06-14-2024 LETTING ITEM 125

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	18B(ES)	LASALLE	105	1
CITY OF EARLVILLE	ILLINOIS	CONTRACT NO. 66K85		

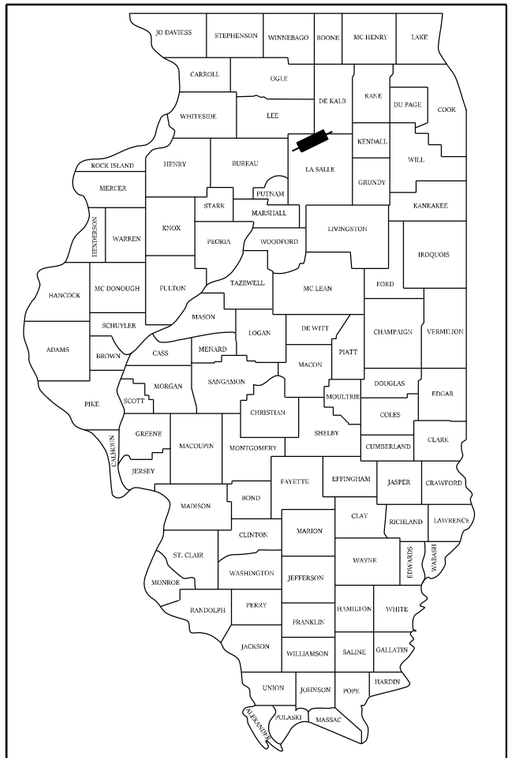
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

FAP ROUTE 587 (US 34) & FAS ROUTE 1265 (OR 34)
SECTION (18B)BR,RS & Y
PROJECT NO. : HBFP-STP-P3L7(051)
BRIDGE REPLACEMENT
LASALLE COUNTY
C-93-073-23

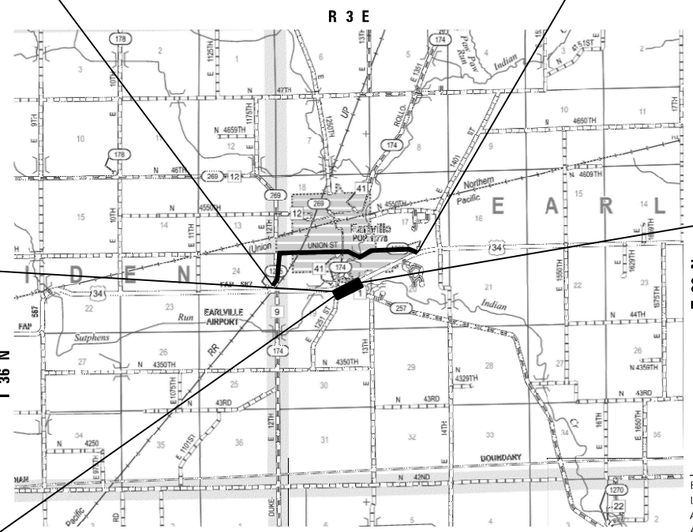
P-93-025-20 AND D-93-052-23



LOCATION OF SECTION INDICATED THUS: -

BEGIN DETOUR RESURFACING
STA 545 + 28.57 (12TH ROAD)

END DETOUR RESURFACING
STA 668 + 45.60 (UNION STREET)



N

END PROJECT
STA 647 + 00.00 (US 34)

PROJECT LOCATION
EXISTING SN 050–0040
℄ STRUCTURE STA 638 + 40.00
PROPOSED SN 050–0265
℄ STRUCTURE STA 638 + 39.83
US 34 OVER INDIAN CREEK
239'–8" BK. TO BK. ABUTS

BEGIN PROJECT
STA 632 + 00.00 (US 34)

LOCATION MAP
(NOT TO SCALE)

US 34 GROSS AND NET LENGTH = 1,500 FT. = 0.284 MILE
12TH ROAD GROSS AND NET LENGTH = 2336 FT. = 0.442 MILE
UNION STREET GROSS AND NET LENGTH = 9981 FT. = 1.890 MILE
TOTAL GROSS AND NET LENGTH = 13817 FT. = 2.616 MILE

TRAFFIC DATA

ROADWAY CLASSIFICATION = MINOR ARTERIAL
CURRENT ADT (2023) = 2,300
P.V. = 90.9% S.U. = 2.6% M.U. = 6.5%

OATES ASSOCIATES

Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
1 South Church, Suite 200
Belleville IL 62220
618.416.4688

St. Charles
820 South Main, Suite 309
St. Charles, MO 63301
636.493.6277

www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
(217) 605-0403
www.prairieengineers.com
professional design firm no. 184-005965

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

PROJECT ENGINEER: JOE KANNEL, P.E.
UNIT CHIEF: STEPHENIE CARMIN
DISTRICT 3 NO. (815) 434–6131
CONTRACT NO. 66K85

BRUCE P. SCHOPP
062-043293
LICENSED PROFESSIONAL ENGINEER
OF
ILLINOIS

03/11/24
BRUCE SCHOPP, P.E. Date
License Expires 11/30/2025
Applies to Sheets 1 thru 21, 52, 80 thru 92, AND 97 thru 105.

ZACHARY D LEACH
062.065588
REGISTERED PROFESSIONAL ENGINEER
ILLINOIS

03/11/24
ZACH LEACH, P.E. Date
License Expires 11/30/2025
Applies to Sheets 22 thru 51 AND 93 thru 96 OF 105.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 25 20 24
Trista Thompson
REGIONAL ENGINEER

May 10, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 4/29/24

INDEX OF SHEETS

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701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
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MIXTURE TABLE

LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA SURFACE COURSE	HMA BINDER COURSE	HMA SHOULDER, BOTTOM LIFT(S)	HMA SHOULDER, TOP LIFT	HMA INCIDENTAL
AB/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
ABR % (MAX):					
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-19.0	IL-19.0	IL-9.5	IL-9.5
FRICTION AGGREGATE:	MIXTURE C				
MIXTURE WEIGHT:	112 LBS./SQ YD/IN	112 LBS./SQ YD/IN	112 LBS./SQ YD/IN	112 LBS./SQ YD/IN	112 LBS./SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	SATISFACTION OF ENGINEER
MATERIAL TRANSFER DEVICE:	NO	NO	NO	NO	NO

GENERAL NOTES

US 34 WILL BE CLOSED IN ACCORDANCE WITH DETOUR PLANS.

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

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

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

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

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

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

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

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

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

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO EXPENSE TO THE DEPARTMENT. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
COMED
NICOR
MEDIACOM
CITY OF EARLVILLE

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
BUREAU OF BRIDGES & STRUCTURES (BB&S)

COMMITMENTS

1. TREES 3" OR GREATER IN DIAMETER WILL NOT BE CLEARED APRIL 1 THROUGH SEPTEMBER 30.
2. NOTIFY THE CITY OF EARLVILLE 1 WEEK PRIOR TO THE START OF THE PRE-STAGE WORK TO RESURFACE FAS 1265 (UNION STREET).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

				CONSTRUCTION CODE	
				(80% FED, 20% ST)	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0005	0010
				RURAL (DETOUR)	SN 050-0265
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	144		144
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36		36
20200100	EARTH EXCAVATION	CU YD	375		375
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	200	200	
25000210	SEEDING, CLASS 2A	ACRE	1		1
25000350	SEEDING, CLASS 7	ACRE	1		1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	92		92
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	92		92
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	92		92
25100115	MULCH, METHOD 2	ACRE	1		1
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	4,051		4,051
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	92		92
28000305	TEMPORARY DITCH CHECKS	FOOT	72		72
28000400	PERIMETER EROSION BARRIER	FOOT	253		253

					CONSTRUCTION CODE	
					(80% FED, 20% ST)	
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
					0005	0010
					RURAL (DETOUR)	SN 050-0265
	28100107	STONE RIPRAP, CLASS A4	SQ YD	1,283		1,283
	28200200	FILTER FABRIC	SQ YD	1,283		1,283
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	346	346	
	40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	59	59	
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	20,550	18,672	1,878
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	13,346	12,184	1,162
	40600990	TEMPORARY RAMP	SQ YD	1,402	1,402	
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	3,886	3,479	407
	40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	2,671	2,320	351
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	407	407	
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	132		132
	42001300	PROTECTIVE COAT	SQ YD	132		132
	42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	3,114	3,114	
*	42400800	DETECTABLE WARNINGS	SQ FT	310	310	

*= SPECIALTY ITEM

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USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	4
	US 34 OVER INDIAN CREEK	CONTRACT NO. 66K85		
	CITY OF EARLVILLE ILLINOIS FED. AID PROJECT			

REV. 5/13/24 REV. 4/29/24

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE (80% FED, 20% ST) ROADWAY 0005 RURAL (DETOUR)	CONSTRUCTION CODE (80% FED, 20% ST) BRIDGE 0010 SN 050-0265
44000100	PAVEMENT REMOVAL	SQ YD	226		226
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	8,558	4,842	3,716
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	27,662	27,662	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	298	298	
44000600	SIDEWALK REMOVAL	SQ FT	1,994	1,994	
44004000	PAVED DITCH REMOVAL	FOOT	289		289
44004250	PAVED SHOULDER REMOVAL	SQ YD	419	306	113
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	189	189	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	4,480	4,480	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	186		186
50200300	COFFERDAM EXCAVATION	CU YD	102		102
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50300225	CONCRETE STRUCTURES	CU YD	138.1		138.1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	5
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

REV. 4/29/24

				CONSTRUCTION CODE (80% FED, 20% ST)	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005 RURAL (DETOUR)	BRIDGE 0010 SN 050-0265
50300255	CONCRETE SUPERSTRUCTURE	CU YD	342.2		342.2
50300260	BRIDGE DECK GROOVING	SQ YD	1,012		1,012
50300265	SEAL COAT CONCRETE	CU YD	61.1		61.1
50300300	PROTECTIVE COAT	SQ YD	1,331		1,331
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	96.8		96.8
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	3,168		3,168
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	133,510		133,510
51201900	FURNISHING STEEL PILES HP14X89	FOOT	801		801
51202305	DRIVING PILES	FOOT	465		465
51203900	TEST PILE STEEL HP14X89	EACH	2		2
51204650	PILE SHOES	EACH	12		12
51265001	DRILLING AND SETTING PILES (IN SOIL)	CU FT	164		164
51265002	DRILLING AND SETTING PILES (IN ROCK)	CU FT	434		434

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PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	6
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS FED. AID PROJECT			

REV. 5/14/24 REV. 4/29/24

					CONSTRUCTION CODE	
					(80% FED, 20% ST)	
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
					0005	0010
					RURAL (DETOUR)	SN 050-0265
	51500100	NAME PLATES	EACH	1		1
	52100520	ANCHOR BOLTS, 1"	EACH	24		24
	52100530	ANCHOR BOLTS, 1 1/4"	EACH	12		12
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2		2
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	186		186
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	94		94
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	143		143
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	76	76	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	221	221	
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1,250		1,250
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
	63200310	GUARDRAIL REMOVAL	FOOT	1,394		1,394
	63500105	DELINEATORS	EACH	19	15	4

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE (80% FED, 20% ST) ROADWAY 0005 RURAL (DETOUR)	CONSTRUCTION CODE (80% FED, 20% ST) BRIDGE 0010 SN 050-0265
	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	2,461		2,461
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	379		379
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	13		13
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	16		16
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12		12
	67100100	MOBILIZATION	L SUM	1	0.5	0.5
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
	70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	365		365

*= SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	8
	US 34 OVER INDIAN CREEK	CONTRACT NO. 66K85		
	CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT	

REV. 5/13/24REV. 4/29/24

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE (80% FED, 20% ST) ROADWAY 0005 RURAL (DETOUR)	CONSTRUCTION CODE (80% FED, 20% ST) BRIDGE 0010 SN 050-0265
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,218	1,218	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	406	406	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
*	78004600	PREF PL PM TD STD L&S	SQ FT	123	123	
*	78004660	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12"	FOOT	915	915	
*	78004720	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 24"	FOOT	238	238	
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	6,000		6,000
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	44,351	40,581	3,770
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	123	123	
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	915	915	
*	78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	238	238	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	192	153	39
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	24		24
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	192	153	39

*= SPECIALTY ITEM

				CONSTRUCTION CODE	
				(80% FED, 20% ST)	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0005	0010
				RURAL (DETOUR)	SN 050-0265
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1	
X0326275	RAILROAD RIGHT-OF-WAY ENTRY PERMIT	EACH	1	1	
X4421002	PARTIAL DEPTH PATCHING (SPECIAL)	SQ YD	5		5
X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	92	92	
X5080530	BAR TERMINATOR	EACH	556		556
X5427602	REMOVE EXISTING FLARED END SECTION	EACH	2		2
X5619210	WATER VALVES TO BE ADJUSTED (SPECIAL)	EACH	5	5	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	14	14	
X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	19		19
X6350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	8		8
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	577		577
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	9		9

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	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	10
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS FED. AID PROJECT			

REV. 5/13/24 REV. 4/29/24

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE (80% FED, 20% ST) ROADWAY 0005 RURAL (DETOUR)	BRIDGE 0010 SN 050-0265
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42	
Z0034105	MATERIAL TRANSFER DEVICE	TON	5799	5799	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Ø Z0076600	TRAINEES	HOUR	1,000	1,000	
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000	

Ø 0042

MODEL: Default
FILE NAME: H:\P\221126 - D3 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-SOQ.dgn

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PLOT DATE = 3/11/2024	DATE -	REVISED -

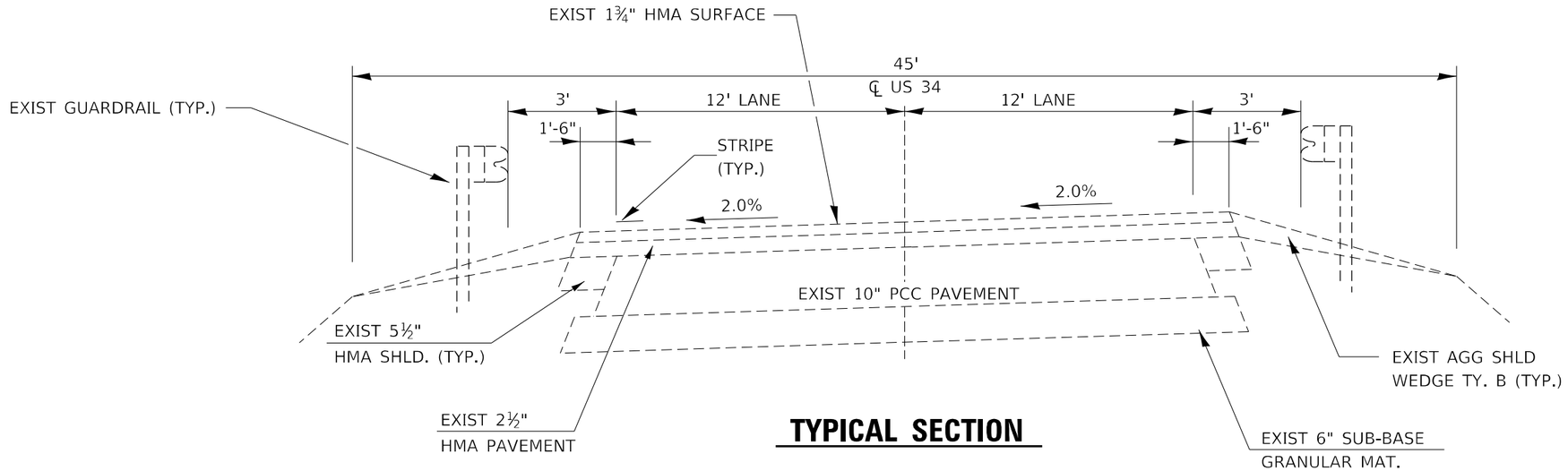
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 9 OF 9 SHEETS | STA. | TO STA.

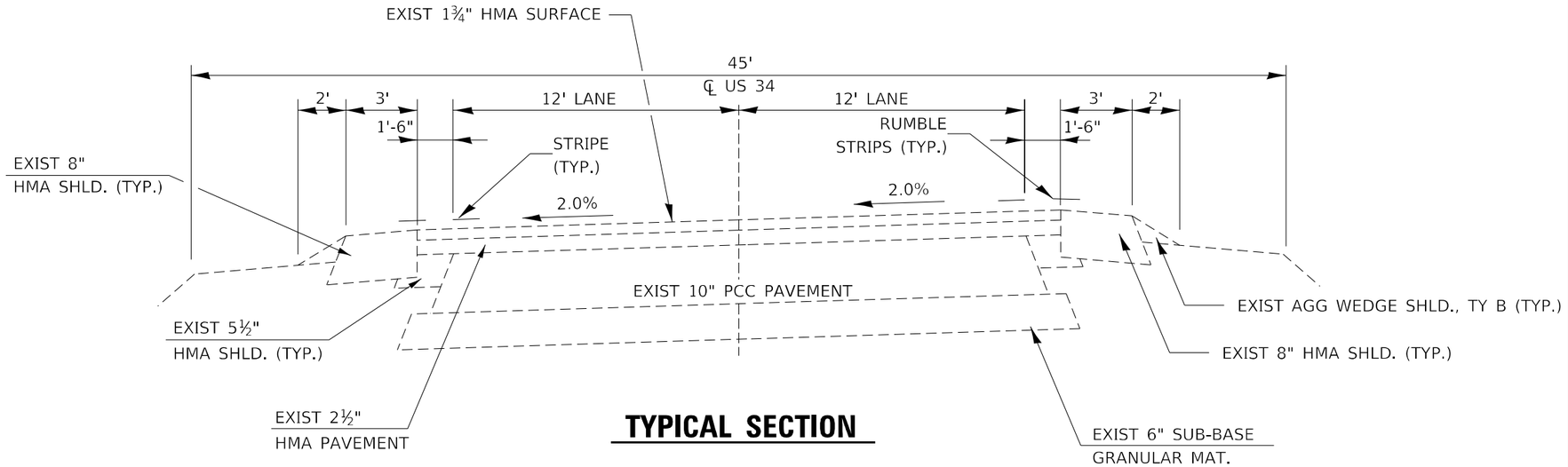
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	11
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

REV. 5/20/24 REV. 5/13/24 REV. 4/29/24



TYPICAL SECTION

STA 634+98.61 TO STA 637+08.06
BRIDGE STRUCTURE STA 637+08.06 TO STA 638+40.80 (IN FULL SE)



TYPICAL SECTION

STA 632+00.00 TO STA 634+98.61

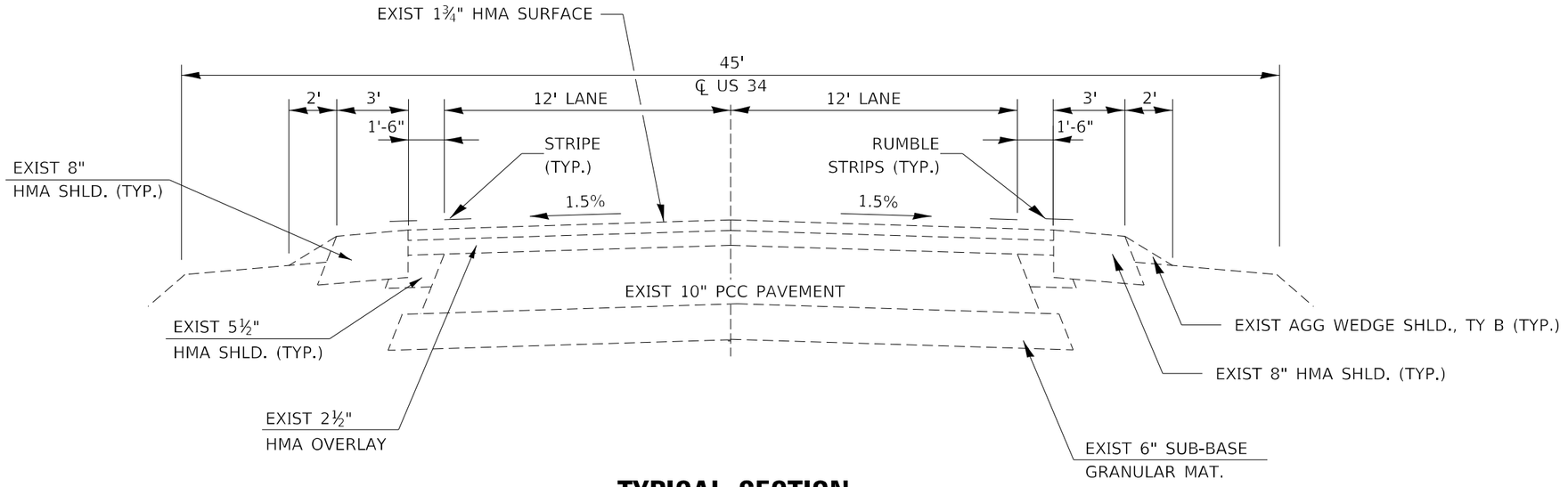
USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 173.1520 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ROADWAY
TYPICAL SECTIONS

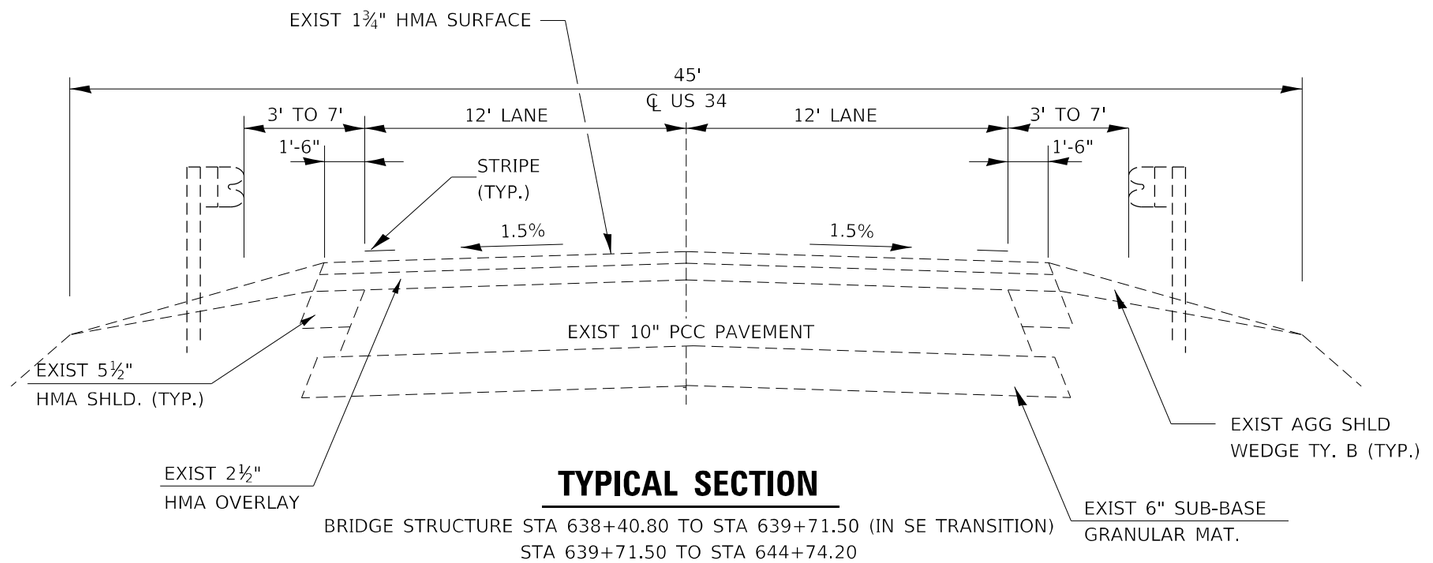
SCALE: N/A | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	12
	US 34 OVER INDIAN CREEK	CONTRACT NO. 66K85		
	CITY OF EARLVILLE ILLINOIS FED. AID PROJECT			



TYPICAL SECTION

STA 644+74.20 TO STA 647+00.00



TYPICAL SECTION

BRIDGE STRUCTURE STA 638+40.80 TO STA 639+71.50 (IN SE TRANSITION)
STA 639+71.50 TO STA 644+74.20

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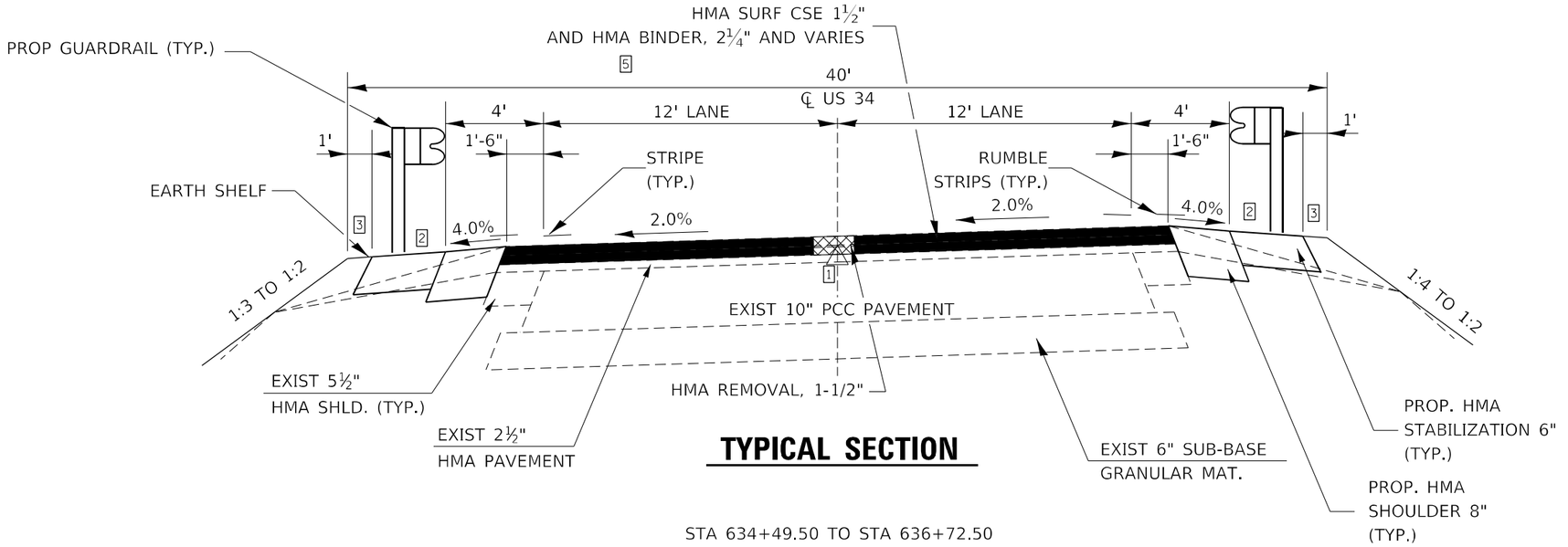
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ROADWAY
TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	13
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

STA 634+49.50 TO STA 636+72.50
STA 640+06.90 TO STA 642+25.50*
* NOTE: SE TRANSITION 640+25.20 TO STA 642+25.50. SEE SUPERELEVATION CONSTRUCTION DETAILS.

△ LONGITUDINAL JOINT SEALANT

NOTES

1 LONGITUDINAL JOINT SEALANT IS PLACED UNDERNEATH THE SURFACE COURSE LIFTS. FINAL LOCATION OF LONGITUDINAL JOINT SEAL SEALANT TO BE DETERMINED BY THE RESIDENT ENGINEER.

2 PROPOSED HMA STABILIZATION TRANSITIONS FROM 0' TO 3' TO PROVIDE GUARDRAIL SUPPORT AT STATIONS

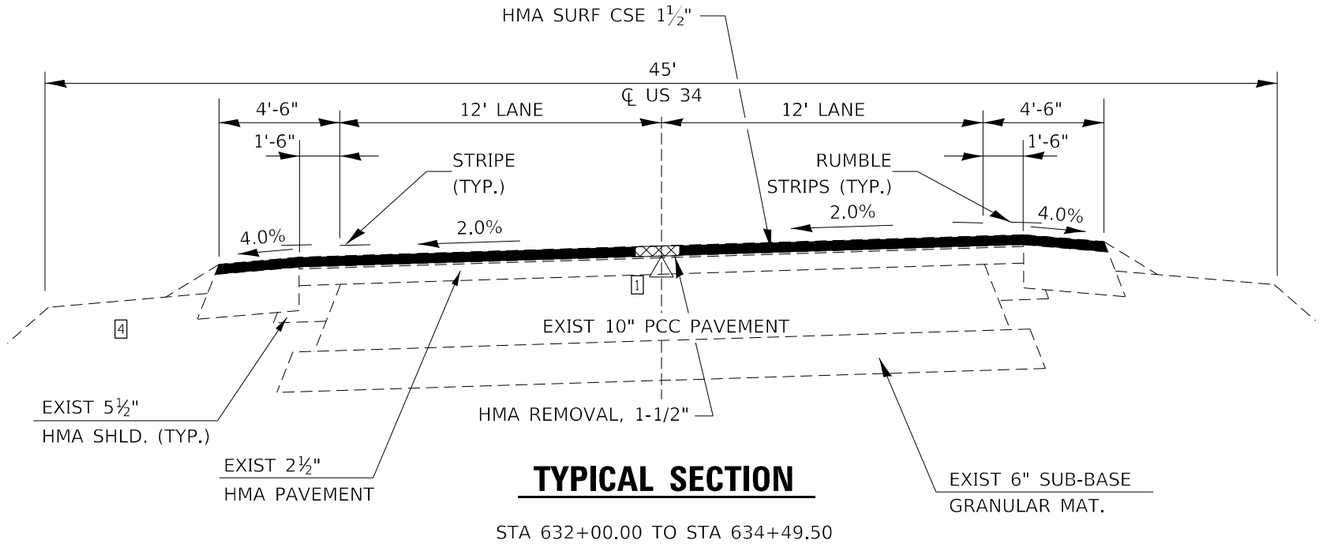
STA 634+49.50 TO STA 634+73.50	RT
STA 635+17.36 TO STA 635+41.36	LT
STA 645+73.16 TO STA 645+97.16	RT
STA 646+18.54 TO STA 646+42.54	LT

3 PROPOSED EARTH SHELF TRANSITIONS FROM 0' TO 1' ALONG WITH HMA STABILIZATION.

4 FULL DEPTH SHOULDER REMOVAL WOULD BE REQUIRED AS AGGREGATE WEDGE TRANSITIONS TO 8" EXISTING SHOULDER OUTSIDE OF GUARDRAIL AT

STA 634+98.61	RT
STA 635+66.65	LT
STA 644+93.65	RT
STA 644+74.20	LT

5 PROPOSED BINDER IS REQUIRED AT AREAS
STA 635+00 TO STA 637+00
STA 640+00 TO STA 645+50



TYPICAL SECTION

STA 632+00.00 TO STA 634+49.50

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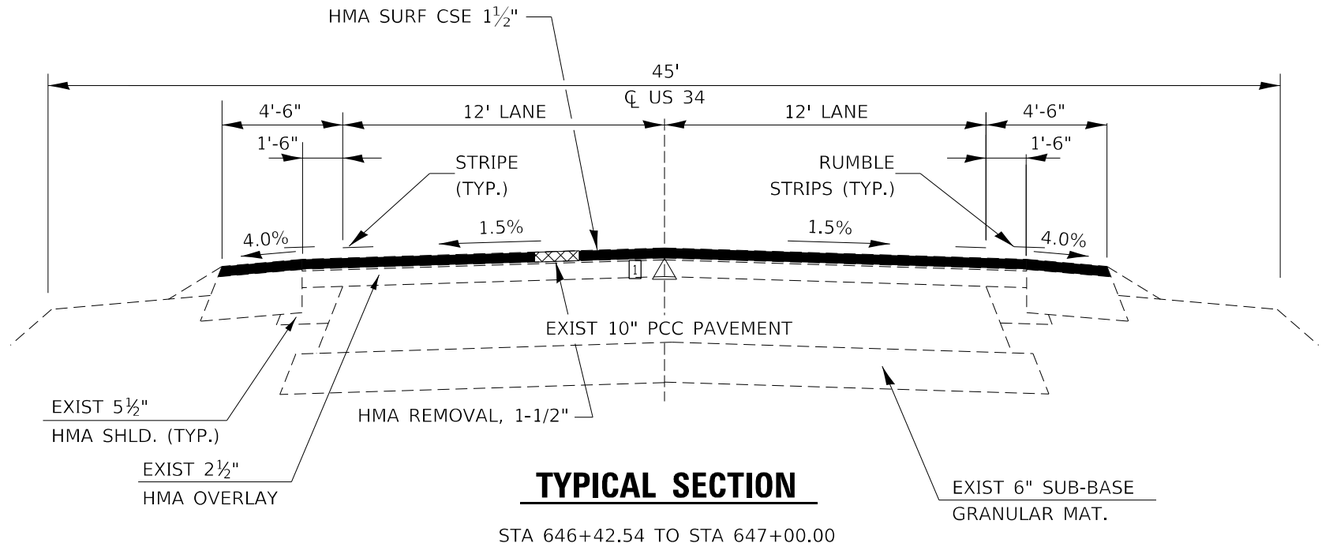
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ROADWAY
TYPICAL SECTIONS

SCALE: N/A | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	14
	US 34 OVER INDIAN CREEK	CONTRACT NO. 66K85		
	CITY OF EARLVILLE ILLINOIS FED. AID PROJECT			



TYPICAL SECTION

STA 646+42.54 TO STA 647+00.00

△ LONGITUDINAL JOINT SEALANT

NOTES

1 LONGITUDINAL JOINT SEALANT IS PLACED UNDERNEATH THE SURFACE COURSE LIFTS. FINAL LOCATION OF LONGITUDINAL JOINT SEAL SEALANT TO BE DETERMINED BY THE RESIDENT ENGINEER.

2 PROPOSED HMA STABILIZATION TRANSITIONS FROM 0' TO 3' TO PROVIDE GUARDRAIL SUPPORT AT STATIONS

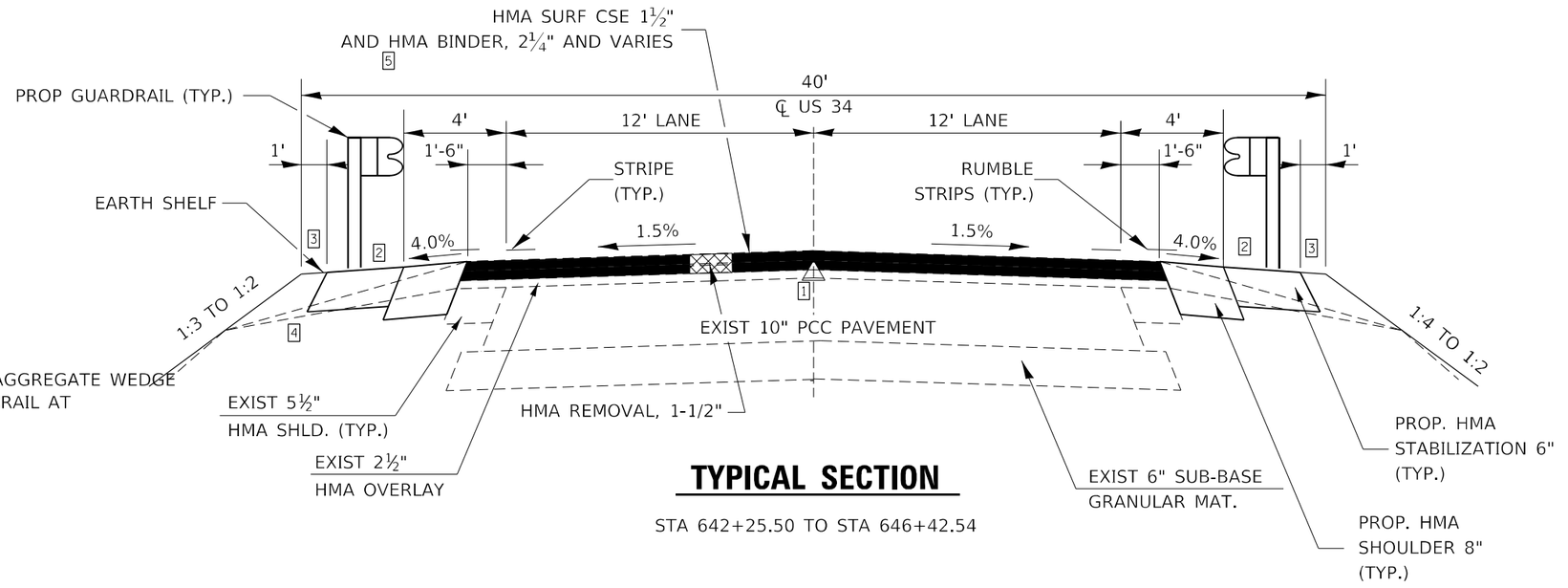
STA 634+49.50 TO STA 634+73.50	RT
STA 635+17.36 TO STA 635+41.36	LT
STA 645+73.16 TO STA 645+97.16	RT
STA 646+18.54 TO STA 646+42.54	LT

3 PROPOSED EARTH SHELF TRANSITIONS FROM 0' TO 1' ALONG WITH HMA STABILIZATION.

4 FULL DEPTH SHOULDER REMOVAL WOULD BE REQUIRED AS AGGREGATE WEDGE TRANSITIONS TO 8" EXISTING SHOULDER OUTSIDE OF GUARDRAIL AT

STA 634+98.61	RT
STA 635+66.65	LT
STA 644+93.65	RT
STA 644+74.20	LT

5 PROPOSED BINDER IS REQUIRED AT AREAS
STA 635+00 TO STA 637+00
STA 640+00 TO STA 645+50



TYPICAL SECTION

STA 642+25.50 TO STA 646+42.54

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	DRAWN -	REVISED -
PLOT SCALE = 173.1520 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ROADWAY
TYPICAL SECTIONS

SCALE: N/A | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	15
	US 34 OVER INDIAN CREEK	CONTRACT NO. 66K85		
	CITY OF EARLVILLE ILLINOIS FED. AID PROJECT			

EARTHWORK

STATION	STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
634+50	646+42	375	280	210	70
TOTAL		375	280	210	70

TREE REMOVAL

STATION	STATION	OFFSET	TREE REMOV 6-15 (UNITS)	TREE REMOV OVER 15 (UNITS)
635+55	636+20	RT	44	
641+30	641+70	RT	50	
645+60	646+70	LT	50	36
TOTAL			144	36

PAVEMENT

STATION	STATION	OFFSET	BIT MATLS TACK CT (POUND)	LONG JOINT SEALANT (FOOT)	HMA BC IL-19.0 N50 (TON)	HMA SC IL-9.5 C N50 (TON)	PVT CON PCC BR APP SL (SQ YD)	PROTECTIVE COAT (SQ YD)	PAVEMENT REM (SQ YD)	HMA SURF REM 11/2 (SQ YD)	PAVED SHLD REMOV (FOOT)	SHOULDER RUM STRIP 8 (FOOT)	PART DEPTH PATCH SPL (SQ YD)	HMA STAB 6 ST STBGR (SQ YD)
632+00	647+00	CTL												
632+00	636+71	CTL	768	471	97	143				1,608	29	1,010		147
636+71	636+90	CTL					66	66	113				5	
639+90	640+09	CTL					66	66	113					
639+75	647+00	CTL	1110	691	310	208				2,108	84	1,451		430
TOTAL			1,878	1,162	407	351	132	132	226	3,716	113	2,461	5	577

EROSION CONTROL

STATION	STATION	OFFSET	HD EROSION CONTR BLANKET (SQ YD)	TEMP EROS CONTR SEED (POUND)	TEMP DITCH CHECKS (FOOT)	PERIMETER EROS BAR (FOOT)	PAVED DITCH REMOVAL (FOOT)
632+00	647+00	LT/RT					
632+00	637+000	LT		23	18	60	
632+00	637+00	RT	961	23	18		
639+71	647+00	LT	1372	23	18		166
639+71	647+00	RT	1718	23	18	193	123
TOTAL			4,051	92	72	253	289

GUARDRAIL

STATION	STATION	OFFSET	SPBGR TY A 6FT POSTS (FOOT)	TRAF BAR TERM T6 (EACH)	TR BAR TRM T1 SPL TAN (EACH)	GUARDRAIL REMOV (FOOT)	DELINEATORS (EACH)	TERMINAL MARKER-DA (EACH)	GRDRAIL REF TYPE A (EACH)	LINEAR DELIN PANELS 4 (EACH)	LINEAR DELIN PANELS 6 (EACH)
634+80	637+12	RT	137.5	1	1	220	2		4	3	
635+50	637+05	LT	62.5	1	1	144		4	3	2	
637+00	639+68	LT									4
637+09	639+75	RT									4
639+68	646+10	LT	550.0	1	1	509			9	7	
639+75	645+65	RT	500.0	1	1	521	2		8	7	
TOTAL			1,250	4	4	1,394	4	4	24	19	8

PAVEMENT MARKING

STATION	STATION	OFFSET	MOD URETH PM LINE 4 (FOOT)	MOD URETH PM LINE 6 (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REF PVT MK REM (EACH)
632+00	647+00	CTL		3,770	39	39
632+00	647+00	LT	3,000			
632+00	647+00	RT	3,000			
TOTAL			6,000	3,770	39	39

SEEDING

STATION	STATION	OFFSET	SEEDING CL 2A (ACRE)	SEEDING CL 7 (ACRE)	NITROGEN FERT NUTR (POUND)	PHOSPHOROUS FERT NUTR (POUND)	POTASSIUM FERT NUTR (POUND)	MULCH METHOD 2 (ACRE)
632+00	637+00	LT	0.12	0.12	23	23	23	0.12
632+00	637+00	RT	0.19	0.19	23	23	23	0.19
639+71	647+00	LT	0.27	0.27	23	23	23	0.27
639+71	647+00	RT	0.34	0.34	23	23	23	0.34
SUBTOTAL			0.92	0.92	92	92	92	0.92
TOTAL			1	1	92	92	92	1

DRAINAGE

STATION	OFFSET	PRC FES 12" (EACH)	REMOVE EX FES (EACH)
636+94	LT	1	1
637+00	RT	1	1
TOTAL		2	2

NOTE: SEE US 34 DETOUR PLANS FOR ADDITIONAL SCHEDULES.

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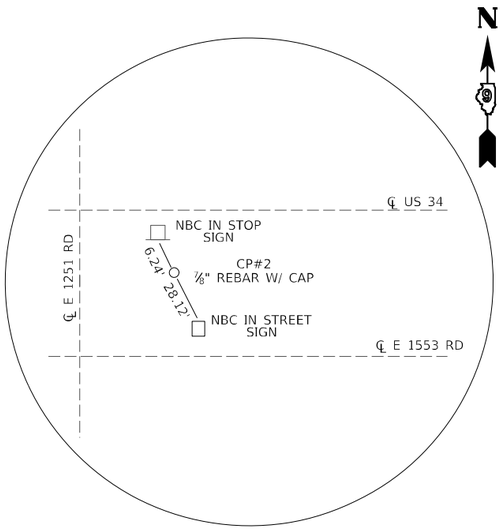
PLOT DATE = 3/11/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

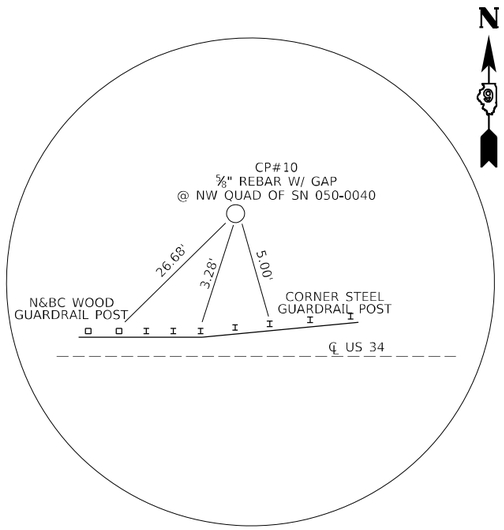
SCHEDULE OF QUANTITIES

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

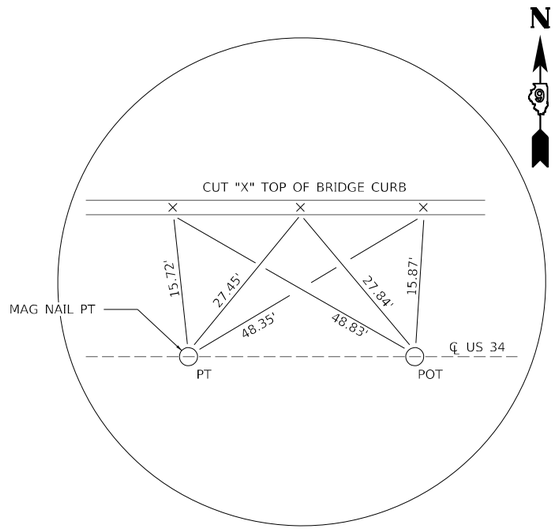
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	16
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



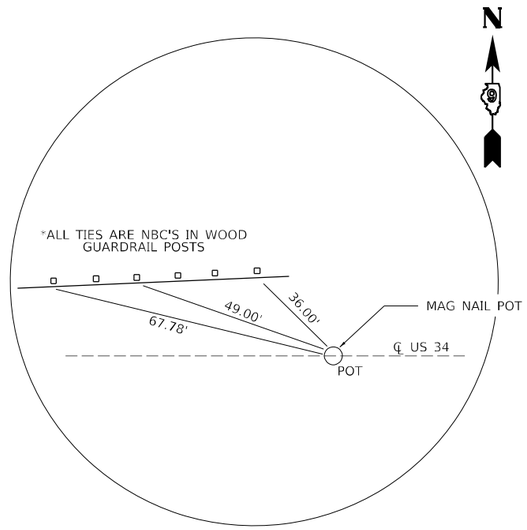
CP2 STA 624+36.25, 48.63' RT



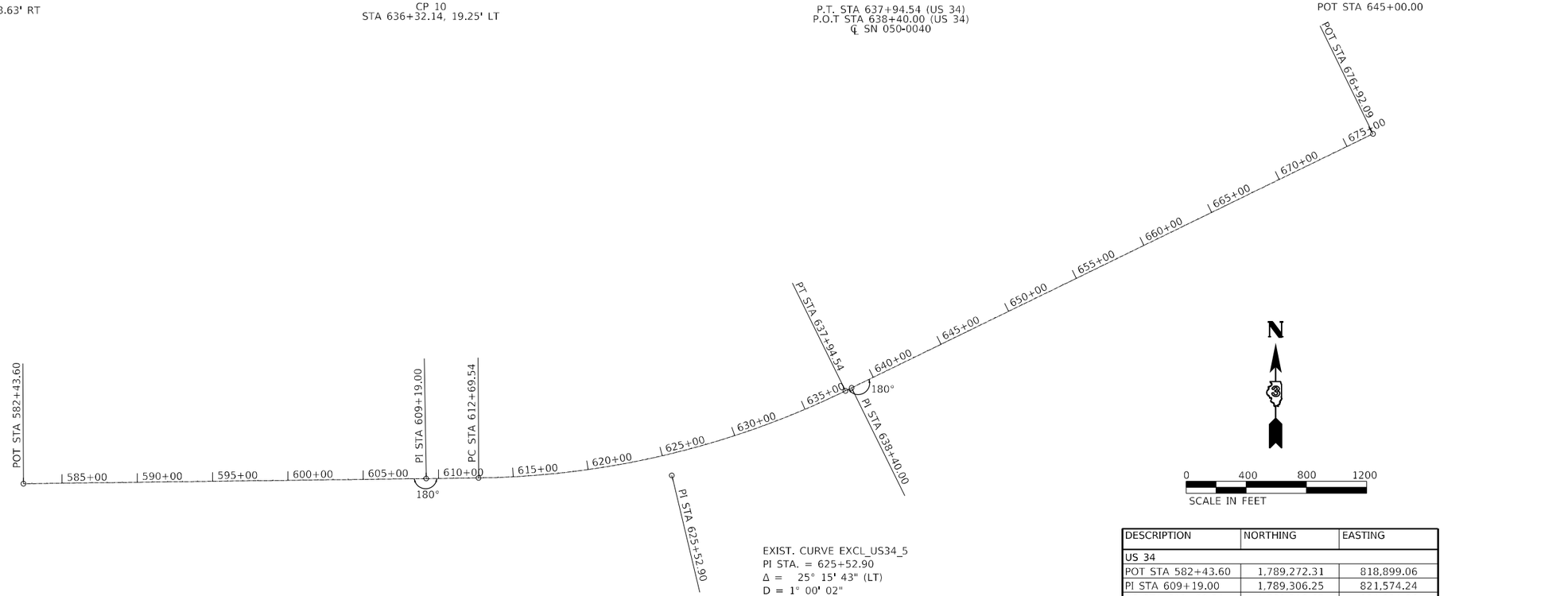
CP 10
STA 636+32.14, 19.25' LT



P.T. STA 637+94.54 (US 34)
P.O.T STA 638+40.00 (US 34)
℄ SN 050-0040



POT STA 645+00.00



EXIST. CURVE EXCL_US34_5
PI STA. = 625+52.90
Δ = 25° 15' 43" (LT)
D = 1° 00' 02"
R = 5,726.86'
T = 1,283.36'
L = 2,525.00'
E = 142.04'
e = 2.0% (EXIST./PROP.)
T.R. = ____
S.E. RUN = ____
P.C. STA. = 612+69.54
P.T. STA. = 637+94.54

DESCRIPTION	NORTHING	EASTING
US 34		
POT STA 582+43.60	1,789,272.31	818,899.06
PI STA 609+19.00	1,789,306.25	821,574.24
PC STA 612+69.54	1,789,310.67	821,921.86
PI STA 625+52.90	1,789,326.95	823,205.12
PT STA 637+94.54	1,789,889.31	824,358.70
PI STA 638+40.00	1,789,909.23	824,399.56
PT STA 676+92.09	1,791597.21	827,862.12

MODEL: Default
FILE NAME: H:\PC\21128 - 03 Various Various PTB 201-028WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - alnt-Alignment.dgn

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PLOT SCALE = 800.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

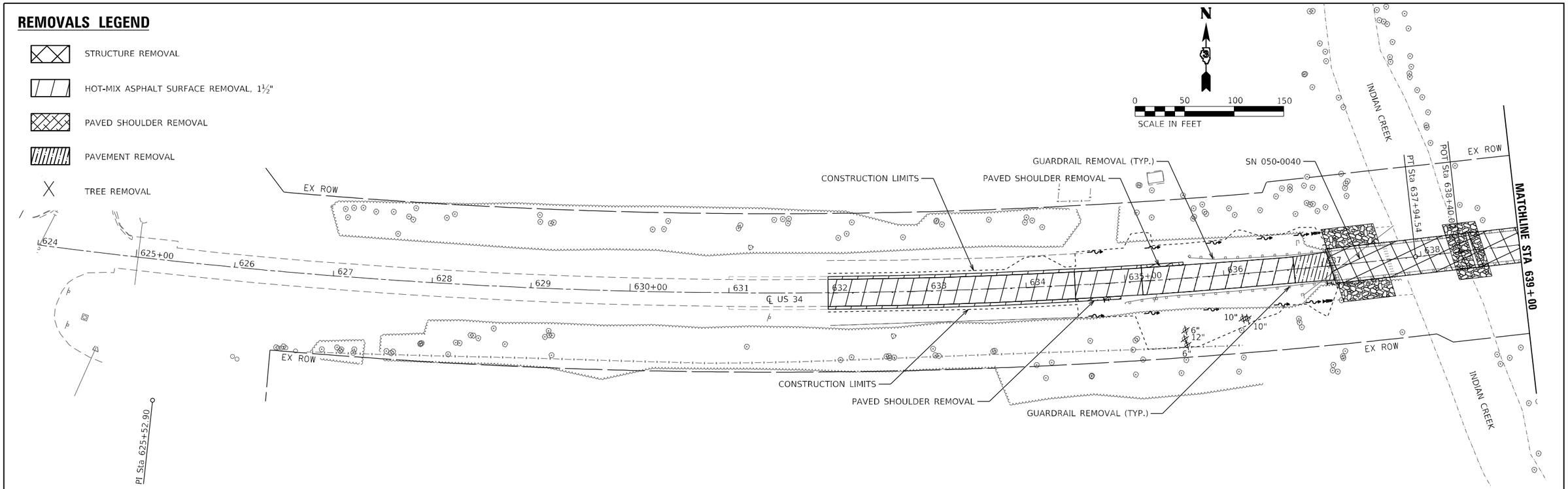
ALIGNMENT SHEET

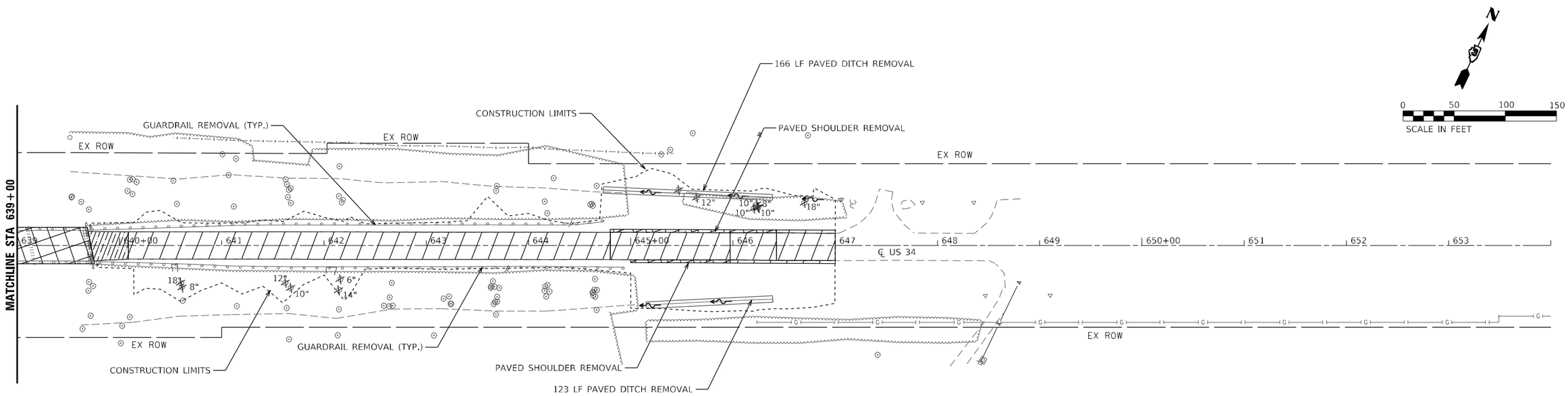
SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	17
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

REMOVALS LEGEND

- STRUCTURE REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 1½"
- PAVED SHOULDER REMOVAL
- PAVEMENT REMOVAL
- TREE REMOVAL





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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/11/2024	DATE -	REVISED -

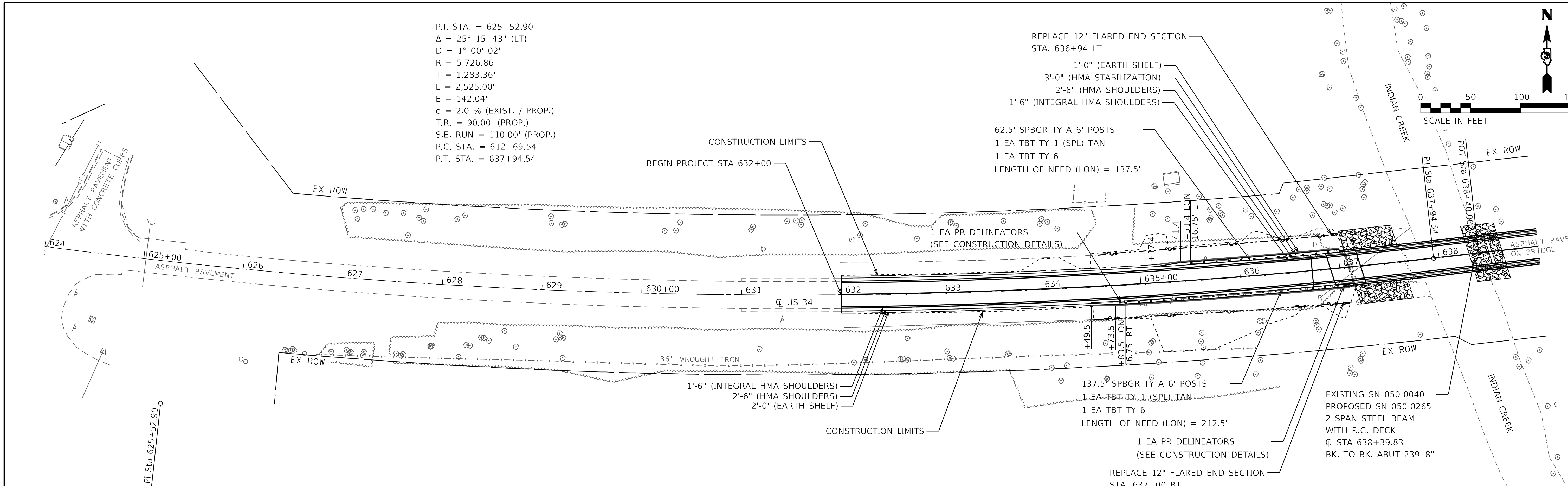
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

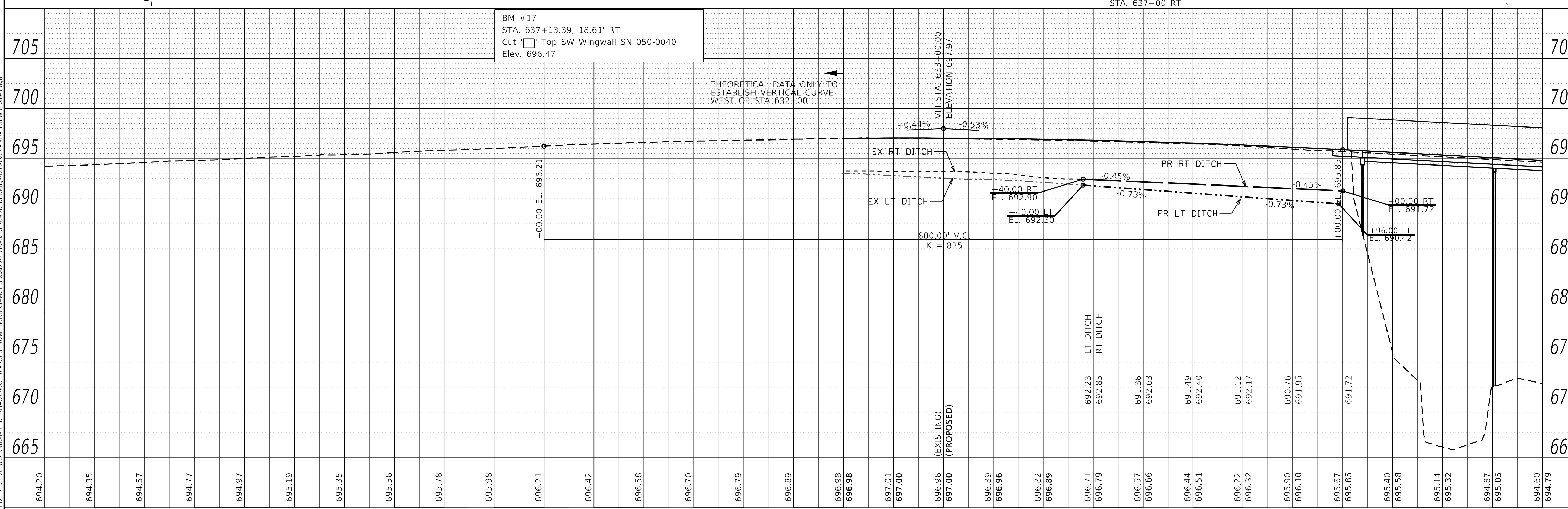
REMOVAL SHEET

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 624+00 | TO STA. 654+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	18
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

MODEL: REMOVAL SHEETS
FILE NAME: i:\up\231126 - 03 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\03666BS - sht-rem.dgn





PLAN — NOTE BOOK NO. ___ — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. ___ — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTAT'NS CH'KD — BY — DATE

MODEL: Default
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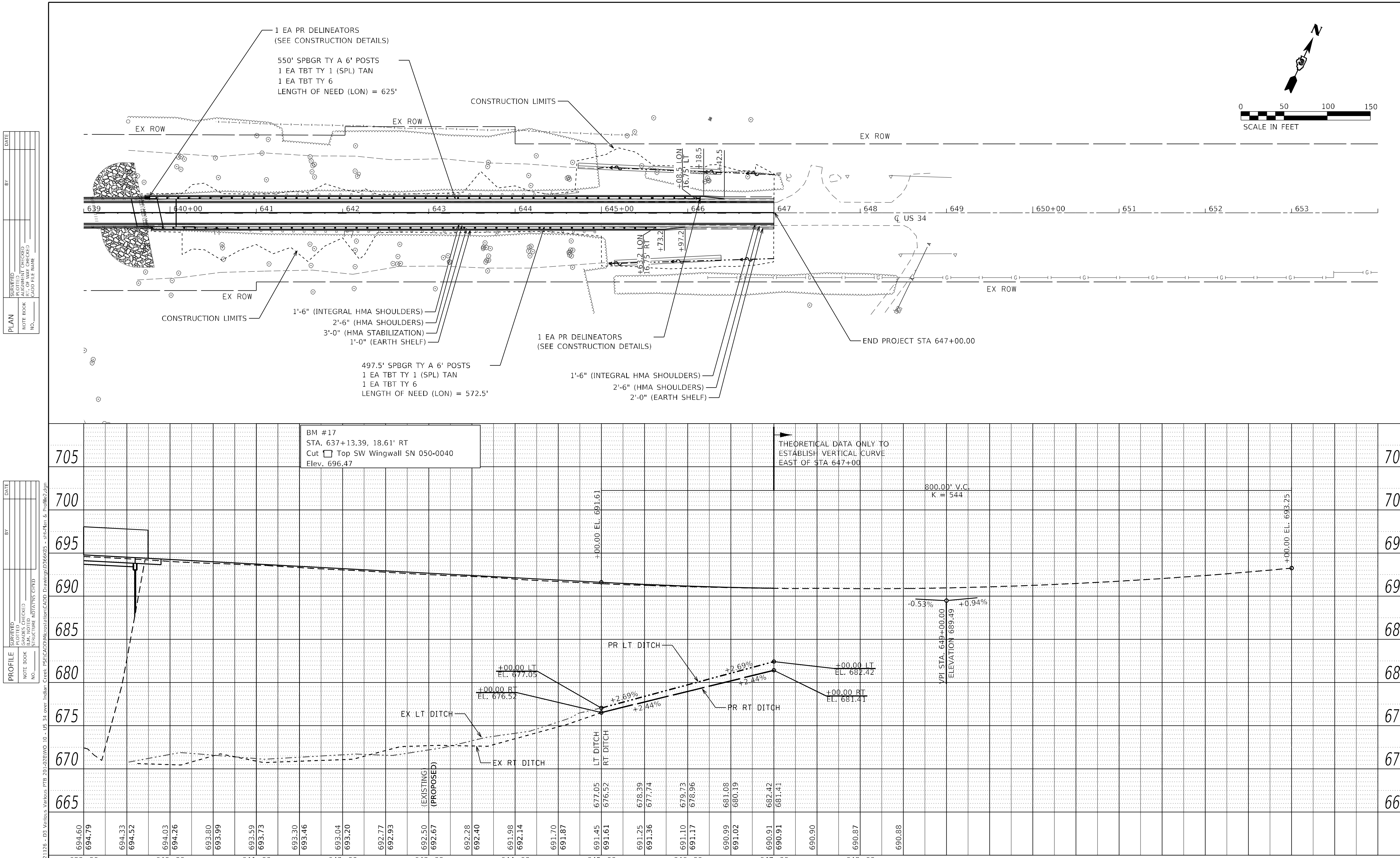
USER NAME = roshan.pokhrel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34
PLAN AND PROFILE SHEETS

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. 624+00 TO STA. 639+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	19
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



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USER NAME = roshan.pokhrel	DESIGNED -	REVISED -	
	DRAWN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

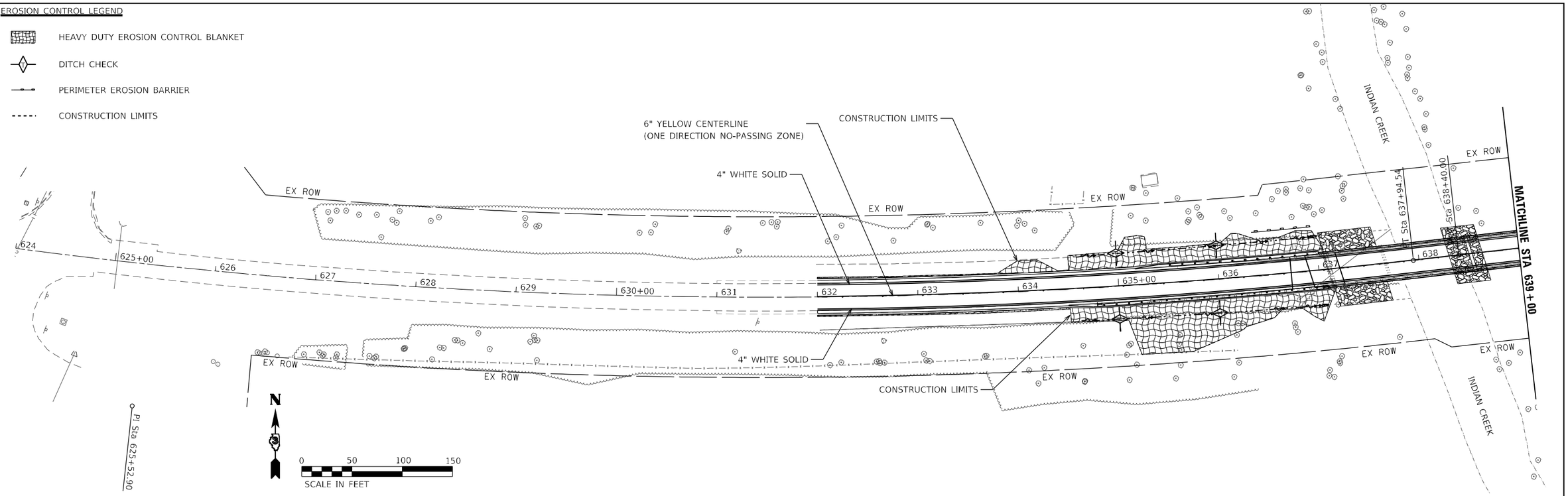
US 34
PLAN AND PROFILE SHEETS

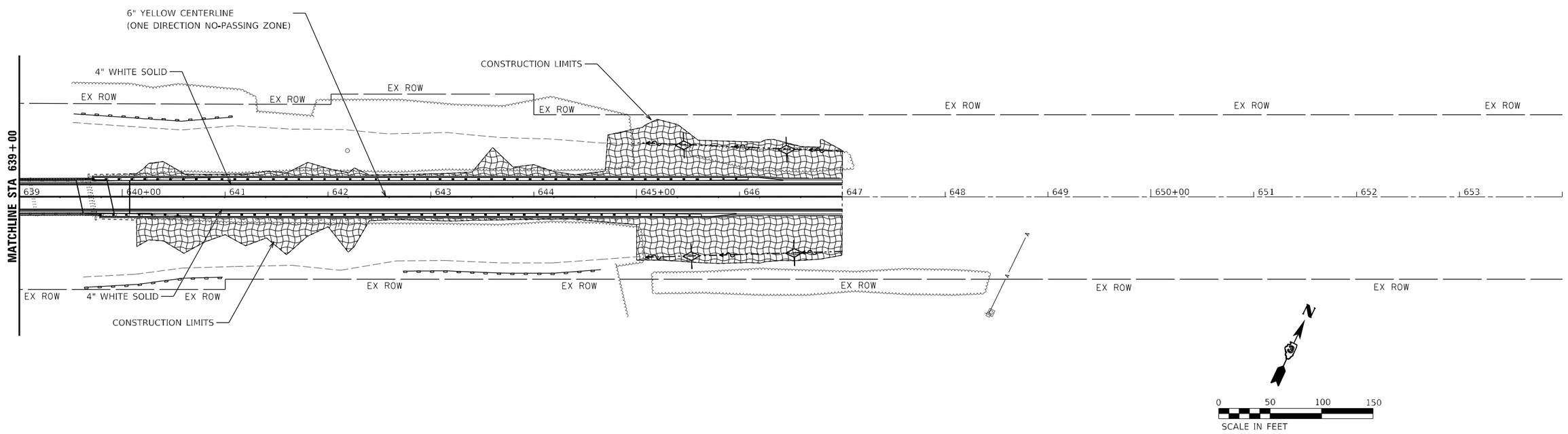
SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. 639+00 TO STA. 654+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	20
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL LEGEND

- HEAVY DUTY EROSION CONTROL BLANKET
- DITCH CHECK
- PERIMETER EROSION BARRIER
- CONSTRUCTION LIMITS





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USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
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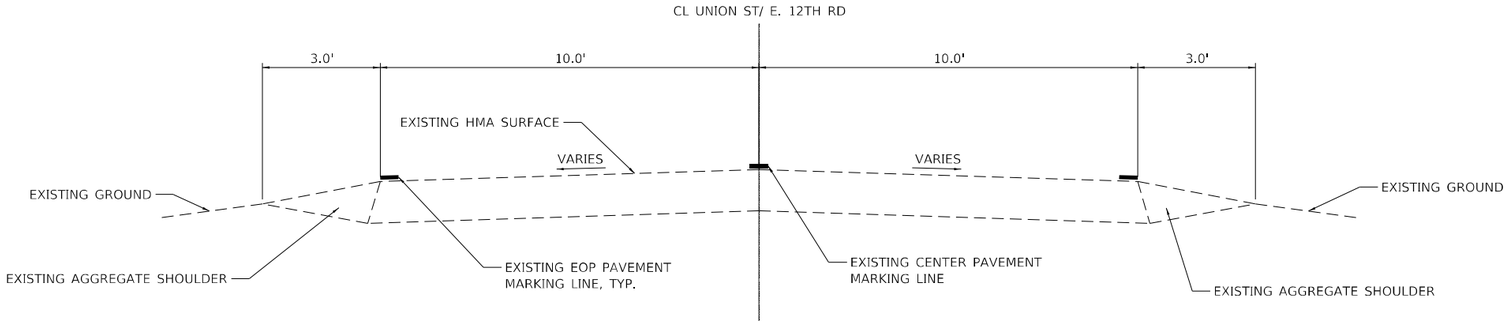
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND EROSION CONTROL SHEET

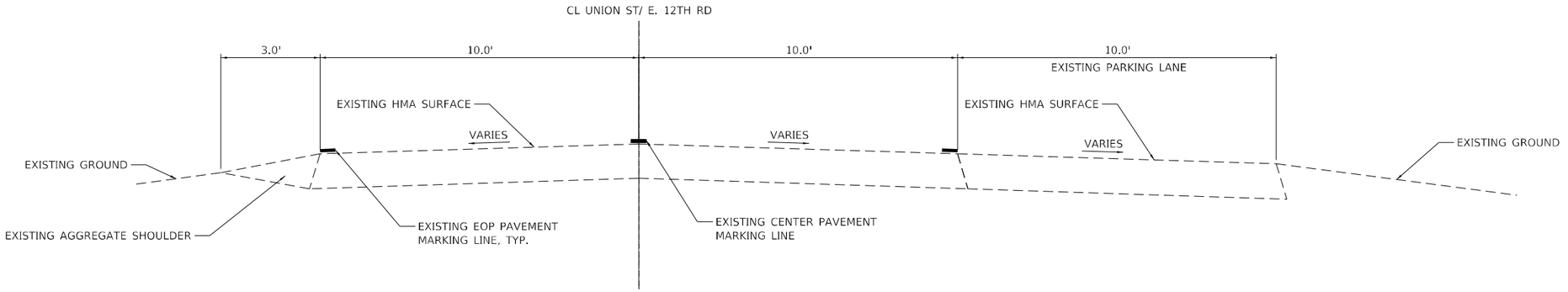
SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 624+00 TO STA. 654+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	21
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA 545+28.57 TO STA 608+37.20
STA 612+20.00 TO STA 615+34.00
STA. 618+00.00 TO STA 623+25.00
STA. 628+76.14 TO STA 668+45.60



EXISTING TYPICAL SECTION

STA 608+37.20 TO STA 612+20.00

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(217) 605-0403
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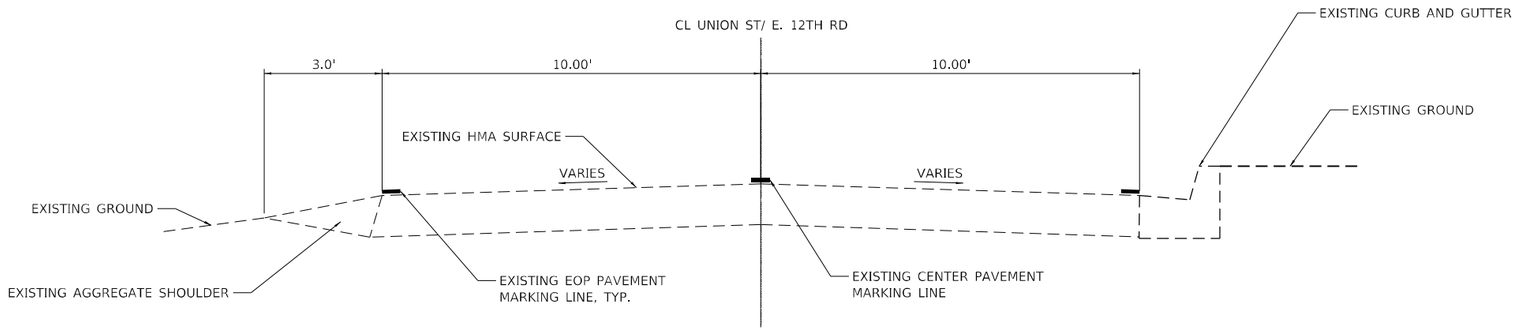
USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -
	DRAWN - RNH	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
TYPICAL SECTIONS

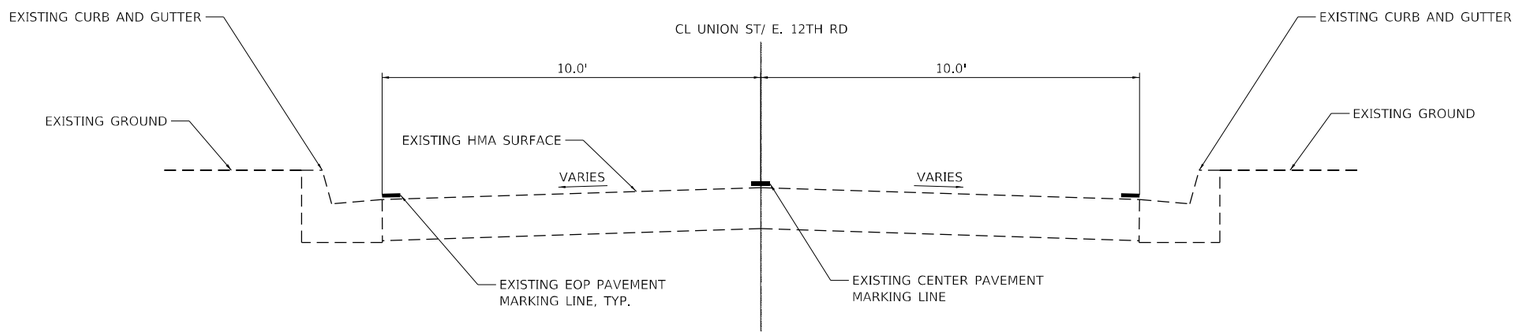
SCALE: NONE | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	22
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA 615+34.00 TO STA 618+00.00



EXISTING TYPICAL SECTION

STA 623+25.00 TO STA 628+76.14

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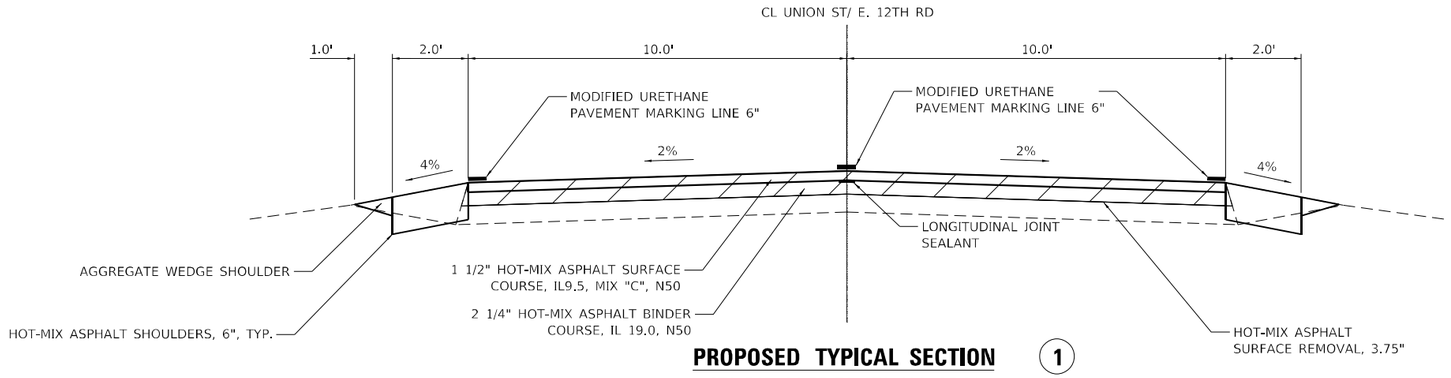
	DRAWN - RNH	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
TYPICAL SECTIONS

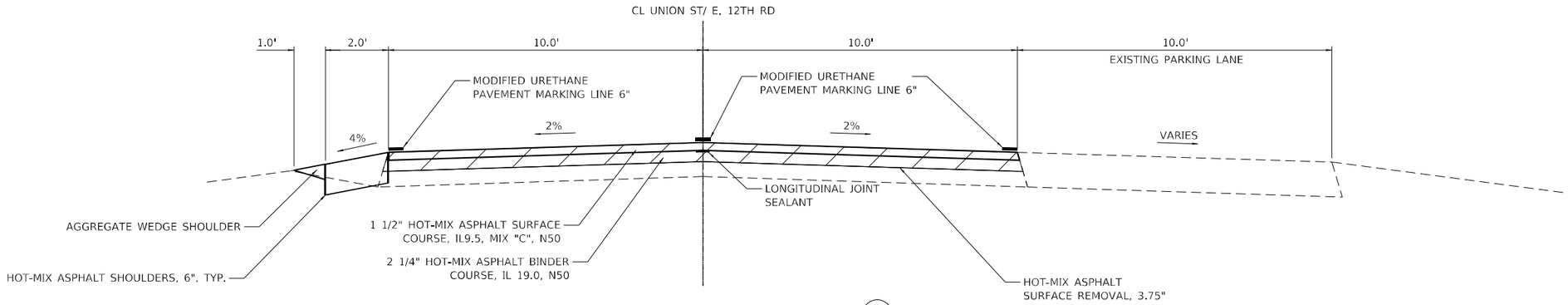
SCALE: NONE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	23
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION (1)

STA 545+28.57 TO STA 608+37.20
STA 612+20.00 TO STA 615+34.00
STA. 618+00.00 TO STA 623+25.00
STA. 628+76.14 TO STA 668+45.60



PROPOSED TYPICAL SECTION (2)

STA 608+37.20 TO STA 612+20.00

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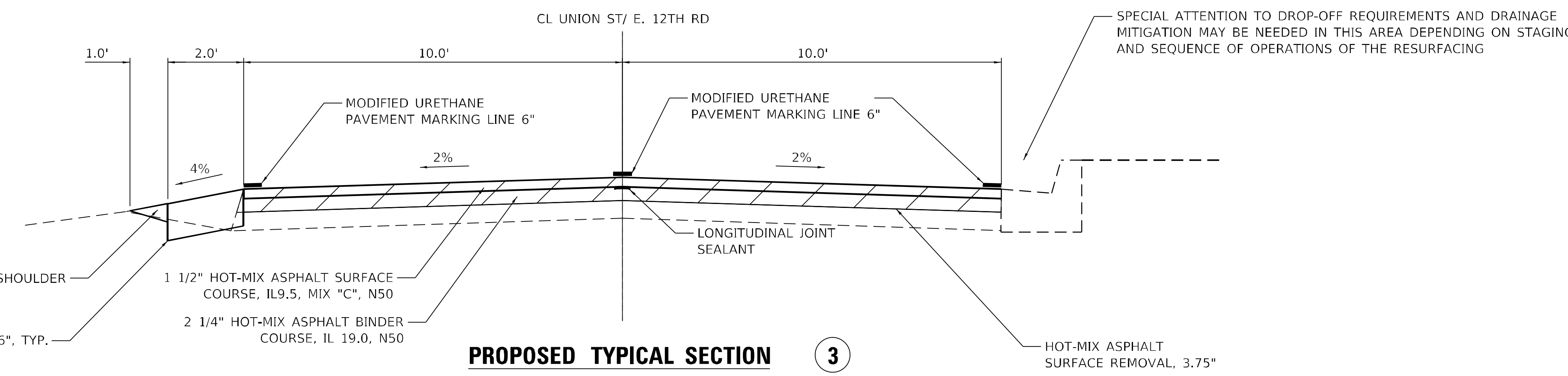
	DRAWN - RNH	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
TYPICAL SECTIONS

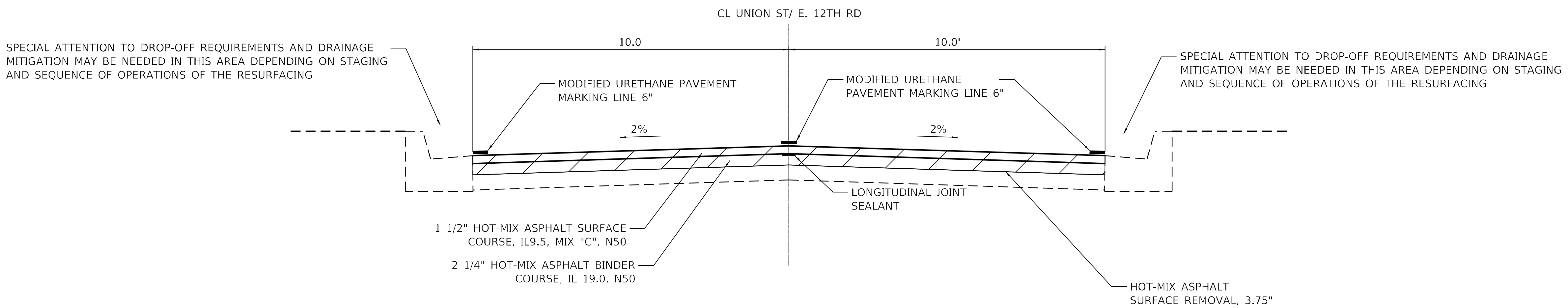
SCALE: NONE | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	24
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION (3)

STA 615+34.00 TO STA 618+00.00



PROPOSED TYPICAL SECTION (4)

STA 623+25.00 TO STA 628+76.14

MODEL: Default
FILE NAME: I:\Jobs\2021\173.2102.00 PTB 201-028 D3 Various Phase I\Work Order 10\Drawings\CAD Sheets\d366k85-detour typicals.dgn

Prairie Engineers, P.C. 404 N. Main Street Columbia, IL 62236 (217) 605-0403 www.prairieengineers.com professional design firm no. 184-005965 © Copyright Prairie Engineers of Illinois, P.C. 2023	USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -
		DRAWN - RNH	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -
	PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
TYPICAL SECTIONS

SCALE: NONE | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	25

CONTRACT NO. 66K85

ILLINOIS | FED. AID PROJECT

REMOVAL SCHEDULE

LOCATION	STATION	OFFSET		STATION	OFFSET	EXCAVATING AND GRADING EXISTING SHOULDER	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 3 3/4"	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PAVED SHOULDER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	AGGREGATE SHOULDER REMOVAL
						UNIT	SQ YD	SQ YD	FOOT	SQ FT	SQ YD	EACH	CU YD
UNION ST	545+28.57	RT	TO	554+65.00	RT								4.3
UNION ST	545+28.57	LT	TO	567+72.00	LT	22.9							10.4
UNION ST	545+28.57	RT	TO	558+33.00	RT	13.1							
UNION ST	545+28.57		TO	586+01.91				9270.2				51	
UNION ST	555+28.00	RT	TO	558+33.00	RT								1.4
UNION ST	555+74.00	RT	TO	556+46.00	RT		40.9						
UNION ST	559+00.00	RT	TO	561+12.00	RT	2.2							1.0
UNION ST	561+12.00	RT	TO	561+41.00	RT		23.4						
UNION ST	561+42.00	RT	TO	600+14.00	RT	24.4							11.4
UNION ST	566+67.00	RT	TO	576+00.00	RT						305.8		
UNION ST	567+32.00	LT	TO	569+29.00	LT		280.9						
UNION ST	569+26.00	LT	TO	573+27.00	LT	4.1							1.9
UNION ST	573+26.00	LT	TO	574+69.00	LT		260.6						
UNION ST	574+59.00	LT	TO	576+29.00	LT	1.8							0.8
UNION ST	576+31.00	LT	TO	576+75.00	LT		34.2						
UNION ST	576+72.00	LT	TO	578+83.00	LT	2.1							1.0
UNION ST	578+82.00	LT	TO	579+53.00	LT		63.4						
UNION ST	579+51.00	LT	TO	589+00.00	LT	6.6							3.0
UNION ST	586+39.91	LT	TO	589+00.00	LT	2.5							1.2
UNION ST	586+39.91	RT	TO	600+14.00	RT	13.8							6.4
UNION ST	586+39.91		TO	624+76.00				8604.7				48	
UNION ST	588+76.00	LT	TO	590+31.00	LT		259.6						
UNION ST	590+18.00	LT	TO	599+20.00	LT	9.0							4.2
UNION ST	599+06.00	LT	TO	600+34.00	LT		192.7						
UNION ST	600+14.00	RT	TO	600+74.00	RT		88.9						
UNION ST	600+19.00	LT	TO	603+00.00	LT	2.8							1.3
UNION ST	600+72.00	RT	TO	601+51.00	RT	0.8							0.4
UNION ST	601+49.00	RT	TO	601+99.00	RT		75.8						
UNION ST	601+97.00	RT	TO	602+57.00	RT	0.6							0.3
UNION ST	602+16.00	LT	TO	602+45.00	LT					142.8			
UNION ST	602+28.00	RT	TO	602+35.00	RT					136.7			
UNION ST	602+57.00	RT	TO	603+26.00	RT		126.8						
UNION ST	602+98.00	LT	TO	603+18.00	LT					94.0			
UNION ST	603+21.00	LT	TO	603+79.00	LT		126.7						
UNION ST	603+24.00	RT	TO	605+09.00	RT	1.9							0.9
UNION ST	603+73.00	LT	TO	605+17.00	LT	1.5							0.7
UNION ST	605+08.00	RT	TO	605+80.00	RT		115.2						
UNION ST	605+16.00	LT	TO	605+66.00	LT		39.7						
UNION ST	605+65.00	LT	TO	607+00.00	LT	1.3							0.6
UNION ST	605+78.00	RT	TO	606+96.00	RT	1.2							0.5
UNION ST	606+91.00	LT	TO	607+59.00	LT		107.6						
UNION ST	606+93.00	LT	TO	607+02.00	LT					87.7			
UNION ST	606+93.00	RT	TO	607+02.00	RT					135.7			
UNION ST	607+01.00	RT	TO	607+45.00	RT	0.4							0.2
UNION ST	607+42.00	LT	TO	607+56.00	LT					109.8			
UNION ST	607+50.00	RT	TO	607+70.00	RT	0.2							0.1
UNION ST	607+52.00	LT	TO	608+92.00	LT	1.4							0.6
UNION ST	607+69.00	RT	TO	608+35.00	RT		112.4						
UNION ST	608+91.00	LT	TO	609+55.00	LT		54.3						
UNION ST	609+52.00	LT	TO	610+13.00	LT	0.6							0.3
UNION ST	610+04.00	LT	TO	610+27.00	LT					132.2			
UNION ST	610+08.00	LT	TO	610+80.00	LT		132.2						
UNION ST	610+61.00	LT	TO	610+86.00	LT					178.0			
UNION ST	610+71.00	RT	TO	610+79.00	RT					35.5			
UNION ST	610+73.00	LT	TO	611+23.00	LT	0.5							0.2
UNION ST	611+21.00	LT	TO	611+63.00	LT		33.2						
UNION ST	611+62.00	LT	TO	612+00.00	LT	0.4							0.2
UNION ST	611+99.00	LT	TO	612+35.00	LT		25.8						
UNION ST	612+10.00	RT	TO	612+20.00	RT					48.0			
UNION ST	612+16.00	RT	TO	612+74.00	RT		22.0						
UNION ST	612+32.00	LT	TO	612+40.00	LT	0.1							0.0
UNION ST	612+38.00	LT	TO	612+67.00	LT		99.6						
UNION ST	612+66.00	LT	TO	613+04.00	LT	0.4							0.2
UNION ST	612+71.00	RT	TO	612+87.00	RT	0.2							0.1
UNION ST	612+86.00	RT	TO	613+17.00	RT		21.8						
UNION ST	613+00.00	LT	TO	614+26.00	LT		118.9						
UNION ST	613+16.00	RT	TO	614+07.00	RT	0.9							0.4

REMOVAL SCHEDULE (CONT.)

LOCATION	STATION	OFFSET		STATION	OFFSET	EXCAVATING AND GRADING EXISTING SHOULDER	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 3 3/4"	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PAVED SHOULDER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	AGGREGATE SHOULDER REMOVAL
						UNIT	SQ YD	SQ YD	FOOT	SQ FT	SQ YD	EACH	CU YD
UNION ST	614+07.00	RT	TO	614+62.00	RT		46.7						
UNION ST	614+24.00	LT	TO	614+41.00	LT	0.2							0.1
UNION ST	614+40.00	LT	TO	615+48.00	LT		100.1						
UNION ST	614+62.00	RT	TO	615+33.00	RT	0.8							0.3
OTTAWA	615+40.80	12.11' RT	TO	615+59.90	36.93' RT				37.0				
UNION ST	615+47.00	LT	TO	615+67.00	LT					173.7			
OTTAWA	615+47.50	13.00' LT	TO	615+67.60	33.31' LT				31.7				
UNION ST	615+48.00	LT	TO	616+24.00	RT		151.2						
UNION ST	615+48.00	LT	TO	616+28.00	LT		162.0						
UNION ST	615+54.00	RT	TO	615+60.00	RT					76.0			
OTTAWA	616+00.00	37.68' RT	TO	616+24.30	12.32' RT				39.9				
UNION ST	616+03.00	RT	TO	616+20.00	RT					174.2			
OTTAWA	616+07.60	33.41' LT	TO	616+26.00	13.07' LT				30.2				
UNION ST	616+10.00	LT	TO	616+19.00	LT					126.4			
UNION ST	616+28.00	LT	TO	617+79.00	LT		161.4						
UNION ST	616+58.00	RT	TO	617+28.00	RT		62.3						
UNION ST	617+64.00	RT	TO	617+96.00	RT		23.3						
UNION ST	617+79.00	LT	TO	618+15.00	LT		32.0						
UNION ST	618+00.00	RT	TO	619+16.00	RT	1.2							0.5
UNION ST	618+13.00	LT	TO	618+70.00	LT	0.6							0.3
UNION ST	618+67.00	LT	TO	619+55.00	LT		241.9						
UNION ST	618+69.00	LT	TO	618+89.00	LT					104.4			
EAST	618+80.70	20.35' LT	TO	618+85.80	61.14' LT				44.7				
EAST	619+13.70	66.26' LT	TO	619+20.60	35.51' LT				31.7				
UNION ST	619+16.00	RT	TO	619+77.00	RT		139.8						
UNION ST	619+18.00	LT	TO	619+39.00	LT					109.7			
UNION ST	619+51.00	LT	TO	619+72.00	LT	0.2							0.1
UNION ST	619+70.00	LT	TO	620+00.00	LT		19.7						
UNION ST	619+73.00	RT	TO	619+83.00	RT					46.9			
UNION ST	619+76.00	RT	TO	623+24.00	RT	3.5							1.6
UNION ST	619+97.00	LT	TO	621+65.00	LT	1.7							0.8
UNION ST	621+62.00	LT	TO	622+01.00	LT		32.3						
UNION ST	622+00.00	LT	TO	623+24.00	LT	1.3							0.6
UNION ST	625+70.95		TO	668+45.60				9787.2				54	
UNION ST	626+68.00	RT	TO	627+52.00	RT		146.1						
UNION ST	626+71.00	RT	TO	626+88.00	RT					82.1			
MCMAHON	626+79.60	18.61' RT	TO	626+93.50	45.38' RT				34.0				
UNION ST	626+89.00	LT	TO	627+61.00	LT	0.7							0.3
UNION ST	627+14.00	LT	TO	627+38.00	LT		19.9						
MCMAHON	627+20.90	47.07' RT	TO	627+45.70	14.77' RT				48.7				
UNION ST	627+45.00	RT	TO	629+27.00	RT	1.9							0.8
UNION ST	627+61.00	LT	TO	627+86.00	LT		18.9						
UNION ST	627+86.00	LT	TO	628+10.00	LT	0.2							0.1
UNION ST	628+09.00	LT	TO	628+36.00	LT		23.0						
UNION ST	628+36.00	LT	TO	643+79.00	LT	15.5							7.1
UNION ST	629+28.00	RT	TO	630+32.00	RT		97.2						
UNION ST	630+29.00	RT	TO	631+34.00	RT	1.1							0.5
UNION ST	631+32.00	RT	TO	631+68.00	RT		31.9						
UNION ST	631+68.00	RT	TO	633+88.00	RT	2.2							1.0
UNION ST	633+81.00	RT	TO	634+58.00	RT		149.2						
UNION ST	634+50.00	RT	TO	640+45.00	RT	5.9							2.8
UNION ST	640+41.00	RT	TO	640+78.00	RT		27.9						
UNION ST	640+76.00	RT	TO	641+97.00	RT	1.2							0.6
UNION ST	641+95.00	RT	TO	642+39.00	RT		34.4						
UNION ST	642+36.00	RT	TO	643+48.00	RT	1.1							0.5
UNION ST	643+46.00	RT	TO	643+75.00	RT		20.8						
UNION ST	643+73.00	RT	TO	644+57.00	RT	0.8							0.4
UNION ST	643+78.00	LT	TO	644+08.00	LT		22.3						
UNION ST	644+06.00	LT	TO	649+63.00	LT	5.6							2.6
UNION ST	644+55.00	RT	TO	644+84.00	RT		21.0						
UNION ST	644+81.00	RT	TO	645+80.00	RT	1.0							0.5
UNION ST	645+78.00	RT	TO	646+13.00	RT		25.2						
UNION ST	646+09.00	RT	TO	646+71.00	RT	0.6							0.3
UNION ST	646+68.00	RT	TO	647+12.00	RT		30.9						
UNION ST	647+08.00	RT	TO	648+63.00	RT	1.5							0.7
UNION ST	648+50.00	RT	TO	649+66.00	RT		197.7						
UNION ST	649+57.00	LT	TO	650+24.00	LT		54.7						

REMOVAL SCHEDULE (CONT.)

LOCATION	STATION	OFFSET		STATION	OFFSET	EXCAVATING AND GRADING EXISTING SHOULDER UNIT	HMA SURFACE REMOVAL, 1 1/2" SQ YD	HMA SURFACE REMOVAL, 3 3/4" SQ YD	COMBINATION CURB AND GUTTER REMOVAL FOOT	SIDEWALK REMOVAL SQ FT	PAVED SHOULDER REMOVAL SQ YD	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH	AGGREGATE SHOULDER REMOVAL CU YD
UNION ST	649+60.00	RT	TO	652+97.00	RT	3.4							1.6
UNION ST	650+22.00	LT	TO	653+11.00	LT	2.9							1.3
UNION ST	652+95.00	RT	TO	653+38.00	RT		35.6						
UNION ST	653+09.00	LT	TO	653+42.00	LT		25.1						
UNION ST	653+35.00	RT	TO	655+46.00	RT	2.1							1.0
UNION ST	653+40.00	LT	TO	662+79.00	LT	9.4							4.3
UNION ST	655+43.00	RT	TO	656+22.00	RT		68.2						
UNION ST	656+18.00	RT	TO	660+43.00	RT	4.2							2.0
UNION ST	660+33.00	RT	TO	661+16.00	RT		126.3						
UNION ST	661+05.00	RT	TO	668+46.00	RT	7.5							3.4
UNION ST	663+31.00	LT	TO	668+46.00	LT	5.8							2.4
UNION ST	666+00.00	RT	TO	666+44.00	RT		36.6						
					TOTAL	201.8	4842.2	27662.1	297.8	1993.9	305.8	153	92.3
					ROUND TO	200	4842	27662	298	1994	306	153	92

PAVING SCHEDULE

LOCATION	STATION	OFFSET		STATION	OFFSET	AGGREGATE SURFACE COURSE, TYPE A TON	BITUMINOUS MATERIALS (TACK COAT) POUND	LONGITUDINAL JOINT SEALANT FOOT	TEMPORARY RAMP SQ YD	HMA BINDER COURSE, IL-19.0, N50 TON	HMA SURFACE COURSE, IL-9.5, MIX "C", N50 TON	INCIDENTAL HMA SURFACING TON	AGGREGATE WEDGE SHOULDER TYPE B TON	HMA SHOULDERS, 6" SQ YD
12TH RD - UNION ST	545+28.57		TO	586+01.91			6257.4							
UNION ST	545+28.57	RT	TO	558+33.00	RT									340.2
UNION ST	545+28.57	RT	TO	554+65.00	RT								8.9	
UNION ST	545+28.57	LT	TO	567+72.00	LT								21.3	504.8
UNION ST	545+29.00		TO	586+02.00				4073.3		1162.2	774.8			
UNION ST	545+29.00		TO	545+29.00					134.4					
UNION ST	554+76.00	RT	TO	555+46.00	RT	7.1								
UNION ST	555+28.00	RT	TO	558+33.00	RT								2.9	
UNION ST	555+74.00	RT	TO	556+46.00	RT							3.4		
UNION ST	558+37.00	RT	TO	558+95.00	RT	5.2								
UNION ST	559+00.00	RT	TO	561+12.00	RT								2.0	48.0
UNION ST	561+12.00	RT	TO	561+41.00	RT							2.0		
UNION ST	561+42.00	RT	TO	586+01.91	RT								23.3	541.8
UNION ST	567+32.00	LT	TO	569+29.00	LT							23.6		
UNION ST	567+88.00	LT	TO	569+29.00	LT				117.2					
UNION ST	569+26.00	LT	TO	573+27.00	LT								3.8	91.2
UNION ST	573+26.00	LT	TO	574+69.00	LT				100.3			21.9		
UNION ST	574+59.00	LT	TO	576+29.00	LT								1.6	37.9
UNION ST	576+31.00	LT	TO	576+75.00	LT							2.9		
UNION ST	576+72.00	LT	TO	578+83.00	LT								2.0	46.8
UNION ST	578+82.00	LT	TO	579+53.00	LT							5.3		
UNION ST	579+51.00	LT	TO	586+01.91	LT								6.2	145.8
UNION ST	586+01.91		TO	586+01.91					32.2					
UNION ST	586+39.91		TO	624+76.00			5808.1							
UNION ST	586+39.91	RT	TO	600+14.00	RT								13.0	307.1
UNION ST	586+39.91		TO	586+39.91					32.2					
UNION ST	586+39.91		TO	624+76.00				3836.1		1083.9	722.6			
UNION ST	586+39.91	LT	TO	589+00.00	LT								2.5	53.8
UNION ST	588+76.00	LT	TO	590+31.00	LT				95.2			21.8		
UNION ST	590+18.00	LT	TO	599+20.00	LT								8.6	198.5
UNION ST	599+06.00	LT	TO	600+34.00	LT				75.6			16.2		
UNION ST	600+14.00	RT	TO	600+74.00	RT							7.5		
UNION ST	600+19.00	LT	TO	603+00.00	LT								2.7	61.8
UNION ST	600+72.00	RT	TO	601+51.00	RT								0.7	17.4
UNION ST	601+49.00	RT	TO	601+99.00	RT							6.4		
UNION ST	601+97.00	RT	TO	602+57.00	RT								0.6	13.5
UNION ST	602+57.00	RT	TO	603+26.00	RT							10.6		
UNION ST	603+00.00	LT	TO	603+79.00	LT				49.6					
UNION ST	603+21.00	LT	TO	603+79.00	LT							10.6		
UNION ST	603+24.00	RT	TO	605+09.00	RT								1.8	41.0
UNION ST	603+73.00	LT	TO	605+17.00	LT								1.4	31.8

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
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www.prairieengineers.com
professional design firm no. 184.006965

USER NAME = ncaprioti | DESIGNED - ZDL | REVISED -
DRAWN - RNH | REVISED -
PLOT SCALE = 2.0000 ' / in. | CHECKED - ZDL | REVISED -
PLOT DATE = 3/11/2024 | DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	28
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

PAVING SCHEDULE (CONT.)

LOCATION	STATION	OFFSET		STATION	OFFSET	AGGREGATE SURFACE COURSE, TYPE A TON	BITUMINOUS MATERIALS (TACK COAT) POUND	LONGITUDINAL JOINT SEALANT FOOT	TEMPORARY RAMP SQ YD	HMA BINDER COURSE, IL-19.0, N50 TON	HMA SURFACE COURSE, IL-9.5, MIX "C", N50 TON	INCIDENTAL HMA SURFACING TON	AGGREGATE WEDGE SHOULDER TYPE B TON	HMA SHOULDERS, 6" SQ YD
UNION ST	605+08.00	RT	TO	605+80.00	RT							9.7		
UNION ST	605+16.00	LT	TO	605+66.00	LT							3.3		
UNION ST	605+65.00	LT	TO	607+00.00	LT								1.3	29.3
UNION ST	605+78.00	RT	TO	606+96.00	RT								1.1	26.3
UNION ST	606+91.00	LT	TO	607+59.00	LT							9.0		
UNION ST	606+92.00	LT	TO	607+59.00	LT				38.1					
UNION ST	607+01.00	RT	TO	607+45.00	RT								0.4	9.8
UNION ST	607+50.00	RT	TO	607+70.00	RT								0.2	4.1
UNION ST	607+52.00	LT	TO	608+92.00	LT								1.3	30.8
UNION ST	607+69.00	RT	TO	608+35.00	RT							9.4		
UNION ST	608+91.00	LT	TO	609+55.00	LT							4.6		
UNION ST	609+52.00	LT	TO	610+13.00	LT								0.6	12.5
UNION ST	610+06.00	LT	TO	610+78.00	LT				48.1					
UNION ST	610+08.00	LT	TO	610+80.00	LT							11.1		
UNION ST	610+73.00	LT	TO	611+23.00	LT								0.5	10.2
UNION ST	611+21.00	LT	TO	611+63.00	LT							2.8		
UNION ST	611+62.00	LT	TO	612+00.00	LT								0.4	8.6
UNION ST	611+99.00	LT	TO	612+35.00	LT							2.2		
UNION ST	612+16.00	RT	TO	612+74.00	RT				38.0			8.4		
UNION ST	612+32.00	LT	TO	612+40.00	LT								0.1	1.1
UNION ST	612+38.00	LT	TO	612+67.00	LT							1.8		
UNION ST	612+66.00	LT	TO	613+04.00	LT								0.4	8.0
UNION ST	612+71.00	RT	TO	612+87.00	RT								0.2	3.4
UNION ST	612+86.00	RT	TO	613+17.00	RT							1.8		
UNION ST	613+00.00	LT	TO	614+26.00	LT							10.0		
UNION ST	613+16.00	RT	TO	614+07.00	RT								0.9	20.4
UNION ST	614+07.00	RT	TO	614+62.00	RT							3.9		
UNION ST	614+24.00	LT	TO	614+41.00	LT								0.2	3.6
UNION ST	614+40.00	LT	TO	615+48.00	LT							8.4		
UNION ST	614+62.00	RT	TO	615+33.00	RT								0.7	16.0
UNION ST	615+41.00	RT	TO	616+24.00	RT				48.3			13.6		
UNION ST	615+47.00	LT	TO	616+28.00	LT				52.2					
UNION ST	615+48.00	LT	TO	616+28.00	LT							12.7		
UNION ST	616+28.00	LT	TO	617+79.00	LT							13.6		
UNION ST	616+58.00	RT	TO	617+28.00	RT							5.2		
UNION ST	617+64.00	RT	TO	617+96.00	RT							2.0		
UNION ST	617+79.00	LT	TO	618+15.00	LT							2.7		
UNION ST	618+00.00	RT	TO	619+16.00	RT								1.1	25.5
UNION ST	618+13.00	LT	TO	618+70.00	LT								0.5	12.9
UNION ST	618+67.00	LT	TO	619+55.00	LT				63.7			20.3		
UNION ST	619+16.00	RT	TO	619+77.00	RT				44.0			11.7		
UNION ST	619+51.00	LT	TO	619+72.00	LT								0.2	4.1
UNION ST	619+70.00	LT	TO	620+00.00	LT							1.7		
UNION ST	619+76.00	RT	TO	623+24.00	RT								3.3	73.8
UNION ST	619+97.00	LT	TO	621+65.00	LT								1.6	37.2
UNION ST	621+62.00	LT	TO	622+01.00	LT							2.7		
UNION ST	622+00.00	LT	TO	623+24.00	LT								1.2	21.2
UNION ST	624+76.00		TO	624+76.00					33.3					
UNION ST	625+70.95		TO	668+45.60			6606.4	4274.7		1233.2	822.1			
UNION ST	625+71.00		TO	625+71.00					33.3					
UNION ST	626+68.00	RT	TO	627+52.00	RT				50.4			12.3		
UNION ST	626+89.00	LT	TO	627+61.00	LT								0.7	10.4
UNION ST	627+14.00	LT	TO	627+38.00	LT							1.7		
UNION ST	627+45.00	RT	TO	629+27.00	RT								1.7	41.0
UNION ST	627+61.00	LT	TO	627+86.00	LT							1.6		
UNION ST	627+86.00	LT	TO	628+10.00	LT								0.2	5.0
UNION ST	628+09.00	LT	TO	628+36.00	LT							1.9		
UNION ST	628+36.00	LT	TO	643+79.00	LT								14.6	343.8
UNION ST	629+28.00	RT	TO	630+32.00	RT							8.2		
UNION ST	630+29.00	RT	TO	631+34.00	RT								1.0	23.0
UNION ST	631+32.00	RT	TO	631+68.00	RT							2.7		
UNION ST	631+68.00	RT	TO	633+88.00	RT								2.1	48.7
UNION ST	632+09.00	RT	TO	632+35.00	RT	2.4								
UNION ST	633+81.00	RT	TO	634+56.00	RT				47.0					
UNION ST	633+81.00	RT	TO	634+58.00	RT							12.5		
UNION ST	634+50.00	RT	TO	640+45.00	RT								5.6	129.9
UNION ST	637+02.00	RT	TO	637+46.00	RT	4.0								

PAVING SCHEDULE (CONT.)

LOCATION	STATION	OFFSET		STATION	OFFSET	AGGREGATE SURFACE COURSE, TYPE A TON	BITUMINOUS MATERIALS (TACK COAT) POUND	LONGITUDINAL JOINT SEALANT FOOT	TEMPORARY RAMP SQ YD	HMA BINDER COURSE, IL-19.0, N50 TON	HMA SURFACE COURSE, IL-9.5, MIX "C", N50 TON	INCIDENTAL HMA SURFACING TON	AGGREGATE WEDGE SHOULDER TYPE B TON	HMA SHOULDERS, 6" SQ YD
UNION ST	638+03.00	RT	TO	638+30.00	RT	2.5								
UNION ST	639+38.00	RT	TO	639+72.00	RT	2.9								
UNION ST	640+41.00	RT	TO	640+78.00	RT							2.3		
UNION ST	640+76.00	RT	TO	641+97.00	RT								1.1	26.5
UNION ST	641+95.00	RT	TO	642+39.00	RT							2.9		
UNION ST	642+36.00	RT	TO	643+48.00	RT								1.1	24.4
UNION ST	643+46.00	RT	TO	643+75.00	RT							1.7		
UNION ST	643+73.00	RT	TO	644+57.00	RT								0.8	18.2
UNION ST	643+78.00	LT	TO	644+08.00	LT							1.9		
UNION ST	644+06.00	LT	TO	649+63.00	LT								5.3	122.9
UNION ST	644+55.00	RT	TO	644+84.00	RT							1.8		
UNION ST	644+81.00	RT	TO	645+80.00	RT								0.9	21.4
UNION ST	645+78.00	RT	TO	646+13.00	RT							2.1		
UNION ST	646+09.00	RT	TO	646+71.00	RT								0.6	13.0
UNION ST	646+68.00	RT	TO	647+12.00	RT							2.6		
UNION ST	647+08.00	RT	TO	648+63.00	RT								1.5	32.8
UNION ST	648+50.00	RT	TO	649+66.00	RT				74.2			16.6		
UNION ST	649+57.00	LT	TO	650+24.00	LT							4.6		
UNION ST	649+60.00	RT	TO	652+97.00	RT								3.2	72.9
UNION ST	649+73.00	RT	TO	650+09.00	RT	3.4								
UNION ST	650+22.00	LT	TO	653+11.00	LT								2.7	63.8
UNION ST	652+95.00	RT	TO	653+38.00	RT							3.0		
UNION ST	653+09.00	LT	TO	653+42.00	LT							2.1		
UNION ST	653+35.00	RT	TO	655+46.00	RT								2.0	46.3
UNION ST	653+40.00	LT	TO	662+79.00	LT								8.9	208.8
UNION ST	655+20.00	LT	TO	655+54.00	LT	3.1								
UNION ST	655+43.00	RT	TO	656+22.00	RT							5.7		
UNION ST	656+18.00	RT	TO	660+43.00	RT								4.0	93.1
UNION ST	656+78.00	LT	TO	657+20.00	LT	3.9								
UNION ST	658+13.00	RT	TO	658+43.00	RT	3.0								
UNION ST	660+33.00	RT	TO	661+16.00	RT				47.6			10.6		
UNION ST	661+05.00	RT	TO	668+46.00	RT								7.0	166.0
UNION ST	661+28.00	LT	TO	661+95.00	LT	6.8								
UNION ST	661+55.00	RT	TO	661+93.00	RT	3.5								
UNION ST	662+80.00	LT	TO	663+30.00	LT	5.4								
UNION ST	663+31.00	LT	TO	668+46.00	LT								4.9	128.3
UNION ST	666+00.00	RT	TO	666+44.00	RT							3.1		
UNION ST	666+80.00	LT	TO	667+29.00	LT	5.5								
UNION ST	668+46.00		TO	668+46.00					147.1					
					TOTAL	58.8	18671.9	12184.1	1402.2	3479.3	2319.5	406.8	189.3	4480.3
					ROUND TO	59	18672	12184	1402	3479	2320	407	189	4480

APPLICATION RATES:
TACK COATS = 0.05 POUNDS/SQ FT FOR EXISTING PAVED SURFACES. 0.025 POUNDS/SQ FT FOR NEW HMA SURFACES
HMA BINDER COURSE, IL-19.0, N50 = 112 POUNDS/SQ YD
HMA SURFACE COURSE, IL-9.5FG, MIX "C", N50 = 112 POUNDS/SQ YD
INCIDENTAL HMA SURFACING = 112 POUND/SQ YD*INCH

Prairie Engineers, P.C.
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www.prairieengineers.com
professional design firm no. 184005965

USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -	
	DRAWN - RNH	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -	
PLOT DATE = 3/11/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	30
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING

LOCATION	STATION	OFFSET		STATION	OFFSET	REMARKS	SHORT TERM PAVEMENT MARKING FOOT	SHORT TERM PAVEMENT MARKING REMOVAL SQ FT	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD-LETTERS AND SYMBOLS SQ FT	PREFORMED PLASTIC PLAVEMENT MARKING, TYPE D-STANDARD-LINE 12" FOOT	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD-LINE 24" FOOT	MODIFIED URETHANE PAVEMENT MARKING LINE 6" FOOT	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS & SYMBOLS SQ FT	GROOVING FOR RECESSED PAVEMENT MARKING 13" FOOT	GROOVING FOR RECESSED PAVEMENT MARKING 25" FOOT	RAISED REFLECTIVE PAVEMENT MARKER EACH
UNION ST	545+28.57		TO	586+01.91			407.3	135.8								51
UNION ST	545+28.57	LT	TO	567+36.32	LT	WHITE SOLID						2249.6				
UNION ST	545+28.57	RT	TO	600+14.05	RT	WHITE SOLID						5472.4				
UNION ST	545+56.00	CL	TO	552+53.00	CL	TWO SOLID						1394.0				
UNION ST	545+66.36	LT				STOP BAR					10.0				10.0	
UNION ST	552+53.00	CL	TO	559+20.00	CL	SOLID & DASH						833.8				
UNION ST	559+20.00	CL	TO	561+27.00	CL	TWO SOLID						414.0				
UNION ST	561+27.00	CL	TO	568+50.00	CL	SOLID & DASH						903.8				
UNION ST	568+50.00	CL	TO	573+87.00	CL	TWO SOLID						1074.0				
UNION ST	569+29.20	LT	TO	573+26.36	LT	WHITE SOLID						404.9				
UNION ST	573+87.00	CL	TO	581+00.00	CL	SOLID & DASH						891.3				
UNION ST	575+34.41	LT	TO	588+76.47	LT	WHITE SOLID						1342.1				
UNION ST	581+00.00	CL	TO	582+33.00	CL	TWO SOLID						266.0				
UNION ST	581+73.25	RT	TO	582+22.85	RT	RR CROSSING			61.5				61.5			
UNION ST	581+74.10	RT				STOP BAR					10.0				10.0	
UNION ST	582+22.01	RT				STOP BAR					10.0				10.0	
UNION ST	582+33.00	CL	TO	585+87.00	CL	SOLID & DASH						442.5				
UNION ST	585+87.00	CL	TO	586+40.00	CL	TWO SOLID						106.0				
UNION ST	585+93.85	RT				STOP BAR					10.0				10.0	
UNION ST	586+39.91		TO	624+76.00			383.6	127.9								48
UNION ST	586+40.00	CL	TO	592+10.00	CL	SOLID & DASH						712.5				
UNION ST	586+47.24	LT				STOP BAR					10.0				10.0	
UNION ST	590+31.47	LT	TO	603+02.22	LT	WHITE SOLID						1270.7				
UNION ST	591+42.44	LT	TO	591+92.04	LT	RR CROSSING			61.5				61.5			
UNION ST	591+43.26	LT				STOP BAR					10.0				10.0	
UNION ST	591+91.26	LT				STOP BAR					10.0				10.0	
UNION ST	592+10.00	CL	TO	615+44.00	CL	SINGLE DASH						583.5				
UNION ST	600+74.14	RT	TO	601+49.74	RT	WHITE SOLID						75.6				
UNION ST	601+98.83	RT	TO	607+68.83	RT	WHITE SOLID						569.9				
UNION ST	602+28.19			602+28.19		CROSSWALK				24.0				24.0		
UNION ST	602+34.19			602+34.19		CROSSWALK				24.0				24.0		
4TH ST	603+18.58	22.3' LT	TO	603+56.90	21.4' LT	CROSSWALK				38.3				38.3		
4TH ST	603+20.45	27.2' LT	TO	603+52.29	26.5' LT	CROSSWALK				31.9				31.9		
4TH ST	603+21.71	31.2' LT	TO	603+35.62	31.2' LT	STOP BAR					13.9				13.9	
UNION ST	603+78.52	LT	TO	606+91.90	LT	WHITE SOLID						313.4				
UNION ST	606+96.55			606+96.55		CROSSWALK				22.5				22.5		
UNION ST	607+01.60			607+01.60		CROSSWALK				24.4				24.4		
CHESTNUT	607+11.70	26.4' LT	TO	607+39.84	25.7' LT	CROSSWALK				28.2				28.2		
CHESTNUT	607+13.21	31.3' LT	TO	607+39.04	30.7' LT	CROSSWALK				26.0				26.0		
CHESTNUT	607+13.59	35.3' LT	TO	607+23.49	35.3' LT	STOP BAR					12.1				12.1	
UNION ST	607+46.30			607+46.30		CROSSWALK				26.5				26.5		
UNION ST	607+51.30			607+51.30		CROSSWALK				23.7				23.7		
UNION ST	607+59.37	LT	TO	610+05.74	LT	WHITE SOLID						246.4				
UNION ST	608+34.68	RT	TO	612+15.88	RT	WHITE SOLID						381.2				
STILSON	610+25.91	25.8' LT	TO	610+61.22	25.0' LT	CROSSWALK				35.4				35.4		
STILSON	610+27.82	30.8' LT	TO	610+58.61	30.1' LT	CROSSWALK				30.7				30.7		
STILSON	610+28.89	35.8' LT	TO	610+42.03	35.8' LT	STOP BAR					13.3				13.3	
UNION ST	610+70.91			610+70.91		CROSSWALK				36.7				36.7		
UNION ST	610+76.91			610+76.91		CROSSWALK				32.7				32.7		
UNION ST	610+78.05	LT	TO	615+47.48	LT	WHITE SOLID						469.4				
WEST	612+27.27	22.5' RT	TO	612+54.88	22.6' RT	CROSSWALK				27.8				27.8		
WEST	612+29.15	27.5' RT	TO	612+52.82	27.6' RT	CROSSWALK				23.8				23.8		
WEST	612+42.17	31.6' RT	TO	612+52.08	31.6' RT	STOP BAR					10.9				10.9	
UNION ST	612+73.62	RT	TO	615+41.11	RT	WHITE SOLID						267.5				
UNION ST	615+49.00	RT				STOP BAR					10.0				10.0	
UNION ST	615+53.67			615+53.67		CROSSWALK				26.2				26.2		
UNION ST	615+58.68			615+58.68		CROSSWALK				30.0				30.0		
OTTAWA	615+62.48	26.2' RT	TO	615+99.96	27.1' RT	CROSSWALK				37.5				37.5		
OTTAWA	615+62.96	31.2' RT	TO	615+99.00	32.0' RT	CROSSWALK				36.3				36.3		
OTTAWA	615+68.86	27.4' LT	TO	616+06.99	25.4' LT	CROSSWALK				38.3				38.3		
OTTAWA	615+69.34	36.6' LT	TO	615+89.11	36.6' LT	STOP BAR					20.1				20.1	
OTTAWA	615+69.52	32.4' LT	TO	616+05.89	30.3' LT	CROSSWALK				36.1				36.1		
OTTAWA	615+80.41	37.2' RT	TO	615+97.94	37.2' RT	STOP BAR					16.3				16.3	
UNION ST	616+13.37			616+13.37		CROSSWALK				25.1				25.1		

MODEL: Sheets
FILE NAME: n:\jobs\2021\1173.2102.00 PTB 201-028 03 Various Phase I-IN\Work Order 10\Drawings\CAD Sheets\d366x85-schedule.dgn

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USER NAME = ncaprilotti	DESIGNED - ZDL	REVISED -	
	DRAWN - RNH	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	31
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING (CONT.)

LOCATION	STATION	OFFSET		STATION	OFFSET	REMARKS	SHORT TERM PAVEMENT MARKING FOOT	SHORT TERM PAVEMENT MARKING REMOVAL SQ FT	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD-LETTERS AND SYMBOLS SQ FT	PREFORMED PLASTIC PLAVEMENT MARKING, TYPE D-STANDARD-LINE 12" FOOT	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD-LINE 24" FOOT	MODIFIED URETHANE PAVEMENT MARKING LINE 6" FOOT	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS & SYMBOLS SQ FT	GROOVING FOR RECESSED PAVEMENT MARKING 13" FOOT	GROOVING FOR RECESSED PAVEMENT MARKING 25" FOOT	RAISED REFLECTIVE PAVEMENT MARKER EACH
UNION ST	616+18.38			616+18.38		CROSSWALK				23.6				23.6		
UNION ST	616+23.00	CL	TO	624+76.00	CL	TWO SOLID						1706.0				
UNION ST	616+23.00	LT				STOP BAR					13.0				13.0	
UNION ST	616+24.26	RT	TO	624+75.00	RT	WHITE SOLID						845.3				
UNION ST	616+27.73	LT	TO	618+67.18	LT	WHITE SOLID						240.7				
EAST	618+89.03	42.9' LT	TO	619+02.72	45.3' LT	STOP BAR					14.9				14.9	
EAST	618+89.67	39.0' LT	TO	619+16.76	44.3' LT	CROSSWALK				29.7				29.7		
EAST	618+90.29	34.0' LT	TO	619+17.99	39.4' LT	CROSSWALK				30.1				30.1		
EAST	619+26.96	19.5' RT	TO	619+72.62	21.2' RT	CROSSWALK				44.1				44.1		
EAST	619+30.67	24.8' RT	TO	619+72.08	26.2' RT	CROSSWALK				39.5				39.5		
EAST	619+52.89	33.1' RT	TO	619+72.21	30.1' RT	STOP BAR					18.4				18.4	
UNION ST	619+55.47	LT	TO	624+75.00	LT	WHITE SOLID						524.2				
UNION ST	625+69.89	RT	TO	626+66.75	RT	WHITE SOLID						102.0				
UNION ST	625+70.94		TO	668+45.60			427.5	142.5								54
UNION ST	625+71.00	CL	TO	665+80.00	CL	TWO SOLID						8018.0				
UNION ST	625+72.07	LT	TO	668+62.18	LT	WHITE SOLID						4322.6				
MCMAHON	626+90.54	24.0' RT	TO	627+22.03	25.6' RT	CROSSWALK				33.9				33.9		
MCMAHON	626+93.87	30.0' RT	TO	627+19.37	31.3' RT	CROSSWALK				27.9				27.9		
MCMAHON	627+09.36	35.8' RT	TO	627+18.33	35.3' RT	STOP BAR					12.2				12.2	
UNION ST	627+52.20	RT	TO	633+80.66	RT	WHITE SOLID						634.0				
UNION ST	634+59.52	RT	TO	648+49.84	RT	WHITE SOLID						1385.2				
UNION ST	649+66.07	RT	TO	660+32.50	RT	WHITE SOLID						1066.4				
UNION ST	661+16.40	RT	TO	668+26.14	RT	WHITE SOLID						741.2				
UNION ST	665+80.00	CL	TO	668+29.00	CL	SOLID & DASH						311.3				
UNION ST	667+87.96	RT				STOP BAR					12.4				12.4	
						TOTAL	1218.4	406.2	123.0	914.9	237.5	40581.2	123.0	914.9	237.5	153.0
						ROUND TO	1218	406	123	915	238	40581	123	915	238	153

COMBINATION CURB & GUTTER

INTERSECTION	UNION ST. STATION	OFFSET		UNION ST. STATION	OFFSET	QUADRANT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 FOOT
OTTAWA	615+47.50	13.00' LT	TO	615+67.60	33.31' LT	NW		31.7
OTTAWA	615+40.80	12.11' RT	TO	615+59.90	36.93' RT	SW		37.0
OTTAWA	616+07.60	33.41' LT	TO	616+26.00	13.07' LT	NE		30.2
OTTAWA	616+00.00	37.68' RT	TO	616+24.30	12.32' RT	SE		39.9
EAST	618+80.70	20.35' LT	TO	618+85.80	61.14' LT	NW	44.7	
EAST	619+13.70	66.26' LT	TO	619+20.60	35.51' LT	NE	31.7	
MCMAHON	626+79.60	18.61' RT	TO	626+93.50	45.38' RT	SW		34.0
MCMAHON	627+20.90	47.07' RT	TO	627+45.70	14.77' RT	SE		48.7
						TOTAL	76.4	221.4
						ROUND TO	76	221

VALVES, MANHOLES & INLETS TO BE ADJUSTED

LOCATION	STATION	OFFSET	WATER VALVES TO BE ADJUSTED (SPECIAL) EACH	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) EACH
	603+39.18	14.6' LT		1
UNION ST	607+11.87	14.9' LT	1	
	607+21.47	2.2' RT		1
	607+22.00	14.3' LT		1
	610+43.76	1.1' RT		1
	610+82.06	19.9' RT		1
UNION ST	612+34.86	29.9' RT	1	
	613+18.18	1.2' LT		1
	615+88.89	2.2' LT		1
	615+97.67	35.9' LT		1
UNION ST	618+89.61	17.3' LT	1	
	618+91.00	0.0' CL		1
UNION ST	618+96.20	14.4' LT	1	
	619+05.65	27.2' LT		1
	619+09.44	12.6' LT		1
	619+11.32	27.9' LT		1
	619+20.29	0.0' CL		1
	619+64.17	30.4' RT		1
UNION ST	626+99.45	45.3' RT	1	
		TOTAL	5	14

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	DRAWN - RNH	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	32
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			

P.C.C. SIDEWALK

MAIN STREET	SIDE STREET	STATION		STATION	QUADRANT	OFFSET	EARTH EXCAVATION* CU YD	AGGREGATE BASE COURSE, TYPE B 4" SQ YD	P.C.C. SIDEWALK 4 INCH SQ FT	DETECTABLE WARNINGS SQ FT
UNION ST		602+16.42	TO	602+44.98	N		2.3	21.0	188.8	
UNION ST		602+27.69	TO	602+34.69	S		1.7	15.7	140.9	
		602+31.00				12.0' LT				10.0
		602+31.00				12.0' RT				14.0
UNION ST	4TH	602+97.53	TO	603+20.59	NW		1.6	14.7	132.3	
		603+18.00				33.3' LT				10.0
UNION ST	4TH	603+52.29	TO	603+69.78	NE		1.0	8.6	77.7	
		603+58.00				21.4' LT				10.0
UNION ST	CHESTNUT	606+92.32	TO	607+09.86	SW		1.7	21.5	193.9	
UNION ST	CHESTNUT	606+96.38	TO	607+13.07	NW		2.4	15.3	137.5	
		607+00.00				12.5' LT				10.0
		607+00.00				12.0' RT				10.0
		607+11.00				26.4' LT				10.0
UNION ST	CHESTNUT	607+23.29	TO	607+56.58	NE		2.7	24.3	218.7	
		607+41.00				25.7' LT				10.0
UNION ST	CHESTNUT	607+46.00	TO	607+51.00	SE		0.7	5.9	53.3	
		607+49.00				14.5' LT				10.0
		607+49.00				12.0' RT				10.0
UNION ST	STILSON	610+03.79	TO	610+27.87	NW		1.9	17.5	157.3	
		610+25.00				25.8' LT				10.0
UNION ST	STILSON	610+58.61	TO	610+86.24	NE		2.9	25.8	232.3	
		610+62.00				25.0' LT				10.0
UNION ST	STILSON	610+70.67	TO	610+78.54	SE		0.4	3.9	35.5	
		610+73.00				14.3' LT				10.0
		610+75.00				22.4' RT				15.7
UNION ST	WEST	612+14.84	TO	612+29.09	SW		1.5	13.3	119.3	
		612+26.00				22.5' RT				10.0
UNION ST	WEST	612+52.82	TO	612+66.88	SE		0.8	7.3	65.4	
		612+56.00				22.5' RT				10.0
UNION ST	OTTAWA	615+47.10	TO	615+68.76	NW		2.4	21.4	192.7	
UNION ST	OTTAWA	615+50.18	TO	615+59.85	SW		1.7	15.2	136.6	
		615+55.00				20.2' RT				10.0
		615+57.00				18.2' LT				10.0
		615+59.00				26.1' RT				10.0
		615+65.00				27.5' LT				10.0
UNION ST	OTTAWA	616+01.52	TO	616+19.84	SE		2.5	18.2	164.1	
		616+04.00				27.1' RT				10.0
UNION ST	OTTAWA	616+08.40	TO	616+24.56	NE		2.0	22.6	203.5	
		616+11.00				25.3' LT				10.0
		616+15.00				15.0' RT				10.0
		616+17.00				18.8' LT				10.0
UNION ST	EAST	618+69.02	TO	618+90.06	NW		2.2	20.0	180.2	
		618+88.00				33.6' LT				10.0
UNION ST	EAST	619+07.09	TO	619+30.62	SW		1.3	12.1	109.2	
UNION ST	EAST	619+18.35	TO	619+37.51	NE		1.7	15.3	137.4	
		619+20.00				39.9' LT				10.0
		619+26.00				19.4' RT				10.0
UNION ST	EAST	619+82.13	TO	619+83.35	SE		0.6	5.7	51.5	
		619+71.00				21.2' RT				10.0
UNION ST	MCMAHON	626+71.15	TO	626+91.12	SW		1.4	12.3	111.0	
		626+86.00				23.8' RT				10.0
UNION ST	MCMAHON	627+21.76	TO	627+35.02	SE		0.9	8.3	74.9	
		627+25.00				26.3' RT				10.0
						TOTAL	38.4	346.0	3114.0	309.7
						ROUND TO	40	346	3114	310

*THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED SIDEWALK PAY ITEMS

SODDING

MAIN STREET	SIDE STREET	STATION	QUADRANT	NITROGEN FERTILIZER NUTRIENT* POUND	PHOSPHORUS FERTILIZER NUTRIENT* POUND	POTASSIUM FERTILIZER NUTRIENT* POUND	SUPPLEMENTAL WATERING* UNIT	SODDING* SQ YD
UNION ST		602+31.00	N	0.9	0.9	0.9	1.1	76.6
UNION ST		602+31.00	S	0.4	0.4	0.4	0.4	29.8
UNION ST	4TH	603+00.00	NW	0.7	0.7	0.7	0.8	54.8
UNION ST	4TH	603+59.00	NE	0.6	0.6	0.6	0.7	49.6
UNION ST	CHESTNUT	607+00.00	NW	0.7	0.7	0.7	0.9	58.1
UNION ST	CHESTNUT	607+00.00	SW	0.7	0.7	0.7	0.8	54.1
UNION ST	CHESTNUT	607+46.00	NE	0.5	0.5	0.5	0.6	37.9
UNION ST	STILSON	610+13.00	NW	0.8	0.8	0.8	1.0	65.9
UNION ST	STILSON	610+74.00	NE	0.8	0.8	0.8	1.0	67.6
UNION ST	STILSON	610+74.00	SE	0.2	0.2	0.2	0.3	18.6
UNION ST	WEST	612+20.00	SW	0.1	0.1	0.1	0.1	7.8
UNION ST	WEST	612+62.00	SE	0.6	0.6	0.6	0.8	51.8
UNION ST	OTTAWA	615+57.00	NW	0.6	0.6	0.6	0.7	47.2
UNION ST	OTTAWA	615+57.00	SW	0.5	0.5	0.5	0.6	37.9
UNION ST	OTTAWA	616+16.00	SE	0.5	0.5	0.5	0.7	43.4
UNION ST	EAST	618+83.00	NW	0.6	0.6	0.6	0.7	50.0
UNION ST	EAST	619+26.00	NE	0.7	0.7	0.7	0.8	53.3
UNION ST	EAST	619+85.00	SE	0.3	0.3	0.3	0.4	27.3
UNION ST	MCMAHON	626+80.00	SW	0.7	0.7	0.7	0.8	54.2
UNION ST	MCMAHON	627+30.00	SE	0.6	0.6	0.6	0.7	45.3
			TOTAL	11.5	11.5	11.5	14.0	931.1
			ROUND TO	12	12	12	14	931

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DELINEATORS

STATION	OFFSET	ONE POST - SINGLE FACE ONE CRYSTAL NO REFLECTORS ON BACK OF POST EACH	NO REFLECTOR EACH
545+48.24	24.94' LT	1	
545+91.19	30.54' RT	1	
547+69.05	19.52' RT	1	
547+74.54	23.50' LT	1	
561+12.44	19.83' RT	1	
565+92.75	14.29' RT	1	
566+05.16	16.17' LT	1	
573+21.03	26.07' RT		1
576+34.79	19.85' LT	1	
579+78.00	21.57' LT	1	
585+83.95	16.18' RT	1	
585+85.93	19.66' LT	1	
586+60.66	24.60' RT	1	
593+57.21	25.91' RT		1
596+41.21	19.55' RT	1	
	SUBTOTAL	13	2
	TOTAL	15	

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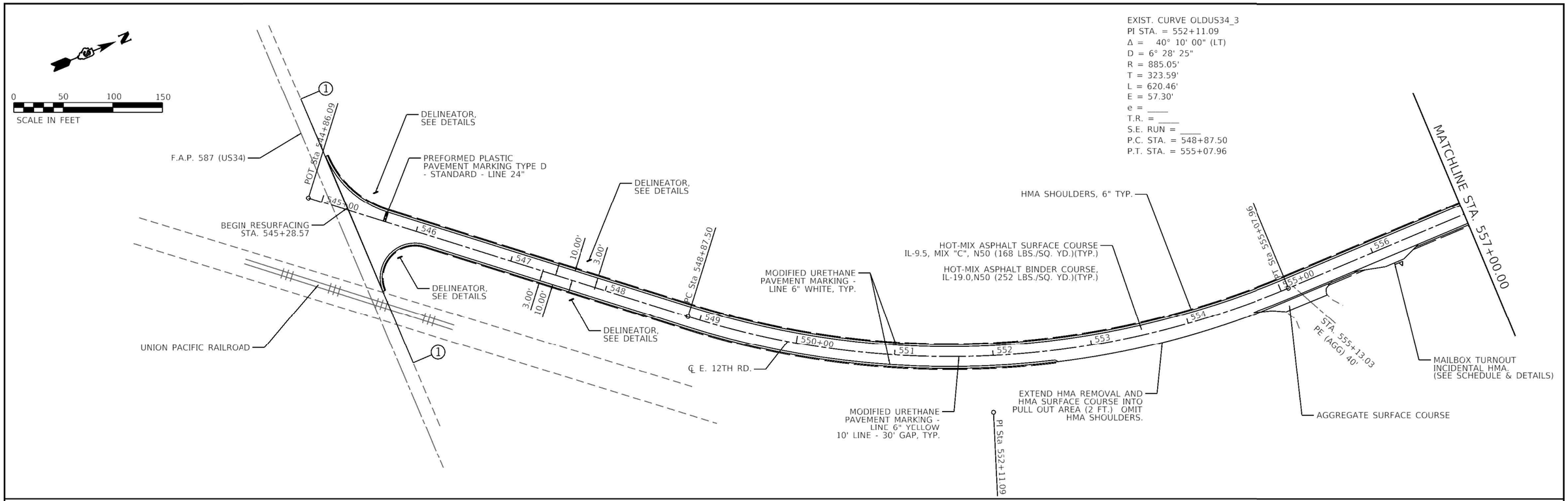
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	33
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



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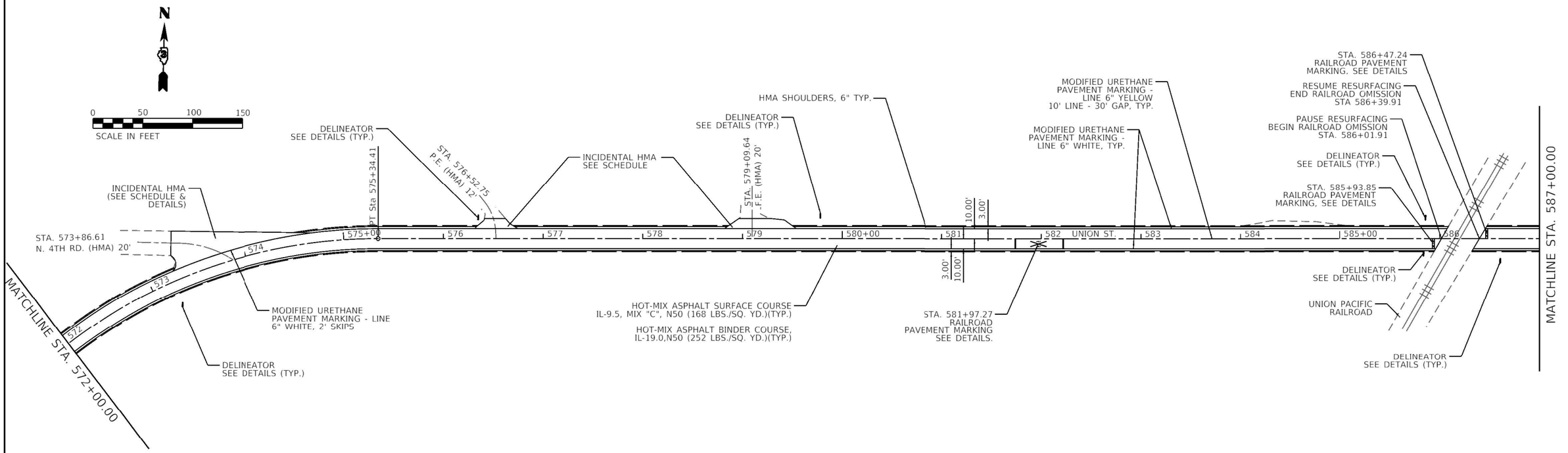
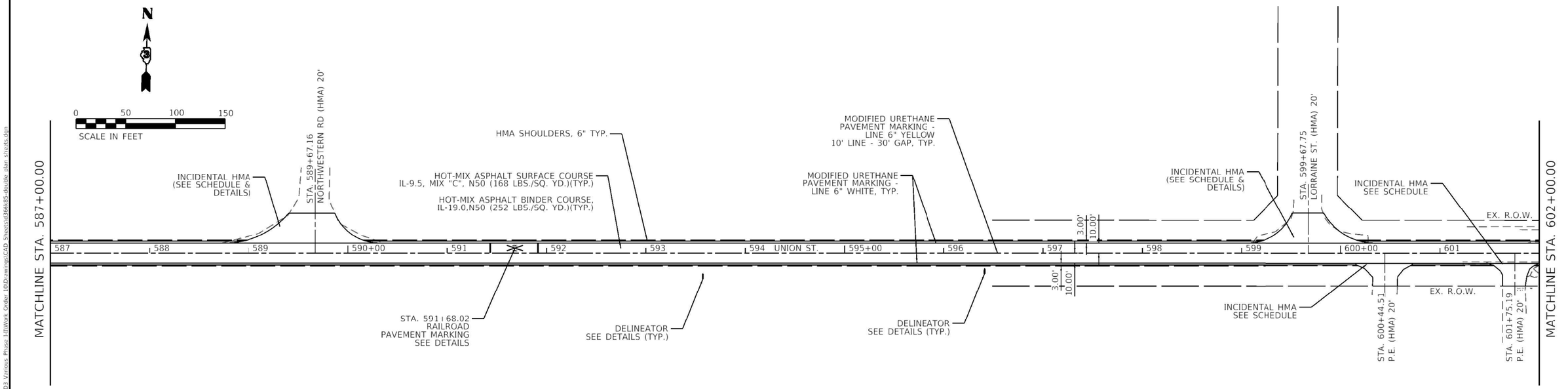
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
PLAN SHEET

SCALE: 1" = 50' | SHEET 1 OF 5 SHEETS | STA. 544+86.09 TO STA. 572+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	34
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		





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USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -	
	DRAWN - RNH	REVISED -	
PLOT SCALE = 2.0000 ' / in	CHECKED - ZDL	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
PLAN SHEET

SCALE: 1" = 50' | SHEET 2 OF 5 SHEETS | STA. 572+00.00 TO STA. 602+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	35
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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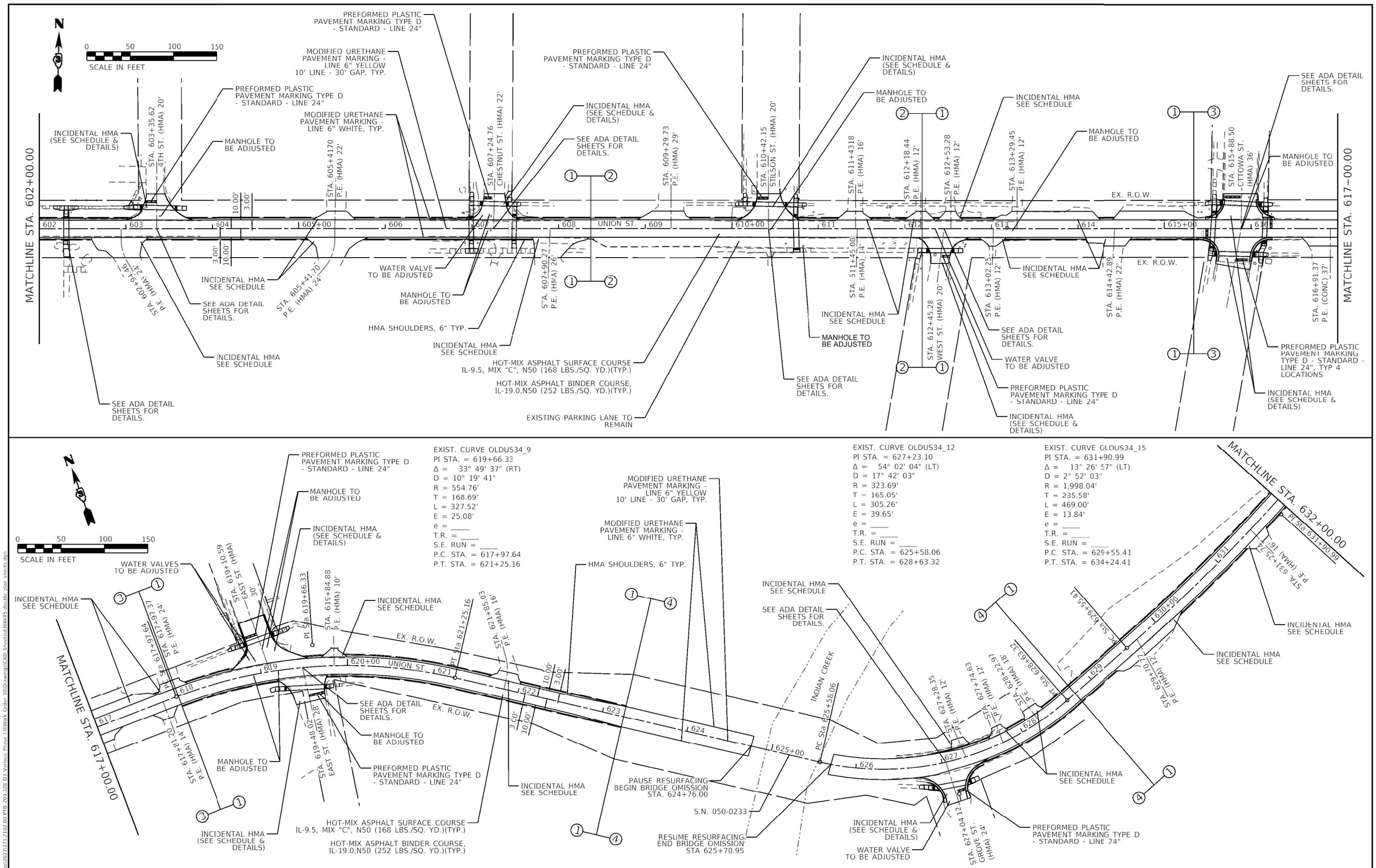

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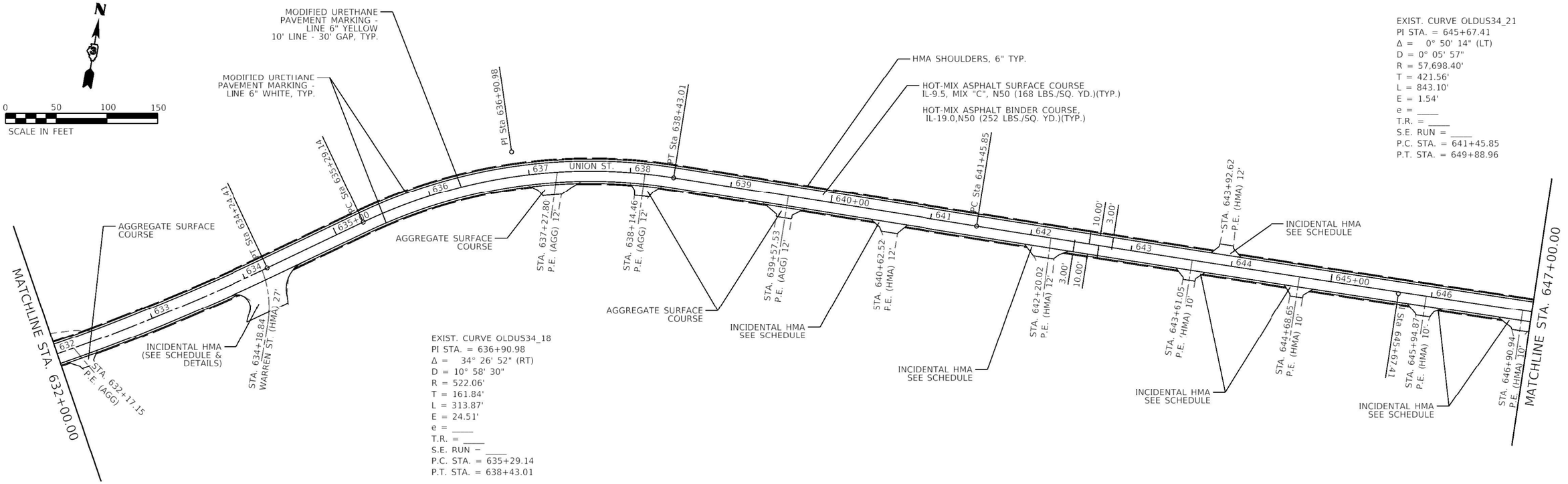
		DRAWN - RNH	REVISED -
	PLOT SCALE = 2.0000 ' / in	CHECKED - ZDL	REVISED -
	PLOT DATE = 3/6/2024	DATE -	REVISED -

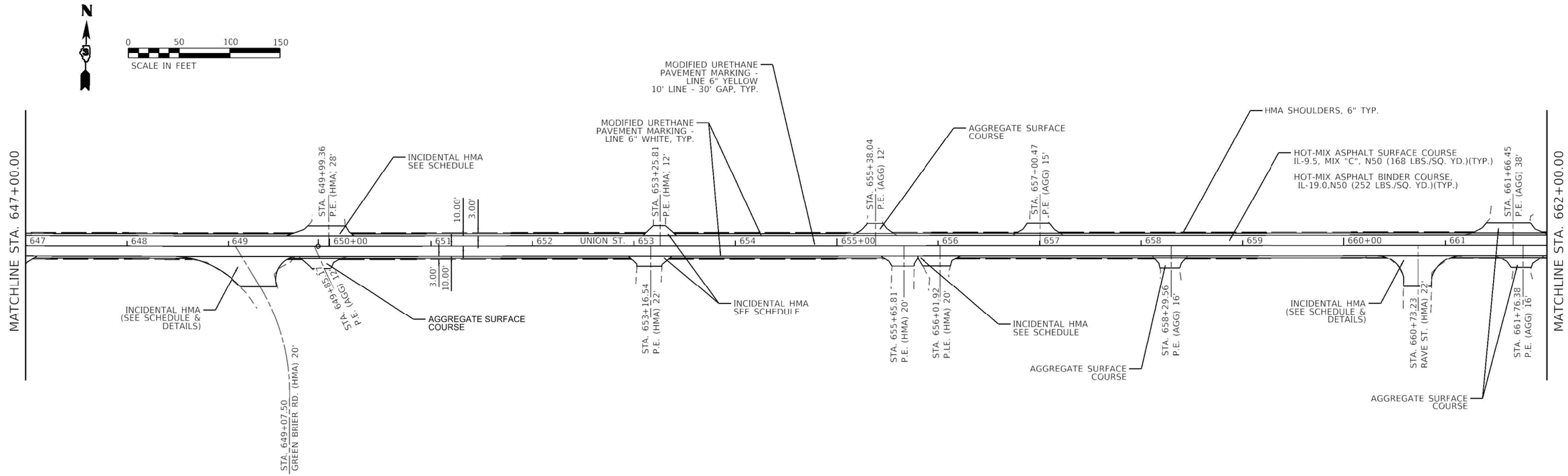
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
PLAN SHEET

SCALE: 1" = 50' | SHEET 3 OF 5 SHEETS | STA. 602+00.00 TO STA. 632+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	36
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			





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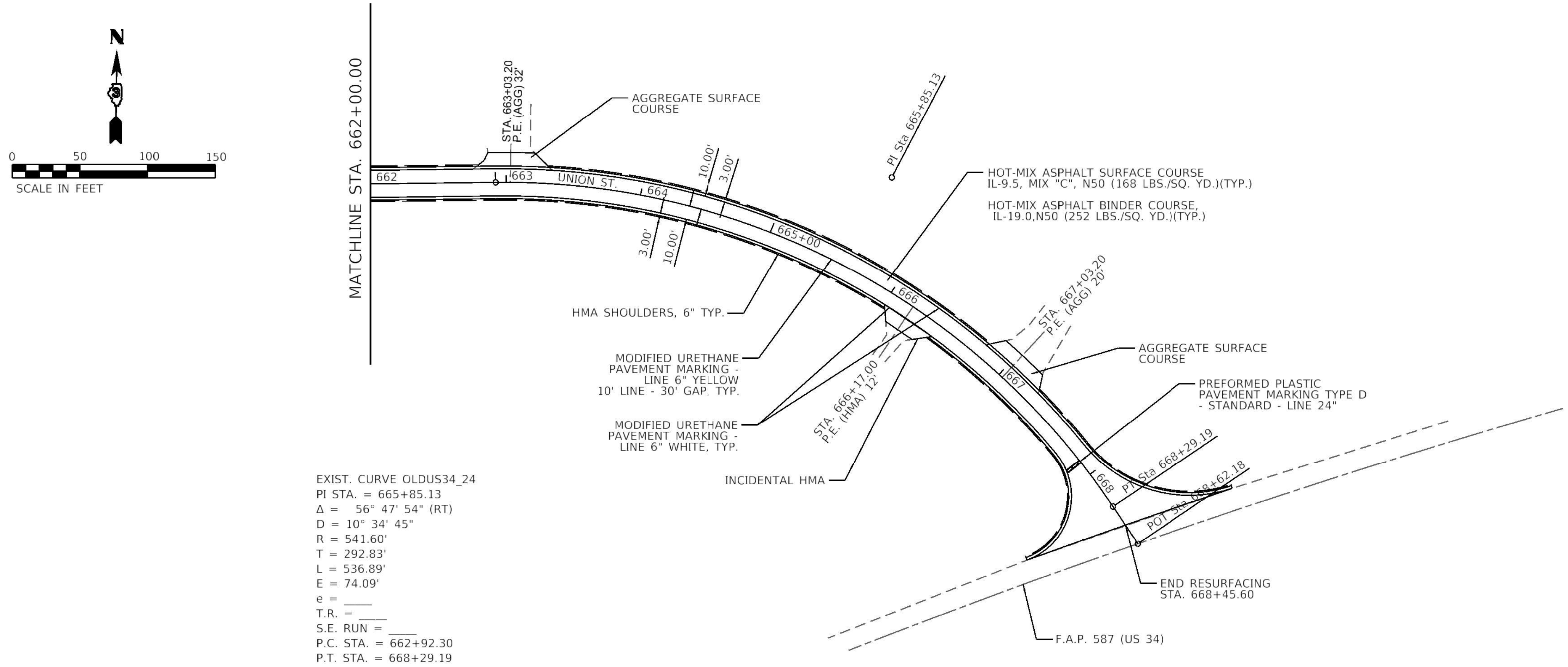
	DRAWN - RNH	REVISED -
PLOT SCALE = 2.0000 ' / in	CHECKED - ZDL	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
PLAN SHEET

SCALE: 1" = 50' | SHEET 4 OF 5 SHEETS | STA. 632+00.00 TO STA. 662+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	37
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			



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		DRAWN - RNH	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -
	PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

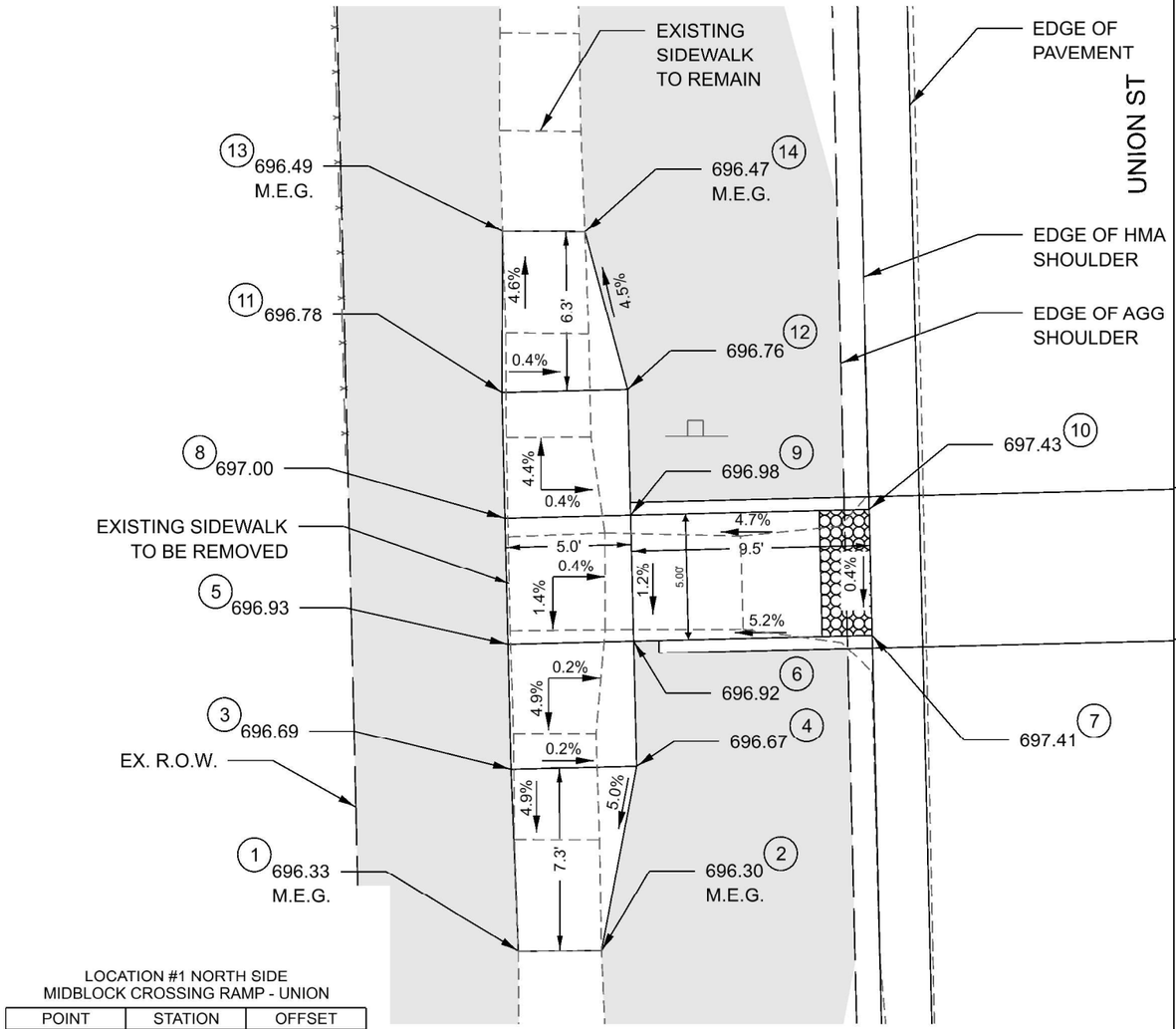
US 34 DETOUR RESURFACING
PLAN SHEET

SCALE: 1" = 50' | SHEET 5 OF 5 SHEETS | STA. 662+00.00 TO STA. 668+62.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	38
		CONTRACT NO. 66K85		
		ILLINOIS FED. AID PROJECT		

LOCATION #1

80' WEST OF 4TH ST
NORTH SIDE OF UNION ST

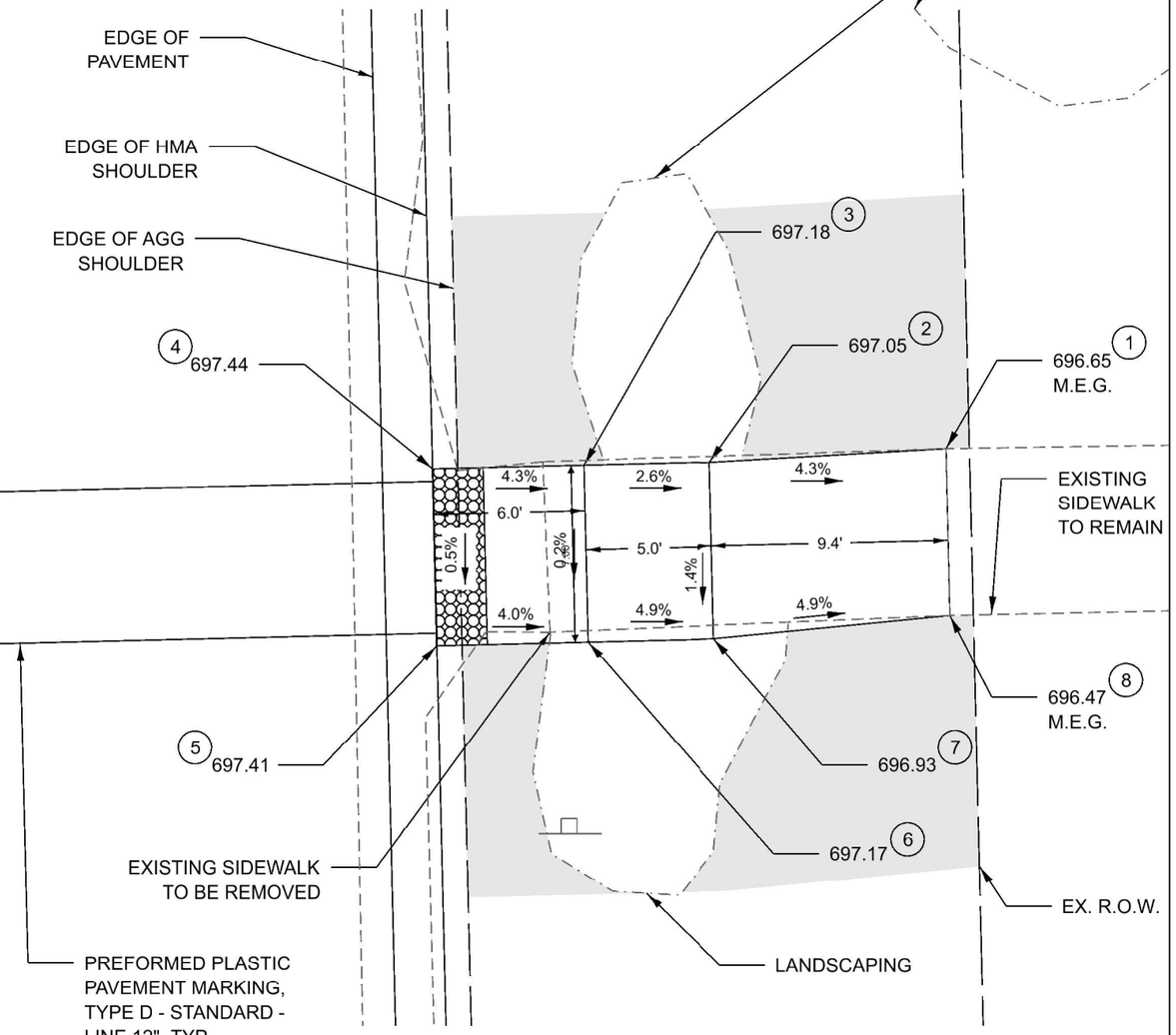


LOCATION #1 NORTH SIDE
MIDBLOCK CROSSING RAMP - UNION

POINT	STATION	OFFSET
1	602+14.50	26.38' LT
2	602+14.50	23.07' LT
3	602+23.69	26.50' LT
4	602+23.69	21.50' LT
5	602+28.69	26.50' LT
6	602+28.69	21.50' LT
7	602+28.69	12.00' LT
8	602+33.69	26.50' LT
9	602+33.69	21.50' LT
10	602+33.69	12.00' LT
11	602+38.69	26.50' LT
12	602+38.69	21.50' LT
13	602+45.09	26.32' LT
14	602+44.98	22.83' LT

LOCATION #2

80' WEST OF 4TH ST
SOUTH SIDE OF UNION ST



NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
7) COMPACTED HMA ADJACENT TO CURB RAMPS SHALL BE FLUSH WITH ANY GUTTER PAN.
8) MAX. ALLOWABLE SIDE SLOPE OF CROSS WALK ≤ 1.5%
9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #2 SOUTH SIDE
MIDBLOCK CROSSING RAMP - UNION

POINT	STATION	OFFSET
1	602+35.01	32.38' RT
2	602+34.69	23.00' RT
3	602+34.69	18.00' RT
4	602+34.69	12.00' RT
5	602+27.69	12.00' RT
6	602+27.69	18.00' RT
7	602+27.69	23.00' RT
8	602+28.39	33.98' RT

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PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

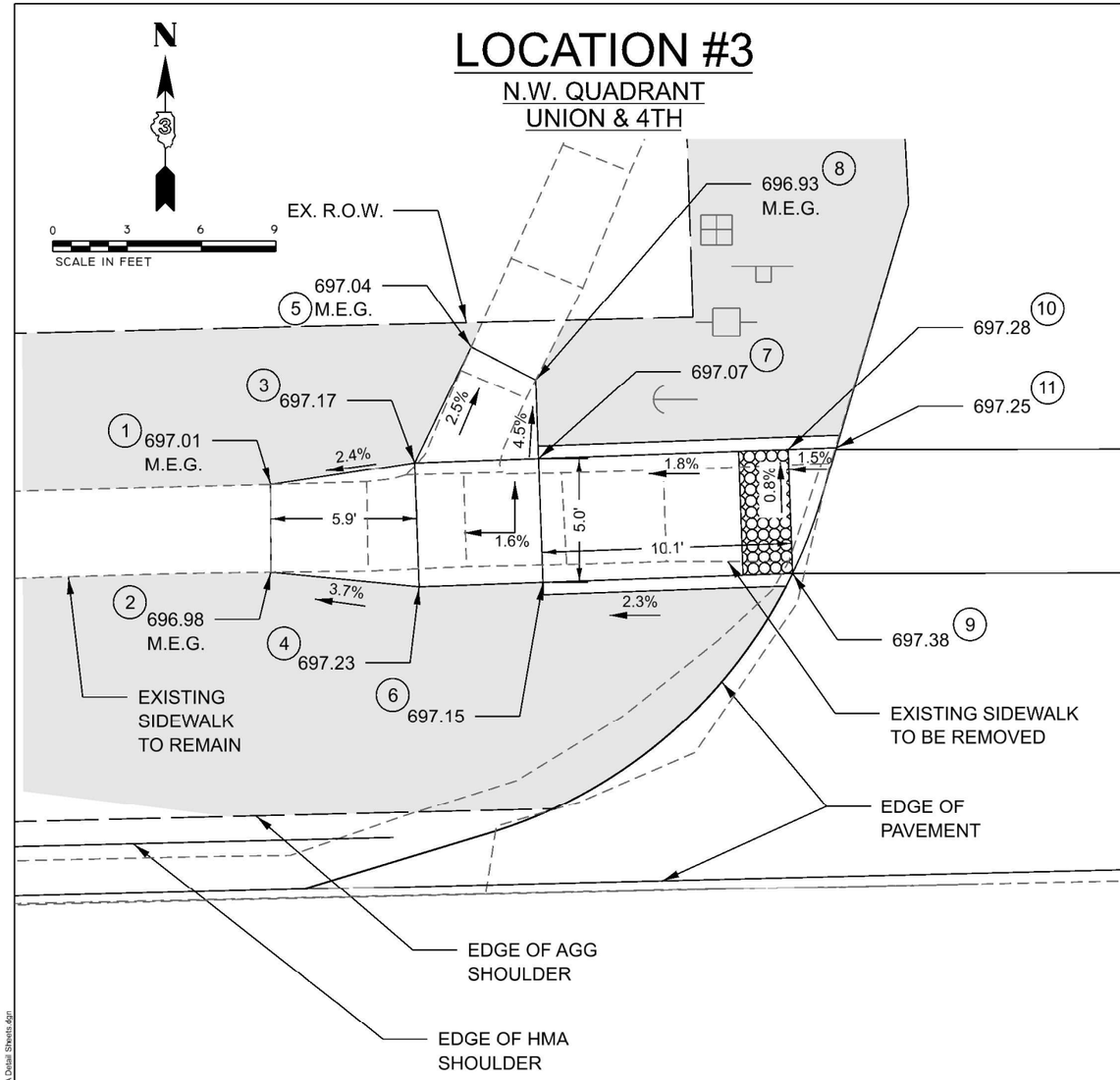
SCALE: 1'=3' | SHEET 1 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	39
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			

MODE: Default
FILE NAME: I:\Jobs\2021\173-2102.00 PTB 201-008 D1 Various Phase I\III\Work Order 1\I\Drawings\CAD Sheets\D\66K65-ADA Detail Sheets.dgn

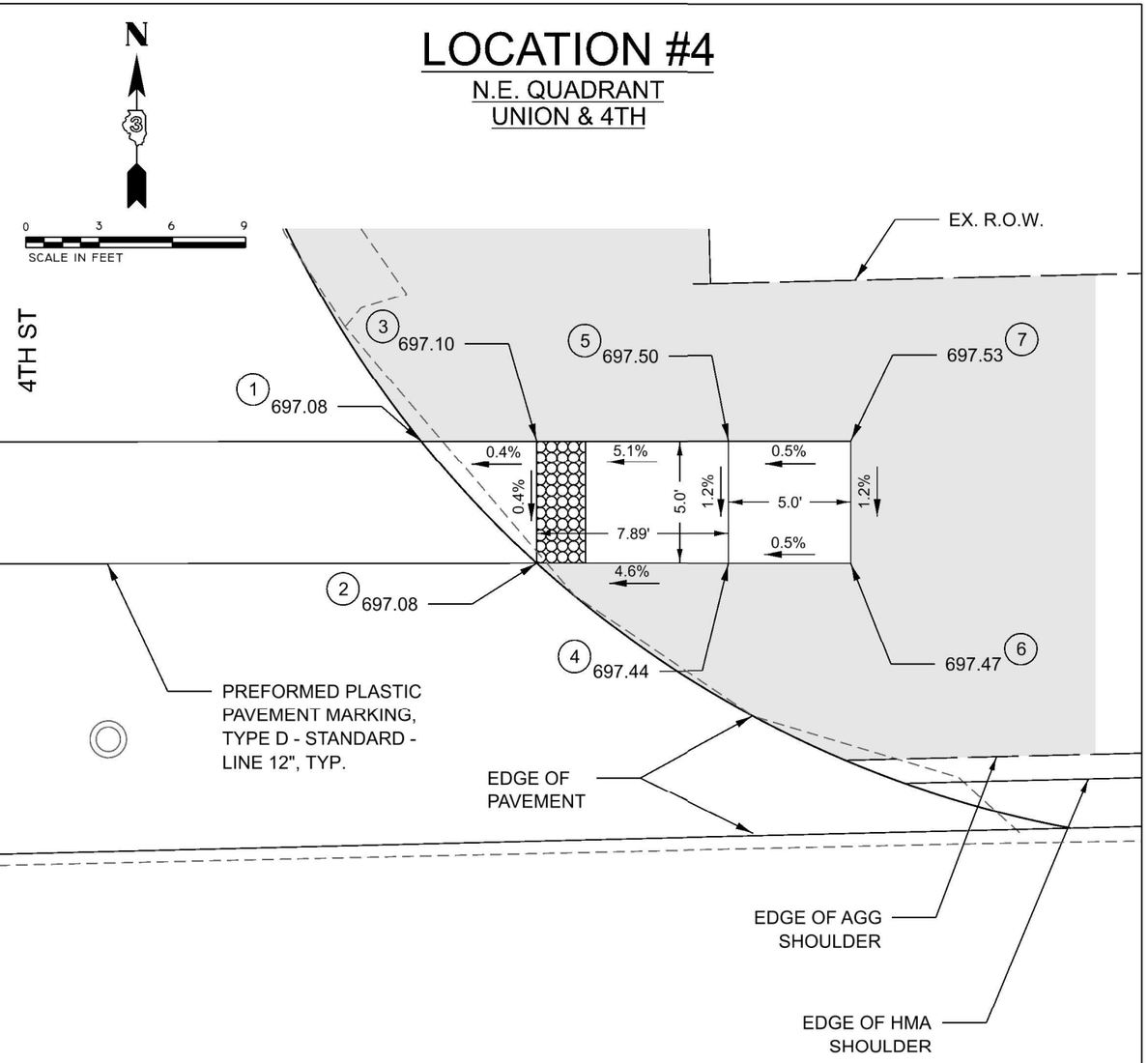
LOCATION #3

N.W. QUADRANT
UNION & 4TH



LOCATION #4

N.E. QUADRANT
UNION & 4TH



LOCATION #3 N.W. QUADRANT
UNION & 4TH

POINT	STATION	OFFSET
1	602+97.61	26.34' LT
2	602+97.53	22.82' LT
3	603+03.44	27.08' LT
4	603+03.50	22.08' LT
5	603+05.84	31.70 LT
6	603+08.50	22.14' LT
7	603+08.44	27.14' LT
8	603+08.40	30.31' LT
9	603+18.58	22.26' LT
10	603+18.52	27.28' LT
11	603+20.47	27.29' LT

NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
7) COMPACTED HMA ADJACENT TO CURB RAMPS SHALL BE FLUSH WITH ANY GUTTER PAN.
8) MAX. ALLOWABLE SIDE SLOPE OF CROSS WALK ≤ 1.5%
9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #4 N.E. QUADRANT
UNION & 4TH

POINT	STATION	OFFSET
1	603+52.28	26.50' LT
2	603+56.90	21.39' LT
3	603+59.02	26.34' LT
4	603+64.79	21.20' LT
5	603+64.91	26.20' LT
6	603+69.79	21.08' LT
7	603+69.91	26.08' LT

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PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 2 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	40
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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LOCATION #5

N.W. QUADRANT
UNION & CHESTNUT

N

SCALE IN FEET 0 3 6 9

EXISTING SIDEWALK TO REMAIN

6 699.64 M.E.G.

7 699.60 M.E.G.

8 699.80

5 699.87

9 699.90

13 699.73

14 699.71

EX. R.O.W.

4 699.95

CHESTNUT ST

3 699.95

12 699.68

EXISTING SIDEWALK TO BE REMOVED

10 699.92

EDGE OF PAVEMENT

EDGE OF AGG SHOULDER

2 699.68

1 699.70

11 699.60

EDGE OF HMA SHOULDER

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12", TYP.

LOCATION #5 N.W. QUADRANT
UNION & CHESTNUT

POINT	STATION	OFFSET
1	606+96.34	10.50' LT
2	606+96.39	12.53' LT
3	606+96.77	26.74' LT
4	606+96.90	31.74' LT
5	606+97.03	36.74' LT
6	606+98.17	41.71' LT
7	607+01.64	41.63' LT
8	607+02.03	36.61' LT
9	607+01.90	31.62' LT
10	607+01.77	26.62' LT
11	607+01.39	12.39' LT
12	607+11.66	26.38' LT
13	607+11.78	31.38' LT
14	607+13.07	31.35' LT

LOCATION #6

N.E. QUADRANT
UNION & CHESTNUT

N

SCALE IN FEET 0 3 6 9

4 699.49 M.E.G.

EXISTING SIDEWALK TO BE REMOVED

5 699.58 M.E.G.

17 699.58

9 699.60

3 699.56

14 699.62

EX. R.O.W.

1 699.55

8 699.62

13 699.62

16 699.62 M.E.G.

2 699.50

EXISTING SIDEWALK TO REMAIN

12 699.60

15 699.60 M.E.G.

7 699.59

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12", TYP.

EDGE OF HMA SHOULDER

EDGE OF AGG SHOULDER

EDGE OF PAVEMENT

6 699.45

11 699.46

10 699.44

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12", TYP.

UNION ST

LOCATION #6 N.E. QUADRANT
UNION & CHESTNUT

POINT	STATION	OFFSET
1	607+39.08	30.72' LT
2	607+39.88	25.70' LT
3	607+40.00	30.70' LT
4	607+42.03	42.68' LT
5	607+45.73	42.59' LT
6	607+46.66	14.56' LT
7	607+46.83	25.54' LT
8	607+46.95	30.54' LT
9	607+45.56	35.57' LT
10	607+51.61	11.57' LT
11	607+51.66	14.48' LT
12	607+51.83	25.42' LT
13	607+51.95	30.42' LT
14	607+45.44	35.57' LT
15	607+56.48	26.30' LT
16	607+56.51	30.13' LT
17	607+38.29	35.75' LT

NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
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9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

MODE: Default
FILE NAME: I:\Jobs\2021\173.2102.00 PTB 201-028 D\ Various Phase II\Work Order 10\Drawings\CAD Sheets\D366K15-ADA Detail Sheets.dgn

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PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

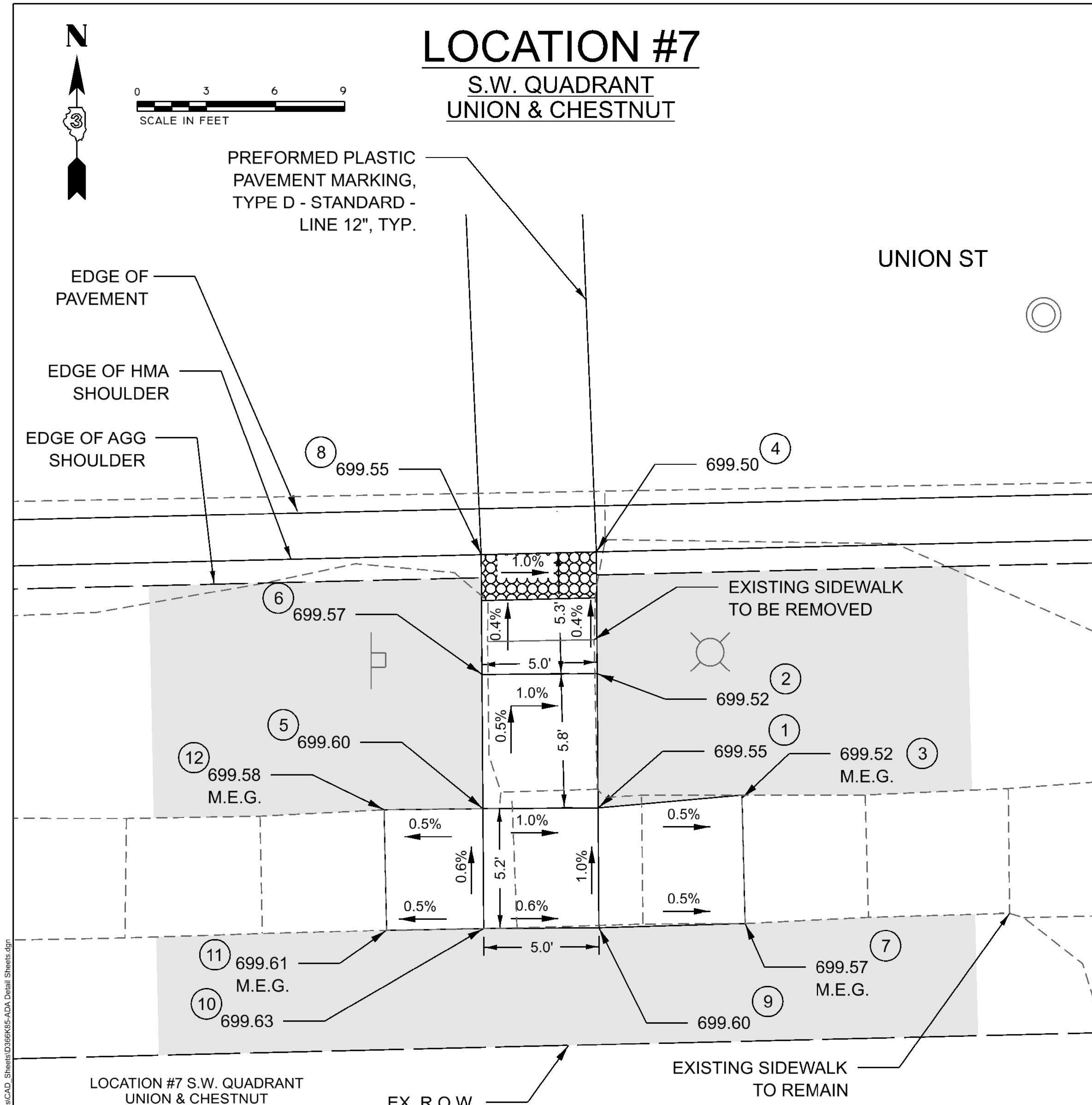
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 3 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	41
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

LOCATION #7

S.W. QUADRANT
UNION & CHESTNUT

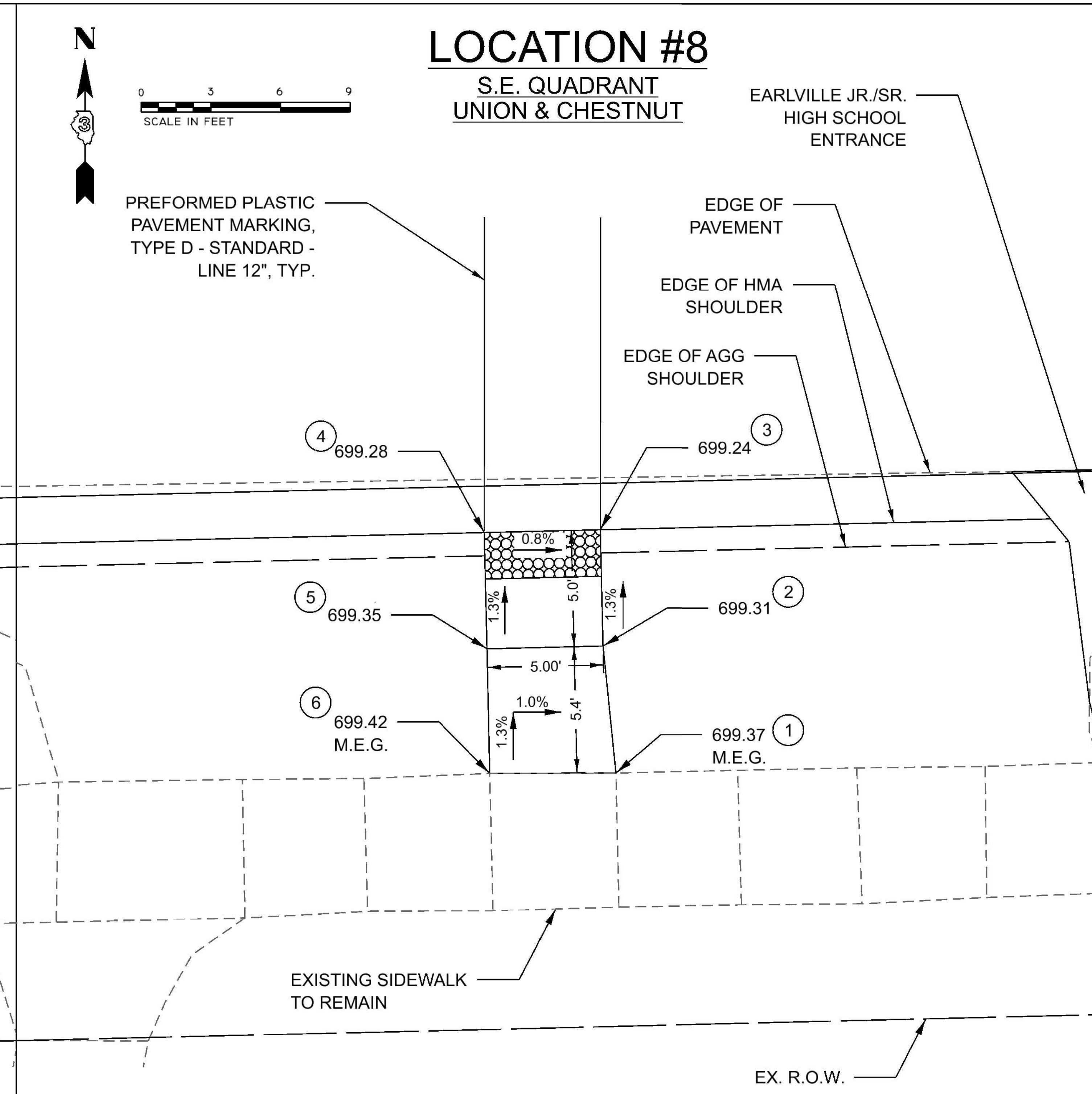


LOCATION #7 S.W. QUADRANT
UNION & CHESTNUT

POINT	STATION	OFFSET
1	607+01.61	23.11' RT
2	607+01.71	17.30' RT
3	607+07.86	22.71' RT
4	607+01.80	12.00' RT
5	606+96.67	23.02' RT
6	606+96.71	17.21' RT
7	607+07.87	28.28' RT
8	606+96.80	12.00' RT
9	607+01.52	28.31' RT
10	606+96.52	28.23' RT
11	606+92.30	28.21' RT
12	606+92.32	22.97' RT

LOCATION #8

S.E. QUADRANT
UNION & CHESTNUT



NOTES:

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3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
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DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #8 S.E. QUADRANT
UNION & CHESTNUT

POINT	STATION	OFFSET
1	607+51.42	22.49' RT
2	607+51.00	17.00' RT
3	607+51.00	12.00' RT
4	607+46.00	12.00' RT
5	607+46.00	17.00' RT
6	607+46.00	22.38' RT

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PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 4 OF 12 SHEETS | STA. | TO STA.

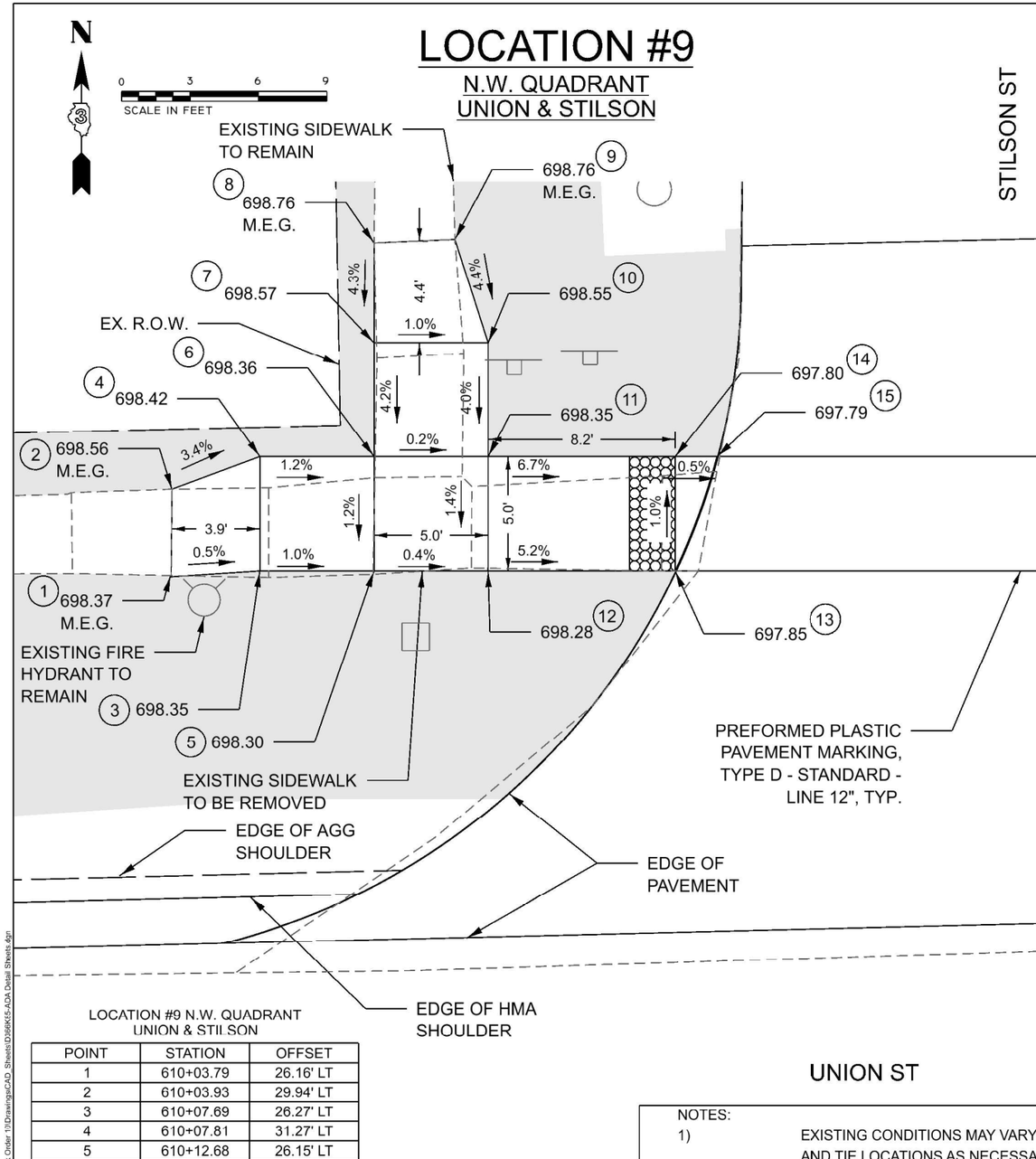
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	42

CONTRACT NO. 66K85

ILLINOIS | FED. AID PROJECT

LOCATION #9

N.W. QUADRANT
UNION & STILSON

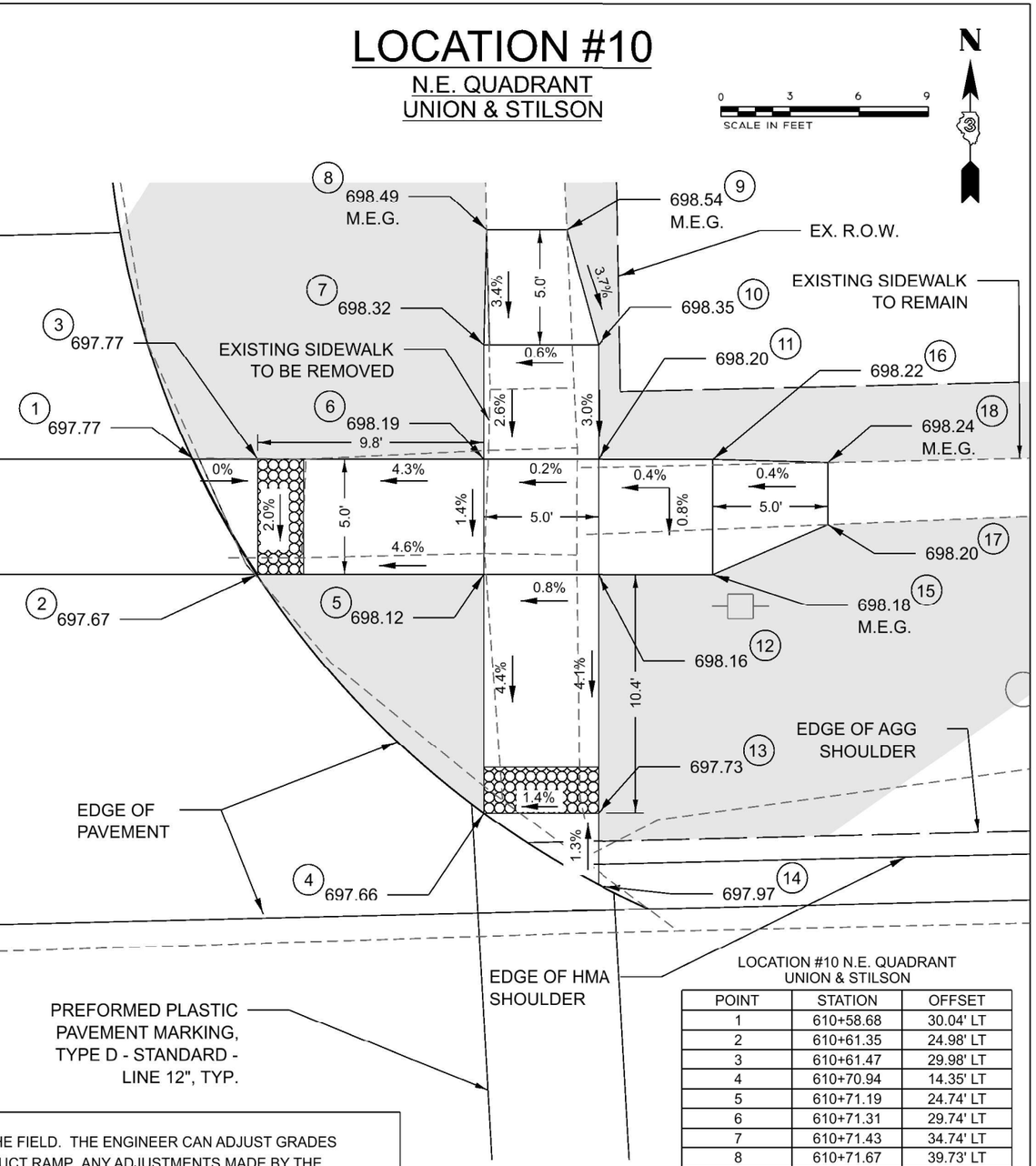


LOCATION #9 N.W. QUADRANT
UNION & STILSON

POINT	STATION	OFFSET
1	610+03.79	26.16' LT
2	610+03.93	29.94' LT
3	610+07.69	26.27' LT
4	610+07.81	31.27' LT
5	610+12.68	26.15' LT
6	610+12.80	31.15' LT
7	610+12.92	36.14' LT
8	610+13.03	40.51' LT
9	610+16.58	40.58' LT
10	610+17.92	36.02' LT
11	610+17.80	31.03' LT
12	610+17.68	26.03' LT
13	610+25.87	25.83' LT
14	610+25.99	30.82' LT
15	610+27.82	30.78' LT

LOCATION #10

N.E. QUADRANT
UNION & STILSON



LOCATION #10 N.E. QUADRANT
UNION & STILSON

POINT	STATION	OFFSET
1	610+58.68	30.04' LT
2	610+61.35	24.98' LT
3	610+61.47	29.98' LT
4	610+70.94	14.35' LT
5	610+71.19	24.74' LT
6	610+71.31	29.74' LT
7	610+71.43	34.74' LT
8	610+71.67	39.73' LT
9	610+75.17	39.65' LT
10	610+76.43	34.62' LT
11	610+76.31	29.62' LT
12	610+76.19	24.62' LT
13	610+75.94	14.23' LT
14	610+75.87	11.17' LT
15	610+81.19	24.50' LT
16	610+81.31	29.50' LT
17	610+86.24	26.55' LT
18	610+86.30	29.24' LT

NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
7) COMPACTED HMA ADJACENT TO CURB RAMPS SHALL BE FLUSH WITH ANY GUTTER PAN.
8) MAX. ALLOWABLE SIDE SLOPE OF CROSS WALK ≤ 1.5%
9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
(217) 905-0403
www.prairieengineers.com
professional design firm no. 184.005965

USER NAME = ncapriotti	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

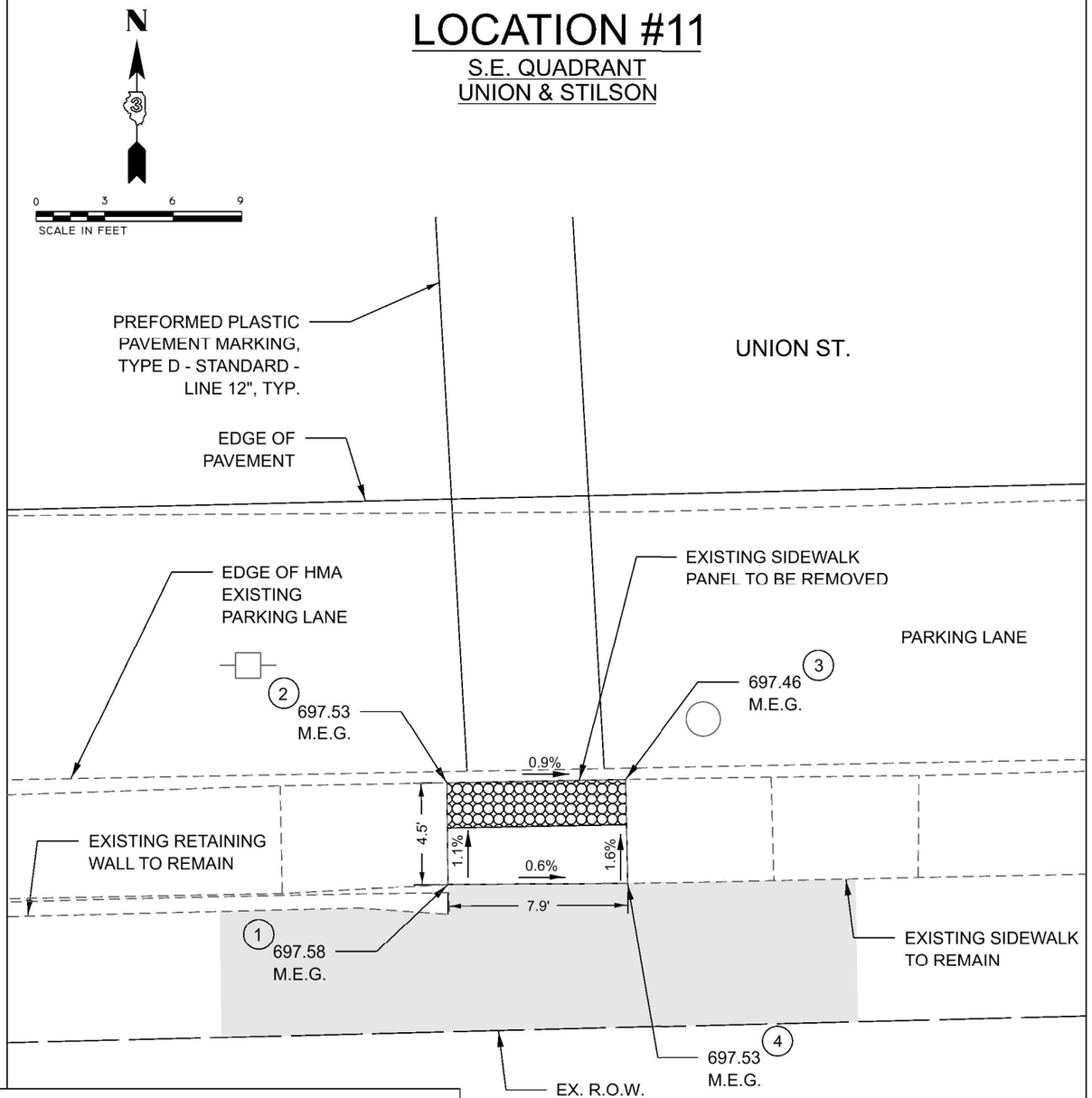
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 5 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	43
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	

LOCATION #11

S.E. QUADRANT
UNION & STILSON



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DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #11 S.E. QUADRANT
UNION & STILSON

POINT	STATION	OFFSET
1	610+70.67	26.88' RT
2	610+70.73	22.41' RT
3	610+78.56	22.46' RT
4	610+78.54	27.03' RT

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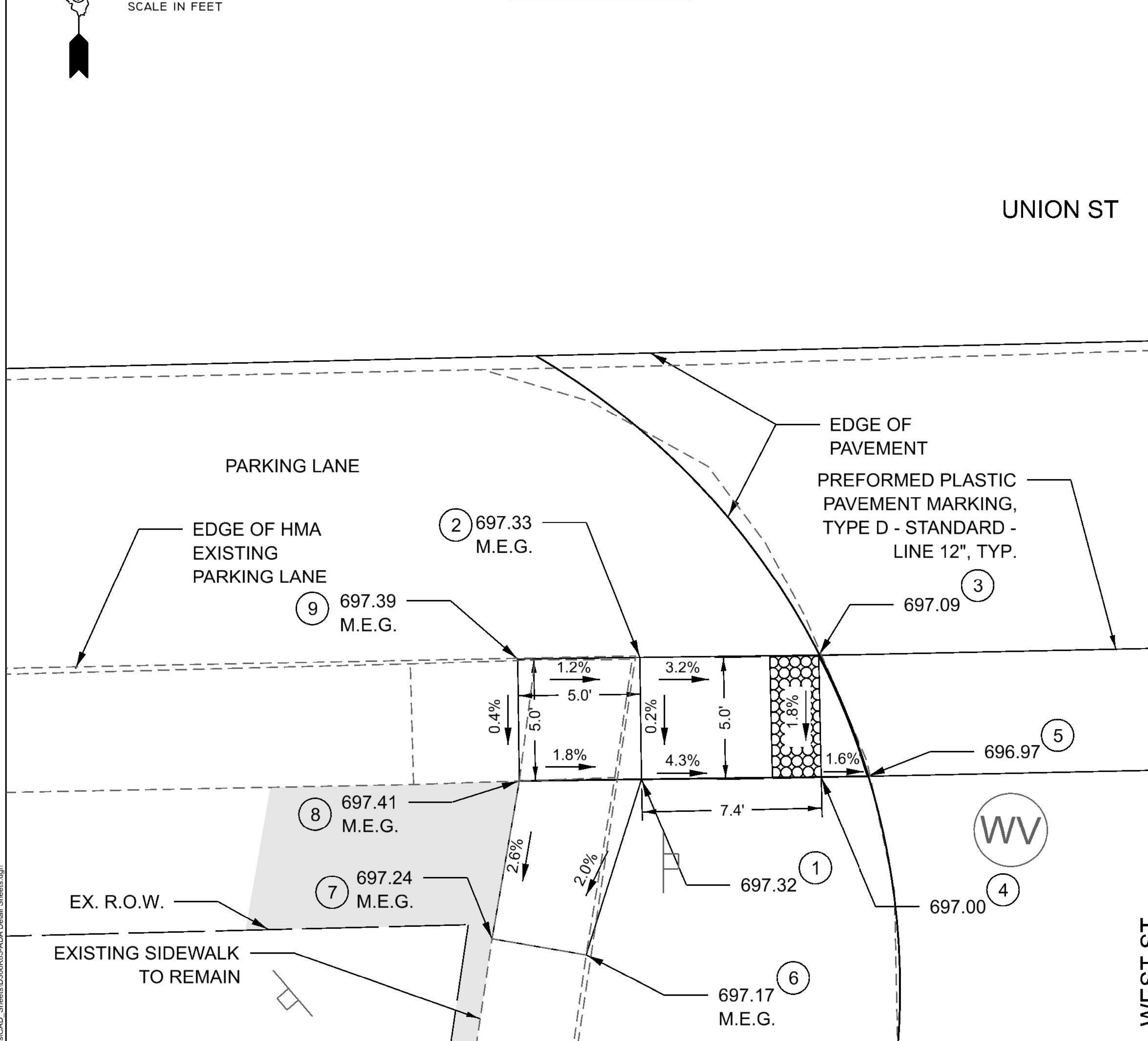
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

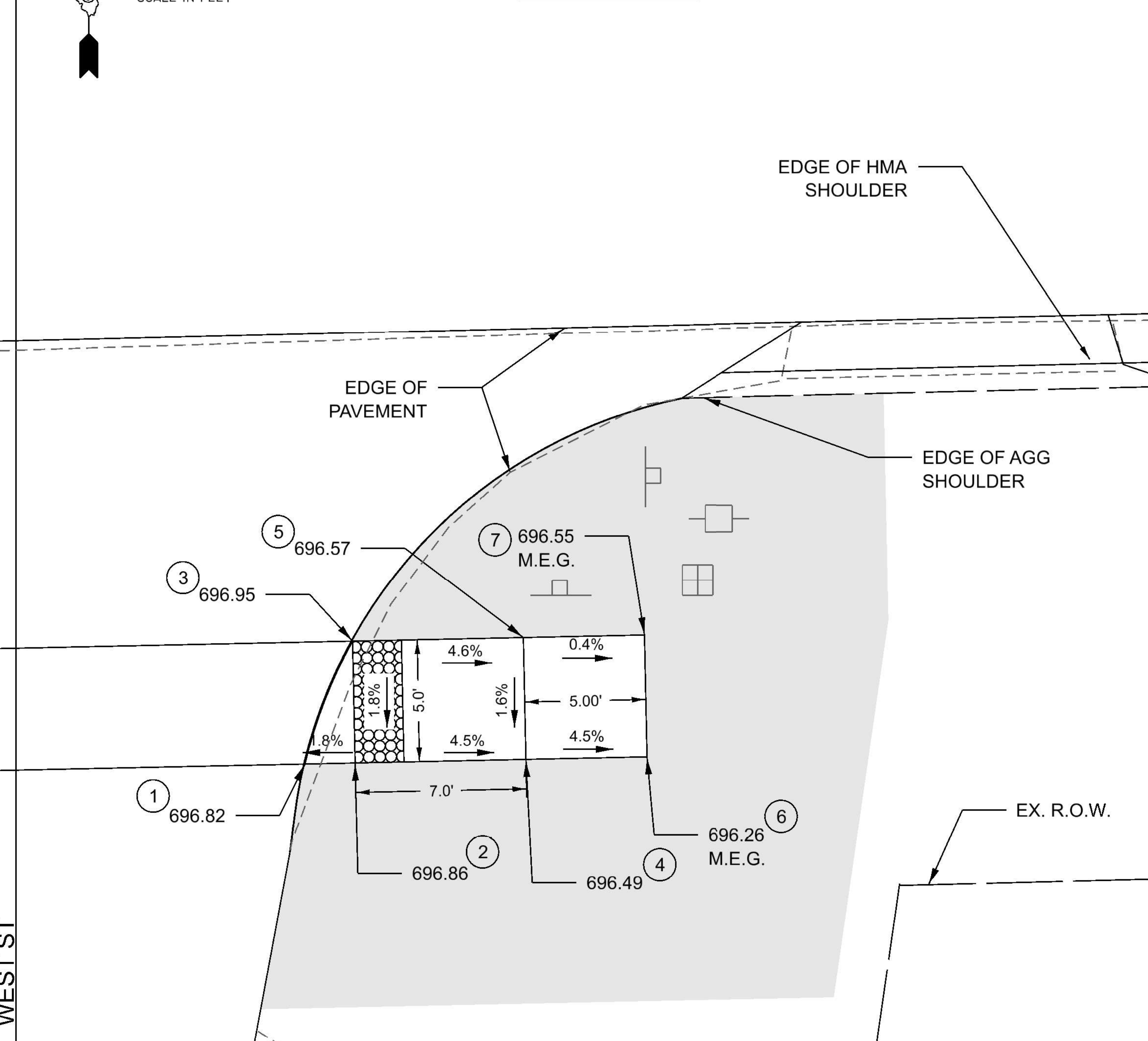
SCALE: 1"=3' | SHEET 6 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	44
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			

LOCATION #12
S.W. QUADRANT
UNION & WEST



LOCATION #13
S.E. QUADRANT
UNION & WEST



LOCATION #12 S.W. QUADRANT
UNION & WEST

POINT	STATION	OFFSET
1	612+19.79	27.44' RT
2	612+19.84	22.44' RT
3	612+27.16	22.54' RT
4	612+27.14	27.54' RT
5	612+29.05	27.54' RT
6	612+17.35	34.58' RT
7	612+13.51	33.84' RT
8	612+14.79	27.39' RT
9	612+14.84	22.39' RT

NOTES:

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DETECTABLE WARNING
AREA TO BE SODDED

LOCATION #13 S.E. QUADRANT
UNION & WEST

POINT	STATION	OFFSET
1	612+52.86	27.62' RT
2	612+54.92	27.62' RT
3	612+54.93	22.62' RT
4	612+61.91	27.64' RT
5	612+61.93	22.64' RT
6	612+66.87	27.66' RT
7	612+66.88	22.66' RT

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

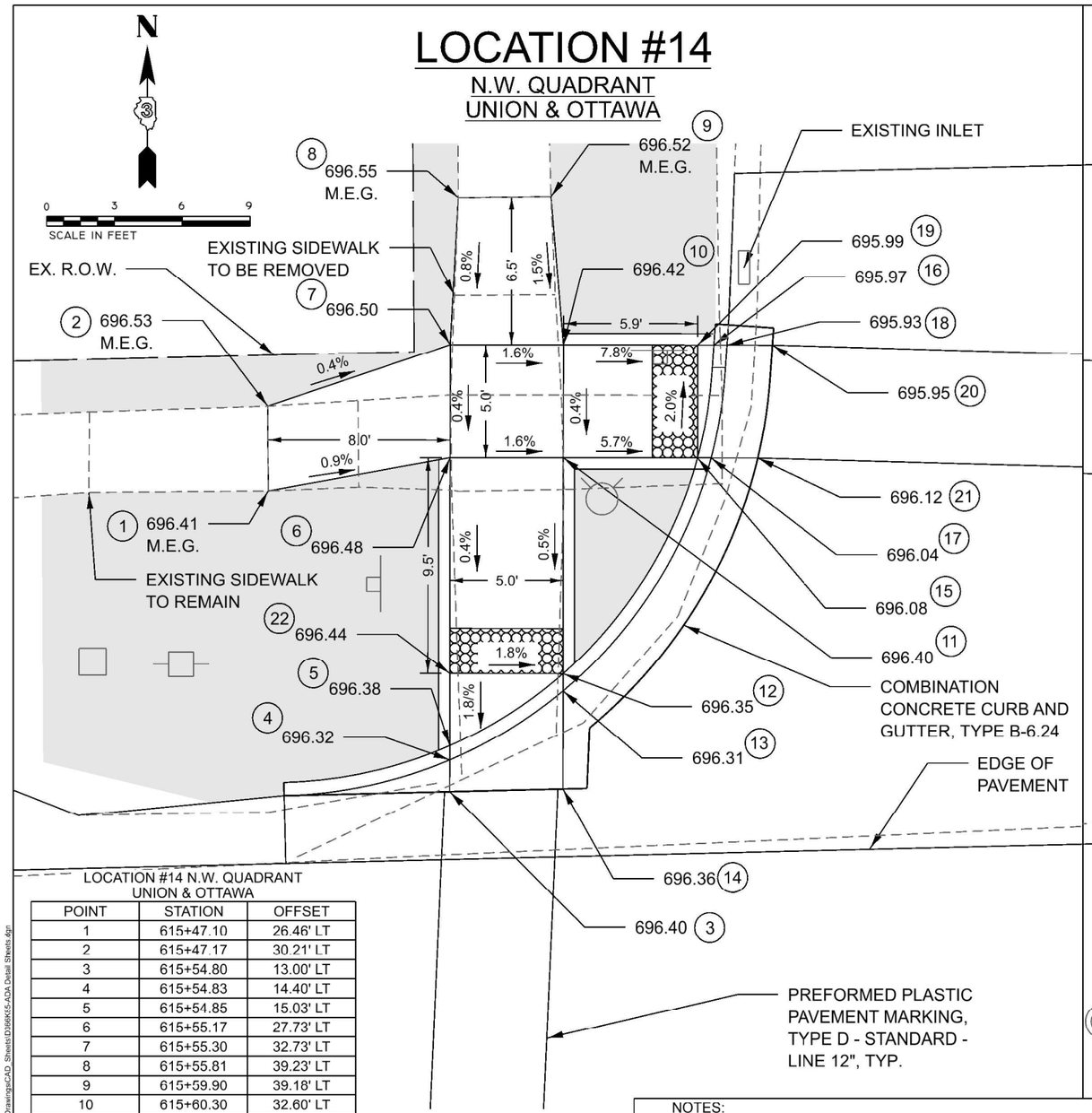
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 7 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	45
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

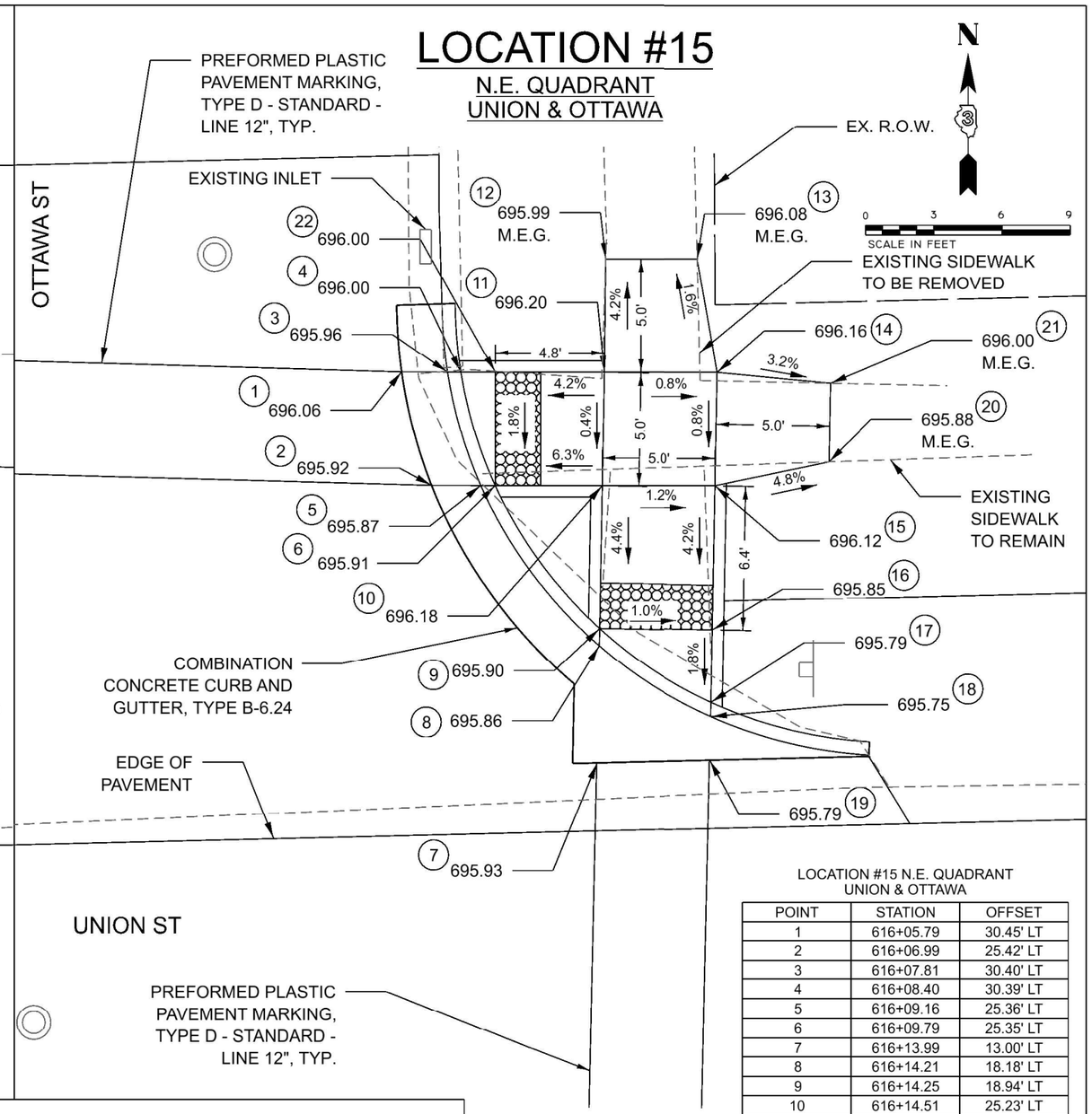
LOCATION #14

N.W. QUADRANT
UNION & OTTAWA



LOCATION #15

N.E. QUADRANT
UNION & OTTAWA



LOCATION #14 N.W. QUADRANT
UNION & OTTAWA

POINT	STATION	OFFSET
1	615+47.10	26.46' LT
2	615+47.17	30.21' LT
3	615+54.80	13.00' LT
4	615+54.83	14.40' LT
5	615+54.85	15.03' LT
6	615+55.17	27.73' LT
7	615+55.30	32.73' LT
8	615+55.81	39.23' LT
9	615+59.90	39.18' LT
10	615+60.30	32.60' LT
11	615+60.17	27.60' LT
12	615+59.93	18.09' LT
13	615+59.91	17.33' LT
14	615+59.80	13.00' LT
15	615+66.10	27.45' LT
16	615+66.94	31.44' LT
17	615+66.70	27.44' LT
18	615+67.52	32.42' LT
19	615+66.22	32.45' LT
20	615+69.52	32.37' LT
21	615+68.76	27.39' LT
22	615+54.93	18.22' LT

LOCATION #15 N.E. QUADRANT
UNION & OTTAWA

POINT	STATION	OFFSET
1	616+05.79	30.45' LT
2	616+06.99	25.42' LT
3	616+07.81	30.40' LT
4	616+08.40	30.39' LT
5	616+09.16	25.36' LT
6	616+09.79	25.35' LT
7	616+13.99	13.00' LT
8	616+14.21	18.18' LT
9	616+14.25	18.94' LT
10	616+14.51	25.23' LT
11	616+14.73	30.23' LT
12	616+14.90	35.22' LT
13	616+18.97	35.12' LT
14	616+19.73	30.10' LT
15	616+19.51	25.10' LT
16	616+19.24	18.73' LT
17	616+19.11	15.56' LT
18	616+19.08	14.93' LT
19	616+19.00	13.00' LT
20	616+24.56	26.04' LT
21	616+24.71	29.50' LT
22	616+09.92	30.35' LT

NOTES:

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DETECTABLE WARNING

AREA TO BE SODDED

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PLOT SCALE = 2.000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

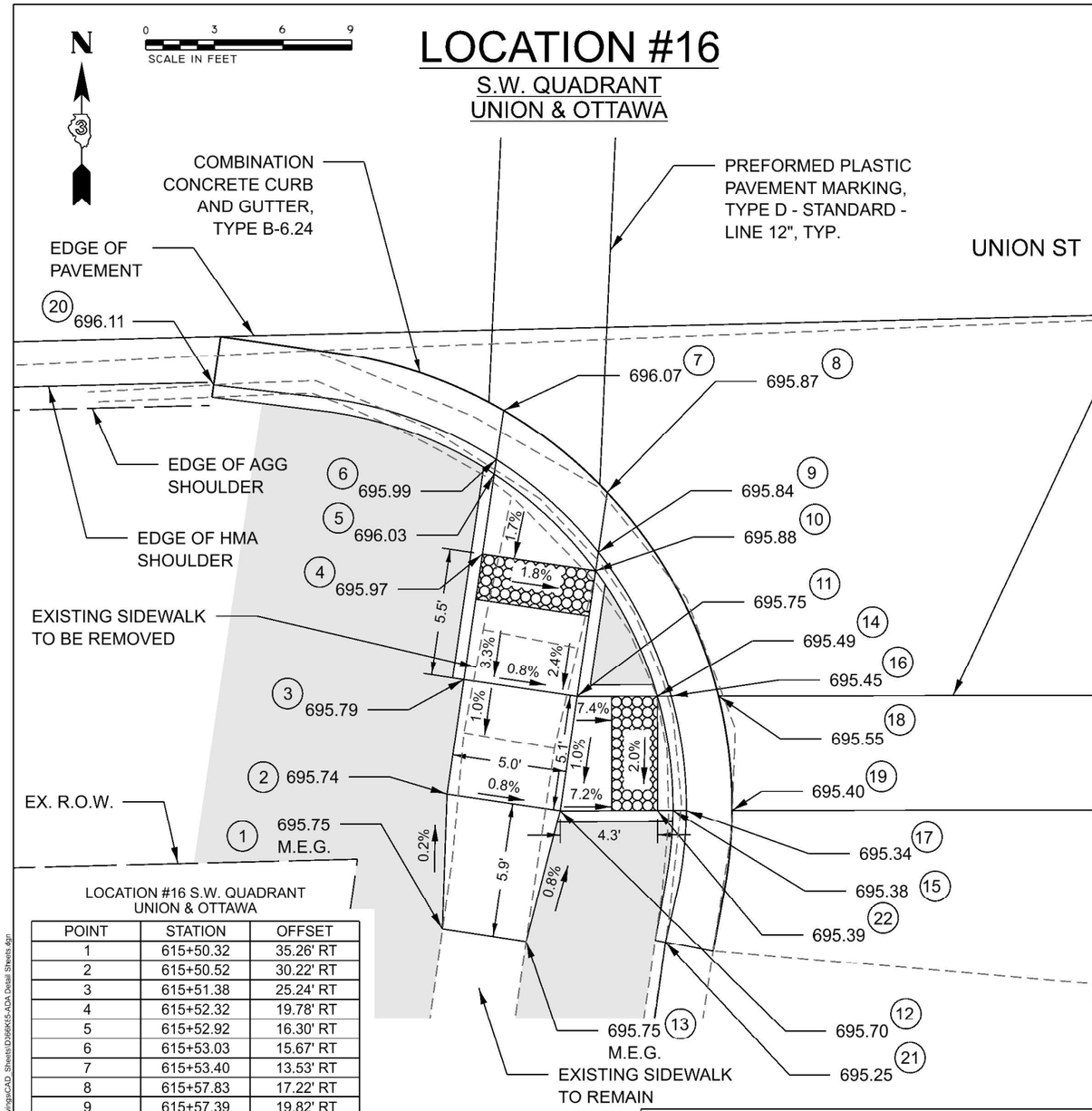
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1"=3' | SHEET 8 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	46
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	

LOCATION #16

S.W. QUADRANT
UNION & OTTAWA



LOCATION #16 S.W. QUADRANT
UNION & OTTAWA

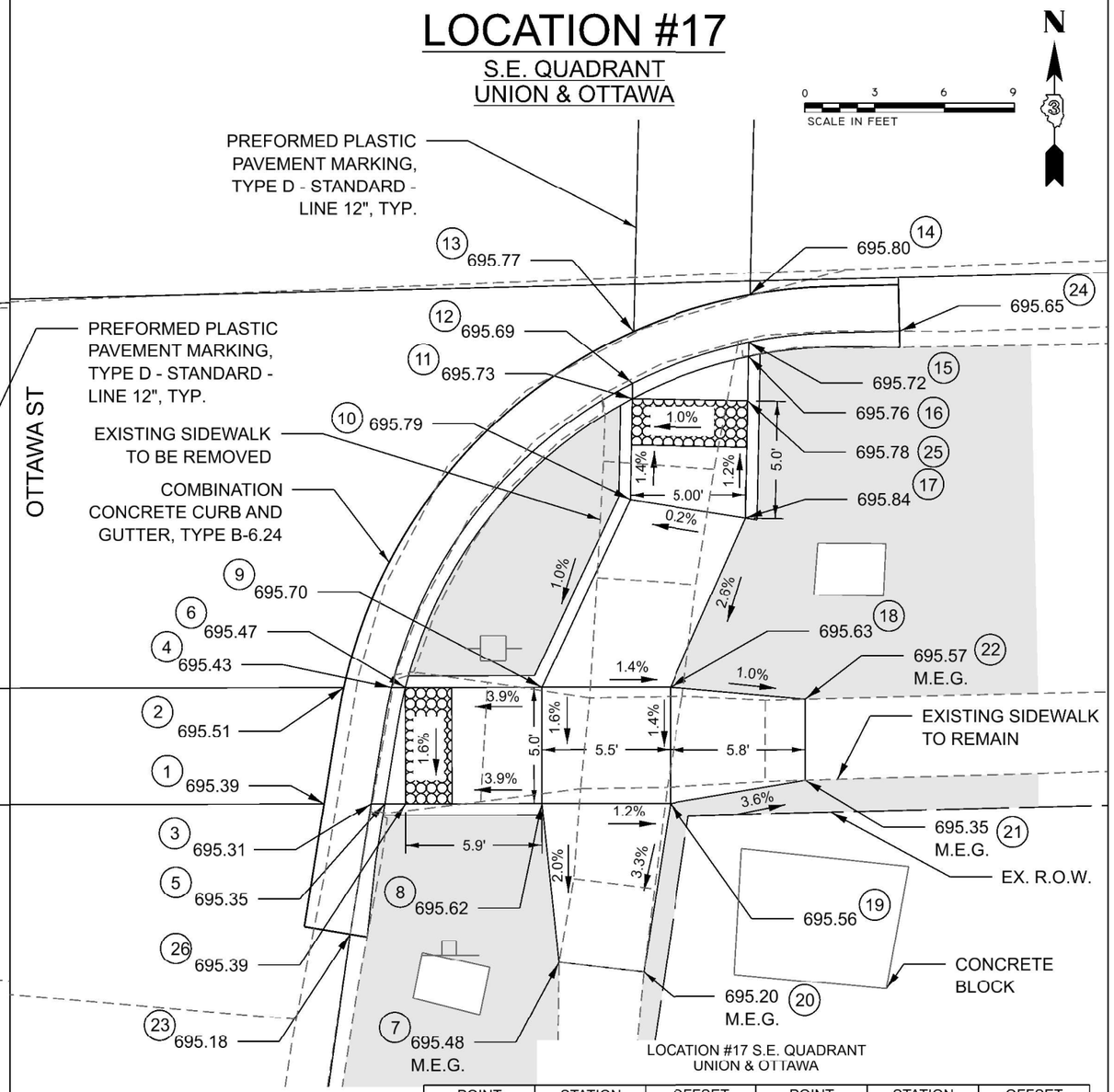
POINT	STATION	OFFSET
1	615+50.32	35.26' RT
2	615+50.52	30.22' RT
3	615+51.38	25.24' RT
4	615+52.32	19.78' RT
5	615+52.92	16.30' RT
6	615+53.03	15.67' RT
7	615+53.40	13.53' RT
8	615+57.83	17.22' RT
9	615+57.39	19.82' RT
10	615+57.25	20.63' RT
11	615+56.31	26.09' RT
12	615+55.45	31.07' RT
13	615+53.97	35.89' RT
14	615+59.81	26.17' RT
15	615+60.37	31.18' RT
16	615+60.42	26.18' RT
17	615+60.96	31.19' RT
18	615+62.48	26.23' RT
19	615+62.96	31.24' RT
20	615+40.76	12.12' RT
21	615+59.91	36.93' RT
22	615+59.70	31.17' RT

DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #17

S.E. QUADRANT
UNION & OTTAWA



LOCATION #17 S.E. QUADRANT
UNION & OTTAWA

POINT	STATION	OFFSET	POINT	STATION	OFFSET
1	615+99.00	32.04' RT	14	616+17.87	10.59' RT
2	615+99.96	27.06' RT	15	616+17.78	12.63' RT
3	616+01.02	32.09' RT	16	616+17.76	13.23' RT
4	616+02.01	27.11' RT	17	616+17.46	20.17' RT
5	616+01.61	32.10' RT	18	616+14.04	27.38' RT
6	616+02.61	27.12' RT	19	616+13.91	32.34' RT
7	616+08.94	39.11' RT	20	616+12.59	39.61' RT
8	616+08.37	32.25' RT	21	616+19.76	31.53' RT
9	616+08.49	27.25' RT	22	616+19.83	28.04' RT
10	616+12.49	19.27' RT	23	616+00.00	37.68' RT
11	616+12.68	14.93' RT	24	616+24.26	12.32' RT
12	616+12.71	14.27' RT	25	616+17.68	15.14' RT
13	616+12.80	12.04' RT	26	616+02.50	32.12' RT

NOTES:

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

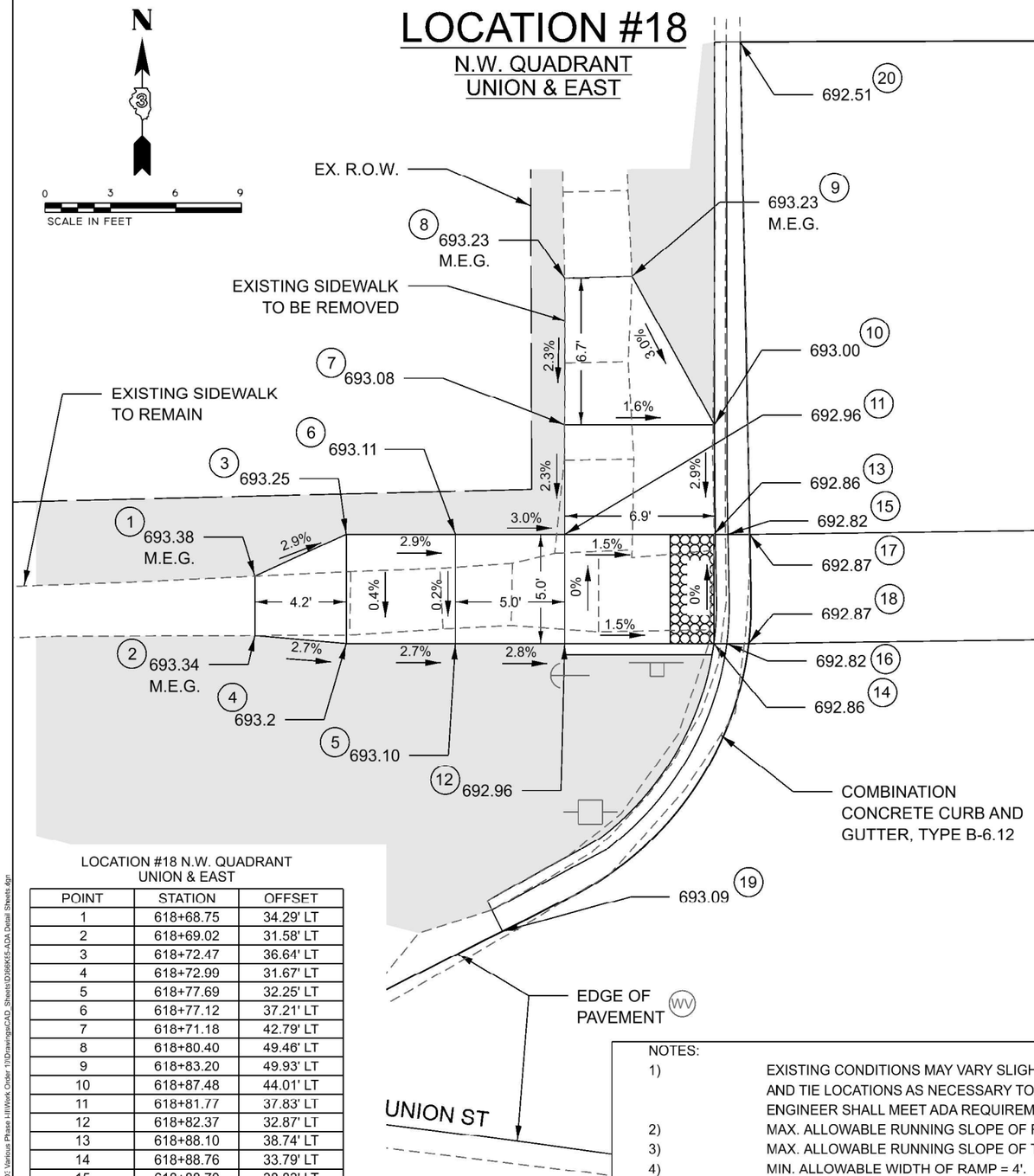
SCALE: 1"=3' | SHEET 9 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	47
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	

NODE: Default
FILE NAME: I:\Jobs\2021\173.2102.00 PTB 201-008 D\- Various Phase I-III\Work Order 10\Drawings\CAD_Sheets\D686K65-ADA Detail Sheets 4pr

LOCATION #18

N.W. QUADRANT
UNION & EAST

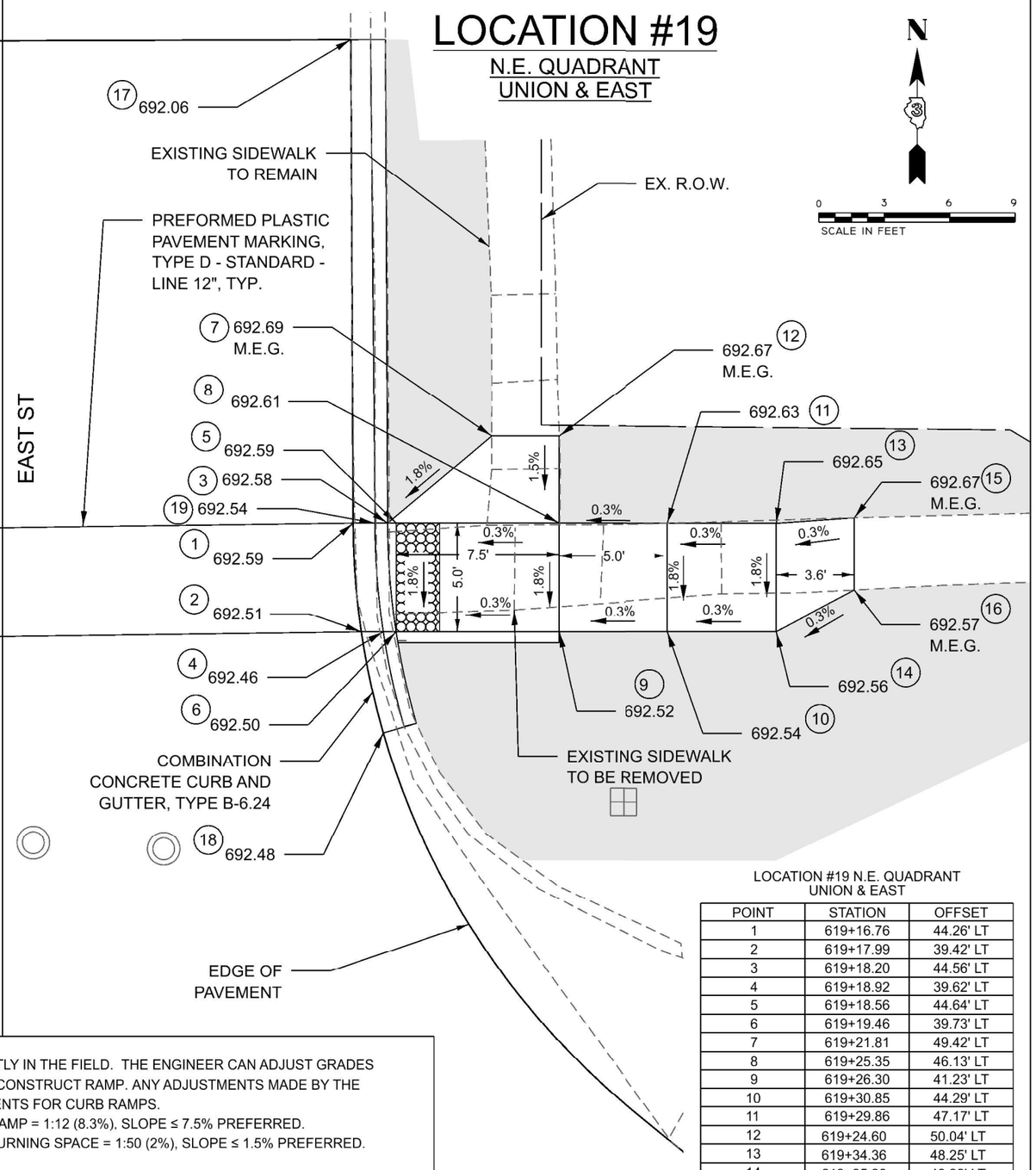


LOCATION #18 N.W. QUADRANT
UNION & EAST

POINT	STATION	OFFSET
1	618+68.75	34.29' LT
2	618+69.02	31.58' LT
3	618+72.47	36.64' LT
4	618+72.99	31.67' LT
5	618+77.69	32.25' LT
6	618+77.12	37.21' LT
7	618+71.18	42.79' LT
8	618+80.40	49.46' LT
9	618+83.20	49.93' LT
10	618+87.48	44.01' LT
11	618+81.77	37.83' LT
12	618+82.37	32.87' LT
13	618+88.10	38.74' LT
14	618+88.76	33.79' LT
15	618+88.70	38.83' LT
16	618+89.30	33.87' LT
17	618+89.59	38.97' LT
18	618+90.24	34.01' LT
19	618+81.28	19.45' LT
20	618+86.36	61.22' LT

LOCATION #19

N.E. QUADRANT
UNION & EAST



LOCATION #19 N.E. QUADRANT
UNION & EAST

POINT	STATION	OFFSET
1	619+16.76	44.26' LT
2	619+17.99	39.42' LT
3	619+18.20	44.56' LT
4	619+18.92	39.62' LT
5	619+18.56	44.64' LT
6	619+19.46	39.73' LT
7	619+21.81	49.42' LT
8	619+25.35	46.13' LT
9	619+26.30	41.23' LT
10	619+30.85	44.29' LT
11	619+29.86	47.17' LT
12	619+24.60	50.04' LT
13	619+34.36	48.25' LT
14	619+35.38	43.38' LT
15	619+37.51	49.30' LT
16	619+38.21	46.04' LT
17	619+12.90	66.09' LT
18	619+19.76	35.05' LT
19	619+17.67	44.45' LT

DETECTABLE WARNING

AREA TO BE SODDED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

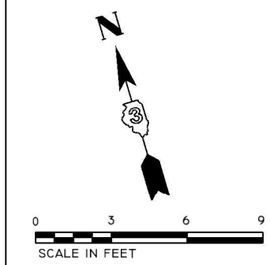
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

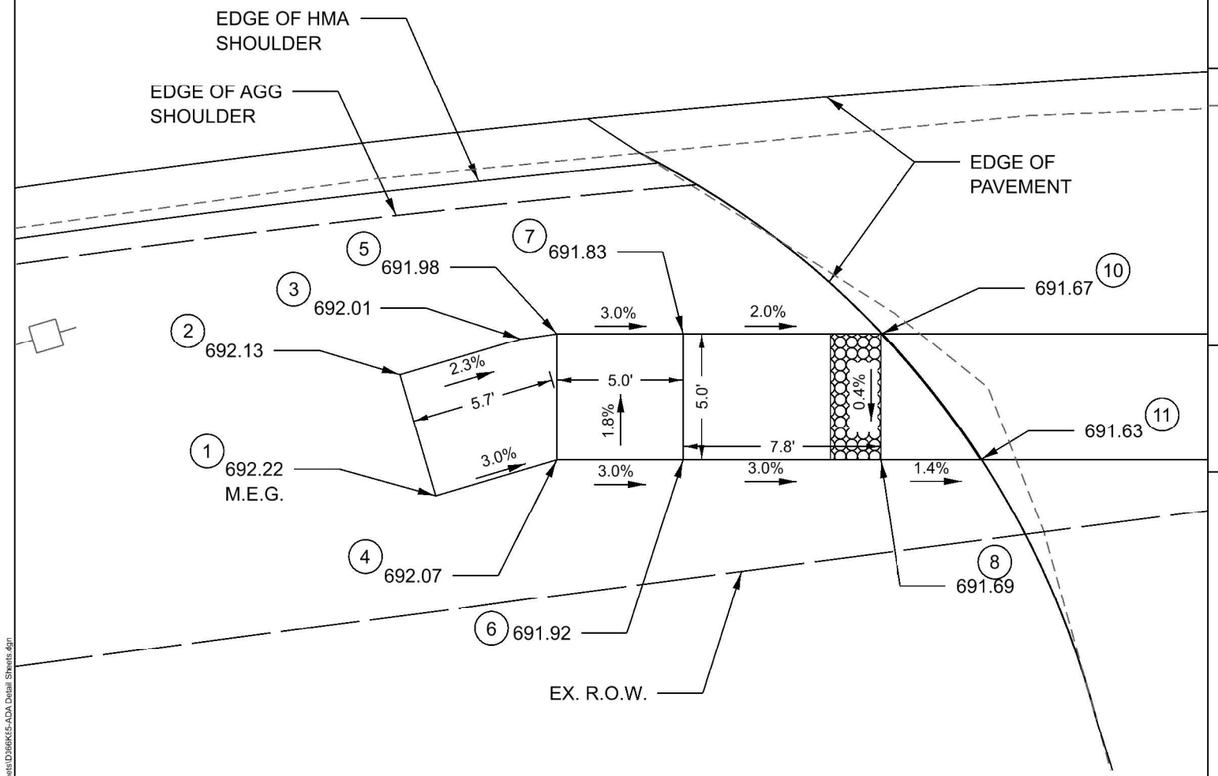
SCALE: 1"=3' | SHEET 10 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	48
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

LOCATION #20

S.W. QUADRANT
UNION & EAST



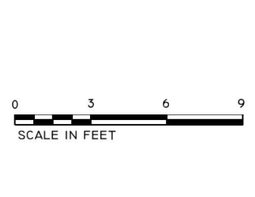


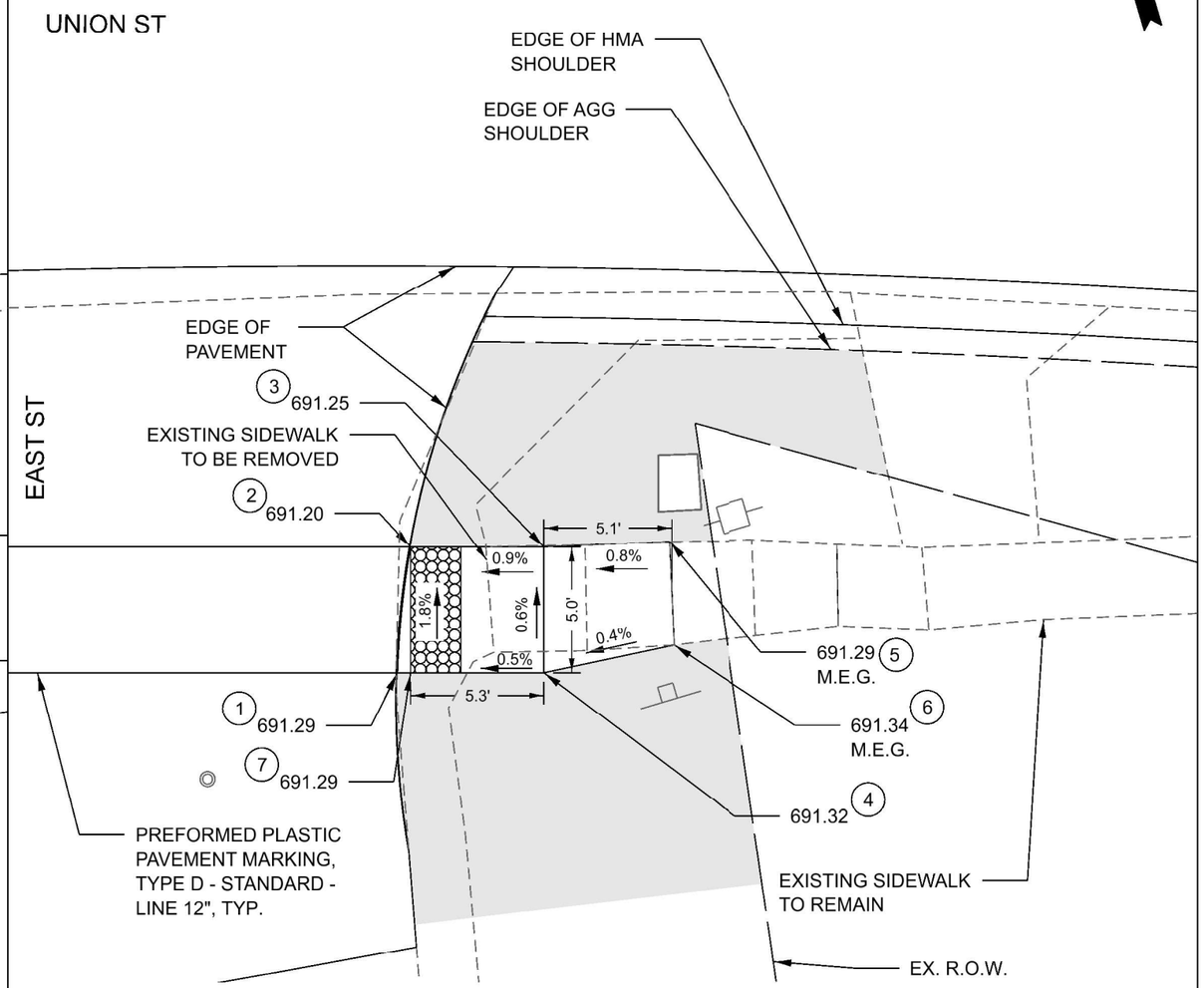
LOCATION #20 S.W. QUADRANT
UNION & EAST

POINT	STATION	OFFSET
1	619+07.99	24.20' RT
2	619+07.09	19.28' RT
3	619+12.19	18.39' RT
4	619+13.13	23.31' RT
5	619+13.67	18.33' RT
6	619+18.33	23.80' RT
7	619+18.82	18.82' RT
8	619+24.38	24.25' RT
9	619+24.81	19.27' RT
10	619+26.90	19.50' RT
11	619+30.62	24.78' RT

LOCATION #21

S.E. QUADRANT
UNION & EAST





NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
4) MIN. ALLOWABLE WIDTH OF RAMP = 4'.
5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
7) COMPACTED HMA ADJACENT TO CURB RAMPS SHALL BE FLUSH WITH ANY GUTTER PAN.
8) MAX. ALLOWABLE SIDE SLOPE OF CROSS WALK ≤ 1.5%
9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

LOCATION #21 S.E. QUADRANT
UNION & EAST

POINT	STATION	OFFSET
1	619+72.13	26.16' RT
2	619+72.66	21.16' RT
3	619+78.17	21.11' RT
4	619+78.24	26.11' RT
5	619+83.36	20.80' RT
6	619+83.65	24.92' RT
7	619+72.68	26.16' RT

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
(217) 935-9403
www.prairieengineers.com
professional design firm no. 184-005965

USER NAME = ncapriotti	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

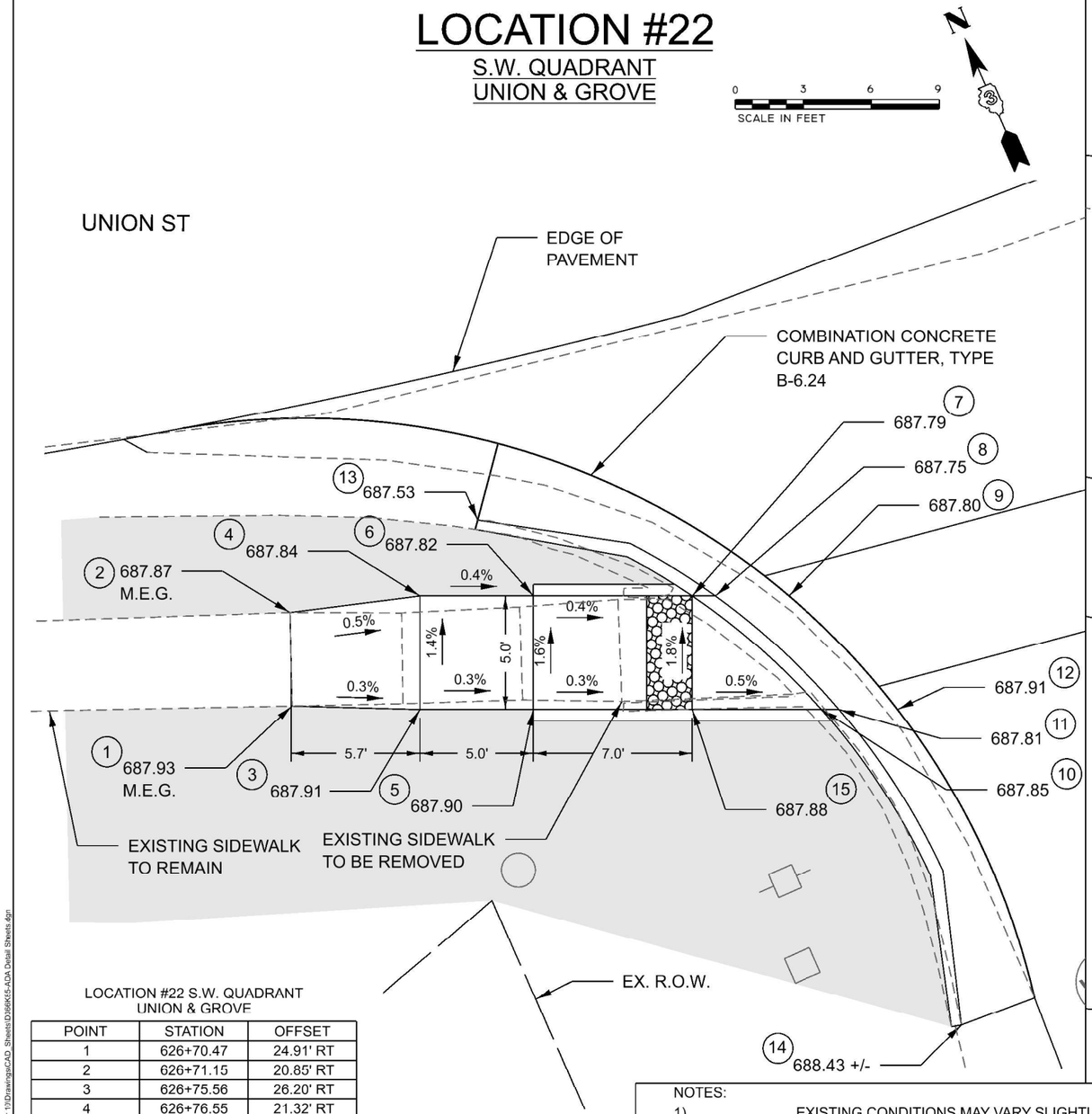
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1'=3' | SHEET 11 OF 12 SHEETS | STA. | TO STA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	49
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	

LOCATION #22

S.W. QUADRANT
UNION & GROVE

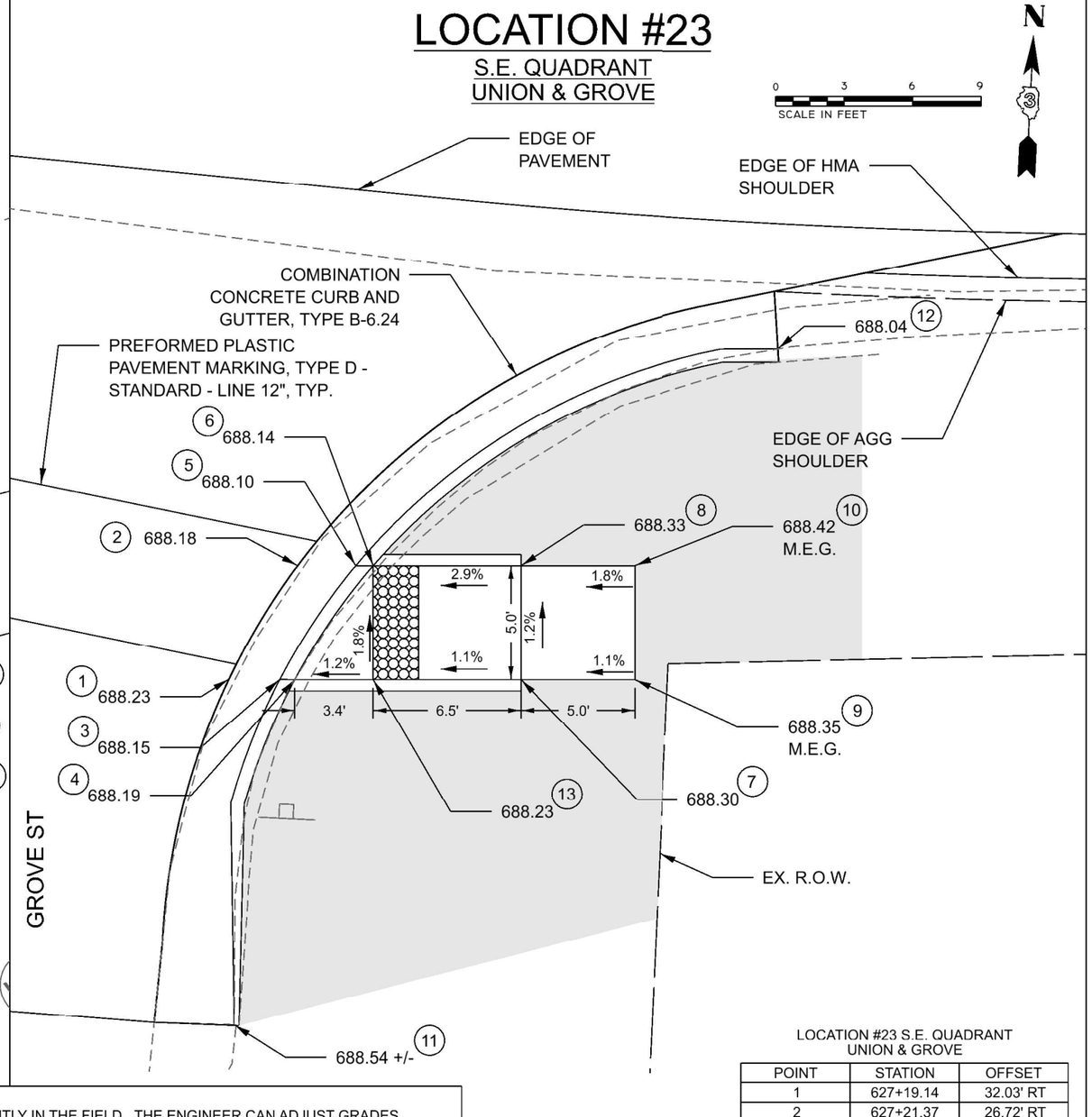


LOCATION #22 S.W. QUADRANT
UNION & GROVE

POINT	STATION	OFFSET
1	626+70.47	24.91' RT
2	626+71.15	20.85' RT
3	626+75.56	26.20' RT
4	626+76.55	21.32' RT
5	626+80.07	27.29' RT
6	626+81.11	22.42' RT
7	626+87.46	24.08' RT
8	626+88.38	24.33' RT
9	626+91.30	25.15' RT
10	626+91.39	30.35' RT
11	626+92.07	30.55' RT
12	626+94.34	31.23' RT
13	626+79.57	18.61' RT
14	626+93.46	45.38' RT
15	626+93.46	45.38' RT

LOCATION #23

S.E. QUADRANT
UNION & GROVE



LOCATION #23 S.E. QUADRANT
UNION & GROVE

POINT	STATION	OFFSET
1	627+19.14	32.03' RT
2	627+21.37	26.72' RT
3	627+21.16	31.77' RT
4	627+21.76	31.70' RT
5	627+23.71	26.44' RT
6	627+24.42	26.36' RT
7	627+30.78	30.75' RT
8	627+30.40	25.76' RT
9	627+35.33	30.37' RT
10	627+35.02	25.38' RT
11	627+20.91	47.07' RT
12	627+40.40	15.51' RT
13	627+24.88	31.34' RT

NOTES:

1) EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
2) MAX. ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE ≤ 7.5% PREFERRED.
3) MAX. ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
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5) MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:50 (2%), SLOPE ≤ 1.5% PREFERRED.
6) DEPRESSED CURB MAY VARY FROM STANDARD.
7) COMPACTED HMA ADJACENT TO CURB RAMPS SHALL BE FLUSH WITH ANY GUTTER PAN.
8) MAX. ALLOWABLE SIDE SLOPE OF CROSS WALK ≤ 1.5%
9). SIDE CURBS ARE SHOWN ONLY AS REQUIRED BY FIELD CONDITIONS AND MAY BE OMITTED IF FOUND TO BE UNNECESSARY. SIDE CURBS ARE INCIDENTAL TO THE COST OF THE PCC SIDEWALK.

DETECTABLE WARNING

AREA TO BE SODDED

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
(217) 905-0403
www.prairieengineers.com
professional design firm no. 184.005965

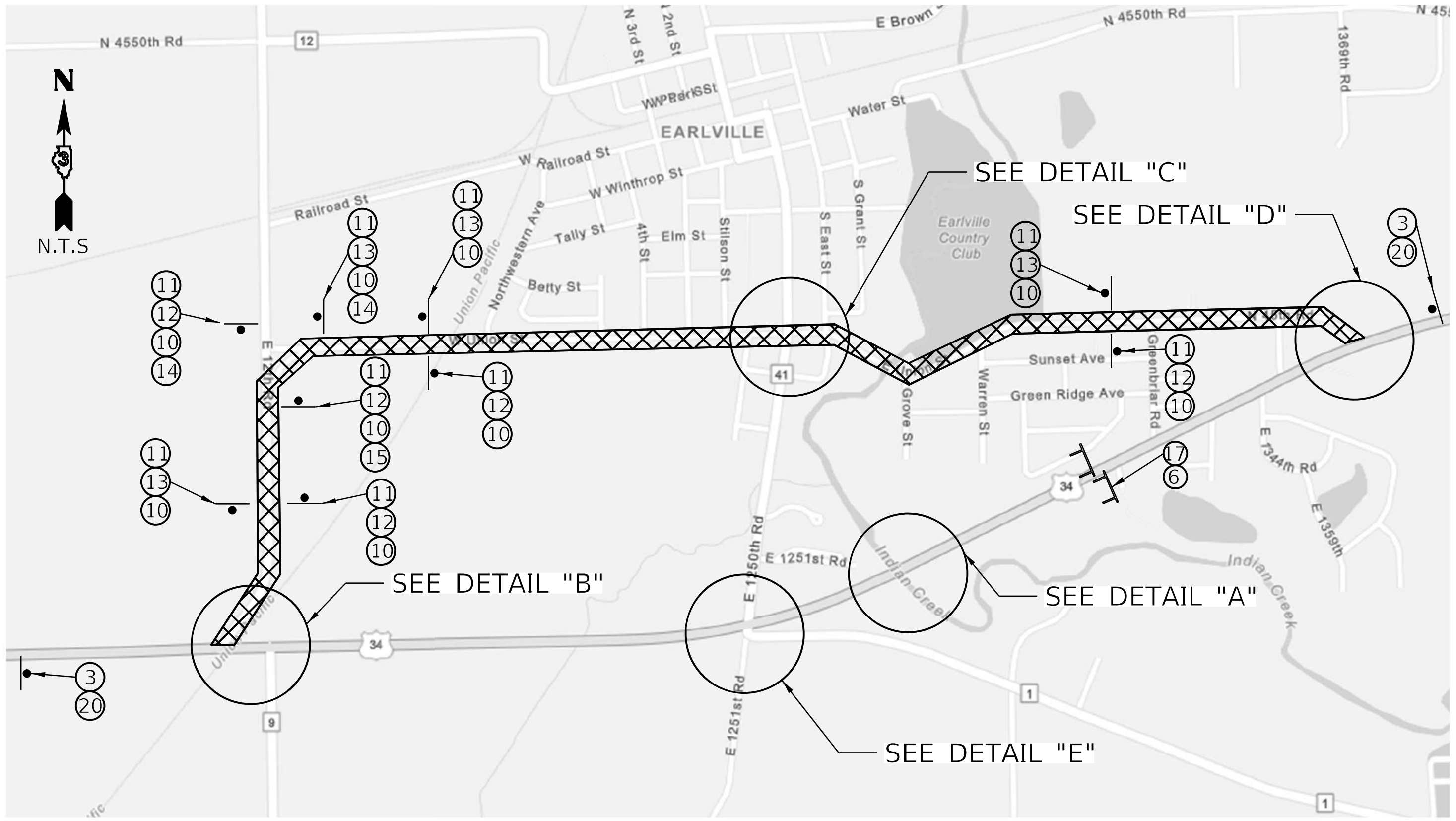
USER NAME = ncapriotti	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 2.000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

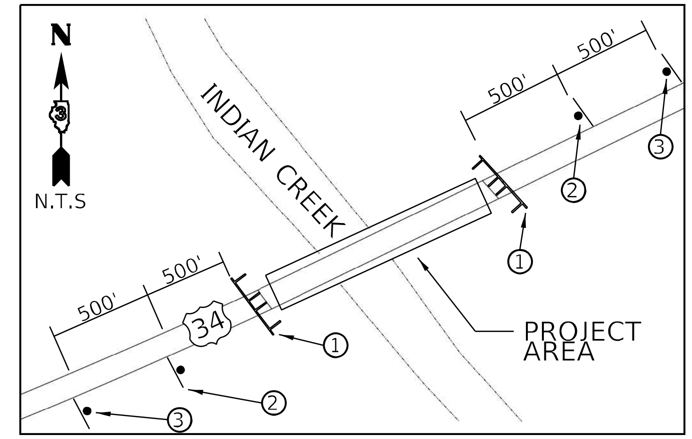
US 34 DETOUR RESURFACING ADA RAMP DETAILS
UNION ST

SCALE: 1"=3' | SHEET 12 OF 12 SHEETS | STA. | TO STA.

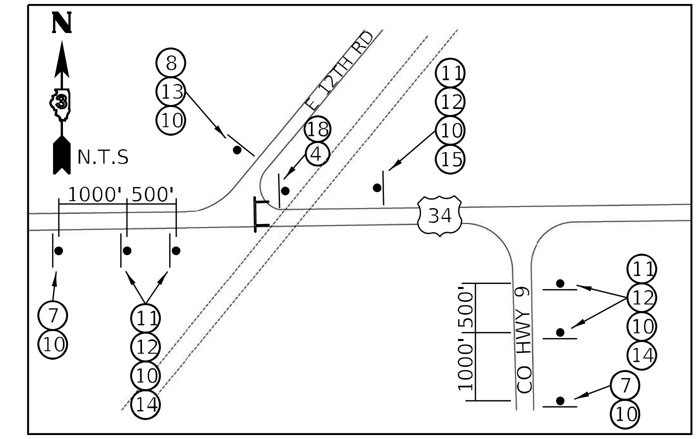
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	50
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	



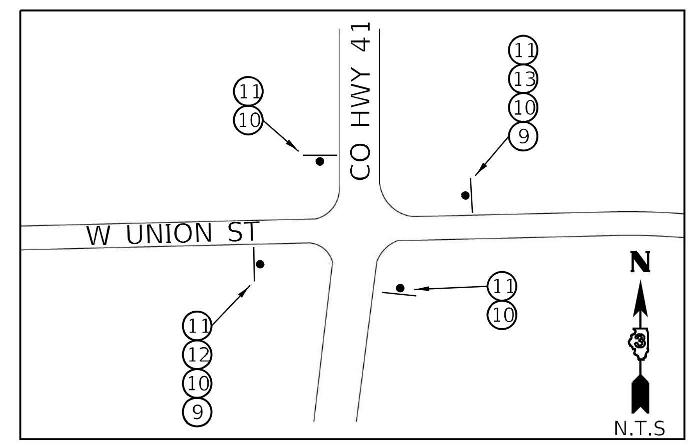
DETOUR MAP



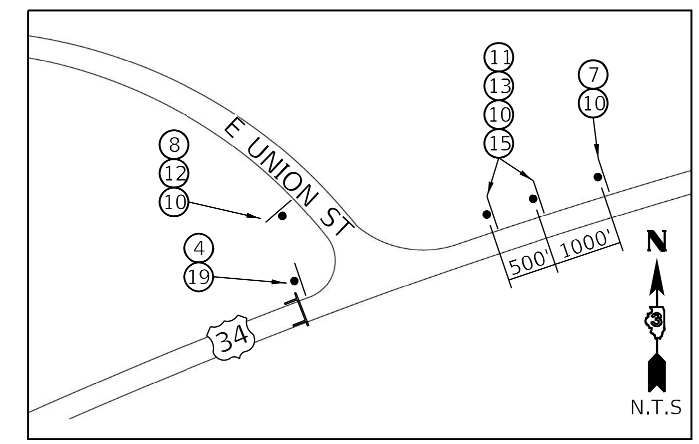
PROJECT LOCATION VICINITY
(DETAIL "A")



E 12TH RD AND US 34 INTERSECTION
(DETAIL "B")



CO. HWY. 41 AND W UNION ST INTERSECTION
(DETAIL "C")



E UNION ST AND US 34 INTERSECTION
(DETAIL "D")

NOTES:

1.) ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED. ERECTED AND MAINTAINED BY THE CONTRACTOR.

2.) ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED.

3.) LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.

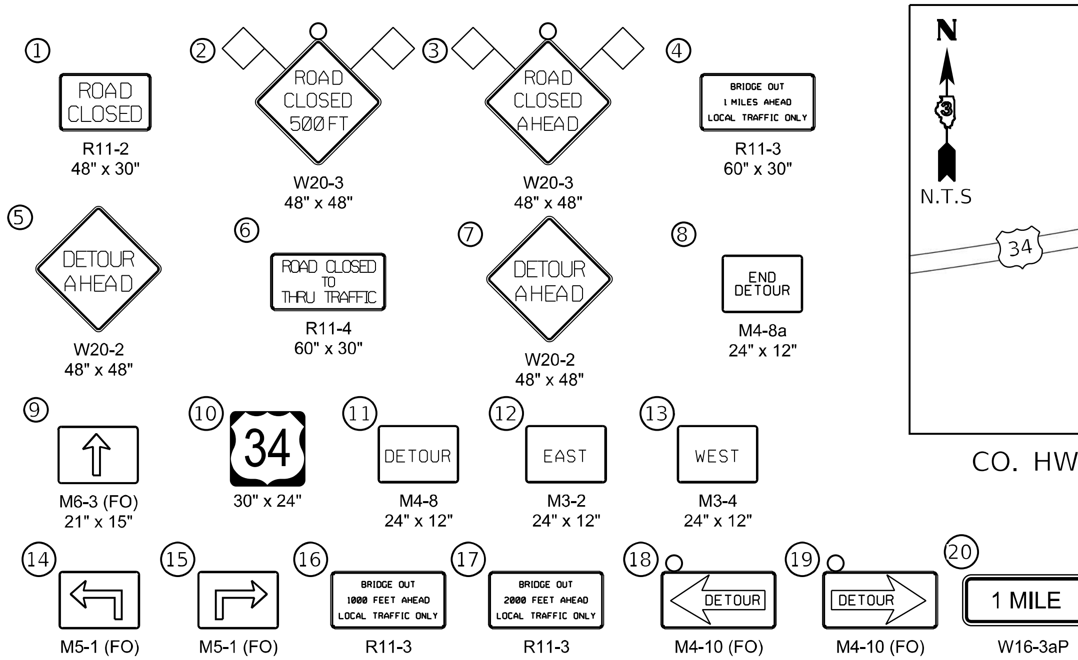
4.) WORK SHALL BE DONE IN ACCORDANCE WITH BLR 21, EXCEPT THAT ALL WARNING SIGNS SHALL BE 48"x48".

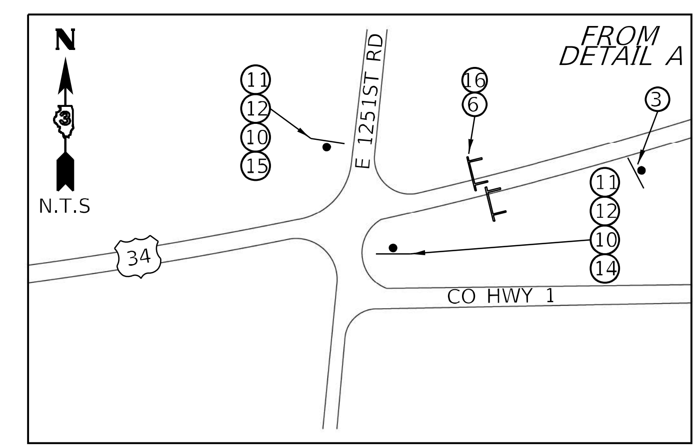
5.) TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES, THE HIGHWAY STANDARDS AND SPECIAL PROVISIONS.

6.) COVER ANY SIGNS DENOTING EAST US ROUTE 34 WITHIN A MILE RADIUS OF THE INTERSECTION BETWEEN US ROUTE 34 AND E 12TH RD. COVER ANY SIGNS DENOTING WEST US ROUTE 34 WITHIN A MILE RADIUS OF THE INTERSECTION BETWEEN US ROUTE 34 AND E UNION ST.

7.) COVER OR REMOVE ANY EXISTING CONFLICTING DESTINATION SIGNS (NOTE: NO DRILLING OR TAPE WILL BE ALLOWED ON THE SIGN FACE).

8.) PLACE TEMPORARY INFORMATION SIGNING, EASTBOUND & WESTBOUND, IN ADVANCE OF "ROAD CLOSED AHEAD" SIGNS (SIGN GROUP #3 & #20 ABOVE), AS DIRECTED BY THE ENGINEER. REFER TO TEMPORARY INFORMATION SIGNING DETAIL SHEET FOR ADDITIONAL INFORMATION.





CO. HWY. 1 AND US 34 INTERSECTION
(DETAIL "E")

LEGEND

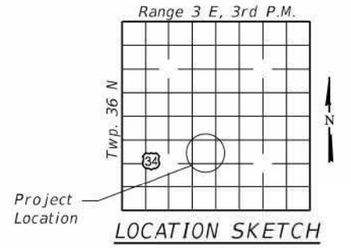
TYPE III BARRICADES CONFROMING TO STD. 701901 WITH 2 FLASHING LIGHTS PER BARRICADE	DETOUR ROUTE
SIGNS ON PERMANENT SUPPORTS	FO — FLORESCENT ORANGE
FLASHING LIGHT ABOVE SIGN	18" X 18" ORANGE FLAG

MODEL: Default

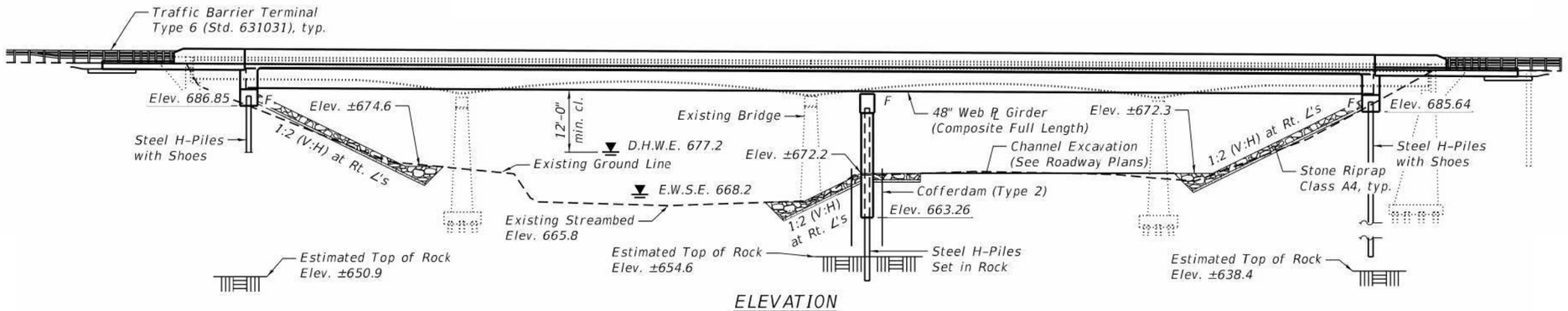
Prairie Engineers, P.C. 404 N. Main Street Columbia, IL 62236 (217) 605-0403 www.prairieengineers.com professional design firm no. 184-005965	USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 34 TRAFFIC CONTROL DETAILS
		DRAWN - RNH	REVISED -		
	PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -		
	PLOT DATE = 3/6/2024	DATE -	REVISED -		SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 544+86.09 TO STA. 668+62.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	51
		CONTRACT NO. 66K85		
		ILLINOIS FED. AID PROJECT		

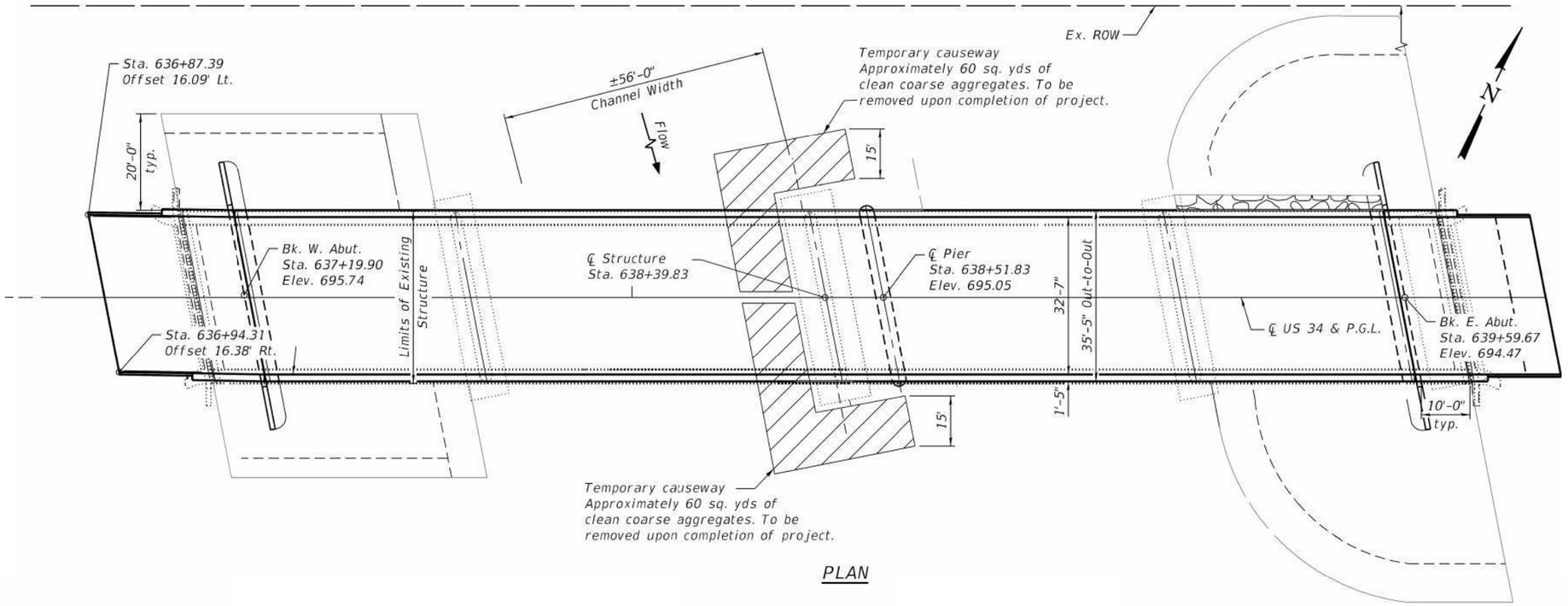
Exhibit



LOCATION SKETCH



ELEVATION



PLAN

Not to scale

GENERAL PLAN & ELEVATION
US 34 OVER INDIAN CREEK
FAP ROUTE 587 - SECTION (18B)ES
LASALLE COUNTY
STATION 638+39.83
EXISTING STRUCTURE NO. 050-0040
PROPOSED STRUCTURE NO. 050-0265

MODEL: Existing Bridge plans
FILE NAME: H:\P221126 - D3 Various Various PPB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-details.dgn

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAUSEWAY PLAN

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	52
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS FED. AID PROJECT			

Benchmark: BM 17 – Cut '□' on SW Wing of SN 050-0040. Sta. 637+13.39, Offset 18.61' Rt., Elev. 696.47.

Existing Structure: Structure No. 050-0040, built in 1952 under FA-19, Section 18-B at Station 638+40. The existing structure consists of a 4-span continuous cast in place reinforced concrete tee beam bridge. The structure is 263'-0" back to back of abutments and has an out to out deck width of 35'-8" with a skew of 11 degrees. The structure will be replaced using road closure and a detour to maintain traffic.

No Salvage.

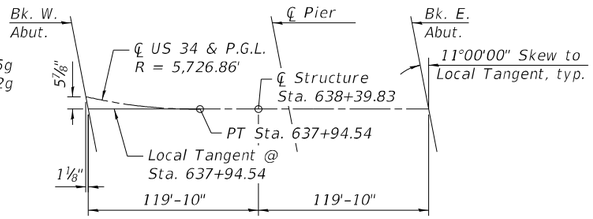
DESIGN STRESSES

FIELD UNITS

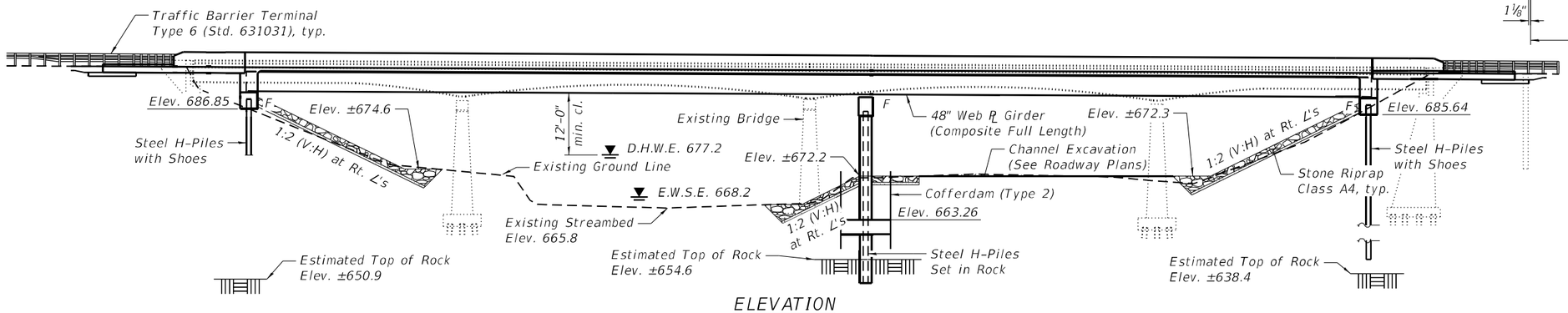
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel, M270 Grade 50W)

SEISMIC DATA

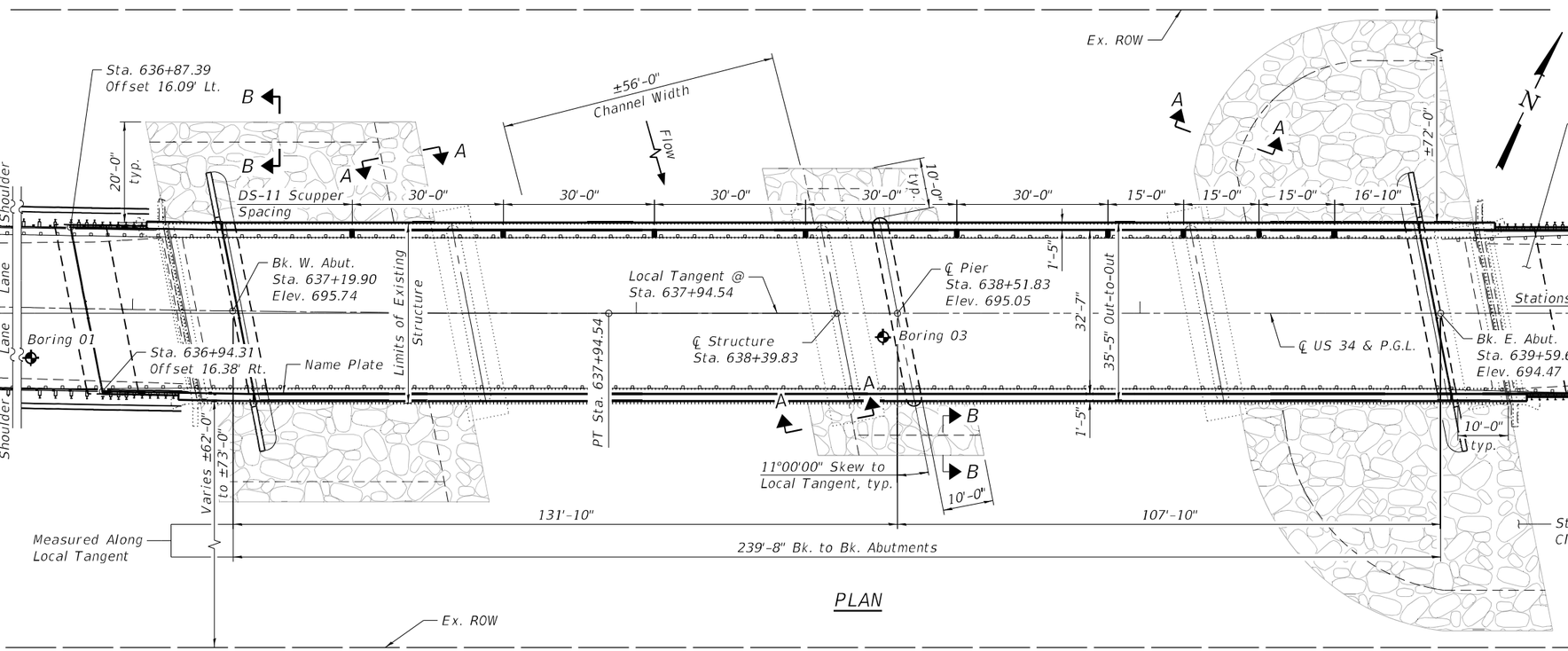
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.066g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.122g
Soil Site Class = C



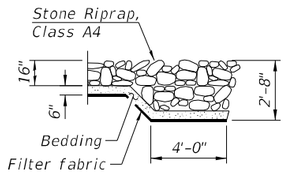
OFFSET SKETCH



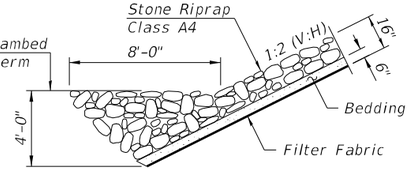
ELEVATION



PLAN



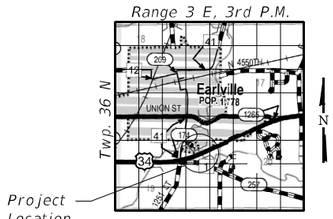
SECTION B-B



SECTION A-A

(at Rt. ℄'s)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LICENSED STRUCTURAL ENGINEER
ROBERT WHITESIDE
081-008015
STATE OF ILLINOIS

Robert Whiteside 3/5/2024

Robert Whiteside, Illinois S.E. 081-008015 Date
Expires 11/30/2024
Applies to Sheets 1 thru 6, 9 thru 12, 16 thru 19, and 24 thru 27 of 27.

LICENSED STRUCTURAL ENGINEER
MIKE HALEY
081-005991
STATE OF ILLINOIS

Michael J. Haley 3/5/2024

Mike Haley, Illinois S.E. 081-005991 Date
Expires 11/30/2024
Applies to Sheets 7, 8, 13 thru 15, and 20 thru 23 of 27.

GENERAL PLAN & ELEVATION
US 34 OVER INDIAN CREEK
FAP ROUTE 587 - SECTION (18B)ES
LASALLE COUNTY
STATION 638+39.83
STRUCTURE NO. 050-0265

QUIGG ENGINEERING INC

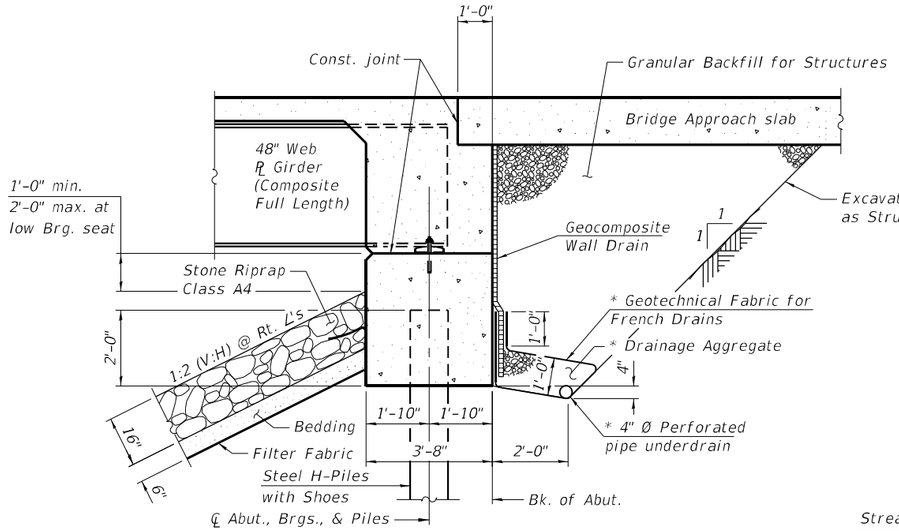
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
0500265-66K85-001-GPE.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE =	DRAWN - JDC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 050-0265
SHEET 1 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	53
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\2022\2221L092 PTB 205 - 24 D3 - Oates - Var Pit I & II Projects\WO-4 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-001-GPE.dgn
3/18/2024 7:56:25 AM



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

* Included in the cost of Pipe Underdrains for Structures.

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

STA. 638+39.83
BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 587 SEC. (18B)ES
LOADING HL-93
STR. NO. 050-0265

NAME PLATE

See Std. 515001

DESIGN SCOUR ELEVATION TABLE

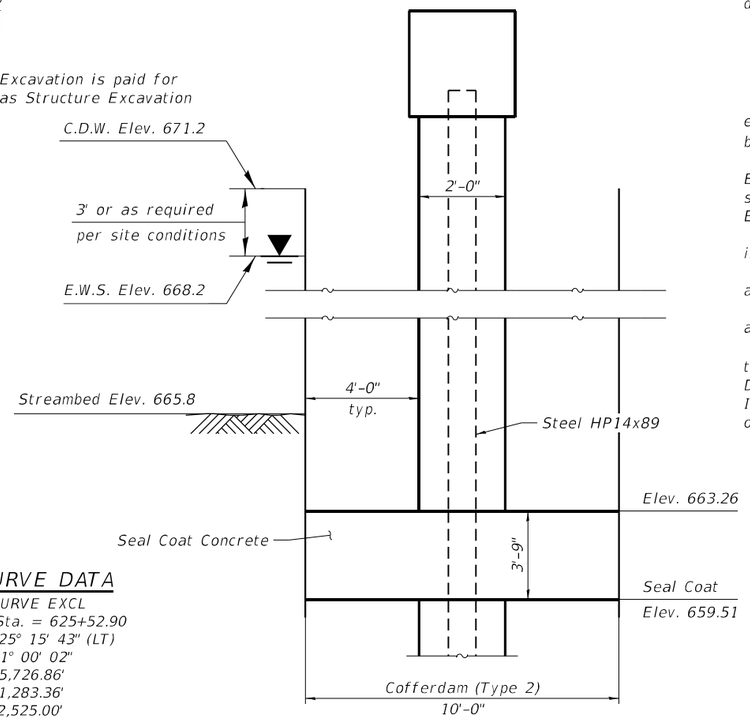
Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier	E. Abut.	Item 113
Q100	686.85	660.80	685.64	5
Q200	686.85	660.20	685.64	
Design	686.85	660.80	685.64	
Check	686.85	660.20	685.64	

WATERWAY INFORMATION

Drainage Area = 116.4 sq. mi.
Existing Overtopping Elev. 693.8 @ Sta. 640+61
Proposed Overtopping Elev. 693.8 @ Sta. 640+61

Flood Event	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Ten-Year	10	3,680	1,013	1,029	675.9	0.9	0.7	676.8	676.5
Design	50	5,410	1,259	1,285	677.2	1.2	0.8	678.4	678.0
Base	100	6,140	1,355	1,385	677.7	1.3	0.9	679.0	678.6
Scour Check	200	7,161	1,478	1,513	678.4	1.4	1.0	679.8	679.4
Max. Calc.	500	7,870	1,562	1,601	678.8	1.5	1.1	680.3	679.8

10-Year Velocity through Existing Structure = 3.6 fps
10-Year Velocity through Proposed Structure = 3.6 fps



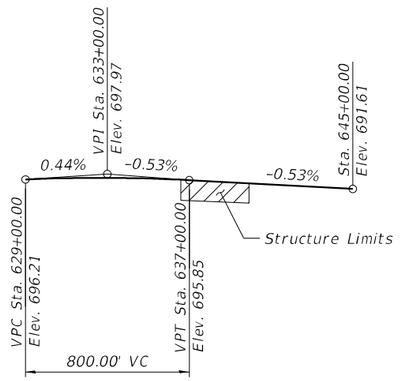
COFFERDAM DETAIL

(Looking North)

CURVE DATA

EX CURVE EXCL
P.I. Sta. = 625+52.90
Δ = 25° 15' 43" (LT)
D = 1° 00' 02"
R = 5,726.86'
T = 1,283.36'
L = 2,525.00'
E = 142.04'
e = 2.0% (Exist./Prop.)
T.R. = 90.00' (Prop.)
S.E. Run = 110.00' (Prop.)
P.C. Sta. = 612+69.54
P.T. Sta. = 637+94.54

INDEX OF SHEETS



PROFILE

(Along ℄ US 34)

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts ¾ in. diameter, holes 15/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 364,490 lbs (M270 Grade 50W)

All structural steel shall be AASHTO M270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The Seal coat design thickness is based on the Cofferdam Design Water Elevation (CDWE) shown. Final cofferdam design, details and seal coat thickness shall be submitted to the Engineer for approval. The CDWE is equal to the Estimated Water Surface Elevation (EWSE) plus 3 feet.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

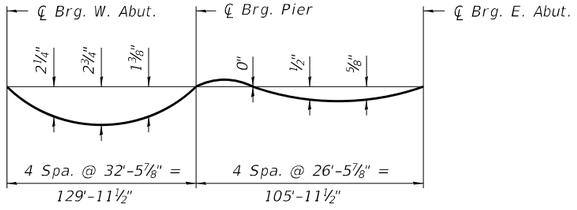
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Structural steel shall be painted within a distance of 5 ft. of the pier and the end 5 ft. of the beams. Painted areas shall be primed in the shop with a Department-approved zinc rich primer. Field painting will not be required. The Inorganic Zinc-Rich/Waterborne Acrylic paint system shall be used. The color of the final finish coat of paint shall be Reddish Brown, Munsell No 2.5YR 3/4.

TOTAL BILL OF MATERIAL

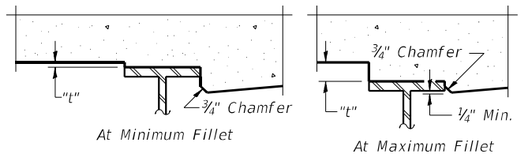
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	1,283	1,283
Filter Fabric	Sq. Yd.	-	1,283	1,283
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	186	186
Cofferdam Excavation	Cu. Yd.	-	102	102
Cofferdam (Type 2) (Location-1)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	138.1	138.1
Concrete Superstructure	Cu. Yd.	342.2	-	342.2
Bridge Deck Grooving	Sq. Yd.	1,012	-	1,012
Seal Coat Concrete	Cu. Yd.	-	61.1	61.1
Protective Coat	Sq. Yd.	1,331	-	1,331
Concrete Superstructure (Approach Slab)	Cu. Yd.	96.8	-	96.8
Furnishing & Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	3,168	-	3,168
Reinforcement Bars, Epoxy Coated	Pound	113,110	20,400	133,510
Furnishing Steel Piles HP14x89	Foot	-	801	801
Driving Piles	Foot	-	465	465
Test Pile Steel HP 14x89	Each	-	2	2
Pile Shoes	Each	-	12	12
Drilling and Setting Piles (In Soil)	Cu. Ft.	-	164	164
Drilling and Setting Piles (In Rock)	Cu. Ft.	-	434	434
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	24	-	24
Anchor Bolts, 1¼"	Each	12	-	12
Granular Backfill for Structures	Cu. Yd.	-	186	186
Geocomposite Wall Drain	Sq. Yd.	-	94	94
Pipe Underdrains for Structures 4"	Foot	-	143	143
Bar Terminator	Each	196	360	556
Drainage Scuppers, DS-11	Each	9	-	9



DEAD LOAD DEFLECTION DIAGRAM

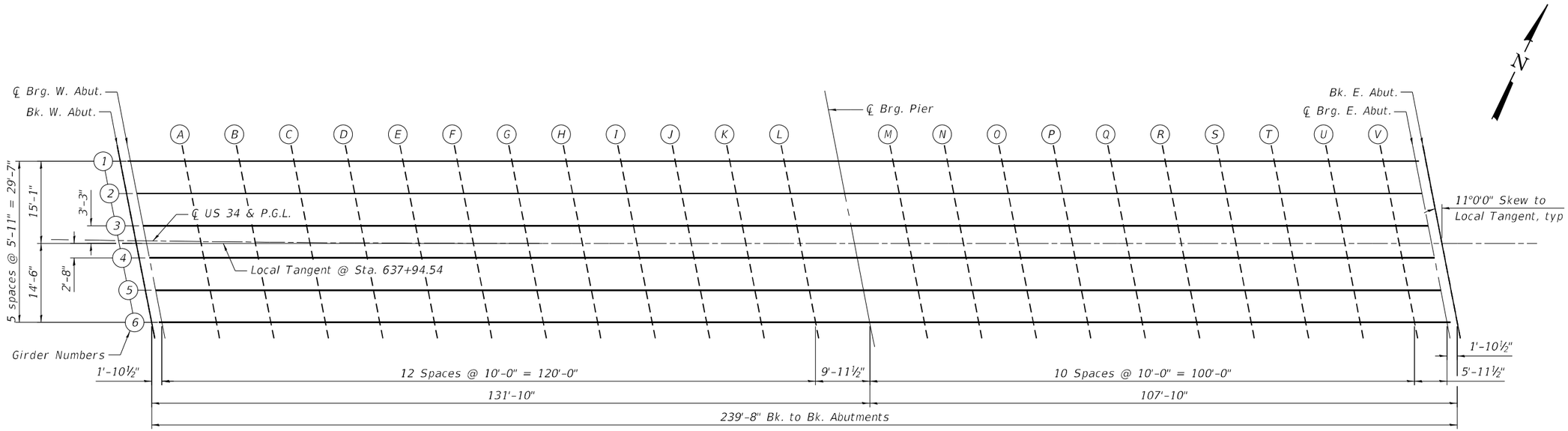
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 thru 6 of 27.



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 on sheets 4 thru 6 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

(Horizontal dimensions measured along Local Tangent)

MODEL: Default
FILE NAME: S:\2022\22IL092 PTB 205 - 24 D3 -Oates - Var PH I & II Projects\WO-4 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-003-Top of Slab Elevations.dgn

3/18/2024 7:56:29 AM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 050-0265
0500265-66K85-003-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE =	DRAWN - JDC	REVISED -		
PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 3 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	55
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+16.87	-14.56	695.47	695.47
℄ Brg. - W. Abut.	637+18.75	-14.58	695.46	695.46
A	637+28.77	-14.71	695.40	695.47
B	637+38.80	-14.81	695.35	695.48
C	637+48.82	-14.90	695.29	695.47
D	637+58.85	-14.97	695.24	695.46
E	637+68.87	-15.03	695.18	695.42
F	637+78.90	-15.06	695.13	695.36
G	637+88.93	-15.08	695.08	695.29
H	637+98.94	-15.08	695.02	695.21
I	638+08.94	-15.08	694.97	695.12
J	638+18.94	-15.08	694.92	695.02
K	638+28.94	-15.08	694.86	694.92
L	638+38.94	-15.08	694.81	694.84
℄ Brg. - Pier	638+48.90	-15.08	694.76	694.76
M	638+58.90	-15.08	694.71	694.70
N	638+68.90	-15.08	694.65	694.65
O	638+78.90	-15.08	694.60	694.61
P	638+88.90	-15.08	694.55	694.57
Q	638+98.90	-15.08	694.49	694.53
R	639+08.90	-15.08	694.44	694.49
S	639+18.90	-15.08	694.39	694.44
T	639+28.90	-15.08	694.34	694.39
U	639+38.90	-15.08	694.28	694.32
V	639+48.90	-15.08	694.23	694.24
℄ Brg. - E. Abut.	639+54.86	-15.08	694.20	694.20
Bk. E. Abut.	639+56.73	-15.08	694.19	694.19

GIRDER 2

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+18.10	-8.66	695.58	695.58
℄ Brg. - W. Abut.	637+19.98	-8.68	695.57	695.57
A	637+29.99	-8.80	695.51	695.58
B	637+40.01	-8.91	695.46	695.59
C	637+50.02	-8.99	695.41	695.59
D	637+60.04	-9.06	695.35	695.57
E	637+70.05	-9.11	695.30	695.53
F	637+80.07	-9.15	695.24	695.48
G	637+90.08	-9.16	695.19	695.41
H	638+00.09	-9.17	695.14	695.32
I	638+10.09	-9.17	695.08	695.23
J	638+20.09	-9.17	695.03	695.13
K	638+30.09	-9.17	694.98	695.04
L	638+40.09	-9.17	694.92	694.95
℄ Brg. - Pier	638+50.05	-9.17	694.87	694.87
M	638+60.05	-9.17	694.82	694.81
N	638+70.05	-9.17	694.77	694.76
O	638+80.05	-9.17	694.71	694.72
P	638+90.05	-9.17	694.66	694.68
Q	639+00.05	-9.17	694.61	694.65
R	639+10.05	-9.17	694.55	694.61
S	639+20.05	-9.17	694.50	694.56
T	639+30.05	-9.17	694.45	694.50
U	639+40.05	-9.17	694.39	694.43
V	639+50.05	-9.17	694.34	694.36
℄ Brg. - E. Abut.	639+56.01	-9.17	694.31	694.31
Bk. E. Abut.	639+57.88	-9.17	694.30	694.30

GIRDER 3

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+19.33	-2.76	695.69	695.69
℄ Brg. - W. Abut.	637+21.20	-2.78	695.68	695.68
A	637+31.21	-2.90	695.63	695.70
B	637+41.21	-3.00	695.57	695.70
C	637+51.22	-3.09	695.52	695.70
D	637+61.22	-3.15	695.46	695.68
E	637+71.23	-3.20	695.41	695.64
F	637+81.23	-3.23	695.35	695.59
G	637+91.24	-3.25	695.30	695.52
H	638+01.24	-3.25	695.25	695.44
I	638+11.24	-3.25	695.20	695.34
J	638+21.24	-3.25	695.14	695.25
K	638+31.24	-3.25	695.09	695.15
L	638+41.24	-3.25	695.04	695.06
℄ Brg. - Pier	638+51.20	-3.25	694.98	694.98
M	638+61.20	-3.25	694.93	694.92
N	638+71.20	-3.25	694.88	694.87
O	638+81.20	-3.25	694.82	694.83
P	638+91.20	-3.25	694.77	694.80
Q	639+01.20	-3.25	694.72	694.76
R	639+11.20	-3.25	694.67	694.72
S	639+21.20	-3.25	694.61	694.67
T	639+31.20	-3.25	694.56	694.61
U	639+41.20	-3.25	694.51	694.54
V	639+51.20	-3.25	694.45	694.47
℄ Brg. - E. Abut.	639+57.16	-3.25	694.42	694.42
Bk. E. Abut.	639+59.03	-3.25	694.41	694.41

Notes:
Stations are measured along ℄ US 34.
Offsets are measured from ℄ US 34.

MODEL: Default
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3/18/2024 7:56:30 AM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -		
0500265-66K85-004-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE =	DRAWN - JDC	REVISED -		
PLOT DATE =	CHECKED - MDC	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0265
SHEET 4 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	56
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

℄ US 34 AND P.G.L.

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+19.90	0.00	695.74	695.74
℄ Brg. – W. Abut.	637+21.78	0.00	695.73	695.73
A	637+31.80	0.00	695.68	695.75
B	637+41.83	0.00	695.63	695.76
C	637+51.84	0.00	695.58	695.76
D	637+61.85	0.00	695.52	695.74
E	637+71.86	0.00	695.47	695.70
F	637+81.87	0.00	695.42	695.65
G	637+91.87	0.00	695.36	695.58
H	638+01.87	0.00	695.31	695.50
I	638+11.87	0.00	695.26	695.40
J	638+21.87	0.00	695.20	695.31
K	638+31.87	0.00	695.15	695.21
L	638+41.87	0.00	695.10	695.12
℄ Brg. – Pier	638+51.83	0.00	695.05	695.05
M	638+61.83	0.00	694.99	694.98
N	638+71.83	0.00	694.94	694.94
O	638+81.83	0.00	694.89	694.89
P	638+91.83	0.00	694.83	694.86
Q	639+01.83	0.00	694.78	694.82
R	639+11.83	0.00	694.73	694.78
S	639+21.83	0.00	694.67	694.73
T	639+31.83	0.00	694.62	694.67
U	639+41.83	0.00	694.57	694.60
V	639+51.83	0.00	694.52	694.53
℄ Brg. – E. Abut.	639+57.79	0.00	694.48	694.48
Bk. E. Abut.	639+59.67	0.00	694.47	694.47

GIRDER 4

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+20.56	3.14	695.80	695.80
℄ Brg. – W. Abut.	637+22.43	3.12	695.79	695.79
A	637+32.42	3.00	695.74	695.81
B	637+42.42	2.90	695.68	695.82
C	637+52.41	2.82	695.63	695.81
D	637+62.41	2.76	695.57	695.79
E	637+72.40	2.71	695.52	695.76
F	637+82.40	2.68	695.47	695.70
G	637+92.39	2.67	695.41	695.63
H	638+02.39	2.67	695.36	695.55
I	638+12.39	2.67	695.31	695.45
J	638+22.39	2.67	695.25	695.36
K	638+32.39	2.67	695.20	695.26
L	638+42.39	2.67	695.15	695.17
℄ Brg. – Pier	638+52.35	2.67	695.10	695.10
M	638+62.35	2.67	695.04	695.03
N	638+72.35	2.67	694.99	694.99
O	638+82.35	2.67	694.94	694.94
P	638+92.35	2.67	694.88	694.91
Q	639+02.35	2.67	694.83	694.87
R	639+12.35	2.67	694.78	694.83
S	639+22.35	2.67	694.72	694.78
T	639+32.35	2.67	694.67	694.72
U	639+42.35	2.67	694.62	694.66
V	639+52.35	2.67	694.57	694.58
℄ Brg. – E. Abut.	639+58.31	2.67	694.53	694.53
Bk. E. Abut.	639+60.19	2.67	694.52	694.52

GIRDER 5

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+21.78	9.05	695.92	695.92
℄ Brg. – W. Abut.	637+23.65	9.02	695.91	695.91
A	637+33.64	8.91	695.85	695.92
B	637+43.62	8.81	695.80	695.93
C	637+53.60	8.73	695.74	695.92
D	637+63.59	8.67	695.69	695.90
E	637+73.57	8.62	695.63	695.87
F	637+83.56	8.59	695.58	695.81
G	637+93.54	8.58	695.53	695.74
H	638+03.54	8.58	695.47	695.66
I	638+13.54	8.58	695.42	695.57
J	638+23.54	8.58	695.37	695.47
K	638+33.54	8.58	695.31	695.37
L	638+43.54	8.58	695.26	695.29
℄ Brg. – Pier	638+53.50	8.58	695.21	695.21
M	638+63.50	8.58	695.16	695.15
N	638+73.50	8.58	695.10	695.10
O	638+83.50	8.58	695.05	695.06
P	638+93.50	8.58	695.00	695.02
Q	639+03.50	8.58	694.94	694.98
R	639+13.50	8.58	694.89	694.94
S	639+23.50	8.58	694.84	694.89
T	639+33.50	8.58	694.78	694.84
U	639+43.50	8.58	694.73	694.77
V	639+53.50	8.58	694.68	694.69
℄ Brg. – E. Abut.	639+59.46	8.58	694.65	694.65
Bk. E. Abut.	639+61.34	8.58	694.64	694.64

Notes:
Stations are measured along ℄ US 34.
Offsets are measured from ℄ US 34.

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 050-0265	
0500265-66K85-005-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -		SHEET 5 OF 27 SHEETS	
PLOT DATE =	CHECKED - MDC	REVISED -			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	57
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

GIRDER 6

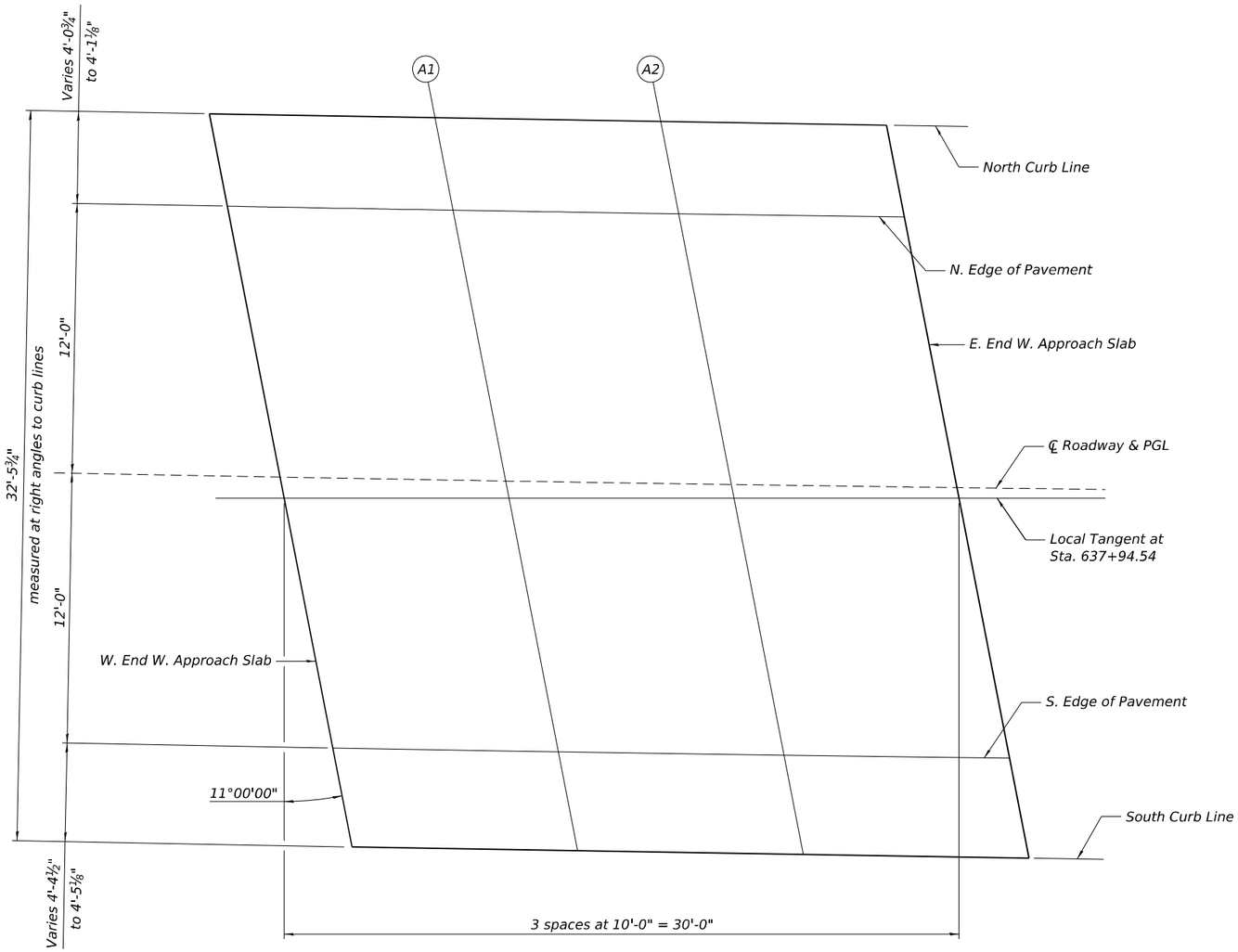
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	637+23.00	14.95	696.03	696.03
℄ Brg. – W. Abut.	637+24.87	14.92	696.02	696.02
A	637+34.84	14.81	695.96	696.03
B	637+44.82	14.72	695.91	696.04
C	637+54.79	14.64	695.85	696.03
D	637+64.77	14.58	695.80	696.01
E	637+74.74	14.53	695.74	695.98
F	637+84.72	14.51	695.69	695.93
G	637+94.69	14.50	695.64	695.86
H	638+04.69	14.50	695.59	695.77
I	638+14.69	14.50	695.53	695.68
J	638+24.69	14.50	695.48	695.58
K	638+34.69	14.50	695.43	695.49
L	638+44.69	14.50	695.37	695.40
℄ Brg. – Pier	638+54.65	14.50	695.32	695.32
M	638+64.65	14.50	695.27	695.26
N	638+74.65	14.50	695.21	695.21
O	638+84.65	14.50	695.16	695.17
P	638+94.65	14.50	695.11	695.13
Q	639+04.65	14.50	695.06	695.10
R	639+14.65	14.50	695.00	695.05
S	639+24.65	14.50	694.95	695.01
T	639+34.65	14.50	694.90	694.95
U	639+44.65	14.50	694.84	694.88
V	639+54.65	14.50	694.79	694.81
℄ Brg. – E. Abut.	639+60.61	14.50	694.76	694.76
Bk. E. Abut.	639+62.49	14.50	694.75	694.75

Notes:
Stations are measured along ℄ US 34.
Offsets are measured from ℄ US 34.

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 050-0265
0500265-66K85-006-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE =	DRAWN - JDC	REVISED -		SHEET 6 OF 27 SHEETS
PLOT DATE =	CHECKED - MDC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	58
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



PLAN - WEST APPROACH SLAB

Notes:
Stations and offsets are measured along ℄ roadway.
Transverse dimensions are measured radially to ℄ roadway, unless noted otherwise.

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	636+87.39	-16.09	695.59
A1	636+97.45	-16.10	695.54
A2	637+07.51	-16.09	695.49
E. End W. Approach Slab	637+17.57	-16.07	695.44

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	636+88.26	-12.00	695.67
A1	636+98.32	-12.00	695.62
A2	637+08.37	-12.00	695.57
E. End W. Approach Slab	637+18.42	-12.00	695.51

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	636+90.83	0.00	695.90
A1	637+00.86	0.00	695.85
A2	637+10.89	0.00	695.79
E. End W. Approach Slab	637+20.92	0.00	695.74

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	636+93.38	12.00	696.12
A1	637+03.39	12.00	696.07
A2	637+13.40	12.00	696.02
E. End W. Approach Slab	637+23.41	12.00	695.97

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	636+94.31	16.38	696.21
A1	637+04.32	16.38	696.15
A2	637+14.32	16.40	696.10
E. End W. Approach Slab	637+24.33	16.43	696.05

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Springfield, Illinois

USER NAME =	DESIGNED - CL	REVISED -	
	CHECKED - CZ	REVISED -	
PLOT SCALE =	DRAWN - AJF	REVISED -	
PLOT DATE = 3/16/2024	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0265
SHEET 7 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	59
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			

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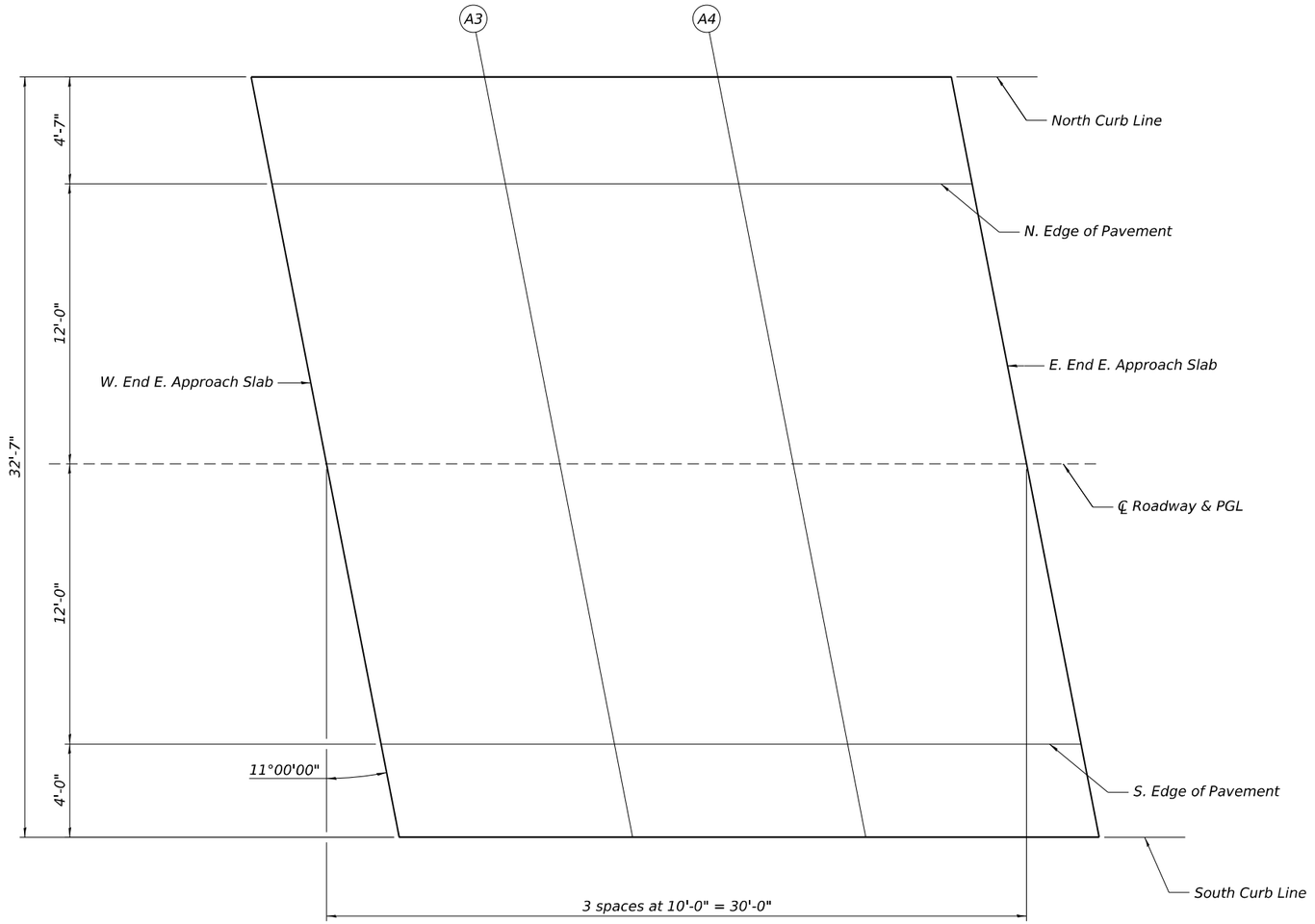

PLAN - EAST APPROACH SLAB

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	639+55.43	-16.58	694.16
A3	639+65.43	-16.58	694.11
A4	639+75.43	-16.58	694.06
E. End E. Approach Slab	639+85.43	-16.58	694.01

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	639+56.32	-12.00	694.25
A3	639+66.32	-12.00	694.20
A4	639+76.32	-12.00	694.15
E. End E. Approach Slab	639+86.32	-12.00	694.09

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	639+58.65	0.00	694.48
A3	639+68.65	0.00	694.43
A4	639+78.65	0.00	694.37
E. End E. Approach Slab	639+88.65	0.00	694.32

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	639+60.98	12.00	694.71
A3	639+70.98	12.00	694.65
A4	639+80.98	12.00	694.60
E. End E. Approach Slab	639+90.98	12.00	694.55

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	639+61.76	16.00	694.78
A3	639+71.76	16.00	694.73
A4	639+81.76	16.00	694.68
E. End E. Approach Slab	639+91.76	16.00	694.62

Note:
Stations and offsets are measured along ℄ roadway.

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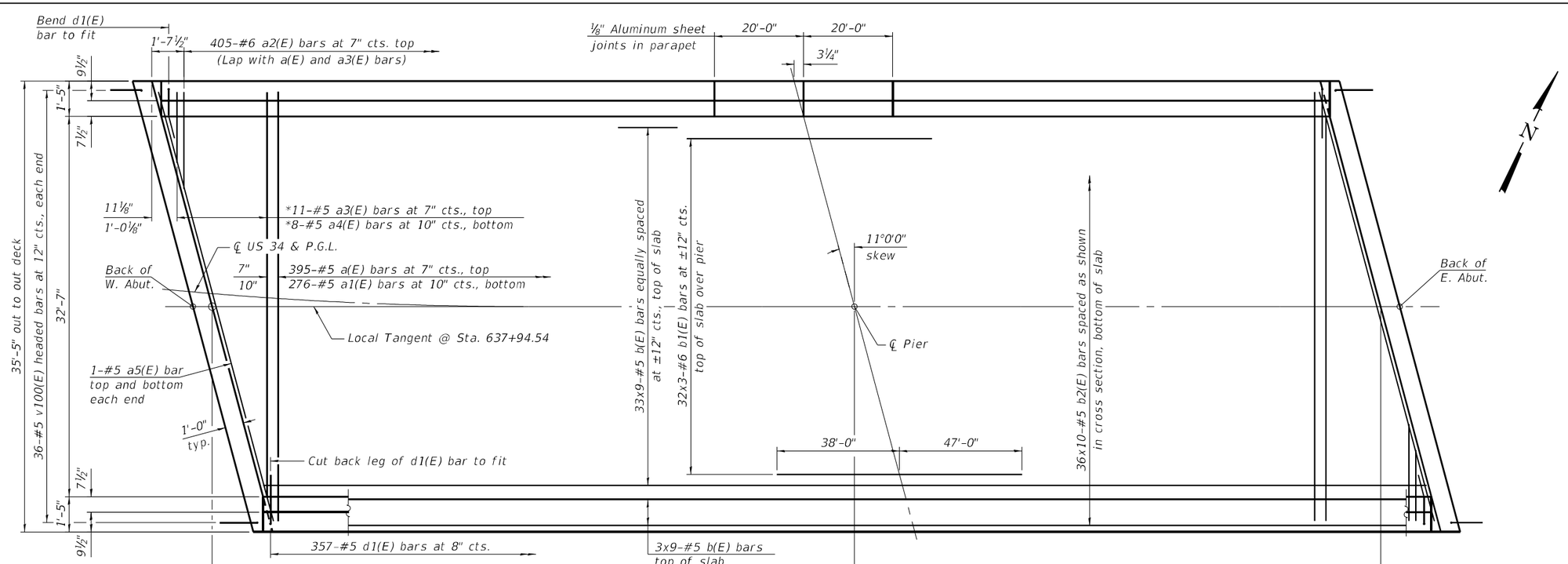
PLOT SCALE =	DRAWN - AJF	REVISED -	
PLOT DATE = 3/16/2024	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0265

SHEET 8 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	60
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			



PLAN

(Horizontal Dimensions measured along Local Tangent)

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

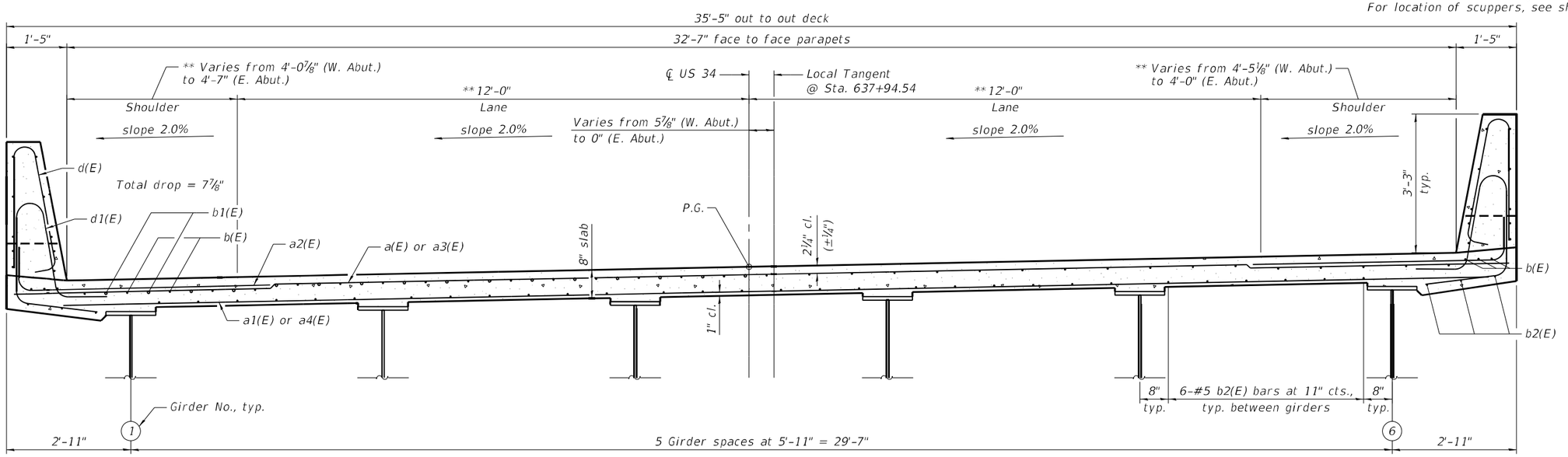
* See Field Cutting Diagram on sheet 10 of 27.

Notes:

See sheet 10 of 27 for superstructure details and Bill of Material.

Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

For location of scuppers, see sheet 1 of 27.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking East)

(Dimensions are perpendicular to the Local Tangent, U.N.O.)

(Shoulder widths are measured at the back of abutments)

** Measured Radially to ℄ US 34

MODEL: Default
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USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
0500265-66K85-009-Superstructure.dgn	CHECKED - RPW	REVISED -
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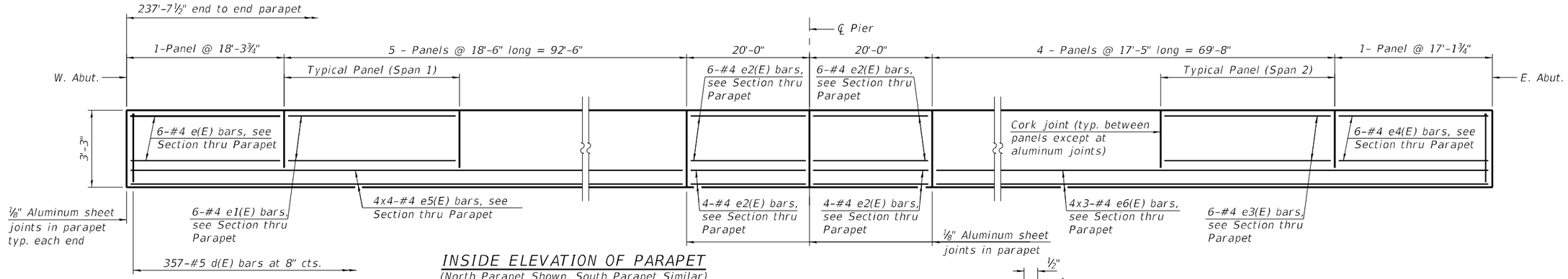
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 050-0265
SHEET 9 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	61
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

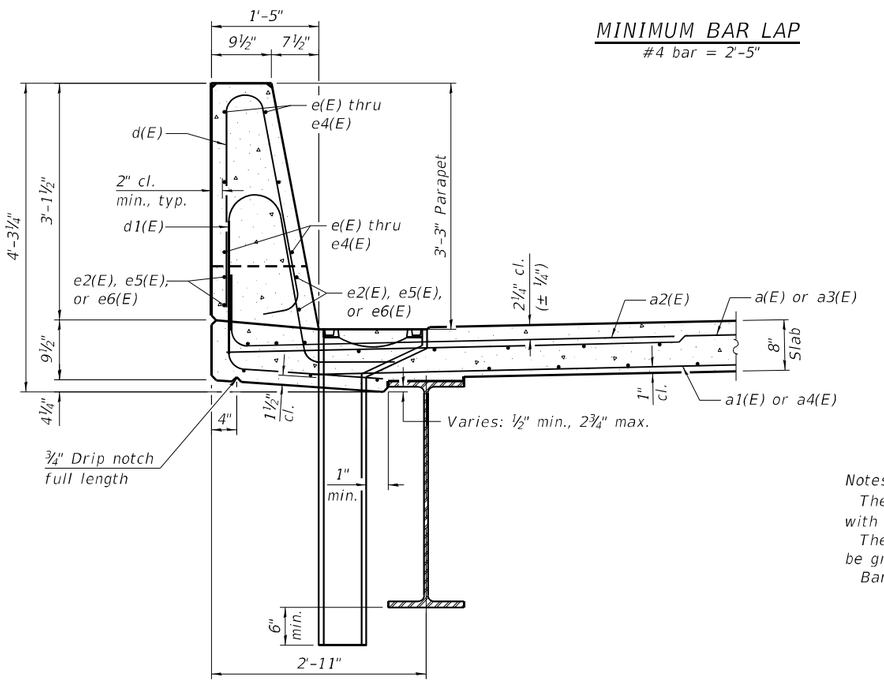


INSIDE ELEVATION OF PARAPET

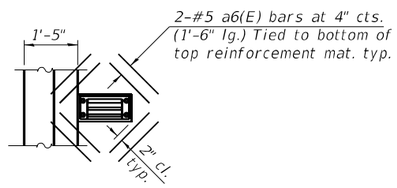
(North Parapet Shown, South Parapet Similar)

MINIMUM BAR LAP

#4 bar = 2'-5"

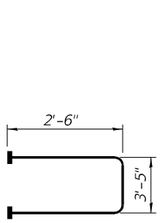


SECTION THRU PARAPET AT DS-11 SCUPPER



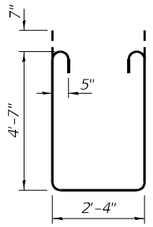
PLAN AT DS-11 SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

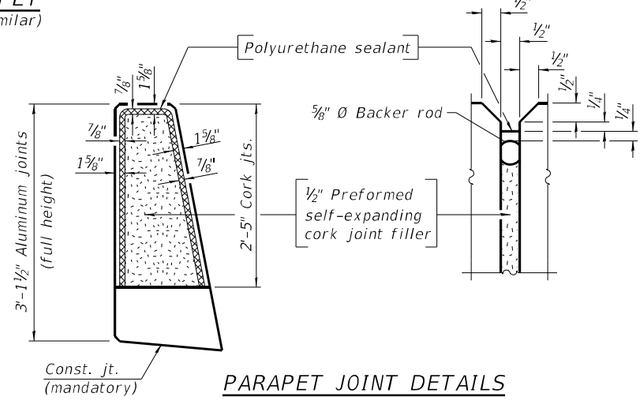


BAR s10(E)

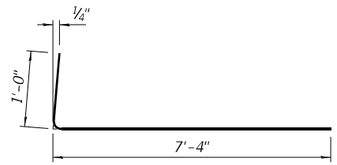
(Headed. 124-#5 Bar terminators)



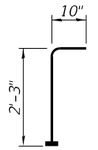
BAR s11(E)



PARAPET JOINT DETAILS

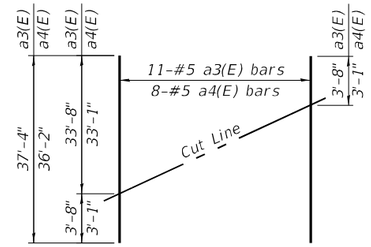


BAR a2(E)



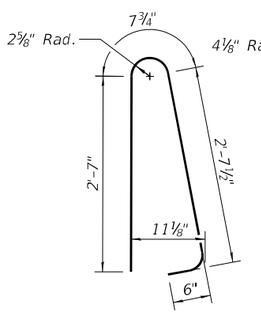
BAR v100(E)

(Headed. 72-#5 Bar terminators)

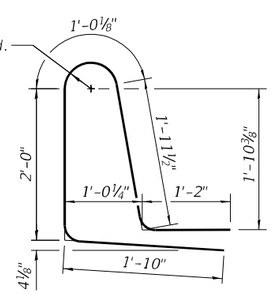


FIELD CUTTING DIAGRAM

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



BAR d(E)



BAR d1(E)

Notes:

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimized reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators paid for separately. See Total Bill of Material.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	395	#5	35'-1"	
a1(E)	276	#5	33'-1"	
a2(E)	810	#6	8'-4"	
a3(E)	11	#5	37'-4"	
a4(E)	8	#5	36'-2"	
a5(E)	4	#5	35'-8"	
a6(E)	72	#5	1'-6"	
b(E)	351	#5	29'-7"	
b1(E)	96	#6	30'-10"	
b2(E)	360	#5	27'-0"	
d(E)	714	#5	6'-5"	
d1(E)	714	#5	8'-0"	
e(E)	12	#4	17'-11"	
e1(E)	60	#4	18'-2"	
e2(E)	40	#4	19'-8"	
e3(E)	48	#4	17'-1"	
e4(E)	12	#4	16'-9"	
e5(E)	32	#4	29'-7"	
e6(E)	24	#4	30'-7"	
m10(E)	10	#6	35'-9"	
m11(E)	40	#6	5'-6"	
m12(E)	16	#6	2'-6"	
s10(E)	62	#5	8'-5"	
s11(E)	62	#5	12'-8"	
v100(E)	72	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	76,990	
Concrete Superstructure		Cu. Yds.	334.4	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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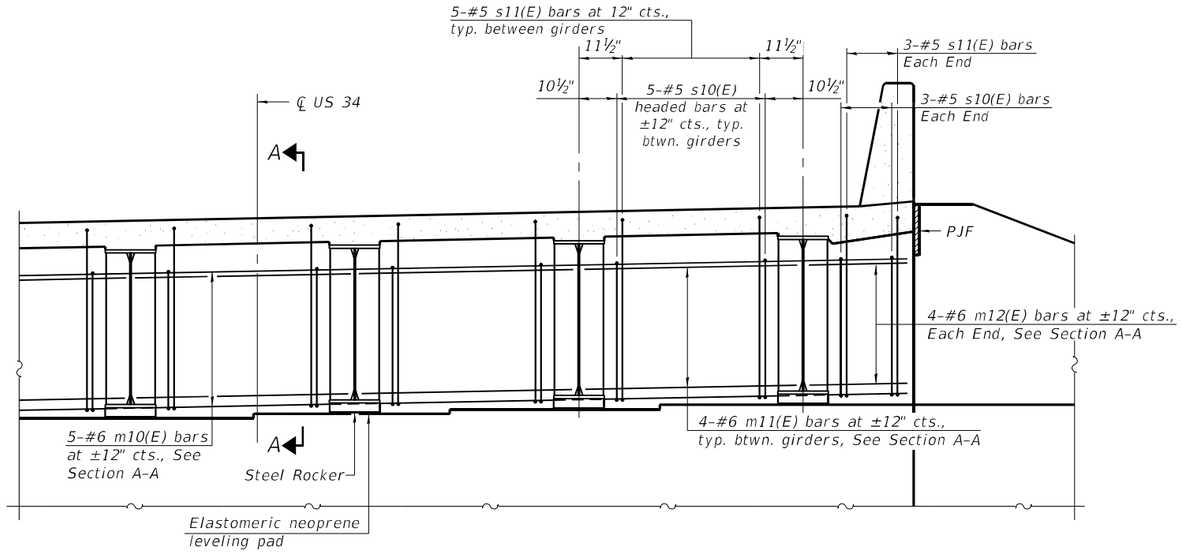
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

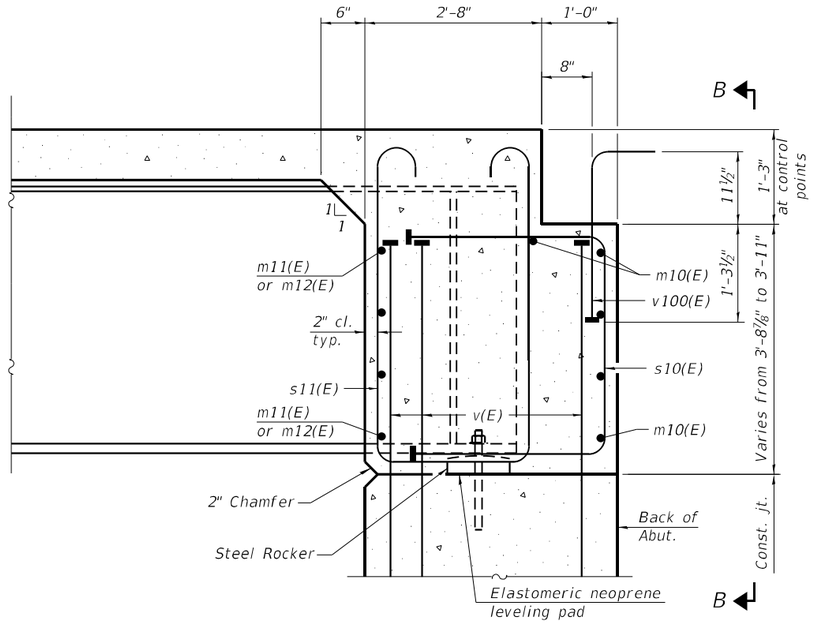
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 050-0265
SHEET 10 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	62
		CONTRACT NO. 66K85		
		ILLINOIS	FED. AID PROJECT	



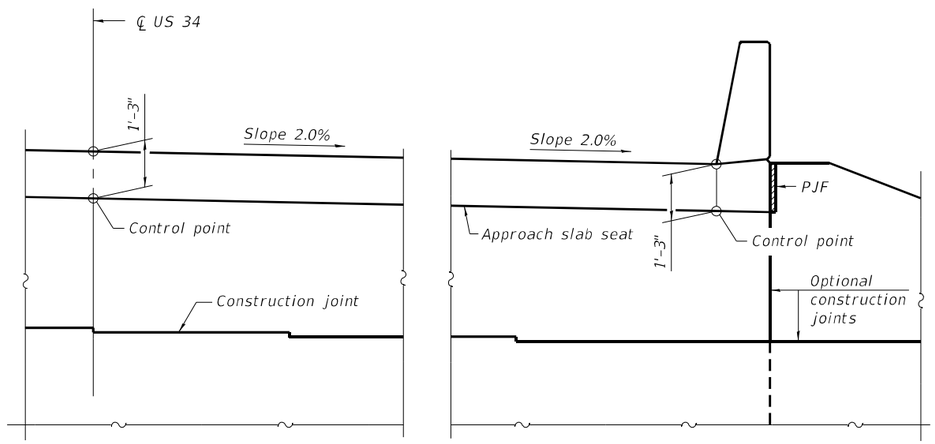
DIAPHRAGM AT ABUTMENT

(Looking East)
(East Abutment shown, West Abutment Similar)



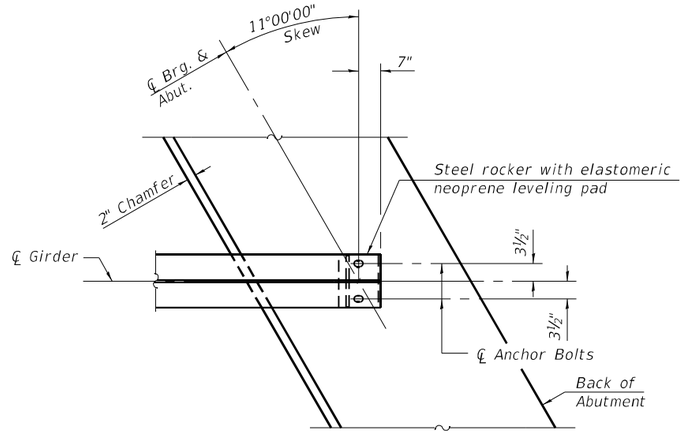
SECTION A-A

(at Rt. ℄'s)



VIEW B-B

(Looking West)
(East Abutment shown, West Abutment Similar)



PLAN AT ABUTMENT

(Showing bottom flange of beam)
(East Abutment shown, West Abutment Similar)

Notes:
See sheet 10 of 27 for superstructure details and Bill of Material.
See sheets 13 and 14 of 27 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

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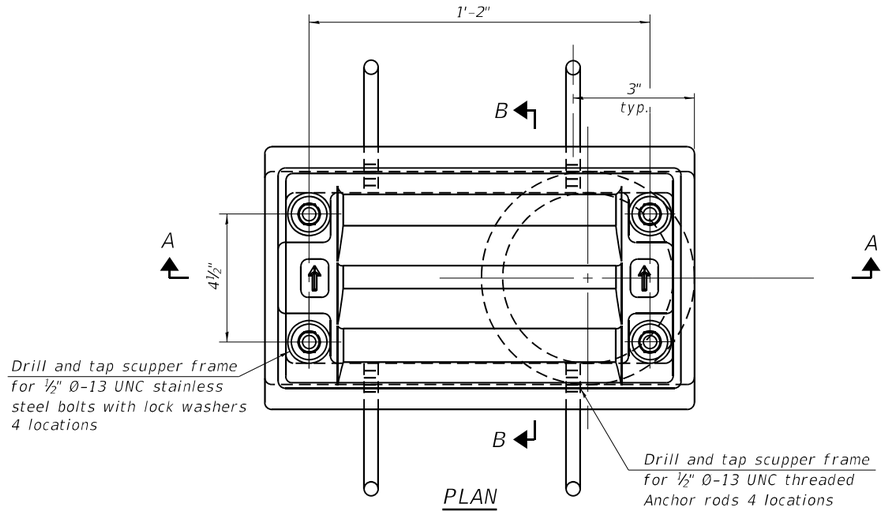
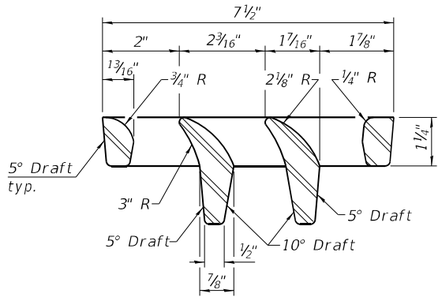
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 050-0265
SHEET 11 OF 27 SHEETS

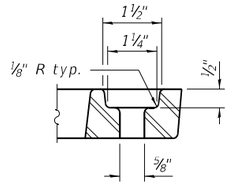
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	63
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

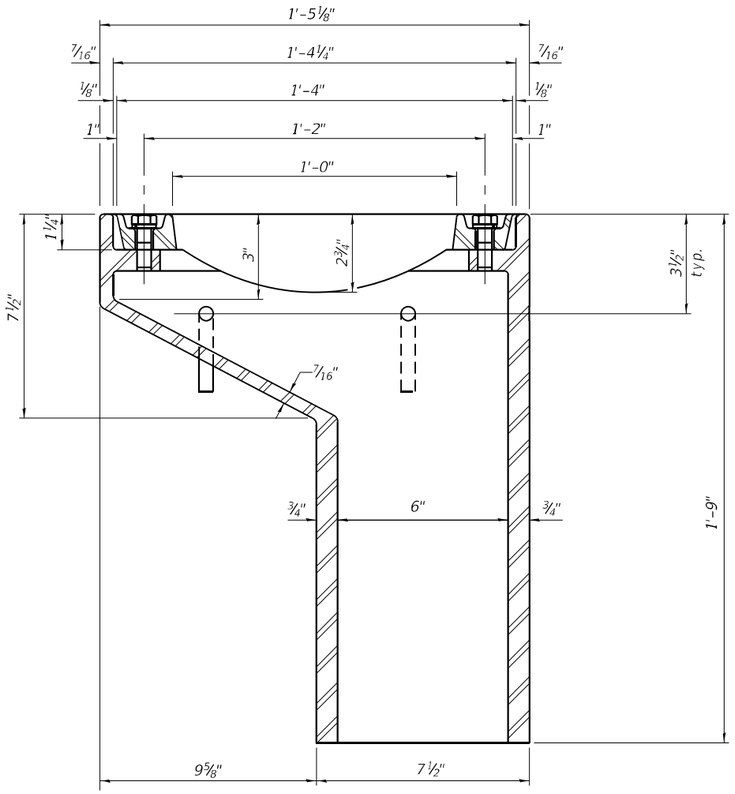
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent girder.

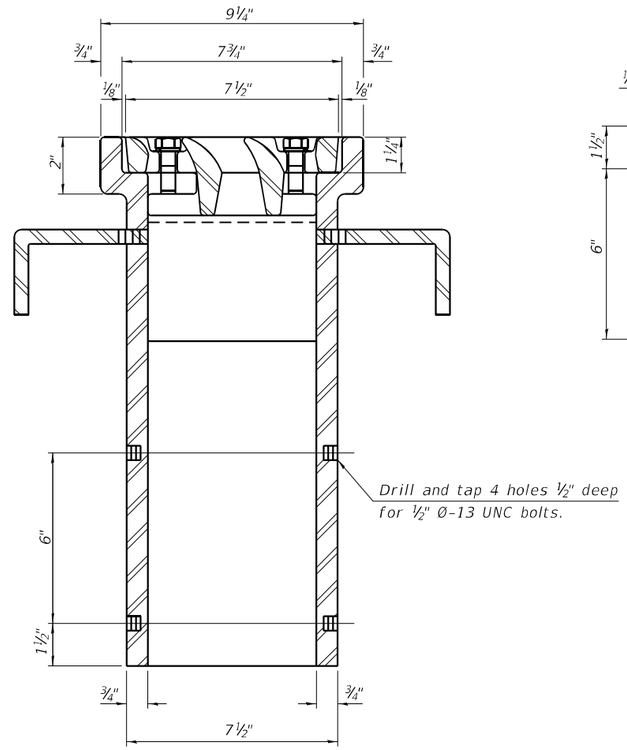
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

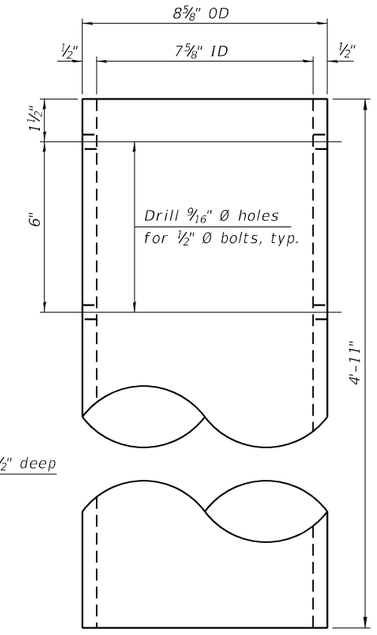


SECTION A-A

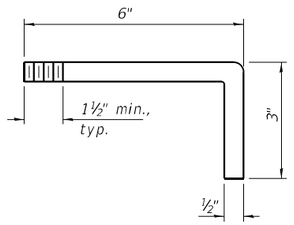
See sheet 10 of 27 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	9

DS-11 2-1-2023

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCUPPER, DS-11 STRUCTURE NO. 050-0265	
0500265-66K85-012-Drainage Scupper, DS-11.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -		SHEET 12 OF 27 SHEETS	
PLOT DATE =	CHECKED - MDC	REVISED -			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	64
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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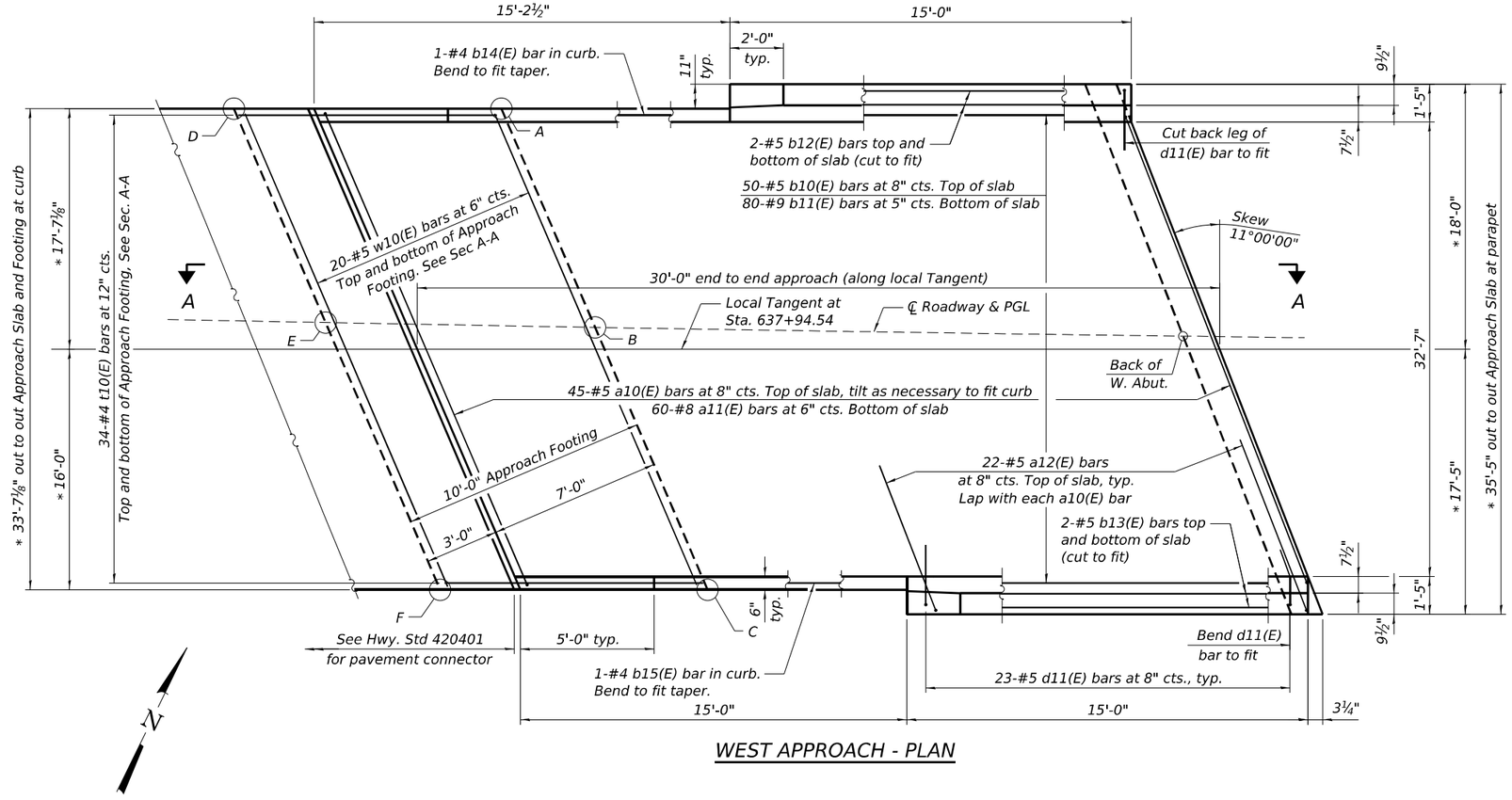


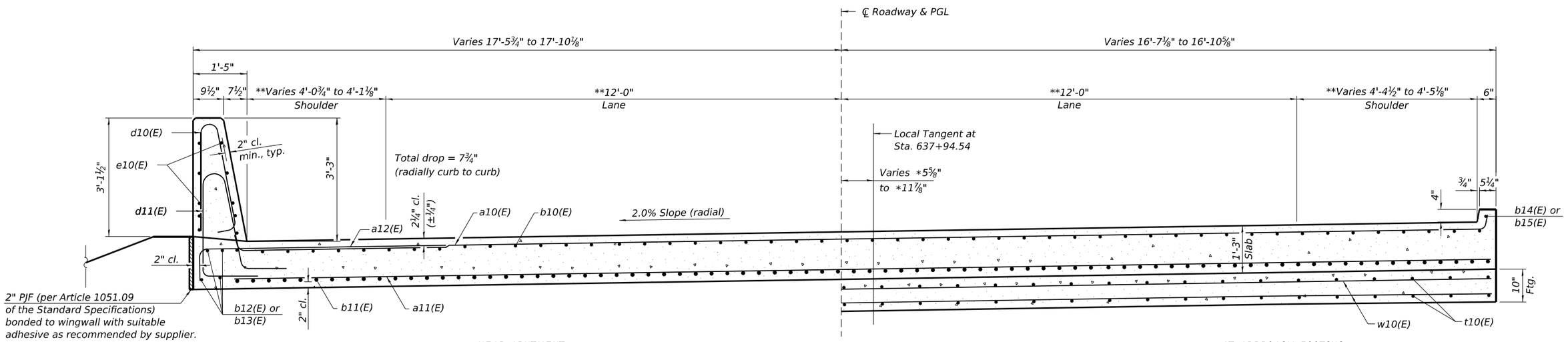
WEST APPROACH - PLAN

Notes:
Transverse dimensions measured at right angles to barrier unless noted otherwise.
Longitudinal dimensions measured parallel to barrier unless noted otherwise.

TOP AND BOTTOM ELEVATIONS FOR WEST APPROACH FOOTING

Point/ Location	Top	Bottom
A - 636+94.46 / 16.60' Lt	694.30	693.46
B - 636+97.98 / ℄	694.61	693.78
C - 637+01.55 / 16.88' Rt	694.93	694.10
D - 636+84.20 / 16.58' Lt	694.35	693.52
E - 636+87.76 / ℄	694.66	693.83
F - 636+91.36 / 16.88' Rt	694.98	694.15

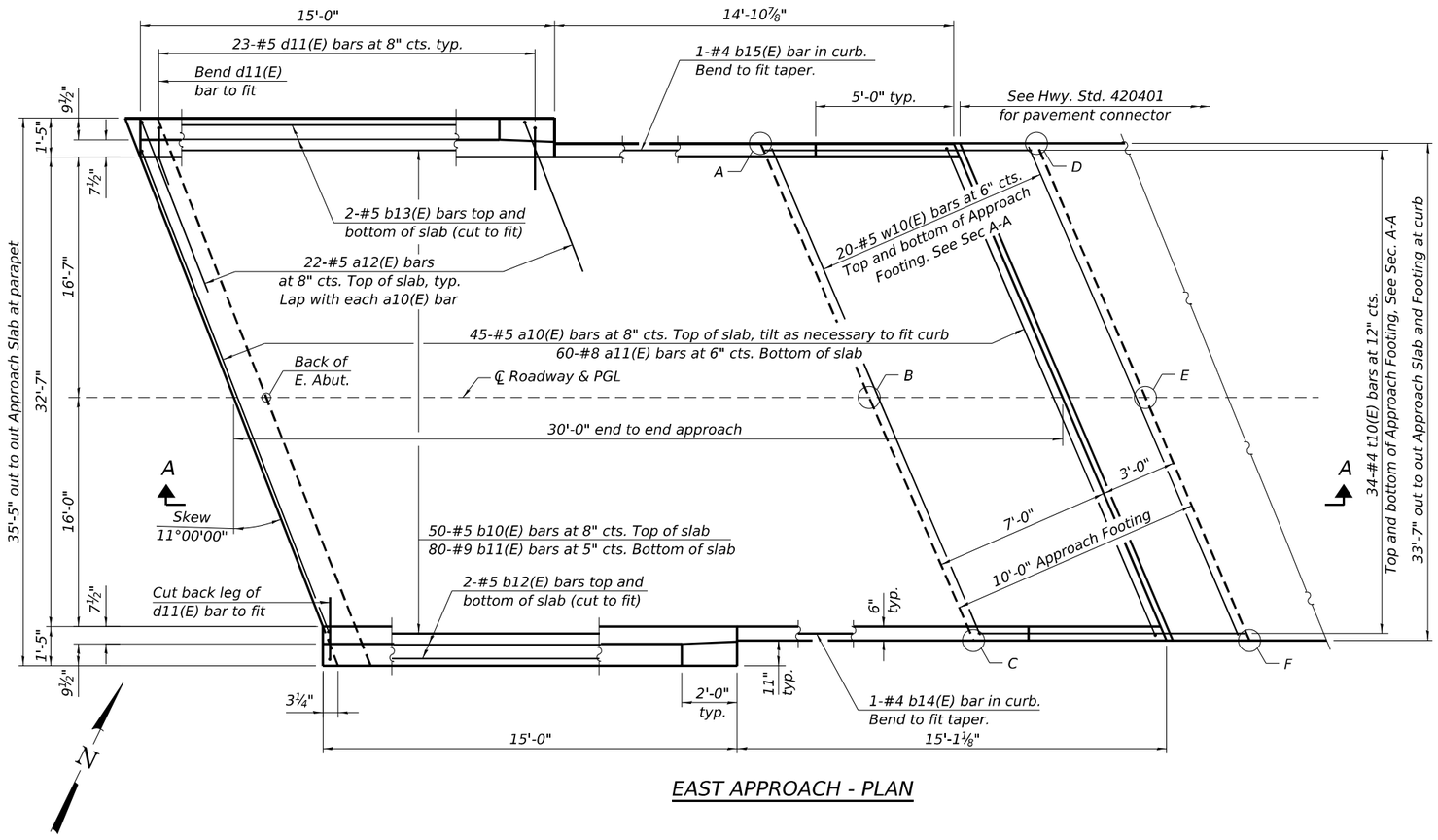
* measured at right angles to local tangent.
** measured radial to ℄ roadway.



NEAR ABUTMENT — AT APPROACH FOOTING

CROSS SECTION
(Looking East)

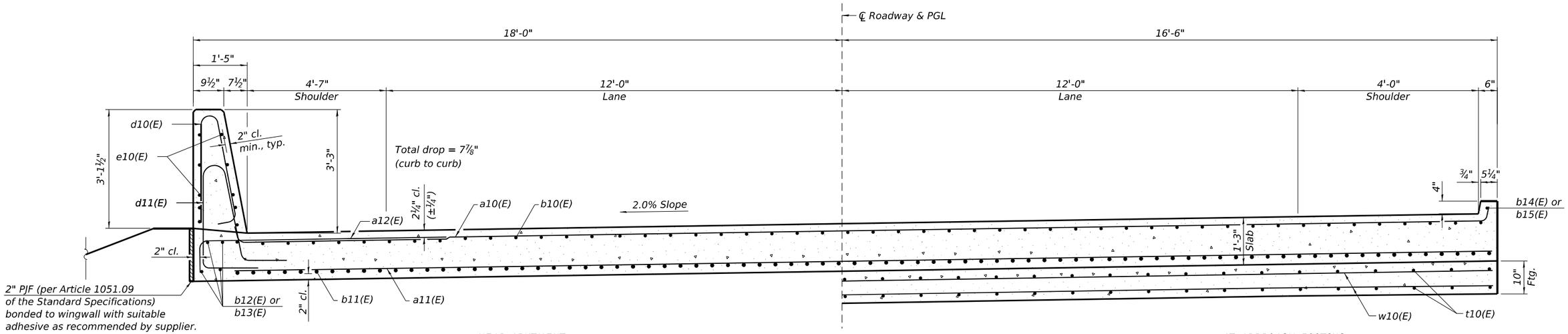
(Sheet 1 of 3)



EAST APPROACH - PLAN

TOP AND BOTTOM ELEVATIONS FOR EAST APPROACH FOOTING

Point/ Location	Top	Bottom
A - 639+78.20 / 17.08' Lt	692.78	691.95
B - 639+81.52 / ℄	693.11	692.27
C - 639+84.73 / 16.50' Rt	693.42	692.59
D - 639+88.39 / 17.08' Lt	692.73	691.90
E - 639+91.71 / ℄	693.05	692.22
F - 639+94.91 / 16.50' Rt	693.37	692.53



NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking East)

MODEL: Default
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Consulting Engineers
Springfield, Illinois

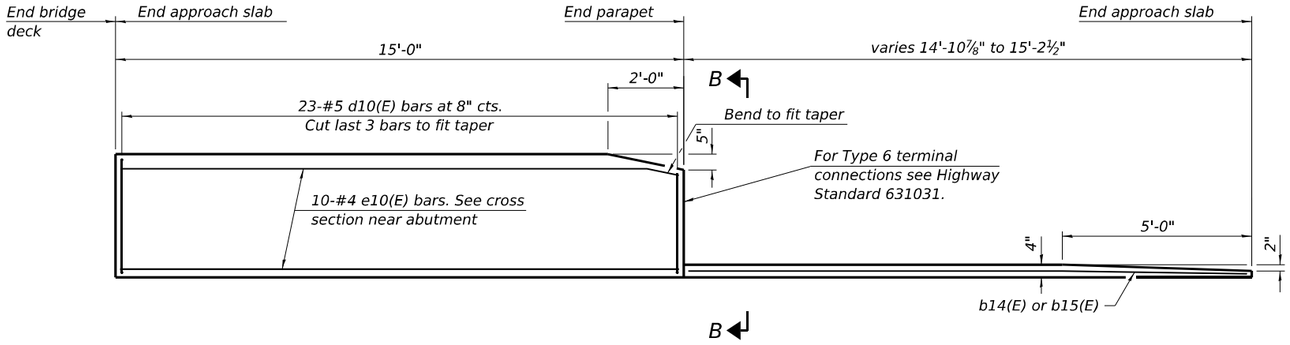
USER NAME =		DESIGNED -	CL	REVISED -	
		CHECKED -	CZ	REVISED -	
PLOT SCALE =		DRAWN -	AJF	REVISED -	
PLOT DATE =	3/16/2024	CHECKED -	CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

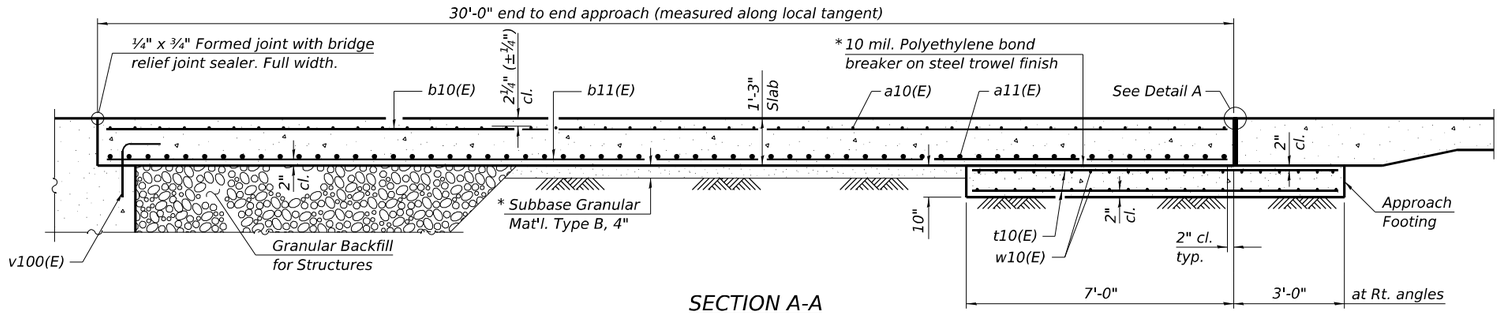
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0265

SHEET 14 OF 27 SHEETS

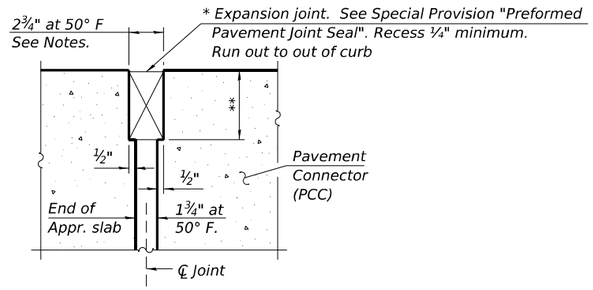
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	66
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB



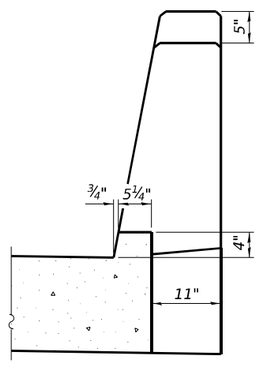
SECTION A-A



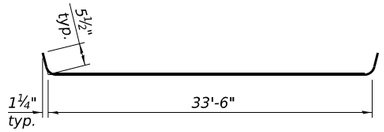
DETAIL A
(at Rt. ∠'s)

* Cost included with Concrete Superstructure (Approach Slab).

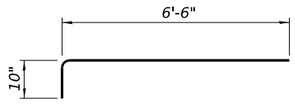
** Per manufacturer recommendations



VIEW B-B



BAR a10(E)



BAR a12(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

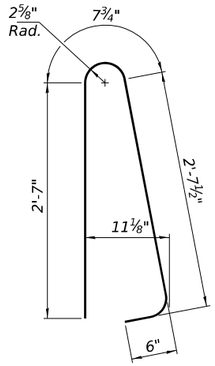
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

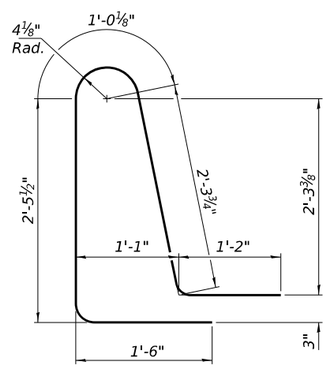
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 27.



BAR d10(E)



BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	90	#5	34'-5"	
a11(E)	120	#8	33'-11"	
a12(E)	88	#5	7'-4"	
b10(E)	100	#5	29'-8"	
b11(E)	160	#9	29'-8"	
b12(E)	8	#5	14'-8"	
b13(E)	8	#5	14'-11"	
b14(E)	2	#4	14'-10"	
b15(E)	2	#4	14'-8"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	136	#4	9'-11"	
w10(E)	80	#5	33'-11"	
Concrete Superstructure		Cu. Yd.	7.8	
Concrete Superstructure (Approach Slab)		Cu. Yd.	96.8	
Concrete Structures		Cu. Yd.	21.1	
Reinforcement Bars, Epoxy Coated		Pound	39,860	

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PLOT SCALE =	DRAWN - AJF	REVISED -	
PLOT DATE = 3/16/2024	CHECKED - CZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0265
SHEET 15 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	67
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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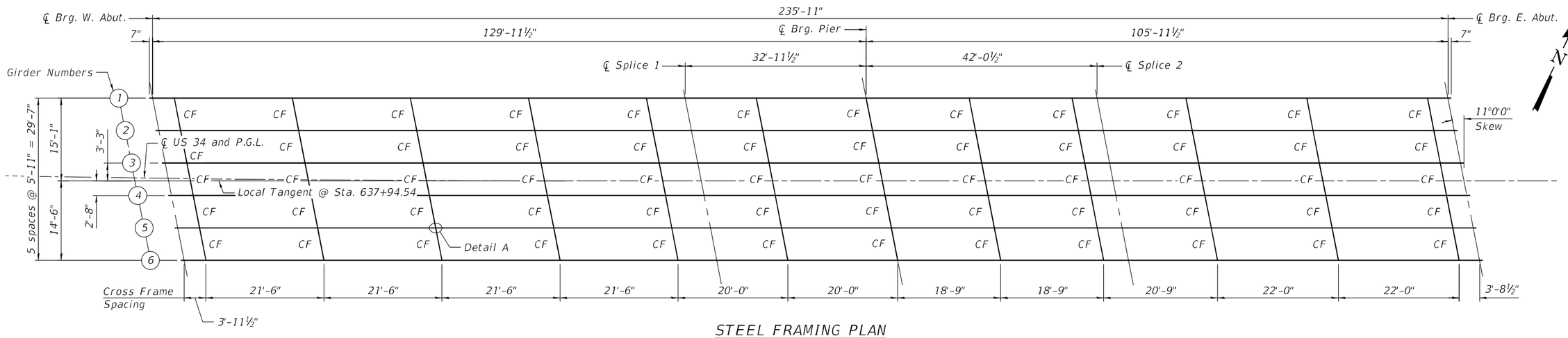
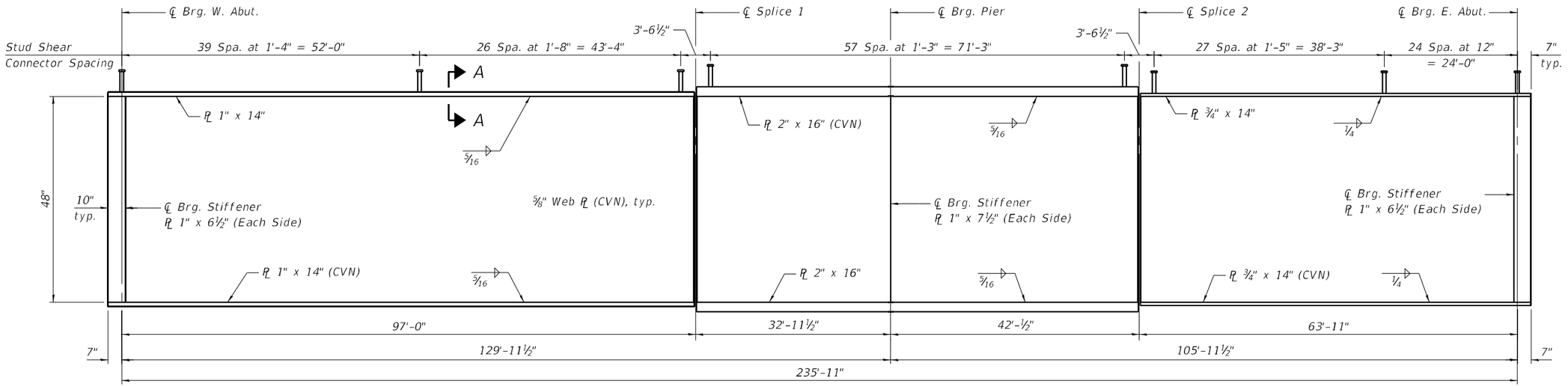


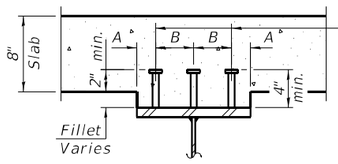
STEEL FRAMING PLAN

(Horizontal Dimensions measured along Local Tangent)



GIRDER ELEVATION

Flange Width	Dim. A	Dim. B
14"	3"	4"
16"	3"	5"



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (3,168 Required)

SECTION A-A

Notes:

See sheet 17 of 27 for Detail A and additional details.

All girders, bearing stiffeners, and splice plates, including filler plates, shall be AASHTO M270 Grade 50W.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Girders shall be braced for stability during erection and remain braced until deck is poured and cured.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

MODEL: Default
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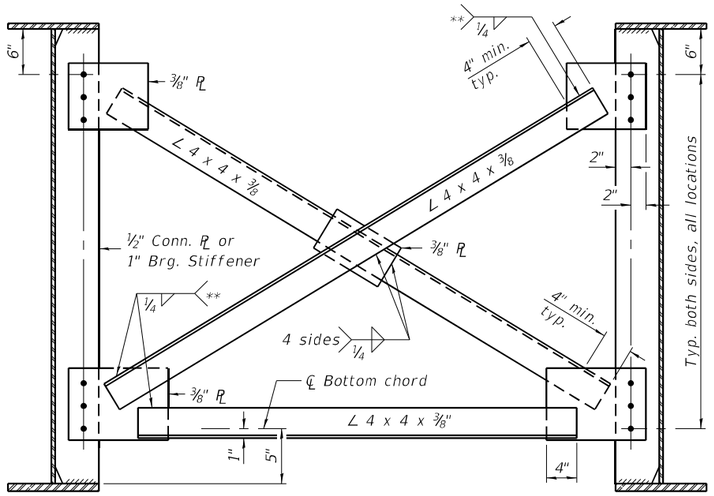
QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 050-0265	
0500265-66K85-016-Framing Plan.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -			
PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 16 OF 27 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	68
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

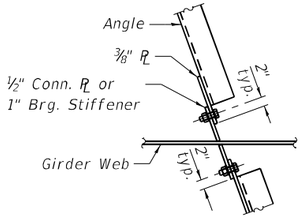


INTERIOR CROSS-FRAME

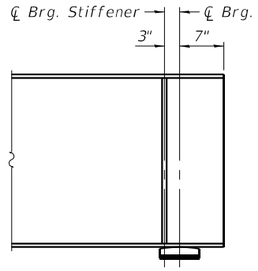
(60 Required)

* Stop welds 1/4" (±1/8") from edges as shown, typical.

** Fillet weld angles along 3 sides on one face of gusset plate.

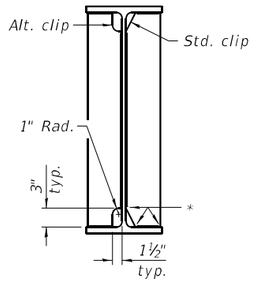


DETAIL A

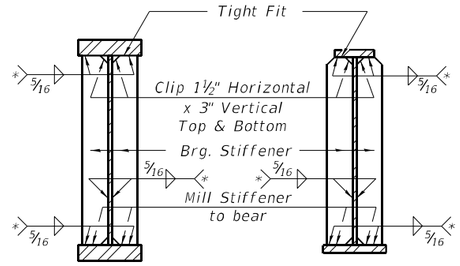


END OF BEAM DETAIL

(Showing bearing stiffener location)

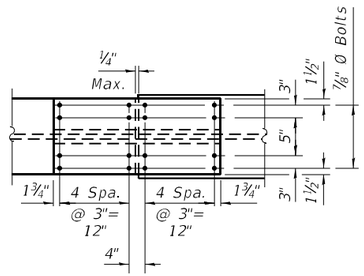


WELD LIMITS AND CLIP DETAILS

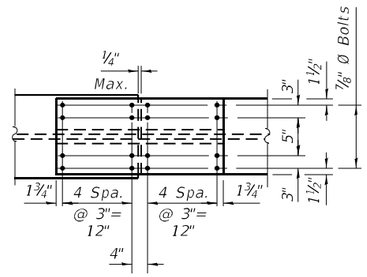


SECTION AT PIER

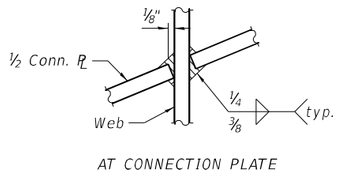
SECTION AT ABUTMENT



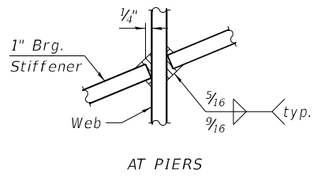
PLAN – TOP AND BOTTOM FLANGE



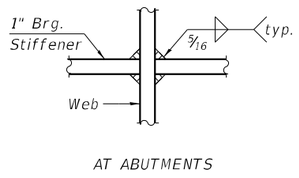
PLAN – TOP AND BOTTOM FLANGE



AT CONNECTION PLATE

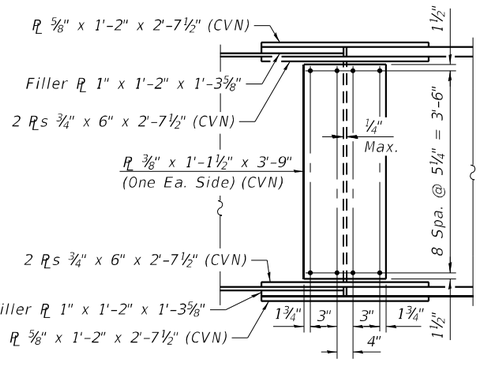


AT PIERS



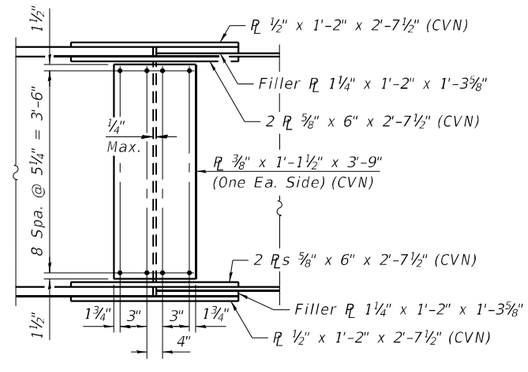
AT ABUTMENTS

WEB WELD DETAILS



ELEVATION

FIELD SPLICE DETAIL SPAN 1



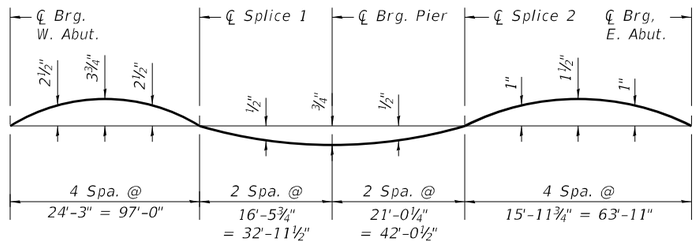
ELEVATION

FIELD SPLICE DETAIL SPAN 2

TOP OF WEB ELEVATION

(For Fabrication Only)

Girder	℄ Brg. W. Abut.	℄ Splice 1	℄ Brg. Pier	℄ Splice 2	℄ Brg. E. Abut.
1	694.62	694.08	693.79	693.57	693.38
2	694.73	694.19	693.90	693.68	693.49
3	694.85	694.31	694.02	693.80	693.61
4	694.96	694.42	694.13	693.91	693.72
5	695.07	694.53	694.24	694.02	693.83
6	695.18	694.64	694.35	694.13	693.94



CAMBER DIAGRAM

Notes:

Detail 15/16" dia. holes for all 7/8" dia. H.S. bolts for Field Splices.

Detail 15/16" dia. holes for all 3/4" dia. H.S. bolts for Interior Cross Frames.

Two hardened washers required for each set of oversized holes at the Interior Cross Frames.

See sheet 16 of 27 for Detail A location and additional details.

All girders, bearing stiffeners, cross frame elements and splice plates, including filler plates, shall be AASHTO M270 Grade 50W.

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

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USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
0500265-66K85-017-Structural Steel Details.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE =	DRAWN - JDC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 050-0265

SHEET 17 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	69
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in^4)	22,569	45,781	18,238
$I_c(n)$	(in^4)	54,976	89,889	47,832
$I_c(3n)$	(in^4)	39,980	66,803	34,678
$I_c(cr)$	(in^4)	–	51,822	–
S_s	(in^3)	903	1,761	737
$S_c(n)$	(in^3)	1,285	2,218	1,103
$S_c(3n)$	(in^3)	1,155	2,028	987
$S_c(cr)$	(in^3)	–	1,850	–
S_x	(in^3)	1,137	1,821	1,035
DC1	(k/')	0.858	0.985	0.834
M_{DC1}	('k)	997	1,924	396
DC2	(k/')	0.175	0.175	0.175
M_{DC2}	('k)	208	366	89
DW	(k/')	0.296	0.296	0.296
M_{DW}	('k)	352	618	151
LLDF		0.467	0.504	0.485
M_{LL+IM}	('k)	1,425	1,724	1,167
f_f (Strength I)	(ksi)	0	0	0
$M_u + \frac{1}{3} f_f S_x$	('k)	4,528	6,807	2,875
$\varnothing_f M_n$	('k)	6,159	8,729	5,604
f_s DC1	(ksi)	13.25	13.11	6.45
f_s DC2	(ksi)	2.16	2.37	1.08
f_s DW	(ksi)	3.66	4.01	1.84
f_s (LL+IM)	(ksi)	13.31	11.18	12.69
f_f (Service II)	(ksi)	0	0	0
$f_s + f_f/2$ (Service II)	(ksi)	36.37	34.03	25.87
Service II Resistance	(ksi)	47.50	47.50	47.50
$f_s + f_f/3$ (Strength I)	(ksi)	–	–	–
$\varnothing_f F_n$	(ksi)	–	–	–
V_f	(k)	21.03	30.79	19.50

GIRDER REACTION TABLE				
		W. Abut.	Pier	E. Abut.
LLDF		0.693	0.688	0.693
OCF		1.039	–	1.039
R_{DC1}	(k)	42.3	141.1	27.8
R_{DC2}	(k)	8.6	26.9	5.8
R_{DW}	(k)	14.5	45.5	9.8
R_{LL}	(k)	69.4	138.9	64.7
R_{Im}	(k)	14.9	25.8	14.6
R_{Total} (Strength I)(Impact)	(k)	233.0	566.4	195.5
R_{Total} (Strength I)(No Impact)	(k)	206.9	521.3	170.0

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

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

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

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

S_x : *Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).*

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

M_{DC1} : *Un-factored moment due to non-composite dead load (kip-ft.).*

DC2: *Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).*

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

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

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

LLDF: *Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.*

M_{LL+IM}: *Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).*

M_u : *Strength I load combination of factored design moments (kip-ft.).* $1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM}$

f_f : *Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).*

$\phi_f M_n$: *Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).*

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

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

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

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

$f_s + f_f/2$ (Service II): *Sum of stresses as computed below (ksi).* f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL + IM) + $f_f/2$

Service II Resistance: *Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).*

$f_s + f_f/3$ (Strength I): *Sum of stresses as computed below on non-compact sections (ksi).* $1.25\ (f_s$ DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL + IM) + $f_f/3$

$\phi_f F_n$: *Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).*

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

OCF: *Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.*

R_{DC1} : *Un-factored reaction due to non-composite dead load (kip).*

R_{DC2} : *Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).*

R_{DW} : *Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).*

R_{LL} : *Un-factored live load reaction (kip).*

R_{IM} : *Un-factored dynamic load allowance (impact) (kip).*

R_{Total} (Strength I)(Impact): *Strength I load combination of factored design reactions (kip).* $1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_{LL} + R_{IM})$

R_{Total} (Strength I)(No Impact): *Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).* $1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_{LL})$

Note:
M_{LL} and R_{LL} include the effects of centrifugal force and superelevation.

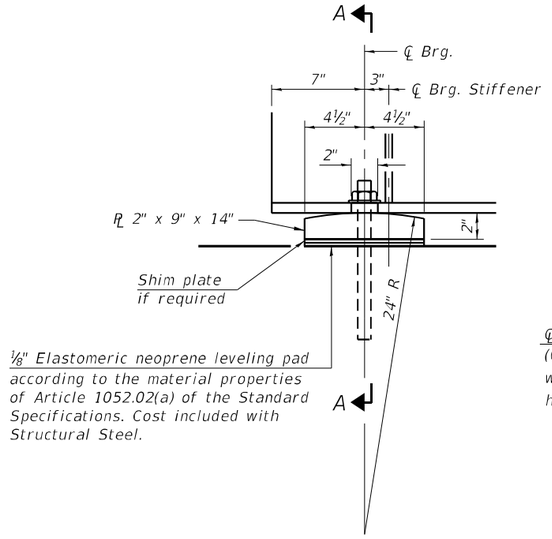
MODEL: Default
FILE NAME: S:\2022\22L092 PTB 205 - 24 D3 -Oates - Var PH I & II Projects\WO-4 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-018-Design Data Tables.dgn

3/18/2024 7:56:41 AM

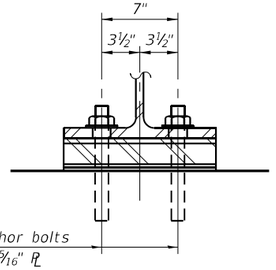
QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DESIGN DATA TABLES STRUCTURE NO. 050-0265	
0500265-66K85-018-Design Data Tables.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -			
PLOT DATE =	CHECKED - MDC	REVISED -		SHEET 18 OF 27 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	70
		CONTRACT NO. 66K85		
	ILLINOIS FED. AID PROJECT			

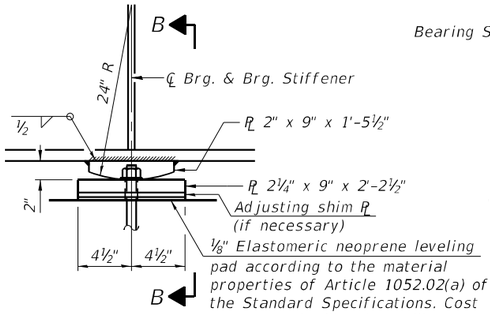


ELEVATION AT ABUTMENT

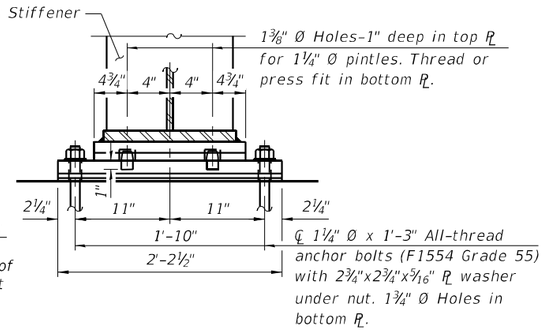


SECTION A-A

FIXED BEARING AT ABUTMENT
(12 Required)

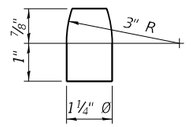


ELEVATION AT PIER



SECTION B-B

FIXED BEARING
(6 Required)



PINTLE

Notes:
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The structural steel plates and pintles of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1¼"	Each	12

MODEL: Default
FILE NAME: S:\2022\22IL092 PTB 205 - 24 03 -Oates - Var. PH I & II Projects\WO-1 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-019-Bearing Details.dgn

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
0500265-66K85-019-Bearing Details.dgn	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 050-0265
SHEET 19 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	71
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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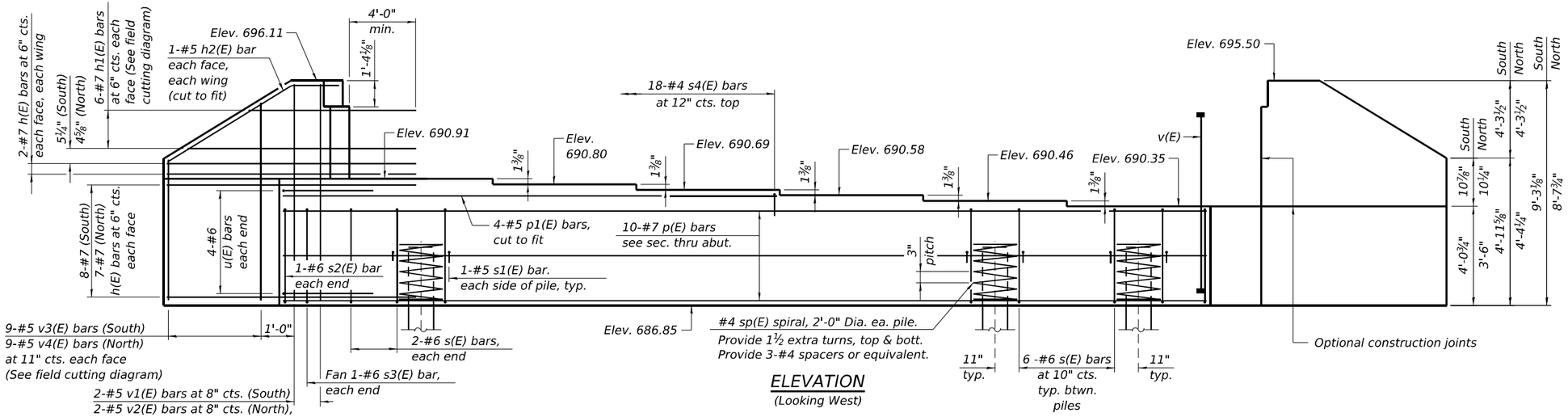
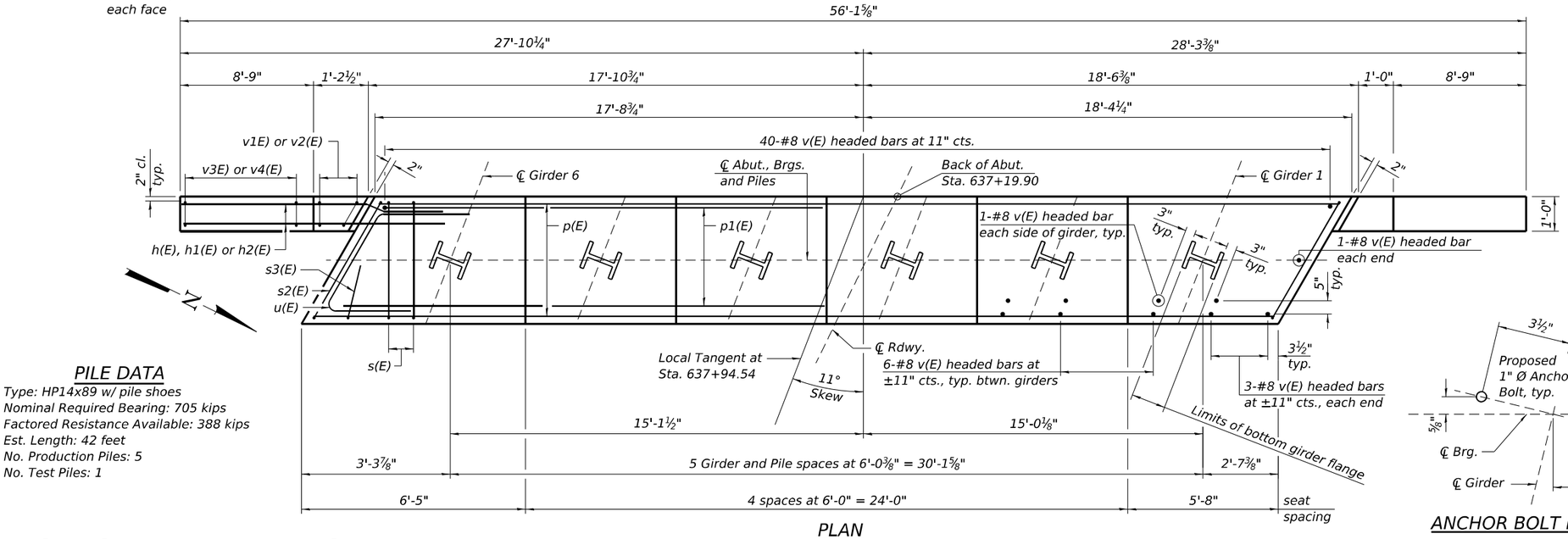


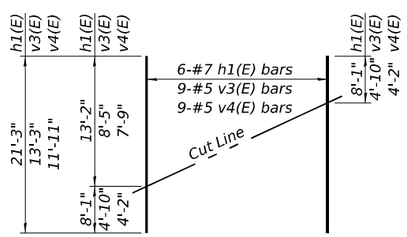
ELEVATION
(Looking West)



PLAN

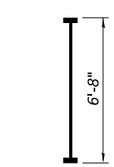
PILE DATA

Type: HP14x89 w/ pile shoes
Nominal Required Bearing: 705 kips
Factored Resistance Available: 388 kips
Est. Length: 42 feet
No. Production Piles: 5
No. Test Piles: 1

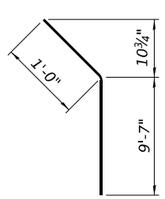


FIELD CUTTING DIAGRAM

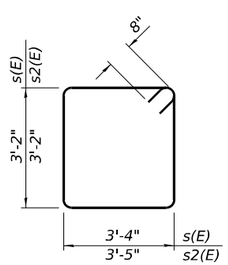
Order h1(E), v3(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



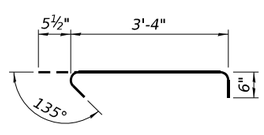
BAR v(E)
(Headed)
(180-#8 terminators)



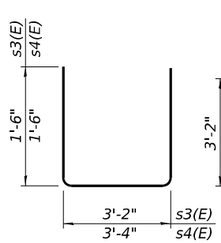
BAR h2(E)



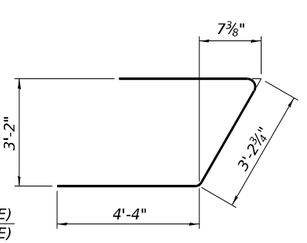
BARS s(E) & s2(E)



BAR s1(E)

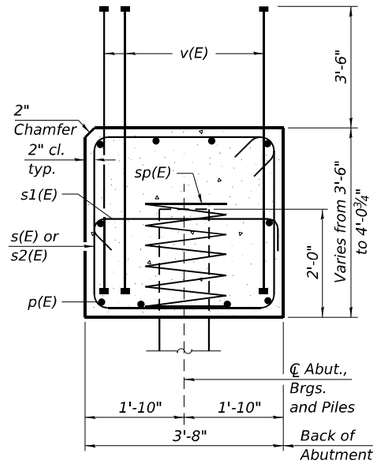


BARS s3(E) & s4(E)



BAR u(E)

ANCHOR BOLT LOCATION



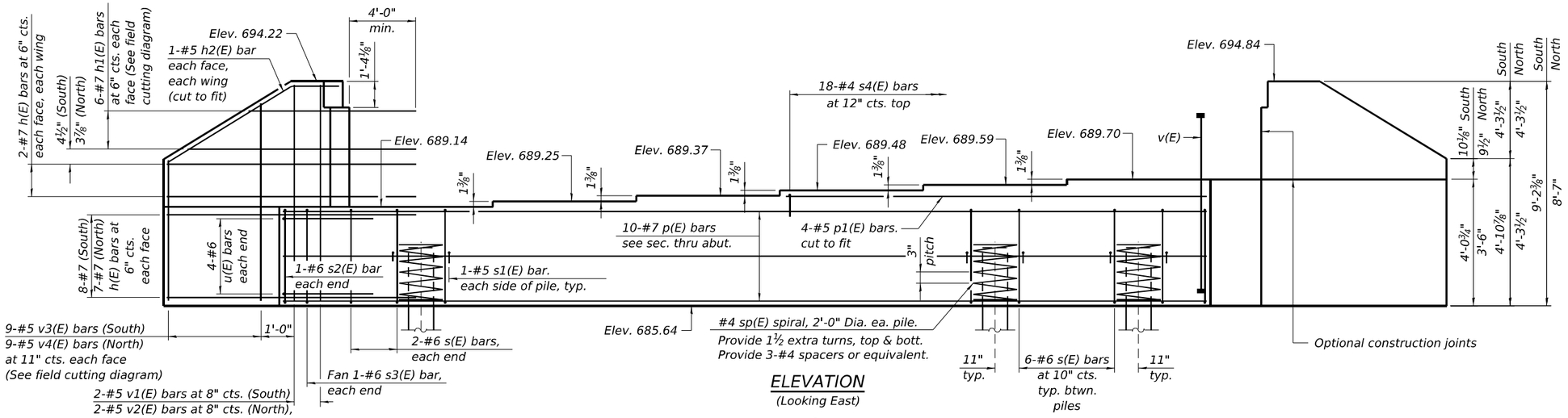
SEC. THRU ABUT.
Dimensions at right angles to abutment.

BILL OF MATERIAL

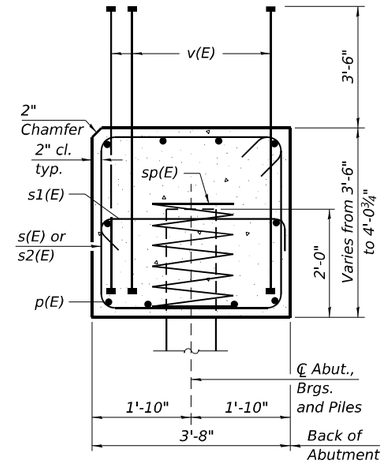
Bar	No.	Size	Length	Shape
h(E)	38	#7	14'-0"	
h1(E)	12	#7	21'-3"	
h2(E)	4	#5	10'-7"	
p(E)	10	#7	35'-9"	
p1(E)	4	#5	18'-1"	
s(E)	34	#6	14'-4"	
s1(E)	12	#5	4'-4"	
s2(E)	2	#6	14'-6"	
s3(E)	2	#6	6'-2"	
s4(E)	18	#4	6'-4"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	11'-11"	
v(E)	90	#8	6'-8"	
v1(E)	4	#5	8'-11"	
v2(E)	4	#5	8'-4"	
v3(E)	9	#5	13'-3"	
v4(E)	9	#5	11'-11"	
Structure Excavation		Cu. Yd.	93	
Concrete Structures		Cu. Yd.	23.7	
Reinforcement Bars, Epoxy Coated		Pound	5,450	
Furnishing Steel Piles, HP14x89		Foot	210	
Driving Piles		Foot	210	
Test Pile Steel HP14x89		Each	1	
Pile Shoes		Each	6	

*Length is height of spiral.

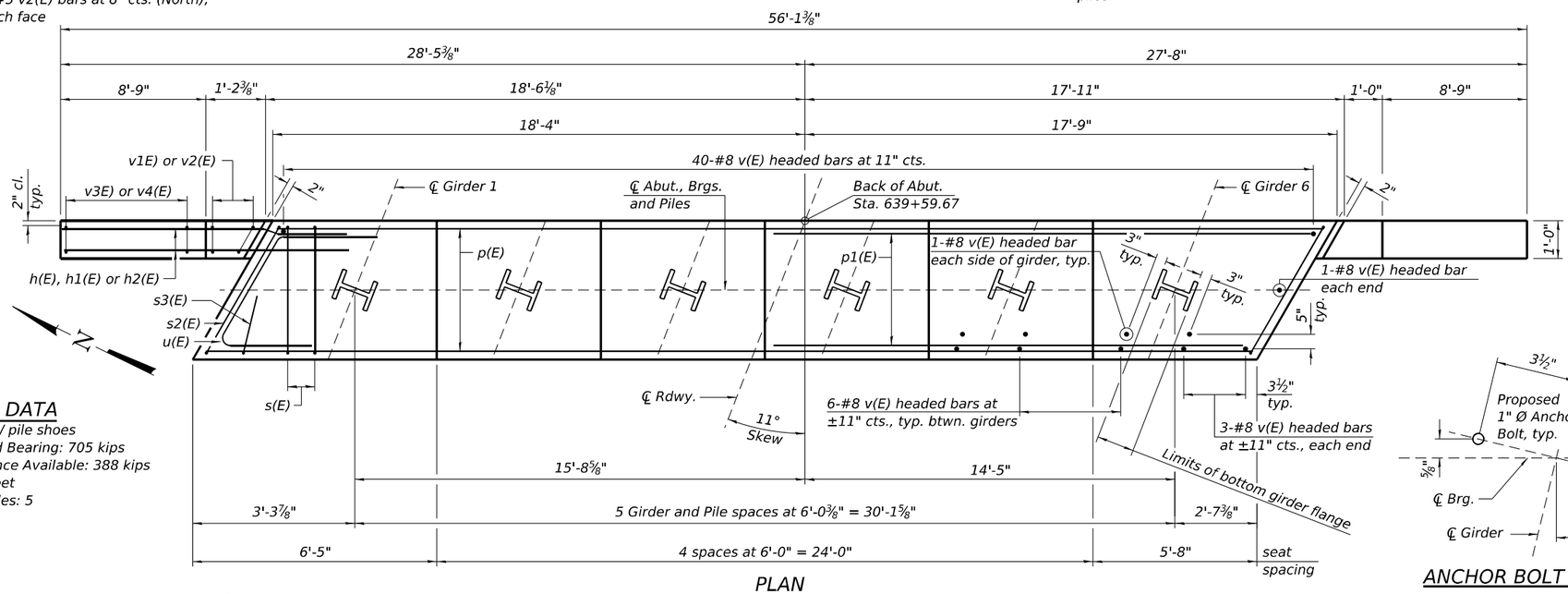
Notes:
Pour steps monolithically with cap.
For details of piles see sheet 23 of 27.
For drainage details, see sheet 2 of 27.
Space reinforcement in cap to miss anchor bolts.
Bar terminators paid for separately. See Total Bill of Material.



ELEVATION
(Looking East)



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



PLAN

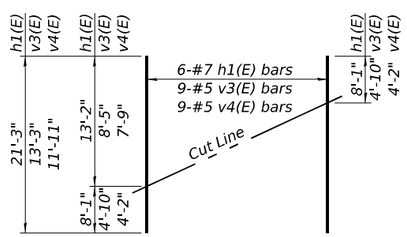
PILE DATA
Type: HP14x89 w/ pile shoes
Nominal Required Bearing: 705 kips
Factored Resistance Available: 388 kips
Est. Length: 51 feet
No. Production Piles: 5
No. Test Piles: 1

ANCHOR BOLT LOCATION

BILL OF MATERIAL

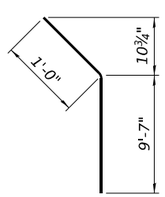
Bar	No.	Size	Length	Shape
h(E)	38	#7	14'-0"	
h1(E)	12	#7	21'-3"	
h2(E)	4	#5	10'-7"	
p(E)	10	#7	35'-9"	
p1(E)	4	#5	18'-1"	
s(E)	34	#6	14'-4"	
s1(E)	12	#5	4'-4"	
s2(E)	2	#6	14'-6"	
s3(E)	2	#6	6'-2"	
s4(E)	18	#4	6'-4"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	11'-11"	
v(E)	90	#8	6'-8"	
v1(E)	4	#5	8'-11"	
v2(E)	4	#5	8'-4"	
v3(E)	9	#5	13'-3"	
v4(E)	9	#5	11'-11"	
Structure Excavation		Cu. Yd.	93	
Concrete Structures		Cu. Yd.	23.7	
Reinforcement Bars, Epoxy Coated		Pound	5,450	
Furnishing Steel Piles, HP14x89		Foot	255	
Driving Piles		Foot	255	
Test Pile Steel HP14x89		Each	1	
Pile Shoes		Each	6	

*Length is height of spiral.

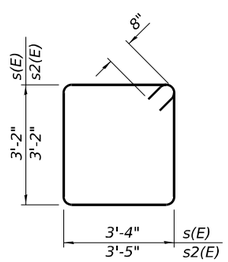


FIELD CUTTING DIAGRAM
Order h1(E), v3(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.

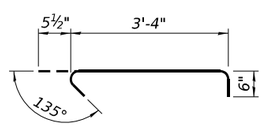
BAR v(E)
(Headed)
(180-#8 terminators)



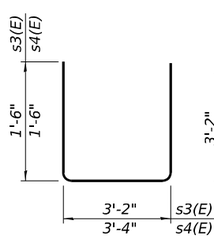
BAR h2(E)



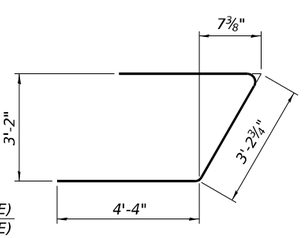
BARS s(E) & s2(E)



BAR s1(E)

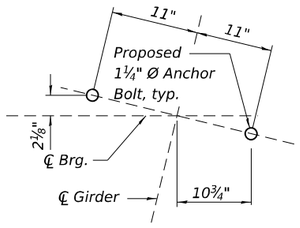


BARS s3(E) & s4(E)

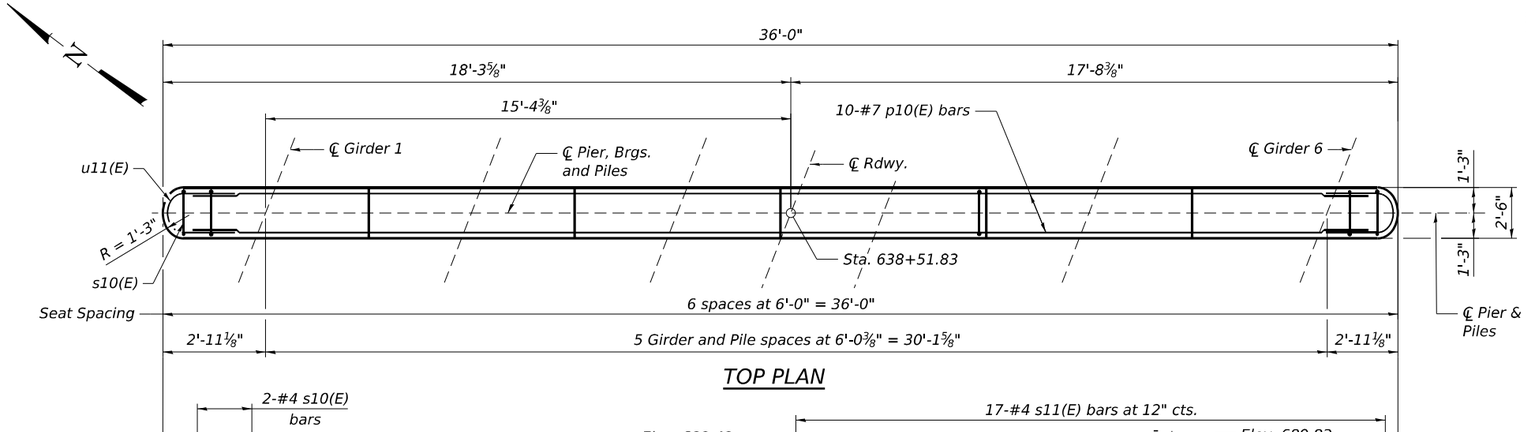


BAR u(E)

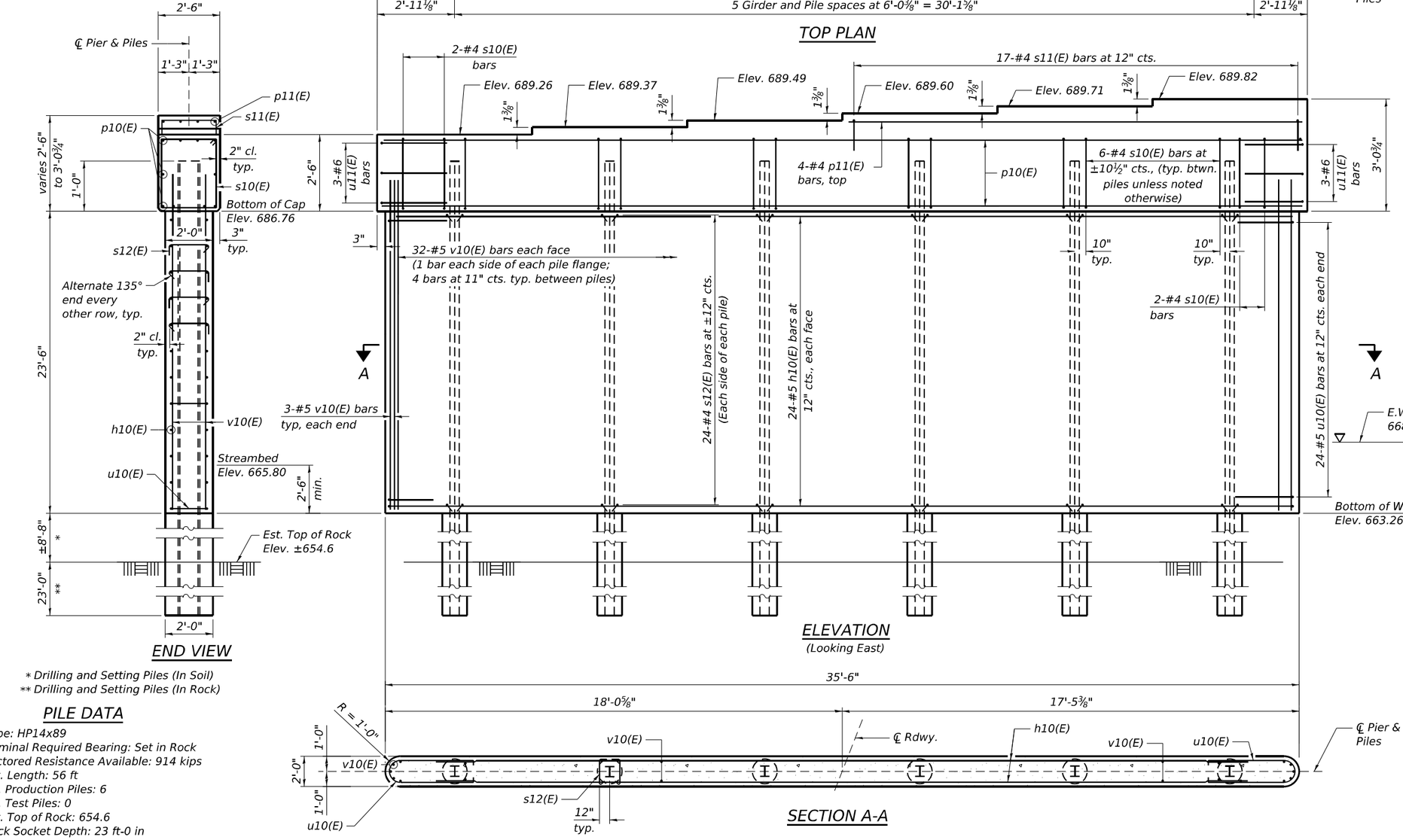
Notes:
Pour steps monolithically with cap.
For details of piles see sheet 23 of 27.
For drainage details, see sheet 2 of 27.
Space reinforcement in cap to miss anchor bolts.
Bar terminators paid for separately. See Total Bill of Material.



ANCHOR BOLT LOCATION



TOP PLAN



END VIEW

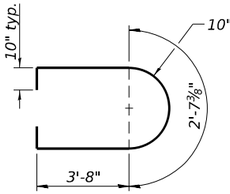
ELEVATION
(Looking East)

* Drilling and Setting Piles (In Soil)
** Drilling and Setting Piles (In Rock)

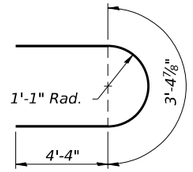
SECTION A-A

PILE DATA

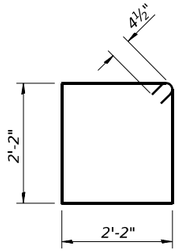
Type: HP14x89
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 914 kips
Est. Length: 56 ft
No. Production Piles: 6
No. Test Piles: 0
Est. Top of Rock: 654.6
Rock Socket Depth: 23 ft-0 in
Rock Socket Diameter: 24"



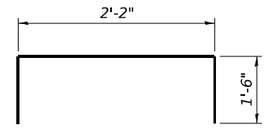
BAR u10(E)



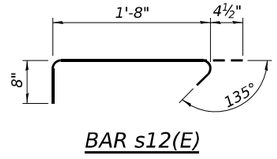
BAR u11(E)



BAR s10(E)



BAR s11(E)

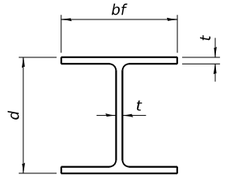


BAR s12(E)

BILL OF MATERIAL

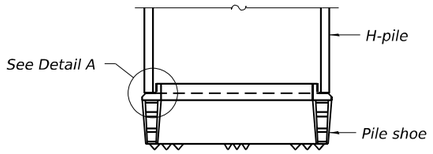
Bar	No.	Size	Length	Shape
h10(E)	48	#5	33'-6"	
p10(E)	10	#7	33'-6"	
p11(E)	4	#4	16'-7"	
s10(E)	34	#4	9'-5"	
s11(E)	17	#4	5'-2"	
s12(E)	288	#4	2'-9"	
u10(E)	48	#5	11'-8"	
u11(E)	6	#6	12'-1"	
v10(E)	70	#5	25'-4"	
Cofferdam (Type 2) (Location-1)		Each	1	
Cofferdam Excavation		Cu. Yd.	102	
Furnishing Steel Piles, HP14x89		Foot	336	
Drilling and Setting Piles (In Soil)		Cu. Ft.	164	
Drilling and Setting Piles (In Rock)		Cu. Ft.	434	
Concrete Structures		Cu. Yd.	69.6	
Reinforcement Bars, Epoxy Coated		Pound	5,760	
Seal Coat Concrete		Cu. Yd.	61.1	

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
See sheet 23 of 27 for Pile details.

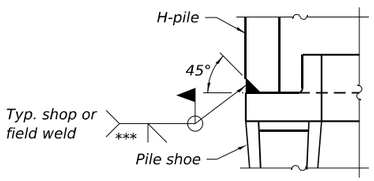


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



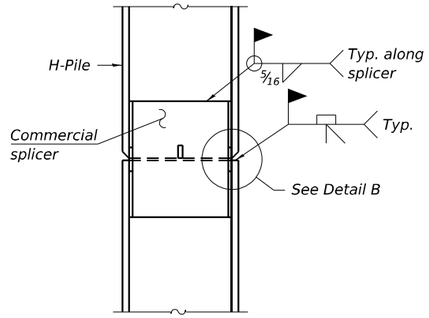
ELEVATION



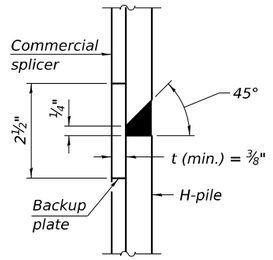
DETAIL A

SHOE ATTACHMENT

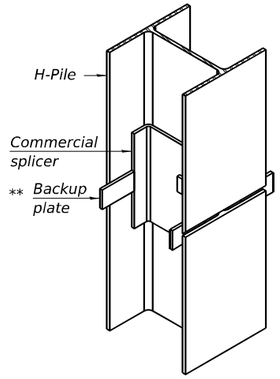
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

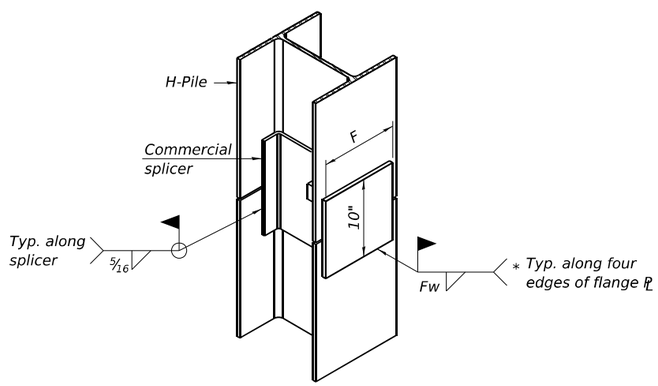


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



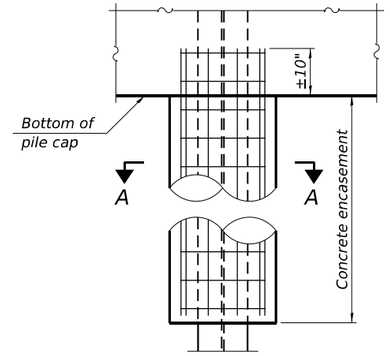
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

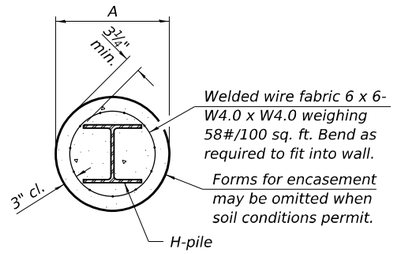
* *Interrupt welds ¼" from end of web and/or each flange.*

** *Remove portions of backup plates that extend outside the flanges.*

*** *Weld size per pile shoe manufacturer (5/16" min.).*



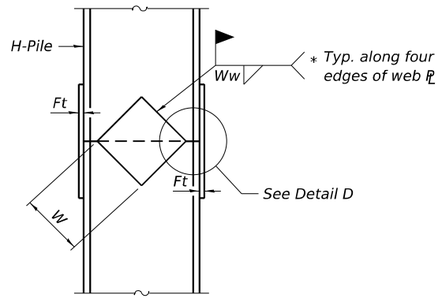
ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



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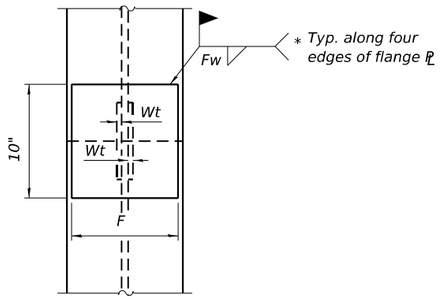
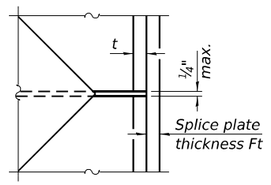


END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12½"	1"	⅞"	7¾"	⅝"	½"
x102	12½"	⅞"	¾"	7¾"	⅝"	½"
x89	12½"	¾"	11/16"	7¾"	⅝"	½"
x73	12½"	⅝"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	⅞"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	⅝"	½"	6½"	½"	⅜"
x53	10"	⅝"	½"	6½"	½"	⅜"
HP 10x57	8"	¾"	9/16"	5¼"	½"	⅜"
x42	8"	⅝"	9/16"	5¼"	½"	⅜"
HP 8x36	7"	⅝"	7/16"	4¼"	½"	⅜"

WELDED PLATE FIELD SPLICE

F-HP 5-15-2023

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - CL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 050-0265
		CHECKED - CZ	REVISED -		SHEET 23 OF 27 SHEETS
	PLOT SCALE =	DRAWN - AJF	REVISED -		
	PLOT DATE = 3/16/2024	CHECKED - CZ	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	75
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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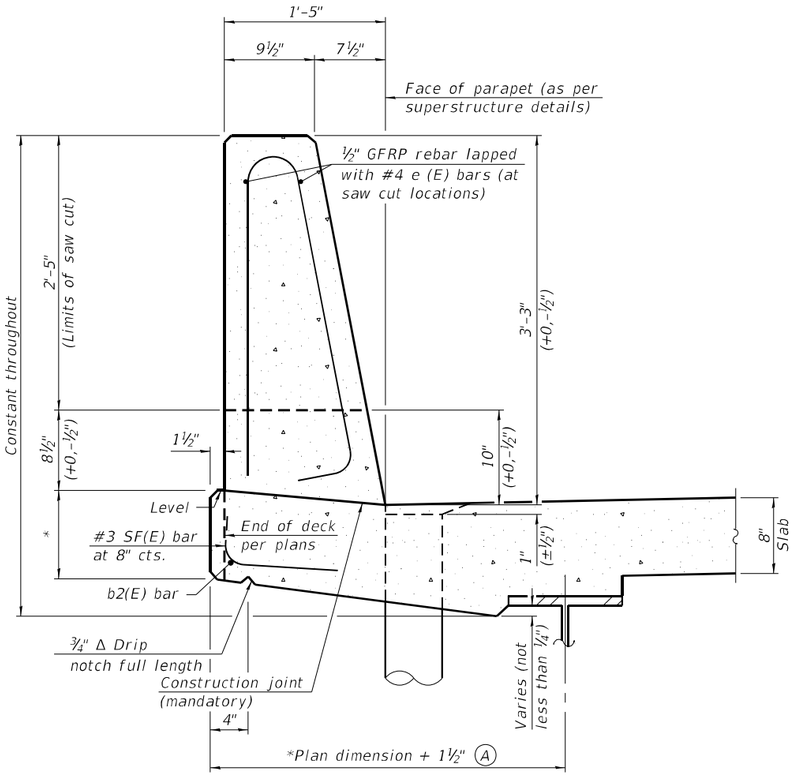
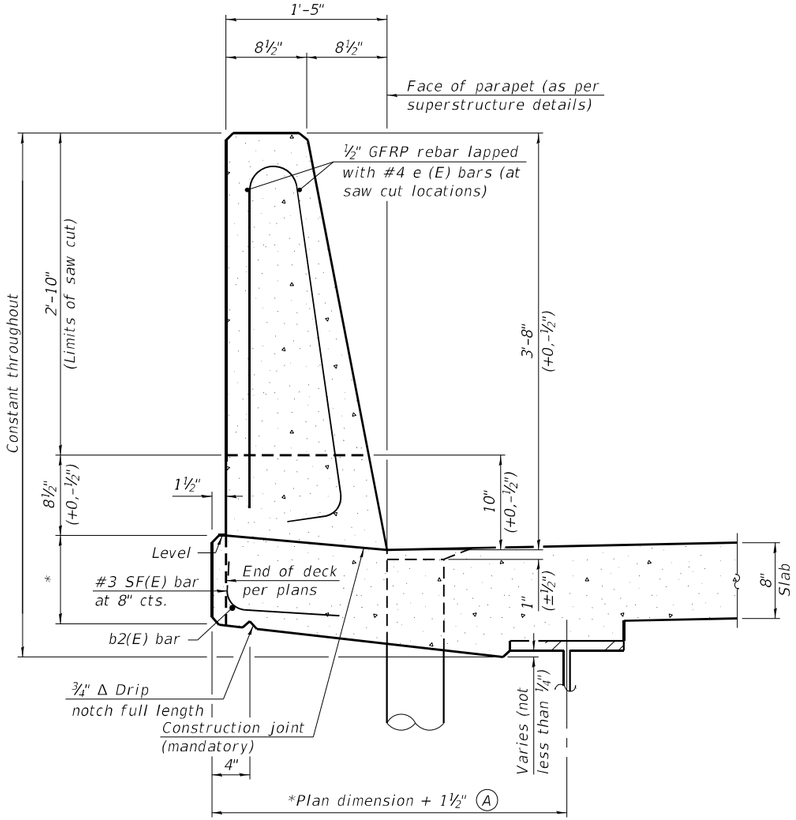
3/16/2024 9:51:32 AM



39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.

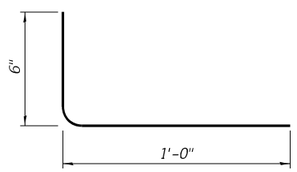
Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

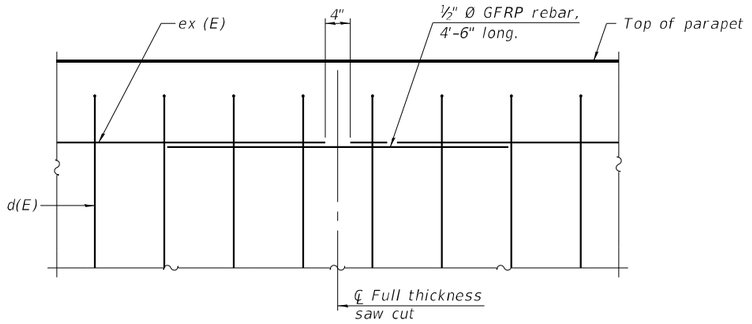
Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44

11-1-2022

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
0500265-66K85-024-Concrete Parapet Slipforming Option.dgn	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 050-0265

SHEET 24 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	76
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\2022\22IL092 PTB 205 • 24 D3 •Oates - Var PH I & II Projects\WO-4 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-024-Concrete Parapet Slipforming Option.dgn

3/18/2024 7:56:43 AM

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/30/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Indian Creek, 12.88 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NE 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM,
Latitude 41.579309, Longitude -88.918108

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0040 (Exist.)
Station 638+40

BORING NO. 01 (W. Abut.)
Station 636+80
Offset 10.0 ft Rt.
Ground Surface Elev. 695.87 ft

Surface Water Elev. 667.07 ft
Stream Bed Elev. 666.17 ft

Groundwater Elev.:
First Encounter 670.9 ft ▼
Upon Completion 670.9 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Bituminous & Concrete Pavement, CA6 & Brown Silty Clay Loam Fill			
693.37			
Very Stiff to Hard Brown Silty Clay Loam Till	4		
	4 4	2.1 B	16
-5			
	5		
	7 13	4.7 S	13
	13		
	11 15	6.6 S	9
686.37			
Medium Brown Fine Sand to Coarse Sand with some Fine to Coarse Gravel - Loamy			
-10	13		
	15 11		6
	10		
	11 11		6
-15			
	7		
	7 7		10
679.37			
Very Stiff Gray Silty Clay Loam Till			
	3		
	3 4	2.1 B	12
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Gray Silty Clay Loam Till *(continued)*	3		
	6 5	3.4 B	12
673.87			
Hard Gray Silty Clay Till	3		
	5 6	4.1 S	22
670.87 -25			
Very Stiff Brownish Gray Silty Clay Loam Till with Various Sand, Gravel & Silt Layers	4		
	6 12	2.5 P	19
	3		
	5 7	2.7 B	12
-30			
	6		
	9 11	3.1 B	15
	5		
	6 7	3.4 B	18
-35			
	4		
	4 6	3.2 B	19
	4		
	5 7	3.2 B	14
-40			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/30/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Indian Creek, 12.88 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NE 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM,
Latitude 41.579309, Longitude -88.918108

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0040 (Exist.)
Station 638+40

BORING NO. 01 (W. Abut.)
Station 636+80
Offset 10.0 ft Rt.
Ground Surface Elev. 695.87 ft

Surface Water Elev. 667.07 ft
Stream Bed Elev. 666.17 ft

Groundwater Elev.:
First Encounter 670.9 ft ▼
Upon Completion 670.9 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Brownish Gray Silty Clay Loam Till with Various Sand, Gravel & Silt Layers *(continued)*	4		
	5 9	3.2 B	12
653.87			
Dense Buff & Tan Limestone, Angular Gravel in Limestone Silt Matrix - Weathered & Reworked Surface	95		
	37 70		17
650.87 -45			
Assumed Rock Surface End of Boring	100/2"		11
-50			
-55			
-60			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 050-0040.GPJ IL_DOT.GDT 12/10/18

MODEL: Default
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3/18/2024 7:56:44 AM

QUIGG ENGINEERING INC

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0500265-66K85-025-Boring Logs.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE =	DRAWN - JDC	REVISED -	
PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 050-0265
SHEET 25 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	77
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/31/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Indian Creek, 12.88 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NE 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM,
Latitude 41.579731, Longitude -88.917112

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0040 (Exist.)
Station 638+40

BORING NO. 02 (E. Abut.)
Station 639+98
Offset 8.0 ft Lt.
Ground Surface Elev. 693.94 ft

Surface Water Elev. 667.07 ft
Stream Bed Elev. 666.07 ft

Groundwater Elev.:
First Encounter 663.9 ft
Upon Completion 662.9 ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Asphalt & Concrete Pavement, Augered Brown Silty Clay Loam Fill			
691.44			
Stiff to Very Stiff Brown, Gray Silty Clay Loam Till Fill	2		
	2 3	2.0 P	16
-5	2		
	2 2	1.8 B	18
	4		
	4 3	2.1 B	21
-10	1		
	3 3	2.0 B	22
	2		
	3 2	2.1 B	19
-15	1		
	3 4	2.1 B	18
	2		
	3 4	1.8 B	19
-20			
Stiff to Very Stiff Brown, Gray Silty Clay Loam Till Fill *(continued)*	2		
	2 4	2.2 B	15
671.44			
Very Stiff Brown Silty Clay Loam / Silty Loam Till	5		
	6 8	2.5 P	12
-25	3		
	4 10	2.2 S	13
667.44			
Medium Black, Gray & Brown Loamy Gravel with some Sand & Silt Layers	4		
	6 12		12
-30 ▼	13		
▽	6 7		13
661.94			
Very Stiff Brownish Gray Sandy Loam Till with Sand Layers	6		
	7 10	2.5 P	11
659.44			
Very Stiff Brownish Gray Silty Clay Loam Till with Sand & Silt Layers	3		
-35	4 5	3.1 B	15
	7		
	9 9	3.7 S	14
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 050-0040.GPJ IL_DOT.GDT 12/10/18

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 10/31/18

ROUTE FAP 587 (US 34) DESCRIPTION US 34 over Indian Creek, 12.88 miles East of IL 251 LOGGED BY Larry Myers

SECTION 18-B LOCATION NE 1/4, SEC. 19, TWP. 36N, RNG. 3E, 3rd PM,
Latitude 41.579731, Longitude -88.917112

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0040 (Exist.)
Station 638+40

BORING NO. 02 (E. Abut.)
Station 639+98
Offset 8.0 ft Lt.
Ground Surface Elev. 693.94 ft

Surface Water Elev. 667.07 ft
Stream Bed Elev. 666.07 ft

Groundwater Elev.:
First Encounter 663.9 ft
Upon Completion 662.9 ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	7		
652.94	12 30	3.9 S	10
Dense White / Green Fine Silica Sand - Reworked St. Peter Sandstone with Thin Layers of Reworked Limestone	40		
	100/5"		17
-45	21		
	17 13		15
	55		
	46 27		16
-50	46		
	51 63		17
-55	55		
638.44	100/4"		15
Dense Gray Green & Gray Shale End of Boring			
-80			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 050-0040.GPJ IL_DOT.GDT 12/10/18

MODEL: Default
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3/18/2024 7:57:11 AM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 050-0265	
0500265-66K85-026-Boring Logs.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -		SHEET 26 OF 27 SHEETS	
PLOT DATE =	CHECKED - MDC	REVISED -			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	78
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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

BORING LOG B-03

WEI Job No.: KE225071G

Client: IDOT District 3
Project: SN 050-0040 US 34 over Indian Creek
Location: Earlville, Illinois

Datum: NAVD 88
Elevation: 695.12 ft
Latitude: 41.57951 ft
Longitude: -88.91756 ft
Station: 638+49
Offset: 4.7 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	695.0	2-inch thick ASPHALT						
	694.3	8-inch thick CONCRETE --PAVEMENT DECK--						
	672.1	Medium stiff to stiff, gray CLAY, trace gravel, few wet sand lenses; moist --RDR 2--	25		1	0 0 3 0	0.50 P	39
					2	0 4 2 4	1.00 P	38
	665.9	Medium dense, gray, fine SAND, trace gravel; saturated --RDR 2--	30		3	1 1 1	NR	
					4	9 9 8	NP	9
	662.1	Medium dense, gray SILTY LOAM, trace gravel; wet --RDR 2-3--	35		5	10 6 16	NP	12
	659.6	--rig chatter-- Very soft, gray SILTY CLAY LOAM, trace gravel; wet --RDR 2--			6	3 3 8	0.16 B	17
	657.1	Stiff, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; moist --RDR 2--	40		7	5 6 17	1.64 B	11

GENERAL NOTES

Begin Drilling: 03-22-2023 Complete Drilling: 03-22-2023
Drilling Contractor: Wang Testing Services Drill Rig: 20CME55T [81%]
Driller: RR&GT Logger: M. Rojo Checked by: J. Bensen
Drilling Method: 3.25" ID HSA to 27 feet, mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ mud in borehole
At Completion of Drilling: ▼ mud in borehole
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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

BORING LOG B-03

WEI Job No.: KE225071G

Client: IDOT District 3
Project: SN 050-0040 US 34 over Indian Creek
Location: Earlville, Illinois

Datum: NAVD 88
Elevation: 695.12 ft
Latitude: 41.57951 ft
Longitude: -88.91756 ft
Station: 638+49
Offset: 4.7 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	654.6	Very dense, brown SANDSTONE						
	653.5	--RDR 3-- Very dense, gray SHALE	45		8	28 50/4"	NP	13
	651.1	--interbeds of sandstone-- Weak, dark purplish gray, dark brown to light gray, very poor quality, DOLOSTONE; moderately to slightly weathered, horizontal, oblique, and vertical joints, with <0.05 inch opening, slicken to slightly rough walls. --SHALE and SANDTSONE layered interbeds --RUN 1: 44.0 to 47.0 feet-- --RECOVERY: 36%-- --RQD: 0%-- --RUN 2: 47.0 to 48.0 feet-- --RECOVERY: 100%-- --RQD: 0%-- --SANDSTONE interbeds-- --RUN 3: 48.0 to 50.0 feet-- --RECOVERY: 79%-- --RQD: 0%-- --RUN 4: 50.0 to 57.0 feet-- --RECOVERY: 64%-- --RQD: 0%--	50		9	50/4"	NP	13
					10	C O R E		
					11	C O R E		
					12	C O R E		
			55		13			
		--SANDSTONE interbeds-- --RUN 5: 57.0 to 62.5 feet-- --RECOVERY: 87%-- --RQD: 0%--	60		14	C O R E		
	632.6	--Q_u at 62 feet: 5,989 psi-- Boring terminated at 62.50 ft	65					
			70					
			75					
			80					

GENERAL NOTES

Begin Drilling: 03-22-2023 Complete Drilling: 03-22-2023
Drilling Contractor: Wang Testing Services Drill Rig: 20CME55T [81%]
Driller: RR&GT Logger: M. Rojo Checked by: J. Bensen
Drilling Method: 3.25" ID HSA to 27 feet, mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ mud in borehole
At Completion of Drilling: ▼ mud in borehole
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC KE225071G.GPJ WANGENG.GDT 4/10/23

MODEL: Default
FILE NAME: S:\2022\22IL092 PTB 205 - 24 D3 -Oates - Var. PH I & II Projects\WO-4 BR Final Plans US-34 over Indian Ck 050-0040\CADD\CADD Sheets\0500265-66K85-027-Boring Logs.dgn
3/18/2024 7:57:39 AM

QUIGG ENGINEERING INC

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0500265-66K85-027-Boring Logs.dgn	CHECKED - RPW	REVISED -			
PLOT SCALE =	DRAWN - JDC	REVISED -		SHEET 27 OF 27 SHEETS	
PLOT DATE =	CHECKED - MDC	REVISED -			

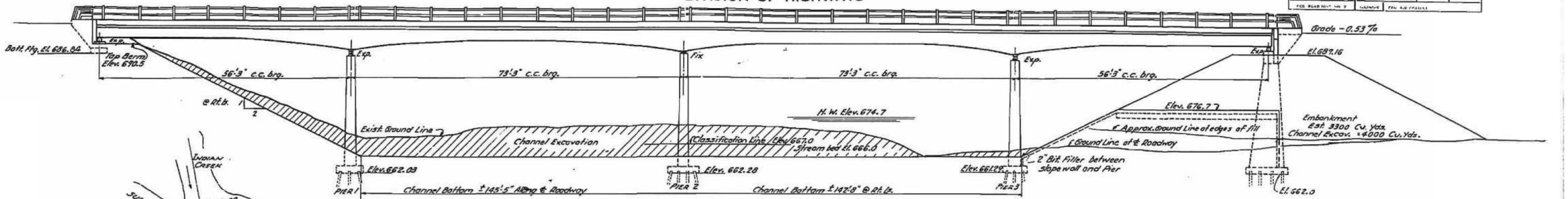
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(188)ES	LASALLE	105	79
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 19	18B	LASALLE	18	11

SHEET NO. 1
8 SHEETS

B.M. 3/8 W. in 24" Oak, 100 ft. Rt. Sta. 637+97, Elev. 675.96



ELEVATION
Scale: 3/32" = 1'0"

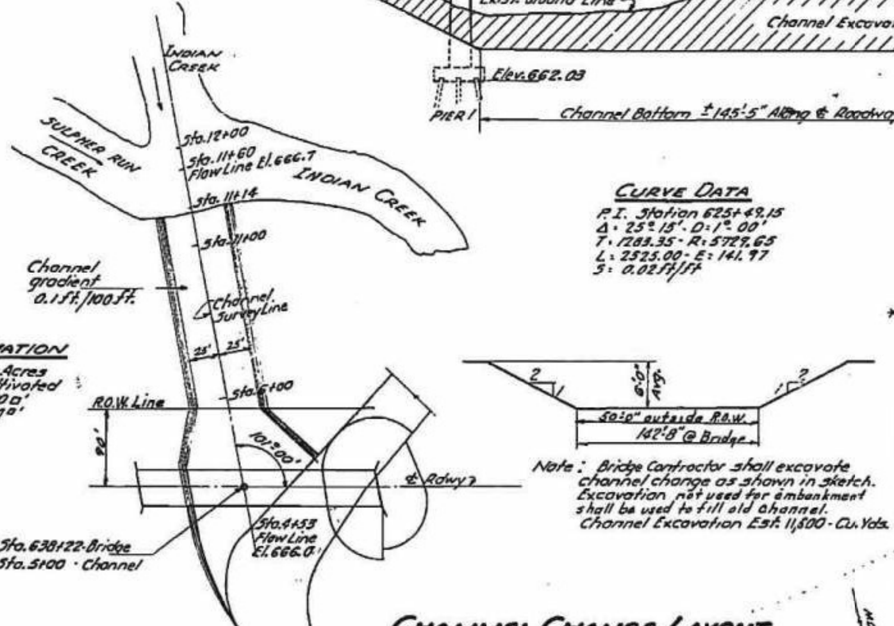
TOTAL BILL OF MATERIAL

	Item		Super.	Sub.	Total	
	Class-X-Concrete	Cu. Yds.	~~484.0~~ 500.3	129.0	~~613.0~~	629.3
	Handrail Concrete	Cu. Yds.	1.6		1.6	
*	Reinforcement Bars	Lbs.	126,560	26,270	152,830	
	Structural Steel	Lbs.	19,270		19,270	
	Name Plates	Each	1		1	
	Metal Handrail	Lin. Ft.	524.5		524.5	
	Class-A-Concrete	Cu. Yds.		427.0	427.0	
	Steel Piles (est. lgt. 15'0")	Lin. Ft.		2700	2700	
	Steel Test Piles	Each		2	2	
	Channel Excavation	Cu. Yds.		11,600	11,500	
	Class "A" Excavation for Str.	Cu. Yds.		135	135	
	Class "B" Excavation for Str.	Cu. Yds.		~~400~~ # 440	~~400~~ # 440	
	Slope Wall	Sq. Yds.		600	600	
	Untreated Timber Piles (20' lg.)	Lin. Ft.		120	120	

Incl. 40 c.y. for Slope Wall

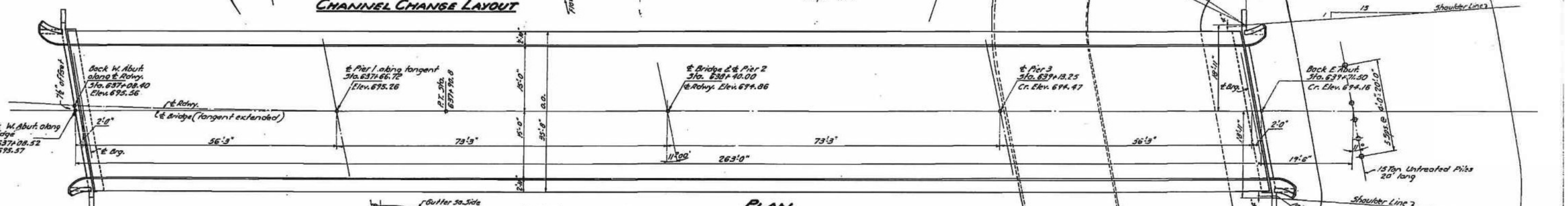
CURVE DATA
P.I. Station 625+49.15
Δ = 25°15' - D = 1°00'
T = 1283.35 - R = 5729.65
L = 2525.00 - E = 141.97
S = 0.02 ft/ft

WATERWAY INFORMATION
Drainage Area 74000 Acres
Character Level Cultivated
Opening Reqd. (50 Yr. Flood) 1300 □'
Opening Proposed 1300 □'

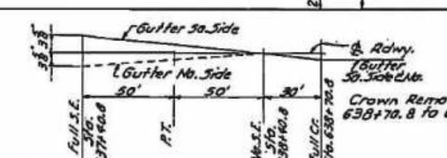


Note: Bridge Contractor shall excavate channel change as shown in sketch. Excavation not used for embankment shall be used to fill old channel. Channel Excavation Est. 11,600 - Cu. Yds.

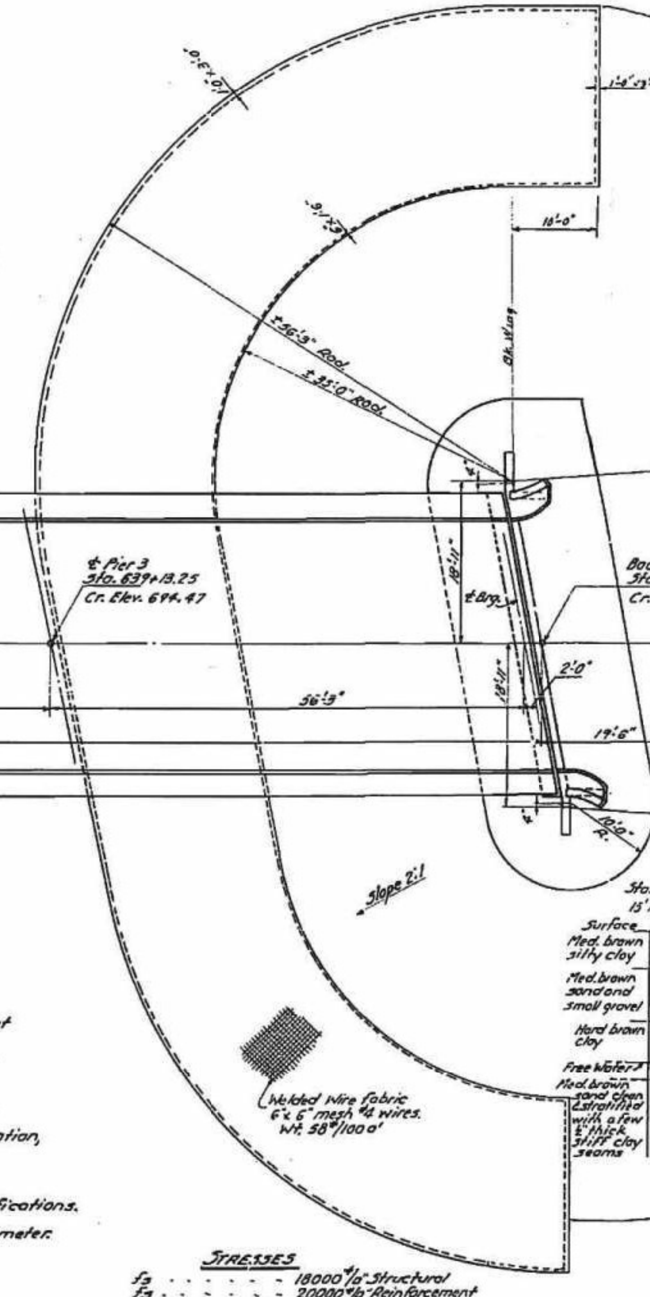
CHANNEL CHANGE LAYOUT



PLAN
Scale: 3/32" = 1'0"



SUPERELEVATION TRANSITION



STATION 638+40
BUILT 195_ BY
STATE OF ILLINOIS
F.A. RT. 19 SEC. 18-B
LOADING H20-S16

LETTERING FOR NAME PLATE
See Standard 1882

GENERAL NOTES

Class-X-Concrete shall be used throughout except in Piers and Rail Posts.
Class-A-Concrete shall be used in Piers.
Handrail Concrete shall be used in Rail Posts.
The Concrete Girders and Floor Slab shall be poured in one continuous operation.
The concrete floor slab shall be finished in accordance with Art. 51.18(a) of the Standard Specifications.
All rollers, rockers, bearing plates, lead plates, and anchor bolts shall be finished, painted and set in accordance with Art. 51.14 of the Standard Specifications. Included for payment as "Structural Steel" Estimated Weight: 14,260 Lbs.
All paint shall be furnished by the Contractor.
The contract unit price for Metal Handrail includes the installing and painting of the handrail. All metal rail including rail stanchion anchors is included for payment as "Metal Handrail." The number of Lin. Ft. is measured face to face of Concrete Posts.
Metal Handrail and Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.
Metal Handrail shall be re-adjusted to true alignment after curbs have been poured.
Inspection of Structural Steel and Metal Handrail by the Illinois Division of Highways shall be made before painting shop coat.

Before Superstructure is poured, the contractor shall construct the embankment as shown in accordance with Sec. 16 of the Standard Specifications.

Earth embankment shall be obtained from Channel Excavation.

Boring data are shown only as a guide to bidders in estimating soil conditions which may be encountered in the work.
The Contractor shall drive two (2) test piles in a permanent location, one at the East Abutment, the other as directed by the Engineer before ordering the remainder of the Piles.
Slope wall may be varied to fit field conditions as directed by the Engineer.
Welding shall comply with Art. 55.4(3) of the Standard Specifications.
* All bars shall be round ASTM A305-49
The size number is the number of 1/8 inches in the nominal diameter.

STRESSES
fs = 18000#/□" Structural
fs = 20000#/□" Reinforcement
fc = 1400#/□" Super.
fc = 800#/□" Substr.
n = 10

Loading H20-S16-44

BORINGS DATA

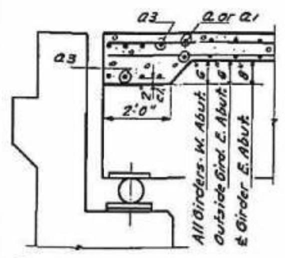
GENERAL PLAN & ELEVATION
BRIDGE OVER INDIAN CREEK
F.A. RTE. 19 - SEC. 18-B
LA SALLE COUNTY
STA. 638+40

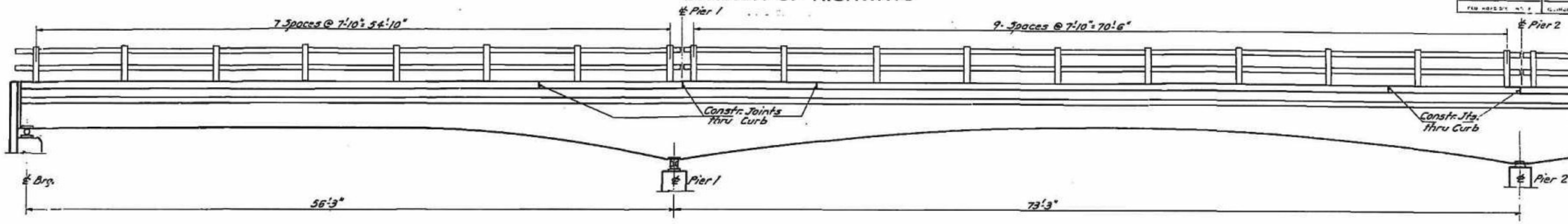
DESIGNED R.A. Sandoval
CHECKED James J. Wavering
DRAWN RAS. M. Miller
CHECKED James J. Wavering
May 5 1952
EXAMINED W.B. Hausen — Engineer of Bridge and Traffic Structures
PASSED — Engineer of Design
APPROVED F.N. Barker — Chief Highway Engineer
Revised 7/3/52 RAS

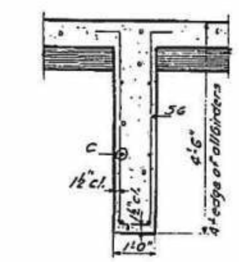
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

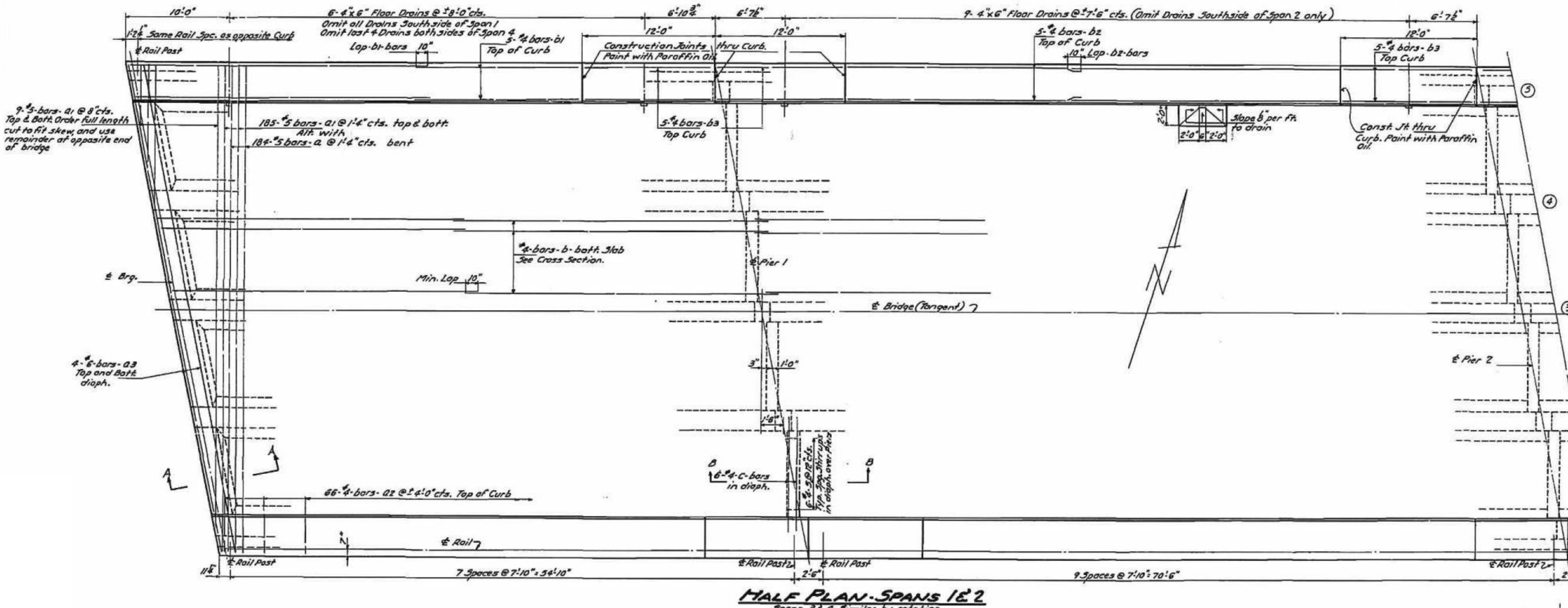
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 19	18B	LASALLE	18	12

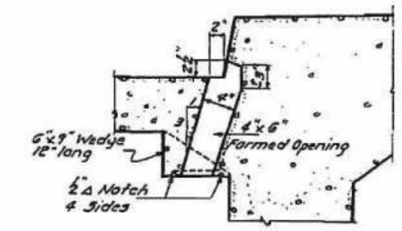
SHEET NO. 2
8 SHEETS









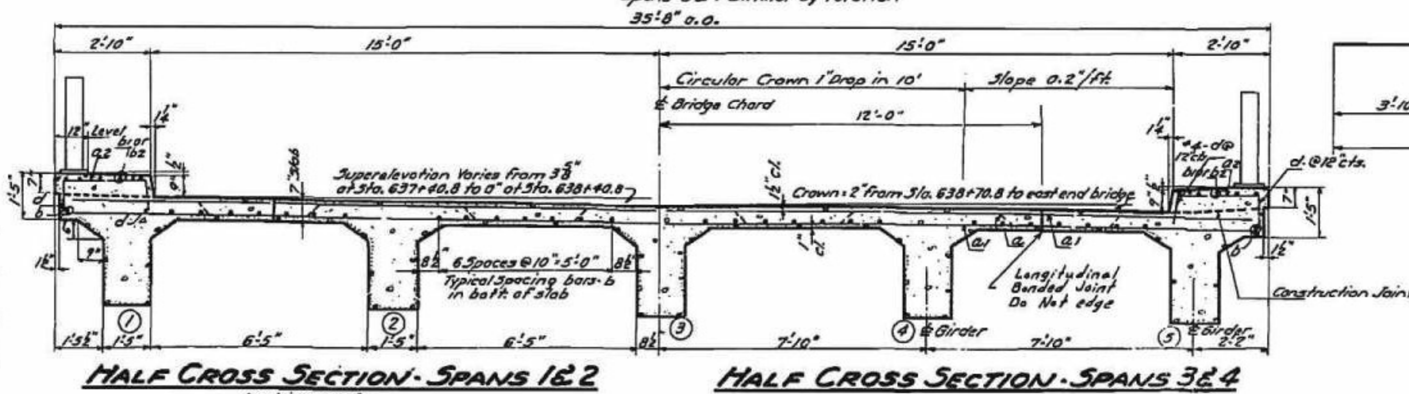


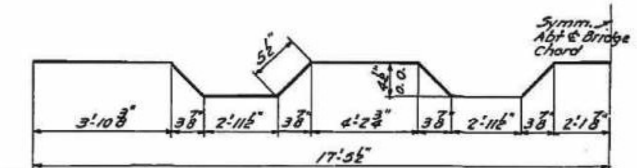
Bar List - Slabs & Diaphr.

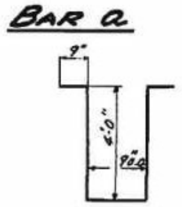
Bar	No.	Size	Length	Shape
a	185	#5	36'-0"	
a1	386	#5	35'-0"	
a2	132	#4	2'-6"	
a3	16	6	32'-6"	
b	270	#4	29'-9"	
b1	40	#4	22'-9"	
b2	40	#4	25'-0"	
b3	60	#4	11'-9"	
c	72	#4	7'-6"	
d	1040	#4	1'-3"	
S6	72	#4	10'-3"	

Bill of Material

Class X Concrete	Cu. Yds.	~~484.0~~ 500.3
Reinforcement Bars	Lbs.	126,410
Structural Steel	Lbs.	14,260







DESIGNED R. A. Sandoval
CHECKED James J. Wavering
DRAWN R.A.S. H. Miller
CHECKED James J. Wavering

EXAMINED W. E. Hanson — May 5, 1952
PASSED E. L. ...
APPROVED F. N. Barker

Superstructure

Bridge over Indian Creek
F.A. Rte. 19 - Sec. 18-B
LaSalle County
Sta. 638+40

Revised 7/3/53

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = roshan.pokhrel	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 3/11/2024	DATE -	REVISED -	

1952 ORIGINAL PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 2 OF 11 SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	81

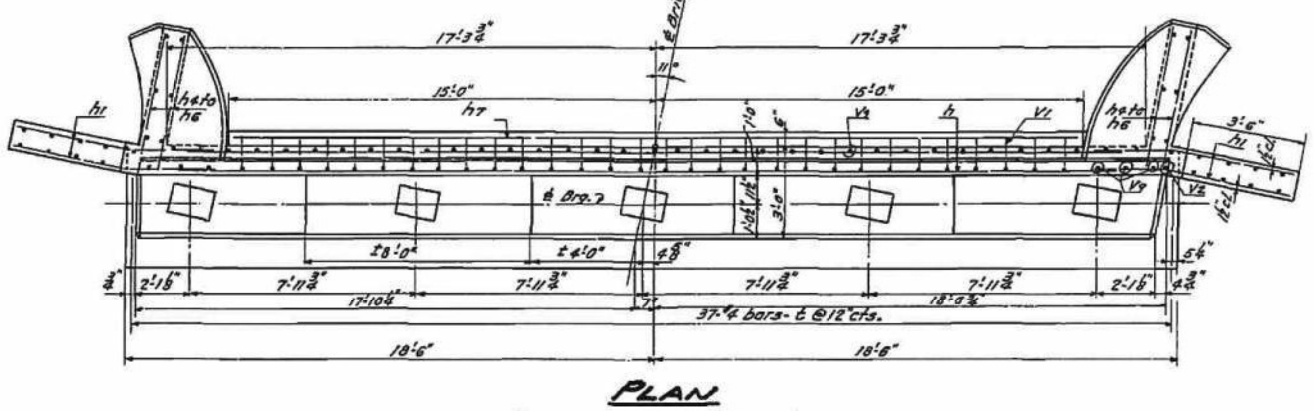
US 34 OVER INDIAN CREEK — CONTRACT NO. 66K85
CITY OF EARLVILLE | ILLINOIS | FED. AID PROJECT

MODEL: Existing Bridge plans
FILE NAME: H:\P\221126 - D3 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSP\CADD\MicroStation\CADD Drawings\D366K85 - sht-details.dgn

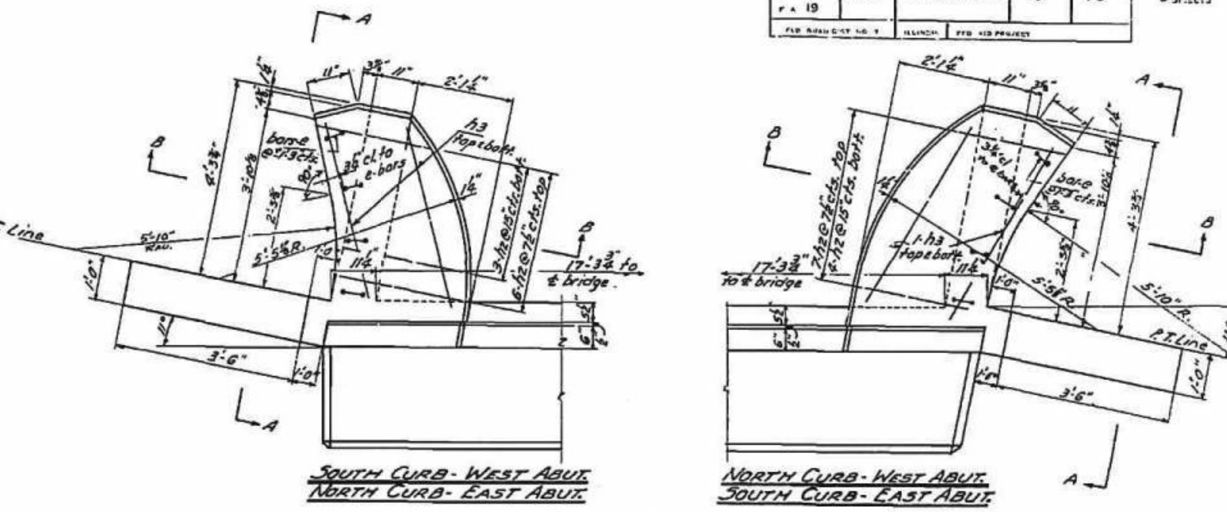
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 19	18 B	LASALLE	18	16

SHEET NO. 6
8 SHEETS



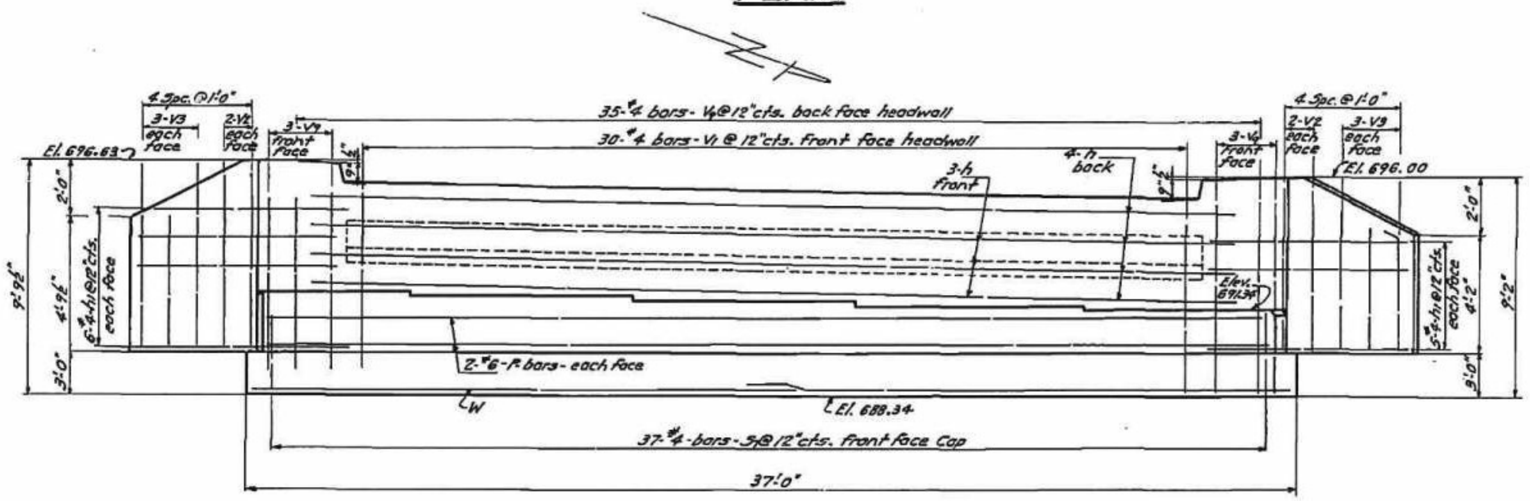
PLAN



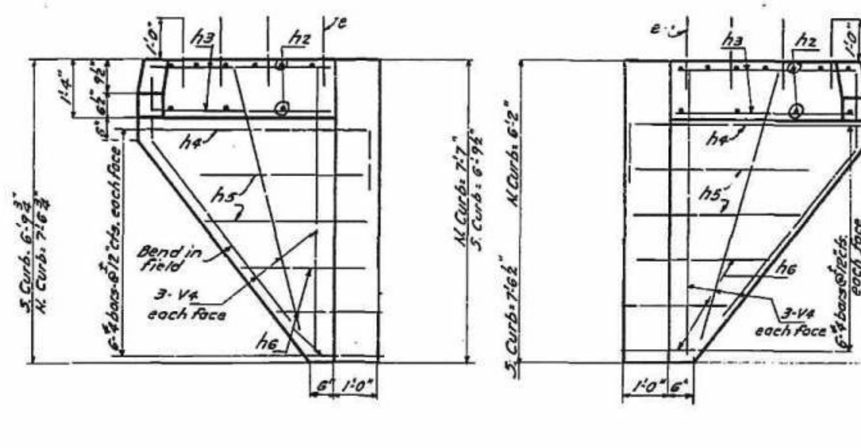
SOUTH CURB - WEST ABUT.
NORTH CURB - EAST ABUT.

NORTH CURB - WEST ABUT.
SOUTH CURB - EAST ABUT.

CURB END DETAILS



ELEVATION



So. CURB - W. ABUT.
No. CURB - E. ABUT.

No. CURB - W. ABUT.
So. CURB - E. ABUT.

SECTION A-A

BAR LIST - 4 CURB ENDS

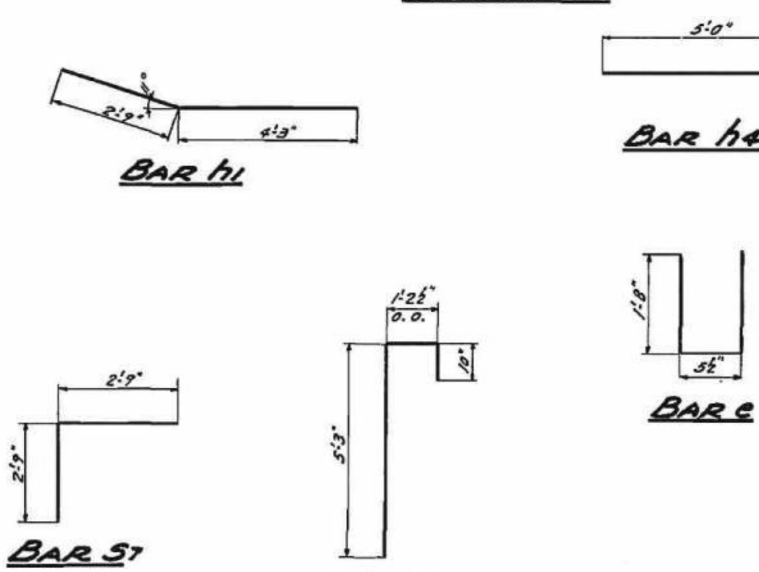
BAR	No.	SIZE	LENGTH	SHAPE
e	16	#4	3'-9"	⊏
h2	40	#4	2'-6"	—
h3	16	#4	4'-6"	—
h4	8	#4	6'-0"	∟
h5	16	#4	3'-6"	—
h6	24	#4	2'-9"	—
V4	12	#4	5'-9"	—

BILL OF MATERIAL - W. ABUT.

BAR	No.	SIZE	LENGTH	SHAPE
h	7	#4	33'-0"	—
h1	26	#4	7'-0"	—
h7	2	#4	29'-6"	—
V4	41	#4	8'-0"	—
V1	30	#4	7'-3"	┌
V2	8	#4	6'-0"	—
V3	12	#4	4'-6"	—
P	4	#6	35'-9"	—
S7	37	#4	7'-0"	┌
W	4	#4	18'-6"	—

• Class-X-Concrete	Cu. Yds.	35.7
Reinforcement Bars	Lbs.	1270
Class-A-Excav. for Struct.	Cu. Yds.	125

• Includes Class-X-Concrete & Reinf. in two Curb ends on W. Abut. only



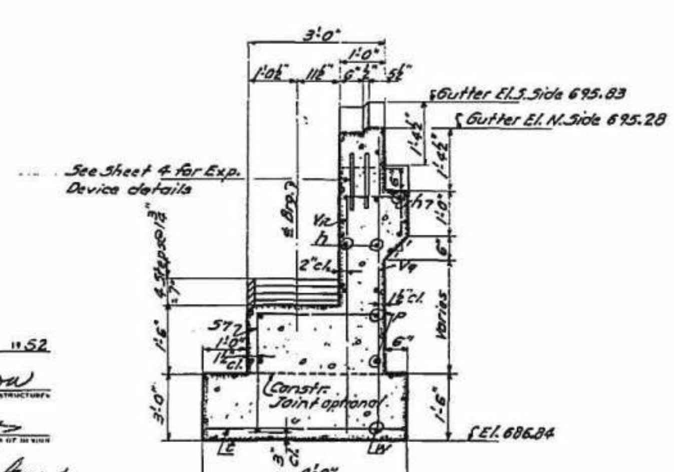
BAR h1

BAR h4

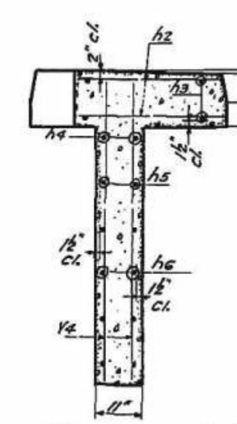
BAR e

BAR S7

BAR V1



SECTION THRU ABUTMENT



SECTION B-B

DESIGNED R.A. Sandoval	May 5 1952	
CHECKED James J. Wavering	EXAMINED	W.E. Hanson, Engineer of Bridges and Traffic Structures
DRAWN R.d.S. M. Miller	PASSED	C.L. [illegible], Engineer of Design
CHECKED James J. Wavering	APPROVED	F.N. Barker, Chief Highway Engineer

WEST ABUTMENT

BRIDGE OVER INDIAN CREEK
F.A. RTE. 19 - SEC. 18-B
LASALLE COUNTY
STA. 638+40

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1952 ORIGINAL PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 3 OF 11 SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	82

US 34 OVER INDIAN CREEK — CONTRACT NO. 66K85

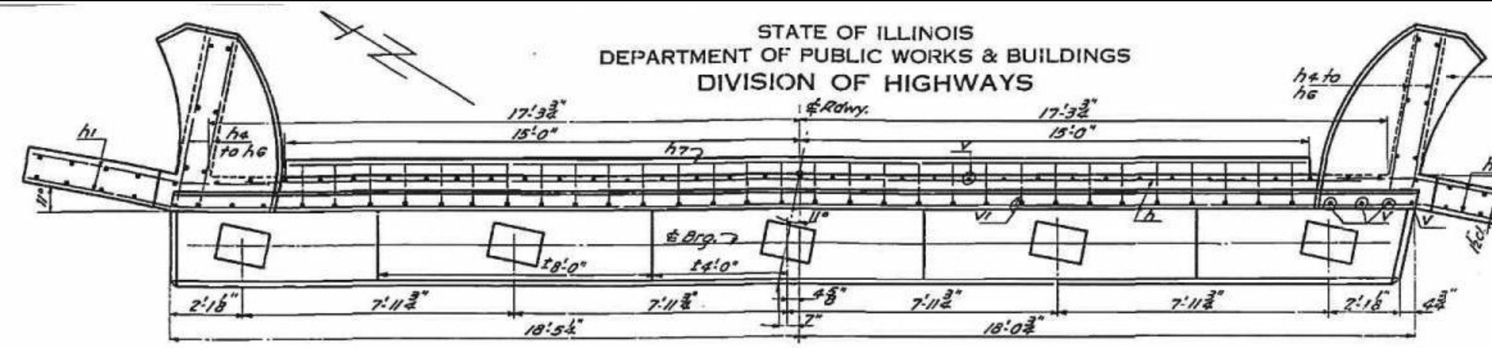
CITY OF EARLVILLE | ILLINOIS | FED. AID PROJECT

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

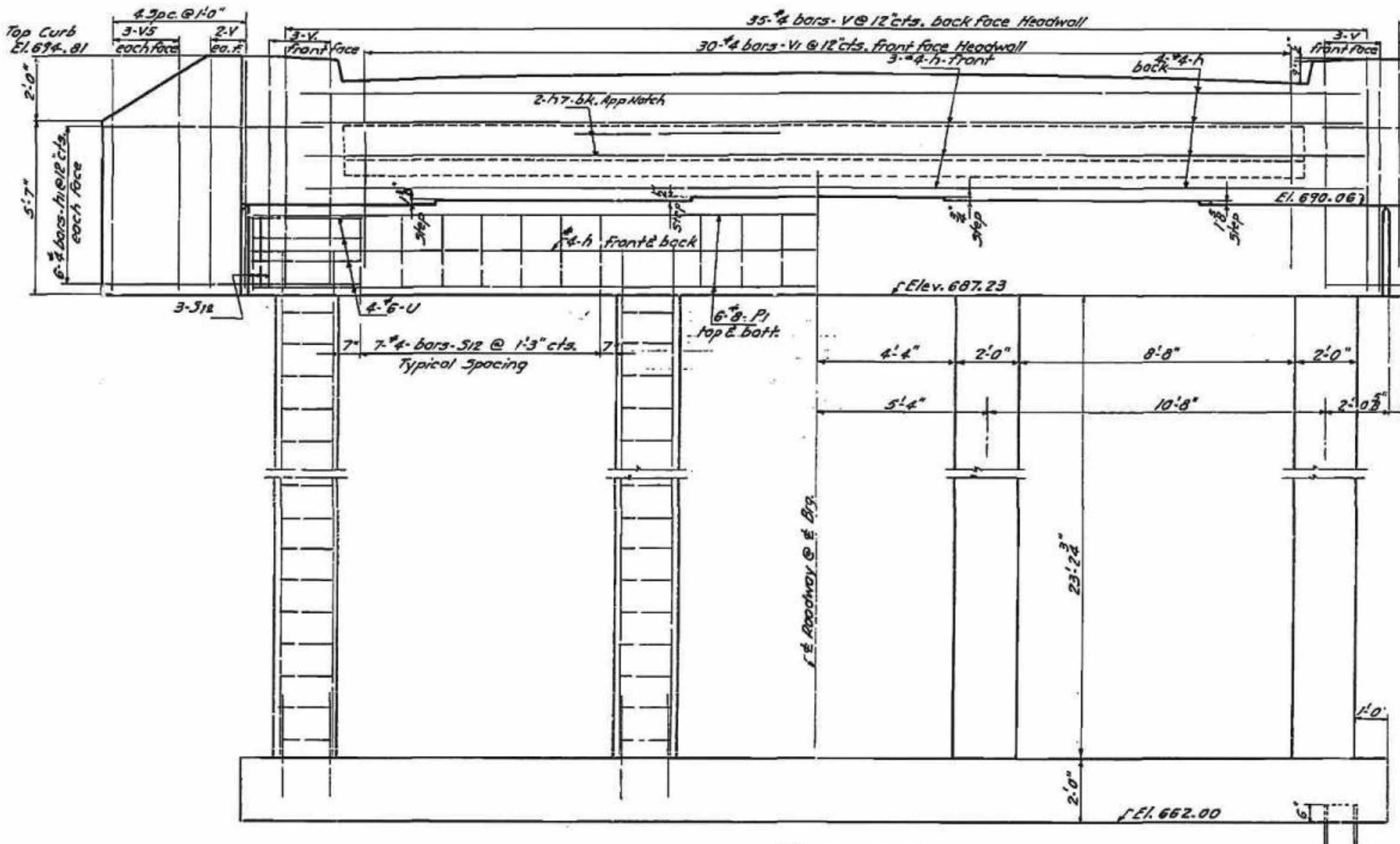
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 19	18B	LASALLE	18	17

SHEET NO. 7
8 SHEETS

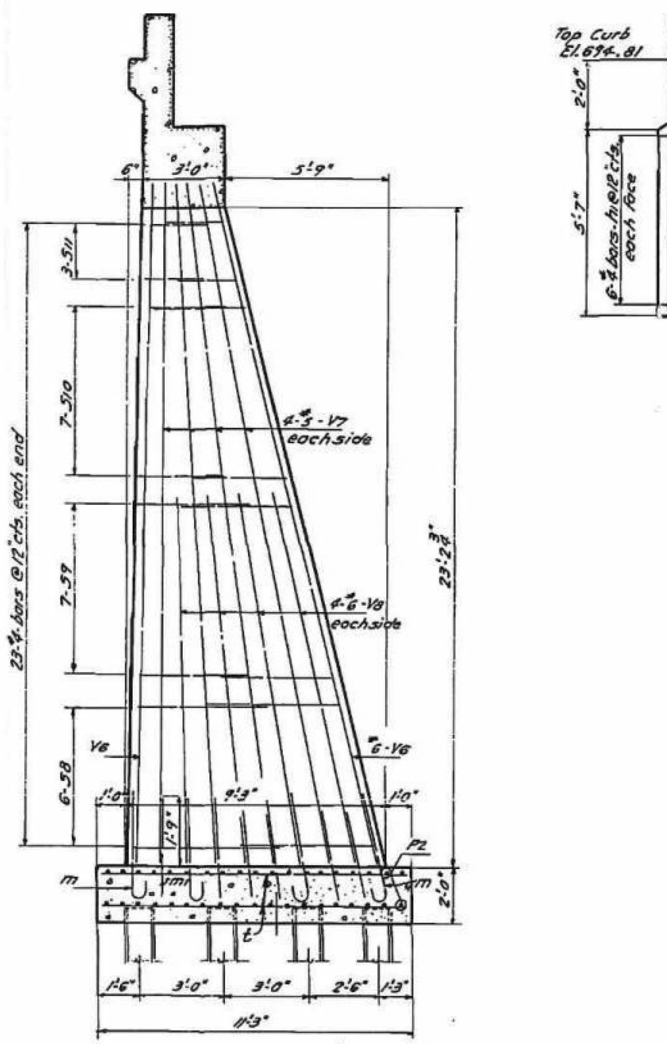
Note: For end Curb Details see Sheet 6. Quantities are included in Bill of Material for East Abut.



PLAN - CAP

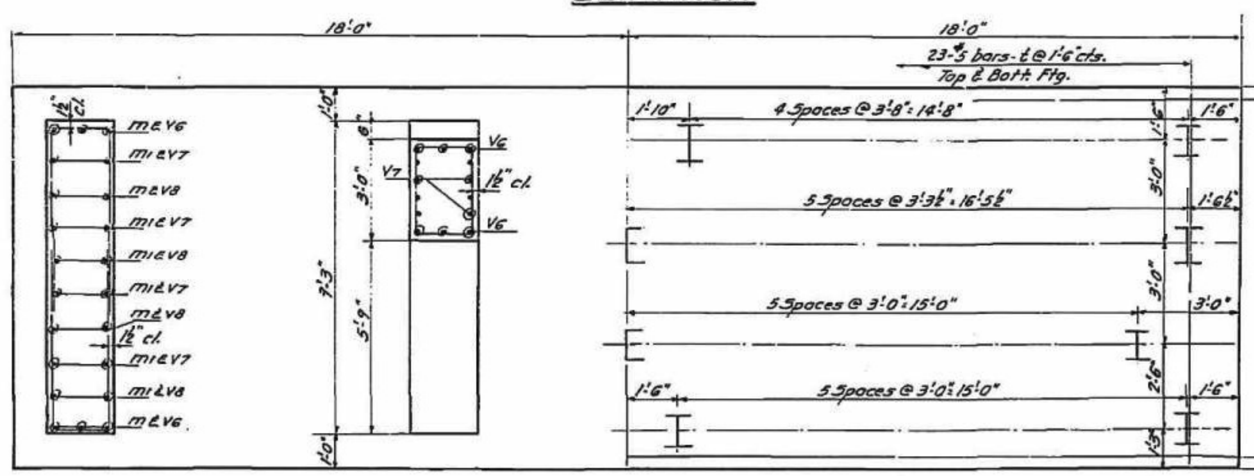


ELEVATION

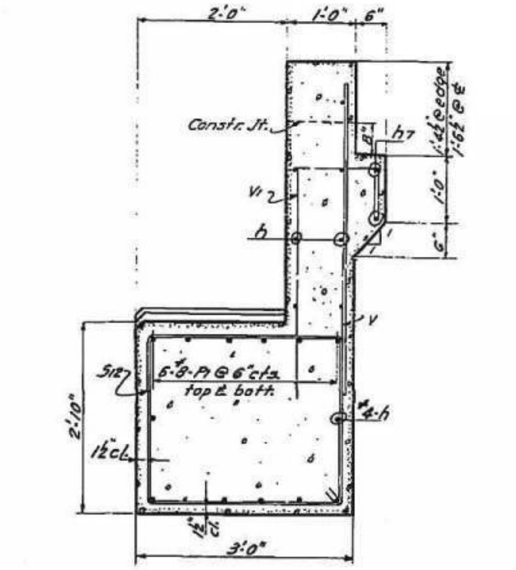


SECTION THRU ABUTMENT

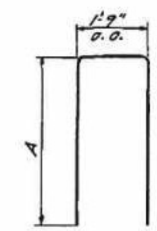
Pile Data
10" B.P. 42# Piles - 20 Ton min. Capacity
44 Req'd. Estimated Length = 15'-0"



FOOTING PLAN

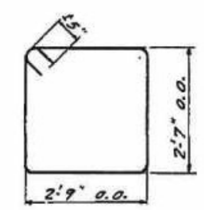


SECTION THRU CAP

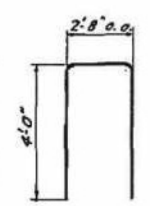


BARS S8-S9-S10-S11

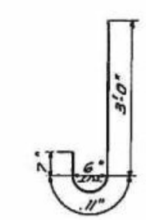
BAR	A
S8	5'-0"
S9	4'-0"
S10	3'-0"
S11	2'-0"



BAR S12



BAR U



BAR m

BILL OF MATERIAL - EAST ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h	9	#4	33'-0"	
h1	24	#4	7'-0"	
h7	2	#4	29'-6"	
V	49	#4	6'-6"	
V1	30	#4	7'-3"	
V5	12	#4	5'-6"	
V6	24	#6	25'-0"	
V7	32	#5	25'-0"	
V8	32	#6	13'-0"	
m	40	#6	4'-6"	
m1	48	#6	3'-0"	
P2	38	#7	35'-6"	
P1	12	#8	35'-6"	
S8	48	#4	11'-9"	
S9	56	#4	9'-9"	
S10	56	#4	7'-9"	
S11	24	#4	5'-9"	
S12	27	#4	11'-6"	
t	46	#5	10'-9"	
U	8	#6	10'-9"	

Class-X-Concrete	Cu. Yds.	93.3
Reinforcement Bars	Lbs.	9640
Steel Piles	Lin. Ft.	645
Class-B-Exc. for Struc.	Cu. Yds.	110
Steel Test Piles	Each	1

DESIGNED R. A. Sandoval
CHECKED James J. Novacoig
DRAWN R.A.S. M. Miller
CHECKED James J. Novacoig

May 5 1952
EXAMINED W. E. Hauson
PASSED E. L. Thies
APPROVED F. N. Barker

EAST ABUTMENT

BRIDGE OVER INDIAN CREEK
F.A. RTE. 19 - SEC. 18-B
LASALLE COUNTY
STA. 638+40

OATES ASSOCIATES
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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1952 ORIGINAL PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 4 OF 11 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	83

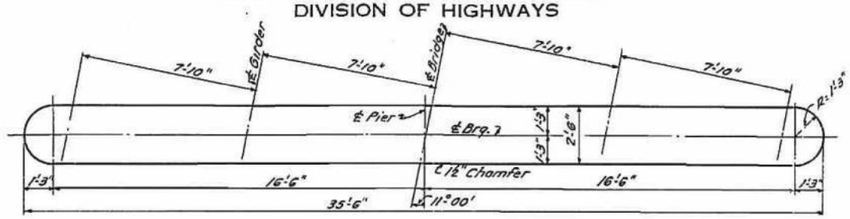
US 34 OVER INDIAN CREEK | CONTRACT NO. 66K85
CITY OF EARLVILLE | ILLINOIS | FED. AID PROJECT

MODEL: Existing Bridge plans
FILE NAME: H:\P\221126 - D3 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-details.dgn

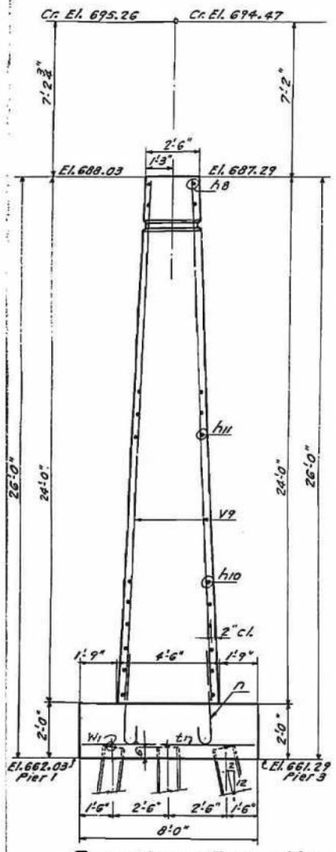
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B. F.A. 19	18B	LASALLE	18	18

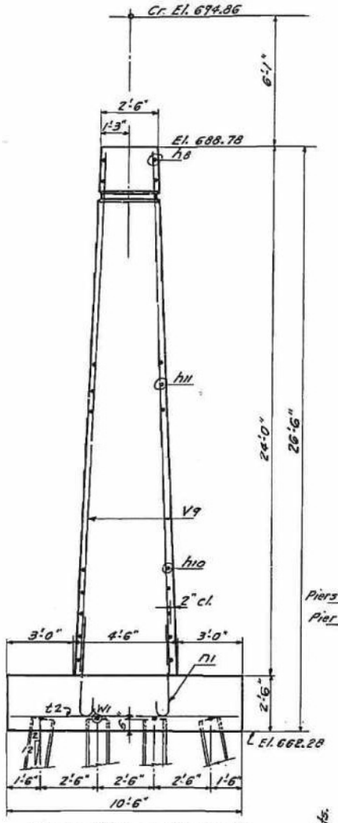
SHEET NO. 9
8 SHEETS



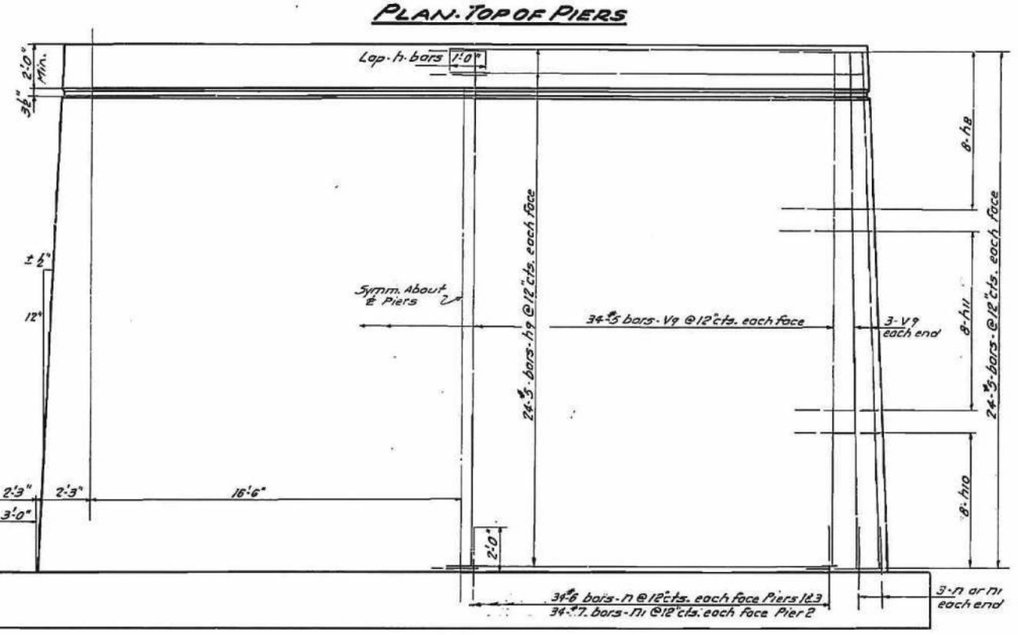
PLAN - TOP OF PIERS



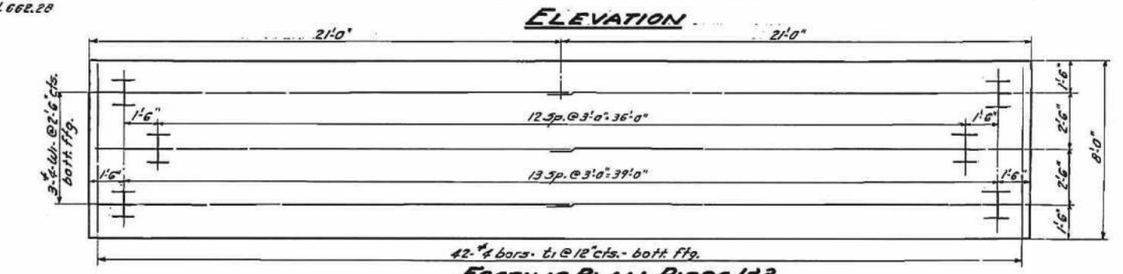
END VIEW PIERS 1 & 3



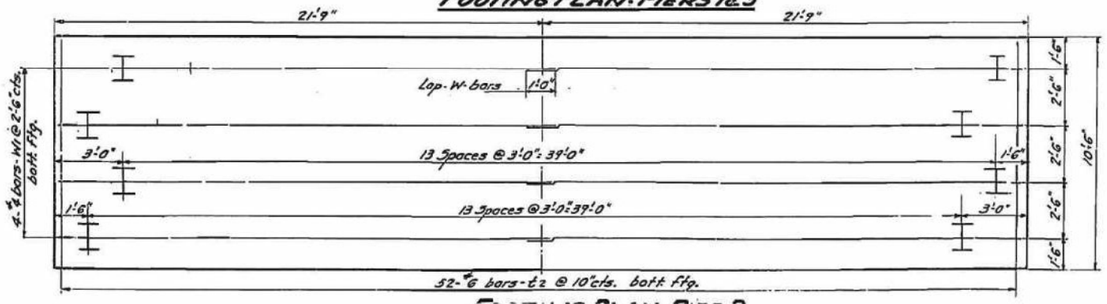
END VIEW - PIER 2



ELEVATION



FOOTING PLAN - PIERS 1 & 3



FOOTING PLAN - PIER 2

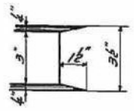
PILE DATA

Item	Pier 1	Pier 2	Pier 3
Capacity	20 T	20T	20T
Est. length	13'-0"	15'-0"	15'-0"
No. Req'd.	41	56	41

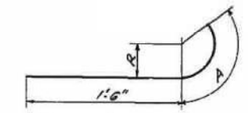
All Piles 10" B.P. 42#

DESIGNED R. A. Sandoval
DRAWN James J. Manning
TRACED Ras. M. Miller
CHECKED James J. Manning

May 5 1952
EXAMINED W. E. Hansen, ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED E. H. Scheidenhelm, ENGINEER OF DESIGN
APPROVED F. H. Becker, CHIEF HIGHWAY ENGINEER

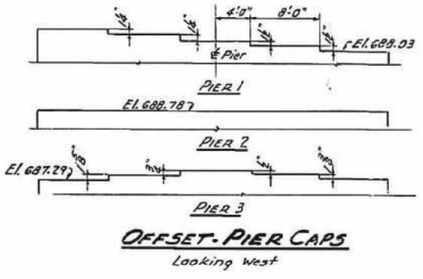


NOTCH DETAIL

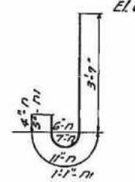


BARS h10 - h11 - h8

BAR	R	A
h10	1'-9"	3'-6"
h11	1'-5"	3'-0"
h8	1'-1"	2'-6"



OFFSET - PIER CAPS
Looking West



BAR n - n1

BILL OF MATERIAL - 3 PIERS

BAR	No.	SIZE	LENGTH	SHAPE
h9	288	#5	17'-0"	
h10	96	#5	3'-0"	
h11	96	#5	4'-6"	
h8	96	#5	4'-0"	
V9	222	#5	23'-9"	
n	148	#6	5'-0"	
n1	74	#7	5'-3"	
t1	84	#4	7'-6"	
t2	52	#6	10'-0"	
W1	20	#4	22'-0"	

Class-A Concrete	Cu. Yds. 427.0
Reinforcement Bars	Lbs. 19360
Class-B-Excav. For Struct.	Cu. Yds. 290
Steel Piles (75'-0" lg.)	Lin. Ft. 2055
Steel Test Pile	Each 1
Class-A-Excav. for Struct.	Cu. Yds. 10.0

PIERS

BRIDGE OVER INDIAN CREEK
F.A. RTE. 19 - SEC. 18-B
LA SALLE COUNTY
STA 638+40

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1952 ORIGINAL PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 5 OF 11 SHEETS | STA. | TO STA.

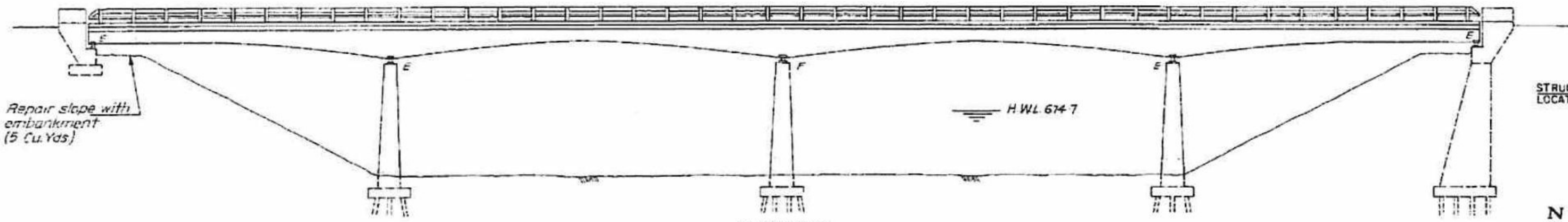
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	84
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

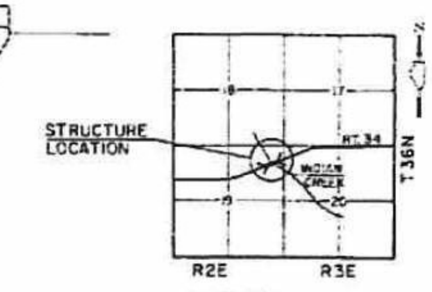
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 587	(17,18) RS	LASALLE	44	34

SHEET NO. OF SHEETS 11

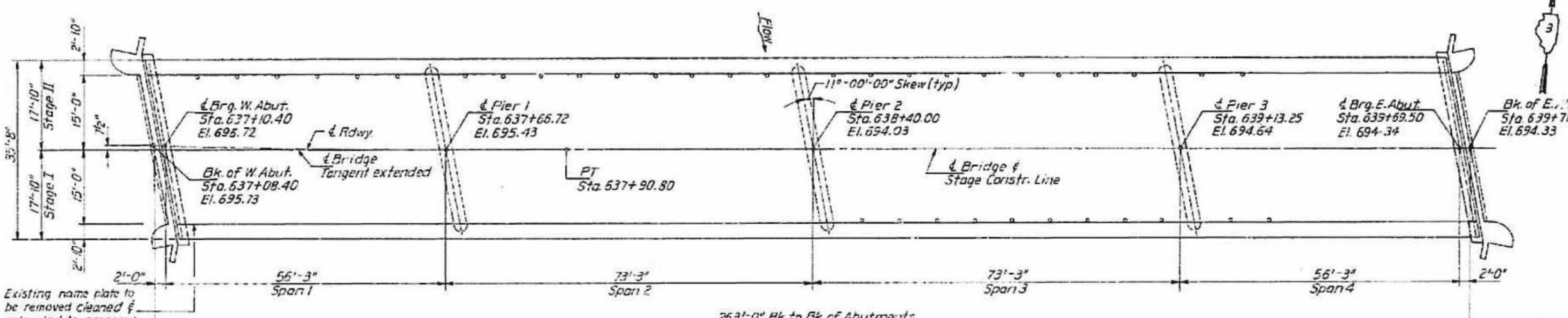
Existing Structure No. 050-0040
A reinforced concrete deck girder bridge 2 spans at 56'-3" and 2 spans @ 73'-3" on one pile bent abut. (East), one spread footing abut. (West) and concrete piers.
Existing structure to be rehabilitated utilizing stage construction.
No salvage value for removed materials.
T.B.M. ☐ Chiseled square on Top of the north-west wing wall of bridge Elev. 695.99



ELEVATION



LOCATION MAP

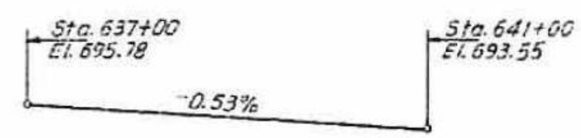


Existing name plate to be removed cleaned & relocated to proposed Bridge rail (Cost incidental to concrete removal)

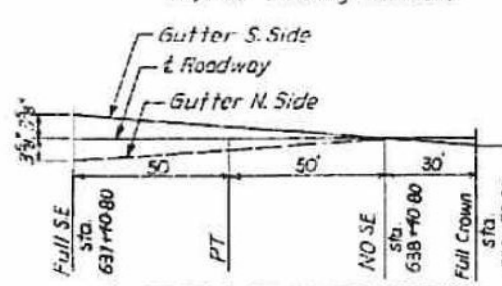
PLAN

TOTAL BILL OF MATERIALS					
	ITEM	UNIT	SUB STRUCT.	SUPER STRUCT.	TOTAL
	Concrete Removal	Cu Yds	8	8	16
	Bridge seat sealer	L Sum	1		1
	Structure Excavation	Cu Yds.	32	-	32
*	Deck Slab Repair (Full depth) Type I	Sq. Yds.	-	4	4
*	Deck Slab Repair (Partial depth)	Sq. Yds.	-	101	101
*	Removal of exist. bearing bottom ℞'s (Abuts.)	Each	10	-	10
	Bridge Handrail Removal	Lin. Ft.	-	525	525
	Class X Concrete, Superstructure	Cu Yds.	-	12.8	12.8
	Class X Concrete	Cu. Yds.	4.0	-	4.0
	Reinforcement Bars (Epoxy Coated)	Lbs.	1200	1420	2620
	Steel Bridge Rail	Lin. Ft.	-	525	525
	Bituminus Concrete Surface Course Mix. Class I	Tons	-	72	72
*	Waterproofing membrane system	Sq. Yds	-	869	869
	Furnishing & Erecting Structural Steel	Pound	1253	-	1253
	Neoprene Expansion Joint (2")	Lin. Ft.	75	-	75
	Floor Drains	Each	-	37	37
	Expansion Bolts 3/4" ϕ	Each	64		
	Pavement removal & P.C.C. replacement Type I (10")	Sq Yds.	-	11	11
	Epoxy Mortar Repair	Cu. Ft.	4.5	9.6	14.1
*	Cleaning and Painting Existing Bearings	Each	25	-	25
*	Embankment	Cu Yds.	5	-	5
	Jacking & Cribbing	L.S.	1	-	1

*See Special Provisions



PROPOSED PROFILE GRADE
(Top of Wearing Surface)



SUPERELEVATION TRANSITION

Note:
Crown removed Sta 638+70.80 to Sta. 638+40.80

Curve Data
PI Sta. 625+49.15
Δ = 25°-15'
D = 1°-00'
T = 1283.35'
R = 5729.65'
L = 2525.0'
E = 141.97'
S = 0.02 ft/ft.

APPROVED

DESIGN SPECIFICATIONS
A.A.S.H.T.O. 1989 Std. Specifications for Highway Bridges.
Std. Specifications for Road & Bridge Constr., State of Illinois, dated July 1, 1988.
Except as supplemented by the special provisions and supplemental provisions.

DESIGN STRESSES (New Construction)
f'c - 3,500 psi
fy = 60,000 psi, Reinf.
fy = 36,000 psi, Struct.

P.G. ENGINEERING ASSOCIATES, INC.
800 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

GENERAL PLAN & ELEVATION
F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040
SCALE VERT. HORIZ.
DATE

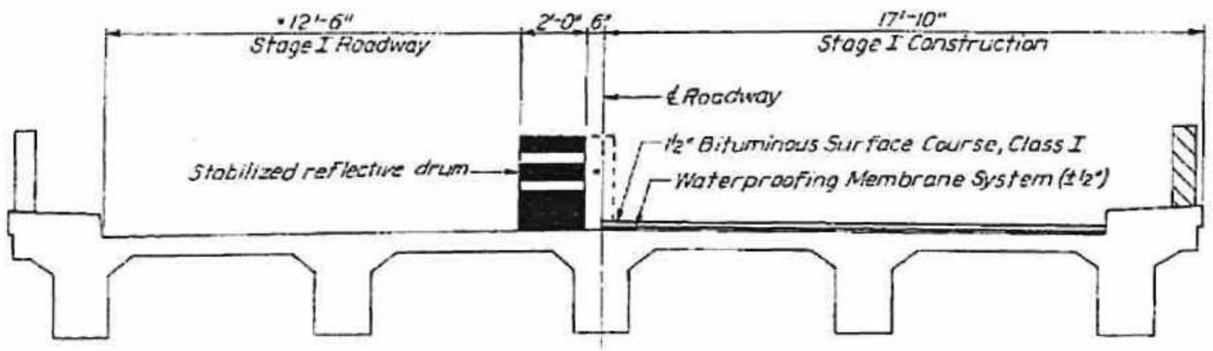
REVISIONS	
NAME	DATE

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	A.S.R.
CHECKED	R.V.P.

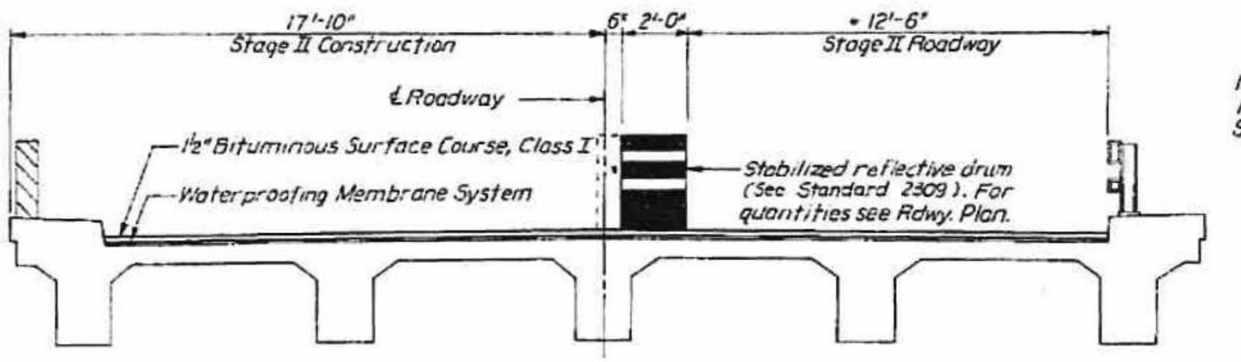
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	35
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2 OF SHEETS 11



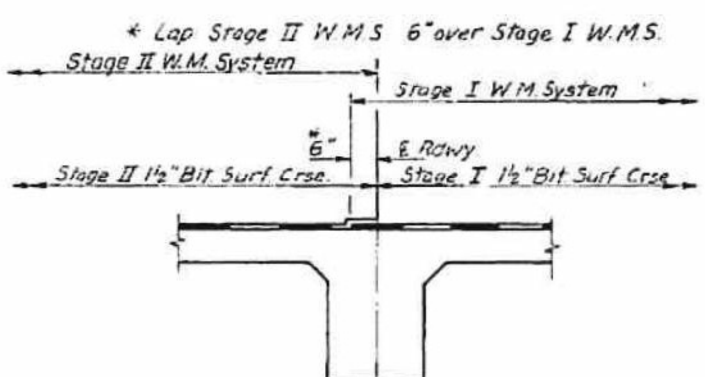
STAGE I
(LOOKING EAST)



STAGE II
(LOOKING EAST)

Note:
For Stage Removal see Sht. #4 of 11.

* RELOCATE DRUMS OR USE CONES DURING DAY TIME OPERATIONS TO MAINTAIN 14'-0"



W.M.S. LAP DETAIL
(Looking East)

GENERAL NOTES

THE 3 COAT LEAD AND CHROMATE FREE ALKYD PAINT SYSTEM SHALL BE USED FOR PAINTING OF NEW AND EXISTING STRUCTURAL STEEL. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STD. NO. 7.5G 4/8 INTERSTATE GREEN. SEE SPECIAL PROVISIONS FOR CLEANING AND PAINTING STRUCTURAL STEEL.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.

SEE SPECIAL PROVISIONS FOR CLEANING AND PAINTING STEEL STRUCTURES.

BRIDGE SEAT SEALER SHALL BE APPLIED AT ABUTMENTS. THE ESTIMATED QUANTITY IS 122 SQ. FT.

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

EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,000 LBS., AND 3/4" Ø X 12" [illegible]

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BRACE THE SOIL BEHIND THE ABUTMENTS TO PROTECT THE ROADWAY DURING STAGE CONSTRUCTION. COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE REMOVAL"

LEGEND
▨ Indicates existing bridge rail to be removed.

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	A.S.R.
CHECKED	R.V.P.

REVISIONS	
NAME	DATE

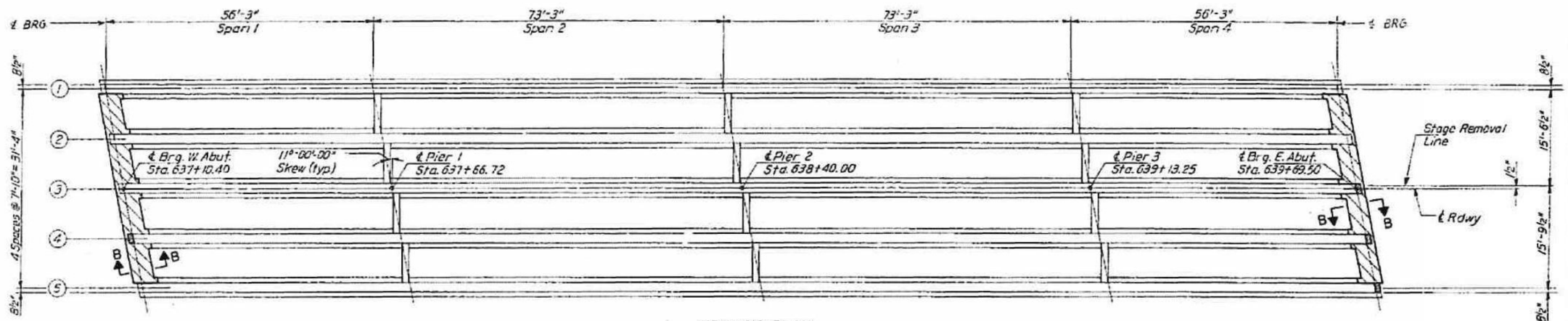
P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

STAGING & GENERAL NOTES
F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040
SCALE: VERT. HORIZ.
DATE

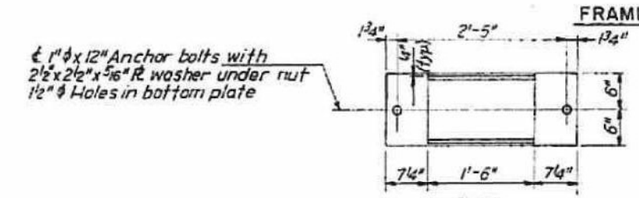
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	35

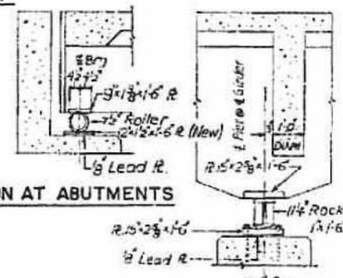
SHEET NO. 8 OF SHEETS 11



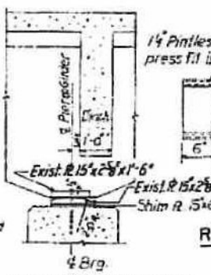
FRAMING PLAN



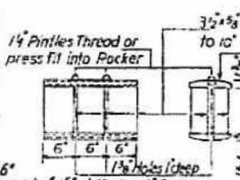
PLAN



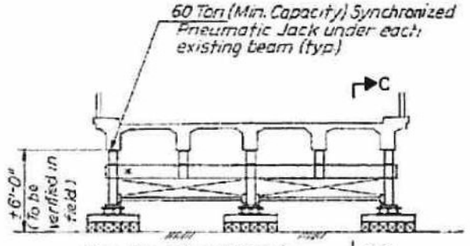
SECTION AT ABUTMENTS

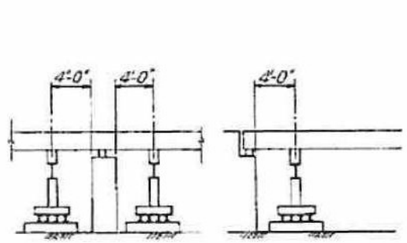


SECTION AT PIER 2



EXISTING ROCKER DETAILS

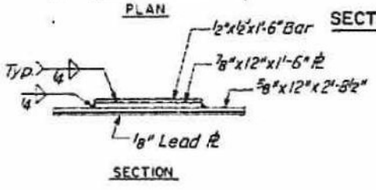




Note: Shoring is to be designed by the contractor and approved by the Engineer.

TEMPORARY SHORING

SECTION C-C



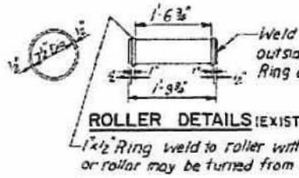
SECTION

NEW BOTTOM BEARING PLATE AT ABUTMENTS
(16 Required)

Note: Contractor shall rotate rollers 90°

Contractor shall rotate and reposition rollers at both abutments. Cost is incidental to cleaning & painting existing bearings.

Contractor shall reposition rockers at Piers 1 & 3. Cost is incidental to cleaning & painting existing bearings.



ROLLER DETAILS (EXISTING)

"I" DIMENSIONS AT PIER 2

Girder	I
1	0"
2	4"
3	½"
4	½"
5	½"

LEGEND

Indicates concrete removal, existing reinforcement extending into removed area shall be cleaned & incorporated into the new construction.

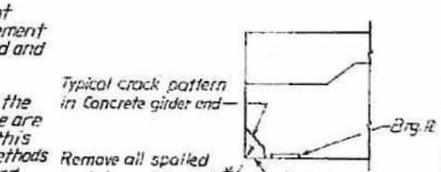
Indicates epoxy mortar repair in square feet.

NOTE: All Existing Bearing shall be cleaned by sand blasting and painted.

DETAILS OF EXISTING BEARINGS

SHORING NOTES

1. Before stage construction, provide temporary shoring for changing bottom bearing plates at abutments and repair of beam ends. Cost included in "Jacking and Cribbing".
2. The superstructure shall be jacked up to a maximum height of 18" above the existing bearings for bottom plate replacement and for beam end repairs. This height shall be maintained and synchronized for the full width of Bridge during the entire operation of replacing bottom bearing plates.
3. It is the contractor's responsibility to submit a design of the temporary jacking and shoring. The methods shown here are not mandatory, therefore, the Contractor can propose this type of shoring or an entirely different type from the methods shown on this sheet. The design and details must be approved by the Engineer. See Special Provision.
4. * Design beam to allow maximum deflection = ⅛"
5. Replace existing bearing's bottom plates and install new bottom plates under each of five beams at both abutments at the same time prior to any other rehabilitation work.



REPAIR OF BEAM ENDS

*Cost is incidental to Epoxy Mortar Repair

BILL OF MATERIALS

ITEM	UNIT	TOTAL	CONSTR STAGE I	CONSTR STAGE II
Epoxy Mortar Repair	Cu. Ft.	3.70	0.90	2.80
Cleaning and painting existing bearings	Each	25	15	10
Structural Steel	Lbs.	1253	752	501
Jacking & Cribbing	L.Sum	1	—	—

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	A.S.R.
CHECKED	R.V.P.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

FRAMING PLAN & DETAILS

F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040

SCALE: VERT. HORIZ.
DATE

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1991 REPAIR PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 8 OF 11 SHEETS | STA. | TO STA.

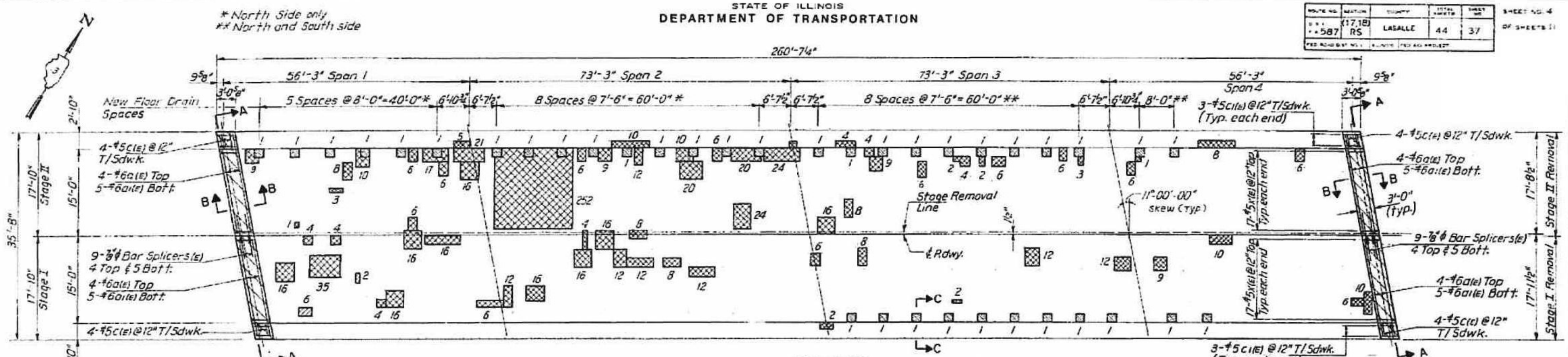
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	87
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

MODEL: Existing Bridge plans
FILE NAME: H:\PC21126 - 03 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek- PSE\CADD\Microstation\CADD Drawings\D366R8S - sht-details.dgn

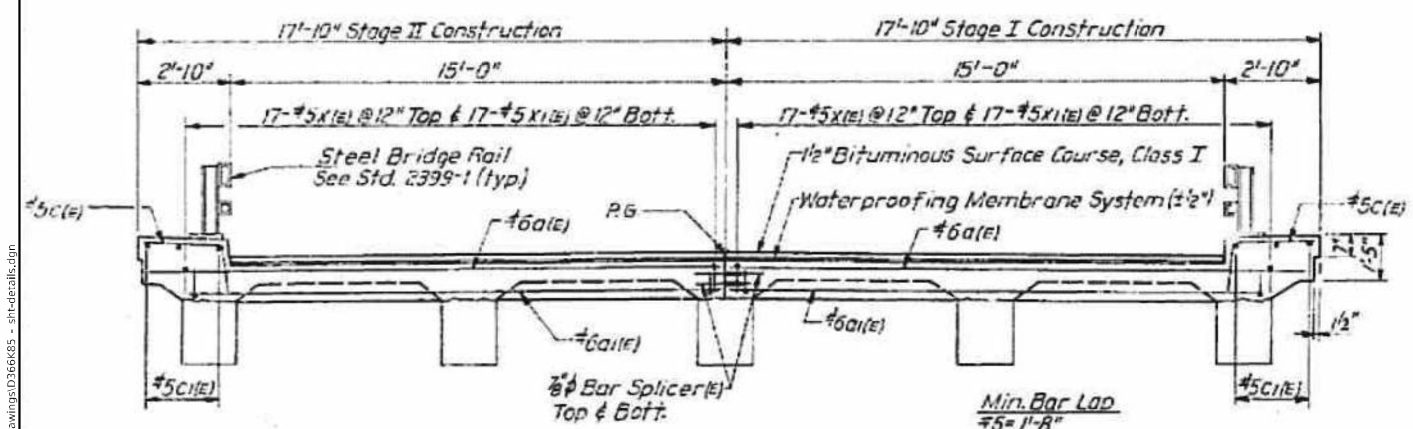
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	37

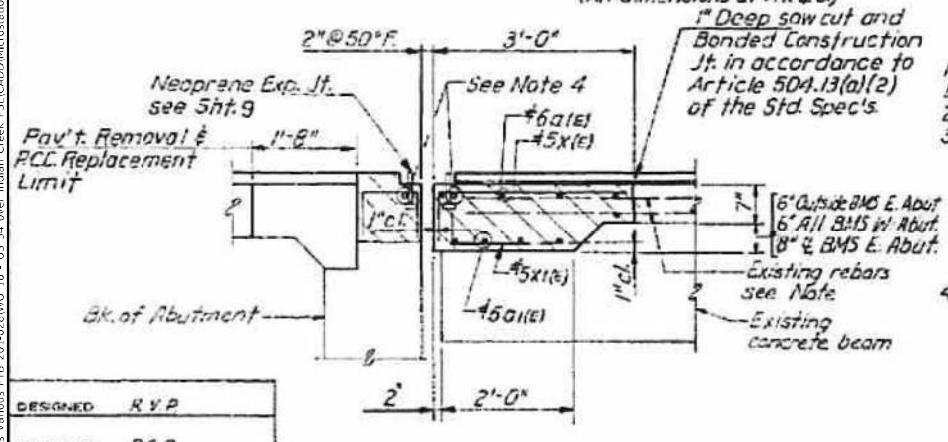
SHEET NO. 4 OF SHEETS 11



DECK PLAN

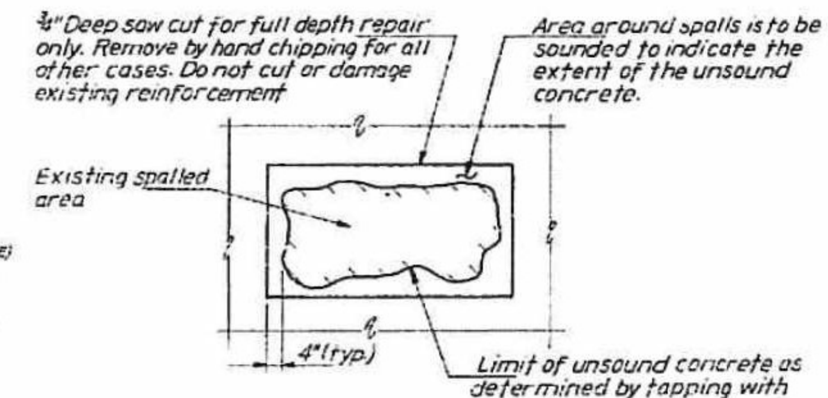


SECTION A-A
(All dimensions at Rt. ∠'s.)

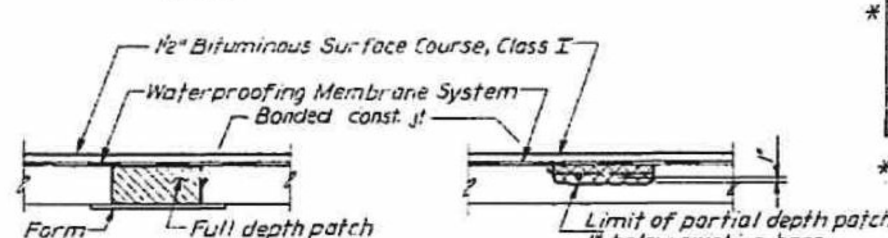


SECTION B-B
(All dimensions @ Rt. ∠'s)

Notes:
1. Bars designated (E) shall be epoxy coated.
2. For Section C-C see Sht. No. 5 of 11
3. Straighten, clean and incorporate existing reinf. bars into new construction. Whenever any existing bars were cut or damaged during concrete removal, a new bar (E) of equivalent diameter shall be lapped with both ends of the bars cut with min. bar lap shown in the table. Cost is incidental to concrete removal.
4. Place a(E), h(E) or h1(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0"-⅛"). Anchor bolts should be tied to a(E), h(E) or h1(E) bars.

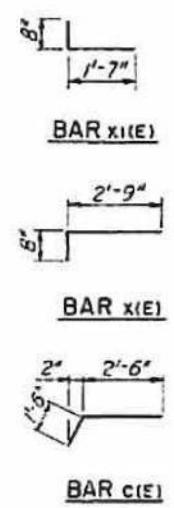


PLAN



SECTION — SECTION

DECK SLAB REPAIR DETAILS



BILL OF MATERIALS						
BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
a(E)	16	8	8	#6	17'-7"	—
a1(E)	20	10	10	#6	16'-2"	—
c(E)	16	8	8	#5	4'-0"	⌐
c1(E)	12	6	6	#5	2'-9"	—
x(E)	68	34	34	#5	3'-5"	⊏
x1(E)	68	34	34	#5	2'-3"	∟

ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
Concrete Removal	Cu. Yds.	8	4	4
* Class X Conc. Superstructure	Cu. Yds.	12.8	6.4	6.4
Reinf. bars (Epoxy Coated)	Lbs.	1420	710	710
Deck Slab Repair (Full Depth) Type I	Sq. Yds.	4	1	3
Deck Slab Repair (Partial Depth) Type II	Sq. Yds.	101	34.0	67.0

*Quantity for abutment backwall is included.

LEGEND
- Indicates concrete removal, existing reinforcement extending into removed area shall be cleaned & incorporated into the new construction
- Indicates partial depth slab repairs.
- Indicates full depth slab repairs, for installing drains
- Indicates square of repair area.

DESIGNED	R.Y.P.
CHECKED	P.G.P.
DRAWN	A.S.R.
CHECKED	P.G.P.

REVISIONS	
NAME	DATE

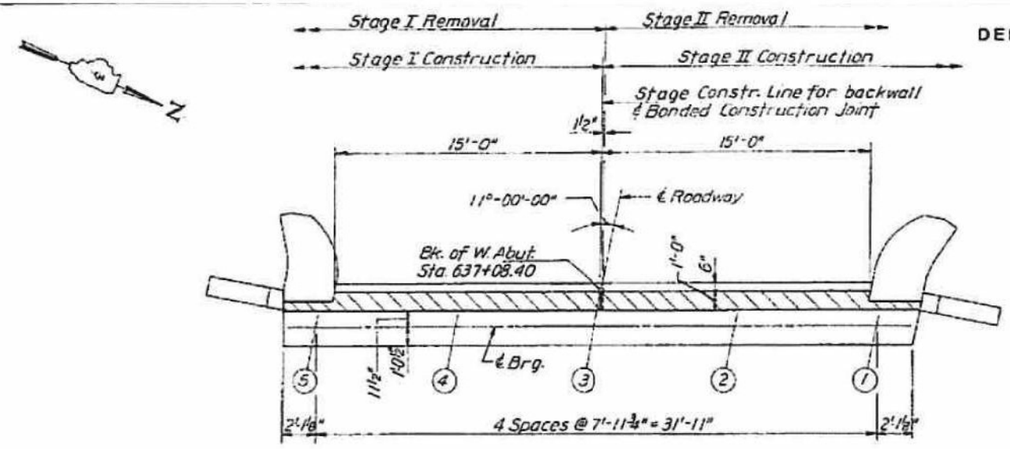
P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

DECK DETAILS I
F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-8-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040
SCALE: VERT. HORIZ.
DATE

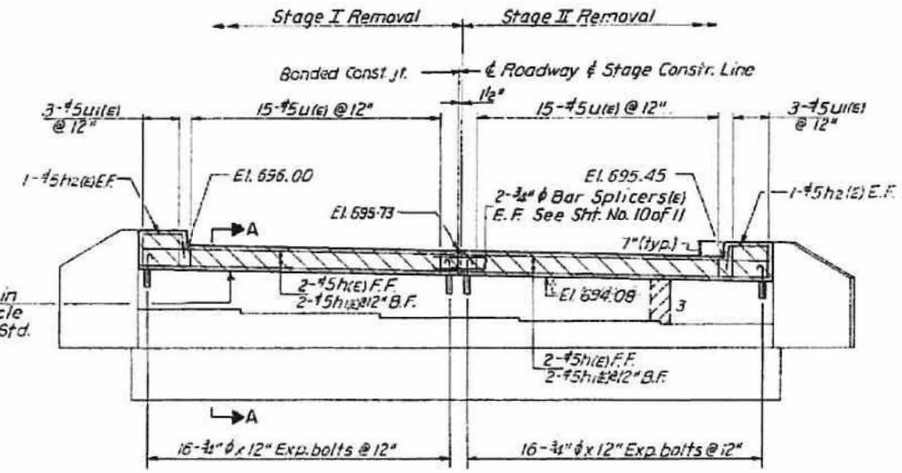
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	39
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

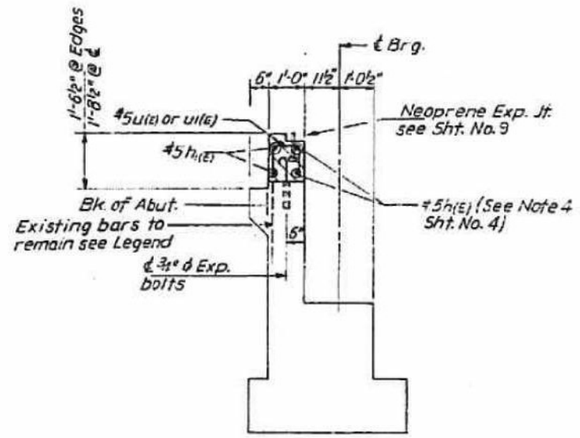
SHEET NO. 6 OF SHEETS 11



PLAN



ELEVATION

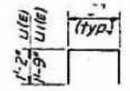


SECTION A-A

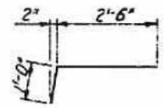
BILL OF MATERIALS

BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
h(E)	4	2	2	#5	17'-6"	—
h1(E)	4	2	2	#5	14'-8"	—
h2(E)	4	2	2	#5	3'-6"	⌐
U(E)	30	15	15	#5	3'-1"	⊔
U1(E)	6	3	3	#5	4'-3"	⊔

ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
Reinforcement Bars (Epoxy coated)	Lbs	280	140	140
Concrete Removal	Cu. Yds	2	1	1
Exp. Bolts ¾" ϕ x 12"	Each	32	16	16
Epoxy Mortar Repair	Cu. Ft.	0.8	-	0.8



BARS U(E) & U1(E)



BAR h2(E)

LEGEND

Indicates concrete removal. Area to be poured after superstructure formwork has been removed. Quantity of concrete is included with Class "x" concrete superstructure.

Existing reinforcement extending into removed area shall be cleaned and incorporated into the new construction.

Indicates epoxy mortar repair in square feet. Quantity based on 3" Avg. depth.

Note: Bars designated (E) shall be epoxy coated.

Suggested procedure for replacement of the Existing bottom plates of Bearings

Install required cribbings and synchronized jacks under the beams.

Jack up all beams by maximum of ⅛".

Remove existing Bearing assemblies including bottom plates, by cutting existing anchor bolts
Clean and paint the bearing assemblies with the new bottom plates.

Cut all existing anchor bolts flush with concrete.

Install new bottom plates and remaining existing bearing assemblies

Lower the jacks

Remove jacks and cribbings.

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	K.A.C.
CHECKED	R.V.P.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
800 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

WEST ABUTMENT

F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-B-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040

SCALE: VERT.
HORIZ.
DATE

MODEL: Existing Bridge plans
FILE NAME: i:\up\221126 - D3 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-details.dgn

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = roshan.pokhrel	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 3/11/2024	DATE -	REVISED -	

1991 REPAIR PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

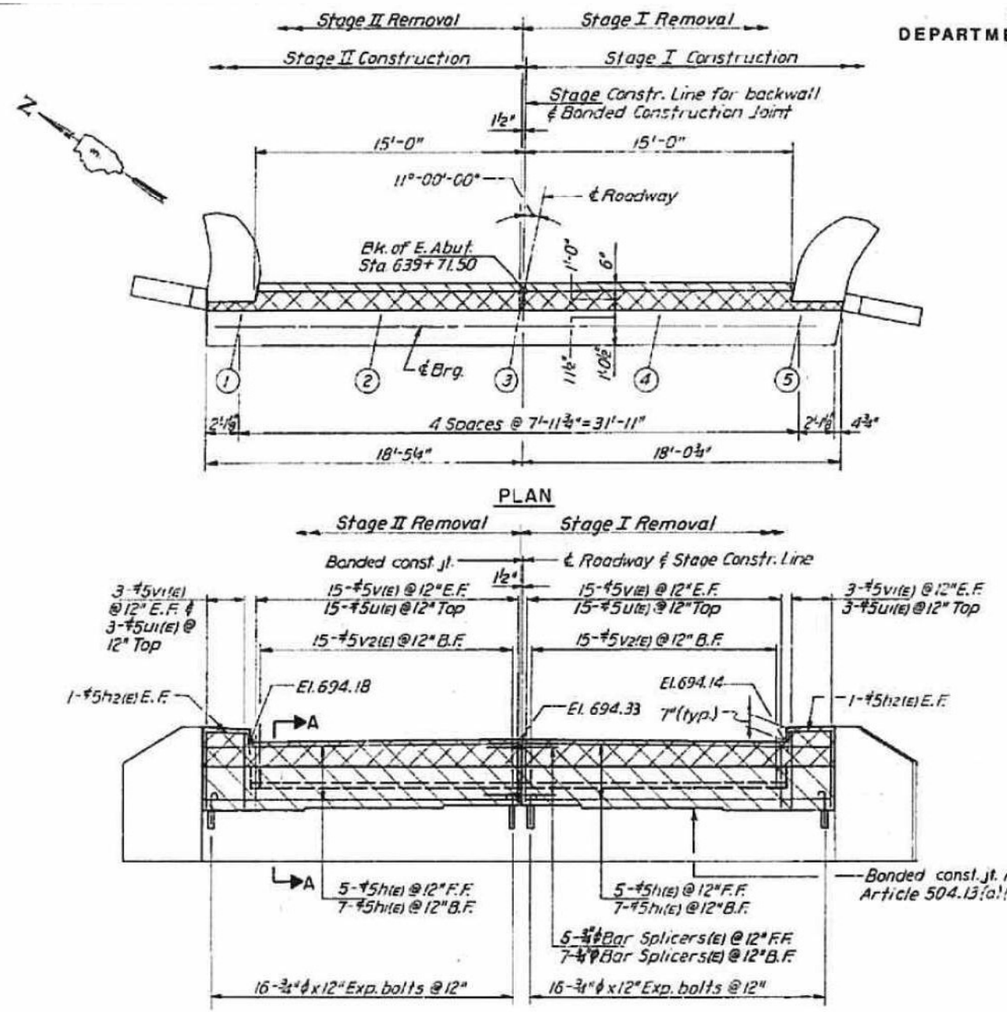
SCALE: N/A | SHEET 10 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	89
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

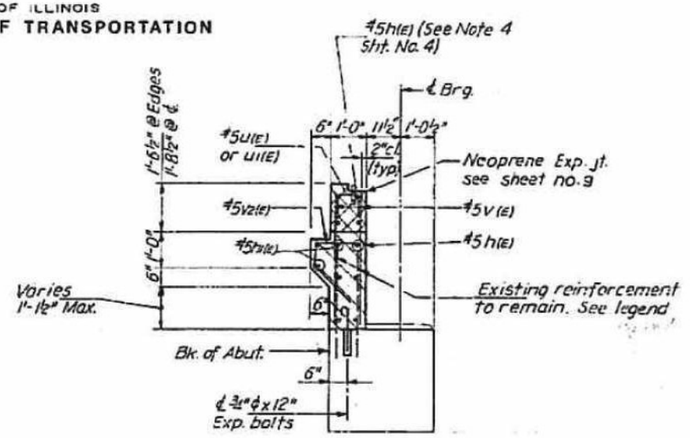
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 587	(17,18) RS	LASALLE	44	40

SHEET NO. 7 OF SHEETS 11



PLAN

ELEVATION

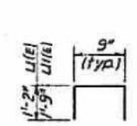


SECTION A-A

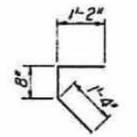
BILL OF MATERIALS

BAR	TOTAL NO.	CONSTR. STAGE I	CONSTR. STAGE II	SIZE	LENGTH	SHAPE
h(E)	10	5	5	#5	17'-8"	—
h1(E)	14	7	7	#5	14'-8"	—
h2(E)	4	2	2	#5	3'-6"	⌐
u(E)	30	15	15	#5	3'-1"	⊓
u1(E)	6	3	3	#5	4'-3"	⊓
v(E)	60	30	30	#5	3'-8"	—
v1(E)	12	6	6	#5	4'-5"	—
v2(E)	30	15	15	#5	3'-2"	⌐

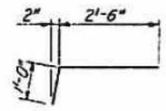
ITEM	UNIT	TOTAL	CONSTR. STAGE I	CONSTR. STAGE II
Concrete Removal	Cu Yds.	6	3	3
Class X Concrete	Cu Yds.	400	200	200
Reinf. (Epoxy Coated)	Lbs.	920	460	460
Exp. bolts ¾"ϕ x 12"	Each	32	16	16



BARS u(E) & u11(E)



BAR v2(E)



BAR h2(E)

LEGEND

Indicates concrete removal. Existing reinforcement extending into removed area shall be cleaned and incorporated into the new construction.

Indicates area to be poured after superstructure formwork has been removed. Quantity of concrete is included with Class "X" concrete superstructure.

Note:
Bars designated (E) shall be epoxy coated.

Suggested procedure for replacement of the existing bottom plates of Bearings.

Install required cribbings and synchronized jacks under the beams.

Jack up all beams by maximum of ⅛"

Remove existing Bearing assemblies including bottom plates.

Clean and paint the Bearing assemblies with the new bottom plates.

Cut all existing Anchor bolts, flush with concrete.

Install new bottom plates and remaining existing Bearing assemblies
Adjust rollers and rockers
Lower the beams

Remove jacks and cribbing.

DESIGNED	R.V.P.
CHECKED	P.G.P.
DRAWN	K.A.C.
CHECKED	R.V.P.

REVISIONS NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

EAST ABUTMENT

F.A.P. (U.S. 34) OVER INDIAN CREEK
SECTION 18-8-I
LASALLE COUNTY STA. 638+40
STRUCTURE NO. 050-0040

SCALE: VERT. HORIZ.
DATE

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

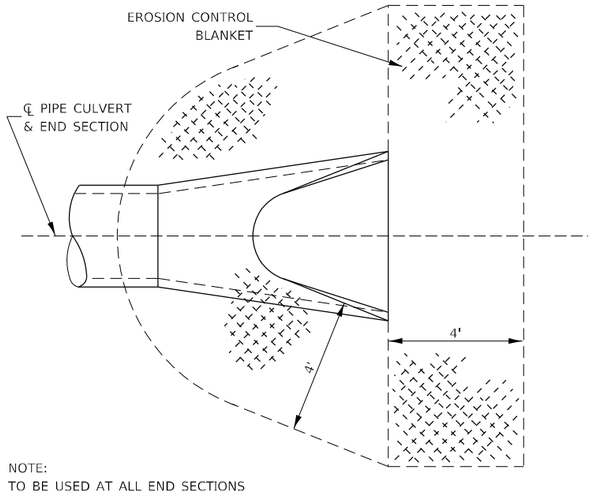
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1991 REPAIR PLANS PARTIAL SET (FOR INFORMATION ONLY)
EXISTING BRIDGE PLANS

SCALE: N/A | SHEET 11 OF 11 SHEETS | STA. | TO STA.

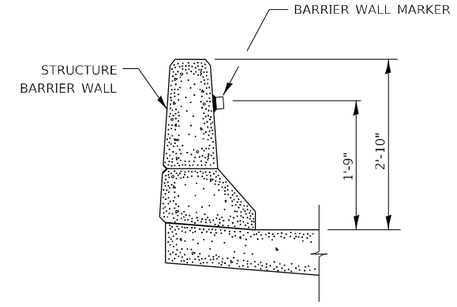
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	90
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

MODEL: Existing Bridge plans
FILE NAME: H:\P221126 - 03 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D36K85 - sht-details.dgn

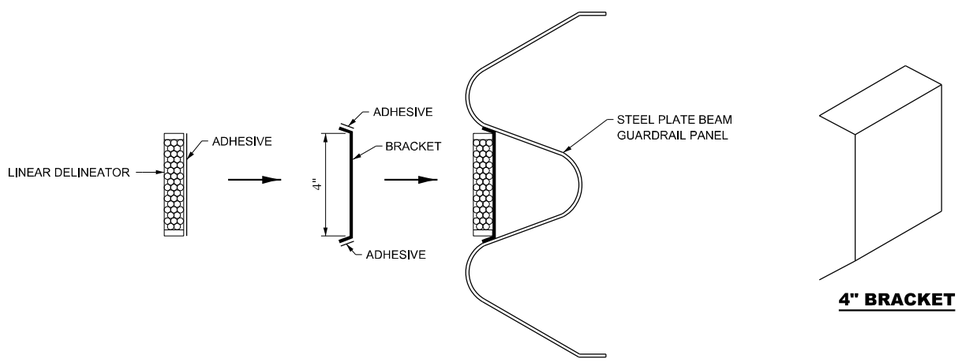


NOTE:
TO BE USED AT ALL END SECTIONS

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION



BARRIER WALL MARKER



4" BRACKET

LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

MODEL: Default
FILE NAME: H:\P\221126 - 03 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek, PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-detail.dgn

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

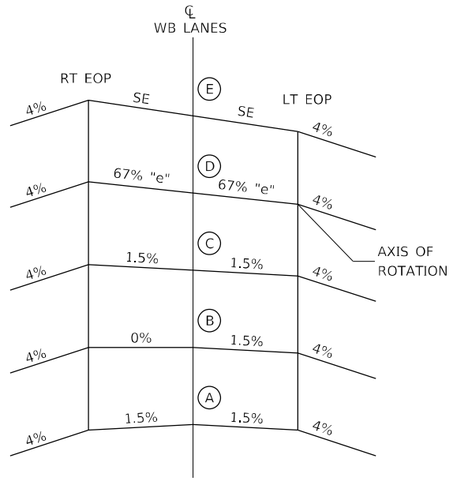
SCALE: N/A | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	91
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

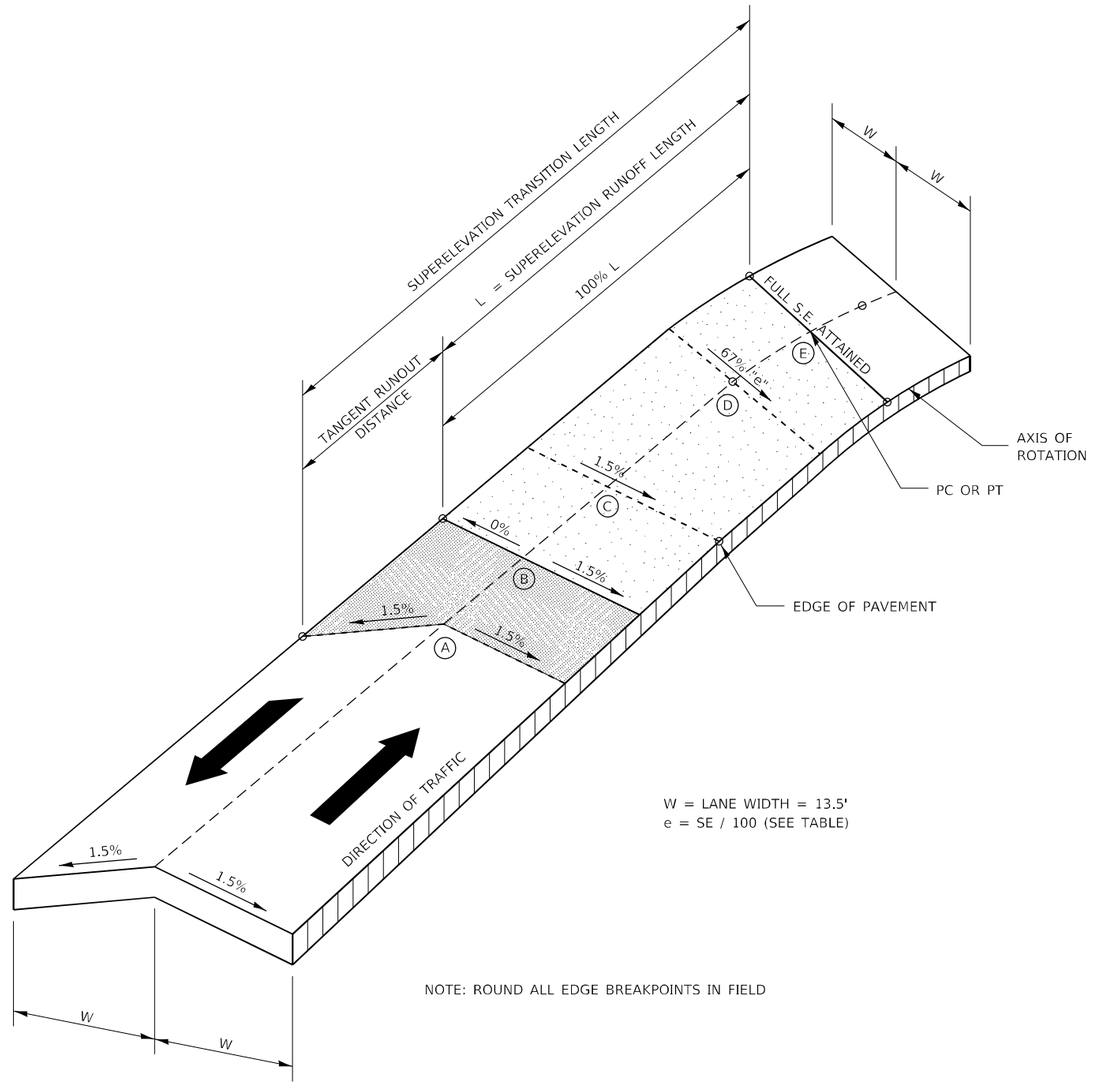
CURVE A

EXIST. CURVE EXCL_US34_5
PI STA. = 625+52.90
Δ = 25° 15' 43" (LT)
D = 1° 00' 02"
R = 5,726.86'
T = 1,283.36'
L = 2,525.00'
E = 142.04'
e = 2.0% (EXIST./PROP.)
T.R. = ____
S.E. RUN = ____
S.A. - 612+16.00 TO 613+16.00 = 100' (EXIST.)
S.R. - 637+40.80 TO 638+40.80 = 100' (EXIST.)
S.R. - 640+25.50 TO 642+25.50 = 200' (PROP.)

P.C. STA. = 612+69.54
P.T. STA. = 637+94.54



CROSS SECTIONS
SUPERELEVATION DEVELOPMENT
FOR CURVE AT STA



W = LANE WIDTH = 13.5'
e = SE / 100 (SEE TABLE)

NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

TRANSITION CURVE TABLE

CURVE	A	B	C	D	E	SE	TR	L
A	642+25.50	641+39.50	640+53.50	640+43.50	640+25.50	2.0%	86'	114'

SUPERELEVATION TRANSITION

NOTE(S): PROPOSED BRIDGE AND APPROACH SLAB (SN 050-0265) LOCATED APPROXIMATELY FROM STA 636+90.83 TO STA 639+88.65.

SUPERELEVATION RUNOFF LOCATED EAST OF PROP. SN 050-0265 IS DISTRIBUTED 100% ON THE TANGENT AND 0% ON THE CURVE.

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = roshan.pokhrel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2024	DATE -	REVISED -

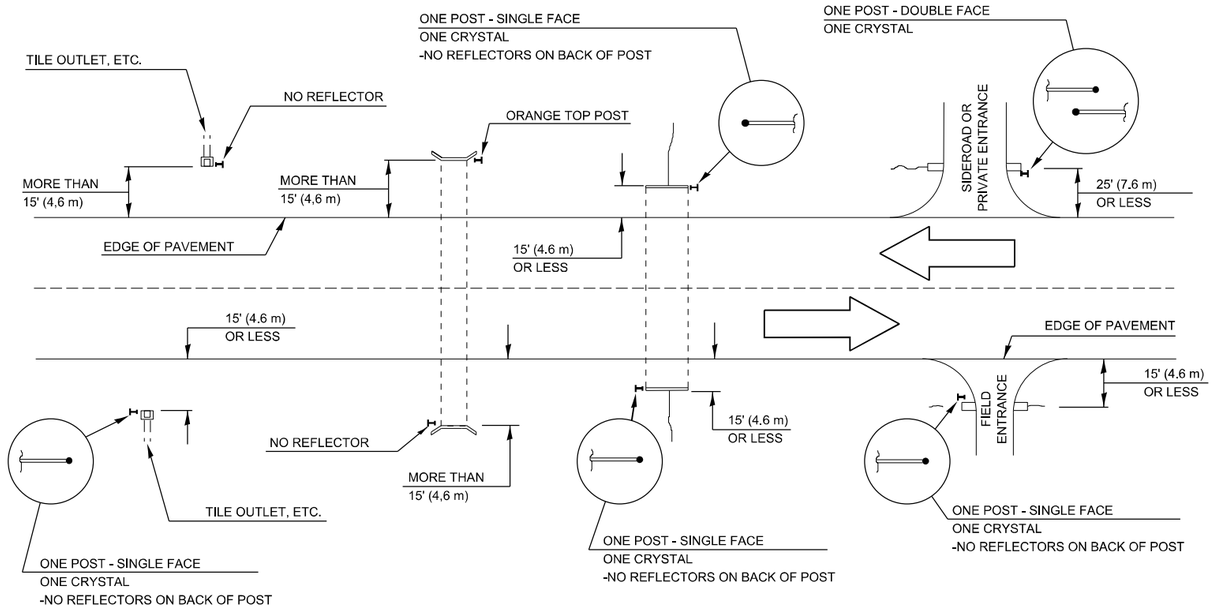
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION
CONSTRUCTION DETAILS

SCALE: N/A | SHEET 2 OF 6 SHEETS | STA. | TO STA.

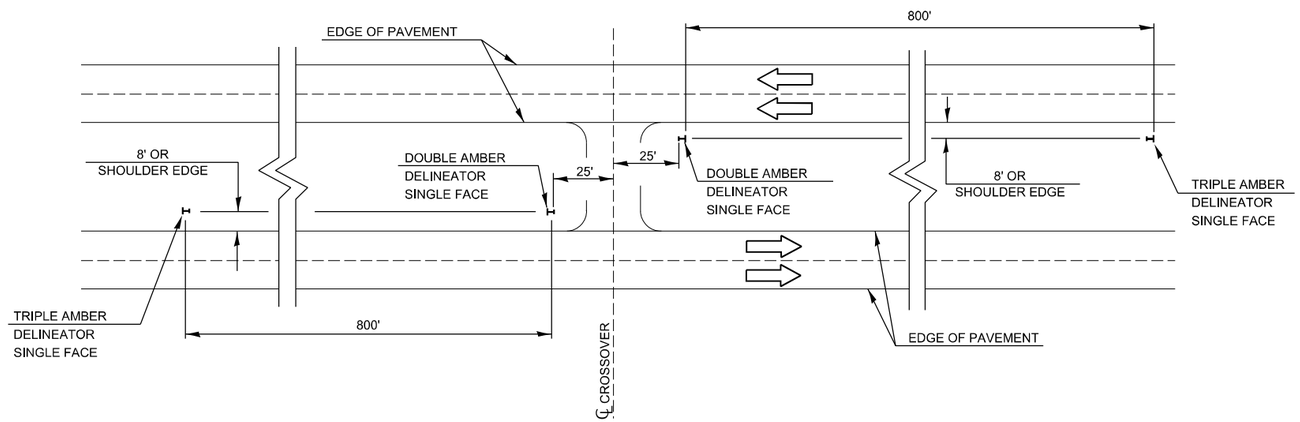
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	92
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO–LANE ROADWAYS



MEDIAN DELINEATORS AT CROSSOVER

(FOR INTERSTATES, EXPRESSWAYS, DUAL HIGHWAYS)



NOTE:

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE THERE IS NO GUARDRAIL, OR OTHER PERMANENT BARRIER, ON THE SAME SIDE OF THE ROAD AS THE HAZZARD.

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE DELINEATORS ARE NOT IN PLACE ALONG THE EDGE OF SHOULDER.

EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGUARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

FOR ONE-WAY AND INTERSTATE ROADWAYS THE APPLICATION SHALL BE SIMILAR WITH DELINEATORS PLACED ON THE TRAFFIC APPROACH SIDE OF HAZARDS AND OBJECTS, ONLY SINGLE FACE DELINEATORS WILL BE REQUIRED ON ONE-WAY ROADWAYS, CRYSTAL ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.

FOR OTHER DELINEATOR APPLICATIONS, REFER TO HIGHWAY STANDARD 635001.

DESIGNER NOTE:
REMOTE OPENING FOR FILL CLOSURE.

Prairie Engineers, P.C.
404 N. Main Street
Columbia, IL 62236
(217) 605-0403
www.prairieengineers.com
professional design firm no. 184006965

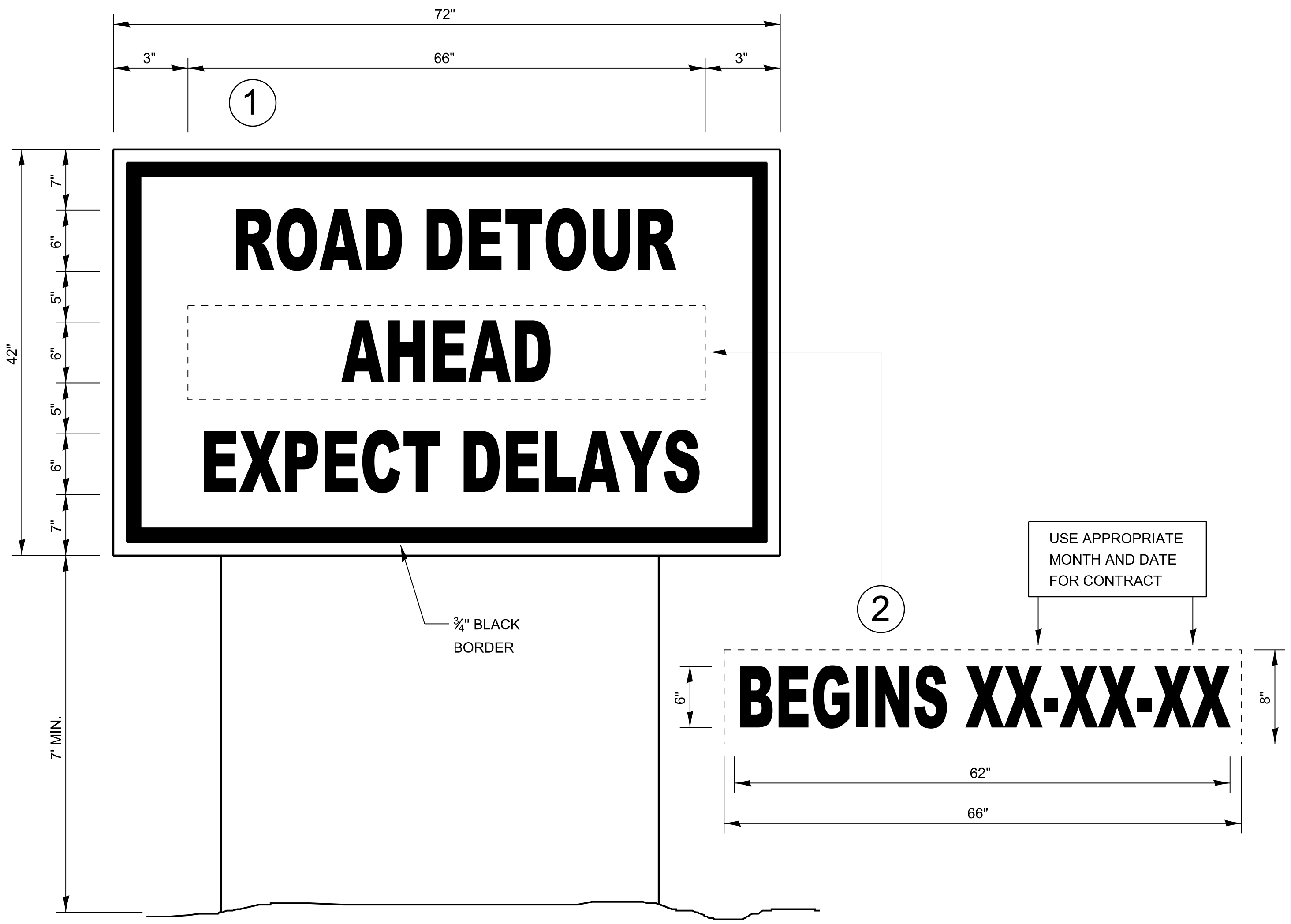
USER NAME = ncaprioti	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

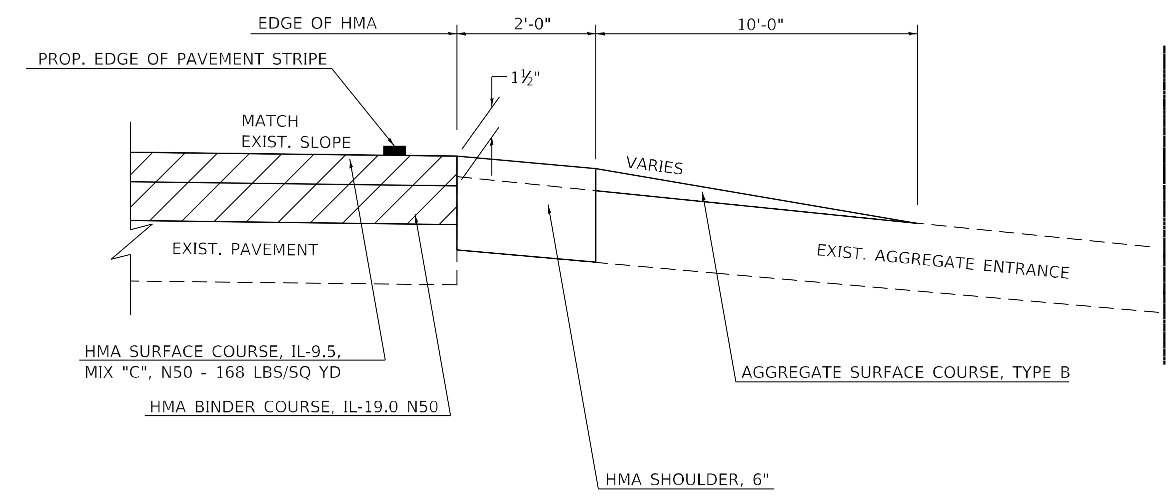
US 34 DETOUR RESURFACING
DETAILS

SCALE: NONE | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	93
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



TEMPORARY INFORMATION SIGNING

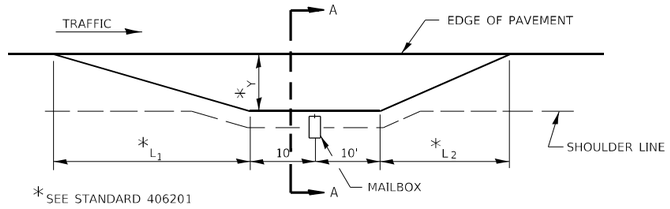


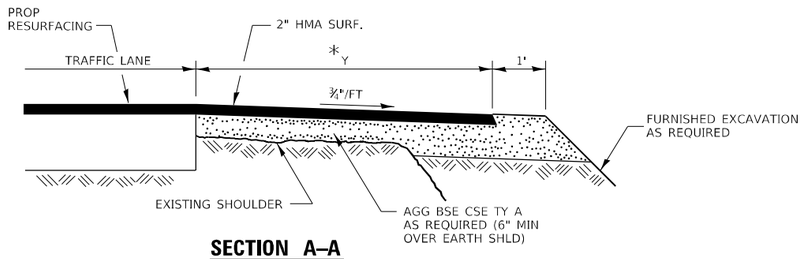
EXISTING AGGREGATE ENTRANCE

NOTES:

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

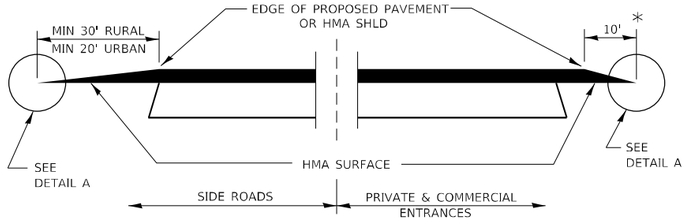
Prairie Engineers, P.C. 404 N. Main Street Columbia, IL 62236 (217) 605-0403 www.prairieengineers.com professional design firm no. 184-005965	USER NAME = ncapriotti	DESIGNED - ZDL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 34 DETOUR RESURFACING DETAILS	F.A.P. RTE. 587 / SECTION (18B)ES / COUNTY LASALLE / TOTAL SHEETS 105 / SHEET NO. 94
		DRAWN - RNH	REVISED -			CONTRACT NO. 66K85
	PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -			
	PLOT DATE = 3/6/2024	DATE -	REVISED -		SCALE: NONE SHEET 4 OF 6 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT





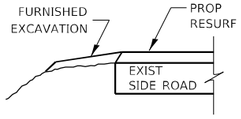
SECTION A–A

RURAL MAILBOX TURNOUT DETAILS



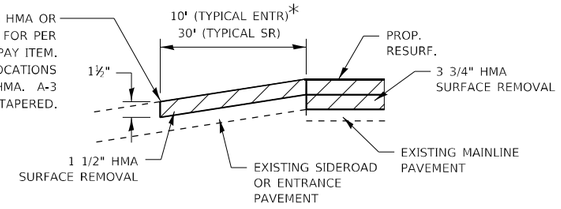
SECTION A–A

DETAILS AT ENTRANCES & SIDE ROADS

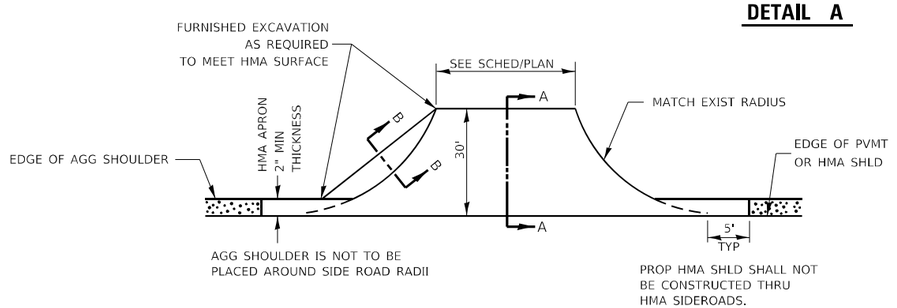


SECTION B-B

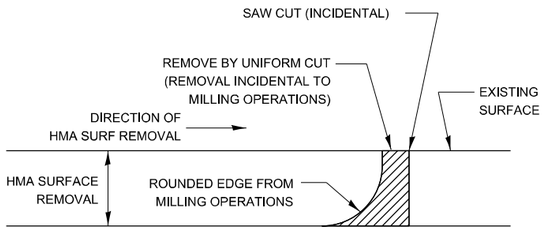
THE COST OF REMOVAL AT EXISTING HMA OR PCC LOCATIONS SHALL BE PAID FOR PER SQ YD BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



DETAIL A



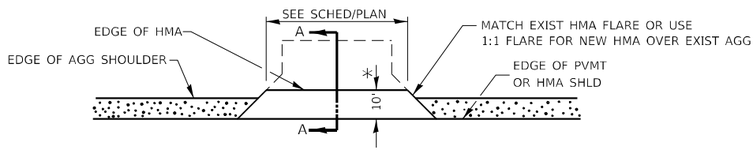
PLAN AT SIDE ROADS



NOTE:

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

HMA BUTT JOINT SAW CUTS



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

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

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404 N. Main Street
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www.prairieengineers.com
professional design firm no. 184005965

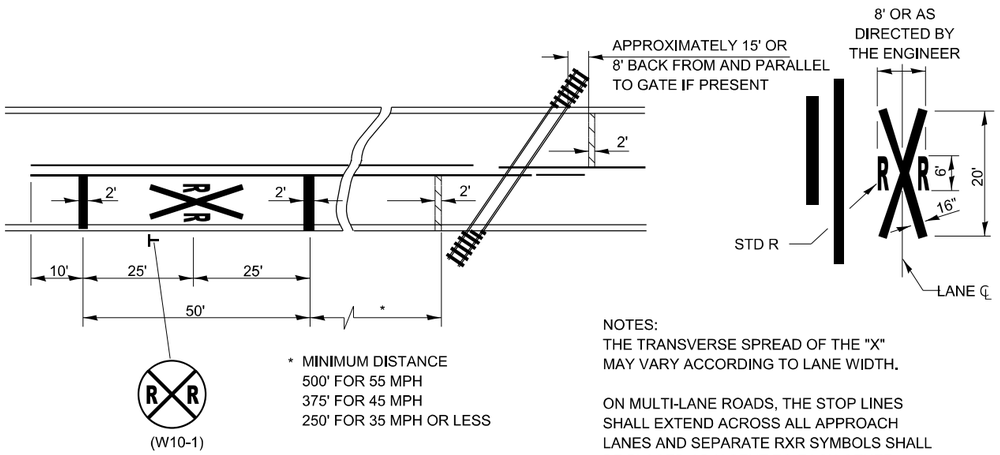
USER NAME = ncaprioti	DESIGNED - ZDL	REVISED -
	DRAWN - RNH	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - ZDL	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
DETAILS

SCALE: NONE | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	95
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		

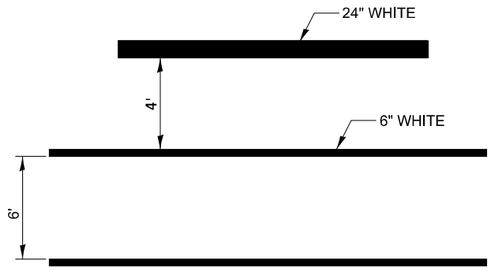


PAVEMENT MARKINGS AT RAILROAD–HIGHWAY GRADE CROSSING

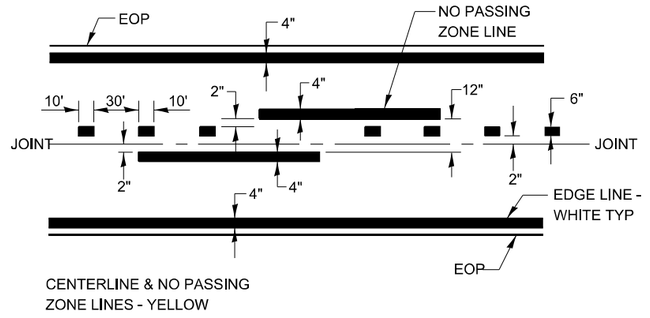
NOTES:
THE TRANSVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

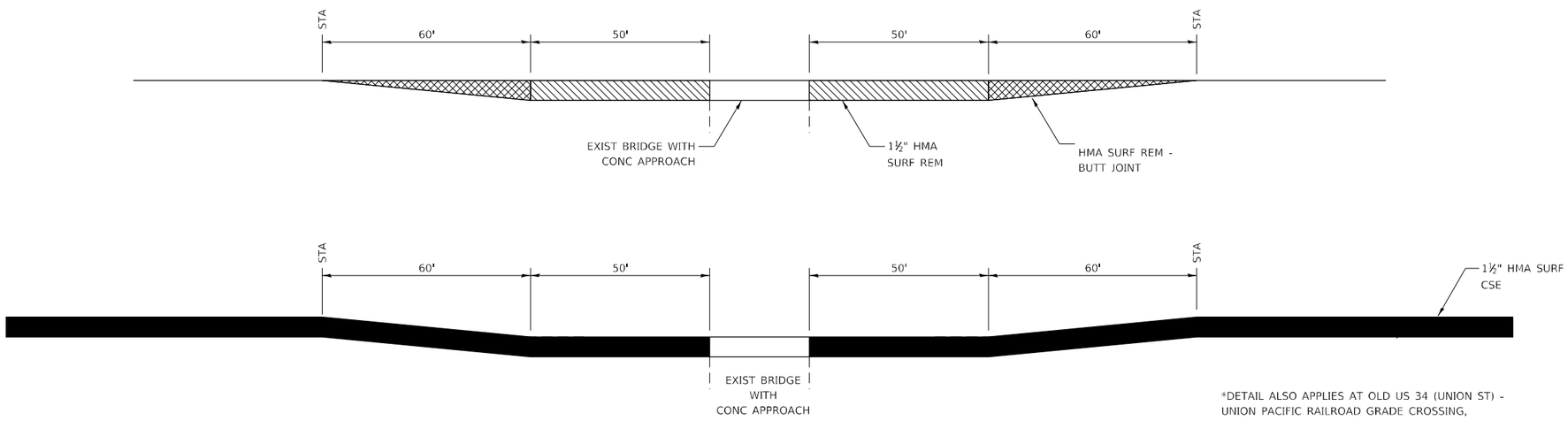
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1).



TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS



PAVEMENT MARKING



*DETAIL ALSO APPLIES AT OLD US 34 (UNION ST) - UNION PACIFIC RAILROAD GRADE CROSSING, DOT/AAR NO. 175 809 G

STRUCTURE BUTT JOINT MILLING AND RESURFACING AT BRIDGE*

MODEL: Default
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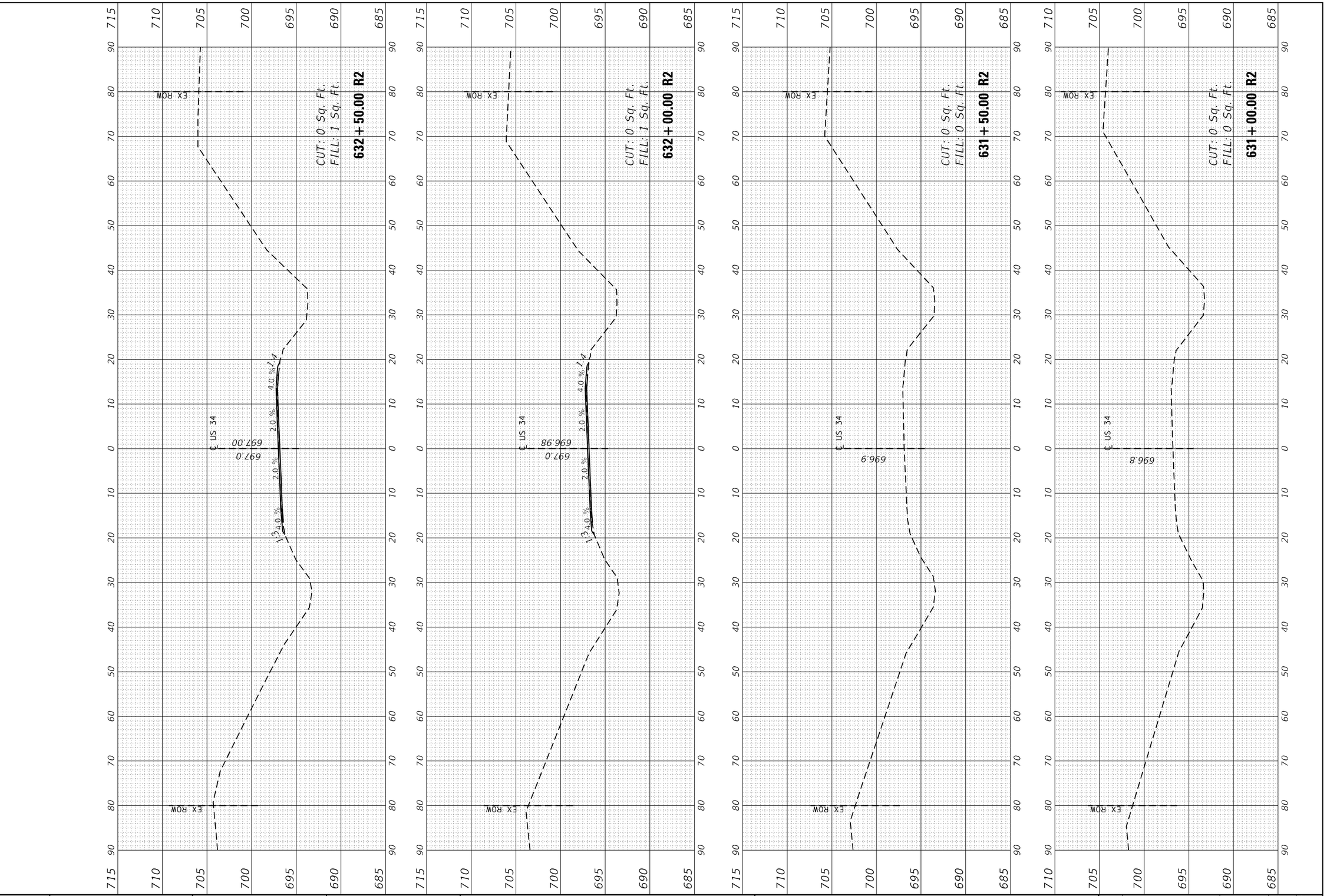
PLOT DATE = 3/11/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 34 DETOUR RESURFACING
DETAILS

SCALE: NONE | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	96
		CONTRACT NO. 66K85		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY

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

MODEL: Prelim X-Sec's
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PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 1 OF 9 SHEETS | STA. 631+00.00 R2 TO STA. 632+50.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	97
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS FED. AID PROJECT			

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

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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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	AREAS CHECKED		

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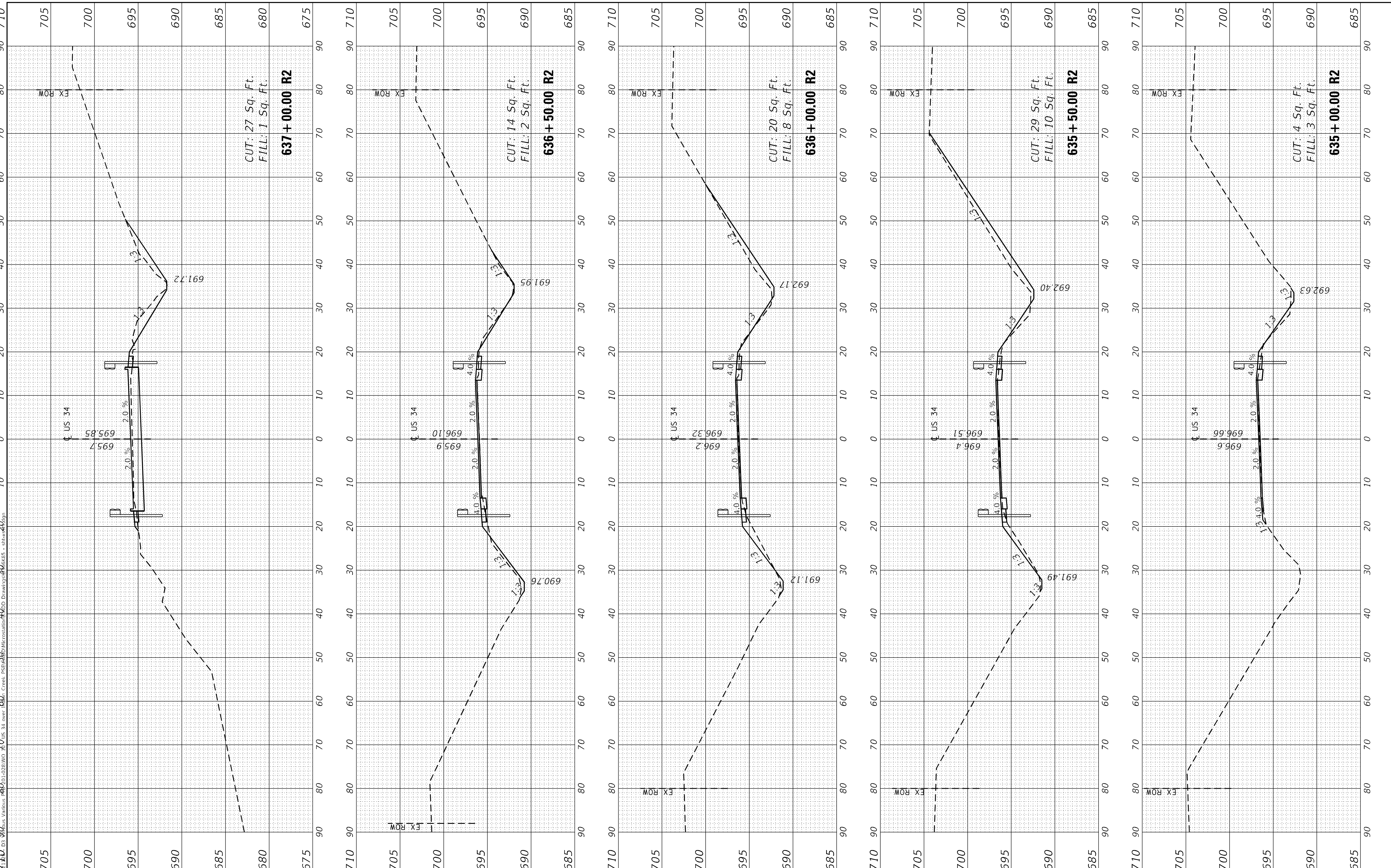
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 2 OF 9 SHEETS | STA. 633+00.00 R2 TO STA. 634+50.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	98
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



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PLOT DATE = 3/6/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET 3 OF 9 SHEETS STA. 635+00.00 R2 TO STA. 637+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	99
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
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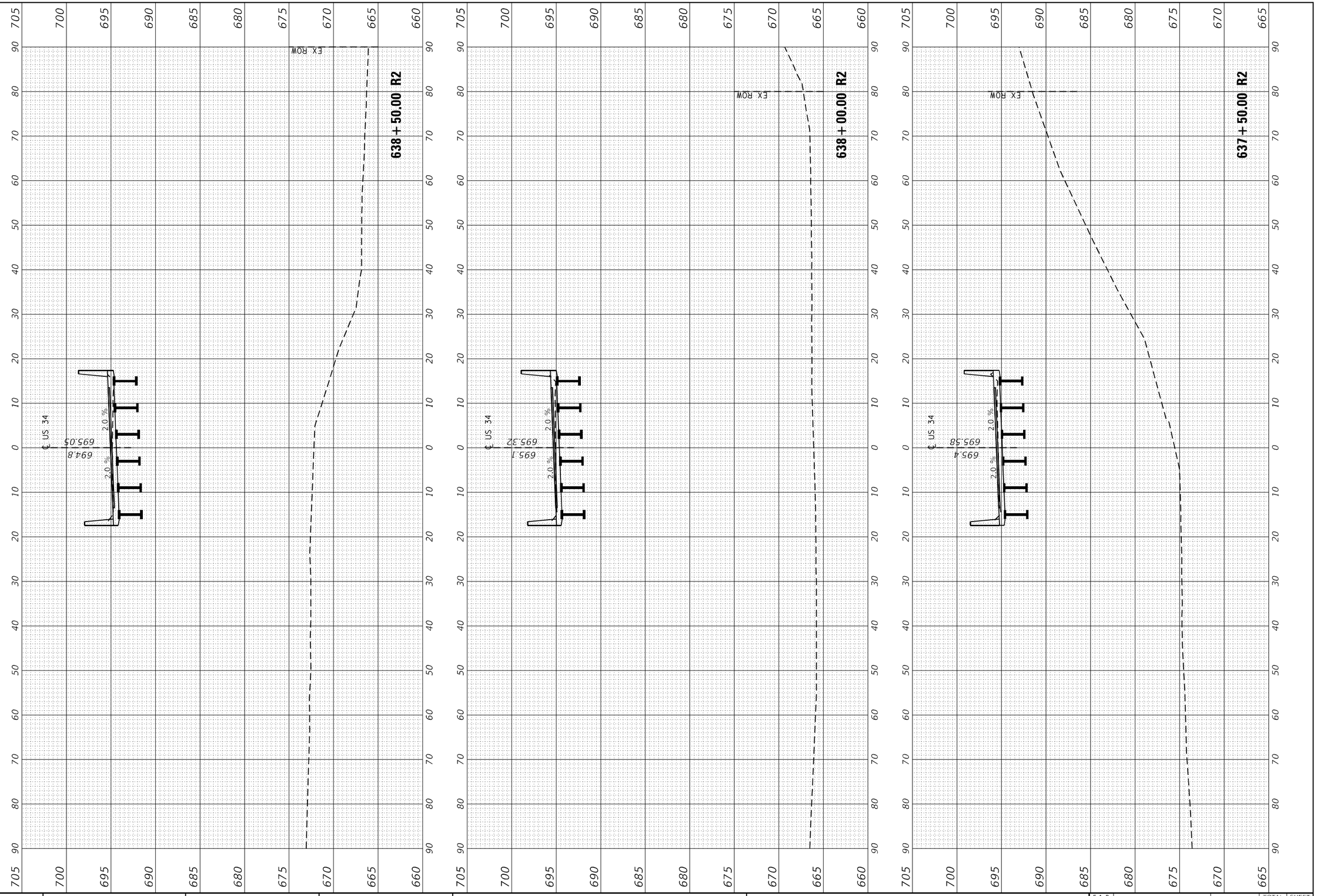

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FILE NAME: H:\P221126 - D3 Various Various PTB 221-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-xsth.dgn

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	DRAWN -	REVISED -
PLOT SCALE = 20.0012 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 4 OF 9 SHEETS | STA. 637+50.00 R2 TO STA. 638+50.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	100
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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MODEL: Prelim 3-Secs
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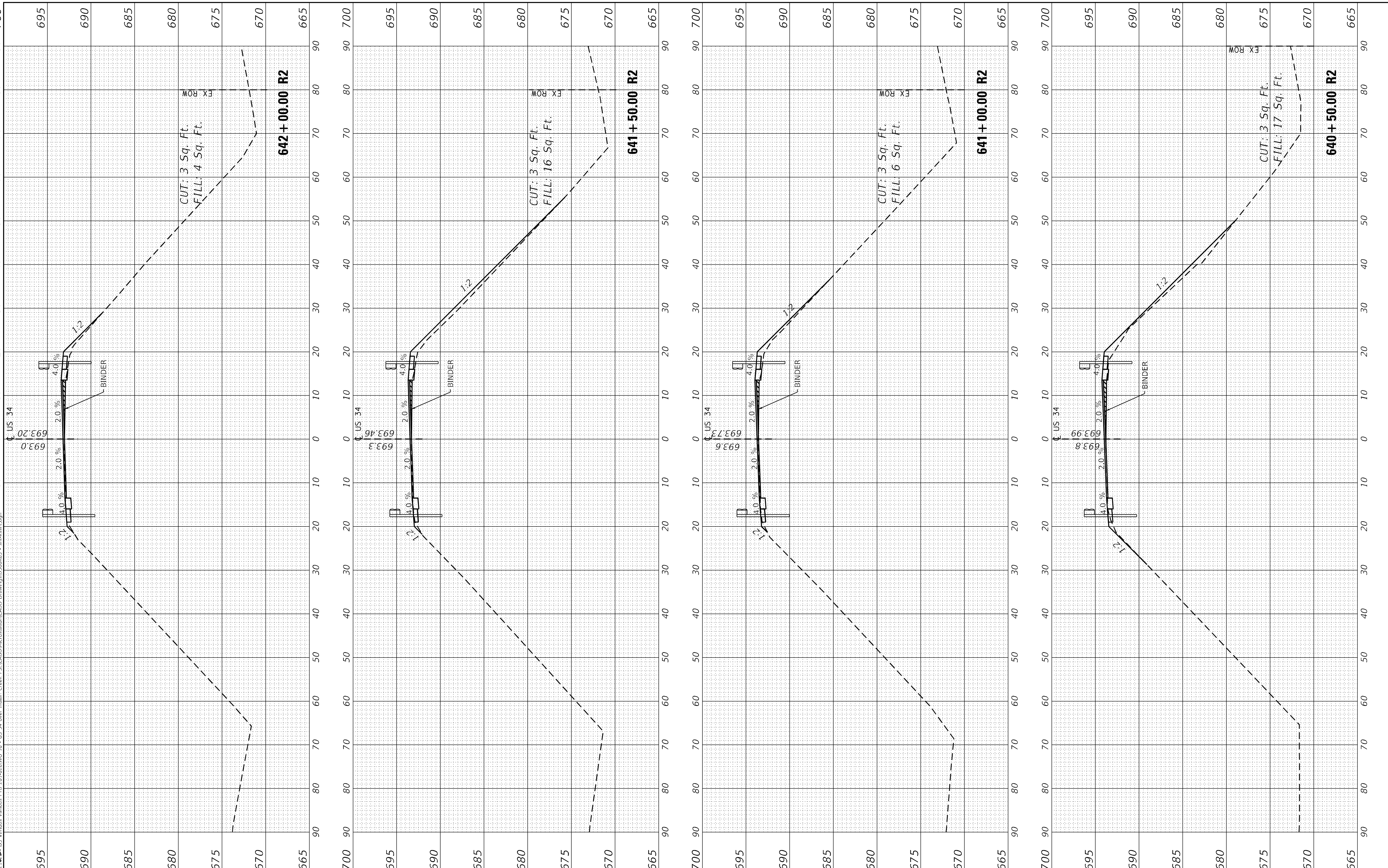
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 5 OF 9 SHEETS | STA. 639+00.00 R2 TO STA. 640+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	101
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



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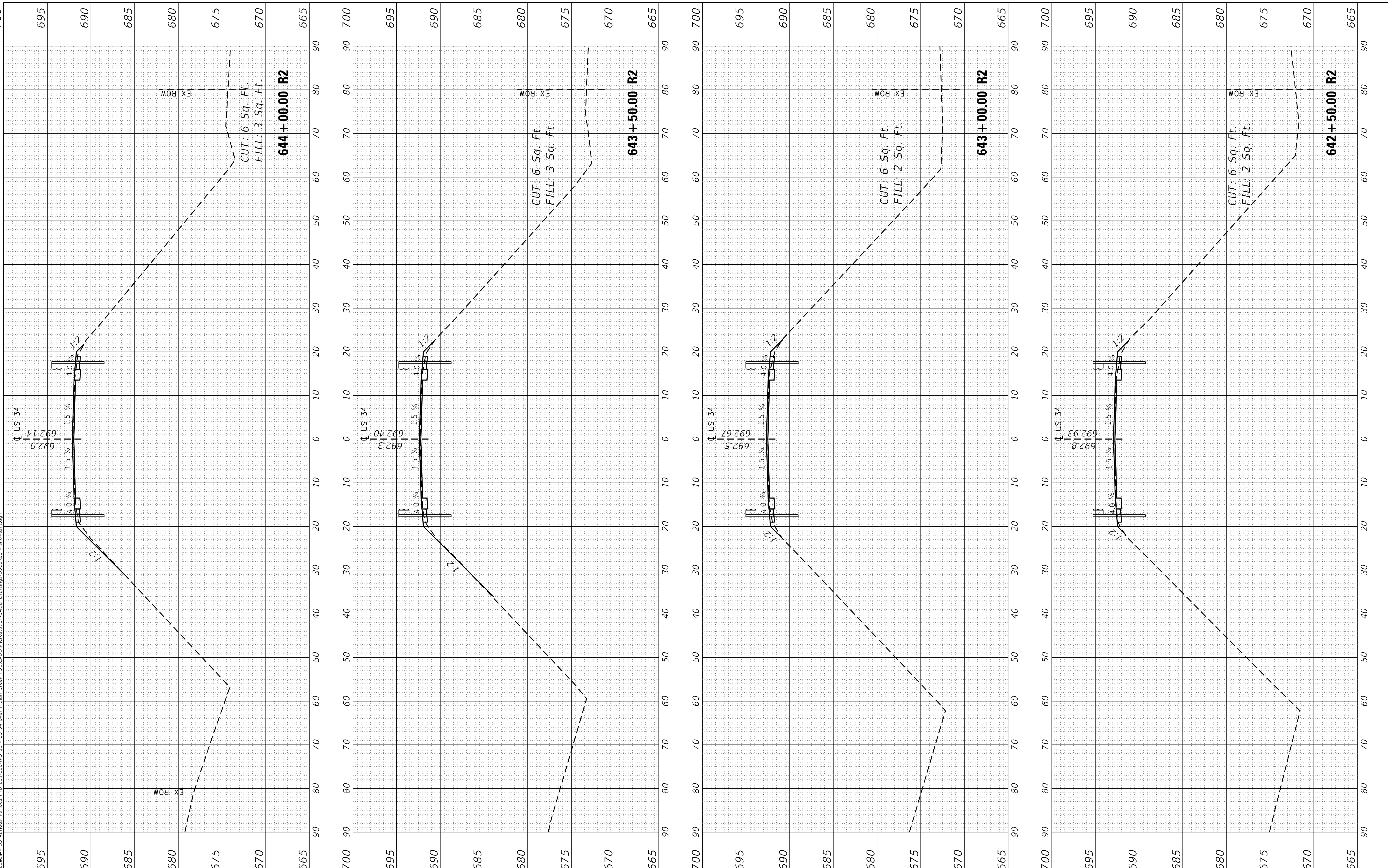
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET 6 OF 9 SHEETS STA. 640+50.00 R2 TO STA. 642+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	102

US 34 OVER INDIAN CREEK — CONTRACT NO. 66K85
CITY OF EARLVILLE | ILLINOIS | FED. AID PROJECT



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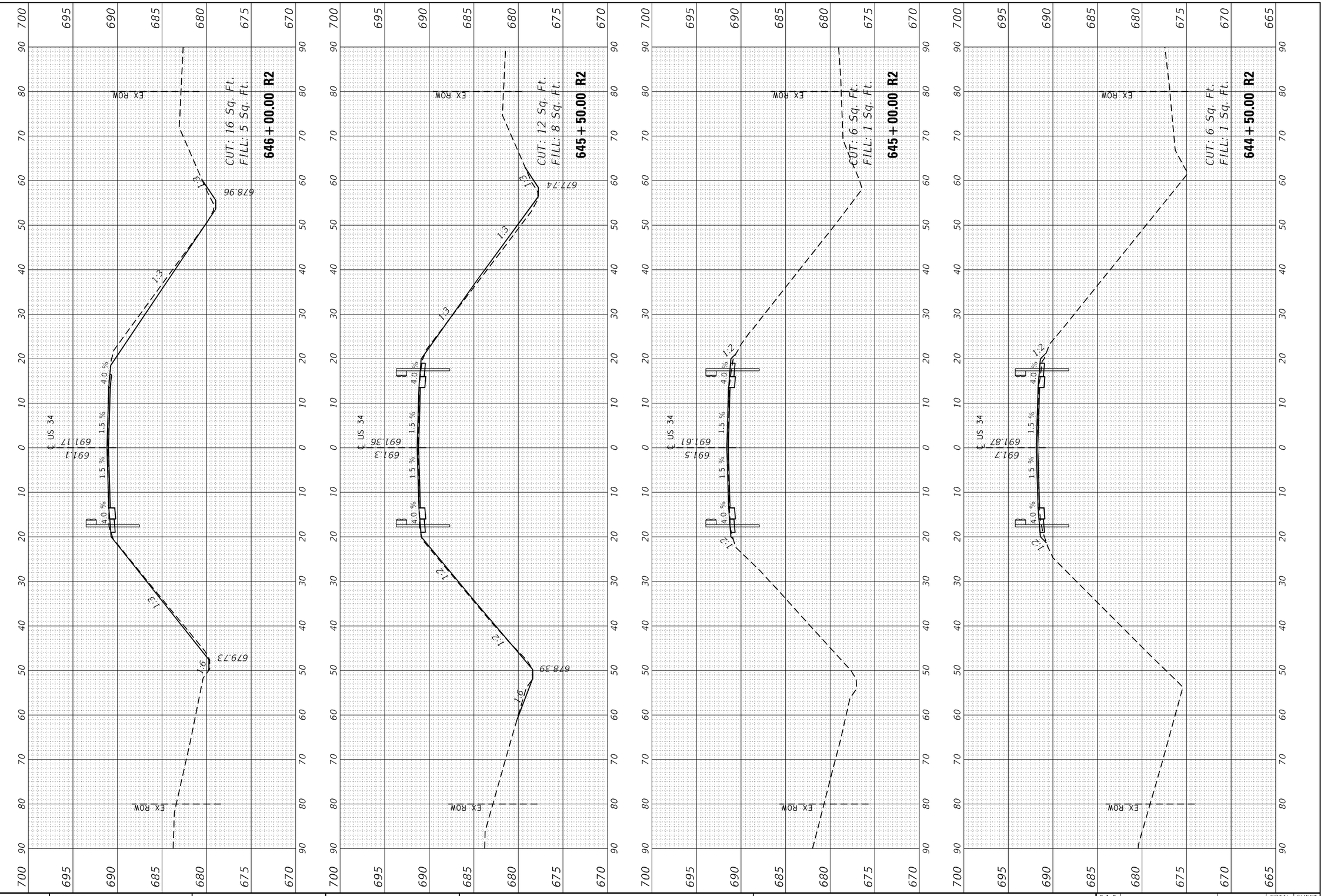
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET 7 OF 9 SHEETS STA. 642+50.00 R2 TO STA. 644+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	103
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		



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NOTE BOOK	PLOTTED		
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MODEL: Prelim X-Sects
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	DRAWN -	REVISED -
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PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 8 OF 9 SHEETS | STA. 644+50.00 R2 TO STA. 646+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	104
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		

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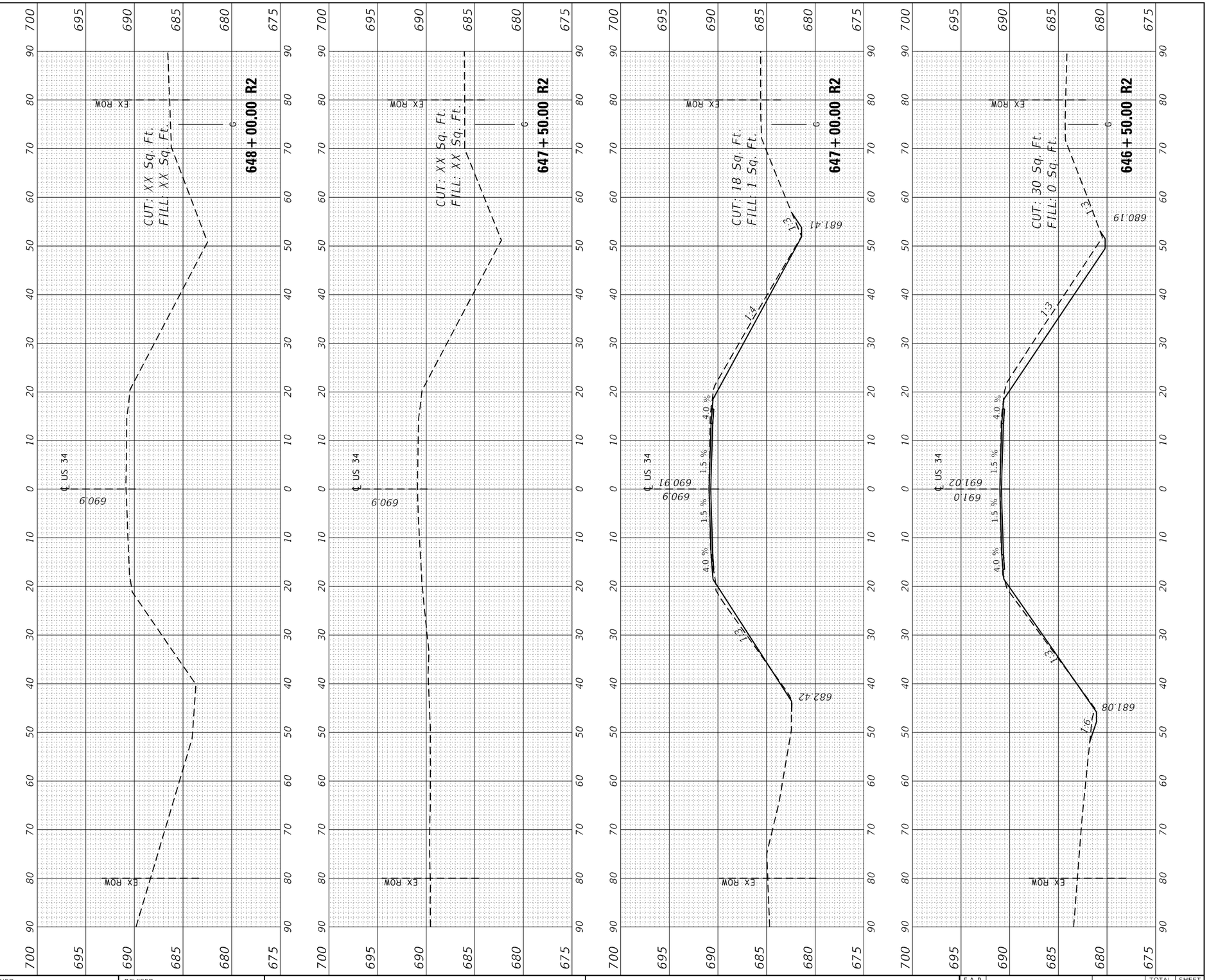
	AREAS CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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FILE NAME: H:\P221126 - D3 Various Various PTB 201-028\WO 10 - US 34 over Indian Creek PSE\CADD\Microstation\CADD Drawings\D366K85 - sht-xsth.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET 9 OF 9 SHEETS | STA. 646+50.00 R2 TO STA. 648+00.00 R2

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(18B)ES	LASALLE	105	105
US 34 OVER INDIAN CREEK		CONTRACT NO. 66K85		
CITY OF EARLVILLE	ILLINOIS	FED. AID PROJECT		