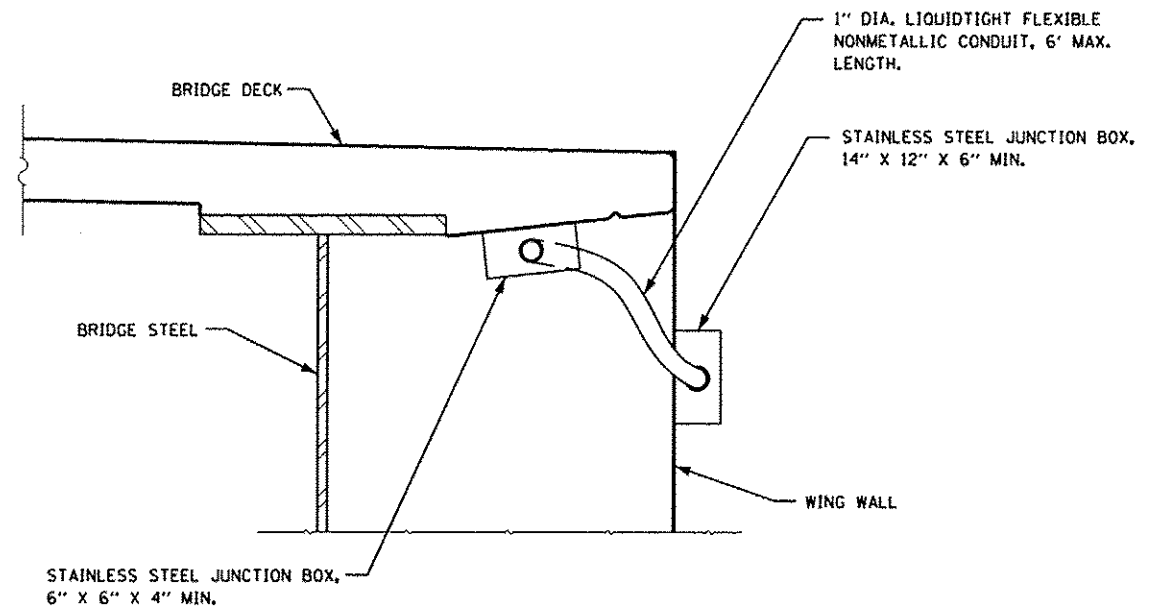
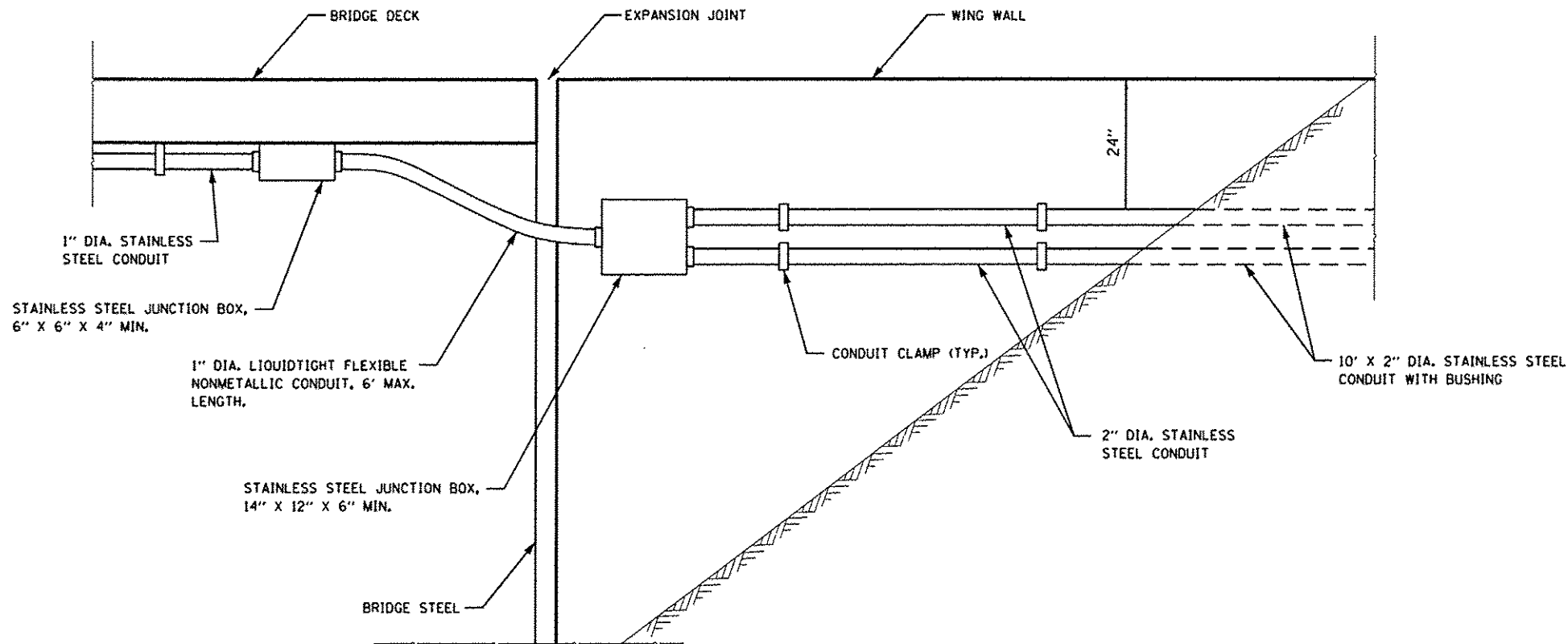


PLAN



SECTION A-A



EAST WING WALL ELEVATION
AT NORTH ABUTMENT

NOTES:

- 1. BICYCLE RAILING NOT SHOWN FOR CLARITY.

REV. E-13

FILE NAME : 0086992-lighting-13

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

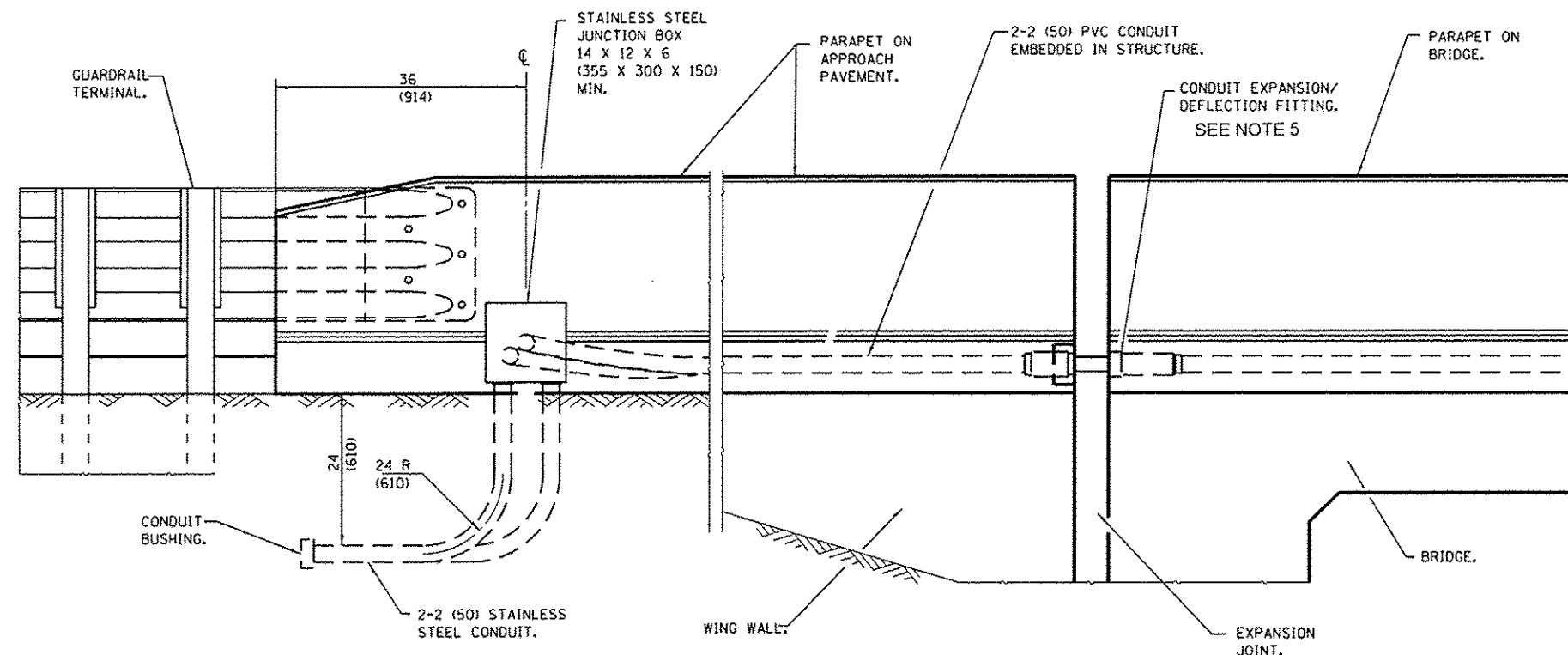
DESIGNED - SG	REVISED -
DRAWN - BN	REVISED -
CHECKED - RP	REVISED -
DATE - 08/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. RTE. 178 CONDUIT ATTACHED TO STRUCTURE DETAILS

SCALE: 100:1 SHEET NO. 13 OF 15 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	201
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT	



**JOINTED ABUTMENT WITH
PARAPET ON APPROACH PAVEMENT**

NOT TO SCALE

NOTES:

1. THE BARREL IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE EXPANSION JOINT.
2. THE CONTRACTOR SHALL INSTALL COMBINATION EXPANSION DEFLECTION FITTINGS AT ALL BRIDGE EXPANSION JOINTS. COMBINATION EXPANSION DEFLECTION FITTINGS WILL BE INCLUDED IN THE COST OF CONDUIT EMBEDDED IN STRUCTURE.
3. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY SUBSTITUTE TWO 12 X 12 X 6 (300 X 300 X 150) MIN. STAINLESS STEEL JUNCTION BOXES ATTACHED TO BACK OF WALL AND CONNECTED WITH LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT FOR ALL EXPANSION JOINTS.
4. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
5. SEE IDOT HIGHWAY STANDARD 812001 FOR COMBINATION EXPANSION/DEFLECTION FITTING DETAIL.

REV.

E-14

FILE NAME = D058992-lighting-14

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

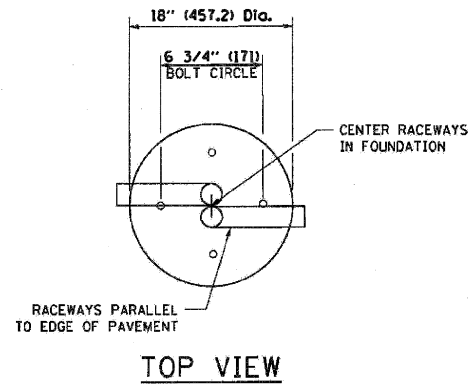
DESIGNED - SG	REVISED -
DRAWN - BN	REVISED -
CHECKED - RP	REVISED -
DATE - 08/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

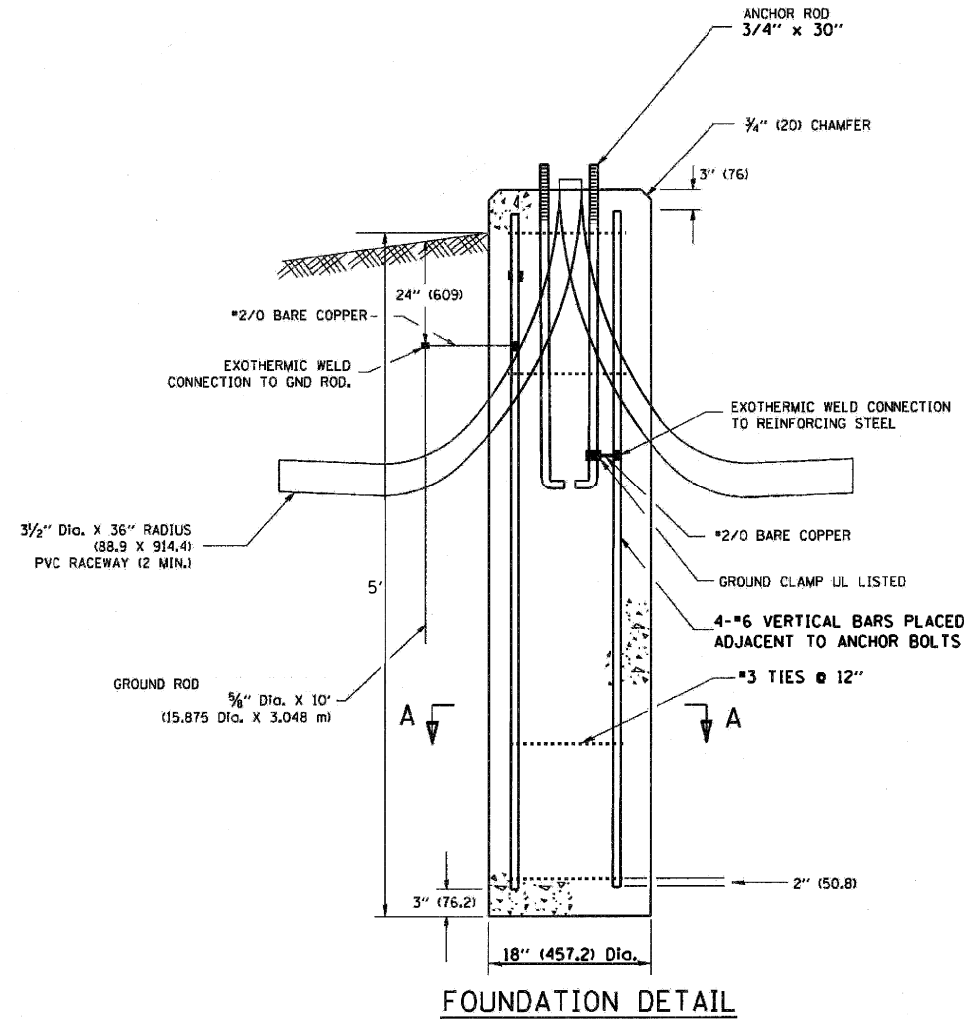
ILL. RTE. 178 CONDUIT EMBEDDED IN STRUCTURE DETAILS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	202
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

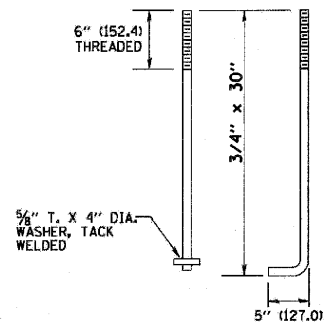
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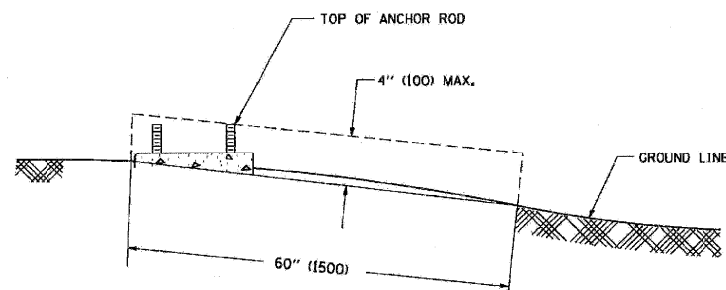
TOP VIEW



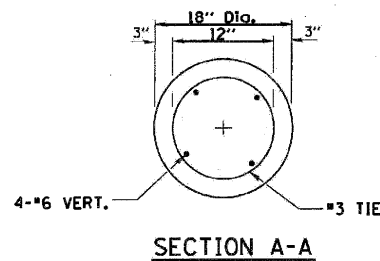
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
15. THE BOLT CIRCLE DIMENSIONS SHALL MATCH THE MANUFACTURER'S REQUIREMENTS.
16. THE BAR IN REBAR CAGE SHALL BE ACCORDING TO ARTICLE 1006.10(a).

THIS STANDARD APPLIES TO VILLAGE OF UTICA ORNAMENTAL LIGHT POLES ONLY

FILE NAME = D366992-lighting-15

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

DESIGNED - BN	REVISED -
DRAWN - BN	REVISED -
CHECKED - RP	REVISED -
DATE - 08/05/2016	REVISED -

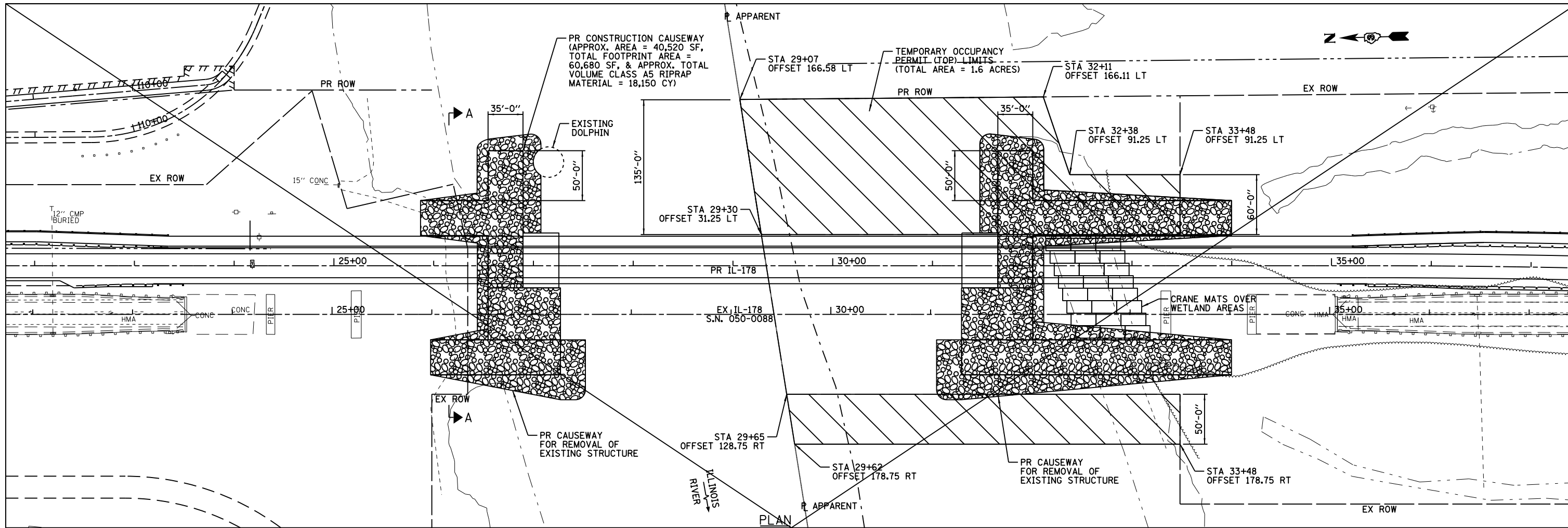
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DRAWN - BN	REVISED -
CHECKED - RP	REVISED -
DATE - 08/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. RTE. 178 ORNAMENTAL LIGHT POLE FOUNDATION DETAIL

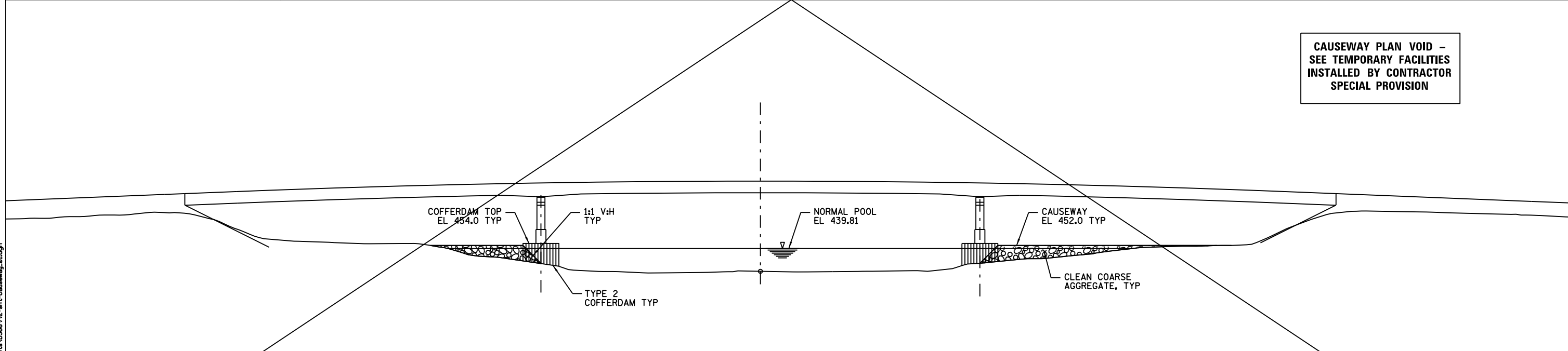
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F.A.S. RTE. 1279	SECTION (1) BR & I	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 203
				CONTRACT NO. 66992
ILLINOIS FED. AID PROJECT				



PLAN

**CAUSEWAY PLAN VOID -
SEE TEMPORARY FACILITIES
INSTALLED BY CONTRACTOR
SPECIAL PROVISION**



ELEVATION

NOTES:
FOR SECTION A-A, SEE SHEET 2 OF 2.
SHOULD THE CONTRACTOR DESIRE TO SIGNIFICANTLY DEVIATE FROM THE CAUSEWAY PLANS, THEN FULL DESIGN DETAILS INCLUDING LOCATION, MATERIAL SPECIFICATIONS, AND HYDRAULIC ANALYSIS SHOULD BE INCLUDED IN A REQUEST TO THE ARMY CORPS OF ENGINEERS. REQUESTS SHALL BE MADE TO UNITED STATES ARMY CORPS OF ENGINEERS, ROCK ISLAND DISTRICT, CLOCK TOWER BUILDING, ROCK ISLAND, IL 61204.

FILE NAME = T:\168788 - IL178 Phase 2\Civil\Sheets\036692-ht-causeway-81.dgn

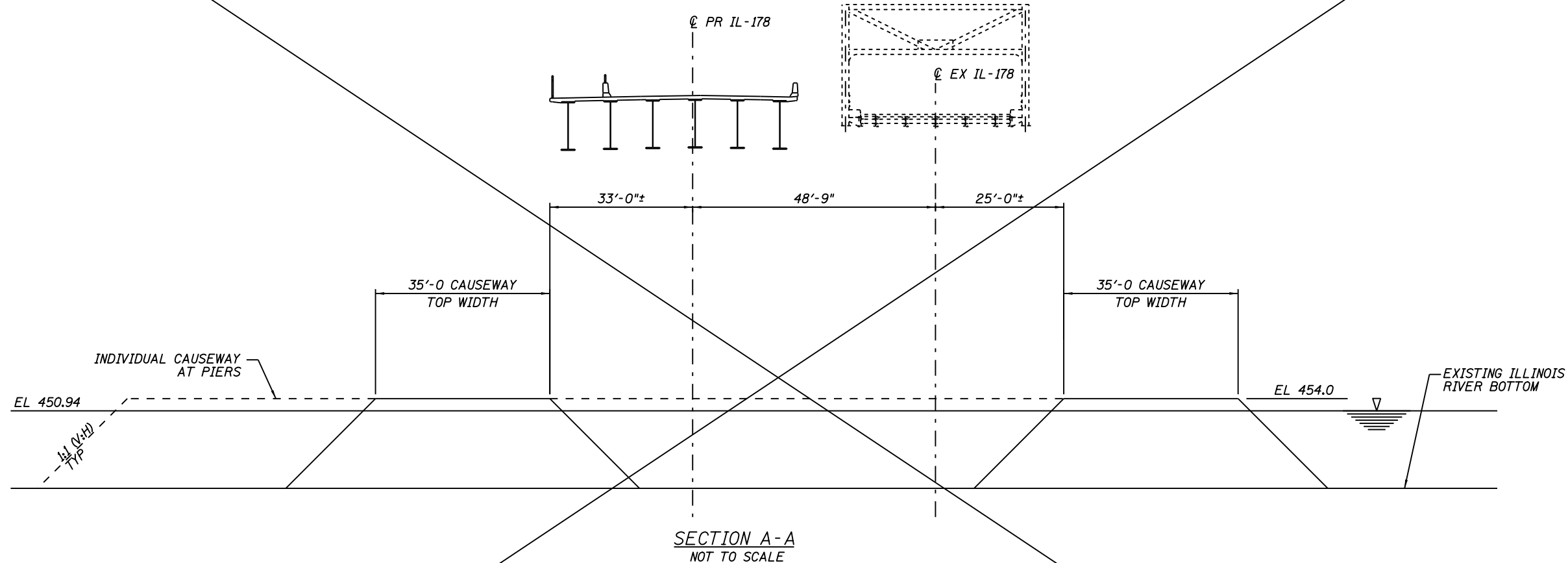
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 10-OCT-2016	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**S.N. 050-0088 CAUSEWAY
PLAN AND PROFILE**
SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	204
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



**CAUSEWAY PLAN VOID -
SEE TEMPORARY FACILITIES
INSTALLED BY CONTRACTOR
SPECIAL PROVISION**

NOTE:
FOR LOCATION OF SECTION A-A, SEE SHEET 1 OF 2.

FILE NAME = T:\168788 - IL178 Phase 2\Civil\Sheets\0366592-ht-causeway-82.dgn

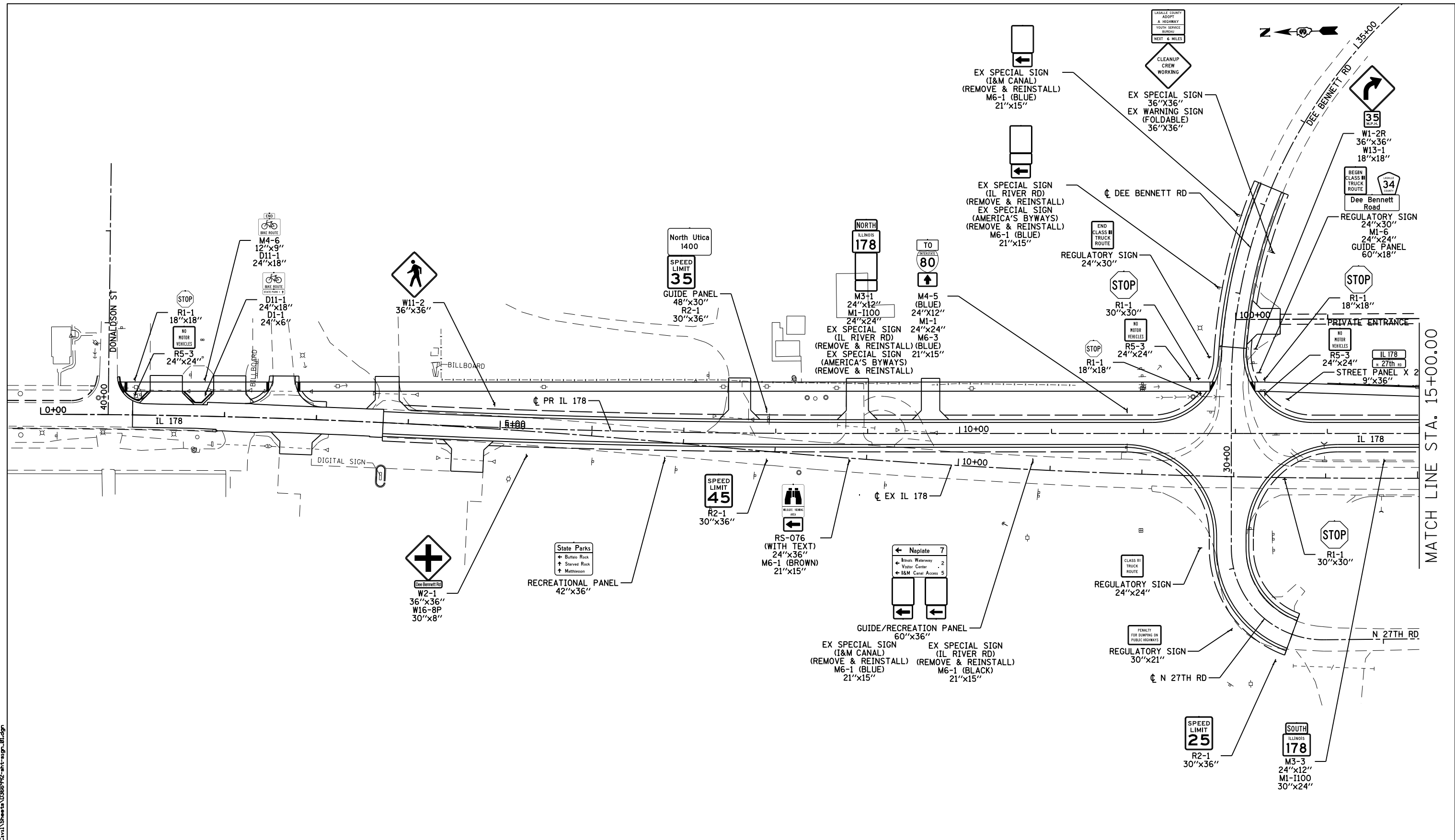
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - -	REVISED -
	DRAWN - -	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - -	REVISED -
PLOT DATE = 10-OCT-2016	DATE - -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**S.N. 050-0088 CAUSEWAY
SECTION**
SCALE: NONT SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	205
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



MATCH LINE STA. 15+00.00

- NOTES:
1. W11-2 SIGN SHALL BE BLACK LETTERS ON FLOURESCENT YELLOW GREEN , TYPE AZ SHEETING.
 2. W2-1, W1-2R, W3-5, W6-3, AND W2-2 SIGNS SHALL BE BLACK LETTERS ON FLUORESCENT YELLOW, TYPE AZ SHEETING
 3. R2-1 SIGN SHALL BE BLACK LETTERS ON WHITE, TYPLE AP SHEETING.
 4. R1-1 SIGN SHALL BE ON ZZ SHEETING.

WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

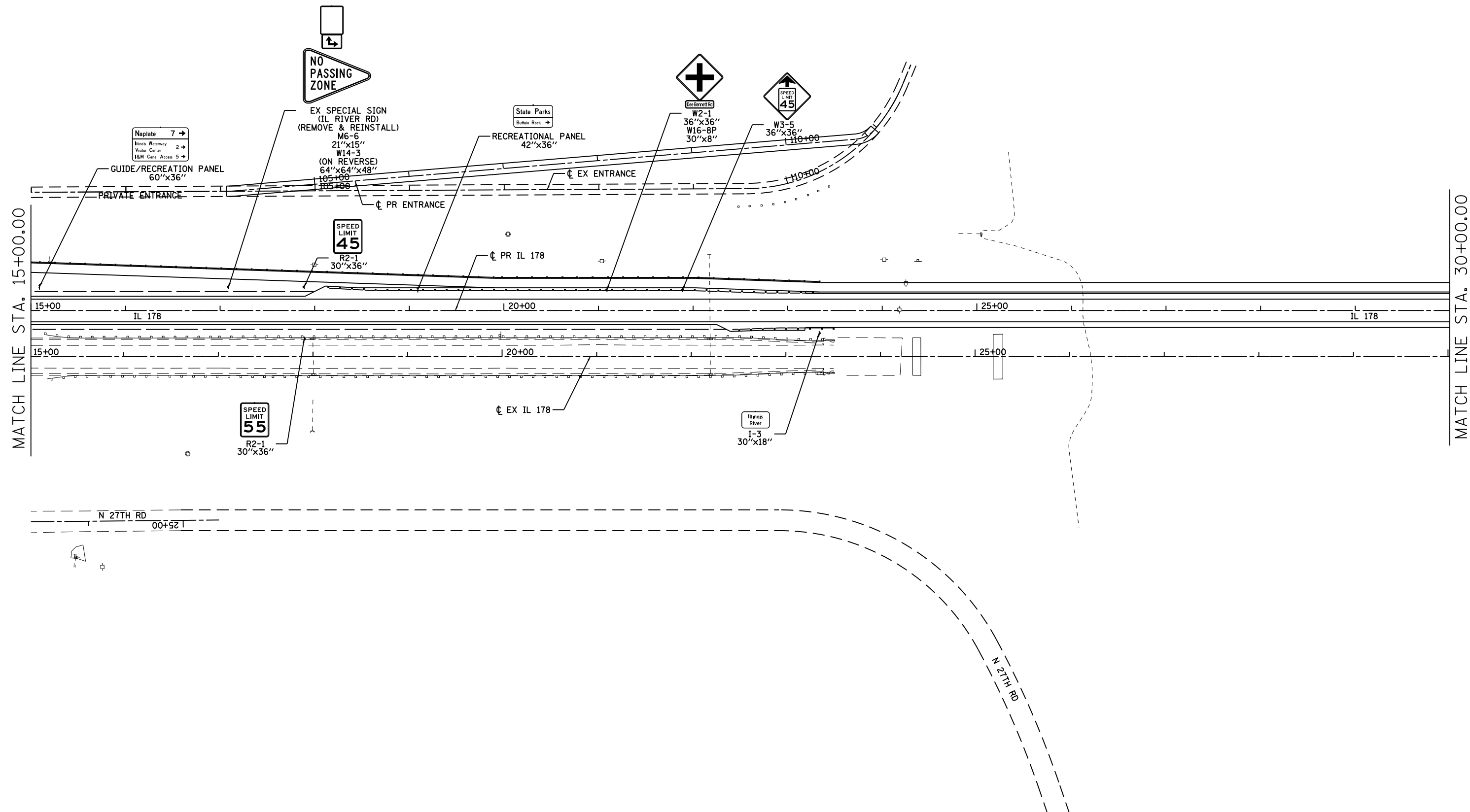
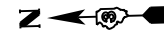
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PLOT DATE = 03-AUG-2016	DATE - 8/5/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGNING PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 5 SHEETS STA. 0+00 TO STA. 15+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	206
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



MATCH LINE STA. 15+00.00

MATCH LINE STA. 30+00.00

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\0366592-ht-sig-82.dgn

WSP PARSONS BRINCKERHOFF
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 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN - ACL	REVISED -
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	DATE - 8/5/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

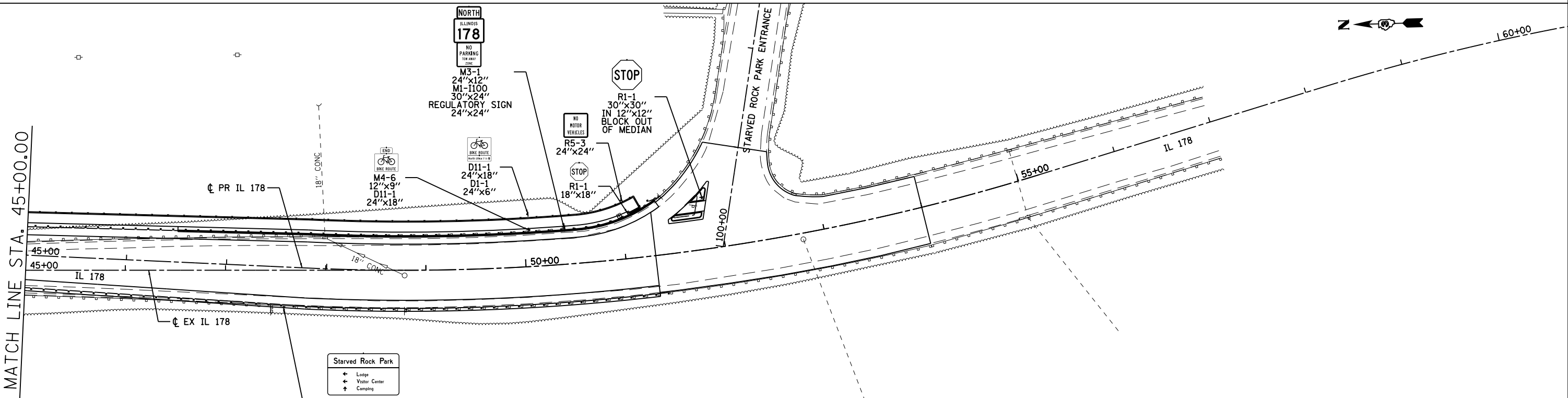
SIGNING PLAN

SCALE: 1" = 50' SHEET NO. 2 OF 5 SHEETS STA. 15+00 TO STA. 30+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	207
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	

MATCH LINE STA. 30+00.00

MATCH LINE STA. 45+00.00



MATCH LINE STA. 45+00.00

MATCH LINE STA. 60+00.00

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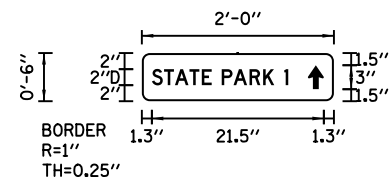
WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

USER NAME = lones	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
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PLOT DATE = 03-AUG-2016	DATE - 8/5/2016	REVISED -

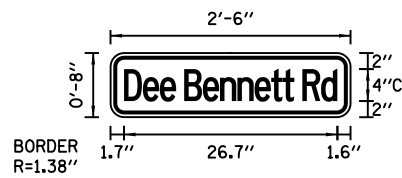
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
 SCALE: 1" = 50'
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 STA. 30+00 TO STA. 60+00

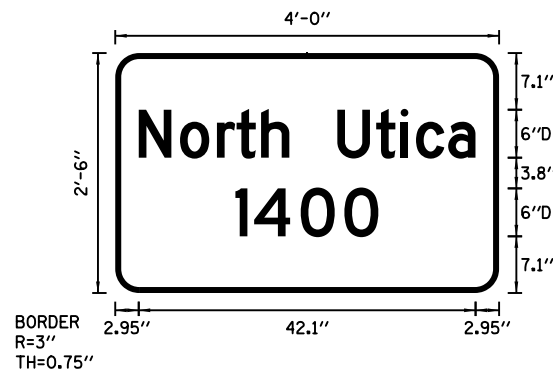
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1279	(1) BR & I	LASALLE	430	208
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



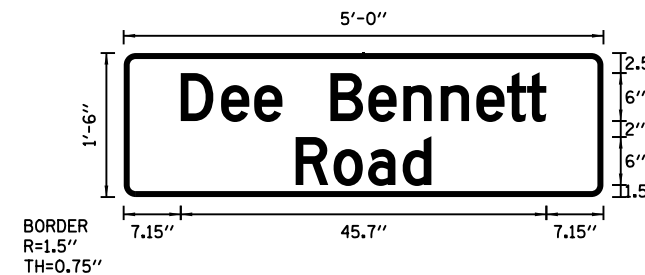
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TYPE AP SHEETING



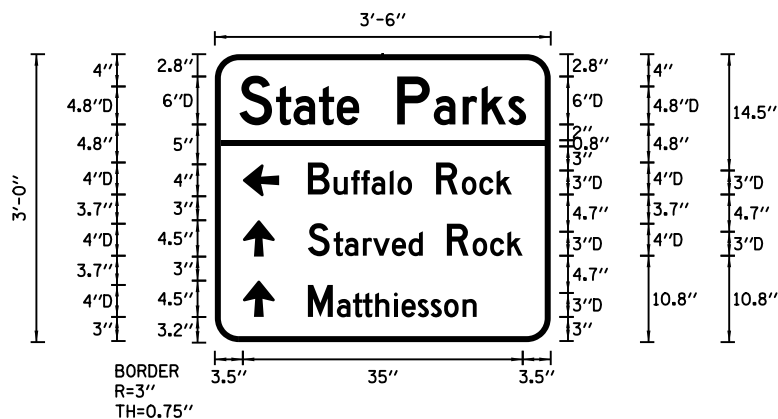
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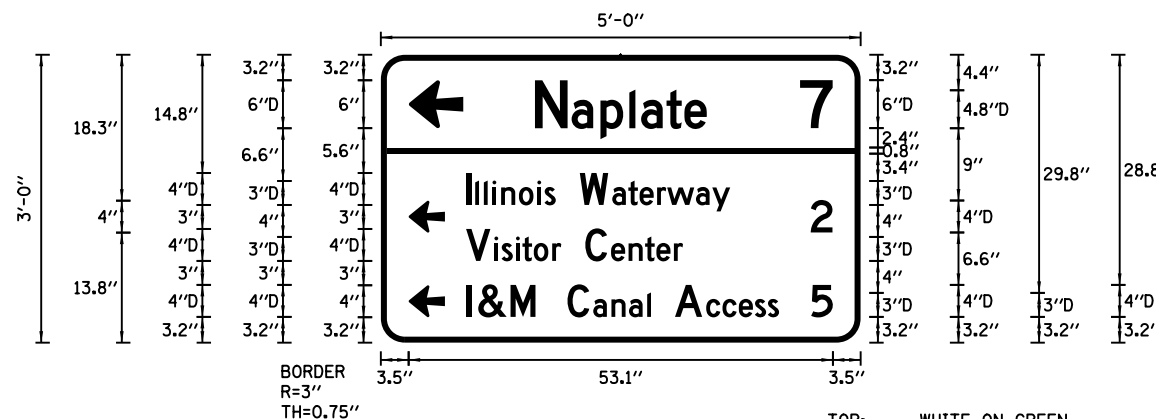
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TYPE AP SHEETING



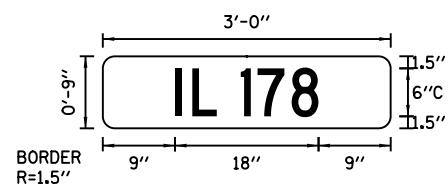
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WHITE ON GREEN
TYPE AP SHEETING



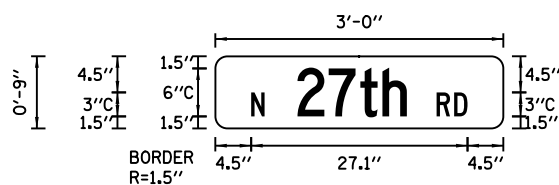
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TYPE AP SHEETING



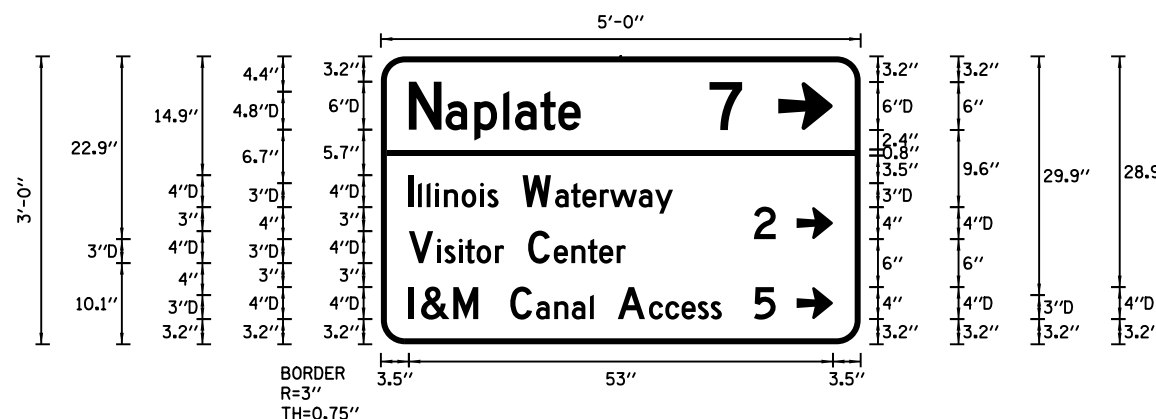
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TOP: WHITE ON GREEN
TYPE AP SHEETING
BOTTOM: WHITE ON BROWN
TYPE AP SHEETING



Panel Style: Street Name 6-3In no border.ssi
M.U.T.C.D.: 2009 Edition
WHITE ON GREEN
TYPE AP SHEETING



Panel Style: Street Name 6-3In no border.ssi
M.U.T.C.D.: 2009 Edition
WHITE ON GREEN
TYPE AP SHEETING



Panel Style: guide_fwy_recreational 4.ssi
M.U.T.C.D.: 2009 Edition
TOP: WHITE ON GREEN
TYPE AP SHEETING
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TYPE AP SHEETING

ALL SIGNS INSTALLED ON NEW WOOD SIGN SUPPORTS

FILE NAME = T:\68788 - IL178 Phase 2\Civil\Sheets\0366992-ht-rsgn-84.dgn



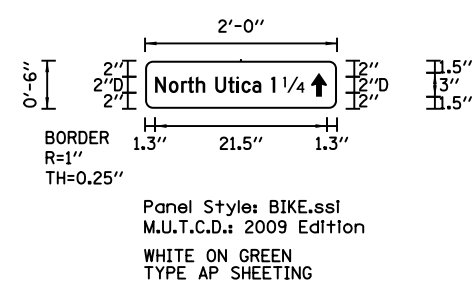
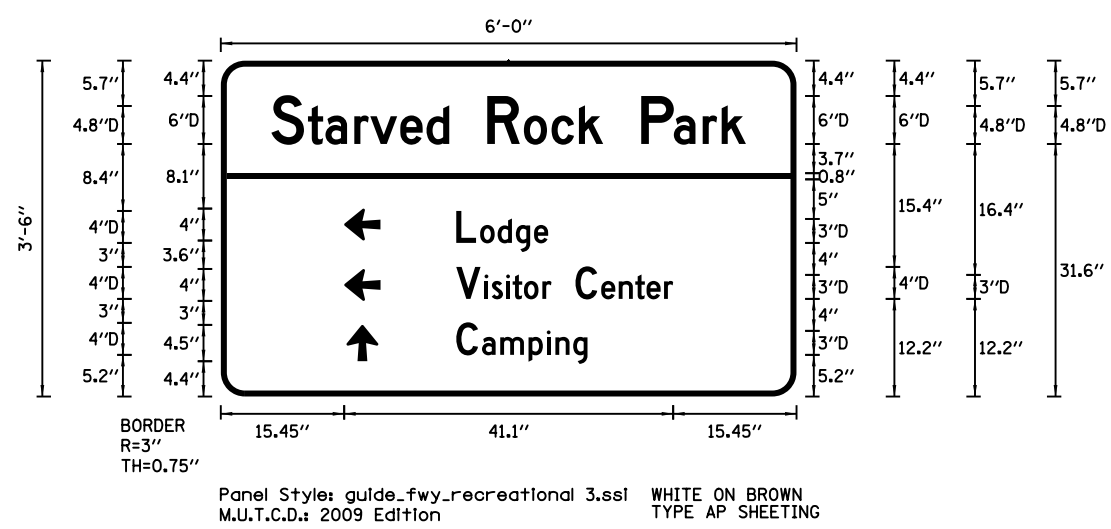
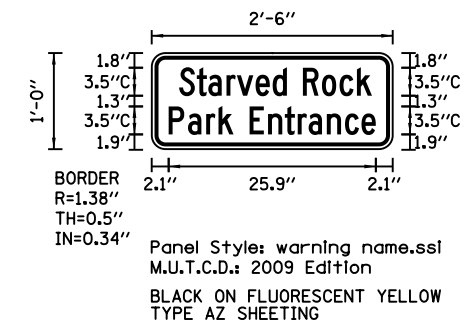
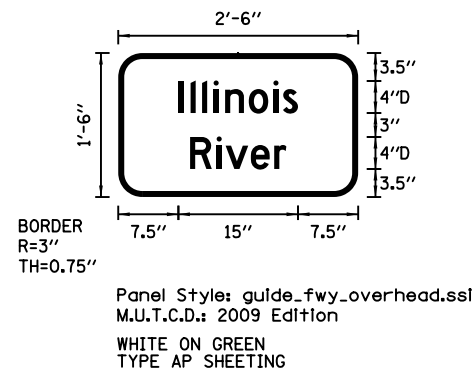
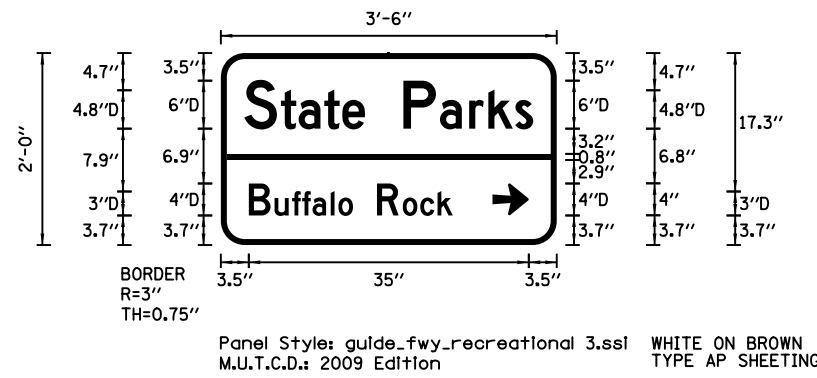
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PLOT DATE = 03-AUG-2016	CHECKED - WRP	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING DETAILS

SCALE: 1" = 1' SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	209
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



ALL SIGNS INSTALLED ON NEW WOOD SIGN SUPPORTS

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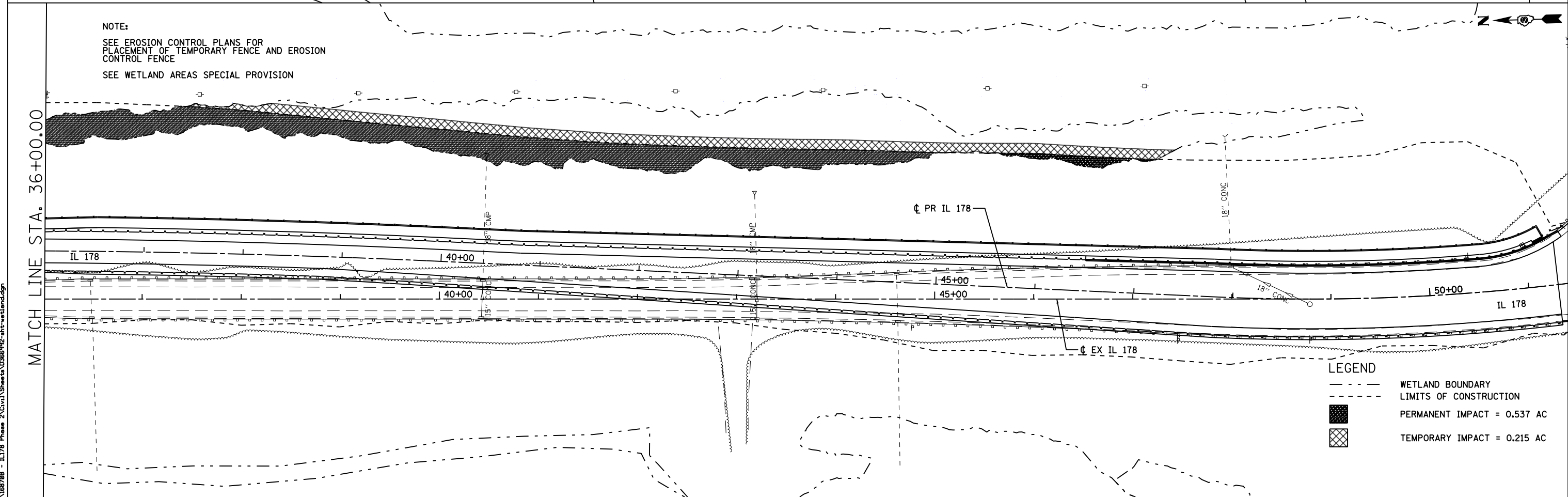
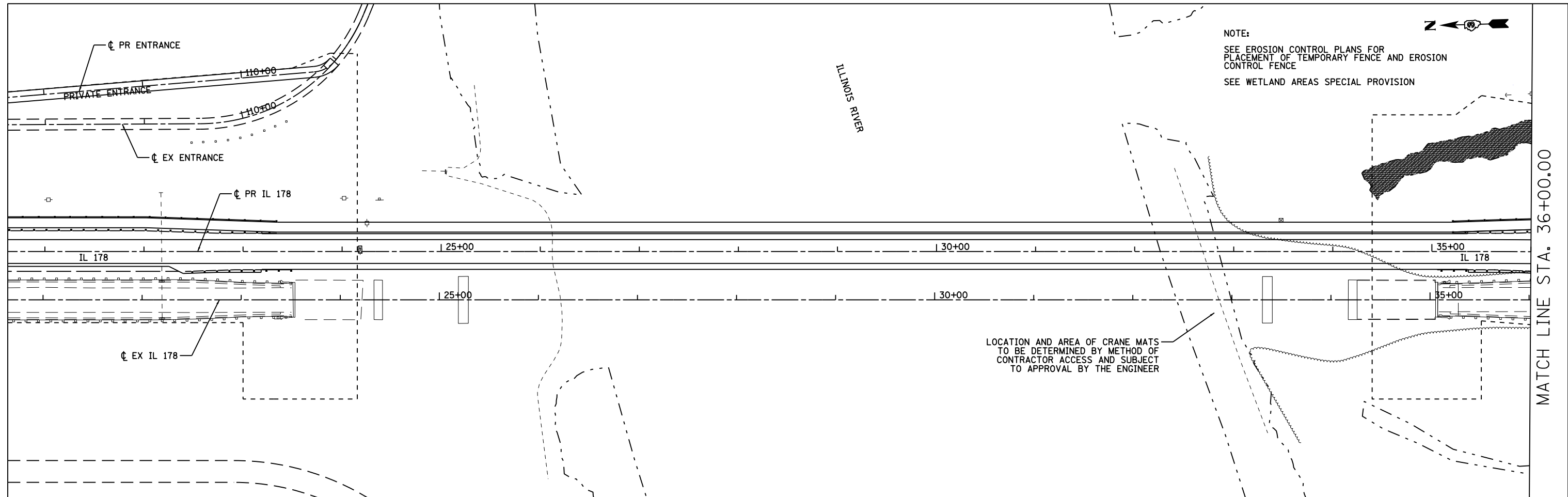
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - WRP	REVISED -
PLOT DATE = 03-AUG-2016	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING DETAILS			
SCALE: 1" = 1'	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	210
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\0366592-ht-wetland.dgn

WSP PARSONS BRINCKERHOFF
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Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

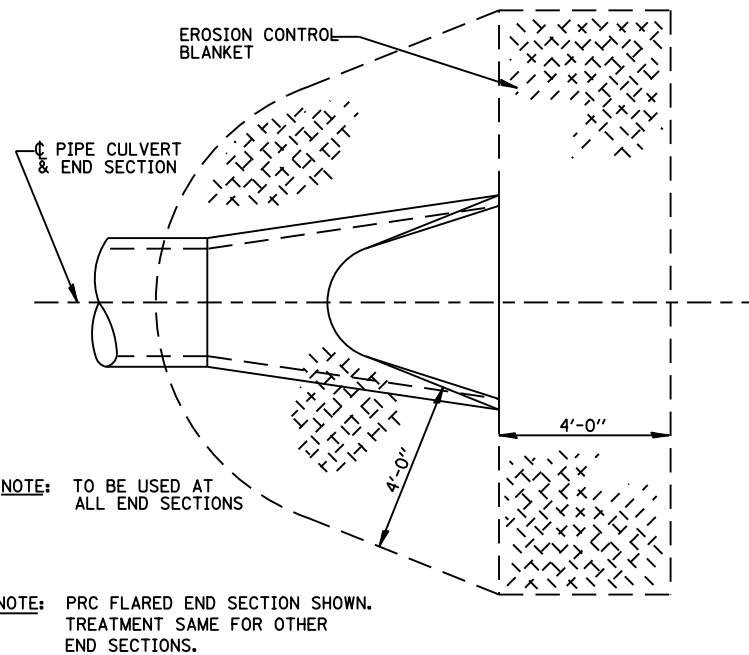
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

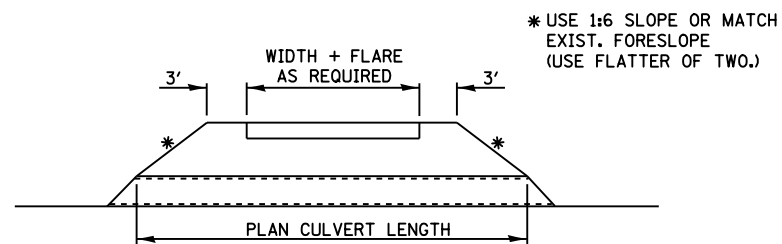
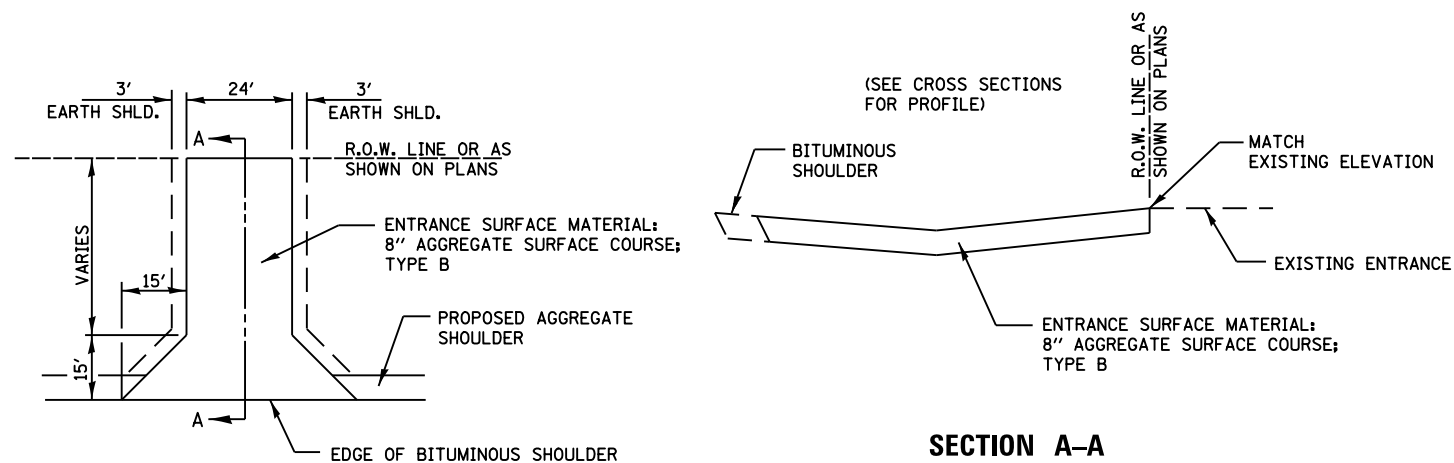
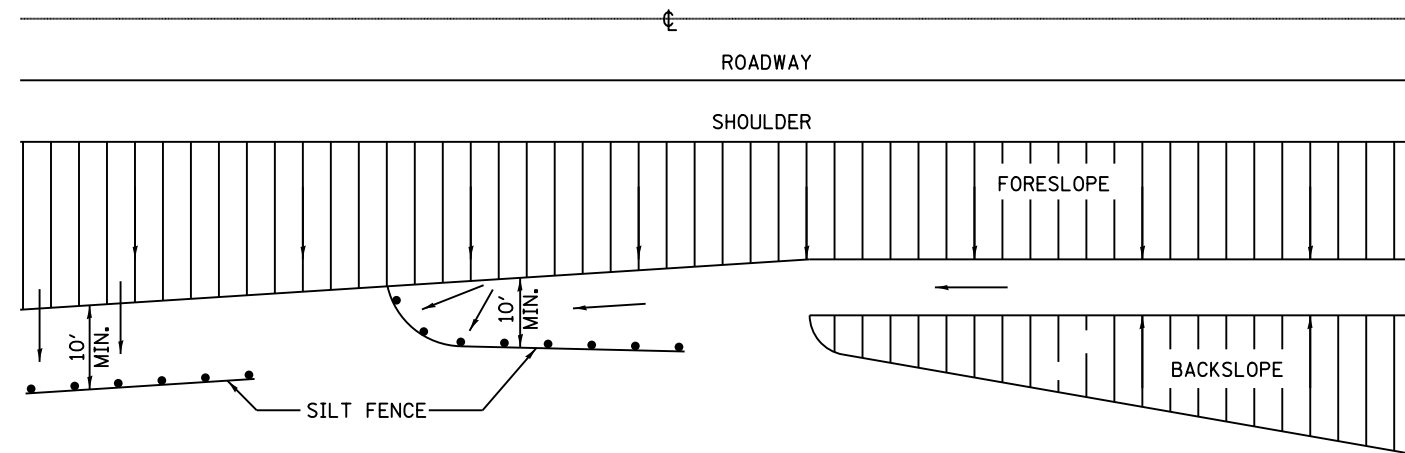
WETLAND DETAILS

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 15+00 TO STA. 45+00

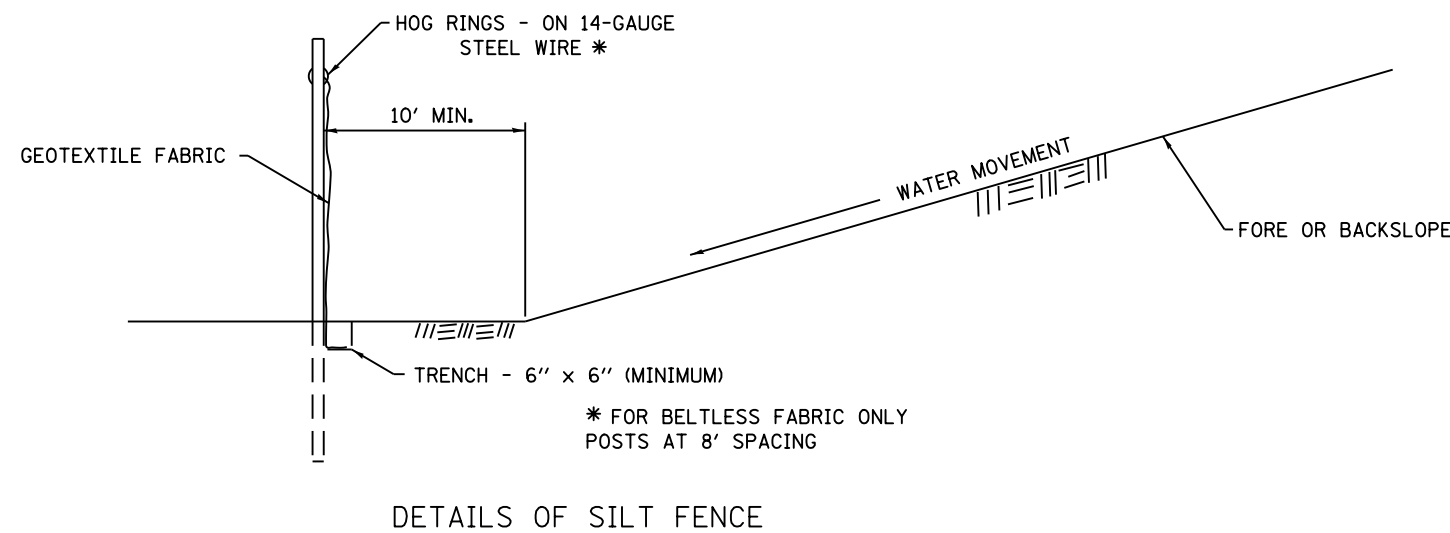
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	211
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION



FIELD ENTRANCE DETAIL



EROSION CONTROL DETAILS FOR SILT FENCE

FILE NAME = T:\UG8788 - IL178 Phase 2\Civil\Sheets\0366592-ht-detail.dgn

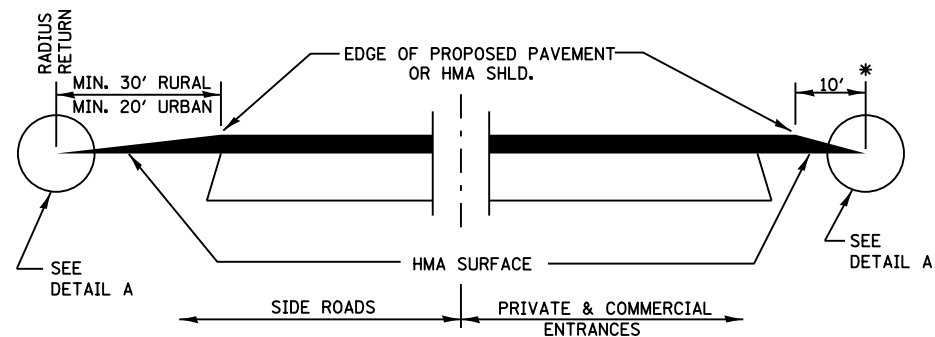
WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN - ACL	REVISED -
PLOT DATE = 10-AUG-2016	CHECKED - WRP	REVISED -
	DATE - 8/5/2016	REVISED -

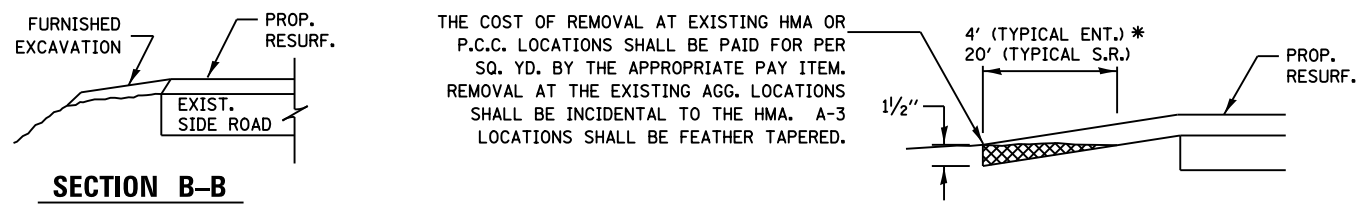
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 1 OF 10 SHEETS		STA.	TO STA.
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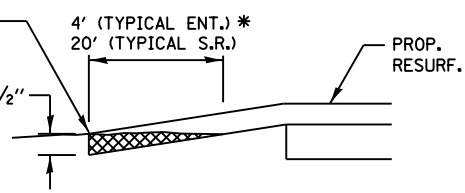
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	212
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



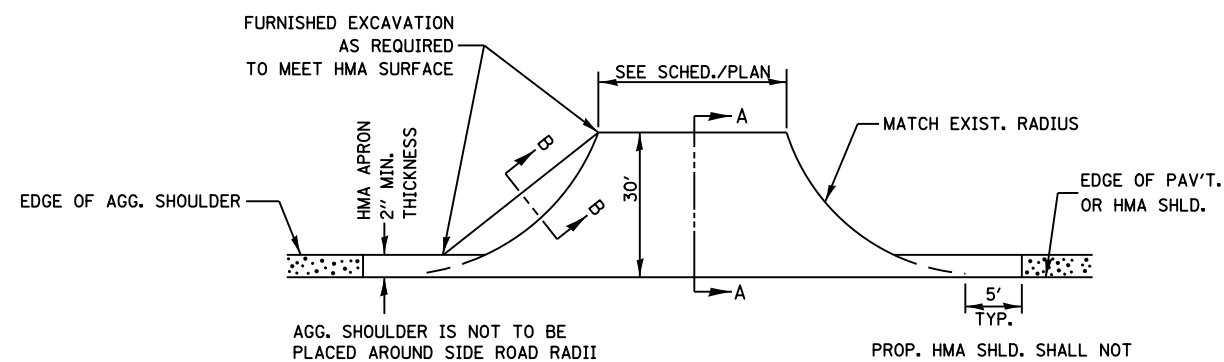
SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS



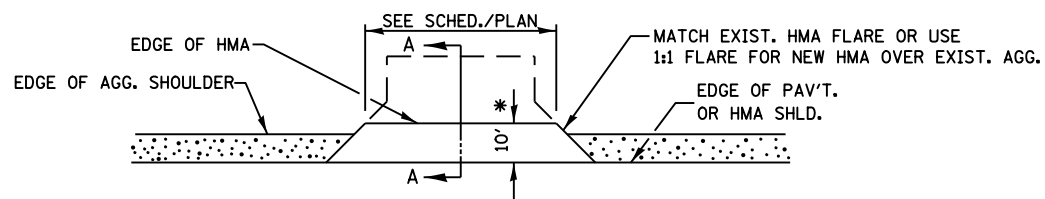
SECTION B-B



DETAIL A



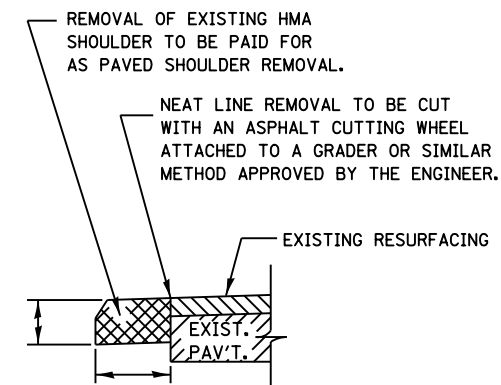
PLAN AT SIDE ROADS



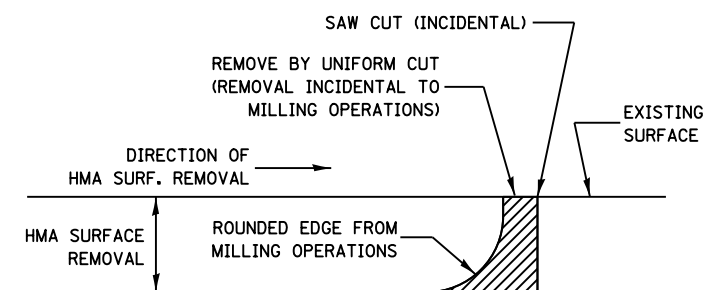
PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

* PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

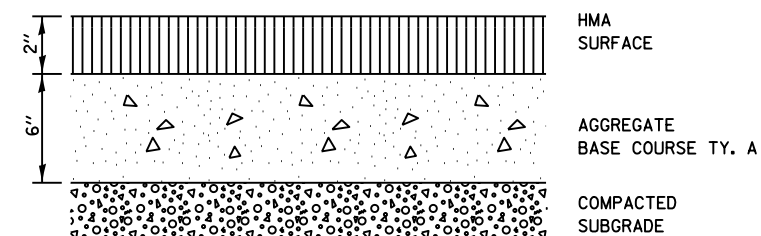


REMOVAL OF EXISTING HMA SHOULDER



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

HMA DETAIL AT BUTT JOINTS



BICYCLE PATH OR SHARED-USE TRAIL CROSS SECTION

FILE NAME = T:\168788 - IL178 Phase 2\Civil\Sheets\0366992-ht-detail.02.dgn

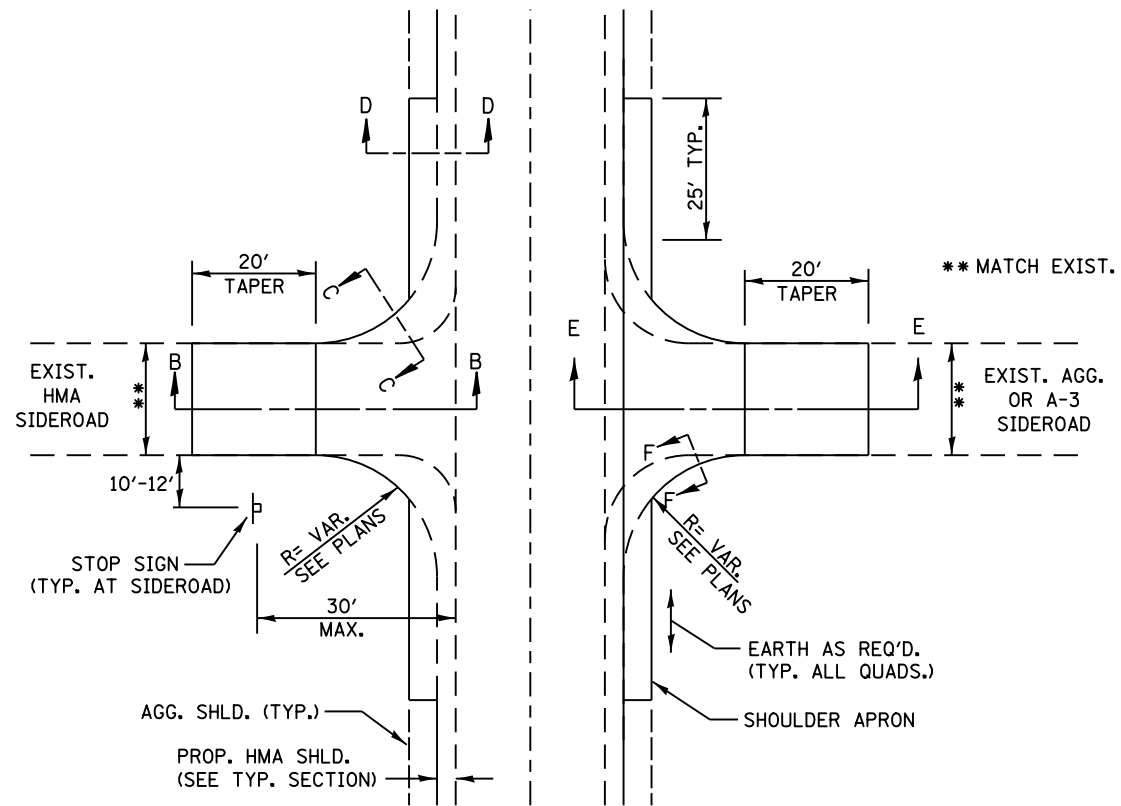
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

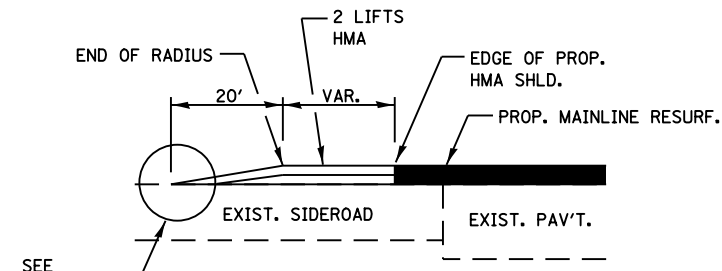
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 2 OF 10 SHEETS		STA.	TO STA.
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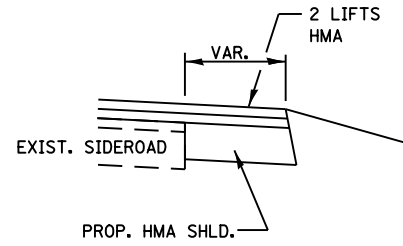
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	213
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



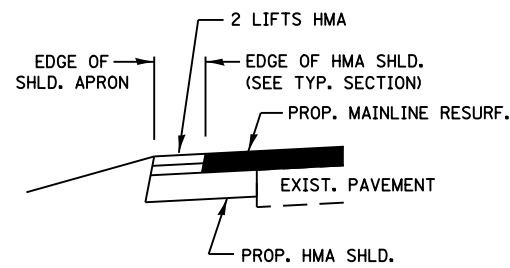
SIDEROAD DETAIL



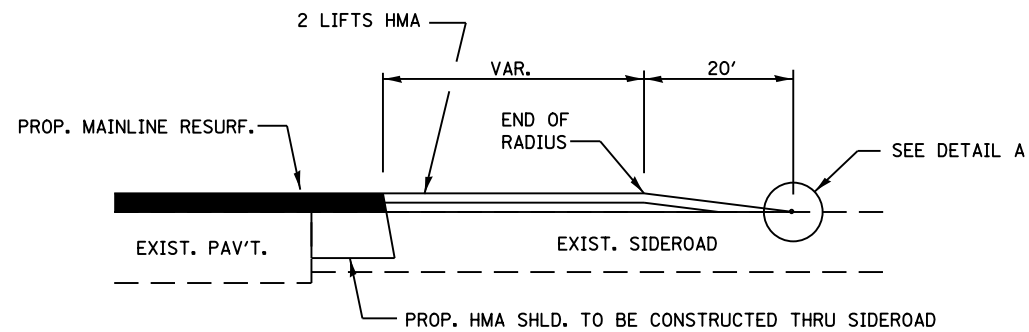
SECTION B-B



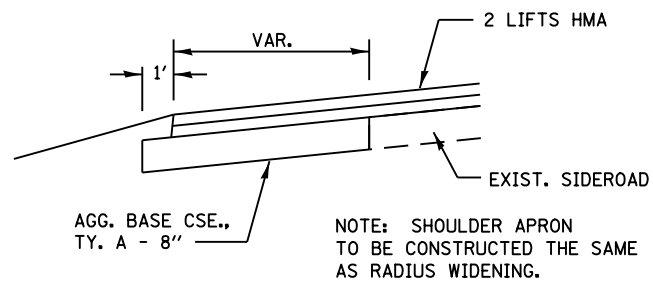
SECTION C-C



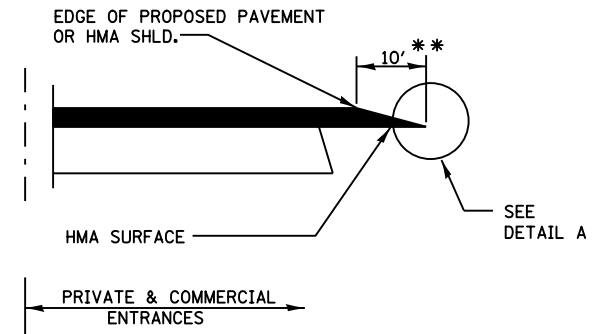
SECTION D-D



SECTION E-E

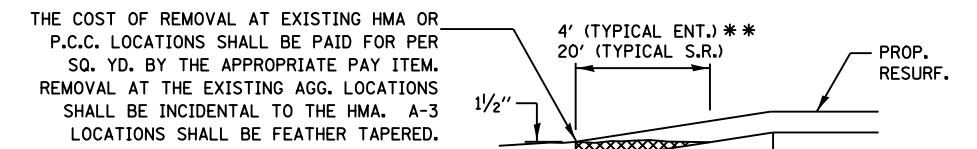


SECTION F-F



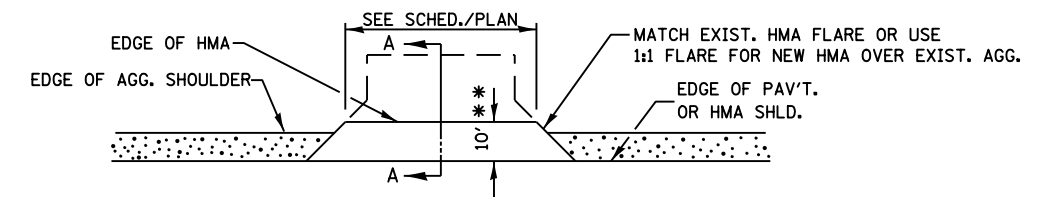
SECTION A-A

DETAILS AT ENTRANCES



DETAIL A

** PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

FILE NAME = T:\68798 - IL178 Phase 2\Civil\Sheets\036692-ht-detail.1.dwg

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Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

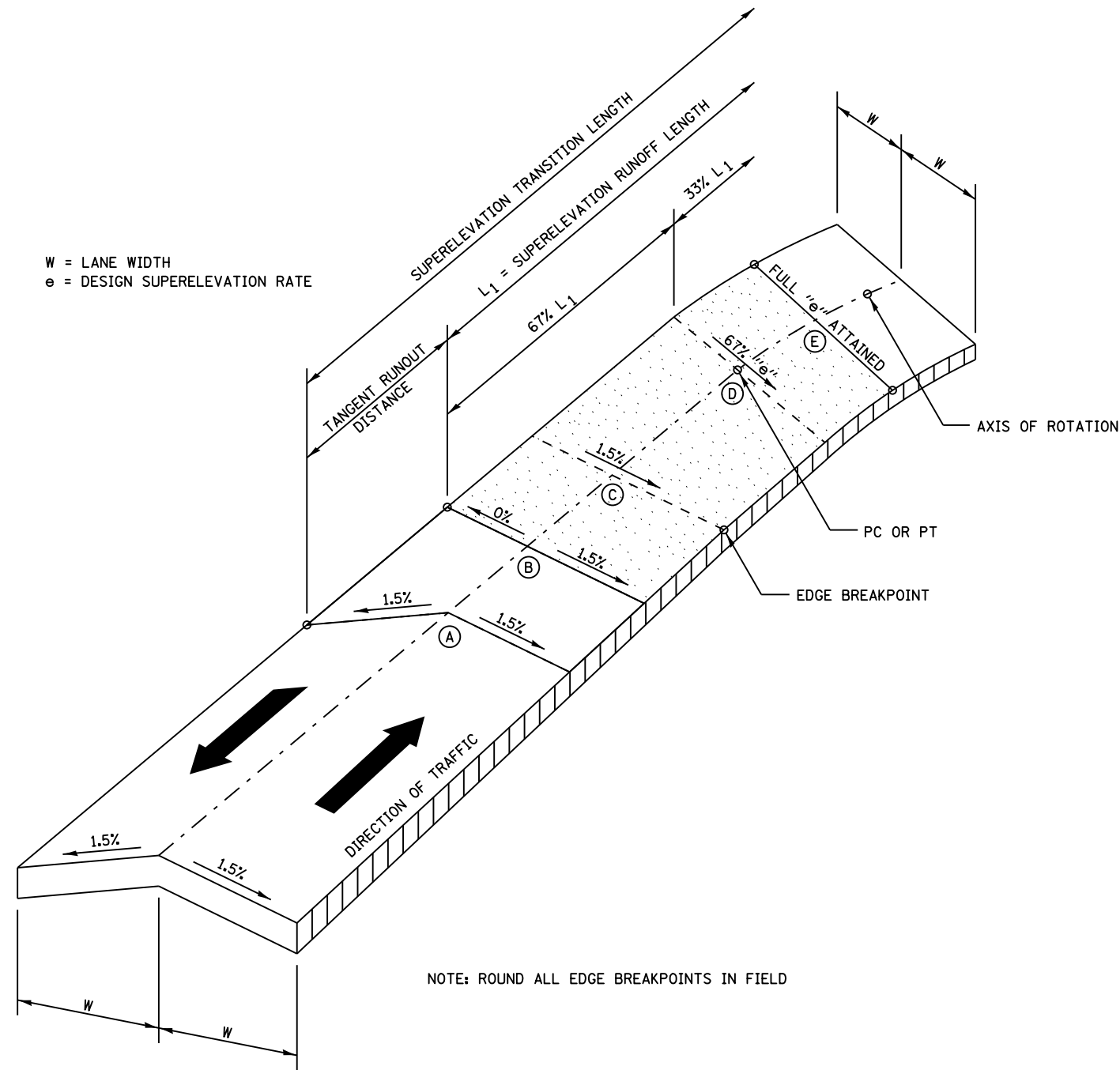
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DRAWN - ACL	REVISED -	
PLOT SCALE = 100.0000' / 1" =	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET NO. 3 OF 10 SHEETS	STA. TO STA.
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F.A.S. RTE. 1279	SECTION (1) BR & I	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 214
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				

W = LANE WIDTH
e = DESIGN SUPERELEVATION RATE

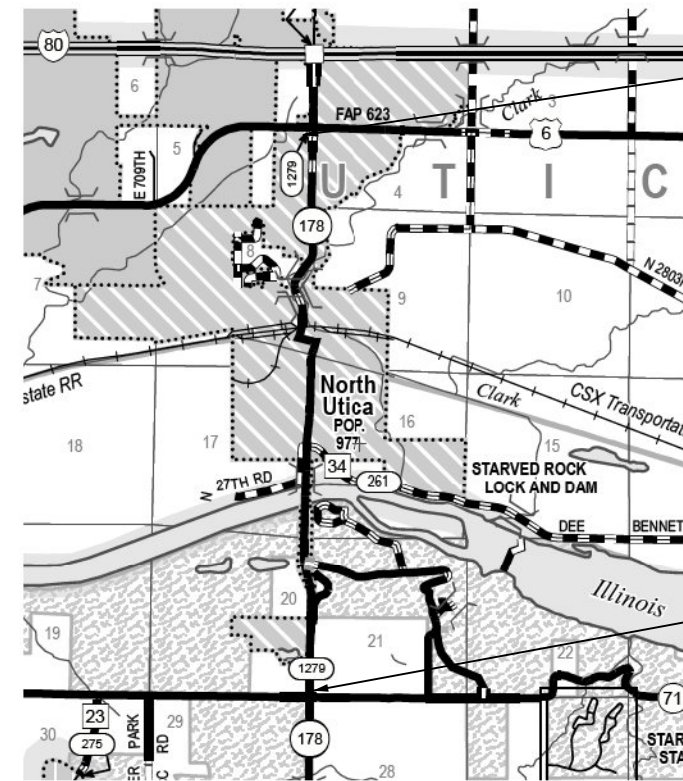
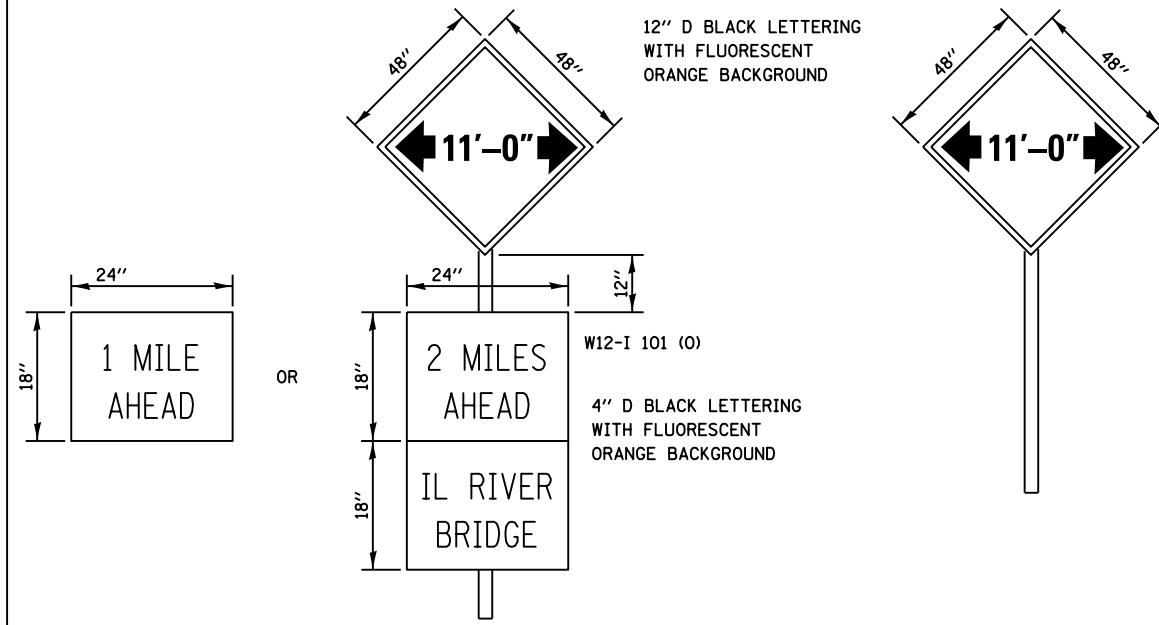


NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

TRANSITION CURVE TABLE

CURVE PI STA.	SUPERELEVATION "e"	W	SUPERELEVATION RUNOFF LENGTH	TANGENT RUNOUT DISTANCE	SUPERELEVATION TRANSITION LENGTH
IL 178 51+54.19	2.25%	12'	101'	51'	152'
27TH 28+65.43	4.00%	16'	87'	33'	120'
27TH 33+52.32	4.60%	12'	84'	27'	111'

SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY



PLACE 11'-0" SIGN WITH 2 MILES AHEAD SIGN ON SOUTHWEST CORNER OF IL-178 & US-6

PLACE 11'-0" SIGN WITH 1 MILE AHEAD SIGN ON NORTHEAST CORNER OF IL-178 & IL-71

TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

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

WIDTH RESTRICTION SIGNING DETAILS

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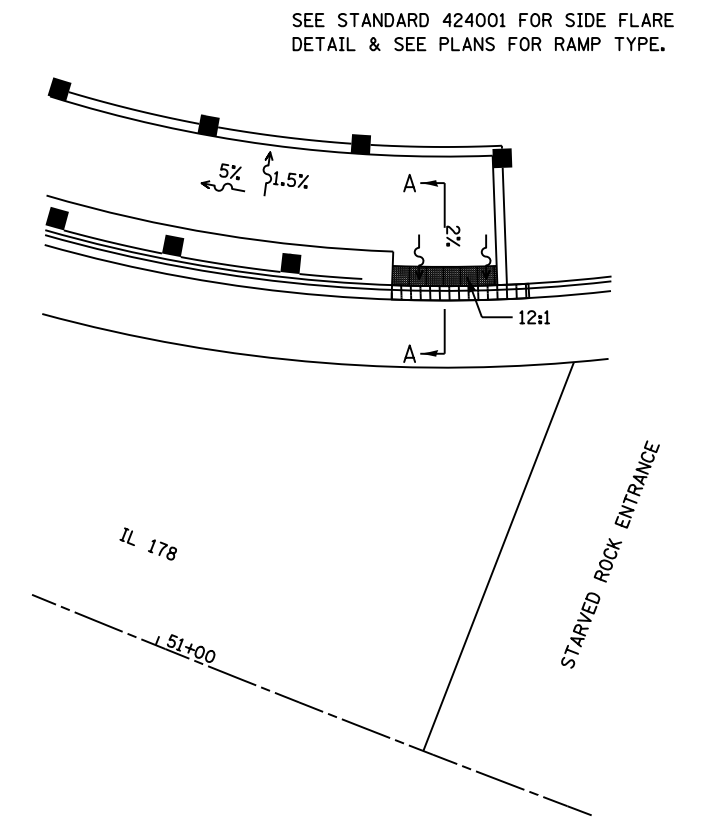
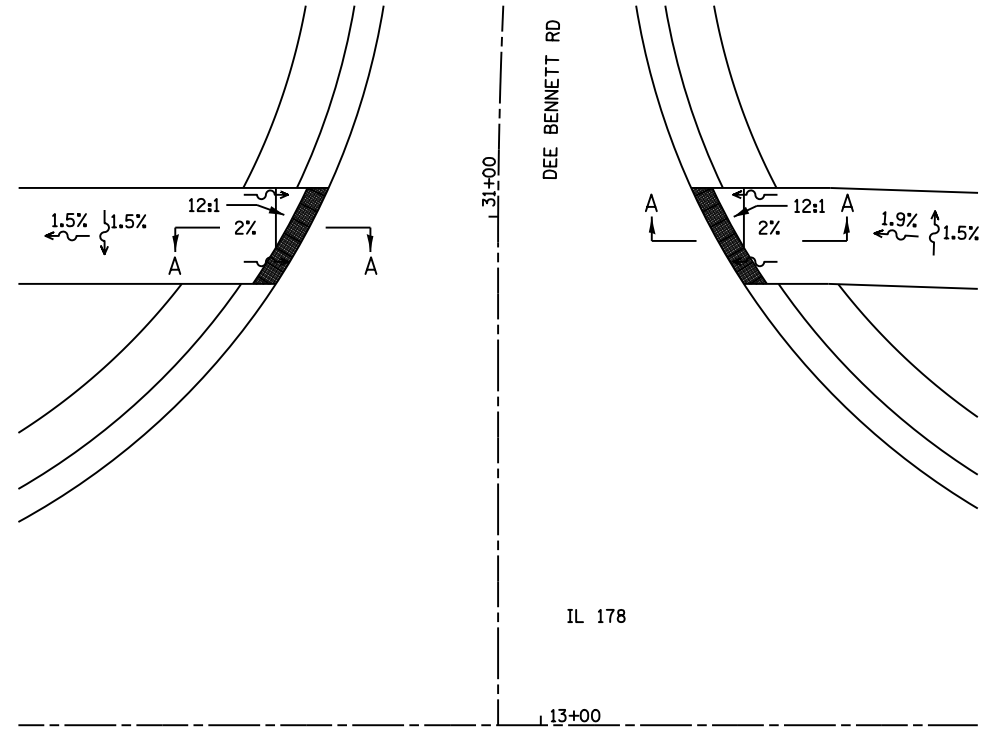
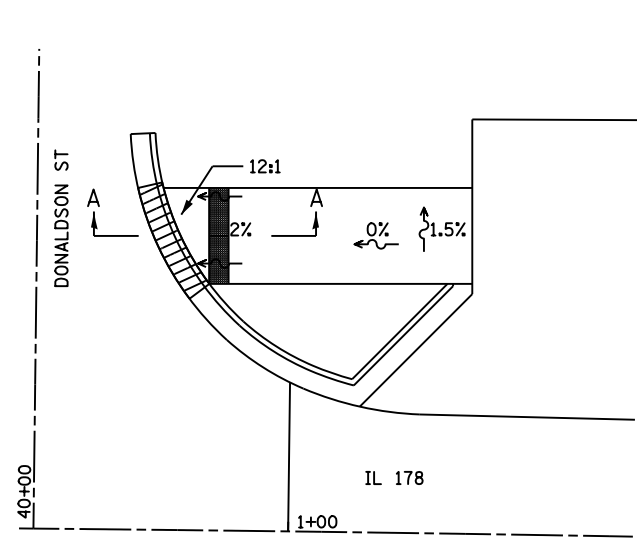
WSP PARSONS BRINCKERHOFF
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Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

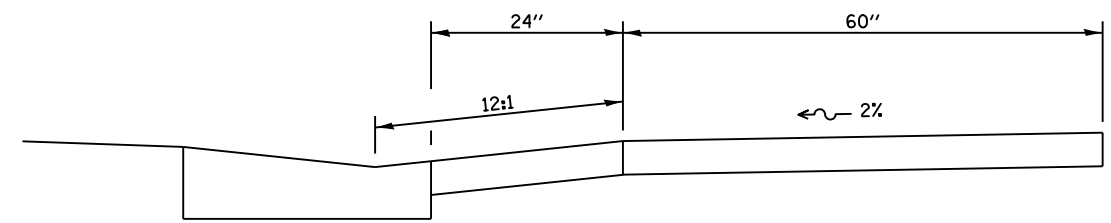
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 4 OF 10 SHEETS		STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	215
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



SEE STANDARD 424001 FOR SIDE FLARE
DETAIL & SEE PLANS FOR RAMP TYPE.



SECTION A-A

ADA SIDEWALK ACCESSIBILITY RAMP DETAIL

NOTES:

- THIS DETAIL TO BE USED IN CONJUNCTION WITH STATE STANDARD 424001.
- THE MAXIMUM ALLOWABLE CROSS SLOPE FOR SIDEWALK IS 2%.
- THE MAXIMUM ALLOWABLE SIDEWALK GRADE IS 8%.
- IF SPACE LIMITATIONS PROHIBIT THE USE OF THE 12:1 SLOPE, THEN SLOPES BETWEEN 10:1 AND 12:1 ARE PERMITTED FOR A MAXIMUM RISE OF 6". SLOPES 8:1 AND 10:1 ARE ALLOWED FOR A MAXIMUM RISE OF 3". SLOPES STEEPER THAN 8:1 ARE NOT PERMITTED.
- THE DEPRESSED CURB IS NOT STANDARD. THE RISE IS 1/2" INSTEAD OF 1 1/2".

FILE NAME = T:\UG8788 - IL178 Phase 2\Civil\Sheets\0366592-ht-detail.05.dgn

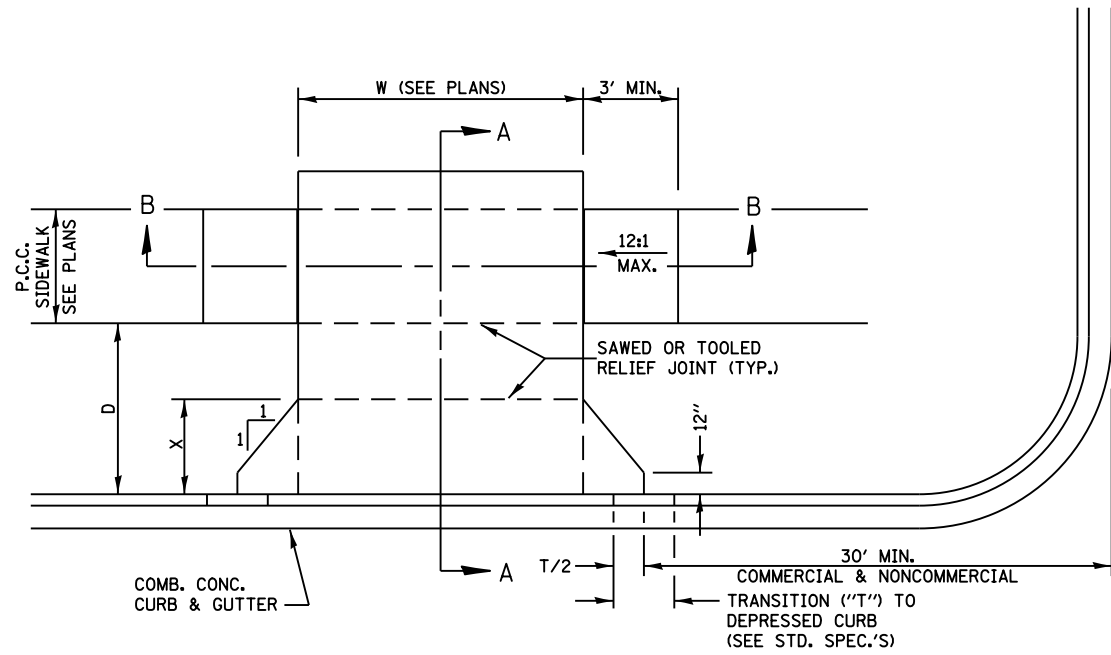
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
	DRAWN - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

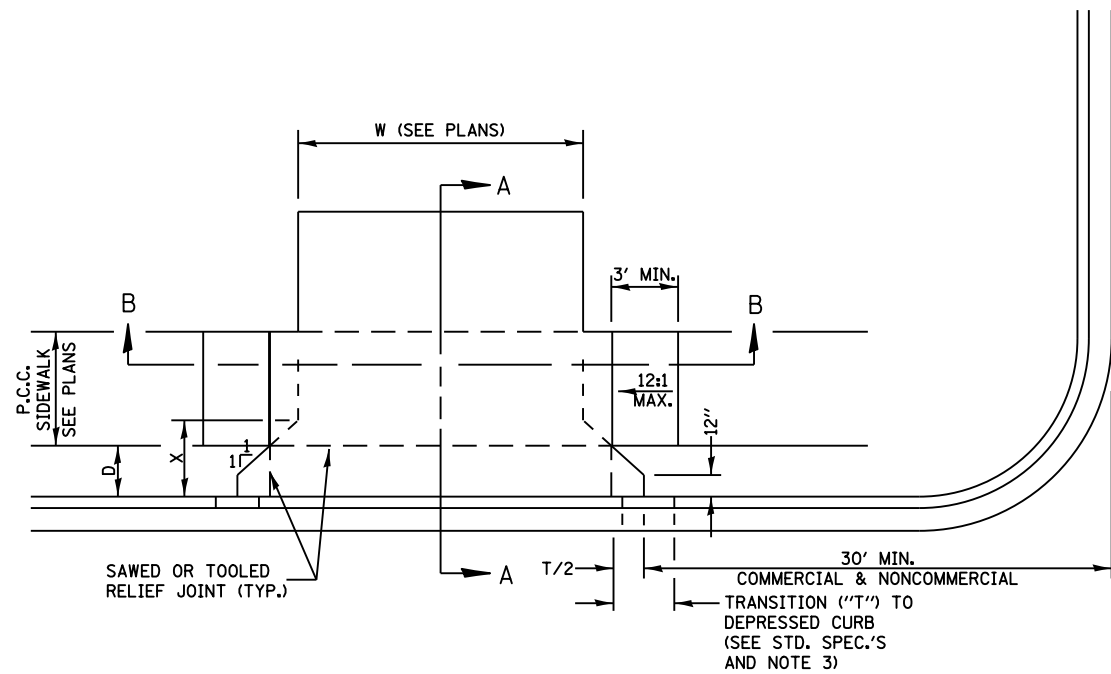
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 5 OF 10 SHEETS		STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	216
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



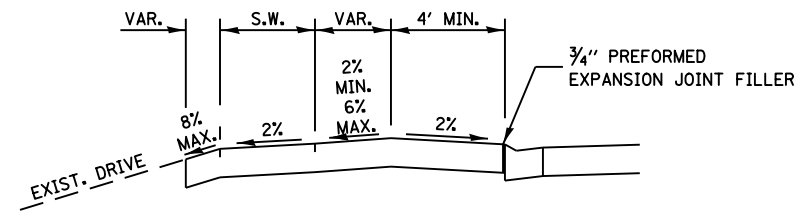
CASE I (D ≥ X)



CASE I (D < X)

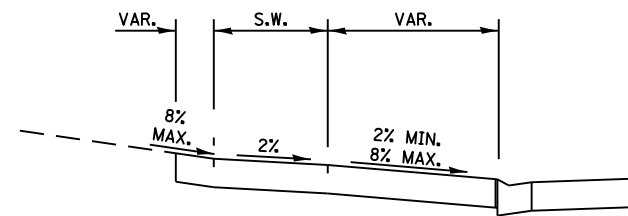
GENERAL NOTES:

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

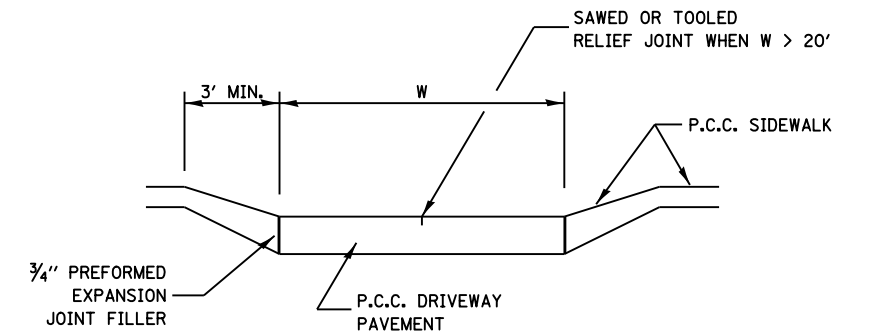


DEPRESSED ENTRANCE *
SECTION A-A

*(SEE X-SECTIONS FOR ENTRANCE PROFILE.)

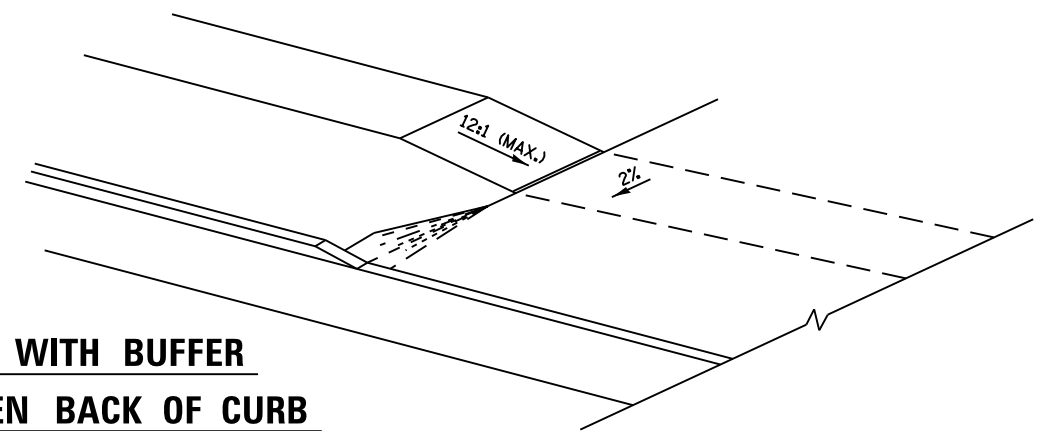


ELEVATED ENTRANCE *
SECTION A-A

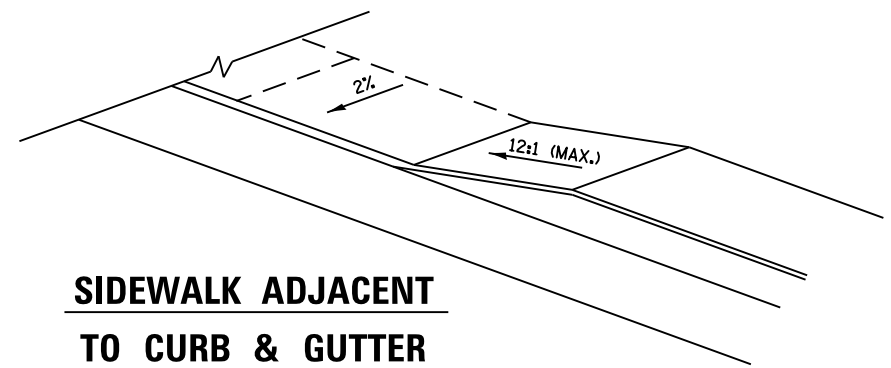


SECTION B-B

SIDEWALK WITH BUFFER
AREA BETWEEN BACK OF CURB



SIDEWALK ADJACENT
TO CURB & GUTTER



FILE NAME = T:\168788 - IL178 Phase 2\Civil\Sheets\0366992-ht-detail.06.dgn

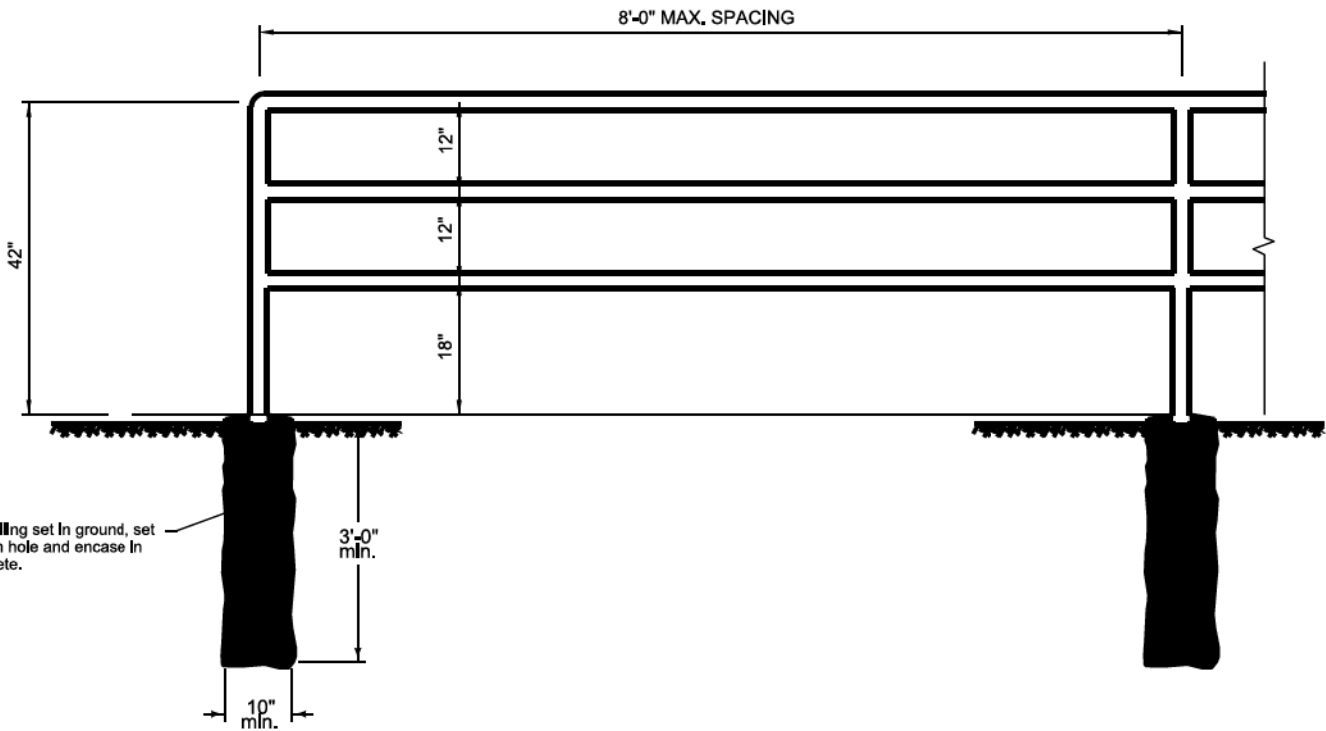
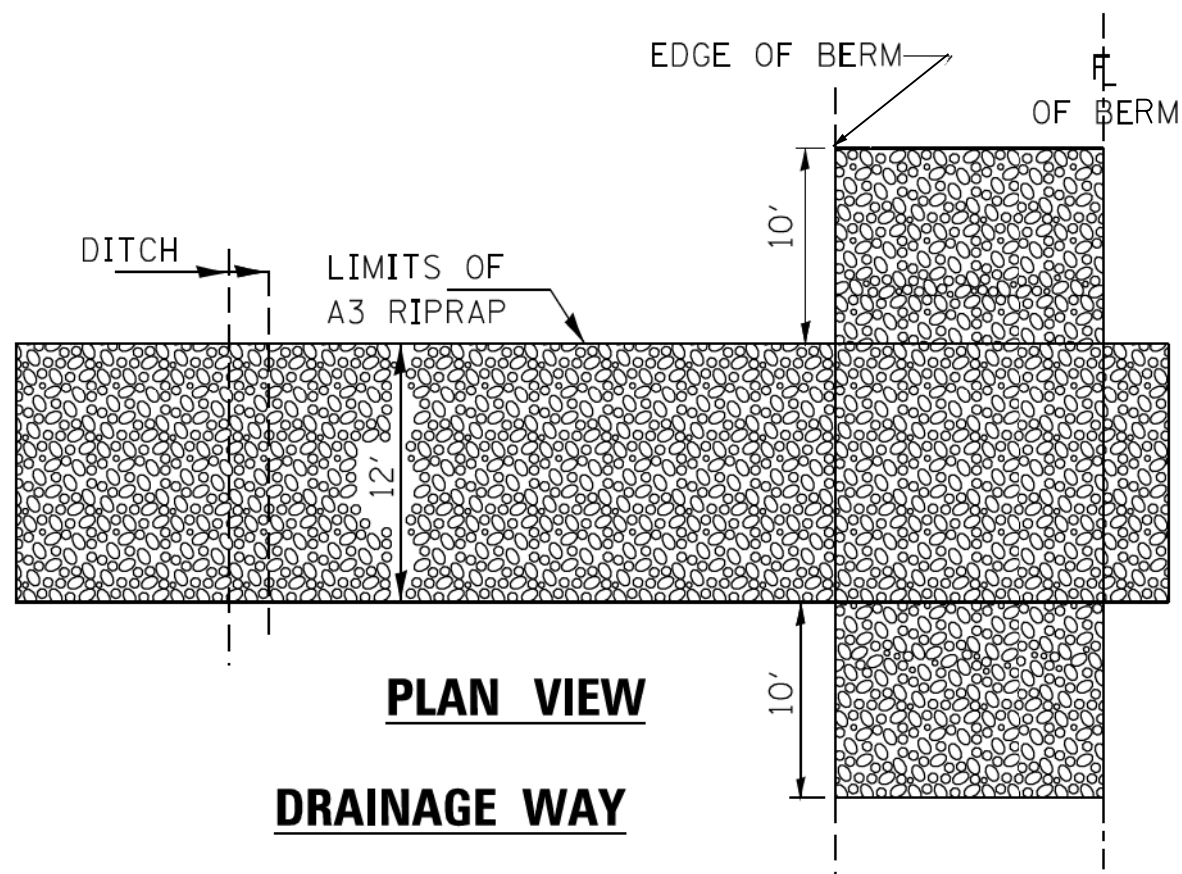
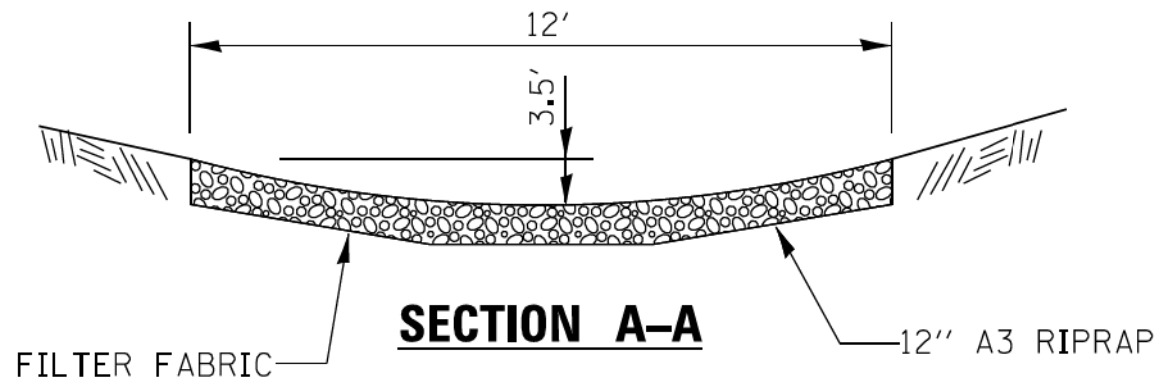
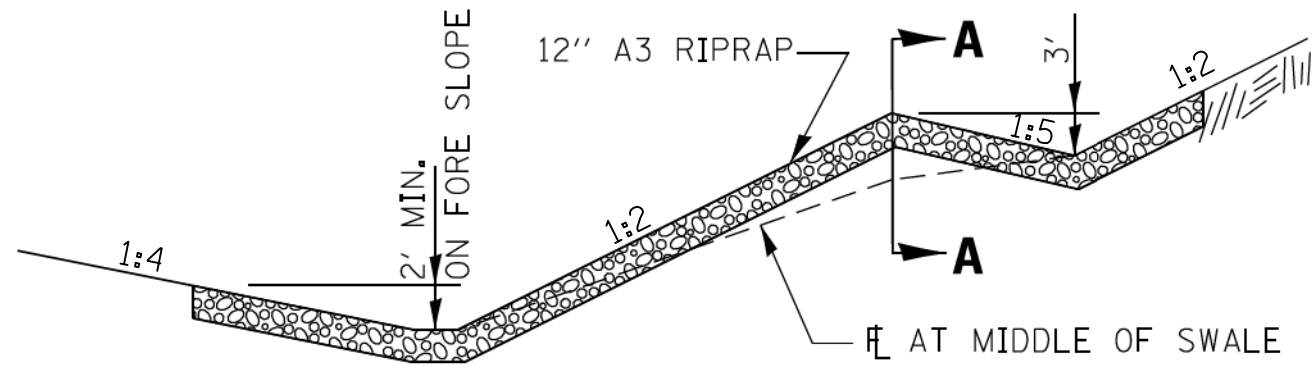
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = lanes	DESIGNED - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN - ACL	REVISED -
PLOT DATE = 10-AUG-2016	CHECKED - WRP	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL DRAWINGS	
SCALE: NONE	SHEET NO. 6 OF 10 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	217
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



For railing set in ground, set post in hole and encase in concrete.

NOTES:

GRIPPING SURFACES SHALL BE UNINTERRUPTED BY NEWEL POSTS, OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.

ENDS OF HANDRAIL SHALL BE EITHER ROUNDED OR RETURNED SMOOTHLY TO POST.

HAND & SAFETY RAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.

HANDRAIL SHALL CONFORM TO SECTION 509 WITH THE EXCEPTION THAT ALL PIPE AND CONNECTIONS SHALL BE WELDED GALVANIZED OR ALUMINUM ACCORDING TO ARTICLE 1006.27, 1006.30, OR 1006.34.

THE DIAMETER OF THE GRIPPING SURFACE OF THE HANDRAIL SHALL BE 1/4" TO 1/2".

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR BICYCLE RAILING.

PROVIDE EXPANSION JOINTS AT 40' MAX SPACING.

BICYCLE RAILING

FILE NAME = T:\1687788 - IL178 Phase 2\Civil\Sheets\0366592-ht-detail.07.dgn

NOTES:
FILTER FABRIC SHALL BE INSTALLED ACCORDING TO SECTION 282 OF THE STANDARD SPECIFICATIONS.

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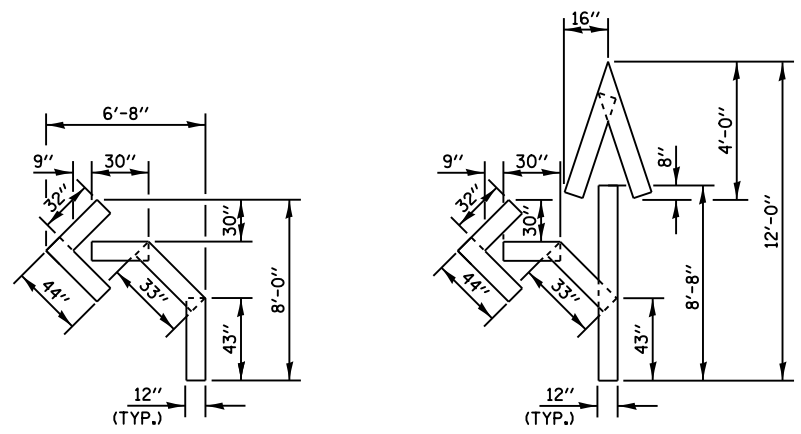
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PLOT SCALE = 100.0000' / 1"	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL DRAWINGS

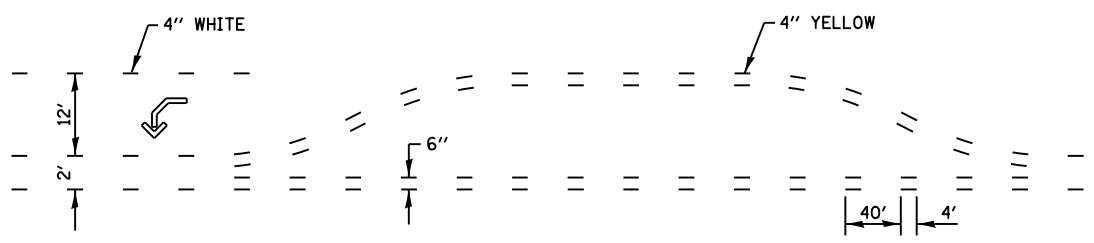
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	218
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	

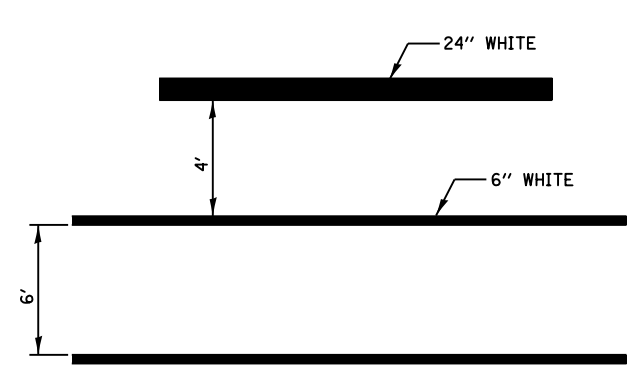


QUANTITY
12" LINE = 16 LIN. FT.
OR 4" LINE = 48 LIN. FT.

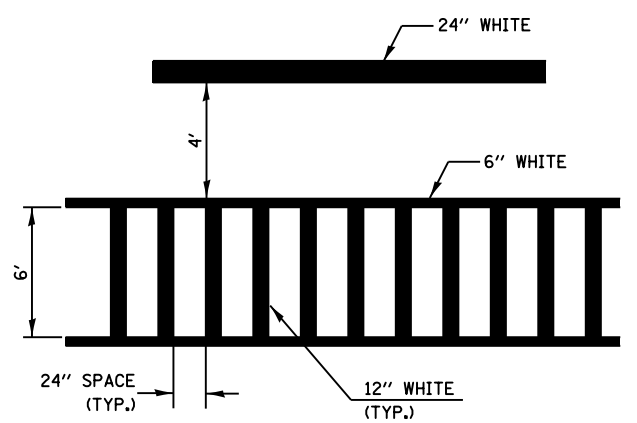
QUANTITY
12" LINE = 29 LIN. FT.
OR 4" LINE = 87 LIN. FT.



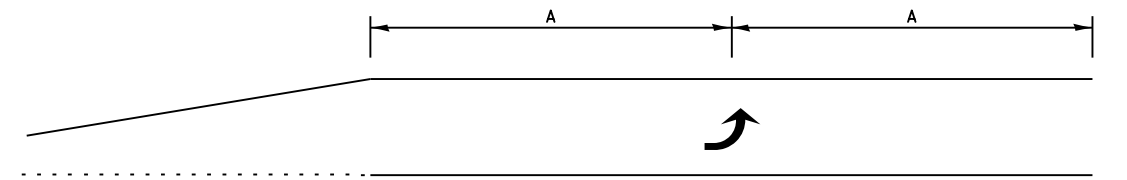
**SHORT-TERM PAVEMENT MARKING
FOR MEDIANS AND ARROWS**



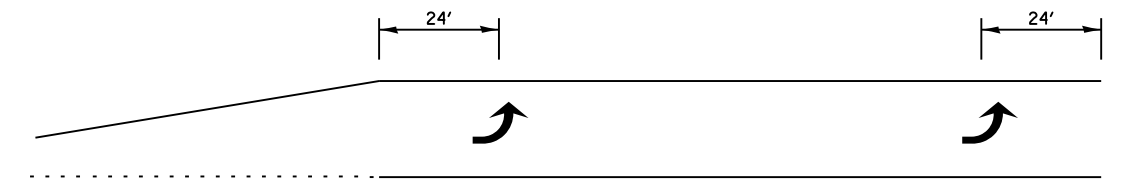
**TYPICAL SPACING DETAIL FOR
CROSSWALKS AND STOP BARS**



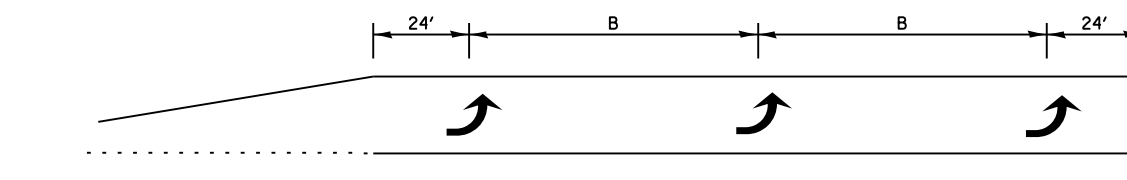
**TYPICAL SPACING DETAIL FOR
CROSSWALKS AND STOP BARS**



99' AND UNDER

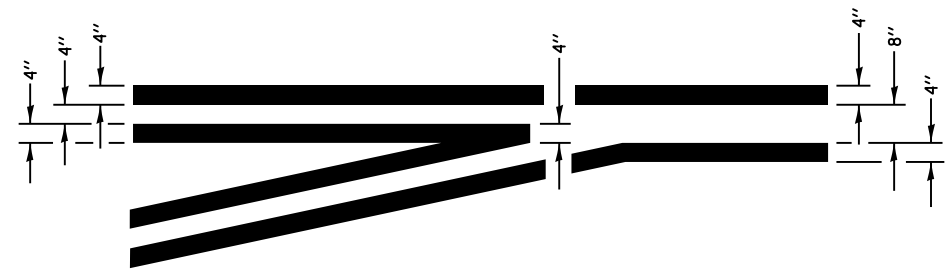


100' TO 149'

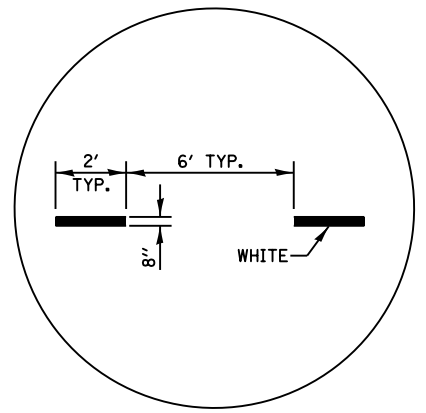


150' AND LONGER

**TYPICAL PLACEMENT OF ARROWS
IN TURN LANES**



**LEFT TURN LANE
TYPICAL APPLICATION**



**ADVANCE AND INTERSECTION LANE
DIVIDER LINES**

FILE NAME = T:\UG8788 - IL178 Phase 2\Civil\Sheets\0366992-ht-detail.88.dgn

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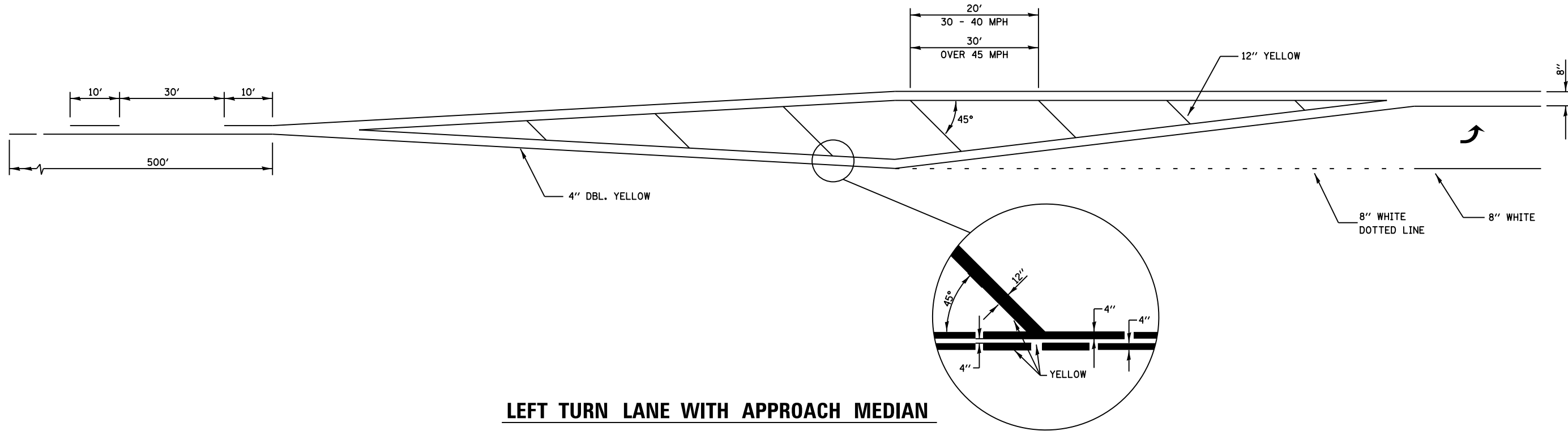
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	DRAWN - ACL	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - WRP	REVISED -
PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

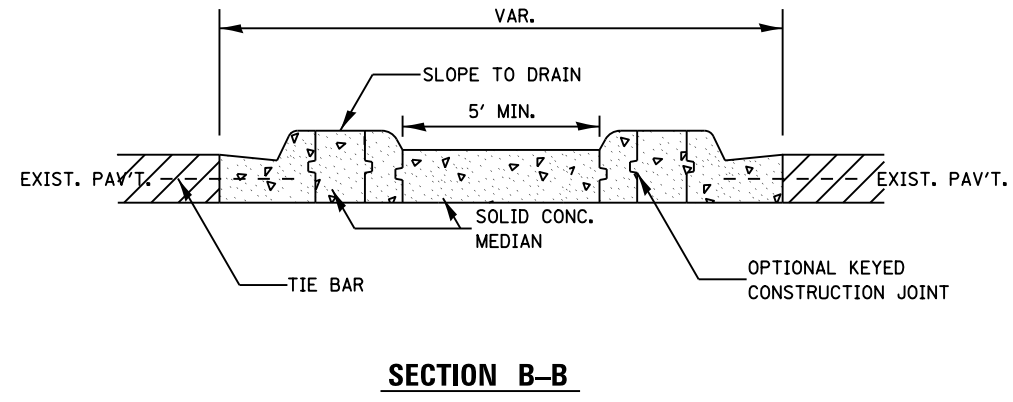
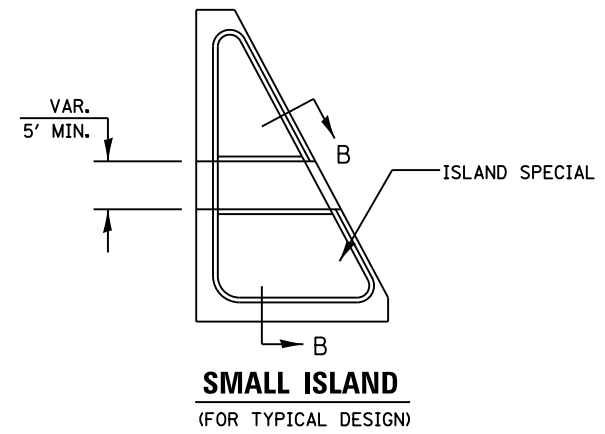
DETAIL DRAWINGS

SCALE: NONE SHEET NO. 8 OF 10 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	219
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



LEFT TURN LANE WITH APPROACH MEDIAN



SECTION B-B

CONCRETE ISLAND

GENERAL NOTES

SEE STANDARDS 606001, 606301, 424031, AND PLAN SHEETS FOR STATION, OFFSETS, RADII, DIMENSIONS, AND DETAILS NOT SHOWN.

THE SIDEWALK SHOULD DRAIN TO THE LOW SIDE OF THE ISLAND. IF NECESSARY THE SIDEWALK SHALL BE SLOPED TO DRAIN AT A MAXIMUM 2% GRADE.

SEE THE PLAN SHEETS FOR THE TYPE OF CURB & GUTTER TO BE USED ON ISLANDS.

THE SIDEWALK SHOULD NOT BE CLOSER THAN 3' FROM THE CORNER OF THE ISLAND.

KEYED LONGITUDINAL CONSTRUCTION JOINTS SHALL BE CONSTRUCTED WITHOUT TIE BARS.

MEDIANS AND LARGE ISLANDS SHALL CONSIST OF PCC SIDEWALK 5", CONCRETE MEDIANS SURFACE 4", CONCRETE CURB, AND COMBINATION CONCRETE CURB & GUTTER, TYPE M OR B OR THE SIZE SPECIFIED. MEDIAN ISLAND CAN ALSO BE SOLID CONCRETE MEDIANS.

LOCATIONS, LAYOUTS, AND WIDTHS OF THE FLUSH SIDEWALK AREA, SHALL BE DETERMINED BY THE DESIGNER AND SHOWN ON THE PLANS.

THE SMALL ISLANDS WILL BE MEASURED FOR PAYMENT FROM E.O.P. TO E.O.P. AS DIRECTED BY THE ENGINEER, AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. FOR CONCRETE MEDIAN (SPECIAL), WHICH SHALL INCLUDE THE CURB, COMBINATION CURB & GUTTER, SIDEWALK, AGGREGATE FILL, CONCRETE MEDIAN SURFACE, AND SOLID CONCRETE MEDIAN.

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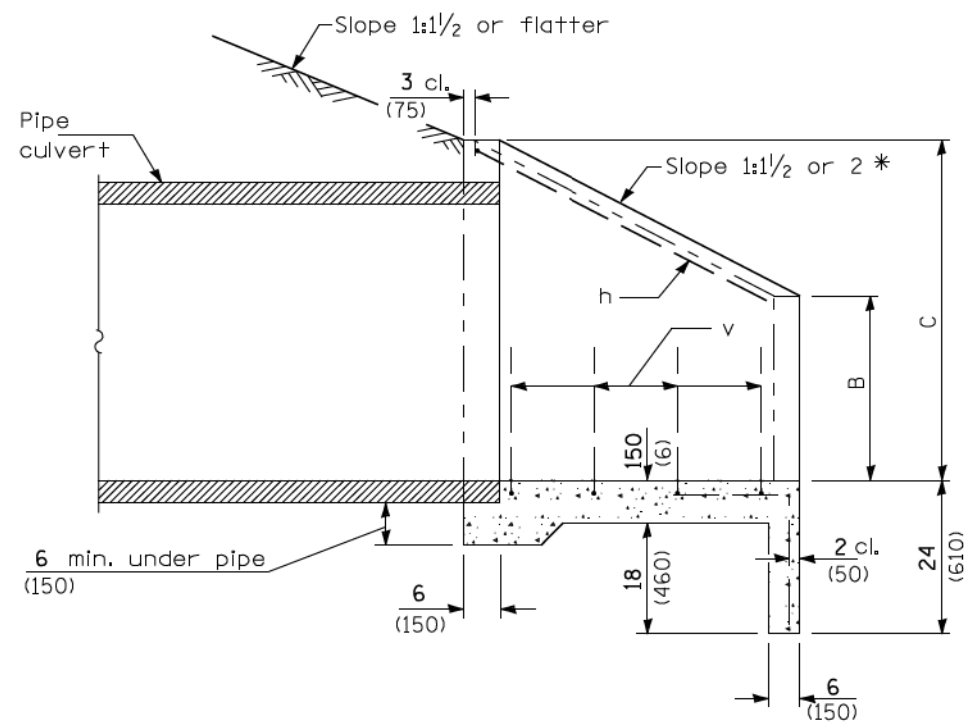
WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

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	DRAWN - ACL	REVISED -
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PLOT DATE = 10-AUG-2016	DATE - 8/5/2016	REVISED -

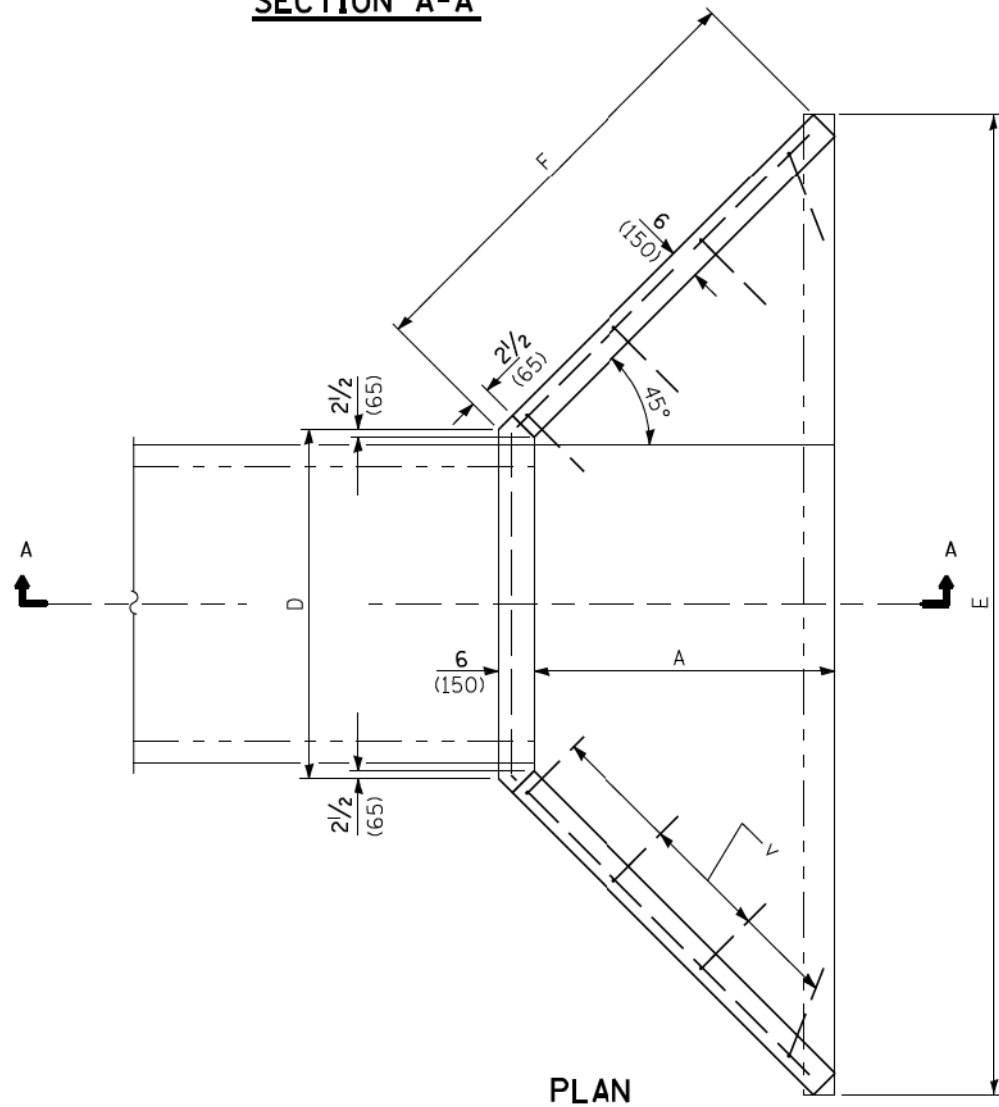
STATE OF ILLINOIS
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SCALE: NONE		SHEET NO. 9 OF 10 SHEETS		STA.	TO STA.
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F.A.S. RTE. 1279	SECTION (1) BR & I	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 220
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				

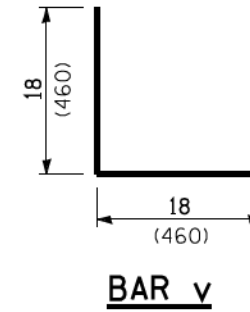


SECTION A-A

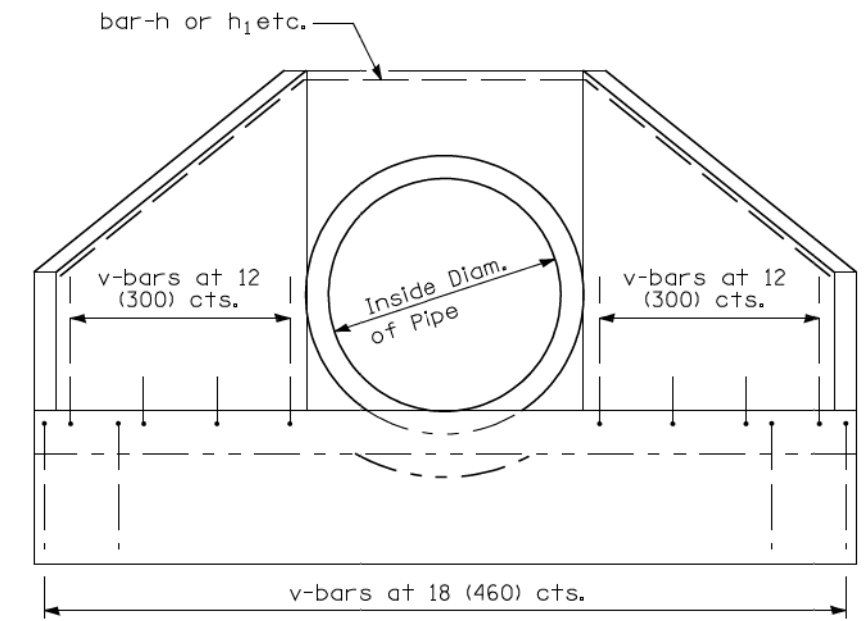


DIMENSIONS OF BARS-h to h₉

Bar	a	b
h	22 (560)	29 1/2 (750)
h ₁	22 (560)	38 1/2 (980)
h ₂	25 (640)	29 1/2 (750)
h ₃	25 (640)	38 1/2 (980)
h ₄	33 (840)	39 (990)
h ₅	33 (840)	4'-1 1/2" (1.26 m)
h ₆	39 (990)	3'-10 1/2" (1.18 m)
h ₇	39 (990)	4'-10 1/2" (1.50 m)
h ₈	3'-11" (1.19 m)	4'-8" (1.42 m)
h ₉	3'-11" (1.19 MO)	5'-9 1/2" (1.77 m)



BAR v



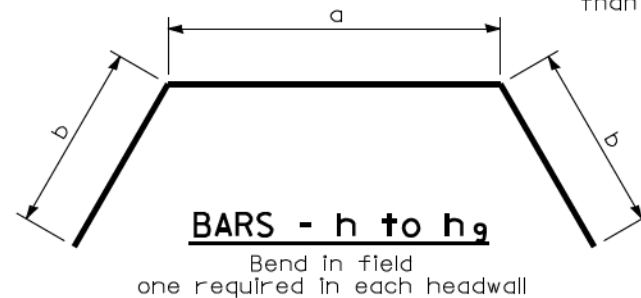
END VIEW

DIMENSIONS AND QUANTITIES

Design No.	Nominal Inside Dia. of Pipe	Slope of Wing Walls	Dimensions						Concrete End Secs. cu. yds. (m ³)	Reinforcement Bars - No. 4 (No. 13)			
			A	B	C	D	E	F		h-Bars		Total Wt. End Secs. lbs. (kg)	
										Bar	Length		
D15-1/2 (D375-1/2)	15 (375)	1:1/2	19 (485)	10 (260)	23 (590)	24 (610)	5'-5 1/2" (1.67 m)	29 1/2 (750)	0.5 (0.3)	h	6'-9" (2.06 m)	16	20 (15.3)
D15-2 (D375-2)	15 (375)	1:2	26 (660)	10 (260)	23 (590)	24 (610)	6'-7 1/2" (2.02 m)	3'-3/4" (1 m)	0.6 (0.5)	h ₁	8'-3" (2.52 m)	22	30 (22.9)
D18-1/2 (D450-1/2)	18 (450)	1:1/2	19 (485)	13 (330)	26 (660)	27 (690)	5'-8 1/2" (1.75 m)	29 1/2 (750)	0.7 (0.5)	h ₂	7'-0" (2.14 m)	16	20 (15.3)
D18-2 (D450-2)	18 (450)	1:2	26 (660)	13 (330)	26 (660)	27 (690)	6'-10 1/2" (2.11 m)	3'-3/4" (1 m)	0.7 (0.5)	h ₃	8'-6" (2.6 m)	22	30 (22.9)
D24-1/2 (D600-1/2)	24 (600)	1:1/2	25 (640)	16 (410)	33 (840)	35 (890)	7'-4 1/2" (2.26 m)	38 (970)	0.8 (0.6)	h ₄	9'-3" (2.82 m)	22	30 (22.9)
D24-2 (D600-2)	24 (600)	1:2	34 (865)	16 (410)	33 (840)	35 (890)	8'-10 1/2" (2.72 m)	4'-2 1/2" (1.29 m)	1.0 (0.8)	h ₅	11'-0" (3.24 m)	28	35 (26.8)
D30-1/2 (D750-1/2)	30 (750)	1:1/2	30 (770)	19 (480)	39 (990)	3'-5" (1.05 m)	8'-8 1/2" (2.68 m)	3'-9" (1.15 m)	1.0 (0.8)	h ₆	11'-0" (3.39 m)	28	35 (26.8)
D30-2 (D750-2)	30 (750)	1:2	3'-4" (1.01 m)	19 (480)	39 (990)	3'-5" (1.05 m)	10'-4 1/2" (3.17 m)	4'-11" (1.5 m)	1.3 (1.0)	h ₇	13'-0" (3.99 m)	34	40 (30.6)
D36-1/2 (D900-1/2)	36 (900)	1:1/2	36 (915)	22 (560)	3'-10" (1.17 m)	4'-1" (1.25 m)	10'-4 1/2" (3.17 m)	4'-5 1/2" (1.36 m)	1.3 (1.0)	h ₈	13'-3" (4.03 m)	30	40 (30.6)
D36-2 (D900-2)	36 (900)	1:2	4'-0" (1.22 m)	22 (560)	3'-10" (1.17 m)	4'-1" (1.25 m)	12'-4 1/2" (3.78 m)	5'-10 1/2" (1.79 m)	1.8 (1.3)	h ₉	15'-6" (4.73 m)	40	50 (38.2)

* If embankment slope above headwall is flatter than 1:2, provide wings for 1:2 slope.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in inches (millimeters) unless otherwise shown.



REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375mm) THRU 36" (900 mm) DIA. AT RIGHT ANGLES WITH ROADWAY

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DATE - 8/5/2016
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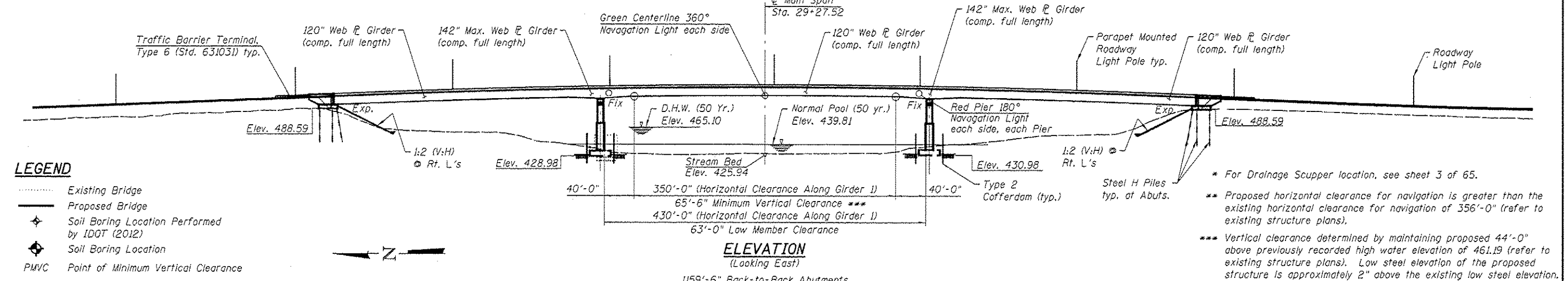
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL DRAWINGS
SCALE: NONE SHEET NO. 10 OF 10 SHEETS STA. TO STA.

F.A.S. RTE. 1279 SECTION (1) BR & I COUNTY LASALLE TOTAL SHEETS 430 SHEET NO. 221 CONTRACT NO. 66992 ILLINOIS FED. AID PROJECT P-93-035-01

Bench Mark: U.S. Army Corps of Engineers brass disc at top of existing bridge curb of Illinois River Bridge; N.E. quadrant, Sta. 23+55.23 (existing @), Offset 15.55' (Lt.), Elev. 501.027.
 Existing Structure: Structure No. 050-0088 was constructed in 1962 as F.A.S. Route 256, Section 1-D-E-F-P. This structure consists of 3 steel truss spans and 4 steel beam approach spans. The piers are supported on spread footings and the abutments are supported on concrete encased piles. The overall length is 1158'-0", back-to-back abutments. Structure provides 30'-0" roadway width face-to-face of curbs.
 Traffic control: None, traffic shall be maintained on this structure while the new structure is under construction.
 No salvage, existing structure to be removed after completing new structure construction.

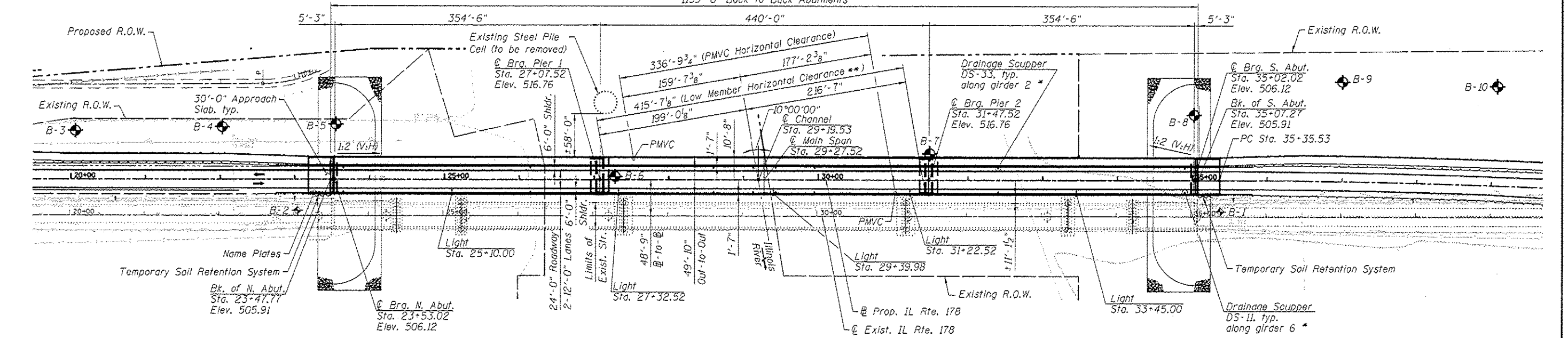


LEGEND

- Existing Bridge
- Proposed Bridge
- Soil Boring Location Performed by IDOT (2012)
- Soil Boring Location
- PMVC Point of Minimum Vertical Clearance

* For Drainage Scupper location, see sheet 3 of 65.
 ** Proposed horizontal clearance for navigation is greater than the existing horizontal clearance for navigation of 356'-0" (refer to existing structure plans).
 *** Vertical clearance determined by maintaining proposed 44'-0" above previously recorded high water elevation of 461.19 (refer to existing structure plans). Low steel elevation of the proposed structure is approximately 2" above the existing low steel elevation.

ELEVATION
(Looking East)



LOADING HL-93

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

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition
 (AASHTO LRFD - Pedestrian Live Load Deflection Criteria L/1000)

DESIGN STRESSES

FIELD UNITS

- f'c = 3,500 psi
- f'c = 4,000 psi (superstructure concrete)
- fy = 60,000 psi (reinforcement)
- fy = 50,000 psi (M270 Grade 50W)
- fy = 70,000 psi (M270 Grade 70W), for flanges over piers only

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.07
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.12
 Soil Site Class = C
 Operational Category = Essential

Note: For Proposed Profile Grade sketch, see sheet 3 of 65.

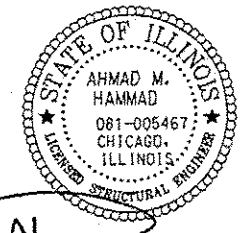
DESIGN SCOUR (Q₁₀₀ & Q₅₀₀) ELEVATION TABLE

Design Scour	N. Abut.	Pier 1	Pier 2	S. Abut.
Elevation (ft.)	490.44	430.90	432.90	490.44

WATERWAY INFORMATION

Drainage Area = 11,060 sq. mi. Low Grade Elev. 505.45 Ft. @ Sta. 23+50.52 Max. Recorded HWE = 467.00 Ft. (@ @ Rdwy.)									
Flood Yr.	Freq.	Q (cfs)	Opening (sq. ft.)		Head - Ft.		Headwater E.L.		
			Exist.	Prop.	N.W.E.	Exist.	Prop.	Exist.	Prop.
Design	50	124,000	23249	23957	465.1	0.1	0.1	465.2	465.2
Base	100	137,000	24359	25146	466.3	0.1	0.1	466.4	466.4
Max. Calc.	500	163,000	26323	27240	468.4	0.2	0.1	468.6	468.5

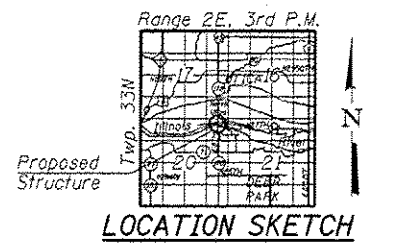
PLAN



Signed Ahmad M. Hammad
 AHMAD M. HAMMAD, S.E., Il. Lic. No. 081-005467
 Expires 11-30-2016.
 Date 9-7-16

APPROVED
For Structural Adequacy Only

Ahmad M. Hammad
 Engineer of Bridges & Structures



GENERAL PLAN & ELEVATION
IL 178 OVER
ILLINOIS RIVER (PUBLIC WATER)
F.A.S. ROUTE 1279 - SEC. (D)BR & I
LASALLE COUNTY
STATION 29+27.52
STRUCTURE NO. 050-0256

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(D)BR & I	LASALLE	430	222

CONTRACT NO. 66992
 ILLINOIS FED. AID PROJECT

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GENERAL NOTES:

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
 - Calculated weight of Structural Steel
AASHTO M270 Grade 50W = 5,305,870 lbs.
AASHTO M270 Grade HPS 70W = 785,300 lbs.
 - All structural steel shall be AASHTO M 270 Grade 50W except all flanges over piers which shall be AASHTO M 270, Grade HPS70W, as shown in the plans.
 - No field welding is permitted except as specified in the contract documents.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
 - Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 - Concrete Sealer shall be applied to the designated areas of the abutments.
 - The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 - All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
 - Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 - The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 - The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
 - Construction and demolition activities shall be coordinated and approved by the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG and USACE restrictions.
 - The Contractor is alerted that camber, dead load deflection values and theoretical grade elevations adjusted for dead load deflection shown on the girder detail drawings were developed based on deck pouring sequence shown on the contract drawings. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the pouring sequence shown on the contract drawings, an evaluation of the structure shall be performed by an Illinois Licensed Structural Engineer retained by the Contractor. Calculations and any revised details shall be submitted to the Engineer for review and approval.
 - The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ASCE) by AISC. See Special Provisions for "Erection of Complex Steel Structures".
 - Slipforming of the parapet is not allowed.
 - The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Major Bridges, for preparation of Structural Assessment Report (s). Contractor's pre-approval shall not be applicable for this project. See Special Provisions.
 - The footing excavations shall be undercut by 6-in. and immediately filled with a mud slab consisting of seal coat concrete to prevent degradation of the exposed foundation material surface. If the Contractor cannot maintain a dry working condition due to water infiltration at the base of the excavation, a concrete seal coat with an estimated thickness of 6'-4" shall be required below the bottom of footing.
- The estimated seal coat thickness of 6'-4" is based on the Estimated Water Surface Elevation (EWSE) using procedures as identified in the Bridge Manual. It is noted these procedures may not be applicable due to the bottom of footing being within bedrock. The Contractor shall submit to the Engineer for approval the final seal coat design based on his means and methods for dewatering of the cofferdam.

- It should be noted that the installation of sheet piling for the cofferdam may encounter hard driving. The Contractor should be aware of the boring logs and subsurface conditions when determining means and methods for the cofferdam type. The Contractor shall submit a cofferdam design including plans and computations prepared by an Illinois Licensed Structural Engineer for review and approval before any work on the cofferdams commences.
- In addition to the cofferdam requirements in section 502 of the Standard Specifications, the Contractor shall furnish, install, provide temporary power, and subsequently remove one 180 degree red navigation light on the upstream and downstream sides of each cofferdam adjacent to the navigation channels. The cost is included in Cofferdam (Type 2) (Location 1) and Cofferdam (Type 2) (Location 2)
- Maintain existing navigation lights on the existing structures until the existing structures are removed. Proposed navigation light shall be operational before the existing navigational lights are removed.
- Due to large volumes of concrete placed in the substructure units of this contract, excessive heat of hydration may be present. The Contractor is alerted that the provisions of Article 1020.14 (b) of the Standard Specifications may apply in these cases.
- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.

Current Ratings on File for Existing Structure

Inventory: HS 20.0
Operating: HS 31.0
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restriction are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

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* See Note 19

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Stone Riprap, Class A4	Sq. Yd.		3,770	3,770
Filter Fabric	Sq. Yd.		3,770	3,770
Removal of Existing Structures	Each	0.5	0.5	1
Structure Excavation	Cu. Yd.		290	290
Cofferdam Excavation	Cu. Yd.		273	273
* Rock Excavation for Structures	Cu. Yd.		676	676
Cofferdam (Type 2) (Location 1)	Each		1	1
Cofferdam (Type 2) (Location 2)	Each		1	1
Concrete Structures	Cu. Yd.		2,425	2,425
Concrete Superstructure	Cu. Yd.	1,828		1,828
Bridge Deck Grooving	Sq. Yd.	4,579		4,579
Concrete Encasement	Cu. Yd.		15.4	15.4
* Seal Coat Concrete	Cu. Yd.		704	704
Protective Coat	Sq. Yd.	7,711		7,711
Concrete Superstructure (Approach Slab)	Cu. Yd.	140.2		140.2
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	10,512		10,512
Reinforcement Bars, Epoxy Coated	Pound	522,910	387,120	910,030
Bar Splicers	Each		96	96
Mechanical Splicers	Each		384	384
Bicycle Railing	Foot	1,217		1,217
Parapet Railing	Foot	1,213		1,213
Furnishing Steel Piles HP 14x73	Foot		1,847	1,847
Driving Piles	Foot		1,847	1,847
Test Pile Steel HP 14x73	Each		2	2
Pile Shoes	Each		44	44
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		48	48
Anchor Bolts, 1 1/2"	Each		72	72
Temporary Soil Retention System	Sq. Ft.		740	740
Concrete Sealer	Sq. Ft.		2,334	2,334
Geocomposite Wall Drain	Sq. Yd.		174	174
High Load Multi-Rotational Bearings, Guided Expansion, 450k	Each		12	12
High Load Multi-Rotational Bearings, Fixed - 1400k	Each		12	12
Granular Backfill for Structures	Cu. Yd.		602	602
Removal of Pier Protection Cell	L. Sum		1	1
Drainage Scuppers, DS-11	Each	8		8
Drainage Scuppers, DS-33	Each	8		8
Modular Expansion Joint 12"	Foot	100		100
Pipe Underdrains For Structures 4"	Foot		108	108

STATION 29+27.52
SECTION (1)BR & 1
BUILT BY
STATE OF ILLINOIS
F.A.S. ROUTE 1279
LOADING HL-93
STRUCTURE NO. 050-0256

NAME PLATE
See Std. 515001

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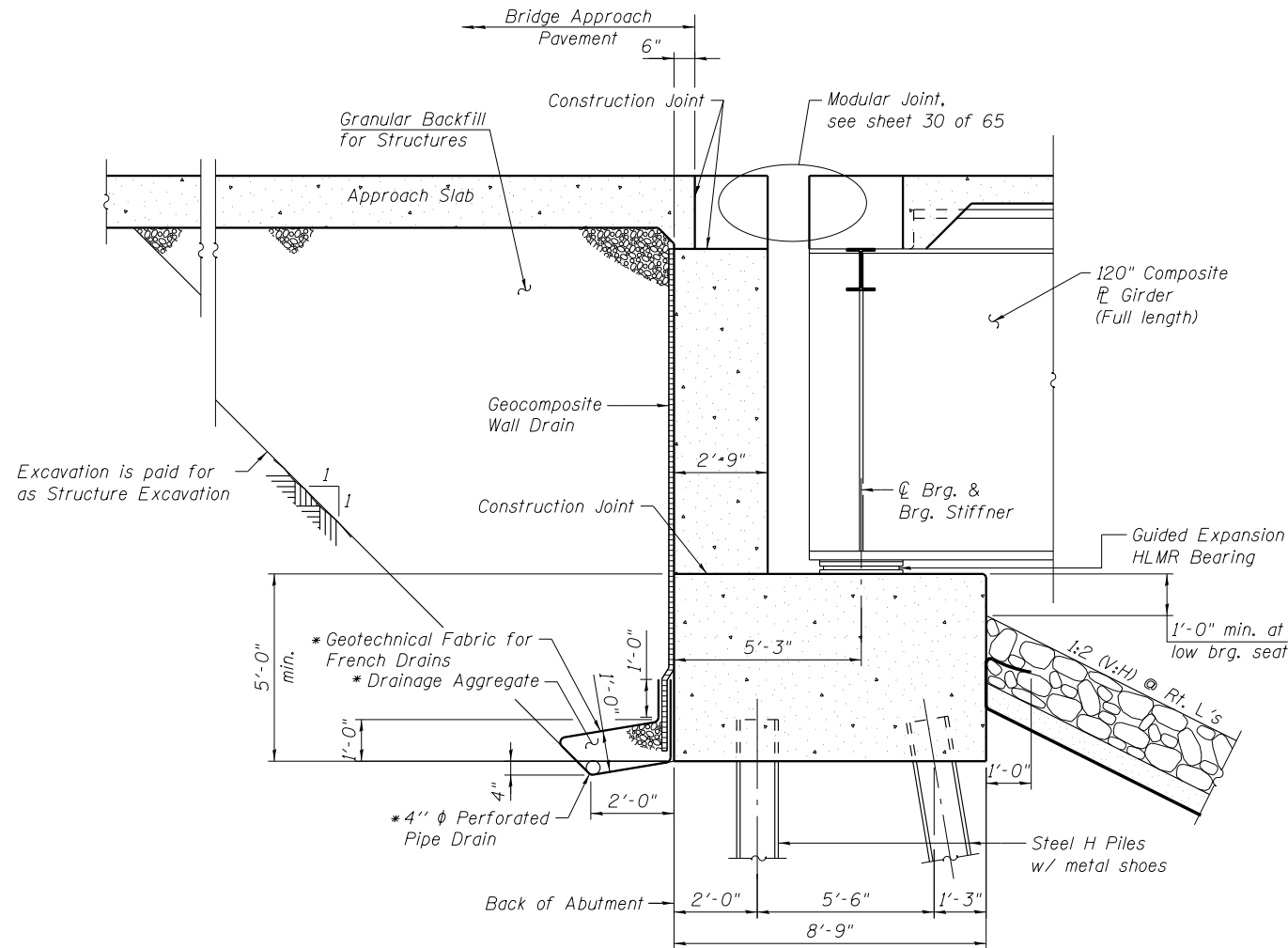
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PLOT DATE = 10/4/2016	CHECKED - AH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA I
STRUCTURE NO. 050-0256**

SHEET NO. 2 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	223
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

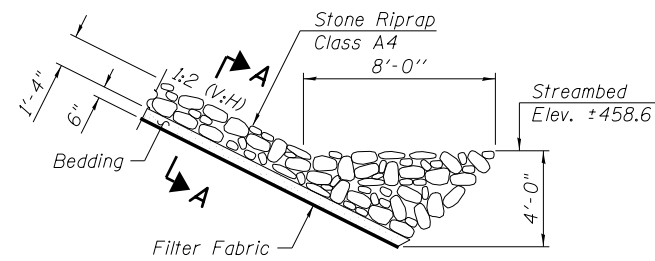


**SECTION THRU PILE SUPPORTED
STUB ABUTMENT**

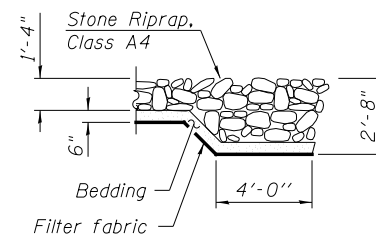
(Horiz. dim. @ Rt. L's)
(North Abut. shown,
South Abut. similar)

* Included in cost of Pipe Underdrains
for Structures (See Special Provisions)

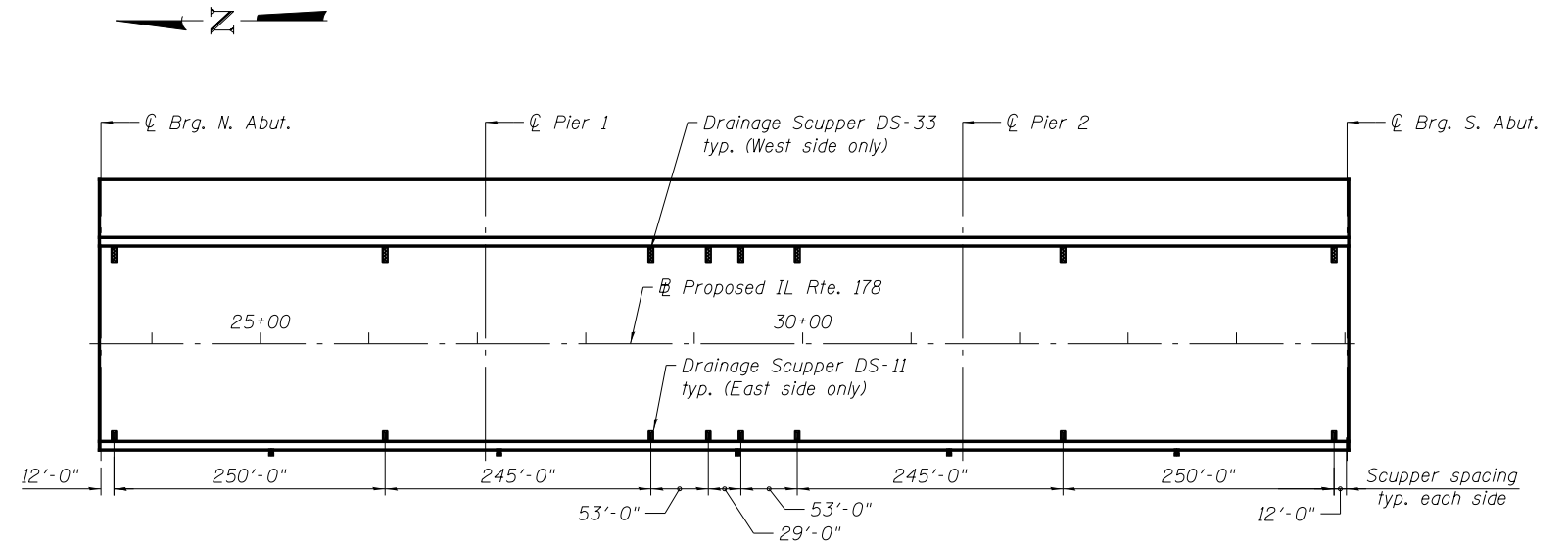
Note:
All drainage system components shall extend
to 2'-0" from the end of each wingwall except
an outlet pipe shall extend until intersecting
with the side slopes. The pipes shall drain into
concrete headwalls. See Article 601.05 of the
Standard Specifications and Highway Standards,
601101.



SECTION THRU SLOPEWALL

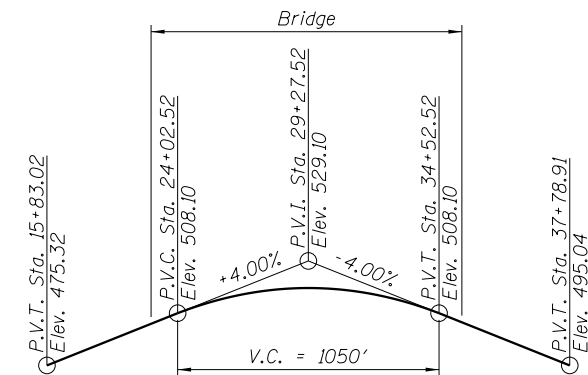


SECTION A-A



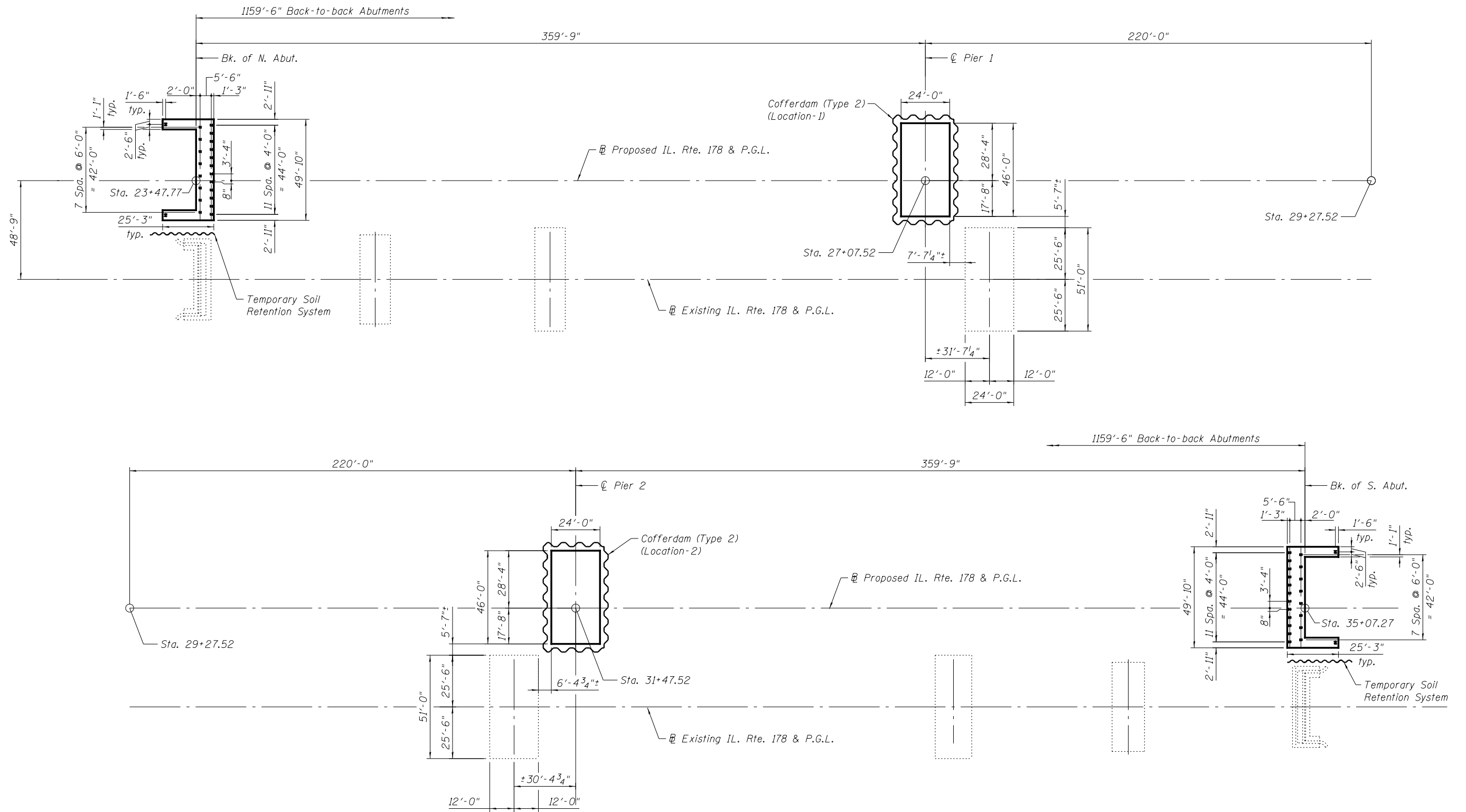
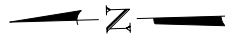
**PLAN
DRAINAGE SCUPPER**

Station	Offset	Type
23+65.02	18.00' Lt.	DS-33
23+65.02	18.00' Rt.	DS-11
26+15.02	18.00' Lt.	DS-33
26+15.02	18.00' Rt.	DS-11
28+60.02	18.00' Lt.	DS-33
28+60.02	18.00' Rt.	DS-11
29+13.02	18.00' Lt.	DS-33
29+13.02	18.00' Rt.	DS-11
29+42.02	18.00' Lt.	DS-33
29+42.02	18.00' Rt.	DS-11
29+95.02	18.00' Lt.	DS-33
29+95.02	18.00' Rt.	DS-11
32+40.02	18.00' Lt.	DS-33
32+40.02	18.00' Rt.	DS-11
32+90.02	18.00' Lt.	DS-33
32+90.02	18.00' Rt.	DS-11



PROPOSED PROFILE GRADE

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PLAN

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USER NAME = pateld
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CHECKED - AH
PLOT SCALE = N.T.S.
PLOT DATE = 8/5/2016

REVISOR -
REVISOR -
REVISOR -
REVISOR -
REVISOR -

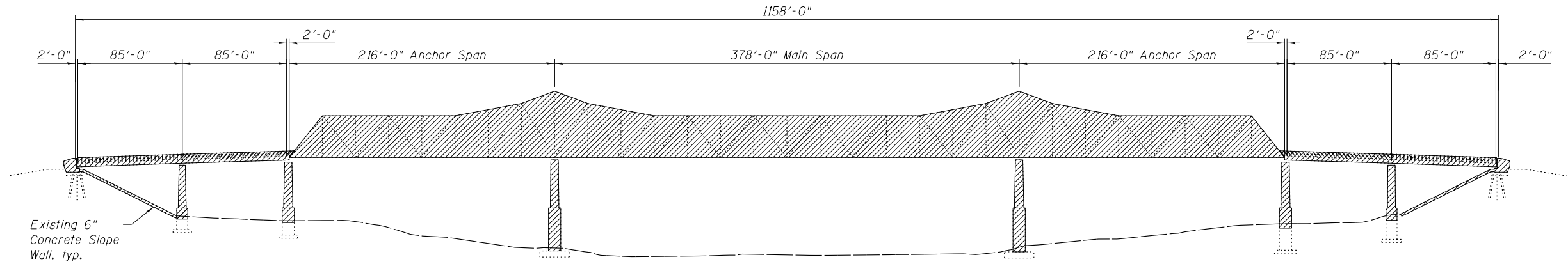
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOOTING LAYOUT
STRUCTURE NO. 050-0256**

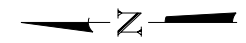
SHEET NO. 4 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	225
CONTRACT NO. 66992				

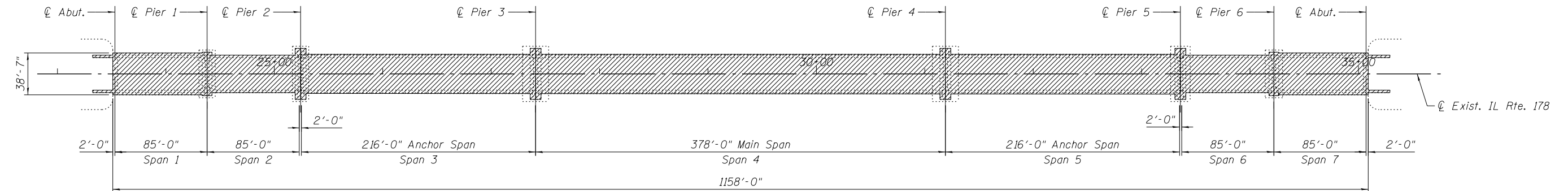
ILLINOIS FED. AID PROJECT



ELEVATION
(Looking East)



Existing 30.55' ϕ Steel Pile
Pier Protection Cell
(See Special Provisions)



PLAN

LEGEND

Removal

BILL OF MATERIAL

Item	Unit	Quantity
Removal of Existing Structures	Each	1
Removal of Pier Protection Cell	L. Sum	1

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29-AUG-2016 11:44

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PLOT DATE = 8/29/2016	CHECKED - AH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

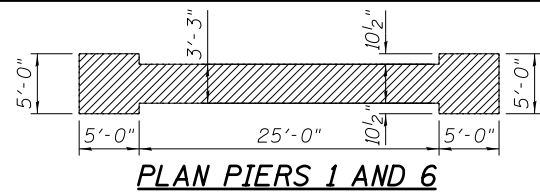
EXISTING STRUCTURE REMOVAL DETAILS I
STRUCTURE NO. 050-0256

SHEET NO. 5 OF 65 SHEETS

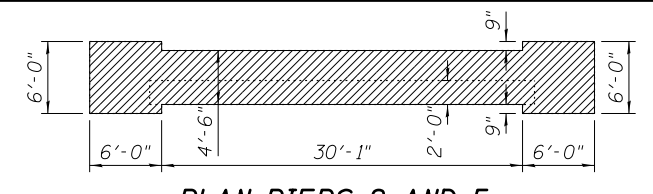
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	226
CONTRACT NO. 66992				

ILLINOIS FED. AID PROJECT

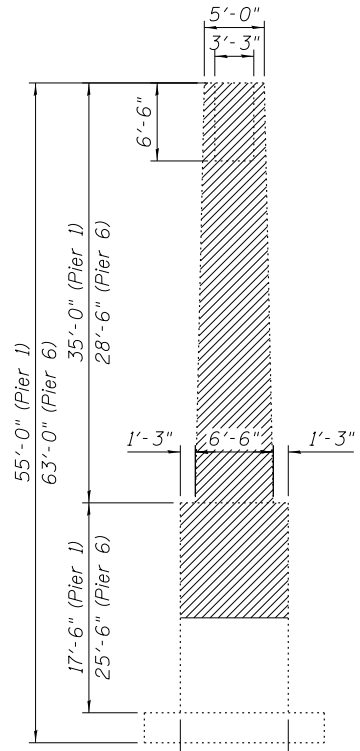
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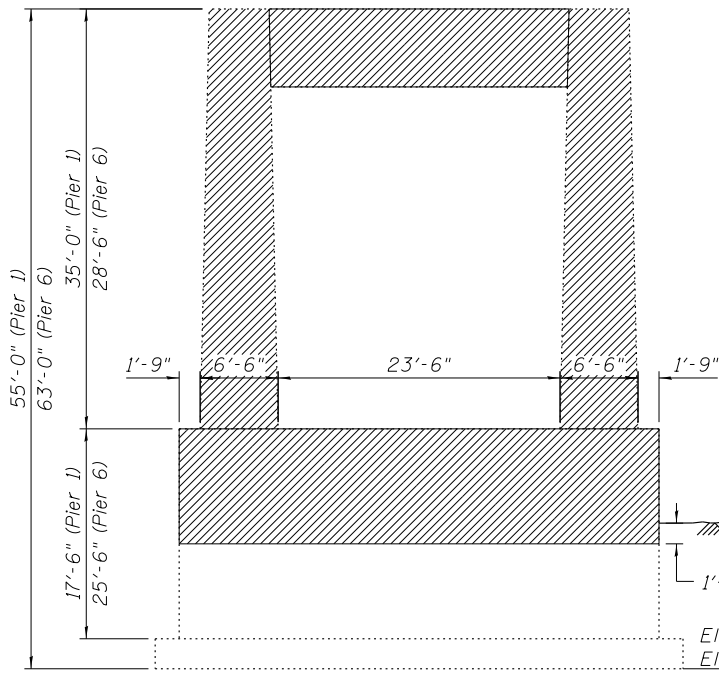
PLAN PIERS 1 AND 6



PLAN PIERS 2 AND 5

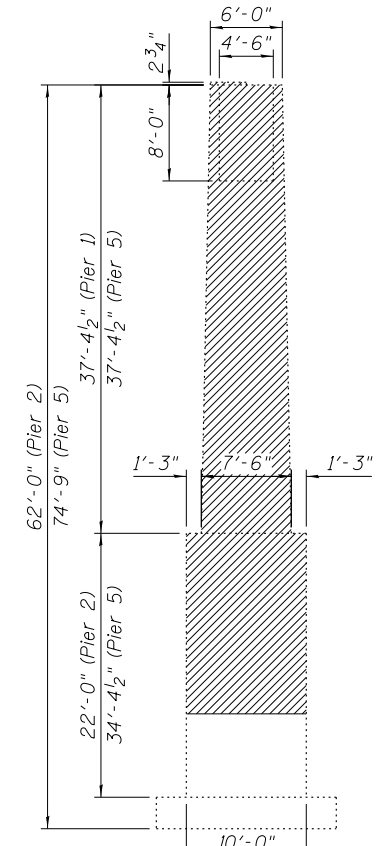


END VIEW

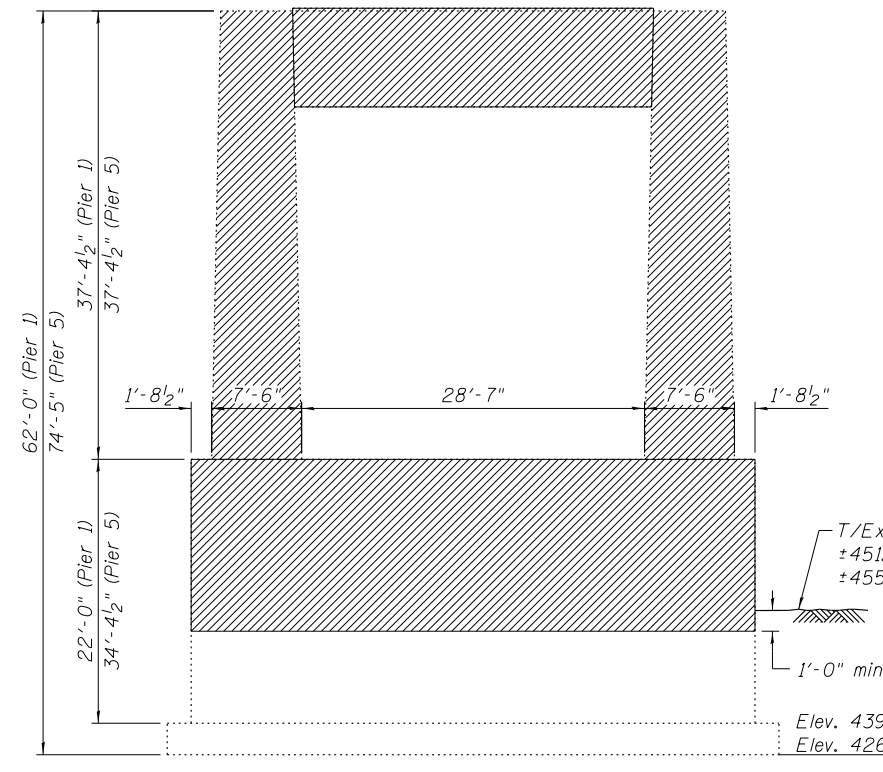


ELEVATION PIERS 1 AND 6

T/Exist. Grade
±463.00 Pier 1
±453.00 Pier 6
1'-0" min.
Elev. 443.98 Pier 1
Elev. 435.92 Pier 6

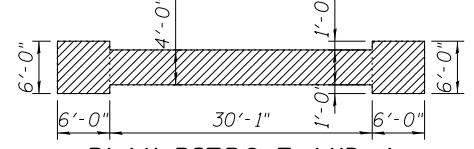


END VIEW

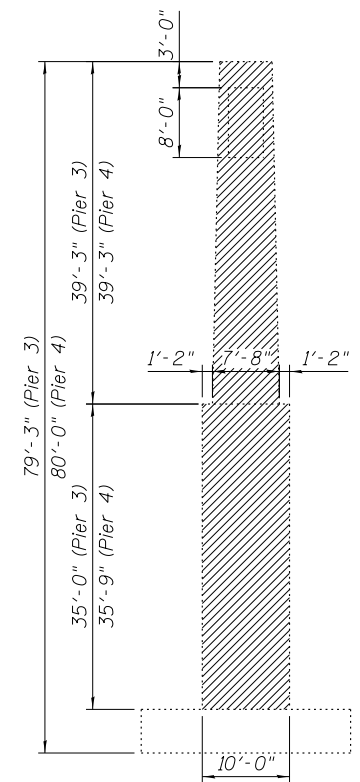


ELEVATION PIERS 2 AND 5

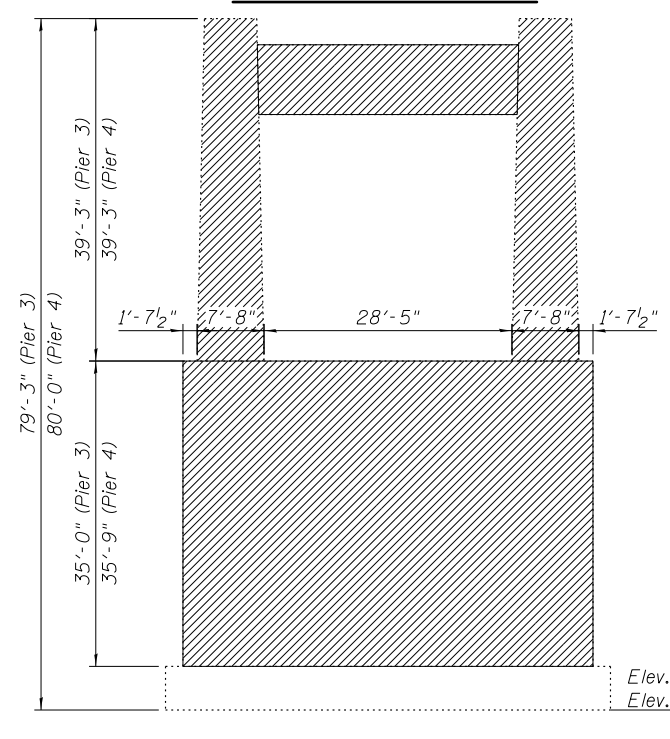
T/Exist. Grade
±451.80 Pier 2
±455.00 Pier 5
1'-0" min.
Elev. 439.37 Pier 2
Elev. 426.52 Pier 5



PLAN PIERS 3 AND 4

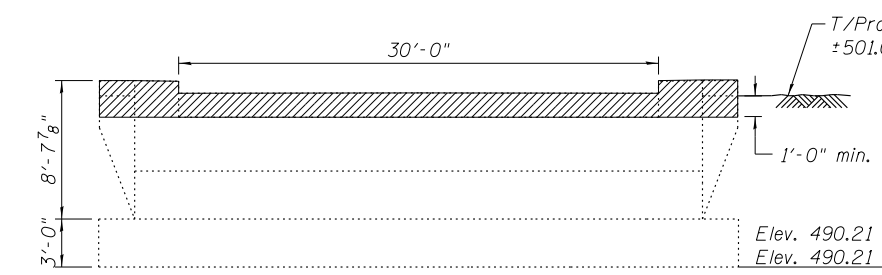


END VIEW

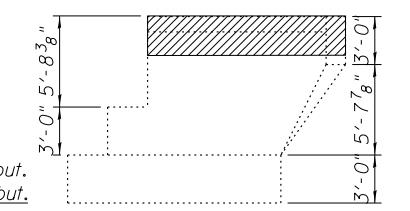


ELEVATION PIERS 3 AND 4

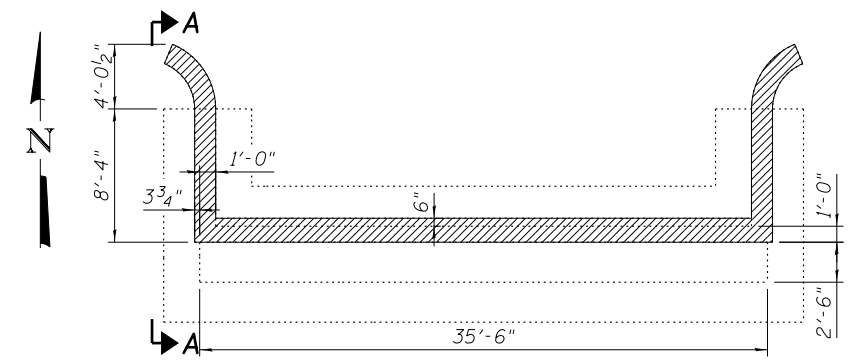
Elev. 424.00 Pier 3
Elev. 423.25 Pier 4



ELEVATIONS ABUTMENT



SECTION A-A



PLAN ABUTMENT
(North Abutment shown, South similar)

LEGEND

Removal

Note:
For bill of material, See sheet 5 of 65.

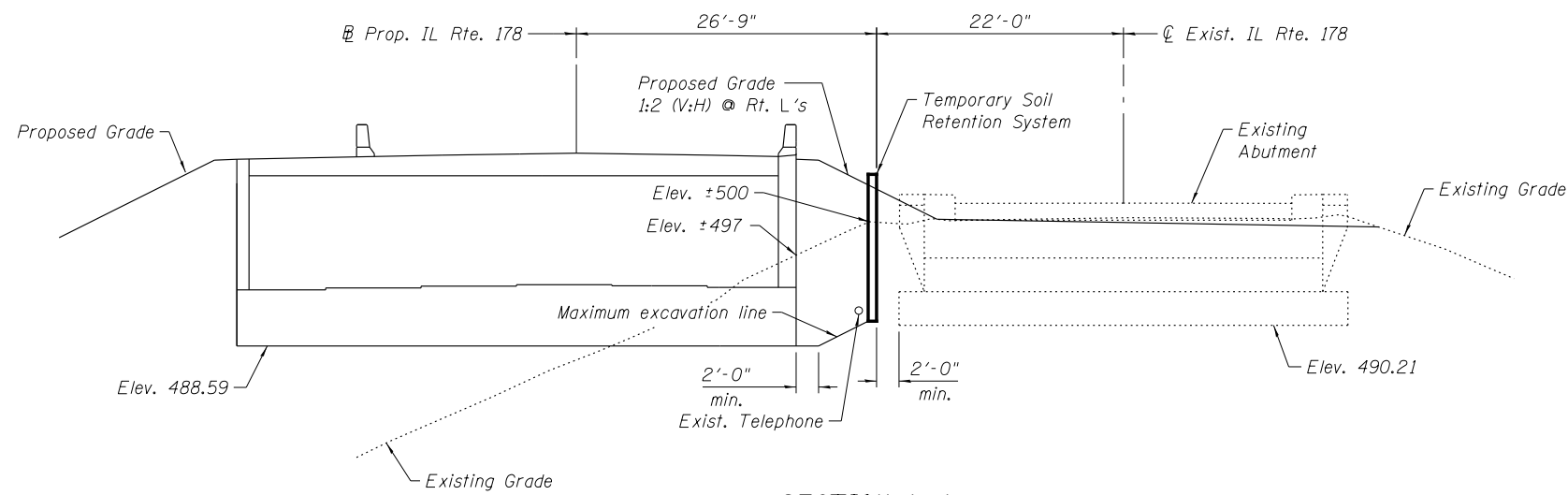
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Chicago, IL 60602
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PLOT DATE = 8/5/2016	DRAWN - LFB/DCP	REVISED -
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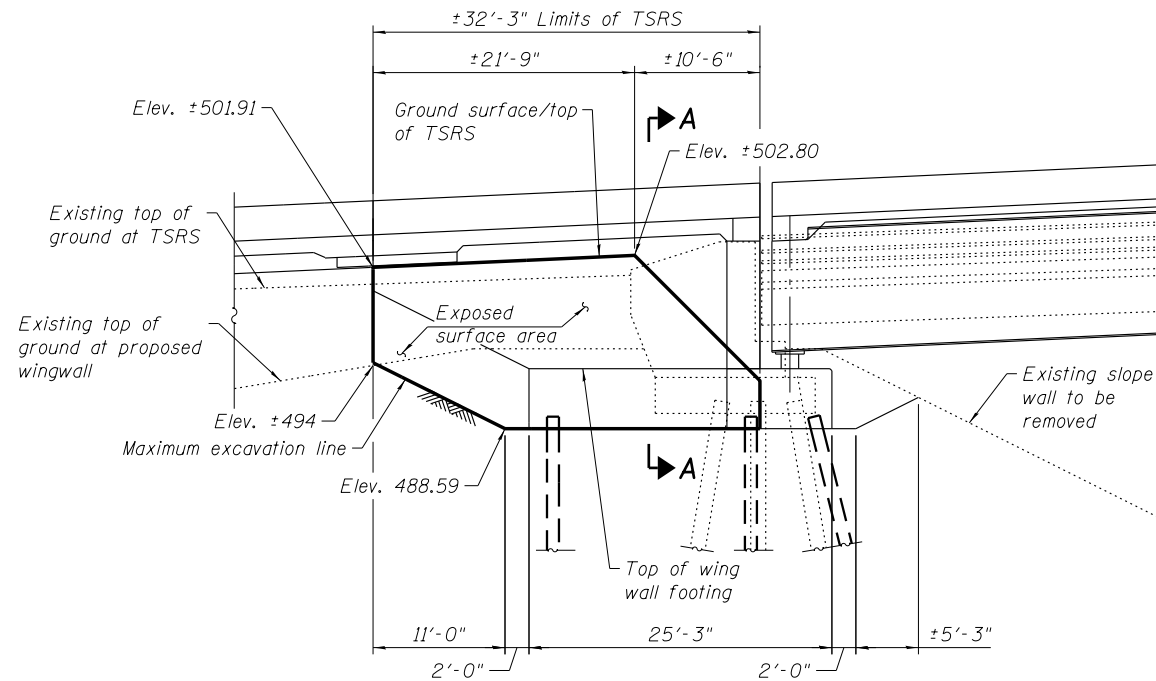
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE REMOVAL DETAILS II
STRUCTURE NO. 050-0256
SHEET NO. 6 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	227
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



SECTION A-A
(North Abutment shown, South Abutment similar)



TEMPORARY SOIL RETENTION SYSTEM ELEVATION AT ABUTMENTS

Note:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. Temporary soil retention system (TSRS) required for proposed abutment construction and existing abutment removal.
3. The maximum allowable excavation slope is 1:2 (V:H)
4. The Contractor shall take precaution to protect existing utilities and foundations during construction of the bridge. The utilities were located based on SUE and utility supplier information available at design.
5. The Contractor shall coordinate placement of the TSRS with the existing utilities and shall adjust TSRS as necessary and as approved by the engineer.

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	740

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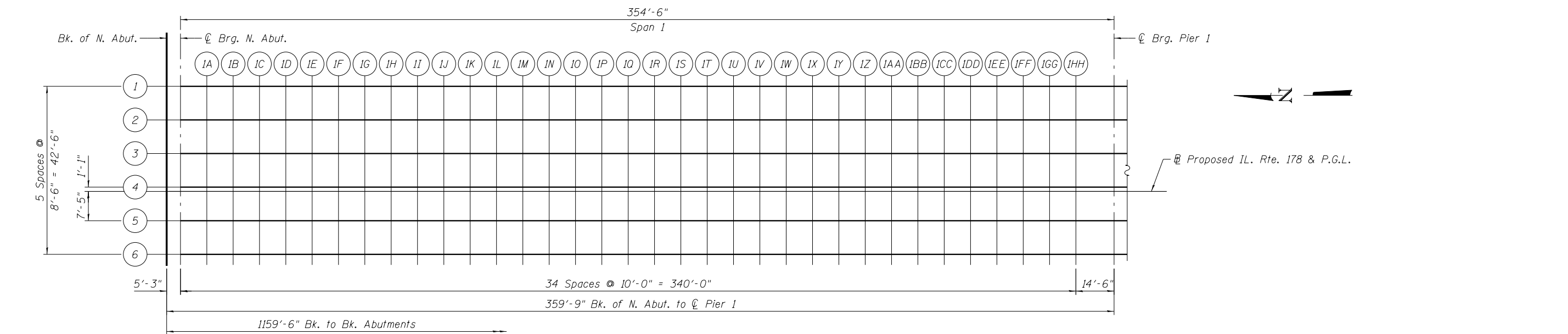
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PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

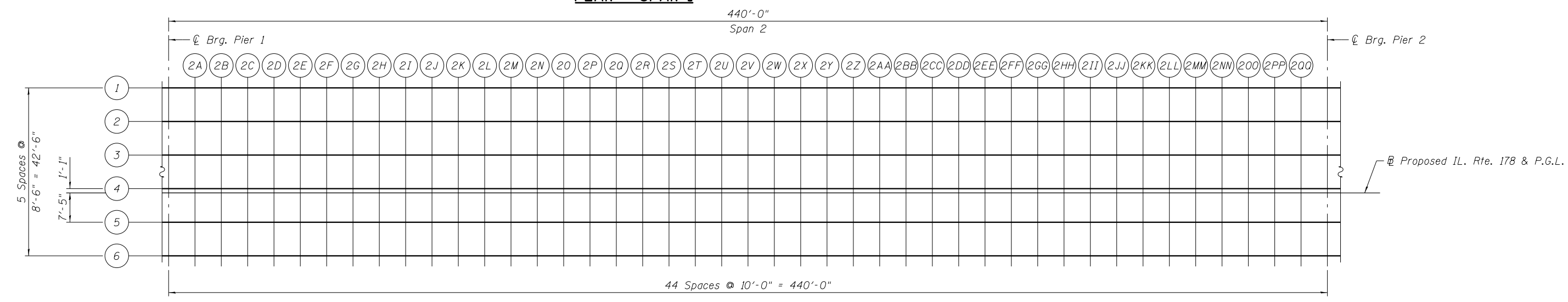
**TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 050-0256**

SHEET NO. 7 OF 65 SHEETS

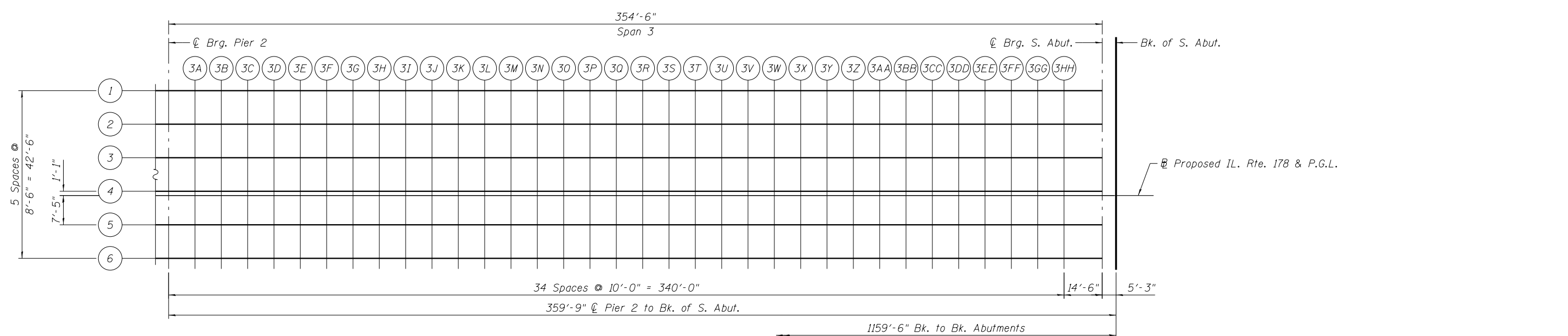
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	228
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



PLAN - SPAN 1



PLAN - SPAN 2



PLAN - SPAN 3

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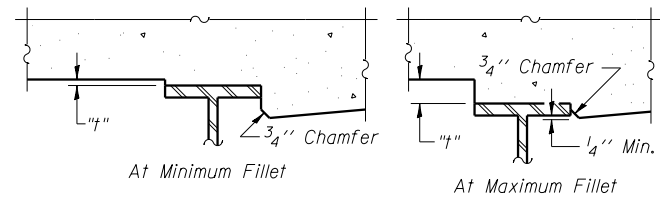
**TOP OF SLAB ELEVATION PLAN
 STRUCTURE NO. 050-0256**

SHEET NO. 8 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	229
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

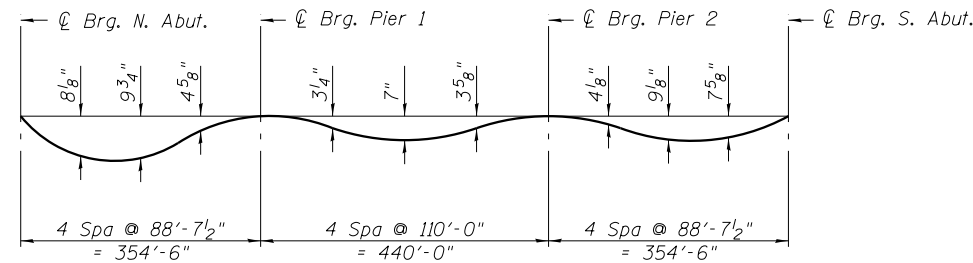
GIRDER 1

GIRDER 1 (Cont.)



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals in tables. See this sheet & 10 of 65 thru 13 of 65. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the same sheet, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in tables. See this sheet & 10 of 65 thru 13 of 65.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	23+47.77	-26.58	505.44	505.44
⊕ Brg. N. Abut.	23+53.02	-26.58	505.65	505.65
1A	23+63.02	-26.58	506.05	506.14
1B	23+73.02	-26.58	506.45	506.63
1C	23+83.02	-26.58	506.85	507.12
1D	23+93.02	-26.58	507.25	507.60
1E	24+03.02	-26.58	507.65	508.08
1F	24+13.02	-26.58	508.04	508.55
1G	24+23.02	-26.58	508.43	509.01
1H	24+33.02	-26.58	508.81	509.44
1I	24+43.02	-26.58	509.19	509.86
1J	24+53.02	-26.58	509.55	510.28
1K	24+63.02	-26.58	509.91	510.68
1L	24+73.02	-26.58	510.26	511.05
1M	24+83.02	-26.58	510.60	511.41
1N	24+93.02	-26.58	510.94	511.77
1O	25+03.02	-26.58	511.26	512.09
1P	25+13.02	-26.58	511.58	512.41
1Q	25+23.02	-26.58	511.90	512.71
1R	25+33.02	-26.58	512.20	513.00
1S	25+43.02	-26.58	512.50	513.27
1T	25+53.02	-26.58	512.79	513.52
1U	25+63.02	-26.58	513.07	513.77
1V	25+73.02	-26.58	513.34	514.00
1W	25+83.02	-26.58	513.61	514.21
1X	25+93.02	-26.58	513.87	514.41
1Y	26+03.02	-26.58	514.12	514.60
1Z	26+13.02	-26.58	514.36	514.78
1AA	26+23.02	-26.58	514.60	514.96
1BB	26+33.02	-26.58	514.82	515.12
1CC	26+43.02	-26.58	515.04	515.29
1DD	26+53.02	-26.58	515.26	515.45
1EE	26+63.02	-26.58	515.46	515.60
1FF	26+73.02	-26.58	515.66	515.75
1GG	26+83.02	-26.58	515.85	515.91
1HH	26+93.02	-26.58	516.03	516.07
⊕ Brg. Pier 1	27+07.52	-26.58	516.28	516.28
2A	27+17.52	-26.58	516.45	516.45
2B	27+27.52	-26.58	516.60	516.62
2C	27+37.52	-26.58	516.75	516.77
2D	27+47.52	-26.58	516.89	516.92
2E	27+57.52	-26.58	517.03	517.07
2F	27+67.52	-26.58	517.15	517.23
2G	27+77.52	-26.58	517.27	517.39
2H	27+87.52	-26.58	517.38	517.53
2I	27+97.52	-26.58	517.48	517.67
2J	28+07.52	-26.58	517.58	517.81
2K	28+17.52	-26.58	517.67	517.94
2L	28+27.52	-26.58	517.75	518.07
2M	28+37.52	-26.58	517.82	518.18
2N	28+47.52	-26.58	517.88	518.28
2O	28+57.52	-26.58	517.94	518.37
2P	28+67.52	-26.58	517.99	518.46
2Q	28+77.52	-26.58	518.03	518.53
2R	28+87.52	-26.58	518.07	518.59
2S	28+97.52	-26.58	518.09	518.63
2T	29+07.52	-26.58	518.11	518.67
2U	29+17.52	-26.58	518.12	518.69
2V	29+27.52	-26.58	518.13	518.71
2W	29+37.52	-26.58	518.12	518.69
2X	29+47.52	-26.58	518.11	518.67
2Y	29+57.52	-26.58	518.09	518.64
2Z	29+67.52	-26.58	518.07	518.61

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2AA	29+77.52	-26.58	518.03	518.55
2BB	29+87.52	-26.58	517.99	518.48
2CC	29+97.52	-26.58	517.94	518.39
2DD	30+07.52	-26.58	517.88	518.31
2EE	30+17.52	-26.58	517.82	518.21
2FF	30+27.52	-26.58	517.75	518.09
2GG	30+37.52	-26.58	517.67	517.97
2HH	30+47.52	-26.58	517.58	517.84
2II	30+57.52	-26.58	517.48	517.70
2JJ	30+67.52	-26.58	517.38	517.56
2KK	30+77.52	-26.58	517.27	517.41
2LL	30+87.52	-26.58	517.15	517.26
2MM	30+97.52	-26.58	517.03	517.09
2NN	31+07.52	-26.58	516.89	516.93
2OO	31+17.52	-26.58	516.75	516.78
2PP	31+27.52	-26.58	516.60	516.62
2QQ	31+37.52	-26.58	516.45	516.46
⊕ Brg. Pier 2	31+47.52	-26.58	516.28	516.28
3A	31+57.52	-26.58	516.11	516.13
3B	31+67.52	-26.58	515.93	515.97
3C	31+77.52	-26.58	515.75	515.81
3D	31+87.52	-26.58	515.55	515.64
3E	31+97.52	-26.58	515.35	515.49
3F	32+07.52	-26.58	515.14	515.32
3G	32+17.52	-26.58	514.92	515.15
3H	32+27.52	-26.58	514.70	514.99
3I	32+37.52	-26.58	514.47	514.82
3J	32+47.52	-26.58	514.23	514.63
3K	32+57.52	-26.58	513.98	514.44
3L	32+67.52	-26.58	513.72	514.24
3M	32+77.52	-26.58	513.46	514.04
3N	32+87.52	-26.58	513.19	513.82
3O	32+97.52	-26.58	512.91	513.58
3P	33+07.52	-26.58	512.63	513.33
3Q	33+17.52	-26.58	512.33	513.07
3R	33+27.52	-26.58	512.03	512.79
3S	33+37.52	-26.58	511.72	512.49
3T	33+47.52	-26.58	511.41	512.19
3U	33+57.52	-26.58	511.08	511.87
3V	33+67.52	-26.58	510.75	511.53
3W	33+77.52	-26.58	510.41	511.17
3X	33+87.52	-26.58	510.07	510.80
3Y	33+97.52	-26.58	509.71	510.43
3Z	34+07.52	-26.58	509.35	510.02
3AA	34+17.52	-26.58	508.98	509.60
3BB	34+27.52	-26.58	508.60	509.18
3CC	34+37.52	-26.58	508.22	508.73
3DD	34+47.52	-26.58	507.83	508.27
3EE	34+57.52	-26.58	507.43	507.80
3FF	34+67.52	-26.58	507.03	507.33
3GG	34+77.52	-26.58	506.63	506.84
3HH	34+87.52	-26.58	506.23	506.35
⊕ Brg. S. Abut.	35+02.02	-26.58	505.65	505.65
Bk. of S. Abut.	35+07.27	-26.58	505.44	505.44

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PLOT SCALE = N.T.S.
PLOT DATE = 8/5/2016

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CHECKED - AH

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REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 050-0256

SHEET NO. 9 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	230
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

GIRDER 3 (Cont.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2AA	29+77.52	-9.58	518.36	518.88
2BB	29+87.52	-9.58	518.32	518.80
2CC	29+97.52	-9.58	518.27	518.72
2DD	30+07.52	-9.58	518.21	518.63
2EE	30+17.52	-9.58	518.15	518.54
2FF	30+27.52	-9.58	518.08	518.42
2GG	30+37.52	-9.58	518.00	518.30
2HH	30+47.52	-9.58	517.91	518.17
2II	30+57.52	-9.58	517.81	518.03
2JJ	30+67.52	-9.58	517.71	517.89
2KK	30+77.52	-9.58	517.60	517.74
2LL	30+87.52	-9.58	517.48	517.58
2MM	30+97.52	-9.58	517.36	517.42
2NN	31+07.52	-9.58	517.22	517.26
200	31+17.52	-9.58	517.08	517.11
2PP	31+27.52	-9.58	516.93	516.95
2QQ	31+37.52	-9.58	516.78	516.79
⊙ Brg. Pier 2	31+47.52	-9.58	516.61	516.61
3A	31+57.52	-9.58	516.44	516.46
3B	31+67.52	-9.58	516.26	516.30
3C	31+77.52	-9.58	516.08	516.13
3D	31+87.52	-9.58	515.88	515.97
3E	31+97.52	-9.58	515.68	515.82
3F	32+07.52	-9.58	515.47	515.65
3G	32+17.52	-9.58	515.25	515.48
3H	32+27.52	-9.58	515.03	515.32
3I	32+37.52	-9.58	514.80	515.14
3J	32+47.52	-9.58	514.56	514.96
3K	32+57.52	-9.58	514.31	514.77
3L	32+67.52	-9.58	514.05	514.57
3M	32+77.52	-9.58	513.79	514.36
3N	32+87.52	-9.58	513.52	514.15
3O	32+97.52	-9.58	513.24	513.91
3P	33+07.52	-9.58	512.96	513.66
3Q	33+17.52	-9.58	512.66	513.40
3R	33+27.52	-9.58	512.36	513.12
3S	33+37.52	-9.58	512.05	512.82
3T	33+47.52	-9.58	511.74	512.51
3U	33+57.52	-9.58	511.41	512.20
3V	33+67.52	-9.58	511.08	511.86
3W	33+77.52	-9.58	510.74	511.50
3X	33+87.52	-9.58	510.40	511.13
3Y	33+97.52	-9.58	510.04	510.75
3Z	34+07.52	-9.58	509.68	510.35
3AA	34+17.52	-9.58	509.31	509.93
3BB	34+27.52	-9.58	508.93	509.51
3CC	34+37.52	-9.58	508.55	509.06
3DD	34+47.52	-9.58	508.16	508.60
3EE	34+57.52	-9.58	507.76	508.13
3FF	34+67.52	-9.58	507.36	507.65
3GG	34+77.52	-9.58	506.96	507.17
3HH	34+87.52	-9.58	506.56	506.68
⊙ Brg. S. Abut.	35+02.02	-9.58	505.98	505.98
Bk. of S. Abut.	35+07.27	-9.58	505.77	505.77

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	23+47.77	-1.08	505.89	505.89
⊙ Brg. N. Abut.	23+53.02	-1.08	506.10	506.10
1A	23+63.02	-1.08	506.50	506.59
1B	23+73.02	-1.08	506.90	507.08
1C	23+83.02	-1.08	507.30	507.57
1D	23+93.02	-1.08	507.70	508.06
1E	24+03.02	-1.08	508.10	508.53
1F	24+13.02	-1.08	508.50	509.00
1G	24+23.02	-1.08	508.89	509.46
1H	24+33.02	-1.08	509.27	509.90
1I	24+43.02	-1.08	509.64	510.32
1J	24+53.02	-1.08	510.01	510.73
1K	24+63.02	-1.08	510.36	511.13
1L	24+73.02	-1.08	510.71	511.50
1M	24+83.02	-1.08	511.06	511.87
1N	24+93.02	-1.08	511.39	512.22
1O	25+03.02	-1.08	511.72	512.55
1P	25+13.02	-1.08	512.04	512.86
1Q	25+23.02	-1.08	512.35	513.17
1R	25+33.02	-1.08	512.65	513.46
1S	25+43.02	-1.08	512.95	513.72
1T	25+53.02	-1.08	513.24	513.98
1U	25+63.02	-1.08	513.52	514.23
1V	25+73.02	-1.08	513.80	514.45
1W	25+83.02	-1.08	514.06	514.66
1X	25+93.02	-1.08	514.32	514.86
1Y	26+03.02	-1.08	514.57	515.06
1Z	26+13.02	-1.08	514.82	515.24
1AA	26+23.02	-1.08	515.05	515.41
1BB	26+33.02	-1.08	515.28	515.58
1CC	26+43.02	-1.08	515.50	515.74
1DD	26+53.02	-1.08	515.71	515.90
1EE	26+63.02	-1.08	515.92	516.05
1FF	26+73.02	-1.08	516.12	516.20
1GG	26+83.02	-1.08	516.31	516.37
1HH	26+93.02	-1.08	516.49	516.53
⊙ Brg. Pier 1	27+07.52	-1.08	516.74	516.74
2A	27+17.52	-1.08	516.90	516.91
2B	27+27.52	-1.08	517.06	517.07
2C	27+37.52	-1.08	517.21	517.23
2D	27+47.52	-1.08	517.35	517.37
2E	27+57.52	-1.08	517.48	517.53
2F	27+67.52	-1.08	517.61	517.69
2G	27+77.52	-1.08	517.73	517.84
2H	27+87.52	-1.08	517.84	517.99
2I	27+97.52	-1.08	517.94	518.13
2J	28+07.52	-1.08	518.04	518.27
2K	28+17.52	-1.08	518.12	518.40
2L	28+27.52	-1.08	518.20	518.52
2M	28+37.52	-1.08	518.28	518.64
2N	28+47.52	-1.08	518.34	518.74
2O	28+57.52	-1.08	518.40	518.83
2P	28+67.52	-1.08	518.45	518.91
2Q	28+77.52	-1.08	518.49	518.99
2R	28+87.52	-1.08	518.52	519.05
2S	28+97.52	-1.08	518.55	519.09
2T	29+07.52	-1.08	518.57	519.12
2U	29+17.52	-1.08	518.58	519.15
2V	29+27.52	-1.08	518.58	519.16
2W	29+37.52	-1.08	518.58	519.15
2X	29+47.52	-1.08	518.57	519.13
2Y	29+57.52	-1.08	518.55	519.10
2Z	29+67.52	-1.08	518.52	519.06

GIRDER 4 (Cont.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2AA	29+77.52	-1.08	518.49	519.00
2BB	29+87.52	-1.08	518.45	518.93
2CC	29+97.52	-1.08	518.40	518.85
2DD	30+07.52	-1.08	518.34	518.76
2EE	30+17.52	-1.08	518.28	518.66
2FF	30+27.52	-1.08	518.20	518.55
2GG	30+37.52	-1.08	518.12	518.42
2HH	30+47.52	-1.08	518.04	518.29
2II	30+57.52	-1.08	517.94	518.15
2JJ	30+67.52	-1.08	517.84	518.01
2KK	30+77.52	-1.08	517.73	517.87
2LL	30+87.52	-1.08	517.61	517.71
2MM	30+97.52	-1.08	517.48	517.55
2NN	31+07.52	-1.08	517.35	517.39
200	31+17.52	-1.08	517.21	517.24
2PP	31+27.52	-1.08	517.06	517.08
2QQ	31+37.52	-1.08	516.90	516.91
⊙ Brg. Pier 2	31+47.52	-1.08	516.74	516.74
3A	31+57.52	-1.08	516.57	516.59
3B	31+67.52	-1.08	516.39	516.43
3C	31+77.52	-1.08	516.20	516.26
3D	31+87.52	-1.08	516.01	516.10
3E	31+97.52	-1.08	515.81	515.94
3F	32+07.52	-1.08	515.60	515.78
3G	32+17.52	-1.08	515.38	515.61
3H	32+27.52	-1.08	515.16	515.44
3I	32+37.52	-1.08	514.92	515.27
3J	32+47.52	-1.08	514.68	515.09
3K	32+57.52	-1.08	514.44	514.90
3L	32+67.52	-1.08	514.18	514.70
3M	32+77.52	-1.08	513.92	514.49
3N	32+87.52	-1.08	513.65	514.28
3O	32+97.52	-1.08	513.37	514.04
3P	33+07.52	-1.08	513.08	513.78
3Q	33+17.52	-1.08	512.79	513.52
3R	33+27.52	-1.08	512.49	513.25
3S	33+37.52	-1.08	512.18	512.95
3T	33+47.52	-1.08	511.86	512.64
3U	33+57.52	-1.08	511.54	512.33
3V	33+67.52	-1.08	511.21	511.98
3W	33+77.52	-1.08	510.87	511.63
3X	33+87.52	-1.08	510.52	511.26
3Y	33+97.52	-1.08	510.17	510.88
3Z	34+07.52	-1.08	509.81	510.47
3AA	34+17.52	-1.08	509.44	510.06
3BB	34+27.52	-1.08	509.06	509.63
3CC	34+37.52	-1.08	508.68	509.19
3DD	34+47.52	-1.08	508.28	508.72
3EE	34+57.52	-1.08	507.88	508.25
3FF	34+67.52	-1.08	507.48	507.78
3GG	34+77.52	-1.08	507.08	507.30
3HH	34+87.52	-1.08	506.68	506.81
⊙ Brg. S. Abut.	35+02.02	-1.08	506.10	506.10
Bk. of S. Abut.	35+07.27	-1.08	505.89	505.89

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USER NAME = pateld
 PLOT SCALE = N.T.S.
 PLOT DATE = 8/5/2016

DESIGNED - LFB
 CHECKED - IJL
 DRAWN - DCP
 CHECKED - AH

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
 STRUCTURE NO. 050-0256

SHEET NO. 11 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	232
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

B IL ROUTE 178 & PROFILE GRADE

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of N. Abut., @ Brg. N. Abut., and @ Brg. Pier 1.

B IL ROUTE 178 & PROFILE GRADE (Cont.)

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include 2AA-2QQ, @ Brg. Pier 2, 3A-3HH, @ Brg. S. Abut., and Bk. of S. Abut.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of N. Abut., @ Brg. N. Abut., @ Brg. Pier 1, and 2A-2Z.

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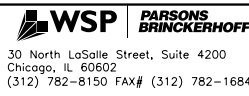


Table with 4 columns: USER NAME = pateld, DESIGNED - LFB, CHECKED - IJL, DRAWN - DCP, PLOT SCALE = N.T.S., PLOT DATE = 8/5/2016.

Table with 4 columns: REVISED - , CHECKED - AH, REVISED - , REVISED - .

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV STRUCTURE NO. 050-0256

SHEET NO. 12 OF 65 SHEETS

Table with 5 columns: F.A.S. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 1279, (1)BR & 1, LASALLE, 430, 233.

CONTRACT NO. 66992

ILLINOIS FED. AID PROJECT

GIRDER 5 (Cont.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2AA	29+77.52	7.42	518.39	518.91
2BB	29+87.52	7.42	518.35	518.84
2CC	29+97.52	7.42	518.30	518.75
2DD	30+07.52	7.42	518.24	518.67
2EE	30+17.52	7.42	518.18	518.57
2FF	30+27.52	7.42	518.11	518.45
2GG	30+37.52	7.42	518.03	518.33
2HH	30+47.52	7.42	517.94	518.20
2II	30+57.52	7.42	517.84	518.06
2JJ	30+67.52	7.42	517.74	517.92
2KK	30+77.52	7.42	517.63	517.77
2LL	30+87.52	7.42	517.51	517.62
2MM	30+97.52	7.42	517.39	517.45
2NN	31+07.52	7.42	517.25	517.29
200	31+17.52	7.42	517.11	517.14
2PP	31+27.52	7.42	516.96	516.98
2QQ	31+37.52	7.42	516.81	516.82
<i>⊕</i> Brg. Pier 2	31+47.52	7.42	516.64	516.64
3A	31+57.52	7.42	516.47	516.49
3B	31+67.52	7.42	516.29	516.33
3C	31+77.52	7.42	516.11	516.17
3D	31+87.52	7.42	515.91	516.00
3E	31+97.52	7.42	515.71	515.85
3F	32+07.52	7.42	515.50	515.69
3G	32+17.52	7.42	515.29	515.51
3H	32+27.52	7.42	515.06	515.35
3I	32+37.52	7.42	514.83	515.18
3J	32+47.52	7.42	514.59	515.00
3K	32+57.52	7.42	514.34	514.81
3L	32+67.52	7.42	514.09	514.61
3M	32+77.52	7.42	513.82	514.40
3N	32+87.52	7.42	513.55	514.18
3O	32+97.52	7.42	513.27	513.94
3P	33+07.52	7.42	512.99	513.69
3Q	33+17.52	7.42	512.69	513.43
3R	33+27.52	7.42	512.39	513.16
3S	33+37.52	7.42	512.09	512.86
3T	33+47.52	7.42	511.77	512.55
3U	33+57.52	7.42	511.45	512.23
3V	33+67.52	7.42	511.11	511.89
3W	33+77.52	7.42	510.77	511.53
3X	33+87.52	7.42	510.43	511.17
3Y	33+97.52	7.42	510.07	510.79
3Z	34+07.52	7.42	509.71	510.38
3AA	34+17.52	7.42	509.34	509.96
3BB	34+27.52	7.42	508.97	509.54
3CC	34+37.52	7.42	508.58	509.09
3DD	34+47.52	7.42	508.19	508.63
3EE	34+57.52	7.42	507.79	508.16
3FF	34+67.52	7.42	507.39	507.69
3GG	34+77.52	7.42	506.99	507.20
3HH	34+87.52	7.42	506.59	506.71
<i>⊕</i> Brg. S. Abut.	35+02.02	7.42	506.01	506.01
Bk. of S. Abut.	35+07.27	7.42	505.80	505.80

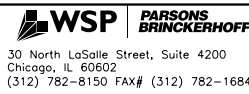
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	23+47.77	15.92	505.65	505.65
<i>⊕</i> Brg. N. Abut.	23+53.02	15.92	505.86	505.86
1A	23+63.02	15.92	506.26	506.35
1B	23+73.02	15.92	506.66	506.84
1C	23+83.02	15.92	507.06	507.33
1D	23+93.02	15.92	507.46	507.81
1E	24+03.02	15.92	507.86	508.29
1F	24+13.02	15.92	508.26	508.76
1G	24+23.02	15.92	508.65	509.22
1H	24+33.02	15.92	509.03	509.65
1I	24+43.02	15.92	509.40	510.08
1J	24+53.02	15.92	509.76	510.49
1K	24+63.02	15.92	510.12	510.89
1L	24+73.02	15.92	510.47	511.26
1M	24+83.02	15.92	510.81	511.62
1N	24+93.02	15.92	511.15	511.98
1O	25+03.02	15.92	511.48	512.31
1P	25+13.02	15.92	511.80	512.62
1Q	25+23.02	15.92	512.11	512.92
1R	25+33.02	15.92	512.41	513.22
1S	25+43.02	15.92	512.71	513.48
1T	25+53.02	15.92	513.00	513.73
1U	25+63.02	15.92	513.28	513.98
1V	25+73.02	15.92	513.55	514.21
1W	25+83.02	15.92	513.82	514.42
1X	25+93.02	15.92	514.08	514.62
1Y	26+03.02	15.92	514.33	514.82
1Z	26+13.02	15.92	514.57	515.00
1AA	26+23.02	15.92	514.81	515.17
1BB	26+33.02	15.92	515.04	515.34
1CC	26+43.02	15.92	515.26	515.50
1DD	26+53.02	15.92	515.47	515.66
1EE	26+63.02	15.92	515.68	515.81
1FF	26+73.02	15.92	515.87	515.96
1GG	26+83.02	15.92	516.06	516.13
1HH	26+93.02	15.92	516.25	516.28
<i>⊕</i> Brg. Pier 1	27+07.52	15.92	516.50	516.50
2A	27+17.52	15.92	516.66	516.67
2B	27+27.52	15.92	516.82	516.83
2C	27+37.52	15.92	516.97	516.98
2D	27+47.52	15.92	517.11	517.13
2E	27+57.52	15.92	517.24	517.29
2F	27+67.52	15.92	517.37	517.45
2G	27+77.52	15.92	517.48	517.60
2H	27+87.52	15.92	517.59	517.75
2I	27+97.52	15.92	517.70	517.89
2J	28+07.52	15.92	517.79	518.02
2K	28+17.52	15.92	517.88	518.16
2L	28+27.52	15.92	517.96	518.28
2M	28+37.52	15.92	518.03	518.40
2N	28+47.52	15.92	518.10	518.50
2O	28+57.52	15.92	518.15	518.59
2P	28+67.52	15.92	518.20	518.67
2Q	28+77.52	15.92	518.25	518.75
2R	28+87.52	15.92	518.28	518.81
2S	28+97.52	15.92	518.31	518.85
2T	29+07.52	15.92	518.33	518.88
2U	29+17.52	15.92	518.34	518.90
2V	29+27.52	15.92	518.34	518.92
2W	29+37.52	15.92	518.34	518.91
2X	29+47.52	15.92	518.33	518.88
2Y	29+57.52	15.92	518.31	518.86
2Z	29+67.52	15.92	518.28	518.82

GIRDER 6 (Cont.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2AA	29+77.52	15.92	518.25	518.76
2BB	29+87.52	15.92	518.20	518.69
2CC	29+97.52	15.92	518.16	518.61
2DD	30+07.52	15.92	518.10	518.52
2EE	30+17.52	15.92	518.03	518.42
2FF	30+27.52	15.92	517.96	518.30
2GG	30+37.52	15.92	517.88	518.18
2HH	30+47.52	15.92	517.79	518.05
2II	30+57.52	15.92	517.70	517.91
2JJ	30+67.52	15.92	517.60	517.77
2KK	30+77.52	15.92	517.48	517.62
2LL	30+87.52	15.92	517.37	517.47
2MM	30+97.52	15.92	517.24	517.31
2NN	31+07.52	15.92	517.11	517.15
200	31+17.52	15.92	516.97	517.00
2PP	31+27.52	15.92	516.82	516.84
2QQ	31+37.52	15.92	516.66	516.67
<i>⊕</i> Brg. Pier 2	31+47.52	15.92	516.50	516.50
3A	31+57.52	15.92	516.33	516.35
3B	31+67.52	15.92	516.15	516.19
3C	31+77.52	15.92	515.96	516.02
3D	31+87.52	15.92	515.77	515.86
3E	31+97.52	15.92	515.56	515.70
3F	32+07.52	15.92	515.36	515.54
3G	32+17.52	15.92	515.14	515.37
3H	32+27.52	15.92	514.91	515.20
3I	32+37.52	15.92	514.68	515.03
3J	32+47.52	15.92	514.44	514.85
3K	32+57.52	15.92	514.19	514.66
3L	32+67.52	15.92	513.94	514.46
3M	32+77.52	15.92	513.68	514.25
3N	32+87.52	15.92	513.40	514.03
3O	32+97.52	15.92	513.13	513.79
3P	33+07.52	15.92	512.84	513.54
3Q	33+17.52	15.92	512.55	513.28
3R	33+27.52	15.92	512.25	513.01
3S	33+37.52	15.92	511.94	512.71
3T	33+47.52	15.92	511.62	512.40
3U	33+57.52	15.92	511.30	512.09
3V	33+67.52	15.92	510.97	511.74
3W	33+77.52	15.92	510.63	511.38
3X	33+87.52	15.92	510.28	511.02
3Y	33+97.52	15.92	509.93	510.64
3Z	34+07.52	15.92	509.56	510.23
3AA	34+17.52	15.92	509.20	509.82
3BB	34+27.52	15.92	508.82	509.39
3CC	34+37.52	15.92	508.43	508.95
3DD	34+47.52	15.92	508.04	508.48
3EE	34+57.52	15.92	507.64	508.01
3FF	34+67.52	15.92	507.24	507.54
3GG	34+77.52	15.92	506.84	507.05
3HH	34+87.52	15.92	506.44	506.57
<i>⊕</i> Brg. S. Abut.	35+02.02	15.92	505.86	505.86
Bk. of S. Abut.	35+07.27	15.92	505.65	505.65

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**STATE OF ILLINOIS
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**TOP OF SLAB ELEVATIONS V
STRUCTURE NO. 050-0256**

F.A.S. RTE. 1279	SECTION (I)BR & 1	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 234
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHARED USE PATH

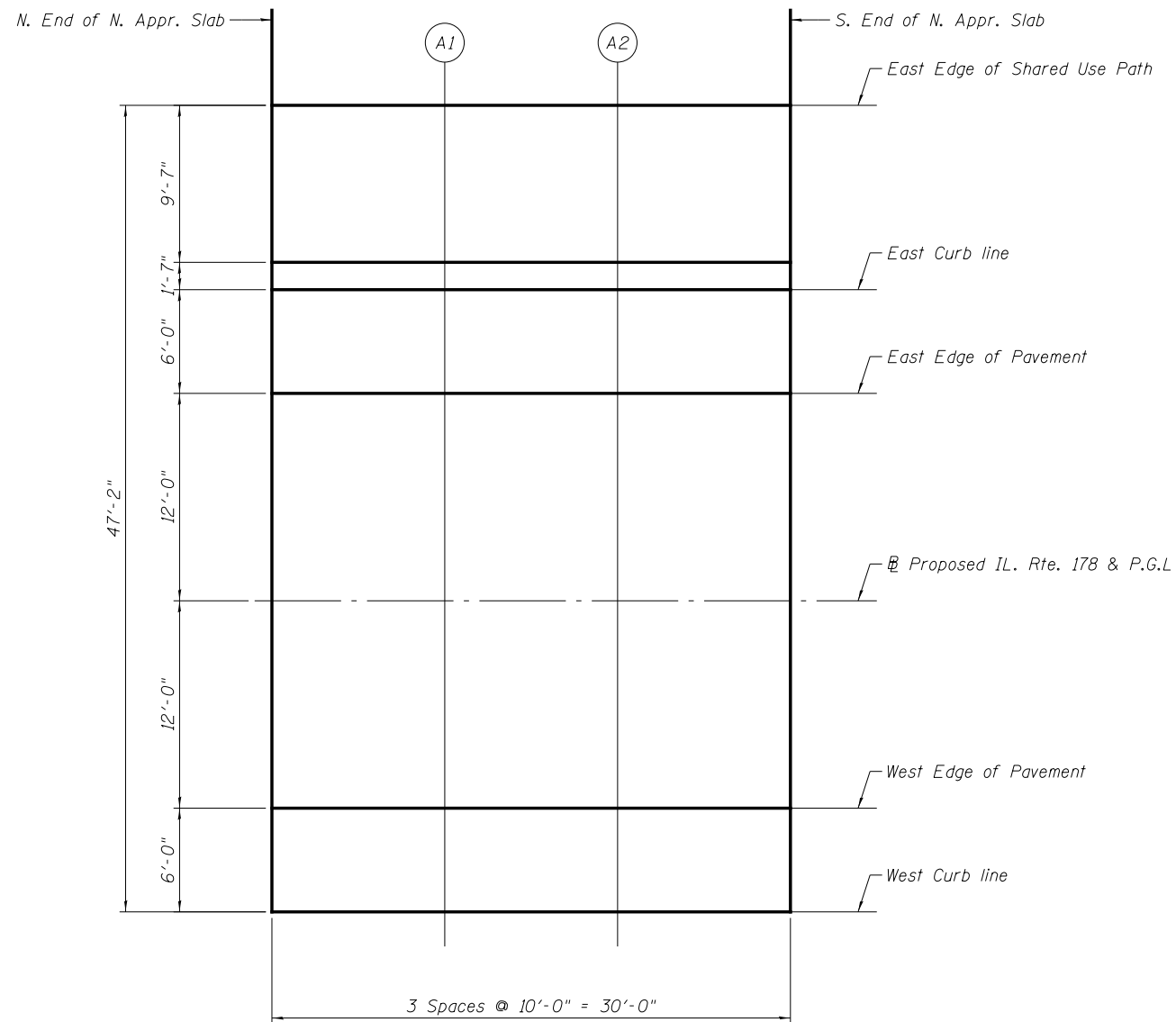
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	-29.17	504.21
A1	23+28.27	-29.17	504.61
A2	23+38.27	-29.17	505.01
S. End of N. Appr. Slab	23+48.27	-29.17	505.41

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	-18.00	504.43
A1	23+28.27	-18.00	504.83
A2	23+38.27	-18.00	505.23
S. End of N. Appr. Slab	23+48.27	-18.00	505.63

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	-12.00	504.55
A1	23+28.27	-12.00	504.95
A2	23+38.27	-12.00	505.35
S. End of N. Appr. Slab	23+48.27	-12.00	505.75



PLAN
(North Approach)

PROPOSED IL. RTE. 178 & P.G.L

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	0.00	504.73
A1	23+28.27	0.00	505.13
A2	23+38.27	0.00	505.53
S. End of N. Appr. Slab	23+48.27	0.00	505.93

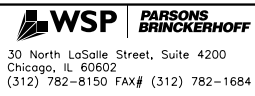
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	12.00	504.55
A1	23+28.27	12.00	504.95
A2	23+38.27	12.00	505.35
S. End of N. Appr. Slab	23+48.27	12.00	505.75

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	23+18.27	18.00	504.43
A1	23+28.27	18.00	504.83
A2	23+38.27	18.00	505.23
S. End of N. Appr. Slab	23+48.27	18.00	505.63

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DRAWN - DCP
PLOT DATE = 8/5/2016
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REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0256**

SHEET NO. 14 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	235

CONTRACT NO. 66992
ILLINOIS FED. AID PROJECT

EAST EDGE OF SHARED USE PATH

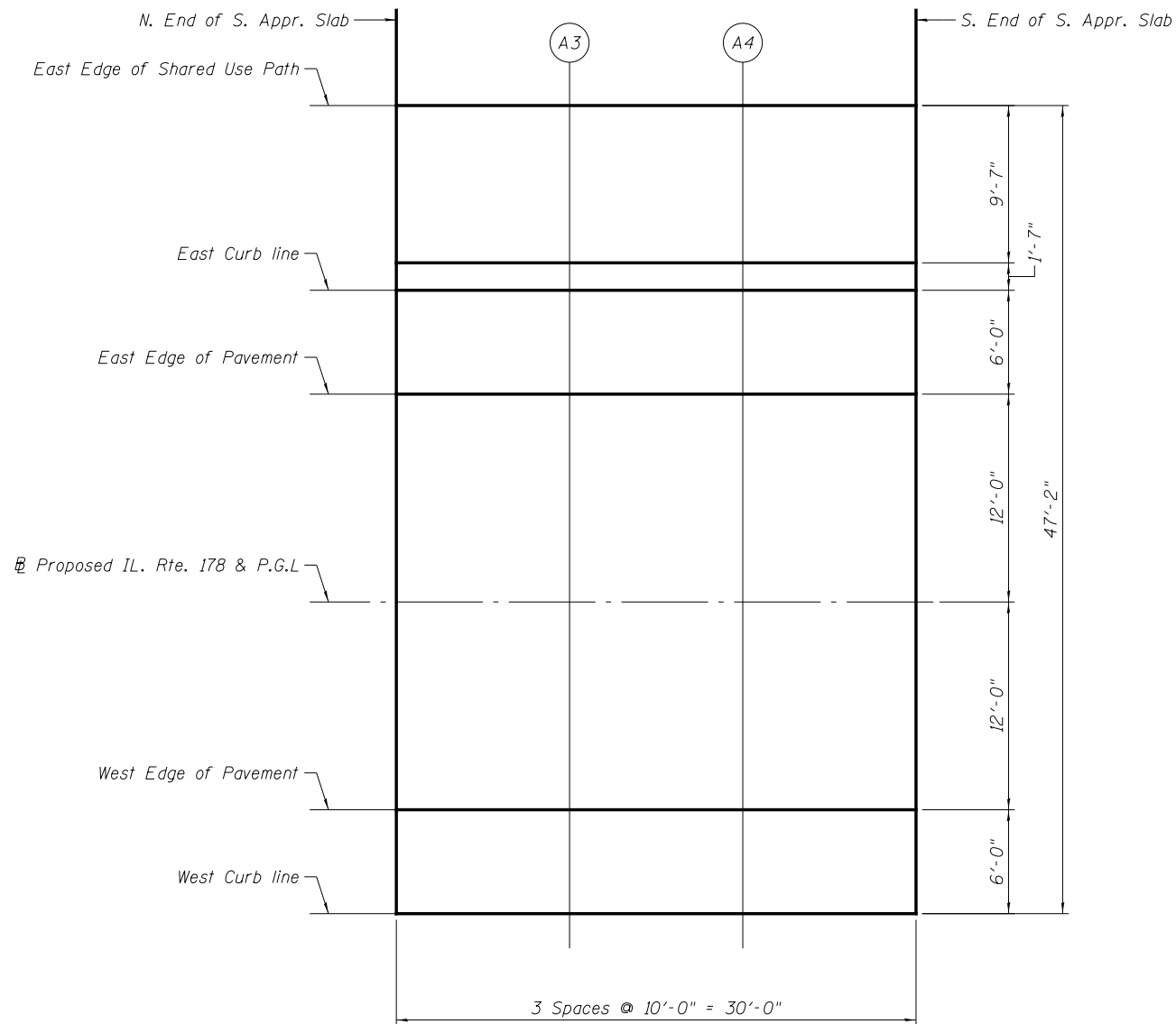
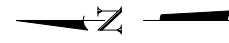
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	-29.17	505.41
A3	35+16.77	-29.17	505.01
A4	35+26.77	-29.17	504.61
S. End of S. Appr. Slab	35+36.77	-29.17	504.21

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	-18.00	505.63
A3	35+16.77	-18.00	505.23
A4	35+26.77	-18.00	504.83
S. End of S. Appr. Slab	35+36.77	-18.00	504.43

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	-12.00	505.75
A3	35+16.77	-12.00	505.35
A4	35+26.77	-12.00	504.95
S. End of S. Appr. Slab	35+36.77	-12.00	504.55



PLAN
(South Approach)

PROPOSED IL. RTE. 178 & P.G.L

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	0.00	505.93
A3	35+16.77	0.00	505.53
A4	35+26.77	0.00	505.13
S. End of S. Appr. Slab	35+36.77	0.00	504.73

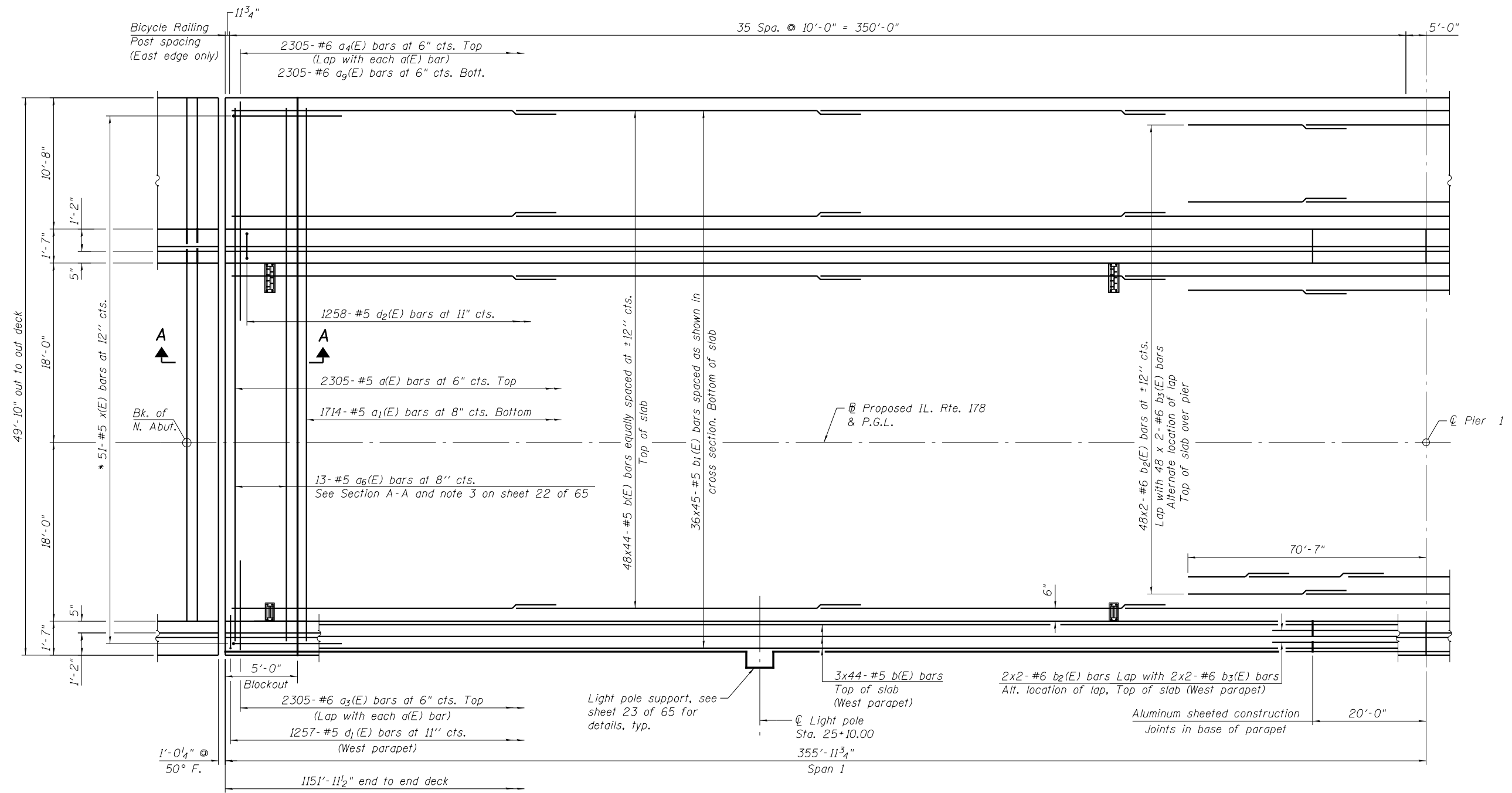
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	12.00	505.75
A3	35+16.77	12.00	505.35
A4	35+26.77	12.00	504.95
S. End of S. Appr. Slab	35+36.77	12.00	504.55

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	35+06.77	18.00	505.63
A3	35+16.77	18.00	505.23
A4	35+26.77	18.00	504.83
S. End of S. Appr. Slab	35+36.77	18.00	504.43

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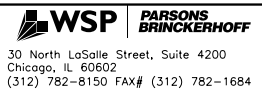
MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 3'-7"

PARTIAL PLAN SPAN 1

- Notes:
- See sheet 19 of 65, for cross section.
 - See sheet 23 of 65, for deck details and Bill of Material.
 - See sheet 3 of 65, for Drainage Scupper locations plan.
 - See sheet 31 of 65 and sheet 32 of 65, for DS-11 and DS-33 Drainage Scupper details, respectively.
 - Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 - See sheet 20 of 65 & 21 of 65, for parapet reinforcement.
 - See sheet 22 of 65, for section A-A.
 - Cut longitudinal reinforcement to clear drainage scuppers.

* x(E) bars to be placed at 12" cts.
 Cut vertical leg to miss modular joint support boxes.

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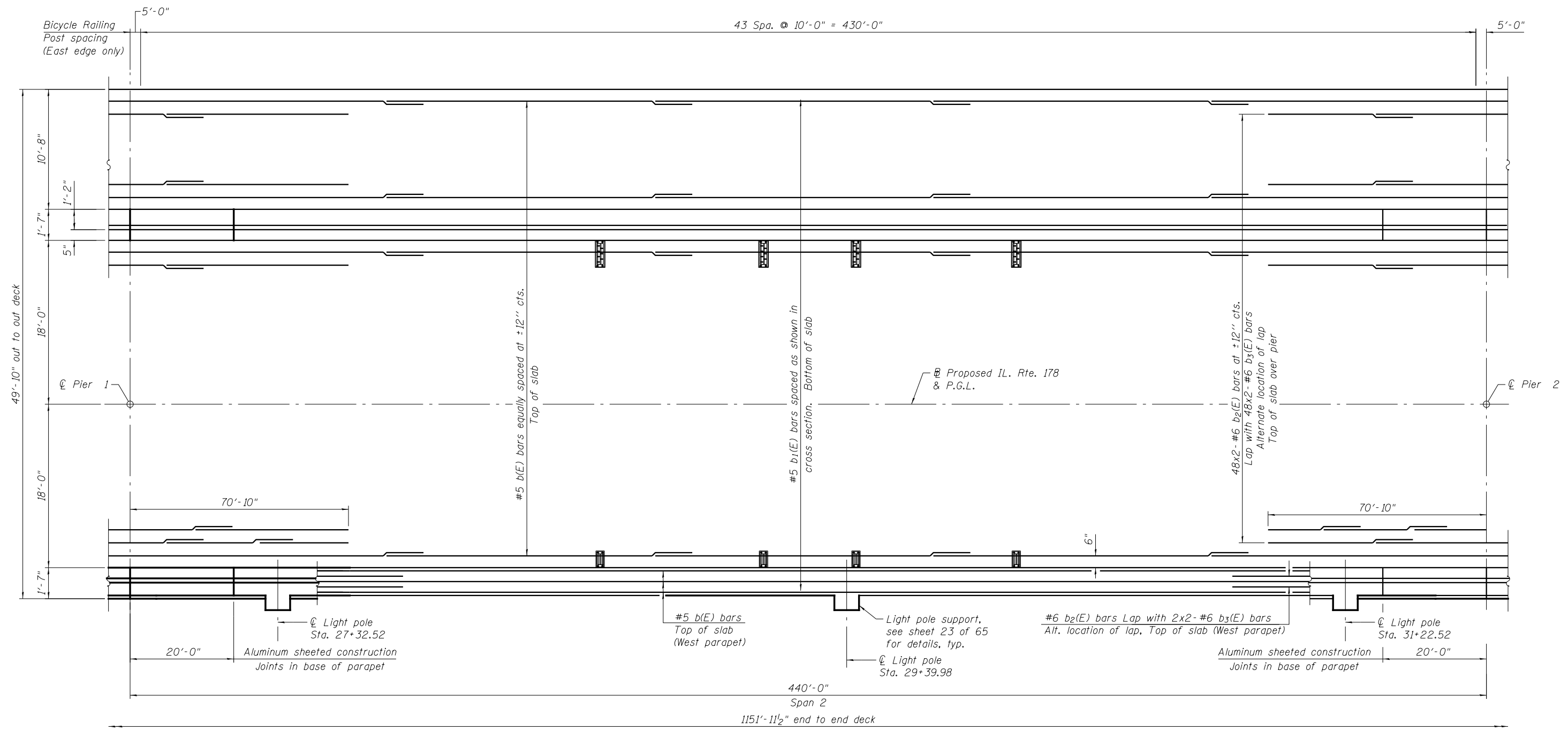
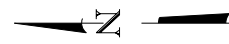
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN I
 STRUCTURE NO. 050-0256**

SHEET NO. 16 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	237
CONTRACT NO. 66992				

ILLINOIS FED. AID PROJECT



PARTIAL PLAN SPAN 2

- Notes:
1. See sheet 19 of 65, for cross section.
 2. See sheet 23 of 65, for deck details and Bill of Material.
 3. See sheet 3 of 65, for Drainage Scupper locations plan.
 4. See sheet 31 of 65 and sheet 32 of 65, for DS-11 and DS-33 Drainage Scupper details, respectively.
 5. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 6. See sheet 20 of 65 & 21 of 65, for parapet reinforcement.
 7. Cut longitudinal reinforcement to clear drainage scuppers.

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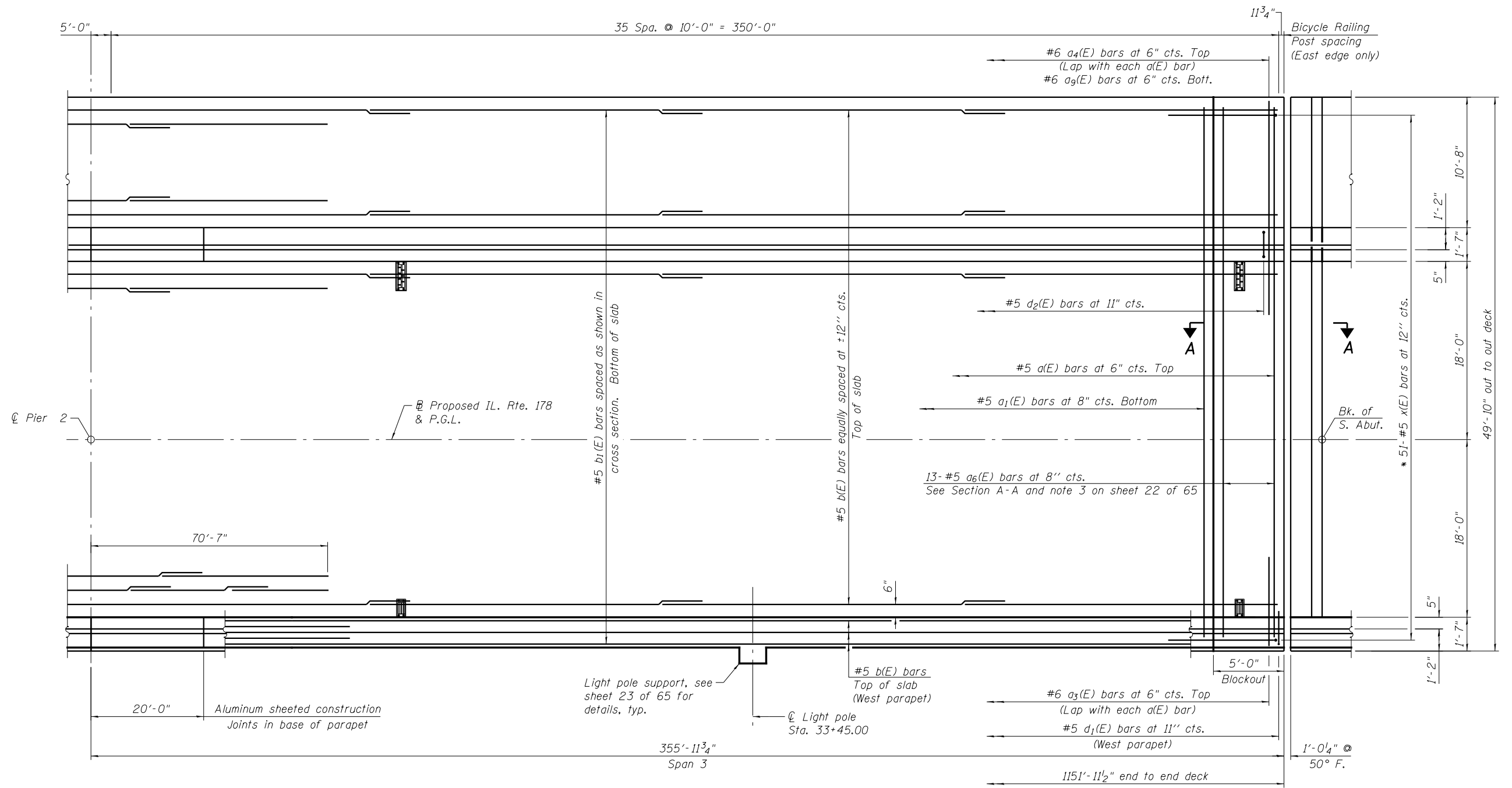
WSP **PARSONS BRINCKERHOFF**
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN II
STRUCTURE NO. 050-0256
SHEET NO. 17 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	238
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN SPAN 3

* x(E) bars to be placed at 12" cts.
Cut vertical leg to miss modular joint support boxes.

- Notes:
1. See sheet 19 of 65, for cross section.
 2. See sheet 23 of 65, for deck details and Bill of Material.
 3. See sheet 3 of 65, for Drainage Scupper locations plan.
 4. See sheet 31 of 65 and sheet 32 of 65, for DS-33 and DS-11 Drainage Scupper details, respectively.
 5. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 6. See sheet 20 of 65 & 21 of 65, for parapet reinforcement.
 7. See sheet 22 of 65, for section A-A.
 8. Cut longitudinal reinforcement to clear drainage scuppers.

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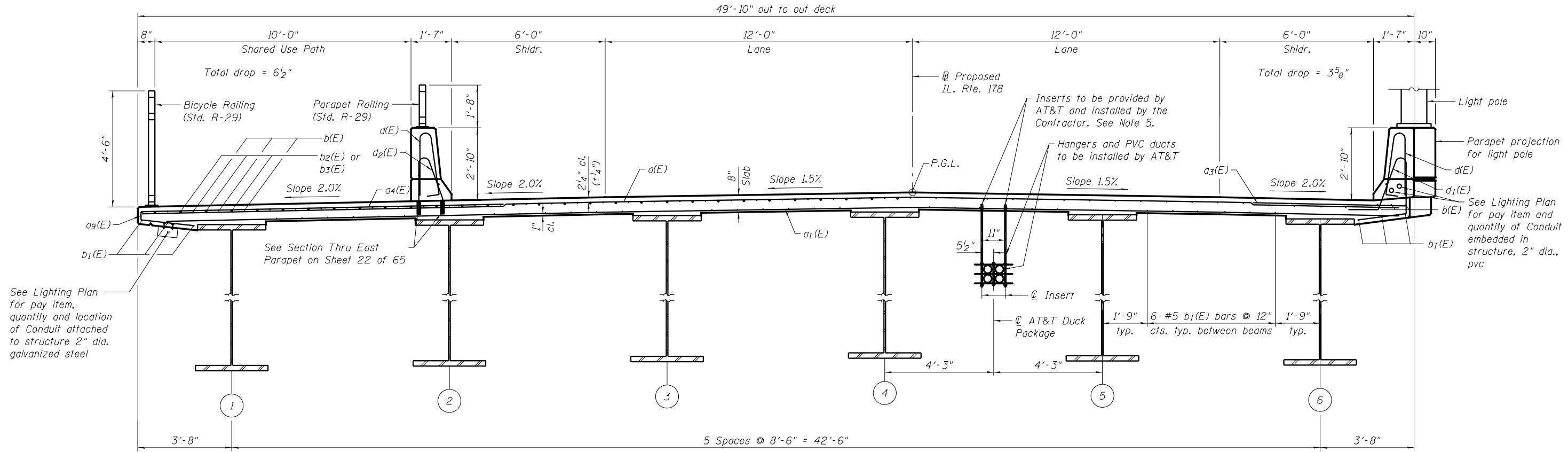
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN III
STRUCTURE NO. 050-0256**
SHEET NO. 18 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	239
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



CROSS SECTION
(Looking South)

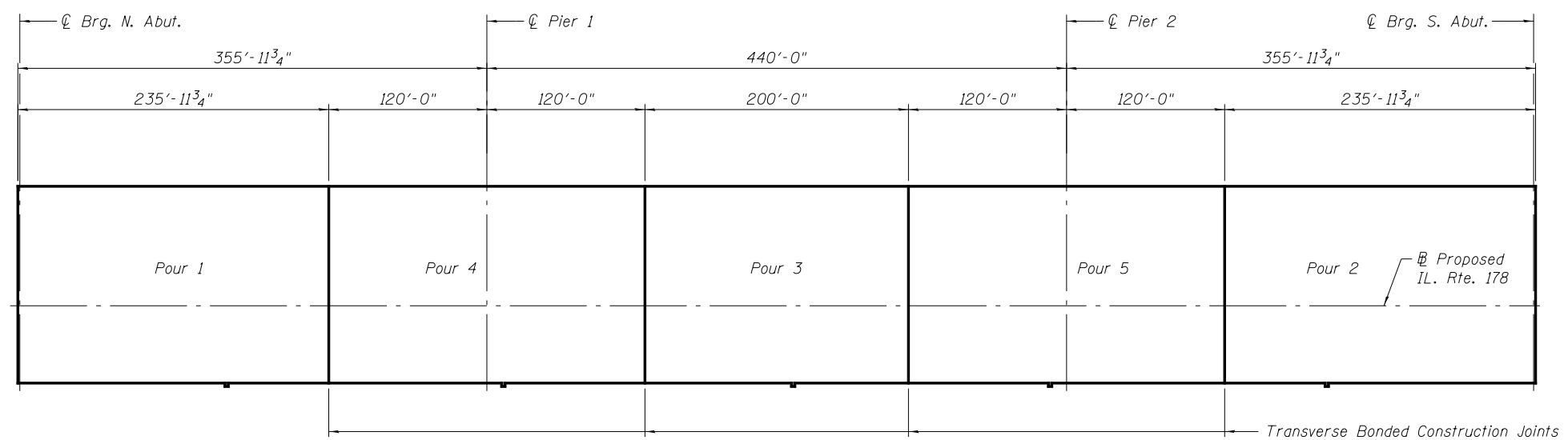
- Notes:
- See sheet 23 of 65, for deck details and Bill of Material.
 - See sheet 31 of 65 and 32 of 65, for DS-33 and DS-11 Drainage Scupper details, respectively.
 - See sheet 20 of 65 & 21 of 65, for parapet reinforcement.
 - See sheet 28 of 65, for Bicycle Railing details.
 - It shall be the Contractor's responsibility to contact AT&T and coordinate the delivery of hanger inserts. The Contractor shall install inserts in the underside of the bridge deck along the length of the bridge between Girder (4) and (5). Inserts shall be set 11" apart and at 7'±1' on centers along the length of the bridge. Avoid placing inserts at a diaphragm locations. Prior to installation, the Contractor shall submit a proposed insert location plan to AT&T for approval. AT&T shall make arrangements to install the hangers and ducts. The cost of installing the inserts is included with the cost of Concrete Superstructures.

Pouring Sequence Notes:

When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the Deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:

- At least 72 hours shall have elapsed from the end of the previous pour.
- The concrete strength shall have attained a minimum flexural strength of 695 psi or a minimum compressive strength of 4000 psi.

The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown above. Any deviation from this pouring sequence will result in changes to camber and deck elevations. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations, prepared and sealed by an Illinois Licensed Structural Engineer, shall be submitted to the Engineer for review and approval.



DECK POUR SEQUENCE

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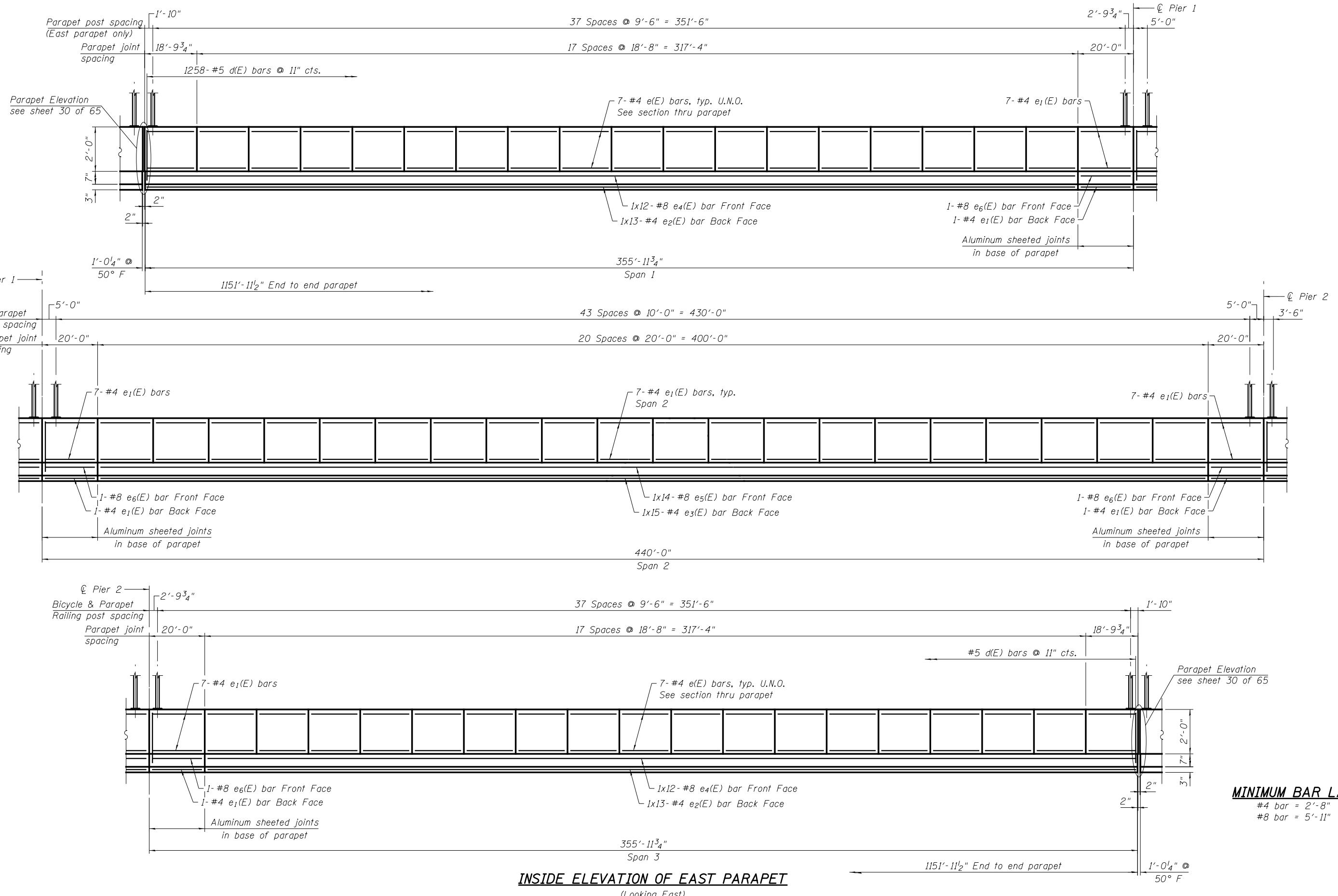
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS I
STRUCTURE NO. 050-0256**

SHEET NO. 19 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	240
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF EAST PARAPET
(Looking East)

MINIMUM BAR LAP
#4 bar = 2'-8"
#8 bar = 5'-11"

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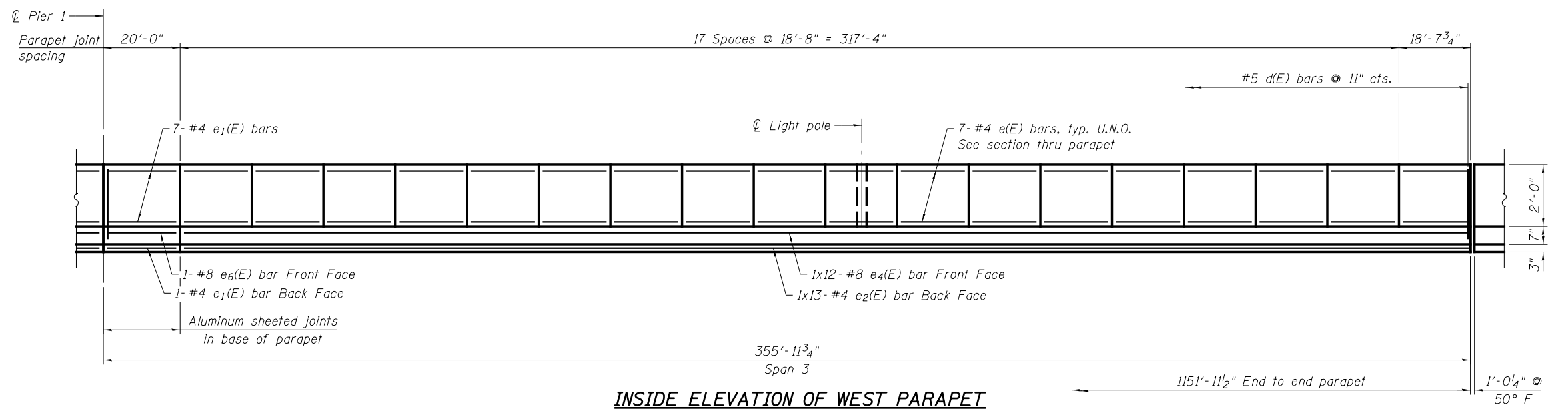
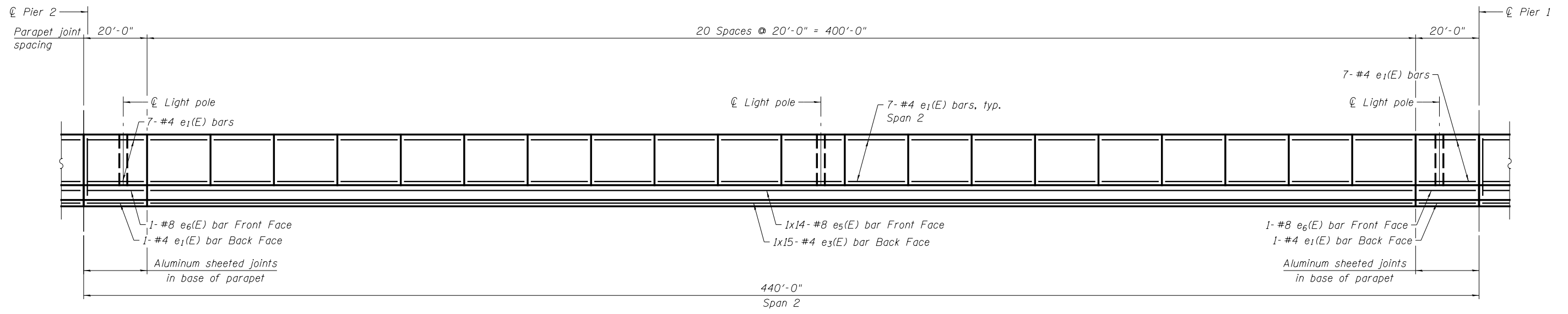
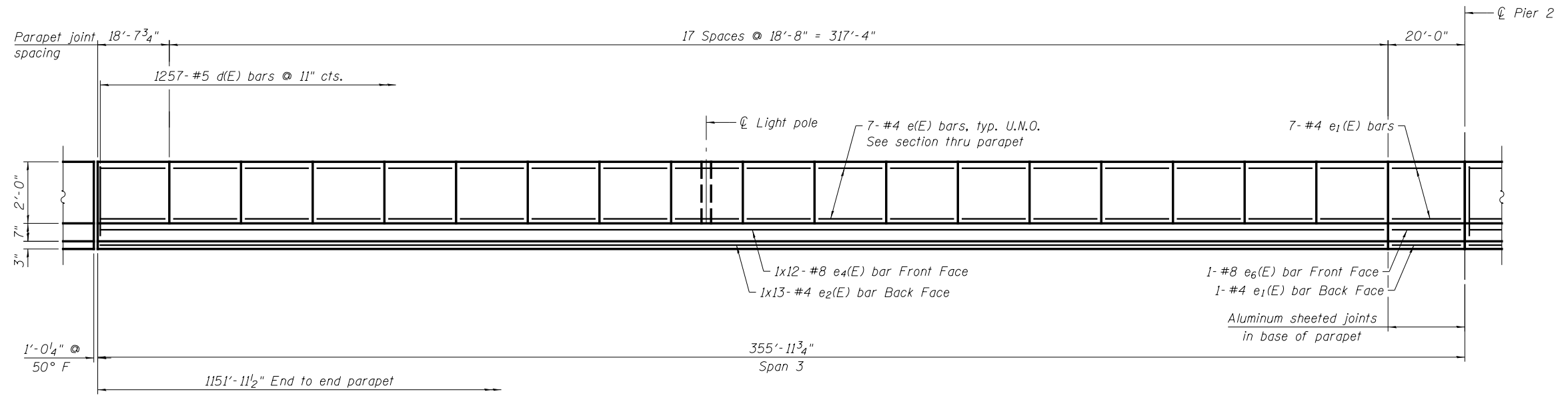
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS II
STRUCTURE NO. 050-0256**
SHEET NO. 20 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	241
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF WEST PARAPET
(Looking West)

MINIMUM BAR LAP
#4 bar = 2'-8"
#8 bar = 5'-11"

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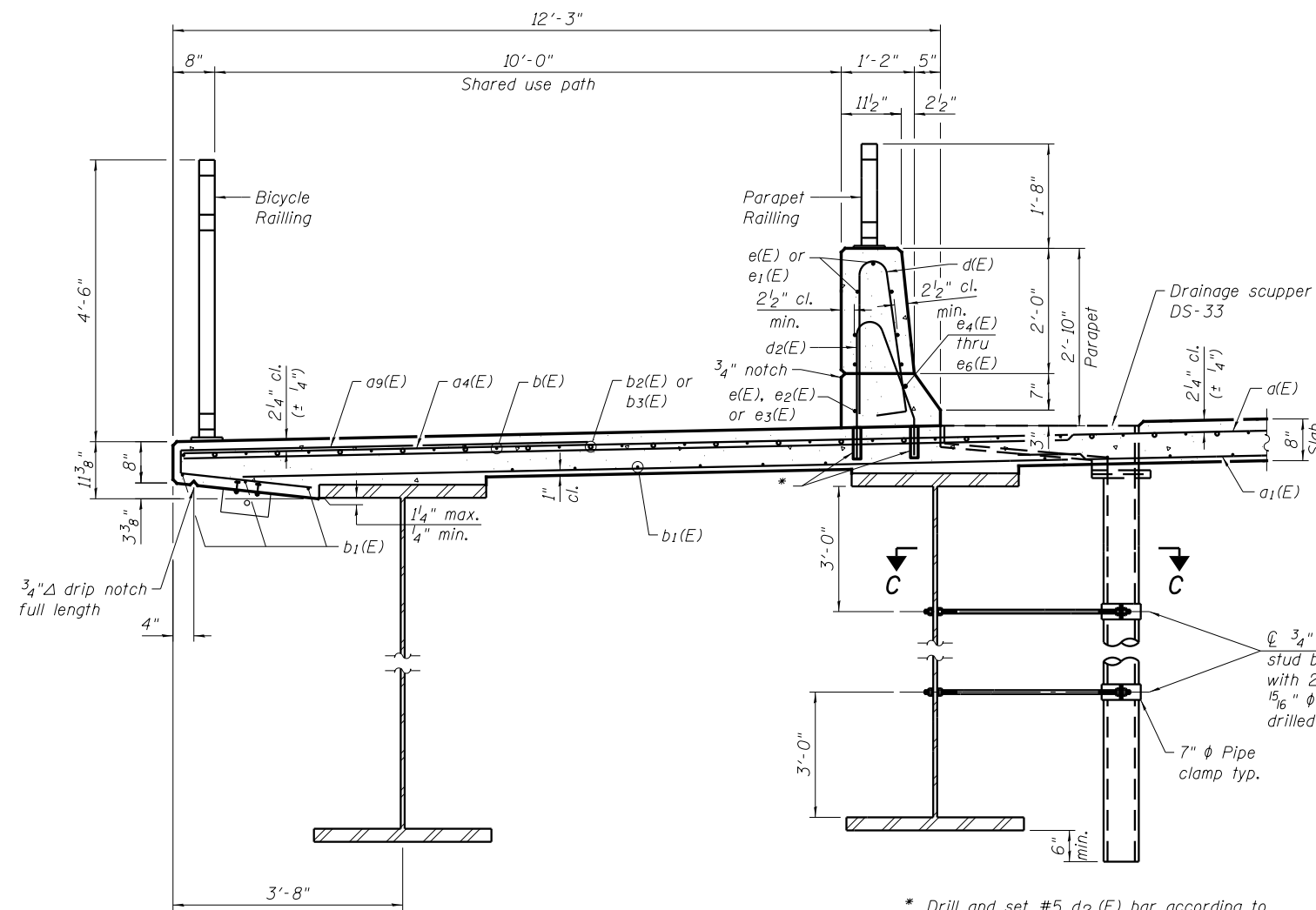
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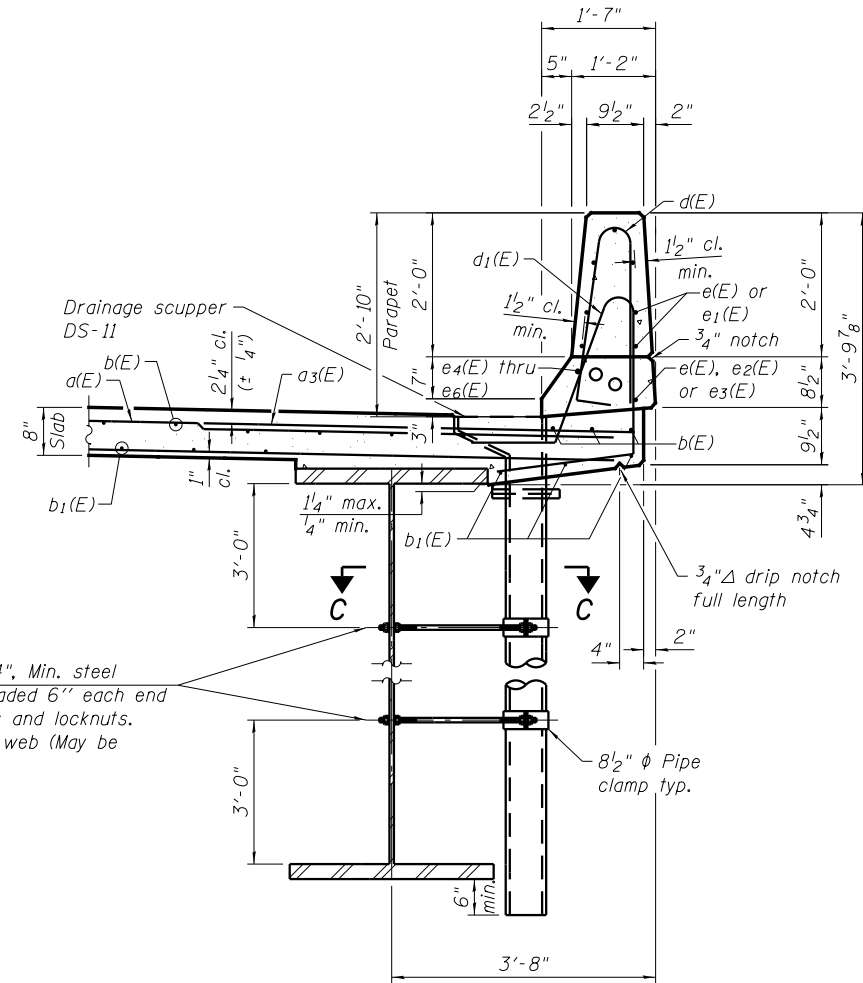
STATE OF ILLINOIS
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DECK DETAILS III
STRUCTURE NO. 050-0256
SHEET NO. 21 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	242
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

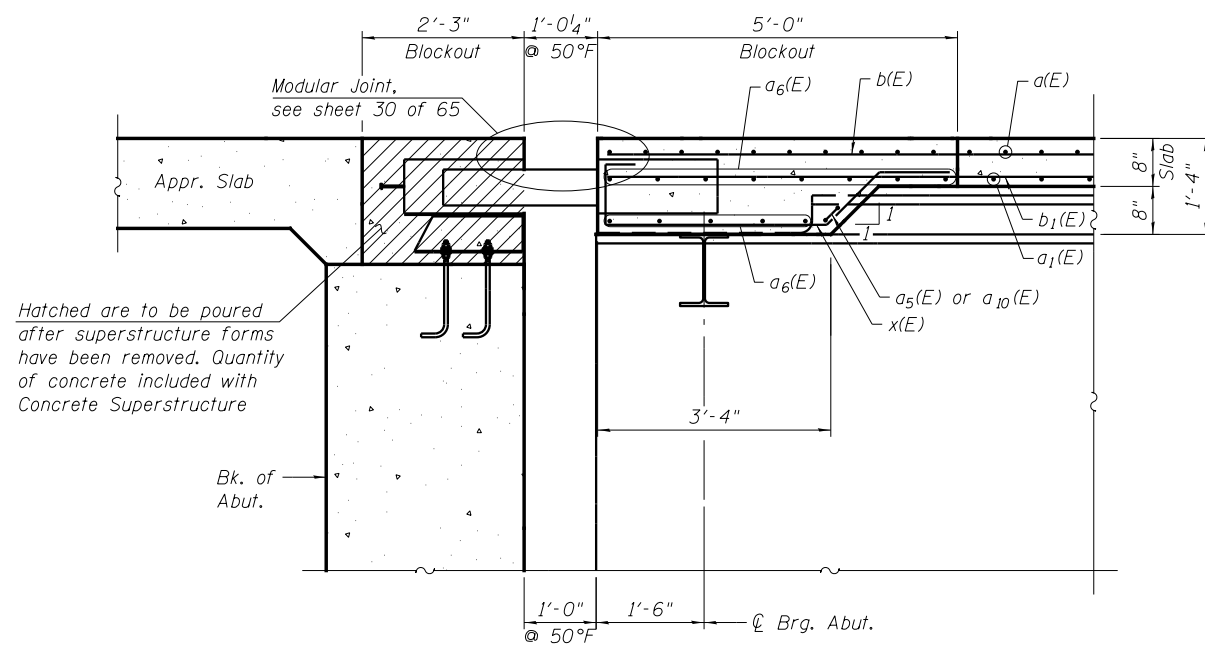


SECTION THRU EAST PARAPET

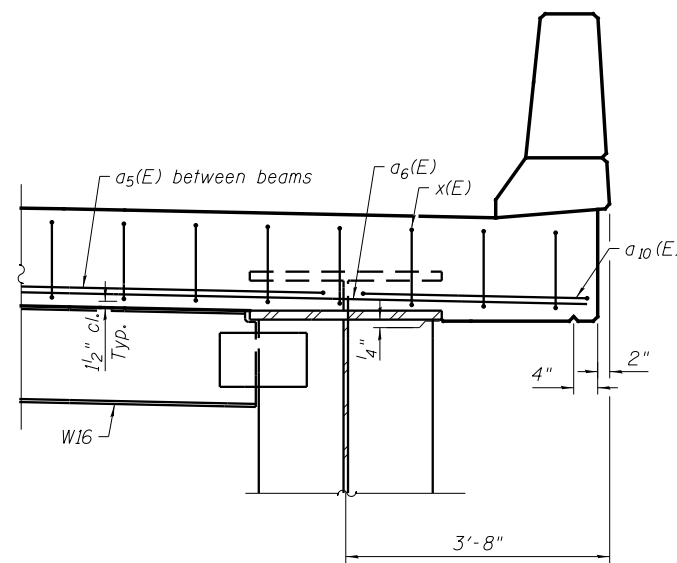


SECTION THRU WEST PARAPET

* Drill and set #5 d₂(E) bar according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".



SECTION A-A



PARTIAL EDGE BEAM ELEVATION
(Modular Joint Support Box not shown)

Notes:

1. See sheet 23 of 65, for Section C-C.
2. See sheet 31 of 65 and 32 of 65, for DS-11 and DS-33 Drainage Scupper details, respectively.
3. Cut b₁(E) bars and space a₆(E) bars as required to miss modular joint support box. See modular joint shop drawings for support box location and details.

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Chicago, IL 60602
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PLOT DATE = 10/4/2016

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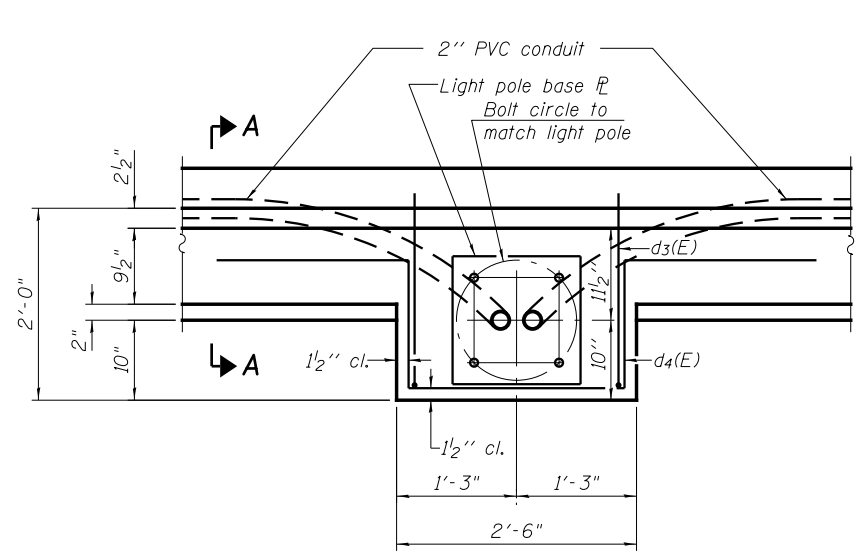
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS IV
STRUCTURE NO. 050-0256

SHEET NO. 22 OF 65 SHEETS

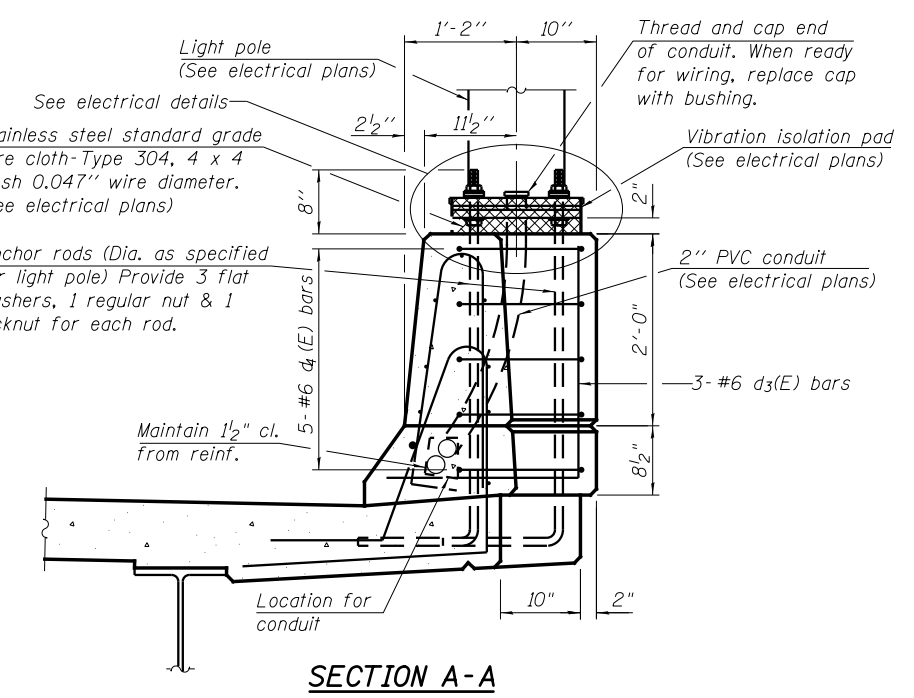
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1279	(1)BR & 1	LASALLE	430	243
CONTRACT NO. 66992				

ILLINOIS FED. AID PROJECT

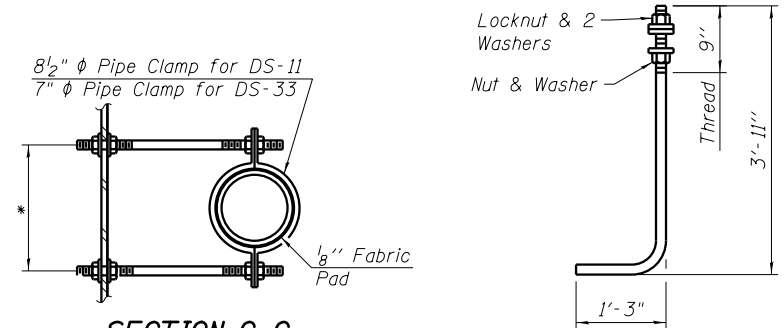


PLAN AT LIGHT POLE SUPPORT

Note:
Cost of anchor rods is included with Concrete Superstructure.



SECTION A-A

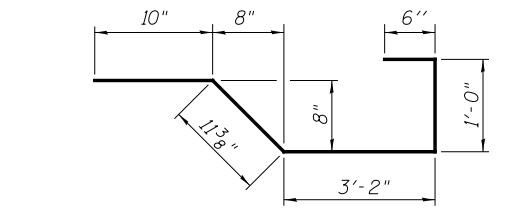


SECTION C-C

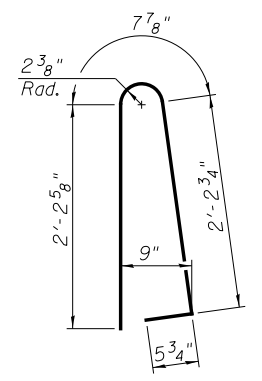
* Dimension as required by Pipe Clamp

ANCHOR ROD

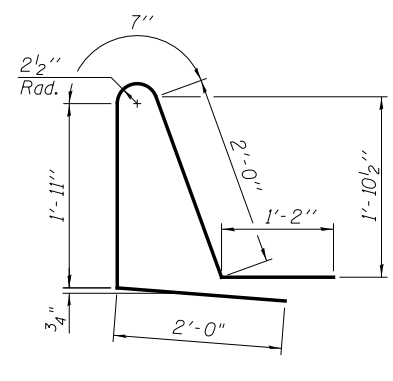
Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized



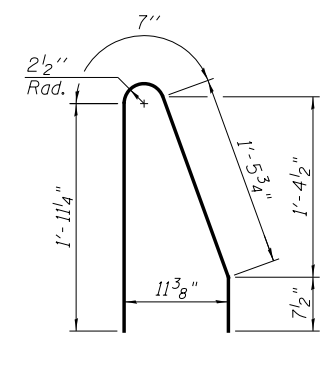
BAR x(E)



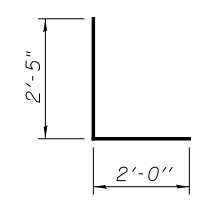
BAR d(E)



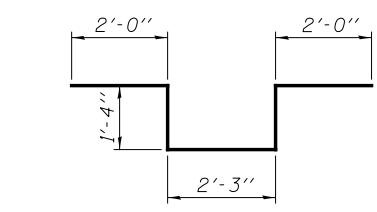
BAR d1(E)



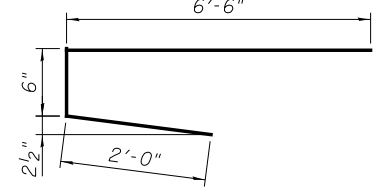
BAR d2(E)



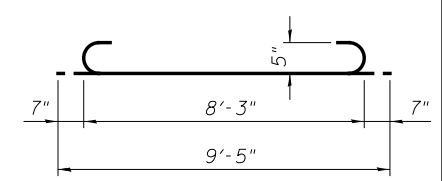
BAR d3(E)



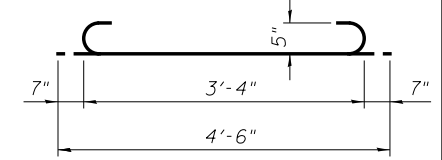
BAR d4(E)



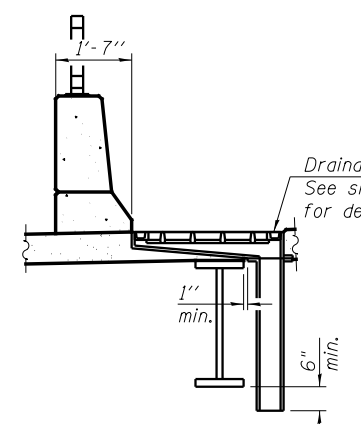
BAR a9(E)



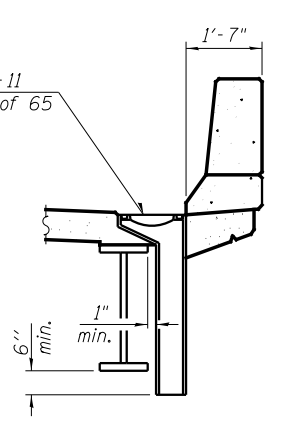
BAR a5(E)



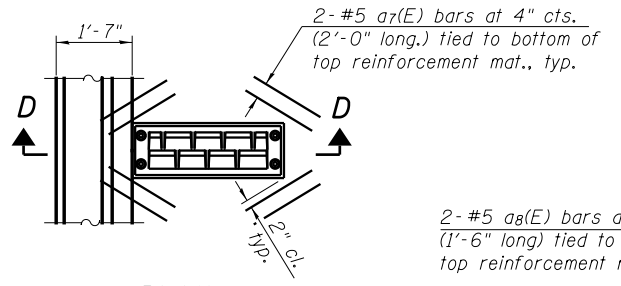
BAR a12(E)



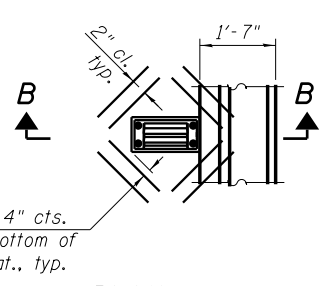
SECTION D-D



SECTION B-B



PLAN



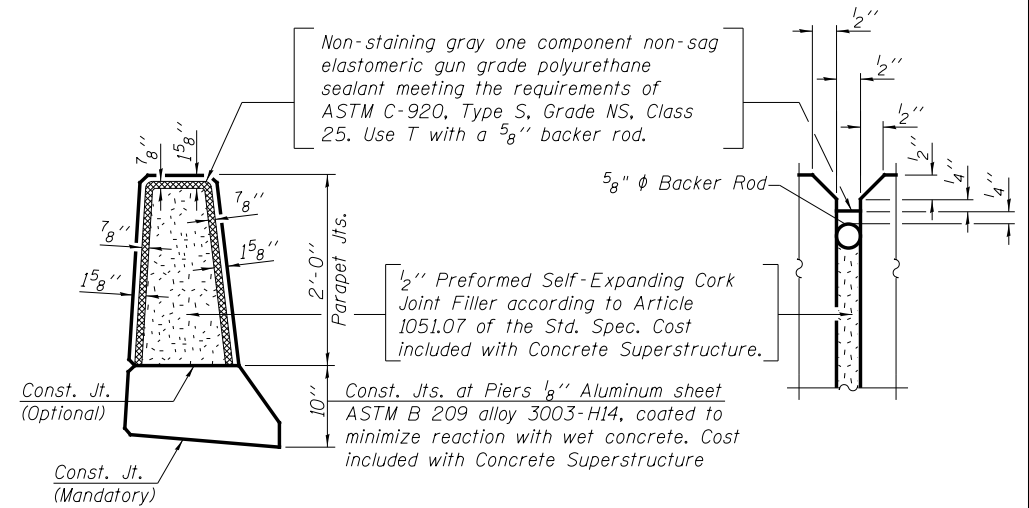
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

Notes:
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Drainage Scupper, DS-11 and Drainage Scupper, DS-33.

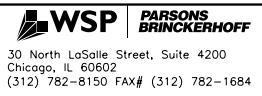
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2305	#5	49'-6"	---
a1(E)	1714	#5	49'-6"	---
a3(E)	2305	#6	6'-6"	---
a4(E)	2305	#6	19'-6"	---
a5(E)	10	#5	9'-5"	---
a6(E)	26	#5	49'-6"	---
a7(E)	64	#5	2'-0"	---
a8(E)	64	#5	1'-6"	---
a9(E)	2305	#6	9'-0"	---
a10(E)	4	#5	4'-6"	---
b(E)	2244	#5	29'-7"	---
b1(E)	1620	#5	29'-0"	---
b2(E)	200	#6	46'-5"	---
b3(E)	200	#6	29'-8"	---
d(E)	2514	#5	5'-7"	---
d1(E)	1258	#5	7'-8"	---
d2(E)	1258	#5	4'-8"	---
d3(E)	15	#6	4'-5"	---
d4(E)	25	#6	8'-11"	---
e(E)	504	#4	18'-4"	---
e1(E)	344	#4	19'-8"	---
e2(E)	52	#4	28'-4"	---
e3(E)	30	#4	29'-2"	---
e4(E)	48	#8	33'-5"	---
e5(E)	28	#8	34'-1"	---
e6(E)	8	#8	19'-8"	---
x(E)	90	#5	6'-5"	---
Reinforcement Bars, Epoxy Coated		Pound	522,910	
Concrete Superstructure		Cu. Yds.	1,812	
Protective Coat		Sq. Yd.	7,323	
Bridge Deck Grooving		Sq. Yd.	4,352	



PARAPET JOINT DETAILS

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	CHECKED - IJL	REVISD -
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PLOT DATE = 10/4/2016	CHECKED - AH	REVISD -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

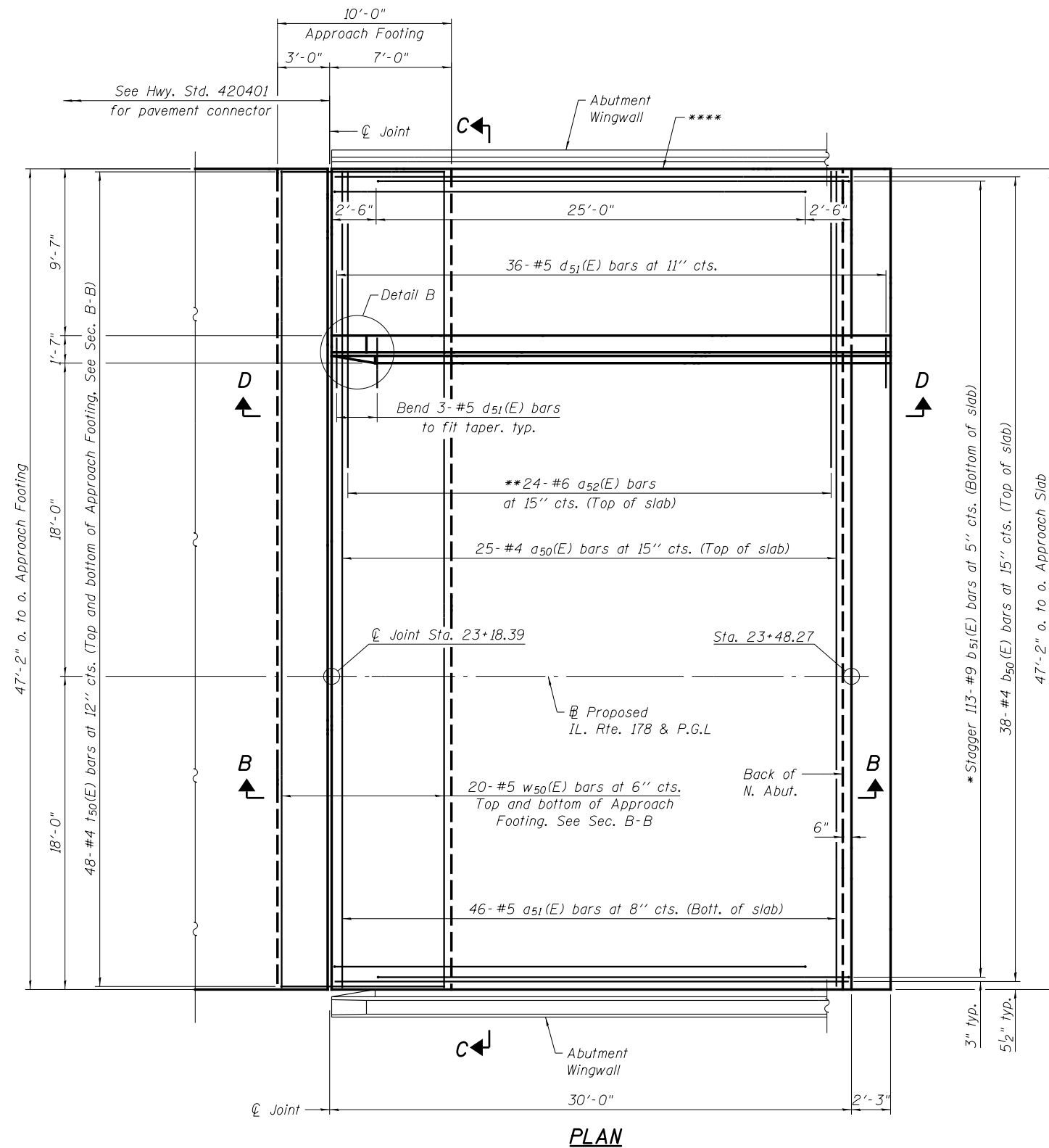
DECK DETAILS V STRUCTURE NO. 050-0256

SHEET NO. 23 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	244
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

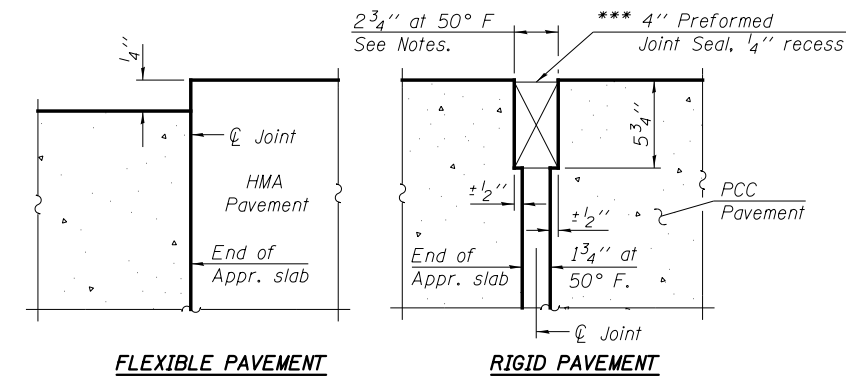
Notes:
 See sheet 25 of 65 for Sections B-B & C-C and View D-D.
 a50(E), a51(E) and a52(E) bar spacings measured along ϕ Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2' for installation purposes.

*** Cost included with Concrete Superstructure (Approach Slab).

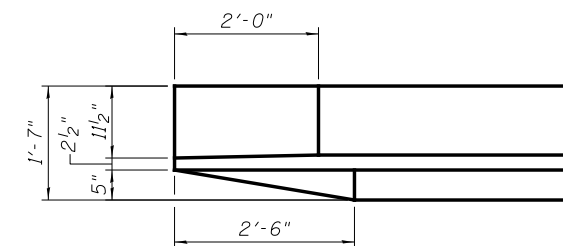


PLAN

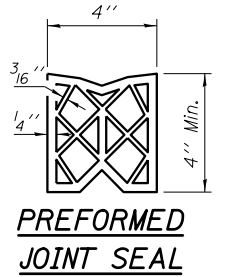
- * Tilt #9 b51(E) bars as required to maintain clearance.
- ** Space between a50(E) bars.
- **** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of E. Wingwall and W. Parapet. Cost included with Concrete Superstructure (Approach Slab).



DETAIL A



DETAIL B



PREFORMED JOINT SEAL

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 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

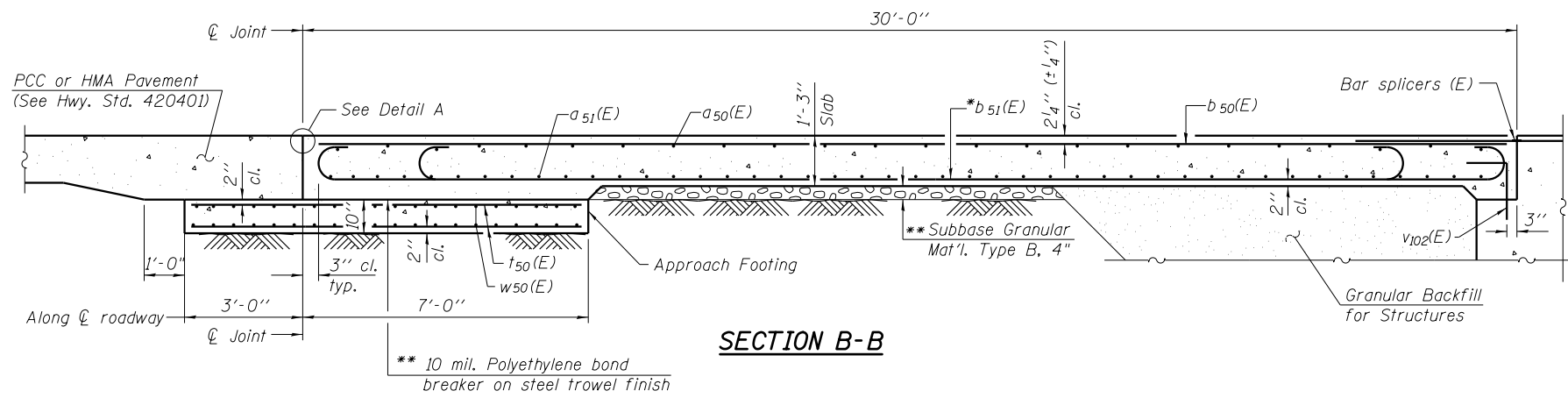
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**STATE OF ILLINOIS
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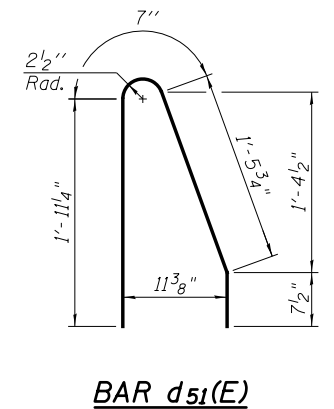
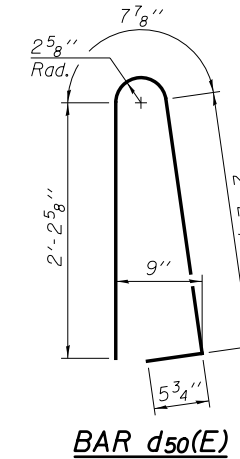
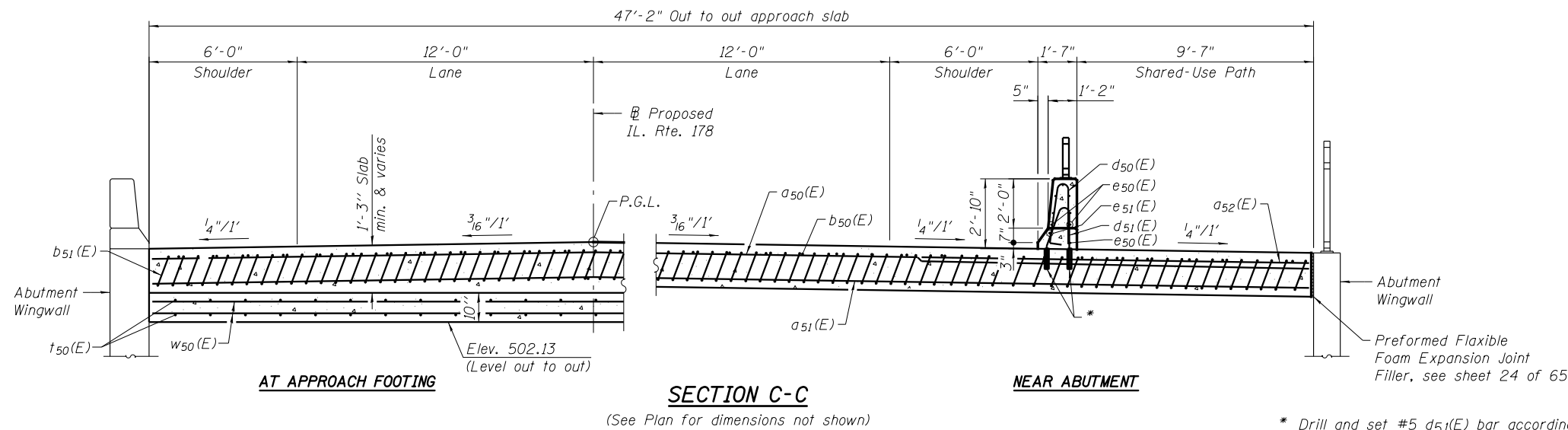
**NORTH BRIDGE APPROACH SLAB DETAILS I
 STRUCTURE NO. 050-0256**

SHEET NO. 24 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	245
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



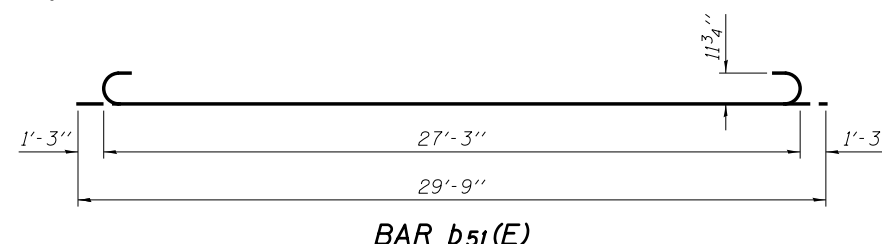
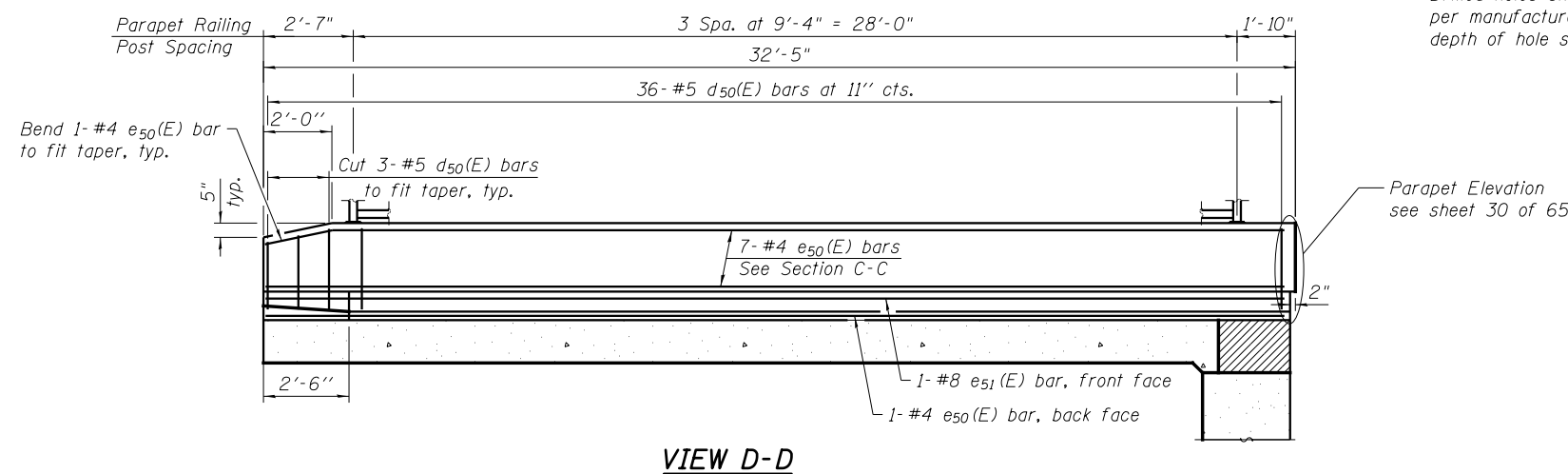
Notes:
 See sheet 24 of 65 for Detail A.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v102(E) bar details, see sheet 49 of 65.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 60 of 65.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 65.
 For additional parapet details, see sheet 22 of 65.



* Drill and set #5 d51(E) bar according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

**NORTH APPROACH
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a50(E)	25	#4	46'-10"	—
a51(E)	46	#5	46'-10"	—
a52(E)	24	#6	16'-1"	—
b50(E)	38	#4	29'-8"	—
b51(E)	113	#9	29'-9"	—
d50(E)	36	#5	5'-7"	⌋
d51(E)	36	#5	4'-8"	⌋
e50(E)	8	#4	31'-11"	—
e51(E)	1	#8	31'-11"	—
t50(E)	96	#4	9'-8"	—
w50(E)	20	#5	46'-10"	—
Concrete Superstructure		Cu. Yd.	7.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	70.1	
Concrete Structures		Cu. Yd.	15.5	
Reinforcement Bars, Epoxy Coated		Pound	18,160	
Protective Coat		Sq. Yd.	194	
Bridge Deck Grooving		Sq. Yd.	113.5	



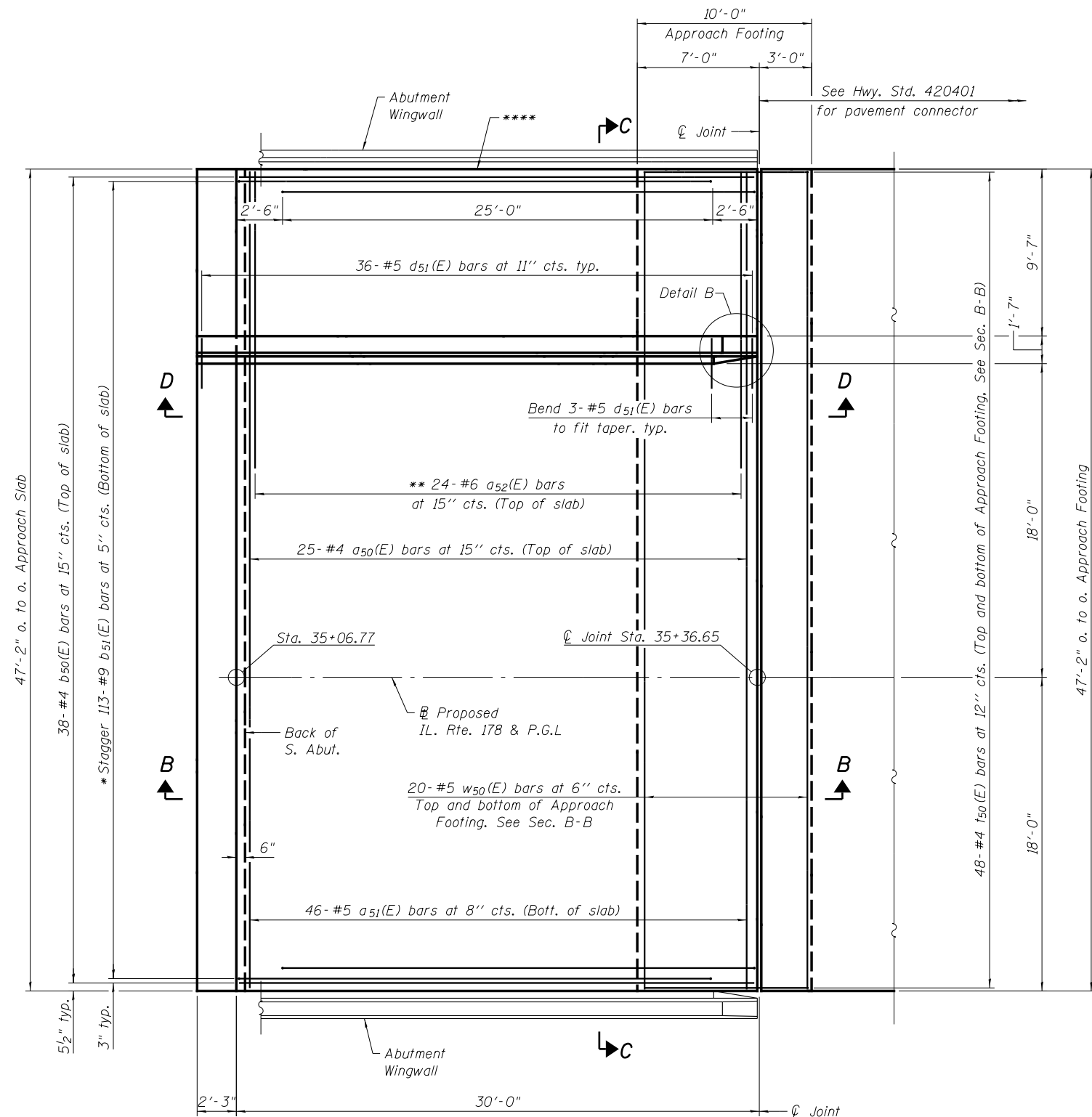
* Tilt #9 b51(E) bars as required to maintain clearance.
 ** Cost included with Concrete Superstructure (Approach Slab).

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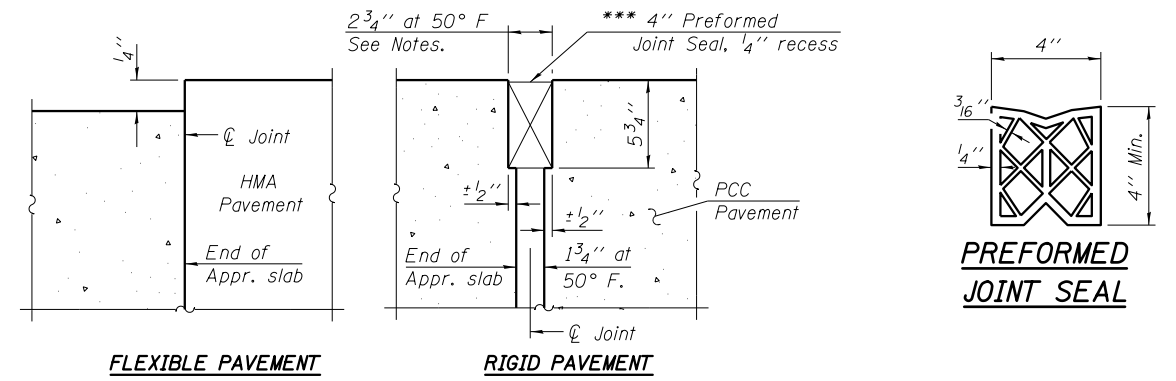
Notes:
 See sheet 27 of 65 for Sections B-B & C-C and View D-D.
 $a_{50}(E)$, $a_{51}(E)$ and $a_{52}(E)$ bar spacings measured along C.R.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}'$ for installation purposes.

*** Cost included with Concrete Superstructure (Approach Slab).

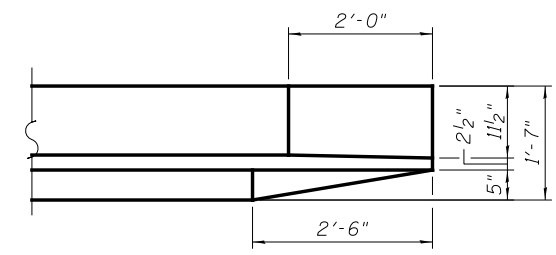


PLAN

* Tilt #9 $b_{51}(E)$ bars as required to maintain clearance.
 ** Space between $a_{50}(E)$ bars.
 **** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of E. Wingwall and W. Parapet. Cost included with Concrete Superstructure (Approach Slab).



DETAIL A



DETAIL B

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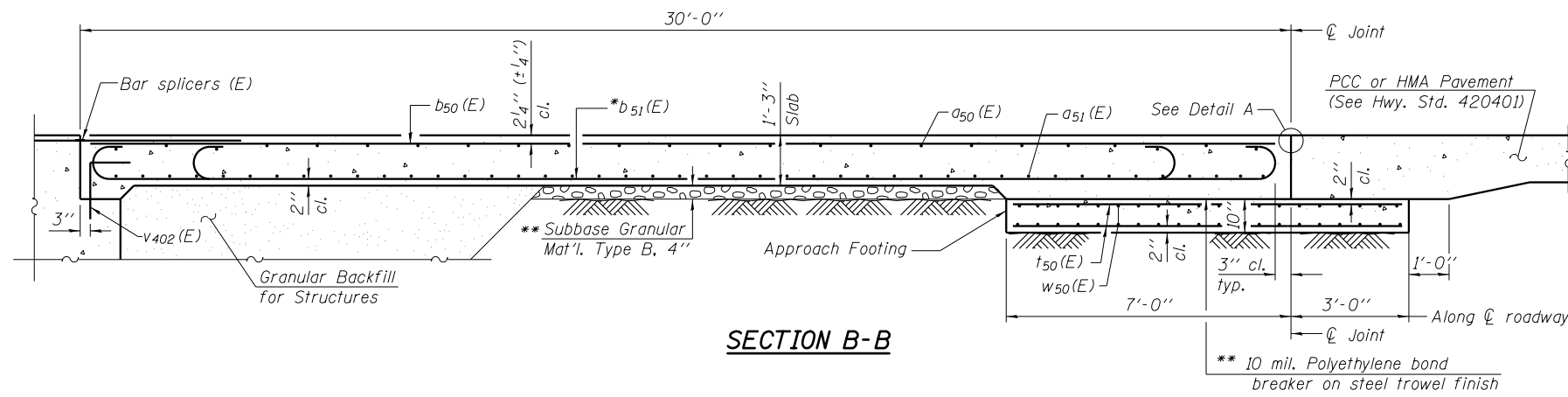
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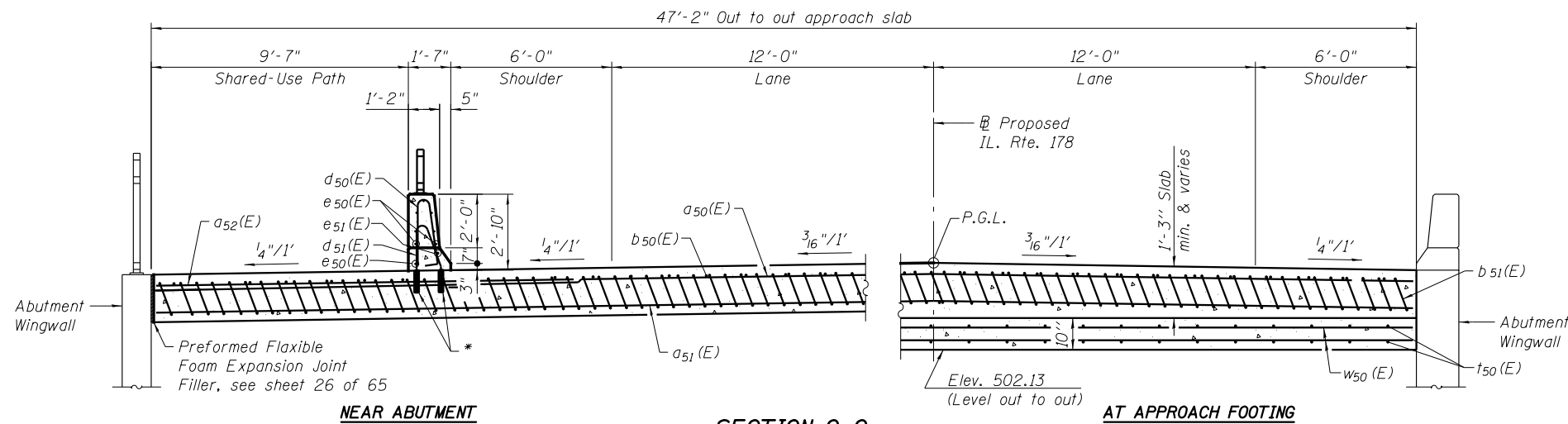
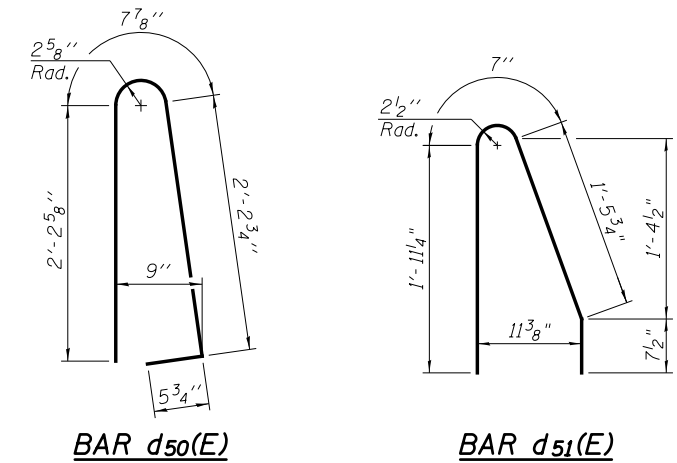
SOUTH BRIDGE APPROACH SLAB DETAILS III
STRUCTURE NO. 050-0256

SHEET NO. 26 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	247
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



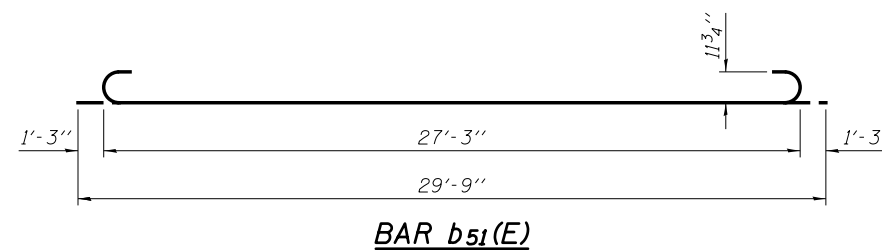
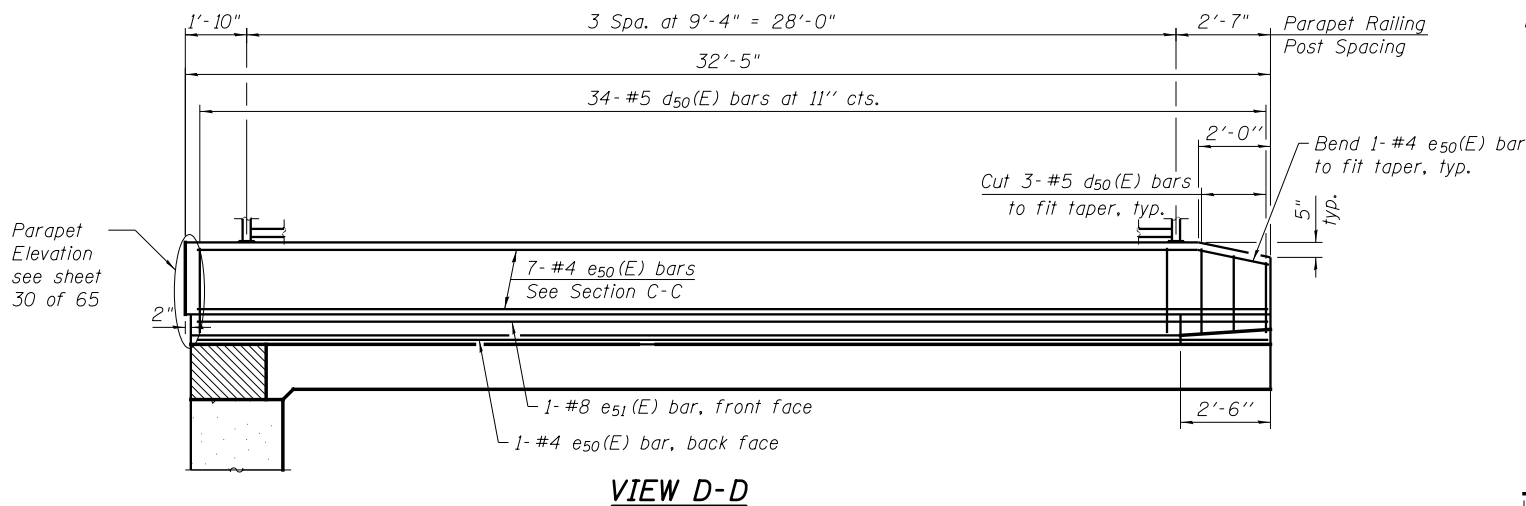
Notes:
 See sheet 26 of 65 for Detail A.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v402(E) bar details, see sheet 52 of 65.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 60 of 65.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 65.
 For additional parapet details, see sheet 22 of 65.



**SOUTH APPROACH
 BILL OF MATERIAL**

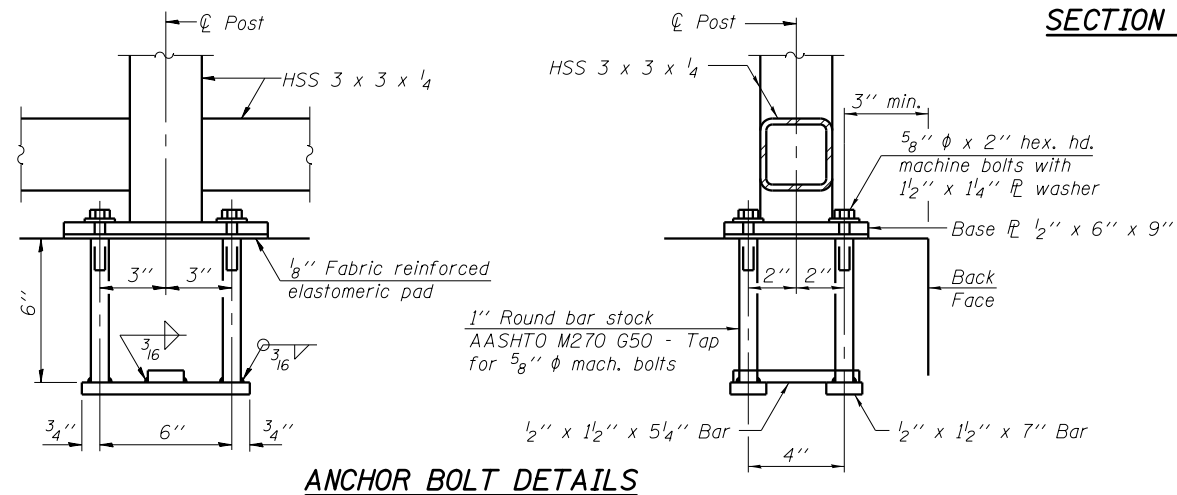
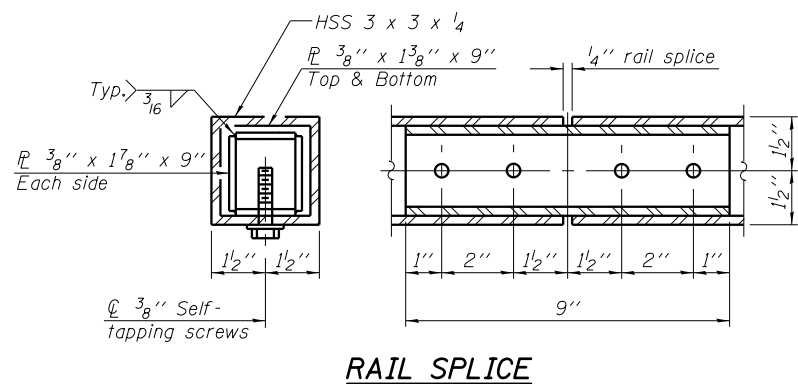
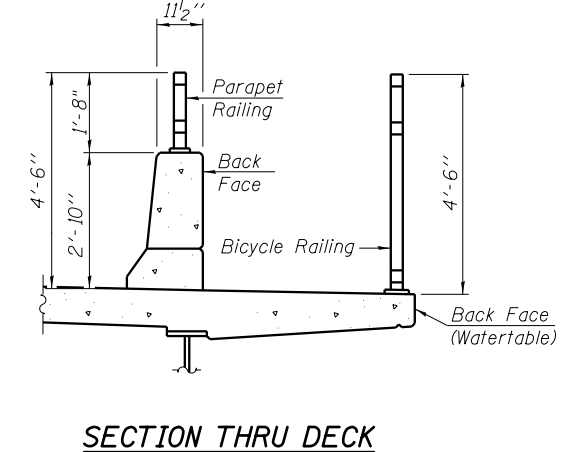
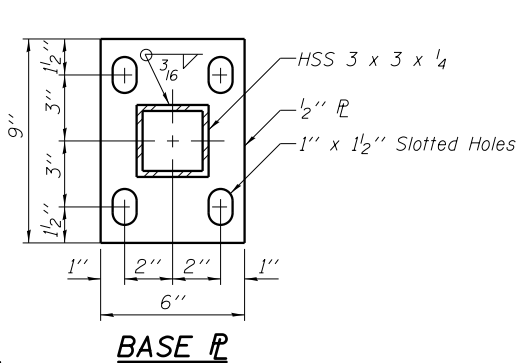
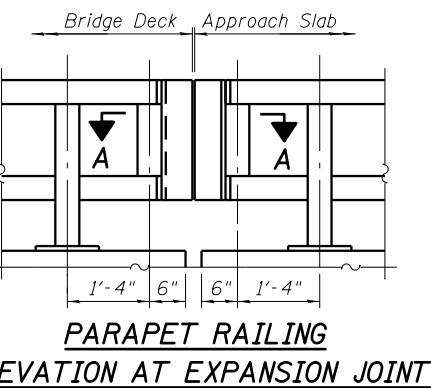
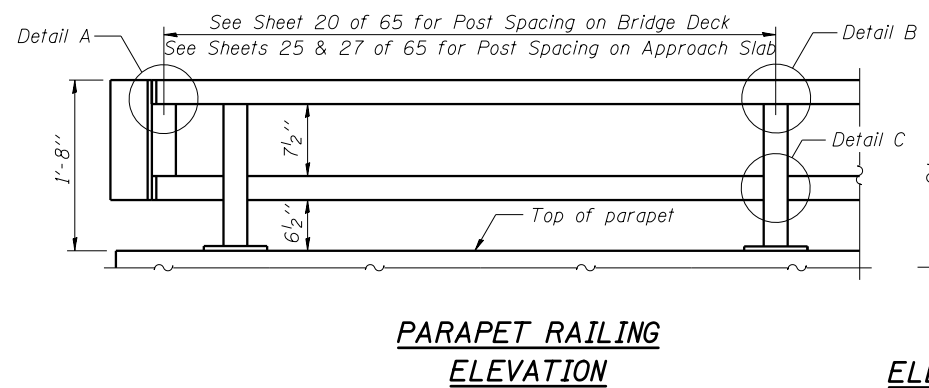
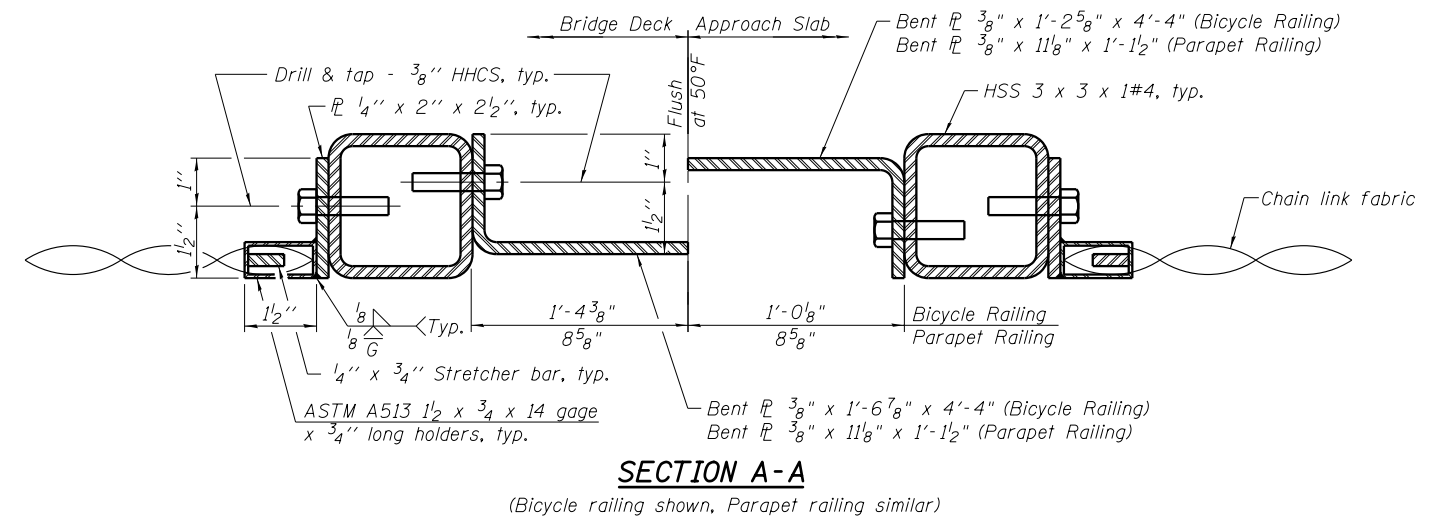
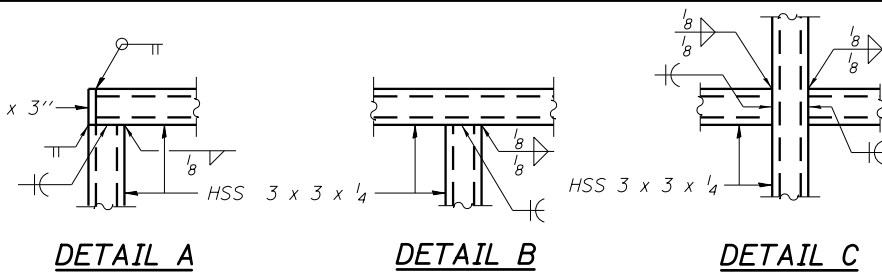
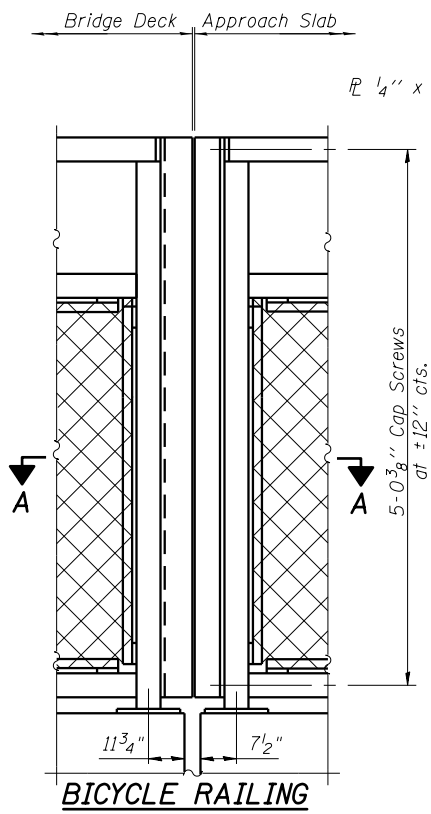
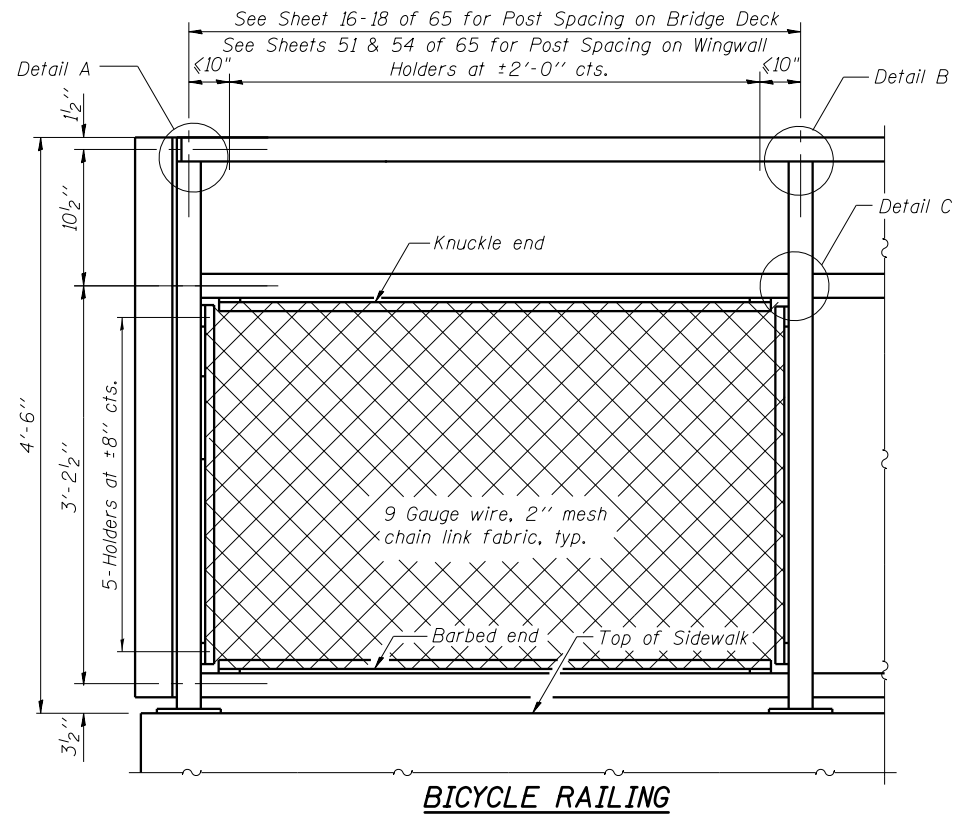
Bar	No.	Size	Length	Shape
a50(E)	25	#4	46'-10"	—
a51(E)	46	#5	46'-10"	—
a52(E)	24	#6	16'-1"	—
b50(E)	38	#4	29'-8"	—
b51(E)	113	#9	29'-9"	⌋
d50(E)	36	#5	5'-7"	⌋
d51(E)	36	#5	7'-11"	⌋
e50(E)	8	#4	31'-11"	—
e51(E)	1	#8	31'-11"	—
t50(E)	96	#4	9'-8"	—
w50(E)	20	#5	46'-10"	—
Concrete Superstructure		Cu. Yd.	7.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	70.1	
Concrete Structures		Cu. Yd.	15.5	
Reinforcement Bars, Epoxy Coated		Pound	18,160	
Protective Coat		Sq. Yd.	194	
Bridge Deck Grooving		Sq. Yd.	113.5	

* Drill and set #5 d51(E) bar according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".



* Tilt #9 b51(E) bars as required to maintain clearance.
 ** Cost included with Concrete Superstructure (Approach Slab).

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

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	1,217
Parapet Railing	Foot	1,213

NOTE:

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

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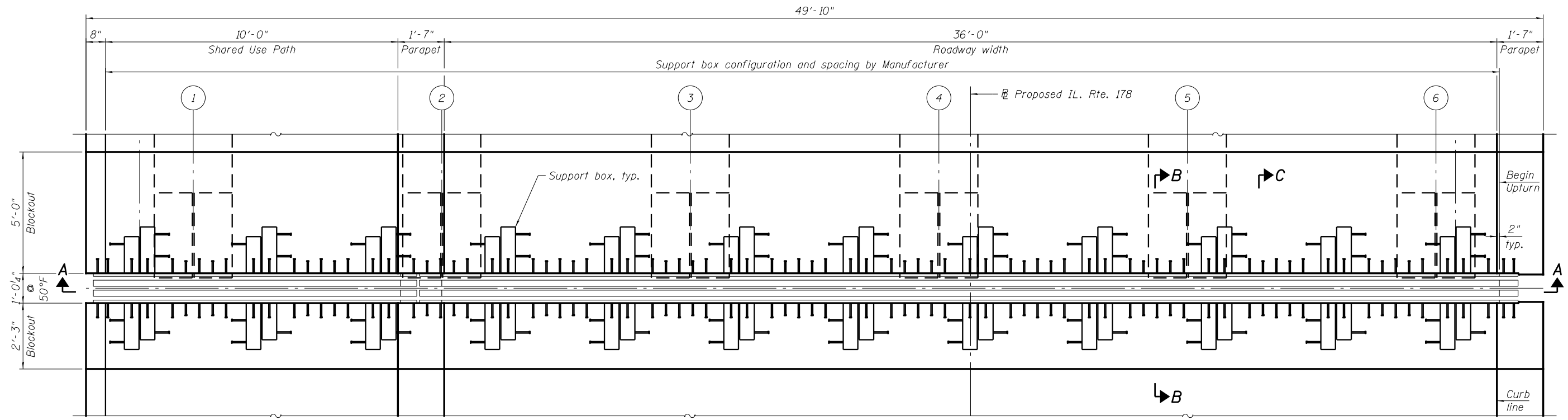
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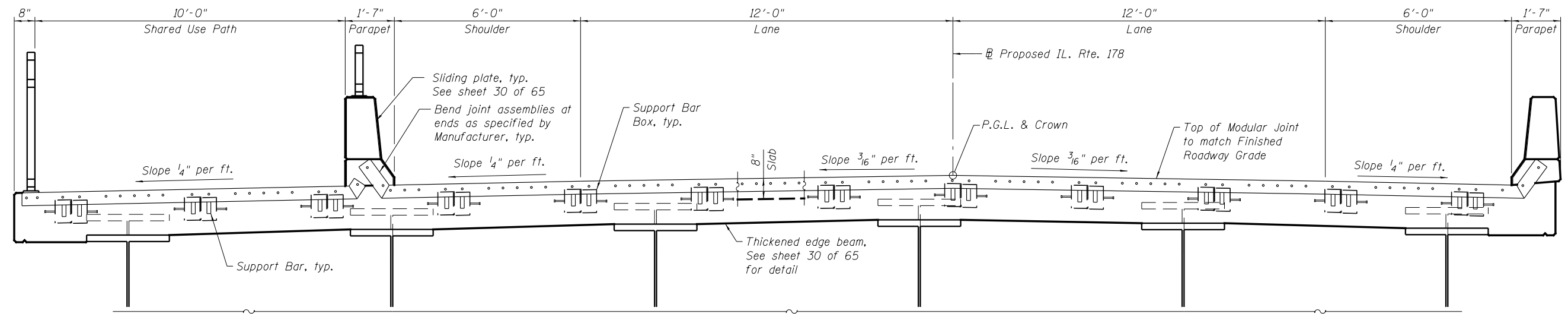
BICYCLE RAILING
STRUCTURE NO. 050-0256

SHEET NO. 28 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	249
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



PLAN AT MODULAR EXPANSION JOINT
(N. Abutment shown S. Abutment similar)



SECTION A-A

Notes:

1. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provisions for a modular joint system and as approved by the Engineer.
2. Joint shall be fabricated to conform to the roadway profile and cross-slope.
3. The expansion joint assembly shall be hot dip galvanized in accordance with AASHTO M111 or M232 after fabrication.
4. Modular expansion joints shall be shipped in one piece unless noted.
5. No aluminum components shall be allowed.
6. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
7. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
8. Sliding plate assemblies as shown shall be provided for the parapets. The cost of furnishing and installing sliding plate assemblies shall be included with Modular Expansion Joint, 12".
9. Coordinate blockout dimensions and pocket locations and reinforcement bar layout with Joint Manufacturer. Blockout area to be poured after expansion assemblies have been adjusted.
10. The manufacturer's recommended installation methods shall be followed.
11. The modular expansion joint system, including anchorages and support bar boxes shall be supplied by the approved chosen manufacturer.
12. The details shown are intended to be schematic. The actual components of the expansion joint system may vary from those shown. This includes, but is not limited to the number of cells, number of support bars, support bar spacing, and support bar box size. However, the total required range of expansion remains unchanged regardless of manufacturer chosen.
13. The modular expansion joint system shall accommodate $8\frac{3}{4}$ " total longitudinal movement
14. Coordinate joint upturns with the conduit location in parapet.
15. Cover plate shall be mounted towards oncoming traffic.

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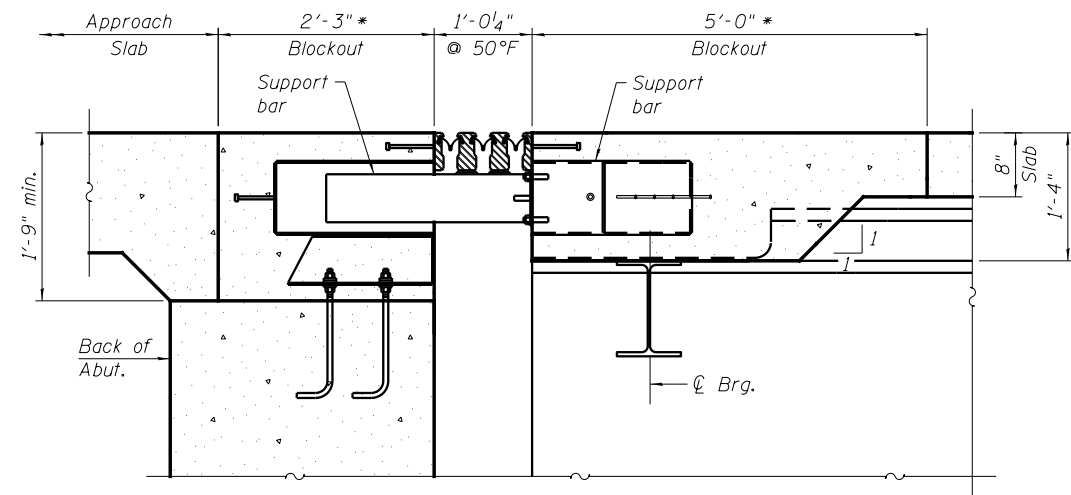
WSP **PARSONS BRINCKERHOFF**
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = pateld	DESIGNED - JZ	REVISED -
	CHECKED - LFB	REVISED -
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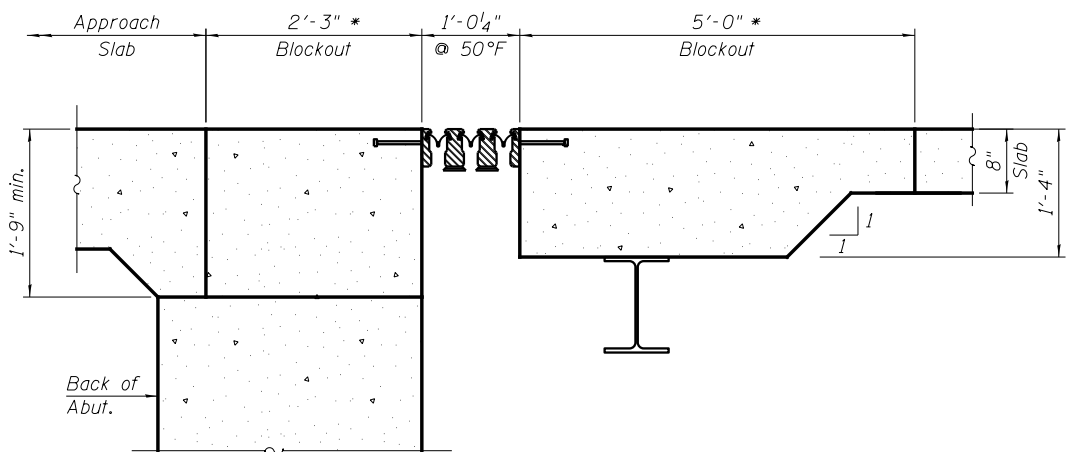
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS - I
STRUCTURE NO. 050-0256
SHEET NO. 29 OF 65 SHEETS

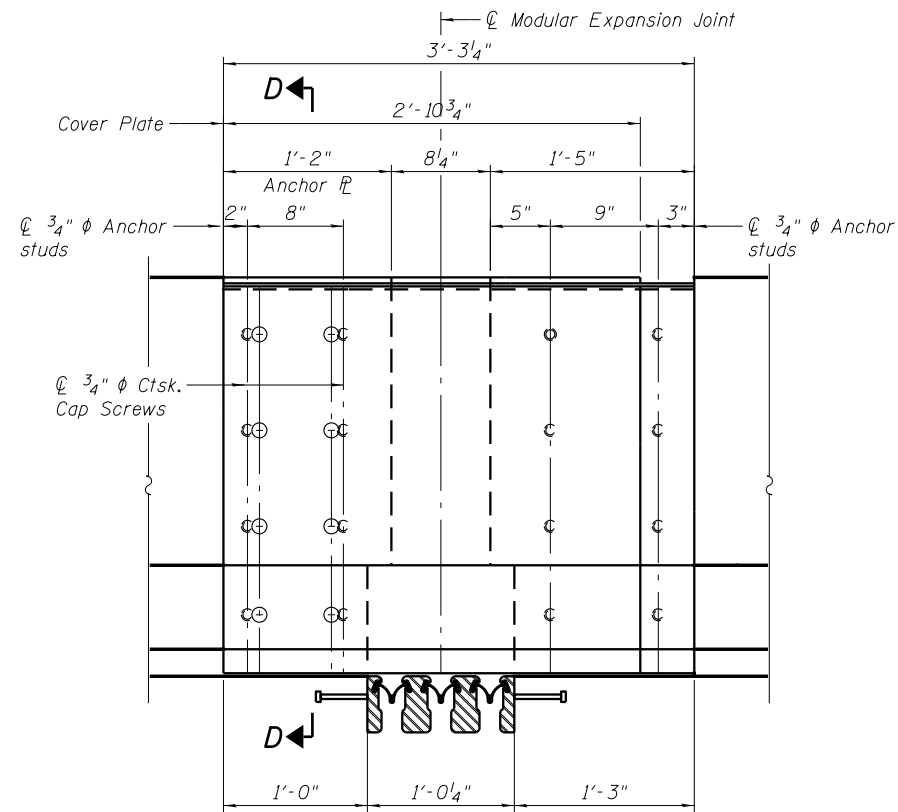
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CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



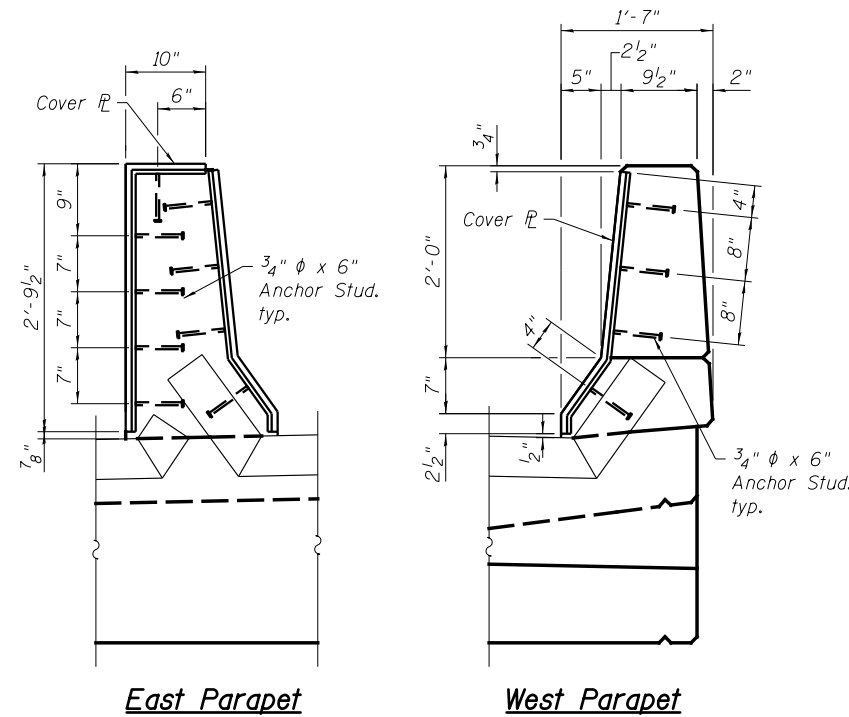
SECTION B-B * Block dimension to be verified by Contractor with Joint Manufacturer. See Sheet 22 of 65 for blockout dimensions & additional detail of edge beam.



SECTION C-C



PARAPET ELEVATION AT MODULAR EXPANSION JT.
(All dimensions are @ 50°F.)



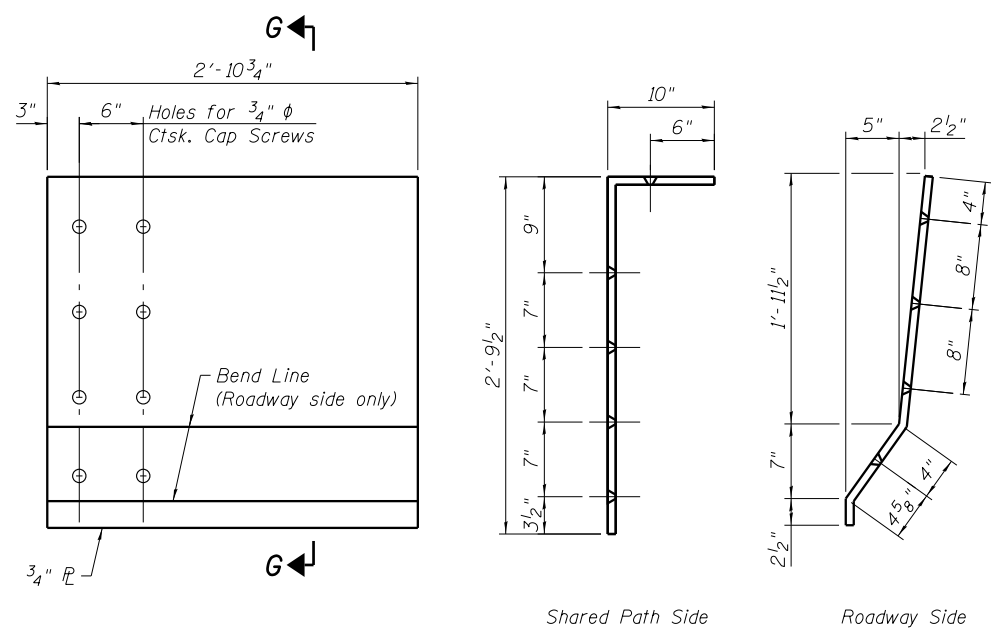
East Parapet **West Parapet**

SECTION D-D

BILL OF MATERIAL

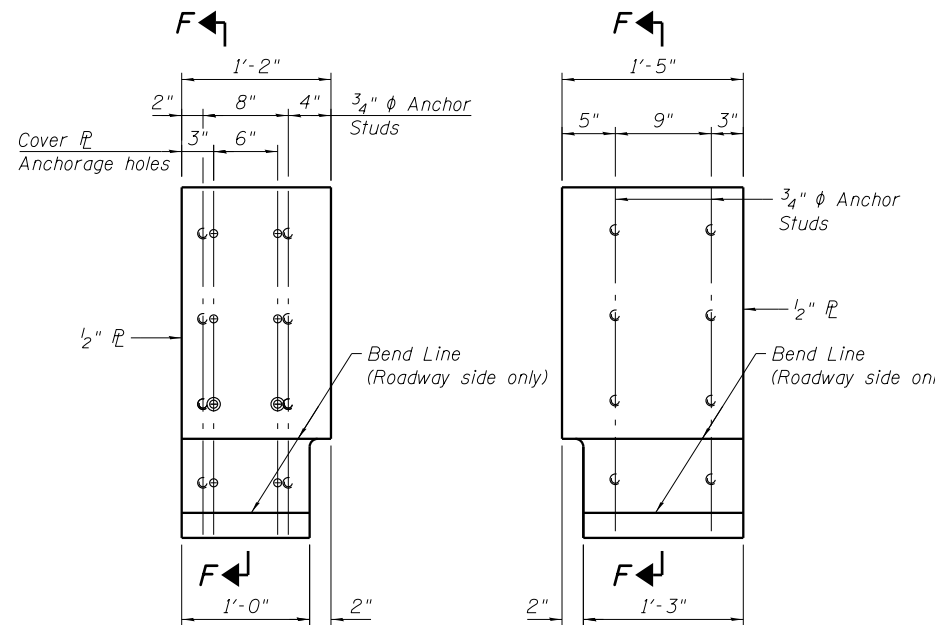
ITEM	UNIT	QUANTITY
Modular Expansion Joint, 12"	Foot	100

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



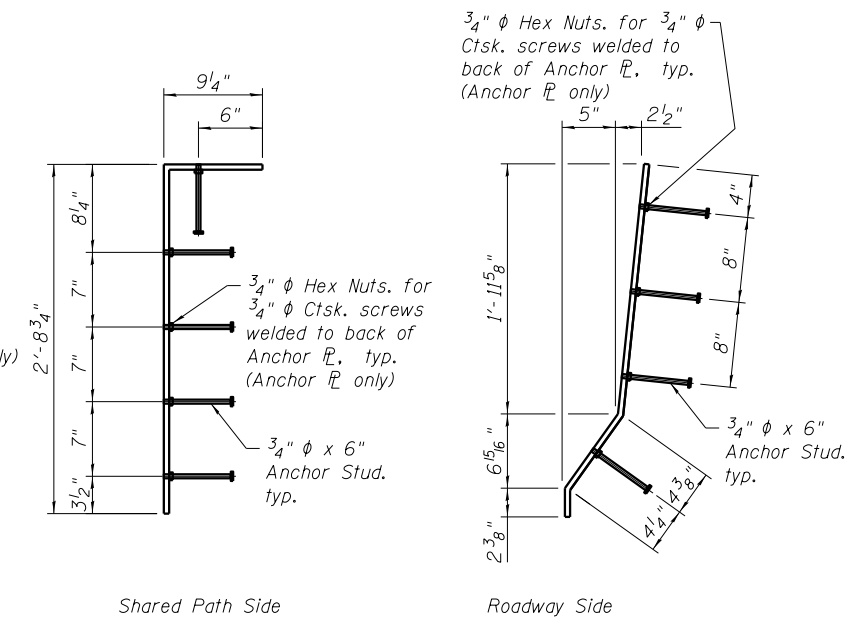
COVER PLATE

SECTION G-G



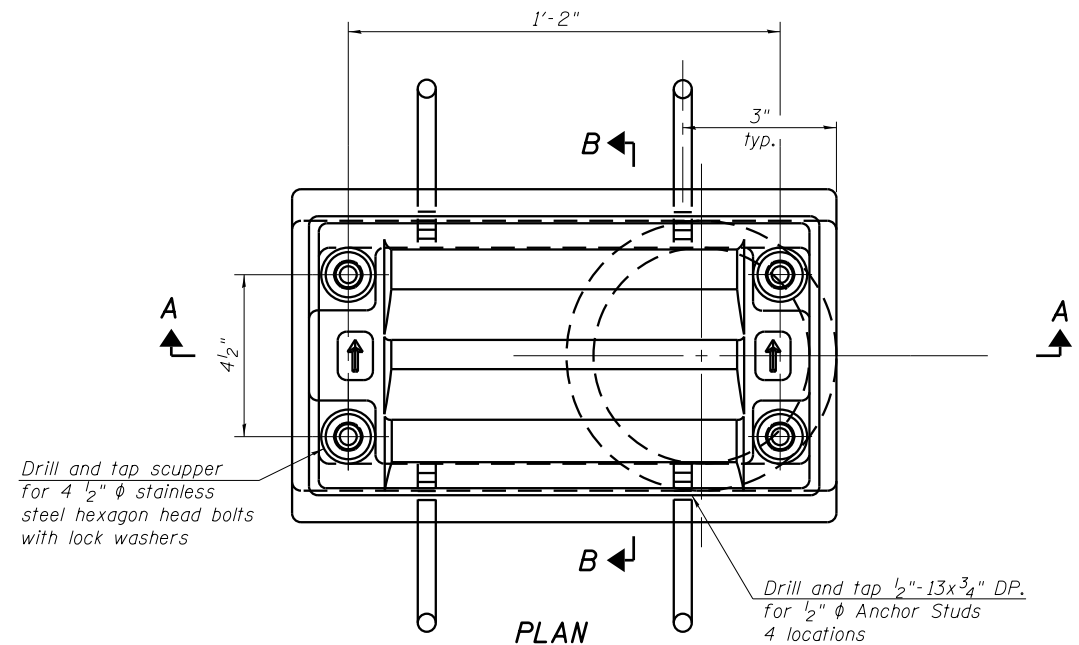
ANCHOR PLATE

SLIDE PLATE

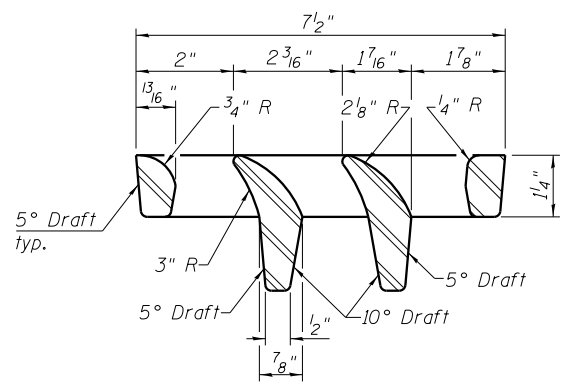


SECTION F-F

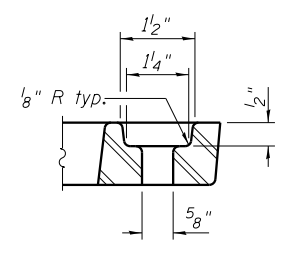
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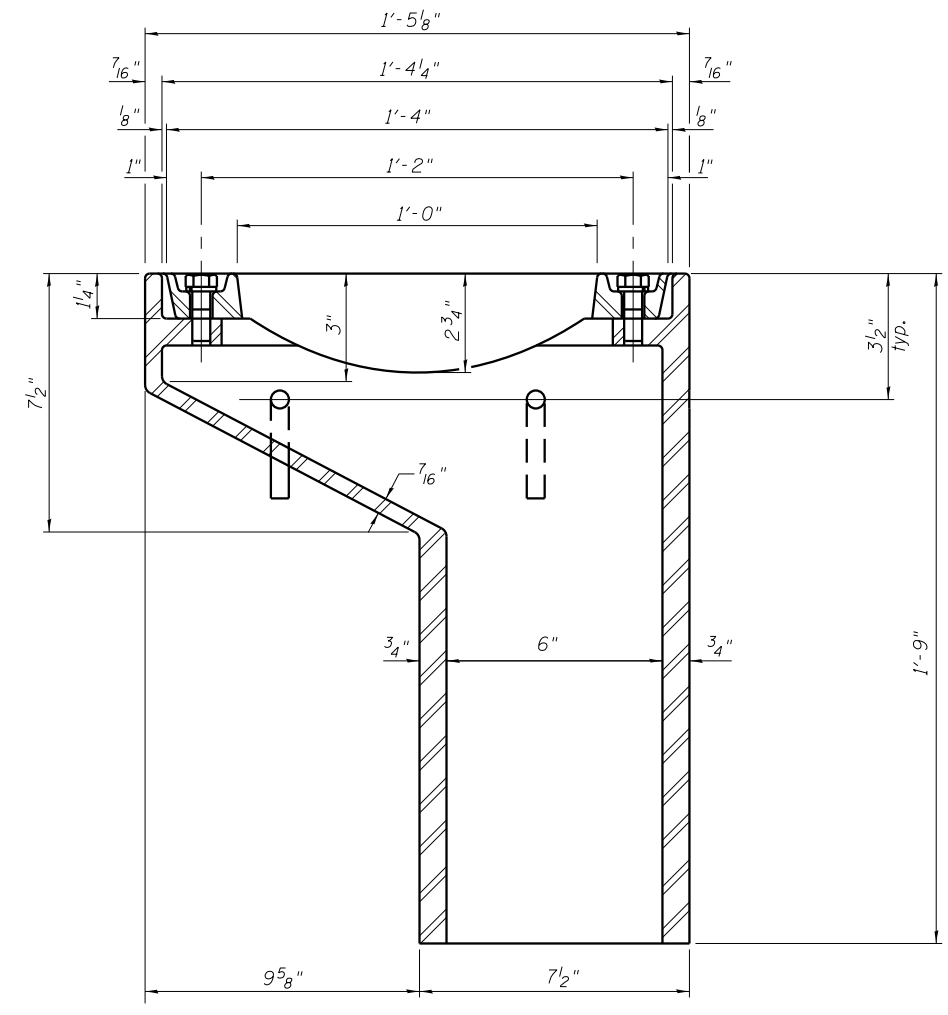
PLAN



VANE GRATE DETAIL

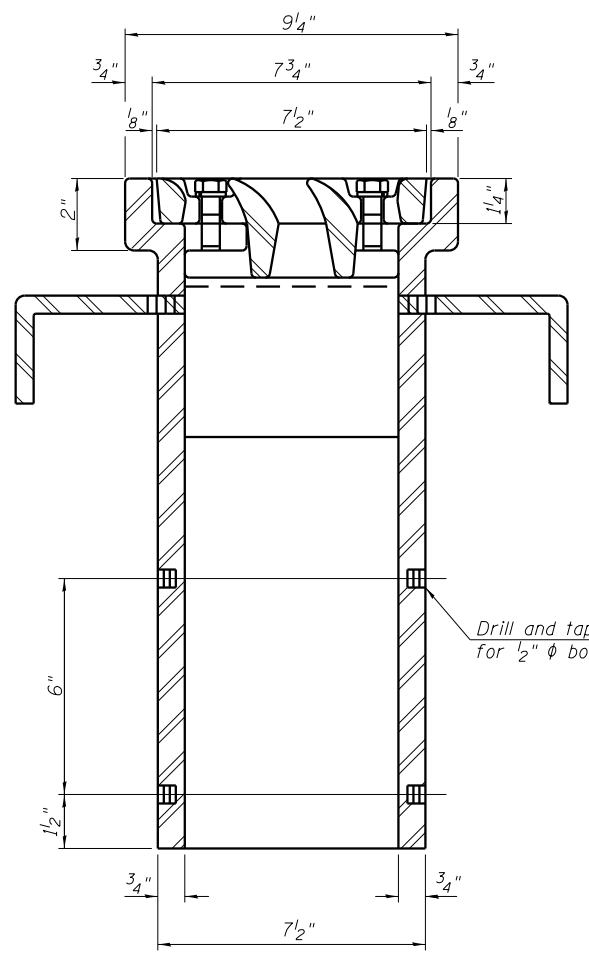


BOLT HOLE DETAIL

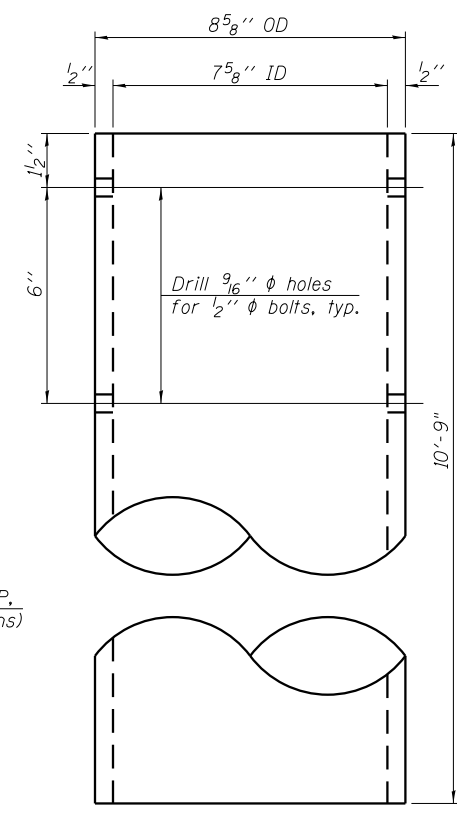


SECTION A-A

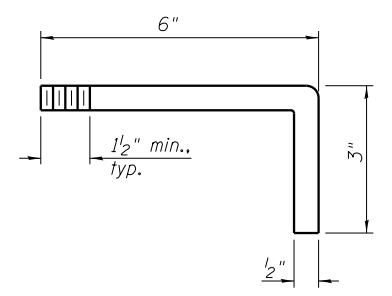
See sheet 23 of 65 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

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DS-11

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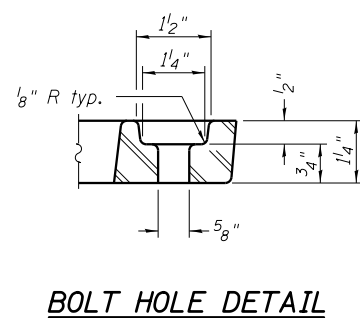
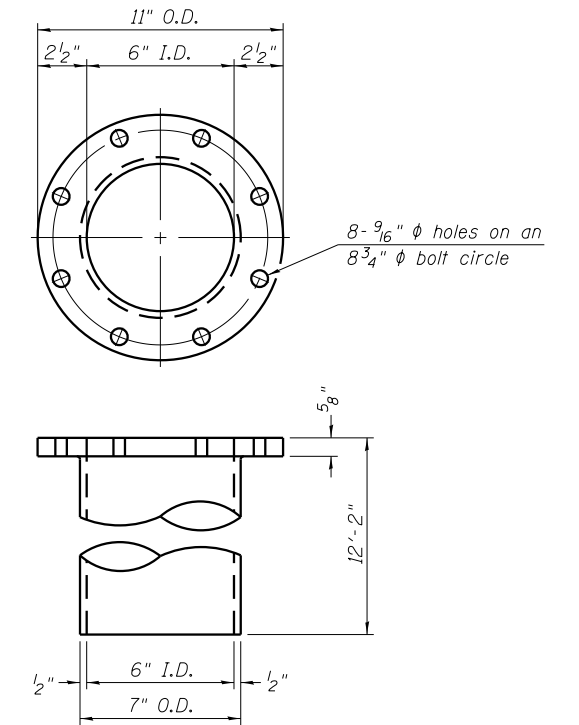
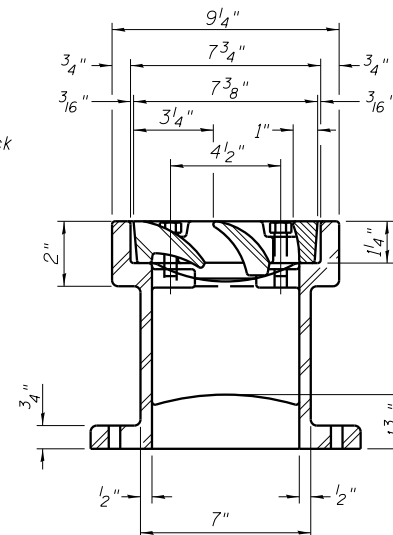
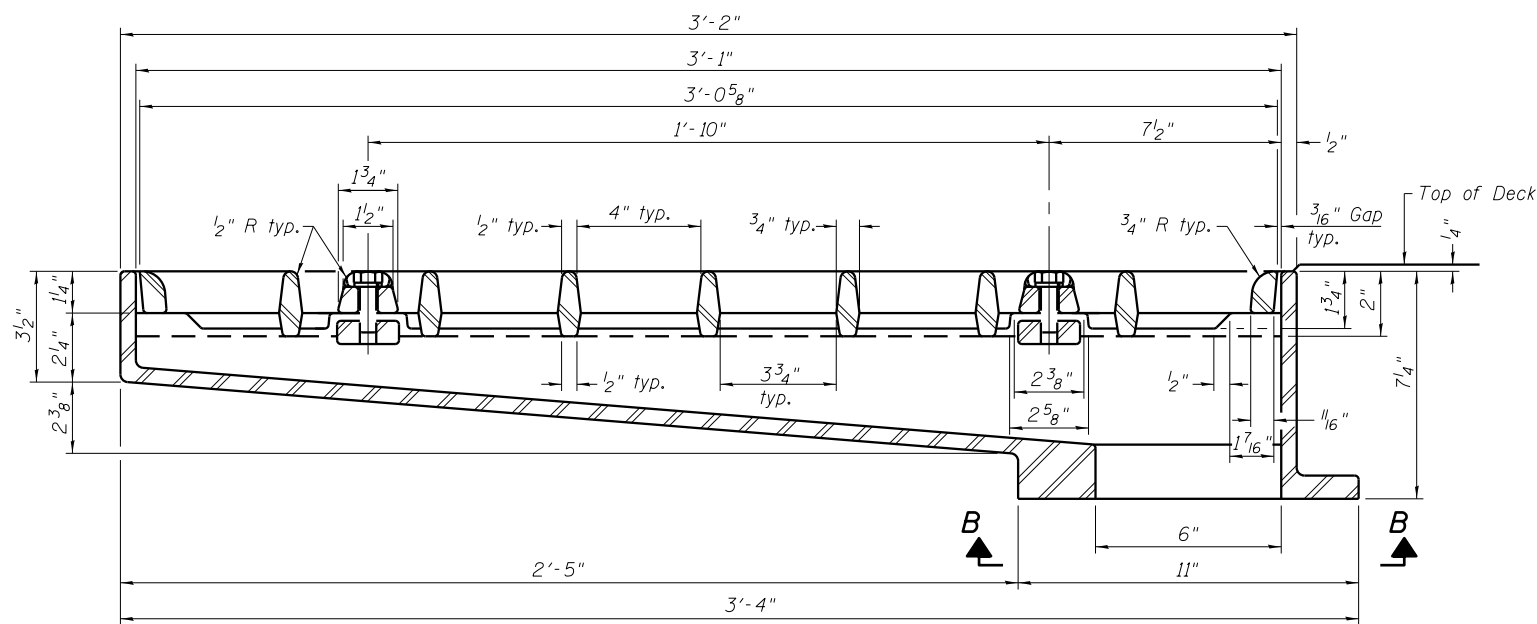
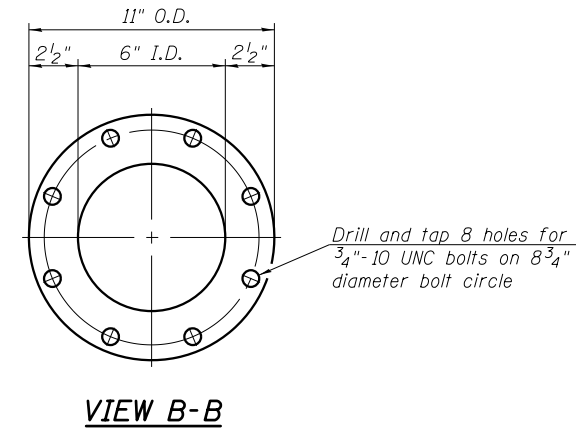
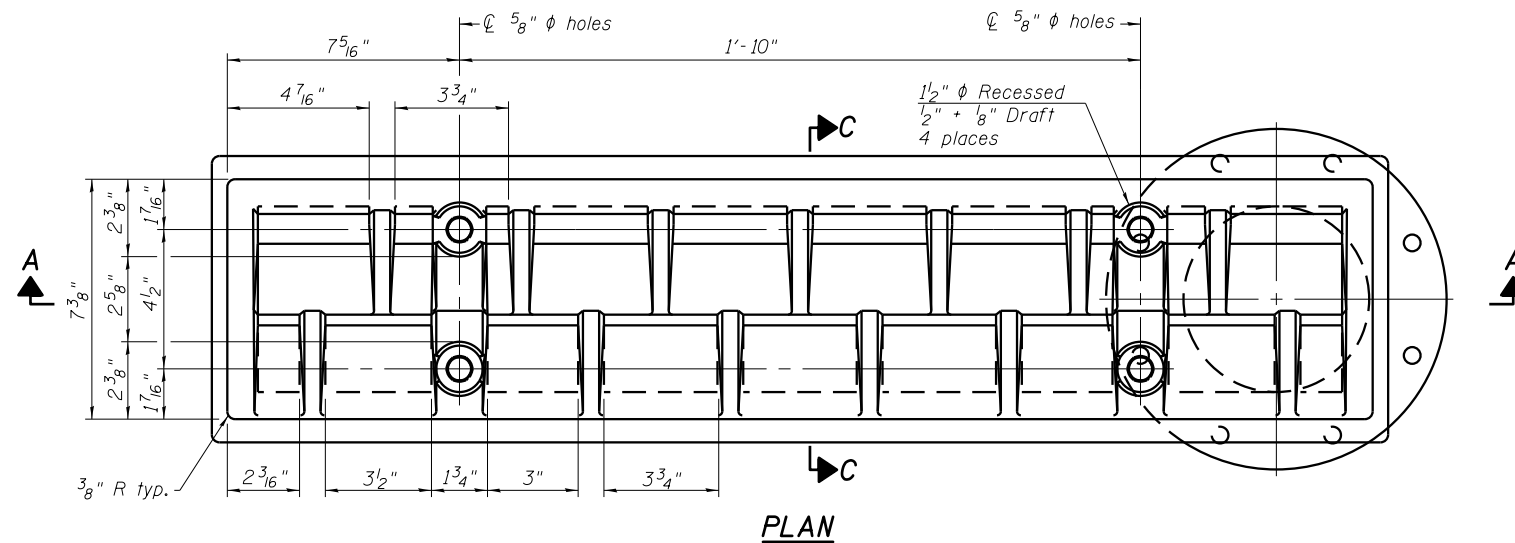
WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

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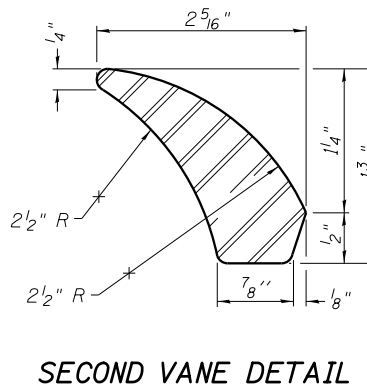
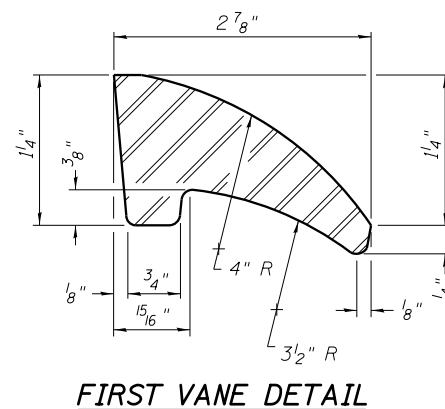
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 050-0256
 SHEET NO. 31 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	252
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



SECTION A-A
See sheet 23 of 65 for scupper location relative to parapet.



Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-33.
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	8

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DS-33

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Chicago, IL 60602
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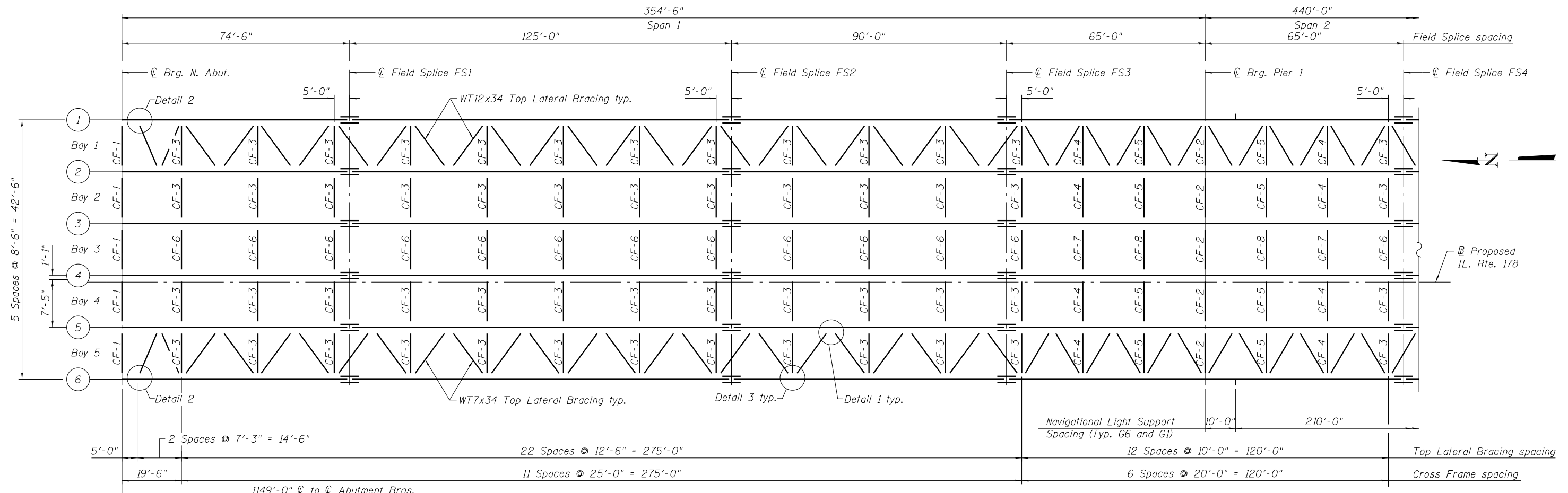
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

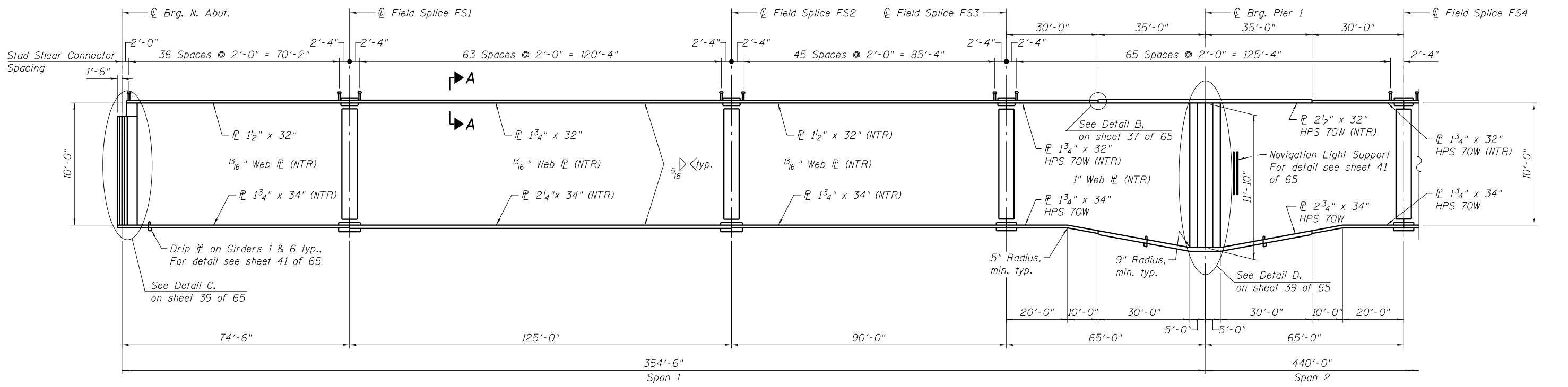
DRAINAGE SCUPPER, DS-33
STRUCTURE NO. 050-0256

SHEET NO. 32 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	253
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



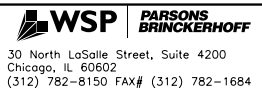
FRAMING PLAN - SPAN 1



GIRDER ELEVATION - SPAN 1

Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 For Section A-A and Girder Bolted Field Splice Details, see sheet 37 of 65.
 For Stiffener Details, see sheet 39 of 65.
 For Details 1, 2 & 3, see sheet 40 of 65.

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 PLOT DATE = 8/5/2016

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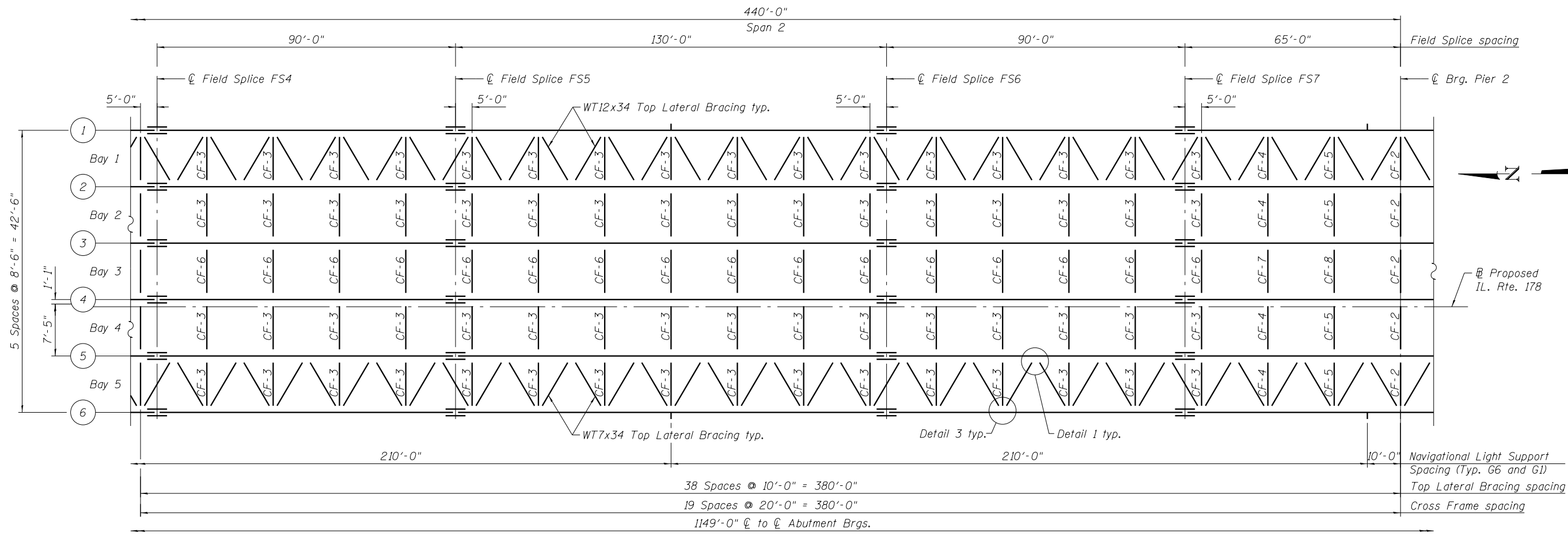
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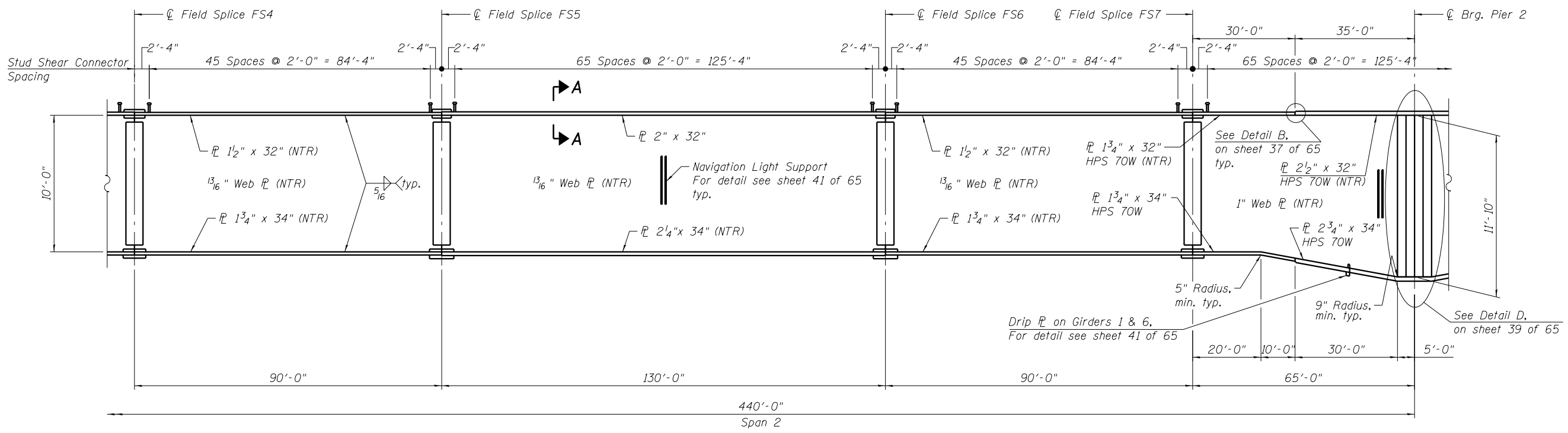
FRAMING PLAN I
 STRUCTURE NO. 050-0256

SHEET NO. 33 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	254
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN - PARTIAL SPAN 2



GIRDER ELEVATION - PARTIAL SPAN 2

Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 For Section A-A and Girder Bolted Field Splice Details, see sheet 37 of 65.
 For Stiffener Details, see sheet 39 of 65.
 For Details 1 & 3, see sheet 40 of 65.

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 (312) 782-8150 FAX# (312) 782-1684

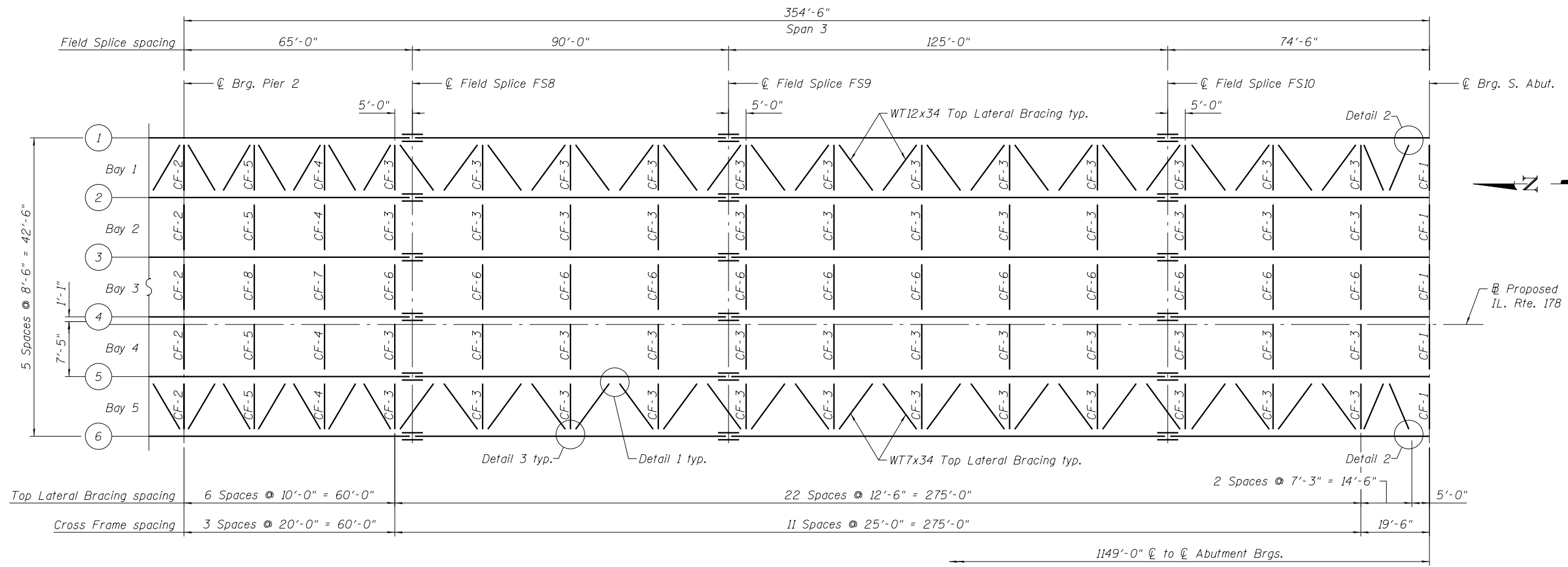
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STATE OF ILLINOIS
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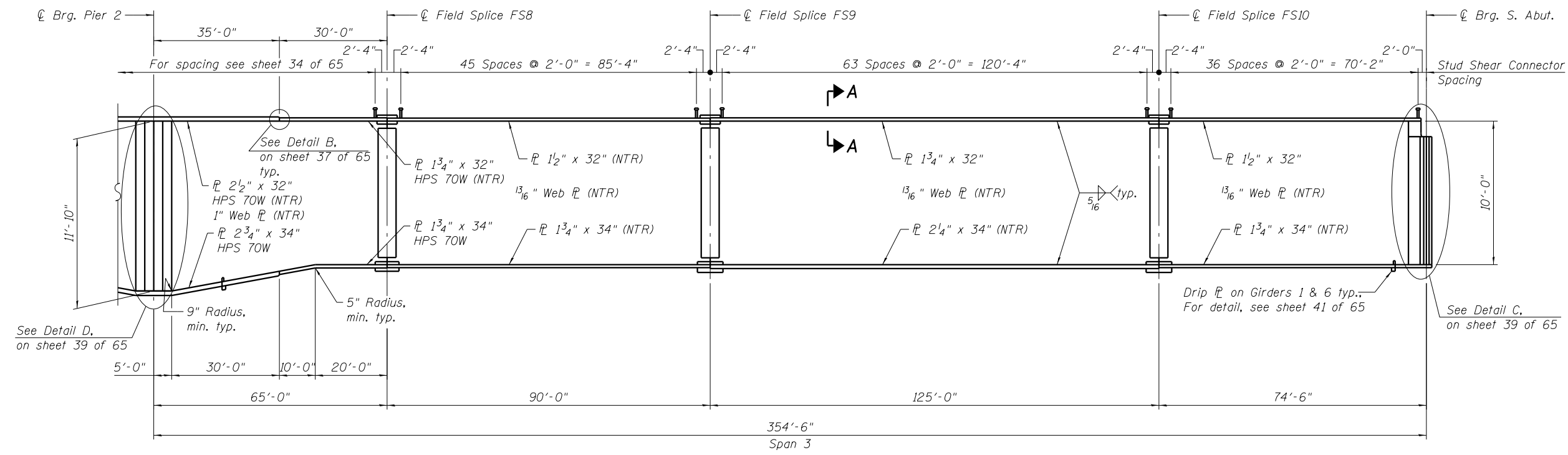
FRAMING PLAN II
 STRUCTURE NO. 050-0256

SHEET NO. 34 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	255
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



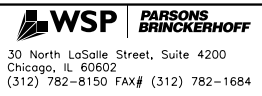
FRAMING PLAN - SPAN 3



GIRDER ELEVATION - SPAN 3

Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 For Section A-A and Girder Bolted Field Splice Details, see sheet 37 of 65.
 For Stiffener Details, see sheet 39 of 65.
 For Details 1, 2 & 3, see sheet 40 of 65.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN III
 STRUCTURE NO. 050-0256

SHEET NO. 35 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	256
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

NOTES:

1. Live load distribution for design was determined by a refined method of analysis.
2. The live load + impact distribution factors provided in the tables on this sheet were computed for HL-93 loading only, and are intended to be used to approximate HL-93 live load + impact demands.
3. The live load + impact distribution factors are in the form of a ratio of the girder live load demand obtained from the refined method of analysis caused by HL-93 loading, divided by the girder live load demand obtained from the application of a single lane of HL-93 loading acting on a single isolated girder.
4. Example calculation of exterior girder live load design moment in Span 1 based on the distribution factors provided in the tables:

A. From a line girder analysis with a distribution factor of 1.0 lane, the live load moment at Span 1, the live load moment at Span 1 is found to be:
 $MLL+I = 14,776 \text{ k-ft per lane}$

B. From the Exterior Girder Live Load + Impact Distribution Factor table shown on this sheet, the design distribution factor for positive moment in Span 1 is 0.72. Therefore, the live load + impact moment at Span 1 based on the refined method of analysis is:
 $0.72 \times 14,776 \text{ k-ft} = 10,639 \text{ k-ft}$

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

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

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

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

** M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_L + IM / S_c(cr)$ as applicable.

** f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(L+IM)$

0.95 $R_h F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

** f_s (Total) Strength I: Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(L+IM)$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

LLDF: Live Load Distribution Factor
 OCF: Obtuse Correction Factor

GIRDER MOMENT TABLE						
	0,4 Sp. 1 or 0,6 Sp. 3		Piers 1 or 2		0,5 Sp. 2	
	Interior	Exterior	Interior	Exterior	Interior	Exterior
I_s	(in^4) 603,414	603,414	1,142,991	1,142,991	638,517	638,517
$I_c(n)$	(in^4) 992,766	974,158	--	--	1,010,622	992,654
$I_c(3n)$	(in^4) 768,244	758,368	--	--	795,066	785,646
$I_c(cr)$	(in^4) --	--	1,179,299	1,193,659	--	--
S_s	(in^3) 8,971	8,971	16,185	16,185	9,787	9,787
$S_c(n)$	(in^3) 22,547	21,581	--	--	24,405	22,438
$S_c(3n)$	(in^3) 13,379	13,073	--	--	14,208	13,900
$S_c(cr)$	(in^3) --	--	16,469	16,448	--	--
DC1	(k/ft) 1.71	1.70	2.00	2.00	1.74	1.74
M _{DC1}	(k) 13,982	13,981	29,068	29,045	12,693	12,693
DC2	(k/ft) 0.18	0.18	0.18	0.18	0.18	0.18
M _{DC2}	(k) 1,529	1,527	3,119	3,115	1,341	1,338
DW	(k/ft) 0.43	0.32	0.43	0.32	0.43	0.32
M _{DW}	(k) 3,317	3,775	6,831	7,508	2,906	3,339
LLDF	*	*	*	*	*	*
$M_L + IM$	(k) 8,464	10,631	10,322	13,340	8,615	10,843
** M_u (Strength I)	(k) 41,134	45,836	71,971	78,546	38,828	43,600
$\phi_r M_n$	(k) --	--	--	--	51,035	49,734
f_s DC1	(ksi) 18.7	18.7	21.6	21.5	15.6	15.6
f_s DC2	(ksi) 1.4	1.4	2.3	2.3	1.1	1.2
f_s DW	(ksi) 3.0	3.5	5.0	5.5	2.5	2.9
f_s (L+IM)	(ksi) 4.5	5.9	7.5	9.7	4.4	5.8
** f_s (Service II)	(ksi) 30.3	32.8	40.5	44.0	26.1	28.7
0.95 $R_h F_y f$	(ksi) 47.5	47.5	64.8	64.8	47.5	47.5
** f_s (Total) Strength I	(ksi) 39.3	42.7	52.9	57.8	33.9	37.1
$\phi_r F_n$	(ksi) 50.0	50.0	68.2	68.2	--	--
V_f	(k) 37	49	43	53	36	47

GIRDER REACTION TABLE				
	N. & S. Abut.		Piers 1 & 2	
	Interior	Exterior	Interior	Exterior
LLDF	*	*	*	*
OCF	(k) --	N.A.	--	N.A.
R _{DC1}	(k) 218.6	217.9	773.9	771.9
R _{DC2}	(k) 23.6	23.6	81.0	80.9
R _{DW}	(k) 51.7	55.2	178.8	185.4
$R_L + IM$	(k) 133.3	151.6	293.6	339.1
R _{Total}	(k) 427.1	448.3	1327.2	1377.3

All reactions are unfactored.

* See LLDF Tables below

** Limit states for moment and stress shown include a load modifier factor of 1.05 relating to operational classification for an essential bridge

EXTERIOR GIRDER LIVE LOAD + IMPACT DISTRIBUTION FACTORS											
Span/Support	Positive Moment			Negative Moment			Shear			Reactions	Deflection
	1 Lane	Design	Fatigue	1 Lane	Design	Fatigue	1 Lane	Design	Fatigue	Design	Design
N. & S. Abut.	--	--	--	--	--	--	0.67	0.75	0.58	0.77	--
Spans 1 & 3	0.57	0.72	0.49	--	--	--	--	--	--	--	0.43
Piers 1 & 2	--	--	--	0.60	0.76	0.49	0.71	0.79	0.63	0.76	--
Span 2	0.57	0.72	0.49	--	--	--	--	--	--	--	0.42

INTERIOR GIRDER LIVE LOAD + IMPACT DISTRIBUTION FACTORS											
Span/Support	Positive Moment			Negative Moment			Shear			Reactions	Deflection
	1 Lane	Design	Fatigue	1 Lane	Design	Fatigue	1 Lane	Design	Fatigue	Design	Design
N. & S. Abut.	--	--	--	--	--	--	0.52	0.69	0.43	0.62	--
Spans 1 & 3	0.36	0.57	0.33	--	--	--	--	--	--	--	0.43
Piers 1 & 2	--	--	--	0.37	0.59	0.33	0.55	0.72	0.51	0.59	--
Span 2	0.36	0.57	0.33	--	--	--	--	--	--	--	0.42

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PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

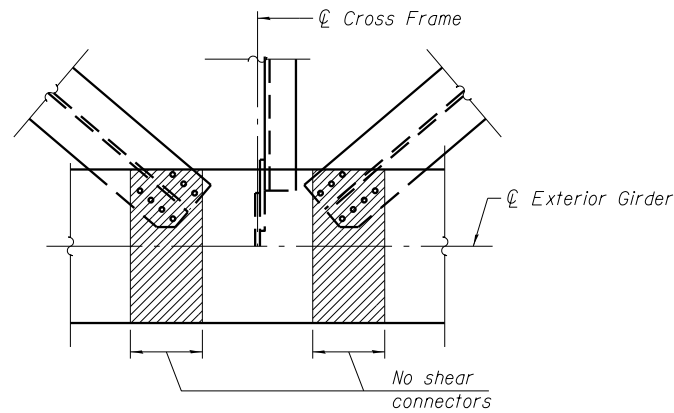
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SUPERSTRUCTURE DETAILS I
 STRUCTURE NO. 050-0256

SHEET NO. 36 OF 65 SHEETS

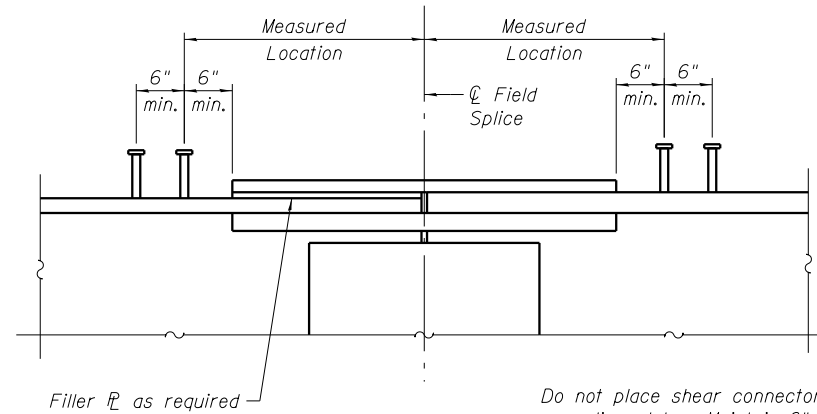
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	257
CONTRACT NO. 66992				

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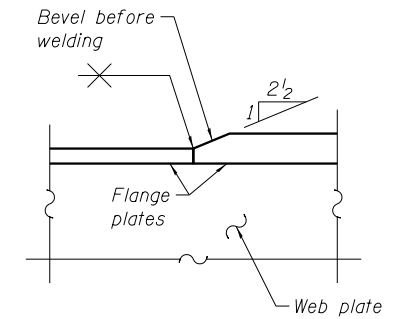
DETAIL F
(At top lateral bracing connections)

Do not place shear connectors on top lateral bracing bolted connection. Move studs to 6" beyond nearest bolt as necessary. Exterior girder shown, interior girder similar.



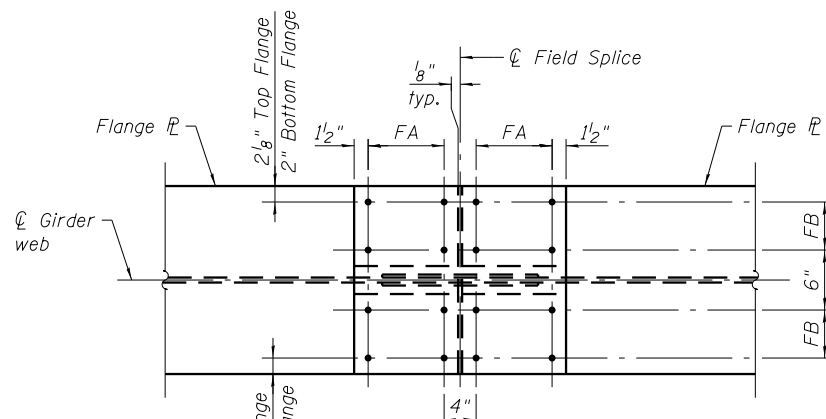
DETAIL E
(At Splicers)

Do not place shear connectors on splice plates. Maintain 6" min. clearance. Place additional row of studs at 6" from measured location as shown.

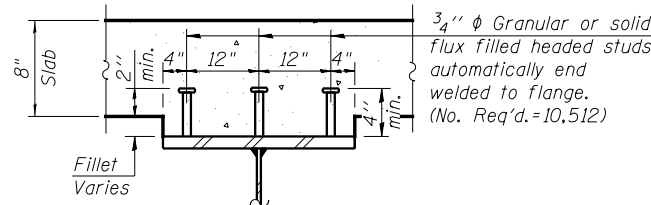


Note:
Grind both sides of weld in direction of stress

DETAIL B
(To be used at flange thickness transition)



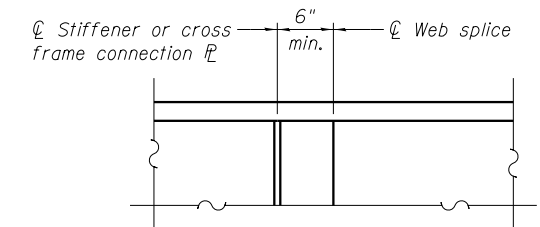
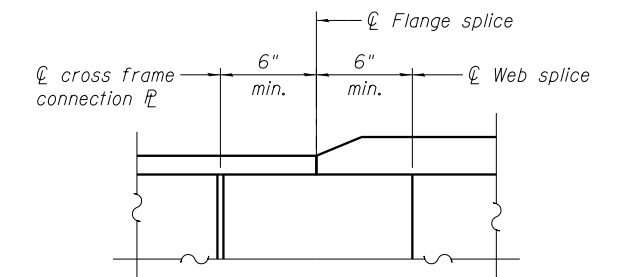
FLANGE SPLICE
(Top and bottom flange)



SECTION A-A

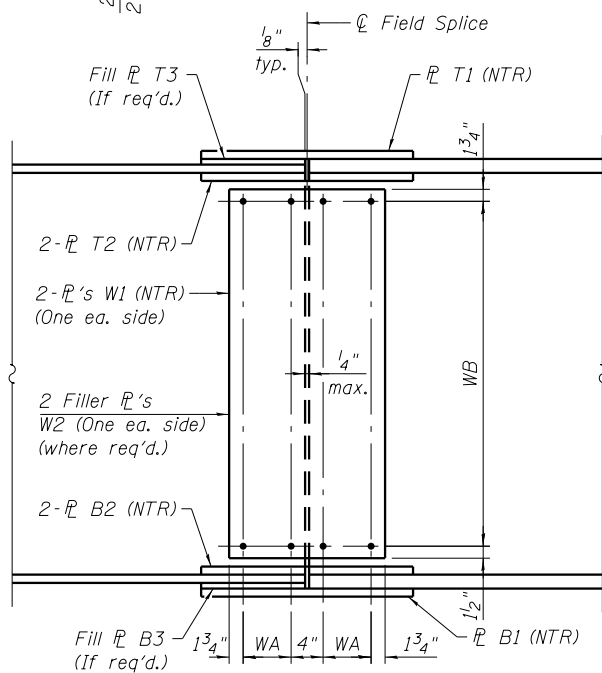
SPLICE PLATE TABLE

Field Splice	Top Flange				
	Splice PL		Filler PL	Bolt Spacing	
	T1	T2	T3	FA	FB
F1 & F10	3/4"x2'-8"x3'-7"	1"x1'-2 1/2"x3'-7"	1/4"x2'-8"x1'-9 3/8"	6 Spa. at 3"	3 Spa. at 3 5/8"
F2 & F9	3/4"x2'-8"x3'-7"	1"x1'-2 1/2"x3'-7"	1/4"x2'-8"x1'-9 3/8"	6 Spa. at 3"	3 Spa. at 3 5/8"
F3 & F8	3/4"x2'-8"x3'-7"	1"x1'-2 1/2"x3'-7"	1/4"x2'-8"x1'-9 3/8"	6 Spa. at 3"	3 Spa. at 3 5/8"
F4 & F7	3/4"x2'-8"x3'-7"	1"x1'-2 1/2"x3'-7"	1/4"x2'-8"x1'-9 3/8"	6 Spa. at 3"	3 Spa. at 3 5/8"
F5 & F6	3/4"x2'-8"x3'-7"	1"x1'-2 1/2"x3'-7"	1/2"x2'-8"x1'-9 3/8"	6 Spa. at 3"	3 Spa. at 3 5/8"



WELDED SHOP SPLICE CLEARANCE DETAILS

Field Splice	Web			
	Splice PL	Filler PL	Bolt Spacing	
	W1	W2	WA	WB
F1 & F10	1/2"x2'-1 1/2"x9'-6 1/2"	-	3 Spa. at 3"	37 Spa. at 3"
F2 & F9	1/2"x2'-1 1/2"x9'-6 1/2"	-	3 Spa. at 3"	37 Spa. at 3"
F3 & F8	1/2"x2'-1 1/2"x9'-6"	1/8"x1'-0 5/8"x9'-6"	3 Spa. at 3"	34 Spa. at 3 1/4"
F4 & F7	1/2"x2'-1 1/2"x9'-6"	1/8"x1'-0 5/8"x9'-6"	3 Spa. at 3"	34 Spa. at 3 1/4"
F5 & F6	1/2"x2'-1 1/2"x9'-6"	-	3 Spa. at 3"	34 Spa. at 3 1/4"

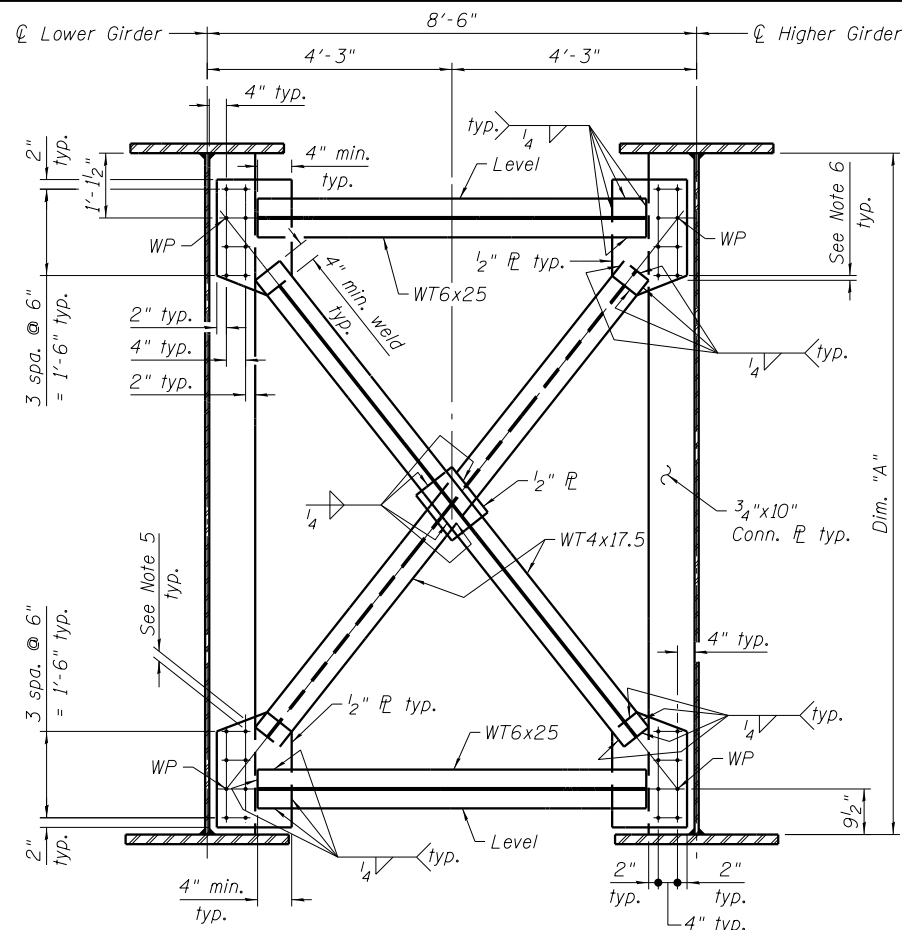


ELEVATION

Field Splice	Bottom Flange				
	Splice PL		Filler PL	Bolt Spacing	
	B1	B2	B3	FA	FB
F1 & F10	1/4"x2'-10"x5'-1"	1/4"x1'-3 1/2"x5'-1"	1/2"x2'-10"x2'-6 3/8"	9 Spa. at 3"	3 Spa. at 4"
F2 & F9	1/4"x2'-10"x5'-1"	1/4"x1'-3 1/2"x5'-1"	1/2"x2'-10"x2'-6 3/8"	9 Spa. at 3"	3 Spa. at 4"
F3 & F8	1/4"x2'-10"x5'-1"	1/4"x1'-3 1/2"x5'-1"	-	9 Spa. at 3"	3 Spa. at 4"
F4 & F7	1/4"x2'-10"x5'-1"	1/4"x1'-3 1/2"x5'-1"	-	9 Spa. at 3"	3 Spa. at 4"
F5 & F6	1/4"x2'-10"x5'-1"	1/4"x1'-3 1/2"x5'-1"	1/2"x2'-10"x2'-6 3/8"	9 Spa. at 3"	3 Spa. at 4"

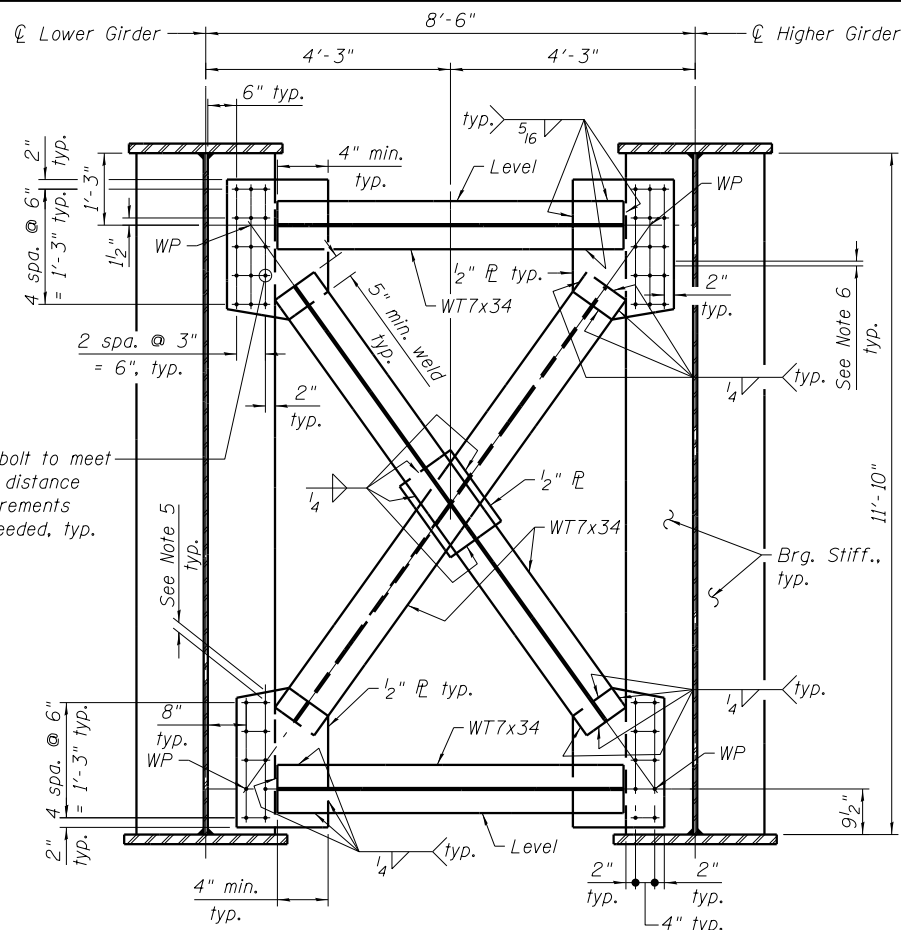
Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All Splice Plates shall be AASHTO M270 Grade 50W steel, unless otherwise noted.
All bolted field splice connections shall be high strength ASTM A325 Type 3, 7/8" phi bolt in 1 5/16" phi holes.

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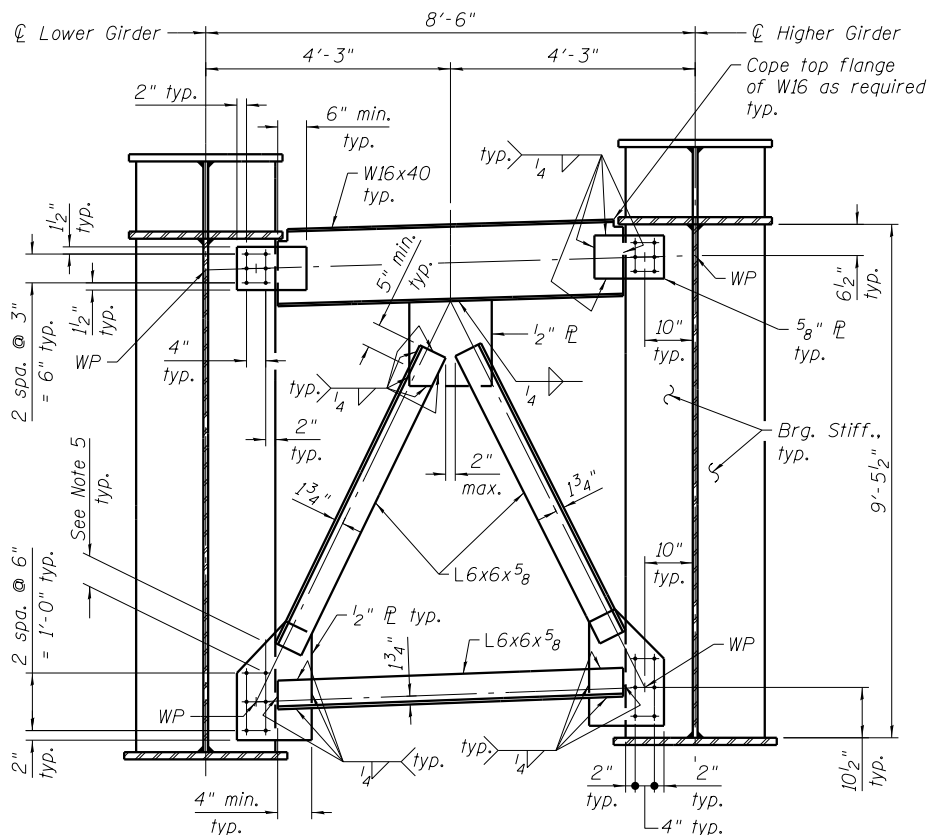


INTERMEDIATE CROSS FRAME - BAYS 1, 2, 4 & 5

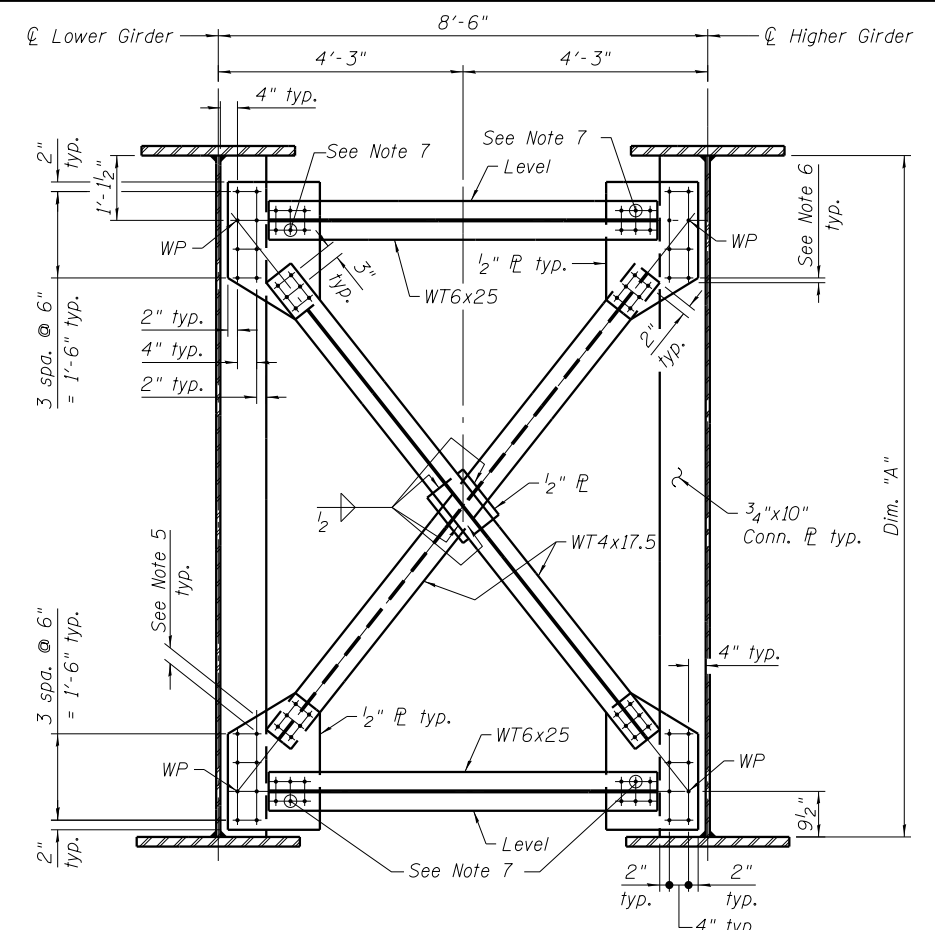
Cross Frame	Web Dim "A"	Number Required			
		Span 1	Span 2	Span 3	Total
CF-3	10'-0"	48	68	48	164
CF-4	10'-2 3/4"	4	8	4	16
CF-5	11'-1 3/4"	4	8	4	16



PIER CROSS FRAME
(CF2-10 Required)



ABUTMENT CROSS FRAME
(CF1-10 Required)



INTERMEDIATE CROSS FRAME - BAY 3

Cross Frame	Web Dim "A"	Number Required			
		Span 1	Span 2	Span 3	Total
CF-6	10'-0"	12	17	12	41
CF-7	10'-2 3/4"	1	2	1	4
CF-8	11'-1 3/4"	1	2	1	4

Notes:

- All bolted cross frame connections shall be ASTM A325, Type 3, 7/8" φ bolts in 1 1/16" φ holes, unless noted otherwise.
- Two hardened washers required for each set of oversized holes.
- Place outstanding angle legs outward from abutment backwall.
- 1" maximum gap between cross frame member and connection plate.
- 1 3/4" min. and 4" max. edge distance shall be provided.
- All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- For future staged re-decking, the four circled bolts shall be high strength ASTM A325 Type 3, 1" φ bolt in 1 1/16" φ hole and shall be located as shown.

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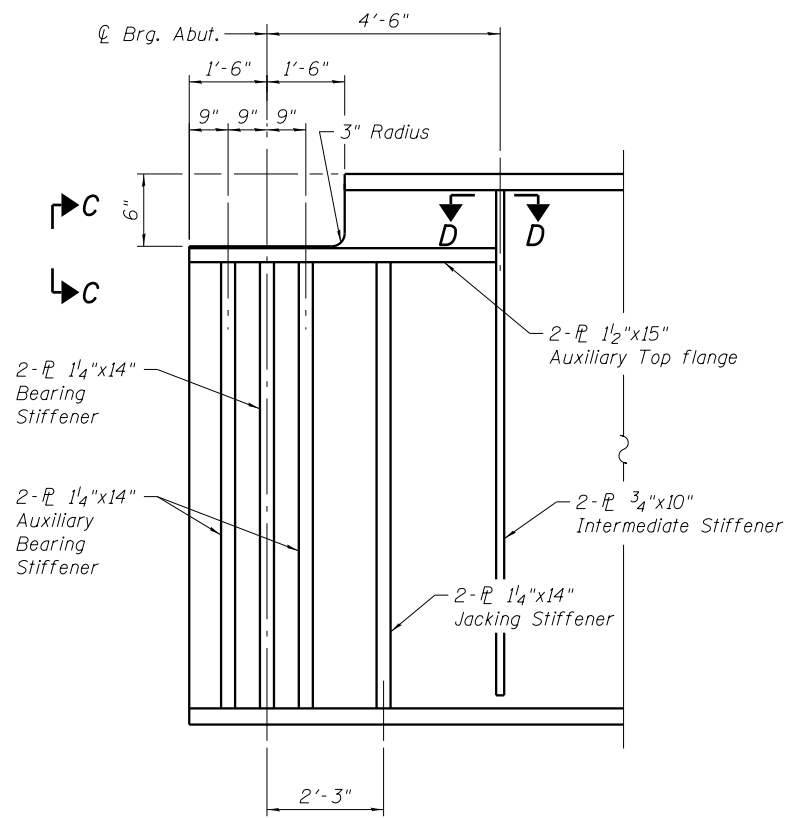
SUPERSTRUCTURE DETAILS III
STRUCTURE NO. 050-0256

SHEET NO. 38 OF 65 SHEETS

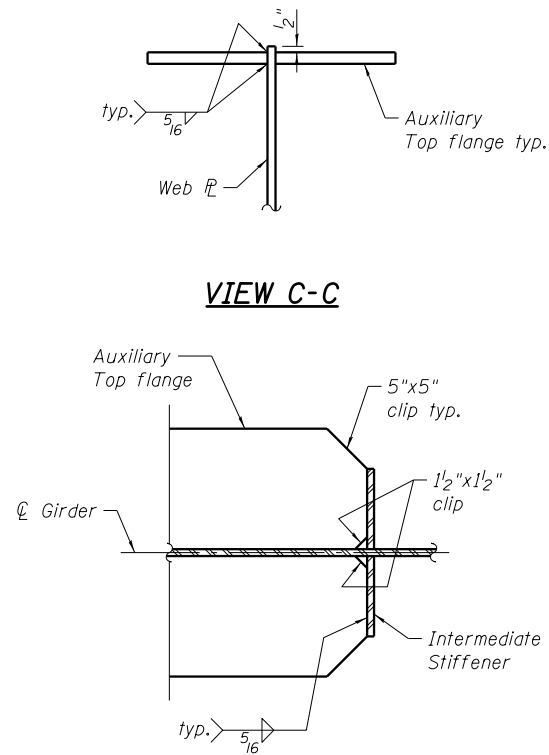
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1279	(1)BR & 1	LASALLE	430	259

CONTRACT NO. 66992

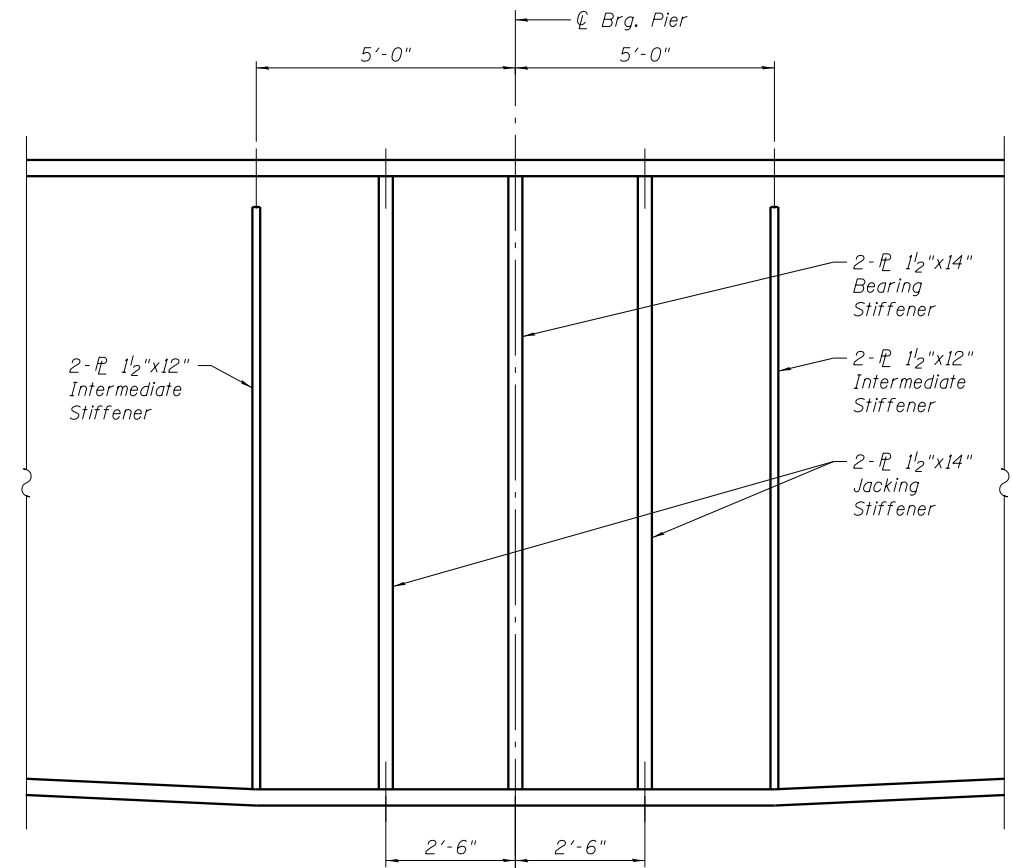
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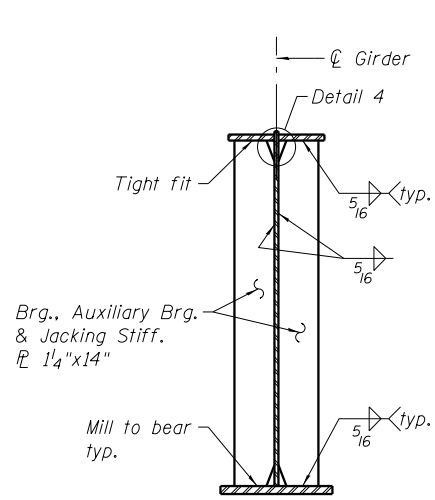
DETAIL C



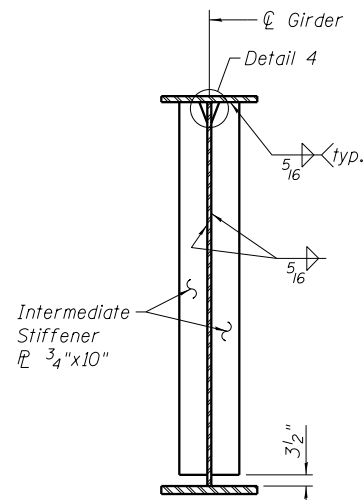
SECTION D-D



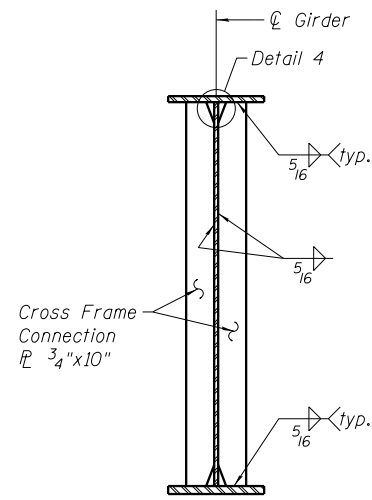
DETAIL D



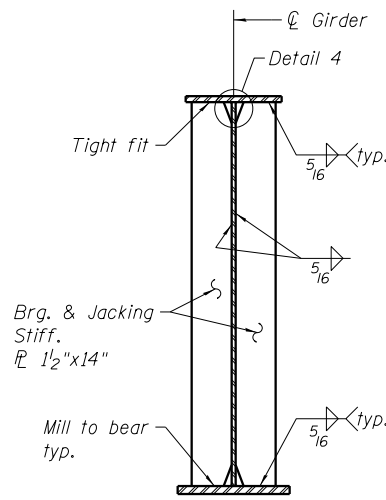
At Abutment
BEARING, AUXILIARY BEARING & JACKING STIFFENER
(No. plates required = 96)



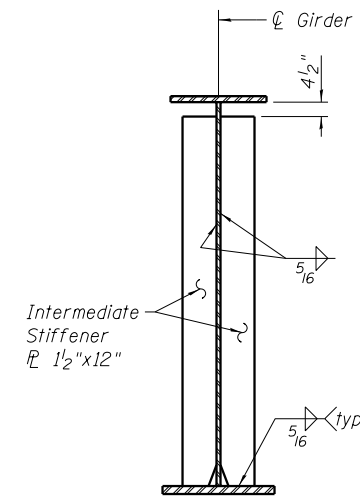
At Abutment
INTERMEDIATE STIFFENER
(No. plates required = 24)



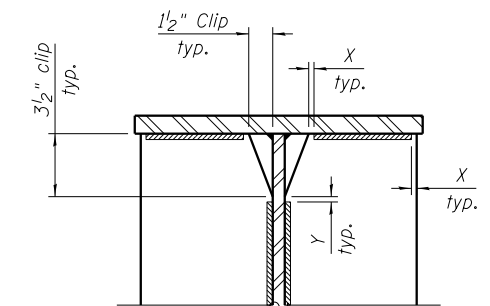
At Pier
CONNECTION PLATE
(No. plates required = 490)



At Pier
BEARING & JACKING STIFFENER
(No. plates required = 72)



At Pier
INTERMEDIATE STIFFENER
(No. plates required = 48)



DETAIL 4
Weld Termination:
"X" = End weld 1/4" (± 1/8") from end of plate or flange
"Y" = End weld 1/2" (± 1/4") from end of plate
(Typical top & bottom flanges)

Notes:
Connection Plates required only on inside face of exterior girder.
Bearing, auxiliary bearing, jacking stiffeners to be vertical under full dead load, unless noted otherwise.

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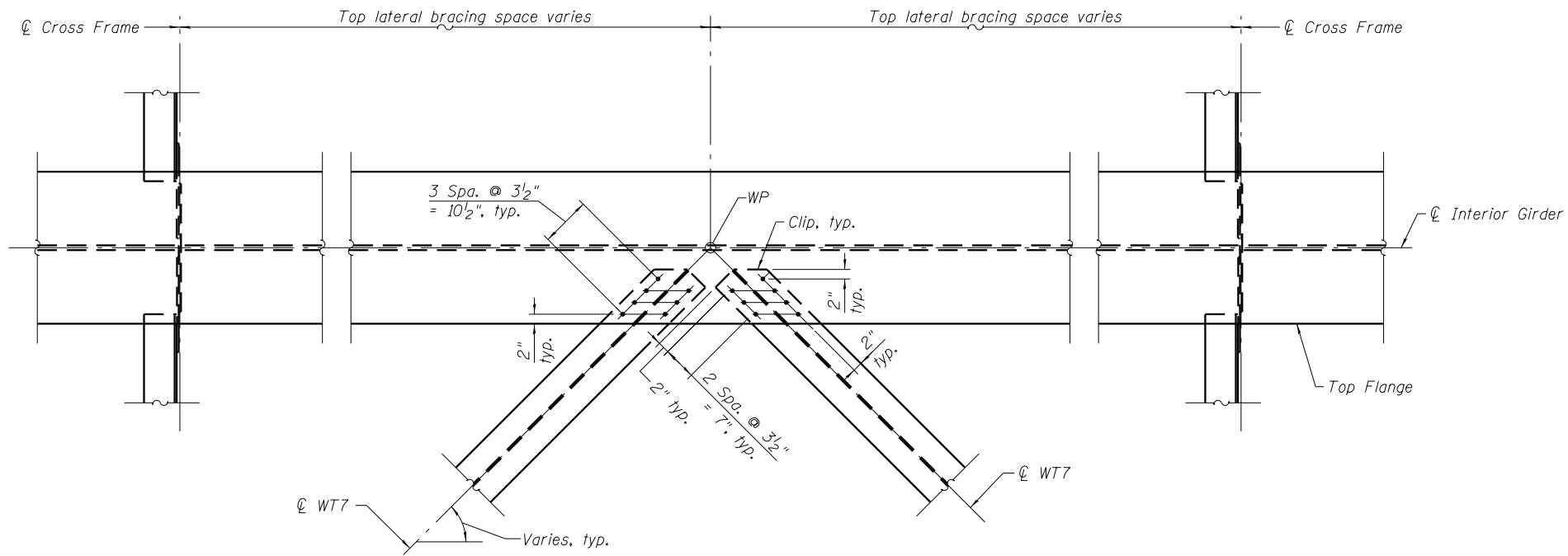
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SUPERSTRUCTURE DETAILS IV
STRUCTURE NO. 050-0256

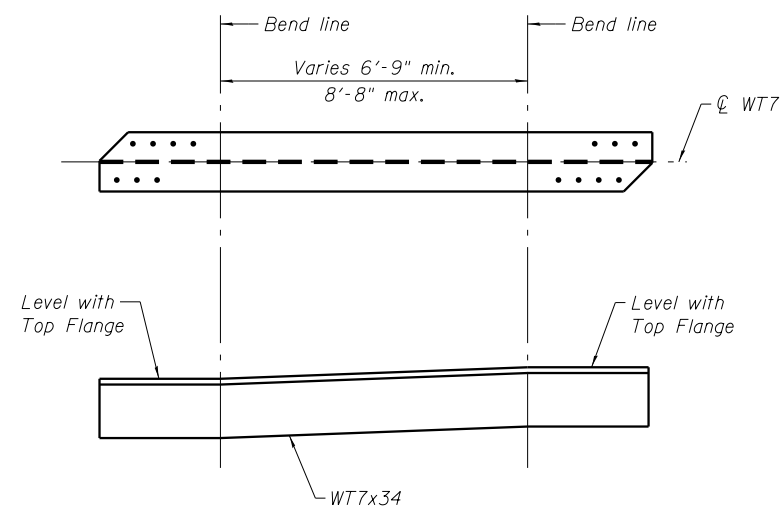
SHEET NO. 39 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	260
CONTRACT NO. 66992				

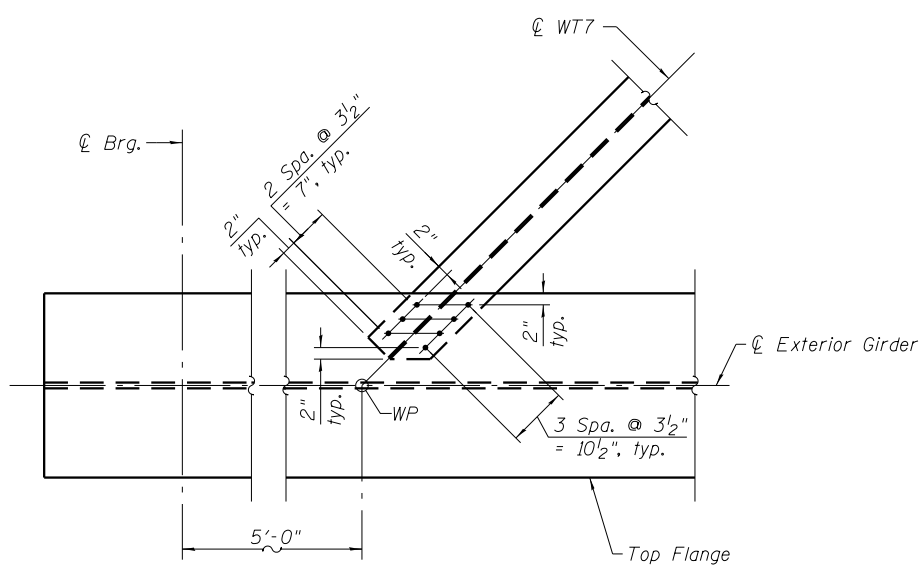
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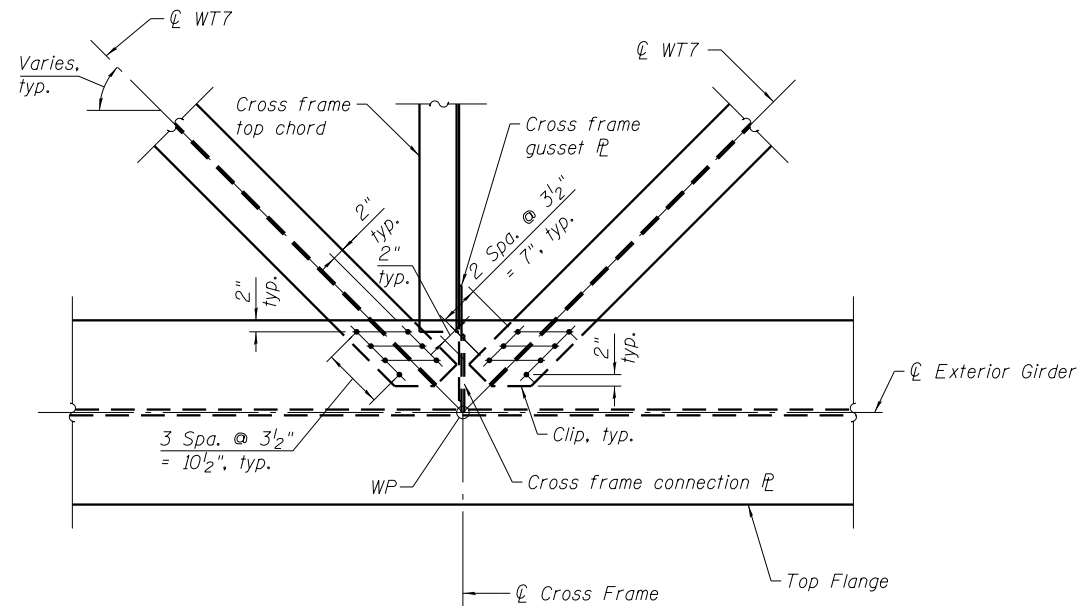
DETAIL 1
TOP LATERAL BRACING CONNECTION AT INTERIOR GIRDER



TOP LATERAL BRACING BEND DETAIL



DETAIL 2
TOP LATERAL BRACING CONNECTION NEAR ABUTMENTS



DETAIL 3
TOP LATERAL BRACING CONNECTION AT EXTERIOR GIRDER

- Notes:
1. All bolted top lateral bracing connections shall be ASTM A325 Type 3. 1" ϕ bolts in 1 1/4" ϕ holes.
 2. Two hardened washers required for each set of oversized holes.
 3. To compensate for cross slope and difference in adjacent girder elevations, bend top lateral bracing member, as shown in detail.

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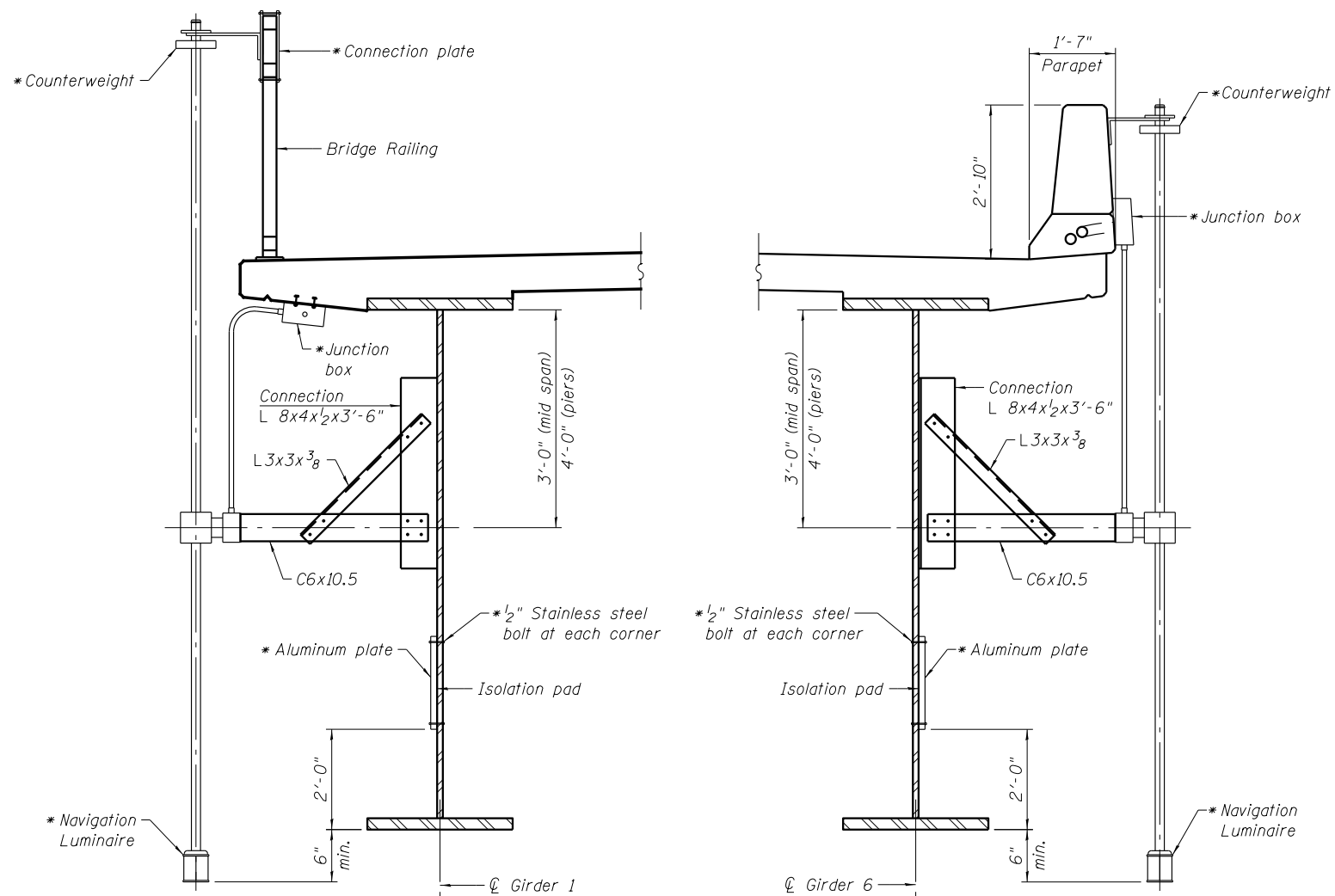
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DEPARTMENT OF TRANSPORTATION

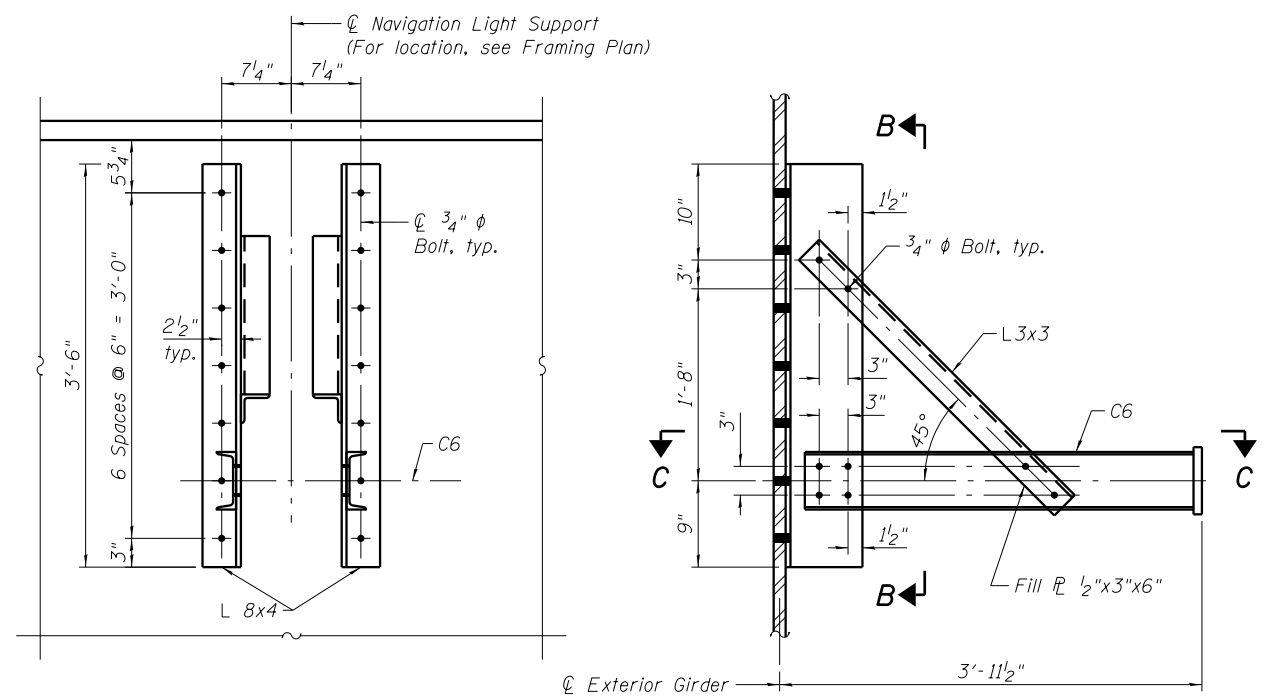
SUPERSTRUCTURE DETAILS V
STRUCTURE NO. 050-0256

SHEET NO. 40 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	261
CONTRACT NO. 66992				
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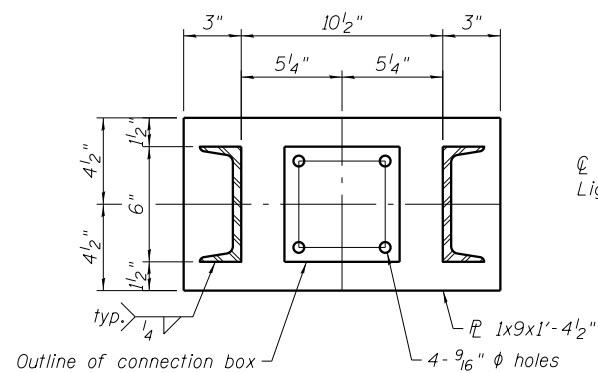


NAVIGATION LIGHT SUPPORT DETAIL
 (No. support required = 6, See Framing Plan for locations)

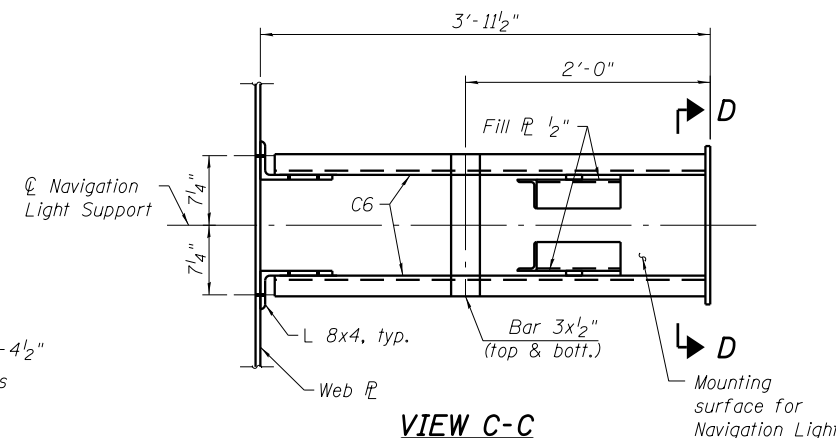


VIEW B-B
 (Showing connection angle)

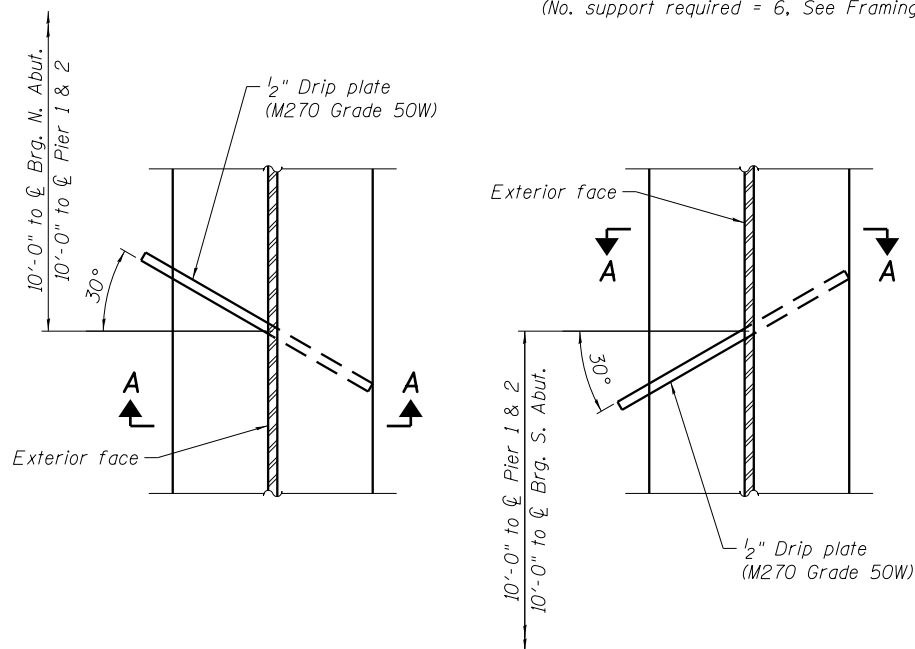
MOUNTING BRACKET DETAIL



SECTION D-D



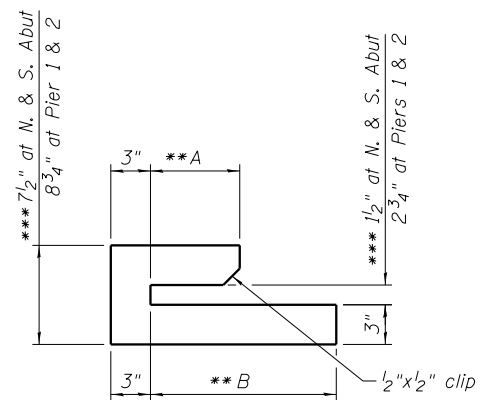
VIEW C-C



DRIP PLATE - PLAN

(Girder 1 shown, Girder 6 similar opposite hand)
 (No. Drip Plate required = 12, See Framing Plan for locations)

SECTION A-A



** Adjust A and B to fit girder bottom flange.
 *** Adjust dimensions as required for thickness tolerance and fit-up.

DRIP PLATE - ELEVATION

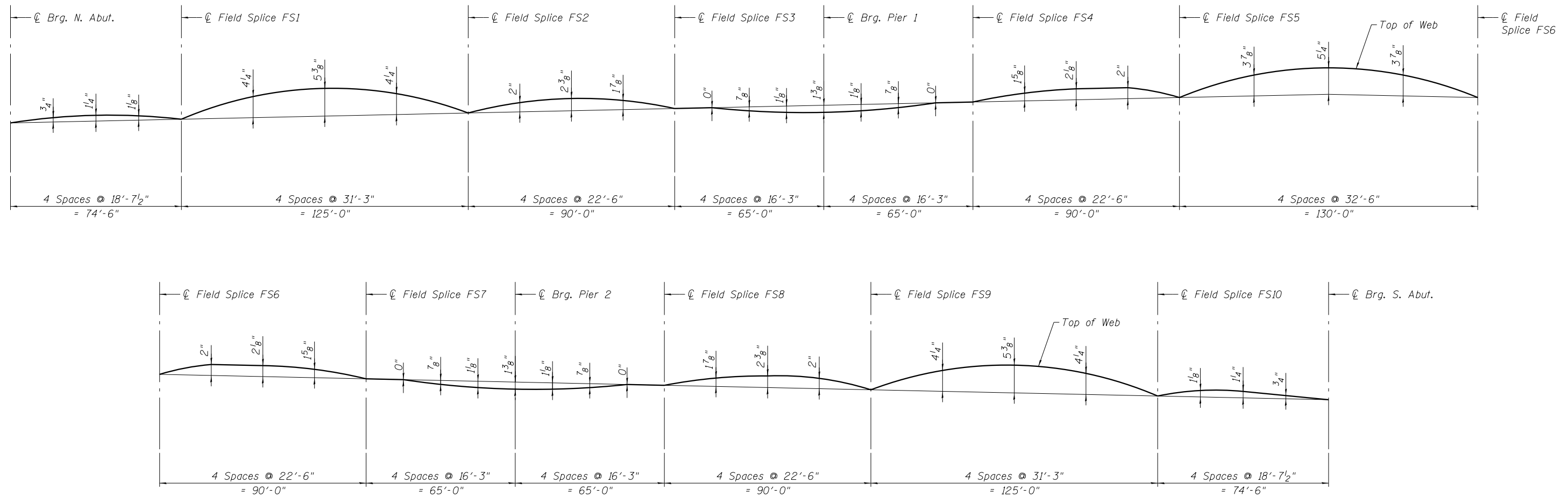
Notes:

1. Cost of drip plates and adhesive included with Furnishing and Erecting Structural Steel, Lump Sum.
2. Drip plate shall be installed using a two component epoxy suitable for structural steel under prolonged exposure.
3. Cost of mounting bracket included with Furnishing and Erecting Structural Steel, Lump Sum.
4. All plates and shapes for mounting bracket shall be AASHTO M270 Grade 50W.
5. For navigation light details, see electrical plans.
6. Cost of all connection plates attached to the railing or parapet included in the Navigation Light pay item.

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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	262
CONTRACT NO. 66992				



CAMBER DIAGRAM

TOP OF WEB ELEVATIONS
(For Fabrication Only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
☉ Brg. N. Abut.	504.73	504.90	505.06	505.19	505.09	504.95
☉ Field Splice FS1	509.42	509.59	509.75	509.88	509.78	509.64
☉ Field Splice FS2	513.94	514.11	514.27	514.39	514.30	514.15
☉ Field Splice FS3	514.70	514.87	515.03	515.16	515.06	514.91
☉ Pier 1	515.28	515.45	515.61	515.74	515.64	515.50
☉ Field Splice FS4	516.63	516.80	516.96	517.09	516.99	516.85
☉ Field Splice FS5	518.59	518.76	518.92	519.05	518.95	518.80
☉ Field Splice FS6	518.63	518.80	518.96	519.08	518.99	518.84
☉ Field Splice FS7	516.68	516.85	517.01	517.13	517.04	516.89
☉ Pier 2	515.28	515.45	515.61	515.74	515.64	515.50
☉ Field Splice FS8	514.62	514.79	514.95	515.07	514.98	514.83
☉ Field Splice FS9	513.82	513.99	514.15	514.28	514.19	514.04
☉ Field Splice FS10	509.37	509.54	509.69	509.82	509.73	509.58
☉ Brg. S. Abut.	504.73	504.90	505.06	505.18	505.09	504.94

Notes:

1. Camber values shown were developed based on Deck Pouring Sequence shown on sheet 19 of 65.
2. Any deviation from the pouring sequence will result in changes to camber. If the Contractor wants to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The plan and calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.

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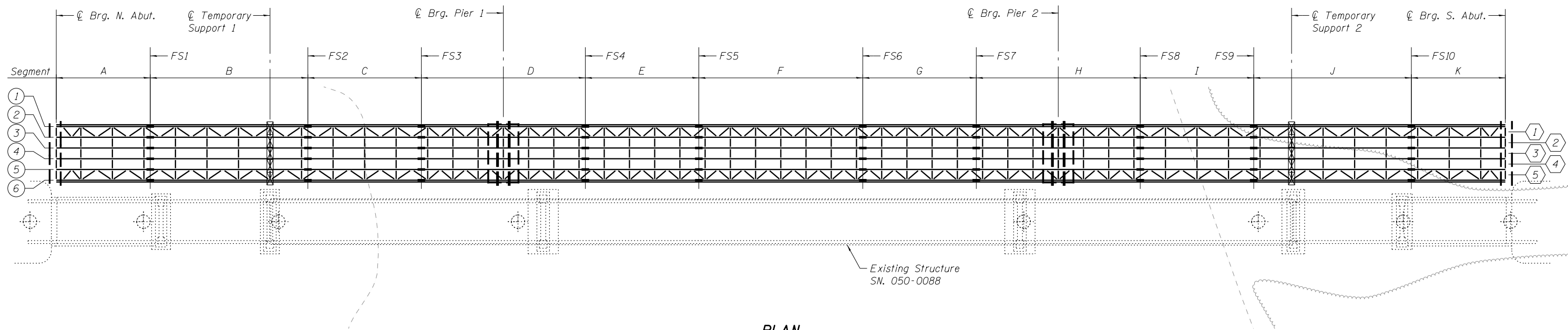
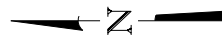
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SUPERSTRUCTURE DETAILS VII
STRUCTURE NO. 050-0256

SHEET NO. 42 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	263
CONTRACT NO. 66992				
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LEGEND

- (X) Girder number
- (X) Bay number

Notes:

1. The erection stages shown on sheets 43 thru 46 of 65 are presented only as a conceptual erection procedure. All intermediate stages of erection, temporary restraining devices, temporary supports, jacking devices, crane locations, etc. that may be necessary are not shown. The contractor may submit for approval an alternate procedure, or modify the conceptual procedure provided. The conceptual erection sequence shown is provided for information only and is not all-inclusive, and does not relieve the Contractor of the requirement to submit a steel erection plan prepared and sealed by a Licensed Structural Engineer in Illinois.
2. The steel erection plan shall be coordinated and approved in writing by the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.

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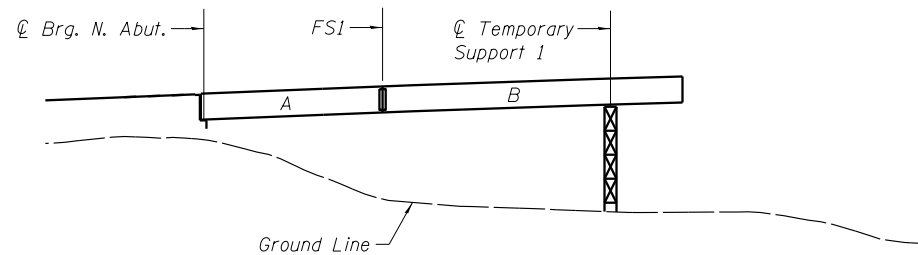
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	CHECKED - JRT	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

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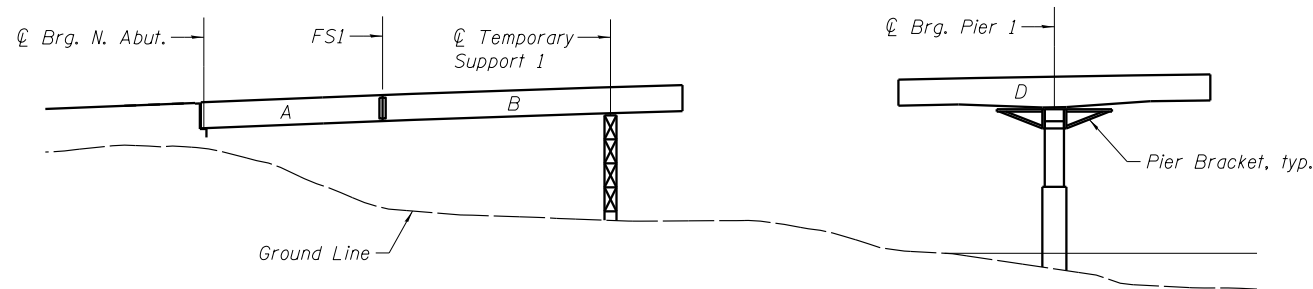
**CONCEPTUAL STEEL ERECTION I
 STRUCTURE NO. 050-0256**

SHEET NO. 43 OF 65 SHEETS

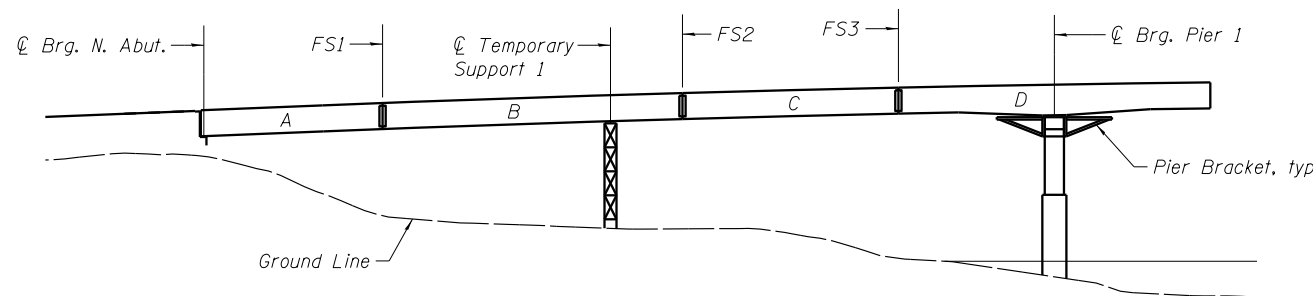
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	264
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



STAGE 1



STAGE 2



STAGE 3

Stage 1 Notes:

1. Erect Temporary Support 1, provide vertical jacking devices as required.
2. Assemble adjacent Girders 5 and 6, Segments A and B with FS1 completed, and with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. As necessary, provide means for ensuring the stability of the erected pair.
3. Assemble adjacent Girders 3 and 4, Segments A and B with FS1 completed, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4.
4. Assemble adjacent Girders 1 and 2, Segments A and B with FS1 completed, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2.

Stage 2 Notes:

1. Erect Pier Brackets on Pier 1, provide longitudinal and vertical jacking devices as required.
2. Assemble adjacent Girders 5 and 6, Segment D, and with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. As necessary, provide means for ensuring the stability of the erected pair.
3. Assemble adjacent Girders 3 and 4, Segment D, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4.
4. Assemble adjacent Girders 1 and 2, Segment D, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2.

Stage 3 Notes:

1. Assemble adjacent Girders 5 and 6, Segment C, with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. Use jacking devices to adjust longitudinally and vertically as necessary to connect FS2 and FS3. As necessary, provide means for ensuring the stability of the erected pair.
2. Assemble adjacent Girders 3 and 4, Segment C, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4 and connect FS2 and FS3.
3. Assemble adjacent Girders 1 and 2, Segment C, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2 and connect FS2 and FS3.

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PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

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**CONCEPTUAL STEEL ERECTION II
STRUCTURE NO. 050-0256**

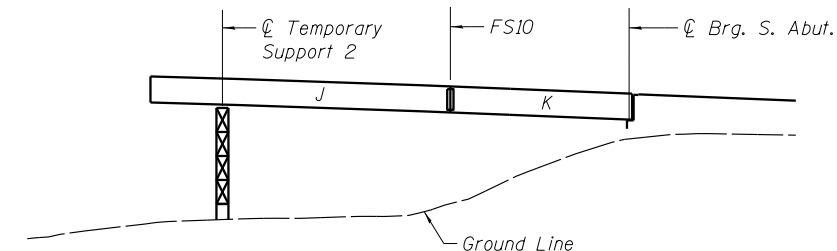
SHEET NO. 44 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	265
CONTRACT NO. 66992				

ILLINOIS FED. AID PROJECT

Stage 4 Notes:

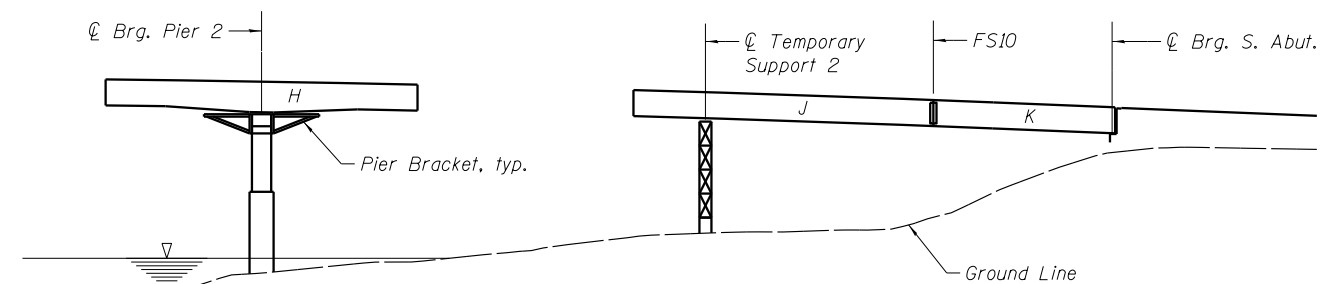
1. Erect Temporary Support 2, provide vertical jacking devices as required.
2. Assemble adjacent Girder 5 and 6, Segments J and K with FS10 completed, and with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. As necessary, provide means for ensuring the stability of the erected girder pair.
3. Assemble adjacent Girders 3 and 4, Segments J and K with FS10 completed, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4.
4. Assemble adjacent Girders 1 and 2, Segments J and K with FS10 completed, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2.



STAGE 4

Stage 5 Notes:

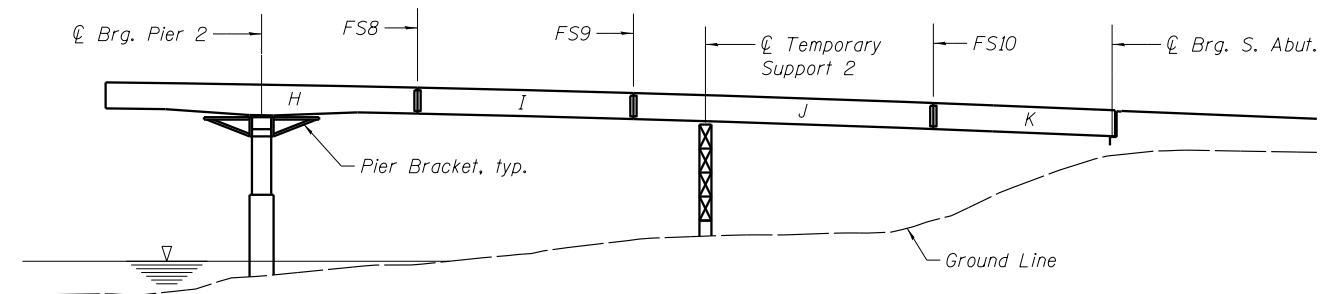
1. Erect Pier Brackets on Pier 2, provide longitudinal and vertical jacking devices as required.
2. Assemble adjacent Girders 5 and 6, Segment H, with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. As necessary, provide means for ensuring the stability of the erected pair.
3. Assemble adjacent Girders 3 and 4, Segment H, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4.
4. Assemble adjacent Girders 1 and 2, Segment H, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2.



STAGE 5

Stage 6 Notes:

1. Assemble adjacent Girders 5 and 6, Segment I, with all cross frames in Bays 4 and 5 and top lateral bracing. Erect assembled girder pair. Use jacking devices to adjust longitudinally and vertically as necessary to connect FS8 and FS9. As necessary, provide means for ensuring the stability of the erected pair.
2. Assemble adjacent Girders 3 and 4, Segment I, and with all cross frames in Bays 2 and 3. Erect the assembled girder pair and connect it with cross frames already erected in Bay 4 and connect FS8 and FS9.
3. Assemble adjacent Girders 1 and 2, Segment I, and with all cross frames in Bay 1 and top lateral bracing. Erect the assembled girder pair and connect it with cross frames already erected in Bay 2 and connect FS8 and FS9.

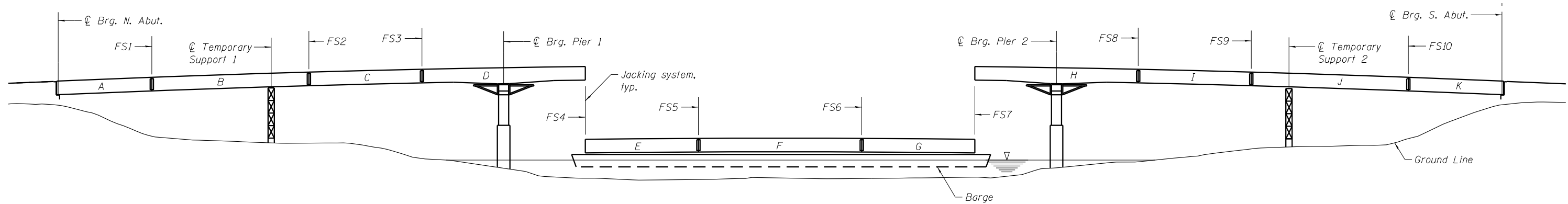


STAGE 6

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PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	266
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT	



STAGE 7

Stage 7 Notes:

1. Using a single barge, or multiple barges connected together, construct a floating platform.
2. On the floating platform, assemble Segments E, F and G girders, cross frames, top lateral bracing, and complete FS5 and FS6. All connections should be made completely.
3. Lift the Segments E, F, and G assembly into place with strand jack systems placed near the ends of the previously erected segment. Use jacking devices to adjust longitudinally and vertically as necessary, to connect FS4 and FS7. Fully complete FS4 and FS7 for all girder lines before releasing lifted assembly from strand jack systems.
4. Remove Temporary Supports 1 and 2 and Pier Brackets.

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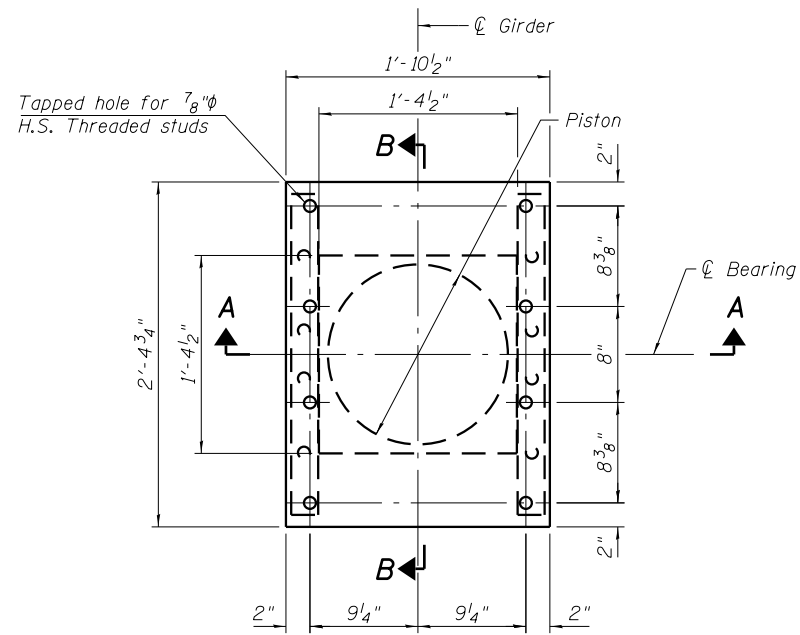
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PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

**STATE OF ILLINOIS
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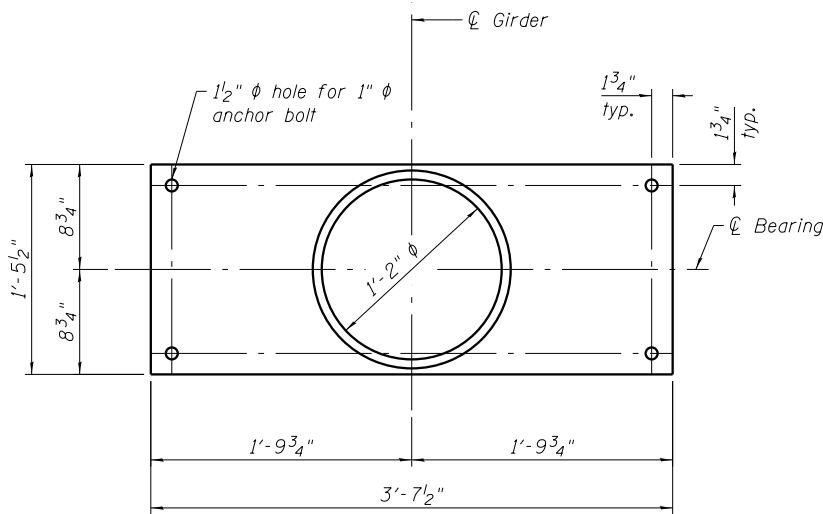
**CONCEPTUAL STEEL ERECTION IV
 STRUCTURE NO. 050-0256**

SHEET NO. 46 OF 65 SHEETS

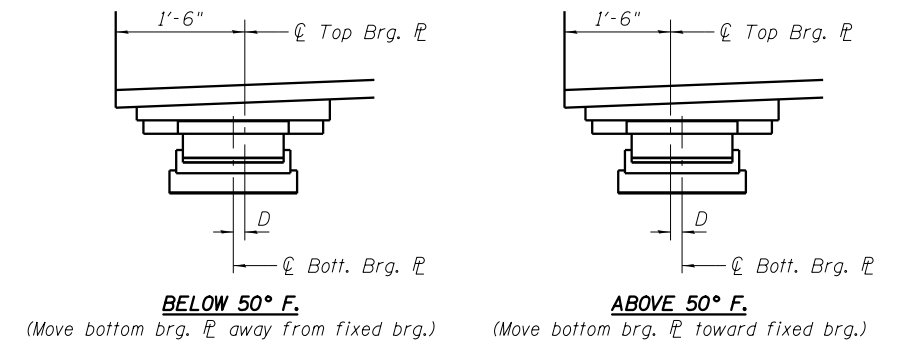
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	267
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



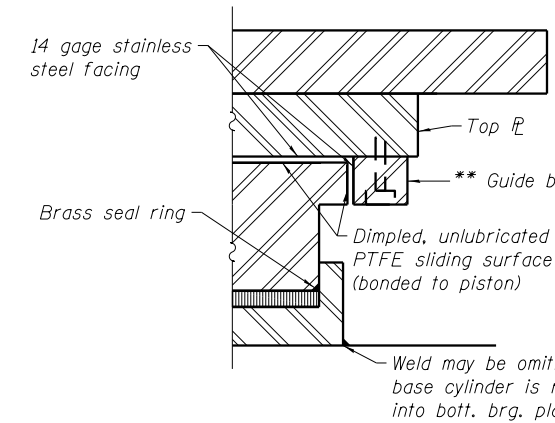
TOP BEARING PLATE AND BASE PISTON PLAN
(Girder and bearing stiffeners not shown for clarity)



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



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

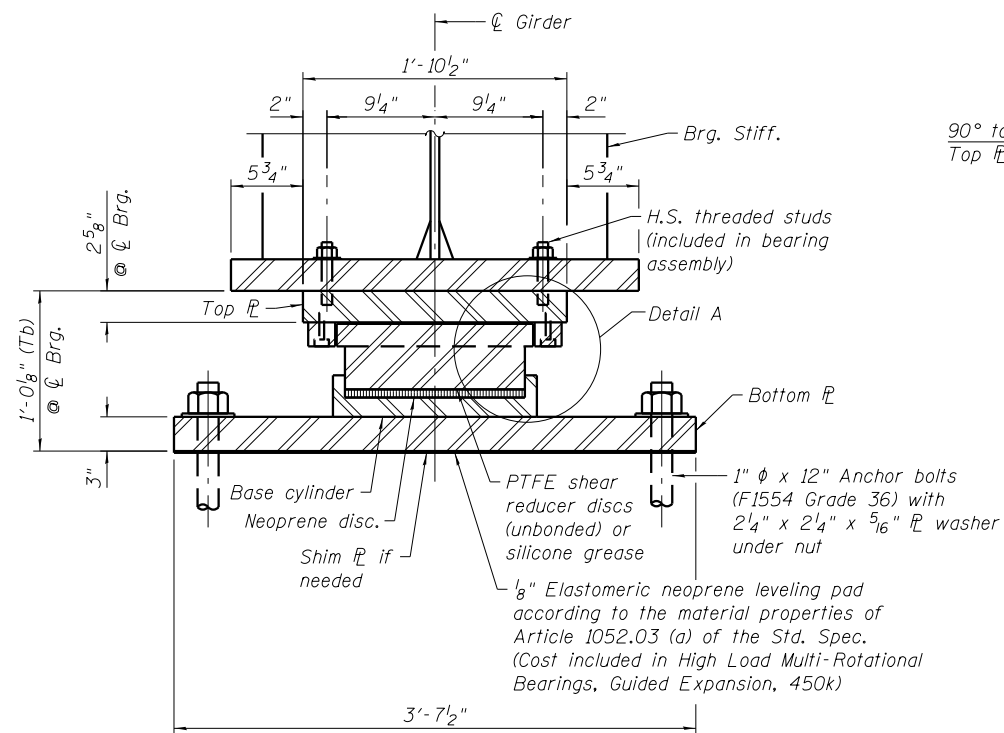


** As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece. If bolted connection is used, maintain a minimum clearance of 3" from the centerline of the pintles to the bolts in the guide bar.

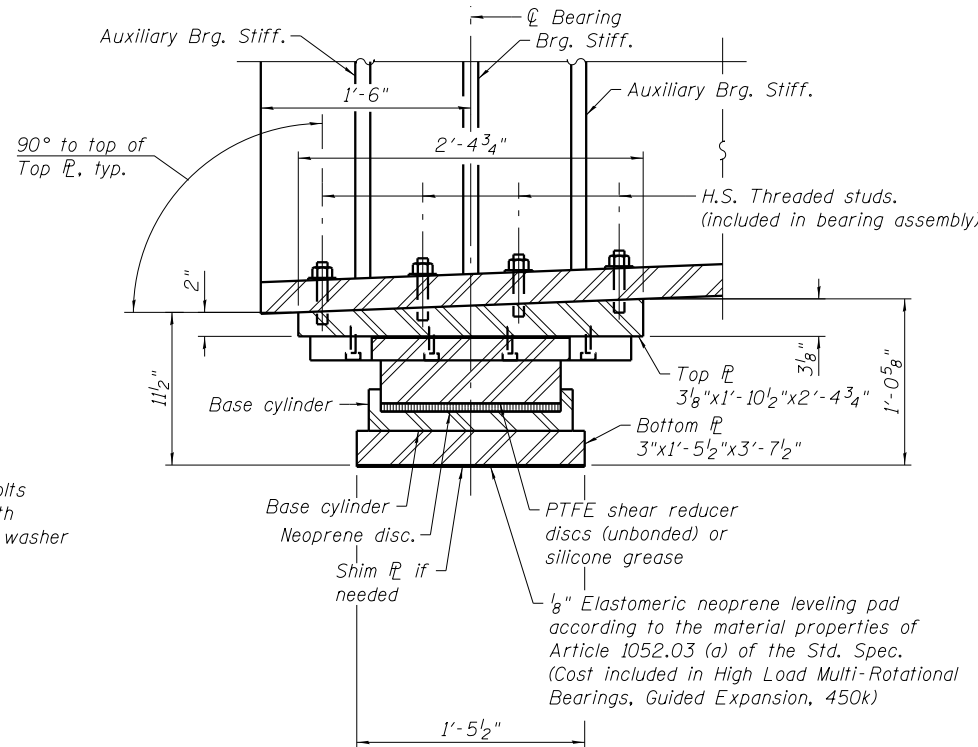
DETAIL A

Notes:

1. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
2. Anchor bolts for bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.
3. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Bearing height does not include neoprene mat or shims.
4. All (embedded and separate) bearing plates, anchor bolts, nuts, washers and pintles shall be hot-dipped galvanized in accordance with Article 1006.09 of Standard Specifications.
5. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50W, unless otherwise noted.
6. If base cylinder is recessed into the bottom bearing plate, the thickness of the bottom plate shall be T_b plus the depth of the recess.
7. Bearing dimension is estimated based on manufacturer data. Actual bearing height dimension may differ from contract plans. The Contractor shall be responsible verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete subject to approval by the Engineer. Modifications to the dimension for bearings at abutments or piers shall take into account the location of the backwall or pier step and required expansion length if exceeding the end of girder.
8. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
9. Threaded studs, elastomeric materials, PTFE and stainless steel materials shall conform to AASHTO requirements and the Special Provision for High Load Multi-Rotational Bearing.



SECTION A-A



SECTION B-B

DESIGN DATA

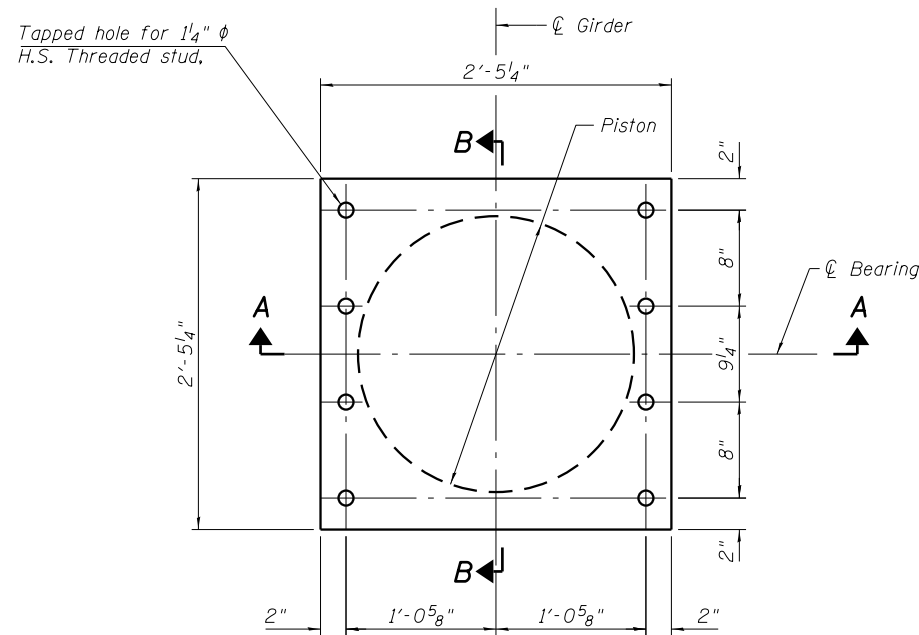
Bearing Manufacturer Design Criteria	
Vertical Design Load	429 kips
Horizontal Design Load	86 kips
Design Rotation *	0.03 rad.
Total Required Movement	9 in.

* Rotation allowances for fabrication tolerances (0.005 radians) and installation uncertainties (0.005 radians) included

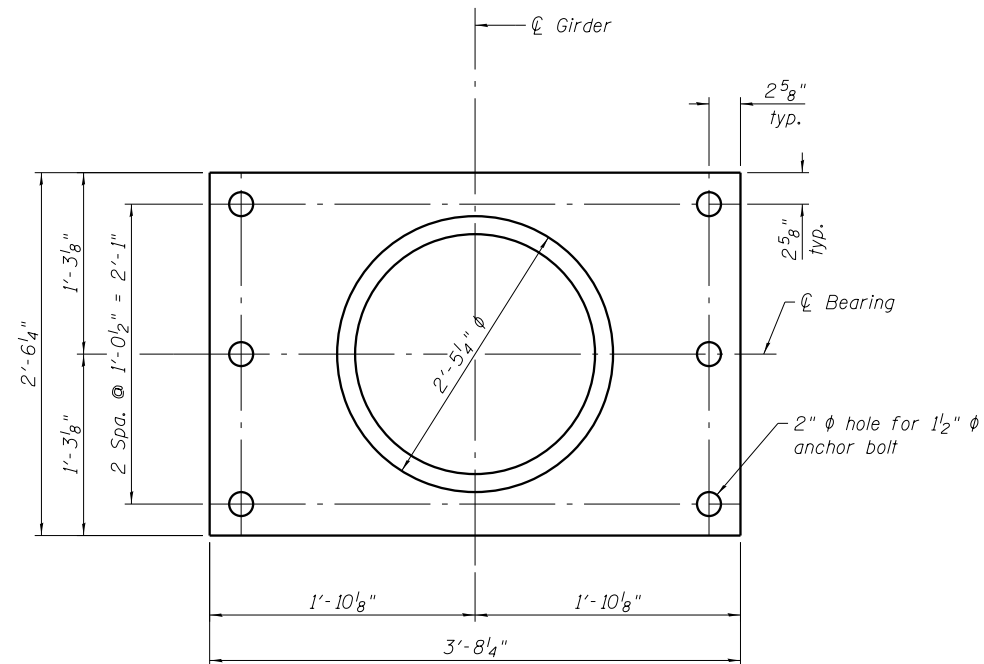
BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 450k	Each	12
Anchor Bolt, 1" dia.	Each	48

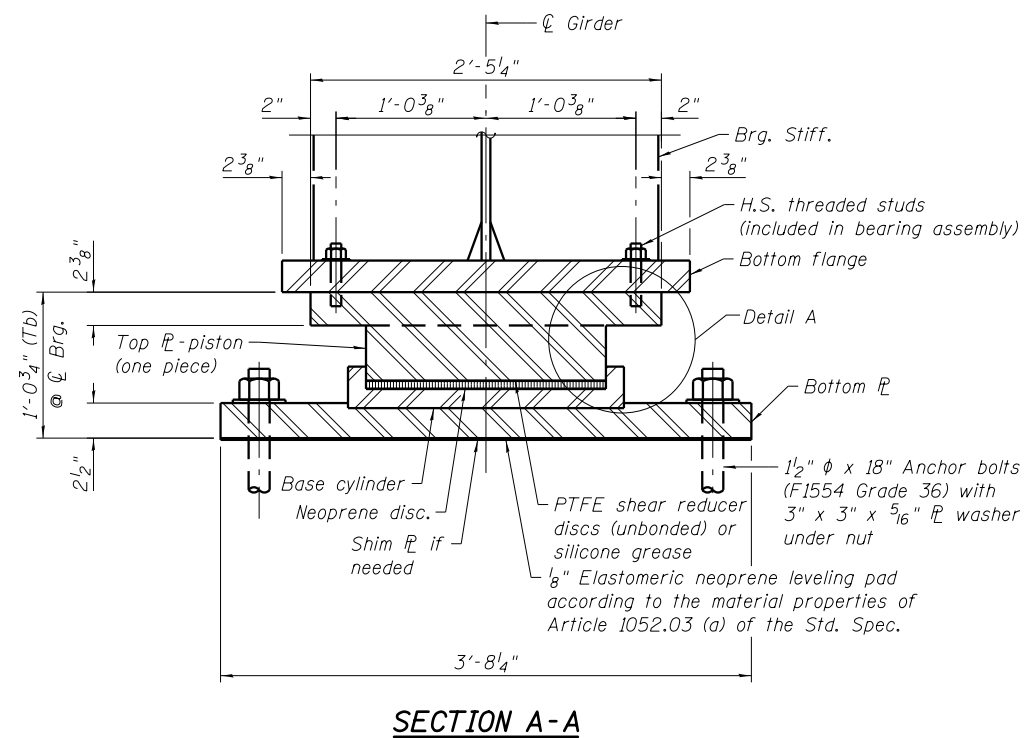
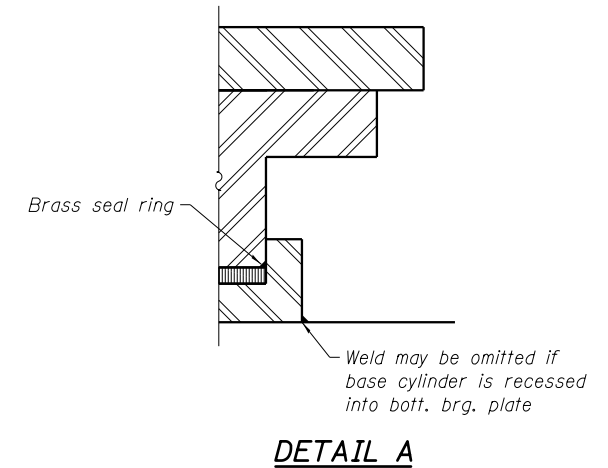
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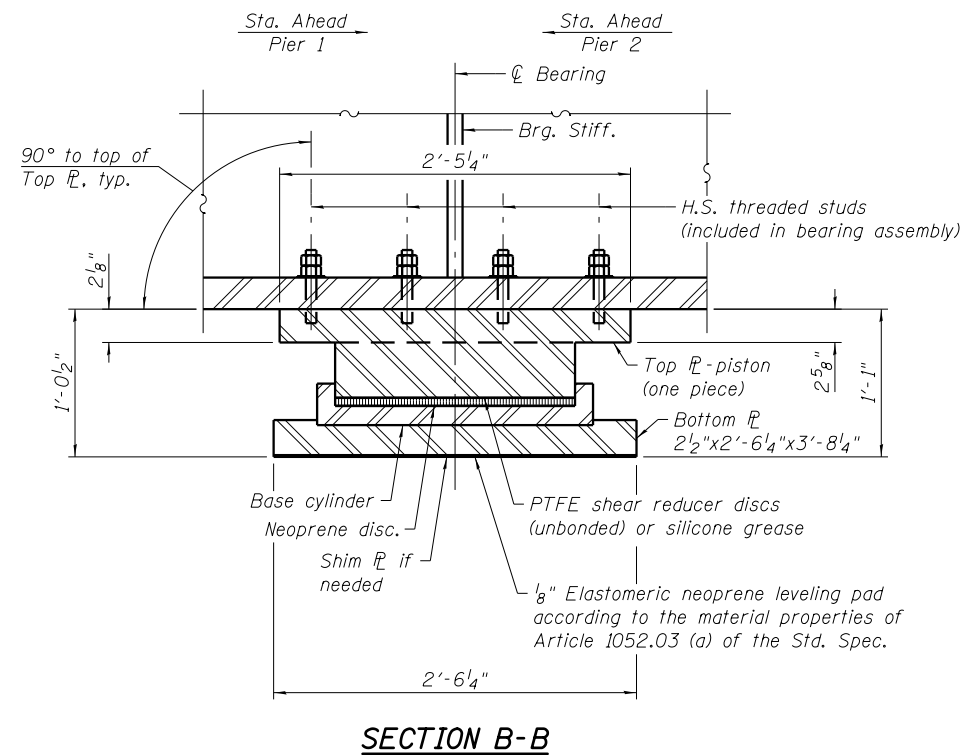
TOP BEARING PLATE AND BASE PISTON PLAN
(Girder and bearing stiffeners not shown for clarity)



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN



SECTION A-A



SECTION B-B

Notes:

1. For HLMR Bearing notes, See sheet 47 of 65.
2. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

DESIGN DATA

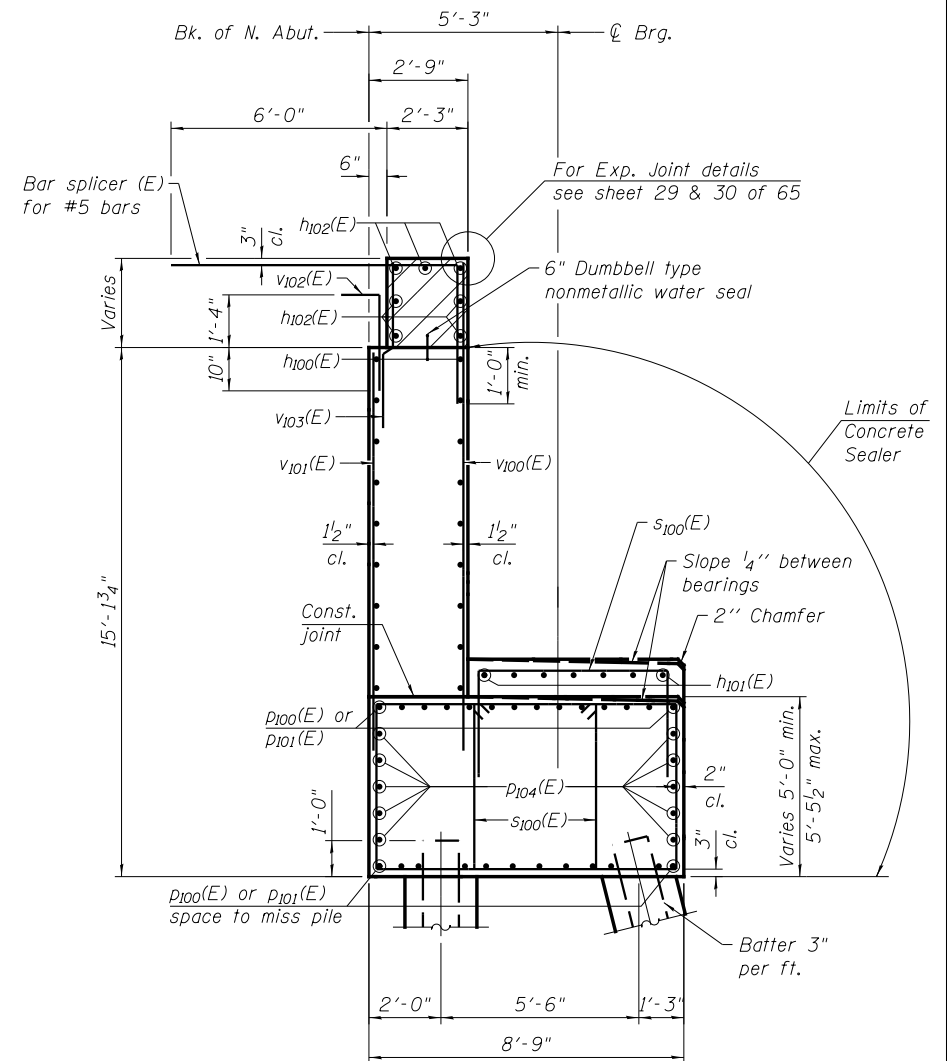
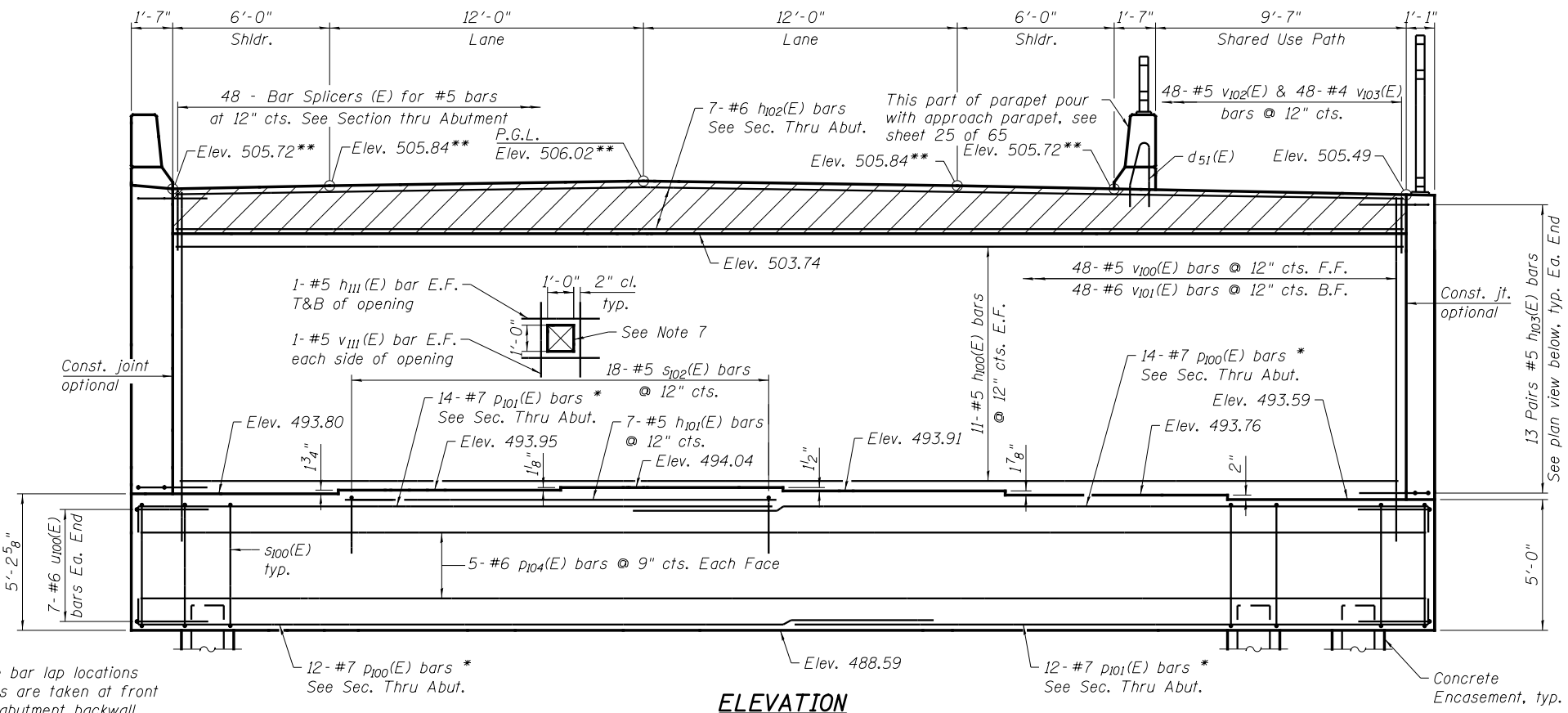
Bearing Manufacturer Design Criteria	
Vertical Design Load	1342 kips
Horizontal Design Load	268 kips
Design Rotation *	0.01 rad.

* Rotation allowances for fabrication tolerances (0.005 radians) and installation uncertainties (0.005 radians) included

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed, 1400k	Each	12
Anchor Bolt, 1/2" dia.	Each	72

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* Alternate bar lap locations
 ** Elevations are taken at front face of abutment backwall

ELEVATION

SEC. THRU ABUT.

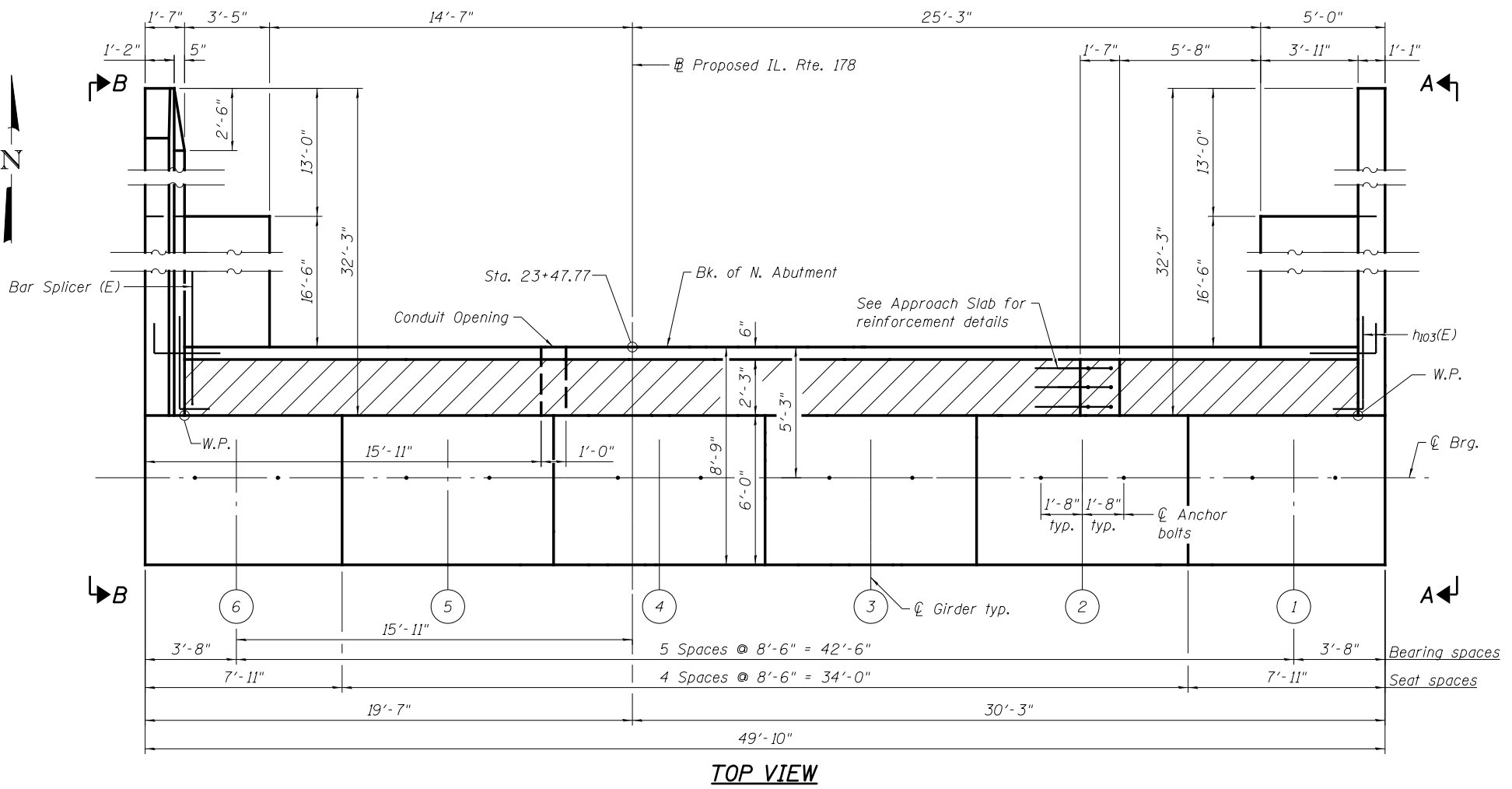
MINIMUM BAR LAP

- #4 bar = 2'-11"
- #5 bar = 3'-2"
- #6 top bar = 4'-4"
- #6 bar = 3'-10"
- #7 bar = 6'-3"

LEGEND

- B.F. = Back Face
- E.F. = Each Face
- F.F. = Front Face

- Notes:
- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 - Space reinforcement in cap to miss anchor bolts.
 - Pour steps monolithically with cap.
 - For Concrete Encasement details, see sheet 59 of 65.
 - For View A-A and View B-B, see sheet 51 of 65.
 - Abutments shall have all exposed surfaces of backwalls, bridge seats, and front faces of pile caps treated with Concrete Sealer.
 - Approximate location shown. It shall be the Contractor's responsibility to contact AT&T and coordinate the size and location of the conduit opening. Watertight closure shall be installed after the placement of PVC ducts. Watertight closure to be provided by AT&T and installed by the Contractor. Watertight closure details shall be submitted to the Engineer for review and approval. Installing the watertight closure cost is included with the cost of Concrete Structures.



TOP VIEW

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PLOT DATE = 10/4/2016	CHECKED - AH	REVISOR -

**STATE OF ILLINOIS
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**NORTH ABUTMENT
 STRUCTURE NO. 050-0256**

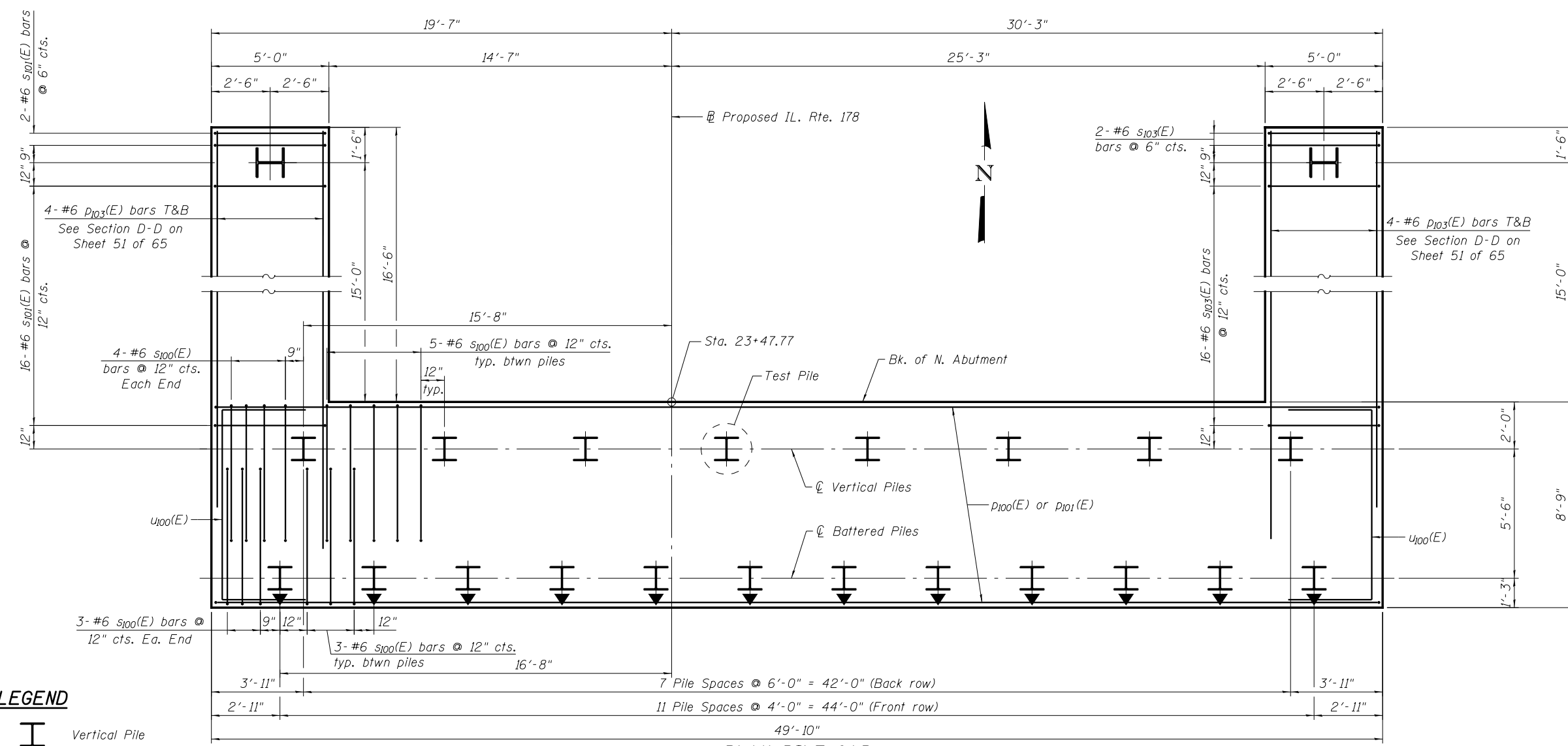
SHEET NO. 49 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	270
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

**N. ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h100(E)	22	#5	46'-10"	—
h101(E)	7	#5	16'-8"	—
h102(E)	7	#6	46'-10"	—
h103(E)	52	#5	9'-5"	└
h104(E)	18	#5	31'-11"	—
h105(E)	21	#5	31'-11"	—
h106(E)	6	#5	31'-11"	—
h107(E)	7	#4	31'-11"	—
h108(E)	4	#5	17'-6"	—
h109(E)	5	#5	31'-11"	—
h110(E)	1	#5	31'-11"	—
h111(E)	4	#5	2'-0"	—
n100(E)	20	#6	18'-2"	┌
n101(E)	29	#6	17'-8"	┌
p100(E)	26	#7	31'-8"	└
p101(E)	26	#7	25'-11"	└
p102(E)	20	#9	22'-7"	—
p103(E)	26	#6	20'-8"	—
p104(E)	10	#6	49'-6"	—
s100(E)	82	#6	21'-4"	□
s101(E)	18	#6	19'-10"	□
s102(E)	18	#5	10'-8"	□
s103(E)	18	#6	20'-2"	□
u100(E)	14	#6	17'-1"	└
v100(E)	48	#5	16'-3"	—
v101(E)	48	#6	15'-0"	—
v102(E)	48	#5	4'-1"	└
v103(E)	48	#4	3'-10"	└
v104(E)	20	#6	14'-1"	└
v105(E)	11	#6	14'-1"	└
v106(E)	3	#6	7'-11"	└
v107(E)	20	#6	14'-0"	—
v108(E)	14	#6	20'-8"	—
v109(E)	58	#6	11'-3"	—
v110(E)	28	#6	14'-10"	—
v111(E)	4	#5	2'-0"	—
Structure Excavation		Cu. Yd.	145	
Concrete Structures		Cu. Yd.	197.5	
Reinforcement Bars, Epoxy Coated		Pound	21,330	
Furnishing Steel Piles HP14x73		Foot	892	
Driving Piles		Foot	892	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	22	
Concrete Encasement		Cu. Yd.	7.7	
Concrete Sealer		Sq. Ft.	1,167	

For details of Bar Splicers, see sheet 60 of 65.
For details of piles and Concrete Encasement, see sheet 59 of 65.



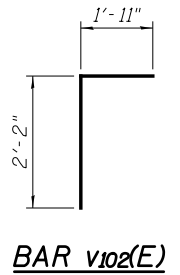
PLAN-PILE CAP

LEGEND

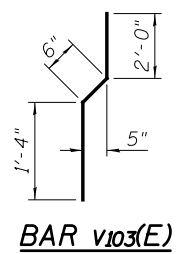


PILE DATA

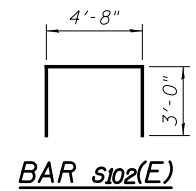
Type: HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 kips
Factored Resistance Available: 318 kips
Est. Length: 42.5'
No. Production Piles: 21
No. Test Piles: 1



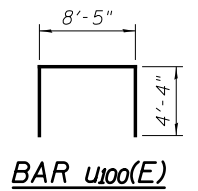
BAR v102(E)



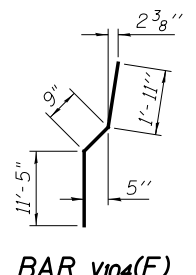
BAR v103(E)



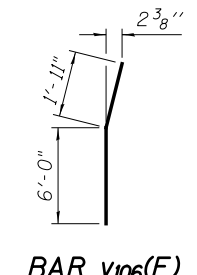
BAR s102(E)



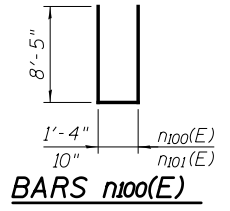
BAR u100(E)



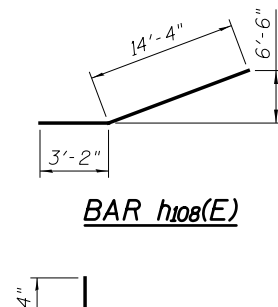
BAR v104(E)



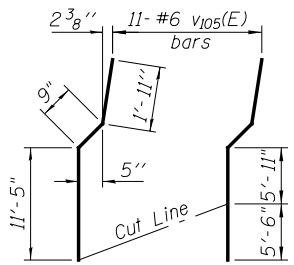
BAR v106(E)



BARS n100(E) & n101(E)

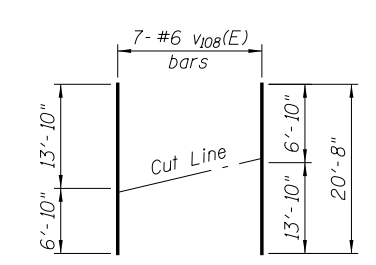


BAR h108(E)



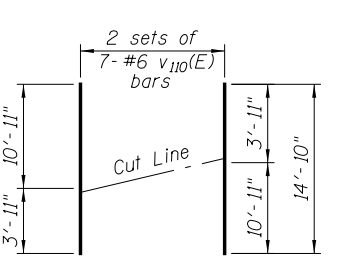
CUTTING DIAGRAM

Order bars full length. Cut as shown. Discard the remainder.



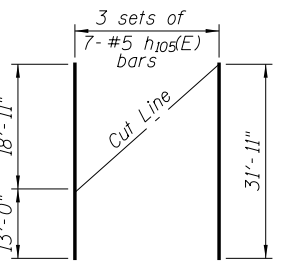
CUTTING DIAGRAM

Order bars full length. Cut as shown. Use the remainder on opposite end.



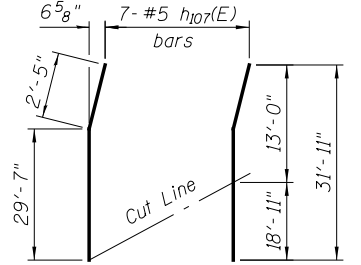
CUTTING DIAGRAM

Order bars full length. Cut as shown. Use the remainder on opposite end.



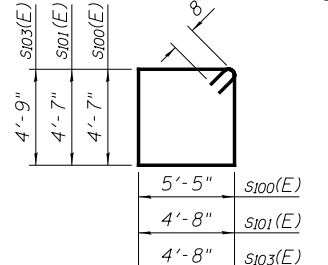
CUTTING DIAGRAM

Order bars full length. Cut as shown. Discard the remainder.

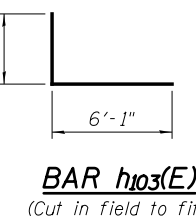


CUTTING DIAGRAM

Order bars full length. Cut as shown. Discard the remainder.

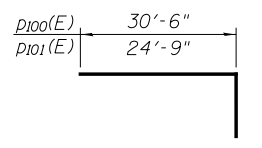


BARS s100(E), s101(E) & s103(E)

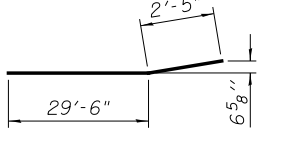


BAR h103(E)

(Cut in field to fit)

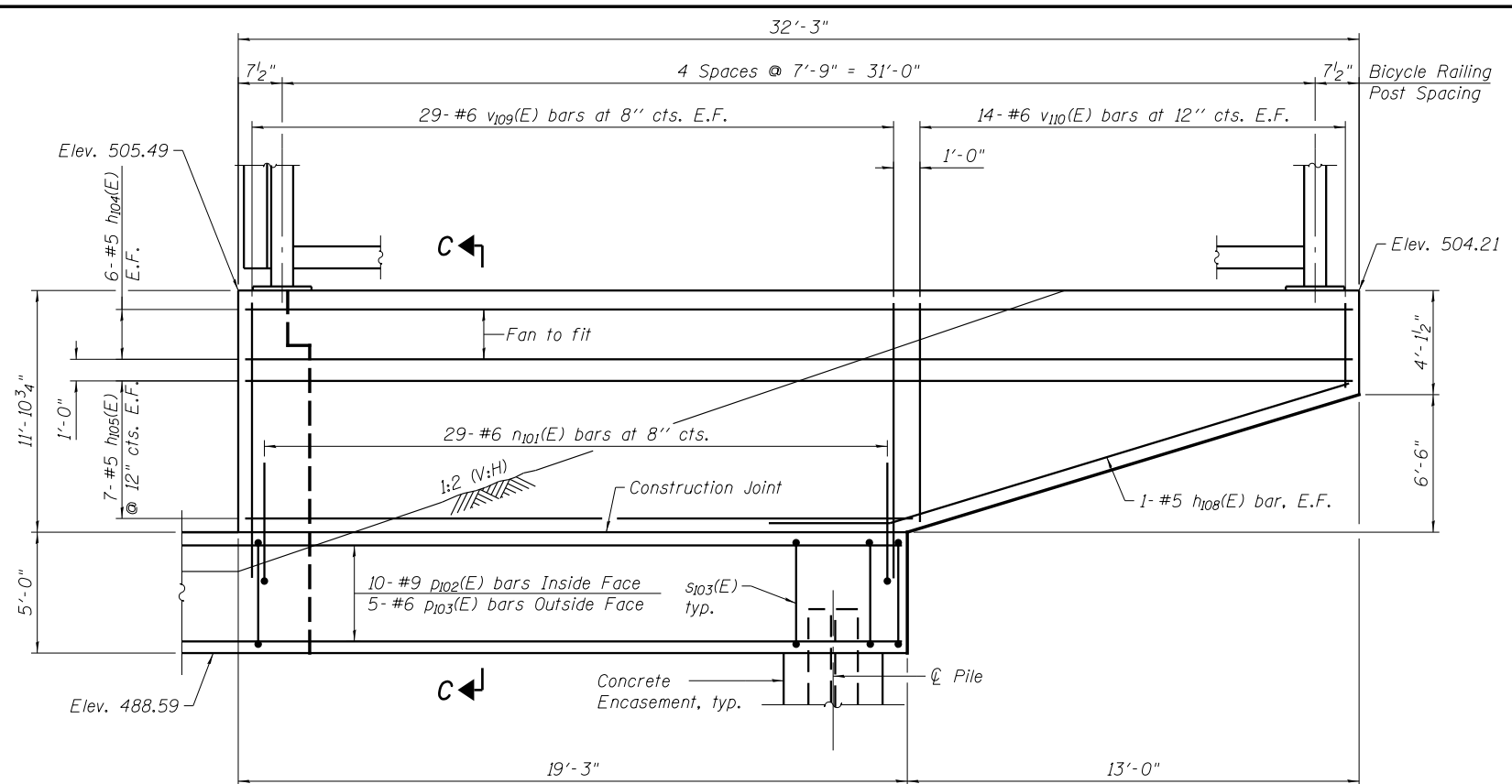


BARS p100(E) & p101(E)

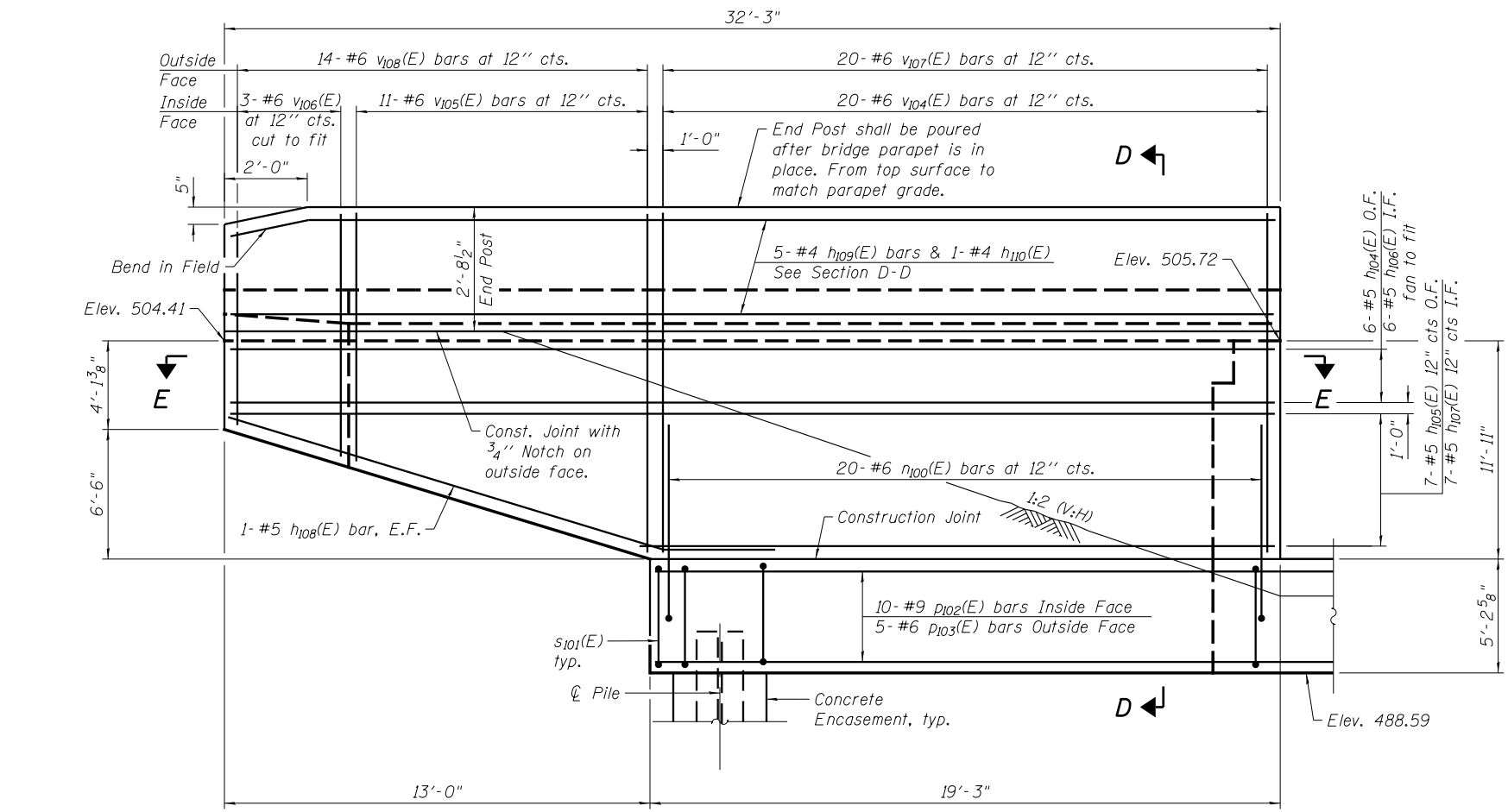


BAR h106(E) & h110(E)

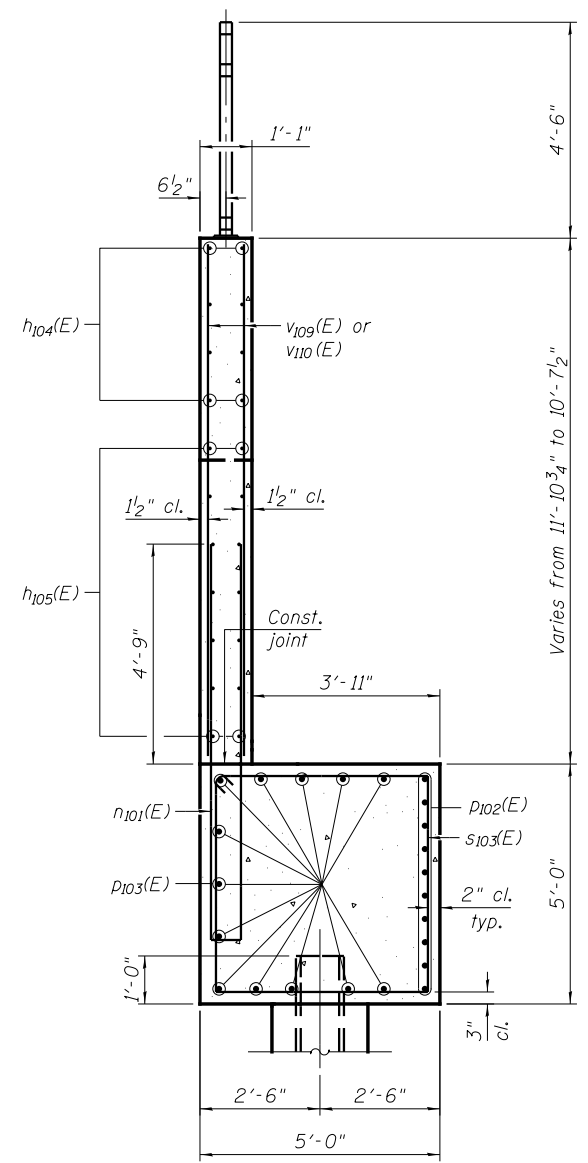
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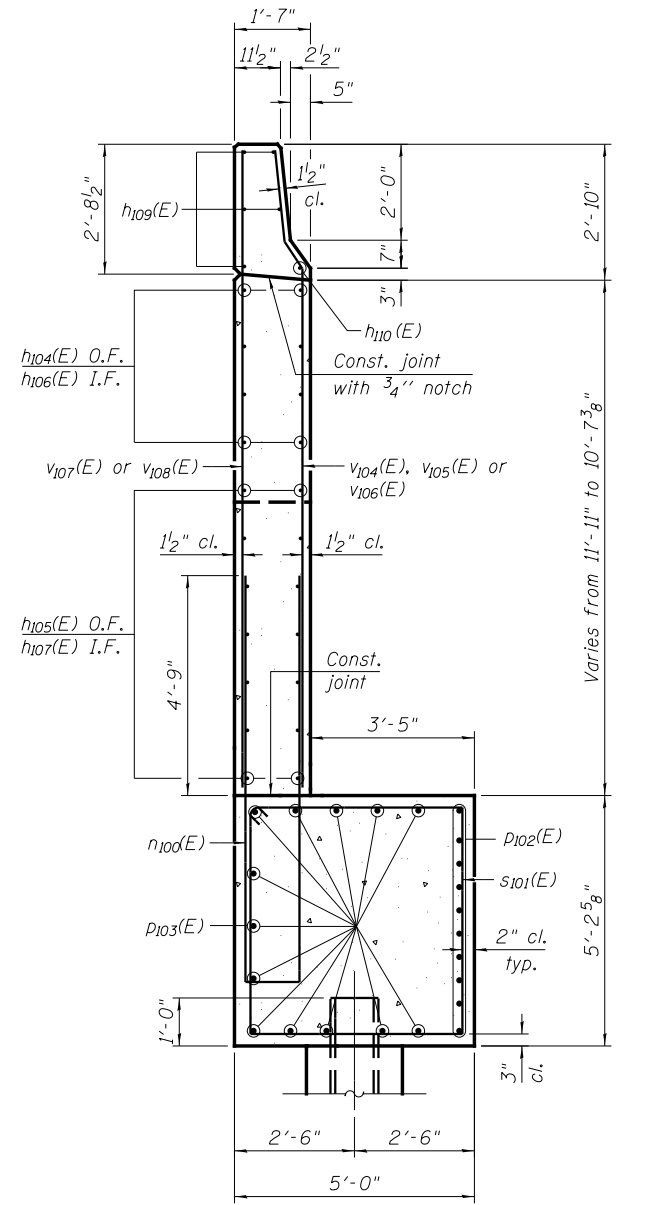
VIEW A-A (EAST WING WALL ELEVATION)



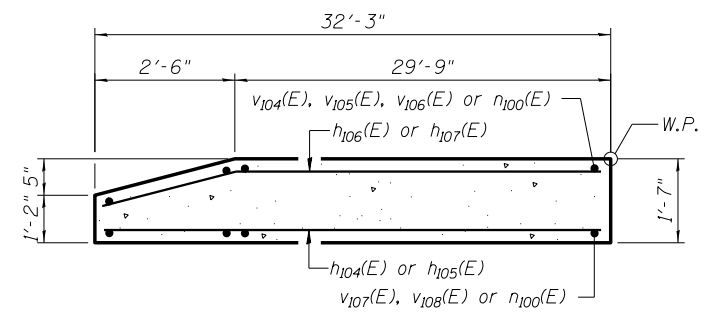
VIEW B-B (WEST WING WALL ELEVATION)



SECTION C-C



SECTION D-D



SECTION E-E

LEGEND

E.F. - Each Face
O.F. - Outside Face
I.F. - Inside Face

Notes:
1. Elevation are at inside face. Of wingwall.
2. Quantity of concrete in end post included with Concrete Superstructure on sheet 23 of 65.

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WSP PARSONS BRINCKERHOFF
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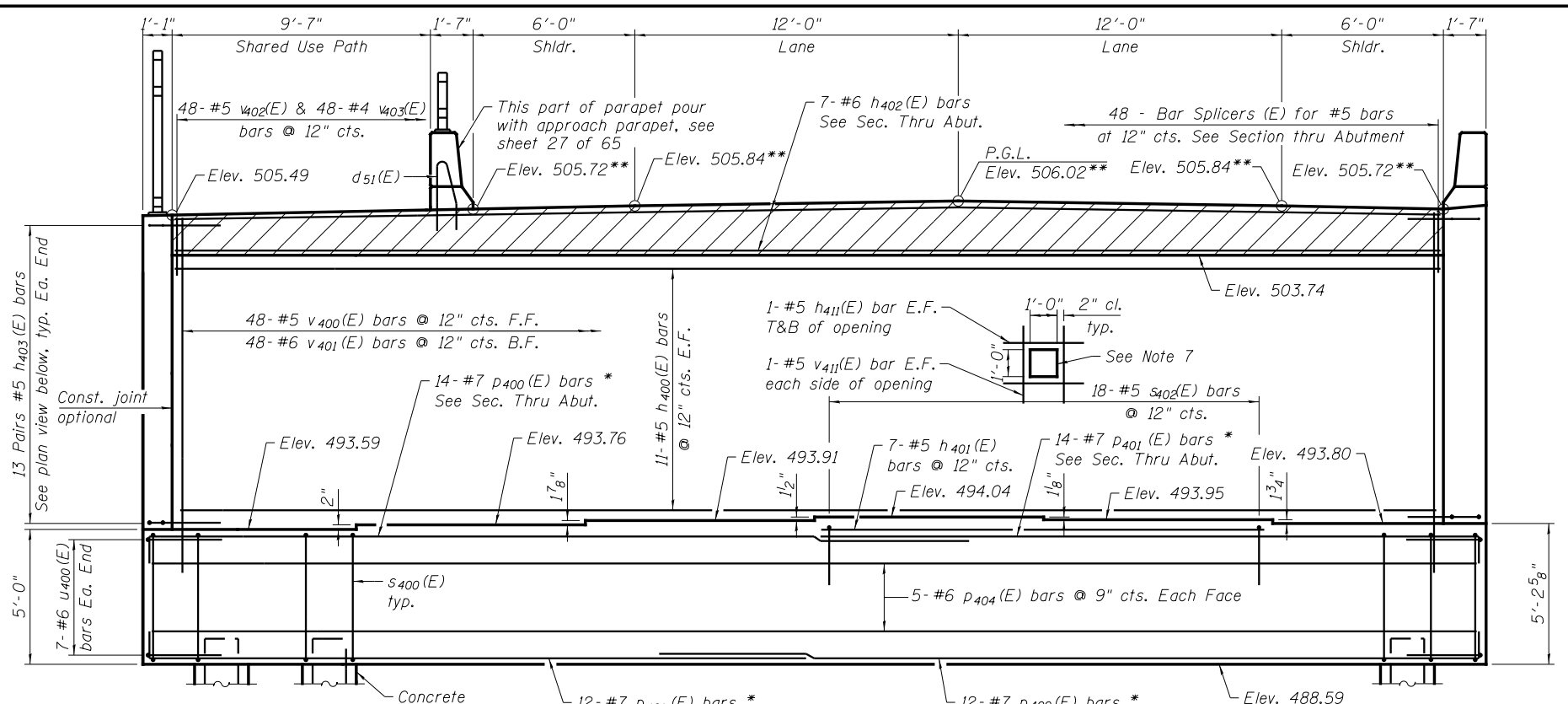
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	CHECKED - AH	REVISED -

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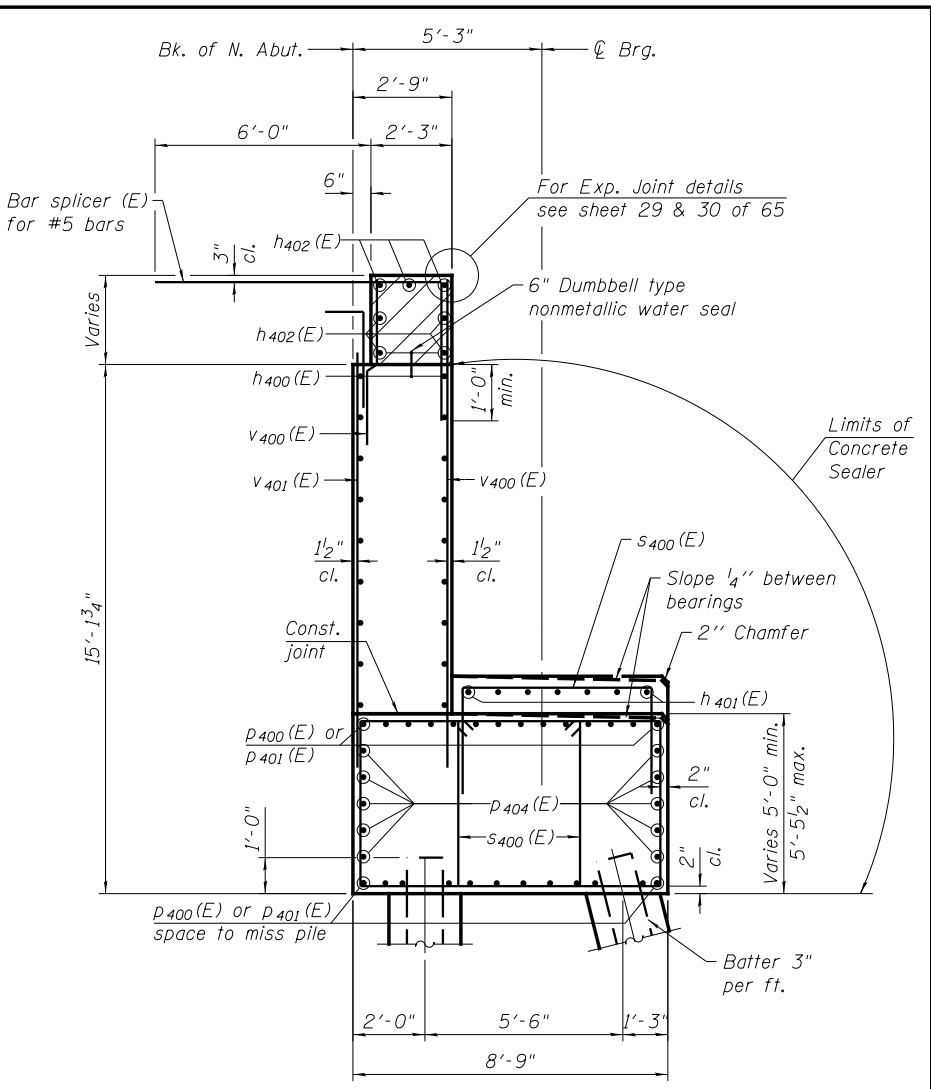
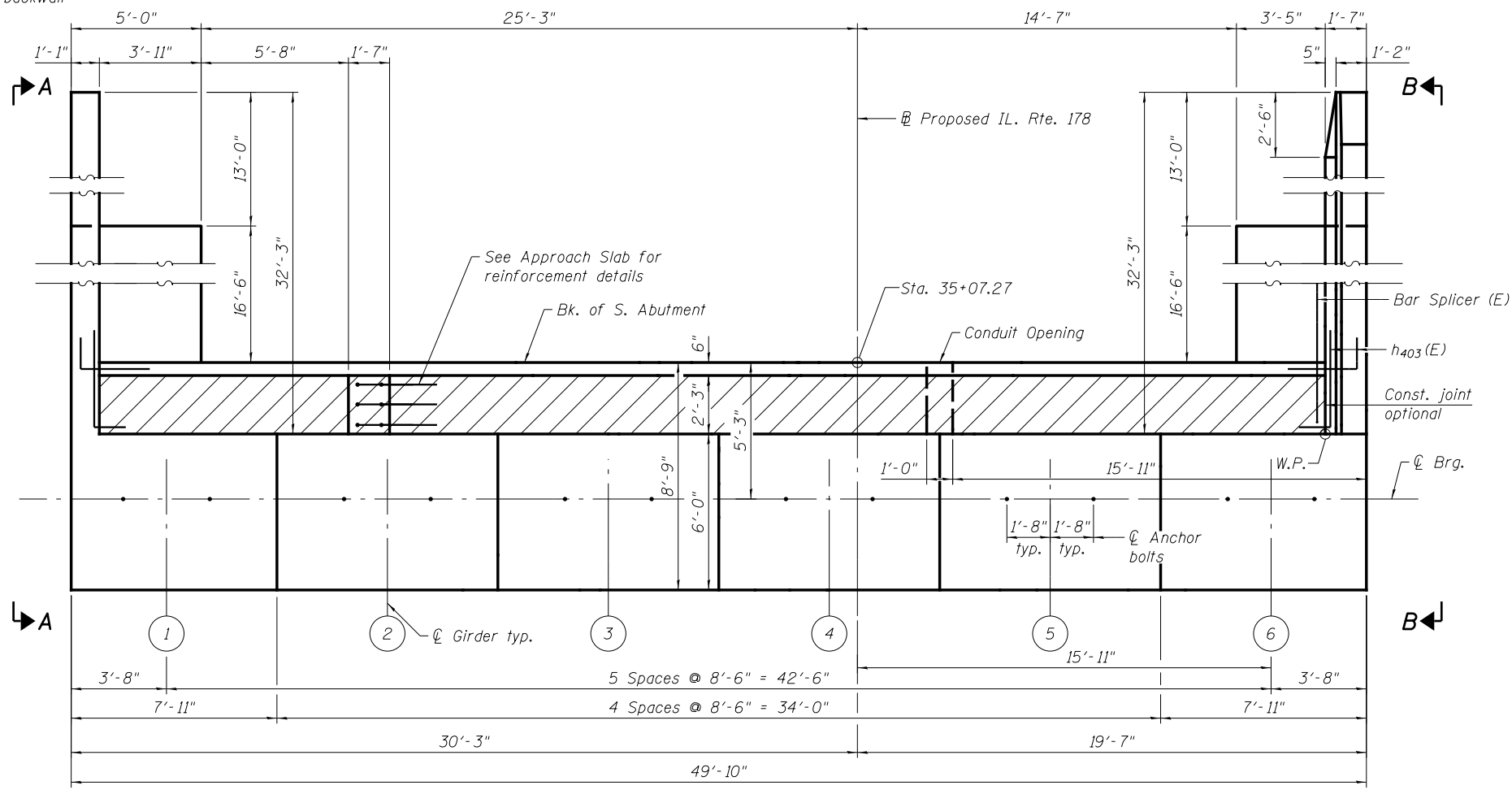
**NORTH ABUTMENT DETAILS II
STRUCTURE NO. 050-0256**

SHEET NO. 51 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	272
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



* Alternate bar lap locations
** Elevations are taken at front face of abutment backwall



MINIMUM BAR LAP

- #4 bar = 2'-11"
- #5 bar = 3'-2"
- #6 top bar = 4'-4"
- #6 bar = 3'-10"
- #7 bar = 6'-3"

LEGEND

- B.F. = Back Face
- E.F. = Each Face
- F.F. = Front Face

- Notes:
1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 2. Space reinforcement in cap to miss anchor bolts.
 3. Pour steps monolithically with cap.
 4. For Concrete Encasement details, see sheet 59 of 65.
 5. For View A-A and View B-B, see sheet 54 of 65.
 6. Abutments shall have all exposed surfaces of backwalls, bridge seats, and front faces of pile caps treated with Concrete Sealer.
 7. Approximate location shown. It shall be the Contractor's responsibility to contact AT&T and coordinate the size and location of the conduit opening. Watertight closure shall be installed after the placement of PVC ducts. Watertight closure to be provided by AT&T and installed by the Contractor. Watertight closure details shall be submitted to the Engineer for review and approval. Installing the watertight closure cost is included with the cost of Concrete Structures.

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USER NAME = pateld	DESIGNED - JZ	REVISED -
PLOT SCALE = N.T.S.	CHECKED - IJL	REVISED -
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	CHECKED - AH	REVISED -

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DEPARTMENT OF TRANSPORTATION

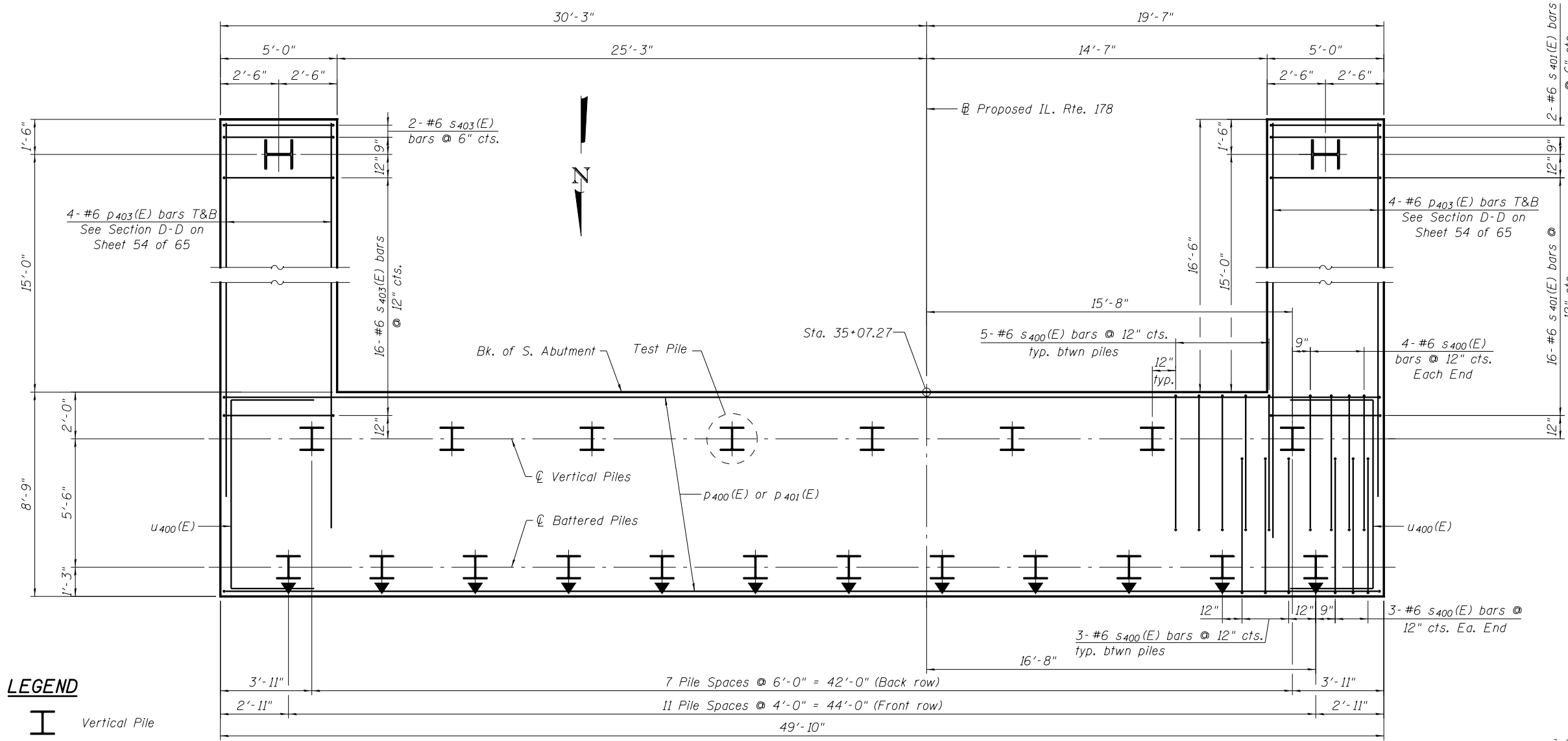
SOUTH ABUTMENT
STRUCTURE NO. 050-0256
SHEET NO. 52 OF 65 SHEETS

F.A.S. RTE. 1279	SECTION (1)BR & 1	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 273
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

**N. ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h400(E)	22	#5	46'-10"	—
h401(E)	7	#5	16'-8"	—
h402(E)	7	#6	46'-10"	—
h403(E)	52	#5	9'-5"	—
h404(E)	18	#5	31'-11"	—
h405(E)	21	#5	31'-11"	—
h406(E)	6	#5	31'-11"	—
h407(E)	7	#4	31'-11"	—
h408(E)	4	#5	17'-6"	—
h409(E)	5	#5	31'-11"	—
h410(E)	1	#5	31'-11"	—
h411(E)	4	#5	2'-0"	—
n400(E)	20	#6	18'-2"	□
n401(E)	29	#6	17'-8"	□
p400(E)	26	#7	31'-8"	—
p401(E)	26	#7	25'-11"	—
p402(E)	20	#9	22'-7"	—
p403(E)	26	#6	20'-8"	—
p404(E)	10	#6	49'-6"	—
s400(E)	82	#6	21'-4"	□
s401(E)	18	#6	19'-10"	□
s402(E)	18	#5	10'-8"	□
s403(E)	18	#6	20'-2"	□
u400(E)	14	#6	17'-1"	□
v400(E)	48	#5	16'-3"	—
v401(E)	48	#6	15'-0"	—
v402(E)	48	#5	4'-1"	—
v403(E)	48	#4	3'-10"	—
v404(E)	20	#6	14'-1"	—
v405(E)	11	#6	14'-1"	—
v406(E)	3	#6	7'-11"	—
v407(E)	20	#6	14'-0"	—
v408(E)	14	#6	20'-8"	—
v409(E)	58	#6	11'-3"	—
v410(E)	28	#6	14'-10"	—
v411(E)	4	#5	2'-0"	—
Structure Excavation		Cu. Yd.	145	
Concrete Structures		Cu. Yd.	197.5	
Reinforcement Bars, Epoxy Coated		Pound	21,330	
Furnishing Steel Piles HP14x73		Foot	955	
Driving Piles		Foot	955	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	22	
Concrete Encasement		Cu. Yd.	7.7	
Concrete Sealer		Sq. Ft.	1,167	

For details of Bar Splicers, see sheet 60 of 65.
For details of piles and Concrete Encasement, see sheet 59 of 65.



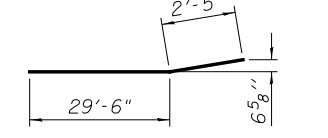
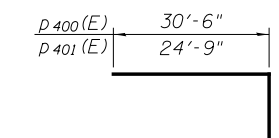
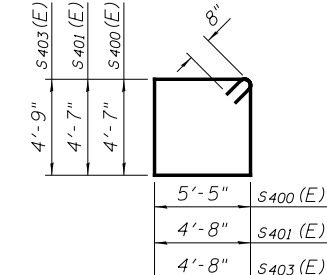
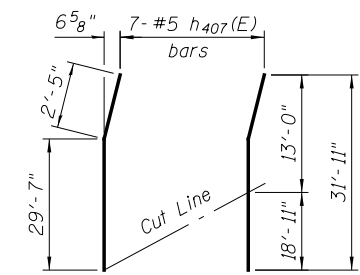
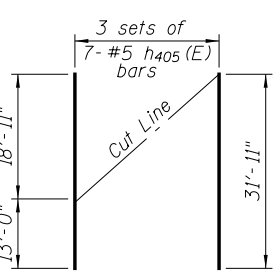
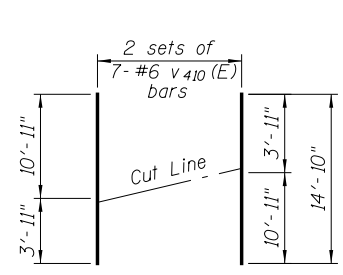
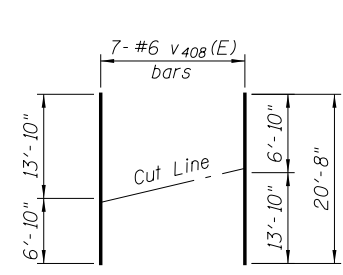
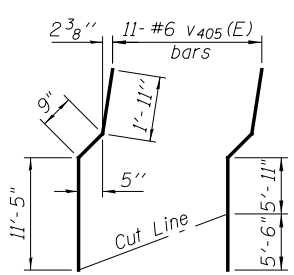
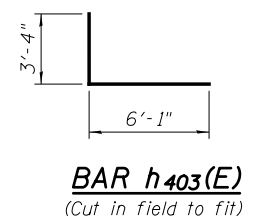
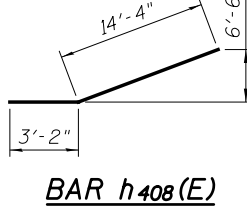
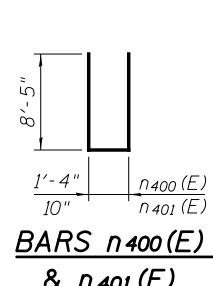
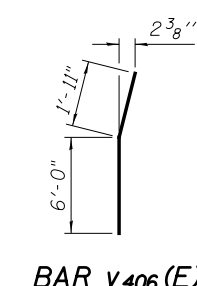
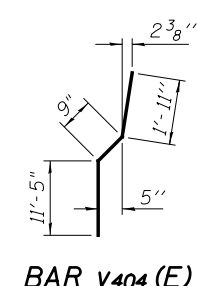
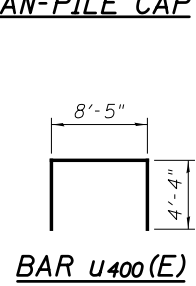
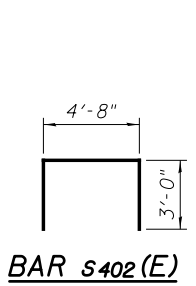
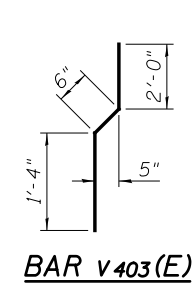
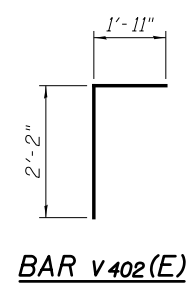
PLAN-PILE CAP

LEGEND



PILE DATA

Type: HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 kips
Factored Resistance Available: 318 kips
Est. Length: 45.5'
No. Production Piles: 21
No. Test Piles: 1



CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Use the remainder on opposite end.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Use the remainder on opposite end.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

CUTTING DIAGRAM
Order bars full length. Cut as shown. Discard the remainder.

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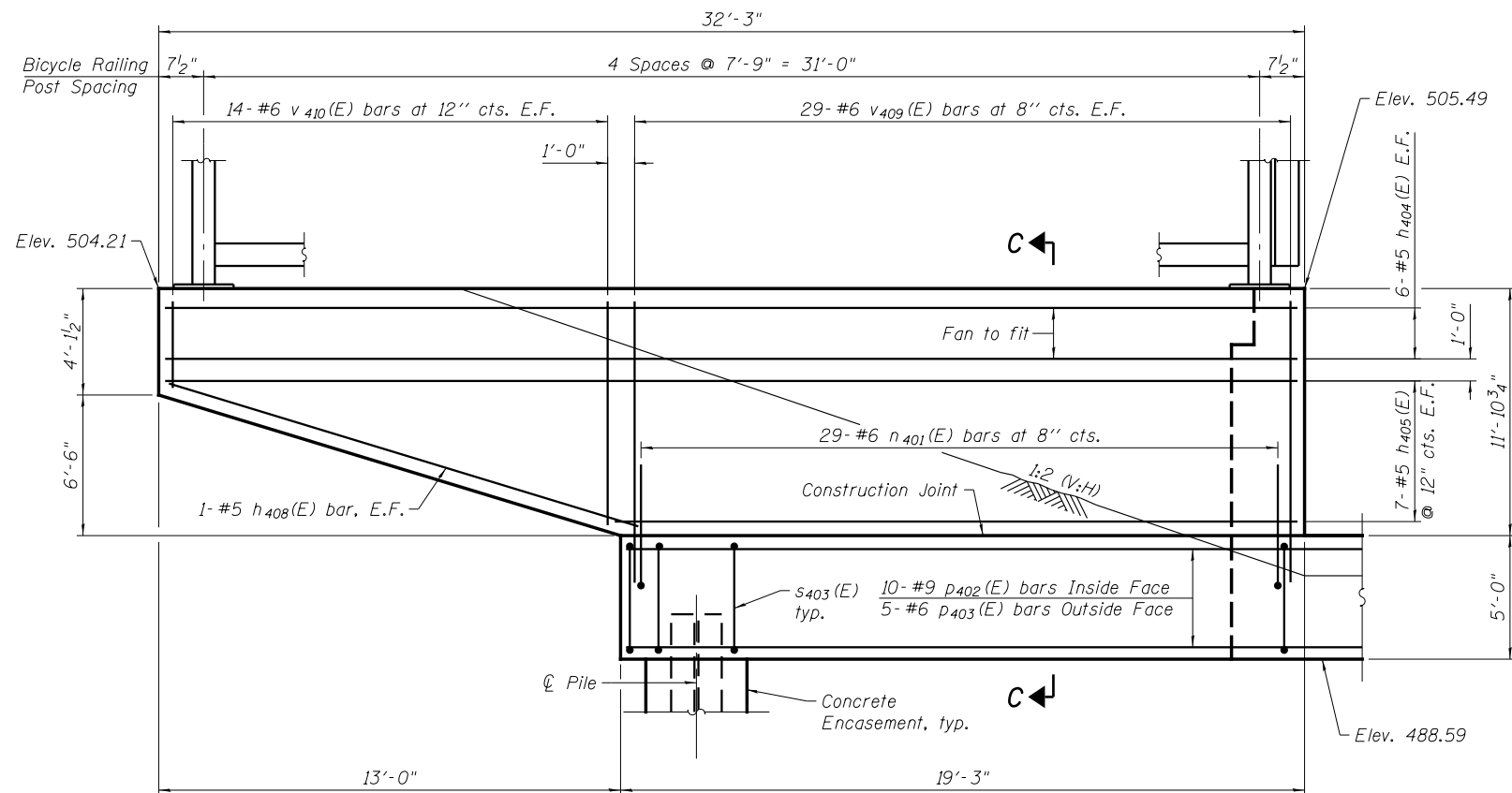
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USER NAME = pateld	DESIGNED - JZ	REVISED -
DESIGNED - JZ	CHECKED - IJL	REVISED -
PLLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

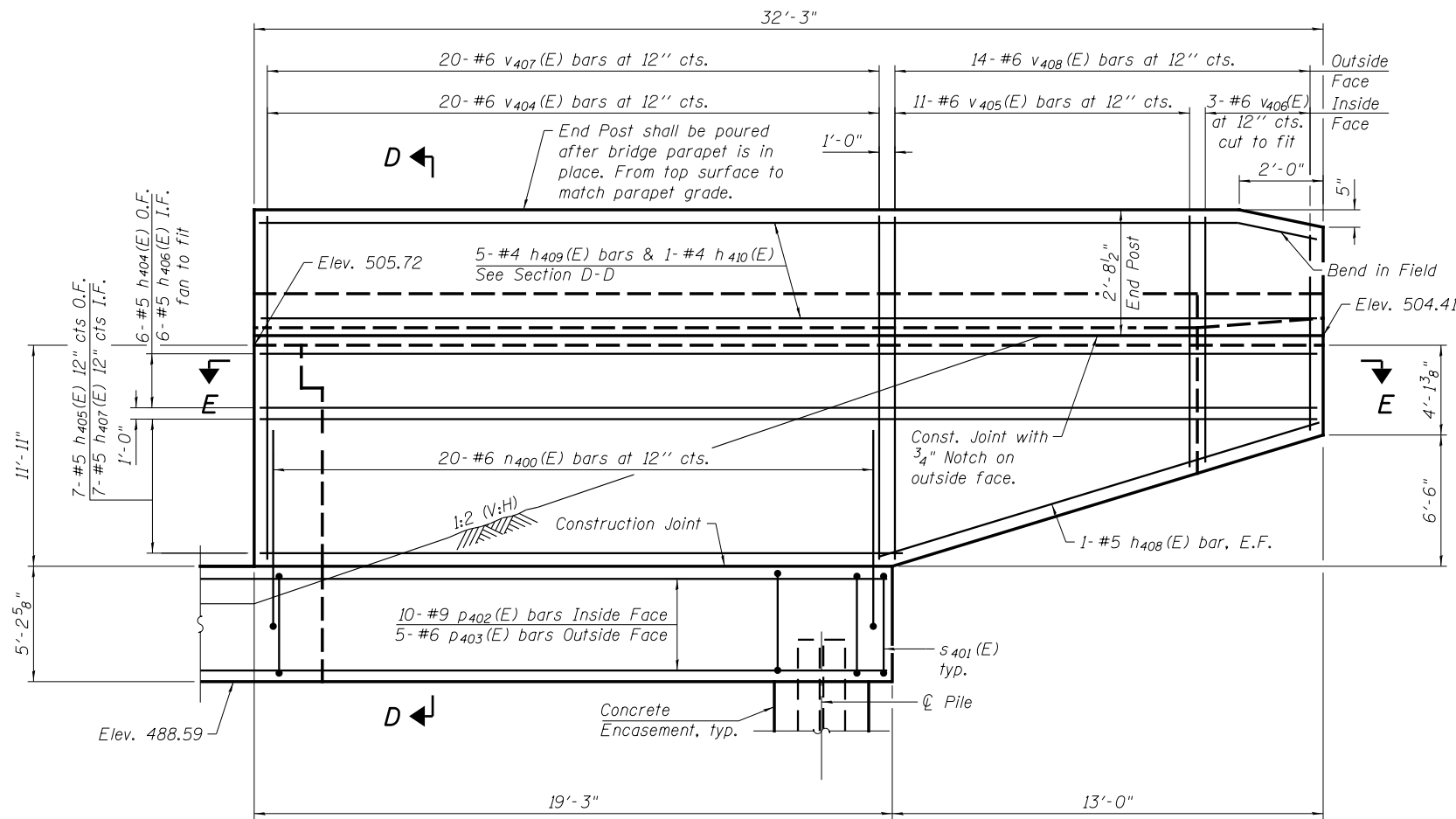
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**SOUTH ABUTMENT DETAILS I
STRUCTURE NO. 050-0256**
SHEET NO. 53 OF 65 SHEETS

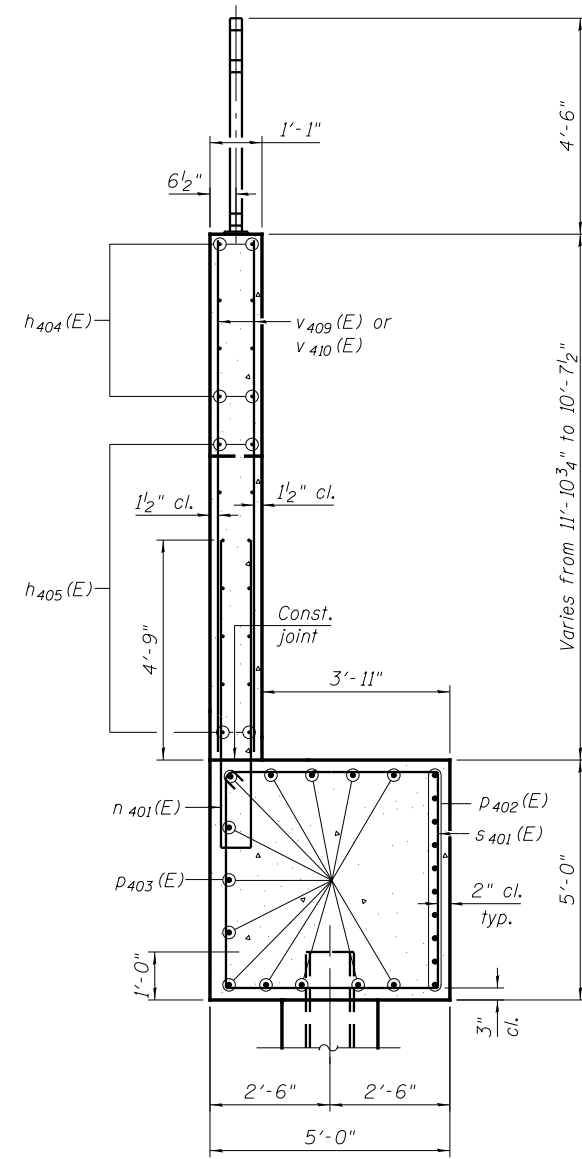
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	274
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



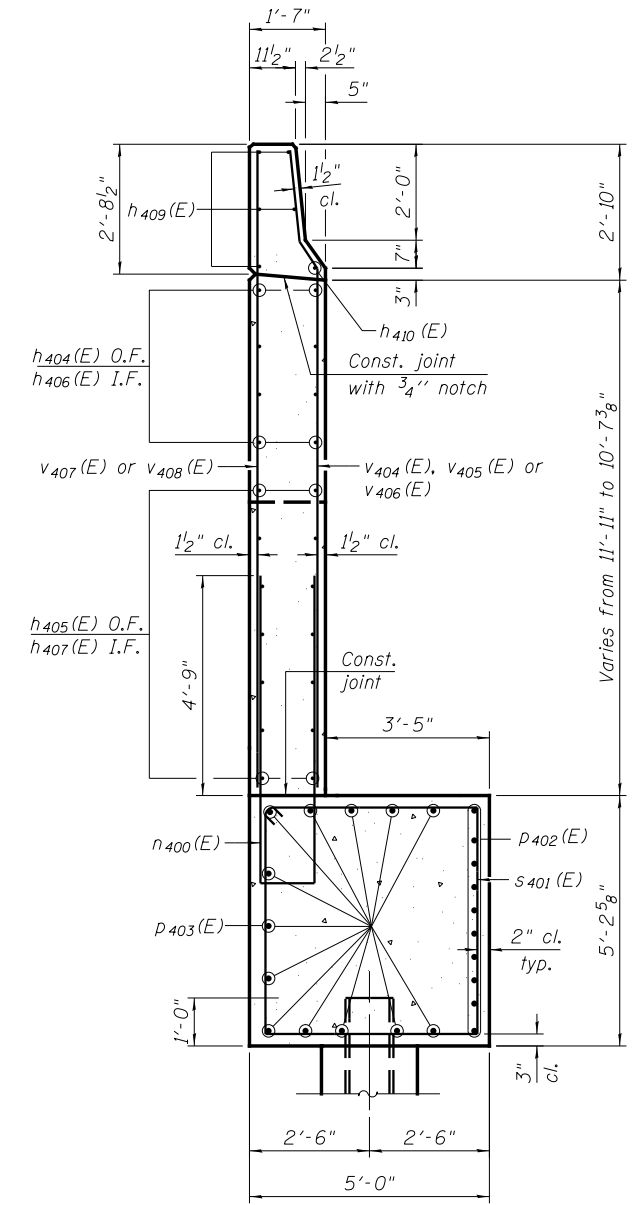
VIEW A-A (EAST WING WALL ELEVATION)



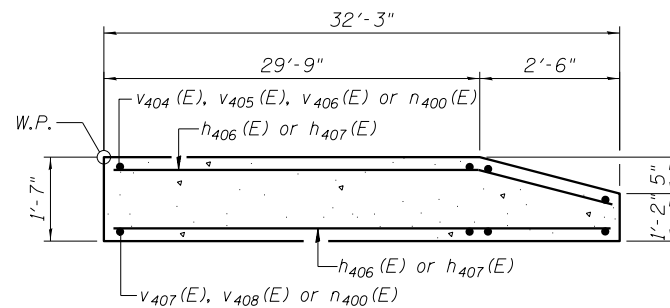
VIEW B-B (WEST WING WALL ELEVATION)



SECTION C-C



SECTION D-D



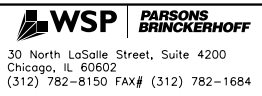
SECTION E-E

LEGEND

- E.F. - Each Face
- O.F. - Outside Face
- I.F. - Inside Face

- Notes:
1. Elevation are at inside face of wingwall.
 2. Quantity of concrete in end post included with Concrete Superstructure on sheet 23 of 65.

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USER NAME = pateld
 PLOT SCALE = N.T.S.
 PLOT DATE = 8/5/2016

DESIGNED - JZ
 CHECKED - IJL
 DRAWN - DCP
 CHECKED - AH

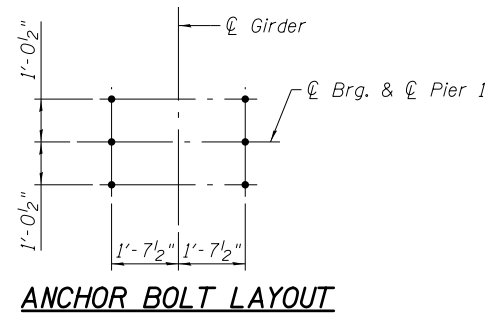
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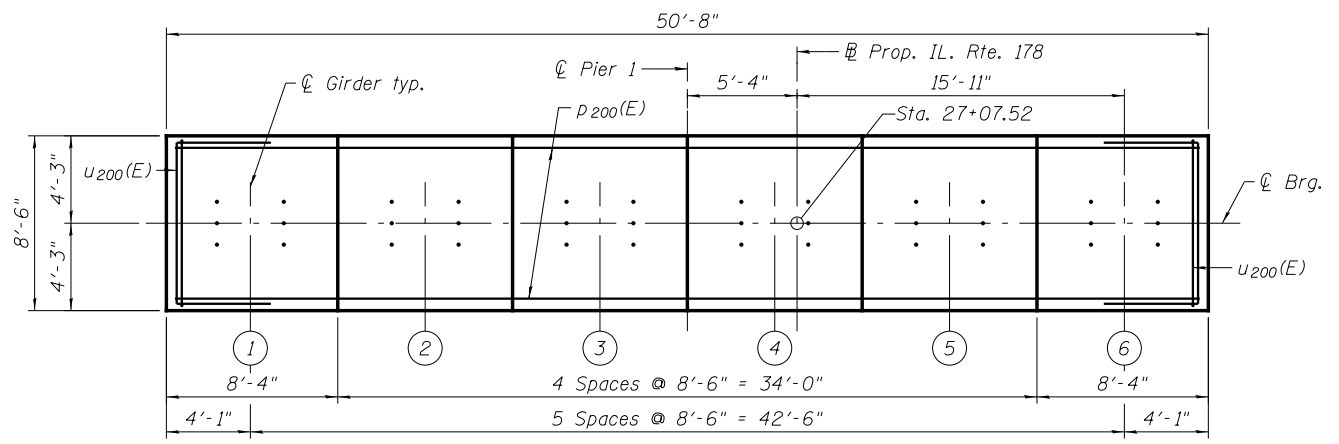
**SOUTH ABUTMENT DETAILS II
 STRUCTURE NO. 050-0256**

SHEET NO. 54 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	275
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



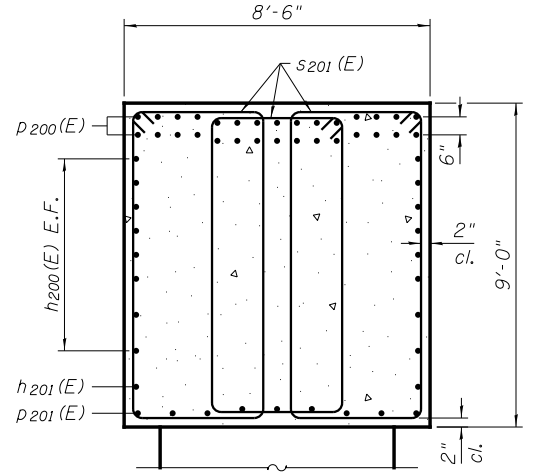
ANCHOR BOLT LAYOUT



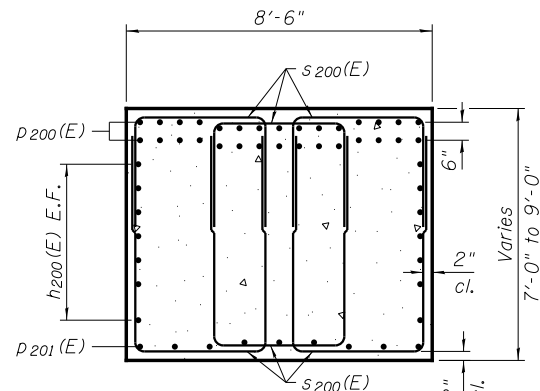
TOP PLAN

TOP OF SEAT ELEVATION

Girder No.	Seat Elevation
1	502.15
2	502.32
3	502.48
4	502.60
5	502.51
6	502.36



SECTION A-A



SECTION B-B

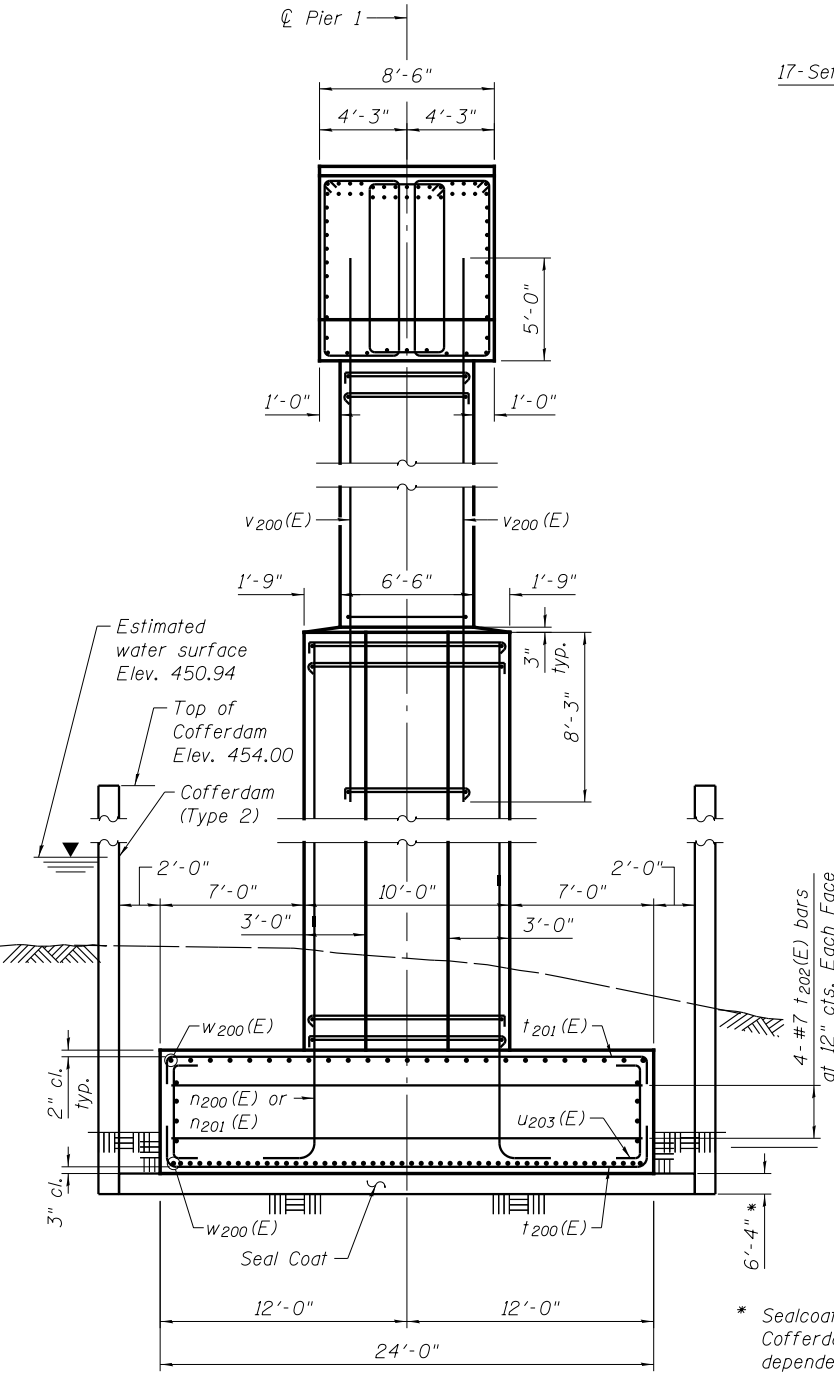
- Set of "A" bars:
 2- #7 h202(E) bars
 2- #7 u201(E) bars
 7- #4 s202(E) bars
- Set of "B" bars:
 2- #8 h203(E) bars
 2- #8 u202(E) bars
 10- #4 s203(E) bars

Notes:

- For footing plan, see sheet 56 of 65.
- Space reinforcement in cap to miss anchor bolts.
- All edges shall have standard 3/4" chamfer.
- Pour steps monolithically with cap.
- For section C-C, and D-D, see sheet 56 of 65.
- Bars indicated thus, 3x2-#5 etc. indicates 3 lines of bars with 2 lengths of bars per line.
- The bottom of footing elevation(s) shall be adjusted to ensure a minimum embedment of 24 inches in non-weathered rock. The rock excavation shall be made with near-vertical sides at the plan dimensions to allow the sides and base of the embedded portion of the footing to be cast against undisturbed rock surfaces.

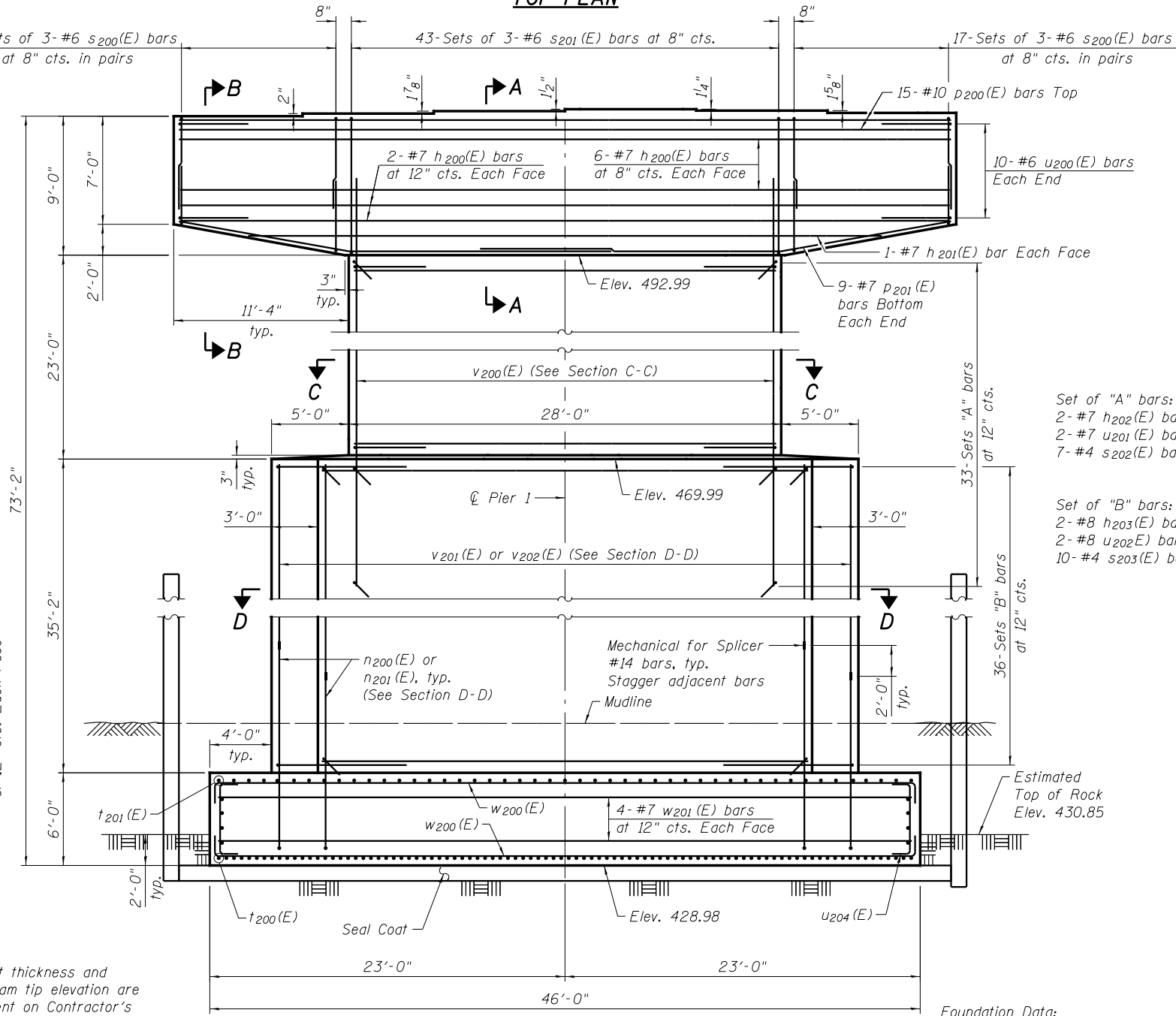
MINIMUM BAR LAP

- #7 bar = 5'-0"
- #10 bar = 8'-9"



END VIEW

* Sealcoat thickness and Cofferdam tip elevation are dependent on Contractor's Cofferdam design, See General Note 19 on sheet 2 of 65.



ELEVATION
(Looking South)

Foundation Data:
 Spread Footing Bearing on Rock
 Maximum Applied Service Bearing Pressure, Qmax = 46.6 ksf

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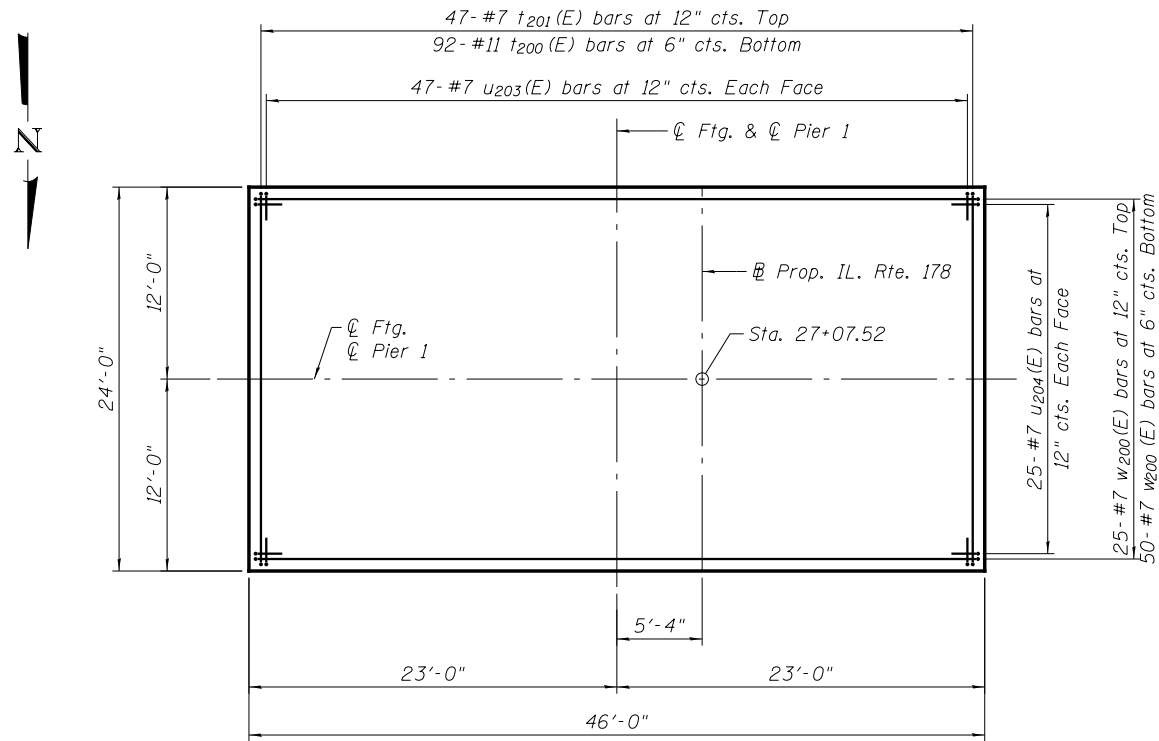
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PLOT SCALE = N.T.S.	CHECKED - IJL	REVISED -
PLOT DATE = 10/4/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

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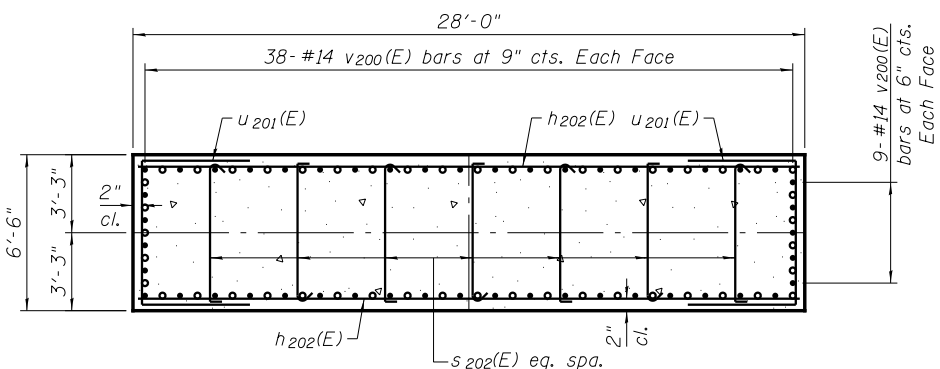
PIER 1
STRUCTURE NO. 050-0256

SHEET NO. 55 OF 65 SHEETS

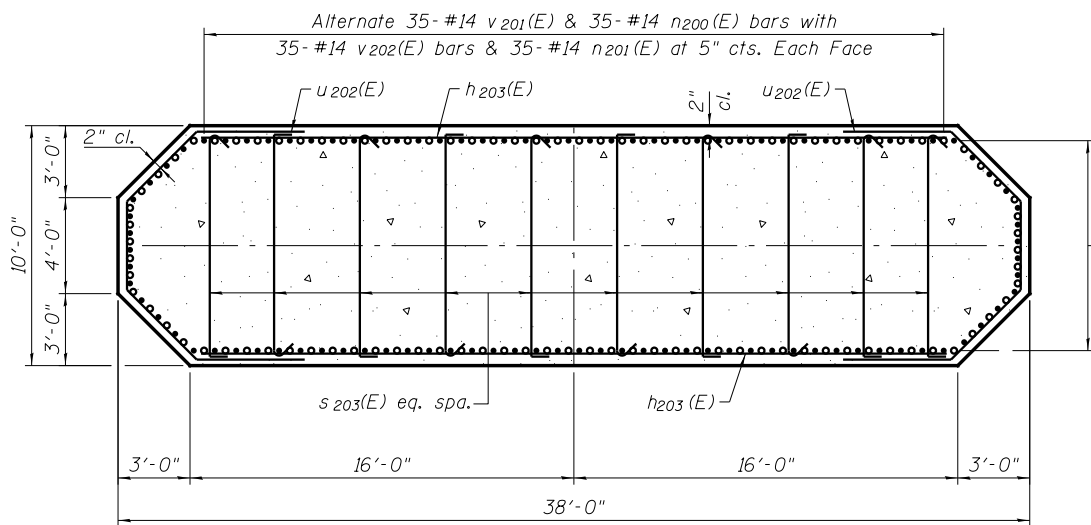
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	276
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



FOOTING PLAN

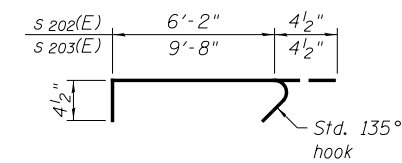


SECTION C-C

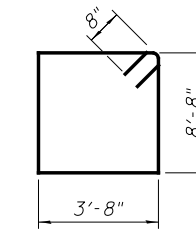


SECTION D-D

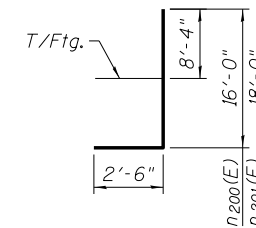
Alternate 13-#14 v201(E) & 13-#14 n200(E) bars with 13-#14 v202(E) & 13-#14 n201(E) bars at 5" cts. Each Face



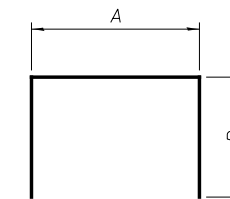
BARS s202(E) & s203(E)



BAR s201(E)

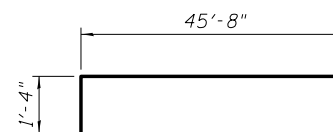


BARS n200(E) & n201(E)

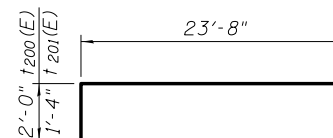


A & B DIMENSIONS

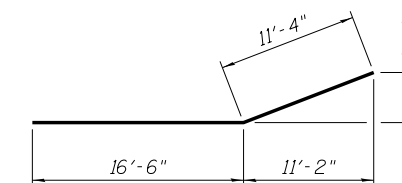
Bar	A	B
s200(E)	3'-8"	6'-3"
u200(E)	8'-2"	4'-4"
u201(E)	6'-2"	5'-0"
u203(E)	7'-5"	1'-2"
u204(E)	7'-7"	1'-2"



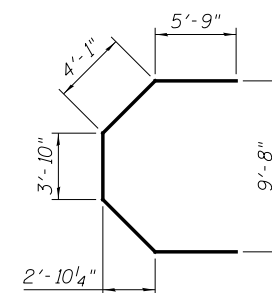
BAR w200(E)



BARS t200(E) & t201(E)



BAR p201(E)



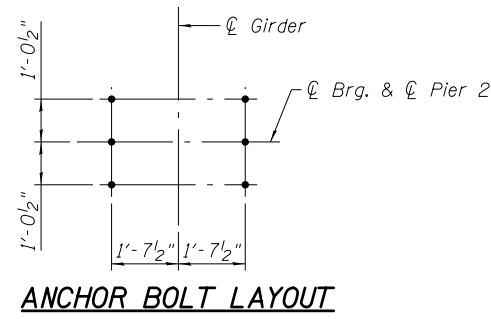
BAR u202(E)

BILL OF MATERIAL

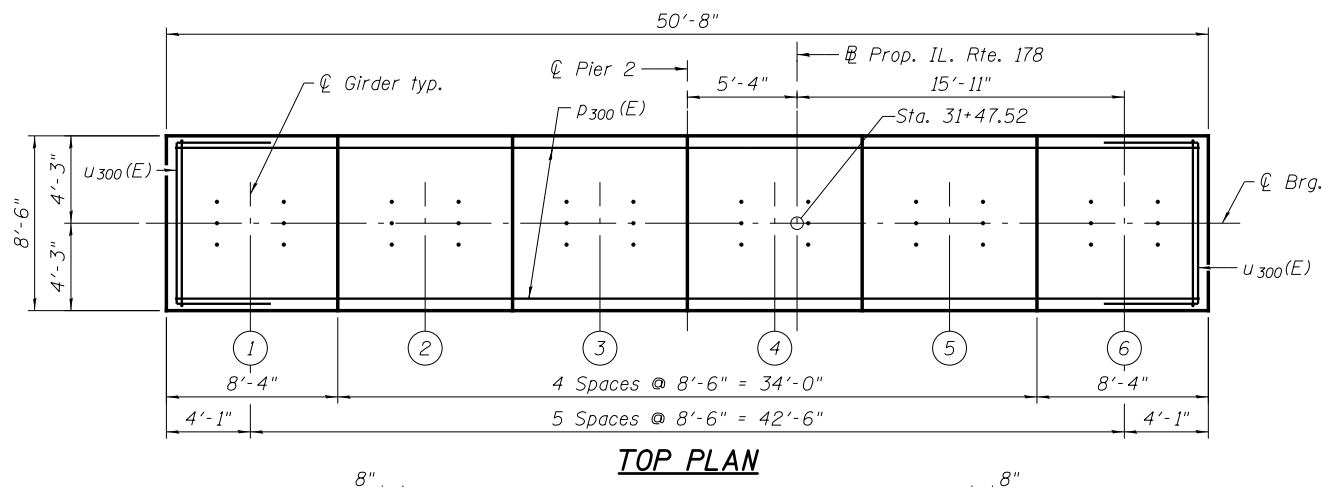
Bar	No.	Size	Length	Shape
h200(E)	16	#7	50'-4"	—
h201(E)	2	#7	39'-0"	—
h202(E)	66	#7	27'-8"	—
h203(E)	72	#8	31'-8"	—
n200(E)	96	#14	18'-6"	—
n201(E)	96	#14	20'-6"	—
p200(E)	30	#10	50'-4"	—
p201(E)	18	#7	27'-10"	—
s200(E)	204	#6	16'-2"	—
s201(E)	129	#6	26'-0"	—
s202(E)	231	#4	6'-11"	—
s203(E)	360	#4	10'-5"	—
t200(E)	92	#11	27'-8"	—
t201(E)	47	#7	26'-4"	—
t202(E)	8	#7	23'-8"	—
u200(E)	20	#6	16'-10"	—
u201(E)	66	#7	16'-2"	—
u202(E)	72	#8	23'-6"	—
u203(E)	94	#7	9'-9"	—
u204(E)	50	#7	9'-11"	—
v200(E)	94	#14	36'-3"	—
v201(E)	96	#14	24'-9"	—
v202(E)	96	#14	22'-9"	—
w200(E)	75	#7	48'-4"	—
w201(E)	8	#7	45'-8"	—
Concrete Structures		Cu. Yd.	1,013	
Reinforcement Bars, Epoxy Coated		Pound	156,990	
Cofferdam Excavation		Cu. Yd.	104	
Cofferdam (Type-2) (Location-1)		Each	1	
Seal Coat Concrete		Cu. Yd.	352.0	
Rock Excavation for Structures		Cu. Yd.	338	

* The bar length is to the center of mechanical splicer. The Contractor shall adjust the length as required for the selected mechanical splicer.

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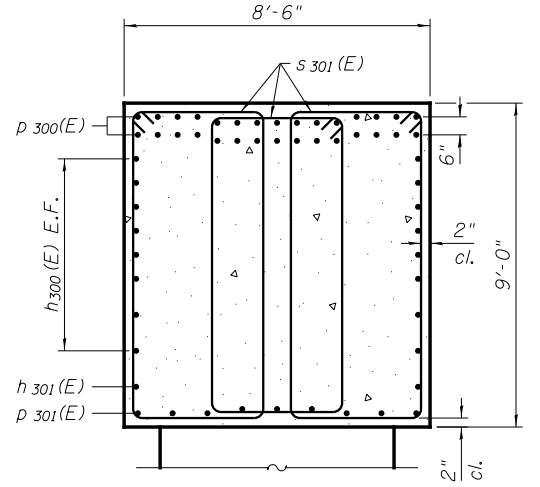
ANCHOR BOLT LAYOUT



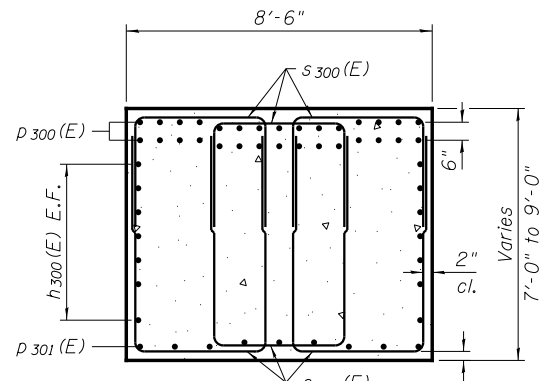
TOP PLAN

TOP OF SEAT ELEVATION

Girder No.	Seat Elevation
1	502.15
2	502.32
3	502.48
4	502.60
5	502.51
6	502.36



SECTION A-A



SECTION B-B

Set of "A" bars:
 2- #7 h302(E) bars
 2- #7 u301(E) bars
 7- #4 s302(E) bars

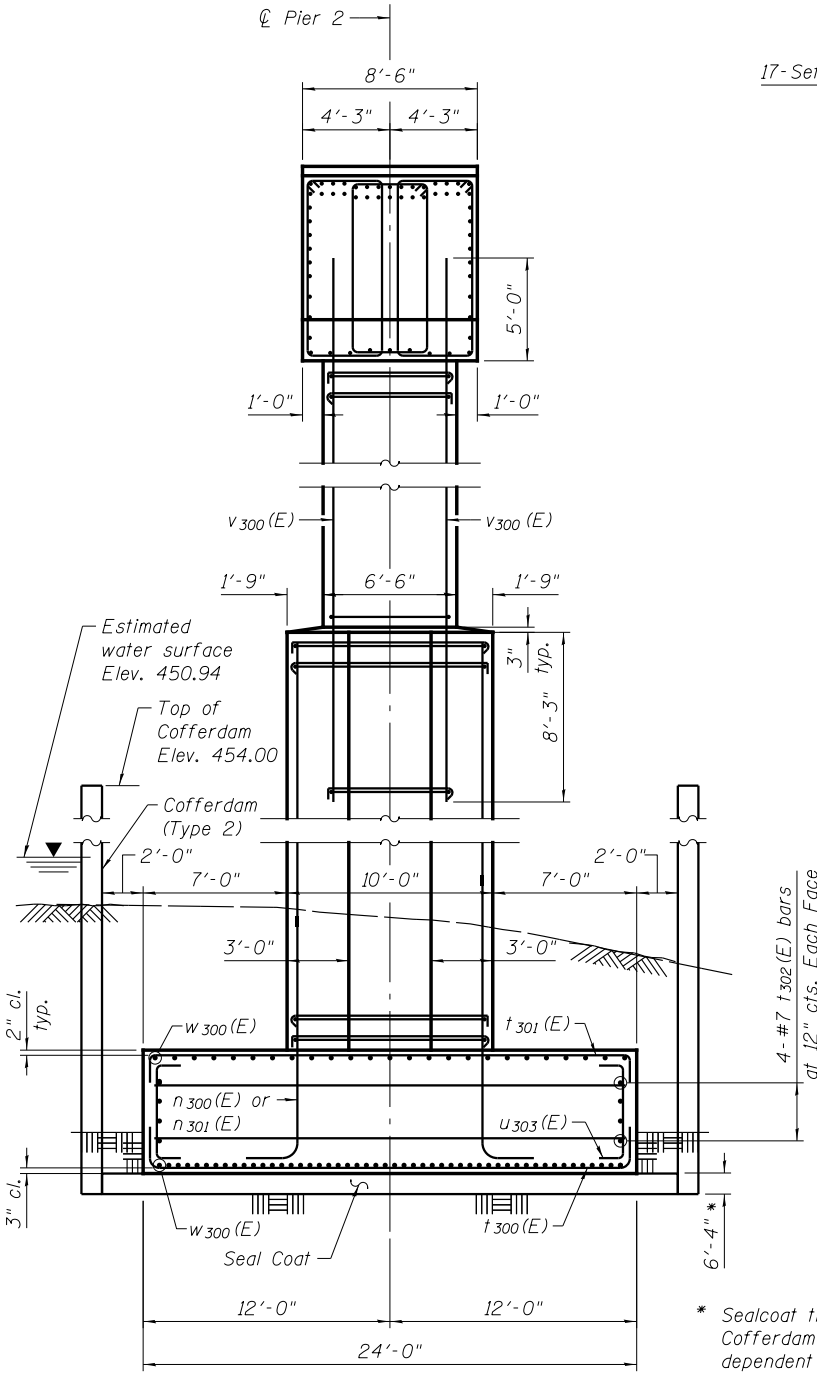
Set of "B" bars:
 2- #8 h303(E) bars
 2- #8 u302(E) bars
 10- #4 s303(E) bars

Notes:

- For footing plan, see sheet 58 of 65.
- Space reinforcement in cap to miss anchor bolts.
- All edges shall have standard 3/4" chamfer.
- Pour steps monolithically with cap.
- For section C-C, and D-D, see sheet 58 of 65.
- Bars indicated thus, 3x2-#5 etc. indicates 3 lines of bars with 2 lengths of bars per line.
- The bottom of footing elevation(s) shall be adjusted to ensure a minimum embedment of 24 inches in non-weathered rock. The rock excavation shall be made with near-vertical sides at the plan dimensions to allow the sides and base of the embedded portion of the footing to be cast against undisturbed rock surfaces.

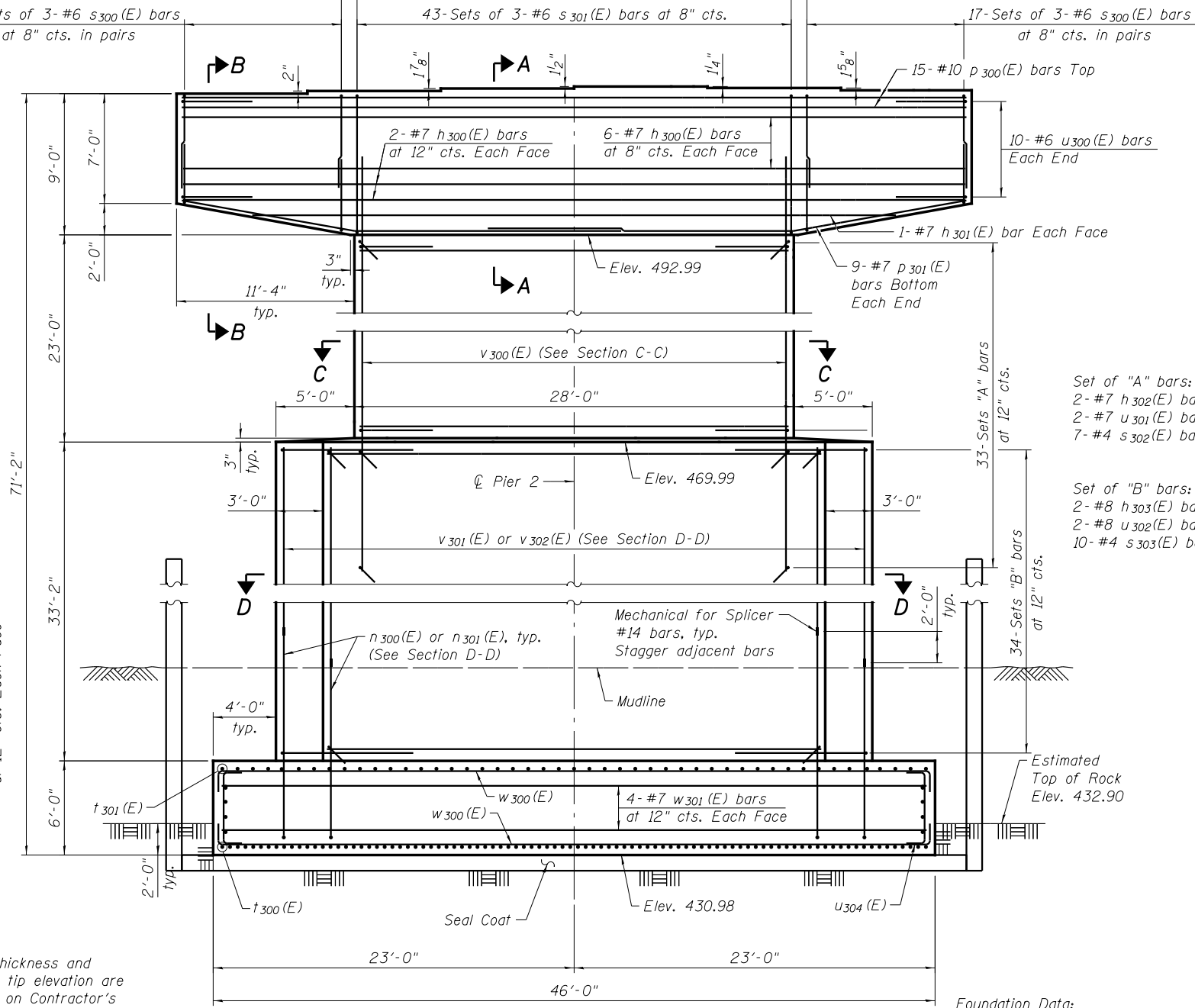
MINIMUM BAR LAP

#7 bar = 5'-0"
 #10 bar = 8'-9"



END VIEW

* Sealcoat thickness and Cofferdam tip elevation are dependent on Contractor's Cofferdam design, See General Note 19 on sheet 2 of 65.



ELEVATION
(Looking South)

Foundation Data:
 Spread Footing Bearing on Rock
 Maximum Applied Service Bearing Pressure, Qmax = 46.6 ksf

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WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

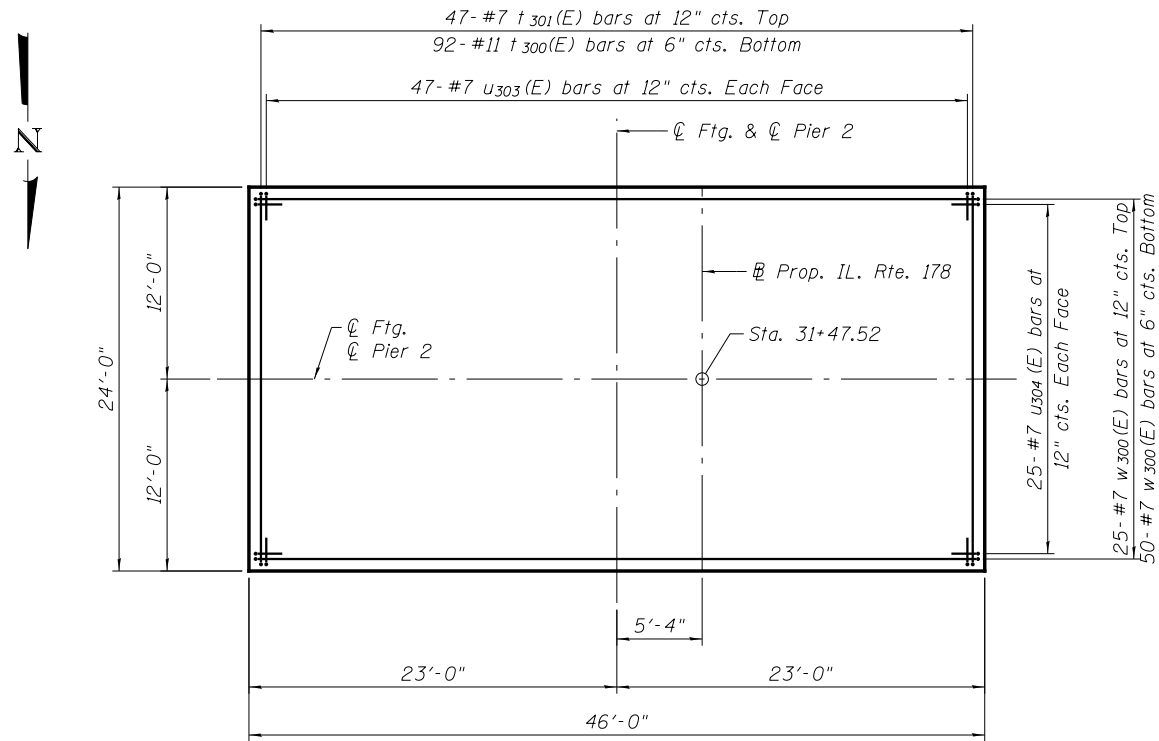
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PLOT SCALE = N.T.S.	CHECKED - IJL	REVISED -
PLOT DATE = 10/4/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

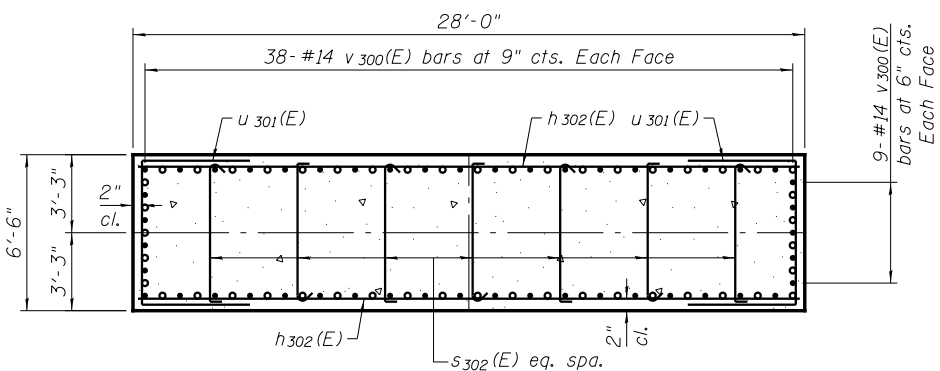
PIER 2
STRUCTURE NO. 050-0256

SHEET NO. 57 OF 65 SHEETS

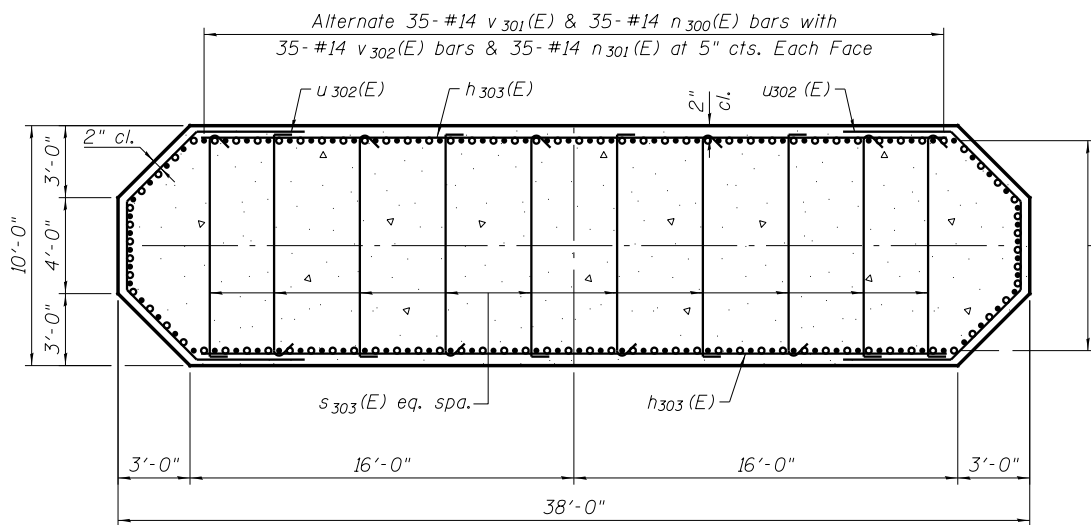
F.A.S. RTE. 1279	SECTION (1)BR & 1	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 278
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



FOOTING PLAN

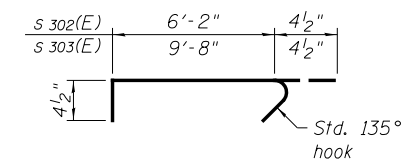


SECTION C-C

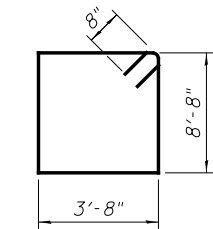


SECTION D-D

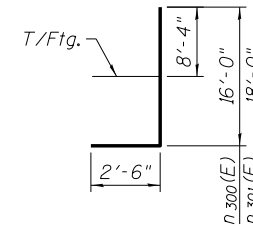
Alternate 13-#14 v301(E) & 13-#14 n300(E) bars with 13-#14 v302(E) & 13-#14 n301(E) bars at ±5" cts. Each Face



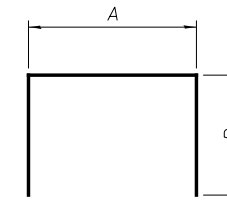
BARS s302(E) & s303(E)



BAR s301(E)

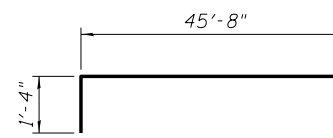


BARS n300(E) & n301(E)

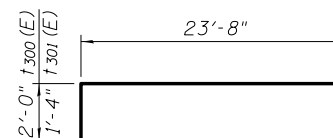


A & B DIMENSIONS

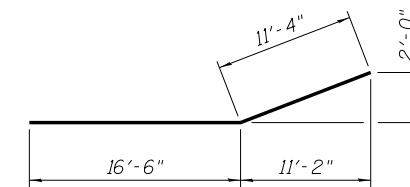
Bar	A	B
s300(E)	3'-8"	6'-3"
u300(E)	8'-2"	4'-4"
u301(E)	6'-2"	5'-0"
u303(E)	7'-5"	1'-2"
u304(E)	7'-7"	1'-2"



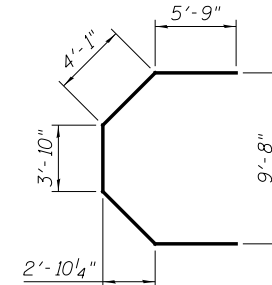
BAR w300(E)



BARS t300(E) & t301(E)



BAR p301(E)



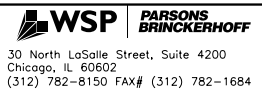
BAR u302(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	16	#7	50'-4"	—
h301(E)	2	#7	39'-0"	—
h302(E)	66	#7	27'-8"	—
h303(E)	68	#8	31'-8"	—
n300(E)	96	#14	16'-1"	—
n301(E)	96	#14	18'-1"	—
p300(E)	30	#10	50'-4"	—
p301(E)	18	#7	27'-10"	—
s300(E)	204	#6	16'-2"	—
s301(E)	129	#6	26'-0"	—
s302(E)	231	#4	6'-11"	—
s303(E)	340	#4	10'-5"	—
t300(E)	92	#11	27'-8"	—
t301(E)	47	#7	26'-4"	—
t302(E)	8	#7	23'-8"	—
u300(E)	20	#6	16'-10"	—
u301(E)	66	#7	16'-2"	—
u302(E)	68	#8	23'-6"	—
u303(E)	94	#7	9'-9"	—
u304(E)	50	#7	9'-11"	—
v300(E)	94	#14	36'-3"	—
v301(E)	96	#14	22'-9"	—
v302(E)	96	#14	20'-9"	—
w300(E)	75	#7	48'-4"	—
w301(E)	8	#7	45'-8"	—
Concrete Structures		Cu. Yd.	986	
Reinforcement Bars, Epoxy Coated		Pound	151,150	
Cofferdam Excavation		Cu. Yd.	169	
Cofferdam (Type-2) (Location-2)		Each	1	
Seal Coat Concrete		Cu. Yd.	352.0	
Rock Excavation for Structures		Cu. Yd.	338	

* The bar length is to the center of mechanical splicer. The Contractor shall adjust the length as required for the selected mechanical splicer.

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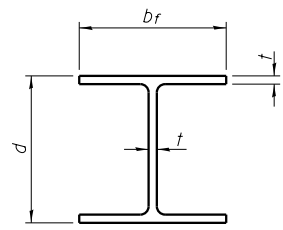
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PLOT SCALE = N.T.S.	CHECKED - IJL	REVISED -
PLOT DATE = 10/4/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 DETAILS
STRUCTURE NO. 050-0256**

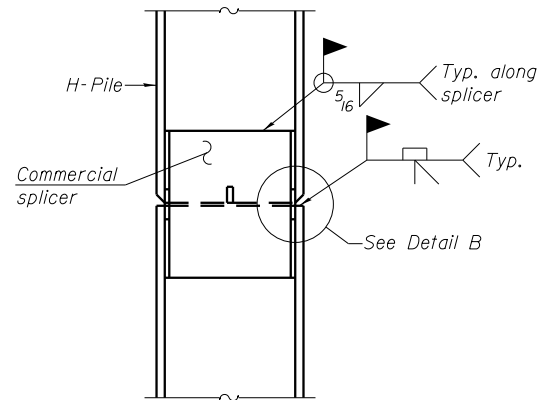
SHEET NO. 58 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	279
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

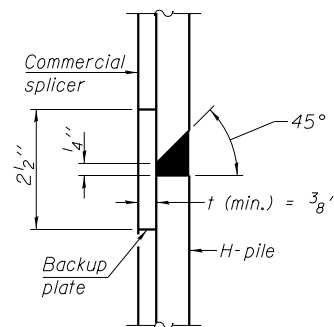


STEEL PILE TABLE

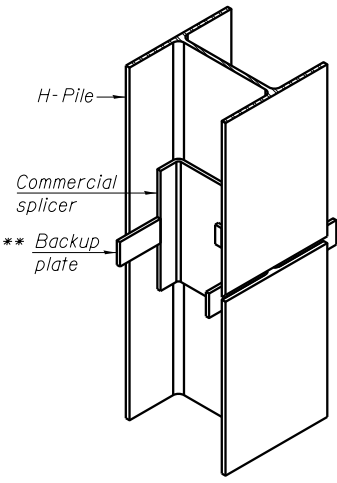
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

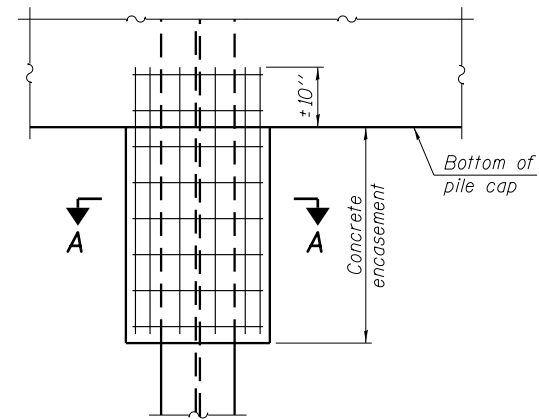


DETAIL "B"



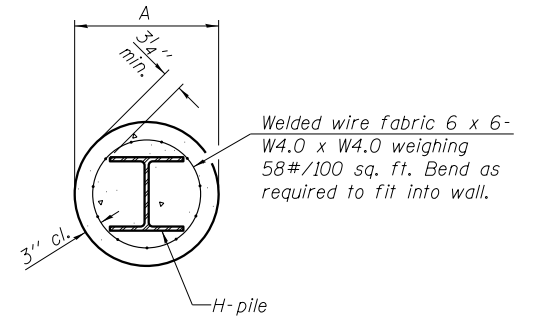
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



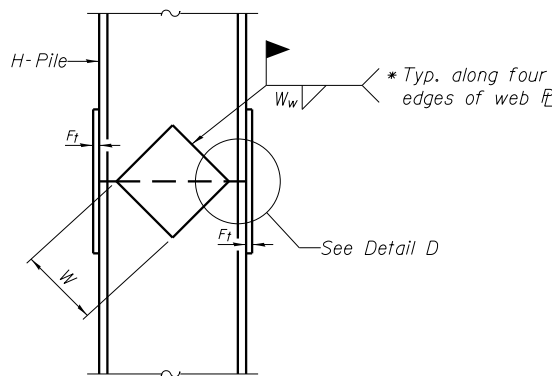
ELEVATION

PILE ENCASEMENT

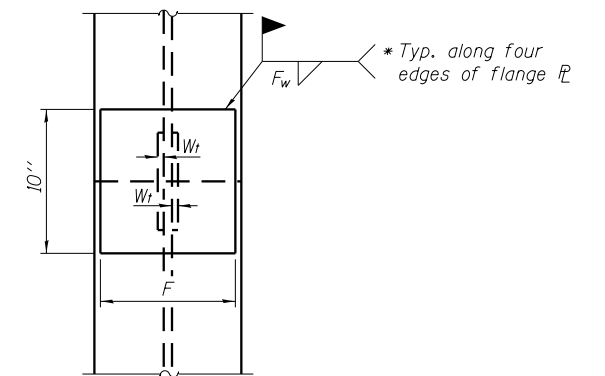


Note:
Forms for encasement may be omitted when soil conditions permit.

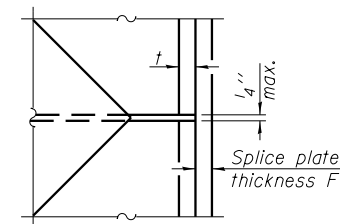
SECTION A-A



ELEVATION



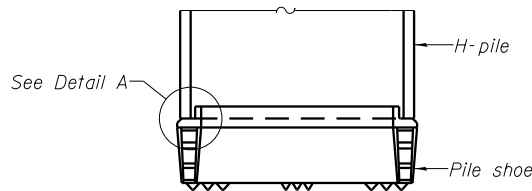
END VIEW



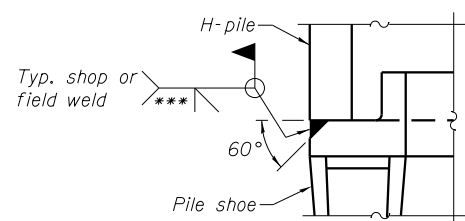
DETAIL D

WELDED PLATE FIELD SPLICE

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

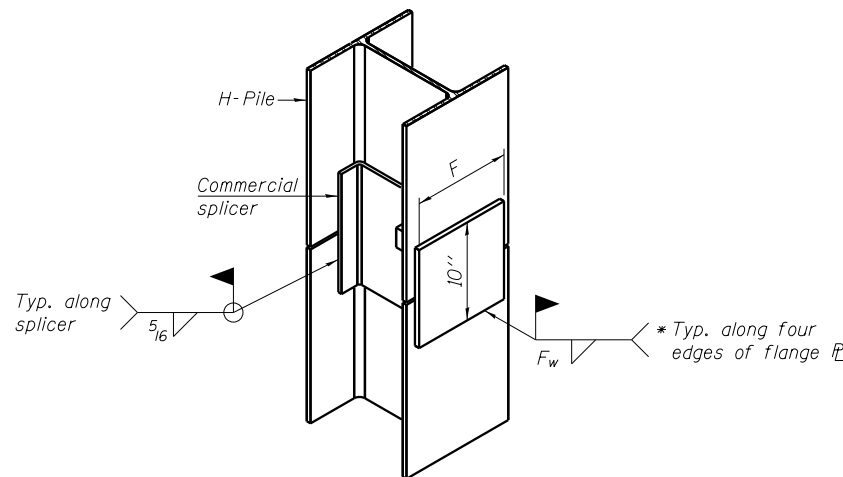


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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

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F-HP
1-27-12
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = pateld
DESIGNED - JZ
CHECKED - AH
PLOT SCALE = N.T.S.
DRAWN - DCP
PLOT DATE = 8/5/2016
CHECKED - AH

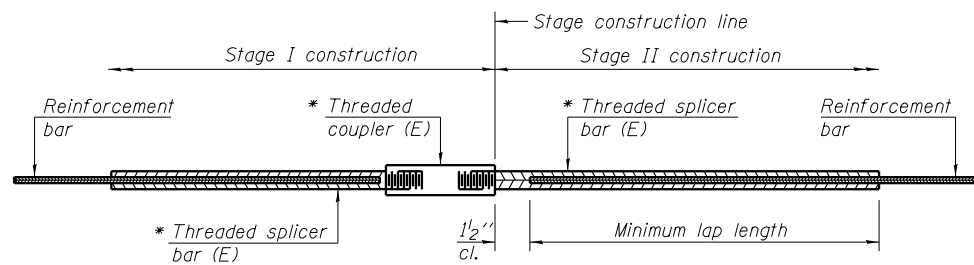
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS
STRUCTURE NO. 050-0256**

SHEET NO. 59 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	280
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

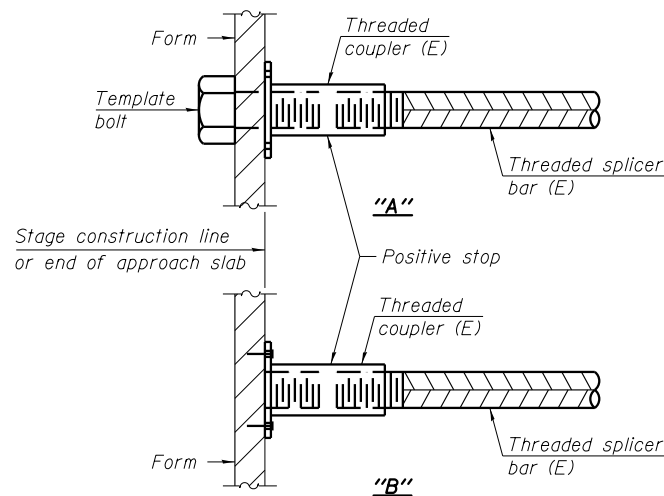
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

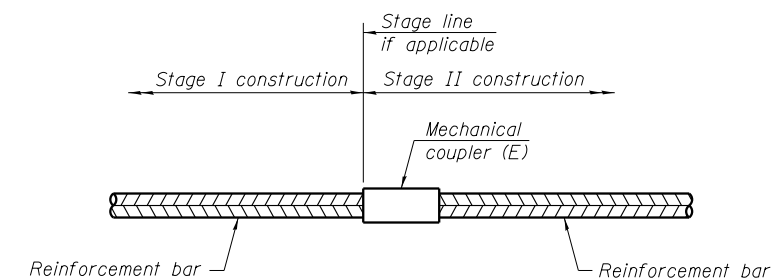
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



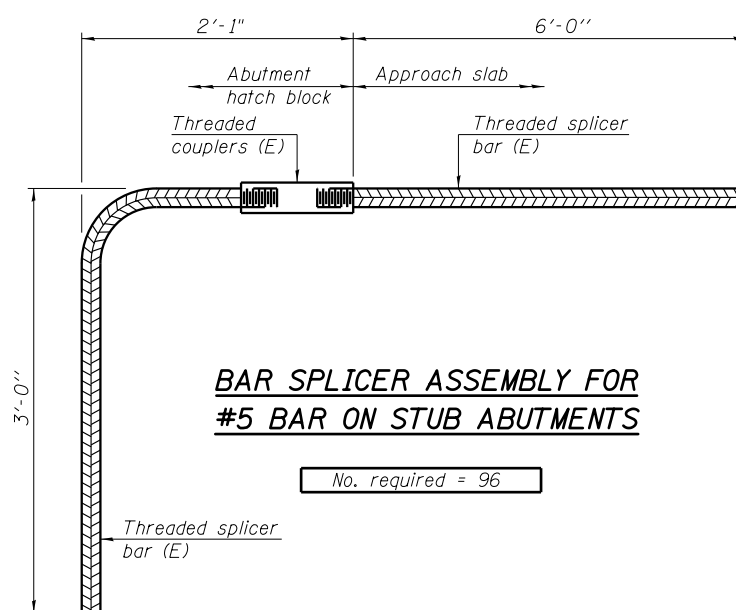
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 1	#14	192
Pier 2	#14	192



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 96

NOTES

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

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BSD-1

8-31-12



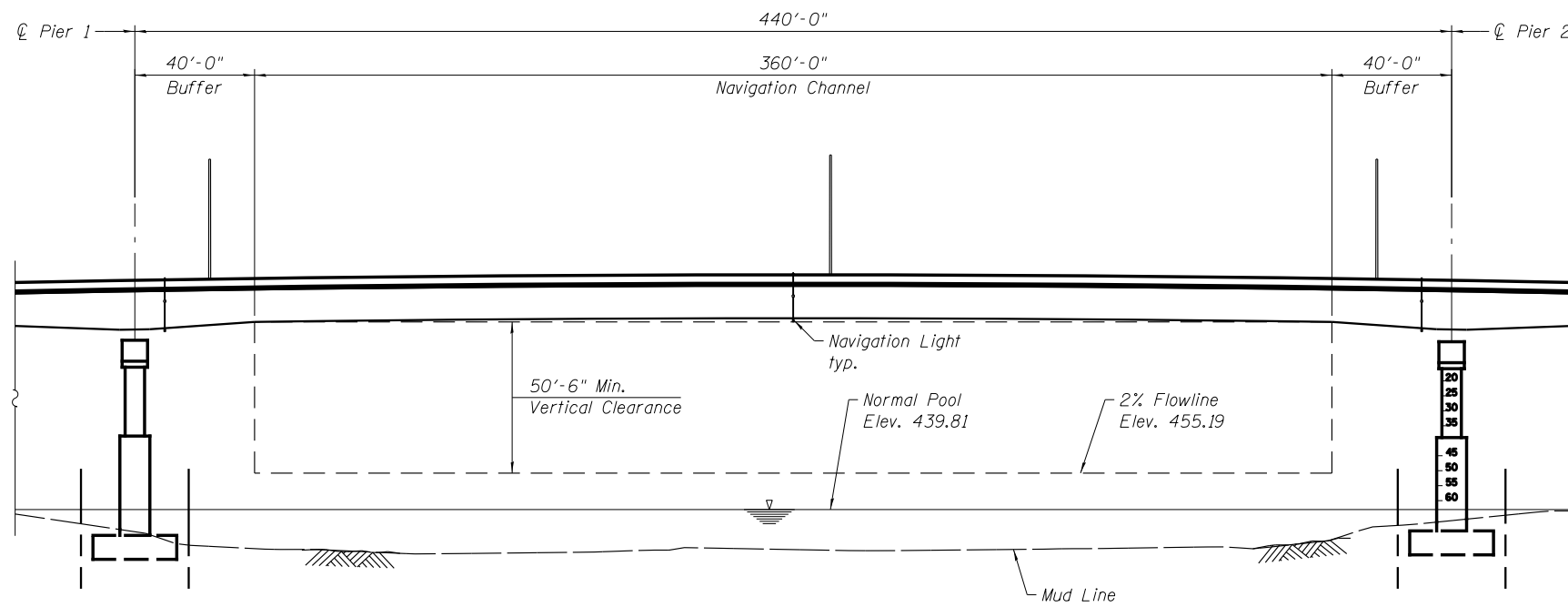
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PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 8/5/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

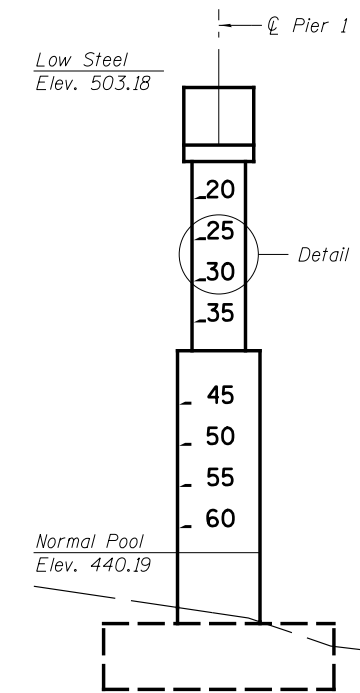
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 050-0256

SHEET NO. 60 OF 65 SHEETS

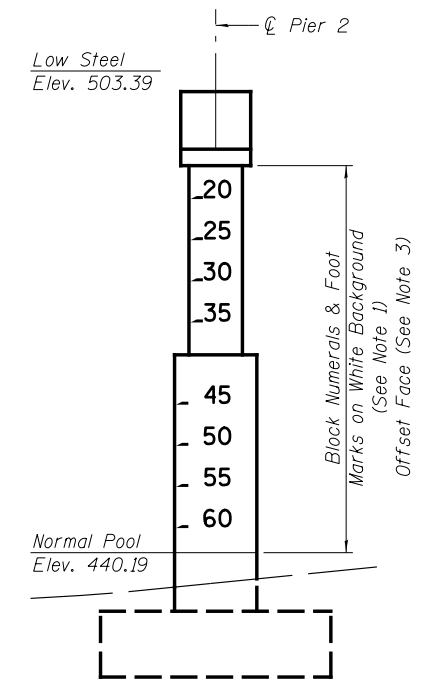
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



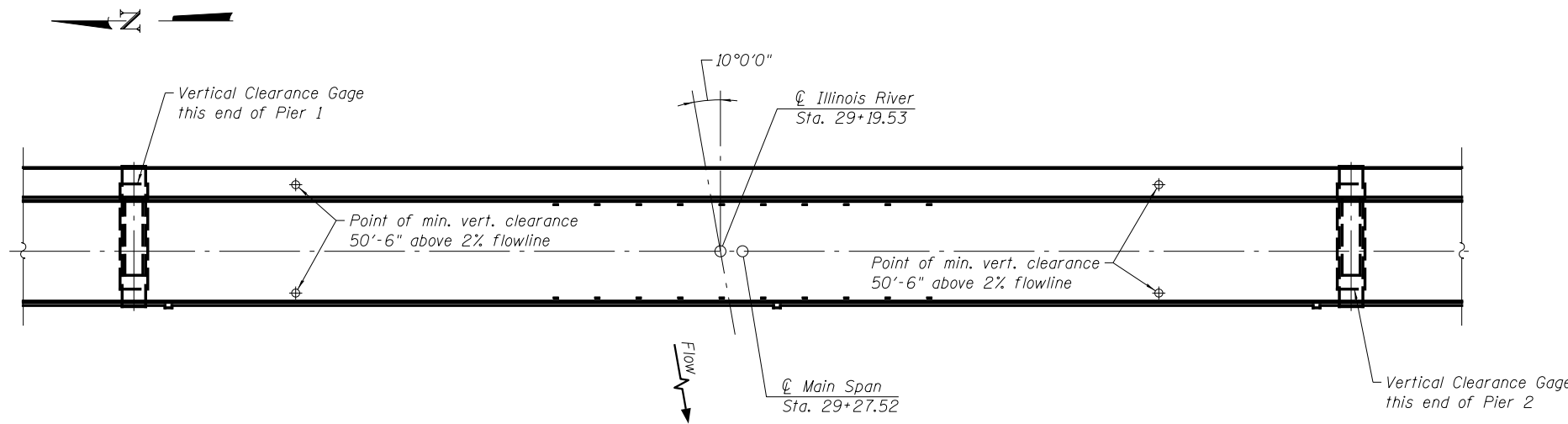
ELEVATION



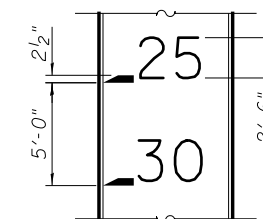
VERTICAL CLEARANCE GUIDE
(At East face of Pier 1)



VERTICAL CLEARANCE GUIDE
(At West face of Pier 2)



PLAN



DETAIL A

BRIDGE CLEARANCE GAUGE NOTES

1. Series-E Numerals shall be use shall conform to "Standard Alphabets for Highway Signs" by U.S. Department of Transportation, Federal Highway Administration, 2011.
2. White background, black numerals and black footmarks shall be painted directly on pier faces. See Special Provisions for "Bridge Clearance Gauges".
3. Dimensions and spacing of text shown are projected dimensions in the horizontal plane of pier face.
4. Manufactured numerals and background materials of the required sizes may be used if approved by the Engineer.
5. Cost of Bridge Clearance Gauges shown will not be paid for separately but shall be included in Concrete Structures.

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05-AUG-2016 15:48

WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX# (312) 782-1684

USER NAME = pateld	DESIGNED - JZ	REVISED -
	CHECKED - AH	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 8/5/2016	CHECKED - AH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE CLEARANCE GAUGES
STRUCTURE NO. 050-0256**

SHEET NO. 61 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	282
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
ILLINOIS DOT

SOIL BORING LOG

Page 1 of 2

Date 4/2/12

ROUTE IL 178 (FAS 1279) DESCRIPTION Illinois River Bridge South of Utica LOGGED BY Larry Myers

SECTION (1)BR&I LOCATION SE 1/4, SEC. 17, TWP. 33N, RNG. 2E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0088 (Exist.)
Station 29+30.00
BORING NO. 1 (South Abut.)
Station 35+39.00
Offset 7.00ft LL
Ground Surface Elev. 498.99 ft

DEPTH (ft)	TESTS	SOIL DESCRIPTION	DEPTH (ft)	TESTS	SOIL DESCRIPTION
0		Cored HMA & Concrete Pavement, White CA Fill, Brown & Gray Silty Clay Loam Till Fill	0		Medium Brown Fine to Coarse Clean Fill Sand (continued)
4	B, U, M	Very Stiff to Hard Brown, Gray, Pink, Silty Clay Loam & Silty Clay Loam Till Fill with some Coarse Sand Layers & Black Silty Clay Loam Topsoil @ 6'	4	B, U, M	Very Dense Brown Fine to Coarse Clean Fill Sand with Very Minor Fine Gravel Pieces
5	B, U, M		5	B, U, M	
7	B, U, M		7	B, U, M	
8	B, U, M		8	B, U, M	
11	B, U, M		11	B, U, M	
13	B, U, M		13	B, U, M	
15	B, U, M		15	B, U, M	
18	B, U, M		18	B, U, M	
20	B, U, M		20	B, U, M	
22	B, U, M		22	B, U, M	
25	B, U, M		25	B, U, M	
28	B, U, M		28	B, U, M	
30	B, U, M		30	B, U, M	
33	B, U, M		33	B, U, M	
35	B, U, M		35	B, U, M	
38	B, U, M		38	B, U, M	
40	B, U, M		40	B, U, M	

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
ILLINOIS DOT

SOIL BORING LOG

Page 2 of 2

Date 4/2/12

ROUTE IL 178 (FAS 1279) DESCRIPTION Illinois River Bridge South of Utica LOGGED BY Larry Myers

SECTION (1)BR&I LOCATION SE 1/4, SEC. 17, TWP. 33N, RNG. 2E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0088 (Exist.)
Station 29+30.00
BORING NO. 1 (South Abut.)
Station 35+39.00
Offset 7.00ft LL
Ground Surface Elev. 498.99 ft

DEPTH (ft)	TESTS	SOIL DESCRIPTION	DEPTH (ft)	TESTS	SOIL DESCRIPTION
0		Cored HMA & Concrete Pavement, White CA Fill, Brown & Gray Silty Clay Loam Till Fill	0		Medium Brown Fine to Coarse Clean Fill Sand (continued)
4	B, U, M	Very Stiff to Hard Brown, Gray, Pink, Silty Clay Loam & Silty Clay Loam Till Fill with some Coarse Sand Layers & Black Silty Clay Loam Topsoil @ 6'	4	B, U, M	Very Dense Brown Fine to Coarse Clean Fill Sand with Very Minor Fine Gravel Pieces
5	B, U, M		5	B, U, M	
7	B, U, M		7	B, U, M	
8	B, U, M		8	B, U, M	
11	B, U, M		11	B, U, M	
13	B, U, M		13	B, U, M	
15	B, U, M		15	B, U, M	
18	B, U, M		18	B, U, M	
20	B, U, M		20	B, U, M	
22	B, U, M		22	B, U, M	
25	B, U, M		25	B, U, M	
28	B, U, M		28	B, U, M	
30	B, U, M		30	B, U, M	
33	B, U, M		33	B, U, M	
35	B, U, M		35	B, U, M	
38	B, U, M		38	B, U, M	
40	B, U, M		40	B, U, M	

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
ILLINOIS DOT

SOIL BORING LOG

Page 1 of 2

Date 4/2/12

ROUTE IL 178 (FAS 1279) DESCRIPTION Illinois River Bridge South of Utica LOGGED BY Larry Myers

SECTION (1)BR&I LOCATION SE 1/4, SEC. 17, TWP. 33N, RNG. 2E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0088 (Exist.)
Station 29+30.00
BORING NO. 2 (North Abut.)
Station 23+05.00
Offset 7.00ft LL
Ground Surface Elev. 498.32 ft

DEPTH (ft)	TESTS	SOIL DESCRIPTION	DEPTH (ft)	TESTS	SOIL DESCRIPTION
0		Augered HMA & Concrete Pavement, Black Silty Clay Loam Fill	0		Stiff to Very Stiff Gray/Tan/Black Loam, Sandy Loam, Sand with Sandstone & Limestone Gravel Pieces - Fill (continued)
2	B, U, M	Stiff Gray Sandy Loam & Gray Sand/Gravel Fill	2	B, U, M	Very Stiff to Hard Black Silty Loam/Silty Clay Loam with Gravel Pieces - Sandstone & Limestone
3	B, U, M		3	B, U, M	
4	B, U, M		4	B, U, M	
5	B, U, M		5	B, U, M	
6	B, U, M		6	B, U, M	
7	B, U, M		7	B, U, M	
8	B, U, M		8	B, U, M	
10	B, U, M		10	B, U, M	
12	B, U, M		12	B, U, M	
13	B, U, M		13	B, U, M	
15	B, U, M		15	B, U, M	
17	B, U, M		17	B, U, M	
18	B, U, M		18	B, U, M	
20	B, U, M		20	B, U, M	

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)

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USER NAME = pateld
DESIGNED - JZ
CHECKED - JZ
DRAWN - DCP
CHECKED - AH
PLOT SCALE = N.T.S.
PLOT DATE = 8/5/2016

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS I
STRUCTURE NO. 050-0256**

SHEET NO. 62 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & I	LASALLE	430	283
CONTRACT NO. 66992				

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 4/2/12

ROUTE IL 178 (FAS 1279) DESCRIPTION Illinois River Bridge South of Utica LOGGED BY Larry Myers

SECTION (1)BR&I LOCATION SE 1/4, SEC. 17, TWP. 33N, RNG. 2E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0088 (Exist.) Station 29+30.00
 BORING NO. 2 (North Abut.) Station 23+05.00 Offset 7.00ft LL
 Ground Surface Elev. 498.32 ft

DEPTH (ft)	SOIL TYPE	U (tsf)	M (tsf)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)
7	Very Stiff to Hard Black Silty Loam/Silty Clay Loam with Gravel Pieces - Sandstone & Limestone (continued)	8	4.3	13.6					
10		S							
7		8	4.6	14.9					
11		S							
6									
7		7	4.3	14.6					
10		S							
14	White Sandstone - Weathered & Reworked Surface	100/4		17.9					
50	Auger Refusal @ 50' End of Boring	100/5		16.5					

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)



BORING LOG SB-03

WEI Job No.: 107-08-01

Datum: NAVD88
 Elevation: 457.20 ft
 North: 1699208.33 ft
 East: 798328.27 ft
 Station: 20+05.83
 Offset: 65.3 LT

Client Parsons Brinckerhoff
 Project IL 178 Over Illinois River
 Location SE 1/4 Section 17, T 33N, R 2E of 3rd PM

Telephone:
 Fax:

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
456.6	8-inch thick, black SILTY CLAY, trace roots												
	--TOPSOIL--		1	15	NP								
	Very dense, brown and gray, weathered DOLOSTONE fragments			50/5									
453.7	--WEATHERED BEDROCK--												
	--AUGER REFUSAL--												
	Boring terminated at 3.50 ft	5											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	10-24-2012	Complete Drilling	10-24-2012	While Drilling	▽	DRY	
Drilling Contractor	Wang	Drill Rig	D-50 TMR	At Completion of Drilling	▽	DRY	
Driller	R&N	Logger	B. Wilson	Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25-inch IDA HSA; boring backfilled upon completion			Depth to Water	▽	NA	
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			



BORING LOG SB-04

WEI Job No.: 107-08-01

Datum: NAVD88
 Elevation: 456.40 ft
 North: 1699011.55 ft
 East: 798328.18 ft
 Station: 22+02.54
 Offset: 70.67 LT

Client Parsons Brinckerhoff
 Project IL 178 Over Illinois River
 Location SE 1/4 Section 17, T 33N, R 2E of 3rd PM

Telephone:
 Fax:

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
455.4	12-inch thick, dark brown SILTY CLAY												
	--TOPSOIL--		1	4	NP	26							
	Medium dense to very dense, brown and gray, weathered DOLOSTONE fragments			7									
	--WEATHERED BEDROCK--												
451.9	--AUGER REFUSAL--												
	Boring terminated at 4.50 ft	5											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	10-24-2012	Complete Drilling	10-24-2012	While Drilling	▽	DRY	
Drilling Contractor	Wang	Drill Rig	D-50 TMR	At Completion of Drilling	▽	DRY	
Driller	R&N	Logger	B. Wilson	Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25-inch IDA HSA; boring backfilled upon completion			Depth to Water	▽	NA	
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

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USER NAME = pateld
 PLOT SCALE = N.T.S.
 PLOT DATE = 8/5/2016

DESIGNED - JZ
 CHECKED - JZ
 DRAWN - DCP
 CHECKED - AH

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS II
 STRUCTURE NO. 050-0256

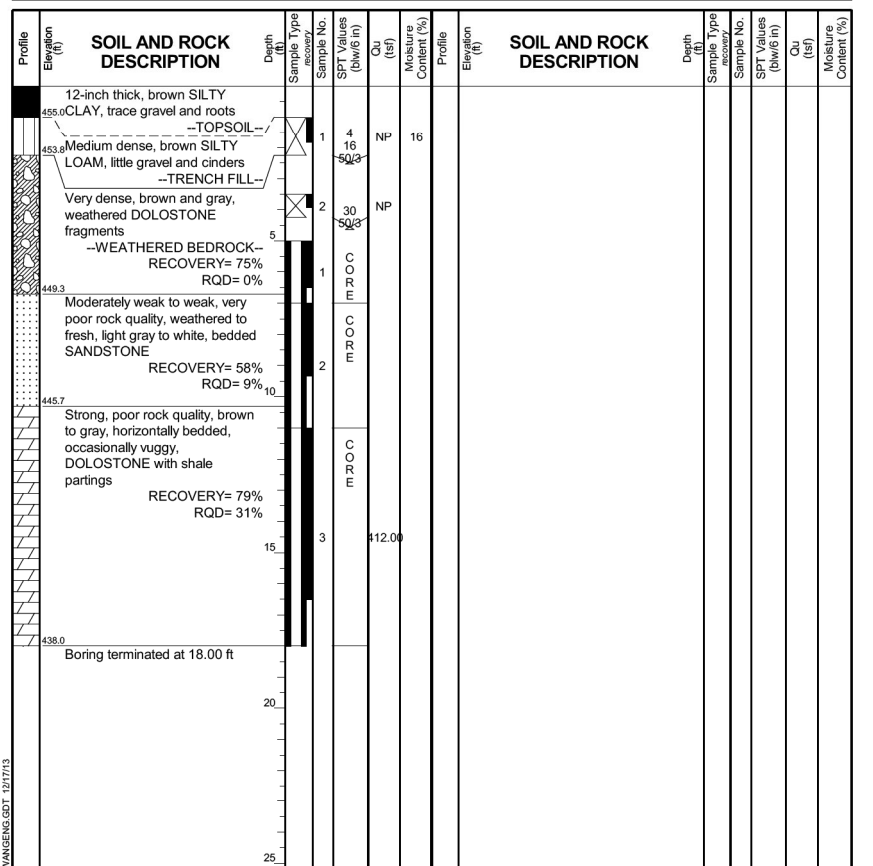
SHEET NO. 63 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	284
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

Wang Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG SB-05
 WEI Job No.: 107-08-01
 Client: **Parsons Brinckerhoff**
 Project: **IL 178 Over Illinois River**
 Location: **SE 1/4 Section 17, T. 33N, R. 2E of 3rd PM**

Datum: NAVD88
 Elevation: 456.00 ft
 North: 1698859.29 ft
 East: 798327.71 ft
 Station: 23+54.75
 Offset: 74.43 LT



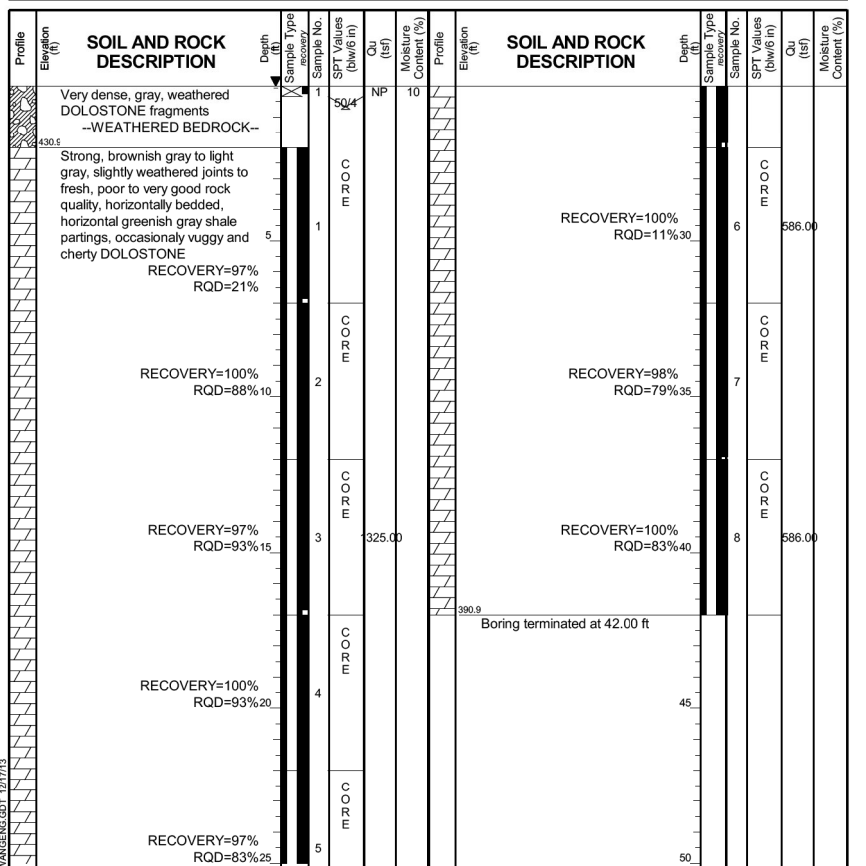
GENERAL NOTES
 Begin Drilling: 10-24-2012
 Complete Drilling: 10-24-2012
 Drilling Contractor: Wang
 Drill Rig: D-50 TMR
 Driller: R&N
 Logger: B. Wilson
 Checked by: C. Marin
 Drilling Method: 3.25-inch IDA HSA; boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: DRY
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA

Wang Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG SB-06
 WEI Job No.: 107-08-01
 Client: **Parsons Brinckerhoff**
 Project: **IL 178 Over Illinois River**
 Location: **SE 1/4 Section 17, T. 33N, R. 2E of 3rd PM**

Datum: NAVD88
 Elevation: 432.90 ft
 North: 1698488.26 ft
 East: 798247.20 ft
 Station: 27+27.87
 Offset: 4.25 LT



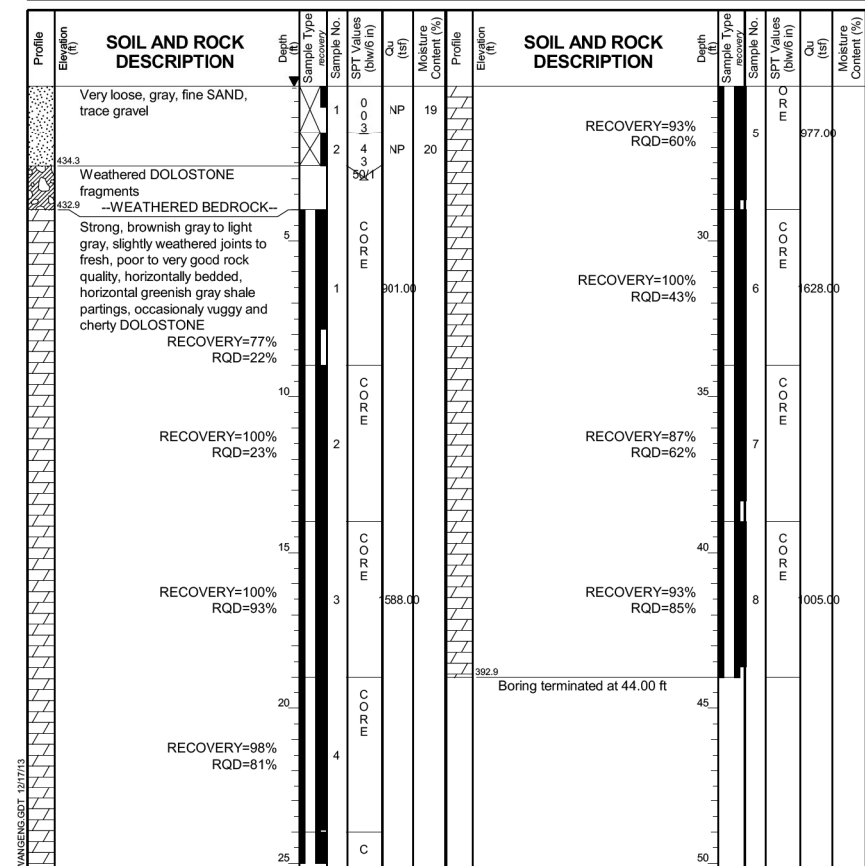
GENERAL NOTES
 Begin Drilling: 12-04-2012
 Complete Drilling: 12-04-2012
 Drilling Contractor: Wang
 Drill Rig: B-57 TMR
 Driller: R&N
 Logger: F. Bozga
 Checked by: C. Marin
 Drilling Method: .4-inch casing; 3.25-inch roller bit; boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: 0.00 ft
 At Completion of Drilling: 0.00 ft
 Time After Drilling: NA
 Depth to Water: NA

Wang Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG SB-07
 WEI Job No.: 107-08-01
 Client: **Parsons Brinckerhoff**
 Project: **IL 178 Over Illinois River**
 Location: **SE 1/4 Section 17, T. 33N, R. 2E of 3rd PM**

Datum: NAVD88
 Elevation: 436.90 ft
 North: 1698066.45 ft
 East: 798266.59 ft
 Station: 31+48.98
 Offset: 35.34 LT



GENERAL NOTES
 Begin Drilling: 12-03-2012
 Complete Drilling: 12-03-2012
 Drilling Contractor: Wang
 Drill Rig: B-57 TMR
 Driller: R&N
 Logger: F. Bozga
 Checked by: C. Marin
 Drilling Method: .4-inch casing; 3.25-inch roller bit; boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: 0.00 ft
 At Completion of Drilling: 0.00 ft
 Time After Drilling: NA
 Depth to Water: NA

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 05-AUG-2016 15:49

WSP PARSONS BRINCKERHOFF
 30 North LaSalle Street, Suite 4200
 Chicago, IL 60602
 (312) 782-8150 FAX# (312) 782-1684

USER NAME = pateld
 DESIGNED - JZ
 CHECKED - JZ
 PLOT SCALE = N.T.S.
 DRAWN - DCP
 PLOT DATE = 8/5/2016
 DESIGNED - JZ
 CHECKED - AH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS III
 STRUCTURE NO. 050-0256
 SHEET NO. 64 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	285
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

Wang Engineering
wangeng@wangeng.com

BORING LOG SB-08 Page 1 of 1

WEI Job No.: 107-08-01
Client: **Parsons Brinckerhoff**
Project: **IL 178 Over Illinois River**
Location: **SE 1/4 Section 17, T 33N, R 2E of 3rd PM**

Datum: NAVD88
Elevation: 452.40 ft
North: 1697711.70 ft
East: 798309.30 ft
Station: 35+02.41
Offset: 87.88 LT

Telephone: _____
Fax: _____

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
450.9	Very stiff, black SILTY CLAY --TOPSOIL--	0	1	12	2.00	31							
	Very dense, brown, highly weathered DOLOSTONE, SANDSTONE and SHALE fragments	1											
	--WEATHERED BEDROCK-- --AUGER REFUSAL-- RECOVERY= 67% RQD= 17%	1											
	RECOVERY= 67% RQD= 0%	2											
	RECOVERY= 83% RQD= 34%	3											
442.9	Moderately strong, poor rock quality, light gray, horizontally bedded DOLOSTONE with shale partings	10											
440.9	Moderately strong, fair rock quality, light gray SANDSTONE	10											
439.4	RECOVERY= 85% RQD= 53%	15											
436.9	Strong, fair rock quality, light gray, horizontally bedded, occasionally vuggy DOLOSTONE	15											
	Boring terminated at 15.50 ft												

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-29-2012	Complete Drilling	10-29-2012
Drilling Contractor	Wang	Drill Rig	D-50 TMR
Driller	K&K	Logger	B. Wilson
Checked by	C. Marin	Drilling Method	3.25-inch IDA HSA; boring backfilled upon completion
While Drilling	DRY	At Completion of Drilling	5.00 ft
Time After Drilling	NA	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

Wang Engineering
wangeng@wangeng.com

BORING LOG SB-09 Page 1 of 1

WEI Job No.: 107-08-01
Client: **Parsons Brinckerhoff**
Project: **IL 178 Over Illinois River**
Location: **SE 1/4 Section 17, T 33N, R 2E of 3rd PM**

Datum: NAVD88
Elevation: 449.40 ft
North: 1697512.28 ft
East: 798346.61 ft
Station: 36+58.48
Offset: 134.06 LT

Telephone: _____
Fax: _____

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
448.2	15-inch thick, dark brown SILTY CLAY	0											
	--TOPSOIL--	1											
	Medium stiff to stiff, brown and gray CLAY LOAM, trace gravel	1											
		2											
		3											
443.4	Very dense, brown and gray, weathered DOLOSTONE	18											
441.9	--WEATHERED BEDROCK-- --AUGER REFUSAL--	18											
	Boring terminated at 7.50 ft												

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-29-2012	Complete Drilling	10-29-2012
Drilling Contractor	Wang	Drill Rig	D-50 TMR
Driller	K&K	Logger	B. Wilson
Checked by	C. Marin	Drilling Method	3.25-inch IDA HSA; boring backfilled upon completion
While Drilling	DRY	At Completion of Drilling	DRY
Time After Drilling	NA	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

Wang Engineering
wangeng@wangeng.com

BORING LOG SB-10 Page 1 of 1

WEI Job No.: 107-08-01
Client: **Parsons Brinckerhoff**
Project: **IL 178 Over Illinois River**
Location: **SE 1/4 Section 17, T 33N, R 2E of 3rd PM**

Datum: NAVD88
Elevation: 448.90 ft
North: 1697305.17 ft
East: 798337.01 ft
Station: 39+03.18
Offset: 133.71 LT

Telephone: _____
Fax: _____

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
447.4	15-inch thick, dark brown SILTY CLAY	0											
	--TOPSOIL--	1											
	Stiff, brown and gray SILTY CLAY, trace sand seams	1											
		2											
	Medium stiff, dark brown CLAY LOAM	5											
442.7	Very dense, brown SANDY GRAVEL, some weathered DOLOSTONE fragments	12											
441.9	--WEATHERED BEDROCK--	12											
		22											
438.9	--AUGER REFUSAL--	10											
	Boring terminated at 10.00 ft												

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-29-2012	Complete Drilling	10-29-2012
Drilling Contractor	Wang	Drill Rig	D-50 TMR
Driller	K&K	Logger	B. Wilson
Checked by	C. Marin	Drilling Method	3.25-inch IDA HSA; boring backfilled upon completion
While Drilling	DRY	At Completion of Drilling	7.50 ft
Time After Drilling	NA	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

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USER NAME =	pateld	DESIGNED -	JZ	REVISED -	
		CHECKED -	JZ	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	DCP	REVISED -	
PLOT DATE =	8/5/2016	CHECKED -	AH	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS IV
STRUCTURE NO. 050-0256**

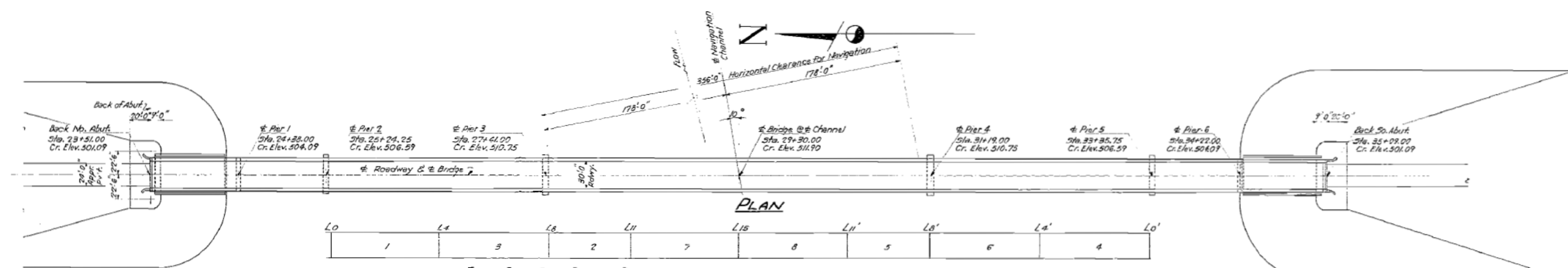
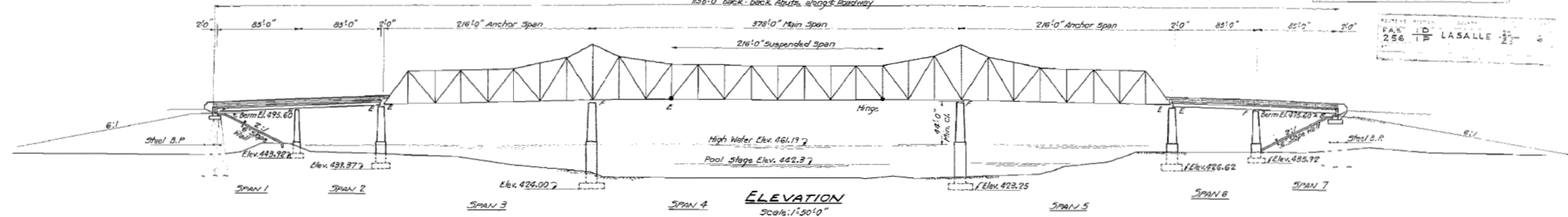
SHEET NO. 65 OF 65 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1)BR & 1	LASALLE	430	286
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT				

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

SHEET NO. 27 SHEETS
256 ID LASALLE

B.M. U.S.G.S. B.M. on top of East end of North Pier Elev. 428.00
Elev. on top of Pier Cap on East end of South Pier Elev. 470.84

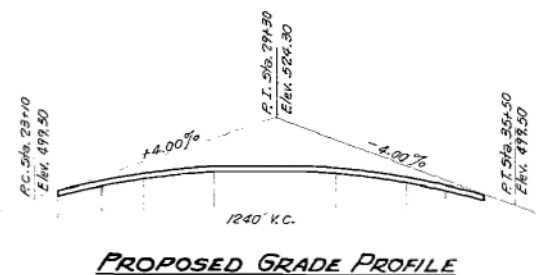
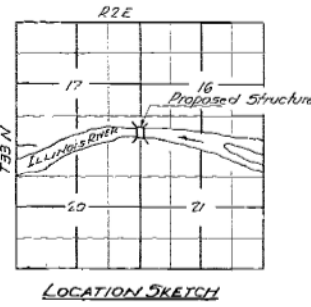


GENERAL NOTES

Class 'X' Concrete shall be used throughout except as noted. Handrail Concrete shall be used in Abutment Posts. The Concrete floor slab shall be poured in one continuous operation between construction joints. The Concrete floor slab shall be finished in accordance with Art. 51.19(c) of the Standard Specifications. High strength steel bolts may be substituted for field rivets. See Special Provisions. All rockers, bolsters, bearing plates and lead plates shall be fabricated and set in accordance with Art. 51.15 of the Standard Specifications. Roadway expansion guards shall be assembled in the shop in their proper position with adjacent ends in place and shall be left assembled for shop inspection. Plates shall be flame cut in accordance with Art. 54.5(e) of the Standard Specifications. Structural Steel Carbon shall conform to Art. 124.3 or 124.7 of the Standard Specifications. Structural Steel Low Alloy (A242) shall conform to Art. 124.4 of the Standard Specifications. Cast Steel shall conform to Art. 124.3 of the Standard Specifications. Unless otherwise noted Structural Steel, Cast Steel and Metal Handrail shall be given one shop coat of red lead paint and two field coats of Aluminum paint. All paint shall be furnished and applied by the Contractor involved. Metal Handrail on truss spans and bushings shall be included in quantity of Structural Steel Carbon. Open Steel Floor shall be furnished and installed by the Contractor for Section 1-E. All structural steel shall be carbon except as noted.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SECTION 1-D	SECTION 1-E	SECTION 1-F	SECTION 1-P
Class 'X' Concrete	Cu. Yds.	834.3			
Handrail Concrete	Cu. Yds.	3.4			
Reinforcement Bars	Lbs.	193,090			
Structural Steel (Carbon)	Lbs.	6330	2231640	2231640	2237970
Structural Steel (Low Alloy)	Lbs.		441250	441250	441250
Open Steel Floor	Sq. Ft.		4845		4845
Names Plates	Each	1			
Metal Handrail	Lin. Ft.	691			691
Cast Steel	Lbs.		18830	18830	18830
Stud Anchors	Each	810			
Navigation Lighting System	Each	1			
Bridge Staff Sequent	L.S.	1.5			



WATERWAY INFORMATION

Drainage Area	6082,000 Acres
Character	
Required Opening (30 Yr. Flood)	20,000 Sq. Ft.
Present Opening	14000 Sq. Ft.
Proposed Opening	20800 Sq. Ft.
Ordinary Water Elev.	442.3 Pools Pool

STATION 29+30
ILLINOIS RIVER
BUILT 19
F.A.S. RT. 256-SEC. 1-B
F.A. PROJECT 5-116 (7)
LOADING H20-S16
LETTERING FOR NAME PLATE
See Standard 2.13

DESIGN STRESSES

Structural Steel	Carbon	Low Alloy
Axial Tension	37000 lbs./sq. in.	22000 lbs./sq. in.
Axial Compression	16000 lbs./sq. in.	22000 lbs./sq. in.
Reinforcement Bars	f _s = 20000 lbs./sq. in.	
Concrete	f _c = 1400 lbs./sq. in.	1740

Loading H20-S16-44

GENERAL PLAN & ELEVATION
ILLINOIS RIVER BRIDGE AT UTICA
PROJECT 5-116(6)
F.A.S. RTE. 256-SEC. 1-D-E-F-P
LASALLE COUNTY
STATION 29+30

DESIGNED	J. C. Owen
CHECKED	G. M. ...
DRAWN	M. Miller
CHECKED BY	J.P.

EXAMINED	SEPT. 18 1959
PASSED	
APPROVED	R.R. ...

Rev. 12-1-40 H.L.O. F.M.O. Raised curb 9" to 11"; Increased Slab Reinf. as per T.B.(5); A.A.S.H.O.
Revisions of Sec. 1-D-12-1-1-NJM In TOTAL BILL OF MATERIAL, changed quantity of Open Steel Floor from 381.4 to 441.2 Cu. Yds. to include 1.8 Cu. Yds. for filling steel and other items. Also added pay item "Bridge Seat Sequent Lump Sum".

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\036592-rt-wdr-dgn.dwg

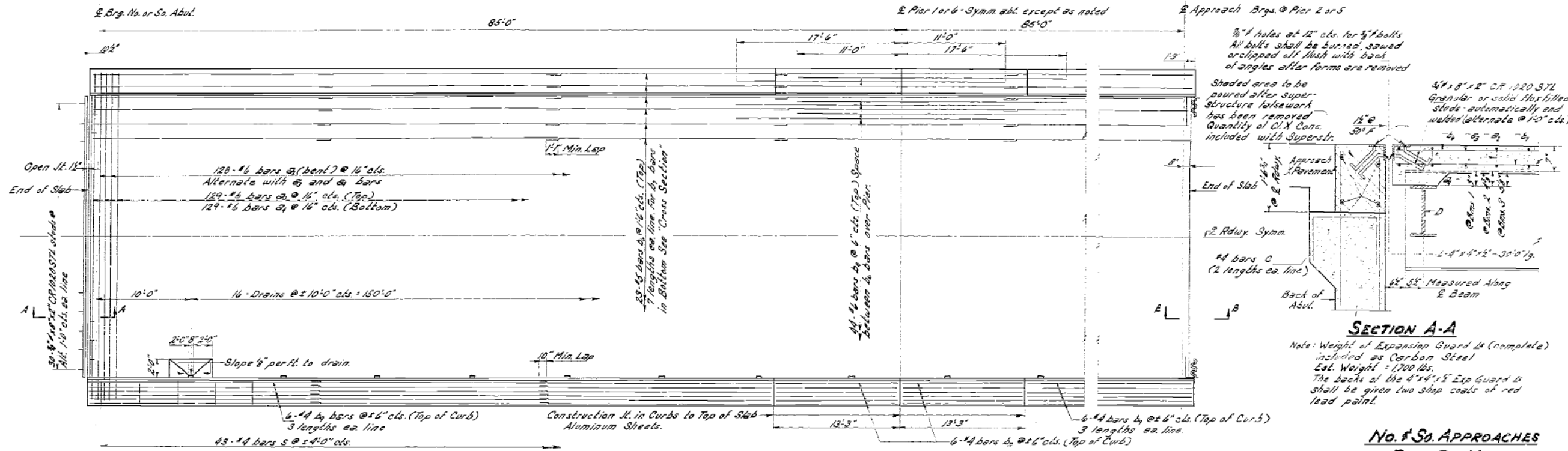
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 03-AUG-2016	DATE - 8/5/2016	REVISED -

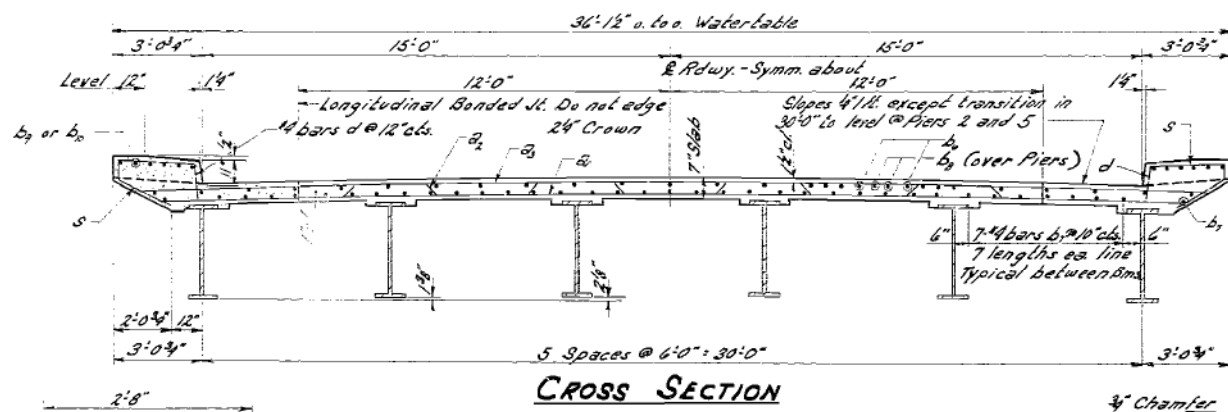
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SCALE: NONE SHEET NO. 1 OF 39 SHEETS STA. TO STA.

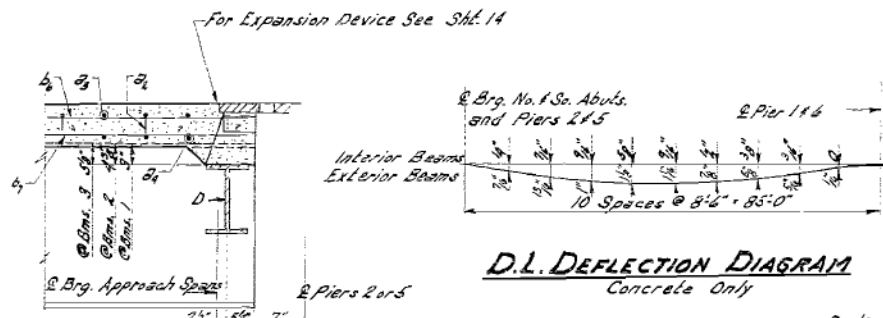
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	287
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



PLAN OF SLAB - No. AND So. APPROACHES



CROSS SECTION



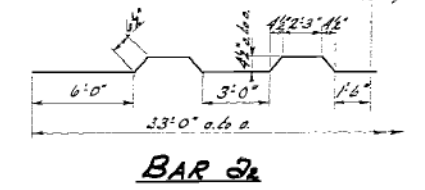
D.I. DEFLECTION DIAGRAM
Concrete Only

**No. & So. APPROACHES
BILL OF MATERIAL**

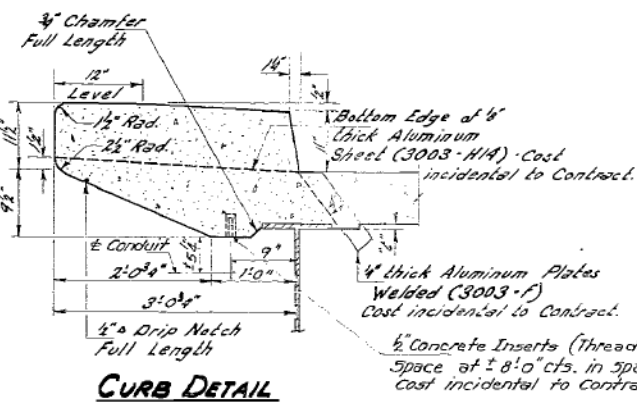
Bar	No.	Size	Length	Shape
a ₁	256	1/2"	37'4"	~
a ₂	258	1/2"	37'6"	~
a ₃	258	1/2"	37'6"	~
b ₁	322	5/8"	25'6"	~
b ₂	58	5/8"	25'3"	~
b ₃	88	5/8"	28'6"	~
b ₄	144	5/8"	24'9"	~
b ₅	48	5/8"	15'0"	~
c	16	5/8"	15'6"	~
d	688	5/8"	1'4"	~
s	172	1/2"	5'4"	~

Class X Concrete	Cu/Yd	3579
Reinforcement Bars	Lbs.	64,430
Carbon Steel	Lbs.	1,700

SECTION B-B



BAR S



CURB DETAIL

METHOD OF DETERMINING FILLET HEIGHT "L"
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 these points, determined from the D.I. Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus floor thickness equals the fillet heights above top of beam.

DESIGNED: *James P. Rayburn*
CHECKED: *Michael J. Grogan*
DRAWN: *Jeff P. Lawler*
CHECKED: *Michael J. Grogan*

EXAMINED: *Michael J. Grogan*
PASSED: *Michael J. Grogan*
APPROVED: *R. K. Davis*

SEPT. 18 1959

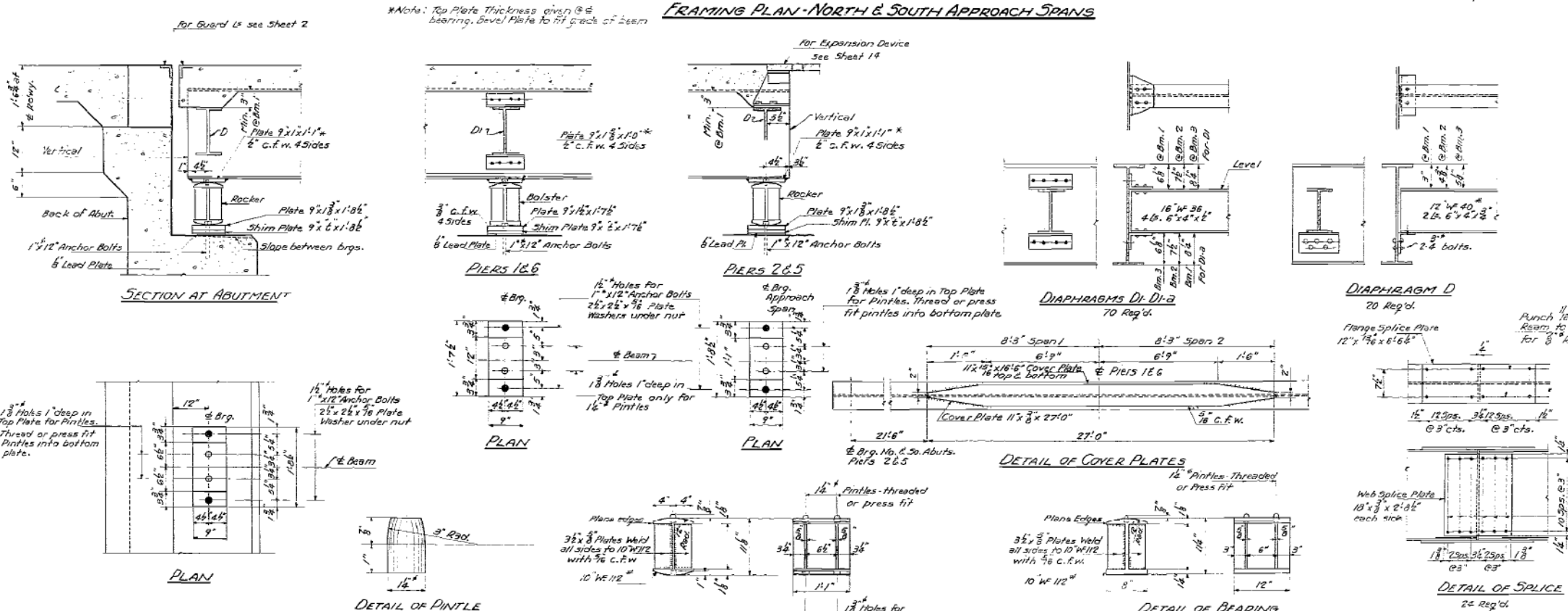
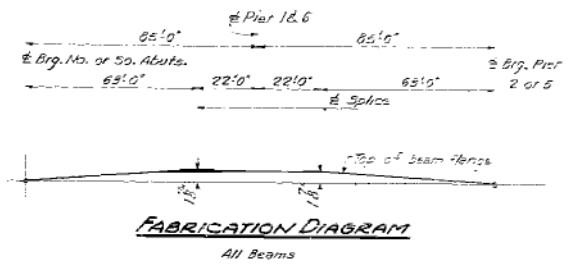
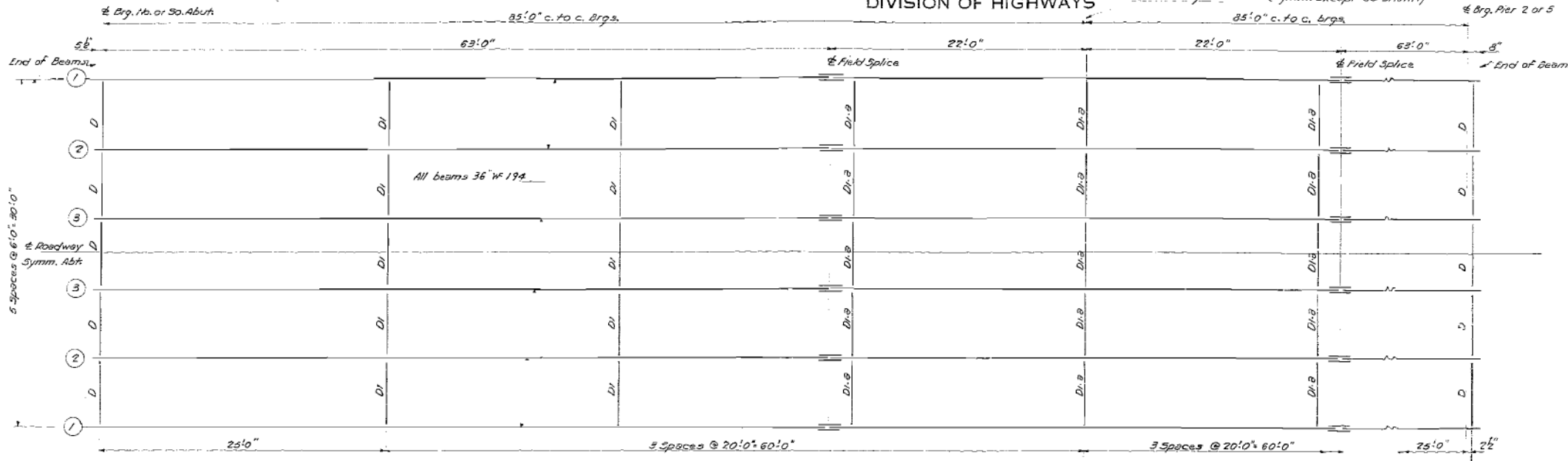
**SUPERSTRUCTURE
No. AND So. APPROACHES
ILLINOIS RIVER BRIDGE @ UTICA
F.A.S. RT. 256 SEC. 1D-E-F-P
LASALLE COUNTY
STATION 29 + 30**

FOR INFORMATION ONLY

FILE NAME = T:\68788 - IL178 Phase 2\Civil\Sheets\036592-ht-ubr-dgn-82.dgn

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

PROJECT	DATE	SCALE	SHEET NO.	TOTAL SHEETS
LA SALLE	2.6	8	27	27



Note: Finish 3/4" Open Holes 7/8" except as noted.
Anchor Bolts are furnished and installed by Contractor for Section 1-B. Cover Plates and beams to which they are welded shall be A373 Steel.

* ELEVATION TOP OF BEAMS

Beam	@ Brg. No. 650. Abut.	@ Pier 166	@ Brg. Pier 265
1	500.89	503.25	505.78
2	500.51	503.37	505.90
3	500.57	503.43	505.96

BILL OF MATERIAL
Section 1-E-F-P

Item	Total
Structural Steel (Carbon)	Lbs. 491060

DESIGNED: James J. Rayburn
CHECKED: Ambition
DRAWN: James J. Rayburn
APPROVED: [Signature]
DATE: SEPT. 18 1959

TABLE OF DIMENSIONS

Location	Beam 1	Beam 2	Beam 3
No. 650. Abutments	0	13"	26"
Pier 166	0	13"	26"
Pier 265	0	13"	26"

STRUCTURAL STEEL
NORTH AND SOUTH APPROACHES
ILLINOIS RIVER BRIDGE AT UTICA
E. A. S. RTE. 256 - SEC. 1-E-F-P
LA SALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\036592-ht-wdr-ldg-83.dgn

WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

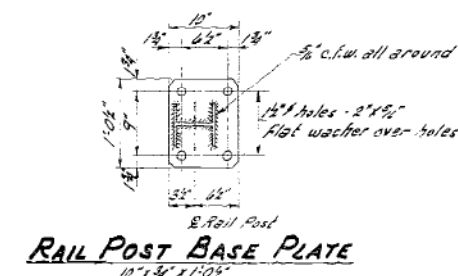
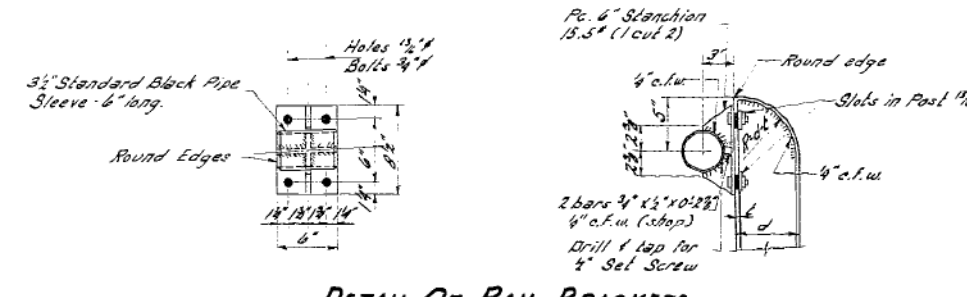
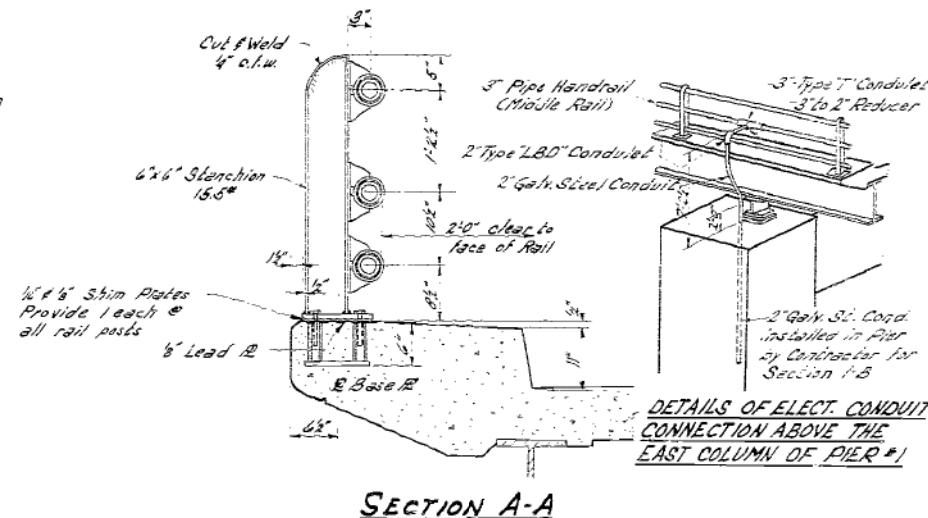
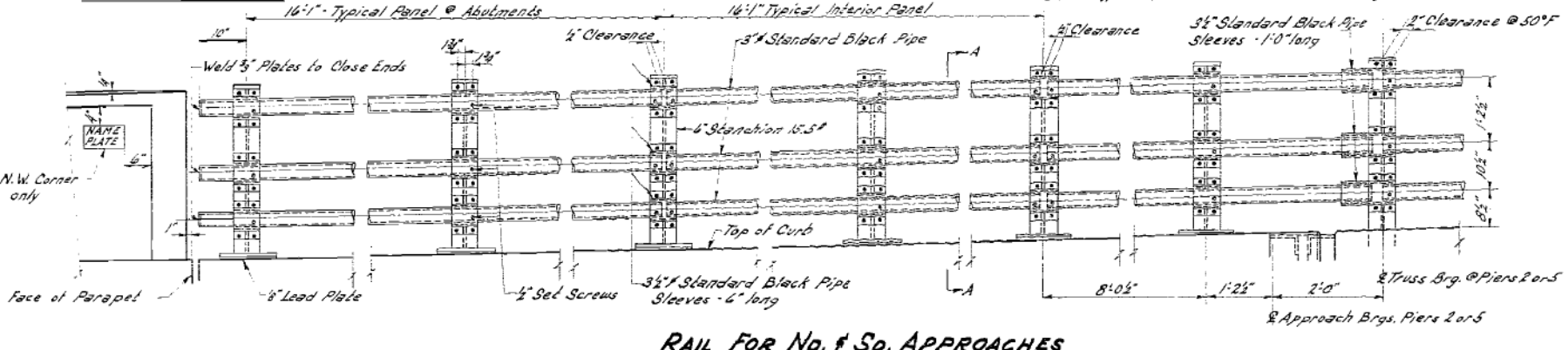
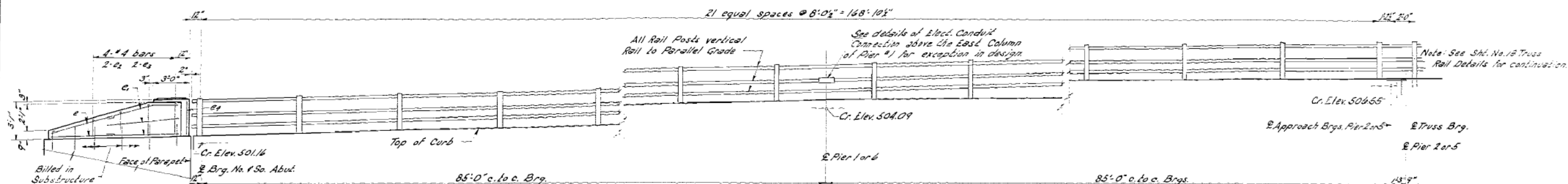
EXISTING BRIDGE PLANS
SCALE: NONE SHEET NO. 3 OF 39 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	289
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	

PROJ. NO.	STATION	SECTION	TOTAL SHEETS	SHEET NO.
F.A.S. 256	10	LASALLE	22	6

DATE	BY	SCALE	SHEET NO.
11/25/19	LA SALLE	2/6	9

SHEET NO. 4
OF 9 SHEETS



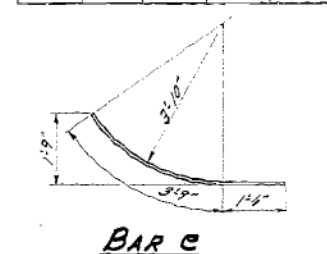
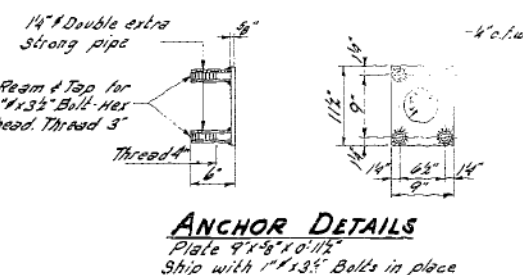
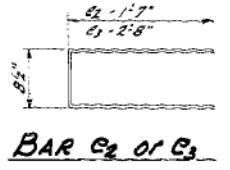
Note: All Rail Posts, Anchors, Rail Brackets, and Pipe Handrail up to, but not including, Rail Posts and Rail Brackets at Truss Bearing @ Piers 2 and 5 shall be measured for payment as Lin. Ft. of Metal Handrail. Cost of 3" Type T Conduit, located in middle Rail at Pier 1, shall be incidental.

Bar	No.	Size	Length	Shape
a	16	#4	5'-3"	—
b	24	#4	3'-4"	—
c	8	#4	3'-10"	—
d	8	#4	6'-0"	—
e	8	#4	2'-9"	—

Item	Unit	Amount
Handrail Concrete	Cu. Yds.	3.4
Reinforcement Bars	Lbs.	230
Metal Handrail	Lin. Ft.	691

Section 1-D

DESIGNED: *James A. Robinson*
 CHECKED: *M. M. Rosine*
 DRAWN: *P. Lowler*
 EXAMINED: *M. M. Rosine*
 PASSED: *[Signature]*
 APPROVED: *[Signature]*
 DATE: SEPT. 16, 1959
 CHIEF HIGHWAY DIVISION

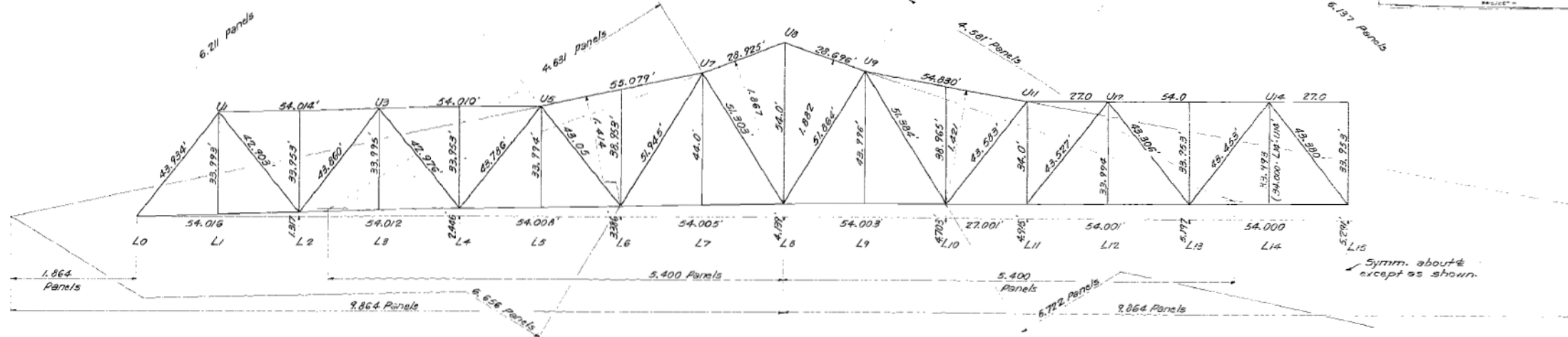


RAIL DETAILS
No. AND So. APPROACHES
ILLINOIS RIVER BRIDGE @ UTICA
F.A.S. RT. 256 SECTION 1-D
LASALLE COUNTY
STA. 29+30

FOR INFORMATION ONLY

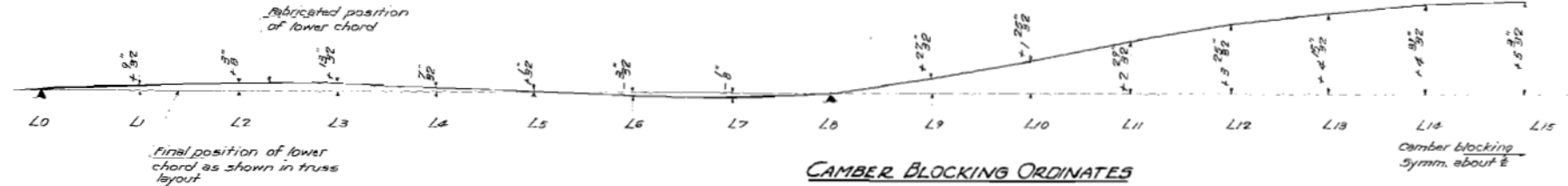
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	291
CONTRACT NO. 66992				

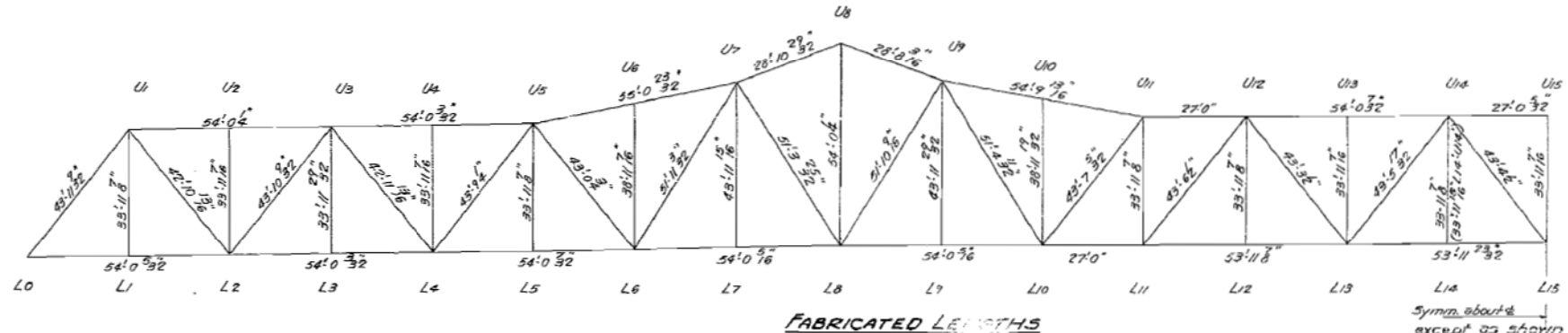


TRUSS LAYOUT

Nominal lengths are in feet.
Lever arms are in units of one 27' Panel.



CAMBER BLOCKING ORDINATES



FABRICATED LENGTHS

DESIGNED	<i>J. Brown</i>	SECT. 18	19.59
CHECKED	<i>Michael J. ...</i>	EXAMINED	<i>M. ...</i>
DRAWN	<i>K.O. ...</i>	PASSED	<i>J. ...</i>
CHECKED	<i>...</i>	APPROVED	<i>R.K. ...</i>

TRUSS LAYOUT
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256 - SEC. 1-E-F-P
LA SALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\0366592-ht-ubr-ldg-05.dgn

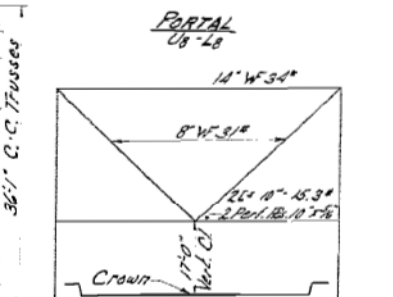
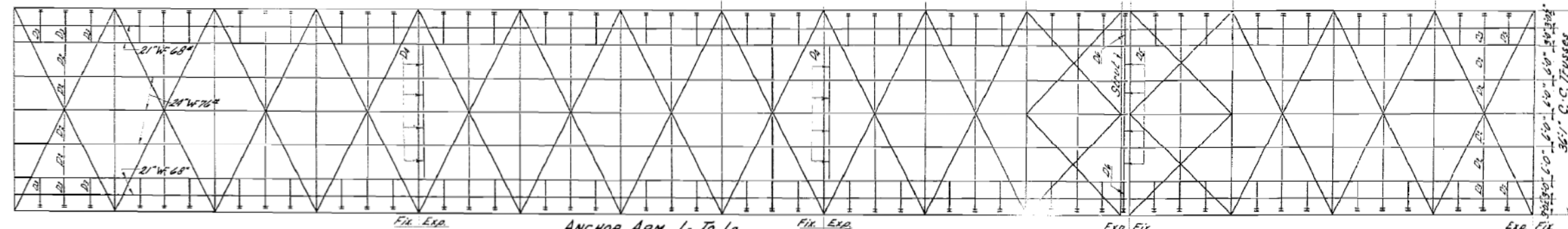
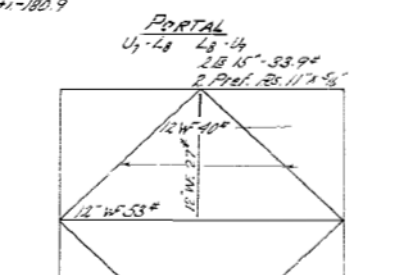
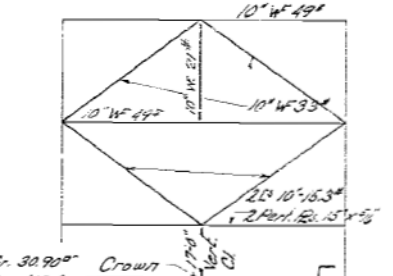
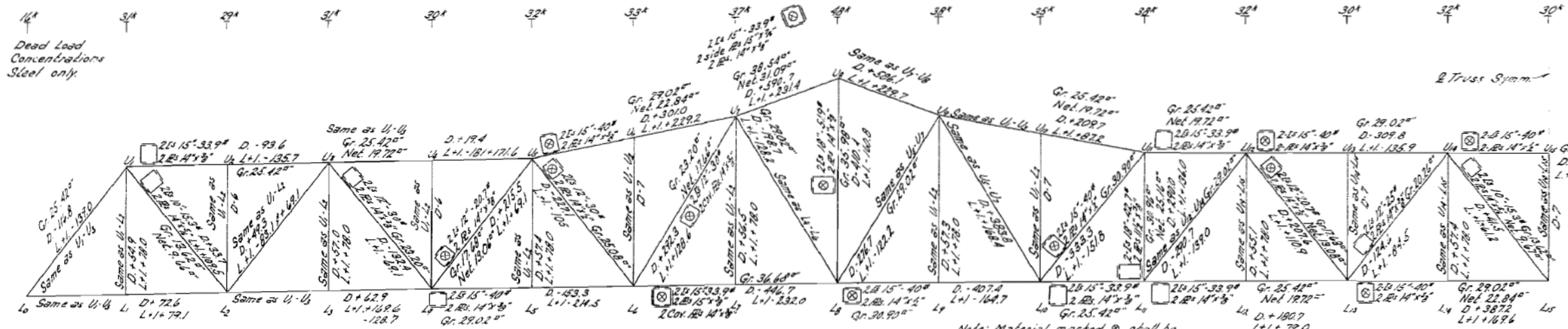
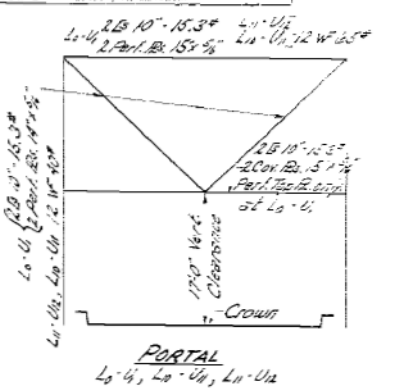
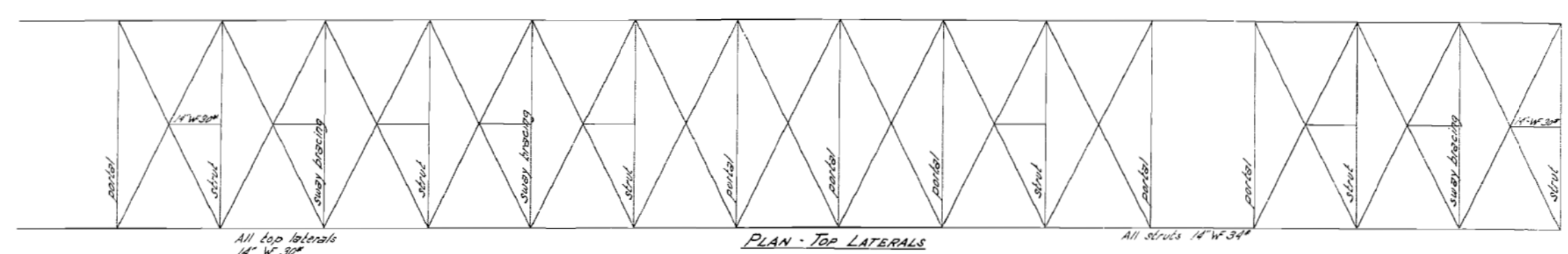
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX (312) 782-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS	
SCALE: NONE	SHEET NO. 5 OF 39 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	291
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



DESIGNED: R. Dean
CHECKED: James Johnson
DRAWN: K.E.C. Plowler
CHECKED: G.H.

EXAMINED: M. Brinkhoff
PASSED: C. Anthony
APPROVED: R.P. Brinkhoff

ANCHOR ARM L5 TO L4
CANTILEVER ARM L4 TO L3
HALF SUSPENDED SPAN L4 TO L3

SWAY FRAME
L5-U5, L5-U4, L4-U4

STRESSES AND MAKEUP
ILLINOIS RIVER BRIDGE @ UTICA
F.A.S. RT. 256 SEC. 1-E-F-P
LASALLE COUNTY
STA. 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\036592-rt-secr-ldp-86.dgn

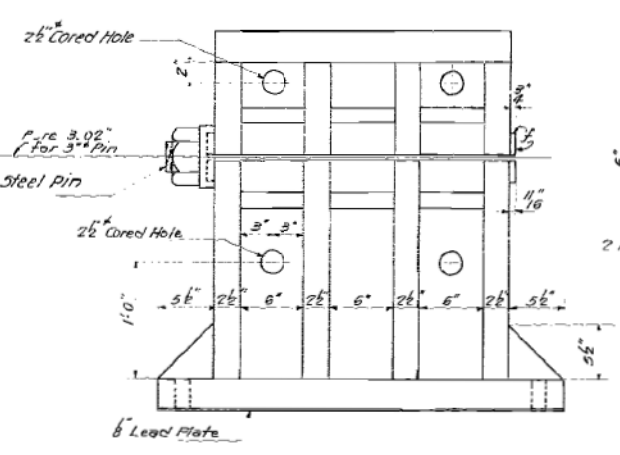
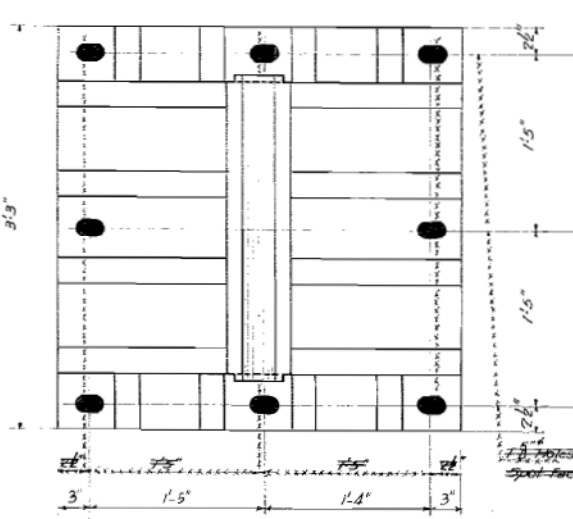
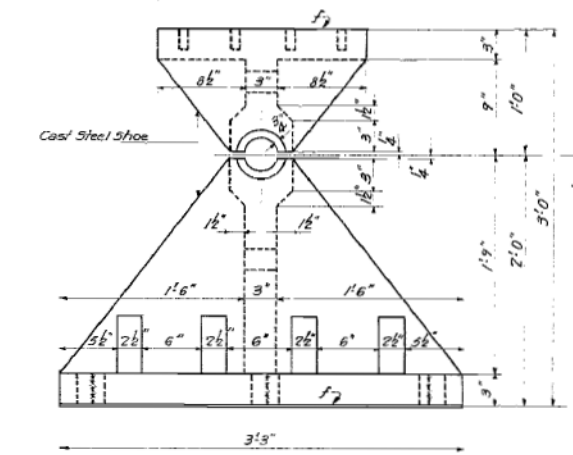
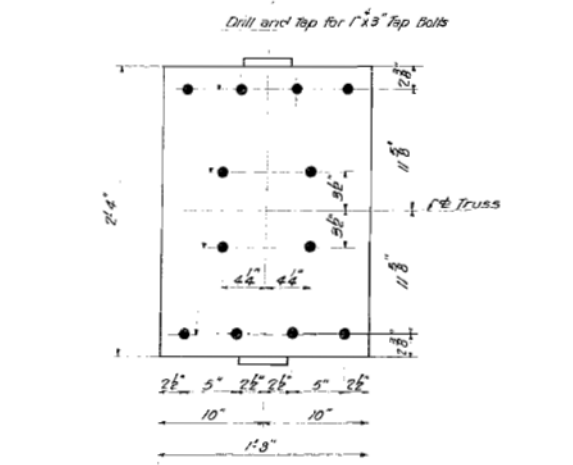
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

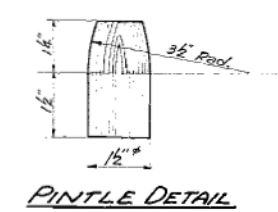
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SCALE: NONE SHEET NO. 6 OF 39 SHEETS STA. TO STA.

F.A.S. RTE. 1279	SECTION (1) BR & I	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 292
ILLINOIS FED. AID PROJECT P-93-035-01			CONTRACT NO. 66992	



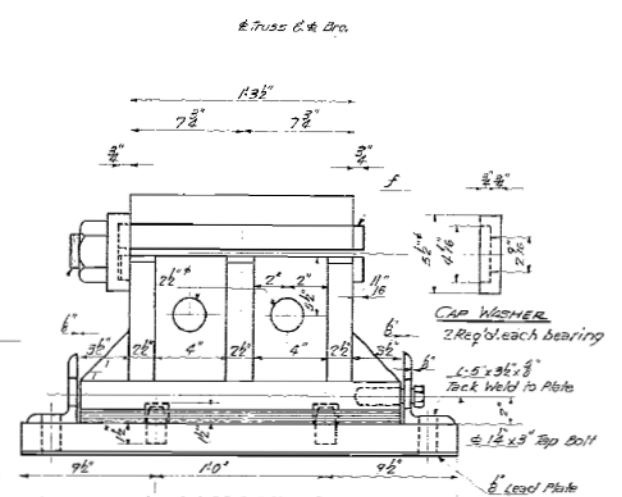
FIXED BEARING AT PIERS 364
4 Assemblies Req'd.



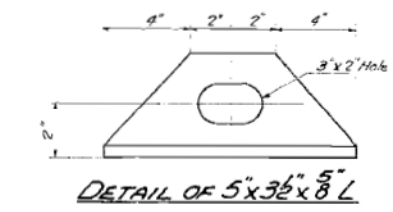
Note: Provide fillets for inside corners of all castings.



CAP WASHER
2 Req'd. each bearing

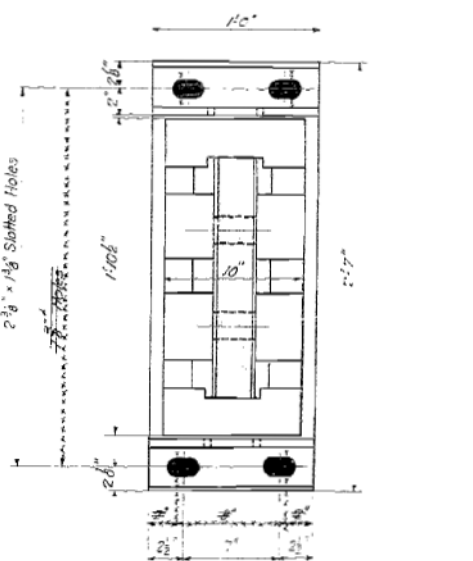
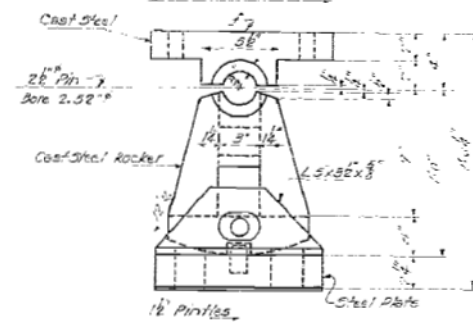
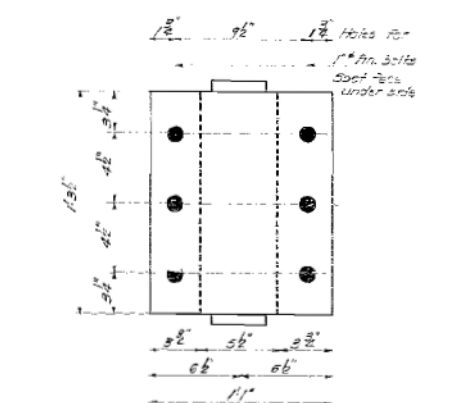


EXPANSION BEARING AT PIERS 265
4 Assemblies Required



QUANTITIES - TRUSS BEARINGS

Item	Sec. I-E-F
Carbon Steel	Lbs. 2380
Cast Steel	Lbs. 18830



TRUSS BEARING DETAILS
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256 - SEC. I-E-F
LA SALLE COUNTY
STATION 29+30

DESIGNED	HLO	EXAMINED	SEPT. 18 1957
CHECKED	J.T.R.	PASSED	[Signature]
DRAWN	KHO M. Miller	APPROVED	[Signature]
CHECKED	J.T.R.		

Revised - 2951-NJM Changed 1 1/2\"/>

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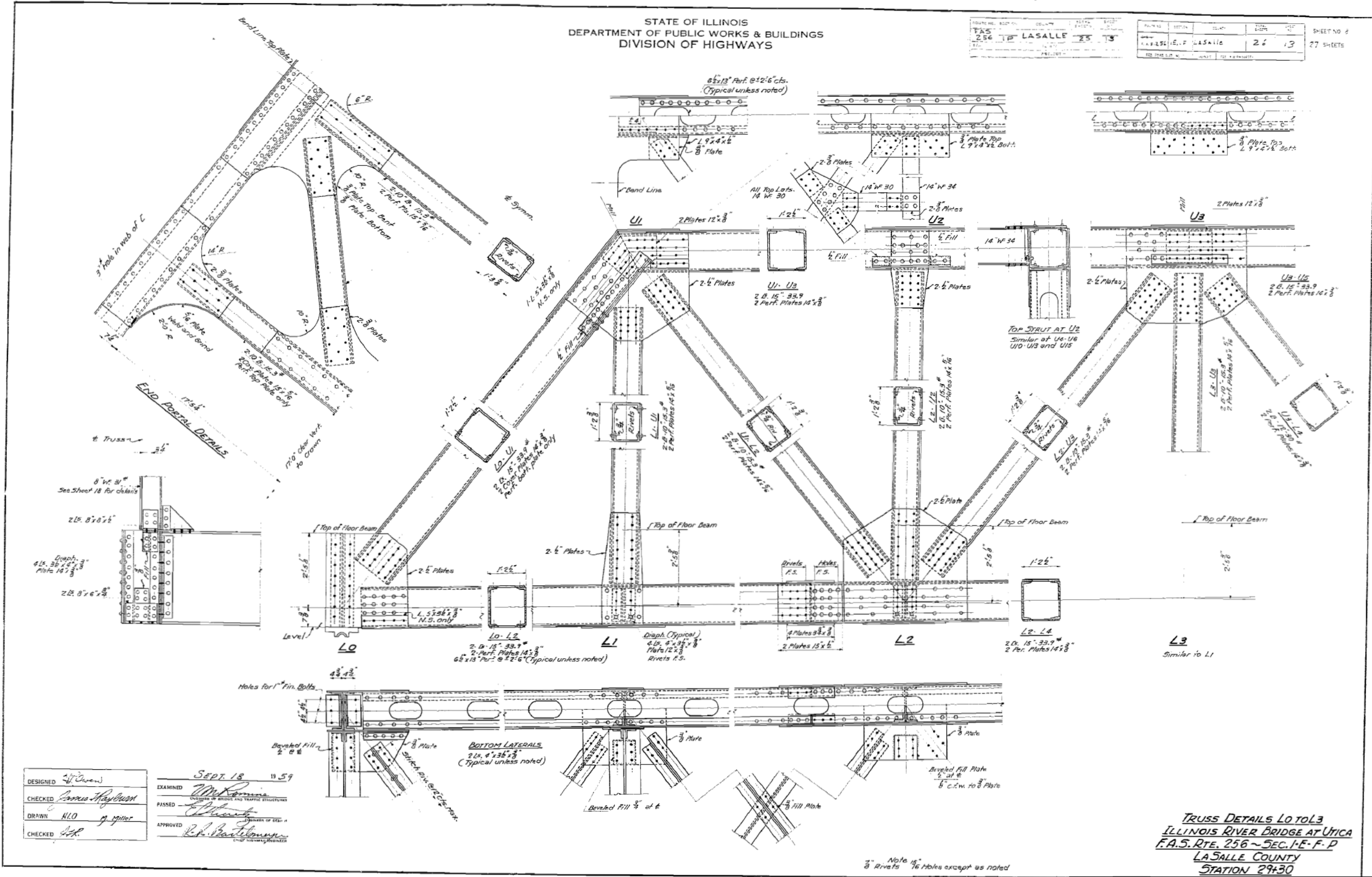
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	DATE - 8/5/2016	REVISED -

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	293
ILLINOIS FED. AID PROJECT P-93-035-01			CONTRACT NO. 66992	

FOR INFORMATION ONLY

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

ROUTE NO. 256	SECTION 1E-F	COUNTY LASALLE	TOTAL SHEETS 26	SHEET NO. 13
27 SHEETS				



DESIGNED	J. Owens
CHECKED	James Haywood
DRAWN	HLO
CHECKED	J.H.

EXAMINED	SEP 18 19 59
PASSED	[Signature]
APPROVED	[Signature]

TRUSS DETAILS L0 TO L3
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256 - SEC. 1E-F-D
LASALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL78 Phase 2\Civil\Sheets\036592-ht-wdr-dgn.08.dgn

WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX# (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

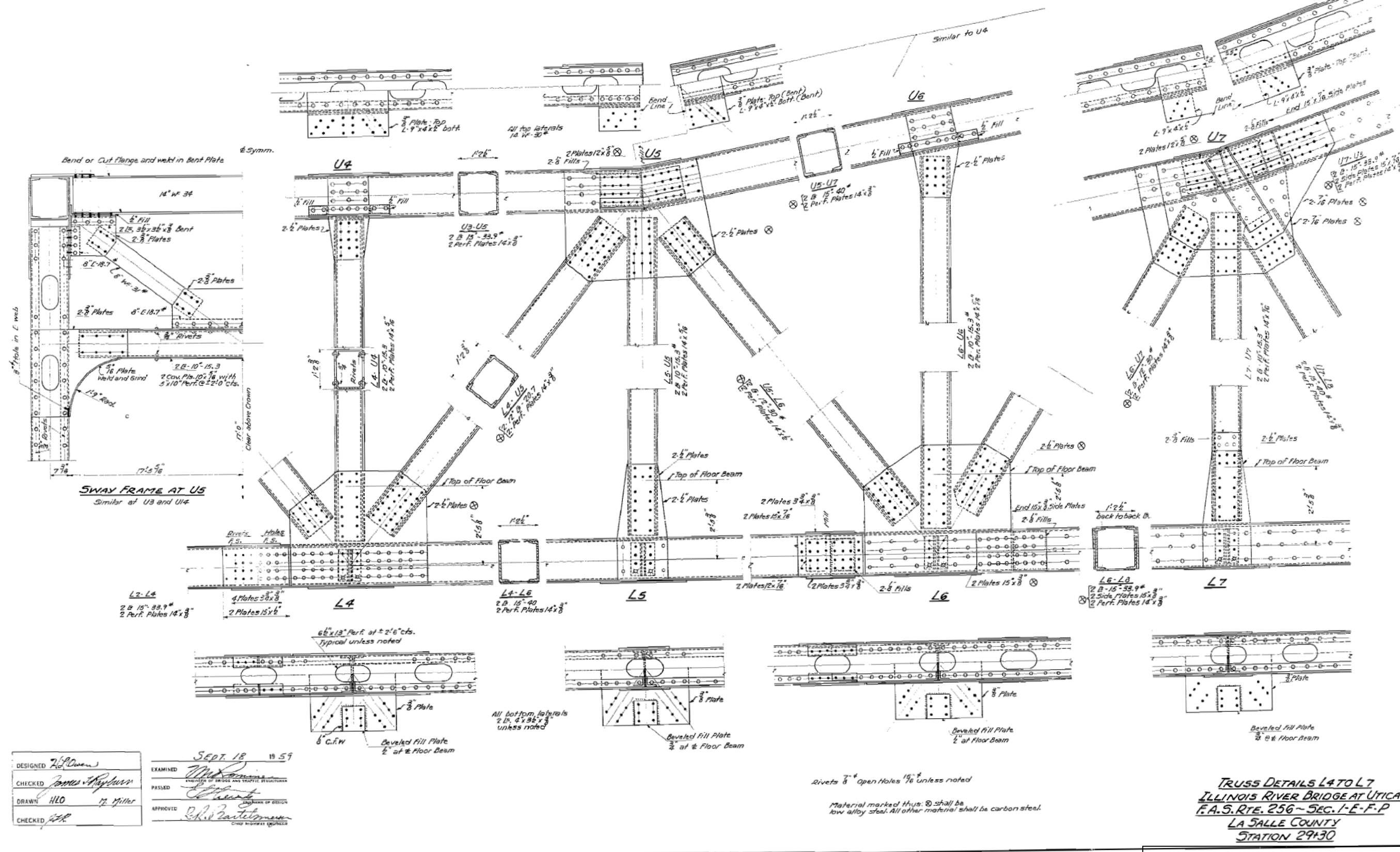
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS			
SCALE: NONE	SHEET NO. 8 OF 39 SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	294
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 256	TR LASALLE 28	LA	26	14
DATE	DATE	DATE	DATE	DATE
10/24/59	10/24/59	10/24/59	10/24/59	10/24/59



DESIGNED: *R. P. Owen*
 CHECKED: *James H. Johnson*
 DRAWN: *HLO*
 EXAMINED: *SEPT. 18 1959*
 PASSED: *[Signature]*
 APPROVED: *[Signature]*

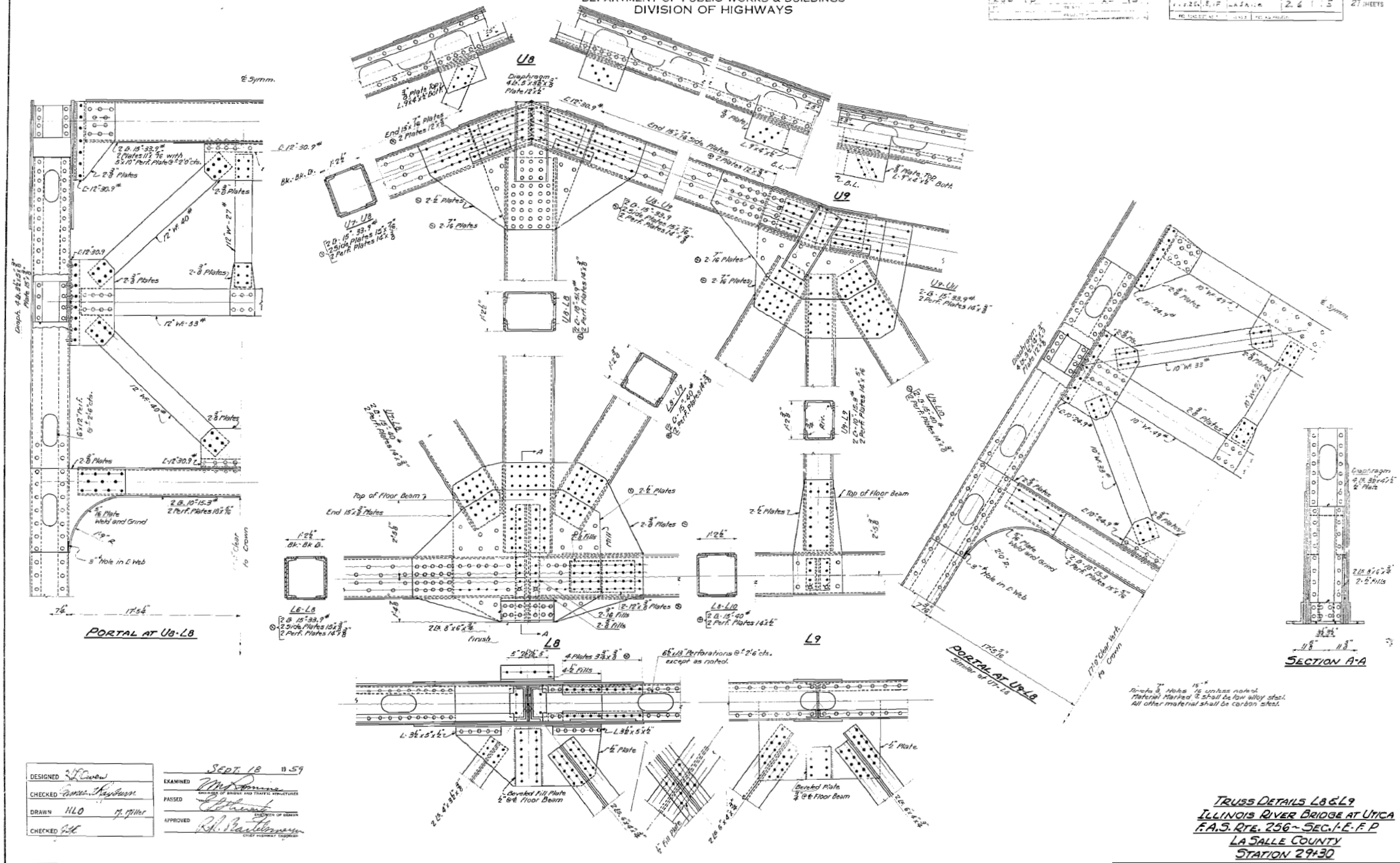
Rivets 3/4" Open Holes 1 1/8" unless noted
 Material marked thus: Ⓢ shall be low alloy steel. All other material shall be carbon steel.

TRUSS DETAILS L4 TO L7
 ILLINOIS RIVER BRIDGE AT UTICA
 F.A.S. RTE. 256 - SEC. 1-E-F-P
 LA SALLE COUNTY
 STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\036592-ht-wdr-dgn.dgn

WSP PARSONS BRINCKERHOFF 30 North LaSalle Street, Suite 4200 Chicago, IL 60602 (312) 762-8150 FAX# (312) 762-1684	USER NAME = lones	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -			1279	(1) BR & I	LASALLE	430	295
PLOT DATE = 03-AUG-2016	DATE = 8/5/2016	CHECKED -	REVISED -	SCALE: NONE	SHEET NO. 9 OF 39 SHEETS	STA.	TO STA.	CONTRACT NO. 66992 ILLINOIS FED. AID PROJECT P-93-035-01		



DESIGNED: J. J. Conroy
CHECKED: James J. Conroy
DRAWN: HLO
CHECKED: J. J. Conroy

EXAMINED: S.E.D. 18 1959
PASSED: [Signature]
APPROVED: R.H. [Signature]

FOR INFORMATION ONLY

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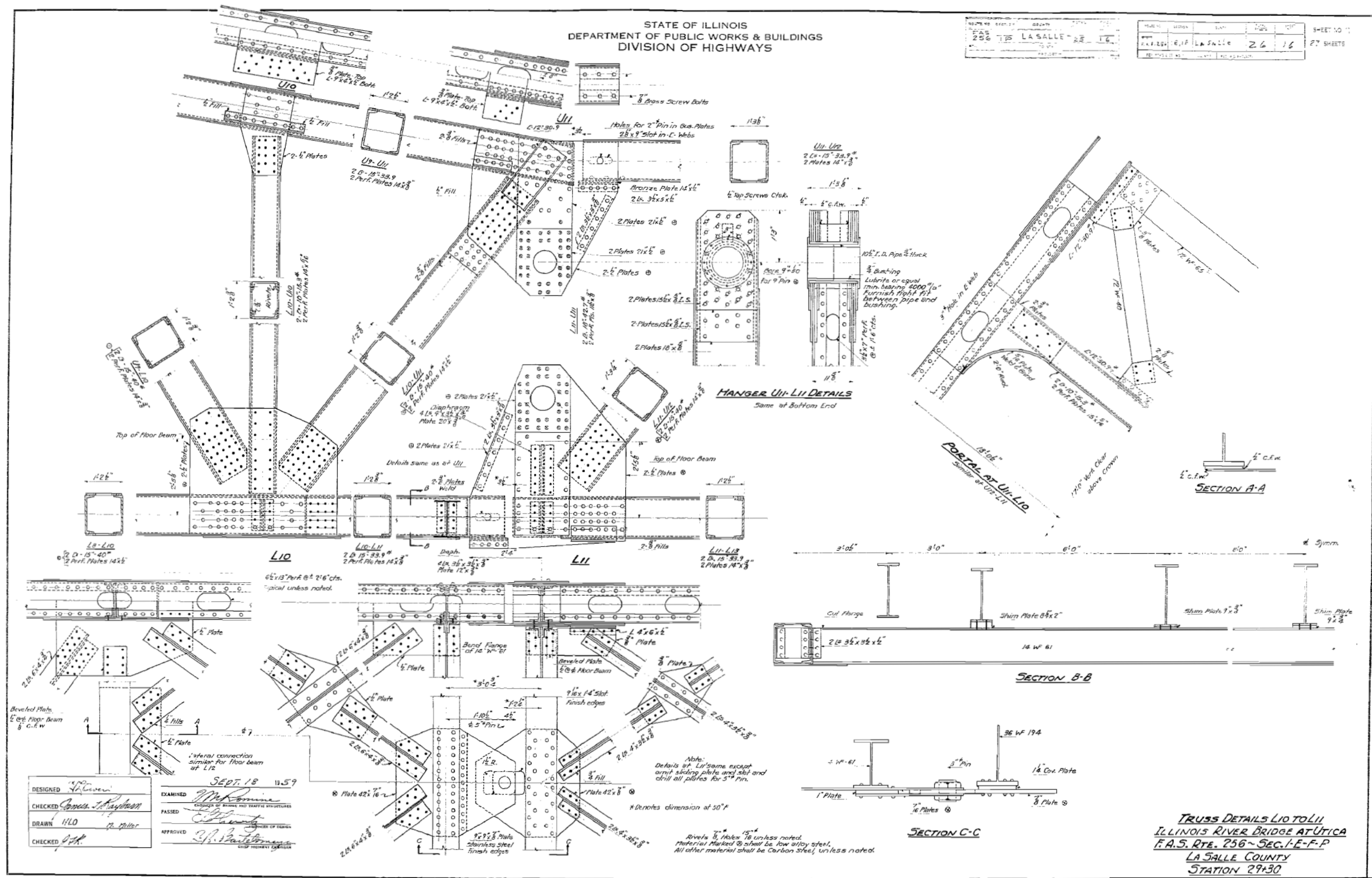
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SCALE: NONE SHEET NO. 10 OF 39 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	296
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				



DESIGNED: J. L. Green
CHECKED: James L. Rayburn
DRAWN: HLO
CHECKED: J. H. K.
EXAMINED: M. J. ...
PASSED: ...
APPROVED: J. B. ...

SEPT. 18 1959

TRUSS DETAILS L10 TO L11
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256-SEC. I-E-F-P
LA SALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\0366592-ht-ubr-ldg-11.dgn

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30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 782-8150 FAX (312) 782-1684

USER NAME = lones	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

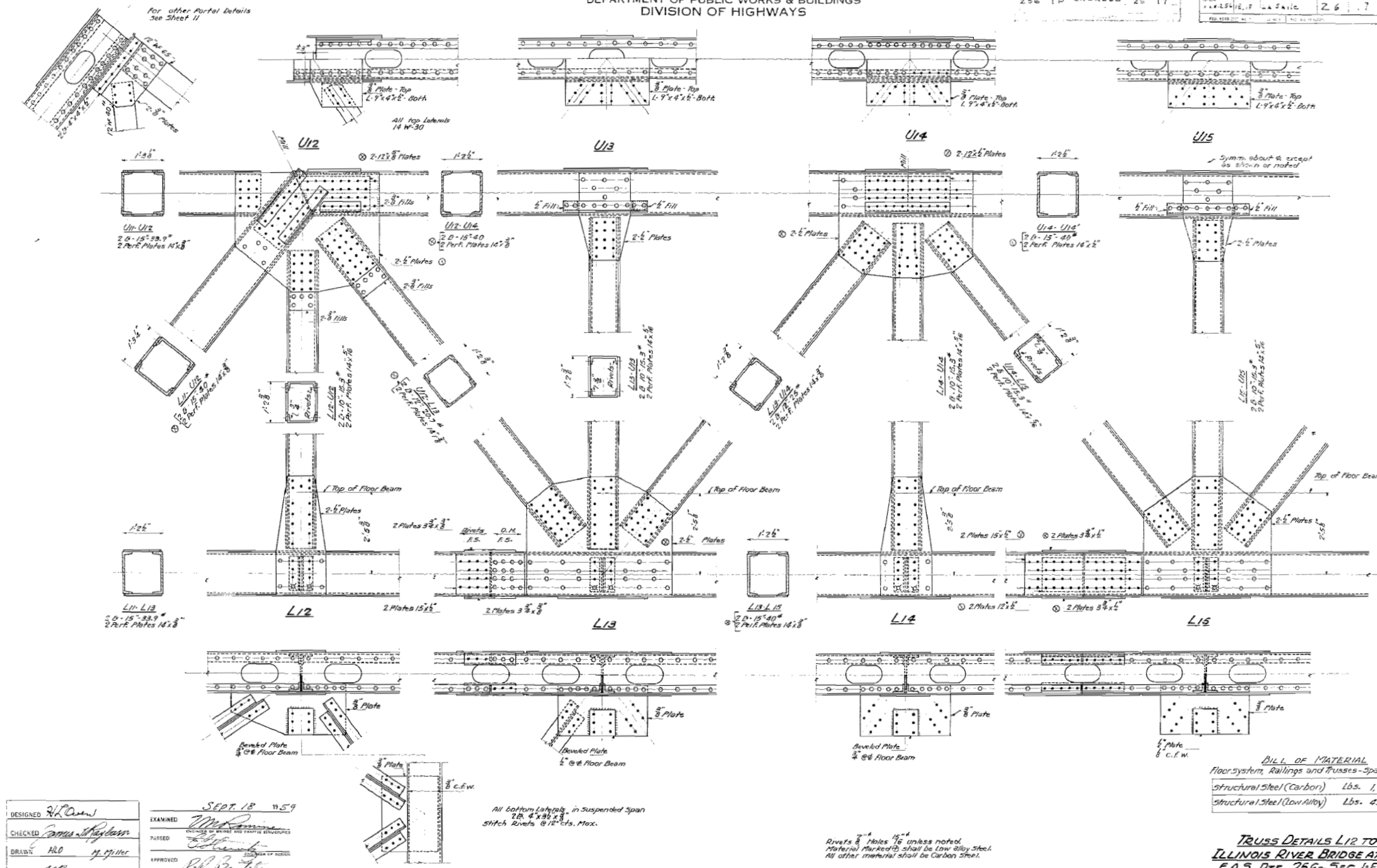
EXISTING BRIDGE PLANS
SCALE: NONE
SHEET NO. 11 OF 39 SHEETS
STA. TO STA.

F.A.S. RTE. 1279	SECTION (1) BR & I	COUNTY LASALLE	TOTAL SHEETS 430	SHEET NO. 297
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	

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

FAS 256 TP LASALLE 25 17

SHEET NO. 12
OF 27 SHEETS



DESIGNED: *H.R. Owen*
CHECKED: *James H. Ryan*
DRAWN: *H.O. Miller*
CHECKED: *AM*
EXAMINED: *SEP. 18 1959*
APPROVED: *R.H. [Signature]*

All bottom laterals in suspended span
2R 4"x8"x3/8"
Stitch Rivets @ 12" cts. Max.

Rivets & Nails 1/2" unless noted.
Material marked \odot shall be Low Alloy Steel.
All other material shall be Carbon Steel.

BILL OF MATERIAL
Floor System, Railings and Trusses - Spans 3-4-5

Structural Steel (Carbon)	Lbs. 1,732,690
Structural Steel (Low Alloy)	Lbs. 431,540

TRUSS DETAILS L12 TO L15
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256-5EC. 1-E-F-P
LASALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

FILE NAME = T:\UGB798 - IL178 Phase 2\Civil\Sheets\036592-ht-ubr-ldg-12.dgn

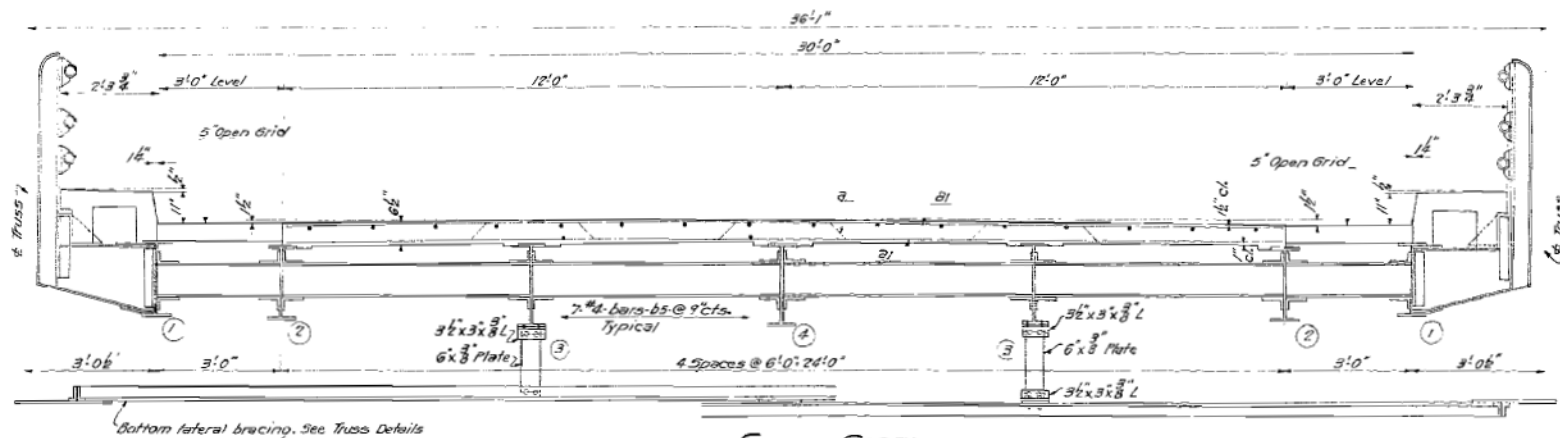
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX# (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 03-AUG-2016	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

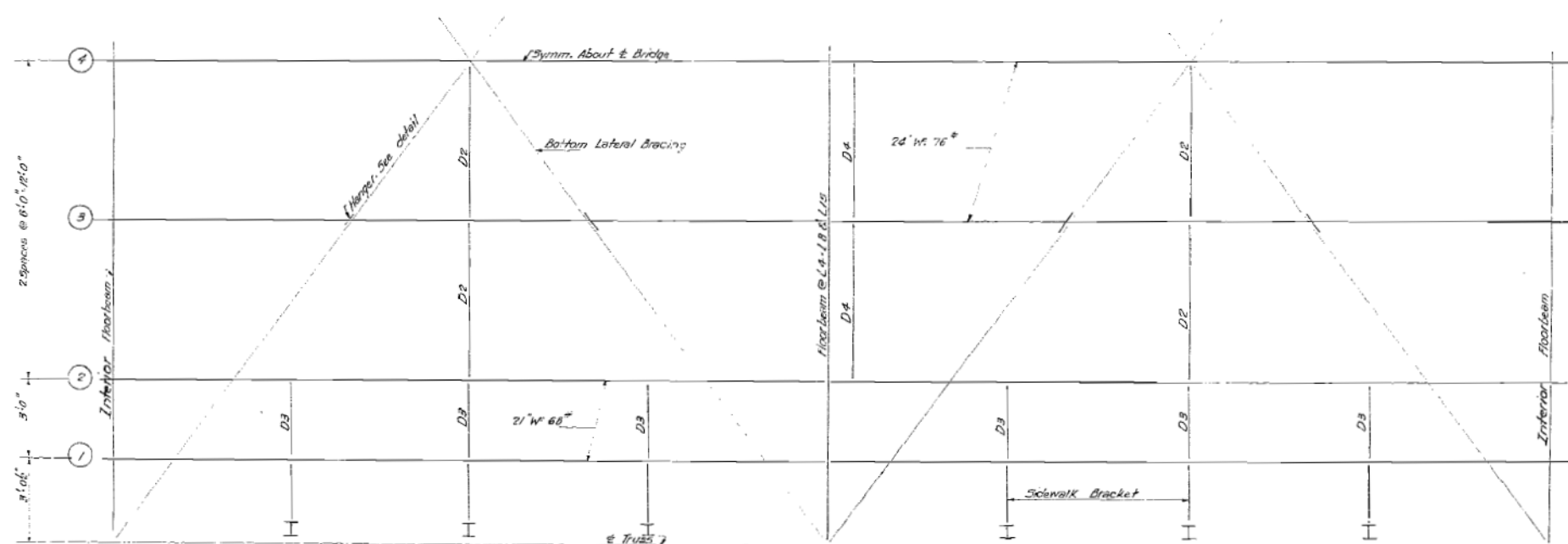
EXISTING BRIDGE PLANS
SCALE: NONE SHEET NO. 12 OF 39 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	298
ILLINOIS FED. AID PROJECT P-93-035-01			CONTRACT NO. 66992	



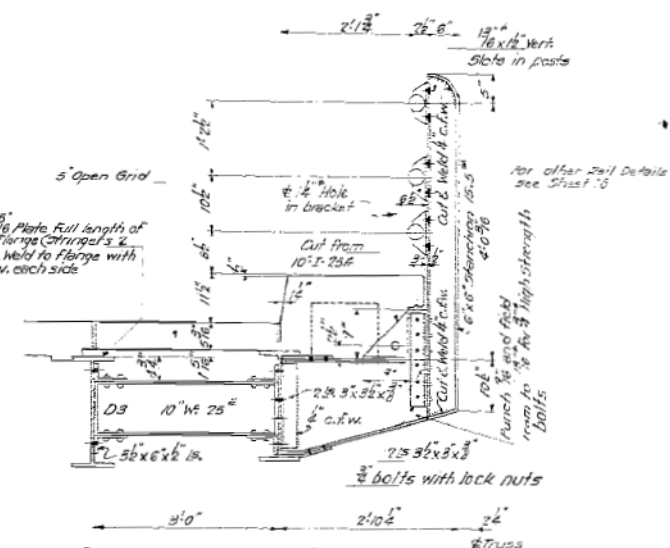
CROSS SECTION

For Plan and Details of Slab and Curb Reinforcement, See Sheet 17



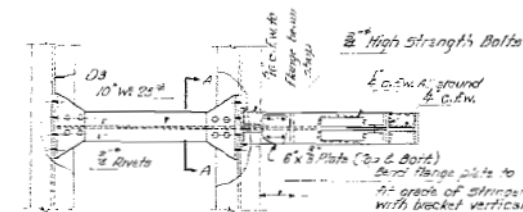
PART PLAN TYPICAL FLOOR FRAMING

See Sheets 15 and 16 for Framing Plan of L10 to L12



ELEVATION DIAPHRAGM-D3-SIDEWALK BRACKET AND INTERIOR POST

Main Material for sidewalk bracket: Flange plates 6x3/8 web plate 1/2\"/>

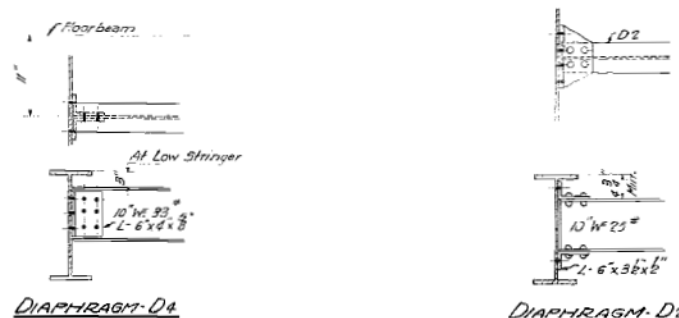


PLAN OF SIDEWALK BRACKET AND DIAPHRAGM-D3



SECTION A-A

Note: Rivets 3/4\"/>



DESIGNED	<i>J.P. Owens</i>
CHECKED	<i>James J. Rayburn</i>
DRAWN	<i>K.H.C. M. Miller</i>
CHECKED	<i>John M. Miller</i>

DATE	SEPT. 18 1959
EXAMINED	<i>W.H. ...</i>
PASSED	<i>...</i>
APPROVED	<i>...</i>

CROSS SECTION & TYPICAL FRAMING
ILLINOIS RIVER BRIDGE AT UTICA
F.A.S. RTE. 256-SEC. I-D-E-F-P
LA SALLE COUNTY
STATION 29+30

FOR INFORMATION ONLY

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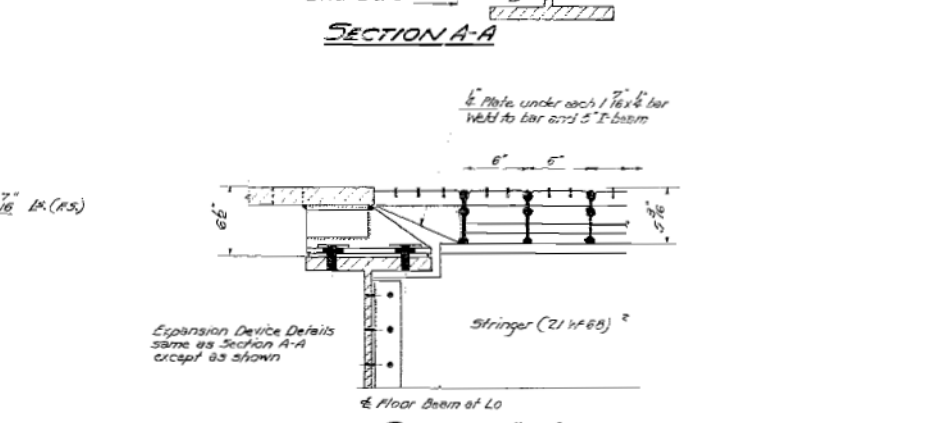
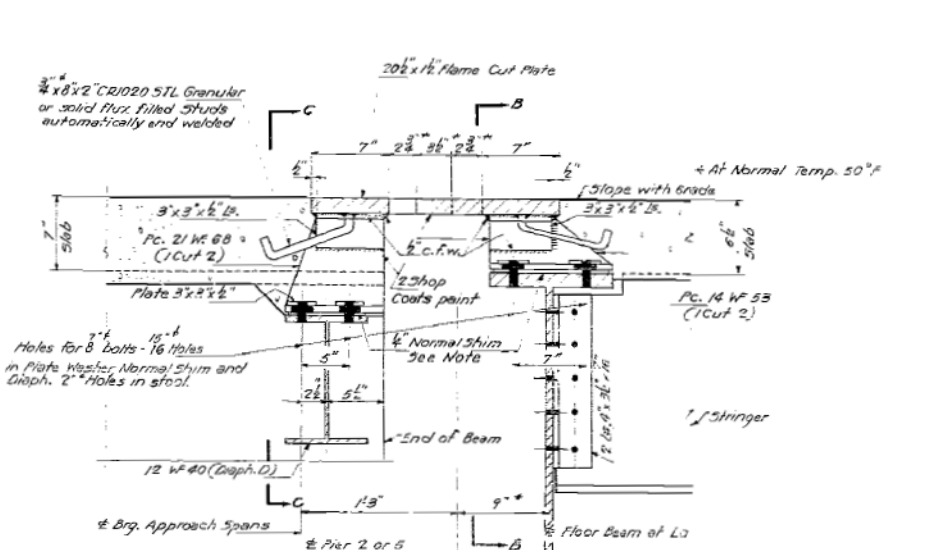
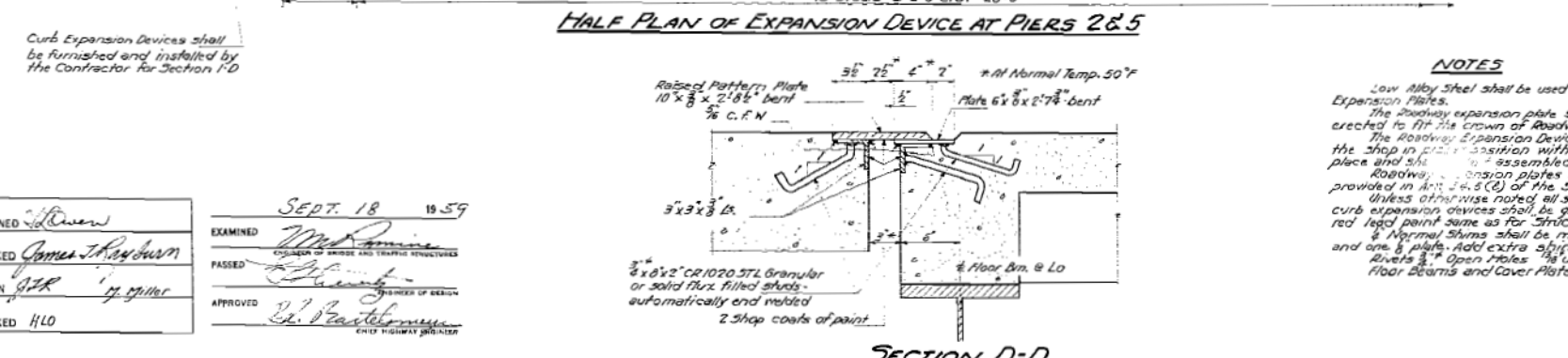
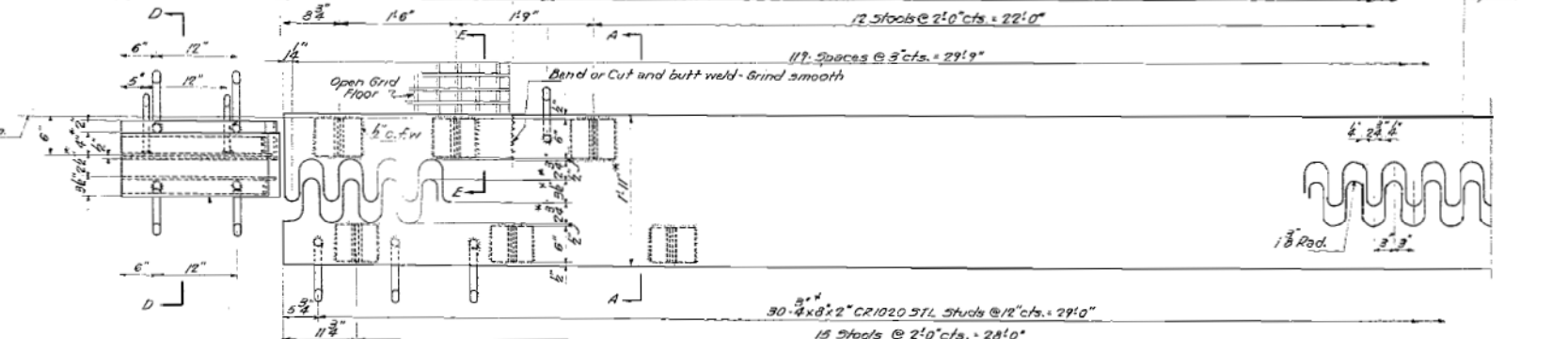
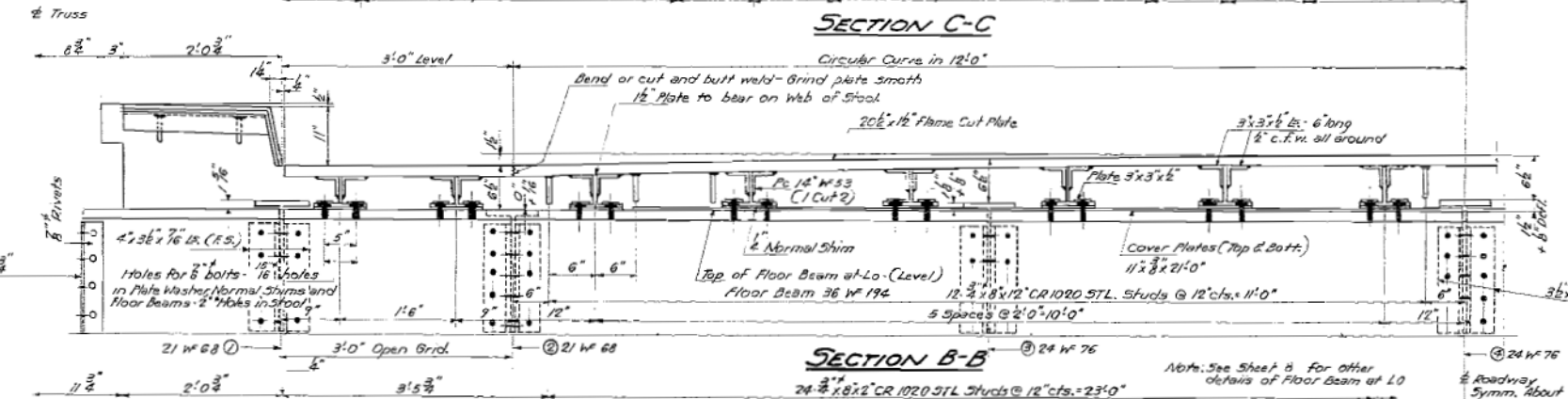
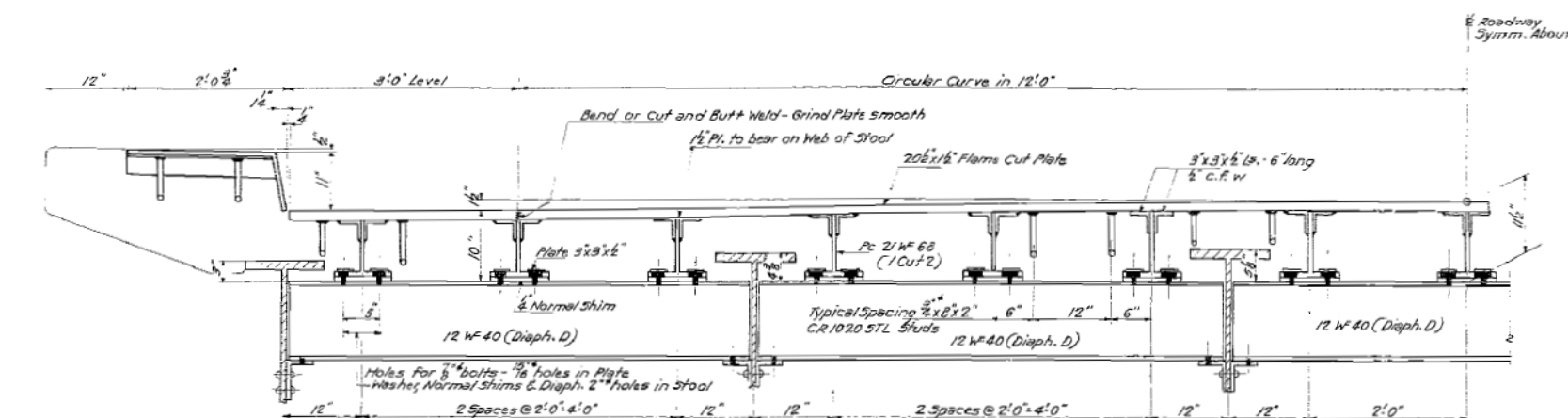
WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX# (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
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PLOT DATE = 03-AUG-2016	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

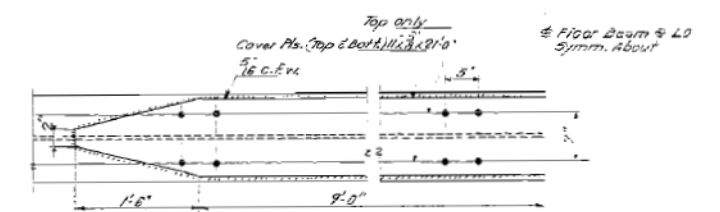
EXISTING BRIDGE PLANS	
SCALE: NONE	SHEET NO. 13 OF 39 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	299
CONTRACT NO. 66992			ILLINOIS FED. AID PROJECT P-93-035-01	



QUANTITIES EXPANSION DEVICES AT LO

ITEM	SEC. 10 E.F.	SEC. 10
Low Alloy Steel	Lbs. 6350	
Carbon Steel	Lbs. 3270	370



NOTES
Low Alloy Steel shall be used in 20x16 Roadway Expansion Plates.
The Roadway expansion plate shall be fabricated and erected to fit the crown of Roadway.
The Roadway Expansion Device shall be assembled in the shop in position with the adjacent ends in place and shall be assembled for shop inspection.
Roadway Expansion plates shall be flame cut as provided in Art. 16.5(C) of the Standard Specifications.
Unless otherwise noted all surfaces of Roadway and curb expansion devices shall be given one shop coat of red lead paint same as for Structural Steel.
Normal Shims shall be made up of two 1/8 plates and one 1/4 plate. Add extra shims for D.L. Defl. of Floor Beam.
Open Holes 1/8 unless noted.
Floor Beams and Cover Plates shall be A573 Steel.

DESIGNED: [Signature]
CHECKED: James J. [Signature]
DRAWN: [Signature]
CHECKED: HLO

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

SEPT. 18 1959

FOR INFORMATION ONLY

FILE NAME = T:\UGB788 - IL178 Phase 2\Civil\Sheets\036592-ht-wdr-ldp-14.dgn

WSP PARSONS BRINCKERHOFF
30 North LaSalle Street, Suite 4200
Chicago, IL 60602
(312) 762-8150 FAX (312) 762-1684

USER NAME = lones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE - 8/5/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SCALE: NONE
SHEET NO. 14 OF 39 SHEETS
STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(1) BR & I	LASALLE	430	300
CONTRACT NO. 66992				
ILLINOIS FED. AID PROJECT P-93-035-01				