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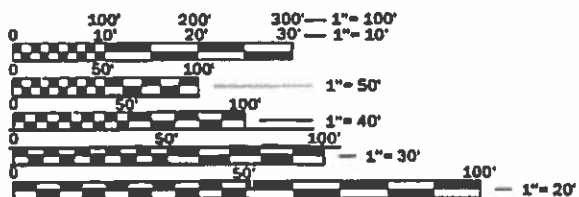
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11-09-2018 LETTING ITEM 039

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FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

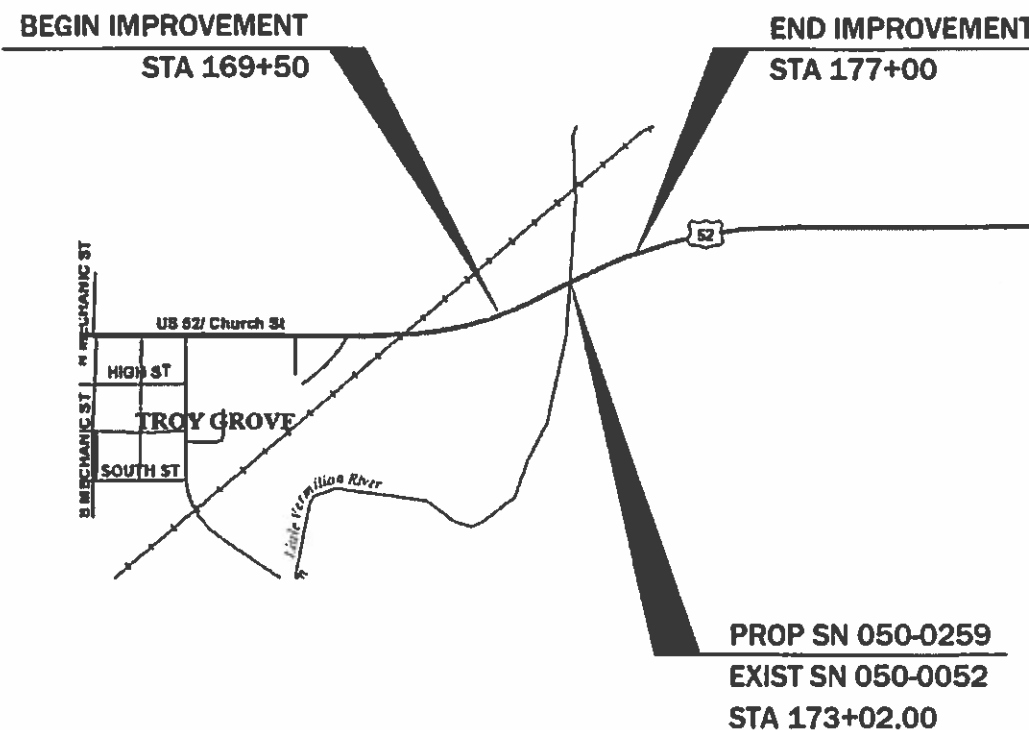
PROJECT ENGINEER: JOE KANNEL, P.E.  
UNIT CHIEF: MICHELE LINDEMANN, P.E.  
DISTRICT 3 NO. (815) 434-6131  
CONTRACT NO. 66A57

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED  
HIGHWAY PLANS

F.A.S. ROUTE 169 (US 52)  
SECTION 121-BR  
PROJECT STP-ANNI(081)  
BRIDGE REPLACEMENT  
LASALLE COUNTY

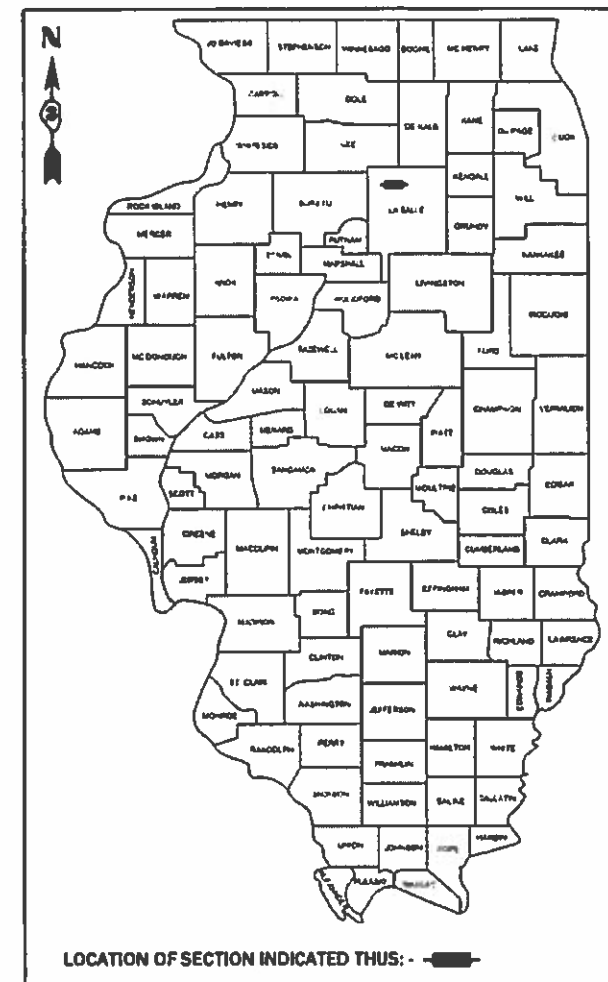
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GROSS LENGTH = NET LENGTH = 750 FT = 0.142 MILE

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	1
ILLINOIS			CONTRACT NO. 66A57	

P-93-033-10  
D-93-040-18



FUNCTIONAL CLASSIFICATION  
OTHER PRINCIPAL ARTERIAL

2017 ADT = 1400  
P.V. = 75.7% S.U. = 2.9% M.U. = 21.4%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 17, 2018  
*Kevin Hanchak*  
REGIONAL ENGINEER

Oct 5, 2018  
*[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 5, 2018  
*David P. [Signature]*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

**GENERAL NOTES**

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

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

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

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

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

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

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

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES ( 100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

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

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

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

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

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

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

- FRONTIER
- NICOR
- CORN BELT ENERGY
- ATT
- ALLIANCE PIPELINE
- KINDER MORGAN - COCHIN PIPELINE
- AMEREN IP
- NORTHERN BORDER PIPELINE

**COMMITMENTS**

NO TREE REMOVAL FROM APRIL 1 TO SEPTEMBER 30 DUE TO ENDANGERED BATS.

LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA SURFACE	HMA LEVEL BINDER	6" HMA STABILIZATION
BINDER GRADE (PG):	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5FG	IL 19.0
FRICTION AGGREGATE:	MIXTURE C		
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCOA	QCOA	QCOA
SUBLOT SIZE:	NA	NA	NA
DENSITY TEST METHOD:	CORES	GROWTH CURVE	SATISFACTION OF ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

\_\_\_\_\_  
SUPERVISING CONSTRUCTION FIELD ENGINEER

\_\_\_\_\_  
RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: *D. Benil*  
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-17-18

EXAMINED BY: *Kyle Vidyanas*  
DISTRICT CONSTRUCTION ENGINEER

*Michael Ashby*  
DISTRICT MATERIALS ENGINEER

*L. Johnson*  
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	2
CONTRACT NO. 66A57				

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1" = 100.0000' (1:12500)			
PLOT DATE			
8/19/2018			

SCALE SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

80% FED  
20% STATE

CONSTR. CODE
BRIDGE
0010
S.N. 050-0259

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	74	74
20100500	TREE REMOVAL, ACRES	ACRE	0.42	0.42
20200100	EARTH EXCAVATION	CUYD	356	356
20400800	FURNISHED EXCAVATION	CUYD	1437	1437
25000210	SEEDING, CLASS 2A	ACRE	1.3	1.3
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	117	117
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	117	117
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	117	117
25100630	EROSION CONTROL BLANKET	SQYD	12768	12768
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	132	132
28000305	TEMPORARY DITCH CHECKS	FOOT	80	80
28000500	INLET AND PIPE PROTECTION	EACH	1	1
28100105	STONE RIPRAP, CLASS A3	SQYD	11	11
28100107	STONE RIPRAP, CLASS A4	SQYD	1447	1447

\*SPECIALTY ITEM

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PLOT DATE = 8/17/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	3
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE	CONSTR. CODE
					BRIDGE 0010 S.N. 050-0259
28200200	FILTER FABRIC	SQYD	1447		1447
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	13		13
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	994		994
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	0.5		0.5
40600527	LEVELING BINDER (HAND METHOD), 1L-9.5FG, N50	TON	0.8		0.8
40600627	LEVELING BINDER (MACHINE METHOD), 1L-9.5FG, N50	TON	82		82
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	347		347
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	124		124
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQYD	173		173
44000100	PAVEMENT REMOVAL	SQYD	105		105
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	115		115
44004000	PAVED DITCH REMOVAL	FOOT	759		759
48100100	AGGREGATE SHOULDERS, TYPE A	TON	11		11
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	4
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BRIDGE 0010 S.N. 050-0259
				80% FED 20% STATE
50200100	STRUCTURE EXCAVATION	CUYD	119	119
50300225	CONCRETE STRUCTURES	CUYD	188.6	188.6
50300255	CONCRETE SUPERSTRUCTURE	CUYD	175.1	175.1
50300260	BRIDGE DECK GROOVING	SQYD	640	640
50300300	PROTECTIVE COAT	SQYD	832	832
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CUYD	101	101
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	3618	3618
50800105	REINFORCEMENT BARS	POUND	11380	11380
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	109976	109976
50800515	BAR SPLICERS	EACH	312	312
51201600	FURNISHING STEEL PILES HP12X53	FOOT	295	295
51202305	DRIVING PILES	FOOT	145	145
51203600	TEST PILE STEEL HP12X53	EACH	1	1

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	5
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010
				S.N. 050-0259
51204650	PILE SHOES	EACH	6	6
51500100	NAME PLATES	EACH	1	1
51602000	PERMANENT CASING	FOOT	40	40
51603000	DRILLED SHAFT IN SOIL	CUYD	25.8	25.8
51604000	DRILLED SHAFT IN ROCK	CUYD	24.8	24.8
52100520	ANCHOR BOLTS, 1"	EACH	48	48
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	70	70
54213447	END SECTIONS 12"	EACH	2	2
54213453	END SECTIONS 18"	EACH	2	2
59100100	GEOCOMPOSITE WALL DRAIN	SQYD	68	68
60100945	PIPE DRAINS 12"	FOOT	82	82
61000050	CONCRETE THRUST BLOCKS	EACH	2	2
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	2	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	262.5	262.5

\* SPECAILTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	6
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				BRIDGE	0010
				S.N. 050-0259	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	5	
63200310	GUARDRAIL REMOVAL	FOOT	785	785	
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
66201120	CONCRETE SHOULDER CURB	FOOT	16	16	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CUYD	8	8	
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CALMO	9	9	
67100100	MOBILIZATION	LSUM	1	1	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1500	1500	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	188	188	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	5	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3000	3000	

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	7
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BRIDGE 0010 S.N. 050-0259
				80% FED 20% STATE
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	376	376
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	7	7
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	6	6
X0900020	THERMAL INTEGRITY PROFILE TESTING	EACH	8	8
X0900044	THERMAL INTEGRITY PROFILE DATA COLLECTION	FOOT	234	234
X5015225	PIPE CULVERT REMOVAL (SPECIAL)	FOOT	48	48
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CUYD	109	109
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1
Z0004552	APPROACH SLAB REMOVAL	SQYD	191	191
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQYD	374	374
Z0030850	TEMPORARY INFORMATION SIGNING	SQFT	42	42
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	176	176
Z0065000	SETTING PILES IN ROCK	EACH	6	6

\*SPECIALTY ITEM

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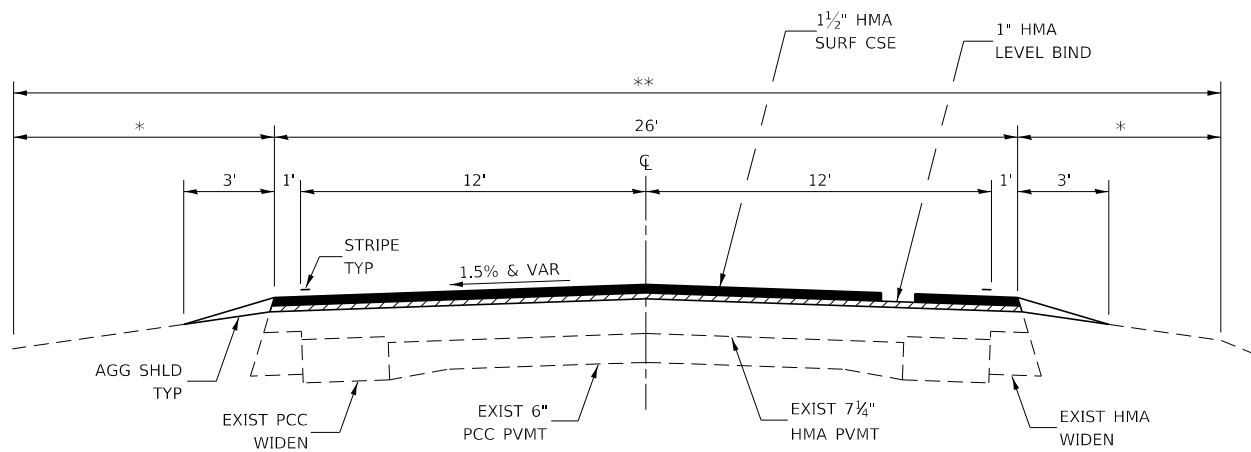
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

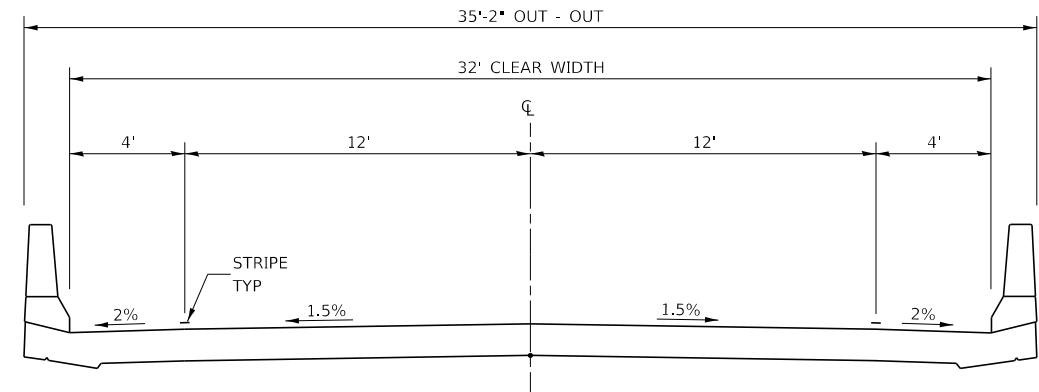
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	8
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



**TYPICAL SECTION**

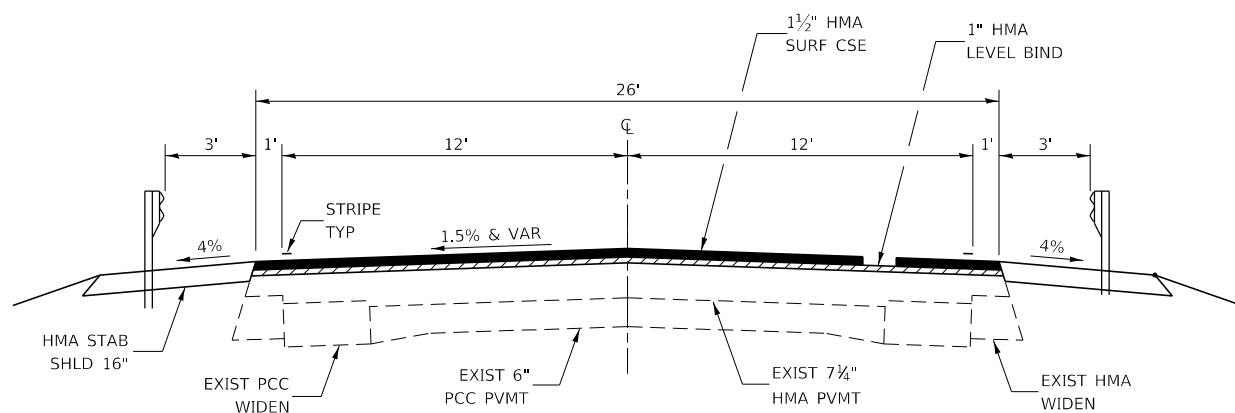
\* 7' WEST OF STRUCTURE & 9' EAST OF STRUCTURE  
 \*\* 42' WEST OF STRUCTURE & 44' EAST OF STRUCTURE  
 STA 169+50 TO STA 170+55  
 STA 175+67 TO STA 177+00

NOTE:  
 HMA STABILIZATION BEGINS STA 170+25 RT  
 AND END STA 175+75 RT



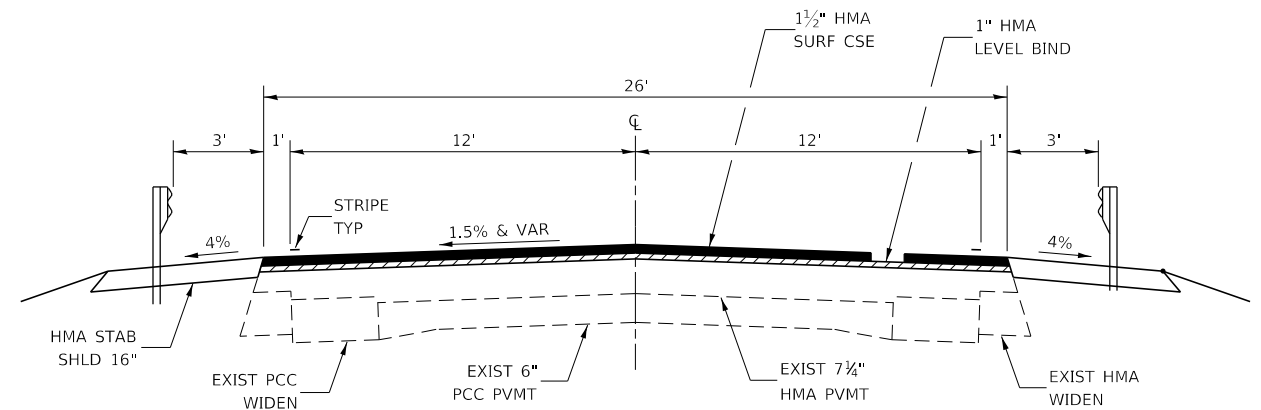
**TYPICAL SECTION**

STRUCTURE, APPROACH SLABS, AND CONNECTOR PVMT  
 STA 171+81.76 TO STA 174+22.24



**TYPICAL SECTION**

WEST OF STRUCTURE  
 STA 170+55 TO STA 171+81.76



**TYPICAL SECTION**

EAST OF STRUCTURE  
 STA 174+22.24 TO STA 175+67

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PLOT DATE = 9/12/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	9
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

MAINLINE SCHEDULE													
LOCATION	DESCRIPTION	LENGTH	AREA	PAVEMENT CONNECTOR (PCC)	REINFORCEMENT BARS EPOXY COATED	HMA SURF CSE	LEVEL BIND (MM)	BIT MAT (TACK COAT)	MIX FOR CRACKS, JTS & FLANGEWAYS	LEVEL BINDER (HM)	HMA SURF REM BUTT JT	HMA STAB 6" AT SPBGR	AGG SHLD
STA TO STA		FOOT	SQ YD	SQ YD	POUND	TON	TON	POUND	TON	TON	SQ YD	SQ YD	TON
<b>PAVEMENT:</b>													
169+50 TO 171+81.76		231.76	669.5										
171+81.76 TO 172+06	APPROACH PVMT CONNECTOR	24.24	86.2	86.5	1348	56.2	37.5	451.9	0.20	0.33	173.3	176.2	4.3
172+06 TO 172+36	APPROACH SLAB (SEE BRIDGE PLANS)	30											
172+36 TO 173+68	S.N. 050-0048 (SEE BRIDGE PLANS)												
173+68 TO 173+98	APPROACH SLAB (SEE BRIDGE PLANS)	30											
173+98 TO 174+22.24	APPROACH PVMT CONNECTOR	24.24	86.2	86.5	1348								
174+22.24 TO 177+00		277.76	802.4										
<b>TOTAL</b>				173	2696	123.6	82.4	993.5	0.44	0.73	346.6	373.8	10.4

GUARDRAIL SCHEDULE									
LOCATION	LENGTH OF NEED STATION	GUARD-RAIL REM	TBT TY 6	TBT TY 1 SPECIAL TANGENT	SPBGR TY A 6 FT POSTS	IMPACT ATTENUATORS FULLY REDIR, NARROW, TL3	GUARD RAIL REFL TY A	TERMINAL MARKER DIRECT APPLIED	LINEAR DELINEATOR PANELS 6 INCH
STA TO STA		FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	EACH
<b>PROPOSED GUARDRAIL STATIONS:</b>									
170+37.8 TO 172+12.2, RT	170+54.2	204	1	1	87.5		2	1	
170+68.9 TO 172+30.8, LT	170+89	203	1	1	75		2	1	
173+91.82 TO 175+53.72, LT	175+34.82	228	1	1	75		2	1	
174+36.87 TO 175+61.87 RT	174+86	150		2	25		1	2	
173+60.70, RT						1			
BARRIER WALL, RT									3
BARRIER WALL, LT									3
<b>TOTAL</b>		785	3	5	262.5	1	7	5	6

ROADWAY REMOVAL SCHEDULE				
LOCATION		APPROACH SLAB REMOVAL	CC&G REM	PAVEMENT REMOVAL
STA TO STA		SQ YD	FOOT	SQ YD
171+81.76 TO 172+00.01	18.25			52.7
172+00.01 TO 172+28.67	28.66	95.5		
173+75.34 TO 174+04		95.5		
174+04 TO 174+22.24	18.24			52.7
172+00.01 TO 172+37.33, LT			37.3	
172+00.01 TO 172+20.01, RT			20	
173+66.68 TO 174+04, RT			37.3	
173+84 TO 174+04, LT			20	
<b>TOTAL</b>		191	114.6	105.4

EARTHWORK SCHEDULE				
LOCATION	EARTH EXCAVATION (CUT)	EARTHWORK ADJUSTED FOR SHRINKAGE	FILL	FURNISHED EXCAVATION
	CU YD	CU YD	CU YD	CU YD
DITCH WORK	356	267	1704	1437
<b>TOTAL</b>	356			1437

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	10
CONTRACT NO. 66A57				
		ILLINOIS	FED. AID PROJECT	

TREE REMOVAL SCHEDULE			
STATION	OFFSET	TREE REM 6 TO 15 UNITS DIAMETER UNIT	TREE REM ACRE
172+83	54' LT	11	
173+55	50' LT	8	
173+55	50' LT	11	
173+56.7	49' LT	7	
173+59.8	56 LT	9	
173+78.6	31' LT	6	
173+81.8	35' LT	6	
173+84.2	55' LT	8	
174+03.2	61' LT	8	
NW QUAD			0.33
SW QUAD			0.07
SE QUAD			0.02
TOTAL		74	0.42

PAVEMENT MARKING SCHEDULE							
LOCATION	LENGTH	PAINT PVMT MARK 4"	PAINT PVMT MARK 6"	RAISED REFLECT PVMT MARK REM	RAISED REFLECT PVMT MARK MARK	TEMP PVMT MARK 4"	TEMP PVMT MARK 6"
		WHITE FOOT	YELLOW FOOT	EACH	EACH	WHITE FOOT	YELLOW FOOT
169+50 TO 177+00	750	3000	376	6	6	1500	188
TOTAL		3000	376	6	6	1500	188

NOTE: ADDITIONAL QUANTITY HAS BEEN INCLUDED TO ALLOW FOR TWO SEPARATE APPLICATIONS OF PAINT PAVEMENT MARKING LINE

SEEDING SCHEDULE						
LOCATION	AREA SQ YD	SEEDING CLASS 2A ACRE	EROSION CONTROL BLANKET SQ YD	NIT FERT NUT LB	PHOS FERT NUT LB	POT FERT NUT LB
NORTHWEST QUADRANT	2318.2	0.5	2318.2	45	45	45
SOUTHWEST QUADRANT	1195.3	0.2	1195.3	18	18	18
NORTHEAST QUADRANT	1650	0.3	1650	27	27	27
SOUTHEAST QUADRANT	1220.4	0.3	1220.4	27	27	27
TOTAL	6383.9	1.3	6383.9	117	117	117

INLET SCHEDULE				
LOCATION	TYPE F INLET BOX STD 610001	PIPE DRAIN 12"	THRUST BLOCK	END SECTIONS 12"
STATION	EACH	FOOT	EACH	EACH
171+91, 16' RT	1	25		
171+91, 41' RT (END SECTION)			1	1
172+08, 16' LT (INLET)	1	57		
172+36, 66' LT (END SECTION)			1	1
TOTALS	2	82	2	2

TEMPORARY EROSION CONTROL SCHEDULE				
LOCATION	TEMP EROSION SEEDING LB	EROSION CONTROL BLANKET SQ YD	TEMP DITCH CHECKS FOOT	INLET & PIPE PROT EACH
NW QUADRANT	48	2318.2	20	
SW QUADRANT	25	1195.3	20	
NE QUADRANT	34	1650	20	
SE QUADRANT	25	1220.4	20	1
TOTAL	132	6383.9	80	1

PIPE CULVERT SCHEDULE				
LOCATION	PIPE CULV REM (SPL)	PIPE CULV CL D, TY 1-18"	END SECTION 18"	
STATION	OFFSET	FOOT	FOOT	EACH
173+55	51.1' RT		70	1
174+25	47.4' RT			1
174+00	RT	48		
TOTALS		48	70	2

SIDEROAD SCHEDULE			
LOCATION	DESCRIPTION	AREA SQ FT	AGG SURF CSE TY B TON
174+19 RT	AGG PE	693	13
TOTALS			13

RIP RAP SCHEDULE				
LOCATION	PAVED DITCH REM FOOT	STONE RIPRAP CL A3 SQ YD	STONE RIPRAP CL A4 SQ YD	FILTER FABRIC SQ YD
169+48 TO 172+84, LT	336			
173+07 TO 173+75, RT	68			
173+68 TO 174+47, LT	79		70.2	70.2
174+24 TO 177+00, RT	276			
171+88, 19' RT		5.6		
172+02, 19' RT		5.6		
TOTAL	759	11.2	70.2	70.2

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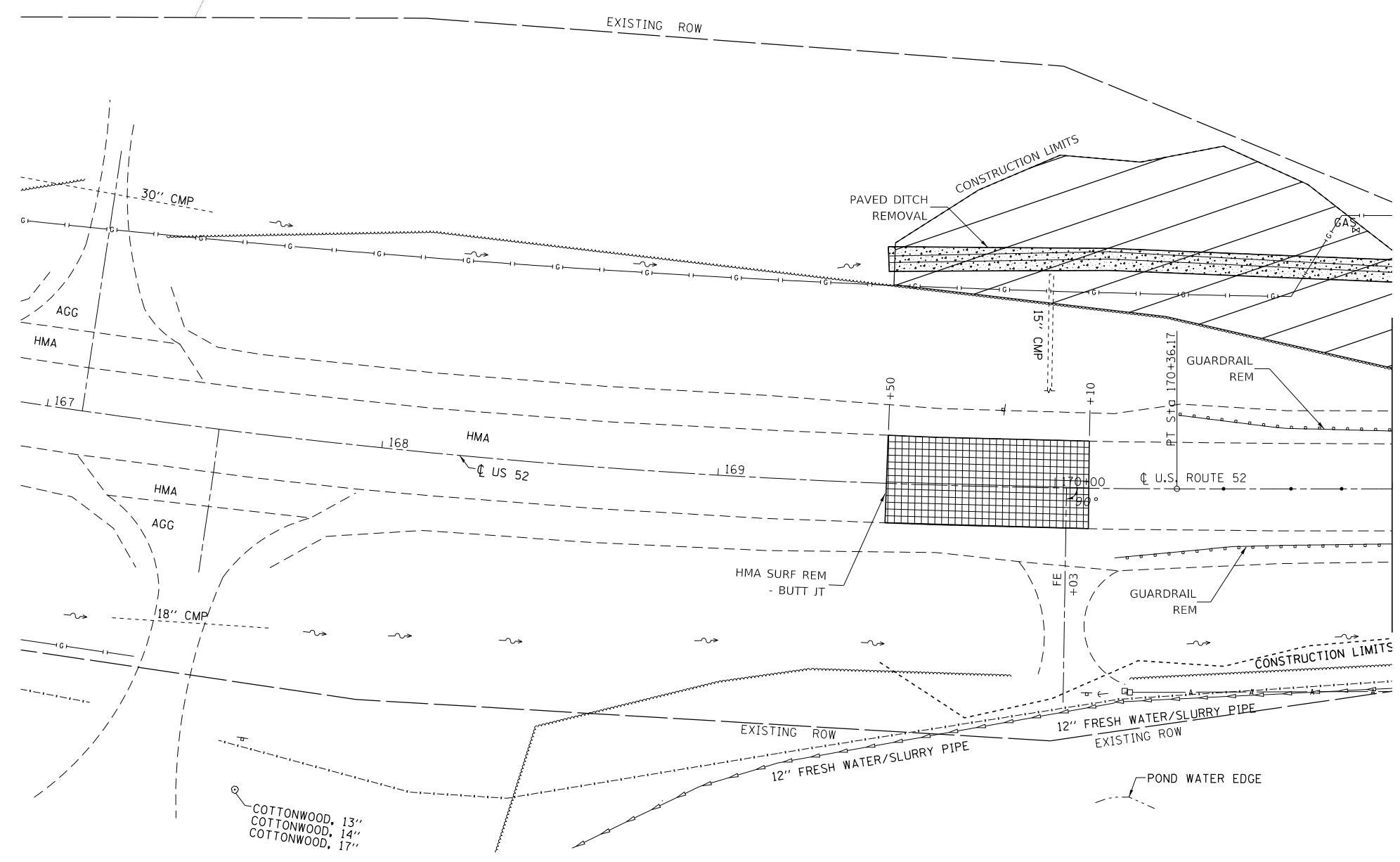
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**


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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	11
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	



MATCH LINE STA 171+00

VE STONE QUARRY INC.  
5-35-228-001

-  PAVED DITCH REMOVAL
-  TREE REMOVAL, ACRE
-  TREE REMOVAL
-  PAVEMENT REMOVAL
-  CC&G REMOVAL
-  APPROACH SLAB REMOVAL
-  BUTT JOINT REMOVAL



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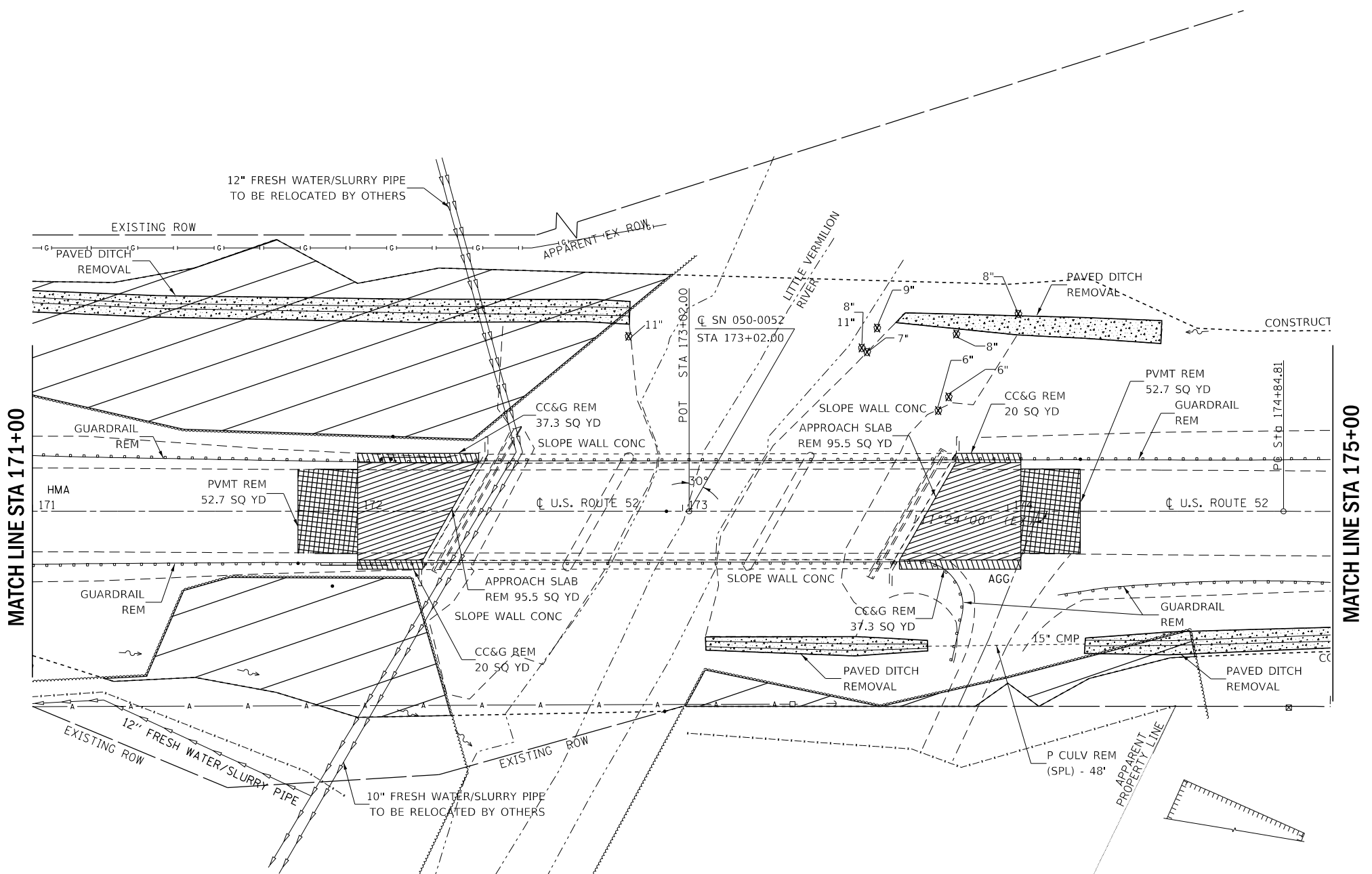
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	12
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				





PAVED DITCH REMOVAL  
 TREE REMOVAL, ACRE  
 TREE REMOVAL  
 PAVEMENT REMOVAL  
 CC&G REMOVAL  
 APPROACH SLAB REMOVAL  
 BUTT JOINT REMOVAL

0    20    40    60  
 SCALE IN FEET

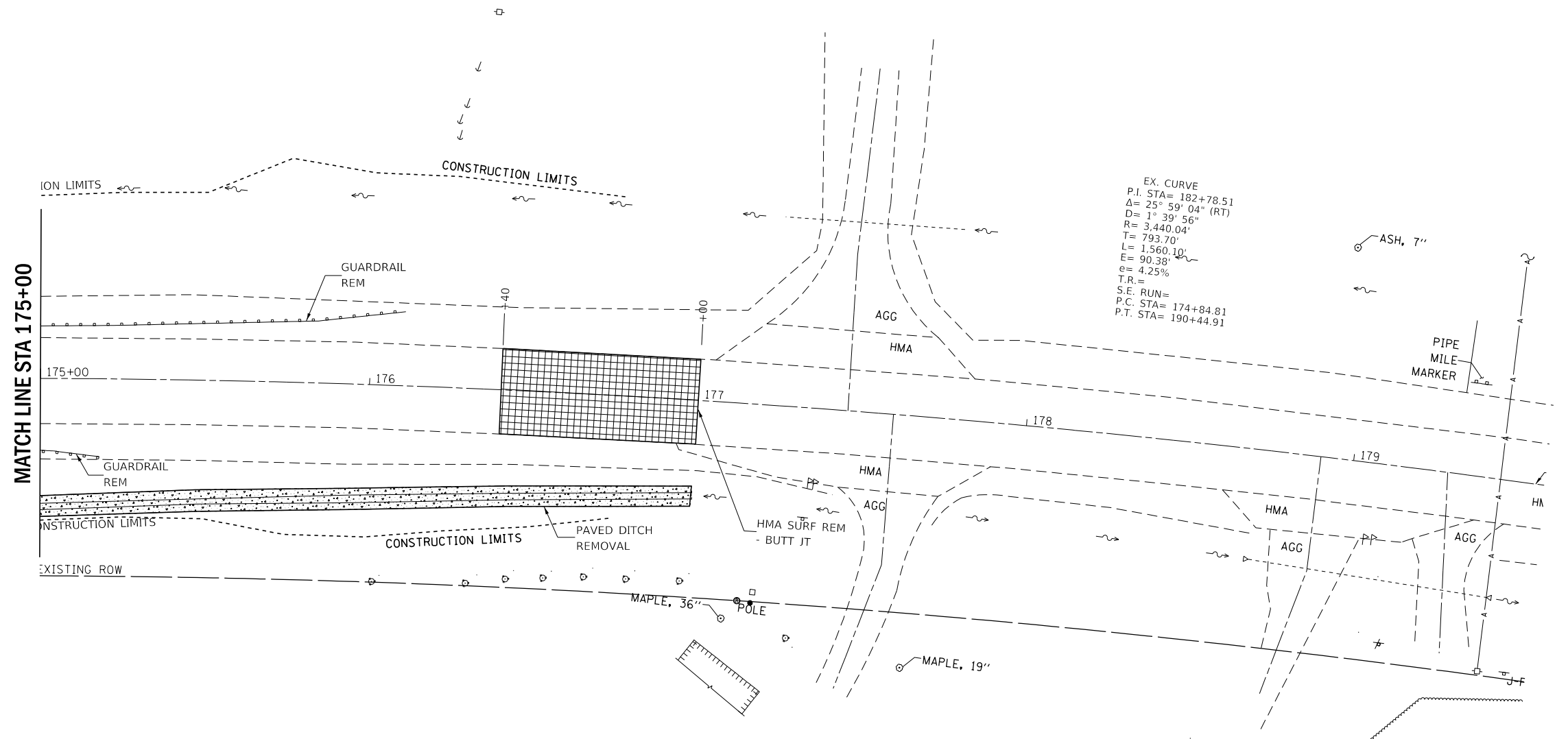
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PLOT DATE = 8/17/2018	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>REMOVAL PLANS</b>			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	13
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



EX. CURVE  
 P.I. STA= 182+78.51  
 $\Delta$ = 25° 59' 04" (RT)  
 D= 1° 39' 56"  
 R= 3,440.04'  
 T= 793.70'  
 L= 1,560.10'  
 E= 90.38'  
 e= 4.25%  
 T.R.=  
 S.E. RUN=  
 P.C. STA= 174+84.81  
 P.T. STA= 190+44.91

	PAVED DITCH REMOVAL
	TREE REMOVAL, ACRE
	TREE REMOVAL
	PAVEMENT REMOVAL
	CC&G REMOVAL
	APPROACH SLAB REMOVAL
	BUTT JOINT REMOVAL

0 20 40 60  
 SCALE IN FEET

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

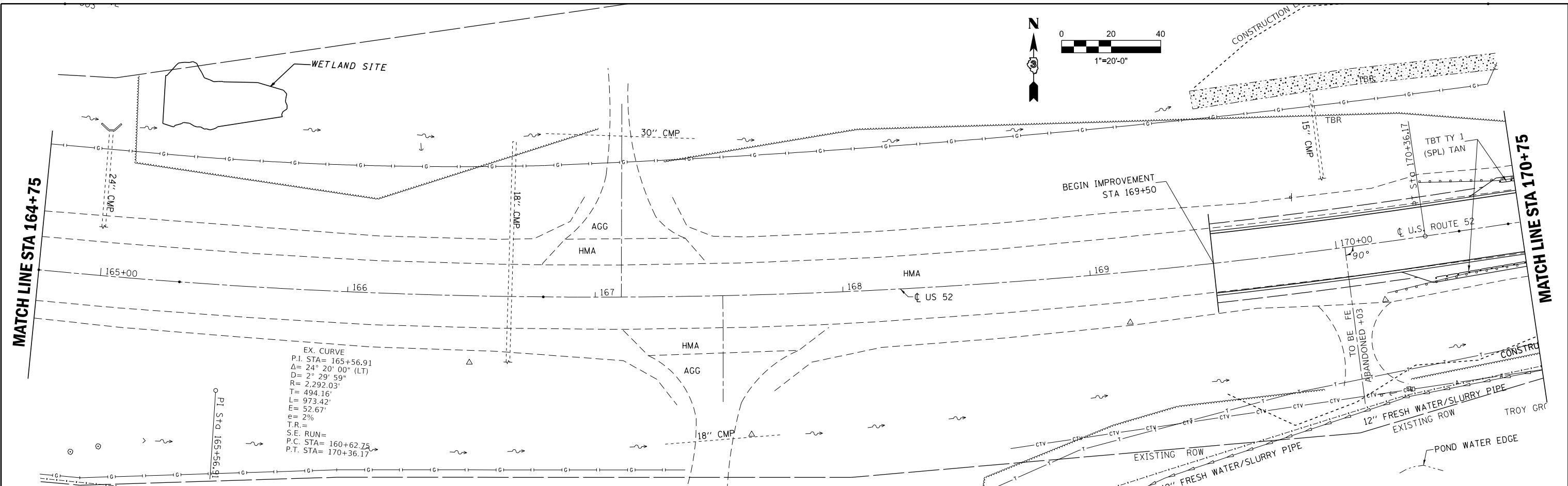
REMOVAL PLANS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	14
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

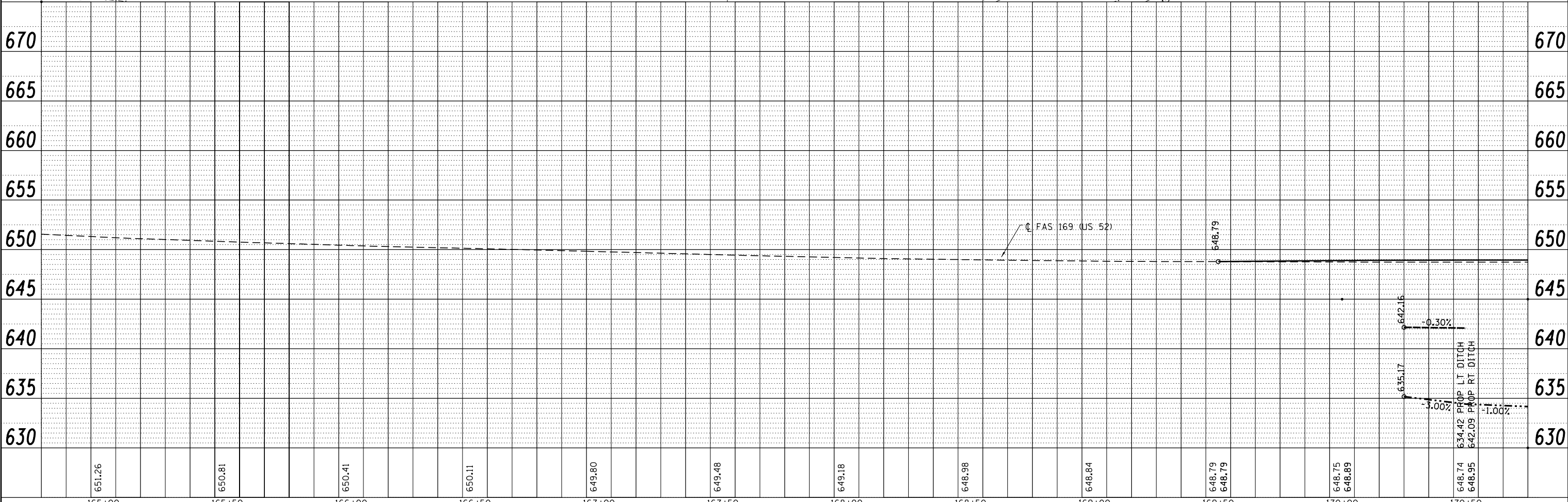
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EX. CURVE  
P.I. STA= 165+56.91  
Δ= 24° 20' 00" (LT)  
D= 2° 29' 59"  
R= 2,292.03'  
T= 494.16'  
L= 973.42'  
E= 52.67'  
e= 2%  
T.R.=  
S.E. RUN=  
P.C. STA= 160+62.75  
P.T. STA= 170+36.17



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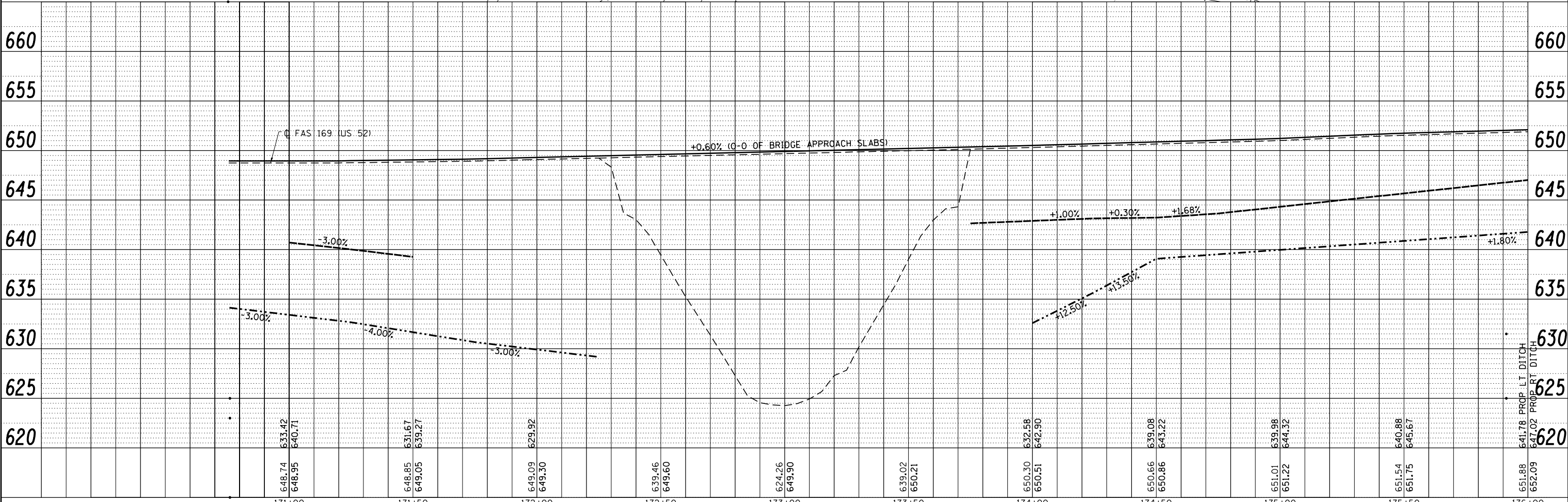
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE			
SCALE:	SHEET	OF SHEETS	STA. 164+75 TO STA. 170+75

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	15
				CONTRACT NO. 66A57
		ILLINOIS	FED. AID PROJECT	

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	ALIGNED	CHECKED
	NOTE BOOK	NO.
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	PLOTTED	BY
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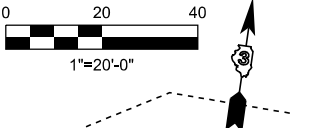
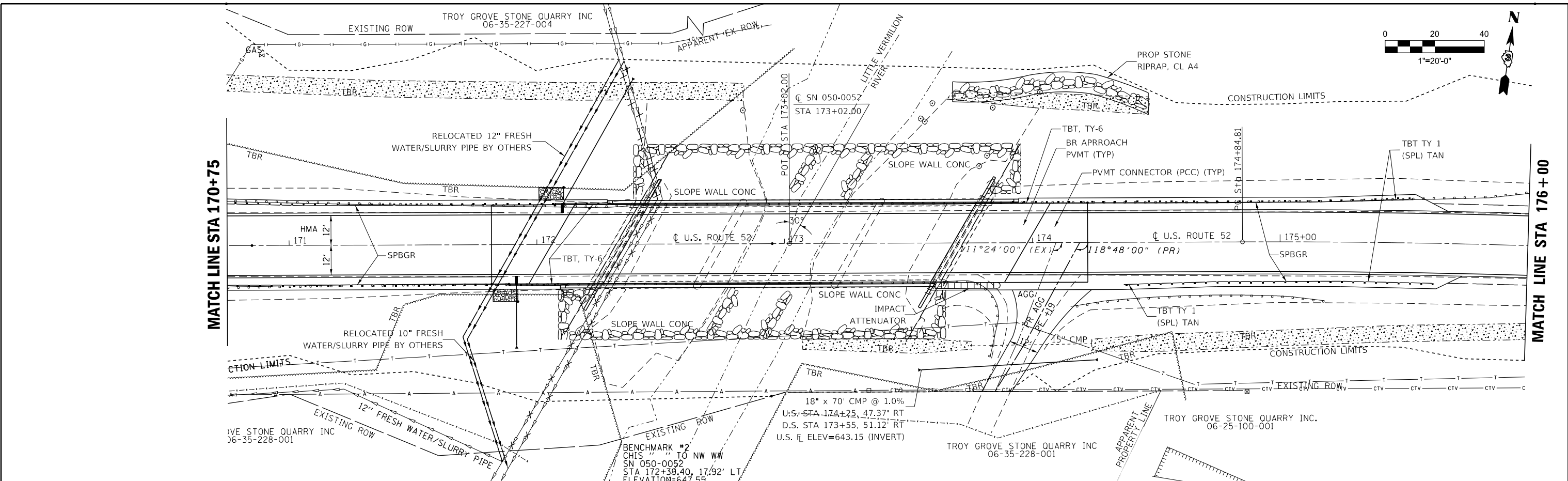


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DATE -	REVISD -					

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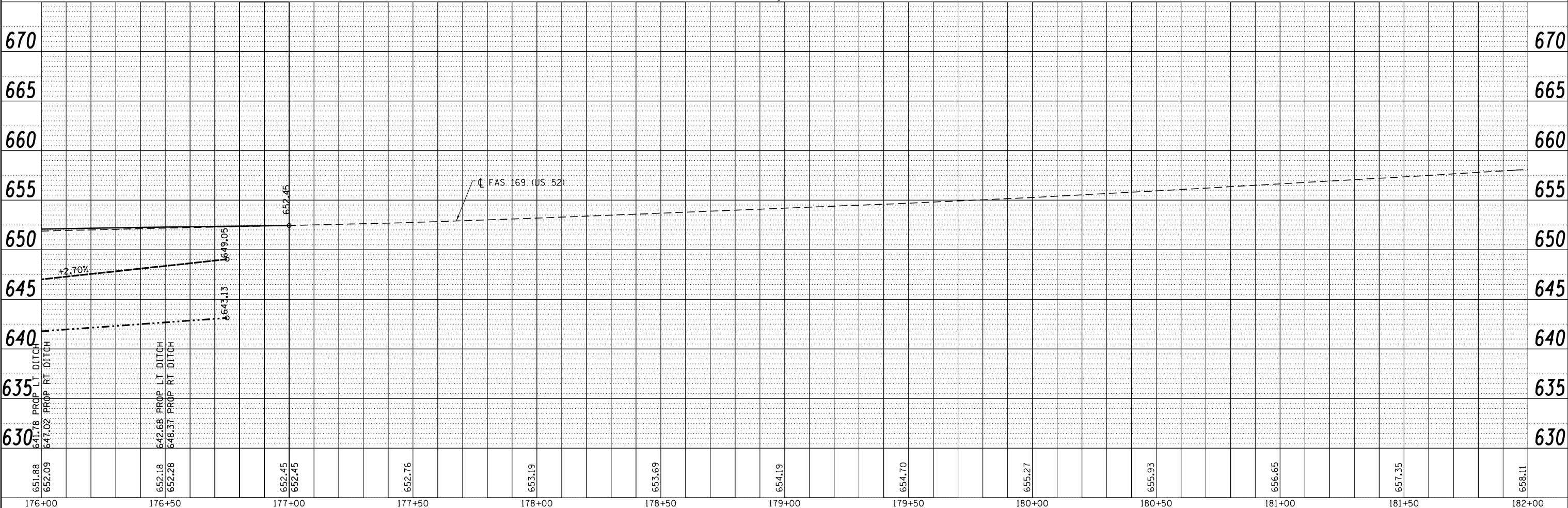
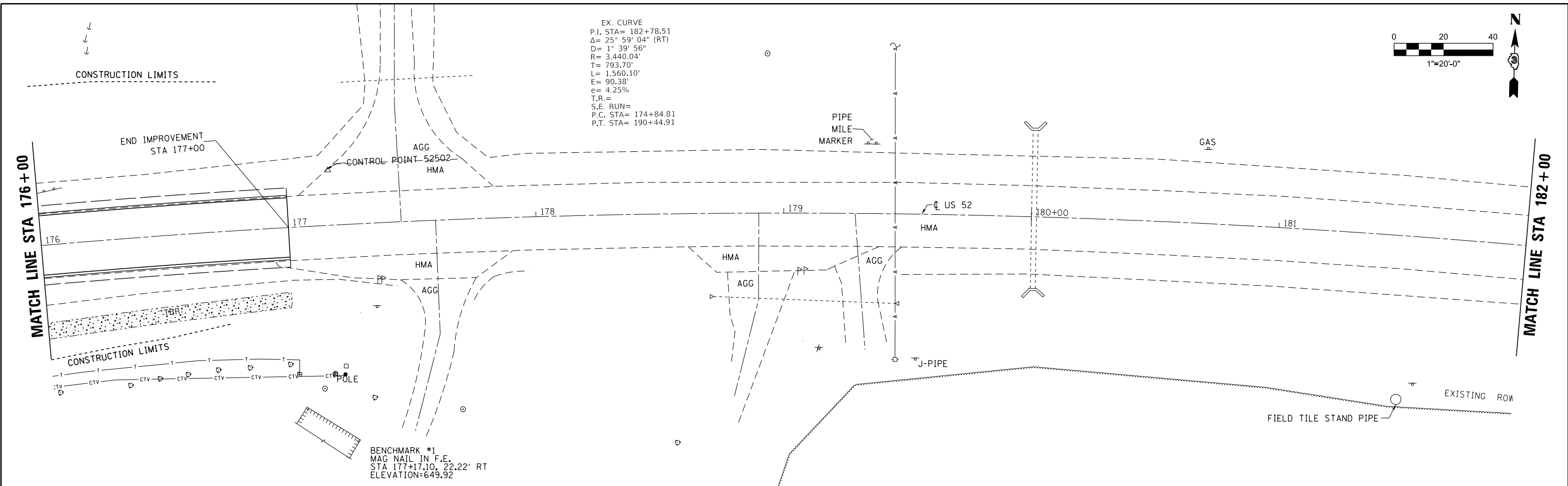
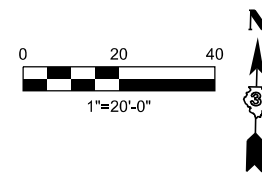
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648.95		
648.85	631.67	
649.05	639.27	
649.09	629.92	
649.30		
639.46	649.60	
624.26	649.90	
639.02	650.21	
650.30	632.58	
650.51	642.90	
650.66	639.08	
650.86	643.22	
651.01	639.98	
651.22	644.32	
651.54	640.88	
651.75	645.67	
651.88	641.78	PROP LT DITCH
652.09	647.02	PROP RT DITCH



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	ALIGNED	
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	NOTATION	
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EX. CURVE  
P.I. STA= 182+78.51  
Δ= 25° 59' 04" (RT)  
D= 1° 39' 56"  
R= 3 440.04'  
T= 793.70'  
L= 1,560.10'  
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e= 4.25%  
T.R.=  
S.E. RUN=  
P.C. STA= 174+84.81  
P.T. STA= 190+44.91



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


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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN &amp; PROFILE</b>			
SCALE:	SHEET	OF	SHEETS
			STA. 176+00 TO STA. 182+00





















F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	17
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

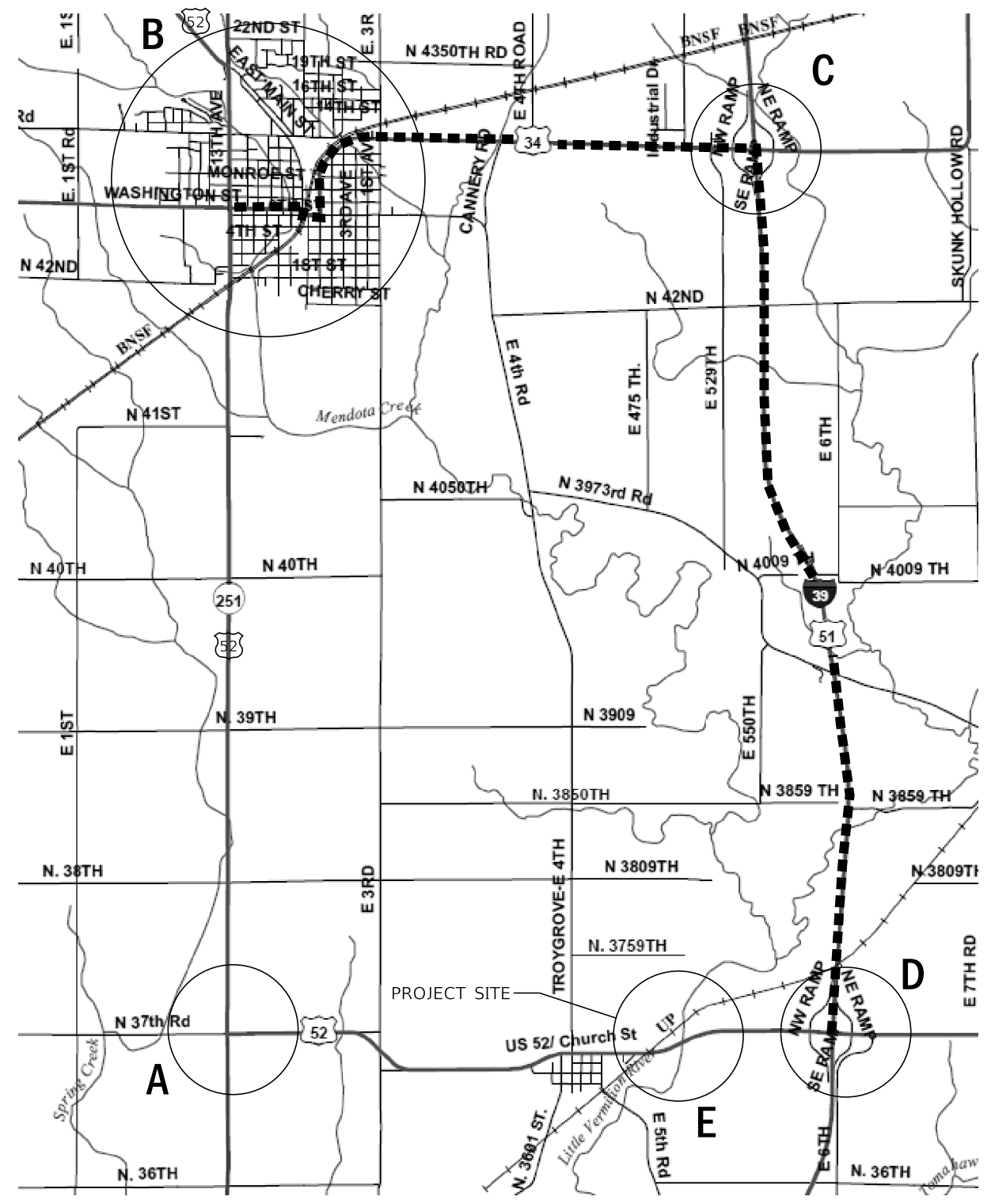
**LEGEND**

-  TYPE III BARRICADES CONFORMING TO STD 701901
-  SIGNS ON PERMANENT SUPPORTS
-  DETOUR ROUTE

**NOTES**

- 1 ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
- 2 ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED.
- 3 TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, IN ACCORDANCE WITH HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER. REFER TO TRAFFIC CONTROL STANDARD BLR21-9.
- 4 TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
- 5 ALL WARNING SIGNS SHALL BE A MINIMUM OF 48" x 48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
- 6 THE CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCES AT ALL TIMES.
- 7 ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE A LOW INTENSITY FLASHING LIGHT MOUNTED ON TOP OF EACH BARRICADE.
- 8 EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
- 9 COVER CONFLICTING SIGNS. EXISTING DIRECTIONAL ARROWS MUST BE COVERED. DO NOT DRILL HOLES OR PLACE TAPE ON EXISTING SIGN FACE.
- 10 DETOUR DIRECTIONAL ARROW SIGNS AND END DETOUR SIGNS SHALL BE BLACK ON FLUORESCENT ORANGE SHEETING.
- 11 CONFIRMATION ROUTE DETOUR SIGNS SHALL BE ERECTED ADJACENT TO EXISTING MILE ROUTE MARKERS.

 R11-2-4830 A	 W20-3-4848 B FO	 W20-3-4848 C FO	 R11-3b-6030 D	 R11-3b-6030 E	 M1-4-2-2424 F	
 M3-4-2412 G	 M3-2-2412 H	 M4-8-2412 I FO	 M6-1-2115 J FO	 M6-1-2115 K FO	 M5-1-2115 L FO	 M5-1-2115 M FO
 R11-4-4830 N	 M4-8A-2418 P	 W20-2a-4848 Q FO	 M6-3-2115 R FO	 M6-2-2115 S FO	 M6-2-2115 T FO	 M5-2-2115 W FO



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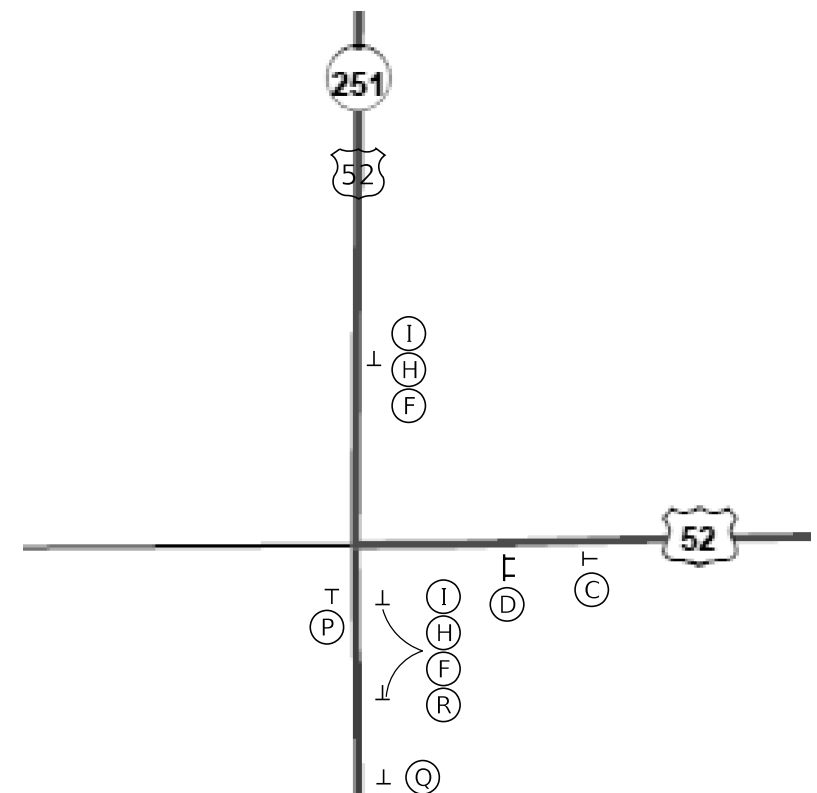
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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLANS**

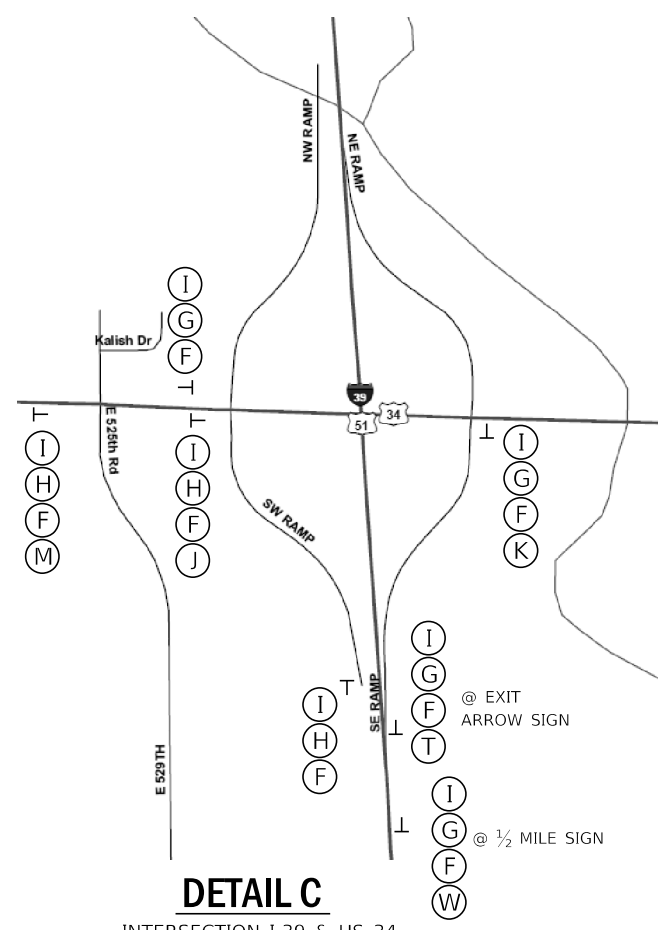
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	18
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



**DETAIL A**

INTERSECTION IL 251 & US 52

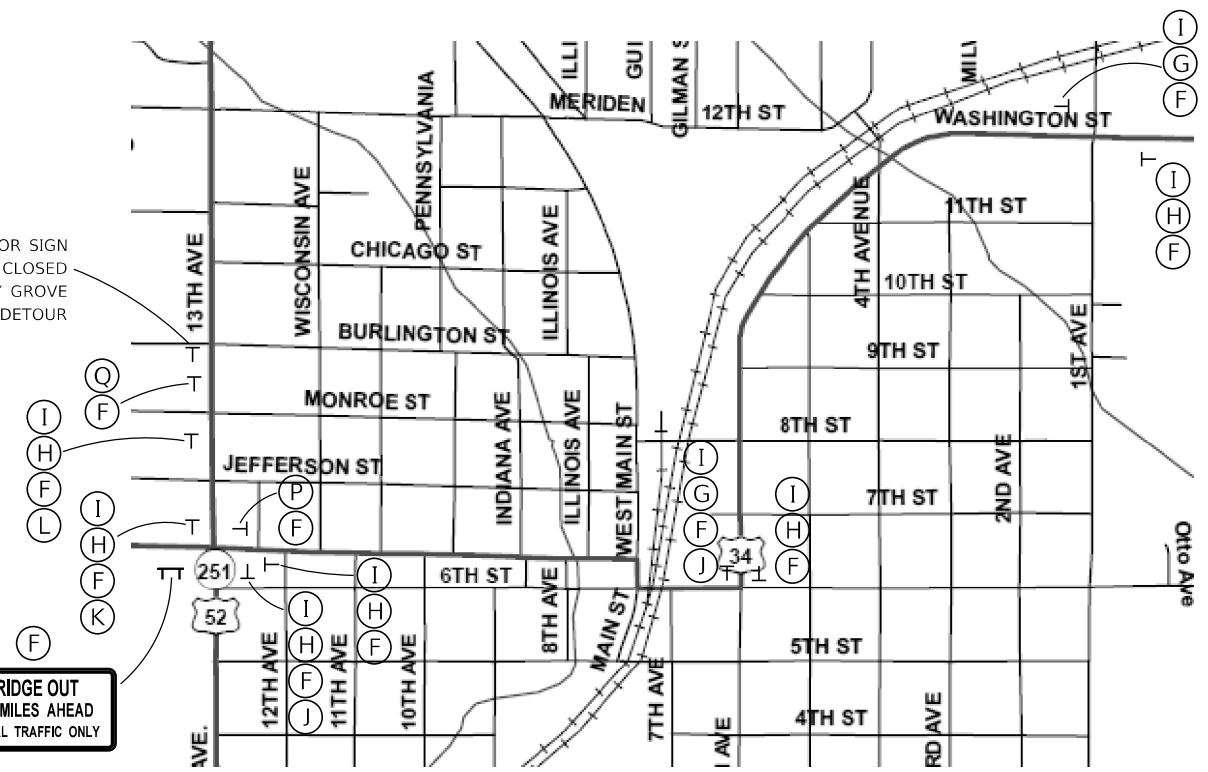


**DETAIL C**

INTERSECTION I-39 & US 34

MESSAGE BOARD OR SIGN  
STATING US 52 CLOSED  
EAST OF TROY GROVE  
FOLLOW DETOUR

**BRIDGE OUT**  
8.6 MILES AHEAD  
LOCAL TRAFFIC ONLY



**DETAIL B**

INTERSECTION IL 251 & US 34

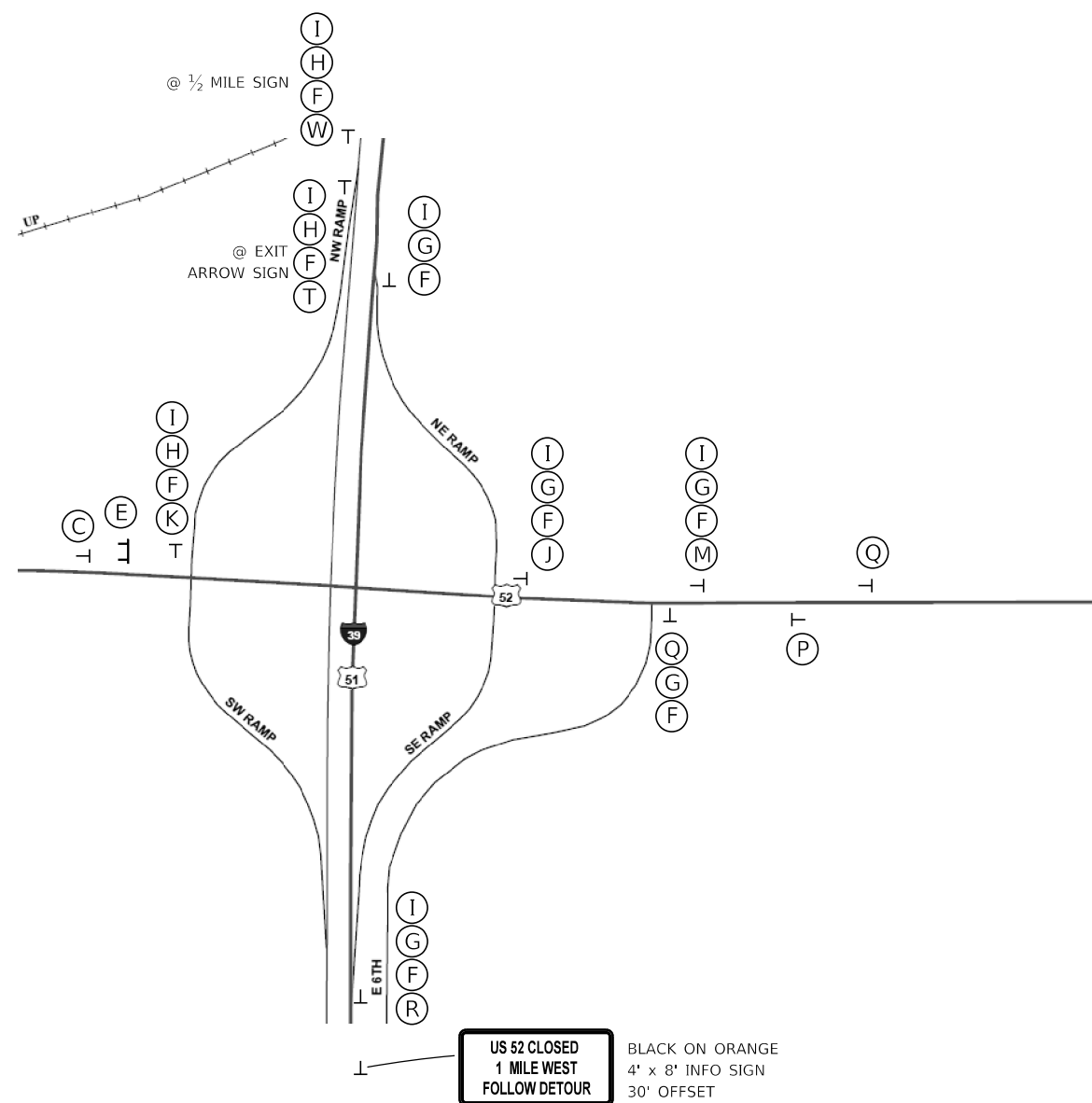
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	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/17/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

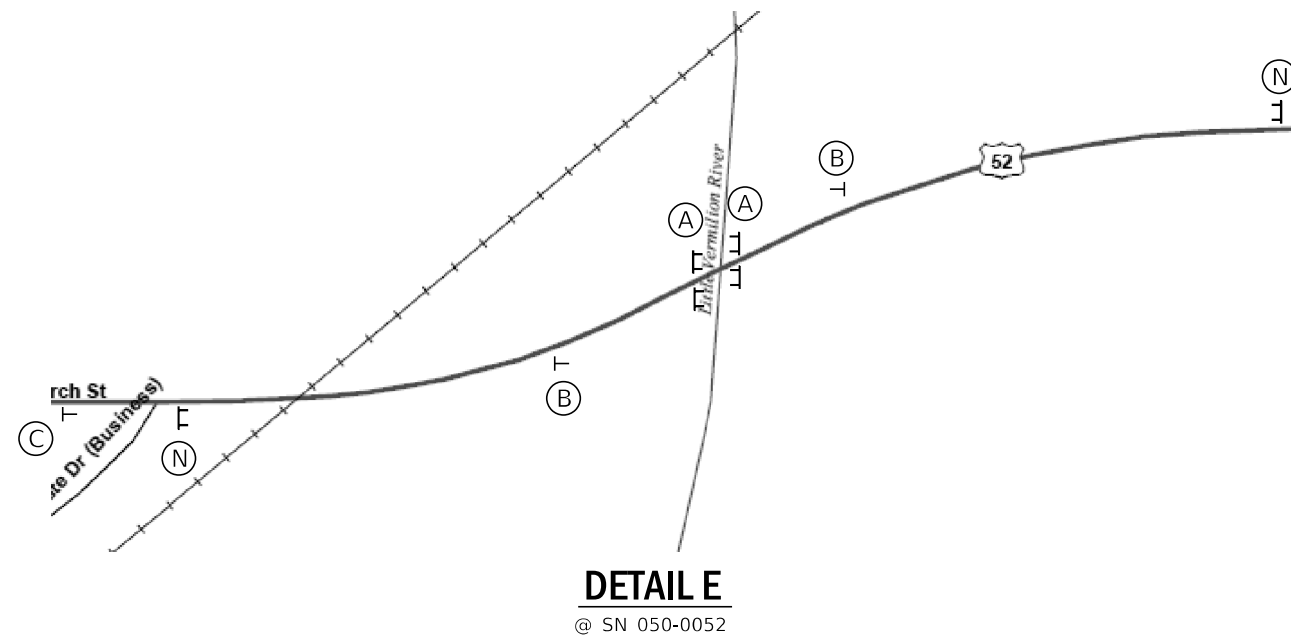
DETOUR PLANS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	19
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



**DETAIL D**

INTERSECTION I-39 & US 52



**DETAIL E**

@ SN 050-0052

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USER NAME = corcoranlm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/17/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLANS**

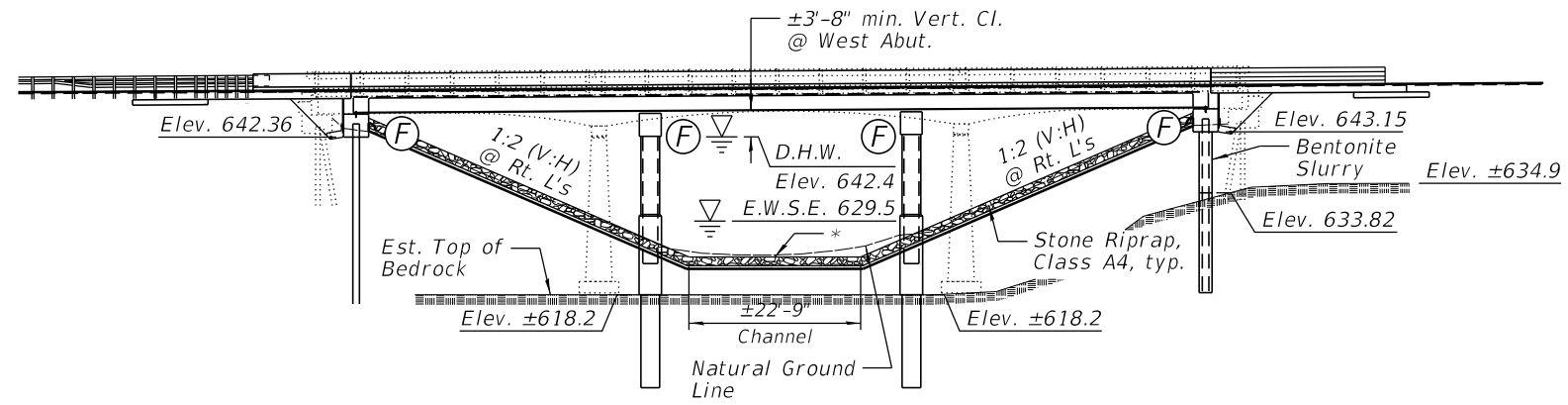
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	20
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



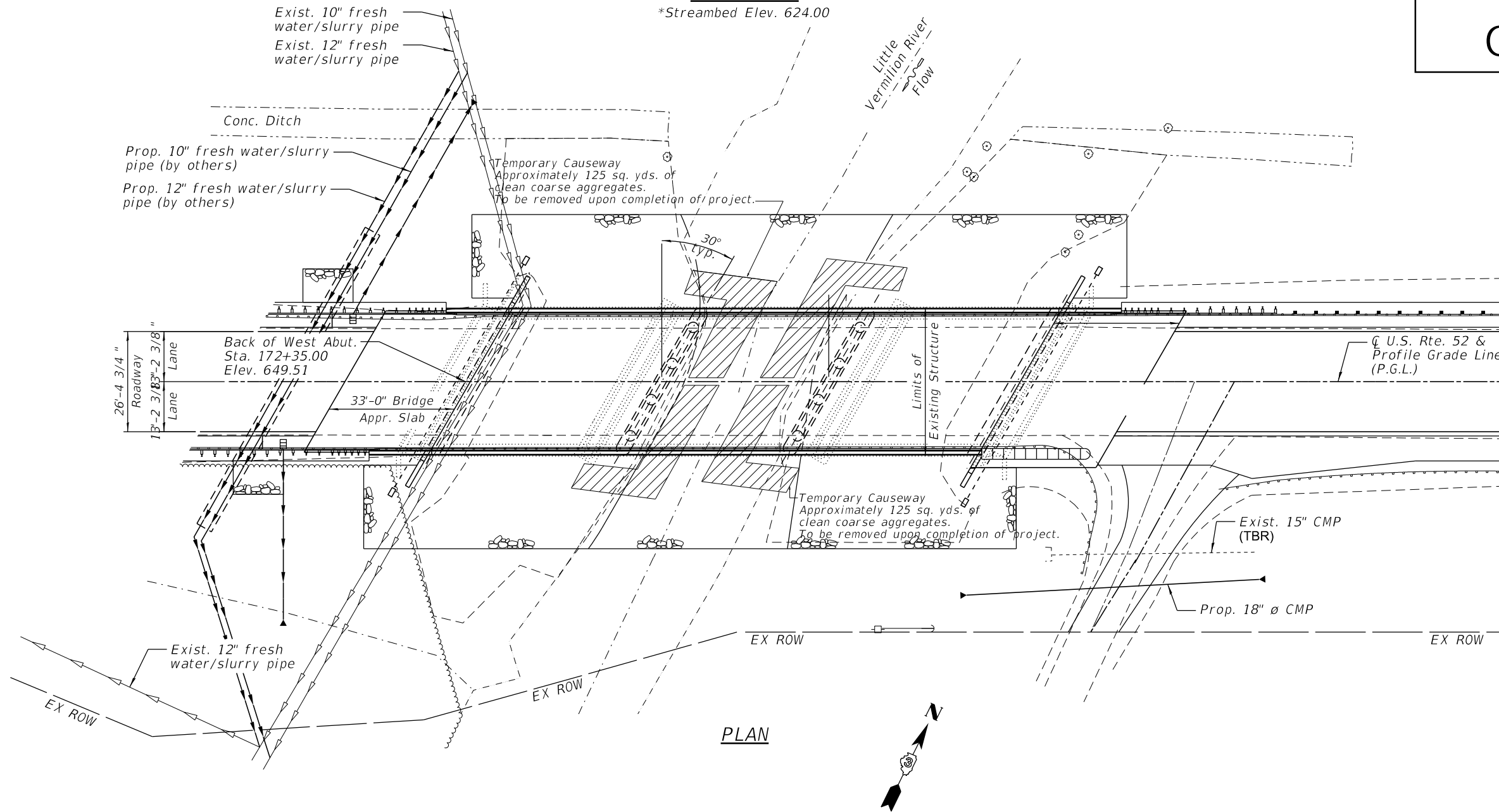
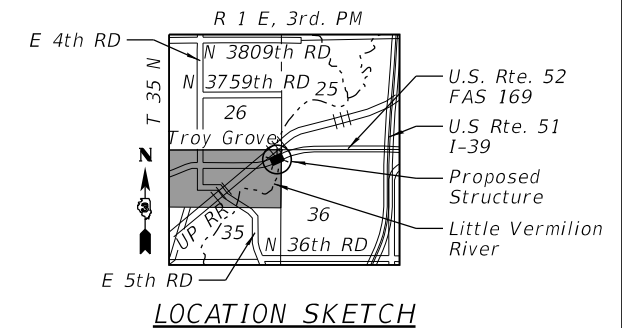


EXHIBIT



**ELEVATION**  
\*Streambed Elev. 624.00

FOR INFO ONLY



**PLAN**

Not to Scale

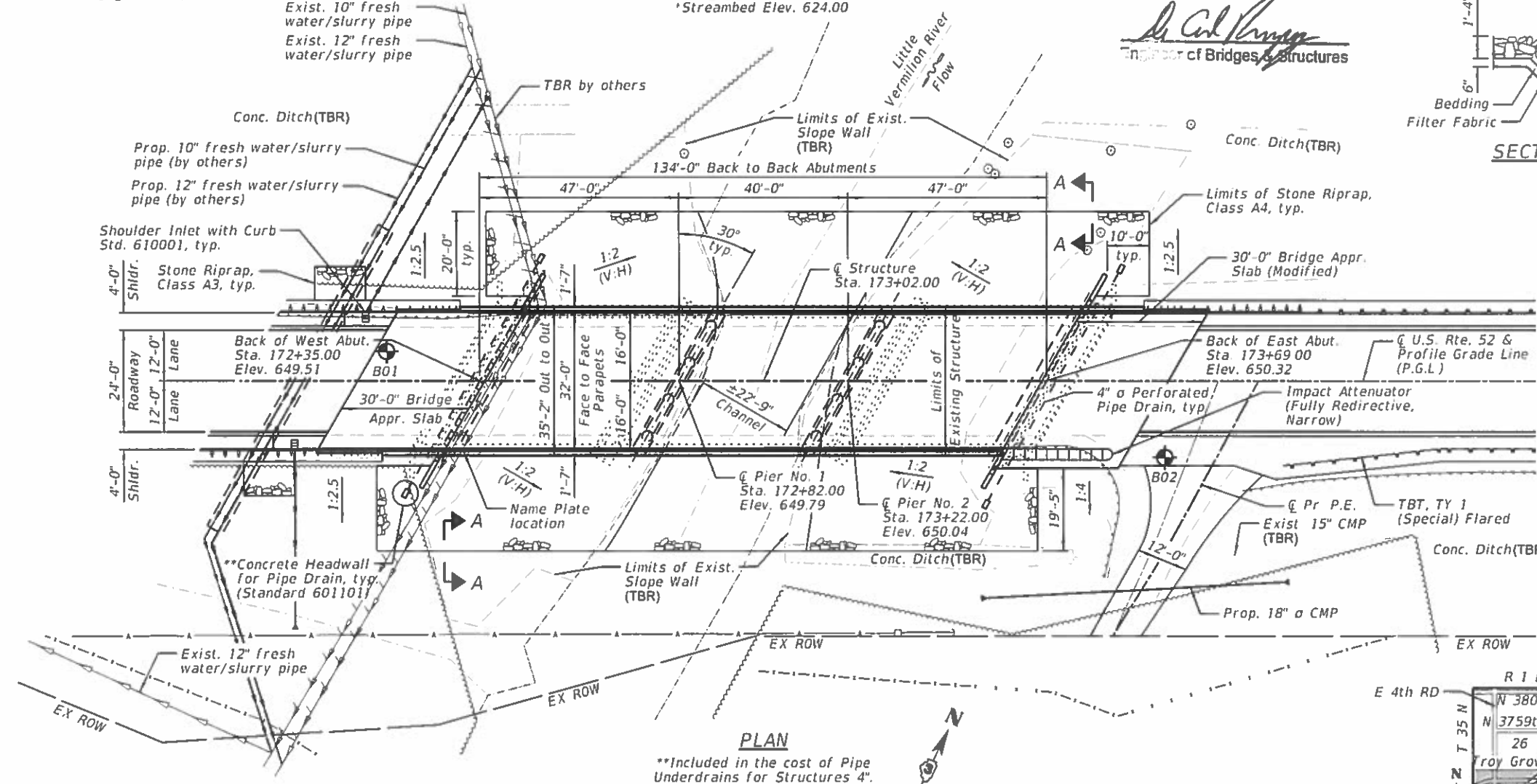
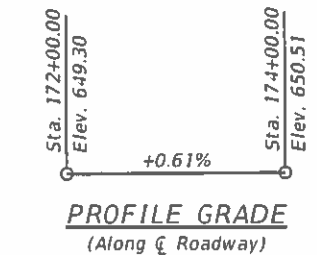
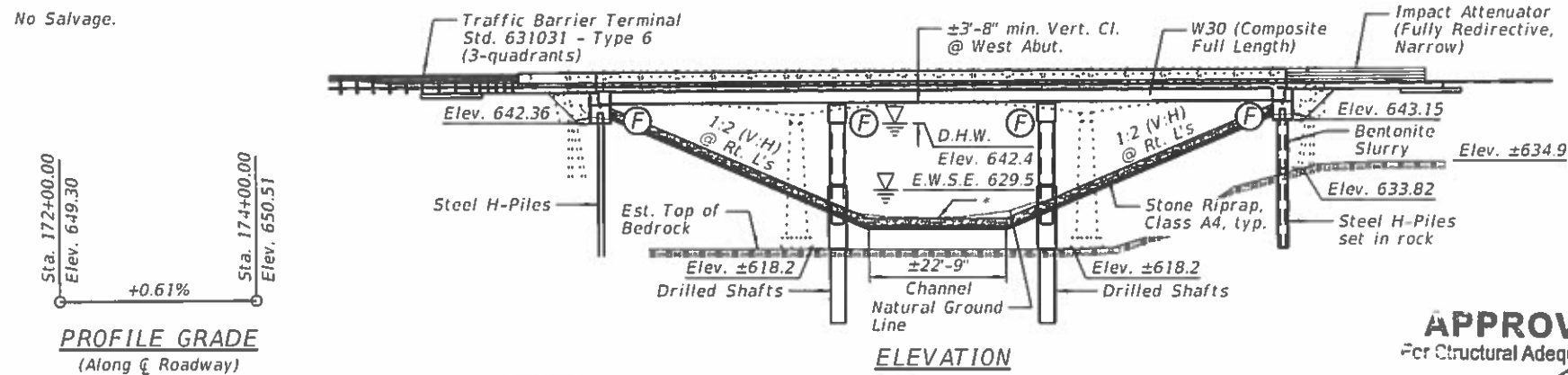
**GENERAL PLAN AND ELEVATION**  
**U.S. ROUTE 52 OVER**  
**LITTLE VERMILION RIVER**  
**F.A.S. 169 - SECTION 121BR**  
**LASALLE COUNTY**  
**STATION 173+02.00**  
**STRUCTURE NO. 050-0052 (EXIST)**  
**STRUCTURE NO. 050-0259 (PROP)**

			REVISED	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CAUSEWAY PLANS FOR INFORMATION ONLY</b>	F.A.S. RTE. 169	SECTION 121-BR	COUNTY LASALLE	TOTAL SHEETS 75	SHEET NO. 22	
			REVISED			CONTRACT NO. 66A57					
			REVISED			ILLINOIS FED. AID PROJECT					
			REVISED								

Benchmarks: #1: Chiseled "C" on northwest wing wall of SN 050-0052. Elev. = 649.92, Sta. 172+39.40, 17.92' LT.  
 #2: Railroad spike in power pole. Elev. = 647.55, Sta. 170+22.71, 60.04' RT.

Existing Structure: Structure No 050-0052 was originally constructed in 1956 as S.B.I. Route 69, Section 121-B-1. In 1984, the bridge was retrofitted with a three-beam type railing. The superstructure consists of three-span continuous, reinforced concrete T-Beams supporting a 6 1/2" reinforced concrete deck. The substructure consists of stub abutments supported by driven steel H-piles and solid wall piers supported by spread footings on bedrock. The back-to-back of abutments length measures 146'-8" and the out-to-out width measures 35'-8". The span lengths are 42'-10 1/2", 55'-9", and 42'-10 1/2". The bridge is skewed 30° left forward. The bridge will be closed and traffic detoured during construction.

No Salvage.



**DESIGN SPECIFICATIONS**  
 2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 and 2016 Interims

**DESIGN STRESSES**  
 FIELD UNITS:  
 f'c = 3,500 psi (Superstructure Concrete)  
 f'c = 4,000 psi (Reinforcement)  
 fy = 60,000 psi (Reinforcement)  
 fy = 50,000 psi (AASHTO M270 Grade 50W)

**LOADING HL-93**  
 Allow 50#/sq. ft. for future wearing surface.

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g  
 Design Spectral Acceleration at 0.2 sec. (SD2) = 0.121g  
 Soil Site Class = C

**WATERWAY INFORMATION**

Drainage Area = 551 Sq. Mi. Existing Low Grade Elev. 648.39 @ Sta 170+66  
 Proposed Low Grade Elev. 648.39 @ Sta 170+66

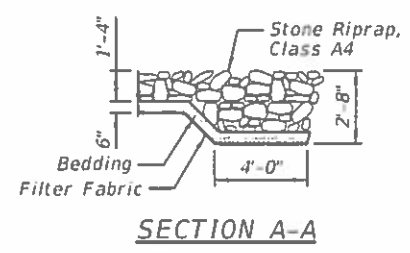
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Hydraulic Design	10	4,160	746	755	638.7	0.2	0.2	638.9	638.9
Base/Scour Design	50	6,600	1,063	1,069	642.4	0.3	0.3	642.7	642.7
Scour Check	100	7,680	1,204	1,206	643.8	0.4	0.3	644.2	644.1
Max. Calc.	200	8,820	1,360	1,353	645.3	0.4	0.3	645.6	645.5
	500	10,300	1,468	1,434	646.7	0.4	0.4	647.1	647.1

10-Yr. Velocity = 4.6 ft./sec. (Exist.)  
 10-Yr. Velocity = 4.6 ft./sec. (Prop.)

**DESIGN SCOUR ELEVATION TABLE**

Event/Limit State	Design Scour Elevations (ft.)				Item
	W. Abut.	Pier 1	Pier 2	E. Abut.	
Q100	642.4	±619.0	±619.0	643.2	8
Q200	642.4	±619.0	±619.0	643.2	
Design	642.4	±619.0	±619.0	643.2	
Check	642.4	±619.0	±619.0	643.2	

**APPROVED**  
 For Structural Adequacy Only  
 [Signature]  
 Inspector of Bridges & Structures

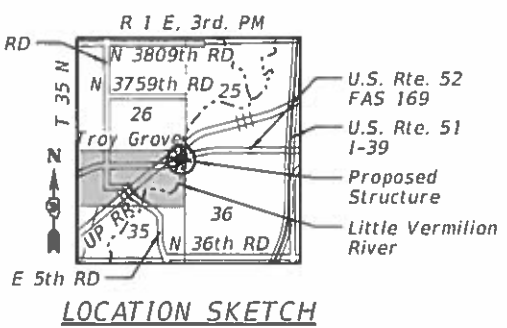


**INDEX OF SHEETS**

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2	GENERAL DATA
3	TOP OF SLAB ELEVATION LOCATIONS
4 5	TOP OF SLAB ELEVATIONS
6	TOP OF APPROACH SLAB ELEVATIONS
7	SUPERSTRUCTURE
8	SUPERSTRUCTURE DETAILS
9	WEST DIAPHRAGM DETAILS
10	EAST DIAPHRAGM DETAILS
11 12	WEST BRIDGE APPROACH SLAB DETAILS
13 14	EAST BRIDGE APPROACH SLAB DETAILS
15-16	STRUCTURAL STEEL
17	FIXED BEARING DETAILS
18	WEST ABUTMENT
19	EAST ABUTMENT
20	PIER NO. 1
21	PIER NO. 2
22	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
23	HP PILE DETAILS
24	CONCRETE PARAPET SLIPFORMING OPTION
25 26	SOIL BORING LOGS

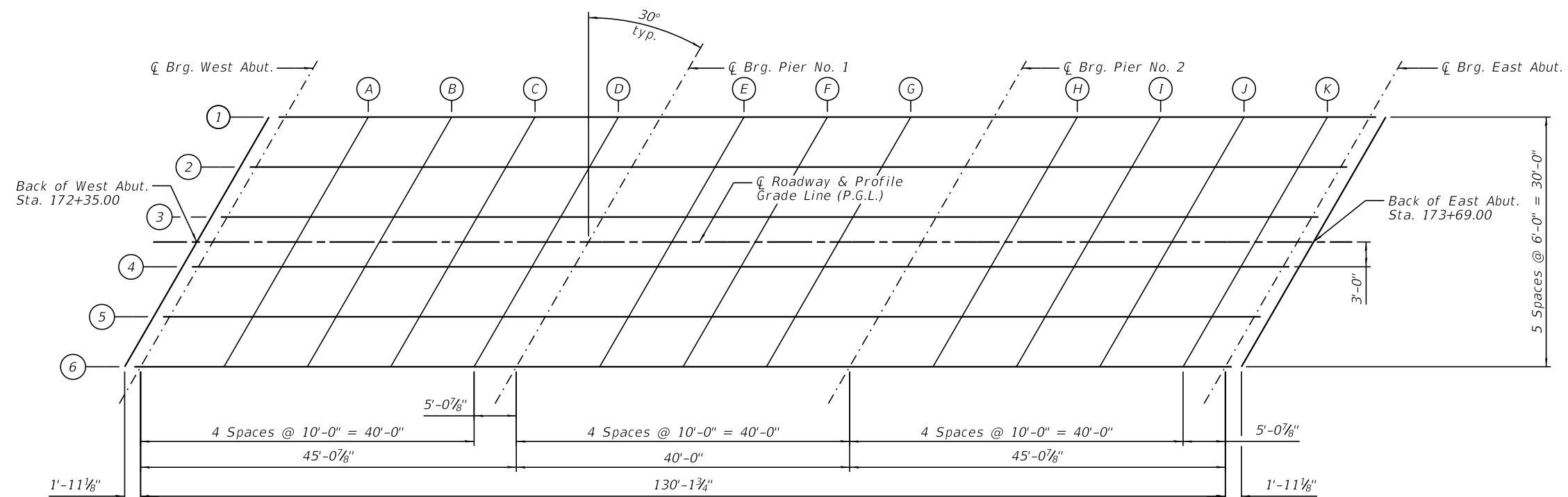


[Signature] Date 8/7/18  
 JOHN C. ZEMAN  
 ILLINOIS STRUCTURAL ENGINEER  
 NO. 081-007515  
 Exp. Date 11/30/18

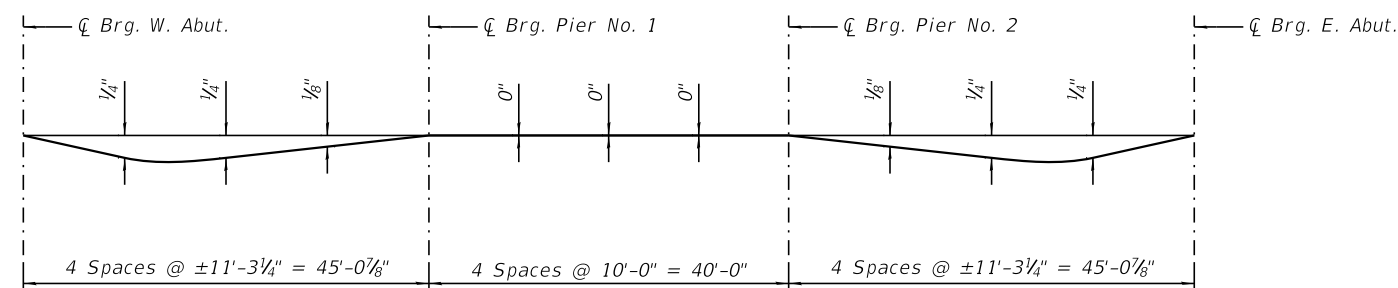


**GENERAL PLAN AND ELEVATION**  
**U.S. ROUTE 52 OVER**  
**LITTLE VERMILION RIVER**  
**F.A.S. 169 - SECTION 121BR**  
**LASALLE COUNTY**  
**STATION 173+02.00**  
**STRUCTURE NO. 050-0259**





PLAN

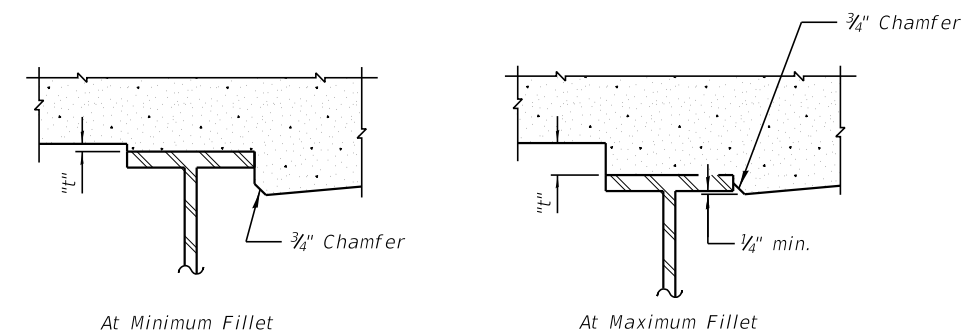


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", as shown on sheets 4 & 5 of 26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 4 & 5 of 26, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+43.66	-15.00	649.32	649.32
☉ Brg. West Abut.	172+45.58	-15.00	649.33	649.33
A	172+55.58	-15.00	649.39	649.41
B	172+65.58	-15.00	649.45	649.48
C	172+75.58	-15.00	649.51	649.53
D	172+85.58	-15.00	649.58	649.58
☉ Brg. Pier No. 1	172+90.66	-15.00	649.61	649.61
E	173+00.66	-15.00	649.67	649.66
F	173+10.66	-15.00	649.73	649.73
G	173+20.66	-15.00	649.79	649.79
☉ Brg. Pier No. 2	173+30.66	-15.00	649.85	649.85
H	173+40.66	-15.00	649.91	649.92
I	173+50.66	-15.00	649.97	650.00
J	173+60.66	-15.00	650.03	650.06
K	173+70.66	-15.00	650.09	650.10
☉ Brg. East Abut.	173+75.74	-15.00	650.12	650.12
Bk. of East Abut.	173+77.66	-15.00	650.14	650.14

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+40.20	-9.00	649.40	649.40
☉ Brg. West Abut.	172+42.12	-9.00	649.42	649.42
A	172+52.12	-9.00	649.48	649.50
B	172+62.12	-9.00	649.54	649.56
C	172+72.12	-9.00	649.60	649.62
D	172+82.12	-9.00	649.66	649.67
☉ Brg. Pier No. 1	172+87.20	-9.00	649.69	649.69
E	172+97.20	-9.00	649.75	649.75
F	173+07.20	-9.00	649.81	649.81
G	173+17.20	-9.00	649.87	649.87
☉ Brg. Pier No. 2	173+27.20	-9.00	649.93	649.93
H	173+37.20	-9.00	649.99	650.01
I	173+47.20	-9.00	650.06	650.08
J	173+57.20	-9.00	650.12	650.14
K	173+67.20	-9.00	650.18	650.19
☉ Brg. East Abut.	173+72.27	-9.00	650.21	650.21
Bk. of East Abut.	173+74.20	-9.00	650.22	650.22

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+36.73	-3.00	649.47	649.47
☉ Brg. West Abut.	172+38.66	-3.00	649.49	649.49
A	172+48.66	-3.00	649.55	649.56
B	172+58.66	-3.00	649.61	649.63
C	172+68.66	-3.00	649.67	649.69
D	172+78.66	-3.00	649.73	649.73
☉ Brg. Pier No. 1	172+83.74	-3.00	649.76	649.76
E	172+93.74	-3.00	649.82	649.82
F	173+03.74	-3.00	649.88	649.88
G	173+13.74	-3.00	649.94	649.94
☉ Brg. Pier No. 2	173+23.74	-3.00	650.00	650.00
H	173+33.74	-3.00	650.06	650.08
I	173+43.74	-3.00	650.12	650.15
J	173+53.74	-3.00	650.19	650.21
K	173+63.74	-3.00	650.25	650.26
☉ Brg. East Abut.	173+68.81	-3.00	650.28	650.28
Bk. of East Abut.	173+70.73	-3.00	650.29	650.29

**☉ ROADWAY & PROFILE GRADE LINE (P.G.L.)**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+35.00	0.00	649.51	649.51
☉ Brg. West Abut.	172+36.92	0.00	649.52	649.52
A	172+46.92	0.00	649.58	649.60
B	172+56.92	0.00	649.64	649.67
C	172+66.92	0.00	649.70	649.72
D	172+76.92	0.00	649.76	649.77
☉ Brg. Pier No. 1	172+82.00	0.00	649.79	649.79
E	172+92.00	0.00	649.85	649.85
F	173+02.00	0.00	649.92	649.91
G	173+12.00	0.00	649.98	649.97
☉ Brg. Pier No. 2	173+22.00	0.00	650.04	650.04
H	173+32.00	0.00	650.10	650.11
I	173+42.00	0.00	650.16	650.18
J	173+52.00	0.00	650.22	650.24
K	173+62.00	0.00	650.28	650.29
☉ Brg. East Abut.	173+67.08	0.00	650.31	650.31
Bk. of East Abut.	173+69.00	0.00	650.32	650.32

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+33.27	3.00	649.45	649.45
☉ Brg. West Abut.	172+35.19	3.00	649.46	649.46
A	172+45.19	3.00	649.53	649.54
B	172+55.19	3.00	649.59	649.61
C	172+65.19	3.00	649.65	649.67
D	172+75.19	3.00	649.71	649.71
☉ Brg. Pier No. 1	172+80.27	3.00	649.74	649.74
E	172+90.27	3.00	649.80	649.80
F	173+00.27	3.00	649.86	649.86
G	173+10.27	3.00	649.92	649.92
☉ Brg. Pier No. 2	173+20.27	3.00	649.98	649.98
H	173+30.27	3.00	650.04	650.06
I	173+40.27	3.00	650.10	650.13
J	173+50.27	3.00	650.16	650.19
K	173+60.27	3.00	650.23	650.24
☉ Brg. East Abut.	173+65.34	3.00	650.26	650.26
Bk. of East Abut.	173+67.27	3.00	650.27	650.27

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+29.80	9.00	649.34	649.34
☉ Brg. West Abut.	172+31.73	9.00	649.35	649.35
A	172+41.73	9.00	649.41	649.43
B	172+51.73	9.00	649.47	649.50
C	172+61.73	9.00	649.54	649.56
D	172+71.73	9.00	649.60	649.60
☉ Brg. Pier No. 1	172+76.81	9.00	649.63	649.63
E	172+86.81	9.00	649.69	649.68
F	172+96.81	9.00	649.75	649.75
G	173+06.81	9.00	649.81	649.81
☉ Brg. Pier No. 2	173+16.81	9.00	649.87	649.87
H	173+26.81	9.00	649.93	649.95
I	173+36.81	9.00	649.99	650.02
J	173+46.81	9.00	650.05	650.08
K	173+56.81	9.00	650.11	650.12
☉ Brg. East Abut.	173+61.88	9.00	650.14	650.14
Bk. of East Abut.	173+63.80	9.00	650.16	650.16

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	172+26.34	15.00	649.22	649.22
☉ Brg. West Abut.	172+28.26	15.00	649.23	649.23
A	172+38.26	15.00	649.29	649.31
B	172+48.26	15.00	649.35	649.37
C	172+58.26	15.00	649.41	649.43
D	172+68.26	15.00	649.47	649.48
☉ Brg. Pier No. 1	172+73.34	15.00	649.50	649.50
E	172+83.34	15.00	649.56	649.56
F	172+93.34	15.00	649.62	649.62
G	173+03.34	15.00	649.68	649.68
☉ Brg. Pier No. 2	173+13.34	15.00	649.74	649.74
H	173+23.34	15.00	649.81	649.82
I	173+33.34	15.00	649.87	649.89
J	173+43.34	15.00	649.93	649.95
K	173+53.34	15.00	649.99	650.00
☉ Brg. East Abut.	173+58.42	15.00	650.02	650.02
Bk. of East Abut.	173+60.34	15.00	650.03	650.03



DESIGNED - IIP	REVISED
CHECKED - JCZ	REVISED
DRAWN - IIP/DJM	REVISED
CHECKED - JML	REVISED
DATE - 08/07/18	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 050-0259**

SHEET NO. 5 OF 26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	27
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	

NORTH CURB LINE / NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	172+15.63	-16.42	649.12
A	172+25.63	-16.42	649.18
B	172+35.39	-16.00	649.25
E. End of West Appr.	172+45.39	-16.00	649.31

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	172+13.08	-12.00	649.19
A	172+23.08	-12.00	649.26
B	172+33.08	-12.00	649.32
E. End of West Appr.	172+43.08	-12.00	649.38

☐ ROADWAY & PROFILE GRADE LINE (P.G.L.)

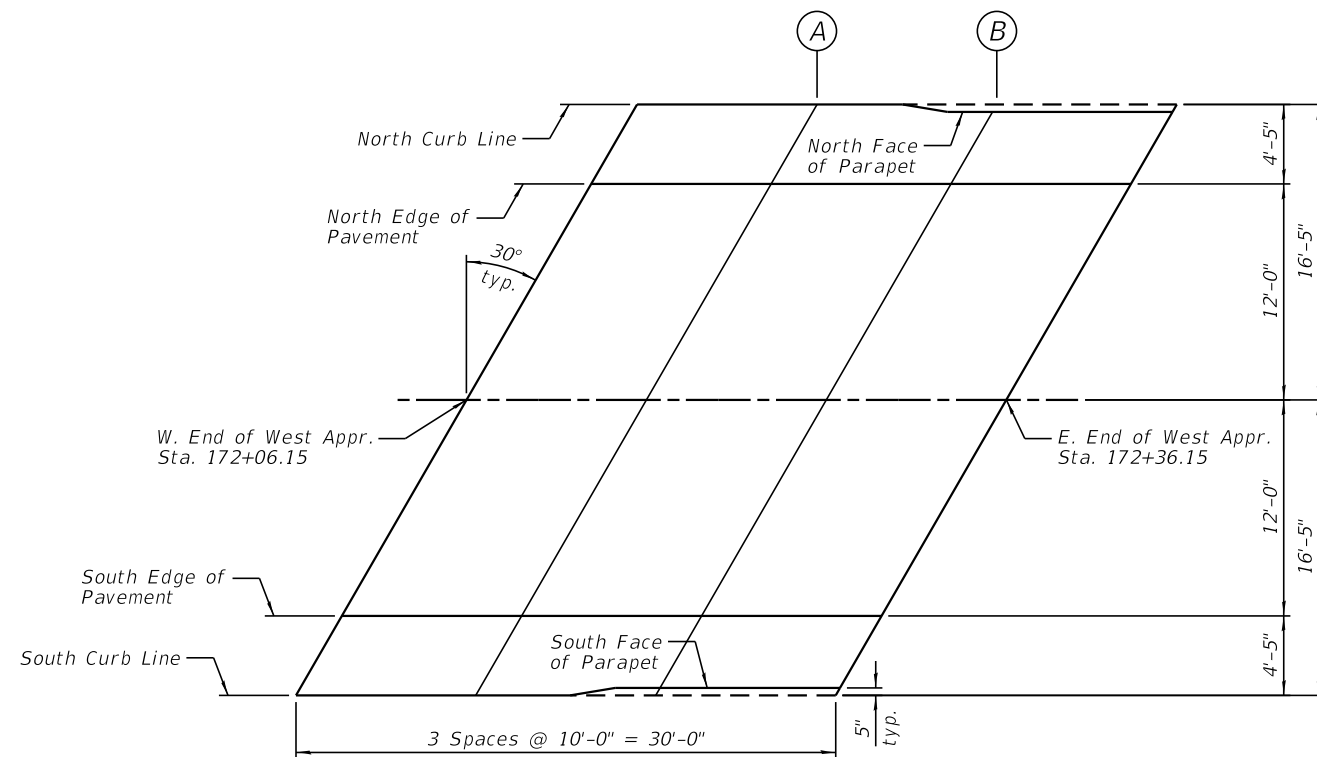
Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	172+06.15	0.00	649.33
A	172+16.15	0.00	649.39
B	172+26.15	0.00	649.45
E. End of West Appr.	172+36.15	0.00	649.52

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	171+99.23	12.00	649.11
A	172+09.23	12.00	649.17
B	172+19.23	12.00	649.23
E. End of West Appr.	172+29.23	12.00	649.29

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	171+96.68	16.42	649.01
A	172+06.68	16.42	649.07
B	172+16.92	16.00	649.14
E. End of West Appr.	172+26.92	16.00	649.20



WEST APPROACH SLAB PLAN

NORTH CURB LINE / NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	173+77.08	-16.00	650.11
A	173+87.08	-16.00	650.17
B	173+97.32	-16.42	650.23
E. End of East Appr.	174+07.32	-16.42	650.29

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	173+74.77	-12.00	650.18
A	173+84.77	-12.00	650.24
B	173+94.77	-12.00	650.30
E. End of East Appr.	174+04.77	-12.00	650.36

☐ ROADWAY & PROFILE GRADE LINE (P.G.L.)

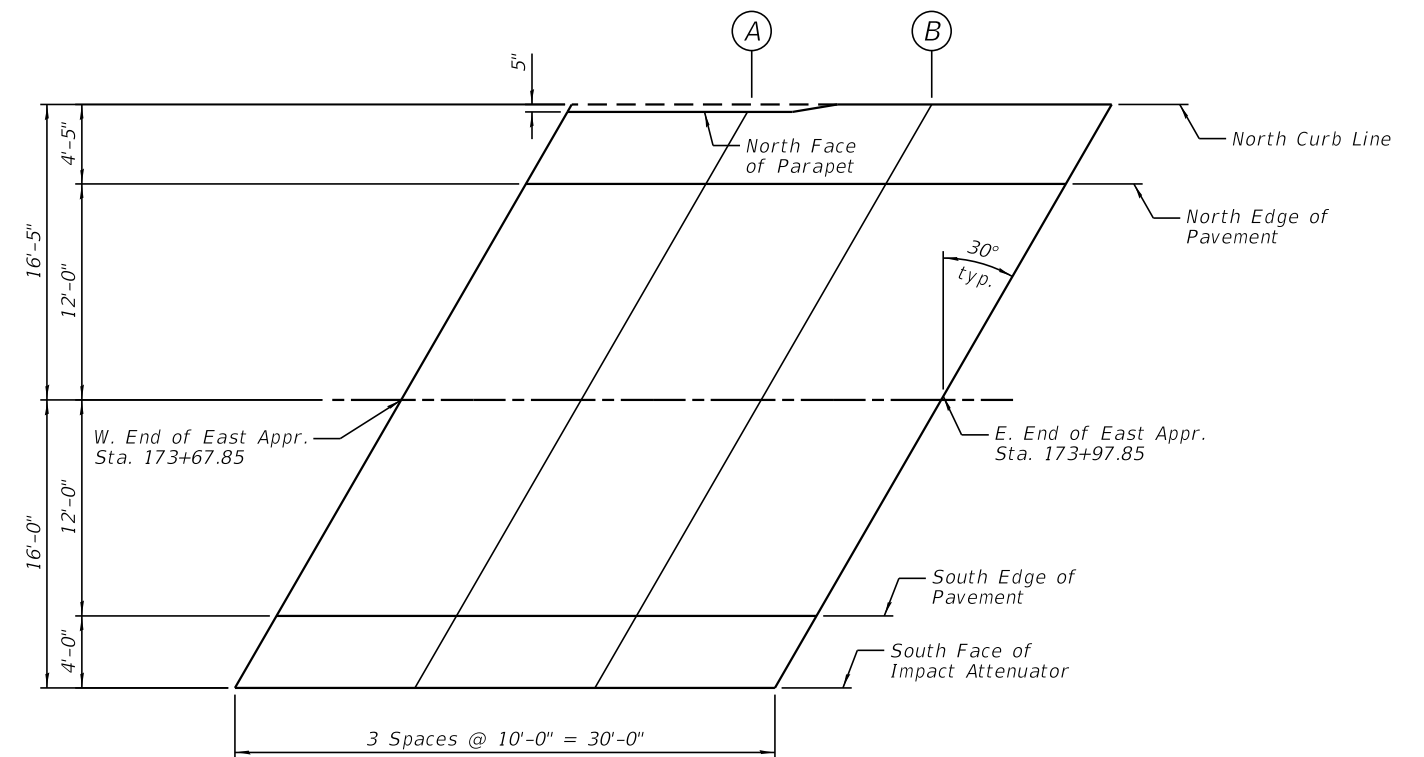
Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	173+67.85	0.00	650.32
A	173+77.85	0.00	650.38
B	173+87.85	0.00	650.44
E. End of East Appr.	173+97.85	0.00	650.50

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	173+60.92	12.00	650.09
A	173+70.92	12.00	650.15
B	173+80.92	12.00	650.22
E. End of East Appr.	173+90.92	12.00	650.28

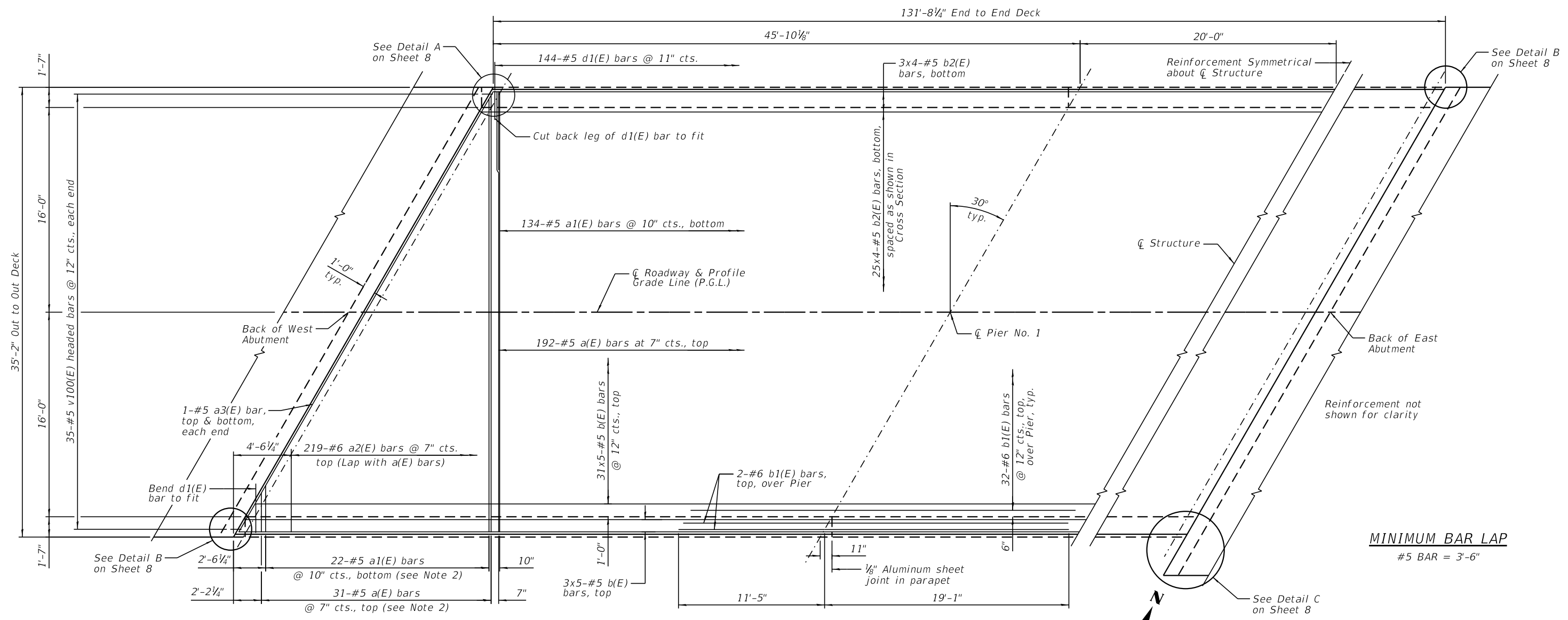
SOUTH FACE OF IMPACT ATTENUATOR

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	173+58.61	16.00	650.00
A	173+68.61	16.00	650.06
B	173+78.61	16.00	650.12
E. End of East Appr.	173+88.61	16.00	650.18



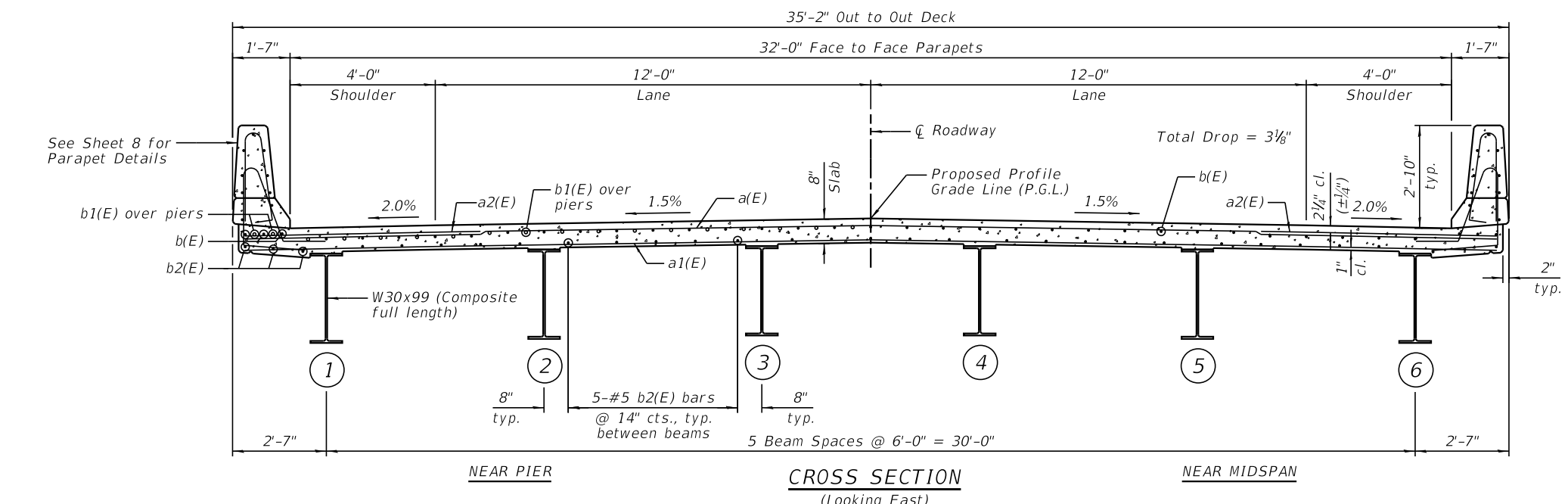
EAST APPROACH SLAB PLAN





**PARTIAL PLAN**

**MINIMUM BAR LAP**  
#5 BAR = 3'-6"



**CROSS SECTION**  
(Looking East)

- NOTES:**
- 1.) See Sheet 8 for Superstructure Details and Bill of Material.
  - 2.) Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of deck.
  - 3.) Bars indicated thus 3x4-#5 etc. indicates 3 lines of bars with 4 lengths per line.



DESIGNED - IIP  
CHECKED - JCZ  
DRAWN - IIP/DJM  
DATE - 08/07/18

REVIS  
REVIS  
REVIS  
REVIS

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 050-0259**

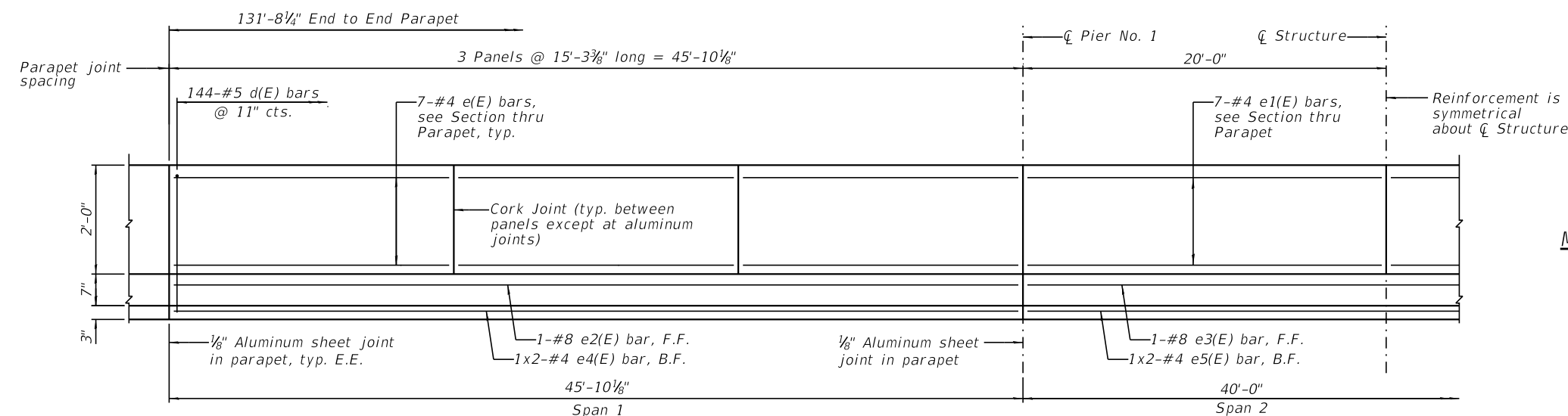
SHEET NO. 7 OF 26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	29
CONTRACT NO. 66A57				

ILLINOIS FED. AID PROJECT

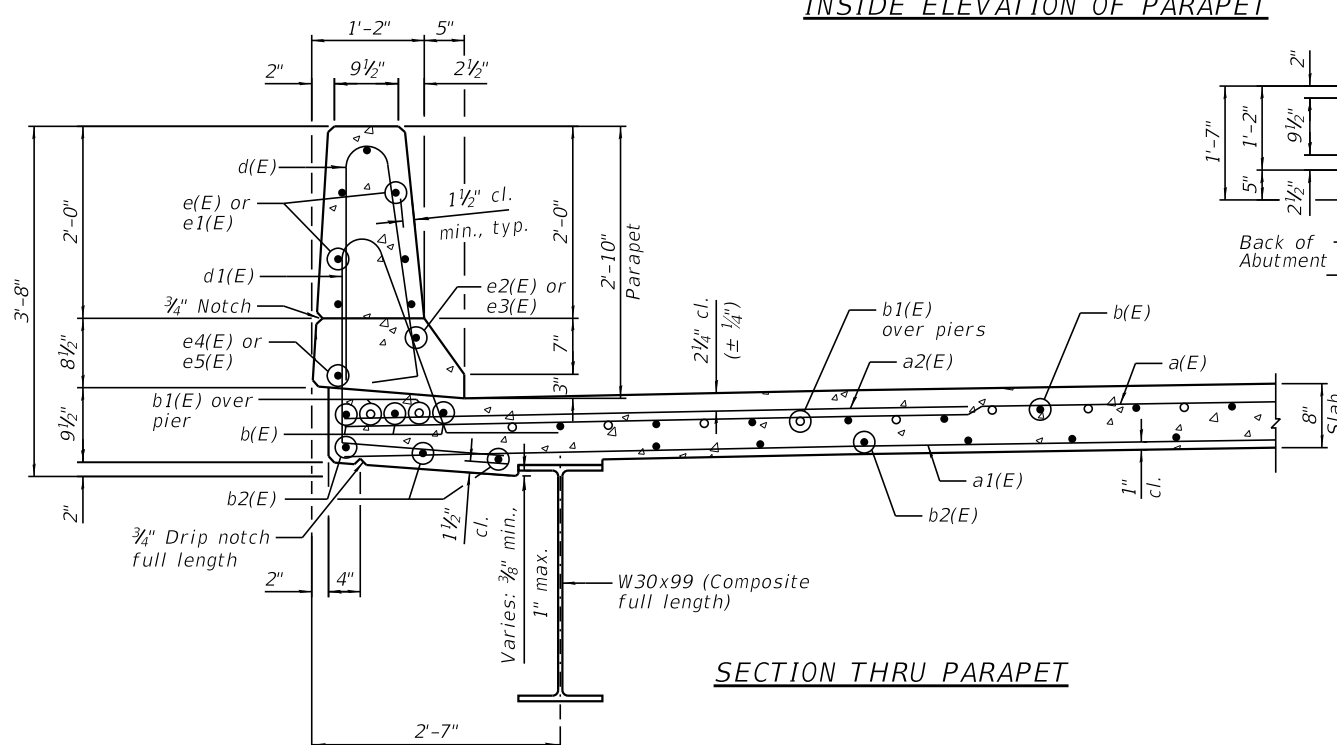
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	223	#5	34'-6"	—
a1(E)	156	#5	34'-6"	—
a2(E)	438	#6	6'-6"	—
a3(E)	4	#5	39'-10"	—
b(E)	185	#5	29'-1"	—
b1(E)	72	#6	30'-6"	—
b2(E)	124	#5	35'-6"	—
d(E)	288	#5	5'-7"	⏏
d1(E)	288	#5	7'-3"	⏏
e(E)	84	#4	14'-11"	—
e1(E)	28	#4	19'-8"	—
e2(E)	4	#8	45'-6"	—
e3(E)	2	#8	39'-8"	—
e4(E)	8	#4	24'-0"	—
e5(E)	4	#4	21'-1"	—
m10(E)	8	#6	40'-3"	—
m11(E)	30	#6	6'-5"	—
m12(E)	12	#6	2'-5"	—
m13(E)	36	#5	4'-0"	—
s10(E)	62	#5	6'-8"	⏏
s11(E)	62	#5	9'-0"	⏏
v100(E)	72	#5	3'-1"	⏏
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	170.1		
Bridge Deck Grooving	Sq. Yd.	439		
Protective Coat	Sq. Yd.	579		
Reinforcement Bars, Epoxy Coated	Pound	39,740		

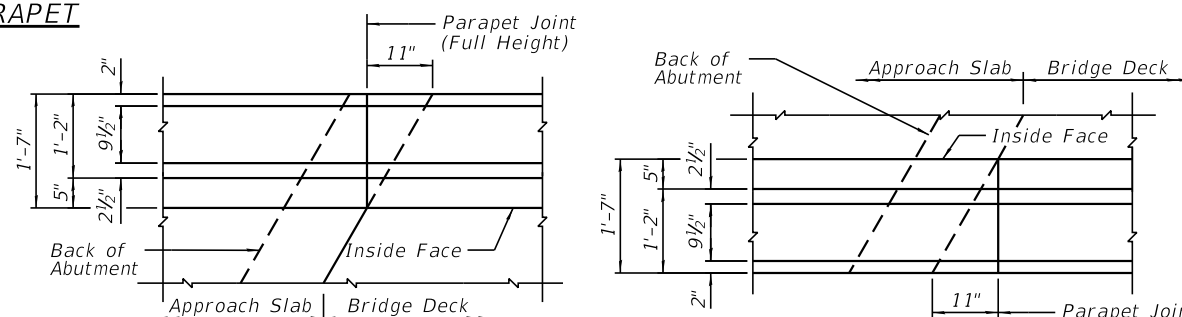


**MINIMUM BAR LAP**  
(Parapet)  
#4 BAR = 2'-5"

**INSIDE ELEVATION OF PARAPET**

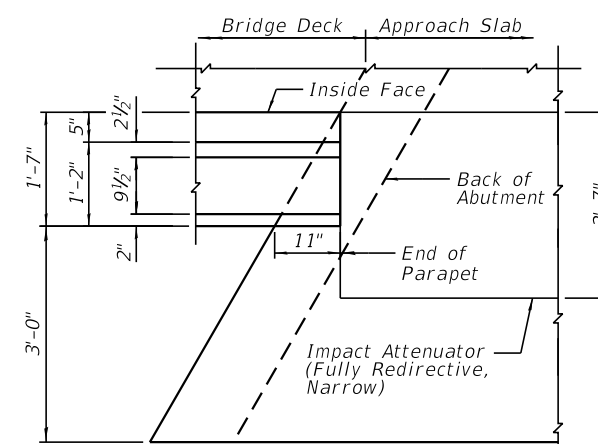


**SECTION THRU PARAPET**

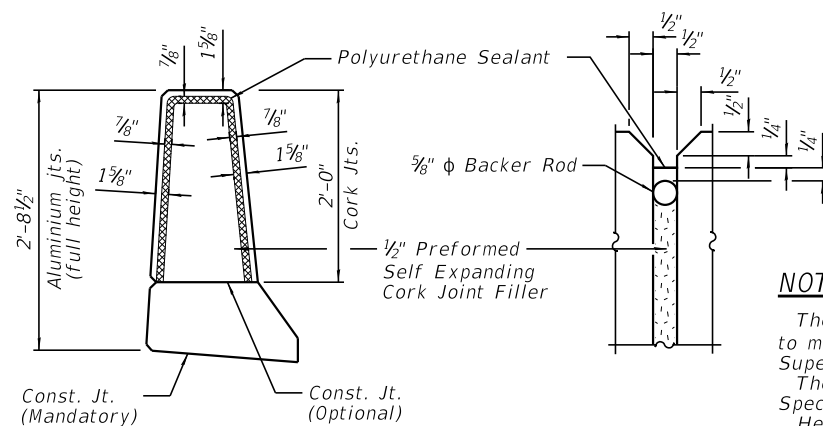


**DETAIL A**

**DETAIL B**



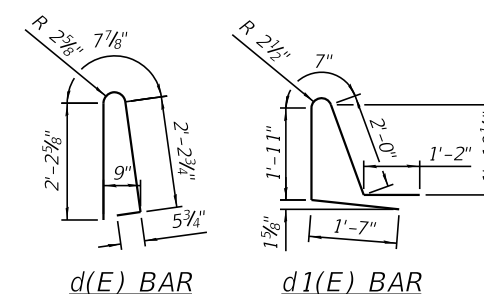
**DETAIL C**



**PARAPET JOINT DETAILS**

**NOTES:**

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



**NOTES:**

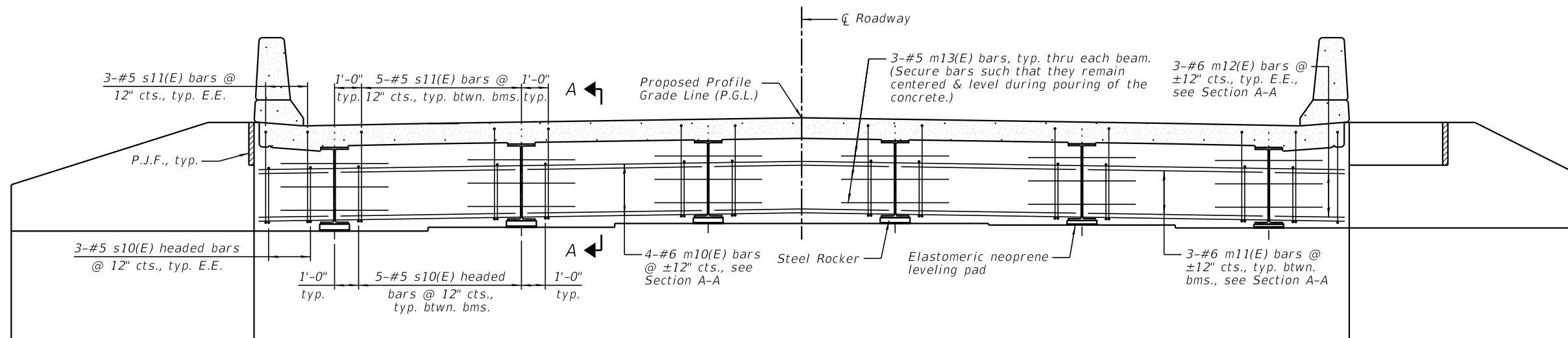
- 1.) Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
- 2.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 3.) E.E. denotes Each End, B.F. denotes Back Face and F.F. denotes Front Face.
- 4.) For location of Detail A, Detail B and Detail C, see Sheet 7.

**s10(E) BAR**  
(Headed)

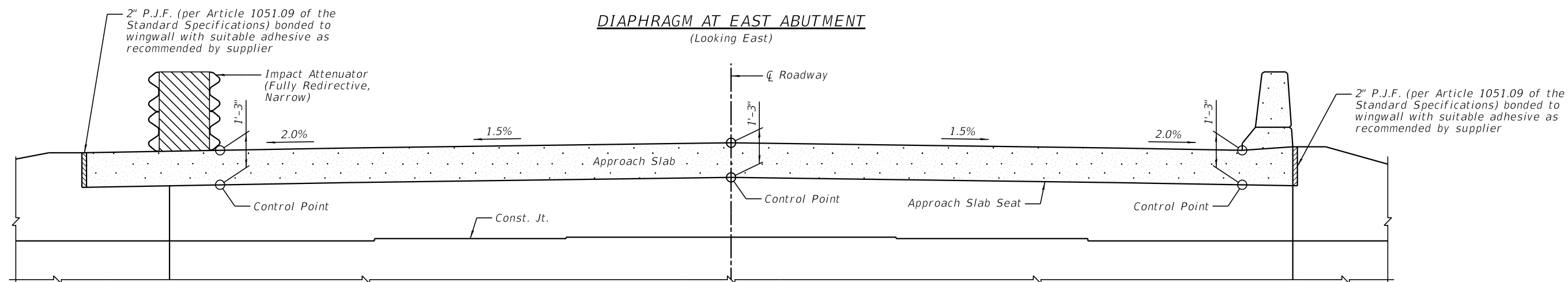
**s11(E) BAR**

**v100(E) BAR**  
(Headed)

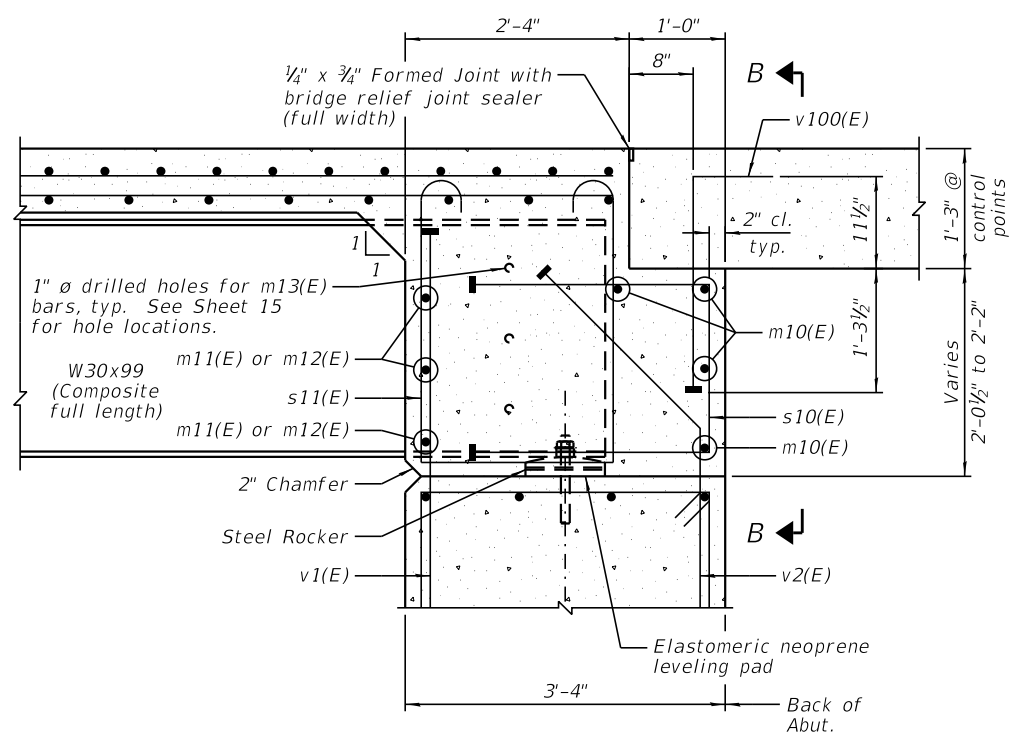




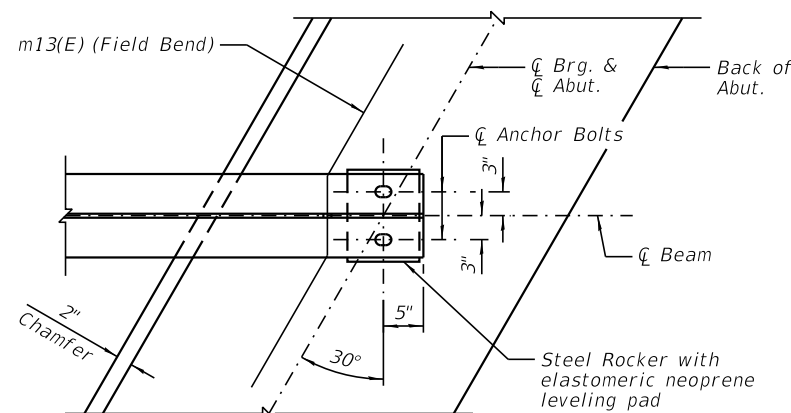
**DIAPHRAGM AT EAST ABUTMENT**  
(Looking East)



**SECTION B-B**  
(Looking West)



**SECTION A-A**  
(Horizontal dimensions @ Rt. L's)



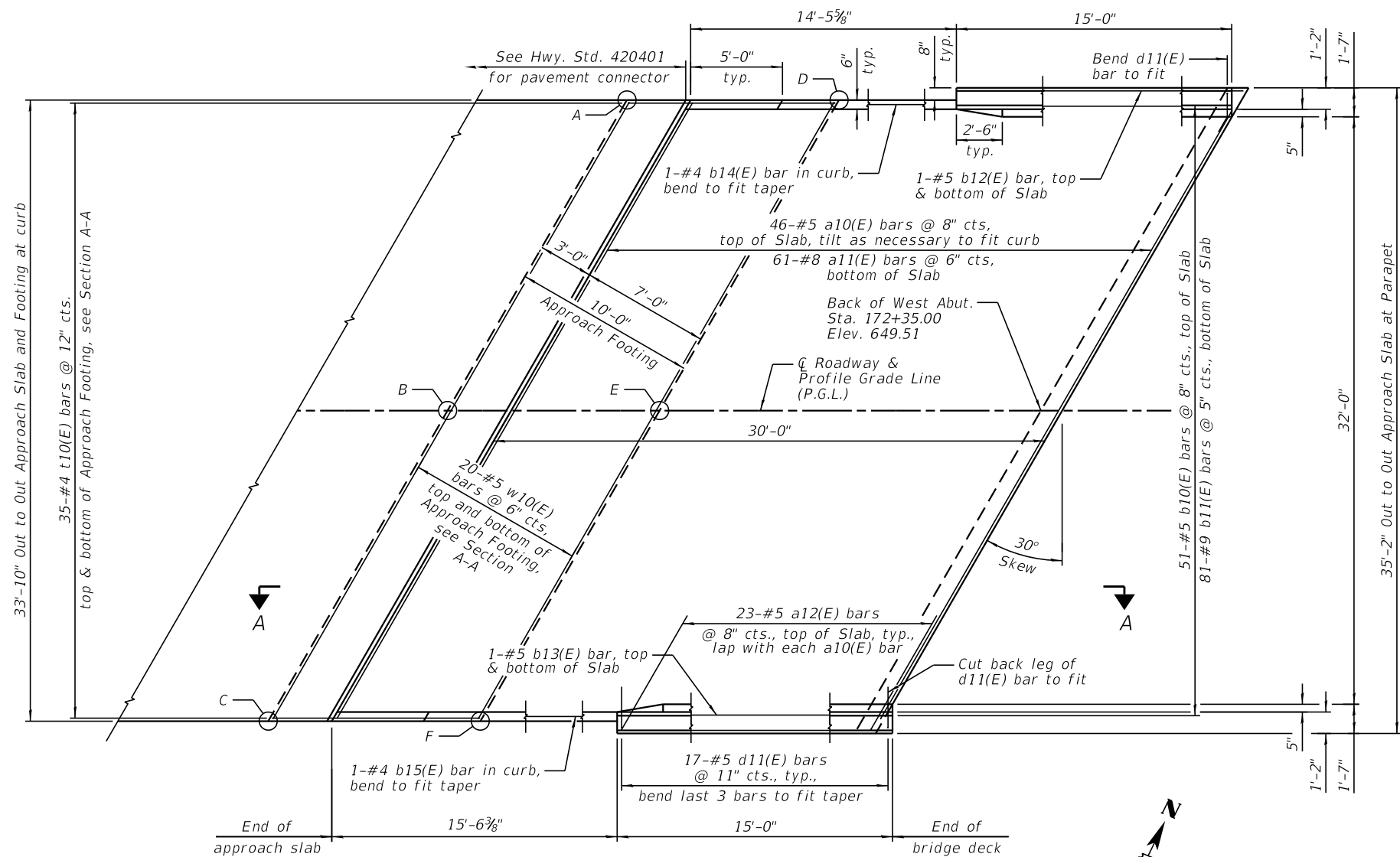
**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

**NOTES:**

- 1.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet 8.
- 2.) Concrete in diaphragm is included with Concrete Superstructure on Sheet 8.
- 3.) For details of bars s10(E), s11(E) and v100(E), see Sheet 8.
- 4.) The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- 5.) The approach slab seat shall have a constant slope determined from the control points shown.
- 6.) For bearing details, see Sheet 17.
- 7.) Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- 8.) E.E. denotes Each End.

DESIGNED - IIP	REVISED
CHECKED - JCZ	REVISED
DRAWN - IIP/DJM	REVISED
DATE - 08/07/18	REVISED
CHECKED - JML	REVISED

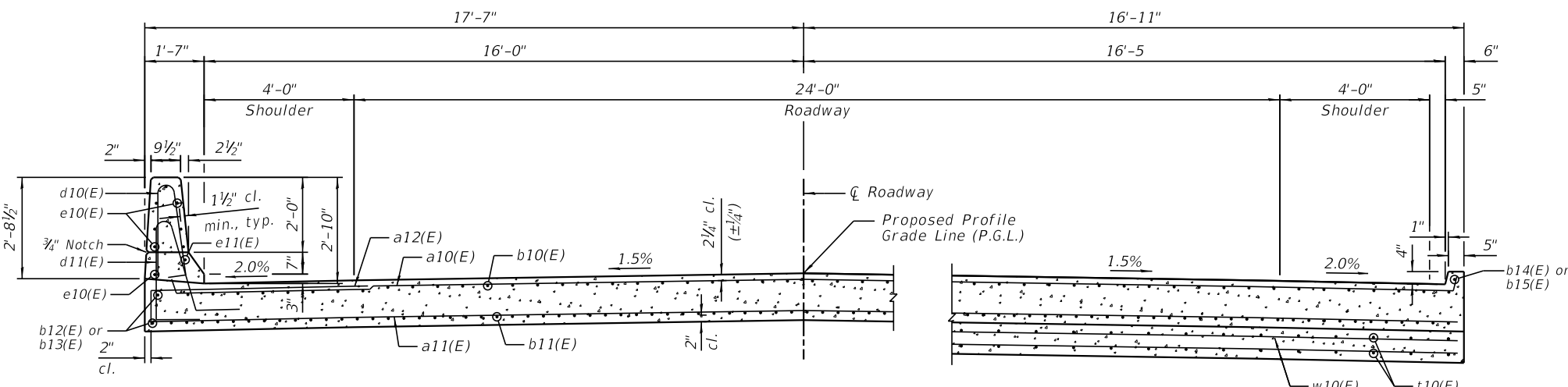
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	32
CONTRACT NO. 66A57				



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

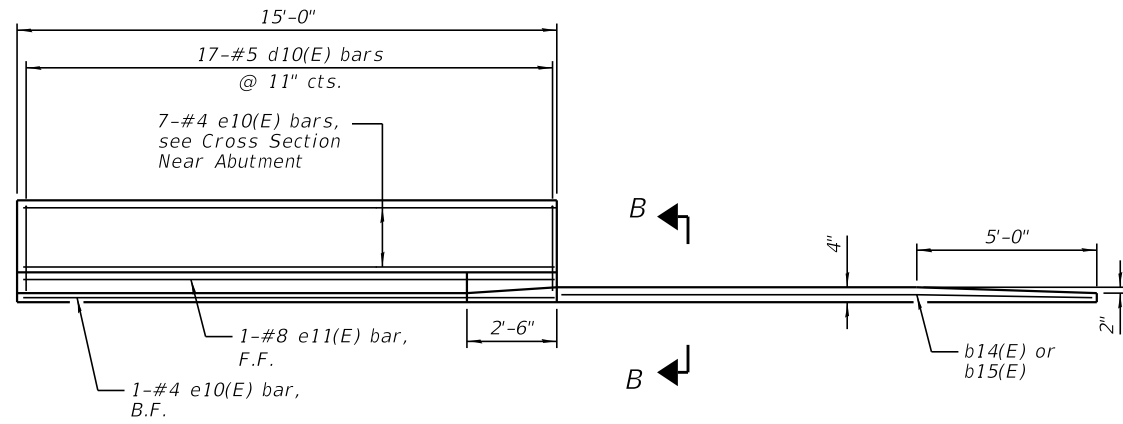
POINT	WEST APPROACH	
	TOP	BOTTOM
A	647.84	647.01
B	648.06	647.23
C	647.72	646.89
D	647.91	647.08
E	648.13	647.30
F	647.79	646.96



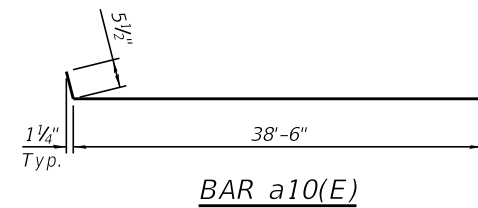
NEAR ABUTMENT

CROSS SECTION  
(Looking East)

AT APPROACH FOOTING



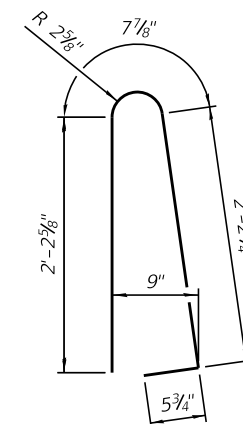
**INSIDE ELEVATION OF PARAPET AND CURB**



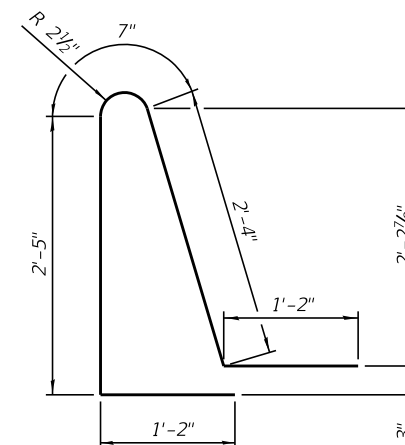
**BAR a10(E)**



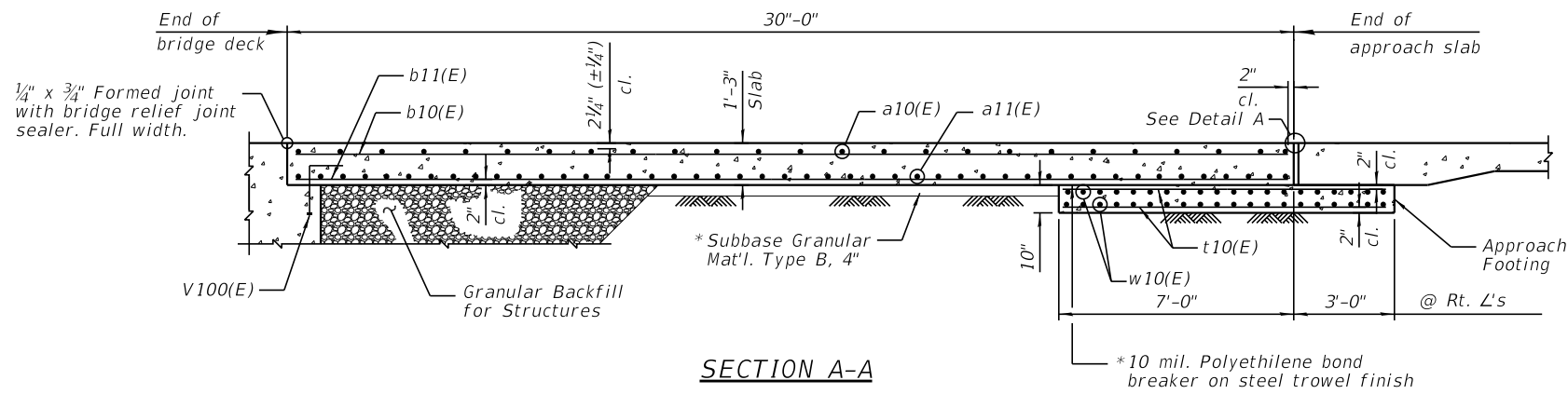
**BAR a12(E)**



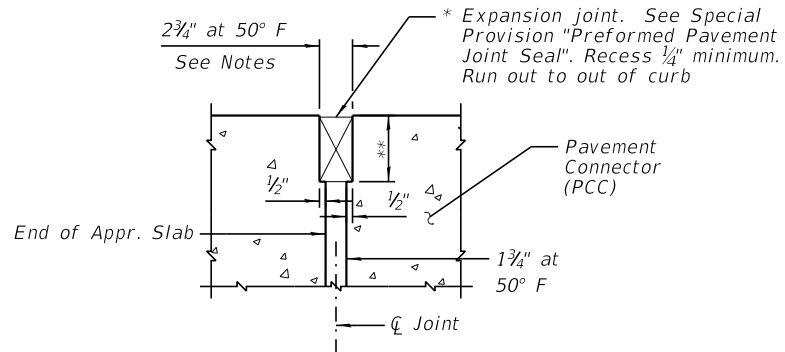
**BAR d10(E)**



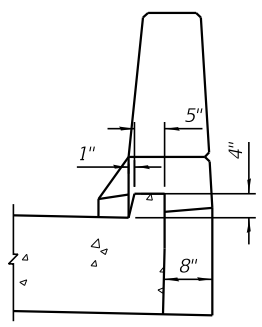
**BAR d11(E)**



**SECTION A-A**



**DETAIL A**  
(@ Rt. L's)



**VIEW B-B**

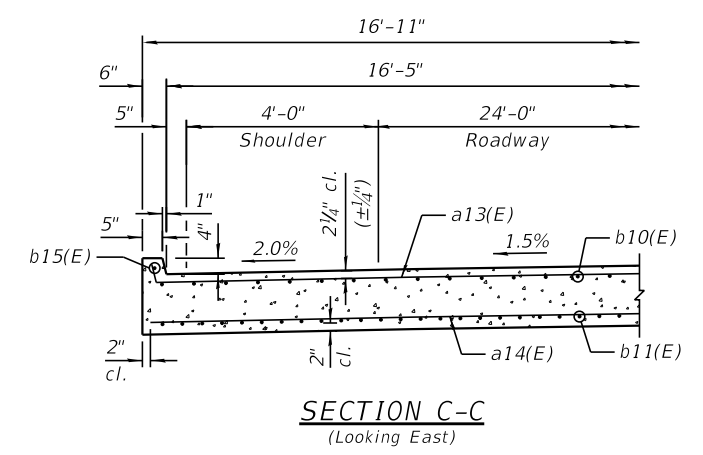
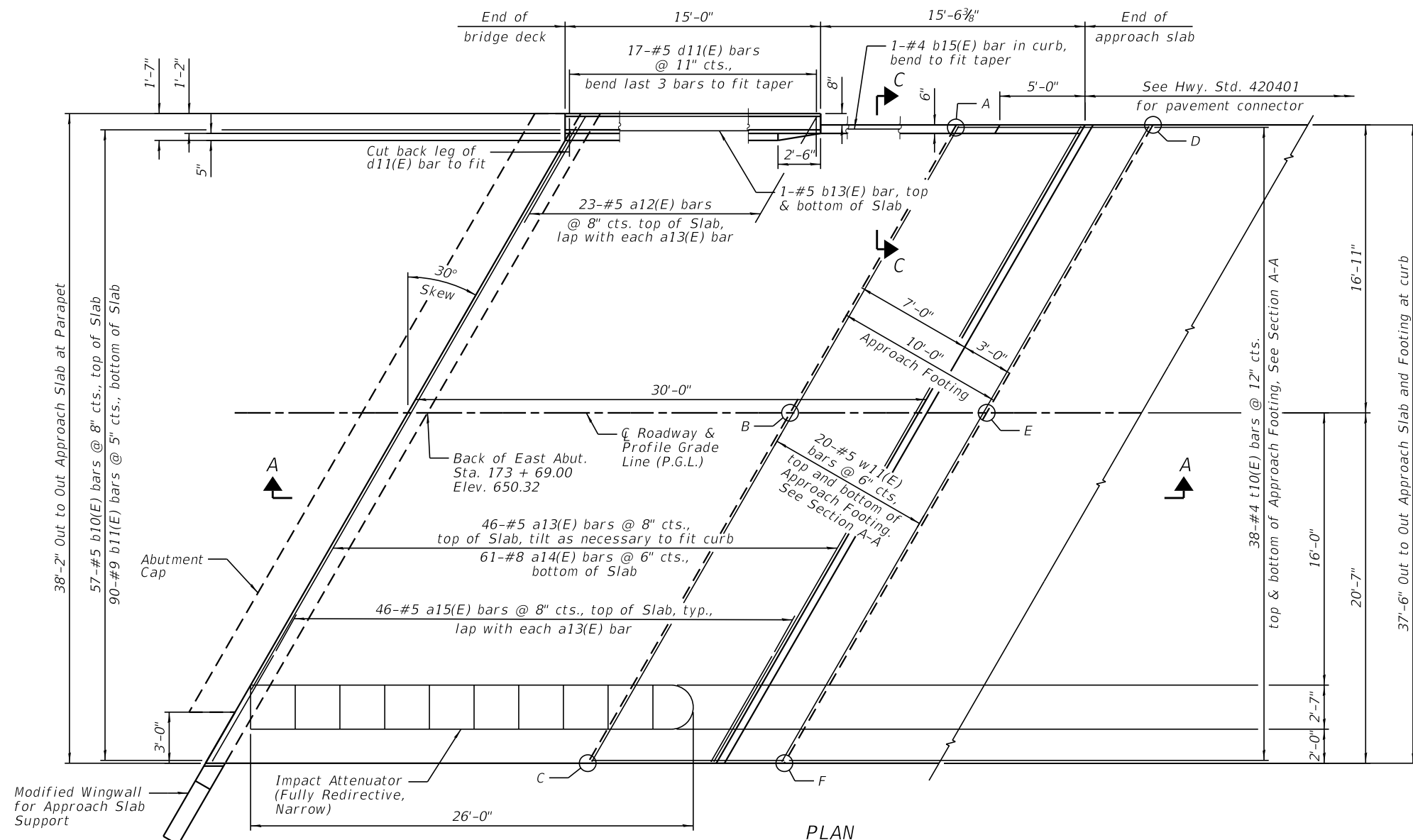
**WEST APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	46	#5	39'-5"	U
a11(E)	61	#8	38'-8"	—
a12(E)	46	#5	7'-4"	U
b10(E)	51	#5	29'-8"	—
b11(E)	81	#9	29'-8"	—
b12(E)	2	#5	15'-6"	—
b13(E)	2	#5	13'-9"	—
b14(E)	1	#4	14'-1"	—
b15(E)	1	#4	15'-2"	—
d10(E)	34	#5	5'-7"	D
d11(E)	34	#5	7'-8"	D
e10(E)	16	#4	14'-8"	—
e11(E)	2	#8	14'-8"	—
t10(E)	70	#4	11'-2"	—
w10(E)	40	#5	38'-9"	—
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	12.1		
Concrete Superstructure	Cu. Yd.	3.3		
Bridge Deck Grooving	Sq. Yd.	101		
Protective Coat	Sq. Yd.	123		
Concrete Superstructure (Approach Slab)	Cu. Yd.	48.2		
Reinforcement Bars, Epoxy Coated	Pound	21,210		

**NOTES:**

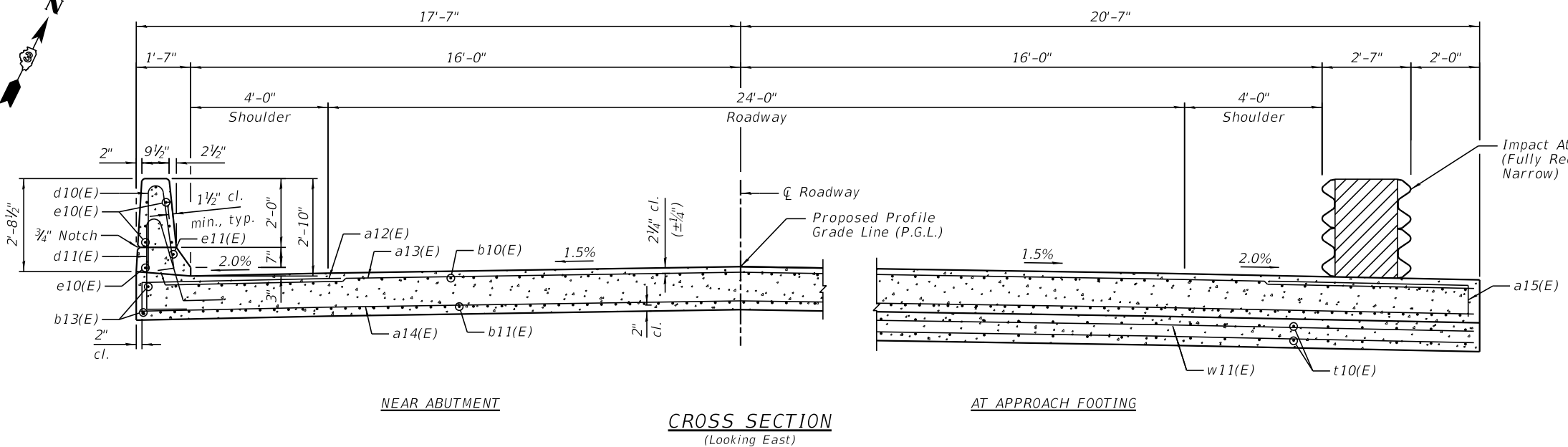
- 1.) The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- 2.) Parapet concrete shall be paid for as Concrete Superstructure.
- 3.) Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- 4.) Approach footing concrete shall be paid for as Concrete Structures.
- 5.) The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 6.) Cost of excavation for approach footing included with Concrete Structures.
- 7.) For Granular Backfill for Structures and drainage treatment details, see Sheet 2.
- 8.) B.F. denotes Back Face and F.F. denotes Front Face.

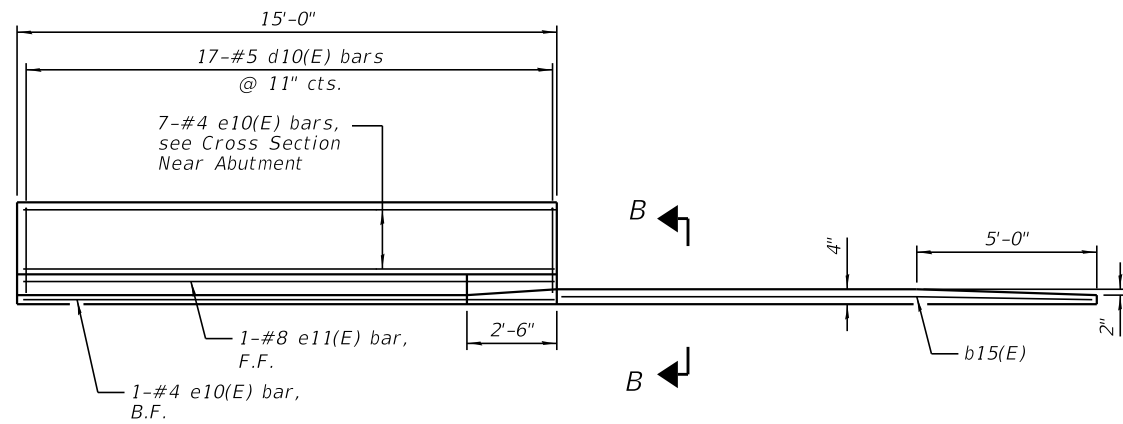
\* Cost included with Concrete Superstructure (Approach Slab).  
\*\* Per manufacturer recommendations.



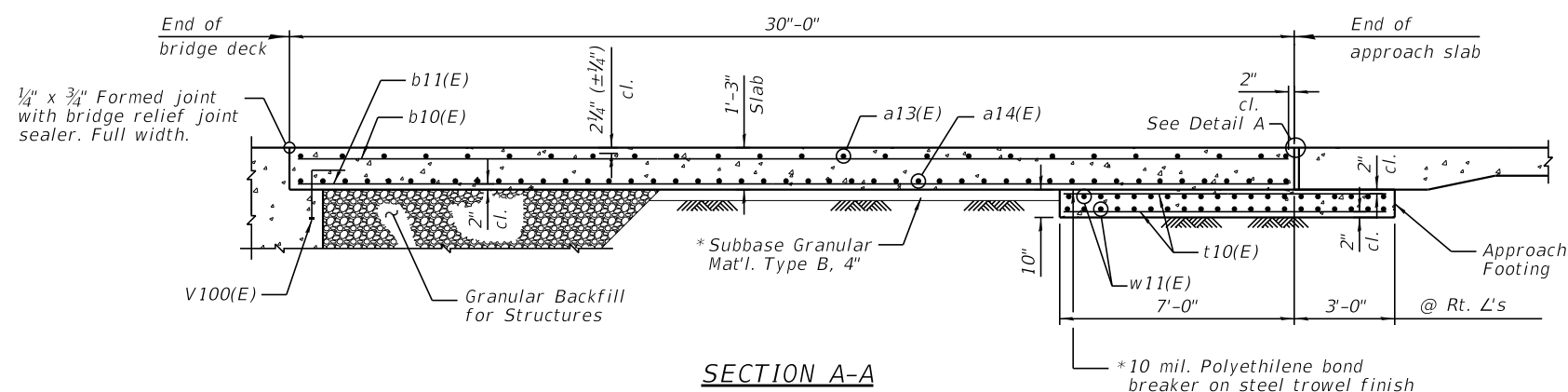
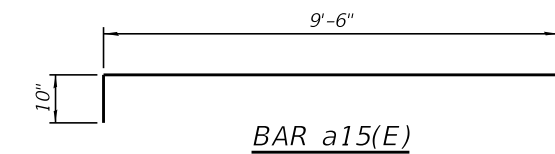
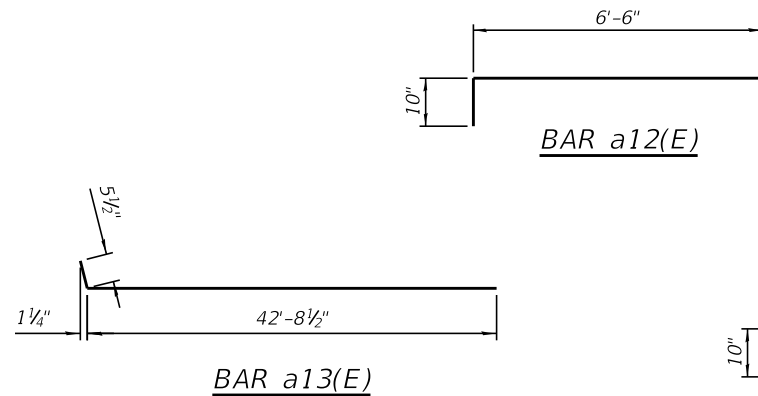
**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

POINT	EAST APPROACH	
	TOP	BOTTOM
A	648.98	648.15
B	649.20	648.37
C	648.78	647.94
D	649.05	648.22
E	649.27	648.44
F	648.85	648.01

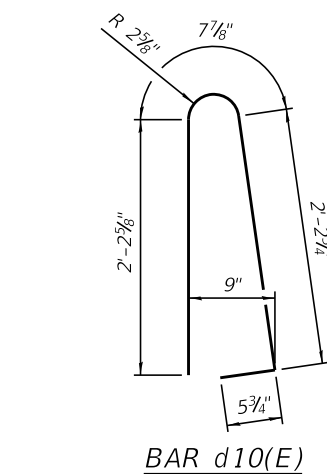




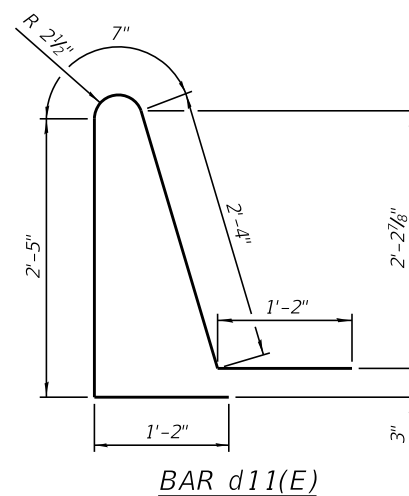
**INSIDE ELEVATION OF PARAPET AND CURB**



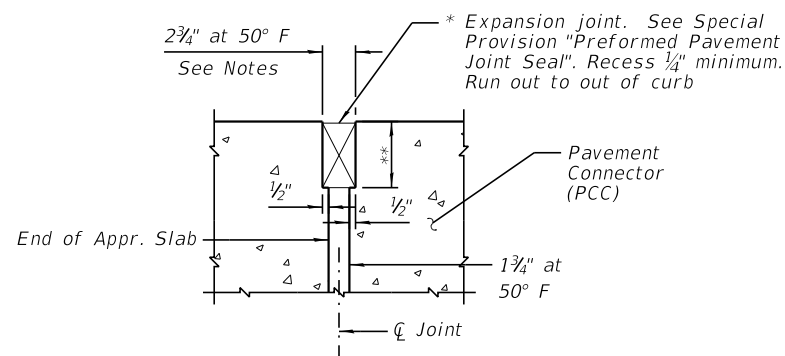
**SECTION A-A**



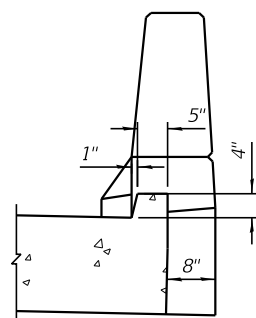
**BAR d10(E)**



**BAR d11(E)**



**DETAIL A**  
(@ Rt. L's)



**VIEW B-B**

**EAST APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a12(E)	23	#5	7'-4"	┌
a13(E)	46	#5	43'-2"	┌
a14(E)	61	#8	42'-11"	┌
a15(E)	46	#5	10'-4"	┌
b10(E)	57	#5	29'-8"	—
b11(E)	90	#9	29'-8"	—
b13(E)	2	#5	13'-9"	—
b15(E)	1	#4	15'-2"	—
d10(E)	17	#5	5'-7"	U
d11(E)	17	#5	7'-8"	U
e10(E)	8	#4	14'-8"	—
e11(E)	1	#8	14'-8"	—
t10(E)	76	#4	11'-2"	—
w11(E)	40	#5	42'-11"	—
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	13.4	
Concrete Superstructure		Cu. Yd.	1.7	
Bridge Deck Grooving		Sq. Yd.	100	
Protective Coat		Sq. Yd.	130	
Concrete Superstructure (Approach Slab)		Cu. Yd.	52.8	
Reinforcement Bars, Epoxy Coated		Pound	23,320	

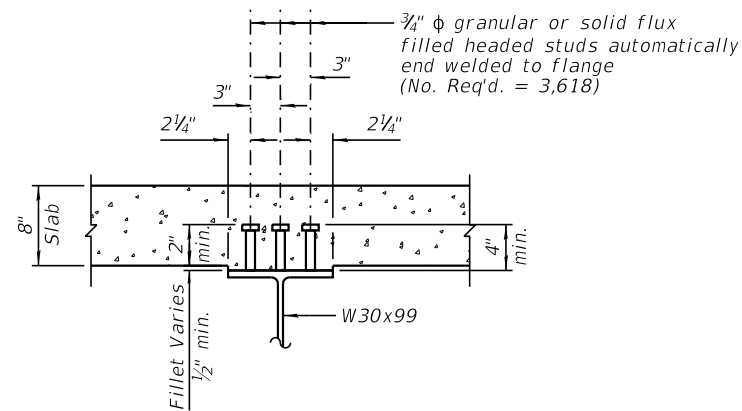
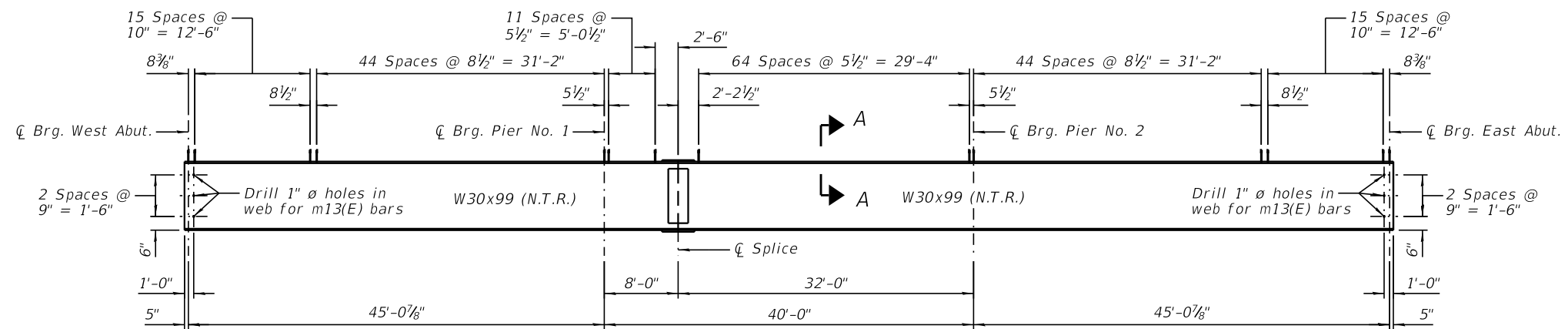
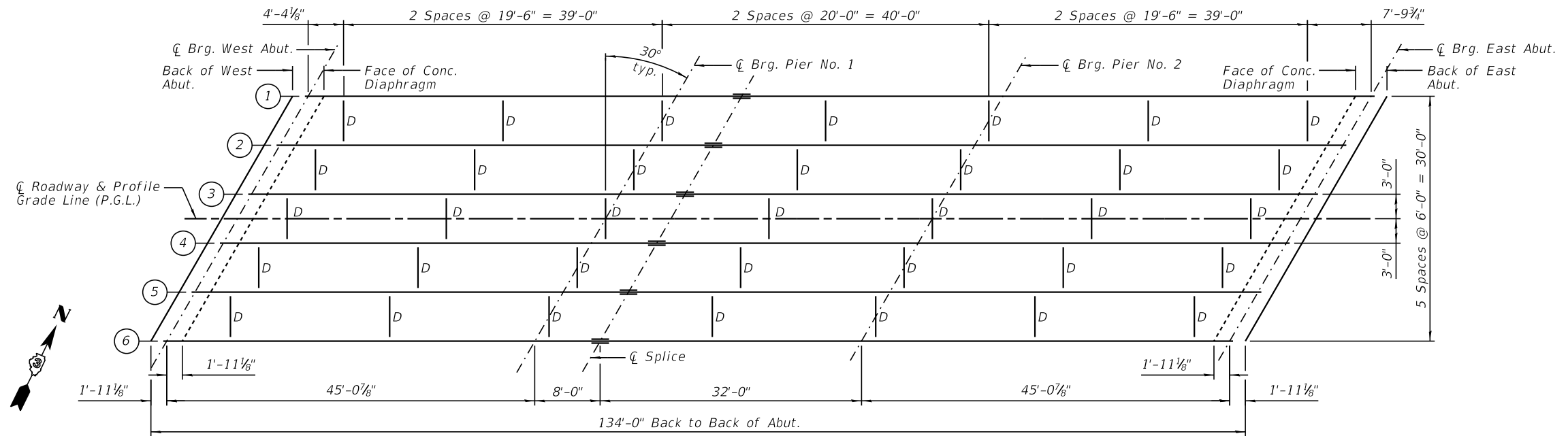
**NOTES:**

- 1.) The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- 2.) Parapet concrete shall be paid for as Concrete Superstructure.
- 3.) Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- 4.) Approach footing concrete shall be paid for as Concrete Structures.
- 5.) The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 6.) Cost of excavation for approach footing included with Concrete Structures.
- 7.) For Granular Backfill for Structures and drainage treatment details, see Sheet 2.
- 8.) B.F. denotes Back Face and F.F. denotes Front Face.

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

\*\* Per manufacturer recommendations.





FABRICATED TOP OF BEAM ELEVATION TABLE						
	Beam No. 1	Beam No. 2	Beam No. 3	Beam No. 4	Beam No. 5	Beam No. 6
$\bar{C}$ Brg. W. Abut.	648.62	648.70	648.77	648.75	648.64	648.51
$\bar{C}$ Pier No. 1	648.84	648.93	649.00	648.97	648.86	648.74
$\bar{C}$ Splice	648.88	648.97	649.04	649.01	648.90	648.78
$\bar{C}$ Pier No. 2	649.10	649.18	649.25	649.23	649.12	649.00
$\bar{C}$ Brg. E. Abut.	649.41	649.49	649.56	649.54	649.43	649.30

For fabrication use only.

NOTES:

- 1.) See Sheet 16 for Diaphragm & Splice Details.
- 2.) All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirements, Zone 2.

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	0.5 Sp. 2
$I_s$	(in <sup>4</sup> )	3,990	3,990	3,990
$I_c(n)$	(in <sup>4</sup> )	12,542	12,542	12,542
$I_c(3n)$	(in <sup>4</sup> )	9,412	9,412	9,412
$I_c(cr)$	(in <sup>4</sup> )		5,976	
$S_s$	(in <sup>3</sup> )	269	269	269
$S_c(n)$	(in <sup>3</sup> )	430	430	430
$S_c(3n)$	(in <sup>3</sup> )	390	390	390
$S_c(cr)$	(in <sup>3</sup> )		326	
DC1	(k/ft)	0.741	0.741	0.741
$M_{DC1}$	(k)	120	131	11
DC2	(k/ft)	0.150	0.150	0.150
$M_{DC2}$	(k)	25	28	2
DW	(k/ft)	0.267	0.267	0.267
$M_{DW}$	(k)	45	50	4
LLDF		0.5922	0.5983	0.6048
$M_L + IM$	(k)	401	395	297
$M_u$ (Strength I)	(k)	951	965	542
$\Phi_r M_n$	(k)	2,170	1,171	2,170
$f_s$ DC1	(ksi)	5.4	5.8	0.5
$f_s$ DC2	(ksi)	0.8	1.0	0.1
$f_s$ DW	(ksi)	1.4	1.8	0.1
$f_s$ (L+IM)	(ksi)	11.2	14.5	8.3
$f_s$ (Service II)	(ksi)	22.1	27.6	11.5
$0.95R_n F_{yf}$	(ksi)	47.5	47.5	47.5
$f_s$ (Total)(Strength I)	(ksi)	29.3	36.8	15.4
$\Phi_r F_n$	(ksi)			
$V_f$	(k)	19.6	19.9	19.9

BEAM REACTION TABLE				
	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.6706	0.5000	0.6706	0.5000
OCF		1.112		
$R_{DC1}$	(k)	13.1	11.8	33.3
$R_{DC2}$	(k)	2.8	2.8	7.0
$R_{DW}$	(k)	4.9	4.9	12.4
$R_L$	(k)	45.1	37.0	79.7
$R_{IM}$	(k)	12.0	9.9	18.4
$R_{TOTAL}$	(k)	77.9	66.4	150.8

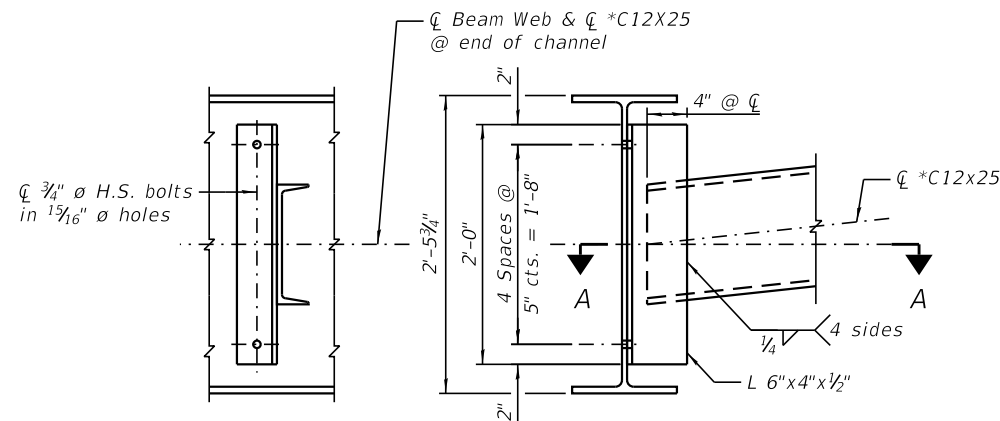
$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

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

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

$I_c(cr), S_c(cr)$ : 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<sup>4</sup> and in<sup>3</sup>).

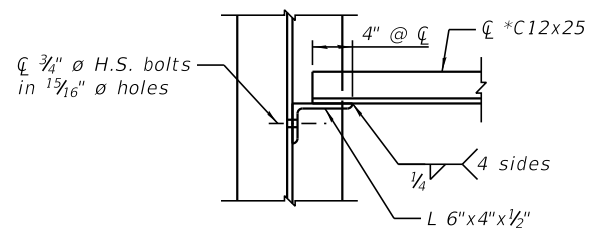
DC1: Un-factored non-composite dead load (kips/ft.).  
 $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed 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.).



**DIAPHRAGM D**  
(35 - Required)

Note:  
Two hardened washers required for each set of oversized holes.

\*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25 section. The C12x30, if utilized, shall be provided at no additional cost to the Department.



**SECTION A-A**

$f_s$  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.

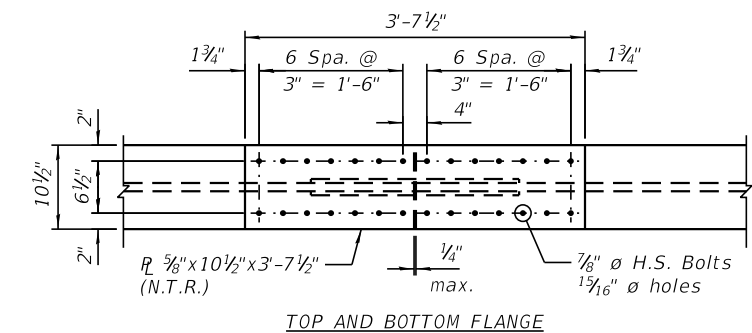
$f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_{SDC1} + f_{SDC2} + f_{SDW} + 1.3 f_s (L + IM)$

$0.95R_n F_{yf}$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

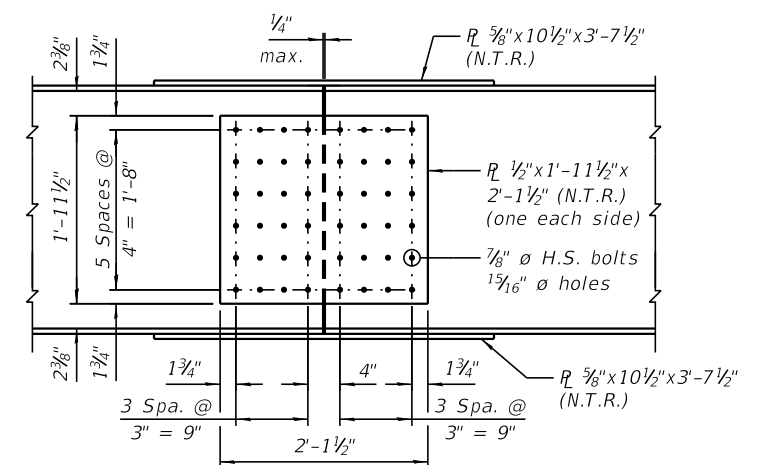
$f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_{SDC1} + f_{SDC2}) + 1.5 f_{SDW} + 1.75 (f_s L + IM)$

$\Phi_r F_n$ : 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.



**TOP AND BOTTOM FLANGE**

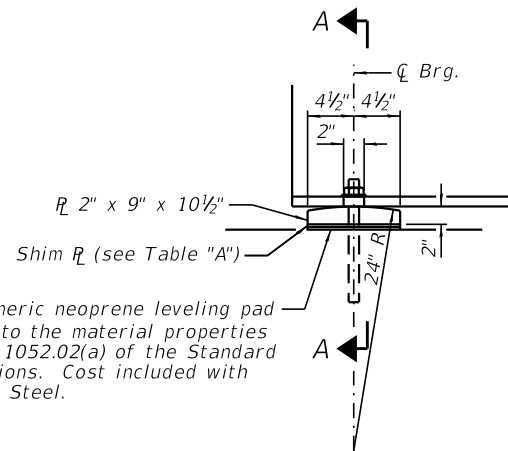


**WEB**

**SPLICE DETAILS**  
(6 - Required)

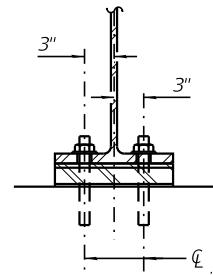
**NOTES:**

- 1.) See Sheet 15 for Diaphragm & Splice locations.
- 2.) All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirements, Zone 2.

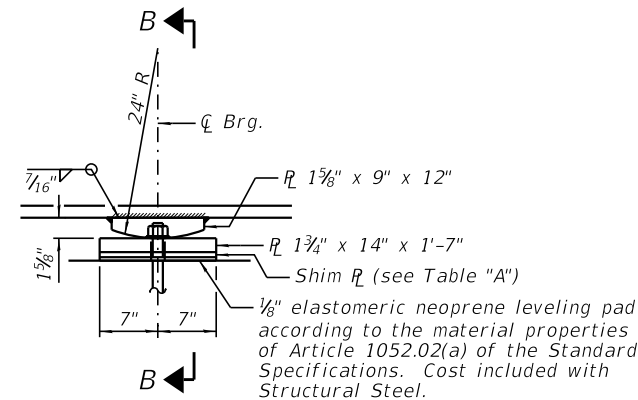


1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

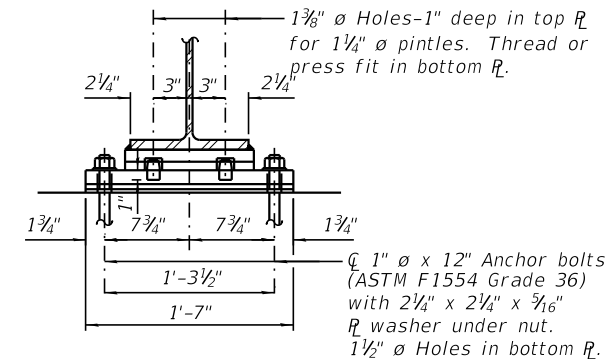
**ELEVATION AT ABUTMENTS**



**SECTION A-A**



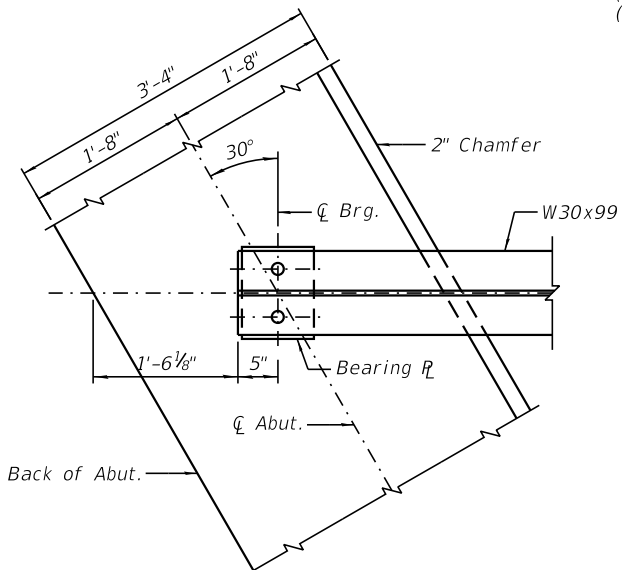
**ELEVATION AT PIERS**



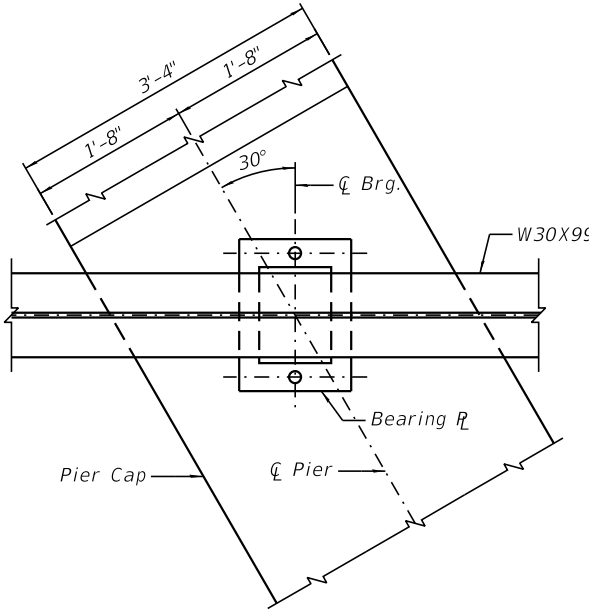
**SECTION B-B**

**FIXED BEARING**  
(At West Abutment - 6 Required)  
(At East Abutment - 6 Required)

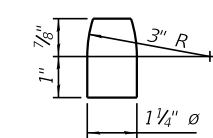
**FIXED BEARING**  
(At Pier No. 1 - 6 Required)  
(At Pier No. 2 - 6 Required)



**BEARING PLAN AT ABUTMENTS**



**BEARING PLAN AT PIERS**



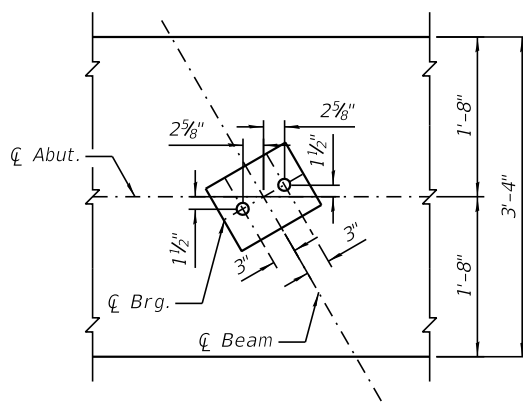
**PINTLE**

**TABLE "A"**

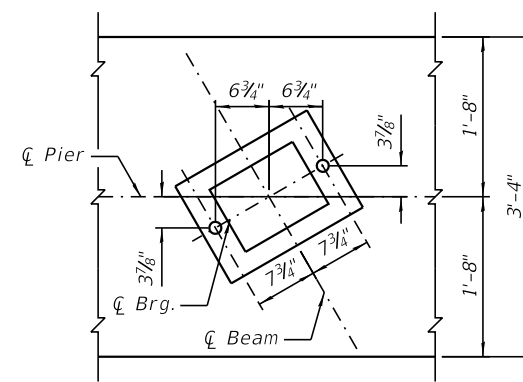
Beam No.	Shim Thickness
West Abut. - 3	1/4"
Pier No. 1 - 3	1/4"
Pier No. 2 - 3	1/4"
East Abut. - 3	1/4"

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1"	Each	48



**TYPICAL ABUTMENT ANCHOR BOLT PLACEMENT DETAIL**



**TYPICAL PIER ANCHOR BOLT PLACEMENT DETAIL**

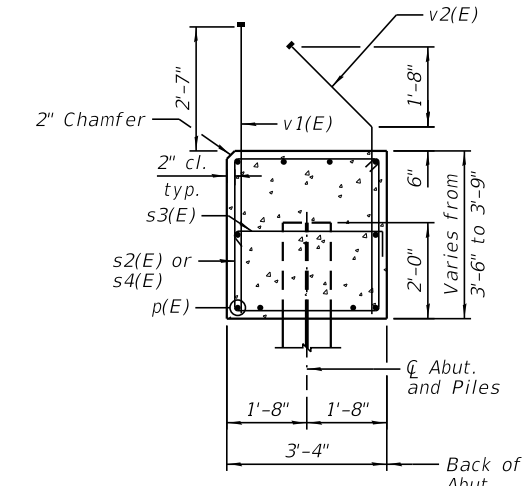
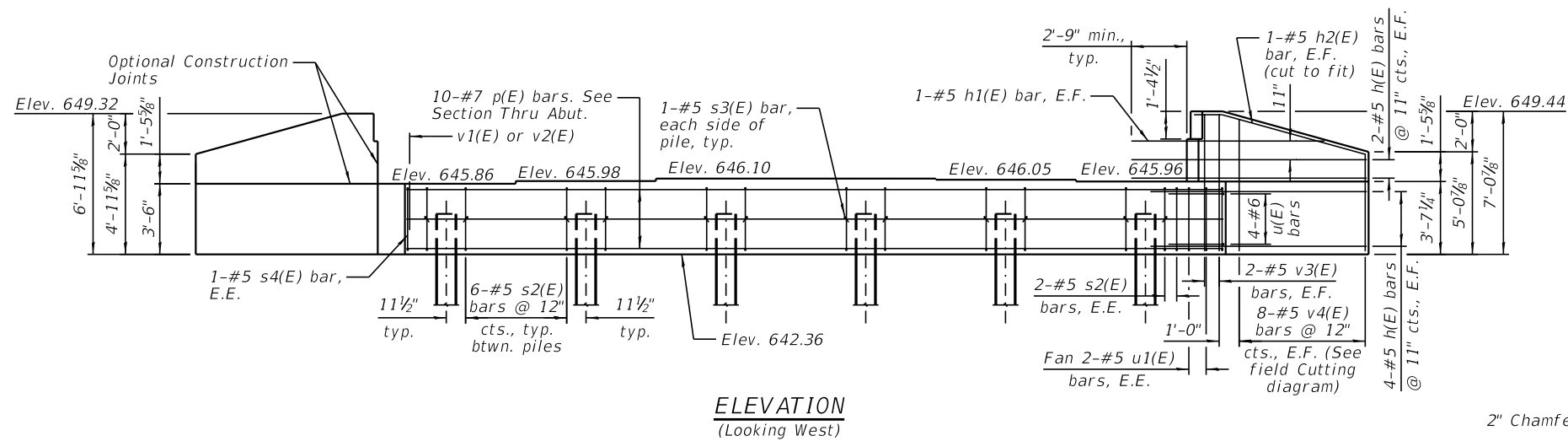
Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

**NOTES:**

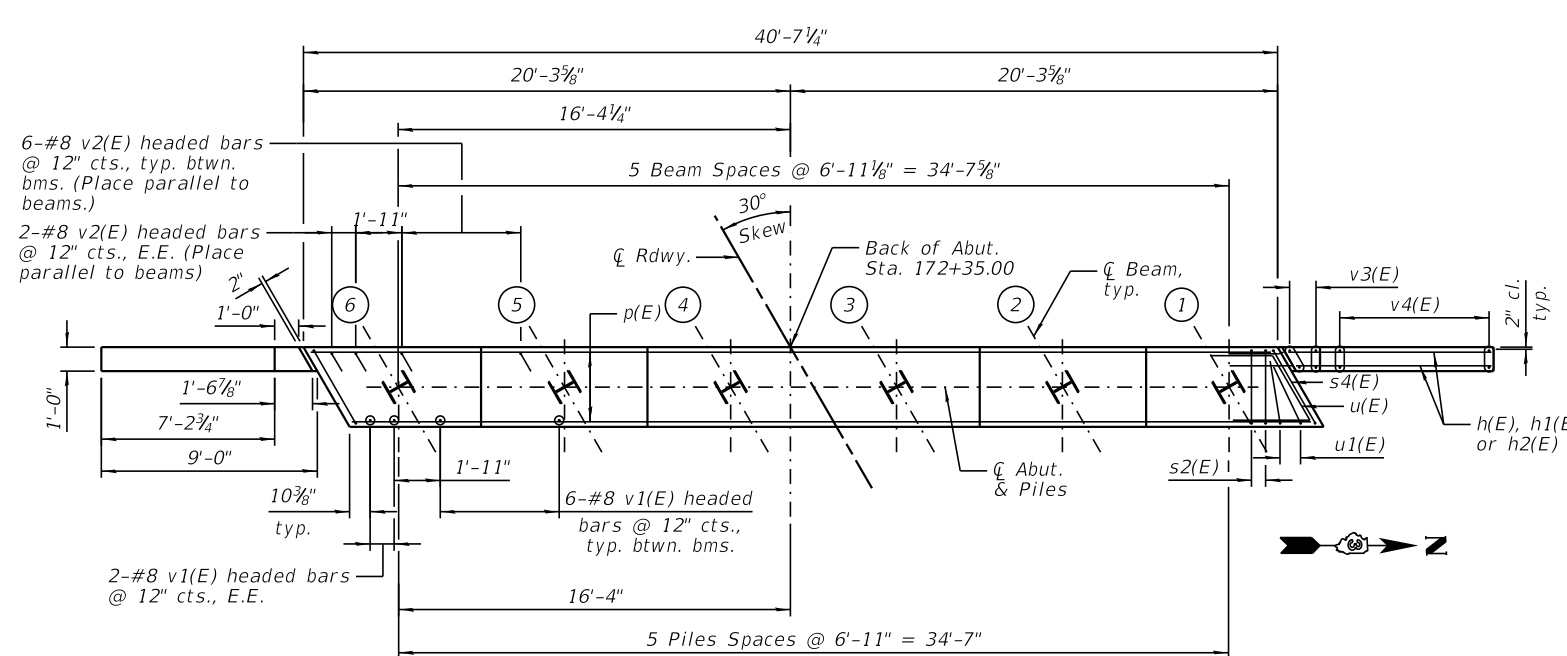
- 1.) The structural steel plates and pintles of the fixed bearing shall conform to the requirements of AASHTO M 270 Grade 50W.
- 2.) Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

**WEST ABUTMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	24	#5	11'-7"	—
h1(E)	4	#5	8'-10"	—
h2(E)	4	#5	8'-7"	—
p(E)	10	#7	40'-3"	—
s2(E)	34	#5	13'-0"	□
s3(E)	12	#5	4'-0"	┌
s4(E)	2	#5	13'-11"	□
u(E)	8	#6	10'-10"	┌
u1(E)	4	#5	9'-2"	┌
v1(E)	34	#8	5'-11"	—
v2(E)	34	#8	6'-2"	┌
v3(E)	8	#5	6'-7"	—
v4(E)	16	#5	10'-11"	—
Item		Unit	Quantity	
Structure Excavation		Cu. Yd.	60	
Concrete Structures		Cu. Yd.	22.3	
Reinforcement Bars, Epoxy Coated		Pound	3,230	
Furnishing Steel Piles HP12x53		Foot	145	
Driving Piles		Foot	145	
Test Piles Steel HP12x53		Each	1	
Pile Shoes		Each	6	
Geocomposite Wall Drain		Sq. Yd.	34	
Granular Backfill for Structures		Cu. Yd.	55	
Pipe Underdrains for Structures 4"		Foot	84	

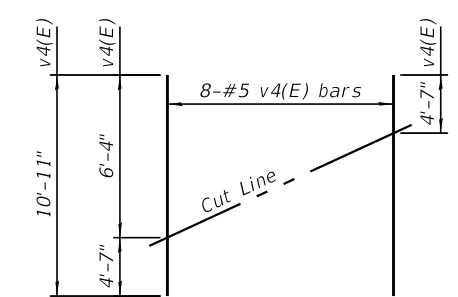


**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.

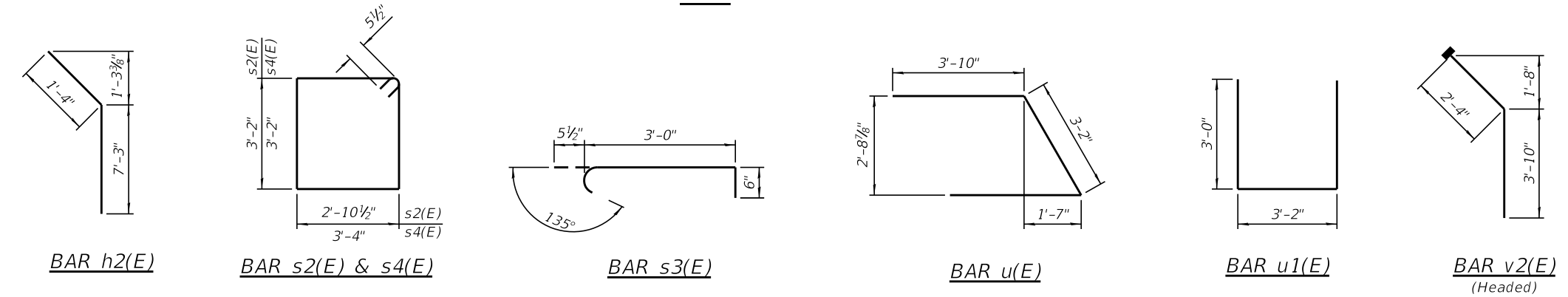


**PLAN**

**PILE DATA**  
Type: HP12x53  
Nominal Required Bearing: 418 kips  
Factored Resistance Available: 230 kips  
Est. Length: 29 Feet  
No. Production Piles: 5  
No. Test Piles: 1

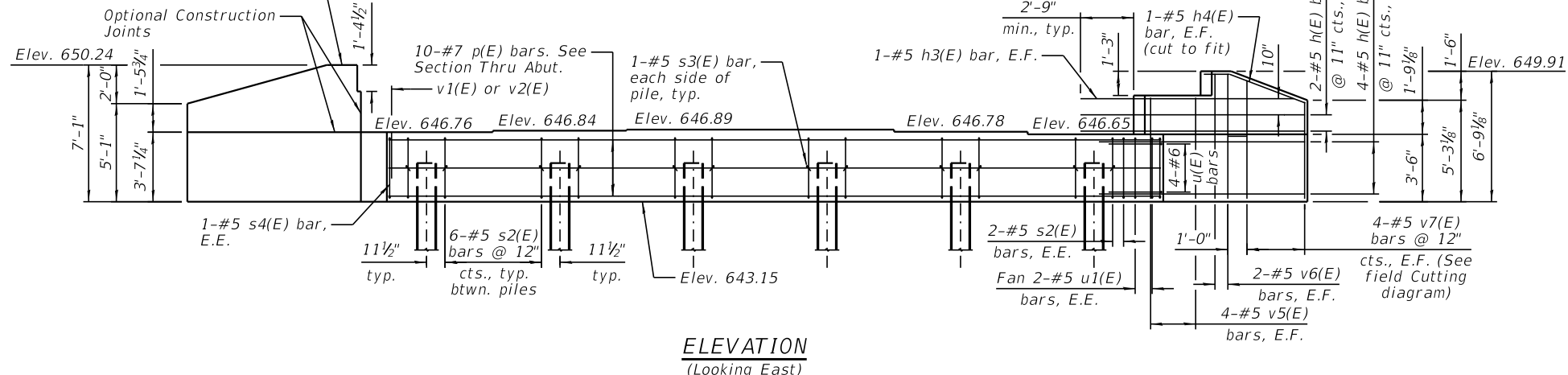


**FIELD CUTTING DIAGRAM**  
Order v4(E) full length. Cut as shown and use remainder of bars in opposite face.

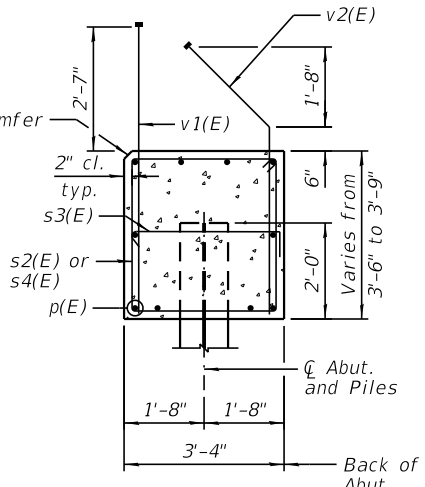


- NOTES:**
- 1.) Pour steps monolithically with cap.
  - 2.) Space reinforcement in cap to miss anchor bolts.
  - 3.) E.F. denotes Each Face, E.E. denotes Each End, F.F. denotes Front Face and B.F. denotes Back Face.
  - 4.) For Details of Piles, see Sheet 23.
  - 5.) See Sheet 17 for Fixed Bearing Detail.
  - 6.) Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

Reinforcement for North Wingwall similar to Wingwalls of the West Abutment. (See Sheet 18 for reinforcement details)



**ELEVATION**  
(Looking East)



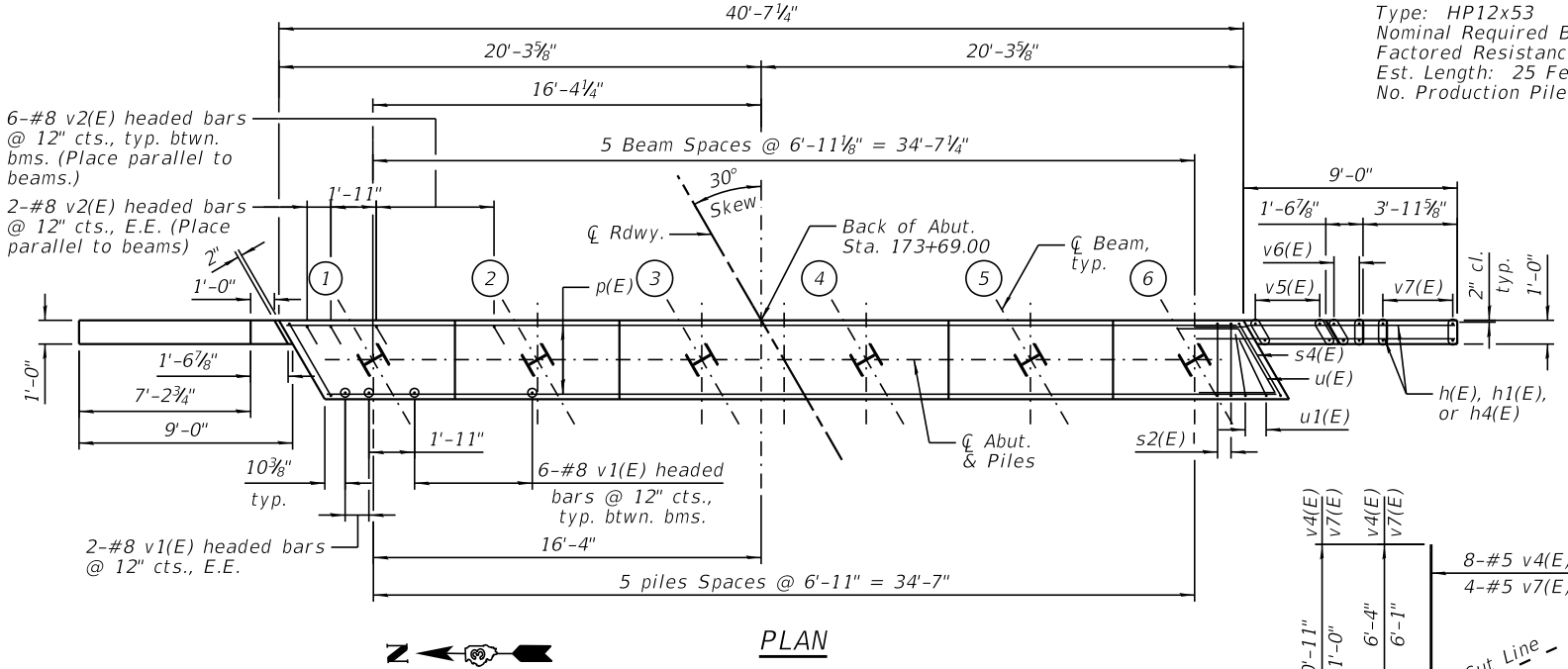
**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.

**EAST ABUTMENT  
BILL OF MATERIAL**

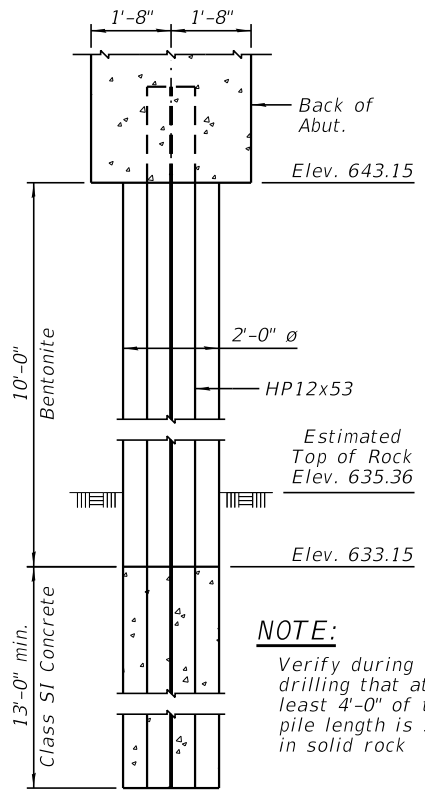
Bar	No.	Size	Length	Shape
h(E)	24	#5	11'-7"	—
h1(E)	2	#5	8'-10"	—
h2(E)	2	#5	8'-7"	—
h3(E)	2	#5	11'-1"	—
h4(E)	2	#5	5'-5"	—
p(E)	10	#7	40'-3"	—
s2(E)	34	#5	13'-0"	□
s3(E)	12	#5	4'-0"	┌
s4(E)	2	#5	13'-11"	□
u(E)	8	#6	10'-10"	└
u1(E)	4	#5	9'-2"	└
v1(E)	34	#8	5'-11"	—
v2(E)	34	#8	6'-2"	—
v3(E)	4	#5	6'-7"	—
v4(E)	8	#5	10'-11"	—
v5(E)	8	#5	5'-2"	—
v6(E)	4	#5	6'-5"	—
v7(E)	4	#5	11'-0"	—
<hr/>				
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	59		
Concrete Structures	Cu. Yd.	22.3		
Reinforcement Bars, Epoxy Coated	Pound	3,220		
Furnishing Steel Piles HP12x53	Foot	150		
Geocomposite Wall Drain	Sq. Yd.	34		
Granular Backfill for Structures	Cu. Yd.	54		
Pipe Underdrains for Structures 4"	Foot	92		
Setting Piles in Rock	Each	6		

**PILE DATA**

Type: HP12x53  
Nominal Required Bearing: Set in Rock  
Factored Resistance Available: 287 kips  
Est. Length: 25 Feet  
No. Production Piles: 6



**PLAN**

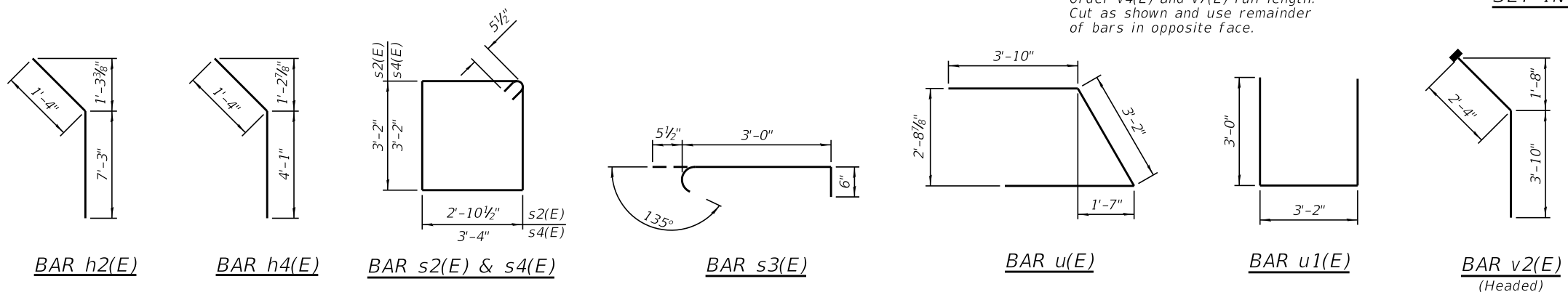
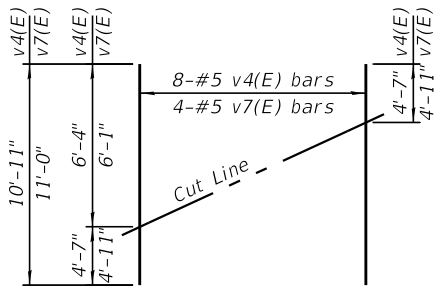


**SIDE VIEW OF PILE  
SET IN ROCK**

**NOTE:**  
Verify during drilling that at least 4'-0" of the pile length is set in solid rock

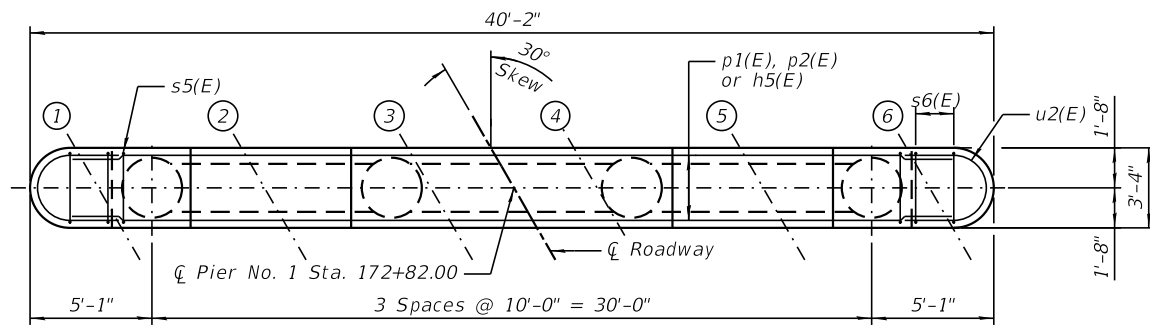
**FIELD CUTTING DIAGRAM**

Order v4(E) and v7(E) full length. Cut as shown and use remainder of bars in opposite face.

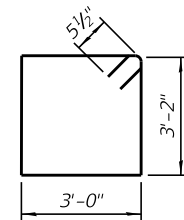


**NOTES:**

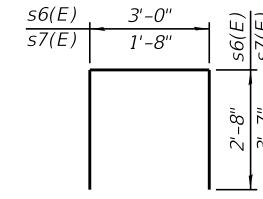
- 1.) Pour steps monolithically with cap.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) E.F. denotes Each Face, E.E. denotes Each End, F.F. denotes Front Face and B.F. denotes Back Face.
- 4.) For Details of Piles, see Sheet 23.
- 5.) Piles shall be set in rock according to the Special Provision "Setting Piles in Rock", except the hole shall be filled with Class SI Concrete up to the plan elevation, and the remainder of the hole shall be filled with bentonite. Cost included with Setting Piles in Rock.
- 6.) See Sheet 17 for Fixed Bearing Details.
- 7.) Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



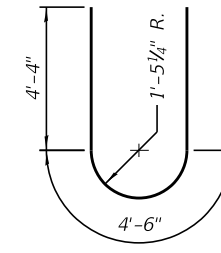
TOP PLAN



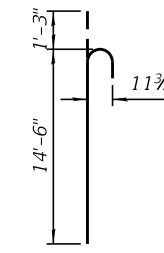
BAR s5(E)



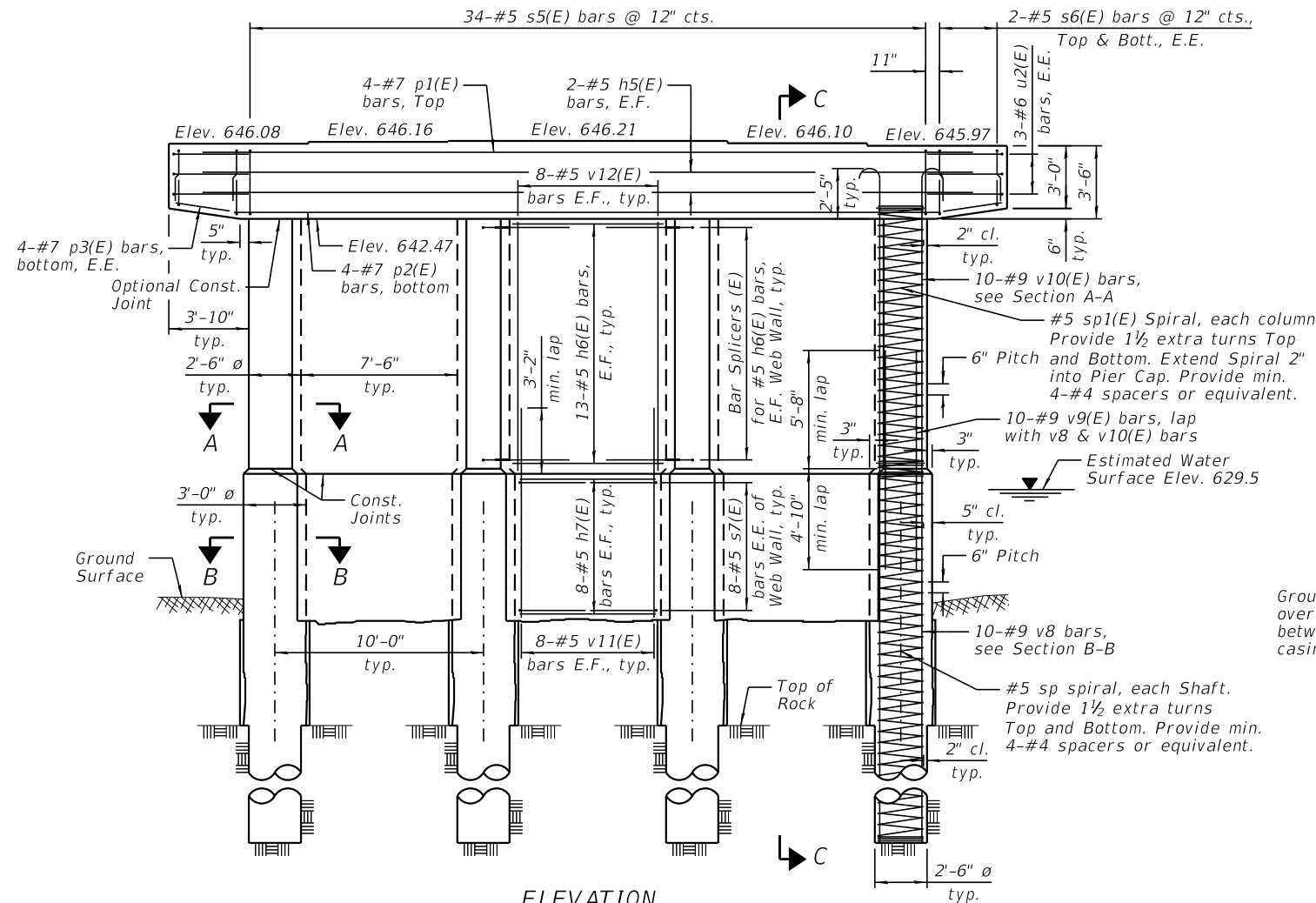
BAR s6(E) & s7(E)



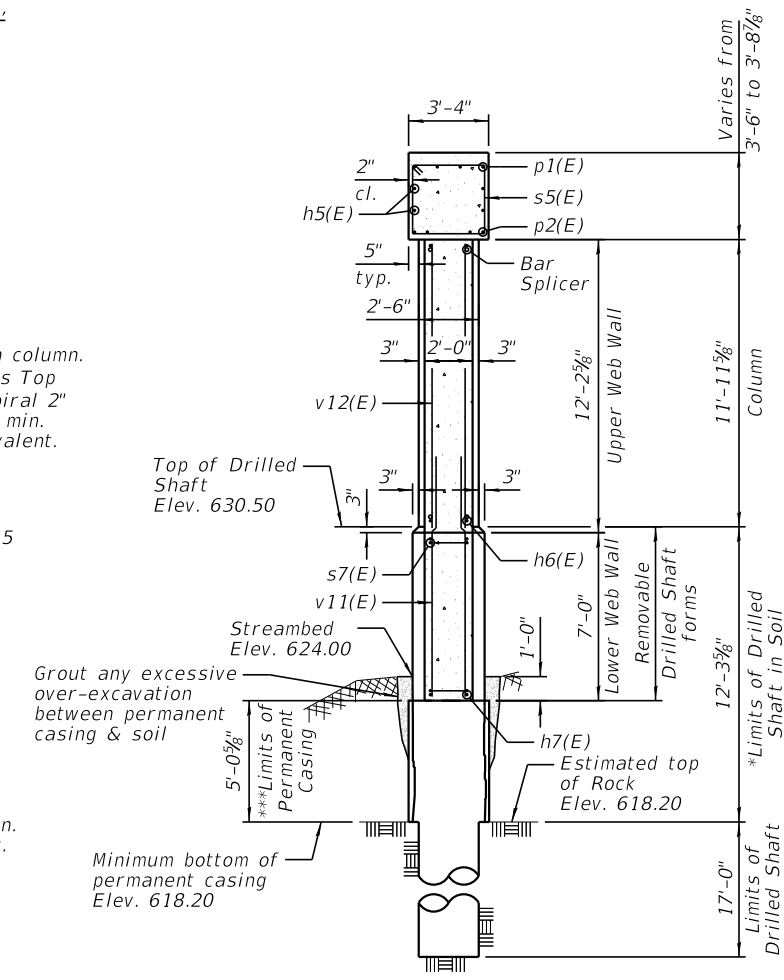
BAR u2(E)



BAR v10(E)



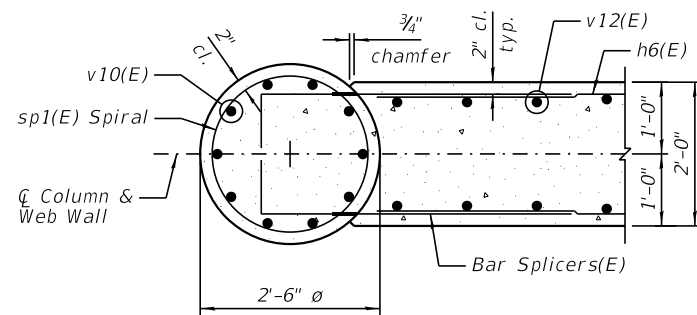
ELEVATION  
(Looking East)



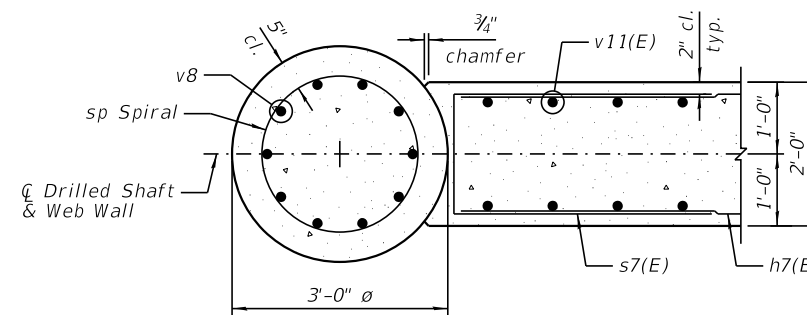
SECTION C-C

**CONSTRUCTION SEQUENCE FOR WEB WALL:**

- 1.) Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
- 2.) Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
- 3.) If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
- 4.) Construct Columns.
- 5.) Construct upper web walls.



SECTION A-A



SECTION B-B

**PIER NO. 1 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h5(E)	4	#5	36'-10"	—
h6(E)	78	#5	7'-6"	—
h7(E)	48	#5	6'-8"	—
p1(E)	4	#7	36'-10"	—
p2(E)	4	#7	33'-4"	—
p3(E)	8	#7	3'-3"	—
s5(E)	34	#5	13'-3"	□
s6(E)	8	#5	8'-4"	□
s7(E)	48	#5	8'-10"	□
sp	4	#5	28'-11"	⋈
sp1(E)	4	#5	12'-3"	⋈
u2(E)	6	#6	13'-2"	U
v8	40	#9	28'-11"	—
v9(E)	40	#9	10'-6"	—
v10(E)	40	#9	15'-9"	U
v11(E)	48	#5	10'-0"	—
v12(E)	48	#5	11'-10"	—
Item		Unit	Quantity	
Concrete Structures		Cu. Yd.	58.7	
Reinforcement Bars		Pound	5,690	
Reinforcement Bars, Epoxy Coated		Pound	8,280	
Permanent Casing		Foot	20	
Drilled Shaft In Soil		Cu. Yd.	12.9	
Drilled Shaft In Rock		Cu. Yd.	12.4	
Thermal Integrity Profile Testing		Each	4	
Thermal Integrity Profile Data Collection		Foot	117	

Minimum lap for spirals = 3'-7"  
\*\*Length is height of spiral.

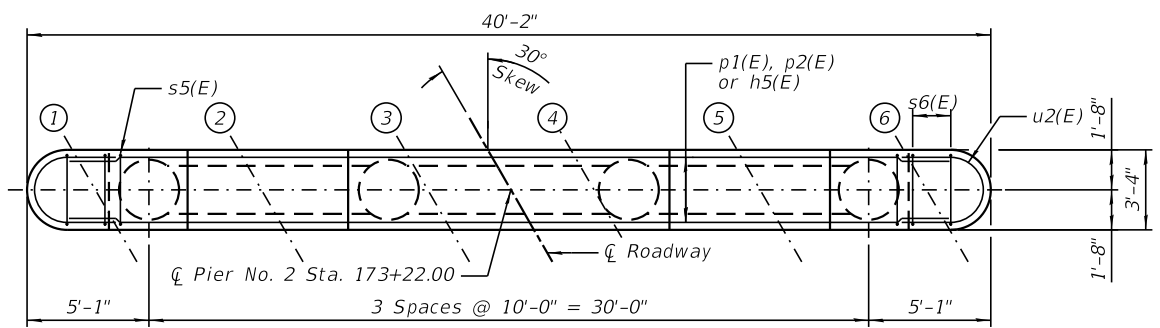
\*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.  
\*\*\*Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) if the Standard Specifications. Pay limits for the Permanent Casing shall be based on the minimum length shown.

**NOTES:**

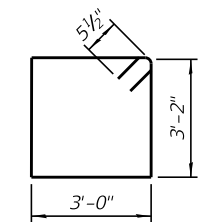
- 1.) Pour steps monolithically with cap.
- 2.) Space reinforcement in cap to miss anchor bolts. See Sheet 17 for Fixed Bearing Details.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.

**PIER NO. 2 BILL OF MATERIAL**

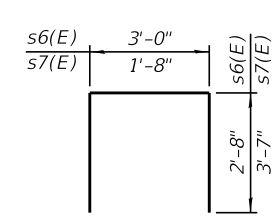
Bar	No.	Size	Length	Shape
h5(E)	4	#5	36'-10"	—
h6(E)	78	#5	7'-6"	—
h7(E)	48	#5	6'-8"	—
p1(E)	4	#7	36'-10"	—
p2(E)	4	#7	33'-4"	—
p3(E)	8	#7	3'-3"	—
s5(E)	34	#5	13'-3"	□
s6(E)	8	#5	8'-4"	□
s7(E)	48	#5	8'-10"	□
sp	4	#5	28'-11"	⋈
sp1(E)	4	#5	12'-3"	⋈
u2(E)	6	#6	13'-2"	U
v8	40	#9	28'-11"	—
v9(E)	40	#9	10'-6"	—
v10(E)	40	#9	15'-9"	U
v11(E)	48	#5	10'-0"	—
v12(E)	48	#5	11'-10"	—
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	59.8		
Reinforcement Bars	Pound	5,690		
Reinforcement Bars, Epoxy Coated	Pound	8,280		
Permanent Casing	Foot	20		
Drilled Shaft In Soil	Cu. Yd.	12.9		
Drilled Shaft In Rock	Cu. Yd.	12.4		
Thermal Integrity Profile Testing	Each	4		
Thermal Integrity Profile Data Collection	Foot	117		



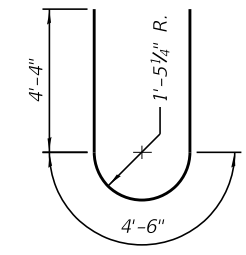
**TOP PLAN**



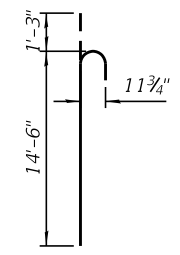
**BAR s5(E)**



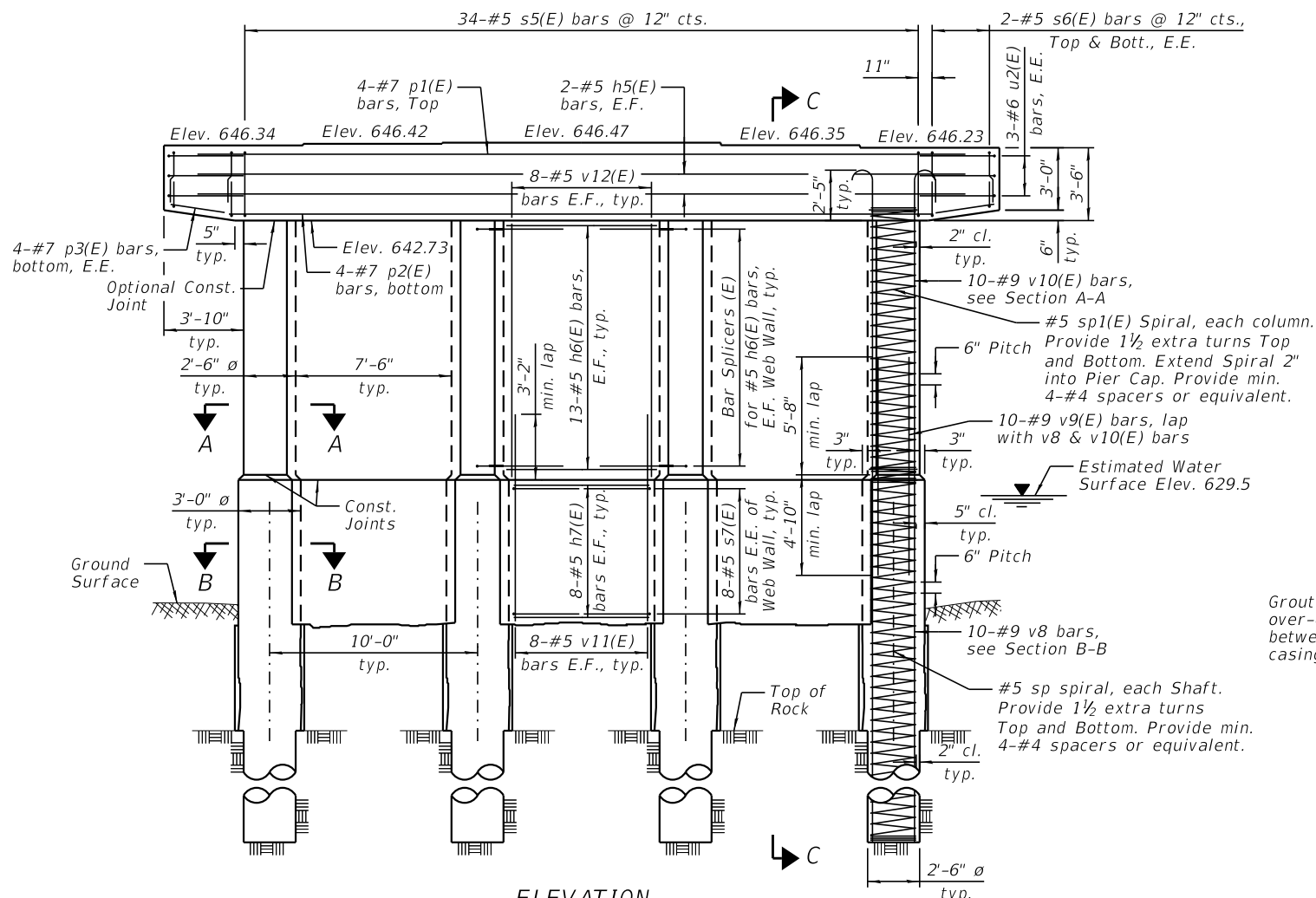
**BAR s6(E) & s7(E)**



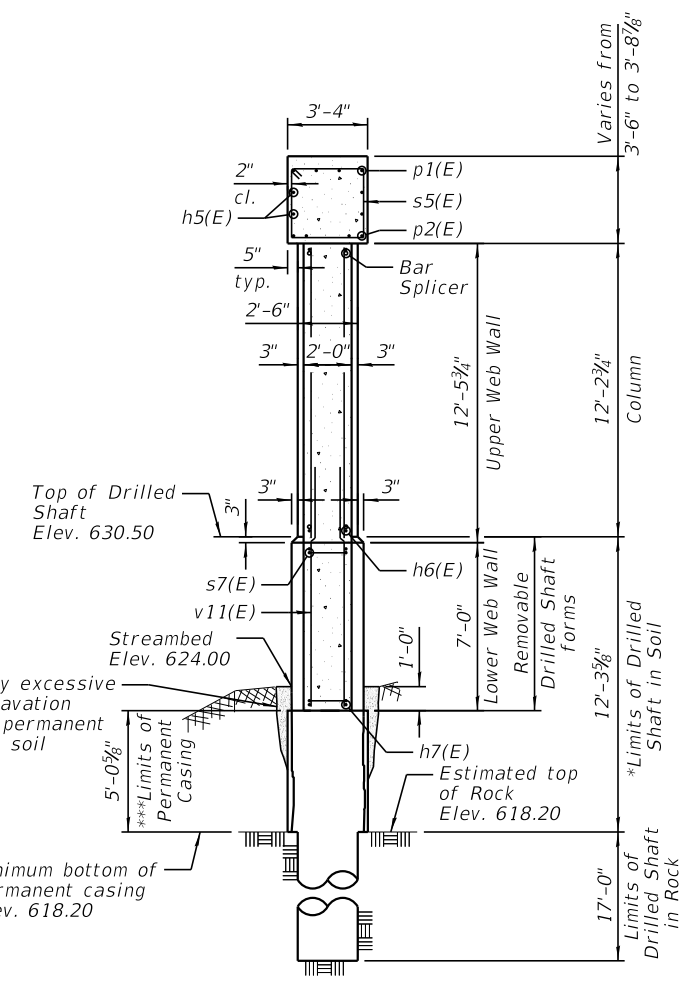
**BAR u2(E)**



**BAR v10(E)**



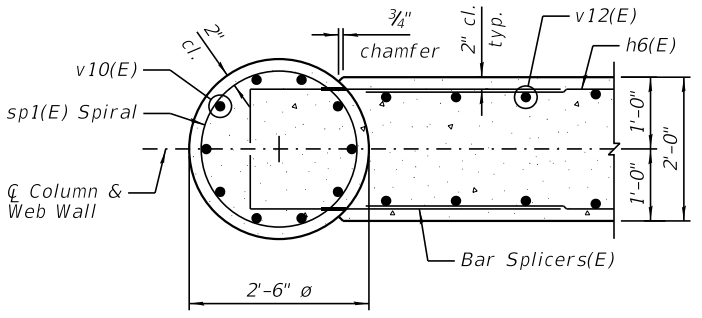
**ELEVATION**  
(Looking East)



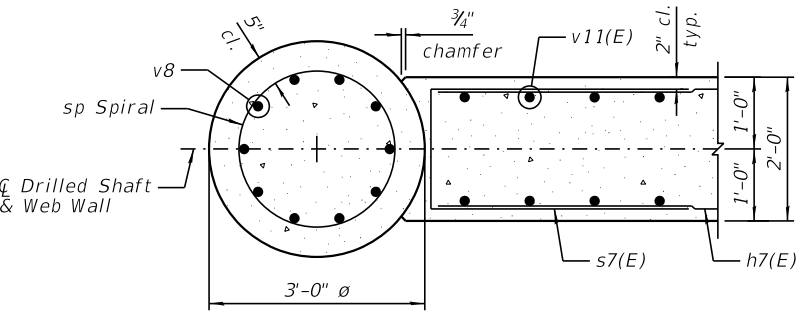
**SECTION C-C**

**CONSTRUCTION SEQUENCE FOR WEB WALL:**

- 1.) Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
- 2.) Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
- 3.) If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
- 4.) Construct Columns.
- 5.) Construct upper web walls.



**SECTION A-A**



**SECTION B-B**

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

\*\*\*Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) if the Standard Specifications. Pay limits for the Permanent Casing shall be based on the minimum length shown.

**NOTES:**

- 1.) Pour steps monolithically with cap.
- 2.) Space reinforcement in cap to miss anchor bolts. See Sheet 17 for Fixed Bearing Details.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.



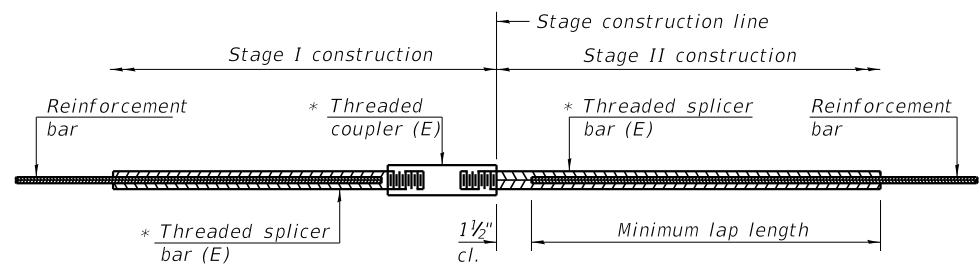
DESIGNED - IIP  
CHECKED - JCZ  
DRAWN - IIP/DJM  
DATE - 09/26/18

REVISED  
REVISED  
REVISED  
REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PIER NO. 2  
STRUCTURE NO. 050-0259**  
SHEET NO. 21 OF 26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	43
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	

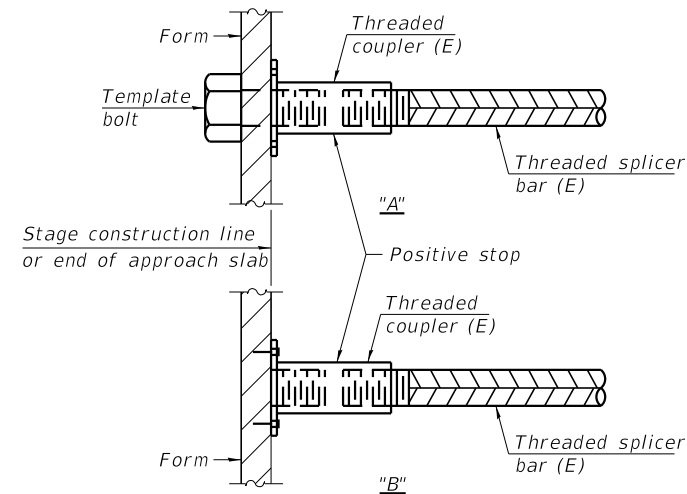


**STANDARD BAR SPLICER ASSEMBLY**

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

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

Location	Bar size	No. assemblies required	Minimum lap length

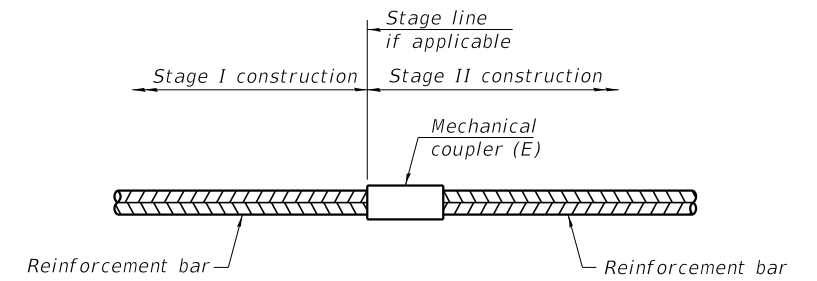


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

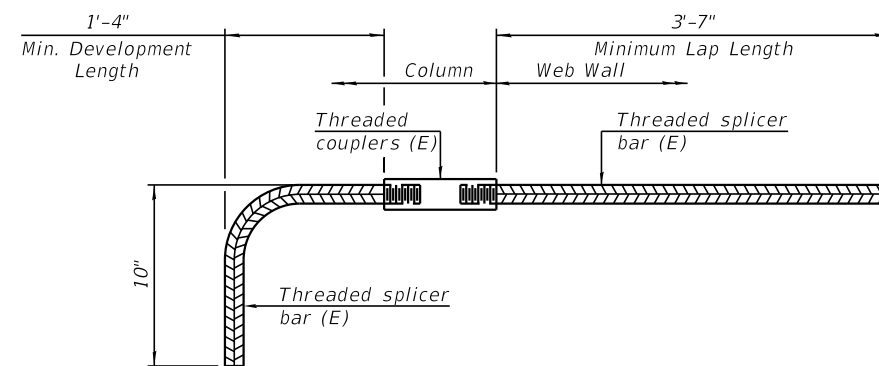
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR IN WEB WALLS**

Location	No. Required
Pier 1	156
Pier 2	156

**NOTES**

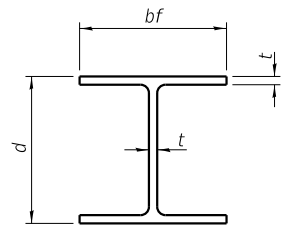
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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.

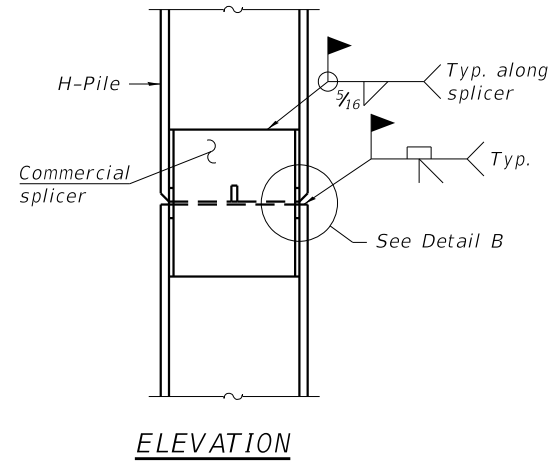
See approved list of bar splicer assemblies and mechanical splicers for alternatives.



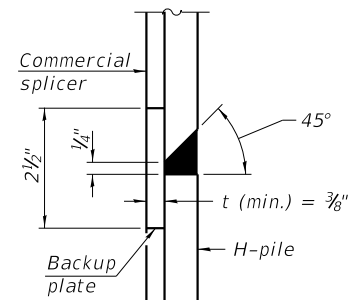


**STEEL PILE TABLE**

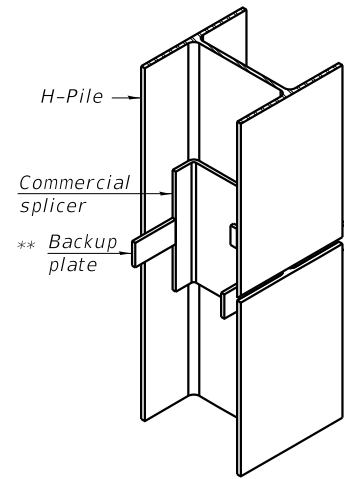
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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

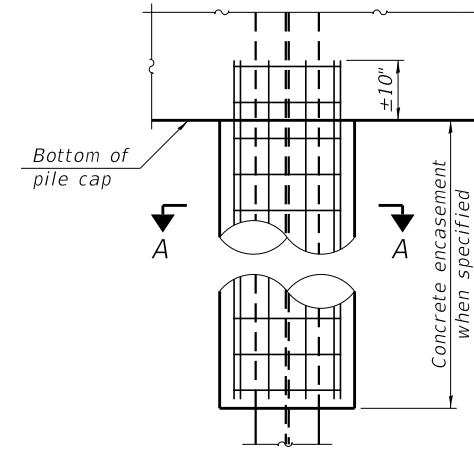


**DETAIL "B"**

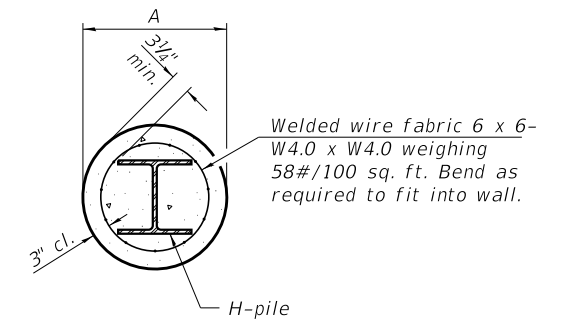


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

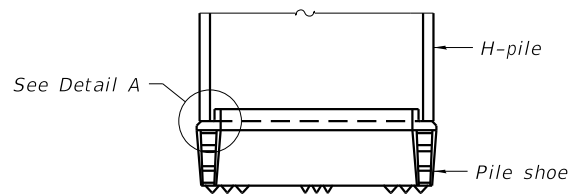


**ELEVATION**

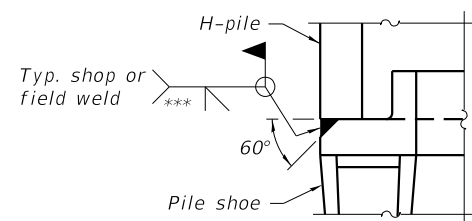


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASEMENT**  
(Forms for encasement may be omitted when soil conditions permit).



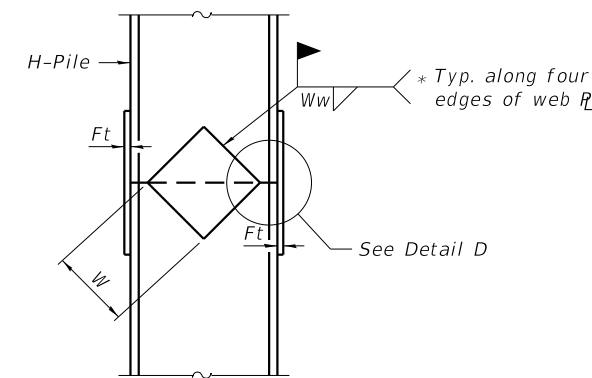
**ELEVATION**



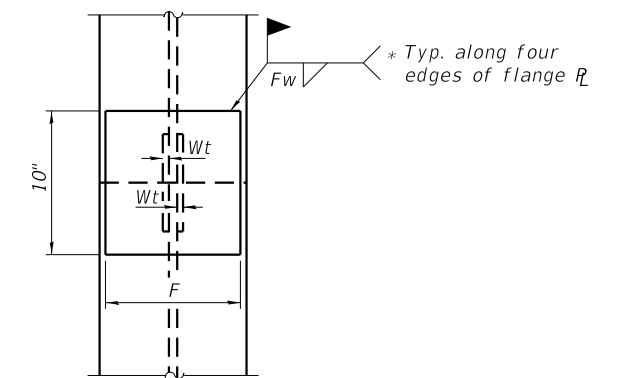
**DETAIL A**

**SHOE ATTACHMENT**

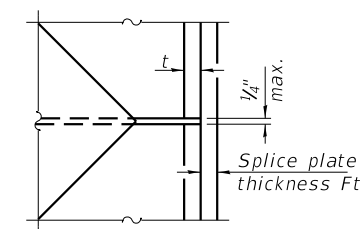
Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.



**ELEVATION**



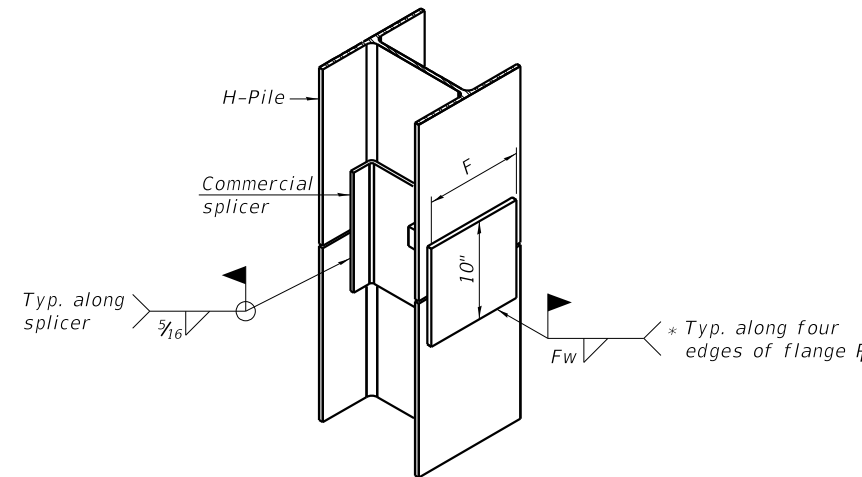
**END VIEW**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 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 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 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"



**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.).

F-HP 8-11-2017



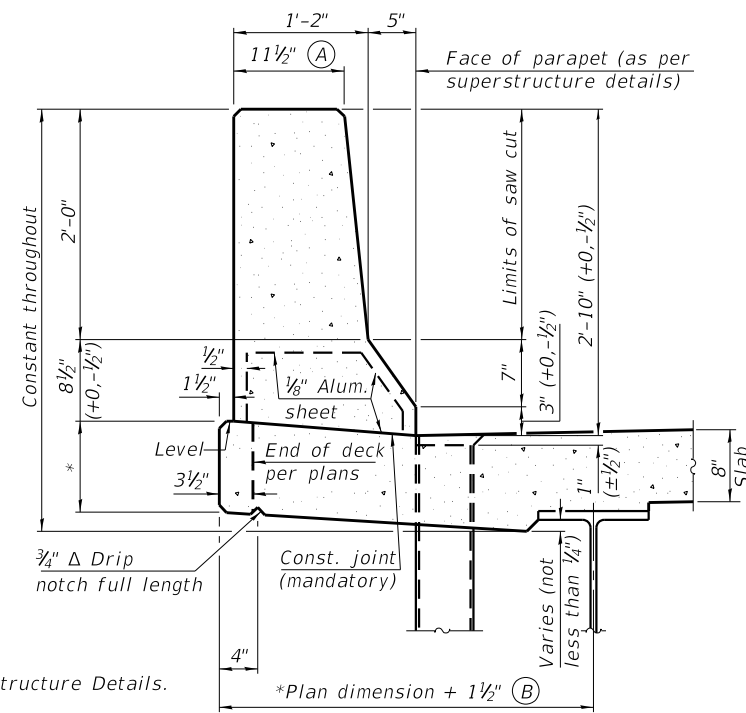
DESIGNED - IIP	REVISED
CHECKED - JCZ	REVISED
DRAWN - IIP/DJM	REVISED
CHECKED - JML	REVISED
DATE - 08/07/18	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 050-0259

SHEET NO. 23 OF 26 SHEETS

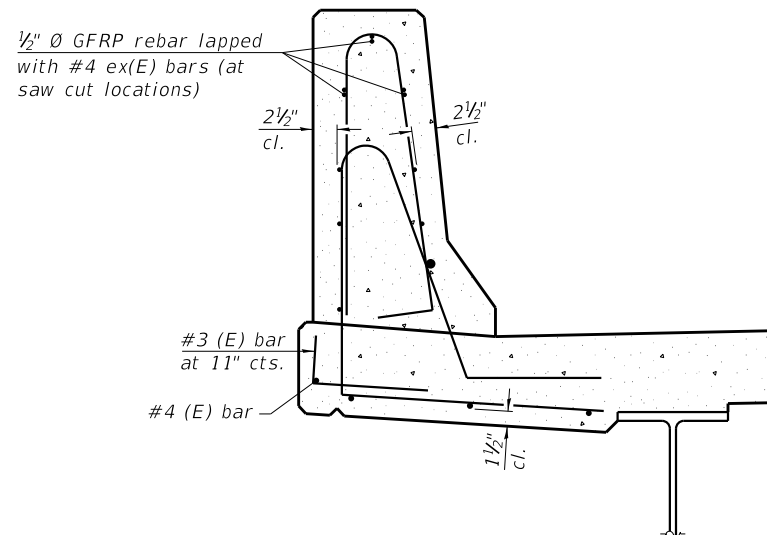
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	45
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	



**34" F SHAPE PARAPET SECTION**  
(Showing dimensions)

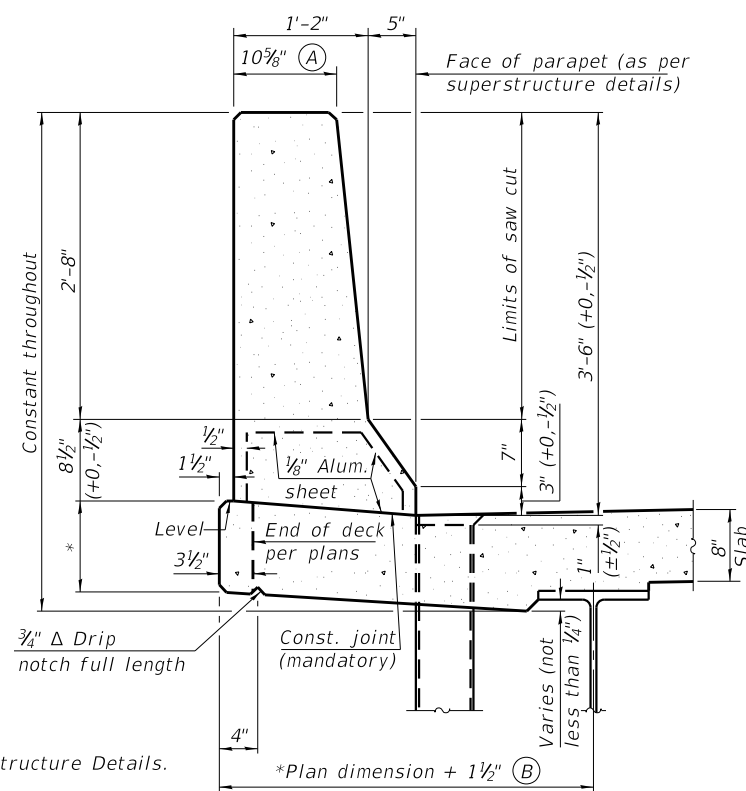
\*See Superstructure Details.

\*Plan dimension + 1 1/2" (B)



**SECTION**

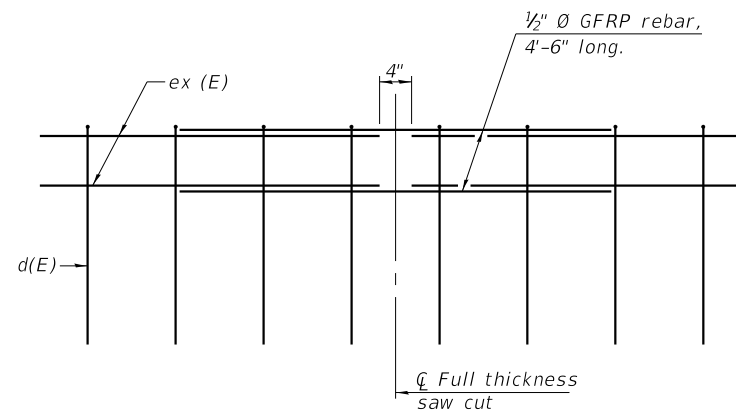
(34" parapet shown - 42" parapet similar)  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



**42" F SHAPE PARAPET SECTION**  
(Showing dimensions)

\*See Superstructure Details.

\*Plan dimension + 1 1/2" (B)

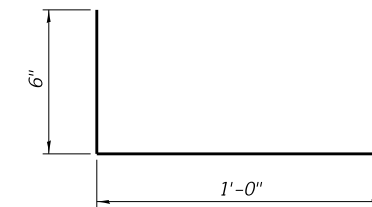


**GFRP REBAR STIFFENING DETAIL**

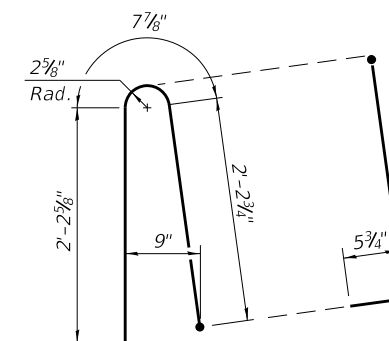
(Place as shown in parapet section at each parapet joint location.)

**GENERAL NOTES**

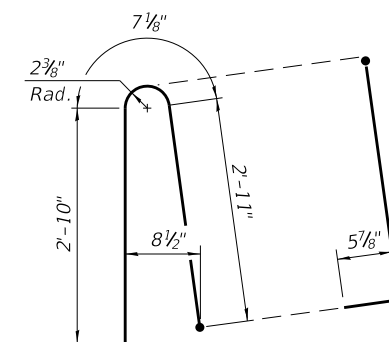
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.



**#3 (E) BAR**



**ALTERNATE BAR d(E)**  
(For 34" parapet when conduit is present)



**ALTERNATE BAR d(E)**  
(For 42" parapet when conduit is present)

SFP 34-42

2-17-2017



DESIGNED - IIP	REVISED
CHECKED - JCZ	REVISED
DRAWN - IIP/DJM	REVISED
DATE - 08/07/18	REVISED
CHECKED - JML	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 050-0259**

SHEET NO. 24 OF 26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	46
CONTRACT NO. 66A57				

ILLINOIS FED. AID PROJECT



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

**SOIL BORING LOG**

Page 1 of 1

ROUTE US 52 (FAS 169) DESCRIPTION US 52 over Little Vermilion Creek, 3.10 miles East of IL 251 LOGGED BY Larry Myers Date 3/7/14

SECTION 121-B-1 LOCATION NE 1/4, SEC. 35, TWP. 35N, RNG. 1E, 3<sup>rd</sup> PM. Latitude 41.468705, Longitude -89.06961

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOISTURE (%)
050-0052 (Exist.)	173+02					Augered Bituminous Pavement, Concrete Pavement, Sand & Gravel Fill, Minor Clay Fill, Large Gravel Fill				
		644.20	-5	3						
		642.20		4	4.0	Hard Brown & Gray Silty Clay/Silty Clay Loam with Gravel Layers & Organics - Fill				
		642.20		3	2.5	Very Stiff Black & Gray Silty Clay Loam with Gravel Pieces & Silt Pockets/Organics - Fill				
		637.20		2	3.0	Dense Tan/Off-White Limestone, Weathered in top 12"				
		637.20		3		End of Boring				
		629.20	-20	3	3.4	Very Stiff Brownish Gray Silty Clay Loam with Silt Pockets (Fill?)				

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 Department of Transportation

**ROCK CORE LOG**

Page 1 of 1

ROUTE US 52 (FAS 169) DESCRIPTION US 52 over Little Vermilion Creek, 3.10 miles East of IL 251 LOGGED BY Larry Myers Date 4/18/17

SECTION 121-B-1 LOCATION NE 1/4, SEC. 35, TWP. 35N, RNG. 1E, 3<sup>rd</sup> PM. Latitude 41.468705, Longitude -89.06961

COUNTY LaSalle CORING METHOD Split Barrel Wire Line

STRUCT. NO.	Station	DEPTH (ft)	CORING BARREL TYPE & SIZE	RECOVERY (%)	QUALITY (%)	CORE DIAMETER (in)	STRENGTH (tsf)
050-0052 (Exist.)	173+02		N W/L 2				
		613.20		65	0	1.9	2.6
		613.20		98	10	618.20	3.6
		608.20		100	58	618.20	3.4
		603.20		100	72		4
		598.20					

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



DESIGNED - IIP	REVISED
CHECKED - JCZ	REVISED
DRAWN - IIP/DJM	REVISED
CHECKED - JML	REVISED


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS  
STRUCTURE NO. 050-0259**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121BR	LASALLE	75	47
CONTRACT NO. 66A57				

SHEET NO. 25 OF 26 SHEETS

ILLINOIS FED. AID PROJECT



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

## SOIL BORING LOG

Page 1 of 1

US 52 over Little Vermilion Creek, 3.10 miles East of IL 251


ROUTE US 52 (FAS 169) DESCRIPTION East of IL 251 LOGGED BY Larry Myers Date 3/7/14

SECTION 121-B-1 LOCATION NE 1/4, SEC. 35, TWP. 35N, RNG. 1E, 3<sup>rd</sup> PM Latitude 41.468876, Longitude -89.06898

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0052 (Exist.)	D	B	U	M	S	Surface Water Elev. 626.18 ft
Station 173+02	P	L	C	O	I	Stream Bed Elev. _____ ft
<b>BORING NO. 02 (S.E. Quad.)</b>	T	W	S	Q	T	<b>Groundwater Elev.:</b>
Station 173+97	H	S				First Encounter _____ Dry ft
Offset 18.0 ft RL						Upon Completion _____ Dry ft
Ground Surface Elev. 650.36 ft	(ft)	(ft)	(6")	(tsf)	(%)	After _____ Hrs. _____ ft
Augered Ice, Shoulder Stone, Gray & Black Silty Clay Fill						
645.36	-5	5				
Hard Gray, Black, Brown Silty Clay, Silty Clay Loam Fill with Large Gravel Pieces						
		7	4.5	19		
		9	P			
		3				
		5	4.0	21		
		7	P			
640.36	-10	3				
Very Stiff to Hard Brown Silty Clay Loam Till with Large Limestone Pieces						
		4	3.1	20		
		5	B			
		7				
		8	4.0	7		
		7	P			
		-15				
634.86	31	3				
	100/3			5		
Buff to Orange Limestone, Weathered at Surface						
632.78	100/1			3		
End of Boring						

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



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

## ROCK CORE LOG

Page 1 of 1

US 52 over Little Vermilion Creek, 3.10 miles East of IL 251

ROUTE US 52 (FAS 169) DESCRIPTION East of IL 251 LOGGED BY Larry Myers Date 4/21/17

SECTION 121-B-1 LOCATION NE 1/4, SEC. 35, TWP. 35N, RNG. 1E, 3<sup>rd</sup> PM Latitude 41.468876, Longitude -89.06898

COUNTY LaSalle CORING METHOD Split Barrel Wire Line

STRUCT. NO. 050-0052 (Exist.)	CORING BARREL TYPE & SIZE	D	C	R	R	C	S
Station 173+02	N W/L 2	E	O	E	E	O	T
<b>BORING NO. 02C (S.E. Quad.)</b>	Core Diameter 1.9 in	P	R	V	Q	T	R
Station 173+97	Top of Rock Elev. 635.36 ft	T	R	E	U	I	E
Offset 18.0 ft RL	Begin Core Elev. 635.36 ft	H	H	R	Y	E	N
Ground Surface Elev. 650.36 ft		(ft)	(#)	(%)	(%)	(min/ft)	G
							T
							H
Dense Orange to Tan Limestone Highly Horizontal Fractured with Minor Vertical Fractures.							
		1	80	0	5.4		
630.36	-20						
Dense Orange to Tan Limestone with Numerous Horizontal Fractures.							
		2	100	23	3.6		
625.36	-25						
Vertical Crack Present in Strength Sample @ 25.5'							
		3	100	75	4	1448.9	
Dense Orange to Tan Limestone, Numerous Horizontal Fractures with Increased Vertical Fractures with 3" Shaley Sand Layer at 29.5'.							
						901.6	
						899.2	
						265.7	
620.36	-30						
Vertical Crack Present in Strength Sample @ 28.5'							
		4	100	33	3.6		
Dense Orange to Tan Limestone to 31.5' with Thin Pockets, Seams & Crack Fills of Greenish Gray Shale.							
618.86							
Dense White Limestone with some Horizontal Cracking (No Shale From 31.5' - 35.0').							
						813.5	
						619.5	
						605.3	
						918.9	
615.36	-35						
End of Boring							

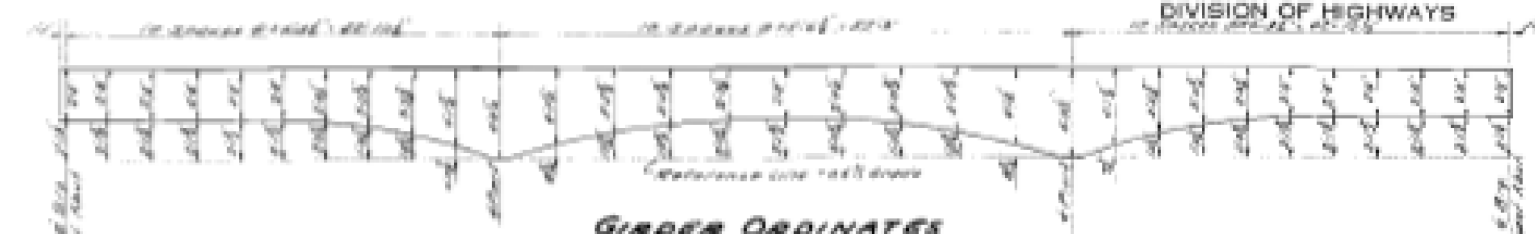
ROCK CORE 590-0052 G.P., IL DOT.GDD, 8/10/17

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



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

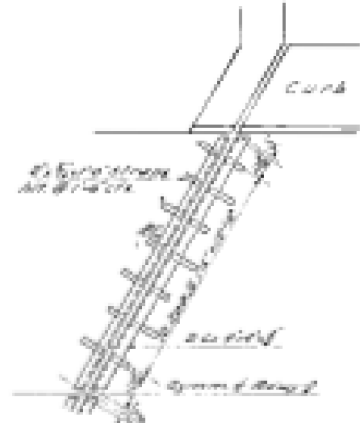
PROJECT NO.	LA SALLE	NO.	79	SHEET NO. 2
DATE				2 SHEETS



**GIRDER ORDINATES**  
Ordinates shown from top left  
corner shall drive for location of  
center and bearings



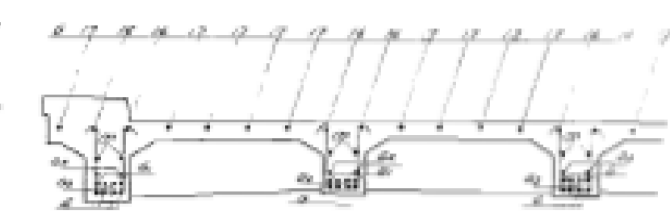
**HALF ELEVATION OF GIRDERS**



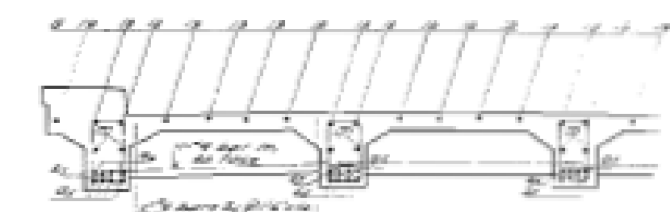
**HALF PLAN  
END JTB**



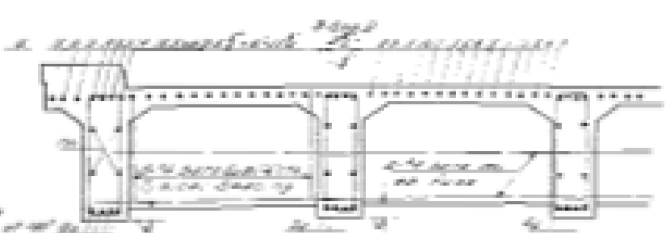
**GIRDER DETAILS**



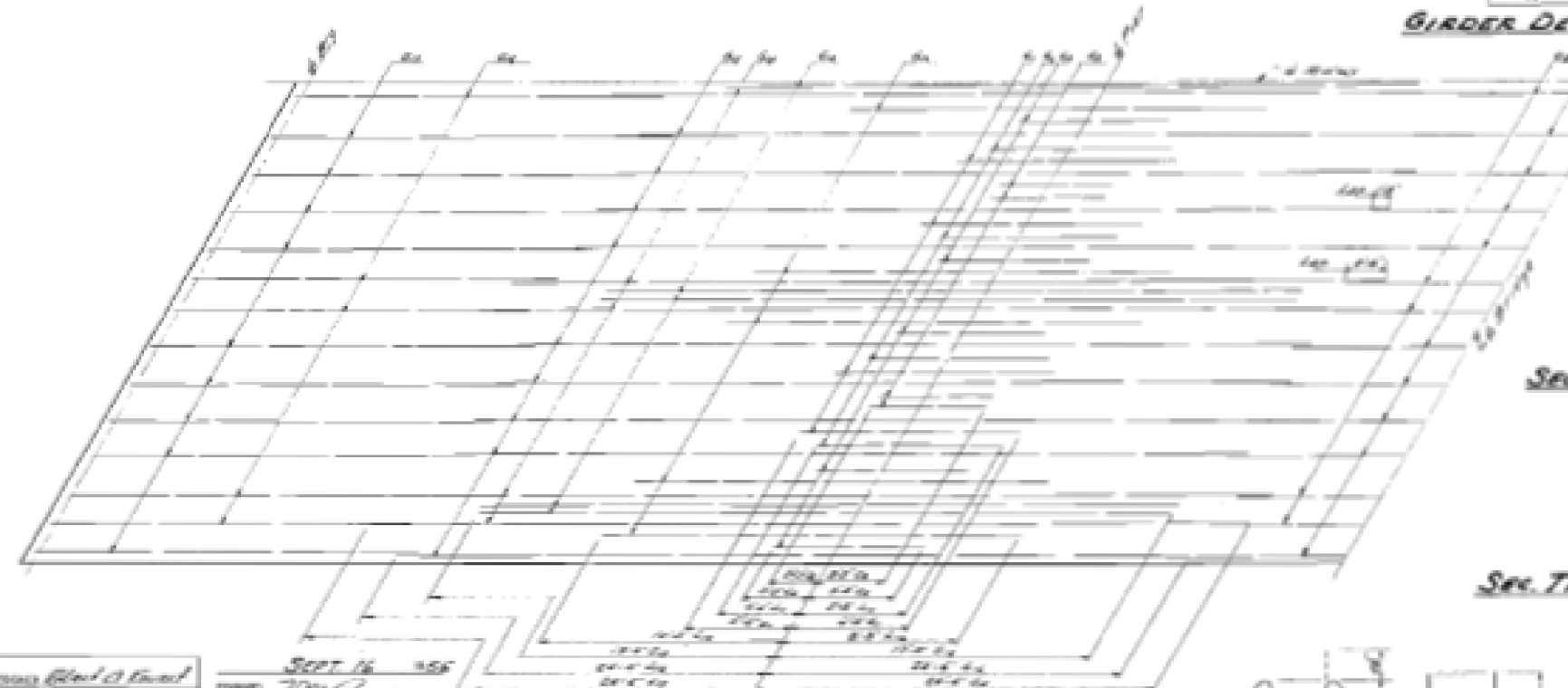
**HALF SECTION @ SPAN 1/3**



**HALF SECTION @ SPAN 2**



**HALF SECTION @ PIER**



**QUARTER PLAN**  
Showing Reinforcement in the Deck

**BAR LIST-GIRDER & DIAPH**

Bar No.	Size	Length	Quantity
1	1/2"	11'-0"	1
2	1/2"	11'-0"	1
3	1/2"	11'-0"	1
4	1/2"	11'-0"	1
5	1/2"	11'-0"	1
6	1/2"	11'-0"	1
7	1/2"	11'-0"	1
8	1/2"	11'-0"	1
9	1/2"	11'-0"	1
10	1/2"	11'-0"	1
11	1/2"	11'-0"	1
12	1/2"	11'-0"	1
13	1/2"	11'-0"	1
14	1/2"	11'-0"	1
15	1/2"	11'-0"	1
16	1/2"	11'-0"	1
17	1/2"	11'-0"	1
18	1/2"	11'-0"	1
19	1/2"	11'-0"	1
20	1/2"	11'-0"	1
21	1/2"	11'-0"	1
22	1/2"	11'-0"	1
23	1/2"	11'-0"	1
24	1/2"	11'-0"	1
25	1/2"	11'-0"	1
26	1/2"	11'-0"	1
27	1/2"	11'-0"	1
28	1/2"	11'-0"	1
29	1/2"	11'-0"	1
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98	1/2"	11'-0"	1
99	1/2"	11'-0"	1
100	1/2"	11'-0"	1

**SEC. THRU DIAPH @ PIERS**

**SEC. THRU INTERIOR DIAPH**

DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
DATE: [Signature]

**BAR 6**      **BAR 66**      **BAR 3**      **BAR 5**      **BAR 51/2**      **BAR 51/2**      **STRAP DETAIL**

**GIRDER REINFORCEMENT**  
S.B.I. R# 69 SEC 121-B1  
LA SALLE COUNTY  
STATION 173+02

FOR INFORMATION ONLY

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	DRAWN -	REVISED -
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PLOT DATE = 8/1/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

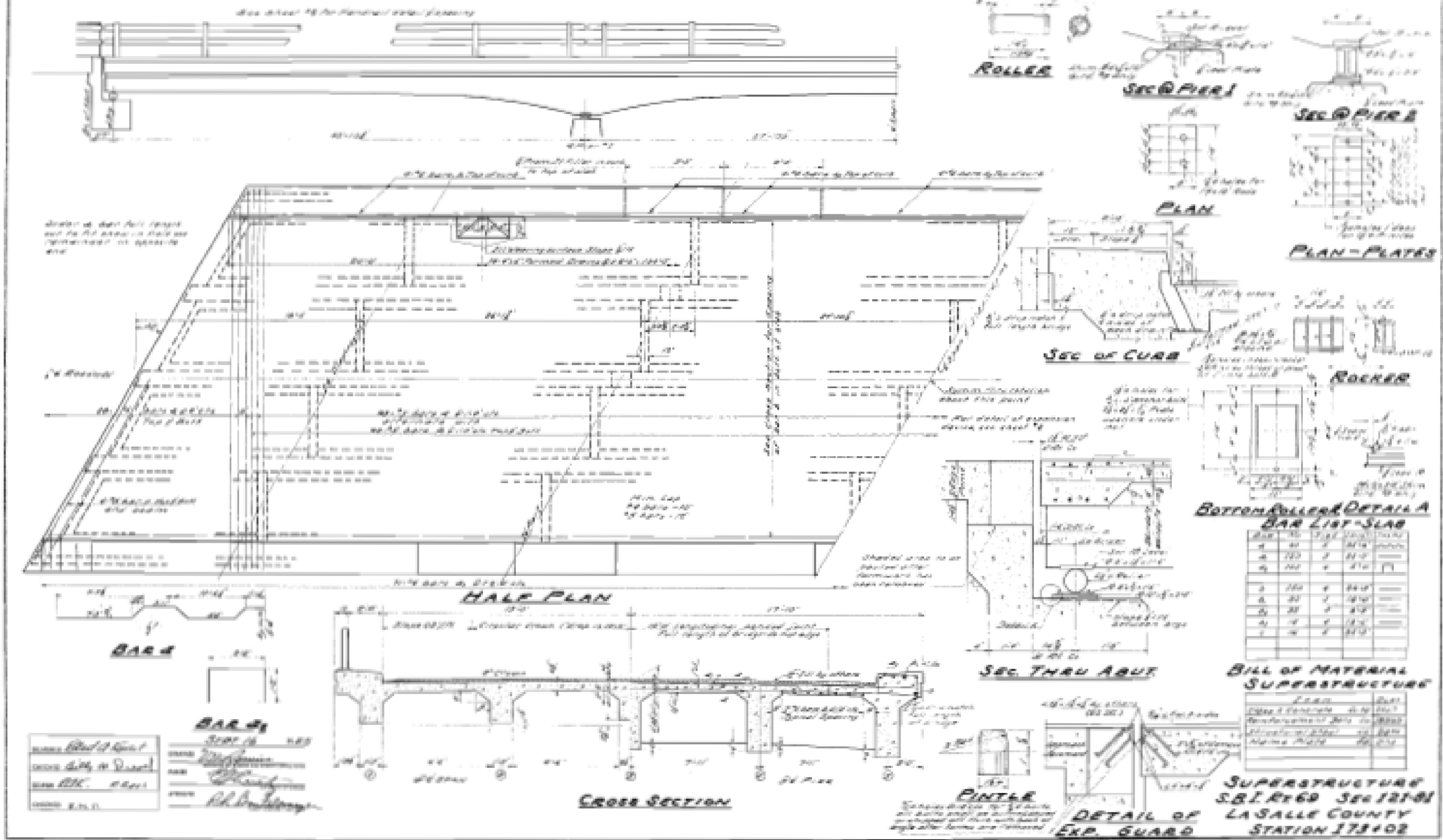
EXISTING STRUCTURE PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	50
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

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

PROJECT NO.	66A57
SECTION	121-BR
COUNTY	LASALLE
TOTAL SHEETS	75
SHEET NO.	51
CONTRACT NO. 66A57	



DESIGNED BY	W. J. ...
CHECKED BY	...
DATE	...

SCALE	1" = 10'
DATE	8/1/2018

#### BILL OF MATERIAL SUPERSTRUCTURE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	Concrete Slab	...	cu. yd.
2	Reinforcing Steel	...	lbs.
3	Formwork	...	sq. ft.
4	...	...	...

#### SUPERSTRUCTURE S.B.I. No. 304121-01

...	...
...	...

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FOR INFORMATION ONLY

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	DRAWN -	REVISED -
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PLOT DATE = 8/1/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

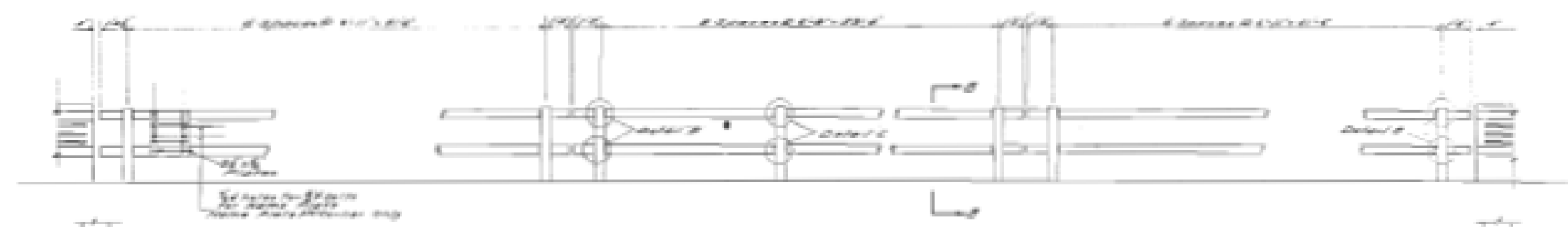
EXISTING STRUCTURE PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

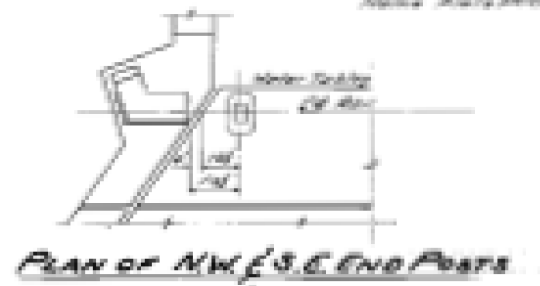
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	51
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

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

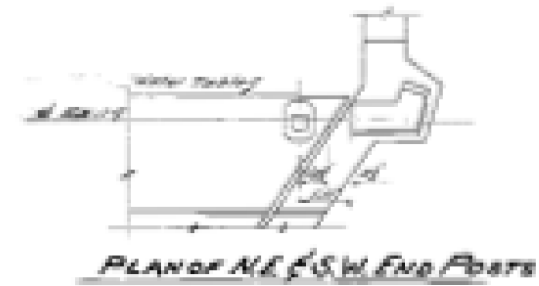
PROJECT NO.	LA 6657	NO.	20	SHEET NO.	20
DATE	8/1/2018	BY		CHECKED	
DRAWN BY: [Signature]					



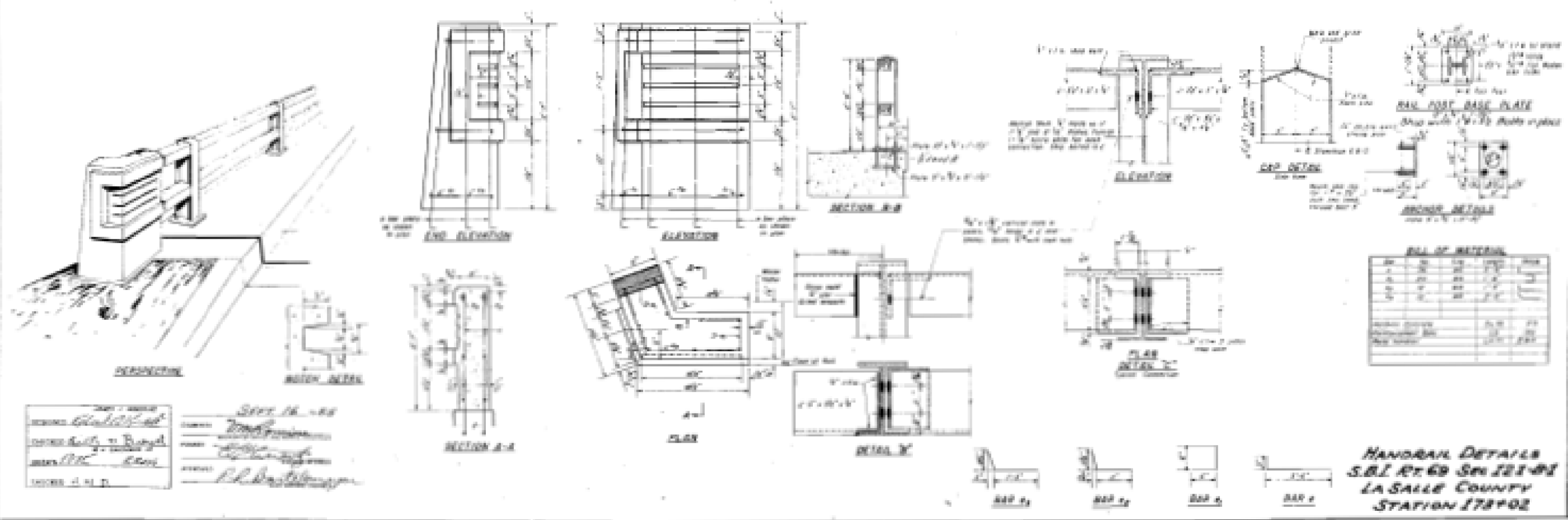
**ELEVATION NORTH HANDRAIL**  
Scale: Handrail System by Section of 1/8"



**PLAN OF NW & SE END POSTS**



**PLAN OF NE & SW END POSTS**



DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 8/1/2018

**HANDRAIL DETAILS**  
S.B.I. RT. 69 S. 121-40  
LA SALLE COUNTY  
STATION 178+02

FOR INFORMATION ONLY

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SHEET: 20 OF 20

USER NAME = corcoranm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/1/2018	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

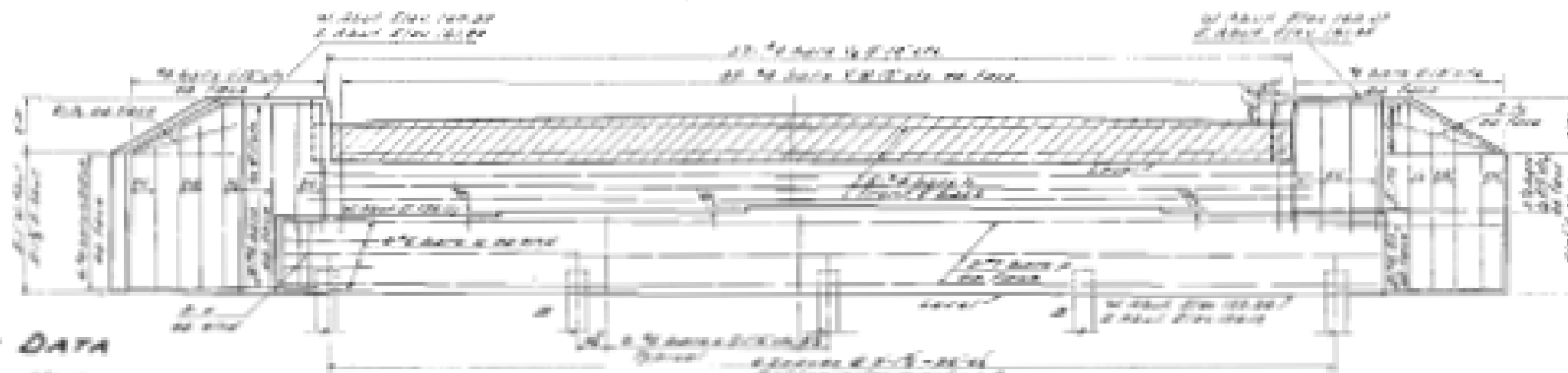
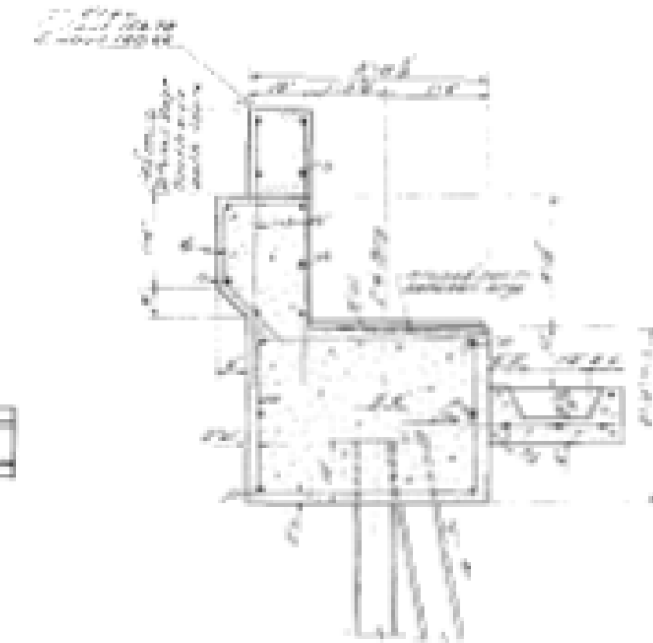
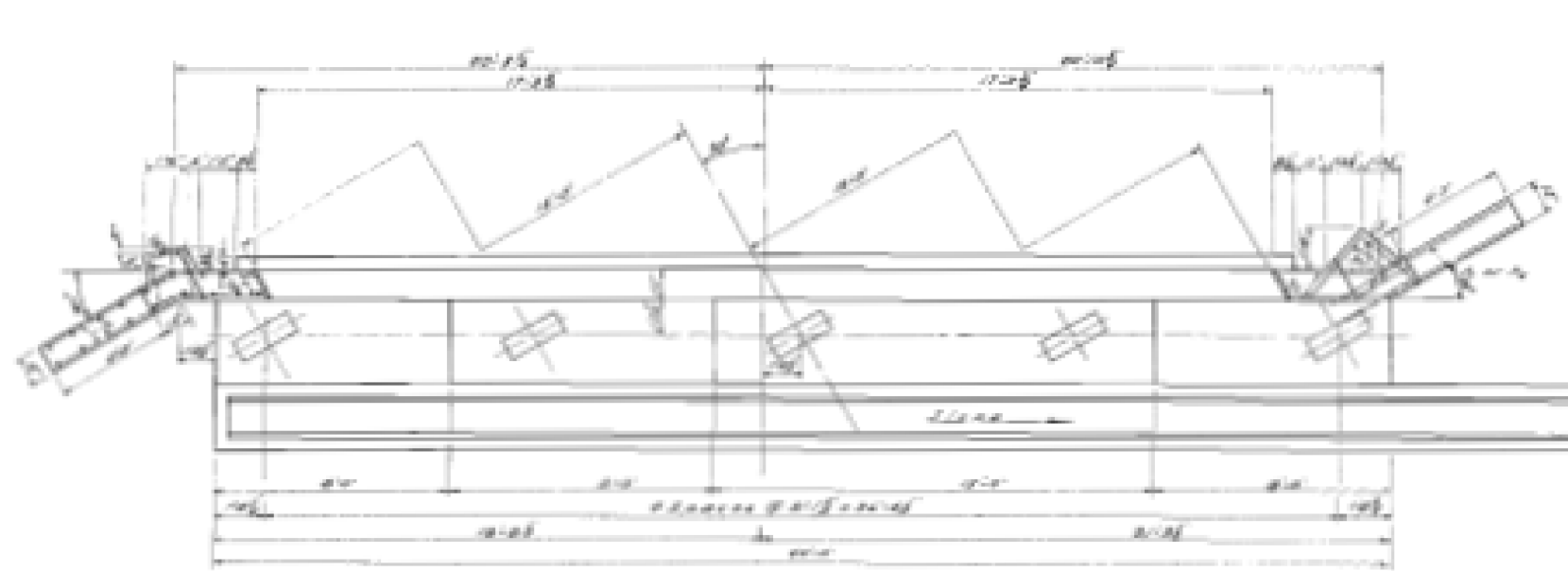
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	52
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



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

NO.	DATE	BY	CHKD.	APP'D.
1	11-14-1925	W. J.	W. J.	W. J.
REVISIONS				

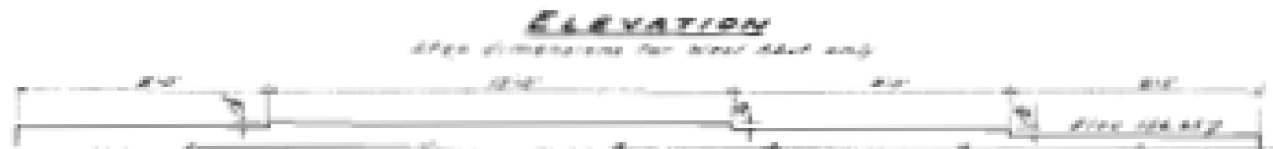


Bill of Material - Two Abut

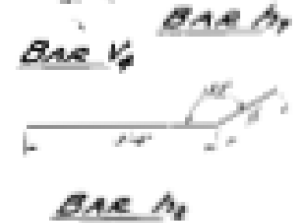
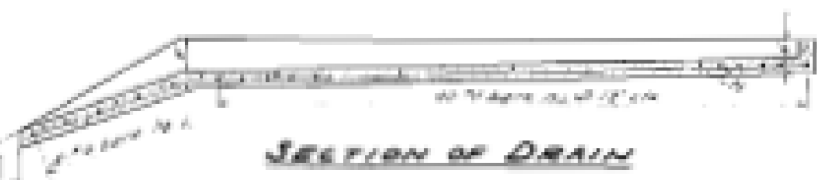
Qty	No.	Size	Material	Remarks
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1	3	12"	12"	
1	4	12"	12"	
1	5	12"	12"	
1	6	12"	12"	
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1	8	12"	12"	
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1	95	12"	12"	
1	96	12"	12"	
1	97	12"	12"	
1	98	12"	12"	
1	99	12"	12"	
1	100	12"	12"	



FILE DATA  
Type: Abut  
Section: 2 Abut  
Capacity: 40 Pcs  
No. Required: 10, Includes for Bar and  
Est Length: 87 Feet



DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 8/1/2018



ABUTMENTS  
S.B. RT 69 Sec 121-B-1  
LA SALLE COUNTY  
STA. 173+02

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FOR INFORMATION ONLY

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

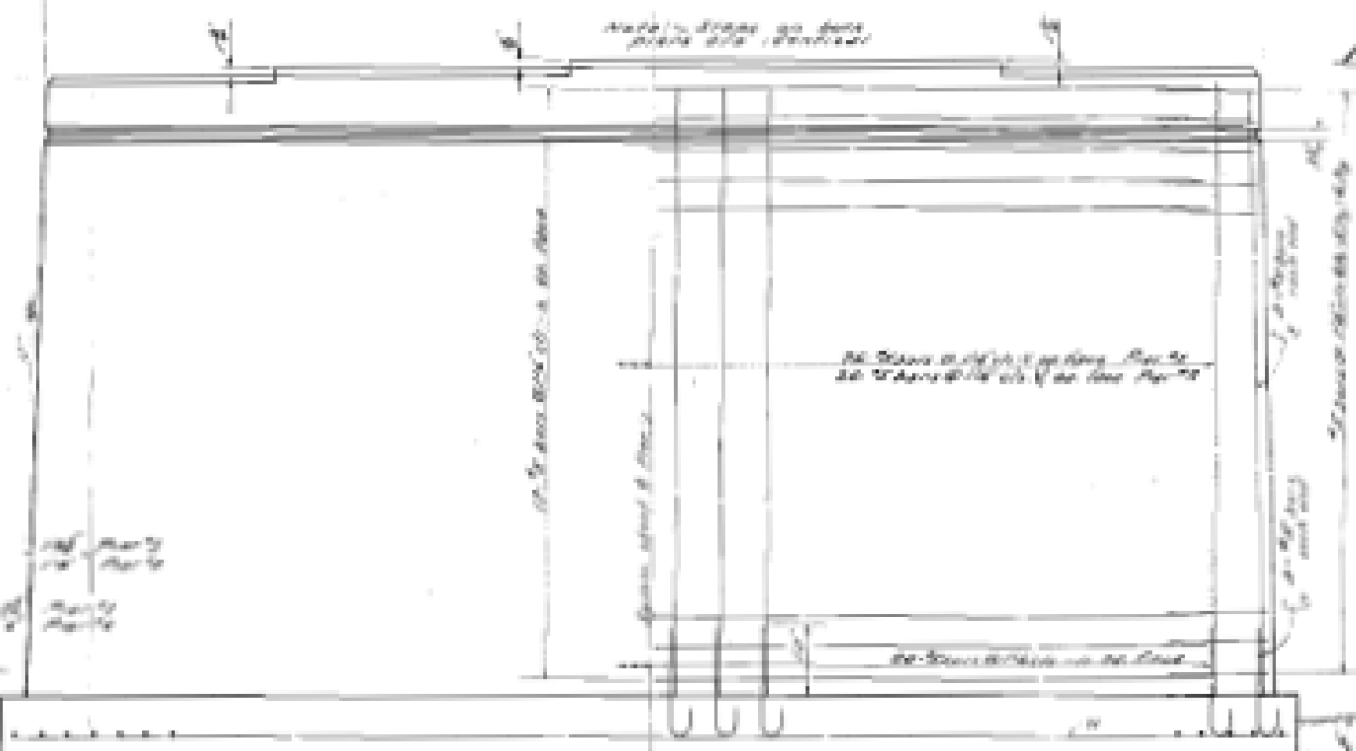
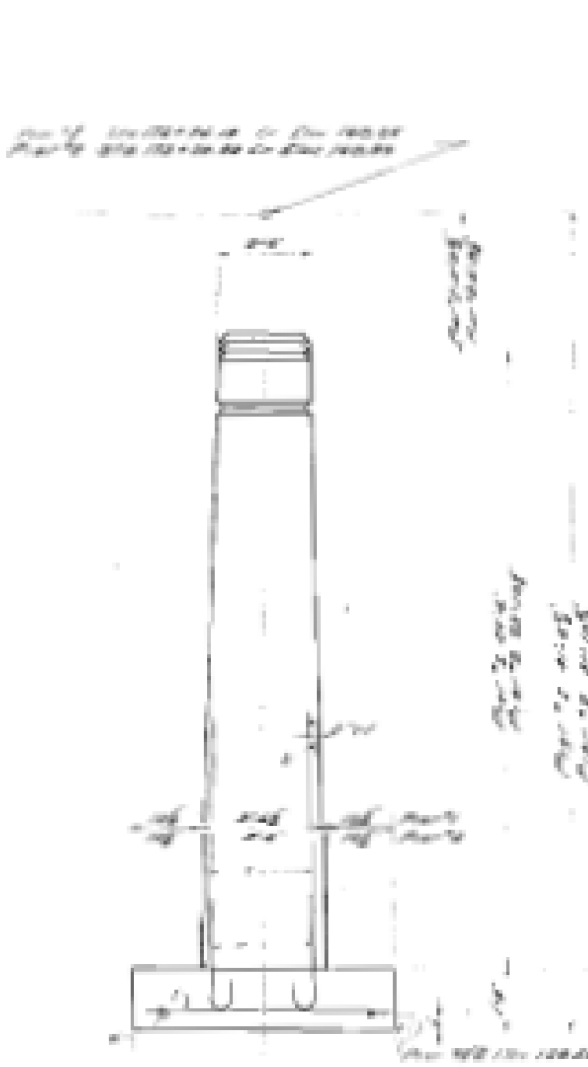
EXISTING STRUCTURE PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	53
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

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

DATE	BY	CHKD	APP'D
11/20/18	SM	SM	SM



Bar	#	Size
1	10	#10
2	10	#10
3	10	#10
4	10	#10
5	10	#10
6	10	#10
7	10	#10
8	10	#10
9	10	#10
10	10	#10

DETAIL OF BARS  
As Shown

BILL OF MATERIALS - PIER # 1									
ITEM	NO.	UNIT	QTY	UNIT	NO.	UNIT	QTY	UNIT	QTY
1	10	#10	10	FT	2	#10	10	FT	10
2	10	#10	10	FT	3	#10	10	FT	10
3	10	#10	10	FT	4	#10	10	FT	10
4	10	#10	10	FT	5	#10	10	FT	10
5	10	#10	10	FT	6	#10	10	FT	10
6	10	#10	10	FT	7	#10	10	FT	10
7	10	#10	10	FT	8	#10	10	FT	10
8	10	#10	10	FT	9	#10	10	FT	10
9	10	#10	10	FT	10	#10	10	FT	10

PIER # 1  
S.E. 1/4 Sec. 121-81  
LASALLE COUNTY  
STATION 173+02

DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 8/1/2018

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Project: 6657-01-01  
Office: District 3  
User: sm

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	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

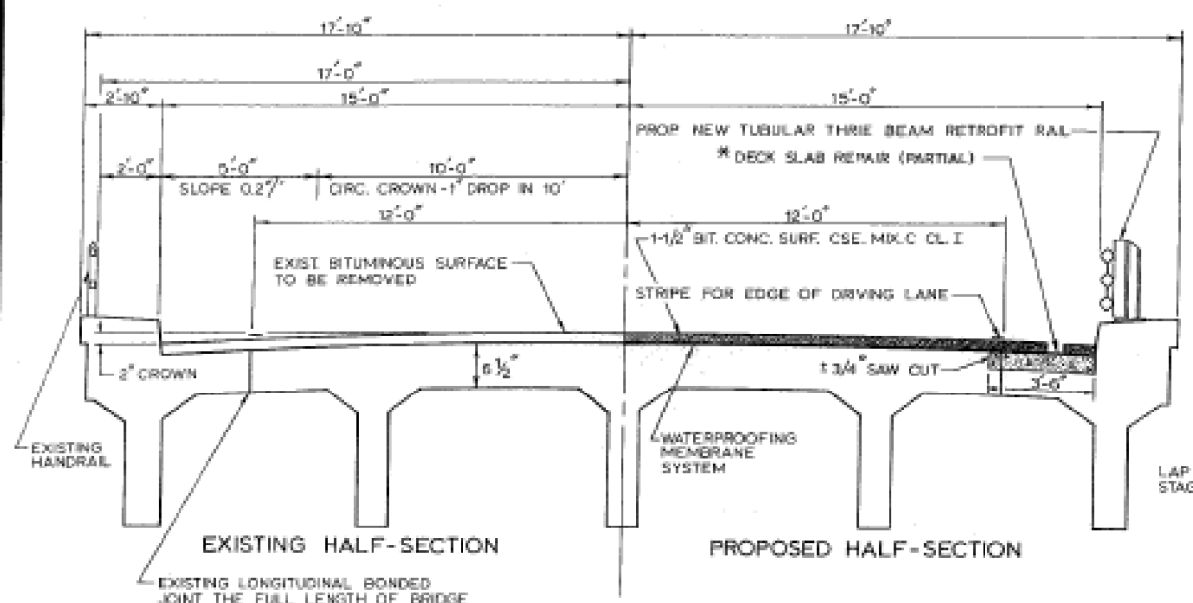
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	54

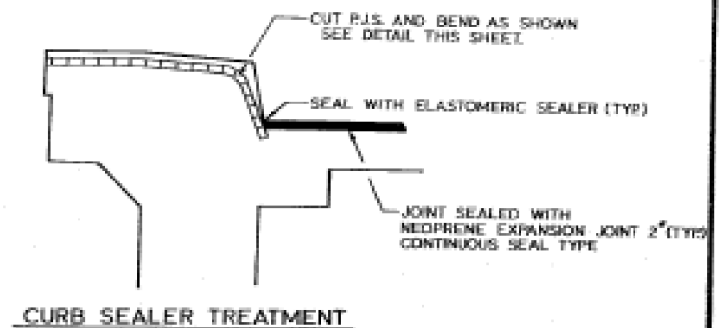
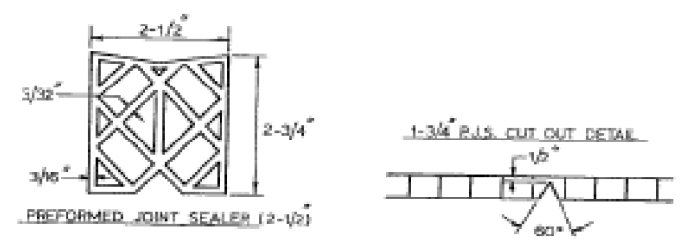
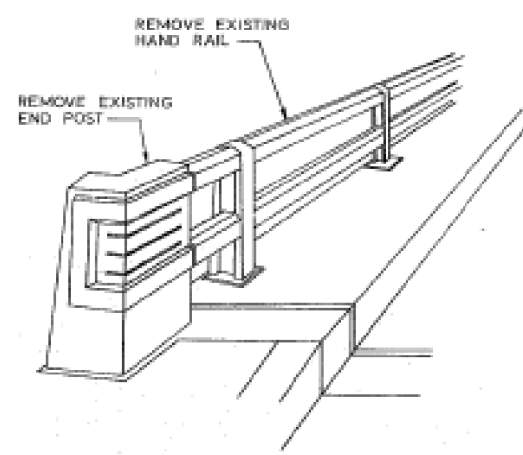
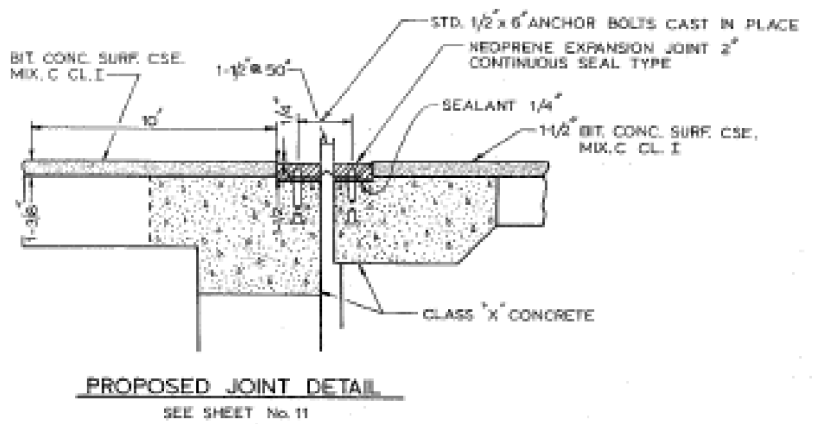
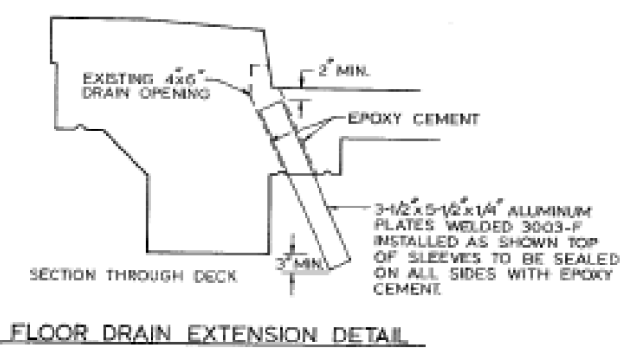
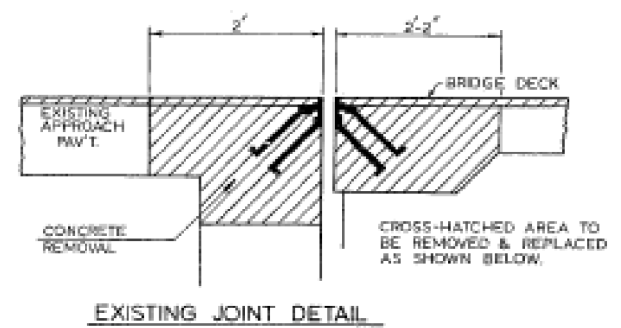
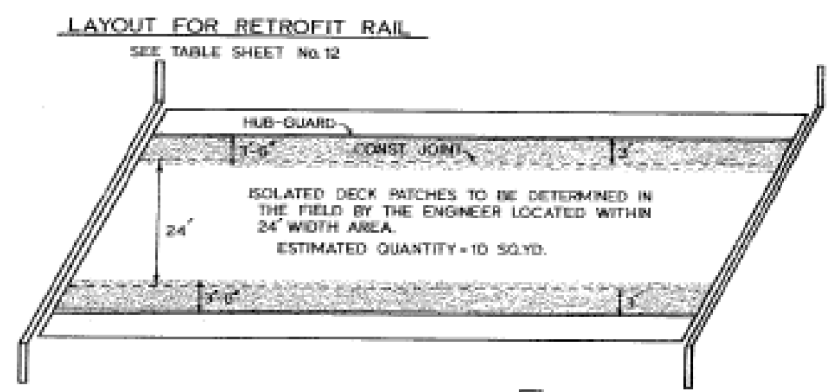
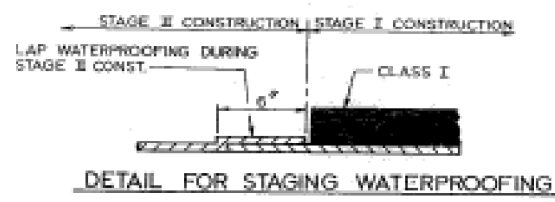
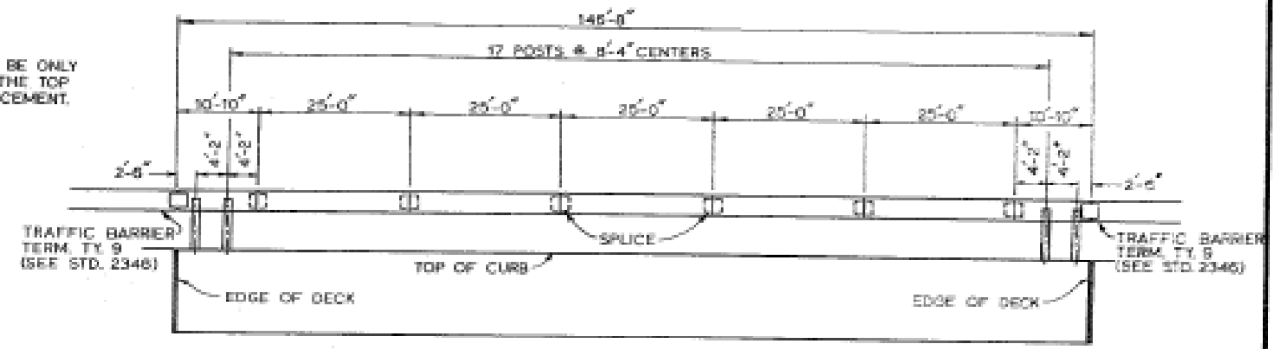
CONTRACT NO. 66A57  
ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
SBI 69	W	LASALLE	80	10
ILLINOIS PROJECT				
W 120RS-2 & B-1-I				



\* REMOVAL SHALL BE ONLY TO THE TOP OF THE TOP MAT OF REINFORCEMENT.



± MILE 3.10 BRIDGE DETAILS

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PLOT DATE = 8/1/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	55
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	SHEET	TOTAL SHEETS
66A-169	M LASALLE	26	11
SHEET NO.			

Joint Size	1" or 50"	2" or 50"
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

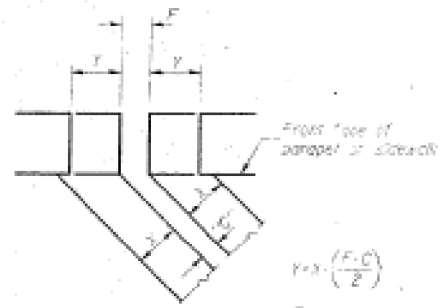
**INSTALLATION NOTES**

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

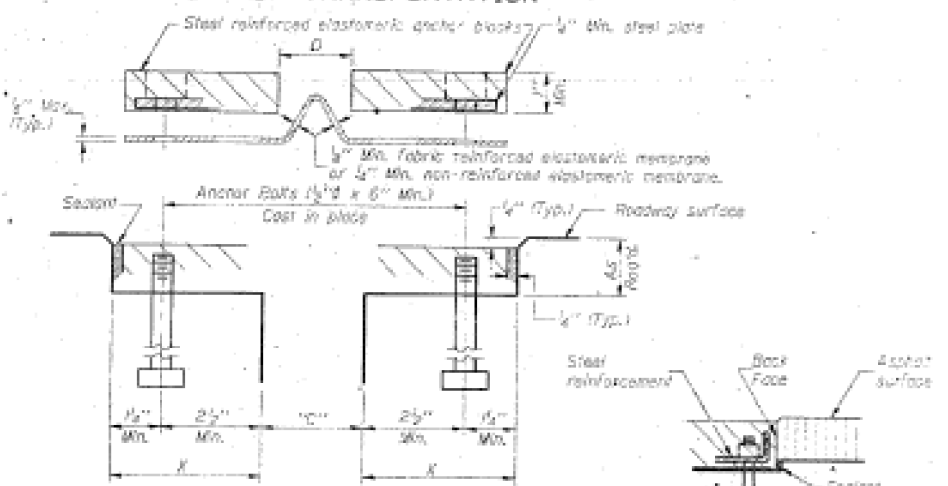
NOTE: A) Maximum spacing of anchor bolts shall be 12" centers.

**SKEW LIMITATIONS**

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skew. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at 12" cts.



**FORMING BLOCKOUT SKETCH**

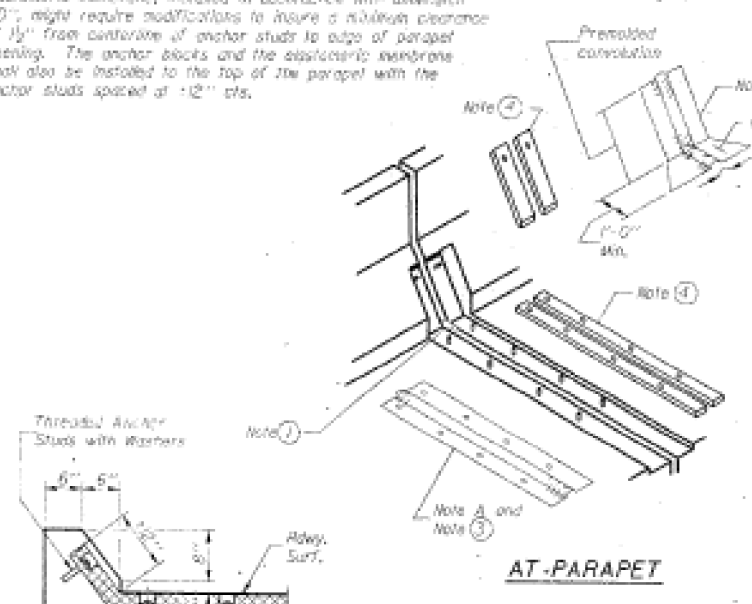


**CROSS SECTION**

**ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE**

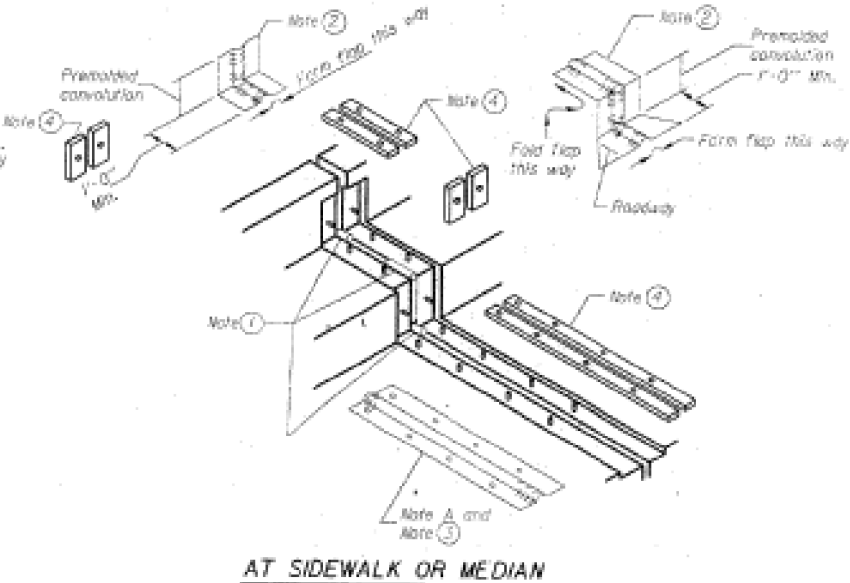
**GENERAL NOTES**

Continuous Seal Neoprene Expansion joint shall consist of an elastomeric anchor block of elastomer and steel, fully assembled over continuous lengths of elastomeric membrane. See Special Provisions.  
The elastomeric membrane shall be preformed with a slope of a double convex convolution that will have a "memory" to return to its molded position upon joint closure.  
The steel reinforcement shall extend up the back face of anchor blocks when asphalt surfaces are used but is omitted in concrete slabs.  
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not obstruct the anchor block when the joint is fully compressed.  
Joint spacings shall be adjusted in accordance with Article 602.07 of the Standard Specifications when the joint is placed at an ambient temperature other than 50° F.  
The parapet and sidewalk face may be finished freely, subject to the roadway contractor provided the characteristics of the surface is maintained and the process and method meet the approval of the Engineer.

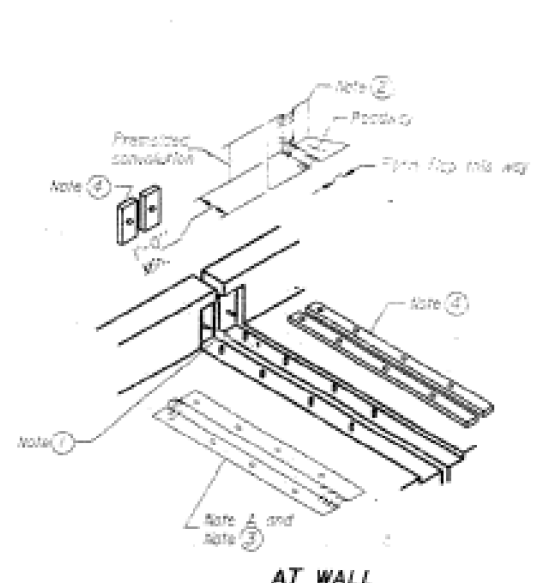


**AT CURB**

**AT-PARAPET**



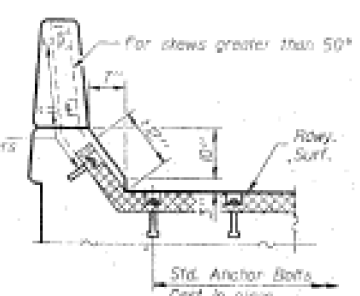
**AT SIDEWALK OR MEDIAN**



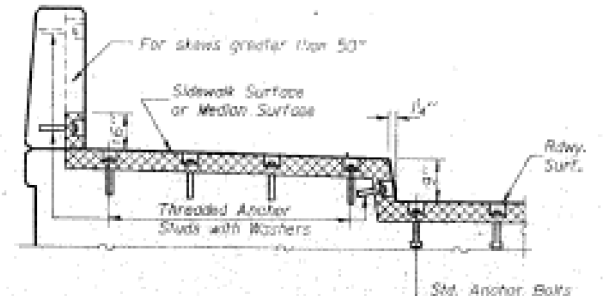
**AT WALL**

DESIGNED	BY
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	APPROVED

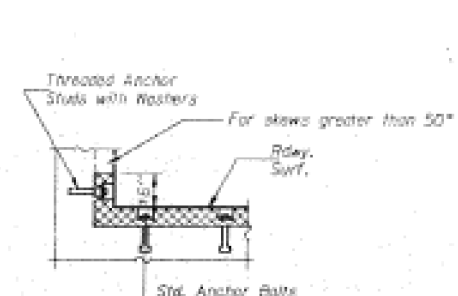
EJ-CS 8/1/03



**AT PARAPET**



**AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS**



**AT WALL**

**CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS**  
For 2", 2 1/2" and 4" Movement

± MILE 3.10 BRIDGE DETAILS

FOR INFORMATION ONLY

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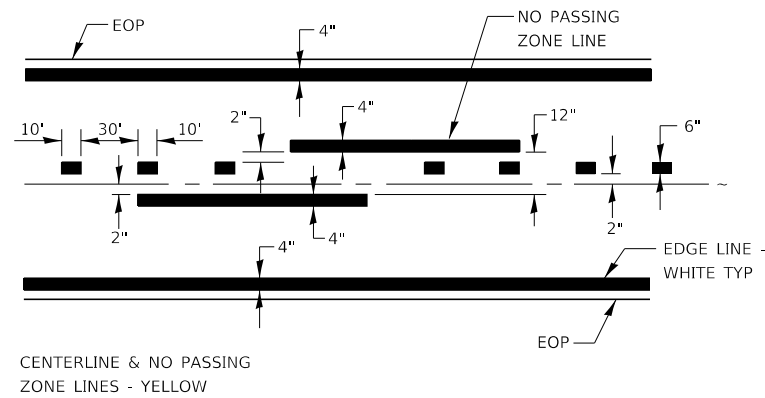
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

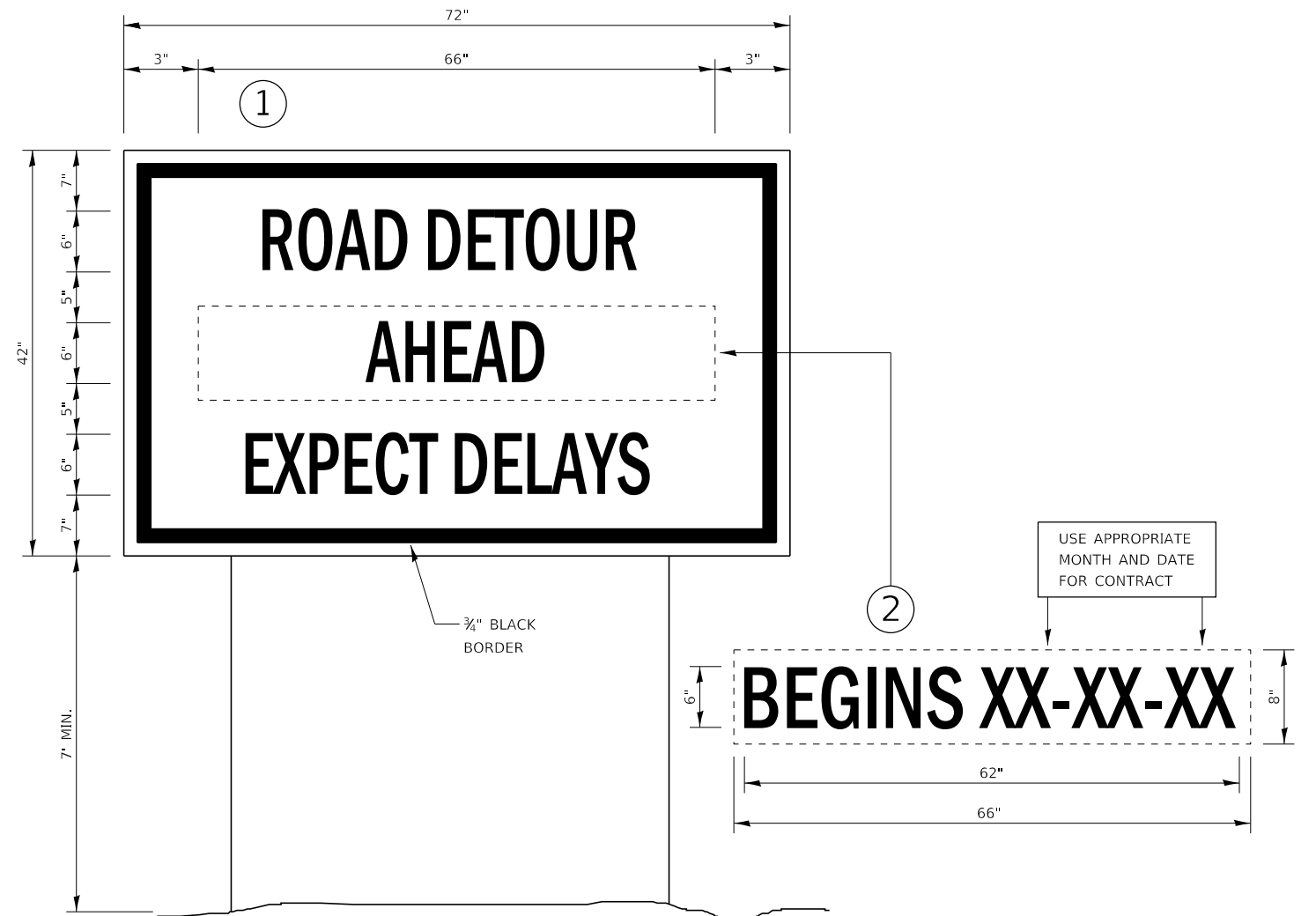
EXISTING STRUCTURE PLANS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	56
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				





**PAVEMENT MARKING**



**TEMPORARY INFORMATION SIGNING**

**NOTES:**

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE DETOUR.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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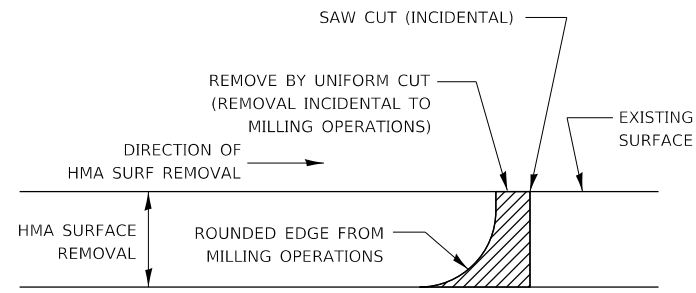
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS**

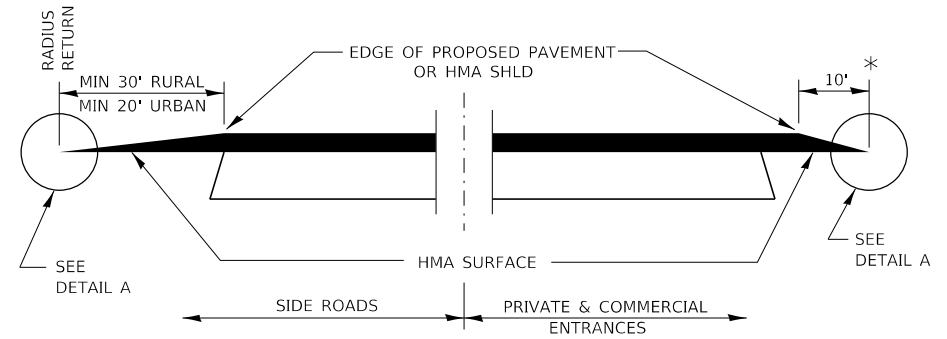
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	58
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				

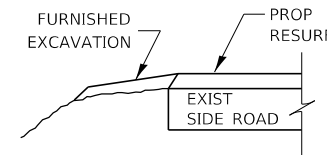


NOTE:  
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

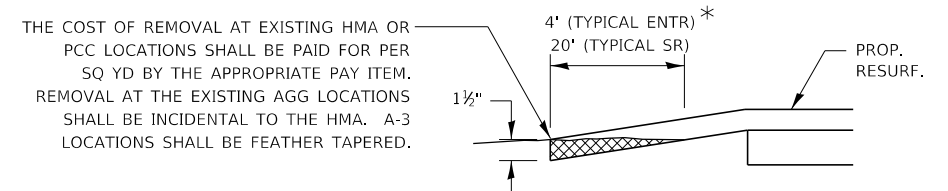
### HMA DETAIL AT BUTT JOINTS



### SECTION A-A DETAILS AT ENTRANCES & SIDE ROADS

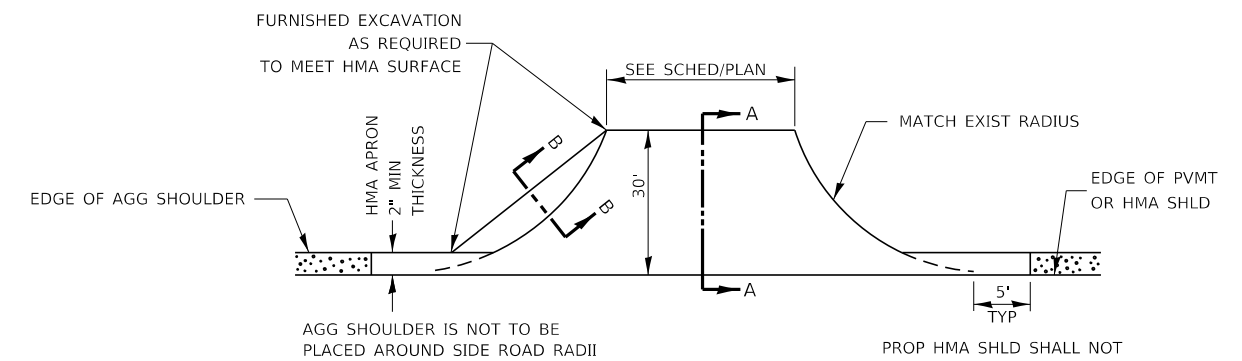


### SECTION B-B



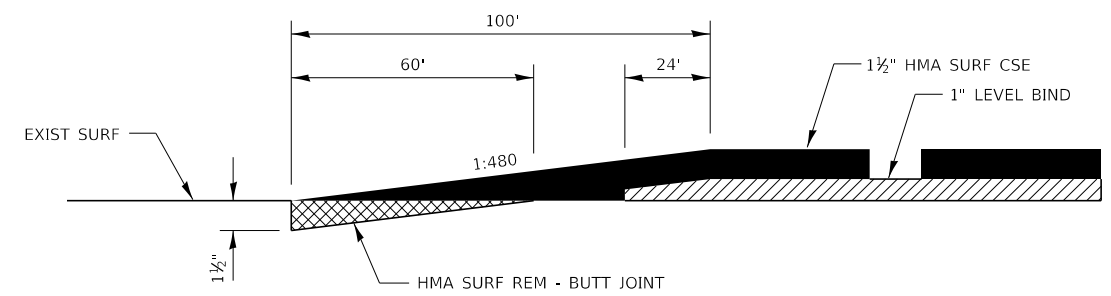
### DETAIL A

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

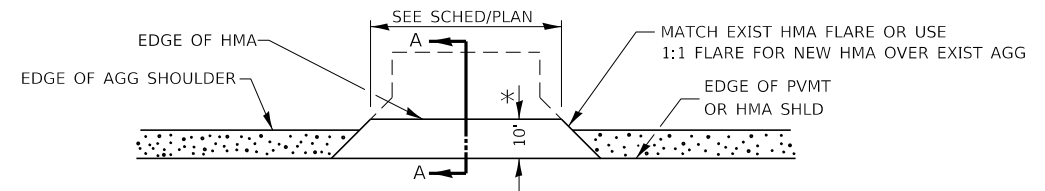


### PLAN AT SIDE ROADS

PROP HMA SHLD SHALL NOT BE CONSTRUCTED THRU HMA SIDEROADS.



### BUTT JOINT DETAIL



### 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.

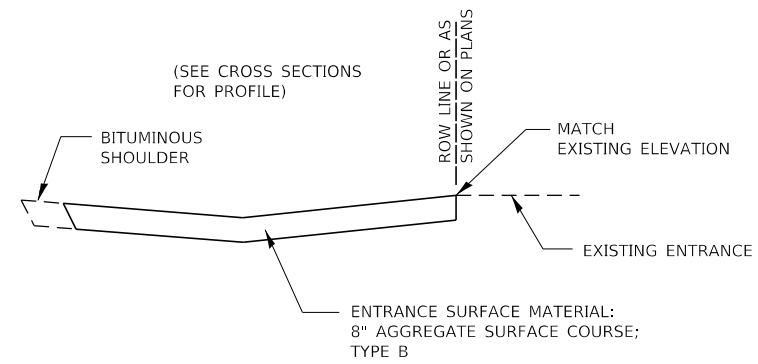
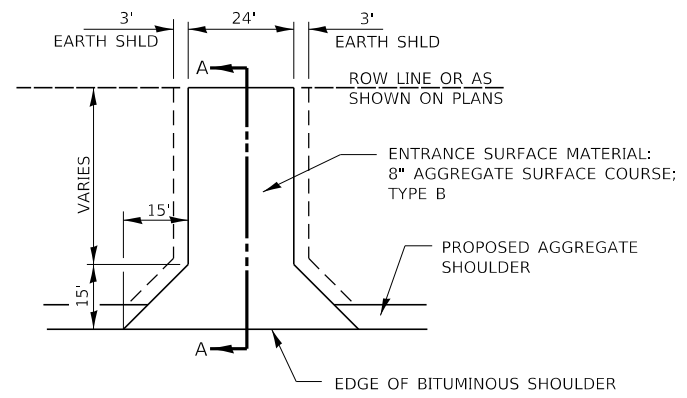
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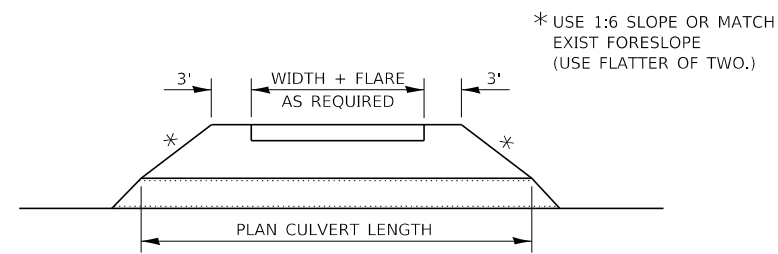
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.
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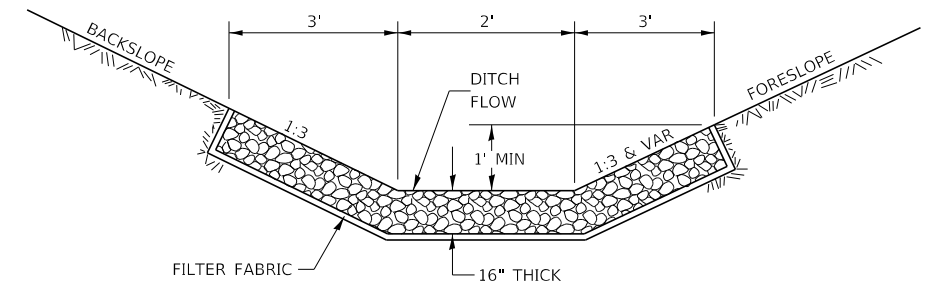
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	59
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



**SECTION A-A**

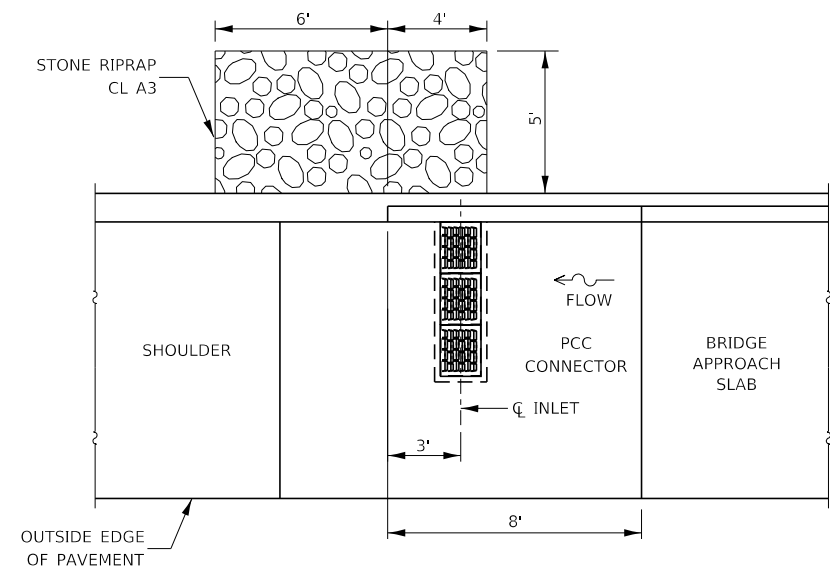


**FIELD ENTRANCE DETAIL**



FILTER FABRIC AND STONE RIPRAP, CL A4, WILL BE REQUIRED AT A MINIMUM THICKNESS OF 16 INCHES.

**RIP RAP IN DITCH**



**DETAIL OF STONE RIPRAP AT SHOULDER INLETS**

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PLOT DATE = 8/17/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS**

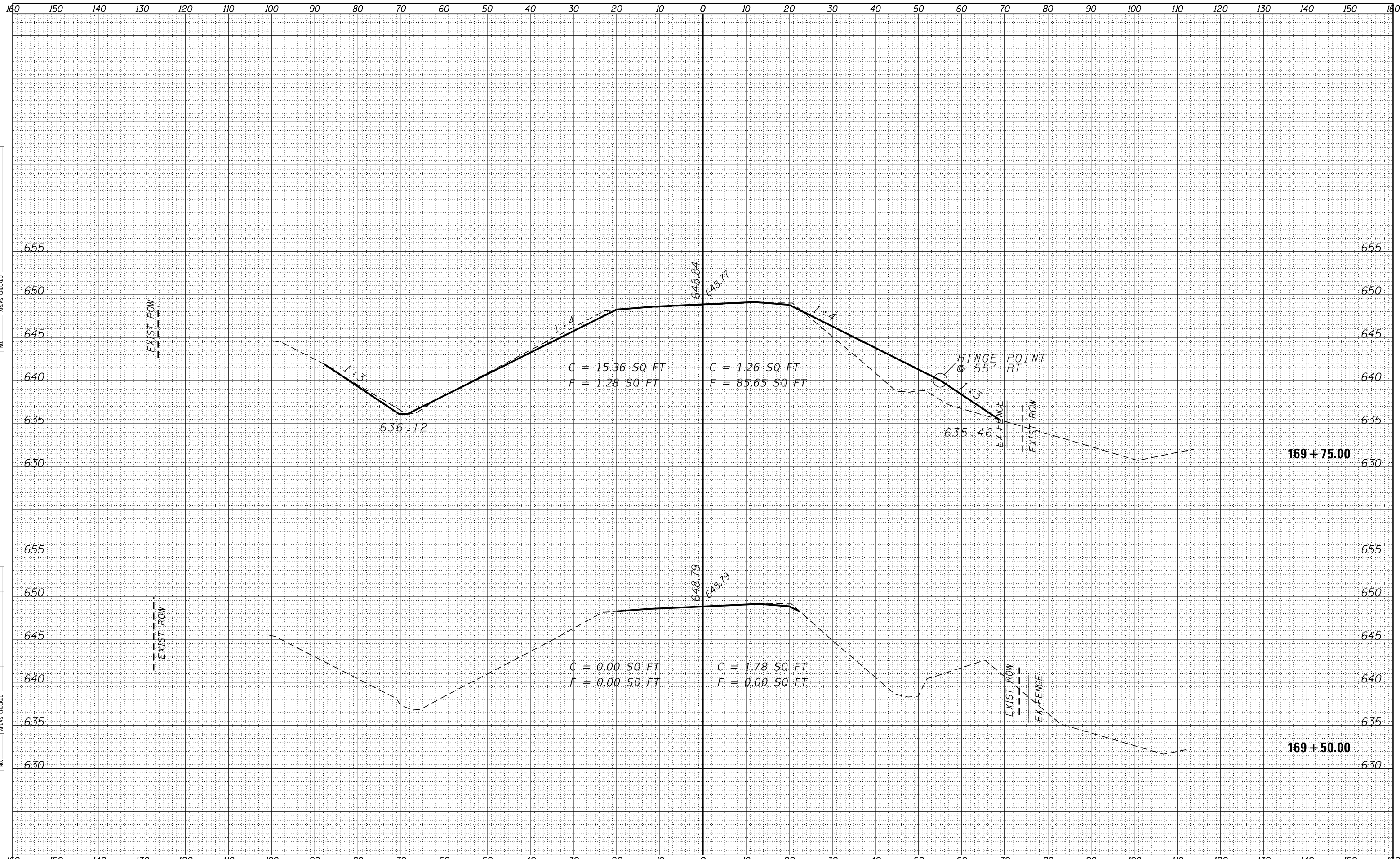
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	60
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				



BY	DATE
SURVEYED	
PLOTTED	
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BY	DATE
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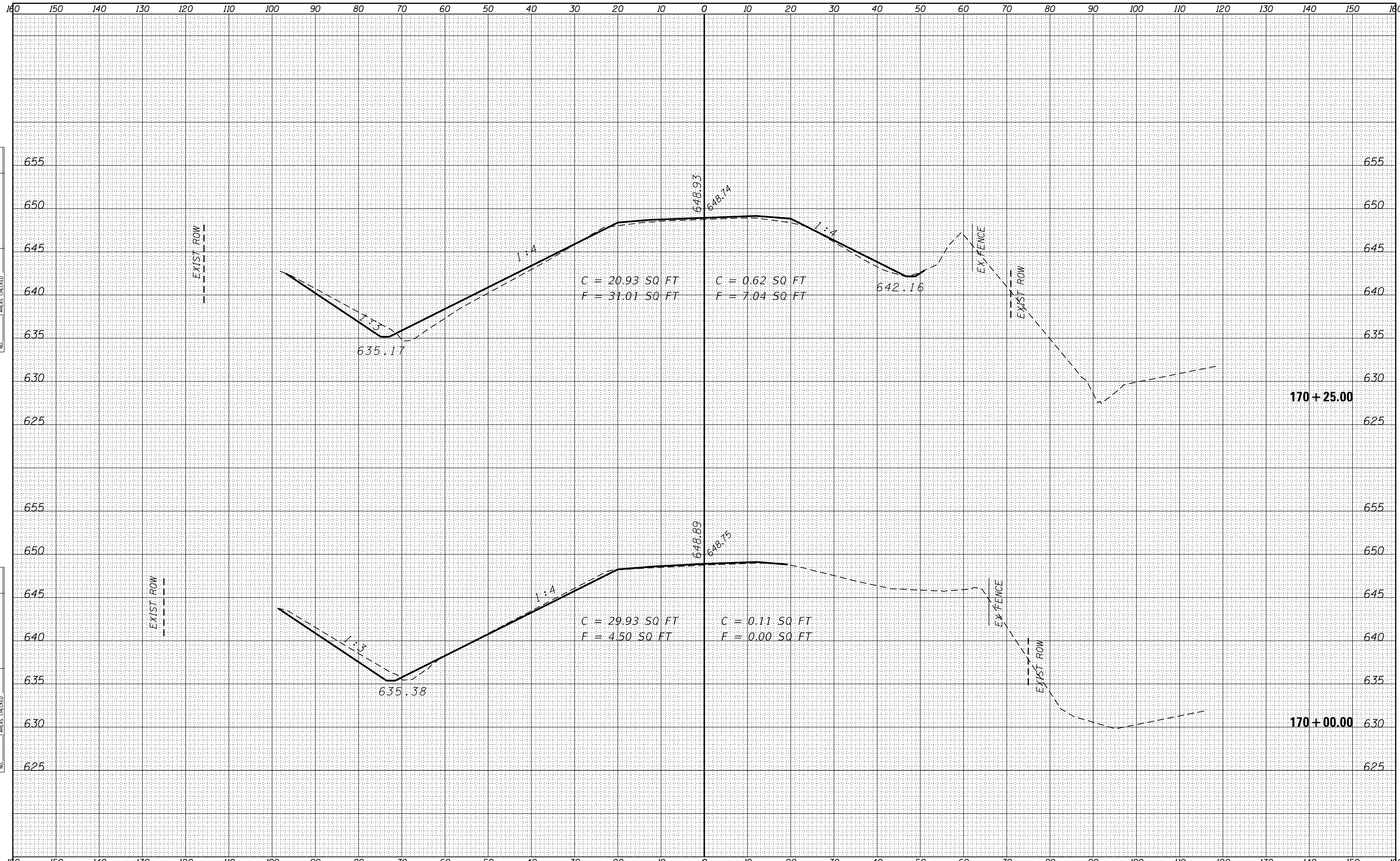
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 52 CROSS SECTION**

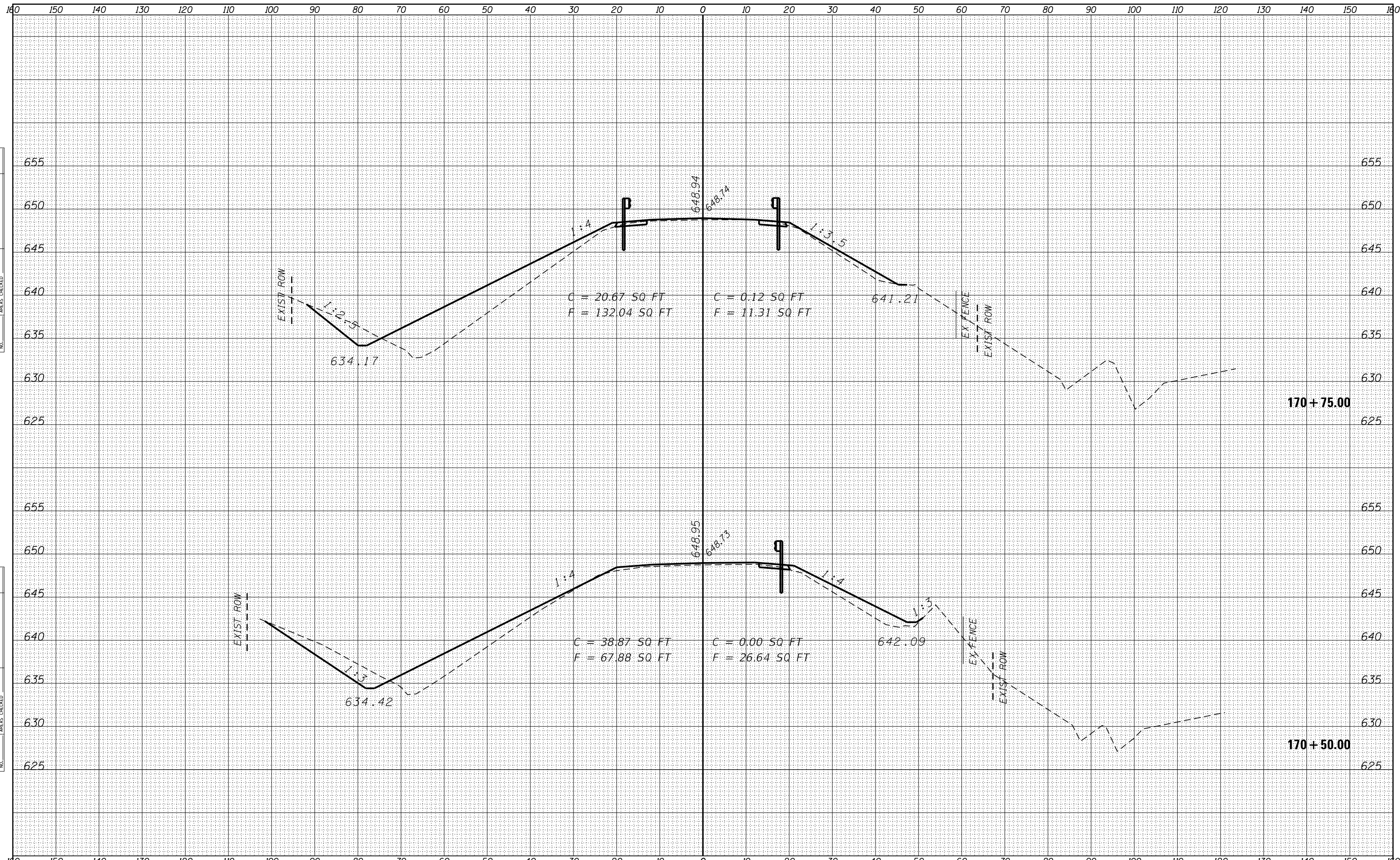
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	61
			CONTRACT NO. 66A57	
ILLINOIS FED. AID PROJECT				



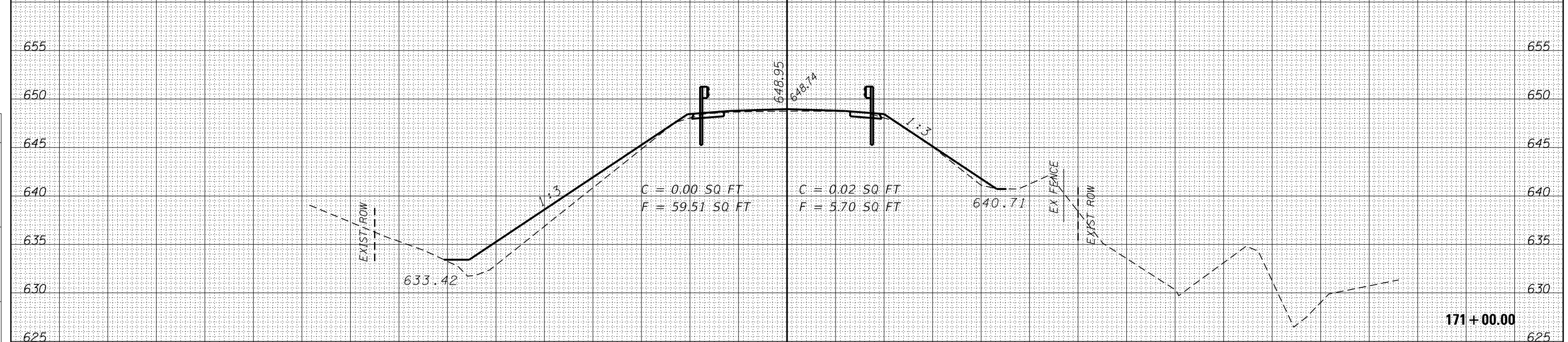
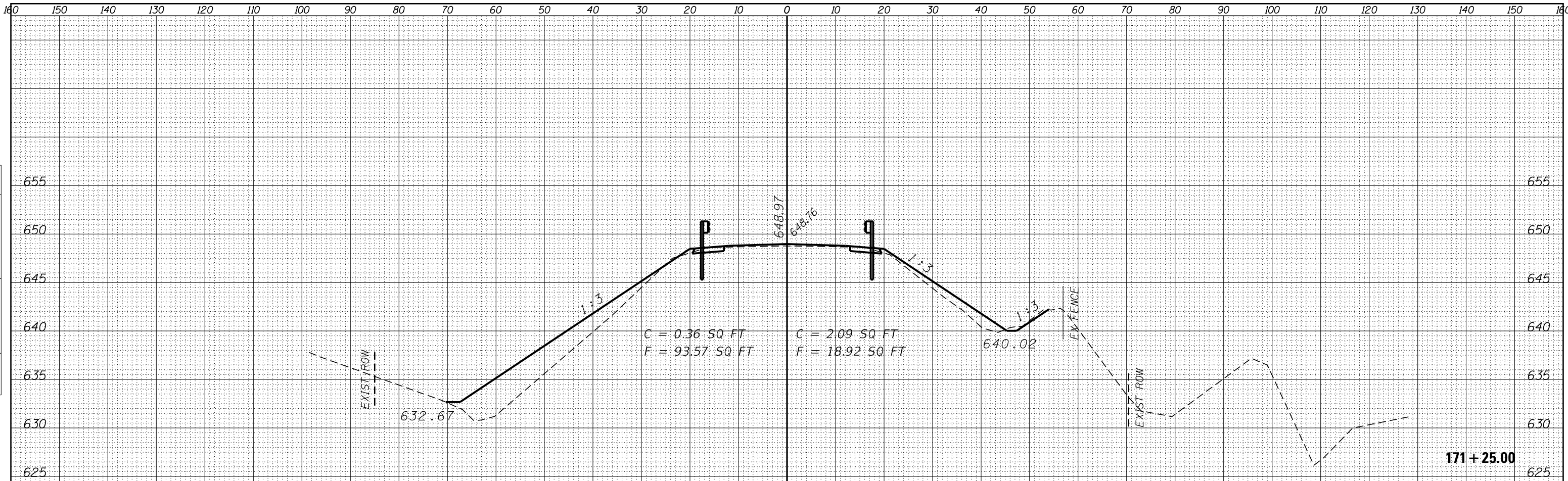
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NOTE BOOK	PLOTTED
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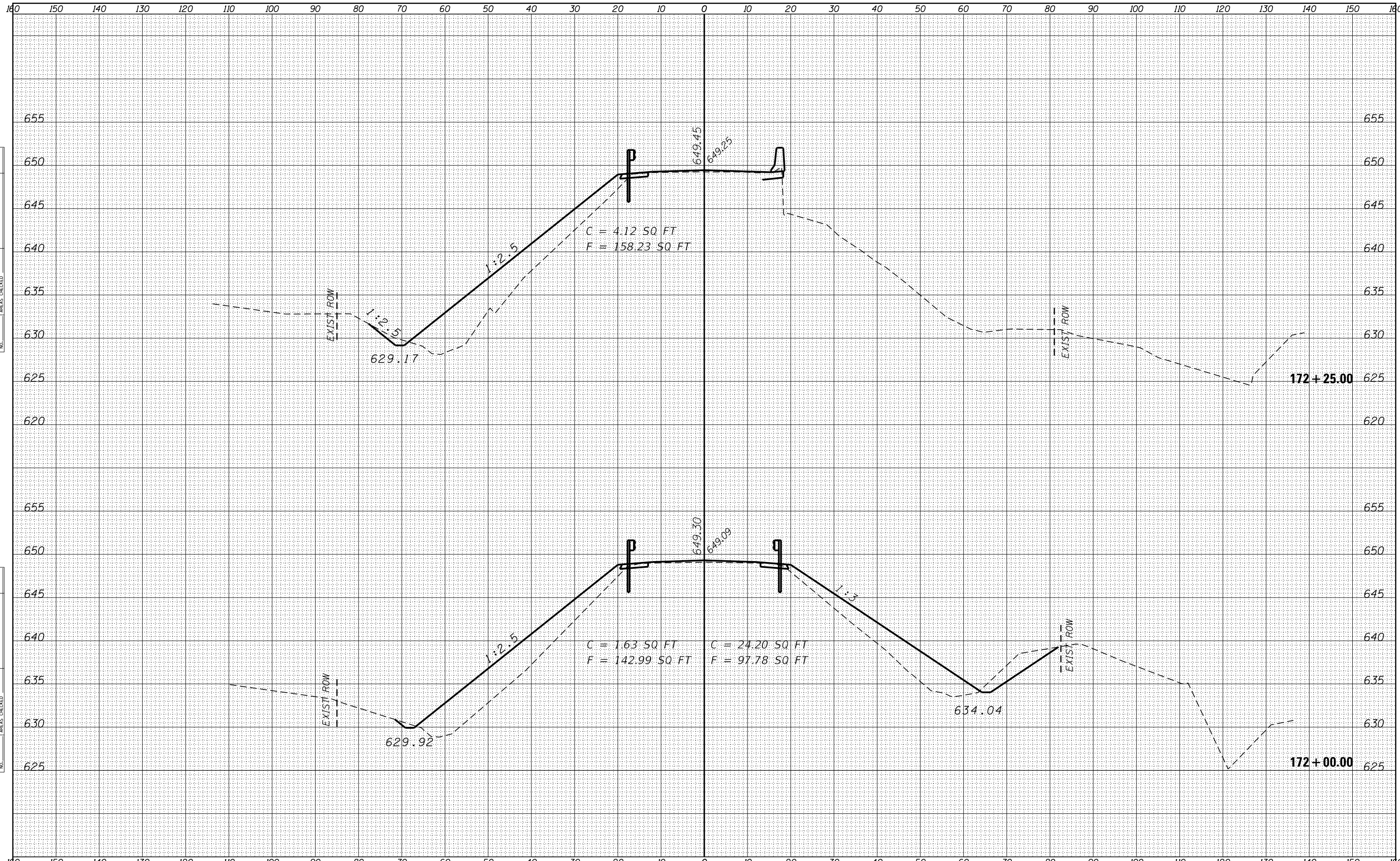
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	AREAS CHECKED



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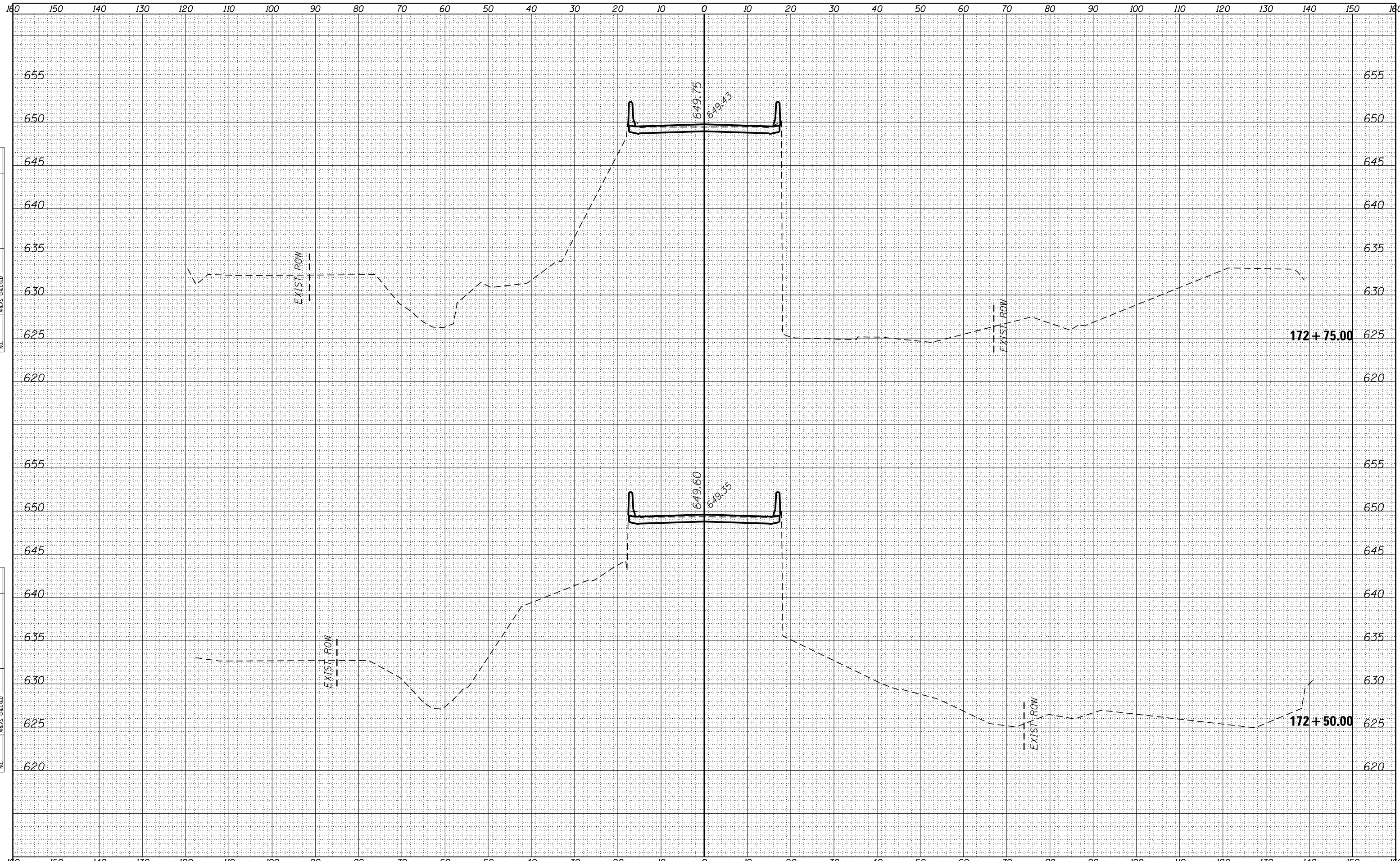
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 52 CROSS SECTION**

SCALE: SHEET OF SHEETS STA. 172+00.00 TO STA. 172+25.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	66
CONTRACT NO. 66A57				
ILLINOIS FED. AID PROJECT				





DATE	BY
SURVEYED	DATE
PLOTTED	BY
TEMPLATE	DATE
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CHECKED	DATE
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DATE	BY
SURVEYED	DATE
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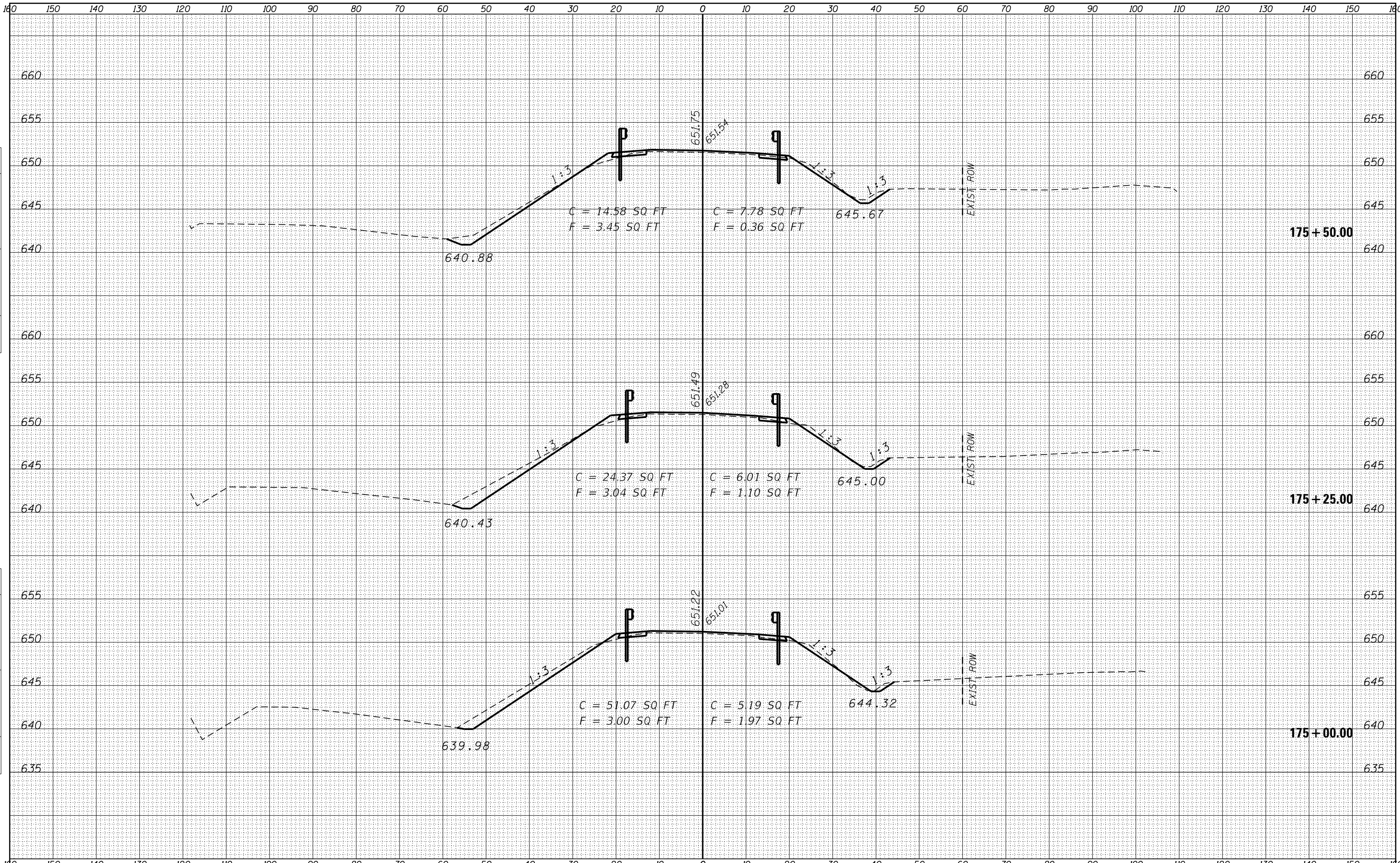






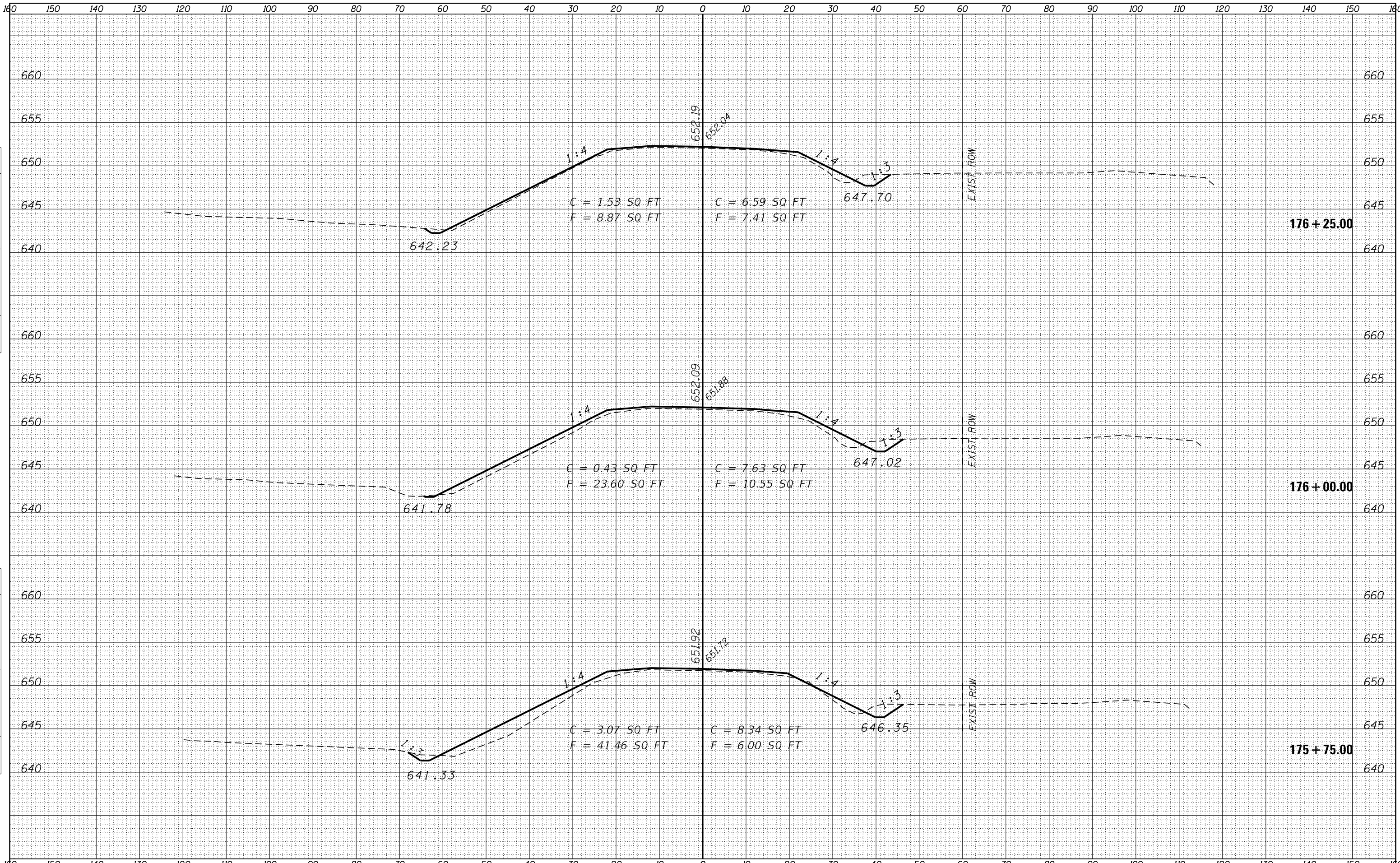






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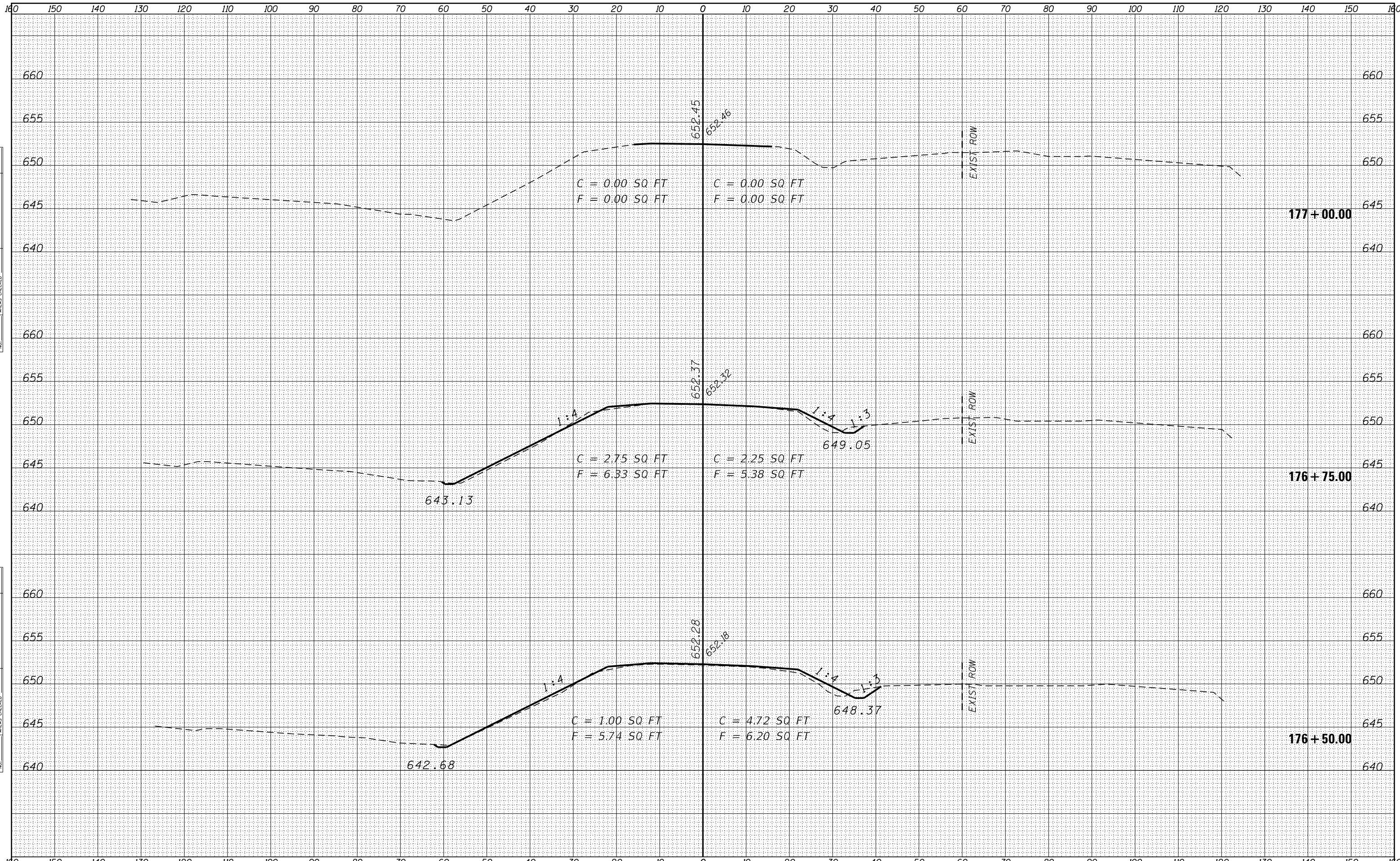
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Default	DATE -	REVISIED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 52 CROSS SECTION**

SCALE: SHEET OF SHEETS STA. 176+50.00 TO STA. 177+00.00

F.A.S. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
169	121-BR	LASALLE	75	75
CONTRACT NO. 66A57			ILLINOIS FED. AID PROJECT	