

INDEX OF SHEETS

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HIGHWAY STANDARDS

- | | |
|-----------|--|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001 | AREAS OF REINFORCEMENT REBARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-02 | TEMPORARY EROSION CONTROL SYSTEMS |
| 353001-02 | PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES |
| 420401-05 | BRIDGE APPROACH PAVEMENT |
| 515001-02 | NAME PLATE FOR BRIDGES |
| 542401 | METAL END SECTION FOR PIPE CULVERTS |
| 601001 | SUB-SURFACE DRAINS |
| 602301-01 | INLET-TYPE A |
| 604011-02 | FRAME AND GRATE TYPE 3V |
| 606001-02 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 630001-06 | STEEL PLATE BEAM GUARDRAIL |
| 630301-03 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-05 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 631032-02 | TRAFFIC BARRIER TERMINAL, TYPE 6A |
| 635006-02 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-01 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE |
| 701011-01 | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701101-01 | OFF-RD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE |
| 701201-02 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| 701206-01 | LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH |
| 701301-02 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-02 | LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY |
| 701321-08 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701501-03 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701801-03 | LANE CLOSURE MULTI LANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 702001-06 | TRAFFIC CONTROL DEVICES |
| 704001-02 | TEMPORARY CONCRETE BARRIER |
| 780001-11 | TYPICAL PAVEMENT MARKINGS |
| 781001-02 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

MICROFILMED _____
 REL NUMBER _____
 AWARED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____

DISTRICT 3 NO. (815) 434-6131
 PROJECT ENGINEER: DAN DRAPER
 UNIT CHIEF: MICHELE LINDEMANN
CONTRACT NO. 66661

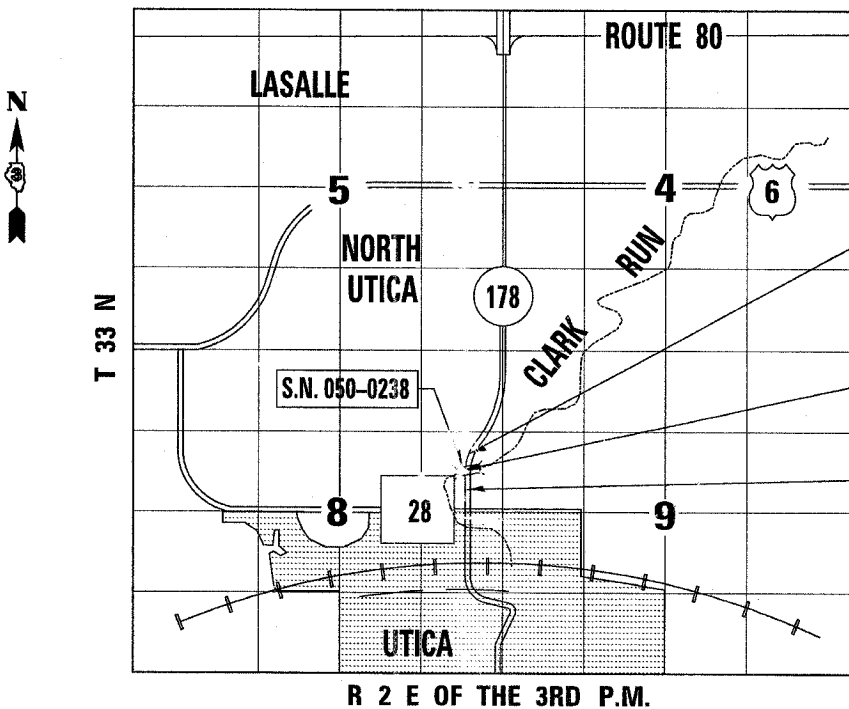
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

F.A.S. ROUTE 1279 (IL RTE. 178)
 SECTION (P-10)BR
 PROJECT RS-1279(105)
 LASALLE COUNTY
 C-93-053-05

BRIDGE REPLACEMENT AT CLARK RUN CREEK



LOCATION MAP

SCALE: 1" = 1 MILE
 GROSS LENGTH OF PROJECT = 415 FEET = 0.079 MI.
 NET LENGTH OF PROJECT = 415 FEET = 0.079 MI.

**BEGIN IMPROVEMENT
 STA. 149 + 22.50**

STRUCTURE NO. 050-0085 AT STA. 151+38.00 CARRYING FAS 1279 (IL RTE. 178) OVER CLARK RUN CREEK TO BE REMOVED AND REPLACED. A NEW 43'-4" WIDE THREE SIDED PRE-CAST STRUCTURE NO. 050-0238 TO BE CONSTRUCTED WITH A CLEAR SPAN OF 32' @ 151+38.00.

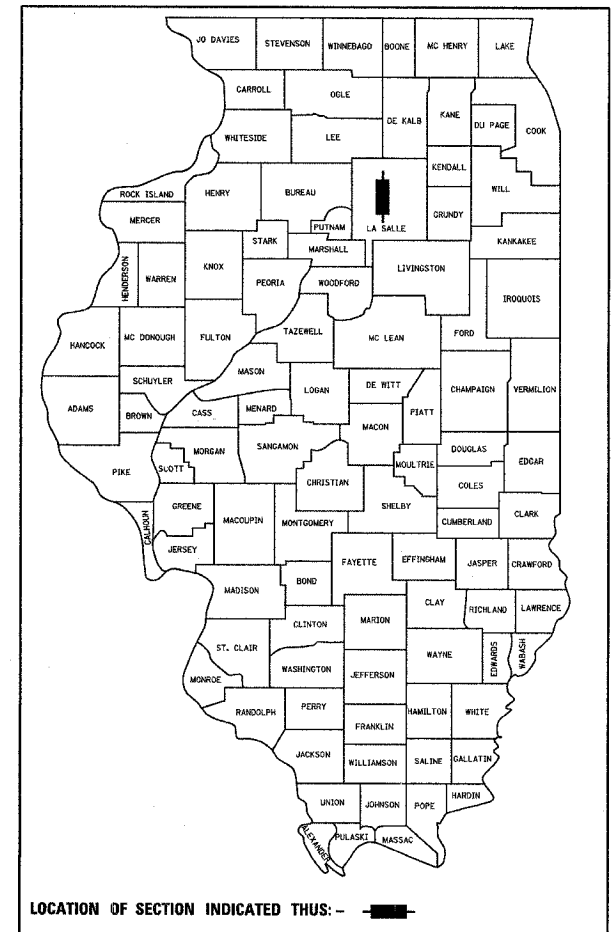
**END IMPROVEMENT
 STA. 153 + 37.50**



Ali A. Gharamti 7/5/06
 ALI A. GHARAMTI
 ILLINOIS PROFESSIONAL ENGINEER NO. 062-046049
 RENEWAL DATE: 11/30/2007

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	1

CONTRACT NO. 66661
 P-93-031-99
 D-93-039-00



LOCATION OF SECTION INDICATED THUS: - [black rectangle]

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *Aug 25, 2006*

Mike Wine
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 2006
Mike Wine
 ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2006
Milton P. Swartz
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	2
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66661

GENERAL NOTES

1. THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
2. NO BITUMINOUS LIFT SHALL EXCEED 1 1/2".
3. THE BITUMINOUS 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 BE REQUIRED TO SAW CUT THE BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE.
4. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
5. AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(c) OF THE STANDARD SPECIFICATIONS.
6. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
8. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT OR PERSONALLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
9. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
10. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
11. 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 SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
12. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
13. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
14. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE ADDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
15. BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
16. THE LOCATIONS OF EXISTING WATERMANS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. ALL UTILITY LOCATIONS SHOWN ARE SUPPLIED BY THE UTILITY COMPANIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
17. ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.
18. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
BITUMINOUS 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
TEMPORARY DITCH CHECKS	9 5	BALES OR TONS AGGREGATE

23. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
(J.U.L.I.E. 1-800-892-0123)

MCI
SBC
AMEREN IP
INSIGHT COMMUNICATIONS
VILLAGE OF NORTH UTICA

24. NON-MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

NONE KNOWN

COMMITMENTS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT THREE	
REVIEWED BY:	<u>Rich Powell</u> DISTRICT STUDIES & PLANS ENGINEER
DATE:	<u>8/25/06</u>
EXAMINED BY:	<u>[Signature]</u> DISTRICT CONSTRUCTION ENGINEER
	<u>[Signature]</u> DISTRICT MATERIALS ENGINEER
	<u>[Signature]</u> DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & COMMITMENTS

SCALE: VERT. NONE
HORIZ. NONE
DATE JULY 3, 2006

DRAWN BY DAC
CHECKED BY SMK

SUMMARY OF QUANTITIES				80% FEB 2015 ST	50% ST 501 CITY
CODE NO.	ITEM	CONSTRUCTION TYPE CODE		80% FEB 2015 ST	50% ST 501 CITY
		UNIT	TOTAL QUANTITY	X-028-2A SN 050-0238	SFTY-1B
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	23	23	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36	36	
20100500	TREE REMOVAL, ACRES	ACRE	0.12	0.12	
20400800	FURNISHED EXCAVATION	CU YD	501	501	
* 25000300	SEEDING, CLASS 3	ACRE	0.40	0.40	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	36	36	
* 25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	36	36	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	36	36	
* 25100115	MULCH METHOD 2	ACRE	0.40	0.40	
* 25100630	EROSION CONTROL BLANKET	SQ YD	2,360	2,360	
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	40	40	
28000300	TEMPORARY DITCH CHECKS	EACH	2	2	
28000400	PERIMETER EROSION BARRIER	FOOT	633	633	
28100101	STONE RIPRAP CLASS A1	SQ YD	5	5	
28200200	FILTER FABRIC	SQ YD	5	5	
X0325574	THREE-SIDED PRECAST CONCRETE STRUCTURE 32' X 9'	FOOT	44	44	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	84	84	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.40	0.40	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	237.8	237.8	
40600990	TEMPORARY RAMP	SQ YD	26	26	
40800040	INCIDENTAL BITUMINOUS SURFACE	TON	56	56	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	288.9	288.9	
42001300	PROTECTIVE COAT	SQ YD	443	443	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	46.7	46.7	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	78	78	
42400100	PORTLAND CEMENT CONCRETE SIDEWALK, 4"	SQ FT	1,589	1,589	
44000100	PAVEMENT REMOVAL	SQ YD	313	313	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	266	266	
44000500	COMBINATION CURB & GUTTER REMOVAL	FOOT	886	886	
44000600	SIDEWALK REMOVAL	SQ FT	151	151	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50105200	REMOVE EXISTING CULVERTS	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	180	180	
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	26.4	26.4	
50300225	CONCRETE STRUCTURES	CU YD	74.7	74.7	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11.2	11.2	
50300260	BRIDGE DECK GROOVING	SQ YD	133	133	
50300300	PROTECTIVE COAT	SQ YD	181	181	
50301100	CONCRETE WEARING SURFACE	CU YD	58.2	58.2	
50800105	REINFORCEMENT BARS	POUND	3,600	3,600	
50800205	REINFORCEMENT BARS (EPOXY COATED)	POUND	6,770	6,770	
* 50900805	PEDESTRIAN RAILING	FOOT	35	35	

SUMMARY OF QUANTITIES				80% FEB 2015 ST	50% FEB 2015 ST
CODE NO.	ITEM	CONSTRUCTION TYPE CODE		80% FEB 2015 ST	50% FEB 2015 ST
		UNIT	TOTAL QUANTITY	X-028-2A SN 050-0238	SFTY-3N
* 50901001	STEEL BRIDGE RAILING	FOOT	35	35	
51500100	NAME PLATES	EACH	1	1	
54200217	PIPE CULVERTS, CLASS D, TYPE 1, 12"	FOOT	46	46	
54200220	PIPE CULVERTS, CLASS D, TYPE 1, 15"	FOOT	42	42	
54213447	END SECTION, 12"	EACH	2	2	
54213450	END SECTION, 15"	EACH	2	2	
X6020074	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	2	2	
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	
60605100	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24, (ABUTTING EXISTING PAVEMENT)	FOOT	886	886	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	228	228	
67000400	ENGINEERS FIELD OFFICE, TYPE A	CAL MD	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
* 70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	83	83	
70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	1,660	1,660	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	14	14	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	192	192	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	192	192	
* 78001110	PAINT PAVEMENT MARKING-LINE 4"	FOOT	1,660	1,660	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6	
* 78200405	GUARDRAIL MARKERS	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6	
* X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	388	388	
X4066416	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N70	TON	91	91	
X4066740	LEVELING BINDER (HAND METHOD), SUPERPAVE N70	TON	0.66	0.66	
X4066770	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	TON	225	225	
* X6310190	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED	EACH	1	1	
* X6310195	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT), MODIFIED	EACH	3	3	
Z0002600	BAR SPLICERS	EACH	140	140	
* Z0030255	IMPACT ATTENUATORS TEMPORARY, (FULLY REDIRECTIVE NARROW), TEST LEVEL 2	EACH	2	2	
* Z0030240	IMPACT ATTENUATORS TEMPORARY, (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
* Z0030320	IMPACT ATTENUATORS RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
* Z0030340	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2	

A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	SALLE	34	3
STA. N/A	TO S/N/A	FED. ROAD DIST. PROJECT		

CONTRACT NO. 66661

REVISION	DATE
NAME	DATE

* SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

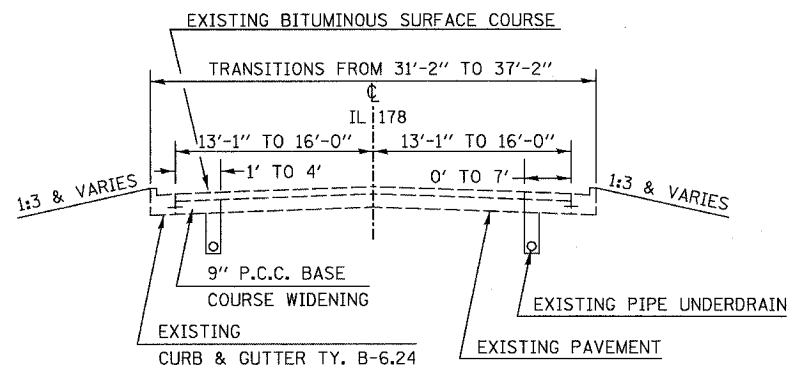
SUMMARY OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: AUGUST 4, 2

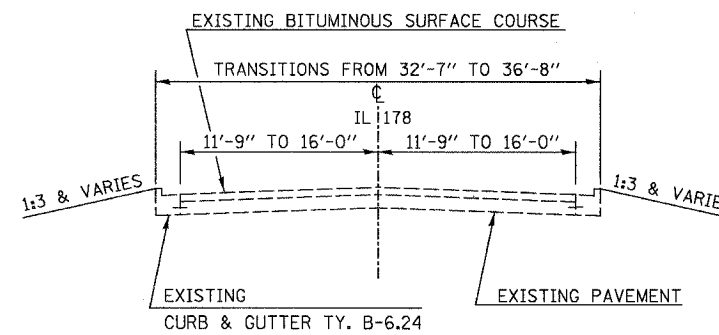
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CHECKED BY: _____

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	4
STA. N/A		STA. N/A		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

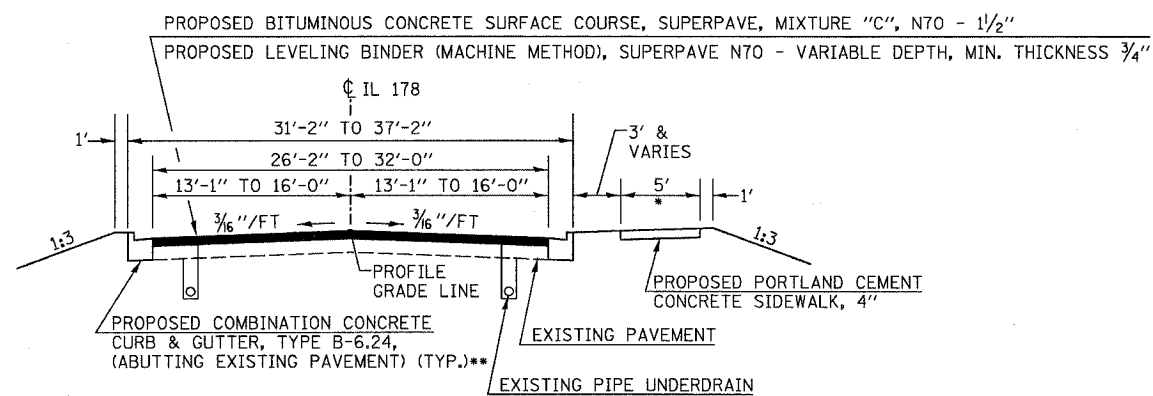
CONTRACT NO. 66661



EXISTING TYPICAL ROADWAY CROSS SECTION
STA. 149+22.50 TO STA. 150+92.00

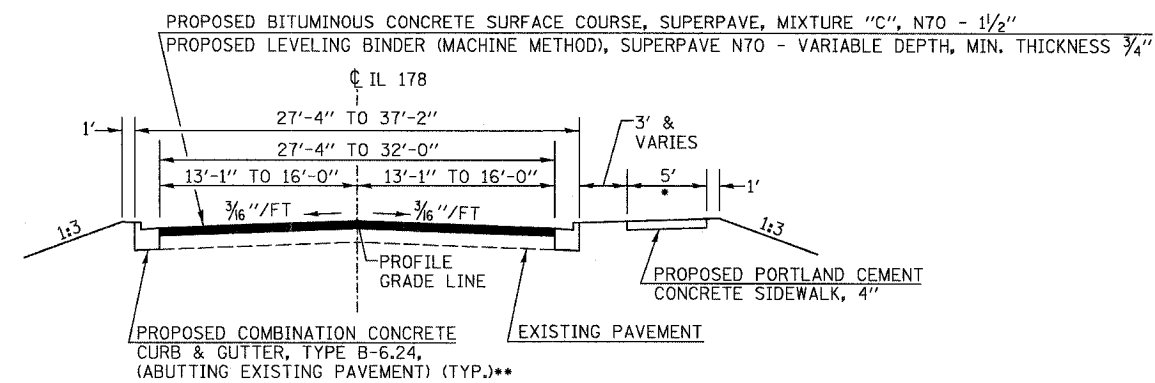


EXISTING TYPICAL ROADWAY CROSS SECTION
STA. 151+84.00 TO STA. 153+37.50



PROPOSED TYPICAL ROADWAY CROSS SECTION
STA. 149+22.50 TO STA. 150+90.66
BRIDGE OMISSION STA. 150+90.66 TO 151+85.33

- * PROPOSED SIDEWALK STA. 150+53.20 TO STA. 150+90.66
- ** PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24, SHALL BE DEPRESSED WHEN ADJACENT TO TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT), MODIFIED, LEFT, STA. 150+27 TO STA. 150+86.



PROPOSED TYPICAL ROADWAY CROSS SECTION
STA. 151+85.33 TO STA. 153+37.50

- * PROPOSED SIDEWALK STA. 151+58.74 TO STA. 153+69.67
- ** PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24, SHALL BE DEPRESSED WHEN ADJACENT TO TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED, LEFT STA. 151+85 TO STA. 152+42.

	SUPERPAVE LEVELING BINDER	SUPERPAVE SURFACE
PG GRADE	PG64-22	PG64-22
MAX % RAP ALLOWABLE**	15%	10%
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION	IL 9.5	IL 12.5 OR IL 9.5
FRICTION AGGREGATE		MIXTURE C
PLANT CONTROL LIMITS	CLASS I	CLASS I
DENSITY CONTROL METHOD	SATISFACTION OF ENGINEER	CORES

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE JULY 3, 2006
DRAWN BY DAC
CHECKED BY SMK

SCHEDULE OF QUANTITIES

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	5
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66661

TREE REMOVAL			
LOCATION	ACRE	(6 TO 15 UNITS DIAMETER)	(OVER 15 UNITS DIAMETER)
STA. 150+46, 54' RT TO 151+35, 55' RT STA. 150+55, 25' RT TO 151+26, 20' RT	0.06		
STA. 149+87, 29' LT TO 151+14, 25' LT STA. 150+35, 54' LT TO 151+15, 46' LT	0.06		
STA. 150+40, 35.2' LT		13	
STA. 150+77, 34.4' LT			36
STA. 151+93, 37.9' RT		10	
TOTAL	0.12	23	36

SIDEWALK SCHEDULE	
LOCATION	PORTLAND CEMENT CONCRETE SIDEWALK, 4" SQ FT
STA. 150+55, 20.8' RT TO STA. 150+94, 20.9' RT	203
STA. 150+94, 20.9' RT TO STA. 151+23, 18.0' RT	145
STA. 151+23, 18.0' RT TO STA. 151+59, 18.0' RT	182
STA. 151+59, 18.0' RT TO STA. 151+88, 20.5' RT	144
STA. 151+88, 20.5' RT TO STA. 153+41, 17.2' RT	772
STA. 153+41, 17.2' RT TO STA. 153+70, 18.6' RT	143
TOTAL	1,589

SIDEWALK REMOVAL SCHEDULE	
LOCATION	SIDEWALK REMOVAL SQ FT
STA. 153+41, 18.0' RT TO STA. 153+70, 18.6' RT	151.0
TOTAL	151.0

EARTHWORK SCHEDULE				
LOCATION	EARTH EXCAVATION CUBIC YARD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CUBIC YARD	EMBANKMENT CUBIC YARD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CUBIC YARD
STA. 149+22.5 TO 151+20	0	0	325	-325
STA. 151+55 TO 153+37	0	0	176	-176
TOTAL	0	0	501	-501

GUARDRAIL							
LOCATION	TRAFFIC BARRIER TERMINAL TYPE 6A	TRAFFIC BARRIER TERMINAL TYPE 6	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT), MODIFIED	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED	GUARDRAIL MARKERS	GUARDRAIL REMOVAL	TERMINAL MARKER DIRECT APPLIED
	EACH	EACH	EACH	EACH	EACH	FOOT	EACH
STA. 151+52 TO STA. 151+83 LT	1				1		
STA. 150+86 TO STA. 151+17 LT	1				1		
STA. 150+92 TO STA. 151+23 RT		1			1		
STA. 151+59 TO STA. 151+91 RT		1			1		
STA. 150+67 TO STA. 150+92 RT			1		1		1
STA. 151+91 TO STA. 152+15 RT			1		1		1
STA. 150+61 TO STA. 150+86 LT			1		1		1
STA. 151+83 TO STA. 152+08 LT				1	1		1
STA. 150+75 TO STA. 151+89 RT						114	
STA. 150+86 TO STA. 152+00 LT						114	
TOTAL	2	2	3	1	8	228	4

SEEDING					
LOCATION	SEEDING CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
	ACRE	POUND	POUND	POUND	SQ YD
STA. 149+22 TO STA. 151+22 RT	0.12	10.8	10.8	10.8	600
STA. 149+22 TO STA. 151+22 LT	0.12	10.8	10.8	10.8	600
STA. 151+57 TO STA. 153+37 RT	0.08	7.2	7.2	7.2	580
STA. 151+57 TO STA. 153+37 LT	0.08	7.2	7.2	7.2	580
TOTAL	0.40	36.0	36.0	36.0	2,360

PAVEMENT MARKING SCHEDULE						
LOCATION	SHORT TERM PAVEMENT MARKING	PAINT PAVEMENT MARKING- LINE 4"	TEMPORARY PAVEMENT MARKING- LINE 4"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	WORKZONE PAVEMENT MARKING REMOVAL
	FOOT	FOOT	FOOT	EACH	EACH	SQ FT
STA. 149+22.5 TO STA. 153+37.5, RT		415	415			
STA. 149+22.5 TO STA. 153+37.5, LT		415	415			
STA. 149+22.5 TO STA. 153+37.5, C	83	830	830	6	6	14
TOTAL	83	1,660	1,660	6	6	14

EROSION CONTROL						
LOCATION	TEMPORARY EROSION CONTROL SEEDING	MULCH METHOD 2	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	STONE RIPRAP CLASS A1	FILTER FABRIC
	POUND	ACRE	EACH	FOOT	SQ YD	SQ YD
STA. 149+22 TO 151+22, RT	12	0.12				
STA. 149+22 TO 151+22, LT	12	0.12				
STA. 151+57 TO 153+37, RT	8	0.08				
STA. 151+57 TO 153+37, LT	8	0.08				
STA. 150+20, 30' RT			1			
STA. 151+00, 45' RT			1			
STA. 150+78, 38' RT TO 150+78, 48' RT					5	5
STA. 150+82, 38' RT TO 150+82, 48' RT						
STA. 150+35 TO 151+34, RT				249		
STA. 149+20 TO 151+20, LT				220		
STA. 151+55 TO 152+81, RT				155		
STA. 151+50 TO 152+05, LT				95		
TOTAL	40	0.40	2	633	5	5

ENTRANCE SCHEDULE				
LOCATION	TYPE	DRIVEWAY PAVEMENT REMOVAL	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	INCIDENTAL BITUMINOUS SURFACE SEE NOTE 1
		SQ YD	SQ YD	TON
STA. 150+49.96, RT	COMMERCIAL	51	16	12
STA. 152+42.88, LT	PRIVATE	148	29	31
STA. 152+95.90, RT	PRIVATE	67	33	13
TOTAL		266	78	56

NOTE 1. THE THICKNESS FOR BITUMINOUS ENTRANCES SHALL BE 6 INCHES.

PAVEMENT SCHEDULE							
LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	LEVELING BINDER (HAND METHOD) N70	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N70	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N 70
	GALLON	TON	TON	TON	SQ YD	TON	TON
STA. 149+22.5 TO 150+91	44	1	0.20	0.33		47	117
STA. 151+85 TO 153+37.5	40	1	0.20	0.33		44	108
STA. 149+22.5 TO 149+62.5					116.3		
STA. 152+97.5 TO 153+37.5					121.5		
TOTAL	84	2	0.40	0.66	237.8	91	225

PAVEMENT REMOVAL SCHEDULE	
LOCATION	PAVEMENT REMOVAL SQ YD
STA. 150+84 TO STA. 151+28	156.5
STA. 151+47 TO STA. 151+91	156.5
TOTAL	313.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

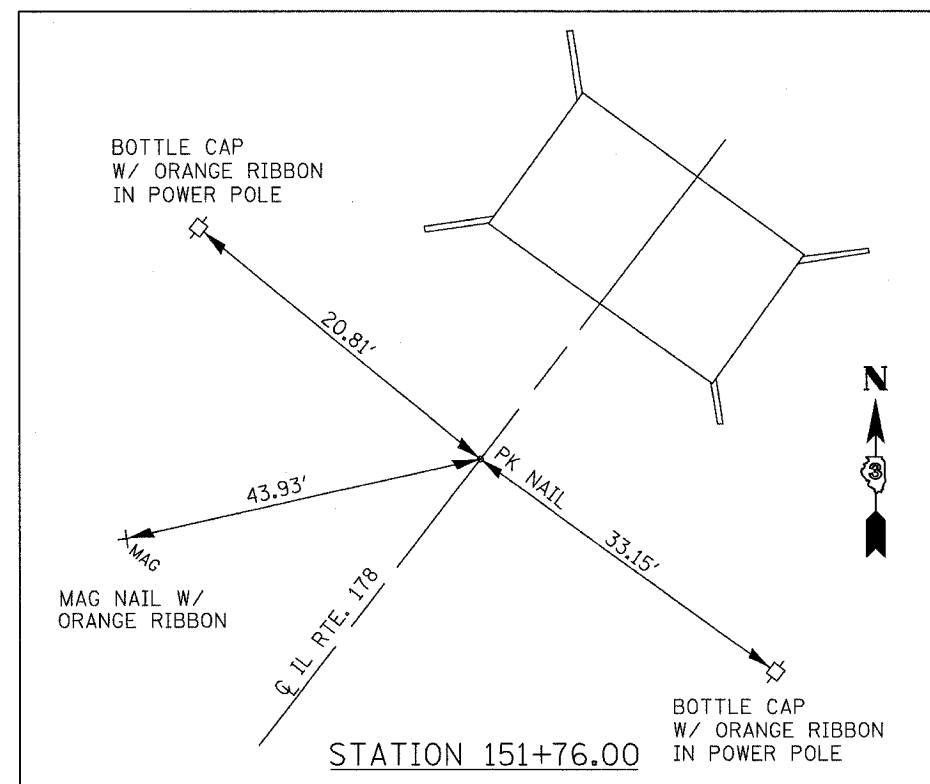
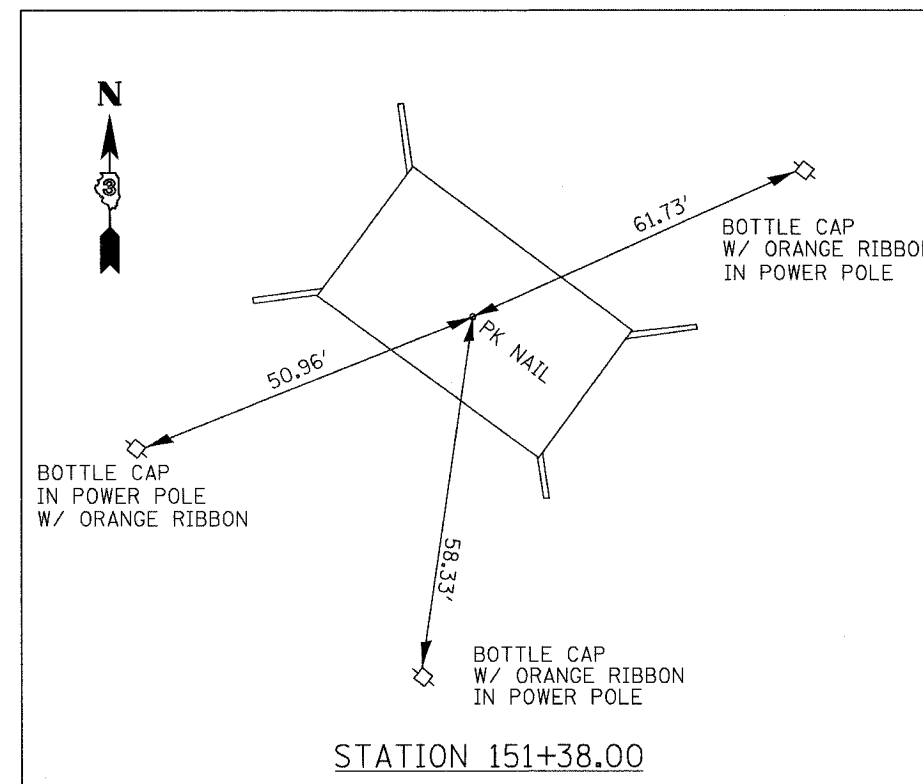
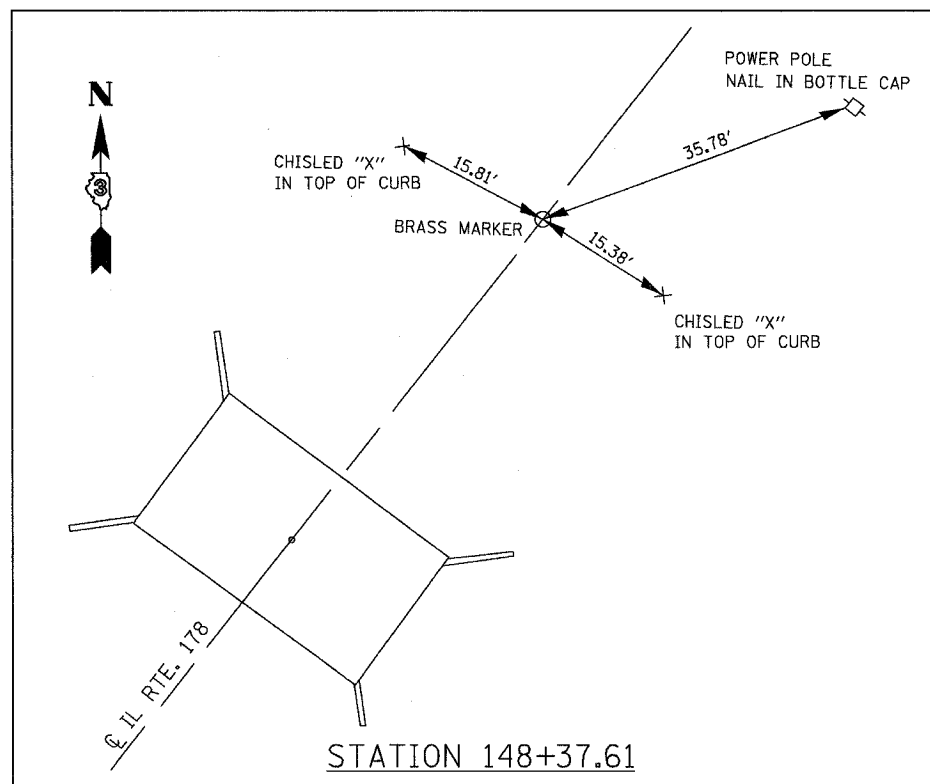
SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: AUGUST 4, 2006

DRAWN BY: DAC
CHECKED BY: SMK

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	6
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 66661



BENCHMARKS:

- BRASS DISK
STA. 148+37.61, 0.00' RT
ELEV.=513.32
- CHISLED "□"
S.E. WINGWALL
ELEV.=504.10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

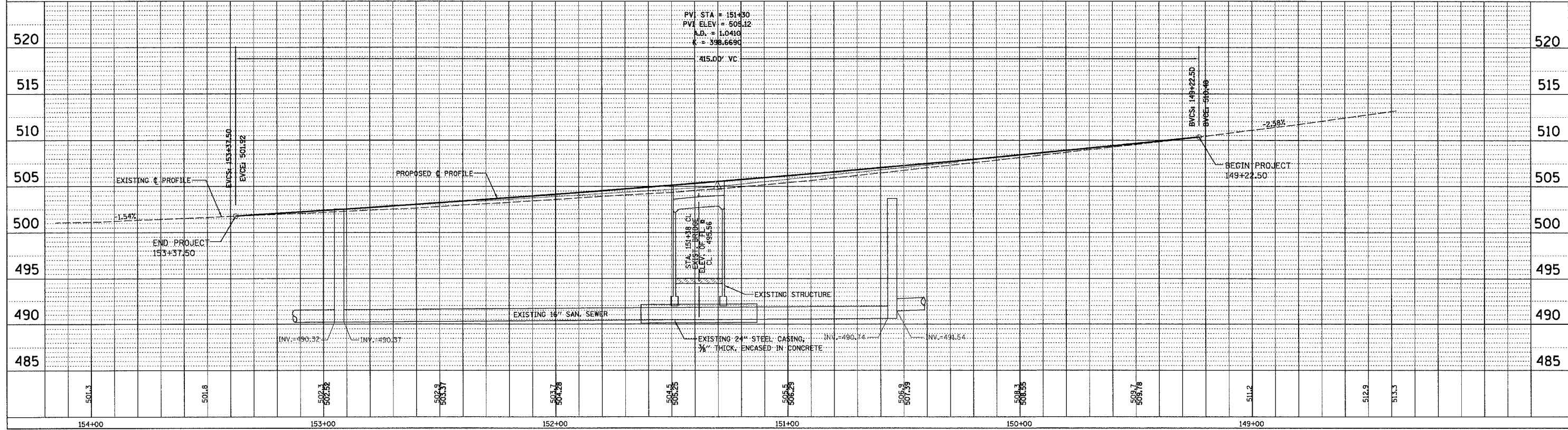
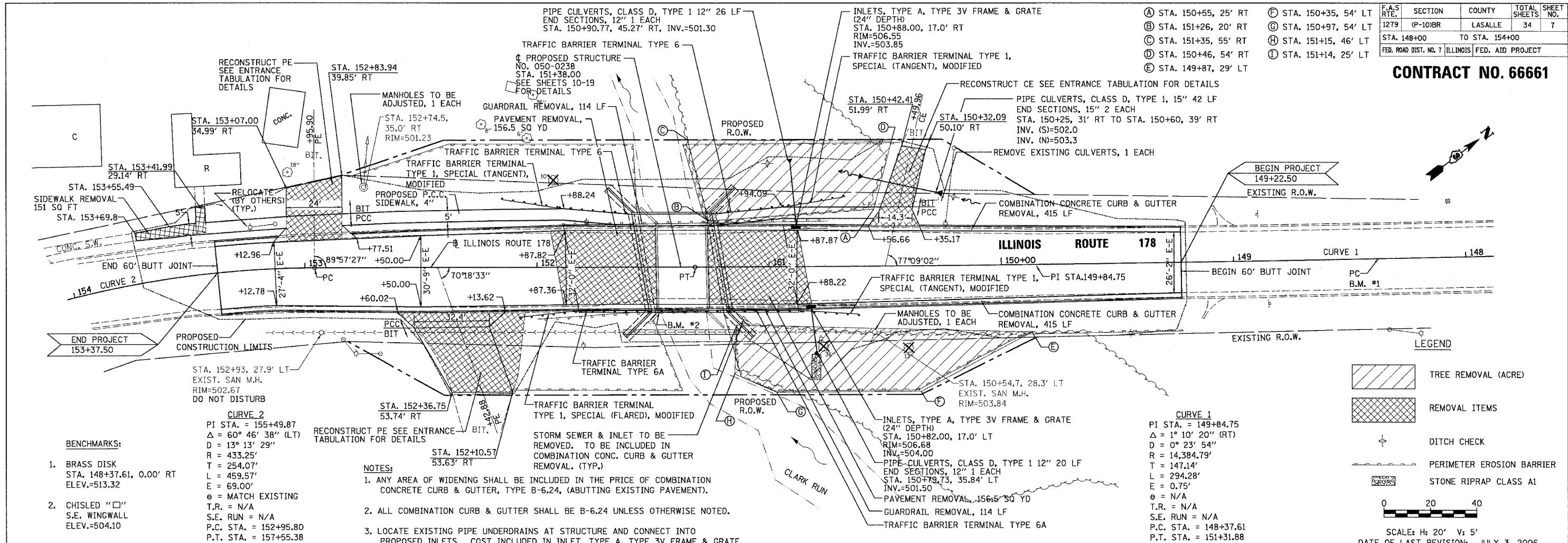
**ALIGNMENT TIES
AND BENCHMARKS**

SCALE: VERT. NONE
HORIZ. NONE
DATE JULY 3, 2006

DRAWN BY DAC
CHECKED BY SMK

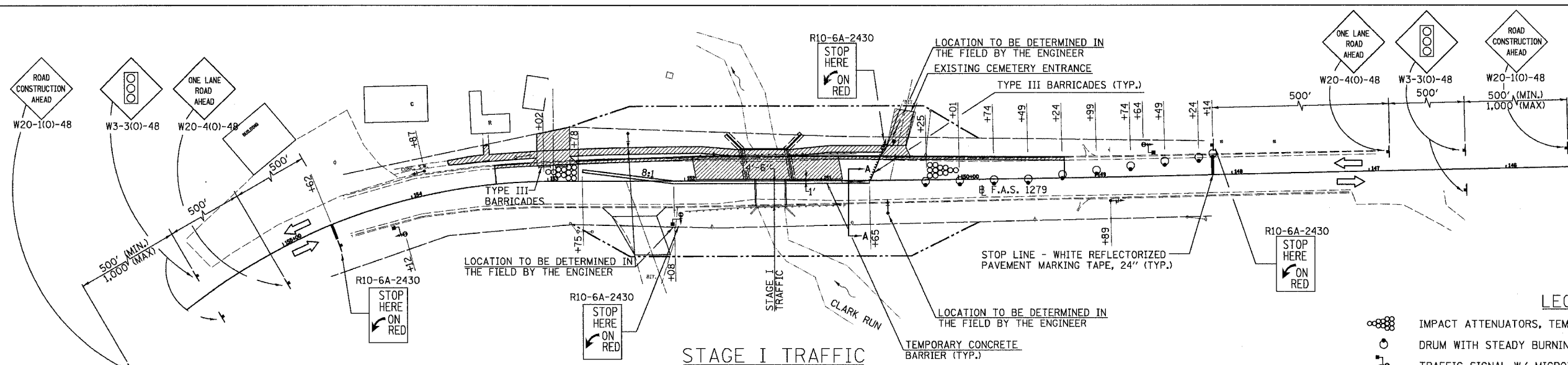
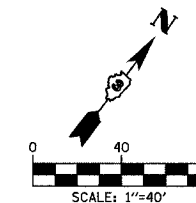
DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	PLANNING
2	DESIGN
3	CONSTRUCTION
4	AS-BUILT

DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	PLANNING
2	DESIGN
3	CONSTRUCTION
4	AS-BUILT



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	8
STA. N/A	TO STA. N/A			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66661



STAGE I

1. INSTALL TRAFFIC SIGNALS, SIGNS, ETC. ACCORDING TO DETAILS & TRAFFIC CONTROL STANDARD 701321, MAINTAINING ALL TRAFFIC ON NORTHBOUND LANE.
2. REMOVE STAGE I PORTION OF THE EXISTING BRIDGE STRUCTURE; GUARDRAIL; COMB. CURB & GUTTER & PAVEMENT AS SHOWN ELSEWHERE ON PLANS. MAINTAIN ACCESS TO CEMETERY ENTRANCE, STA. 150+50.
3. CONSTRUCT THE STAGE I PORTION OF THE NEW PROPOSED PRECAST 3-SIDED STRUCTURE, BRIDGE APPROACH PAVEMENT, CURB & GUTTER B-6.24, LEVELING BINDER, GUARDRAIL, CULVERT PIPE AND PRIVATE ENTRANCES LOCATED ON THE SOUTHBOUND LANE AS SHOWN ELSEWHERE IN PLANS.

STAGE II

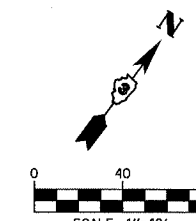
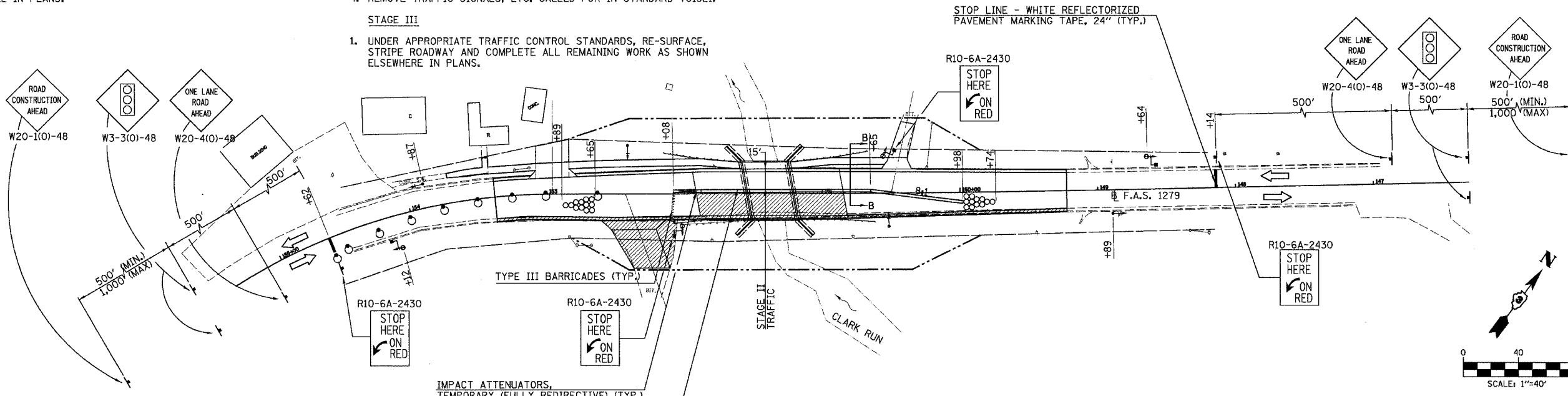
1. RELOCATE THE ATTENUATORS AS SHOWN IN DETAILS AND STANDARD 701321. RE-DIRECT TRAFFIC TO SOUTHBOUND LANE.
2. REMOVE THE STAGE II PORTION OF THE EXISTING STRUCTURE, PAVEMENT, CURB & GUTTER AND GUARDRAIL AS SHOWN ELSEWHERE IN PLANS.
3. CONSTRUCT THE STAGE II PORTION OF THE PROPOSED PRE-CAST 3-SIDED STRUCTURE, BRIDGE APPROACH PAVEMENT, CURB & GUTTER B-6.24, LEVELING BINDER, GUARDRAIL & PRIVATE ENTRANCE.
4. REMOVE TRAFFIC SIGNALS, ETC. CALLED FOR IN STANDARD 701321.

STAGE III

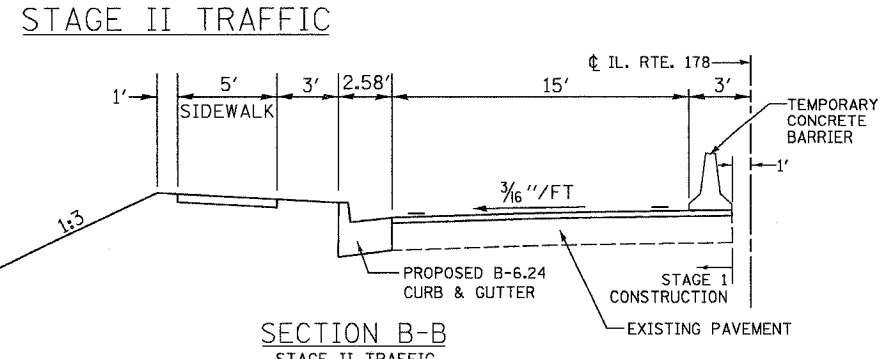
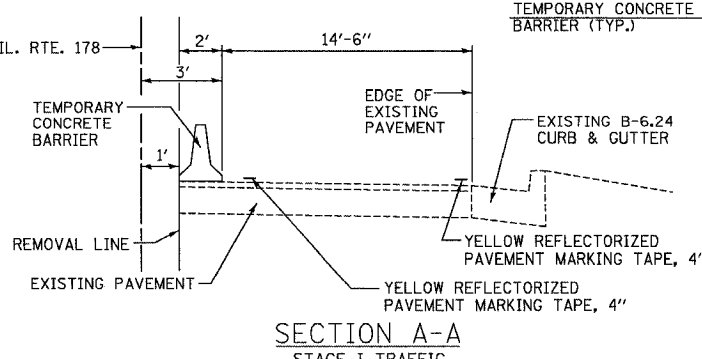
1. UNDER APPROPRIATE TRAFFIC CONTROL STANDARDS, RE-SURFACE, STRIPE ROADWAY AND COMPLETE ALL REMAINING WORK AS SHOWN ELSEWHERE IN PLANS.

MAINTAIN TRAFFIC CONTROL SIGNS AND DRUMS AS SHOWN IN STD. 701321 OR AS DIRECTED BY ENGINEER
CONSTRUCTION SPEED LIMIT- 30 MPH

- LEGEND**
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 2
 - DRUM WITH STEADY BURNING LIGHT
 - ⊕ TRAFFIC SIGNAL W/ MICROWAVE DETECTOR W/ BACKPLATE
 - ▨ WORK ZONE
 - ▬ IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE)
 - SIGNAL HEAD W/ BACKPLATE



SEQUENCE OF OPERATIONS												
PHASE	A			B			C			D		
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12
SOUTH BOUND	G	Y	R	R	R	R	R	R	R	R	R	R
NORTH BOUND	R	R	R	G	Y	R	R	R	R	R	R	R
SOUTH ENTRANCE	R	R	R	R	R	R	G	Y	R	R	R	R
NORTH ENTRANCE	R	R	R	R	R	R	R	R	R	G	Y	R



NOTES:
TRAFFIC CONTROL FOR STAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN. STANDARD 701321 AND THE SPECIAL PROVISIONS.
ALL DIMENSIONS ARE IN FEET AND TENTHS EXCEPT WHERE NOTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
ILLINOIS ROUTE 178 OVER CLARK RUN
F.A.S. ROUTE 1279 - SEC. (P-10)BR
LASALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0085 (EXISTING)
STRUCTURE NO. 050-0238 (PROPOSED)
SCALE: 1"=40'
DATE: JULY 3, 2006
DRAWN BY DAC
CHECKED BY SMK

Section 8, T.33 N., R.2 E. Of The Third Principal Meridian

3QY0004

JAMES E. FRAWLEY. ET AL.

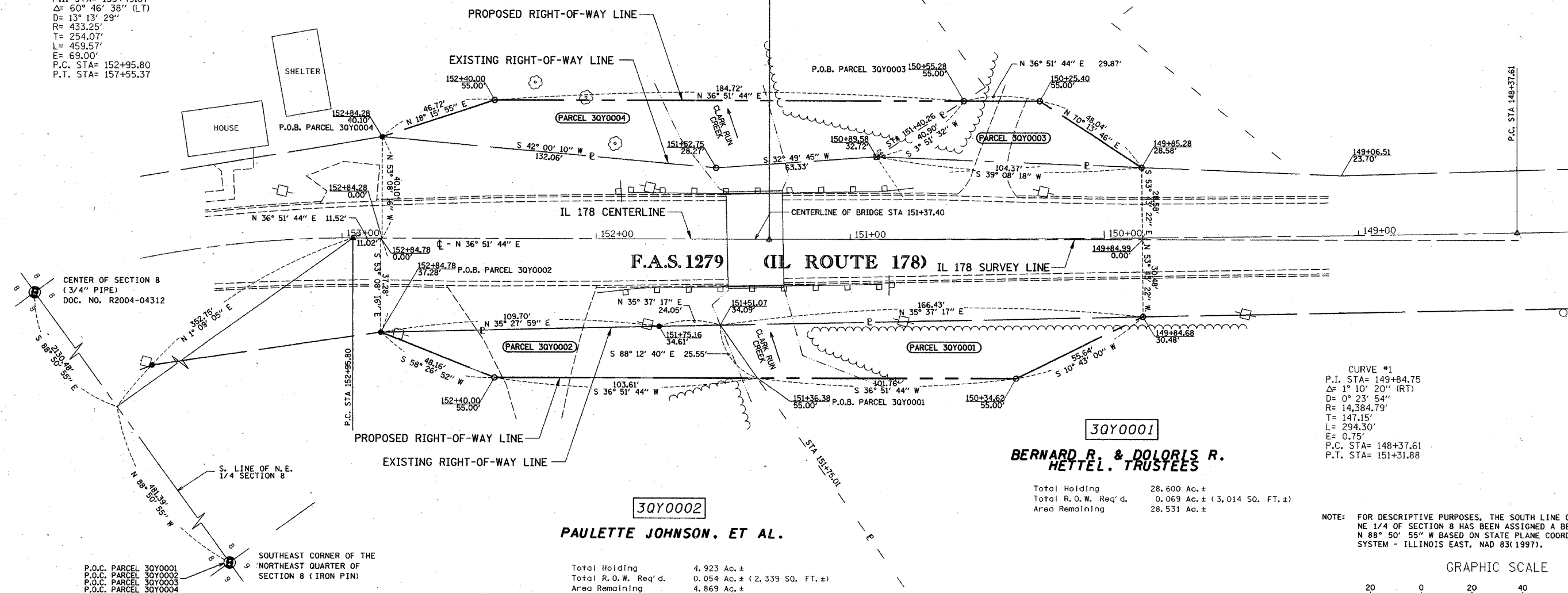
Total Holding	3.932 Ac.±
Total R.O.W. Req'd.	0.100 Ac.± (4,338 SQ. FT.±)
Area Remaining	3.832 Ac.±

3QY0003

ST. MARY'S ROMAN CATHOLIC CONGREGATION OF UTICA, ILLINOIS

Total Holding	5.981 Ac.±
Total R.O.W. Req'd.	0.037 Ac.± (1,626 SQ. FT.±)
Area Remaining	5.944 Ac.±

CURVE #2
 P.I. STA= 155+49.87
 $\Delta = 60^{\circ} 46' 38''$ (LT)
 D= 13' 13' 29"
 R= 433.25'
 T= 254.07'
 L= 459.57'
 E= 69.00'
 P.C. STA= 152+95.80
 P.T. STA= 157+55.37



CENTER OF SECTION 8
 (3/4" PIPE)
 DOC. NO. R2004-04312

P.O.C. PARCEL 3QY0001
 P.O.C. PARCEL 3QY0002
 P.O.C. PARCEL 3QY0003
 P.O.C. PARCEL 3QY0004

SOUTHEAST CORNER OF THE
 NORTHEAST QUARTER OF
 SECTION 8 (IRON PIN)

CURVE #1
 P.I. STA= 149+84.75
 $\Delta = 1^{\circ} 10' 20''$ (RT)
 D= 0' 23' 54"
 R= 14,384.79'
 T= 147.15'
 L= 294.30'
 E= 0.75'
 P.C. STA= 148+37.61
 P.T. STA= 151+31.88

3QY0001

BERNARD R. & DOLORIS R. HETTEL. TRUSTEES

Total Holding	28.600 Ac.±
Total R.O.W. Req'd.	0.069 Ac.± (3,014 SQ. FT.±)
Area Remaining	28.531 Ac.±

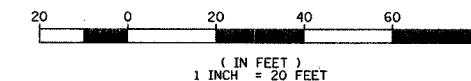
3QY0002

PAULETTE JOHNSON. ET AL.

Total Holding	4.923 Ac.±
Total R.O.W. Req'd.	0.054 Ac.± (2,339 SQ. FT.±)
Area Remaining	4.869 Ac.±

NOTE: FOR DESCRIPTIVE PURPOSES, THE SOUTH LINE OF THE NE 1/4 OF SECTION 8 HAS BEEN ASSIGNED A BEARING OF N 88° 50' 55" W BASED ON STATE PLANE COORDINATE SYSTEM - ILLINOIS EAST, NAD 83(1997).

GRAPHIC SCALE



SURVEYOR'S STATEMENT

I, MICHAEL W. GERBERICK, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.S.1279 (ILLINOIS ROUTE 178) WAS MADE BY FEHR-GRAHAM & ASSOCIATES, UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACTED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: 9/2/05

Michael W. Gerberick
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 NO.35-2683

11/30/06
 EXPIRATION DATE

LEGEND

- = FOUND PIPE OR PIN
- = SET REBAR
- ⊠ = RIGHT OF WAY MARKER
- △ = POINT OF CURVE



SURVEY BOOK NO. _____

STATE OF ILLINOIS RIGHT OF WAY PLANS

F.A.S. 1279 (ILLINOIS ROUTE 178)
 SEC (P-10)BR
 COUNTY OF LASALLE
 JOB NO. R-93-016-01
 STA 149+85 TO STA 152+85
 SCALE 1" = 20'
 SHEET NUMBER 1 OF 1
 FEBRUARY 15, 2005

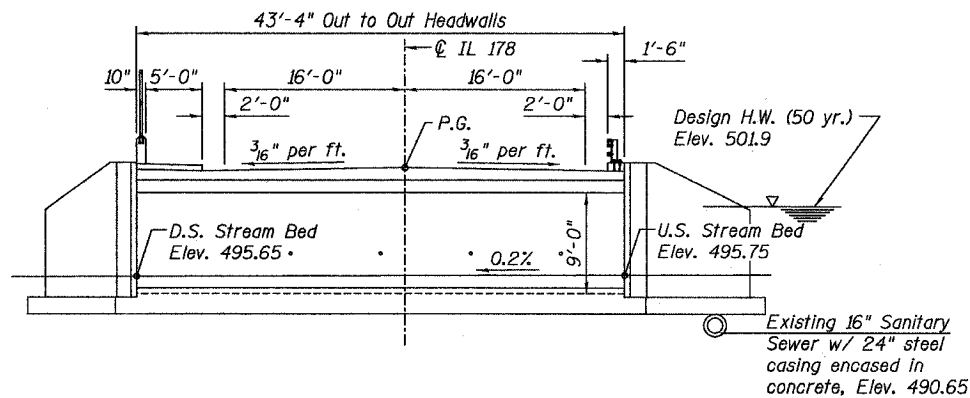
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A.S. 1279	(P-10)BR	LaSALLE	34	10	OF 10 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66661		

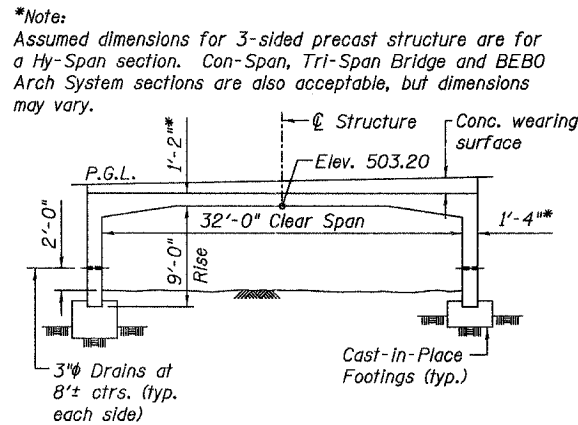
BENCHMARK: Chisled "□" on South Wing Wall (Elev.=504.10)

EXISTING STRUCTURE: S.N. 050-0085 originally constructed in 1932 & reconstructed in 1971. Single span RC slab bridge, 22'-0" Back-to-Back of vertical abutments, 34'-0" Out to Out deck. Structure is to be removed and replaced w/ 43'-4" x 32'-0" precast concrete structure. Stage construction is to be used to maintain one lane of traffic.

No salvage



ELEVATION
(Dimensions @ Rt. L's to C Roadway)
(Looking North @ C Structure)



SECTION THRU STRUCTURE
(at Rt. L's to Structure)

INDEX OF SHEETS

- GENERAL PLAN
- STAGE CONSTRUCTION DETAILS
- TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
- SUPERSTRUCTURE DETAILS
- PEDESTRIAN RAILING
- STEEL BRIDGE RAIL CURB MOUNTED
- FOOTING DETAILS
- WINGWALL DETAILS
- BAR SPLICER ASSEMBLY DETAILS
- BORING LOGS

GENERAL NOTES

- Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
- All Cast-In-Place Construction Joints shall be bonded.
- Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before stage I removal.
- The optional use of precast footings will not be allowed.
- The optional use of precast wingwalls will not be allowed.
- The footing design is based on the following maximum service reactions applied at the top of the footing: 18.0 kips/ft. (vertical), 6.3 kips/ft. (horizontal). The Contractor shall verify that the selected structure meets these design parameters. If the design parameters are exceeded, a complete footing design with calculations, details, and the required seals shall be submitted for review and approval.
- Portions of the footing set in rock shall be poured against in-place rock.
- After the keyways have been grouted and cured, the joints on all three sides of the structure shall be externally sealed using 13" wide external sealing bands conforming to the Article 1057.01. Cost included with THREE-SIDED PRECAST CONCRETE STRUCTURE, 32ft. x 9ft.
- All details shown were developed assuming the use of a cast-in-place headwall. The Contractor has the option of using a precast headwall. If the precast option is used, details for the headwall shall be submitted to the Engineer for approval.

LOADING HS20

Allow 50#/Sq. Ft. for future wearing surface.

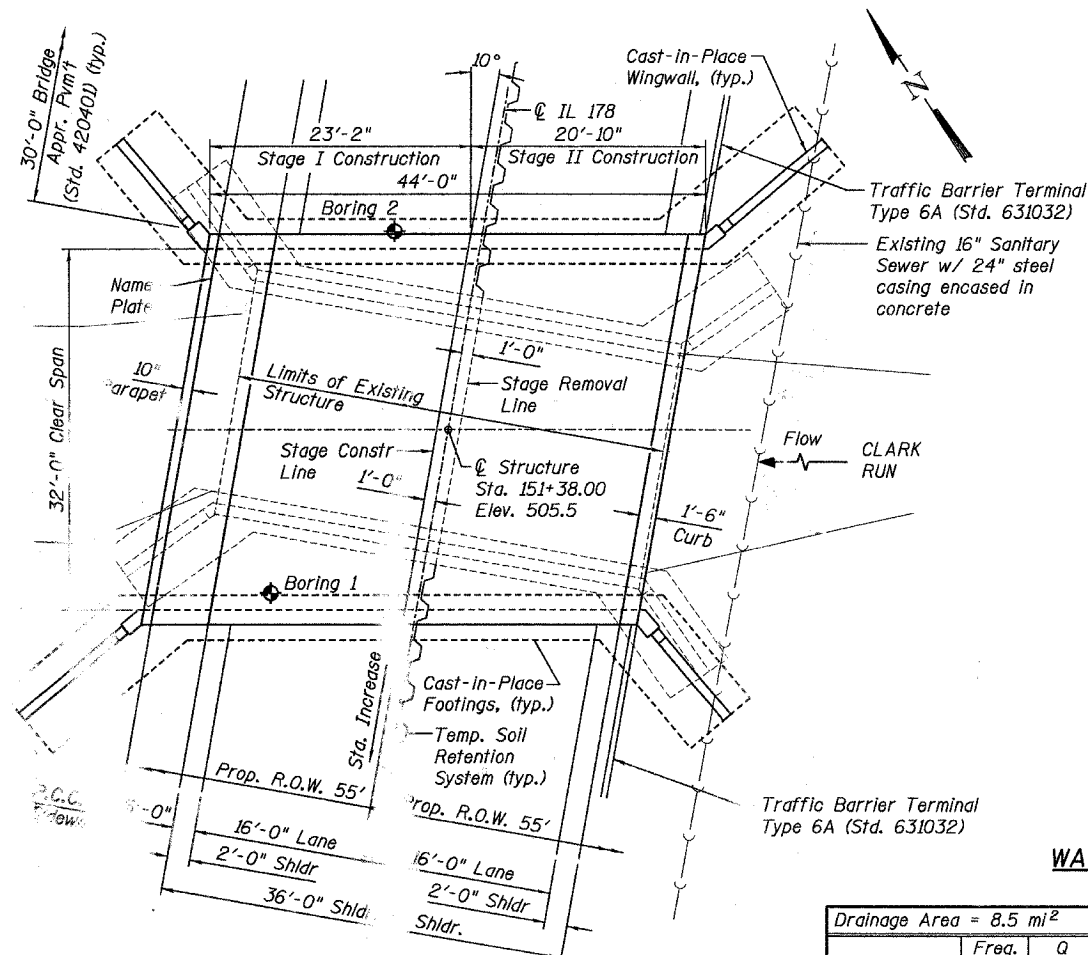
DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES

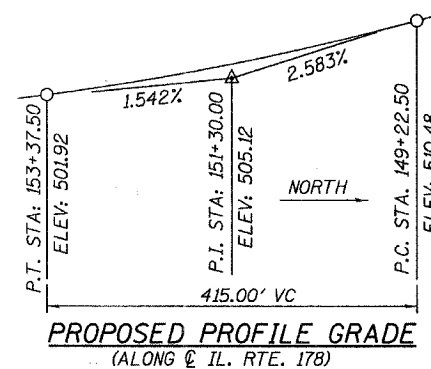
- FIELD UNITS**
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
- PRECAST UNITS**
 $f'_c = 5,000$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 65,000$ psi (welded wire fabric)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1	---	1
Structure Excavation	Cu. Yd.	---	180	180
Rock Excavation for Structures	Cu. Yd.	---	26.4	26.4
Concrete Structures	Cu. Yd.	---	74.7	74.7
Concrete Superstructure	Cu. Yd.	11.2	---	11.2
Bridge Deck Grooving	Sq. Yd.	133	---	133
Protective Coat	Sq. Yd.	181	---	181
Concrete Wearing Surface	Cu. Yd.	58.2	---	58.2
Reinforcement Bars	Pound	---	3600	3600
Reinforcement Bars, Epoxy Coated	Pound	6070	700	6770
Pedestrian Railing	Foot	35	---	35
Steel Bridge Rail	Foot	35	---	35
Name Plates	Each	1	---	1
Bar Splicers	Each	124	16	140
Temporary Soil Retention System	Sq. Ft.	---	388	388
Three-Sided Precast Concrete Structures, 32' x 9'	Foot	44.0	---	44.0



PLAN



PROPOSED PROFILE GRADE
(ALONG C IL. RTE. 178)

STATION 151+38.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.S. RTE. 1279
SECTION (P-10)BR
LOADING HS20
STR. NO. 050-0238

NAME PLATE
See Std. 515001

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Relish E. Anderson (TJD)
ENGINEER OF BRIDGES AND STRUCTURES



Signature: [Signature]
Date: 9/25/06
Exp. Date: 11/30/06

WATERWAY INFORMATION

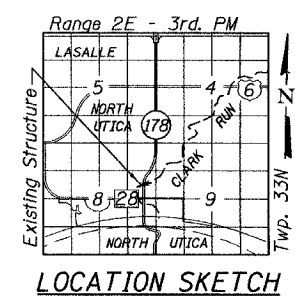
Exist. Low Grade Elev. 501.5 ft. @ Sta. 153+80
Prop. Low Grade Elev. 501.5 ft. @ Sta. 153+80

Freq. Yr.	Q ft ³ /s	Opening ft ²		Nat. H.W.E.		Head - ft		Headwater El.	
		Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
10	664	98	156	500.9	0.6	0.0	501.5	500.9	
Overtop	50	664	98	500.9	0.6		501.5		
Overtop	75	800		166	501.4		0.1	501.5	
Design	50	998	118	172	501.9	2.5	0.2	504.4	502.1
Base	100	1134	122	174	502.1	2.7	0.4	504.8	502.5
Max. Calc.	500	1451	136	178	503.0	2.8	0.5	505.8	503.5

10 Year Velocity through Existing Bridge = 8.1 fps
10 Year Velocity through Proposed Bridge = 4.3 fps

DESIGNED	DAF
CHECKED	AAG
DRAWN	JAF
CHECKED	BG

McCLURE ENGINEERING ASSOCIATES, INC.
4700 Kennedy East Moline, Illinois 61244
(309) 792-9331 FAX (309) 792-8974
DESIGN FIRM LICENSE: ILLINOIS #184-000816
COPYRIGHT 2006 BY McCLURE ENGINEERING ASSOC., INC.

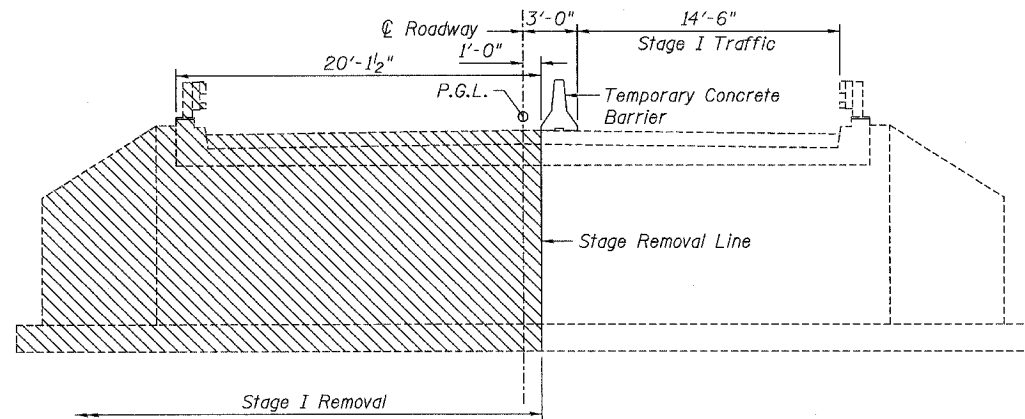


GENERAL PLAN
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

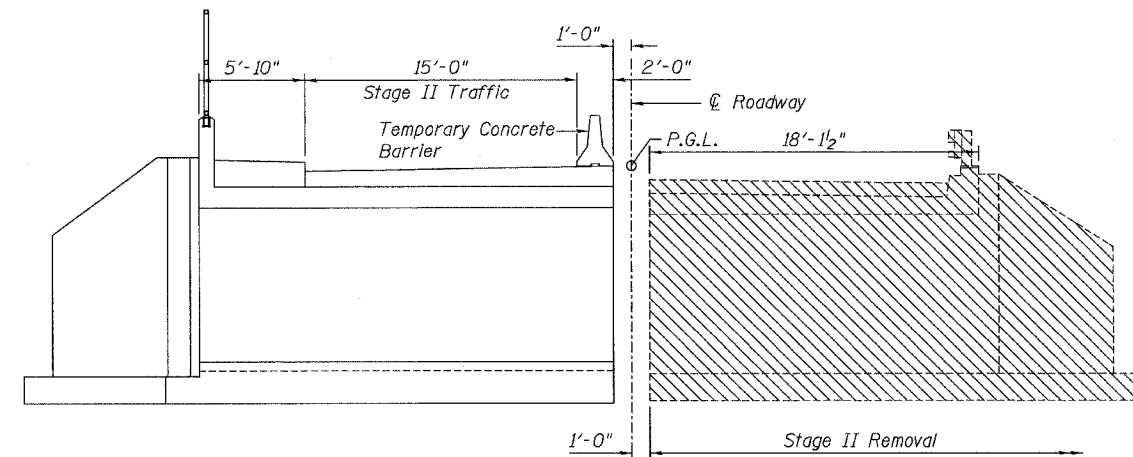
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1279	(P-10)BR	LaSALLE	34	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66661	

SHEET NO. 2
OF 10 SHEETS



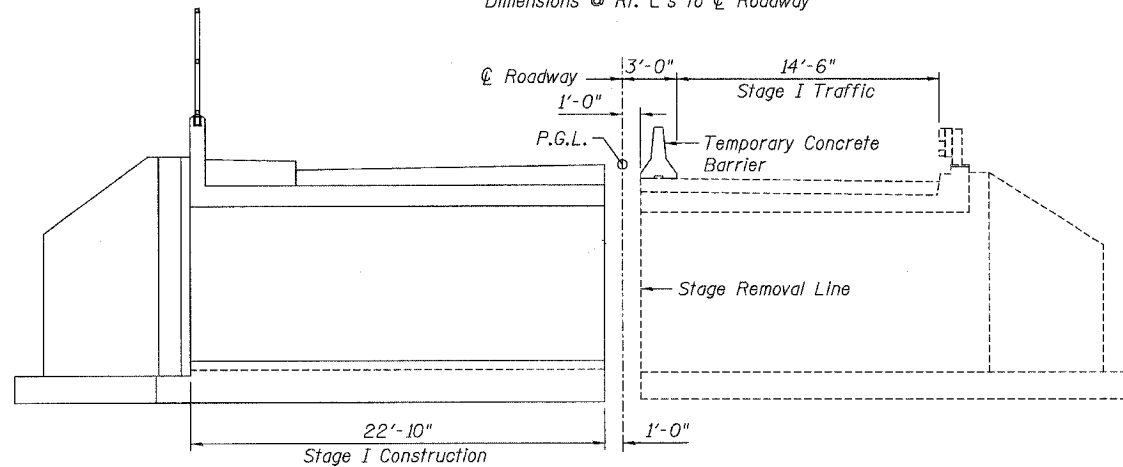
STAGE I REMOVAL

(Looking North)
Dimensions @ Rt. L's to C.Roadway



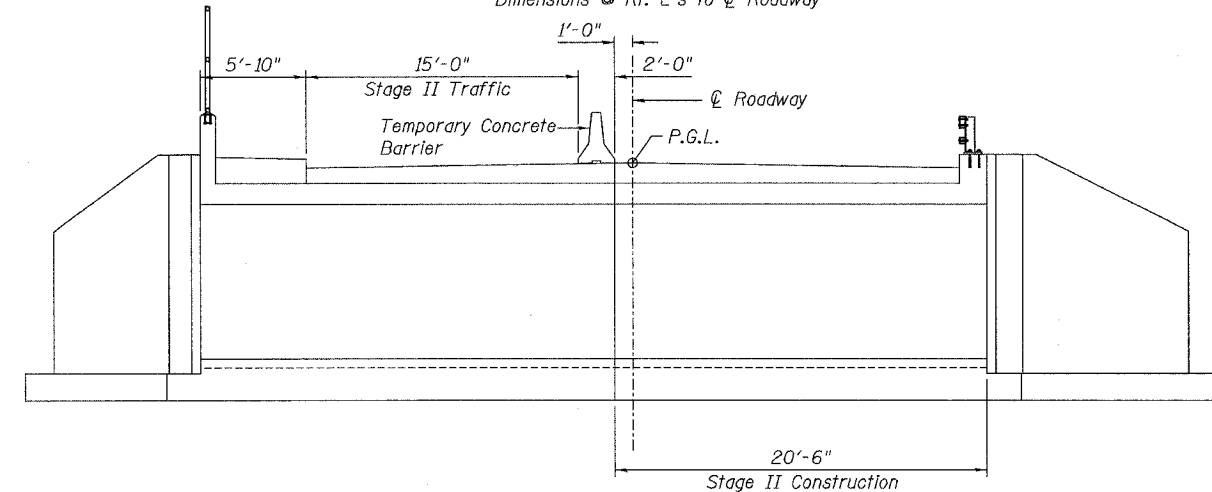
STAGE II REMOVAL

(Looking North)
Dimensions @ Rt. L's to C.Roadway



STAGE I CONSTRUCTION

(Looking North)
Dimensions @ Rt. L's to C.Roadway



STAGE II CONSTRUCTION

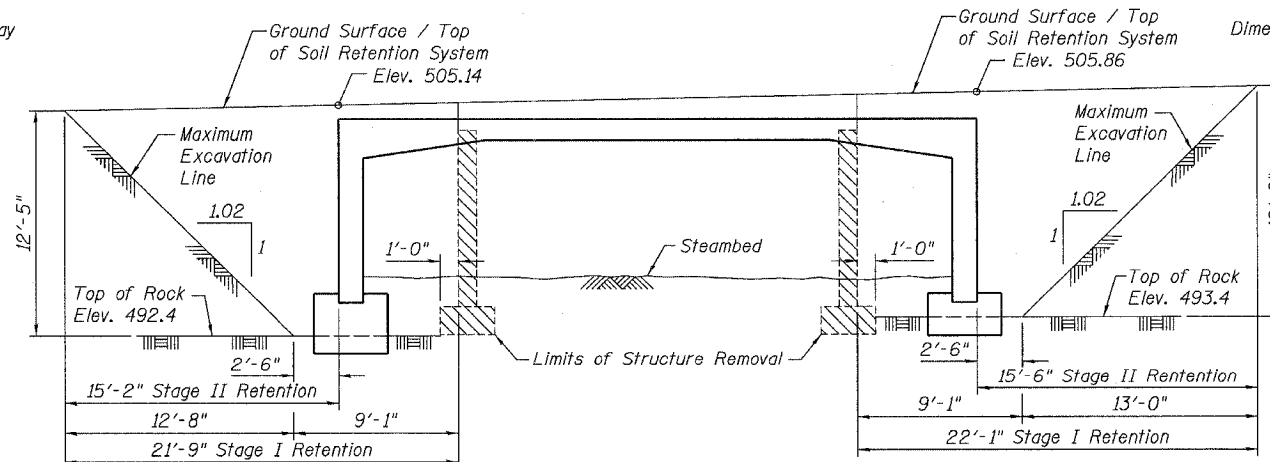
(Looking North)
Dimensions @ Rt. L's to C.Roadway

NOTES

Removal of existing railing and existing wearing surface is included with "Removal of Existing Structures".

Hatched area indicates Removal of Existing Structures.

For quantity and location of Temporary Concrete Barrier, see Roadway Plans.



TEMPORARY SOIL RETENTION DETAILS

(Slopes and Horizontal dimensions are measured parallel to C.Roadway)

A cantilevered sheet piling design does not appear feasible and additional member or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

STAGE CONSTRUCTION DETAILS
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 OF 10 SHEETS
F.A.S. 1279	(P-10)BR	LaSALLE	34	13	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66661

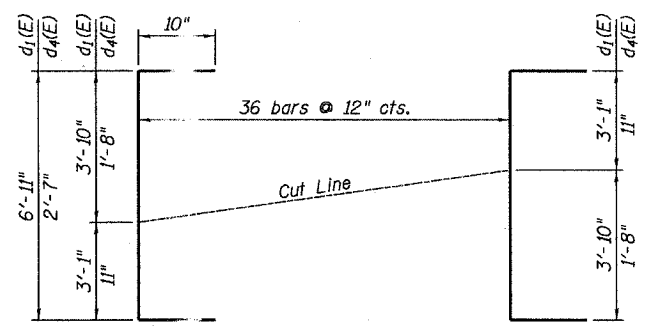
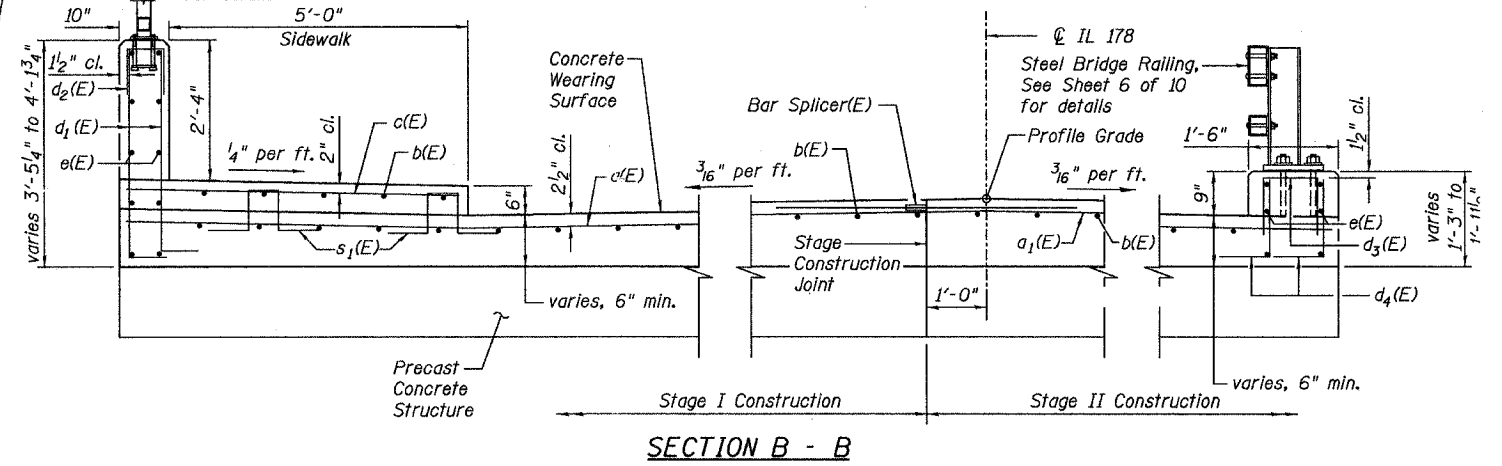
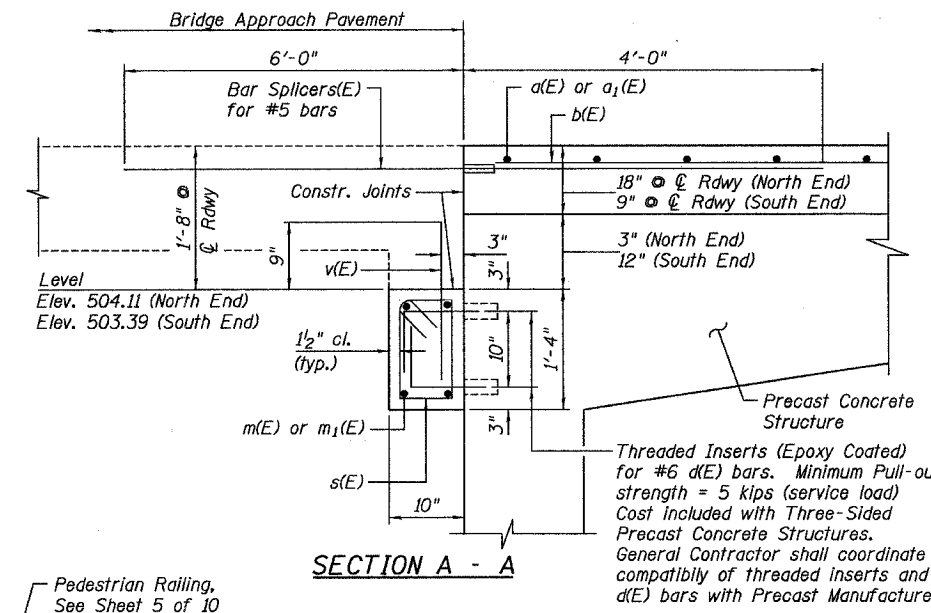
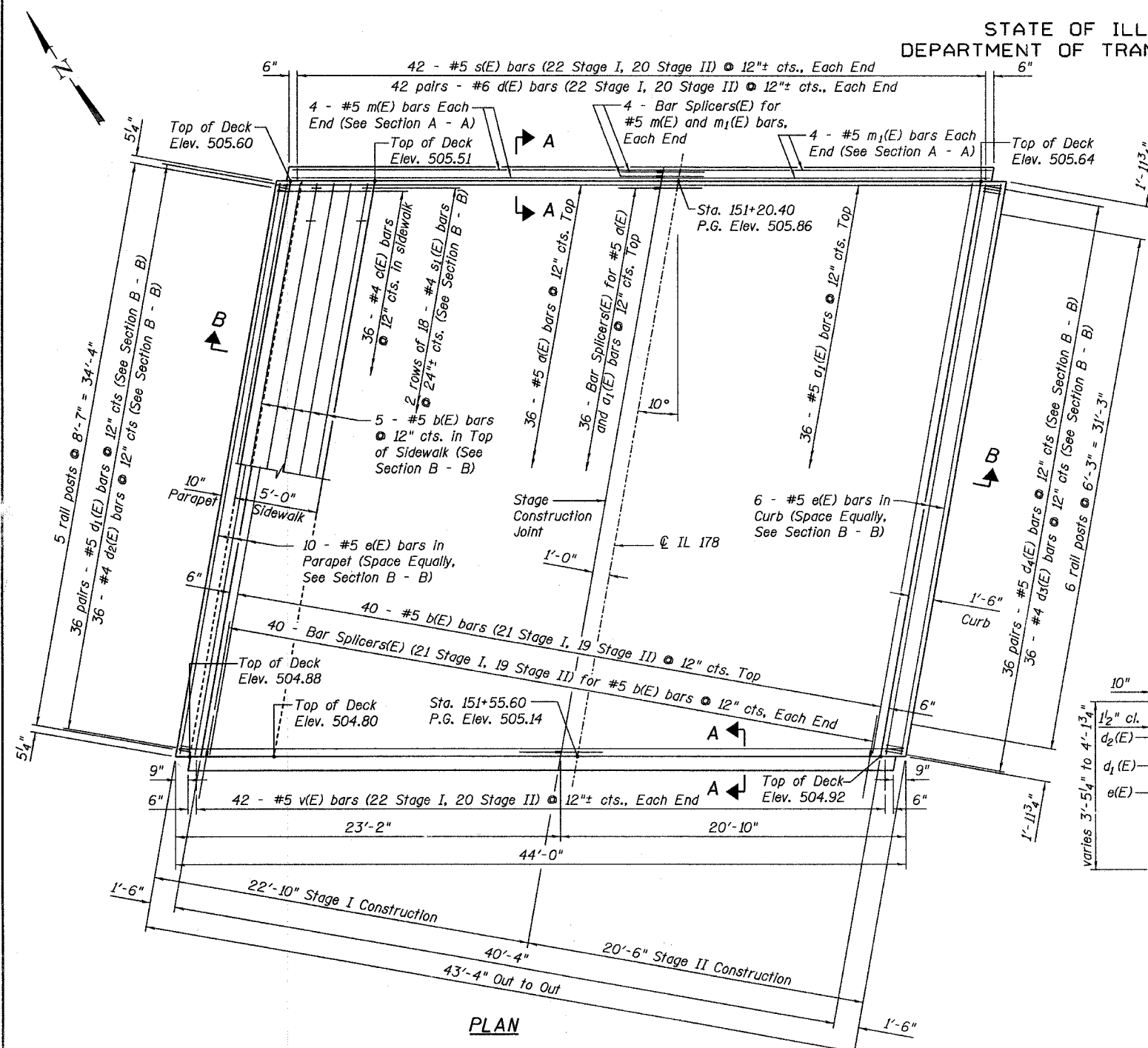
NOTES

Curb, parapet, and approach pavement supports are included in the quantity for Concrete Superstructure.

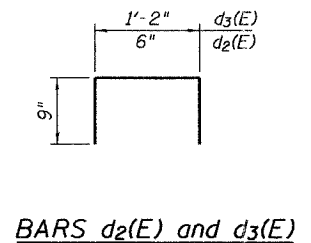
Reinforcement bars designated (E) shall be epoxy coated.

BILL OF MATERIAL

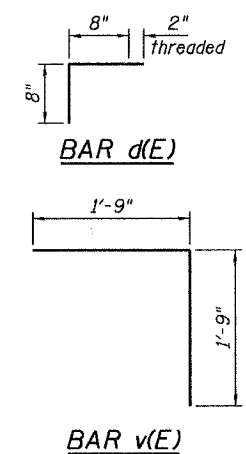
Bar	No.	Size	Length	Shape
a(E)	36	#5	22'-11"	—
a ₁ (E)	36	#5	20'-7"	—
b(E)	45	#5	34'-10"	—
c(E)	36	#4	5'-6"	—
d(E)	168	#6	1'-6"	┘
d ₁ (E)	36	#5	8'-7"	┘
d ₂ (E)	36	#5	2'-0"	┘
d ₃ (E)	36	#5	2'-8"	┘
d ₄ (E)	36	#5	4'-3"	┘
e(E)	16	#5	34'-10"	—
m(E)	8	#5	22'-2"	—
m ₁ (E)	8	#5	19'-10"	—
s(E)	84	#5	4'-4"	┘
s ₁ (E)	36	#4	3'-2"	┘
v(E)	84	#5	3'-6"	┘
Reinforcement Bars, Epoxy Coated		Lbs.	6070	
Concrete Superstructure		Cu. Yd.	11.2	
Concrete Wearing Surface		Cu. Yd.	58.2	



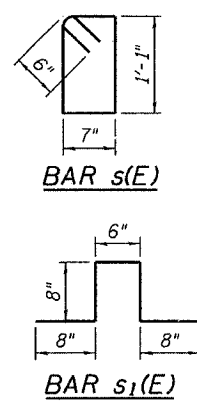
BARS d₁(E) and d₄(E)
Field Cutting Diagram



BARS d₂(E) and d₃(E)



BAR v(E)



BAR s₁(E)

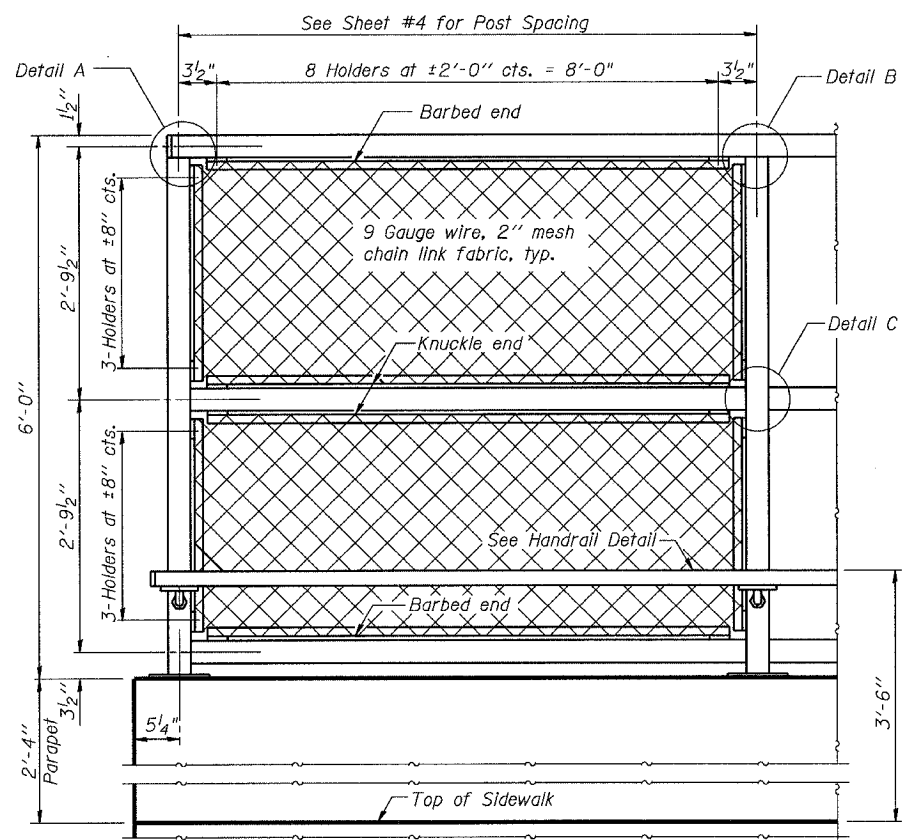
DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

Order d₁(E) and d₄(E) bars full length. Cut as shown and use other end of bars in other face of curb or parapet.

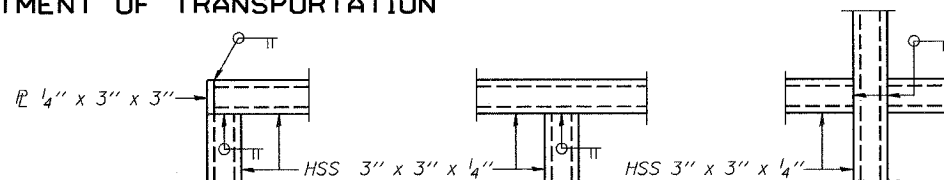
SUPERSTRUCTURE DETAILS
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 5 OF 10 SHEETS
F.A.S. 1279	(P-10)BR	LaSALLE	34	14	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			
Contract #66661					



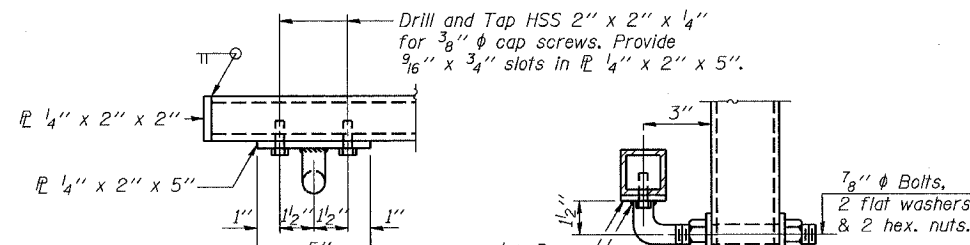
ELEVATION
(Inside Face)



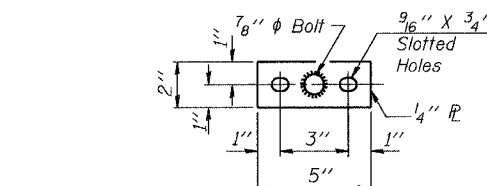
DETAIL A

DETAIL B

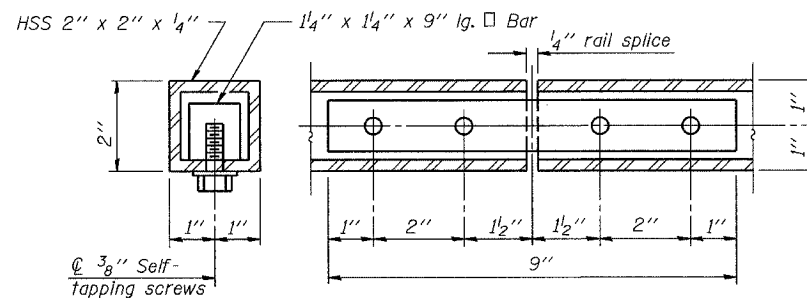
DETAIL C



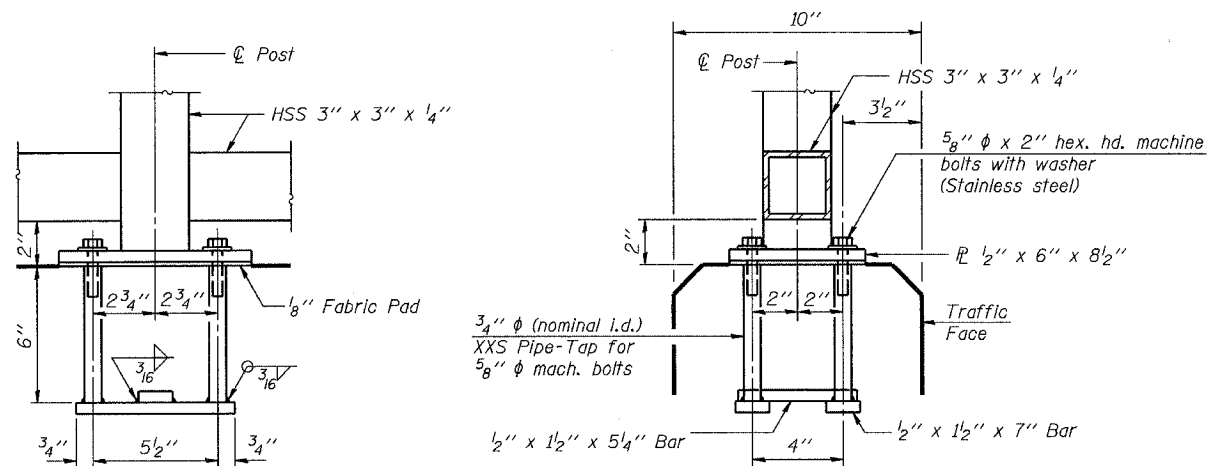
HANDRAIL DETAIL



BASE P
(Handrail)

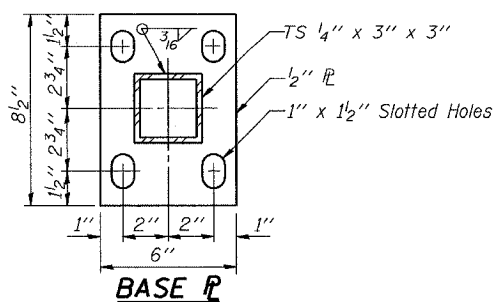


HANDRAIL SPLICE

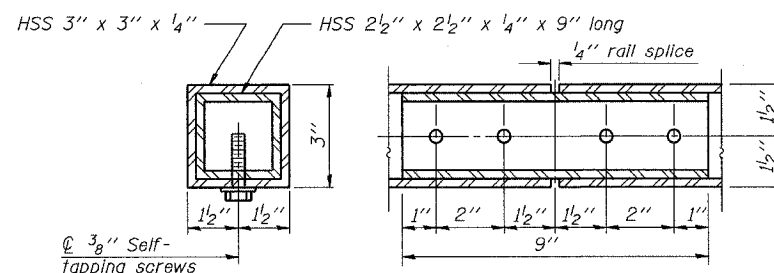


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" anchor rods. Embedment shall be according to the manufacturer's specifications.



BASE P



RAIL SPLICE

NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Pedestrian Railing.

The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.

Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.

Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A.

Stretcher bars shall be used at all four sides of each panel.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.

Space reinforcement to miss anchor rods.

All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

The chain link fabric shall conform to the requirements of Article 1006.27(a)(1), b or c of the Standard Specifications.

BILL OF MATERIAL

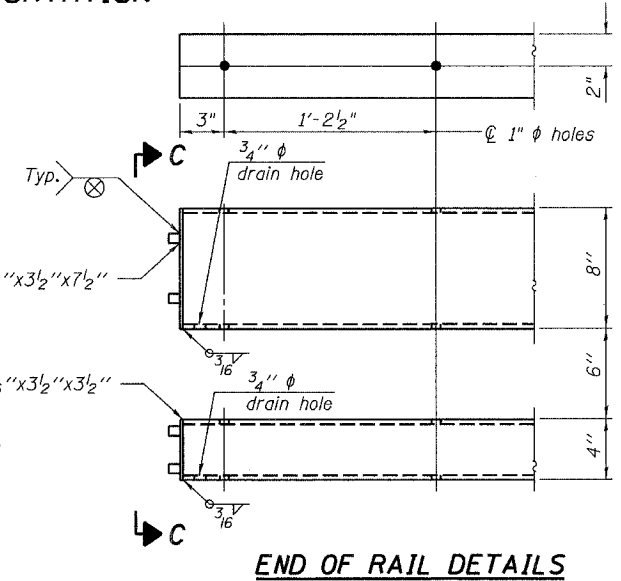
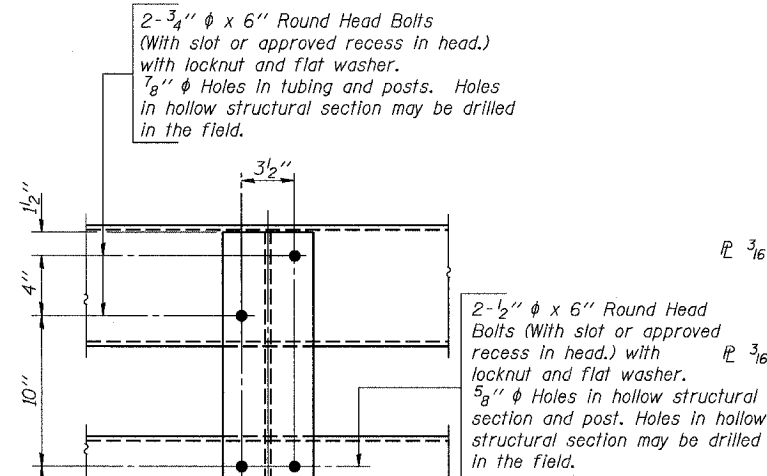
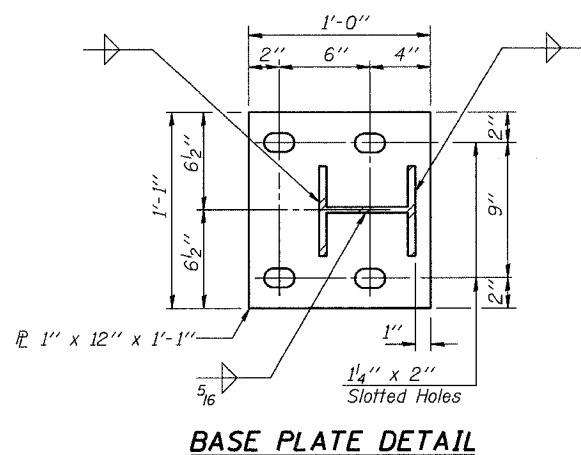
Item	Unit	Quantity
Pedestrian Railing	Foot	35

PEDESTRIAN RAILING
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 6 OF 10 SHEETS
F.A.S. 1279	(P-10)BR	LaSALLE	34	15	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		Contract #66661



NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0°F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices and anchor rods shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

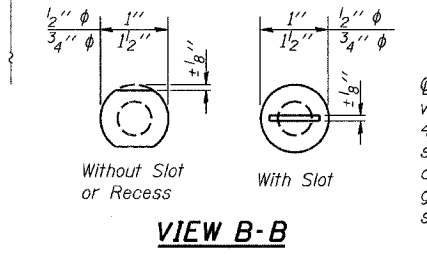
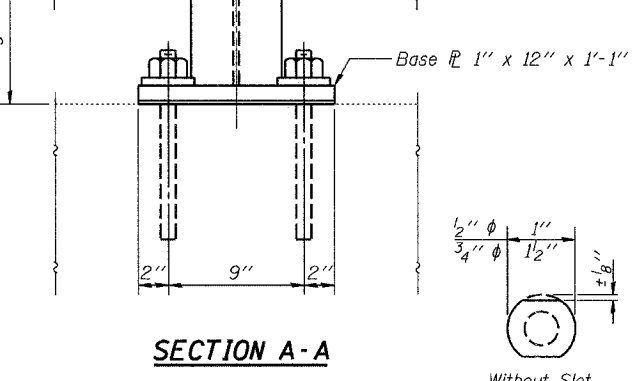
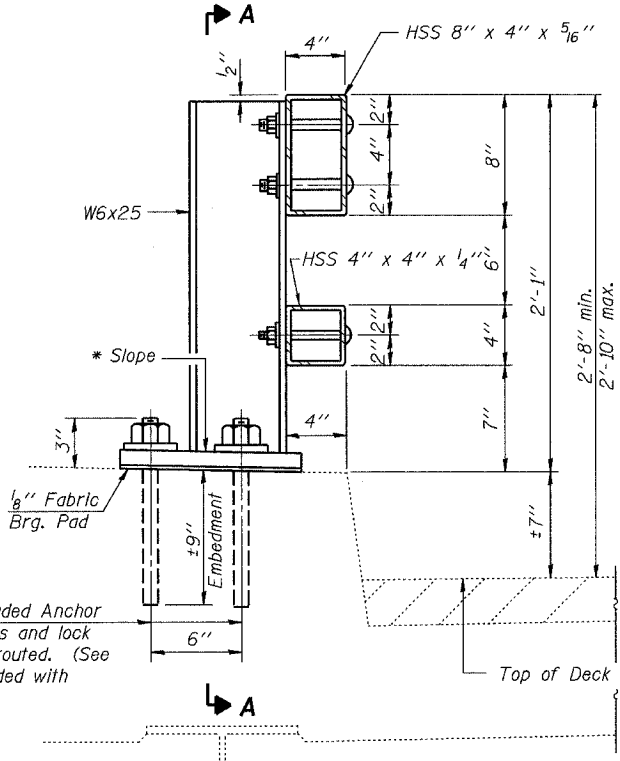
Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.

Steel Bridge Rail expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.

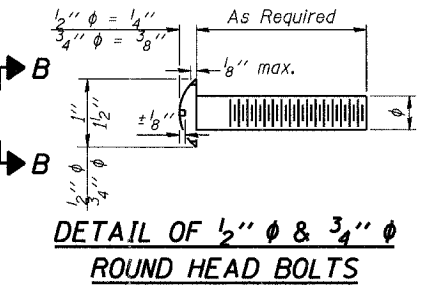
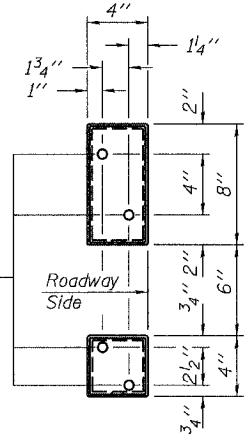
Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.

The Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.

Nuts for 1" diameter threaded anchor rods connecting the base plate to the concrete shall be tightened to a snug fit and given an additional 1/8 turn.



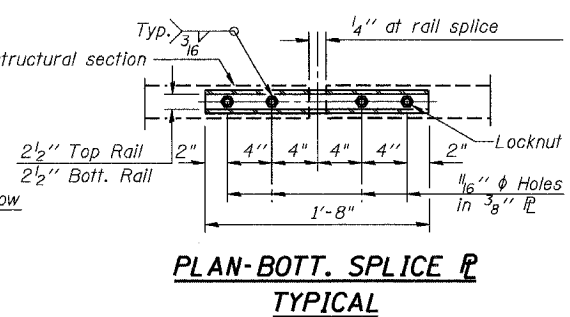
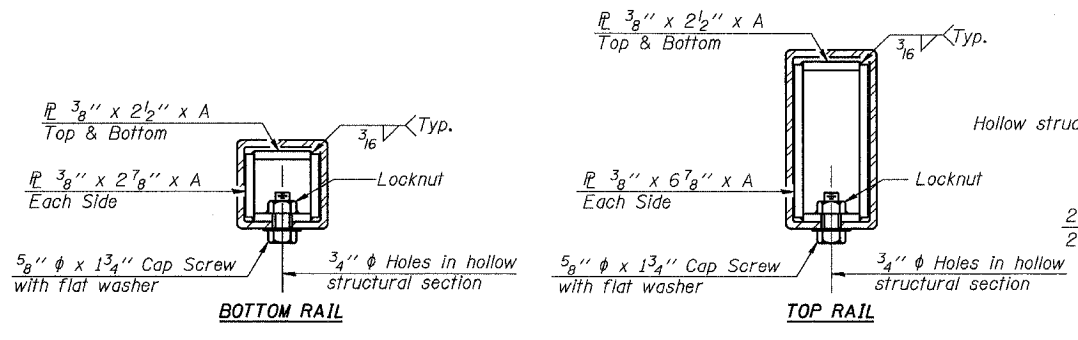
4 - 5/8" reduced base welded studs. Provide 4 - 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032



BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail	Foot	35

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

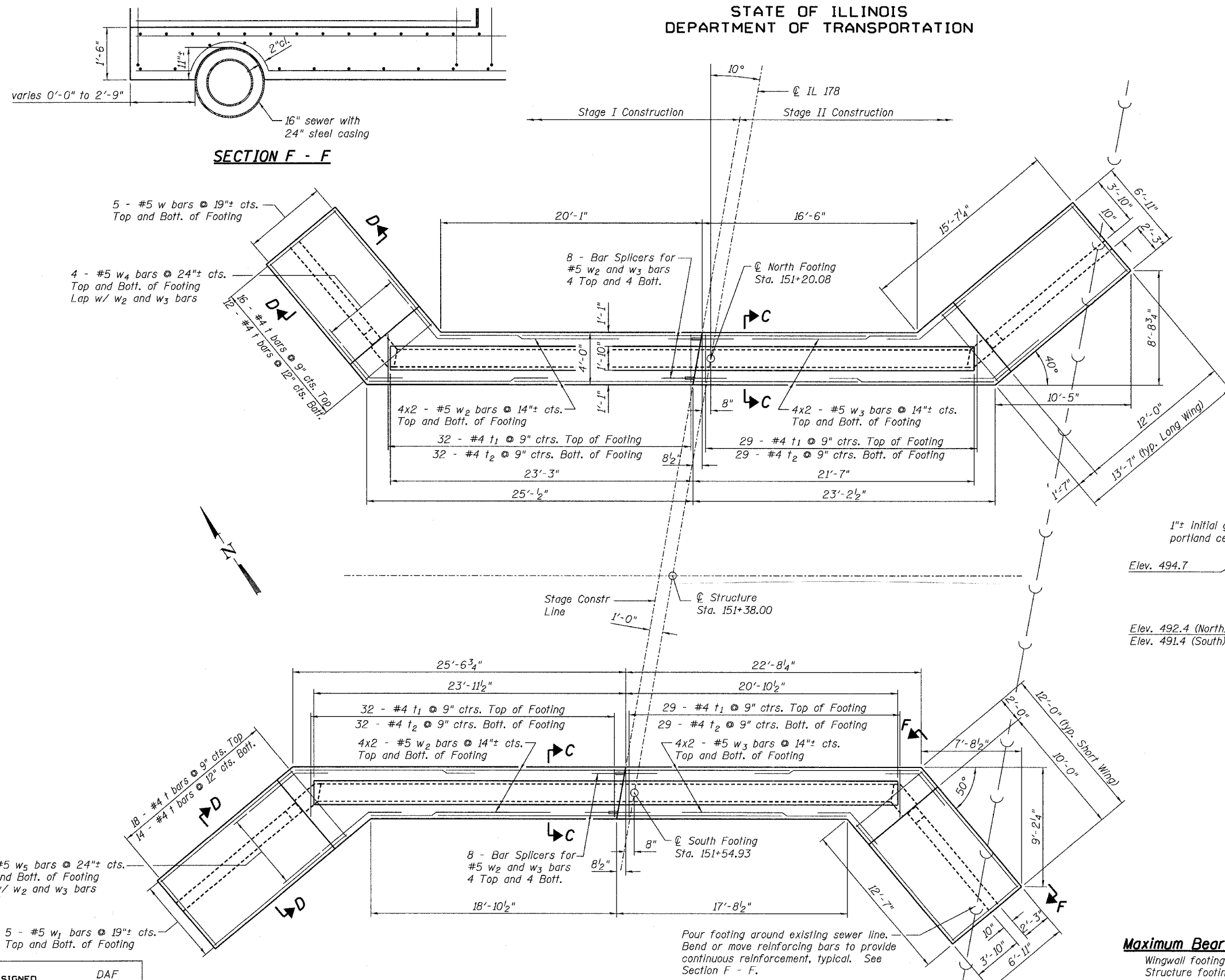


**STEEL BRIDGE RAIL
CURB MOUNTED
(2399)**

F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 7
F.A.S. 1279	(P-10)BR	LaSALLE	34	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66661	

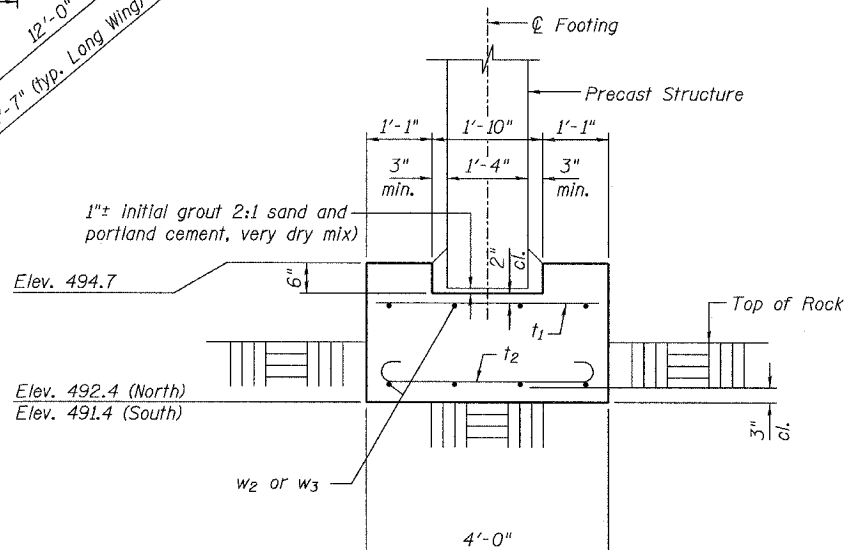


NOTES

Structure footing is to be poured monolithically with wingwall footings.

Outside the limits of the existing footing, the new footings shall be set 1'-0" minimum into sound rock. The thickness of the footings shall be increased if required to maintain this embedment. Within the limits of the existing footings, the thickness of the footings shall be increased, if necessary, such that the bottom of the new footings are set 6" minimum below the bottom of the existing footings.

See Sheet 8 of 10 for Section D - D, wingwall details and Bill of Material.



SECTION C - C

MIN. BAR LAP
#5 Bar = 2'-2"

Maximum Bearing Pressures

Wingwall footings = 2.2 ksf
Structure footings = 4.7 ksf

FOOTING DETAILS
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

FOOTING PLAN

Four footing around existing sewer line. Bend or move reinforcing bars to provide continuous reinforcement, typical. See Section F - F.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

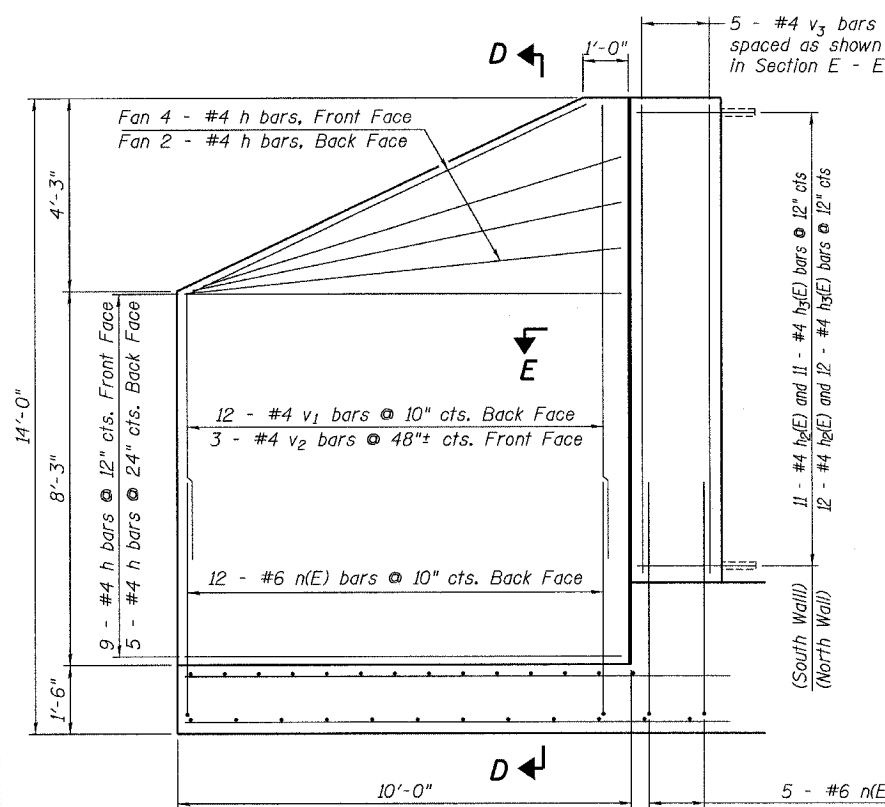
NOTES

Reinforcement bars designated (E) shall be epoxy coated.

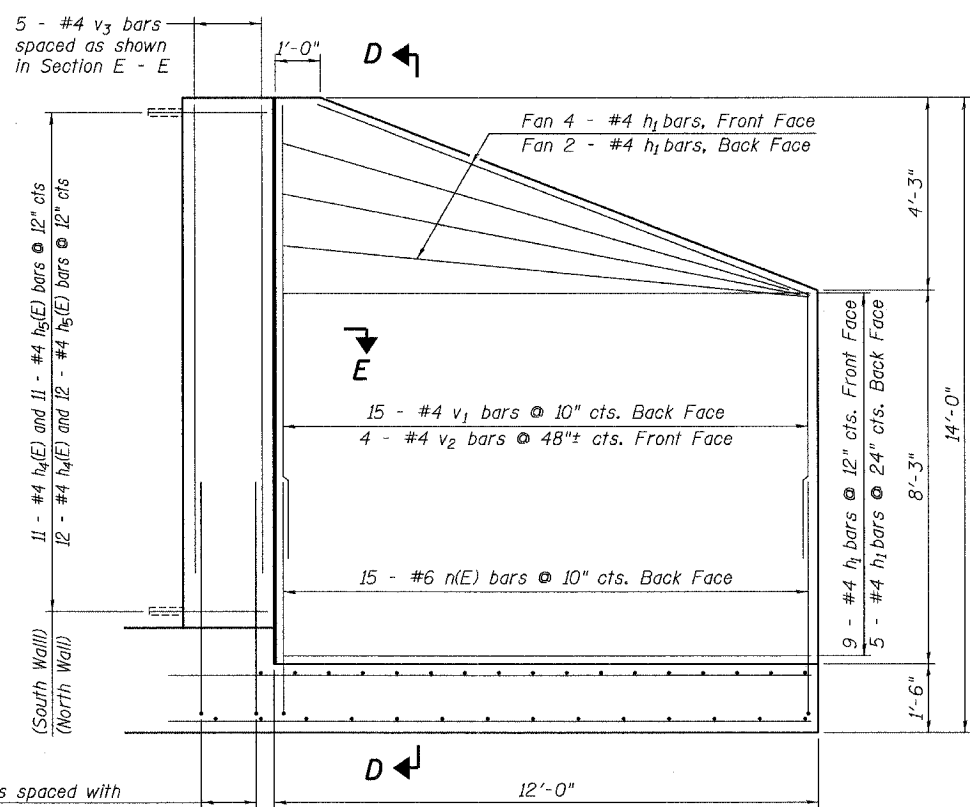
Bill of Material is total for North and South footings and wingwalls.

ROUTE NO. F.A.S. 1279	SECTION (P-10)BR	COUNTY LaSALLE	SPRIN 34	SHEET 17	SHEET NO. 8 OF 10 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

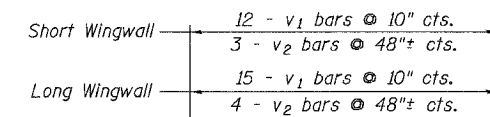
Contract #66661



SHORT WINGWALL ELEVATION

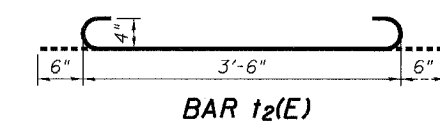


LONG WINGWALL ELEVATION

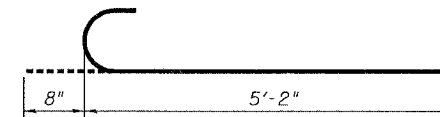


BARS $v_1(E)$ and $v_2(E)$
Field Cutting Diagram

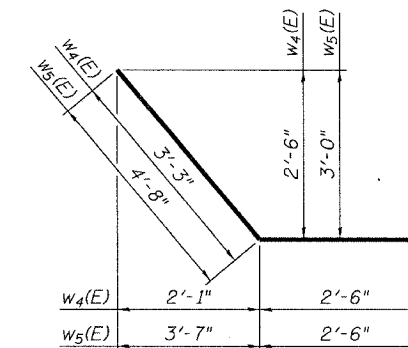
Order $v_1(E)$ and $v_2(E)$ bars full length. Cut as shown and use remainder of bars in opposite wingwall.



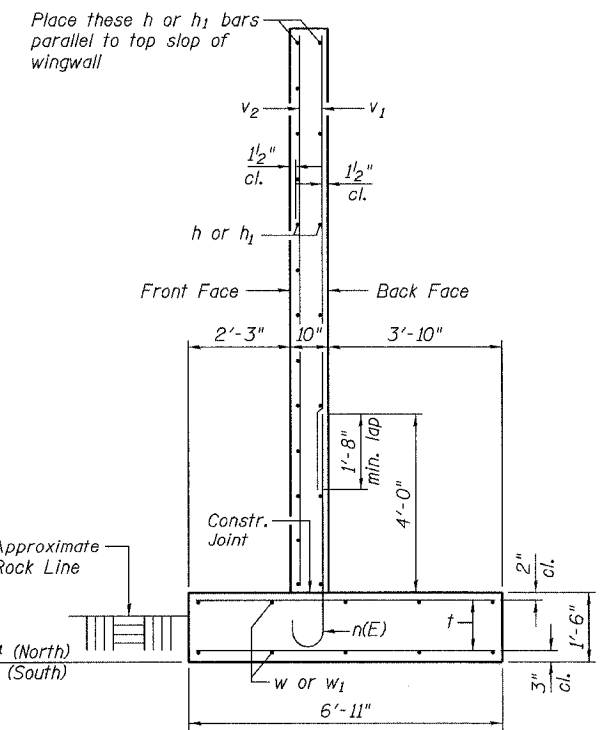
BAR $t_2(E)$



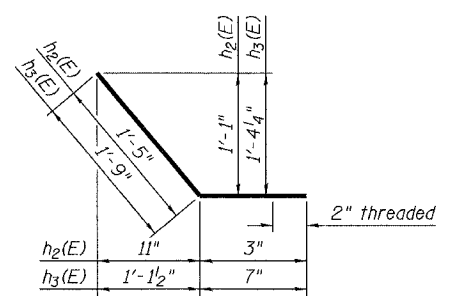
BAR $n(E)$



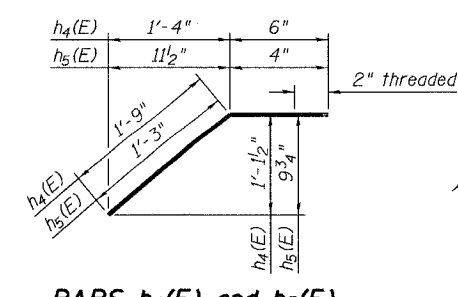
BARS $w_4(E)$ and $w_5(E)$



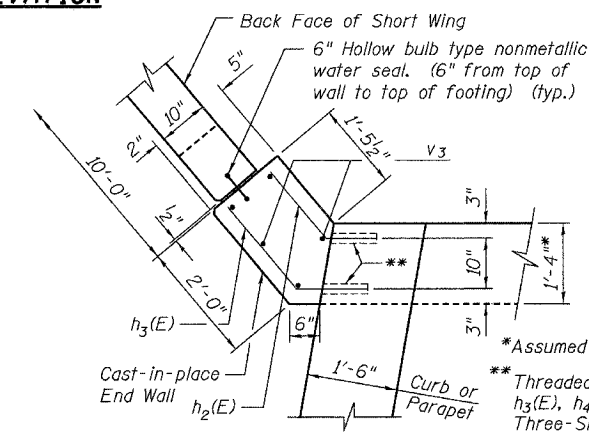
SECTION D - D



BARS $h_2(E)$ and $h_3(E)$



BARS $h_4(E)$ and $h_5(E)$



SECTION E - E

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	40	#4	9'-8"	—
h_1	40	#4	11'-8"	—
$h_2(E)$	23	#4	1'-8"	—
$h_3(E)$	23	#4	2'-4"	—
$h_4(E)$	23	#4	2'-3"	—
$h_5(E)$	23	#4	1'-7"	—
$n(E)$	74	#6	5'-10"	—
t	120	#4	6'-7"	—
t_1	122	#4	3'-8"	—
t_2	122	#4	4'-6"	—
v_1	27	#4	15'-11"	—
v_2	7	#4	20'-1"	—
v_3	20	#4	10'-4"	—
w	20	#5	11'-8"	—
w_1	20	#5	13'-3"	—
w_2	32	#5	13'-9"	—
w_3	32	#5	12'-8"	—
w_4	16	#5	5'-9"	—
w_5	16	#5	7'-2"	—
Reinforcement Bars, Epoxy Coated			Lbs.	700
Reinforcement Bars			Cu. Yds.	3600
Concrete Structures			Cu. Yds.	74.7
Rock Excavation for Structures			Cu. Yds.	26.4

WINGWALL DETAILS

F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.S. 1279	(P-10)BR	LaSALLE	34	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		OF 10 SHEETS

Contract #66661

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

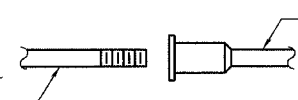
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

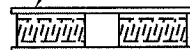


ROLLED THREAD DOWEL BAR



** ONE PIECE

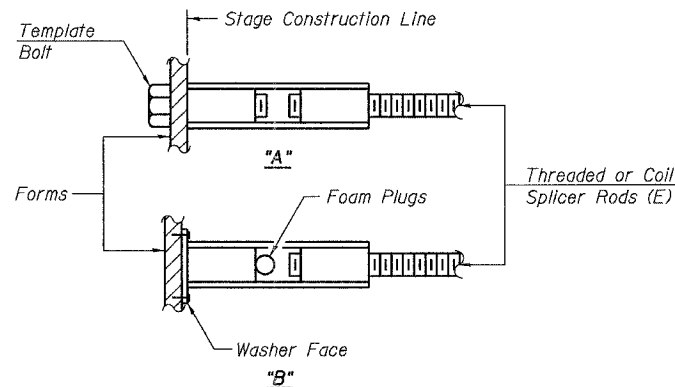
Wire Connector



WELDED SECTIONS

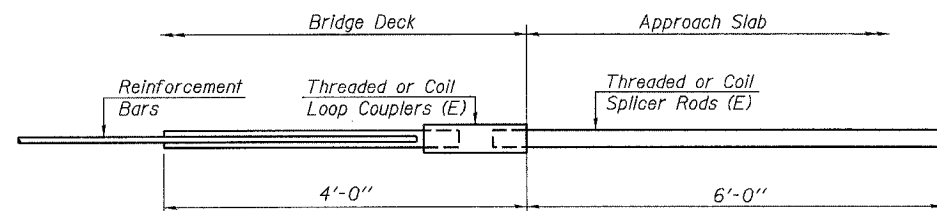
BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



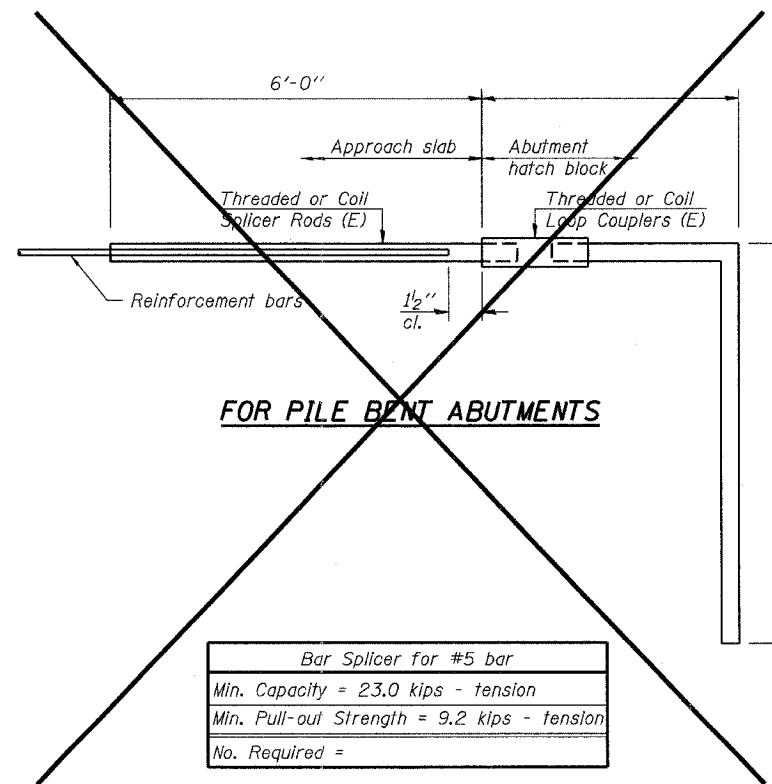
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



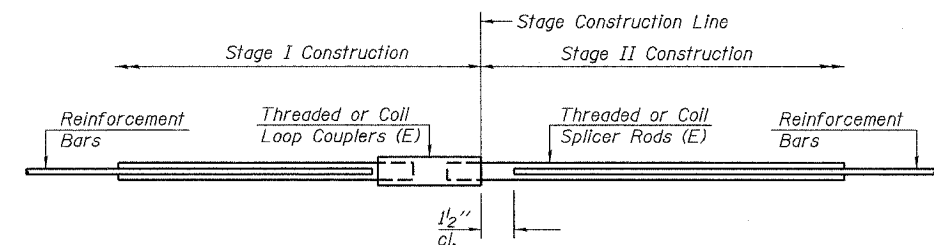
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 80



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	44	Superstructure
#5	16	Footing

BAR SPLICER ASSEMBLY DETAILS
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

ROUTE FAS 1279 (IL178) DESCRIPTION IL 178 OVER CLARK RUN NEAR UTICA LOGGED BY K.W.
SECTION (P-10)BR LOCATION NE 1/4, SEC. 8, TWP. 33N, RNG. 2E, 3rd PM
COUNTY LASALLE DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
BORING NO. 1 SOUTH ABUT. Station 151+21.5 Offset 7.70 RT Ground Surface Elev. 504.36 ft					Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs.
BITUMINOUS SURFACE Over CONCRETE PAVEMENT					
STONE BASE Over Brown SANDY LOAM					
Loose Brown & Gray SANDY LOAM & SAND (FILL & ERODED ST. PETER SANDSTONE)	2			6	
	2				
	1			18	
	1				
Loose Mix of White and Gray SAND with Coarse GRAVEL	6				
Highly Weathered & Fractured CHERTY DOLOMITE with Gray CLAY & ST. PETER SANDSTONE	16			13	
	6				
AUGER REFUSAL	12			13	
	15				
Borehole continued with rock coring.					

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, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

ROUTE FAS 1279 (IL178) DESCRIPTION IL 178 OVER CLARK RUN NEAR UTICA LOGGED BY K.W.
SECTION (P-10)BR LOCATION NE 1/4, SEC. 8, TWP. 33N, RNG. 2E, 3rd PM
COUNTY LASALLE DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
BORING NO. 2 NORTH ABUT. Station 151+55 Offset 13.00 RT Ground Surface Elev. 504.95 ft					Groundwater Elev.: First Encounter 495.0 ft Upon Completion 497.3 ft After _____ Hrs.
BITUMINOUS SURFACE OVER CONCRETE PAVEMENT & STONE BASE Over Brown SANDY LOAM					
Loose Brown SAND and SANDY LOAM with Pieces of SANDSTONE and Siliceous, Cherty DOLOMITE (FILL to Eroded Alluvial Material of ST. PETER SANDSTONE)	2			8	
	3				
	7				
	2				
	3			8	
	3				
Medium Brown SAND & Angular to Rounded GRAVEL (FREE WATER)	7			15	
	7				
ST. PETER SANDSTONE (AUGER REFUSAL)	100			7	
	1.5				
End of Boring					

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



ROCK CORE LOG

Page 1 of 2

ROUTE FAS 1279 (IL178) DESCRIPTION IL 178 OVER CLARK RUN NEAR UTICA LOGGED BY K.W.
SECTION (P-10)BR LOCATION NE 1/4, SEC. 8, TWP. 33N, RNG. 2E, 3rd PM
COUNTY LASALLE CORING METHOD ROTARY CME 75

STRUCT. NO. Station	CORING BARREL TYPE & SIZE	D E P T H	C O V E R E D	R E C O V E R E D	R E C O V E R E D	C O R E D I A M E T E R	S T R E N G T H
BORING NO. 1 SOUTH ABUT. Station 151+21.5 Offset 7.70 RT Ground Surface Elev. 504.36 ft	5' DOUBLE BARREL Core Diameter 2.047 in Top of Rock Elev. 492.36 ft Begin Core Elev. 492.36 ft						
DOLOMITE, Light Gray, Cherty, Fractured, with thin Green SHALE Seams		492.36	1	93	22		
DOLOMITE, Light Gray, Fine-grained, with Green-Gray CLAY Filled Cavities,		490.66					
SANDSTONE, White, Thin-bedded, Dolomitic, Rounded Quarts Grains, with 1/4" Layers of Green SHALE (CLAY) KRESS MEMBER ST. PETER SANDSTONE ORDOVICIAN SYSTEM		489.11					
DOLOMITE, Medium to Dark Gray, Fine to Medium-grained, Vuggy, Siliceous with rounded Quartz Sand Grains, Green Clay Filled Fractures and Seams, Quartz and Pyrite Lined Cavities of +1/2" in Size with Larger Cavities Filled with Chert and Crystalline Quartz SHAKOPEE DOLOMITE ORDOVICIAN SYSTEM		487.11	2	100	56		219
							274
							296
End of Boring		482.36					

Color pictures of the cores YES
Cores will be stored for examination until 2003
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

DESIGNED	DAF
CHECKED	AAG
DRAWN	DAF
CHECKED	KBG

BORING LOGS
F.A.S. 1279 - ILLINOIS RTE. 178
OVER CLARK RUN
SECTION (P-10)BR
LaSALLE COUNTY
STATION 151+38.00
STRUCTURE NO. 050-0238

B.M. Nail & Washer in Tel. Pole Right of Sta 150+60
 Elev. 258.39 Existing Structure Steel
 Span 18' Rdwy 20' Plank Floor Masonry Abuts.
 To be removed by Bridge Contractor.

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

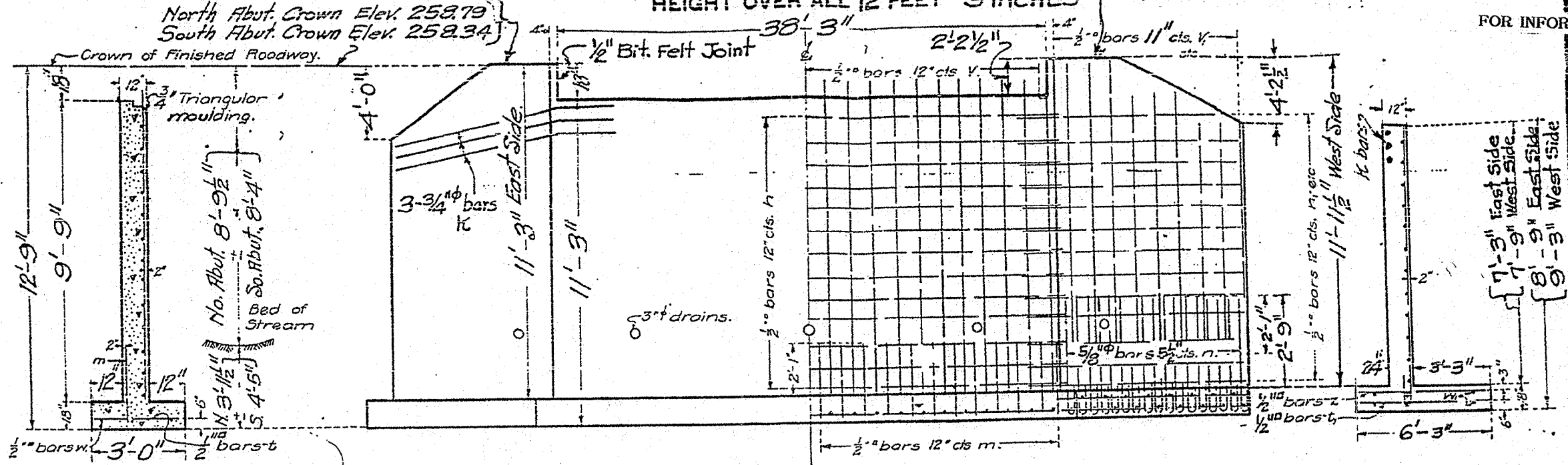
ROAD ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
Sen. Bill 203	P-10	La Salle	14	11
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

Sheet No. 2
 2 Sheets.

R.C. ABUTMENTS FOR SLAB BRIDGE
 HEIGHT OVER ALL 12 FEET 9 INCHES

S. Abut. Elev. 259.05

FOR INFORMATION ONLY



SECTION OF ABUTMENT

SHOWING OUTLINES

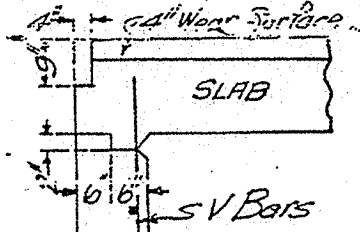
ELEVATION

SHOWING REINFORCEMENT

END OF WING

Class X concrete shall be used throughout.

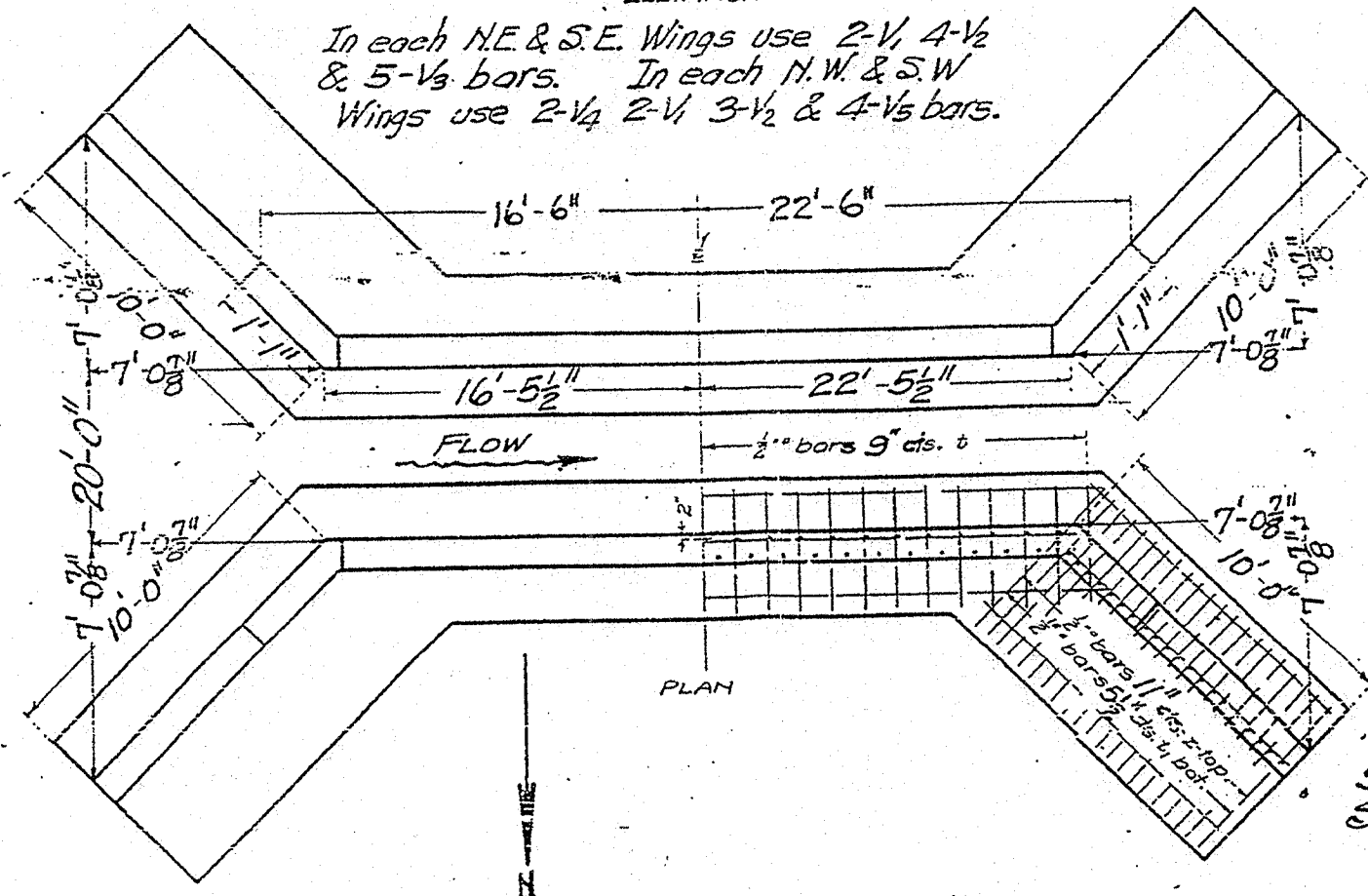
All reinforcing steel shall be securely wired in place before concrete is poured.



NOTCH DETAILS

COMPUTED	- H.P.D.J.H.
CHECKED	- E.D. Looney
DRAWN	- F.R. [unclear]
CHECKED	- H.P.D.
ASSEMBLED	- M.E. Bunn
CHECKED	- H.P. SUPERAK

Rev. EXAMINED 4-19-32
 S.F. Burch
 BRIDGE ENGINEER



PLAN

In each N.E. & S.E. Wings use 2-V, 4-V2 & 5-V3 bars. In each N.W. & S.W. Wings use 2-V4 2-V1 3-V2 & 4-V3 bars.

BILL OF MATERIAL

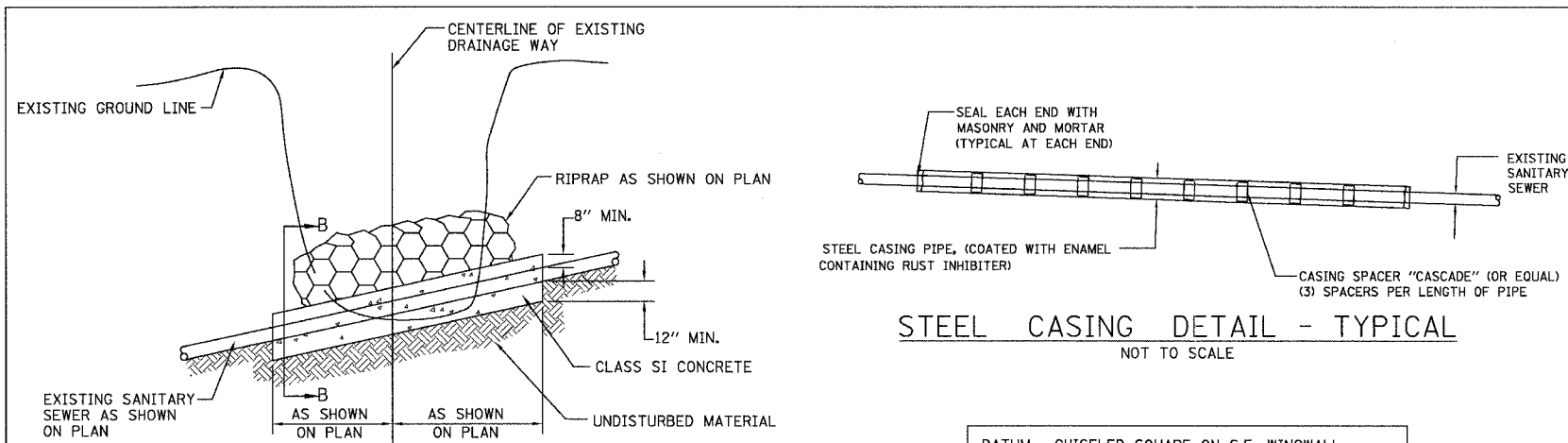
Bars	No	Size	Length
v	78	1/2"	10'-6"
v1	8	1/2"	10'-0"
v2	14	1/2"	8'-6"
v3	10	1/2"	6'-0"
v4	4	1/2"	10'-9"
h	40	1/2"	20'-6"
h1	32	1/2"	11'-6"
h2	8	1/2"	8'-0"
k	12	3/4"	11'-0"
t	112	1/2"	2'-9"
t1	84	1/2"	6'-0"
t2	44	1/2"	6'-0"
w	8	1/2"	22'-0"
w1	24	1/2"	9'-6"
m	78	1/2"	3'-0"
v5	8	1/2"	7'-0"

Reinforcing Steel Lbs 4190.
 Concrete Cu Yds 68.6

SENATE BILL NO. 203
 SEC. P10 LASALLE CO.
 STA. 151+38

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	22
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66661



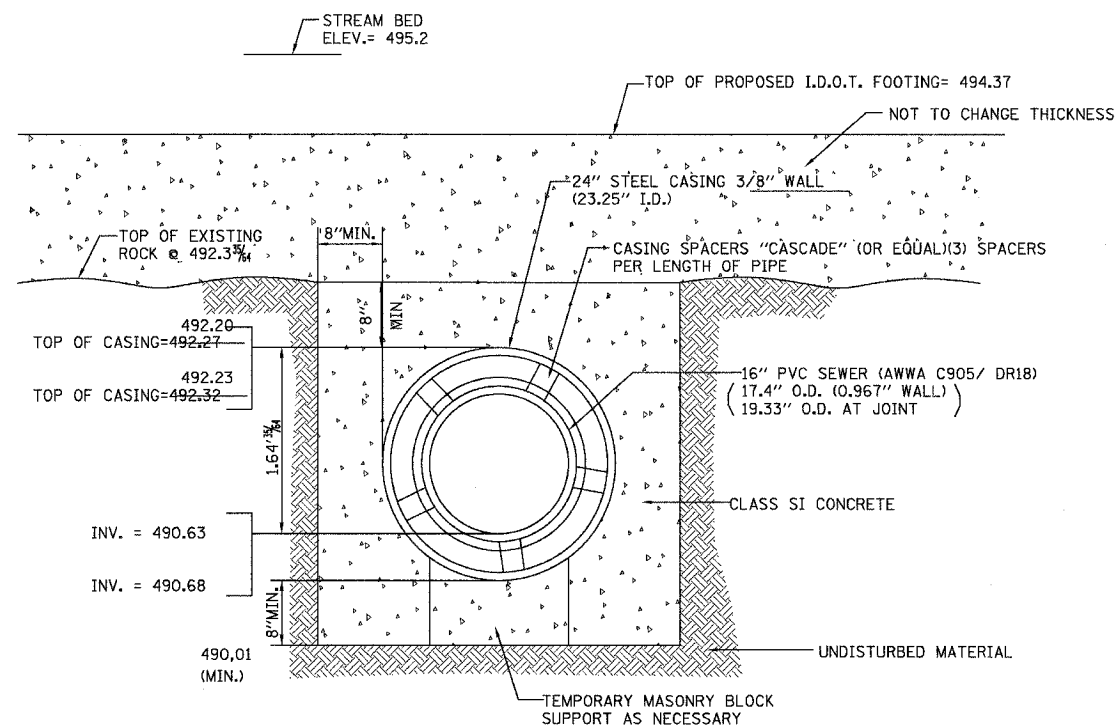
CONCRETE ENCASEMENT DETAIL

NOT TO SCALE

STEEL CASING DETAIL - TYPICAL

NOT TO SCALE

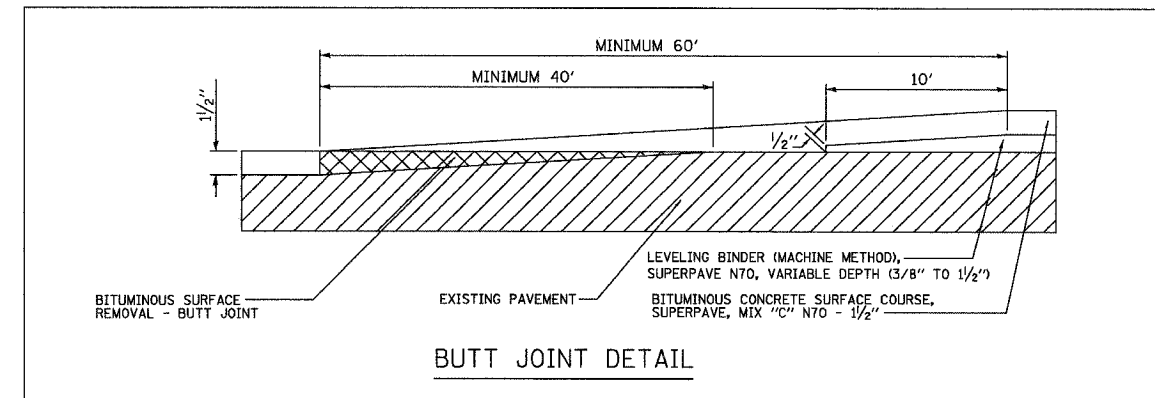
DATUM: CHISELED SQUARE ON S.E. WINGWALL OF BRIDGE STRUCTURE NO. 050-0085 ELEV.= 504.10 (I.D.O.T. DATUM)



DETAIL-24\"/>

NOT TO SCALE

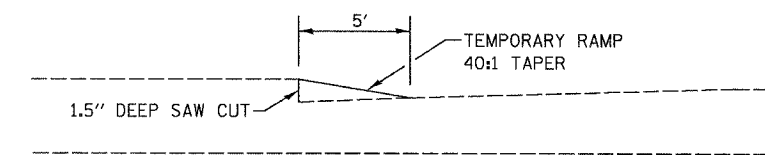
EXISTING SANITARY SEWER ASBUILTS



BUTT JOINT DETAIL

NOTES:

1. REFER TO ARTICLE 406.18 OF THE STANDARD SPECIFICATIONS.
2. THE PAVEMENT SURFACE TO BE REMOVED IN THE DETAIL MAY BE BITUMINOUS OR CONCRETE, REGARDLESS OF THE TYPE OF MATERIAL, THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 440.03 OF THE STANDARD SPECIFICATIONS.
3. BITUMINOUS SURFACE REMOVAL - BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. YD. FOR BITUMINOUS SURFACE REMOVAL - BUTT JOINT.



TEMPORARY RAMP DETAIL

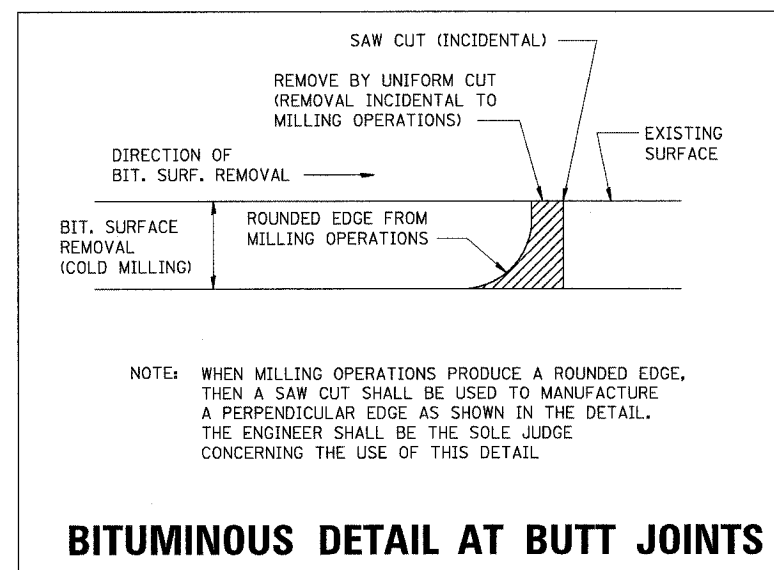
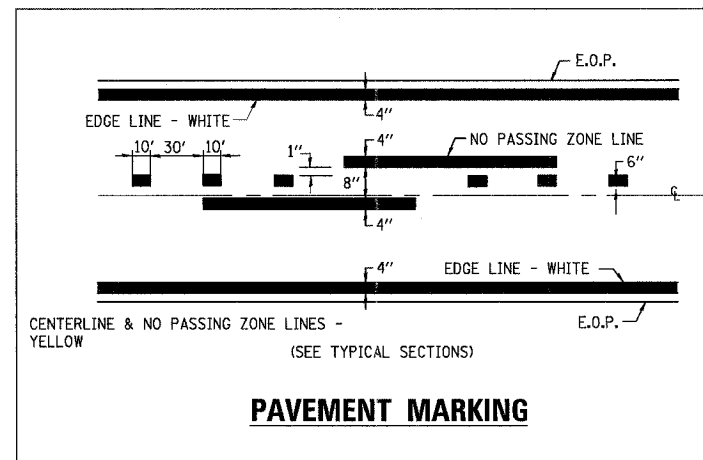
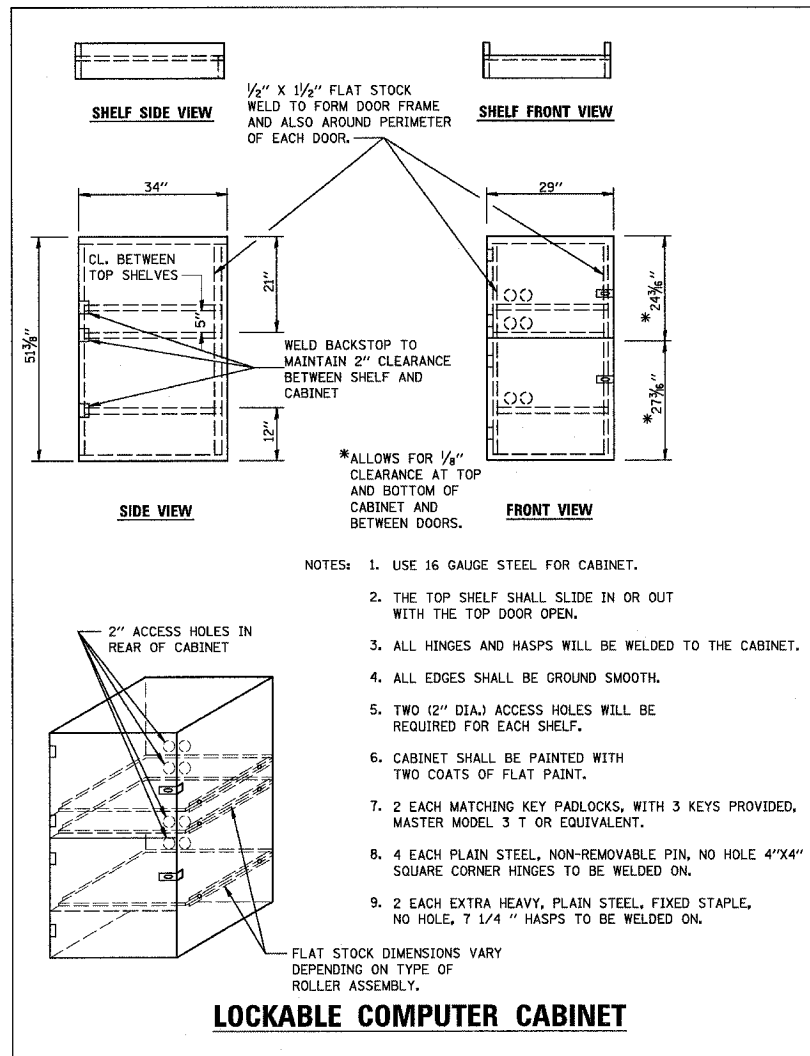
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		MISC. DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE: JULY 3, 2006

DRAWN BY: DAC
CHECKED BY: SMK

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	23
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66661



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

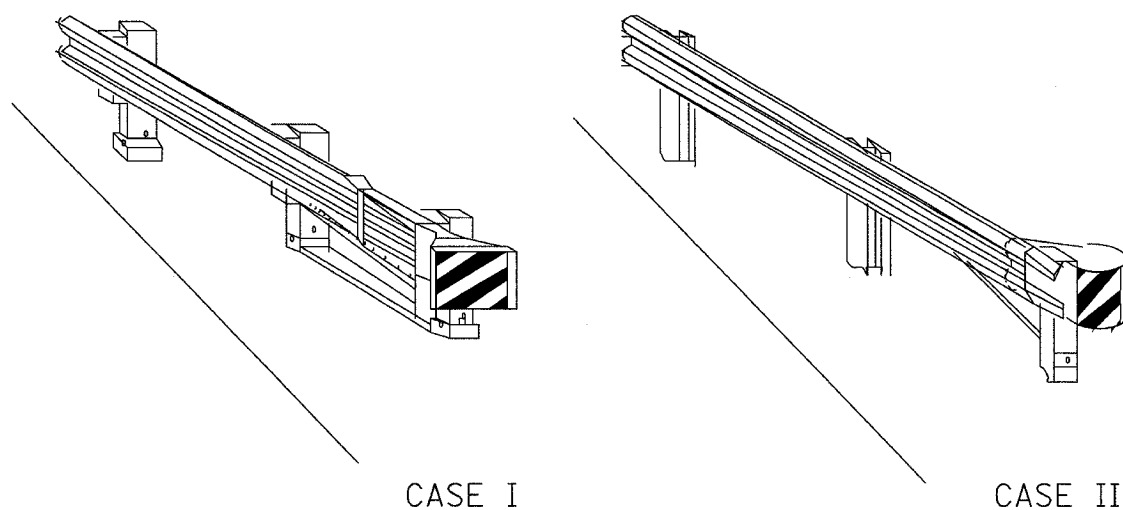
MISC. DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE JULY 3, 2006

DRAWN BY DAC
 CHECKED BY SMK

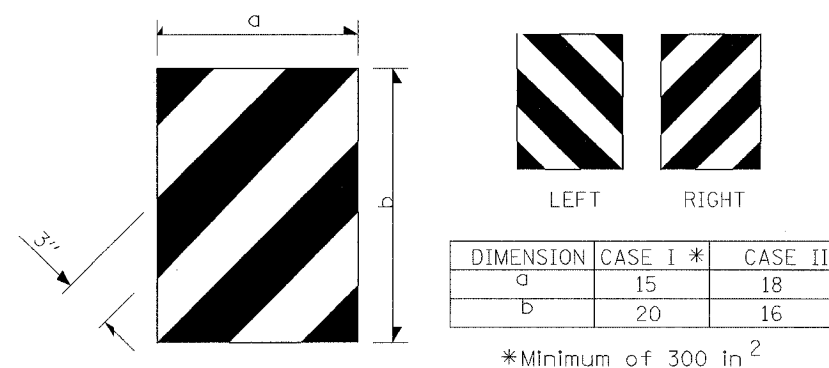
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	24
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 66661



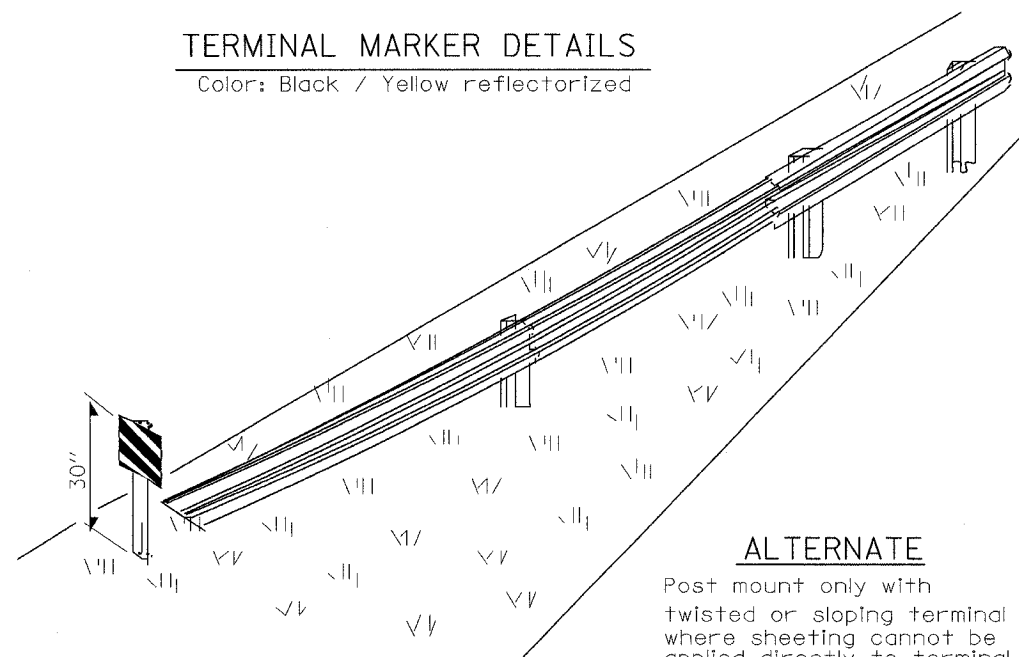
CASE I

CASE II



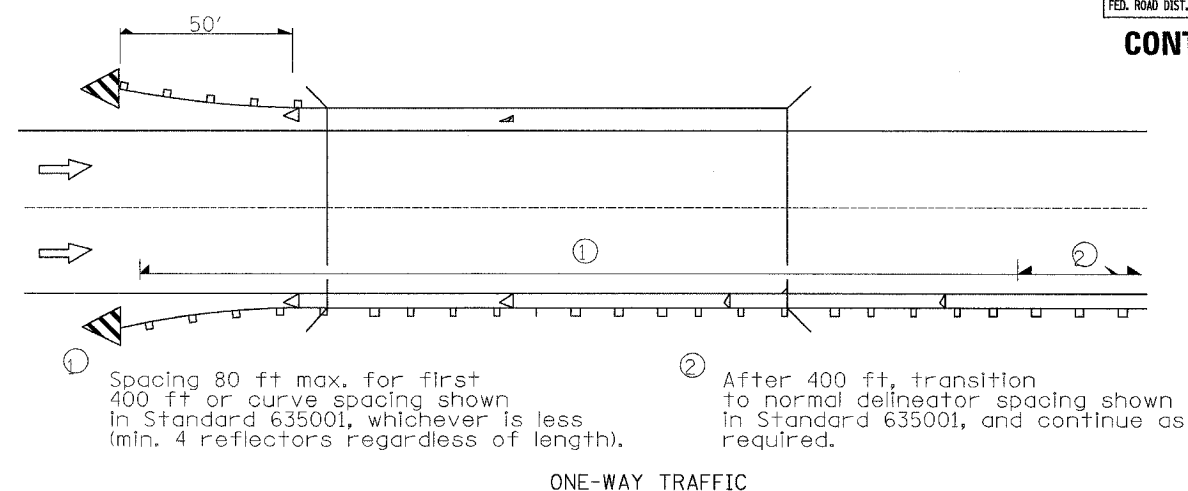
TERMINAL MARKER DETAILS

Color: Black / Yellow reflectorized

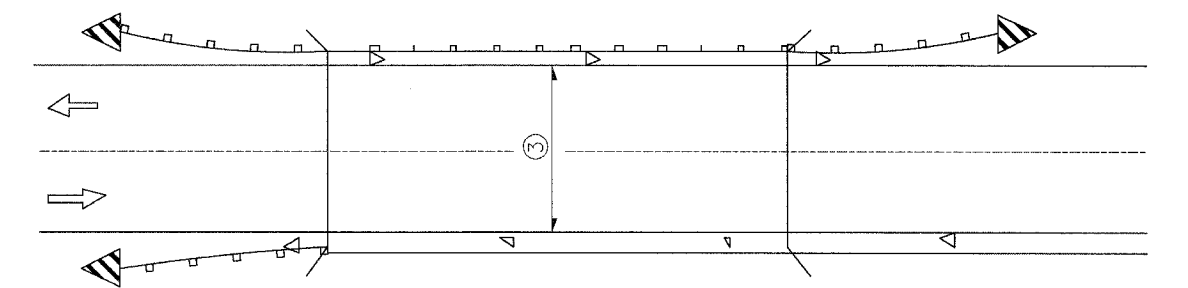


ALTERNATE

Post mount only with twisted or sloping terminal where sheeting cannot be applied directly to terminal.

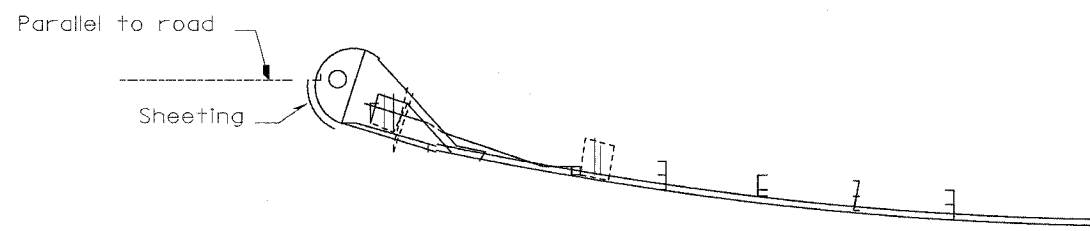


ONE-WAY TRAFFIC



TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS



SHEETING POSITION: CASE II

REFLECTOR AND TERMINAL MARKER PLACEMENT 635-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

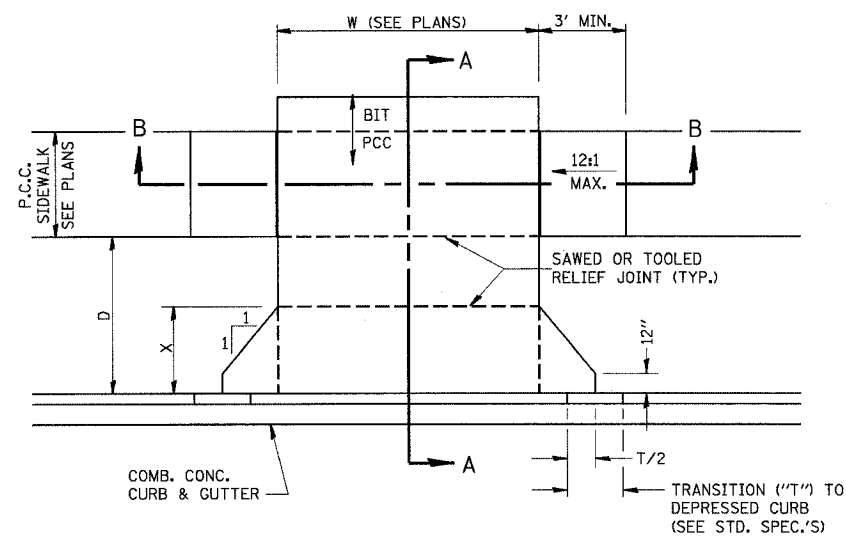
MISC. DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE: JULY 3, 2006

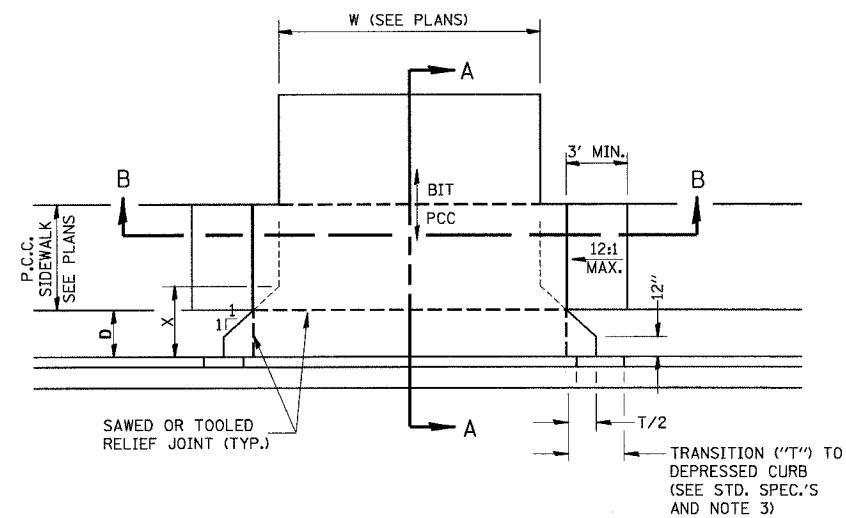
DRAWN BY: DAC
CHECKED BY: SMK

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	25
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

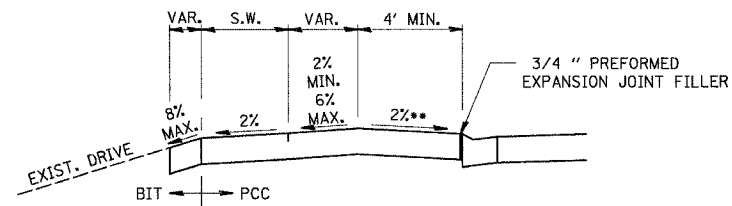
CONTRACT NO. 66661



CASE I (D ≥ X)

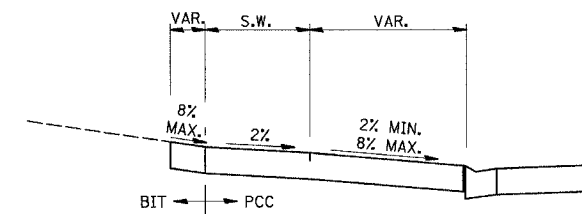


CASE I (D < X)

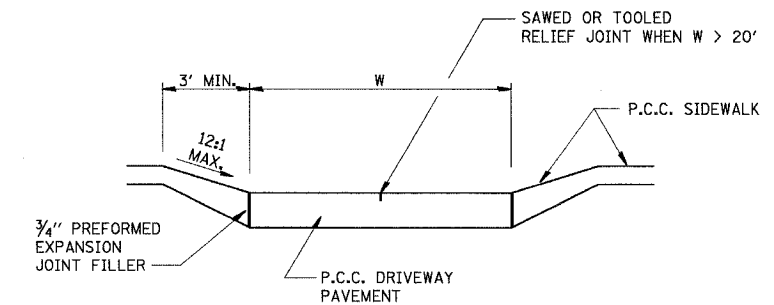


DEPRESSED ENTRANCE*
SECTION A-A

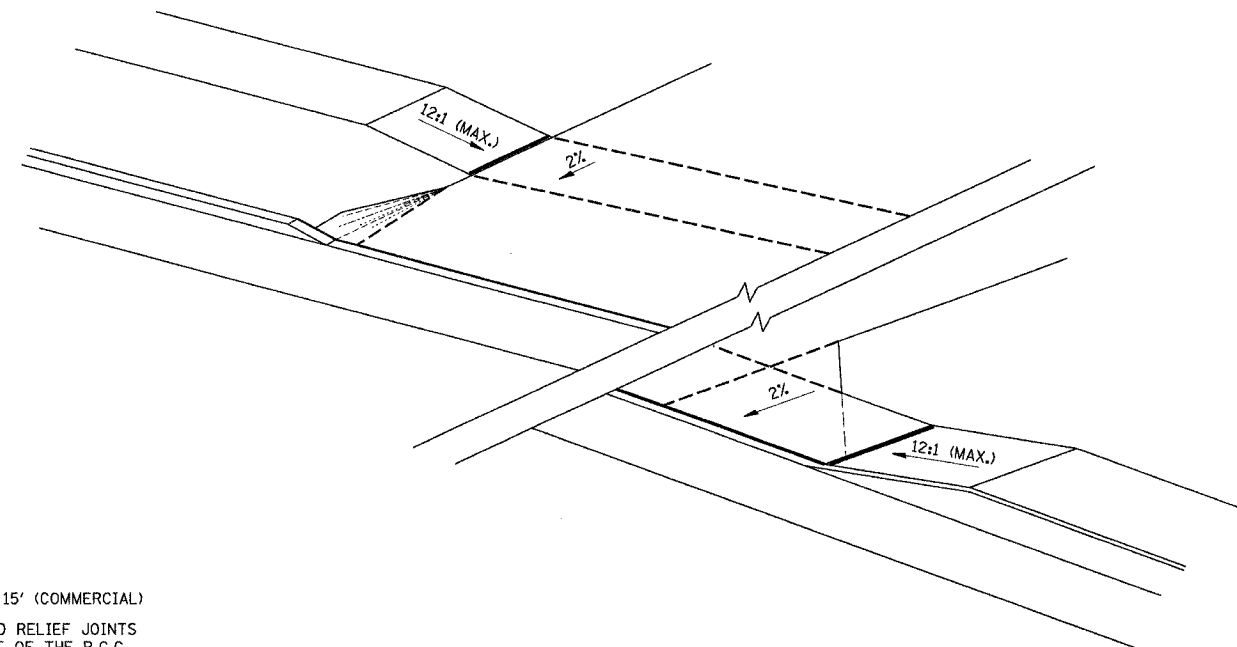
* SEE X-SECTIONS FOR ENTRANCE PROFILE.
** PE STA. 152+95.90 RT SHALL BE CONSTRUCTED AT -2.00%.



ELEVATED ENTRANCE*
SECTION A-A



SECTION B-B



GENERAL NOTES:

- X = 7' (NON-COMMERCIAL) X = 15' (COMMERCIAL)
- COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT.
- AS THE DIMENSION "D" APPROACHES ZERO, THE TRANSITION TO DEPRESSED CURB SHALL BE NO STEEPER THAN 12:1

PCC URBAN ENTRANCES
423-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. DETAILS

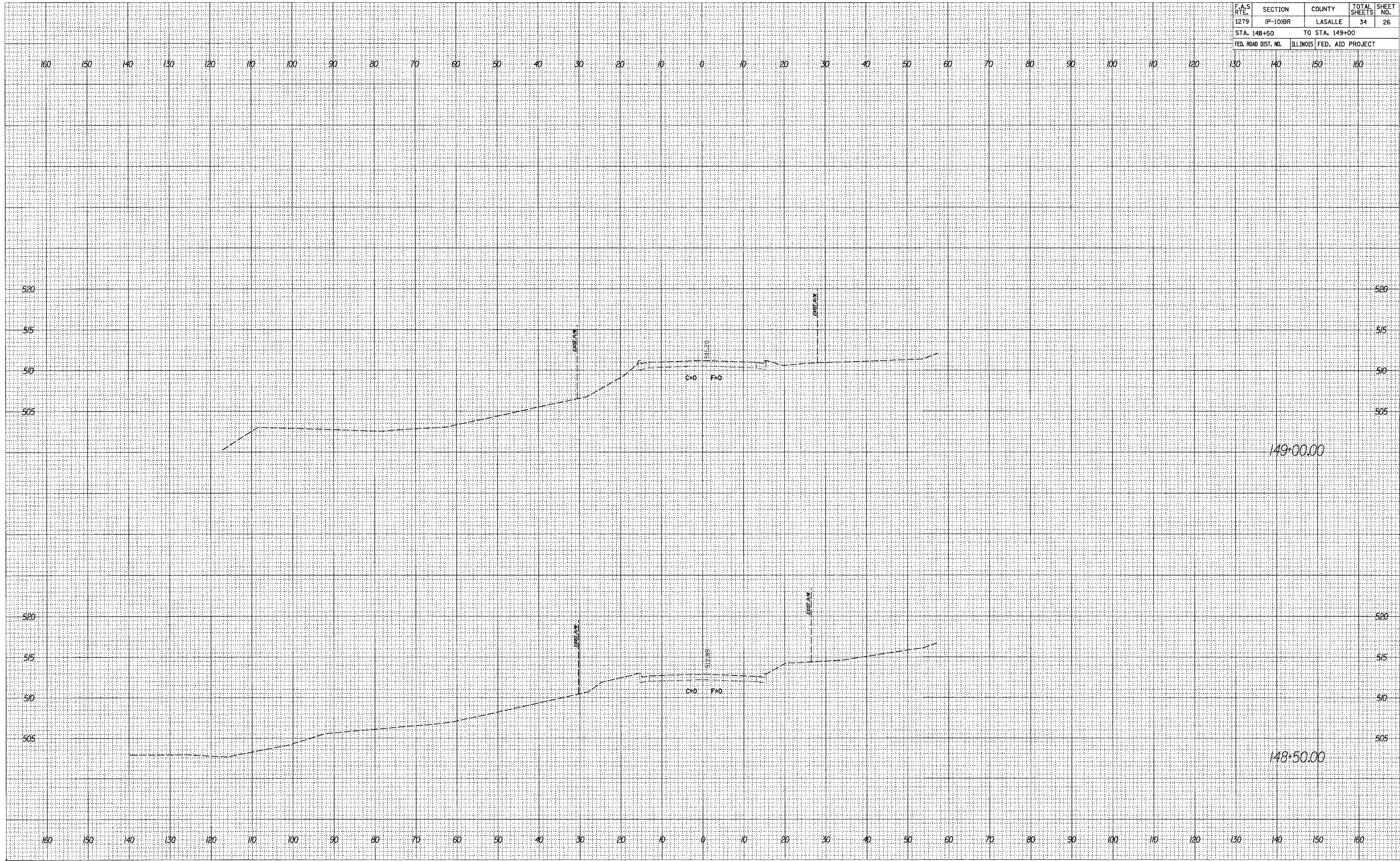
SCALE: VERT. NONE
HORIZ. NONE
DATE JULY 3, 2006

DRAWN BY DAC
CHECKED BY SMK

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	26
STA. 148+50		TO STA. 149+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

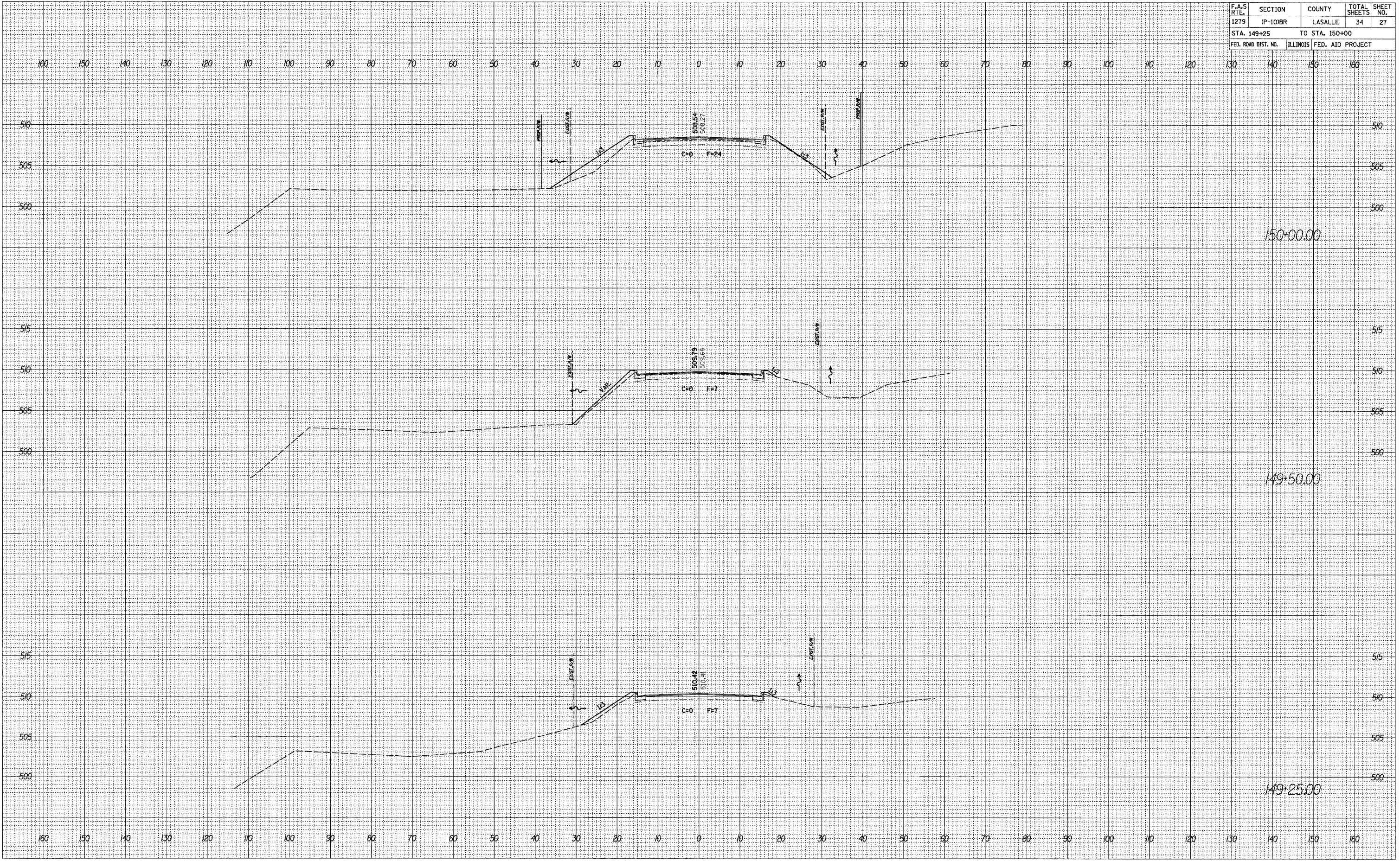
ORIGINAL SURVEY
 INK BOOK NO. _____
 SUBMITTED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____
 BY _____
 DATE _____



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	27
STA. 149+25		TO STA. 150+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



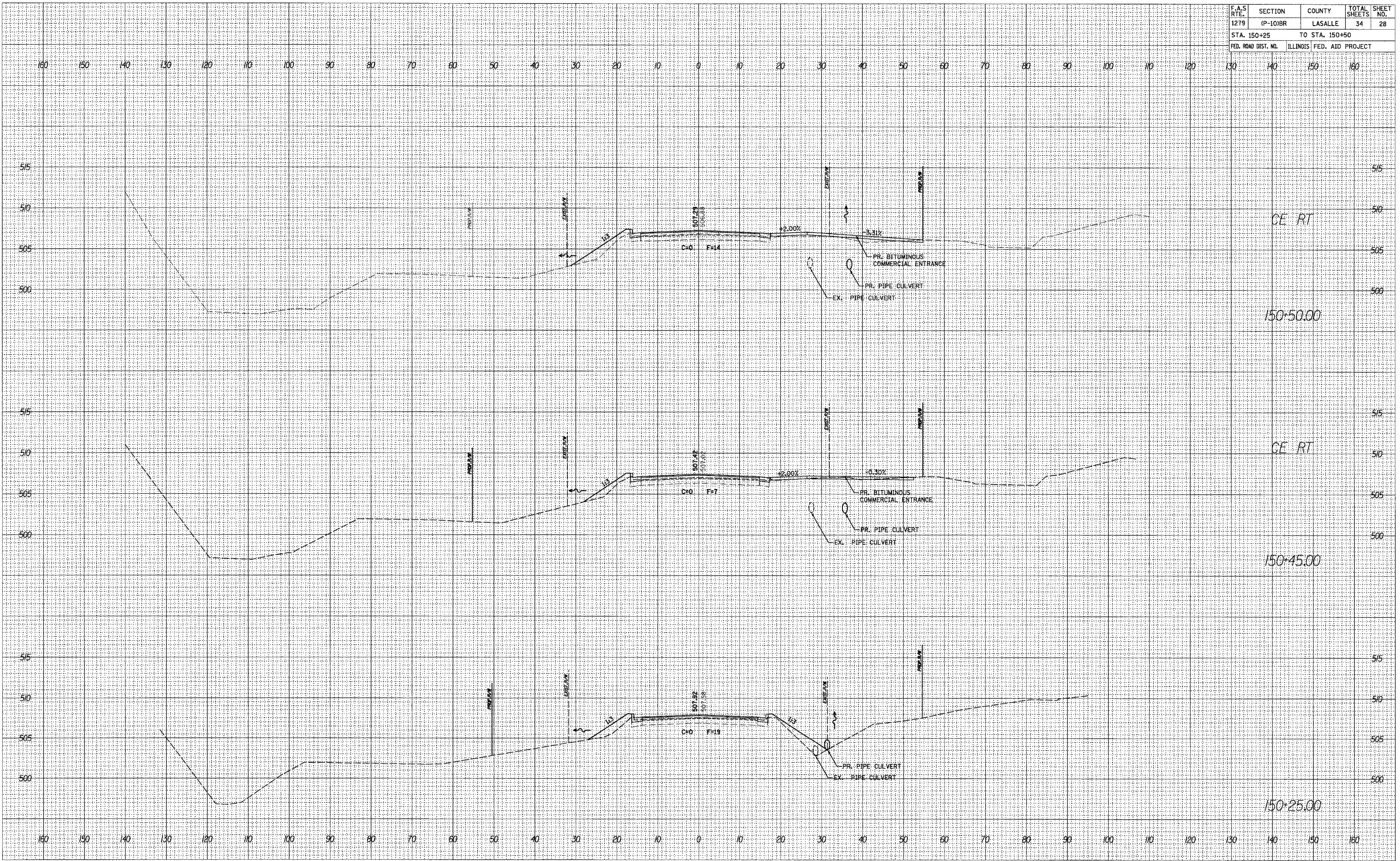
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	28
STA. 150+25		TO STA. 150+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 AREAS CHECKED _____

FINAL SURVEY NOTE BOOK NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 AREAS CHECKED _____

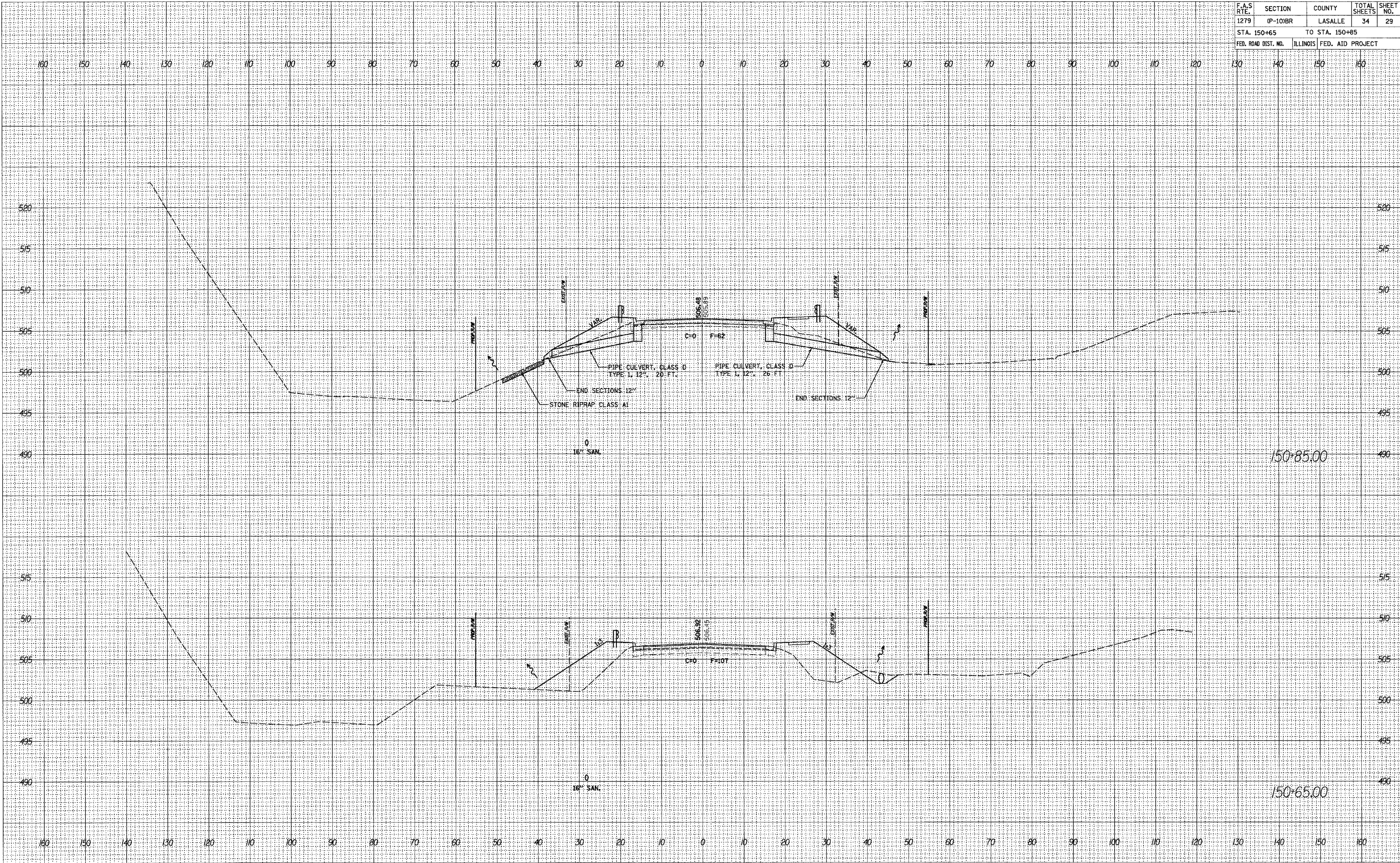
ORIGINAL SURVEY NOTE BOOK NO. _____



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	IP-10BR	LASALLE	34	29
STA. 150+65		TO STA. 150+85		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



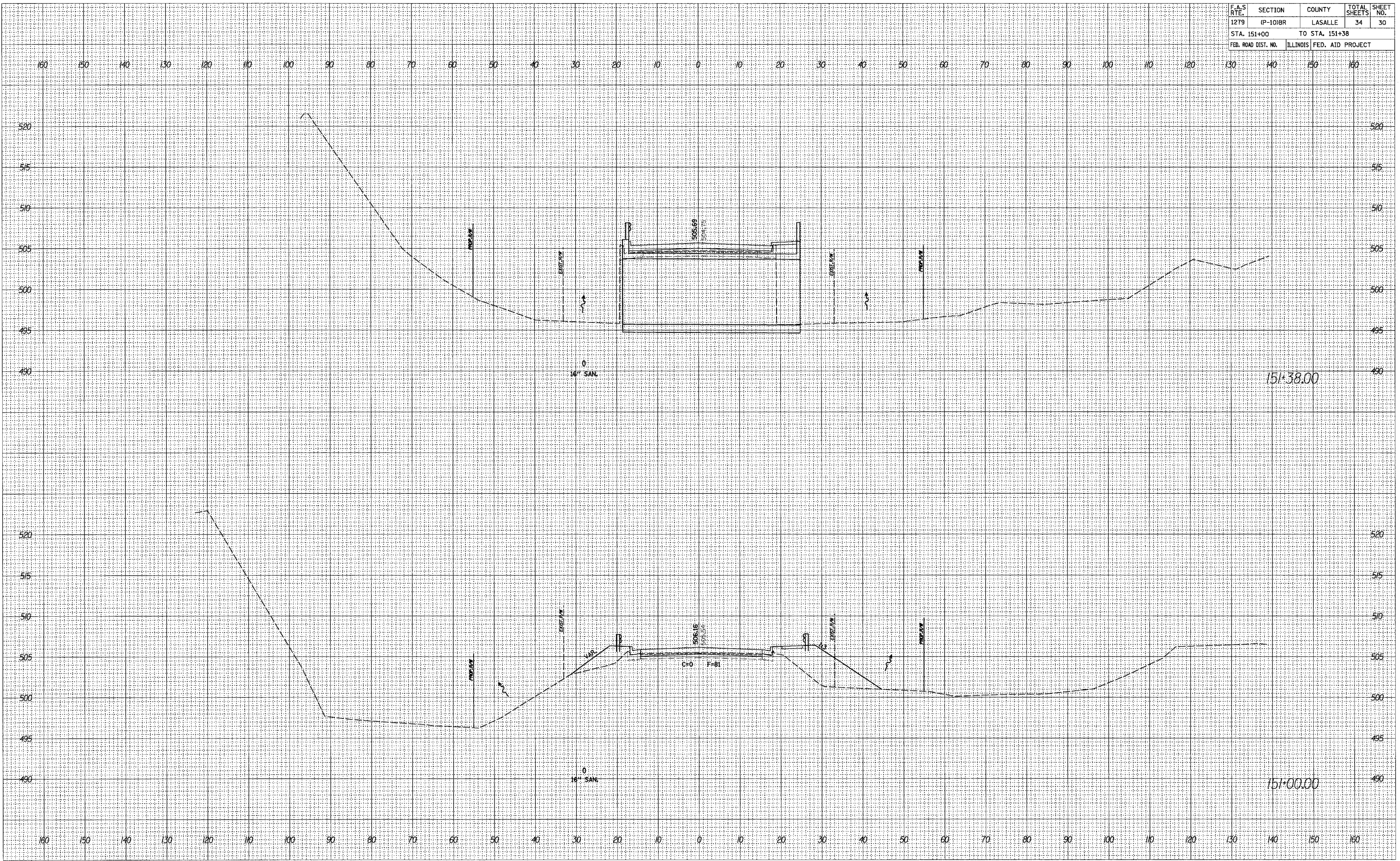
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	30
STA. 151+00		TO STA. 151+38		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 AREAS CHECKED _____

FINAL SURVEY NO. _____
 NOTE BOOK NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 AREAS CHECKED _____

ORIGINAL SURVEY NO. _____
 NOTE BOOK NO. _____



151+38.00

151+00.00

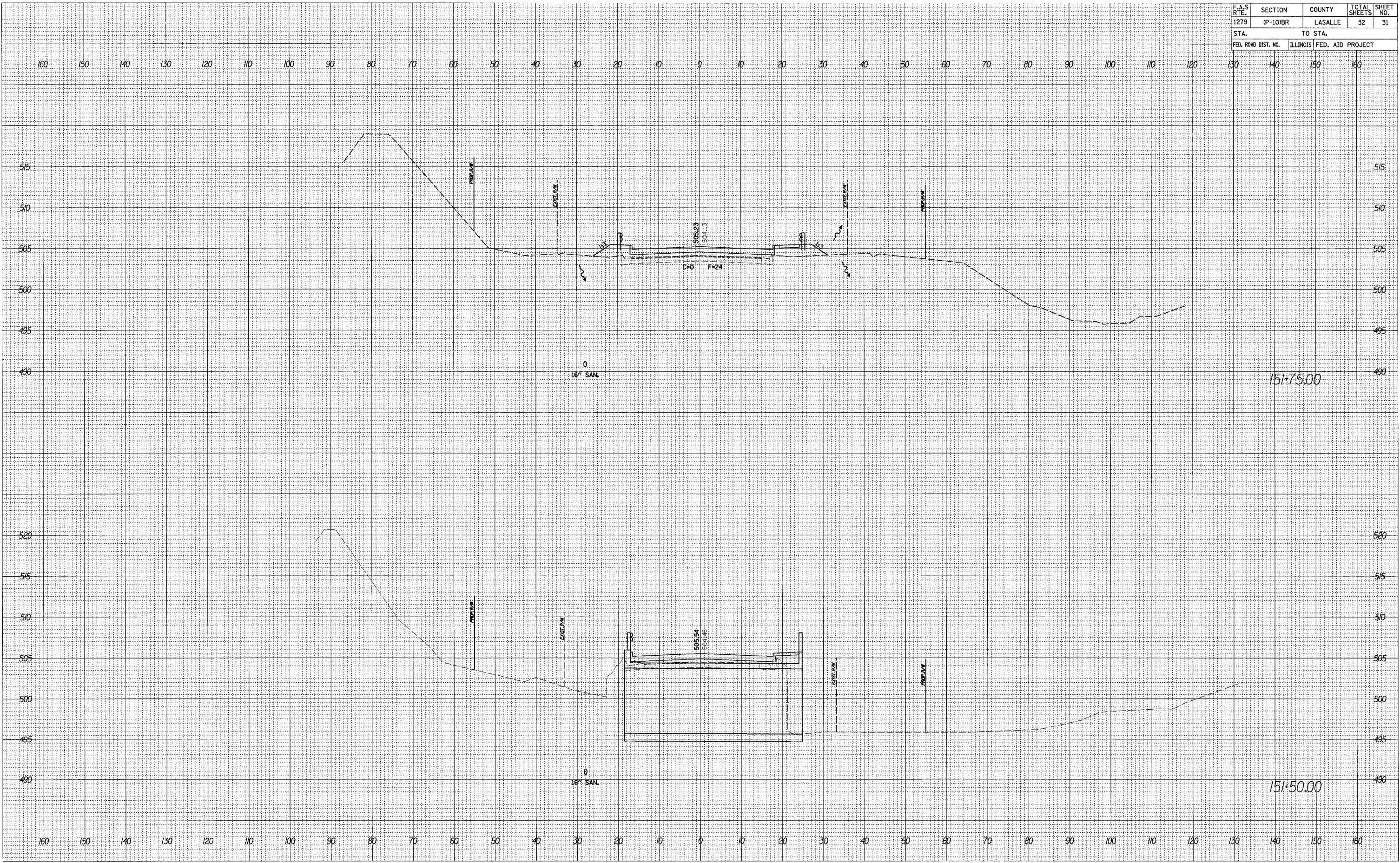
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	32	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DATE _____ BY _____

FINAL SURVEY SURVEYED _____ PLOTTED _____
 NOTE BOOK NO. _____ DATE _____
 AREAS CHECKED _____

DATE _____ BY _____

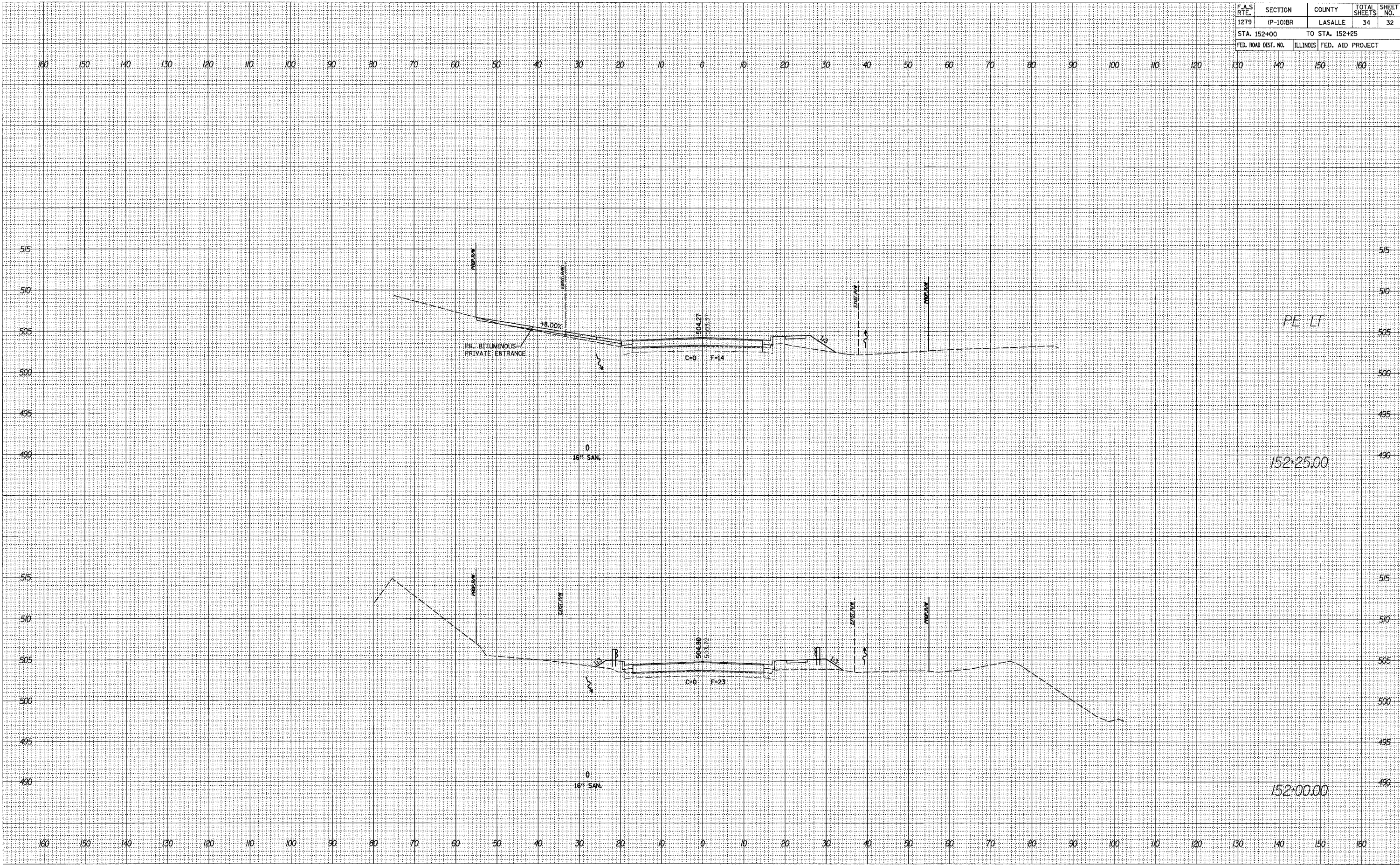
ORIGINAL SURVEY SURVEYED _____ PLOTTED _____
 INC. BOOK NO. _____ DATE _____
 AREAS CHECKED _____



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	32
STA. 152+00		TO STA. 152+25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

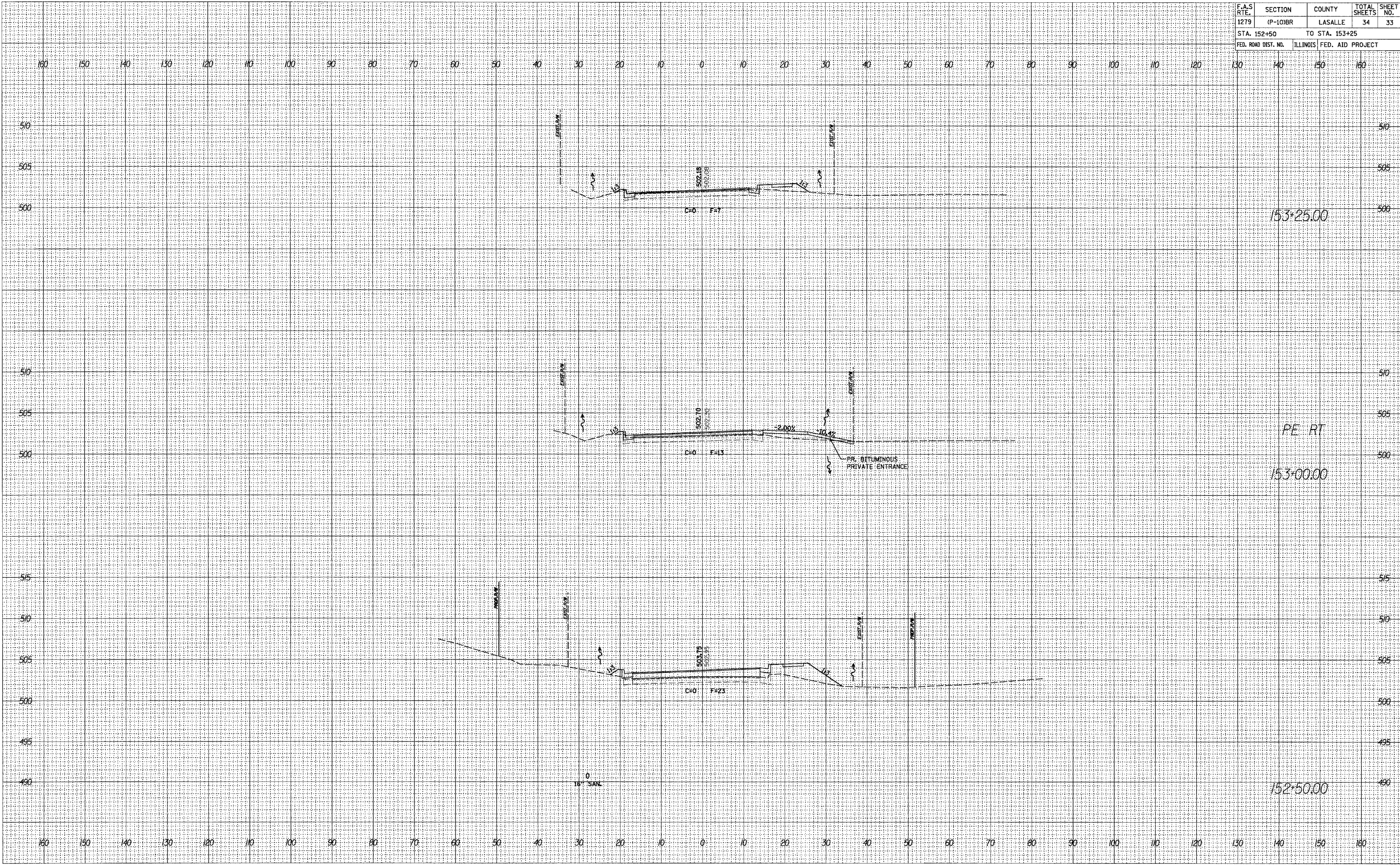
DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	33
STA. 152+50		TO STA. 153+25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



153+25.00

PE RT

153+00.00

152+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1279	(P-10)BR	LASALLE	34	34
STA. 153+50		TO STA. 154+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY
NOTE BOOK NO. _____

DATE _____

BY _____

SURVEYED _____
PLOTTED _____
DATE _____
AREAS CHECKED _____

ORIGINAL SURVEY
NOTE BOOK NO. _____

DATE _____

BY _____

SURVEYED _____
PLOTTED _____
DATE _____
AREAS CHECKED _____

