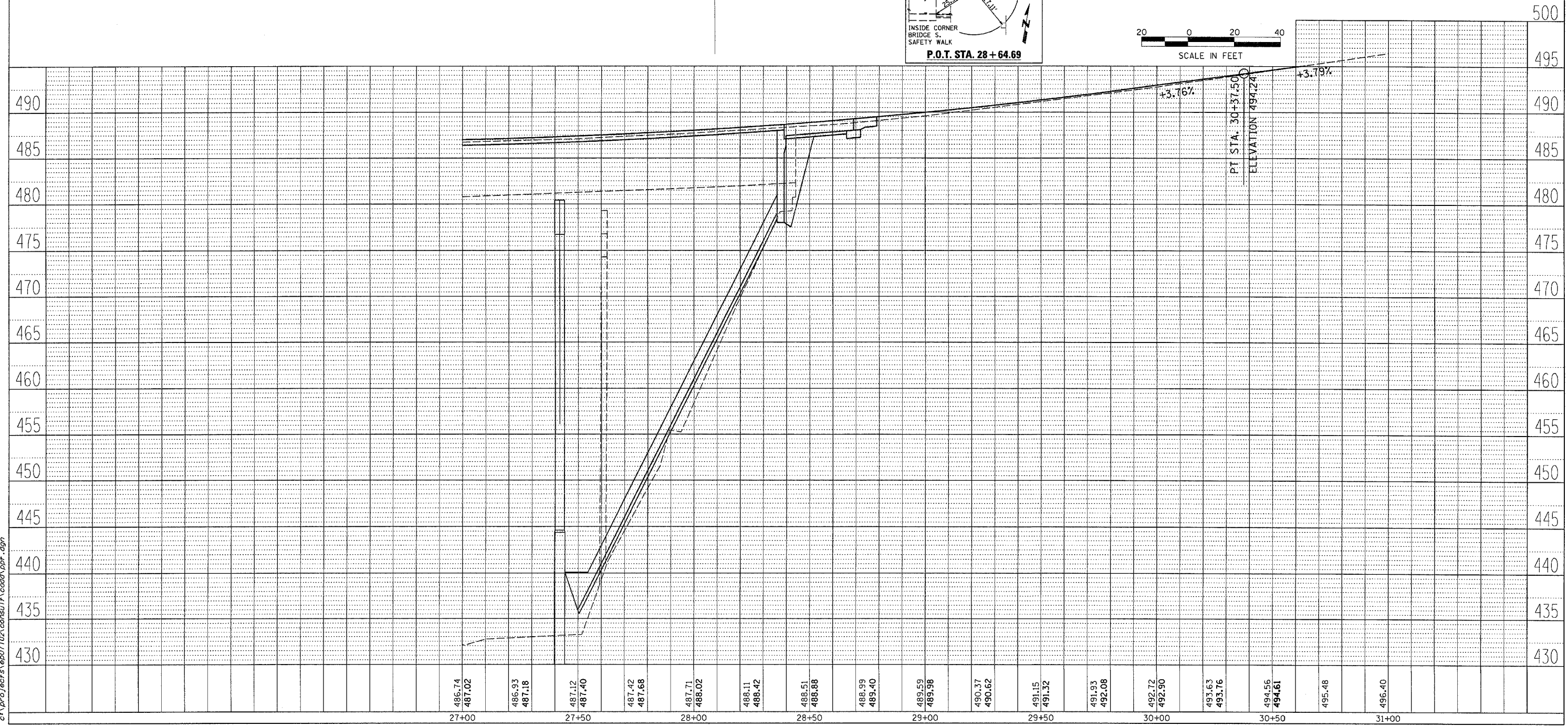
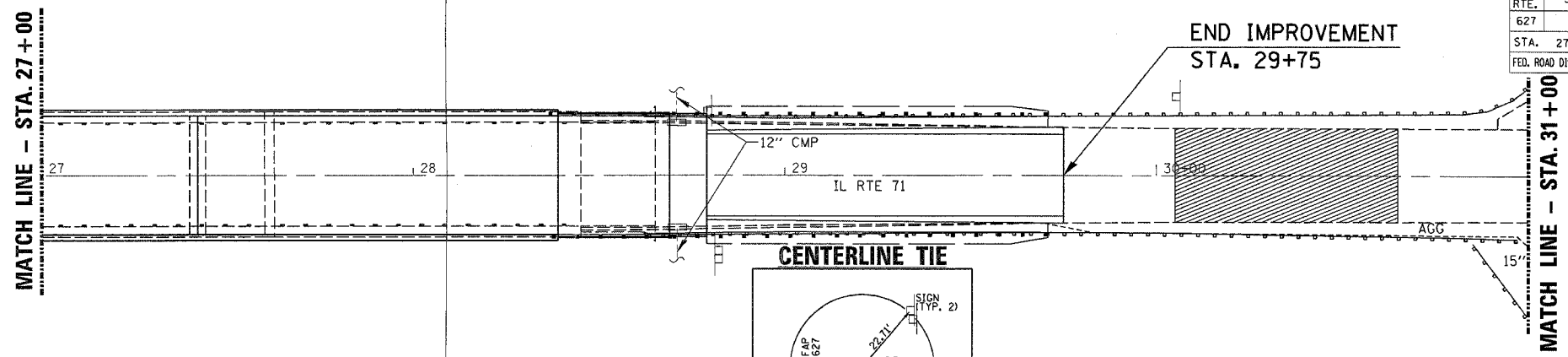
REVISIONS

NO.	DESCRIPTION

10/31/2005
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IL RTE 71 PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	10
STA. 27+00		TO STA. 30+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

DESIGNED	DATE
PLOTTED	
ALIGNMENT CHECKED	
NOTE BOOK NO.	
DATE	

PROFILE

DESIGNED	DATE
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	
DATE	

10/31/2005
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	11
STA. 30+00		TO STA. 36+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

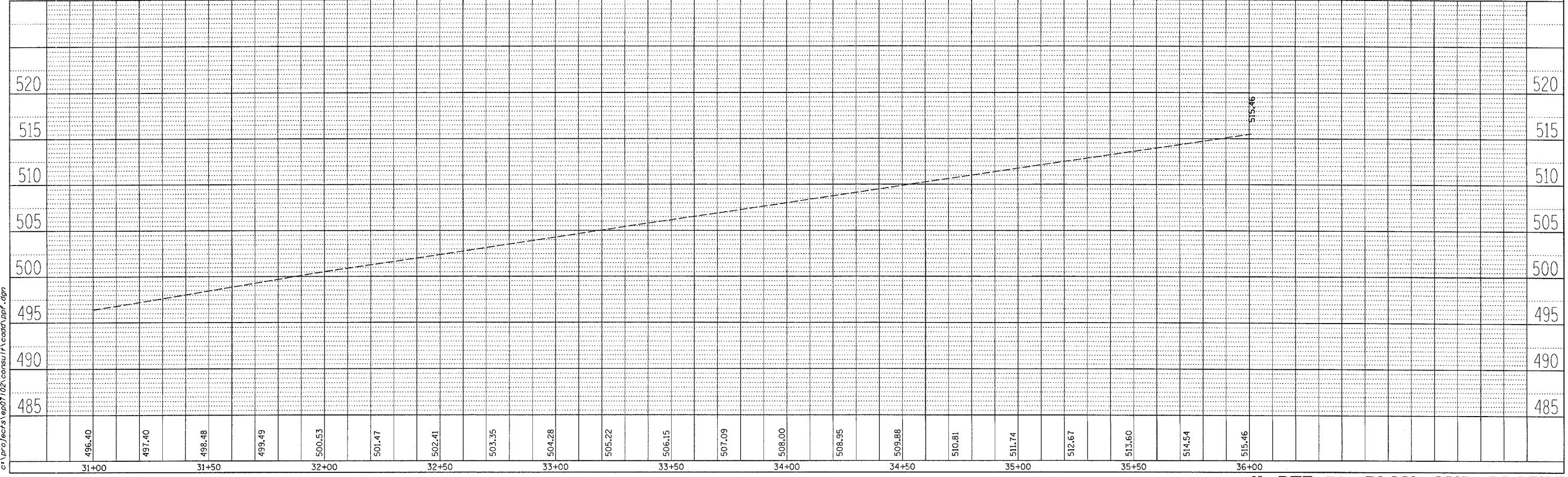
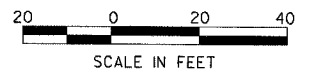
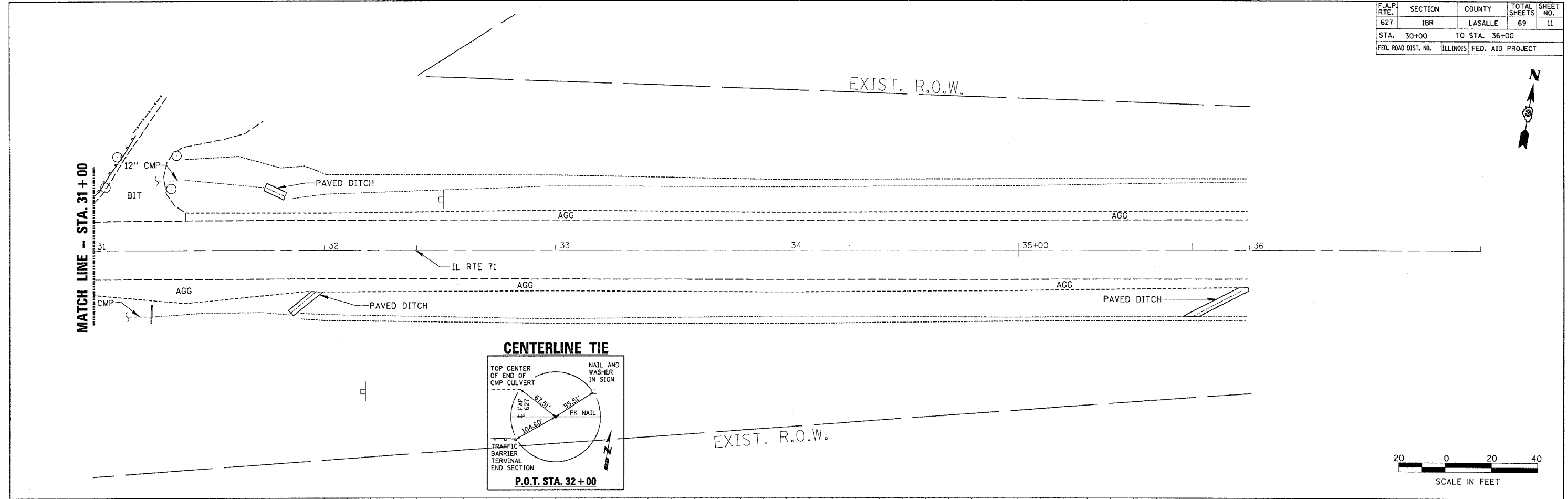
DATE	BY

SURVEYED _____
 ALIGNED CHECKED _____
 NOTE BOOK _____
 NO. _____
 ADD FILE NAME _____

PROFILE

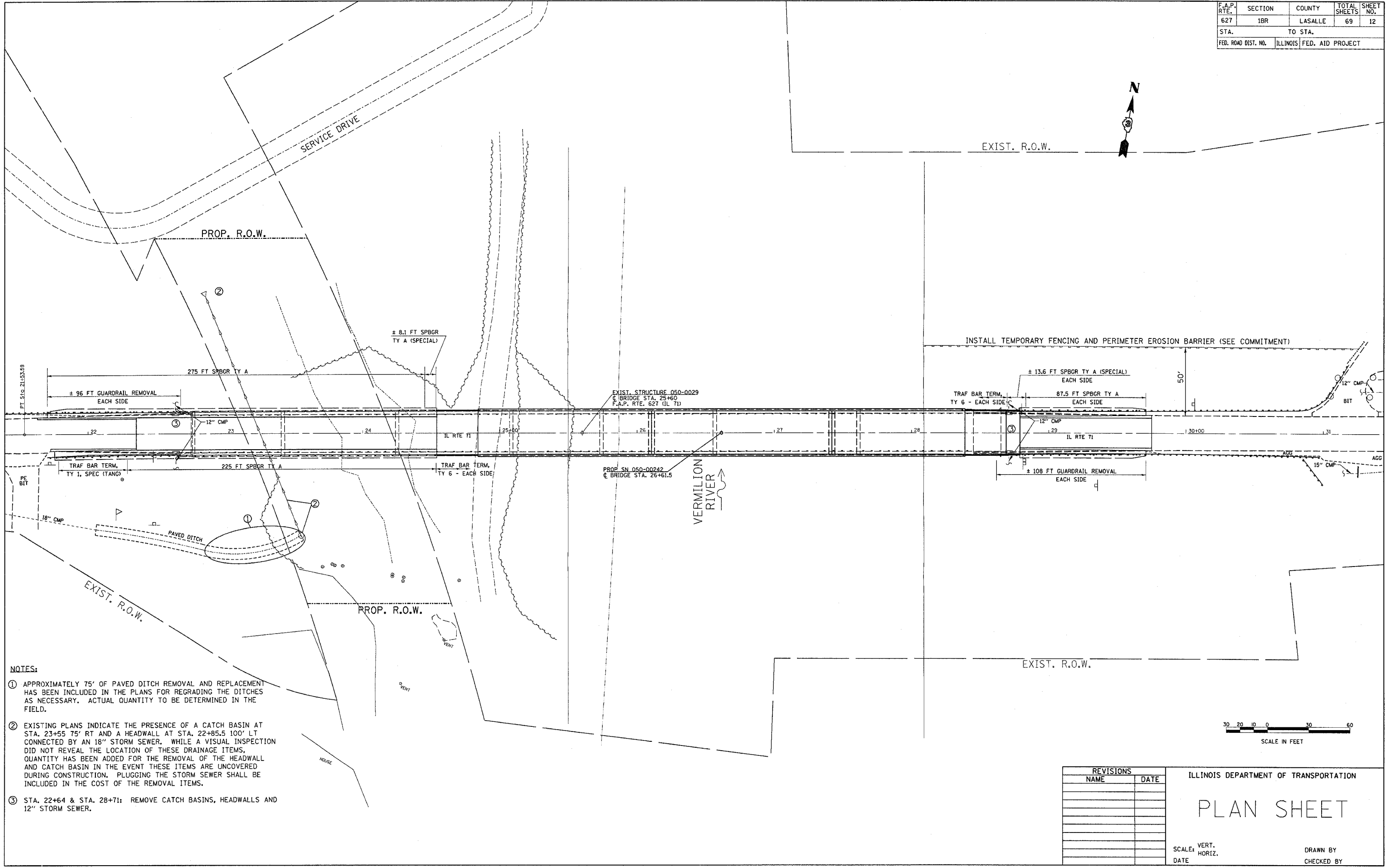
DATE	BY

SURVEYED _____
 GRADES CHECKED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOT A FIRE CHIMNEY



10/31/2005
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

- ① APPROXIMATELY 75' OF PAVED DITCH REMOVAL AND REPLACEMENT HAS BEEN INCLUDED IN THE PLANS FOR REGRADING THE DITCHES AS NECESSARY. ACTUAL QUANTITY TO BE DETERMINED IN THE FIELD.
- ② EXISTING PLANS INDICATE THE PRESENCE OF A CATCH BASIN AT STA. 23+55 75' RT AND A HEADWALL AT STA. 22+85.5 100' LT CONNECTED BY AN 18" STORM SEWER. WHILE A VISUAL INSPECTION DID NOT REVEAL THE LOCATION OF THESE DRAINAGE ITEMS, QUANTITY HAS BEEN ADDED FOR THE REMOVAL OF THE HEADWALL AND CATCH BASIN IN THE EVENT THESE ITEMS ARE UNCOVERED DURING CONSTRUCTION. PLUGGING THE STORM SEWER SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.
- ③ STA. 22+64 & STA. 28+71: REMOVE CATCH BASINS, HEADWALLS AND 12" STORM SEWER.

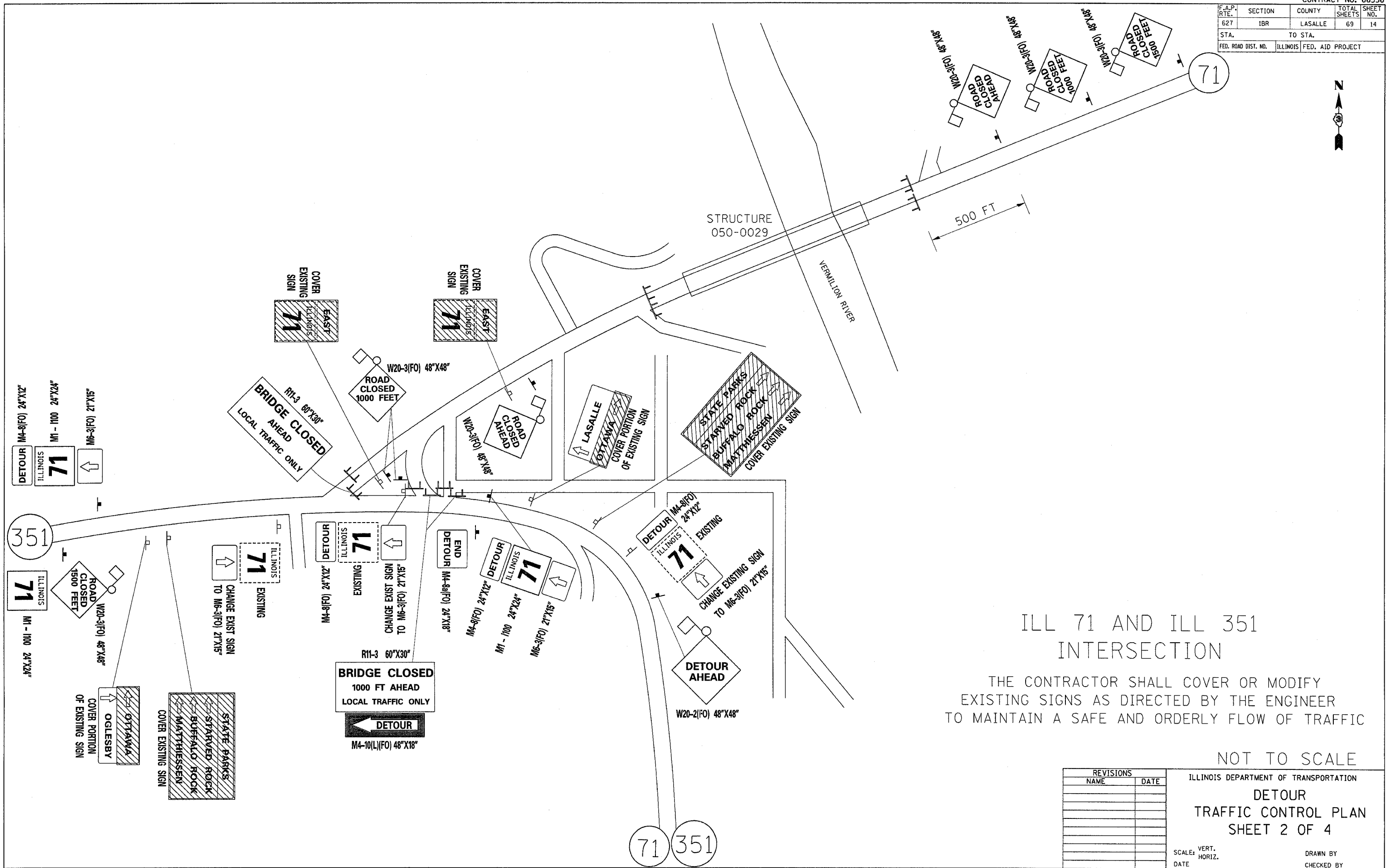
PLOT DATE = 10/21/2005
 PLOT SCALE = AS SHOWN
 USER NAME = MUSER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PLAN SHEET

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ILL 71 AND ILL 351 INTERSECTION

THE CONTRACTOR SHALL COVER OR MODIFY EXISTING SIGNS AS DIRECTED BY THE ENGINEER TO MAINTAIN A SAFE AND ORDERLY FLOW OF TRAFFIC

NOT TO SCALE

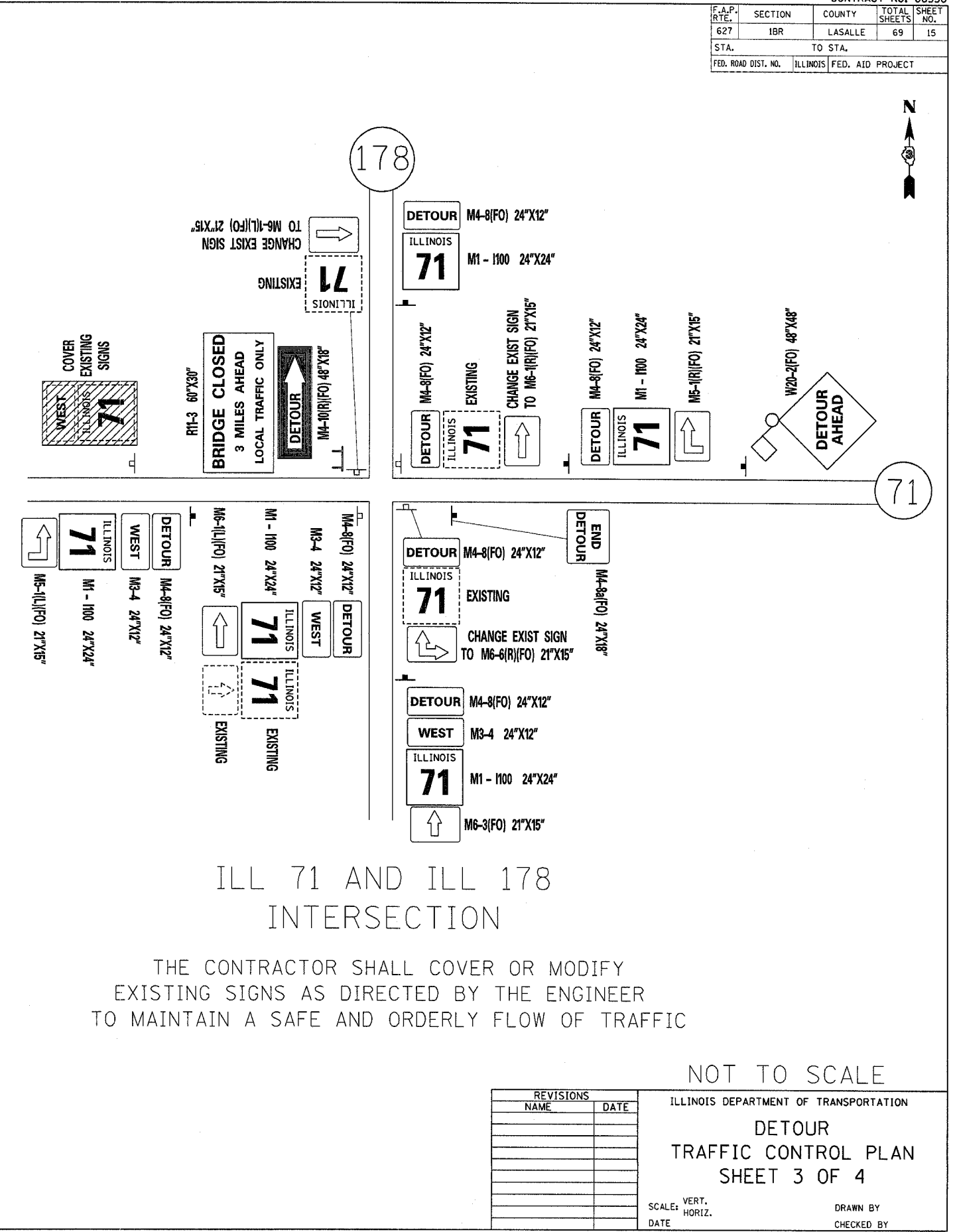
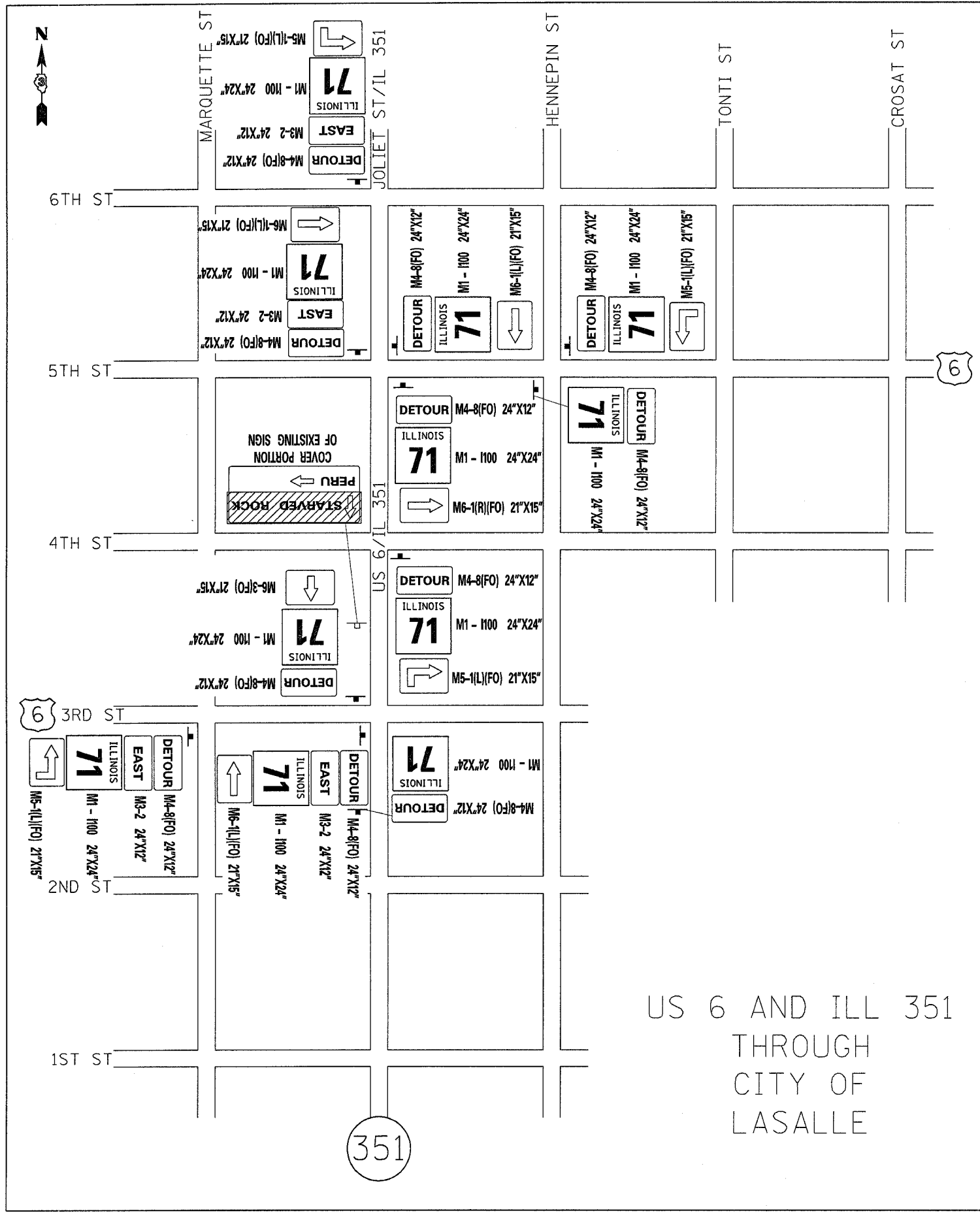
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR
TRAFFIC CONTROL PLAN
SHEET 2 OF 4

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/31/2005
 PLOT SCALE = AS SHOWN
 USER NAME = *USER*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



US 6 AND ILL 351
THROUGH
CITY OF
LASALLE

ILL 71 AND ILL 178
INTERSECTION

THE CONTRACTOR SHALL COVER OR MODIFY
EXISTING SIGNS AS DIRECTED BY THE ENGINEER
TO MAINTAIN A SAFE AND ORDERLY FLOW OF TRAFFIC

NOT TO SCALE

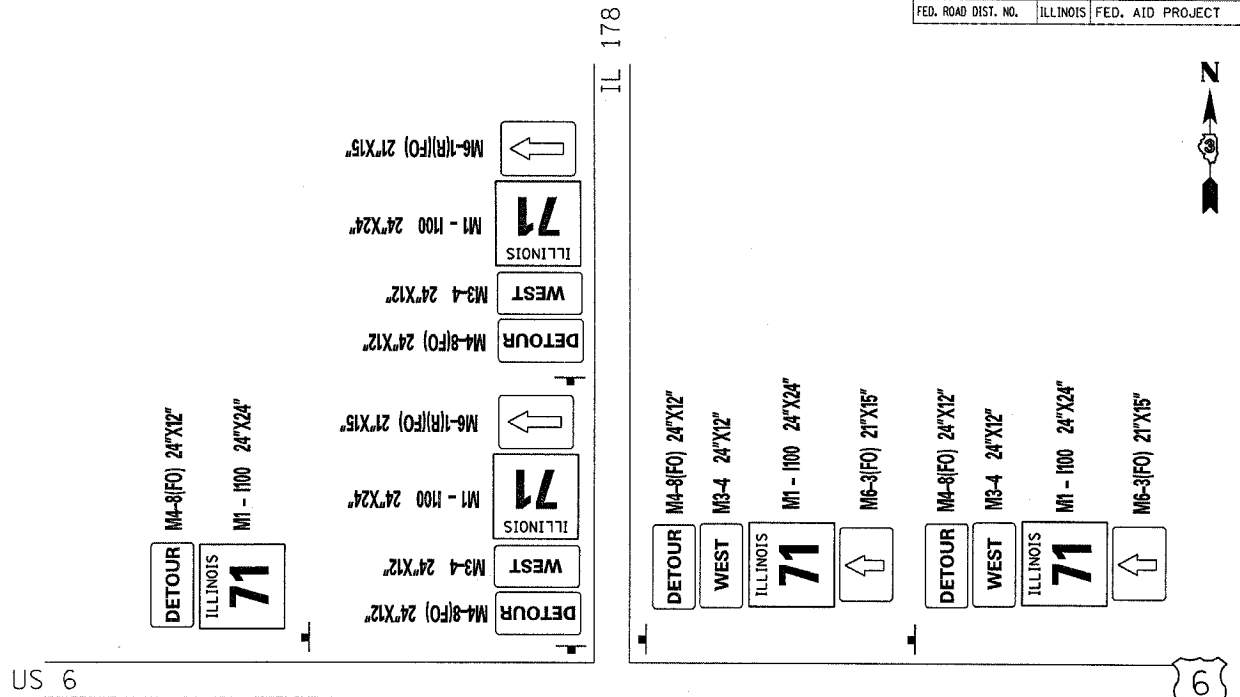
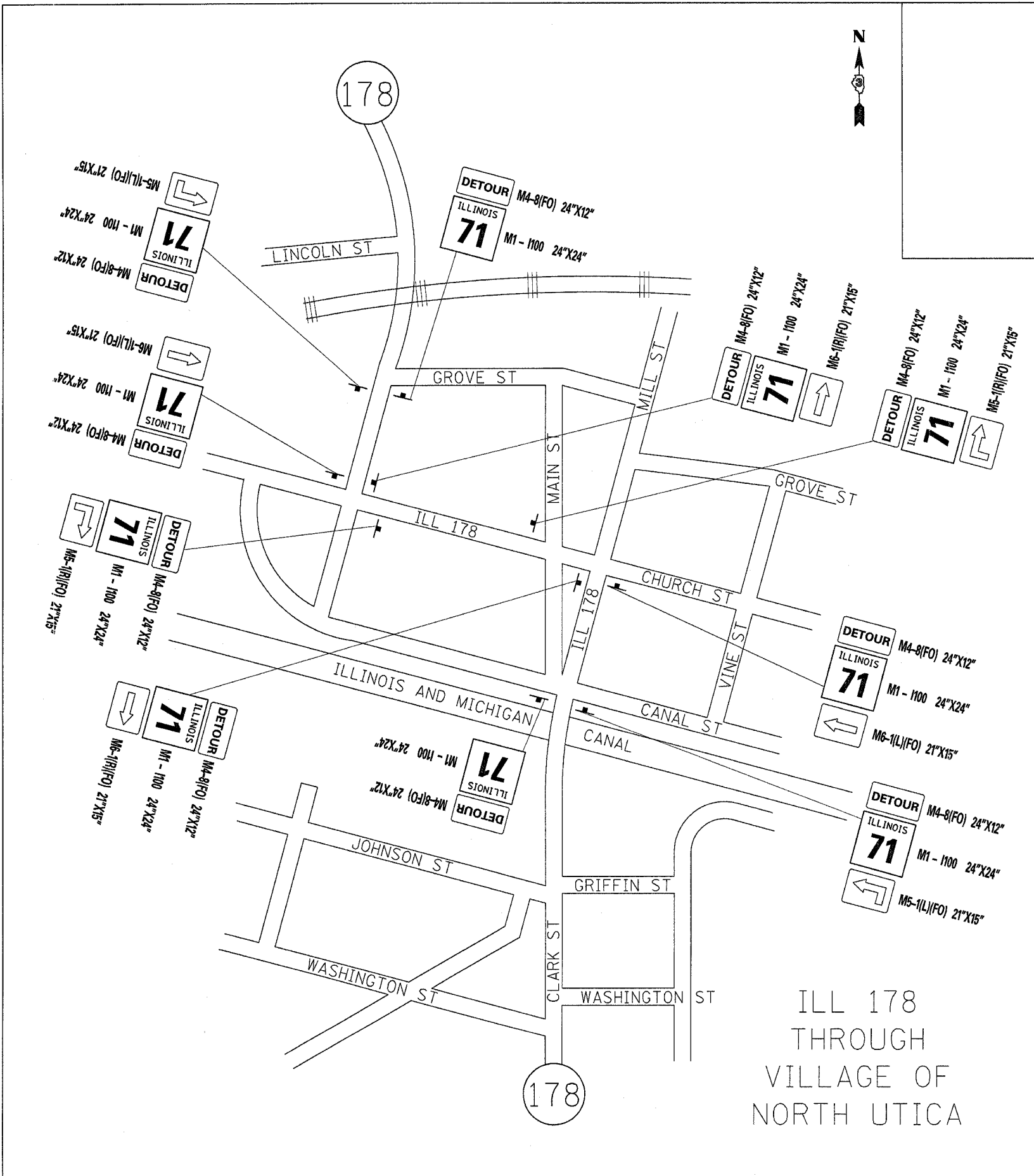
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR
TRAFFIC CONTROL PLAN
SHEET 3 OF 4

REVISIONS	
NAME	DATE

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/31/2005
PLOT SCALE = 1/4" = 1'-0"
PLOT USER = MCELLEN
USER NAME = MCELLEN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ILL 178
THROUGH
VILLAGE OF
NORTH UTICA

US 6 AND ILL 178
INTERSECTION

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR
TRAFFIC CONTROL PLAN
SHEET 4 OF 4

REVISIONS	
NAME	DATE

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/21/2005
FILE NAME = #FILLK
PLOT SCALE = #SCALE#
USER NAME = #USER#

THE S.E. 1/4 OF SEC. 23, T.33N., R.1E. OF THE 3RD P.M.

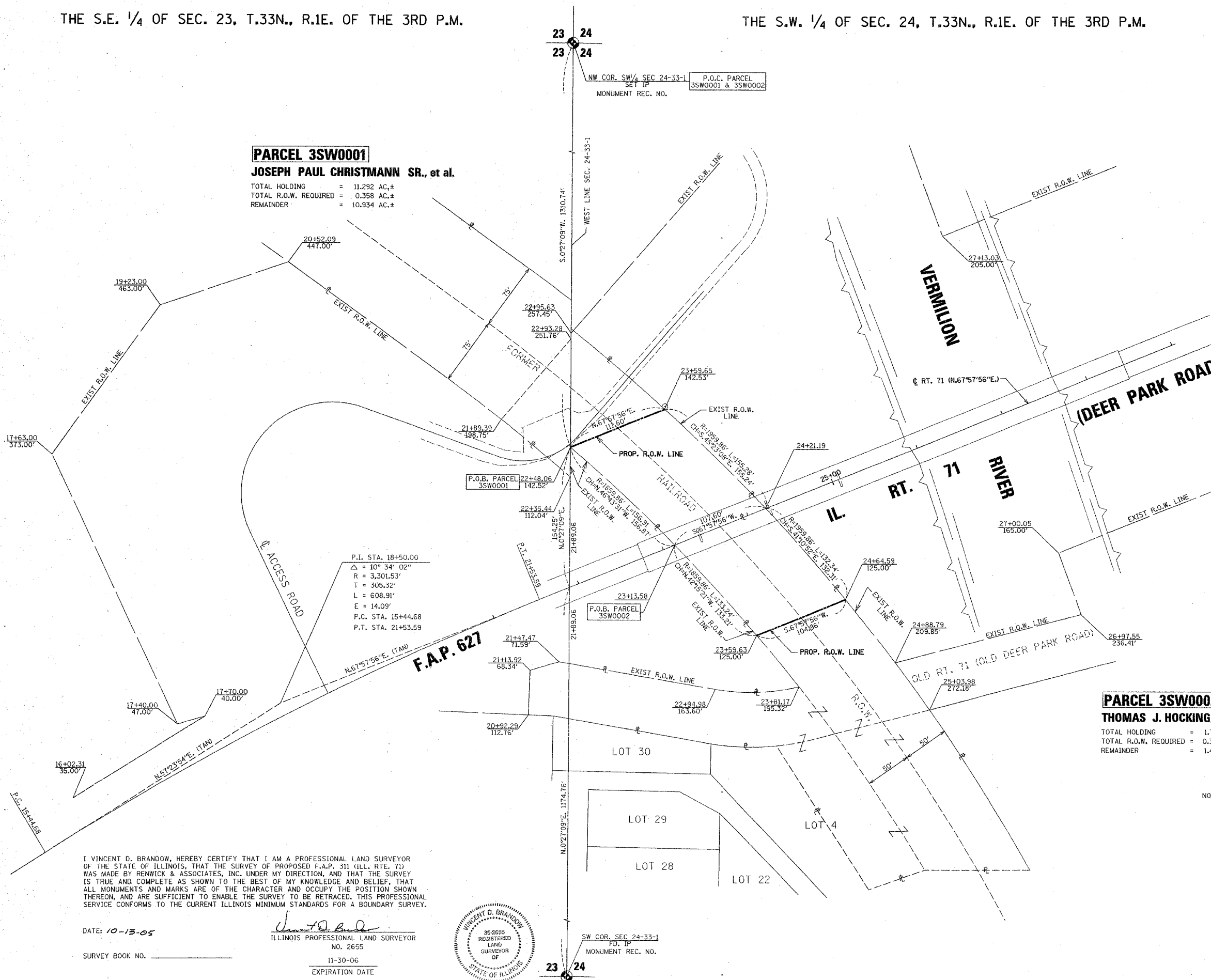
THE S.W. 1/4 OF SEC. 24, T.33N., R.1E. OF THE 3RD P.M.

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	17
RWMA REGION 5		ILLINOIS PROJECT		



PARCEL 3SW0001
JOSEPH PAUL CHRISTMANN SR., et al.
 TOTAL HOLDING = 11.292 AC.±
 TOTAL R.O.W. REQUIRED = 0.358 AC.±
 REMAINDER = 10.934 AC.±

PARCEL 3SW0002
THOMAS J. HOCKING, et ux.
 TOTAL HOLDING = 1.785 AC.±
 TOTAL R.O.W. REQUIRED = 0.305 AC.±
 REMAINDER = 1.480 AC.±

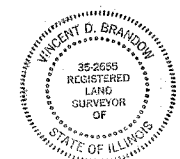


P.I. STA. 18+50.00
 $\Delta = 10^\circ 34' 02''$
 $R = 3,301.53'$
 $T = 305.32'$
 $L = 608.91'$
 $E = 14.09'$
 P.C. STA. 15+44.68
 P.T. STA. 21+53.59

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. 311 (ILL. RTE. 71) 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.

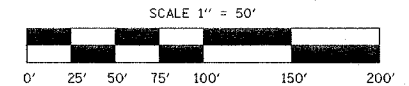
DATE: 10-13-05

Vincent D. Brandow
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 NO. 2655
 11-30-06
 EXPIRATION DATE



SW COR. SEC 24-33-1
 P.O. IP
 MONUMENT REC. NO.

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. 627 (IL 71)		
SECTION	1BR		
PROJECT			
COUNTY	LASALLE		
JOB NUMBER	R-93-009-04		
STATION	15+44.68	TO	29+00.00
SHEET	1	OF	1
SCALE 1" = 50'			

Bench Mark: BM #100. Chiseled "□" southwest corner S.N. 050-0029. Elev. 493.90.

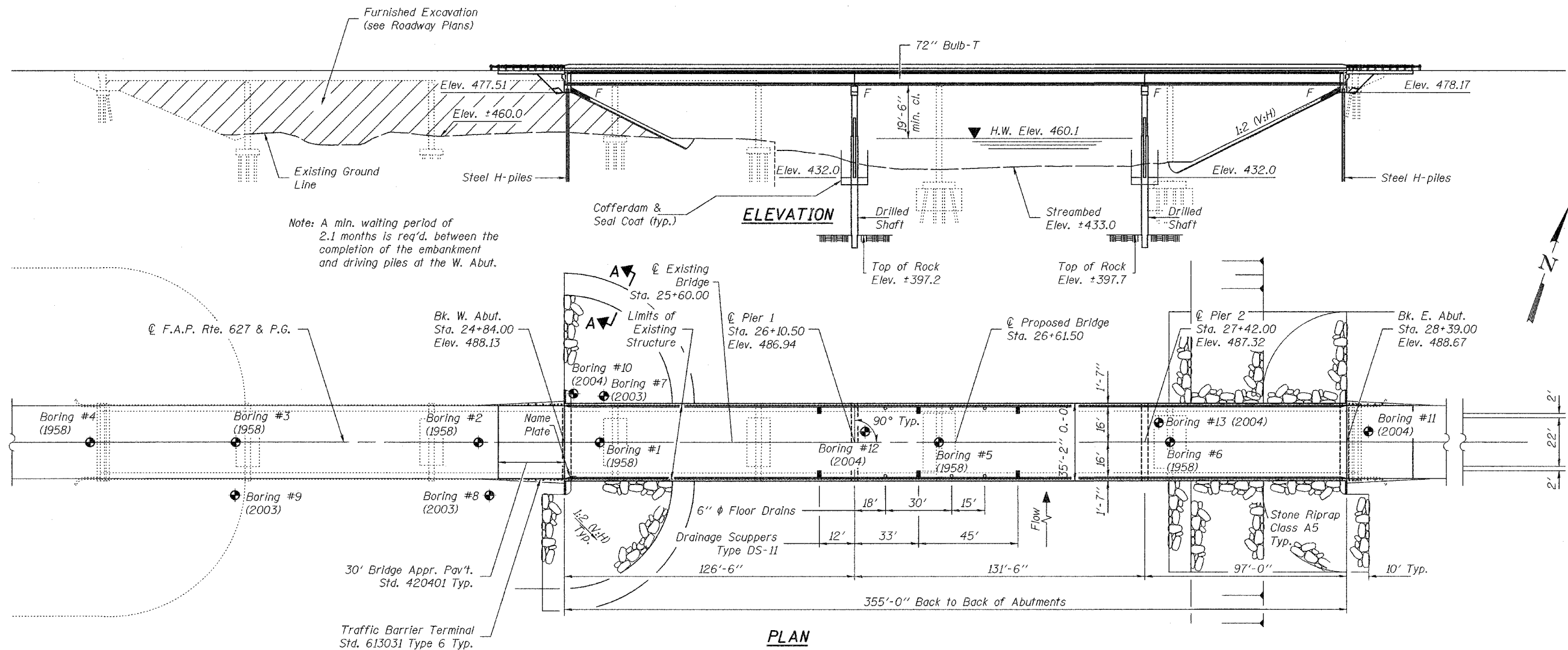
Existing Structure: S.N. 050-0029 built 1960 as F.A. Route 8, Section 1B-R & 1F-R at Station 25+60.
Structure consists of 2 units, a 4 span continuous steel WF beams and a 3 span continuous riveted plate girders supported by spill thru abutments and hammerhead piers. 570'-0" back-to-back abutments. 33'-8" out-to-out deck. Structure to be removed and replaced. Road to be closed and traffic detoured during construction.

No salvage

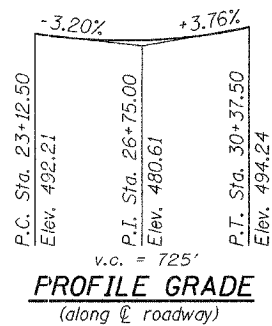
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(D)BR	LASALLE	69	18
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #66556



For Section A-A, see sht. 2 of 31.



STATION 26+61.50
BUILT 200 BY
STATE OF ILLINOIS
F.A.P. RT. 627 - SEC. (D)BR
LOADING HS20
STR. NO. 050-0242
NAME PLATE
See Std. 515001

WATERWAY INFORMATION

Existing Low Grade Elev. 486.8 ft. \odot Sta. 26+50
Drainage Area = 1328.00 mi² Prop. Low Grade Elev. 486.9 ft. \odot Sta. 26+16.8

Flood	Freq. Yr.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
		0	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
	10	23951	4683	4683	460.0	0.2	0.2	460.2	460.2
Design	50	34697	4710	4710	460.1	0.3	0.3	460.4	460.4
Base	100	38926	4736	4736	460.2	0.4	0.5	460.6	460.7
Overtopping									
Max. Calc.	500	48023	5196	4817	460.5	0.5	0.7	461.0	461.2

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
2002 AASHTO

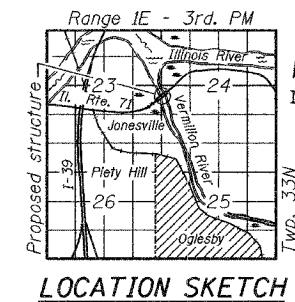
DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

PRECAST PRESTRESSED UNITS
 $f'_c = 6,000$ psi
 $f'_d = 5,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax. strands)
 $f_{st} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax. strands)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 3.9%
Site Coefficient (S) = 1.5



GENERAL PLAN
ILLINOIS ROUTE 71 OVER
VERMILION RIVER
F.A.P. ROUTE 627 - SECTION (D)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

DESIGNED	Mark Miller
CHECKED	Stephen M. Ryan
DRAWN	W.D.C.
CHECKED	Mark Miller / SMR

February 3, 2006
EXAMINED Thomas J. Donahue
PASSED Robert E. Anderson



Expires 11-30-2006

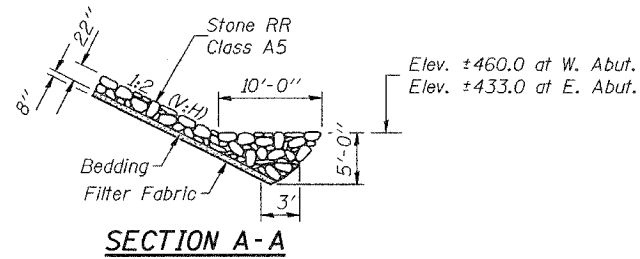
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.P. 627	(D)BR	LASALLE	69 19	2 31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #66556

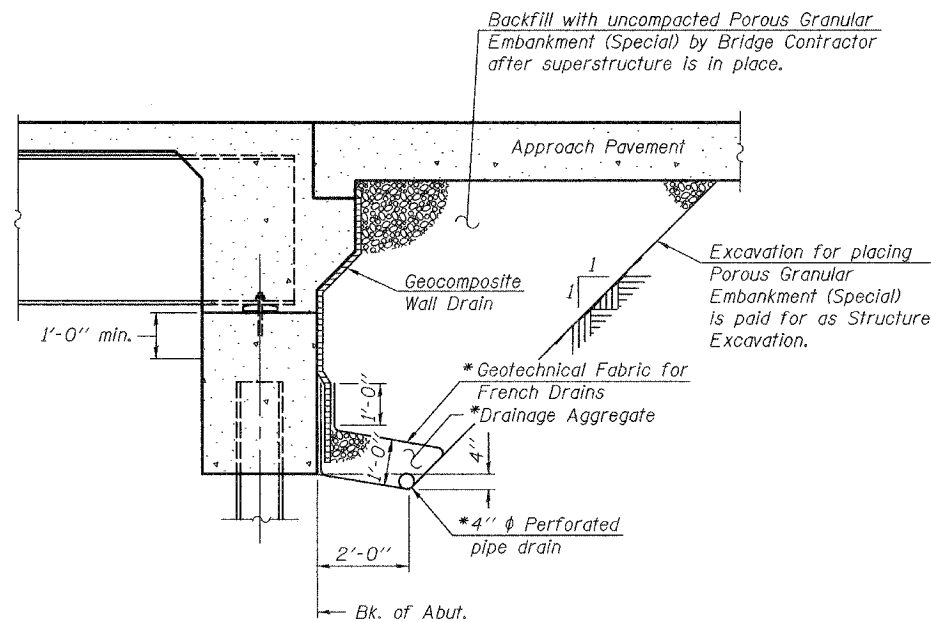
INDEX OF SHEETS

Sheet No.	Sheet Title
1.	General Plan & Elevation
2.	General Details
3.	Top of Slab Elevations
4.	Top of Slab Elevations
5.	Top of Slab Elevations
6.	Superstructure
7.	Superstructure Details
8.	Diaphragm Details
9.	Diaphragm Details
10.	Drainage Scuppers, DS-II
11.	Framing Plan
12.	Framing Details
13.	72" PPC Bulb-T Beam - (Span 1)
14.	72" PPC Bulb-T Beam - (Span 2)
15.	72" PPC Bulb-T Beam - (Span 3)
16.	72" PPC Bulb-T Beam Details
17.	Anchor Bolt Details
18.	West Abutment
19.	East Abutment
20.	Pier 1
21.	Pier 2
22.	Bar Splicer Assembly Details
23.	Soil Boring Logs
24.	Soil Boring Logs
25.	Soil Boring Logs
26.	Soil Boring Logs
27.	Soil Boring Logs
28.	Soil Boring Logs
29.	Soil Boring Logs
30.	Soil Boring Logs
31.	Soil Boring Logs



GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
Layout of the slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
The contractor shall drive two steel HP12x74 test piles in a permanent location one at each abutment as directed by the Engineer before ordering the remainder of the piles.
All construction joints shall be bonded.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.



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

* Included in the cost of Pipe Underdrains for Structures.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		260	260
Stone Riprap, Class A5	Sq. Yd.		2030	2030
Filter Fabric	Sq. Yd.		2030	2030
Protective Coat	Sq. Yd.	1692		1692
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		90	90
Concrete Superstructure	Cu. Yd.	459.9		459.9
Concrete Structures	Cu. Yd.		260.2	260.2
Bridge Deck Grooving	Sq. Yd.	1182.2		1182.2
Reinforcement Bars	Pound		53490	53490
Reinforcement Bars, Epoxy Coated	Pound	101020	54010	155030
Furnishing Steel Piles HP12x74	Foot		774	774
Driving Steel Piles	Foot		774	774
Name Plates	Each	1		1
Drilled Shaft in Soil 54"	Foot		282.9	282.9
Drilled Shaft in Rock 48"	Foot		180.0	180.0
Cofferdam (Location 1)	Each		1	1
Cofferdam (Location 2)	Each		1	1
Bar Splicers	Each	64	336	400
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams 72"	Foot	2118		2118
Cofferdam Excavation	Cu. Yd.		138	138
Test Pile Steel HP 12x74	Each		2	2
Seal Coat Concrete	Cu. Yd.		104	104
Drainage Scuppers, DS-II	Each	6		6
Floor Drains	Each	6		6
Pipe Underdrains for Structures 4"	Foot		156	156
Geocomposite Wall Drain	Sq. Yd.		99.5	99.5

GENERAL DETAILS
F.A.P. ROUTE 627 - SECTION (D)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

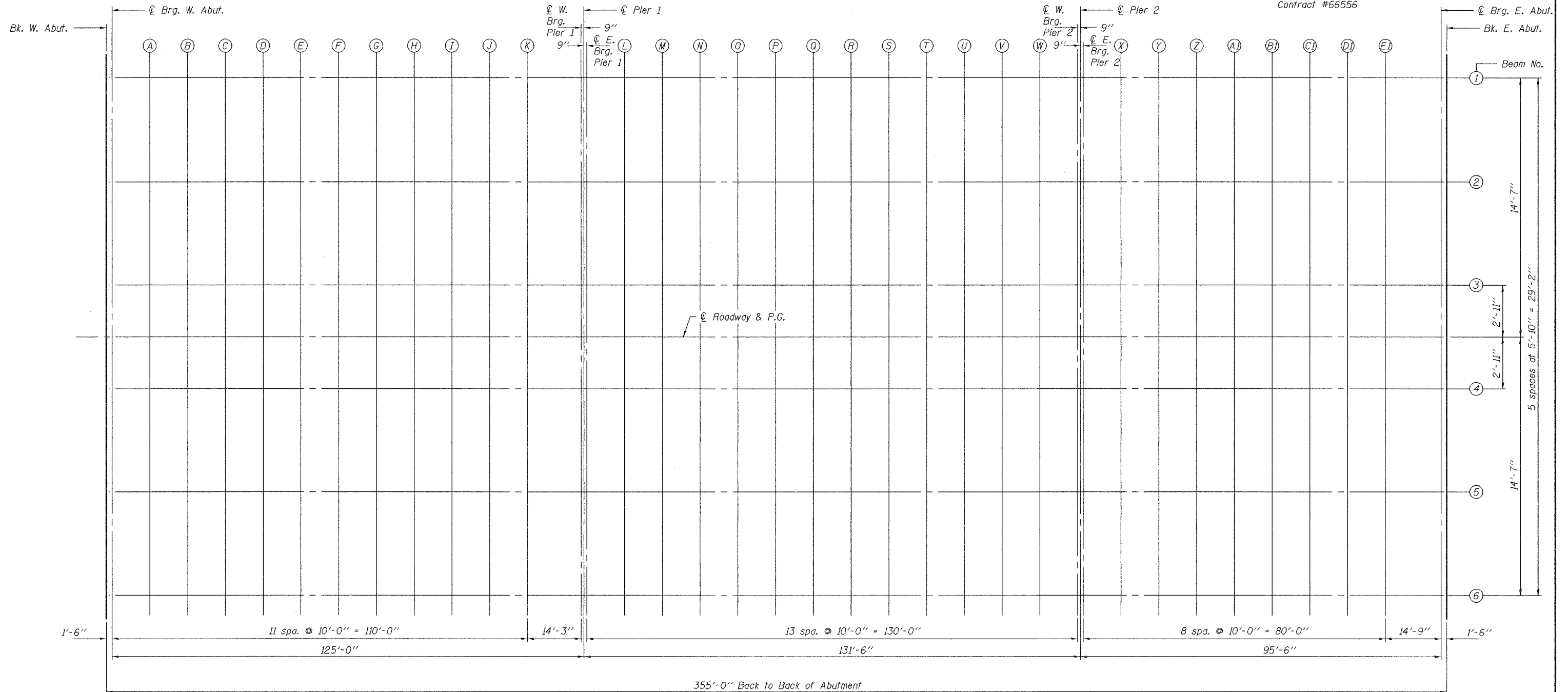
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

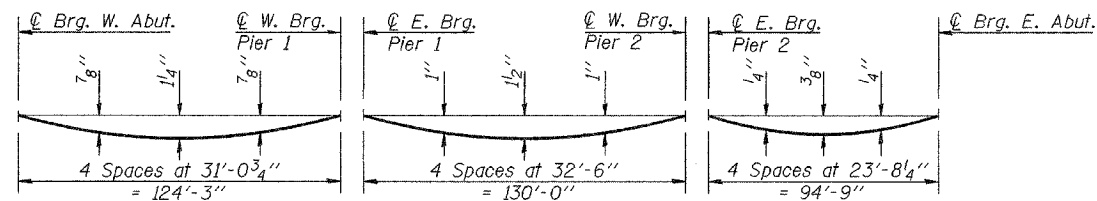
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION DBR	COUNTY LASALLE	TOTAL SHEETS 69	SHEET NO. 20	SHEET NO. 3 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract #66556



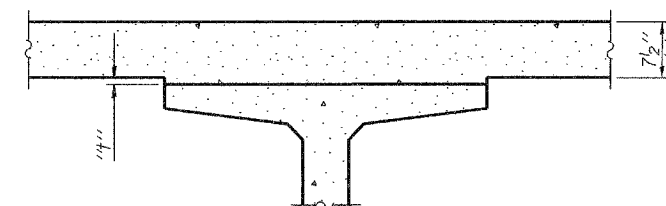
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 sheets 4 and 5 of 31.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on shts. 4 & 5 of 31, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Damagalki*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4

31 SHEETS

Contract #66556

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-14.583	487.893	487.893
CL Brg W Abut	2485.500	-14.583	487.869	487.869
A	2495.500	-14.583	487.720	487.744
C	2515.500	-14.583	487.451	487.522
D	2525.500	-14.583	487.330	487.412
E	2535.500	-14.583	487.220	487.311
F	2545.500	-14.583	487.119	487.220
G	2555.500	-14.583	487.027	487.123
H	2565.500	-14.583	486.945	487.031
I	2575.500	-14.583	486.873	486.949
J	2585.500	-14.583	486.810	486.867
K	2595.500	-14.583	486.757	486.791
CL W Brg Pier 1	2609.750	-14.583	486.698	486.698
CL Pier 1	2610.500	-14.583	486.695	486.695
CL E Brg Pier 1	2611.250	-14.583	486.693	486.693
L	2621.250	-14.583	486.664	486.691
M	2631.250	-14.583	486.646	486.699
N	2641.250	-14.583	486.636	486.717
O	2651.250	-14.583	486.637	486.733
P	2661.250	-14.583	486.647	486.754
Q	2671.250	-14.583	486.666	486.784
R	2681.250	-14.583	486.696	486.813
S	2691.250	-14.583	486.734	486.841
T	2701.250	-14.583	486.783	486.879
U	2711.250	-14.583	486.841	486.922
V	2721.250	-14.583	486.908	486.962
W	2731.250	-14.583	486.986	487.013
CL W Brg Pier 2	2741.250	-14.583	487.072	487.072
CL Pier 2	2742.000	-14.583	487.079	487.079
CL E Brg Pier 2	2742.750	-14.583	487.086	487.086
X	2752.750	-14.583	487.184	487.195
Y	2762.750	-14.583	487.292	487.313
Z	2772.750	-14.583	487.409	487.436
A1	2782.750	-14.583	487.535	487.567
B1	2792.750	-14.583	487.671	487.705
C1	2802.750	-14.583	487.817	487.847
D1	2812.750	-14.583	487.973	487.998
E1	2822.750	-14.583	488.138	488.153
CL Brg E Abut	2837.500	-14.583	488.399	488.399
Bk E Abut	2839.000	-14.583	488.426	488.426

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-8.750	487.997	487.997
CL Brg W Abut	2485.500	-8.750	487.974	487.974
A	2495.500	-8.750	487.825	487.848
B	2505.500	-8.750	487.732	487.776
C	2515.500	-8.750	487.555	487.626
D	2525.500	-8.750	487.435	487.517
E	2535.500	-8.750	487.324	487.416
F	2545.500	-8.750	487.223	487.324
G	2555.500	-8.750	487.132	487.227
H	2565.500	-8.750	487.050	487.136
I	2575.500	-8.750	486.977	487.054
J	2585.500	-8.750	486.915	486.972
K	2595.500	-8.750	486.862	486.895
CL W Brg Pier 1	2609.750	-8.750	486.802	486.802
CL Pier 1	2610.500	-8.750	486.800	486.800
CL E Brg Pier 1	2611.250	-8.750	486.797	486.797
L	2621.250	-8.750	486.769	486.796
M	2631.250	-8.750	486.750	486.804
N	2641.250	-8.750	486.741	486.822
O	2651.250	-8.750	486.741	486.837
P	2661.250	-8.750	486.751	486.858
Q	2671.250	-8.750	486.771	486.889
R	2681.250	-8.750	486.800	486.918
S	2691.250	-8.750	486.839	486.946
T	2701.250	-8.750	486.887	486.983
U	2711.250	-8.750	486.945	487.026
V	2721.250	-8.750	487.013	487.067
W	2731.250	-8.750	487.090	487.117
CL W Brg Pier 2	2741.250	-8.750	487.177	487.177
CL Pier 2	2742.000	-8.750	487.184	487.184
CL E Brg Pier 2	2742.750	-8.750	487.191	487.191
X	2752.750	-8.750	487.289	487.299
Y	2762.750	-8.750	487.396	487.417
Z	2772.750	-8.750	487.513	487.541
A1	2782.750	-8.750	487.640	487.672
B1	2792.750	-8.750	487.776	487.810
C1	2802.750	-8.750	487.922	487.952
D1	2812.750	-8.750	488.077	488.103
E1	2822.750	-8.750	488.242	488.258
CL Brg E Abut	2837.500	-8.750	488.503	488.503
Bk E Abut	2839.000	-8.750	488.531	488.531

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-2.917	488.088	488.088
CL Brg W Abut	2485.500	-2.917	488.065	488.065
A	2495.500	-2.917	487.916	487.940
B	2505.500	-2.917	487.776	487.824
C	2515.500	-2.917	487.646	487.717
D	2525.500	-2.917	487.526	487.608
E	2535.500	-2.917	487.415	487.507
F	2545.500	-2.917	487.314	487.416
G	2555.500	-2.917	487.223	487.319
H	2565.500	-2.917	487.141	487.227
I	2575.500	-2.917	487.069	487.145
J	2585.500	-2.917	487.006	487.063
K	2595.500	-2.917	486.953	486.986
CL W Brg Pier 1	2609.750	-2.917	486.894	486.894
CL Pier 1	2610.500	-2.917	486.891	486.891
CL E Brg Pier 1	2611.250	-2.917	486.889	486.889
L	2621.250	-2.917	486.860	486.887
M	2631.250	-2.917	486.841	486.895
N	2641.250	-2.917	486.832	486.913
O	2651.250	-2.917	486.833	486.928
P	2661.250	-2.917	486.843	486.949
Q	2671.250	-2.917	486.862	486.980
R	2681.250	-2.917	486.891	487.009
S	2691.250	-2.917	486.930	487.037
T	2701.250	-2.917	486.979	487.074
U	2711.250	-2.917	487.037	487.117
V	2721.250	-2.917	487.104	487.158
W	2731.250	-2.917	487.181	487.208
CL W Brg Pier 2	2741.250	-2.917	487.268	487.268
CL Pier 2	2742.000	-2.917	487.275	487.275
CL E Brg Pier 2	2742.750	-2.917	487.282	487.282
X	2752.750	-2.917	487.380	487.390
Y	2762.750	-2.917	487.487	487.508
Z	2772.750	-2.917	487.604	487.632
A1	2782.750	-2.917	487.731	487.763
B1	2792.750	-2.917	487.867	487.901
C1	2802.750	-2.917	488.013	488.043
D1	2812.750	-2.917	488.168	488.194
E1	2822.750	-2.917	488.333	488.349
CL Brg E Abut	2837.500	-2.917	488.594	488.594
Bk E Abut	2839.000	-2.917	488.622	488.622

ROADWAY & P.G.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	0.000	488.134	488.134
CL Brg W Abut	2485.500	0.000	488.111	488.111
A	2495.500	0.000	487.961	487.985
B	2505.500	0.000	487.822	487.869
C	2515.500	0.000	487.692	487.763
D	2525.500	0.000	487.572	487.654
E	2535.500	0.000	487.461	487.553
F	2545.500	0.000	487.360	487.461
G	2555.500	0.000	487.268	487.364
H	2565.500	0.000	487.186	487.273
I	2575.500	0.000	487.114	487.191
J	2585.500	0.000	487.051	487.109
K	2595.500	0.000	486.998	487.032
CL W Brg Pier 1	2609.750	0.000	486.939	486.939
CL Pier 1	2610.500	0.000	486.937	486.937
CL E Brg Pier 1	2611.250	0.000	486.934	486.934
L	2621.250	0.000	486.906	486.933
M	2631.250	0.000	486.887	486.941
N	2641.250	0.000	486.878	486.958
O	2651.250	0.000	486.878	486.974
P	2661.250	0.000	486.888	486.995
Q	2671.250	0.000	486.908	487.025
R	2681.250	0.000	486.937	487.055
S	2691.250	0.000	486.976	487.082
T	2701.250	0.000	487.024	487.120
U	2711.250	0.000	487.082	487.163
V	2721.250	0.000	487.150	487.204
W	2731.250	0.000	487.227	487.254
CL W Brg Pier 2	2741.250	0.000	487.314	487.314
CL Pier 2	2742.000	0.000	487.321	487.321
CL E Brg Pier 2	2742.750	0.000	487.328	487.328
X	2752.750	0.000	487.425	487.436
Y	2762.750	0.000	487.533	487.554
Z	2772.750	0.000	487.650	487.678
A1	2782.750	0.000	487.776	487.808
B1	2792.750	0.000	487.913	487.947
C1	2802.750	0.000	488.059	488.088
D1	2812.750	0.000	488.214	488.239
E1	2822.750	0.000	488.379	488.395
CL Brg E Abut	2837.500	0.000	488.640	488.640
Bk E Abut	2839.000	0.000	488.668	488.668

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 627 - SECTION (1)BR
 LASALLE COUNTY
 STATION 26+61.50
 STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #66556

SHEET NO. 5

31 SHEETS

BEAM 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	2.917	488.088	488.088
CL Brg W Abut	2485.500	2.917	488.065	488.065
A	2495.500	2.917	487.916	487.940
B	2505.500	2.917	487.776	487.824
C	2515.500	2.917	487.646	487.717
D	2525.500	2.917	487.526	487.608
E	2535.500	2.917	487.415	487.507
F	2545.500	2.917	487.314	487.416
G	2555.500	2.917	487.223	487.319
H	2565.500	2.917	487.141	487.227
I	2575.500	2.917	487.069	487.145
J	2585.500	2.917	487.006	487.063
K	2595.500	2.917	486.953	486.986
CL W Brg Pier 1	2609.750	2.917	486.894	486.894
CL Pier 1	2610.500	2.917	486.891	486.891
CL E Brg Pier 1	2611.250	2.917	486.889	486.889
L	2621.250	2.917	486.860	486.887
M	2631.250	2.917	486.841	486.895
N	2641.250	2.917	486.832	486.913
O	2651.250	2.917	486.833	486.928
P	2661.250	2.917	486.843	486.949
Q	2671.250	2.917	486.862	486.980
R	2681.250	2.917	486.891	487.009
S	2691.250	2.917	486.930	487.037
T	2701.250	2.917	486.979	487.074
U	2711.250	2.917	487.037	487.117
V	2721.250	2.917	487.104	487.158
W	2731.250	2.917	487.181	487.208
CL W Brg Pier 2	2741.250	2.917	487.268	487.268
CL Pier 2	2742.000	2.917	487.275	487.275
CL E Brg Pier 2	2742.750	2.917	487.282	487.282
X	2752.750	2.917	487.380	487.390
Y	2762.750	2.917	487.487	487.508
Z	2772.750	2.917	487.604	487.632
AI	2782.750	2.917	487.731	487.763
BI	2792.750	2.917	487.867	487.901
CI	2802.750	2.917	488.013	488.043
DI	2812.750	2.917	488.168	488.194
EI	2822.750	2.917	488.333	488.349
CL Brg E Abut	2837.500	2.917	488.594	488.594
Bk E Abut	2839.000	2.917	488.622	488.622

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	8.750	487.997	487.997
CL Brg W Abut	2485.500	8.750	487.974	487.974
A	2495.500	8.750	487.825	487.848
B	2505.500	8.750	487.685	487.732
C	2515.500	8.750	487.555	487.626
D	2525.500	8.750	487.435	487.517
E	2535.500	8.750	487.324	487.416
F	2545.500	8.750	487.223	487.324
G	2555.500	8.750	487.132	487.227
H	2565.500	8.750	487.050	487.136
I	2575.500	8.750	486.977	487.054
J	2585.500	8.750	486.915	486.972
K	2595.500	8.750	486.862	486.895
CL W Brg Pier 1	2609.750	8.750	486.802	486.802
CL Pier 1	2610.500	8.750	486.800	486.800
CL E Brg Pier 1	2611.250	8.750	486.797	486.797
L	2621.250	8.750	486.769	486.796
M	2631.250	8.750	486.750	486.804
N	2641.250	8.750	486.741	486.822
O	2651.250	8.750	486.741	486.837
P	2661.250	8.750	486.751	486.858
Q	2671.250	8.750	486.771	486.889
R	2681.250	8.750	486.800	486.918
S	2691.250	8.750	486.839	486.946
T	2701.250	8.750	486.887	486.983
U	2711.250	8.750	486.945	487.026
V	2721.250	8.750	487.013	487.067
W	2731.250	8.750	487.090	487.117
CL W Brg Pier 2	2741.250	8.750	487.177	487.177
CL Pier 2	2742.000	8.750	487.184	487.184
CL E Brg Pier 2	2742.750	8.750	487.191	487.191
X	2752.750	8.750	487.289	487.299
Y	2762.750	8.750	487.396	487.417
Z	2772.750	8.750	487.513	487.541
AI	2782.750	8.750	487.640	487.672
BI	2792.750	8.750	487.776	487.810
CI	2802.750	8.750	487.922	487.952
DI	2812.750	8.750	488.077	488.103
EI	2822.750	8.750	488.242	488.258
CL Brg E Abut	2837.500	8.750	488.503	488.503
Bk E Abut	2839.000	8.750	488.531	488.531

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	14.583	487.893	487.893
CL Brg W Abut	2485.500	14.583	487.869	487.869
A	2495.500	14.583	487.720	487.744
B	2505.500	14.583	487.581	487.628
C	2515.500	14.583	487.451	487.522
D	2525.500	14.583	487.330	487.412
E	2535.500	14.583	487.220	487.311
F	2545.500	14.583	487.119	487.220
G	2555.500	14.583	487.027	487.123
H	2565.500	14.583	486.945	487.031
I	2575.500	14.583	486.873	486.949
J	2585.500	14.583	486.810	486.867
K	2595.500	14.583	486.757	486.791
CL W Brg Pier 1	2609.750	14.583	486.698	486.698
CL Pier 1	2610.500	14.583	486.695	486.695
CL E Brg Pier 1	2611.250	14.583	486.693	486.693
L	2621.250	14.583	486.664	486.691
M	2631.250	14.583	486.646	486.699
N	2641.250	14.583	486.636	486.717
O	2651.250	14.583	486.637	486.733
P	2661.250	14.583	486.647	486.754
Q	2671.250	14.583	486.666	486.784
R	2681.250	14.583	486.696	486.813
S	2691.250	14.583	486.734	486.841
T	2701.250	14.583	486.783	486.879
U	2711.250	14.583	486.841	486.922
V	2721.250	14.583	486.908	486.962
W	2731.250	14.583	486.986	487.013
CL W Brg Pier 2	2741.250	14.583	487.072	487.072
CL Pier 2	2742.000	14.583	487.079	487.079
CL E Brg Pier 2	2742.750	14.583	487.086	487.086
X	2752.750	14.583	487.184	487.195
Y	2762.750	14.583	487.292	487.313
Z	2772.750	14.583	487.409	487.436
AI	2782.750	14.583	487.535	487.567
BI	2792.750	14.583	487.671	487.705
CI	2802.750	14.583	487.817	487.847
DI	2812.750	14.583	487.973	487.998
EI	2822.750	14.583	488.138	488.153
CL Brg E Abut	2837.500	14.583	488.399	488.399
Bk E Abut	2839.000	14.583	488.426	488.426

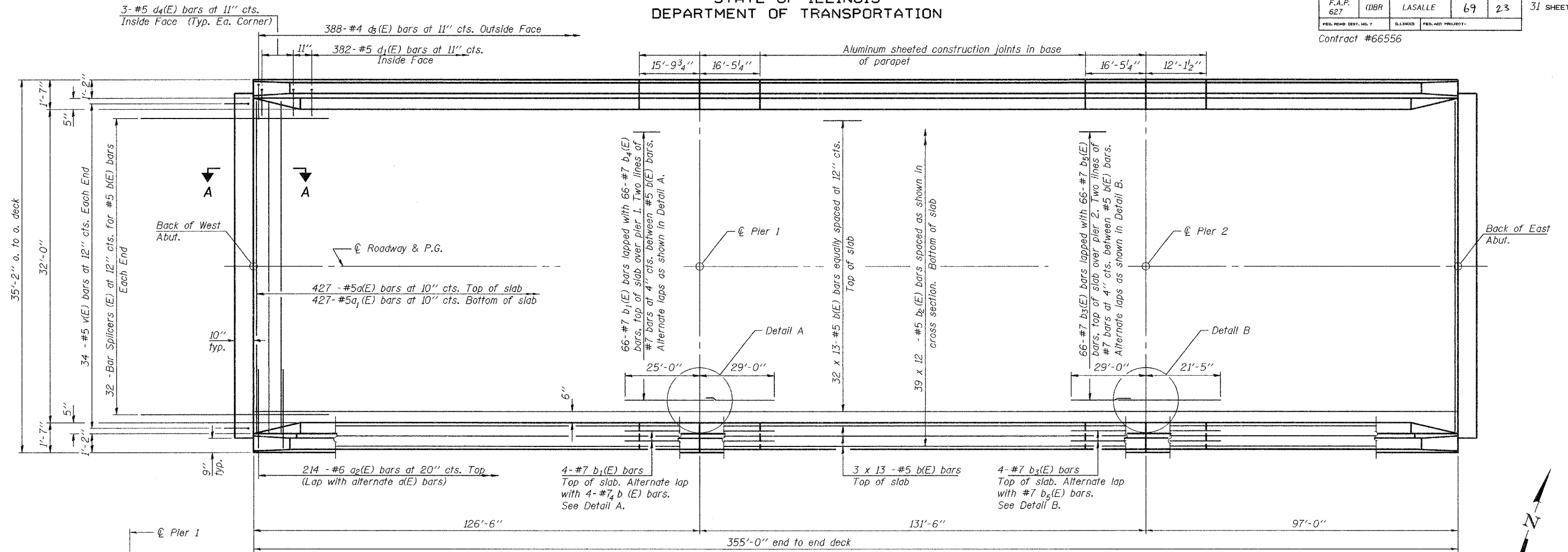
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

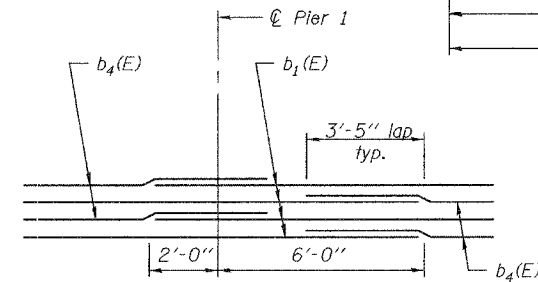
TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 627 - SECTION (1)BR
 LASALLE COUNTY
 STATION 26+61.50
 STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

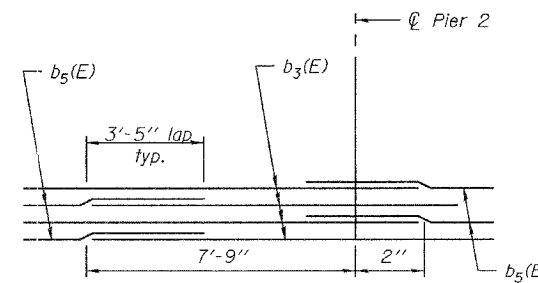
ROUTE NO.	SECTION	COUNTY	STATES	SHEET NO.	SHEET NO. 6 31 SHEETS
F.A.P. 627	(D)BR	LASALLE	69	23	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66556		



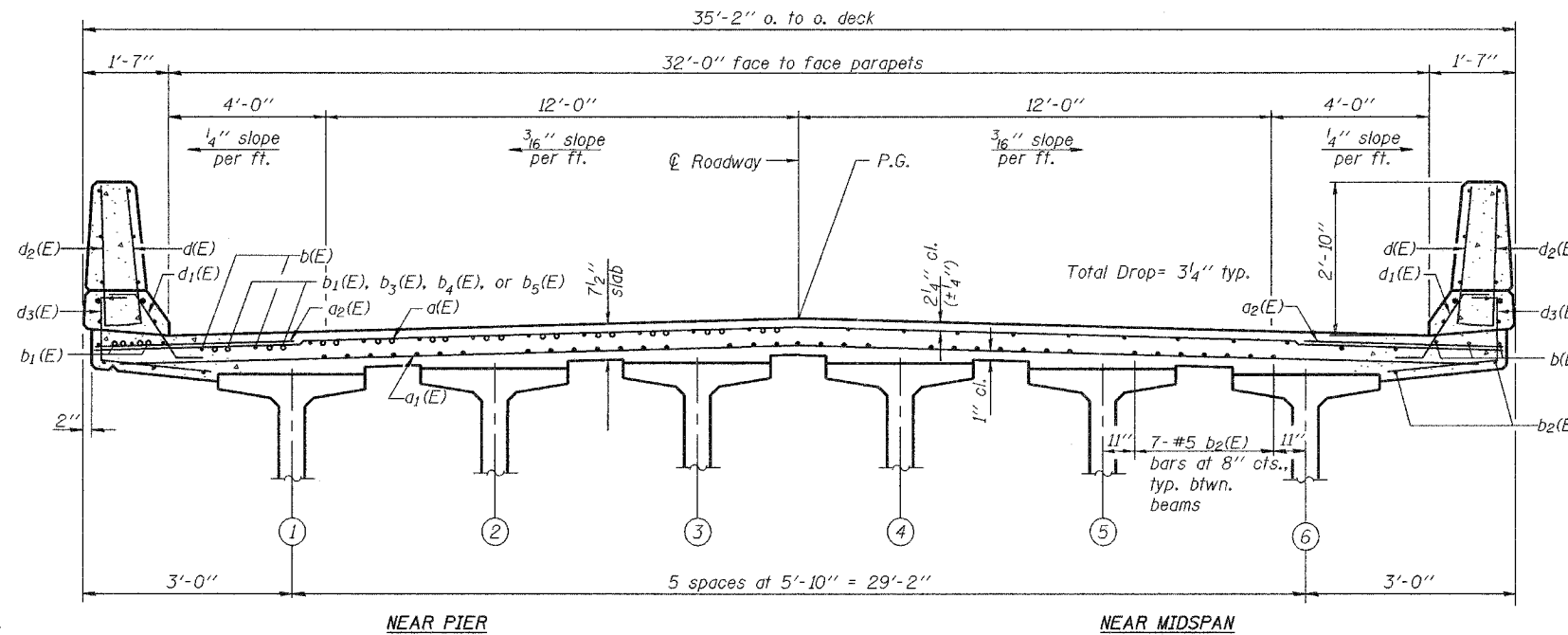
PLAN



DETAIL A



DETAIL B



CROSS SECTION
(Looking East)

Notes:
See sheet 7 of 31 for superstructure details and Bill of Material.
For Section A-A see sheet 9 of 31.
For diaphragm details see sheets 8 and 9 of 31.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 13-#5 etc. indicates 3 lines of bars with 13 lengths per line.
See sheet 7 of 31 for parapet reinforcement.

MINIMUM BAR LAP

(slab)
#5 bar = 2'-2"
#7 bar = 3'-5"

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

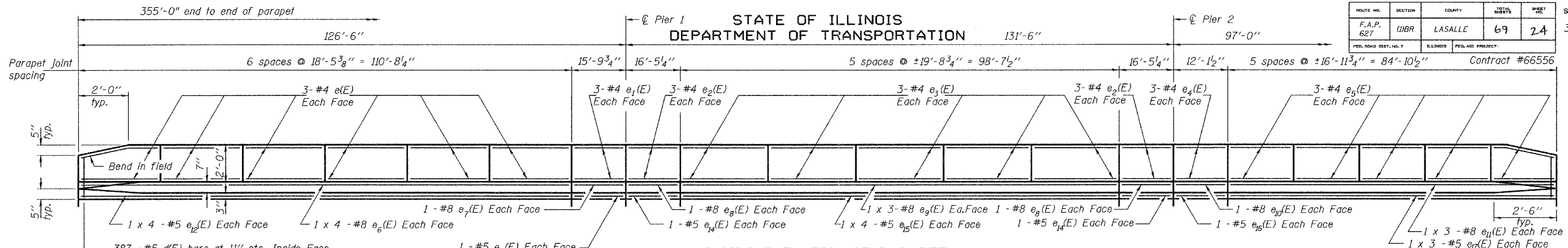
February 3, 2006
EXAMINED *Thomas J. Donagalski*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE
F.A.P. ROUTE 627 - SECTION (D)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(I)BR	LASALLE	69	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

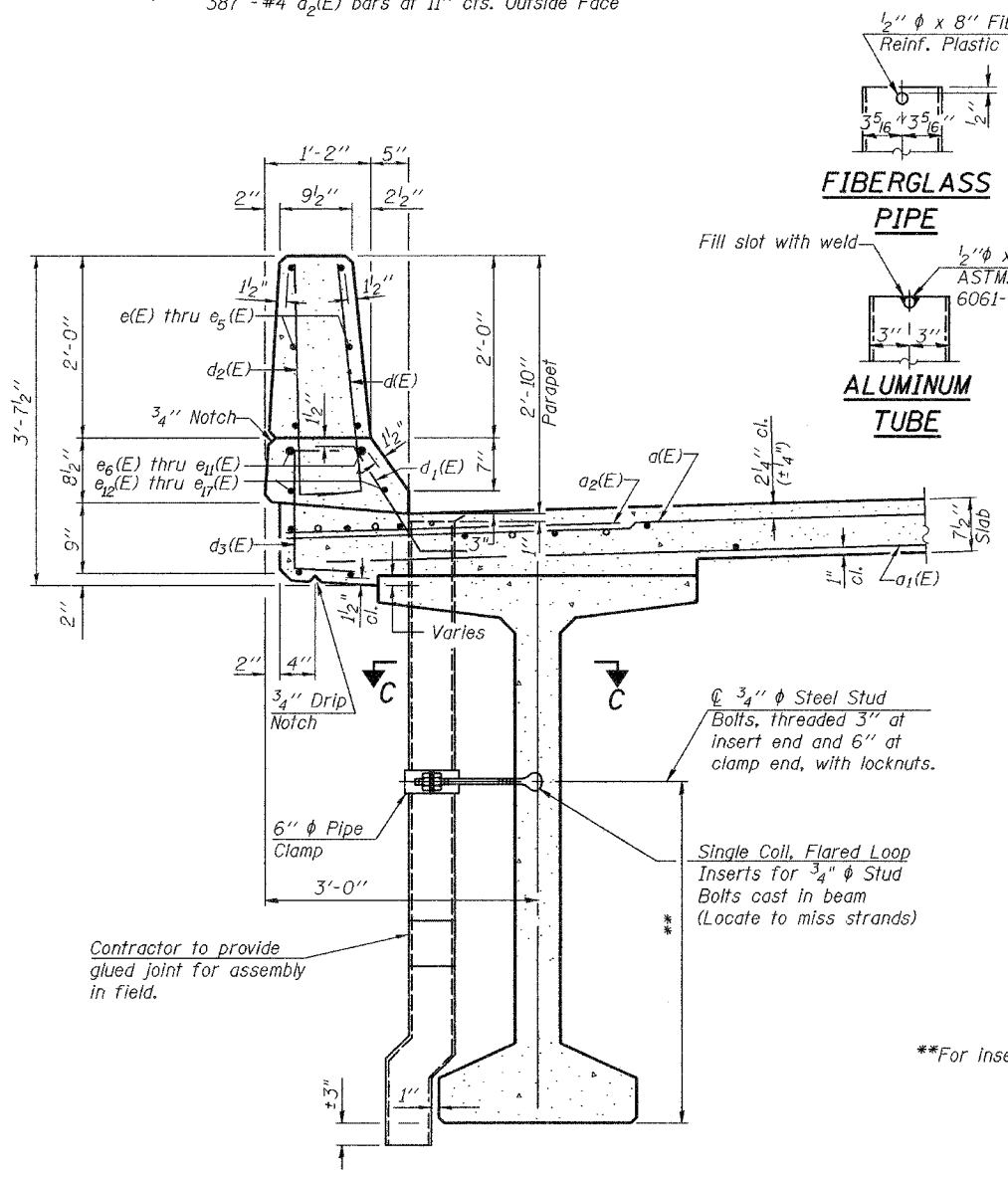
31 SHEETS



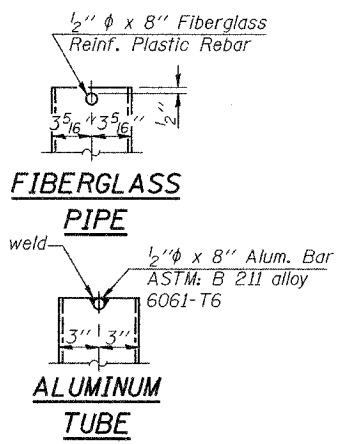
INSIDE ELEVATION OF PARAPET
(North parapet shown)

**SUPERSTRUCTURE
BILL OF MATERIAL**

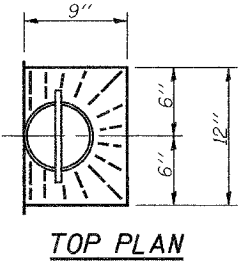
Bar	No.	Size	Length	Shape
a(E)	427	#5	34'-8"	
a1(E)	427	#5	34'-0"	
a2(E)	428	#6	6'-6"	
a3(E)	48	#5	1'-6"	
b(E)	494	#5	29'-4"	
b1(E)	74	#7	31'-0"	
b2(E)	468	#5	31'-7"	
b3(E)	74	#7	29'-2"	
b4(E)	74	#7	26'-5"	
b5(E)	74	#7	24'-8"	
d(E)	774	#5	3'-0"	
d1(E)	764	#5	2'-5"	
d2(E)	774	#4	3'-0"	
d3(E)	776	#4	2'-6"	
d4(E)	12	#5	2'-2"	
e(E)	72	#4	18'-2"	
e1(E)	12	#4	15'-6"	
e2(E)	24	#4	16'-2"	
e3(E)	60	#4	19'-5"	
e4(E)	12	#4	11'-10"	
e5(E)	60	#4	16'-8"	
e6(E)	16	#8	30'-2"	
e7(E)	4	#8	15'-6"	
e8(E)	8	#8	16'-2"	
e9(E)	12	#8	35'-1"	
e10(E)	4	#8	11'-10"	
e11(E)	12	#8	30'-6"	
e12(E)	16	#5	28'-10"	
e13(E)	4	#5	15'-6"	
e14(E)	8	#5	16'-2"	
e15(E)	16	#5	25'-10"	
e16(E)	4	#5	11'-10"	
e17(E)	12	#5	29'-4"	
m(E)	4	#6	33'-5"	
m1(E)	8	#6	34'-11"	
m2(E)	36	#6	8'-8"	
m3(E)	10	#6	3'-9"	
m4(E)	4	#6	1'-10"	
m5(E)	80	#4	5'-1"	
m6(E)	12	#8	6'-2"	
s(E)	72	#5	6'-10"	
s1(E)	42	#4	16'-2"	
s2(E)	30	#4	15'-4"	
s3(E)	20	#4	12'-7"	
v(E)	68	#5	3'-4"	
Reinforcement Bars, Epoxy Coated		Lbs.	101,020	
Concrete Superstructure		Cu. Yds.	459.9	



SECTION THRU PARAPET

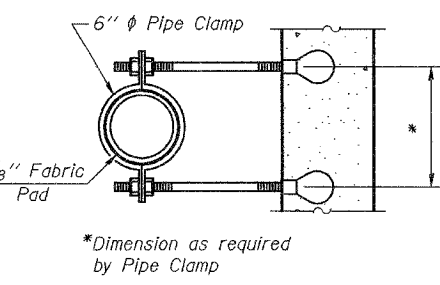


TOP PLAN
(Showing Aluminum Tube)

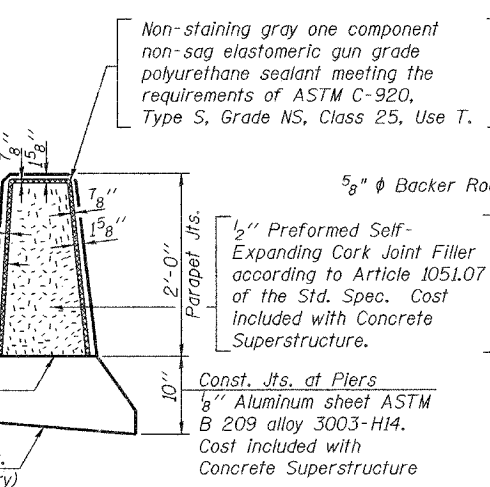


TOP PLAN

**For Insert locations See shits. 13-14 of 31.

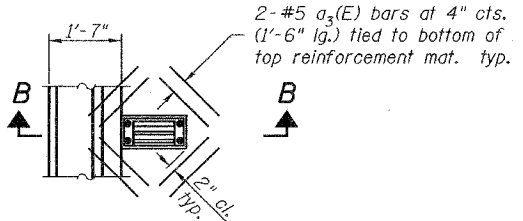


SECTION C-C



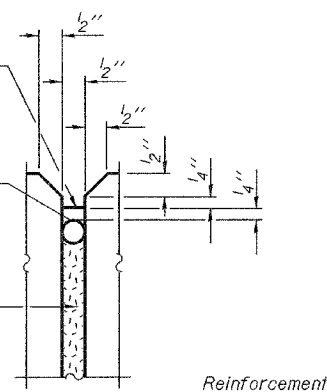
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of fiberglass floor drains and downspouts shall be coated or pigmented by the manufacturer with a color that matches the concrete.
The clamping device and inserts shall be galvanized according to AASHTO M 232.



PLAN

Cut longitudinal reinforcement to clear drainage scuppers.



SECTION B-B

BARS d(E) & d2(E)

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

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 627 - SECTION (I)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

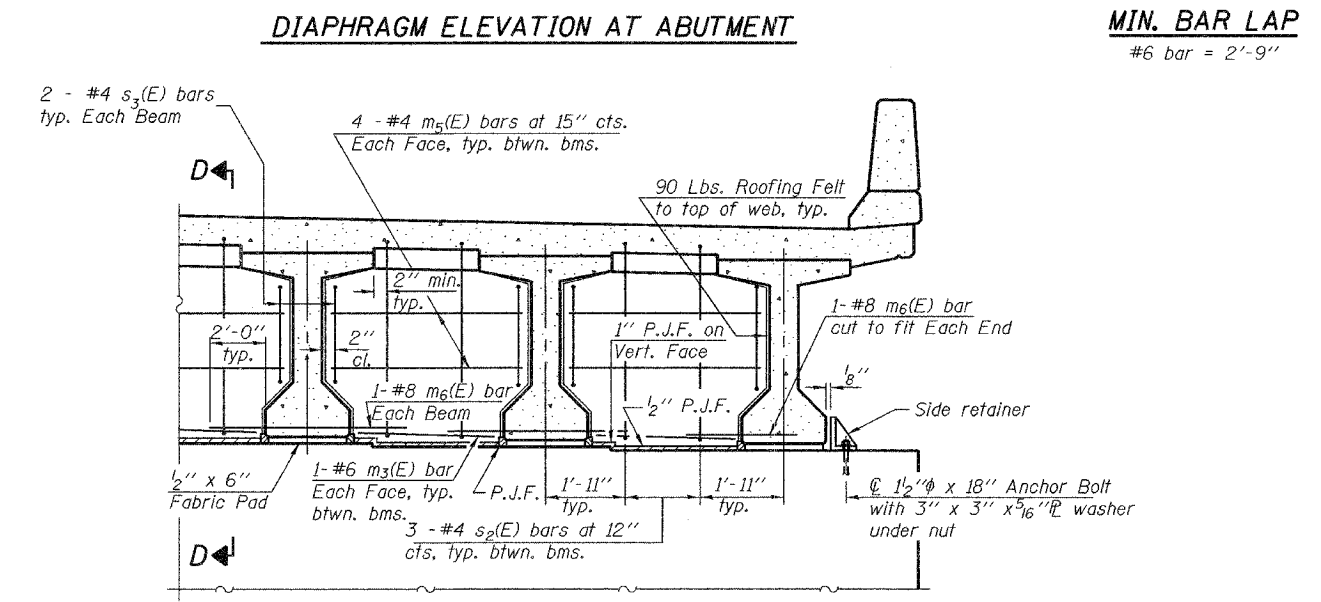
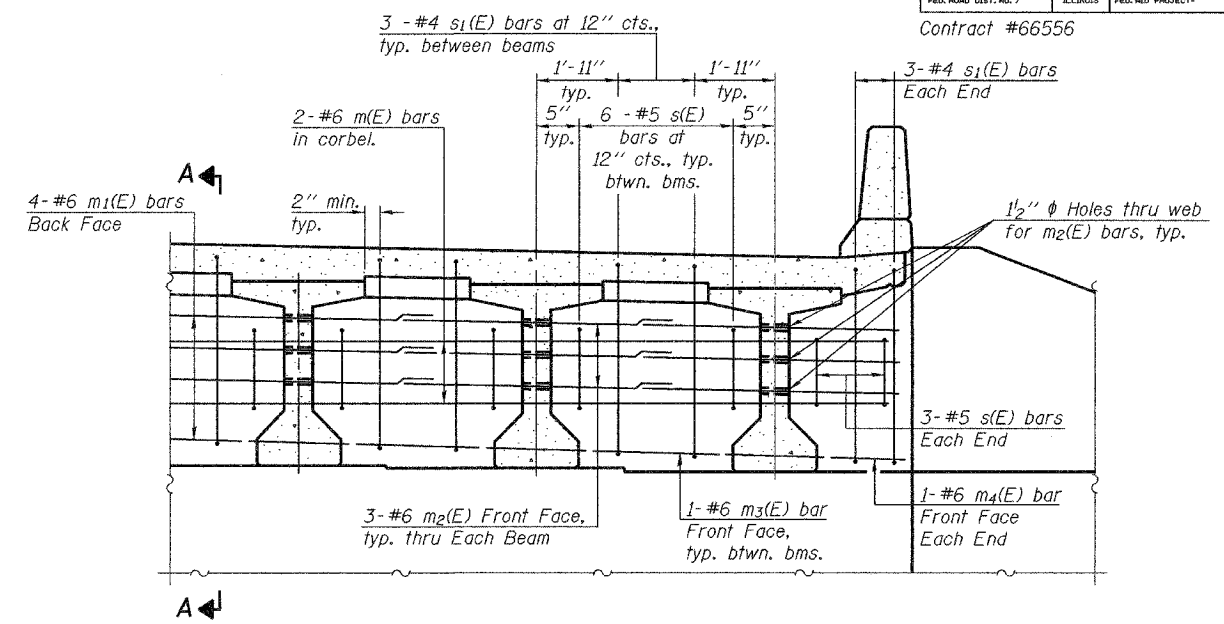
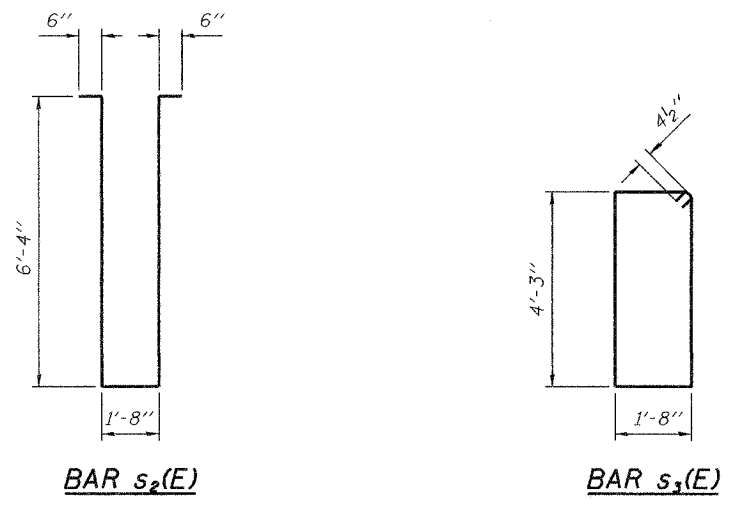
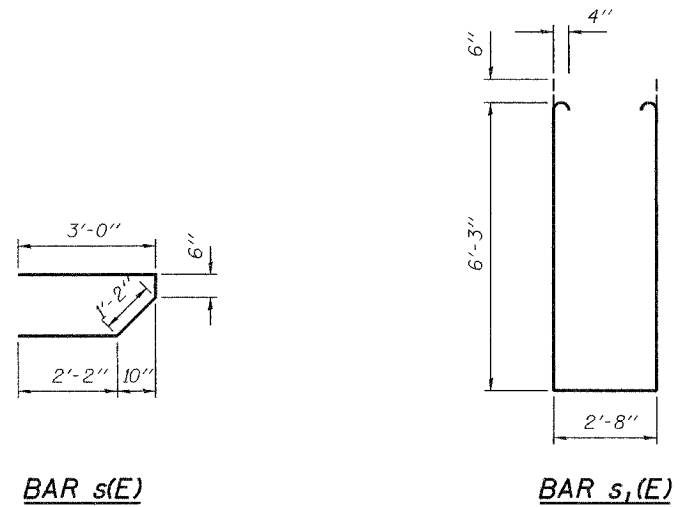
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(I)BR	LASALLE	69	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8

31 SHEETS

Contract #66556



MIN. BAR LAP
#6 bar = 2'-9"

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 31.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 31.
 See sheet 9 of 31 for Sections A-A and D-D.
 Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
 The side retainer shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
 See sheet 17 of 31 for anchor bolt details.

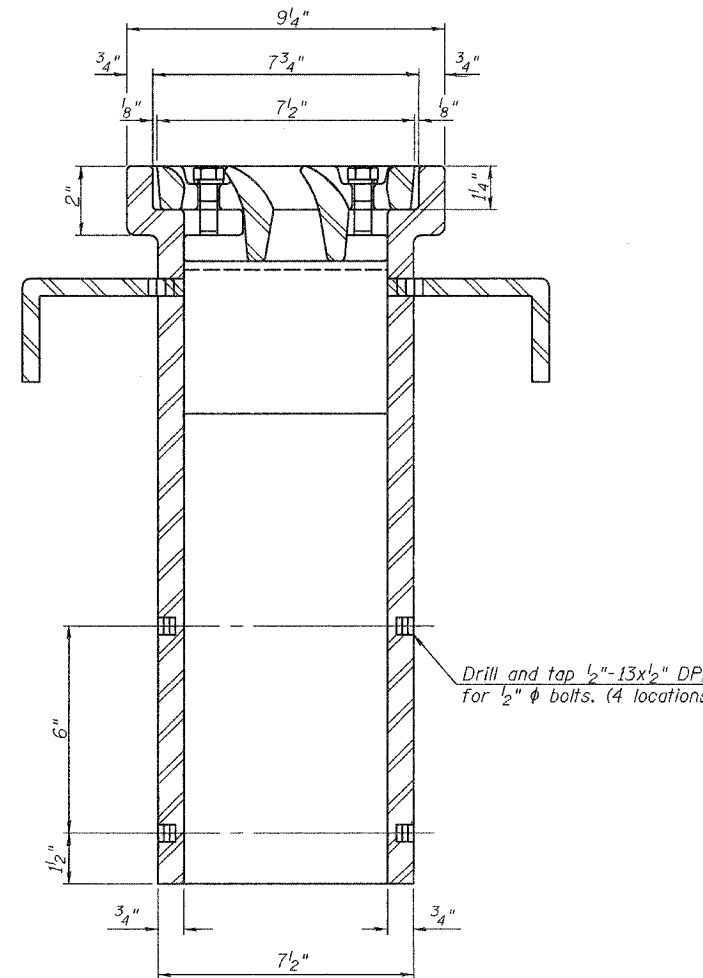
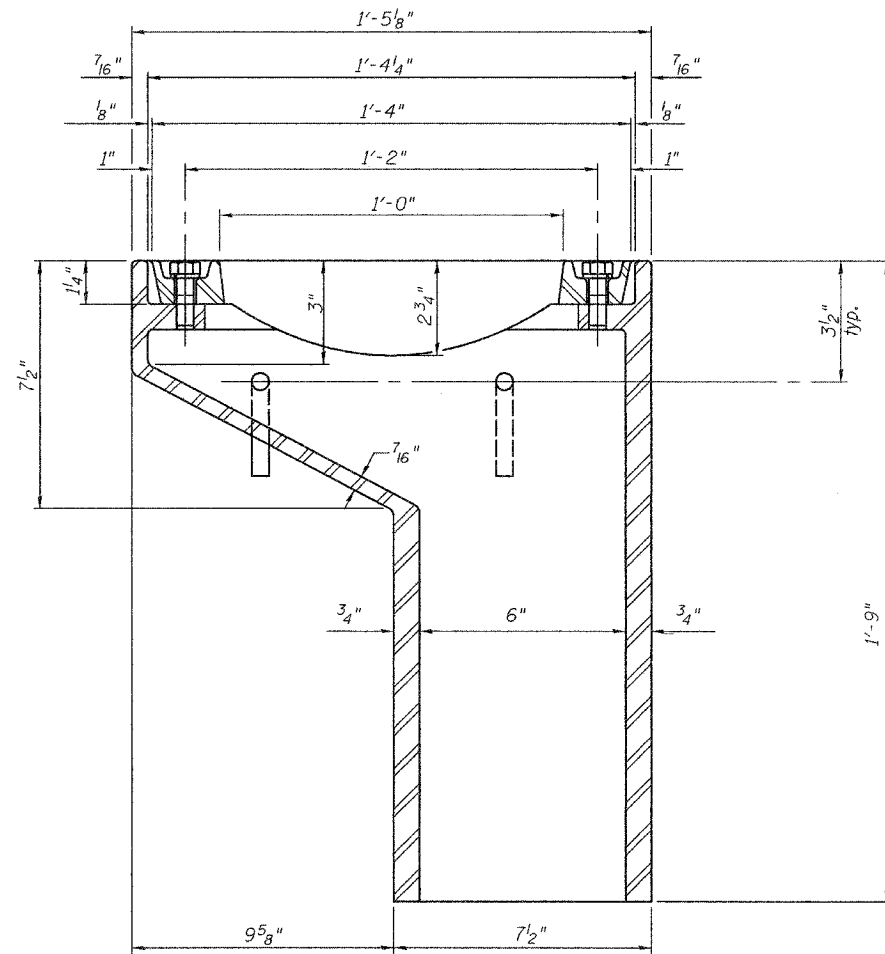
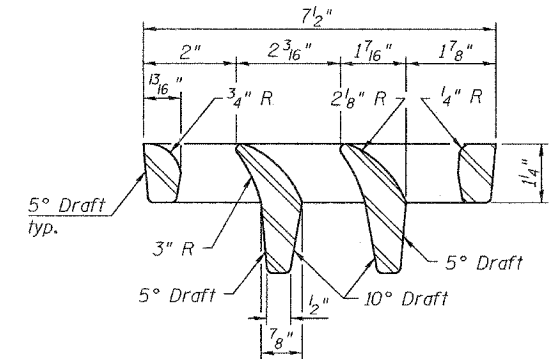
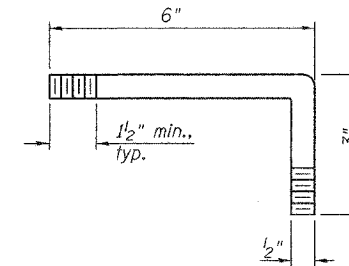
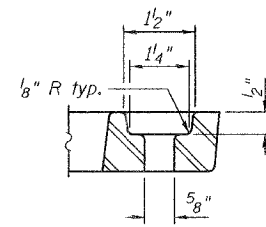
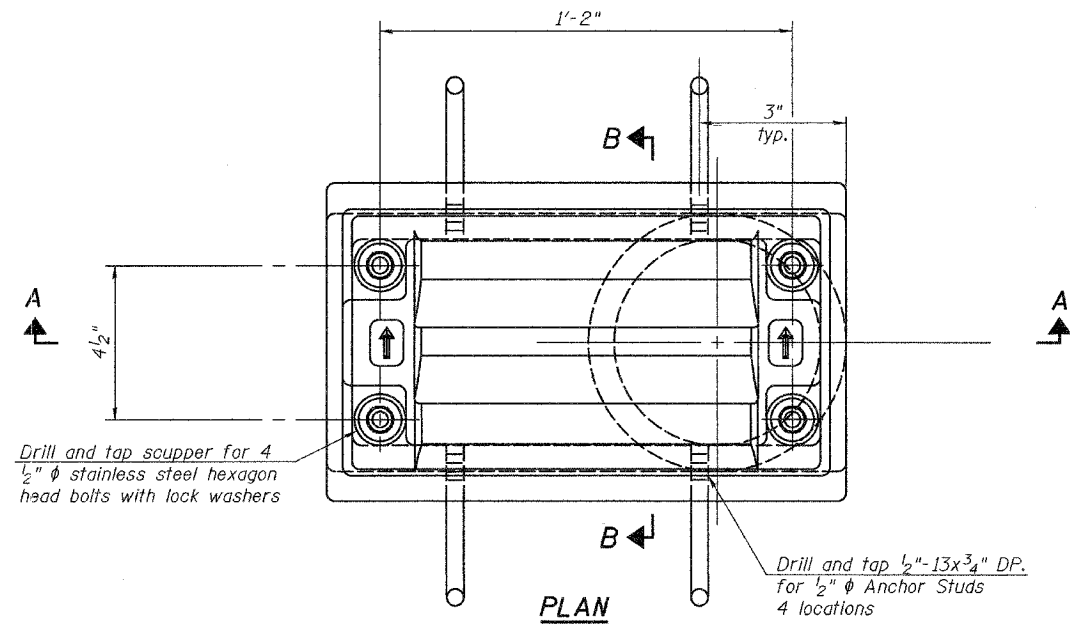
DESIGNED	M.D.S.	EXAMINED	February 3, 2006
CHECKED	S.M.R.	PASSED	<i>Thomas J. Domagalaki</i> ENGINEER OF BRIDGE DESIGN
DRAWN	W.D.C.		<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	M.D.S./S.M.R.		

DIAPHRAGM DETAILS
F.A.P. ROUTE 627 - SECTION (I)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.	SHEET NO. 10
F.A.P. 627	(D)BR	LASALLE	69	27	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66556



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.

The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. 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 cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

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-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

SECTION A-A
See sheet 7 of 31 for scupper location relative to parapet.

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

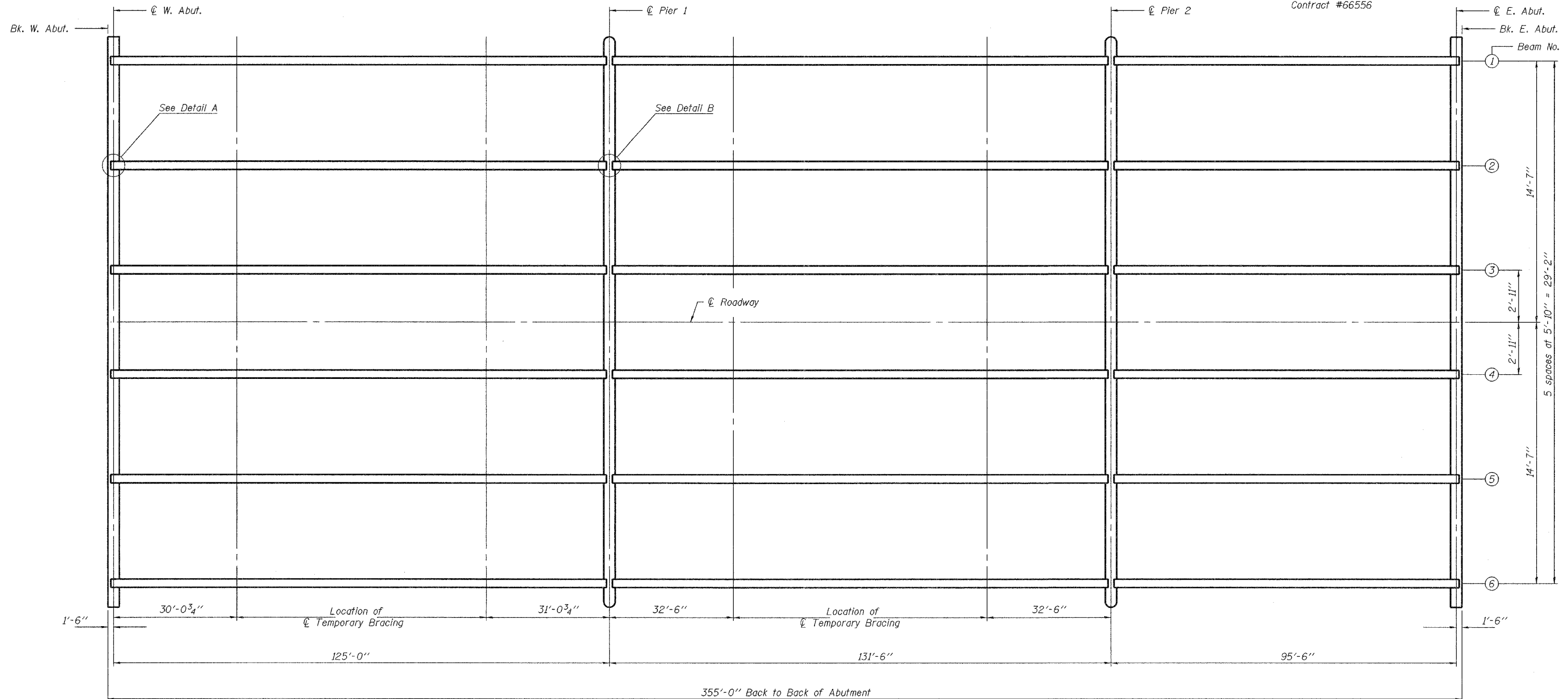
February 3, 2006
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

DRAINAGE SCUPPER, DS-11
F.A.P. ROUTE 627 - SECTION (D)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

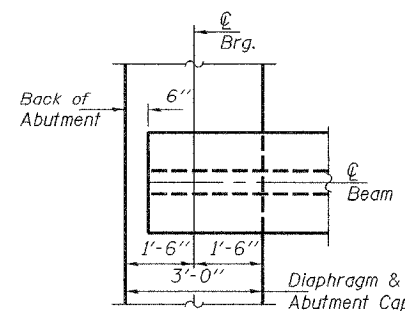
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
F.A.P. 627	(1)BR	LASALLE	69	28	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66556

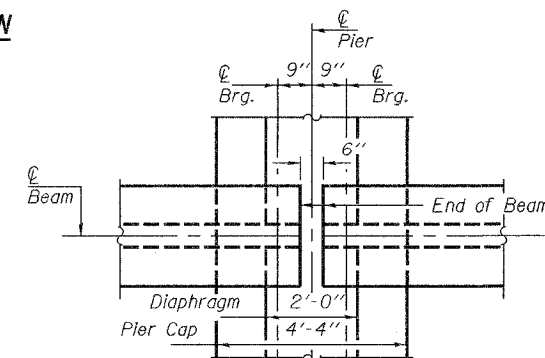


PLAN



DETAIL A

(W. Abut. shown, E. Abut. similar)



DETAIL B

(Piers 1 & 2)

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalick*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

FRAMING PLAN
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION (1)BR	COUNTY LASALLE	TOTAL SHEETS 69	SHEET NO. 29	SHEET NO. 12 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Two strut coil inserts cast in beam.
Inserts shall be galvanized in accordance with AASHTO M232. After removal of the bracing, inserts shall be filled with 3/4" ϕ bolts galvanized in accordance with AASHTO M232.

Contract #66556

		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I	(in ⁴)	545894		545894		545894
I'	(in ⁴)	950049		950049		950049
S _b	(in ³)	14915		14915		14915
S _b '	(in ³)	19001		19001		19001
S _t	(in ³)	15421		15421		15421
S _t '	(in ³)	43184		43184		43184
DL	(k/')	1.39		1.39		1.39
M DL	(k)	2682		2936		1560
SDL	(k/')	0.442	0.442	0.442	0.442	0.442
M SDL	(k)	520	772	299	542	267
M LL	(k)	841	856	716	714	628
M Imp	(k)	168	171	136	150	145

		W. Abut.	Pier 1 Span 1	Pier 1 Span 2	Pier 2 Span 2	Pier 2 Span 3	E. Abut.
R DL	(k)	86.9	86.9	91.4	91.4	66.4	66.4
*R SDL	(k)	21.5	32.3	32.3	27.0	27.0	15.4
*R L	(k)	34.6	32.7	32.7	29.9	29.9	33.6
*R Imp	(k)	6.9	6.5	6.5	6.3	6.3	7.7
R Total	(k)	149.9	158.4	162.9	154.6	129.6	123.1

I and I' are the moment of inertia and composite moment of inertia of the beam section.

S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.

S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

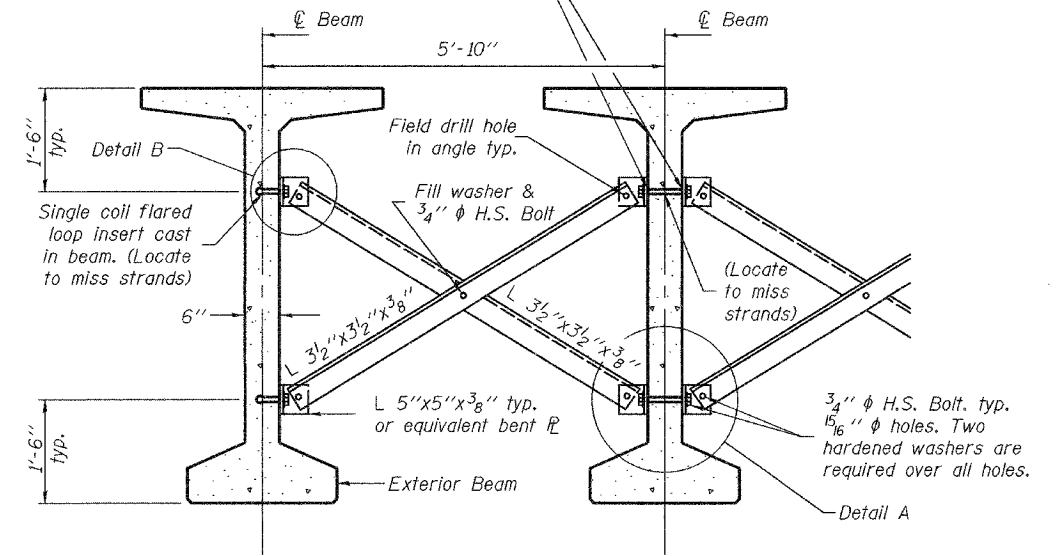
M ϕ is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.

M S ϕ is the moment due to dead loads on the composite section.

M_L is the moment due to live load on the composite section.

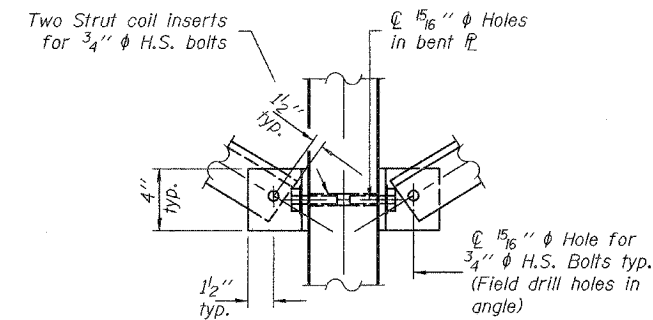
M (Imp) is the moment due to live load impact on the composite section.

*The total R SDL, R L and R Imp are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios.

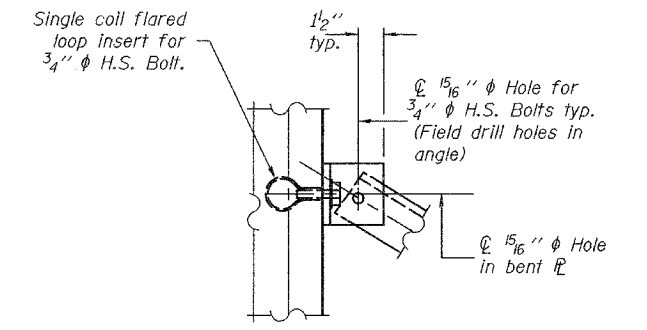


TEMPORARY BRACING

Notes: Fasteners shall be high strength bolts, 3/4" ϕ , open holes 5/16".
Details other than those shown are allowed subject to approval of the Engineer.
All inserts shall be galvanized in accordance with AASHTO M232.
Remove temporary bracing after falsework for deck is removed and fill inserts with 3/4" ϕ bolts galvanized in accordance with AASHTO M232.
For insert locations see sheets 13 and 14 of 31.
Temporary bracing, inserts, and all associated hardware are included with "Furnishing and Erecting Precast Prestressed Concrete Bulb-T Beams, 72".



DETAIL A



DETAIL B

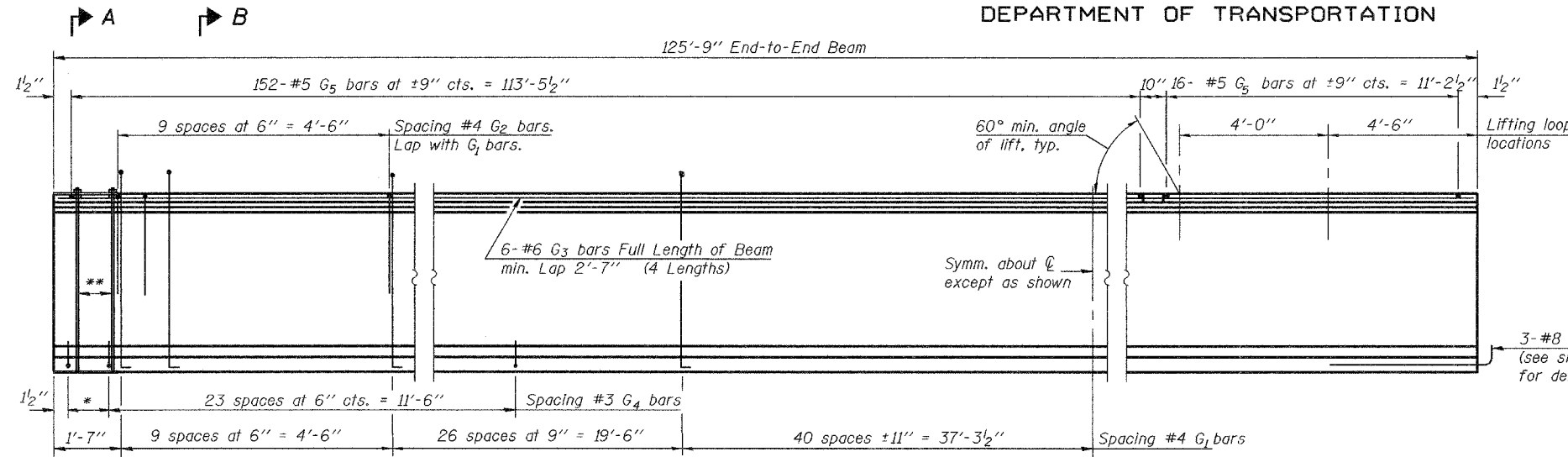
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

FRAMING DETAILS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION (1)BR	COUNTY LASALLE	SHEETS 69	SHEET NO. 30	SHEET NO. 13 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

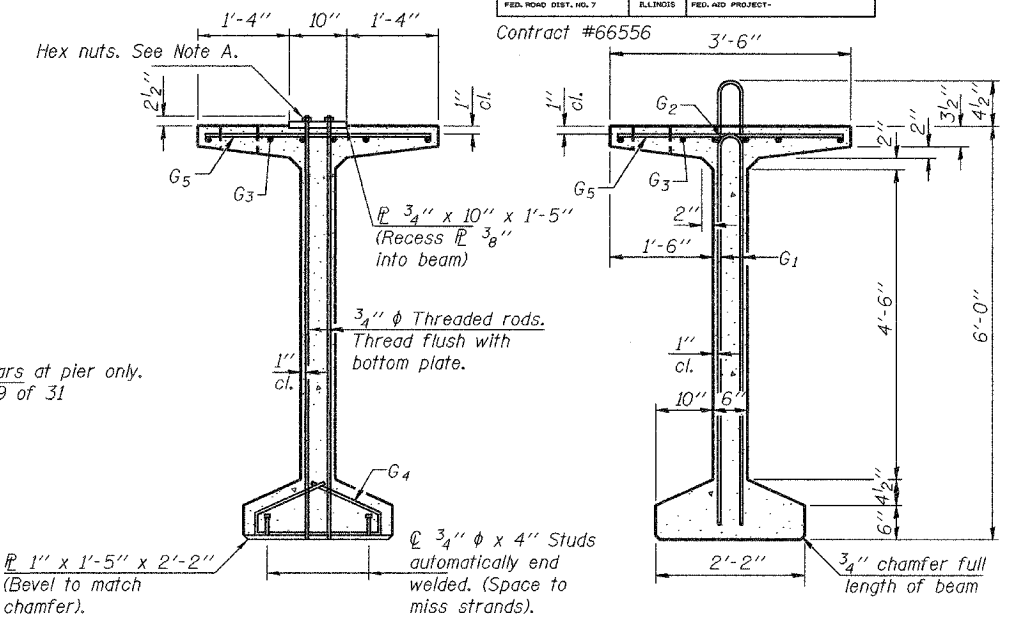


ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)

* 4 spaces at 3 1/4" = 1'-1"
** 5-3/4" φ threaded dowel rods at 3 1/4" cts. each face

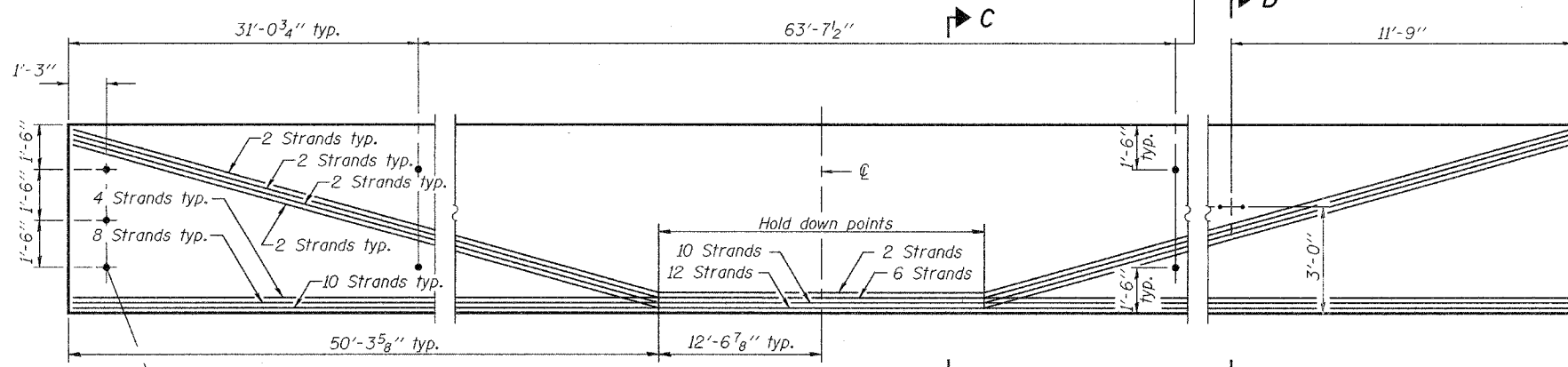
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

⊕ inserts for temporary bracing
See sheet 12 of 31 for details



SECTION A-A

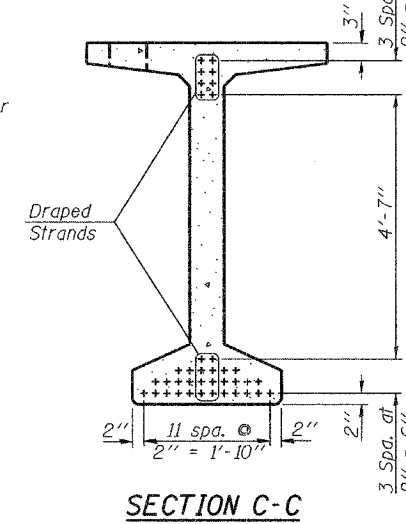
SECTION B-B



ELEVATION OF BEAM
(Showing Prestressing Steel)

1/2" φ formed holes for m₂(E) bars at abutments

⊕ inserts for 3/4" φ stud bolts and ⊕ hole in top flange for Drainage Scupper (Beams 1 & 6 only outside face of beam only)



SECTION C-C

**BAR LIST
ONE BEAM ONLY*****

Bar No.	Size	Length	Shape
G ₁ 151	#4	13'-5"	⊏
G ₂ 20	#4	7'-0"	⊏
G ₃ 24	#6	33'-4"	—
G ₄ 56	#3	4'-11"	⊏
G ₅ 168	#5	3'-4"	—
G ₆ 3	#8	3'-9"	—

***For information only
Notes:
See sheet 16 of 31 for additional details and Bill of Material.
Required release strength, f'_{ci}, shall be 5,000 psi.
For section D-D See sheet 16 of 31.

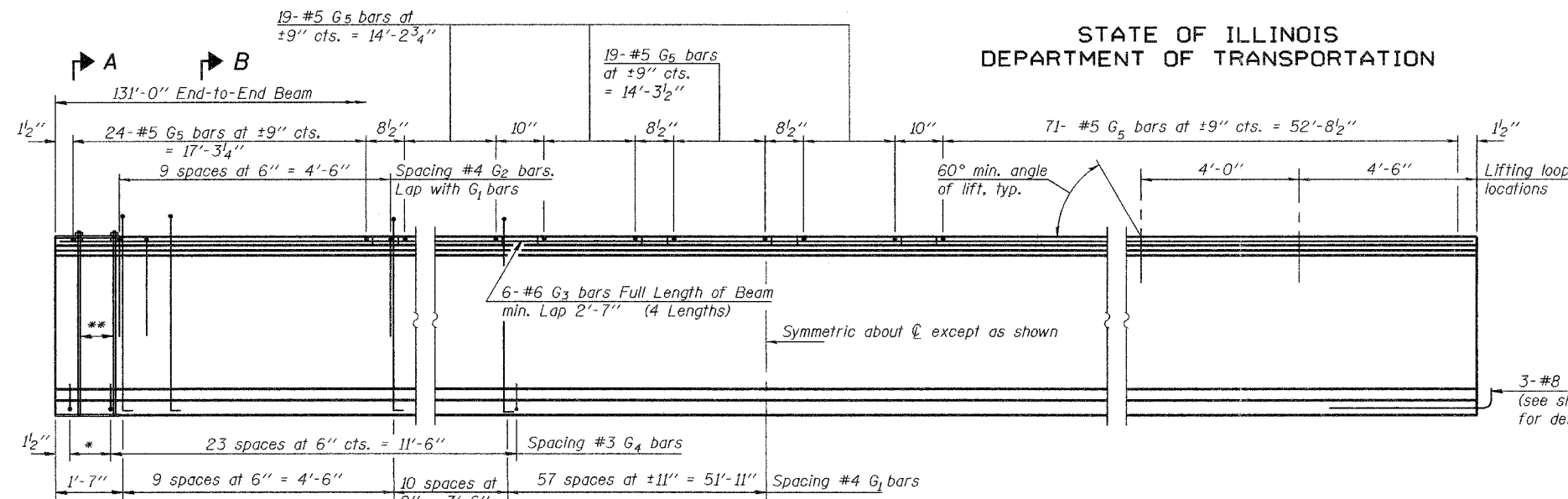
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

**72" PPC BULB T-BEAM (SPAN 1)
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

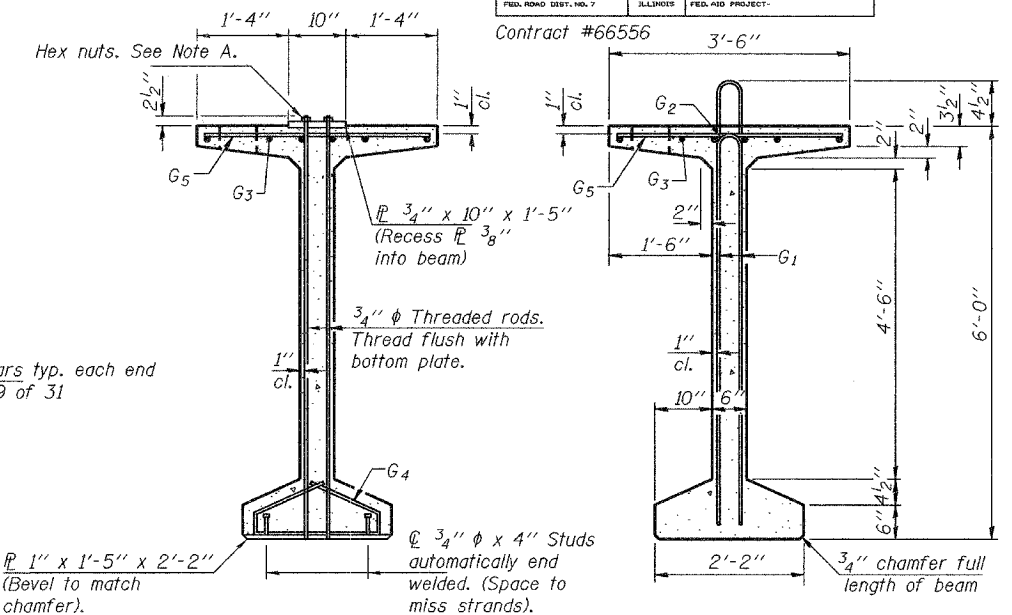
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.	SHEET NO. 14
F.A.P. 627	(I)BR	LASALLE	69	31	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)

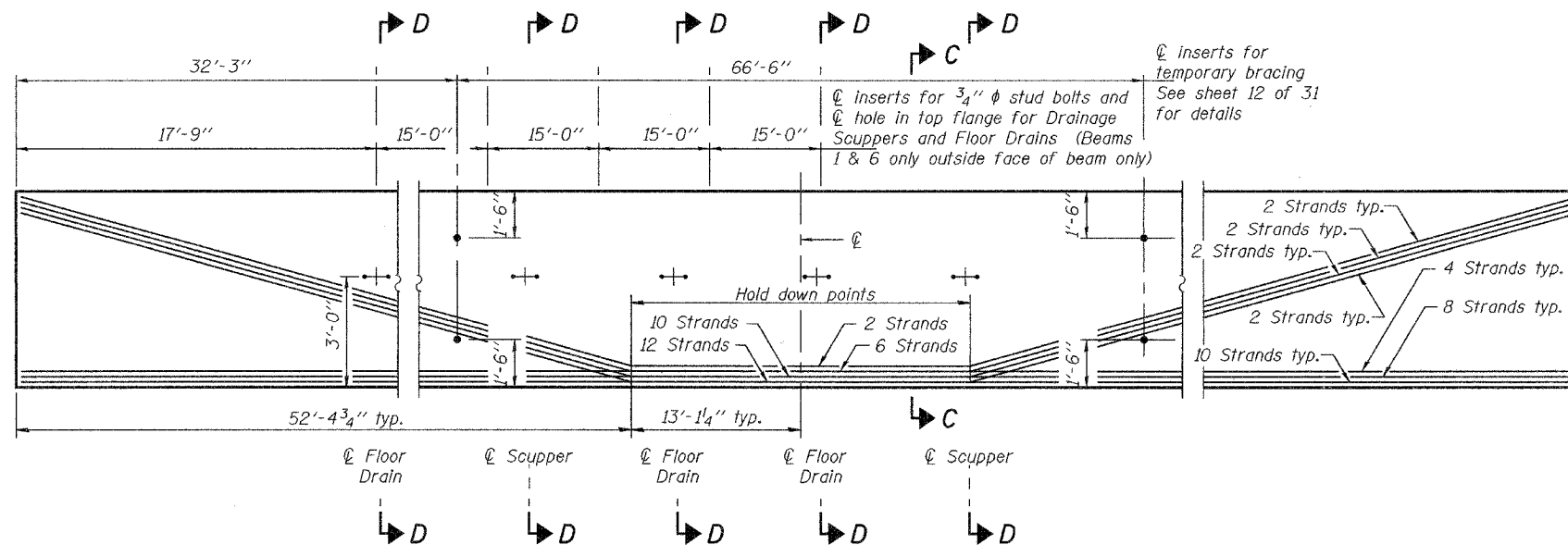
* 4 spaces at 3 1/4" = 1'-1"
** 5-3/4" φ threaded dowel rods at 3 1/4" cts. each face

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

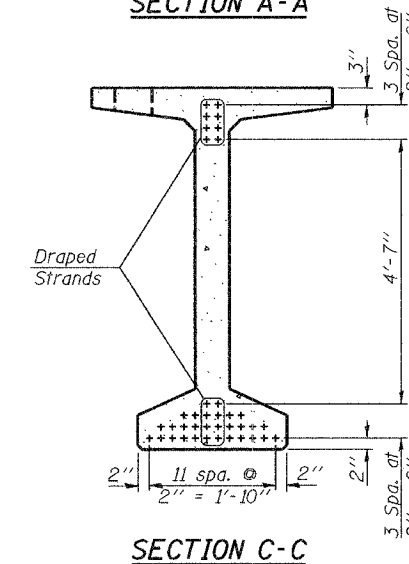


SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing Prestressing Steel)



SECTION C-C

**BAR LIST
ONE BEAM ONLY*****

Bar	No.	Size	Length	Shape
G ₁	153	#4	13'-5"	⊏
G ₂	20	#4	7'-0"	⊏
G ₃	24	#6	34'-8"	—
G ₄	56	#3	4'-11"	⊏
G ₅	171	#5	3'-4"	—
G ₆	6	#8	3'-9"	—

***For information only
Notes:
See sheet 16 of 31 for additional details and Bill of Material.
Required release strength, f'cl, shall be 5,000 psi.
For section D-D, See sheet 16 of 31.

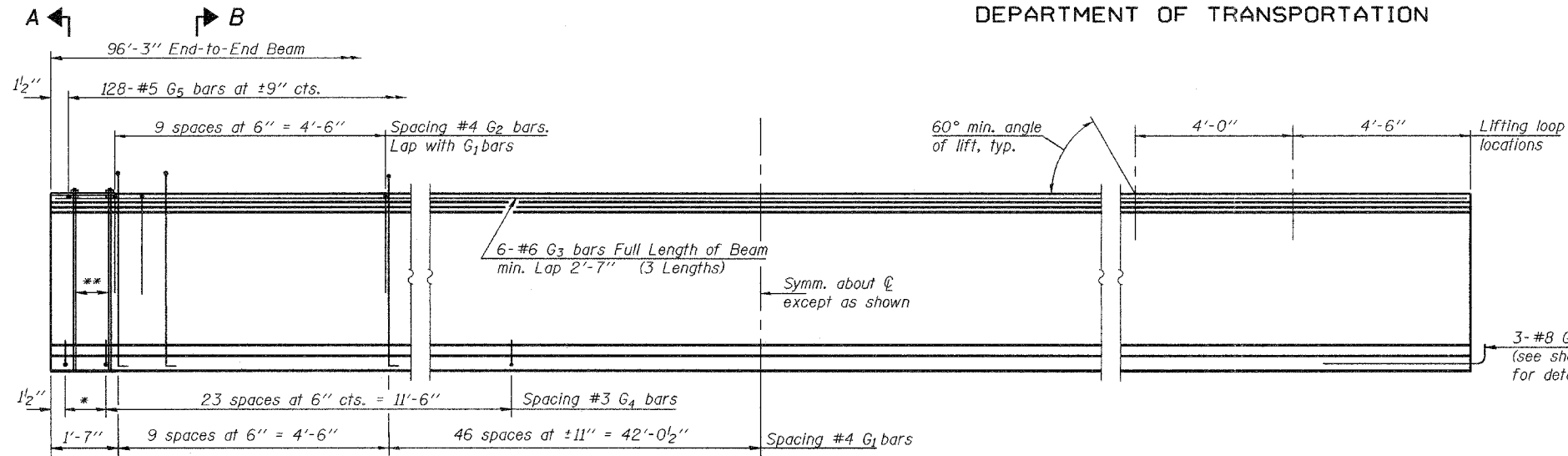
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

72" PPC BULB T-BEAM (SPAN 2)
F.A.P. ROUTE 627 - SECTION (I)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

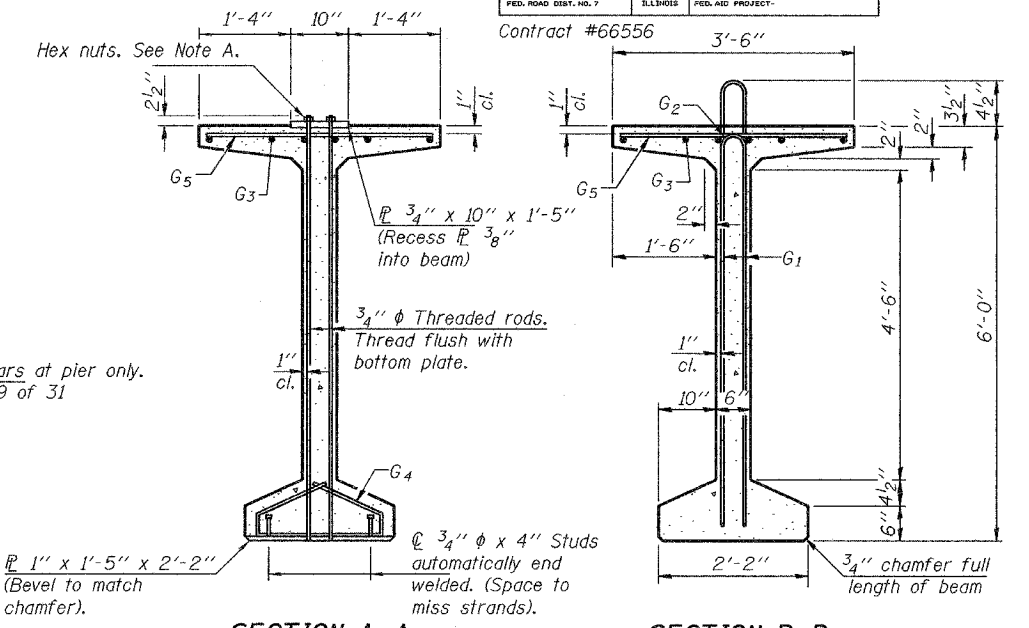
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. 627	(DBR)	LASALLE	69	32	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)

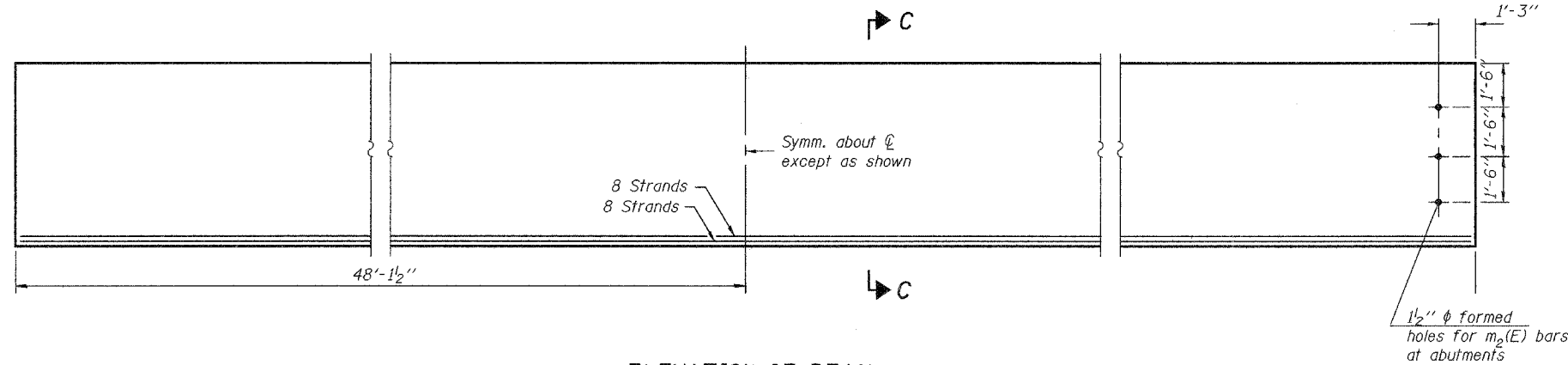
Note A:
Hex nuts (top and bottom) with lock washers (top).
Only tighten sufficiently to compress lock washers.



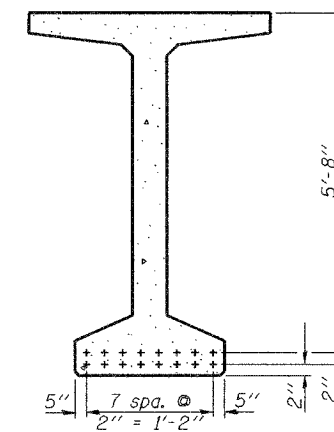
SECTION A-A

SECTION B-B

* 4 spaces at 3/4" = 1'-1"
** 5-3/4" φ threaded dowel rods at 3/4" cts. each face



ELEVATION OF BEAM
(Showing Prestressing Steel)



SECTION C-C

**BAR LIST
ONE BEAM ONLY******

Bar	No.	Size	Length	Shape
G ₁	111	#4	13'-5"	Π
G ₂	20	#4	7'-0"	Π
G ₃	18	#6	33'-9"	—
G ₄	56	#3	4'-11"	⊠
G ₅	128	#5	3'-4"	—
G ₆	3	#8	3'-9"	⌋

****For information only
Notes:
See sheet 16 of 31 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5,000 psi.

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

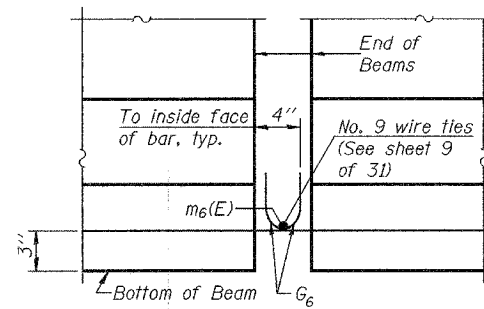
February 3, 2006
EXAMINED *Thomas J. Demagali*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

72" PPC BULB T-BEAM (SPAN 3)
F.A.P. ROUTE 627 - SECTION (1)DBR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

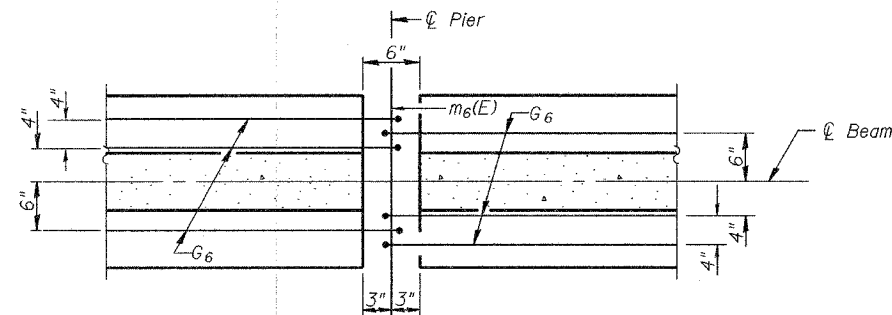
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION (WBR)	COUNTY LASALLE	SHEETS 69	PIECE 33	SHEET NO. 16 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

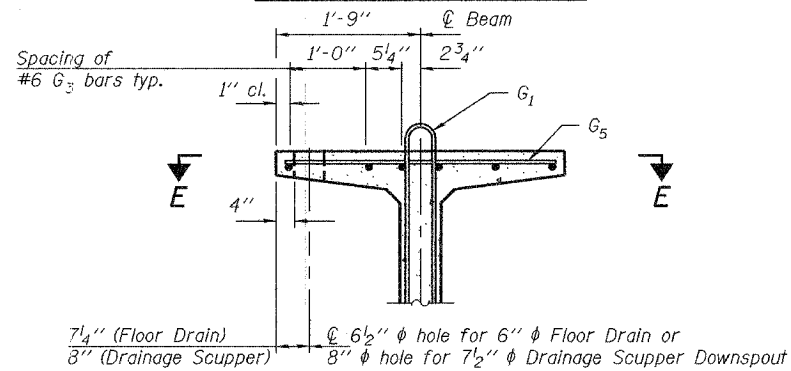
Contract #66556



ELEVATION OF BEAM AT PIER

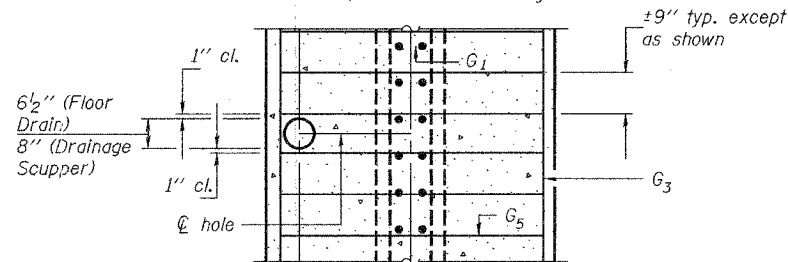


PLAN OF BEAM AT PIER



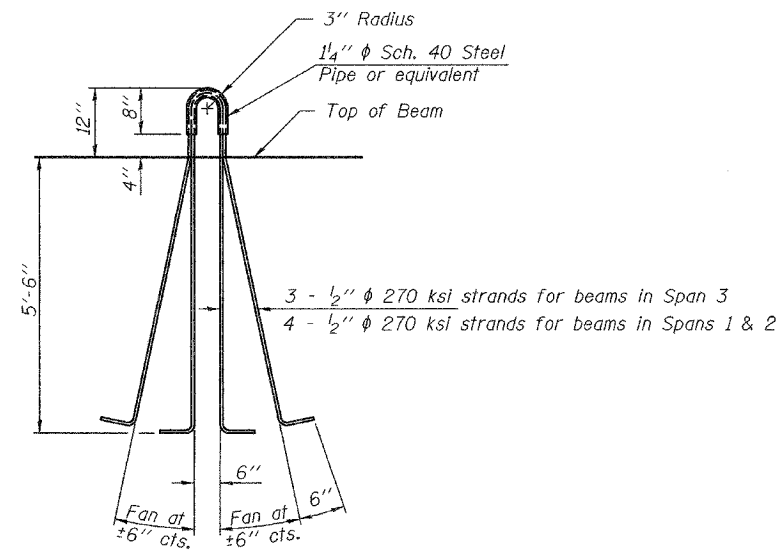
SECTION D-D

(Beam 1 shown, Beam 6 mirror image)

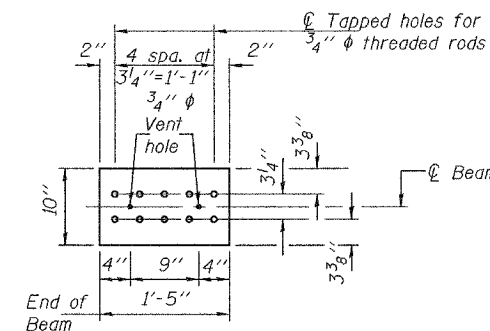


SECTION E-E

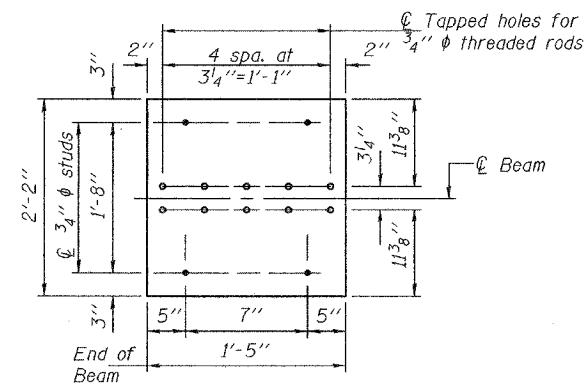
(Beam 1 shown, Beam 6 mirror image)



LIFTING LOOP DETAIL

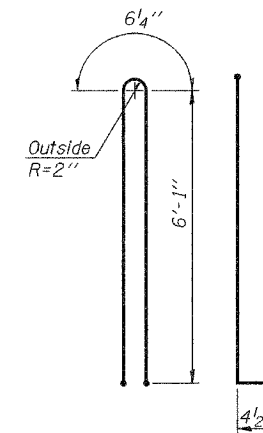


TOP PLATE

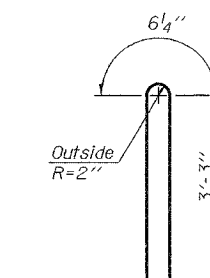


BOTTOM PLATE

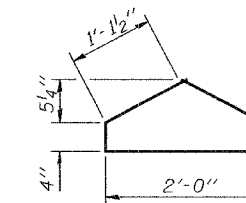
See bearing details for pintle hole locations when required.



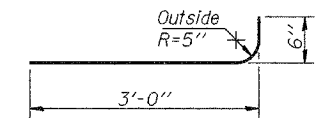
BAR G1



BAR G2



BAR G4



BAR G6

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Non-prestressing steel shall conform to AASHTO designation M-31 or M 322, Grade 60. A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling. Required release strength, f'cl, shall be 5,000 psi. Reinforcement bars designated (E) shall be epoxy coated. Cut G6 bars when necessary to maintain 1 1/2" clearance from projection of flange edge. The bottom plates and studs shall be galvanized according to AASHTO M11 and ASTM A385. Threaded rods shall be ASTM F 1554 Grade 55. The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 72 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam. Holes for drainage scupper downspout and floor drain to be cored in field after beams have been set and lateral bracing attached. Any exposed reinforcement shall be painted with an aluminum epoxy-mastic paint, cost included with Furnishing & Erecting Precast Prestressed Concrete Bulb-T Beams, 72". Prior to pouring of deck, floor drains and drainage scuppers shall be grouted into beam using non-shrink grout. Cost included with Furnishing & Erecting Precast Prestressed Concrete Bulb-T Beams, 72".

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 72"	Ft.	2,118

72" PPC BULB T-BEAM DETAILS
F.A.P. ROUTE 627 - SECTION (WBR)
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

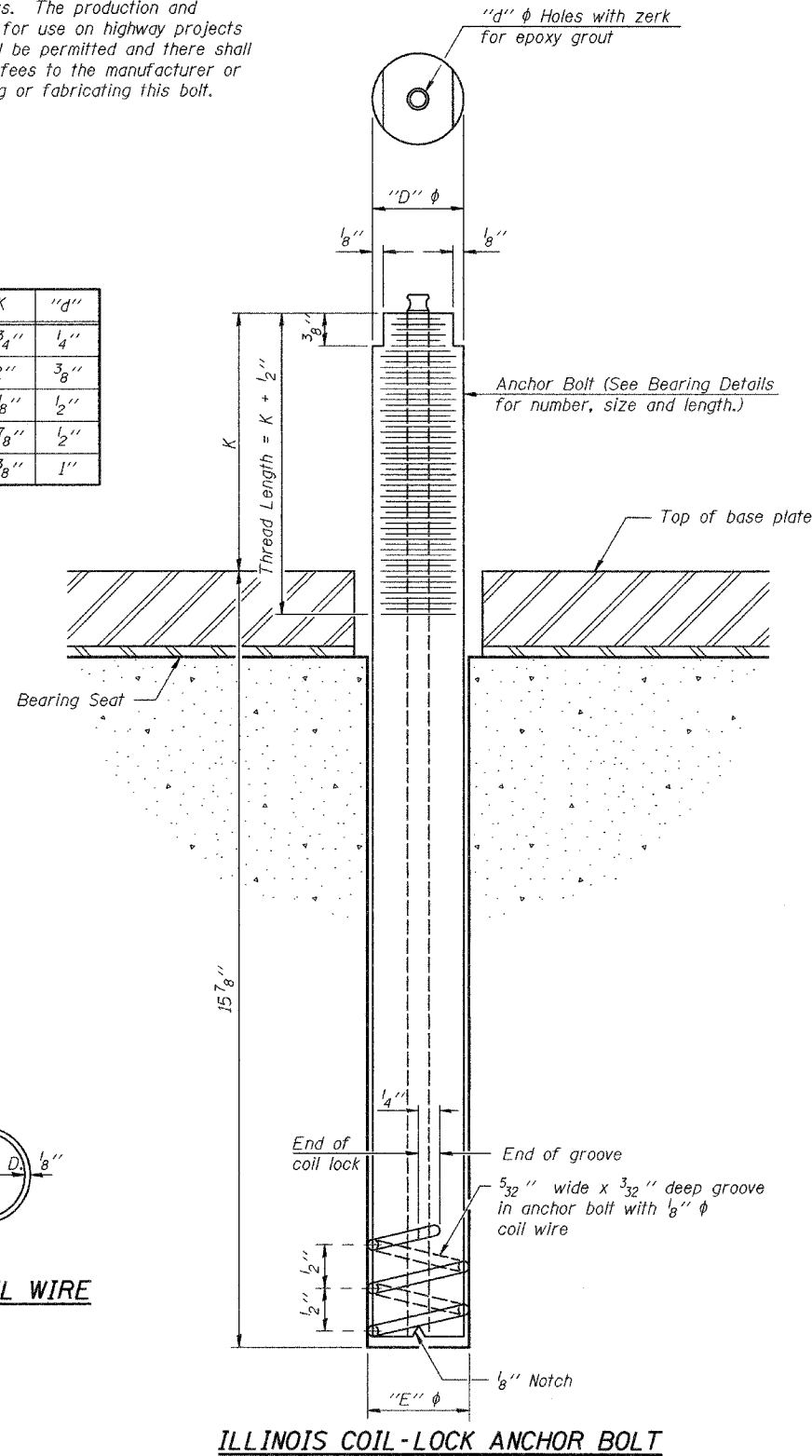
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
31 SHEETS

Contract #66556

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 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

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
Piers	A307

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 or 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 including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Concrete structures.

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalicki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

ABB-1 10-22-04

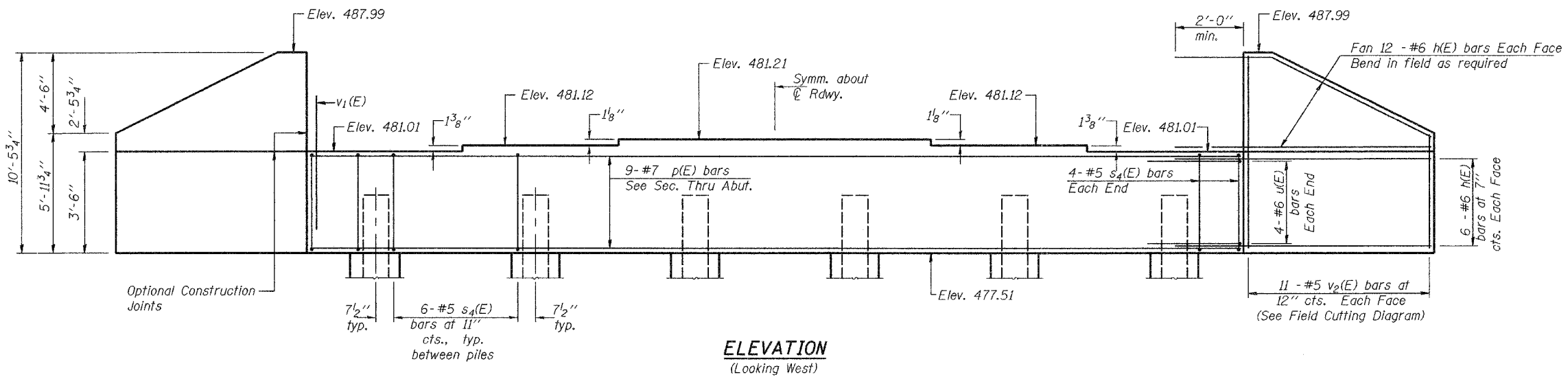
**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242**

Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.

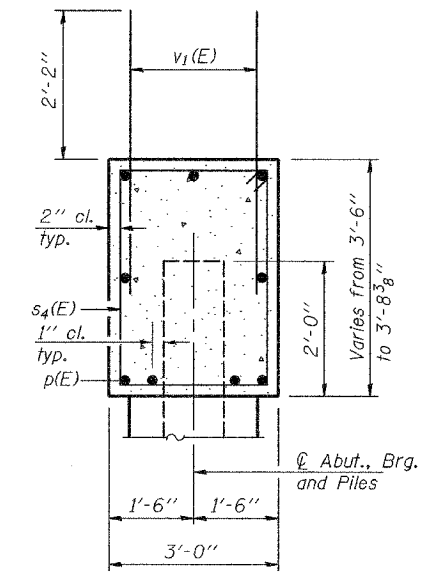
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.P. 627	(I)BR	LASALLE	69	35	18
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		31 SHEETS

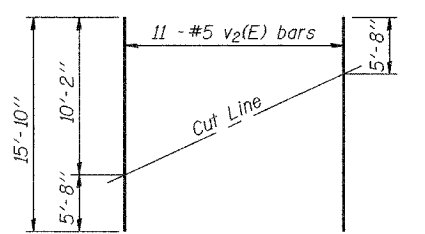
Contract #66556



ELEVATION
(Looking West)



SEC. THRU ABUT.

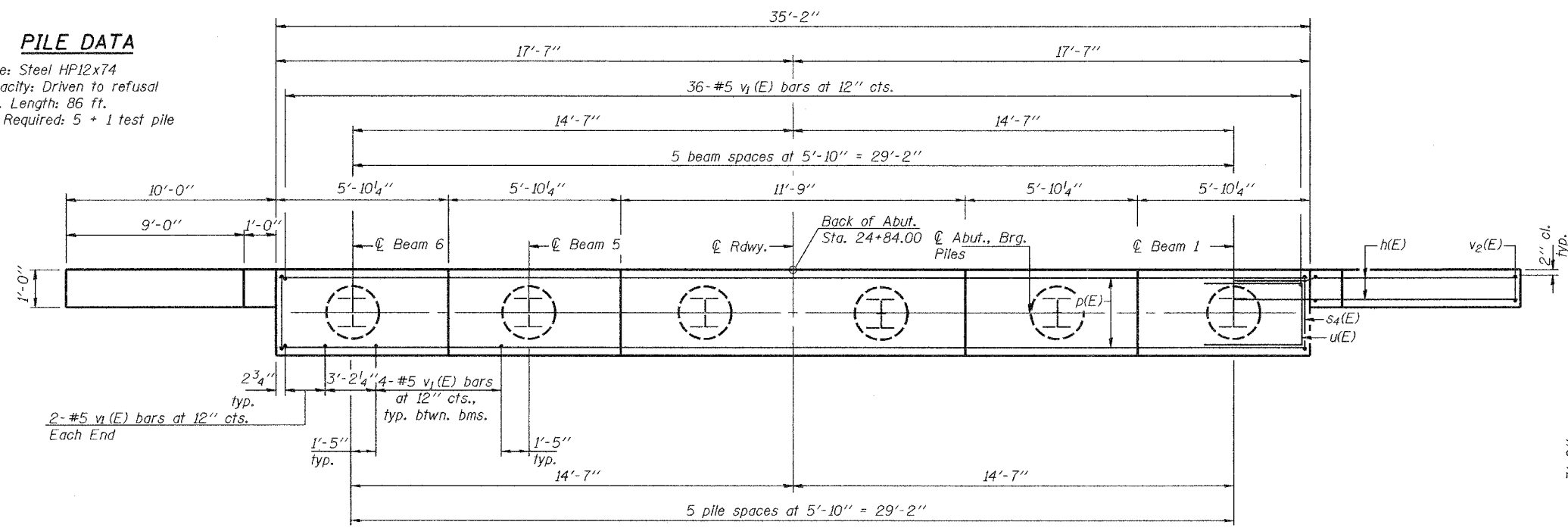


FIELD CUTTING DIAGRAM

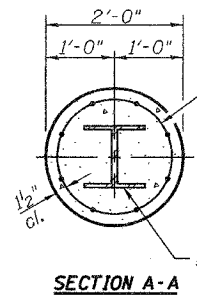
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

PILE DATA

Type: Steel HP12x74
Capacity: Driven to refusal
Est. Length: 86 ft.
No. Required: 5 + 1 test pile

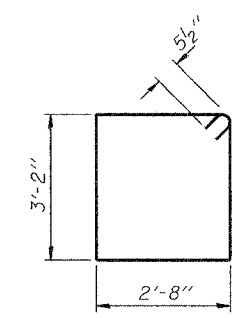


PLAN

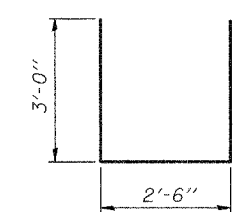


Welded wire fabric
6x6-W4.0xW4.0
weighing 58#/100 sq. ft.
The cost of Excavation,
Concrete Encasement and
Reinforcement is included
with Furnishing Piles.
Forms for Encasement may
be omitted when soil
conditions permit.

PILE ENCASEMENT DETAIL



BAR s4(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	72	#6	13'-0"	—
p(E)	9	#7	34'-11"	—
s4(E)	38	#5	12'-7"	□
u(E)	8	#6	8'-6"	□
v1(E)	60	#5	4'-4"	—
v2(E)	22	#5	15'-10"	—
Concrete Structures		Cu. Yd.	20.3	
Reinforcement Bars, Epoxy Coated		Pound	3,280	
Structure Excavation		Cu. Yd.	45	
Driving Steel Piles		Foot	430	
Test Pile Steel HP12x74		Each	1	
Furnishing Steel Piles HP12x74		Foot	430	

WEST ABUTMENT
F.A.P. ROUTE 627 - SECTION (I)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Danagalek*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

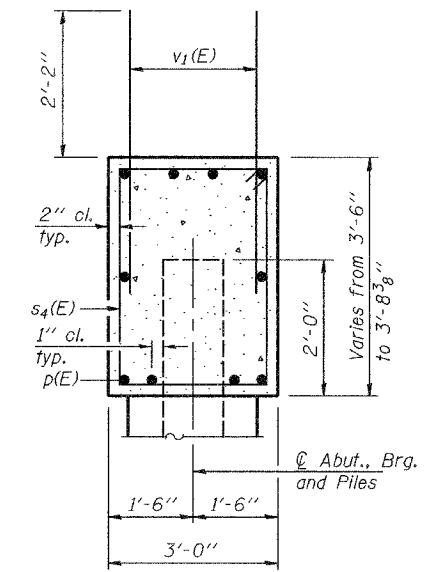
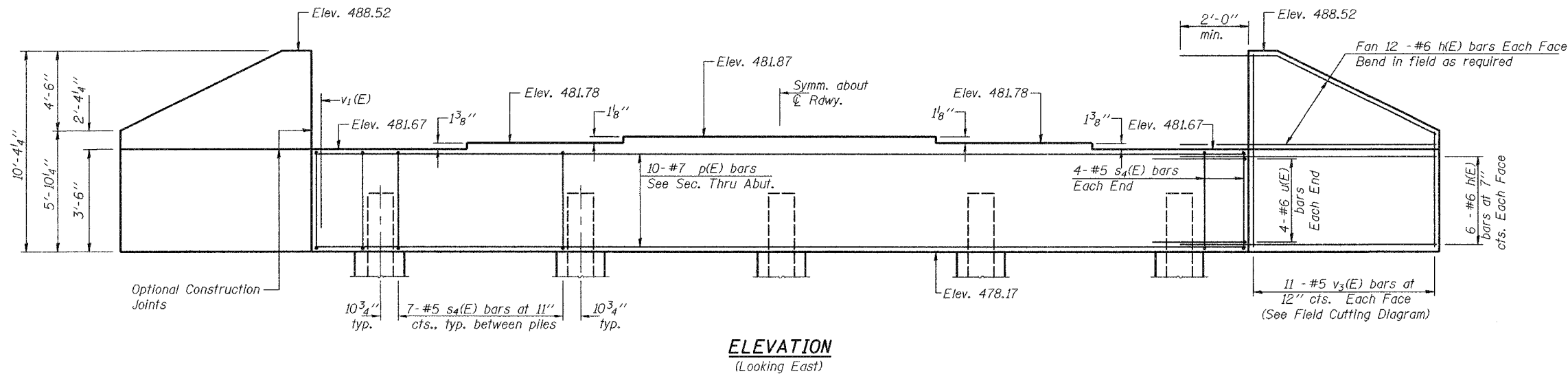
Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

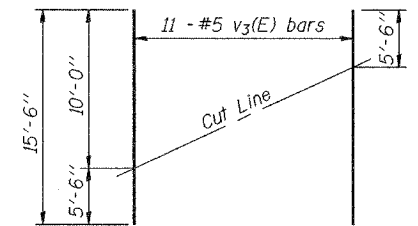
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 627	(JBR)	LASALLE	69	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 19
31 SHEETS

Contract #66556



SEC. THRU ABUT.



FIELD CUTTING DIAGRAM

Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.

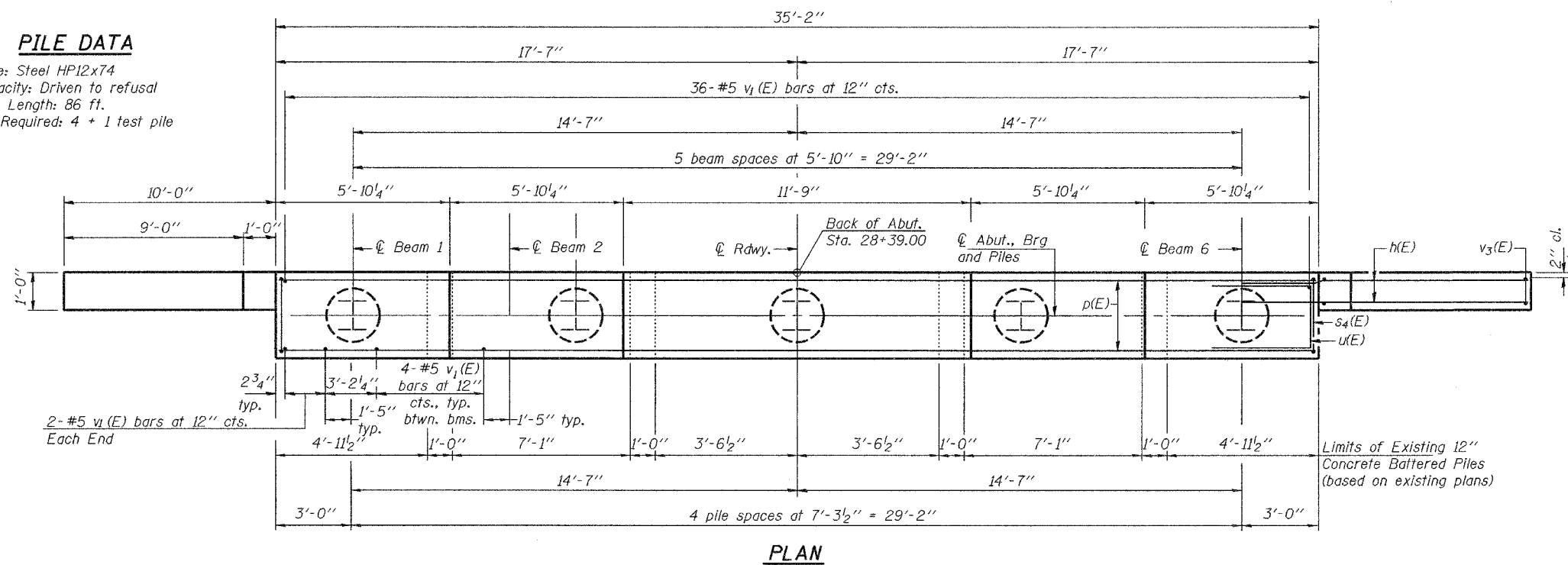
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	72	#6	13'-0"	—
p(E)	10	#7	34'-11"	—
s4(E)	36	#5	12'-7"	□
u(E)	8	#6	8'-6"	—
v1(E)	60	#5	4'-4"	—
v3(E)	22	#5	15'-6"	—
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	3,320	
Structure Excavation		Cu. Yd.	45	
Driving Steel Piles		Foot	344	
Test Pile Steel HP12x74		Each	1	
Furnishing Steel Piles HP12x74		Foot	344	

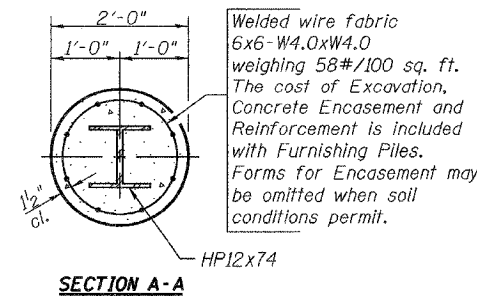
EAST ABUTMENT
F.A.P. ROUTE 627 - SECTION (JBR)
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

PILE DATA

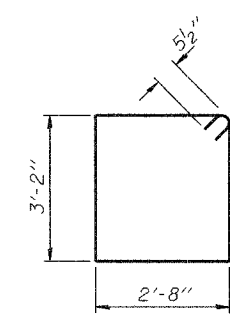
Type: Steel HP12x74
Capacity: Driven to refusal
Est. Length: 86 ft.
No. Required: 4 + 1 test pile



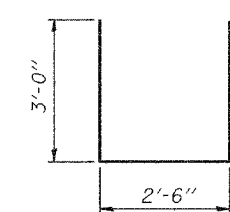
PLAN



PILE ENCASEMENT DETAIL



BAR s4(E)



BAR u(E)

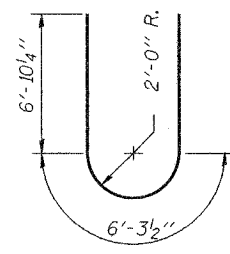
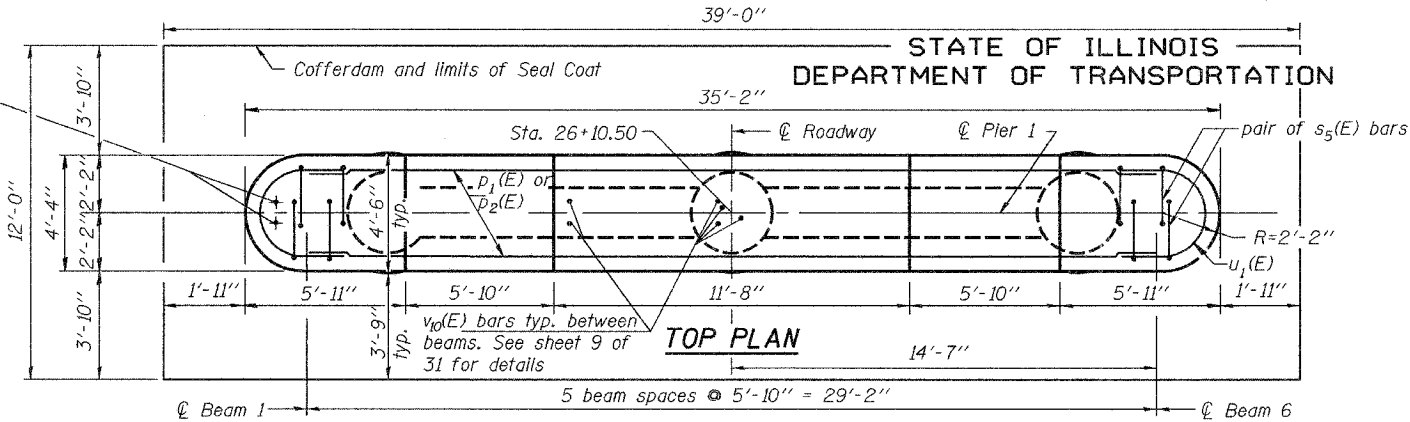
DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

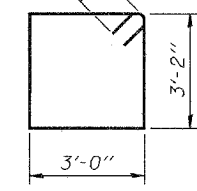
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO.
F.A.P. 627	(JBR)	LASALLE	69	31	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

1/2" φ x 18" Anchor bolts typ. each end. See sheet 9 of 31 for location & sheet 17 of 31 for details.

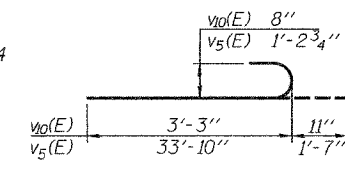


BAR u₁(E)



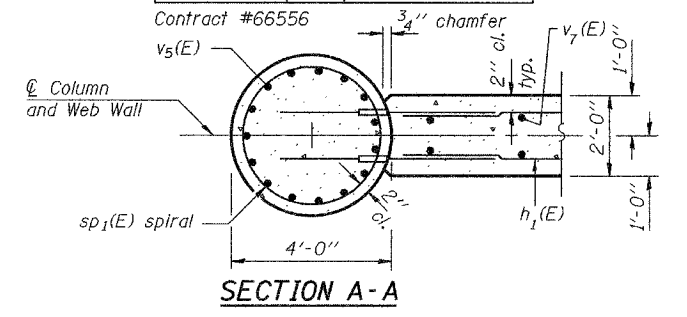
BAR s₅(E)

BAR u₂(E)

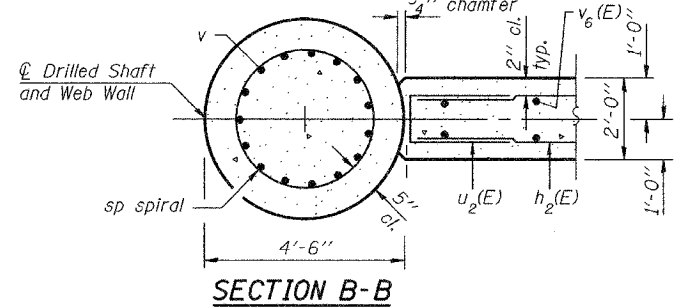


BARS v₅(E) & v₁₀(E)

MINIMUM BAR LAP
#11 bar = 9'-0"



SECTION A-A

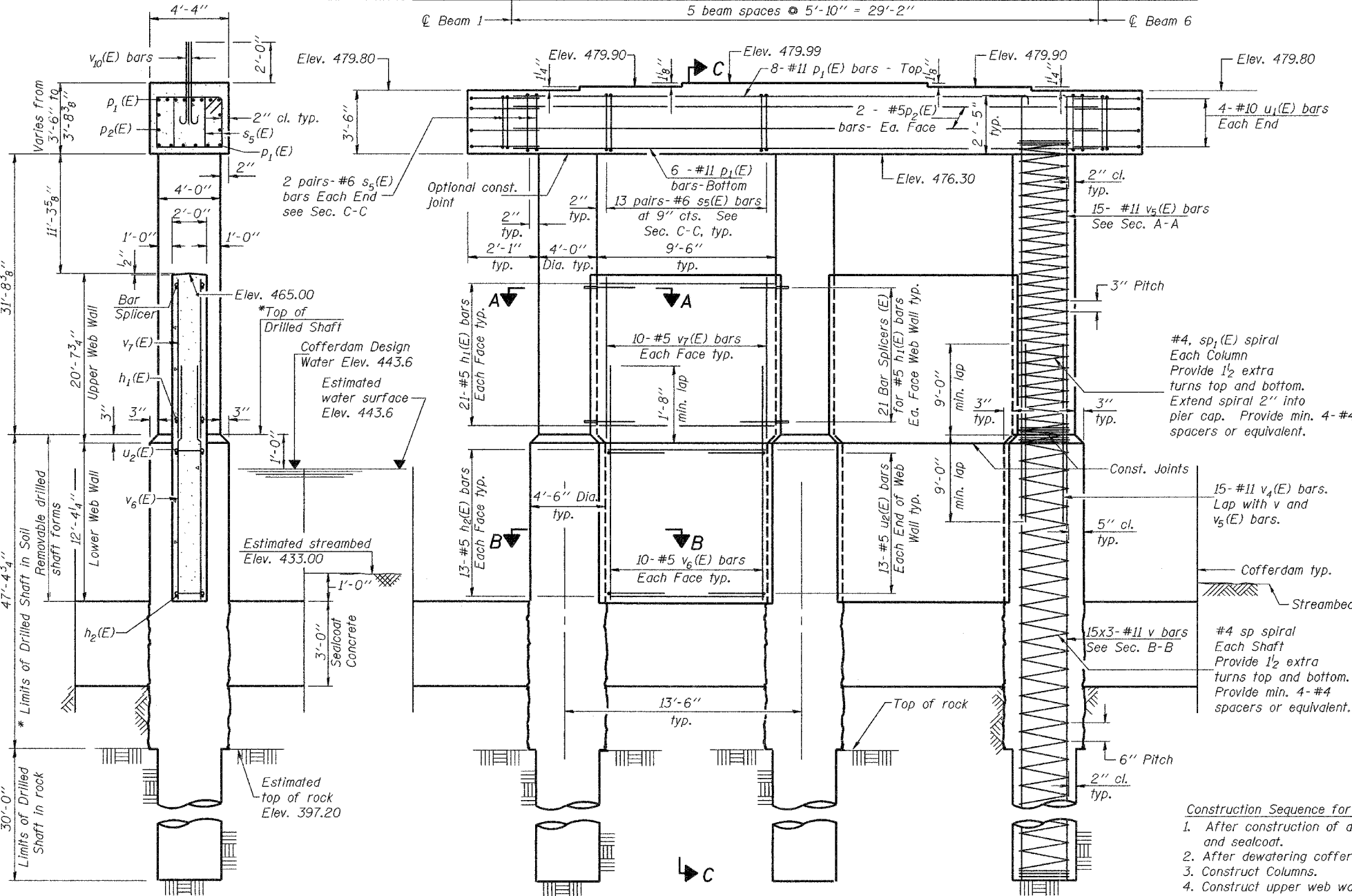


SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁ (E)	84	#5	9'-3"	—
h ₂ (E)	52	#5	8'-9"	—
p ₁ (E)	14	#11	30'-10"	—
p ₂ (E)	4	#5	30'-10"	—
s ₅ (E)	60	#6	13'-3"	—
u ₁ (E)	8	#10	20'-0"	—
u ₂ (E)	52	#5	5'-0"	—
sp	3	#4	77'-5"	—
sp ₁ (E)	3	#4	32'-2"	—
v	135	#11	31'-9"	—
v ₄ (E)	45	#11	18'-0"	—
v ₅ (E)	45	#11	35'-5"	—
v ₆ (E)	40	#5	14'-0"	—
v ₇ (E)	40	#5	20'-4"	—
v ₁₀ (E)	32	#8	4'-2"	—
Cofferdam (Location 1)	Each	1		
Drilled Shaft in Soil	Foot	142.2		
Drilled Shaft in Rock	Foot	90		
Concrete Structures	Cu. Yd.	109.6		
Reinforcement Bars, Epoxy Coated	Pound	23,650		
Reinforcement Bars	Pound	26,970		
Bar Splicers	Each	168		
Cofferdam Excavation	Cu. Yd.	69		
Seal Coat Concrete	Cu. Yd.	52.0		

Reinforcement Bars designated (E) shall be epoxy coated.
Bars indicated thus 15 x 3 - #11 etc. indicates 15 lines of bars with 3 lengths per line.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1 1/2 turns
**Length is height of spiral.
*** Weight includes spacers for spirals



ELEVATION
(Looking East)

- Construction Sequence for Web Wall:**
1. After construction of drilled shafts, construct cofferdam and sealcoat.
 2. After dewatering cofferdam, construct lower web walls.
 3. Construct Columns.
 4. Construct upper web walls.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

SECTION C-C

DESIGNED	M.D.S.	February 3, 2006
CHECKED	D.H.C.	
DRAWN	W.D.C.	
CHECKED	M.D.S./S.M.R.	

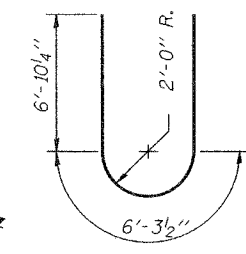
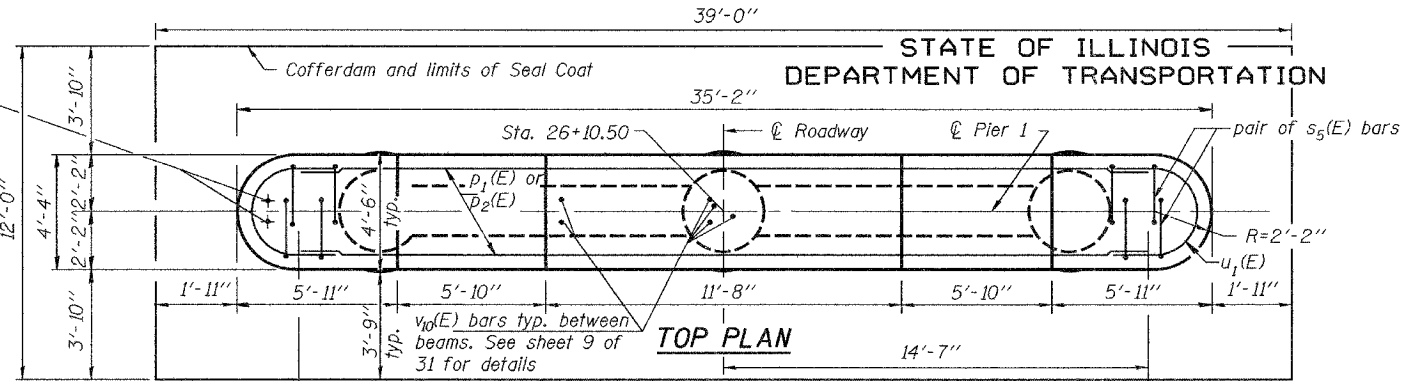
EXAMINED
Thomas J. Donagale
ENGINEER OF BRIDGE DESIGN

PASSED
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

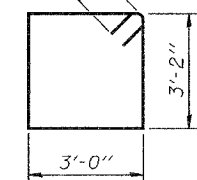
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 627	(J)BR	LASALLE	69	38
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	31 SHEETS

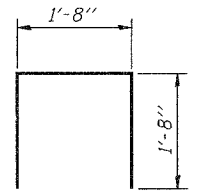
1/2" φ x 18" Anchor bolts typ. each end. See sheet 9 of 31 for location & sheet 17 of 31 for details.



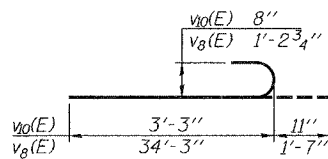
BAR $u_1(E)$



BAR $s_5(E)$

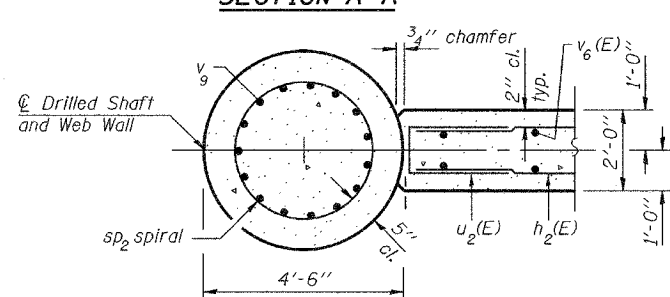
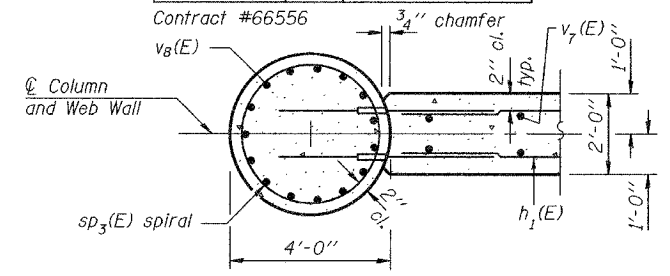


BARS $u_2(E)$



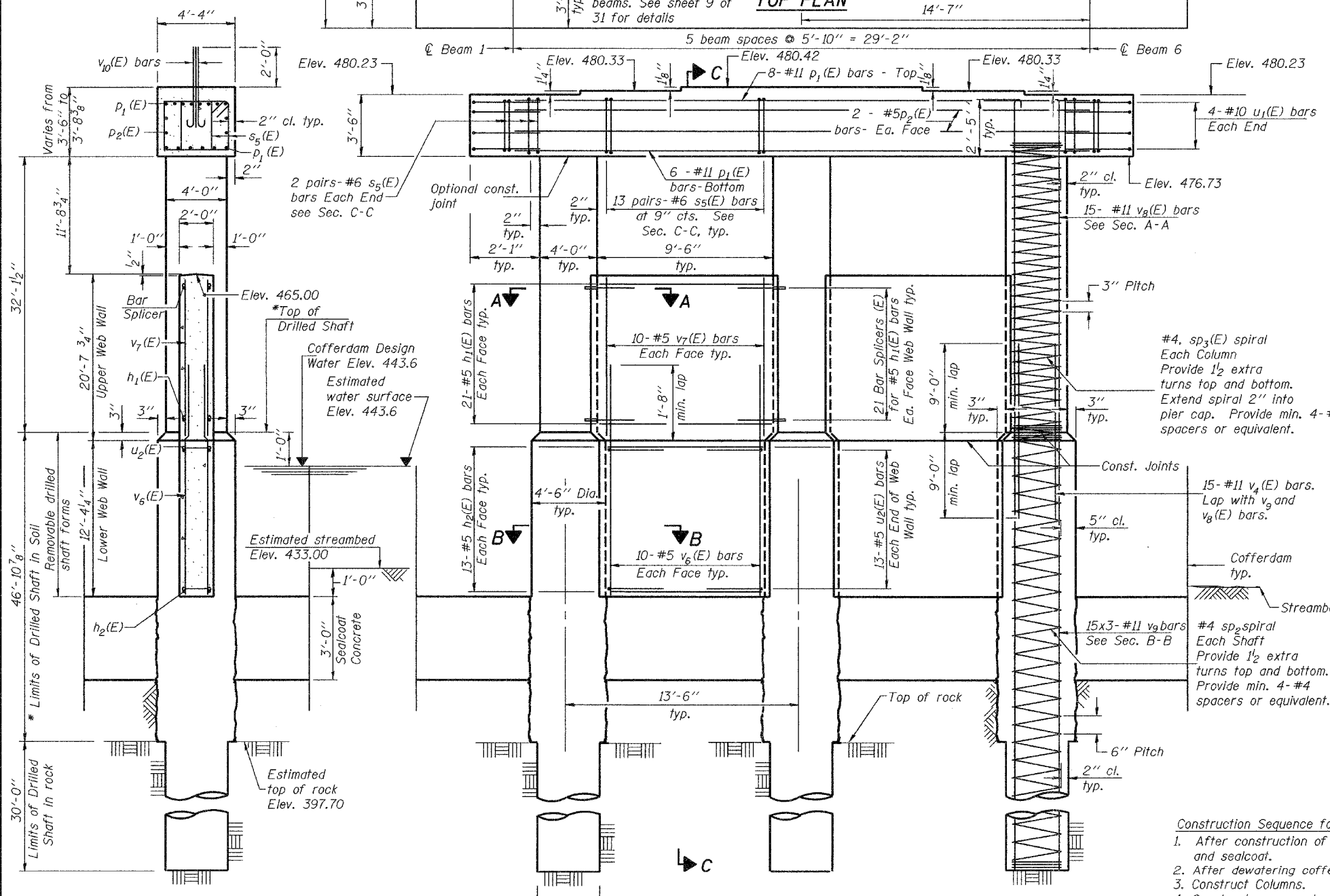
BARS $v_8(E)$ & $v_{10}(E)$

MINIMUM BAR LAP
#11 bar = 9'-0"



BILL OF MATERIAL

Bar No.	Size	Length	Shape
$h_1(E)$	#4	9'-3"	—
$h_2(E)$	#5	8'-9"	—
$p_1(E)$	#11	30'-10"	—
$p_2(E)$	#5	30'-10"	—
$s_5(E)$	#6	13'-3"	—
$u_1(E)$	#10	20'-0"	—
$u_2(E)$	#5	5'-0"	—
sp_2	#4	76'-11"	—
$sp_3(E)$	#4	32'-4"	—
$v_4(E)$	#11	18'-0"	—
$v_5(E)$	#5	14'-0"	—
$v_7(E)$	#5	20'-4"	—
$v_8(E)$	#11	35'-10"	—
v_9	#11	31'-7"	—
$v_{10}(E)$	#8	4'-2"	—
Cofferdam (Location 2)	Each	1	
Drilled Shaft in Soil	Foot	140.7	
Drilled Shaft in Rock	Foot	90.0	
Concrete Structures	Cu. Yd.	110.1	
Reinforcement Bars, Epoxy Coated	Pound	23,760	
Reinforcement Bars	Pound	26,520	
Bar Splicers	Each	168	
Cofferdam Excavation	Cu. Yd.	69	
Seal Coat Concrete	Cu. Yd.	52.0	



- Construction Sequence for Web Wall:
1. After construction of drilled shafts, construct cofferdam and sealcoat.
 2. After dewatering cofferdam, construct lower web walls.
 3. Construct Columns.
 4. Construct upper web walls.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

DESIGNED	M.D.S.
CHECKED	D.H.C.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

PIER 2
F.A.P. ROUTE 627 - SECTION (J)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(JBR)	LASALLE	69	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 22
31 SHEETS

Contract #66556

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:

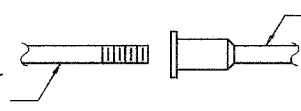
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

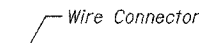
The diameter of this part is equal or larger than the diameter of bar spliced.



ROLLED THREAD DOWEL BAR



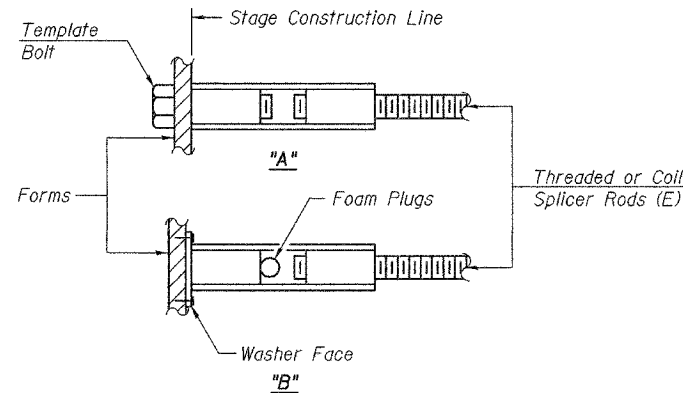
** ONE PIECE



WELDED SECTIONS

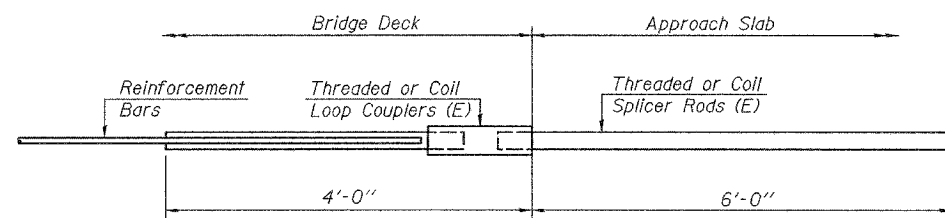
BAR SPLICER ASSEMBLY ALTERNATIVES

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



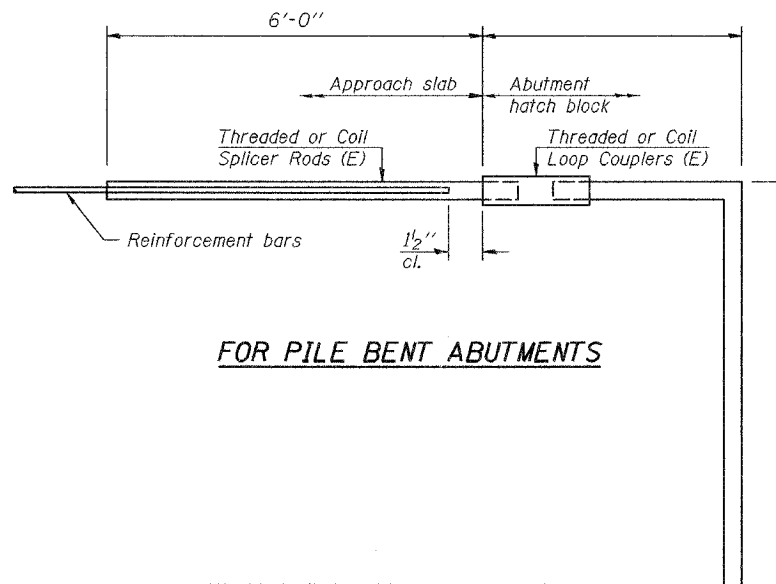
INSTALLATION AND SETTING METHODS

"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.



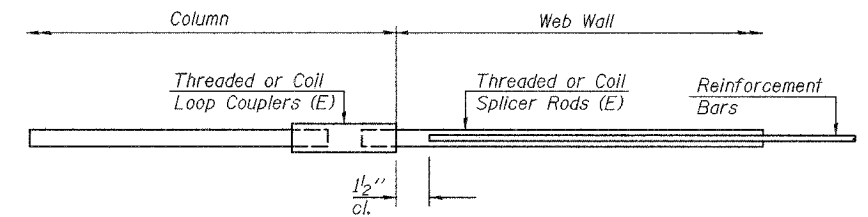
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 64 Superstructure



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



PIER

Bar Size	No. Assemblies Required	Location
#5	168	Pier 1
#5	168	Pier 2

BAR SPLICER ASSEMBLY DETAILS
F.A.P. ROUTE 627 - SECTION (JBR)
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	40
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #66556

SHEET NO. 23

31 SHEETS

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG Page 1 of 3 Date 7/158

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY William Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+60

BORING NO. 1
Station 26+00
Offset 0.00ft
Ground Surface Elev. 459.80 ft (ft) (ft) (ft) (%)

SOIL DESCRIPTION	DEPTH (ft)	BLOWS	UCS (psi)	Failure Mode
Medium brown subangular well graded Gravel	0-4			
Soft brown Sandy Clay (continued)	4-9	0.5		
	9-2	0.5		
Loose brown Silty Sand and occasional Gravel	2-8			
Soft brown Silty Clay	8-10			
	10-4	0.3		
Medium brown slightly Silty Clay	4-16	0.7		
Soft brown Sandy Clay	16-20	0.4		

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG Page 2 of 3 Date 7/158

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY William Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+60

BORING NO. 1
Station 26+00
Offset 0.00ft
Ground Surface Elev. 459.80 ft (ft) (ft) (ft) (%)

SOIL DESCRIPTION	DEPTH (ft)	BLOWS	UCS (psi)	Failure Mode
Very dense brown subangular poorly graded Gravel (continued)	0-67			
Loose Brown/Black Fine Sand/Coarse Gravel	67-72			
	72-4			
	4-6	5.5		
	6-395.30			
Medium Brown Loamy Fine Sand/Coarse Gravel	395.30-4			
	4-8	9.0		
	8-6			
	6-4	2.2		
	4-15			
	15-3	2.3		
	3-5			
	5-6	8.5		
	6-5			
	5-7			
	7-10	10.3		
	10-11			
	11-8			
	8-16	10.0		
	16-13			
	13-80			

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG Page 3 of 3 Date 7/158

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY William Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+60

BORING NO. 1
Station 26+00
Offset 0.00ft
Ground Surface Elev. 459.80 ft (ft) (ft) (ft) (%)

SOIL DESCRIPTION	DEPTH (ft)	BLOWS	UCS (psi)	Failure Mode
Medium Brown Loamy Fine Sand/Coarse Gravel (continued)	0-7			
	7-14	8.8		
	14-12			
	12-10			
	10-10	6.5		
	10-11			
	11-375.30			
Dense Brown Fine Sand/Coarse Gravel	375.30-85			
	85-10	0.7		
	10-12			
	12-28			
	28-21			
	21-15	0.4		
	15-18			
	18-370.80			
Fractured Limestone & Gray Brown Weathered Shale	370.80-90			
	90-15	11.0		
Borehole continued with rock coring.	15-369.10			
	369.10-10			
	10-12			
	12-100			

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

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION (1)BR	COUNTY LASALLE	SHEETS 69	SHEET NO. 41	SHEET NO. 24 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract #66556

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 1 of 2
Date 7/58

ROUTE FAP 627(1) 71 DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BWilliam Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD

STRUCT. NO. 050-0029 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 1 Core Diameter 2 in
Station 25+00 Top of Rock Elev. 63.90 ft
Offset 0.00ft Begin Core Elev. 369.10 ft
Ground Surface Elev. 489.80 ft

DEPTH (ft)	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
0	Gray & Brownish Gray Reworked Shale with numerous Limestone pebbles	1	78	35	
369.50	Gray & Black Blocky Calcareous Claystone with some included Limestone pebbles				1.7
367.80	Gray & White slightly Argillaceous Limestone with Clay filled fractures				325.4
366.40	Gray Blocky Calcareous Claystone				
365.90	Core Not Recovered				
364.10	Dark Gray Argillaceous Limestone	2	43	0	
363.60	Dark Gray & Black Shale				
363.20	Gray Blocky Reworked Shale or Claystone				
361.80	Core Not Recovered				
359.10	Highly Fractured Argillaceous Limestone with Clay filled fractures	3	94	22	
358.40	Gray & Red Brown Shale with Gray Fractured Limestone				
355.60	Core Not Recovered				
354.10	Gray with some Red Brown Claystone	4	100	69	
353.30	Red Brown Claystone				2.2
351.20	Buff & Gray Weathered & Argillaceous Limestone with Clay Filled Fractures				0.5
349.70	Gray & Red Brown Blocky Reworked Shale or Claystone with included Limestone pebbles				
348.10					

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-89)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 2 of 2
Date 7/58

ROUTE FAP 627(1) 71 DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BWilliam Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD

STRUCT. NO. 050-0029 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 1 Core Diameter 2 in
Station 25+00 Top of Rock Elev. 63.90 ft
Offset 0.00ft Begin Core Elev. 369.10 ft
Ground Surface Elev. 489.80 ft

DEPTH (ft)	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
346.90	Gray & Red Brown Claystone with pieces of Weathered & Cracked Limestone	5	100	73	2.8
345.60	Gray Claystone with Weathered & Cracked pieces of Limestone				2.6
344.40	Hard Gray Shale				
344.10	Hard Gray Shale with small Limestone nodules and Calcium Carbonate in cracks	6	78	78	34.0
340.20	Core Not Recovered				59.9
339.10	End of Boring				

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-89)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 2
Date 7/58

ROUTE FAP 627(1) 71 DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BWilliam Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 2
Station 24+45
Offset 0.00ft
Ground Surface Elev. 460.10 ft

DEPTH (ft)	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
0	Medium to stiff brown Silty Gravelly Clay				
3	Medium brown Silty Clay (continued)				
438.10	Medium brown Sandy Clay				
436.60	Soft brown Sandy Clay				
455.60	Stiff black Silty Clay				
453.10	Medium brown Silty Clay				
431.10	Medium gray Silty Sandy Clay, shells				
425.60	Dense brown subangular poorly graded Gravel				
423.10	Medium blue Silty Clay				

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 T208)
BBS, form 137 (Rev. 8-89)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 2 of 2
Date 7/58

ROUTE FAP 627(1) 71 DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BWilliam Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 2
Station 24+45
Offset 0.00ft
Ground Surface Elev. 460.10 ft

DEPTH (ft)	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
418.10	Very dense brown subangular poorly graded Gravel				
405.60	Blue Shale				
404.10	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 T208)
BBS, form 137 (Rev. 8-89)

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	42
FED. ROAD DIST. NO. 7	B.L.D.G.S.	FED. AID PROJECT-		

SHEET NO. 25

31 SHEETS

Contract #66556

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 1
Date 7/58

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY William Carter

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist.
Station 25+60

BORING NO. 3
Station 23+34
Offset 0.00ft
Ground Surface Elev. 463.40 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	UNCONSOLIDATED COMPRESSION STRENGTH (UCS) (psi)	SOIL TYPE
0	Gravel and Cinder Fill					
14	Very stiff gray Clay Till (continued)				3.1	
481.50	Stiff brown Silty Clay					
431.50	Hard gray shaley Clay					
23					4.3	
10					1.7	
56					5.5	
63					5.1	
444.50	Dense brown subangular Gravel with layers of stiff brown Silty Clay					
31					1.4	
441.50	Stiff brown Silty Clay					
24					1.4	
439.50	Stiff gray Clay Till					
16					1.9	
436.50	Very stiff gray Clay Till					
18					2.4	
413.50	Gray Shale					
418.70						

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 3
Date 7/58

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist.
Station 25+60

BORING NO. 4
Station 22+58
Offset 0.00ft
Ground Surface Elev. 463.60 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	UNCONSOLIDATED COMPRESSION STRENGTH (UCS) (psi)	SOIL TYPE
0	Stiff dark brown Silty Clay					
27	Very stiff mottled Clay (continued)				3.5	
454.50	Stiff dark brown very stoney Silty Clay (To stoney to test)					
7					1.6	
28					3.7	
434.90	Slightly weathered gray Shale					
461.50	Very stiff yellow limy stoney Clay					
24					2.5	
444.50	Very stiff mottled Clay					
428.50						

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 2 of 3
Date 7/58

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist.
Station 25+60

BORING NO. 4
Station 22+68
Offset 0.00ft
Ground Surface Elev. 463.60 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	UNCONSOLIDATED COMPRESSION STRENGTH (UCS) (psi)	SOIL TYPE
2	Loose Brown/Black Fine Sand/Coarse Gravel				18.5	
4						
4					5.5	
6						
399.10	Medium Brown Loamy Fine Sand/Coarse Gravel					
4					9.0	
6						
4					2.2	
8						
15						
3					2.3	
5						
6					8.5	
7						
10					10.3	
11						
8						
10					10.0	
13						

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 3 of 3
Date 7/58

ROUTE FAP 627(IL 71) DESCRIPTION Structure over Vermillion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist.
Station 25+60

BORING NO. 4
Station 22+58
Offset 0.00ft
Ground Surface Elev. 463.60 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	UNCONSOLIDATED COMPRESSION STRENGTH (UCS) (psi)	SOIL TYPE
7	Medium Brown Loamy Fine Sand/Coarse Gravel (continued)				8.6	
14						
12						
10					6.5	
11						
379.10	Dense Brown Fine Sand/Coarse Gravel					
10					0.7	
12						
28						
21						
15					0.4	
18						
374.10	Fractured Limestone & Gray Brown Weathered Shale					
15					11.0	
10						
12						

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

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	43
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 26
31 SHEETS

Contract #66556

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 1 of 2
Date 7/58

ROUTE FAP 627(ILL 71) DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE CORING METHOD

STRUCT. NO. 050-0242 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 4 Core Diameter 2 in
Station 22+58 Top of Rock Elev. 67.70 ft
Offset 0.00ft Begin Core Elev. 372.90 ft

Ground Surface Elev. 463.60 ft

DESCRIPTION	DEPTH (ft)	PERCENT (%)	MINI (ft)	TEST
Gray & Brownish Gray Reworked Shale with numerous Limestone pebbles	372.90	1	78	36
Gray & Black Blocky Calcareous Claystone with some included Limestone pebbles	372.90-371.60			1.7
Gray & White slightly Argillaceous Limestone with Clay filled fractures	370.20			325.4
Gray Blocky Calcareous Claystone	369.70			
Core Not Recovered	-95			
Dark Gray Argillaceous Limestone	367.90	2	43	0
Dark Gray & Black Shale	367.40			
Gray Blocky Reworked Shale or Claystone	367.00			
Core Not Recovered	365.70			
Highly Fractured Argillaceous Limestone with Clay filled fractures	362.90	3	94	22
Gray & Red Brown Shale with Gray Fractured Limestone	362.20			
Core Not Recovered	359.40			
Gray with some Red Brown Claystone	357.90	4	100	69
Red Brown Claystone	357.10			2.2
Buff & Gray Weathered & Argillaceous Limestone with Clay Filled Fractures	355.00			0.5
Gray & Red Brown Blocky Reworked Shale or Claystone with included Limestone pebbles	353.50-352.90			

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 2 of 2
Date 7/58

ROUTE FAP 627(ILL 71) DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE CORING METHOD

STRUCT. NO. 050-0242 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 4 Core Diameter 2 in
Station 22+58 Top of Rock Elev. 67.70 ft
Offset 0.00ft Begin Core Elev. 372.90 ft

Ground Surface Elev. 463.60 ft

DESCRIPTION	DEPTH (ft)	PERCENT (%)	MINI (ft)	TEST
pebbles	350.70	5	100	73
Gray & Red Brown Claystone or Blocky Reworked Shale with included small Limestone pebbles	349.60			2.6
Gray & Red Brown Claystone with pieces of Weathered & Cracked Limestone	349.60			2.6
Gray Claystone with Weathered & Cracked pieces of Limestone	348.20			
Hard Gray Shale	347.90	6	78	78
Hard Gray Shale with small Limestone nodules and Calcium Carbonate in cracks	344.00			59.9
Core Not Recovered	-120			
End of Boring	342.90			

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 1
Date 7/58

ROUTE FAP 627(ILL 71) DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 5
Station 26+58
Offset 0.00ft
Ground Surface Elev. 437.10 ft

DEPTH (ft)	DESCRIPTION	TEST
0	Surface Water Elev. _____ ft	
0	Stream Bed Elev. _____ ft	
0	Groundwater Elev.: _____ ft	
0	First Encounter _____ ft	
0	Upon Completion _____ ft	
0	After _____ Hrs. _____ ft	
15	Medium brown well graded Sand	63
22	Medium brown well graded Sand and Gravel	74
27	Medium brown well graded Sand and Gravel	88
35	End of Boring	402.50
40	Very dense brown subangular poorly graded Gravel	

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 T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 1
Date 7/58

ROUTE FAP 627(ILL 71) DESCRIPTION Structure over Vermilion River near Jonesville LOGGED BY Gordon Benson

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Exist. CORING BARREL TYPE & SIZE 5' Double Barrel
Station 25+60

BORING NO. 5
Station 26+58
Offset 0.00ft
Ground Surface Elev. 437.10 ft

DEPTH (ft)	DESCRIPTION	TEST
0	Surface Water Elev. _____ ft	
0	Stream Bed Elev. _____ ft	
0	Groundwater Elev.: _____ ft	
0	First Encounter _____ ft	
0	Upon Completion _____ ft	
0	After _____ Hrs. _____ ft	
15	Medium brown well graded Sand	63
22	Medium brown well graded Sand and Gravel	74
27	Medium brown well graded Sand and Gravel	88
35	End of Boring	402.50
40	Very dense brown subangular poorly graded Gravel	

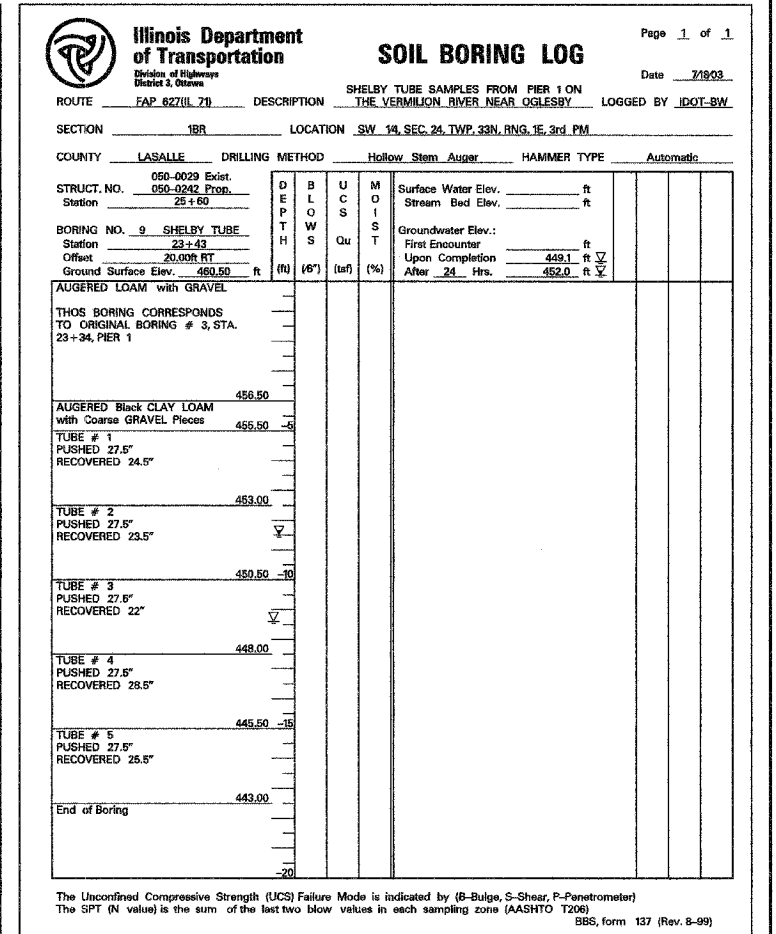
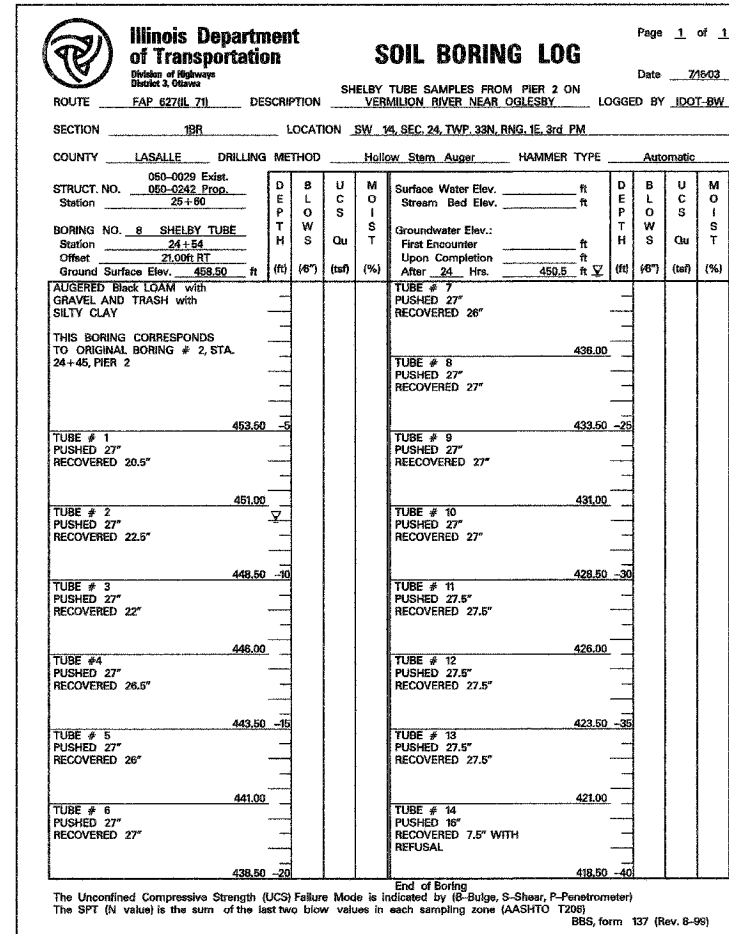
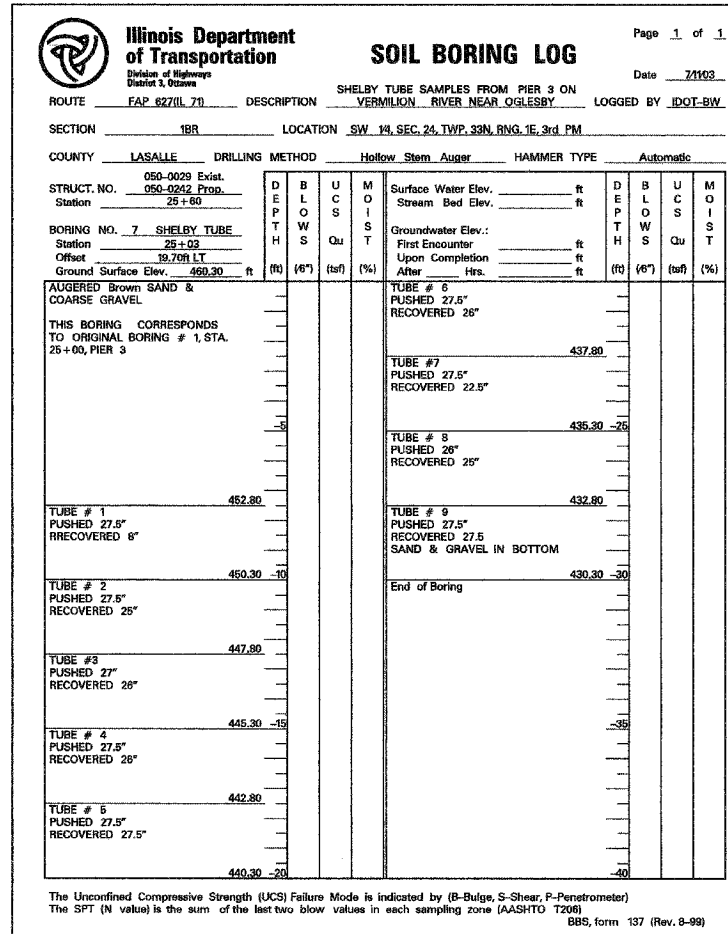
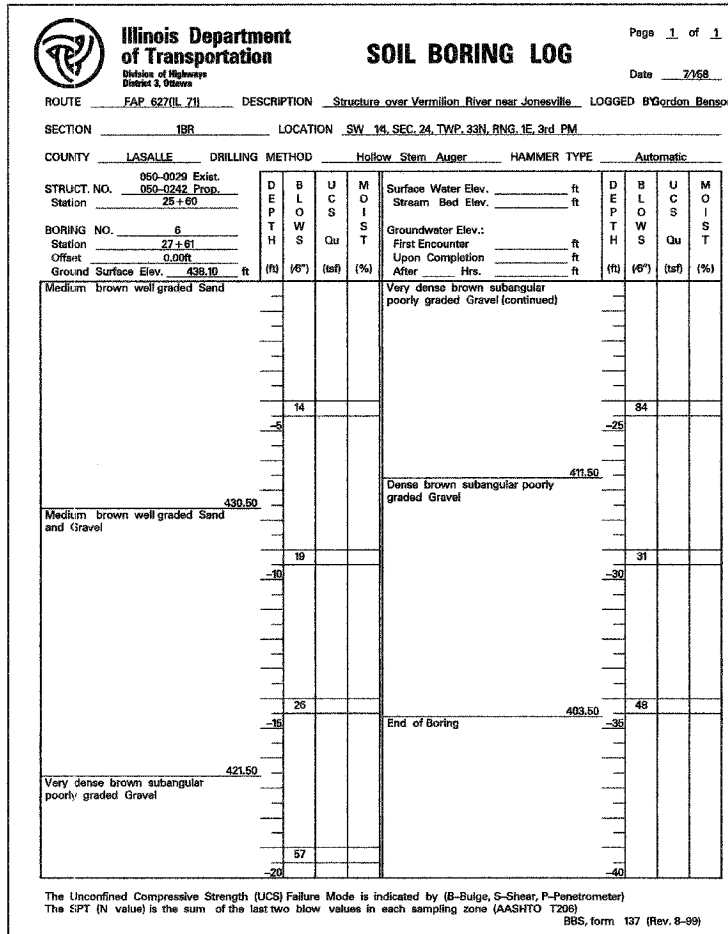
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 627	SECTION 11BR	COUNTY LASALLE	TOTAL SHEETS 69	SHEET NO. 44	SHEET NO. 27 31 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66556



SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 28 31 SHEETS
F.A.P. 627	(1)BR	LASALLE	69	45	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66556

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2
Date 3/10/04

ROUTE FAP 627(1) 71 DESCRIPTION West Abutment LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Prop. Station 26+61.5

BORING NO. 10 Station 24+88
Offset 21.00ft Lt
Ground Surface Elev. 459.90 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	WATER	TEMPERATURE (°F)	PERCENTAGE (%)
0	Augured Black Sandy Loam and RR Bed Gravel, Fill	WH	0.5	24.3			
457.40	Brown Sand/Gravel (Fill)	WH	0.3	26.2			
452.40	Very Soft Black Silty Clay with Wood Pieces (Buried Ties)	WH	0.3	24.9			
447.40	Soft Gray Loam/Silty Loam with Minor Clay Layers	WH	0.4	27.8			
442.40	Soft Brown Loam/Silty Loam	WH	0.4	25.8			

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 T208)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
Date 3/10/04

ROUTE FAP 627(1) 71 DESCRIPTION West Abutment LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Prop. Station 26+61.5

BORING NO. 10 Station 24+88
Offset 21.00ft Lt
Ground Surface Elev. 459.90 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	WATER	TEMPERATURE (°F)	PERCENTAGE (%)
442.40	Soft Brown Loam/Silty Loam (continued)	WH	0.5	24.3			
415.40	Dense Brown Loamy Fine Sand/Coarse Gravel	WH	0.3	26.0			
412.90	Medium Brown Loamy Fine Sand/Coarse Gravel	WH	0.3	24.9			
405.40	Dense Brown Loamy Fine Sand/Coarse Gravel	WH	0.4	27.8			
402.90	Very Stiff to Hard Gray Clay (Weathered and Reworked Shale)	WH	0.4	25.8			
400.40	Hard Gray Clay Shale	WH	0.4	25.8			

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 T208)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 3
Date 2/28/04

ROUTE FAP 627(1) 71 DESCRIPTION East Abutment LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Prop. Station 26+61.5

BORING NO. 11 Station 28+45
Offset 6.00ft Lt
Ground Surface Elev. 487.78 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	WATER	TEMPERATURE (°F)	PERCENTAGE (%)
470.28	Stiff Black and Brown Loamy Sand, Sandy Loam and White Oversize Limestone Pieces Fill (continued)	WH	0.5	24.3			
463.28	Stiff Brown Clay, Sandy Loam and Brown Fine to Coarse Sand (Fill)	WH	0.3	26.0			
455.78	Stiff Dark Gray Sandy Loam with Layers of Fine to Coarse Sand, Silty Clay Loam (Alluvial Deposits)	WH	0.4	27.8			
470.28	Stiff Black and Brown Loamy Sand, Sandy Loam and White Oversize Limestone Pieces Fill	WH	0.4	25.8			

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 T208)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 3
Date 2/26/04

ROUTE FAP 627(1) 71 DESCRIPTION East Abutment LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RING. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Prop. Station 26+61.5

BORING NO. 11 Station 28+45
Offset 6.00ft Lt
Ground Surface Elev. 487.78 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	PERCENTAGE (%)	WATER	TEMPERATURE (°F)	PERCENTAGE (%)
445.78	Stiff Dark Gray Sandy Loam with Layers of Fine to Coarse Sand, Silty Clay Loam (Alluvial Deposits)	WH	0.5	24.3			
440.78	Medium Black/Gray Sandy Loam, Loam, Fine Sand/Coarse Gravel (Alluvial Deposits)	WH	0.3	26.0			
438.28	Very Loose Gray Fine Sand/Coarse Gravel with Coal Pieces, Somewhat Loamy	WH	0.4	27.8			
435.78	Medium Gray Fine Sand/Coarse Gravel with Loamy Layers	WH	0.4	27.8			
432.78	Dense Brown/Gray Loamy Fine Sand/Coarse Gravel with Layers of Sand and Sandy Loam	WH	0.4	27.8			

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 T208)
BBS, form 137 (Rev. 8-99)

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 29 31 SHEETS
F.A.P. 627	(1)BR	LASALLE	69	46	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66556

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 3 of 3 Date 2/26/04

ROUTE FAP 627(IL 71) DESCRIPTION East Abutment LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+61.5

BORING NO. 11
Station 28+45
Offset 6.00ft Lt
Ground Surface Elev. 487.78 ft

DEPTH (ft)	(ft)	(ft)	(%)	SOIL DESCRIPTION	TESTS
10				Dense Gray/Brown Loamy Fine Sand/Course Gravel with Layers of Sand and Sandy Loam (continued)	
11		12.0			
13			11.3		
12					
11					
9					
8					
7					
6					
5					
4					
3					
2					
1					
0					

End of Boring 401.28

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 3 Date 4/5/04

ROUTE FAP 627(IL 71) DESCRIPTION West Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+61.5

BORING NO. 12
Station 28+16
Offset 7.00ft Lt
Ground Surface Elev. 486.30 ft

DEPTH (ft)	(ft)	(ft)	(%)	SOIL DESCRIPTION	TESTS
10				4 3/4" Concrete Deck, 48" of Air, 8" of water, 2" of Silt and Sand (River Bottom) (continued)	
9					
8					
7					
6					
5					
4					
3					
2					
1					
0					

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 2 of 3 Date 4/5/04

ROUTE FAP 627(IL 71) DESCRIPTION West Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+61.5

BORING NO. 12
Station 28+16
Offset 7.00ft Lt
Ground Surface Elev. 486.30 ft

DEPTH (ft)	(ft)	(ft)	(%)	SOIL DESCRIPTION	TESTS
10				Medium Brown Loamy Fine Sand/Course Gravel up to cobble size (felt cobbles with auger) (continued)	
9		3.0			
8					
7					
6					
5					
4					
3					
2					
1					
0					

Medium Brown Fine to Course Gravel 431.30 -55 5 1.2

Medium Brown Loamy Fine Sand/Course Gravel up to cobble size (felt cobbles with auger) 428.30 11 7.1

Very Dense Brown Loamy Fine 406.80 11 7.8

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

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 3 of 3 Date 4/5/04

ROUTE FAP 627(IL 71) DESCRIPTION West Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. 050-0242 Prop.
Station 26+61.5

BORING NO. 12
Station 28+16
Offset 7.00ft Lt
Ground Surface Elev. 486.30 ft

DEPTH (ft)	(ft)	(ft)	(%)	SOIL DESCRIPTION	TESTS
10				Sand/Course Gravel	
9		4.1			
8					
7					
6					
5					
4					
3					
2					
1					
0					

Very Dense Brown Loamy Fine Sand/Course Gravel (continued) 404.30 11 8.5

Medium Brown Loamy Fine Sand/Course Gravel 401.80 20 0.6

Dense Brown Loamy Fine Sand/Course Gravel* 19 0.5

*Subangular to angular Gravel with Coal pieces 17 0.5

Gray fractured Limestone and Weathered Shale Borehole continued with rock coring. 110 7.8

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

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(DBR)	LASALLE	69	47
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 30
31 SHEETS

Contract #66556

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 1 of 2
Date 4/5/04

ROUTE FAP 627(IL 71) DESCRIPTION West Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD _____

STRUCT. NO. 050-0242 Exist. Prop. CORING BARREL TYPE & SIZE 5' Double Barrel

Station 26+61.5 Core Diameter 2 in
Boring No. 12 Top of Rock Elev. 90.90 ft
Station 26+16 Begin Core Elev. 995.40 ft
Offset 7.00ft Lt
Ground Surface Elev. 486.30 ft

DESCRIPTION	(ft)	(#)	(%)	(min/ft)	(tsf)
Gray Broken Argillaceous Limestone with Gray Calcareous Claystone & Clay	906.40	1	81	17	4.4
Gray & Black Blocky Slightly Calcareous Claystone	392.30				
Core Not Recovered	391.50				
Gray, Brown & Red Blocky Reworked Shale or Claystone	390.40	2	71	0	
Core Not Recovered	386.80				
Dark Gray Blocky Claystone	385.40	3	78	50	7.8
Brown & Gray Blocky Claystone with Limestone Pebbles	383.00				2.2 1.1 2.2
Light Gray Broken Argillaceous Limestone	382.00				
Core Not Recovered	381.50				
Light Gray Broken Argillaceous Limestone	380.40	4	87	57	6.8
Dark Gray Calcareous Claystone	379.40				3.9
Gray blk. Calcareous Claystone and pieces of Limestone	378.80				
Light Gray Fractured Argillaceous Limestone with Gray Clay filled fractures	378.00				4.8
Core Not Recovered	376.10				
Core Not Recovered	375.40				

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 2 of 2
Date 4/5/04

ROUTE FAP 627(IL 71) DESCRIPTION West Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION SW 14, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD _____

STRUCT. NO. 050-0242 Exist. Prop. CORING BARREL TYPE & SIZE 5' Double Barrel

Station 26+61.5 Core Diameter 2 in
Boring No. 12 Top of Rock Elev. 90.90 ft
Station 26+16 Begin Core Elev. 995.40 ft
Offset 7.00ft Lt
Ground Surface Elev. 486.30 ft

DESCRIPTION	(ft)	(#)	(%)	(min/ft)	(tsf)
Fractured Limestone and Clay Red Brown, Purple Brown & Gray Claystone, some included small Limestone pieces and thin crack veins of Calcium Carbonate	376.10	5	56	0	
Core Not Recovered	372.50				
Gray High Clay Content Shale	370.40	6	76	88	7.3 36.5
Core Not Recovered	366.60				69.2
Core Not Recovered	365.40				
End of Boring	365.40				

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 1 of 3
Date 4/14/04

ROUTE FAP 627(IL 71) DESCRIPTION East Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION IL 71 over Vermillion River, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. Prop.
Station 26+61.5

BORING NO. 13
Station 27+48
Offset 7.00ft Lt
Ground Surface Elev. 486.60 ft

DESCRIPTION	(ft)	(#)	(%)	(min/ft)	(tsf)
4 3/4" Concrete Deck, 45' of Air, 12' of water, 2' of Silt and Sand (River Bottom)					
4 3/4" Concrete Deck, 45' of Air, 12' of water, 2' of Silt and Sand (River Bottom) (continued)					

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 T205) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 2 of 3
Date 4/14/04

ROUTE FAP 627(IL 71) DESCRIPTION East Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION IL 71 over Vermillion River, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0029 Exist. Prop.
Station 26+61.5

BORING NO. 13
Station 27+48
Offset 7.00ft Lt
Ground Surface Elev. 486.60 ft

DESCRIPTION	(ft)	(#)	(%)	(min/ft)	(tsf)
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	2			18.5
Medium Brown Loamy Fine Sand/Coarse Gravel	422.10	4			5.5
Medium Brown Loamy Fine Sand/Coarse Gravel	422.10	4			9.0
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	4			2.2
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	3			2.3
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	5			8.5
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	7			10.3
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	11			10.0
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	8			10.0
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	13			10.0
Loose Brown/Black Fine Sand/Coarse Gravel	422.10	13			10.0

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 T205) BBS, form 137 (Rev. 8-99)

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

SOIL BORING LOG

Page 3 of 3
Date 4/14/04

ROUTE FAP 627(IL 71) DESCRIPTION East Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION IL 71 over Vermilion River, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 050-0242 Exist. Prop.
Station 26+61.5

BORING NO. 13
Station 27+48
Offset 7.00R Lt
Ground Surface Elev. 486.60 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMPERATURE (°F)	RESISTANCE (tsf)	REMARKS
7	Medium Brown Loamy Fine Sand/Coarse Gravel (continued)			8.6	
14					
12					
10					
10				6.5	
11					
402.10					
10	Dense Brown Fine Sand/Coarse Gravel			0.7	
12					
28					
21					
16				6.4	
18					
397.10					
15	Fractured Limestone & Gray Brown Weathered Shale			11.0	
395.90					
10	Borehole continued with rock coring.				
12					
-100					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 1 of 2
Date 4/14/04

ROUTE FAP 627(IL 71) DESCRIPTION East Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION IL 71 over Vermilion River, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD Double Barrel

STRUCT. NO. 050-0242 Exist. Prop.
Station 26+61.5

BORING NO. 13
Station 27+48
Offset 7.00R Lt
Ground Surface Elev. 486.60 ft

DEPTH (ft)	ROCK DESCRIPTION	DIAMETER (in)	UNIT WEIGHT (pcf)	STRENGTH (tsf)	REMARKS
395.90	Gray & Brownish Gray Reworted Shale with numerous Limestone pebbles	2	78	36	
395.90	Gray & Black Blocky Calcareous Claystone with some included Limestone pebbles				1.7
394.60	Gray & White slightly Argillaceous Limestone with Clay filled fractures				
393.20					325.4
392.70	Gray Blocky Calcareous Claystone				
Core Not Recovered					
-95					
390.90	Dark Gray Argillaceous Limestone	2	43	0	
390.40	Dark Gray & Black Shale				
390.00	Gray Blocky Reworted Shale or Claystone				
388.70	Core Not Recovered				
-100					
385.00	Highly Fractured Argillaceous Limestone with Clay filled fractures	3	94	22	
385.20	Gray & Red Brown Shale with Gray Fractured Limestone				
382.40	Core Not Recovered				
-105					
390.90	Gray with some Red Brown Claystone	4	100	89	
390.10	Red Brown Claystone				2.2
378.00	Buff & Gray Weathered & Argillaceous Limestone with Clay Filled Fractures				0.5
376.50	Gray & Red Brown Blocky Reworted Shale or Claystone with included Limestone				
375.90					

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 3, Ottawa

ROCK BORING LOG

Page 2 of 2
Date 4/14/04

ROUTE FAP 627(IL 71) DESCRIPTION East Pier LOGGED BY Larry Meyers

SECTION 1BR LOCATION IL 71 over Vermilion River, SEC. 24, TWP. 33N, RNG. 1E, 3rd PM

COUNTY LASALLE CORING METHOD Double Barrel

STRUCT. NO. 050-0242 Exist. Prop.
Station 26+61.5

BORING NO. 13
Station 27+48
Offset 7.00R Lt
Ground Surface Elev. 486.60 ft

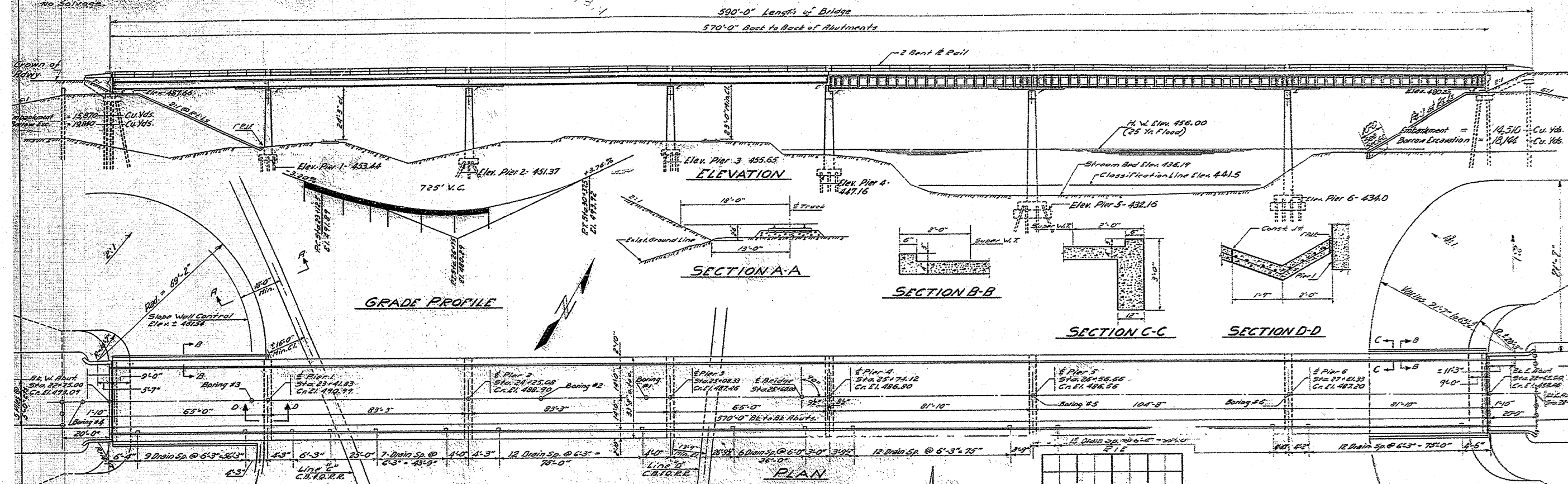
DEPTH (ft)	ROCK DESCRIPTION	DIAMETER (in)	UNIT WEIGHT (pcf)	STRENGTH (tsf)	REMARKS
373.70	Gray & Red Brown Claystone with pieces of Weathered & Cracked Limestone				2.6
372.60	Gray Claystone with Weathered & Cracked pieces of Limestone				2.6
-115					
371.20	Hard Gray Shale				34.0
370.90	Hard Gray Shale with small Limestone nodules and Calcium Carbonate in cracks	6	78	78	
367.00	Core Not Recovered				59.9
-120					
365.90	End of Boring				
-130					

Color pictures of the cores Yes
Cores will be stored for examination until Bridge is complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

SOIL BORING LOGS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

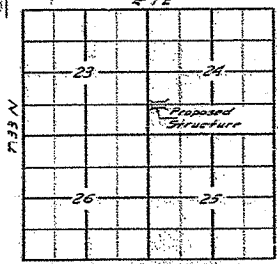


PILE DATA
(For West Approach)
Type - Crosstied
No. Piles - 5
Capacity - 15 Tons
Est. Length - 40 Ft.

Note: Drains @ 20' curb

GENERAL NOTES

Class X Concrete shall be used throughout except in end piers and seal coat concrete.
The concrete floor slab shall be poured in one continuous operation between longitudinal joints and shall be finished in accordance with Art. 61.9 of the Standard Specifications.
The curb & slab outside of the longitudinal construction joints shown on cross section shall be poured monolithically.
All open top space 12" and 4" shall be 3" except as noted. All levels in space 24" shall be 2" except as noted.
Notes for 2" rivets shall be punched 2" notes for 3" rivets shall be punched 2" except as noted.
All rollers, rollers bearing plates, lead plates, pinholes & anchor bolts shall be fabricated & set in accordance with Art. 51.15 of the Standard Specifications & are included in quantity of structural steel.
Anchor bolts in 12" beam space shall be set before installing the piers over abutments & piers.
Metal handrail & structural steel, except the anchor bolts, shall receive one shop coat of red lead paint & two field coats of aluminum paint. See Arts. 26.1 to 26.5 inclusive of the Standard Specifications.
All structural steel & metal handrail shall be inspected by Illinois Division of Highways before painting.
All paint shall be furnished & applied by the contractor involved.
Expansion guards shall be fabricated & installed in accordance with Art. 51.13 (d) of the Standard Specifications. Expansion guards are included in quantity of structural steel. Estimated weight of this steel is 3360 lbs.
Welding shall comply with Art. 54.3 (c) of the Standard Specifications.
The slope walls to be reinforced with #4 grade welded wire fabric 6"x6" mesh and weighing not less than 50 lbs. per sq. ft. layout of slope walls may be varied to suit ground conditions in the field as directed by the Engineer.
The Contractor shall drive a test pile in permanent locations as follows: 1 @ Pier 2, 1 @ Pier 3, 1 @ Pier 4 and 1 @ West Abutment, as directed by the Engineer.
The test pile shall be driven before ordering or setting the remainder of piles.
Piles in East Abutment shall be placed in accordance with Art. 60.9 (c) of the Standard Specifications.



LOCATION SKETCH

STATION 25+60
BUILT 11' BY
STATE OF ILLINOIS
F.A. PROJECT - SEC. 1B-R
F.A. PROJECT F-65-7(24)
LOADING H20-516

NAME & DATA
See Standard 2113

WATERWAY INFORMATION

Drainage Area - 86,440 Acres
Character - level, rolling, clay, wooded, cultivated
Required Opening (25% Flood) 3000 sq. ft.
Present Opening (East At Upstream) 4290 sq. ft.
Proposed Opening - 3000 sq. ft.
Ordinary Water Elev. - 442.61
Low Water Elev. - 440.5

STRESSES

f_c = 1400 p.s.i. Comp. (5000)
f_t (100) = 75 p.s.i.
f_s = 20,000 p.s.i. (Struct.)
f_s = 16,000 p.s.i. (Struct.)
D = 12

Loading H20-516-44

TOTAL BILL OF MATERIAL - SECTION 1B-R

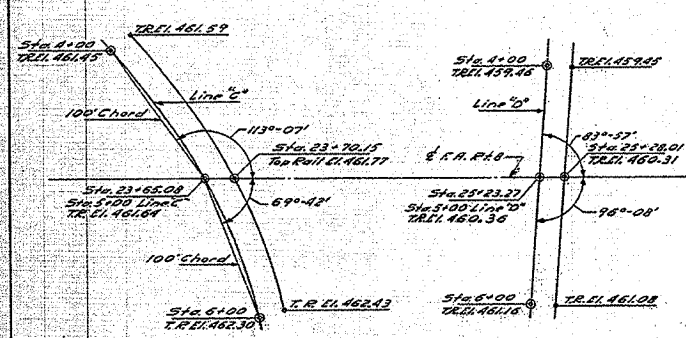
ITEM	SUPER	SUB	TOTAL
Class X Concrete	570.3	672.7	1243.0
Reinforcement Bars	Lbs. 89,440	54,190	143,630
Erecting Structural Steel	Lbs. 628,550		628,550
Name Plates	Ea. 1		1
Handrail Concrete	Cu. Yds. 29		29
Seal Coat Concrete	Cu. Yds. 406		406
Furnishing & Erecting Metal Work	Lvs. 1153		1153
Class 'A' Exc. for Struct.	Cu. Yds. 560		560
Class 'B' Exc. for Struct.	Cu. Yds. 610		610
Slope wall (4")	Sq. Yds. 570		570

ITEM	SUPER	SUB	TOTAL
12" Concrete Piles	Lin. Ft. 1910		1910
18" Concrete Piles	Lin. Ft. 1490		1490
Steel Piles (BBP36)	Lin. Ft. 2108		2108
Test Piles - 12" Concrete	Ea. 2		2
Test Piles (Steel)	Ea. 1		1
Crosstied Piles	Lin. Ft. 200		200
Removal of Exst. Struct.	Ea. 1		1
Test Piles - 18" Concrete	Ea. 1		1

TOTAL BILL OF MATERIAL SECTION 1B-R

Furnishing Structural Steel Lbs. 628,550

GENERAL PLAN & ELEVATION
F.A. PROJECT - F-65-7(24)
F.A. PROJECT - SEC. 1B-R & 1F-R
LA SALLE COUNTY
STATION 25+60



C.B. & Q. RAIL LAYOUT

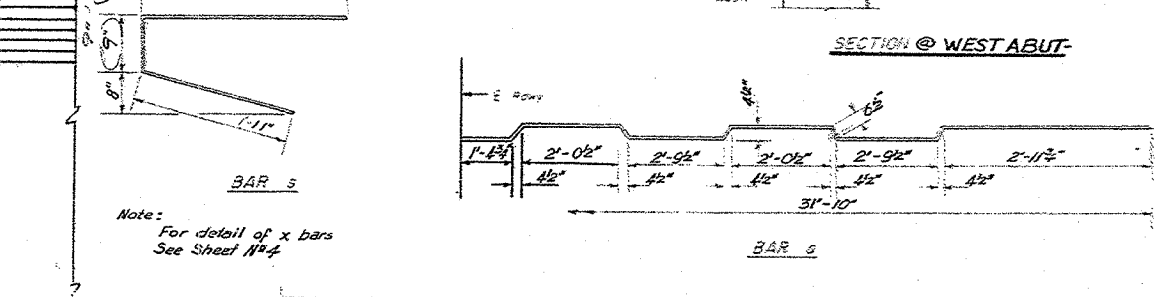
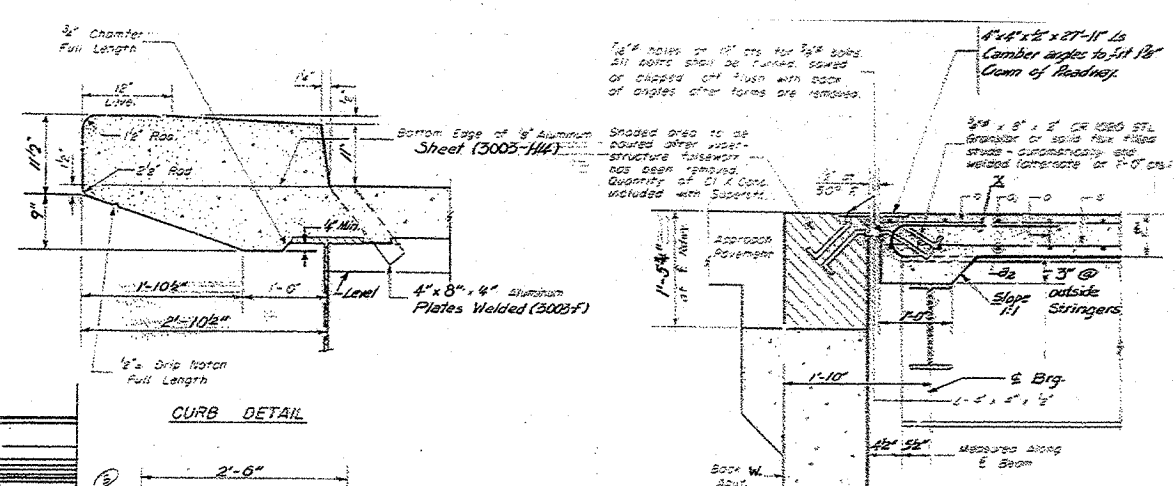
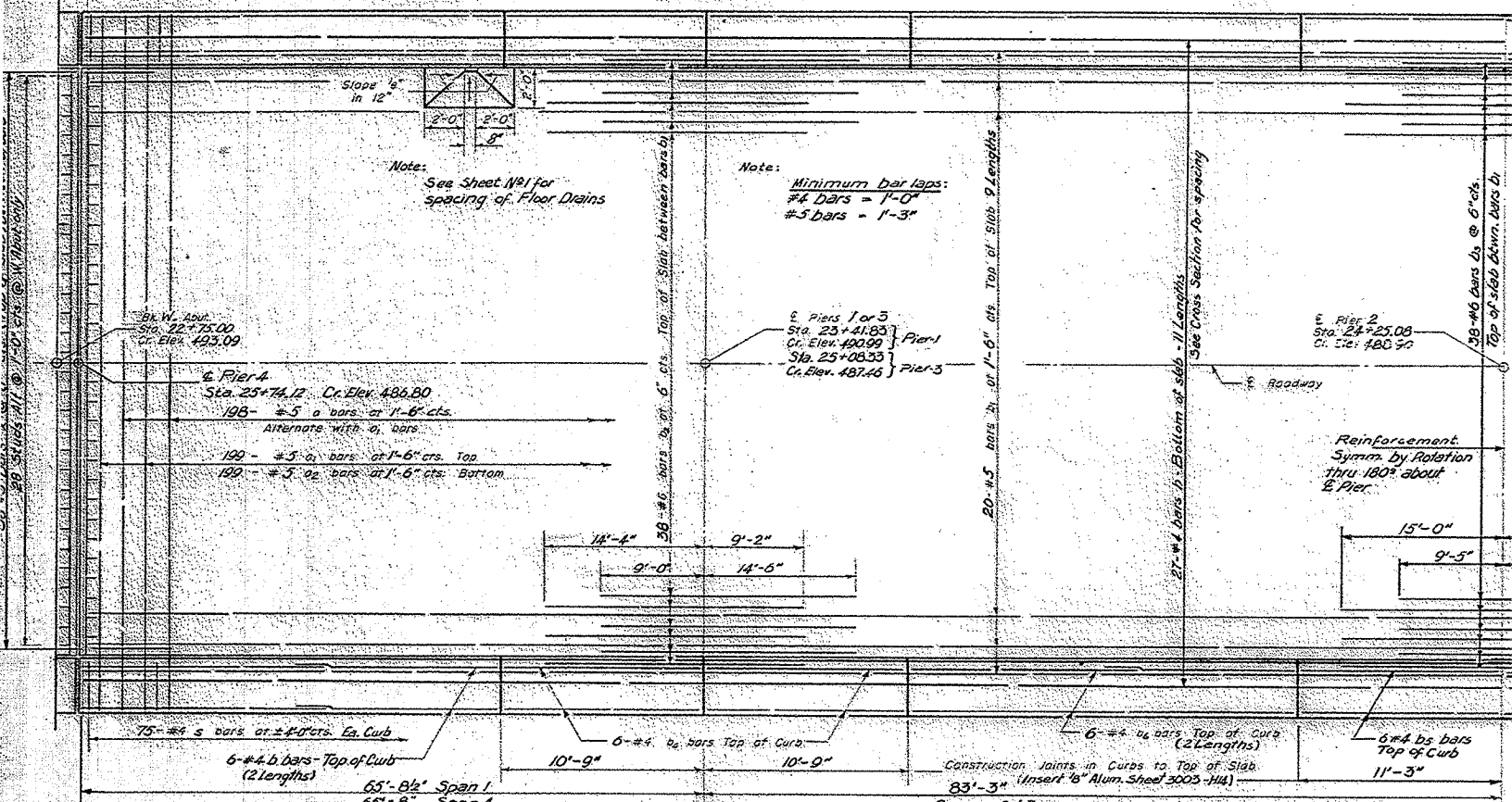
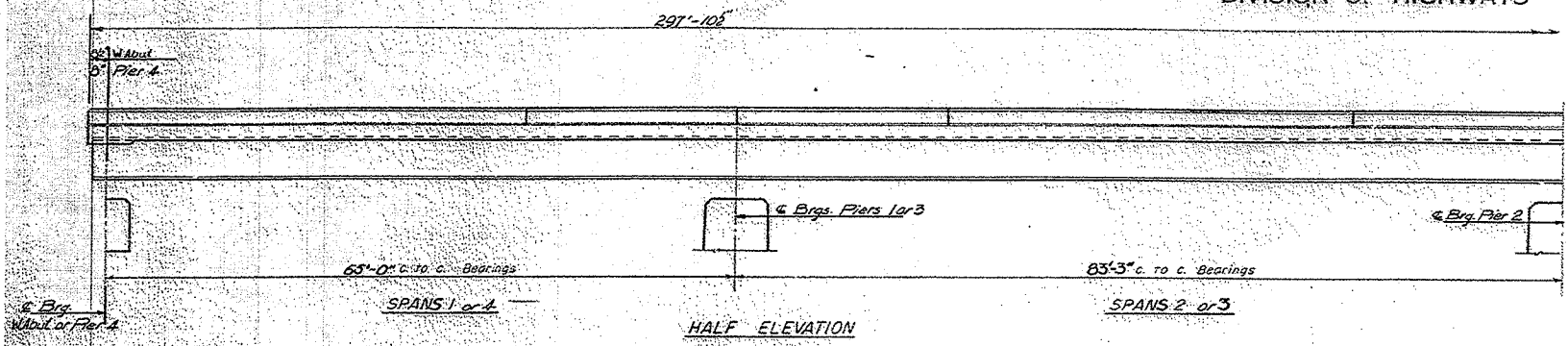
DESIGNED	J. J. Howard	EXAMINED	May 12 19 59
CHECKED	Robert P. Wood	PASSED	E. J. ...
DRAWN	C. W. Kelley	APPROVED	R. P. ...
CHECKED	R. P. Wood		

PLOT DATE = 9/7/2005
FILE NAME = 6524E
PLOT SCALE = 1/8" = 1'-0"
USER NAME = BUSEN

EXISTING STRUCTURE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

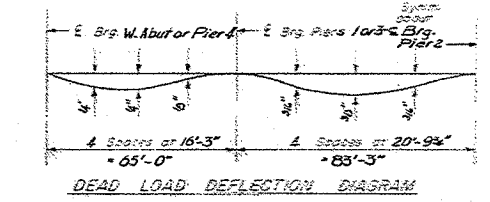
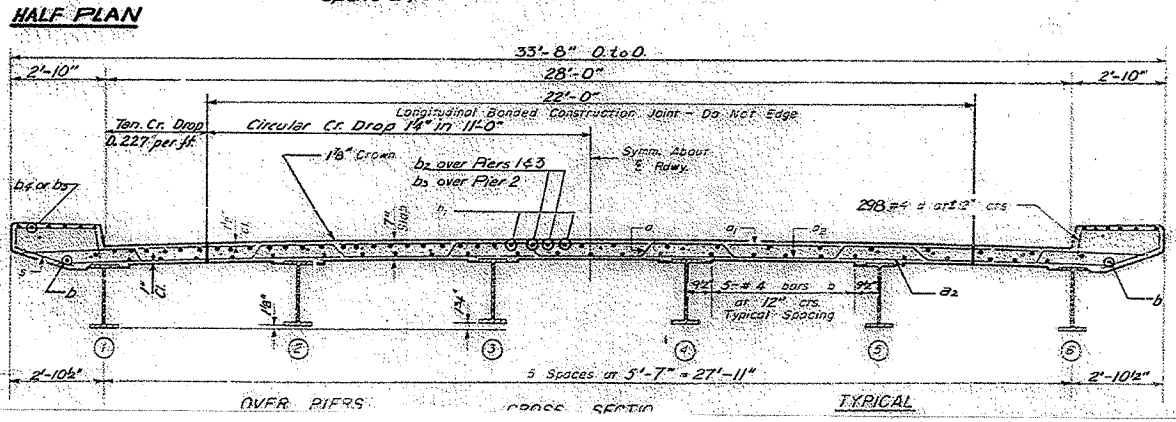


METHOD OF DETERMINING FILLET HEIGHT "f"
After all Structural Steel has been erected elevations of the top flanges of the beams shall be taken at intervals not to exceed 10'-0". From these elevations subtract the increment of deflections for mass beams, determined from the D.L. Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus floor thickness, equals the fillet heights above top of beam.

BILL OF MATERIAL

Qty	No.	Size	Length	Weight
3	198	#5	37'-6"	
6	199	#5	32'-6"	
2	199	#5	30'-10"	
1	345	#4	28'-0"	
1	180	#5	34'-3"	
1	76	#6	25'-6"	
1	38	#6	25'-5"	
1	48	#4	10'-0"	
1	24	#4	11'-0"	
1	45	#4	31'-0"	
1	396	#4	1'-0"	
1	150	#4	5'-7"	
1	76	#5	3'-9"	C
Class x Concrete			Cub. Vol.	2653
Reinforcement Bars			Lb.	33720

Note: For detail of expansion device at Pier 4 See sheet No. 4



DESIGN STRESSES
 Ts = 18,000 Structural Steel
 Ts = 20,000 Reinforcement
 Fc = 1,400 Superstructure
 Fc = 1,400 Substructure
 n = 10

SUPERSTRUCTURE - SPANS 1,2,3 & 4
EA. RTE. 8 - SEC. 1B-R-1F-R
LA SALLE COUNTY
STA. 25+60

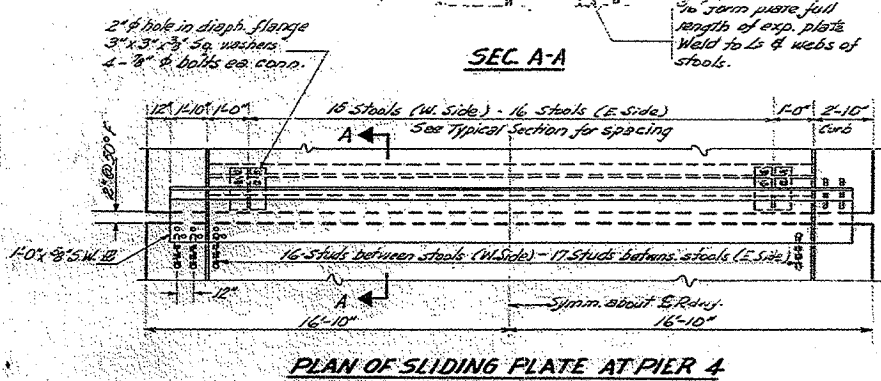
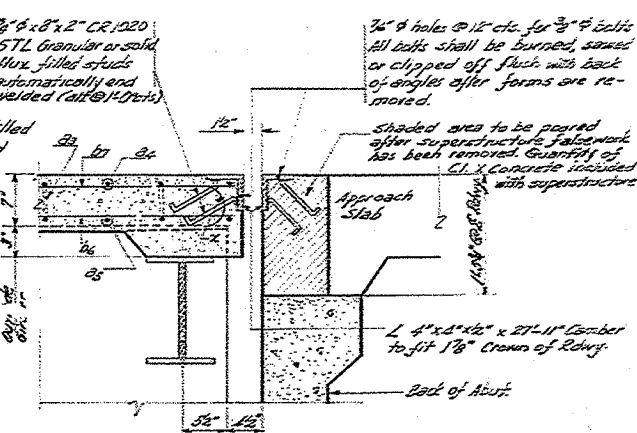
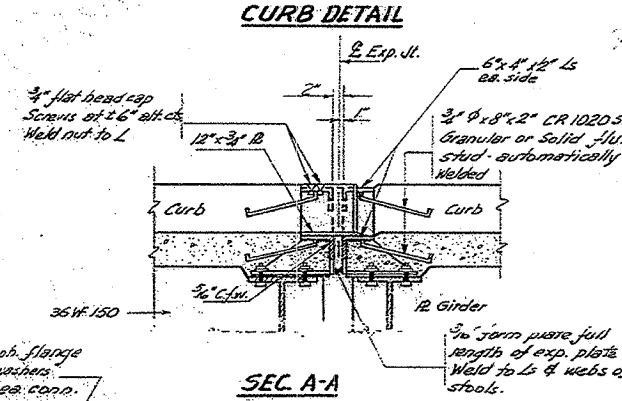
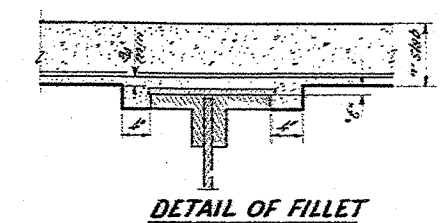
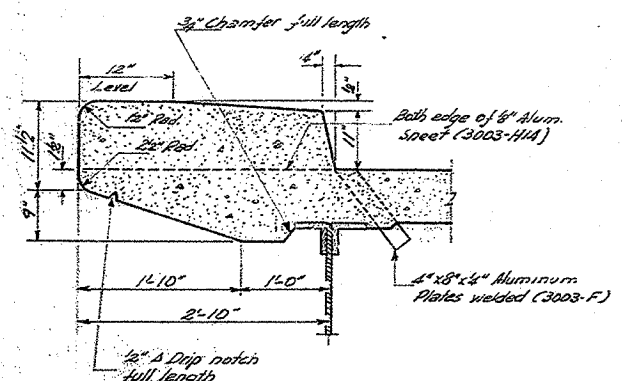
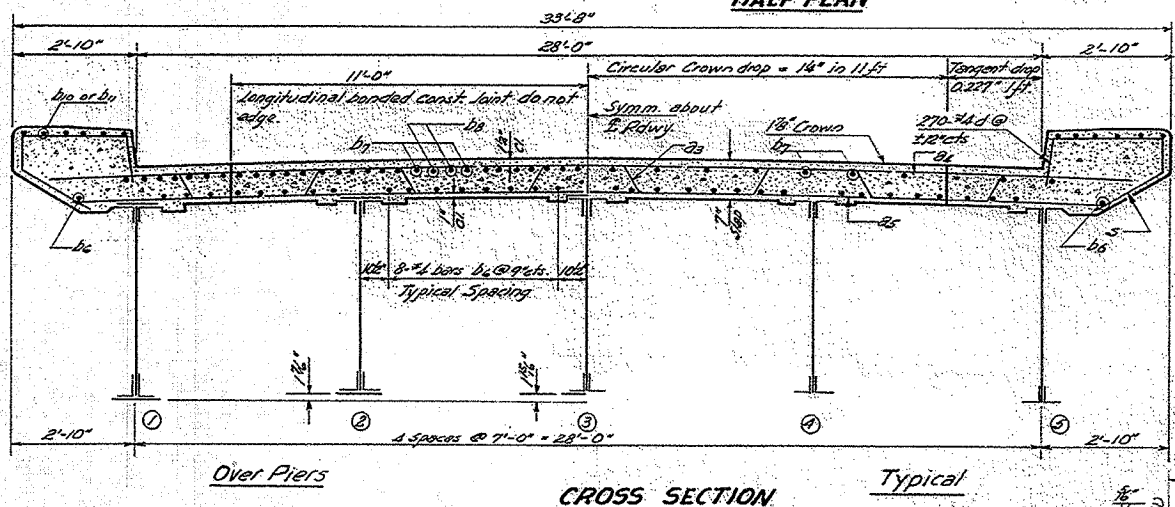
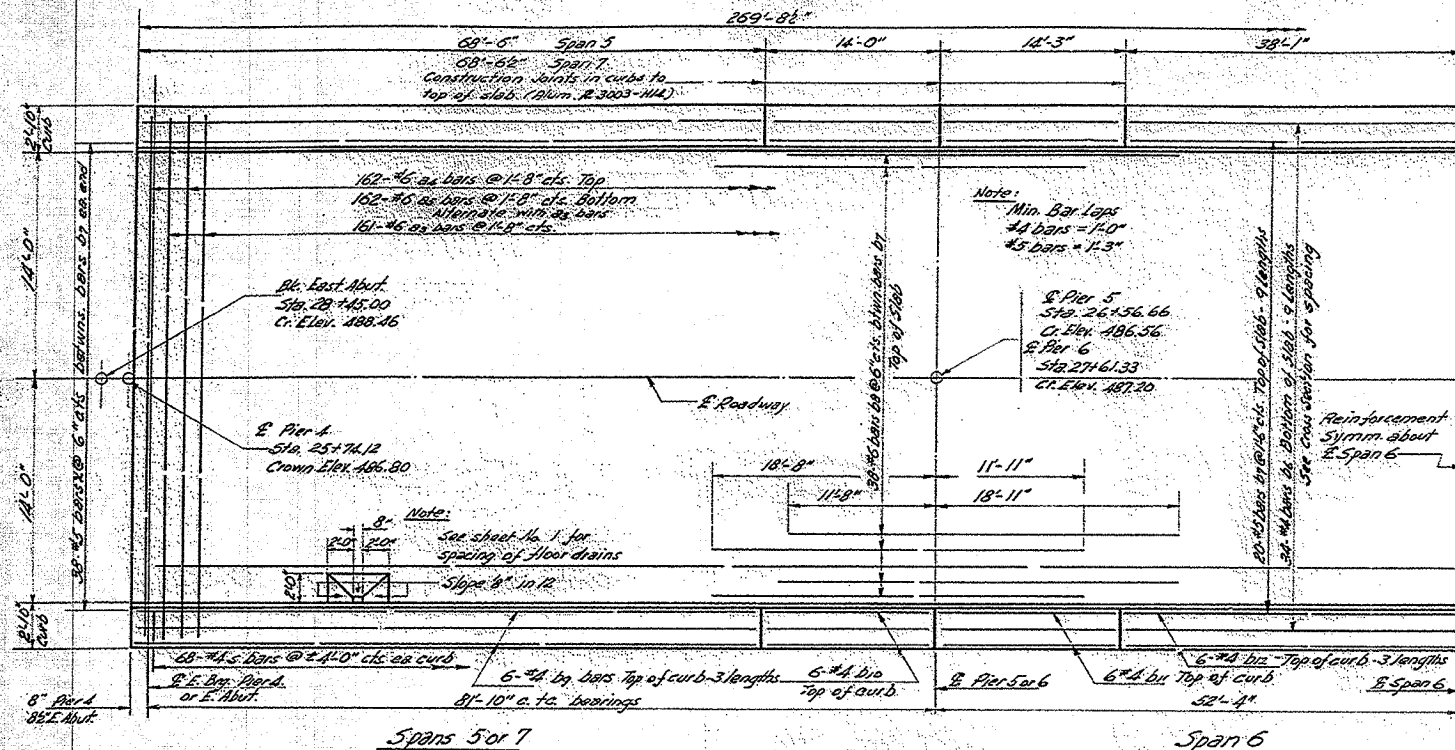
DESIGNED: J. J. Jansatz
 CHECKED: Abraham, G. Beck
 DRAWN: W. A. Soudemont
 EXAMINED: MAY 12 1957
 PASSED: R. H. Burt
 APPROVED: R. H. Burt

PLAT DATE = 9/12/2005
 FILE NAME = 66556
 USER NAME = RUSSELL

EXISTING STRUCTURE

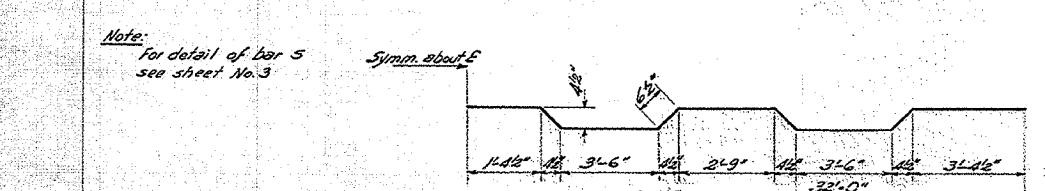
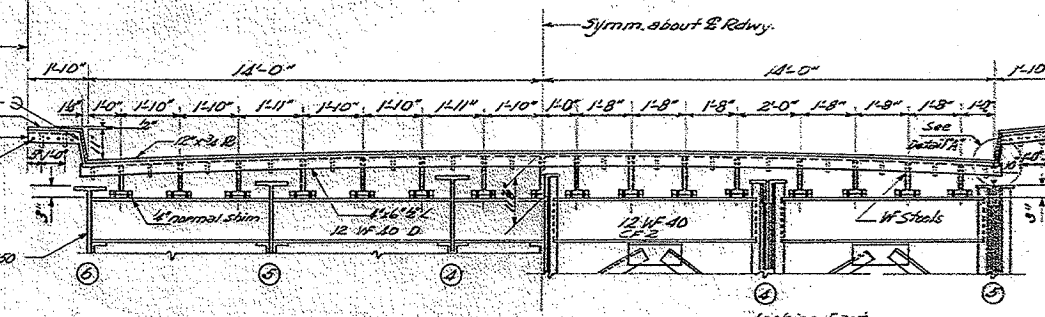
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

CONTRACT NO. 66556	
F.A.P. RTE. 627	SECTION 1BR
COUNTY LASALLE	TOTAL SHEETS 51
STA. TO STA.	ILLINOIS FED. AID PROJECT



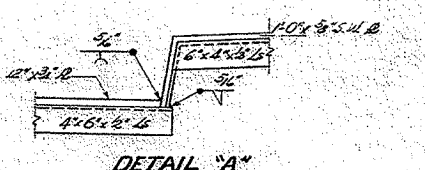
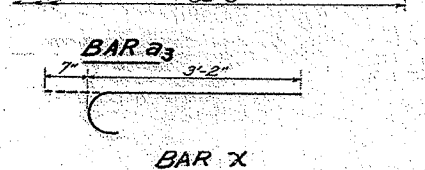
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	161	#6	33'-8"	~
a2	162	#6	32'-0"	~
a3	162	#6	30'-9"	~
b1	306	#4	31'-0"	~
b2	180	#5	31'-3"	~
b3	76	#6	30'-7"	~
b4	72	#4	27'-6"	~
b5	24	#6	13'-9"	~
b6	24	#6	16'-0"	~
b7	36	#4	28'-0"	~
d	540	#4	1'-5"	~
s	106	#4	5'-2"	~
x	76	#5	3'-9"	~
Class X Concrete				Cu 162 753.6
Reinforcement bars				162 42.210



DESIGNED: J. Manzano
CHECKED: J. Kellogg
DRAWN: J.A.P. - A. Barrera
CHECKED: J.K.

EXAMINED: May 12 1959
PASSED: [Signature]
APPROVED: R.H. [Signature]



Looking West
Looking East

TYPICAL SECTION OF SLIDING PL. THRU E EXP. JOINT

Notes:
Camber slide 1/4" angles to fit 1/8" crown of roadway
Stools to be cut from 21 #6 (One cut two)
Provide 1/8" x 1-1/4" Shim Plates for 50% of the stools.

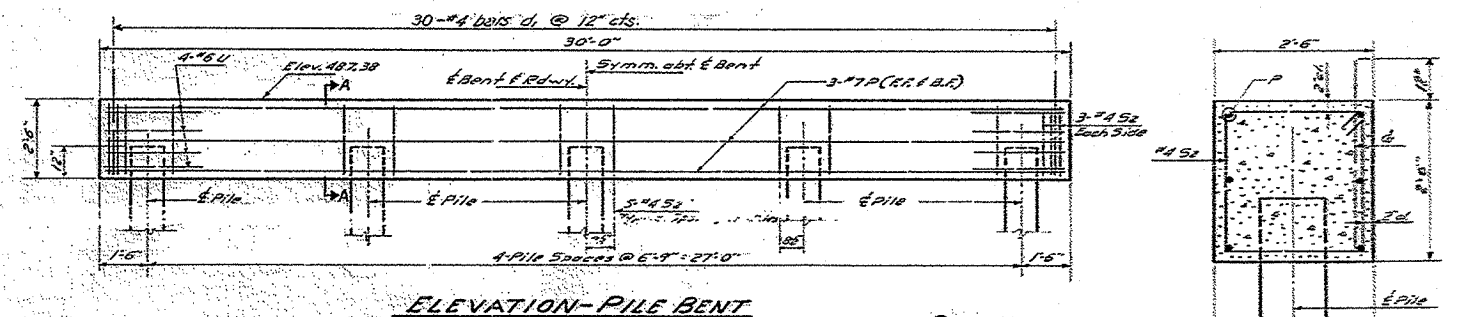
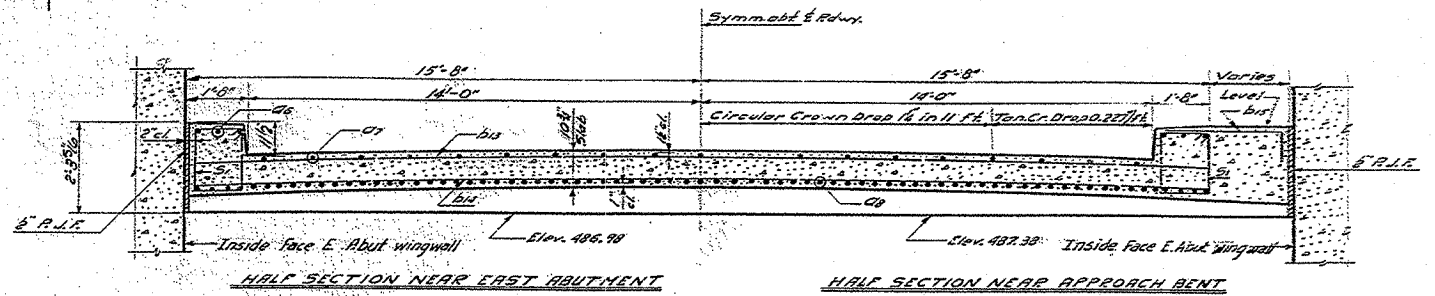
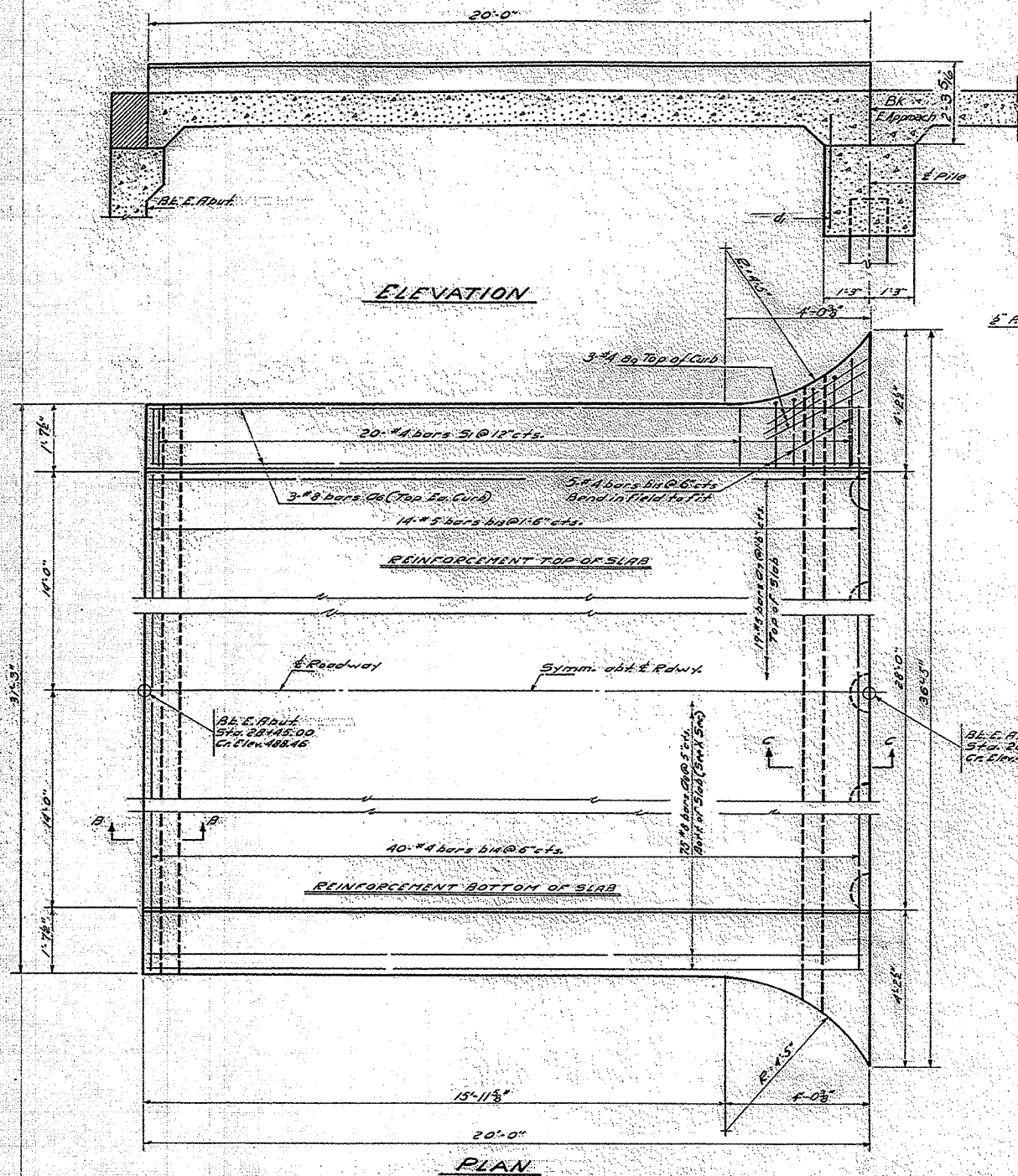
SUPERSTRUCTURE SPANS 5, 6 & 7
EA RTE. 8 SEC. 1B-R&F-R
LA SALLE COUNTY
STA. 25+60

PLT DATE = 9/12/2885
FILE NAME = #FILE#
USER NAME = #USER#

EXISTING STRUCTURE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	52
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

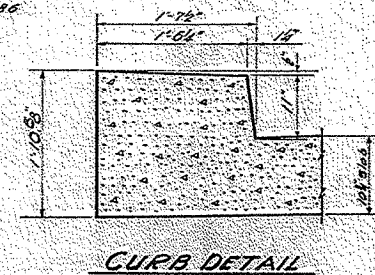
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



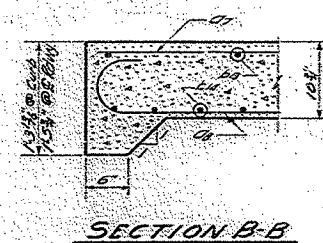
PILE DATA

Type 12' Concrete
No. Required 5
Capacity 20 Tons
Estimated Length 60 ft.

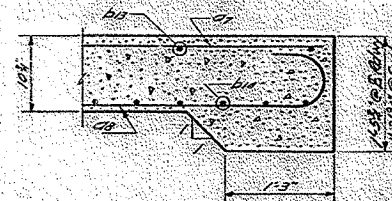
SECTION A-A



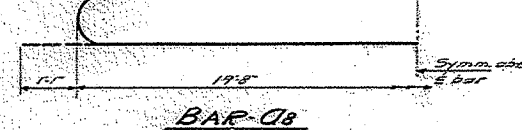
CURB DETAIL



SECTION B-B



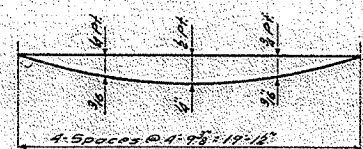
SECTION C-C



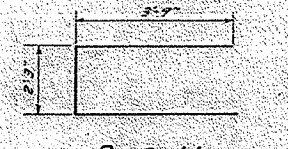
BAR-Q8

BILL OF MATERIAL

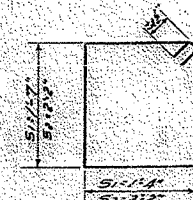
BAR	NO.	SIZE	LENGTH	SHAPE
Q6	6	#2	19'-9"	
Q7	19	#5	19'-9"	
Q8	75	#8	21'-10"	(C)
Q9	6	#4	3'-6"	
b1	18	#5	31'-0"	
b4	30	#4	31'-0"	
b5	10	#4	3'-2"	
d	30	#2	3'-4"	
P	5	#7	29'-9"	
S1	40	#4	5'-7"	□
S2	26	#4	9'-5"	□
U	8	#6	9'-5"	□
Class X Concrete		Cu. Yds.		31.4
Reinforcement Bars		Lbs.		7280
Concrete Piles		Ln Ft.		300



D.L. DEFLECTION DIAGRAM



BAR-U



BARS S1 & S2

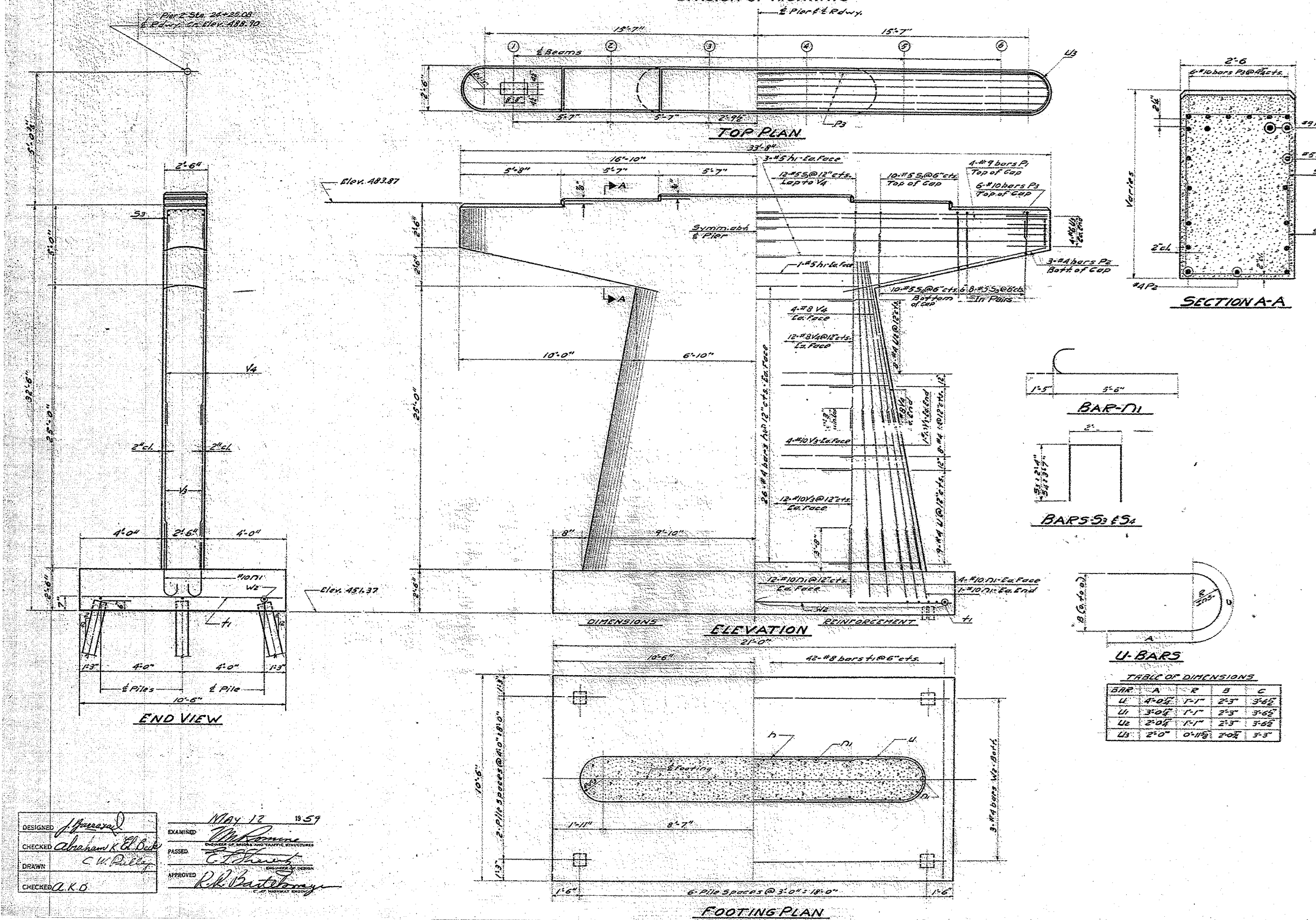
DESIGNED *J. Mansard*
CHECKED *Abraham K. El Beck*
DRAWN *C. W. Pelly*
CHECKED *A. K. B.*

EXAMINED *May 13 19 59*
PASSED *Ed. [Signature]*
APPROVED *R. L. [Signature]*

PLOT DATE 1-9-12-2005
FILE NAME
USER NAME

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	54
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



FILE DATA

Type	8" B.P. 36"
No. Reqd.	21
Capacity	30 Tons
Est. Length	47'±
Test Pile	1

BILL OF MATERIAL

BAR NO	SIZE	LENGTH	SHAPE
D	52	24	1/2"
D1	14	25	1 1/4"
D2	42	20	6"
P1	8	29	18"0"
P2	6	24	12"0"
P3	12	20	18"5"
S3	64	25	6"10"
S4	20	25	9"4"
T1	42	28	10"0"
U1	18	24	11"7"
U2	16	24	9"7"
U3	16	24	7"7"
U4	8	26	7"3"
V3	42	20	11"5"
V4	42	28	19"0"
W2	3	24	20"5"

Class X Concrete Cu. Yds. 24.8
Reinforcement Bars Lbs. 9810
Steel Piles (BPP35) Lin. ft. 940
Test Piles - Steel 1

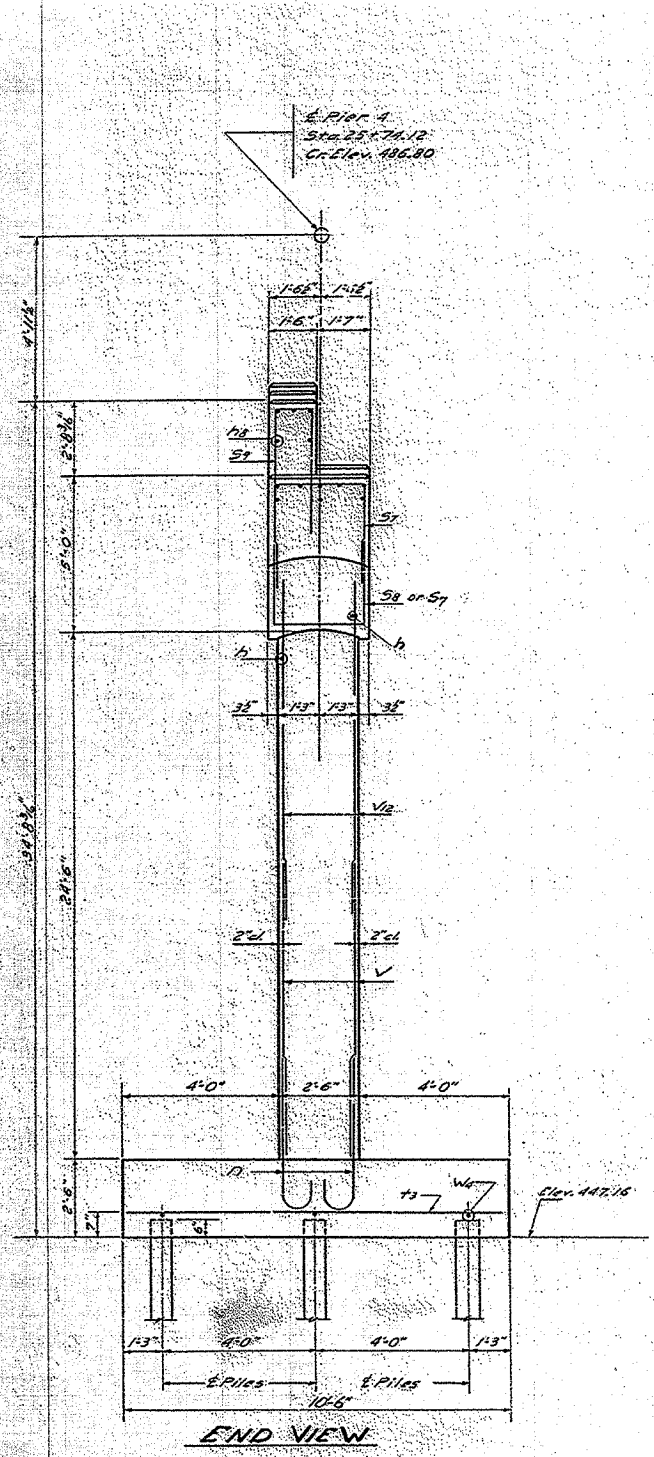
PIER 2
F.A.P. 8-SEC. 1B-R
LASALLE COUNTY
STATION 25+60

DESIGNED: J. J. [Signature]
CHECKED: Abraham K. [Signature]
DRAWN: C. W. [Signature]
CHECKED: A. K. O.
MAY 12 19 59
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: R. B. [Signature]

PLOT DATE: 5/12/2005
FILE NAME: [unclear]
USER NAME: [unclear]

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

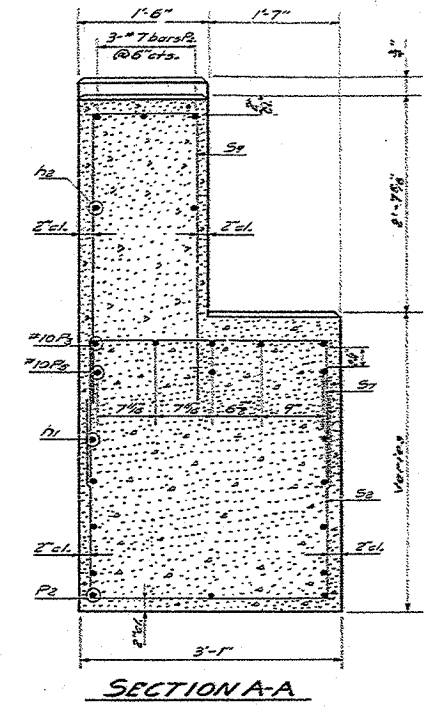
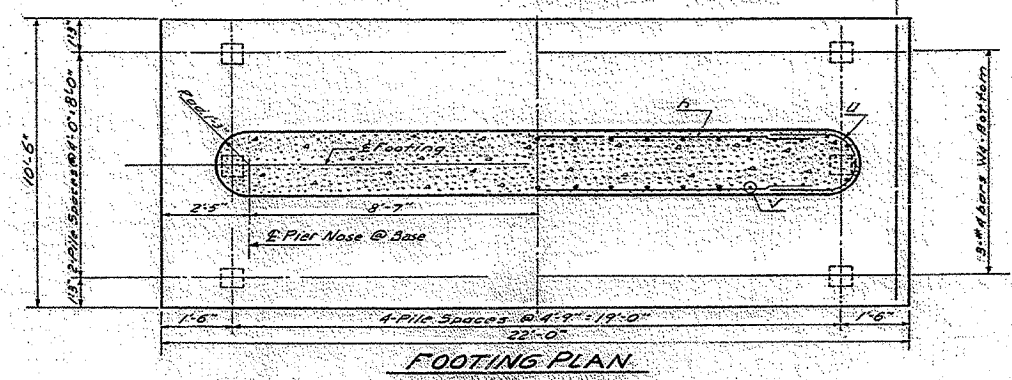
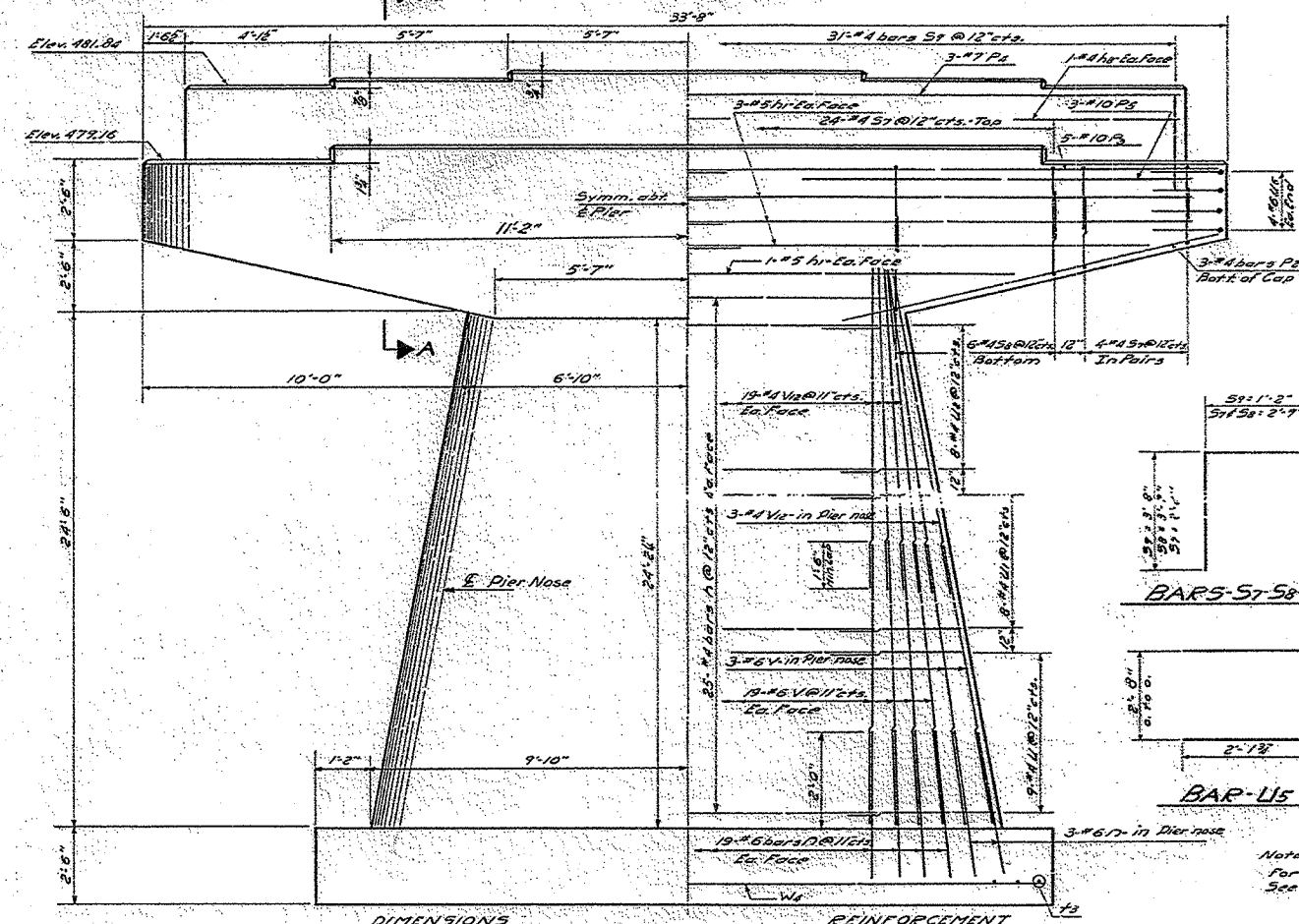
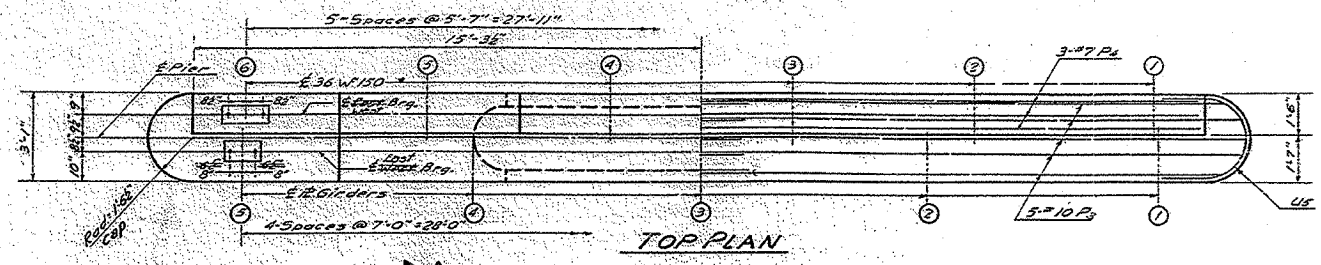
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



DESIGNED: J. J. ...
CHECKED: A. P. ...
DRAWN: G. W. ...
CHECKED: A. P. ...

EXAMINED: ...
PASSED: ...
APPROVED: ...

MAY 12 1959



BILL OF MATERIAL

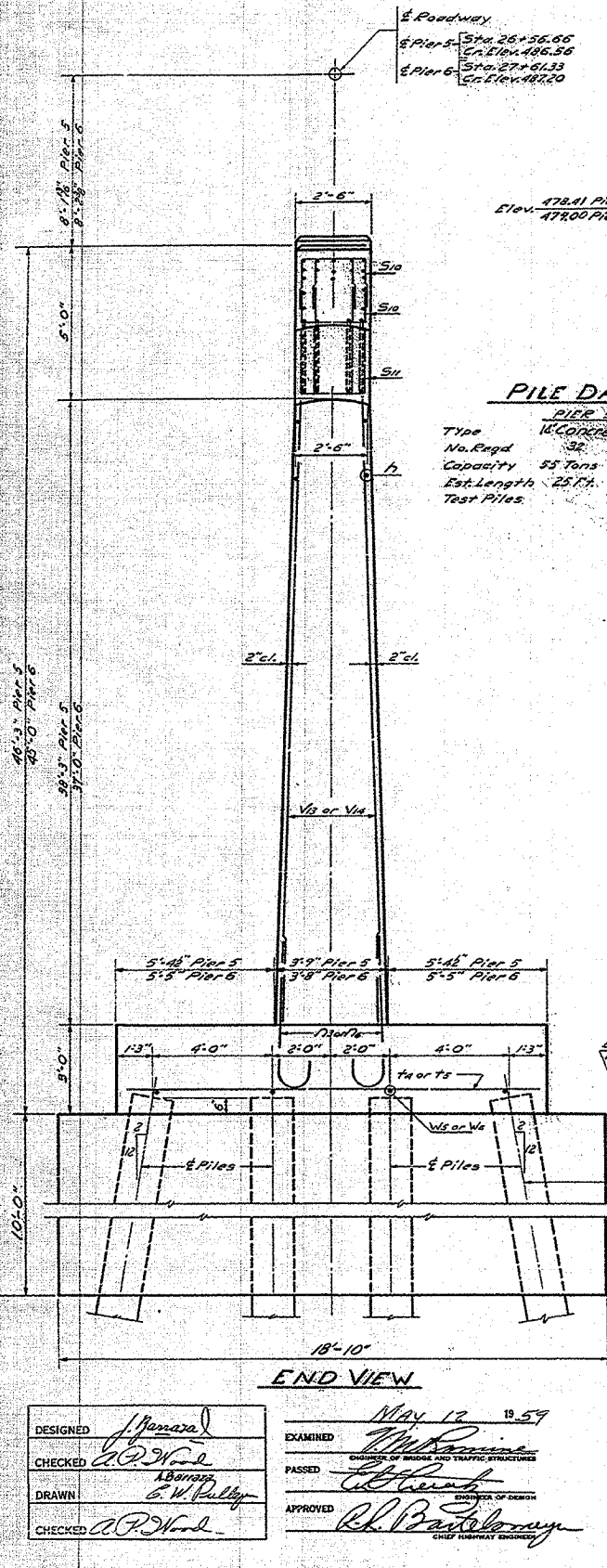
BAR NO	SIZE	LENGTH	SHAPE
h	50	#4	11'-2"
h1	14	#5	15'-0"
h2	2	#4	30'-3"
n	44	#6	4'-6" C
P2	6	#4	12'-0"
P3	10	#10	18'-3"
P4	3	#7	30'-3"
P5	6	#10	13'-6"
S7	40	#4	7'-1"
S8	12	#4	9'-11"
S9	31	#4	8'-5"
T3	44	#6	10'-0"
U	18	#4	11'-7"
U1	15	#6	9'-7"
U2	15	#6	7'-7"
U3	8	#6	8'-5"
V	44	#6	15'-0"
V2	44	#4	13'-6"
W	3	#4	21'-6"
Class X Concrete Cu. Yds. 128			
Reinforcement Bars Lbs. 520			
12" Concrete Piles Lin. Ft. 350			
Test Piles-12" Concrete Ea. 1			

PILE DATA
Type: 12" Concrete
No. Piles: 15
Capacity: 31 Tons
Est. Length: 25 Ft
Test Pile: 1

PIER 4
P.A.P. 8-SEC. 1B-R
LA SALLE COUNTY
STATION 25+60

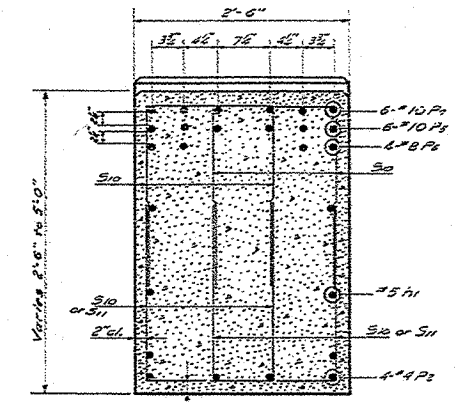
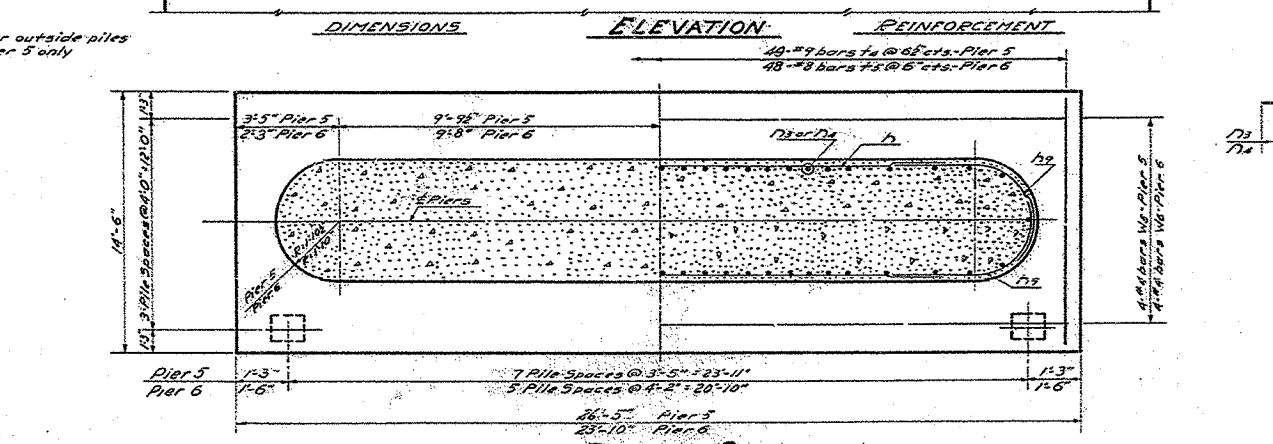
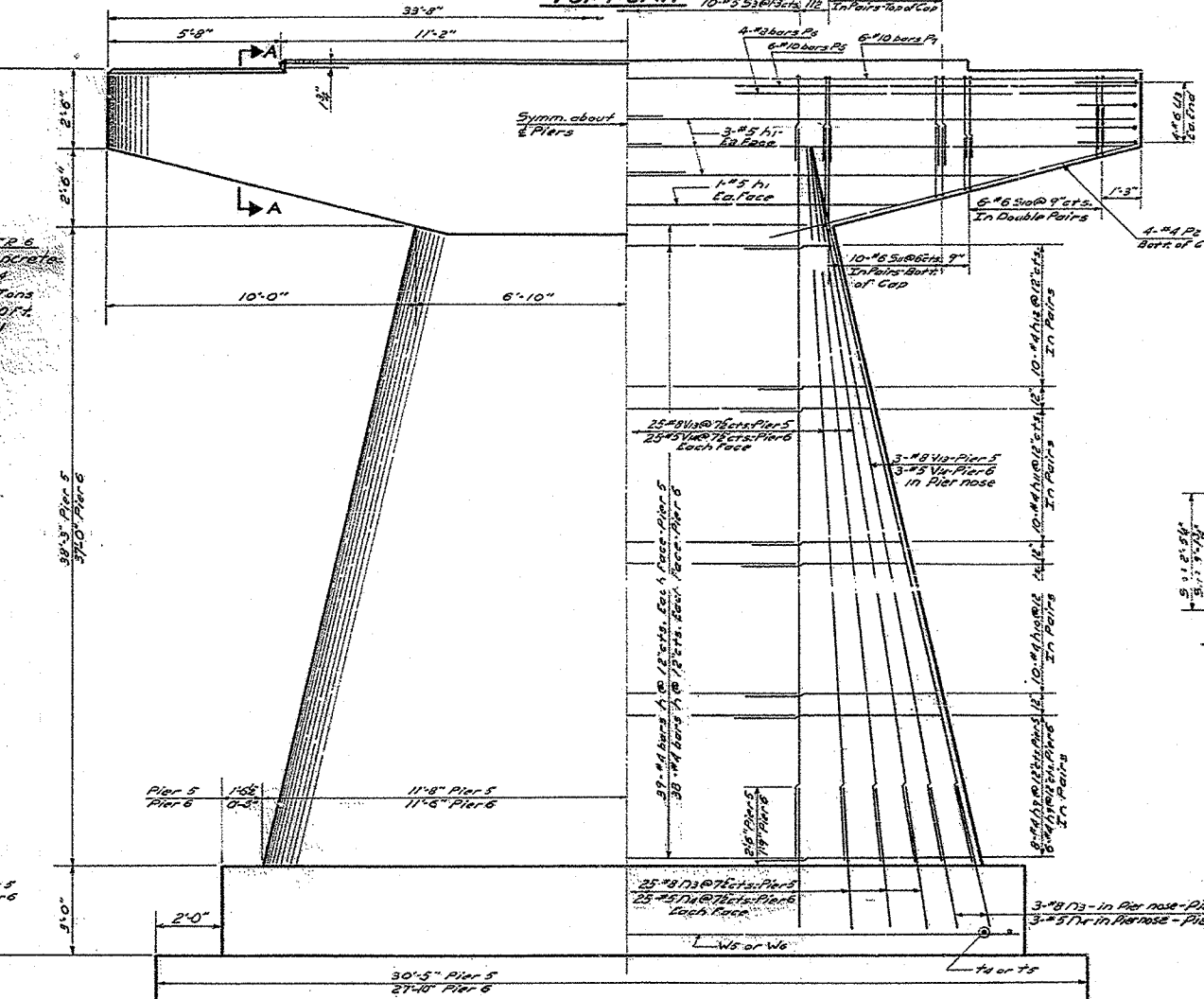
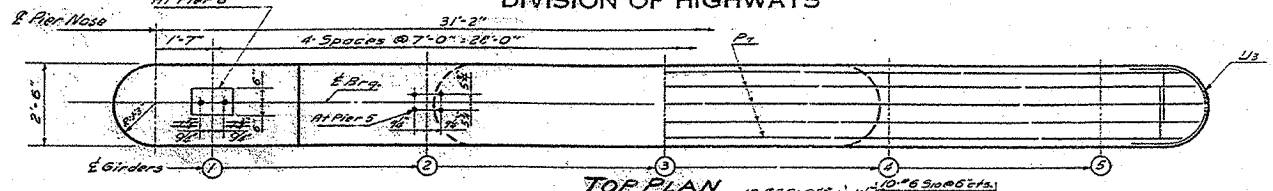
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	1A	5b
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

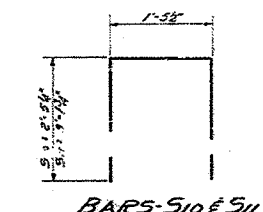


PILE DATA

	PIER 5	PIER 6
Type	18" Concrete	18" Concrete
No. Pgd	32	24
Capacity	55 Tons	55 Tons
Est. Length	25 ft.	30 ft.
Test Piles		1



SECTION A-A

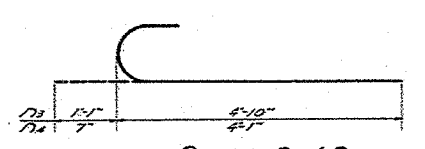


BARS-S10 & S11

TABLE OF DIMENSIONS

BAR	P	A	B
h1	1'-8 1/2"	5'-3"	3'-3"
h10	1'-6 1/2"	4'-3"	3'-0"
h11	1'-4 1/2"	3'-2"	2'-9"
h12	1'-2 1/2"	2'-1"	2'-6"

BARS-h1-h10-h11-h12



BARS-N3 & N4

BILL OF MATERIAL-2 PIERS

BAR	NO.	SIZE	LENGTH	SHAPES
h	152	#6	17'-2"	—
h1	14	#5	15'-0"	—
h10	50	#4	8'-6"	—
h10	80	#4	7'-3"	—
h11	80	#4	5'-11"	—
h12	80	#4	5'-7"	—
N3	56	#8	5'-11"	C
N4	56	#5	4'-3"	C
P2	16	#4	12'-0"	—
P5	24	#10	13'-6"	—
P6	16	#8	13'-6"	—
P7	12	#10	31'-3"	—
S3	20	#5	6'-10"	□
S10	176	#8	6'-6"	□
S11	80	#6	7'-9"	□
T2	48	#4	14'-0"	—
T6	48	#8	14'-0"	—
U3	16	#6	7'-3"	C
V3	56	#8	10'-0"	—
V4	56	#5	10'-6"	—
W5	4	#4	25'-0"	—
W6	4	#6	22'-6"	—
Class X Concrete = Cu.Yds. 264.3				
Seal Coat Concrete = Cu.Yds. 400				
Reinforcement Bars = Lbs. 23070				
18" Concrete Piles = Lin.Ft. 6490				
Test Piles - 18" Concrete = Ea. 1				

* Pier 5 - Class X Conc. = 125.6 Cu.Yds.

Note:
For detail of bars S3 & U3
See Sheet No. 12

PIERS 5 & 6
F.A.R.T. 8-SEC. 1B-R
LA SALLE COUNTY
STATION 25+60

DESIGNED: J. Menard
CHECKED: A.P. Wood
DRAWN: G.W. Kelly
CHECKED: A.P. Wood

EXAMINED: M. R. ...
PASSED: ...
APPROVED: R. B. ...

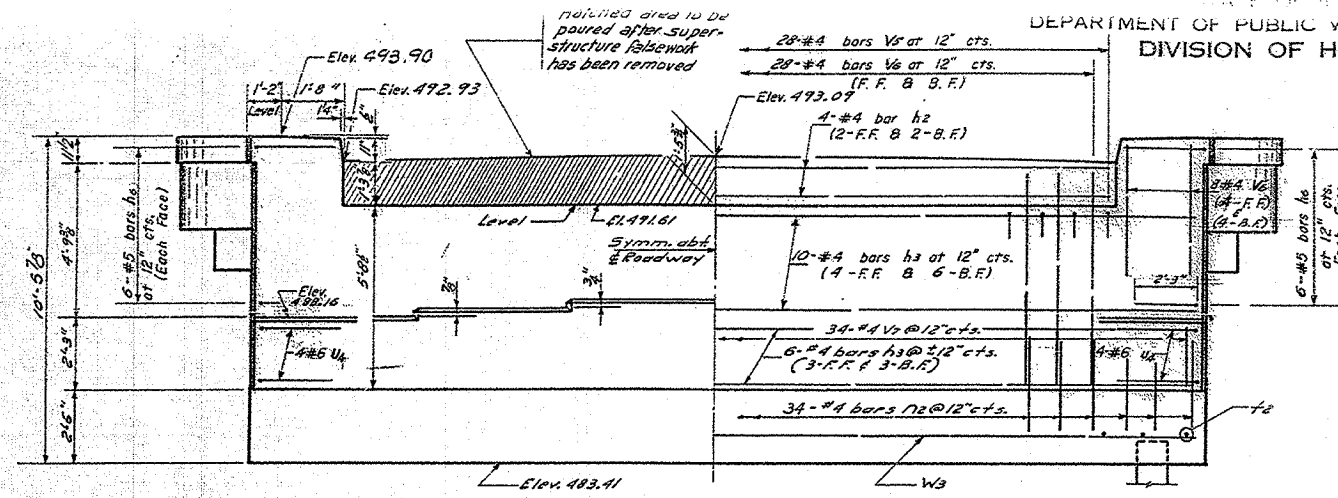
MAY 12 1959

PLOT DATE = 9/12/2005
FILE NAME = #FILEL4
PLOT SCALE = #SCALE#
USER NAME = #USER#

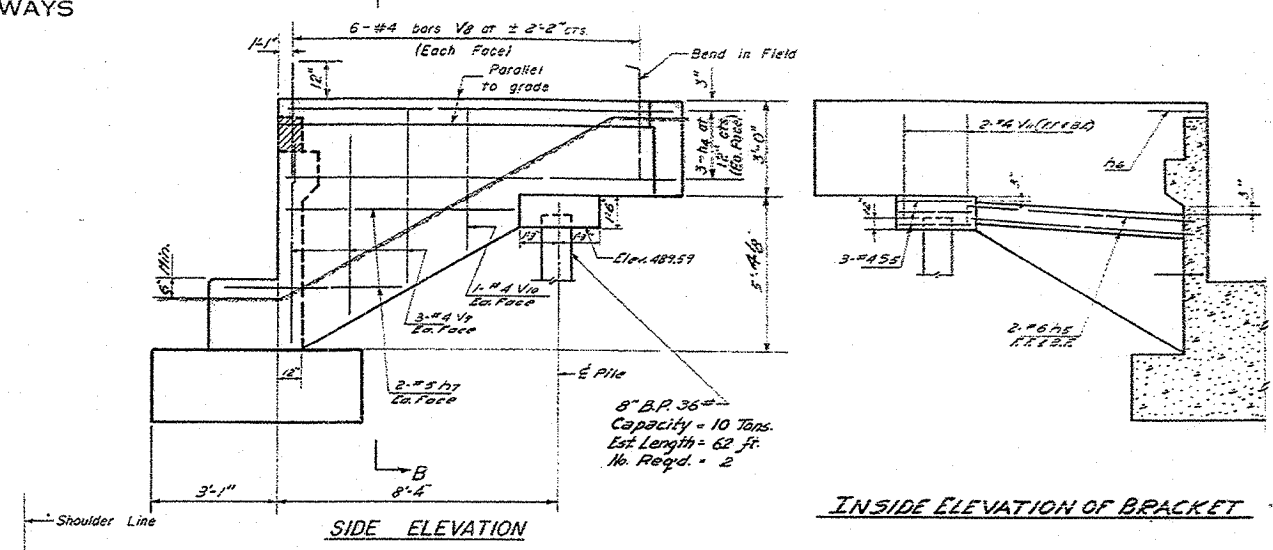
EXISTING STRUCTURE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	6A	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

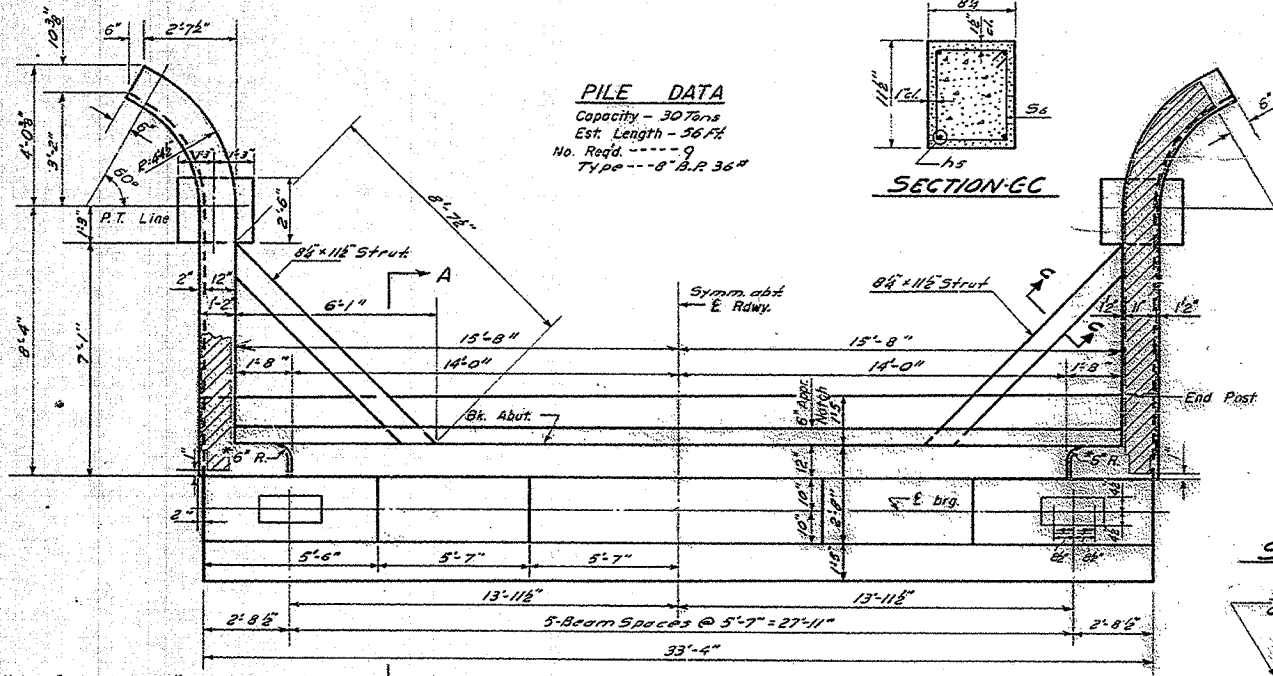


ELEVATION
At Right Angles to E Rowy.

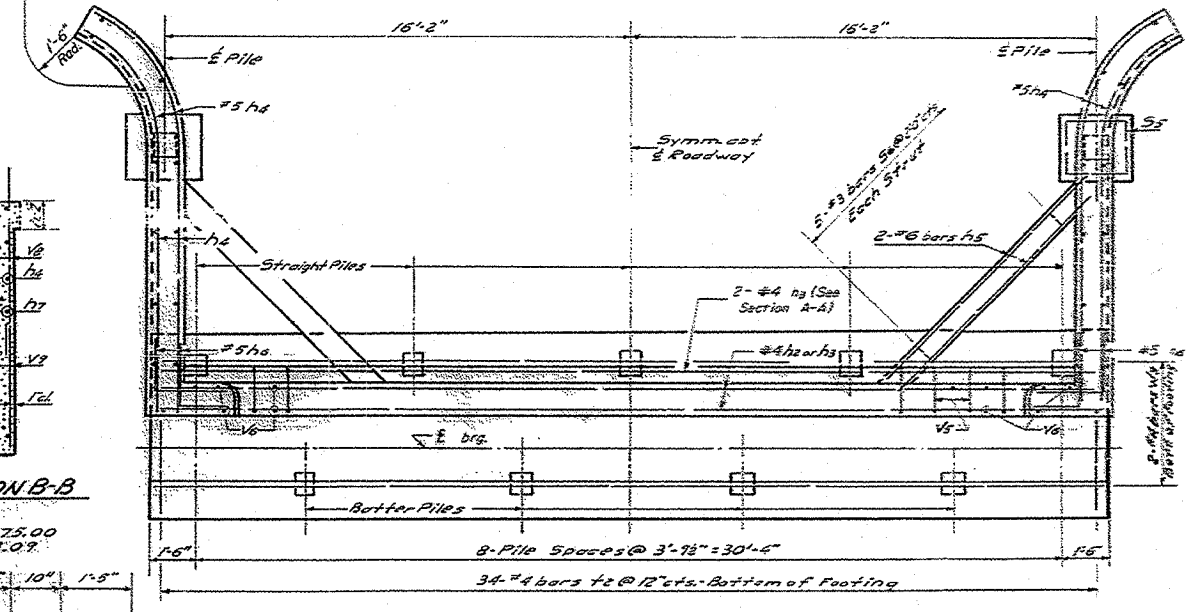


SIDE ELEVATION

INSIDE ELEVATION OF BRACKET

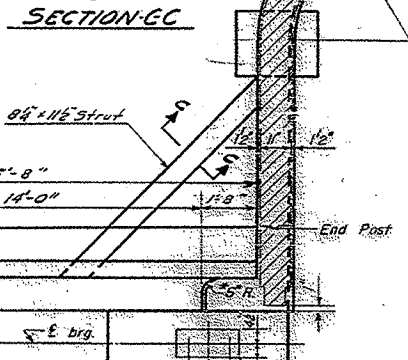


PLAN OF ABUTMENT
Dimensions



PLAN OF ABUTMENT
Reinforcement & Pile Spacing

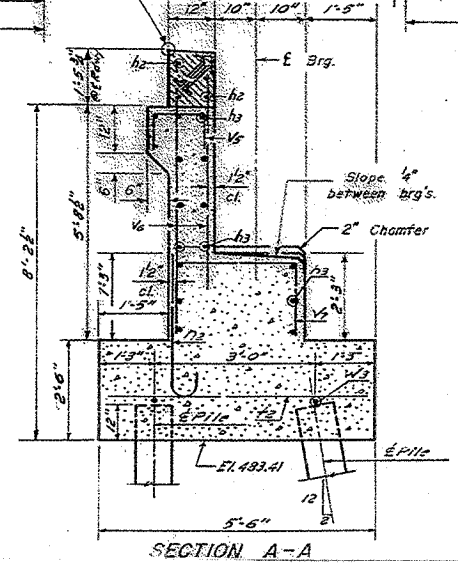
PILE DATA
Capacity - 30 Tons
Est. Length - 36 Ft.
No. Req'd - 9
Type - 8" B.P. 36"



SECTION C-C

SECTION B-B

Sta. 22+75.00
C=21,493.09



SECTION A-A

BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h2	4	#4	27'-9"	—	V5	20	#4	2'-9"	—
h3	16	#4	33'-0"	—	V6	56	#4	7'-0"	—
h4	12	#5	12'-3"	—	V7	36	#4	4'-0"	—
h5	8	#6	9'-6"	—	V8	24	#4	5'-10"	—
h6	24	#5	4'-0"	L	V9	12	#4	5'-0"	—
h7	8	#5	6'-6"	—	V10	4	#6	4'-6"	—
h8	36	#4	3'-1"	C	V11	8	#4	4'-3"	—
S5	6	#4	9'-3"	—	W2	2	#4	33'-0"	—
S6	10	#3	3'-0"	—					
h2	34	#4	5'-2"	—					
h4	8	#6	8'-0"	—					

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu Yd	347
Reinforcement Bars	Lb	1760
Steel Piles (8BP36")	Lin. Ft.	629

WEST ABUTMENT
F.A.P. 8-SEC. 18-R
LA SALLE COUNTY
STATION 25+60

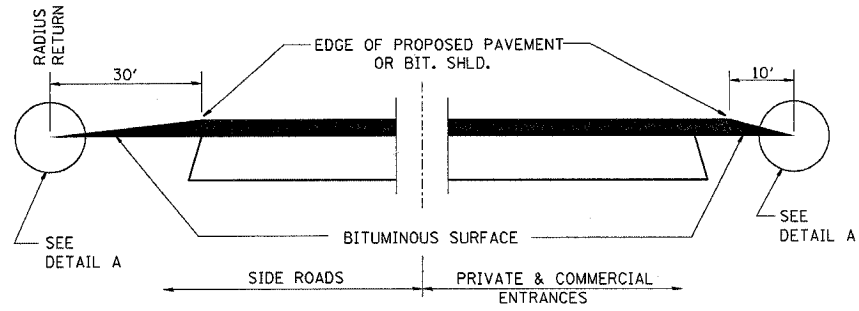
DESIGNED: *Manaval*
CHECKED: *Abraham G. Beck*
DRAWN: *W. A. Sausonoff*
CHECKED: *Abraham G. Beck*

EXAMINED: *May 12 1959*
PASSED: *Ed Blum*
APPROVED: *R.R. Brantberg*

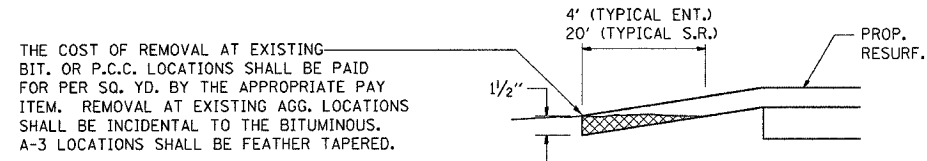
Drawn 5-21-58

PLOT DATE = 9/12/2005
FILE NAME = FILEL
PLOT SCALE = 8/32 = 1/4"
USER NAME = MSERS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	IBR	LASALLE	69	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

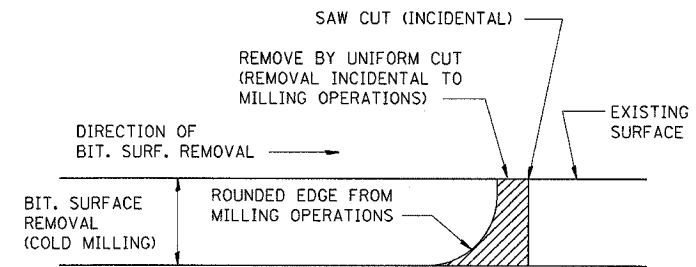
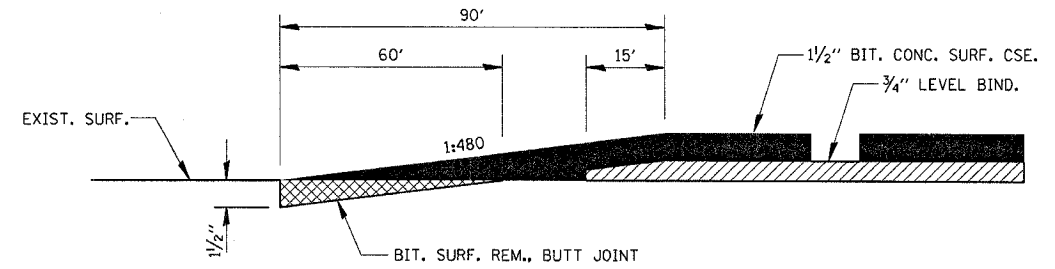


SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS



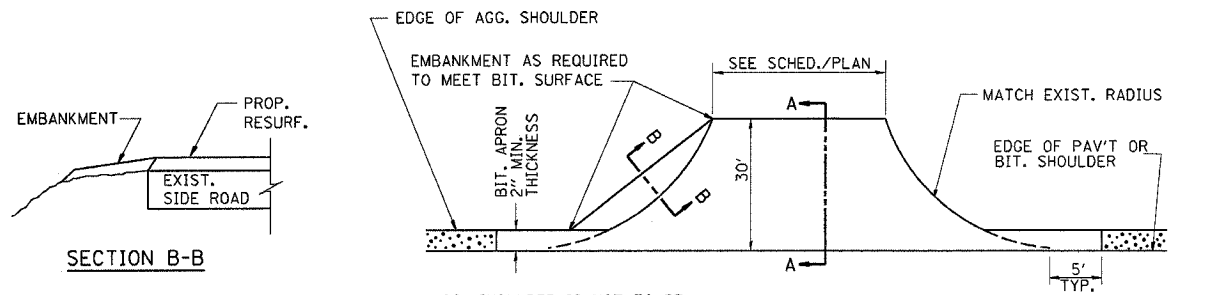
DETAIL A

THE COST OF REMOVAL AT EXISTING BIT. OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE BITUMINOUS. A-3 LOCATIONS SHALL BE FEATHER TAPERED.

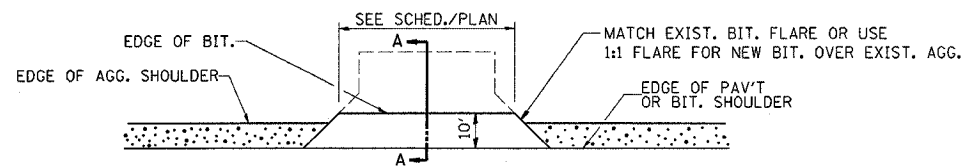


NOTE: WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

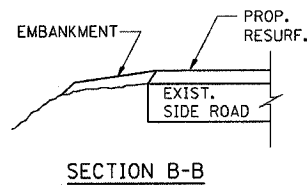
BITUMINOUS DETAIL AT BUTT JOINTS



PLAN AT SIDE ROADS



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



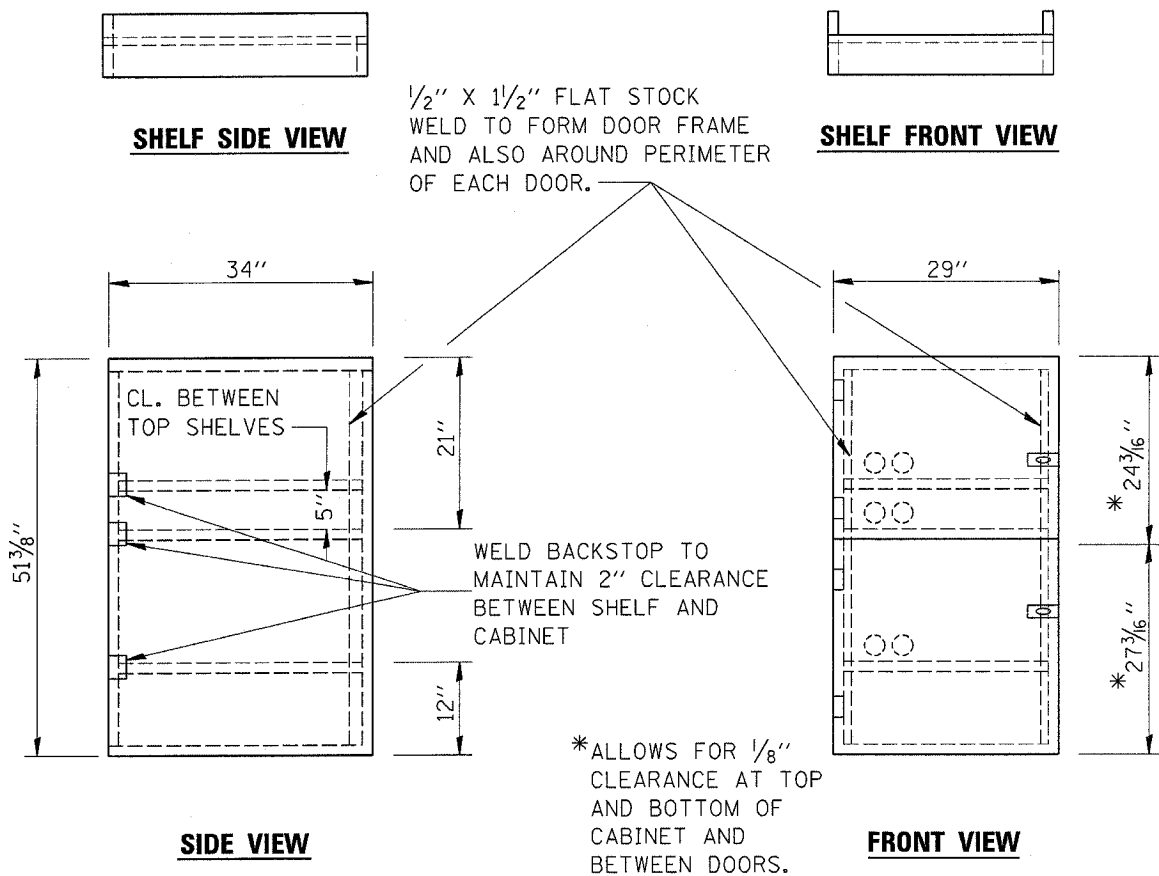
SECTION B-B

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DETAILS

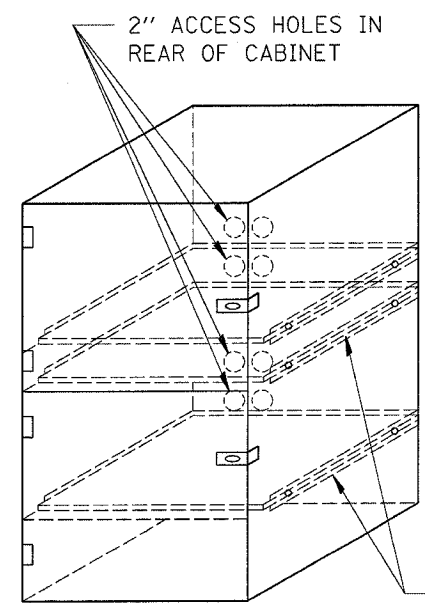
SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	60
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

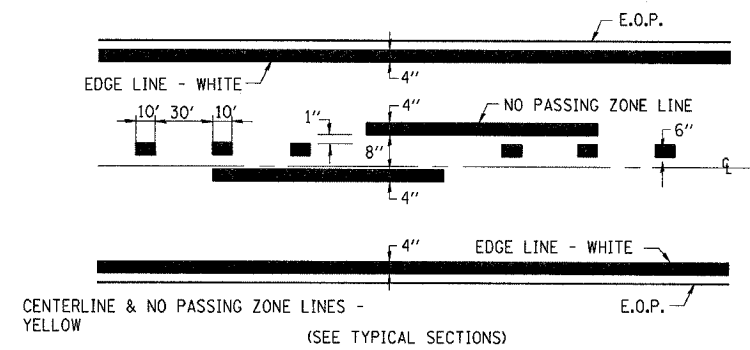


- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GROUND SMOOTH.
 5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.



FLAT STOCK DIMENSIONS VARY DEPENDING ON TYPE OF ROLLER ASSEMBLY.

LOCKABLE COMPUTER CABINET



PAVEMENT MARKING

PLOT DATE = 10/31/2005
 PLOT SCALE = AS SHOWN
 USER NAME = NUSERS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DETAILS

SCALE: VERT. DATE
 HORIZ. DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	61
STA. 15+00		TO STA. 16+10.01		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY NOTE BOOK NO. _____

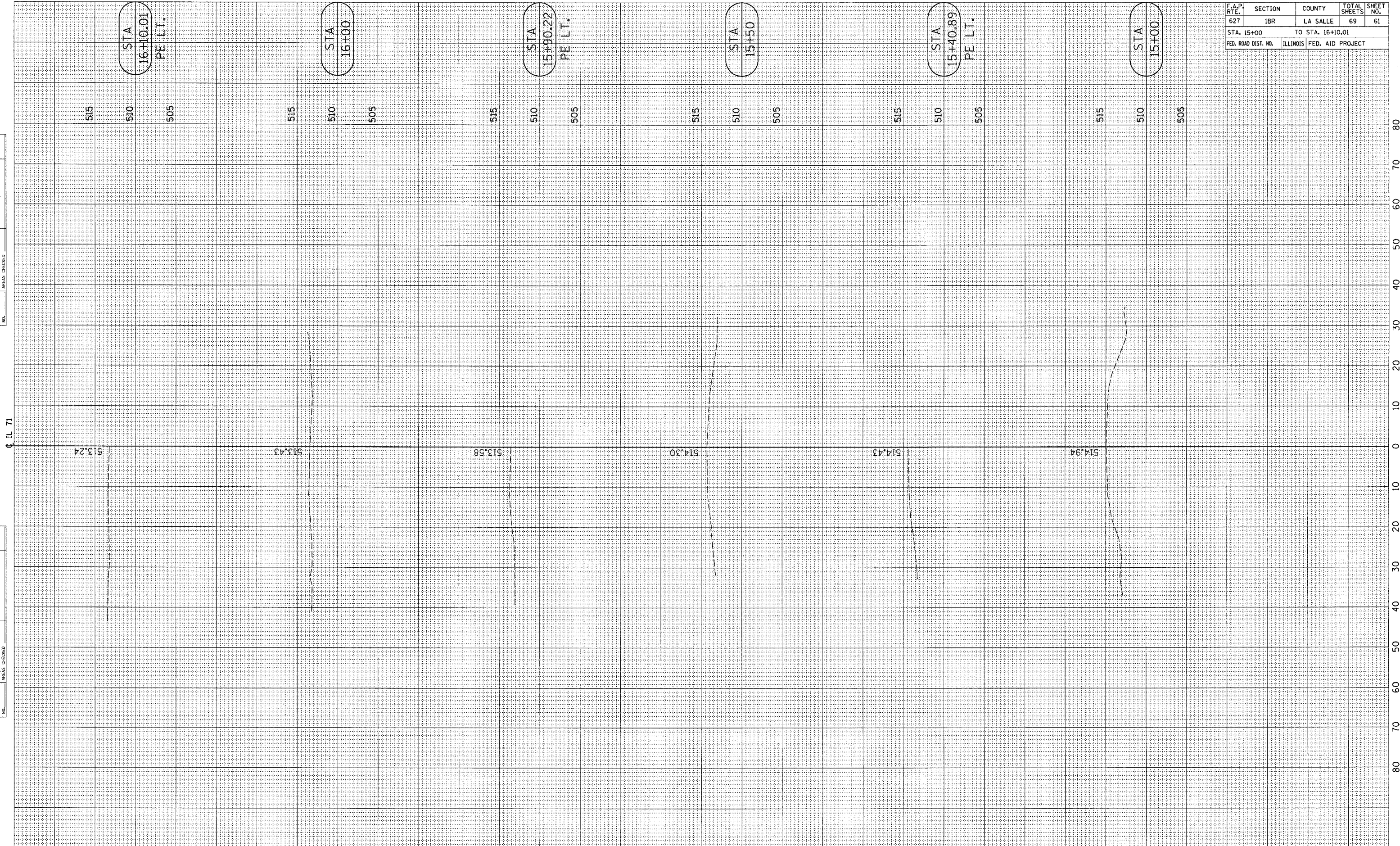
SURVEYED BY _____ DATE _____

IF LATE AREAS CHECKED _____

ORIGINAL SURVEY NOTE BOOK NO. _____

SURVEYED BY _____ DATE _____

IF LATE AREAS CHECKED _____



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	62
STA. 16+50		TO STA. 18+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY

BY _____ DATE _____

NOTE BOOK _____

AREA CHECKED _____

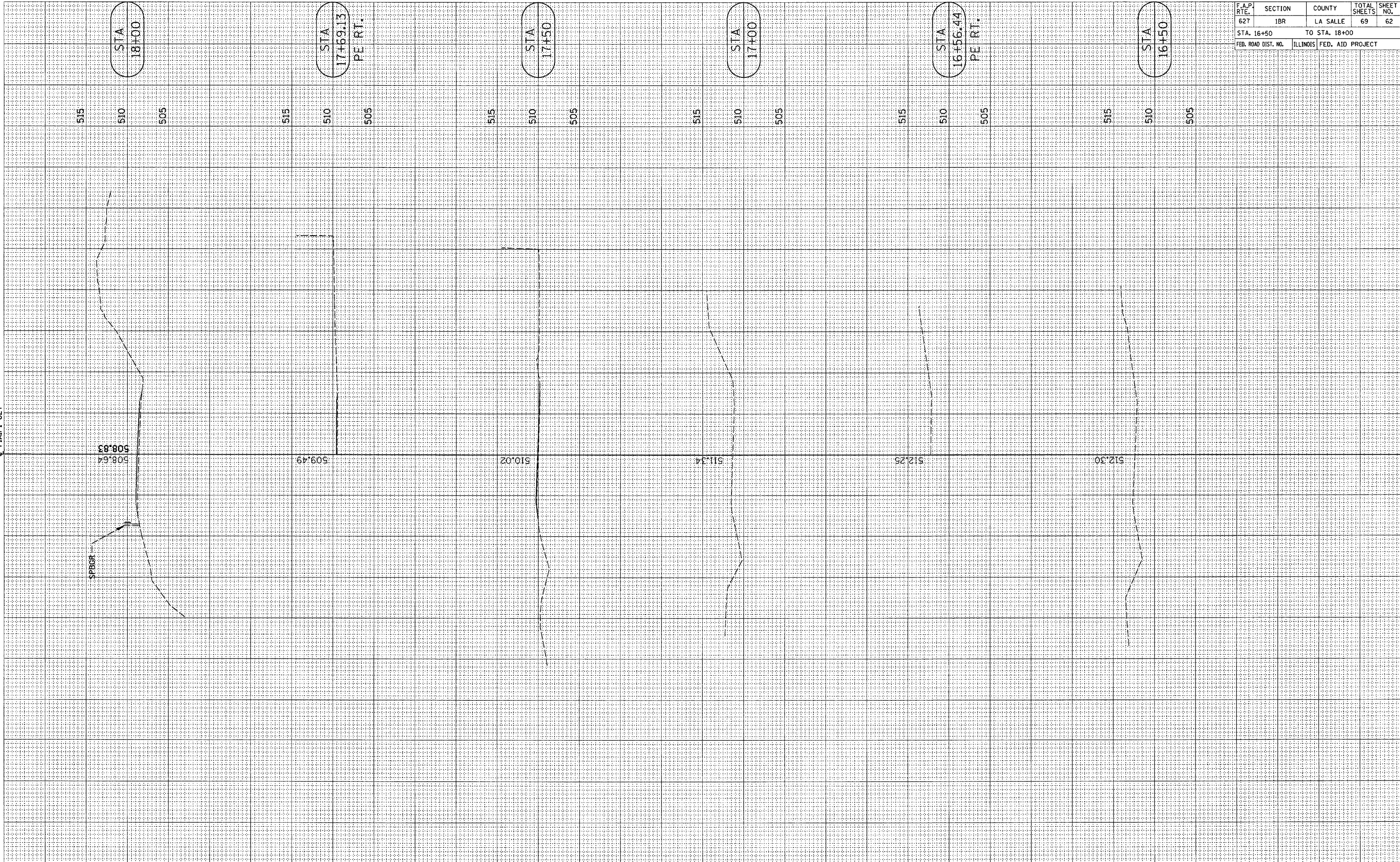
ORIGINAL SURVEY

BY _____ DATE _____

NOTE BOOK _____

AREA CHECKED _____

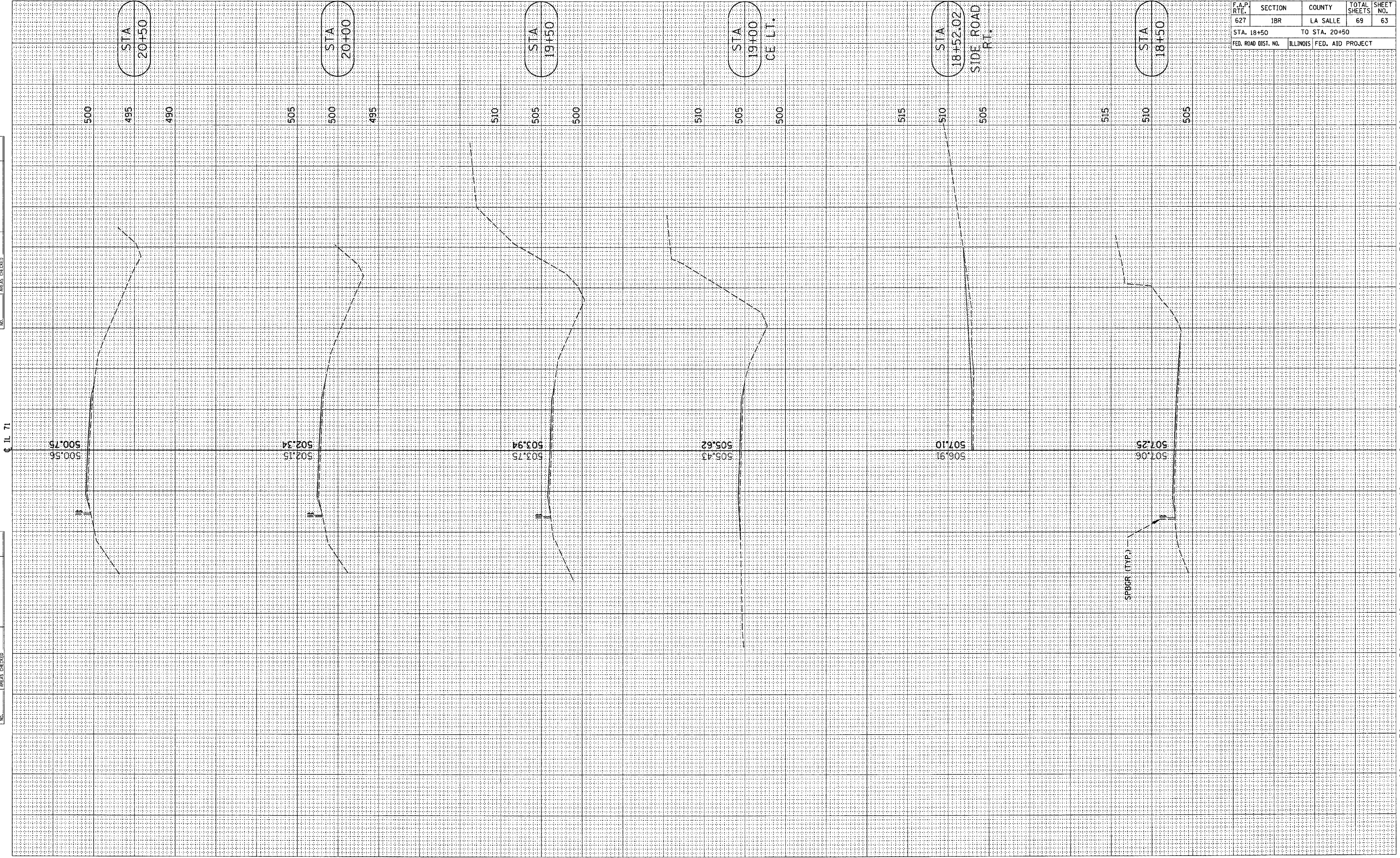
C. F.A.P. 627



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	63
STA. 18+50		TO STA. 20+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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



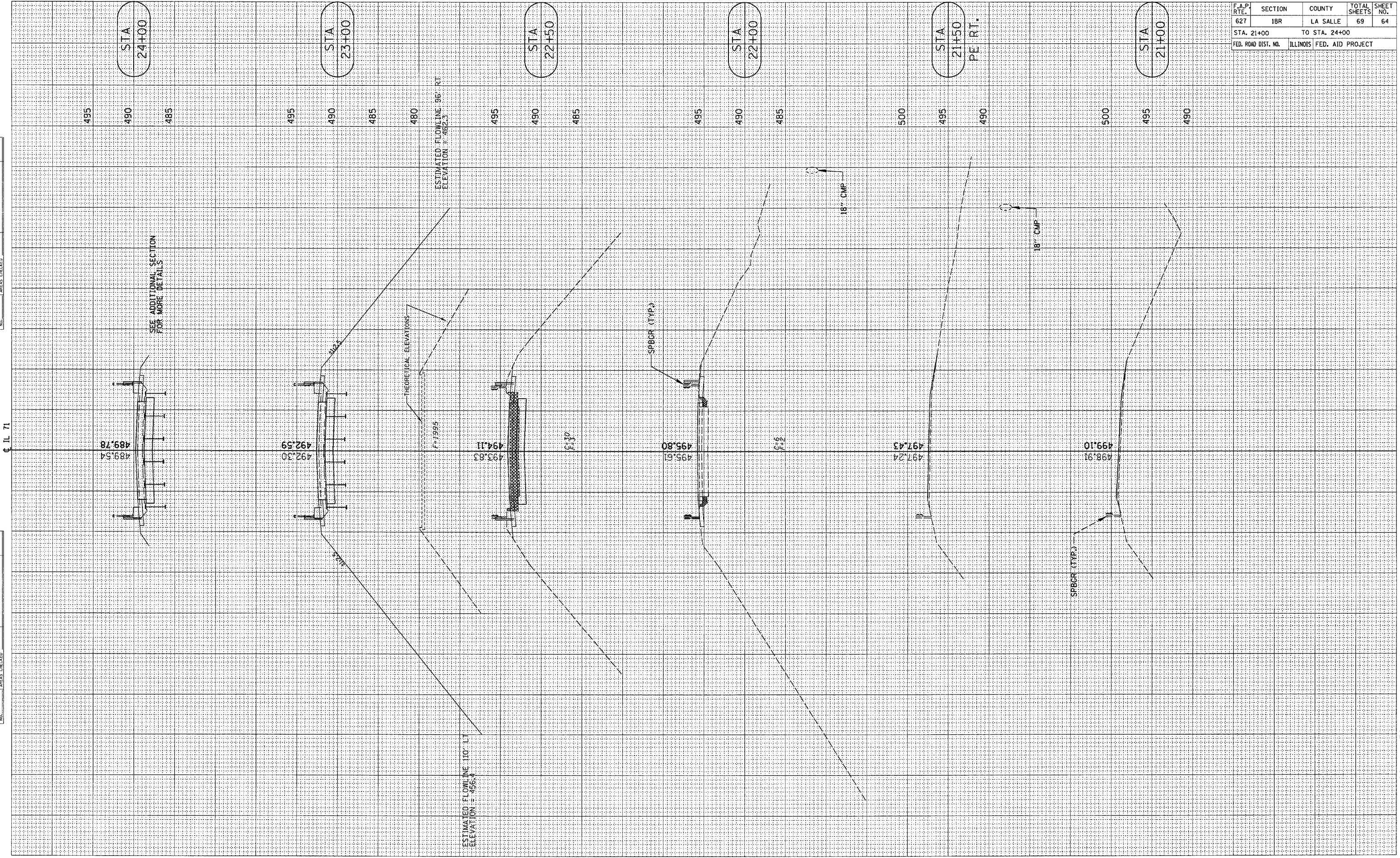
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	64
STA. 21+00		TO STA. 24+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY
 SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

BY _____ DATE _____

ORIGINAL SURVEY
 SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

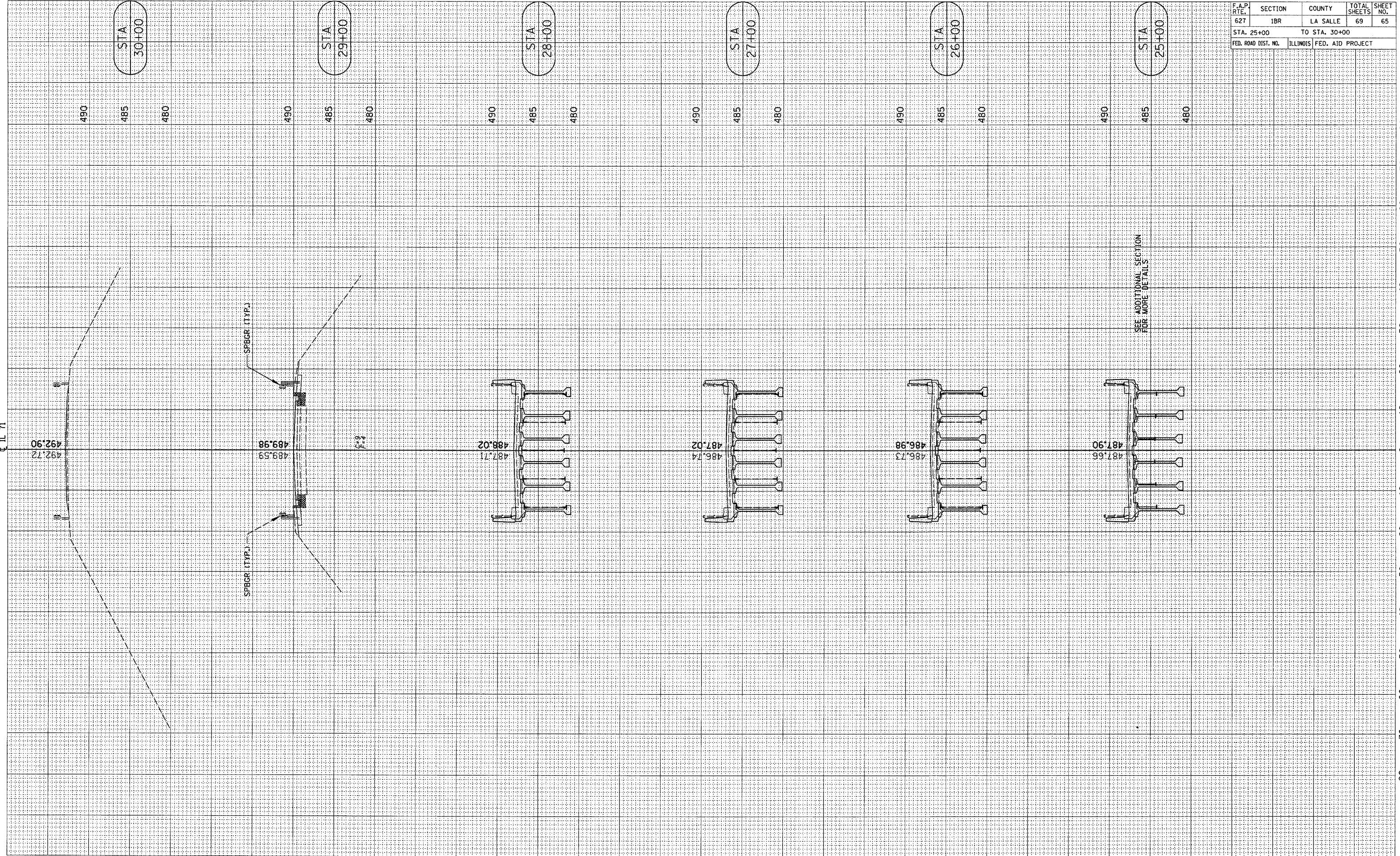
BY _____ DATE _____



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	65
STA. 25+00		TO STA. 30+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LA SALLE	69	66
STA. 31+00		TO STA. 36+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

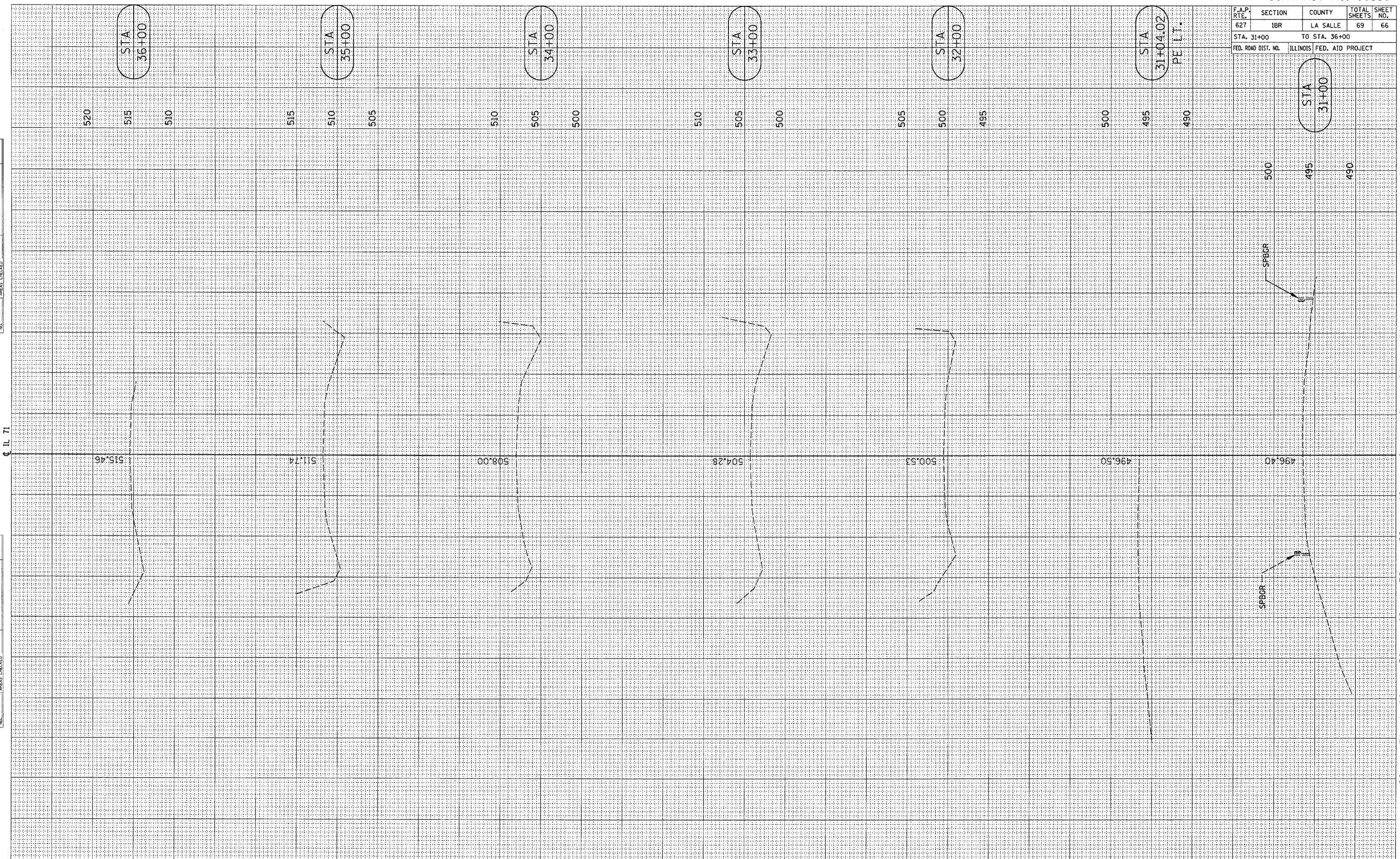
BY: _____ DATE: _____

NO. _____

ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

BY: _____ DATE: _____

NO. _____



IL 71

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	IBR	LASALLE	69	67
STA. 23+50.00		TO STA. 23+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	
BY	
APPROVED	
SURVEY	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
APPROVED	
SURVEY	
TEMPLATE	
AREAS	
CHECKED	
NO.	

PLOT DATE : 10/31/2005
 FILE NAME : #FILEL9
 PLOT SCALE : #SCALE9
 REFERENCE : #REF9



23+50.00

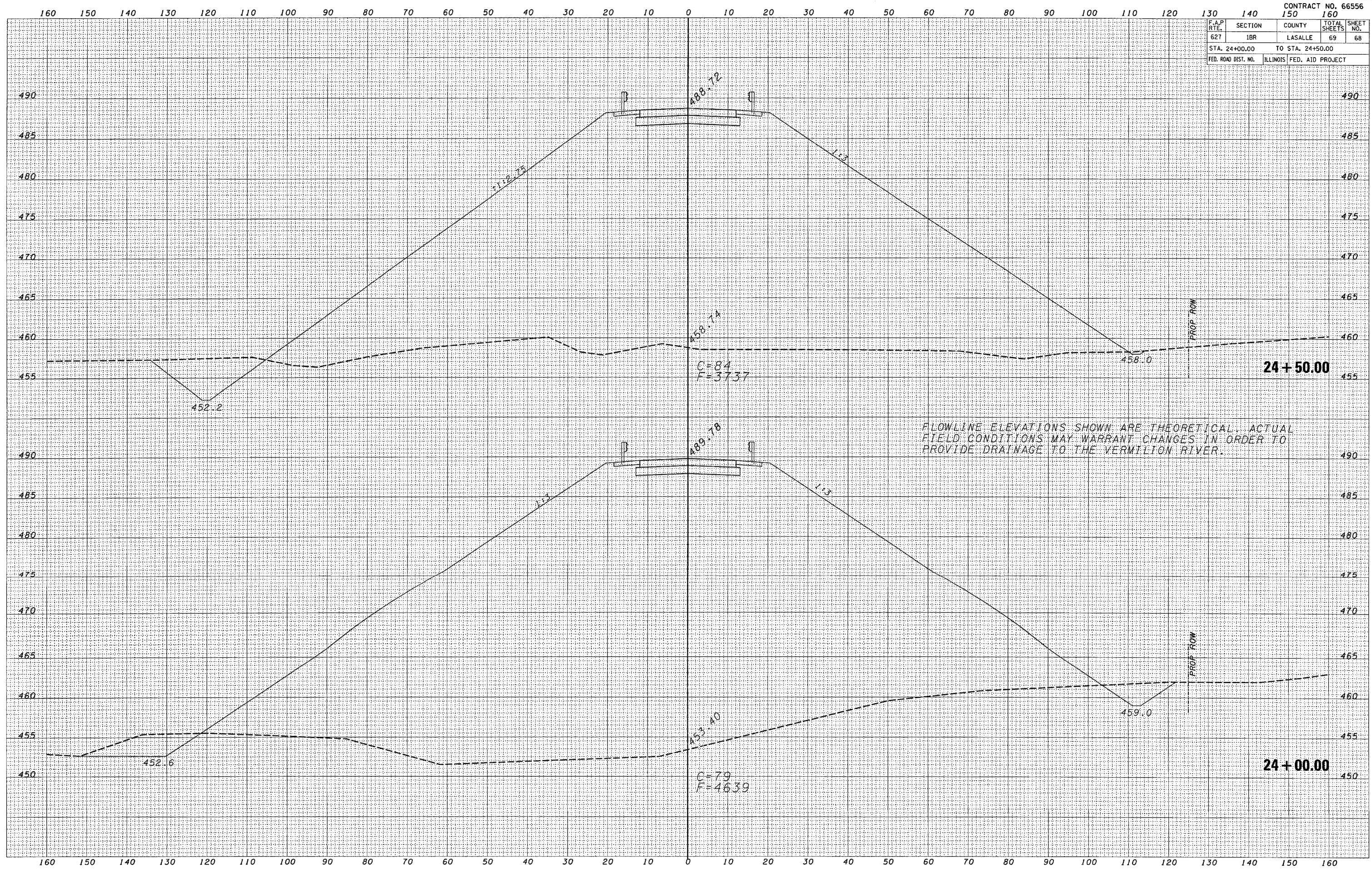
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	68

STA. 24+00.00 TO STA. 24+50.00
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

FINAL SURVEY
SWITCHED
NOTE BOOK
NO. _____
BY _____
DATE _____
SWITCHED
TEMPLATE
AREAS CHECKED

ORIGINAL SURVEY
SWITCHED
NOTE BOOK
NO. _____
BY _____
DATE _____
SWITCHED
TEMPLATE
AREAS CHECKED

PLOT DATE : 10/31/2005
FILE NAME : #FILE#
PLOT SCALE : #SCALE#
REFERENCE : #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
627	1BR	LASALLE	69	69
STA. 25+00.00		TO STA. 25+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE _____
 BY _____
 SURVEYED _____
 SURVEY _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS _____
 AREAS CHECKED _____

DATE _____
 BY _____
 SURVEYED _____
 SURVEY _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS _____
 AREAS CHECKED _____

PLOT DATE = 10/31/2005
 FILE NAME = FILE18
 PLOT SCALE = 1"=40'
 REFERENCE = 18E78

