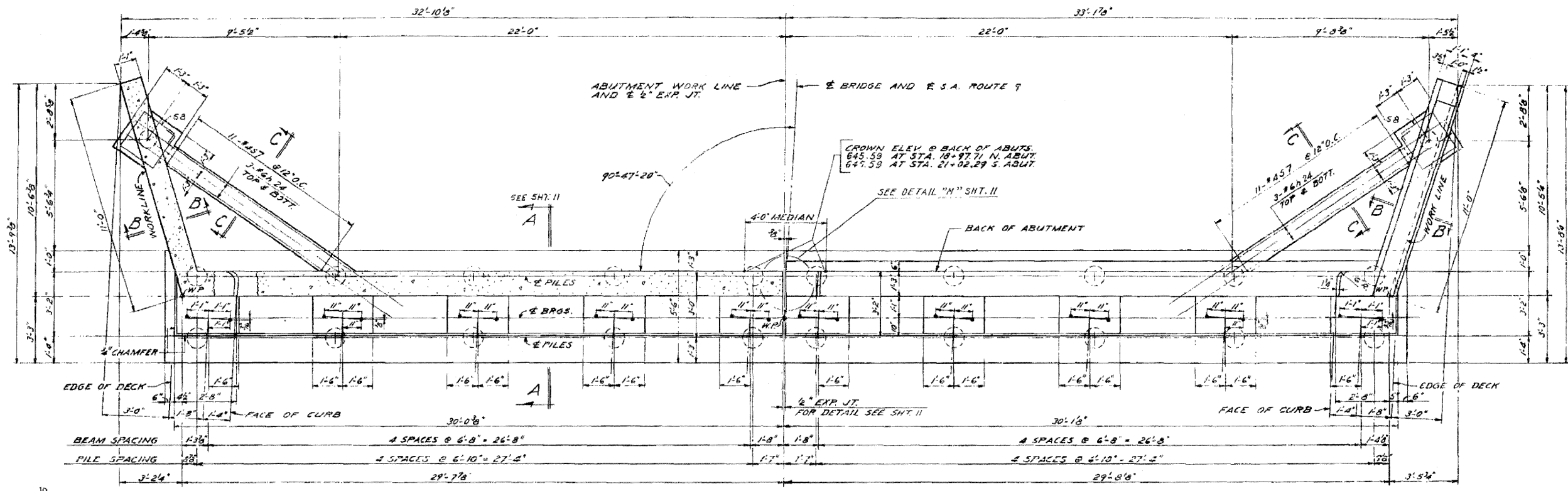


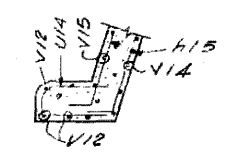
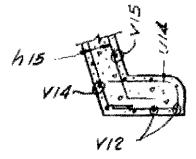
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
50-248-5	LA SALLE	ILLINOIS	492	493
STA.	TO STA.		PROJECT	
2+0	2+0			

SHEET 10 OF 16

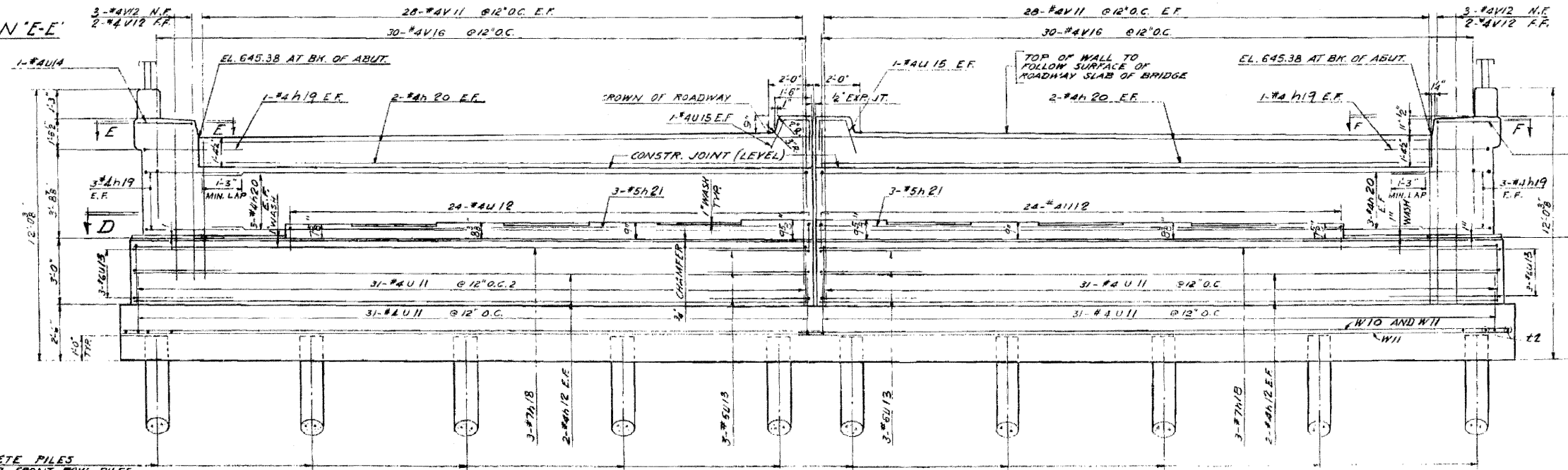


HALF SECTION "D"
SCALE: 3/8" = 1'-0"

HALF PLAN
SCALE: 3/8" = 1'-0"



SECTION "E-E"



FRONT ELEVATION
TWO ABUTMENTS - THUS
SCALE: 3/8" = 1'-0"

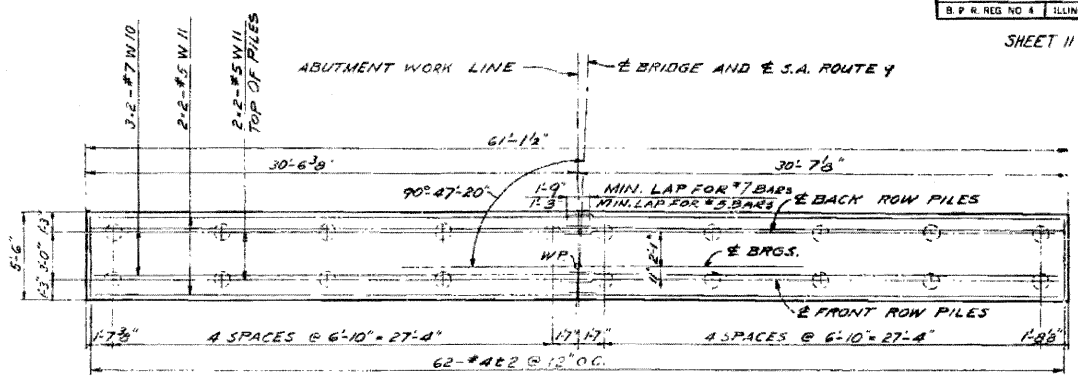
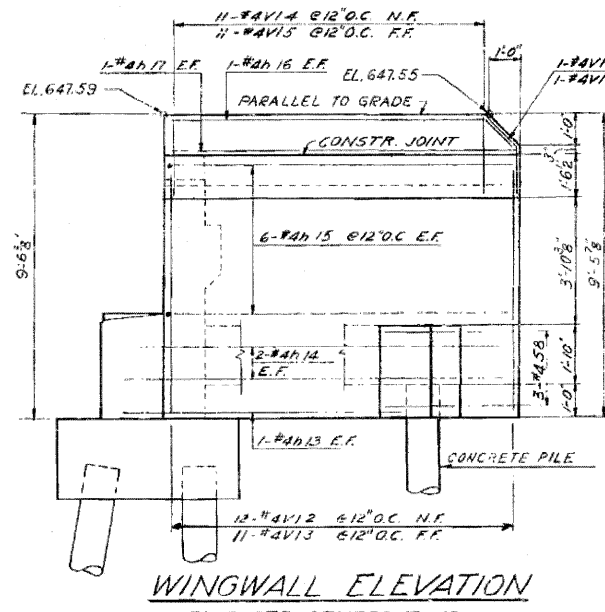
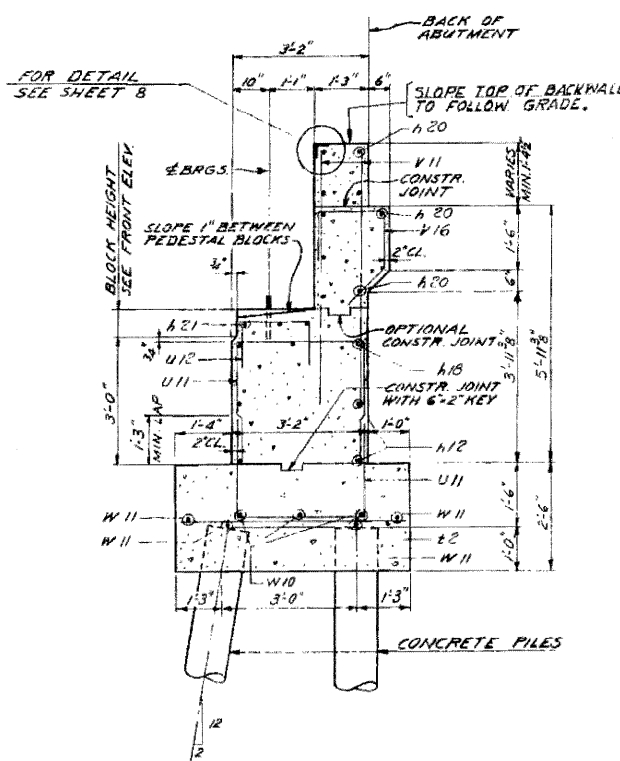
SECTION "F-F"

FOR INFORMATION ONLY

NORTH AND SOUTH ABUTMENTS
GRADE SEPARATION
S A ROUTE 9 (UTICA ROAD)
OVER I A ROUTE 80
F.A. PROJECT
FAI ROUTE 80 SECTION 50-248-5
LA SALLE COUNTY
STATION 895+86.16

ALFRED BINESCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WALDASH AVENUE 706 CHICAGO, ILLINOIS

▲ SHEET ADDED 4-6-10

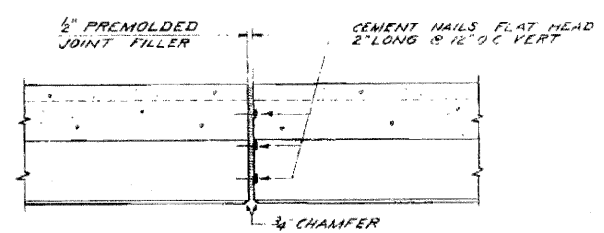
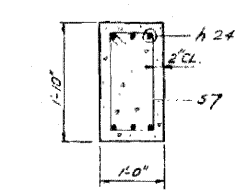
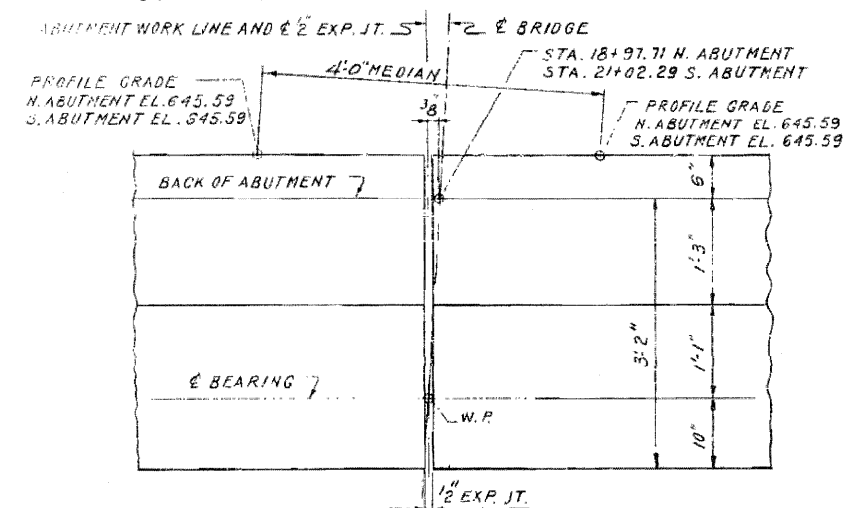


PILE AND FOOTING PLAN

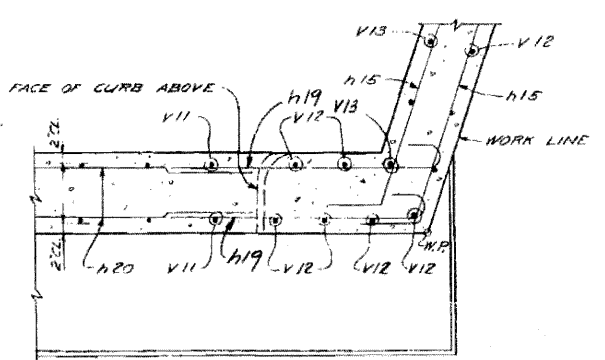
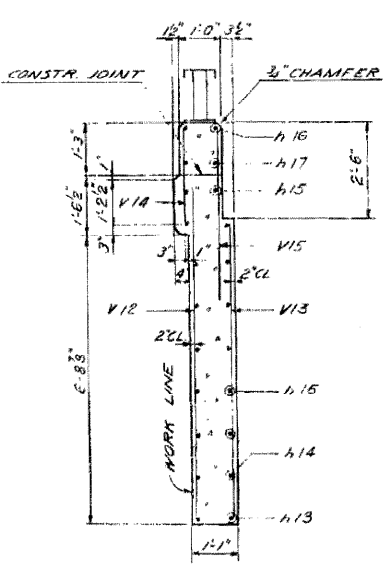
FILE SCHEDULE
30 TONS CONCRETE

LOCATION	No OF PILES	LENGTH EA.
N. ABUTMENT	20	35'
	2	38'
S. ABUTMENT	20	35'
	2	38'

NOTE: * INCLUDES ONE TEST PILE



EXPANSION JOINT DETAIL



TYPICAL CORNER DETAIL

NOTES:

ADJUST SPACING OF REINFORCEMENT TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.

PEDESTAL BLOCKS TO BE POURED MONOLITHICALLY WITH CAP BEAM.

BACKWALL ABOVE CONSTRUCTION JOINT TO BE POURED AFTER SUPERSTRUCTURE SLAB IS IN PLACE.

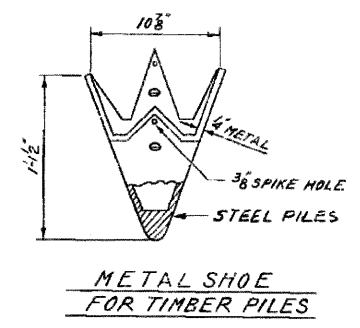
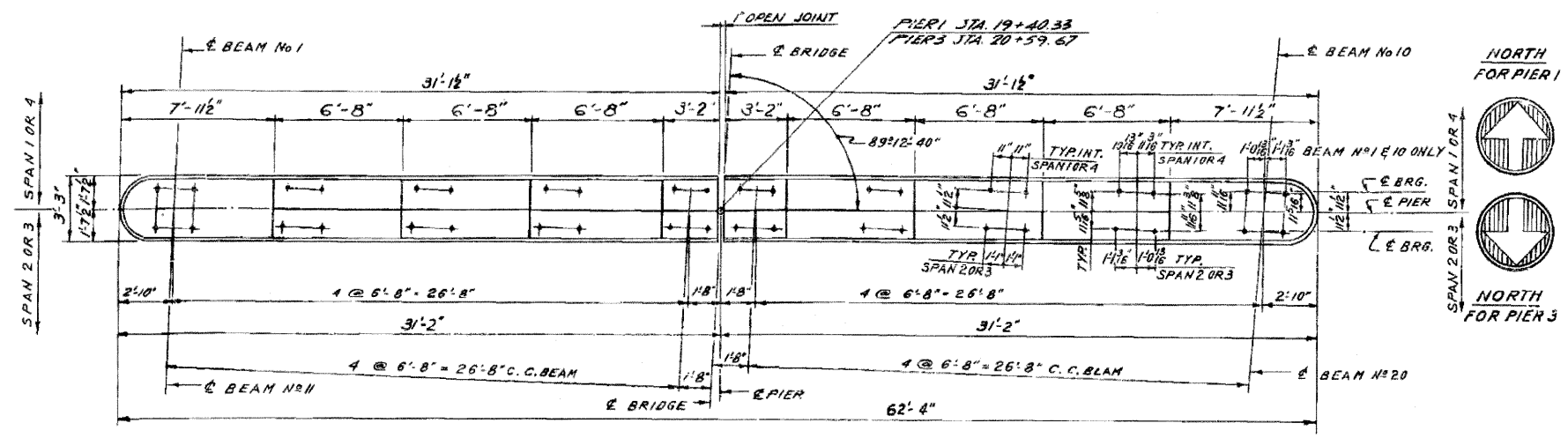
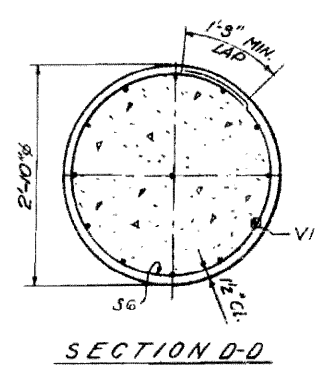
BILL OF MATERIAL FOR ABUTMENTS

WINGWALLS INCLUDED

ITEM	UNIT	QUANTITY	
		N. ABUT	S. ABUT
CLASS X CONCRETE	CU YD	78.1	78.1
REINFORCEMENT BARS	POUND	4,760	4,760
CONCRETE FILLS	LIN. FT.	741	776
TEST PILES CONCRETE	EACH	1	—

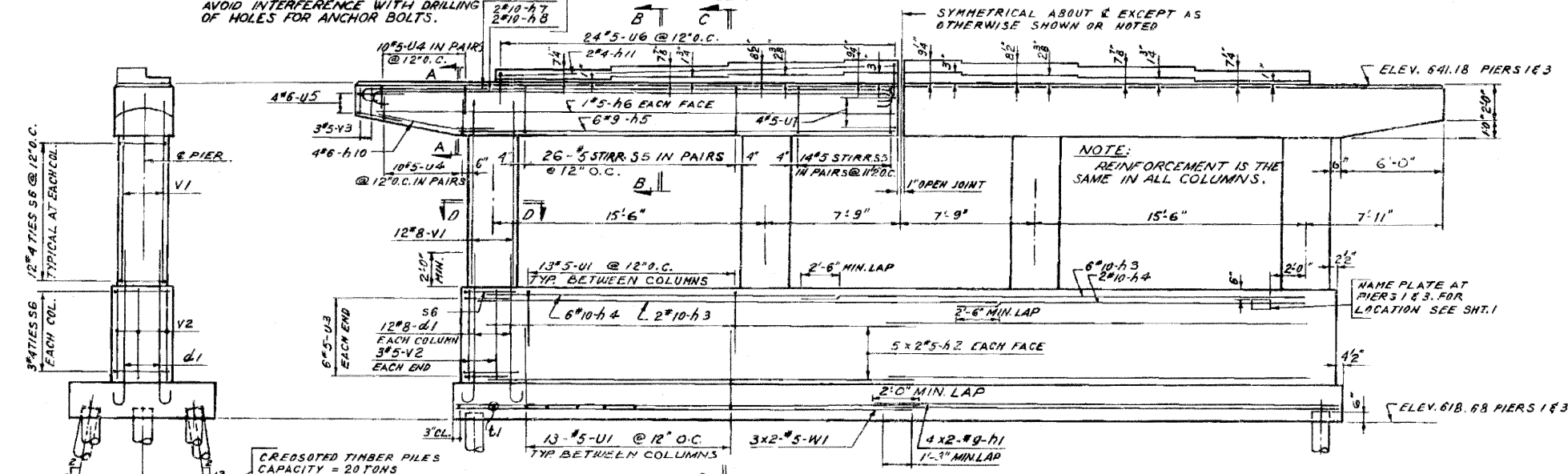
FOR INFORMATION ONLY

ABUTMENT DETAILS
GRADE SEPARATION
S.A. ROUTE 4 (UTICA ROAD)
OVER FA. I. ROUTE 80
I.A. PROJECT
FA. I. ROUTE 80 SECTION 50-2HB 5
LA SALLE COUNTY
STATION 895+86.16

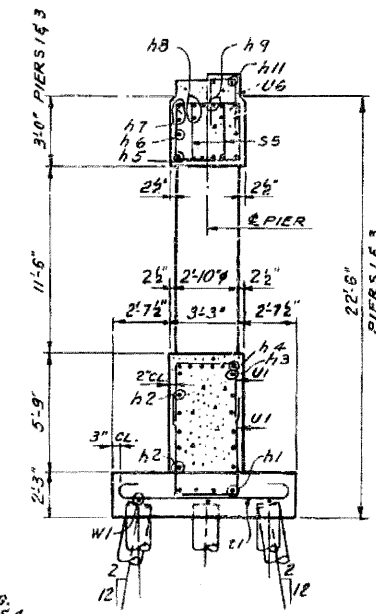


NOTE:
PEDESTAL STEPS TO BE POURED MONOLITHICALLY WITH TOP BEAM. SPACE REINFORCEMENT TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.

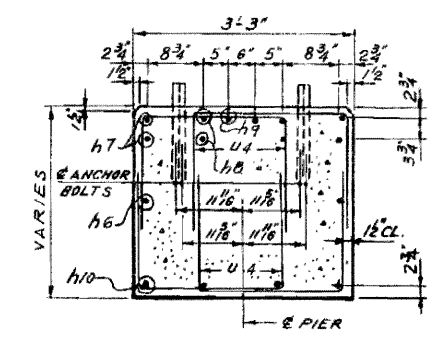
TOP PLAN PIERS 1 OR 3
SCALE: 4"=1'-0"



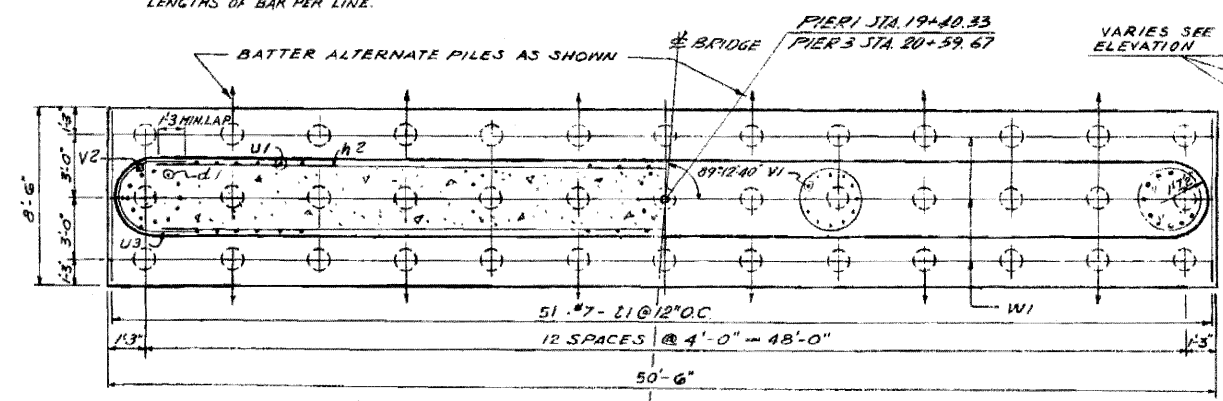
ELEVATION
SCALE 4"=1'-0"



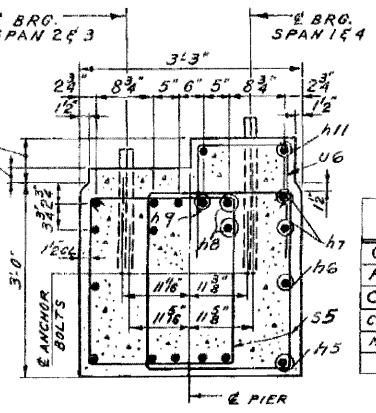
SECTION C-C
SCALE 4"=1'-0"



SECTION A-A
SCALE 4"=1'-0"



FOOTING PLAN
SCALE: 4"=1'-0"



SECTION B-B

FOR INFORMATION ONLY

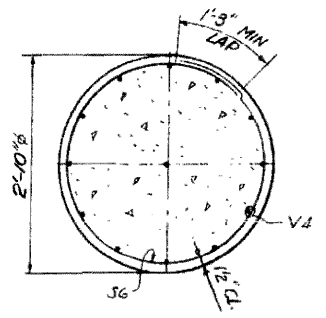
BILL OF MATERIALS

ITEM	UNIT	QUANTITY	
		PIER 1	PIER 3
CLASS X CONCRETE	CU YD.	103.5	103.5
REINFORCEMENT BARS	POUND	14,310	14,310
CLASS A EXCAVATION FOR STRUCTURES	CU YD.	121	114
CREDOSOTED PILES, UP TO 20 FEET	LIN. FT.	780	780
METAL SHOES	EACH	39	39

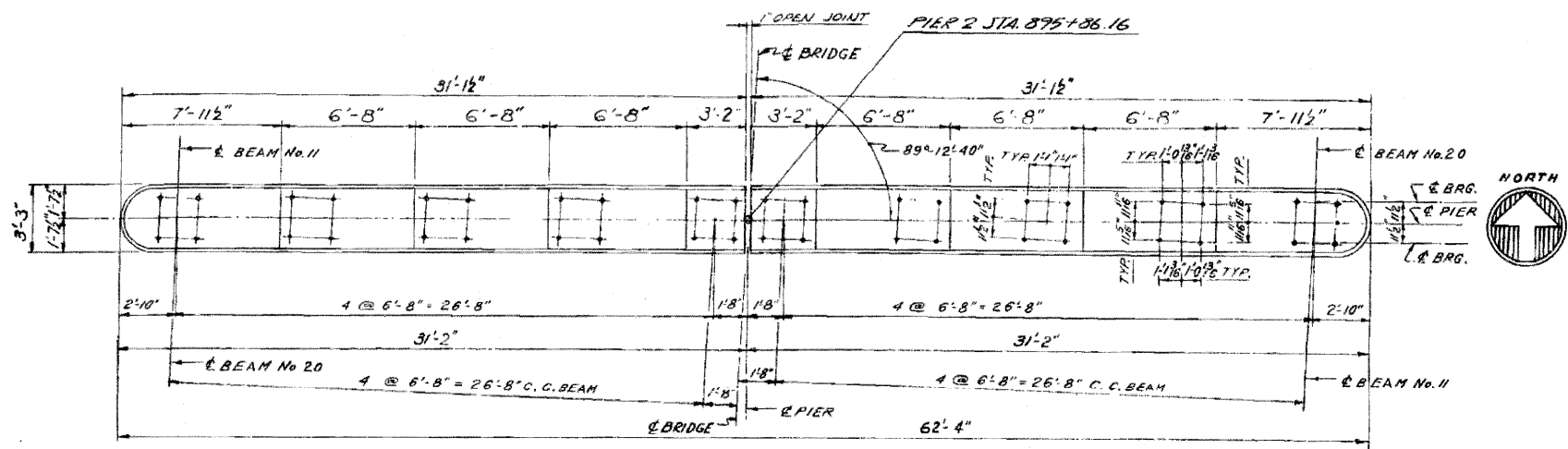
PIERS 1 & 3
GRADE SEPARATION
S.A. ROUTE 9 (UTICA ROAD)
OVER F.A.L. ROUTE 80
F.A. PROJECT
F.A.L. ROUTE 80 SECTION 50-2HB-5
LA SALLE COUNTY
STATION 895+86.16

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

▲ SHEET ADDED 4-6-10

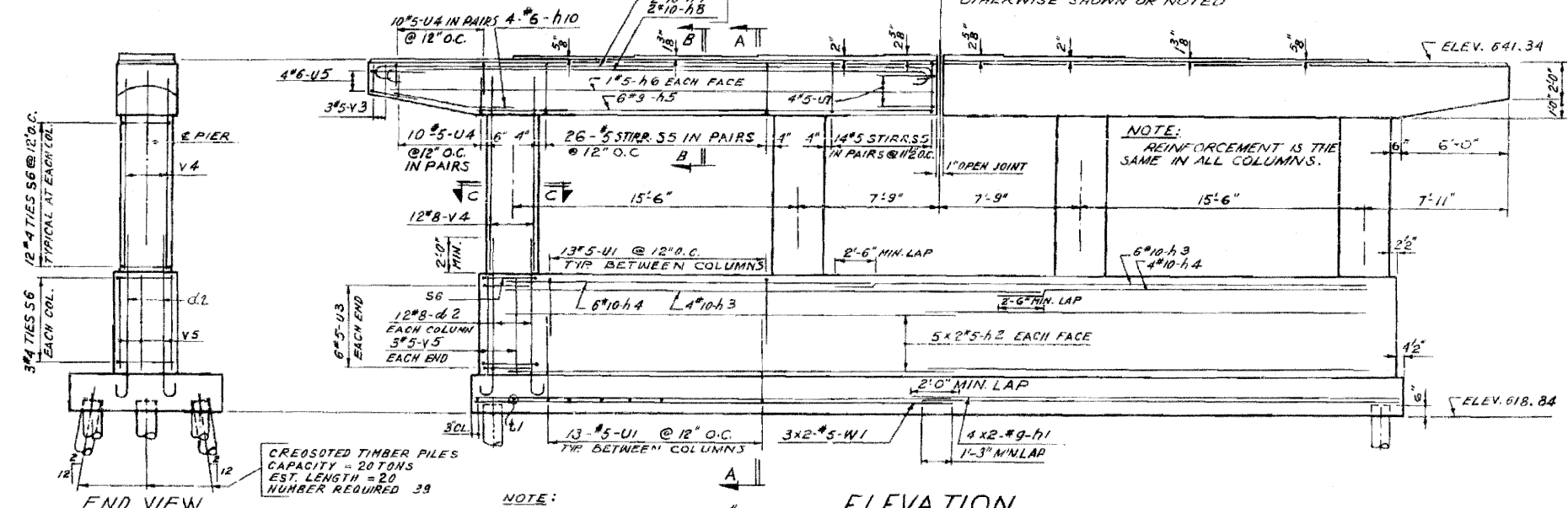


SECTION C-C

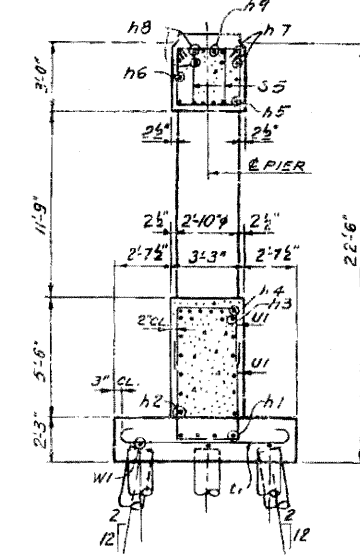


TOP PLAN PIER 2

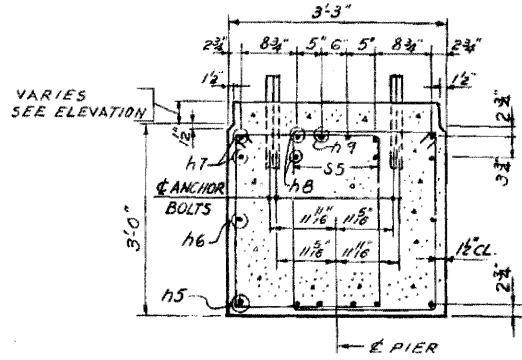
NOTE: PEDESTAL STEPS TO BE POURED MONOLITHICALLY WITH TOP BEAM. SPACE REINFORCEMENT TO AVOID INTERFERENCE WITH DRILLING OF HOLES FOR ANCHOR BOLTS.



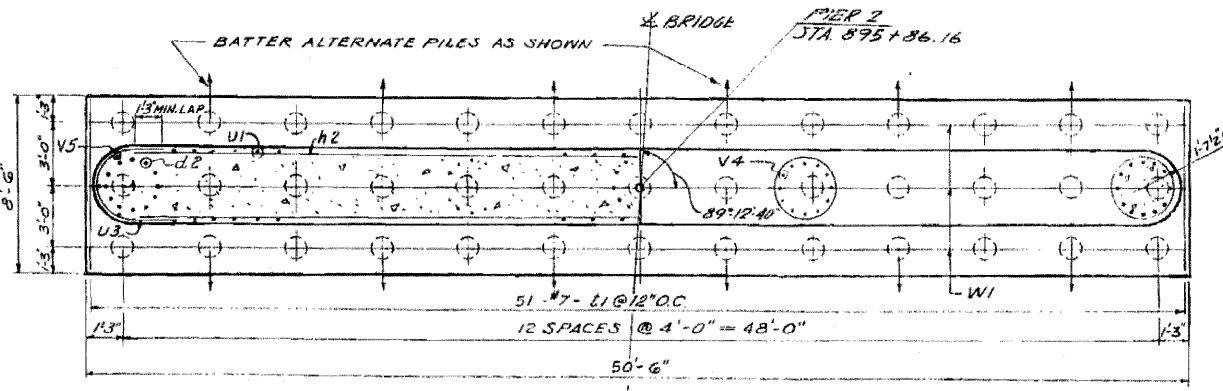
ELEVATION



SECTION A-A



SECTION B-B



FOOTING PLAN

HALF SECTION HALF PLAN

FOR INFORMATION ONLY

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD.	100.8
REINFORCEMENT BARS	POUND	14,420
CLASS A EXCAVATION FOR STRUCTURES	CU YD.	116
CREOSOTED PILES, UP TO 20 FEET	LIN. FT.	780
TEST PILES TIMBER	EACH	1
METAL SHOES	EACH	39

PIER 2
 GRADE SEPARATION
 S.A. ROUTE 9 (UTICA ROAD)
 OVER P.A. ROUTE 80
 F.A. PROJECT
 F.A.L. ROUTE 90 SECTION 50-2HB-5
 LA SALLE COUNTY
 STATION 895+86.16

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
 10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

▲ SHEET ADDED 4-6-10

REINFORCEMENT BAR LISTS

SHEET 14 OF 16

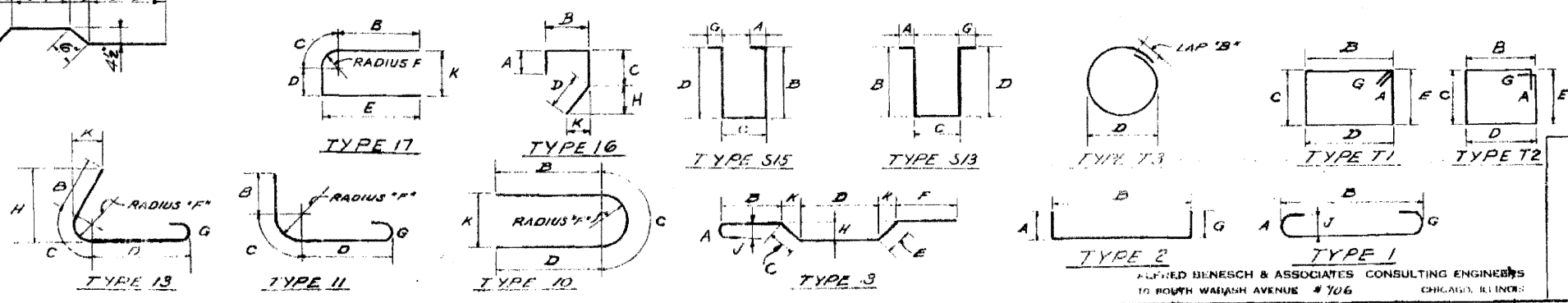
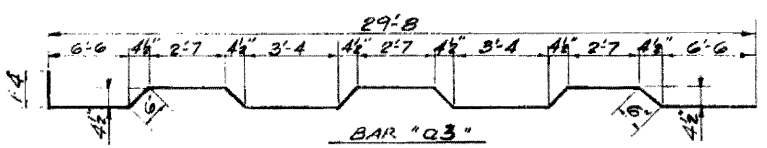
ROUTE 80	SECTION 50-2HB5	COUNTY LA SALLE	TOTAL SHEETS 492	SHEET NO. 492N
STA. TO STA.		PROJECT		

NO. REQUIRED		SPAN	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
1	2						3	4								
DECK																
STRAIGHT																
	32	32	#6	5'-0"	a8											
	32		#6	5'-3"	a10											
	84	120	120	#5	29'-6"	a2										
	84		84	#5	21'-0"	b1										
	84	84		#5	30'-3"	b3										
	8	8	8	#4	28'-6"	a6										
	48	48		#4	5'-0"	a7										
	48	48		#4	5'-3"	a9										
	8	8	8	#4	0'-9"	a11										
	32	32	32	#4	5'-9"	a12										
	196		196	#4	21'-0"	b2										
	196	196		#4	30'-3"	b4										
BENT																
	82	118	118	#5	30'-0"	a1	1	7'	298							5'
	82	118	118	#5	31'-9"	a3			SEE DETAIL BELOW							5'
	120	120	120	#5	4'-0"	x1	1	7'	3'-5"							5'
	84	120	120	#5	4'-6"	x2	1	7'	3'-11"							5'
	84	120	120	#4	3'-10"	a4	3		2'-8"	148						8'
	84	120	120	#4	2'-8"	a5	3		6'-1'-2"	1'-0"						1'-0"
	88	88	88	#4	5'-8"	51	515	4'	2'-1"	10'-2'-1"						4'
	84		84	#4	6'-7"	52	518	4'	2'-8"	6'-2'-8"						4'
	6		6	#4	7'-1"	53	518	4'	2'-11"	6'-2'-11"						4'
	40	40		#4	7'-7"	54	518	4'	3'-2"	6'-3'-2"						4'

NO. REQUIRED		SPAN	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
1	2						3									
STRAIGHT																
	8	10	8	#10	29'-6"	h3										
	8	10	8	#10	19'-6"	h4										
	8	8	8	#9	26'-0"	h1										
	12	12	12	#9	24'-9"	h5										
	48		48	#8	13'-9"	v1										
	48		48	#8	14'-0"	v4										
	20	20	20	#5	24'-0"	h2										
	4	4	4	#5	29'-3"	h6										
	6	6	6	#5	5'-6"	v2										
	6	6	6	#5	1'-9"	v3										
	6	6	6	#5	5'-3"	v5										
	6	6	6	#5	25'-9"	w1										
	4	4	4	#4	22'-9"	h11										
BENT																
	8	8	8	#10	32'-1"	h7	1	1'-5"	293							1'-5"
	8	8	8	#10	33'-2"	h8	1	1'-5"	304							1'-5"
	4	4	4	#10	33'-6"	h9	1	1'-5"	308							1'-5"
	48		48	#8	10'-7"	d1	1	1'-1"	9'-6"							10'
	48		48	#8	10'-3"	d2	1	1'-1"	9'-2"							10'
	51	51	51	#7	9'-8"	e1	1	10'	8'-0"							10'
	8	8	8	#6	7'-0"	h10	3		4'-6"	2'-6"						5' 2'-5"
	8	8	8	#6	7'-7"	u5	10		1'-6"	4'-7"	1'-6"					2'-11"
	80	90	80	#5	11'-1"	55	71	6'	2'-3"	2'-9"	2'-3"	2'-9"				6'
	78	78	78	#5	11'-7"	u1	2	4'-4"	2'-11"							4'-4"
	12	12	12	#5	7'-1"	u3	10		1'-3"	4'-7"	1'-3"					1'-5"
	40	40	40	#5	6'-5"	u4	8	2'-0"	2'-5"							2'-0"
	48	48	48	#5	4'-9"	u6	2	1'-9"	1'-3"							1'-9"
	8	8	8	#5	5'-11"	u7	2	1'-6"	2'-11"							1'-6"
	60	60	60	#4	9'-6"	56	73		1'-3"	2'-7"						1'-3"

NO. REQUIRED		SPAN	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
1	2						3									
ABUTMENTS																
NORTH SOUTH																
STRAIGHT																
	6	6	#7	29'-6"	h18											
	6	6	#7	31'-3"	h10											
	12	12	#6	16'-0"	h24											
	6	6	#5	22'-9"	h21											
	8	8	#5	31'-0"	h11											
	8	8	#4	29'-6"	h12											
	4	4	#4	7'-0"	h13											
	8	8	#4	12'-6"	h14											
	4	4	#4	10'-9"	h17											
	20	20	#4	26'-9"	h20											
	62	62	#4	5'-0"	e2											
	112	112	#4	5'-9"	v11											
	34	34	#4	7'-9"	v12											
	22	22	#4	6'-9"	v18											
	22	22	#4	2'-6"	v14											
	22	22	#4	3'-9"	v15											
BENT																
	12	12	#6	11'-9"	u13	2	4'-6"	2'-9"								4'-6"
	24	24	#4	11'-7"	h15	3										10'-7"
	4	4	#4	10'-11"	h16	3										10'-11"
	16	16	#4	5'-0"	h19	1	6'	4'-6"								6'
	124	124	#4	8'-4"	u11	2	2'-9"	2'-10"								2'-9"
	48	48	#4	5'-0"	u12	2	1'-9"	1'-6"								1'-9"
	2	2	#4	5'-8"	u14	17	2'-2"	5'	7'	2'-6"	3'					10'
	4	4	#4	2'-2"	u15	16	1'-6"	1'-2"	1'-6"							1'-6"
	60	60	#4	5'-6"	v16	16	1'-3"	1'-5"	1'-3"	1'-7"						1'-1/2"
	2	2	#4	2'-9"	v17	3	1'-7"	1'-2"								10"
	2	2	#4	3'-8"	v18	3	2'-6"	1'-2"								10"
	22	22	#4	5'-2"	57	71	5'	8"	1'-6"	8"	1'-6"					5"
	6	6	#4	9'-0"	58	72	6'	2'-0"	2'-0"	2'-0"	2'-0"					6"

NO. REQUIRED		SPAN	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	K	J
1	2						3									
TOTAL																



FOR INFORMATION ONLY

△ SHEET ADDED 4-6-10
NOTE: ALL DIMENSIONS OUT TO OUT. DIMENSIONS OMITTED ARE ZERO.

REINFORCEMENT BAR LISTS
GRADE SEPARATION
S.A. ROUTE 80 (UTICA ROAD)
OVER I-55 ROUTE 80
I-55 PROJECT
I-55 ROUTE 80 SECTION 50-2HB5
LA SALLE COUNTY
STATION 895+86.16

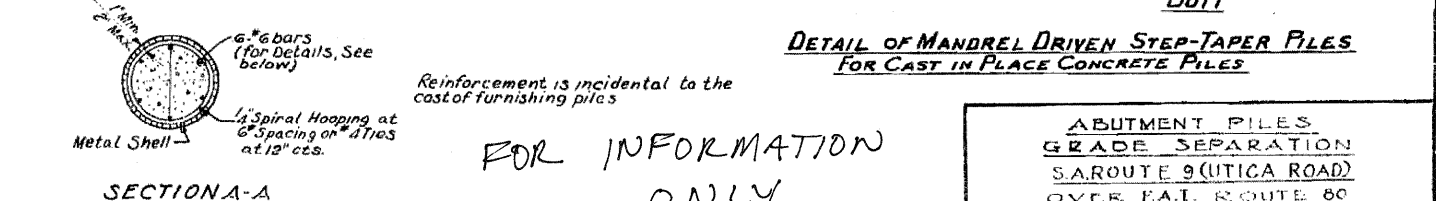
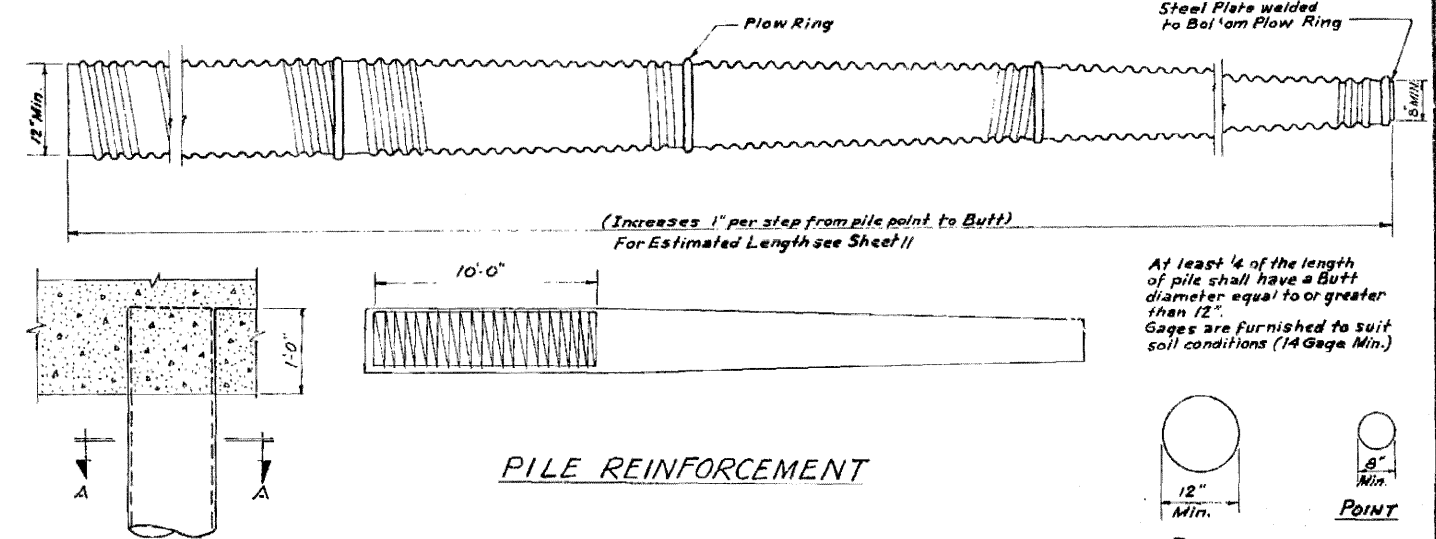
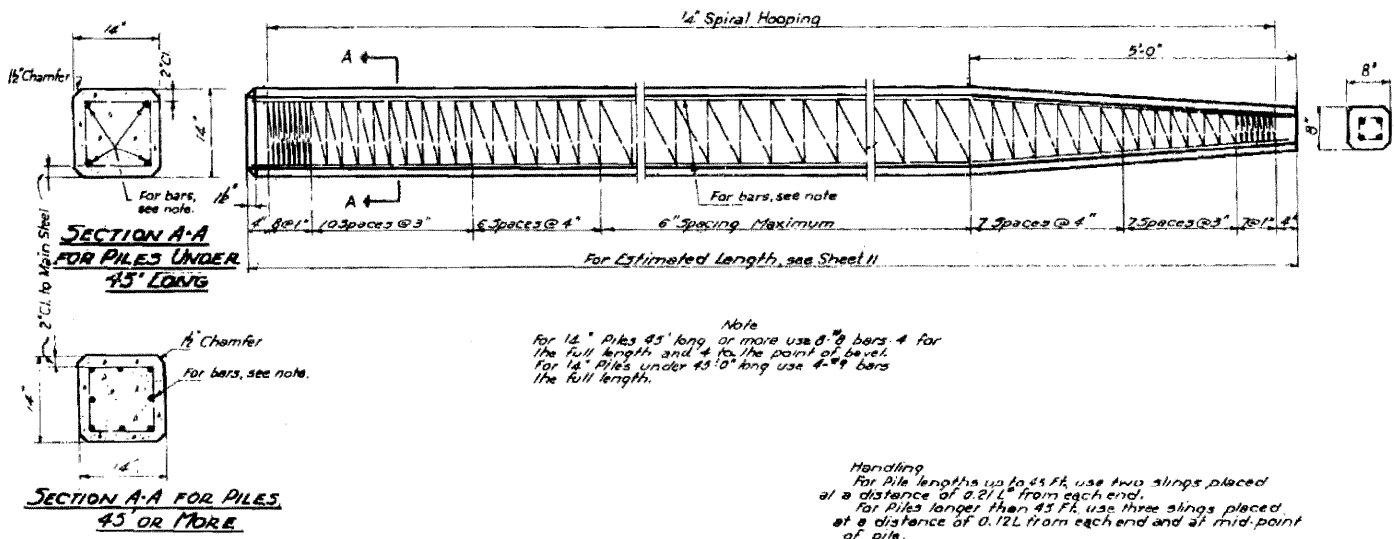
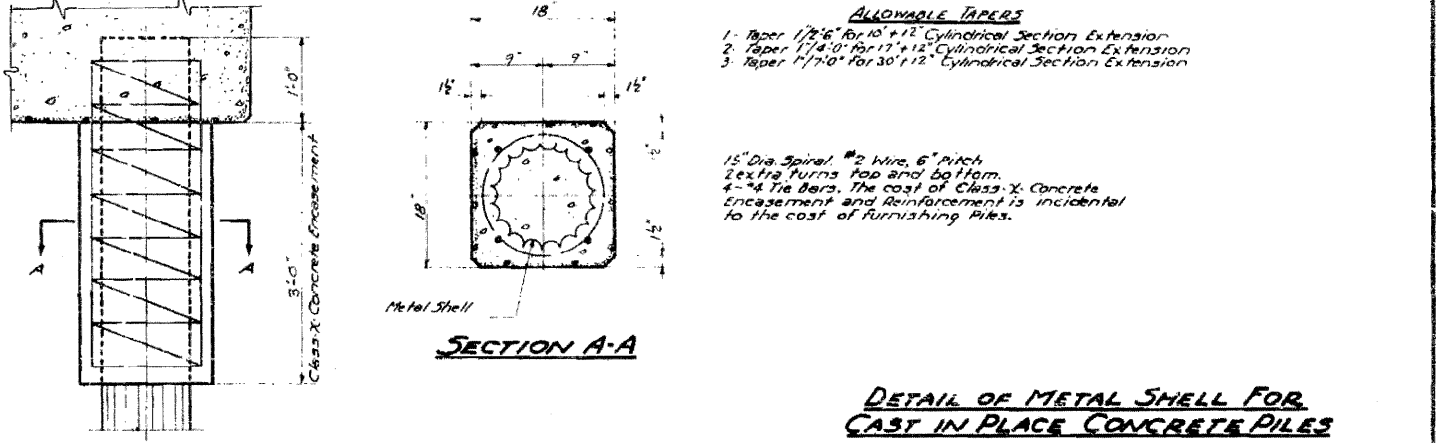
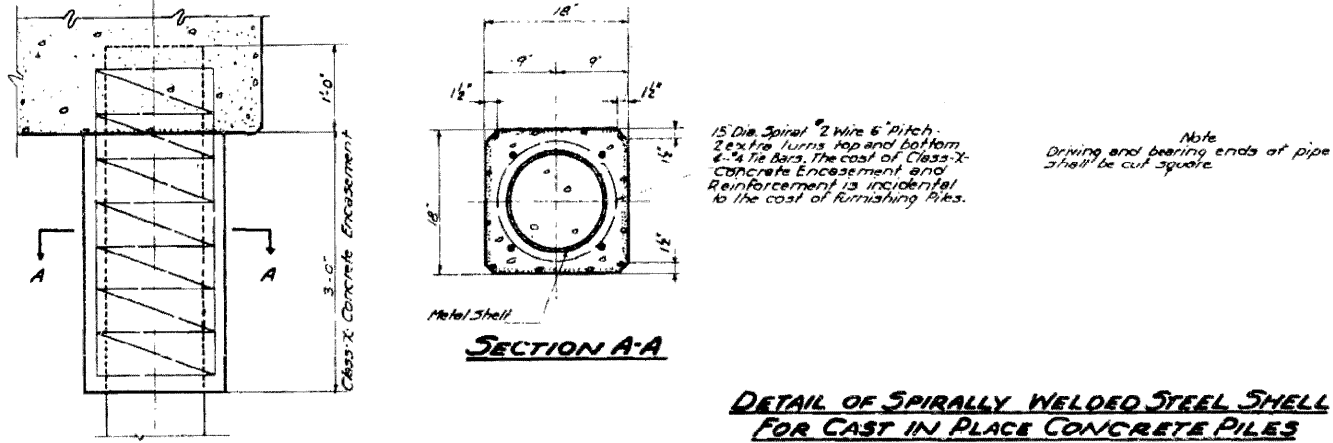
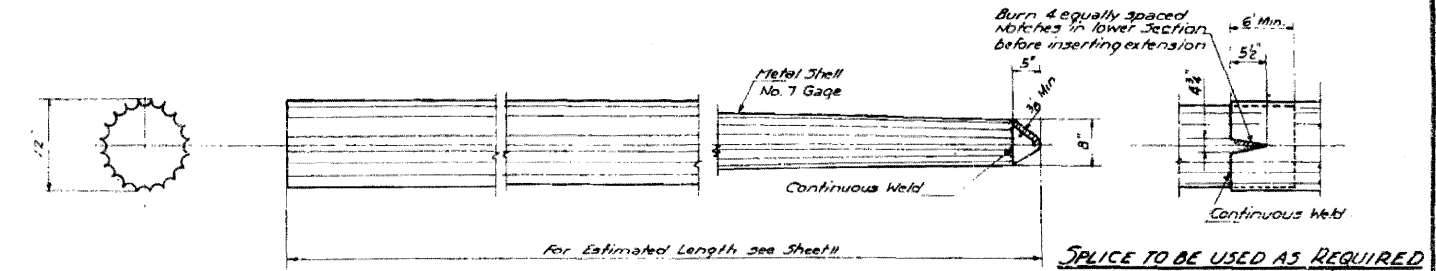
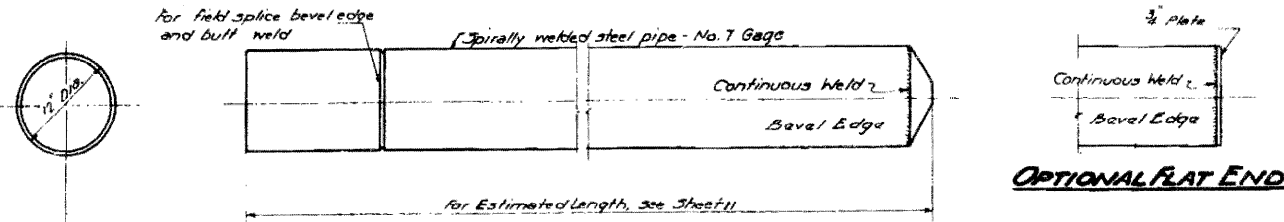
ALFRED BIENESCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WASHINGTON AVENUE #706 CHICAGO, ILLINOIS

ABUTMENT PILES

PILING TO BE USED AT THE ABUTMENTS SHALL BE ANY OF THE VARIOUS KINDS SHOWN BELOW

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-2HB-5	LA SALLE	492	4920
STA.	TO STA.			
U. S. P. R. REG. NO. 4	ILLINOIS	PROJECT		

SHEET 15 OF 16

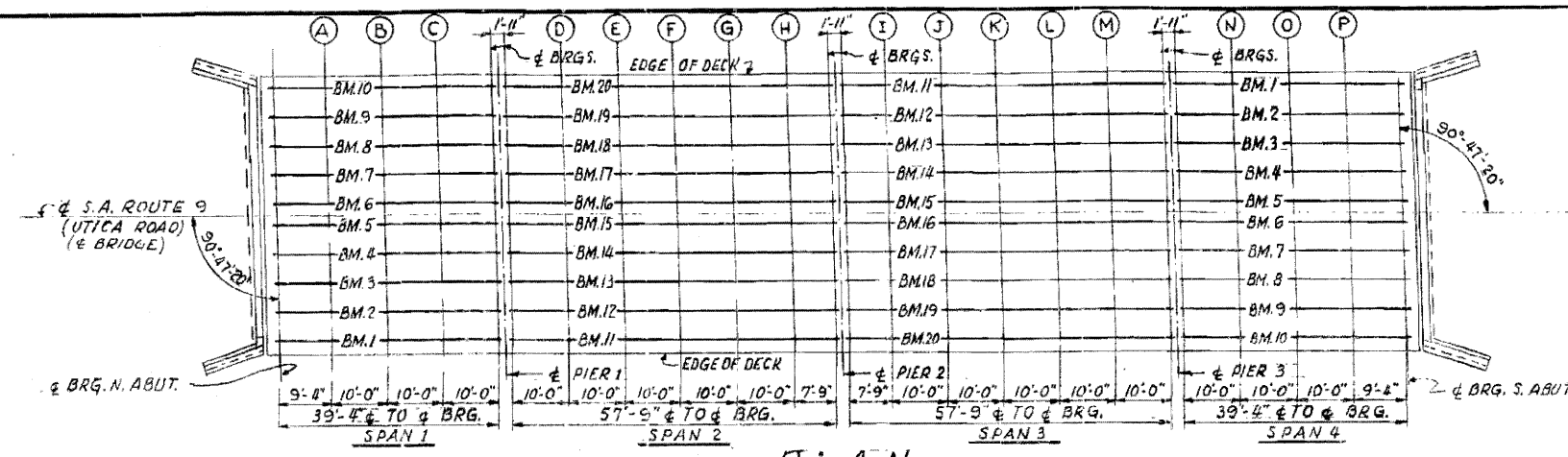
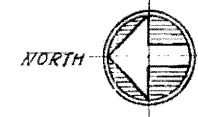


DETAIL OF MANDREL DRIVEN STEP-TAPER PILES FOR CAST IN PLACE CONCRETE PILES

ABUTMENT PILES	
GRADE SEPARATION	
SAROUTE 9 (UTICA ROAD)	
OVER F.A.I. ROUTE 80	
F.A.I. PROJECT	
F.A.I. ROUTE 80	SECTION 50-2HB-5
LA SALLE COUNTY	
STATION 895+86.16	

▲ SHEET ADDED 4-6-10

ALFRED BENFSCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS



PLAN

SPAN 1

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection	
Brg. N. Abut.	2	1899.742	21.666	645.435	645.435	
	3	1899.833	14.999	645.491	645.491	
	4	1899.925	8.333	645.547	645.547	
	5	1900.017	1.666	645.600	645.600	
	6	1900.063	-1.666	645.600	645.600	
	7	1900.155	-8.333	645.548	645.548	
	8	1900.247	-14.999	645.493	645.493	
	9	1900.338	-21.666	645.437	645.437	
	A	2	1909.075	21.666	645.471	645.482
3		1909.166	14.999	645.527	645.538	
4		1909.258	8.333	645.583	645.594	
5		1909.350	1.666	645.636	645.647	
6		1909.396	-1.666	645.636	645.647	
7		1909.488	-8.333	645.583	645.594	
8		1909.580	-14.999	645.528	645.539	
9		1909.671	-21.666	645.473	645.484	
B		2	1919.075	21.666	645.505	645.520
	3	1919.166	14.999	645.561	645.576	
	4	1919.258	8.333	645.617	645.632	
	5	1919.350	1.666	645.670	645.685	
	6	1919.396	-1.666	645.670	645.685	
	7	1919.488	-8.333	645.618	645.633	
	8	1919.580	-14.999	645.562	645.577	
	9	1919.671	-21.666	645.507	645.522	
	C	2	1929.075	21.666	645.536	645.547
3		1929.166	14.999	645.591	645.603	
4		1929.258	8.333	645.647	645.659	
5		1929.350	1.666	645.700	645.712	
6		1929.396	-1.666	645.700	645.712	
7		1929.488	-8.333	645.646	645.659	
8		1929.580	-14.999	645.592	645.604	
9		1929.671	-21.666	645.537	645.549	
Brg. Pier 1		2	1939.075	21.666	645.562	645.562
	3	1939.166	14.999	645.618	645.618	
	4	1939.258	8.333	645.673	645.673	
	5	1939.350	1.666	645.726	645.726	
	6	1939.396	-1.666	645.727	645.727	
	7	1939.488	-8.333	645.674	645.674	
	8	1939.580	-14.999	645.619	645.619	
	9	1939.671	-21.666	645.563	645.563	
	Brg. N. Abut.	1	1899.650	-28.333	645.379	645.379
10		1900.430	-28.333	645.382	645.382	
A		1	1908.983	-28.333	645.415	645.424
		10	1909.763	-28.333	645.418	645.427
		1	1918.983	-28.333	645.449	645.461
B		1	1919.763	-28.333	645.452	645.464
		10	1928.983	-28.333	645.480	645.489
C		1	1929.763	-28.333	645.482	645.491
		10	1938.983	-28.333	645.506	645.506
Brg. Pier 1	1	1939.763	-28.333	645.508	645.508	
	10	1948.983	-28.333	645.532	645.532	
D	1	1950.900	-28.333	645.532	645.566	
	20	1951.680	-28.333	645.536	645.568	
E	1	1958.900	-28.333	645.550	645.598	
	20	1961.680	-28.333	645.551	645.599	
F	1	1970.900	-28.333	645.564	645.620	
	20	1971.680	-28.333	645.565	645.621	
G	1	1980.900	-28.333	645.573	645.620	
	20	1981.680	-28.333	645.574	645.620	
H	1	1990.900	-28.333	645.579	645.607	
	20	1991.680	-28.333	645.579	645.608	
Brg. Pier 2	1	1998.650	-28.333	645.581	645.581	
	20	1999.430	-28.333	645.581	645.581	

SPAN 2

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
Brg. Pier 1	12	1940.992	21.666	645.566	645.566
	13	1941.083	14.999	645.622	645.622
	14	1941.175	8.333	645.678	645.678
	15	1941.267	1.666	645.731	645.731
	16	1941.313	-1.666	645.731	645.731
	17	1941.405	-8.333	645.679	645.679
	18	1941.497	-14.999	645.623	645.623
	19	1941.588	-21.666	645.568	645.568
	D	12	1950.992	21.666	645.588
13		1951.083	14.999	645.644	645.665
14		1951.175	8.333	645.700	645.721
15		1951.267	1.666	645.753	645.774
16		1951.313	-1.666	645.753	645.774
17		1951.405	-8.333	645.700	645.721
18		1951.497	-14.999	645.645	645.666
19		1951.588	-21.666	645.589	645.611
E		12	1960.992	21.666	645.606
	13	1961.083	14.999	645.661	645.694
	14	1961.175	8.333	645.717	645.750
	15	1961.267	1.666	645.770	645.802
	16	1961.313	-1.666	645.770	645.803
	17	1961.405	-8.333	645.717	645.750
	18	1961.497	-14.999	645.662	645.695
	19	1961.588	-21.666	645.607	645.639
	F	12	1970.992	21.666	645.619
13		1971.083	14.999	645.675	645.711
14		1971.175	8.333	645.731	645.767
15		1971.267	1.666	645.783	645.820
16		1971.313	-1.666	645.784	645.820
17		1971.405	-8.333	645.731	645.820
18		1971.497	-14.999	645.675	645.712
19		1971.588	-21.666	645.620	645.656
G		12	1980.992	21.666	645.629
	13	1981.083	14.999	645.685	645.715
	14	1981.175	8.333	645.740	645.771
	15	1981.267	1.666	645.793	645.824
	16	1981.313	-1.666	645.793	645.824
	17	1981.405	-8.333	645.740	645.824
	18	1981.497	-14.999	645.685	645.716
	19	1981.588	-21.666	645.629	645.660
	H	12	1990.992	21.666	645.634
13		1991.083	14.999	645.690	645.708
14		1991.175	8.333	645.746	645.764
15		1991.267	1.666	645.798	645.816
16		1991.313	-1.666	645.798	645.816
17		1991.405	-8.333	645.746	645.764
18		1991.497	-14.999	645.690	645.708
19		1991.588	-21.666	645.635	645.653
Brg. Pier 2		12	1998.742	21.666	645.636
	13	1998.833	14.999	645.692	645.692
	14	1998.925	8.333	645.747	645.747
	15	1999.017	1.666	645.800	645.800
	16	1999.063	-1.666	645.800	645.800
	17	1999.155	-8.333	645.747	645.747
	18	1999.247	-14.999	645.692	645.692
	19	1999.338	-21.666	645.636	645.636
	Brg. Pier 1	11	1940.900	-28.333	645.511
20		1941.680	-28.333	645.513	645.513
D	11	1950.900	-28.333	645.532	645.566
	20	1951.680	-28.333	645.536	645.568
E	11	1958.900	-28.333	645.550	645.598
	20	1961.680	-28.333	645.551	645.599
F	11	1970.900	-28.333	645.564	645.620
	20	1971.680	-28.333	645.565	645.621
G	11	1980.900	-28.333	645.573	645.620
	20	1981.680	-28.333	645.574	645.620
H	11	1990.900	-28.333	645.579	645.607
	20	1991.680	-28.333	645.579	645.608
Brg. Pier 2	11	1998.650	-28.333	645.581	645.581
	20	1999.430	-28.333	645.581	645.581

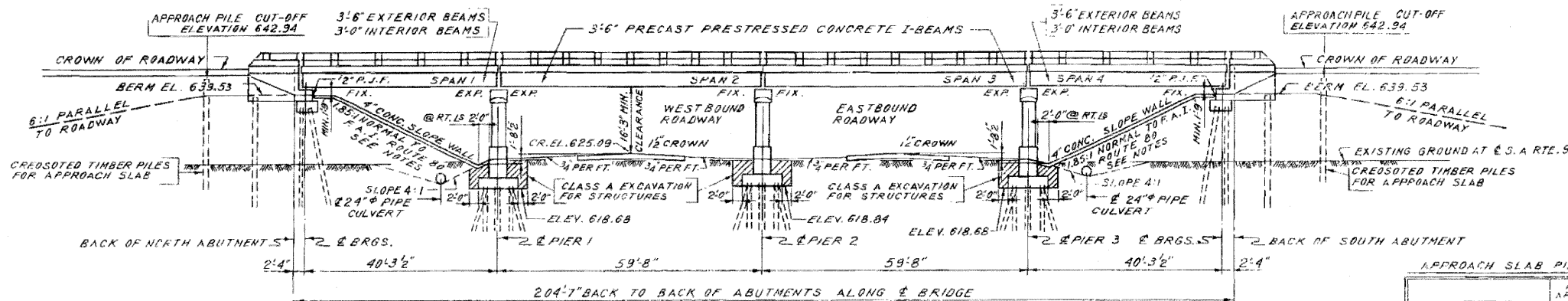
SPAN 3

Line	Beam	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for Dead Load Deflection
Brg. Pier 2	12	2000.659	21.666	645.636	645.636
	13	2000.750	14.999	645.692	645.692
	14	2000.842	8.333	645.747	645.747
	15	2000.934	1.666	645.800	645.800
	16	2000.980	-1.666	645.800	645.800
	17	2001.072	-8.333	645.747	645.747
	18	2001.164	-14.999	645.692	645.692
	19	2001.255	-21.666	645.636	645.636
	I	12	2008.409	21.666	645.635
13		2008.500	14.999	645.690	645.708
14		2008.592	8.333	645.746	645.764
15		2008.684	1.666	645.798	645.816
16		2008.730	-1.666	645.798	645.816
17		2008.822	-8.333	645.746	645.764
18		2008.914	-14.999	645.690	645.708
19		2009.005	-21.666	645.634	645.652
J		12	2018.409	21.666	645.629
	13	2018.500	14.999	645.685	645.716
	14	2018.592	8.333	645.740	645.771
	15	2018.684	1.666	645.793	645.824
	16	2018.730	-1.666	645.793	645.824
	17	2018.822	-8.333	645.740	645.771
	18	2018.914	-14.999	645.685	645.715
	19	2019.005	-21.666	645.629	645.660
	K	12	2028.409	21.666	645.620
13		2028.500	14.999	645.675	645.712
14		2028.592	8.333	645.731	645.767
15		2028.684	1.666	645.784	645.820
16		2028.730	-1.666	645.783	645.820
17		2028.822	-8.333	645.731	645.767
18		2028.914	-14.999	645.675	645.712
19		2029.005	-21.666	645.619	645.656
L		12	2038.409	21.666	645.607
	13	2038.500	14.999	645.662	645.695
	14	2038.592	8.333	645.717	645.750
	15	2038.684	1.666	645.770	645.803
	16	2038.730	-1.666	645.770	645.802
	17	2038.822	-8.333	645.717	645.750
	18	2038.914	-14.999	645.661	645.694
	19	2039.005	-21.666	645.606	645.638
	M	12	2048.409	21.666	645.589
13		2048.500	14.999	645.645	645.666
14		2048.592	8.333	645.700	645.722
15		2048.684	1.666	645.753	645.774
16		2048.730	-1.666	645.753	645.774
17		2048.822	-8.333	645.700	645.721
18		2048.914	-14.999	645.644	645.665
19		2049.005	-21.666	645.588	645.610
Brg. Pier 3		12	2058.409	21.666	645.568
	13	2058.500	14.999	645.623	645.623
	14	2058.592	8.333	645.679	645.679
	15	2058.684	1.666	645.731	645.731
	16	2058.730	-1.666	645.731	645.731
	17	2058.822	-8.333	645.678	645.678
	18	2058.914	-14.999	645.622	645.622

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-2HB5	LA SALLE	492	492A
STA.	TO STA.			
S. F. R. REG. NO. 4	ILLINOIS	PROJECT		

SHEET 1 OF 16

B.M. #19 ELEV. 624.86
 HAIL IN POWER POLE - 42' RT. OF STA. 18+00 S.A. 9.
 STATE B.M. ELEV. 625.12
 CONCRETE MONUMENT; 4' LT. OF STA. 310+66 F.A.I. ROUTE 80.



ELEVATION
 SCALE 1" = 15'-0"

APPROACH SLAB PILE SCHEDULE

	NORTH APPROACH	SOUTH APPROACH
CAPACITY	15 TONS	15 TONS
NO. REQUIRED	10	10
EST. LENGTH	30 FT.	30 FT.

BILL OF MATERIAL

CREOSOTED TIMBER PILES 20" TO 38 FT.	300 LIN. FT.	300 LIN. FT.
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INDEX OF BRIDGE SHEETS - STATION 895+86.16

- | SHEET NO. | TITLE |
|-----------|---|
| 1. | GENERAL PLAN AND ELEVATION. |
| 2. | BORINGS, NAME PLATES, GENERAL NOTES, AND QUANTITIES. |
| 3. | DECK REINFORCEMENT PLAN |
| 4. | DECK CROSS SECTIONS AND DIAPHRAGM DETAILS. |
| 5. | DETAILS OF 42 IN. PRECAST PRESTRESSED CONCRETE I-BEAMS. |
| 6. | DETAILS OF 36 IN. PRECAST PRESTRESSED CONCRETE I-BEAMS. |
| 7. | FRAMING PLAN AND BEARING DETAILS. |
| 8. | EXPANSION DEVICES. |
| 9. | HANDRAIL DETAILS. |
| 10. | NORTH AND SOUTH ABUTMENTS. |
| 11. | ABUTMENT DETAILS. |
| 12. | PIERS 1 AND 3. |
| 13. | PIER 2. |
| 14. | REINFORCEMENT BAR LISTS. |
| 15. | ABUTMENT PILES. |
| 16. | TOP OF SLAB ELEVATIONS. |

NOTES:

QUANTITIES OF EARTH EXCAVATION, CULVERTS, CONCRETE HEADWALLS AND EMBANKMENT ARE INCLUDED IN QUANTITIES ON ROAD PLANS.
 6 TO 1 BACKSLOPE MAY BE OMITTED IF EMBANKMENT IS CONSTRUCTED FULL LENGTH.
 FOR SECTIONS A-A, B-B AND C-C SEE SHEET 2.
 FOR LOCATION OF NAME PLATES ON PIERS SEE SHEET 12.

SLOPE WALLS ARE REINFORCED WITH WELDED WIRE FABRIC 6" X 6" MESH NO. 4 WIRE, WEIGHING APPROX. 58# PER 100 SQ. FT.

HIGHWAY CLASSIFICATION

D.H.V. (1979) TYPE - M.P.H.
 315 P. 60
 DESIGN LOAD
 L.L. FH 20 - S16-44
 FUTURE D.L. 1/2" BIT. WEARING SURFACE

DESIGN STRESSES

CONCRETE (CAST IN PLACE)
 f_c = 3,500 LBS. PER SQ. IN.
 f_c = 4,400 LBS. PER SQ. IN.
 f_c = WITH EARTH PRESSURE 1,000 LBS. PER SQ. IN.
 v = (PIER FOOTING) 75 LBS. PER SQ. IN.
 n = 16

PRESTRESSED CONCRETE

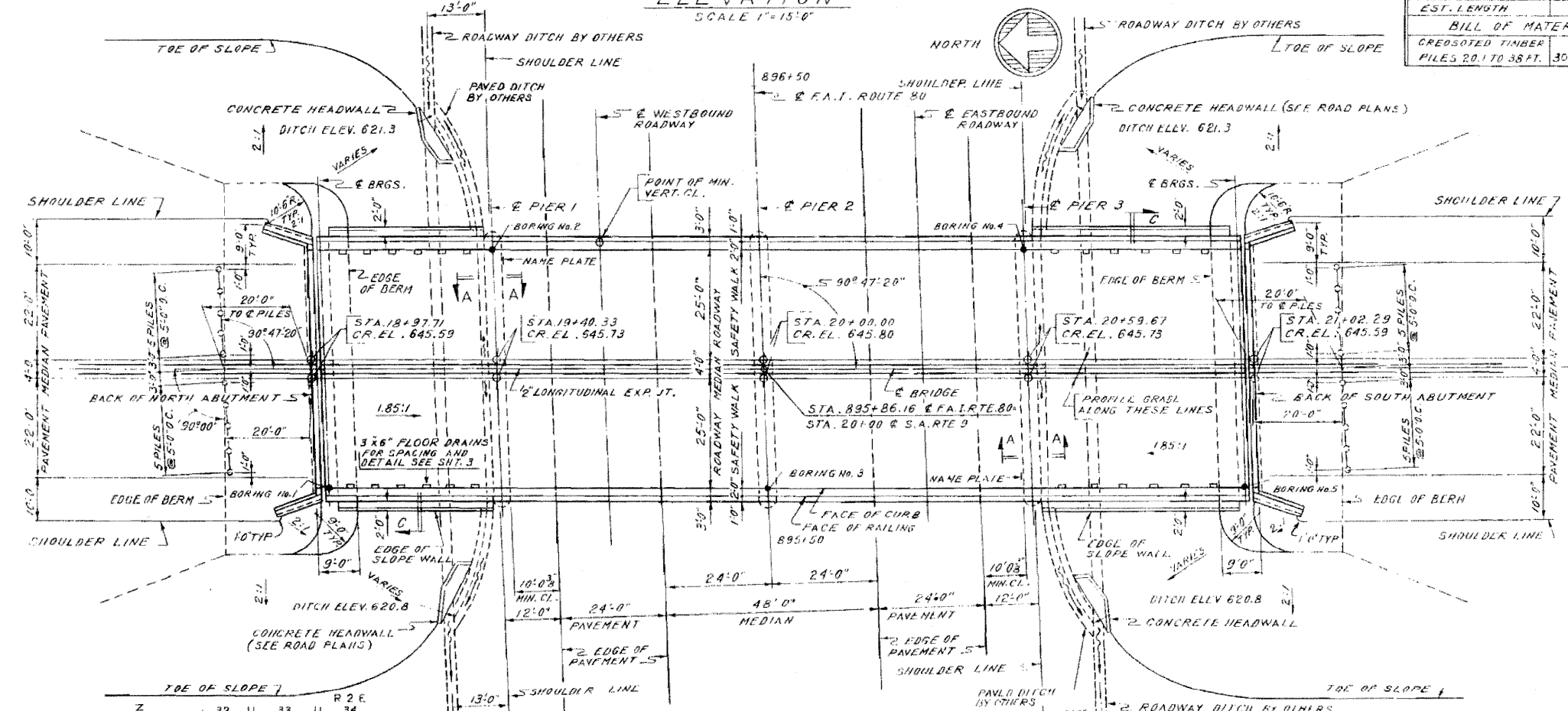
f_c = 3,000 LBS. PER SQ. IN.
 f_c = 4,000 LBS. PER SQ. IN.
 f_c = 2,000 LBS. PER SQ. IN.

REINFORCING STEEL

f_s = 20,000 LBS. PER SQ. IN.
 PRETENSIONING STEEL
 f₂₀ = 248,000 LBS. PER SQ. IN.
 f₃₀ = 173,000 LBS. PER SQ. IN.

PILE LOADS

ABUTMENT AND WINGWALLS - 30 TONS (CONCRETE PILES)
 PIERS - 20 TONS (TIMBER PILES)
 APPROACH SLAB - 10 TONS (TIMBER PILES)



PLAN
 SCALE 1" = 15'-0"

FOR INFORMATION ONLY

GENERAL PLAN AND ELEVATION
 GRADY SEPARATION
 S.A. ROUTE 9 (UTICA ROAD)
 OVER F.A.I. ROUTE 80
 I.A. PROJECT
 F.A.I. ROUTE 80 SECTION 50-2HB5
 LA SALLE COUNTY
 STATION 895+86.16

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
 10 SOUTH WABASH AVENUE 106 CHICAGO, ILLINOIS

△ SHEET ADDED 4-6-10

BRIDGE LOCATION

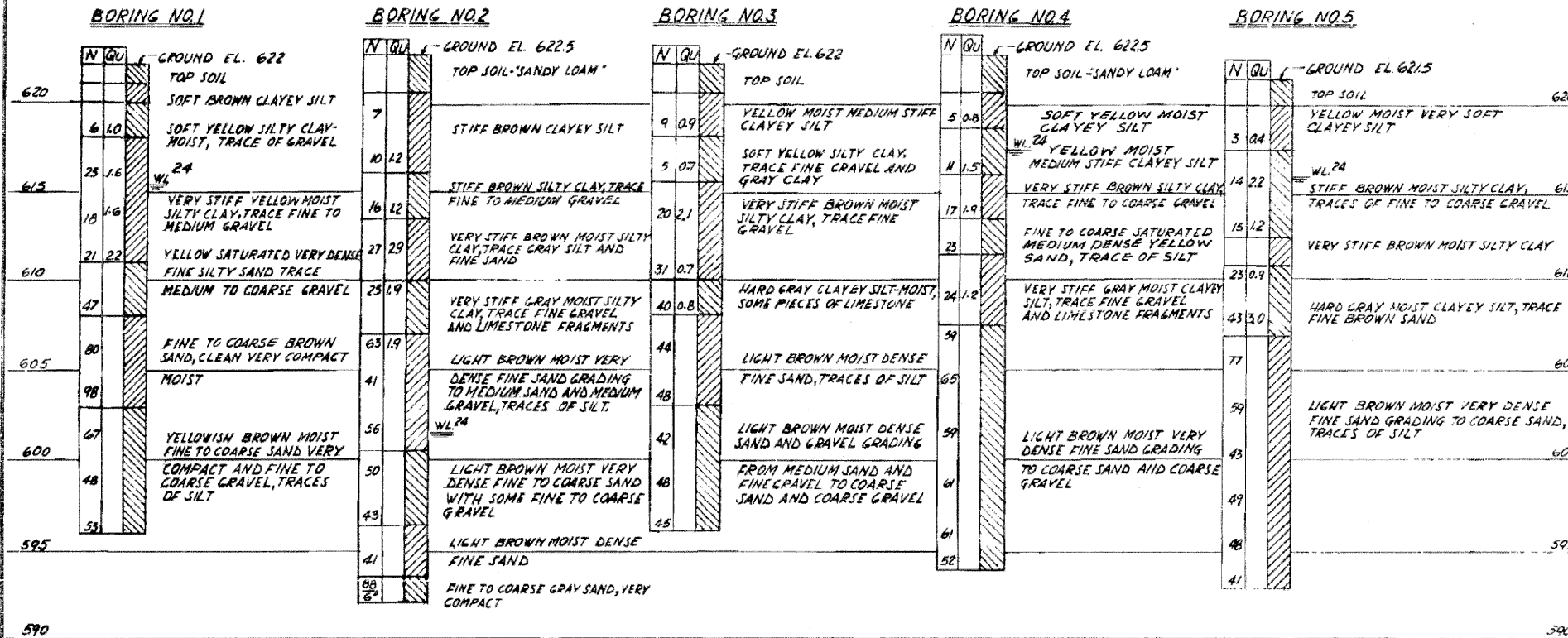
SOIL TEST BORINGS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-2HB-5	LA SALLE	492	492B
STA.	TO STA.			
B.P. # REG. NO. 4	ILLINOIS	PROJECT		

SHEET 2 OF 16

BILL OF MATERIAL — STATION 895+86.16

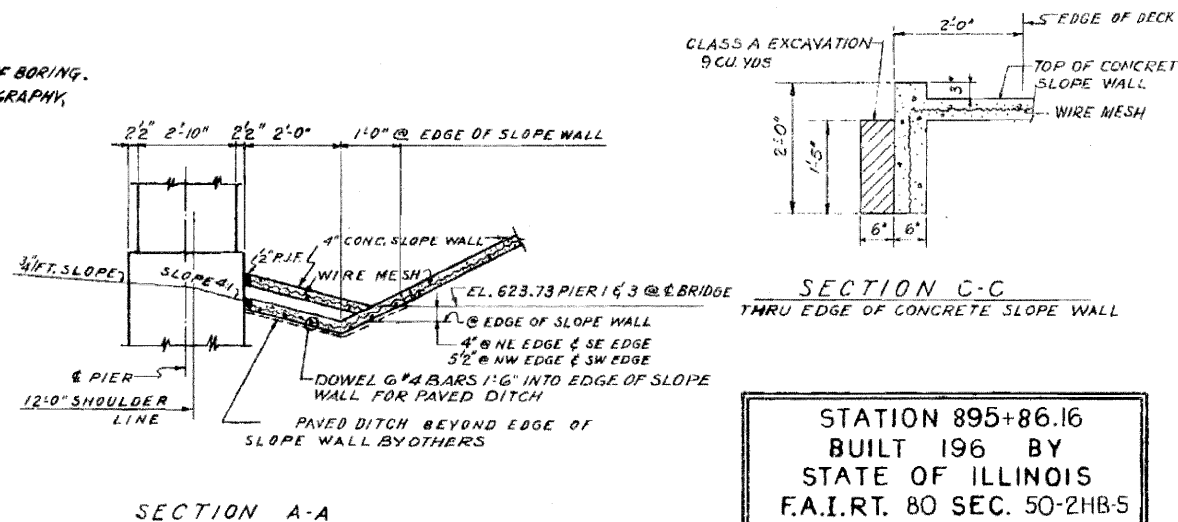
ITEM	UNIT	QUANTITY		
		SUPER	SUB	TOTAL
CLASS X CONCRETE	CU YD	353.2	464.0	817.2
REINFORCEMENT BARS	POUND	71,260	52,560	123,820
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	20,700	—	20,700
FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	LIN. FT.	1,352	—	1,352
FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	LIN. FT.	656	—	656
TEST PILE CONCRETE	EACH	—	1	1
FURNISHING CONCRETE PILES	LIN. FT.	—	1,517	1,517
DRIVING CONCRETE PILES	LIN. FT.	—	1,517	1,517
CLASS A EXCAVATION FOR STRUCTURES	CU YD	—	360	360
DRIVING TIMBER PILES	LIN. FT.	—	2,940	2,940
FURNISHING CRESOTED PILES, 20.1 TO 38 FEET	LIN. FT.	—	600	600
SLOPE WALL 4 INCH	SQ YD	—	688	688
FURNISHING AND ERECTING METAL HANDRAIL	LIN. FT.	—	440	440
NAME PLATES	EACH	—	2	2
TEST PILE TIMBER	EACH	—	1	1
METAL SHOES	EACH	—	117	117
FURNISHING CRESOTED PILES, UP TO 20 FEET	LIN. FT.	—	2,310	2,340



NOTE:

FIGURES IN COLUMN MARKED "N" INDICATE NUMBER OF BLOWS REQUIRED TO DRIVE 2" O.D. SAMPLING PIPE ONE FOOT, USING 140 LB. WEIGHT FALLING 30 INCHES, EXCEPT WHEN OTHERWISE NOTED. FIGURES IN COLUMN MARKED "QU" INDICATE UNCONFINED COMPRESSIVE STRENGTH IN TONS PER SQ. FT. BORING DATA ARE SHOWN ONLY AS A GUIDE TO THE BIDDERS IN ESTIMATING SOIL CONDITIONS WHICH MAY BE ENCOUNTERED IN THE WORK. FOR LOCATION OF BORINGS SEE GENERAL PLAN SHEET 1.

WL 24 INDICATES WATER LEVEL 24 HOURS AFTER COMPLETION OF BORING. POROSITY OF THE SOIL STRATA, VARIATION OF RAINFALL, SITE TOPOGRAPHY, ETC., MAY CAUSE CHANGES IN THESE LEVELS.



STATION 895+86.16
BUILT 196 BY
STATE OF ILLINOIS
F.A.I.R.T. 80 SEC. 50-2HB-5
F.A. PROJ. I-80-3(33)
LOADING H20-S16

SEE STATE OF ILLINOIS STD-2113
NAME PLATES EACH 2
LETTERING FOR NAME PLATES
▲ SHEET ADDED 4-6-10

GENERAL NOTES

CLASS X CONCRETE SHALL BE USED THROUGHOUT EXCEPT FOR CONCRETE IN PRECAST I-BEAMS. SEE SPECIAL PROVISIONS.
COARSE AGGREGATE WHICH IS TO BE USED IN END POSTS (WINGWALLS OF ABUTMENTS) MUST BE ABSOLUTELY FREE OF CHERT, FLINT, LIMONITE, LIGNITE AND SOFT SAND STONE.
ALL CONCRETE SHALL BE CAST IN PLACE EXCEPT FOR THE PRECAST PRESTRESSED CONCRETE I-BEAMS.
THE CONCRETE FLOOR SLAB FOR EACH SPAN SHALL BE PLACED IN ONE CONTINUOUS OPERATION BETWEEN CONSTRUCTION JOINTS SHOWN AND SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 51.7 OF THE STANDARD SPECIFICATIONS.
ALL STEEL SHALL BE STRUCTURAL STEEL EXCEPT AS OTHERWISE NOTED.
BRONZE EXPANSION PLATES SHALL CONFORM TO A.S.T.M. SPECIFICATION B100, ALLOY 1, OR A.S.T.M. SPECIFICATION B22, ALLOY B, AND SHALL HAVE GRAPHITE INSERTS INSTALLED IN THE SLIDING SURFACE.
ALL STEEL BEARING PLATES, GRAPHITE BRONZE EXPANSION PLATES, LEAD PLATES AND ANCHOR BOLTS SHALL BE FABRICATED AND SET IN ACCORDANCE WITH ARTICLE 51.15 OF THE STANDARD SPECIFICATION AND ARE INCLUDED IN QUANTITY OF STRUCTURAL STEEL. ESTIMATED WEIGHT = 8,650 POUNDS.
STEEL EXPANSION DEVICES AT THE PIER AND ABUTMENTS SHALL BE FABRICATED AND SET IN ACCORDANCE WITH ARTICLE 51.18 (G) OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITY OF STRUCTURAL STEEL. ESTIMATED WEIGHT = 12,050 POUNDS.
STRUCTURAL STEEL SHALL BE PAINTED ONE SHOP COAT OF RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT IN ACCORDANCE WITH SECTION 56 OF THE STANDARD SPECIFICATIONS EXCEPT AS OTHERWISE SPECIFIED ON THE PLANS.

THE CONTRACTOR SHALL DRIVE ONE CONCRETE TEST PILE IN A PERMANENT LOCATION AT THE NORTH ABUTMENT AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE CONCRETE PILES.
THE CONTRACTOR SHALL DRIVE ONE TIMBER TEST PILE NEAR PIER #2 AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE TIMBER PILES.
SHOP INSPECTION OF STRUCTURAL STEEL AND PRECAST PRESTRESSED I-BEAMS BY ILLINOIS DIVISION OF HIGHWAYS.
JOINTS IN DECK SLAB SHALL BE FILLED WITH JOINT SEALER CONFORMING TO FEDERAL SPECIFICATION FOR SEALER; HOT POURED TYPE, FOR JOINTS IN CONCRETE, SS-5-181" CONCRETE PILES THROUGH EMBANKMENT SHALL BE DRIVEN IN PRECURED HOLES IN ACCORDANCE WITH SECTION 60.9 (C) OF THE STANDARD SPECIFICATIONS

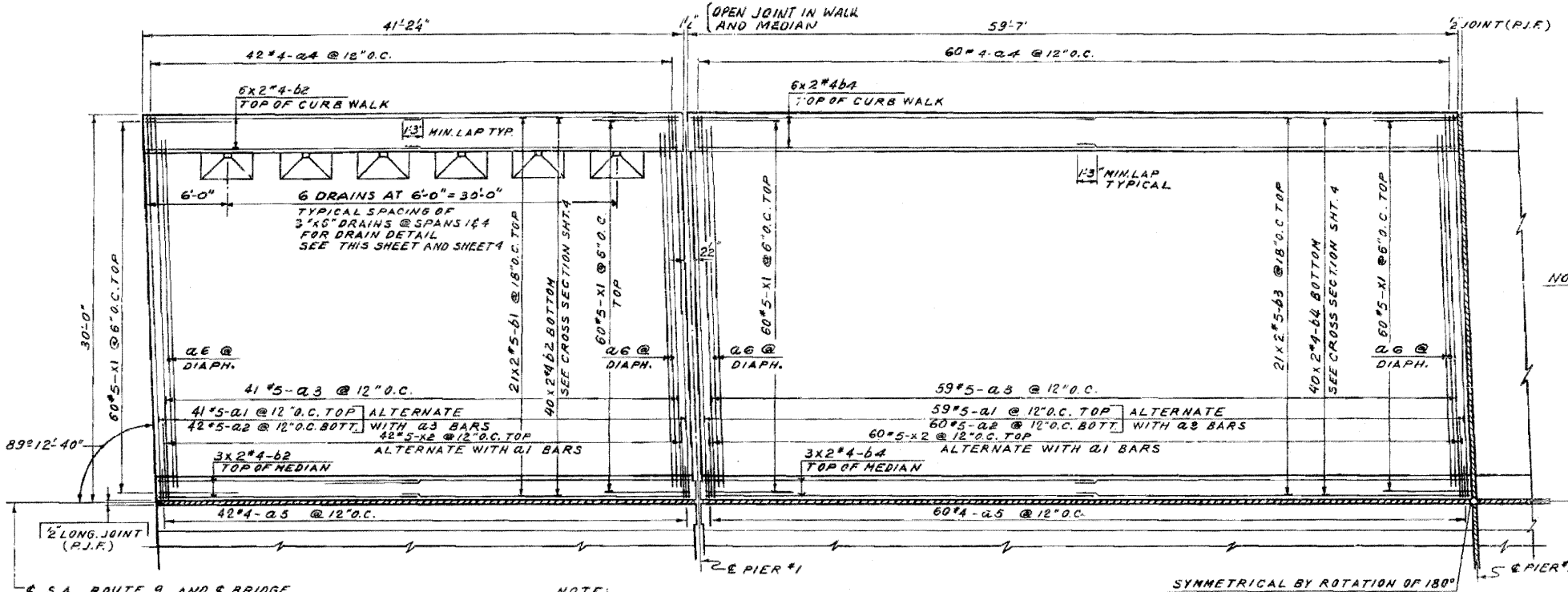
FOR INFORMATION
ONLY

BORINGS, NAME PLATES, GENERAL NOTES,
AND QUANTITIES
GRADE SEPARATION
S.A. ROUTE 9 (UTICA ROAD)
OVER F.A.I. ROUTE 80
F.A. PROJECT
F.A.I. ROUTE 80 SECTION 50-2HB-5
LA SALLE COUNTY
STATION 895+86.16

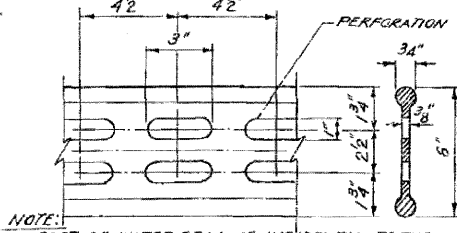
ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WABASH AVENUE 766 CHICAGO, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-2HB-5	LA SALLE	492	492C
STA.	TO STA.		PROJECT	
B.P.R. REG. NO. 4	ILLINOIS			

SHEET 3 OF 16



EAST HALF PLAN OF DECK REINFORCEMENT-SPANS 1 & 2
 WEST HALF SIMILAR
 SPANS 3 & 4 SYMMETRICAL BY ROTATION OF 180°
 SCALE 1/8"=1'-0"



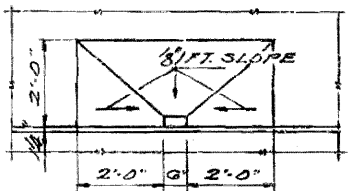
DETAIL OF 6" RUBBER WATER SEAL
 SCALE 3"=1'-0"

STANDARD FILLET DETAIL

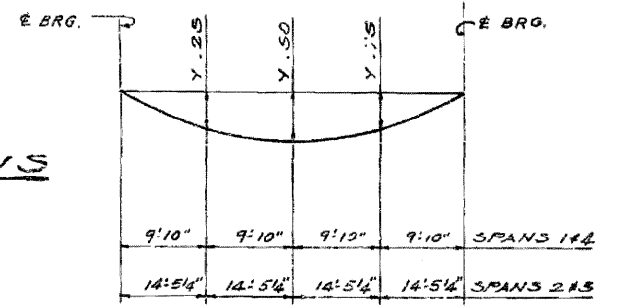
AFTER ALL PRECAST PRESTRESSED BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP OF FLANGES OF THE BEAMS SHALL BE TAKEN AT THE STATIONS SHOWN ON SHEET 16. THESE ELEVATIONS SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEADLOAD DEFLECTION SHOWN ON SHEET 16 MINUS FLOOR THICKNESS EQUALS THE DIMENSION "C". A POSITIVE VALUE OF "C" EQUALS THE FILLET HEIGHT ABOVE THE TOP OF THE BEAM. A NEGATIVE VALUE OF "C" EQUALS THE EMBEDMENT OF THE BEAM ABOVE THE THEORETICAL BOTTOM OF SLAB ELEVATION.

TABLE OF "Y" DIMENSIONS

BEAMS	SPAN 1 & 2			SPAN 3 & 4		
	Y. 25	Y. 50	Y. 75	Y. 25	Y. 50	Y. 75
EXTERIOR	18"	18"	18"	12"	16"	12"
INTERIOR	18"	26"	18"	5 1/2"	7 1/2"	5 1/2"
MEDIAN	18"	26"	18"	5 1/2"	7 1/2"	5 1/2"



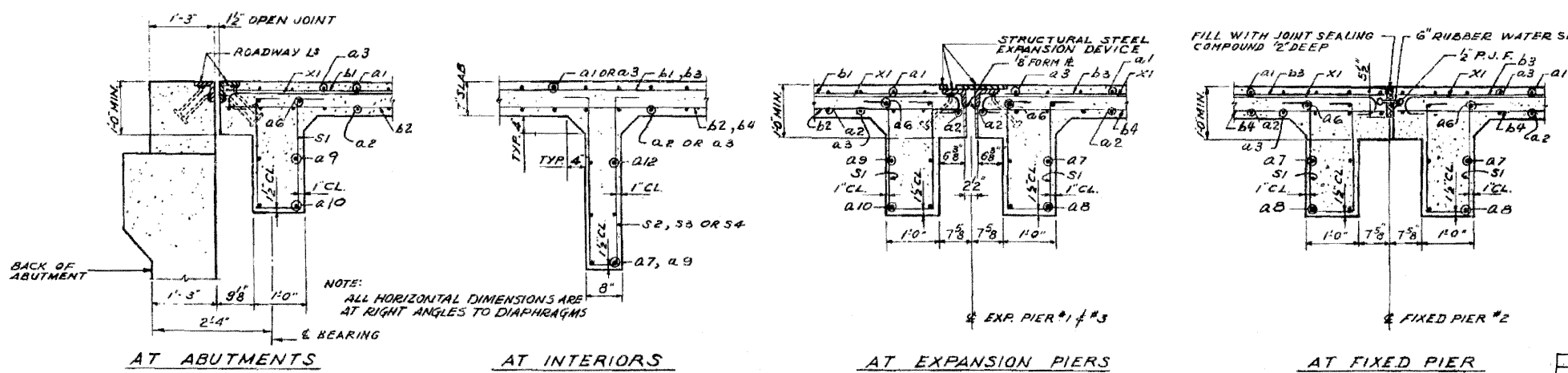
PLAN AT DRAINS
 SCALE: 1/2"=1'-0"



D.L. DEFLECTION DIAGRAM
 WEIGHT OF PRESTRESSED I-BEAMS NOT INCLUDED

BILL OF MATERIALS - SUPERSTRUCTURE

ITEM	UNIT	TOTALS
CLASS X CONCRETE	SU. YD.	353.2
REINFORCEMENT BARS	POUND	71,260
METAL HANDRAIL	LIN. FT.	440
STRUCTURAL STEEL	POUND	20,700
PRECAST PRESTRESSED CONCRETE I-BEAMS	42IN. LIN. FT.	1,352
	36IN. LIN. FT.	656



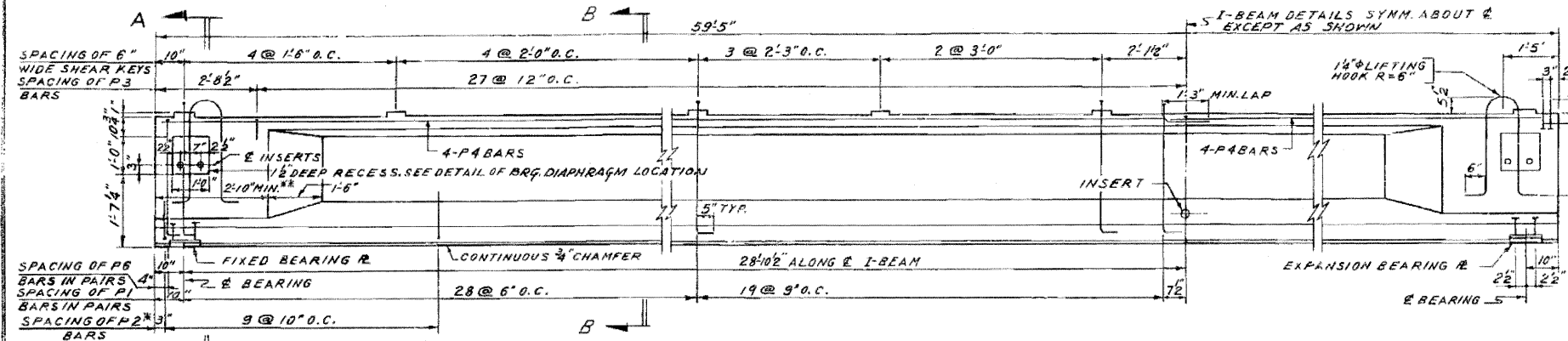
TYPICAL DIAPHRAGM SECTIONS
 SEE SHEETS NO. 5 & 7 FOR DIAPHRAGM LOCATIONS
 SCALE: 3/4"=1'-0"

FOR INFORMATION ONLY

ALFRED BENECH & ASSOCIATES CONSULTING ENGINEERS
 10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

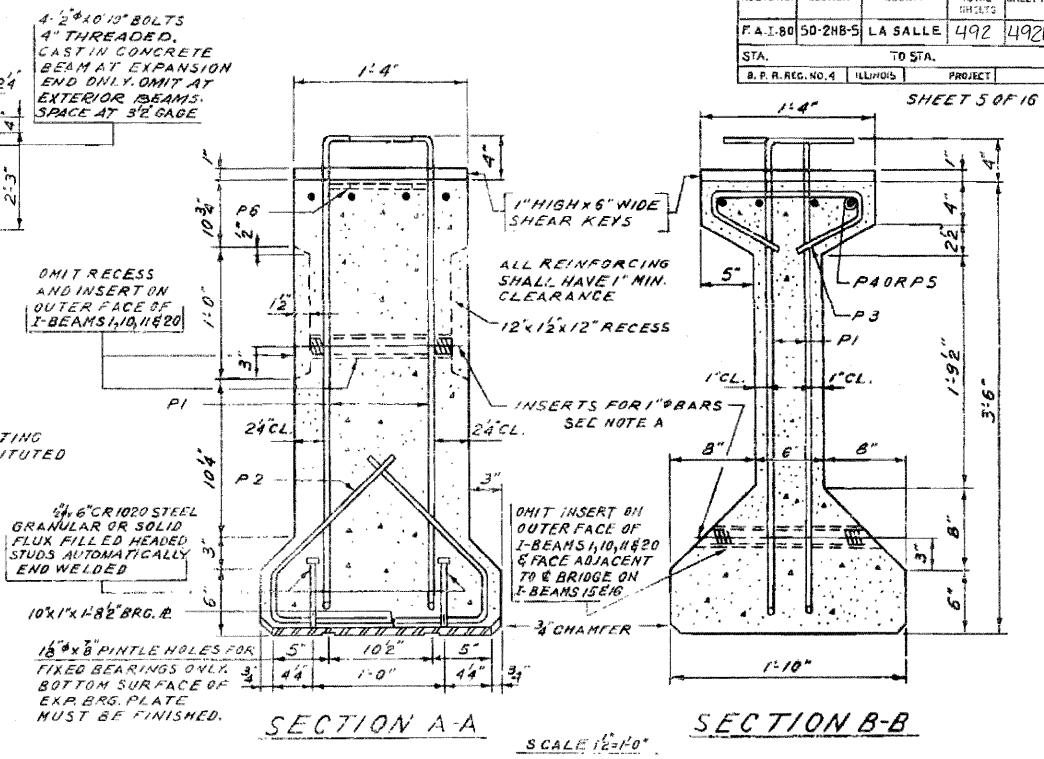
DECK REINFORCEMENT PLAN
 GRADE SEPARATION
 S.A. ROUTE 9 (UTICA ROAD)
 OVER F.A.I. ROUTE 80
 PROJECT
 F.A.I. ROUTE 80 SECTION 50-211B-5
 LA SALLE COUNTY
 STATION 895+86.16

▲ SHEET ADDED 4-6-10



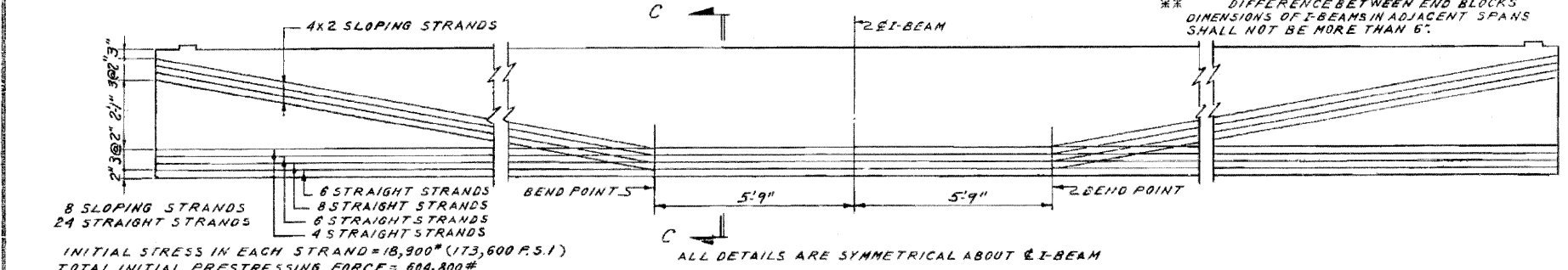
ELEVATION OF 57'9\"/>

NOTE:
 * ALTERNATE STEEL BANDING .035\"/>

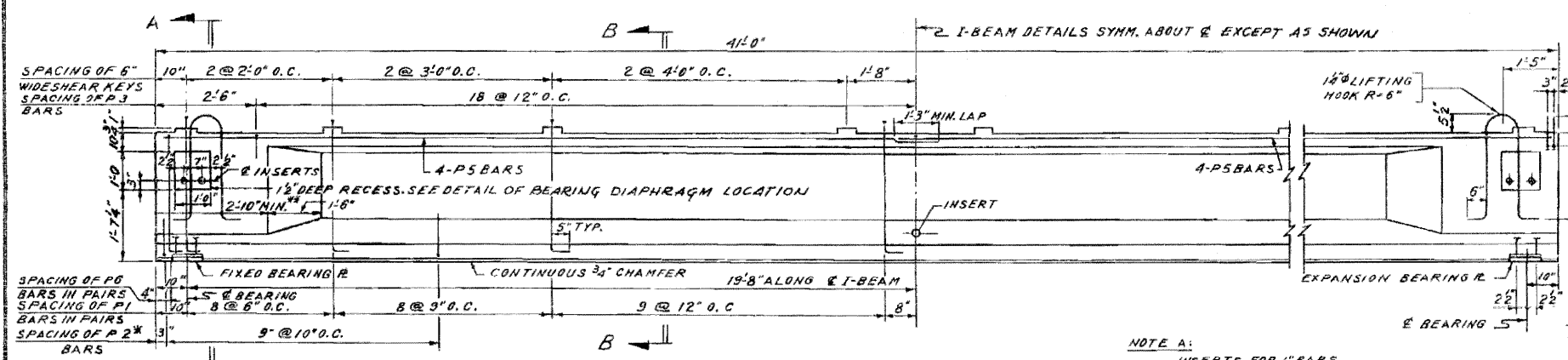


SECTION A-A
 SCALE 1/2\"/>

SECTION B-B
 SCALE 1/2\"/>

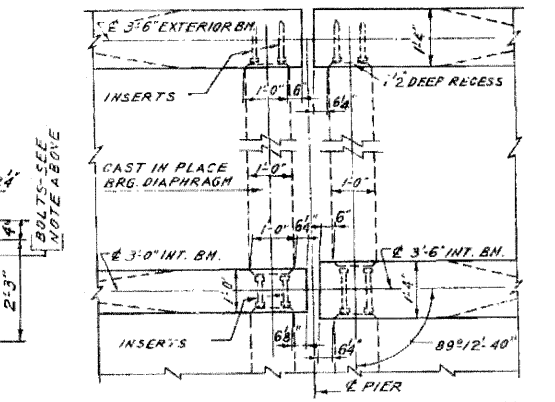


DETAILS OF PRESTRESSING STEEL FOR 57'9\"/>

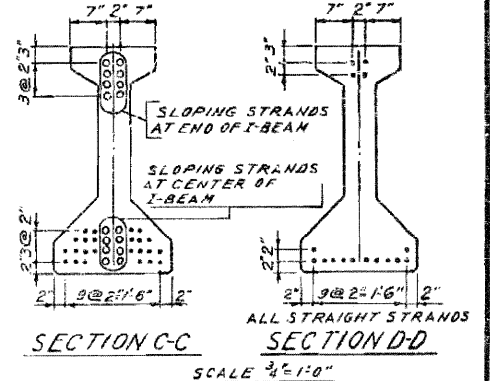


ELEVATION OF I-BEAMS Nos. 1 & 10, 39'4\"/>

NOTE A:
 * INSERTS FOR 1\"/>

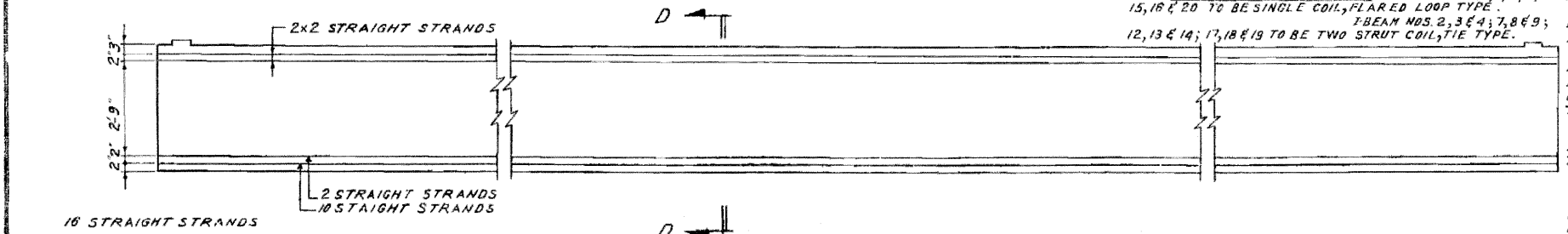


BEARING DIAPHRAGM LOCATION
 (FOR INTERIOR DIAPHRAGM LOCATION SEE SH. 7)



SECTION C-C
 SCALE 3/4\"/>

SECTION D-D
 SCALE 3/4\"/>



DETAILS OF PRESTRESSING STEEL FOR I-BEAMS Nos. 1 & 10, 39'4\"/>

NOTES
 PRECAUTION SHALL BE TAKEN TO PROTECT THE FINISHED BOTTOM SURFACE OF THE EXPANSION BEARING PLATES CAST INTO THE BEAMS FROM RUST OR OTHER DAMAGE. THE FINISHED SURFACE SHALL NOT BE PAINTED. PRECAST PRESTRESSED CONCRETE I-BEAMS ARE DESIGNED IN ACCORDANCE WITH THE A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1957, AND THE CRITERIA FOR PRESTRESSED CONCRETE BRIDGES, 1954, OF THE BUREAU OF PUBLIC ROADS.
 PRESTRESSING STRANDS SHALL CONSIST OF UNCOATED SEVEN-WIRE STRANDS WHICH HAVE A NOMINAL DIAMETER OF 7/16\"/>

BAR SCHEDULE - 42\"/>

MARK	SIZE	TYPE	LENGTH	B	C	D	E	F	H	K
P1	#5	B	4'-9"	05'	3'	08'				
P2	#3	A	4'-9"	13'	03'	11'	03'	13'	10'	10'
P3	#3	C	2'-7"	06'	02'	12'	02'	06'	02'	05'
P4	#6	STRT.	30'-3"							
P5	#6	STRT.	21'-0"							
P6	#5	B	4'-3"	05'	3'	08'				

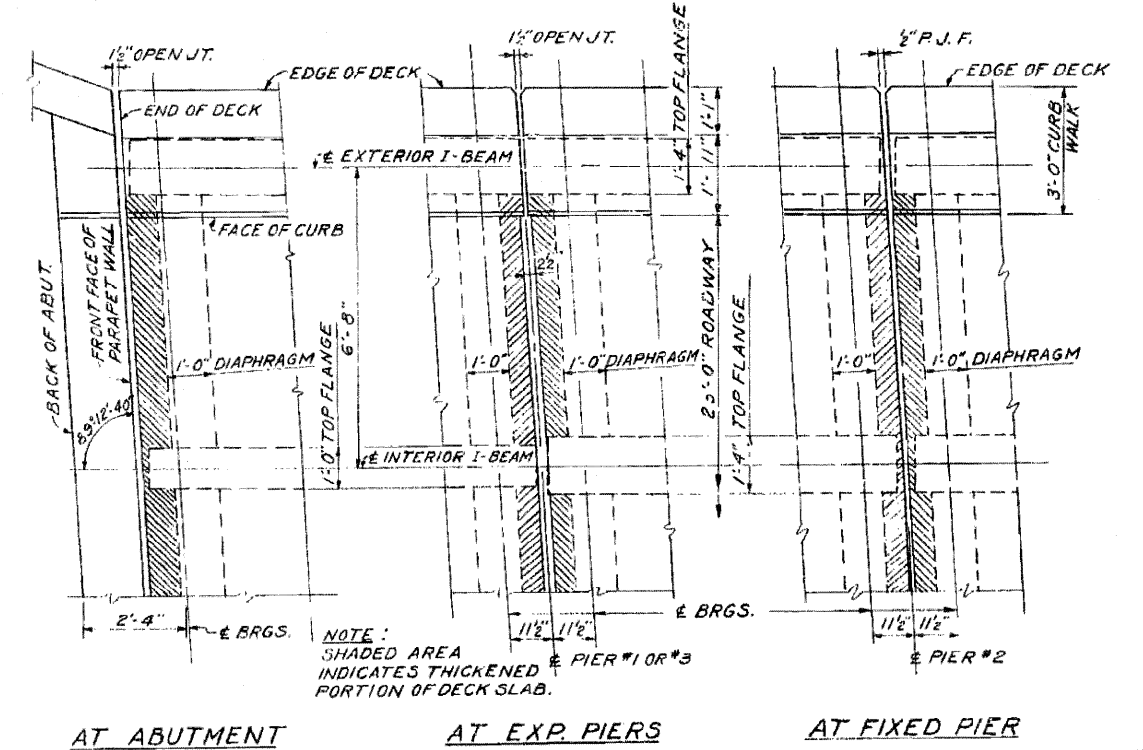
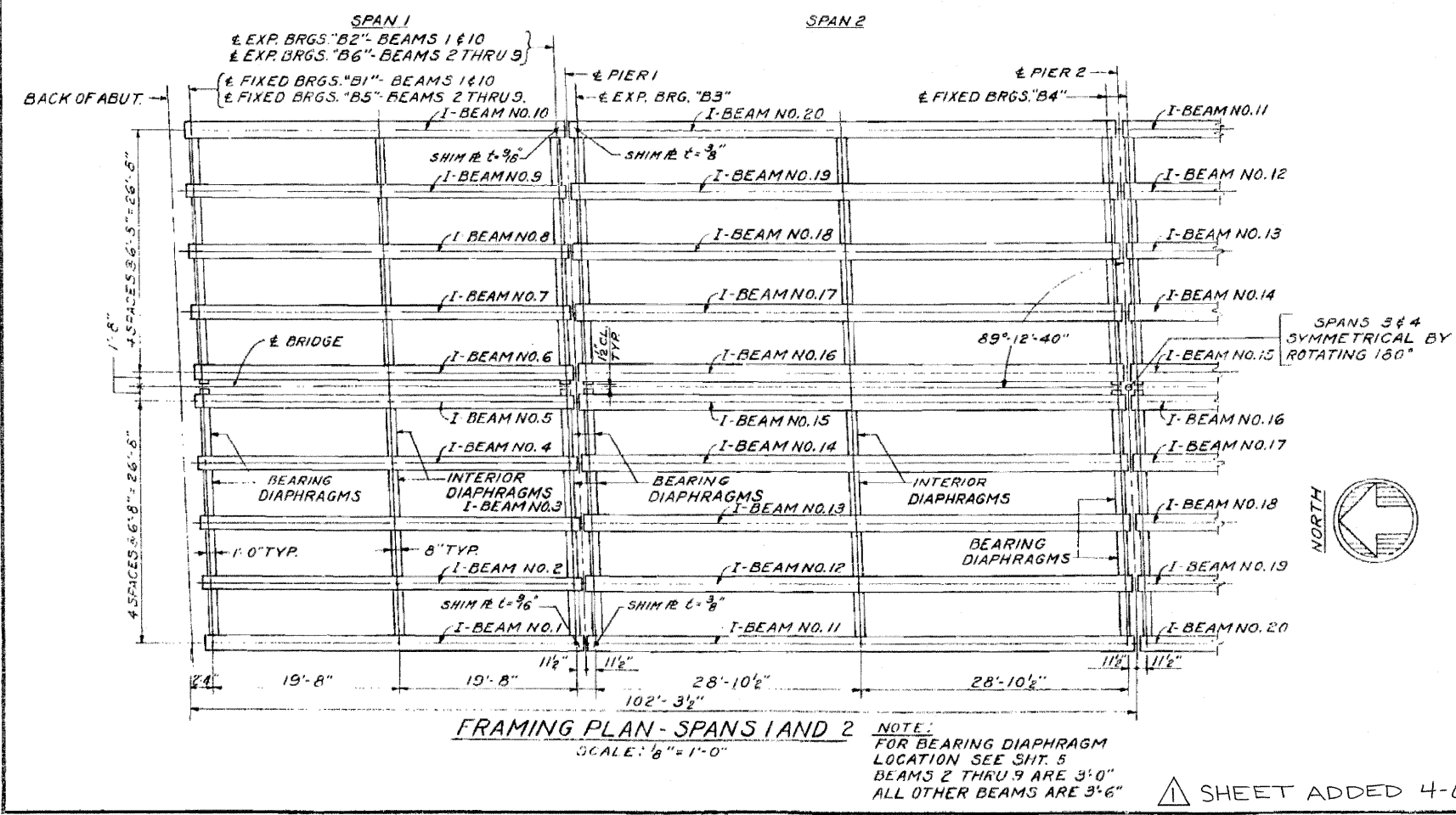
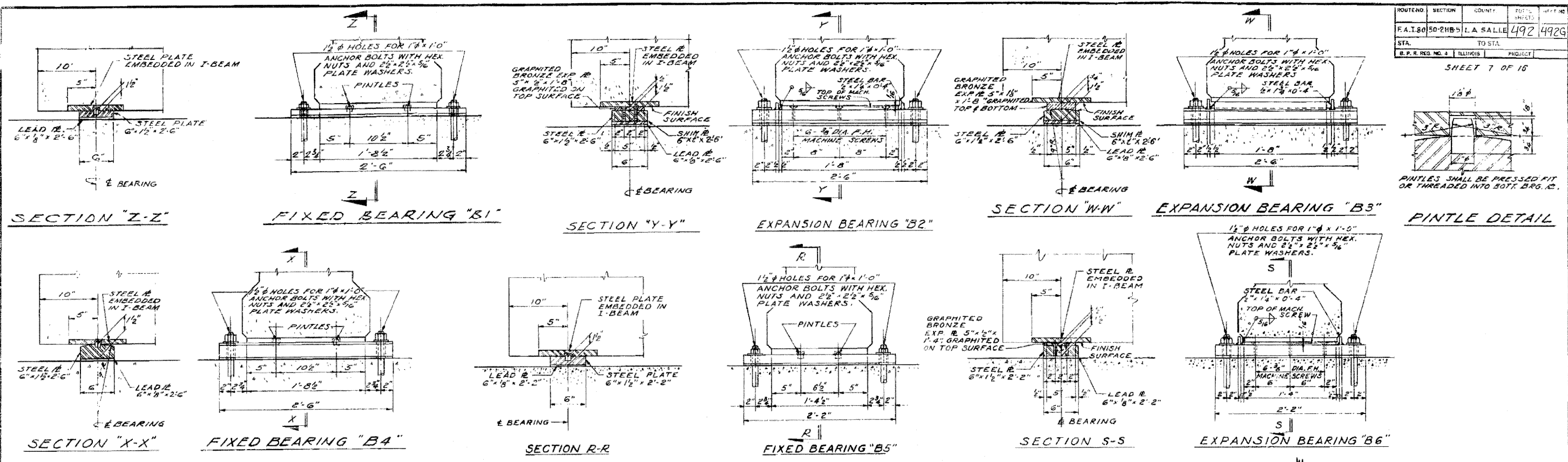
ALL DIMENSIONS GIVEN ARE OUT TO OUT OF BARS

DETAILS OF 42 IN. PRECAST PRESTRESSED CONCRETE I-BEAMS GRADE SEPARATION
 S.A. ROUTE 9 (UTICA ROAD)
 OVER F.A. ROUTE 80
 F.A. PROJECT
 F.A.I. ROUTE 80 SECTION 50-2HB-5
 LA SALLE COUNTY
 STATION 895+86.16

△ SHEET ADDED 4-6-10

FOR INFORMATION ONLY

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEER
 10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS



FOR INFORMATION ONLY

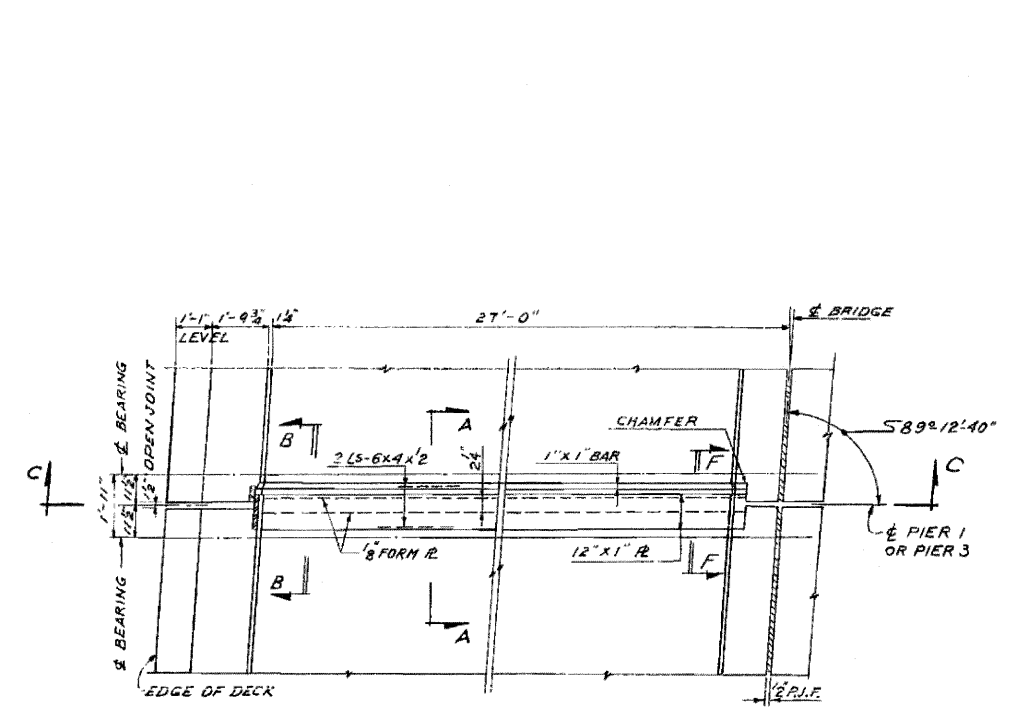
ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
171 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

FRAMING PLAN AND BEARING DETAILS
GRADE SEPARATION
S. A. ROUTE 9 (UTICA ROAD)
OVER F.A.I. ROUTE 80
F.A. PROJECT
F.A.I. ROUTE 80 SECTION 50-2HB-5
LA SALLE COUNTY
STATION 895+86.16

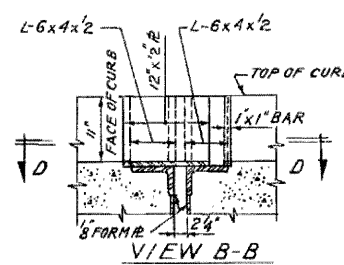
▲ SHEET ADDED 4-6-10

ROUTE NO.	SECTION	OWNER	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-2HB-5	LA SALLE	492	492H
STA.	50 STA.			
S.P.R. REG. NO. 4		ILLINOIS	PROJECT	

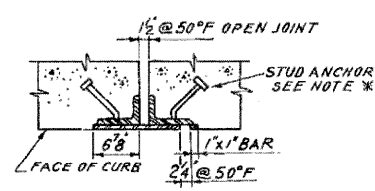
SHEET 8 OF 16



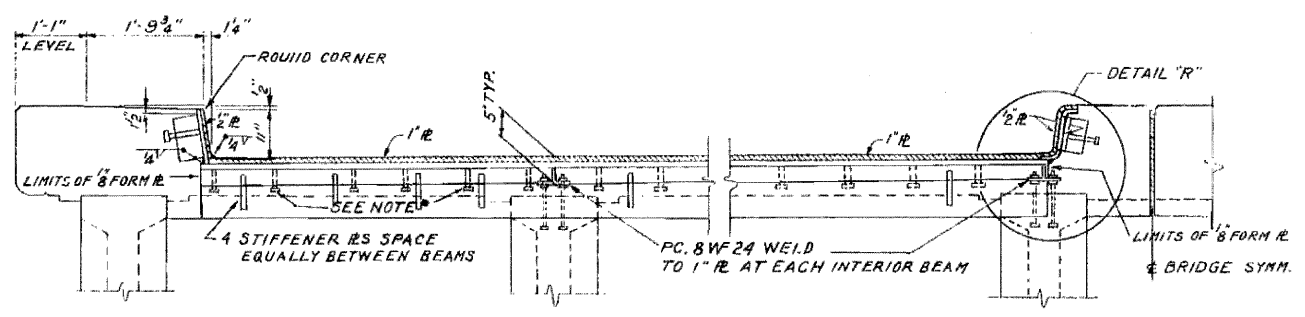
HALF PLAN OF EXPANSION JOINT DETAIL
 SCALE: 3/8" = 1'-0"



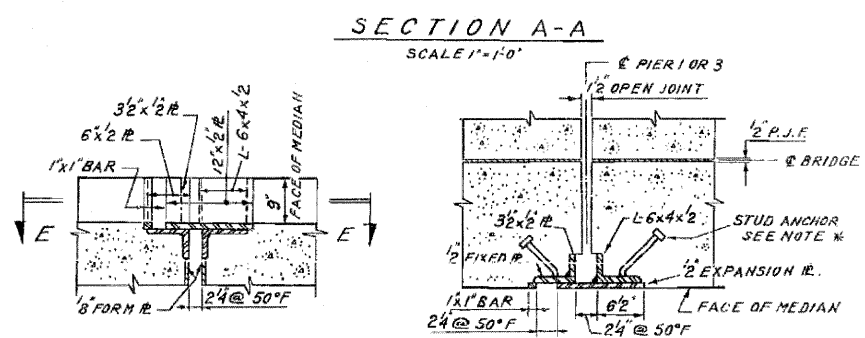
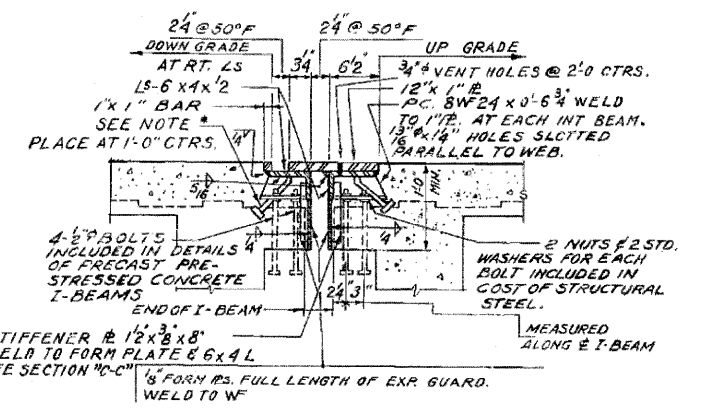
VIEW B-B
 EXPANSION PLATES AT FACE OF CURB
 SCALE 1" = 1'-0"



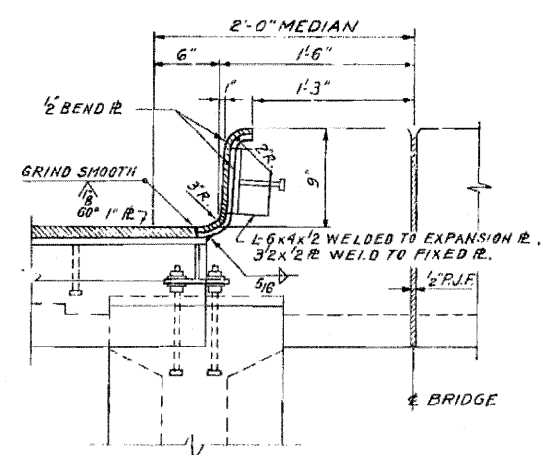
SECTION D-D
 EXPANSION PLATES AT FACE OF CURB
 SCALE 1" = 1'-0"



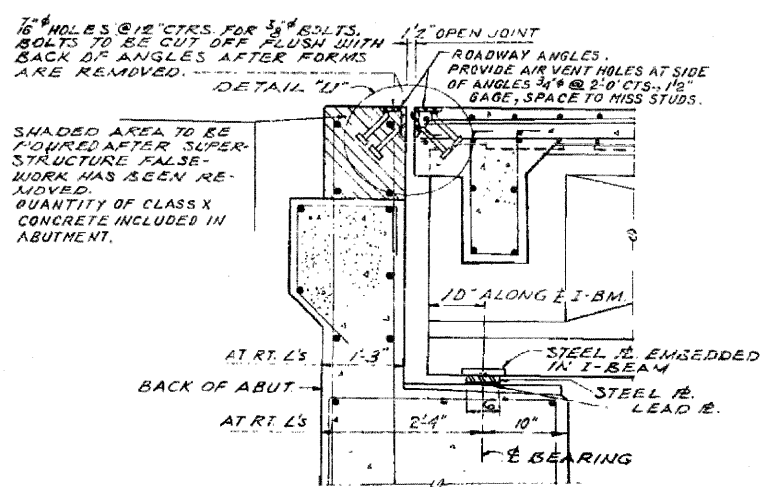
SECTION C-C
 SCALE 3/4" = 1'-0"



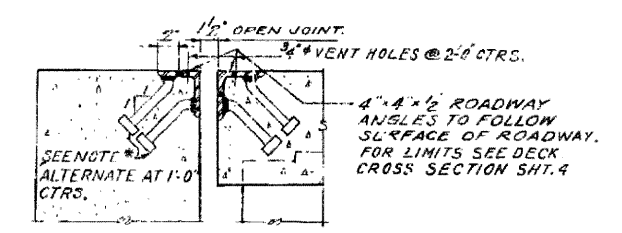
VIEW F-F
 SECTION E-E
 EXPANSION PLATES AT FACE OF MEDIAN
 SCALE 1" = 1'-0"



DETAIL "R"
 SCALE: 1 1/2" = 1'-0"



SECTION AT ABUTMENTS



DETAIL "U"
 SCALE 1/2" = 1'-0"

NOTES:
 * 3/4" X 5" CR102A STEEL GRANULAR OR SOLID FLUX FILLED HEADED STUDS AUTOMATICALLY END WELDED.
 ALL MATERIAL FOR EXPANSION DEVICE SHALL BE STRUCTURAL STEEL.
 DIMENSIONS NOTED AT 50°F SHALL BE INCREASED 5/8" INCH PER EACH 10° DROP IN TEMPERATURE FROM 50°F AND DECREASED 0.07 INCH FOR EACH 10° INCREASE IN TEMPERATURE FROM 50°F.
 ROADWAY EXPANSION DEVICES SHALL BE FABRICATED AND ERECTED IN CONFORMANCE TO ROADWAY CR. 100M.
 ASSEMBLY IN SHOP FOR INSPECTION. ALL SURFACES INACCESSIBLE AFTER ERECTION SHALL RECEIVE TWO SHOP COATS OF RED LEAD PAINT EXCEPT PORTIONS EMBEDDED IN CONCRETE.

FOR INFORMATION ONLY

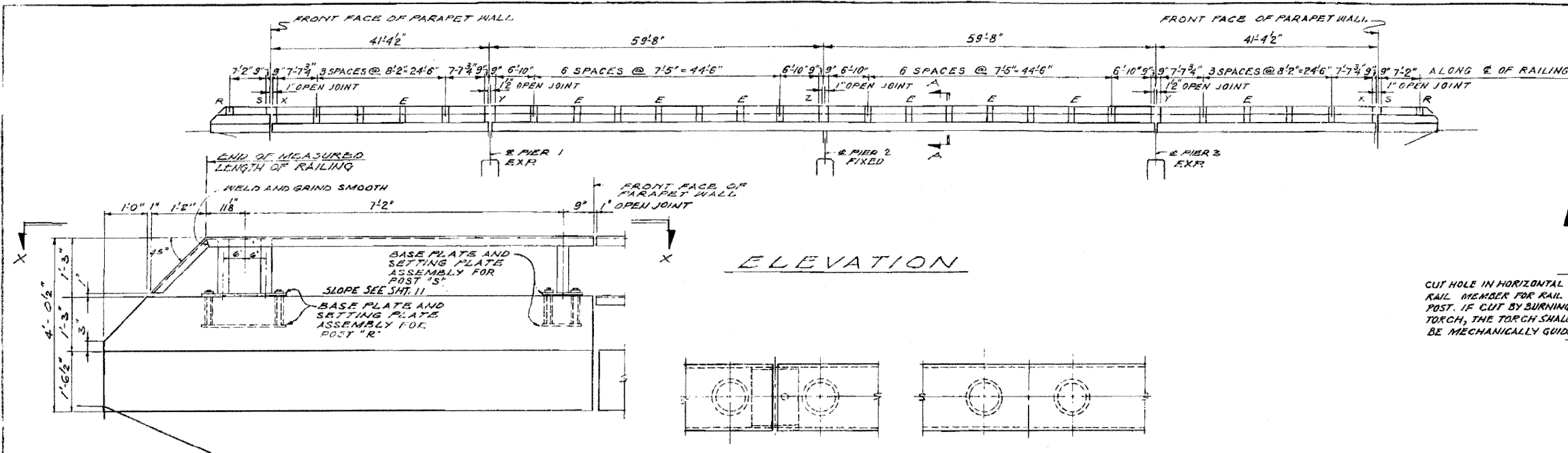
EXPANSION DEVICES
 GRADE SEPARATION
 S.A. ROUTE 9 (UTICA ROAD)
 OVER F.A.I. ROUTE 80
 F.A. PROJECT
 F.A.I. ROUTE 80 SECTION 50-2HB-5
 LA SALLE COUNTY
 STATION 895 + 86.16

△ SHEET ADDED 4-6-10

ALFRED BENESCH & ASSOCIATES CONSULTING ENGINEERS
 10 SOUTH WABASH AVENUE 106 CHICAGO, ILLINOIS

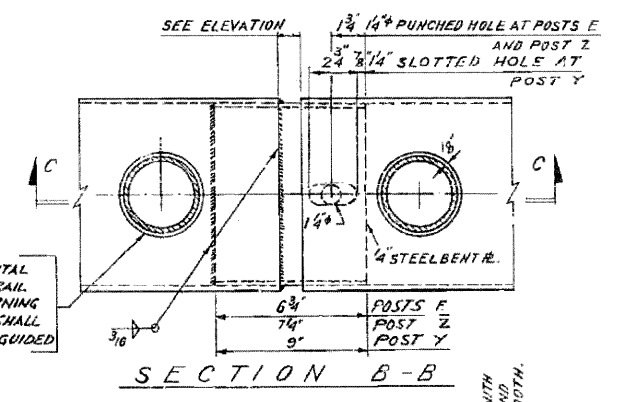
FEDERAL ROAD DISTRICT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80-50-2HB-5	LA SALLE	492	492	I
STL.	TO STA.	ALINUM	PROJECT	
B.P. REG. NO. 1				

SHEET 9 OF 16

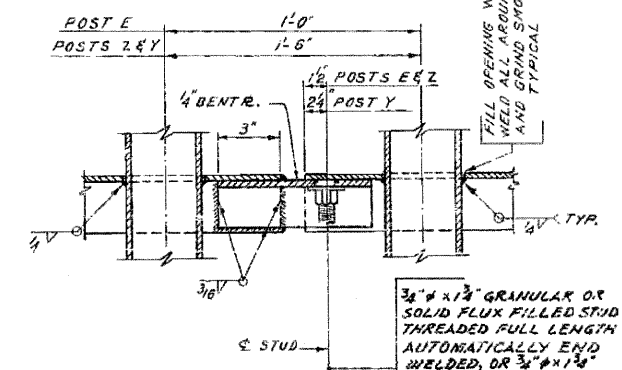


ELEVATION

TOP VIEW OF RAIL

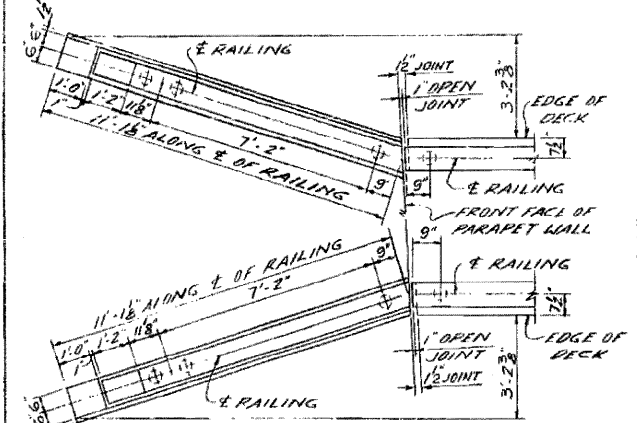


SECTION B-B

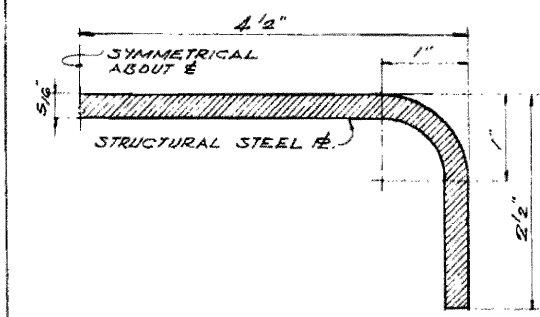


SECTION C-C

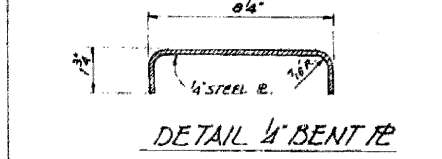
WINGWALL HANDRAIL ELEVATION



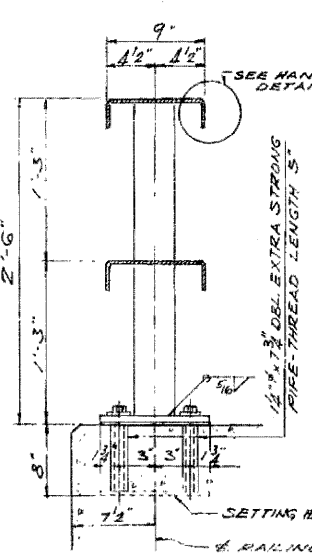
SECTION X-X



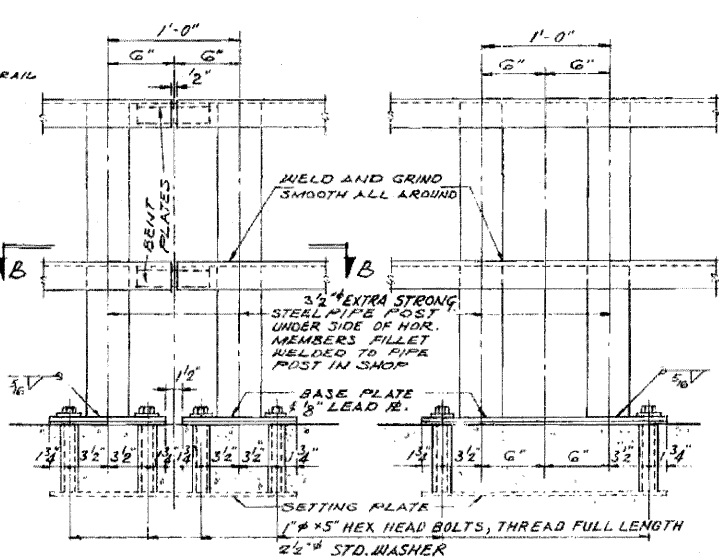
HANDRAIL DETAIL



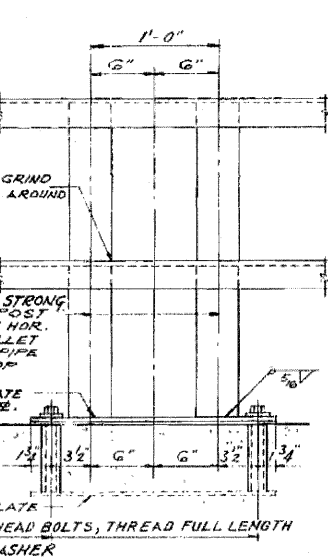
DETAIL 1/2 BENT RAIL



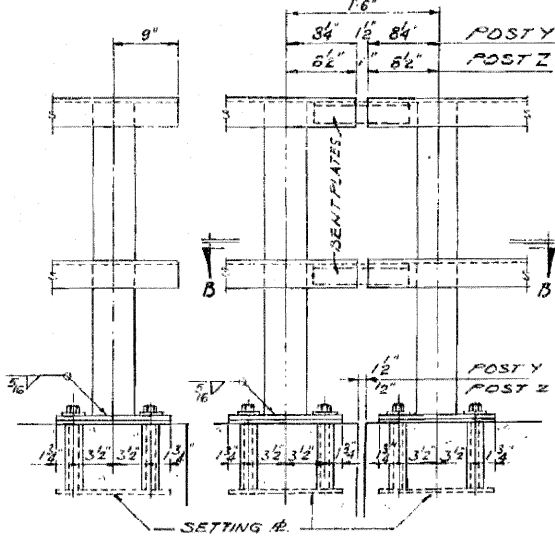
SECTION A-A



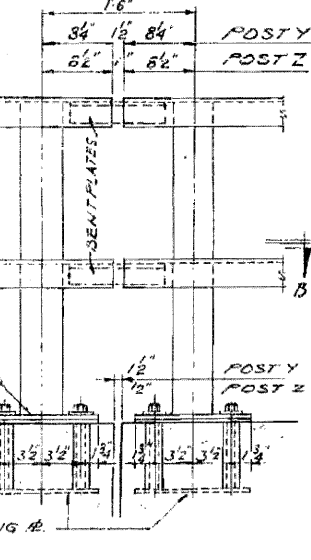
POSTS 'E'



INTERMEDIATE POSTS



END POST 'X'



END POST 'Y'

NOTES

RAIL SHALL BE FABRICATED AND ERRECTED TO CONFORM TO PROFILE OF ROADWAY.

RAIL POSTS SHALL BE TRULY VERTICAL.

WELDING OF RAIL POST TO HORIZONTAL MEMBERS AND BASE PLATES SHALL BE CONTINUOUS WELDS ALL AROUND.

RAIL POSTS SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WELDED AND SEAMLESS STEEL PIPE ASS'N. WITH MINIMUM YIELD POINT OF 30,000 P.S.I.

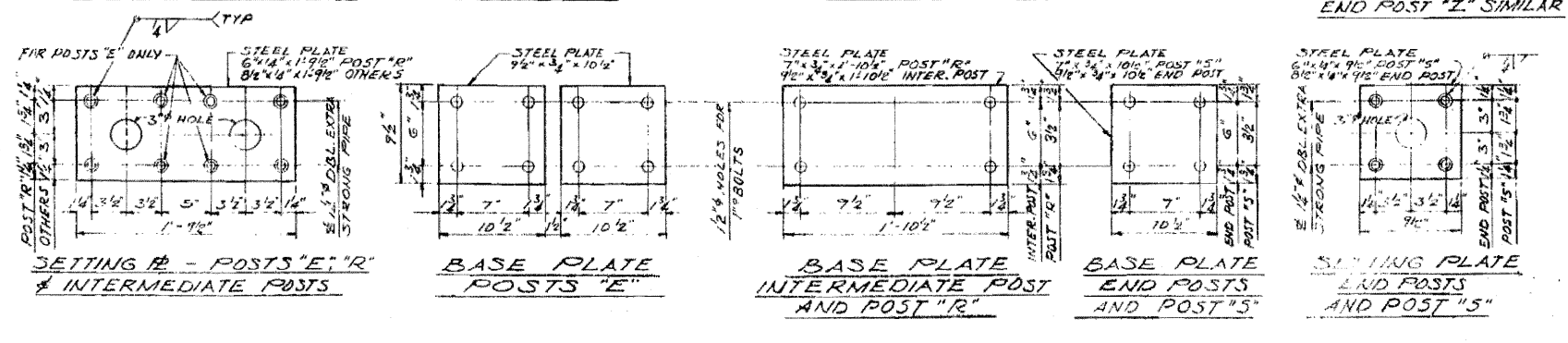
HANDRAIL SHALL BE GIVEN ONE SHOP COAT OF RED LEAD AND 2 FIELD COATS OF ALUMINUM PAINT. SEE SPECIFICATIONS.

SHIM PLATES FOR RAIL POSTS: FURNISH SHIMS CONSISTING OF ONE 1/8" SHIM AND TWO 1/16" SHIMS AT 50% OF RAIL POSTS ON SUPERSTRUCTURE AND ALL POSTS ON WINGWALLS FOR VERTICAL ADJUSTMENT OF POSTS.

SIZE OF SHIM PLATES, LEAD PLATES AND SPACING OF HOLES SHALL BE SAME AS FOR BASE PLATES OF POSTS.

AFTER ERECTION ALL BOLTS AND WASHERS SHALL BE SPOT PAINTED WITH ONE COAT OF RED LEAD AND TWO COATS OF ALUMINUM PAINT.

FOR INFORMATION ONLY



SETTING PLATE - POSTS 'E', 'R' & INTERMEDIATE POSTS

BASE PLATE POSTS 'E'

BASE PLATE INTERMEDIATE POST AND POST 'R'

BASE PLATE END POSTS AND POST 'S'

SETTING PLATE END POSTS AND POST 'S'

△ SHEET ADDED

ALFRED BENECH & ASSOCIATES CONSULTING ENGINEERS
10 SOUTH WABASH AVENUE 706 CHICAGO, ILLINOIS

HANDRAIL DETAILS
GRADE SEPARATION
SA. ROUTE 9 (UTICA ROAD)
OVER ILL. ROUTE 80
LA. PROJECT
F.A.I. ROUTE 80 SECTION 50-2HB-5
LA SALLE COUNTY
STATION 895+86.16