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03-03-2017 LETTING ITEM 070

**STANDARDS**

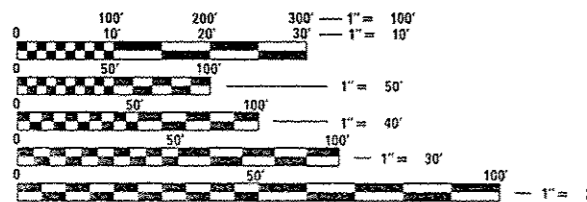
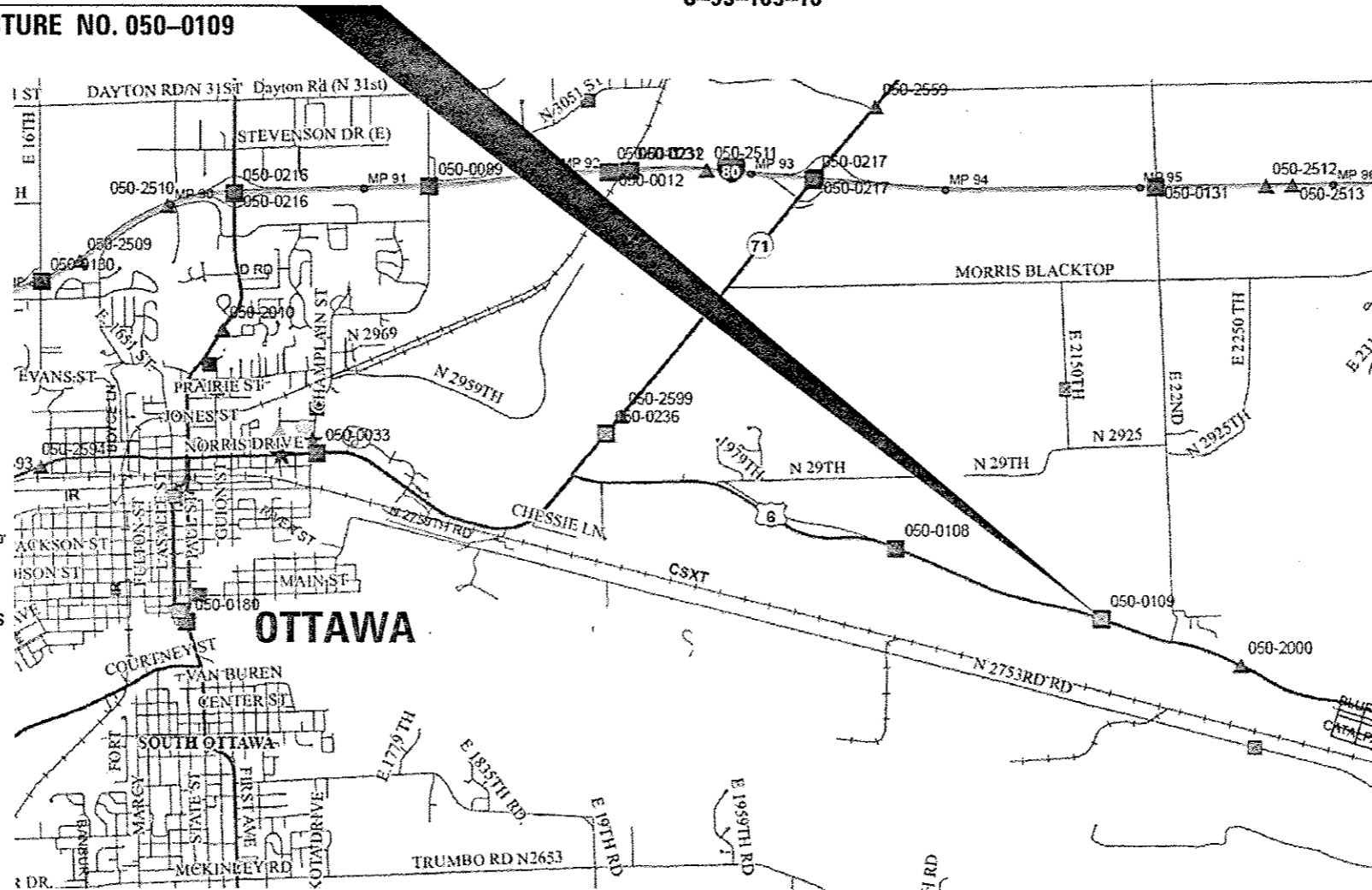
- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 630001-11 STEEL PLATE BEAM GUARDRAIL
- 631026-08 TRAFFIC BARRIER TERMINAL, TYPE 5
- 643001-02 SAND MODULE IMPACT ATTENUATORS
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
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- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701321-16 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701901-06 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER

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

**PROPOSED  
HIGHWAY PLANS**  
**F.A.P. 623 (US 6)**  
**SECTION (GB-1) R**  
**BRIDGE REPAIRS**  
**STRUCTURE NO. 050-0109**  
**CARRYING FAP 623 (US 6)**  
**OVER AN INTERMITTENT STREAM**  
**APPROXIMATELY 2.86 MILES EAST OF IL 71**  
**LASALLE COUNTY**

C-93-105-16

**PROJECT LOCATION**  
**STRUCTURE NO. 050-0109**



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.

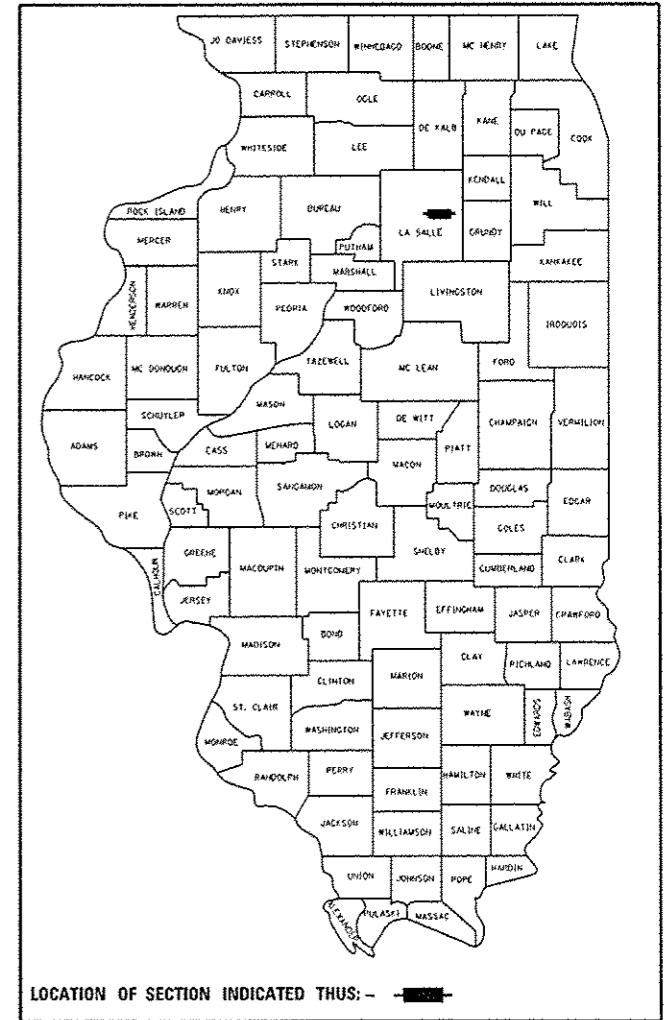
J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

**DISTRICT NO. 3 (815) 434-6131**  
**PROJECT ENGINEER: JOE KANNEL P.E.**  
**UNIT CHIEF: RON WOODSHANK**  
**CONTRACT NO. 66F65**

GROSS LENGTH = 57.0 FT. = 0.011 MILE  
NET LENGTH = 57.0 FT. = 0.011 MILE

|             |          |          |                    |           |
|-------------|----------|----------|--------------------|-----------|
| F.A.P. RTE. | SECTION  | COUNTY   | TOTAL SHEETS       | SHEET NO. |
| 623         | (GB-1) R | GRUNDY   | 26                 | 1         |
|             |          | ILLINOIS | CONTRACT NO. 66F65 |           |

D-93-002-16



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

URBAN - MINOR ARTERIAL  
F.A.P. 623 (US 6)  
ADT YR. 2015  
P.V. 91.94% S.U. 4.16% M.U. 3.90%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec. 16 2016  
Kevin Marchek  
REGIONAL ENGINEER

Jan 27 2017  
Muhammad M. Addis  
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 27 2017  
Paula A. [Signature]  
DIRECTOR OF PROGRAM DEVELOPMENT

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

GENERAL NOTES

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

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:

|                             |    |                           |
|-----------------------------|----|---------------------------|
| SHORT TERM PAVEMENT MARKING | 10 | FT /100 FT OF APPLICATION |
|-----------------------------|----|---------------------------|

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
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- 7 SCHEDULES
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- 11 PAVEMENT MARKING DETAILS
- 12 EXCAVATION DETAILS
- 13 GENERAL PLAN AND ELEVATION FOR STRUCTURE NO. 050-0109
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- 15 EAST ABUTMENT REMOVAL DETAILS
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- 25-26 CHANNEL X-SECTIONS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

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

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

START & END DATES  
OF CONSTRUCTION:

INSPECTORS:

DATE: Dec. 16, 2016

PREPARED BY: Tom Bevil  
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: [Signature]  
DISTRICT CONSTRUCTION ENGINEER

[Signature]  
DISTRICT MATERIALS ENGINEER

[Signature]  
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

|             |                         |                  |           |   |               |             |                     |        |              |                    |                           |
|-------------|-------------------------|------------------|-----------|---|---------------|-------------|---------------------|--------|--------------|--------------------|---------------------------|
| FILE NAME : | USER NAME : woodshankr1 | DESIGNED - RW    | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | GENERAL NOTES | F.A.P. RTE. | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO.          |                           |
| Default     | 10/13/2016              | CHECKED - EP     | REVISED - |   |               | 623         | (GR-1)IR            | GRUNDY | 26           | 2                  |                           |
|             |                         | DATE - 7/20/2016 | REVISED - |   |               | SCALE:      | SHEET 1 OF 1 SHEETS | STA.   | TO STA.      | CONTRACT NO. 66F65 | ILLINOIS FED. AID PROJECT |
|             |                         |                  |           |   |               |             |                     |        |              |                    |                           |

REV

| CODE NO. | ITEM  | UNIT  | TOTAL QUANTITY | CONSTR. CODE   |
|----------|---|-------|----------------|----------------|
|          |   |       |                | CONT. MAINT.   |
|          |   |       |                | 100% STATE     |
|          |   |       |                | ROADWAY        |
|          |   |       |                | 0014           |
|          |   |       |                | S. N. 050-0109 |
| 20200600 | EXCAVATING AND GRADING EXISTING SHOULDER        | UNIT  | 14             | 14             |
| 20300100 | CHANNEL EXCAVATION                              | CU YD | 425            | 425            |
| 28100707 | STONE DUMPED RIPRAP, CLASS A4                   | SO YD | 8              | 8              |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"         | SO YD | 266            | 266            |
| 48203033 | HOT-MIX ASPHALT SHOULDERS, 9"                   | SO YD | 671            | 671            |
| 50102400 | CONCRETE REMOVAL                                | CU YD | 10             | 10             |
| 50300255 | CONCRETE SUPERSTRUCTURE                         | CU YD | 17             | 17             |
| 50300260 | BRIDGE DECK GROOVING                            | SO YD | 266            | 266            |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED                | POUND | 2,033          | 2,033          |
| 50800515 | BAR SPLICERS                                    | EACH  | 12             | 12             |
| 67100100 | MOBILIZATION                                    | L SUM | 1              | 1              |
| 70100405 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 | EACH  | 1              | 1              |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | LSUM  | 1              | 1              |
| 70100455 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701206 | LSUM  | 1              | 1              |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | LSUM  | 1              | 1              |

14

REV

| CODE NO. | ITEM   | UNIT  | TOTAL QUANTITY | CONSTR. CODE   |
|----------|--|-------|----------------|--|
|          |  |       |                | CONT. MAINT.<br>100% STATE<br>ROADWAY<br>0014<br>S.N. 050-0109 |
| 70106500 | TEMPORARY BRIDGE TRAFFIC SIGNALS                                     | EACH  | 1              | 1  |
| 70106700 | TEMPORARY RUMBLE STRIPS  | EACH  | 6              | 6  |
| 70300100 | SHORT TERM PAVEMENT MARKING  | FOOT  | 37             | 37   |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL                                  | SO FT | 13             | 13   |
| 70400100 | TEMPORARY CONCRETE BARRIER   | FOOT  | 325            | 325  |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER                                  | FOOT  | 325            | 325  |
| 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3       | EACH  | 2              | 2  |
| 70600350 | IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3        | EACH  | 2              | 2  |
| 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4"                         | FOOT  | 827            | 827  |
| 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6"                         | FOOT  | 320            | 320  |
| X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING                            | SO FT | 1055           | 1055   |
| Z0006012 | BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES                     | SO YD | 266            | 266  |
| Z0012130 | BRIDGE DECK SCARIFICATION 3/4"                                       | SO YD | 266            | 266  |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SO FT | 7              | 7  |

14

\*SPECIALITY ITEMS

|   |                        |               |           |   |                              |                     |                     |                    |                    |                           |
|---|------------------------|---------------|-----------|---|------------------------------|---------------------|---------------------|--------------------|--------------------|---------------------------|
| FILE NAME :<br>p:\110848\BID\INTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 3\Projects\036 | USER NAME : woodshank1 | DESIGNED - RW | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>SUMMARY OF QUANTITIES</b> | F.A.P. RTE.<br>623  | SECTION<br>(GR-1)IR | COUNTY<br>LASALLE  | TOTAL SHEETS<br>26 | SHEET NO.<br>4            |
| Drawn by: B3607 RW  | CHECKED - EP           | REVISED -     | SCALE:    |   |                              | SHEET 2 OF 3 SHEETS | STA. TO STA.        | CONTRACT NO. 66F65 |                    | ILLINOIS FED. AID PROJECT |
| PLOT SCALE = 100.0000 / 1 in.   | DATE - 7/20/2016       | REVISED -     |           |   |                              |                     |                     |                    |                    |                           |
| PLOT DATE = 12/16/2016  |                        |               |           |   |                              |                     |                     |                    |                    |                           |

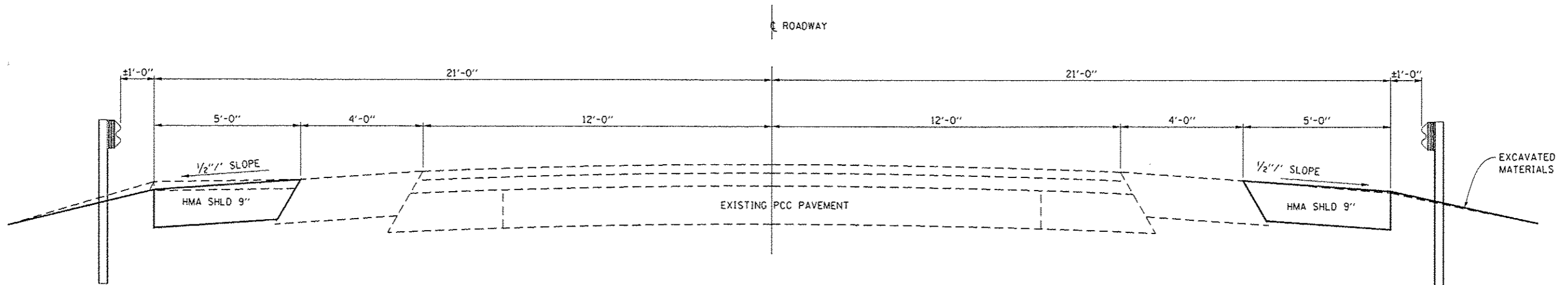
REV

| CODE NO. | ITEM                          | UNIT  | TOTAL QUANTITY | CONSTR. CODE   |
|----------|-------------------------------|-------|----------------|--|
|          |                               |       |                | CONT. MAINT.<br>100% STATE<br>ROADWAY<br>0014<br>S.N. 050-0109 |
|          |                               |       |                |  |
| XS030530 | FLOOR DRAIN EXTENSIONS        | EACH  | 8              | 8  |
|          |                               |       |                |  |
| Z0015802 | PLUG EXISTING DECK DRAINS     | EACH  | 8              | 8  |
| Z0041995 | POLYMER CONCRETE              | Cu FT | 4              | 4  |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 42             | 42   |

3

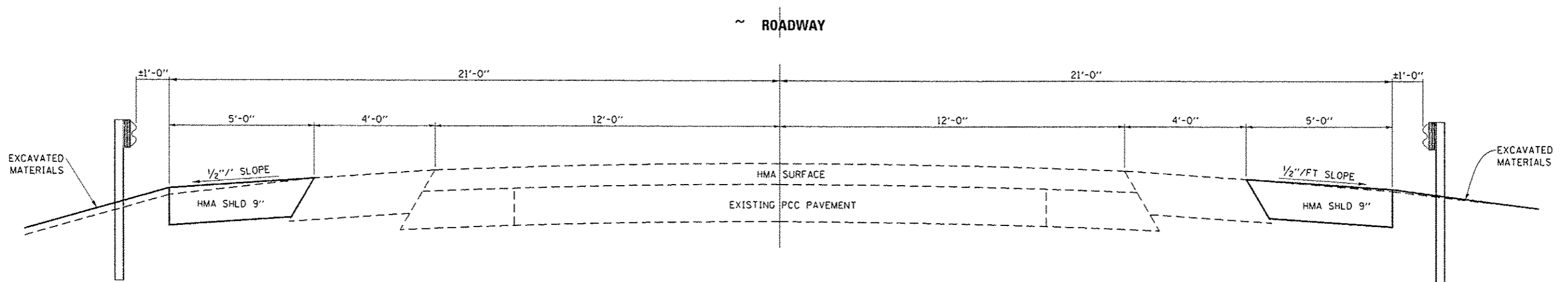
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| FILE NAME :                             | USER NAME : woodshankr1                     | DESIGNED - RW                       | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>SUMMARY OF QUANTITIES</b> | F.A.P. RTE.               | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
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| Default                                 | PLOT SCALE = 100.0000 1/ in.                | CHECKED - EP                        | REVISED - |   |                              | CONTRACT NO. 66F65        |         |         |              |           |  |
|   | PLOT DATE = 12/16/2016                      | DATE - 7/20/2016                    | REVISED - |   |                              | ILLINOIS FED. AID PROJECT |         |         |              |           |  |
|   |   |                                     |           |   | SCALE:                       | SHEET 3 OF 3 SHEETS       |         | STA.    | TO STA.      |           |  |

REV



**TYPICAL SECTION NO. 1**

STA. 149 + 58 TO STA. 152 + 92 RT.  
 STA. 150 + 73 TO STA. 153 + 24 LT.

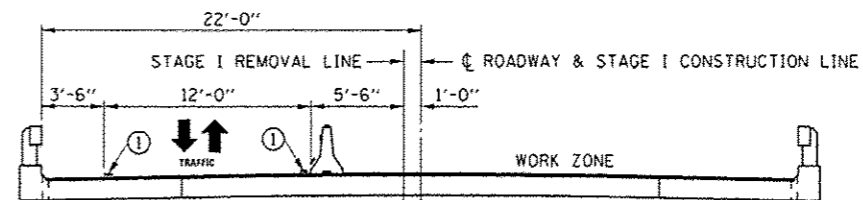
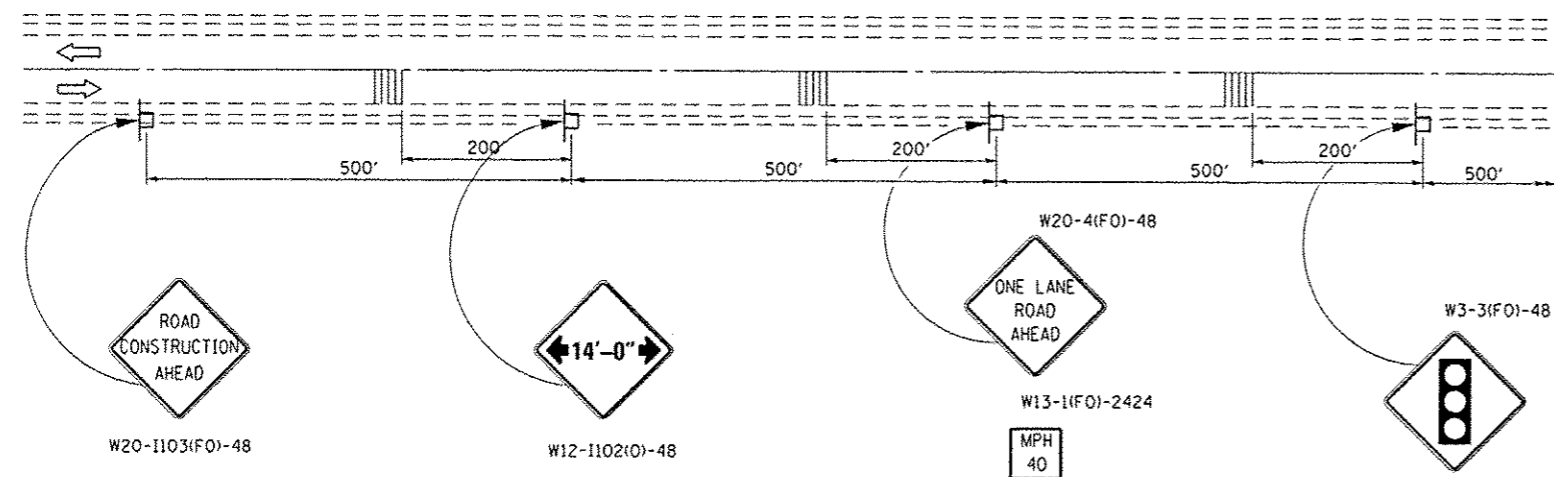


**TYPICAL SECTION NO. 2**

STA. 153 + 49 TO STA. 156 + 77 RT.  
 STA. 153 + 81 TO STA. 156 + 77 LT.

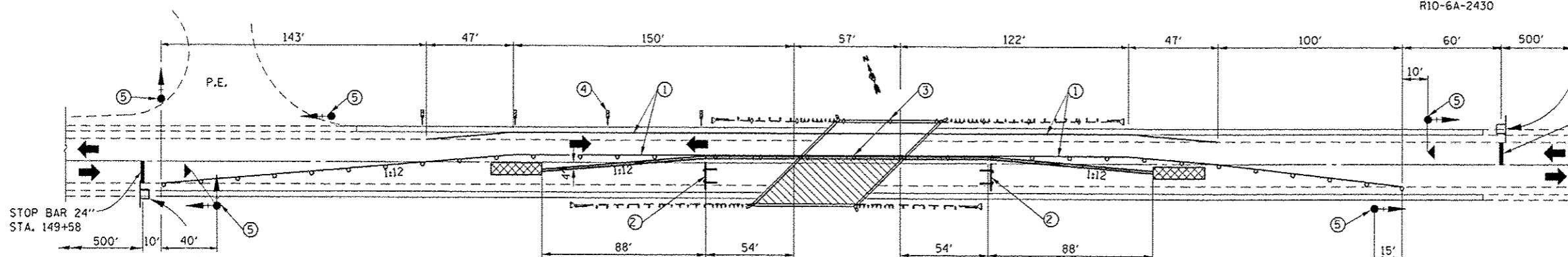
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| PH:\NLOG\CB\BHTEG\Illinois.gov\PIW\DOT\Documents\1001\Offices\District 3\Projects\036\BRAWN\036\RW\shd-detail.dgn | WOODSHANK   | RW         |           |   |                        | 623                       | IGR-11R | LASALLE | 26           | 6         |  |
| PLOT SCALE = 1/8" = 1'-0"   | CHECKED -   | EP         |           |   |                        | CONTRACT NO. 66F65        |         |         |              |           |  |
| PLOT DATE = 12/16/2016  | DATE -      | 7/20/2016  |           |   |                        | ILLINOIS FED. AID PROJECT |         |         |              |           |  |
|   |             |            |           | SCALE:  | SHEET 1 OF 1 SHEETS    | STA.                      | TO STA. |         |              |           |  |



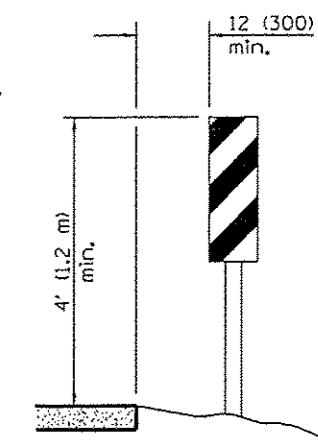
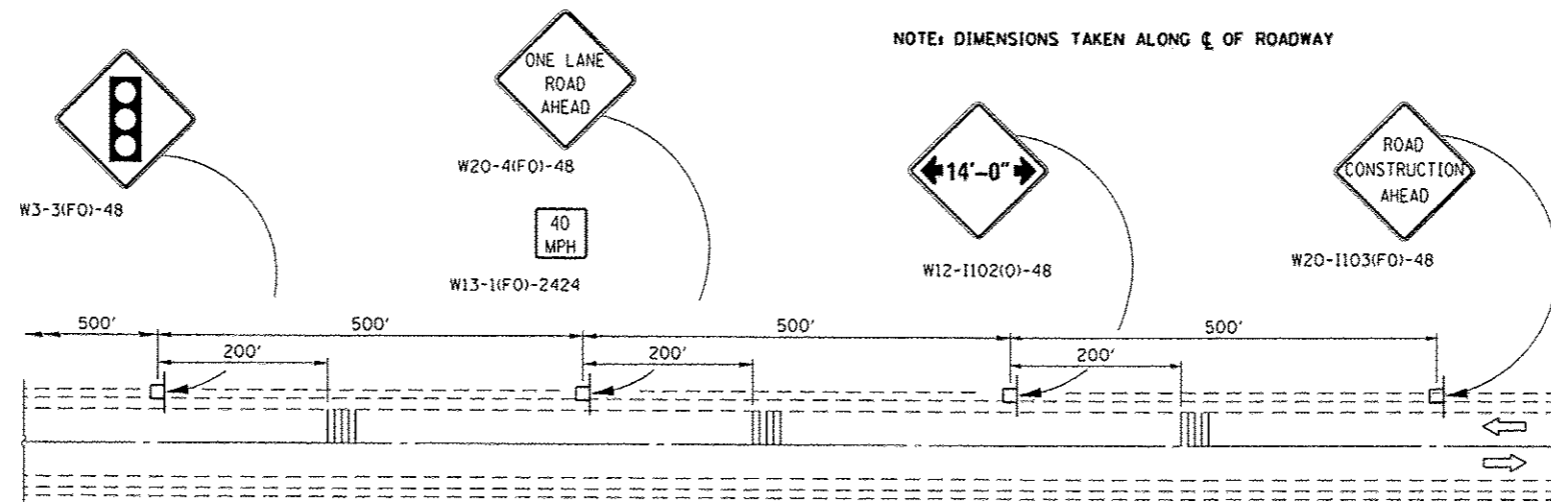


**CROSS SECTION  
STAGE I**

- ① TEMPORARY OR EXISTING PAVEMENT MARKING SHALL BE PLACED ON BOTH SIDES OF THE OPEN TRAFFIC LANE.
- ② TYPE III BARRICADE TO BE PLACED WHEN NO WORK IS BEING PERFORMED.
- ③ GUARDRAIL/BARRIER WALL REFLECTORS AT 25' CTS. SEE STANDARDS 704001 & 782006.
- ④ THESE VERTICAL PANELS AT 25' CTS. MAY BE OMITTED WHEN THE GUARDRAIL, W/MARKERS, EXTENDS TO AT LEAST THIS POINT ON THE TAPER.
- ⑤ THE EDGE OF THE POST MOUNTED SIGNAL HEAD SHALL BE BETWEEN 24" AND 6' FROM EDGE OF SHOULDER.



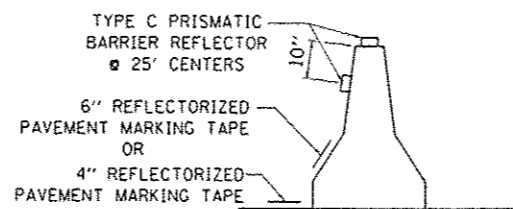
NOTE: DIMENSIONS TAKEN ALONG  $\epsilon$  OF ROADWAY



**VERTICAL PANELS  
(POST MOUNTED, ONE EACH SIDE)**

**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL WITH BACK PLATE
- MICROWAVE DETECTOR
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY RUMBLE STRIP
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



**TEMPORARY CONCRETE BARRIER WALL DETAILS**

COST OF REFLECTORS SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

**GENERAL NOTES**

THIS STANDARD IS USED WHERE, AT ANY TIME, ANY VEHICLE, EQUIPMENT, WORKERS, OR THEIR ACTIVITIES WILL ENCROACH ON ONE LANE OF A BRIDGE, TRAFFIC SIGNALS AND A POSITIVE BARRIER ARE REQUIRED.

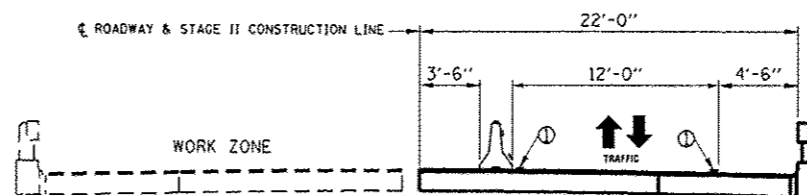
TRAFFIC SIGNALS SHALL BE OPERATIONAL ONLY WHEN ALL TRAFFIC CONTROLS ARE IN PLACE. WHEN TRAFFIC SIGNALS ARE NOT IN OPERATION, FLAGGERS SHALL BE USED AND TRAFFIC CONTROL SHALL CONFORM TO STANDARD 701201 OR 701206.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF OPEN LANE FROM STOP BAR TO STOP BAR.

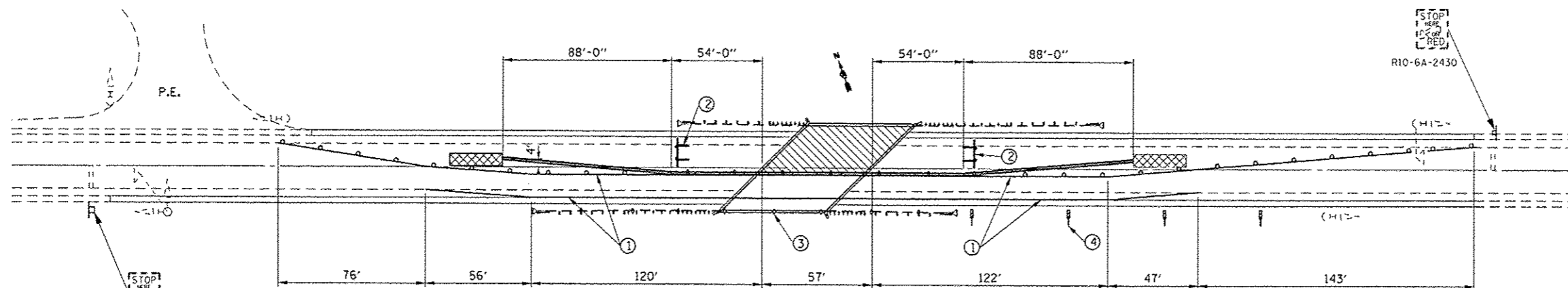
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| FILE NAME : | USER NAME : woodshankr1                        | DESIGNED - RW     | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER<br/>STANDARD 701321 - STAGE I</b> | F.A.P. RTE.                             | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |  |
| Default     | Documents\1001 Offices\District 3\Projects\036 | DRAWN: 12/16/2015 | REVISED - |   |   | 623                                     | 1GR-11R | LASALLE                   | 26           | 8         |  |
|             | PLOT SCALE = 100.0000' / 1"                    | CHECKED - EP      | REVISED - |   |   | CONTRACT NO. 66F65                      |         |                           |              |           |  |
|             | PLOT DATE = 12/16/2015                         | DATE - 7/20/2016  | REVISED - |   |   | SCALE: SHEET 1 OF 2 SHEETS STA. TO STA. |         | ILLINOIS FED. AID PROJECT |              |           |  |



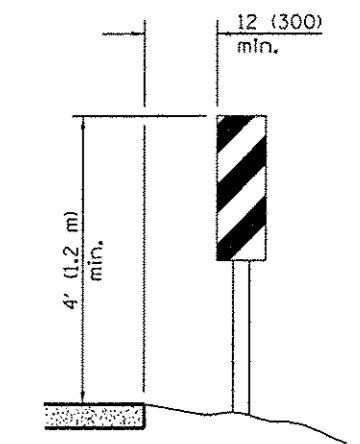


**CROSS SECTION  
STAGE II**

- ① TEMPORARY OR EXISTING PAVEMENT MARKING SHALL BE PLACED ON BOTH SIDES OF THE OPEN TRAFFIC LANE.
- ② TYPE III BARRICADE TO BE PLACED WHEN NO WORK IS BEING PERFORMED.
- ③ GUARDRAIL/BARRIER WALL REFLECTORS AT 25' CTS. SEE STANDARDS 704001 & 782006.
- ④ THESE VERTICAL PANELS AT 25' CTS. MAY BE OMITTED WHEN THE GUARDRAIL, W/MARKERS, EXTENDS TO AT LEAST THIS POINT ON THE TAPER.



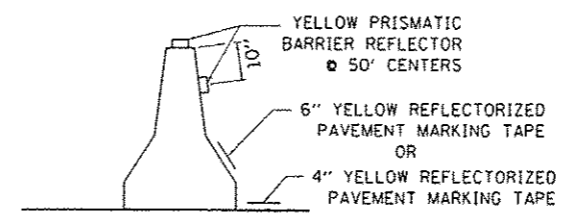
NOTE: DIMENSIONS TAKEN ALONG  $\epsilon$  OF ROADWAY



**VERTICAL PANELS  
(POST MOUNTED, ONE EACH SIDE)**

**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL WITH BACK PLATE
- MICROWAVE DETECTOR
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



**TEMPORARY CONCRETE BARRIER WALL DETAILS**

**GENERAL NOTES**

SEE STAGE I TRAFFIC CONTROL DETAILS FOR ADVANCE SIGNING.

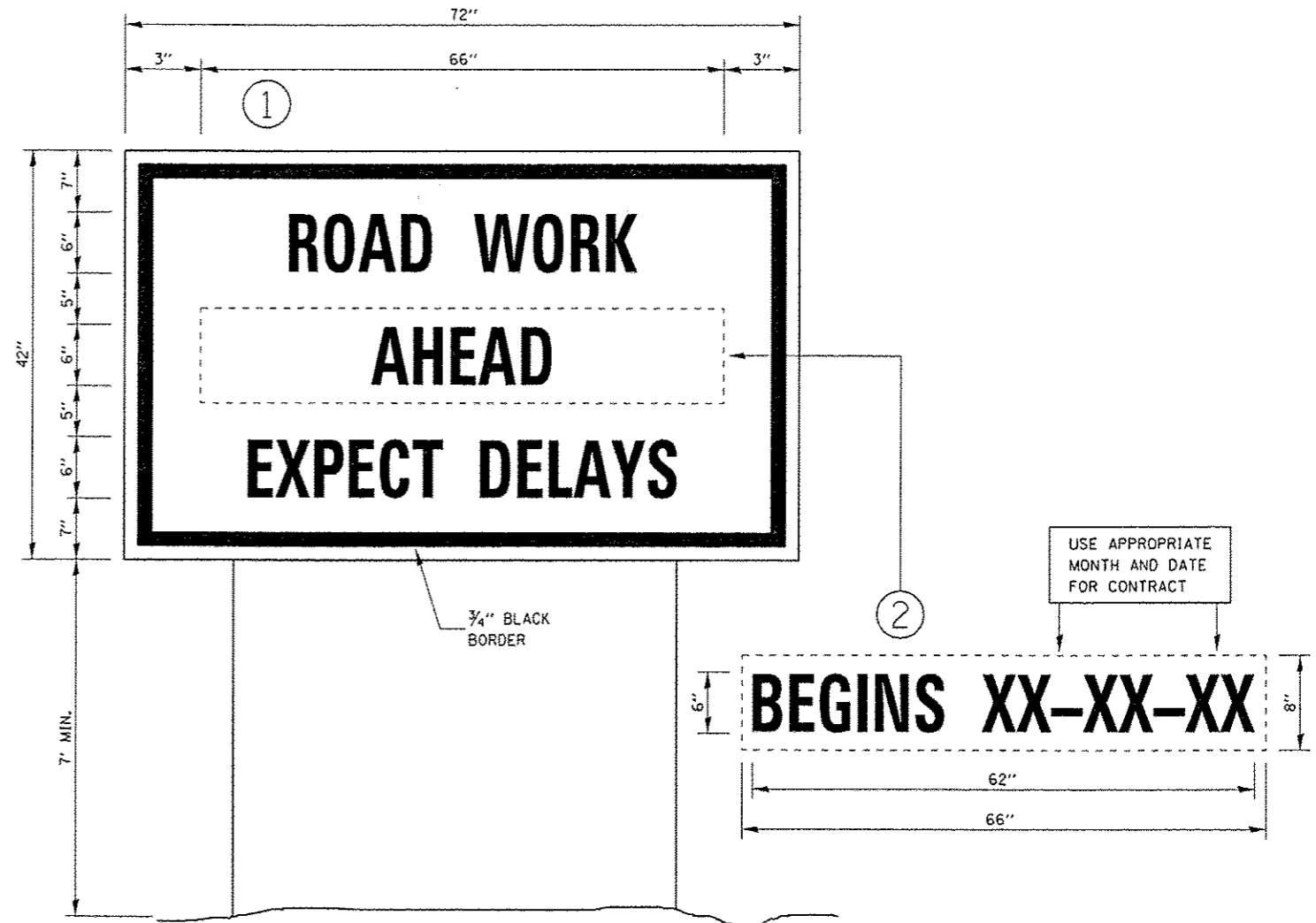
THIS STANDARD IS USED WHERE, AT ANY TIME, ANY VEHICLE, EQUIPMENT, WORKERS, OR THEIR ACTIVITIES WILL ENCROACH ON ONE LANE OF A BRIDGE, TRAFFIC SIGNALS AND A POSITIVE BARRIER ARE REQUIRED.

TRAFFIC SIGNALS SHALL BE OPERATIONAL ONLY WHEN ALL TRAFFIC CONTROLS ARE IN PLACE. WHEN TRAFFIC SIGNALS ARE NOT IN OPERATION, FLAGGERS SHALL BE USED AND TRAFFIC CONTROL SHALL CONFORM TO STANDARD 701201 OR 701206.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF OPEN LANE FROM STOP BAR TO STOP BAR.

|            |                             |                  |           |   |  |                    |                     |                           |               |           |  |
|------------|-----------------------------|------------------|-----------|---|--|--------------------|---------------------|---------------------------|---------------|-----------|--|
| FILE NAME: | USER NAME: woodshank1       | DESIGNED - RW    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER<br/>STANDARD 701321 - STAGE II</b> | F.A.P. RTE.:       | SECTION             | COUNTY                    | TOTAL SHEETS: | SHEET NO. |  |
| Default    | PLOT SCALE: 100.0000 1/ in. | CHECKED - EP     | REVISED - |   |  | 623                | IGR-11R             | LASALLE                   | 26            | 9         |  |
|            | PLOT DATE: 12/15/2016       | DATE - 7/20/2016 | REVISED - |   |  | CONTRACT NO. 66F65 |                     | ILLINOIS FED. AID PROJECT |               |           |  |
|            |                             |                  |           |   |  | SCALE:             | SHEET 2 OF 2 SHEETS | STA.                      | TO STA.       |           |  |

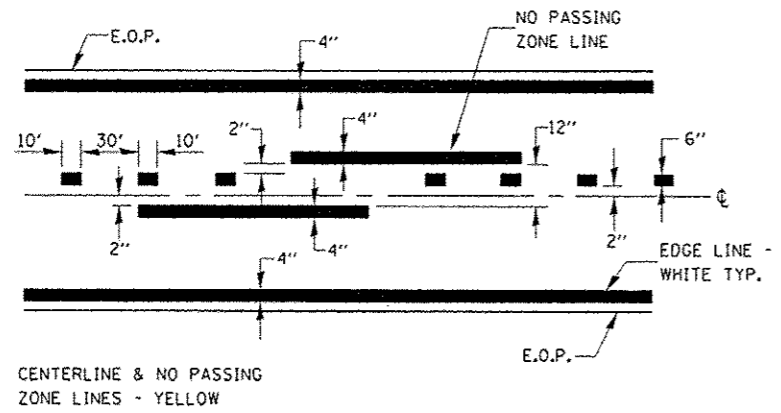


**TEMPORARY INFORMATION SIGNING**

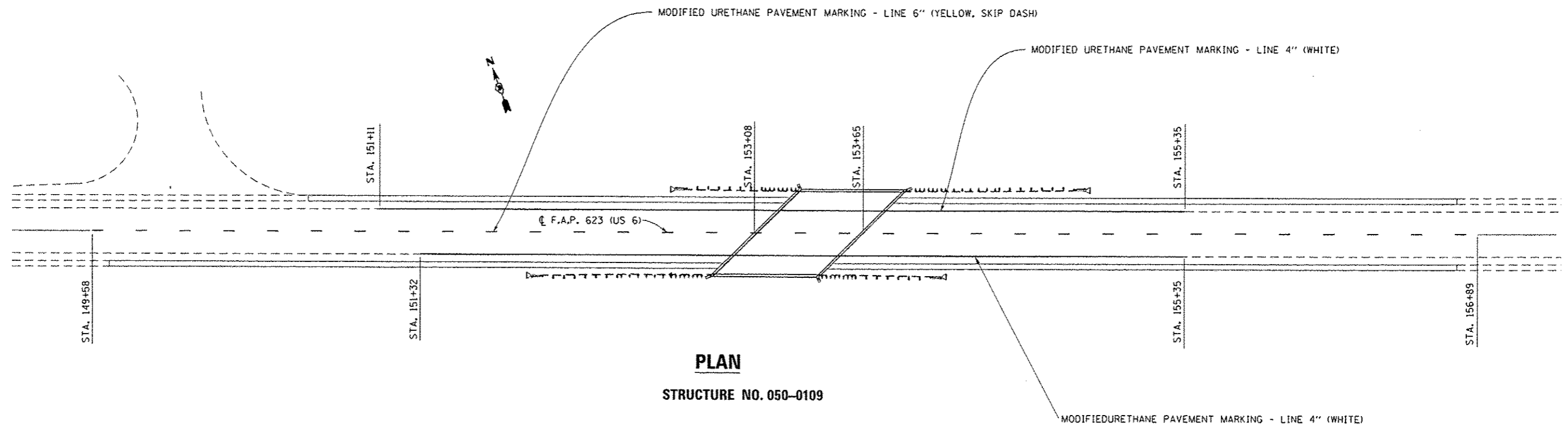
**NOTES:**

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 LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER 50 FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 50 FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

|   |   |                                     |           |   |  |                           |          |         |              |           |  |
|---|---|-------------------------------------|-----------|---|--|---------------------------|----------|---------|--------------|-----------|--|
| FILE NAME :                                     | USER NAME : woodshank1                        | DESIGNED - RW                       | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TEMPORARY INFORMATION SIGNING DETAILS</b> | F.A.P. RTE.               | SECTION  | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| pw:\11\LOB\EBID\INTEC\illinois.gov\PIWIDOT\O... | projects\1007 Offices\District 3\Projects\036 | DRAWN Data\0366F\RW\sh-t-detail.dgn | REVISED - |   |  | 623                       | IGR-11JR | LASALLE | 26           | 10        |  |
| Default   | PLOT SCALE = 100.0000 / 1 in.                 | CHECKED - EP                        | REVISED - |   |  | CONTRACT NO. 66F65        |          |         |              |           |  |
|   | PLOT DATE = 12/16/2016                        | DATE - 7/20/2016                    | REVISED - |   |  | ILLINOIS FED. AID PROJECT |          |         |              |           |  |



**PAVEMENT MARKING**



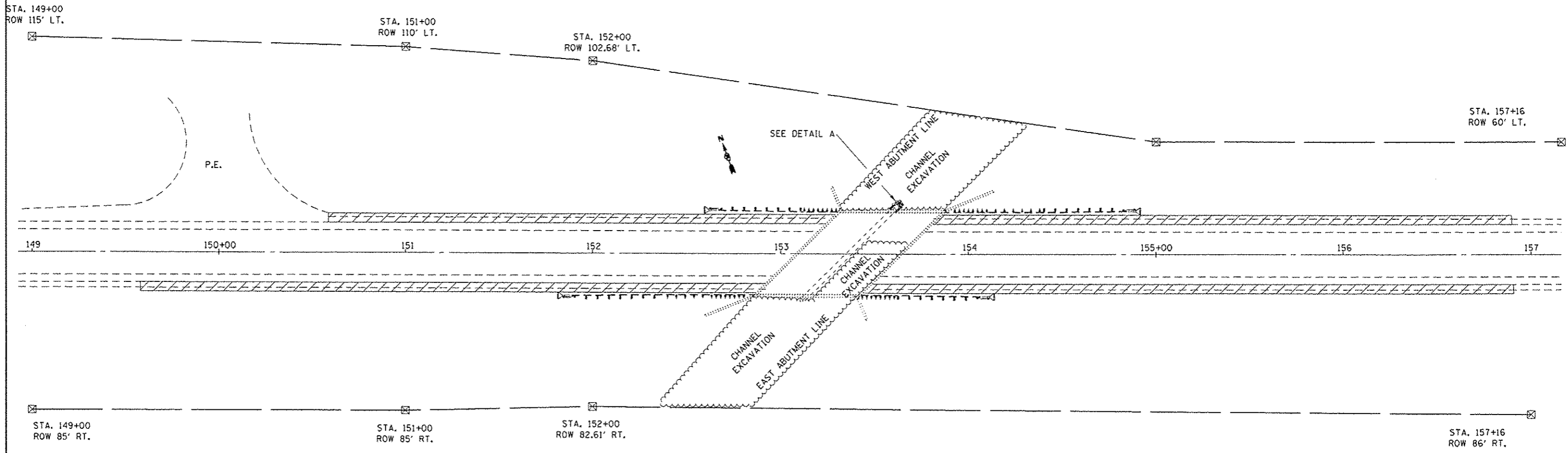
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|--|-------------------------------------|------------------|-----------|
| FILE NAME :  | USER NAME : woodshank1              | DESIGNED - RW    | REVISED - |
| path: \\11004E91011TED.illinois.gov\PIWIDOT\Documents\1007 Offices\District 3\Projects\036 | DRAWN: Data\0366\RW\shy-details.dgn | CHECKED - EP     | REVISED - |
| Default  | PLOT SCALE : 100,0000 1/ in.        | DATE - 7/20/2016 | REVISED - |
|  | PLOT DATE : 12/16/2016              |                  |           |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

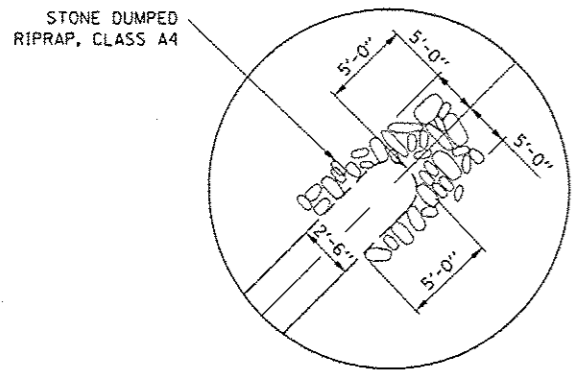
**PAVEMENT MARKING DETAILS**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE.               | SECTION | COUNTY  | TOTAL SHEETS       | SHEET NO. |
|---------------------------|---------|---------|--------------------|-----------|
| 623                       | IGR-11R | LASALLE | 26                 | 11        |
|                           |         |         | CONTRACT NO. 66F65 |           |
| ILLINOIS FED. AID PROJECT |         |         |                    |           |

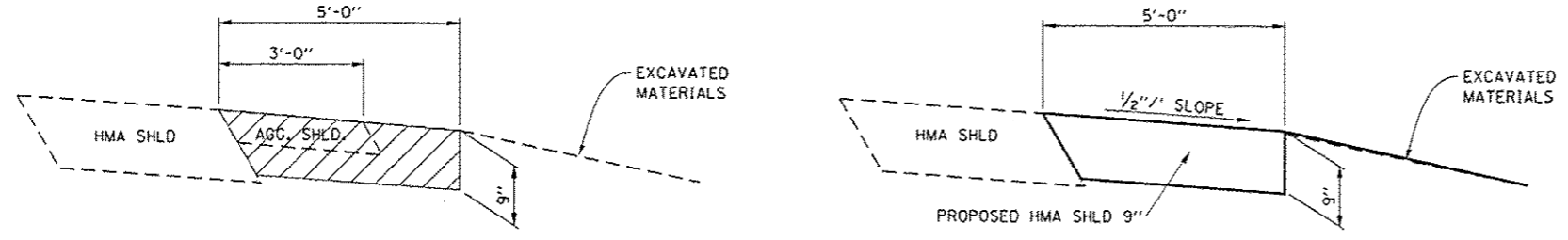
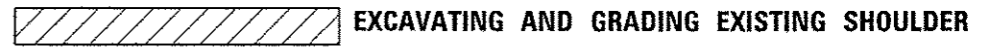


**PLAN DETAIL**



**DETAIL A**

**LEGEND**



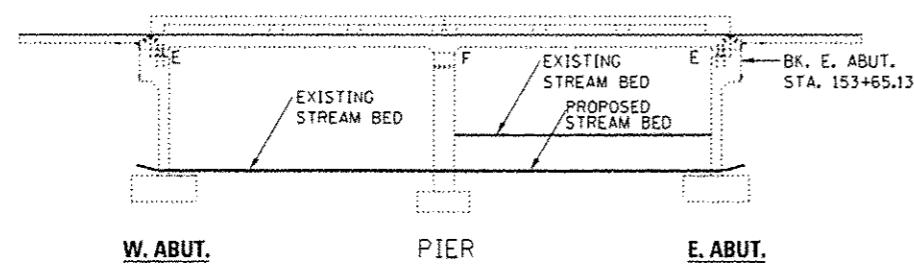
**EXISTING**

**PROPOSED**

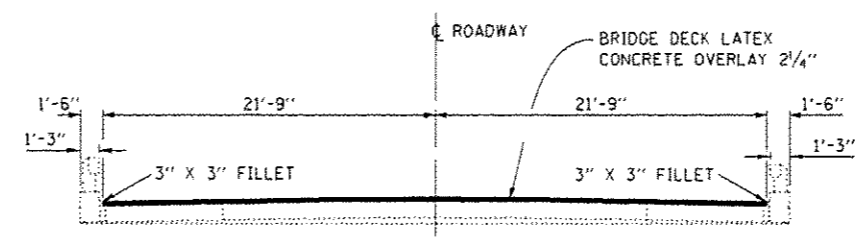
**SHOULDER DETAIL**

EXISTING GUARDRAIL REMOVED FOR CLARITY

|  |  |                  |           |   |                           |                    |                     |         |                           |           |
|--|--|------------------|-----------|---|---------------------------|--------------------|---------------------|---------|---------------------------|-----------|
| FILE NAME :  | USER NAME : woodshankri                  | DESIGNED - RW    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXCAVATION DETAILS</b> | F.A.P. RTE.        | SECTION             | COUNTY  | TOTAL SHEETS              | SHEET NO. |
| p:\11084810\INTEC\Illinois\go\PI007\Documents\1007 Offices\District 3\Projects\036 | DRAWN Date: 03/26/16 RW\intc-details.dgn | CHECKED - EP     | REVISED - |   |                           | 623                | GR-11R              | LASALLE | 26                        | 12        |
| Default  | PLOT SCALE = 1/8" = 1'-0"                | DATE - 7/20/2016 | REVISED - |   |                           | CONTRACT NO. 66F65 |                     |         | ILLINOIS FED. AID PROJECT |           |
|  | PLOT DATE = 12/16/2016                   | DATE - 7/20/2016 | REVISED - |   |                           | SCALE:             | SHEET 1 OF 1 SHEETS | STA.    | TO STA.                   |           |



**ELEVATION**



**CROSS SECTION  
LOOKING EAST**

**GENERAL NOTES**

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

NO FIELD WELDING IS PERMITTED EXCEPT AS SPECIFIED IN THE CONTRACT DOCUMENTS.

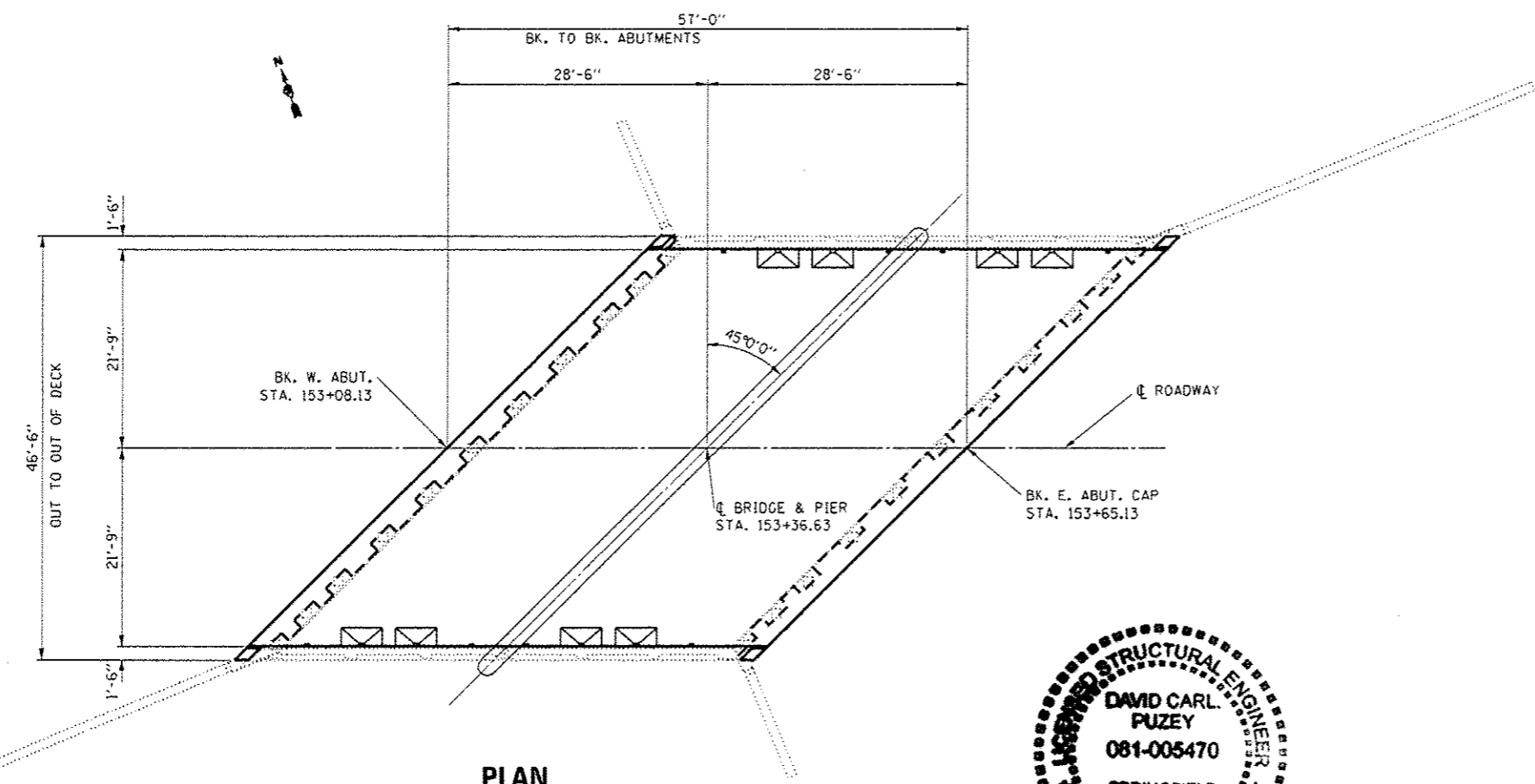
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR LOOSE RUST, LOOSE MILL SCALE, AND OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES IN CONTACT WITH CONCRETE. TIGHTLY ADHERED PAINT MAY REMAIN UNLESS OTHERWISE NOTED. REMOVAL SHALL BE ACCOMPLISHED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN THE PAY ITEM COVERING REMOVAL OF THE EXISTING CONCRETE.

PROTECTIVE COAT SHALL BE APPLIED TO ALL "NEW" CONCRETE SURFACES WITH THE EXCEPTION OF THE "LATEX CONCRETE OVERLAY MATERIAL".

EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH CONCRETE REMOVAL.

THE EXISTING STRUCTURAL STEEL (BEARINGS) COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD PAINT ON THIS PROJECT.



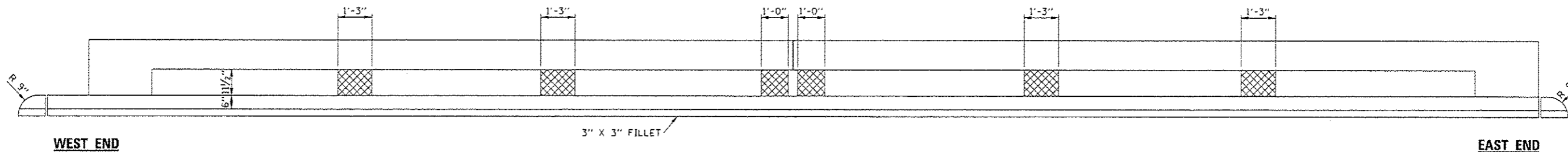
**PLAN  
STRUCTURE NO. 050-0109**

**TOTAL BILL OF MATERIAL**

| ITEM   | UNIT  | TOTAL |
|--|-------|-------|
| HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"                         | SO YD | 266   |
| CONCRETE REMOVAL   | CU YD | 10    |
| CONCRETE SUPERSTRUCTURE  | CU YD | 17    |
| BRIDGE DECK SCARIFICATION 3/4"                                 | SO YD | 266   |
| BRIDGE DECK LATEX CONCRETE OVERLAY 2 1/4"                      | SO YD | 266   |
| BRIDGE DECK GROOVING   | SO YD | 266   |
| STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5") | SO FT | 7     |
| REINFORCEMENT BARS, EPOXY COATED                               | POUND | 2033  |
| BAR SPLICER  | EACH  | 12    |
| PLUG EXISTING DECK DRAINS                                      | EACH  | 8     |
| Flow DRAIN EXTENSIONS  | EACH  | 8     |
| POLYMER CONCRETE   | CU FT | 4     |



*David Carl Puzey 2/2/17  
Expires 11/30/18*



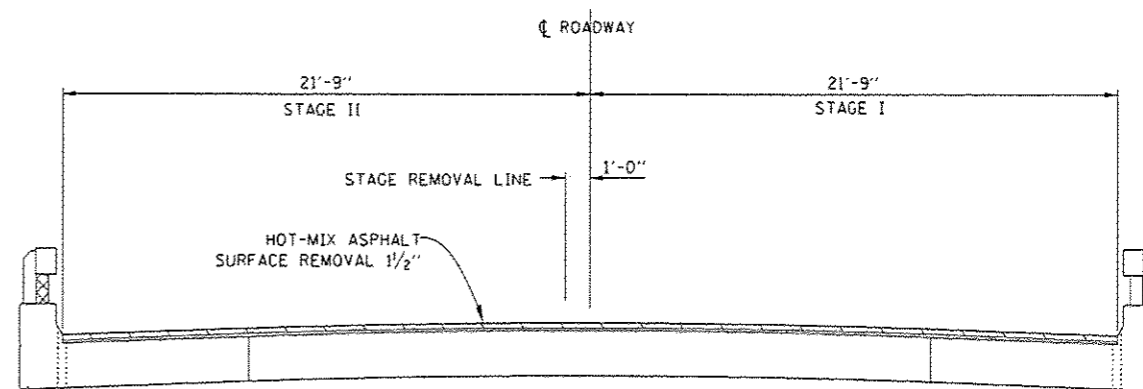
WEST END

EAST END

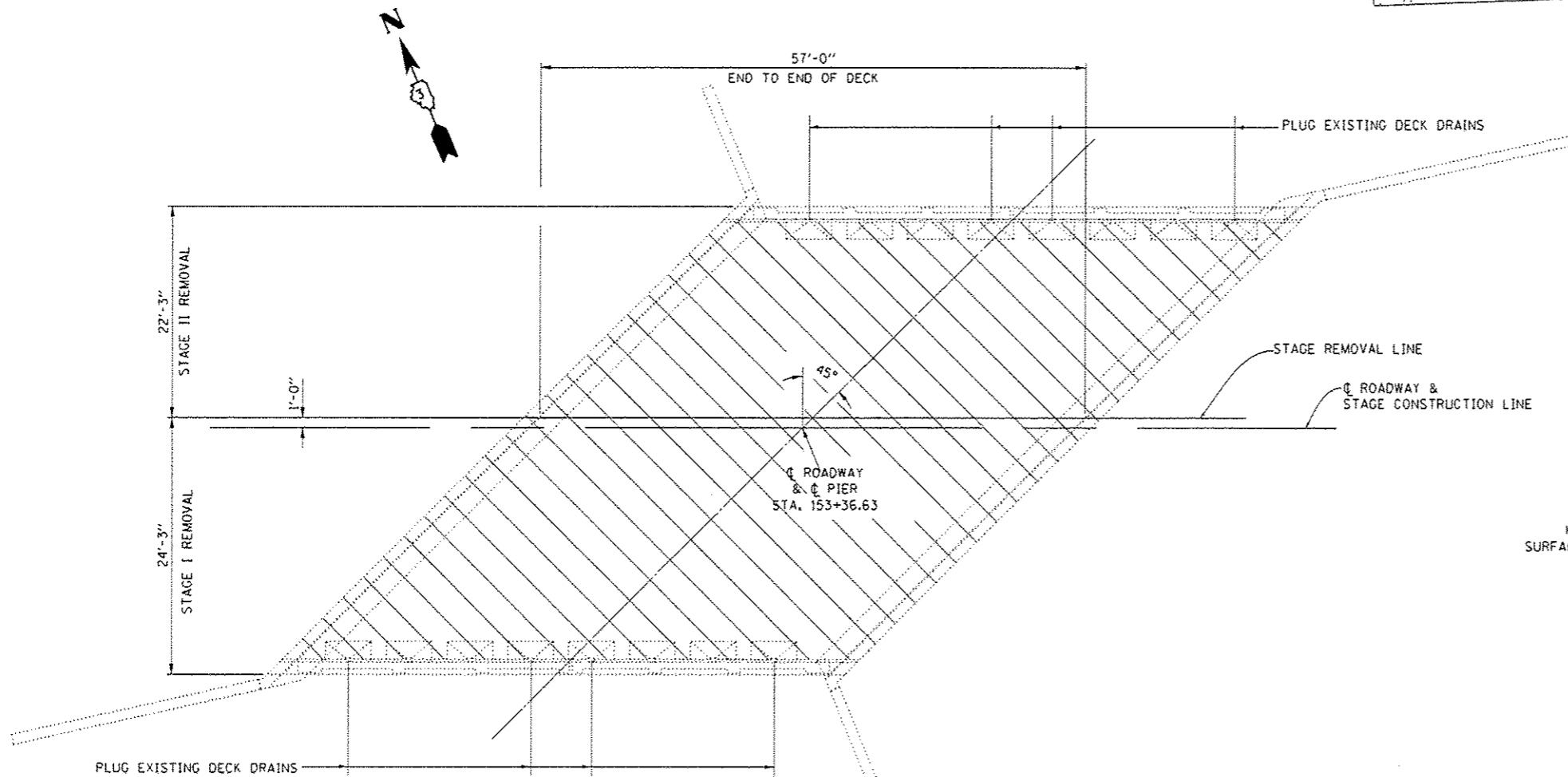
**VIEW A-A**  
**INSIDE ELEVATION OF NORTH HANDRAIL**  
**SOUTH HAND RAIL SIMILAR THRU 180° ROTATION**  
 STRUCTURAL REPAIR OF CONCRETE ON NORTH HAND RAIL ONLY

**LEGEND**

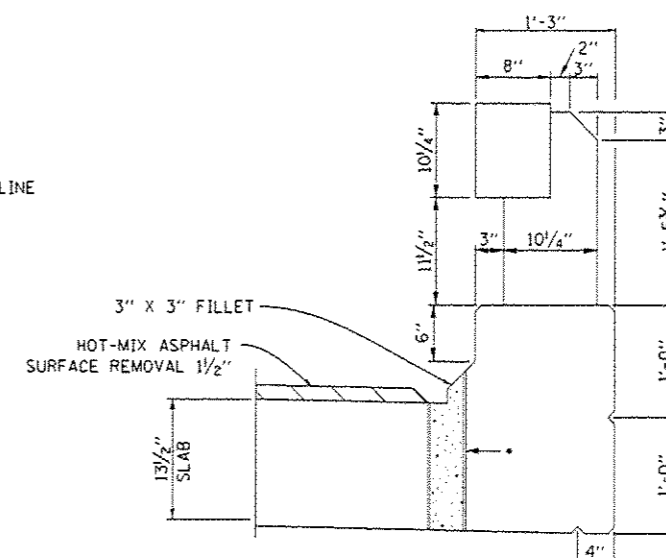
- HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"**
- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")**



**CROSS SECTION**  
 LOOKING EAST



**PLAN**  
**STRUCTURE NO. 050-0109**



**SECTION THRU CURB**

\* COAT THE INTERIOR SURFACE OF THE FORMED OPENING WITH A BONDING AGENT AND PLUG DRAIN WITH CONCRETE.

|  |                              |                  |           |
|--|------------------------------|------------------|-----------|
| FILE NAME =  | USER NAME = patorsona        | DESIGNED - RW    | REVISED - |
| p:\v\l\084EBID\INTEG.illinois.gov\FWID007\Documents\1007 Offices\District 3\Projects\0366\BRAWNData\0366FW\htr-details.dgn |                              | CHECKED - EP     | REVISED - |
|  | PLOT SCALE = 1/8" = 1' / in. | DATE - 7/20/2016 | REVISED - |
| Default  | PLOT DATE = 2/1/2017         |                  |           |

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

**SUPERSTRUCTURE REMOVAL DETAILS**

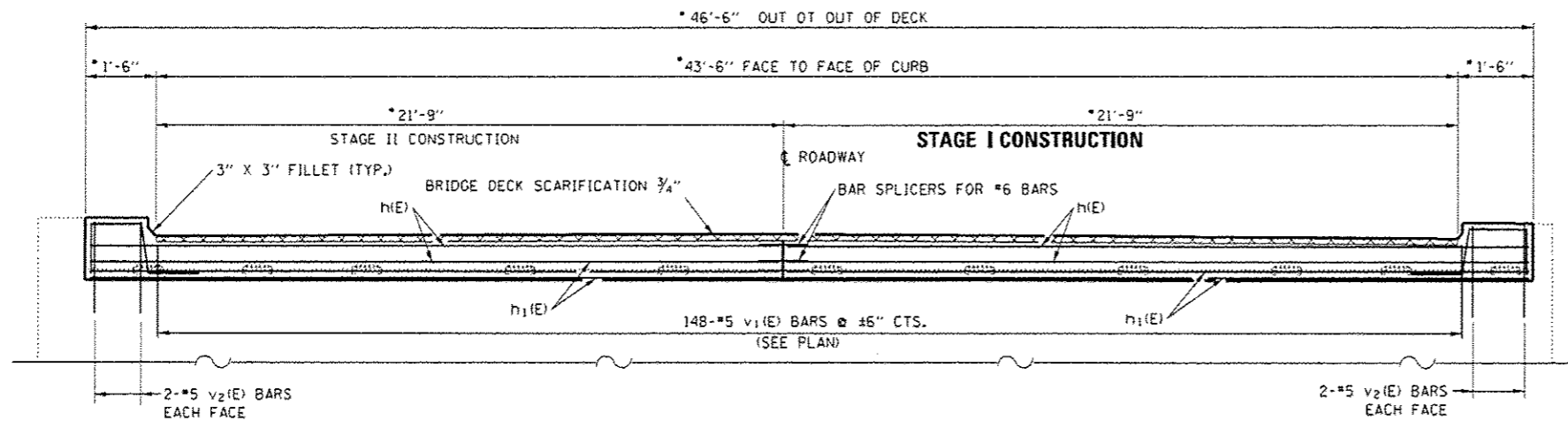
SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

|                             |                  |                |                 |                    |
|-----------------------------|------------------|----------------|-----------------|--------------------|
| F.A.P. RTE. 623             | SECTION (CR-1)IR | COUNTY LASALLE | TOTAL SHEETS 26 | SHEET NO. 14       |
|                             |                  |                |                 | CONTRACT NO. 66F65 |
| ILLINOIS F.E.B. AID PROJECT |                  |                |                 |                    |





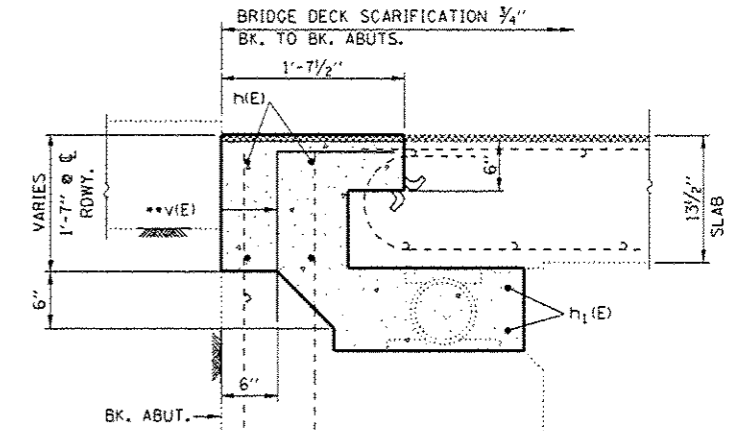




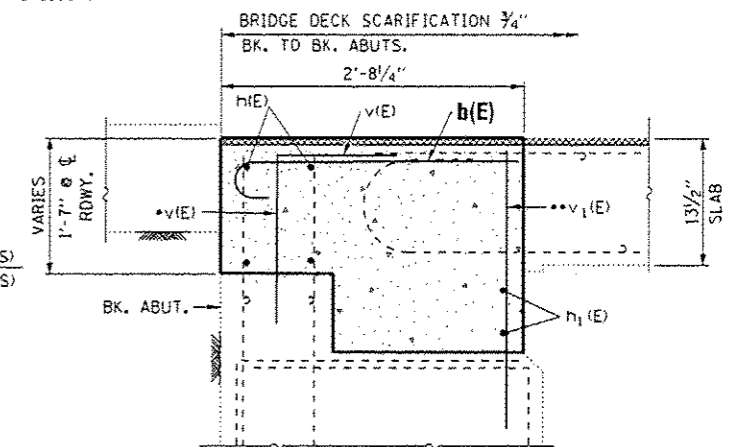
**EXISTING CROSS SECTION**

EAST ABUTMENT LOOKING EAST  
WEST ABUTMENT LOOKING WEST

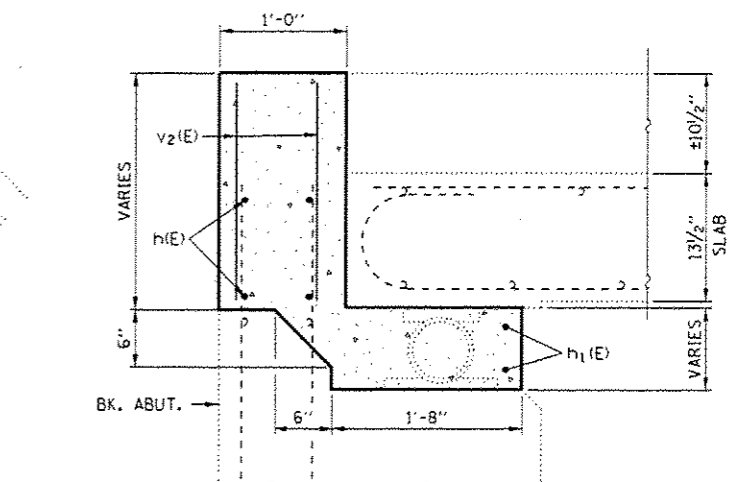
NOTE: BRIDGE DECK SCARIFICATION OPERATIONS SHALL NOT BEGIN UNTIL THE NEW CONCRETE OPERATIONS HAVE BEEN COMPLETED AND CURED ACCORDING TO THE SPECIAL PROVISION. FOR BILL OF MATERIALS SEE SHEET 19 OF 26.



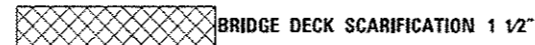
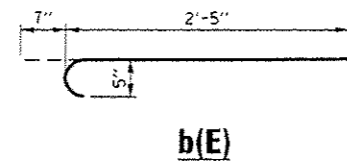
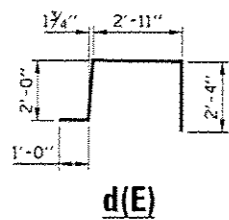
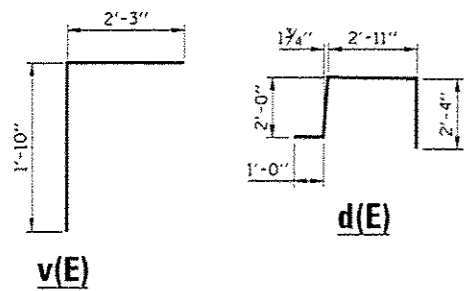
**SECTION G-G**



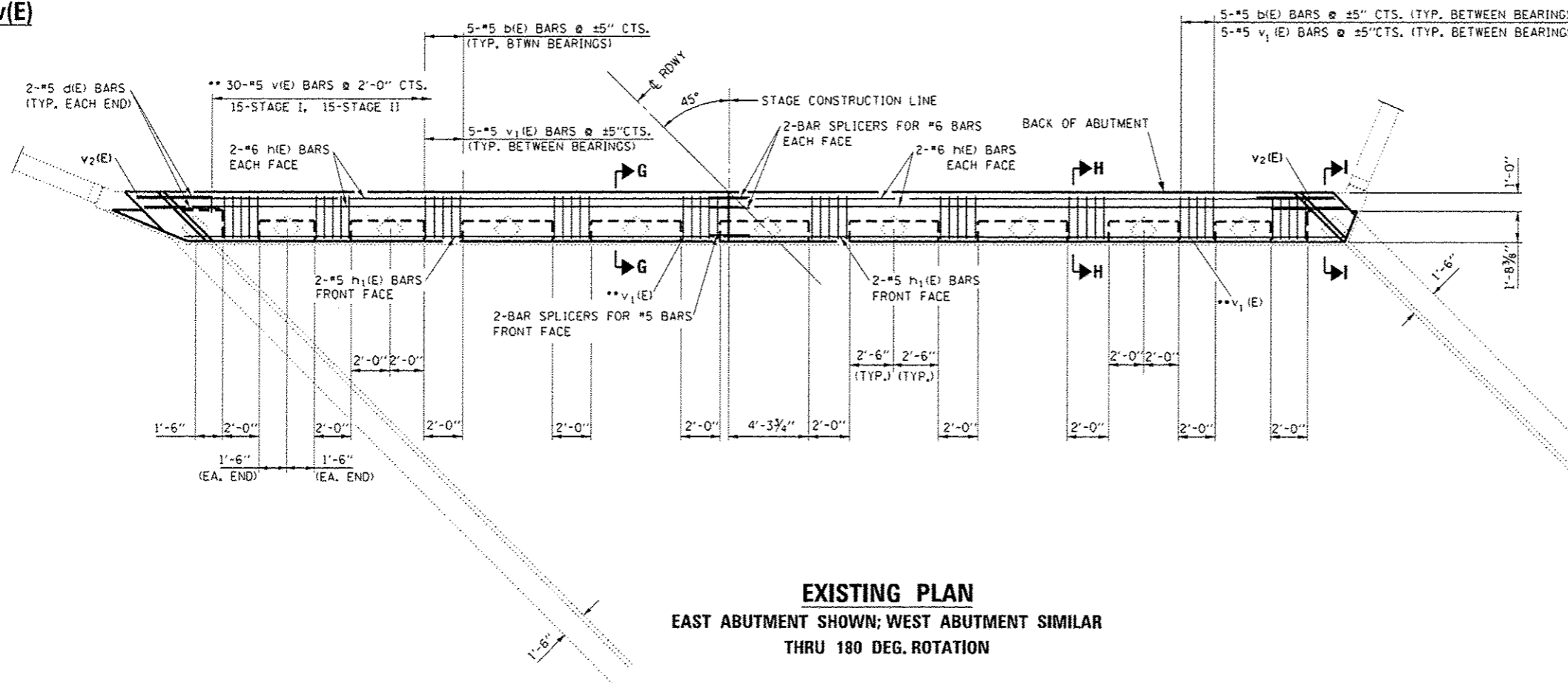
**SECTION H-H**



**SECTION I-I**



- DIMENSIONS AT RT. L'S TO C RDWY.
- EPOXY GROUT v(E) AND v1(E) BARS 9" MIN. HOLES ACCORDING TO ARTICLE 584 OF THE STANDARD SPECIFICATIONS.



**EXISTING PLAN**

EAST ABUTMENT SHOWN; WEST ABUTMENT SIMILAR  
THRU 180 DEG. ROTATION

|  |                               |                  |           |
|--|-------------------------------|------------------|-----------|
| FILE NAME =  | USER NAME = peterneo          | DESIGNED - RW    | REVISED - |
| p:\12.064E\JOINTED.illinois.gov\PI\DOT\Documents\1007 Offices\District 3\Projects\036 FOR ANND\036666\RW\mtr.dgn |                               | CHECKED - EP     | REVISED - |
| Default  | PLOT SCALE = 100.0000 1/1 in. | DATE - 7/20/2016 | REVISED - |
|  | PLOT DATE = 2/1/2017          |                  |           |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

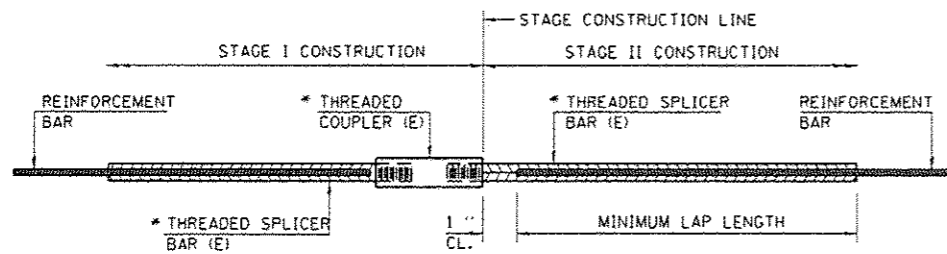
ABUTMENT REMOVAL DETAILS  
EAST & WEST ABUTMENTS

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

|                           |         |         |              |           |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE.               | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 623                       | (CR-1)R | LASALLE | 26           | 17        |
| CONTRACT NO. 66F65        |         |         |              |           |
| ILLINOIS FED. AID PROJECT |         |         |              |           |

REV



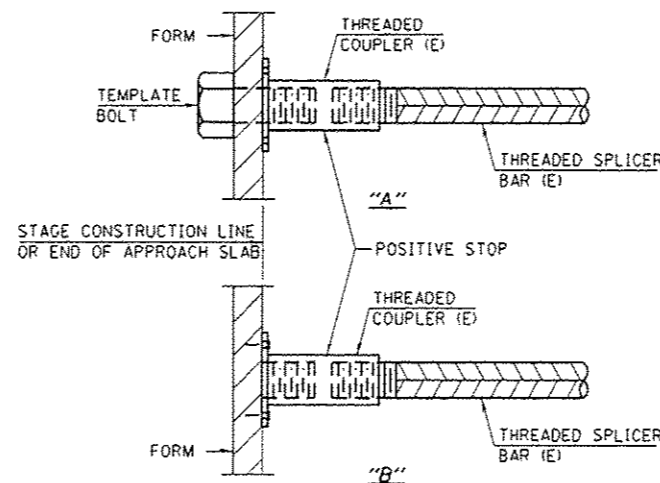


**STANDARD BAR SPLICER ASSEMBLY**

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1" + THREAD LENGTH

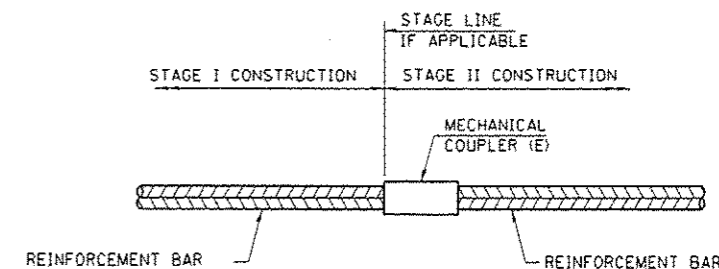
• EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

| LOCATION             | BAR SIZE | NO. ASSEMBLIES REQUIRED | MINIMUM LAP LENGTH |
|----------------------|----------|-------------------------|--------------------|
| W. ABUT. HATCH BLOCK | #6       | 4                       | 3'-7"              |
| W. END DECK          | #5       | 2                       | 3'-0"              |
| E. ABUT. HATCH BLOCK | #6       | 4                       | 3'-7"              |
| E. END DECK          | #5       | 2                       | 3'-0"              |



**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.

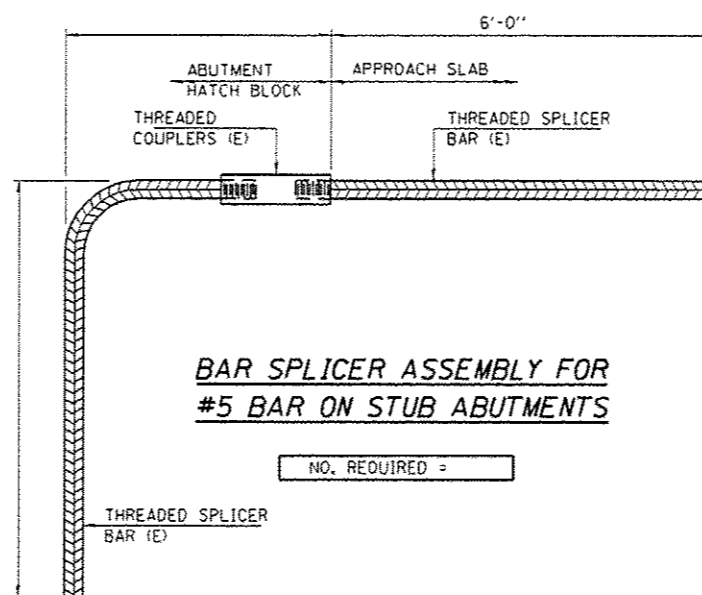


**STANDARD MECHANICAL SPLICER**

| LOCATION | BAR SIZE | NO. ASSEMBLIES REQUIRED |
|----------|----------|-------------------------|
|          |          |                         |
|          |          |                         |
|          |          |                         |
|          |          |                         |

**BILL OF MATERIALS**

| BAR  | NO. BARS | SIZE | LENGTH | SHAPE |
|--|----------|------|--------|-------|
| b(E)   | 100      | #5   | 3'-0"  |       |
| d(E)   | 8        | #5   | 8'-3"  |       |
| h(E)   | 15       | #6   | 32'-6" |       |
| h1(E)  | 8        | #5   | 32'-6" |       |
| v(E)   | 60       | #5   | 4'-1"  |       |
| v1(E)  | 100      | #5   | 2'-6"  |       |
| v2(E)  | 16       | #5   | 2'-7"  |       |
| HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"                         |          |      |        |       |
|  |          |      | SQ YD  | 266   |
| CONCRETE REMOVAL   |          |      |        |       |
|  |          |      | CU YD  | 10    |
| CONCRETE SUPERSTRUCTURE  |          |      |        |       |
|  |          |      | CU YD  | 16    |
| BRIDGE DECK SCARIFICATION 3/4"                                 |          |      |        |       |
|  |          |      | SQ YD  | 266   |
| BRIDGE DECK LATEX  |          |      |        |       |
|  |          |      | SQ YD  | 266   |
| CONCRETE OVERLAY 2 1/4"  |          |      |        |       |
|  |          |      | SQ YD  | 266   |
| BRIDGE DECK GROOVING   |          |      |        |       |
|  |          |      | SQ YD  | 266   |
| STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5") |          |      |        |       |
|  |          |      | SQ FT  | 7     |
| REINFORCEMENT BARS, EPOXY COATED                               |          |      |        |       |
|  |          |      | POUND  | 2033  |
| PLUG EXISTING DECK DRAINS                                      |          |      |        |       |
|  |          |      | EACH   | 8     |
| DECK DRAIN EXTENSIONS  |          |      |        |       |
|  |          |      | EACH   | 8     |
| POLYMER CONCRETE   |          |      |        |       |
|  |          |      | CU FT  | 4     |



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

NO. REQUIRED =

**NOTES**

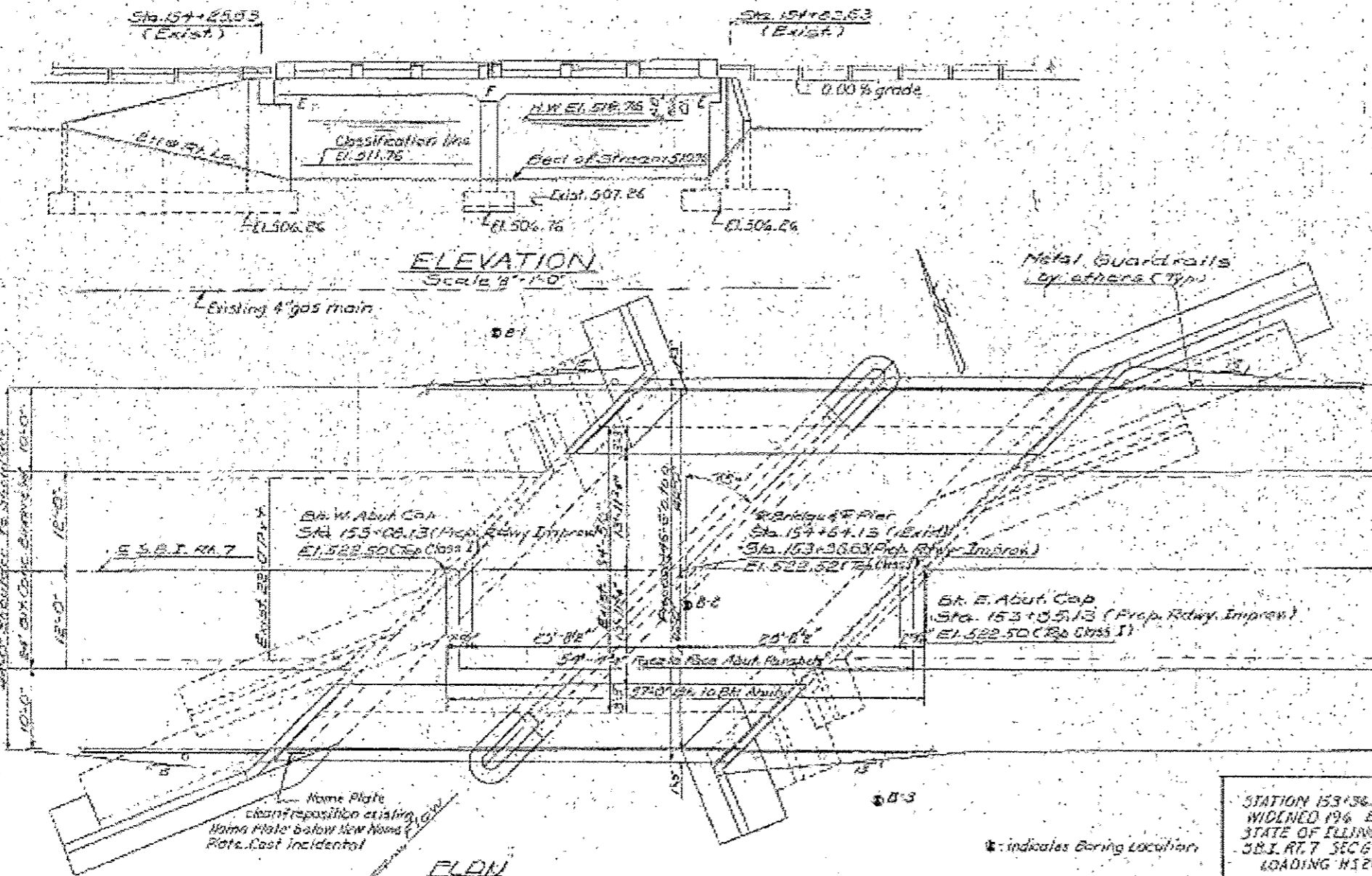
SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.  
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.  
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.  
 SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

REV

B.M. #38 600 Spk & W on North side 24° Trac 30' Lt. 375.1517 701 (NW) -  
 Sta. 152+62.27 (Exist) Elev. 527.15  
 Original Structure: Sta. 154+65 Project 7 Section G built as Morris  
 Henry Road in 1919.  
 Structure widened as SBI Rt. 7, Sec. 6B-1 1958 with continuous R.C. Slab.  
 Portions of Super-structure & Spk to be removed by Bn Contractor

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

|             |          |         |              |           |
|-------------|----------|---------|--------------|-----------|
| DATE        | SECTION  | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 6-20-16     | IGR-111R | LASALLE | 26           | 20        |
| SHEET NO. 1 |          |         |              |           |



**GENERAL NOTES**

All reinforcement bars shall be spaced 24" maximum unless otherwise shown.

Reinforced concrete shall be used in the rail and rail posts. Rail shall be poured in separate operation from interior rail posts.

The Contractor shall make allowance for the erection of forms, shrinkage and settlement of formwork, in addition to allowance for dead load deflection. It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and propering of rebar.

Protective Coat shall not be applied to surfaces to which Cool-Tex Interlayer Protective Coat is applied.

The following surfaces shall be wire brushed: The tops of the new wing walls from the top of the footing to a point one foot below the top of the wing walls and the back of the new main walls from the top of the footing to the top of the new cap.

New structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.

**TOTAL BILL OF MATERIAL**

| ITEM                                | UNIT    | SUPER | SUB   | TOTAL |
|-------------------------------------|---------|-------|-------|-------|
| B/E Cap Surf Course, Class I        | Yards   | 10    |       | 10    |
| Concrete Removal                    | Cu Yds  | 20    | 4     | 24    |
| Expansion Balls (1/2")              | Each    |       | 135   | 135   |
| Class X Expansion for Street        | Cu Yds  |       |       | 22    |
| Class X Expansion for Street        | Cu Yds  |       |       | 22    |
| Handrail Concrete                   | Cu Yds  | 2.7   |       | 2.7   |
| Class X Concrete                    | Cu Yds  | 50.1  | 117.1 | 167.2 |
| Bridge Seat Sealant                 | Lbs     | 1     |       | 1     |
| Structural Steel                    | L.S.W.  | 2.1   |       | 2.1   |
| Reinforcement Bars                  | Lbs     | 16330 | 19170 | 35500 |
| Steel Plates                        | Sq. Ft. |       |       |       |
| Cool-Tex Interlayer Protective Coat | Sq. Yds | 116   |       | 116   |

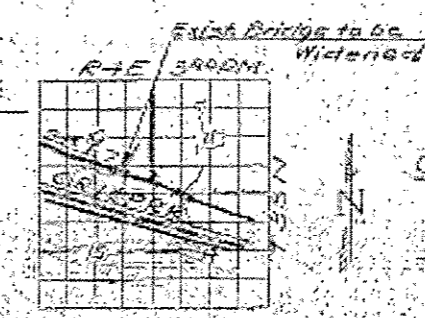
\* Apply to entire abutment seats.  
 Calculated weight of Structural Steel = 3,720\*

**WATERWAY INFORMATION**

Drainage Area 260 Acres  
 Character: Wooded  
 Regd. Opening (30' typical) 705 sq. Ft.  
 Present Opening 264  
 Proposed Opening 264  
 Ordinary Water El. 511.25  
 Low Water El. 510.75  
 G. 400 cfs.

**DESIGN STRESSES**

Rc = 1400 psi Super & Pier  
 Rc = 1000 psi Abutts & Wings  
 Fs = 20000 psi Reinf.  
 Vc = 75 psi Footing  
 n = 10  
 Max. Footing Pressure = 1.5 T/F  
 Loading: H5 20-44



**GENERAL PLAN & ELEVATION**  
 SBI RT. 7 - SECTION G BY 1  
 LA SALLE COUNTY  
 STA. 154+52.13 (EXISTING)  
 STA. 153+36.53 (PROP. ROWY IMPROV.)

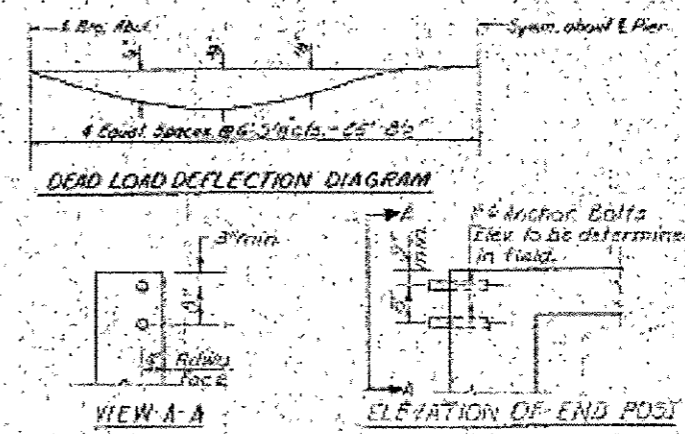
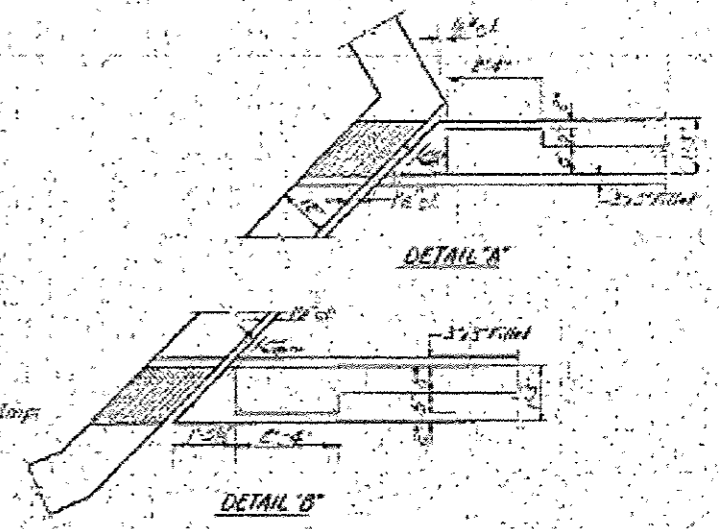
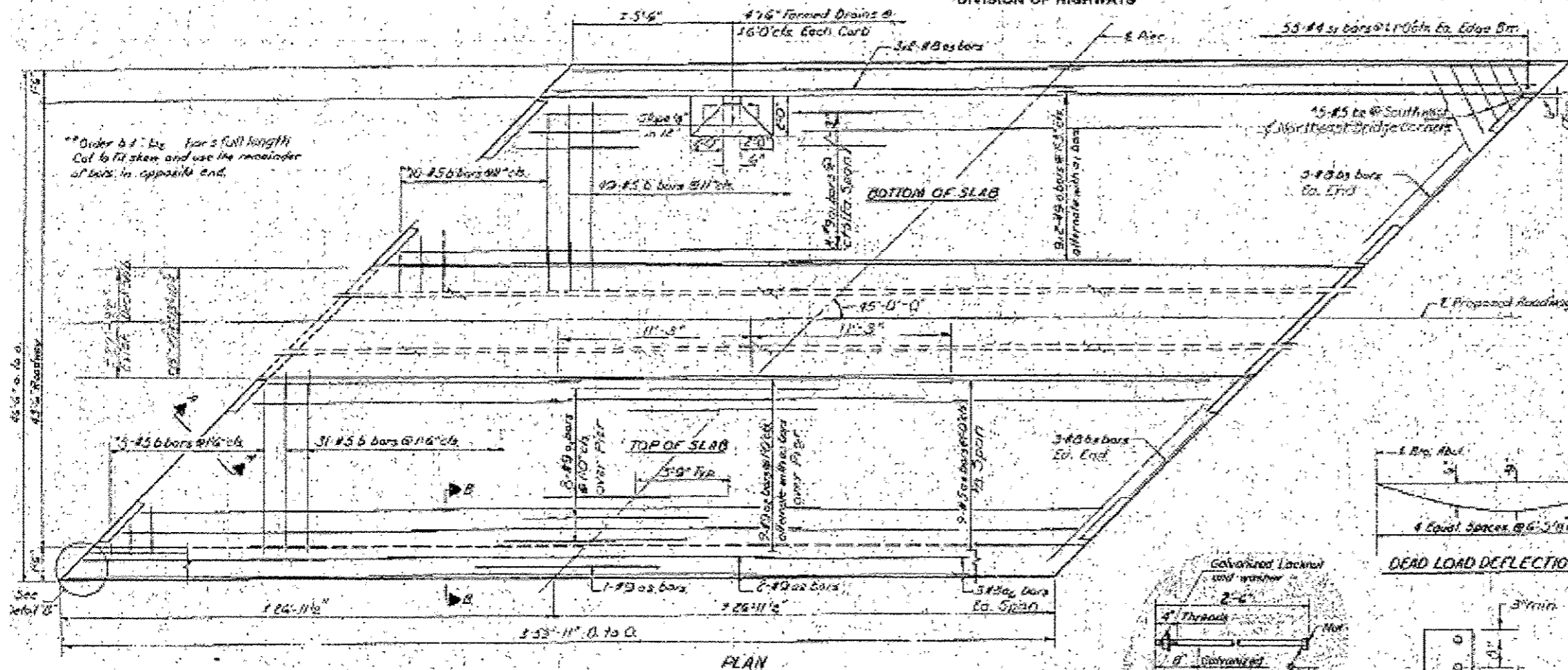
DESIGNED: R.W. G.K.  
 CHECKED: A.F. Blaylock  
 DRAWN: V.F.L. B.R.  
 CHECKED: A.F. Blaylock

EXAMINED: [Signature]  
 DATED: 7/20/2016  
 APPROVED: [Signature]

Note: Bars indicated thus 20#3-#5 etc. indicates 20' lines of bars with 3 lengths per line. Min. bar lap = 24" dia.

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

|             |            |      |           |
|-------------|------------|------|-----------|
| PROJECT NO. | SECTION    | DATE | SHEET NO. |
| 050-0109    | LASALLE HQ | 41   | 2         |
| SHEETS      |            |      | 26        |

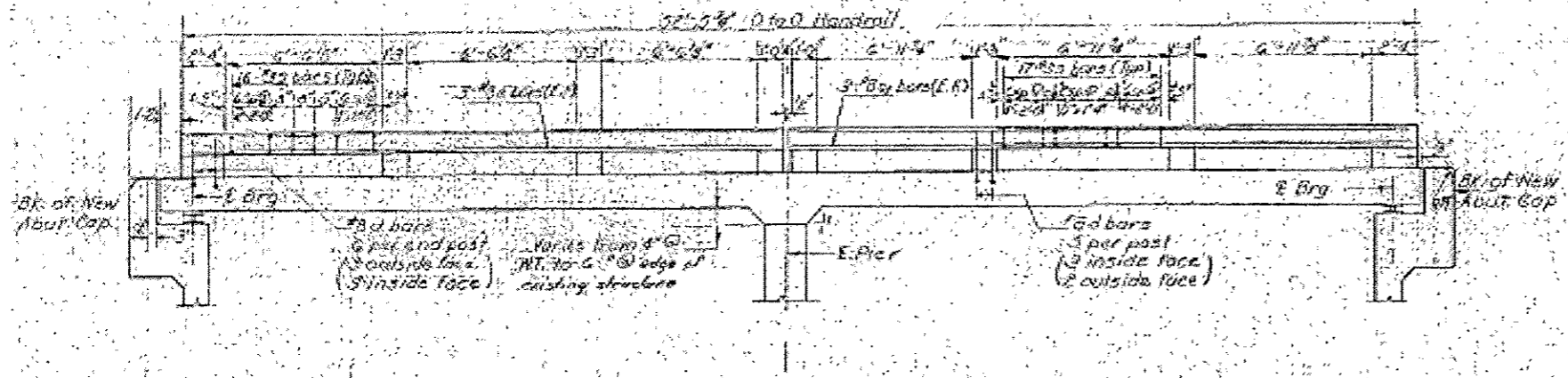


**BILL OF MATERIAL**

| Bar No. | Size | Length | Weight |
|---------|------|--------|--------|
| a       | #6   | 19     | 25.2   |
| ar      | #6   | 19     | 25.2   |
| as      | #6   | 19     | 25.2   |
| at      | #6   | 19     | 25.2   |
| au      | #6   | 19     | 25.2   |
| av      | #6   | 19     | 25.2   |
| aw      | #6   | 19     | 25.2   |
| ax      | #6   | 19     | 25.2   |
| ay      | #6   | 19     | 25.2   |
| az      | #6   | 19     | 25.2   |
| ba      | #5   | 9.0    | 11.7   |
| bb      | #5   | 8.2    | 10.7   |
| bc      | #5   | 12.8   | 16.5   |
| bd      | #5   | 2.5    | 3.2    |
| be      | #5   | 8.2    | 10.7   |
| bf      | #5   | 12.8   | 16.5   |
| bg      | #5   | 19.0   | 24.4   |
| bh      | #5   | 19.0   | 24.4   |
| bi      | #5   | 19.0   | 24.4   |
| bj      | #5   | 19.0   | 24.4   |
| bk      | #5   | 19.0   | 24.4   |
| bl      | #5   | 19.0   | 24.4   |
| bm      | #5   | 19.0   | 24.4   |
| bn      | #5   | 19.0   | 24.4   |
| bo      | #5   | 19.0   | 24.4   |
| bp      | #5   | 19.0   | 24.4   |
| bq      | #5   | 19.0   | 24.4   |
| br      | #5   | 19.0   | 24.4   |
| bs      | #5   | 19.0   | 24.4   |
| bt      | #5   | 19.0   | 24.4   |
| bu      | #5   | 19.0   | 24.4   |
| bv      | #5   | 19.0   | 24.4   |
| bw      | #5   | 19.0   | 24.4   |
| bx      | #5   | 19.0   | 24.4   |
| by      | #5   | 19.0   | 24.4   |
| bz      | #5   | 19.0   | 24.4   |
| ca      | #5   | 19.0   | 24.4   |
| cb      | #5   | 19.0   | 24.4   |
| cc      | #5   | 19.0   | 24.4   |
| cd      | #5   | 19.0   | 24.4   |
| ce      | #5   | 19.0   | 24.4   |
| cf      | #5   | 19.0   | 24.4   |
| cg      | #5   | 19.0   | 24.4   |
| ch      | #5   | 19.0   | 24.4   |
| ci      | #5   | 19.0   | 24.4   |
| cj      | #5   | 19.0   | 24.4   |
| ck      | #5   | 19.0   | 24.4   |
| cl      | #5   | 19.0   | 24.4   |
| cm      | #5   | 19.0   | 24.4   |
| cn      | #5   | 19.0   | 24.4   |
| co      | #5   | 19.0   | 24.4   |
| cp      | #5   | 19.0   | 24.4   |
| cq      | #5   | 19.0   | 24.4   |
| cr      | #5   | 19.0   | 24.4   |
| cs      | #5   | 19.0   | 24.4   |
| ct      | #5   | 19.0   | 24.4   |
| cu      | #5   | 19.0   | 24.4   |
| cv      | #5   | 19.0   | 24.4   |
| cw      | #5   | 19.0   | 24.4   |
| cx      | #5   | 19.0   | 24.4   |
| cy      | #5   | 19.0   | 24.4   |
| cz      | #5   | 19.0   | 24.4   |
| da      | #5   | 19.0   | 24.4   |
| db      | #5   | 19.0   | 24.4   |
| dc      | #5   | 19.0   | 24.4   |
| dd      | #5   | 19.0   | 24.4   |
| de      | #5   | 19.0   | 24.4   |
| df      | #5   | 19.0   | 24.4   |
| dg      | #5   | 19.0   | 24.4   |
| dh      | #5   | 19.0   | 24.4   |
| di      | #5   | 19.0   | 24.4   |
| dj      | #5   | 19.0   | 24.4   |
| dk      | #5   | 19.0   | 24.4   |
| dl      | #5   | 19.0   | 24.4   |
| dm      | #5   | 19.0   | 24.4   |
| dn      | #5   | 19.0   | 24.4   |
| do      | #5   | 19.0   | 24.4   |
| dp      | #5   | 19.0   | 24.4   |
| dq      | #5   | 19.0   | 24.4   |
| dr      | #5   | 19.0   | 24.4   |
| ds      | #5   | 19.0   | 24.4   |
| dt      | #5   | 19.0   | 24.4   |
| du      | #5   | 19.0   | 24.4   |
| dv      | #5   | 19.0   | 24.4   |
| dw      | #5   | 19.0   | 24.4   |
| dx      | #5   | 19.0   | 24.4   |
| dy      | #5   | 19.0   | 24.4   |
| dz      | #5   | 19.0   | 24.4   |
| ea      | #5   | 19.0   | 24.4   |
| eb      | #5   | 19.0   | 24.4   |
| ec      | #5   | 19.0   | 24.4   |
| ed      | #5   | 19.0   | 24.4   |
| ee      | #5   | 19.0   | 24.4   |
| ef      | #5   | 19.0   | 24.4   |
| eg      | #5   | 19.0   | 24.4   |
| eh      | #5   | 19.0   | 24.4   |
| ei      | #5   | 19.0   | 24.4   |
| ej      | #5   | 19.0   | 24.4   |
| ek      | #5   | 19.0   | 24.4   |
| el      | #5   | 19.0   | 24.4   |
| em      | #5   | 19.0   | 24.4   |
| en      | #5   | 19.0   | 24.4   |
| eo      | #5   | 19.0   | 24.4   |
| ep      | #5   | 19.0   | 24.4   |
| eq      | #5   | 19.0   | 24.4   |
| er      | #5   | 19.0   | 24.4   |
| es      | #5   | 19.0   | 24.4   |
| et      | #5   | 19.0   | 24.4   |
| eu      | #5   | 19.0   | 24.4   |
| ev      | #5   | 19.0   | 24.4   |
| ew      | #5   | 19.0   | 24.4   |
| ex      | #5   | 19.0   | 24.4   |
| ey      | #5   | 19.0   | 24.4   |
| ez      | #5   | 19.0   | 24.4   |
| fa      | #5   | 19.0   | 24.4   |
| fb      | #5   | 19.0   | 24.4   |
| fc      | #5   | 19.0   | 24.4   |
| fd      | #5   | 19.0   | 24.4   |
| fe      | #5   | 19.0   | 24.4   |
| ff      | #5   | 19.0   | 24.4   |
| fg      | #5   | 19.0   | 24.4   |
| fh      | #5   | 19.0   | 24.4   |
| fi      | #5   | 19.0   | 24.4   |
| fj      | #5   | 19.0   | 24.4   |
| fk      | #5   | 19.0   | 24.4   |
| fl      | #5   | 19.0   | 24.4   |
| fm      | #5   | 19.0   | 24.4   |
| fn      | #5   | 19.0   | 24.4   |
| fo      | #5   | 19.0   | 24.4   |
| fp      | #5   | 19.0   | 24.4   |
| fq      | #5   | 19.0   | 24.4   |
| fr      | #5   | 19.0   | 24.4   |
| fs      | #5   | 19.0   | 24.4   |
| ft      | #5   | 19.0   | 24.4   |
| fu      | #5   | 19.0   | 24.4   |
| fv      | #5   | 19.0   | 24.4   |
| fw      | #5   | 19.0   | 24.4   |
| fx      | #5   | 19.0   | 24.4   |
| fy      | #5   | 19.0   | 24.4   |
| fz      | #5   | 19.0   | 24.4   |
| ga      | #5   | 19.0   | 24.4   |
| gb      | #5   | 19.0   | 24.4   |
| gc      | #5   | 19.0   | 24.4   |
| gd      | #5   | 19.0   | 24.4   |
| ge      | #5   | 19.0   | 24.4   |
| gf      | #5   | 19.0   | 24.4   |
| gg      | #5   | 19.0   | 24.4   |
| gh      | #5   | 19.0   | 24.4   |
| gi      | #5   | 19.0   | 24.4   |
| gj      | #5   | 19.0   | 24.4   |
| gk      | #5   | 19.0   | 24.4   |
| gl      | #5   | 19.0   | 24.4   |
| gm      | #5   | 19.0   | 24.4   |
| gn      | #5   | 19.0   | 24.4   |
| go      | #5   | 19.0   | 24.4   |
| gp      | #5   | 19.0   | 24.4   |
| gq      | #5   | 19.0   | 24.4   |
| gr      | #5   | 19.0   | 24.4   |
| gs      | #5   | 19.0   | 24.4   |
| gt      | #5   | 19.0   | 24.4   |
| gu      | #5   | 19.0   | 24.4   |
| gv      | #5   | 19.0   | 24.4   |
| gw      | #5   | 19.0   | 24.4   |
| gx      | #5   | 19.0   | 24.4   |
| gy      | #5   | 19.0   | 24.4   |
| gz      | #5   | 19.0   | 24.4   |
| ha      | #5   | 19.0   | 24.4   |
| hb      | #5   | 19.0   | 24.4   |
| hc      | #5   | 19.0   | 24.4   |
| hd      | #5   | 19.0   | 24.4   |
| he      | #5   | 19.0   | 24.4   |
| hf      | #5   | 19.0   | 24.4   |
| hg      | #5   | 19.0   | 24.4   |
| hh      | #5   | 19.0   | 24.4   |
| hi      | #5   | 19.0   | 24.4   |
| hj      | #5   | 19.0   | 24.4   |
| hk      | #5   | 19.0   | 24.4   |
| hl      | #5   | 19.0   | 24.4   |
| hm      | #5   | 19.0   | 24.4   |
| hn      | #5   | 19.0   | 24.4   |
| ho      | #5   | 19.0   | 24.4   |
| hp      | #5   | 19.0   | 24.4   |
| hq      | #5   | 19.0   | 24.4   |
| hr      | #5   | 19.0   | 24.4   |
| hs      | #5   | 19.0   | 24.4   |
| ht      | #5   | 19.0   | 24.4   |
| hu      | #5   | 19.0   | 24.4   |
| hv      | #5   | 19.0   | 24.4   |
| hw      | #5   | 19.0   | 24.4   |
| hx      | #5   | 19.0   | 24.4   |
| hy      | #5   | 19.0   | 24.4   |
| hz      | #5   | 19.0   | 24.4   |
| ia      | #5   | 19.0   | 24.4   |
| ib      | #5   | 19.0   | 24.4   |
| ic      | #5   | 19.0   | 24.4   |
| id      | #5   | 19.0   | 24.4   |
| ie      | #5   | 19.0   | 24.4   |
| if      | #5   | 19.0   | 24.4   |
| ig      | #5   | 19.0   | 24.4   |
| ih      | #5   | 19.0   | 24.4   |
| ii      | #5   | 19.0   | 24.4   |
| ij      | #5   | 19.0   | 24.4   |
| ik      | #5   | 19.0   | 24.4   |
| il      | #5   | 19.0   | 24.4   |
| im      | #5   | 19.0   | 24.4   |
| in      | #5   | 19.0   | 24.4   |
| io      | #5   | 19.0   | 24.4   |
| ip      | #5   | 19.0   | 24.4   |
| iq      | #5   | 19.0   | 24.4   |
| ir      | #5   | 19.0   | 24.4   |
| is      | #5   | 19.0   | 24.4   |
| it      | #5   | 19.0   | 24.4   |
| iu      | #5   | 19.0   | 24.4   |
| iv      | #5   | 19.0   | 24.4   |
| iw      | #5   | 19.0   | 24.4   |
| ix      | #5   | 19.0   | 24.4   |
| iy      | #5   | 19.0   | 24.4   |
| iz      | #5   | 19.0   | 24.4   |
| ja      | #5   | 19.0   | 24.4   |
| jb      | #5   | 19.0   | 24.4   |
| jc      | #5   | 19.0   | 24.4   |
| jd      | #5   | 19.0   | 24.4   |
| je      | #5   | 19.0   | 24.4   |
| jf      | #5   | 19.0   | 24.4   |
| jj      | #5   | 19.0   | 24.4   |
| jk      | #5   | 19.0   | 24.4   |
| jl      | #5   | 19.0   | 24.4   |
| jm      | #5   | 19.0   | 24.4   |
| jn      | #5   | 19.0   | 24.4   |
| jo      | #5   | 19.0   | 24.4   |
| jp      | #5   | 19.0   | 24.4   |
| jq      | #5   | 19.0   | 24.4   |
| jr      | #5   | 19.0   | 24.4   |
| js      | #5   | 19.0   | 24.4   |
| jt      | #5   | 19.0   | 24.4   |
| ju      | #5   | 19.0   | 24.4   |
| ju      | #5   | 19.0   | 24.4   |
| kv      | #5   | 19.0   | 24.4   |
| kw      | #5   | 19.0   | 24.4   |
| kx      | #5   | 19.0   | 24.4   |
| ky      | #5   | 19.0   | 24.4   |
| kz      | #5   | 19.0   | 24.4   |
| la      | #5   | 19.0   | 24.4   |
| lb      | #5   | 19.0   | 24.4   |
| lc      | #5   | 19.0   | 24.4   |
| ld      | #5   | 19.0   | 24.4   |
| le      | #5   | 19.0   | 24.4   |
| lf      | #5   | 19.0   | 24.4   |
| lg      | #5   | 19.0   | 24.4   |
| lh      | #5   | 19.0   | 24.4   |
| li      | #5   | 19.0   | 24.4   |
| lj      | #5   | 19.0   | 24.4   |
| lk      | #5   | 19.0   | 24.4   |
| ll      | #5   | 19.0   | 24.4   |
| lm      | #5   | 19.0   | 24.4   |
| ln      | #5   | 19.0   | 24.4   |
| lo      | #5   | 19.0   | 24.4   |
| lp      | #5   | 19.0   | 24.4   |
| lq      | #5   | 19.0   | 24.4   |
| lr      | #5   | 19.0   | 24.4   |
| ls      | #5   | 19.0   | 24.4   |
| lt      | #5   | 19.0   | 24.4   |
| lu      | #5   | 19.0   | 24.4   |
| lv      | #5   | 19.0   | 24.4   |
| lw      | #5   | 19.0   | 24.4   |
| lx      | #5   | 19.0   | 24.4   |
| ly      | #5   | 19.0   | 24.4   |
| lz      | #5   | 19.0   | 24.4   |
| ma      | #5   | 19.0   | 24.4   |
| mb      | #5   | 19.0   | 24.4   |
| mc      | #5   | 19.0   | 24.4   |
| md      | #5   | 19.0   | 24.4   |
| me      | #5   | 19.0   | 24.4   |
| mf      | #5   | 19.0   | 24.4   |
| mg      | #5   | 19.0   | 24.4   |
| mh      | #5   | 19.0   | 24.4   |
| mi      | #5   | 19.0   | 24.4   |
| mj      | #5   | 19.0   | 24.4   |
| mk      | #5   | 19.0   | 24.4   |
| ml      | #5   | 19.0   | 24.4   |
| mm      | #5   | 19.0   | 24.4   |
| mn      | #5   | 19.0   | 24.4   |
| mo      | #5   | 19.0   | 24.4   |
| mp      | #5   | 19.0   | 24.4   |
| mq      | #5   | 19.0   | 24.4   |
| mr      | #5   | 19.0   | 24.4   |
| ms      | #5   | 19.0   | 24.4   |
| mt      | #5   | 19.0   | 24.4   |
| mu      | #5   | 19.0   | 24.4   |
| mv      | #5   | 19.0   | 24.4   |
| mw      | #5   | 19.0   | 24.4   |
| mx      | #5   | 19.0   | 24.4   |
| my      | #5   | 19.0   | 24.4   |
| mz      | #5   | 19.0   | 24.4   |
| na      | #5   | 19.0   | 24.4   |
| nb      | #5   | 19.0   | 24.4   |
| nc      | #5   | 19.0   | 24.4   |
| nd      | #5   | 19.0   | 24.4   |
| ne      | #5   | 19.0   | 24.4   |
| nf      | #5   | 19.0   | 24.4   |
| ng      | #5   | 19.0   | 24.4   |
| nh      | #5   | 19.0   | 24.4   |
| ni      | #5   | 19.0   | 24.4   |
| nj      | #5   | 19.0   | 24.4   |
| nk      | #5   | 19.0   | 24.4   |
| nl      | #5   | 19.0   | 24.4   |
| nm      | #5   | 19.0   | 24.4   |
| nn      | #5   | 19.0   | 24.4   |
| no      | #5   | 19.0   | 24.4   |
| np      | #5   | 19.0   | 24.4   |
| nq      | #5   | 19.0   | 24.4   |
| nr      | #5   | 19.0   | 24.4   |
| ns      | #5   | 19.0   | 24.4   |
| nt      | #5   | 19.0   | 24.4   |
| nu      | #5   | 19.0   | 24.4   |
| nv      | #5   | 19.0   | 24.4   |
| nw      | #5   | 19.0   | 24.4   |
| nx      | #5   | 19.0   | 24.4   |
| ny      | #5   | 19.0   | 24.4   |
| nz      | #5   | 19.0   | 24.4   |
| oa      | #5   | 19.0   | 24.4   |
| ob      | #5   | 19.0   | 24.4   |
| oc      | #5   | 19.0   | 24.4   |
| od      | #5   | 19.0   | 24.4   |
| oe      | #5   | 19.0   | 24.4   |
| of      | #5   | 19.0   | 24.4   |
| og      | #5   | 19.0   | 24.4   |
| oh      | #5   | 19.0   | 24.4   |
| oi      | #5   | 19.0   | 24.4   |
| oj      | #5   | 19.0   | 24.4   |
| ok      | #5   | 19.0   | 24.4   |
| ol      | #5   | 19.0   | 24.4   |
| om      | #5   | 19.0   | 24.4   |
| on      | #5   | 19.0   | 24.4   |
| oo      | #5   | 19.0   | 24.4   |
| op      | #5   | 19.0   | 24.4   |
| oq      | #5   | 19.0   | 24.4   |
|         |      |        |        |

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

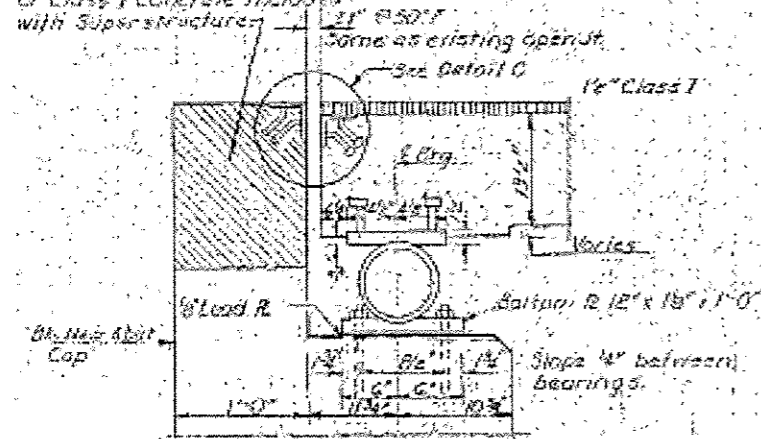
|             |         |         |              |           |
|-------------|---------|---------|--------------|-----------|
| PROJECT NO. | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 050-0109    | GR-111R | LASALLE | 26           | 22        |



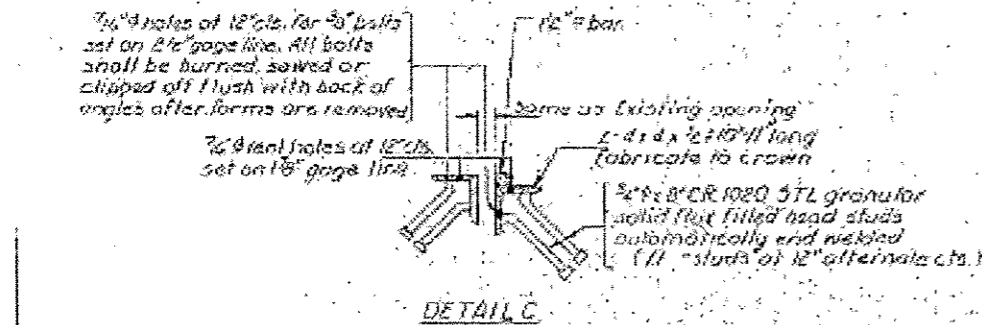
OUTSIDE ELEVATION, S. HANDRAIL  
(It Handrail similar by rotation of 180°)

Notched area to be poured after Superstructure forms have been removed. Quantity of Class Y Concrete included with Superstructure.

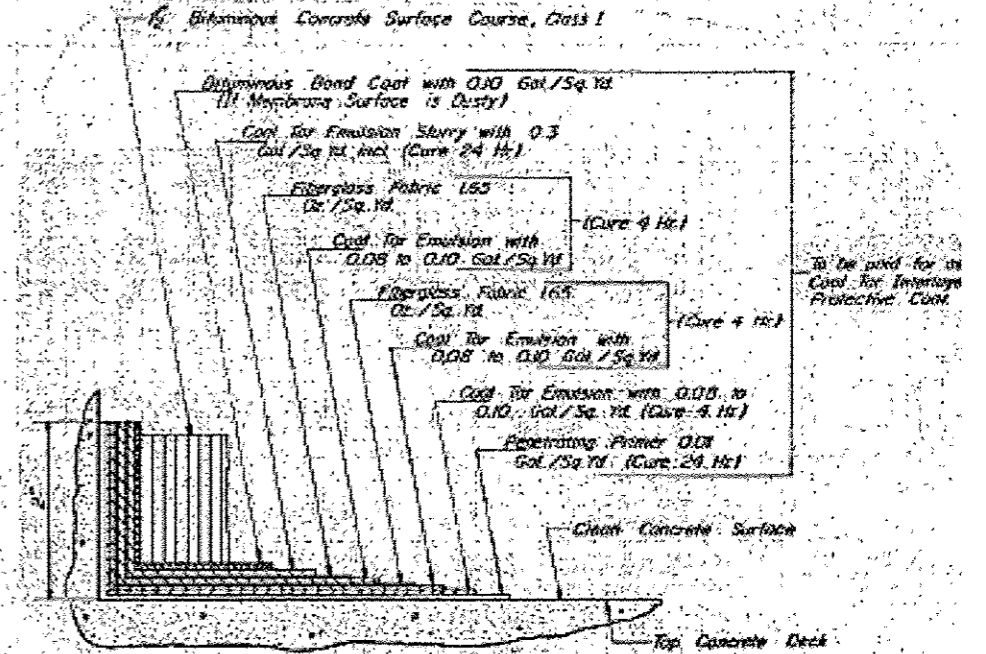
Note: N° Blows per foot of penetration of Sampling Spoon Hammer N° 250 lbs. Drop 12 inches. Q<sub>u</sub> = Unconfined Compressive Strength in Tons per square foot.



SECTION A-A

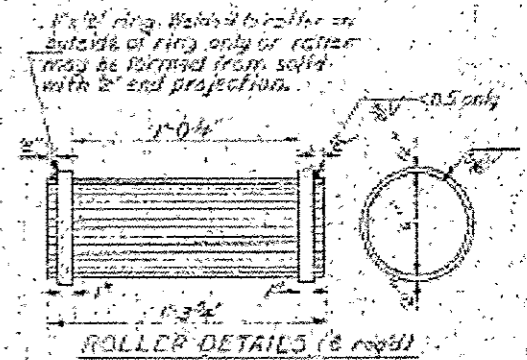


DETAIL C



DETAIL OF DECK SURFACING

Note: Work this sheet with sheet E.



ROLLER DETAILS (6 req'd)

3/4\"/>

TOP PLATE

12\"/>

BOTTOM PLATE (3 req'd)

PARAPET & BEARING DETAILS  
S.B.T. RT. 7 SEC. G-BY-1  
LASALLE COUNTY  
STA. 153+36.63

BORING DATA

| BORING #1   | Depth (ft) | Remarks |
|---|------------|---------|
| Boring located at Station 153+36.63, 10 FT to Centerline of Structure. <td></td> <td></td>    |            |         |
| Surface of ground. <td>500.00</td> <td></td>  | 500.00     |         |
| Soft dark brown mottled silty clay. <td>512.70</td> <td></td>                                 | 512.70     |         |
|   | 512.70     |         |
| Very stiff mottled clay. <td>512.70</td> <td></td>  | 512.70     |         |
|   | 512.70     |         |
|   | 511.20     |         |
| Very stiff brown clay. (Initially a completely weathered out shale) <td>510.00</td> <td></td> | 510.00     |         |
|   | 509.20     |         |
|   | 509.20     |         |
| Sandy gray and brown shale, with thin limestone lenses. <td>503.00</td> <td></td>             | 503.00     |         |

| BORING #2   | Depth (ft) | Remarks |
|---|------------|---------|
| Boring located @ Sta. 153+36.63, 4 FT to Centerline of Structure. <td></td> <td></td> |            |         |
| Surface of ground. <td>511.50</td> <td></td>  | 511.50     |         |
| Loose brown gravel and shale chips. <td>509.20</td> <td></td>                         | 509.20     |         |
|   | 508.00     |         |
| Q <sub>u</sub> = 2.16   | 500.00     |         |
|   | 503.00     |         |
| Very stiff brown silty (decomposed shale) Last Sample                                 | 500.00     |         |
|   | 500.00     |         |
|   | 500.00     |         |
| Q <sub>u</sub> = 2.30   | 512.70     |         |
|   | 512.70     |         |
|   | 511.20     |         |
| Gray clay shale.  | 499.20     |         |

| BORING #3  | Depth (ft) | Remarks |
|--|------------|---------|
| Boring located at Station 153+36.63, 10 FT to Centerline of Structure. <td></td> <td></td> |            |         |
| Surface of ground. <td>512.70</td> <td></td>   | 512.70     |         |
| Dark black silty clay. <td>512.70</td> <td></td>   | 512.70     |         |
|  | 512.70     |         |
|  | 512.70     |         |
| Q <sub>u</sub> = 2.30  | 512.70     |         |
|  | 512.70     |         |
| Very stiff mottled brown clay.   | 508.00     |         |
|  | 507.20     |         |
|  | 506.20     |         |
| Q <sub>u</sub> = 3.00  | 506.20     |         |
|  | 505.20     |         |
|  | 505.20     |         |
| Mottled weathered shale.   | 503.00     |         |
|  | 502.70     |         |
|  | 502.00     |         |
| Dark gray shale.   | 492.00     |         |

DESIGNED RAO G.K.  
CHECKED A.S. Thompson  
DRAWN G.C. Robinson  
CHECKED A.S. Thompson

EXAMINED  
PASSED  
APPROVED

SEPT 15 1963

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS FOR STRUCTURE NO. 050-0109  
FOR INFORMATION ONLY

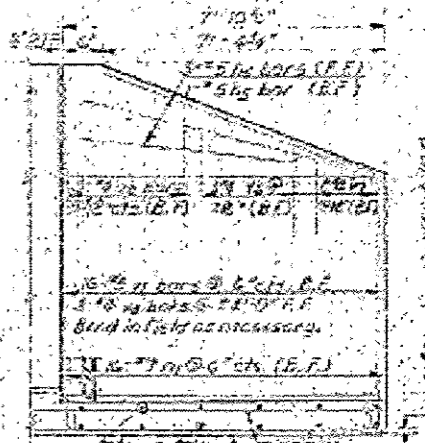
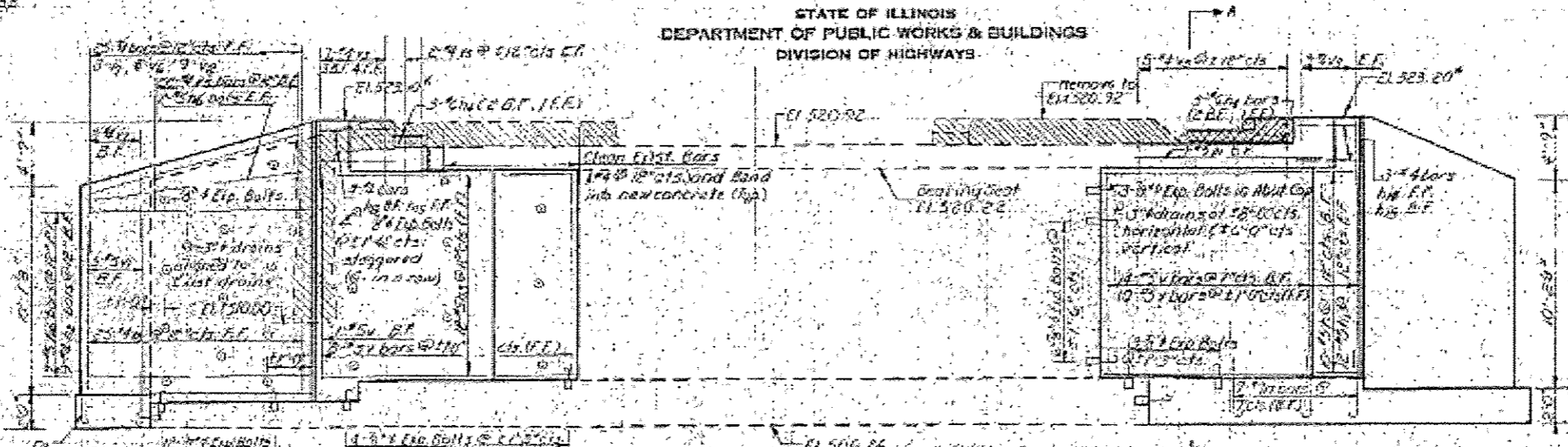
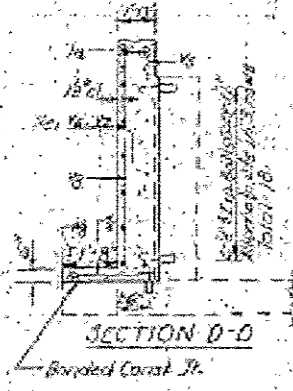
|                    |           |         |                           |           |
|--------------------|-----------|---------|---------------------------|-----------|
| F.A.P. R.T.E.      | SECTION   | COUNTY  | TOTAL SHEETS              | SHEET NO. |
| 623                | (GR-111R) | LASALLE | 26                        | 22        |
| CONTRACT NO. 66F65 |           |         | ILLINOIS FED. AID PROJECT |           |

|   |                              |                 |          |
|---|------------------------------|-----------------|----------|
| FILE NAME: p:\11084EBID\FEG\Illinois.gov\PIDOT\Documents\1001\Offices\District 3\Projects\036 | USER NAME: woodshankr1       | DESIGNED: RW    | REVISED: |
| Default   | PLOT SCALE: 100.0000 1/2 in. | CHECKED: EP     | REVISED: |
|   | PLOT DATE: 12/16/2016        | DATE: 7/20/2016 | REVISED: |

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

|               |          |         |              |           |
|---------------|----------|---------|--------------|-----------|
| NO. OF SHEETS | SECTION  | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 623           | IGR-111R | LASALLE | 26           | 23        |

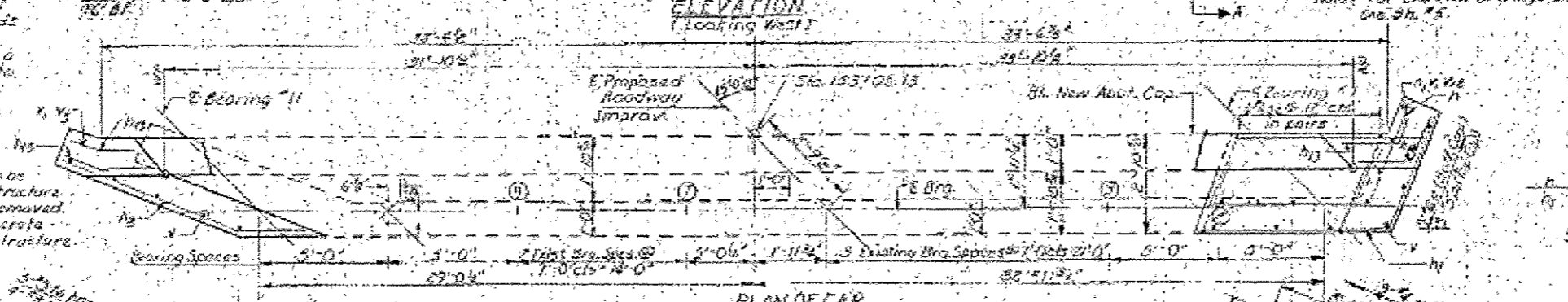
Elevations may be varied to meet top of proposed curb.



Note: Expansion Bolts shall consist of self drilling expansion bolts of 1/2\"/>

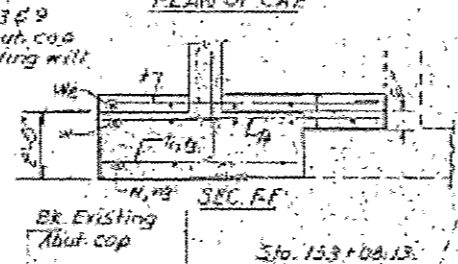
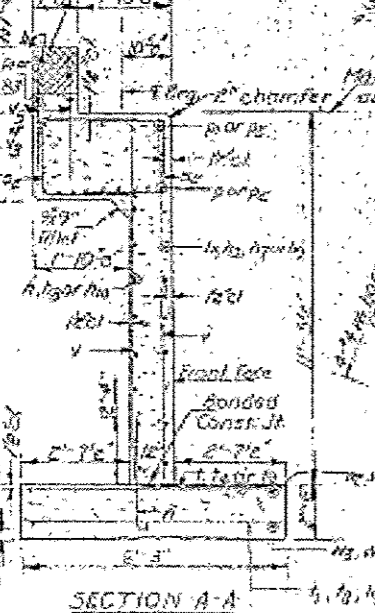
Note: For End view of wings, see detail D.

DETAILS OF REINFORCEMENT (Short Wing)



Cross hatched area to be poured after superstructure falsework has been removed. Quantity of Class 2 concrete included with superstructure.

Note: Rebar top R @ 8#3 @ 3'-0\"/>



|            |                   |
|------------|-------------------|
| DESIGNED   | RAD-B.M.          |
| CHECKED    | J.R. McVey        |
| EXAMINE BY | Richard H. Mollen |
| CHECKED    | J.R. McVey        |

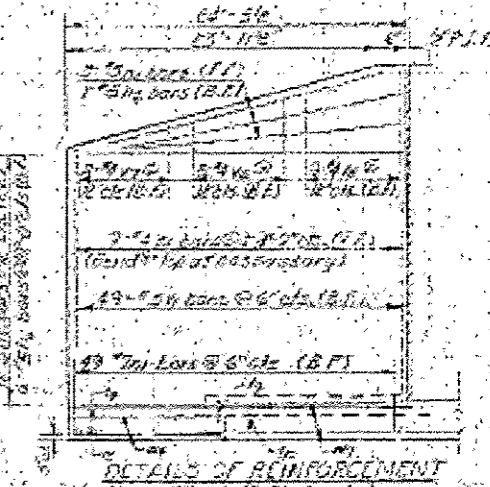
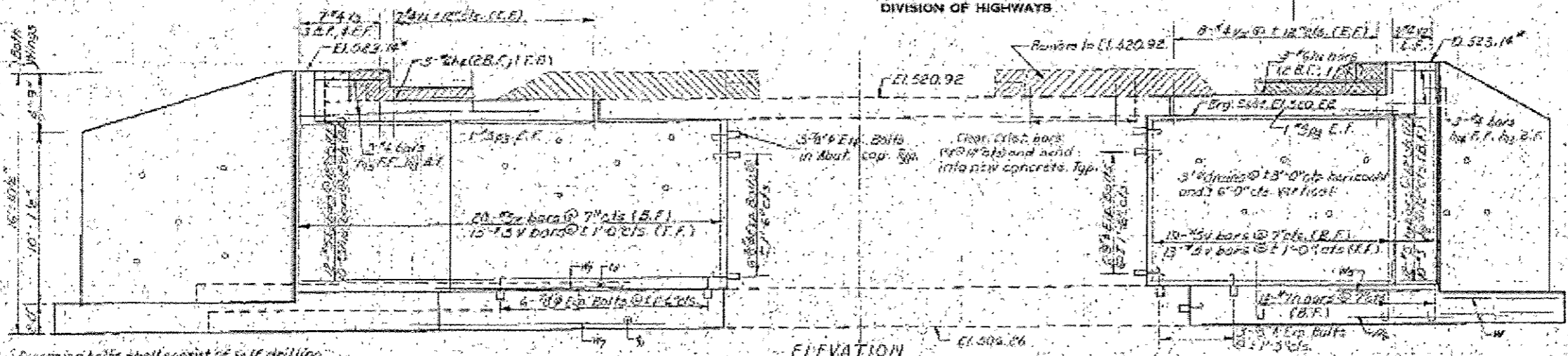
|          |                  |
|----------|------------------|
| DATE     | NOVEMBER 15 1963 |
| EXAMINE  | [Signature]      |
| PASSED   | [Signature]      |
| APPROVED | [Signature]      |

| NO. | QTY | SIZE | REMARKS |
|-----|-----|------|---------|
| 1   | 10  | 5    | 2-9     |
| 2   | 12  | 5    | 2-11    |
| 3   | 3   | 6    | 4-0     |
| 4   | 12  | 6    | 2-7     |
| 5   | 6   | 6    | 1-2     |
| 6   | 21  | 5    | 2-6     |
| 7   | 15  | 6    | 2-1     |
| 8   | 6   | 6    | 1-1     |
| 9   | 3   | 6    | 1-2     |
| 10  | 3   | 6    | 2-0     |
| 11  | 3   | 6    | 2-0     |
| 12  | 12  | 6    | 2-1     |
| 13  | 18  | 6    | 2-3     |
| 14  | 3   | 6    | 2-3     |
| 15  | 6   | 6    | 2-3     |
| 16  | 2   | 4    | 2-2     |
| 17  | 12  | 5    | 2-2     |
| 18  | 12  | 5    | 2-2     |
| 19  | 12  | 5    | 2-2     |
| 20  | 12  | 5    | 2-2     |
| 21  | 12  | 5    | 2-2     |
| 22  | 12  | 5    | 2-2     |
| 23  | 12  | 5    | 2-2     |
| 24  | 12  | 5    | 2-2     |
| 25  | 12  | 5    | 2-2     |
| 26  | 12  | 5    | 2-2     |
| 27  | 12  | 5    | 2-2     |
| 28  | 12  | 5    | 2-2     |
| 29  | 12  | 5    | 2-2     |
| 30  | 12  | 5    | 2-2     |
| 31  | 12  | 5    | 2-2     |
| 32  | 12  | 5    | 2-2     |
| 33  | 12  | 5    | 2-2     |
| 34  | 12  | 5    | 2-2     |
| 35  | 12  | 5    | 2-2     |
| 36  | 12  | 5    | 2-2     |
| 37  | 12  | 5    | 2-2     |
| 38  | 12  | 5    | 2-2     |
| 39  | 12  | 5    | 2-2     |
| 40  | 12  | 5    | 2-2     |
| 41  | 12  | 5    | 2-2     |
| 42  | 12  | 5    | 2-2     |
| 43  | 12  | 5    | 2-2     |
| 44  | 12  | 5    | 2-2     |
| 45  | 12  | 5    | 2-2     |
| 46  | 12  | 5    | 2-2     |
| 47  | 12  | 5    | 2-2     |
| 48  | 12  | 5    | 2-2     |
| 49  | 12  | 5    | 2-2     |
| 50  | 12  | 5    | 2-2     |
| 51  | 12  | 5    | 2-2     |
| 52  | 12  | 5    | 2-2     |
| 53  | 12  | 5    | 2-2     |
| 54  | 12  | 5    | 2-2     |
| 55  | 12  | 5    | 2-2     |
| 56  | 12  | 5    | 2-2     |
| 57  | 12  | 5    | 2-2     |
| 58  | 12  | 5    | 2-2     |
| 59  | 12  | 5    | 2-2     |
| 60  | 12  | 5    | 2-2     |
| 61  | 12  | 5    | 2-2     |
| 62  | 12  | 5    | 2-2     |
| 63  | 12  | 5    | 2-2     |
| 64  | 12  | 5    | 2-2     |
| 65  | 12  | 5    | 2-2     |
| 66  | 12  | 5    | 2-2     |
| 67  | 12  | 5    | 2-2     |
| 68  | 12  | 5    | 2-2     |
| 69  | 12  | 5    | 2-2     |
| 70  | 12  | 5    | 2-2     |
| 71  | 12  | 5    | 2-2     |
| 72  | 12  | 5    | 2-2     |
| 73  | 12  | 5    | 2-2     |
| 74  | 12  | 5    | 2-2     |
| 75  | 12  | 5    | 2-2     |
| 76  | 12  | 5    | 2-2     |
| 77  | 12  | 5    | 2-2     |
| 78  | 12  | 5    | 2-2     |
| 79  | 12  | 5    | 2-2     |
| 80  | 12  | 5    | 2-2     |
| 81  | 12  | 5    | 2-2     |
| 82  | 12  | 5    | 2-2     |
| 83  | 12  | 5    | 2-2     |
| 84  | 12  | 5    | 2-2     |
| 85  | 12  | 5    | 2-2     |
| 86  | 12  | 5    | 2-2     |
| 87  | 12  | 5    | 2-2     |
| 88  | 12  | 5    | 2-2     |
| 89  | 12  | 5    | 2-2     |
| 90  | 12  | 5    | 2-2     |
| 91  | 12  | 5    | 2-2     |
| 92  | 12  | 5    | 2-2     |
| 93  | 12  | 5    | 2-2     |
| 94  | 12  | 5    | 2-2     |
| 95  | 12  | 5    | 2-2     |
| 96  | 12  | 5    | 2-2     |
| 97  | 12  | 5    | 2-2     |
| 98  | 12  | 5    | 2-2     |
| 99  | 12  | 5    | 2-2     |
| 100 | 12  | 5    | 2-2     |

NE ABUTMENT ENDING PAILED  
SBE RT 7 SECTION G EX 1  
LASALLE COUNTY  
STA. 153+76.63

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

Elevations may be varied to meet top of proposed curb.

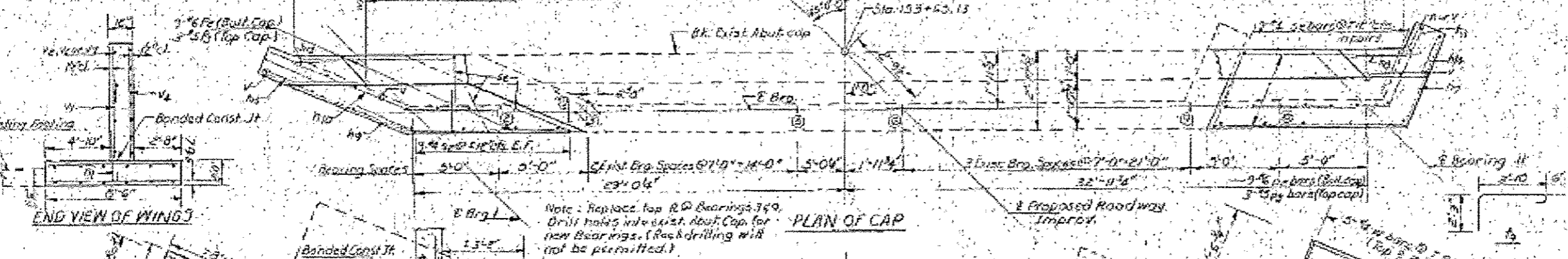


Note: Expansion joints shall consist of self-drilling expansion shields & #4 hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

Note: For reinforcement details of starting, Section A-A, Detail E, and details of bars see n.c. by 200.50.4.

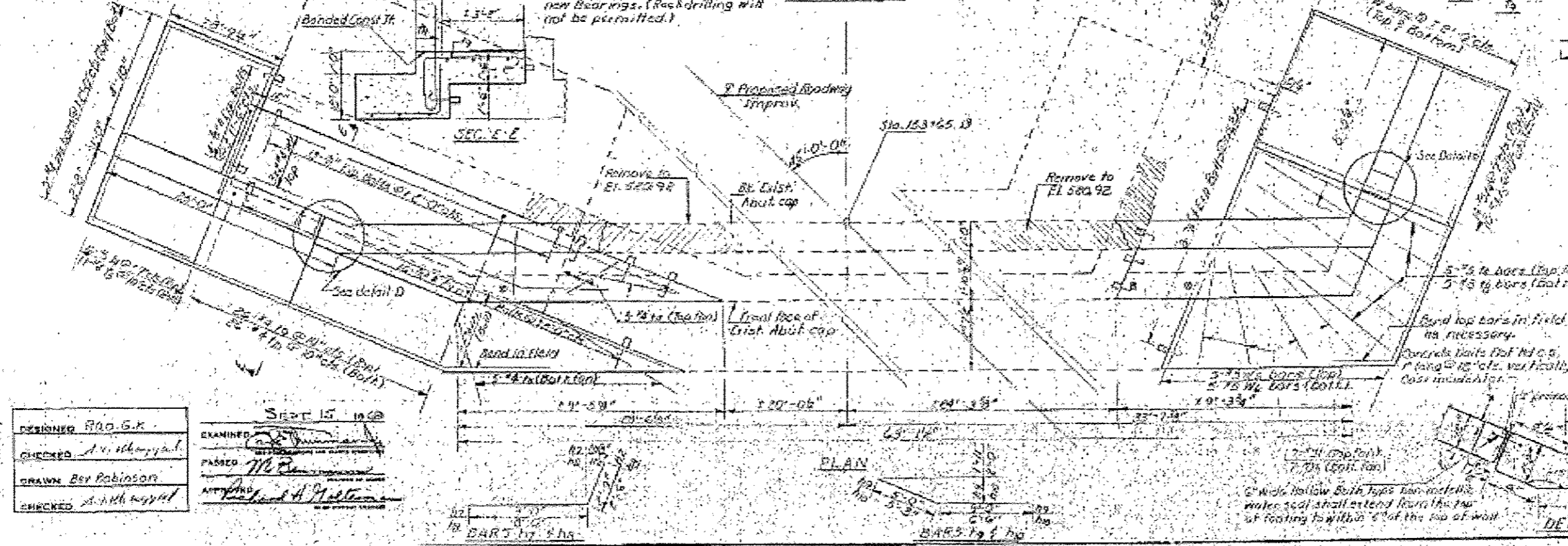
ELEVATION  
(looking East)

DETAILS OF REINFORCEMENT  
(long wing) (E. Abut. only)



END VIEW OF WING

PLAN OF CAP



DESIGNED: RAO, G.K.  
CHECKED: A. Witherspoon  
DRAWN: Bev Robinson  
CHECKED: A. Witherspoon

EXAMINED: [Signature]  
PASSED: [Signature]  
DATE: 7/20/2016

| BAR | NO. | SIZE | LENGTH | QUANTITY |
|-----|-----|------|--------|----------|
| 1   | 5   | #5   | 12'-6" | 1        |
| 2   | 21  | #5   | 7'-6"  | 1        |
| 3   | 21  | #5   | 20'-3" | 1        |
| 4   | 12  | #5   | 11'-9" | 1        |
| 5   | 10  | #5   | 10'-6" | 1        |
| 6   | 14  | #5   | 14'-0" | 1        |
| 7   | 10  | #5   | 11'-9" | 1        |
| 8   | 5   | #5   | 7'-6"  | 1        |
| 9   | 3   | #5   | 11'-3" | 1        |
| 10  | 3   | #5   | 2'-6"  | 1        |
| 11  | 14  | #5   | 2'-4"  | 1        |
| 12  | 55  | #5   | 6'-0"  | 1        |
| 13  | 13  | #5   | 3'-0"  | 1        |
| 14  | 10  | #5   | 3'-0"  | 1        |
| 15  | 35  | #5   | 7'-6"  | 1        |
| 16  | 10  | #5   | 3'-6"  | 1        |
| 17  | 10  | #5   | 5'-3"  | 1        |
| 18  | 10  | #5   | 7'-6"  | 1        |
| 19  | 10  | #5   | 3'-6"  | 1        |
| 20  | 10  | #5   | 3'-6"  | 1        |
| 21  | 10  | #5   | 3'-6"  | 1        |
| 22  | 10  | #5   | 3'-6"  | 1        |
| 23  | 10  | #5   | 3'-6"  | 1        |
| 24  | 10  | #5   | 3'-6"  | 1        |
| 25  | 10  | #5   | 3'-6"  | 1        |
| 26  | 10  | #5   | 3'-6"  | 1        |
| 27  | 10  | #5   | 3'-6"  | 1        |
| 28  | 10  | #5   | 3'-6"  | 1        |
| 29  | 10  | #5   | 3'-6"  | 1        |
| 30  | 10  | #5   | 3'-6"  | 1        |
| 31  | 10  | #5   | 3'-6"  | 1        |
| 32  | 10  | #5   | 3'-6"  | 1        |
| 33  | 10  | #5   | 3'-6"  | 1        |
| 34  | 10  | #5   | 3'-6"  | 1        |
| 35  | 10  | #5   | 3'-6"  | 1        |
| 36  | 10  | #5   | 3'-6"  | 1        |
| 37  | 10  | #5   | 3'-6"  | 1        |
| 38  | 10  | #5   | 3'-6"  | 1        |
| 39  | 10  | #5   | 3'-6"  | 1        |
| 40  | 10  | #5   | 3'-6"  | 1        |
| 41  | 10  | #5   | 3'-6"  | 1        |
| 42  | 10  | #5   | 3'-6"  | 1        |
| 43  | 10  | #5   | 3'-6"  | 1        |
| 44  | 10  | #5   | 3'-6"  | 1        |
| 45  | 10  | #5   | 3'-6"  | 1        |
| 46  | 10  | #5   | 3'-6"  | 1        |
| 47  | 10  | #5   | 3'-6"  | 1        |
| 48  | 10  | #5   | 3'-6"  | 1        |
| 49  | 10  | #5   | 3'-6"  | 1        |
| 50  | 10  | #5   | 3'-6"  | 1        |

LAST ABUTMENT WING WALL  
SECTION 2-1  
LA SALLE COUNTY  
STA 153+30.63





