FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	1
FHWA REGION NO.5	ILLINOIS	PROJECT T-5052(2)		

* (30X-2) R,E-R & (E-1) BR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALE IN FEET

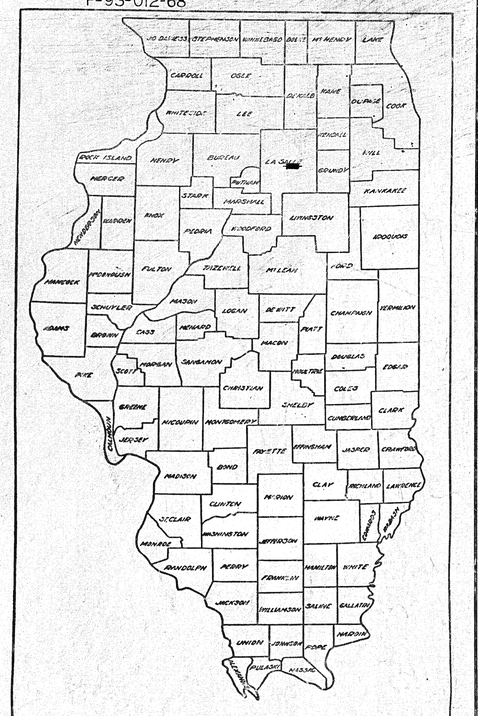
PLAN 0 20 40 — PROFILE VERT. 0 5 10

PROFILE HOR. 0 50 100 — CROSS-SECTIONS (VERT.) 0 5 10

F.A. ROUTE 8 (S.B.I. ROUTE 7)
SECTION (30X-2) R, E-R, & (E-1) BR
PROJECT T-5052 (2)
LA SALLE COUNTY

TC-93-005-73

P-93-012-68



LOCATION OF SECTION INDICATED THUS:—

DESIGN DESIGNATION
1541 (92)-TS-2-(D)-3.53 (P.C.C.-20)

INDEX OF SHEETS

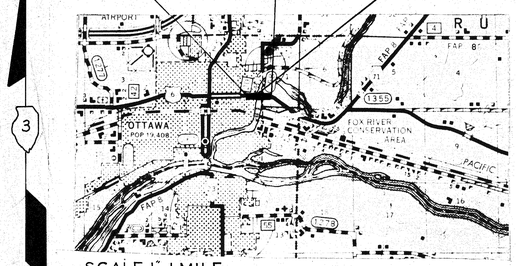
1	Cover Sheet
2-4	Typical Sections and Details
5	Summary of Quantities
6-11	Schedules of Quantities
12-14	Plan and Profile
15-21	Construction Phasing
22-28	Plan Details
29	Table of Offsets
30-31	Storm Sewer Plan
32-35	Thermoplastic Pavement Marking
36-56	Bridge Plans
57-64	Cross Sections
65	Inlet Type "C" Details

STANDARDS

1527-5	Manhole, Type A
1538-3	Catch Basin, Type C
1683-2	Inlet, Type A
1686-3	Symbols & Abbreviations
1744-2	Right-of-Way Markers
1766-7	Longitudinal Metal Joint
1909-10	Bridge Approaches
2113-1	Name Plate for Bridges
2115-3	Pavement Fabric, Type A & Type B
2122-4	Concrete Medians
2130-3	Concrete Curb & Combination Concrete Curb & Gutter
2135	Permanent Survey Markers
2149-8	Delineators
2158-7	Sign for Primary & Secondary System Project
2168-5	Chain Link Fence
2179-5	24" PCC Pavement
2203-8	PCC Base CSE W/Bit. Conc. Binder & Surface CSE
2213-3	Frame & Lid Type 1
2214-2	Frame & Grates Type 3
2217-2	Grate Type 8
2230-7	Steel Plate Beam Guardrail
2231-3	Typical Application of Steel Plate Beam Guardrail
2262-1	Reinforced Conc. Pipe Elbow & Precast Reinforced Conc. Flared End Sec.
2298-3	Typical Application of Traffic Control Devices
2299-4	Design of Traffic Control Devices
2300	Flagman Traffic Control Sign
2301-2	Typical Application of Traffic Control Devices (Case I)
2302-2	Typical Application of Traffic Control Devices (Case II)
2303-3	Typical Application of Traffic Control Devices (Case III)
2304-2	Typical Application of Traffic Control Devices (Case IV)
2305-2	Typical Application of Traffic Control Devices (Case V)
2306-3	Typical Application of Traffic Control Devices (Case VI)
2307-3	Typical Application of Traffic Control Devices (Case VII)
2311-3	Typical Application of Traffic Control Devices (Case XI)
2314-2	Typical Application of Traffic Control Devices (Case XIV)
2323	Pavement Joints
U-2	Typical Application of Urban Traffic Control

STATION 351+30
PROJECT BEGINS

STATION 62+50
PROJECT ENDS



SCALE 1"=1 MILE

NET LENGTH OF PROJECT:
2720.00 FT. = 0.515 MI.

SECTION (E-1) BR: BEGINS AT STATION 46+24.83 AND ENDS AT STATION 50+02.79; IS A 4 LANE 6 SPAN, CONTINUOUS STEEL BEAM STRUCTURE ON R.C. PIERS; 5 SPANS AT 63'-0" & SPAN AT 62'-11½", INCLUDES REMOVAL OF THE EXISTING 2 LANE SUPER-STRUCTURE AND UTILIZATION OF THE EXISTING SUB-STRUCTURE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 3/15, 73
R.H. Blessing 1989
DISTRICT ENGINEER

EXAMINED ____, 19__
ENGINEER OF ROAD PLANS AND CONTRACTS

PASSED 3-13-73
Melvin B. Larson
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED 3/13, 73
Richard H. Hoffmann

APPROVED 3-12, 73
Longhouse Board

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ENGINEER | DATE

CONTRACT NO. 27508

LA SALLE COUNTY SECTION (30X-2) R,E-R & (E-1) BR F. A. ROUTE 8

Runs for this project to 7-5

FEDERAL AID ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	1A
FHWA REGION NO. 5	ILLINOIS	PROJECT	T-5052(2)	

* (30X-2) R,E-R & (E-1) BR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALE IN FEET

PLAN 0 20 40 — PROFILE VERT. 0 5 10

PROFILE HOR. 0 50 100 — CROSS-SECTIONS (VERT.) 0 5 10

F.A. ROUTE 8 (S.B.I. ROUTE 7)
SECTION (30X-2) R, E-R, & (E-1) BR
PROJECT T-5052 (2)
LA SALLE COUNTY

TC-93-005-73

Sepias as corrected by the bridge office - NOT included in contract

P-93-012-68

LOCATION OF SECTION INDICATED THUS:—

DESIGN DESIGNATION
1541 (92)-TS-2 (D)-3.53 (PCC-20)

INDEX OF SHEETS

1A	1	Cover Sheet
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	57-64	Cross Sections 36B
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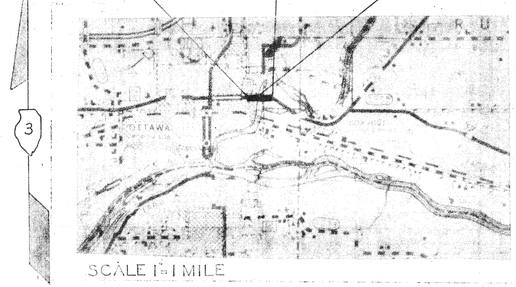
2323	Pavement Joints
U-2	Typical Application of Urban Traffic Control

STATION 351+30 PROJECT BEGINS

STATION 62+50 PROJECT ENDS



SCALE 1" = 1 MILE

SECTION (E-1) BR: BEGINS AT STATION 46+24.33 AND ENDS AT STATION 50+02.79; IS A 4 LANE 6 SPAN, CONTINUOUS STEEL BEAM STRUCTURE ON R.C. PIERS; 5 SPANS AT 63'-0" I SPAN AT 62'-11 1/2"; INCLUDES REMOVAL OF THE EXISTING 2 LANE SUPER-STRUCTURE AND UTILIZATION OF THE EXISTING SUB-STRUCTURE.

NET LENGTH OF PROJECT:
2720.00 FT. = 0.515 MI.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 3/15, 19 73
(FOR THE DIRECTOR)
DISTRICT ENGINEER

EXAMINED ____, 19 ____

ENGINEER OF LOCAL ROADS AND STREETS

PASSED 3-13-73
Melvin B. Lawrence
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED 3-13-73
Richard H. Hollstein
UNDER SECRETARY, CHIEF TRANSPORTATION ENGINEER

APPROVED 3-13-73
Langhorne Bond Jr.
SECRETARY

AS REVISED

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ENGINEER — DATE

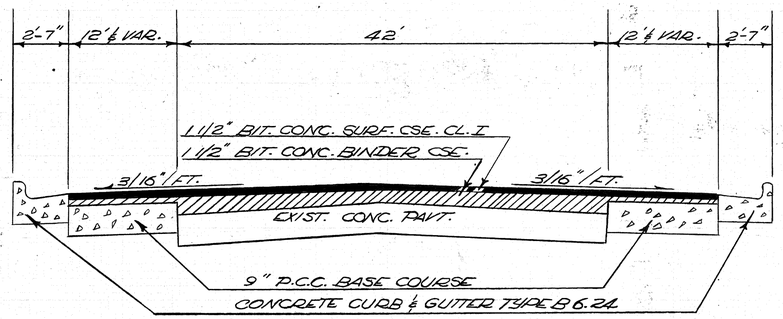
CONTRACT NO. 27508

LA SALLE COUNTY SECTION (30X-2) R,E-R & (E-1) BR F. A. ROUTE 8

J.M.P. 6-27-73

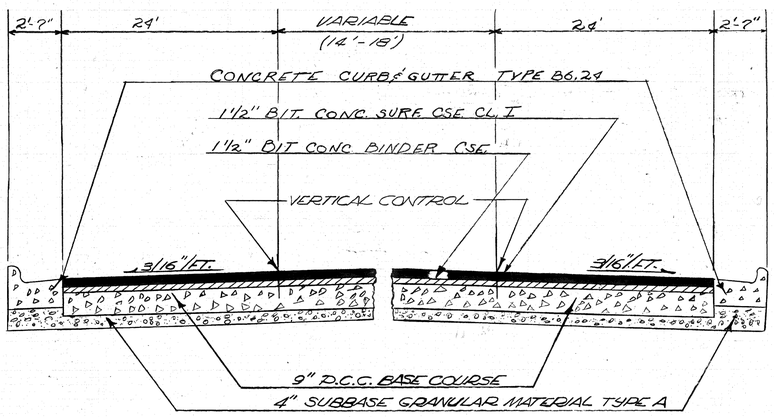
FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	2
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-5052(2)		

*(30X-2)R,E-R,&(E-1)BR



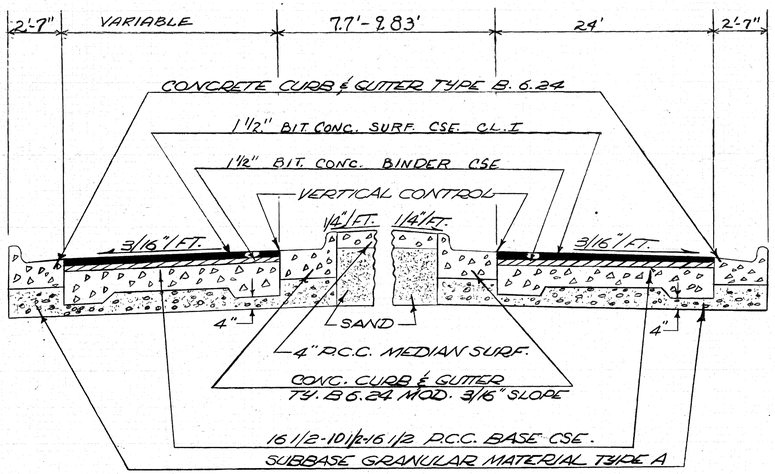
TYPICAL SECTION #1

STA. 36+16 TO STA. 42+00



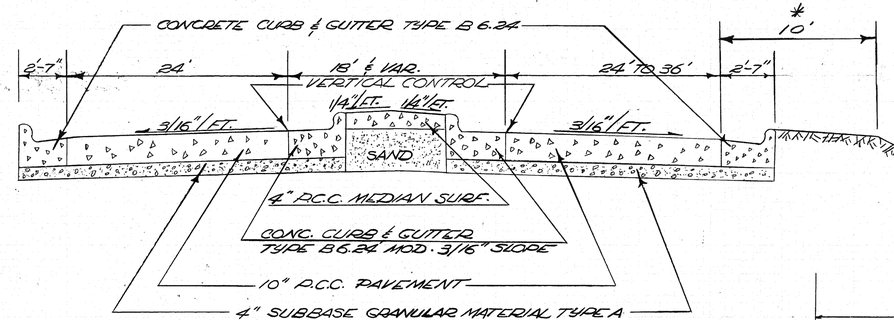
TYPICAL SECTION #2

STA. 42+00 TO STA. 46+05.33 RT. – STA. 45+85.33 LT.



TYPICAL SECTION #3

STA. 46+05.33 RT. & STA. 45+85.33 LT. TO STA. 46+25.33

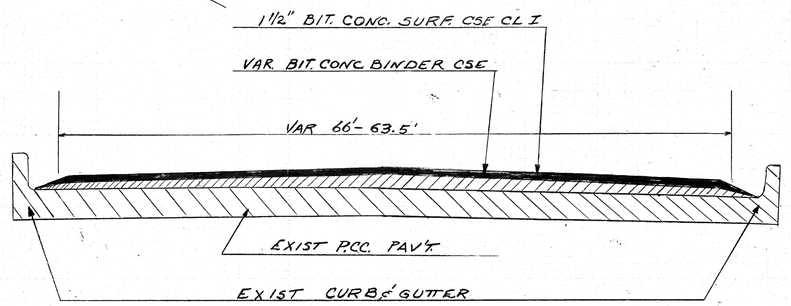


TYPICAL SECTION #4

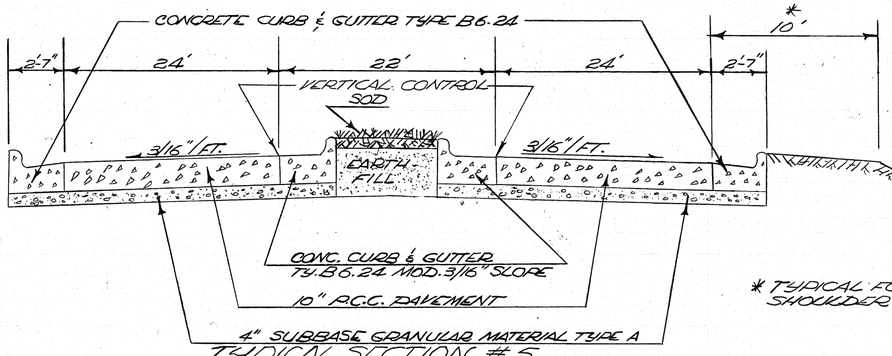
STA. 50+22.24 RT. & 50+42.24 LT. TO STA. 57+23

SEE SHEET NO. — FOR APPROACH SLAB

STA. 50+02.24 TO 50+22.24 RT. & 50+42.24 LT.



TYPICAL SECTION #1A



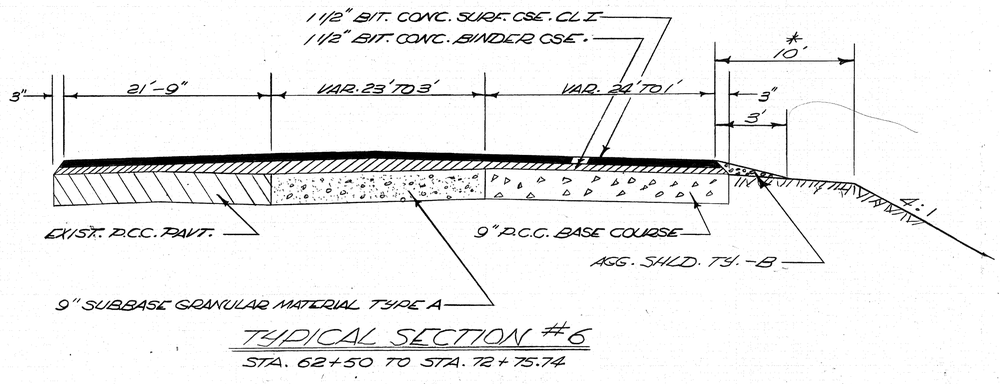
TYPICAL SECTION #5

STA. 57+23 TO STA. 62+50

NOTE:

C VERTICAL CONTROL IS AT INSIDE EDGE OF THROUGH PAVEMENT.

* TYPICAL FOR LEFT SHOULDER ALSO



TYPICAL SECTION #6

STA. 62+50 TO STA. 72+75.74

State of Illinois
Department of Transportation
District Three

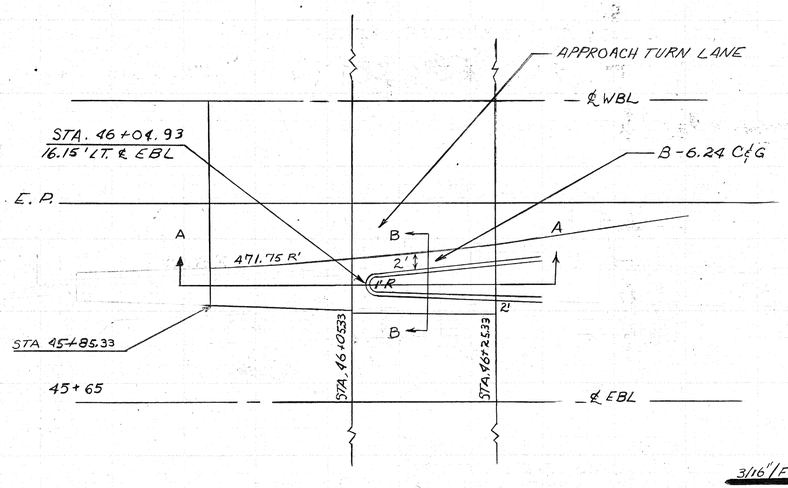
Prepared By: A.S. — Ralph A. Chiado — District Engineer of Design

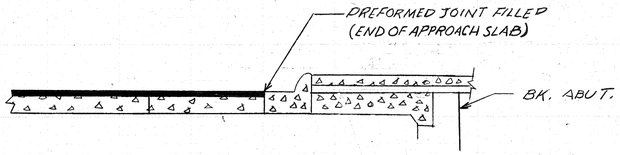
Date: 2-21-73

Examined By:
Claude Hershey — District Engineer of Construction
Philip [illegible] — District Engineer of Maintenance
Ralph Hofle — District Engineer of Materials
Alvin Jensen — District Engineer of Traffic
[illegible] — District Engineer of Local Roads

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	*	LA SALLE	65	3
I.DIV. BDGS DIST. NO. 7	ILLINOIS	PROJECT F-5052(8)		

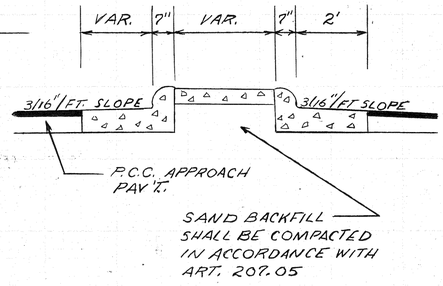
*(30X-2)R,E-R, & (E-1)BR



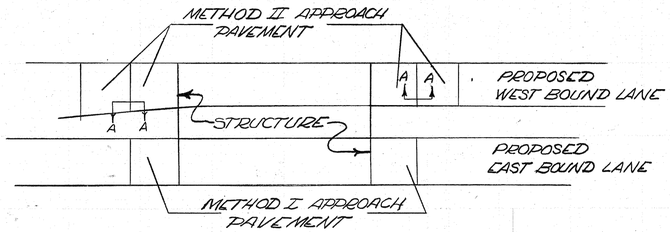


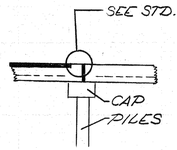
SECTION A-A

P.C.C. MEDIAN - WEST END OF BRIDGE

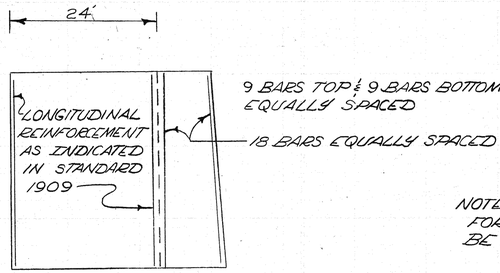


SECTION B-B



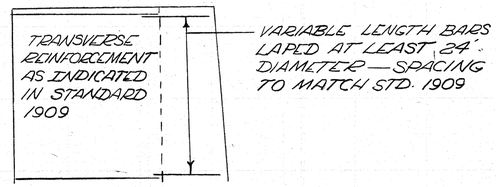


SECTION A-A
APPROACH PAVEMENT

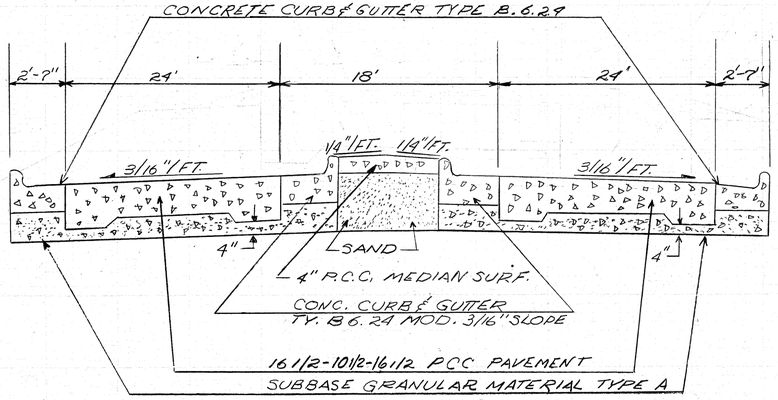


NOTE: DOWEL BARS FOR CURB & GUTTER TO BE INCLUDED ON ALL SIDES

LONGITUDINAL REINFORCEMENT



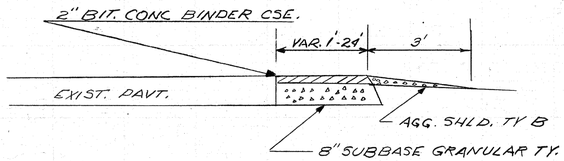
TRANSVERSE REINFORCEMENT



* FOR WEST BOUND PAVEMENT THIS IS STA. 50+42.74

STA 50+02.29 TO 50+22.29 RT. *

STA 50+02.29 TO 50+42.29 LT.



TYPICAL SECTION FOR EAST SIDE CONNECTION

STA. 50+50 TO STA. 54+65

QUANTITIES FOR APPROACH PAVEMENT

Sta. - Sta.	Side	Roadway Pavement Sq. Yds.	Roadway Reinforcement* Lbs.	Cap Concrete Cu. Yds.	Cap Reinforcement* Lbs.
45+85.33 - 46+25.33	LT	151.7	8492	2.4	872
46+05.33 - 46+25.33	RT	53.3	3407		
50+02.29 - 50+42.29	LT	106.7	6814	1.7	581
50+02.29 - 50+22.29	RT	53.3	3407		
Totals		365.0	22120	4.1	1453

* For Quantity Breakdown See Table A or Standard 1909

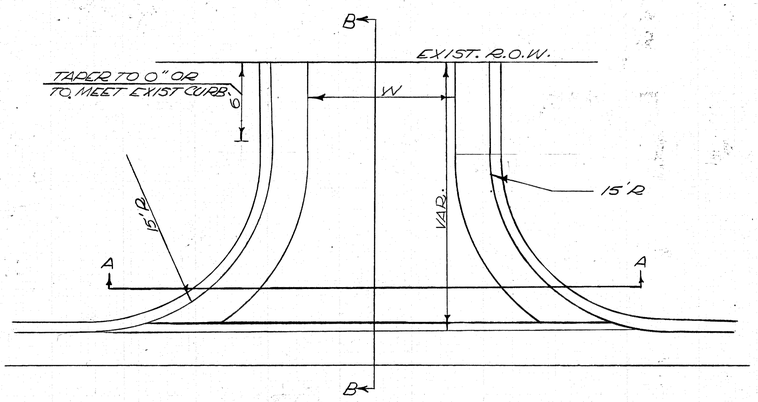
TABLE A
REINFORCEMENT BREAKDOWN

Location	Roadway Transverse (#5 Bars) No.	Roadway Transverse (#5 Bars) Length	Roadway Longitudinal (#8 Bars) No.	Roadway Longitudinal (#8 Bars) Length	Cap Stirrup (#4 Bars) No.	Cap Stirrup (#4 Bars) Length	Cap Beam (#8 Bars) No.	Cap Beam (#8 Bars) Length
45+85.33 - 46+25.33(LT)	33	23'-6"	81	21'-4"	30	5'	16	18'-1"
	3	11'-5"	45	17'-4"				
	5	11'-0"						
	8	10'-8"						
	8	10'-4"						
	5	10'-0"						
	4	9'-5"						
	33	18'-3"						

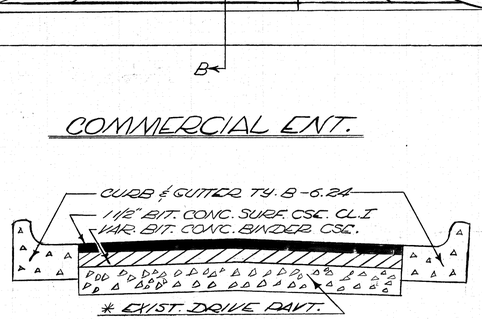
Rev. 6/16/93

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	4
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	F-3052(2)	

* (30X-2) A.C.R. & (E-1) B.R.

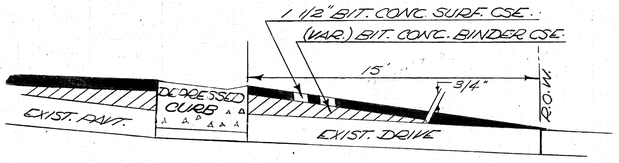


COMMERCIAL ENT.



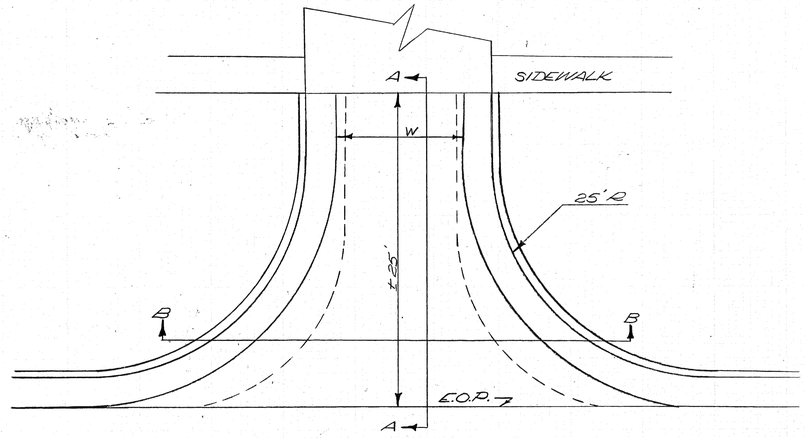
* SEE TABLE WHERE SUBBASE GRAN. MAT. TY-A IS TO BE USED

SEC. A-A

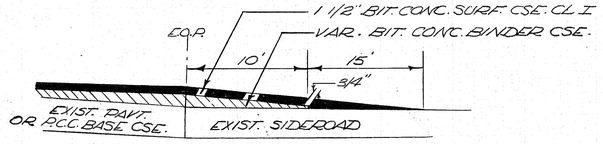


SEC. B-B

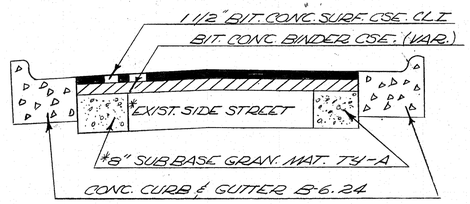
LOCATION	SIDE	WIDTH
36+47.5	LT	30'
40+16	LT	35'
40+47	RT	35'
41+17	RT	20'
43+06	RT	35'
45+38	RT	35'
53+75	LT	24'
57+00	LT	24'
60+28	LT	24'



TYPICAL SIDE STREET



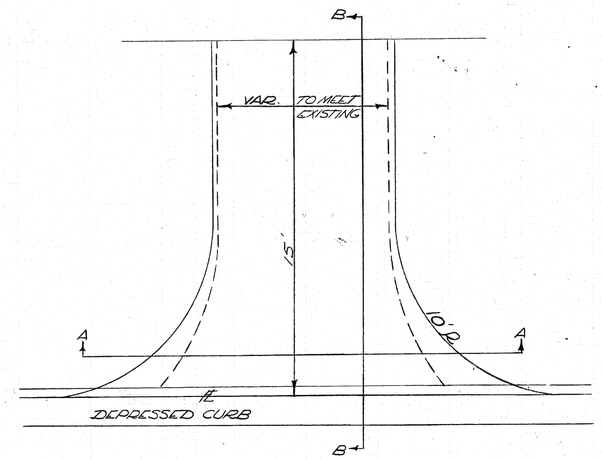
SEC. A-A



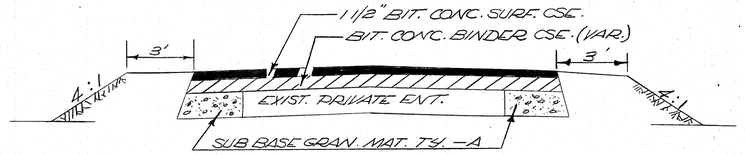
SEC. B-B

* CHAMPAIGN ST. TO BE P.C.C. BASE COURSE

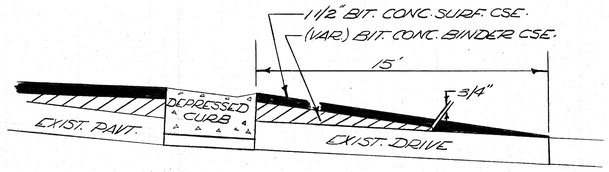
SIDE STREETS			W
Porter	Rt	35+51.5	22'
Porter	Lt	35+56.72	18'
Scott	Rt	39+60.5	25'
Champlain	Rt	44+29	28'
Champlain	Lt	44+29	22'



TYPICAL PRIVATE ENTRANCE NO CURBS ON DRIVES



SEC. A-A



SEC. B-B

ENTRANCE & SIDE ROAD ENTRANCES

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	5
I.B.R. ROAD DIST. NO. 7	ILLINOIS	PROJECT	F-8052(2)	

*(30X-2) REF & (E-1) BR

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total	Construction Code 6707 35 + 30 46+24.83	X031 46 + 24.83 50 + 02.79	7221 50 + 02.79 62 + 50
*201001	TREE REMOVAL (6" TO 15" DIAMETER)	IN DIA	100			100
*201002	TREE REMOVAL (OVER 15" DIAMETER)	IN DIA	100			100
*201005	TREE REMOVAL ACRES	ACRES	1.7			1.7
202001	EARTH EXCAVATION	CU YD	16,858	920		15,938
204001	BORROW EXCAVATION	CU YD	950	501		449
210001	TRENCH BACKFILL	CU YD	940.3	445.7		494.6
213001	SUB-BASE-GRANULAR MATERIAL, TYPE A	TON	4,958	1,636		3,322
*215004	AGGREGATE SHOULDERS, TYPE B	TON	200			200
304005	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	6,220	4,332		1,888
*304007	PORTLAND CEMENT CONCRETE BASE COURSE 16 1/2 - 10 1/2 - 16 1/2	SQ YD	208	208		
406001	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	961	679		282
406003	AGGREGATE (PRIME COAT)	TON	13	12		1
406007	BITUMINOUS CONCRETE BINDER COURSE	TON	1,845	1,227		618
406008	BITUMINOUS CONCRETE SURFACE COURSE, CLASS I	TON	1,468	780	193	495
408005	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	7,452			7,452
408006	PORTLAND CEMENT CONCRETE PAVEMENT 16 1/2 - 10 1/2 - 16 1/2	SQ YD	160			160
408013	PAVEMENT FABRIC	SQ YD	7,452			7,452
408014	PROTECTIVE COAT	SQ YD	11,682	733	1,202	9,747
*501015	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1	
501022	CONCRETE REMOVAL	CU YD	50		50	
501026	EXPANSION BOLTS 3/4 INCH	EACH	603		603	
X50201	STRUCTURE EXCAVATION	CU YD	369		369	
502003	COFFERDAM EXCAVATION	CU YD	282		282	
502004	ROCK EXCAVATION FOR STRUCTURES	CU YD	1,099	853	246	
502005	COFFERDAMS	EACH	5		5	
504002	CLASS A CONCRETE	CU YD	1,226		1,226	
504003	CLASS X CONCRETE	CU YD	1,302.1	2.4	1,298	1.7
507030	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
511025	PIPE CULVERT TYPE 1, 15"	LIN FT	44	44		
511026	PIPE CULVERT TYPE 1, 18"	LIN FT	100			100
511045	PIPE CULVERTS, TYPE 1 RCCP 12"	LIN FT	272			272
511152	PIPE CULVERTS, TYPE 2, RCCSCP 36"	LIN FT	20	20		
511828	CULVERT END SECTIONS 12"	EACH	11			11
511829	CULVERT END SECTIONS 15"	EACH	2	2		
511830	CULVERT END SECTIONS 18"	EACH	4			4
512001	REINFORCEMENT BARS	POUND	336,983	12,771	313,410	10,802
513004	FURNISHING CREOSOTED PILES UP TO 20 FEET	LIN FT	180		180	
X51301	FURNISHING STEEL PILES HP8X36	LIN FT	208		208	
513022	DRIVING TIMBER PILES	LIN FT	180		180	
513026	DRIVING STEEL PILES	LIN FT	208		208	
X51310	TEST PILE STEEL HP8X36	EACH	1		1	
514001	NAME PLATES	EACH	1		1	
603005	STORM SEWERS, TYPE 1 12"	LIN FT	332	332		
603030	STORM SEWERS, TYPE 2 12"	LIN FT	108	108		
603033	STORM SEWERS, TYPE 2 21"	LIN FT	81	81		
603034	STORM SEWERS, TYPE 2 24"	LIN FT	860	860		
603035	STORM SEWER, TYPE 2 27"	LIN FT	203	203		
612060	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1		
612117	MANHOLES, TYPE A, 5' DIAMETER, TYPE I FRAME, OPEN LID	EACH	1	1		
612118	MANHOLES, TYPE A, 5' DIAMETER, TYPE I FRAME, CLOSED LID	EACH	6	6		
612154	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	16	5		11
612192	CATCH BASINS TO BE ADJUSTED WITH TYPE I FRAME AND CLOSED LID	EACH	1	1		
612233	MANHOLES TO BE ADJUSTED	EACH	8	8		

SUMMARY OF QUANTITIES (continued)

Code No.	Item	Unit	Total	Construction Code 6707 35 + 30 46+24.83	X031 46 + 24.83 50 + 02.79	7221 50 + 02.79 62 + 50
612252	INLETS TO BE ADJUSTED WITH TYPE I FRAME, CLOSED LID	EACH	5	5		
*612421	INLETS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	8	8		
615003	FILL EXISTING INLETS	EACH	2	2		
616041	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	LIN FT	7,238	2,200		5,038
*616202	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	4,110			4,110
617001	PAVEMENT REMOVAL	SQ YD	2,023	2,023		
617005	COMBINATION CURB AND GUTTER REMOVAL	LIN FT	1,147	1,147		
617006	SIDEWALK REMOVAL	SQ FT	3,907	3,907		
624002	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	13,576	13,576		
628001	STEEL PLATE BEAM GUARD RAIL, SINGLE RAIL	LIN FT	275	50		225
X62801	TERMINAL SECTION - SINGLE RAIL	EACH	3	2		1
*628015	TEMPORARY GUARD RAIL	LIN FT	378		378	
*629104	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	LIN FT	205	205		
632001	DELINEATORS	EACH	30			30
633003	STEEL PLATE BEAM GUARD RAIL REMOVAL	LIN FT	1,212.5	62.5		1,150
*639001	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	20	4	3	13
*642001	SEEDING, CLASS I	ACRE	4			4
642004	NITROGEN, FERTILIZER NUTRIENT	POUND	470	70		400
642005	PHOSPHORUS, FERTILIZER NUTRIENT	POUND	470	70		400
642006	POTASSIUM, FERTILIZER NUTRIENT	POUND	470	70		400
642007	AGRICULTURAL GROUND LIMESTONE — Constr. Type Code Y005	TON	12			12
643001	MULCH	TON	8			8
643005	EMULSIFIED ASPHALT	GALLON	800			800
644001	SODDING	SQ YD	4,146	2,951		1,195
644002	SUPPLEMENTAL WATERING	UNIT	41	29		12
*646001	ENGINEER'S FIELD OFFICE TYPE A	EACH	1		1	
*646003	ENGINEER'S FIELD LABORATORY	EACH	1		1	
Z10178	COAL TAR INTERLAYER PROTECTIVE COAT	SQ YD	2,379		2,379	
Z10597	REPAIR CONCRETE STRUCTURE	SQ. FT.	1,000		1,000	
Z10281	PERMANENT SURVEY MARKERS TYPE 1	EACH	2			2
Z10282	PERMANENT SURVEY MARKERS TYPE 2	EACH	1			1
Z10473	WHITE THERMOPLASTIC PAVEMENT MARKING LETTERS	SQ FT	112	112		
Z10475	WHITE THERMOPLASTIC PAVEMENT MARKING SYMBOLS	SQ FT	74.5	74.5		
Z10477	WHITE THERMOPLASTIC PAVEMENT MARKING 4 INCH	LIN FT	649	649		
Z10481	WHITE THERMOPLASTIC PAVEMENT MARKING 12 INCH	LIN FT	270	270		
Z10488	YELLOW THERMOPLASTIC PAVEMENT MARKING 4 INCH	LIN FT	6,130	6,130		
Z10492	YELLOW THERMOPLASTIC PAVEMENT MARKING 12 INCH	LIN FT	497	497		
*XZ1086	TRAFFIC CONTROL AND PROTECTION STANDARD 2311	L SUM	1	1		
*XZ1090	NEOPRENE EXPANSION JOINT 2"	LIN FT	246		246	
*XZ1070	TRAFFIC CONTROL AND PROTECTION LI-2	L SUM	1		1	
LA1005	DOMESTIC BUFFALO BOXES TO BE ADJUSTED	EACH	4	4		
	ALTERNATE A					
508006	ALUMINUM RAILING TYPE L	LIN FT	775		775	
	ALTERNATE B					
508007	STEEL RAILING TYPE M	LIN FT	775		775	
XZ1100	TRAINEES (Constr. Type Code Y080)	HOURS	3,000			

Rev. 4/2/73
Rev. 5/16/73

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	6
U.S. ROAD DIST. NO. 7	ILLINOIS	PROJECT	F-5052(2)	

* (30X-2)R, E-R & (E-1)BR

MAINLINE QUANTITIES

Station to Station		Description	Length Ft.	Area Sq. Yds.	P.C.C. Base Course 9" Sq. Yd.	P.C.C. Pavement 10" Sq. Yd.	P.C.C. Base Course 16½-10½-16½ Sq. Yd.	P.C.C. Pavement 16½-10½-16½	Bit. Conc. Surf. Cse. Tons	Bit. Conc. Binder Cse. Tons	Sub-Base Gran. Mat. Ty. A. Tons
34+10	35+30	Bit. Ending Taper	120	800					55	13	
35+30	42+00	Widening & Resurf.	670	4664	1279.				392	899	
42+00 -45+84.83 Lt & 46+04.83 Rt		New Pavement	404.83	2828	2828				238	238	1382.0
45+84.83	46+24.83 Lt	Approach Pav't.	40	154			154		13.0	13.0	95.0
46+04.83	46+24.83 Rt	Approach Pav't.	20	54			54		5.0	5.0	34.0
46+24.83	50+02.74	Bridge	377.91	1176					193.0		
50+02.74	50+22.74 Rt	Approach Pav't.	20	53				53			38
50+02.74	50+42.74 Lt	Approach Pav't.	40	107				107			77
50+22.74 Rt & 50+42.74 Lt to 57+23		New Pavement	700.26	4538		4538					1558
57+23	62+50	New Pavement	527	2914		2914					807
62+50	72+75.74	Pav't. Transition	1025.74	5203.0	1888				437	545	552
72+75.74	73+95.74	Bit. Ending Taper	120	293					5	20	
		Total			5995	7452	208	160	1338	1733	4543

ENTRANCES AND SIDE STREETS

Station	Side	Type	Width (Ft.)	Area (Sq. Yd.)	Bituminous Concrete Surface (CSE)Tons	Bituminous Concrete Binder (CSE)Tons	SUBASE Granular Ty. A. (Tons)	P.C.C. Base CSE 9"-Sq. Yds.
35+51.5	Rt.	Side Road	23'	89.5	6.0	-	-	-
35+74	Lt.	Side Road	18'	56.7	4.3	4.5	-	-
36+47.5	Lt.	Comm.	30'	119.9	8.3	6.8	-	-
37+18	Rt.	Priv.	9'	18.8	1.6	1.6	8.6	-
37+58	Rt.	Priv.	9'	18.8	1.6	1.6	8.6	-
39+60	Rt.	Side Road	25'	99.3	6.6	2.4	10.6	-
40+16	Lt.	Comm.	35'	92.9	5.2	-	-	-
40+47	Rt.	Comm.	35'	76.7	5.7	7.5	-	-
41+17	Rt.	Comm.	20'	35.0	2.9	2.9	15.9	-
43+06	Rt.	Comm.	35'	128.2	8.8	5.9	-	-
*44+29	Rt.	Side Road	28'	111.6	9.6	9.6	25.4	111.6
*44+29	Lt.	Side Road	22'	113.7	9.4	9.4	25.9	113.6
45+38	Rt.	Comm.	35'	84.8	7.0	6.7	49.7	-
53+75	Lt.	Comm.	24'	229.8	19.3	19.3	104.7	-
57+00	Lt.	Comm.	24'	203.1	17.1	17.1	92.5	-
60+28	Lt.	Comm.	24'	203.1	17.1	17.1	92.5	-
		Total			130.5	112.4	434.4	225.2

EARTHWORK SUMMARY

Phase	Station	Station	Cut C. Y.	Fill C. Y.	Borrow C. Y.	Waste C. Y.	Haul
1	35 + 30	42 + 00	404	179		180	
2	51 + 00	72 + 76	11,883	2,840			373 Cu. Yds. to Phase 3 Sta 42+00 to Sta 46+24 7,387 Cu. Yds. to Phase 3 Sta 50+08 to Sta 62+50
3	42 + 00	46 + 24	487	688			373 Cu. Yds. from Phase 2
	50 + 08	62 + 50	3,781	8,934			7,387 Cu. Yds. from Phase 2
4	42 + 00	46 + 24	29	424	501		
	50 + 08	55 + 00	274	1,037	449		573 Cu. Yds. from Phase 2
		TOTALS	16,858	14,102	950	180	

DELINEATORS

Station	to	Station	Side	Spacing	Quantity
50 + 50		61 + 75	RT & LT	125'	18
61 + 75		73 + 75	RT & LT	200'	12
				Total	30

GUARD RAIL

Sta	-	Sta	Side	Lin. Ft.	Term. Sec.
45 + 75	-	46 + 25	LT	25	1
45 + 75	-	46 + 25	RT	25	1
50 + 03	-	52 + 53	LT	225	1
		TOTALS		275	3

ITEMS TO BE ADJUSTED

Station	Offset From ℄	Type	Adjust or Reconstruct	Top of Rim Elev.
35+51	9' RT	M. H.	Adjust	486.13
35+78	13.7' LT	M. H.	Adjust	486.11
35+93	33.6' RT	Inlet	Adjust	To meet exist. ground elev.
36+16	42' LT	Inlet	Adjust	To meet exist. ground elev.
36+73	30' LT	Inlet	Adjust	485.83
39+40	15.6' RT	M. H.	Adjust	486.24
39+40	28' RT	Inlet	Adjust	486.00
39+47	7' LT	W. V.	Adjust	486.36
39+74	15.5' RT	C. B.	Adjust	486.26
39+80	27' LT	Inlet	Abandon	-
39+80	27.7' RT	Inlet	Adjust	485.93
39+92	32.2' LT	Gas V.	Adjust	485.96
40+11	1' LT	M. H.	Adjust	486.45
40+37	36' LT	Inlet	Abandon	-
40+63	13.2' LT	W. V.	Adjust	486.30
41+73	23.3' LT	M. H.	Adjust	486.27
42+04	21.7' LT	W. V.	Adjust	486.37
42+72	14' LT	W. V.	Adjust	486.53
44+00	26' LT	M. H.	Adjust	485.67
44+14	59' LT	M. H.	Adjust	To meet exist. ground elev.
44+25	2' LT	M. H.	Adjust	485.27

PAVEMENT REMOVAL

Location	Sq. Yd.
39+72 to 40+29 (Rt.)	94
42+00 to 44+15	979
44+15 to 44+85	476
44+85 to 45+60	192
45+60 to 46+25	159
44+43 to 45+21 (Rt.)	123
TOTAL	2023

CURB & GUTTER REMOVAL

Sta. to Sta.		Left (Ft.)	Right (Ft.)
35+64	39+90	368	419
40+35	40+75	55	
40+75	43+80	305	
TOTALS		728	419

SIDEWALK REMOVAL

Location	Side	Length (Ft.)	Area (Sq. Ft.)
36+85 - 39+70	Lt.	285	1425
40+48 - 43+87	Lt.	339	1695
38+00 - 38+88	Rt.	88	440
42+83	Lt.	28	140
44+03	Lt.	26	130
38+88	Rt.	22	77
	TOTAL		3907 Sq. Ft.

GUARDRAIL REMOVAL

LOCATION	SIDE	LIN. FT.
45+75-46+25	LT	37.5
45+75-46+25	RT	25.0
50+03-55+91	LT	600.
50+03-55+50	RT	550.
		1212.5

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	7
F.P. ROAD DIST. NO. 7	ILLINOIS	PROJECT	T-5052(2)	

* (30X-2) R, E-R & (E-1) BR

SOD

Station to Station		Side	Sq. Yds.
35+63	37+13	Rt.	233
37+22	37+54	Rt.	43
37+63	39+48	Rt.	946
39+72	40+29	Rt.	80
36+67	40+01	Lt.	230
40+65	41+08	Rt.	79
40+38	41+93	Lt.	121
41+25	42+88	Rt.	370
41+93	44+18	Lt.	130
43+23	44+08	Rt.	138
44+43	45+21	Rt.	155
44+43	46+25	Lt.	315
45+56	46+25	Rt.	111
57+23	62+50	Med.	1195
		TOTAL =	4146

P.C.C. SIDEWALK 4"

P.C.C. Sidewalk-4" shall be constructed as shown on plan sheets 22-26 or as directed by the Engineer.

CURB & GUTTER B-6.24

Location Station to Station		LT Lin. Ft.	MED Lin. Ft.	RT Lin. Ft.
35+51.5	39+60.5	394		413
39+60.5	44+29	444		593
44+24	45+78	142		214
50+23	53+65	408	645	331
53+65	56+88	424	558	318
56+88	60+15	419	587	320
60+15	62+65	283	498.0	247
	TOTAL	2514	2288	2436

R. O. W. MARKERS

Station	Side	Dist.
41+95.1	Lt	50'
44+06.62	Lt	62.52'
44+67.32	Lt	65'
45+65	Lt	65'
46+26.8	Lt	100.7'
49+18.2	Lt	151'
50+53.12	Lt	130'
52+50	Lt	130'
55+97.21	Lt	100'
59+92.02	Lt	100'
61+41.28	Lt	100'
65+00	Lt	90'
71+22	Lt	90'
48+91.4	Rt	94'
50+53.12	Rt	115'
61+41.28	Rt	115'
65+00	Rt	85'
68+90	Rt	85'
72+16.8	Rt	85'
72+16.8	Rt	140'
TOTAL		20

PERMANENT SURVEY MARKERS

	Type	Station	Location
P. C.	I	51+66.33	C. L. of Imp. (In Pavt.)
P. T.	I	61+59.87	C. L. of Imp. (In P. C. C. Med.)
Tan.	II	62+50	C. L. of Imp. (In Sod Med.)

GENERAL NOTES

Where section or sub-section monuments are encountered, the Engineer shall be notified before such monuments are removed. The Contractor shall protect and carefully preserve all monuments until an authorized surveyor or agent has witnessed or otherwise referenced their location. The Contractor will be responsible for having an authorized surveyor re-establish any section or sub-section monuments destroyed by his operations.

One sign conforming to Standard 2158 shall be erected at the location shown on Sheet No. 1 or as directed by the Engineer.

Trees along the edge of the right of way shall be saved, if in the opinion of the Engineer they do not interfere with construction operations. Payment shall be made on the quantity of inch diameter removed.

It shall be the Contractor's responsibility to determine the actual location of all underground utility facilities. He shall also obtain from the respective utility companies detailed information relative to the location of their facilities and the working schedules of the utility companies for their marking of the exact location.

For the purpose of this contract, spring seeding is defined as that performed between January 1st to June 30. Fall seeding is defined as that performed between July 1st and December 31st. Seeding will not be permitted at any time when the ground is frozen, wet, or in untillable condition.

RATES OF APPLICATION

All Granular Materials	2.05 Tons/Cu. Yd.
Bituminous Material	112 Lbs. /In. /Sq. Yd.
Bituminous Material (Prime Coat)	.375 or .08 Gal. /Sq. Yd.
Fertilizer Nutrients	100 Pounds/Acre/Nutrient
Agricultural Ground Limestone	3 Tons/Acre
Mulch	2 Tons/Acre
Emulsified Asphalt	100 Gal. /Ton of Mulch

Rev. 4/2/73

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	8
I.B. ROAD SHEET NO. 7	ILLINOIS	PROJECT	I-5052(2)	

*(30X-2)R, E-R & (E-1) BR

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

BRIDGE, CULVERT AND STORM SEWER SCHEDULE

PROJECT

ROUTE

SECTION

COUNTY

SHEET OF

STATION NC	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE CU YDS	REINFORCEMENT BARS LBS	STORM SEWER TY. 1 12"	STORM SEWER TYPE 2 12"	21"	24"	27"	MANHOLES TY. A-5' DIA. 1-C	1-P	ADJ.	INLETS TY. A 3 FtG	TYC 3 FtG	ADJ. 1-C	FILL EXIST.	C. BASINS TY. C 8 GR	ADJ. 1-C	BUF. BOX ADJ.	TR. BKFL. YD³	ROCK EX YD³
35+51 9' RT	M.H.											1									
35+78 13.7 LT	M.H.											1									
35+93 33.6 RT	INLET	2213-3													1						
36+16 42' RT	INLET	2213-3													1						
36+73 30' LT	INLET	2213-3													1						
36+85 33' LT	INLET	1683-2 & 2214-2											1								
36+85 LT. TO 36+80 LT.	12" X 16'	S.S. TY.-1			16															4.4	
36+80 49' LT.	INLET	2214-2 & SPEC. DRWG.												1							
36+80 LT. TO 36+37.5 LT.	12" X 42'	S.S. TY.-1			42															13.3	
36+37.5 51' LT	INLET	2214-2 & SPEC. DRWG.												1							
36+37.5 LT. TO 36+00 LT.	12" X 35'	S.S. TY.-1			35																
36+00 47' LT	M.H.	1527-5 & 2213-2								1											
36+00 LT. TO 36+00 RT.	21" X 81'	S.S. TY.-2					81													77.2	38.6
36+00 39.5 RT	M.H.	1527-5 & 2213-2								1											
35+75 37.5 RT.	INLET	1683-2 & 2214-2											1								
35+75 RT. TO 36+00 RT.	12" X 22'	S.S. TY.-2				22															
36+00 RT. TO 38+40 RT.	24" X 235'	S.S. TY.-2						235													101.7
38+40 39.5 RT.	M.H.	1527-5 & 2213-3								1											
38+40 48' RT.	C.B.	1538-3 & 2217-2														1					
38+40 RT. TO 38+40 RT.	12" X 5'	S.S. TY.-1			5																
38+40 RT. TO 39+89 RT.	24" X 145'	S.S. TY.-2						145												43.7	78.2
SUB-TOTALS					98	22	81	380	-	3	-	2	2	2	3	-	1	-	-	138.6	218.5

MADE BY: DATE:

CHECKED BY DATE:

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	9
SD. DIAG. DIST. NO. 7	ILLINOIS	PROJECT	I-5052(E)	

* (30X-2)R, E-R & (E-1)BR

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

BRIDGE, CULVERT AND STORM SEWER SCHEDULE

PROJECT
ROUTE
SECTION
COUNTY
SHEET OF

STATION NO	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE CU YDS	REINFORCEMENT BARS, LBS	STORM SEWER TY-1 12"	STORM SEWER TYPE 2 12"	21"	24"	27"	MANHOLS TYA. 5' DIA. 1-C	1-P	ADJ.	INLETS TY. A 3F&G	TY. C 3F&G	ADJ 1-C	FILL EXIST.	C. BASINS TY.C 8GR.	ADJ 1-C	BUF. BOX ADJ	TR. BKFL YD³	ROCK EX YD³
39+89 39.5' RT.	M.H.	1527-5 & 2213-3								1											
39+40 15.6' RT.	M.H.											1									
39+40 29' RT.	INLET	2213-3													1						
39+47 7' LT	WATERVALVE																		1		
39+74 15.5 RT	C.B.																	1			
39+80 27' LT.	INLET															1					
39+80 27.7 RT.	INLET														1						
39+46 54' RT.	INLET	1683-2 & 2214-2											1								
39+46 RT. TO 39+75 RT.	12" X 27'	S.S. T-1			27																
39+75 54' RT	INLET	2214-2 & SPEC. DRWG.												1							
39+75 RT. TO 39+89 RT.	12" X 17'	SS. T-1			17																
40+11 1' LT.	M.H.											1									
40+37 36' LT.	INLET															1					
40+40.7 39.5' LT.	INLET	2214-2 & SPEC. DRWG.												1							
40+40.7 LT. TO 39+83 LT.	12" X 56'	S.S. T-1			56															21.0	
39+83 49' LT.	INLET	2214-2 & SPEC. DRWG.												1							
39+83 LT. TO 39+89 RT.	12" X 86'	S.S. T-2				86														78.8	26.2
40+63 13.2' LT.	WATERVALVE																		1		
41+73 23.3' LT.	M.H.											1									
42+04 21.7 LT.	WATERVALVE																		1		
42+72 14' LT.	WATERVALVE																		1		
44+00 26' LT.	M.H.											1									
TOTALS					198	108	81	380	—	4	—	6	3	5	5	2	1	1	4	238.4	244.7

MADE BY: DATE:
CHECKED BY DATE:

FEDERAL AID ROUTE NO.	STA.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	10
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	T-5052(2)	

* (30X-2) R, E-R & (E-1) BR

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

BRIDGE, CULVERT AND STORM SEWER SCHEDULE

PROJECT
ROUTE
SECTION
COUNTY
SHEET OF

STATION NC	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE CU YDS	REINFORCEMENT BARS LBS	STORM SEWER					MANHOLES			INLETS				C. BASINS		BUF.	TR.	ROCK
					TY-1	TYPE 2				TY.A 5' DIA.		ADJ.	TY.A	TY.C	ADJ.	FILL	TY.C	ADJ.	BOX	BKFL	EX.
					12"	12"	21"	24"	27"	I-C	I-P		3F&G	3F&G	I-C	EXIST	BGR	I-C	ADJ.	YD³	YD³
39+89 RT. TO																					
43+95 RT.	24"x401'	S.S. T-2						401													315.2
43+95 24' RT.	M.H.	1527-5 & 2213-3								1											
44+06 40' RT.	INLET	1683-2 & 2214-2											1								
44+06 RT. TO																					
43+95 RT.	12"x17'	S.S. T-1			17																
43+95 RT. TO																					
44+11 LT.	24"x79'	S.S. T-2						79												106.8	71.2
44+11 57.5' LT.	M.H.	1527-5 & 2213-3								1											
44+14 59' LT.	M.H.											1									
44+25 2' LT.	M.H.											1									
44+52 80.5' LT.	INLET	1683-2 & 2214-2											1								
44+52 LT. TO																					
44+28 LT.	12"x23'	S.S. T-1			23															7.3	
44+28 81.3' LT.	INLET	2214-2 & SPEC. DRWG.												1							
44+28 LT. TO																					
44+11 LT.	12"x26'	S.S. T-1			26																
44+11 LT. TO																					
45+69 LT.	27"x153'	S.S. T-2							153											72.4	171.8
45+69 60' LT.	M.H.	1527-5 & 2213-3									1										
45+75 14' RT.	INLET	2214-2 & SPEC. DRWG.												1							
45+75 RT. TO																					
45+75 LT.	12"x68'	S.S. T-1			68															20.8	
45+75 56' LT.	INLET	2214-2 & SPEC. DRWG.												1							
45+69 RT. TO																					
46+17 RT.	27"x50'	S.S. T-2							50												50.1
TOTALS					332	108	81	860	203	6	1	8	5*	8	6	2	1	1	4	445.7*	853.0

MADE BY: _____ DATE: _____
CHECKED BY _____ DATE: _____

* SUB-TOTALS

FEDERAL US ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	11
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	T-5052(2)	

* (30X-2)R, E-R & (E-1)BR

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

BRIDGE, CULVERT AND STORM SEWER SCHEDULE

PROJECT

FA ROUTE 8

SECTION (30X-2)R, E-R & (E-1)BR

LA SALLE COUNTY

SHEET 4 OF 4

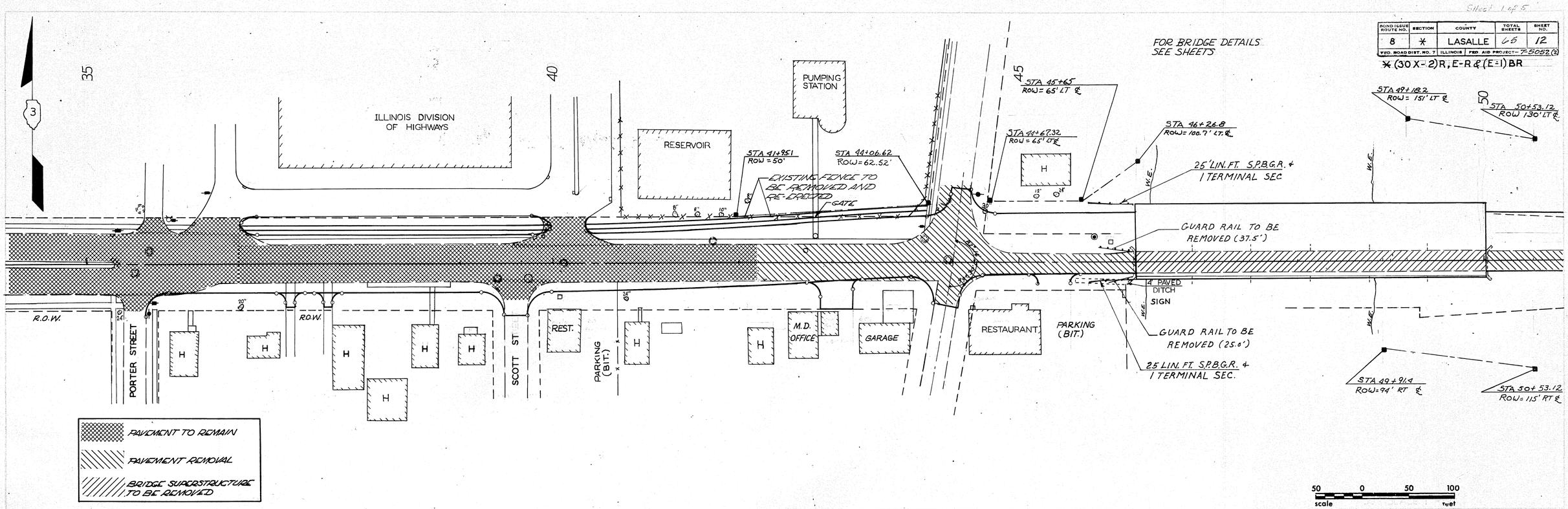
STATION NO	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE CU YDS	REINFORCEMENT BARS LBS	PIPE CULVERTS TYPE 1 15"	PIPE CULVERTS TYPE 1 18"		RCCP TY-1 12"	PIPE CULV. END SECT. 15"	PIPE CULV. END SECT. 18"	RCCP END SECT 12"		TRENCH BACKFILL CU. YD.		INLETS TY-A 3F & G	
45+ RT	15"X44'	P. CULV. TY-1			44				2							
52+60 33'RT	INLET	1683-2 & 2214-2													1	
52+60 RT	12"X14'	P. CULV. TY-1 RCC.P.						14			1		2.5			
53+35 9'LT	INLET	1683-2 & 2214-2													1	
53+35 LT	12"X46'	P. CULV. TY-1 R.C.C.P.						46			1		8.3			
53+78.57 33'RT	INLET	1683-2 & 2214-2													1	
53+78.57 RT	12"X14'	P. CULV. TY-1 R.C.C.P.						14			1		2.5			
54+30 10'LT	INLET	1683-2 & 2214-2													1	
54+30 LT	12"X44'	P. CULV. TY-1 R.C.C.P.						44			1		7.9			
55+00 34'RT	INLET	1683-2 & 2214-2													1	
55+00 RT	12"X14'	P. CULV. TY-1 R.C.C.P.						14			1		2.5			
57+00 65'LT	18"X56'	P. CULV. TY-1				56				2						
57+00 34'RT	INLET	1683-2 & 2214-2													1	
57+00 RT	12"X12'	P. CULV. TY-1 R.C.C.P.						12			1		2.2			
57+60 11'LT	INLET	1683-2 & 2214-2													1	
57+60 LT	12"X44'	P. CULV. TY-1 R.C.C.P.						44			1		7.9			
59+50 35'RT	INLET	1683-2 & 2214-2													1	
59+50 RT	12"X14'	P. CULV. TY-1 R.C.C.P.						14			1		2.5			
59+50 11'LT	INLET	1683-2 & 2214-2													1	
59+50 LT	12"X44'	P. CULV. TY-1 R.C.C.P.						44			1		7.9			
60+21 61'LT	18"X44'	P. CULV. TY-1				44				2						
62+00 35'RT	INLET	1683-2 & 2214-2													1	
62+00 RT	12"X12'	P. CULV. TY-1 R.C.C.P.						12			1		2.2			
62+00 35'LT	INLET	1683-2 & 2214-2													1	
62+00 LT	12"X14'	P. CULV. TY-1 R.C.C.P.						14			1		2.5			
		TOTAL THIS SHEET											48.9		11	
TOTALS					44	100		272	2	4	11		434.6		76	

MADE BY: _____ DATE: _____

CHECKED BY _____ DATE: _____

ROND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED AID PROJECT- F-5052(6)		

* (30X-2)R, E-R & (E-1)BR



50 0 50 100
scale feet

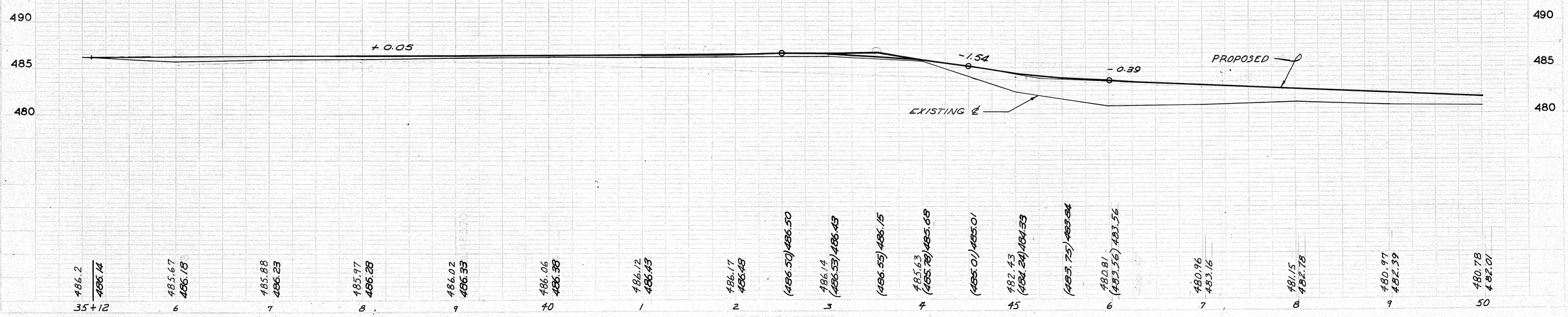
NOTE : STATIONING IS ALONG EXISTING ℄

BM #4 485.99
"□" ON WEST END OF ISLAND @ NORRIS DR & PORTER ST.

BM #5 486.75
60d NAIL IN P.P. N.W. COR. NORRIS DR & CHAMPLAIN

P.V.I. STA. 43+50
ELEV. 486.55
V.C. = 200'
E = -0.40

P.V.I. STA. 45+25
ELEV. 483.85
V.C. = 150'
E = +0.21



ROUTE NO.	SECTION	COUNTY	TOTAL SHTS.	SHT. NO.
8	*	LA SALLE	65	13
		TO ILL.	7-5052(2)	
P. PROJECT NO. 7 ILLINI				

* (30X-2)R, E-R & (E-1)BR

EXIST. PC STA. 51+66.37

PC STA. 50+53.08 PROPOSED

N&C

47.50'

35.60'

41.35'

IRON PIN

10.62'

9.35'

N&BC IN GUARD RAIL POST

STA 52+50 ROW = 130' LT ℄

N&C

N&BC IN TREE

23.33'

6.9'

IRON PIN

10.92'

N&BC IN STUMP

N&BC IN STUMP

P.I. STA. 56+18.16 PROPOSED

STA 56+97.21 ROW = 100'

P.I. = STA. 56+81.10

EXIST. P.I. = STA. 56+82.24

STA 59+92.02 ROW = 100'

2909'

2068'

1248'

IRON PIN

N&BC IN TREES

P.T. STA. 61+41.25 PROPOSED

N&BC

59.95'

55.22'

CONC. NAIL IN ℄ PAV'T.

38.50'

N&BC

EXIST. PT. STA. 61+59.85

STA 61+41.28 ROW = 100'

PROPOSED GAS LINE

STA 65+00 ROW = 90'

STA 50+53.12 ROW = 130' LT ℄

TREE REMOVAL ACRES

225 LIN. FT. S.P.B.G.R. / TERMINAL SECT.

ROW

PC STA 50+53.12

EXIST. 3821 ft. OF 5400 3821.5400

STA 55+96.23

EXISTING GUARD RAIL TO BE REMOVED 600' ON LT. 550' ON RT.

18"x58' CMP

CMP 18"x18'

60

60

61+41.28

61+59.87

EXISTING

PROPOSED ℄

STA 61+41.28 ROW = 115'

STA 50+53.12 ROW = 115' RT ℄

EXISTING CURVE DATA:
Δ = 38°-05'-09"
D = 3°-50'
T = 515.91
R = 1494.67
L = 993.54
E = 86.53

PROPOSED CURVE DATA:
Δ = 38°05'09"
D = 3°30'00"
R = 1637.02
T = 565.04
L = 1088.16
E = 94.77

SE = 0.024 ft
SE TRANSITION
50+05 TO 51+55
60+91 TO 62+41

PROPOSED ℄

STA. 50+53.12 PROP.

2.0'

EXISTING ℄

STA. 50+53.12 EXIST.

DETAIL - CONTROL JUMP

N&C

½" IRON PIN

N&C

N&C

N&C EXISTING P.I. STA. 56+82.24

EXISTING ℄

STA. 61+59.87 EXIST.

STA 61+41.28 PROP.

PROPOSED ℄

2.0'

STA. 61+55.54 PROP.

50 0 50 100

scale feet

NOTE : VERTICAL CONTROL AND STATIONING IS ON PROPOSED ℄

BM #6 482.88
RR SPIKE IN FENCE POST
59' LT STA 56+79

P.V.I. STA. 55+50
ELEV. 479.86
L.V.C. 800'
E = 1.32

END RECONSTRUCTION

490 485 480 475 470 465

-0.39

P.V.C.

EXIST. ℄

+0.93

P.V.T.

LT 480.0

LT +0.75 %

RT +0.95 %

LT 483.0

RT +0.75 %

RT 483.25

PROP. LT DT.

LT +1.9 %

RT +1.6 %

PROP. RT DT.

RT 478.5

RT 465.7

LT 464.8

480.78 (482.0)	480.67 (481.62)	481.03 (481.23)	481.25	481.17 (480.84)	481.03	481.16 (480.45)	480.97	481.22 (480.06)	481.07	481.34 (480.32)	481.33	481.60 (481.25)	481.77	482.22 (482.19)	482.37	482.98 (483.11)	483.13	483.88 (484.04)	484.77 (484.97)	485.63 (485.90)	486.37	486.58	487.37	488.20
50	1	2	3	4	55	6	7	8	9	60	1	2	3	4	65									

Sheet 3 of 5

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	45	14

U.S. ROAD SYST. NO. 7 | ILLINOIS ROUTE NO. 23 STA. —

F.A. ROUTE DIST. NO. 7 | SECT. T-5062(2)

*(30X-2)R, E-R & (E-1)BR

1-26-69
2-2-68

RAG
AJW

PROPOSED GAS MAIN

STA 71+22
ROW = 90'

STA 65+00
ROW = 90'

⊙ TELE. RISER

EXIST. POT STA 74+00

EXISTING ℄

PROPOSED ℄

65 70 75 80

PROPOSED POT. STA. 75+95.04

STA 65+00
ROW = 85'

STA 68+90
ROW = 85'

STA 72+16.8
ROW = 85'

STA 72+16.8
ROW = 140'

PRC

PRC

NORTHWESTERN G.T.D.

EXISTING ℄ — CONC. NAIL IN ℄ PAVT.

99.70 — 23' — 133.0

PROPOSED ℄ — ℄R — N&Bc IN SIGN POST

TOP N.E. CORNER LASALLE CANYON POST

POT = STA 76+00 EXISTING = 75+95.04 PROPOSED

BM #7
"□" IN N.W. COR OF
NORTH SIGN PILLAR
19.3' RT. STA. 75+02
494.53

IRON PIN

91.9' — 59.5' — N&Bc IN SIGN POST LOW CLEARANCE

N. COR BRICK SIGN PEDESTAL LASALLE CANYON QUARRY

88.9' — N&Bc IN SIGN POST

PROPOSED POT. STA. 75+95.04

50 0 50 100
scale feet

EXIST. ℄

RT +0.75 %

PROP. RT DT.

RT 490.75

495
490
485
480
475

488.20 489.05 489.79 490.40 490.92 491.39 491.87 492.29 492.68 492.83 492.14 490.70 488.53 485.68 482.04

65 6 7 8 9 70 1 2 3 4 75 6 7 8 9 80

8	*	LA SALLE	65	15

FED. AID PROJECT NO. I-5052(2)

*(30X-2)R, E-R & (E-1)BR

3

PHASE CONSTRUCTION

With traffic using the existing road and bridge, construct the north portion of the proposed bridge. While working on the north portion of the proposed bridge construct the proposed storm sewer and:

PHASE 1 (Without the Bituminous Concrete Surface Course)

PHASE 2 (Including the temporary connection)

Route traffic on to PHASE 2 construction and then construct:

PHASE 3

Route traffic on to the north portion of the bridge and PHASE 3 construction. After removing the existing superstructure, construct the south portion of the bridge and:

PHASE 4 (Including the removal of the temporary connection)

The surface course for PHASE 1 may be placed during PHASE 3 and/or 4.

DIVISION OF HIGHWAYS

DISTRICT 3 OFFICE

R=20'

+42.5

+25

EXIST. R.O.W. ℄

EXIST. R.O.W. ℄

35 36 37 38 39 40

+62.0

MATCH LINE 40+80

EXIST. R.O.W. ℄

EXIST. R.O.W. ℄

+51.5

+60.5

H

H

H

H

H

H

BRITE SPOT

PHASE 1

PHASE 2

PHASE 3

PHASE 4

CONSTRUCTION PHASING

20 0 20 40

scale feet

BFC. 3-12-71

AUXILIARY SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	16
STA.		FED. AID ROAD DIST. NO.	ILLINOIS	PROJECT

F-5052(5)

*(30X-2)R, E-R & (E-1)BR

3

CITY OF OTTAWA
WATER DEPT.

RESERVOIR

H

MATCH LINE 40+80

41

42

43

44

45

MATCH LINE STA. 45+78

H

DR.S OFFICE

GAS STATION

±29

RIVER SIDE INN

PHASE 1
PHASE 2
PHASE 3
PHASE 4

CONSTRUCTION PHASING

20 0 20 40
scale feet

BFO. 3-18-21

8 * LA SALLE 65 17

F-5052(2)

* (30X-2)R, E-R & (E-1)BR

3

RIVER

STA. 45+78

MATCH LINE

46

47

48

49

MATCH LINE STA. 50+53.12

P.C. STA. 50+53.12

FOX

PHASE A

PHASE B

PHASE 1

PHASE 2

PHASE 3

PHASE 4

CONSTRUCTION PHASING

20 0 20 40

scale feet

& * LA SALLE 65 18
F-5062(2)
*(30X-2)R, E-R & (E-1) BR

3

25'R

53+75

50'R

51

52

53

54

55

56

24'
18'
24'

MATCH LINE STA. 50+53.12

TEMPORARY CONNECTOR FOR PHASE 2

MATCH LINE STA. 56+50

P.C. STA. 50+53.12

CURVE DATA:
P.I. STA. 56+18.16
Δ = 38°-05'-09"
D = 3°-30'
T = 565.04'
R = 1637.02'
L = 1088.16'
E = 94.77'
P.C. STA. 50+53.12
P.T. STA. 61+71.28

PHASE 1
PHASE 2
PHASE 3
PHASE 4

CONSTRUCTION PHASING

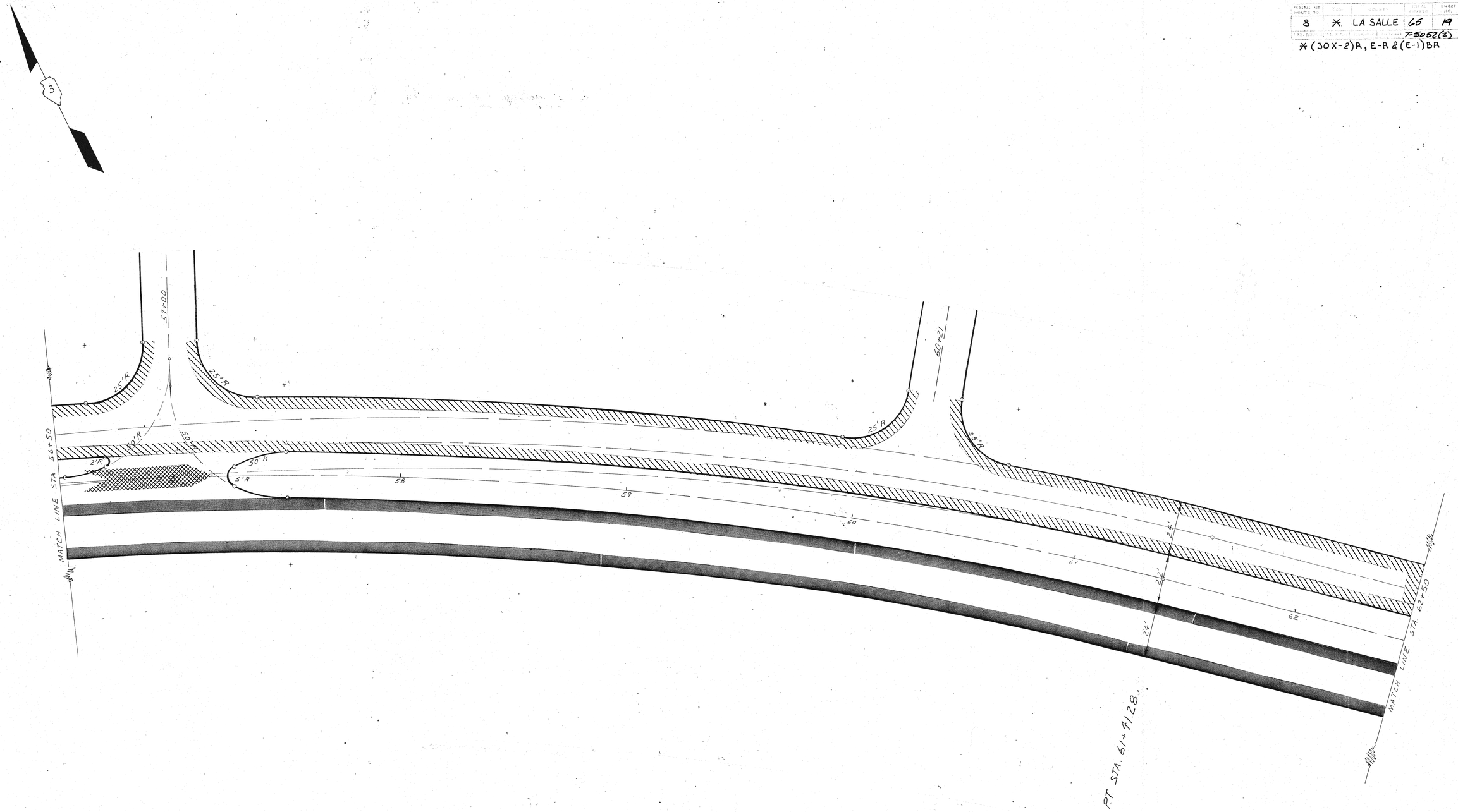
20 0 20 40
scale feet

BFC. 4-1-71

FEDERAL AID PROJECT NO.	DIST.	COUNTY	SHEET NO.
8	X	LA SALLE · 65	19

F-5052(2)

X (30X-2)R, E-R & (E-1)BR



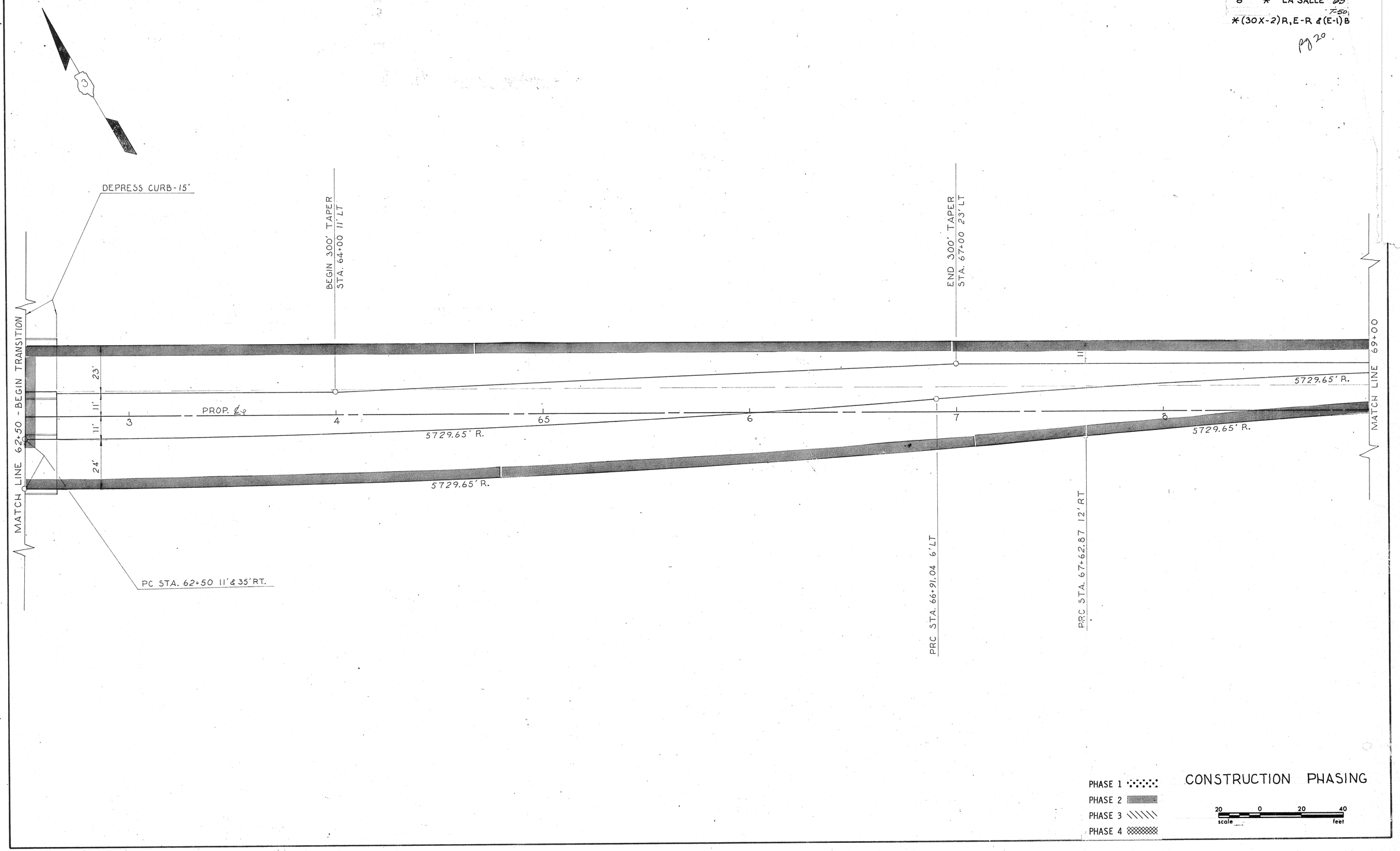
PHASE 1
PHASE 2
PHASE 3
PHASE 4

CONSTRUCTION PHASING

20 0 20 40
scale feet

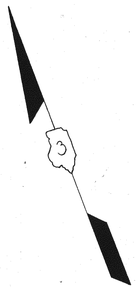
RFD 4-2-71

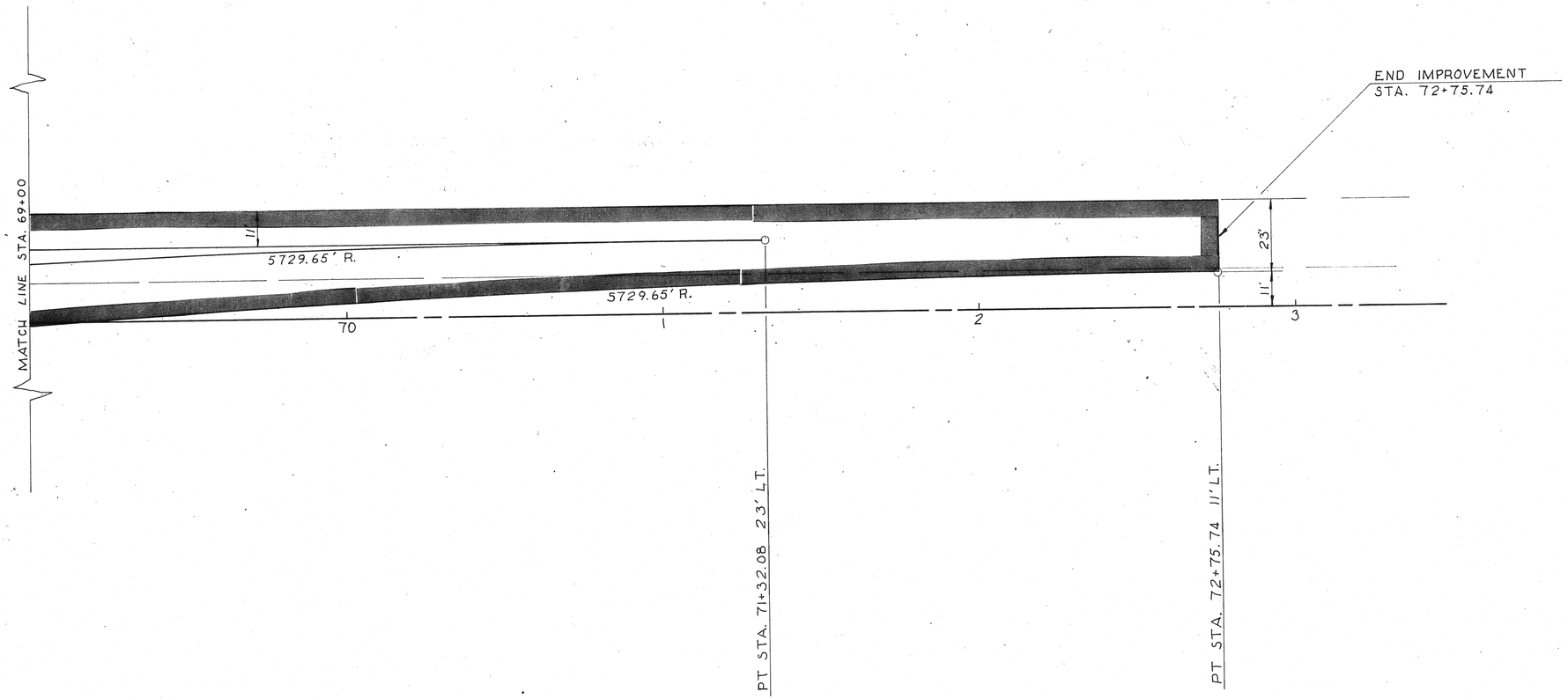
8 * LA SALLE 65
T-50;
*(30X-2)R,E-R & (E-1)B
pg 20



FEDERAL AID PROJECT NO.	SECT.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	21
ENG. & PROJ. DEPT. USE		ILLINOIS FED. PROJECT		F-5052(2)

*(30X-2)R, E-R & (E-1)BR





PHASE 1
PHASE 2
PHASE 3
PHASE 4

CONSTRUCTION PHASING

20 0 20 40
scale feet

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	22
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT	F-5052(2)

* (30X-2) R.E.-R.1 & (E-1) BR

3

DIVISION OF HIGHWAYS

DISTRICT 3 OFFICE

R=20'

EXIST. R.O.W. ℄

1+00 85.38

+30.5 85.47

+74

85.79

+35.5 85.30

+30.5 85.48

+66 85.45

+80 85.30

+00 85.38

R=25

R=5

R=25

SIDEWALK 5'

EXIST. R.O.W. ℄

+00 85.78

+80 85.84

R=25

R=5

+00 85.92

+00 86.00

GV

+80 85.99

PC STA. 30+69.15

31.05' LT.

+00 85.85

+00 85.90

+00 85.90

+84 85.84

+25

+40 85.80

9-R=10

R=4254.89

+50 86.03

MATCH LINE 40+80

35 36 37 38 39 40

+00 85.90

PC STA. 30+69.15

31.05' RT.

+62.03

+75 85.60

+00 85.80

+00 85.85

+00 85.95

+00 86.00

R=5201.50

R=10

R=10

R=10

SIDEWALK 5'

EXIST. R.O.W. ℄

+47 85.5

+73 85.5

+1635 85.00

+51.5

PORTER ST.

SCOTT ST. +60.5

BRITE SPOT

H

H

H

H

H

H

NOTE : PROPOSED SHOWN IS EDGE OF PAVEMENT

ALL ELEVATIONS EDGE OF PAVEMENT.
ALL ELEVATIONS 400.00 + ELEVATION SHOWN

10 0 20 40

scale feet

Rev. 4/2/73

B.P.C. 3-12-71

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	23
STA.		TO STA.		
MID. ROAD DIST. No. 7	ILLINOIS		PROJECT	I-3252(2)

*(30X-2)R, E-R & (E-1)BR

3

CITY OF OTTAWA
WATER DEPT.

RESERVOIR

P.C. STA 42+59.74
42.43 LT.

R=4254.89

R=4302.89

SIDEWALK 5'

5'-5'

+00 86.05 | +50 86.07 | +00 86.1 | +50 86.07 | +00 86.05 | +50 85.77 | +00 85.30

MATCH LINE 40+80

41 | 42 | 43 | 44 | 45

+00 86.05 | +50 86.07 | +00 86.1 | +50 86.07 | +00 86.05 | +50 85.77 | +00 85.30

R=10

R=5201.50
SIDEWALK 5'
STA. 42+62.95
21.46 RT.

R=15

R=5153.30

+10 84.22

H

I

DR.S OFFICE

GAS STATION

CHAMPLAIGN ST.

+29 84.63

+ 84.63

CHAMPLAIGN ST.

R=25

H

P.C. STA 45+76
54.00 LT.

+SIDEWALK 5'

Ramp

+00 83.95 | +75 83.30

White Thermoplastic Pavement Marking - 12"

Ramp

+00 83.95 | +75 83.30

P.C. STA 45+75
12.00 RT.

MATCH LINE STA. 45+78

RIVER SIDE INN

20 0 20 40
scale feet

Rev. 4/2/73

BFC 3-18-71

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	24
STA. -		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	7502(2)	

*(30X-2)R, E-R & (E-1)BR

3

RIVER

SIDEWALK 4'

EXIST ROW

STA. 45+78

MATCH LINE

46

47

48

49

50

SIDEWALK 4'

SIDEWALK 4'

EXIST

MATCH LINE STA. 50+53.12

Fox River

EXIST ROW

FOX

P.C. STA. 50+53.12

FOR OFFSETS TO PAVEMENT EDGES SEE SHEET NO. 29 29

20 0 20 40
scale feet

Rev. 4/2/73

SFC 3-15-71

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8 -	*	LA SALLE	65	25
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	F-8252(2)	

*(30X-2)R, E-R & (E-1) BR

Note:
SIDEWALK, CURB & GUTTER AND MEDIAN MODIFICATIONS FOR THE HANDICAPPED: Modifications to sidewalk, combination concrete curb and gutter, and medians necessary to provide ramps as a useable facility for the handicapped shall be constructed at the locations shown on the plans (Sheets 23 & 25) or as directed by the Engineer. The maximum slope of the ramps shall not be greater than 1 inches in 4 feet. This work will not be paid for separately but shall be considered as incidental to the respective pay items included in the contract.

Sta. 50+53.12
P.C.

Sta. 52+50
P.O.T. 130'

Sta. 50+53.12
P.O.T. 130'

Sta. 56+18.16
P.O.T. 100'

Sta. 56+50
P.O.T. 130'

PROPOSED ROAD

STA. 53+35 LT.
INLET TY. A, TY. 3 F.&G.
12" X 46' RCCP TY. 1
1 END SECTION
INLET ELEV. 478.51
OUTLET ELEV. 478.00

STA. 54+30 LT.
INLET TY. A, TY. 3 F.&G.
12" X 44' RCCP TY. 1
1 END SECTION
INLET ELEV. 478.50
OUTLET ELEV. 478.00

STA. 52+60 RT.
INLET TY A, TY. 3 F.&G.
12" X 14' RCCP TY. 1
1 END SECTION
INLET ELEV. 478.04
OUTLET ELEV. 477.83

STA. 53+78.57 RT.
INLET TY. A, TY. 3 F.&G.
12" X 14' RCCP TY. 1
1 END SECTION
INLET ELEV. 477.90
OUTLET ELEV. 477.68

STA. 55+00 RT.
INLET TY. A, TY. 3 F.&G.
12" X 14' RCCP TY. 1
1 END SECTION
INLET ELEV. 477.99
OUTLET ELEV. 477.77

SIDEWALK 5'

Ramp

2'R

3'

50'R

5'R

WHITE THERMOPLASTIC PAVEMENT MARKING 12"

24'

18'

MATCH LINE STA. 50+53.12

MATCH LINE STA. 56+50

PROPOSED ROAD

CURVE DATA:
P.I. STA. 56+18.16
Δ = 38°-05'-09"
D = 3°-30'
T = 565.04'
R = 1637.02'
L = 1088.16'
E = 94.77'
P.C. STA. 50+53.12
P.T. STA. 61+41.28

FOR OFFSETS TO PAVEMENT EDGES SEE SHEET NO. 29

scale 20 0 20 40 feet

Rev. 4/2/73

BFO. 4-1-71

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8 -	*	LA SALLE	65	26
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	7-5052(2)	

*(30X-2)R, E-R & (E-1)BR

3

STA. 59+50 LT
INLET TY. A, TY. 3 F.&G.
12"X44'RCCP TY. 1
1 END SECTION
INLET ELEV. 481.08
OUTLET ELEV. 480.58

STA. 57+60 LT.
INLET TY. A, TY. 3 F.&G.
12"X44'RCCP TY. 1
1 END SECTION
INLET ELEV. 479.50
OUTLET ELEV. 479.10

STA. 62+00 LT
INLET TY. A, TY. 3 F.&G.
12"X 14' RCCP TY. 1
1 END SECTION
INLET ELEV. 483.30
OUTLET ELEV. 483.10

STA. 61+46.75
R.O.W. 100'

SIDEWALK 5'

STOOP

MATCH LINE STA. 56+50

STA. 57+00 RT.
INLET TY. A, TY. 3 F.&G.
12"X 12'RCCP TY. 1
1 END SECTION
INLET ELEV. 478.69
OUTLET ELEV. 478.49

STA. 59+50 RT
INLET TY. A, TY. 3 F.&G.
12"X 14' RCCP TY. 1
1 END SECTION
INLET ELEV. 480.50
OUTLET ELEV. 480.30

RT STA. 61+41.28
R.O.W. 115'

STA. 62+00 RT.
INLET TY. A, TY. 3 F.&G.
12"X 12'RCCP TY. 1
1 END SECTION
INLET ELEV. 483.00
OUTLET ELEV. 482.80

MATCH LINE STA. 62+50
END RECONSTRUCTION

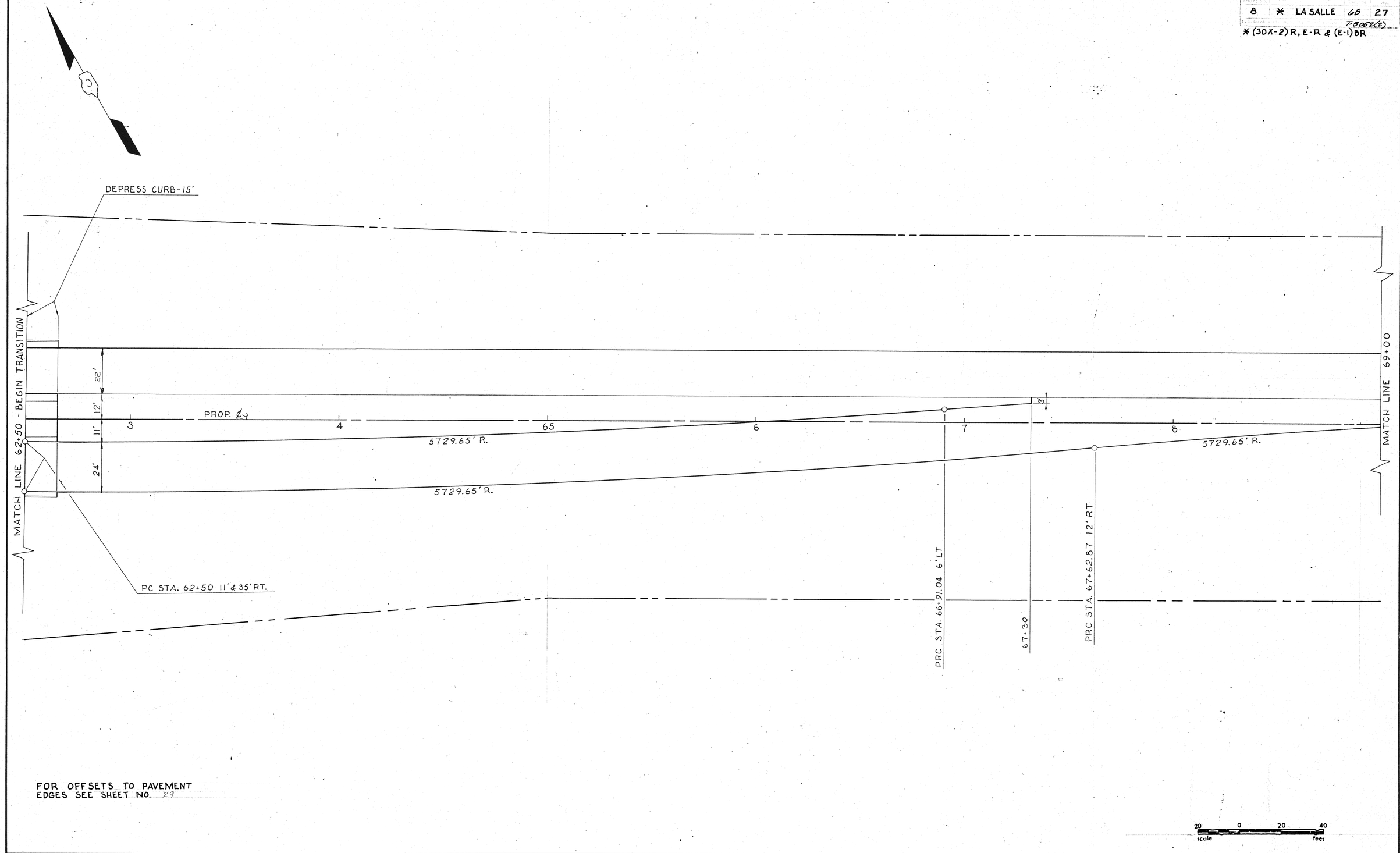
FOR OFFSETS TO PAVEMENT
EDGES SEE SHEET NO. 29

Scale 20 0 20 40 feet

Rev. 4/2/73

BFD 4-2-71

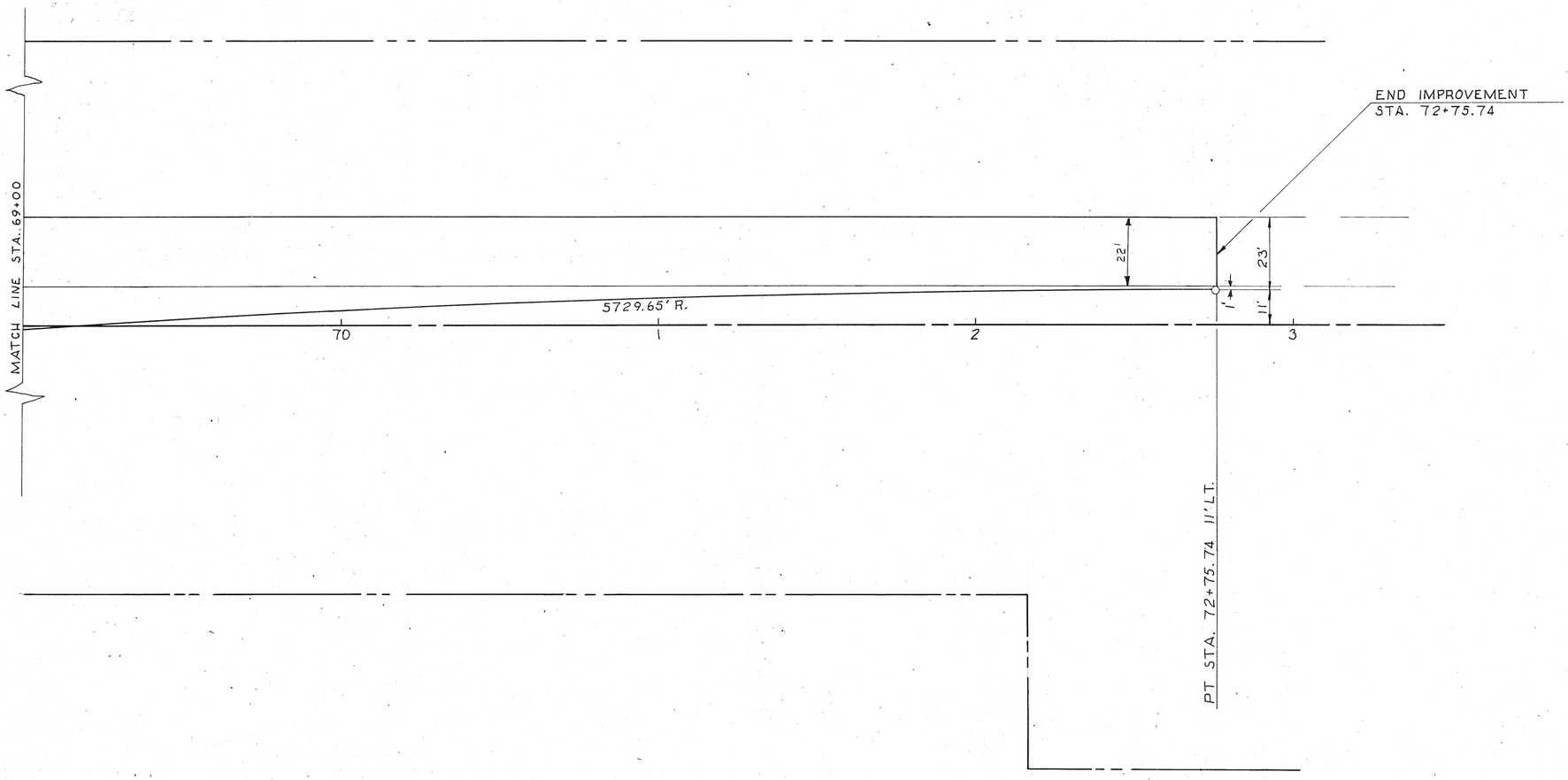
8 * LA SALLE 65 27
T-5052(2)
* (30X-2)R, E-R & (E-1)BR



FOR OFFSETS TO PAVEMENT EDGES SEE SHEET NO. 29

FEDERAL AID PROJECT NO.	STA.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	28
ENGINEERING AUTHORITY			F-6052(2)	

* (30X-2)R, E-R & (E-1)BR



FOR OFFSETS TO PAVEMENT EDGES SEE SHEET NO. 29

20 0 20 40
scale feet

STATION	LEFT OUTSIDE Offset	LEFT OUTSIDE Elevation	LEFT INSIDE Offset	LEFT INSIDE Elevation	MEDIAN Offset	MEDIAN Elevation	RIGHT INSIDE Offset	RIGHT INSIDE Elevation	RIGHT OUTSIDE Offset	RIGHT OUTSIDE Elevation	STATION
50+00	33.00	481.64	9.00	482.01	9.00	482.01	9.00	482.01	33.00	481.64	50+00
+25	33.00	481.66	9.00	481.91	9.00	481.91	9.00	481.91	33.00	481.51	+25
+53.12	33.00	481.73	9.00	481.80	9.00	481.80	9.00	481.80	33.00	481.36	+53.12
+75	33.04	481.79	9.04	481.72	7.71	481.73	9.04	481.72	33.04	481.25	+75
51+00	33.08	481.85	9.08	481.62	3.05	481.68	9.08	481.62	33.08	481.12	51+00
+10					1.00						+10
+25	33.13	481.90	9.13	481.52	-1.31	481.62	9.13	481.52	33.13	480.98	+25
+50	33.18	481.99	9.18	481.43	-3.06	481.56	9.18	481.43	33.18	480.87	+50
+75	33.22	481.90	9.22	481.33	-3.22	481.46	9.22	481.33	33.22	480.75	+75
52+00	33.27	481.82	9.27	481.25	-3.27	481.37	9.27	481.25	33.27	480.67	52+00
+25	33.32	481.76	9.32	481.18	-3.32	481.31	9.32	481.18	33.32	480.61	+25
+50	33.36	481.70	9.36	481.12	-3.36	481.25	9.36	481.12	33.36	480.55	+50
+75	33.41	481.64	9.41	481.06	-3.41	481.19	9.41	481.06	33.41	480.49	+75
53+00	33.45	481.59	9.45	481.03	-3.45	481.16	9.45	481.03	33.45	480.44	53+00
+26.56	33.50	481.57	9.50	480.99	-3.50	481.12	9.50	480.99	33.50	480.42	+26.56
+30					-3.63						+30
+40.92					-5.73						+40.92
+50	33.55	481.54	9.55	480.96			9.55	480.96	33.55	480.39	+50
+75	33.59	481.54	9.59	480.95			9.59	480.95	33.59	480.38	+75
54+00	33.64	481.55	9.64	480.97			9.64	480.97	33.64	480.40	54+00
+03.2					4.68						+03.2
+10					7.30						+10
+23.81	33.68	481.56	9.68	480.98	9.68	480.98	9.68	480.98	33.68	480.41	+23.81
+35					9.31						+35
+50	33.73	481.58	9.73	481.00	7.63	481.02	9.73	481.00	33.73	480.43	+50
+68.36					3.65						+68.36
+75	33.78	481.60	9.78	481.02	1.94	481.10	9.78	481.02	33.78	480.45	+75
+90					-1.11						+90
55+00	33.82	481.65	9.82	481.07	-2.51	481.19	9.82	481.07	33.82	480.49	55+00
+10					-3.42						+10
+23.81	33.88	481.69	9.88	481.12	-3.88	481.25	9.88	481.12	33.88	480.54	+23.81
+50	33.91	481.76	9.91	481.18	-3.91	481.31	9.91	481.18	33.91	480.61	+50
+75	33.96	481.82	9.96	481.25	-3.96	481.38	9.96	481.25	33.96	480.67	+75
56+00	34.01	481.91	10.01	481.33	-4.01	481.47	10.01	481.33	34.01	480.75	56+00
+25	34.05	482.01	10.05	481.43	-4.05	481.57	10.05	481.43	34.05	480.86	+25
+51.56	31.10	482.11	10.10	481.54	-4.10	481.68	10.10	481.54	34.10	480.98	+51.56
+65.8					-6.25						+65.8
+75	31.14	482.23	10.14	481.65			10.14	481.65	34.14	481.08	+75
57+00	34.19	482.35	10.19	481.77			10.19	481.77	34.19	481.20	57+00
+23.96	34.23	482.46	10.23	481.90	3.58		10.23	481.90	34.23	481.33	+23.96
+30					6.55						+30
+40					9.45						+40
+48.83	34.28	482.61	10.28	482.04	10.28		10.28	482.04	34.28	481.47	+48.83
+75	34.33	482.78	10.33	482.20			10.33	482.20	34.33	481.63	+75
58+00	34.37	482.94	10.37	482.36			10.37	482.36	34.37	481.79	58+00
+25	34.42	483.11	10.42	482.53			10.42	482.53	34.42	481.95	+25
+50	34.46	483.31	10.46	482.73			10.46	482.73	34.46	482.15	+50
+75	34.51	483.50	10.51	482.92			10.51	482.92	34.51	482.35	+75
59+00	34.56	483.71	10.56	483.13			10.56	483.13	34.56	482.56	59+00
+25	34.60	483.93	10.60	483.35			10.60	483.35	34.60	482.78	+25
+50	34.65	484.16	10.65	483.58			10.65	483.58	34.65	483.00	+50
+75	34.69	484.39	10.69	483.81			10.69	483.81	34.69	483.24	+75
60+00	34.74	484.62	10.74	484.05			10.74	484.05	34.74	483.47	60+00
+25	34.79	484.85	10.79	484.28			10.79	484.28	34.79	483.70	+25
+50	34.83	485.09	10.83	484.51			10.83	484.51	34.83	483.93	+50
+75	34.88	485.32	10.88	484.74			10.88	484.74	34.88	484.17	+75
61+00	34.92	485.49	10.92	484.98			10.92	484.98	34.92	484.41	61+00
+25	34.97	485.57	10.97	485.21			10.97	485.21	34.97	484.68	+25
+41.28	35.00	485.62	11.00	485.36			11.00	485.36	35.00	484.85	+41.28
+50	35.00	485.64	11.00	485.44			11.00	485.44	35.00	484.94	+50
+75	35.00	485.72	11.00	485.67			11.00	485.67	35.00	485.21	+75
62+00	35.00	485.79	11.00	485.91			11.00	485.91	35.00	485.48	62+00
+25	35.00	485.86	11.00	486.14			11.00	486.14	35.00	485.74	+25
+50	35.00	486.00	11.00	486.37			11.00	486.37	35.00	486.00	+50
							10.95		34.95	486.19	+75
							10.78		34.78	486.39	63+00
							10.51		34.51	486.58	+25
							10.13		34.13	486.77	+50
							9.64		33.64	486.96	+75
							9.04		33.04	487.16	64+00
							8.33		32.33	487.35	+25
							7.51		31.51	487.55	+50
							6.58		30.58	487.74	+75
							5.54		29.54	487.94	65+00
							4.34		28.34	488.13	+25
							3.14		27.14	488.33	+50
							1.78		25.78	488.52	+75
							0.30		24.30	488.72	66+00
							-1.29		22.72	488.91	+25
							-2.98		21.02	489.11	+50
							-4.78		19.22	489.30	+75
							-6.00		18.00		+91.04
							-6.69		17.30	489.50	67+00
							-8.62		15.28		+25
							-9.00		15.00		+30
									12.00		+62.87
									10.93		+75
									8.79		68+00
									6.77		+25
									4.86		+50
									3.06		+75
									1.37		69+00
									-0.22		+25
									-1.69		+50
									-3.05		+75
									-4.30		70+00
									-5.45		+25
									-6.48		+50
									-7.41		+75
									-8.22		71+00
									-8.93		+25
									-9.53		+50
									-10.02		+75
									-10.39		72+00
									-10.64		+25
									-10.83		+50
									-11.00		+75.74

NOTE:
– INDICATES OFFSET TO THE LEFT OF ℄

TABLE OF OFFSETS AND ELEVATIONS
(EAST OF BRIDGE)

(30×2) R.E.R. (E-1) BR

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LASALLE	65	29
ILLINOIS FED. AID PROJECT				

JUDICIAL SECTION	COUNTY	SHEETS	NO.
8 *	LA SALLE	65	30

FED. PROJECT NO. (IF REQUIRED) | STATE PROJECT 7.5052(2)

* (30X-2)R, E-R & (E-1)BR

3

DIVISION OF HIGHWAYS

DISTRICT 3 OFFICE

NOTE :
INLET OFFSETS ARE TO FACE OF CURB.

R=20'

A-1 C 5' DIA.
47' LT. STA. 36+00
T. LID 485.6

12"x35' S.S.
T-1

480.76

477.80

EXIST. R.O.W.

±30.5

12"x42' S.S. T-1

C-3 49' LT. STA. 36+80
E.P. 485.30
IN. INV. 481.85
OUT. INV. 481.63

C-3 51' LT.
STA. 36+375
E.P. 485.30
IN. INV. 481.21
OUT. INV. 481.11

A-3 33' LT. STA. 36+85
E.P. 485.84
INV. 482.01

12"x16' S.S. T-1

EXIST. R.O.W.

C-3 49' LT. STA. 39+83
E.P. 485.84
IN. INV. 481.29
OUT. INV. 478.88

C-3 30.5' LT.
STA. 40+40.7
E.P. 485.90
IN. INV. 482.09
OUT. INV. 481.84

40+64.67' LT.
EXISTING INLET
TO REMAIN
± 483.31

EXISTING
8" S.S.
TO REMAIN

12"x56' S.S.
I=1@1%

12"x86' S.S. T-2
@ 2.64%

12.5

MATCH LINE 40+80

10" WATER FEEDER MAIN

TOP 16" WATER LINE = 481.3 ±

16" WATER MAIN

8" SANITARY

21"x81' S.S. T-2 @ 0.32%

30.5' S.S.

A-3 37.5' RT.
STA. 35+75
E.P. 485.60
INV. 480.94

12"x22' S.S. T-2

477.56

480.53

477.36

24"x235' S.S. T-2 @ 0.20%

EXIST. R.O.W.

±51.5

A-1 C 5' DIA.
39.5' RT. STA. 36+00
T. LID 486.2

H

H

H

H

476.96

476.76

480.50

12"x5' S.S. T-1

EXIST. R.O.W.

24"x145' S.S. T-2 @ 0.22%

C-8 48' RT.
STA. 38+40
T. LID 484.0
INV. 481.00

A-1 C 5' DIA.
39.5' RT. STA. 38+40
T. LID 485.8

H

H

A-3 54' RT.
STA. 39+46
E.P. 485.50
INV. 481.83

A-1 C 5' DIA.
39.5' RT. STA. 39+89
T. LID 486.4

476.44

476.05

476.24

481.02

12"x17' S.S. T-1

24"x401' S.S.
T-2 @ 0.28%

BRITE
SPOT

C-3 54' RT. STA. 39+75
E.P. 485.50
IN. INV. 481.56
OUT. INV. 481.36

60.5

12½' 12½'

12"x27' S.S.
T-1 @ 1%

16" WATER MAIN

± 476.9

462.0 ±

Note: The location shown for all underground utilities represents the best information available to the Department.

It shall be the Contractor's responsibility to determine the actual location of all underground utility facilities. He shall also obtain from the respective utility companies detailed information relative to the location of their facilities and the working schedules of the utility companies for their marking of the exact location.

STORM SEWER

BFC, 3-12-71

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	31

F.A. RTE. | IN ROAD DIST. NO. | ILLINOIS FED. AID PROJECT F-5062(2)

*(30X-2)R, E-R & (E-1)BR

NOTE:
INLET OFFSETS ARE TO FACE OF CURB

CITY OF OTTAWA
WATER DEPT.

RESERVOIR

MATCH LINE 40+80

C-3 81.3' LT. STA. 44+28
E.P. 484.63
IN INV. 480.73
OUT INV. 480.63
12"x 26' S.S. T-1

A-1 C 5' DIA.
57.5' LT. STA 44+11
T. LID 485.6

14"W
474.68
474.48
6"W
24"x 79' S.S. T-2 @ 30%
4"W
℄ 479.9
24"x 401' S.S. T-2 @ 0.28 %

H

DR.S OFFICE

GAS STATION

474.92
480.38
475.12
A-1 C 5' DIA.
24' RT. STA. 43+95
T. LID 485.6
12"x 17' S.S. T-1
A-3 40' RT. STA. 44+06
E.P. 484.22
INV. 480.55

12"x 23' S.S. T-1
A-3 80.5' LT.
STA. 44+52
E.P. 484.63
INV. 480.96
℄ 468.98
468.72
8" CMP SEWER
12" SAN. SEWER

H

RIVER SIDE INN

A-1 P 5' DIA.
60' LT. STA. 45+69
T. LID 483.0

65'65' ROW 65'
PROPOSED R.O.W.
27"x 153' S.S. T-2 @ 0.40%
27"x 50' S.S. T-2 @ 0.50%
473.67
473.87
478.85
12"x 5' S.S. T-1
C-3 56' LT.
STA. 45+75
E.P. 483.30
INV. 478.95

MATCH LINE STA. 45+78
12"x 68' S.S. T-1
C-3 14' RT.
STA 45+75
E.P. 483.30
INV. 479.63

461+26.8
FOX R. 100 Y
469.0
W.L. 458.9'
82' LT.
STA. 46+17
℄ 473.42

FOX RIVER
50 YR FLOOD
DWN 469.0

40'
61'
℄ PROP. IMP.
21'
40'
BK. W. ABUT.
STA. 46+24.83
℄ SURVEY
10'
+34.83
BK. ABUT.

Note: The location shown for all underground utilities represents the best information available to the Department.

It shall be the Contractor's responsibility to determine the actual location of all underground utility facilities. He shall also obtain from the respective utility companies detailed information relative to the location of their facilities and the working schedules of the utility companies for their marking of the exact location.

STORM SEWER

REC. 3-18-71

DIST.	SECTION	COUNTY	FISCAL YEAR	SHEET NO.
8	*	LA SALLE	65	32

I-5062(2)

* (30X-2)R, E-R & (E-1)BR

3

DIVISION OF HIGHWAYS

DISTRICT 3 OFFICE

R=20'

EXIST. R.O.W. ℄

EXIST. R.O.W. ℄

+30.5

SIDEWALK 5'

5'-5"

22'

4" WHITE LINE

DOUBLE 4" YELLOW LINES

DOUBLE YELLOW LINES - 4"

4" WHITE LINE

ONLY

35

36

37

38

39

40

DOUBLE YELLOW LINES - 4"

YELLOW 12" DIAGONAL LINES AT 20" SPACING

4" WHITE LINE

DOUBLE 4" YELLOW LINES

+62.0

MATCH LINE 40+80

EXIST. R.O.W. ℄

EXIST. R.O.W. ℄

PORTER ST. +51.5

SCOTT ST. +60.5

H

H

H

H

H

H

BRITE SPOT

THERMOPLASTIC PAVEMENT MARKING

0 20 0 20 40

scale feet

BPC. 3-12-71

COUNTY NO.	SECTION	COUNTY
8	*	LA SALLE

STA. TO STA.

STA. ROAD DIST. NO. / ILLINOIS FED. AID PROJECT

* (30X-2)R, E-R & (E-1)E

P7 33

3

CITY OF OTTAWA
WATER DEPT.

RESERVOIR

H

DOUBLE 4" YELLOW LINES

4" WHITE LINE

ONLY

YELLOW 12" DIAGONAL LINES AT 20' SPACING

MATCH LINE 40+80

42 43 44 45

±29

H

DR.S OFFICE

GAS STATION

RIVER SIDE INN

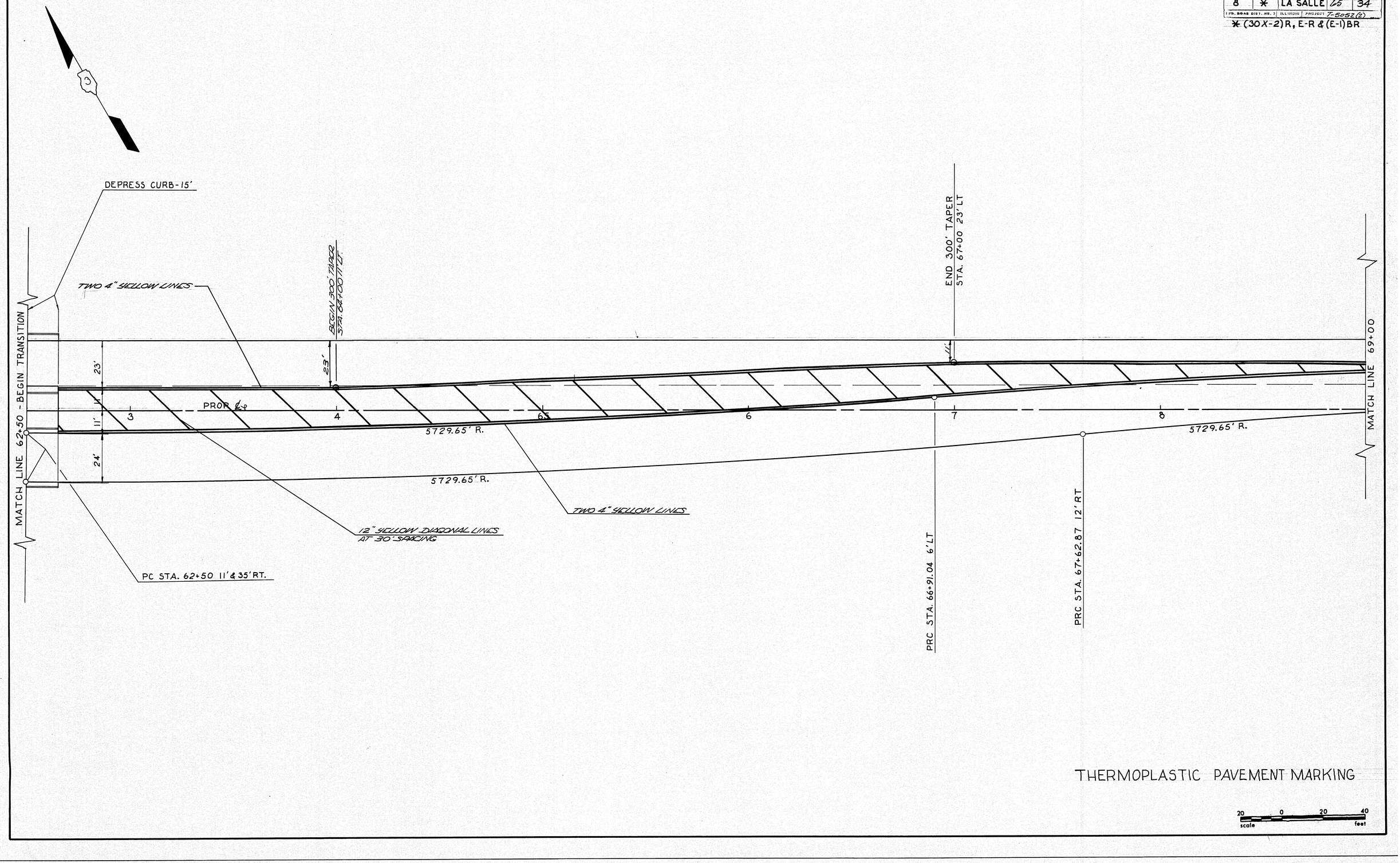
THERMOPLASTIC PAVEMENT MARKING

20 0 20 40
scale feet

BFC. 3-18-71

FEDERAL SEC. ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	34
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	I-5052(2)	

* (30X-2)R, E-R & (E-1)BR

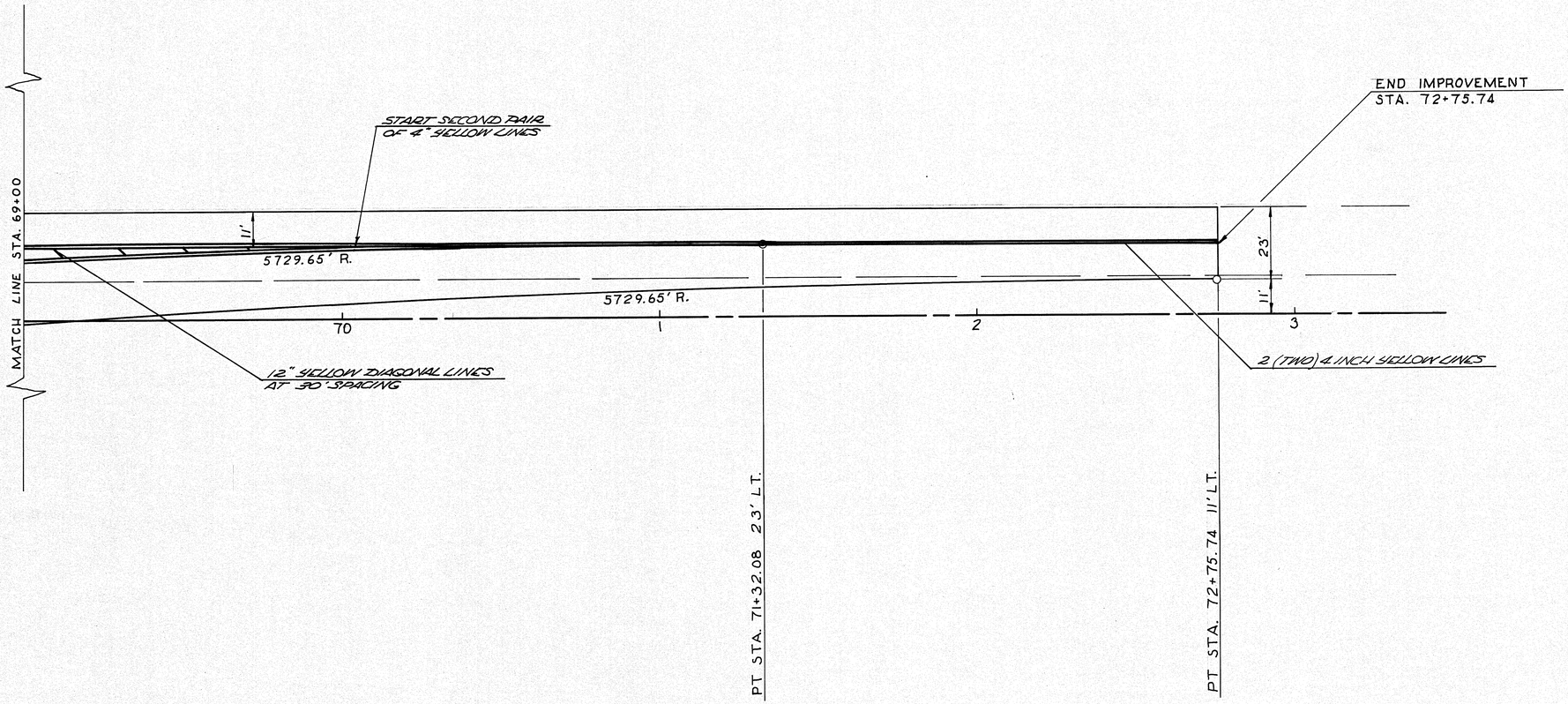


THERMOPLASTIC PAVEMENT MARKING

20 0 20 40
scale feet

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	35
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	F-5052(2)	

* (30X-2)R, E-R & (E-1)BR



THERMOPLASTIC PAVEMENT MARKING

20 0 20 40
scale feet

B.M. #5A "a" on SW corner of wingwall 20.5' Rt. Sta. 46+22 Elev. = 481.09

Existing Bridge - 6 Span R.C. Deck Girder, R.C. Abutments, R.C. Piers. Built as S.B.I. Rte 7, Sec. E-1, at Sta. 62+00 in 1927. Existing piers and Abuts. to be extended to accomodate the proposed superstructure. Existing superstructure to be removed by Bridge Contractor after completion of West Bd. Lanes. Traffic shall be maintained using Stage Construction, No salvage. Length 377'-11½", Width 29'-4"

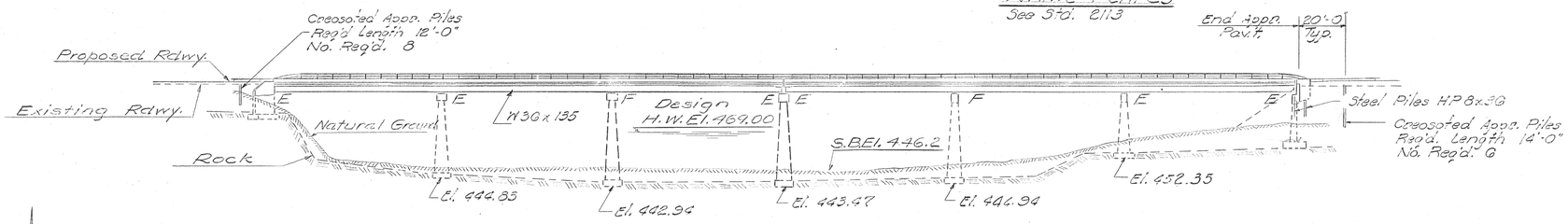
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1)BR	LASALLE	65	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- T-5052(2)		

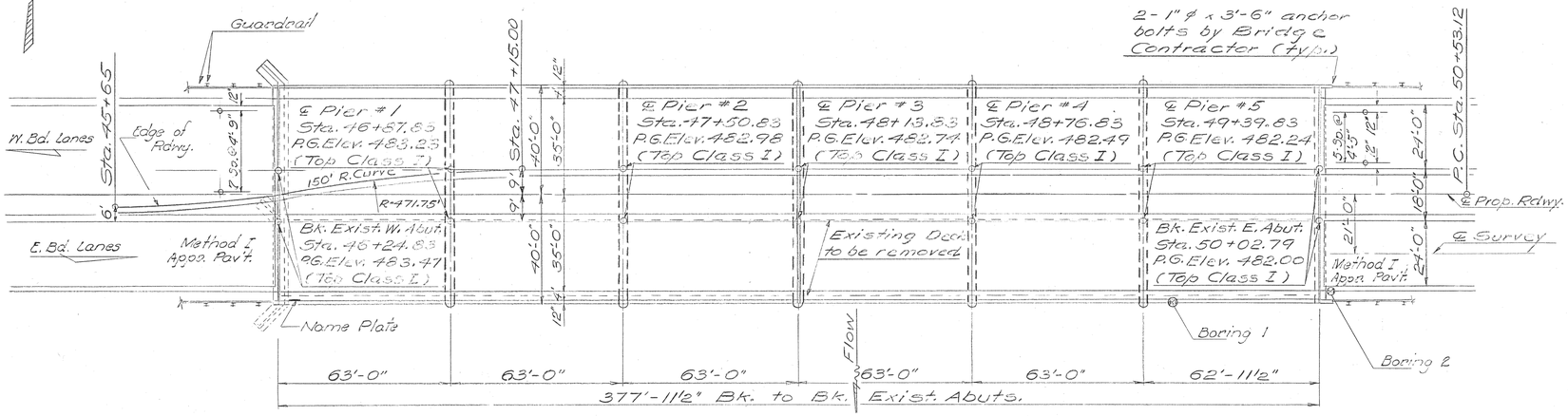
SHEET NO. 1 21 SHEETS

STATION 48+13.81
RESULT IS BY
STATE OF ILLINOIS
F.A. RT 8 SEC. (E-1) BR
F.A. PROJ. T-5052(2)
LOADING HS 20

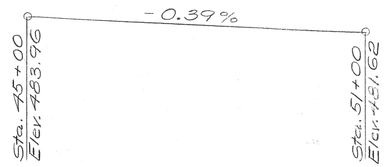
NAME PLATES
See Std. 2113



ELEVATION



PLAN



PROFILE F.A. RTE. 8
(Grade applies @ median edge)

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Fasteners shall be high strength bolts. Bolts ¾" ø; open holes 13/16" ø, unless otherwise noted.

Anchor bolts shall be set before bolting diaphragms over supports.

It shall be the responsibilty of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

Expansion bolts shall consist of self drilling expansion anchors and ¾" ø x 12" hooked bolts.

Calculated weight of Structural Steel = 721,510 Lbs.

The contractor shall drive one Steel H.P. 8x36 test pile in a permanent location at the East Abutment as directed by the Engineer before ordering the remainder of piles.

All Structural Steel shall be A.S.T.M. A-588 grade and shall not be painted.

Field welding of construction accessories to the bottom flanges or for a distance of ¼ of the span each way from pier supports on the top flanges of beams or girders will not be permitted. Field welding in other areas will be permitted only when approved by the Engineer.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER.	SUB.	TOTAL
Class A Concrete	Cu. Yds.		1225.2	1225.2
Class X Concrete	Cu. Yds.	1010.0	287.9	1297.9
Reinforcement Bars	Lbs.	232,100	81,250	313,410
Expansion Bolts ¾ ø	Each		603	603
Concrete Removal	Cu. Yds.		50	50
ALT. A Aluminum Railing Type L	Lin. Ft.	775		775
ALT. B Steel Railing Type M	Lin. Ft.	775		775
Rock Excavation for Structure	Cu. Yds.		240	240
Structure Excavation	Cu. Yds.		369	369
Removal of Exist. Superstructure	Each			1
Bit. Conc. Sur. Crs. I	Tons	193		193
Protective Coat	Sq. Yds.	1202		1202
Steel Piles HP 8x36	Lin. Ft.		203	203
Test Pile (Steel HP 8x36)	Each		1	1
Name Plates	Each			1
Coal Tar Inlay Prot. Coat	Sq. Yds.	2,379		2,379
Neoprene Expansion Jt. (2")	Lin. Ft.	246		246
Structural Steel	L.S.	L.S.		L.S.
Creosoted Piles up to 20 Ft.	Lin. Ft.		180	180
Temporary Guardrail	Lin. Ft.	378		378
Repair Concrete Structure	Sq. Ft.		1,000	1,000
Cofferdams	Each		5	5
Cofferdam Excavation	Cu. Yds.		682	682

DESIGNED	Mary W. Baxter
CHECKED	R.K. Mullins, James Hauer
J. SCHNELLER	V.H.
DRAWN	
CHECKED	RM JP

19

EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Howard H. Holterman
CHIEF HIGHWAY ENGINEER

WATERWAY INFORMATION

Drainage Area	2585 Sq. Mi.
Character:	
Required Opening	4820 Sq. Ft.
Present Opening	4820 Sq. Ft.
Proposed Opening	4820 Sq. Ft.

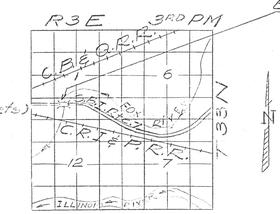
Ordinary Water Elev. 458.93
Design H.W. Elev. 469.0

Q(50) = 30,290 cfs

DESIGN STRESSES

fc = 1200 psi (Deck Slab)
fc = 1000 psi (Abuts.)
fc = 1400 psi (Piers, curbs & Parapets)
fs = 20,000 psi (reinf)
fs = 27,000 psi (A588)
Vc = 75 psi Ftg.
n = 10

Loading - HS20-44
Allow 25#/ø Fut. W.S.
Design Specifications, 1969 AASHO as applicable.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A. RTE. 8 OVER FOX RIVER
F.A. RTE. 8 (S.B.I. RTE. 7) SEC. (E-1) BR
F.A. PROJ. F-7 (41)
LA SALLE COUNTY
STA. 48 + 13.81

Rev. 4/2/73
Rev. 5/15/73

B.M. #5A "a" on SW corner of wingwall 20.5' Rt. Sta. 46+22 Elev. = 481.09

Existing Bridge - 6 Span R.C. Deck Girder, R.C. Abutments, R.C. Piers. Built as S.B.I. Rte. 7 Sec. E-1 at Sta. 62+00 in 1927. Existing piers and Abuts. to be extended to accomodate the proposed superstructure. Existing superstructure to be removed by Bridge Contractor after completion of West Bd. Lanes. Traffic shall be maintained during Stage Construction. No salvage. Length 377'-11½", Width 29'-4"

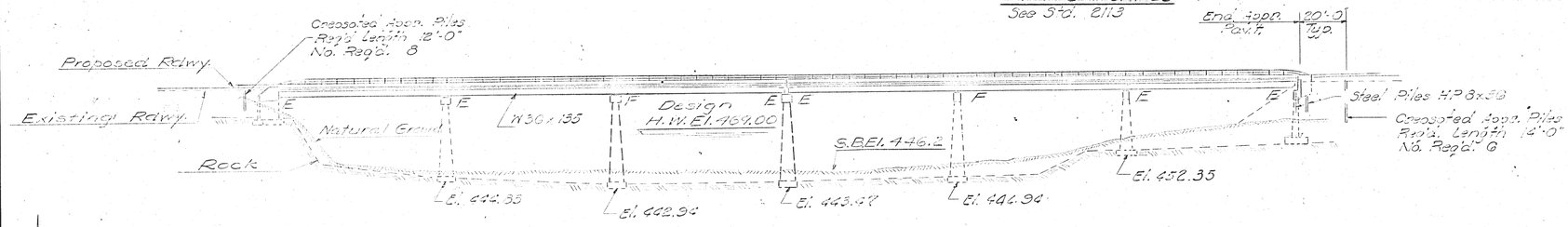
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1)BR	LASALLE	65	36A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- T-5052(2)		

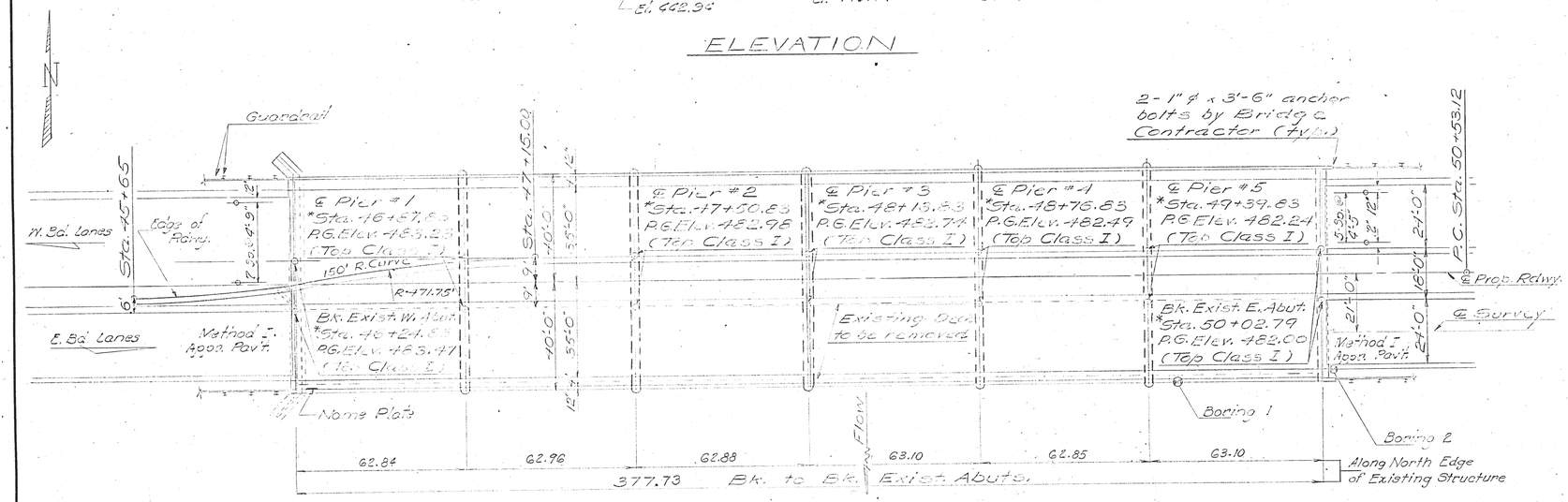
SHEET NO. 1 A
21 SHEETS

STATION 484+38.8' REBUILT IS 38' STATE OF ILLINOIS F.A. RT. 8 SEC. (E-1) BR F.A. PROJ. T-5052(2) LOADING H S 20

NAME PLATES
See Sta. 8113

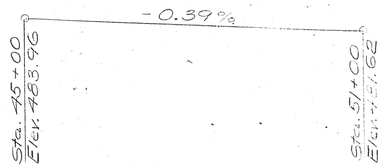


ELEVATION



* The stations are approximate and subject to field measurements.

PLAN



PROFILE F.A. RTE. 8
(Grade applies @ median edge)

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Fasteners shall be High strength bolts. Bolts $\frac{3}{4}$"ϕ, open holes $1\frac{3}{16}$", unless otherwise noted.

Anchor bolts shall be set before bolting diaphragms over supports.

It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

Expansion bolts shall consist of self drilling expansion anchors and $\frac{3}{4}$"ϕ x 12" hooked bolts.

Calculated weight of Structural Steel = 721,170 Lbs.

The contractor shall drive one Steel HP 8x36 test pile in a permanent location of the East Abutment as directed by the Engineer before ordering the remainder of piles.

All Structural Steel shall be A.S.T.M. A-588 grade and shall not be painted.

Field welding of construction accessories to the bottom flanges or for a distance of ¼ of the span each way from pier supports on the top flanges of beams or girders will not be permitted. Field welding in other areas will be permitted only when approved by the Engineer.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER.	SUB.	TOTAL
Class A Concrete	Cu. Yds.		1225.4	1225.4
Class X Concrete	Cu. Yds.	1009.5	287.9	1297.4
Reinforcement Bars	Lbs.	232,100	81,250	313,350
Expansion Bolts ¾ϕ	Each		603	603
Concrete Removal	Cu. Yds.		50	50
Aluminum Railing Type L	Lin. Ft.	775		775
Steel Railing Type M	Lin. Ft.	775		775
Rock Excavation for Structure	Cu. Yds.		240	240
Structure Excavation	Cu. Yds.		369	369
Removal of Exist. Superstructure	Each			1
Bit. Conc. Sur. Crs. "I"	Tons	193		193
Protective Coat	Sq. Yds.	1202		1202
Steel Piles HP 8x36	Lin. Ft.		208	208
Test Pile (Steel HP 8x36)	Each		1	1
Name Plates	Each			1
Conc. Top Inlay Prot. Coat	Sq. Yds.	2,379		2,379
Neoprene Expansion Jt. (2")	Lin. Ft.	240		240
Structural Steel	L.S.	L.S.		L.S.
Creosoted Piles up to 20 Ft.	Lin. Ft.		180	180
Temporary Guardrail	Lin. Ft.	378		378
Repair Concrete Structure	Sq. Ft.		1,000	1,000
Cofferdams	Each		5	5
Cofferdam Excavation	Cu. Yds.		682	682

ALT. A
ALT. B

DESIGNED	Approved	
CHECKED	Sandra Taylor	
J. SCHNEIDER	V.H.	
DRAWN		
CHECKED	L.M.	J.P.

EXAMINED 19

PASSED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES — H.C. Baumann — ENGINEER OF DESIGN

APPROVED Lucas A. Hoffman — CHIEF HIGHWAY ENGINEER

WATERWAY INFORMATION

Drainage Area	2585 Sq. Mi.
Character:	
Required Opening	48205q. Ft.
Present Opening	48205q. Ft.
Proposed Opening	48205q. Ft.

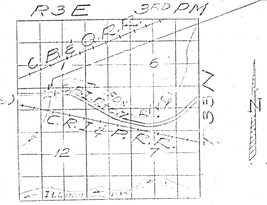
Ordinary Water El. v. 458.95
Design H.W. El. v. 469.0

Q (50) = 30,290 cfs

DESIGN STRESSES

f_c = 1200 psi (Deck Slab)
f_c = 1000 psi (Abuts.)
f_c = 1400 psi (Piers, curbs & R. roads)
f_s = 20,000 psi (rail)
f_s = 27000 psi (A 588)
V_c = 75 psi Ftg.
n = 10

Loading - H S 20-44
Allow 25#/sq. Ft. Fut. W.S.
Design Specifications, 1968
AASHO as to Code.



LOCATION SKETCH

AS REVISED

GENERAL PLAN & ELEVATION
F.A. RTE. 8 OVER FOX RIVER
F.A. RTE. 8 (S.B.I. RTE. 7) SEC. (E-1) BR
F.A. PROJ. F-7 (11)
LA SALLE COUNTY
STA. 48+13.81

Rev. 4/2/73
Rev. 5/15/73

J.N.P. 6-27-73.

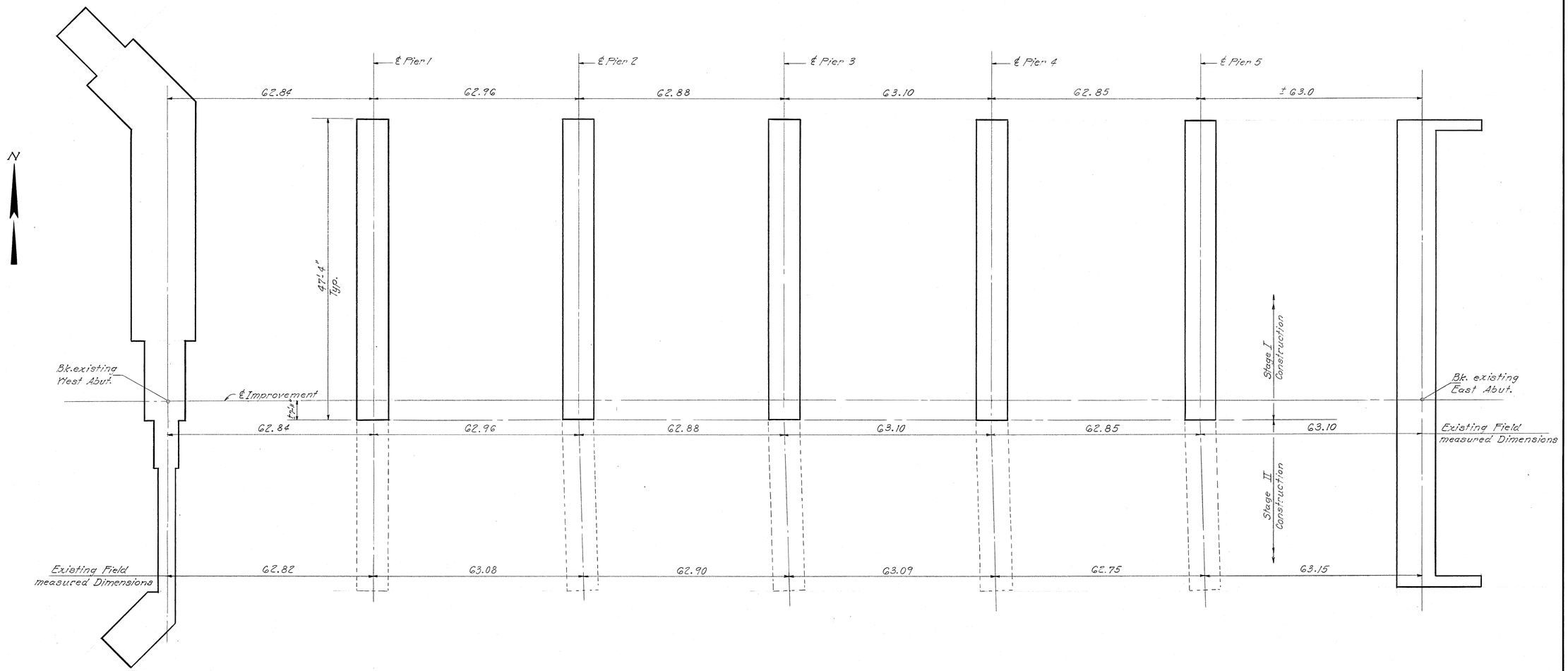
*KALE CO. 19-1255

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. 8	(E-1)BR	LA SALLE	65	36B
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18
21 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Build West and East Abutments parallel to the existing back of abutments extended.
Build Stage I Piers parallel to West Abutment.



DESIGNED	J.N.P.
CHECKED	Q.K.M.
DRAWN	S.V.U.
CHECKED	

19

EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED
ENGINEER OF DESIGN

APPROVED
UNDER SECRETARY, CHIEF TRANSPORTATION ENGINEER

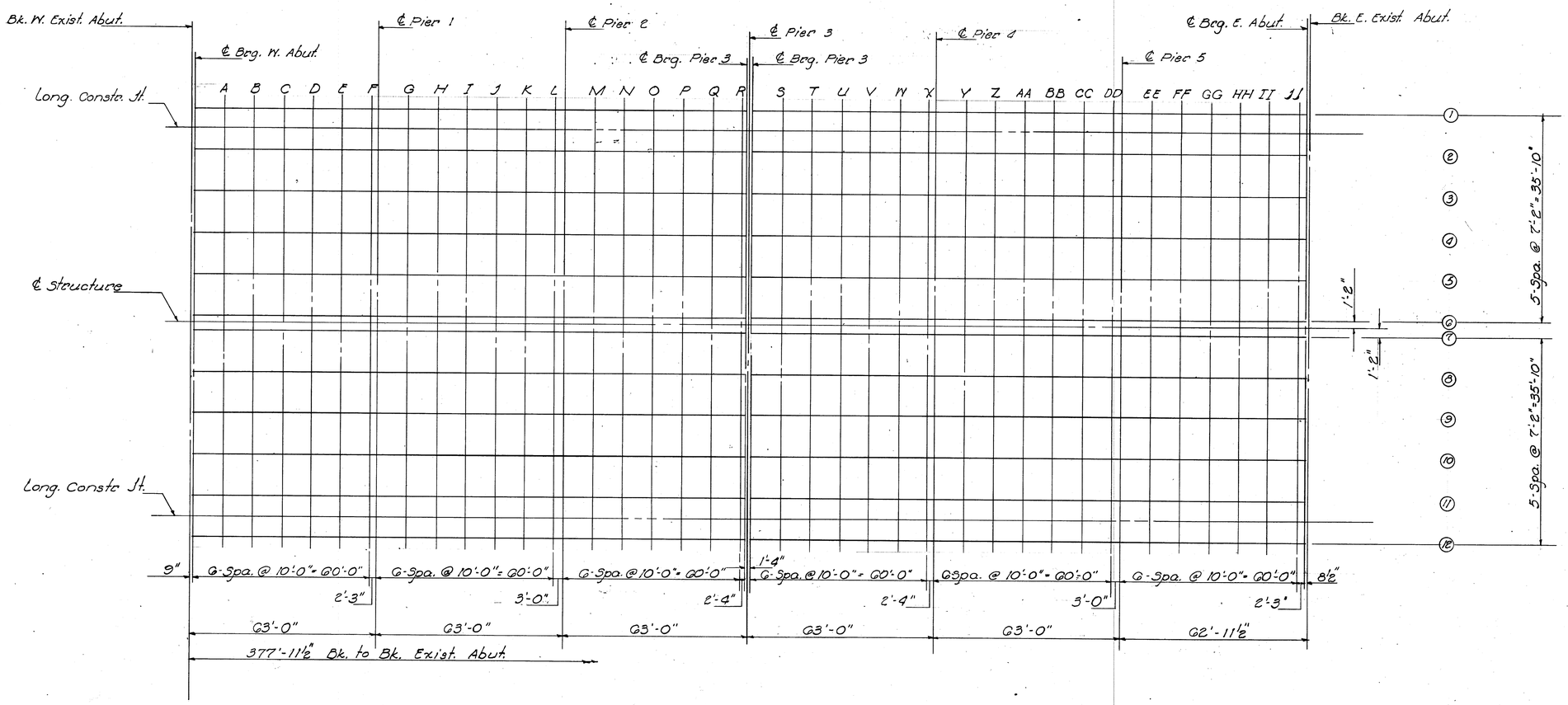
FOOTING LAYOUT
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

K & E CO. 19-1255

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	E-1) BR	LASALLE	65	37
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.	T-5052(2)	

SHEET NO. 2
21 SHEETS



DESIGNED	Henry W. Bogter
CHECKED	L.R. Mallow
DRAWN	J. SCHNELLER
CHECKED	RM

Dec 30 1971

EXAMINED
DIRECTOR OF BRIDGE AND TRAFFIC STRUCTURES

PASSED W E Baumann
ENGINEER OF DESIGN

APPROVED Leonard A Goltermann
CHIEF HIGHWAY ENGINEER

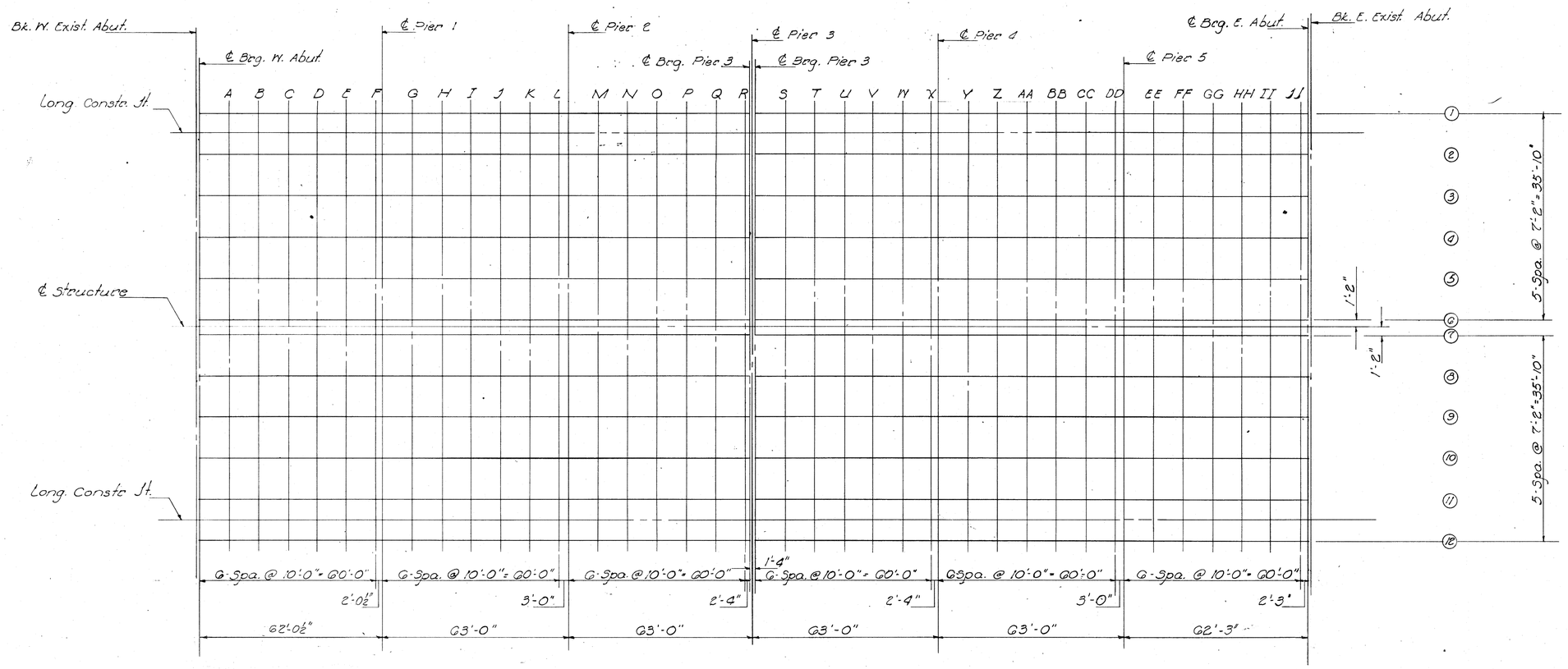
TOP OF CLASS I ELEVATIONS
F.A. RT 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 484+13. 81

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LASALLE	65	37A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-5052(2)	

SHEET NO. 2A
21 SHEETS



DESIGNED	Ronald Boyter
CHECKED	R.S. Mathur
DRAWN	J. SCHNELLER
CHECKED	R.M.

19

EXAMINED

PASSED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
M E Baumann
ENGINEER OF DESIGN

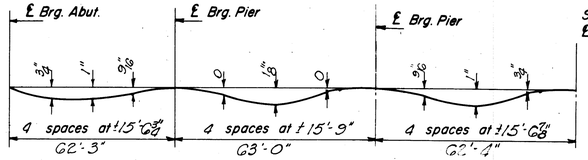
APPROVED
Richard H Gotterman
CHIEF HIGHWAY ENGINEER

AS REVISED

TOP OF CLASS I ELEVATIONS
F.A. RT 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 484+13.81

J.N.P. 6-27-73

HETZGEN

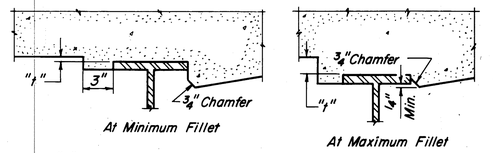


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete & Class I)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1)BR	LA SALLE	65	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5062(2)		

SHEET NO. 3
21 SHEETS

B.M.S. 1 & 12

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-37.000	483.036	483.036
℄ Brg. W. Abut.		4625.580	-37.000	483.033	483.033
	A	4635.580	-37.000	482.994	483.035
	B	4645.580	-37.000	482.955	483.025
	C	4655.580	-37.000	482.916	482.997
	D	4665.580	-37.000	482.877	482.939
	E	4675.580	-37.000	482.838	482.875
	F	4685.580	-37.000	482.799	482.806
℄ Pier 1		4687.830	-37.000	482.790	482.790
	G	4697.830	-37.000	482.751	482.751
	H	4707.830	-37.000	482.712	482.714
	I	4717.830	-37.000	482.673	482.680
	J	4727.830	-37.000	482.634	482.638
	K	4737.830	-37.000	482.595	482.595
	L	4747.830	-37.000	482.556	482.556
℄ Pier 2		4750.830	-37.000	482.545	482.545
	M	4760.830	-37.000	482.506	482.535
	N	4770.830	-37.000	482.467	482.523
	O	4780.830	-37.000	482.428	482.507
	P	4790.830	-37.000	482.389	482.461
	Q	4800.830	-37.000	482.350	482.400
	R	4810.830	-37.000	482.311	482.320
℄ Brg. Pier 3		4813.163	-37.000	482.302	482.302
℄ Brg. Pier 3		4814.497	-37.000	482.296	482.296
	S	4824.497	-37.000	482.257	482.299
	T	4834.497	-37.000	482.218	482.288
	U	4844.497	-37.000	482.179	482.260
	V	4854.497	-37.000	482.140	482.202
	W	4864.497	-37.000	482.101	482.138
	X	4874.497	-37.000	482.062	482.069
℄ Pier 4		4876.830	-37.000	482.053	482.053
	Y	4886.830	-37.000	482.014	482.014
	Z	4896.830	-37.000	481.975	481.977
	AA	4906.830	-37.000	481.936	481.943
	BB	4916.830	-37.000	481.897	481.901
	CC	4926.830	-37.000	481.858	481.858
	DD	4936.830	-37.000	481.819	481.819
℄ Pier 5		4939.830	-37.000	481.808	481.808
	EE	4949.830	-37.000	481.769	481.798
	FF	4959.830	-37.000	481.730	481.786
	GG	4969.830	-37.000	481.691	481.770
	HH	4979.830	-37.000	481.652	481.724
	II	4989.830	-37.000	481.613	481.663
	JJ	4999.830	-37.000	481.574	481.583
℄ Brg. E. Abut.		5002.080	-37.000	481.565	481.565
Bk. E. Exist. Abut.		5002.788	-37.000	481.562	481.562

LONG. CONSTR. J.T.S.

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-33.000	483.099	483.099
℄ Brg. W. Abut.		4625.580	-33.000	483.096	483.096
	A	4635.580	-33.000	483.057	483.098
	B	4645.580	-33.000	483.018	483.087
	C	4655.580	-33.000	482.979	483.060
	D	4665.580	-33.000	482.940	483.001
	E	4675.580	-33.000	482.901	482.937
	F	4685.580	-33.000	482.862	482.868
℄ Pier 1		4687.830	-33.000	482.853	482.853
	G	4697.830	-33.000	482.814	482.814
	H	4707.830	-33.000	482.775	482.777
	I	4717.830	-33.000	482.736	482.743
	J	4727.830	-33.000	482.697	482.700
	K	4737.830	-33.000	482.658	482.658
	L	4747.830	-33.000	482.619	482.619
℄ Pier 2		4750.830	-33.000	482.607	482.607
	M	4760.830	-33.000	482.568	482.598
	N	4770.830	-33.000	482.529	482.586
	O	4780.830	-33.000	482.490	482.570
	P	4790.830	-33.000	482.451	482.523
	Q	4800.830	-33.000	482.412	482.463
	R	4810.830	-33.000	482.373	482.383
℄ Brg. Pier 3		4813.163	-33.000	482.364	482.364
℄ Brg. Pier 3		4814.497	-33.000	482.359	482.359
	S	4824.497	-33.000	482.320	482.361
	T	4834.497	-33.000	482.281	482.350
	U	4844.497	-33.000	482.242	482.323
	V	4854.497	-33.000	482.203	482.265
	W	4864.497	-33.000	482.164	482.200
	X	4874.497	-33.000	482.125	482.132
℄ Pier 4		4876.830	-33.000	482.116	482.116
	Y	4886.830	-33.000	482.077	482.077
	Z	4896.830	-33.000	482.038	482.040
	AA	4906.830	-33.000	481.999	482.006
	BB	4916.830	-33.000	481.960	481.963
	CC	4926.830	-33.000	481.921	481.921
	DD	4936.830	-33.000	481.882	481.882
℄ Pier 5		4939.830	-33.000	481.870	481.870
	EE	4949.830	-33.000	481.831	481.861
	FF	4959.830	-33.000	481.792	481.849
	GG	4969.830	-33.000	481.753	481.833
	HH	4979.830	-33.000	481.714	481.786
	II	4989.830	-33.000	481.675	481.726
	JJ	4999.830	-33.000	481.636	481.645
℄ Brg. E. Abut.		5002.080	-33.000	481.627	481.627
Bk. E. Exist. Abut.		5002.788	-33.000	481.625	481.625

B.M.S. 2 & 11

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-29.833	483.148	483.148
℄ Brg. W. Abut.		4625.580	-29.833	483.145	483.145
	A	4635.580	-29.833	483.106	483.147
	B	4645.580	-29.833	483.067	483.136
	C	4655.580	-29.833	483.028	483.109
	D	4665.580	-29.833	482.989	483.051
	E	4675.580	-29.833	482.950	482.986
	F	4685.580	-29.833	482.911	482.918
℄ Pier 1		4687.830	-29.833	482.902	482.902
	G	4697.830	-29.833	482.863	482.863
	H	4707.830	-29.833	482.824	482.826
	I	4717.830	-29.833	482.785	482.792
	J	4727.830	-29.833	482.746	482.750
	K	4737.830	-29.833	482.707	482.707
	L	4747.830	-29.833	482.668	482.668
℄ Pier 2		4750.830	-29.833	482.657	482.657
	M	4760.830	-29.833	482.618	482.647
	N	4770.830	-29.833	482.579	482.635
	O	4780.830	-29.833	482.540	482.619
	P	4790.830	-29.833	482.501	482.573
	Q	4800.830	-29.833	482.462	482.512
	R	4810.830	-29.833	482.423	482.432
℄ Brg. Pier 3		4813.163	-29.833	482.414	482.414
℄ Brg. Pier 3		4814.497	-29.833	482.408	482.408
	S	4824.497	-29.833	482.369	482.410
	T	4834.497	-29.833	482.330	482.400
	U	4844.497	-29.833	482.291	482.372
	V	4854.497	-29.833	482.252	482.314
	W	4864.497	-29.833	482.213	482.250
	X	4874.497	-29.833	482.174	482.181
℄ Pier 4		4876.830	-29.833	482.165	482.165
	Y	4886.830	-29.833	482.126	482.126
	Z	4896.830	-29.833	482.087	482.089
	AA	4906.830	-29.833	482.048	482.055
	BB	4916.830	-29.833	482.009	482.013
	CC	4926.830	-29.833	481.970	481.970
	DD	4936.830	-29.833	481.931	481.931
℄ Pier 5		4939.830	-29.833	481.920	481.920
	EE	4949.830	-29.833	481.881	481.910
	FF	4959.830	-29.833	481.842	481.898
	GG	4969.830	-29.833	481.803	481.882
	HH	4979.830	-29.833	481.764	481.836
	II	4989.830	-29.833	481.725	481.775
	JJ	4999.830	-29.833	481.686	481.695
℄ Brg. E. Abut.		5002.080	-29.833	481.677	481.677
Bk. E. Exist. Abut.		5002.788	-29.833	481.674	481.674

B.M.S. 3 & 10

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-22.667	483.260	483.260
℄ Brg. W. Abut.		4625.580	-22.667	483.257	483.257
	A	4635.580	-22.667	483.218	483.259
	B	4645.580	-22.667	483.179	483.248
	C	4655.580	-22.667	483.140	483.221
	D	4665.580	-22.667	483.101	483.163
	E	4675.580	-22.667	483.062	483.098
	F	4685.580	-22.667	483.023	483.030
℄ Pier 1		4687.830	-22.667	483.014	483.014
	G	4697.830	-22.667	482.975	482.975
	H	4707.830	-22.667	482.936	482.938
	I	4717.830	-22.667	482.897	482.904
	J	4727.830	-22.667	482.858	482.862
	K	4737.830	-22.667	482.819	482.819
	L	4747.830	-22.667	482.780	482.780
℄ Pier 2		4750.830	-22.667	482.769	482.769
	M	4760.830	-22.667	482.730	482.759
	N	4770.830	-22.667	482.691	482.747
	O	4780.830	-22.667	482.652	482.731
	P	4790.830	-22.667	482.613	482.685
	Q	4800.830	-22.667	482.574	482.624
	R	4810.830	-22.667	482.535	482.544
℄ Brg. Pier 3		4813.163	-22.667	482.525	482.525
℄ Brg. Pier 3		4814.497	-22.667	482.520	482.520
	S	4824.497	-22.667	482.481	482.522
	T	4834.497	-22.667	482.442	482.512
	U	4844.497	-22.667	482.403	482.484
	V	4854.497	-22.667	482.364	482.426
	W	4864.497	-22.667	482.325	482.362
	X	4874.497	-22.667	482.286	482.293
℄ Pier 4		4876.830	-22.667	482.277	482.277
	Y	4886.830	-22.667	482.238	482.238
	Z	4896.830	-22.667	482.199	482.201
	AA	4906.830	-22.667	482.160	482.167
	BB	4916.830	-22.667	482.121	482.125
	CC	4926.830	-22.667	482.082	482.082
	DD	4936.830	-22.667	482.043	482.043
℄ Pier 5		4939.830	-22.667	482.031	482.031
	EE	4949.830	-22.667	481.992	482.022
	FF	4959.830	-22.667	481.953	482.010
	GG	4969.830	-22.667	481.914	481.994
	HH	4979.830	-22.667	481.875	481.948
	II	4989.830	-22.667	481.836	481.887
	JJ	4999.830	-22.667	481.797	481.807
℄ Brg. E. Abut.		5002.080	-22.667	481.789	481.789
Bk. E. Exist. Abut.		5002.788	-22.667	481.786	481.786

Where the beam lies below the sidewalk or median section, the elevations are given for a theoretical top of Class I which would be the projection of the Roadway slab template to the centerline of beam.

TOP OF CLASS I ELEVATIONS
F.A. RT 8 · SEC. (E-1) BR
LA SALLE COUNTY
STA. 484+13.81

DESIGNED Harry W. Boynton
CHECKED R.r.mattson
CHECKED J. SCHNELLER
DRAWN P.G. Barnett
CHECKED RM

E-S 8-1-65

Dec 20 19[illegible]
EXAMINED Carl E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Gutterman
CHIEF HIGHWAY ENGINEER

833324 782 740 12M 10-64

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1)BR	LASALLE	65	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 1
21 SHEETS

BMS. 1 & 9

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-15.500	483.372	483.372
℄ Brg. W. Abut.		4625.580	-15.500	483.369	483.369
	A	4635.580	-15.500	483.330	483.371
	B	4645.580	-15.500	483.291	483.360
	C	4655.580	-15.500	483.252	483.333
	D	4665.580	-15.500	483.213	483.275
	E	4675.580	-15.500	483.174	483.210
	F	4685.580	-15.500	483.135	483.142
℄ Pier 1		4687.830	-15.500	483.126	483.126
	G	4697.830	-15.500	483.087	483.087
	H	4707.830	-15.500	483.048	483.050
	I	4717.830	-15.500	483.009	483.016
	J	4727.830	-15.500	482.970	482.974
	K	4737.830	-15.500	482.931	482.931
	L	4747.830	-15.500	482.892	482.892
℄ Pier 2		4750.830	-15.500	482.881	482.881
	M	4760.830	-15.500	482.842	482.871
	N	4770.830	-15.500	482.803	482.859
	O	4780.830	-15.500	482.764	482.843
	P	4790.830	-15.500	482.725	482.797
	Q	4800.830	-15.500	482.686	482.736
	R	4810.830	-15.500	482.647	482.656
℄ Brg. Pier 3		4813.163	-15.500	482.637	482.637
℄ Brg. Pier 3		4814.497	-15.500	482.632	482.632
	S	4824.497	-15.500	482.593	482.634
	T	4834.497	-15.500	482.554	482.624
	U	4844.497	-15.500	482.515	482.596
	V	4854.497	-15.500	482.476	482.538
	W	4864.497	-15.500	482.437	482.474
	X	4874.497	-15.500	482.398	482.405
℄ Pier 4		4876.830	-15.500	482.389	482.389
	Y	4886.830	-15.500	482.350	482.350
	Z	4896.830	-15.500	482.311	482.313
	AA	4906.830	-15.500	482.272	482.279
	BB	4916.830	-15.500	482.233	482.237
	CC	4926.830	-15.500	482.194	482.194
	DD	4936.830	-15.500	482.155	482.155
℄ Pier 5		4939.830	-15.500	482.143	482.143
	EE	4949.830	-15.500	482.104	482.134
	FF	4959.830	-15.500	482.065	482.122
	GG	4969.830	-15.500	482.026	482.106
	HH	4979.830	-15.500	481.987	482.060
	II	4989.830	-15.500	481.948	481.999
	JJ	4999.830	-15.500	481.909	481.919
℄ Brg. E. Abut.		5002.080	-15.500	481.901	481.901
Bk. E. Exist. Abut.		5002.788	-15.500	481.898	481.898

BMS. 5 & 8

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-8.333	483.484	483.484
℄ Brg. W. Abut.		4625.580	-8.333	483.481	483.481
	A	4635.580	-8.333	483.442	483.483
	B	4645.580	-8.333	483.403	483.472
	C	4655.580	-8.333	483.364	483.445
	D	4665.580	-8.333	483.325	483.387
	E	4675.580	-8.333	483.286	483.322
	F	4685.580	-8.333	483.247	483.254
℄ Pier 1		4687.830	-8.333	483.238	483.238
	G	4697.830	-8.333	483.199	483.199
	H	4707.830	-8.333	483.160	483.162
	I	4717.830	-8.333	483.121	483.128
	J	4727.830	-8.333	483.082	483.086
	K	4737.830	-8.333	483.043	483.043
	L	4747.830	-8.333	483.004	483.004
℄ Pier 2		4750.830	-8.333	482.993	482.993
	M	4760.830	-8.333	482.954	482.983
	N	4770.830	-8.333	482.915	482.971
	O	4780.830	-8.333	482.876	482.955
	P	4790.830	-8.333	482.837	482.909
	Q	4800.830	-8.333	482.798	482.848
	R	4810.830	-8.333	482.759	482.768
℄ Brg. Pier 3		4813.163	-8.333	482.749	482.749
℄ Brg. Pier 3		4814.497	-8.333	482.744	482.744
	S	4824.497	-8.333	482.705	482.746
	T	4834.497	-8.333	482.666	482.736
	U	4844.497	-8.333	482.627	482.708
	V	4854.497	-8.333	482.588	482.650
	W	4864.497	-8.333	482.549	482.586
	X	4874.497	-8.333	482.510	482.517
℄ Pier 4		4876.830	-8.333	482.501	482.501
	Y	4886.830	-8.333	482.462	482.462
	Z	4896.830	-8.333	482.423	482.425
	AA	4906.830	-8.333	482.384	482.391
	BB	4916.830	-8.333	482.345	482.349
	CC	4926.830	-8.333	482.306	482.306
	DD	4936.830	-8.333	482.267	482.267
℄ Pier 5		4939.830	-8.333	482.255	482.255
	EE	4949.830	-8.333	482.216	482.246
	FF	4959.830	-8.333	482.177	482.234
	GG	4969.830	-8.333	482.138	482.218
	HH	4979.830	-8.333	482.099	482.172
	II	4989.830	-8.333	482.060	482.111
	JJ	4999.830	-8.333	482.021	482.031
℄ Brg. E. Abut.		5002.080	-8.333	482.013	482.013
Bk. E. Exist. Abut.		5002.788	-8.333	482.010	482.010

BMS. 6 & 7

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Exist. Abut.		4624.830	-1.167	483.596	483.596
℄ Brg. W. Abut.		4625.580	-1.167	483.593	483.593
	A	4635.580	-1.167	483.554	483.595
	B	4645.580	-1.167	483.515	483.584
	C	4655.580	-1.167	483.476	483.557
	D	4665.580	-1.167	483.437	483.499
	E	4675.580	-1.167	483.398	483.434
	F	4685.580	-1.167	483.359	483.366
℄ Pier 1		4687.830	-1.167	483.350	483.350
	G	4697.830	-1.167	483.311	483.311
	H	4707.830	-1.167	483.272	483.274
	I	4717.830	-1.167	483.233	483.240
	J	4727.830	-1.167	483.194	483.198
	K	4737.830	-1.167	483.155	483.155
	L	4747.830	-1.167	483.116	483.116
℄ Pier 2		4750.830	-1.167	483.105	483.105
	M	4760.830	-1.167	483.066	483.095
	N	4770.830	-1.167	483.027	483.083
	O	4780.830	-1.167	482.988	483.067
	P	4790.830	-1.167	482.949	483.021
	Q	4800.830	-1.167	482.910	482.960
	R	4810.830	-1.167	482.871	482.880
℄ Brg. Pier 3		4813.163	-1.167	482.861	482.861
℄ Brg. Pier 3		4814.497	-1.167	482.856	482.856
	S	4824.497	-1.167	482.817	482.858
	T	4834.497	-1.167	482.778	482.848
	U	4844.497	-1.167	482.739	482.820
	V	4854.497	-1.167	482.700	482.762
	W	4864.497	-1.167	482.661	482.698
	X	4874.497	-1.167	482.622	482.629
℄ Pier 4		4876.830	-1.167	482.613	482.613
	Y	4886.830	-1.167	482.574	482.574
	Z	4896.830	-1.167	482.535	482.537
	AA	4906.830	-1.167	482.496	482.503
	BB	4916.830	-1.167	482.457	482.461
	CC	4926.830	-1.167	482.418	482.418
	DD	4936.830	-1.167	482.379	482.379
℄ Pier 5		4939.830	-1.167	482.367	482.367
	EE	4949.830	-1.167	482.328	482.358
	FF	4959.830	-1.167	482.289	482.346
	GG	4969.830	-1.167	482.250	482.330
	HH	4979.830	-1.167	482.211	482.283
	II	4989.830	-1.167	482.172	482.223
	JJ	4999.830	-1.167	482.133	482.143
℄ Brg. E. Abut.		5002.080	-1.167	482.125	482.125
Bk. E. Exist. Abut.		5002.788	-1.167	482.122	482.122

DESIGNED Harry W. Boyter
CHECKED R.e. matthes
CHECKED J. SCHNELLER
DRAWN P.G. Barnett
CHECKED RH

E-S 8-1-65

Dec 30 1971

EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED W.E. Bruxmann
ENGINEER OF DESIGN

APPROVED Richard H. Moltenman
CHIEF HIGHWAY ENGINEER

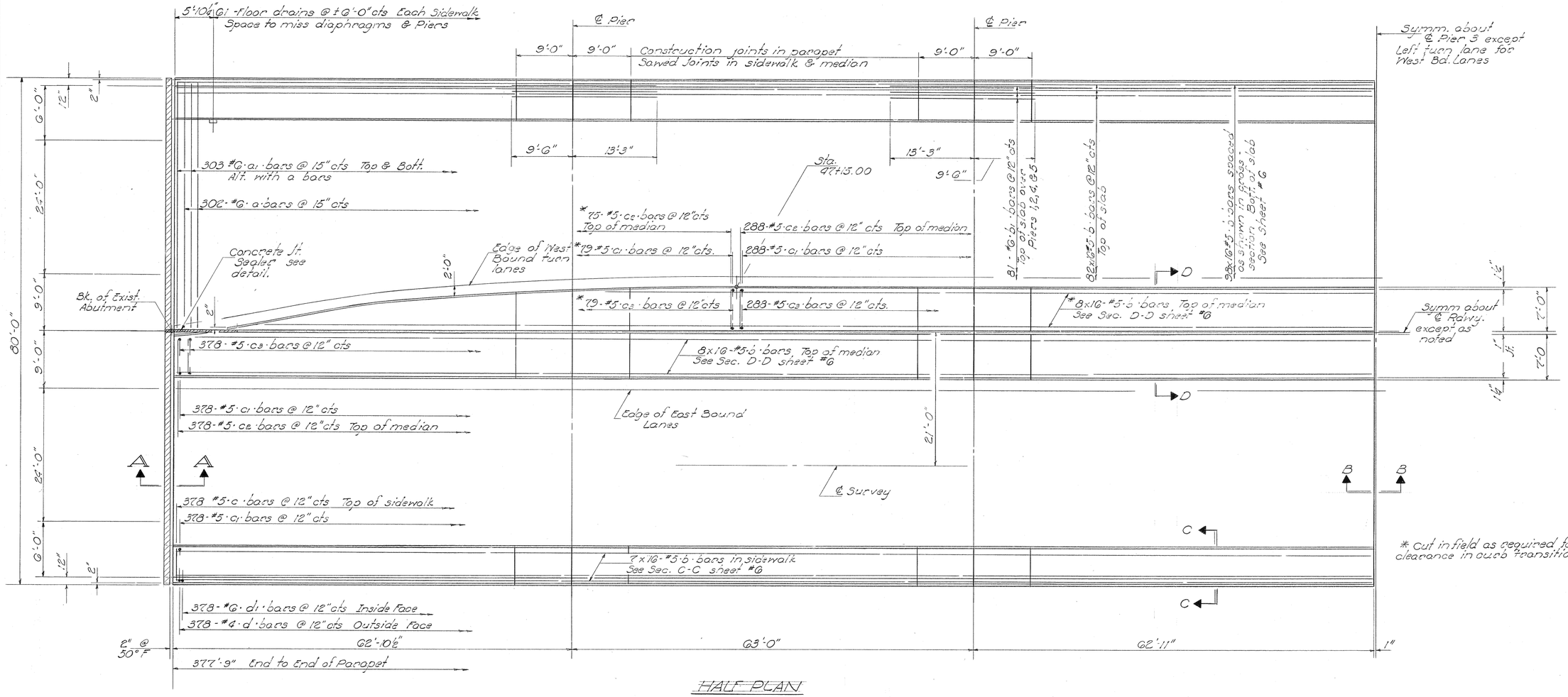
TOP OF CLASS I ELEVATIONS
F.A. RT. 8 SEC. (E-1) BR
LASALLE COUNTY
STA. 481+13.81

Notes: Bar indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

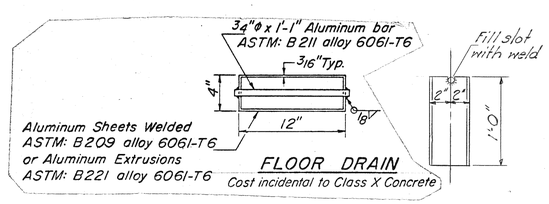
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1)BR	LASALLE	65	40
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 5
21 SHEETS



* Cut in field as required for minimum clearance in quad transition.

HALF PLAN



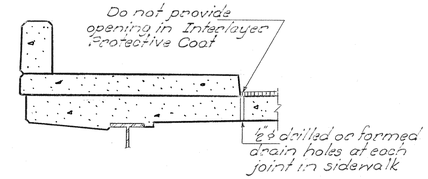
FLOOR DRAIN
Cost incidental to Class X Concrete

DESIGNED	Mary W Boyter
CHECKED	R.E. Mallum
DRAWN	J. SCHNELLER
CHECKED	RM

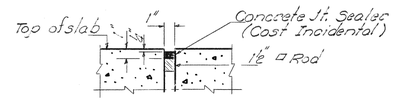
EXAMINED _____ 19
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED H.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Poeltzman
CHIEF HIGHWAY ENGINEER

OFFSETS FOR TURN LANE ON WEST BD. LANES

Sta. ℄ Survey	Offset
46+25.00	21'-10⅞"
46+35.07	23'-3¾"
46+50.00	25'-6¾"
46+75.00	28'-3⅛"
47+00.00	29'-9⅛"
47+15.00	30'-0"



SECTION AT SIDEWALK JOINTS



CONCRETE JOINT SEALER DETAIL

SUPERSTRUCTURE
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

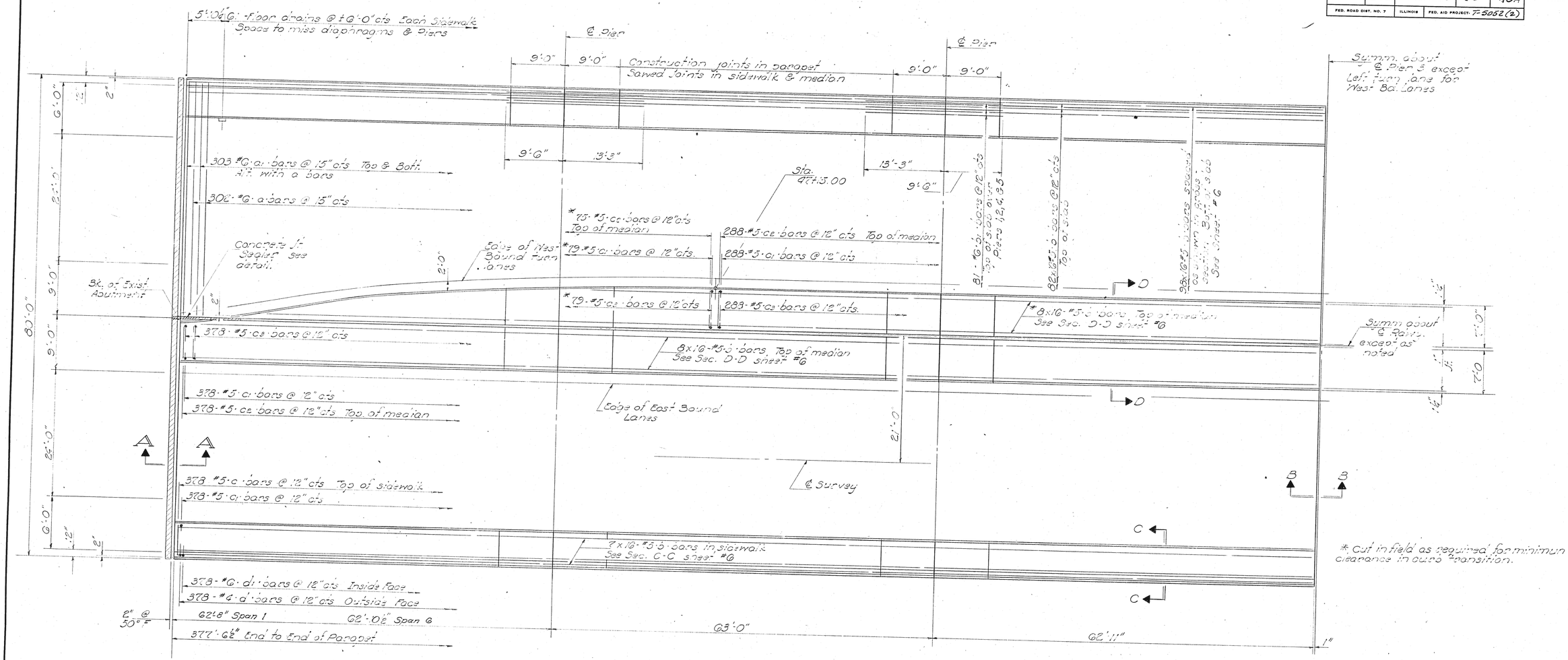
Notes: Bar indicated thus 20x3-#5 e.f.c. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.

40

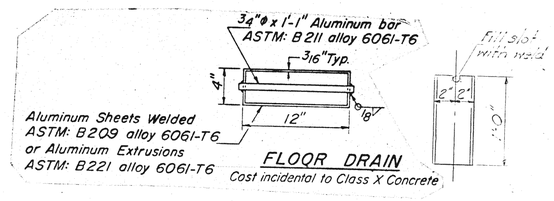
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SUPPL. F. A. 8	(E-1)BR	LASALLE	65	40A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 5A
2 SHEETS



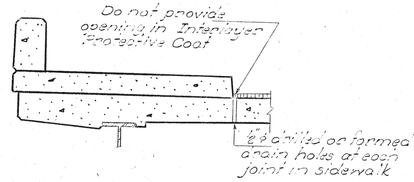
HALF PLAN



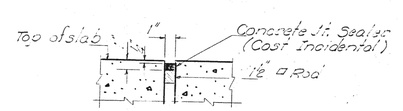
FLOOR DRAIN
Cost incidental to Class X Concrete

OFFSETS FOR TURN LANE ON WEST BD. LANES

Sta. ℄ Survey	Offset
46+25.00	21'-10⅞"
46+35.07	23'-3¾"
46+50.00	25'-0¾"
46+75.00	28'-3⅛"
47+00.00	29'-9½"
47+15.00	30'-0"



SECTION AT SIDEWALK JOINTS



CONCRETE JOINT SEALER DETAIL

DESIGNED	J. Wyatt
CHECKED	R. Smallen
DRAWN	J. SCHNELLER
CHECKED	EM

19
EXAMINED
PASSED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES — H. E. Baumann — ENGINEER OF DESIGN
APPROVED — Richard H. Holtzman — CHIEF HIGHWAY ENGINEER

AS REVISED

SUPERSTRUCTURE
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.61

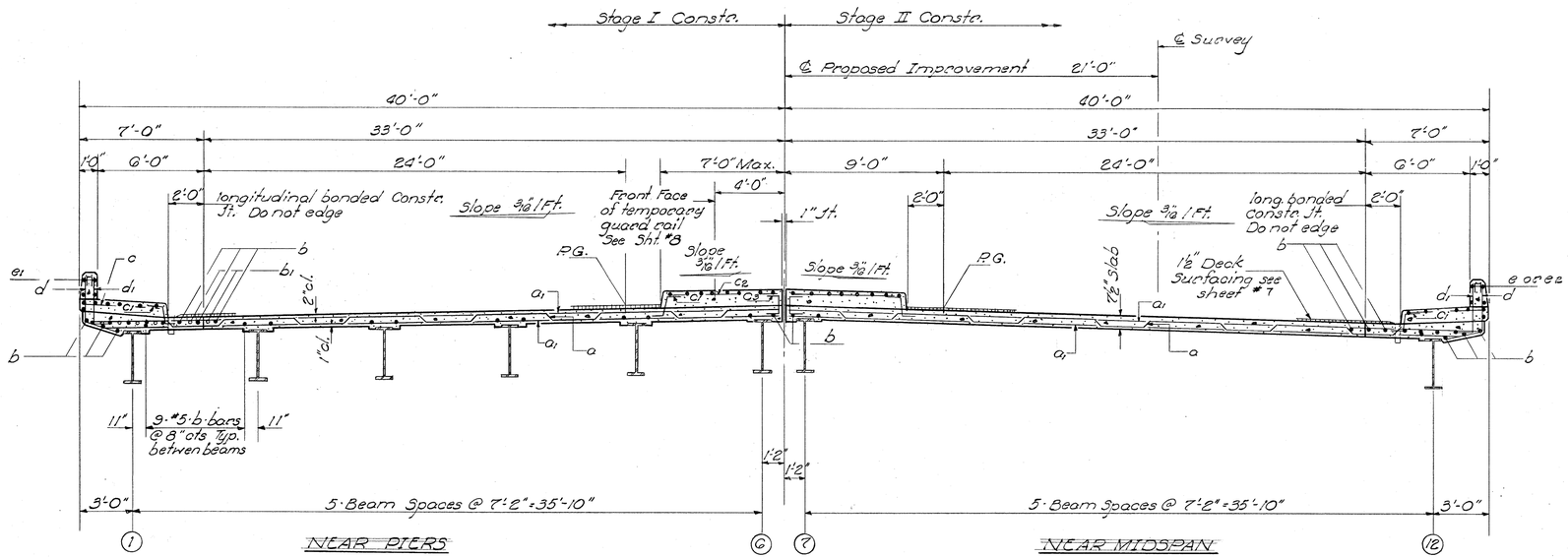
J.M.R 6-27-73

K & E CO. 10-1255

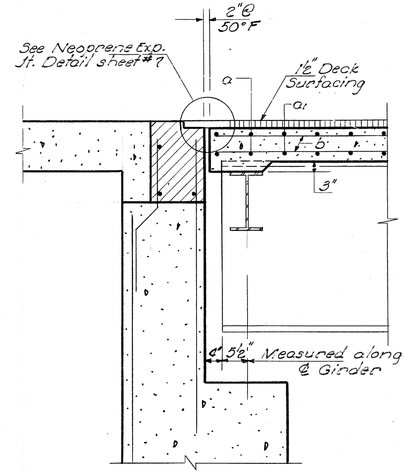
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LASALLE	65	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT. F-5052(2)		

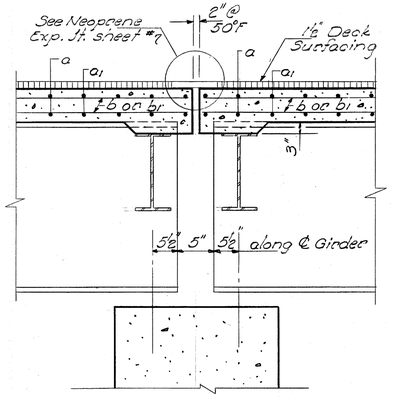
SHEET NO. G
21 SHEETS



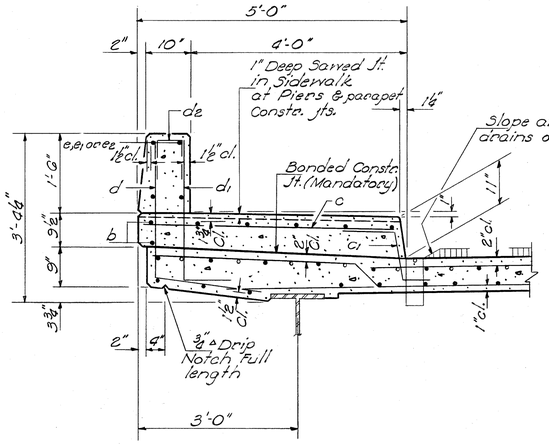
CROSS SECTION
Looking East



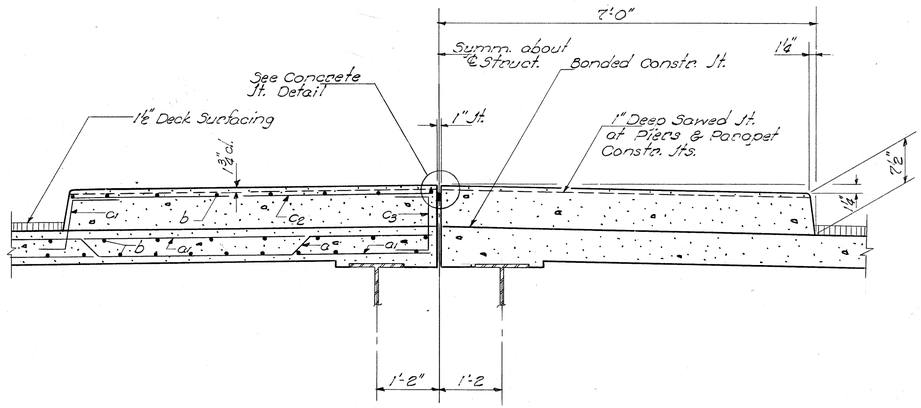
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

DESIGNED	Mary W. Baxter
CHECKED	R. K. Mallon
DRAWN	J. SCHNELLER
CHECKED	RM

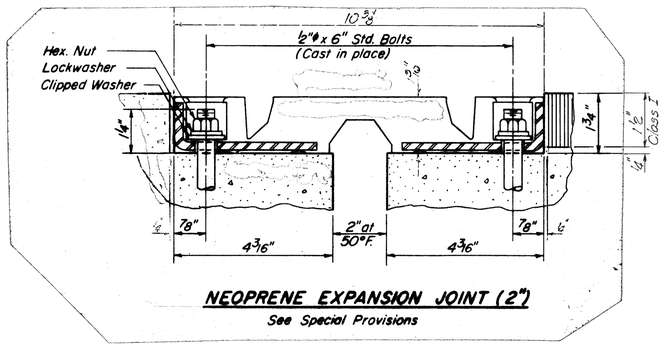
EXAMINED May 25 19 71
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Brumm
ENGINEER OF DESIGN
APPROVED Richard H. Holtzman
CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE DETAILS
F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 48+13.81

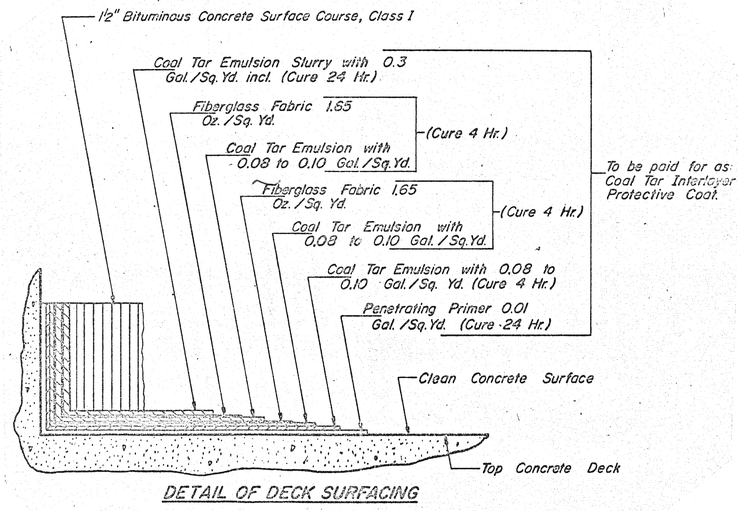
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. 8	(E-1) BR	LASALLE	65	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:	F-5052(2)	

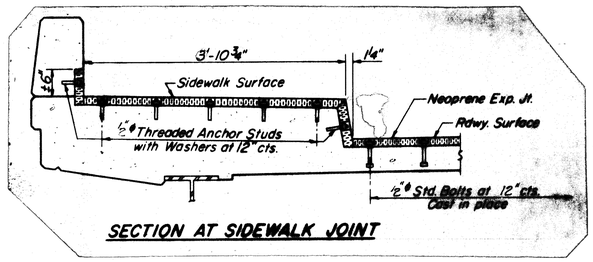
SHEET NO. 7
21 SHEETS



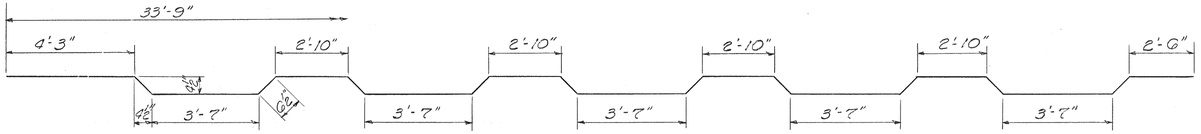
NEOPRENE EXPANSION JOINT (2")
See Special Provisions



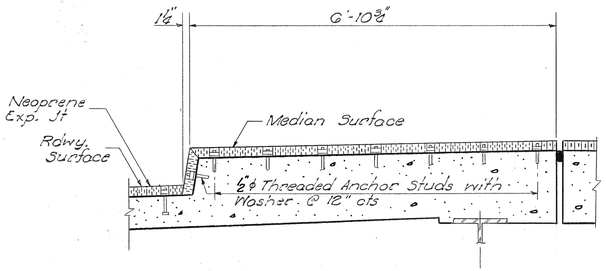
DETAIL OF DECK SURFACING



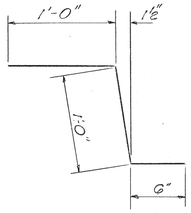
SECTION AT SIDEWALK JOINT



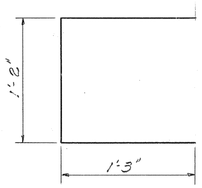
BAR a



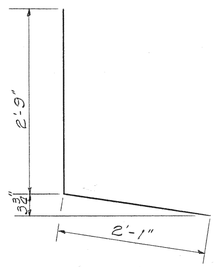
SECTION AT MEDIAN JOINT



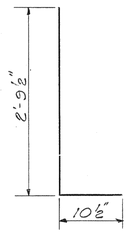
BAR c1



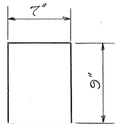
BAR c3



BAR d



BAR d1



BAR d2

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	604	#6	41'-5"	
a1	1212	#6	39'-9"	
b	3300	#5	24'-9"	
b1	324	#6	22'-9"	
c	756	#5	4'-7"	
c1	1501	#5	2'-6"	
c2	741	#5	6'-9"	
c3	745	#5	3'-8"	
d	756	#4	4'-10"	
d1	756	#6	3'-8"	
d2	168	#4	2'-1"	
Class X Concrete			C.Y. Yds.	977.5
Reinforcement Bars			Lbs.	230,180

Parapet reinforcement & Class X Concrete are billed on sheet #8.

DESIGNED	Harry W Bopp
CHECKED	Romanus
DRAWN	J. SCHNELLER
CHECKED	RM

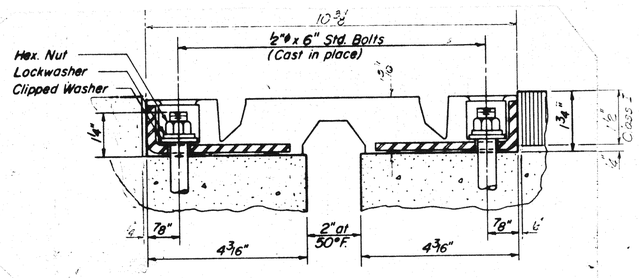
EXAMINED 19
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Bauman
ENGINEER OF DESIGN
APPROVED Richard H. Gutterman
CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE DETAILS
F.A.R.T. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

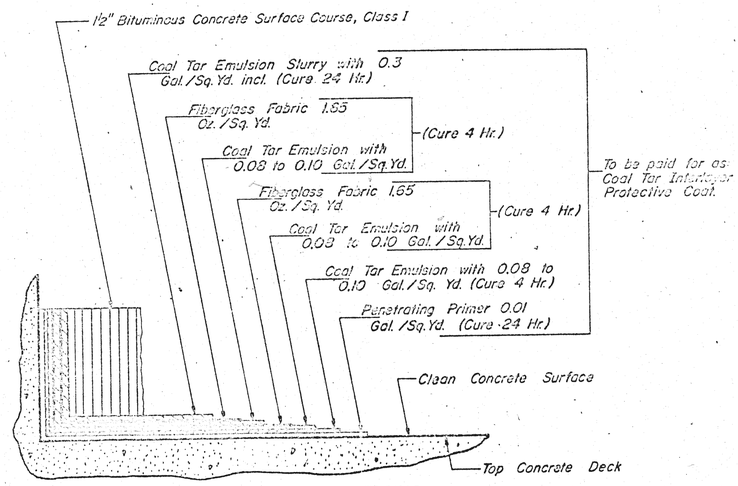
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 8	(E-1) BR,	LASALLE	65	42A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

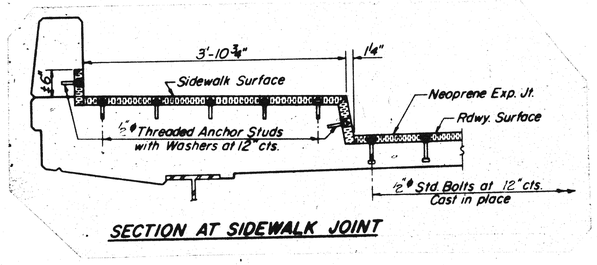
SHEET NO. 7A
2 SHEETS



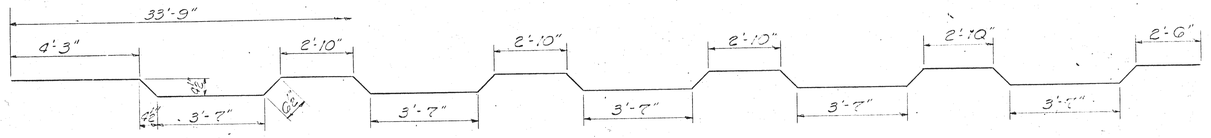
NEOPRENE EXPANSION JOINT (2")
See Special Provisions



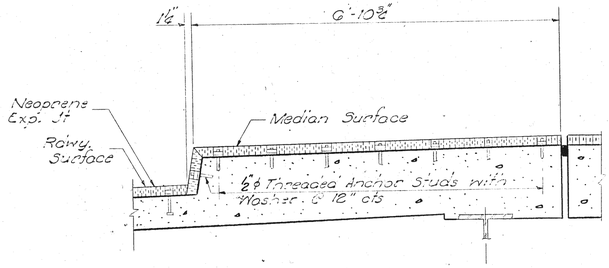
DETAIL OF DECK SURFACING



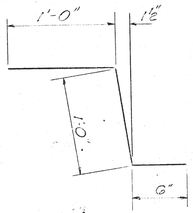
SECTION AT SIDEWALK JOINT



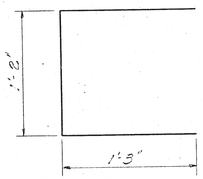
BAR a



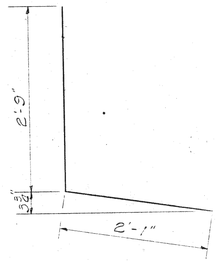
SECTION AT MEDIAN JOINT



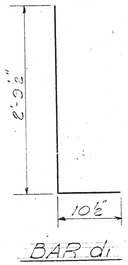
BAR c1



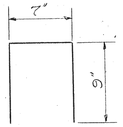
BAR c3



BAR d'



BAR d1



BAR d2

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	606	#8	41'-5"	
a1	212	#8	39'-9"	
b	3300	#5	24'-9"	
b1	324	#8	25'-9"	
c	750	#5	4'-7"	
c1	301	#5	2'-6"	
c2	741	#5	6'-9"	
c3	745	#5	3'-8"	
d	750	#4	4'-10"	
d1	756	#6	3'-8"	
d2	168	#4	2'-1"	
Class K Concrete			Cu. Yds.	971.0
Reinforcement Bars			Lbs.	230,180

Parapet reinforcement & Class K Concrete are billed on sheet #8.

AS REVISED

SUPERSTRUCTURE DETAILS
F.A.R.T. 8 SEC. (E-1)B.R
LA SALLE COUNTY
STA. 48+13.81

DESIGNED	Harry W Baxter
CHECKED	Ramathan
DRAWN	J. SCHNELLER
CHECKED	RH

19
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED H.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard W. Gallagher
CHIEF HIGHWAY ENGINEER

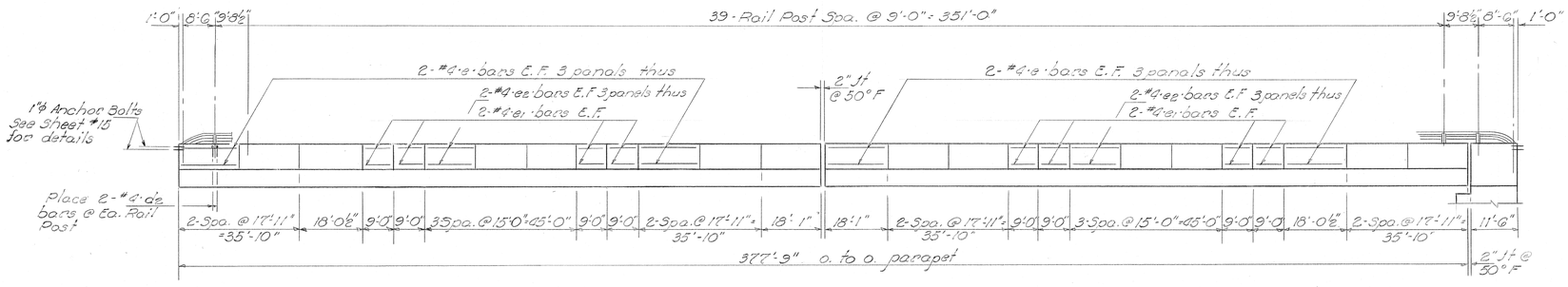
J.N.R 6-27-73

*K&E CO. 19-1255

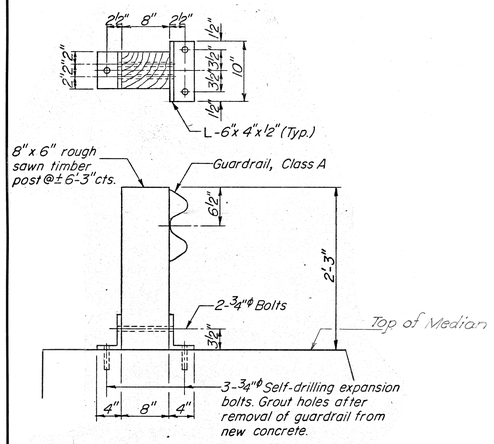
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. R. I. F. A. 8	(E-1) BR	LASALLE	65	43
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:	F-5052(2)	

SHEET NO. 8
21 SHEETS



ELEVATION



TEMPORARY GUARDRAIL DETAIL

See Special Provisions
(Looking West)
End of Stage I Construction

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	96	#4	17'-8"	———
e1	64	#4	8'-9"	———
e2	48	#4	14'-9"	———
Class X Concrete			Cu. Yds	38.5
Reinforcement Bars			Lbs	1980

DESIGNED	Mary W Baxter
CHECKED	R. e. mathur
DRAWN	J. SCHNELLER
CHECKED	RM

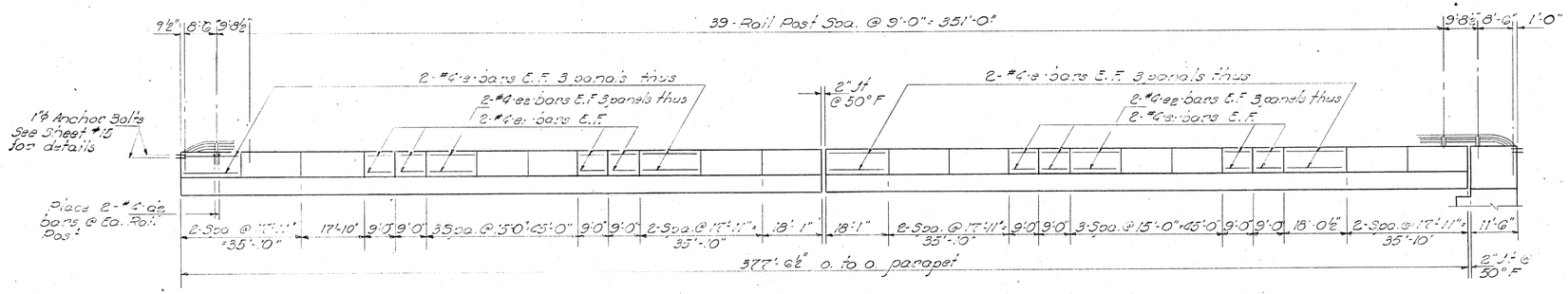
19
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. G. Bammann
ENGINEER OF DESIGN
APPROVED Richard H. Gottesman
CHIEF HIGHWAY ENGINEER

PARAPET & RAILING LAYOUT
F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 484+13.81

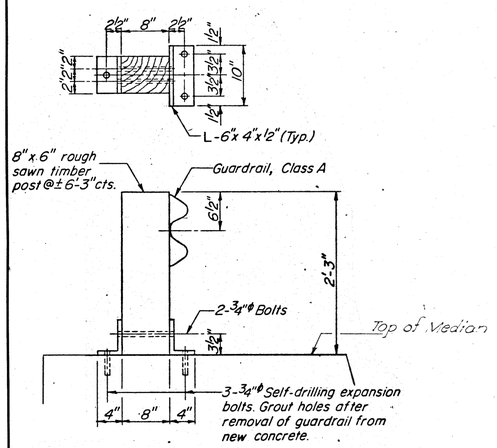
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. R. I. F. A. 8	(E-1) BR	LASALLE	65	43A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 84
21 SHEETS



ELEVATION



TEMPORARY GUARDRAIL DETAIL

See Special Provisions
(Looking West)
End of Stage I Construction

DESIGNED	May W Barton
CHECKED	R. A. Mallum
DRAWN	J. SCHNELLER
CHECKED	RM

19
EXAMINED
PASSED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES — W. E. Bauermann, ENGINEER OF DESIGN
APPROVED — Richard H. Gotterman, CHIEF HIGHWAY ENGINEER

J.N.P. 6-27-73

BILL OF MATERIAL

Bars	No.	Size	Length	Shape
e	96	#4	17'-8"	———
e1	64	#4	8'-9"	———
ee	48	#4	14'-9"	———
Class X Concrete			Cu. Yds	38.5
Reinforcement Bars			Lbs	1980

AS REVISED

PARAPET & RAILING LAYOUT
F.A. RT. 8 SEC. (E-1) B.R.
LA SALLE COUNTY
STA. 48+13.81

*K & E CO. 19-1255

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LA SALLE	65	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- F-5052(2)		

SHEET NO. 9
21. SHEETS

NOTES:

All Posts shall be normal to parapet.

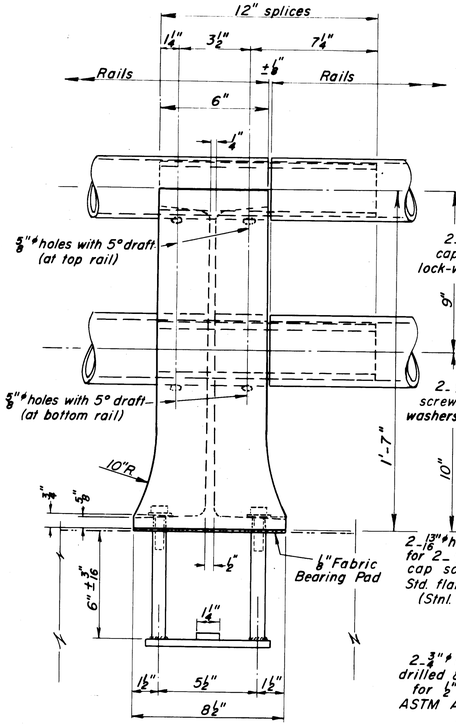
All Posts shall be malleable cast iron conforming to ASTM A-47, Grade 35018, galvanized to ASTM A-153.

All Rail Tubing shall conform to applicable requirements of ASTM A-53, Grade B, (pipe or tube) galvanized to ASTM A-120.

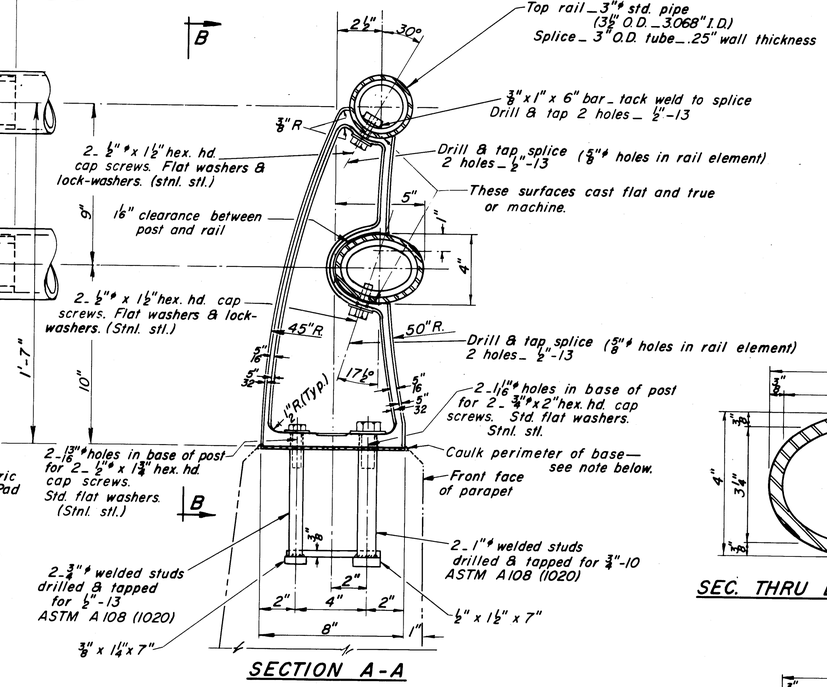
Provide 1 - 1/16" and 2 - 1/8" galvanized sheet steel shims for 25 % of the Posts. Rail element shall be parallel to Grade — high spots shall be ground and low spots shimmed.

If any of the galvanizing coat is damaged or removed during erection, the affected area shall be painted with one coat of zinc paint in accordance with Military Specification MIL-P-26915 Type I, air-dry cure.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE M.

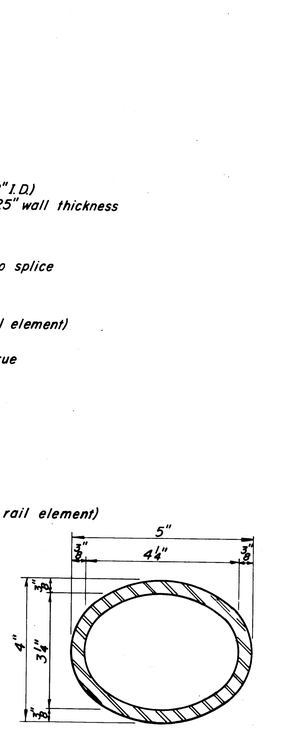


VIEW B-B

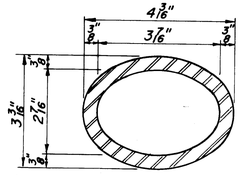


SECTION A-A

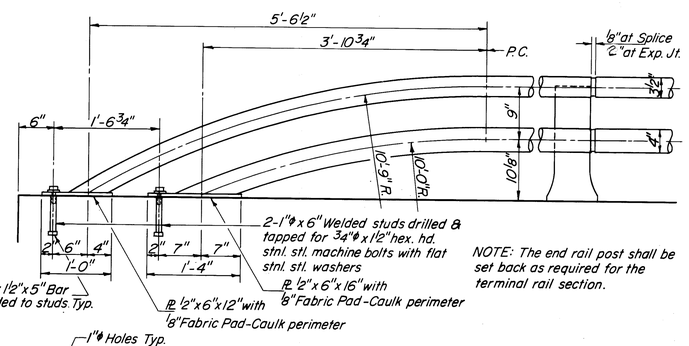
RAIL POST DETAILS



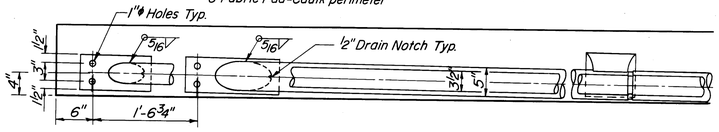
SEC. THRU BOTTOM RAIL



SEC. THRU BOTTOM SPLICE



NOTE: The end rail post shall be set back as required for the terminal rail section.

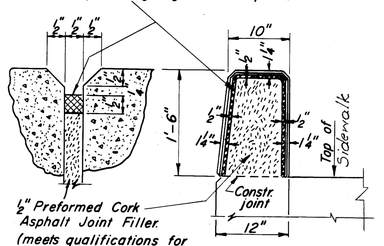


RAIL TERMINAL SECTION

BILL of MATERIAL

Item	Unit	Quantity
STEEL RAILING, TYPE M	Lin. Ft.	773

Two component non-staining gray sealing compound with polysulfide liquid polymers — gun grade with primer.



½" Preformed Cork Asphalt Joint Filler. (meets qualifications for ASTM Designation D1751) Cost incidental

PARAPET JOINT DETAIL

DESIGNED	Harry A. Baxter
CHECKED	R. W. Mathers
	J. SCHNELLER
DRAWN	Wm. M. Best
CHECKED	RM

EXAMINED Dec 20 1971 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED M E Baumann — ENGINEER OF DESIGN
APPROVED Richard H. Wolterman — CHIEF HIGHWAY ENGINEER

Note!
Seal base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers — gun grade with primer.

Note!
Splice must be sliding fit in Rail Section.

TYPE M
STEEL RAILING
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA 4873.81

R-21 Dwn. 8-20-64 Rev. 7-23-65 8-18-65 5-20-68 3-3-71

JOB 64369 750 120 0-62

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LA SALLE	65	44A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: 75052(2)		

SHEET NO. 9A
21 SHEETS

NOTES:

All Posts shall be normal to parapet.

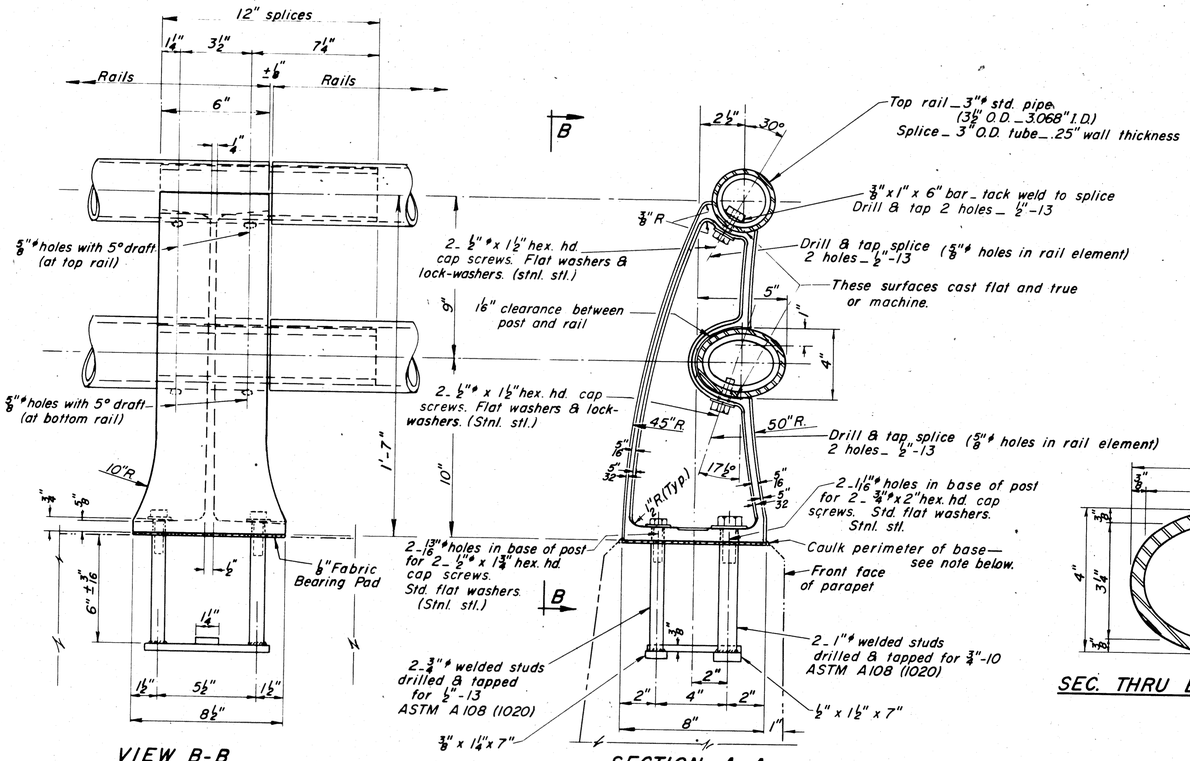
All Posts shall be malleable cast iron, conforming to ASTM A-47, Grade 35018, galvanized to ASTM A-153.

All Rail Tubing shall conform to applicable requirements of ASTM A-53, Grade B, (pipe or tube) galvanized to ASTM A-120.

Provide 1 - 1/8" and 2 - 1/16" galvanized sheet steel shims for 25 % of the Posts. Rail element shall be parallel to Grade — high spots shall be ground and low spots shimmed.

If any of the galvanizing coat is damaged or removed during erection, the affected area shall be painted with one coat of zinc paint in accordance with Military Specification MIL-P-26915 Type I, air-dry cure.

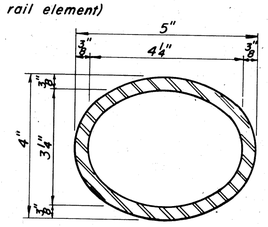
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE M.



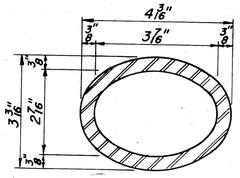
VIEW B-B

SECTION A-A

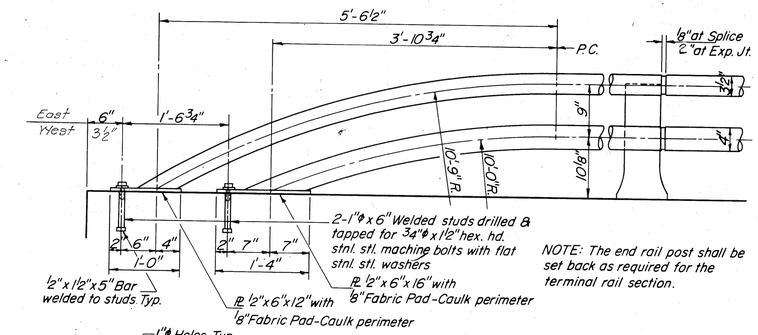
RAIL POST DETAILS

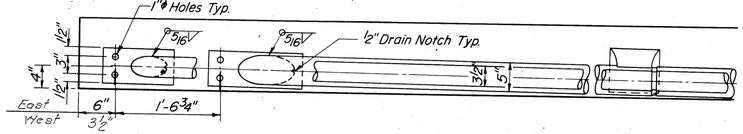


SEC. THRU BOTTOM RAIL



SEC. THRU BOTTOM SPLICE



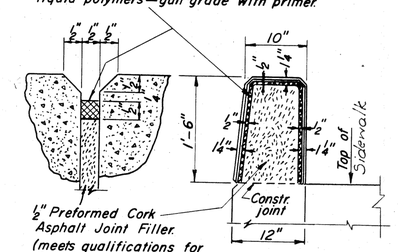


RAIL TERMINAL SECTION

BILL of MATERIAL

Item	Unit	Quantity
STEEL RAILING, TYPE M	Lin. Ft.	775

Two component non-staining gray sealing compound with polysulfide liquid polymers — gun grade with primer.



½" Preformed Cork Asphalt Joint Filler. (meets qualifications for ASTM Designation D1751) Cost incidental

PARAPET JOINT DETAIL

AS REVISED

TYPE M STEEL RAILING
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 481+79.81

DESIGNED	Harry W Baxter
CHECKED	R K mathur
	J. SCHNELLER
DRAWN	Wm. M. Best
CHECKED	RM

EXAMINED Dec 29 19
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Bamman
ENGINEER OF DESIGN
APPROVED Richard H Gutterman
CHIEF HIGHWAY ENGINEER

Note!
Seal base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers — gun grade with primer.

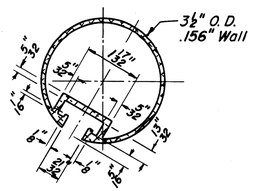
Note!
Splice must be sliding fit in Rail Section.

R-21 Dwn. 8-20-64 Rev. 7-23-65 8-18-65 5-20-68 3-3-71
J.N.R 6-27-73

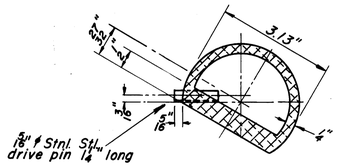
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	45
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- I-5052(2)		

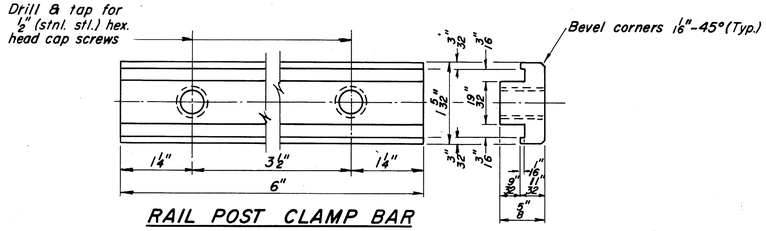
SHEET NO. 10
21 SHEETS



SECTION THRU TOP RAIL



SECTION THRU SPLICE
TOP RAIL



RAIL POST CLAMP BAR
For Top Rail

NOTES:

All Posts shall be normal to parapet.

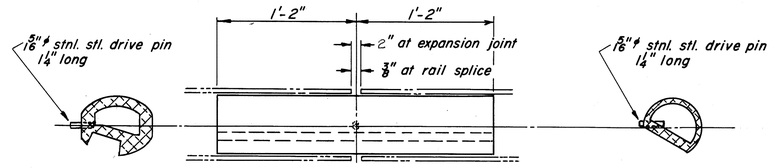
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

All joints in rail shall be spliced per detail.

Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade – high spots shall be ground and low spots shimmed.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for ALUMINUM RAILING, TYPE L.

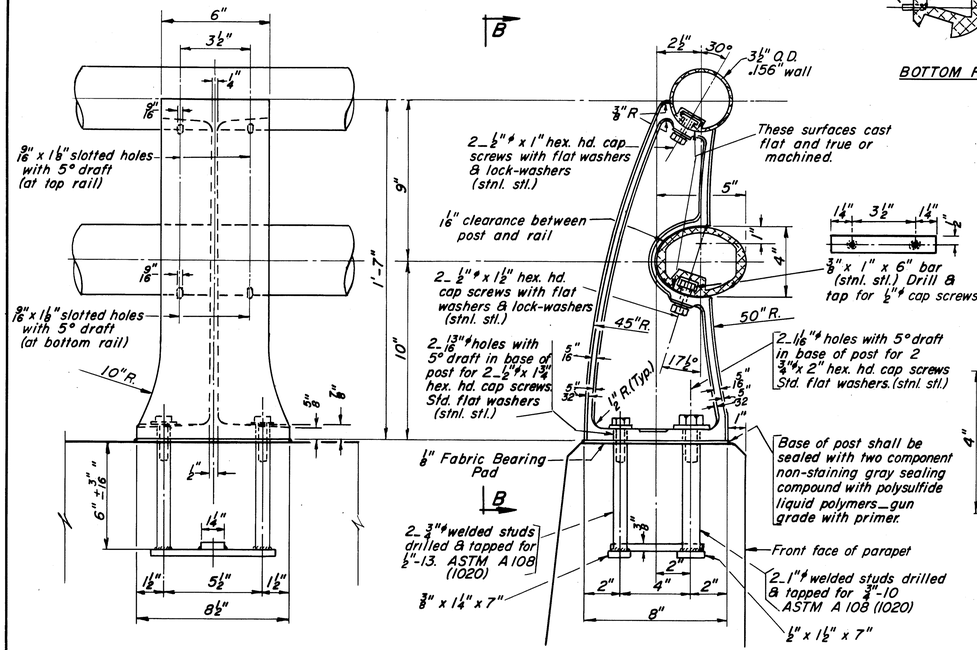
Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



BOTTOM RAIL

RAIL SPLICE

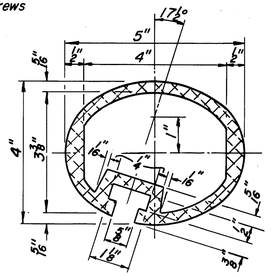
TOP RAIL



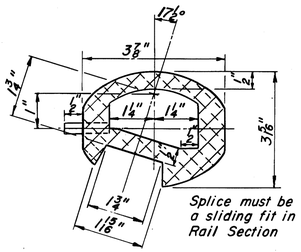
VIEW B-B

SECTION A-A

RAIL POST DETAILS

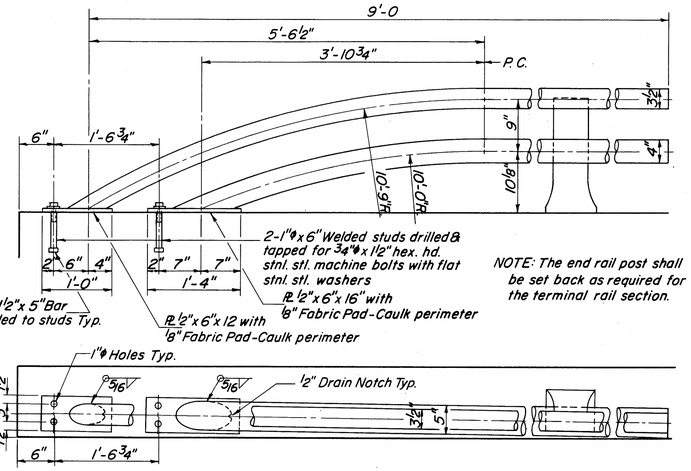


SEC. THRU ELLIPTICAL RAIL SECTION



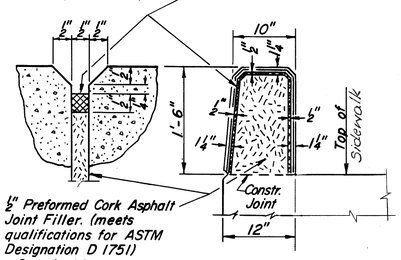
Splice must be a sliding fit in Rail Section

SEC. THRU SPLICE



NOTE: The end rail post shall be set back as required for the terminal rail section.

RAIL TERMINAL SECTION



PARAPET JOINT DETAIL

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	775

TYPE L
ALUMINUM RAILING
F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 98+13.81

DESIGNED	Harry W. Baxter
CHECKED	R. K. Mathur
	J. Schneller
Re-DRAWN	Wm. M. Best
CHECKED	RM

Dec 20 1971
EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

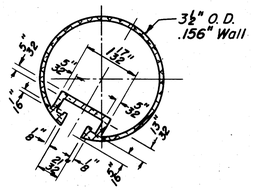
R-20 2-8-67 5-20-68 9-18-69 3-3-71

USDOT 64309 750 122 8-68

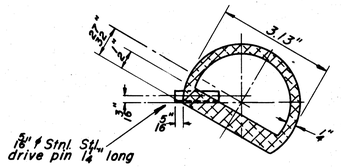
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LA SALLE	65	45A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- T-5052(2)		

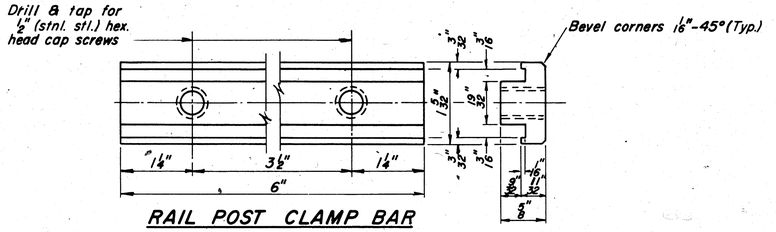
SHEET NO. 10A
21 SHEETS



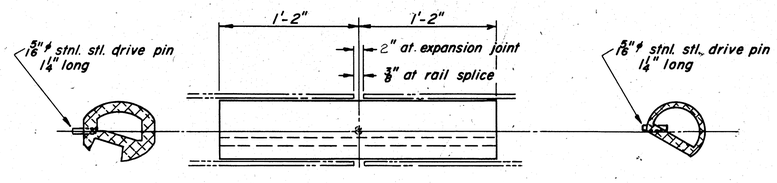
SECTION THRU TOP RAIL



SECTION THRU SPLICE
TOP RAIL



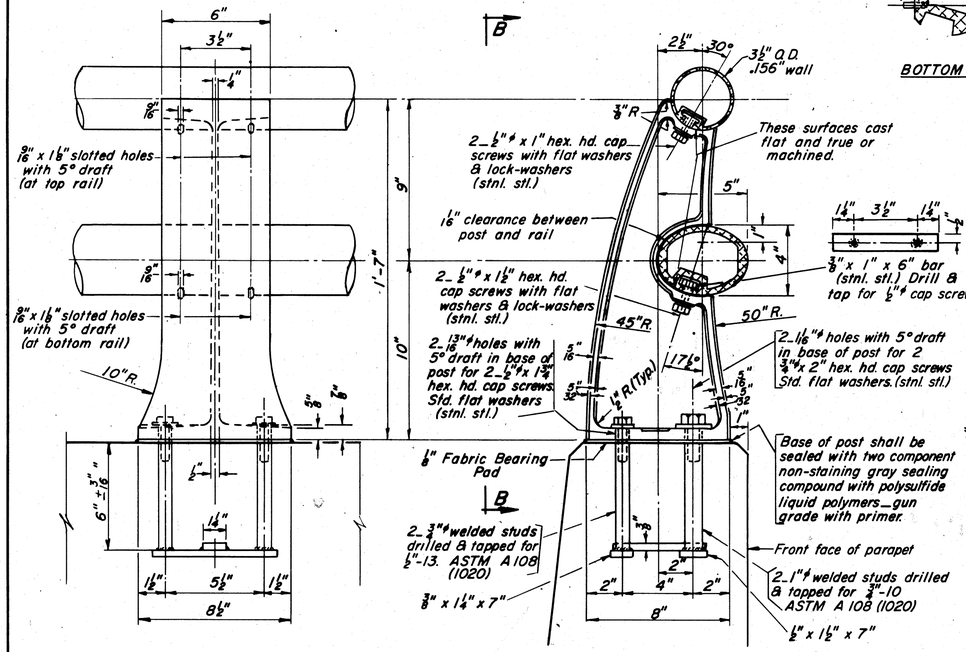
RAIL POST CLAMP BAR
For Top Rail



BOTTOM RAIL

RAIL SPLICE

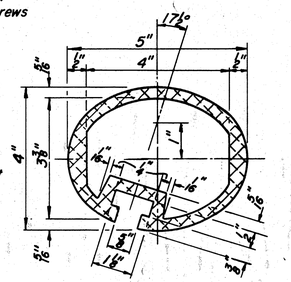
TOP RAIL



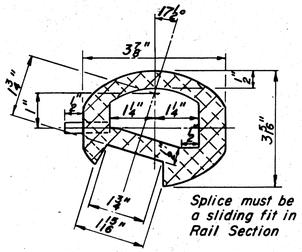
VIEW B-B

SECTION A-A

RAIL POST DETAILS

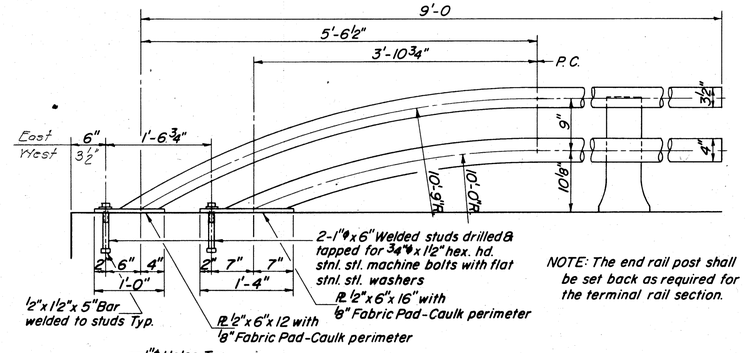


SEC. THRU ELLIPTICAL RAIL SECTION



Splice must be a sliding fit in Rail Section

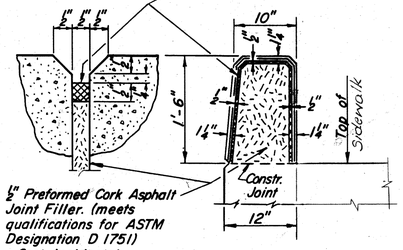
SEC. THRU SPLICE



NOTE: The end rail post shall be set back as required for the terminal rail section.

RAIL TERMINAL SECTION

Two component non-staining gray sealing compound with polysulfide liquid polymers —gun grade with primer.



½" Preformed Cork Asphalt Joint Filler. (meets qualifications for ASTM Designation D 1751) Cost incidental.

PARAPET JOINT DETAIL

NOTES:

All Posts shall be normal to parapet.

All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

All joints in rail shall be spliced per detail.

Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade – high spots shall be ground and low spots shimmed.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for ALUMINUM RAILING, TYPE L.

Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	775

AS REVISED

TYPE L ALUMINUM RAILING

F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 48+13.81

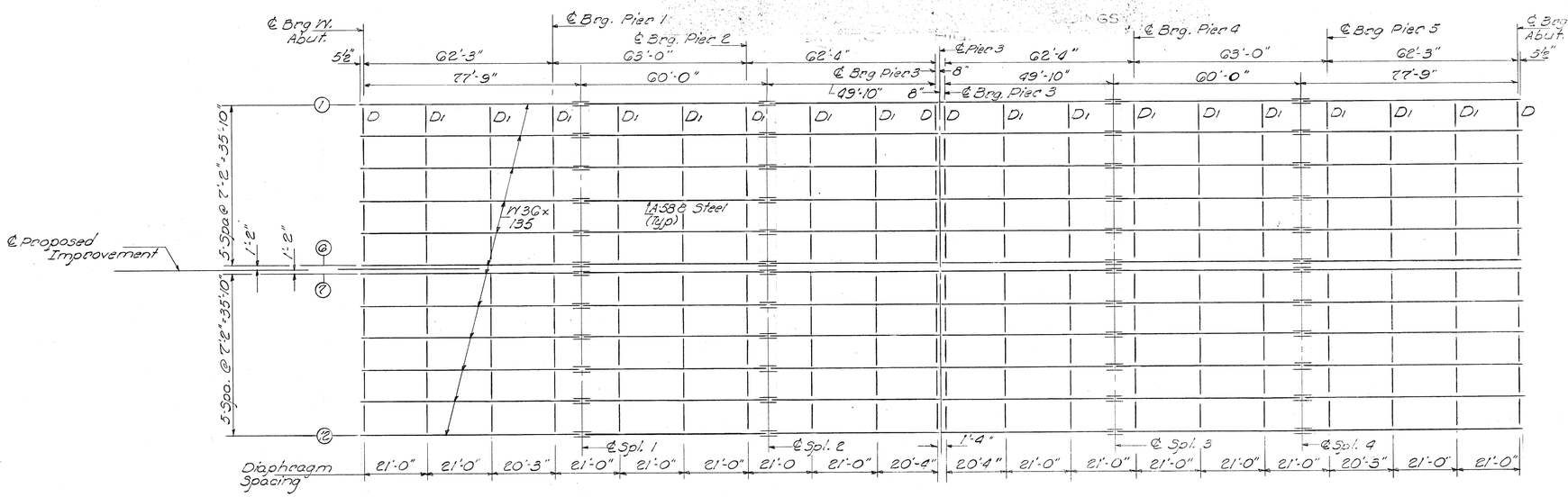
DESIGNED	Gary W. Baxter
CHECKED	R. E. Mathews
	J. Schneller
Re-DRAWN	Wm. M. Best
CHECKED	RM

EXAMINED Dec 20 1971
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

R-20 2-8-67 5-20-68 9-18-69 3-3-71
J.N.P. G-27-73

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 8	(E-1) BR	LA SALLE	65	46
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT. F-5052(2)		

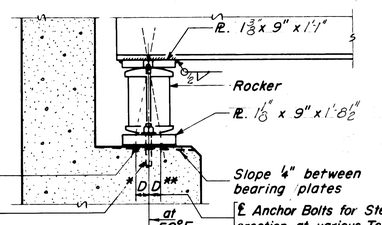
SHEET NO. 11
21 SHEETS



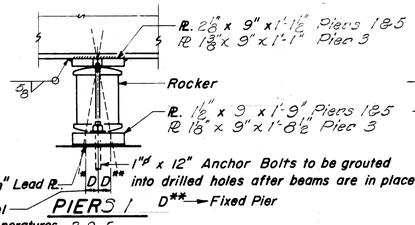
FRAMING PLAN

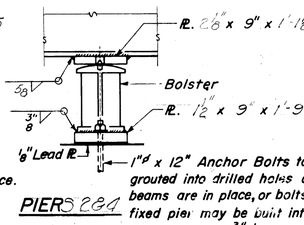
INTERIOR BEAM MOMENT TABLE			
	0.4 Spa 1,3,4 or 6	Piers 1,2,4 or 5	0.5 Spa. 2 or 5
I (in⁴)	7820	7820	7820
ℓ (k/ℓ)	1.40G	1.40G	1.40G
M℄ (ik)	434	548	143
M℄ (ik)	43G	328	360
Imp. (ik)	117	87	95
M TOTAL (ik)	987	963	598
fs (ksi)	20.9	20.3	10.3

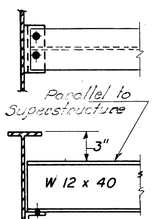
INTERIOR BEAM REACTION TABLE		
	Abut or Pier 3	Piers 1,2,4 or 5
R℄ (k)	34.9	90.5
R℄ (k)	38.2	48.3
Imp. (k)	10.2	12.9
R TOTAL (k)	83.3	157.7



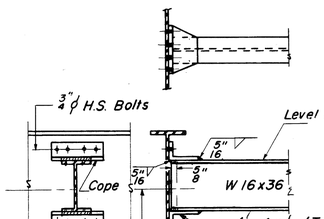
SECTION AT ABUTMENTS





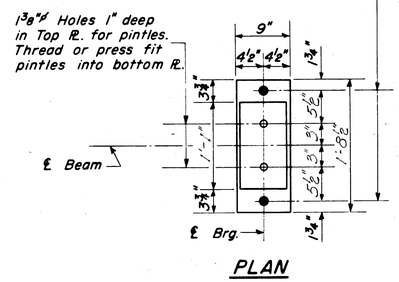


DIAPHRAGM D
40 Required

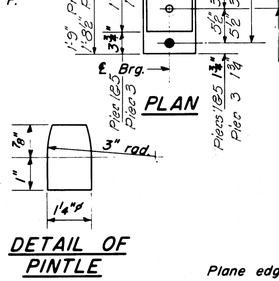


DIAPHRAGM D1
160 Required

ELEVATION TOP OF BM.						
Loc. Bm	1@1.8	2@1.1	3@1.0	4@1.9	5@1.8	6@1.7
W. Abut.	482.18	482.28	482.39	482.50	482.61	482.72
Pier 1	482.94	482.06	482.15	482.26	482.37	482.48
Spl. 1	481.88	481.98	482.09	482.20	482.31	482.42
Pier 2	481.79	481.89	481.99	482.01	482.13	482.23
Spl. 2	481.64	481.74	481.85	481.97	482.08	482.18
Pier 3	481.44	481.55	481.66	481.77	481.88	481.99
Spl. 3	481.25	481.35	481.46	481.57	481.68	481.79
Pier 4	481.20	481.30	481.41	481.52	481.64	481.74
Spl. 4	480.01	481.11	481.23	481.34	481.45	481.55
Pier 5	480.95	481.05	481.17	481.28	481.39	481.49
E. Abut.	480.71	480.81	480.92	481.03	481.15	481.25



PLAN



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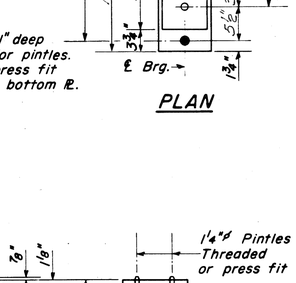
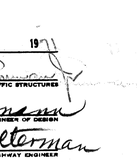
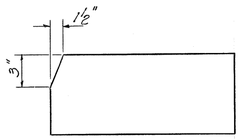


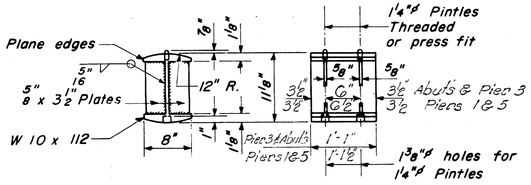
PLAN



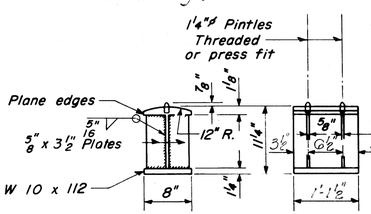
DETAIL OF PINTLE



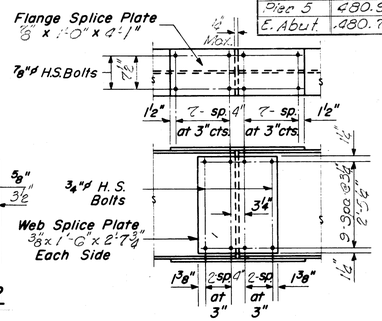
CLIP DETAIL
(Bottom Brg. PLs. Outside beams Pier #3 only.)



DETAIL OF ROCKER AT ABUTS & PIERS 1,3,5



DETAIL OF BOLSTER AT PIERS 2 & 4



DETAIL OF SPLICE

DESIGNED	Harry W. Baxter
CHECKED	R. K. Mathur
P.G. Barnett	J. Schneller
DRAWN	W. A. Sausaman Jr.
CHECKED	RM

Dec 30 1971
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Bauman
ENGINEER OF DESIGN
APPROVED Richard H. Holterman
CHIEF HIGHWAY ENGINEER

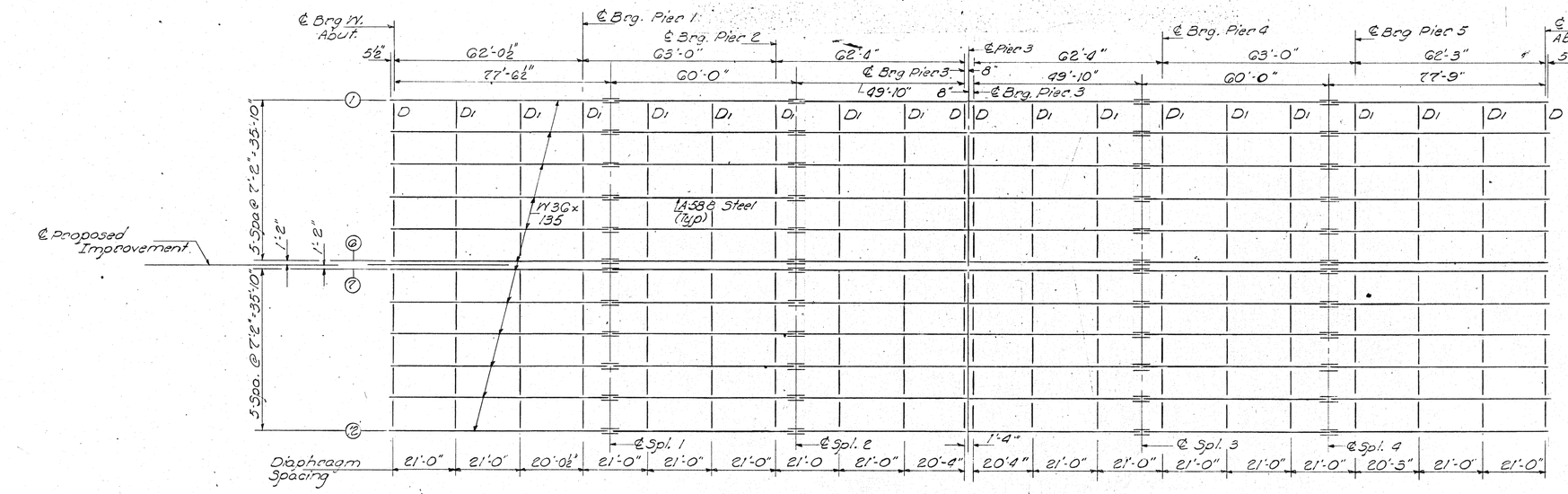
STRUCTURAL STEEL
F.A. RT 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

I-2 7-2-62 Rev. 11-9-62 Rev. 8-16-63 Rev. 12-10-63 Rev. 8-1-70

K+E 186 IMPERIAL

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Section F.A. 8	(E-1) BR	LA SALLE	65	46A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

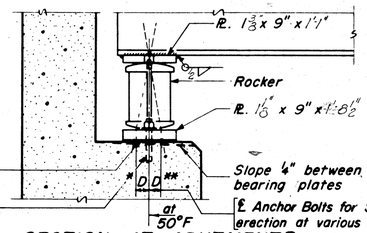
SHEET NO. 11A
21 SHEETS



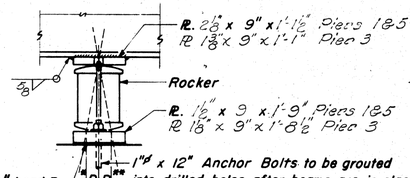
FRAMING PLAN

INTERIOR BEAM MOMENT TABLE			
	0.4 Sp 1,3 & 0.6 Piers 1,2 & 0.6 Sp 2 & 0.5 Sp. 2 & 0.5		
I (in⁴)	7820	7820	7820
℄ (k/l)	1.40G	1.40G	1.40G
M℄ (lk)	434	548	143
M℄ (lk)	43G	328	360
Imp. (lk)	117	87	95
M TOTAL (lk)	987	963	598
fs (ksi)	20.9	20.3	10.3

INTERIOR BEAM REACTION TABLE		
	Abut or Pier 3	Piers 1,2 & 4 or 5
R℄ (k)	34.9	90.5
R4 (k)	38.2	48.3
Imp. (k)	10.2	12.9
R TOTAL (k)	83.3	157.7

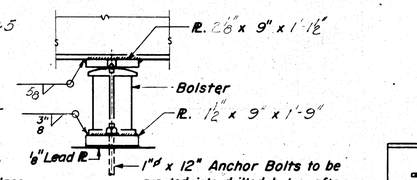


SECTION AT ABUTMENTS

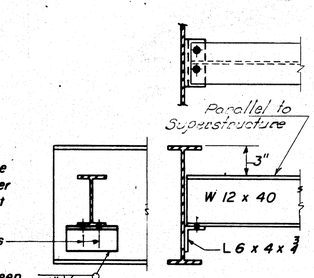


PIERS 1 3 & 5

D** = Fixed Pier

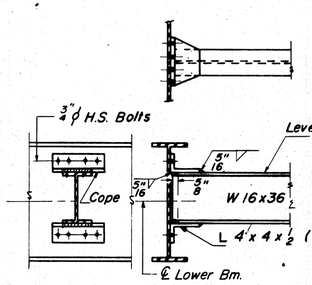


PIERS 2 & 4



DIAPHRAGM D

40 Required



DIAPHRAGM D1

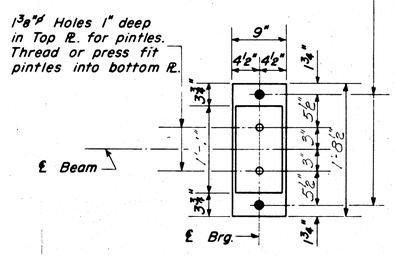
160 Required

*D = ⅛"/100 ft. of exp. for every 15° below the normal temp. of 50°F.

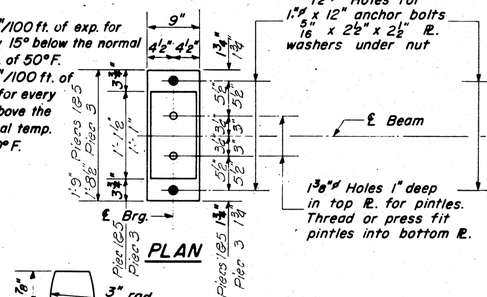
**D = ⅛"/100 ft. of exp. for every 15° above the normal temp. of 50°F.

½"ø Holes for 1"ø x 12" anchor bolts. 5" x 2½" x 2½" R. washers under nut

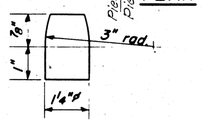
⅜"ø Holes 1" deep in Top R. for pintles. Thread or press fit pintles into bottom R.



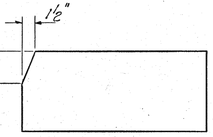
PLAN



PLAN

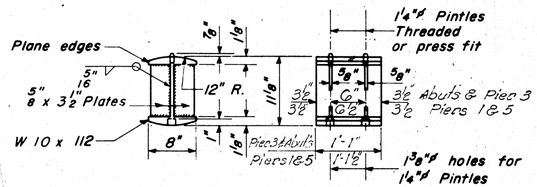


DETAIL OF PINTLE

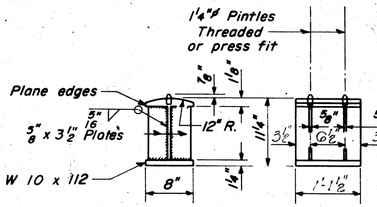


CLIP DETAIL

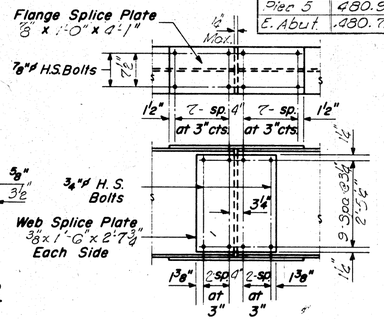
(Bottom Brg. Pts. Outside beams Piece #3 only.)



DETAIL OF ROCKER AT ABUTS & PIERS 1,3,5



DETAIL OF BOLSTER AT PIERS 2 & 4



DETAIL OF SPLICE

Note: The structural steel shall be erected from West Abutment

ELEVATION TOP OF BM.						
Loc. \ Bm	1 & 12	2 & 11	3 & 10	4 & 9	5 & 8	6 & 7
W. Abut.	482.18	482.28	482.39	482.50	482.61	482.72
Pier 1	481.94	482.04	482.15	482.26	482.37	482.48
Spl. 1	481.88	481.98	482.09	482.20	482.31	482.42
Pier 2	481.69	481.79	481.90	482.01	482.13	482.23
Spl. 2	481.64	481.74	481.85	481.97	482.08	482.18
Pier 3	481.44	481.55	481.66	481.77	481.88	481.99
Spl. 3	481.25	481.35	481.46	481.57	481.68	481.79
Pier 4	481.20	481.30	481.41	481.52	481.64	481.74
Spl. 4	480.01	481.11	481.23	481.34	481.45	481.55
Pier 5	480.95	481.05	481.17	481.28	481.39	481.49
E. Abut.	480.71	480.81	480.92	481.03	481.15	481.25

AS REVISED

STRUCTURAL STEEL
F.A. RT 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

DESIGNED	Harry W. Baxter
CHECKED	R. E. Mathur
P.G. Barnett DRAWN	J. SCHNELLER W. A. Sausaman Jr.
CHECKED	RM

EXAMINED Dec 20 19 71
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Holterman
CHIEF HIGHWAY ENGINEER

I-2 7-2-62 Rev. 11-9-62 Rev. 8-16-63 Rev. 12-10-63 Rev. 8-1-70

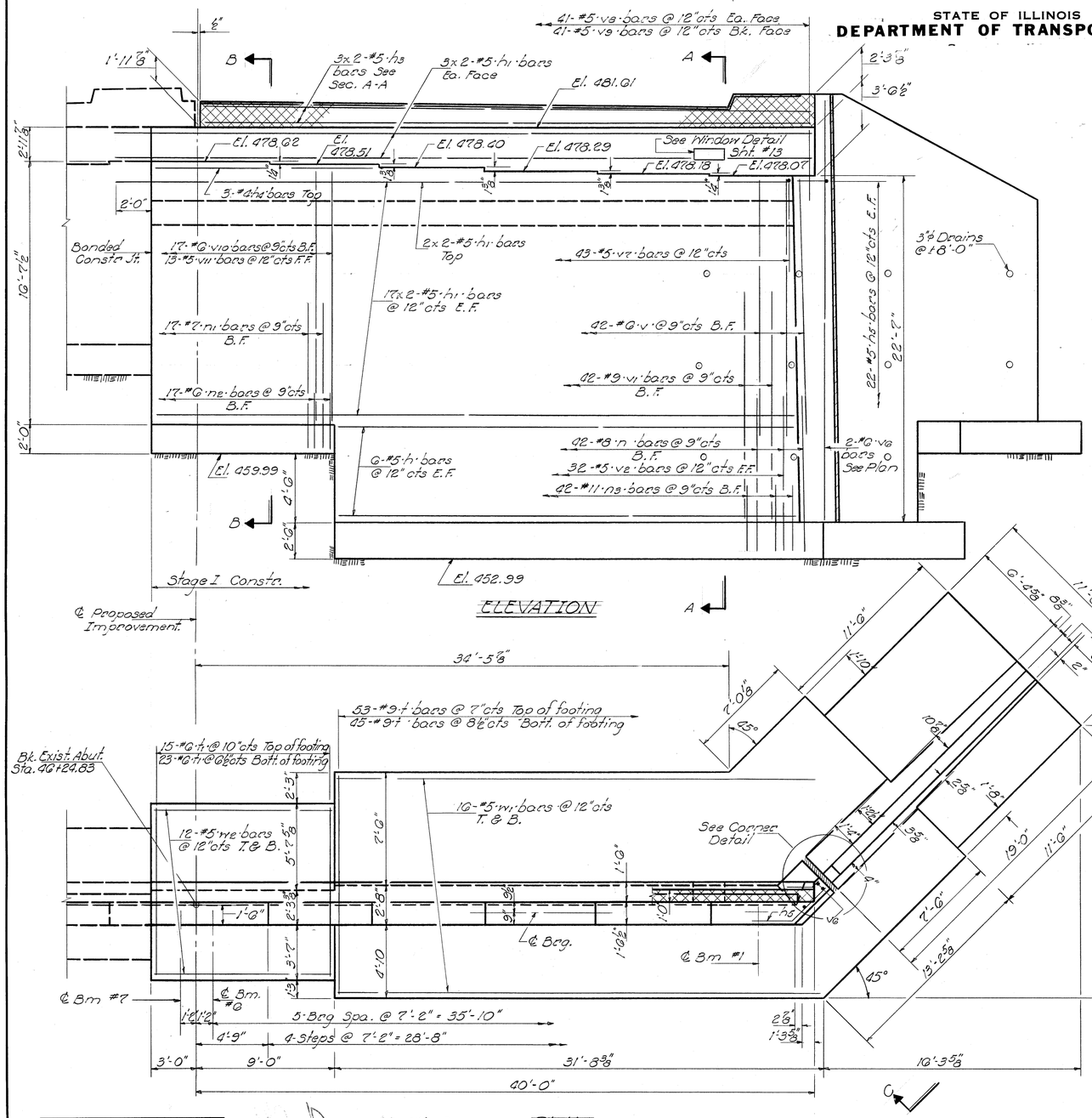
S.N.P. G-27-73

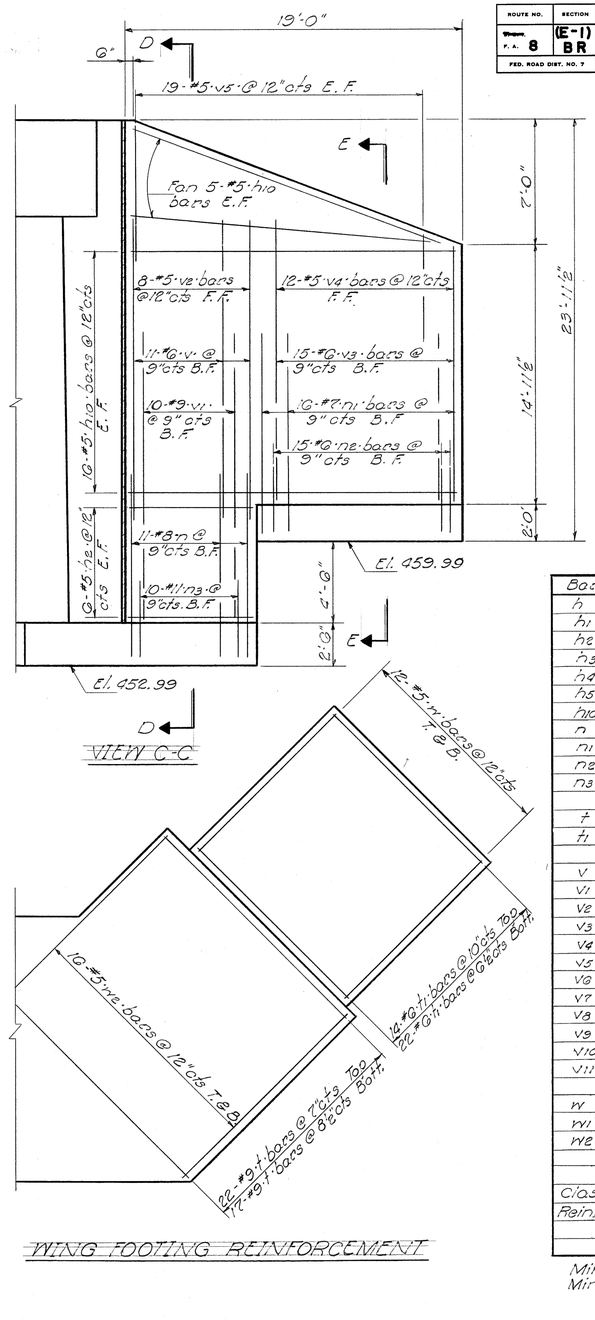
K-E 126 IMPERIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Illinois F.A. 8	(E-1) BR	LA SALLE	65	47
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT 7-5052(2)		

SHEET NO. 12
21 SHEETS





BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	12	#5	29'-9"	
h1	84	#5	22'-3"	
h2	12	#5	7'-3"	
h3	6	#5	21'-0"	
h4	3	#4	13'-6"	
h5	22	#5	7'-0"	
h10	42	#5	18'-6"	
n	33	#8	9'-11"	C
n1	33	#7	10'-6"	C
n2	32	#6	5'-3	C
n3	52	#11	8'-10"	C
t	137	#9	14'-3"	
t1	74	#6	11'-3"	
v	53	#6	17'-9"	
v1	32	#9	13'-3"	
v2	40	#5	22'-3"	
v3	15	#6	14'-9"	
v4	12	#5	14'-9"	
v5	38	#5	6'-3"	
v6	2	#6	28'-0"	
v7	43	#5	9'-7"	
v8	82	#5	4'-9"	
v9	41	#5	4'-0"	
v10	17	#6	18'-3"	
v11	13	#5	10'-3"	
w	24	#5	11'-3"	
w1	32	#5	31'-0"	
w2	56	#5	11'-9"	
Class X Concrete		Cu.Yds.	179.2	
Reinforcement Bars		Lbs.	25,450	

Min lap-#8 bar = 2'-0"
Min lap-#9 bar = 2'-6"

DESIGNED	Mary W. Butts
CHECKED	James Ponec
DRAWN	J. SCHNELLER
CHECKED	JP

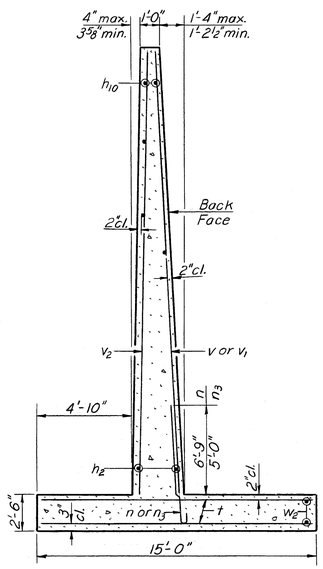
Dec. 20 1971
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Baumann ENGINEER OF DESIGN
APPROVED Richard H. Gallerman CHIEF HIGHWAY ENGINEER

WEST ABUTMENT-STAGE I CONSTR
F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 48+13.81

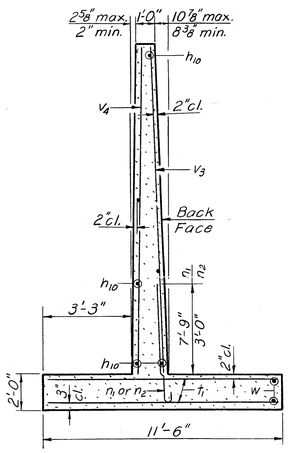
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	48
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

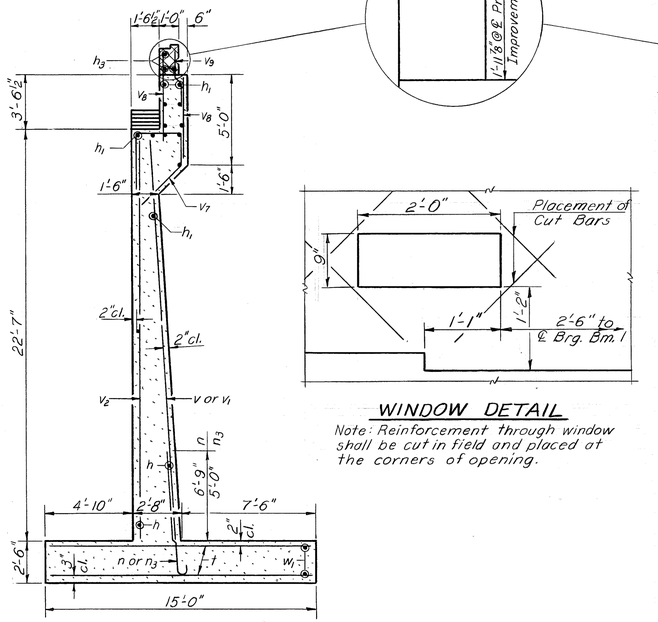
SHEET NO. 13
21 SHEETS



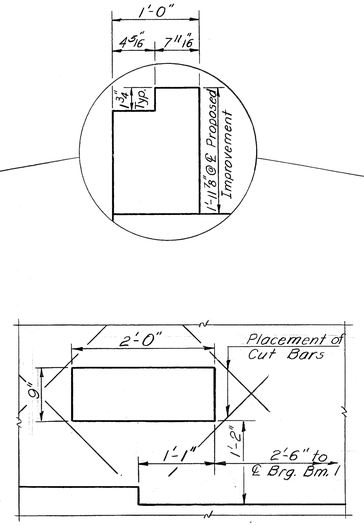
SECTION D-D



SECTION E-E

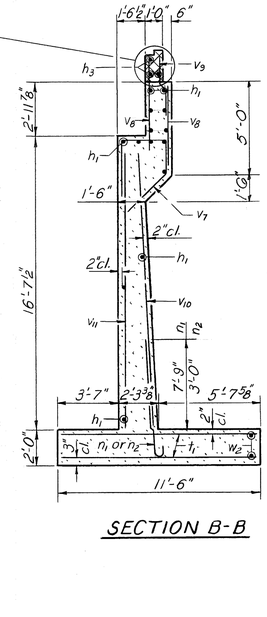


SECTION A-A



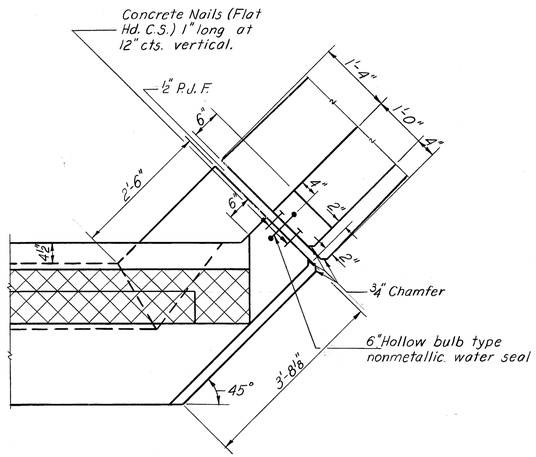
WINDOW DETAIL

Note: Reinforcement through window shall be cut in field and placed at the corners of opening.

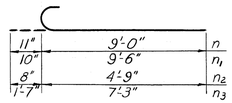


SECTION B-B

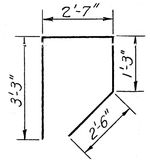
Notes:
Footing shall extend into sound rock a minimum of 6".
Cross hatched area shall be poured after superstructure is in place. Quantity of Class X Concrete is billed with superstructure.



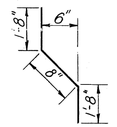
CORNER DETAIL



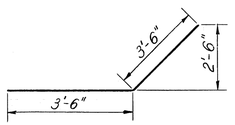
BAR n, n_1, n_2 & n_3



BAR V_7



BAR V_9



BAR h_5

DESIGNED	Mary W Baxter
CHECKED	James Pence
DRAWN	R. P. Summer
CHECKED	JP

Dec 20 1971
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Baumann
ENGINEER OF DESIGN
APPROVED Richard A Gutterman
CHIEF HIGHWAY ENGINEER

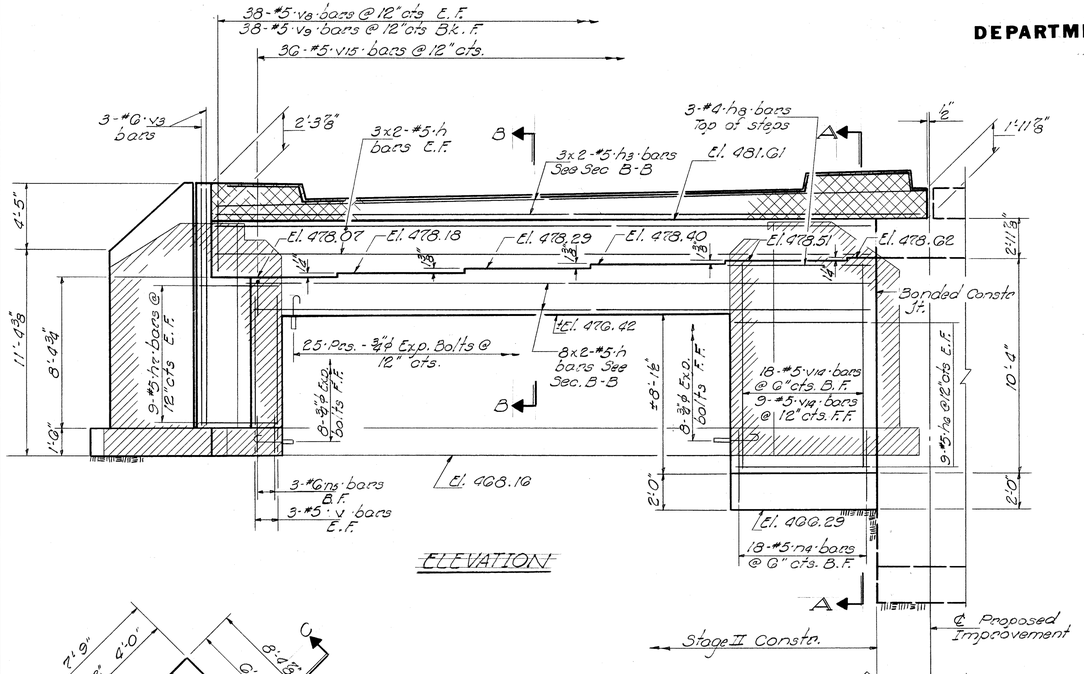
WEST ABUTMENT STAGE I CONSTR.
F.A. RT. 8 SEC. (E-1) BR
LASALLE COUNTY
STATION 48+13.81

DIETZGEN

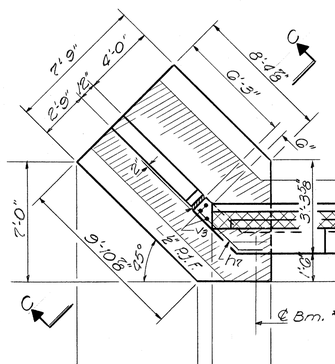
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	49
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: 7-5052(2)		

SHEET NO. 14
21 SHEETS

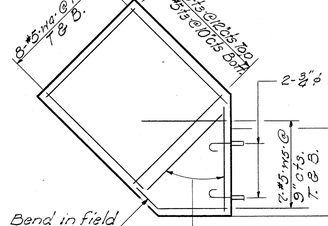
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



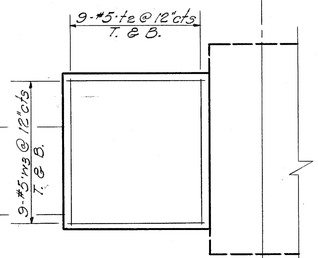
ELEVATION

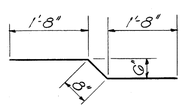


PLAN

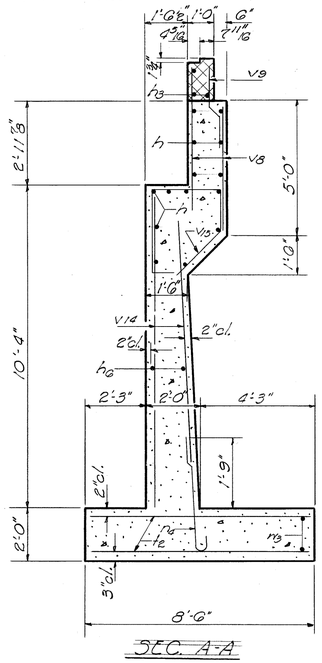


FOOTING PLAN

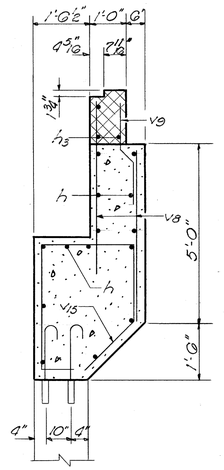




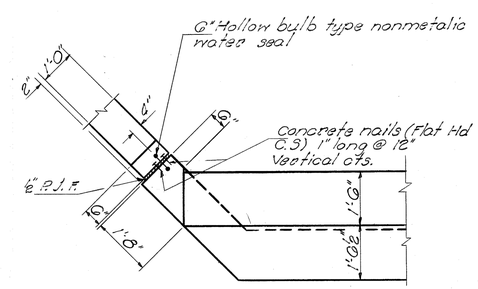
BAR v9



SEC. A-A



SEC. B-B

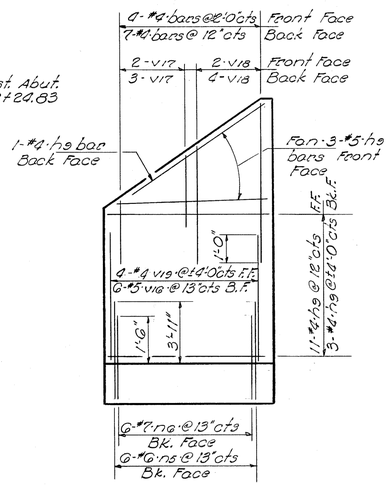


CORNER DETAIL

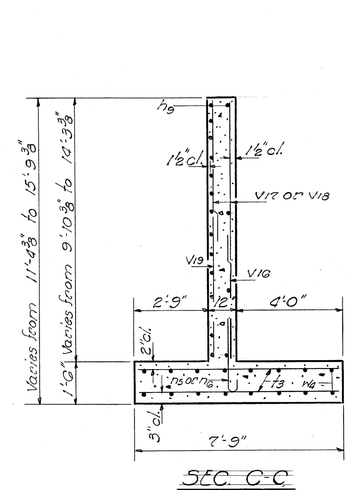
NOTES:
Footing shall extend a min. of 6" into sound rock.
Cross hatched area shall be poured after Superstructure is in place. Quantity of Class K Concrete is billed with Superstructure.
Hatched area indicates Concrete Removal. Existing reinforcement shall be cleaned and extended into new concrete a min. of 2'-0".

BILL OF MATERIAL

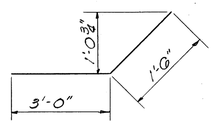
Bar	No.	Size	Length	Shape
h	28	#5	29'-9"	——
h3	6	#5	21'-0"	——
h6	18	#5	8'-3	——
h7	18	#5	4'-6"	—/
h8	3	#4	11'-8"	——
h9	18	#4	6'-0"	——
n4	18	#5	4'-1"	⊂—
n5	9	#6	5'-9"	⊂—
n6	6	#7	3'-7"	⊂—
t6	18	#5	8'-3"	——
t3	25	#5	7'-0"	——
v3	3	#6	14'-9"	——
v8	70	#5	4'-9"	——
v9	38	#5	4'-0"	——
v14	27	#5	10'-0"	——
v15	36	#5	9'-1"	—□
v16	6	#5	5'-0"	——
v17	5	#4	7'-0"	——
v18	6	#4	9'-3"	——
v19	4	#4	5'-0"	——
w3	18	#5	8'-3"	——
w4	10	#5	7'-0"	——
w5	14	#5	6'-0"	——
Expansion Bolts ¾"ø		Each	68	
Class X Concrete		Cu. Yds.	36.3	
Concrete Removal		Cu. Yds	17	
Reinforcement Bars		Lbs.	3570	



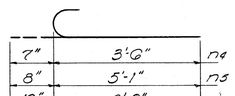
WING WALL REINFORCEMENT



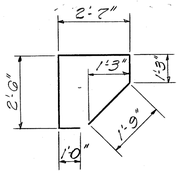
SEC. C-C



BAR h7



BARS n4, n5 & n6



BAR v15

DESIGNED	Mary W Boston	
CHECKED	James Reece	
DRAWN	J. SCHNELLER	
CHECKED	JP	

EXAMINED Dec 20 1971
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Baumann
ENGINEER OF DESIGN
APPROVED Richard W Hotterman
CHIEF HIGHWAY ENGINEER

WEST ABUTMENT STAGE II CONSTR.
F.A. RT. 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 48+13.81

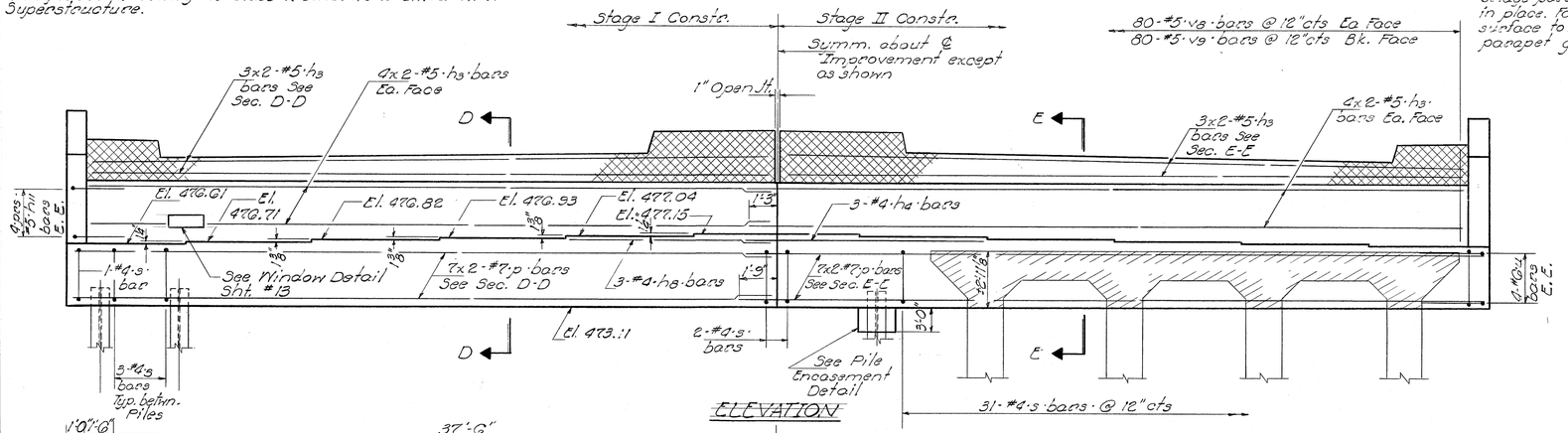
*K & E CO. 19-1255

Hatched area indicates Concrete Removal. Vertical reinforcement in this area shall be cleaned and incorporated into new concrete.
Cross hatched area shall be poured after Superstructure is in place. Quantity of Class X Concrete is billed with Superstructure.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

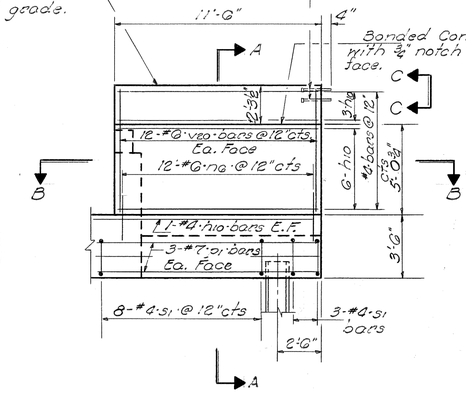
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

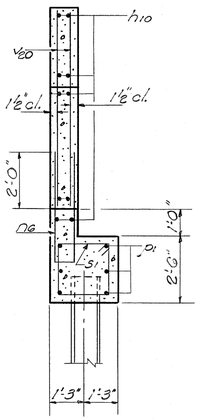
SHEET NO. 15
21 SHEETS

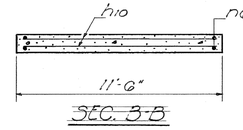


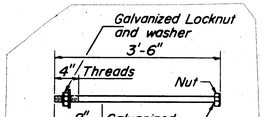
End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.

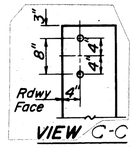
1"ø Anchor Bolts cast to be incidental to Bridge Structure





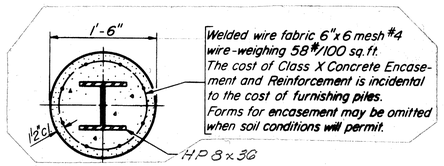




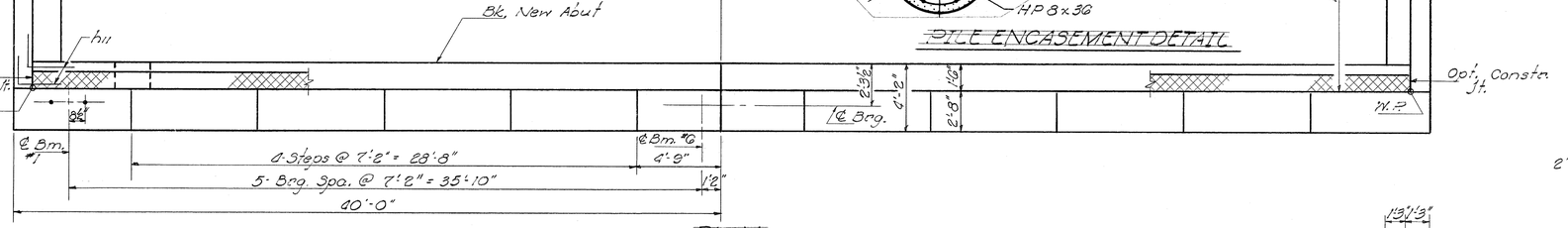


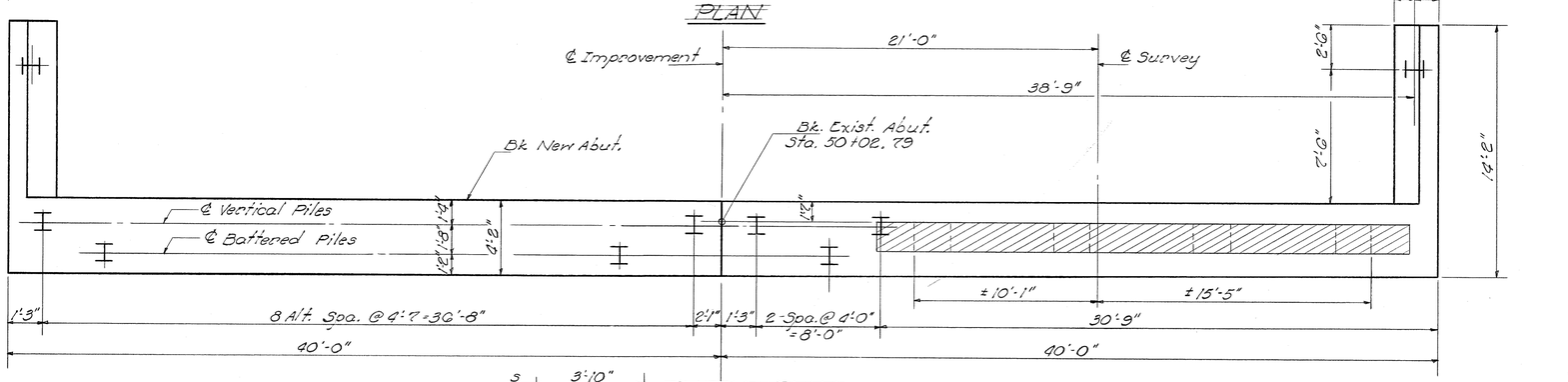
PILE DATA

Type Steel HP 8x36
Capacity Drive to Refusal
Est. Length 10 Ft.
No. Req'd 13+1 test pile



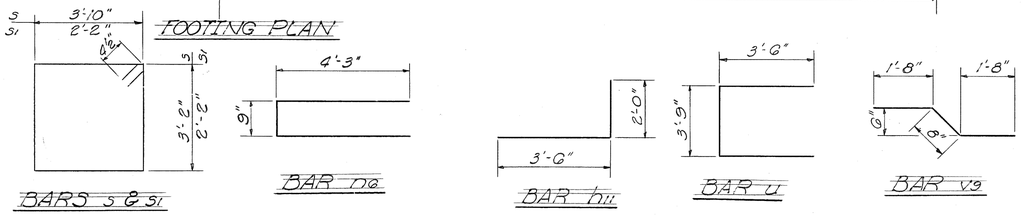
PILE ENCASEMENT DETAIL

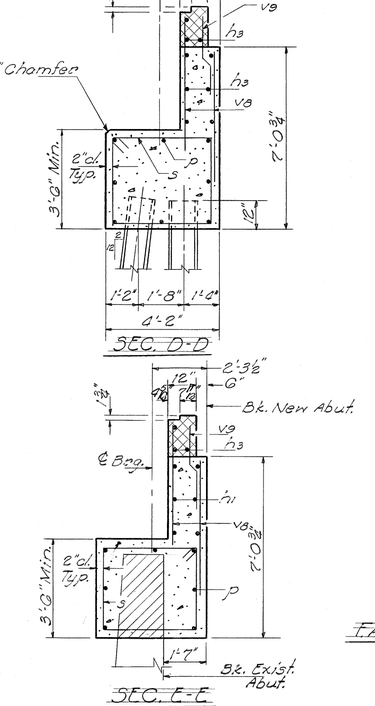




BILL OF MATERIAL

Bar	No	Size	Length	Shape
h11	16	#5	22'-3"	—
h3	28	#5	21'-0"	—
h4	3	#4	13'-6"	—
h8	3	#4	11'-8"	—
h10	40	#4	11'-3"	—
h11	16	#5	5'-6"	⌟
n6	24	#6	9'-3"	⊏
p	28	#7	22'-0"	—
p1	12	#7	11'-3"	—
s	64	#4	14'-9"	⊡
s1	22	#4	9'-5"	⊡
v8	160	#5	4'-9"	—
v9	80	#5	4'-0"	⌝
v20	48	#6	7'-6"	—
u	8	#6	10'-9"	⊏
Class X Concrete			Cu.Yds	72.4
Concrete Removal			Cu.Yds	4
Reinforcement Bars			Lbs	5860
Steel Piles HP8x36			Lin.Ft.	208
Test Pile (Steel HP8x36)			Each	1





DESIGNED	Gary W. Baxter
CHECKED	James Pence
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED _____ 19__
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Gutterman
CHIEF HIGHWAY ENGINEER

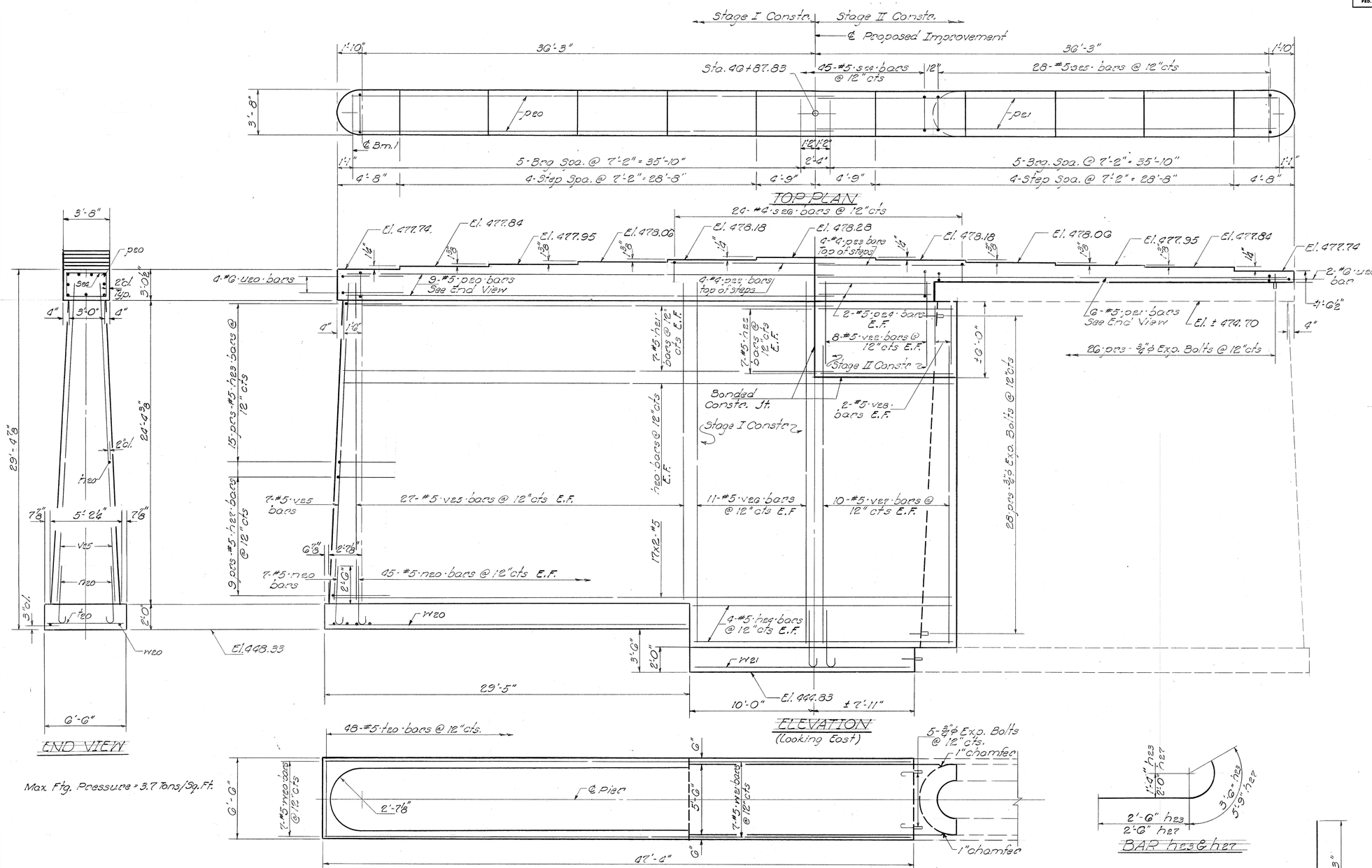
EAST ABUTMENT
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

DIETZGEN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LA SALLE	65	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 16
21 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
he0	98	#5	25'-0"	
he1	14	#5	37'-9"	
he2	14	#5	11'-0"	
he3	30	#5	6'-0"	
he4	8	#5	18'-9"	
he7	18	#5	8'-3	
ne0	97	#5	4'-10"	
pe0	9	#5	37'-9"	
pe1	6	#5	36'-3"	
pe2	4	#4	13'-0"	
pe3	4	#4	11'-8"	
pe4	4	#5	10'-0"	
s26	65	#5	12'-11"	
s25	28	#5	9'-11"	
s28	24	#4	6'-4"	
te0	48	#5	6'-3"	
ue0	6	#6	10'-1"	
ve2	10	#5	7'-11"	
ve5	61	#5	25'-9"	
ve6	22	#5	28'-6"	
ve7	20	#5	23'-0"	
ve8	4	#5	5'-9"	
w20	7	#5	29'-0"	
w21	7	#5	17'-6"	
Class A Concrete			Cu. Yds.	239.0
Reinforcement Bars			Lbs.	8830
Expansion Bolts ¾ϕ			Each	113

DESIGNED	Harry W. Baxter
CHECKED	James Pence
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED ____ 20 ____ 19____
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED R E Baumann
ENGINEER OF DESIGN

APPROVED Richard D Holtzman
CHIEF HIGHWAY ENGINEER

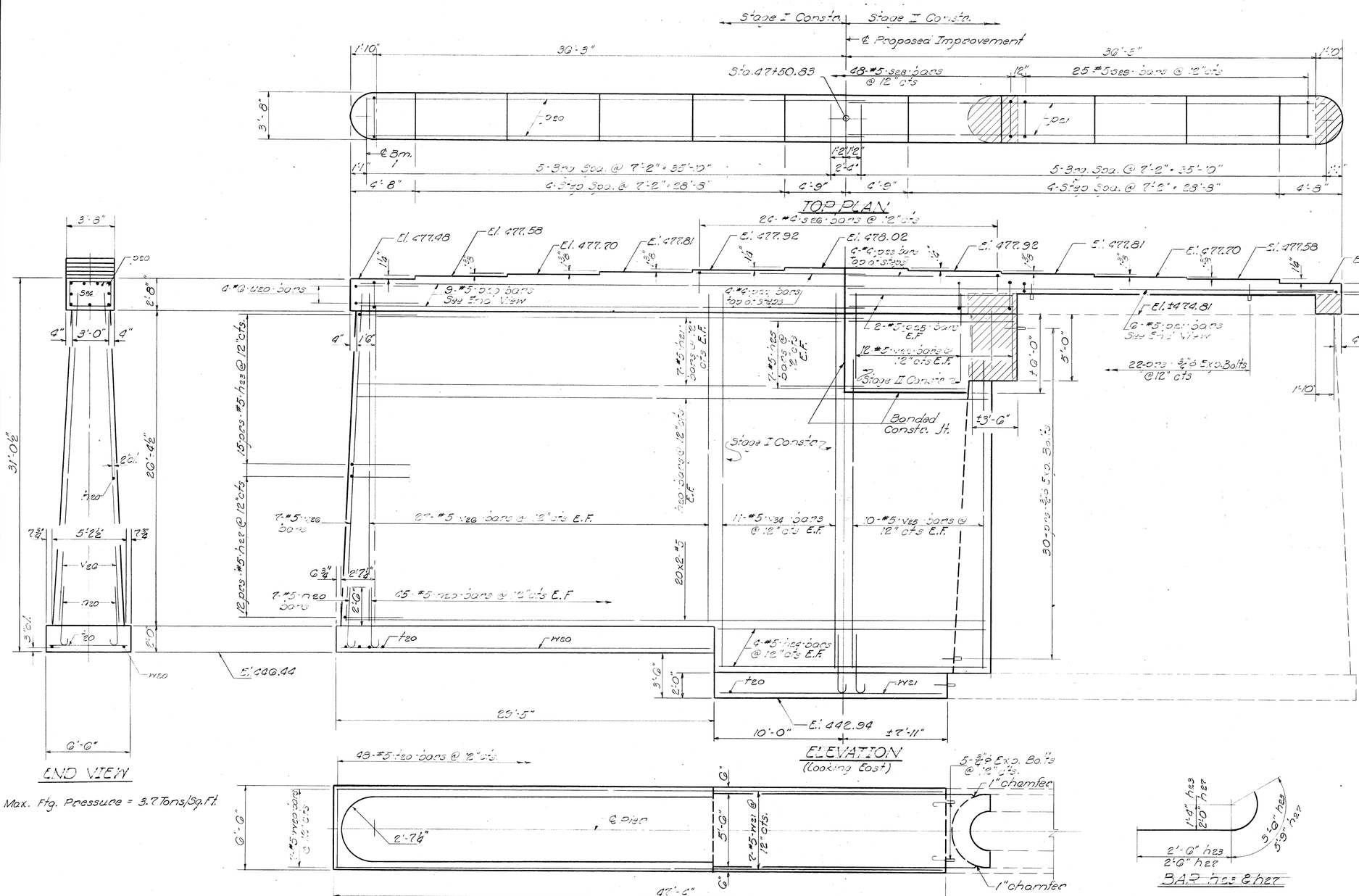
NOTE:
Footing shall extend into sound rock a minimum of 6".

PIER 1
F.A.RT.8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 8	(E-1) BR	LA SALLE	65	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- I-5252(2)		

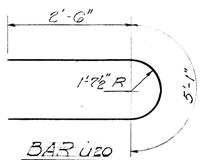
SHEET NO. 17
21 SHEETS



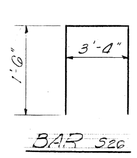
Max. Ftg. Pressure = 3.7 Tons/Sq. Ft.

FOOTING PLAN

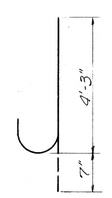
BAR H23 & H27



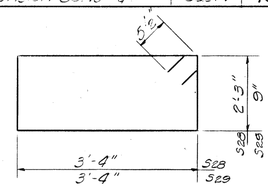
BAR U20



BAR S26



BAR H20



BARS S28 & S29

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h20	80	#5	23'-0"	
h21	14	#5	37'-9"	
h23	30	#5	6'-0"	
h24	8	#5	18'-9"	
h25	14	#5	12'-9"	
h27	24	#5	8'-3"	
h28	97	#5	4'-10"	
p20	9	#5	37'-9"	
p21	6	#5	36'-3"	
p22	4	#4	13'-0"	
p23	4	#4	11'-8"	
p25	4	#5	12'-9"	
s28	24	#4	6'-0"	
S28	48	#5	12'-1"	
S29	25	#5	9'-1"	
t20	48	#5	6'-3"	
u20	6	#6	10'-1"	
v22	24	#5	7'-11"	
v25	20	#5	25'-9"	
v28	61	#5	28'-6"	
v34	22	#5	32'-0"	
w20	7	#5	29'-0"	
w21	7	#5	17'-6"	
Concrete Removal			Cu.Yds.	3
Class A Concrete			Cu.Yds.	255.5
Reinf. Oreasment Bars			Lbs.	9530
Expansion Bolts ⅞ ø			Each	109

DESIGNED	Harry W. Blythe
CHECKED	James Ponec
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED Dec. 20 19 71
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED W E Baumann
ENGINEER OF DESIGN

APPROVED Richard H. Gotterman
CHIEF HIGHWAY ENGINEER

Notes:
Footing shall extend into sound rock a minimum of 6".
Hatched area indicates Concrete Removal.

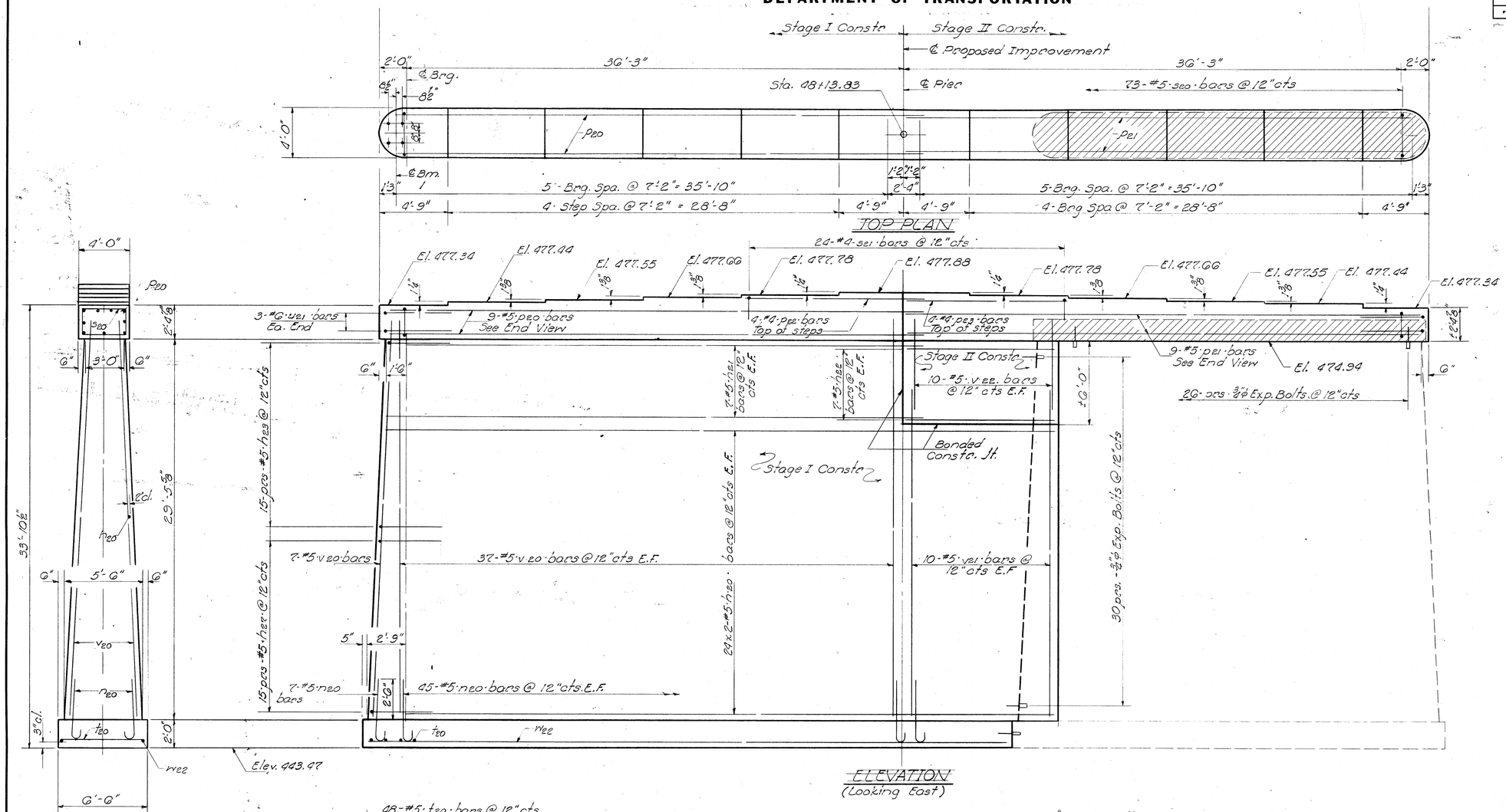
PIER 2
F.A. RTE 8 SEC. (E-1) BR
LA SALLE COUNTY
STA. 487+13.81

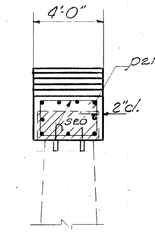
K&E CO. 10-1255

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 18
21 SHEETS





BILL OF MATERIAL

Bar	No	Size	Length	Shape
he0	96	#5	25'-0"	
he1	14	#5	37'-9"	
he2	14	#5	11'-0"	
he3	30	#3	6'-0"	
he7	30	#5	8'-3"	
neo	98	#5	4'-10"	
peo	9	#5	37'-9"	
pe1	9	#5	30'-3"	
pe2	4	#4	13'-0"	
pe3	4	#4	11'-8"	
se0	73	#5	12'-3"	
se1	24	#4	6'-6"	
te0	48	#5	6'-3"	
ue1	6	#6	10'-6"	
ve0	81	#5	31'-0"	
ve1	20	#5	25'-0"	
ve2	20	#5	7'-11"	
we2	14	#5	24'-6"	
Concrete Removal		Cu.Yds.	6	
Reinforcement Bars		Lbs.	10,020	
Expansion Bolts ¾"ϕ		Each	117	
Class A Concrete		Cu.Yds.	272.4	

Max Ftg. Pressure = 3.7 Tons/Sq. Ft.

DESIGNED	Gary W. Bathe
CHECKED	James Pence
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED Dec 20 1974
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W E Baumann
ENGINEER OF DESIGN
APPROVED Richard H Gotterman
CHIEF HIGHWAY ENGINEER

NOTES:
Footing shall extend into sound rock a minimum of 6"
Hatched area indicates Concrete Removal.

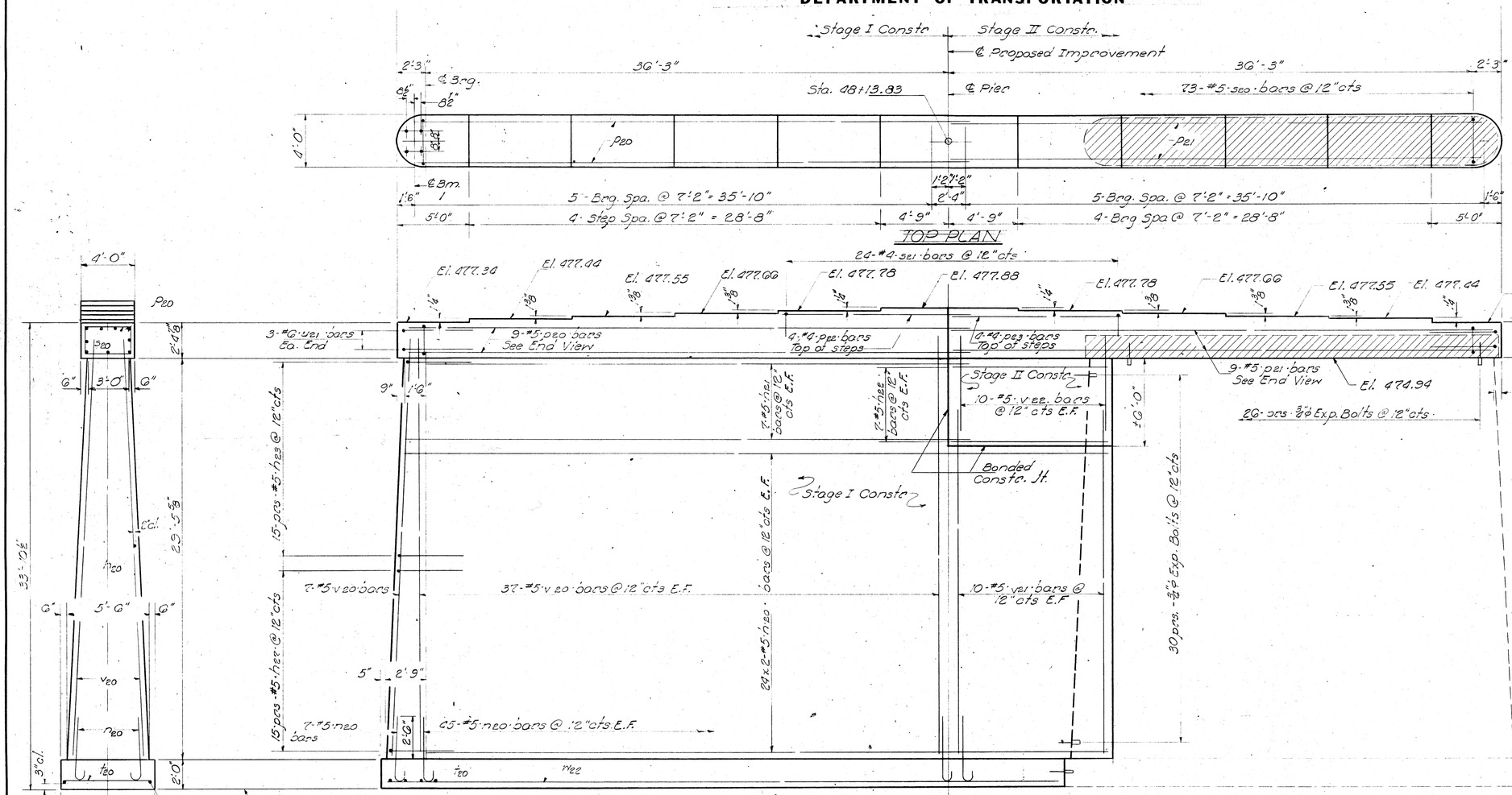
PIER 3
F.A. RT 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

K & E CO. 19-1258

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 8	(E-1) BR	LA SALLE	65	53A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 18A
21 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No	Size	Length	Shape
he0	96	#5	25'-0"	
he1	14	#5	37'-9"	
he2	14	#5	11'-0"	
he3	30	#5	6'-0"	
he4	30	#5	8'-3"	
ne0	97	#5	4'-10"	
pe0	9	#5	37'-9"	
pe1	9	#5	36'-3"	
pe2	6	#4	13'-0"	
pe3	6	#4	11'-8"	
se0	73	#5	12'-3"	
se1	24	#4	6'-6"	
te0	48	#5	6'-3"	
ue1	6	#6	10'-6"	
ve0	81	#5	31'-0"	
ve1	20	#5	25'-0"	
ve2	20	#5	7'-11"	
we2	14	#5	24'-6"	
Concrete Removal		Cu. Yds.	6	
Reinforcement Bars		Lbs.	10,020	
Expansion Bolts ¾ø		Each	117	
Class A Concrete		Cu. Yds.	272.6	

DESIGNED	Harry W. Bastin
CHECKED	James Powell
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED Dec 20 1973
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED W. E. Baumann
ENGINEER OF DESIGN

APPROVED Richard H. Gotterman
CHIEF HIGHWAY ENGINEER

Notes:
Footing shall extend into sound rock a minimum of 6".
Hatched area indicates Concrete Removal.
¾" Chamfers shall be used.

AS REVISED
PIER 3
F.A. Rt. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

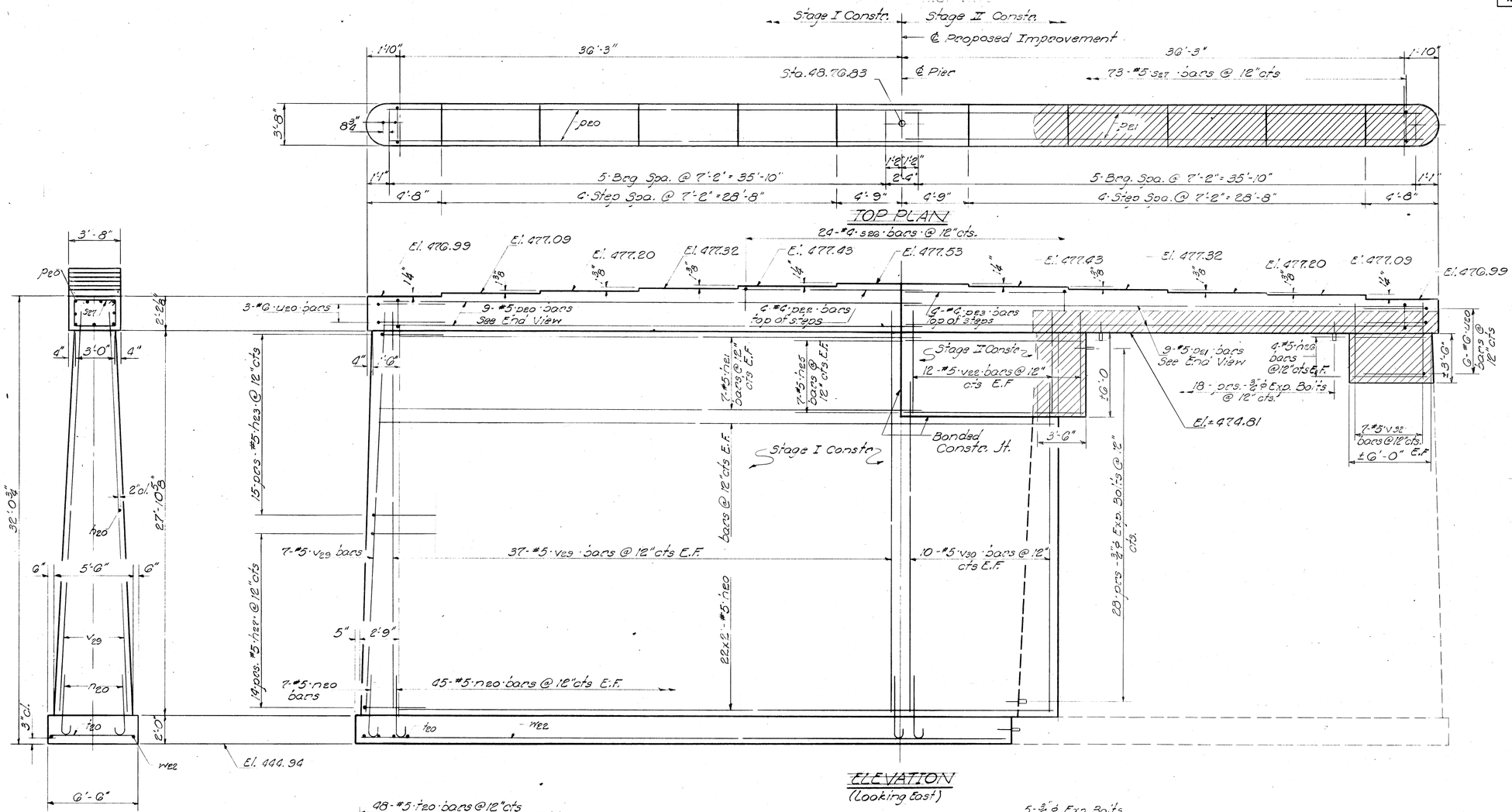
J.N.R. 6-27-73.

K&E CO. 19-1255

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	54
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-5052(2)		

SHEET NO. 19
21 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No	Size	Length	Shape
he0	88	#5	25'-0"	——
he1	14	#5	37'-9"	——
he3	30	#5	6'-0"	⌊
he5	14	#5	12'-9"	——
he6	8	#5	4'-6"	——
he2	28	#5	8'-3	⌊
ne0	97	#5	4'-10"	⊂
pe0	9	#5	37'-9"	——
pe1	9	#5	36'-3"	——
pe2	4	#4	13'-0"	——
pe3	4	#4	11'-8"	——
se6	24	#4	6'-4"	□
se1	73	#5	11'-1"	□
te0	48	#5	6'-3"	——
ve0	9	#6	10'-1"	⊂
ve2	81	#5	30'-0"	——
ve0	20	#5	24'-0"	——
ve2	24	#5	7'-11"	——
ve3	14	#5	5'-5"	——
we2	14	#5	24'-6"	——
Reinforcement Bars			Lbs.	9810
Expansion Bolts ¾" ϕ			Each	97
Class A Concrete			Cu. Yds	260.0
Concrete Removal			Cu. Yds	14

DESIGNED	Mary W. Baxter
CHECKED	James Penner
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED Dec 20 1971
DIRECTOR OF HIGHWAYS
PASSED W. E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Hostetman
CHIEF HIGHWAY ENGINEER

Notes:
Footing shall extend into sound rock a minimum of 6".
Hatched area indicates Concrete Removal.

PIER 4
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

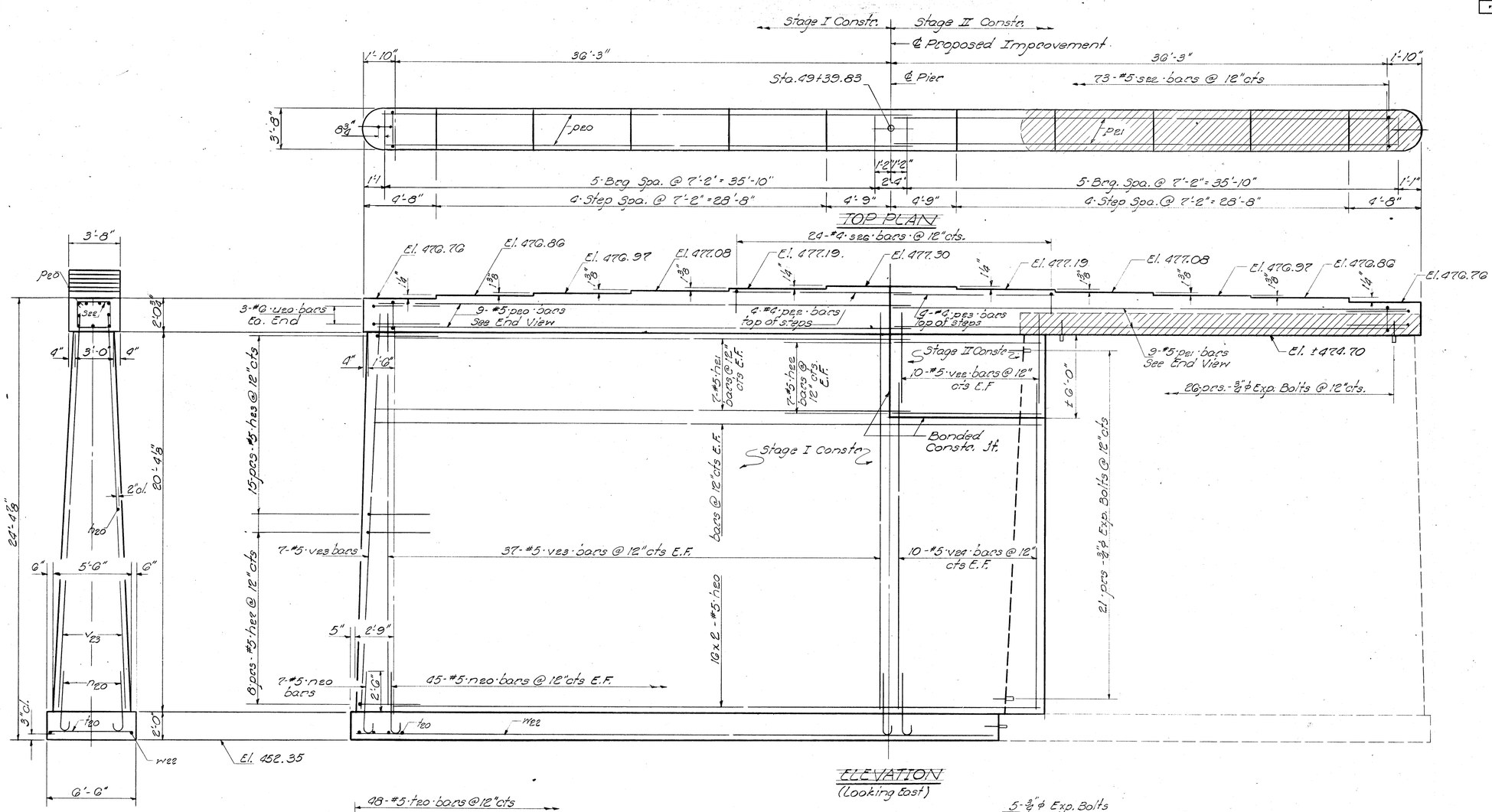
K & E CO. 19-1259

55

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 8	(E-1) BR	LA SALLE	65	55
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-6052(Z)		

SHEET NO. 20
21 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
heo	84	#5	25'-0"	———
he1	14	#5	32'-9"	———
hee	14	#5	11'-0"	———
hes	30	#5	6'-0"	⌊—⌋
hez	16	#5	8'-3"	⌊—⌋
neo	97	#5	4'-10	⌊—⌋
peo	9	#5	37'-9"	———
pe1	9	#5	36'-3"	———
pee	4	#4	13'-0"	———
pes	4	#4	11'-8"	———
see	73	#5	10'-11"	⌐¬
seo	24	#4	6'-4"	⌐¬
teo	48	#5	6'-3"	———
ueo	6	#6	10'-1"	⌊—⌋
vee	20	#5	7'-11"	———
ves	81	#5	24'-0"	———
vea	20	#5	18'-0"	———
wee	14	#5	24'-6"	———
Class A Concrete			Cu. Yds.	198.3
Concrete Removal			Cu. Yds.	6
Reinforcement Bars			Lbs.	8220
Expansion Bolts ¾" ϕ			Each	99

DESIGNED	Mary W. Baxter
CHECKED	James Pence
DRAWN	J. SCHNELLER
CHECKED	JP

EXAMINED Dec. 20 1971
DIRECTOR OF HIGHWAY TRAFFIC SAFETY
PASSED W E Bassmann
ENGINEER OF DESIGN
APPROVED Richard H Hollerman
CHIEF HIGHWAY ENGINEER

NOTES: Footing shall extend into sound rock a minimum of 6". Hatched area indicates Concrete Removal.

PIER 5
F.A. RT. 8 SEC. (E-1)BR
LA SALLE COUNTY
STA. 48+13.81

K & E CO. 10-1259

STATE OF ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 8	(E-1) BR	LA SALLE	65	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:	T-5052(2)	

SHEET NO. 21
21 SHEETS

COUNTY LA SALLE
Boring No. 1 (Pier #5)
Station 49 + 45
Offset 40' RT, ℄

Surface Water El. 459.00
Groundwater El. at Completion 460.22
After 24 Hours 460.22

Ground Surface 464.72

STIFF BROWNISH BLACK SANDY CLAY

460.72

VERY SOFT BLACK SILTY SAND (HIGH ORGANIC CONTENT)

458.22

VERY SOFT TAN SANDY SILT

454.72

ROCK - SANDSTONE
FAIRLY SOFT FROM 10.0' TO 14.0'.
BECOMES SOLID AT 14.5'
COULD NOT PENETRATE AFTER 16.0'

448.72

Elevation	N	Qu t/s.f.	w (%)
0			
	9	1.2 P	22
-5	2	0.04 B	35
	2	--	29
-10	100 5"	--	--
	100 4"	--	12
-15			
-20			
-25			
-30			
-35			
-40			
-45			

COUNTY LA SALLE
Boring No. 2 (East Abut.)
Station 50 + 08
Offset 35' RT, ℄

Surface Water El. 459.00
Groundwater El. at Completion DRY
After ____ Hours

Ground Surface 467.09

STIFF BROWNISH BLACK SANDY CLAY, COAL FRAGMENTS AT 4.0 FEET.

461.59

VERY SOFT LIGHT BROWN SILTY SAND

458.09

ROCK - QUARTZ SANDSTONE
FAIRLY HARD
AUGERED 1.0 FEET INTO ROCK

Elevation	N	Qu t/s.f.	w (%)
0			
	13	0.9 S	8
-5	7	0.9 S	11
	3	0.1 B	27
-10	100 2"	--	--
-15			
-20			
-25			
-30			
-35			
-40			
-45			

N-Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 # hammer falling 30"

Qu-Unconfined Compressive Strength - t/sf
w-Water Content-Percentage of oven dry weight - %

Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value;
P-Penetrometer

DESIGNED	Harry W. Baxter
CHECKED	JNP
DRAWN	J. SCHNELLER
CHECKED	JNP

Dec 20 19 71
EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W. C. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. McClennan
CHIEF HIGHWAY ENGINEER

BORING DATA
F.A. RT. 8 SEC. (E-1) BR
LASALLE COUNTY
STA. 18+13.81

K & E CO. 19-1255

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	57
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID	T-5062(2)	

* (30X-2) R, E-R & (E-1) BR

100 50 0 50 100

486.43 486.43
C = 24 F = 5
PHASE 1

NOT FOR EARTHWORK

ROW

486.39 486.39
C = 15 F = 4

486.36 486.36
C = 14 F = 1

ROW

486.33 486.33
C = 22 F = 2

ROW

486.28 486.28
C = 22 F = 11

ROW

486.23 486.23
C = 16 F = 8

ROW

486.20 486.20
C = 11 F = 5

ROW

486.18 486.18
C = 0 F = 12

PHASE 1
C = 0 F = 0

490	
485	41 + 00
490	
485	40 + 12
490	
485	40 + 00
490	
485	39 + 60.6
490	
485	39 + 00
490	
485	38 + 00
490	
485	37 + 00
490	
485	36 + 50.5
490	
485	36 + 00
490	
485	35 + 74

100 50 0 50 100

K&E PLAN & CROSS SECTION
KEUFFEL & ESSER CO.
49 7080 IMPERIAL

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

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, DATE, BY AJW, NOTE BOOK, NO. 85-7

ROAD ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	66	58
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- F-8052(2)		

* (30X-2)R, E-R & (E-1)BR

100 50 0 50 100

483.47 + PHASE 3 — 483.47 + PHASE 4

ROW ROW

C=0 F=754 C=0 F=77

483.66 + 3 — 483.66 + 4

C=84 F=12 C=1 F=74

484.38 + 3 — 484.38 + 4

C=32 F=9 C=0 F=60

484.69 + 3 — 484.69 + 4

C=23 F=10 C=0 F=44

3 — 4 485.31 + 485.31

C=24 F=1 C=3 F=0

3 — 4 485.68 + 485.68

C=20 F=2 C=5 F=10

3 — 4 486.43 + 486.43

C=24 F=1 C=1 F=2

PHASE 3 — PHASE 4 486.48 + 486.48

AHEAD = PHASE 3 C=17 F=3 AHEAD = PHASE 4 C=4 F=3

STA. 42+00
PAVEMENT REMOVAL BEGINS

470	
465	46 + 24
460	
480	45 + 45
485	45 + 80
485	45 + 00
485	44 + 72
485	44 + 28.4
485	44 + 00
485	43 + 00
485	42 + 00

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

ORIGINAL SURVEY — NOTE BOOK NO. 585-7 — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY AJW — DATE

K&E PLATE CROSS SECTION KEUFFEL & ESSER CO.

46 7009 IMPRINTED IN U.S.A.

TOTAL SHEETS	SHEET NO.
FA 8 * LASALLE	65 59
JOB TYPE NO.	T-6252(2)

* (30X-2) R, ETR & (E-W) BR

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

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

100 50 ℄ 50 100

℄ IMPROVEMENT

481.03

481.03

R.O.W.

6:1

4750

PHASE 3

PHASE 3
C= 20 F=260

PHASE 2

5:1

PHASE 2

PHASE 2
C=84 F=130

4705 PHASE 4
C=17 F=18

480

53 + 00

481.25

481.25

6:1

4755

PHASE 3

PHASE 3
C= 21 F=392

PHASE 2

5:1

PHASE 2

PHASE 2
C=125 F=111

PHASE 4
C=10 F=18

480

52 + 00

℄ of IMPROVEMENT

481.62

481.62

6:1

4665

PHASE 3

PHASE 3
C=8 F=2505

PHASE 2

4613

PHASE 2
C=11 F=278

PHASE 4
C=5 F=47

480

51 + 00

℄ IMPROVEMENT

481.98

481.98

PHASE 3

PHASE 4

4:1

4645

ROW

PHASE 3
C=13 F=1005

℄ of SURVEY

4658 R.O.W.

PHASE 4
C=14 F=354

480

50 + 08

475

470

100 50 50 100

K&E PLATE 8, CROSS SECTION
KEUFFEL & ESSER CO.
46 7060 IMPERIAL™ TRACING CLOTH 27664

REVISED 10/73

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 8	*	LA SALLE	65	59
(NO. ROAD DIST. NO.)	ILLINOIS	PROJECT	F-6062(2)	

* (30X-2)R, E-R & (E-1)BR

100 50 ℄ 50 100

℄ IMPROVEMENT

481.03 481.03

R. O. W.

PHASE 3

PHASE 2

R.O.W.

470.5

PHASE 3
C=106 F=224

PHASE 2
C=66 F=114

PHASE 4
C=17 F=18

480 53 + 00

481.25 481.25

PHASE 3

PHASE 2

468.6

PHASE 3
C=185 F=362

PHASE 2
C=125 F=111

468.9

PHASE 4
C=10 F=18

480 52 + 00

℄ OF IMPROVMENT

481.62 481.62

PHASE 3

PHASE 2

466.7

PHASE 3
C=8 F=865

PHASE 2
C=17 F=278

467.3

PHASE 4
C=5 F=47

480 51 + 00

℄ IMPROVEMENT

481.98 481.98

PHASE 3

PHASE 4

480 50 + 08

475

470

464.9

ROW

PHASE 3
C=13 F=1000

465.8

R.O.W.

PHASE 4
C=14 F=334

℄ OF SURVEY

100 50 ℄ 50 100

FINAL SURVEY — SURVEYED, COMPUTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., DATE, BY

ORIGINAL SURVEY — SURVEYED, COMPUTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., DATE, BY

K&E PLAT & CROSS SECTION
KEUFFEL & ESSER CO.
NO. 7080 IMPERIAL™ TRACING CLOTH

8 * LA SALLE | 45 | 60
F-5062(3)

* (150X-2)R, E-P, 4(6+1)BR

100 50 0 50 100

R.O.W.

PHASE 3 PHASE 2

481.33 481.33

8:1

479.0

PHASE 3
C = 18 F = 67

PHASE 2
C = 210 F = 46

4775

PHASE 3 PHASE 2

481.07 481.07

8:1

476.0

6:1

PHASE 3
C = 35 F = 70

PHASE 2
C = 18 F = 171

4755

℄ OF IMPROVEMENT

480.97 480.97

8:1

476.5

PHASE 3

PHASE 2

6:1

PHASE 3
C = 72 F = 138

℄ OF SURVEY

PHASE 2
C = 28 F = 157

4725

PHASE 4
C = 24 F = 15

180 55 + 00

180 54 + 00

180 53 + 00

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

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
ISSUED
AREAS CHECKED
NO. 1-14
DATE
BY DEV

100 50 0 50 100

K+E PLATO, CROSS SECTION KEUFFEL & ESSER CO.

46 7446 IMPERIAL™ TRACING CLOTH | 27554

REVISED 10/72

60

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	60
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		F.A.R.S. (2)

* (30X-2)R, E-R & (E-1)BR

100 50 0 50 100

R.O.W. R.O.W.

PHASE 3 PHASE 2

481.33 481.33

476.2 473.3

PHASE 3
C = 97 F = 67

PHASE 2
C = 252 F = 44

480 56 + 00

PHASE 3 PHASE 2

481.07 481.07

474.3 473.7

PHASE 3
C = 86 F = 97

PHASE 2
C = 18 F = 141

PHASE 4
C = 24 F = 15

480 55 + 00

℄ OF IMPROVMENT

480.97 480.97

PHASE 3

PHASE 2

472.4 472.1

PHASE 3
C = 55 F = 169

℄ OF SURVEY

PHASE 2
C = 31 F = 127

PHASE 4
C = 24 F = 15

480 54 + 00

100 50 0 50 100

K&E PLAN CROSS SECTION
KEUFFEL & ESSER CO.

48 7080 IMPRINTAL™ TRACING CLOTH 27004

FINAL SURVEY — DRAWN, PLOTTED, TEMPLATE, AREAS, CROSS CHECKED, NOTE BOOK, NO., DATE, BY

ORIGINAL SURVEY — DRAWN, PLOTTED, TEMPLATE, AREAS, CROSS CHECKED, NOTE BOOK 561-7, NO. 1-74, DATE, BY ATW

8 ✕ LA SALLE L-5 61
F-5652(2)
✕ (30X-2)R,E-R & (E+1)BR

100 50 0 50 100

℄

℄ = ℄ IMPROVEMENT

PHASE 3 PHASE 2

ROW

5:1 1:1 484.04 484.04 8:1 4805 4910

PHASE 3 C=170 E=47

PHASE 2 C=560 E=0

490 60+00

ROW

7:1 8:1 4805 483.13 483.13 4:1 4800

PHASE 3 C=130 E=40

PHASE 2 C=466 E=1

490 59+00

ROW

480.0 482.37 482.37 4:1 4795

PHASE 3 C=90 E=10

PHASE 2 C=412 E=1

485 58+00

ROW

8:1 4795 481.77 481.77 5:1 4785

PHASE 3 C=50 E=24

PHASE 2 C=368 E=2

480 57+00

ROW

8:1 479.4 481.48 481.48 8:1 4780

PHASE 3 C=52 E=4

PHASE 2 C=436 E=4

480 56+40

℄ IMPROVEMENT

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
SEE NOTE BOOK NO. 11-1	PLOTTED	A.T.W.	
	TEMPLATES		
	AREAS		
	AREAS CHECKED		

K&E PLATE 3, CROSS SECTION
KEUFFEL & ESSER CO.
48 7000 IMPERIAL TRACING CLOTH

REVISED 10/73

SBI 7 Sec 30(X-2)R 61

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

* (30X-2)R, E-R & (E-1)BR

100 50 0 50 100

℄ = ℄ IMPROVEMENT

PHASE 3 PHASE 2

ROW

484.04 484.04

481.5

480.4

C.E. STA. 60+21
P. CULV. TS-1
18" X 44'

PHASE 3
C = 79 F = 47

PHASE 2
C = 420 F = 0

490 60+00

3 2

483.13 483.13

480.7

479.4

PHASE 3
C = 40 F = 40

PHASE 2
C = 466 F = 1

490 59+00

3 2

482.37 482.37

480.0

478.5

PHASE 3
C = 51 F = 40

PHASE 2
C = 426 F = 1

485 58+00

3 2

481.77 481.77

478.1

476.9

C.E. STA. 57+00
P. CULV. TS-1
18" X 56'

PHASE 3
C = 100 F = 24

PHASE 2
C = 372 F = 2

480 57+00

PHASE 3 PHASE 2

481.48 481.48

477.0

475.9

PHASE 3
C = 83 F = 4

℄ IMPROVEMENT

PHASE 2
C = 378 F = 4

480 56+40

K+E PLATE 3, CROSS SECTION
KEUFFEL & ESSER CO.

46 7060 IMPRESSION 1/2" TRACING CLOTH 21064

36.5 ft

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

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

100 50 0 50 100

8 ✕ LA SALLE 65 62
7.5062(2)
✕(30X-2)R,E-R,4(E-1)DR

ROW

℄ OF IMPROVEMENT

ROW

485 6.4 / 00

4.84.0

PHASE 2
C=95 F=2

485 6.3 / 00

PHASE 3 LOVOS
STA 621+50
C=120 F=21

483.2

PHASE 2
C=217 F=3

3 2

485 6.2 / 00

485.90

484.90

6

483.0

PHASE 3
C=120 F=21

482.3

PHASE 2
C=187 F=1

3 2

490 6.1 / 58.86

485.52

485.52

482.7

PHASE 3
C=195 F=37

481.9

PHASE 2
C=310 F=1

PHASE 3 PHASE 2

℄ OF IMPROVEMENT

490 6.1 / 00

ROW

484.97

484.97

6.1

6.1

482.0

PHASE 3
C=208 F=50

℄ OF SURVEY

481.4

PHASE 2
C=526 F=0

ROW

100 50 0 50 100

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

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
SALT
PAGE

K&E PLATS, CROSS SECTION
KEUFFEL & ESSER CO.
48 7060 IMPERIAL™ TRACING CLOTH

REVISED 10/73

5817 62

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	X	LA SALLE	65	62

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT F-5062(2)

X(30X-2)R, E-R & (E-1)BR

100 50 0 50 100

ROW

℄ OF IMPROVMENT

ROW

484.0

PHASE 2
C = 96 F = 2

485 6.4 + 00

PHASE 3 ENDS
STA. 62+50
C = 100 F = 21

483.2

PHASE 2
C = 192 F = 3

485 6.3 + 00

3 2

485.90 485.90

483.0 482.3

PHASE 3
C = 100 F = 21

PHASE 2
C = 138 F = 1

485 62 + 00

3 2

485.52 485.52

482.7 481.9

PHASE 3
C = 155 F = 37

PHASE 2
C = 229 F = 1

490 61 + 58.86

PHASE 3 PHASE 2

℄ OF IMPROVMENT

484.97 484.97

R.O.W. ROW

482.3 481.4

PHASE 3
C = 137 F = 50

℄ OF SURVEY

PHASE 2
C = 378 F = 0

490 61 + 00

100 50 0 50 100

K&E PLAN & CROSS SECTION
KEUFFEL & ESSER CO.
46 7080 IMPERIAL TRACING CLOTH

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

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

10-5-36
7-8-37
10-11-37

8 * LA SALLE 65 63

T-5252.(2)

*(50X-2)R, E-R #(E+1)BR

100 50 0 50 100

℄ OF IMPROVMENT

ROW

488.3

PHASE 2
C=10 F=13

ROW

495 70+00

487.7

C=10 F=25

490 69+00

487.0

C=16 F=23

490 68+00

490 67+00

486.2

C=25 F=7

490 66+00

483.3

C=36 F=7

490 65+00

℄ OF IMPROVMENT

484.7

PHASE 2
C=84 F=0

ROW

℄ OF SURVEY

ROW

100 50 50 100

REVISED 10/23

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

ORIGINAL SURVEY
NOTE BOOK
NO. 1-1
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY A JW
DATE

K&E PLATE, CROSS SECTION KEUFFEL & ESSER CO.

48 7060 IMPERIAL™ TRACING CLOTH 27164

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	63

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT T-5052(2)

*(30X-2)R, E-R & (E-1)BR

100 50 0 50 100

℄ OF IMPROVMENT

ROW

ROW

488.3

PHASE 2
C=10 F=13

495 70+00

487.7

C=10 F=25

490 69+00

487.0

C=16 F=23

490 68+00

C=25 F=7

486.2

490 67+00

C=36 F=3

485.5

490 66+00

℄ OF IMPROVMENT

484.7

490 65+00

ROW

℄ OF SURVEY

PHASE 2
C=84 F=0

ROW

100 50 0 50 100

ORIGINAL SURVEY — DRAWN: ATW; TRACED; PLOTTED; NOTE BOOK; TEMPLATE; NO. 1-4; AREAS CHECKED; DATE

FINAL SURVEY — DRAWN; TRACED; PLOTTED; NOTE BOOK; TEMPLATE; NO.; AREAS CHECKED; DATE

K&E FLAT CROSS SECTION KEUFFEL & ESSER CO.
49 7060 IMPERIAL TRACING CLOTH 2 PLY

SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
8	X	LA SALLE	66	64

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- C-5057(2)

* (30X-2)R, E-R & (E-1)BR

100 50 0 50 100

℄

℄ IMPROVEMENT

℄

PHASE 2 ENDS
STA. 72+76
C=2 F=0

℄

490.0

C=2 F=7

℄

489.2

℄ IMPROVEMENT
PHASE 2
C=5 F=15

ROW

ROW

ROW

ROW

495 74+32

495 73+50

495 73+00

495 72+00

495 71+00

100 50 0 50 100

K&E PLAT, CROSS SECTION
KEUFFEL & ESSER CO.
46 7060 IMPRIAL

DATE
DRAWN TO
PLOTTED
TEMPLATE
NOTE BOOK
AREAS CHECKED
FINAL SURVEY
NO.

DATE
ATW
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK 581-7
AREAS CHECKED

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
8	*	LA SALLE	65	65
FED. ROAD DIST. NO. 3	ILLINOIS	PROJECT	F-5052(2)	

* (30X-2)R, E-R & (E-1)BR

CONSTRUCTION DRAWING

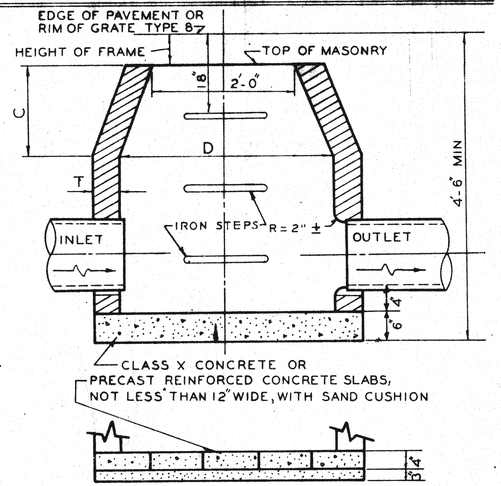
INLET TYPE "C"

ALL INLETS TYPE "C" SHALL BE 3'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.

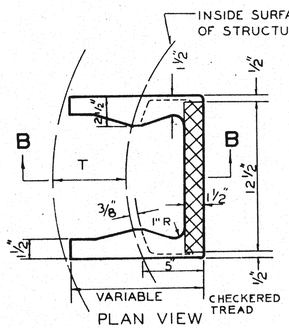
ALTERNATE MATERIALS FOR WALLS	D	C	T (MIN.)
CONCRETE MASONRY UNITS	3'-0"	1'-3"	5"
	4'-0"	2'-6"	5"
BUILDING BRICK, GRADE SW. FROM CLAY OR SHALE	3'-0"	1'-3"	8"
	4'-0"	2'-6"	8"
PRECAST REINFORCED CONCRETE RISERS	3'-0"	1'-3"	3"
	4'-0"	2'-6"	4"
MONOLITHIC CONCRETE	3'-0"	1'-3"	6"
	4'-0"	2'-6"	6"
CONCRETE BUILDING BRICK GRADE A	3'-0"	1'-3"	8"
	4'-0"	2'-6"	8"

INLET TYPE "C" TO BE PROVIDED WITH:

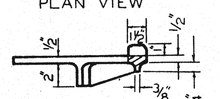
TYPE 1 FRAME OPEN LID OR TYPE 3 FRAME OR TYPE 5 FRAME OPEN LID OR TYPE 6 FRAME OR TYPE 8 GRATE OR TYPE 9 GRATE OR TYPE 10 FRAME OR TYPE 11 FRAME OR TYPE 12 FRAME OR TYPE 15 FRAME



SECTION A-A

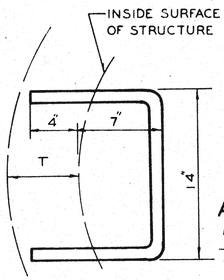


PLAN VIEW



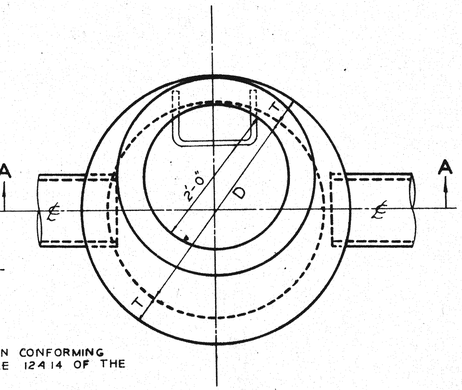
SECTION B-B

CAST IRON STEPS



1" ROUND GALVANIZED IRON STEPS

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1241.14 OF THE STANDARD SPECIFICATIONS



PLAN VIEW

NOTES:

1) THE INLET INVERT SHALL BE ±1" OR MORE ABOVE OUTLET INVERT.

2) THE METAL STEPS SHALL BE EITHER 1" GALVANIZED IRON BARS OR CAST IRON AS SHOWN IN THE DETAILS. THE STEPS SHALL BE SPACED 12" TO 16" C. TO C.

3) THE CONTRACT UNIT PRICE FOR INLETS TYPE "C" SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND LID OR GRATE, THE METAL STEPS, AND, WHEN REQUIRED, THE SAND CUSHION.

4) STEPS SHALL BE EMBEDDED INTO WALL A MINIMUM OF 4" EXCEPT FOR THE 3' WALL. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT 3