04-24-2026 LETTING ITEM 073

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205*	1
	ILLINOIS	CONTRACT NO. 66M55		

* 205 + 1 = 206 TOTAL SHEETS

P-93-024-20
D-93-056-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

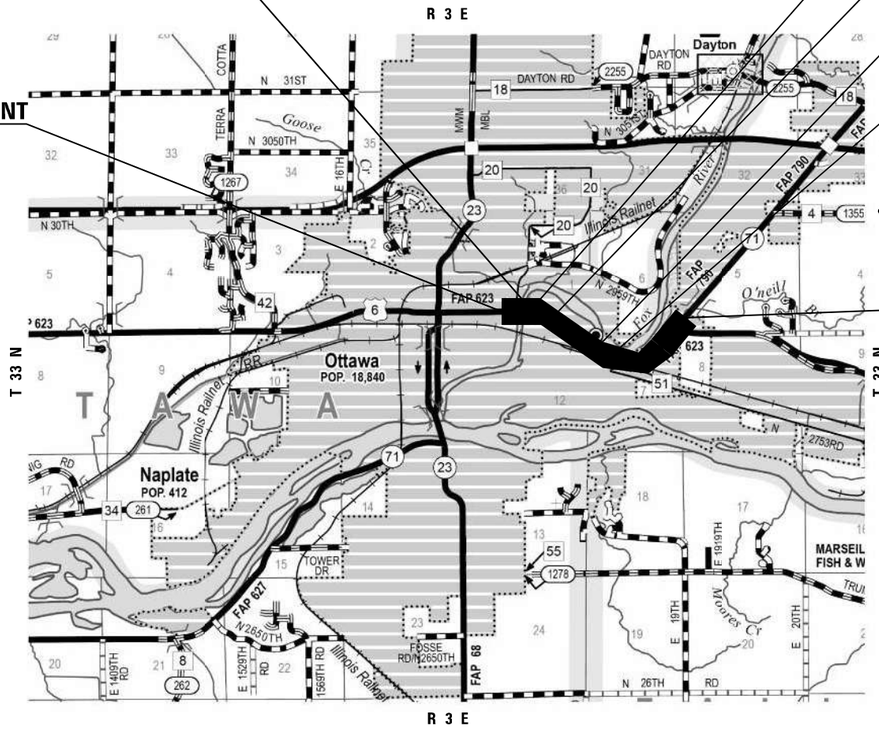
FAP ROUTE 623 (US 6 /IL 71)
SECTION (30)SW,RS–4&(E–1)BR
PROJECT NO.: BR-NHPP-76RY(208)
BRIDGE REPLACEMENT
LASALLE COUNTY

C–93–078–22

FOR INDEX OF SHEETS, SEE SHEET NO. 2

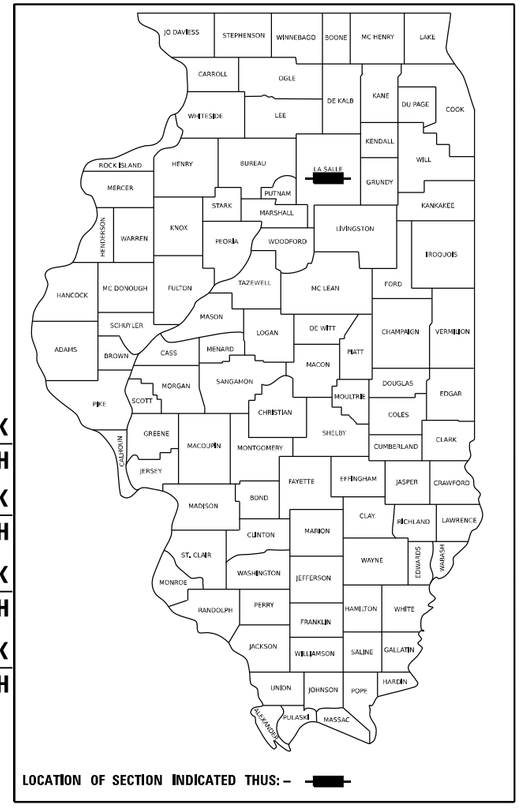
PROJECT LOCATION
EXISTING SN 050–0033
℄ STRUCTURE STA 48 + 13.81
PROPOSED SN 050–0260
℄ STRUCTURE STA 48 + 08.00
US 6 OVER FOX RIVER
408'–3" BK. TO BK. ABUTS

BEGIN IMPROVEMENT
STA 44 + 65.00



END IMPROVEMENT
STA 137 + 00.00

STA 45 + 76.10 BK
STA 45 + 75.00 AH
STA 50 + 52.62 BK
STA 50 + 53.12 AH
STA 61 + 41.06 BK
STA 61 + 41.28 AH
STA 88 + 93.85 BK
STA 88 + 92.63 AH



LOCATION OF SECTION INDICATED THUS: –

TRAFFIC DATA

ROADWAY CLASSIFICATION = OTHER PRINCIPAL ARTERIAL
ADT = 13,990 (2025); 16,630 (2045)
P.V. = 93.6% S.U. = 3.0% M.U. = 3.4%

OATES ASSOCIATES

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

Belleville
1 South Church, Suite 200
Belleville IL 62220
618.416.4688

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

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

www.oatesassociates.com

ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

Chamlin & Associates

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

0 10' 20' 30' 100' 200' 300' — 1" = 10' 100'
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: DAVE ALEXANDER, P.E.
UNIT CHIEF: MOHAMED YOUSIF
DISTRICT 3 NO. (815) 434–6131

CONTRACT NO. 66M55

LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 9,235 FT. = 1.75 MILE
NET LENGTH = 9,235 FT. = 1.75 MILE

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

2/06/2026
Date

BRUCE SCHOPP, P.E.
License Expires 11/30/2027
APPLIES TO SHEETS 01 THRU 103
AND 180 THRU 205.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 9, 20 26
Trisha Thompson TMS
REGIONAL ENGINEER

March 20 26
ENGINEER OF DESIGN AND ENVIRONMENT

March 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
424026-04	ENTRANCE/ ALLEY PEDESTRIAN CROSSINGS
442101-09	CLASS B PATCHES
442201-04	CLASS C&D PATCHES
482011-03	HMA SHOULDER STRIPS WITH RESURFACING AND RESURFACING PROJECTS
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
601001-05	PIPE UNDERDRAINS
602306-03	INLET TYPE B
602402-03	PRECAST MANHOLE TYPE A 5' DIAMETER
602411-09	PRECAST MANHOLE TYPE A 7' DIAMETER
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
604091-05	FRAME AND GRATE TYPE 24
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-13	STEEL PLATE BEAM GUARDRAIL
630116	BACK SIDE PROTECTION OF GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
664001-02	CHAIN LINK FENCE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720016-04	MAST ARM MOUNTED STREET NAME SIGNS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAYS EMBEDDED IN STRUCTURE
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
862001-01	UNINTERRUPTABLE POWER SUPPLY
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-04	PEDESTRIAN PUSH BUTTON POST
877006-06	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
877011-10	STEEL COMBO MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
830026-01	TEMPORARY ROADWAY LIGHTING

GENERAL NOTES

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.

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.

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.

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
BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / 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.

SEE SPECIAL PROVISION REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES FOR REGULATED SUBSTANCE LOCATIONS.

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:

AMEREN ILLINOIS	METRO COMMUNICATIONS
NICOR	AT&T
MEDIACOM	FIBER
CITY OF OTTAWA	STRATUS NETWORKS

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

COMMITMENTS

TREES 3 INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED APRIL 1 THROUGH SEPTEMBER 30.

NOTIFY OSF ST. ELIZABETH MEDICAL CENTER PRIOR TO IMPLEMENTING ANY NEW STAGED CONSTRUCTION.

IF RIVER SEDIMENTS ARE REUSED FOR CONSTRUCTION ACTIVITIES, CONTAINMENT AND STORM WATER RUNOFF CONTROL MEASURES ARE REQUIRED TO MINIMIZE THE POTENTIAL MIGRATION OF SEDIMENTS AND POLLUTANTS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

HMA MIXTURE REQUIREMENT TABLE

LOCATIONS:	CHAMPLAIN ST TO SCHMELTER DR	SCHMELTER DR TO US 6/IL 71 SPLIT	EAST OF BRIDGE TO SCHMELTER DRIVE	SCHMELTER DR TO US 6/IL 71 SPLIT	ENTIRE PROJECT	US6 /IL 71 SPLIT	PORTER ST TO SCHMELTER DR
MIXTURE USE(S):	HMA POLY SURFACE COURSE	HMA POLY SURFACE COURSE	HMA BINDER COURSE	HMA POLY BINDER COURSE (1")	HMA INCIDENTAL	HMA SHOULDER	HMA MULTI USE PATH, TOP LIFT(S)
AB/PG:	SBS PG 70-28	SBS PG 70-28	PG 64-22	SBS PG 70-28	PG 64-22	PG 64-22	PG 64-22
ABR % (MAX):							
DESIGN AIR VOIDS:	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-9.5	IL-19.0	IL-4.75	IL-9.5	IL-9.5	IL-9.5
FRICTION AGGREGATE:	MIXTURE D	MIXTURE D				MIXTURE C	MIXTURE C
MIXTURE WEIGHT:	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN	112.0 LBS./SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCP	QCQA	QCP	QCQA	QCQA	QCQA
SUBLOT SIZE:	N/A	1000 TONS	N/A	1000 TONS	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES	CORES/NUCLEAR	CORES	SATISFACTION OF ENGINEER	SATISFACTION OF ENGINEER	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE:	NO	YES	NO	YES	NO	NO	NO

NOTE: IF THE SHOULDER IS PAVED WITH MAINLINE THEN THE MAINLINE QMP SHALL GOVERN.

MODEL: General notes [Sheet]
FILE NAME: H:\P22138 - D3 VA\WO 6 - US6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-gennotes.dgn

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USER NAME = Donovan.Sproull	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND HIGHWAY STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	2
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

REV. 3/16/26REV. 3/9/26

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	135	135				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	283	283				
20200100	EARTH EXCAVATION	CU YD	1,158	1,158				
20200200	ROCK EXCAVATION	CU YD	130				130	
20800150	TRENCH BACKFILL	CU YD	390	125			265	
21101610	TOPSOIL FURNISH AND PLACE, 3"	SQ YD	962	962				
21400100	GRADING AND SHAPING DITCHES	FOOT	460	460				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	41	41				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	41	41				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	41	41				
25100630	EROSION CONTROL BLANKET	SQ YD	3,082	3,082				
25200100	SODDING	SQ YD	3,087	3,087				
25200200	SUPPLEMENTAL WATERING	UNIT	140	140				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	91	91				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
28000400	PERIMETER EROSION BARRIER	FOOT	1,010	1,010				
28000500	INLET AND PIPE PROTECTION	EACH	5	5				
28100105	STONE RIPRAP, CLASS A3	SQ YD	14	14				
28100109	STONE RIPRAP, CLASS A5	SQ YD	1,599		1,599			
28200200	FILTER FABRIC	SQ YD	1,613	14	1,599			
31101810	SUBBASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	1,398	1,398				
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	1,395	1,395				
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	209	209				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1,153	1,153				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	25,735	25,735				
40600405	MATERIAL TRANSFER DEVICE	TON	6,848	6,848				
40600370	LONGITUDINAL JOINT SEALANT	FOOT	21,631	21,631				
40600990	TEMPORARY RAMP	SQ YD	102	102				
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	485	485				

MODEL: SOQ 2 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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USER NAME = bill.tindall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	4
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY	US6/IL 71 80% FED 20% STATE BRIDGE	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS	100% CITY WATERMAIN SANITARY FORCEMAIN	100% CITY HIGHWAY LIGHTING
					0005	0010	0021	0043	0021
					URBAN	SN 050-0260			
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2,648	2,648				
	40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	156	156				
	40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4,200	4,200				
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	47	47				
	42000060	WELDED WIRE REINFORCEMENT	SQ YD	783	783				
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	235	235				
	42001300	PROTECTIVE COAT	SQ YD	235	235				
	42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	3,485	3,485				
*	42400800	DETECTABLE WARNINGS	SQ FT	390	390				
	44000100	PAVEMENT REMOVAL	SQ YD	1,305	1,305				
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	49,339	49,339				
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	209	209				
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,797	3,797				
	44000600	SIDEWALK REMOVAL	SQ FT	10,132	10,132				

*= SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
44003100	MEDIAN REMOVAL	SQ FT	4,395	4,395				
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,351	2,351				
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	180	180				
44200998	CLASS B PATCHES, TYPE III, 12 INCH	SQ YD	90	90				
44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	458	458				
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	14	14				
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	166	166				
44213200	SAW CUTS	FOOT	1,623	1,623				
44213204	TIE BARS 3/4"	EACH	324	324				
44201299	DOWEL BARS 1 1/2"	EACH	606	606				
48203007	HOT-MIX ASPHALT SHOULDERS, 2 1/2"	SQ YD	2,351	2,351				
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1			
50157300	PROTECTIVE SHIELD	SQ YD	2,155		2,155			
50200100	STRUCTURE EXCAVATION	CU YD	649		649			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
50200300	COFFERDAM EXCAVATION	CU YD	434		434			
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	3			3		
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1			
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1			
50300100	FLOOR DRAINS	EACH	32		32			
50300225	CONCRETE STRUCTURES	CU YD	618.7		618.7			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,337.2		1,337.2			
50300260	BRIDGE DECK GROOVING	SQ YD	3,248		3,248			
50300265	SEAL COAT CONCRETE	CU YD	283.6		283.6			
50300300	PROTECTIVE COAT	SQ YD	4,581		4,581			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1			
50500505	STUD SHEAR CONNECTORS	EACH	16,688		16,688			
50800105	REINFORCEMENT BARS	POUND	75,990		75,990			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	424,300		424,300			

MODEL: SOQ 5 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 8 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	7
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/17/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	50800515	BAR SPLICERS	EACH	2,072		2,072			
	50900105	ALUMINUM RAILING, TYPE L	FOOT	458		458			
	50901720	BICYCLE RAILING	FOOT	465		465			
	50901750	PARAPET RAILING	FOOT	462		462			
	51500100	NAME PLATES	EACH	1		1			
	51602000	PERMANENT CASING	FOOT	87		87			
*	51603000	DRILLED SHAFT IN SOIL	CU YD	246.1		246.1			
*	51604000	DRILLED SHAFT IN ROCK	CU YD	117.8		117.8			
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	165.5		165.5			
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28		28			
	52100530	ANCHOR BOLTS, 1 1/4"	EACH	112		112			
	52200010	TEMPORARY SHEET PILING	SQ FT	375		375			
	52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	380		380			
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1		1			

*= SPECIALTY ITEM

MODEL: SOQ 6 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 6 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	8
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

REV. 3/9/26

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
54248510	CONCRETE COLLAR	CU YD	0.3	0.3				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	118	118				
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	53	53				
56100800	WATER MAIN 10"	FOOT	980				980	
56100900	WATER MAIN 12"	FOOT	951				951	
56105100	WATER VALVES 10"	EACH	2				2	
56105200	WATER VALVES 12"	EACH	4				4	
56109410	DUCTILE IRON WATER MAIN FITTINGS 10" 22.50 DEGREE BEND	EACH	3				3	
56109412	DUCTILE IRON WATER MAIN FITTINGS 12" 22.50 DEGREE BEND	EACH	2				2	
56109422	DUCTILE IRON WATER MAIN FITTINGS 10" 45.00 DEGREE BEND	EACH	9				9	
56109424	DUCTILE IRON WATER MAIN FITTINGS 12" 45.00 DEGREE BEND	EACH	10				10	
56200700	WATER SERVICE LINE 2"	FOOT	160				160	
56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1				1	
56400710	FIRE HYDRANT AND VALVE (SPECIAL)	EACH	1				1	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	472		472			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	190		190			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3				
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	237		237			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1				
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	1	1				
60255500	MANHOLES TO BE ADJ USTED	EACH	3	3				
60500040	REMOVING MANHOLES	EACH	1	1				
60500060	REMOVING INLETS	EACH	3	3				
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	297	297				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3,244	3,244				

MODEL: SOQ 8 [Sheet]
FILE NAME: H:\P2221138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 8 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	10
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	3,848	3,848				
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	113	113				
	63000035	BACK SIDE PROTECTION OF GUARDRAIL	FOOT	112.5	112.5				
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1				
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1				
	63200310	GUARDRAIL REMOVAL	FOOT	354	354				
	63500105	DELINEATORS	EACH	2	2				
	64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1				
	64301090	ATTENUATOR BASE	SQ YD	7	7				
	66400105	CHAIN LINK FENCE, 4'	FOOT	210	210				
	66406000	CHAIN LINK GATES, 4' X 16' DOUBLE	EACH	1	1				
*	66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	4	4				
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	402	402				
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	7	7				

*= SPECIALTY ITEM

MODEL: SOQ 9 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 8 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 9 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	11
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	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	24	24				
	67100100	MOBILIZATION	L SUM	1	0.5	0.5			
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1				
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	265	65	200			
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	6,001	6,001				
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2,238	2,238				
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	55,426	55,426				
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	5,915	5,915				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 10 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	12
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	393	393				
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	875	875				
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	725	725				
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2				
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2				
*	72000100	SIGN PANEL - TYPE 1	SQ FT	91.75	91.75				
*	72000200	SIGN PANEL - TYPE 2	SQ FT	105.00	105.00				
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	8	8				
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1				
	73000100	WOOD SIGN SUPPORT	FOOT	191	191				
*	78004600	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LETTERS AND SYMBOLS	SQ FT	237	237				
*	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	2,342	2,342				
*	78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	23,168	23,168				
*	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 8"	FOOT	2,141	2,141				
*	78004645	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"	FOOT	4,548	4,548				

*= SPECIALTY ITEM

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	78004660	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12"	FOOT	244	244				
*	78004720	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 24"	FOOT	283	283				
*	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	17,700	17,700				
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	237	237				
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	23,168	23,168				
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2,141	2,141				
*	78011050	GROOVING FOR RECESSED PAVEMENT MARKING 10"	FOOT	4,548	4,548				
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	244	244				
*	78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	283	283				
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,219	1,219				
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4				
*	78200020	CURB REFLECTORS	EACH	41	41				
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,219	1,219				
	80300100	LOCATING UNDERGROUND CABLE	FOOT	150			150		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 12 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	14
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	2			1		1
*	80500100	SERVICE INSTALLATION, TYPE A	EACH	1			1		
*	81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	10			10		
*	81028340	UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	125			125		
*	81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	41			41		
*	81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	305			185		120
*	81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	108			108		
*	81028410	UNDERGROUND CONDUIT, PVC, 6" DIA.	FOOT	8			8		
*	81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	30					30
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	882					882
*	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	3					3
*	81400100	HANDHOLE	EACH	5			5		
*	81400300	DOUBLE HANDHOLE	EACH	1			1		
*	81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,130					1,130

*= SPECIALTY ITEM

MODEL: SOQ 13 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 8 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 13 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	15
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/16/26 REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,050					1,050
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	2,850					2,850
*	82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	13					13
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	3					3
*	82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1					1
*	83007200	LIGHT POLE, ALUMINUM, 35 FT. M.H., 6 FT. MAST ARM	EACH	13					13
*	83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	5					5
*	83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	20					20
	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	7					7
*	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1			1		
*	86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1			1		
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,330			1,330		
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,330			1,330		
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,560			1,560		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 14 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	16
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,570			1,570		
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2,060			2,060		
*	87501200	TRAFFIC SIGNAL POST, 16 FT.	EACH	7			7		
*	87600100	PEDESTRIAN PUSH-BUTTON POST, TYPE I	EACH	1			1		
*	87702764	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 50 FT. AND 54 FT.	EACH	1			1		
*	87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1			1		
*	87702955	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 45 FT.	EACH	1			1		
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	21			21		
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	3			3		
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	41			41		
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7			7		
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2		
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3			3		
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6			6		

*= SPECIALTY ITEM

MODEL: SOQ 15 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K94-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 15 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	17
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8			8		
*	88200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	18			18		
	89000200	TEMPORARY TRAFFIC SIGNAL INSTALLATION	L SUM	1			1		
	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5,486			5,486		
	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4			4		
	89502380	REMOVE EXISTING HANDHOLE	EACH	3			3		
	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1			1		
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	13			13		
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1				
*	X0320023	CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1			1		
	X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	656		656			
	X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	28		28			
	X0321519	CONDUIT SUPPORT SYSTEM	L SUM	1		1			
	X1200246	WATERMAIN CASING PIPE	FOOT	480				480	

*= SPECIALTY ITEM

MODEL: SOQ 16 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 16 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	18
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	X1400423	REMOVE EXISTING PEDESTRIAN PUSH BUTTON	EACH	8			8		
*	X1400498	RELOCATE LIGHTING UNITS AND POLES, (SPECIAL)	EACH	1					1
	X2810846	GROUT FOR USE WITH RIPRAP	CU YD	3	3				
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	600		600			
	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	5,096		5,096			
	X5080530	BAR TERMINATORS	EACH	428		428			
	X5230176	DRAINAGE SCUPPERS, DS-12	EACH	20		20			
	X5427602	REMOVE EXISTING FLARED END SECTION	EACH	1	1				
	X5510010	STORM SEWER CONNECTION	EACH	1	1				
	X5510100	STORM SEWER REMOVAL	FOOT	168	168				
	X6020084	MANHOLE (SPECIAL)	EACH	1				1	
	X6020137	AIR RELEASE VALVE MANHOLE	EACH	1				1	
	X6020399	CONNECTION TO EXISTING MANHOLE	EACH	1				1	
	X6024503	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)	EACH	1	1				

*= SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 17 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	19
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	X6025800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID (SPECIAL)	EACH	1	1				
	X6026200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	9	9				
	X6350108	FLEXIBLE DELINEATORS	EACH	6	6				
	X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	4	4				
	X6350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	12	12				
	X6640104	FENCE REMOVAL	FOOT	83	83				
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5			
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	42	42				
	X7240300	SIGN REMOVAL	EACH	18	18				
*	X8250091	COMBINATION LIGHTING CONTROLLER	EACH	1					1
*	X8302125	WOOD POLE, 25 FT, CLASS 4	EACH	6			6		
*	X8500106	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	L SUM	1			1		
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8			8		
*	X8891007	VIDEO VEHICLE DETECTION SYSTEM COMPLETE	EACH	1			1		

MODEL: SOQ 19 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K94-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 18 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	20
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY 0005 URBAN	US6/IL 71 80% FED 20% STATE BRIDGE 0010 SN 050-0260	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS 0021	100% CITY WATERMAIN SANITARY FORCEMAIN 0043	100% CITY HIGHWAY LIGHTING 0021
	X8891402	RELOCATE VIDEO VEHICLE DETECTION SYSTEM	EACH	1			1		
	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2			2		
*	X8900108	PERMANENT TRAFFIC SIGNAL TIMING	EACH	2			2		
	X8950060	REMOVE EXISTING CONTROLLER	EACH	1			1		
	X8950305	REMOVE EXISTING SIGNAL HEAD	EACH	11			11		
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	692	692				
	Z0010615	CLEANING EXISTING INLETS	EACH	2	2				
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
	Z0024475	TUBULAR MARKER	EACH	174	174				
*	Z0054500	ROCK FILL	TON	150		150			
	X5500301	PIPE INSULATION SYSTEM	FOOT	1,254				1,254	
	X5631308	FORCE MAIN VALVE, 8"	EACH	2				2	
	X0328048	SANITARY FORCE MAIN, 8"	FOOT	1,083				1,083	
	X5634182	DUCTILE IRON FORCE MAIN FITTINGS 8" 22.50 DEGREE BEND	EACH	3				3	

*= SPECIALTY ITEM

MODEL: SOQ 19 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 8 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 19 OF 19 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	21
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

REV. 3/9/26

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE TYPE: US6/IL 71 80% FED 20% STATE ROADWAY	US6/IL 71 80% FED 20% STATE BRIDGE	80% FED 10% STATE 10% CITY TRAFFIC SIGNALS	100% CITY WATERMAIN SANITARY FORCEMAIN	100% CITY HIGHWAY LIGHTING
				0005	0010	0021	0043	0021
				URBAN	SN 050-0260			
X5634185	DUCTILE IRON FORCE MAIN FITTINGS 8" 45.00 DEGREE BEND	EACH	13				13	
X5631100	NON-PRESSURE CONNECTION TO EXISTING FORCE MAIN	EACH	1				1	
X5635002	INSULATED AIR LINE	FOOT	8				8	
Ø Z0076600	TRAINEES	HOUR	2,000	2,000				
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2,000	2,000				

Ø 0042

MODEL: SOQ 19A [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-SOQ.dgn

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PLOT DATE = 2/6/2026	DATE -	REVISED -

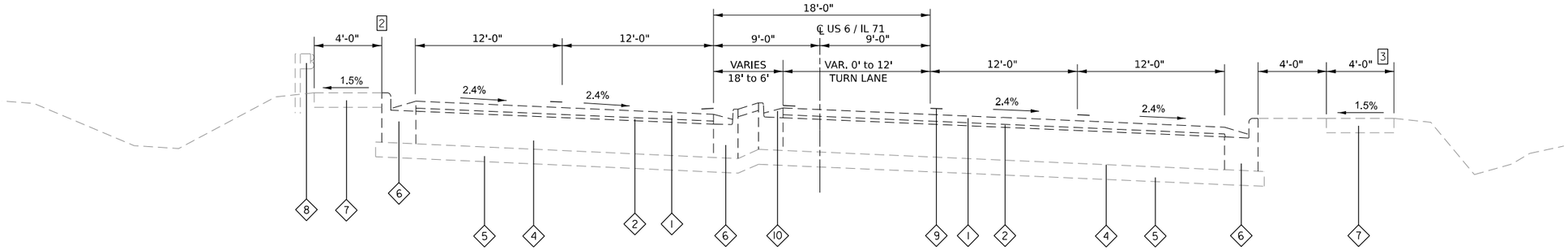
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 19A OF 19A SHEETS | STA. | TO STA.

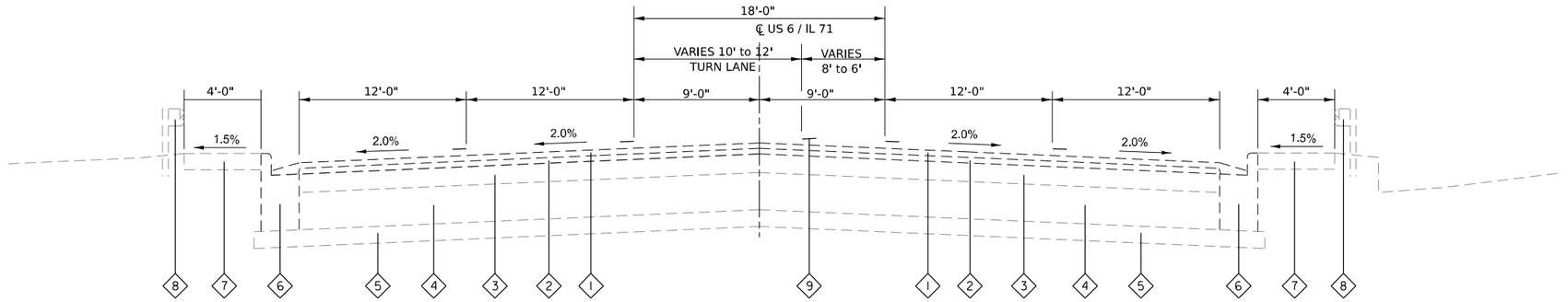
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	21A
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

REV. 3/9/26 REV. 3/4/26



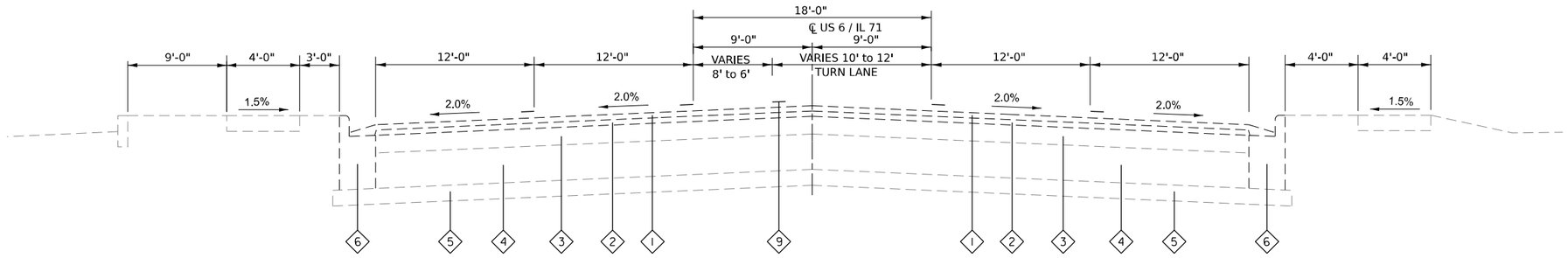
EXISTING TYPICAL SECTION

STA 50+11.83 TO STA 50+17.00 (BRIDGE TO SUPER TRANSITION)
STA 50+17.00 TO STA 53+39.41
INTERSECTION STA 53+39.41 TO STA 54+17.92 (SCHMELTER DRIVE)
STA 54+17.92 TO STA 56+60.00



EXISTING TYPICAL SECTION

INTERSECTION STA 43+56.00 TO STA 45+01.96 (CHAMPLAIN ST.)
STA 45+01.96 TO STA 46+03.88
BRIDGE STRUCTURE STA 46+03.88 TO STA 50+11.83



EXISTING TYPICAL SECTION

STA 35+16.00 TO STA 36+42.20 (PORTER ST.)
STA 36+42.20 TO STA 39+26.11
INTERSECTION STA 39+26.11 TO STA 40+72.15 (SCOTT ST.)
STA 40+72.15 TO STA 43+56.00

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
14. PROP. 12" SUBBASE GRANULAR MAT. TY B
15. PROP. B-6.24 CURB AND GUTTER
16. PROP. PCC SIDEWALK 4"
17. PROP. IMPACT ATTENUATOR (MASH TL-2) (SEE DETAILS)
18. PROP. PAVEMENT STRIPE
19. PROP. GUARDRAIL
20. PROP. HMA MULTI-USE PATH 8" (2" HMA, 6" AGG BASE CSE)
21. PROP. CONCRETE MEDIAN SURFACE, 4"
22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
24. PROP. 2½" HMA SHOULDER
25. PROP. B-6.18 CURB AND GUTTER
26. PROP. AGGREGATE FILL (INCLUDED WITH MEDIAN SURFACE)
27. PROP. AGGREGATE BASE COURSE, TYPE B 6"
28. PROP. HMA SURFACE REMOVAL 2½"

NOTES:

1. WB LANE IS RECONSTRUCTED AT FULL DEPTH FROM STA 50+56.62 TO STA 51+50
2. GREENSPACE TRANSITIONS FROM 0' TO 4' FROM STA 52+50 TO STA 53+34
3. SIDEWALK AFTER THE BRIDGE ON THE SOUTH SIDE EXTENDS FROM STA 50+41.12 TO STA 53+52.00
4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 1 (Sheet)
FILE NAME: H:\P22138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D3666K84-sht-typical.dgn

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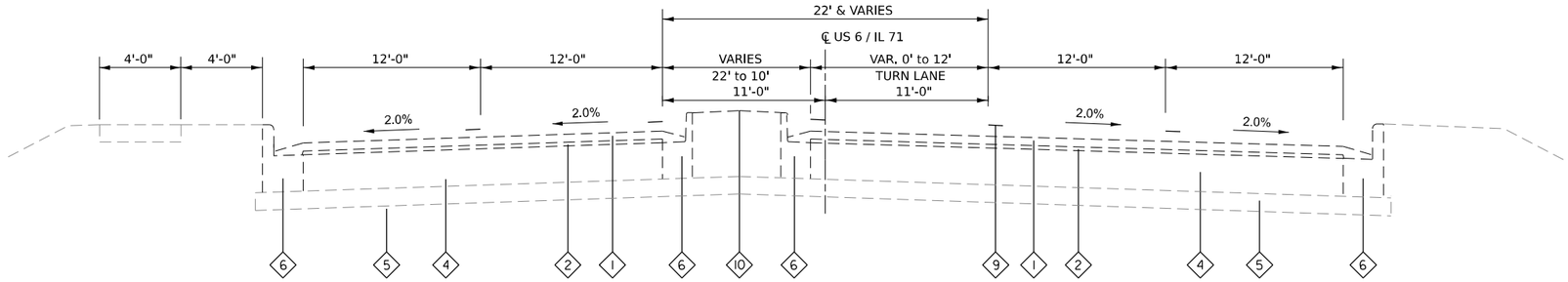
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

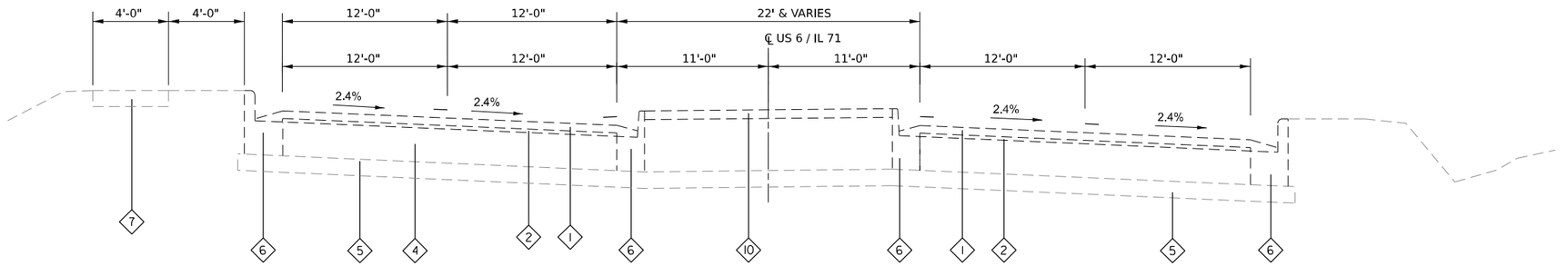
SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	22
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION

STA 61+41.28 TO STA 65+61.69
CROSSOVER MEDIAN STA 65+61.69 TO STA 72+42.21
INTERSECTION STA 72+42.21 TO STA 73+64.09 (STARFIRE DR.)
STA 73+64.09 TO STA 81+19.23
INTERSECTION STA 81+19.23 TO STA 82+31.82 (OTTAWA RAILCAR SERVICE)
STA 82+31.82 TO STA 82+72.84
STA 89+16.54 TO STA 96+90.95
STA 115+35.41 TO STA 117+21.03
CROSSOVER MEDIAN STA 117+21.03 TO STA 118+07.43
STA 118+07.43 TO STA 125+46.49
INTERSECTION STA 125+46.49 TO STA 128+21.11 (US 6)



EXISTING TYPICAL SECTION

INTERSECTION STA 56+60.00 TO STA 57+40.04 (EAST HOSPITAL ENTRANCE)
STA 57+40.04 TO STA 61+41.28

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
14. PROP. 12" SUBBASE GRANULAR MAT. TY B
15. PROP. B-6.24 CURB AND GUTTER
16. PROP. PCC SIDEWALK 4"
17. PROP. IMPACT ATTENUATOR (MASH TL-2) (SEE DETAILS)
18. PROP. PAVEMENT STRIPE
19. PROP. GUARDRAIL
20. PROP. HMA MULTI-USE PATH 8" (2" HMA, 6" AGG BASE CSE)
21. PROP. CONCRETE MEDIAN SURFACE, 4"
22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
24. PROP. 2½" HMA SHOULDER
25. PROP. B-6.18 CURB AND GUTTER
26. PROP. AGGREGATE FILL (INCLUDED WITH MEDIAN SURFACE)
27. PROP. AGGREGATE BASE COURSE, TYPE B 6"
28. PROP. HMA SURFACE REMOVAL 2½"

NOTES:

1. WB LANE IS RECONSTRUCTED AT FULL DEPTH FROM STA 50+56.62 TO STA 51+50
2. GREENSPACE TRANSITIONS FROM 0' TO 4' FROM STA 52+50 TO STA 53+34
3. SIDEWALK AFTER THE BRIDGE ON THE SOUTH SIDE EXTENDS FROM STA 50+41.12 TO STA 53+52.00
4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 2 [Sheet]
FILE NAME: H:\P22138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-typical.dgn

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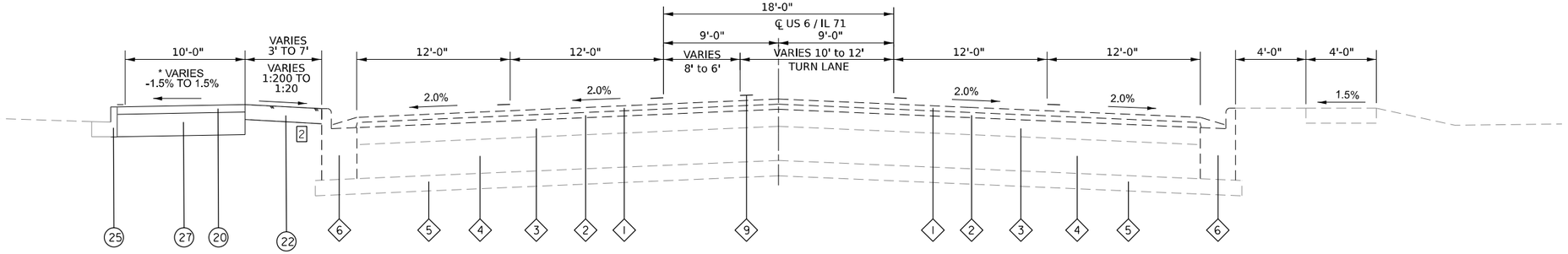
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

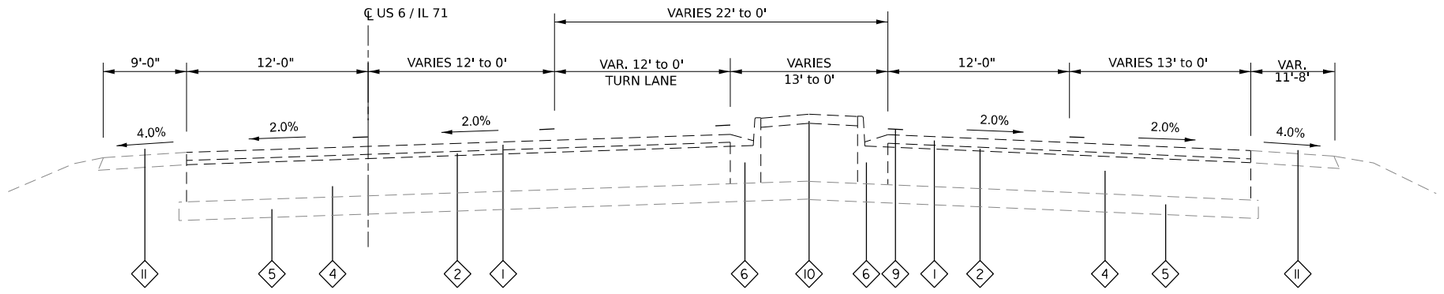
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	23
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



* SEE CROSS SECTIONS

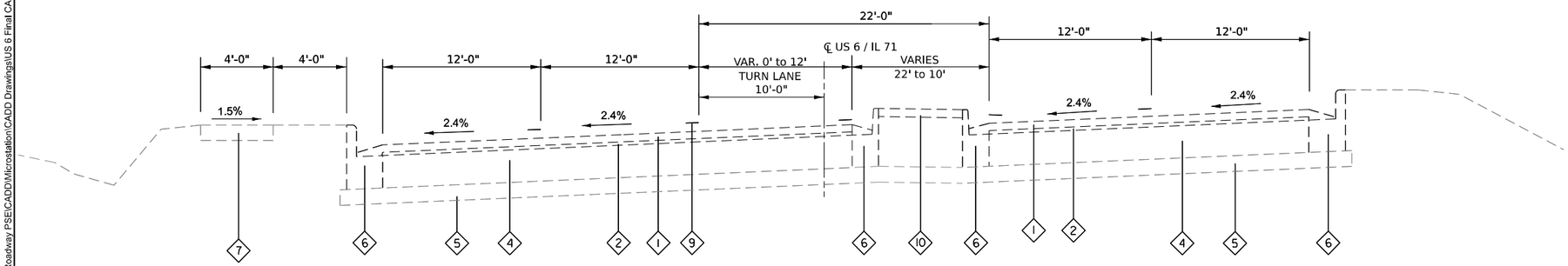
PROPOSED TYPICAL SECTION

STA 35+16.00 TO STA 36+42.20 (PORTER ST.)
STA 36+42.20 TO STA 39+26.11
INTERSECTION STA 39+26.11 TO STA 40+72.15 (SCOTT ST.)
STA 40+72.15 TO STA 43+56.00
INTERSECTION STA 43+56.00 TO STA 44+65.00 (CHAMPLAIN ST.)



EXISTING TYPICAL SECTION

STA 128+21.11 TO STA 137+00.00



EXISTING TYPICAL SECTION

STA 82+72.84 TO STA 88+42.82
CROSSOVER MEDIAN STA 88+42.82 TO STA 89+16.54
STA 96+90.95 TO STA 98+18.14
CROSSOVER MEDIAN STA 98+18.14 TO STA 99+24.17
STA 99+24.17 TO STA 101+33.19
INTERSECTION STA 101+33.19 TO STA 103+60.87 (N 2871ST RD)
STA 103+60.87 TO STA 106+10.00 (CONCRETE MEDIAN)
STA 106+10.00 TO STA 111+00.87
INTERSECTION STA 111+00.87 TO STA 112+00.00 (CHESSIE LANE)
STA 112+00.00 TO STA 115+35.41

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
14. PROP. 12" SUBBASE GRANULAR MAT. TY B
15. PROP. B-6.24 CURB AND GUTTER
16. PROP. PCC SIDEWALK 4"
17. PROP. IMPACT ATTENUATOR (MASH TL-2) (SEE DETAILS)
18. PROP. PAVEMENT STRIPE
19. PROP. GUARDRAIL
20. PROP. HMA MULTI-USE PATH 8" (2" HMA, 6" AGG BASE CSE)
21. PROP. CONCRETE MEDIAN SURFACE, 4"
22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
24. PROP. 2½" HMA SHOULDER
25. PROP. B-6.18 CURB AND GUTTER
26. PROP. AGGREGATE FILL (INCLUDED WITH MEDIAN SURFACE)
27. PROP. AGGREGATE BASE COURSE, TYPE B 6"
28. PROP. HMA SURFACE REMOVAL 2½"

NOTES:

1. WB LANE IS RECONSTRUCTED AT FULL DEPTH FROM STA 50+56.62 TO STA 51+50
2. GREENSPACE TRANSITIONS FROM 0' TO 4' FROM STA 52+50 TO STA 53+34
3. SIDEWALK AFTER THE BRIDGE ON THE SOUTH SIDE EXTENDS FROM STA 50+41.12 TO STA 53+52.00
4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 3 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-typical.dgn

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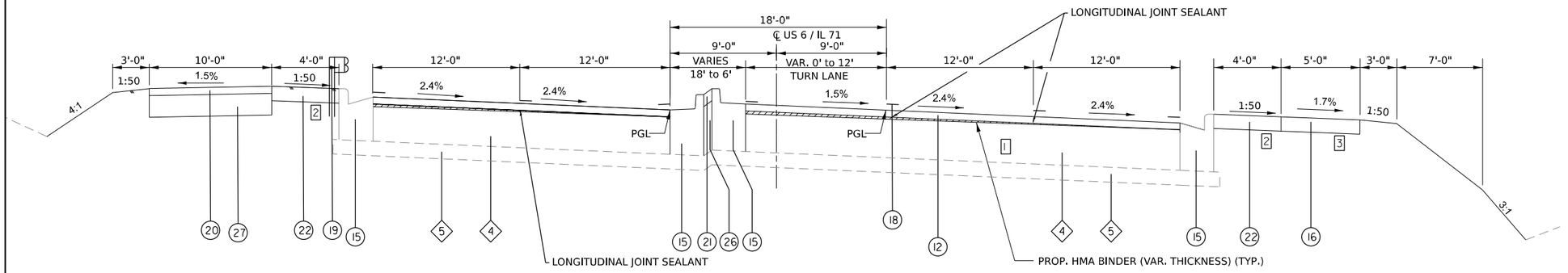
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING/ PROPOSED TYPICAL SECTIONS

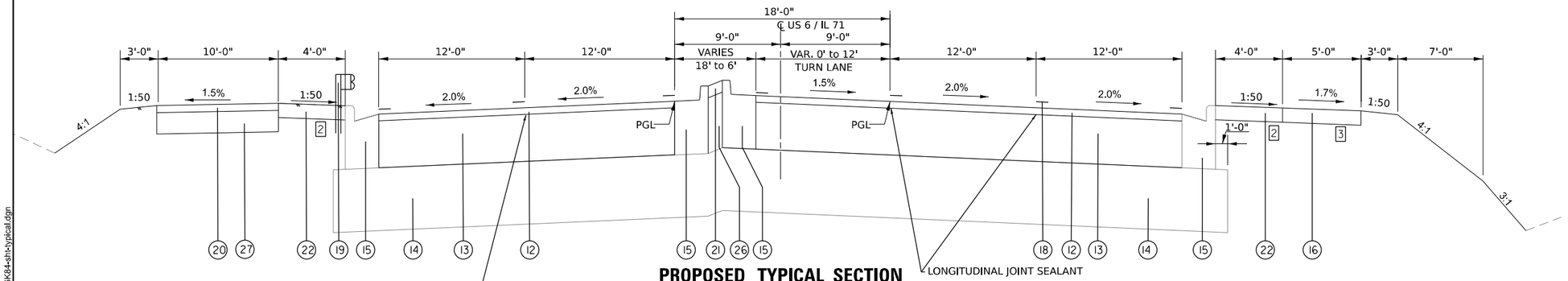
SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	24
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		



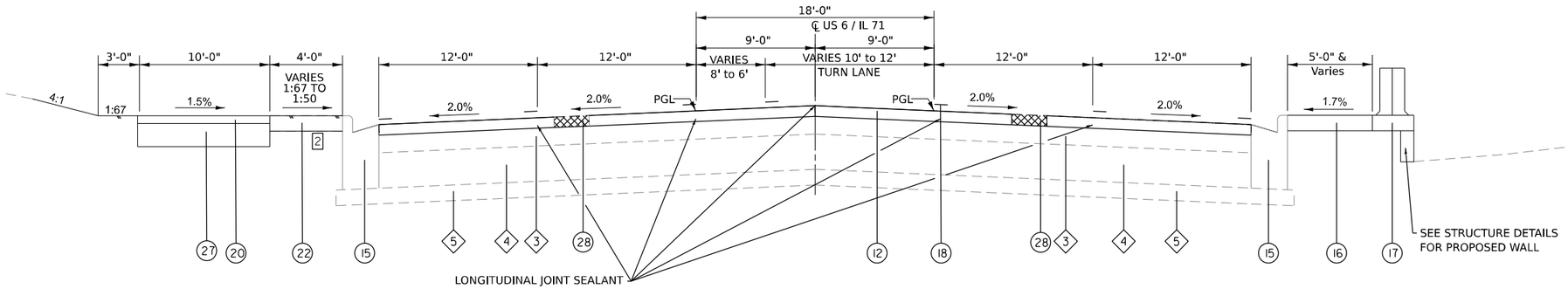
PROPOSED TYPICAL SECTION

STA 51+50.00 TO STA 52+50.00
STA 52+50.00 TO STA 53+39.41
INTERSECTION STA 53+39.41 TO STA 54+17.92 (SCHMELTER DR)
STA 54+17.92 TO STA 56+60.00 (IN SE ZONE)



PROPOSED TYPICAL SECTION

PAVEMENT CONNECTOR STA 45+60.97 TO STA 45+75.97
BRIDGE APPROACH SLAB STA 45+75.97 TO STA 46+04.87
BRIDGE STRUCTURE STA 46+04.87 TO STA 50+11.12
BRIDGE APPROACH SLAB STA 50+11.12 TO STA 50+41.12 (IN SE)
PAVEMENT CONNECTOR STA 50+41.12 TO STA 50+56.62 (IN SE)
STA 50+56.62 TO STA 51+50.00 (IN SE)



PROPOSED TYPICAL SECTION

STA 44+65.00 TO STA 45+60.98

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
14. PROP. 12" SUBBASE GRANULAR MAT. TY B
15. PROP. B-6.24 CURB AND GUTTER
16. PROP. PCC SIDEWALK 4"
17. PROP. IMPACT ATTENUATOR (MASH TL-2) (SEE DETAILS)
18. PROP. PAVEMENT STRIPE
19. PROP. GUARDRAIL
20. PROP. HMA MULTI-USE PATH 8" (2" HMA, 6" AGG BASE CSE)
21. PROP. CONCRETE MEDIAN SURFACE, 4"
22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
24. PROP. 2½" HMA SHOULDER
25. PROP. B-6.18 CURB AND GUTTER
26. PROP. AGGREGATE FILL (INCLUDED WITH MEDIAN SURFACE)
27. PROP. AGGREGATE BASE COURSE, TYPE B 6"
28. PROP. HMA SURFACE REMOVAL 2½"

NOTES:

1. WB LANE IS RECONSTRUCTED AT FULL DEPTH FROM STA 50+56.62 TO STA 51+50
2. GREENSPACE TRANSITIONS FROM 0' TO 4' FROM STA 52+50 TO STA 53+34
3. SIDEWALK AFTER THE BRIDGE ON THE SOUTH SIDE EXTENDS FROM STA 50+41.12 TO STA 53+52.00
4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 4 [Sheet]
FILE NAME: H:\P222138 - D3 VAVWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-typical.dgn

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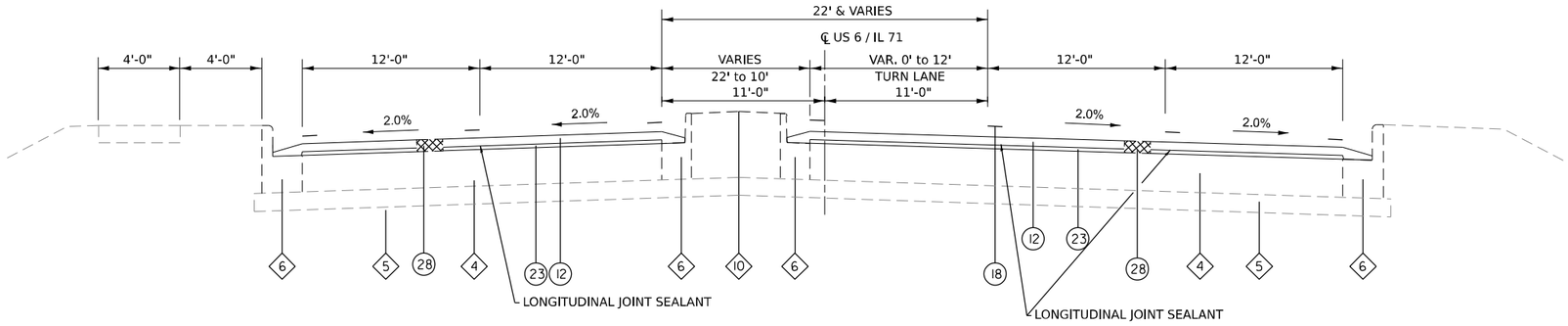
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

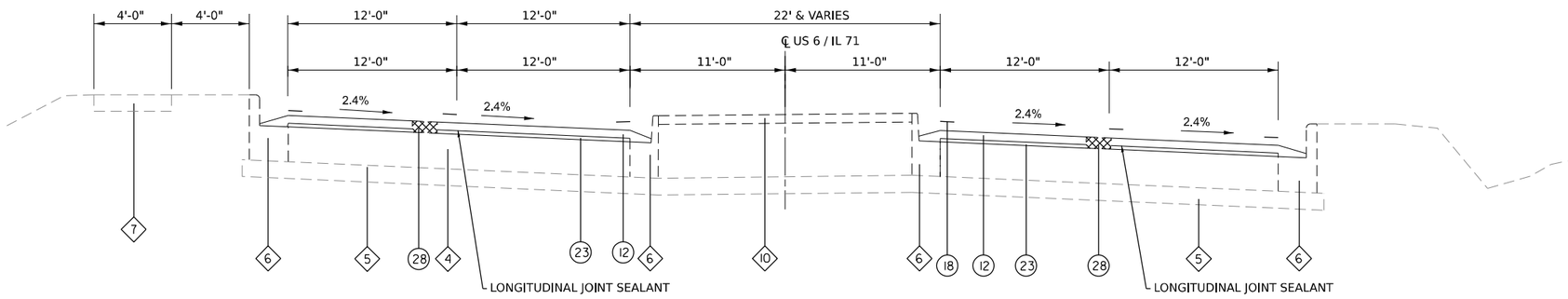
SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	25
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION

STA 61+41.28 TO STA 65+61.69
CROSSOVER MEDIAN STA 65+61.69 TO STA 72+42.21
INTERSECTION STA 72+42.21 TO STA 73+64.09 (STARFIRE DR.)
STA 73+64.09 TO STA 81+19.23
INTERSECTION STA 81+19.23 TO STA 82+31.82 (OTTAWA RAILCAR SERVICE)
STA 82+31.82 TO STA 82+72.84
STA 89+16.54 TO STA 96+90.95
STA 115+35.41 TO STA 117+21.03
CROSSOVER MEDIAN STA 117+21.03 TO STA 118+07.43
STA 118+07.43 TO STA 125+46.49
INTERSECTION STA 125+46.49 TO STA 128+21.11 (US 6)



PROPOSED TYPICAL SECTION

INTERSECTION STA 56+60.00 TO STA 57+40.04 (EAST HOSPITAL ENTRANCE)
STA 57+40.04 TO STA 61+41.28

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
14. PROP. 12" SUBBASE GRANULAR MAT. TY B
15. PROP. B-6.24 CURB AND GUTTER
16. PROP. PCC SIDEWALK 4"
17. PROP. IMPACT ATTENUATOR (MASH TL-2) (SEE DETAILS)
18. PROP. PAVEMENT STRIPE
19. PROP. GUARDRAIL
20. PROP. HMA MULTI-USE PATH 8" (2" HMA, 6" AGG BASE CSE)
21. PROP. CONCRETE MEDIAN SURFACE, 4"
22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
24. PROP. 2½" HMA SHOULDER
25. PROP. B-6.18 CURB AND GUTTER
26. PROP. AGGREGATE FILL (INCLUDED WITH MEDIAN SURFACE)
27. PROP. AGGREGATE BASE COURSE, TYPE B 6"
28. PROP. HMA SURFACE REMOVAL 2½"

NOTES:

1. WB LANE IS RECONSTRUCTED AT FULL DEPTH FROM STA 50+56.62 TO STA 51+50
2. GREENSPACE TRANSITIONS FROM 0' TO 4' FROM STA 52+50 TO STA 53+34
3. SIDEWALK AFTER THE BRIDGE ON THE SOUTH SIDE EXTENDS FROM STA 50+41.12 TO STA 53+52.00
4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 5 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-typical.dgn

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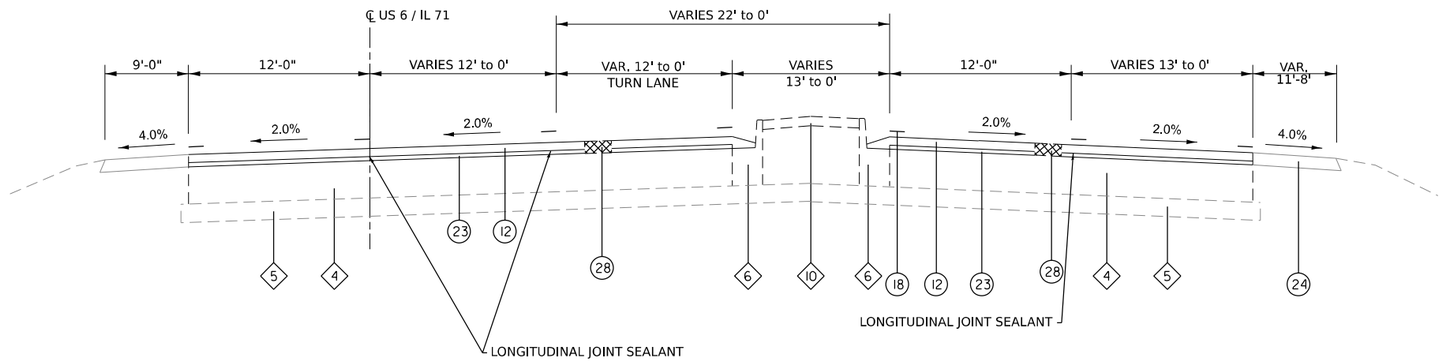
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

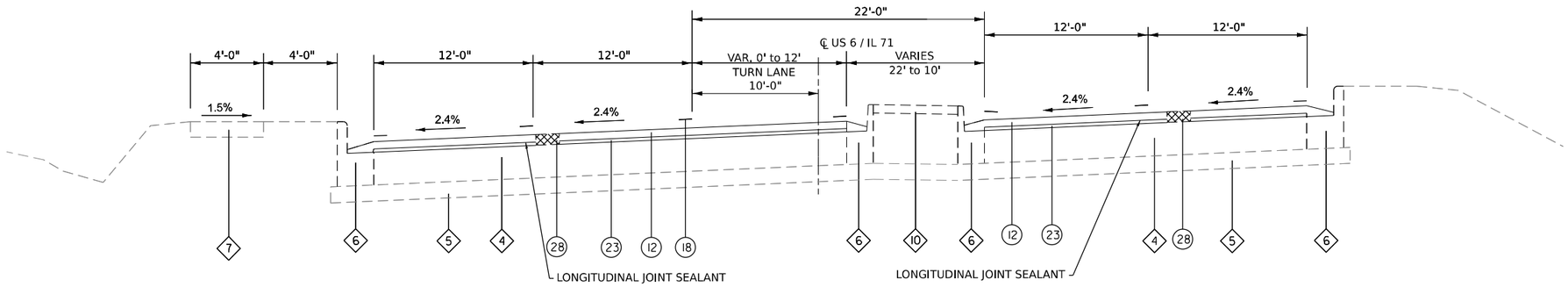
SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	26
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



PROPOSED TYPICAL SECTION

STA 128+21.11 TO STA 137+00.00



PROPOSED TYPICAL SECTION

STA 82+72.84 TO STA 88+42.82
CROSSOVER MEDIAN STA 88+42.82 TO STA 89+16.54
STA 96+90.95 TO STA 98+18.14
CROSSOVER MEDIAN STA 98+18.14 TO STA 99+24.17
STA 99+24.17 TO STA 101+33.19
INTERSECTION STA 101+33.19 TO STA 103+60.87 (N 2871ST RD)
STA 103+60.87 TO STA 106+10.00 (CONCRETE MEDIAN)
STA 106+10.00 TO STA 111+00.87
INTERSECTION STA 111+00.87 TO STA 112+00.00 (CHESSIE LANE)
STA 112+00.01 TO STA 115+35.41

TYPICAL SECTION LEGEND

1. EXIST. 1½" HMA SURF COURSE
2. EXIST. 1" LEVEL BINDER
3. EXIST ±5" HMA PAVEMENT
4. EXIST 10" PCC PAVEMENT
5. EXIST SUBBASE GRANULAR MAT. TY A
6. EXIST. B-6.24 CURB AND GUTTER (TYP.)
7. EXIST. SIDEWALK (TYP.)
8. EXIST. GUARDRAIL (TYP.)
9. EXIST. PAVEMENT STRIPE (TYP.)
10. EXIST. CONCRETE OR GRASS MEDIAN
11. EXIST. SHOULDER
12. PROP. POLYMER HMA SURF COURSE, IL 9.5, MIX D, N70
13. PROP. 8¼" HMA BINDER COURSE, IL 19.0, N70
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22. PROP. TOPSOIL FURNISH AND PLACE, 3"
23. PROP. 1" POLY HMA BINDER CSE, IL-4.75, N50 (RESURFACING)
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NOTES:

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4. HMA IS TO BE REMOVED TO BARE CONCRETE AND WILL BE PAID FOR AS HMA SURFACE REMOVAL 2.5".

MODEL: Typical Sections - sht 6 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
TYPICAL SECTIONS

SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	27
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
36+50	43+50	165	123	1	123
43+65	46+05	224	168	35	134
50+25	53+40	769	577	315	260
TOTAL		1,158	868	351	517

SODDING SCHEDULE

STATION	STATION	OFFSET	TOPSOIL F&P 3 (SQ YD)	NITROGEN FERT NUTR (POUND)	PHOSPHOR FERT NUTR (POUND)	POTASSIUM FERT NUTR (POUND)	SODDING (SQ YD)	SUPPLE WATERING (UNITS)
35+15	45+91	LT	506	11	11	11	815	37
50+22	53+53	LT	143	16	16	16	1256	57
50+22	53+52	RT	122	11	11	11	825	37
65+47	126+05	LT	191	3	3	3	191	9
TOTAL			962	41	41	41	3087	140

CURB & GUTTER SCHEDULE

STATION	STATION	OFFSET	COMB CURB GUTTER REM (FOOT)	MEDIAN REMOVAL (SQ FT)	COMB CC&G TB6.18 (FOOT)	COMB CC&G TB6.24 (FOOT)	CONC MEDIAN SURF 4 (SQ FT)
35+17	44+19	LT	484		297	178	
43+67	46+25	RT	217			187	
44+69	46+25	LT	188			125	
50+04	53+40	CL	665	1,543		595	974
50+04	54+18	LT	408			392	
50+04	53+40	RT	329			292	
54+03	56+57	CL	515	1,017		514	1,039
54+04	57+40	LT	75			60	
65+47	66+36	CL	80	72		80	72
72+20	73+87	RT	172			157	
72+44	82+56	LT	108			108	
81+38	126+07	CL	556	1,763		556	1,763
TOTAL			3,797	4,395	297	3,244	3,848

SIDEWALK SCHEDULE

STATION	STATION	OFFSET	AGG BASE CSE B 6 (SQ YD)	HMA SC IL-9.5 C N50 (TON)	PC CONC SIDEWALK 4 (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REM (SQ FT)
35+17	46+25	LT	1,013	113		214	5,014
43+68	53+52	RT			2,880	57	2,954
50+03	73+60	LT	382	43	605	119	2,164
TOTAL			1,395	156	3,485	390	10,132

EROSION CONTROL SCHEDULE

STATION	STATION	OFFSET	GRADING AND SHAPING DITCHES (FOOT)	EROS CONTR BLANKET (SQ YD)	TEMP EROS CONTR SEED (POUND)	PERIMETER EROS BAR (FOOT)	INLET & PIPE PROTECT (EACH)
40+60	45+87	LT/RT		443	23		5
49+75	53+53	LT	460	1583	45	518	
49+79	53+53	RT		1056	23	492	
TOTAL			460	3082	91	1,010	5

PATCHING SCHEDULE

STATION	STATION	PATCH LENGTH (FOOT)	PATCH WIDTH (FOOT)	DIRECTION OF TRAVEL	OFFSET	WELDED WIRE REINF (SQ YD)	CL B PATCH T2 12 (SQ YD)	CL B PATCH T3 12 (SQ YD)	CL B PATCH T4 12 (SQ YD)	CL D PATCH T2 12 (SQ YD)	CL D PATCH T4 12 (SQ YD)	SAW CUTS (FOOT)	TIE BARS 3/4" (EACH)	DOWEL BARS 1 1/2" (EACH)
44+25	44+46	21	12	NBT	LT						27	64	12	20
44+46	44+66	21	12	SBT	LT						28	56	42	20
44+56	44+79	23	6	NBT	LT					14	111	56	14	8
52+60	52+88	28	12	WBT	LT	37			37			80	18	20
52+60	52+88	28	12	WBT	LT	37			37			52	18	20
52+75	52+85	10	12	EBL	LT/RT		13					44		20
52+75	52+85	10	12	EBT	RT		13					34		20
52+75	52+85	10	12	EBT	RT		13					34		20
53+15	53+30	15	12	WBT	LT	20		20				54		20
53+29	53+39	10	12	EBT	RT		13					34		20
53+29	53+39	10	12	EBT	RT		13					34		20
53+29	53+39	10	12	EBT	RT		13					34		20
53+29	54+00	71	12	EBL	LT/RT	94			94			165	46	20
53+39	54+00	61	12	WBT	LT	81			81			97	40	20
53+39	54+00	61	6	WBT	LT	41			41			56	40	8
55+15	55+45	30	12	EBT	RT	41			41			85	18	20
55+35	55+45	10	12	EBL	LT/RT		13					18		20
55+35	55+45	10	12	EBT	RT		13					18		20
56+60	57+20	60	12	EBL	LT/RT	80			80			79	38	20
56+60	57+20	60	7	EBL	LT/RT	47			47			79	38	10
59+42	59+53	11	12	WBT	LT	15		15				46		20
59+42	59+53	11	12	WBT	LT	15		15				35		20
59+98	60+06	8	12	WBT	LT		11					40		20
59+98	60+06	8	12	WBT	LT		11					32		20
60+65	60+71	6	12	WBT	LT		8					36		20
60+65	60+71	6	12	WBT	LT		8					30		20
61+92	62+07	15	12	WBT	LT	20		20				54		20
61+92	62+07	15	12	WBT	LT	20		20				39		20
73+02	73+10	8	12	WBT	LT		11					40		20
73+02	73+10	8	12	WBT	LT		11					32		20
121+58	121+64	6	12	WBT	RT		8					36		20
121+58	121+64	6	12	WBT	RT		8					30		20
TOTAL						548	180	90	458	14	166	1,623	324	606

TREE REMOVAL SCHEDULE

STATION	OFFSET	TREE REMOV 6-15 (UNITS)	TREE REMOV OVER 15 (UNITS)
45+20	LT		35
45+45	LT	15	
45+76	LT		24
46+17	LT	12	
46+18	LT	8	
46+21	LT	8	
46+22	LT	6	
46+23	LT	12	
46+24	LT	6	
46+26	LT	8	
46+27	LT	6	
46+29	LT	6	
46+36	LT		18
46+40	LT	12	
49+89	LT	8	24
49+90	LT		24
49+98	LT		24
50+03	LT		20
50+05	LT	10	
50+09	RT		36
50+10	RT		24
50+13	RT	6	
50+17	RT	12	
50+18	RT		24
50+19	LT		30
TOTAL		135	283

ENTRANCE SCHEDULE

STATION	OFFSET	AGG BASE CSE B 8 (SQ YD)	BIT MATLS PR CT (POUND)	HMA BC IL-19.0 N70 (TON)	P HMA SC IL-9.5 D N70 (TON)	HMA SURF REM 2 1/2 (SQ YD)	DRIVE PAVEMENT REM (SQ YD)
45+47	RT	107	48	15	9		107
45+81	RT	102	46	14	9		102
73+03	RT				17	204	
TOTAL		209	94	29	35	204	209

PERMANENT SURVEY MARKER SCHEDULE

MONUMENT NUMBER	DESCRIPTION	APPROXIMATE LOCATION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
457610	PT STA 45+76.10 BK = STA 45+75.00 AH		NONE	TYPE 1	NO	1
480800	CENTER OF STRUCTURE STA 48+08.00	CENTER OF BRIDGE	NONE	CUT CROSS	NO	2
505312	STA 50+52.62 BK = PC STA 50+53.12 AH		NONE	TYPE 1	NO	1

UNKNOWN MONUMENTS MAY EXIST. IF AN UNLISTED MONUMENT IS FOUND, R.E. IS REQUIRED TO PROTECT THE MONUMENT FROM DAMAGE UNTIL A PLATS AND PLANS LAND SURVEYOR CAN DOCUMENT THE MONUMENT. PLATS AND PLANS WILL RESET SUCH MONUMENTS IN KIND FOLLOWING CONSTRUCTION.

UPON PAVING COMPLETION, R.E. WILL DIRECT PLATS AND PLANS TO STAKE THE TYPE 1 PSM CORING LOCATIONS.

RESPONSIBILITY:
1) RESIDENT TO ESTABLISH MONUMENTS (PAY ITEM REQUIRED FOR PERMANENT SURVEY MARKERS, TYPE 1)
2) PLATS AND PLANS TO RE-ESTABLISH MONUMENT

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DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:N/A | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	28
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

PAVEMENT SCHEDULE

STATION	STATION	OFFSET	SUB GRAN MAT B 12 (SQ YD)	BIT MATLS PRIM CT (POUND)	BIT MATLS TACK CT (POUND)	LONG JOINT SEALANT (FOOT)	TEMPORARY RAMP (SQ YD)	HMA BC IL-19.0 N70 (TON)	P HMA BC IL-4.75 N50 (TON)	P HMA SC IL-9.5 D N70 (TON)	WELDED WIRE REINF (SQ YD)	PVT CON PCC BR APP SL (SQ YD)	PROTECTIVE COAT (SQ YD)	PAVEMENT REM (SQ YD)	HMA SURF REM 2 1/2 (SQ YD)	PAVED SHLD REMOVAL (SQ YD)	HMA SHOULDERS 2 1/2 (SQ YD)
35+17	54+15	LT		627													
44+65	59+00	LT/RT	1398	432	1,474	2,532	102	456	416	532	235	235	235	1,305	5,896		
50+56	54+15	LT															
59+00	137+00	LT/RT			23,851	19,099			2,232	3,556					42,328		
127+02	137+00	LT														992	992
125+46	137+00	RT			410				0	77					911	1,359	1,359
TOTAL			1,398	1,059	25,735	21,631	102	456	2,648	4,165	235	235	235	1,305	49,135	2,351	2,351

ATTENUATOR SCHEDULE

STATION	STATION	OFFSET	IMP ATTEN FRD NAR TL2 (EACH)	ATTENUATOR BASE (SQ YD)
45+61	45+76	RT	1	7
TOTAL			1	7

PAVEMENT MARKING SCHEDULE

STATION	STATION	OFFSET	SHORT TERM PAVT MKING (FOOT)	SHRT TRM PAVT MK REM (SQ FT)	TEMP PVT MK L 4 PNT (FOOT)	TEMP PVT MK L 8 PNT (FOOT)	TEMP PVT MK L 24 PNT (FOOT)	PREF PL PM TD STD L&S (SQ FT)	PREF PL PM TD STD L 6 (FOOT)	PREF PL PM TD STD L 8 (FOOT)	PREF PL PM TD STD L 9 (FOOT)	PREF PL PM TD STD L 12 (FOOT)	PREF PL PM TD STD L24 (FOOT)	EPOXY PVT MK LINE 6 (FOOT)	GRV RCSD PM LTR & SYM (FOOT)	GRV RCSD PVT MRKG 7 (FOOT)	GRV RCSD PVT MRKG 9 (FOOT)	GRV RCSD PVT MRKG 10 (FOOT)	GRV RCSD PVT MRKG 13 (FOOT)	GRV RCSD PVT MRKG 25 (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REF PVT MK REM (EACH)
34+19	57+00	LT/RT	264	115	5,832	604	37		6,130				37			6,130				37	483	483
35+37	57+00	LT	265	106	844	169	81	27	376	169	491		81	844	27	376	169	491		81		
35+86	57+00	RT	189	73	1,205	210	17	27	116	324	491		17	1,205	27	116	324	491		17		
53+39	102+27	LT	474	162	4,583	159			294	159			30	4,583		294	159			30		
57+00	137+00	LT/RT	1,978	782	16,252	3,475	37		16,252		3,475		37			16,252		3,475		37	736	736
57+00	102+27	RT	472	165	4,433	286		27		286				4,433	27		286					
102+92	137+00	LT	372	136	3,293	414		54		414				3,293	54		414					
102+93	137+00	RT	392	160	3,342	507	81	102		789		244	81	3,342	102		789		244	81		
128+05	131+70	CL	9	6		91					91							91				
	STAGE 1		784	264	7,727		61															
	STAGE 2		629	210	6,268		24															
	STAGE 3		173	59	1,647		25															
TOTAL			6,001	2,238	55,426	5,915	363	237	23,168	2,141	4,548	244	283	17,700	237	23,168	2,141	4,548	244	283	1,219	1,219

GUARDRAIL SCHEDULE

STATION	STATION	OFFSET	SPBGR TY A 6FT POSTS (FOOT)	BCK SD PROT OF GRDRL (FOOT)	TRAF BAR TERM T6 (EACH)	TR BAR TRM T1 SPL TAN (EACH)	GUARDRAIL REMOV (FOOT)	DELINEATORS (EACH)	IMP ATTEN FRD NAR TL2 (EACH)	ATTENUATOR BASE (SQ YD)	TERMINAL MARKER-DA (EACH)	GRDRAIL REF TYPE A (EACH)	LINEAR DELIN PANELS 4 (EACH)	LINEAR DELIN PANELS 6 (EACH)
45+00	46+42	RT					51	1	1	7			1	
45+21	46+25	LT					52							
45+76	50+41	LT												6
45+76	50+53	RT												6
50+14	52+61	LT	112.50	112.50	1	1	251	1			1	4	3	
TOTAL			112.50	112.50	1	1	354	2	1	7	1	4	4	12

SIGNAGE SCHEDULE

STATION	OFFSET	DESCRIPTION	SIGN PANEL T1 (SQ FT)	SIGN PANEL T2 (SQ FT)	REMOV SIN PAN ASSY TA (EACH)	WOOD SIN SUPPORT (FOOT)	SIGN REMOVAL (EACH)
35+40	LT	STOP	6.25		1	15	1
39+89	LT	STOP	6.25		1	15	1
42+44	LT	TWLT ONLY/NO PARKING	11.00		1	17	2
43+75	RT	NORRIS DRIVE		16.50			1
43+87	LT	CHAMPLAIN ST/LT TURN YIELD	5.00	22.50			2
43+90	LT	E. NORRIS DR/CHAMPLAIN ST	12.00		1	13	2
44+73	RT	CHAMPLAIN ST/LT TURN YIELD	5.00	22.50			2
44+81	LT	NORRIS DRIVE		16.50			1
45+41	LT	SPEED LIMIT	7.50			15	
46+12	RT	SPEED LIMIT/FOX RIVER	7.50	13.50	1	15	2
50+60	RT	LEFT TURN LANE	4.00			14	
50+67	LT	FOX RIVER		13.50	1	14	1
51+49	RT	HOSPITAL/LEFT ARROW	6.25		1	16	2
54+40	RT	LEFT TURN LANE	4.00			14	
68+12	RT	LEFT TURN LANE	4.00			14	
103+47	RT	DO NOT ENTER	9.00		1	15	1
108+00	LT	LEFT TURN LANE	4.00			14	
TOTAL			91.75	105.00	8	191	18

STAGING SCHEDULE

STATION	STATION	OFFSET	TEMP CONC BARRIER (FOOT)	REL TEMP CONC BARRIER (FOOT)	IMP ATTN TEMP FRN TL2 (EACH)	IMP ATTN REL FRN TL2 (EACH)	TUBULAR MARKER (EACH)
36+53	43+80	RT					66
40+04	65+05	LT					108
45+00	46+42	LT/RT	562.50	150.00	1	1	
46+42	50+53	LT/RT	87.50	437.50			
50+53	51+45	LT/RT	75.00	100.00			
51+45	53+32	LRT/RT	150.00	37.50	1	1	
TOTAL			875	725	2	2	174

FENCING SCHEDULE

STATION	STATION	OFFSET	CHAIN LINK FENCE 4 (FOOT)	CHAIN LINK GATES 4' X 16' DOUBLE (EA)	FENCE REMOVAL (FOOT)
45+51	46+07	LT			83
49+90	50+22	RT	210	1	
TOTAL			210	1	83

MODEL: Schedule - 2 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	29
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

STA 39+05.96 40.71 RT
CP #1 CUT "X" IN SIDEWALK @ SW CORNER US 6
SCOTT ST
ELEV 485.831
N 1,708,390.935
E 847,696.585

STA 46+26.55 4.26 RT
CP #2 CUT "X" IN CENTER MEDIAN @W ABUT
SN 038-0023
ELEV 483.893
N 1,708,456.599
E 848,416.638

STA 45+15.00 42.38 RT
BM "1"
CH "X" N.E. BOLT F.H
@ MONTE'S RIVERSIDE INN
ELEV 485.848

STA 46+23.92 40.92 RT
BM "2"
CH "▭" S.W. WING
S.N. 038-0023
ELEV 483.786

STA 50+13.78 39.82 LT
BM "3"
CH "▭" N.E. WING
S.N. 038-0023
ELEV 483.845

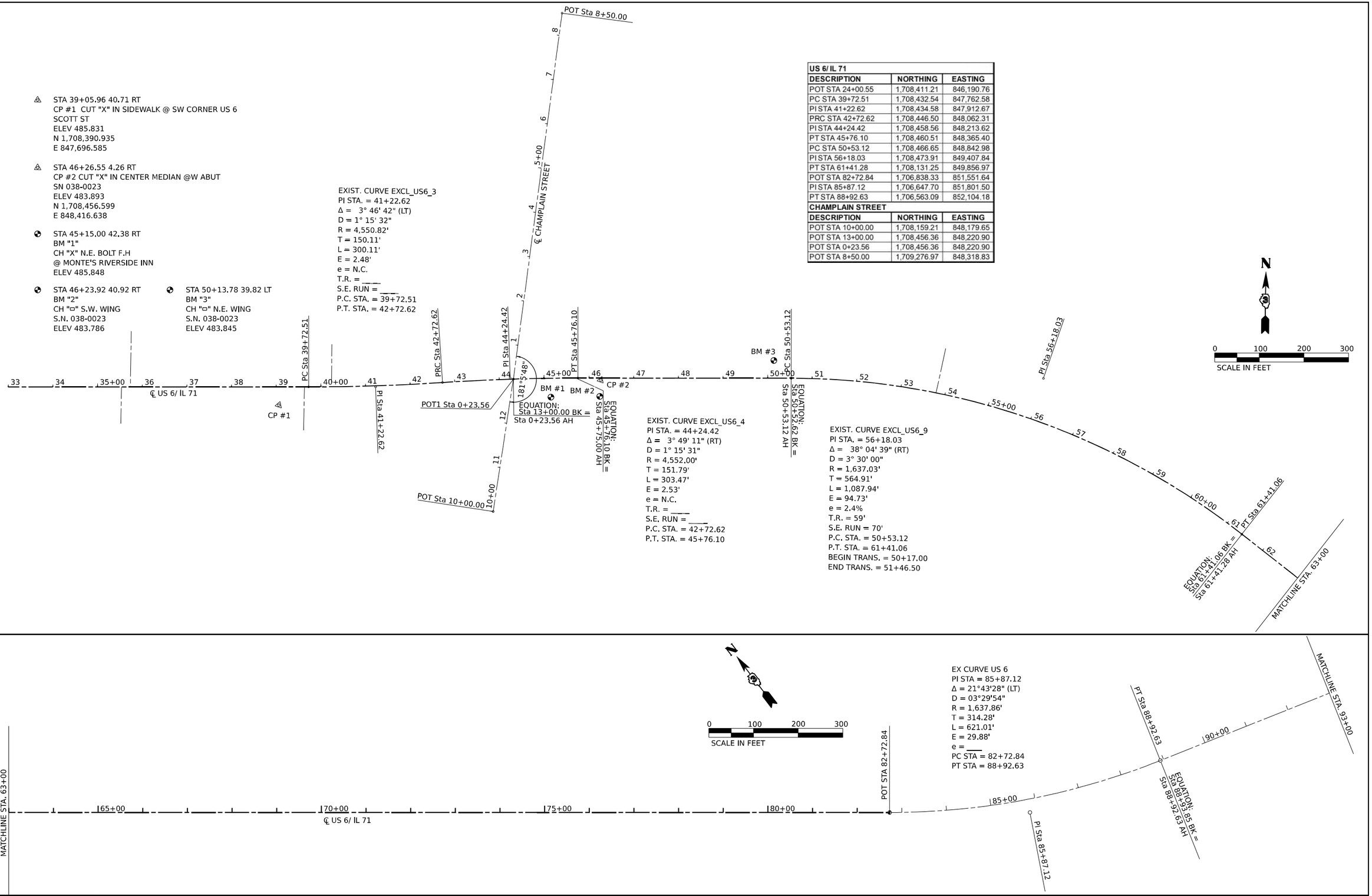
EXIST. CURVE EXCL_US6_3
PI STA. = 41+22.62
Δ = 3° 46' 42" (LT)
D = 1° 15' 32"
R = 4,550.82'
T = 150.11'
L = 300.11'
E = 2.48'
e = N.C.
T.R. = ____
S.E. RUN = ____
P.C. STA. = 39+72.51
P.T. STA. = 42+72.62

US 6/ IL 71		
DESCRIPTION	NORTHING	EASTING
POT STA 24+00.55	1,708,411.21	846,190.76
PC STA 39+72.51	1,708,432.54	847,762.58
PI STA 41+22.62	1,708,434.58	847,912.67
PRC STA 42+72.62	1,708,446.50	848,062.31
PI STA 44+24.42	1,708,458.56	848,213.62
PT STA 45+76.10	1,708,460.51	848,365.40
PC STA 50+53.12	1,708,466.65	848,842.98
PI STA 56+18.03	1,708,473.91	849,407.84
PT STA 61+41.28	1,708,131.25	849,856.97
POT STA 82+72.84	1,706,838.33	851,551.64
PI STA 85+87.12	1,706,647.70	851,801.50
PT STA 88+92.63	1,706,563.09	852,104.18
CHAMPLAIN STREET		
DESCRIPTION	NORTHING	EASTING
POT STA 10+00.00	1,708,159.21	848,179.65
POT STA 13+00.00	1,708,456.36	848,220.90
POT STA 0+23.56	1,708,456.36	848,220.90
POT STA 8+50.00	1,709,276.97	848,318.83

EXIST. CURVE EXCL_US6_4
PI STA. = 44+24.42
Δ = 3° 49' 11" (RT)
D = 1° 15' 31"
R = 4,552.00'
T = 151.79'
L = 303.47'
E = 2.53'
e = N.C.
T.R. = ____
S.E. RUN = ____
P.C. STA. = 42+72.62
P.T. STA. = 45+76.10

EXIST. CURVE EXCL_US6_9
PI STA. = 56+18.03
Δ = 38° 04' 39" (RT)
D = 3° 30' 00"
R = 1,637.03'
T = 564.91'
L = 1,087.94'
E = 94.73'
e = 2.4%
T.R. = 59'
S.E. RUN = 70'
P.C. STA. = 50+53.12
P.T. STA. = 61+41.06
BEGIN TRANS. = 50+17.00
END TRANS. = 51+46.50

EX CURVE US 6
PI STA = 85+87.12
Δ = 21°43'28" (LT)
D = 03°29'54"
R = 1,637.86'
T = 314.28'
L = 621.01'
E = 29.88'
e = ____
PC STA = 82+72.84
PT STA = 88+92.63



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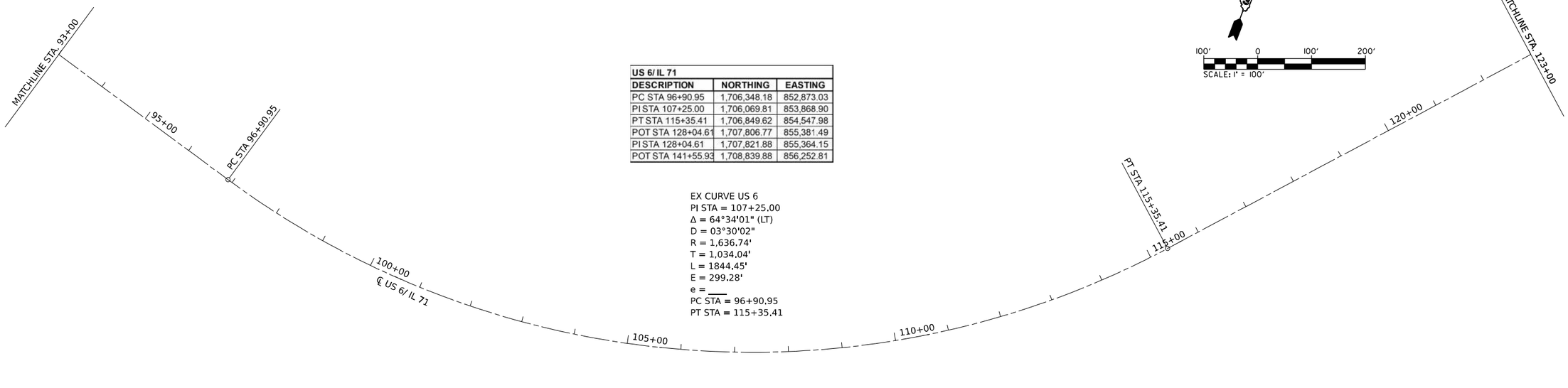
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
ALIGNMENT SHEETS

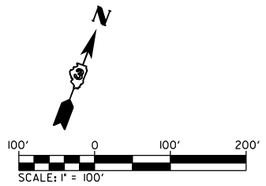
SCALE: 1" = 100' | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	30
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

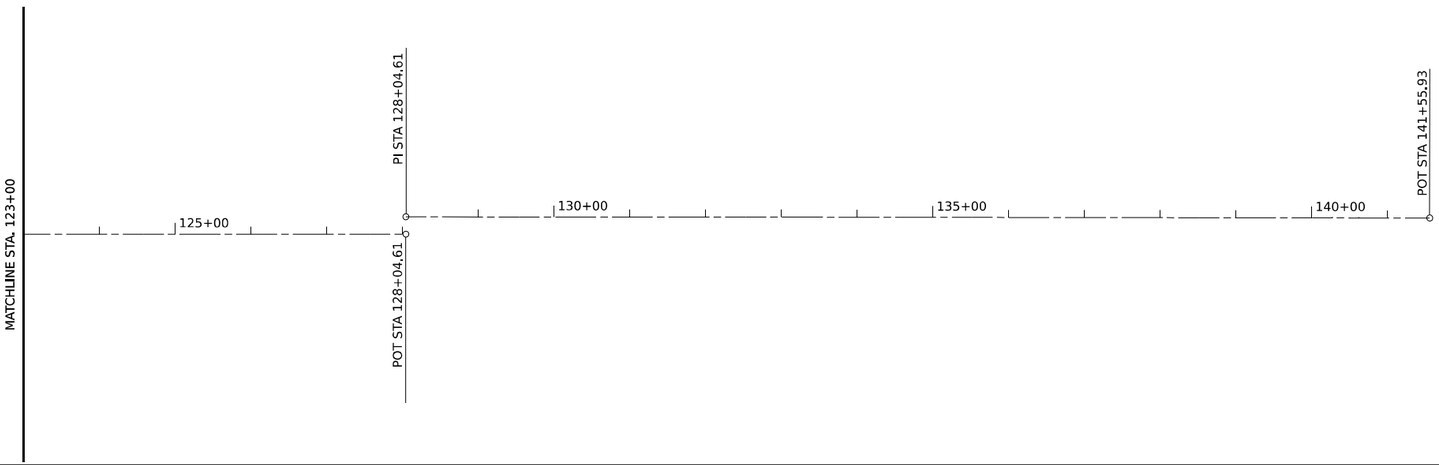


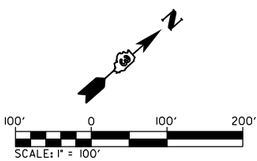
US 6/ IL 71		
DESCRIPTION	NORTHING	EASTING
PC STA 96+90.95	1,706,348.18	852,873.03
PI STA 107+25.00	1,706,069.81	853,868.90
PT STA 115+35.41	1,706,849.62	854,547.98
POT STA 128+04.61	1,707,806.77	855,381.49
PI STA 128+04.61	1,707,821.88	855,364.15
POT STA 141+55.93	1,708,839.88	856,252.81

EX CURVE US 6
PI STA = 107+25.00
Δ = 64°34'01" (LT)
D = 03°30'02"
R = 1,636.74'
T = 1,034.04'
L = 1844.45'
E = 299.28'
e = ____
PC STA = 96+90.95
PT STA = 115+35.41



PI STA 107+25.00





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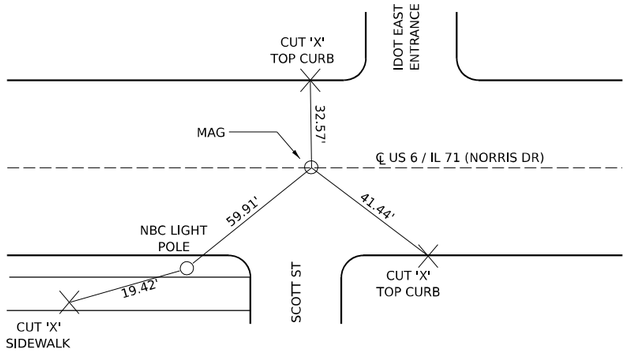
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
ALIGNMENT SHEETS

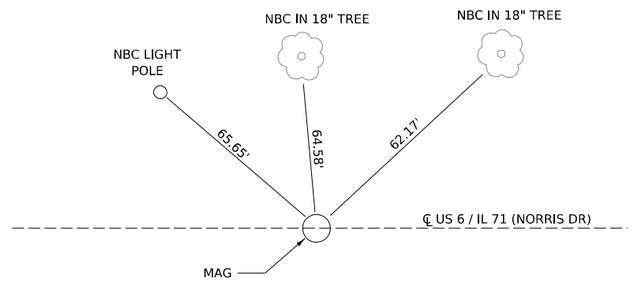
SCALE: 1"=100' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	31
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

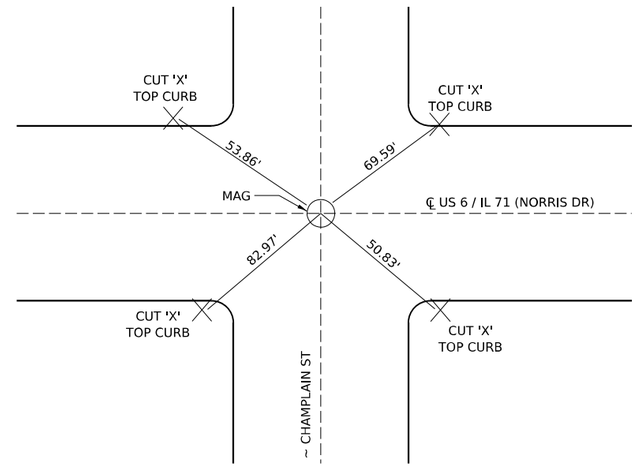
PC STA 39+72.51
CP 1 - STA 39+05.96, 40.71' RT



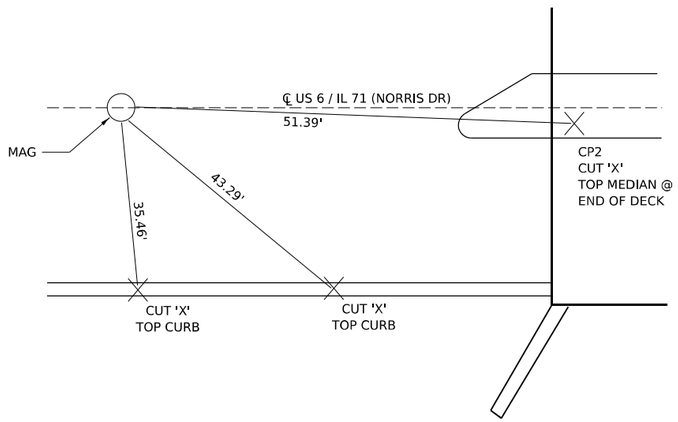
PRC 42+72.62



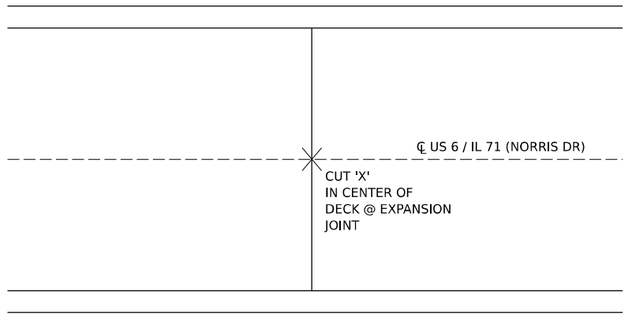
POC 44+31.53 (US 6 / IL 71)
13+00.00 BK = 0+23.56 AH (CHAMPLAIN ST)



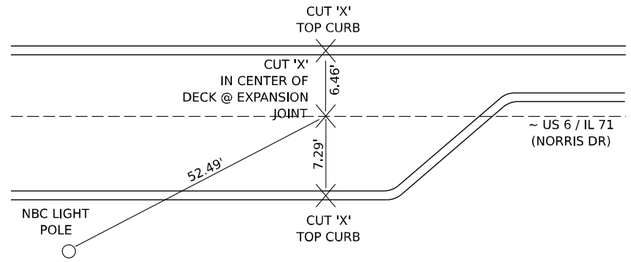
PT 45+76.10 BK = 45+75.00 AH
CP2 46+26.18, 4.57' RT



POT 48+13.81
℄ S.N. 050-0033



PC 50+52.62 BK = 50+53.12 AH



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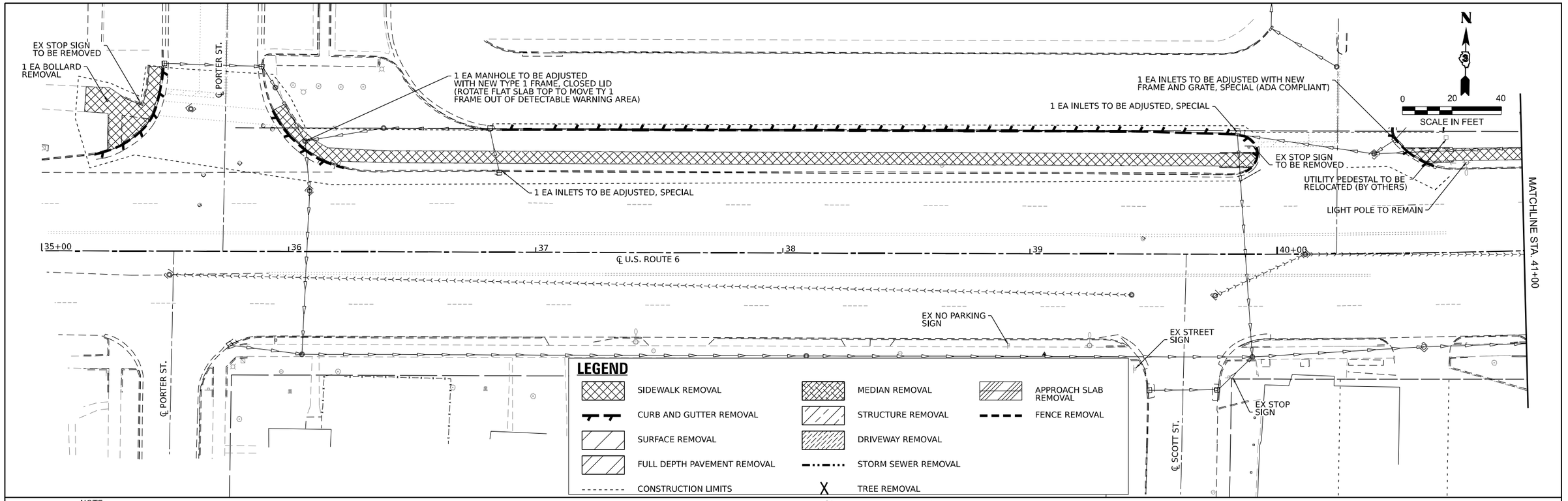
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
ALIGNMENT SHEETS

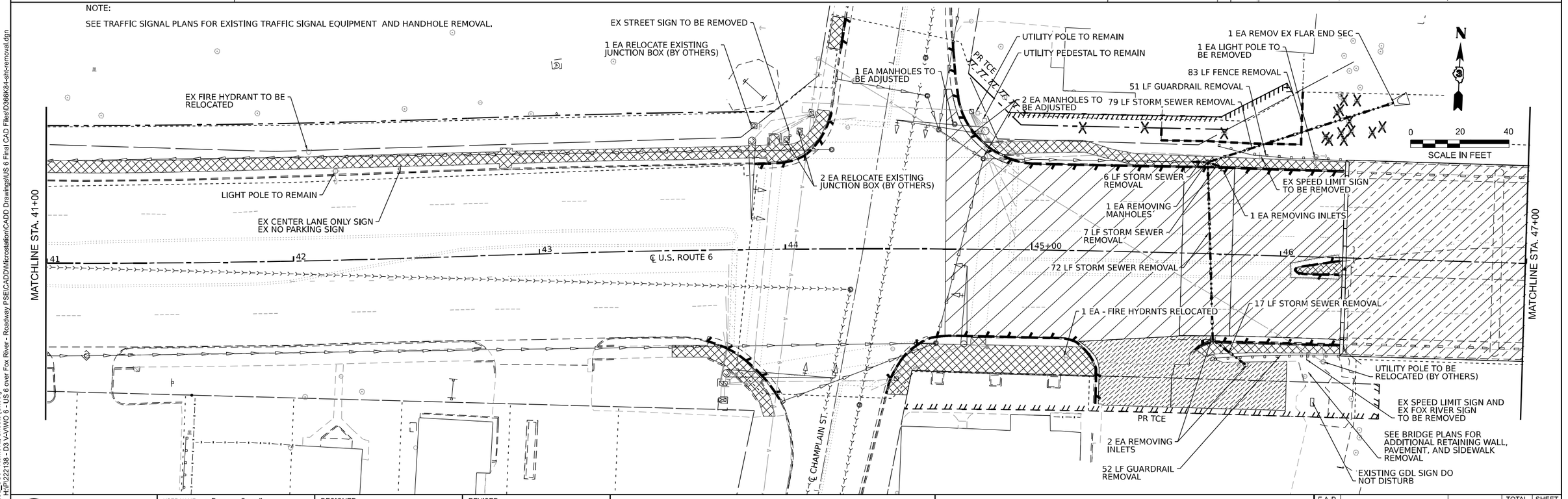
SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	32
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



NOTE:

SEE TRAFFIC SIGNAL PLANS FOR EXISTING TRAFFIC SIGNAL EQUIPMENT AND HANDHOLE REMOVAL.



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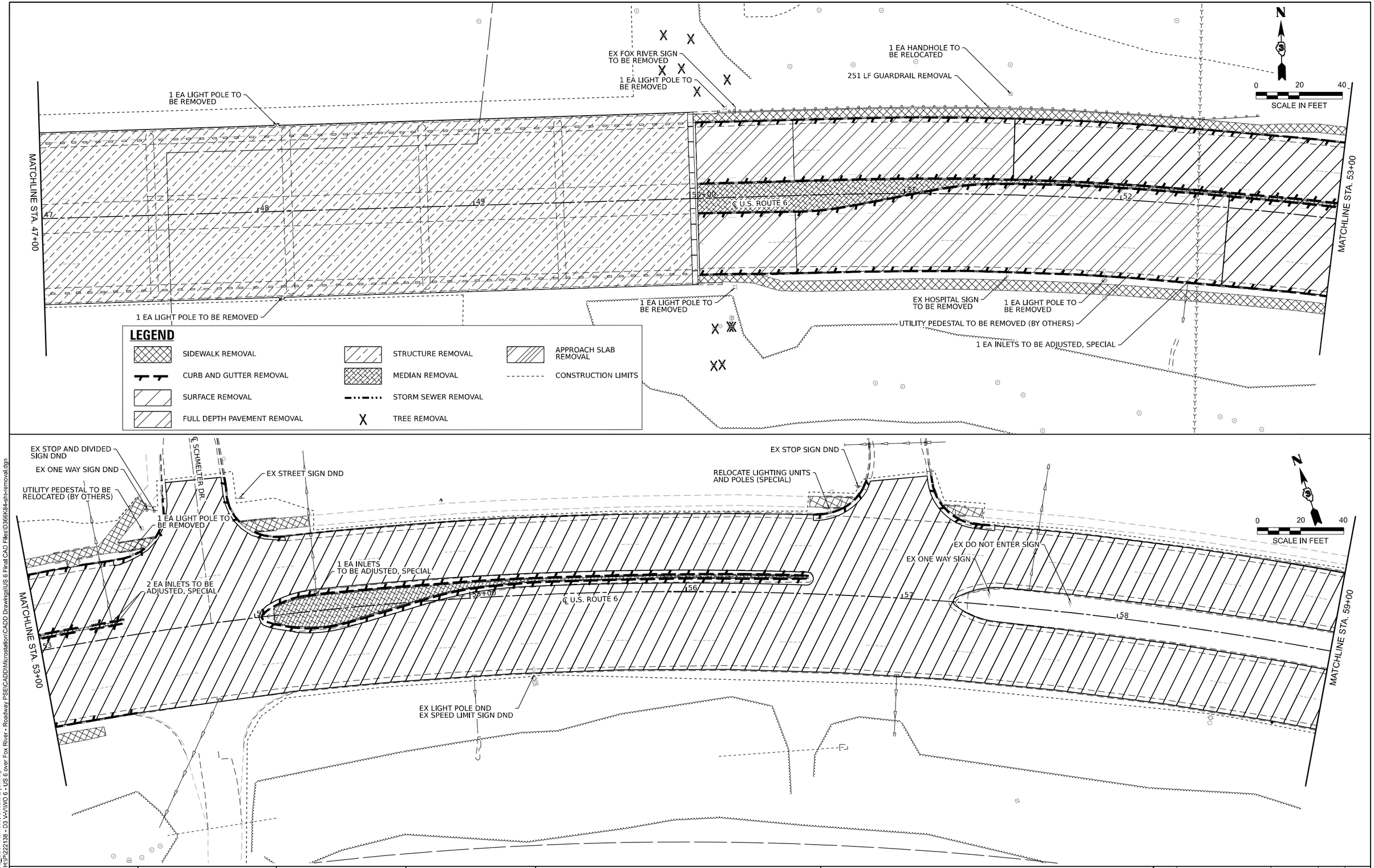
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6/ IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 1 OF 9 SHEETS | STA. 35+00.00 TO STA. 47+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	33
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



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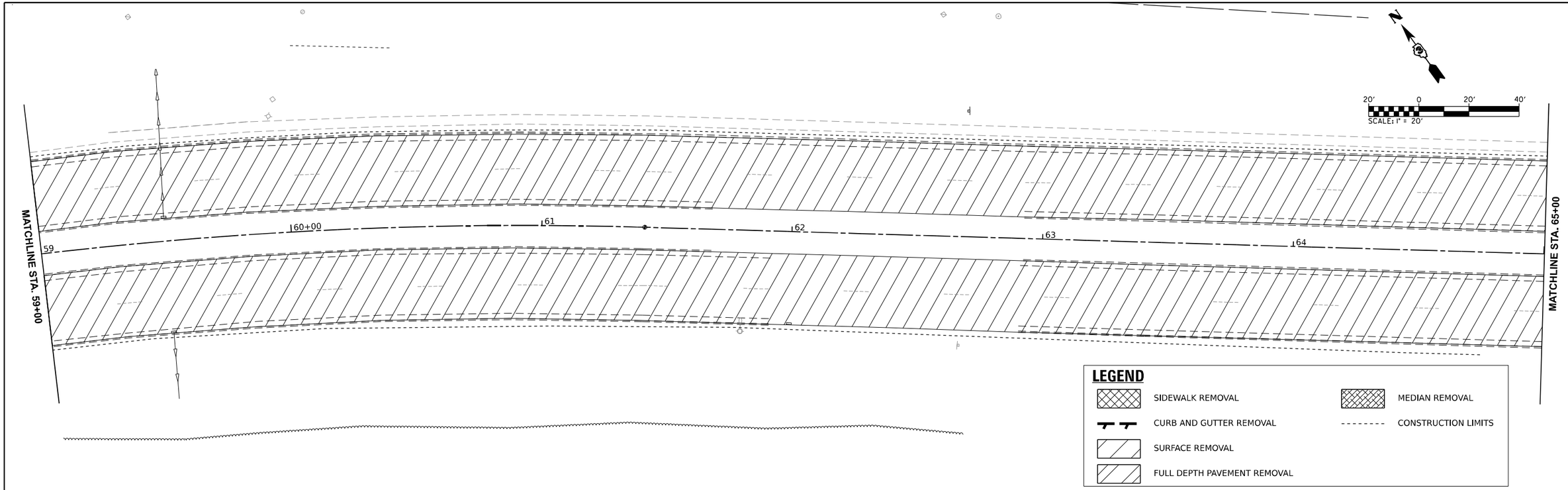
PLOT DATE = 2/5/2026	DATE -	REVISED -

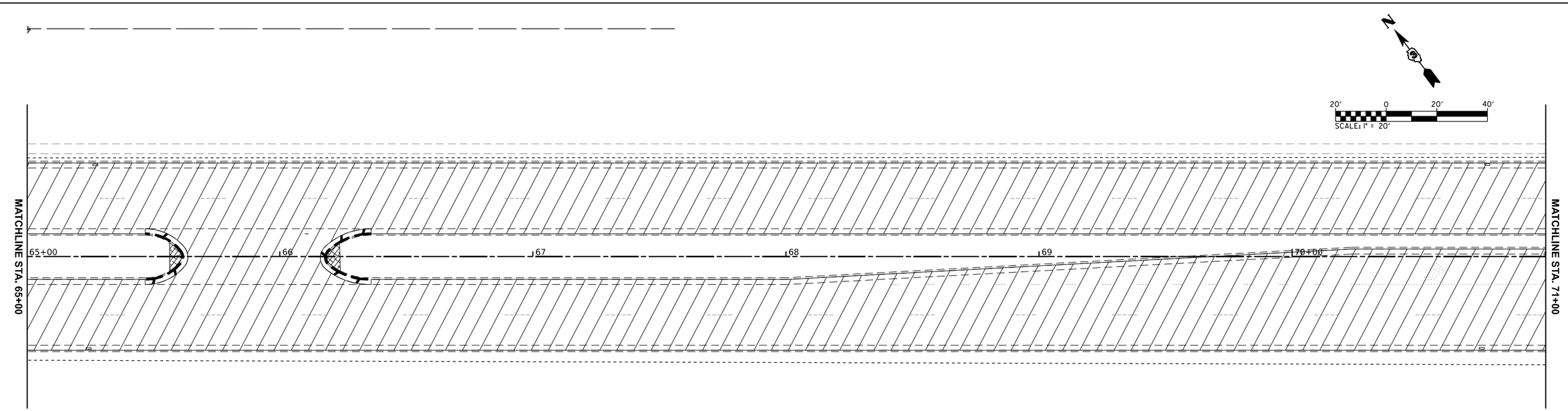
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6/ IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 2 OF 9 SHEETS | STA. 47+00.00 | TO STA. 59+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	34
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			





MODEL: Removal sheets - 4 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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STATE OF ILLINOIS
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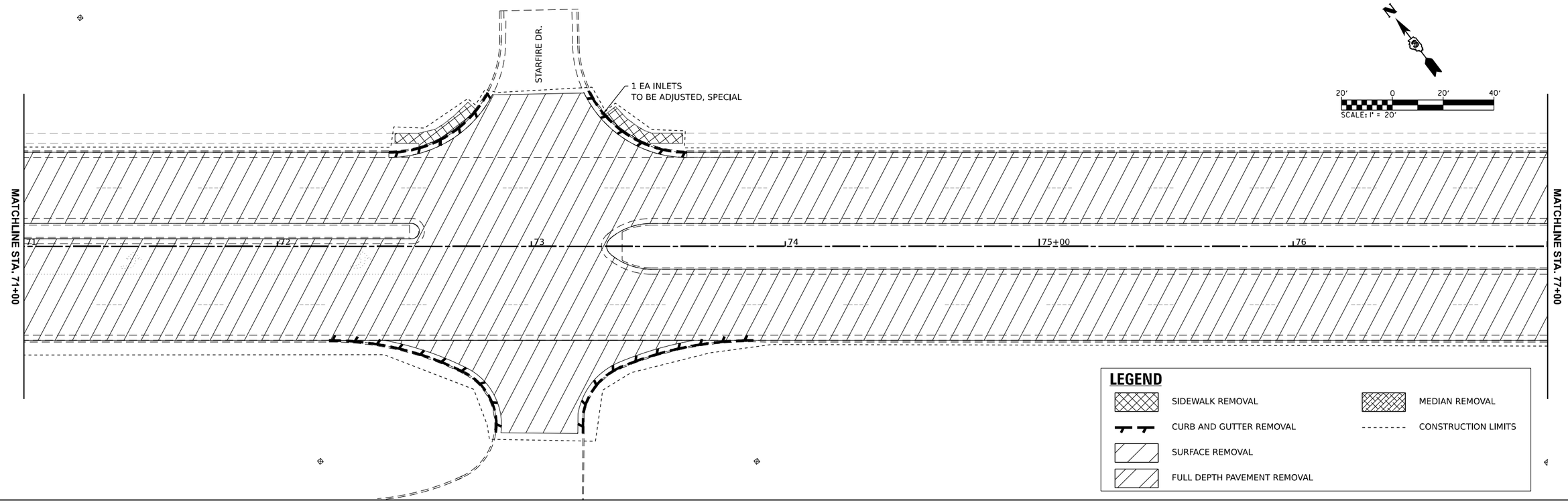
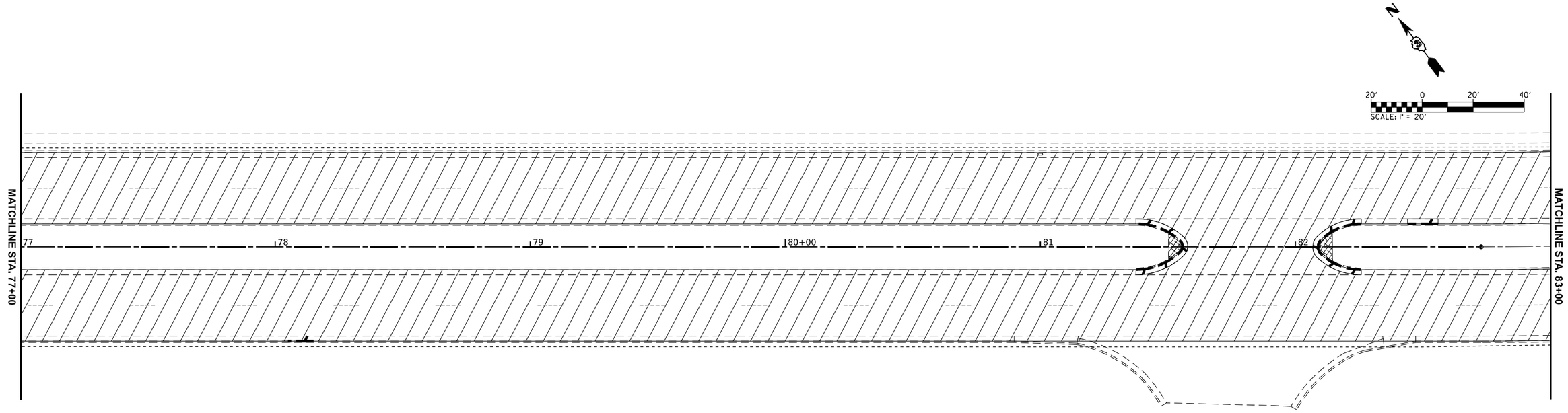
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 3 OF 9 SHEETS | STA. 59+00.00 TO STA. 71+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	35
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Removal sheets - 6 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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STATE OF ILLINOIS
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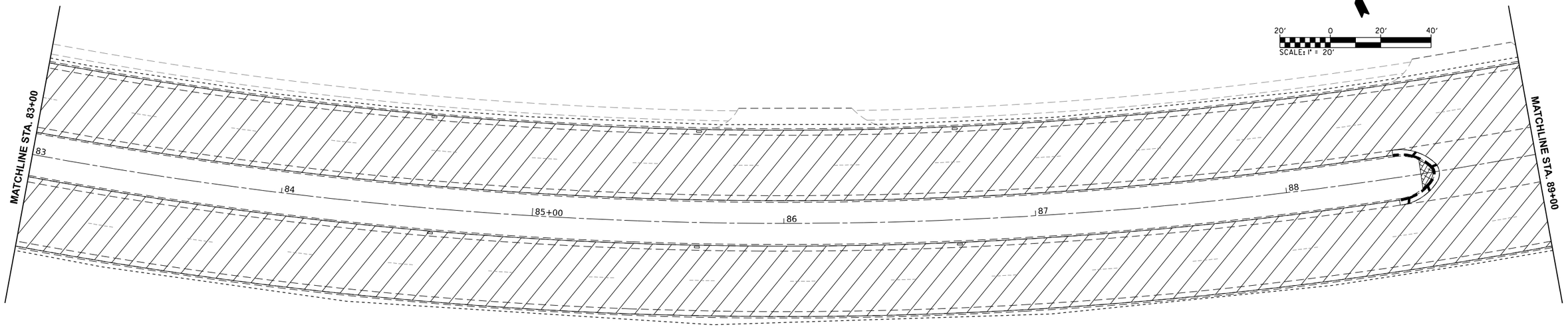
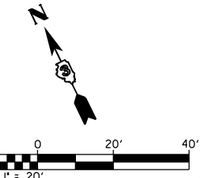
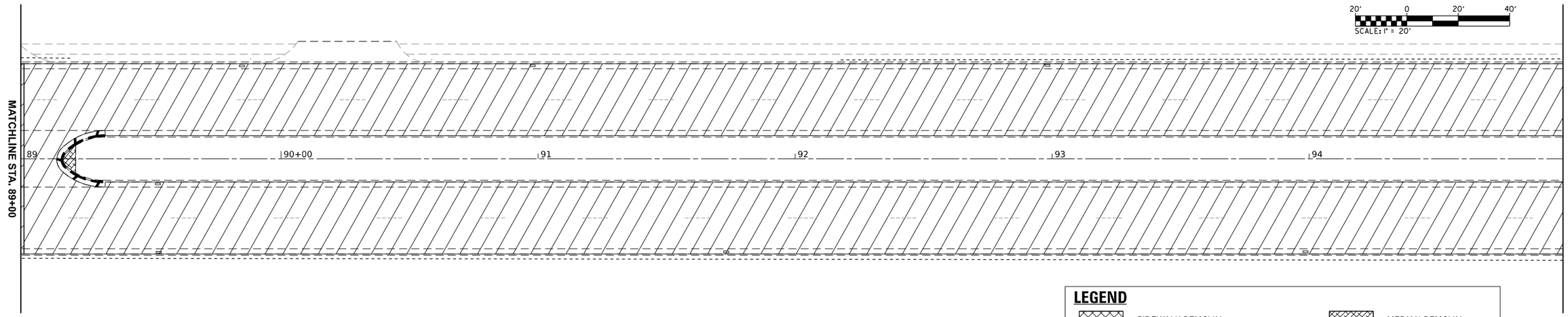
US 6 / IL 71
REMOVAL PLAN SHEETS

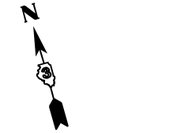
SCALE: 1"=20' | SHEET 4 OF 9 SHEETS | STA. 71+00.00 TO STA. 83+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	36
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		









LEGEND

- SIDEWALK REMOVAL
- MEDIAN REMOVAL
- CURB AND GUTTER REMOVAL
- CONSTRUCTION LIMITS
- SURFACE REMOVAL
- FULL DEPTH PAVEMENT REMOVAL

MODEL: ExCL - Removal sheets - 7 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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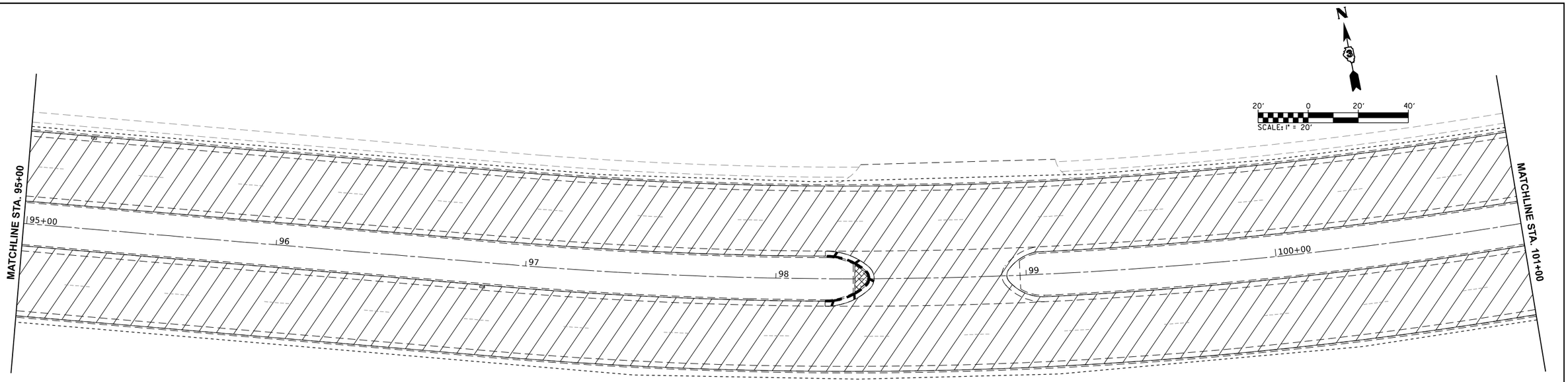
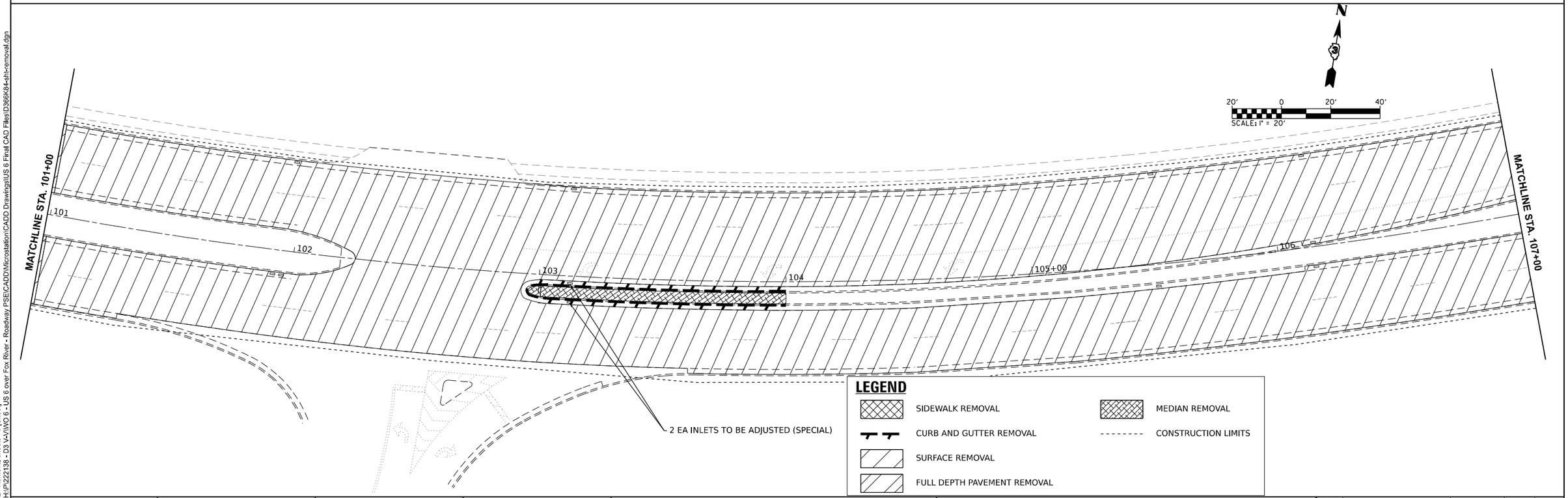
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 5 OF 9 SHEETS | STA. 83+00.00 | TO STA. 95+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	37
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: EXCL - Removal sheets - 9 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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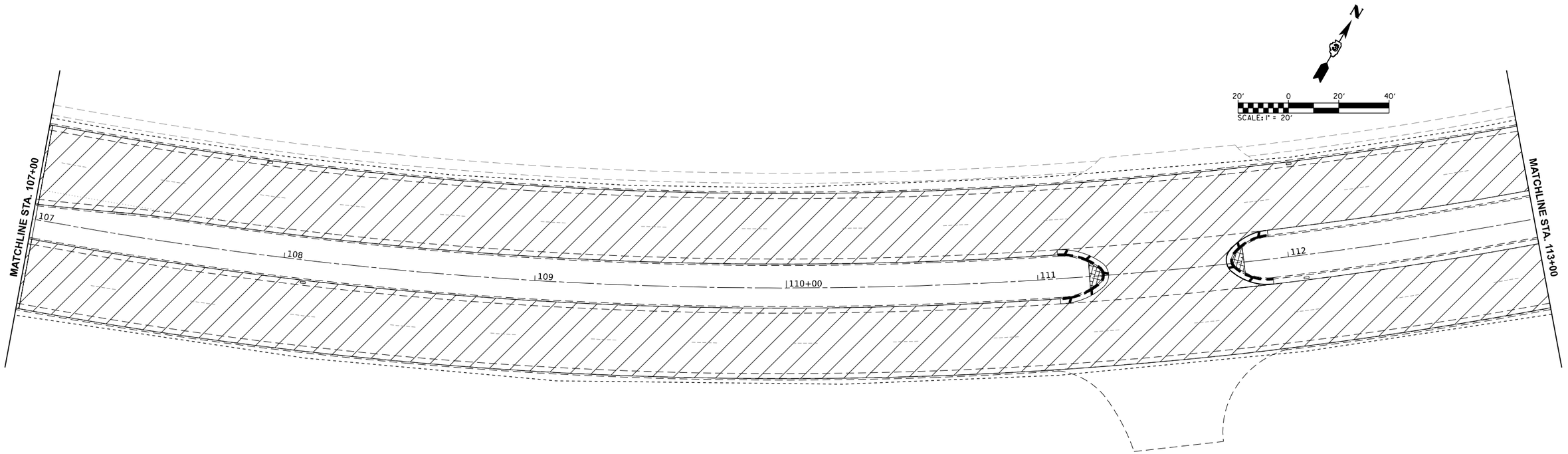
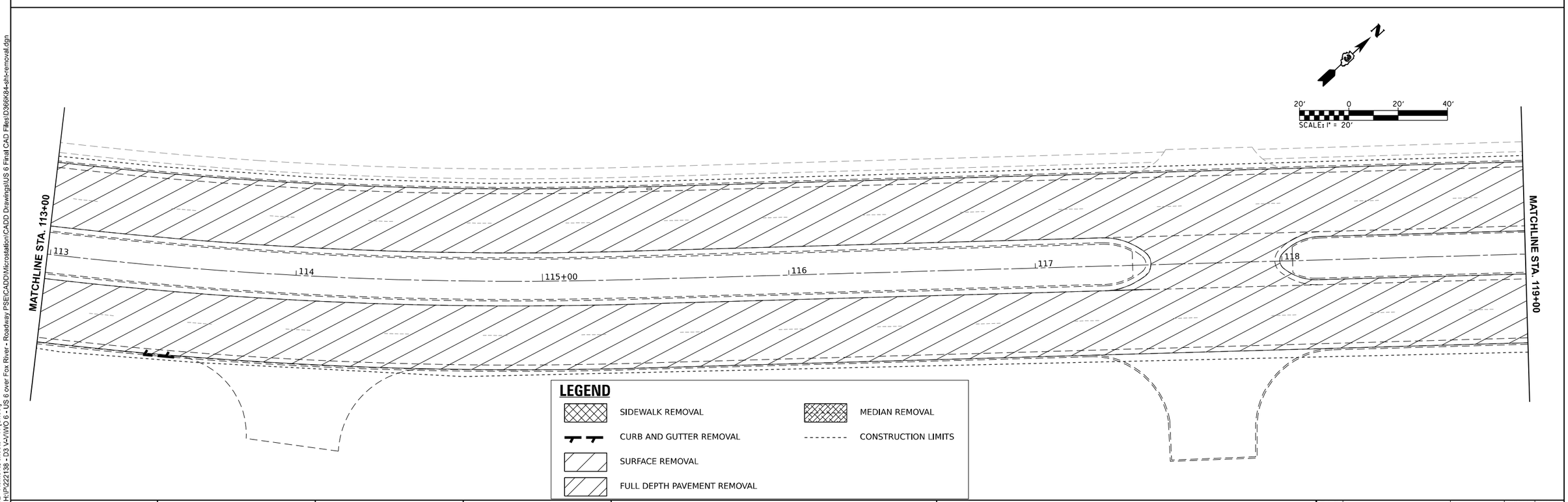
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 6 OF 9 SHEETS | STA. 95+00.00 | TO STA. 107+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	38
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: ExCL - Removal sheets - 11 [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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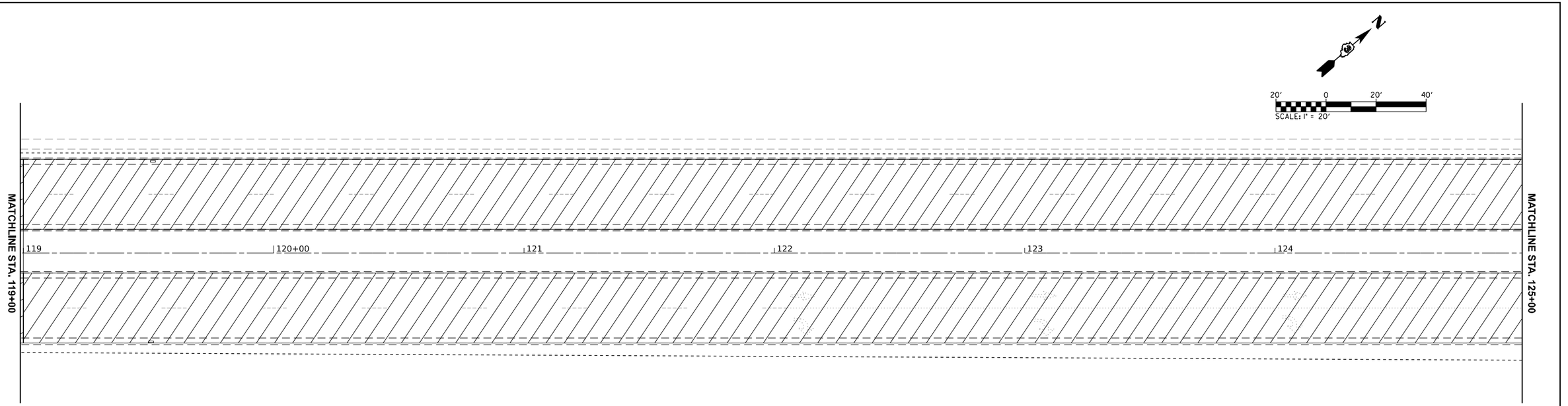
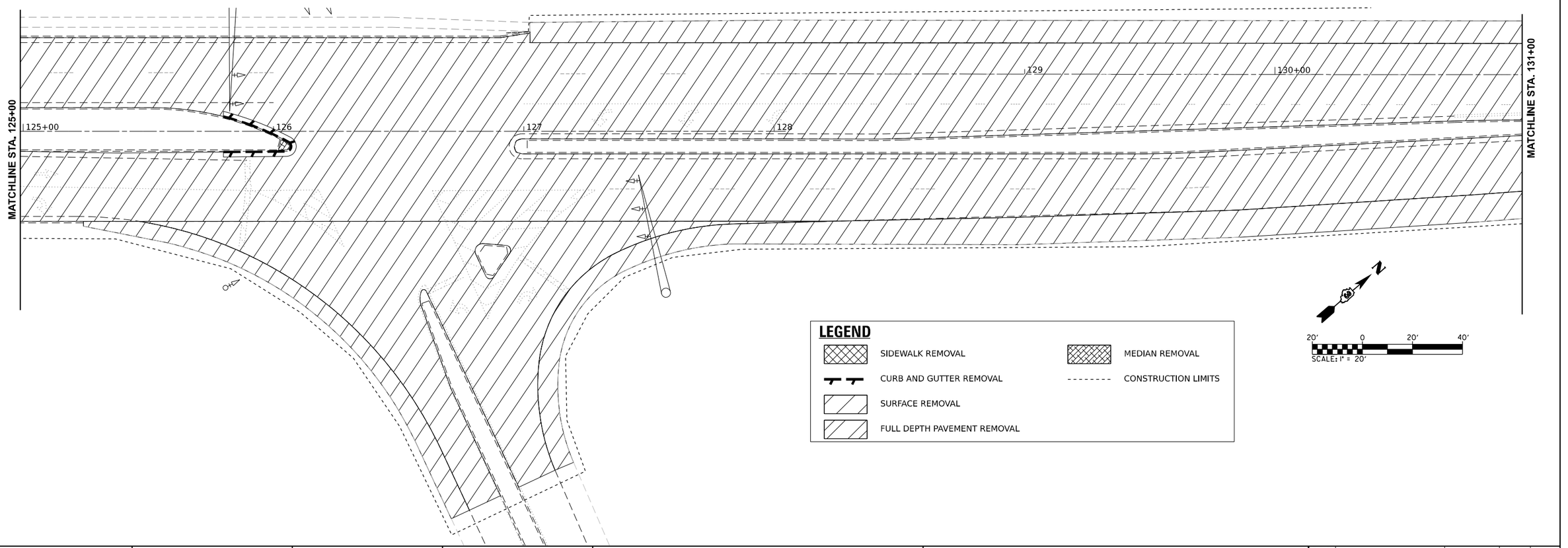
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 7 OF 9 SHEETS | STA. 107+00.00 | TO STA. 119+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	39
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	





MODEL: ExCL - Removal sheets - 13 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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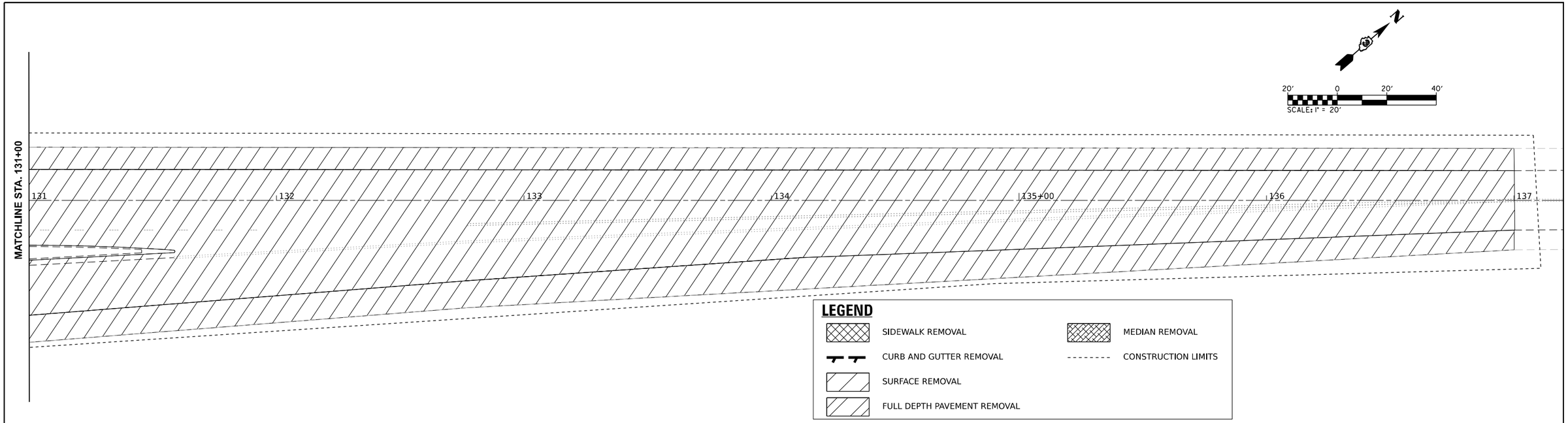
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 8 OF 9 SHEETS | STA. 119+00.00 | TO STA. 131+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	40
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



MODEL: ExCL2 - Removal sheets - 15 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-removal.dgn

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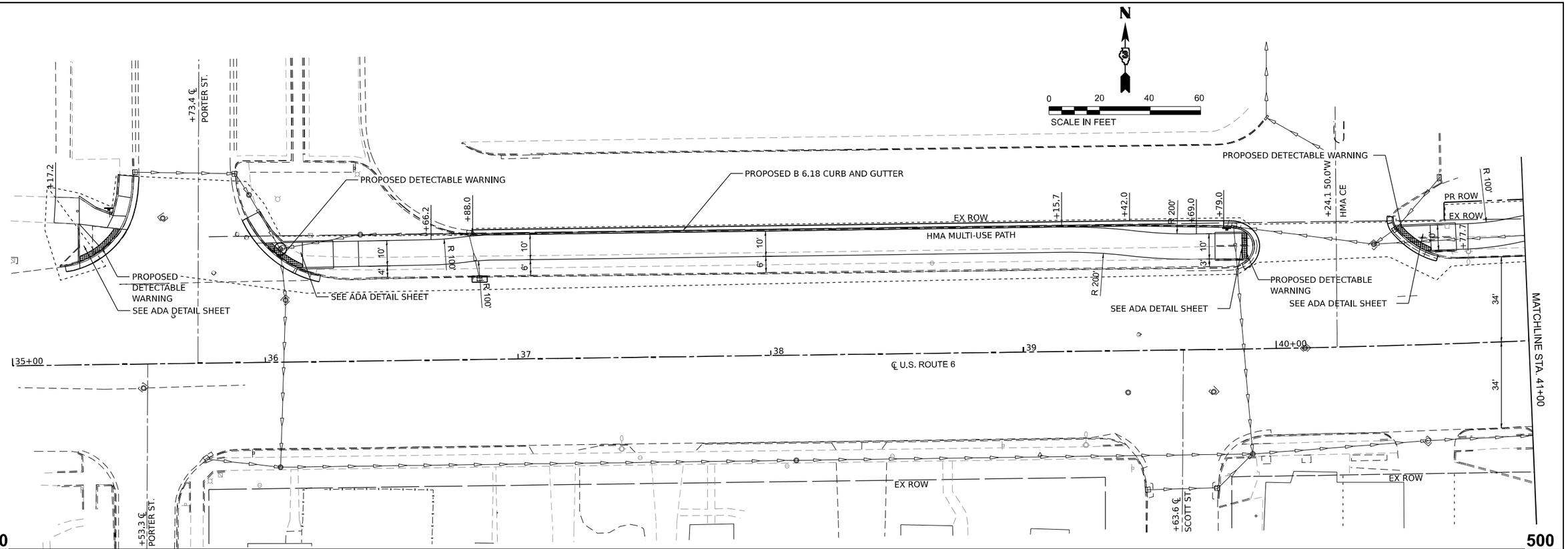
US 6 / IL 71
REMOVAL PLAN SHEETS

SCALE: 1"=20' | SHEET 9 OF 9 SHEETS | STA. 131+00.00 | TO STA. 137+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	41
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



MODEL: Plan 1 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-plnprf.dgn

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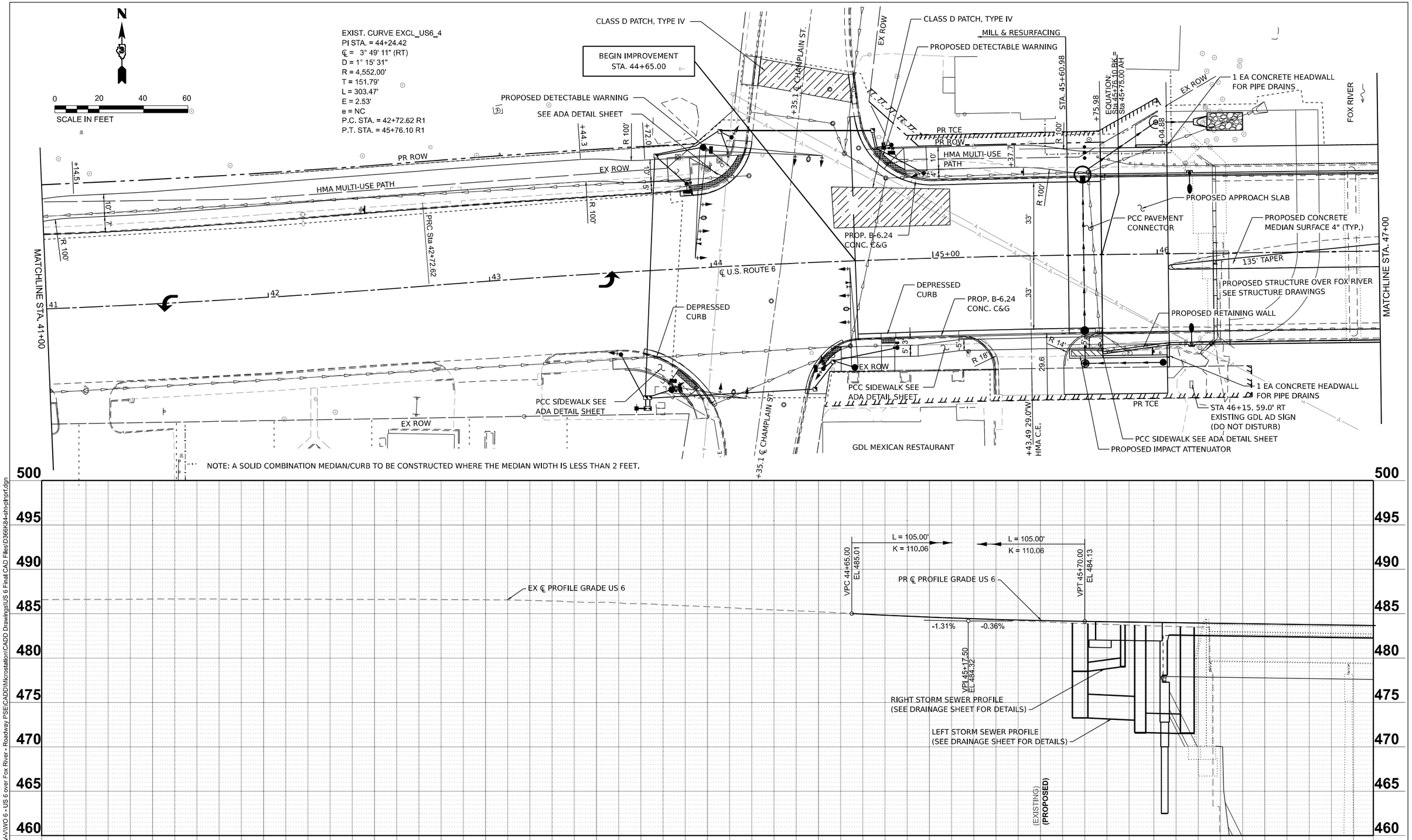
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 1 OF 12 SHEETS | STA. 35+00.00 | TO STA. 41+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	42
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



MODEL: Plan 2 [Sheet]
FILE NAME: H:\P2022138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-plnprf.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 2 OF 12 SHEETS | STA. 41+00.00 | TO STA. 47+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	43
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

NOTE: A SOLID COMBINATION MEDIAN/CURB TO BE CONSTRUCTED WHERE THE MEDIAN WIDTH IS LESS THAN 2 FEET.

FOX RIVER

EX ROW

1 EA CONCRETE HEADWALL FOR PIPE DRAINS

+11.12

+40.83

R 260.00'

+56.34

WB RECONSTRUCTION

WB MILL & RESURFACING

112.50' SPBGR TY A 6' POSTS
1 EA TBT TY1 (SPL) TAN
1 EA TBT TY 6
LENGTH OF NEED (LON) = 187.50'

PROPOSED BICYCLE RAILING

+41.78

STA. 51+50.00

PROP. B-6.24 CONC. C&G

R 220.00'

+79.8

HMA MULTI-USE PATH

10'

4'

24'

PCC PAVEMENT CONNECTOR

PROP. B-6.24 CONC. C&G

33'

2'

MATCHLINE STA. 47+00

47

48

49

℄ U.S. ROUTE 6

50+00

51

14'

+48.7
7.0' RT

7.0'

9.0'

108' TAPER

R=218'

+56.2
5.0' RT

R=262'

+00.3
1.3' RT

24'

PROPOSED APPROACH SLAB

PROPOSED CONCRETE MEDIAN SURFACE 4" (TYP.)

33'

MATCHLINE STA. 52+00

PCC SIDEWALK

5' 4"

+80.5

PROP. B-6.24 CONC. C&G

PROPOSED STRUCTURE OVER FOX RIVER
SEE STRUCTURE DRAWINGS

+94.3
42.0' RT

EX ROW

EX ROW

1 EA CONCRETE HEADWALL FOR PIPE DRAINS

EQUATION:
Sta 50+52.62 BK =
Sta 50+53.12 AH

+21.8
101.0' RT

+21.8
110.7' RT

+90.0
110.5' RT

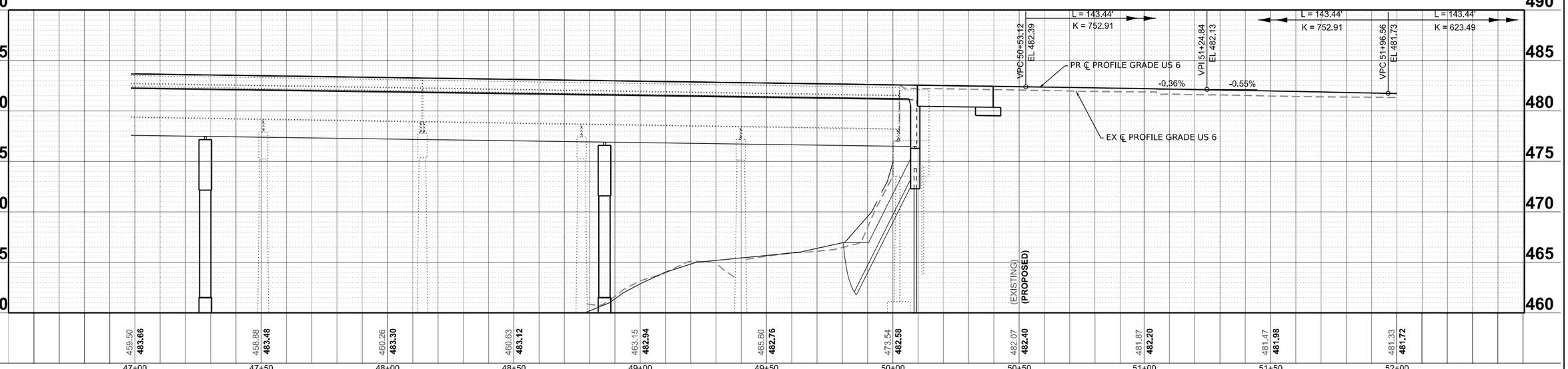
210 LF CHAIN LINK FENCE, 4'
1 EA CHAIN LINK GATES, 4' X 16' DOUBLE

IDOT PROPERTY SIGN

EXIST. CURVE EXCL_US6_9
PI STA. = 56+18.03
℄ = 38° 04' 39" (RT)
D = 3° 30' 00"
R = 1,637.03'
T = 564.91'
L = 1,087.94'
E = 94.73'
e = 2.4%
T.R. = 59'
S.E. RUN = 70'
P.C. STA. = 50+53.12
P.T. STA. = 61+41.06
BEGIN TRANS. = 50+17.00
END TRANS. = 51+46.50

N

0 20 40 60
SCALE IN FEET



MODEL: Plan 3 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sh-dhsrf.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 3 OF 12 SHEETS | STA. 47+00.00 | TO STA. 52+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	44
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE EXCL_US6_9
PI STA. = 56+18.03
℄ = 38° 04' 39" (RT)
D = 3° 30' 00"
R = 1,637.03'
T = 564.91'
L = 1,087.94'
E = 94.73'
e = 2.4%
T.R. = 59'
S.E. RUN = 70'
P.C. STA. = 50+53.12
P.T. STA. = 61+41.06
BEGIN TRANS. = 50+17.00 R2
END TRANS. = 51+46.50 R3

LEGEND

PATCHING

CONSTRUCTION LIMITS

RECONSTRUCT SIDEWALK
WB MILL AND RESURFACE
PROP. B-6.24 CONC. C&G
HMA MULTI-USE PATH
PROPOSED DETECTABLE WARNING
PCC SIDEWALK
SEE ADA DETAIL SHEET
EX ROW
+09.5
R 100.00'
+33.9
+78.7 ℄ SCHMELTER DR.
10'
4'
24'
9'
52
53
℄ U.S. ROUTE 6
3'
36'
MATCHLINE STA. 52+00
R=55'
R=5'
50
+29.3
PROP. B-6.24 CONC. C&G (TYP.)
PROPOSED CONCRETE
MEDIAN SURFACE 4" (TYP.)
R=60'
84' (7:1 TAPER)
+40.6
+78.7
+26.8
52+00
56
R=3'
+55.7
15'
+04.2 24'W
HMA CE
MATCHLINE STA. 57+50
5'
PCC SIDEWALK
SEE ADA DETAIL SHEET
STA. 52+50.00
EB RECONSTRUCTION
EB MILL & RESURFACING
N
0 20 40 60
SCALE IN FEET

L = 143.44'
K = 623.49
L = 143.44'
K = 623.49
PR ℄ PROFILE GRADE US 6
VPT 53+40.00
EL 481.11
EX ℄ PROFILE GRADE US 6
-0.55%
-0.32%
VPI 52+68.28
EL 481.34
(EXISTING)
(PROPOSED)

500 495 490 485 480 475 470 465 460

481.33 **481.72** 481.20 **481.46** 481.17 **481.25** 481.07 481.07 481.23 481.27 481.30 481.45 481.64 481.91 482.59

52+00 52+50 53+00 53+50 54+00 54+50 55+00 55+50 56+00 56+50 57+00

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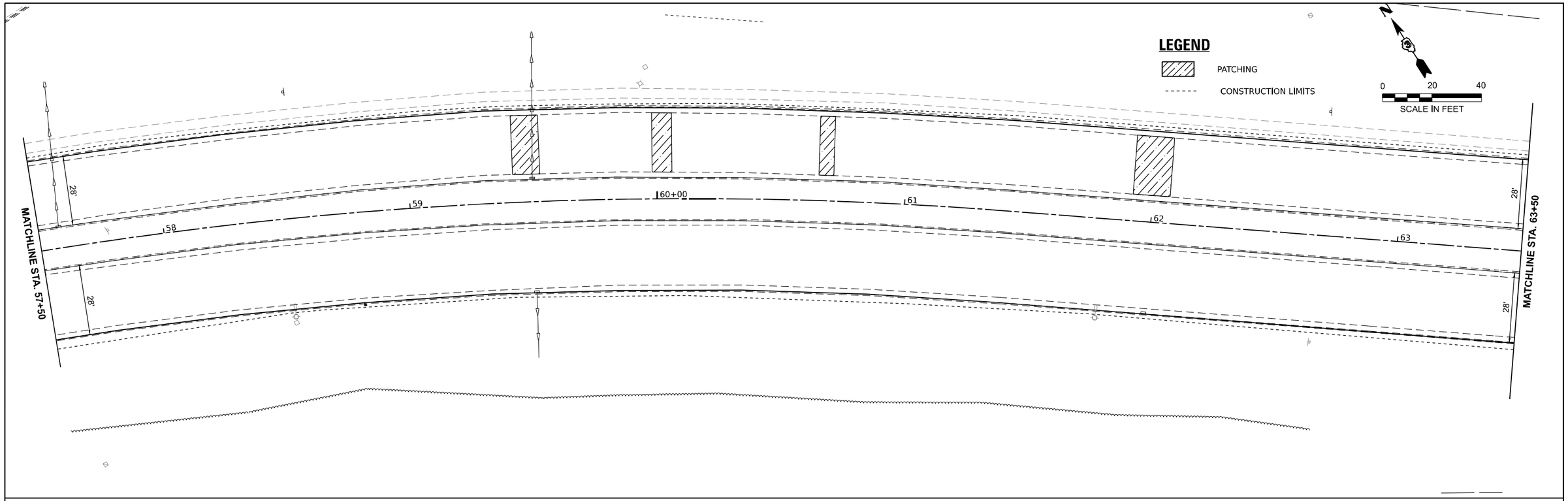
DEPARTMENT OF TRANSPORTATION

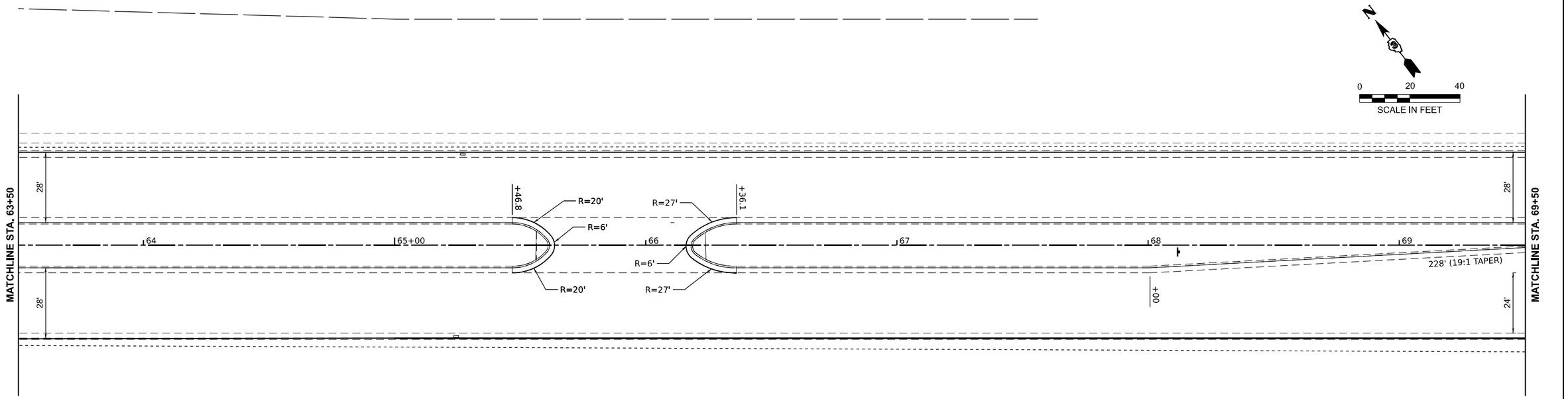
US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: | SHEET 4 OF 12 SHEETS | STA. 52+00.00 | TO STA. 57+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	45
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

MODEL: Plan 4 [Sheet]
FILE NAME: H:\P22138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366(84-sth-plnorf.dgn





MODEL: Plan 5 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PS\ElCADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pltprf.dgn

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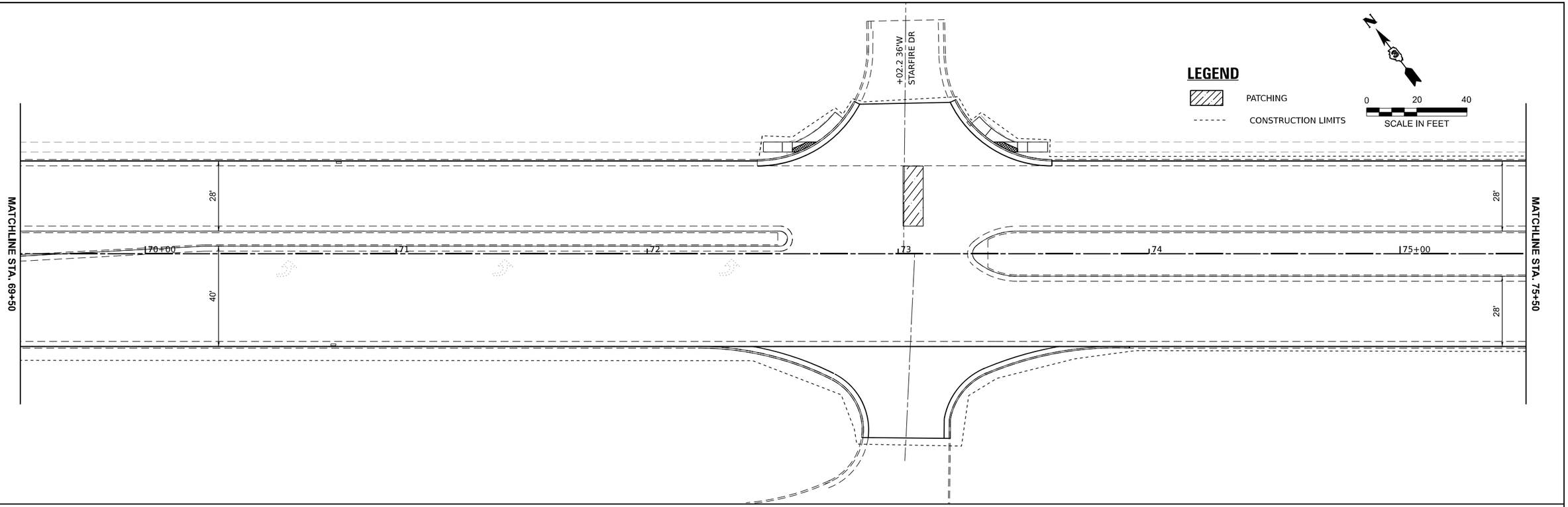
	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

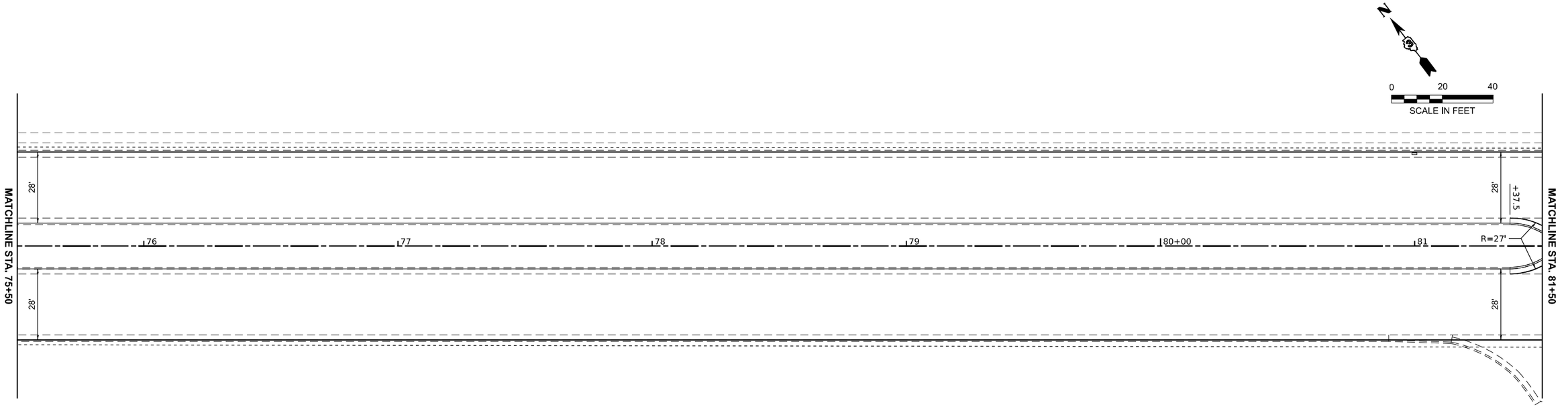
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 5 OF 12 SHEETS | STA. 57+50.00 | TO STA. 69+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	46
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Plan 6 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pltprf.dgn

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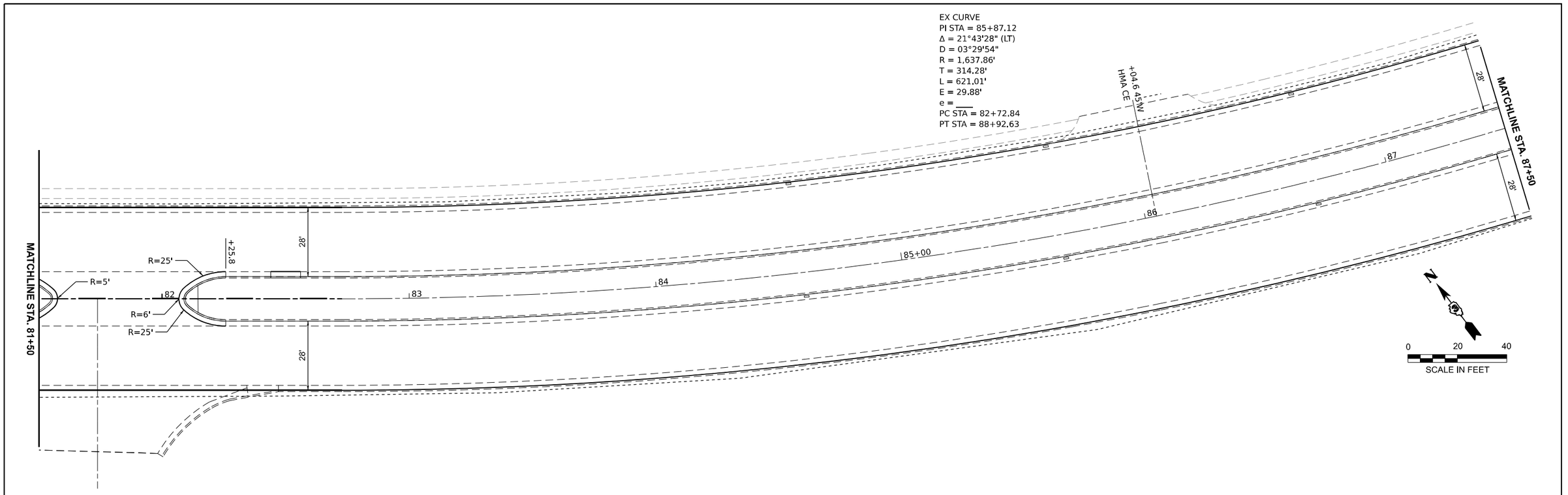
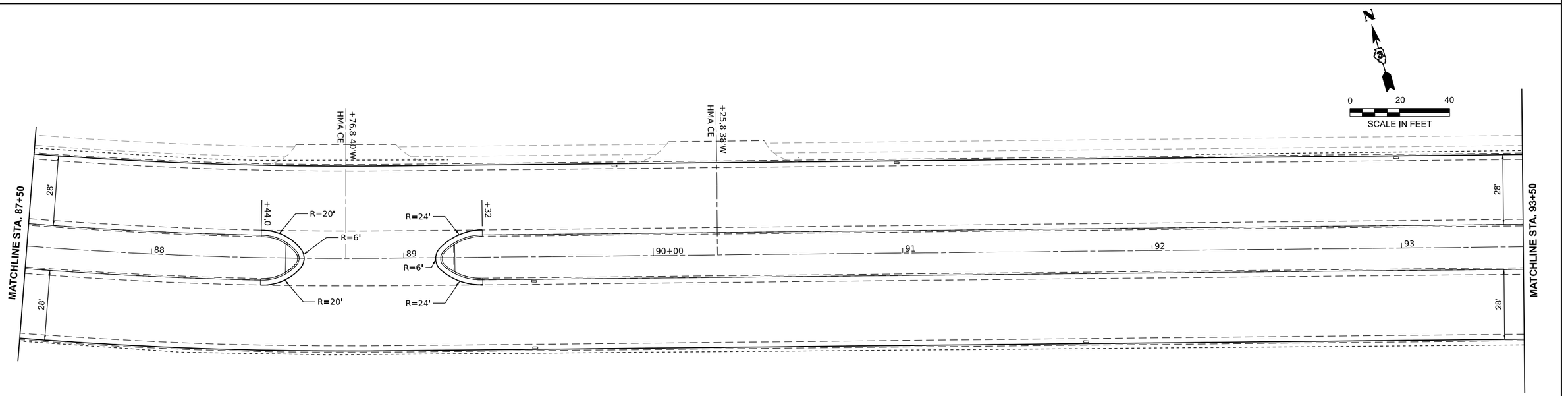
US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 6 OF 12 SHEETS | STA. 69+50.00 | TO STA. 81+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	47
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Plan 7 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pltprf.dgn

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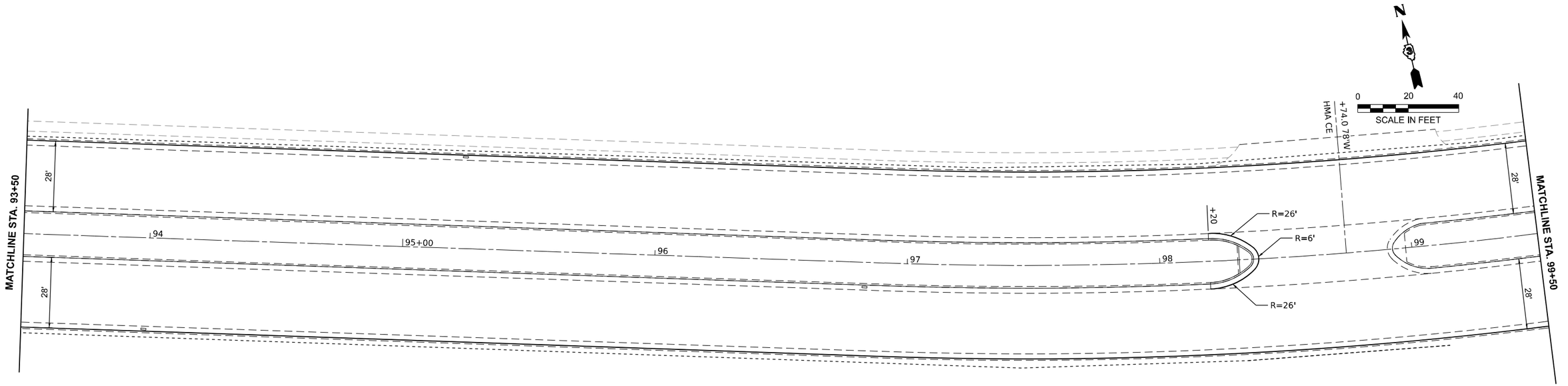
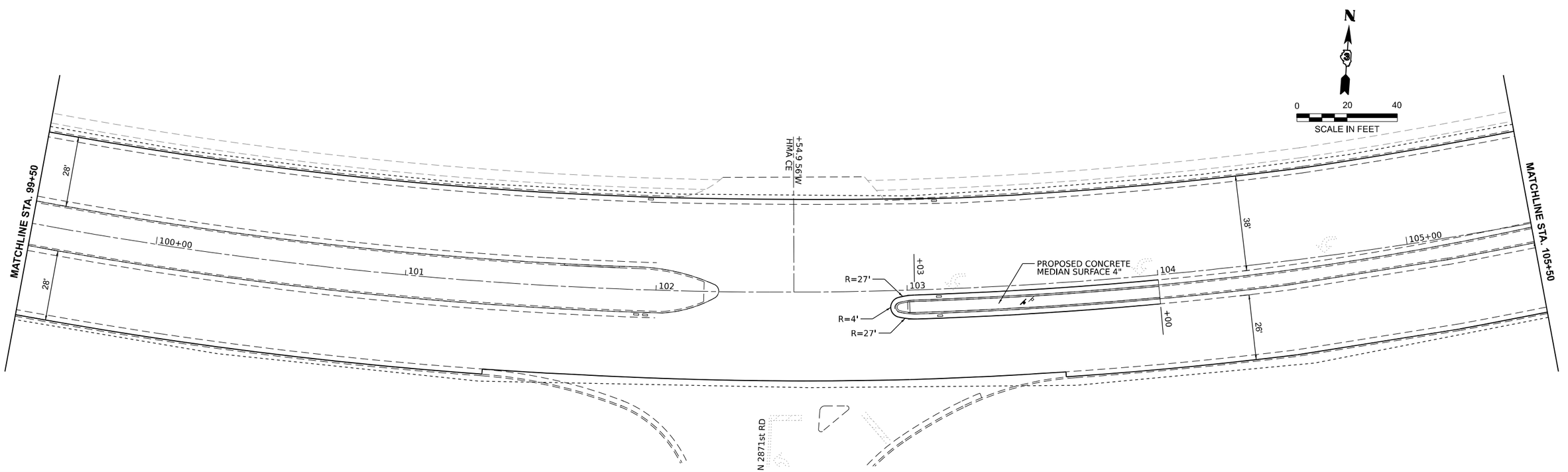
US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 7 OF 12 SHEETS | STA. 81+50.00 | TO STA. 93+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	48
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Plan 8 [Sheet]
FILE NAME: H:\P222138 - D3 VJ\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-plnprf.dgn

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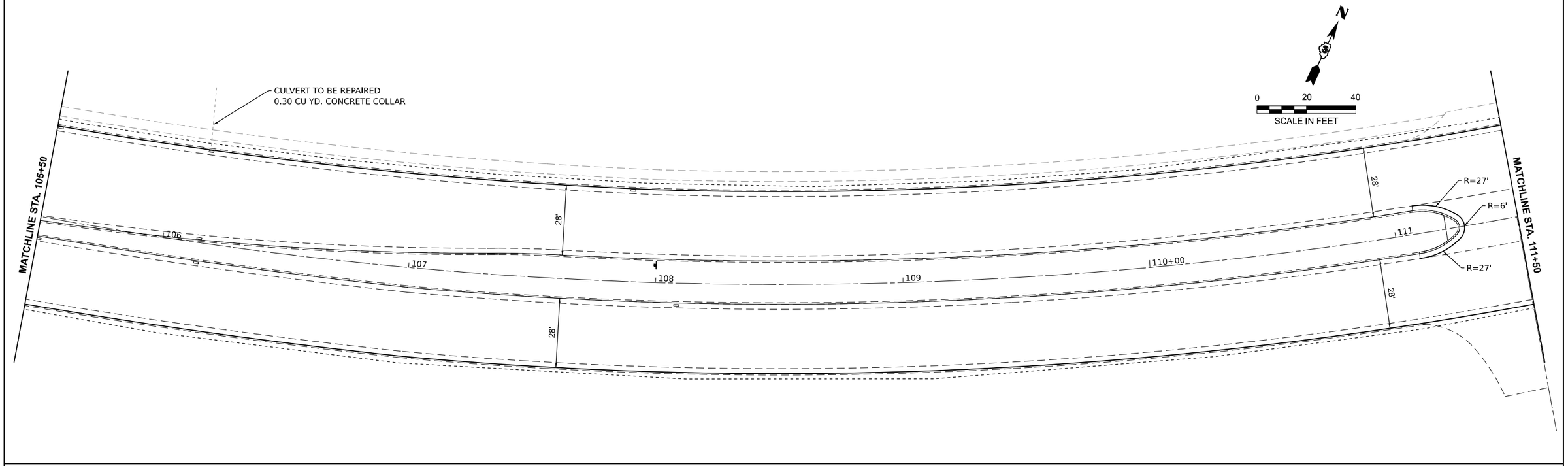
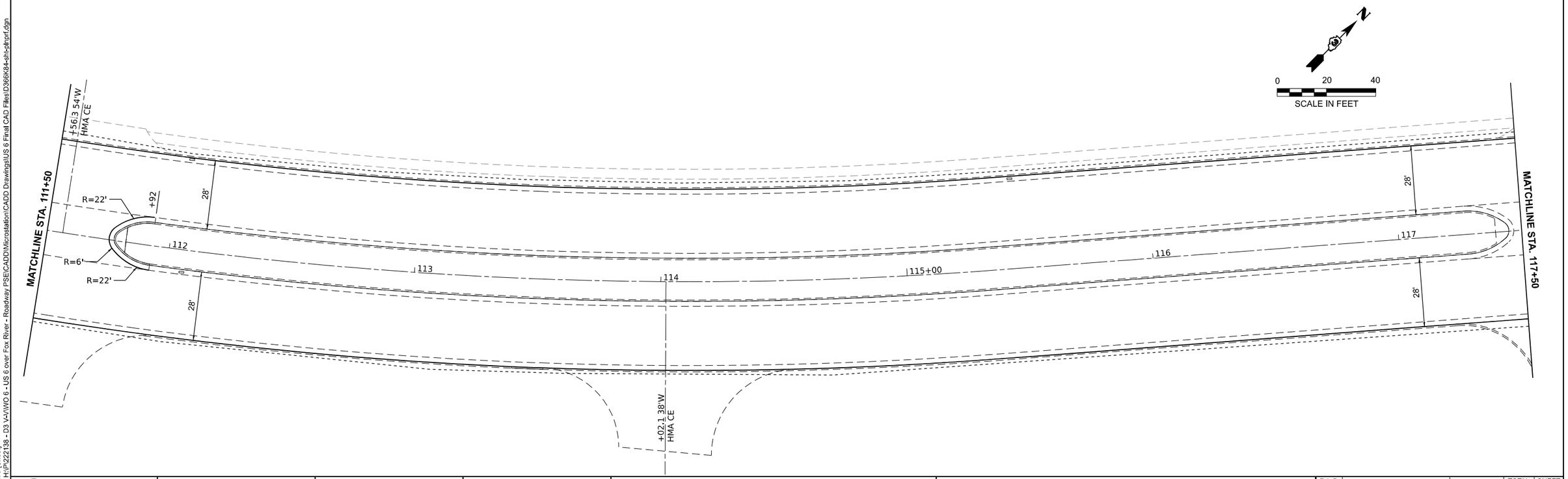
US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 8 OF 12 SHEETS | STA. 93+50.00 | TO STA. 105+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	49
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Plan 9 [Sheet]
FILE NAME: H:\P222138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-qhprf.dgn

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PLOT DATE = 2/6/2026	DATE -	REVISED -	

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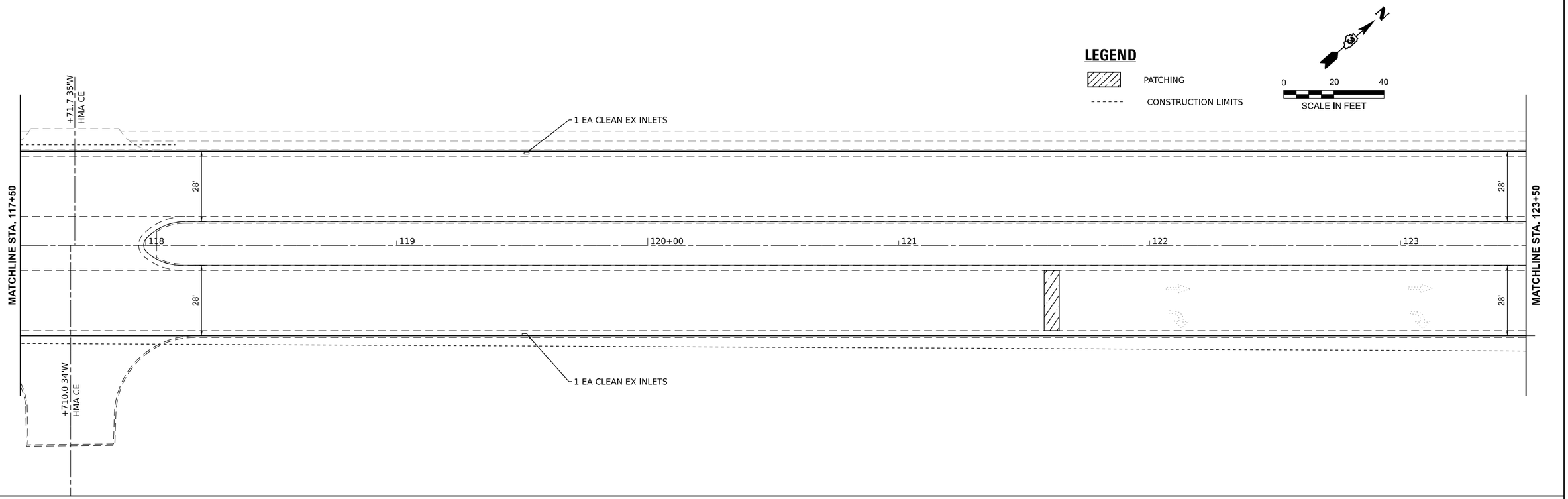
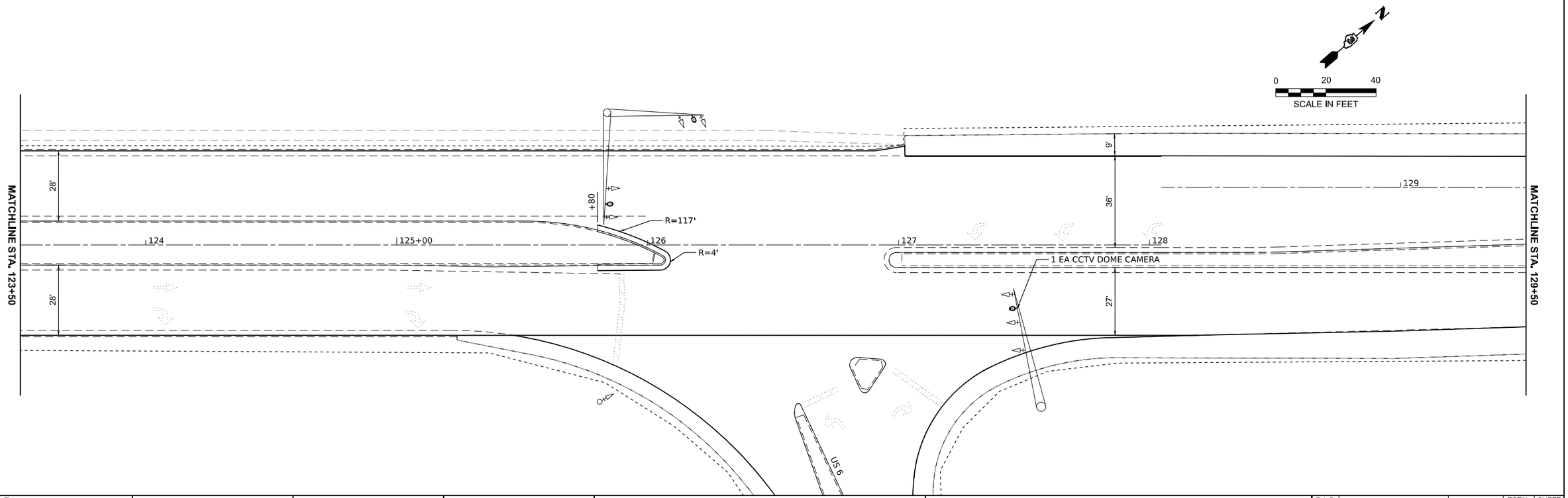
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 9 OF 12 SHEETS | STA. 105+50.00 TO STA. 117+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	50
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			





MODEL: Plan 10 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sh-dhsrf.dgn

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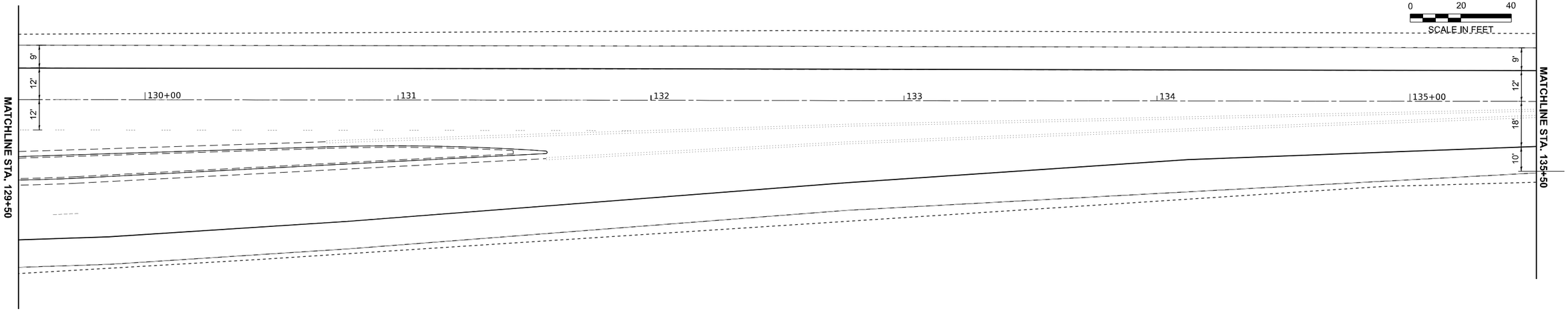
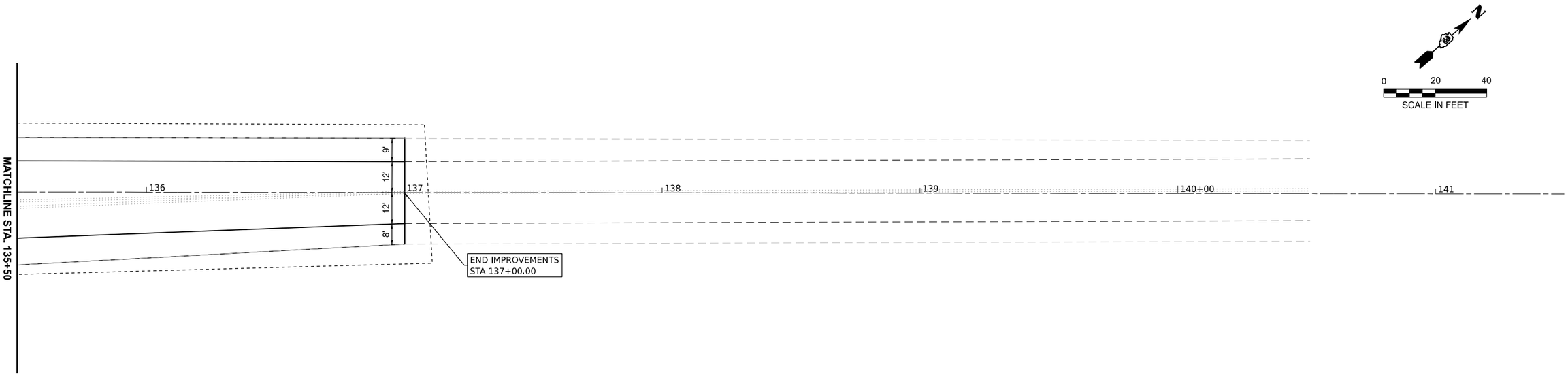
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 10 OF 12 SHEETS | STA. 117+50.00 | TO STA. 129+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	51
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			





MODEL: Plan 11 [Sheet]
FILE NAME: H:\P222138 - D3 V-J\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-plnprf.dgn

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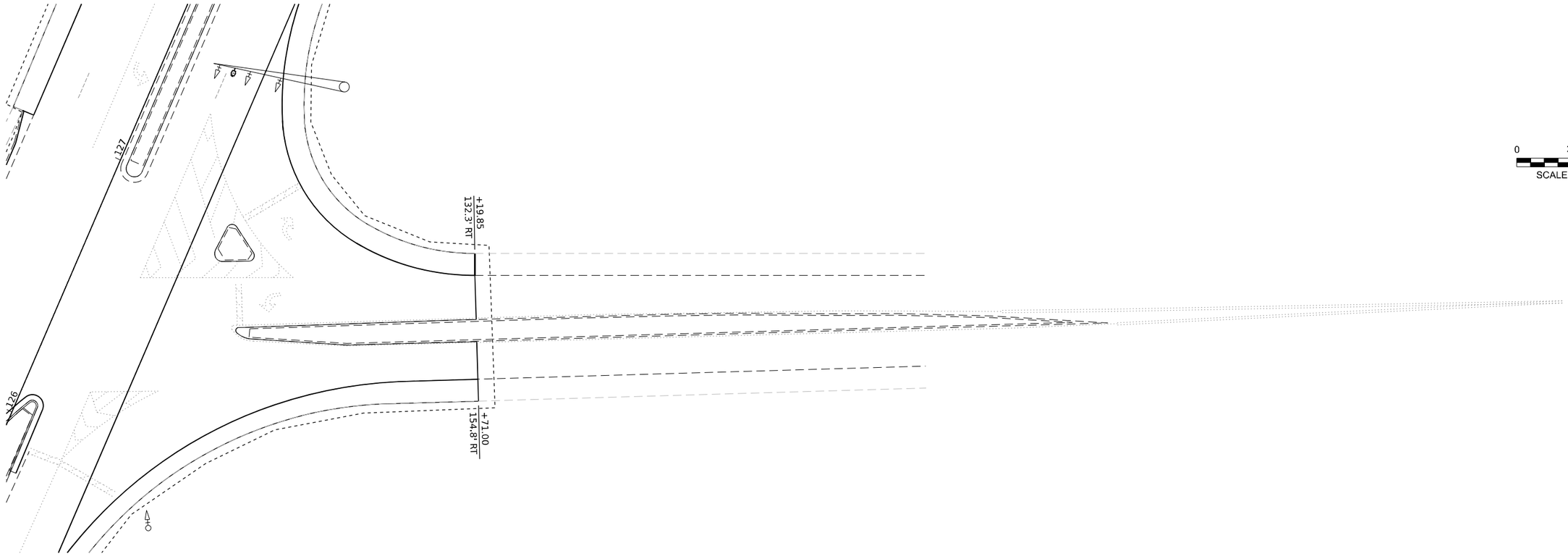
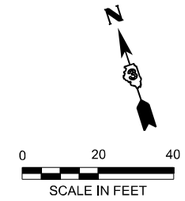
US 6 / IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 11 OF 12 SHEETS | STA. 129+50.00 TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	52
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





MODEL: Plan 12 [Sheet]
FILE NAME: H:\P222138 - D3 V-J\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-plnprf.dgn

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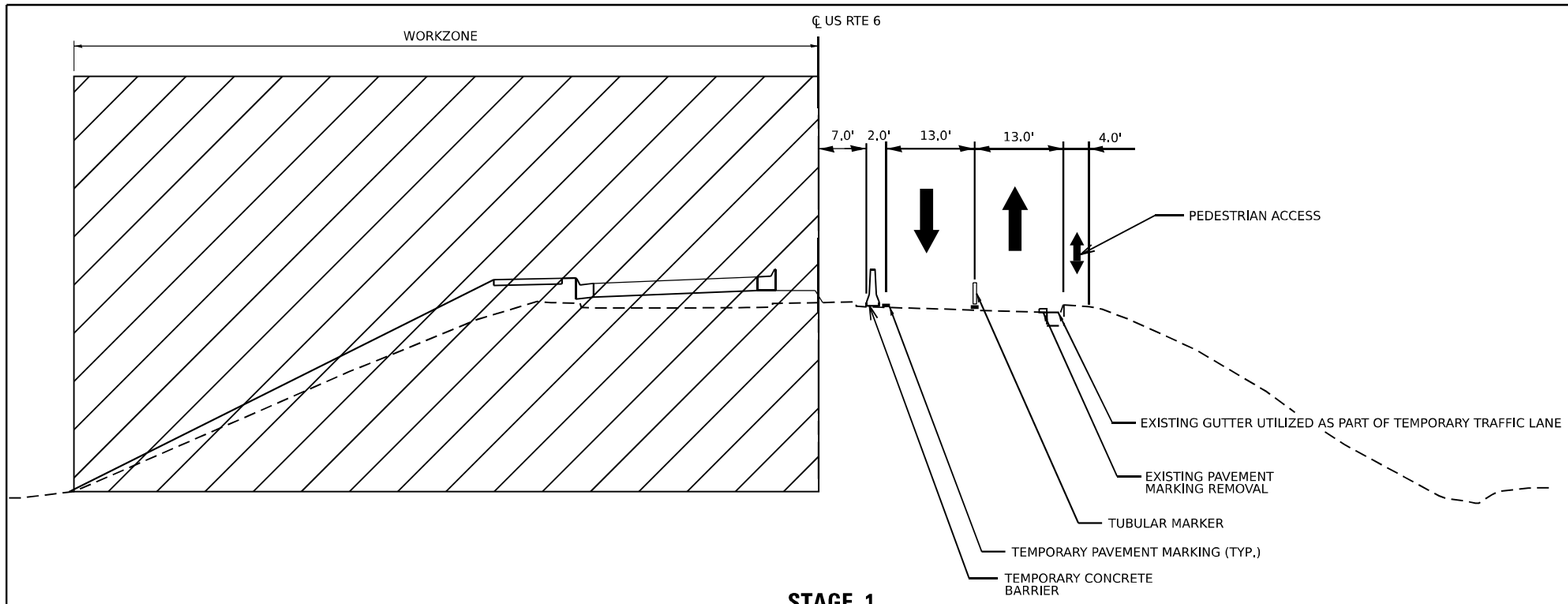
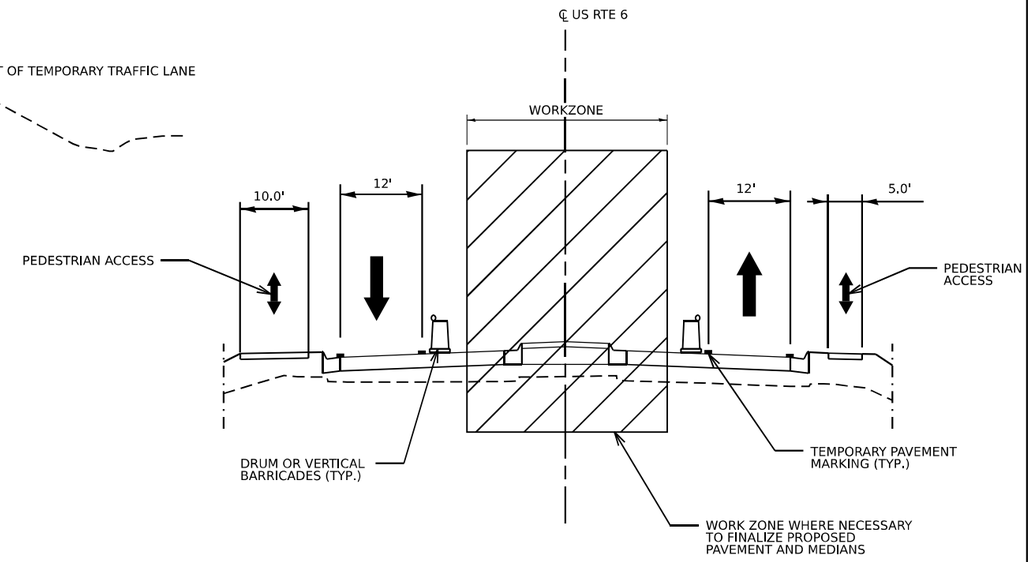
IL 71
PLAN AND PROFILE SHEETS

SCALE: 1"=20' | SHEET 12 OF 12 SHEETS | STA. | TO STA.

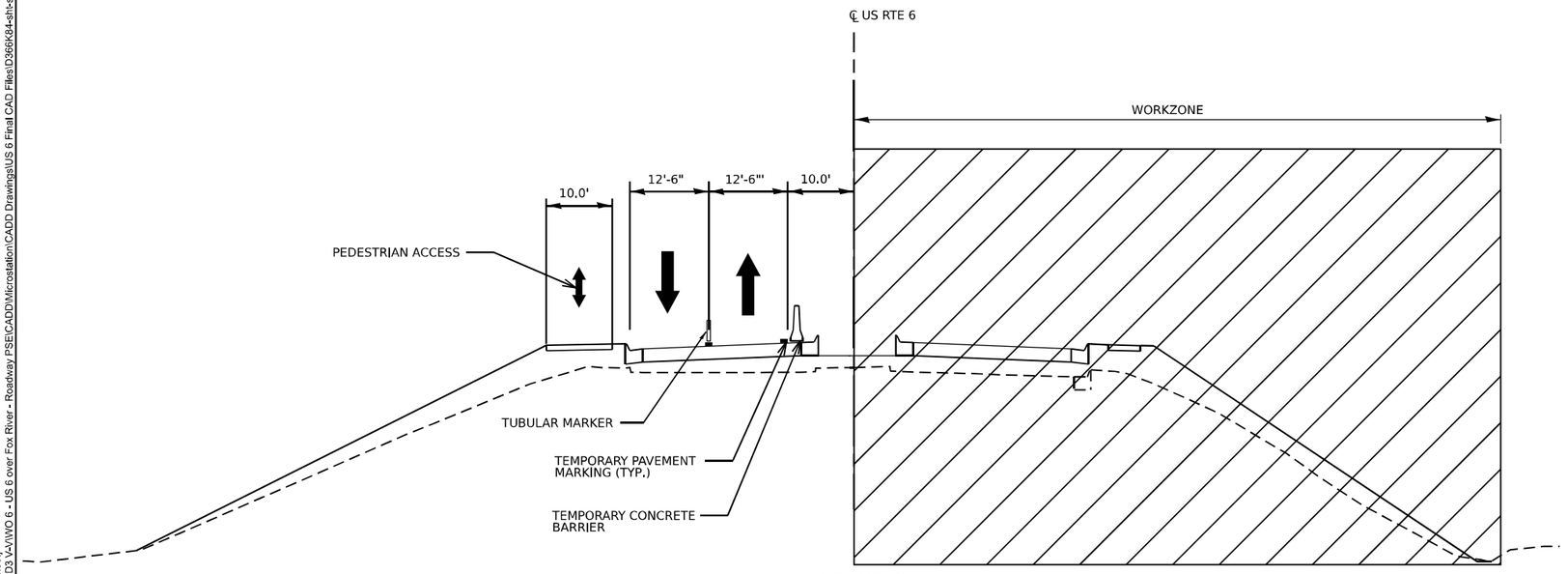
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	53
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



STAGE 1
(LOOKING EAST)



STAGE 3



STAGE 2
(LOOKING EAST)

NOTE:

1. TYPE II BARRICADES SHALL NOT BE UTILIZED AT ANY STAGED CONSTRUCTION.
2. FLASHING LIGHTS NOT REQUIRED ON TANGENT SECTIONS.

MODEL: Staging-Typical [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging1.dgn

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TYPICAL SECTIONS
TRAFFIC CONTROL PLAN

SCALE: | SHEET 1 OF 18 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	54
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

NOTE:

1. WORKER SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE WORKING.
2. THIS STAGE INCLUDES RECONSTRUCTION OF NORTH PART OF THE BRIDGE.
3. BIDIRECTIONAL TURN LANE OPEN FOR LEFT TURNS AT SCOTT AND PORTER STREET. BIDIRECTIONAL ACCESS PROVIDED FOR RESIDENCIES AROUND SCOTT AND PORTER STREET.
4. LEFT TURN ALLOWED INTO THE IDOT LOT NORTH OF SCOTT STREET.
5. THE PAVEMENT MARKINGS SEPARATING OPPOSING LANES SHALL BE YELLOW AND PAVEMENT MARKING FOR WB DIRECTION WEST OF CHAMPLAIN STREET SHOULD BE WHITE ON THE RIGHT SIDE AND YELLOW ON THE LEFT UNTIL THE TWO WESTBOUND LANES COME TOGETHER, THE THRU LANE AND THE LANE FROM CHAMPLAIN STREET, WHERE THEY WILL NEED TO BE WHITE A DISTANCE OF 50 FEET PRIOR TO THE LANES MERGING.

N

0 20 40 60
SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR
- DIRECTIONAL BARRICADES

PORTER STREET

END ROAD WORK
STA. 35+18, 43' LT
G20-2

+92

4" WHITE SOLID LINE (TYP.)

4" YELLOW SOLID LINE

12'
12'
16'

35+00 36 37 38 39

U.S. RTE. 6

+87

2'-6" SKIP DASH
4" WHITE (TYP.)

MATCHLINE STA. 40+00

PORTER STREET

SCOTT STREET

600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER

SCOTT STREET TO REMAIN OPEN DURING CONSTRUCTION.

ROAD CONSTRUCTION AHEAD — W20-I103

200'

LEFT LANE CLOSED AHEAD — W20-5 (LEFT)

200'

W21-1

11'-6" — W12-I102

35 MPH — W13-1P

W4-2 (LEFT)

MODEL: EXCL_US6 - Staging Plan 1 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging1.dgn

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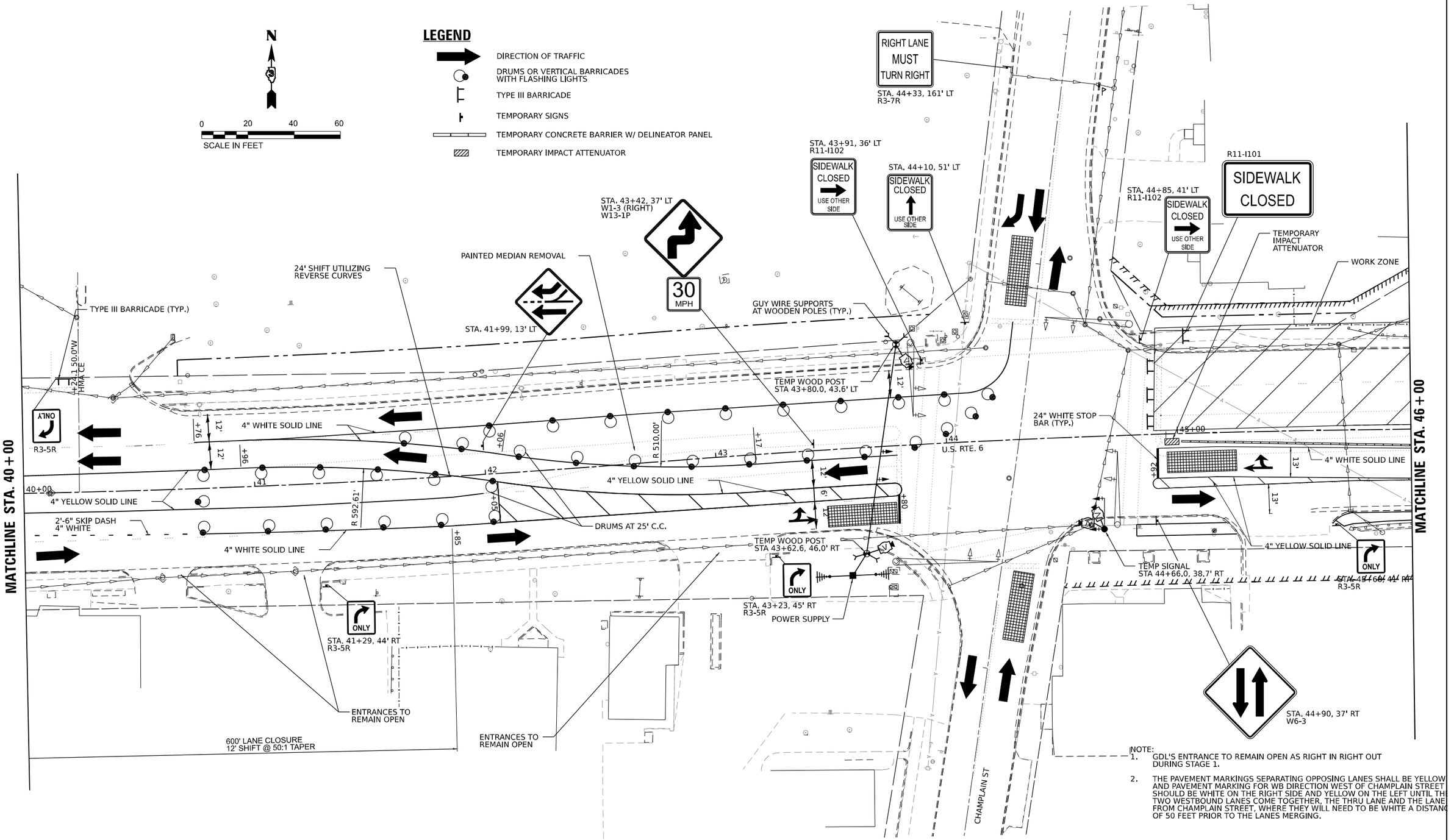
STAGE 1
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 2 OF 18 SHEETS | STA. 34+20.00 | TO STA. 40+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	55
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



NOTE:
1. GDL'S ENTRANCE TO REMAIN OPEN AS RIGHT IN RIGHT OUT DURING STAGE 1.
2. THE PAVEMENT MARKINGS SEPARATING OPPOSING LANES SHALL BE YELLOW AND PAVEMENT MARKING FOR WB DIRECTION WEST OF CHAMPLAIN STREET SHOULD BE WHITE ON THE RIGHT SIDE AND YELLOW ON THE LEFT UNTIL THE TWO WESTBOUND LANES COME TOGETHER. THE THRU LANE AND THE LANE FROM CHAMPLAIN STREET, WHERE THEY WILL NEED TO BE WHITE A DISTANCE OF 50 FEET PRIOR TO THE LANES MERGING.

MODEL: EXCL_US6 - Staging Plan 2 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K04-sht-staging1.dgn

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STAGE 1
TRAFFIC CONTROL PLAN

SCALE:1"=20' | SHEET 3 OF 18 SHEETS | STA. 40+00.00 TO STA. 46+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	56
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

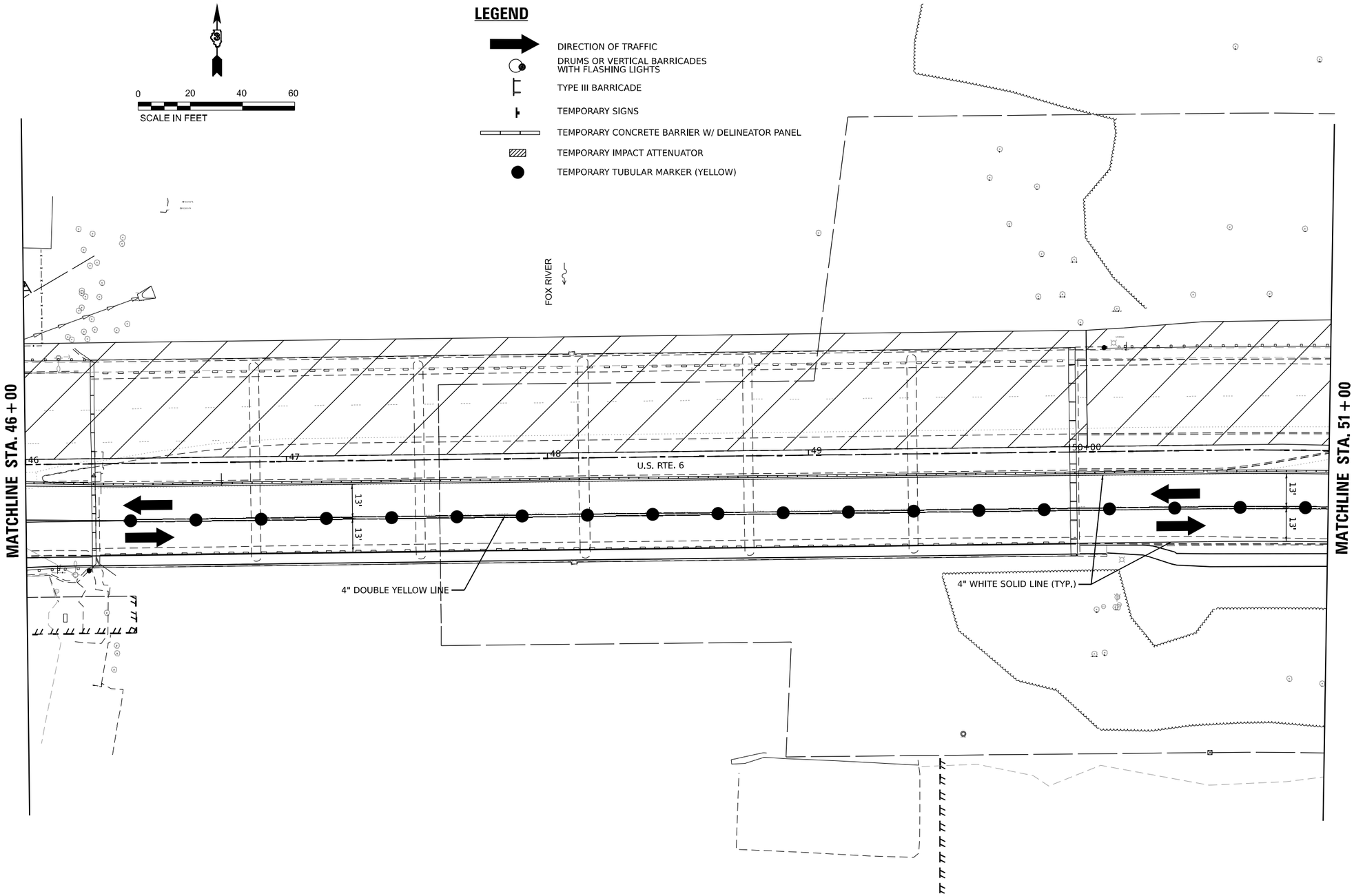
N

0 20 40 60

SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY TUBULAR MARKER (YELLOW)



MODEL: EXCL_US6 - Staging Plan 3 [Sheet]
FILE NAME: H:\P\22\138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Mcrostation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging1.dgn

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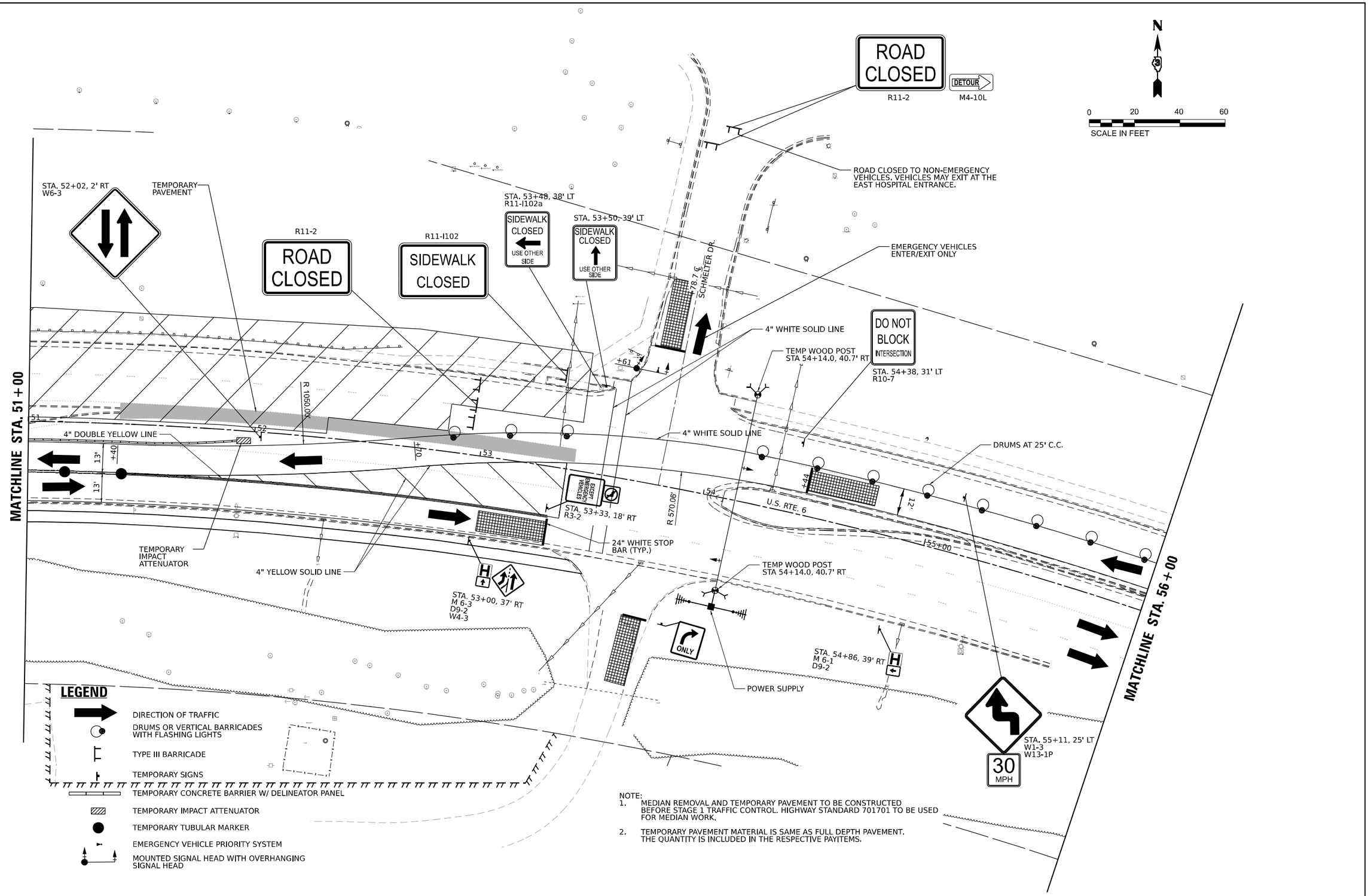
STAGE 1
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 4 OF 18 SHEETS | STA. 46+00.00 | TO STA. 51+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	57
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



NOTE:
1. MEDIAN REMOVAL AND TEMPORARY PAVEMENT TO BE CONSTRUCTED BEFORE STAGE 1 TRAFFIC CONTROL. HIGHWAY STANDARD 701701 TO BE USED FOR MEDIAN WORK,
2. TEMPORARY PAVEMENT MATERIAL IS SAME AS FULL DEPTH PAVEMENT. THE QUANTITY IS INCLUDED IN THE RESPECTIVE PAYITEMS.

MODEL: EXCL_US6 - Staging Plan 4 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging1.dgn

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PLOT DATE = 2/5/2026	DATE -	REVISED -

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STAGE 1
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 5 OF 18 SHEETS | STA. 51+00.00 | TO STA. 56+00.00

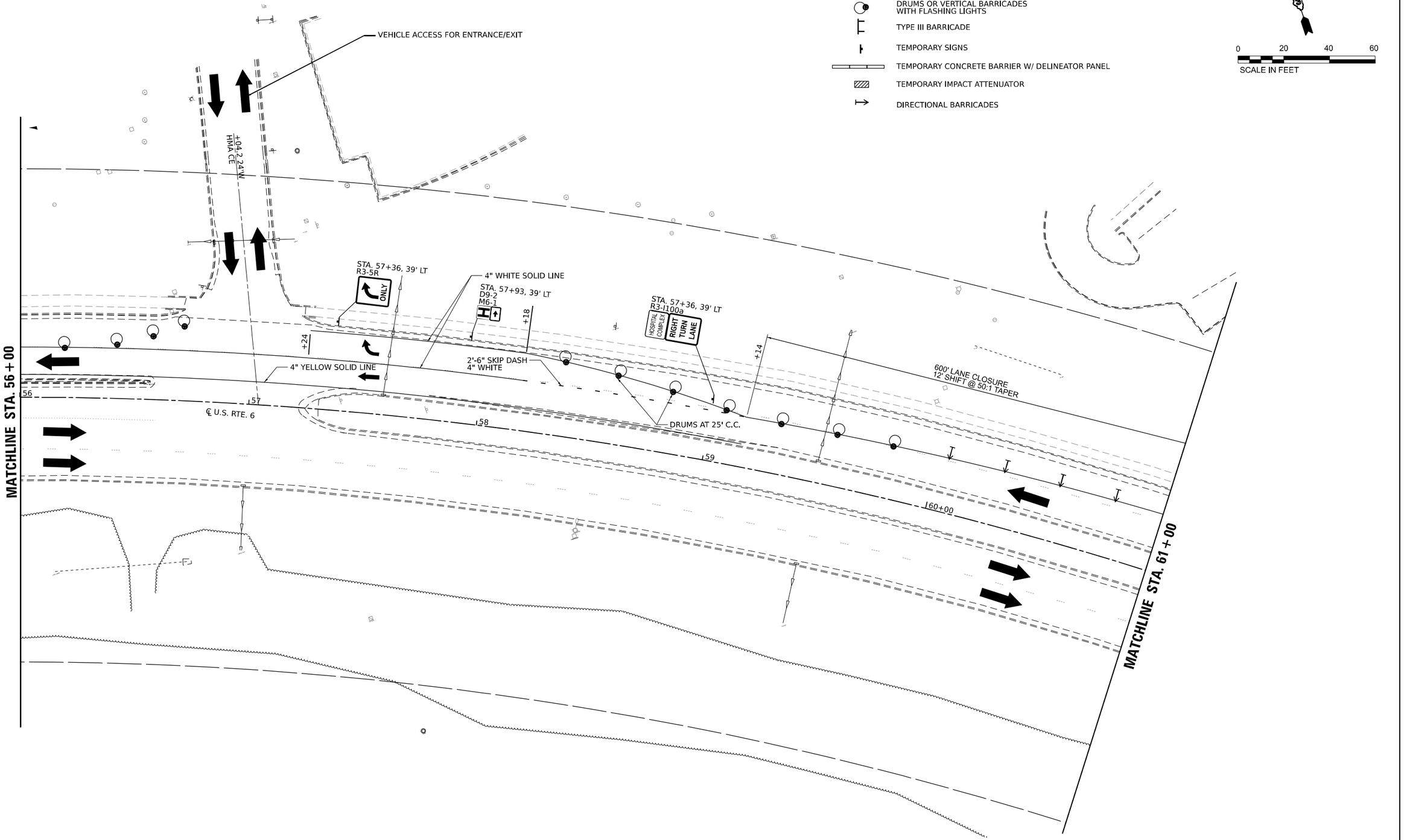
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	58
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR
- DIRECTIONAL BARRICADES

N

0 20 40 60
SCALE IN FEET



MODEL: EXCL_US6 - Staging Plan 5 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sh-staging1.dgn

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	CHECKED -	REVISED -
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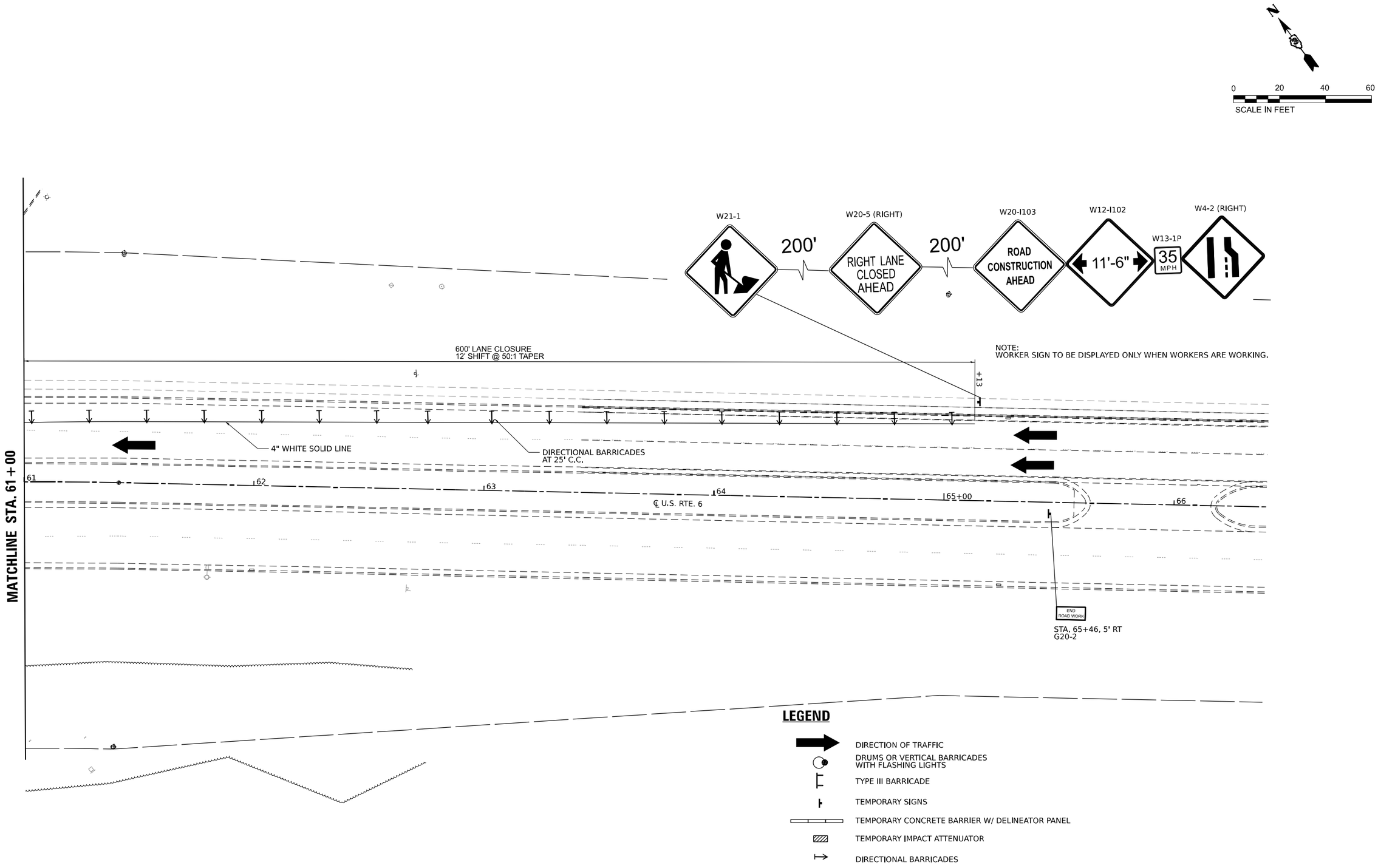
STAGE 1
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 6 OF 18 SHEETS | STA. 56+00.00 | TO STA. 61+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	59
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



MODEL: EXCL_US6 - Staging Plan 6 [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K084-sht-staging1.dgn

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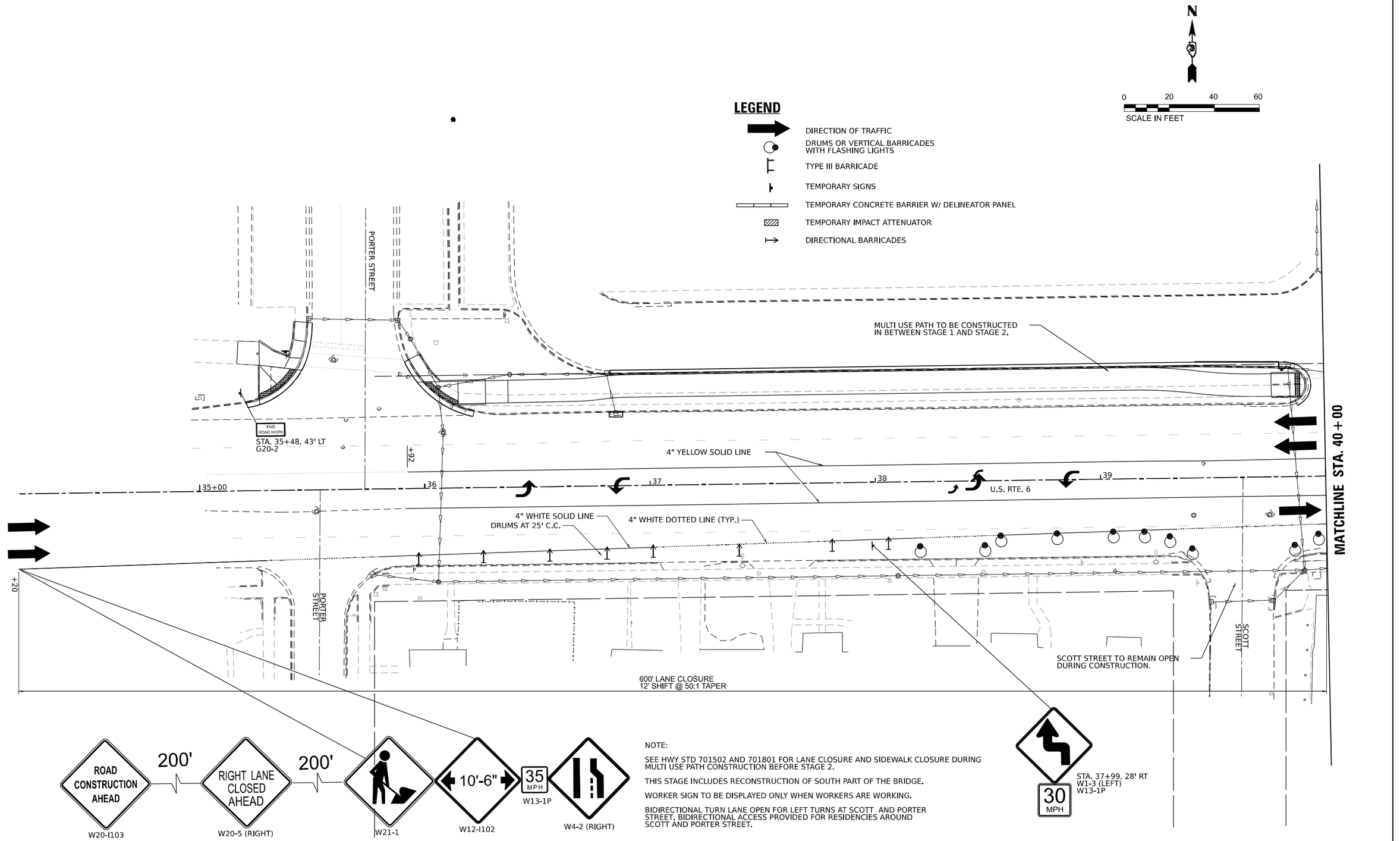
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 7 OF 18 SHEETS | STA. 61+00.00 | TO STA. 66+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	60
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



NOTE:

SEE HWY STD 701502 AND 701801 FOR LANE CLOSURE AND SIDEWALK CLOSURE DURING MULTI USE PATH CONSTRUCTION BEFORE STAGE 2.

THIS STAGE INCLUDES RECONSTRUCTION OF SOUTH PART OF THE BRIDGE.

WORKER SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE WORKING.

BIDIRECTIONAL TURN LANE OPEN FOR LEFT TURNS AT SCOTT AND PORTER STREET. BIDIRECTIONAL ACCESS PROVIDED FOR RESIDENCIES AROUND SCOTT AND PORTER STREET.

MODEL: EXCL_US6 - Staging Plan 1 [Sheet]
FILE NAME: H:\P2221138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging2.dgn

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STAGE 2
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 8 OF 18 SHEETS | STA. 34+20.00 | TO STA. 40+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	61
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR

N

0 20 40 60

SCALE IN FEET

MATCHLINE STA. 40+00

MATCHLINE STA. 46+00

RIGHT LANE MUST TURN RIGHT

STA. 44+33, 161' LT
R3-7R

STA. 44+93, 21' LT
W6-3

POWER SUPPLY

TEMP WOOD POST
STA 44+82.8; 53.8' LT

4" YELLOW SOLID LINE

4" WHITE SOLID LINE

TRAFFIC SIGNAL
STA 43+79.5; 36.6' LT

24' SHIFT UTILIZING REVERSE CURVES

+24.1 50.0'W

HMA CE

4" YELLOW SOLID LINE

4" YELLOW SOLID LINE

4" WHITE SOLID LINE

R 622.00'

R 510.00'

R 510.00'

12.0'

6.0'

12.0'

12.5'

12.5'

12'

40+00

41

42

43

44

45+00

U.S. RTE. 6

24" WHITE STOP BAR (TYP.)

TEMP WOOD POST
STA 44+82.8; 53.8' LT

TEMPORARY IMPACT ATTENUATOR

SIDEWALK CLOSED
USE OTHER SIDE

STA. 43+95, 62' RT

SIDEWALK CLOSED
USE OTHER SIDE

STA. 44+39, 69' RT
STA. 44+53, 42' RT
R11-I102a

SIDEWALK CLOSED

R11-I101

ENTRANCES TO REMAIN OPEN

ENTRANCES TO REMAIN OPEN

CHAMPLAIN ST

MODEL: EXCL_US6 - Staging Plan 2 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K04-sht-staging2.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2
TRAFFIC CONTROL PLAN

SCALE: 1" = 20' | SHEET 9 OF 18 SHEETS | STA. 40+00.00 | TO STA. 46+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	62
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

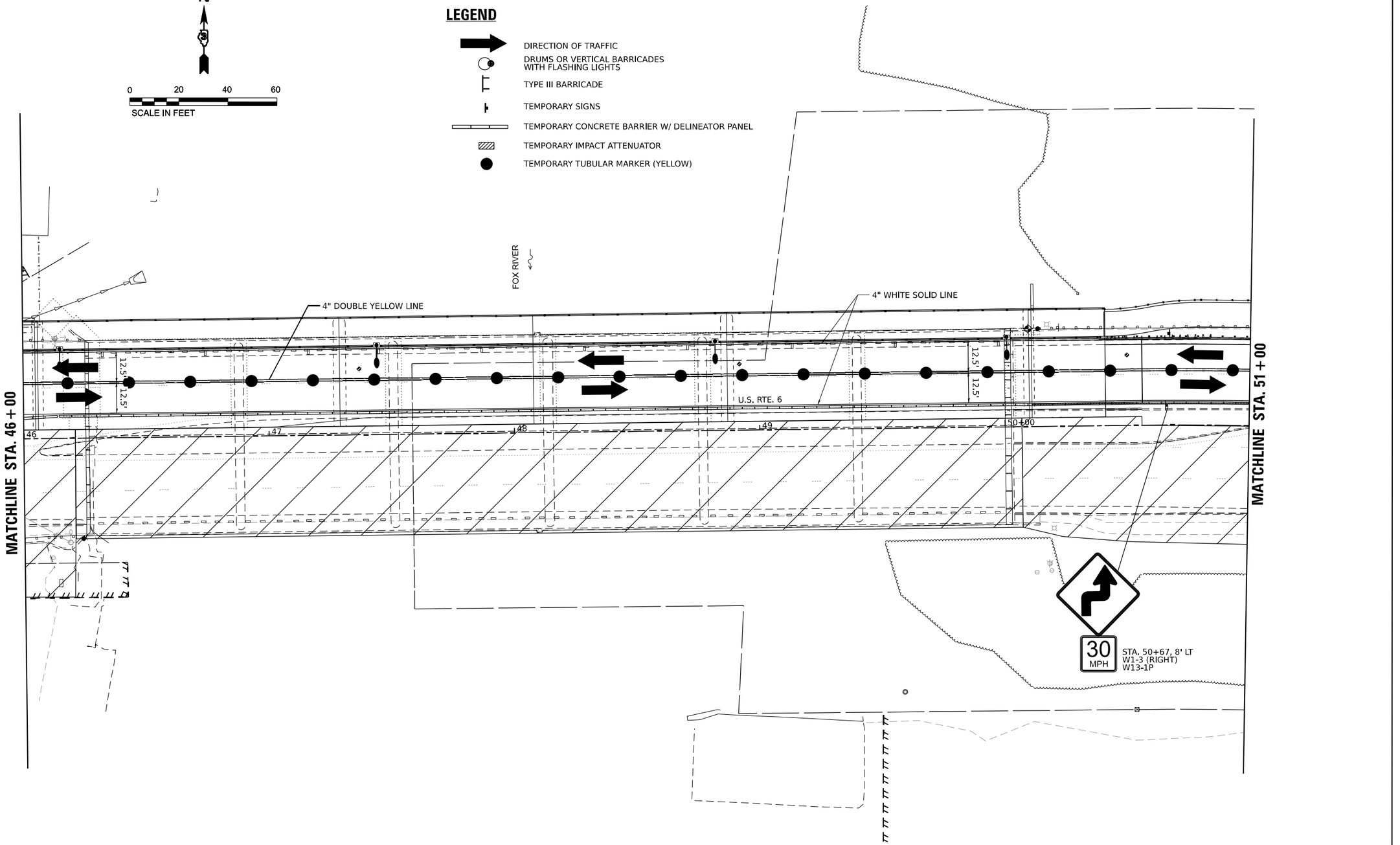
N

0 20 40 60

SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY TUBULAR MARKER (YELLOW)



MODEL: EXCL_US6 - Staging Plan 3 [Sheet]
FILE NAME: H:\P222138 - D3 *-V-WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging2.dgn

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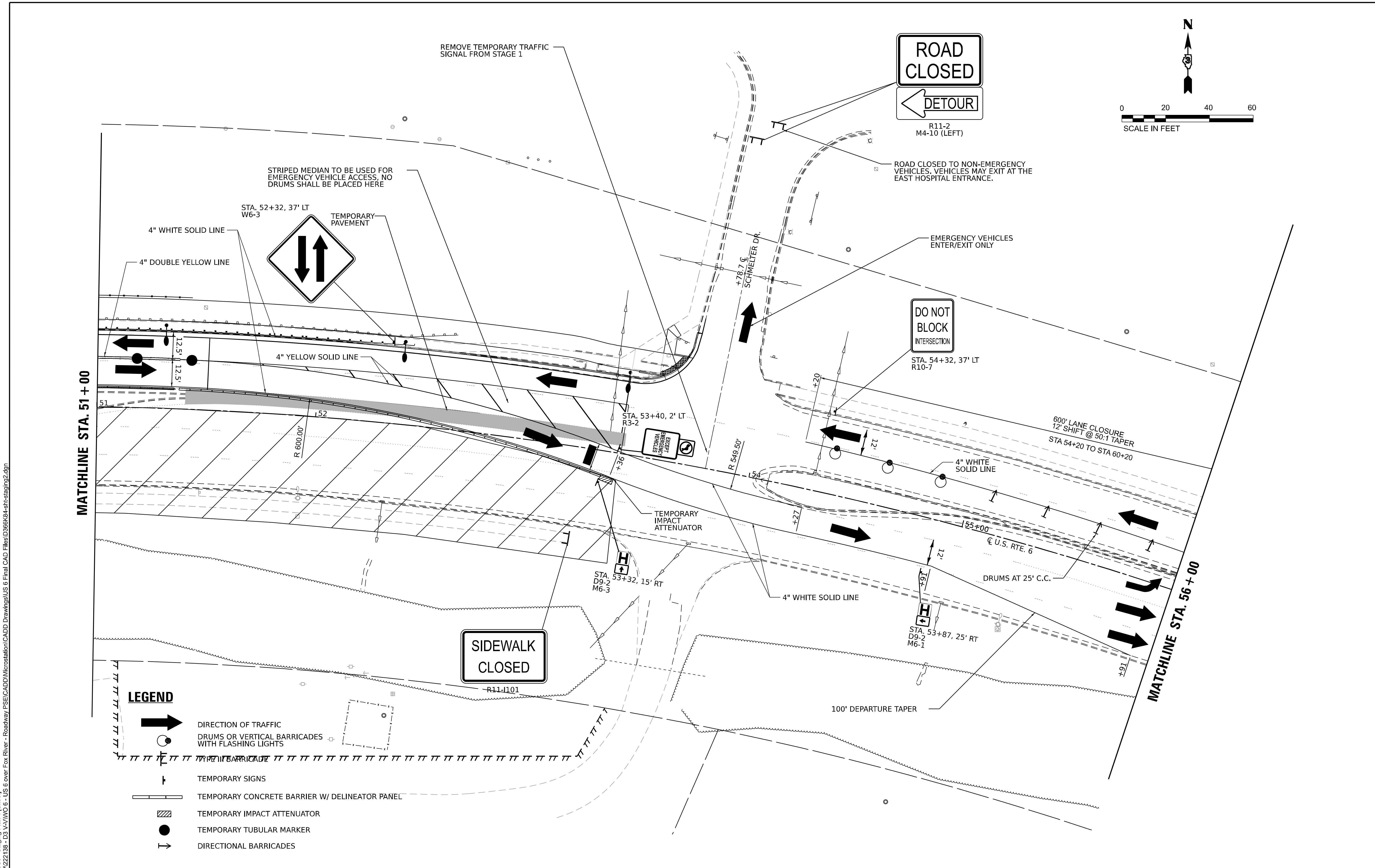
PLOT DATE = 2/5/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 10 OF 18 SHEETS | STA. 46+00.00 | TO STA. 51+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	63
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			


REMOVE TEMPORARY TRAFFIC SIGNAL FROM STAGE 1
ROAD CLOSED
DETOUR
R11-2
M4-10 (LEFT)
ROAD CLOSED TO NON-EMERGENCY VEHICLES. VEHICLES MAY EXIT AT THE EAST HOSPITAL ENTRANCE.
0 20 40 60
SCALE IN FEET
N
STRIPED MEDIAN TO BE USED FOR EMERGENCY VEHICLE ACCESS, NO DRUMS SHALL BE PLACED HERE
STA. 52+32, 37' LT
W6-3
TEMPORARY PAVEMENT
4" WHITE SOLID LINE
4" DOUBLE YELLOW LINE
EMERGENCY VEHICLES ENTER/EXIT ONLY
SCHMELTER DR.
+78.7
DO NOT BLOCK INTERSECTION
STA. 54+32, 37' LT
R10-7
4" YELLOW SOLID LINE
12.5'
12.5'
MATCHLINE STA. 51+00
51
52
R 600.00'
STA. 53+40, 2' LT
R3-2
EXCEPT EMERGENCY VEHICLES
+36
R 549.50'
54
600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER
STA 54+20 TO STA 60+20
12'
4" WHITE SOLID LINE
TEMPORARY IMPACT ATTENUATOR
+27
55+00
℄ U.S. RTE. 6
12'
DRUMS AT 25' C.C.
STA. 53+32, 15' RT
D9-2
M6-3
H
+94
STA. 53+87, 25' RT
D9-2
M6-1
4" WHITE SOLID LINE
MATCHLINE STA. 56+00
+91
SIDEWALK CLOSED
R11-I101
100' DEPARTURE TAPER
LEGEND
DIRECTION OF TRAFFIC
DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
TYPE III BARRICADE
TEMPORARY SIGNS
TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
TEMPORARY IMPACT ATTENUATOR
TEMPORARY TUBULAR MARKER
DIRECTIONAL BARRICADES

MODEL: EXCL_US6 - Staging Plan 4 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging2.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 11 OF 18 SHEETS | STA. 51+00.00 TO STA. 56+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	64
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- TEMPORARY CONCRETE BARRIER W/ DELINEATOR PANEL
- TEMPORARY IMPACT ATTENUATOR
- DIRECTIONAL BARRICADES

NOTE:
WORKER SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE WORKING.

N

0 20 40 60
SCALE IN FEET

MATCHLINE STA. 56 + 00

VEHICLE ACCESS FOR ENTRANCE/EXIT

+04.2 24W
HMA CE

600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER
STA 54+20 TO STA 60+20

4" WHITE SOLID LINE

STA. 57+93, 39' LT
D9-2
M6-1

STA. 56+56, 45' RT
G20-2
END ROAD WORK

U.S. RTE. 6

56 57 58 59 60+00 61 62

W21-1 — 200' — W20-5 (LEFT) — 200' — W20-I103 — W4-2 (LEFT)

W12-I102 — 10'-6"

W13-1P — 35 MPH

LEFT LANE CLOSED AHEAD

ROAD CONSTRUCTION AHEAD

MODEL: EXCL_US6 - Staging Plan 5 [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging2.dgn

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STATE OF ILLINOIS
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STAGE 2
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 12 OF 18 SHEETS | STA. 56+00.00 | TO STA. 62+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	65
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

N

0 20 40 60

SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- DIRECTIONAL BARRICADES

PORTER STREET

END ROAD WORK
STA. 35+18, 43' LT
G20-2

4" WHITE SOLID LINE (TYP.)

DRUMS AT 25' C.C.

2'-6" SKIP DASH
4" WHITE (TYP.)

U.S. RTE. 6

35+00 36 37 38 39

+87

12' 12' 16'

MATCHLINE STA. 40+00

PORTER STREET

SCOTT STREET

SCOTT STREET TO REMAIN OPEN DURING CONSTRUCTION.

600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER

ROAD CONSTRUCTION AHEAD
W20-I103

200'

LEFT LANE CLOSED AHEAD
W20-5 (LEFT)

200'

W21-1

11'-0"
W12-I102

35 MPH
W13-1P

W4-2 (LEFT)

NOTE:
WORKER SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE WORKING.

THIS STAGE INCLUDES RECONSTRUCTION OF REMAINING MEDIAN IMPROVEMENTS.

BIDIRECTIONAL TURN LANE OPEN FOR LEFT TURNS AT SCOTT AND PORTER STREET. BIDIRECTIONAL ACCESS PROVIDED FOR RESIDENCIES AROUND SCOTT AND PORTER STREET.

MODEL: EXCL_US6 - Staging Plan 1 [Sheet]
FILE NAME: H:\P222138 - D3 V-J\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging3.dgn

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	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

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STAGE 3
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 13 OF 18 SHEETS | STA. 34+20.00 | TO STA. 40+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	66
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

N

0 20 40 60

SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS

MATCHLINE STA. 40+00

+24.1 50.0'W
HMA CE

40+00

41

42

43

44

45+00

MATCHLINE STA. 46+00

2'-6" SKIP DASH
4" WHITE

4" YELLOW SOLID LINE

4" WHITE SOLID LINE (TYP.)

24" WHITE STOP BAR (TYP.)

+75

+79

+93

12'

10'

LEFT LANE MUST TURN LEFT

ONLY

STA. 40+82, 36' RT
R3-7L

STA. 41+29, 44' RT
R3-5R

ENTRANCES TO REMAIN OPEN

600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER

ENTRANCES TO REMAIN OPEN

ONLY

STA. 43+23, 44' RT
R3-5R

DRUMS AT 25' C.C.

U.S. RTE. 6

KEEP RIGHT

ONLY

STA. 45+68, 41' RT
R3-5R

CHAMPLAIN ST

MODEL: EXCL_US6 - Staging Plan 2 [Sheet]
FILE NAME: H:\P2221138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PS\EICADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging3.dgn

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STAGE 3
TRAFFIC CONTROL PLAN

SCALE:1"=20' | SHEET 14 OF 18 SHEETS | STA. 40+00.00 | TO STA. 46+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	67

CONTRACT NO. 66M55

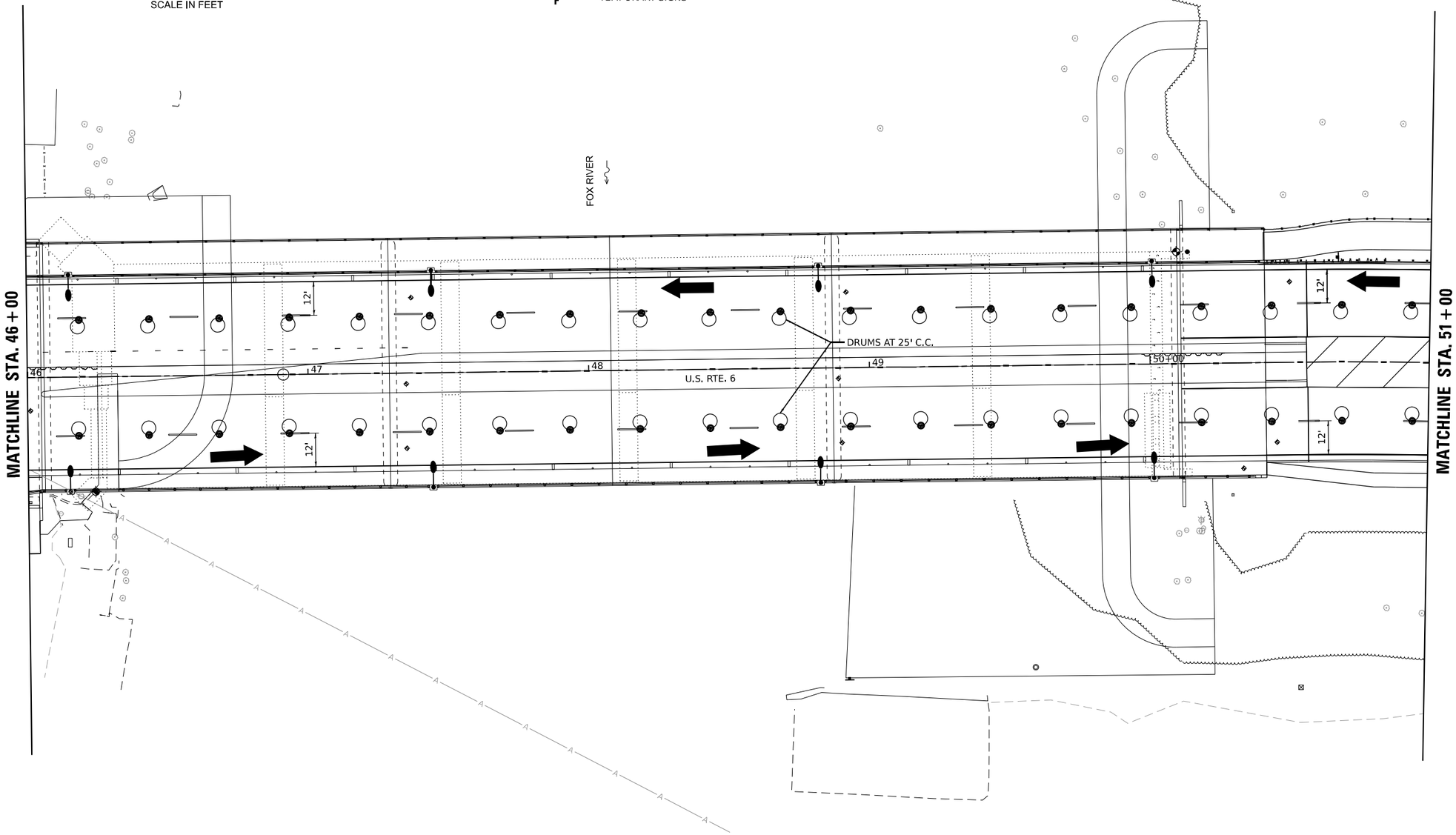
ILLINOIS | FED. AID PROJECT

N

0 20 40 60
SCALE IN FEET

LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS



MODEL: EXCL_US6 - Staging Plan 3 [Sheet]
FILE NAME: H:\P222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging3.dgn

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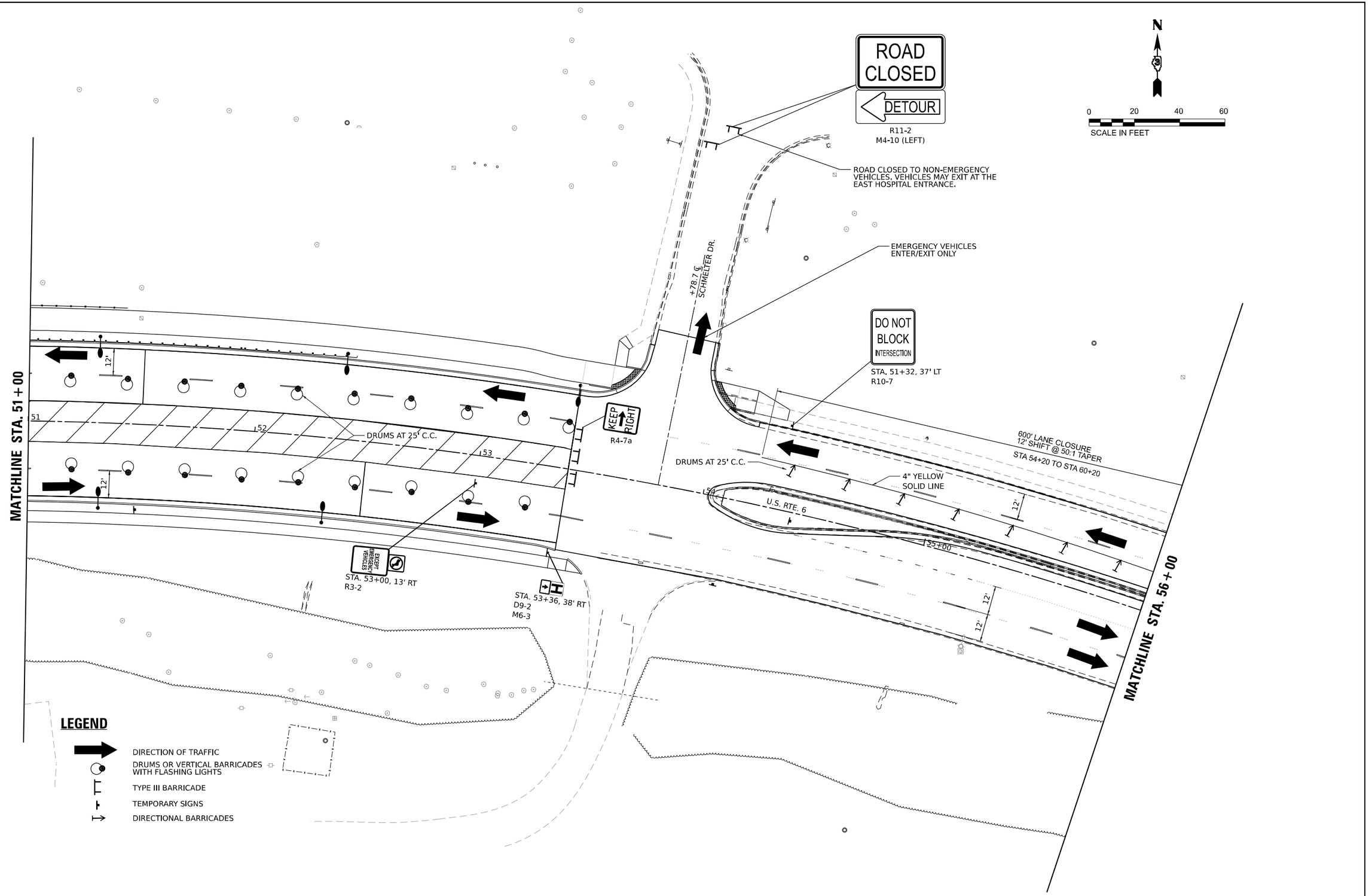
STAGE 3
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 15 OF 18 SHEETS | STA. 46+00.00 | TO STA. 51+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	68
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



MODEL: EXCL_US6 - Staging Plan 4 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging3.dgn

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STAGE 3
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 16 OF 18 SHEETS | STA. 51+00.00 | TO STA. 56+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	69
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

VEHICLE ACCESS FOR ENTRANCE/EXIT

+04+224'W
HMA CE

600' LANE CLOSURE
12' SHIFT @ 50:1 TAPER
STA 54+20 TO STA 60+20

4" YELLOW SOLID LINE

DIRECTIONAL BARRICADES
AT 25' C.C.

STA. 56+56, 45' RT
G20-2
END
ROAD WORK

56
57
58
59
160+00
161
162

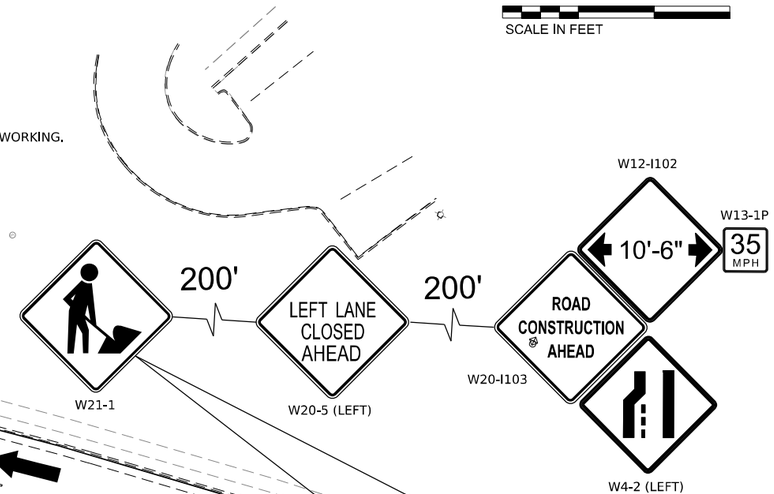
LEGEND

- DIRECTION OF TRAFFIC
- DRUMS OR VERTICAL BARRICADES WITH FLASHING LIGHTS
- TYPE III BARRICADE
- TEMPORARY SIGNS
- DIRECTIONAL BARRICADES

NOTE:
WORKER SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE WORKING.

N

0 20 40 60
SCALE IN FEET



W21-1
W20-5 (LEFT)
W12-I102
W13-1P
W20-I103
W4-2 (LEFT)

MODEL: EXCL_US6 - Staging Plan 5 [Sheet]
FILE NAME: H:\P\222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-staging3.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/6/2026	DATE -	REVISED -

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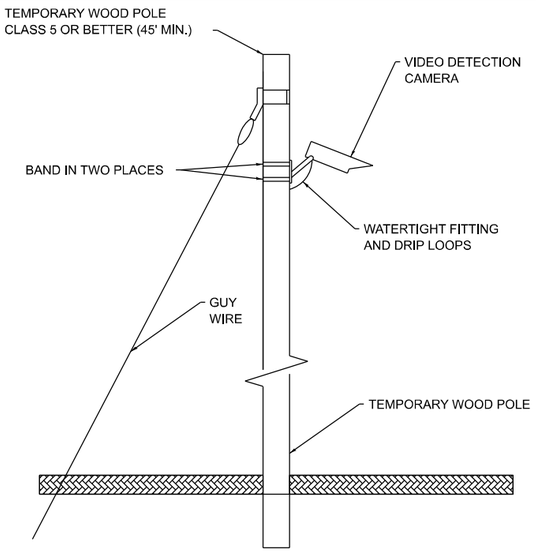
STAGE 3
TRAFFIC CONTROL PLAN

SCALE: 1"=20' | SHEET 17 OF 18 SHEETS | STA. 56+00.00 | TO STA. 61+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	70
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



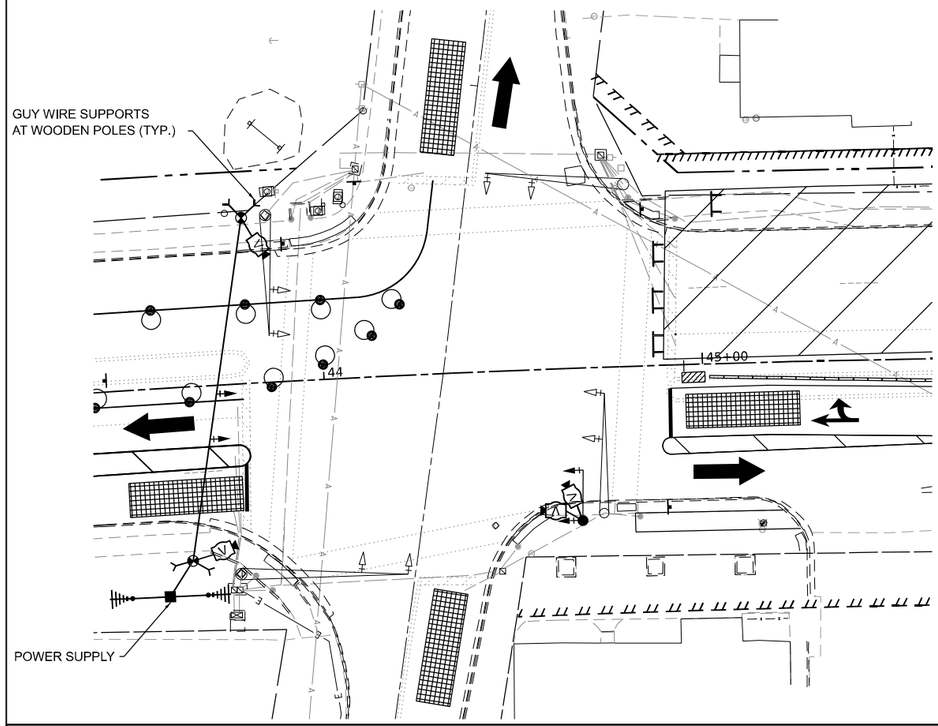
TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)

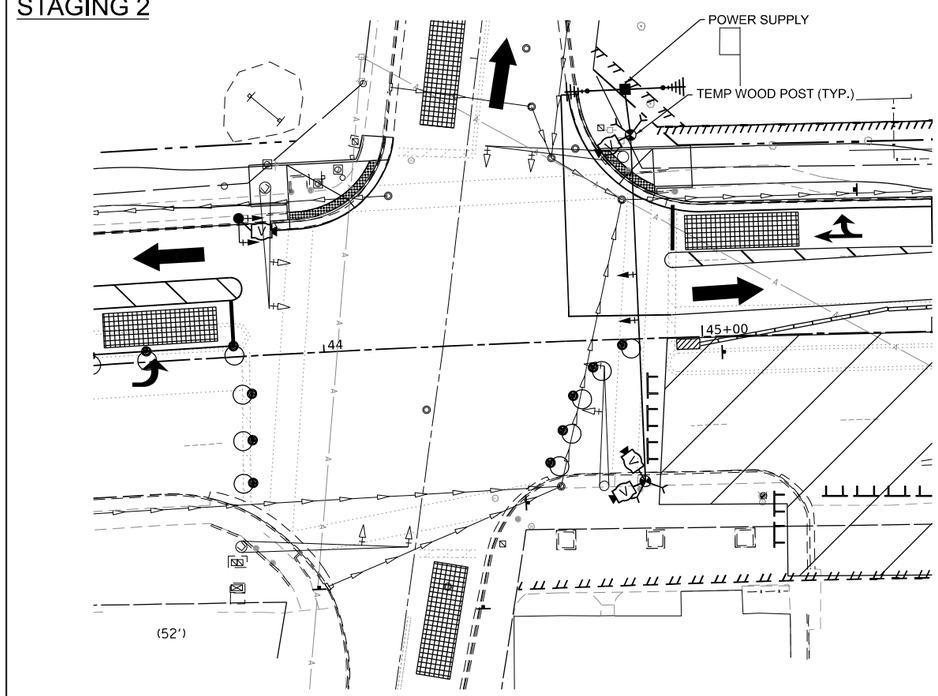
TEMPORARY TRAFFIC SIGNAL NOTES

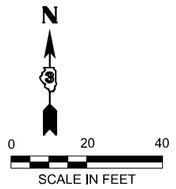
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE IDOT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
6. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
7. THE PROPOSED VIDEO DETECTION SYSTEM SHALL BE USED FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE CONTRACTOR SHALL TRANSFER ALL VIDEO DETECTION COMPONENTS TO THE PROPOSED SIGNAL INSTALLATION AND SHALL BE RESPONSIBLE FOR ALL MAINTAINANCE OF THE EQUIPMENT.
8. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
9. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO RELOCATE THE TEMPORARY TRAFFIC SIGNAL HEADS IN ACCORDANCE WITH THE PROPOSED CONSTRUCTION STAGING.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMMODATE CONSTRUCTION STAGING (INCLUDING CAMERA AIMING AND PROGRAMMING).
11. TEMPORARY SIGNAL HEADS SHALL BE RELOCATED AS NECESSARY TO LINE UP WITH STAGE TRAFFIC LANES. DO NOT INSTALL HEADS THAT BLOCK OPPOSING TRAFFIC HEADS. WHEN POSSIBLE PLACE TEMPORARY SIGNALS IN FRONT OF EXISTING TRAFFIC SIGNALS. THIS WORK WILL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.

STAGING 1



STAGING 2





CONSTRUCTION NOTES:

1. ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL FIBER INTERCONNECT TO US 6/71 INTERSECTION IS OPERATIONAL.

THE TEMPORARY TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY SIGNAL EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING, PROPOSED TRAFFIC SIGNAL STRUCTURES, UNDERGROUND UTILITIES, AND OVERHEAD UTILITIES.

MODEL: Temp TS [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-temp ts.dgn

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

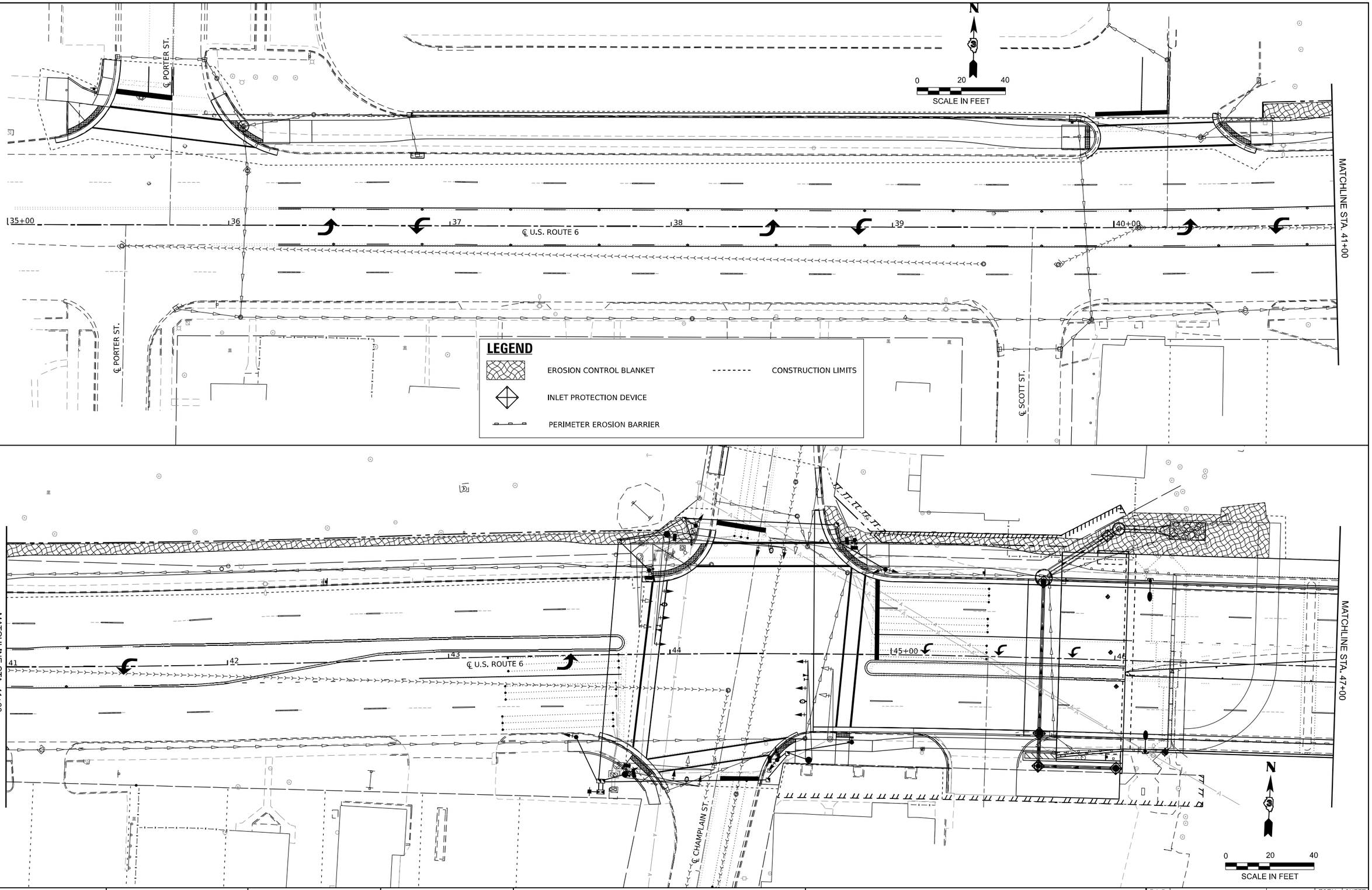
USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SIGNAL CONTROL
TRAFFIC CONTROL PLAN

SCALE: 1" = 20' | SHEET 18 OF 18 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	71
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



MODEL: EXCL_US6 - Erosion Control [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-eros.dgn

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

USER NAME = Donovan.Sproull	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/5/2026	DATE -	REVISED -	

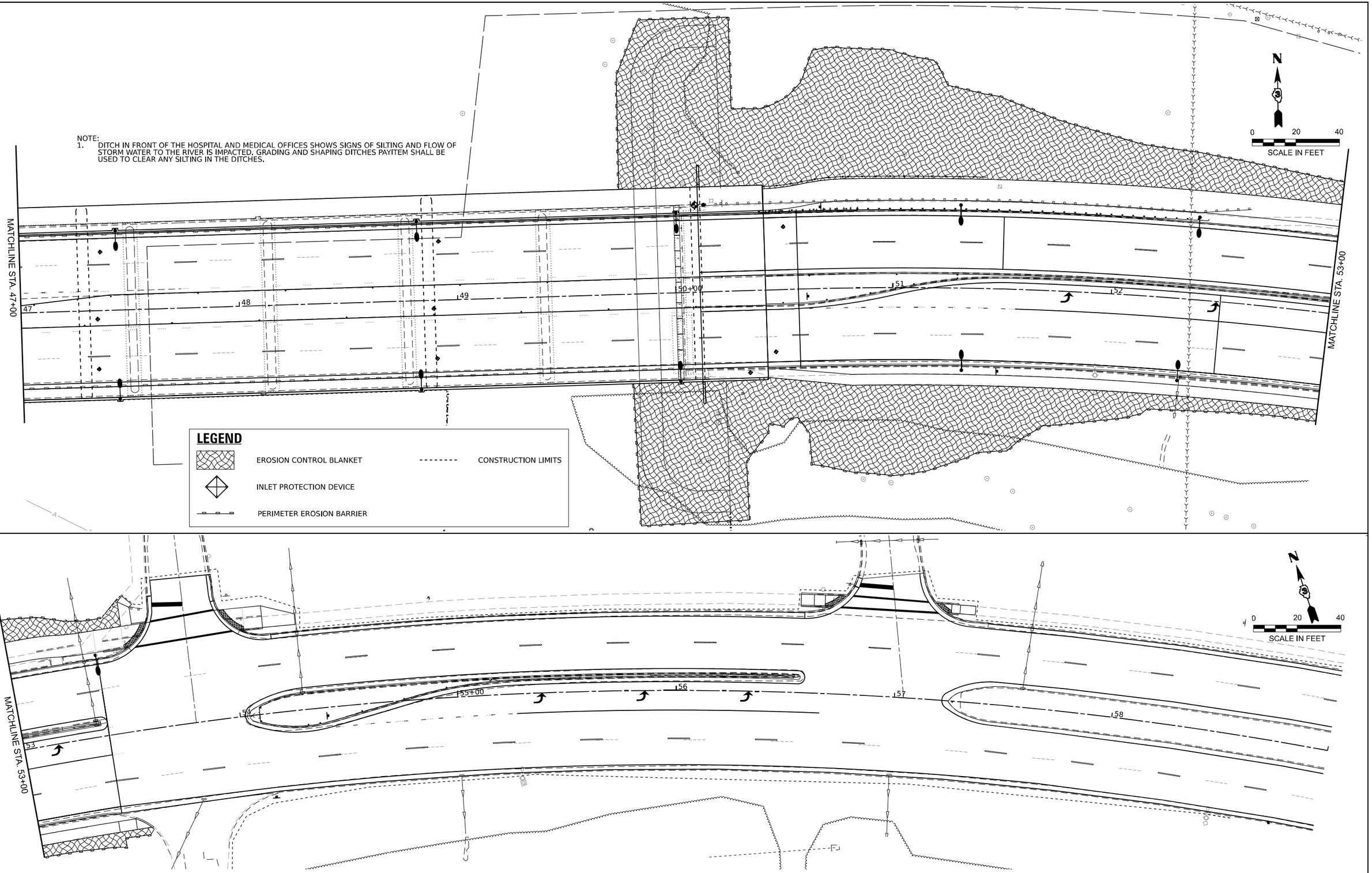
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6/ IL 71
EROSION CONTROL PLAN

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 35+00.00 | TO STA. 47+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	72
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

NOTE:
1. DITCH IN FRONT OF THE HOSPITAL AND MEDICAL OFFICES SHOWS SIGNS OF SILTING AND FLOW OF STORM WATER TO THE RIVER IS IMPACTED. GRADING AND SHAPING DITCHES PAYITEM SHALL BE USED TO CLEAR ANY SILTING IN THE DITCHES.



LEGEND

- EROSION CONTROL BLANKET
- CONSTRUCTION LIMITS
- INLET PROTECTION DEVICE
- PERIMETER EROSION BARRIER

MODEL: EXCL_US6 - Erosion Control-2 [Sheet]
FILE NAME: H:\P222138 - 03 V-A\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-eros.dgn

OATES ASSOCIATES
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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6/ IL 71
EROSION CONTROL PLAN

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 47+00.00 | TO STA. 59+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	73
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

LAYOUT OF THE MANHOLE, STORM SEWER, END SECTION AND SLOPE PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELD AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL VERIFY PRIOR TO ORDERING MATERIAL. COORDINATE SEQUENCING AND EXACT LOCATION IN FIELD WITH UTILITY PLANS.

N

0 10 20
SCALE IN FEET

STA 45+95.00, 56.00 LT
MAN TA 5 DIA T1F CL
T/G 482.75
INV SW 473.00
INV E 471.60

SEE WATER AND SANITARY SEWER UTILITIES PLANS FOR MORE INFORMATION

31.0 LF WM STORM SEWER
CL A TY 2 30" @ 0.8%
50 CU YD TRENCH BACKFILL

14 SQ.YD. STONE RIPRAP CLASS A3
14 SQ. YD. FILTER FABRIC
3 CU YD GROUT FOR USE WITH RIPRAP (16' X 8')

STA 46+12.00, 56.00 LT
1 EA PRC FLAR END SEC 30
INV 471.50

17.0 LF STORM SEWER
CL A TY 2 30" @ 0.6%

STA 45+67.88, 34.23 LT
MAN TA 7 DIA T1F CL
EOP ELEV 483.66
INV S 477.67
INV W 473.25
1 EA STORM SEWER CONNECTION

℄ CHAMPLAIN ST.

℄ U.S. ROUTE 6

45+00

46

44

68.0 LF STORM SEWER
CL A TY 1 12" @ 1.0%
60 CU YD TRENCH BACKFILL

STA 45+67.88, 34.11 RT
1 EA INLET TB T24 F&G
EOP ELEV 483.66
INV 478.35

14.8 LF STORM SEWER
CL A TY 1 12" @ 1.0%
5 CU YD TRENCH BACKFILL

EX ROW

STA 46+02.00, 48.90 RT
1 EA INLET TA T8 F&G
TOP ELEV 481.79
INV 479.00

STA 45+67.88, 48.90 RT
INLET TB T1F CL
T/G 482.94
INV 478.50

35.1 LF STORM SEWER
CL A TY 1 12" @ 1.4%
10 CU YD TRENCH BACKFILL

℄ CHAMPLAIN ST.

52')

MODEL: Drainage-3 [Sheet]
FILE NAME: H:\P\222138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-drainage.dgn

OATES ASSOCIATES
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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = bill.tindall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
DRAINAGE SHEET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	74
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

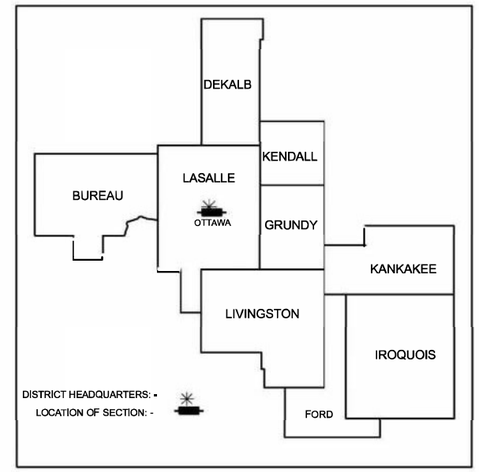
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

U.S. ROUTE 6 & ILLINOIS ROUTE 71
SECTION: (E-1)ES
LASALLE COUNTY
JOB NO. : R-93-002-24

PARCEL NUMBER	PARCEL INDEX NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
		COVER SHEET	1	
		ALIGNMENT SHEET	2	
30224001	21-01-335-000	CITY OF OTTAWA	3	
30224002	21-01-302-020	KURTIS KIMES	4	
30224003	21-01-(349,350, 351,352)-000	BRADLEY J. HUGHES	4	
30224004	21-01-404-000	DANNY R. STOKES, AS TO AN UNDIVIDED 1/3rd INTEREST AND THE TRUSTEE OF THE ROBERT C. STOKES AND MARION E. STOKES TRUST DATED JANUARY 12, 2004 TO AN UNDIVIDED 2/3RDS INTEREST	5	

REGION 2 DISTRICT 3



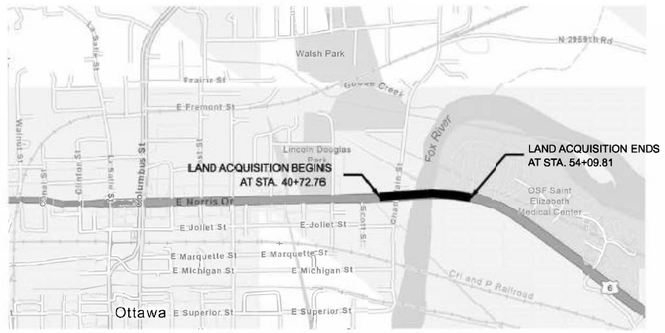
LEGEND

	U.S. GOVERNMENT SECTION LINE
	U.S. GOVERNMENT QUARTER SECTION LINE
℄ ℄	PROPERTY (DEED) LINE
	EXISTING CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	TEMPORARY EASEMENT
	SECTION CORNER

	CENTERLINE		PROPERTY LINE
RAD.	RADIUS	CH.	CHORD
149.58'	MEASURED DIMENSION	(149.69')	RECORDED DIMENSION
○	IRON PIPE OR ROD FOUND	⊠	RIGHT-OF-WAY MARKER FOUND
⊡	BRASS PLAQUE FOUND	×	CHISELED CROSS FOUND
●	5/8" IRON ROD SET	←	GUY WIRE
	SIGN		UTILITY POLE
⊞	UTILITY PEDESTAL		TRAFFIC SIGNAL CONTROLLER
	INLET		TRAFFIC SIGNAL HEAVY DUTY HANDHOLE
	RIVER FLOW	⊞	UTILITY TELEPHONE SPLICE BOX
	STUMP		UTILITY POWER POLE
	SHRUB		UTILITY TRAFFIC SIGNAL
	EVERGREEN TREE		UTILITY LIGHT POLE
	DECIDUOUS TREE		UTILITY FIRE HYDRANT
	TRAFFIC SIGN		UTILITY MANHOLE
	GUARDRAIL POST		UTILITY TELEPHONE POLE
	MAIL BOX		UTILITY HANDHOLE
	HIGHWAY LIGHTING SINGLE UNIT		FENCE
	TRAFFIC SIGNAL SIGNAL POST		

R 3E.

T. 33N.



LOCATION MAP

0 4000 8000 12000

SCALE 1" = 4000'

N

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Gemini Circle, Suite 4 ▼ Ottawa, IL 61350
RWA JOB #23.205.1.1

USER NAME = MATTHEW MITCHELL	DESIGNED - ____	REVISED - ____	
	DRAWN = MM	REVISED - ____	
PLOT SCALE = 1" = 50'	CHECKED - ____	REVISED - ____	
PLOT DATE = 05/06/2024	DATE - ____	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

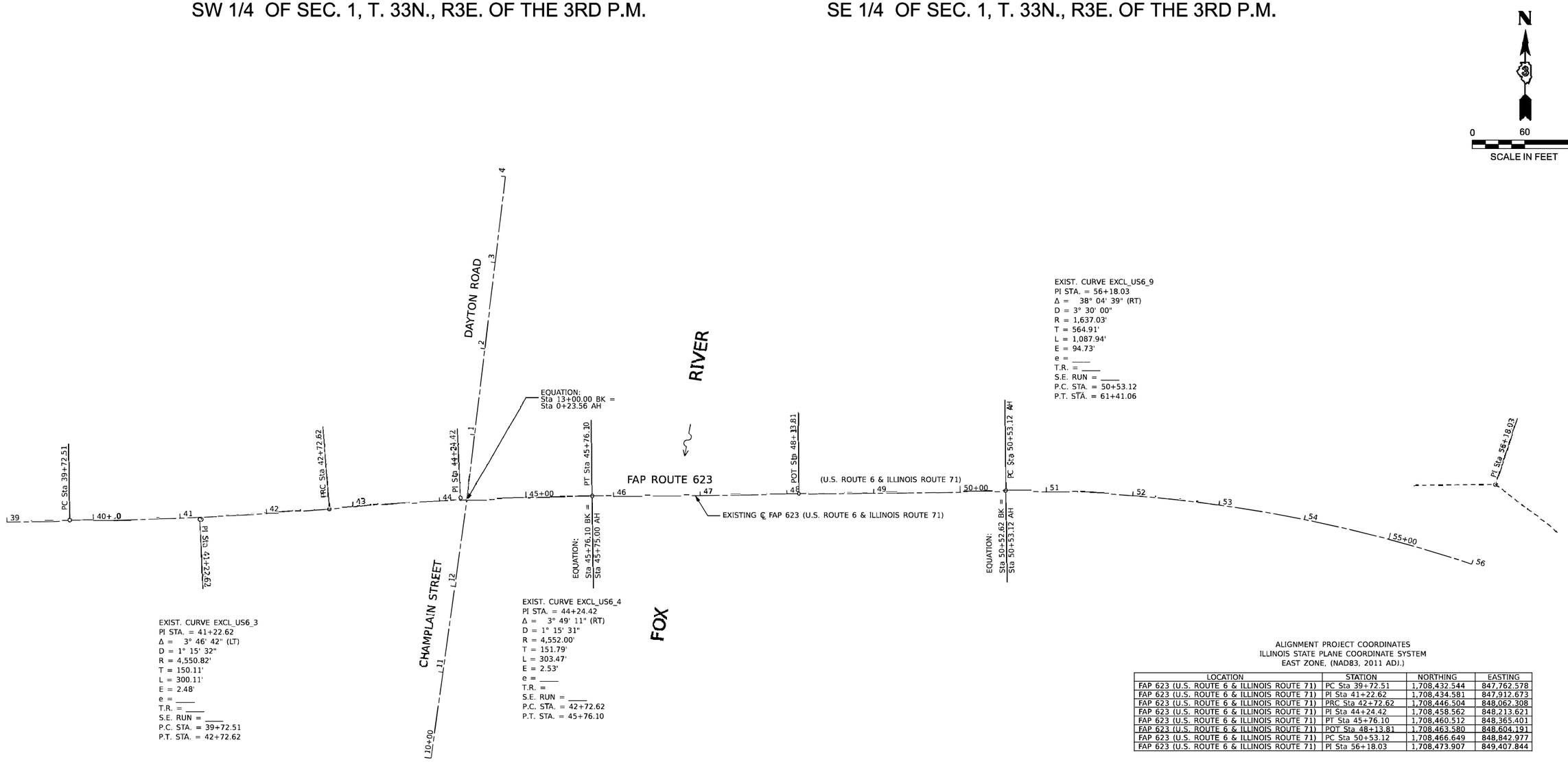
PLAT OF HIGHWAYS

SCALE: 1" = 50' | SHEET 1 OF 5 SHEETS | STA. 40+73.02 | TO STA. 54+09.81

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	75
	R-93-002-24	CONTRACT NO. 66M55		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SW 1/4 OF SEC. 1, T. 33N., R3E. OF THE 3RD P.M.

SE 1/4 OF SEC. 1, T. 33N., R3E. OF THE 3RD P.M.



EXIST. CURVE EXCL_US6_3
PI STA. = 41+22.62
Δ = 3° 46' 42" (LT)
D = 1° 15' 32"
R = 4,550.82'
T = 150.11'
L = 300.11'
E = 2.48'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 39+72.51
P.T. STA. = 42+72.62

EXIST. CURVE EXCL_US6_4
PI STA. = 44+24.42
Δ = 3° 49' 11" (RT)
D = 1° 15' 31"
R = 4,552.00'
T = 151.79'
L = 303.47'
E = 2.53'
e = ____
T.R. =
S.E. RUN = ____
P.C. STA. = 42+72.62
P.T. STA. = 45+76.10

EXIST. CURVE EXCL_US6_9
PI STA. = 56+18.03
Δ = 38° 04' 39" (RT)
D = 3° 30' 00"
R = 1,637.03'
T = 564.91'
L = 1,087.94'
E = 94.73'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 50+53.12
P.T. STA. = 61+41.06

ALIGNMENT PROJECT COORDINATES
ILLINOIS STATE PLANE COORDINATE SYSTEM
EAST ZONE, (NAD83, 2011 ADJ.)

LOCATION	STATION	NORTHING	EASTING
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PC Sta 39+72.51	1,708,432.544	847,762.578
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PI Sta 41+22.62	1,708,434.581	847,912.673
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PRC Sta 42+72.62	1,708,446.504	848,062.308
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PI Sta 44+24.42	1,708,458.562	848,213.621
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PT Sta 45+76.10	1,708,460.512	848,365.401
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	POT Sta 48+13.81	1,708,463.580	848,604.191
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PC Sta 50+53.12	1,708,466.649	848,842.977
FAP 623 (U.S. ROUTE 6 & ILLINOIS ROUTE 71)	PI Sta 56+18.03	1,708,473.907	849,407.844

NOTE:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2011 ADJ.).
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID NOT "GROUND" TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99997808
AREAS SHOWN ON THIS PLAT ARE "GROUND".

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Gemini Circle, Suite 4 ▼ Ottawa, IL 61350
RWA JOB #23.205.1.1

MODEL: Default
FILE NAME: R:\23.205.1.2 FAP 623 (US 6 & IL 71) LaSalle County\CADD\Plan Sheets\D36K04-str-rowplan02.dgn

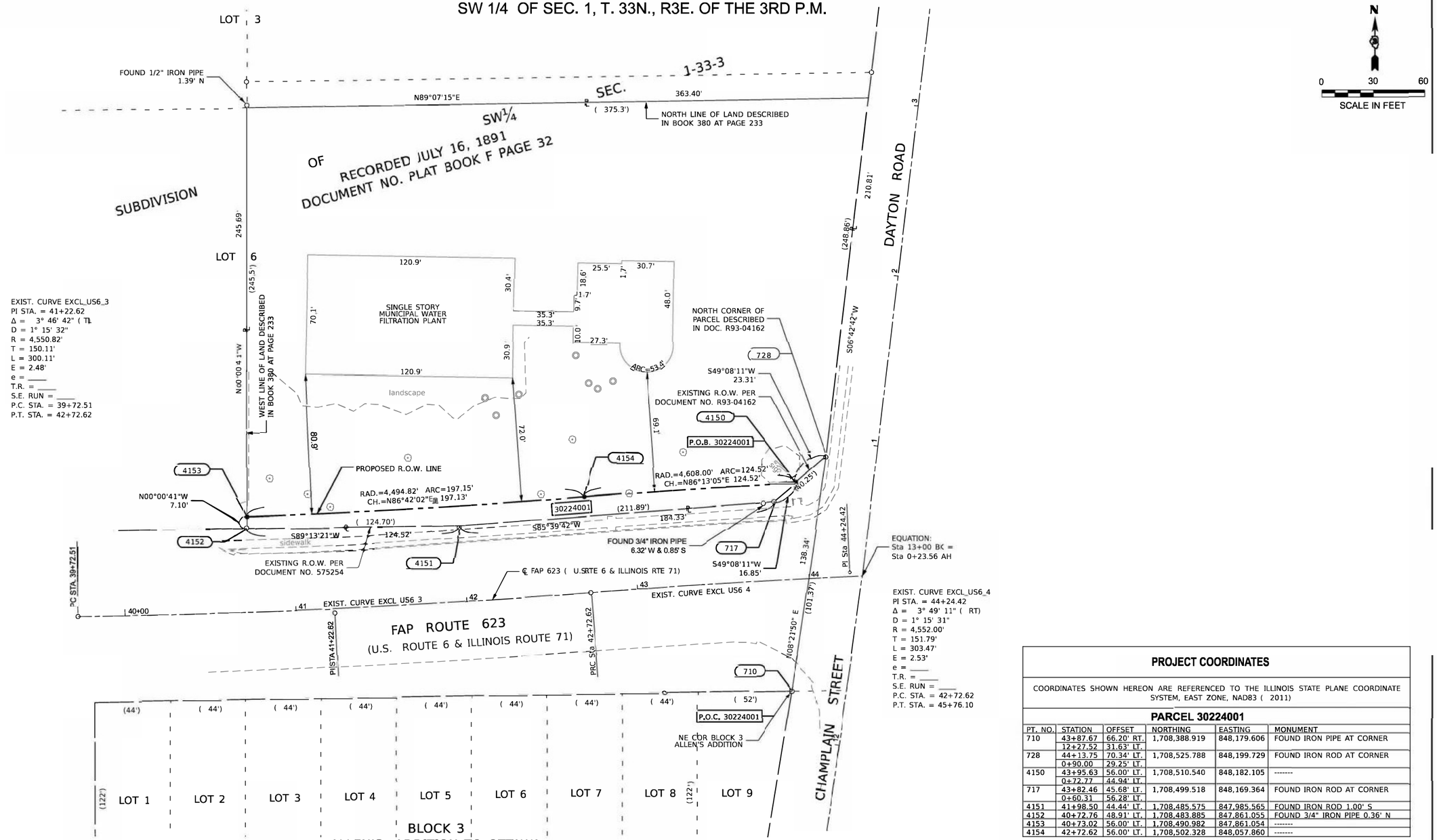
USER NAME = MATTHEW MITCHELL	DESIGNED -	REVISED -	
	DRAWN - MM	REVISED -	
PLOT SCALE = 1" = 60'	CHECKED -	REVISED -	
PLOT DATE = 5/06/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: 1" = 60' | SHEET 2 OF 5 SHEETS | STA. 39+00.00 TO STA. 56+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	76
	R93-002-24	CONTRACT NO. 66M55		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXIST. CURVE EXCL_US6_4
PI STA. = 44+24.42
Δ = 3° 49' 11" (RT)
D = 1° 15' 31"
R = 4,552.00'
T = 151.79'
L = 303.47'
E = 2.53'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 42+72.62
P.T. STA. = 45+76.10

PROJECT COORDINATES

COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)

PARCEL 30224001

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
710	43+87.67	66.20' RT.	1,708,388.919	848,179.606	FOUND IRON PIPE AT CORNER
	12+27.52	31.63' LT.			
728	44+13.75	70.34' LT.	1,708,525.788	848,199.729	FOUND IRON ROD AT CORNER
	0+90.00	29.25' LT.			
4150	43+95.63	56.00' LT.	1,708,510.540	848,182.105	-------
	0+72.77	44.94' LT.			
717	43+82.46	45.68' LT.	1,708,499.518	848,169.364	FOUND IRON ROD AT CORNER
	0+60.31	56.28' LT.			
4151	41+98.50	44.44' LT.	1,708,485.575	847,985.565	FOUND IRON ROD 1.00' S
4152	40+72.76	48.91' LT.	1,708,483.885	847,861.055	FOUND 3/4" IRON PIPE 0.36' N
4153	40+73.02	56.00' LT.	1,708,490.982	847,861.054	-------
4154	42+72.62	56.00' LT.	1,708,502.328	848,057.860	-------

I, JEFFERY S. ETSCHEID, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED U.S. ROUTE 6/IL ROUTE 71 AT FOX RIVER WAS MADE BY RENWICK & ASSOCIATES, INC. 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 RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: 05-14-2024

JEFFERY S. ETSCHEID 3508 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS OTTAWA, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR
NO. 35-3508

11-30-2024
EXPIRATION DATE

SURVEY BOOK NO. FAP 623 (U.S6/IL 71)

PARCEL NO.	TOTAL HOLDING	PART TAKEN	AREA IN EXISTING R.O.W.	REMAINDER	EASEMENT AREA	
					ACRES	SQUARE FEET
30224001	1.931 AC. 84,098 SQ. FT.	0.074 AC. 3,243 SQ. FT.		1.857 AC. 80,855 SQ. FT.		

NOTE:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD83, 2011 ADJ.).
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID NOT "GROUND" TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99997808
AREAS SHOWN ON THIS PLAT ARE "GROUND".

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Gemini Circle, Suite 4 ▼ Ottawa, IL 61350
RWA JOB #23.205.1.1

USER NAME = MATTHEW MITCHELL	DESIGNED -		REVISED -
	DRAWN - MM		REVISED -
PLOT SCALE = 1" = 30'	CHECKED -		REVISED -
PLOT DATE = 5/14/2024	DATE -		REVISED -

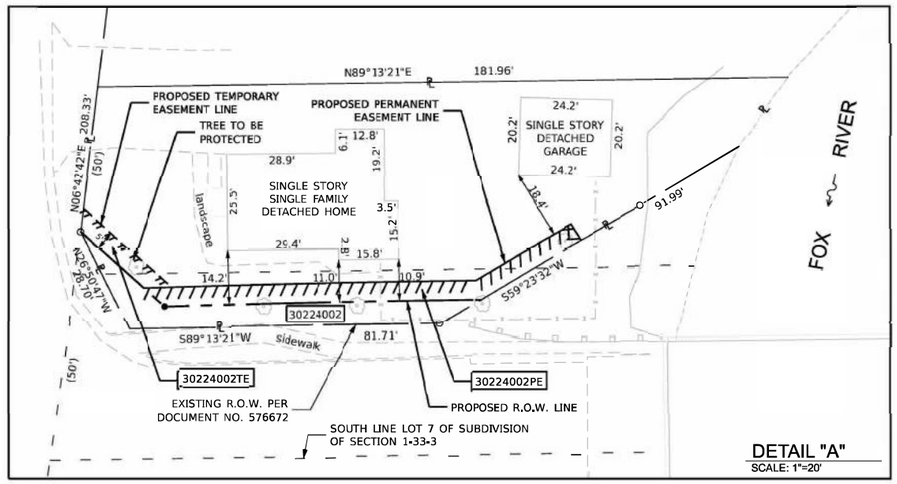
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

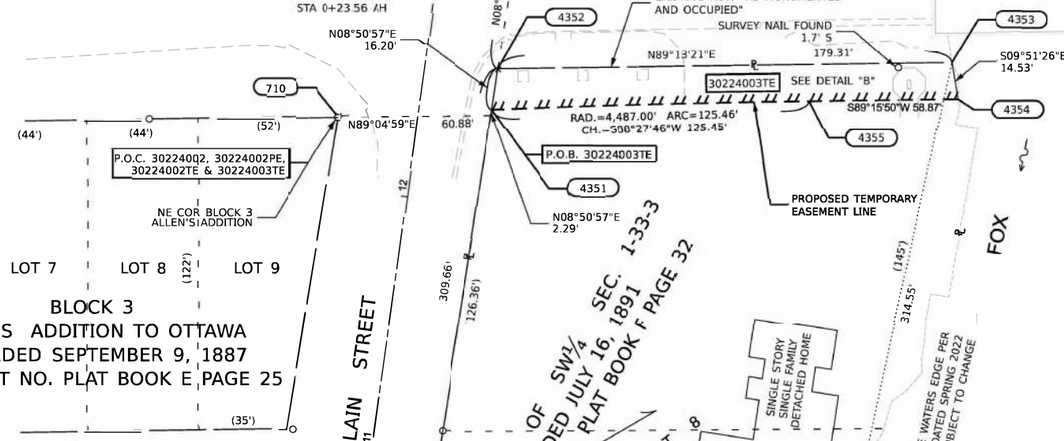
SCALE: 1" = 30' | SHEET 3 OF 5 SHEETS | STA. 39+72.51 | TO STA. 44+51.33

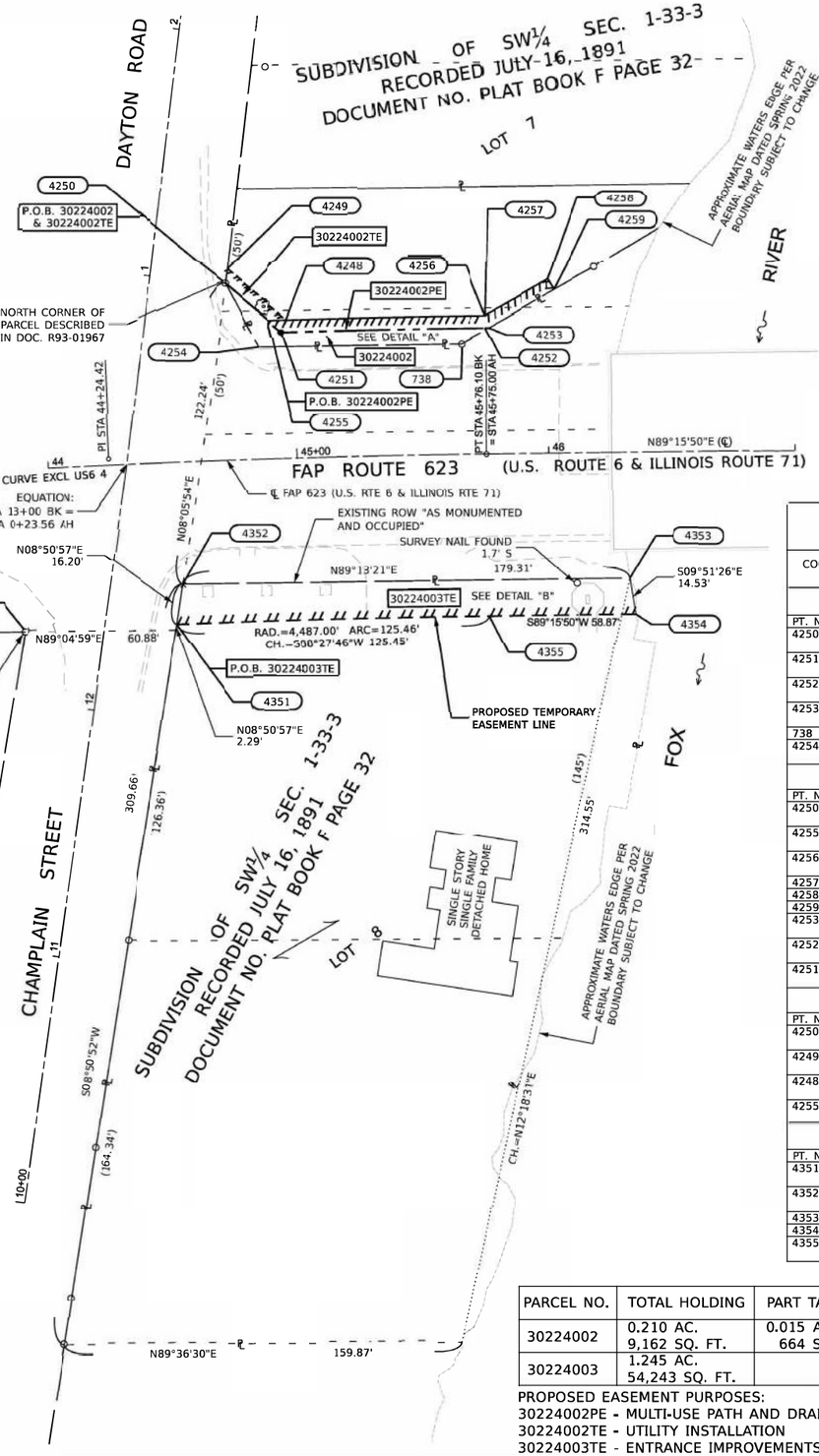
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	77
	R-93-002-24	CONTRACT NO. 66M55		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

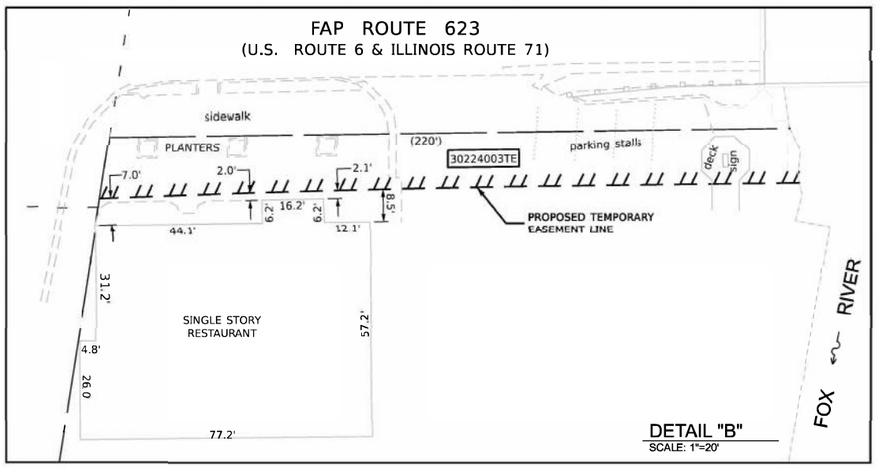
SW 1/4 OF SEC. 1, T. 33N., R3E. OF THE 3RD P.M.



EXIST. CURVE EXCL_US6_4
PI STA. = 44+24.42
Δ = 3° 49' 11" (RT)
D = 1° 15' 31"
R = 4,552.00'
T = 151.79'
L = 303.47'
E = 2.53'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 42+72.62
P.T. STA. = 45+76.10







LINE AND CURVE TABLE

PARCEL 30224002

POINT TO POINT	RADIUS	ARC	BEARING	DISTANCE
4250 TO 4251			S48°22'17"E	29.74'
4251 TO 4252	4,602.70'	82.00'	CH.=N88°45'12"E	CH.=82.00'
4252 TO 4253			N89°15'50"E	1.52'
4253 TO 738			S59°23'32"W	12.85'
738 TO 4254			S89°13'21"W	81.71'
4254 TO 4250			N26°50'47"W	28.70'

PARCEL 30224002PE

4250 TO 4255			S48°22'17"E	22.46'
4255 TO 4256	4,607.70'	87.38'	CH.=N88°43'14"E	CH.=87.37'
4256 TO 4257			N89°15'50"E	0.19'
4257 TO 4258			N59°23'32"E	29.20'
4258 TO 4259			S30°36'28"E	5.00'
4259 TO 4253			S59°23'32"W	30.54'
4253 TO 4252			S89°15'50"W	1.52'
4252 TO 4251	4,602.70'	82.00'	CH.=S88°45'12"W	CH.=82.00'
4251 TO 4255			N48°22'17"W	7.28'

PARCEL 30224002TE

4250 TO 4249			N06°42'42"E	6.10'
4249 TO 4248			S48°22'17"E	31.24'
4248 TO 4255	4,607.70'	7.28'	CH.=S88°13'21"W	7.28'
4255 TO 4250			N48°22'17"W	22.46'

NOTE:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2011 ADJ.).
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID NOT "GROUND" TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99997808
AREAS SHOWN ON THIS PLAT ARE "GROUND".

N

0 30 60
SCALE IN FEET

I, JEFFERY S. ETSCHEID, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED U.S. ROUTE 6/IL ROUTE 71 AT FOX RIVER WAS MADE BY RENWICK & ASSOCIATES, INC. 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 RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: 01-09-2025

SURVEY BOOK NO. FAP 623 (U.S. 6/IL 71)

ILLINOIS PROFESSIONAL LAND SURVEYOR
NO. 35-3508

JEFFERY S. ETSCHEID 3508 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS OTTAWA, ILLINOIS

11-30-2026
EXPIRATION DATE

PROJECT COORDINATES

COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)

PARCEL 30224002

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
4250	44+73.72	71.18' LT.	1,708,529.180	848,260.542	FOUND 3/4" IRON PIPE AT CORNER
	1+00.57	30.74' RT.			
4251	44+95.00	50.70' LT.	1,708,509.424	848,282.771	SET 5/8" IRON ROD
	0+60.02	55.15' RT.			
4252	45+76.10 BK 45+75.00 AH	50.70' LT.	1,708,511.208	848,364.750	UNABLE TO SET, FALLS WITHIN TREE
4253	45+76.52	50.70' LT.	1,708,511.227	848,366.269	UNABLE TO SET, FALLS WITHIN TREE
738	45+66.56	44.31' LT.	1,708,504.684	848,355.208	FOUND 3/4" IRON PIPE AT CORNER
4254	44+85.65	45.15' LT.	1,708,503.575	848,273.502	
	0+76.68	46.64' RT.			

PARCEL 30224002PE

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
4250	44+73.72	71.18' LT.	1,708,529.180	848,260.542	FOUND 3/4" IRON PIPE AT CORNER
	1+00.57	30.74' RT.			
4255	44+89.78	55.70' LT.	1,708,514.257	848,277.334	
	0+64.18	49.18' RT.			
4256	45+76.10 BK 45+75.00 AH	55.70' LT.	1,708,516.208	848,364.685	
4257	45+75.19	55.70' LT.	1,708,516.210	848,364.871	
4258	46+00.51	70.25' LT.	1,708,531.079	848,390.006	
4259	46+03.00	65.91' LT.	1,708,526.776	848,392.552	
4253	45+76.52	50.70' LT.	1,708,511.227	848,366.269	UNABLE TO SET, FALLS WITHIN TREE
4252	45+76.10 BK 45+75.00 AH	50.70' LT.	1,708,511.208	848,364.750	UNABLE TO SET, FALLS WITHIN TREE
4251	44+95.00	50.70' LT.	1,708,509.424	848,282.771	SET 5/8" IRON ROD
	0+60.02	55.15' RT.			

PARCEL 30224002TE

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
4250	44+73.72	71.18' LT.	1,708,529.180	848,260.542	FOUND 3/4" IRON PIPE AT CORNER
	1+00.57	30.74' RT.			
4249	44+74.63	77.21' LT.	1,708,535.236	848,261.255	
	1+06.67	30.73' RT.			
4248	44+96.97	55.70' LT.	1,708,514.482	848,284.607	
	0+88.83	56.37' RT.			
4255	44+89.78	55.70' LT.	1,708,514.257	848,277.334	
	0+64.18	49.18' RT.			

PARCEL 30224003

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
4351	44+48.82	65.00' RT.	1,708392.152	848,240.830	
	12+39.14	28.57' RT.			
4352	44+52.00	49.11' RT.	1,708,408.157	848,243.322	FOUND CUT CROSS
	12+55.34	28.84' RT.			
4353	46+31.57	50.65' RT.	1,708,410.590	848,422.617	
4354	46+33.87	65.00' RT.	1,708,396.274	848,425.104	
4355	45+76.10 BK 45+75.00 AH	65.00' RT.	1,708,395.518	848,366.236	

PARCEL NO.	TOTAL HOLDING	PART TAKEN	AREA IN EXISTING R.O.W.	REMAINDER	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET
30224002	0.210 AC. 9,162 SQ. FT.	0.015 AC. 664 SQ. FT.		0.180 AC. 7,866 SQ. FT.	PE 0.013 TE 0.003	577 134
30224003	1.245 AC. 54,243 SQ. FT.			1.245 AC. 54,243 SQ. FT.	0.062	2,679

PROPOSED EASEMENT PURPOSES:
30224002PE - MULTI-USE PATH AND DRAINAGE CONSTRUCTION & MANINTENANCE
30224002TE - UTILITY INSTALLATION
30224003TE - ENTRANCE IMPROVEMENTS/BRIDGE CONSTRUCTION

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Gemini Circle, Suite 4 ▼ Ottawa, IL 61350
RWA JOB #23.205.1-2

USER NAME = MATTHEW MITCHELL	DESIGNED -	REVISED - 11/04/2024	
	DRAWN - MM	REVISED - 1/9/2025	
PLOT SCALE = 1" = 30'	CHECKED -	REVISED -	
PLOT DATE = 1/9/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: 1" = 30' | SHEET 4 OF 5 SHEETS | STA. 44+00 | TO STA. 47+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	78
	R93-002-24	CONTRACT NO. 66M55		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT COORDINATES

COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)

PARCEL 30224004

PT. NO.	STATION	OFFSET	NORTHING	EASTING	MONUMENT
4450	53+96.65	171.60' RT.	1,708,266.837	849,150.839	
4451	49+47.94	198.48' RT.	1,708,266.837	848,740.856	
4452	49+49.00	115.66' RT.	1,708,349.664	848,740.856	
4453	50+51.73	115.88' RT.	1,708,350.767	848,843.584	FOUND ROW MARKER 0.73' E
4454	51+12.00	115.88' RT.	1,708,350.497	848,899.174	
4455	51+13.12	159.53' RT.	1,708,306.837	848,899.174	
4456	53+43.48	139.73' RT.	1,708,306.837	848,109.237	
4457	53+52.93	115.88' RT.	1,708,328.901	848,121.801	
4458	54+09.81	115.88' RT.	1,708,319.039	849,173.729	FOUND 1/2" IRON PIPE 1.09' N

PARCEL NO.	TOTAL HOLDING	PART TAKEN	AREA IN EXISTING R.O.W.	REMAINDER	EASEMENT AREA	
					ACRES	SQUARE FEET
30224004	5.227 AC. 227,690 SQ. FT.			5.227 AC. 227,690 SQ. FT.	0.566	24,654

PROPOSED EASEMENT PURPOSES:
30224004TE - ACCESS

LINE AND CURVE TABLE

PARCEL 30224004

POINT TO POINT	RADIUS	ARC	BEARING	DISTANCE
4454 TO 4455			S00°00'00"W	43.66'
4455 TO 4456			N90°00'00"E	210.06'
4456 TO 4457			N29°39'28"E	25.39'
4457 TO 4458	1,521.15'	52.86'	CH=S79°14'51"E	52.86'

SW COR SEC. 1
FOUND IRON PIPE
N 1,707,591.578
E 846,189.217

2,578.10'

SECTION LINE

S89°25'53"W

FOX RIVER

APPROXIMATE WATERS EDGE PER AERIAL MAP DATED SPRING 2022 BOUNDARY SUBJECT TO CHANGE

CH. = S02°16'04"W 599.09'

FOUND 1/2" IRON PIPE ON LINE

S 1/4 COR SEC. 1
FOUND IRON PIPE
MONUMENT RECORD
DOC. NO.2024-04468
RECORDED MAY 6, 2024
N 1,707,617.176
E 848,767.188

1-33-3

1/4 SECTION LINE

SEC.

N00°56'39"E 2,621.49'

(278.04')

FOUND 1/2" IRON PIPE AT CORNER

(149.69')
N23°40'37"E 149.58'

S½

2,642.79'

FOUND 1/2" IRON PIPE AT CORNER

N23°40'37"E

N23°40'37"E (618.44')

EAST LINE OF LAND DESCRIBED IN DOCUMENT NO. 2006-04707

709.88'

617.31'

2,544.21'

SECTION LINE

N89°43'50"W

(2,544.28')

N89°43'50"W

SE COR SEC. 1
CORNER OBLITERATED
(FALLS WITHIN A BUILDING)
MONUMENT RECORD
DOC. NO. 2024-04468
RECORDED MAY 6, 2024
N 1,707,604.751
E 851,409.951

P.O.C. 30224004TE

SW COR SEC. 6
FOUND IRON PIPE
N 1,707,480.535
E 851,408.024

N00°53'19"E 124.23'

PROPOSED TEMPORARY EASEMENT LINE

P.O.B. 30224004TE

4450

S23°40'37"W 57.00'

4458

N00°00'00"W 409.98'

N00°00'00"W 82.83'

4451

boat ramp

4452

(183.84')

N89°23'05"E 102.73'

30224004TE

4453

aggregate

4454

4455

municipal sanitary lift station

EXISTING R.O.W. PER DOCUMENT NO. 581081

(118' EEE)

4456

4457

conc

POT STA 48+13.81

N89°15'50"E (I)

FAP ROUTE 623

STA 49+90.81

PC STA 50+52.62 BK = STA 50+53.12 AH

RAD.=1,521.15'
ARC=55.99'
CH=S80°43'21"E 55.99'

FAP 623 (U.S. RTE 6 & I.LINOIS RTE 71)

(U.S. ROUTE 6 & ILLINOIS ROUTE 71)
EXIST. CURVE EXCL_US6.5

55+00

OCCUPIED CENTER OF SEC. 1
FOUND IRON PIPE
N 1,710,238.309
E 848,810.380

EX CURVE EXCL_US6_9
PI STA = 56+18.03
Δ = 38°04'39" (RT)
D = 03°30'00"
R = 1,637.03'
T = 564.91'
L = 1087.94'
E = 94.73'
e = ____
PC STA = 50+53.12
PT STA = 61+41.06

NOTE:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2011 ADJ.).
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID NOT "GROUND" TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99997808
AREAS SHOWN ON THIS PLAT ARE "GROUND".

I, JEFFERY S. ETSCHEID, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED U.S. ROUTE 6/IL ROUTE 71 AT FOX RIVER WAS MADE BY RENWICK & ASSOCIATES, INC. 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 RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: 01-08-2025

SURVEY BOOK NO. FAP 623 (U.S. 6/IL 71)

ILLINOIS PROFESSIONAL LAND SURVEYOR
NO. 35-3508

11-30-2026
EXPIRATION DATE

0 50 100
SCALE IN FEET

SW 1/4 OF SEC. 1, T. 33N., R3E. OF THE 3RD P.M.

SE 1/4 OF SEC. 1, T. 33N., R3E. OF THE 3RD P.M.

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Gemini Circle, Suite 4 ▼ Ottawa, IL 61350
RWA JOB #23.205.1.2

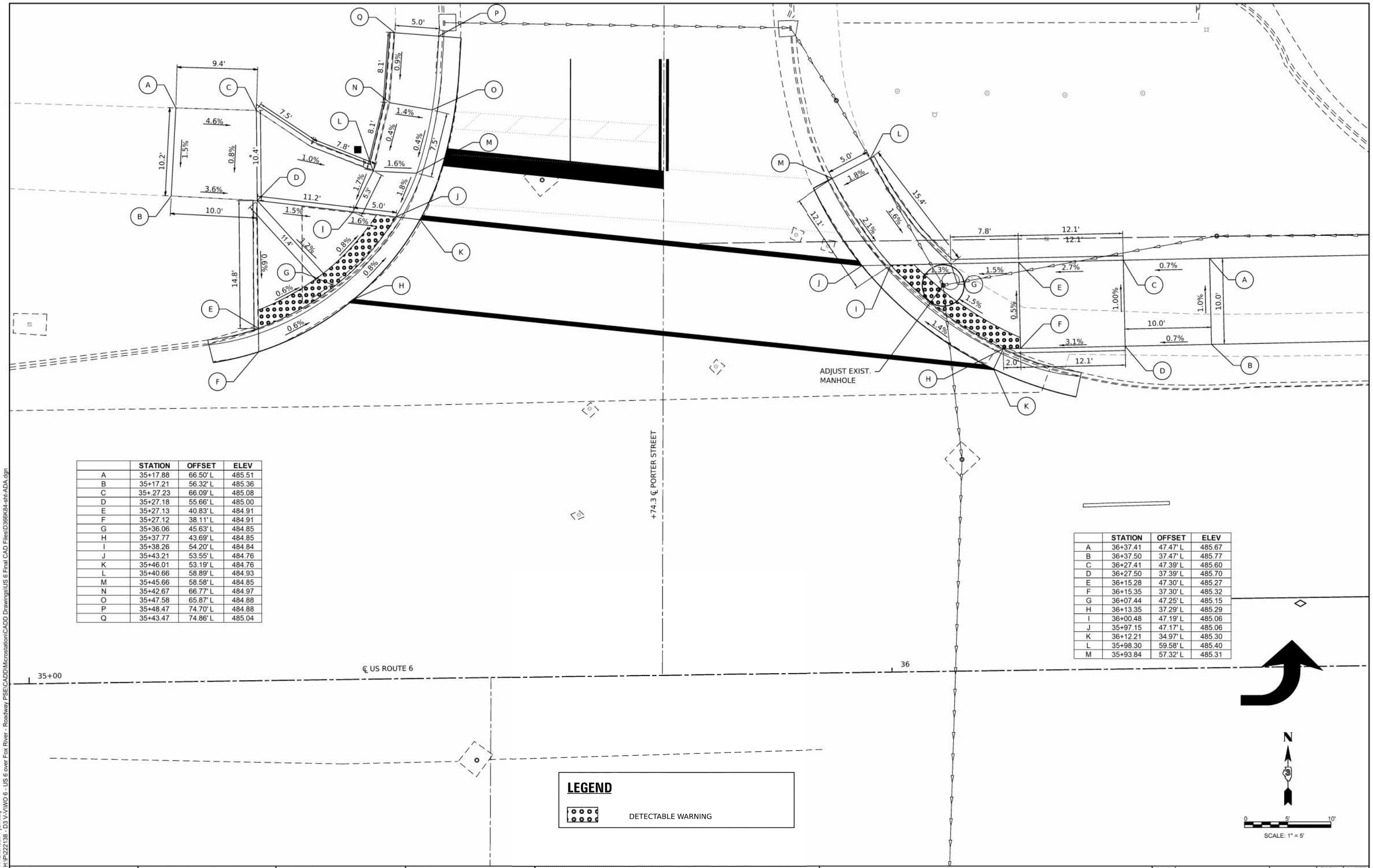
USER NAME = MATTHEW MITCHELL	DESIGNED - ____	REVISED - 1/8/2025	
	DRAWN - MM	REVISED - ____	
PLOT SCALE = 1" = 50'	CHECKED - ____	REVISED - ____	
PLOT DATE = 1/8/2025	DATE - ____	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: 1" = 50' | SHEET 5 OF 5 SHEETS | STA. 47+00 | TO STA. 55+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	79
	R93-002-24	CONTRACT NO 66M55		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEV
A	35+17.88	66.50' L	485.51
B	35+17.21	56.32' L	485.36
C	35+.27.23	66.09' L	485.08
D	35+27.18	55.66' L	485.00
E	35+27.13	40.83' L	484.91
F	35+27.12	38.11' L	484.91
G	35+36.06	45.63' L	484.85
H	35+37.77	43.69' L	484.85
I	35+38.26	54.20' L	484.84
J	35+43.21	53.55' L	484.76
K	35+46.01	53.19' L	484.76
L	35+40.66	58.89' L	484.93
M	35+45.66	58.58' L	484.85
N	35+42.67	66.77' L	484.97
O	35+47.58	65.87' L	484.88
P	35+48.47	74.70' L	484.88
Q	35+43.47	74.86' L	485.04

	STATION	OFFSET	ELEV
A	36+37.41	47.47' L	485.67
B	36+37.50	37.47' L	485.77
C	36+27.41	47.39' L	485.60
D	36+27.50	37.39' L	485.70
E	36+15.28	47.30' L	485.27
F	36+15.35	37.30' L	485.32
G	36+07.44	47.25' L	485.15
H	36+13.35	37.29' L	485.29
I	36+00.48	47.19' L	485.06
J	35+97.15	47.17' L	485.06
K	36+12.21	34.97' L	485.30
L	35+98.30	59.58' L	485.40
M	35+93.84	57.32' L	485.31

LEGEND

DETECTABLE WARNING

N

0 5' 10'

SCALE: 1" = 5'

MODEL: ADA Plansheet-1 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D386K84-sht-ADA.dgn

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

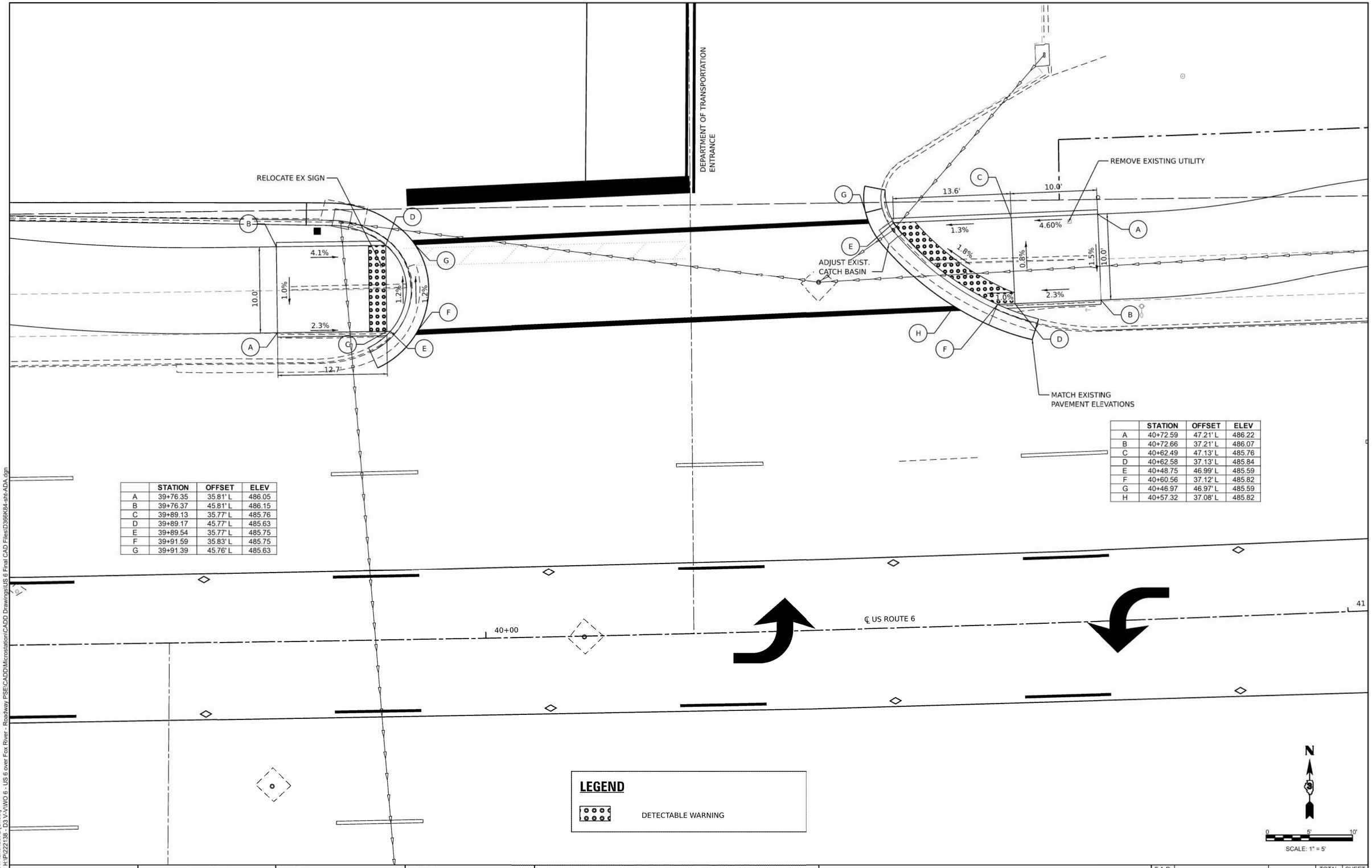
USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PORTER STREET
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	80
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



	STATION	OFFSET	ELEV
A	39+76.35	35.81' L	486.05
B	39+76.37	45.81' L	486.15
C	39+89.13	35.77' L	485.76
D	39+89.17	45.77' L	485.63
E	39+89.54	35.77' L	485.75
F	39+91.59	35.83' L	485.75
G	39+91.39	45.76' L	485.63

	STATION	OFFSET	ELEV
A	40+72.59	47.21' L	486.22
B	40+72.66	37.21' L	486.07
C	40+62.49	47.13' L	485.76
D	40+62.58	37.13' L	485.84
E	40+48.75	46.99' L	485.59
F	40+60.56	37.12' L	485.82
G	40+46.97	46.97' L	485.59
H	40+57.32	37.08' L	485.82

LEGEND

DETECTABLE WARNING

MODEL: ADA Plansheet-2 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn

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

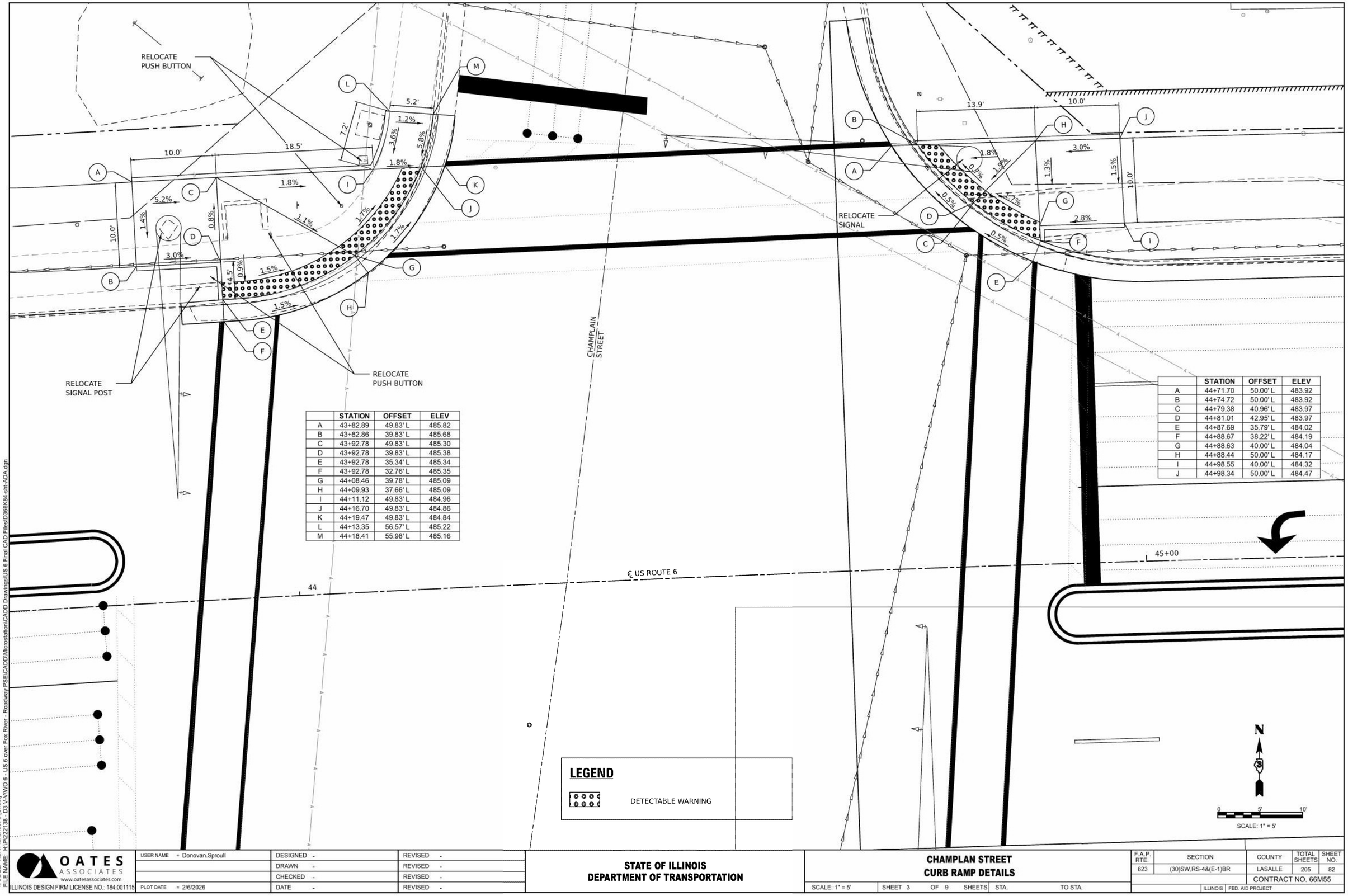
USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DOT ENTRANCE
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	81
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEV
A	43+82.89	49.83' L	485.82
B	43+82.86	39.83' L	485.68
C	43+92.78	49.83' L	485.30
D	43+92.78	39.83' L	485.38
E	43+92.78	35.34' L	485.34
F	43+92.78	32.76' L	485.35
G	44+08.46	39.78' L	485.09
H	44+09.93	37.66' L	485.09
I	44+11.12	49.83' L	484.96
J	44+16.70	49.83' L	484.86
K	44+19.47	49.83' L	484.84
L	44+13.35	56.57' L	485.22
M	44+18.41	55.98' L	485.16

	STATION	OFFSET	ELEV
A	44+71.70	50.00' L	483.92
B	44+74.72	50.00' L	483.92
C	44+79.38	40.96' L	483.97
D	44+81.01	42.95' L	483.97
E	44+87.69	35.79' L	484.02
F	44+88.67	38.22' L	484.19
G	44+88.63	40.00' L	484.04
H	44+88.44	50.00' L	484.17
I	44+98.55	40.00' L	484.32
J	44+98.34	50.00' L	484.47

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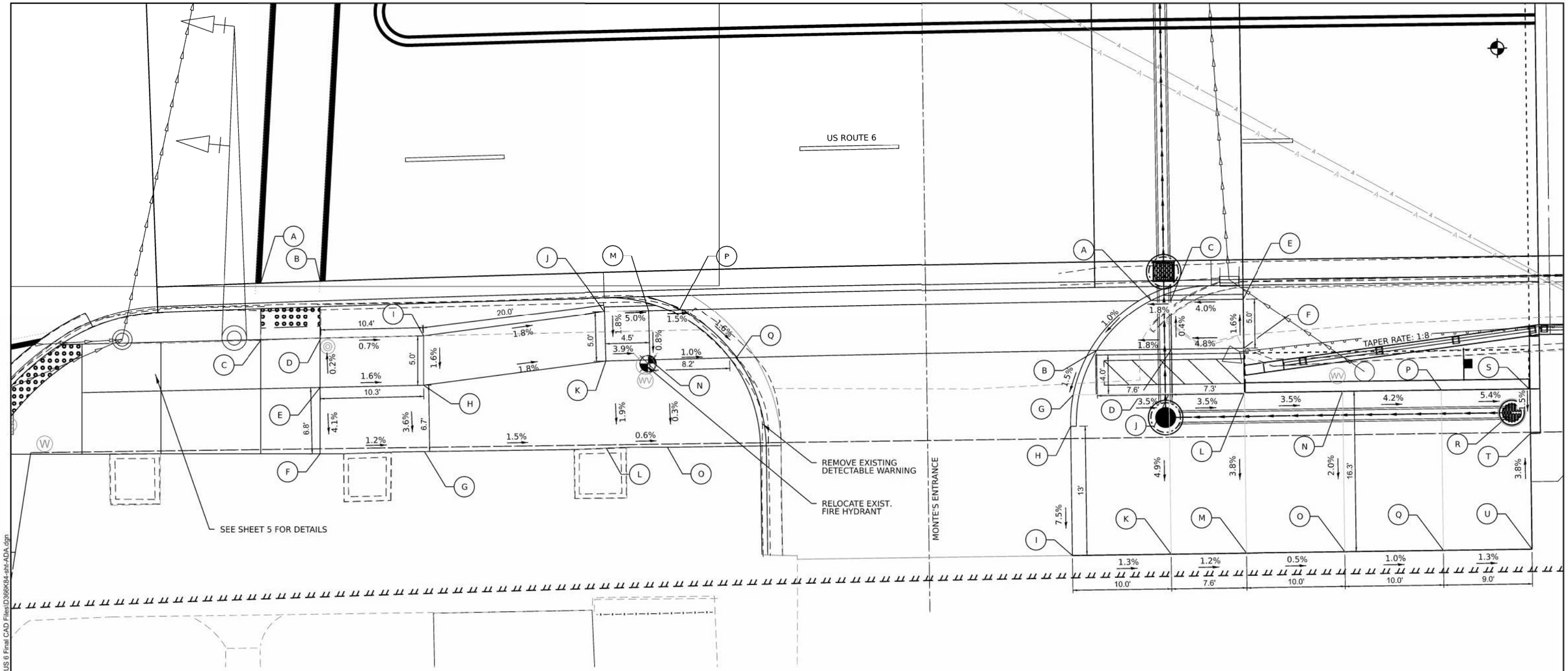
CHAMPLAN STREET
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	82
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

MODEL: ADA Plansheet-3 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn



	STATION	OFFSET	ELEV
A	44+75.60	35.58' R	484.41
B	44+81.77	35.58' R	484.35
C	44+75.44	38.82' R	484.46
D	44+81.60	38.80' R	484.42
E	44+81.54	43.79' R	484.40
F	44+81.46	50.57' R	484.12
G	44+91.98	50.63' R	484.00
H	44+91.94	43.91' R	484.24
I	44+91.95	38.86' R	484.32
J	45+12.20	37.01' R	483.96
K	45+12.17	42.00' R	483.87
L	45+11.98	50.79' R	483.70
M	45+16.86	37.00' R	483.73
N	45+16.86	42.00' R	483.69
O	45+16.75	50.88' R	483.67
P	45+18.87	37.00' R	483.70
Q	45+25.16	42.00' R	483.61

	STATION	OFFSET	ELEV
A	45+66.58	37.00' R	483.61
B	45+60.93	42.00' R	483.53
C	45+68.59	37.00' R	483.65
D	45+68.66	42.00' R	483.67
E	45+75.97	37.00' R	483.94
F	45+75.97	42.00' R	484.02
G	45+58.46	46.47' R	483.46
H	45+58.15	49.65' R	483.41
I	45+58.11	61.14' R	482.44
J	45+68.26	46.49' R	483.11
K	45+68.25	61.17' R	482.31
L	45+75.97	46.50' R	482.84
M	45+75.98	61.17' R	482.22
N	45+84.88	46.50' R	482.49
O	45+84.88	61.16' R	482.17
P	45+94.88	46.50' R	482.07
Q	45+94.88	61.16' R	482.07
R	46+02.00	48.88' R	481.55
S	46+03.87	46.50' R	481.58
T	46+03.87	51.00' R	481.51
U	46+03.87	61.15' R	481.95

LEGEND

DETECTABLE WARNING

N

0 5' 10'

SCALE: 1" = 5'

MODEL: ADA Plansheet-4 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GDL ENTRANCE
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	83
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

	STATION	OFFSET	ELEV
A	43+53.42	38.4	486.01
B	43+53.12	43.7	486.08
C	43+58.84	38.6	485.89
D	43+58.53	43.6	485.97
E	43+67.88	35.0	485.61
F	43+67.27	38.7	485.68
G	43+66.90	44.9	485.79
H	43+73.56	39.9	485.53
I	43+70.63	46.3	485.63
J	43+77.78	42.0	485.37
K	43+74.23	48.1	485.47
L	43+83.01	42.5	485.25
M	43+82.72	45.3	485.17
N	43+78.44	50.9	485.28
O	43+89.08	47.3	485.09
P	43+91.50	53.8	484.96
Q	43+85.95	58.1	485.09
R	43+94.30	53.1	484.96
S	43+93.00	59.5	485.11
T	43+88.27	61.4	485.16
U	43+98.70	60.1	484.67
V	43+96.90	61.0	484.84
W	43+95.10	67.8	485.26
X	43+89.92	67.8	485.29

LEGEND

DETECTABLE WARNING

N

0 5' 10'

SCALE: 1" = 5'

SEE SHEET 4 FOR DETAILS

	STATION	OFFSET	ELEV
A	44+39.80	58.6	484.12
B	44+41.36	59.0	484.50
C	44+49.46	59.3	484.42
D	44+44.90	49.2	484.40
E	44+51.42	49.5	484.41
F	44+44.96	45.6	484.28
G	44+52.04	38.5	484.41
H	44+54.94	38.5	484.42
I	44+57.60	35.4	484.52
J	44+58.31	36.8	484.65
K	44+57.13	38.5	484.46
L	44+56.98	43.6	484.45
M	44+56.69	49.7	484.43
N	44+65.20	38.6	484.57
O	44+65.01	43.6	484.56
P	44+64.77	49.9	484.37
Q	44+75.64	33.0	484.41
R	44+75.55	35.6	484.45
S	44+75.44	38.7	484.46
T	44+75.26	43.7	484.48
U	44+75.03	50.3	484.24

MODEL: ADA Plansheet- 9 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn

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PLOT DATE = 2/6/2026	DATE -	REVISED -	

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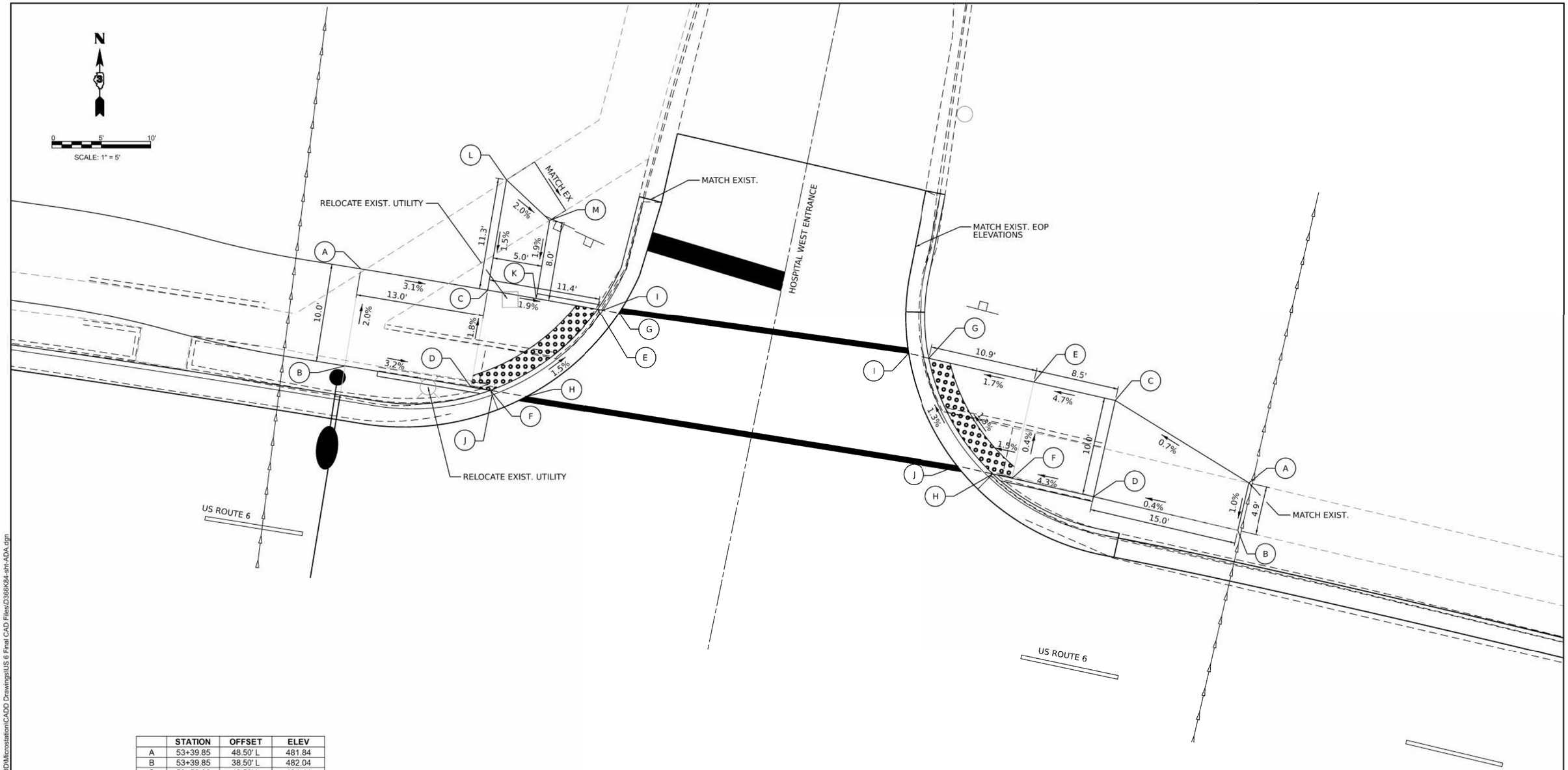
CURB RAMP DETAILS

SCALE: | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	84
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEV
A	53+39.85	48.50' L	481.84
B	53+39.85	38.50' L	482.04
C	53+52.08	48.50' L	481.44
D	53+52.07	38.50' L	481.62
E	53+63.09	48.50' L	481.22
F	53+54.02	38.50' L	481.62
G	53+65.23	48.50' L	481.22
H	53+57.66	38.52' L	481.62
I	53+63.62	48.50' L	481.18
J	53+54.27	38.07' L	481.58
K	53+56.92	48.51' L	481.34
L	53+52.07	59.84' L	481.61
M	53+56.90	56.53' L	481.49

LEGEND

DETECTABLE WARNING

	STATION	OFFSET	ELEV
A	54+29.40	44.13' L	481.96
B	54+29.35	39.19' L	481.91
C	54+14.73	49.09' L	481.85
D	54+14.73	39.44' L	481.85
E	54+06.45	49.58' L	481.45
F	54+06.45	39.58' L	481.49
G	53+96.06	49.82' L	481.26
H	54+04.50	39.62' L	481.46
I	53+93.95	49.88' L	481.26
J	54+00.88	39.70' L	481.46

MODEL: ADA Plansheet-5 [Sheet]
FILE NAME: H:\P222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn

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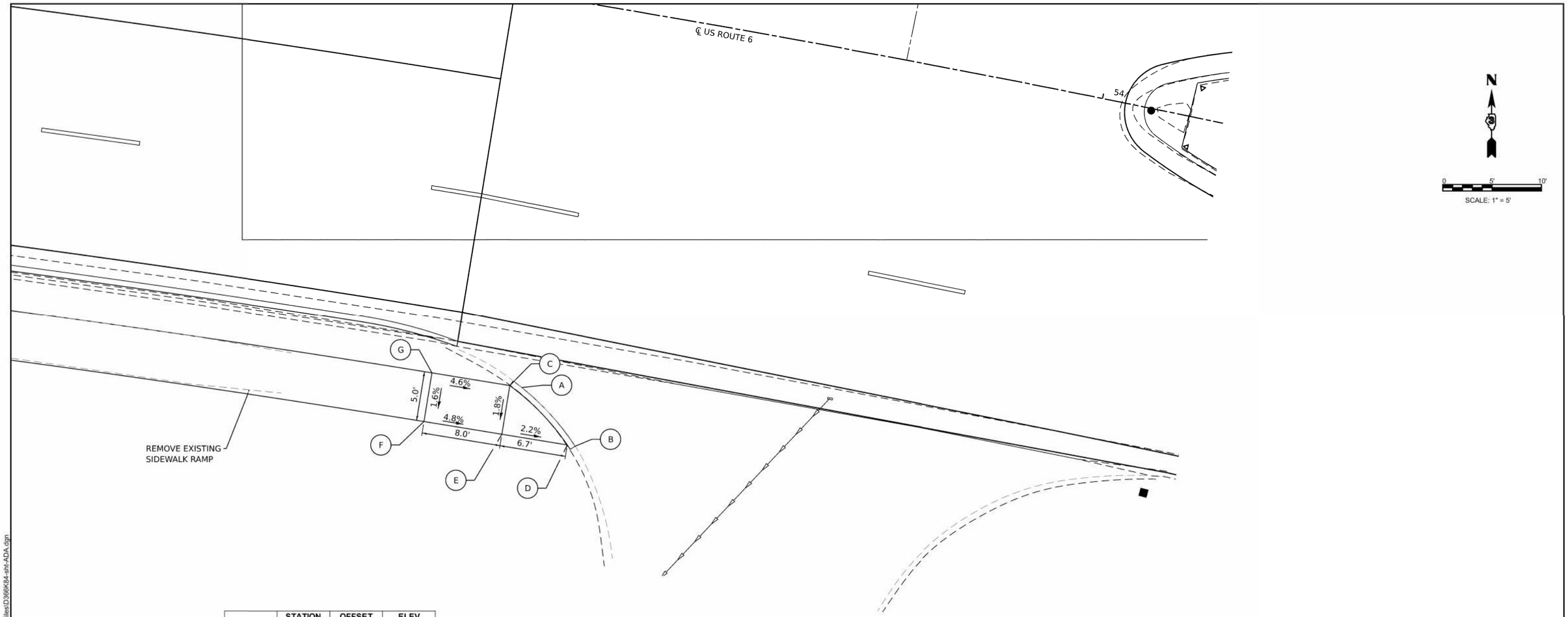
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOSPITAL WEST ENTRANCE
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	85
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEV
A	53+46.76	39.57' R	480.45
B	53+53.24	44.53' R	480.21
C	53+45.49	39.57' R	480.49
D	53+52.42	44.53' R	480.25
E	53+45.49	44.57' R	480.40
F	53+37.29	44.58' R	480.78
G	53+37.29	39.58' R	480.86

LEGEND

DETECTABLE WARNING

MODEL: ADA Plansheet-6 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-aht-ADA.dgn

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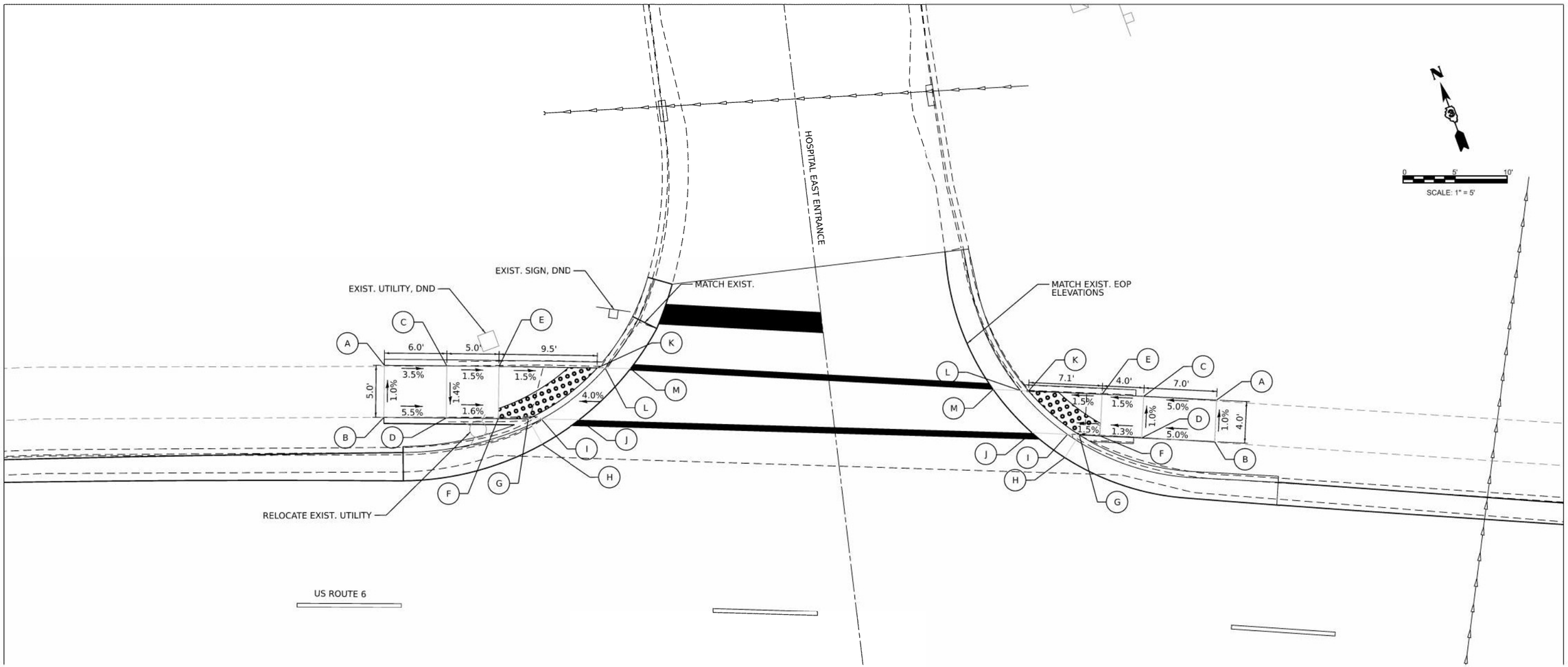
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACROSS FROM HOSPITAL WEST ENTRANCE
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	86
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEV
A	56+55.86	45.08' L	482.42
B	56+55.86	40.08' L	482.47
C	56+61.72	45.08' L	482.21
D	56+61.73	40.08' L	482.14
E	56+66.60	45.08' L	482.13
F	56+66.60	40.08' L	482.06
G	56+69.41	40.08' L	482.03
H	56+70.77	37.66' L	482.07
I	56+70.64	40.09' L	481.99
J	56+74.24	40.10' L	482.07
K	56+75.82	45.08' L	481.99
L	56+76.57	45.09' L	481.95
M	56+78.94	45.09' L	482.03

LEGEND

DETECTABLE WARNING

	STATION	OFFSET	ELEV
A	57+33.85	44.17' L	482.57
B	57+33.87	40.17' L	482.61
C	57+27.03	44.17' L	482.22
D	57+27.04	40.17' L	482.26
E	57+23.13	44.17' L	482.16
F	57+23.13	40.17' L	482.21
G	57+21.18	40.17' L	482.18
H	57+19.92	37.93' L	482.34
I	57+20.08	40.17' L	482.14
J	57+16.74	40.18' L	482.22
K	57+16.26	44.17' L	482.05
L	57+15.48	44.17' L	482.01
M	57+12.94	44.17' L	482.09

MODEL: ADA Plansheet-7 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-snt-ADA.dgn

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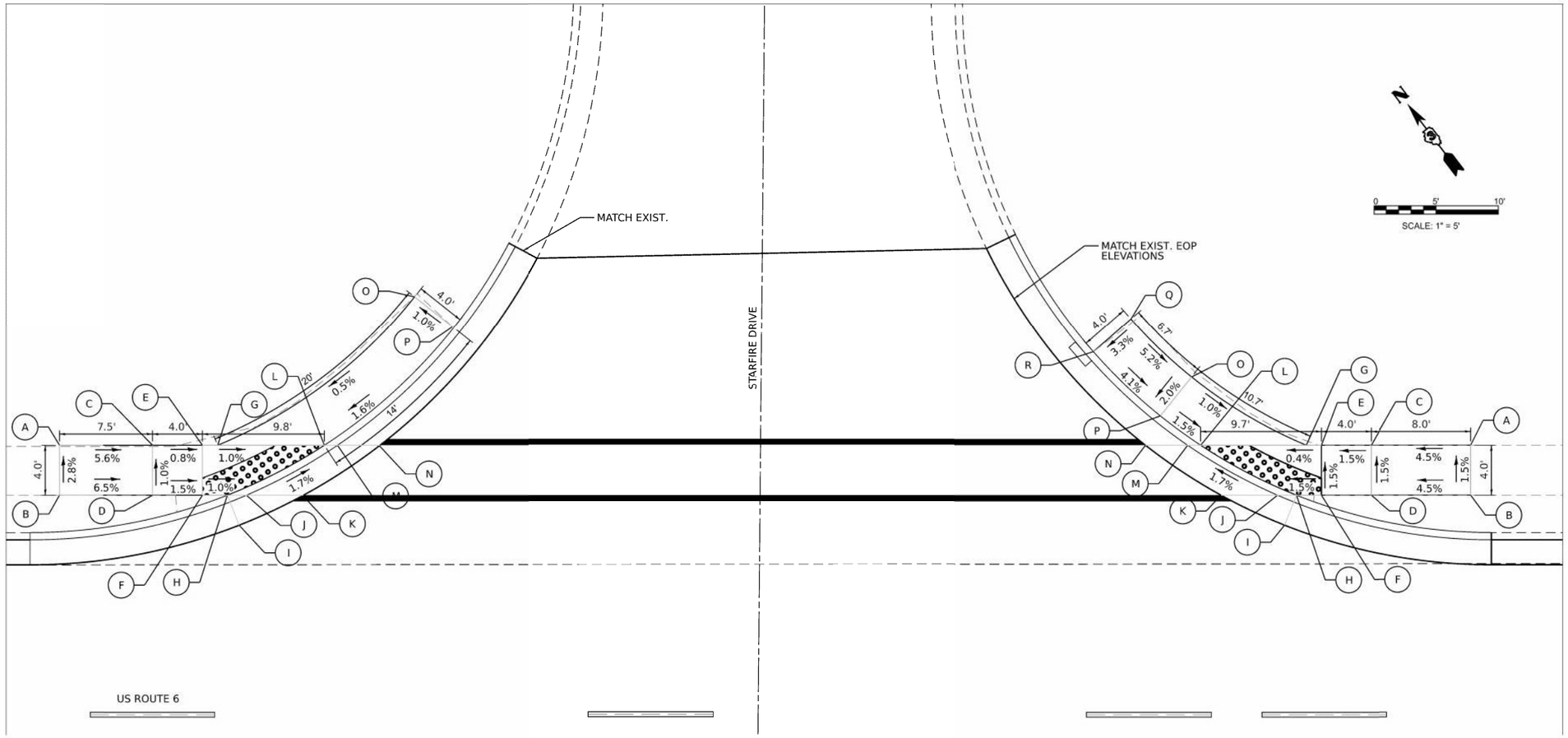
DEPARTMENT OF TRANSPORTATION

HOSPITAL EAST ENTRANCE
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	87
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEV
A	72+46.30	44.58' L	492.47
B	72+46.30	40.58' L	492.58
C	72+53.80	44.58' L	492.05
D	72+53.80	40.58' L	492.09
E	72+57.80	44.58' L	492.02
F	72+57.80	40.58' L	492.03
G	72+59.02	44.58' L	492.01
H	72+59.80	40.58' L	492.01
I	72+60.74	38.18' L	492.14
J	72+61.33	40.58' L	491.97
K	72+65.91	40.58' L	492.05
L	72+67.58	44.58' L	491.92
M	72+68.64	44.58' L	491.88
N	72+72.05	44.58' L	491.96
O	72+74.82	56.50' L	492.11
P	72+77.86	54.09' L	492.15

LEGEND

DETECTABLE WARNING

	STATION	OFFSET	ELEV
A	73+59.60	44.58' L	492.77
B	73+59.60	40.58' L	492.83
C	73+51.60	44.58' L	492.41
D	73+51.60	40.58' L	492.47
E	73+47.60	44.50' L	492.35
F	73+88.70	40.58' L	492.41
G	73+46.38	44.58' L	492.34
H	73+45.60	40.58' L	492.38
I	73+44.64	38.18' L	492.47
J	73+44.08	40.58' L	492.34
K	73+39.55	40.58' L	492.42
L	73+37.92	44.58' L	492.31
M	73+36.88	44.58' L	492.27
N	73+33.50	44.58' L	492.35
O	73+37.20	50.06' L	492.43
P	73+34.69	46.94' L	492.37
Q	73+32.34	54.72' L	492.78
R	73+29.33	52.09' L	492.65

MODEL: ADA Plansheet-8 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ADA.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STARFIRE DRIVE
CURB RAMP DETAILS

SCALE: | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	88
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

NOTE:
1. ALL PROPOSED PAVEMENT MARKING MATERIALS TO BE PREFORMED PLASTIC AND HAVE GROOVING EXCEPT EDGELINES. EDGELINES SHALL BE EPOXY PAVEMENT MARKING WITH NO GROOVING.
2. 12" X 12" BLOCK OUTS ARE REQUIRED IN THE MEDIAN FOR THE SIGN SUPPORTS.

STOP
PR STOP SIGN (R1-1) 30" X 30"
EX STOP SIGN TBR
℄ PORTER ST.
6" WHITE SOLID LINE (TYP.)
10'
6'
PR 10' - 30' SKIP DASH 9" WHITE WITH 10" GROOVED (TYP.)
6" YELLOW SOLID LINE (TYP.)
PR LETTERS AND SYMBOLS (TYP)
PR 10' - 30' SKIP DASH 6" YELLOW (TYP.)
35+00
36
37
38
39
40+00
℄ U.S. ROUTE 6
4" DOUBLE YELLOW LINE (TYP.)
8" WHITE SOLID LINE (TYP.)
24" WHITE SOLID LINE (TYP.)
4' MIN
STOP
PR STOP SIGN (R1-1) 30" X 30"
EX STOP SIGN TBR
6" WHITE SOLID LINE
10'
N
0 20 40
SCALE IN FEET
MATCHLINE STA. 41+00
℄ SCOTT ST.

24" WHITE SOLID LINE (TYP.)
4' MIN (TYP.)
PR TWO-WAY LEFT TURN ONLY SIGN (R3-9b) 24" X 36"
PR NO PARKING SIGN (R7-1a) 12" X 18"
CENTER LANE ONLY
EX CENTER LANE ONLY SIGN TBR
EX NO PARKING SIGN TBR
MATCHLINE STA. 41+00
41
42
43
℄ U.S. ROUTE 6
PR NORRIS DRIVE SIGN
4' MIN
+38
10'
6' WHITE SOLID LINE (TYP.)
SPEED LIMIT 35
PR SPEED LIMIT SIGN (R2-1) 24" X 30"
LEFT TURN YIELD ON GREEN
PR LEFT TURN YIELD ON GREEN SIGN 30" X 36"
SEE SIGNAL PLANS FOR SIGNALS
6'
44
R=3'
LEFT TURN YIELD ON GREEN
PR LEFT TURN YIELD ON GREEN SIGN 30" X 36"
4' MIN
8" WHITE SOLID LINE (TYP.)
6" DOUBLE YELLOW LINE (TYP.)
+19
+52
+84
+06
+95
45+00
46
12'
PR 2' - 6' SKIP DASH 8" WHITE
12:1 TAPER
CURB REFLECTORS
1 EA FLEXIBLE DELINEATORS STA 46+07, 6.5' RT
4" YELLOW SOLID LINE (TYP.)
14'
6" WHITE SOLID LINE (TYP.)
EX SPEED LIMIT SIGN TBR
EX FOX RIVER SIGN TBR
PR 10' - 30' SKIP DASH 9" WHITE WITH 10" GROOVED (TYP.)
PR SPEED LIMIT SIGN (R2-1) 24" X 30"
PR FOX RIVER SIGN
SPEED LIMIT 35
PR LT TURN ARROW (TYP.)
℄ CHAMPLAIN ST.
MATCHLINE STA. 47+00
N
0 20 40
SCALE IN FEET

MODEL: PMK sheets - 1 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pmk.dgn

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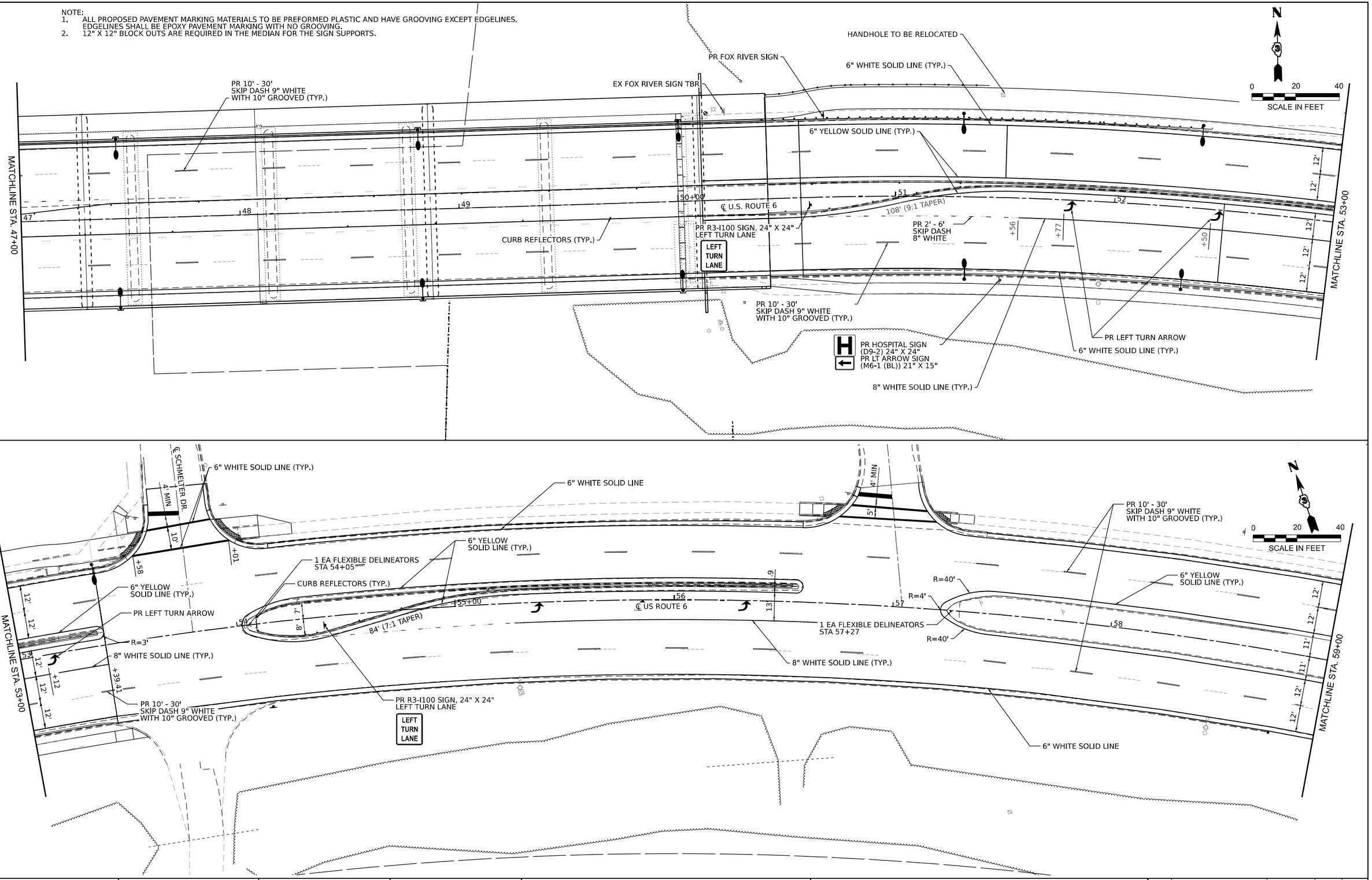
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 1 OF 9 SHEETS | STA. 35+00.00 | TO STA. 47+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	89
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

NOTE:
1. ALL PROPOSED PAVEMENT MARKING MATERIALS TO BE PREFORMED PLASTIC AND HAVE GROOVING EXCEPT EDGELINES. EDGELINES SHALL BE EPOXY PAVEMENT MARKING WITH NO GROOVING.
2. 12" X 12" BLOCK OUTS ARE REQUIRED IN THE MEDIAN FOR THE SIGN SUPPORTS.



MODEL: PMK sheets - 2 [Sheet]
FILE NAME: H:\P222138 - 03 V-A\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D3666K84-sht-pmk.dgn

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		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 2/6/2026	DATE -	REVISED -

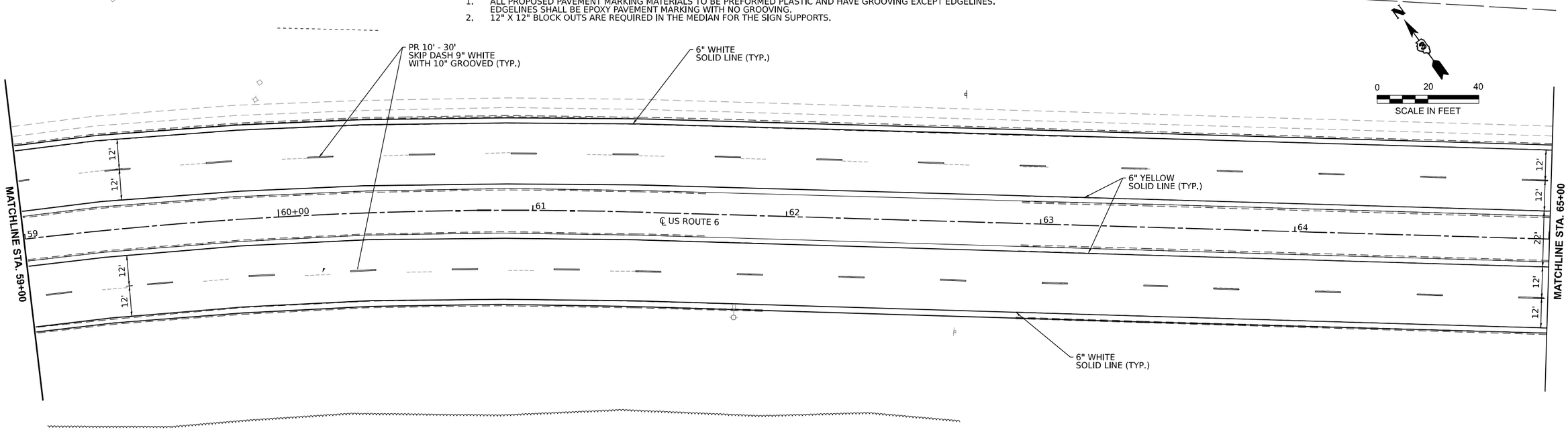
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

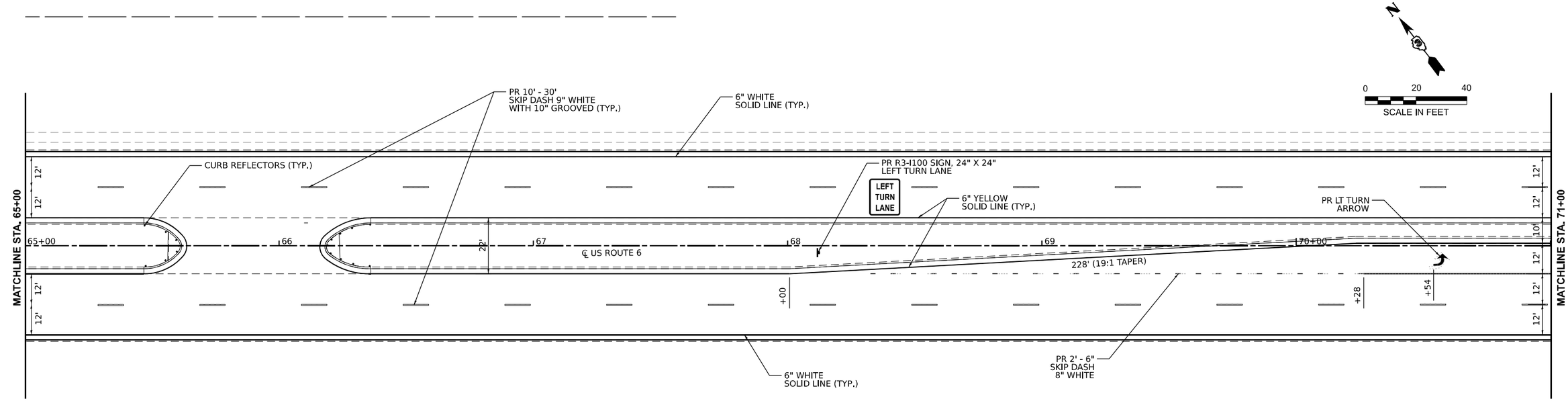
US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 2 OF 9 SHEETS | STA. 47+00.00 | TO STA. 59+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	90
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

NOTE:
1. ALL PROPOSED PAVEMENT MARKING MATERIALS TO BE PREFORMED PLASTIC AND HAVE GROOVING EXCEPT EDGELINES. EDGELINES SHALL BE EPOXY PAVEMENT MARKING WITH NO GROOVING.
2. 12" X 12" BLOCK OUTS ARE REQUIRED IN THE MEDIAN FOR THE SIGN SUPPORTS.





MODEL: PMK sheets - 3 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 final CAD Files\D366K84-sht-pmk.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 3 OF 9 SHEETS | STA. 59+00.00 TO STA. 71+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	91
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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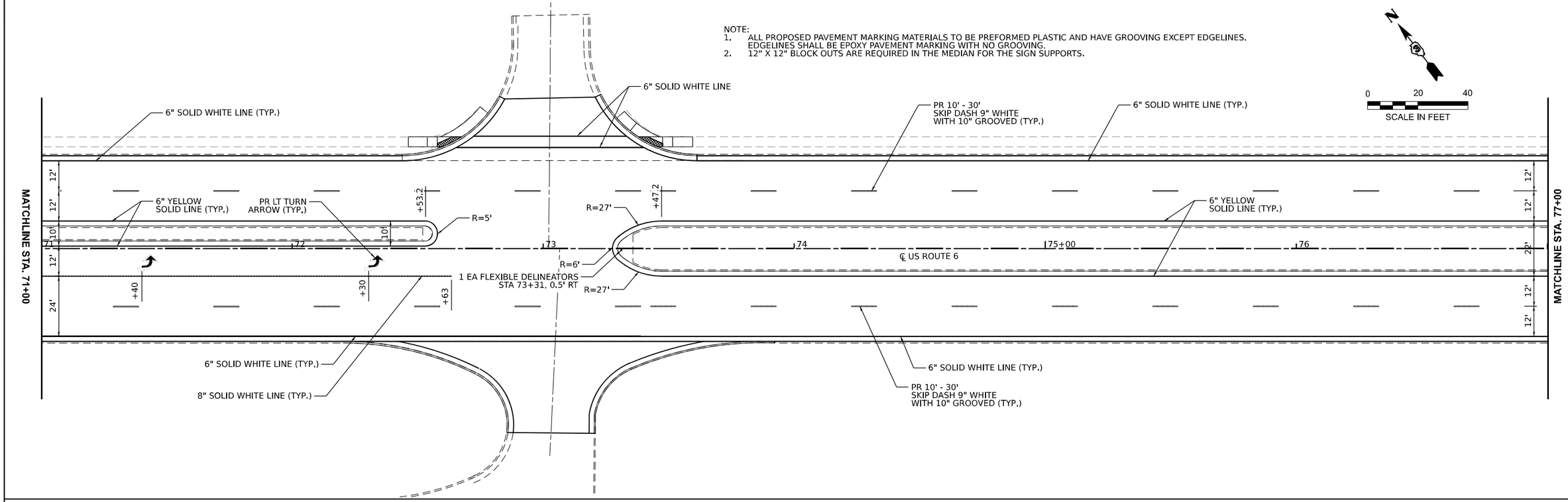

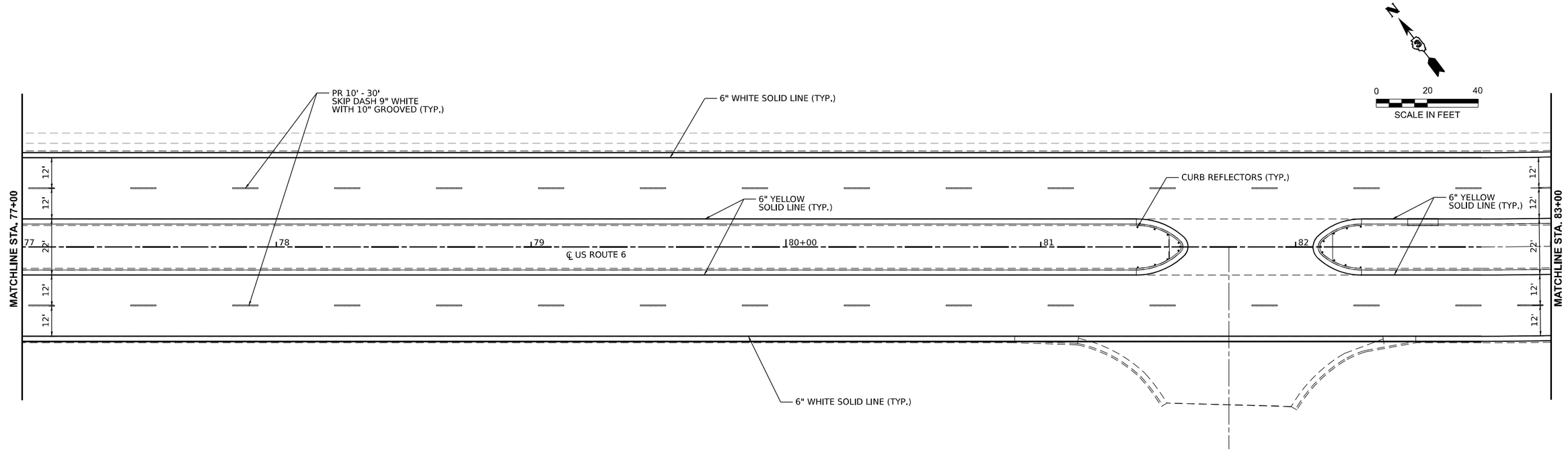

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 4 OF 9 SHEETS | STA. 71+00.00 TO STA. 83+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	92
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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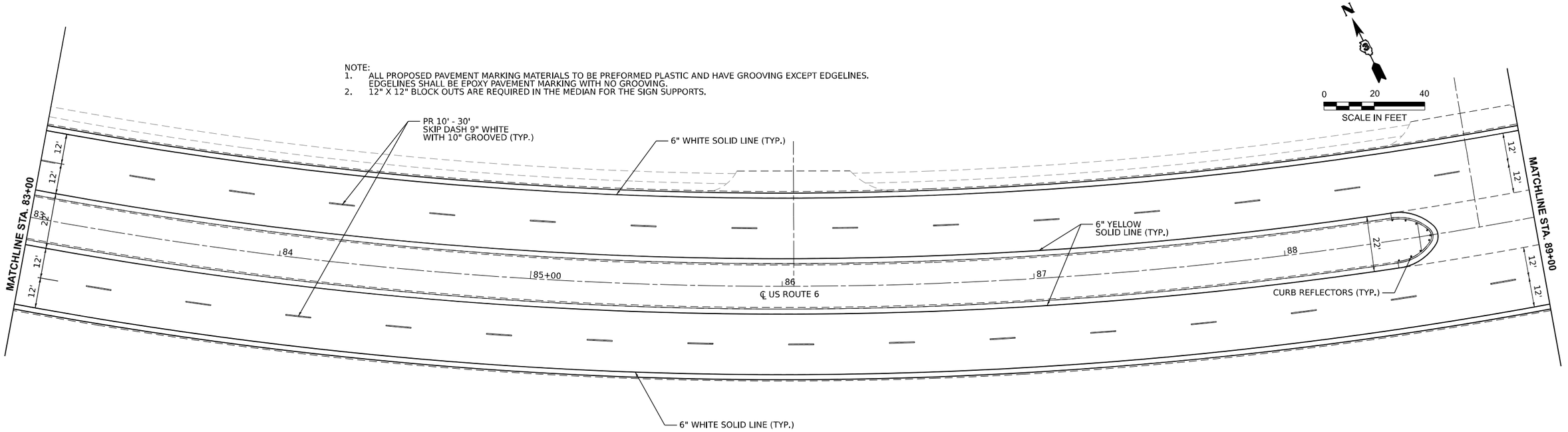

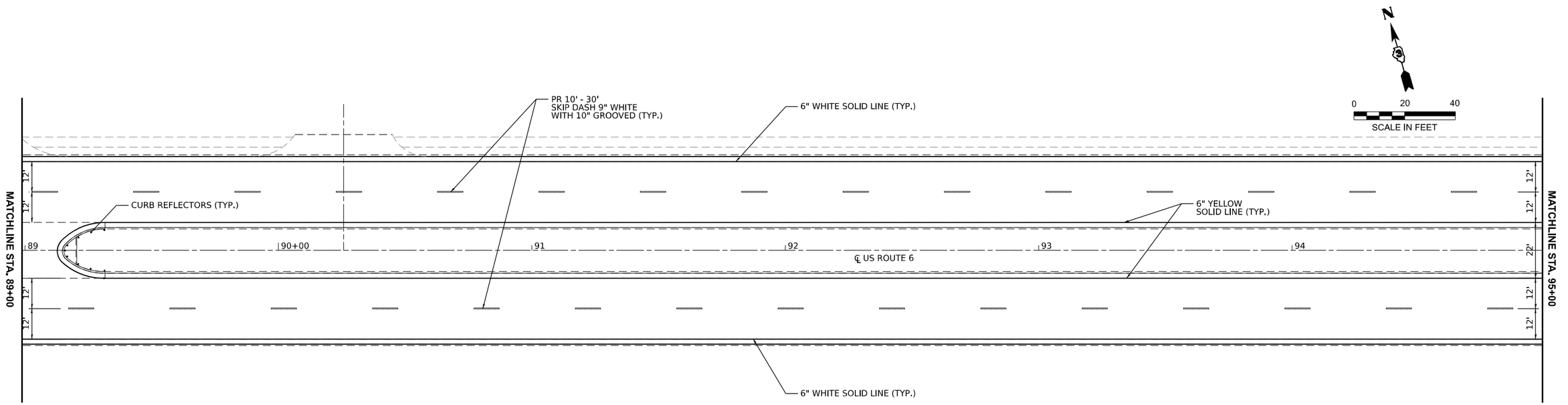

MODEL: PMK sheets - 5 [Sheet]
FILE NAME: H:\P222138 - D3 V-J\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pmk.dgn

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PLOT DATE = 2/6/2026	DATE -	REVISED -

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DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 5 OF 9 SHEETS | STA. 83+00.00 TO STA. 95+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	93
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

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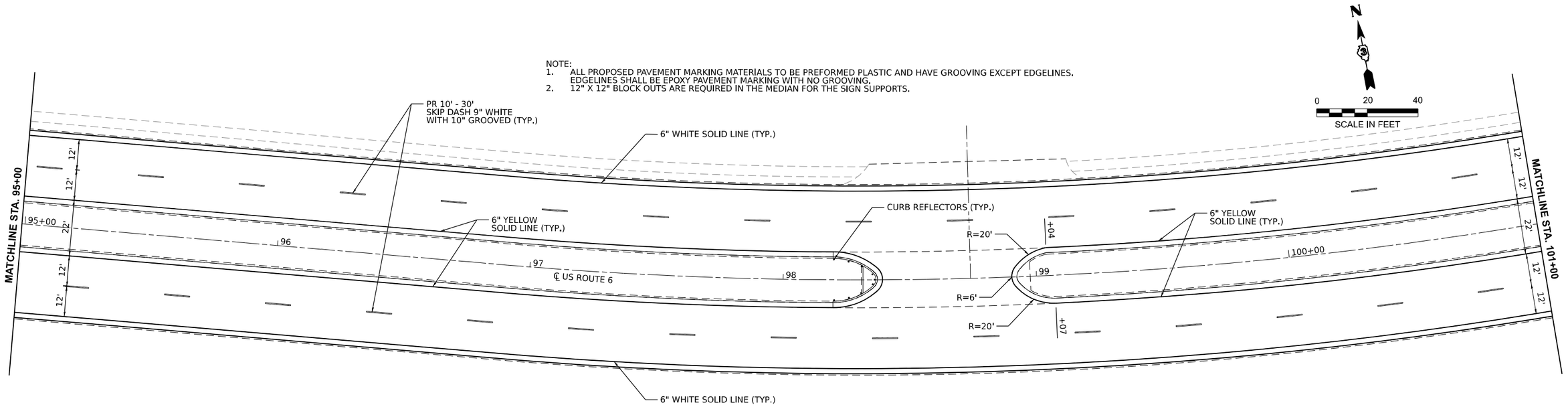

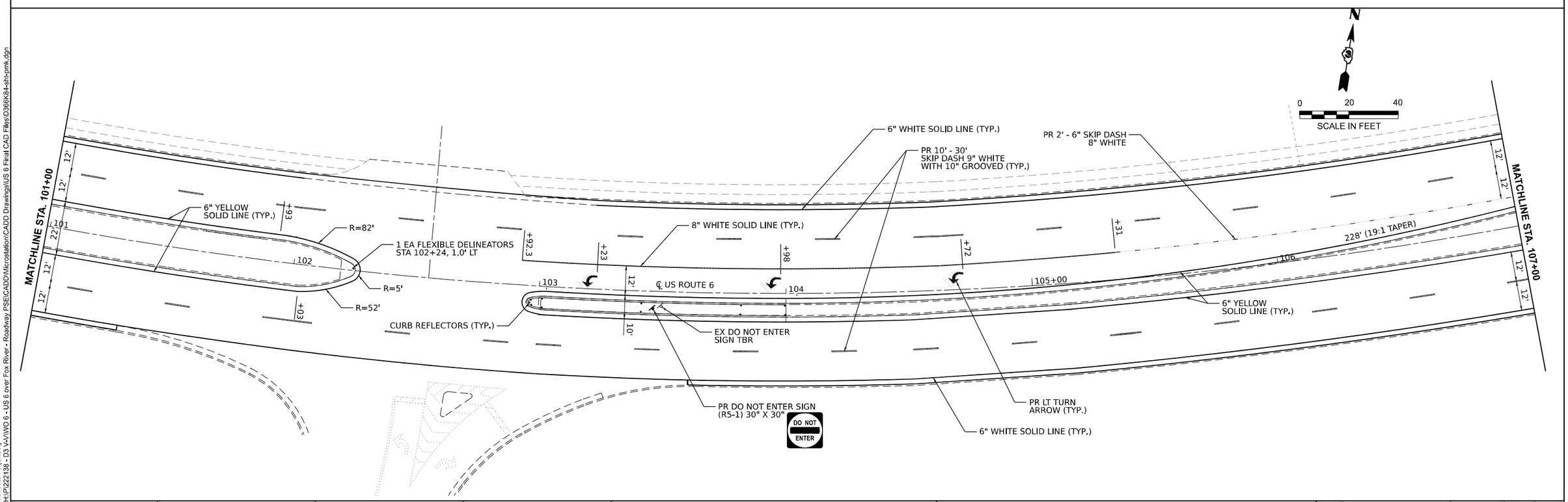

MODEL: PMK sheets - 6 [Sheet]
FILE NAME: H:\P\222138 - D3 V-VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pmk.dgn

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DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 6 OF 9 SHEETS | STA. 95+00.00 | TO STA. 107+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	94
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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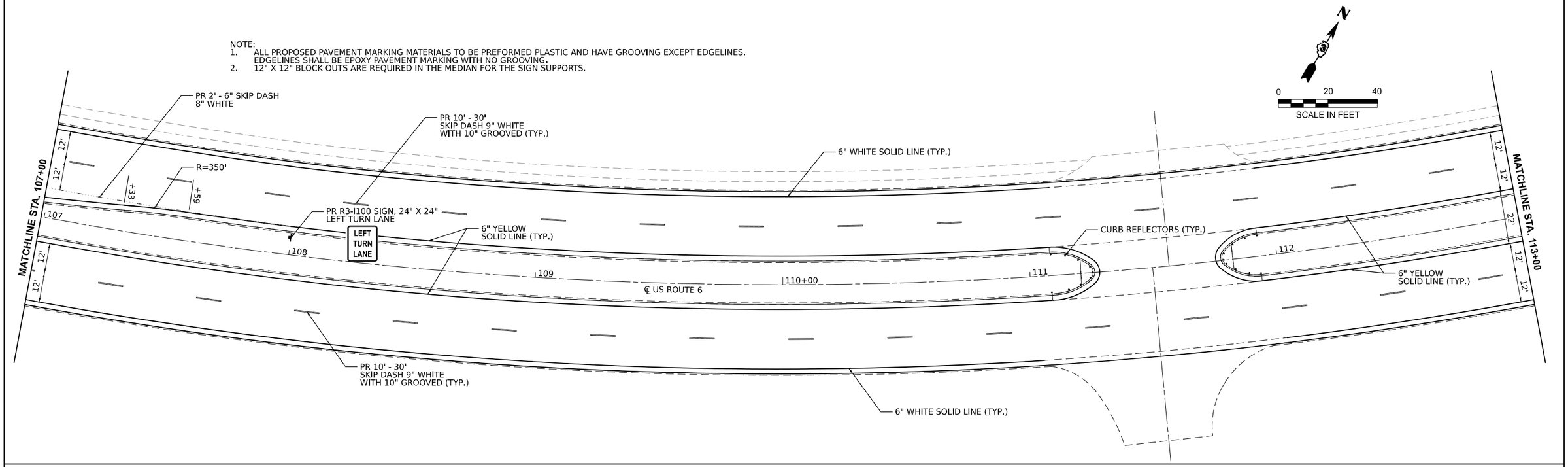

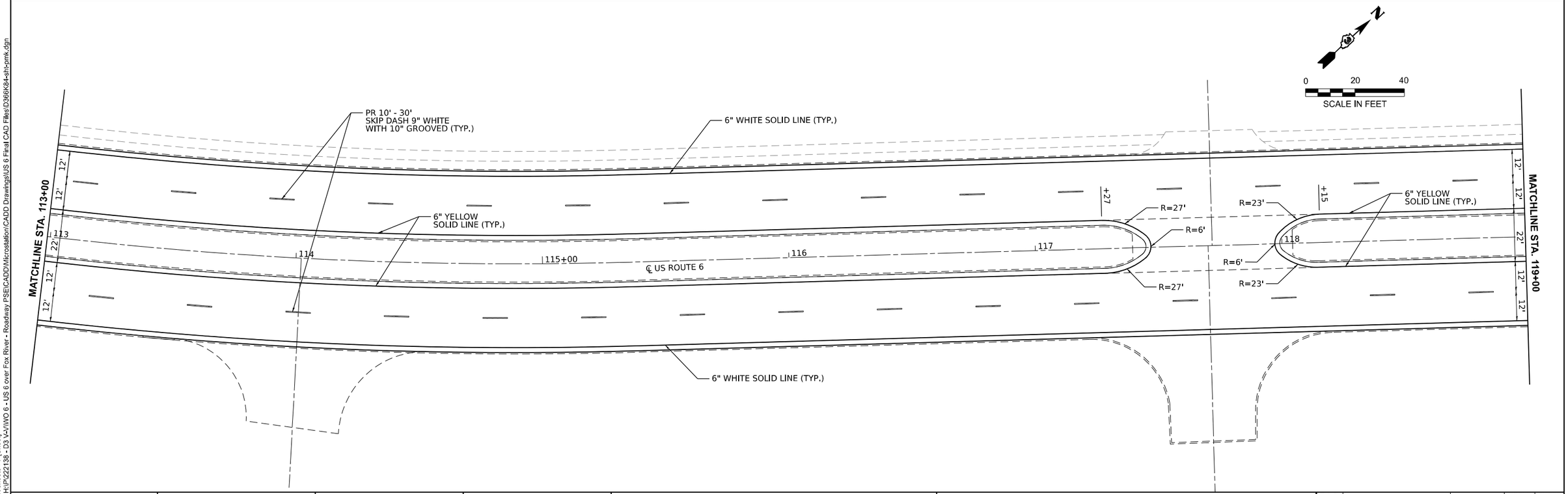

MODEL: PMK sheets - 7 [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pmk.dgn

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PLOT DATE = 2/6/2026	DATE -	REVISED -

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DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 7 OF 9 SHEETS | STA. 107+00.00 | TO STA. 119+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	95
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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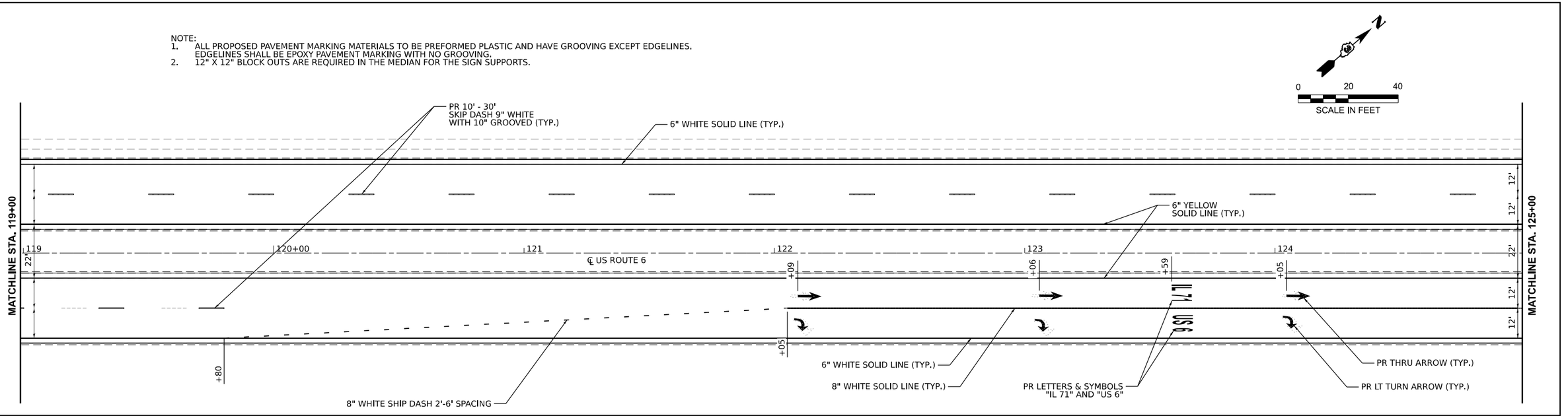

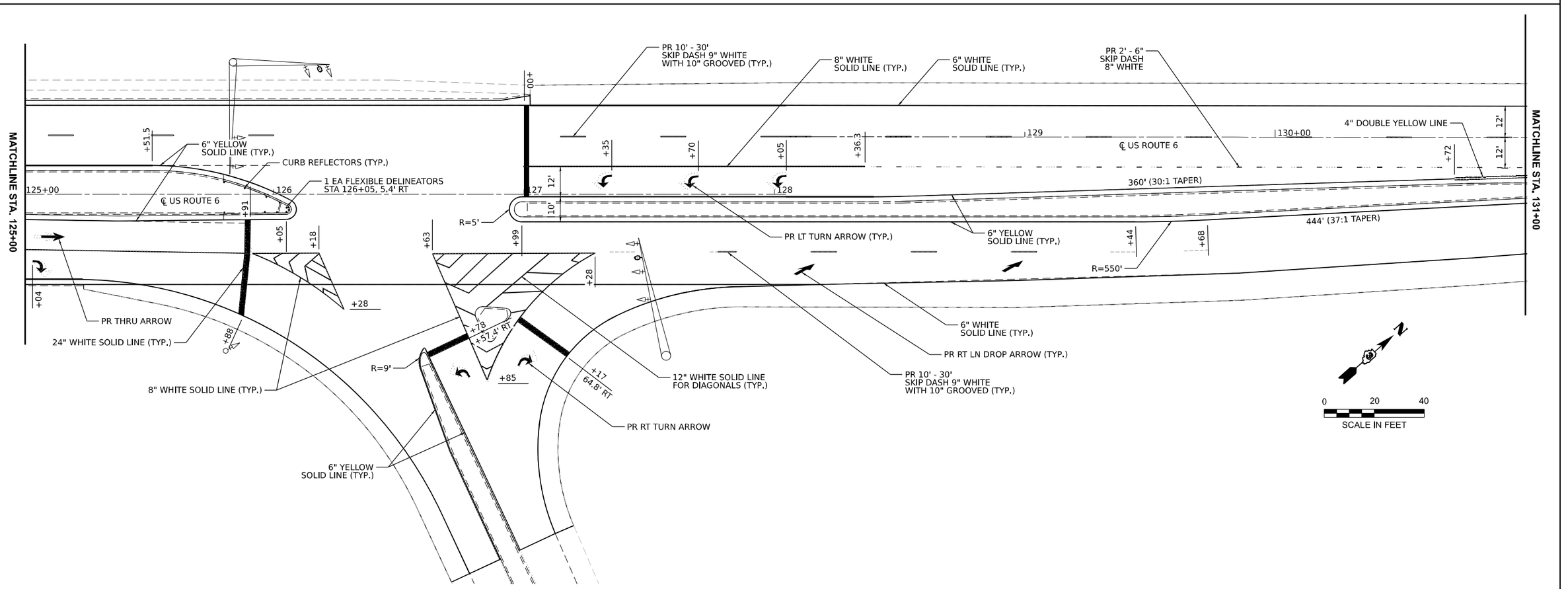

MODEL: PMK sheets - 8 [Sheet]
FILE NAME: H:\P222138 - D3 V-A\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-pmk.dgn

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	CHECKED -	REVISED -
PLOT DATE = 3/13/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

SCALE: 1"=20' | SHEET 8 OF 9 SHEETS | STA. 119+00.00 TO STA. 131+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	96
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

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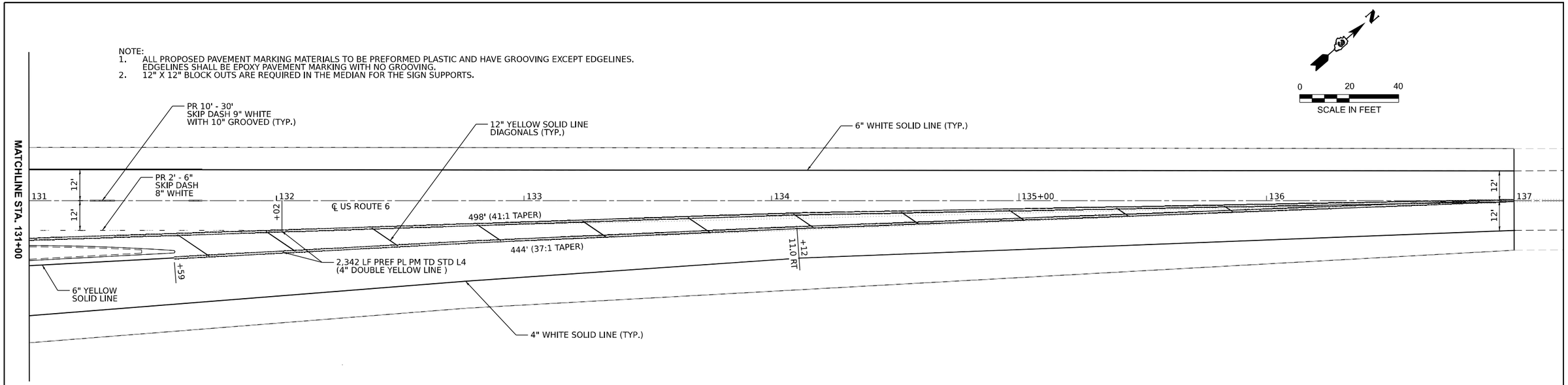

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	DRAWN -	REVISED -
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PLOT DATE = 3/13/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
PAVEMENT MARKING AND SIGNAGE SHEET

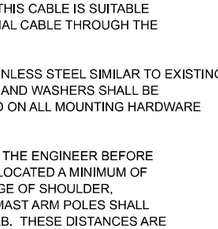
SCALE: 1"=20' | SHEET 9 OF 9 SHEETS | STA. 131+00.00 TO STA. 137+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	97
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

ELECTRICAL GENERAL NOTES

1. PRIOR TO COMMENCING CONSTRUCTION OF ANY COMPONENT OF THE PROPOSED TRAFFIC SIGNAL SYSTEM, ALL UNDERGROUND UTILITIES SHALL BE FIELD LOCATED ACCORDING TO ARTICLE 107.37 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". AGENCIES KNOWN TO HAVE FACILITIES WITHN THE PROJECT LIMITS ARE LISTED IN THE GENERAL NOTES OF THE PLANS. CALL J.U.L.I.E. (800) 892-0123 ONE WEEK BEFORE PLANNING TO DIG. IT MAY BE NECESSARY TO HAND DIG TEST HOLES TO EXPOSE EXISTING UTILITIES AT SOME LOCATIONS.
2. TRAFFIC SIGNAL CABLES SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. TERMINAL ENDS SHALL HAVE CRIMPED-ON RING TONGUE CONNECTORS.
3. THE QUANTITIES SHOWN FOR TRAFFIC SIGNAL CABLE IN CONDUIT AND REMOVAL OF ELECTRIC CABLE FROM CONDUIT ASSUME THAT ALL CABLE IN EXISTING CONDUIT WILL NEED TO BE REPLACED. IF IT IS DETERMINED IN THE FIELD THAT THIS CABLE IS SUITABLE FOR USE AND IT WILL NOT BE DAMAGED WHILE PULLING ADDITIONAL CABLE THROUGH THE CONDUIT, IT MAY BE RE-USED.
4. MOUNTING HARDWARE, SIGNAL POSTS AND BASES SHALL BE STAINLESS STEEL SIMILAR TO EXISTING TRAFFIC SIGNAL POSTS AND MAST ARMS. BOLTS, SCREWS, NUTS AND WASHERS SHALL BE STAINLESS STEEL. ANTI-SEIZE PASTE COMPOUND SHALL BE USED ON ALL MOUNTING HARDWARE FIELD CONNECTIONS.
5. THE LOCATION OF MAST ARM SUPPORTS SHALL BE APPROVED BY THE ENGINEER BEFORE FOUNDATIONS ARE CONSTRUCTED. MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 10 FEET FROM THE EDGE OF PAVEMENT OR 2 FEET FROM THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. IN CURBED SECTIONS, THE MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 1.5 FEET FROM THE FACE OF THE CURB. THESE DISTANCES ARE TO THE NEAR FACE OF THE MAST ARM POLE.
6. SEE MAST ARM FOUNDATION TABLE FOR DEPTHS OF CONCRETE FOUNDATION.
7. THE LOCATION OF SIGNAL HEADS ON MAST ARMS SHALL BE APPROVED BY THE ENGINEER BEFORE MAST ARMS ARE INSTALLED.
8. TRAFFIC SIGNAL BACKPLATES SHALL BE FLUORESCENT YELLOW, ABS PLASTIC, AND REFLECTIVE.
9. DURING SAWING OPERATIONS, THE CONTRACTOR SHALL CONTROL DUST SO THAT IT DOES NOT BECOME AIRBORNE AND DRIFT INTO TRAFFIC OR ONTO ADJACENT PROPERTIES.
10. PROPOSED CONDUIT SHALL BE PVC UNLESS NOTED OTHERWISE. ALL CONDUIT SHALL BE PLACED AND BACKFILLED PRIOR TO CONSTRUCTION OF NEW PAVEMENT, SHOULDER AND CURB. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PUSHING OR PULLING CONDUIT AFTER SUCH WORK HAS BEEN COMPLETED.
11. CONDUIT SPLICES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED PART OF THE NEW CONDUIT INSTALLATION.
12. A 1/4" DIAMETER NYLON PULL ROPE SHALL BE INSTALLED IN ALL CONDUITS.
13. HANDHOLES SHALL BE CAST-IN-PLACE PORTLAND CEMENT CONCRETE ACCORDING TO ARTICLE 814.03(a) OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". HANDHOLE COVERS SHALL BE SLOPED TO MATCH PROPOSED CONTOURS.
14. CONNECTION TO AN EXISTING HANDHOLE IS INCIDENTAL TO THE COST OF PROPOSED CONDUIT.
15. THE FOLLOWING ABBREVIATIONS SUPPLEMENT OR SUPERCEDE HIGHWAY STANDARD 000001:

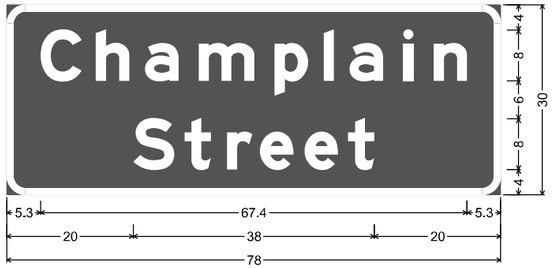
ABND	ABANDON
ALUM	ALUMINUM
BM	BRACKET MOUNTED
EQUIP	EQUIPMENT
GSC	GALVANIZED STEEL CONDUIT
MA	MAST ARM
MAM	MAST ARM MOUNTED
PED	PEDESTRIAN
PVC	POLYVINYL CHLORIDE CONDUIT
PB	PUSH-BUTTON
RELOC	RELOCATE
REC	REMOVE ELECTRICAL CABLE FROM CONDUIT
SH	SIGNAL HEAD
UC	UNDERGROUND CONDUIT

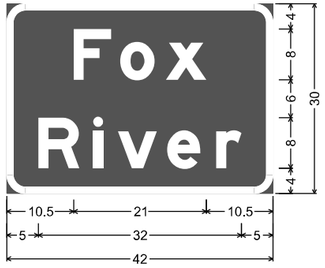


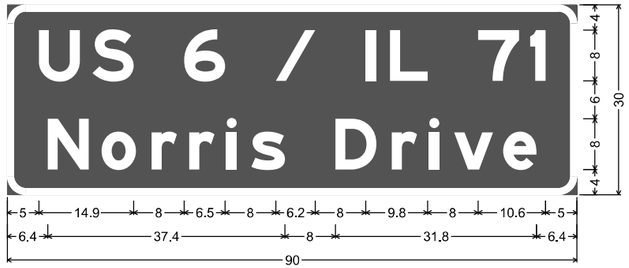
N.T.S
R 10-12
TYPE AP SHEETING REQUIRED
7.5 SQ FT EACH (2) REQUIRED

LEFT TURN CONTROL SIGN DETAIL

THIS SIGN SHALL BE LOCATED 3 TO 12 INCHES TO THE RIGHT OF THE MAST ARM MOUNTED LEFT TURN SIGNAL HEAD.

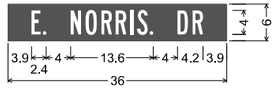


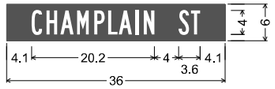




NOTES:

1. TYPE ZZ SHEETING REQUIRED.
2. WHITE LETTERING ON GREEN BACKGROUND.





SIGN DETAIL

TRAFFIC SIGNAL LEGEND

	PROPOSED SIGNAL HEAD WITH BACKPLATE	PVCC	POLYVINYL CHLORIDE CONDUIT
	EXISTING SIGNAL HEAD WITH BACKPLATE	GSC	GALVANIZED STEEL CONDUIT
	PROPOSED HANDHOLE	REC	REMOVE ELECTRIC CABLE FROM CONDUIT
	EXISTING HANDHOLE	Ⓑ	PROPOSED SIGN
	EXISTING DOUBLE HANDHOLE		EXISTING MAST ARM
	PROPOSED DOUBLE HANDHOLE		EXISTING SIGNAL HEAD, PEDESTRIAN
			EXISTING PEDESTRIAN PUSHBUTTON DETECTOR
6' x 50'	EXISTING DETECTOR LOOP		EXISTING CONTROLLER
	PROPOSED CONDUIT		EXISTING SIGNAL POST
	EXISTING CONDUIT		PROPOSED SIGNAL POST
			PROPOSED MAST ARM

US 6 SIGNAL SCHEDULE

CODE NO.	ITEM	UNIT	QTY
80500100	SERV INSTALL TY A	EACH	1
81028320	UNDRGRD C PVC 1	FOOT	10
81028340	UNDRGRD C PVC 1 1/2	FOOT	125
81028360	UNDRGRD C PVC 2 1/2	FOOT	41
81028370	UNDRGRD C PVC 3	FOOT	265
81028390	UNDRGRD C PVC 4	FOOT	108
81028410	UNDRGRD C PVC 6	FOOT	8
81400100	HANDHOLE	EACH	5
81400300	DBL HANDHOLE	EACH	1
85700200	FAC T4 CAB	EACH	1
86200200	UNINTER POWER SUP STD	EACH	1
87301215	ELCBL C SIGNAL 14 2C	FOOT	1,330
87301225	ELCBL C SIGNAL 14 3C	FOOT	1,330
87301245	ELCBL C SIGNAL 14 5C	FOOT	1,560
87301255	ELCBL C SIGNAL 14 7C	FOOT	1,570
87301900	ELCBL C EGRDC 6 1C	FOOT	2,060
87501100	TS POST 16	EACH	7
87600100	PED PUSH-BUT POST T1	EACH	1
87702900	STL COMB MAA&P 34	EACH	1
87702955	STL COMB MAA&P 45	EACH	1
87800100	CONC FDN TY A	FOOT	21
87800150	CONC FDN TY C	FOOT	3
87800415	CONC FDN TY E 36D	FOOT	41
88030020	SH LED 1F 3S MAM	EACH	7
88030050	SH LED 1F 3S BM	EACH	2
88030110	SH LED 1F 5S MAM	EACH	3
88030100	SH LED 1F 5S BM	EACH	6
88102717	PED SH LED 1F BM CDT	EACH	8
88200110	TS BACKPLATE LOUVERED	EACH	18
89000200	TEMP TR SIG INSTALL	L SUM	2
89502300	REM ELCBL FR CON	FOOT	5,486
89502375	REMOV EX TS EQUIP	EACH	4
89502380	REMOV EX HANDHOLE	EACH	3
89502382	REMOV EX DBL HANDHOLE	EACH	1
89502385	REMOV EX CONC FDN	EACH	13
X0320023	CCTV DOME CAMERA HD	EACH	1
X1400423	REM EX PED PUSH BUTTN	EACH	8
X8302125	WOOD POLE 25 CL 4	EACH	6
X8500106	MAIN EX TR SIG INSTAL	L SUM	1
X8760200	ACCESSIBLE PED SIGNAL	EACH	8
X8891007	VID VEH DET SYS COMP	EACH	1
X8891402	REL VIDEO VEH DET SYS	EACH	1
X8950060	REM EX CONTROLLER	EACH	1
X8950305	REMOV EX SIG HEAD	EACH	11
Z0073509	PERM TR SIGNAL TIMING	EACH	1
Z0073510	TEMP TR SIGNAL TIMING	EACH	2
*	S C MAA&P DMA 50 & 54	EACH	1

MODEL: Traffic notes [Sheet]
FILE NAME: H:\P222138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K94-sht-tsl2.dgn

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PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLANS

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	98
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

1 EA REMOVE EXISTING HANDHOLE

1 EA REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1 EA REMOVE EXISTING CONCRETE FOUNDATION

2 EA REMOVE EXISTING PEDESTRIAN PUSH BUTTON (SEE SPECIAL PROVISION)

℄ CHAMPLAIN STREET

44

43

℄ US ROUTE 6

45+00

1 EA REMOVE EXISTING HANDHOLE

1 EA REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1 EA REMOVE EXISTING CONCRETE FOUNDATION

2 EA REMOVE EXISTING PEDESTRIAN PUSH BUTTON (SEE SPECIAL PROVISION)

N

0 10 20
SCALE IN FEET

1 EA REMOVE EXISTING PEDESTRIAN PUSH BUTTON (SEE SPECIAL PROVISION)

2 EA REMOVE EXISTING PEDESTRIAN PUSH BUTTON (SEE SPECIAL PROVISION)

1 EA REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1 EA REMOVE EXISTING CONCRETE FOUNDATION

1 EA REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1 EA REMOVE EXISTING CONCRETE FOUNDATION

1 EA REMOVE EXISTING DOUBLE HANDHOLE

1 EA REMOVE EXISTING CONTROLLER

1 EA REMOVE EXISTING HANDHOLE

NOTE:
EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED AND SALVAGED.
PUSHBUTTON TO BE DELIVERED TO IDOT.

MODEL: Traffic Signal Plans [Sheet]
FILE NAME: H:\P222138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ts1.dgn

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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
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	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6
TRAFFIC SIGNAL PLANS

SCALE: 1"=10' | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	99
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

REL VIDEO VEH DET SYS
1 EA - S C MAA&P DMA , 50 FT AND 54 FT
16 FT CONC FDN TY E 36D
STA 43+99.0, 54.2 LT
3.0 CUYD ROCK EXC STRUCT

1 EA - HANDHOLE
STA 44+07.0, 61.0 LT

68 LF UNDGND CONDUIT, 3" PVC

5 LF UNDGND CONDUIT, 1.5" PVC

1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 44+12.0, 58.0 LT

30 LF UNDGND CONDUIT, 3" PVC

21 LF UNDGND CONDUIT, 2.5" PVC

1 EA - HANDHOLE
STA 43+78.0, 51.5 LT

10 LF UNDGND CONDUIT, 1" PVC

1 EA - HANDHOLE
STA 44+75.0, 58.5 LT

14.0 LF UNDGND CONDUIT, 1.5" PVC

VID VEH DET SYS COMP
2 EA - ACCESIBLE PEDESTRIAN SIGNALS
1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 44+83.0, 51.6 LT

32 LF UNDGND CONDUIT, 1.5" PVC

18 LF UNDGND CONDUIT, 1.5" PVC

1 EA - ACCESSIBLE PEDESTRIAN SIGNALS
1 EA - PEDESTRIAN PUSH BUTTON POST- TYPE II
STA 44+10.0, 51.0 LT

1 EA - ACCESSIBLE PEDESTRIAN SIGNALS
1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 43+91.0, 38.0 LT

℄ CHAMPLAIN STREET

1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 44+97.0, 38.5 LT

108 LF UNDGND CONDUIT, 4" PVC

44

℄ US ROUTE 6

45+00

N

5′ 0 5′ 10′
SCALE: 1" = 5′

MODEL: Traffic plans-North [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ts1.dgn

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DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLANS

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	100
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

N

0 5 10
SCALE IN FEET

44

73 LF UNDGND CONDUIT, 3" PVC

VID VEH DET SYS COMP
1 EA - STL COMB MAA&P 34 FT
12 FT CONC FDN TY E 36D
STA 44+79.0, 54.1 RT

1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 43+57.0, 37.0 RT

22 LF UNDGND CONDUIT, 1.5" PVC

10 LF UNDGND CONDUIT, 2.5" PVC

1 EA - DOUBLE HANDHOLE
STA 43+68.0, 57.0 RT

1 EA - WOOD POLE, 25 FT, CL 4
1 EA - SERVICE INSTALLATION, TYPE A
1 EA - UNINTER POWER SUP STD
STA 43+63.7, 61.7 RT

1 EA - FAC T4 CAB
1 EA CONCRETE FOUNDATION, TYPE C
STA 43+67.7, 62.0 RT

2- 4 LF UNDGND CONDUIT, 6" PVC

1 EA - ACCESSIBLE PEDESTRIAN SIGNALS
1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 44+82.7, 39.8 RT

29 LF UNDGND CONDUIT, 1.5" PVC

VID VEH DET SYS COMP
1 EA - STL COMB MAA&P 45 FT
13 FT CONC FDN TY E 36D
STA 44+63.0, 48.0 RT

10 LF UNDGND CONDUIT, 2.5" PVC

1 EA - HANDHOLE
STA 44+53.3, 45.0 RT

5 LF UNDGND CONDUIT, 1.5" PVC

1 EA - ACCESSIBLE PEDESTRIAN SIGNALS
1 EA - TRAFFIC SIGNAL POST, 16 FT
STA 44+48.6, 48.0 RT

14 LF UNDGND CONDUIT, 3" PVC

1 EA - HANDHOLE
STA 44+44.5, 57.0 RT

MODEL: Traffic Plans - South [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K04-sht-ts1.dgn

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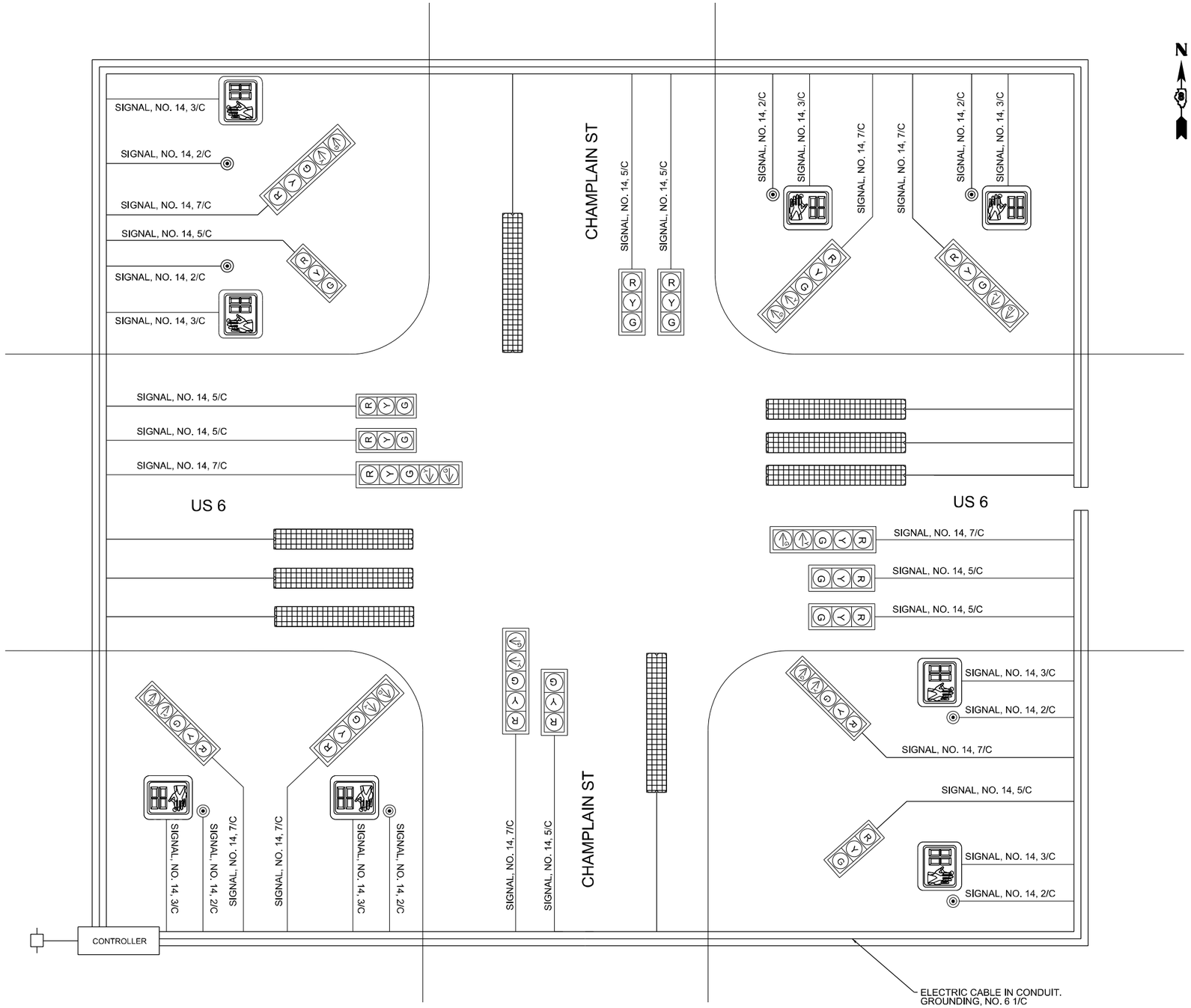
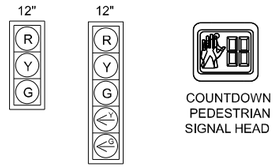
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLANS

SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	101
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





PROPOSED TRAFFIC SIGNAL FACES

CABLE DIAGRAM LEGEND

VIDEO DETECTION ZONE

PROPOSED PEDESTRIAN PUSH BUTTON

2/C INDICATES NUMBER OF CONDUCTORS IN CABLE

MODEL: Traffic Detail sheet [Sheet]
FILE NAME: H:\P222138 - D3 VJ\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-ts2.dgn

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DEPARTMENT OF TRANSPORTATION

US 6
TRAFFIC SIGNAL PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	102
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/23/24

ROUTE FAP 623 (US 6/IL 71) DESCRIPTION US 6/IL 71 over the Fox River, 0.7 mi E of IL 23 in Ottawa LOGGED BY Larry Myers

SECTION (E-1)ES LOCATION SW 1/4, SEC. 1, TWP. 33N, RNG. 3E, 3rd PM, Latitude 41.35647, Longitude -88.82907

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. B1 (NW Quad.)
Station _____
Offset _____
Ground Surface Elev. 486.30 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After ____ Hrs. _____ ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Black and Brown Silty Clay Loam Fill	483.80				
Stiff Gray Silty Clay / Reworked Gray Shale with Coal Pieces (Fill?).	481.80		3 4 3	1.5 P	25
Loose Rust Red Sand/Gravel - High Iron (Fill?)		-5	7 4 6		10
Stiff Brown Sandy Loam/Loam with Some Gray Silty Clay Layers (Fill?)	479.30		3 2 2	1.0 P	28
Gray Limey Shale	476.30	-10	9 14 27		6
Auger Refusal on Limestone End of Boring	474.30	-15 -20			11

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
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/23/24

ROUTE FAP 623 (US 6/IL 71) DESCRIPTION US 6/IL 71 over the Fox River, 0.7 mi E of IL 23 in Ottawa LOGGED BY Larry Myers

SECTION (E-1)ES LOCATION SW 1/4, SEC. 1, TWP. 33N, RNG. 3E, 3rd PM, Latitude 41.35661, Longitude -88.82869

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. B2 (NE Quad.)
Station _____
Offset _____
Ground Surface Elev. 485.17 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After ____ Hrs. _____ ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Brown Silty Clay Loam Fill and Sand and Gravel Fill	482.67				
Loose Brown Sand/Gravel Fill with Pieces of Clay			3 4 3		9
		-5	3 4 5	Rock in Shoe	
Very Stiff Brown Loam, Gray Silty Clay, and Rust Red Sand/Gravel with Coal Pieces (Fill?)	478.17		2 2 3	2.5 P	23
Gray Limey Shale	475.17	-10	15 37 53		5
Auger Refusal on Limestone End of Boring	473.17	-15 -20			

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 US 6 @ CHAMPLAIN ST IN OTTAWA.GPJ IL_DOT.GDT 12/31/24

MODEL: BORING LOGS [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

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

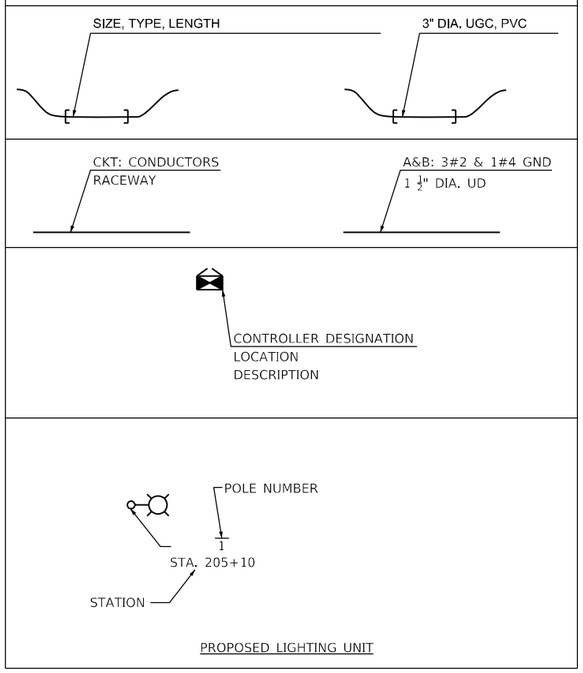
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	103
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	PROPOSED LIGHTING UNIT: 35 FT M.H., 6 FT MAST ARM, LED LUMINAIRE, HORIZONTAL MOUNT, OUTPUT DESIGNATION G, MOUNTED ON BREAKAWAY DEVICE, SETBACK 3 FT FROM FOC (U.N.O.)
	PROPOSED LIGHTING UNIT: 35 FT M.H., 6 FT MAST ARM, LED LUMINAIRE, HORIZONTAL MOUNT, OUTPUT DESIGNATION G, MOUNTED ON BRIDGE PARAPET WALL
	PROPOSED COMBINATION LIGHTING UNIT, 15 FT MAST ARM, LED LUMINAIRE, HORIZONTAL MOUNT, OUTPUT DESIGNATION H
R	EXISTING COMBINATION LIGHTING UNIT TO BE REMOVED
R	EXISTING LIGHTING UNIT TO BE REMOVED
U	EXISTING UTILITY POLE MOUNTED LUMINAIRE AND ARM TO BE REMOVED BY OTHERS
E	EXISTING LIGHTING UNIT TO REMAIN IN PLACE
	PROPOSED LIGHTING CONTROLLER
	PROPOSED ELECTRIC UTILITY SERVICE
	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
	PROPOSED UNIT DUCT IN UNDERGROUND CONDUIT, SIZE AND TYPE AS NOTED
	PROPOSED CONDUIT, SIZE AND TYPE AS NOTED
	PROPOSED ELECTRIC CABLE IN CONDUIT, SIZE AND TYPE AS NOTED

CALL–OUT SAMPLE

DEFINITION AND EXAMPLE



GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS, AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

IDOT HIGHWAY STANDARDS:

STANDARD NO.	TITLE
812001-01	RACEWAY EMBEDDED IN STRUCTURE
821101-03	LUMINAIRE WIRING IN POLE
825001-04	LIGHTING CONTROLLER PEDESTAL MOUNTED, 240V
830001-03	LIGHT POLE ALUMINUM MAST ARM
830026-01	TEMPORARY ROADWAY LIGHTING
836001-05	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES

INDEX OF DRAWINGS

DRAWING NO.	TITLE
E-01	LEGEND, GENERAL NOTES, INDEX OF DRAWINGS, AND SCHEDULE OF QUANTITIES
E-02	EXISTING LIGHTING REMOVAL PLAN
E-03	PROPOSED LIGHTING PLAN
E-04	WIRING DIAGRAMS
E-05	LUMINAIRE PERFORMANCE TABLE
E-06	COMBINATION LIGHTING CONTROLLER DETAIL

SCHEDULE OF ROADWAY LIGHTING QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	120
81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	30
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	882
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	3
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,130
81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,050
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	2,850
82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	13
82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	3
82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1
83007200	LIGHT POLE, ALUMINUM, 35 FT. M.H., 6 FT. MAST ARM	EACH	13
83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	5
83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	20
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	7
X8250091	COMBINATION LIGHTING CONTROLLER	EACH	1

RASHESH D. PATEL
062-064617
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

SINGH + ASSOCIATES, INC.
RASHESH PATEL, P.E.
R.D.P.
DATE: 01/28/26

SIGNATURE AND SEAL APPLY TO DRAWINGS: 104 - 109

EXPIRES: 11/30/27

E–01

MODEL: Default
FILE NAME: J:\22209.10\04 CADD\CADD Sheets\D3668084-ilt-light-01.dgn

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USER NAME = sgruberman	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 3/11/2026	DATE - 01/28/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

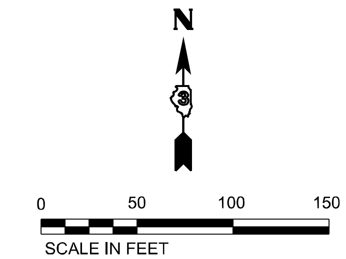
LEGEND, GENERAL NOTES, INDEX OF DRAWINGS, AND SCHEDULE OF QUANTITIES

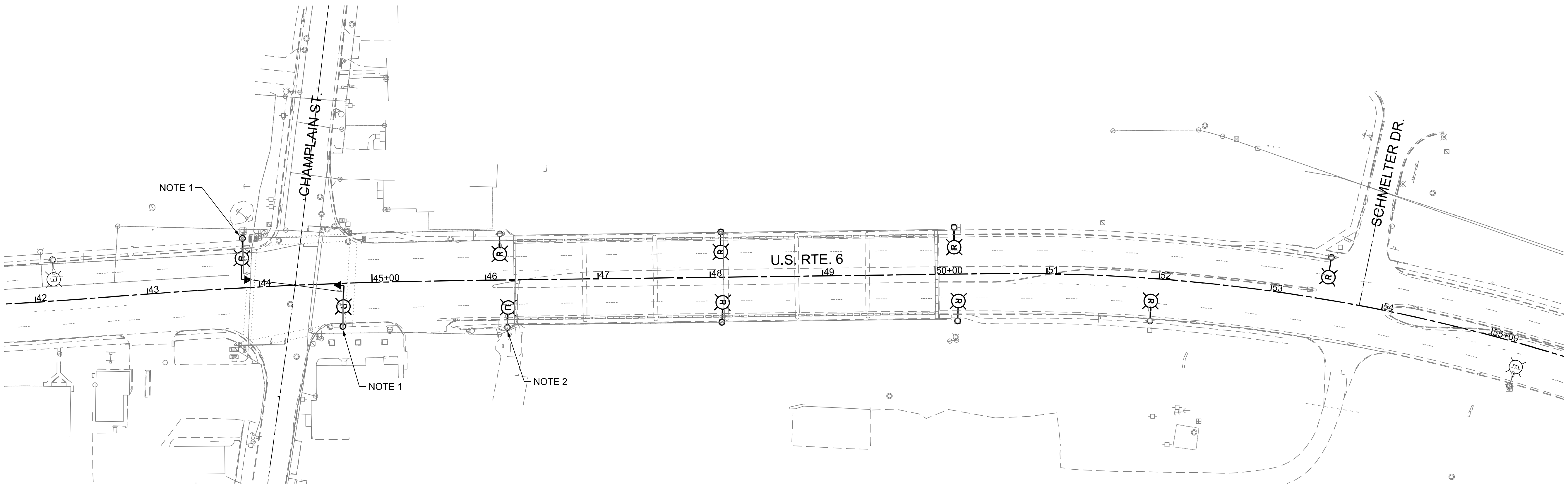
SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(E-1)ES	LASALLE	205	104
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
o—(R)—▲	EXISTING COMBINATION LIGHTING UNIT TO BE REMOVED
o—(R)	EXISTING LIGHTING UNIT TO BE REMOVED
o—(U)	EXISTING UTILITY POLE MOUNTED LUMINAIRE AND ARM TO BE REMOVED BY OTHERS
o—(E)	EXISTING LIGHTING UNIT TO REMAIN IN PLACE





NOTES:

1. EXISTING COMBINATION LIGHTING UNIT TO BE REMOVED.
2. EXISTING UTILITY POLE MOUNTED LUMINAIRE AND ARM TO BE REMOVED BY OTHERS.

E–02

MODEL: Default
FILE NAME: J:\22209_1804_CADD\CADD_Sheets\D366K84-sht-light-02.dgn

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USER NAME = vgurskas	DESIGNED - VG	REVISED -
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PLOT SCALE = 100.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 1/28/2026	DATE - 01/27/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

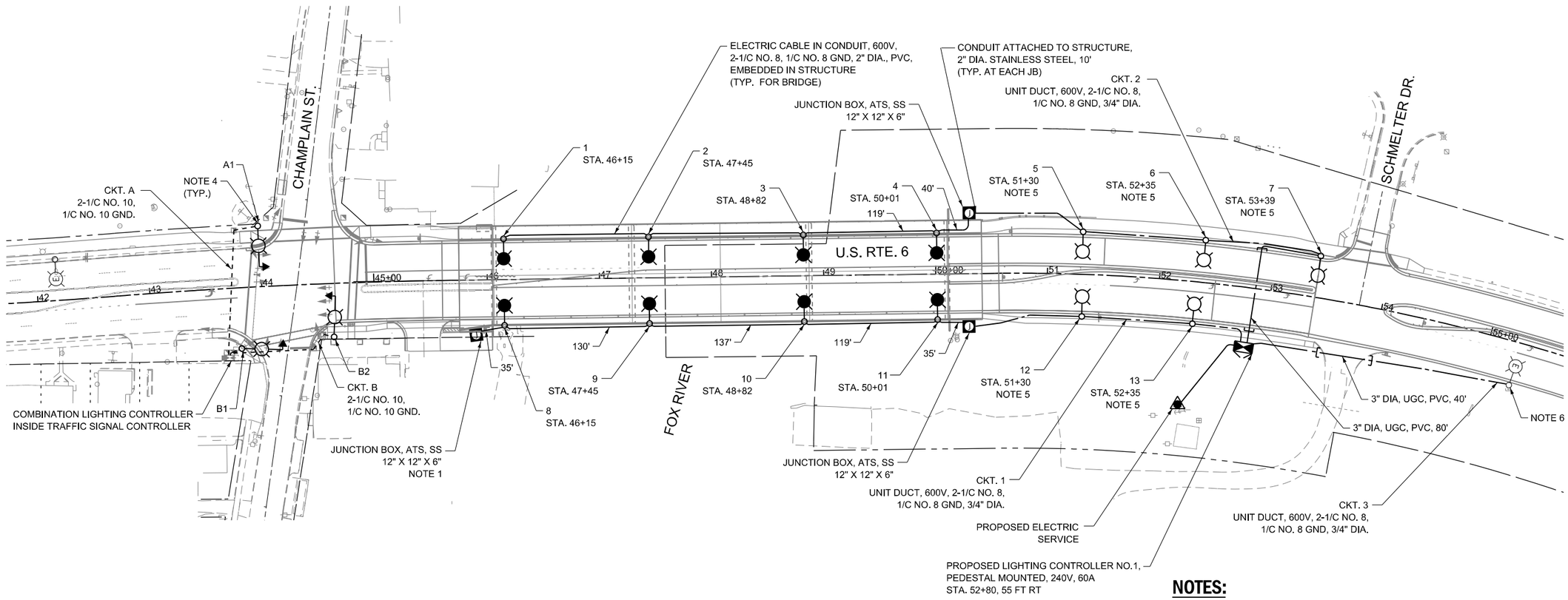
EXISTING LIGHTING REMOVAL PLAN

SCALE: 1"=50' | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	105

CONTRACT NO. 66M55

ILLINOIS | FED. AID PROJECT



NOTES:

1. JUNCTION BOX AND EMPTY CONDUIT INSTALLED FOR POSSIBLE FUTURE USE.
2. SEE STRUCTURAL DRAWINGS FOR BRIDGE PARAPET MOUNTED POLE FOUNDATION DETAILS.
3. SEE HIGHWAY STANDARDS FOR GROUND MOUNTED POLE FOUNDATION DETAILS.
4. SEE TRAFFIC SIGNAL PLANS FOR EXACT LOCATION OF COMBINATION LIGHTING POLES.
5. GROUND MOUNTED POLES SHALL BE INSTALLED ON BREAKAWAY COUPLINGS (4 COUPLINGS PER POLE).
6. SEE APPLICABLE PORTIONS OF "LIGHT POLE WITH CIRCUIT ROUTED UNDERGROUND" DETAIL ON HIGHWAY STANDARD 830026-01 FOR CONNECTION OF PROPOSED UNIT DUCT TO EXISTING CIRCUIT.

E–03

MODEL: Default
FILE NAME: h:\22209.10\04 CADD\CADD Sheets\D366K84-unit-light-03.dgn

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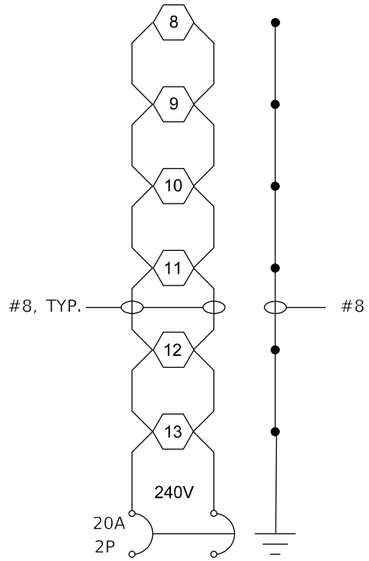
PLOT DATE = 3/11/2026	DATE - 01/28/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

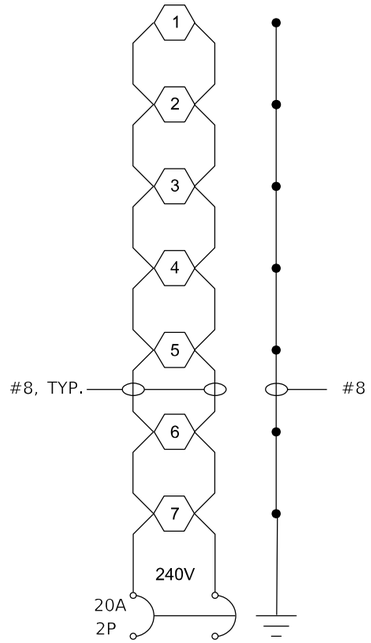
PROPOSED LIGHTING PLAN

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. | TO STA.

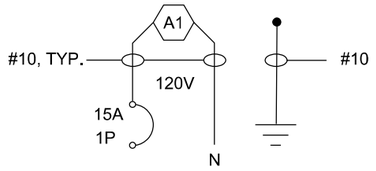
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(E-1)ES	LASALLE	205	106
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



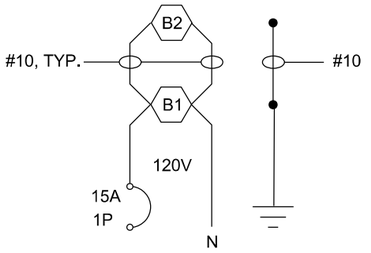
CIRCUIT 1



CIRCUIT 2



CIRCUIT A



CIRCUIT B

LEGEND

LED ROADWAY LUMINAIRE

GROUND CONNECTION AT EACH POLE

GROUND ROD

PROPOSED LIGHTING CONTROLLER NO. 1

COMBINATION LIGHTING CONTROLLER CHAMPLAIN ST AND US ROUTE 6

MODEL: Default
FILE NAME: J:\22209.1004-CADD\CADD Sheets\D366K84-str-light-04.dgn

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CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 100.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 3/11/2026	DATE - 01/28/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIRING DIAGRAMS

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(E-1)ES	LASALLE	205	107
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
09/30/25	66M55	(E-1)ES	LaSalle

Marked Route Number	Municipality
IL-71/US Route 6	Ottawa

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12'	2 lanes in each direction	18'	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
37'	6'	8'	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
ROADWAY, OUTPUT DESIGNATION G	Type 3	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.7	U=0	N/A	0-10V

Layout

Spacing	Configuration
130'	Opposite

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
1.3	3.0

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
0.9	3.0	5.0	0.3

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 10/29/25 BDE 5630 (Rev. 06/06/24)

OUTPUT DESIGNATION "G" LUMINAIRE

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
09/30/25	66M55	(E-1)ES	LaSalle

Marked Route Number	Municipality
IL-71/US Route 6	Ottawa

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12'	6 lanes in one direction only	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
45'	15'	15'	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
ROADWAY, OUTPUT DESIGNATION H	Type 4	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.7	U=0	N/A	0-10V

Layout

Spacing	Configuration
140'	Opposite

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
2.0	3.0

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
1.35	3.0	5.0	0.3

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

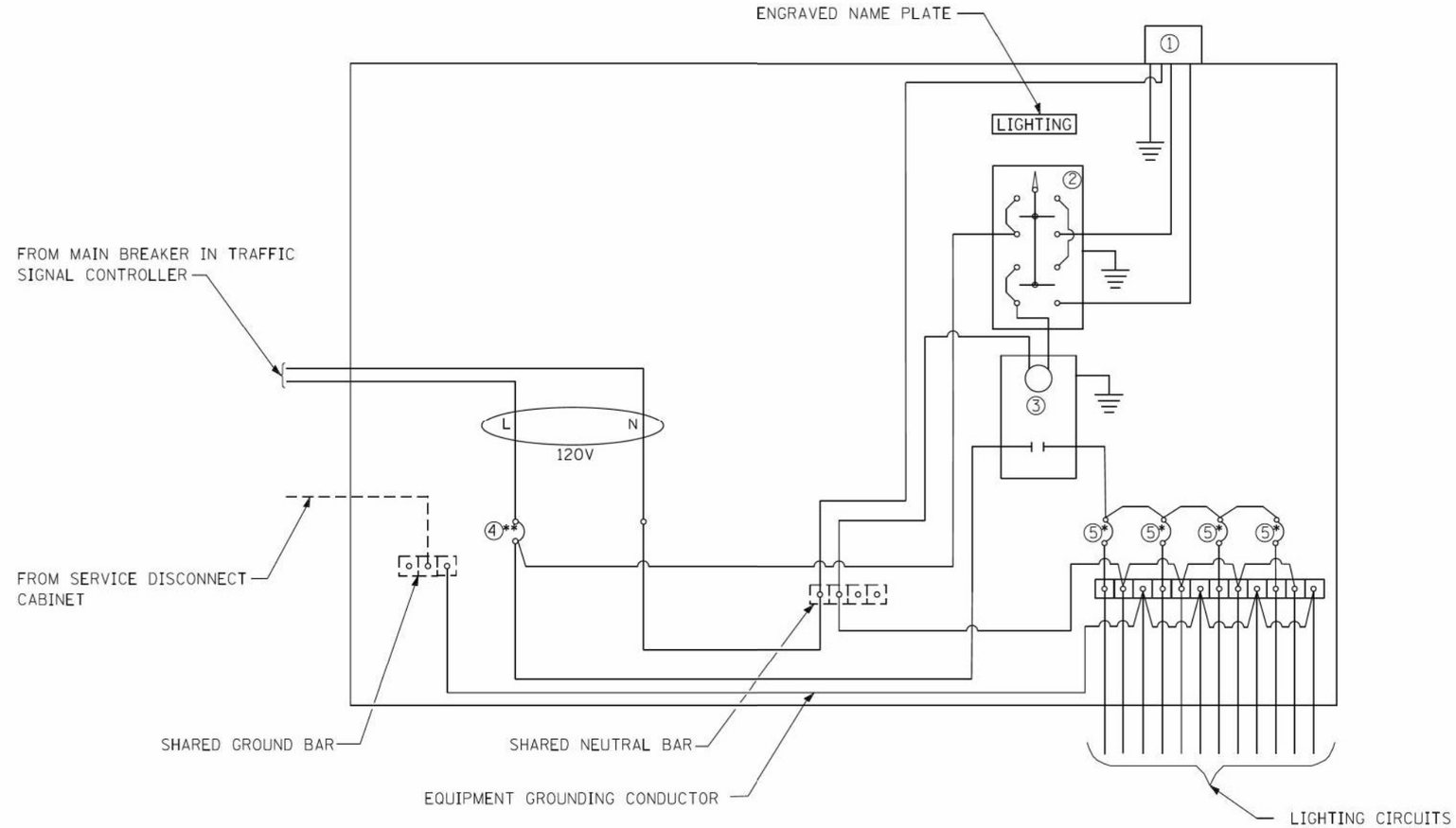
Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 10/29/25 BDE 5630 (Rev. 06/06/24)

OUTPUT DESIGNATION "H" LUMINAIRE

E–05



LEGEND

- Ground connected to shared ground bar.
- ---- Indicates shared with traffic signal controller equipment.
- ① Photocell with integral surge arrester.
- ② HAND-OFF-AUTO selector switch.
- ③ 30 amp, 1 pole electrically held contactor.
- ④ 20 amp, 1 pole, circuit breaker
- ⑤ 15 amp, 1 pole, branch breaker
- * Quantity of branch breakers shall depend on the combination lighting circuit diagram or as directed by the engineer.
- ** Size larger as needed.

COMBINATION LIGHTING CONTROLLER WIRING DIAGRAM

GENERAL NOTES

All control installation components shall be U.L. listed.

All wiring shall be neatly dressed, identified by tags, and supported.

The circuit breaker shall be clearly labeled for lighting according to Article 1068.01(f) of the Standard Specifications.

Install under eave photocell on traffic signal controller cabinet per Article 1068.01(e)(2) of the Standard Specifications.

All lighting euipment shall be installed on a side mounted insulated subpanel per Article 1068.01(e)(9) of the Standard Specifications on the lower right hand side of the traffic signal controller or as directed by the engineer.

Provide an engraved stainless steel nameplate on the sub panel reading "LIGHTING".

DATE	REVISIONS
10/13/14	NEW DETAIL
01/07/17	CHANGE MAIN CB TO 20A

COMBINATION LIGHTING CONTROLLER DETAIL

E–06

MODEL: Default
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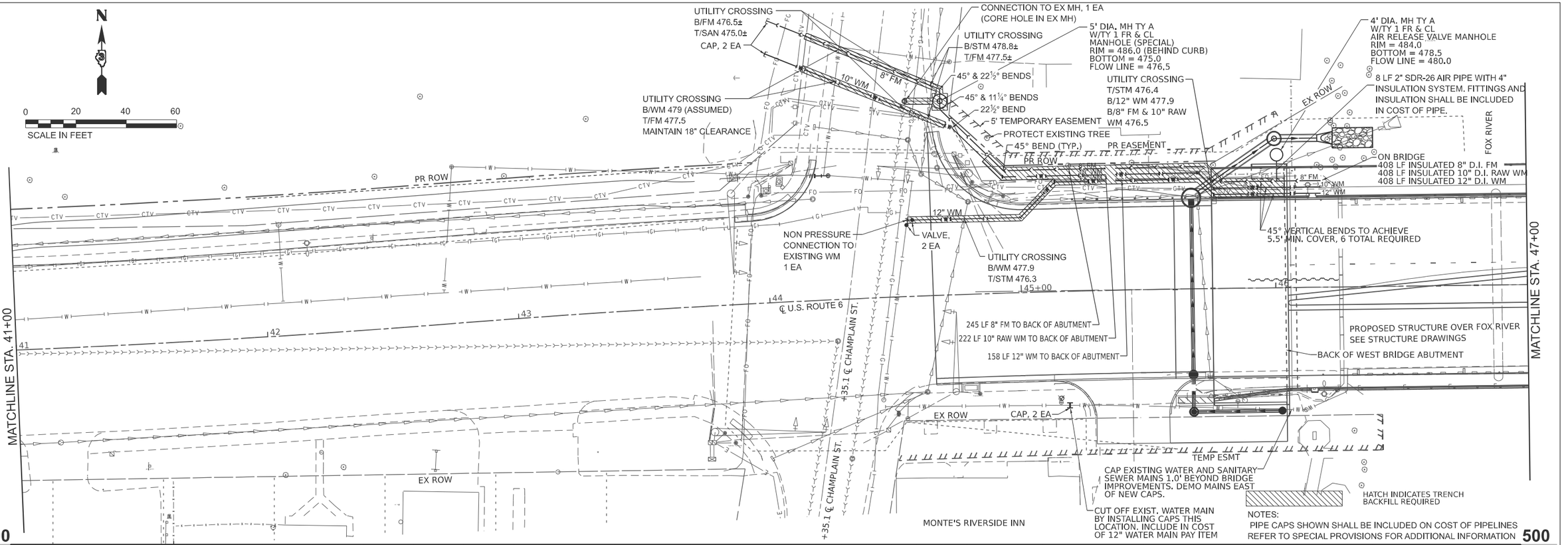
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMBINATION LIGHTING CONTROLLER DETAIL	
	DRAWN - VG	REVISED -			
PLOT SCALE = 100.000 ' / In.	CHECKED - RP	REVISED -			
PLOT DATE = 1/28/2026	DATE - 01/27/2026	REVISED -		SCALE:	SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	109
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



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Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/26/2026	DATE -	REVISED -

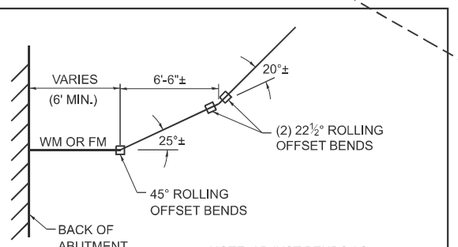
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
WATER & SANITARY SEWER UTILITIES

SCALE: 1"=20' | SHEET OF SHEETS | STA. 41+00.00 | TO STA. 47+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(E-1)ES	LASALLE	205	110
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

NON-PRESSURE CONNECTION TO EXISTING 12" WM
EX ROW
CAP, 1 EA
45° BEND, TYP.
VALVE, 3 EA
45° BENDS
245 LF 12" WM
430 LF 8" FM EAST OF BRIDGE ABUTMENT
CASING INVERT ELEV. 466
CASING INVERT ELEV. 464
VALVE, 1 EA
6'
10'
350 LF 10" RAW WM EAST OF BRIDGE ABUTMENT
140 LF 12" WM EAST OF BRIDGE ABUTMENT TO TEE
10'
10'
EX ROW
COORDINATE EXACT LOCATION OF MAINS IN FIELD TO AVOID PROPOSED GUARDRAIL POSTS
8" FM
10" WM
12" WM
45° BEND & (2) 22½° BENDS, TYP. (SEE DETAIL THIS SHEET)
49
50+00
51
52
53
℄ U.S. ROUTE 6
160 LF CASING, SIZE AS NOTED IN TABLE THIS SHEET, PAID FOR AS WATER MAIN CASING PIPE
1 EA FRAMES 2
TO BE ADJUSTE
ADJ WITH NEW ADA FRAME & GRATE
CAP EXISTING WATER AND SANITARY SEWER 1.0' BEYOND BRIDGE IMPROVEMENTS. DEMO MAINS WEST OF NEW CAPS.
PROPOSED STRUCTURE OVER FOX RIVER SEE STRUCTURE DRAWINGS
CAP, 1 EA
CASING INVERT ELEV= 466.00
CASING INVERT ELEV= 464.00
CAP, 1 EA
45° BEND
FUTURE BY OTHERS
EX ROW
CAP, 1 EA
2" WATER SERVICE 160 LF, HDPE
CAP, 1 EA
FUTURE BY OTHERS
EX ROW
NON-PRESSURE CONNECT TO EX PIPE, TYPE & SIZE UNKNOWN INCLUDE IN COST OF WATER SERVICE LINE
FIRE HYDRANT & VALVE (SPECIAL), 1 EA
FUTURE BY OTHERS
FM
EXISTING LIFT STATION
LIFT STATION (BY OTHERS)
NON-PRESSURE CONNECTION TO EXISTING FORCE MAIN , 1 EA
8" 45° BEND, 1 EA
CAP, 1 EA



NOTE: ADJUST BENDS AS NECESSARY TO ACHIEVE & MAINTAIN 5.5' MIN. COVER

BEND DETAIL #1

CASING TABLE	
8" FM	16" C900
10" WM	20" C900
12" WM	24" C900

HATCH INDICATES TRENCH BACKFILL REQUIRED

NOTES:

PIPE CAPS SHOWN SHALL BE INCLUDED IN COST OF PIPELINES

REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

ELEVATIONS OF EXISTING UTILITIES TO CONNECT TO ARE UNKNOWN. CONTRACTOR SHALL POTHOLE UTILITIES BEFORE INSTALLING NEW UILITIES

N

0 20 40 60

SCALE IN FEET

MODEL: Plan 3 [Sheet]
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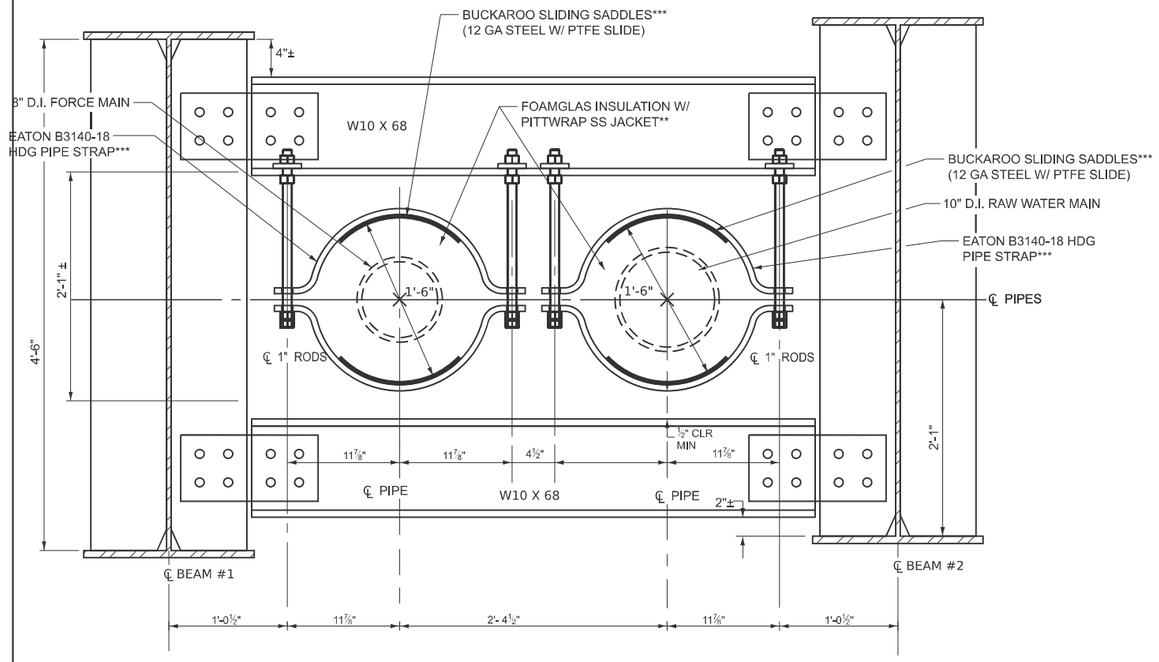
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/26/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
WATER & SANITARY SEWER UTILITIES

SCALE: 1"=20' | SHEET OF SHEETS | STA. | TO STA.

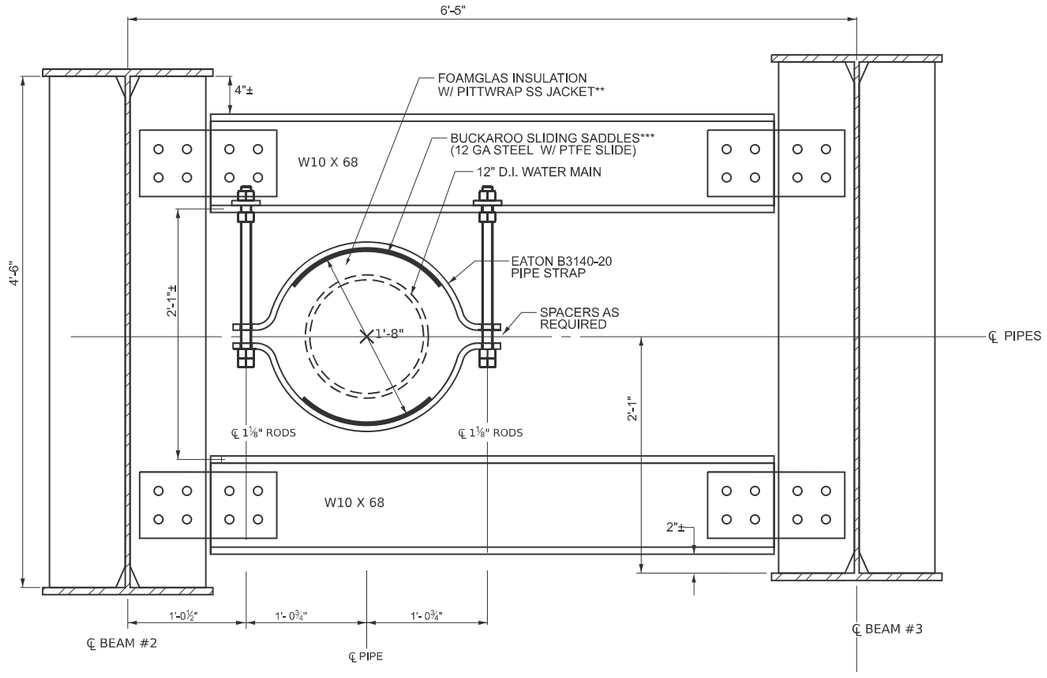
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(E-1)ES	LASALLE	205	111
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



BAY 1 - LOOKING EAST

** PAID FOR AS PIPE INSULATION
*** INCLUDE IN COST OF MAINS

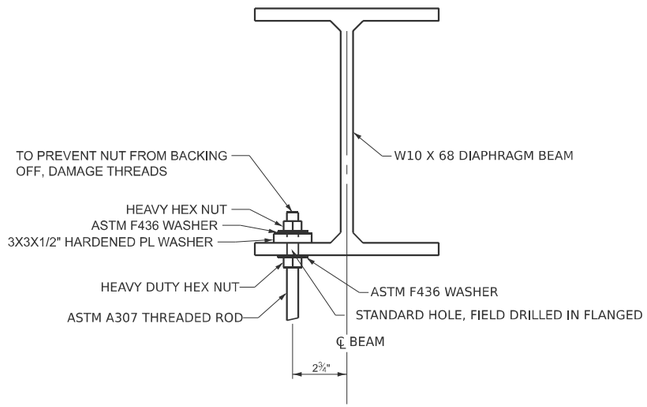
USE FIXED SADDLE AT PIER 1
ALL OTHER SUPPORTS SHALL
USE SLIDING SADDLES



BAY 2 - LOOKING EAST

** PAID FOR AS PIPE INSULATION
*** INCLUDE IN COST OF MAINS

USE FIXED SADDLE AT PIER 1
ALL OTHER SUPPORTS SHALL
USE SLIDING SADDLES



ATTACHMENT DETAIL

NOTE: IN BAY 1, ALTERNATE ATTACHMENT TO OPPOSITE
SIDE OF BOTTOM FLANGE FOR EACH PIPE CLAMP

PIPE INFORMATION TABLE

PIPE SIZE (ID)	BARE (OD)	(SEE NOTE) INSULATE OD	INSULATED WEIGHT (EMPTY)	INSULATED WEIGHT (FULL)
8"	9.05"	18"	42 PLF	65 PLF
10"	11.1"	18"	49 PLF	86 PLF
12"	13.2"	20"	61 PLF	113 PLF

NOTES:
INSULATION MANUFACTURER SHALL ADJUST REQUIRED
THICKNESS TO FIT SPECIFIED SADDLES AND PIPE STRAPS.

1.14.2026
date

JORGE L. SANCHEZ
LICENSED STRUCTURAL ENGINEER
NO. 081-006073
STATE OF ILLINOIS
expires 11-30-2026
signature
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

MODEL: Default
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Chamlin & Associates

USER NAME = CHAMLIN	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 11/26/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OTTAWA FOX RIVER BRIDGE UTILITIES
DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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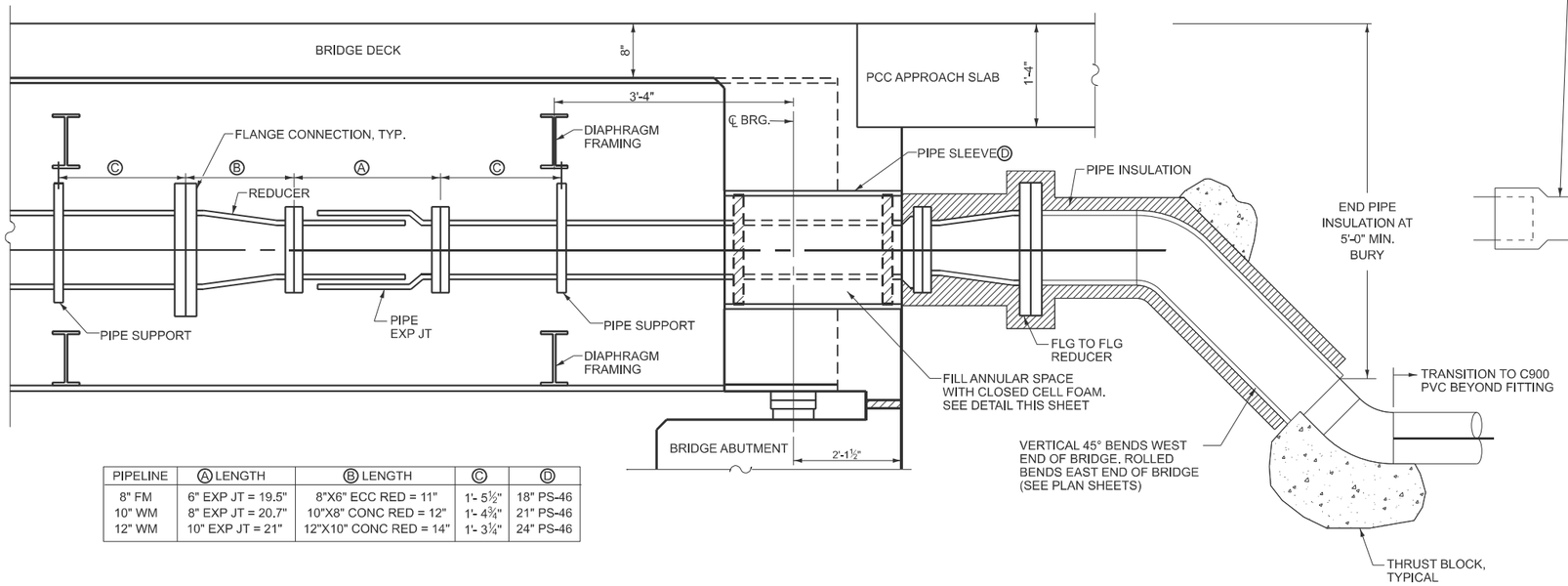
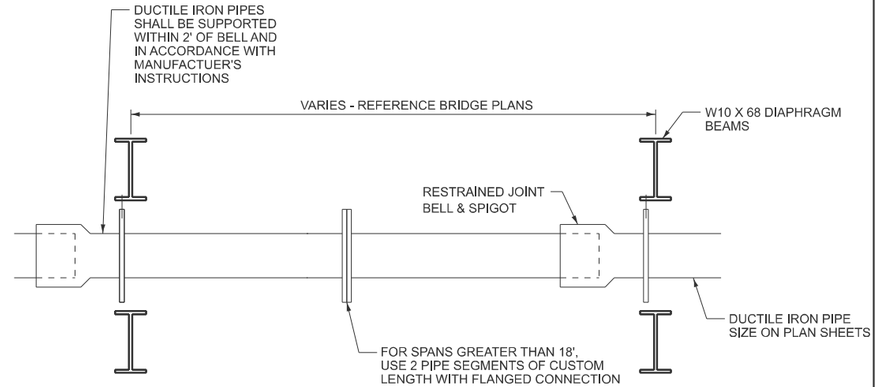
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



PIPELINE	Ⓐ LENGTH	Ⓑ LENGTH	Ⓒ	Ⓓ
8" FM	6" EXP JT = 19.5"	8"X6" ECC RED = 11"	1'- 5½"	18" PS-46
10" WM	8" EXP JT = 20.7"	10"X8" CONC RED = 12"	1'- 4¾"	21" PS-46
12" WM	10" EXP JT = 21"	12"X10" CONC RED = 14"	1'- 3¼"	24" PS-46

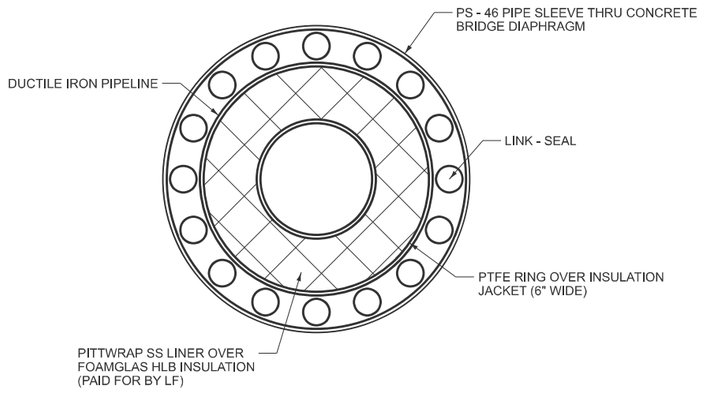
TYPICAL PIPELINE END OF BRIDGE DETAIL

NOTE: PIPE INSULATION ON BRIDGE NOT SHOWN FOR CLARITY.



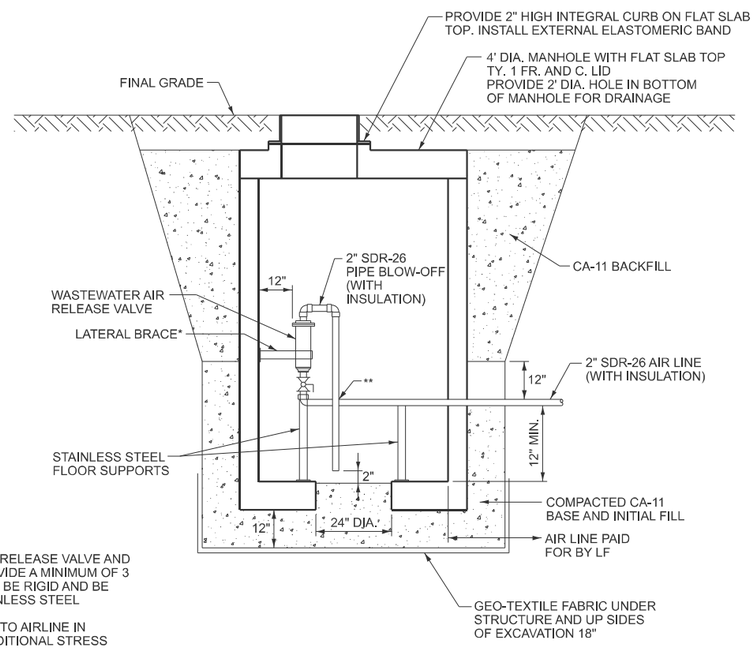
BRIDGE UTILITY PIPE SPAN DETAIL

NOTE: PIPE INSULATION NOT SHOWN FOR CLARITY



ABUTMENT SEAL DETAIL

NOTE: ALL ITEMS SHOWN IN THIS DETAIL SHALL BE INCLUDED IN COST OF PIPELINE UNLESS NOTED OTHERWISE.



NOTES:

* ATTACH BRACING FROM RELEASE VALVE AND SIDE OF MANHOLE, PROVIDE A MINIMUM OF 3 BRACES. BRACES SHALL BE RIGID AND BE CONSTRUCTED OF STAINLESS STEEL

** ATTACH BLOW-OFF PIPE TO AIRLINE IN ORDER TO PREVENT ADDITIONAL STRESS TO VALVE.

AIR RELEASE VALVE DETAIL

NOTE: ALL ITEMS SHOWN IN THIS DETAIL SHALL BE INCLUDED IN COST OF AIR RELEASE VALVE MANHOLE PAY ITEM.

1.14.2026
date

JORGE L. SANCHEZ
LICENSED STRUCTURAL ENGINEER NO. 081-006073
STATE OF ILLINOIS
expires 11-30-2026
signature
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001717

MODEL: Default
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Chamlin & Associates

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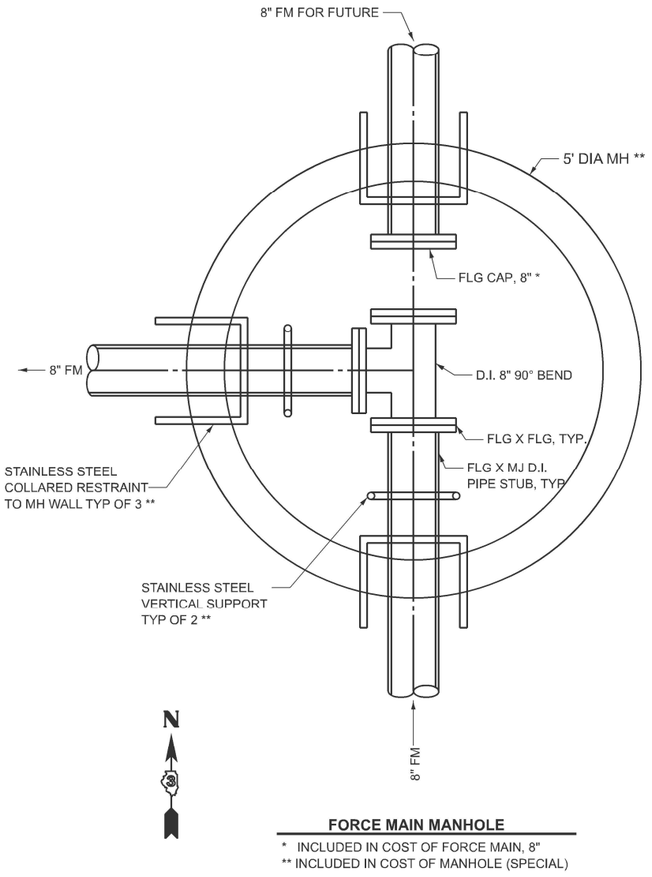
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 11/26/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OTTAWA FOX RIVER BRIDGE UTILITIES
DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	113
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

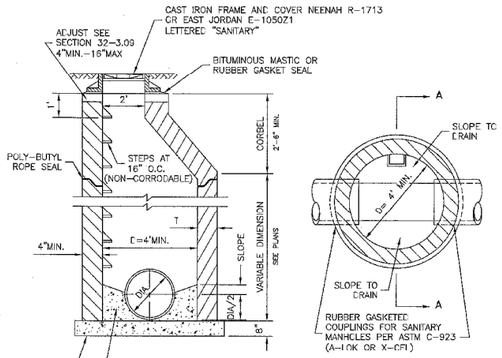


FORCE MAIN MANHOLE

* INCLUDED IN COST OF FORCE MAIN, 8"
** INCLUDED IN COST OF MANHOLE (SPECIAL)

MATERIAL WALL THICKNESS (T)
PRECAST CONCRETE MIN. 1/12 "D"
CAST-IN-PLACE CONC. MIN. 6"

* VACUUM TESTING SHALL BE REQUIRED PER ASTM C-1244-02



SECTION A – A

SECTIONAL PLAN

NOTE: STEPS REQUIRED

NOTE: SANITARY SEWER MANHOLES SHALL BE EQUIPPED WITH EXTERNAL CHIMNEY SEALS (CRETEX, ADAPTOR INC. OR APPROVED EQUAL) WITH WATER TIGHT MANHOLE COVERS.

STANDARD SANITARY MANHOLE TYPE A

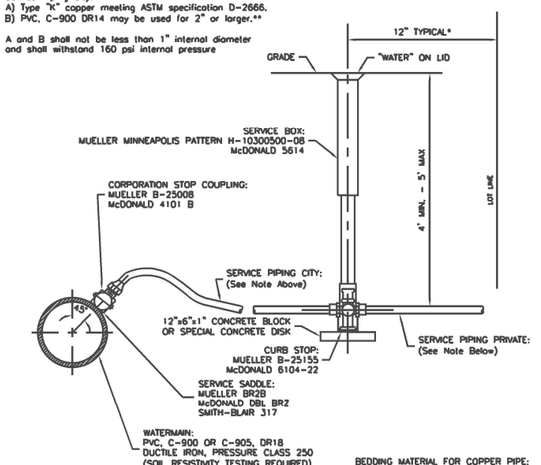
CITY OF OTTAWA DRG. 1

OCTOBER 6, 2008

* SERVICE BOXES SHALL NOT BE INSTALLED IN SIDEWALKS OR DRIVEWAYS.
12" FROM THE STREET SIDE OF THE SIDEWALK OR
12" FROM THE LOT LINE IN ALLEYS OR WHERE NO SIDEWALK EXISTS

Service Piping City:
A) Type "K" copper meeting ASTM specification D-2666.
B) PVC, C-900 DR14 may be used for 2" or larger.**

A and B shall not be less than 1" internal diameter and shall withstand 160 psi internal pressure



Service Piping Private:
A) Type "K" copper meeting ASTM specification D-2666.
B) PVC, C-900 DR14 may be used for 2" or larger.**
C) High Density Polyester Resin (HDPR) with a factory installed tracer wire, hydrostatic design basis of 1600 psi @ 20° C and dimensional standards of Copper Tube Size (CTS), Controlled Outside Diameter, EndoTrace or approved equal with stainless steel liners at all fittings, may be used for 2" or smaller.***

A, B, and C shall not be less than 1" internal diameter and shall withstand 160 psi internal pressure

** Use of PVC C-900 DR-14 pipe for service lines requires the marking with a continuous wire or metallic tape with connection to the Shut-off Valve and a Tracer Wire Access Box located outside the building and shall be capable of detection with city equipment and meeting the advance approval of the plumbing inspector.

*** Use of High Density Polyester Resin pipe for service lines requires the installation and connection to both a B-Box with Tracer Wire Terminal and a Tracer Wire Access Box located outside the building and shall be capable of detection with city equipment and meeting the advance approval of the plumbing inspector.

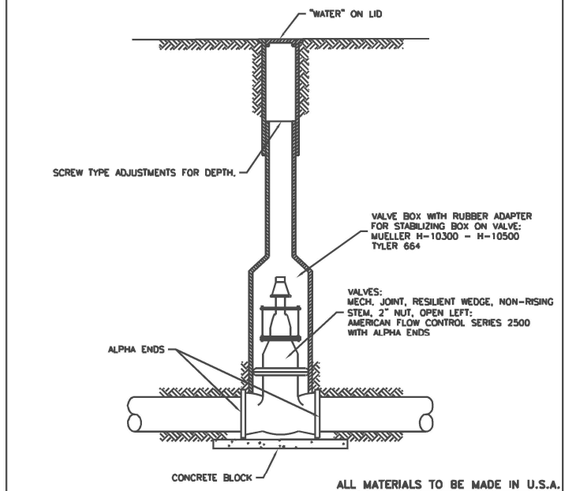
BEDDING MATERIAL FOR COPPER PIPE:
IDOT STD. FA-2 OR LAFARGE FM-02

ALL MATERIALS TO BE MADE IN U.S.A.

STANDARD WATER TAP SERVICE PIPING

CITY OF OTTAWA DRG. 2

FEBRUARY 1, 2021



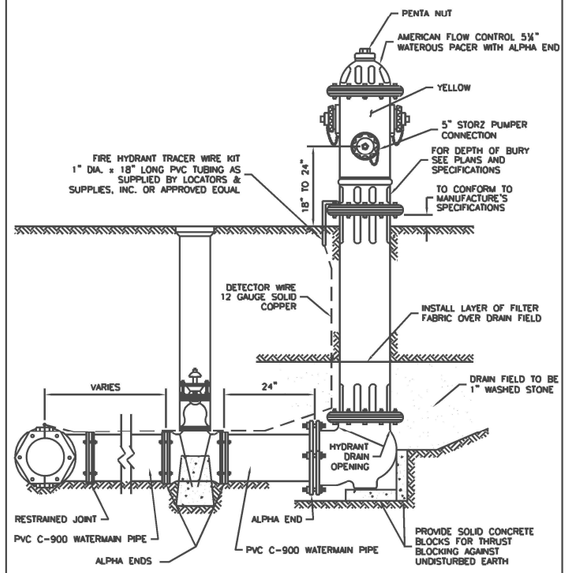
ALL MATERIALS TO BE MADE IN U.S.A.

NOTE: ALL BOLTS BELOW GRADE SHALL BE STAINLESS STEEL.

STANDARD VALVE BOX INSTALLATION

CITY OF OTTAWA DRG. 3

OCTOBER 15, 2018



NOTES: CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN AS SHOWN IN AWWA MANUAL M 17

ALL MATERIALS TO BE MADE IN U.S.A.

NO SIDEWALKS SHALL BE CONSTRUCTED WITHIN 2 FEET OF HYDRANT

ALL BOLTS BELOW GRADE SHALL BE STAINLESS STEEL

STANDARD FIRE HYDRANT INSTALLATION

CITY OF OTTAWA DRG. 4

FEBRUARY 1, 2021

MODEL: Default
FILE NAME: R:\USERS\9\9991.00 - Ottawa Fox River Bridge Utilities\CAD\000-DETAIL.dgn

Chamlin & Associates

USER NAME = lpawelcyzk	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 10/14/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OTTAWA FOX RIVER BRIDGE UTILITIES
DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	114
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

Bench Mark: BM 2 - Cut square southwest wing of S.N. 050-0033, Sta. 46+23.92, 40.92' RT., Elev. 483.786.

Existing Structure: S.N. 050-0033 was originally built in 1928 as S.B.I. Route 7, Section E-1. The substructure was widened and superstructure replaced in 1973 as F.A. Route 8, Section (E-1)BR. The back to back abutment length is 377'-11½" and the out to out deck width is 80'-0". The existing structure consists of a six span steel W36 superstructure supported by one concrete closed abutment founded on spread footings on rock, one concrete closed abutment founded on spread footings on rock and widened with a stub abutment founded on steel piles, and concrete solid wall piers founded on spread footings on rock. Structure is to be removed and replaced.

Traffic Control: One lane of traffic in each direction will be maintained by utilizing staged construction.

Salvage: None

PROFILE GRADE
(along edge of median shoulder)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.070g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.125g
Soil Site Class = C

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

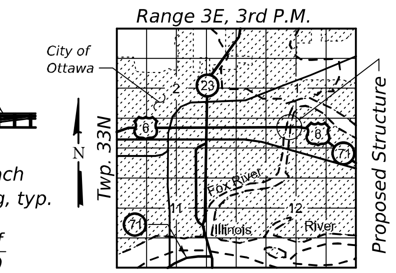
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES
FIELD UNITS

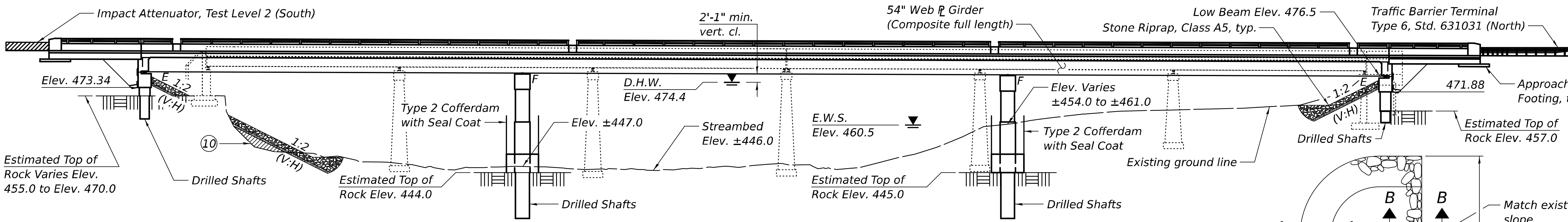
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

STA. 48+08.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 623 Sec. (E-1)BR
LOADING HL-93
STR. NO. 050-0260

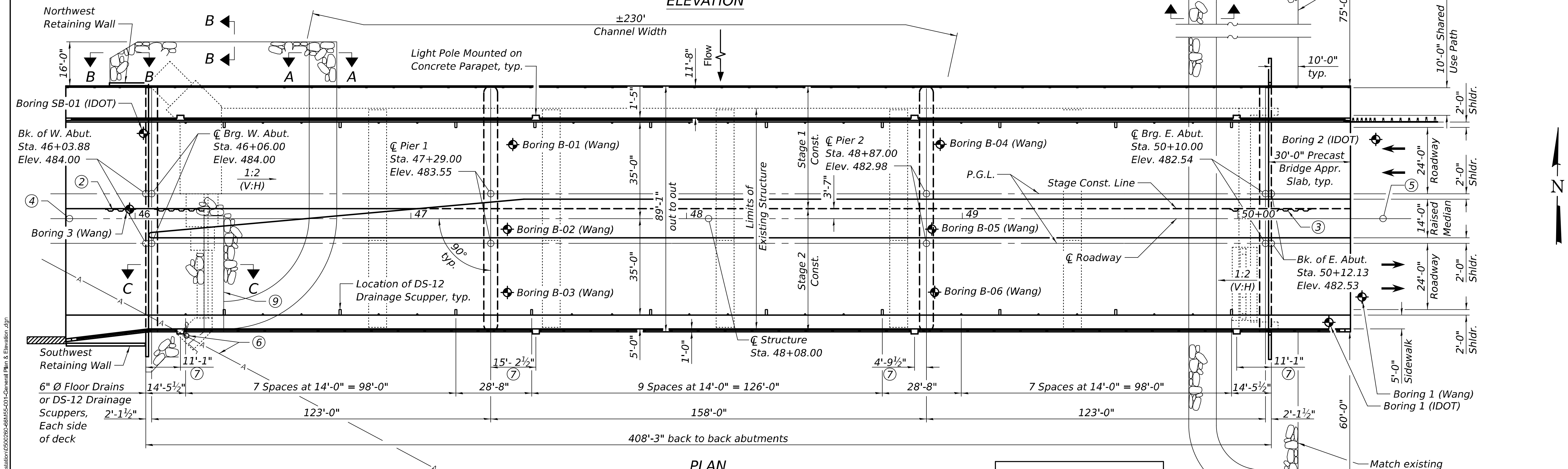
NAME PLATE
See Std. 515001



LOCATION SKETCH



ELEVATION



PLAN

Notes:
1. For Sections A-A, B-B and C-C, see Sheet 3 of 65.
2. Temporary Soil Retention System
3. Temporary Sheet Piling
4. Station Equation: 45+76.10 Back = 45+75.00 Ahead. All stationing in bridge plans based on Ahead stationing to avoid confusion.
5. Station Equation: 50+52.62 Back = 50+53.12 Ahead.
6. Existing utility pole and aerial lines to be relocated by others.
7. Distance to center of light pole foundation, typical both sides of structure.
8. For Waterway Information Elevation Table, see Sheet 2 of 65.
9. Existing concrete retaining structure and vertical rock outcrop.
10. Rock Fill as directed by the Engineer to establish 1:2 (V:H) slope.

LEGEND
- DS-12 Scupper
- 6" Ø Floor Drain
- Impact Attenuator, Test Level 2

LICENSED STRUCTURAL ENGINEER
DANIEL GEORGE LUTZ
081006772
STATE OF ILLINOIS

DATE: 1/26/2026
EXPIRATION: 11/30/2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
U.S. RTE. 6 OVER FOX RIVER
PUBLIC WATER
F.A.P. RTE. 623 - SEC. (E-1)BR
LASALLE COUNTY
STA. 48+08.00
STRUCTURE NO. 050-0260

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = $USER$	DESIGNED - KP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 050-0260
		CHECKED - ETH	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - KP	REVISED -		
	PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -		SHEET 1 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	115
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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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 $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = AASHTO M 270 Grade 50W = 1,430,260 pounds

All structural steel shall be AASHTO M270 Grade 50W, except expansion joints which shall be AASHTO M270 Grade 50.

Bicycle Railing and Parapet Railing shall be galvanized.

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 $\frac{1}{8}$ 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 Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans. See Special Provisions for any additional permitting requirements.

Structural steel including girders, stiffeners, connecting plates, diaphragm, bearings, and bearing side retainers shall be painted for a distance equal to the depth of the embedment into the concrete cap plus 18 in at the abutments, and 10'-0" on each side of piers. Painted areas shall be primed in the shop with a Department-approved zinc rich primer. Field painting will not be required.

See Lighting Plans for removal of existing lighting.

Existing Piers 1, 2, and 3 (numbered from west to east) which are in the channel shall be completely removed to bottom of footing to the satisfaction of the Engineer. Piers 4 and 5 shall be removed in accordance with Section 501 of the Standard Specification.

INDEX OF SHEETS

Sheet No.	Description
1	General Plan & Elevation
2-3	General Data
4	Footing Layout
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8	Temporary Concrete Barrier
9-17	Top of Slab Elevations
18-19	Top of Approach Slab Elevations
20	Superstructure
21	Superstructure Cross Section
22-24	Superstructure Details
25	Drainage Scuppers, DS-12
26	Semi-Integral Diaphragm Details
27	Partial Depth Precast Bridge Approach Slab Plan
28	West Approach Slab Cross Section
29	East Approach Slab Cross Section
30-32	Partial Depth Precast Bridge Approach Slab Details
33	Railing Layout
34	Aluminum Railing, Type L
35-36	Bicycle Railing and Parapet Railing
37-39	Preformed Joint Strip Seal - Sidewalk
40	Framing Plan
41-43	Girder Details
44	Bearing Details
45	West Abutment Removal
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47-48	Retaining Walls Details
49	East Abutment Details
50	Pier 1
51	Pier 2
52-53	Piers Details
54	Concrete Parapet Slipforming Option
55	Bar Splicer Assembly and Mechanical Splicer Details
56-65	Soil Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	1,599	1,599
Filter Fabric	Sq. Yd.	-	1,599	1,599
Removal of Existing Structures	Each	-	-	1
Protective Shield	Sq. Yd.	2,155	-	2,155
Structure Excavation	Cu. Yd.	-	649	649
Cofferdam Excavation	Cu. Yd.	-	434	434
Cofferdam (Type2) (Location-1)	Each	-	1	1
Cofferdam (Type2) (Location-2)	Each	-	1	1
Floor Drain	Each	32	-	32
Concrete Structures	Cu. Yd.	-	618.7	618.7
Concrete Superstructures	Cu. Yd.	1,337.2	-	1,337.2
Bridge Deck Grooving	Sq. Yd.	3,248	-	3,248
Seal Coat Concrete	Cu. Yd.	-	283.6	283.6
Protective Coat	Sq. Yd.	4,581	-	4,581
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	16,688	-	16,688
Reinforcement Bars	Pound	-	75,990	75,990
Reinforcement Bars, Epoxy Coated	Pound	295,430	128,870	424,300
Bar Splicers	Each	1,322	750	2,072
Aluminum Railing, Type L	Foot	458	-	458
Bicycle Railing	Foot	465	-	465
Parapet Railing	Foot	462	-	462
Name Plates	Each	1	-	1
Permanent Casing	Foot	-	87	87
Drilled Shaft in Soil	Cu. Yd.	-	246.1	246.1
Drilled Shaft in Rock	Cu. Yd.	-	117.8	117.8
Preformed Joint Strip Seal	Foot	165.5	-	165.5
Elastomeric Bearing Assembly, Type I	Each	28	-	28
Anchor Bolts, $1\frac{1}{4}$"	Each	-	112	112
Temporary Sheet Piling	Sq. Ft.	-	375	375
Temporary Soil Retention System	Sq. Ft.	-	380	380
Granular Backfill for Structures	Cu. Yd.	-	472	472
Geocomposite Wall Drain	Sq. Yd.	-	190	190
Pipe Underdrains for Structures 4"	Foot	-	237	237
Drainage Scuppers, DS-12	Each	20	-	20
Rock Fill	Ton	-	150	150
Crosshole Sonic Logging Access Ducts	Foot	-	656	656
Crosshole Sonic Logging Testing	Each	-	28	28
Concrete Wearing Surface, 5"	Sq. Yd.	600	-	600
Precast Bridge Approach Slab	Sq. Ft.	5,096	-	5,096
Bar Terminators	Each	428	-	428

WATERWAY INFORMATION

Drainage Area = 2,642 sq. mi.

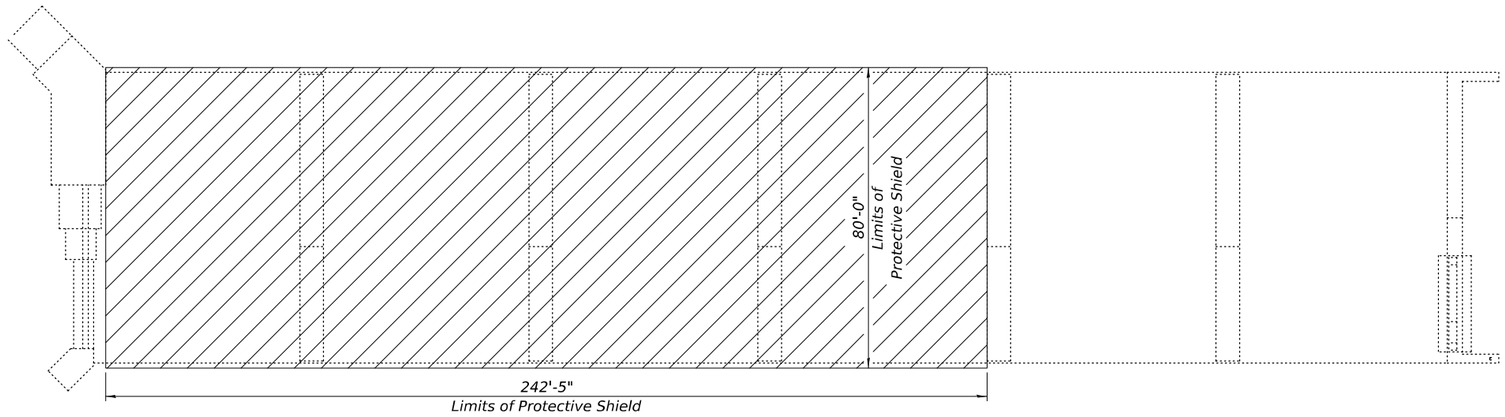
Ex. Low Grade Elev. 481.85 @ Sta. 52+64.65
Prop. Low Grade Elev. 481.89 @ Sta. 52+64.65

Flood	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.
	10	24,500	5,764	5,981	472.8	1.3	1.3	474.1	474.1
Design	50	36,900	6,325	6,569	474.4	1.4	1.4	475.8	475.8
Base	100	42,600	6,717	6,985	475.5	1.4	1.4	476.9	476.9
Check	200	46,650	7,049	7,341	476.5	1.4	1.4	477.9	477.9
Max. Calc.	500	57,500	7,716	8,237	479.0	0.4	1.5	479.4	480.5

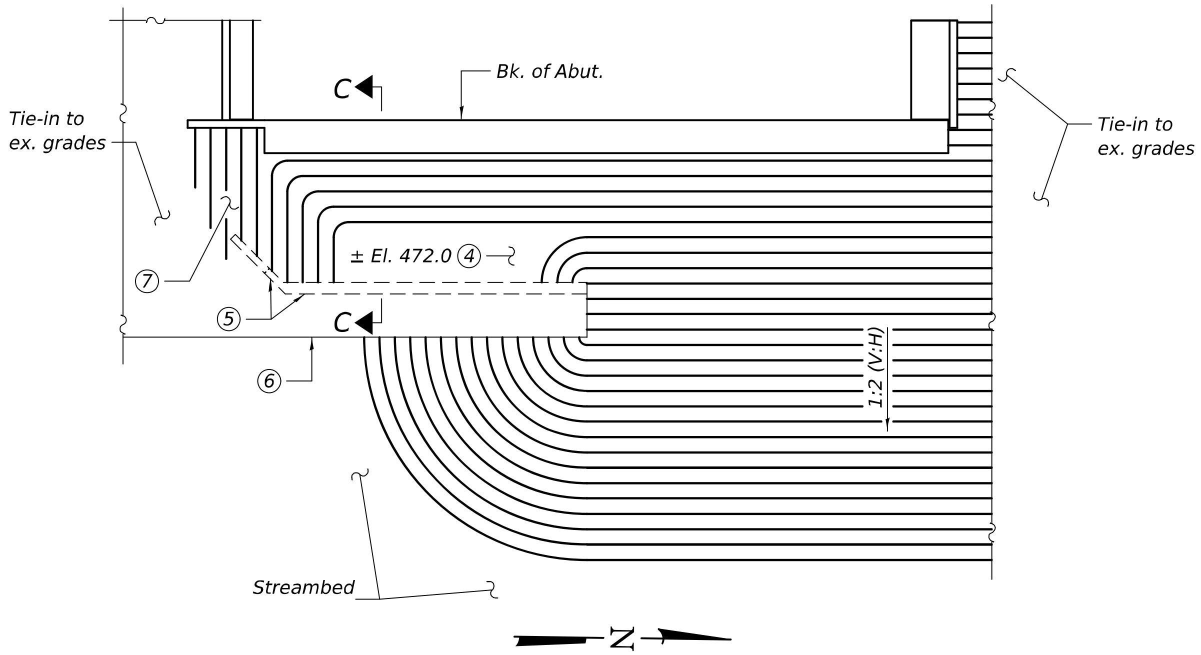
Existing 10 Year Average Velocity = 4.0 ft/s
Proposed 10 Year Average Velocity = 3.8 ft/s

DESIGN SCOUR ELEVATION TABLE

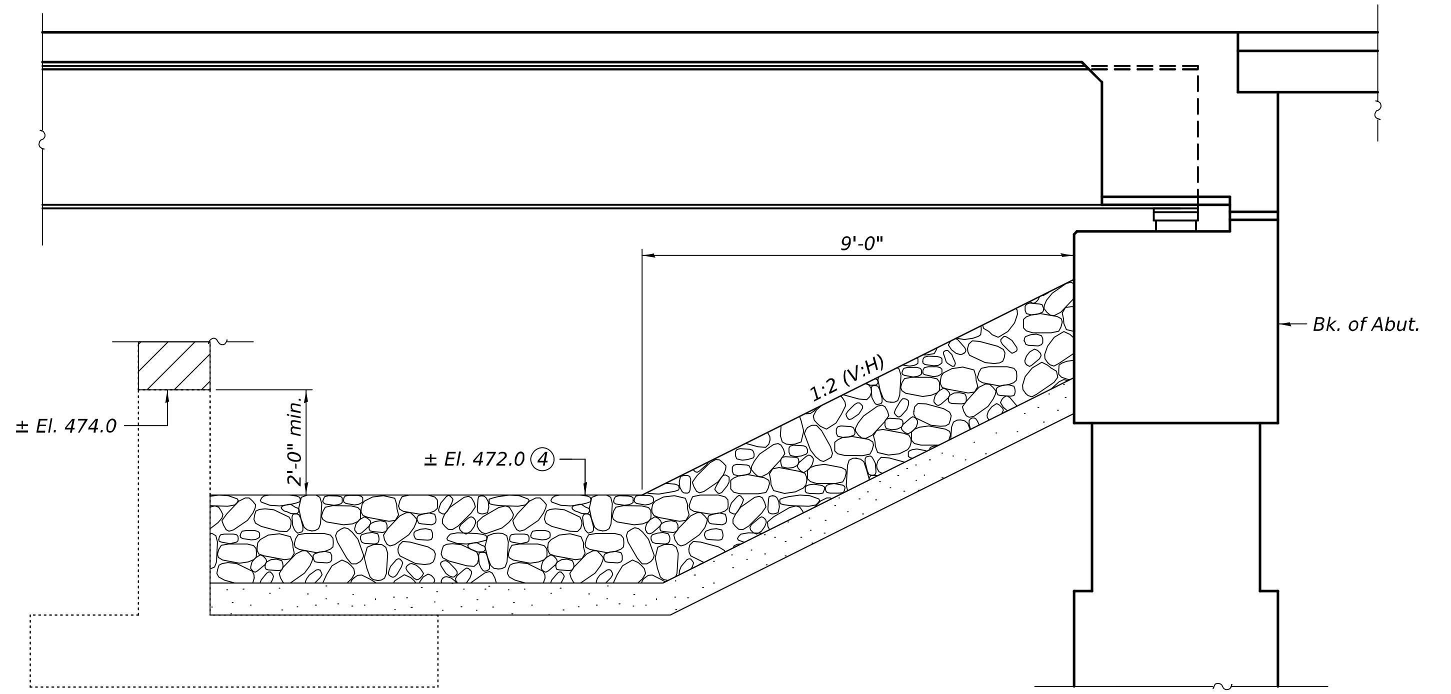
Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	473.3	443.2	444.1	471.9	5
Q200	473.3	442.1	443.0	471.9	
Design	473.3	443.2	444.1	471.9	
Check	473.3	442.1	443.0	471.9	



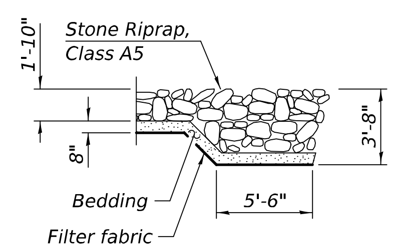
PROTECTIVE SHIELD DETAIL



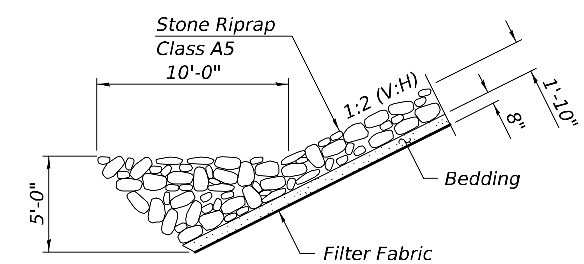
WEST ABUTMENT GRADING PLAN



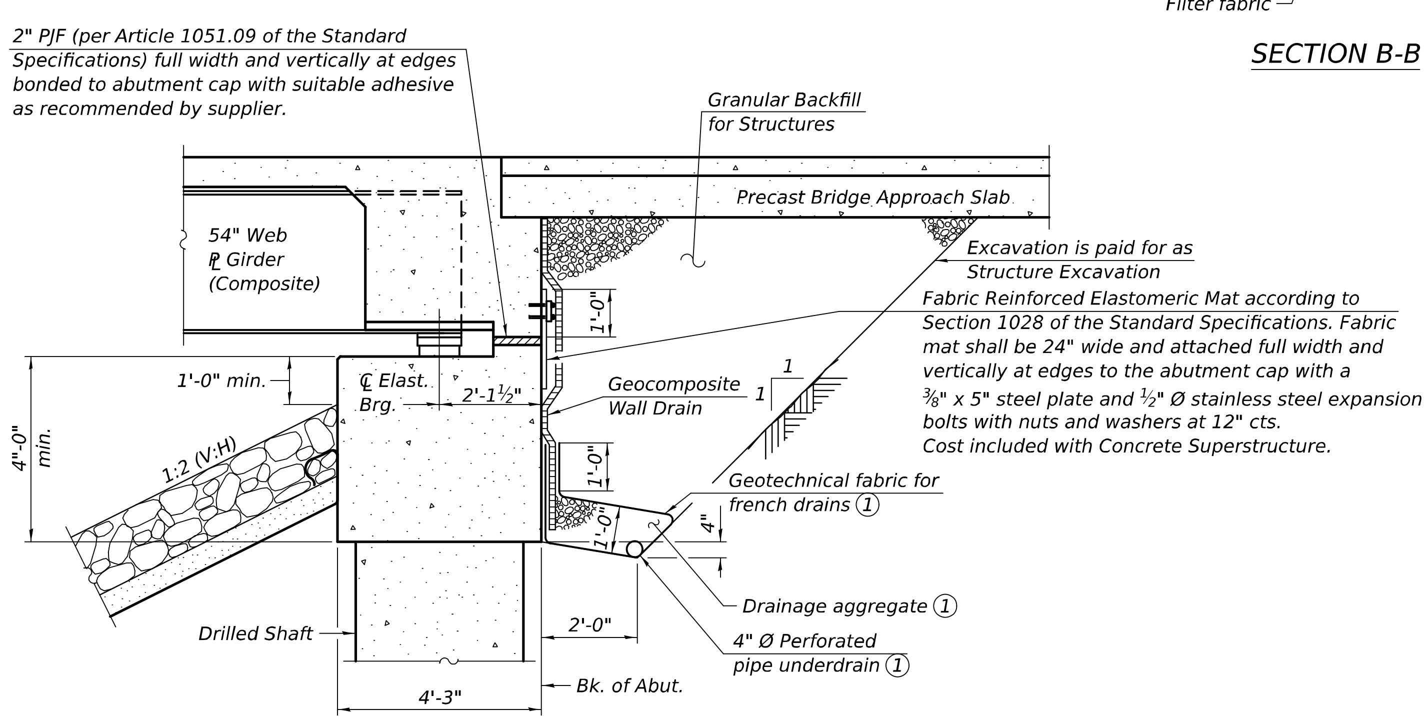
SECTION C-C (3)



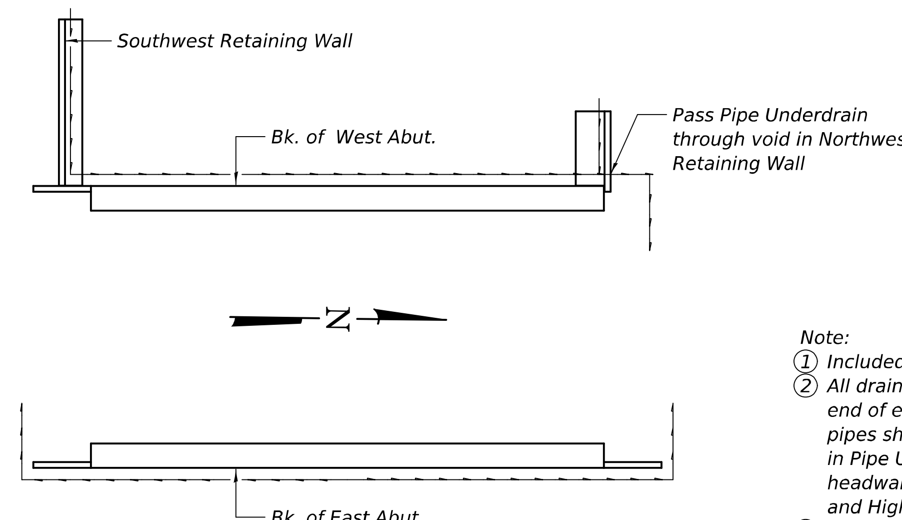
SECTION B-B



SECTION A-A



SECTION THRU SEMI-INTEGRAL ABUTMENT



PIPE UNDERDRAIN LAYOUT (2)

Note:
(1) Included in the cost of Pipe Underdrains for Structures.
(2) All drainage system components shall extend to 2'-0" from the end of each wingwall and retaining wall as applicable. Outlet pipes shall extend until intersecting with the slopes as shown in Pipe Underdrain Layout. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).
(3) Hatched areas indicate Removal of Existing Structures.
(4) Slope to drain from south to north.
(5) Portions of existing abutment to remain above finished grade. See sheet 45 of 65 for limits of removal.
(6) Existing concrete retaining structure and vertical rock outcrop.
(7) Vary slopes to suit ground conditions as directed by the Engineer.

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GENERAL DATA
STRUCTURE NO. 050-0260

SHEET 3 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	117
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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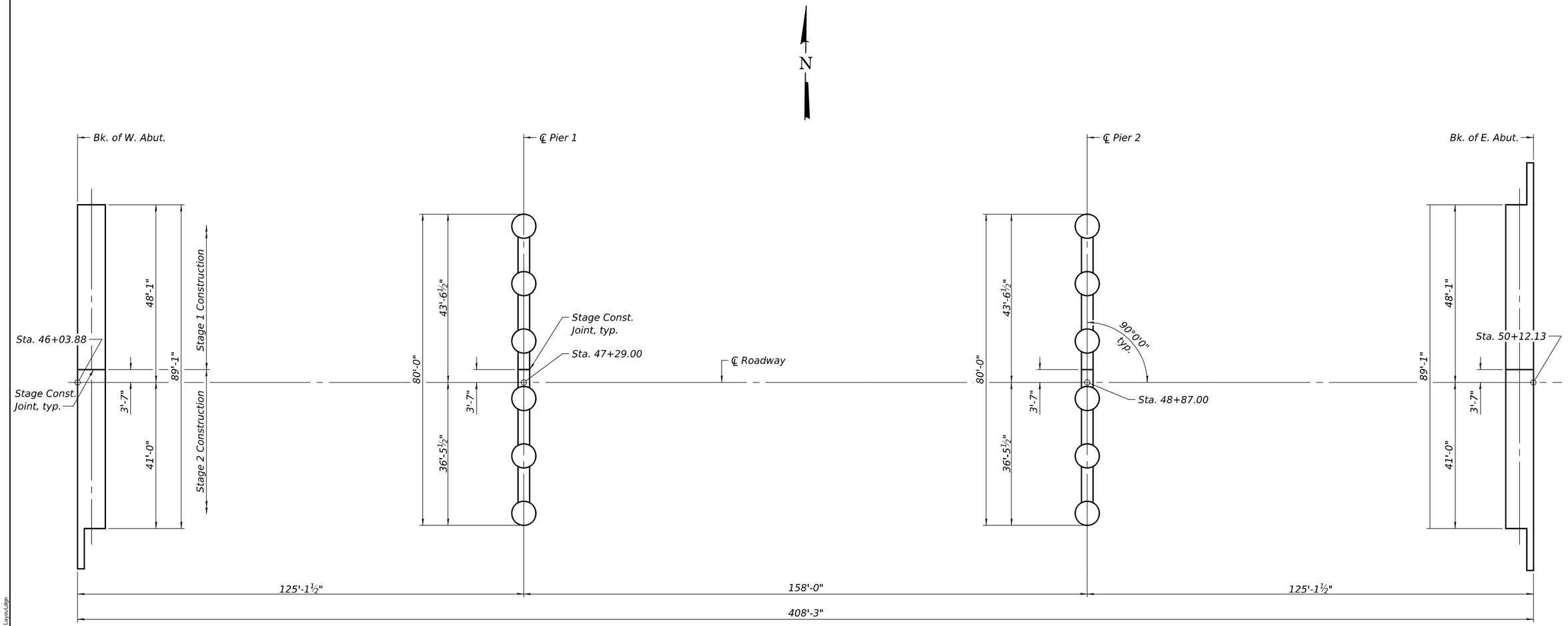

FOOTING LAYOUT

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	PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	118
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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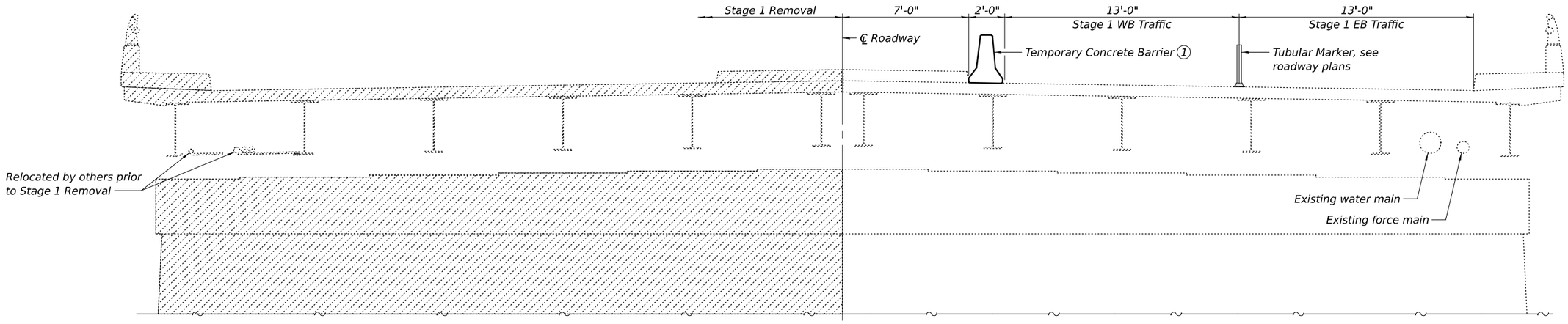
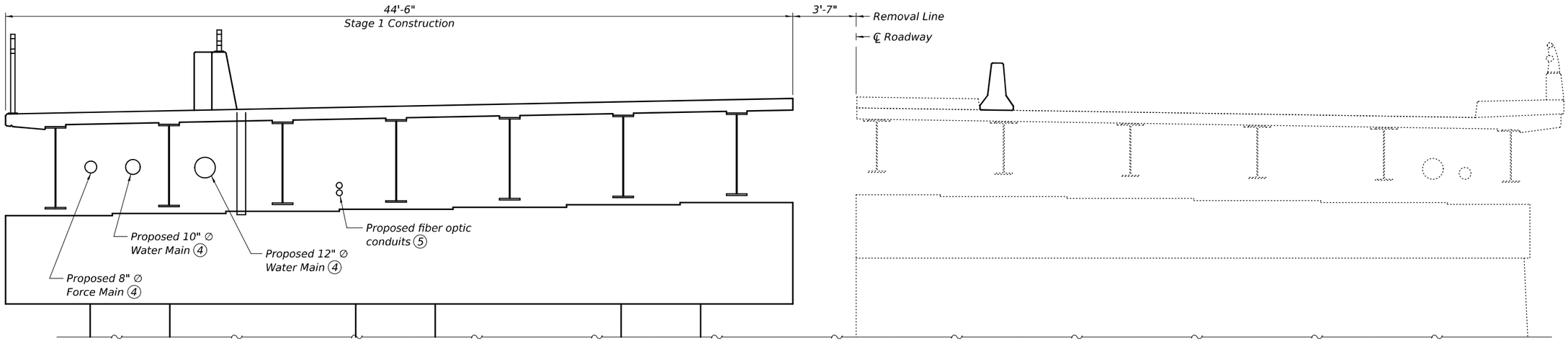


STAGE 1 TRAFFIC & REMOVAL

(Looking East)



STAGE 1 CONSTRUCTION

(Looking East)

Notes:

1. *For details of Temporary Concrete Barrier, see Sheet 8 of 65. For quantity of Temporary Concrete Barrier and related traffic control, see roadway plans.*
2. *Hatched area indicates Removal of Existing Structures.*
3. *Existing/proposed Pier shown, East Abutment similar. See sheet 45 of 65 for limits of West Abutment Removal.*
4. *See Utility Plans and Special Provisions for details of proposed mains and their supports.*
5. *See Special Provision for Conduit Support System.*

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STATE OF ILLINOIS
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CONSTRUCTION DETAILS
STRUCTURE NO. 050-0260

SHEET 5 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	119
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

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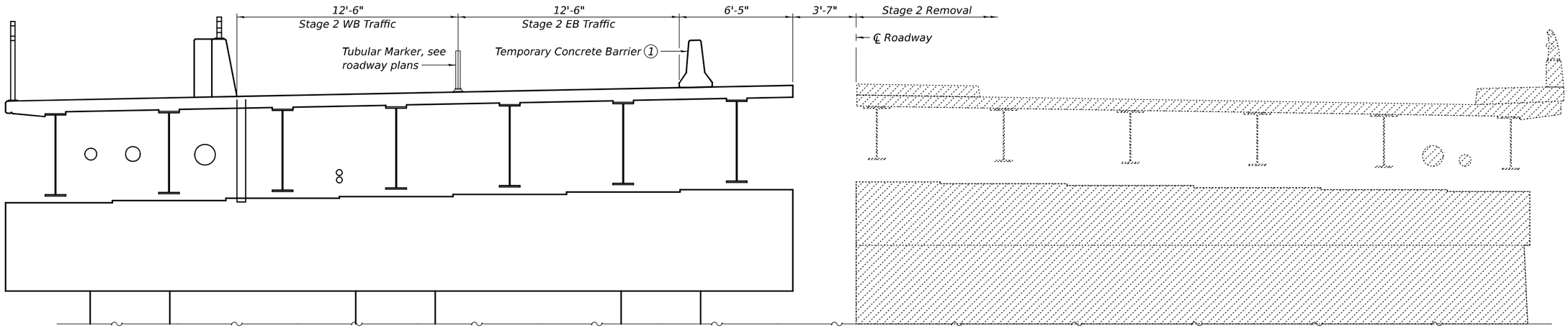
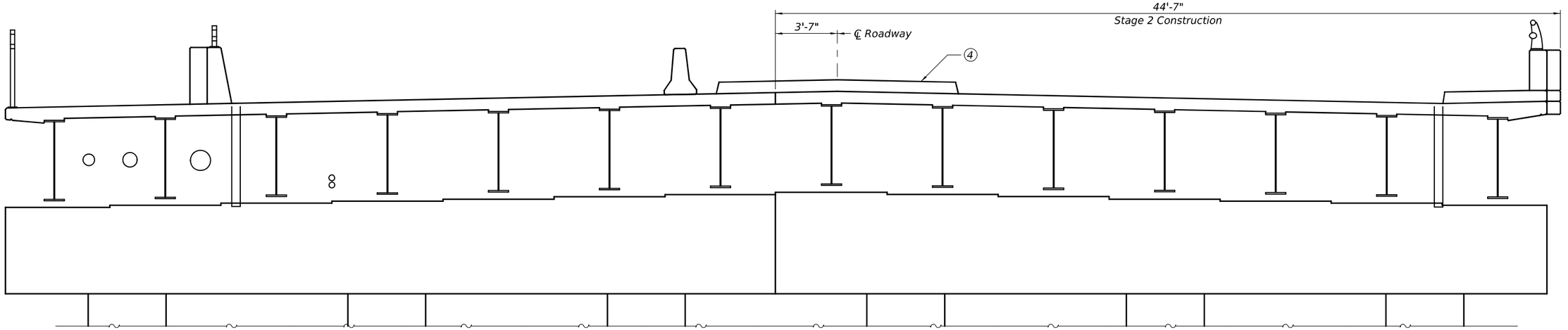


STAGE 2 TRAFFIC & REMOVAL

(Looking East)



STAGE 2 CONSTRUCTION

(Looking East)

Notes:

1. *For details of Temporary Concrete Barrier, see Sheet 8 of 65. For quantity of Temporary Concrete Barrier and related traffic control, see roadway plans.*
2. *Hatched area indicates Removal of Existing Structures.*
3. *Existing/proposed Pier shown, East Abutment similar. See sheet 45 of 65 for limits of West Abutment Removal.*
4. *Entire median to be poured during Stage 2 Construction.*
5. *Existing water main and force main shall be removed to a minimum of 1'-0" beyond proposed improvements. Cost included with Removal of Existing Structures.*
6. *See Utility Plans and Special Provisions for staging of existing watermain and force main removal and capping requirements for abandoned mains.*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STRUCTURE NO. 050-0260

SHEET 6 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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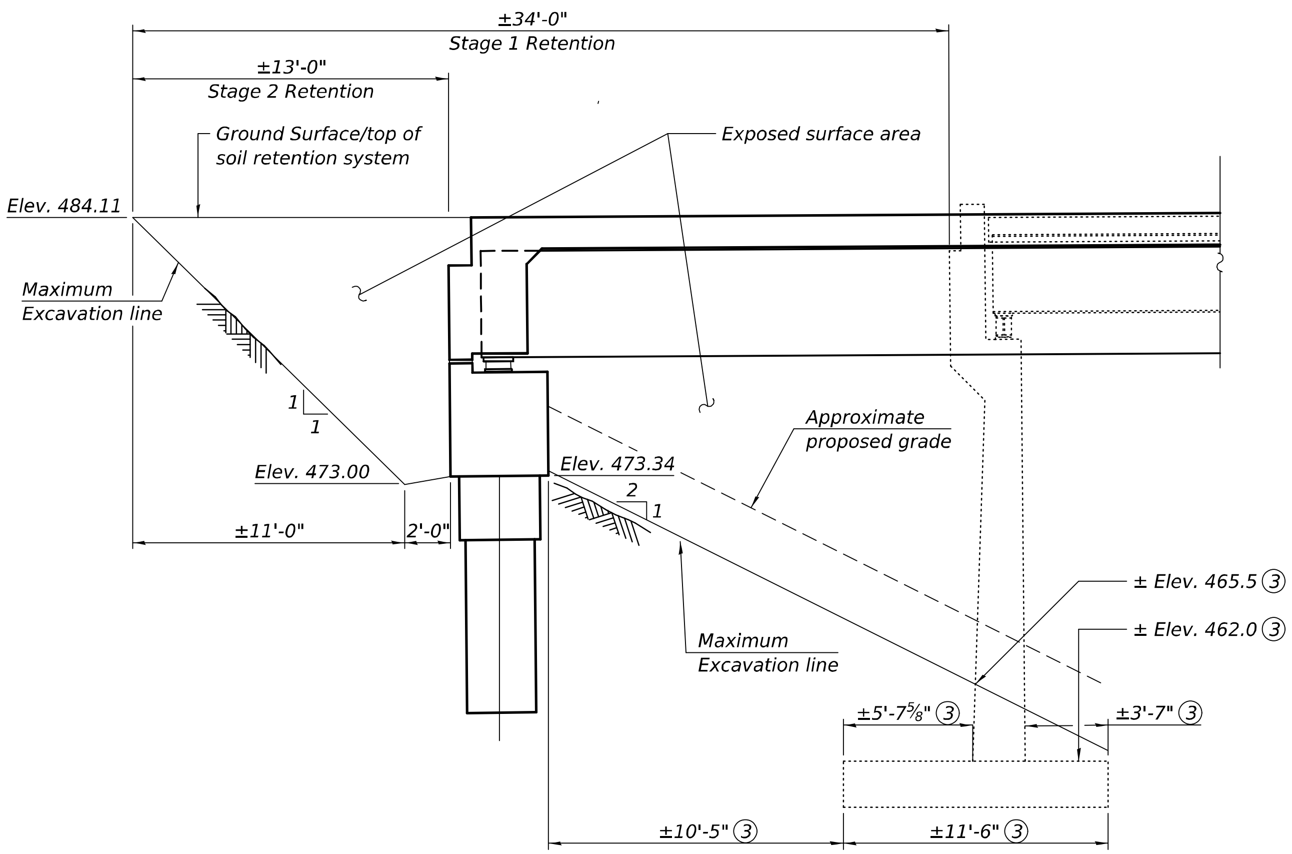
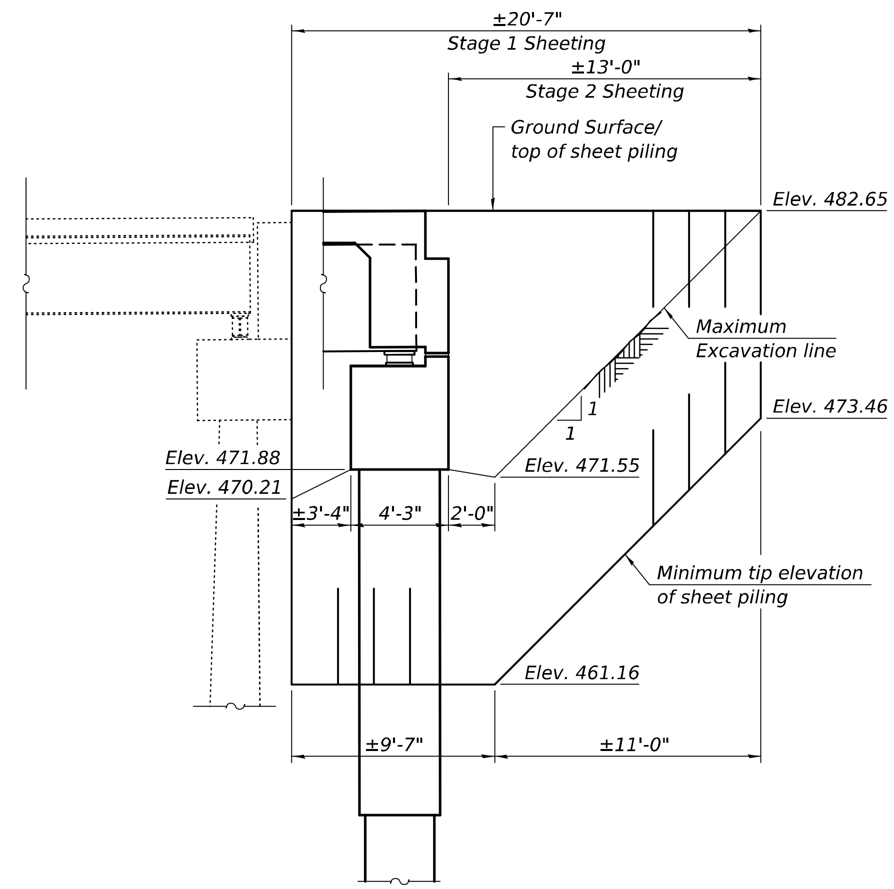
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

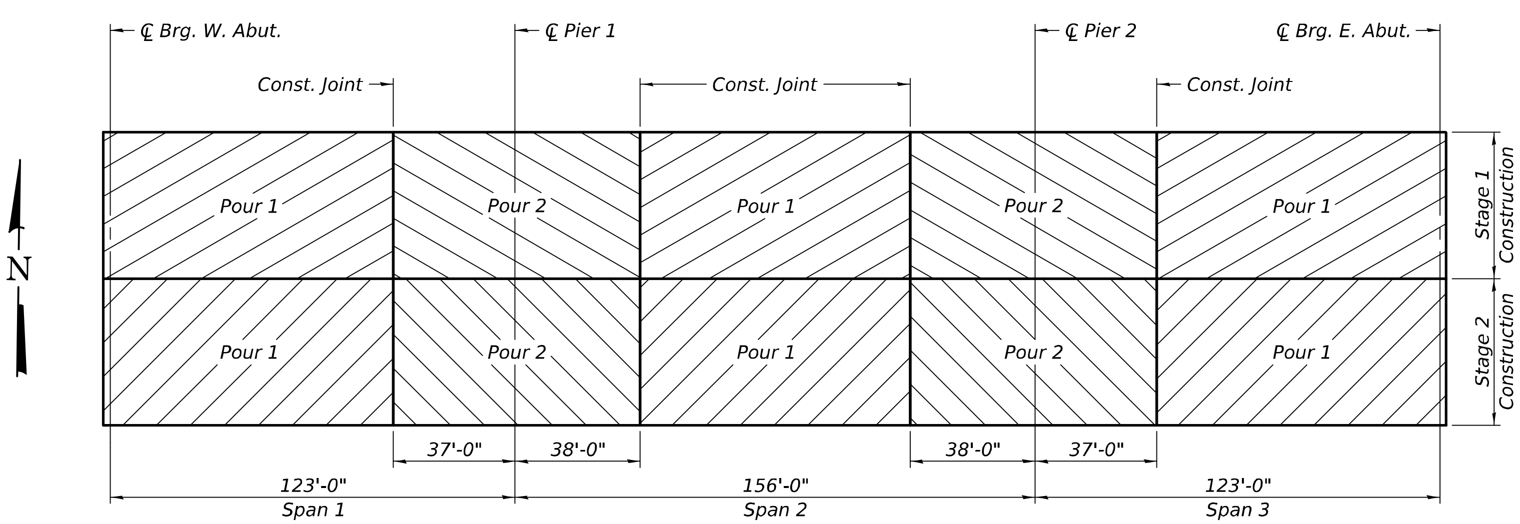


WEST ABUTMENT TEMPORARY SOIL RETENTION SYSTEM ①



EAST ABUTMENT TEMPORARY SHEET PILING ②

(Minimum Section Modulus = 10.67 in³/ft)



MANDATORY DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

Notes:

① A cantilevered sheet piling design does not appear feasible and additional members 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.

② If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

③ Applies to existing abutment at ℄ Roadway and Stage Construction Line.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
STRUCTURE NO. 050-0260

SHEET 7 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	121

CONTRACT NO. 66M55

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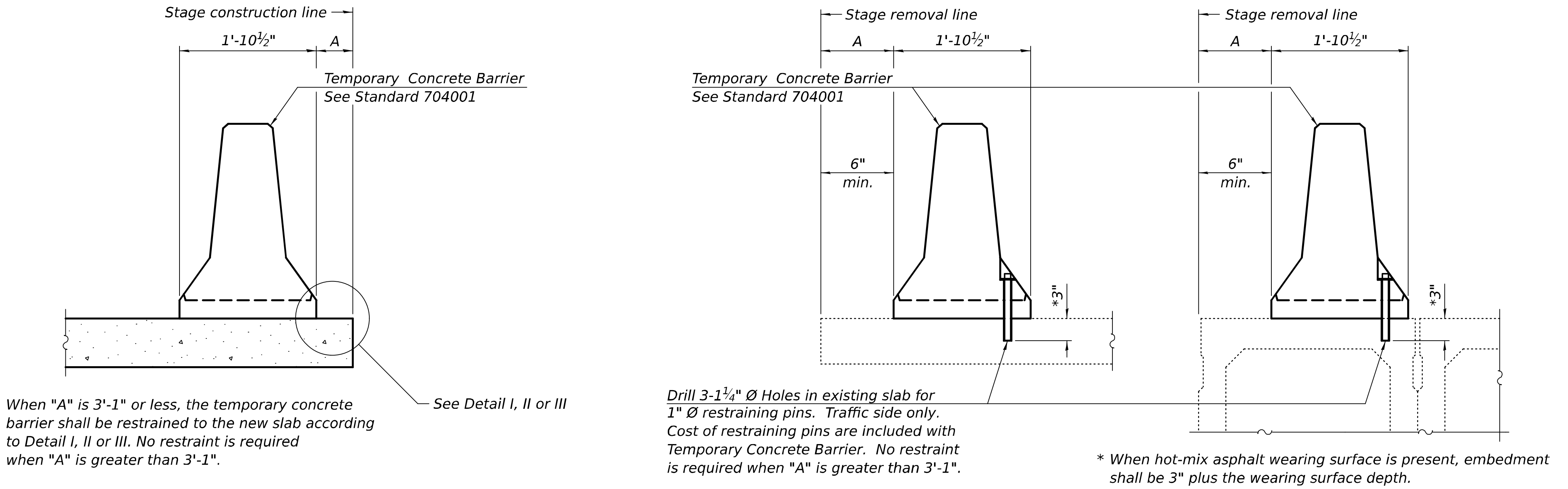
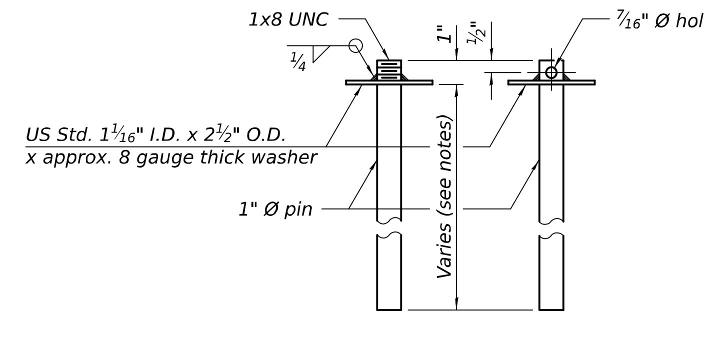


NEW SLAB OR NEW DECK BEAM

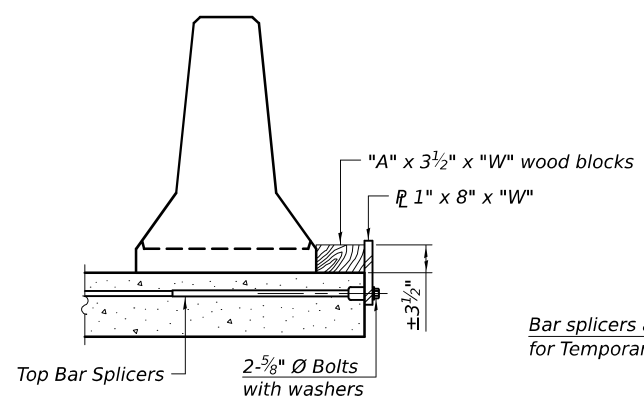
EXISTING SLAB

EXISTING DECK BEAM

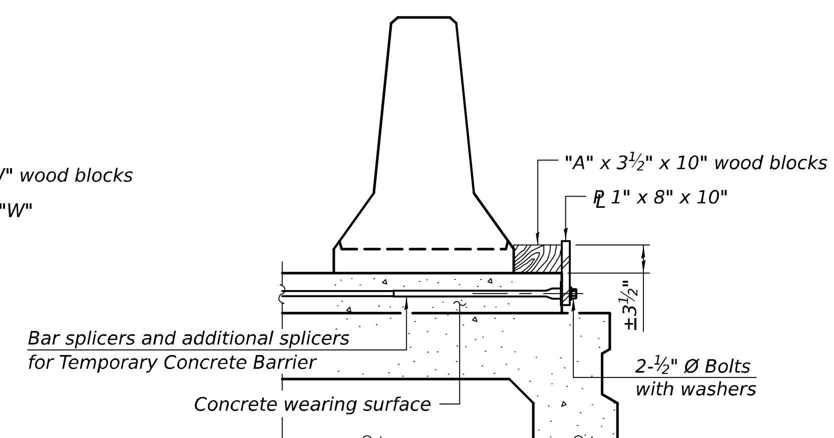
SECTIONS THRU SLAB OR DECK BEAM



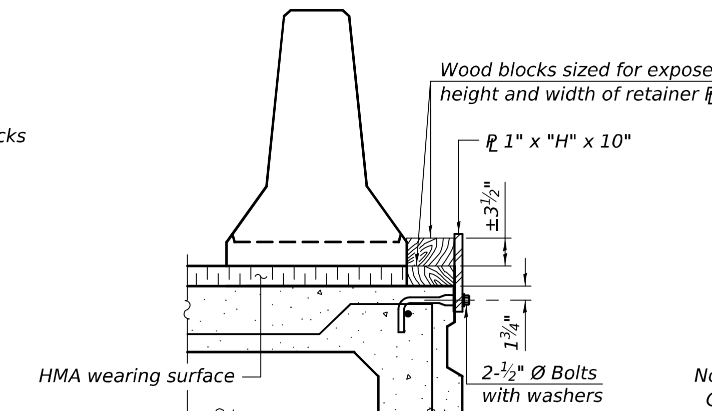
RESTRAINING PIN



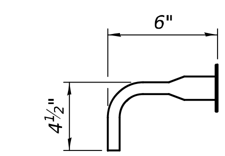
DETAIL I



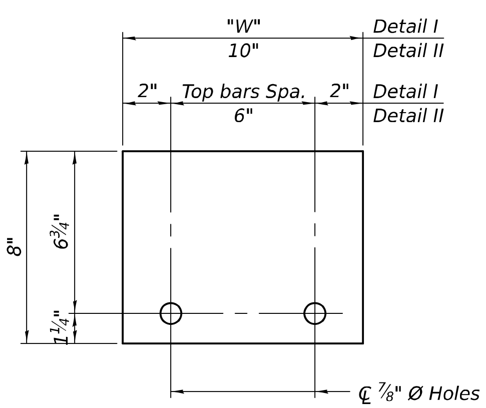
DETAIL II



DETAIL III

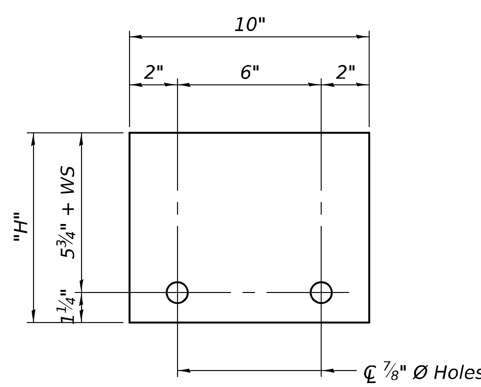


BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

FILE NAME: H:\P\222101 - D3 V-I/WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050026-66M55-008-Temporary Concrete Barrier.dgn

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PLOT SCALE = $SCALE$	DRAWN -	REVISED -	
PLOT DATE = 3/9/2026	CHECKED -	REVISED -	

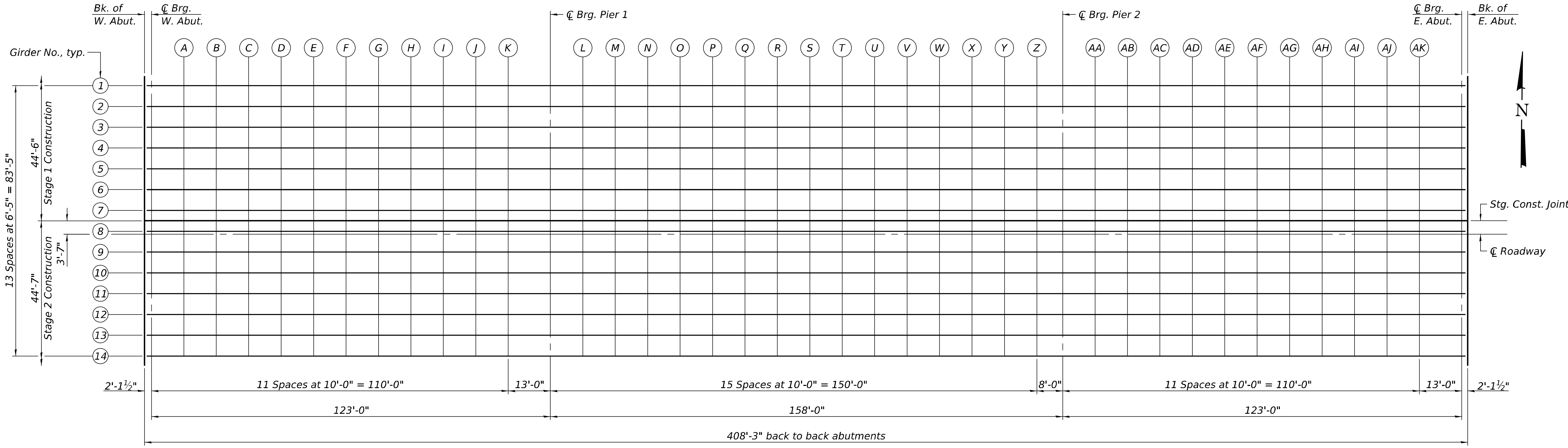
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 050-0260

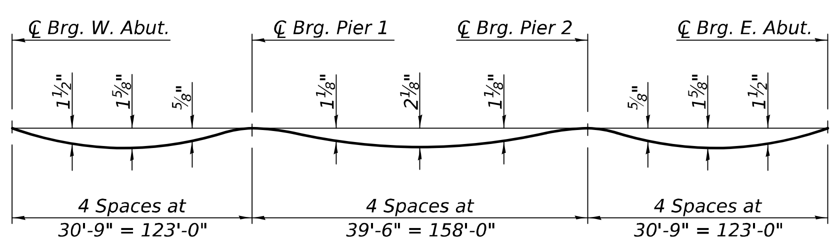
SHEET 8 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	122
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

3/9/2026 2:54:44 PM

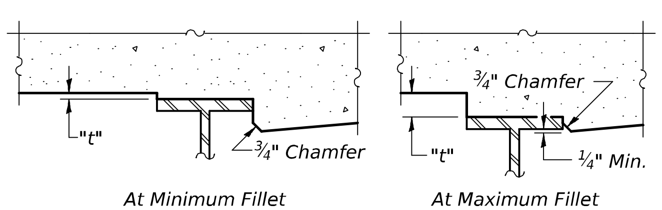


PLAN



DEAD LOAD DEFLECTION DIAGRAM - ALL GIRDERS ①

(Includes weight of concrete, excluding beams).



FILLET HEIGHTS ②

Note:

① The deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheets 10 thru 17 of 65.

② To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 10 thru 17 of 65 minus slab thickness, equals the fillet heights "t" above top flange of girders.

NORTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-48.08	483.22	483.22
℄ Brg. W. Abut.	46+06.00	-48.08	483.22	483.22
A	46+16.00	-48.08	483.18	483.23
B	46+26.00	-48.08	483.14	483.23
C	46+36.00	-48.08	483.11	483.23
D	46+46.00	-48.08	483.07	483.21
E	46+56.00	-48.08	483.04	483.18
F	46+66.00	-48.08	483.00	483.14
G	46+76.00	-48.08	482.96	483.08
H	46+86.00	-48.08	482.93	483.02
I	46+96.00	-48.08	482.89	482.95
J	47+06.00	-48.08	482.86	482.89
K	47+16.00	-48.08	482.82	482.83
℄ Brg. Pier 1	47+29.00	-48.08	482.77	482.77
L	47+39.00	-48.08	482.74	482.75
M	47+49.00	-48.08	482.70	482.73
N	47+59.00	-48.08	482.66	482.73
O	47+69.00	-48.08	482.63	482.72
P	47+79.00	-48.08	482.59	482.72
Q	47+89.00	-48.08	482.56	482.71
R	47+99.00	-48.08	482.52	482.69
S	48+09.00	-48.08	482.48	482.66
T	48+19.00	-48.08	482.45	482.61
U	48+29.00	-48.08	482.41	482.56
V	48+39.00	-48.08	482.38	482.50
W	48+49.00	-48.08	482.34	482.43
X	48+59.00	-48.08	482.30	482.36
Y	48+69.00	-48.08	482.27	482.30
Z	48+79.00	-48.08	482.23	482.24
℄ Brg. Pier 2	48+87.00	-48.08	482.20	482.20
AA	48+97.00	-48.08	482.17	482.18
AB	49+07.00	-48.08	482.13	482.16
AC	49+17.00	-48.08	482.10	482.15
AD	49+27.00	-48.08	482.06	482.14
AE	49+37.00	-48.08	482.02	482.13
AF	49+47.00	-48.08	481.99	482.12
AG	49+57.00	-48.08	481.95	482.09
AH	49+67.00	-48.08	481.92	482.06
AI	49+77.00	-48.08	481.88	482.00
AJ	49+87.00	-48.08	481.84	481.94
AK	49+97.00	-48.08	481.81	481.87
℄ Brg. E. Abut.	50+10.00	-48.08	481.76	481.76
Bk. of E. Abut.	50+12.13	-48.08	481.75	481.75

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-45.25	483.28	483.28
℄ Brg. W. Abut.	46+06.00	-45.25	483.27	483.27
A	46+16.00	-45.25	483.24	483.28
B	46+26.00	-45.25	483.20	483.29
C	46+36.00	-45.25	483.16	483.28
D	46+46.00	-45.25	483.13	483.27
E	46+56.00	-45.25	483.09	483.24
F	46+66.00	-45.25	483.06	483.19
G	46+76.00	-45.25	483.02	483.14
H	46+86.00	-45.25	482.98	483.08
I	46+96.00	-45.25	482.95	483.01
J	47+06.00	-45.25	482.91	482.95
K	47+16.00	-45.25	482.88	482.89
℄ Brg. Pier 1	47+29.00	-45.25	482.83	482.83
L	47+39.00	-45.25	482.79	482.80
M	47+49.00	-45.25	482.76	482.79
N	47+59.00	-45.25	482.72	482.78
O	47+69.00	-45.25	482.69	482.78
P	47+79.00	-45.25	482.65	482.77
Q	47+89.00	-45.25	482.61	482.76
R	47+99.00	-45.25	482.58	482.74
S	48+09.00	-45.25	482.54	482.71
T	48+19.00	-45.25	482.51	482.67
U	48+29.00	-45.25	482.47	482.62
V	48+39.00	-45.25	482.43	482.55
W	48+49.00	-45.25	482.40	482.49
X	48+59.00	-45.25	482.36	482.42
Y	48+69.00	-45.25	482.32	482.35
Z	48+79.00	-45.25	482.29	482.30
℄ Brg. Pier 2	48+87.00	-45.25	482.26	482.26
AA	48+97.00	-45.25	482.22	482.23
AB	49+07.00	-45.25	482.19	482.22
AC	49+17.00	-45.25	482.15	482.21
AD	49+27.00	-45.25	482.12	482.20
AE	49+37.00	-45.25	482.08	482.19
AF	49+47.00	-45.25	482.04	482.18
AG	49+57.00	-45.25	482.01	482.15
AH	49+67.00	-45.25	481.97	482.11
AI	49+77.00	-45.25	481.94	482.06
AJ	49+87.00	-45.25	481.90	482.00
AK	49+97.00	-45.25	481.86	481.92
℄ Brg. E. Abut.	50+10.00	-45.25	481.82	481.82
Bk. of E. Abut.	50+12.13	-45.25	481.81	481.81

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-38.83	483.41	483.41
℄ Brg. W. Abut.	46+06.00	-38.83	483.40	483.40
A	46+16.00	-38.83	483.36	483.41
B	46+26.00	-38.83	483.33	483.42
C	46+36.00	-38.83	483.29	483.41
D	46+46.00	-38.83	483.26	483.39
E	46+56.00	-38.83	483.22	483.36
F	46+66.00	-38.83	483.18	483.32
G	46+76.00	-38.83	483.15	483.27
H	46+86.00	-38.83	483.11	483.20
I	46+96.00	-38.83	483.08	483.14
J	47+06.00	-38.83	483.04	483.08
K	47+16.00	-38.83	483.00	483.02
℄ Brg. Pier 1	47+29.00	-38.83	482.96	482.96
L	47+39.00	-38.83	482.92	482.93
M	47+49.00	-38.83	482.89	482.92
N	47+59.00	-38.83	482.85	482.91
O	47+69.00	-38.83	482.81	482.91
P	47+79.00	-38.83	482.78	482.90
Q	47+89.00	-38.83	482.74	482.89
R	47+99.00	-38.83	482.71	482.87
S	48+09.00	-38.83	482.67	482.84
T	48+19.00	-38.83	482.63	482.80
U	48+29.00	-38.83	482.60	482.74
V	48+39.00	-38.83	482.56	482.68
W	48+49.00	-38.83	482.53	482.61
X	48+59.00	-38.83	482.49	482.54
Y	48+69.00	-38.83	482.45	482.48
Z	48+79.00	-38.83	482.42	482.42
℄ Brg. Pier 2	48+87.00	-38.83	482.39	482.39
AA	48+97.00	-38.83	482.35	482.36
AB	49+07.00	-38.83	482.32	482.34
AC	49+17.00	-38.83	482.28	482.33
AD	49+27.00	-38.83	482.24	482.33
AE	49+37.00	-38.83	482.21	482.32
AF	49+47.00	-38.83	482.17	482.30
AG	49+57.00	-38.83	482.14	482.28
AH	49+67.00	-38.83	482.10	482.24
AI	49+77.00	-38.83	482.06	482.19
AJ	49+87.00	-38.83	482.03	482.13
AK	49+97.00	-38.83	481.99	482.05
℄ Brg. E. Abut.	50+10.00	-38.83	481.95	481.95
Bk. of E. Abut.	50+12.13	-38.83	481.94	481.94

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-35.00	483.48	483.48
℄ Brg. W. Abut.	46+06.00	-35.00	483.48	483.48
A	46+16.00	-35.00	483.44	483.49
B	46+26.00	-35.00	483.41	483.49
C	46+36.00	-35.00	483.37	483.49
D	46+46.00	-35.00	483.33	483.47
E	46+56.00	-35.00	483.30	483.44
F	46+66.00	-35.00	483.26	483.40
G	46+76.00	-35.00	483.23	483.34
H	46+86.00	-35.00	483.19	483.28
I	46+96.00	-35.00	483.15	483.22
J	47+06.00	-35.00	483.12	483.15
K	47+16.00	-35.00	483.08	483.09
℄ Brg. Pier 1	47+29.00	-35.00	483.03	483.03
L	47+39.00	-35.00	483.00	483.01
M	47+49.00	-35.00	482.96	482.99
N	47+59.00	-35.00	482.93	482.99
O	47+69.00	-35.00	482.89	482.98
P	47+79.00	-35.00	482.85	482.98
Q	47+89.00	-35.00	482.82	482.97
R	47+99.00	-35.00	482.78	482.95
S	48+09.00	-35.00	482.75	482.92
T	48+19.00	-35.00	482.71	482.87
U	48+29.00	-35.00	482.67	482.82
V	48+39.00	-35.00	482.64	482.76
W	48+49.00	-35.00	482.60	482.69
X	48+59.00	-35.00	482.57	482.62
Y	48+69.00	-35.00	482.53	482.56
Z	48+79.00	-35.00	482.49	482.50
℄ Brg. Pier 2	48+87.00	-35.00	482.47	482.47
AA	48+97.00	-35.00	482.43	482.44
AB	49+07.00	-35.00	482.39	482.42
AC	49+17.00	-35.00	482.36	482.41
AD	49+27.00	-35.00	482.32	482.40
AE	49+37.00	-35.00	482.28	482.40
AF	49+47.00	-35.00	482.25	482.38
AG	49+57.00	-35.00	482.21	482.35
AH	49+67.00	-35.00	482.18	482.32
AI	49+77.00	-35.00	482.14	482.27
AJ	49+87.00	-35.00	482.10	482.20
AK	49+97.00	-35.00	482.07	482.13
℄ Brg. E. Abut.	50+10.00	-35.00	482.02	482.02
Bk. of E. Abut.	50+12.13	-35.00	482.01	482.01

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-32.42	483.54	483.54
℄ Brg. W. Abut.	46+06.00	-32.42	483.53	483.53
A	46+16.00	-32.42	483.49	483.54
B	46+26.00	-32.42	483.46	483.54
C	46+36.00	-32.42	483.42	483.54
D	46+46.00	-32.42	483.38	483.52
E	46+56.00	-32.42	483.35	483.49
F	46+66.00	-32.42	483.31	483.45
G	46+76.00	-32.42	483.28	483.39
H	46+86.00	-32.42	483.24	483.33
I	46+96.00	-32.42	483.20	483.27
J	47+06.00	-32.42	483.17	483.20
K	47+16.00	-32.42	483.13	483.14
℄ Brg. Pier 1	47+29.00	-32.42	483.09	483.09
L	47+39.00	-32.42	483.05	483.06
M	47+49.00	-32.42	483.01	483.05
N	47+59.00	-32.42	482.98	483.04
O	47+69.00	-32.42	482.94	483.04
P	47+79.00	-32.42	482.91	483.03
Q	47+89.00	-32.42	482.87	483.02
R	47+99.00	-32.42	482.83	483.00
S	48+09.00	-32.42	482.80	482.97
T	48+19.00	-32.42	482.76	482.93
U	48+29.00	-32.42	482.73	482.87
V	48+39.00	-32.42	482.69	482.81
W	48+49.00	-32.42	482.65	482.74
X	48+59.00	-32.42	482.62	482.67
Y	48+69.00	-32.42	482.58	482.61
Z	48+79.00	-32.42	482.55	482.55
℄ Brg. Pier 2	48+87.00	-32.42	482.52	482.52
AA	48+97.00	-32.42	482.48	482.49
AB	49+07.00	-32.42	482.44	482.47
AC	49+17.00	-32.42	482.41	482.46
AD	49+27.00	-32.42	482.37	482.46
AE	49+37.00	-32.42	482.34	482.45
AF	49+47.00	-32.42	482.30	482.43
AG	49+57.00	-32.42	482.26	482.41
AH	49+67.00	-32.42	482.23	482.37
AI	49+77.00	-32.42	482.19	482.32
AJ	49+87.00	-32.42	482.16	482.25
AK	49+97.00	-32.42	482.12	482.18
℄ Brg. E. Abut.	50+10.00	-32.42	482.07	482.07
Bk. of E. Abut.	50+12.13	-32.42	482.07	482.07

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-26.00	483.66	483.66
℄ Brg. W. Abut.	46+06.00	-26.00	483.66	483.66
A	46+16.00	-26.00	483.62	483.67
B	46+26.00	-26.00	483.59	483.67
C	46+36.00	-26.00	483.55	483.66
D	46+46.00	-26.00	483.51	483.65
E	46+56.00	-26.00	483.48	483.62
F	46+66.00	-26.00	483.44	483.57
G	46+76.00	-26.00	483.41	483.52
H	46+86.00	-26.00	483.37	483.46
I	46+96.00	-26.00	483.33	483.39
J	47+06.00	-26.00	483.30	483.33
K	47+16.00	-26.00	483.26	483.27
℄ Brg. Pier 1	47+29.00	-26.00	483.21	483.21
L	47+39.00	-26.00	483.18	483.19
M	47+49.00	-26.00	483.14	483.17
N	47+59.00	-26.00	483.11	483.17
O	47+69.00	-26.00	483.07	483.16
P	47+79.00	-26.00	483.03	483.16
Q	47+89.00	-26.00	483.00	483.15
R	47+99.00	-26.00	482.96	483.13
S	48+09.00	-26.00	482.93	483.09
T	48+19.00	-26.00	482.89	483.05
U	48+29.00	-26.00	482.85	483.00
V	48+39.00	-26.00	482.82	482.93
W	48+49.00	-26.00	482.78	482.87
X	48+59.00	-26.00	482.75	482.80
Y	48+69.00	-26.00	482.71	482.74
Z	48+79.00	-26.00	482.67	482.68
℄ Brg. Pier 2	48+87.00	-26.00	482.65	482.65
AA	48+97.00	-26.00	482.61	482.62
AB	49+07.00	-26.00	482.57	482.60
AC	49+17.00	-26.00	482.54	482.59
AD	49+27.00	-26.00	482.50	482.58
AE	49+37.00	-26.00	482.46	482.57
AF	49+47.00	-26.00	482.43	482.56
AG	49+57.00	-26.00	482.39	482.53
AH	49+67.00	-26.00	482.36	482.49
AI	49+77.00	-26.00	482.32	482.44
AJ	49+87.00	-26.00	482.28	482.38
AK	49+97.00	-26.00	482.25	482.31
℄ Brg. E. Abut.	50+10.00	-26.00	482.20	482.20
Bk. of E. Abut.	50+12.13	-26.00	482.19	482.19

FILE NAME: H:\P22101 - 03 \ V-A\WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050X0260A68M55A11-Top of Slab Elevation.dgn

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USER NAME = $USER$	DESIGNED - ETH	REVISED -	
	CHECKED - ORG	REVISED -	
PLOT SCALE = $SCALES	DRAWN - KP	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

3/9/2026 2:54:49 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0260
SHEET 11 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	125
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-19.58	483.79	483.79
℄ Brg. W. Abut.	46+06.00	-19.58	483.79	483.79
A	46+16.00	-19.58	483.75	483.79
B	46+26.00	-19.58	483.71	483.80
C	46+36.00	-19.58	483.68	483.79
D	46+46.00	-19.58	483.64	483.78
E	46+56.00	-19.58	483.61	483.75
F	46+66.00	-19.58	483.57	483.70
G	46+76.00	-19.58	483.53	483.65
H	46+86.00	-19.58	483.50	483.59
I	46+96.00	-19.58	483.46	483.52
J	47+06.00	-19.58	483.43	483.46
K	47+16.00	-19.58	483.39	483.40
℄ Brg. Pier 1	47+29.00	-19.58	483.34	483.34
L	47+39.00	-19.58	483.31	483.32
M	47+49.00	-19.58	483.27	483.30
N	47+59.00	-19.58	483.23	483.29
O	47+69.00	-19.58	483.20	483.29
P	47+79.00	-19.58	483.16	483.28
Q	47+89.00	-19.58	483.13	483.27
R	47+99.00	-19.58	483.09	483.25
S	48+09.00	-19.58	483.05	483.22
T	48+19.00	-19.58	483.02	483.18
U	48+29.00	-19.58	482.98	483.13
V	48+39.00	-19.58	482.95	483.06
W	48+49.00	-19.58	482.91	483.00
X	48+59.00	-19.58	482.87	482.93
Y	48+69.00	-19.58	482.84	482.86
Z	48+79.00	-19.58	482.80	482.81
℄ Brg. Pier 2	48+87.00	-19.58	482.77	482.77
AA	48+97.00	-19.58	482.74	482.74
AB	49+07.00	-19.58	482.70	482.73
AC	49+17.00	-19.58	482.67	482.72
AD	49+27.00	-19.58	482.63	482.71
AE	49+37.00	-19.58	482.59	482.70
AF	49+47.00	-19.58	482.56	482.69
AG	49+57.00	-19.58	482.52	482.66
AH	49+67.00	-19.58	482.49	482.62
AI	49+77.00	-19.58	482.45	482.57
AJ	49+87.00	-19.58	482.41	482.51
AK	49+97.00	-19.58	482.38	482.44
℄ Brg. E. Abut.	50+10.00	-19.58	482.33	482.33
Bk. of E. Abut.	50+12.13	-19.58	482.32	482.32

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-13.17	483.92	483.92
℄ Brg. W. Abut.	46+06.00	-13.17	483.91	483.91
A	46+16.00	-13.17	483.88	483.92
B	46+26.00	-13.17	483.84	483.93
C	46+36.00	-13.17	483.81	483.92
D	46+46.00	-13.17	483.77	483.90
E	46+56.00	-13.17	483.73	483.87
F	46+66.00	-13.17	483.70	483.83
G	46+76.00	-13.17	483.66	483.78
H	46+86.00	-13.17	483.63	483.72
I	46+96.00	-13.17	483.59	483.65
J	47+06.00	-13.17	483.55	483.59
K	47+16.00	-13.17	483.52	483.53
℄ Brg. Pier 1	47+29.00	-13.17	483.47	483.47
L	47+39.00	-13.17	483.43	483.45
M	47+49.00	-13.17	483.40	483.43
N	47+59.00	-13.17	483.36	483.42
O	47+69.00	-13.17	483.33	483.42
P	47+79.00	-13.17	483.29	483.41
Q	47+89.00	-13.17	483.25	483.40
R	47+99.00	-13.17	483.22	483.38
S	48+09.00	-13.17	483.18	483.35
T	48+19.00	-13.17	483.15	483.31
U	48+29.00	-13.17	483.11	483.25
V	48+39.00	-13.17	483.07	483.19
W	48+49.00	-13.17	483.04	483.12
X	48+59.00	-13.17	483.00	483.06
Y	48+69.00	-13.17	482.97	482.99
Z	48+79.00	-13.17	482.93	482.94
℄ Brg. Pier 2	48+87.00	-13.17	482.90	482.90
AA	48+97.00	-13.17	482.87	482.87
AB	49+07.00	-13.17	482.83	482.86
AC	49+17.00	-13.17	482.79	482.85
AD	49+27.00	-13.17	482.76	482.84
AE	49+37.00	-13.17	482.72	482.83
AF	49+47.00	-13.17	482.69	482.81
AG	49+57.00	-13.17	482.65	482.79
AH	49+67.00	-13.17	482.61	482.75
AI	49+77.00	-13.17	482.58	482.70
AJ	49+87.00	-13.17	482.54	482.64
AK	49+97.00	-13.17	482.51	482.56
℄ Brg. E. Abut.	50+10.00	-13.17	482.46	482.46
Bk. of E. Abut.	50+12.13	-13.17	482.45	482.45

NORTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-9.00	484.00	484.00
℄ Brg. W. Abut.	46+06.00	-9.00	484.00	484.00
A	46+16.00	-9.00	483.96	484.01
B	46+26.00	-9.00	483.93	484.01
C	46+36.00	-9.00	483.89	484.00
D	46+46.00	-9.00	483.85	483.99
E	46+56.00	-9.00	483.82	483.96
F	46+66.00	-9.00	483.78	483.91
G	46+76.00	-9.00	483.75	483.86
H	46+86.00	-9.00	483.71	483.80
I	46+96.00	-9.00	483.67	483.73
J	47+06.00	-9.00	483.64	483.67
K	47+16.00	-9.00	483.60	483.61
℄ Brg. Pier 1	47+29.00	-9.00	483.55	483.55
L	47+39.00	-9.00	483.52	483.53
M	47+49.00	-9.00	483.48	483.51
N	47+59.00	-9.00	483.45	483.51
O	47+69.00	-9.00	483.41	483.50
P	47+79.00	-9.00	483.37	483.50
Q	47+89.00	-9.00	483.34	483.49
R	47+99.00	-9.00	483.30	483.47
S	48+09.00	-9.00	483.27	483.43
T	48+19.00	-9.00	483.23	483.39
U	48+29.00	-9.00	483.19	483.34
V	48+39.00	-9.00	483.16	483.27
W	48+49.00	-9.00	483.12	483.21
X	48+59.00	-9.00	483.09	483.14
Y	48+69.00	-9.00	483.05	483.08
Z	48+79.00	-9.00	483.01	483.02
℄ Brg. Pier 2	48+87.00	-9.00	482.99	482.99
AA	48+97.00	-9.00	482.95	482.96
AB	49+07.00	-9.00	482.91	482.94
AC	49+17.00	-9.00	482.88	482.93
AD	49+27.00	-9.00	482.84	482.92
AE	49+37.00	-9.00	482.80	482.91
AF	49+47.00	-9.00	482.77	482.90
AG	49+57.00	-9.00	482.73	482.87
AH	49+67.00	-9.00	482.70	482.83
AI	49+77.00	-9.00	482.66	482.78
AJ	49+87.00	-9.00	482.62	482.72
AK	49+97.00	-9.00	482.59	482.65
℄ Brg. E. Abut.	50+10.00	-9.00	482.54	482.54
Bk. of E. Abut.	50+12.13	-9.00	482.53	482.53

FILE NAME: H:\P22101 - 03 \-VAWO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050\0260\468\465412-Top of Slab Elevation.dgn

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

USER NAME = $USER$	DESIGNED - ETH	REVISED -	
	CHECKED - ORG	REVISED -	
PLOT SCALE = $SCALES	DRAWN - KP	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0260
SHEET 12 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	126
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

3/9/2026 2:54:51 PM

NORTH EDGE OF MEDIAN ①

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-7.00	484.04	484.04
℄ Brg. W. Abut.	46+06.00	-7.00	484.04	484.04
A	46+16.00	-7.00	484.00	484.05
B	46+26.00	-7.00	483.97	484.05
C	46+36.00	-7.00	483.93	484.04
D	46+46.00	-7.00	483.89	484.03
E	46+56.00	-7.00	483.86	484.00
F	46+66.00	-7.00	483.82	483.95
G	46+76.00	-7.00	483.79	483.90
H	46+86.00	-7.00	483.75	483.84
I	46+96.00	-7.00	483.71	483.77
J	47+06.00	-7.00	483.68	483.71
K	47+16.00	-7.00	483.64	483.65
℄ Brg. Pier 1	47+29.00	-7.00	483.59	483.59
L	47+39.00	-7.00	483.56	483.57
M	47+49.00	-7.00	483.52	483.55
N	47+59.00	-7.00	483.49	483.55
O	47+69.00	-7.00	483.45	483.54
P	47+79.00	-7.00	483.41	483.54
Q	47+89.00	-7.00	483.38	483.53
R	47+99.00	-7.00	483.34	483.51
S	48+09.00	-7.00	483.31	483.47
T	48+19.00	-7.00	483.27	483.43
U	48+29.00	-7.00	483.23	483.38
V	48+39.00	-7.00	483.20	483.31
W	48+49.00	-7.00	483.16	483.25
X	48+59.00	-7.00	483.13	483.18
Y	48+69.00	-7.00	483.09	483.12
Z	48+79.00	-7.00	483.05	483.06
℄ Brg. Pier 2	48+87.00	-7.00	483.03	483.03
AA	48+97.00	-7.00	482.99	483.00
AB	49+07.00	-7.00	482.95	482.98
AC	49+17.00	-7.00	482.92	482.97
AD	49+27.00	-7.00	482.88	482.96
AE	49+37.00	-7.00	482.84	482.95
AF	49+47.00	-7.00	482.81	482.94
AG	49+57.00	-7.00	482.77	482.91
AH	49+67.00	-7.00	482.74	482.87
AI	49+77.00	-7.00	482.70	482.82
AJ	49+87.00	-7.00	482.66	482.76
AK	49+97.00	-7.00	482.63	482.69
℄ Brg. E. Abut.	50+10.00	-7.00	482.58	482.58
Bk. of E. Abut.	50+12.13	-7.00	482.57	482.57

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-6.75	484.05	484.05
℄ Brg. W. Abut.	46+06.00	-6.75	484.04	484.04
A	46+16.00	-6.75	484.01	484.05
B	46+26.00	-6.75	483.97	484.05
C	46+36.00	-6.75	483.93	484.05
D	46+46.00	-6.75	483.90	484.03
E	46+56.00	-6.75	483.86	484.00
F	46+66.00	-6.75	483.83	483.96
G	46+76.00	-6.75	483.79	483.91
H	46+86.00	-6.75	483.75	483.84
I	46+96.00	-6.75	483.72	483.78
J	47+06.00	-6.75	483.68	483.72
K	47+16.00	-6.75	483.65	483.66
℄ Brg. Pier 1	47+29.00	-6.75	483.60	483.60
L	47+39.00	-6.75	483.56	483.57
M	47+49.00	-6.75	483.53	483.56
N	47+59.00	-6.75	483.49	483.55
O	47+69.00	-6.75	483.46	483.55
P	47+79.00	-6.75	483.42	483.54
Q	47+89.00	-6.75	483.38	483.53
R	47+99.00	-6.75	483.35	483.51
S	48+09.00	-6.75	483.31	483.48
T	48+19.00	-6.75	483.28	483.44
U	48+29.00	-6.75	483.24	483.38
V	48+39.00	-6.75	483.20	483.32
W	48+49.00	-6.75	483.17	483.25
X	48+59.00	-6.75	483.13	483.19
Y	48+69.00	-6.75	483.09	483.12
Z	48+79.00	-6.75	483.06	483.07
℄ Brg. Pier 2	48+87.00	-6.75	483.03	483.03
AA	48+97.00	-6.75	482.99	483.00
AB	49+07.00	-6.75	482.96	482.98
AC	49+17.00	-6.75	482.92	482.97
AD	49+27.00	-6.75	482.89	482.97
AE	49+37.00	-6.75	482.85	482.96
AF	49+47.00	-6.75	482.81	482.94
AG	49+57.00	-6.75	482.78	482.92
AH	49+67.00	-6.75	482.74	482.88
AI	49+77.00	-6.75	482.71	482.83
AJ	49+87.00	-6.75	482.67	482.76
AK	49+97.00	-6.75	482.63	482.69
℄ Brg. E. Abut.	50+10.00	-6.75	482.59	482.59
Bk. of E. Abut.	50+12.13	-6.75	482.58	482.58

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-3.58	484.11	484.11
℄ Brg. W. Abut.	46+06.00	-3.58	484.11	484.11
A	46+16.00	-3.58	484.07	484.11
B	46+26.00	-3.58	484.03	484.12
C	46+36.00	-3.58	484.00	484.11
D	46+46.00	-3.58	483.96	484.10
E	46+56.00	-3.58	483.93	484.07
F	46+66.00	-3.58	483.89	484.02
G	46+76.00	-3.58	483.85	483.97
H	46+86.00	-3.58	483.82	483.91
I	46+96.00	-3.58	483.78	483.84
J	47+06.00	-3.58	483.75	483.78
K	47+16.00	-3.58	483.71	483.72
℄ Brg. Pier 1	47+29.00	-3.58	483.66	483.66
L	47+39.00	-3.58	483.63	483.64
M	47+49.00	-3.58	483.59	483.62
N	47+59.00	-3.58	483.55	483.61
O	47+69.00	-3.58	483.52	483.61
P	47+79.00	-3.58	483.48	483.60
Q	47+89.00	-3.58	483.45	483.59
R	47+99.00	-3.58	483.41	483.57
S	48+09.00	-3.58	483.37	483.54
T	48+19.00	-3.58	483.34	483.50
U	48+29.00	-3.58	483.30	483.45
V	48+39.00	-3.58	483.27	483.38
W	48+49.00	-3.58	483.23	483.32
X	48+59.00	-3.58	483.19	483.25
Y	48+69.00	-3.58	483.16	483.18
Z	48+79.00	-3.58	483.12	483.13
℄ Brg. Pier 2	48+87.00	-3.58	483.09	483.09
AA	48+97.00	-3.58	483.06	483.06
AB	49+07.00	-3.58	483.02	483.05
AC	49+17.00	-3.58	482.99	483.04
AD	49+27.00	-3.58	482.95	483.03
AE	49+37.00	-3.58	482.91	483.02
AF	49+47.00	-3.58	482.88	483.01
AG	49+57.00	-3.58	482.84	482.98
AH	49+67.00	-3.58	482.81	482.94
AI	49+77.00	-3.58	482.77	482.89
AJ	49+87.00	-3.58	482.73	482.83
AK	49+97.00	-3.58	482.70	482.76
℄ Brg. E. Abut.	50+10.00	-3.58	482.65	482.65
Bk. of E. Abut.	50+12.13	-3.58	482.64	482.64

Notes:
① Offset for actual north edge of median varies.
Offset for this reference line is constant.

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	-0.33	484.18	484.18
℄ Brg. W. Abut.	46+06.00	-0.33	484.17	484.17
A	46+16.00	-0.33	484.13	484.18
B	46+26.00	-0.33	484.10	484.18
C	46+36.00	-0.33	484.06	484.18
D	46+46.00	-0.33	484.03	484.16
E	46+56.00	-0.33	483.99	484.13
F	46+66.00	-0.33	483.95	484.09
G	46+76.00	-0.33	483.92	484.03
H	46+86.00	-0.33	483.88	483.97
I	46+96.00	-0.33	483.85	483.91
J	47+06.00	-0.33	483.81	483.84
K	47+16.00	-0.33	483.77	483.79
℄ Brg. Pier 1	47+29.00	-0.33	483.73	483.73
L	47+39.00	-0.33	483.69	483.70
M	47+49.00	-0.33	483.66	483.69
N	47+59.00	-0.33	483.62	483.68
O	47+69.00	-0.33	483.58	483.68
P	47+79.00	-0.33	483.55	483.67
Q	47+89.00	-0.33	483.51	483.66
R	47+99.00	-0.33	483.48	483.64
S	48+09.00	-0.33	483.44	483.61
T	48+19.00	-0.33	483.40	483.56
U	48+29.00	-0.33	483.37	483.51
V	48+39.00	-0.33	483.33	483.44
W	48+49.00	-0.33	483.30	483.38
X	48+59.00	-0.33	483.26	483.31
Y	48+69.00	-0.33	483.22	483.25
Z	48+79.00	-0.33	483.19	483.19
℄ Brg. Pier 2	48+87.00	-0.33	483.16	483.16
AA	48+97.00	-0.33	483.12	483.13
AB	49+07.00	-0.33	483.09	483.12
AC	49+17.00	-0.33	483.05	483.11
AD	49+27.00	-0.33	483.01	483.10
AE	49+37.00	-0.33	482.98	483.10
AF	49+47.00	-0.33	482.94	483.08
AG	49+57.00	-0.33	482.91	483.06
AH	49+67.00	-0.33	482.87	483.02
AI	49+77.00	-0.33	482.83	482.97
AJ	49+87.00	-0.33	482.80	482.90
AK	49+97.00	-0.33	482.76	482.83
℄ Brg. E. Abut.	50+10.00	-0.33	482.72	482.72
Bk. of E. Abut.	50+12.13	-0.33	482.71	482.71

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	0.00	484.18	484.18
℄ Brg. W. Abut.	46+06.00	0.00	484.18	484.18
A	46+16.00	0.00	484.14	484.19
B	46+26.00	0.00	484.11	484.19
C	46+36.00	0.00	484.07	484.18
D	46+46.00	0.00	484.03	484.17
E	46+56.00	0.00	484.00	484.14
F	46+66.00	0.00	483.96	484.09
G	46+76.00	0.00	483.93	484.04
H	46+86.00	0.00	483.89	483.98
I	46+96.00	0.00	483.85	483.91
J	47+06.00	0.00	483.82	483.85
K	47+16.00	0.00	483.78	483.79
℄ Brg. Pier 1	47+29.00	0.00	483.73	483.73
L	47+39.00	0.00	483.70	483.71
M	47+49.00	0.00	483.66	483.69
N	47+59.00	0.00	483.63	483.69
O	47+69.00	0.00	483.59	483.68
P	47+79.00	0.00	483.55	483.68
Q	47+89.00	0.00	483.52	483.67
R	47+99.00	0.00	483.48	483.65
S	48+09.00	0.00	483.45	483.61
T	48+19.00	0.00	483.41	483.57
U	48+29.00	0.00	483.37	483.52
V	48+39.00	0.00	483.34	483.45
W	48+49.00	0.00	483.30	483.39
X	48+59.00	0.00	483.27	483.32
Y	48+69.00	0.00	483.23	483.26
Z	48+79.00	0.00	483.19	483.20
℄ Brg. Pier 2	48+87.00	0.00	483.17	483.17
AA	48+97.00	0.00	483.13	483.14
AB	49+07.00	0.00	483.09	483.12
AC	49+17.00	0.00	483.06	483.11
AD	49+27.00	0.00	483.02	483.10
AE	49+37.00	0.00	482.98	483.09
AF	49+47.00	0.00	482.95	483.08
AG	49+57.00	0.00	482.91	483.05
AH	49+67.00	0.00	482.88	483.01
AI	49+77.00	0.00	482.84	482.96
AJ	49+87.00	0.00	482.80	482.90
AK	49+97.00	0.00	482.77	482.83
℄ Brg. E. Abut.	50+10.00	0.00	482.72	482.72
Bk. of E. Abut.	50+12.13	0.00	482.71	482.71

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	6.08	484.06	484.06
℄ Brg. W. Abut.	46+06.00	6.08	484.06	484.06
A	46+16.00	6.08	484.02	484.06
B	46+26.00	6.08	483.98	484.07
C	46+36.00	6.08	483.95	484.06
D	46+46.00	6.08	483.91	484.05
E	46+56.00	6.08	483.88	484.02
F	46+66.00	6.08	483.84	483.97
G	46+76.00	6.08	483.80	483.92
H	46+86.00	6.08	483.77	483.86
I	46+96.00	6.08	483.73	483.79
J	47+06.00	6.08	483.70	483.73
K	47+16.00	6.08	483.66	483.67
℄ Brg. Pier 1	47+29.00	6.08	483.61	483.61
L	47+39.00	6.08	483.58	483.59
M	47+49.00	6.08	483.54	483.57
N	47+59.00	6.08	483.50	483.56
O	47+69.00	6.08	483.47	483.56
P	47+79.00	6.08	483.43	483.55
Q	47+89.00	6.08	483.40	483.54
R	47+99.00	6.08	483.36	483.52
S	48+09.00	6.08	483.32	483.49
T	48+19.00	6.08	483.29	483.45
U	48+29.00	6.08	483.25	483.40
V	48+39.00	6.08	483.22	483.33
W	48+49.00	6.08	483.18	483.27
X	48+59.00	6.08	483.14	483.20
Y	48+69.00	6.08	483.11	483.13
Z	48+79.00	6.08	483.07	483.08
℄ Brg. Pier 2	48+87.00	6.08	483.04	483.04
AA	48+97.00	6.08	483.01	483.01
AB	49+07.00	6.08	482.97	483.00
AC	49+17.00	6.08	482.94	482.99
AD	49+27.00	6.08	482.90	482.98
AE	49+37.00	6.08	482.86	482.97
AF	49+47.00	6.08	482.83	482.96
AG	49+57.00	6.08	482.79	482.96
AH	49+67.00	6.08	482.76	482.89
AI	49+77.00	6.08	482.72	482.84
AJ	49+87.00	6.08	482.68	482.78
AK	49+97.00	6.08	482.65	482.71
℄ Brg. E. Abut.	50+10.00	6.08	482.60	482.60
Bk. of E. Abut.	50+12.13	6.08	482.59	482.59

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	7.00	484.04	484.04
℄ Brg. W. Abut.	46+06.00	7.00	484.04	484.04
A	46+16.00	7.00	484.00	484.05
B	46+26.00	7.00	483.97	484.05
C	46+36.00	7.00	483.93	484.04
D	46+46.00	7.00	483.89	484.03
E	46+56.00	7.00	483.86	484.00
F	46+66.00	7.00	483.82	483.95
G	46+76.00	7.00	483.79	483.90
H	46+86.00	7.00	483.75	483.84
I	46+96.00	7.00	483.71	483.77
J	47+06.00	7.00	483.68	483.71
K	47+16.00	7.00	483.64	483.65
℄ Brg. Pier 1	47+29.00	7.00	483.59	483.59
L	47+39.00	7.00	483.56	483.57
M	47+49.00	7.00	483.52	483.55
N	47+59.00	7.00	483.49	483.55
O	47+69.00	7.00	483.45	483.54
P	47+79.00	7.00	483.41	483.54
Q	47+89.00	7.00	483.38	483.53
R	47+99.00	7.00	483.34	483.51
S	48+09.00	7.00	483.31	483.47
T	48+19.00	7.00	483.27	483.43
U	48+29.00	7.00	483.23	483.38
V	48+39.00	7.00	483.20	483.31
W	48+49.00	7.00	483.16	483.25
X	48+59.00	7.00	483.13	483.18
Y	48+69.00	7.00	483.09	483.12
Z	48+79.00	7.00	483.05	483.06
℄ Brg. Pier 2	48+87.00	7.00	483.03	483.03
AA	48+97.00	7.00	482.99	483.00
AB	49+07.00	7.00	482.95	482.98
AC	49+17.00	7.00	482.92	482.97
AD	49+27.00	7.00	482.88	482.96
AE	49+37.00	7.00	482.84	482.95
AF	49+47.00	7.00	482.81	482.94
AG	49+57.00	7.00	482.77	482.91
AH	49+67.00	7.00	482.74	482.87
AI	49+77.00	7.00	482.70	482.82
AJ	49+87.00	7.00	482.66	482.76
AK	49+97.00	7.00	482.63	482.69
℄ Brg. E. Abut.	50+10.00	7.00	482.58	482.58
Bk. of E. Abut.	50+12.13	7.00	482.57	482.57

SOUTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	9.00	484.00	484.00
℄ Brg. W. Abut.	46+06.00	9.00	484.00	484.00
A	46+16.00	9.00	483.96	484.01
B	46+26.00	9.00	483.93	484.01
C	46+36.00	9.00	483.89	484.00
D	46+46.00	9.00	483.85	483.99
E	46+56.00	9.00	483.82	483.96
F	46+66.00	9.00	483.78	483.91
G	46+76.00	9.00	483.75	483.86
H	46+86.00	9.00	483.71	483.80
I	46+96.00	9.00	483.67	483.73
J	47+06.00	9.00	483.64	483.67
K	47+16.00	9.00	483.60	483.61
℄ Brg. Pier 1	47+29.00	9.00	483.55	483.55
L	47+39.00	9.00	483.52	483.53
M	47+49.00	9.00	483.48	483.51
N	47+59.00	9.00	483.45	483.51
O	47+69.00	9.00	483.41	483.50
P	47+79.00	9.00	483.37	483.50
Q	47+89.00	9.00	483.34	483.49
R	47+99.00	9.00	483.30	483.47
S	48+09.00	9.00	483.27	483.43
T	48+19.00	9.00	483.23	483.39
U	48+29.00	9.00	483.19	483.34
V	48+39.00	9.00	483.16	483.27
W	48+49.00	9.00	483.12	483.21
X	48+59.00	9.00	483.09	483.14
Y	48+69.00	9.00	483.05	483.08
Z	48+79.00	9.00	483.01	483.02
℄ Brg. Pier 2	48+87.00	9.00	482.99	482.99
AA	48+97.00	9.00	482.95	482.96
AB	49+07.00	9.00	482.91	482.94
AC	49+17.00	9.00	482.88	482.93
AD	49+27.00	9.00	482.84	482.92
AE	49+37.00	9.00	482.80	482.91
AF	49+47.00	9.00	482.77	482.90
AG	49+57.00	9.00	482.73	482.87
AH	49+67.00	9.00	482.70	482.83
AI	49+77.00	9.00	482.66	482.78
AJ	49+87.00	9.00	482.62	482.72
AK	49+97.00	9.00	482.59	482.65
℄ Brg. E. Abut.	50+10.00	9.00	482.54	482.54
Bk. of E. Abut.	50+12.13	9.00	482.53	482.53

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	12.50	483.93	483.93
℄ Brg. W. Abut.	46+06.00	12.50	483.93	483.93
A	46+16.00	12.50	483.89	483.94
B	46+26.00	12.50	483.86	483.94
C	46+36.00	12.50	483.82	483.93
D	46+46.00	12.50	483.78	483.92
E	46+56.00	12.50	483.75	483.89
F	46+66.00	12.50	483.71	483.84
G	46+76.00	12.50	483.68	483.79
H	46+86.00	12.50	483.64	483.73
I	46+96.00	12.50	483.60	483.66
J	47+06.00	12.50	483.57	483.60
K	47+16.00	12.50	483.53	483.54
℄ Brg. Pier 1	47+29.00	12.50	483.48	483.48
L	47+39.00	12.50	483.45	483.46
M	47+49.00	12.50	483.41	483.44
N	47+59.00	12.50	483.38	483.44
O	47+69.00	12.50	483.34	483.43
P	47+79.00	12.50	483.30	483.43
Q	47+89.00	12.50	483.27	483.42
R	47+99.00	12.50	483.23	483.40
S	48+09.00	12.50	483.20	483.36
T	48+19.00	12.50	483.16	483.32
U	48+29.00	12.50	483.12	483.27
V	48+39.00	12.50	483.09	483.20
W	48+49.00	12.50	483.05	483.14
X	48+59.00	12.50	483.02	483.07
Y	48+69.00	12.50	482.98	483.01
Z	48+79.00	12.50	482.94	482.95
℄ Brg. Pier 2	48+87.00	12.50	482.92	482.92
AA	48+97.00	12.50	482.88	482.89
AB	49+07.00	12.50	482.84	482.87
AC	49+17.00	12.50	482.81	482.86
AD	49+27.00	12.50	482.77	482.85
AE	49+37.00	12.50	482.73	482.84
AF	49+47.00	12.50	482.70	482.83
AG	49+57.00	12.50	482.66	482.80
AH	49+67.00	12.50	482.63	482.76
AI	49+77.00	12.50	482.59	482.71
AJ	49+87.00	12.50	482.55	482.65
AK	49+97.00	12.50	482.52	482.58
℄ Brg. E. Abut.	50+10.00	12.50	482.47	482.47
Bk. of E. Abut.	50+12.13	12.50	482.46	482.46

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	18.92	483.81	483.81
℄ Brg. W. Abut.	46+06.00	18.92	483.80	483.80
A	46+16.00	18.92	483.76	483.81
B	46+26.00	18.92	483.73	483.81
C	46+36.00	18.92	483.69	483.81
D	46+46.00	18.92	483.65	483.79
E	46+56.00	18.92	483.62	483.76
F	46+66.00	18.92	483.58	483.72
G	46+76.00	18.92	483.55	483.66
H	46+86.00	18.92	483.51	483.60
I	46+96.00	18.92	483.47	483.54
J	47+06.00	18.92	483.44	483.47
K	47+16.00	18.92	483.40	483.41
℄ Brg. Pier 1	47+29.00	18.92	483.36	483.36
L	47+39.00	18.92	483.32	483.33
M	47+49.00	18.92	483.28	483.32
N	47+59.00	18.92	483.25	483.31
O	47+69.00	18.92	483.21	483.30
P	47+79.00	18.92	483.18	483.30
Q	47+89.00	18.92	483.14	483.29
R	47+99.00	18.92	483.10	483.27
S	48+09.00	18.92	483.07	483.24
T	48+19.00	18.92	483.03	483.19
U	48+29.00	18.92	483.00	483.14
V	48+39.00	18.92	482.96	483.08
W	48+49.00	18.92	482.92	483.01
X	48+59.00	18.92	482.89	482.94
Y	48+69.00	18.92	482.85	482.88
Z	48+79.00	18.92	482.82	482.82
℄ Brg. Pier 2	48+87.00	18.92	482.79	482.79
AA	48+97.00	18.92	482.75	482.76
AB	49+07.00	18.92	482.71	482.74
AC	49+17.00	18.92	482.68	482.73
AD	49+27.00	18.92	482.64	482.72
AE	49+37.00	18.92	482.61	482.71
AF	49+47.00	18.92	482.57	482.70
AG	49+57.00	18.92	482.53	482.67
AH	49+67.00	18.92	482.50	482.64
AI	49+77.00	18.92	482.46	482.58
AJ	49+87.00	18.92	482.43	482.52
AK	49+97.00	18.92	482.39	482.45
℄ Brg. E. Abut.	50+10.00	18.92	482.34	482.34
Bk. of E. Abut.	50+12.13	18.92	482.34	482.34

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	25.33	483.68	483.68
℄ Brg. W. Abut.	46+06.00	25.33	483.67	483.67
A	46+16.00	25.33	483.63	483.68
B	46+26.00	25.33	483.60	483.68
C	46+36.00	25.33	483.56	483.68
D	46+46.00	25.33	483.53	483.66
E	46+56.00	25.33	483.49	483.63
F	46+66.00	25.33	483.45	483.59
G	46+76.00	25.33	483.42	483.53
H	46+86.00	25.33	483.38	483.47
I	46+96.00	25.33	483.35	483.41
J	47+06.00	25.33	483.31	483.34
K	47+16.00	25.33	483.27	483.29
℄ Brg. Pier 1	47+29.00	25.33	483.23	483.23
L	47+39.00	25.33	483.19	483.20
M	47+49.00	25.33	483.16	483.19
N	47+59.00	25.33	483.12	483.18
O	47+69.00	25.33	483.08	483.18
P	47+79.00	25.33	483.05	483.17
Q	47+89.00	25.33	483.01	483.16
R	47+99.00	25.33	482.98	483.14
S	48+09.00	25.33	482.94	483.11
T	48+19.00	25.33	482.90	483.06
U	48+29.00	25.33	482.87	483.01
V	48+39.00	25.33	482.83	482.95
W	48+49.00	25.33	482.80	482.88
X	48+59.00	25.33	482.76	482.81
Y	48+69.00	25.33	482.72	482.75
Z	48+79.00	25.33	482.69	482.69
℄ Brg. Pier 2	48+87.00	25.33	482.66	482.66
AA	48+97.00	25.33	482.62	482.63
AB	49+07.00	25.33	482.59	482.61
AC	49+17.00	25.33	482.55	482.60
AD	49+27.00	25.33	482.51	482.60
AE	49+37.00	25.33	482.48	482.59
AF	49+47.00	25.33	482.44	482.57
AG	49+57.00	25.33	482.41	482.54
AH	49+67.00	25.33	482.37	482.51
AI	49+77.00	25.33	482.33	482.46
AJ	49+87.00	25.33	482.30	482.39
AK	49+97.00	25.33	482.26	482.32
℄ Brg. E. Abut.	50+10.00	25.33	482.22	482.22
Bk. of E. Abut.	50+12.13	25.33	482.21	482.21

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	31.75	483.55	483.55
℄ Brg. W. Abut.	46+06.00	31.75	483.54	483.54
A	46+16.00	31.75	483.51	483.55
B	46+26.00	31.75	483.47	483.56
C	46+36.00	31.75	483.43	483.56
D	46+46.00	31.75	483.40	483.54
E	46+56.00	31.75	483.36	483.51
F	46+66.00	31.75	483.33	483.47
G	46+76.00	31.75	483.29	483.41
H	46+86.00	31.75	483.25	483.35
I	46+96.00	31.75	483.22	483.28
J	47+06.00	31.75	483.18	483.22
K	47+16.00	31.75	483.15	483.16
℄ Brg. Pier 1	47+29.00	31.75	483.10	483.10
L	47+39.00	31.75	483.06	483.07
M	47+49.00	31.75	483.03	483.06
N	47+59.00	31.75	482.99	483.06
O	47+69.00	31.75	482.96	483.05
P	47+79.00	31.75	482.92	483.05
Q	47+89.00	31.75	482.88	483.04
R	47+99.00	31.75	482.85	483.02
S	48+09.00	31.75	482.81	482.99
T	48+19.00	31.75	482.78	482.95
U	48+29.00	31.75	482.74	482.89
V	48+39.00	31.75	482.70	482.83
W	48+49.00	31.75	482.67	482.76
X	48+59.00	31.75	482.63	482.69
Y	48+69.00	31.75	482.59	482.62
Z	48+79.00	31.75	482.56	482.57
℄ Brg. Pier 2	48+87.00	31.75	482.53	482.53
AA	48+97.00	31.75	482.49	482.50
AB	49+07.00	31.75	482.46	482.49
AC	49+17.00	31.75	482.42	482.48
AD	49+27.00	31.75	482.39	482.47
AE	49+37.00	31.75	482.35	482.47
AF	49+47.00	31.75	482.31	482.45
AG	49+57.00	31.75	482.28	482.43
AH	49+67.00	31.75	482.24	482.39
AI	49+77.00	31.75	482.21	482.34
AJ	49+87.00	31.75	482.17	482.27
AK	49+97.00	31.75	482.13	482.20
℄ Brg. E. Abut.	50+10.00	31.75	482.09	482.09
Bk. of E. Abut.	50+12.13	31.75	482.08	482.08

EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	35.00	483.48	483.48
℄ Brg. W. Abut.	46+06.00	35.00	483.48	483.48
A	46+16.00	35.00	483.44	483.49
B	46+26.00	35.00	483.41	483.50
C	46+36.00	35.00	483.37	483.49
D	46+46.00	35.00	483.33	483.48
E	46+56.00	35.00	483.30	483.45
F	46+66.00	35.00	483.26	483.40
G	46+76.00	35.00	483.23	483.35
H	46+86.00	35.00	483.19	483.28
I	46+96.00	35.00	483.15	483.22
J	47+06.00	35.00	483.12	483.15
K	47+16.00	35.00	483.08	483.09
℄ Brg. Pier 1	47+29.00	35.00	483.03	483.03
L	47+39.00	35.00	483.00	483.01
M	47+49.00	35.00	482.96	483.00
N	47+59.00	35.00	482.93	482.99
O	47+69.00	35.00	482.89	482.99
P	47+79.00	35.00	482.85	482.98
Q	47+89.00	35.00	482.82	482.97
R	47+99.00	35.00	482.78	482.96
S	48+09.00	35.00	482.75	482.92
T	48+19.00	35.00	482.71	482.88
U	48+29.00	35.00	482.67	482.83
V	48+39.00	35.00	482.64	482.76
W	48+49.00	35.00	482.60	482.69
X	48+59.00	35.00	482.57	482.62
Y	48+69.00	35.00	482.53	482.56
Z	48+79.00	35.00	482.49	482.50
℄ Brg. Pier 2	48+87.00	35.00	482.47	482.47
AA	48+97.00	35.00	482.43	482.44
AB	49+07.00	35.00	482.39	482.42
AC	49+17.00	35.00	482.36	482.41
AD	49+27.00	35.00	482.32	482.41
AE	49+37.00	35.00	482.28	482.40
AF	49+47.00	35.00	482.25	482.39
AG	49+57.00	35.00	482.21	482.36
AH	49+67.00	35.00	482.18	482.32
AI	49+77.00	35.00	482.14	482.27
AJ	49+87.00	35.00	482.10	482.21
AK	49+97.00	35.00	482.07	482.13
℄ Brg. E. Abut.	50+10.00	35.00	482.02	482.02
Bk. of E. Abut.	50+12.13	35.00	482.01	482.01

GIRDER 14 ①

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	46+03.88	38.17	483.42	483.42
℄ Brg. W. Abut.	46+06.00	38.17	483.41	483.41
A	46+16.00	38.17	483.38	483.43
B	46+26.00	38.17	483.34	483.43
C	46+36.00	38.17	483.31	483.43
D	46+46.00	38.17	483.27	483.41
E	46+56.00	38.17	483.23	483.38
F	46+66.00	38.17	483.20	483.34
G	46+76.00	38.17	483.16	483.28
H	46+86.00	38.17	483.13	483.22
I	46+96.00	38.17	483.09	483.16
J	47+06.00	38.17	483.05	483.09
K	47+16.00	38.17	483.02	483.03
℄ Brg. Pier 1	47+29.00	38.17	482.97	482.97
L	47+39.00	38.17	482.93	482.95
M	47+49.00	38.17	482.90	482.93
N	47+59.00	38.17	482.86	482.93
O	47+69.00	38.17	482.83	482.93
P	47+79.00	38.17	482.79	482.92
Q	47+89.00	38.17	482.75	482.91
R	47+99.00	38.17	482.72	482.89
S	48+09.00	38.17	482.68	482.86
T	48+19.00	38.17	482.65	482.82
U	48+29.00	38.17	482.61	482.76
V	48+39.00	38.17	482.57	482.70
W	48+49.00	38.17	482.54	482.63
X	48+59.00	38.17	482.50	482.56
Y	48+69.00	38.17	482.47	482.49
Z	48+79.00	38.17	482.43	482.44
℄ Brg. Pier 2	48+87.00	38.17	482.40	482.40
AA	48+97.00	38.17	482.37	482.37
AB	49+07.00	38.17	482.33	482.36
AC	49+17.00	38.17	482.29	482.35
AD	49+27.00	38.17	482.26	482.34
AE	49+37.00	38.17	482.22	482.34
AF	49+47.00	38.17	482.19	482.32
AG	49+57.00	38.17	482.15	482.30
AH	49+67.00	38.17	482.11	482.26
AI	49+77.00	38.17	482.08	482.21
AJ	49+87.00	38.17	482.04	482.14
AK	49+97.00	38.17	482.01	482.07
℄ Brg. E. Abut.	50+10.00	38.17	481.96	481.96
Bk. of E. Abut.	50+12.13	38.17	481.95	481.95

Notes:
① Theoretical Grade Elevations provided correspond to top of slab projected at 2% to ℄ Girder 14.

NORTH EDGE OF APPROACH SLAB

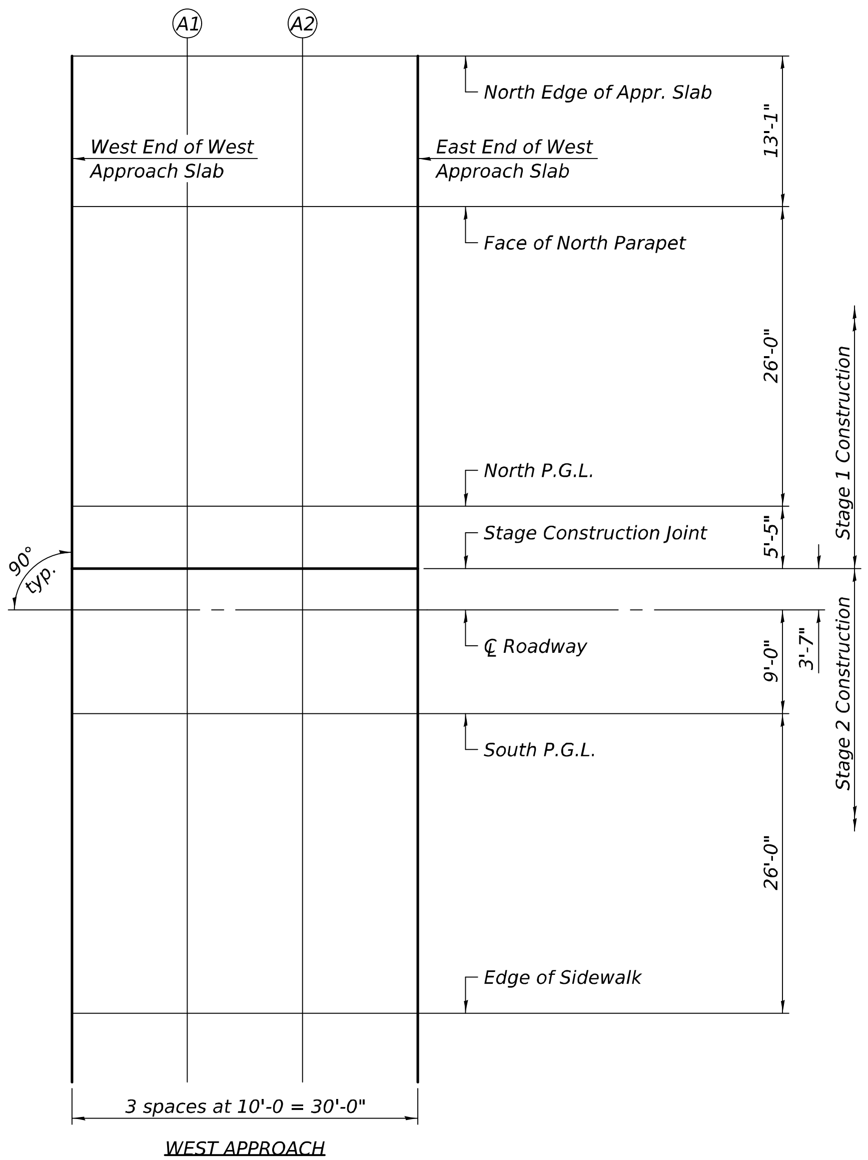
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	-48.08	483.33
A1	45+84.88	-48.08	483.29
A2	45+94.88	-48.08	483.26
E. End of West Appr. Slab	46+04.88	-48.08	483.22

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	-35.00	483.59
A1	45+84.88	-35.00	483.55
A2	45+94.88	-35.00	483.52
E. End of West Appr. Slab	46+04.88	-35.00	483.48

NORTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	-9.00	484.11
A1	45+84.88	-9.00	484.07
A2	45+94.88	-9.00	484.04
E. End of West Appr. Slab	46+04.88	-9.00	484.00



PLAN

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	-3.58	484.22
A1	45+84.88	-3.58	484.18
A2	45+94.88	-3.58	484.15
E. End of West Appr. Slab	46+04.88	-3.58	484.11

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	0.00	484.29
A1	45+84.88	0.00	484.25
A2	45+94.88	0.00	484.22
E. End of West Appr. Slab	46+04.88	0.00	484.18

SOUTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	9.00	484.11
A1	45+84.88	9.00	484.07
A2	45+94.88	9.00	484.04
E. End of West Appr. Slab	46+04.88	9.00	484.00

EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	45+74.88	35.00	483.59
A1	45+84.88	35.00	483.55
A2	45+94.88	35.00	483.52
E. End of West Appr. Slab	46+04.88	35.00	483.48

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CHECKED - ORG
DRAWN - KP
CHECKED - ETH

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0260
SHEET 18 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	132

CONTRACT NO. 66M55
ILLINOIS | FED. AID PROJECT

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NORTH EDGE OF APPROACH SLAB

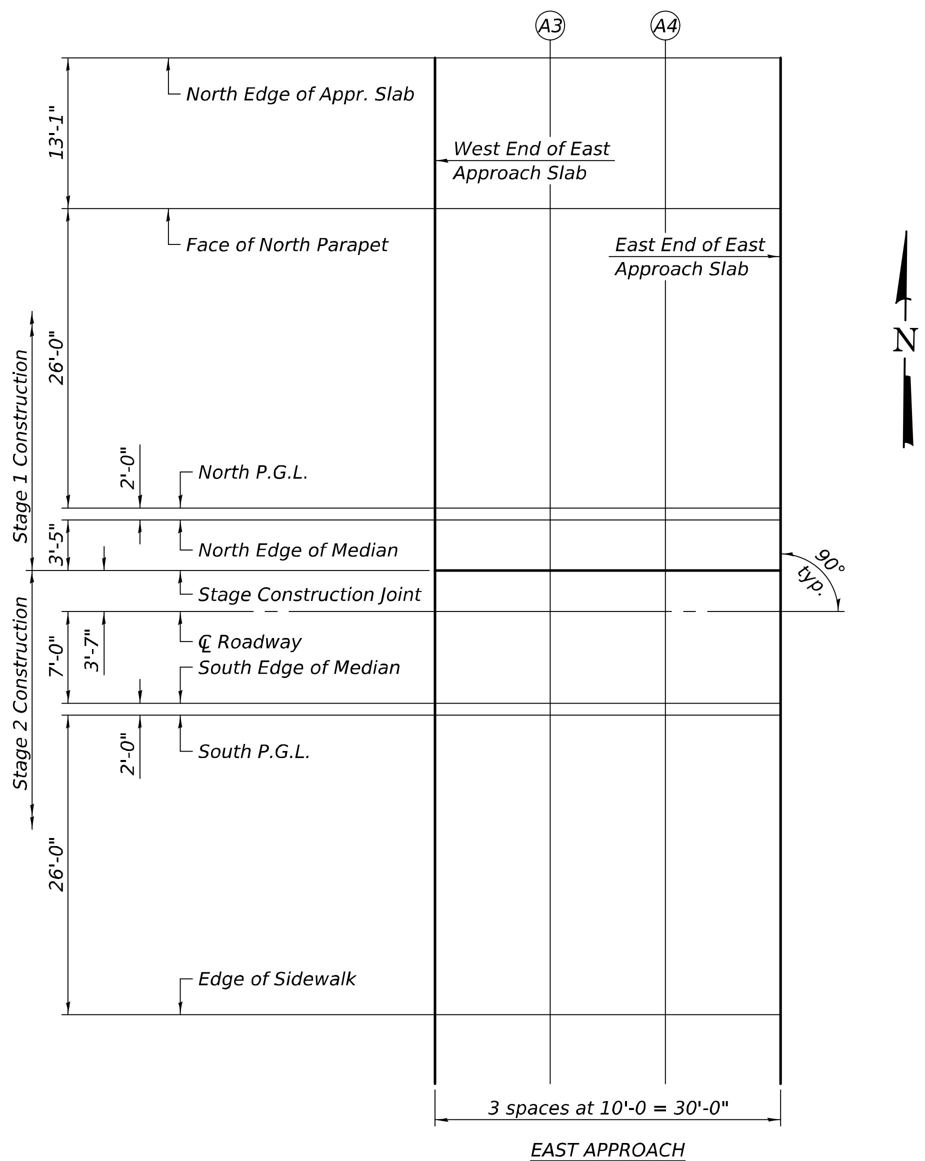
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	-48.08	481.76
A3	50+21.13	-48.08	481.72
A4	50+31.13	-48.08	481.68
E. End of East Appr. Slab	50+41.13	-48.08	481.65

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	-35.00	482.02
A3	50+21.13	-35.00	481.98
A4	50+31.13	-35.00	481.95
E. End of East Appr. Slab	50+41.13	-35.00	481.91

NORTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	-9.00	482.54
A3	50+21.13	-9.00	482.50
A4	50+31.13	-9.00	482.47
E. End of East Appr. Slab	50+41.13	-9.00	482.43



PLAN

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	-7.00	482.58
A3	50+21.13	-7.00	482.54
A4	50+31.13	-7.00	482.51
E. End of East Appr. Slab	50+41.13	-7.00	482.47

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	-3.58	482.65
A3	50+21.13	-3.58	482.61
A4	50+31.13	-3.58	482.57
E. End of East Appr. Slab	50+41.13	-3.58	482.54

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	0.00	482.72
A3	50+21.13	0.00	482.68
A4	50+31.13	0.00	482.65
E. End of East Appr. Slab	50+41.13	0.00	482.61

SOUTH EDGE OF MEDIAN

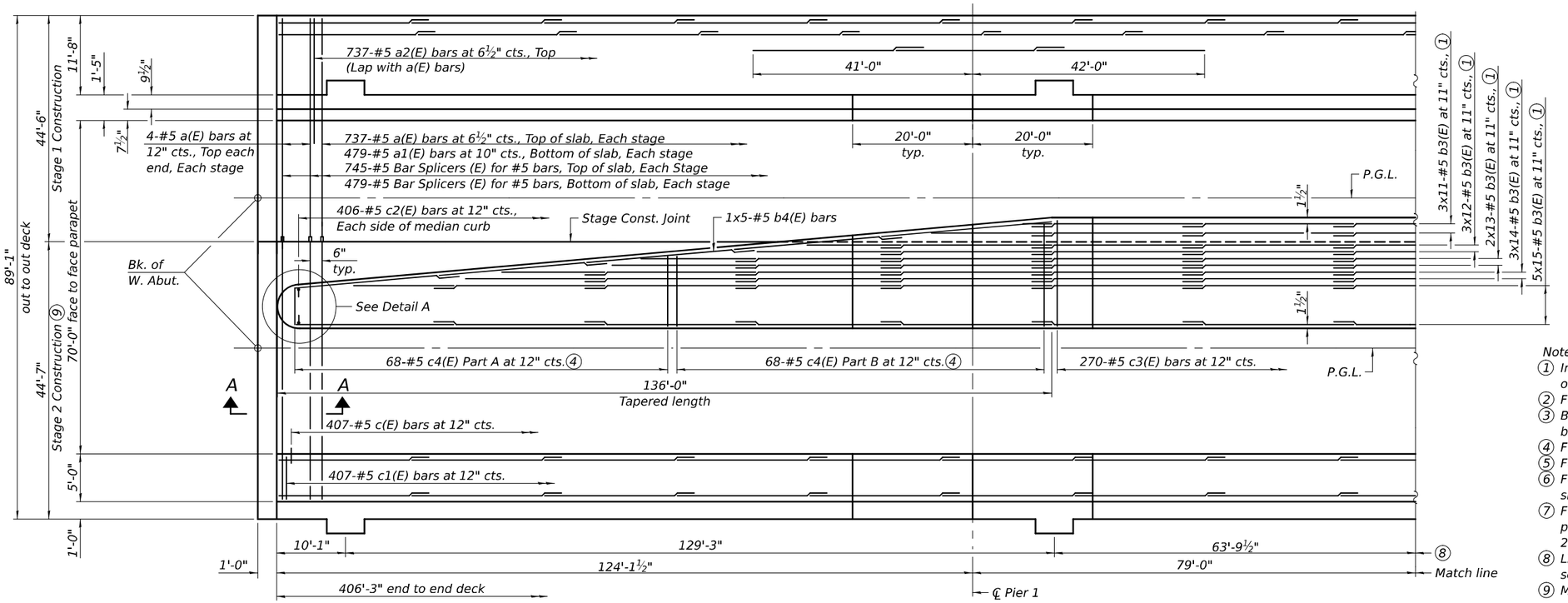
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	7.00	482.58
A3	50+21.13	7.00	482.54
A4	50+31.13	7.00	482.51
E. End of East Appr. Slab	50+41.13	7.00	482.47

SOUTH P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	9.00	482.54
A3	50+21.13	9.00	482.50
A4	50+31.13	9.00	482.47
E. End of East Appr. Slab	50+41.13	9.00	482.43

EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	50+11.13	35.00	482.02
A3	50+21.13	35.00	481.98
A4	50+31.13	35.00	481.95
E. End of East Appr. Slab	50+41.13	35.00	481.91



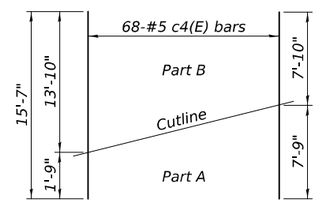
PLAN

MINIMUM BAR LAP

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

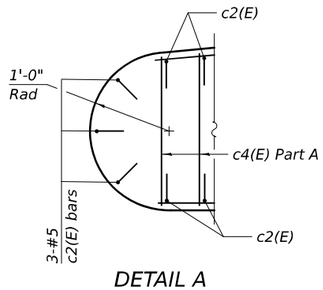
Notes:

① Increase lap length to accommodate tapered Median or cut to fit.
② For Section A-A, see sheet 26 of 65.
③ Bars included thus 3x11-#5 etc. indicates 3 lines of bars with 11 lengths per line.
④ Field Cutting Diagram.
⑤ For details of Bar Splicers, see sheet 55 of 65.
⑥ For location of floor drains and drainage scuppers, see sheet 1 of 65.
⑦ For superstructure details, bar details, drain details, parapet reinforcement and bill of material, see sheets 22 through 24 of 65.
⑧ Light pole foundation spacing typical along north and south parapets.
⑨ Median to be poured full width during Stage 2 Construction.

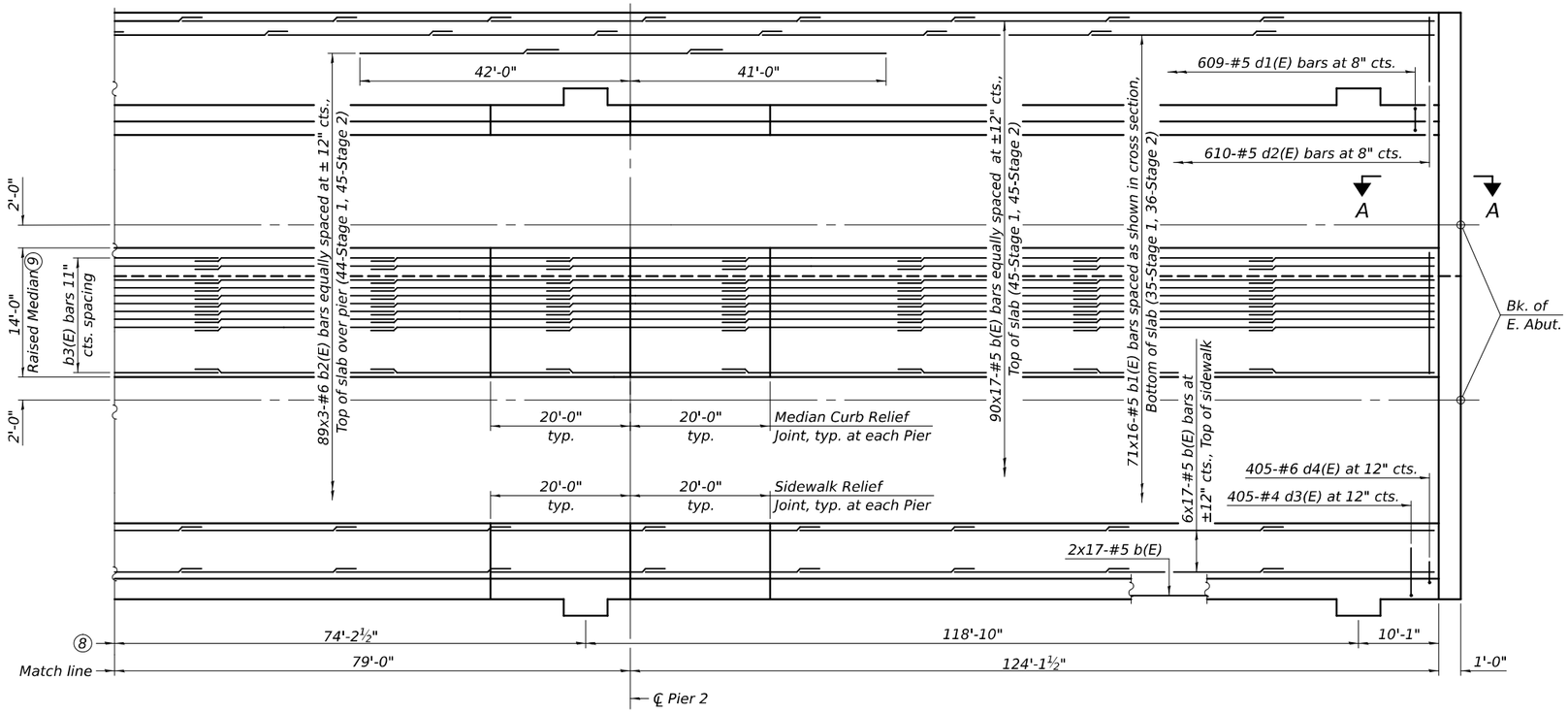


FIELD CUTTING DIAGRAM

Order c4(E) bar full length.
Cut as shown and divide into two parts, lower (Part A) and upper (Part B)



DETAIL A



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 050-0260
SHEET 20 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	134
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: H:\P222101 • D3 \=\WO 1! • US 6 over Fox Bridge PSE\Bridge\Microstation\050026O=66M55-(20)-Superstructure Plan.dgn
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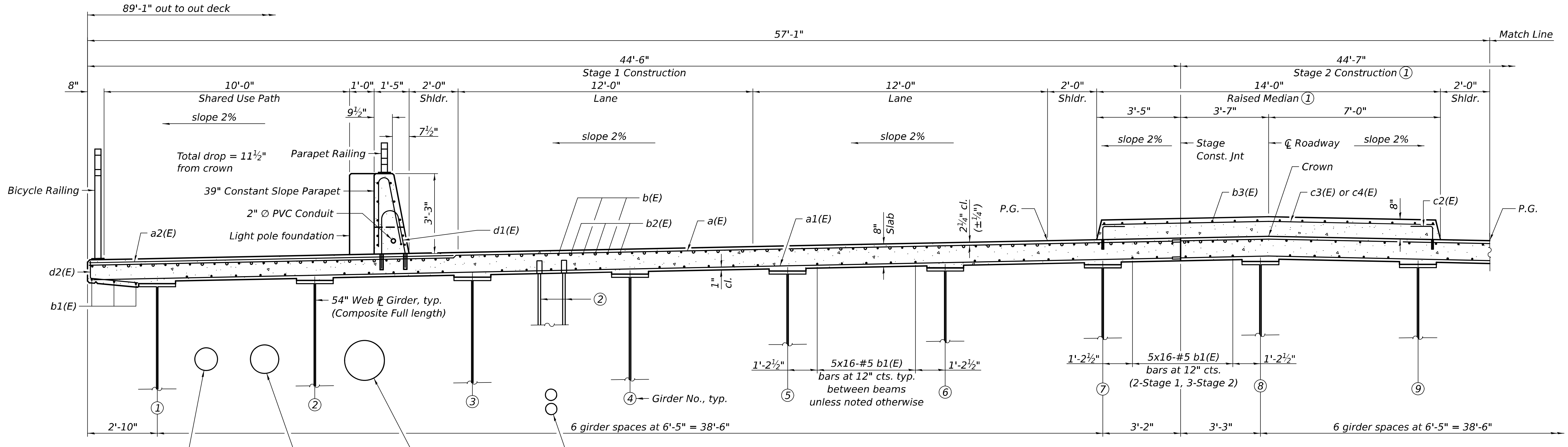
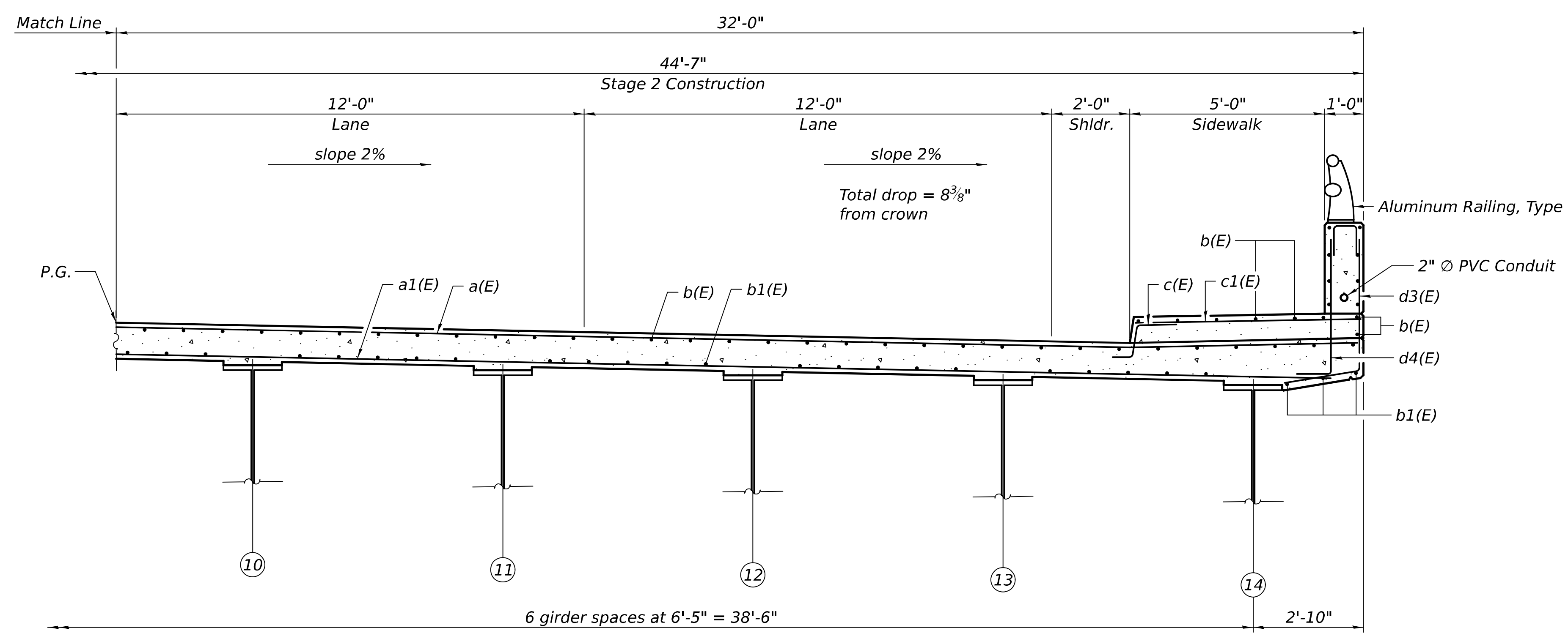


CROSS SECTION
(Near Piers)
(Looking East)



CROSS SECTION
(Near Abutments)
(Looking East)

Notes:
① Entire median to be poured during Stage 2.
② See Special Provision for Conduit Support System. System shall be attached using inserts cast in the bottom of the deck.
③ See Utility Plans and Special Provisions for details of proposed mains and their supports.

FILE NAME: H:\P\222101 - D3 V-VWO 11 - US 6 over Fox Bridge PSF\Bridge\Microstation\050260-66M55-021-Superstructure Cross Section.dgn

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SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 050-0260
SHEET 21 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	135
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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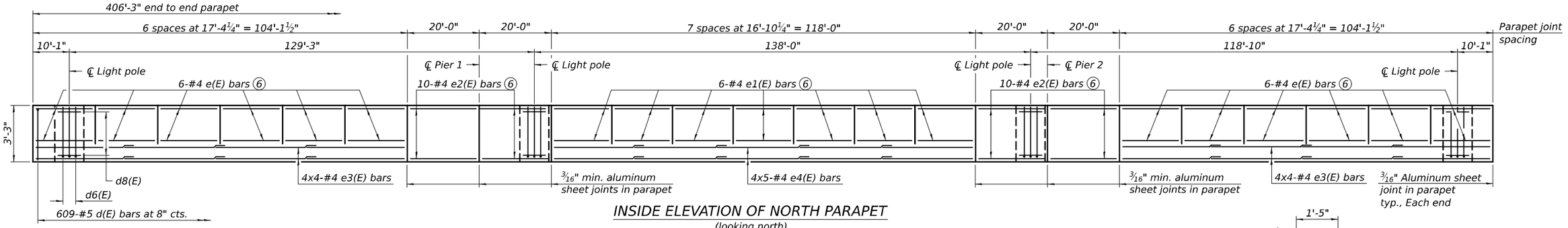
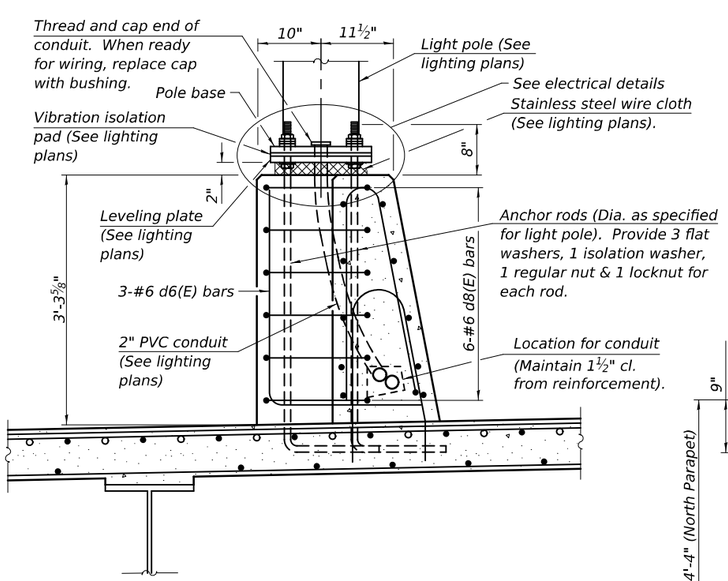
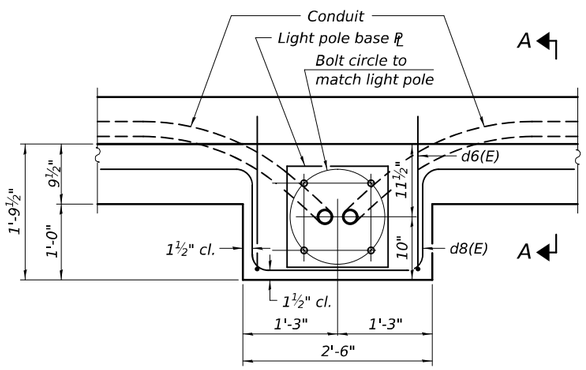


INSIDE ELEVATION OF NORTH PARAPET

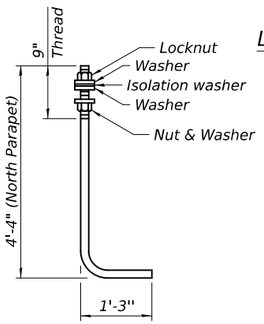
(looking north)



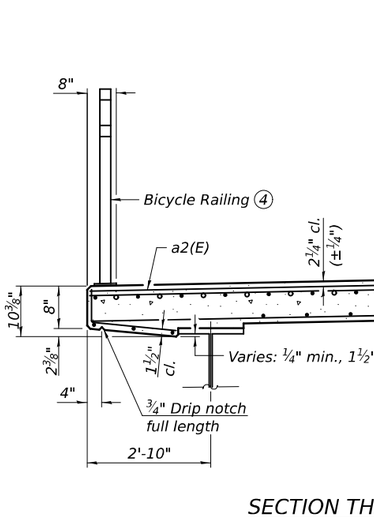
SECTION A-A

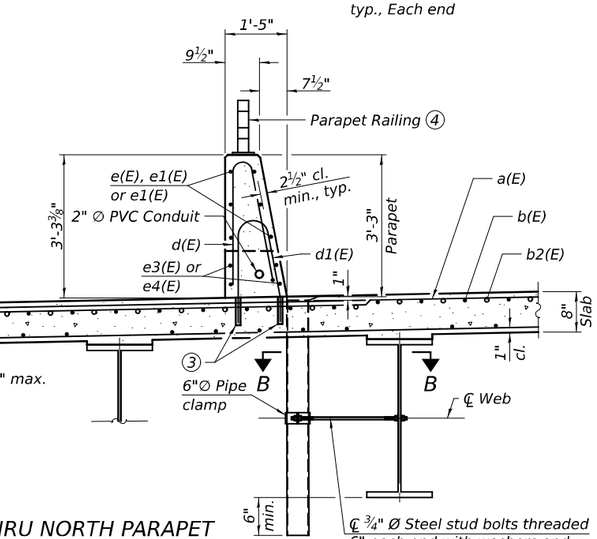


LIGHT POLE FOUNDATION PLAN



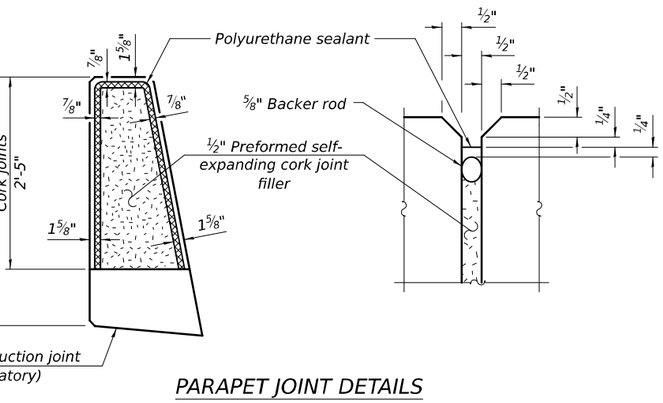
ANCHOR ROD (13) (14)



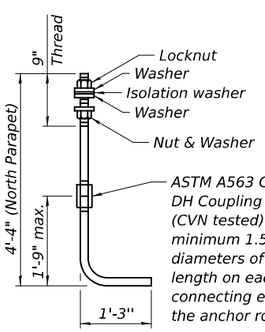


SECTION THRU NORTH PARAPET

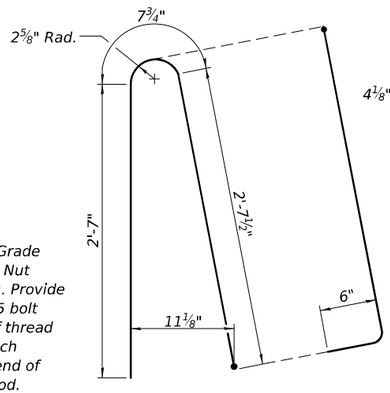
(Showing 6" ∅ floor drains) (8) (9)



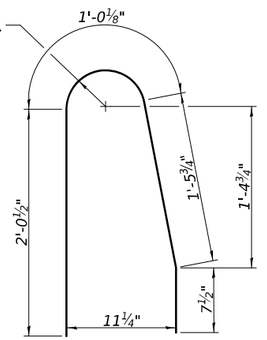
PARAPET JOINT DETAILS



ALTERNATE ANCHOR ROD (13) (14)



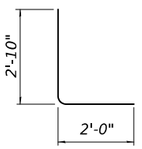
BAR d(E)



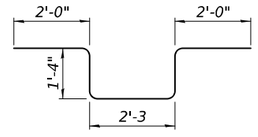
BAR d1(E)

MINIMUM BAR LAP

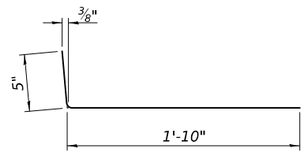
#4 bar = 2'-5"



BAR d6(E)



BAR d8(E)



BAR d2(E)

Notes:

1. The 3/16" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimized reaction with wet concrete. Cost included with Concrete Superstructure.
2. The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
3. Drill and set d1(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughed or scored per manufacture's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Located drilled holes to miss transverse bars in deck.
4. For Parapet Railing and Bicycle Railing details, see sheet 35 and 36 of 65.
5. Bars indicated thus 4x4-#4 etc. indicates 4 lines of bars with 4 lengths per line.
6. See Section Thru North Parapet.
7. For Section B-B, see sheet 24 of 65.
8. For location of floor drains and drainage scuppers, see sheet 1 of 65.
9. 6" ∅ floor drains shown. Drainage scuppers similar.
10. At 6" ∅ floor drains only. Omit at Drainage Scuppers, DS-12.
11. Floor drains need not be painted.
12. Drains shall be located clear of all diaphragms and cross frames.
13. Cost of anchor rods is included with Concrete Superstructure.
14. Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

FILE NAME: H:\P222101 • D3 \V4\WO 11 • US 6 over Fox Bridge PSE\Bridge\Microstation\05029904\68\05422<Superstructure Details.dgn

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PLOT DATE = 3/9/2026	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO.050-0260
SHEET 22 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	136
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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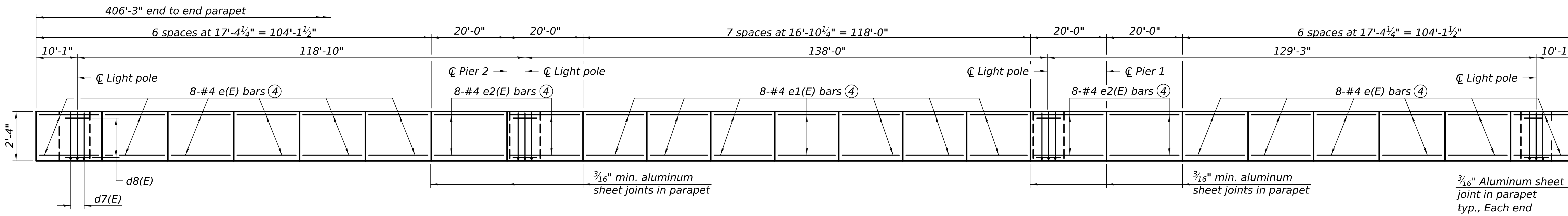
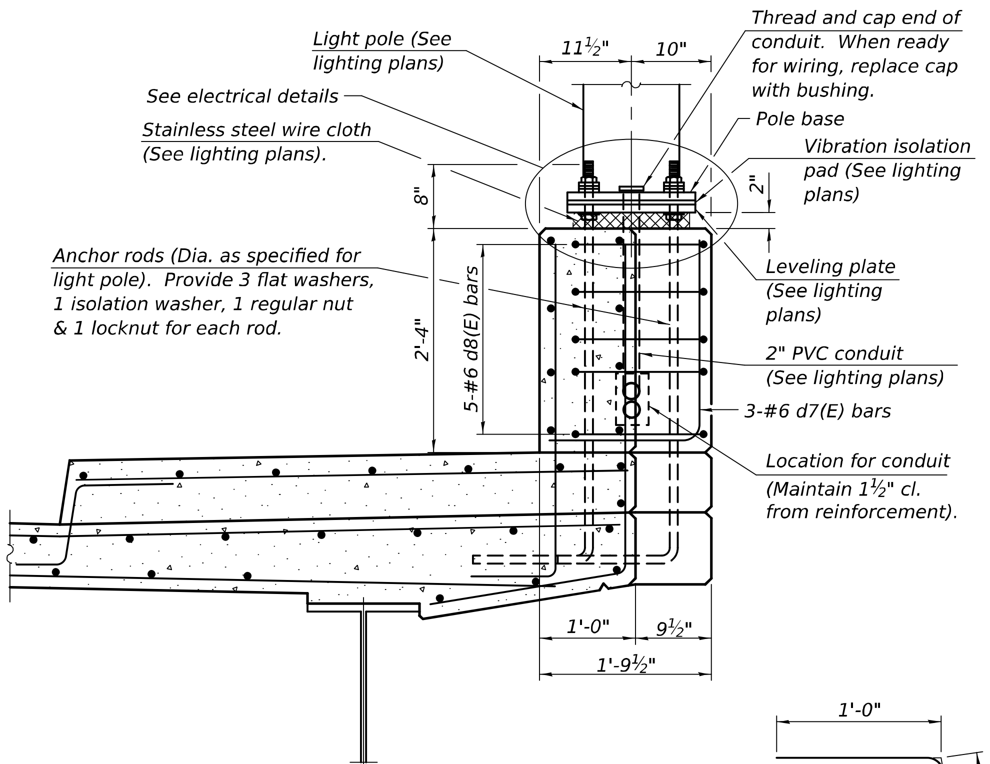
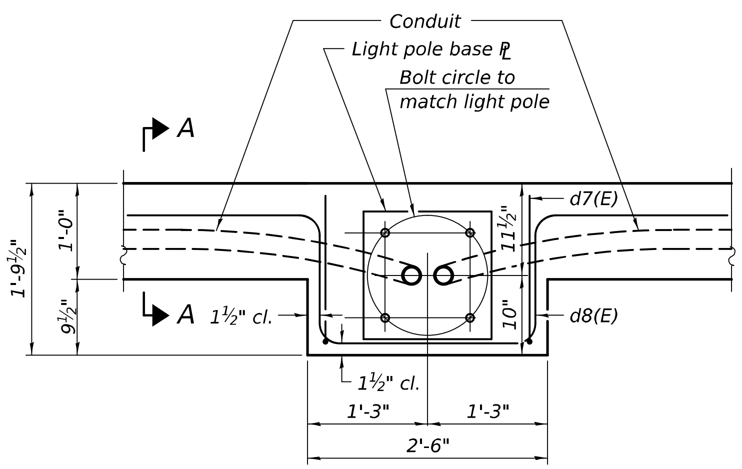


INSIDE ELEVATION OF SOUTH PARAPET
(looking south)

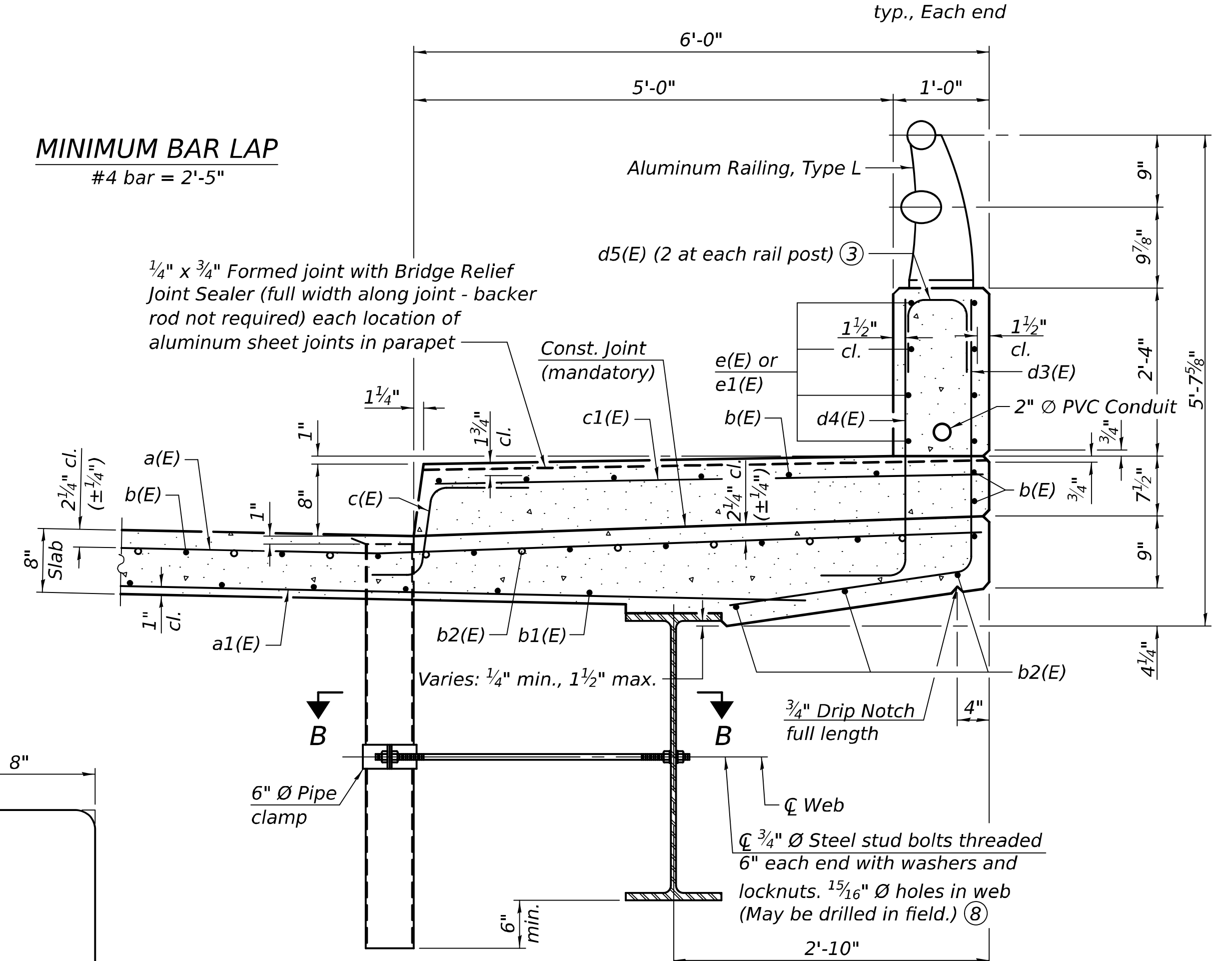


SECTION A-A

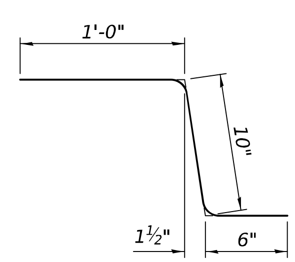


LIGHT POLE FOUNDATION PLAN

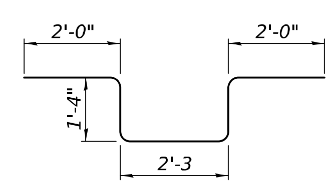
MINIMUM BAR LAP
#4 bar = 2'-5"



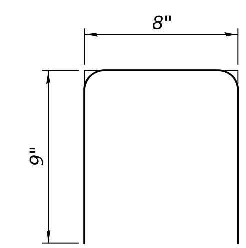
SECTION THRU SIDEWALK AND SOUTH PARAPET
(Showing 6" ∅ floor drains) ⑥⑦



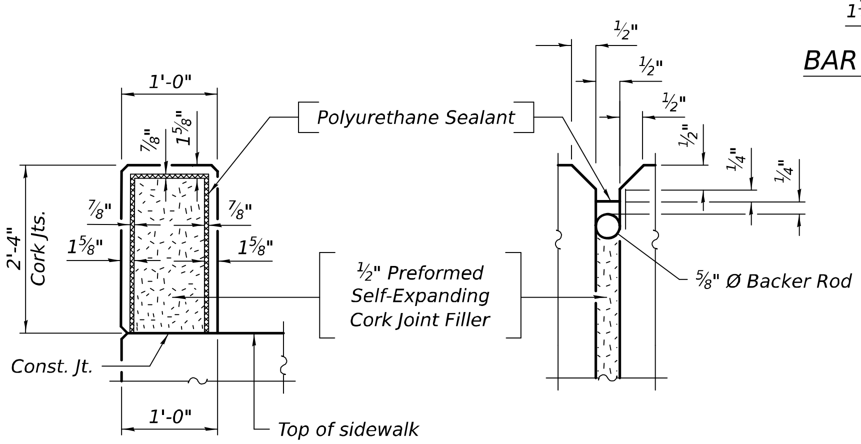
BAR c(E) ⑫



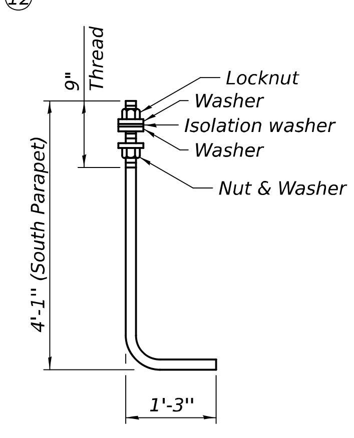
BAR d8(E)



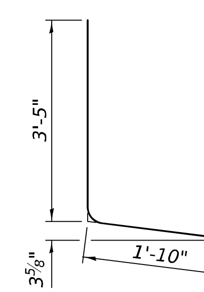
BAR d5(E)



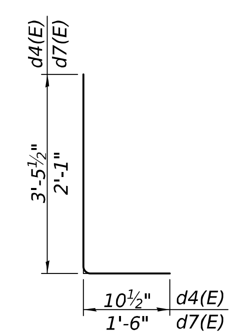
PARAPET JOINT DETAILS



ANCHOR ROD ⑪ ⑬



BAR d3(E)



BARS d4(E) and d7(E)

Notes:

① The 3/16" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimized reaction with wet concrete. Cost included with Concrete Superstructure.
② The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
③ For details of Aluminum Railing, Type L, see sheet 34 of 65.
④ See Section thru Sidewalk and South Parapet.
⑤ For Section B-B, see sheet 24 of 65.
⑥ For location of floor drains and drainage scuppers, see sheet 1 of 65.
⑦ 6" ∅ floor drains shown. Drainage scuppers similar.
⑧ At 6" ∅ floor drains only. Omit at Drainage Scuppers, DS-12.
⑨ Floor drains need not be painted.
⑩ Drains shall be located clear of all diaphragms and cross frames.
⑪ Cost of anchor rods is included with Concrete Superstructure.
⑫ In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.
⑬ Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

FILE NAME: H:\P\222101 - D3 VA\WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050260-66M55-023-Superstructure Details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 050-0260

SHEET 23 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	137
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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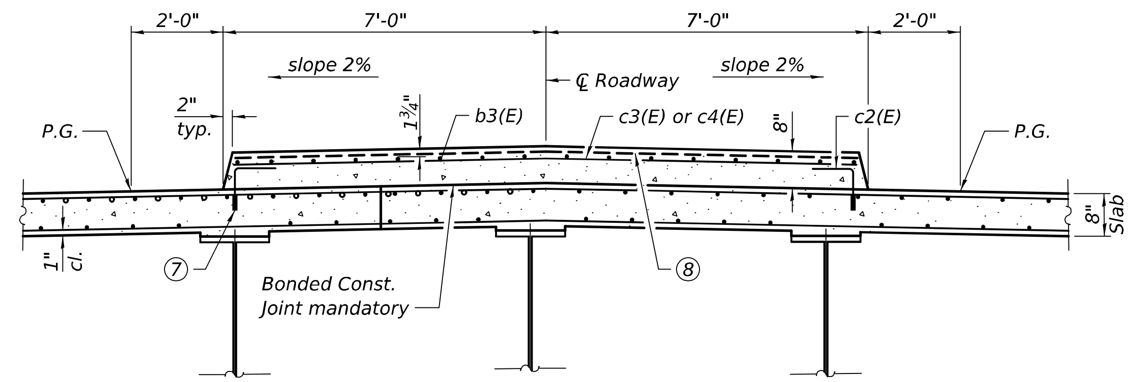
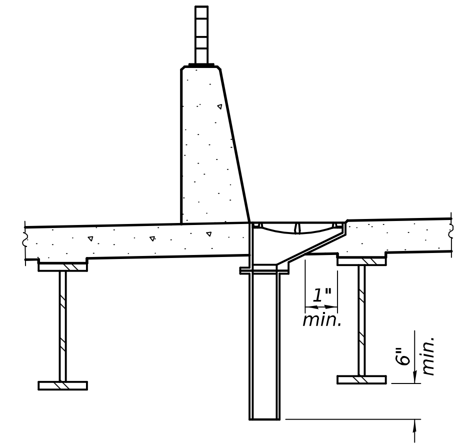
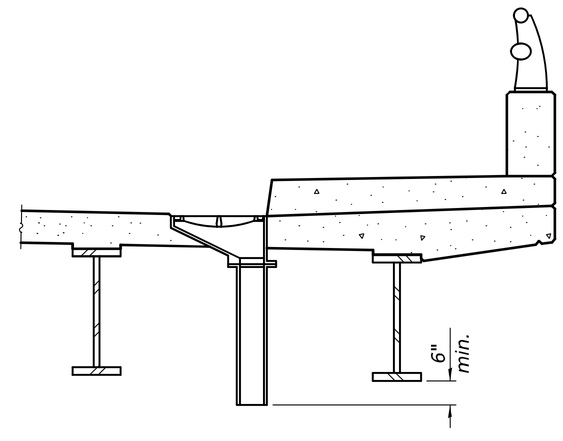


SECTION THRU MEDIAN

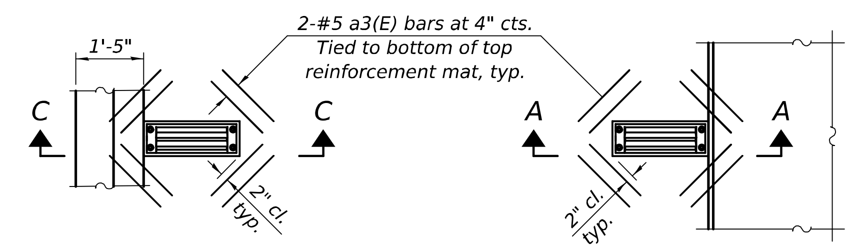
(Looking East)



SECTION C-C



SECTION A-A

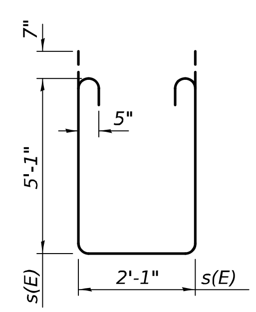


PLAN

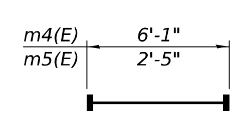
PLAN

Notes:

1. Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
2. The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
3. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
4. Bar terminators, paid for separately. See Total Bill of Material.
5. Cut longitudinal reinforcement to clear drainage scuppers.
6. Floor drains need not be painted.
7. Galvanized expansion anchor or Ferrule Loop Slab Insert for #5 c2(E) bars (Proof Load 6600lb). Cost included in the cost of Reinforcement Bars, Epoxy Coated.
8. ¼" x ¾" Formed joint with Bridge Relief Joint Sealer (full width along joint - backer rod not required) at each pier and at each side of each pier as shown in Plan view on Sheet 20 of 65.

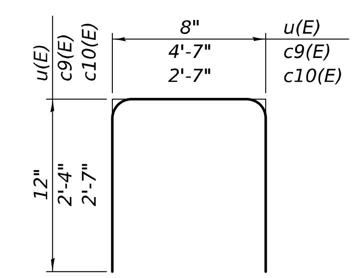


BAR s(E)

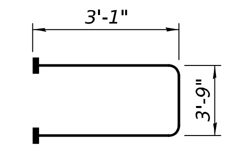


BARS m4(E) & m5(E)

(Headed. 112 - #6 Bar Terminators)



BARS u(E), c9(E) and c10(E)

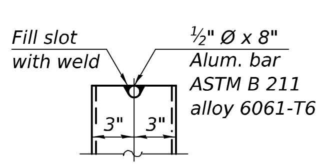


BAR s1(E)

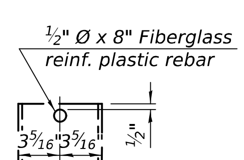
(Headed. 316 - #5 Bar terminators)

SUPERSTRUCTURE BILL OF MATERIAL

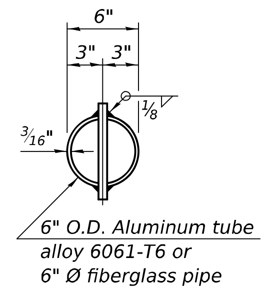
Bar	No.	Size	Length	Shape
a(E)	1490	#5	44'-3"	
a1(E)	958	#5	43'-4"	
a2(E)	737	#6	16'-0"	
a3(E)	160	#5	2'-0"	
b(E)	1666	#5	27'-2"	
b1(E)	1136	#5	28'-8"	
b2(E)	534	#6	30'-1"	
b3(E)	212	#5	30'-3"	
b4(E)	5	#5	29'-10"	
c(E)	407	#5	2'-4"	
c1(E)	407	#5	5'-8"	
c2(E)	815	#5	1'-6"	
c3(E)	270	#5	13'-8"	
c4(E)	68	#5	15'-7"	
c9(E)	14	#5	9'-3"	
c10(E)	14	#5	7'-9"	
d(E)	610	#5	6'-4"	
d1(E)	610	#5	5'-1"	
d2(E)	610	#5	2'-3"	
d3(E)	407	#4	5'-3"	
d4(E)	407	#6	4'-4"	
d5(E)	94	#4	2'-2"	
d6(E)	12	#6	4'-10"	
d7(E)	12	#6	3'-7"	
d8(E)	44	#6	8'-11"	
e(E)	168	#4	17'-0"	
e1(E)	98	#4	16'-6"	
e2(E)	72	#4	19'-8"	
e3(E)	32	#4	27'-10"	
e4(E)	20	#4	25'-6"	
m(E)	20	#6	44'-2"	
m1(E)	96	#6	6'-0"	
m2(E)	16	#6	2'-5"	
m3(E)	8	#4	44'-2"	
m4(E)	48	#6	6'-0"	
m5(E)	8	#6	2'-5"	
s(E)	158	#5	13'-5"	
s1(E)	158	#5	9'-11"	
u(E)	168	#4	2'-8"	
Reinforcement Bars, Epoxy Coated			Lbs.	279,070
Concrete Superstructure			Cu. Yds.	1,305.2



ALUMINUM TUBE

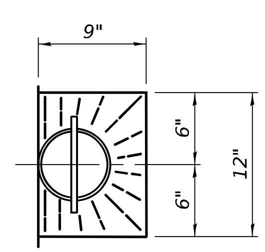


FIBERGLASS PIPE

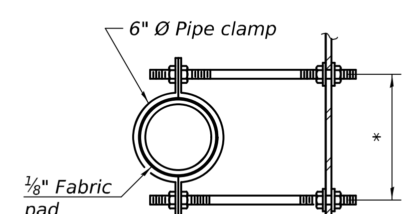


TOP PLAN

(Showing aluminum tube)

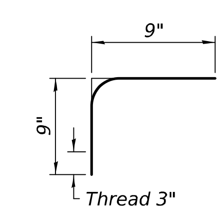


TOP PLAN

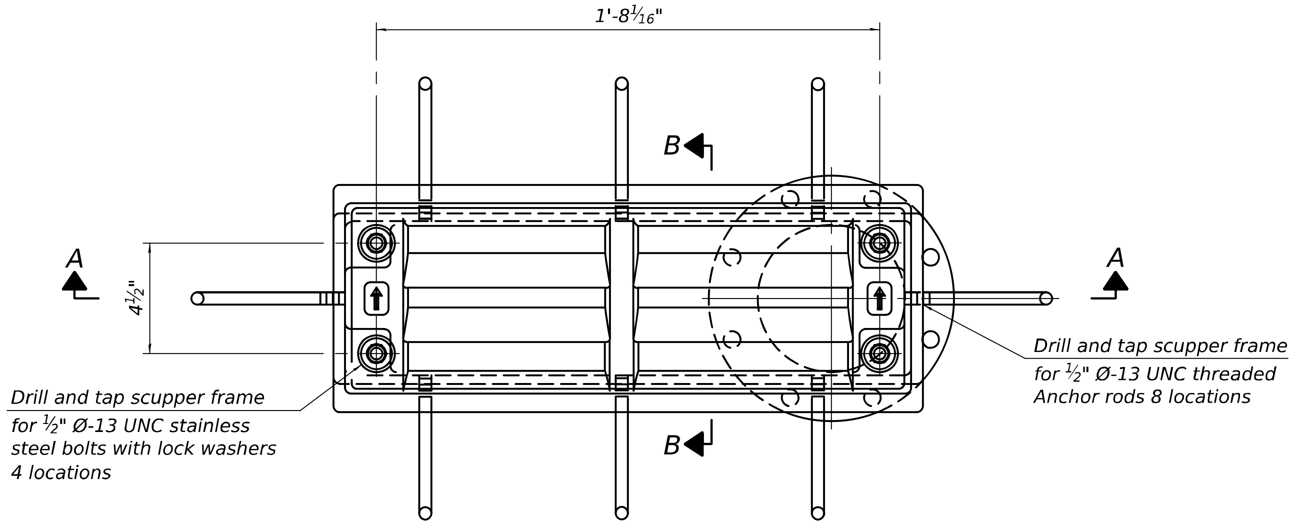


SECTION B-B

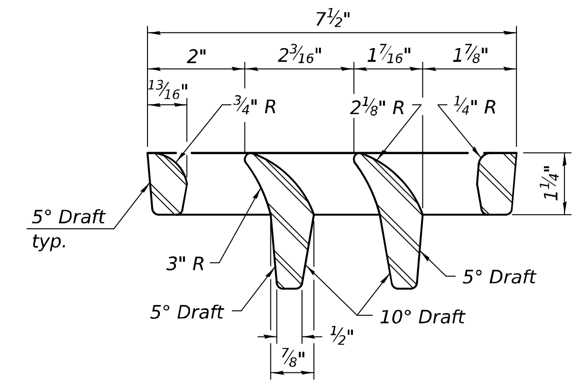
*Dimension as required by pipe clamp



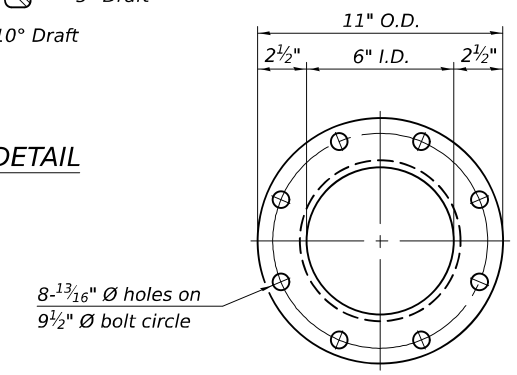
BAR c2(E)



PLAN



VANE GRATE 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.

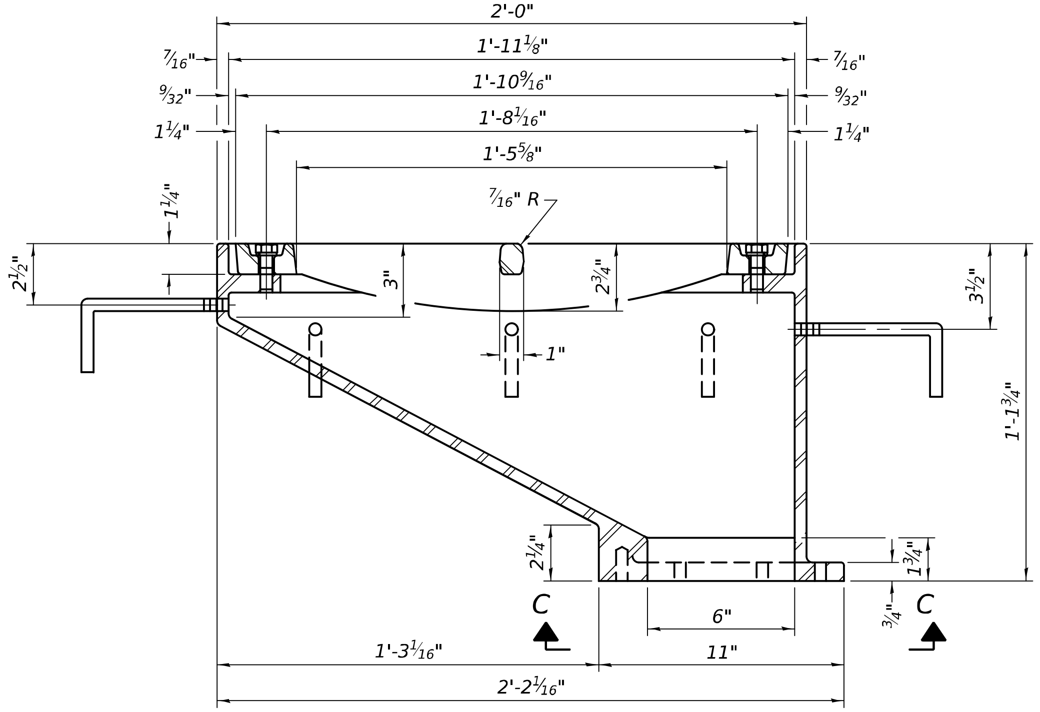
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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.

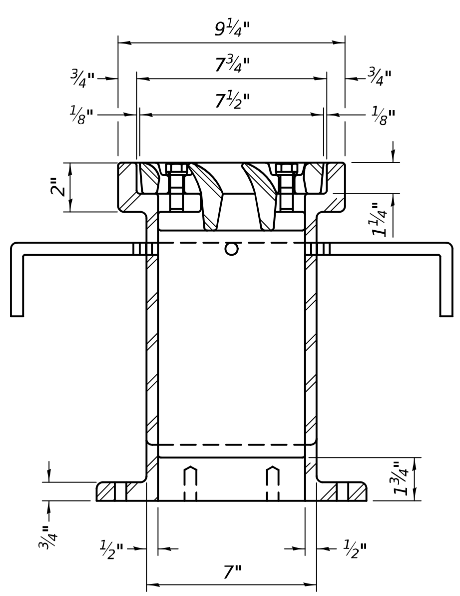
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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-12.

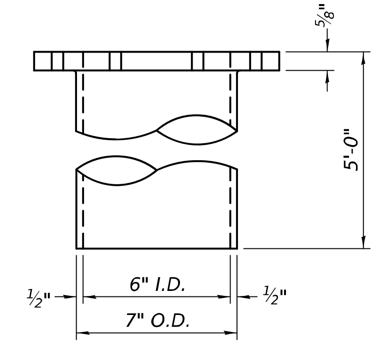


SECTION A-A

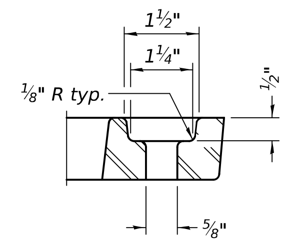
See sheet 24 of 65 for scupper location relative to parapet.



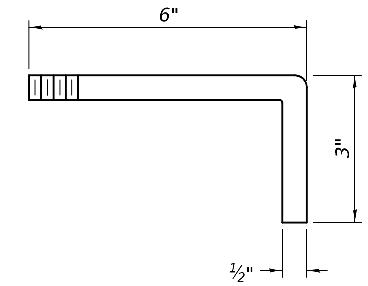
SECTION B-B



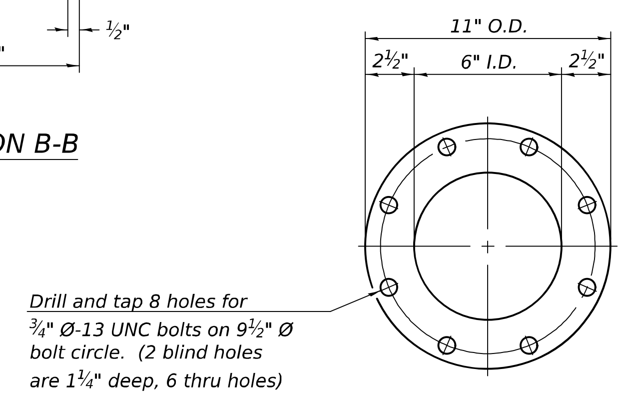
DOWNSPOUT



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL



VIEW C-C

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-12	Each	20

DS-12 5-15-2023

FILE NAME: H:\P222101 - D3 V-WO 11 - US 6 over Fox Bridge PSF\Bridge\Microstation\0500260-66M55-025-Drainage Scupper Details.dgn

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DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-12
STRUCTURE NO. 050-0260

SHEET 25 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	139
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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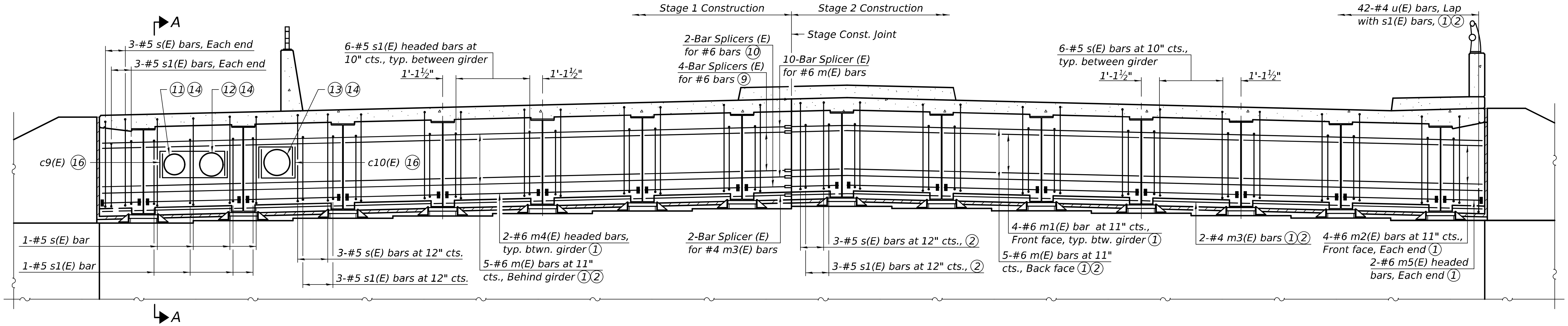
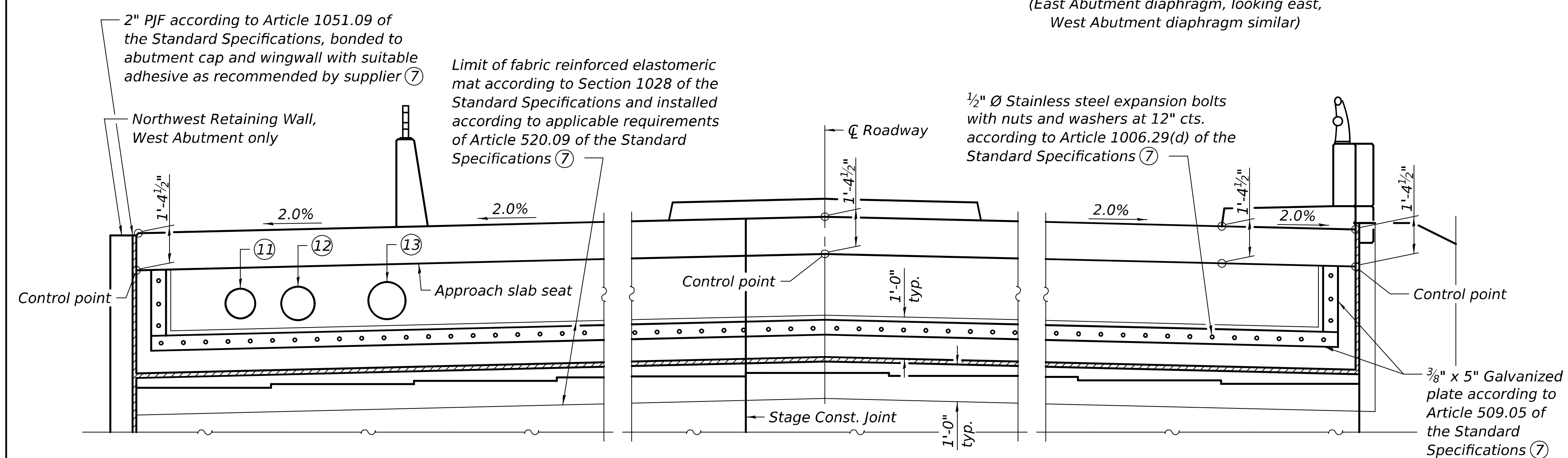


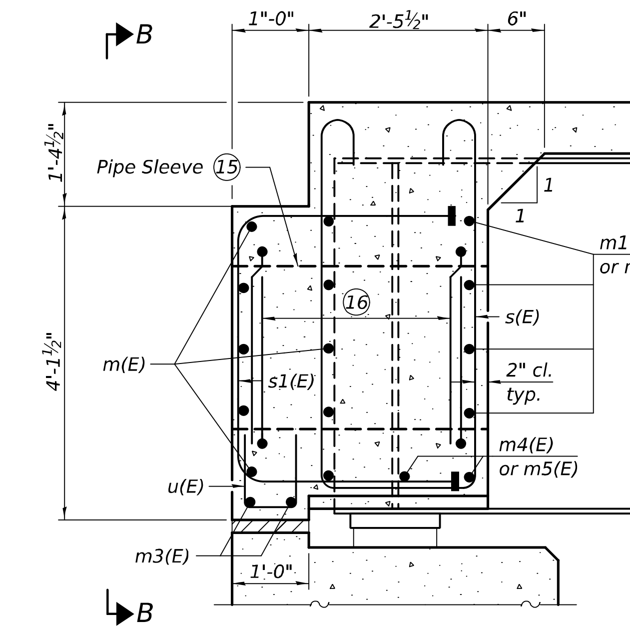
DIAPHRAGM AT ABUTMENT

(East Abutment diaphragm, looking east, West Abutment diaphragm similar)

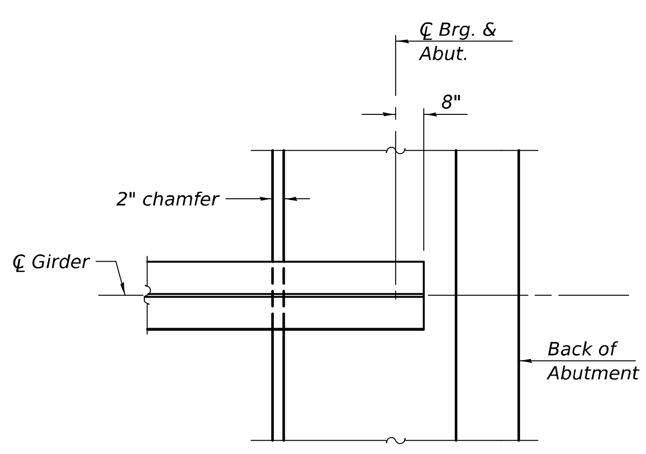


VIEW B-B

(West Abutment diaphragm, looking east, East Abutment diaphragm similar)



SECTION A-A



PLAN AT ABUTMENT

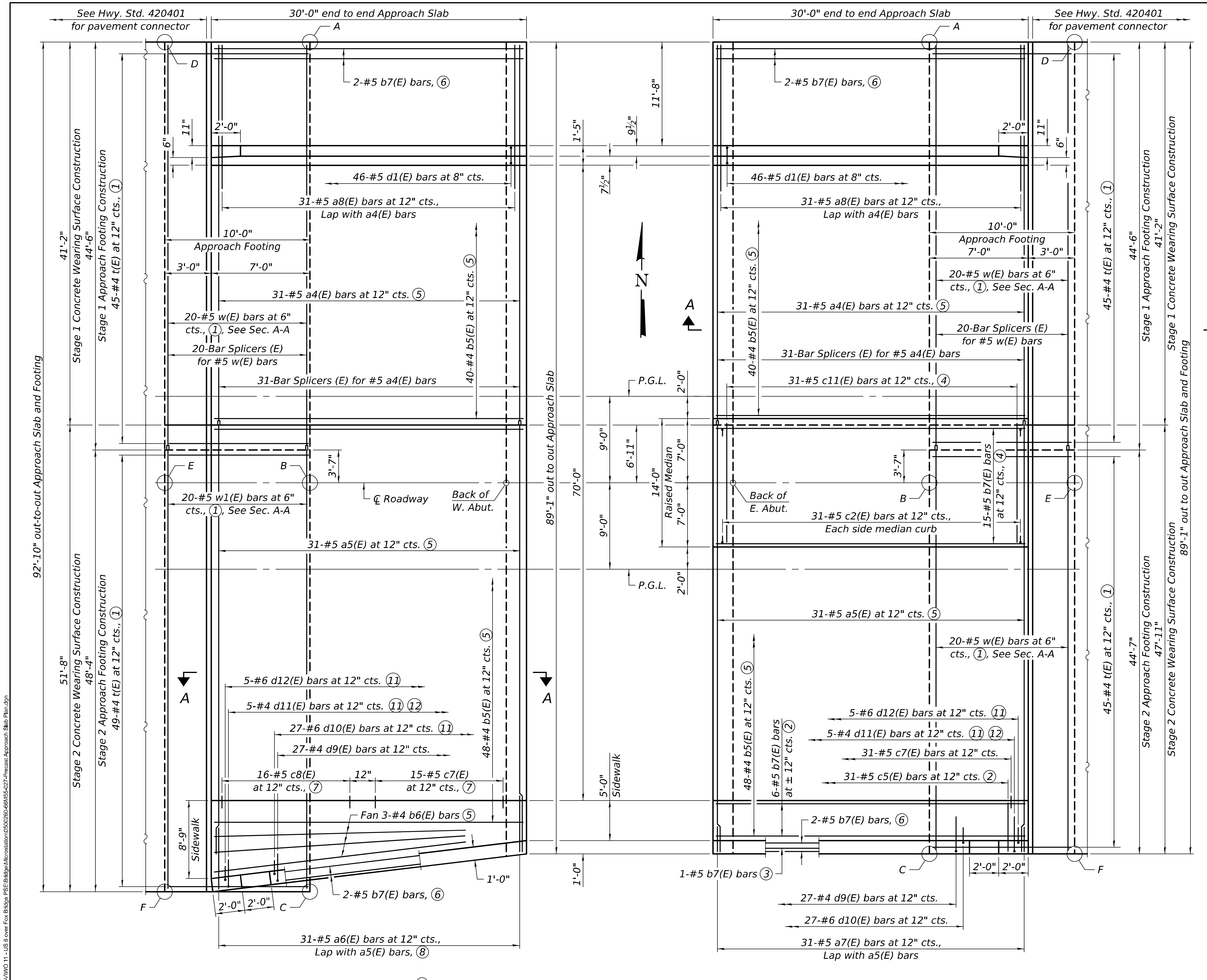
(Showing bottom flange of beam)

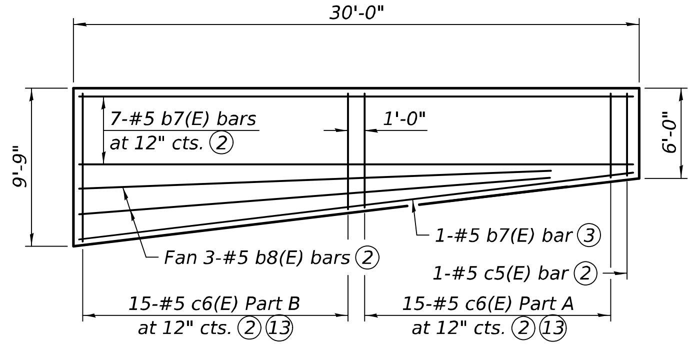
CONTROL POINT ELEVATIONS

Abutment	North Edge of Approach	℄ Roadway	Edge of Sidewalk	South Edge of Approach
West	481.85	482.81	482.11	481.99
East	480.38	481.34	480.64	480.52

Notes:

1. See Section A-A.
2. Each Stage.
3. See sheet 24 of 65 for superstructure details, bar details, and Bill of Material.
4. See sheets 28 and 29 of 65 for PJF details.
5. For details of Bar Splicers, see sheet 55 of 65.
6. For bearings details, see sheet 44 of 65.
7. Cost of 2" PJF, fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers, and installation are included with the cost of Concrete Superstructure.
8. The approach slab seat shall have a constant slope determined from the control points shown.
9. Use Bar Splicers (E) in place of m1(E) bars between girder and stage construction joint. Cut bar Splicers (E) as required to provide adequate clearance to girder.
10. Use Bar Splicers (E) in place of m4(E) headed bars between girder and stage construction joint. Cut bar Splicers (E) as required to provide adequate clearance to girder.
11. Pipe Sleeve for 8" ∅ Force Main, See Utility Plans for sizing and details not shown.
12. Pipe Sleeve for 10" ∅ Water Main, See Utility Plans for sizing and details not shown.
13. Pipe Sleeve for 12" ∅ Water Main, See Utility Plans for sizing and details not shown.
14. Space m1(E) bars to miss Pipe Sleeves. Cut m(E) bars to maintain 2" clear cover to Pipe Sleeves.
15. Pipe Sleeve locations shall be set in the field to align with the pipes in the spans. Adjust reinforcement as directed by the Engineer to accommodate pipe sleeve locations.
16. 7-Pairs of #5 c9(E) or c10(E) bars at ±5½" cts.

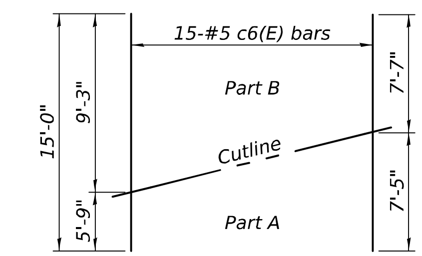




WEST APPROACH
SLAB SIDEWALK PLAN

MINIMUM BAR LAP

#5 bar = 6'-1"



FIELD CUTTING DIAGRAM

Order c6(E) bar full length.
Cut as shown and divide into two parts, lower (Part A) and upper (Part B)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - NE	481.93	481.09	A - NW	480.30	479.46
B - E ℄	482.89	482.05	B - W ℄	481.27	480.43
C - SE	482.00	481.16	C - SW	480.45	479.61
D - NW	481.97	481.13	D - NE	480.27	479.43
E - W ℄	482.93	482.09	E - E ℄	481.23	480.39
F - SW	482.04	481.20	F - SE	480.41	479.57

Notes:

1. Top and bottom of Approach Footing.
2. Top of Sidewalk.
3. Top and bottom of Sidewalk.
4. Top of Raised Median.
5. Top of Concrete Wearing Surface.
6. Top and bottom of Slab.
7. Embedment depth of bottom leg in wearing surface varies to accommodate variable height sidewalk.
8. Increase lap length or cut to fit.
9. See West Approach Slab Sidewalk Plan for flared sidewalk reinforcement details.
10. For Section A-A, see sheet 32 of 65.
11. Trim vertical leg to fit.
12. Bend to fit taper.
13. See Field Cutting Diagram.

FILE NAME: H:\P222101 - D3 VA-WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050026-66M55-027-Precast Approach Slab Plan.dgn

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PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 050-0260

SHEET 27 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	141
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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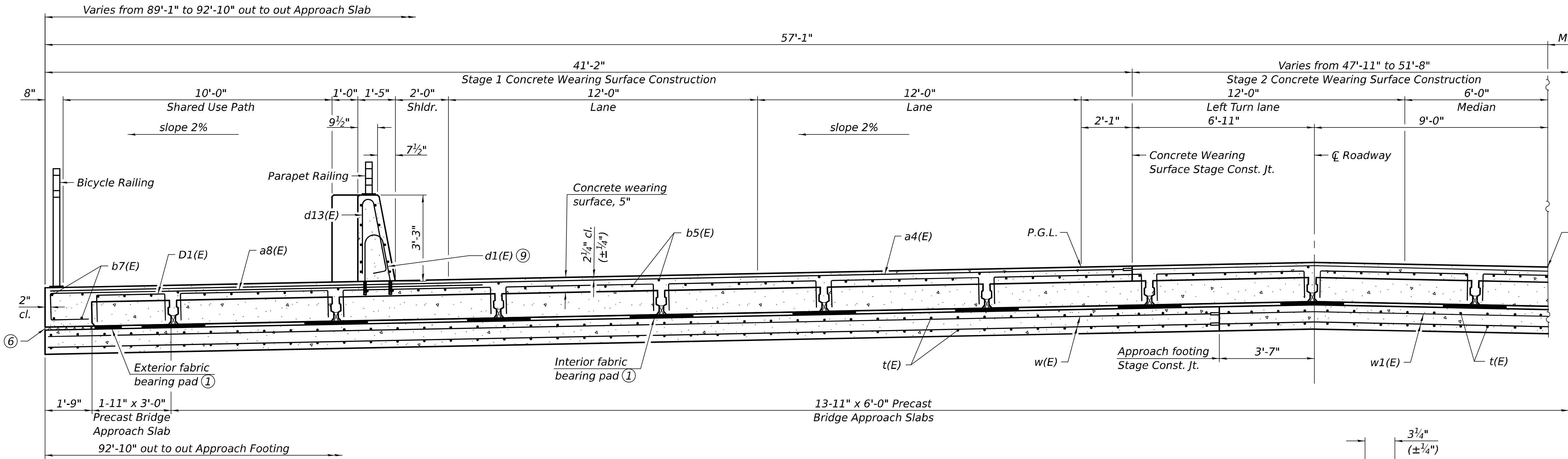
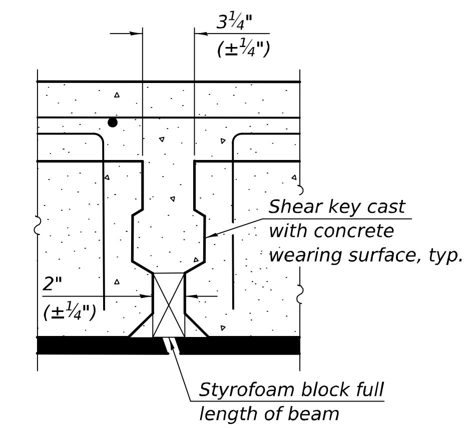
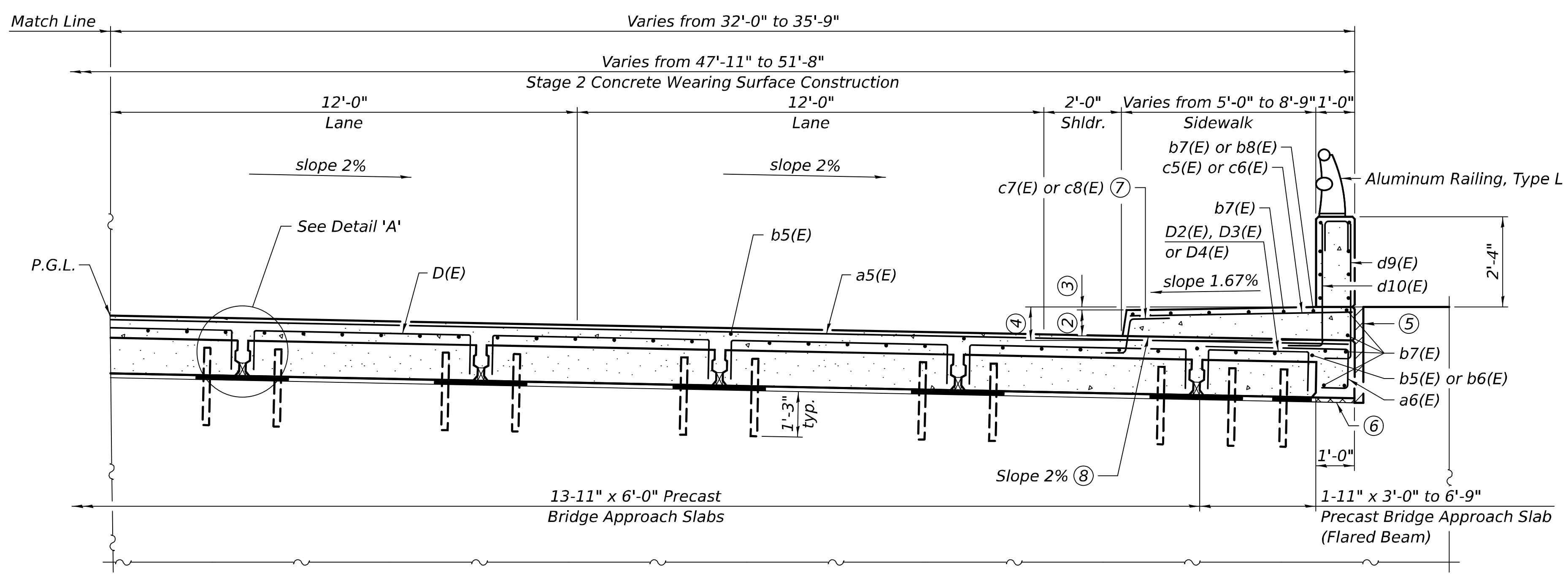


CROSS SECTION
(At Approach Footing, Looking East)



DETAIL 'A'



CROSS SECTION
(Near Abutment, Looking East)

Notes:

1. Fabric bearing pads at the expansion end shall be recessed $\frac{1}{4}$" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
2. Varies from 8" at abutment to 4" at approach slab end.
3. Varies from 1" at abutment to $1\frac{3}{4}$" at approach slab end.
4. Varies from $10\frac{1}{2}$" at abutment to $8\frac{1}{8}$" at approach slab end.
5. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
6. $\frac{1}{2}$" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast in place portion of approach slab full length.
7. In lieu of bottom leg, c7(E) and c8(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with wearing surface reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in wearing surface.
8. Finished surface of Concrete Wearing Surface under Sidewalk shall have a cross slope of 2%, sloped away from crown at ℄ Roadway.
9. Drill and set d1(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughed or scored per manufacture's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with reinforcement bars. Locate longitudinal bars to miss drilled locations. Located drilled holes to miss transverse bars.

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	PLOT SCALE = $SCALE$	DRAWN - KP	REVISED -	
	PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

WEST APPROACH SLAB CROSS SECTION
STRUCTURE NO. 050-0260
SHEET 28 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	142
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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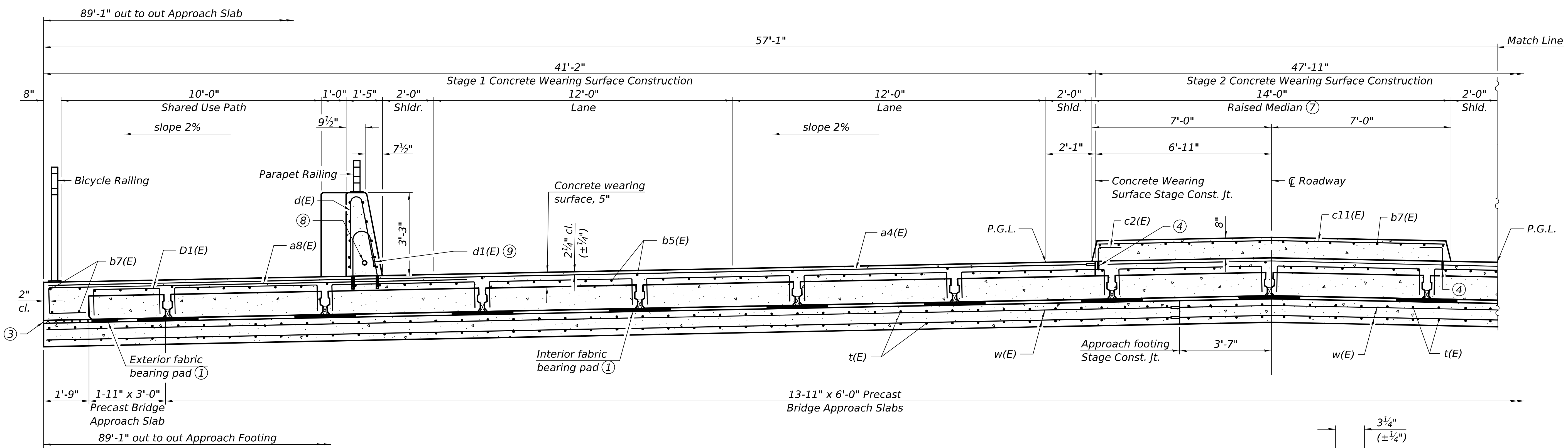
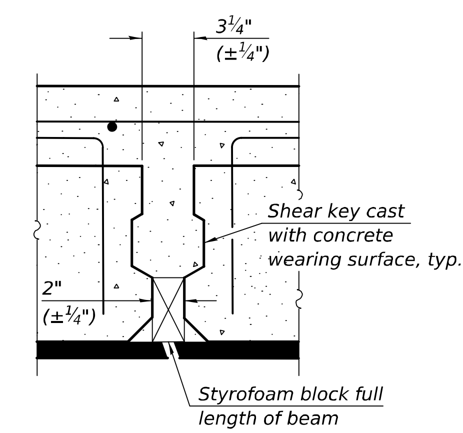
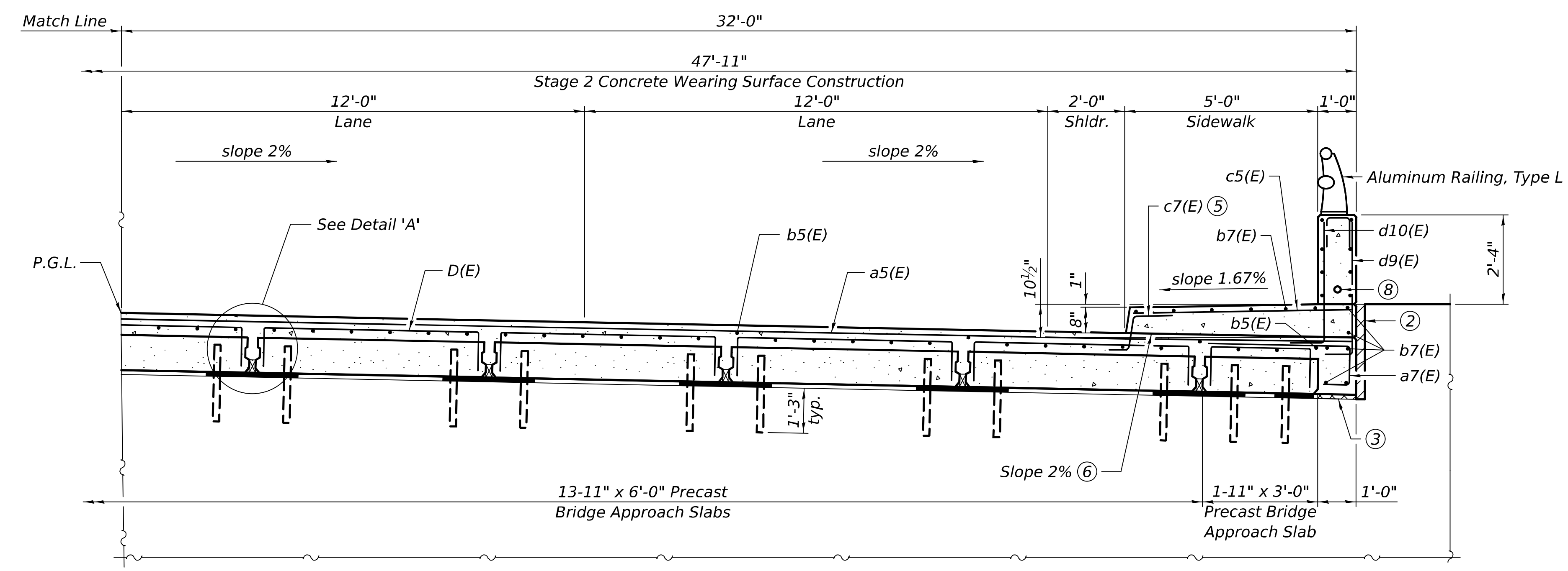


CROSS SECTION
(At Approach Footing, Looking East)



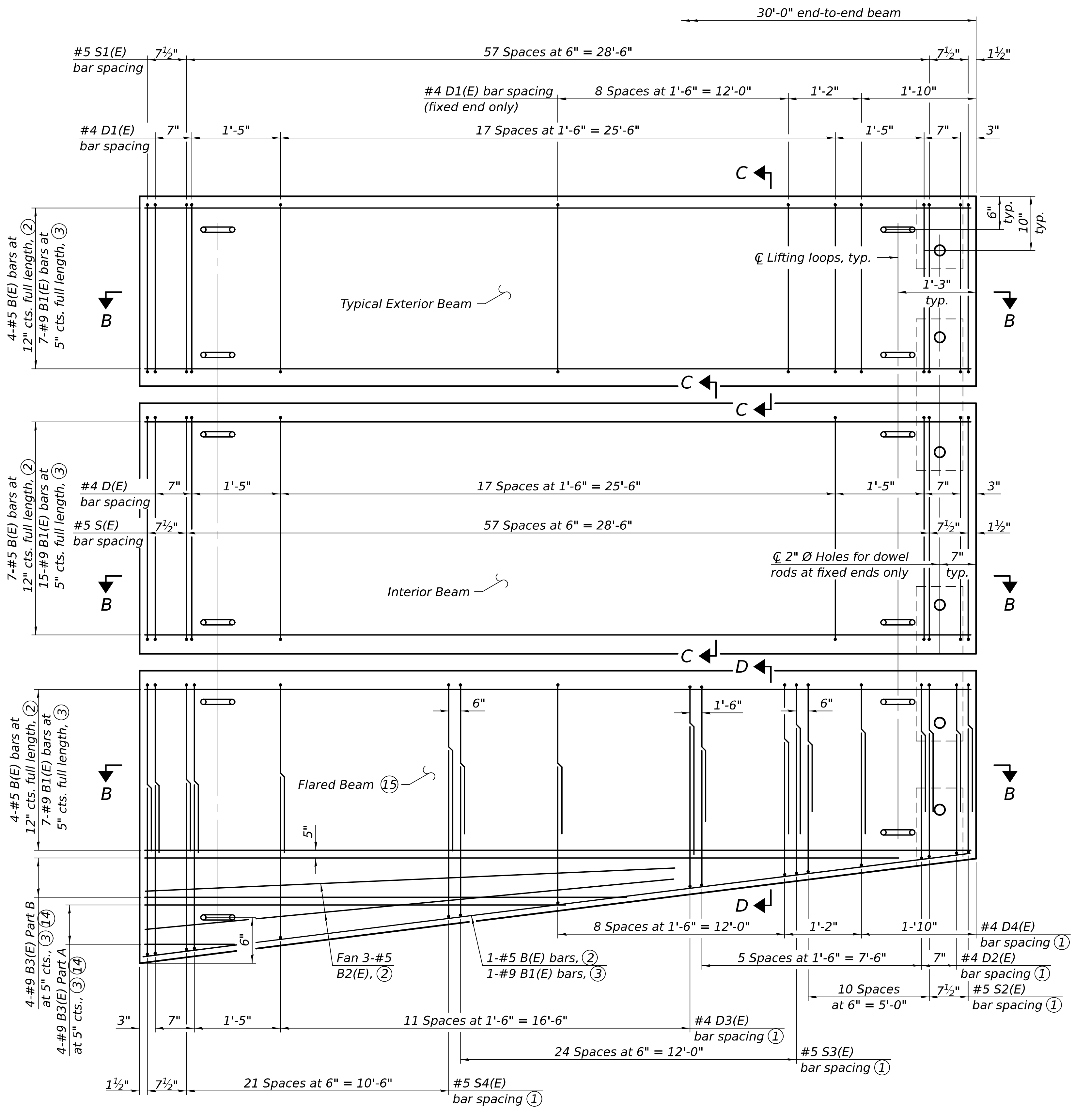
DETAIL 'A'



CROSS SECTION
(Near Abutment, Looking East)

Notes:

1. Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
2. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
3. ½" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast in place portion of approach slab full length.
4. Galvanized expansion anchor or Ferrule Loop Slab Insert for #5 c2(E) bars (Proof Load 6600 lb.). Cost included in the cost of Reinforcement Bars, Epoxy Coated.
5. In lieu of bottom leg, c7(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with wearing surface reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in wearing surface.
6. Finished surface of Concrete Wearing Surface under Sidewalk shall have a cross slope of 2%, sloped away from crown at ℄ Roadway.
7. Median to be poured full width during Stage 2 Construction.
8. 2" ∅ PVC Conduit in east approach slab parapets only. See lighting plans and Highway Standard 812001 for details not shown.
9. Drill and set d1(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughed or scored per manufacture's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with reinforcement bars. Locate longitudinal bars to miss drilled locations. Located drilled holes to miss transverse bars.



PLAN

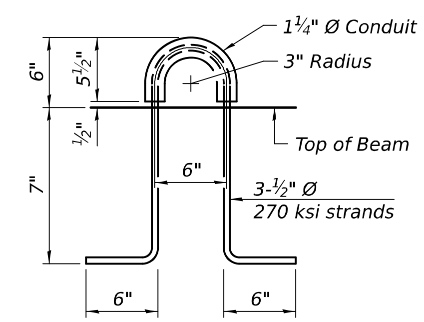
(West approach shown, East approach similar with Typical Exterior Beam at both ends)

Notes:

1. Two bars at each location. Increase lap length of horizontal legs to accommodate flared beam or cut to fit.
2. Top of Beam.
3. Bottom of Beam.
4. The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
5. Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
6. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
7. Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
8. A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.
9. Compressive strength of precast concrete, f 'c shall be 6,000 psi.
10. Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.
11. Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
12. Omit holes for fabric bearing pads at approach slab footing end of beams.
13. For Sections B-B, C-C and D-D, see sheet 31 of 65.
14. See Field Cutting Diagram.
15. South Exterior Beam at West Approach only.

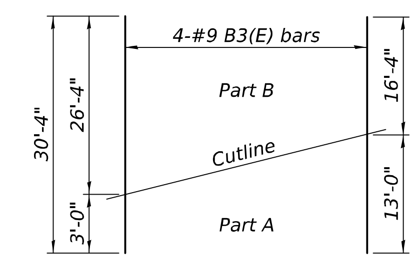
MINIMUM BAR LAP

#4 bar = 1'-6"
#5 bar = 1'-11"



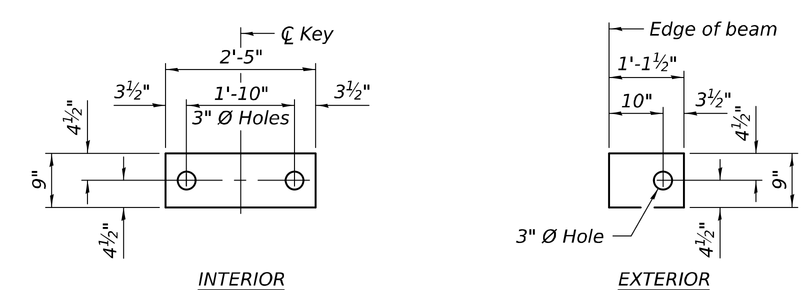
LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)



FIELD CUTTING DIAGRAM

Order B3(E) bar full length.
Cut as shown and divide into two parts, lower (Part A) and upper (Part B)



FABRIC BEARING PAD (11) (12)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0260

SHEET 30 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	144
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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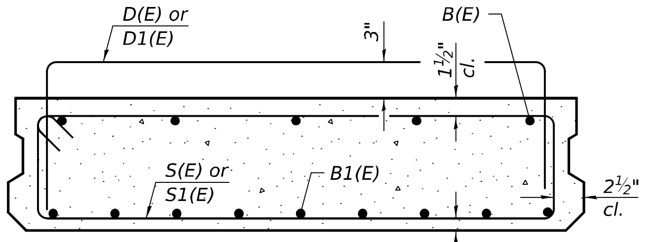
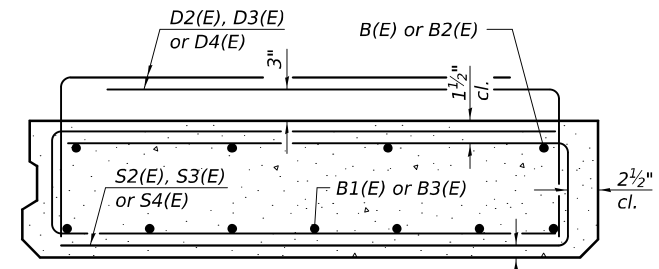
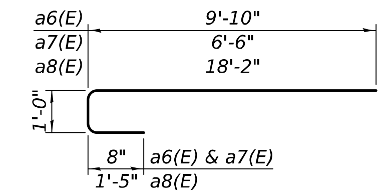


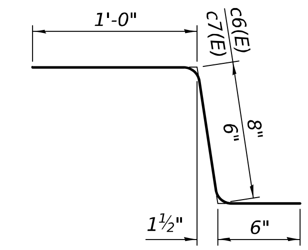
SECTION C-C
(Showing reinforcement)



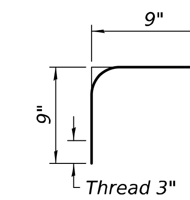
SECTION D-D
(Showing reinforcement)



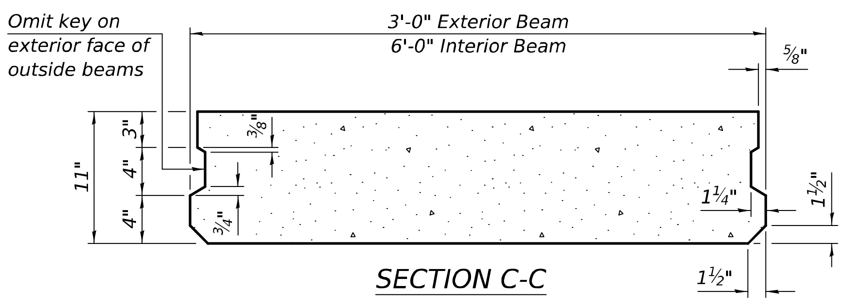
BARS a6(E), a7(E) & a8(E)



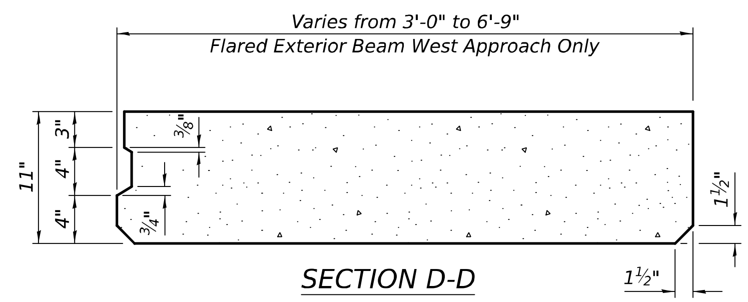
BARS c7(E) & c8(E)



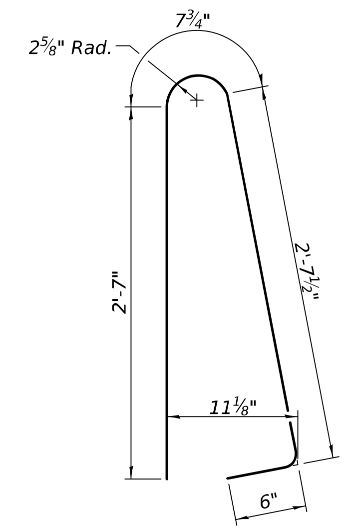
BAR c2(E)



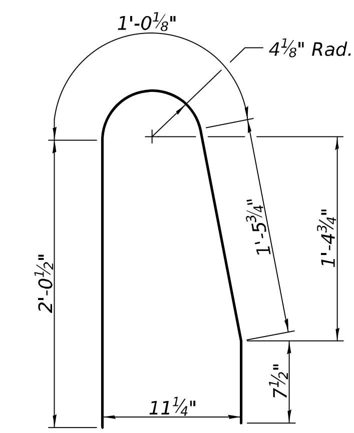
SECTION C-C
(Showing dimensions)



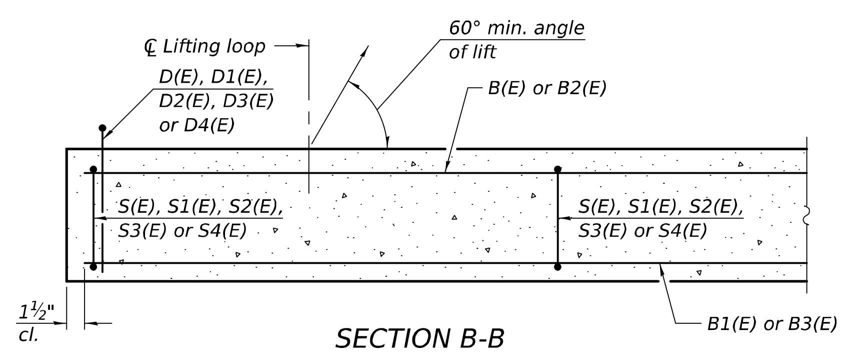
SECTION D-D
(Showing dimensions)



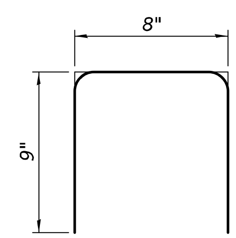
BAR d13(E)



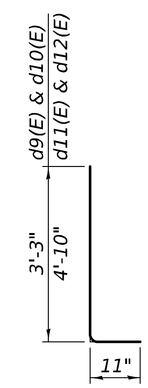
BAR d1(E)



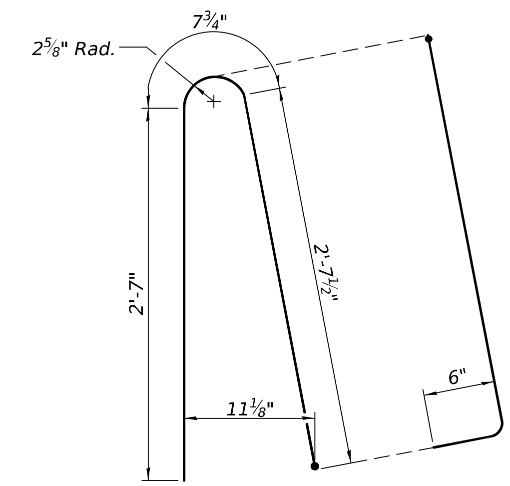
SECTION B-B



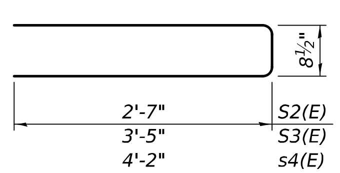
BAR d5(E)



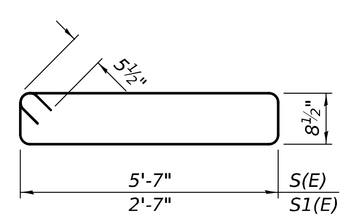
BARS d9(E), d10(E), d11(E) & d12(E)



BAR d(E)



BARS S2(E), S3(E) & S4(E)



BARS S(E) & S1(E)

BAR LIST
FLARED BEAM - EXTERIOR BEAM WEST APPROACH ONLY
(For information only)

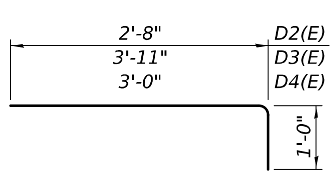
Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	7	#9	29'-8"	—
B2(E)	3	#5	24'-0"	—
B3(E)	4	#9	29'-4"	—
D2(E)	14	#4	3'-8"	┐
D3(E)	28	#4	4'-11"	┐
D4(E)	20	#4	4'-0"	┐
S2(E)	24	#5	5'-10"	⊐
S3(E)	50	#5	7'-7"	⊐
S4(E)	46	#5	9'-1"	⊐

BAR LIST
EACH INTERIOR BEAM
(For information only)

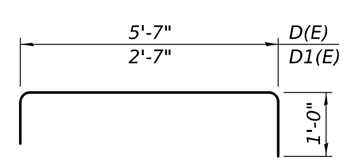
Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	15	#9	29'-8"	—
D(E)	22	#4	7'-7"	┌┐
S(E)	60	#5	13'-6"	▭

BAR LIST
EACH TYPICAL EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	7	#9	29'-8"	—
D1(E)	32	#4	4'-7"	┌┐
S1(E)	60	#5	7'-6"	▭



BARS D2(E), D3(E) & D4(E)



BARS D(E) & D1(E)

FILE NAME: H:\P\222101 - D3 VAR\WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050026-66M55-031-Precast Approach Slab Details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0260

SHEET 31 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	145
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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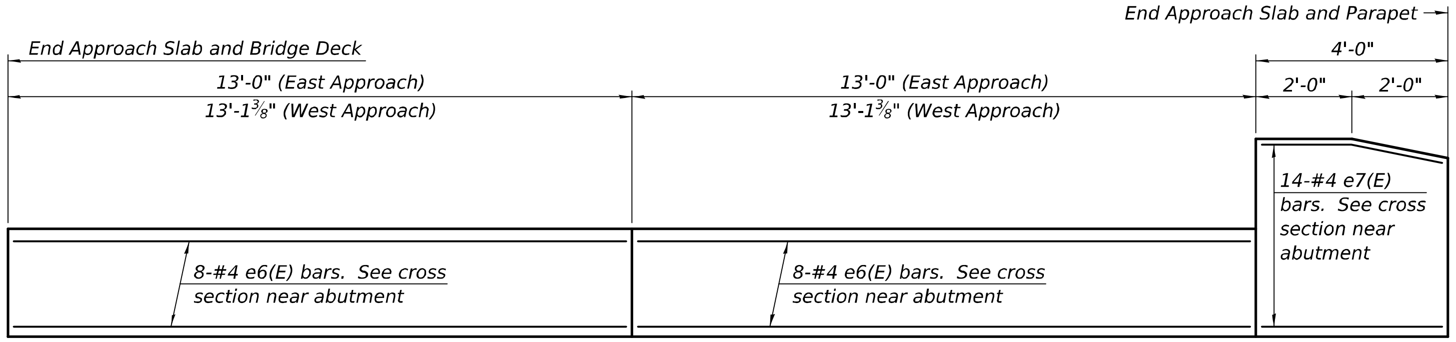
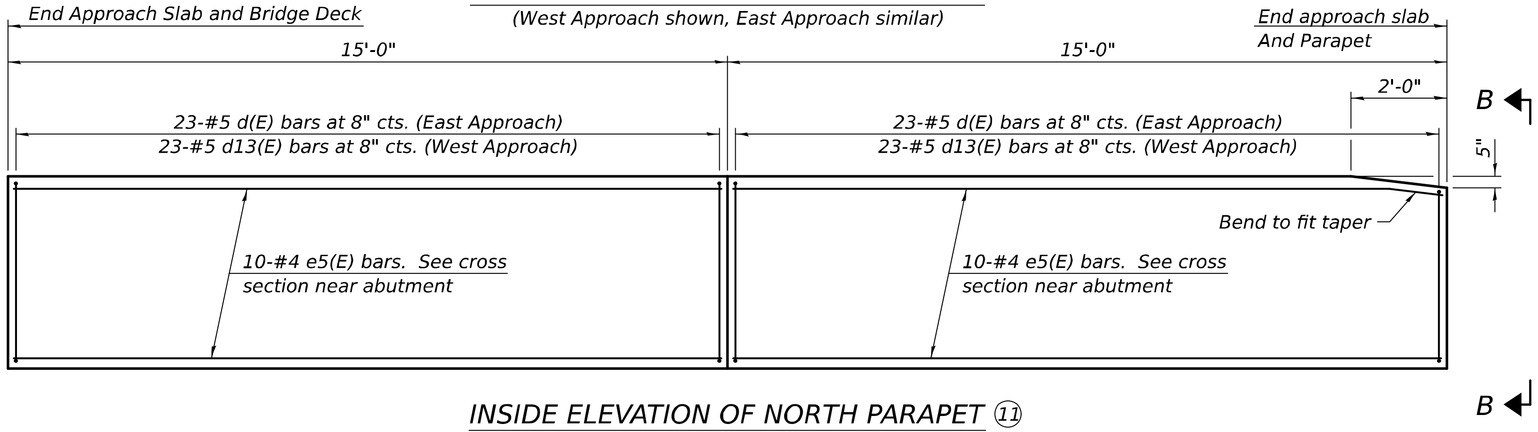
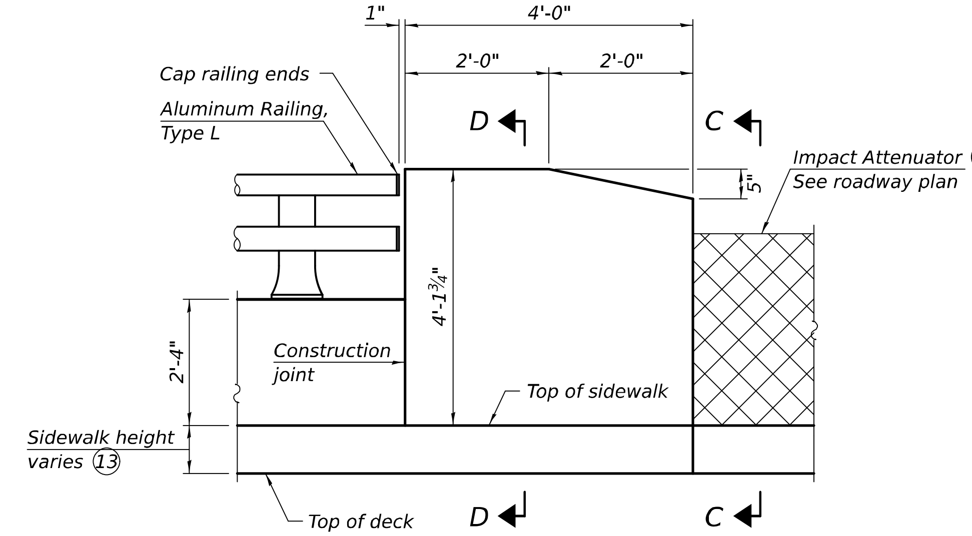


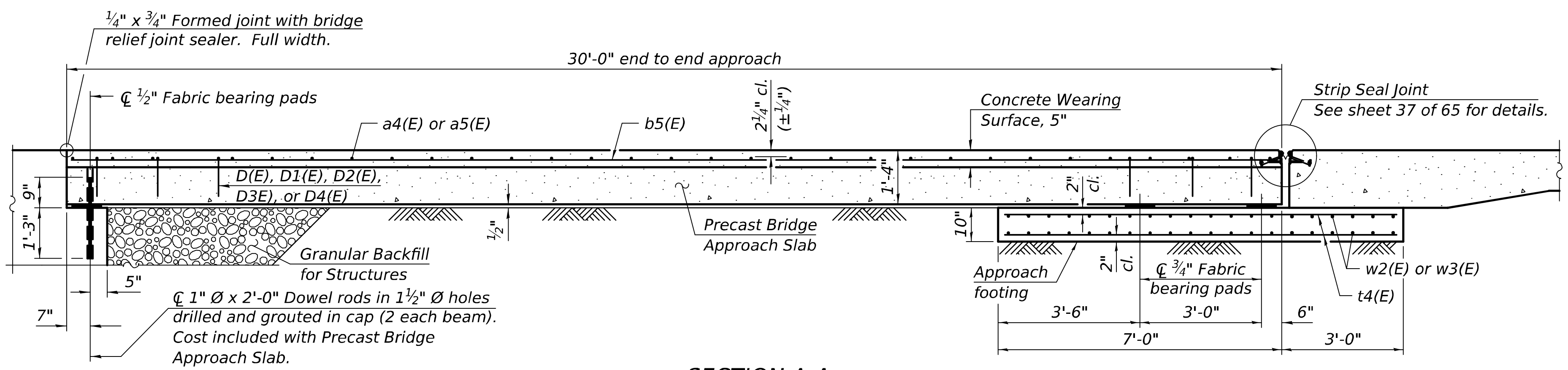
INSIDE ELEVATION OF SOUTH PARAPET
(West Approach shown, East Approach similar)



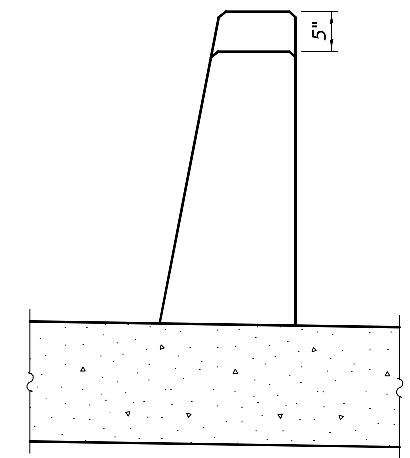
INSIDE ELEVATION OF NORTH PARAPET (11)
(East Approach shown, West Approach similar)



INSIDE ELEVATION OF SOUTH PARAPET END TREATMENT
(West Approach shown, East Approach similar)

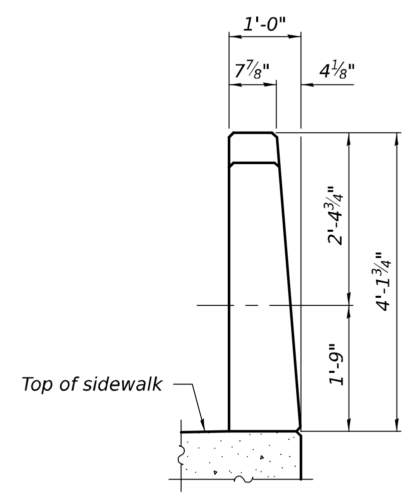


SECTION A-A

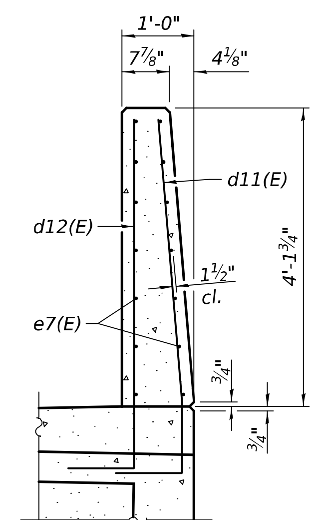


VIEW B-B

Notes:
1. 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.
2. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
3. Any concrete poured monolithically with the wearing surface, such as cast in place portion of approach slabs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
4. The strip seal shall extend 6" beyond the edge of the approach slab on each end.
5. Parapet, sidewalk and raised median concrete shall be paid for as Concrete Superstructure.
6. Approach footing concrete shall be paid for as Concrete Structures.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 65.
10. Cost of cellular polystyrene is included with Concrete Superstructure.
11. For Type 6 terminal connections see Highway Standard 631031.
12. Calculated weight of Reinforcement Bars, Epoxy Coated = 16,360 (Superstructure)
9,910 (Substructure)
13. West Approach only.



VIEW C-C

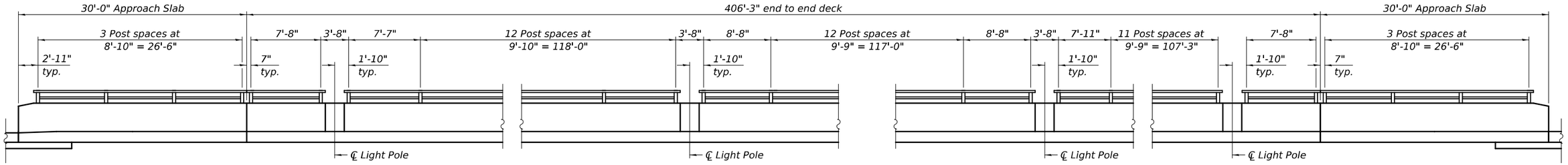


SECTION D-D

TWO APPROACHES
BILL OF MATERIAL

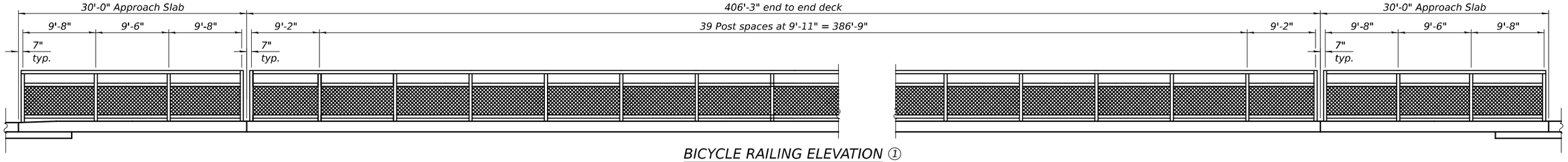
Bar	No.	Size	Length	Shape
a4(E)	62	#5	40'-10"	
a5(E)	62	#5	47'-7"	
a6(E)	31	#5	11'-6"	
a7(E)	31	#5	8'-2"	
a8(E)	62	#5	20'-7"	
b5(E)	176	#4	29'-8"	
b6(E)	3	#4	24'-0"	
b7(E)	48	#5	29'-8"	
b8(E)	3	#5	24'-0"	
c1(E)	32	#5	5'-8"	
c2(E)	62	#5	1'-6"	
c5(E)	15	#5	15'-0"	
c6(E)	46	#5	2'-2"	
c7(E)	16	#5	2'-0"	
c8(E)	31	#5	13'-8"	
d(E)	46	#5	6'-5"	
d1(E)	92	#5	5'-2"	
d5(E)	16	#4	2'-2"	
d9(E)	54	#4	4'-2"	
d10(E)	54	#6	4'-2"	
d11(E)	10	#4	5'-9"	
d12(E)	10	#6	5'-9"	
d13(E)	46	#5	6'-5"	
e5(E)	40	#4	14'-8"	
e6(E)	32	#4	12'-8"	
e7(E)	28	#4	3'-8"	
t(E)	368	#4	9'-8"	
w(E)	120	#5	44'-2"	
w1(E)	40	#5	48'-0"	

Concrete Superstructure	Cu. Yd.	32.0
Concrete Structures	Cu. Yd.	56.1
Reinforcement Bars, Epoxy Coated	Pound	26,270
Concrete Wearing Surface, 5"	Sq. Yd.	600
Precast Bridge Approach Slab	Sq. Ft.	5,096



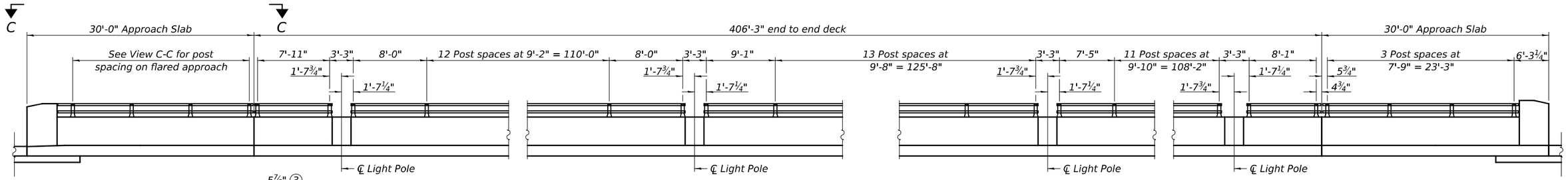
PARAPET RAILING ELEVATION ①

(Looking North)



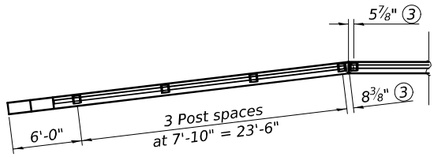
BICYCLE RAILING ELEVATION ①

(Looking North)



ALUMINUM RAILING, TYPE L ELEVATION ②

(Looking North)



VIEW C-C

Note:
1. ① *For Bicycle Railing and Parapet Railing details, see sheets 35 and 36 of 65.*
2. ② *For Aluminum Railing, Type L details, see sheet 34 of 65.*
3. ③ *Measured along ℄ parapets.*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING LAYOUT
STRUCTURE NO. 050-0260

SHEET 33 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	147
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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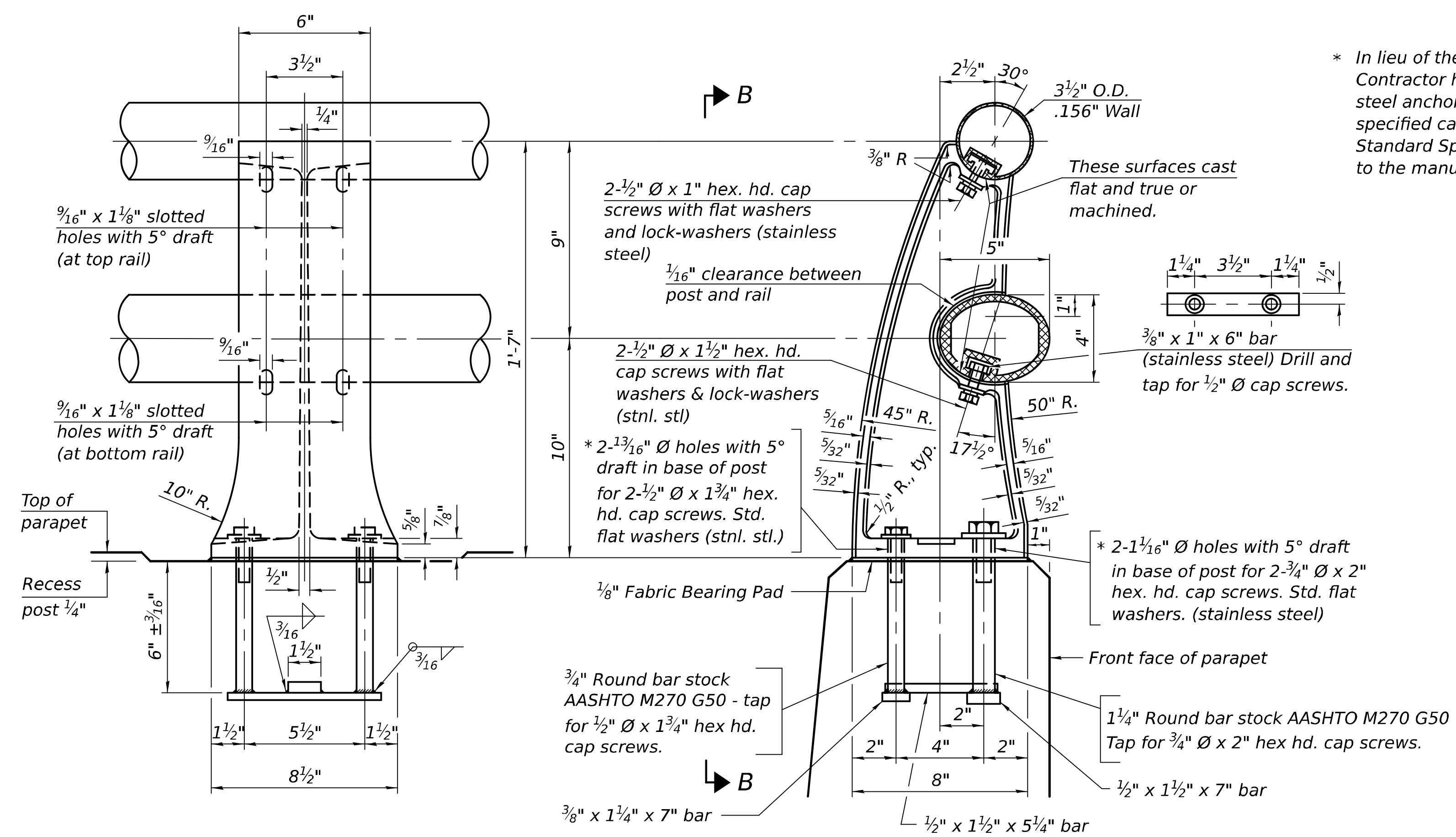
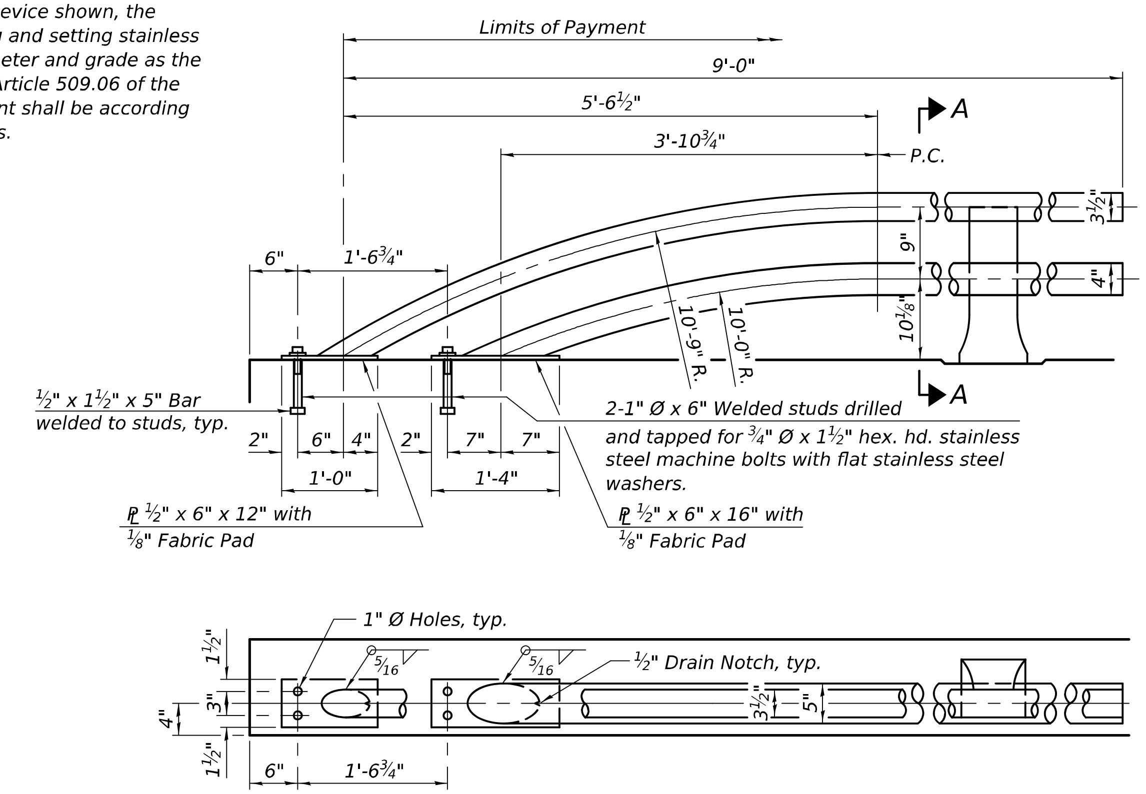
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



VIEW B-B

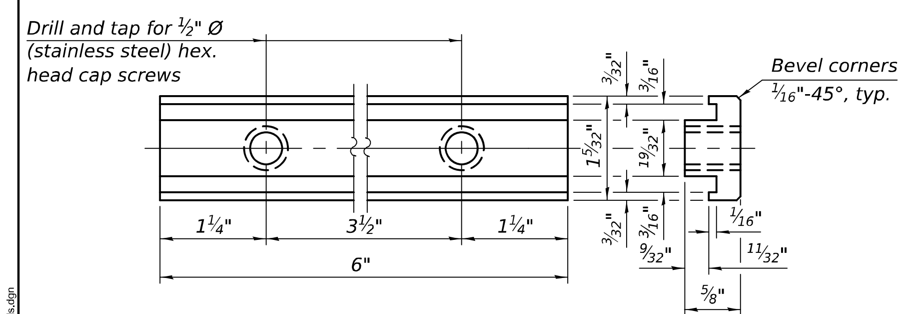
SECTION A-A

RAIL POST DETAILS



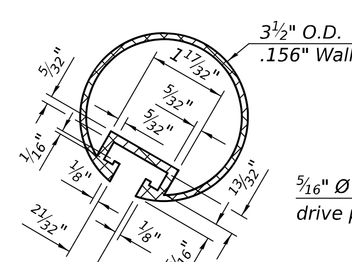
RAIL TERMINAL SECTION

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

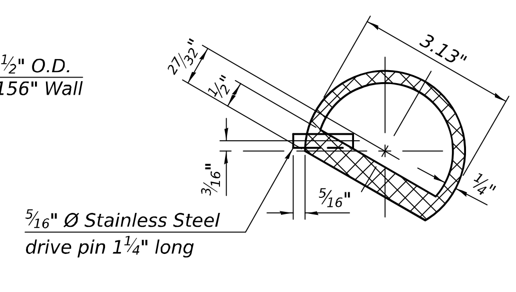


RAIL POST CLAMP BAR

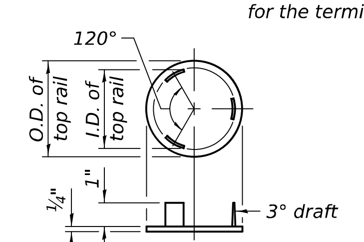
For Top Rail



SECTION THRU TOP RAIL



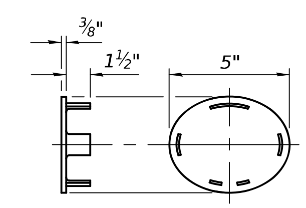
SECTION THRU TOP RAIL SPLICE



CAST END CAP

For top rail

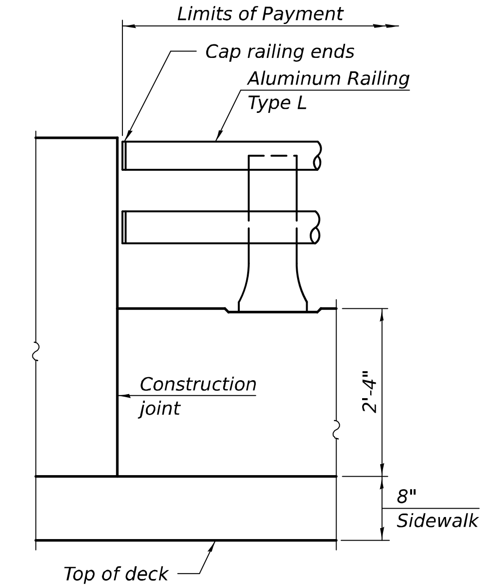
Drive Fit Type



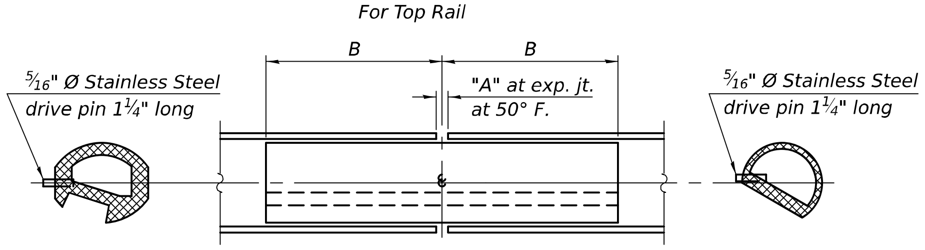
CAST END CAP

For bottom rail

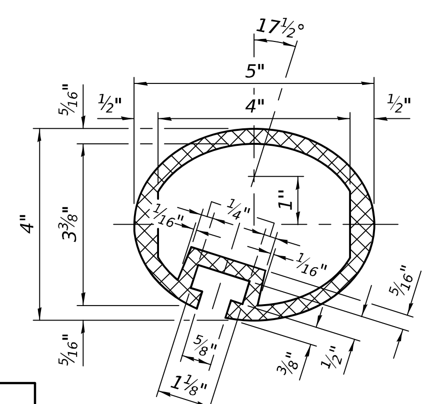
Drive Fit Type



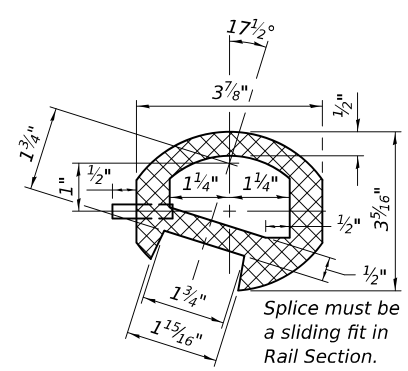
RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL



RAIL SPLICE



SECTION THRU BOTTOM RAIL



SECTION THRU BOTTOM RAIL SPLICE

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade, high spots shall be ground and low spots shimmed.
Place reinforcement bars to miss anchor rod locations.
See sheet 33 of 65 for rail post spacing.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	458

SPLICE DIMENSIONS

Location	T	A	B
All locs. not over exp. jts.	0	3/8"	1'-2"
Over Strip Seal Jt.	≤4"	2½"	1'-2"
Over Finger or Modular Jt.	≤9½"	5½"	1'-7¾"
Over Finger or Modular Jt.	≤15"	8¼"	2'-1¼"

T = ; total movement along centerline of roadway at expansion joint.

RAILING CRITERIA

NCHRP 350 Test Level	4
Post Spacing Range	7'-0" - 10'-0"
Rail Weight (plf)	40

R-20 5-15-2023

FILE NAME: H:\P\222101 - D3 VvWWO 11 - US 6 over Fox Bridge PSF\Bridge\Microstation\050260-66M55-034-Aluminum Railing Details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L
STRUCTURE NO. 050-0260

SHEET 34 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	148
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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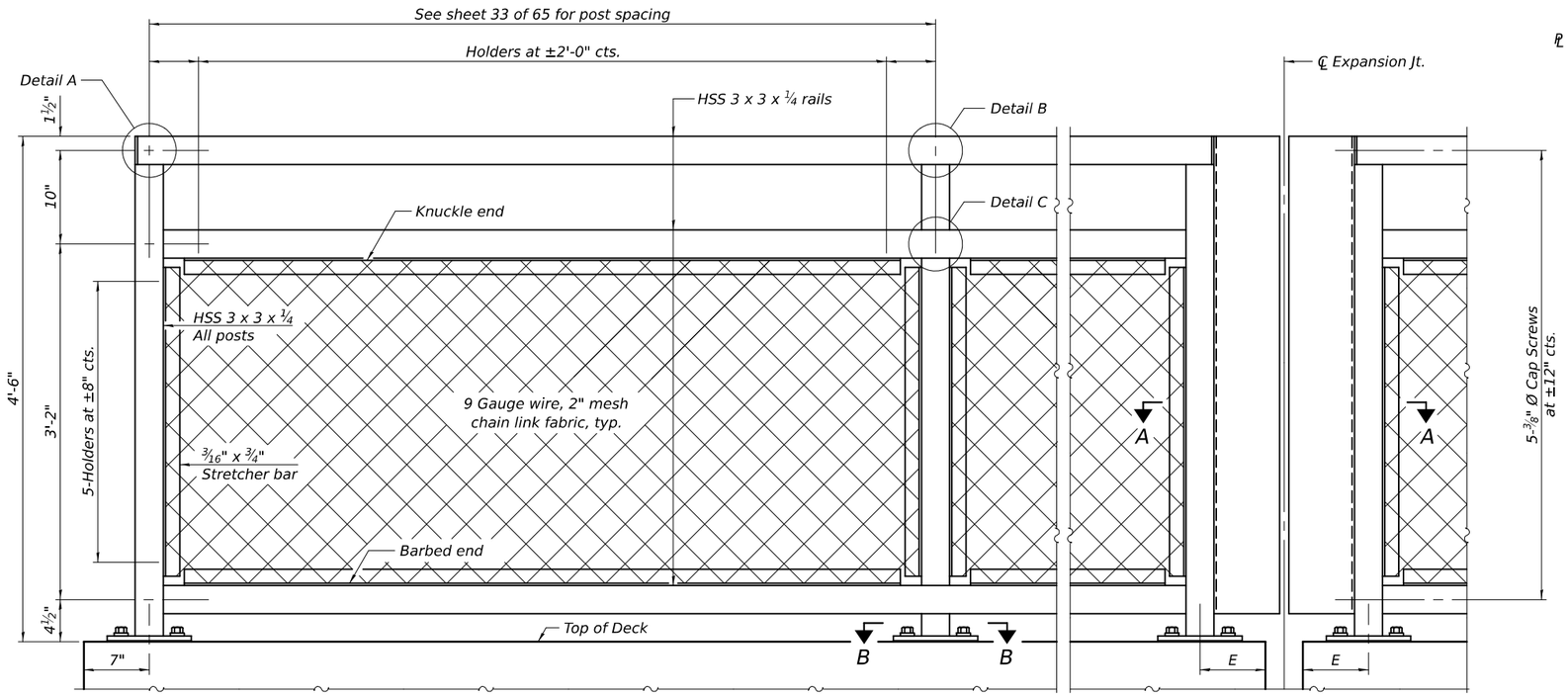
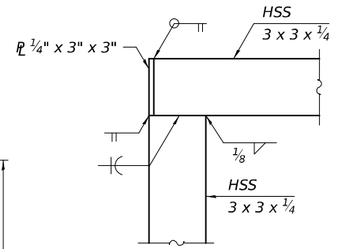
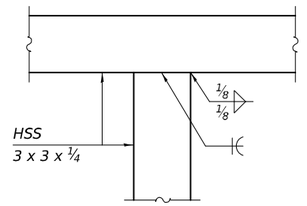


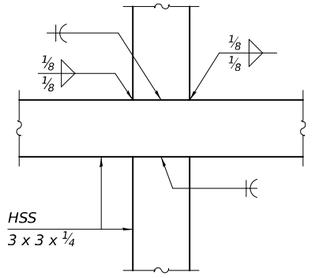
ELEVATION BICYCLE RAILING
(Inside face)



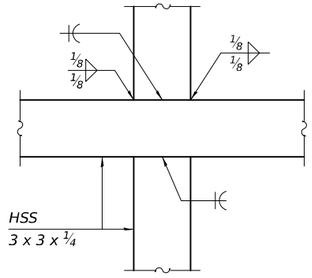
DETAIL A



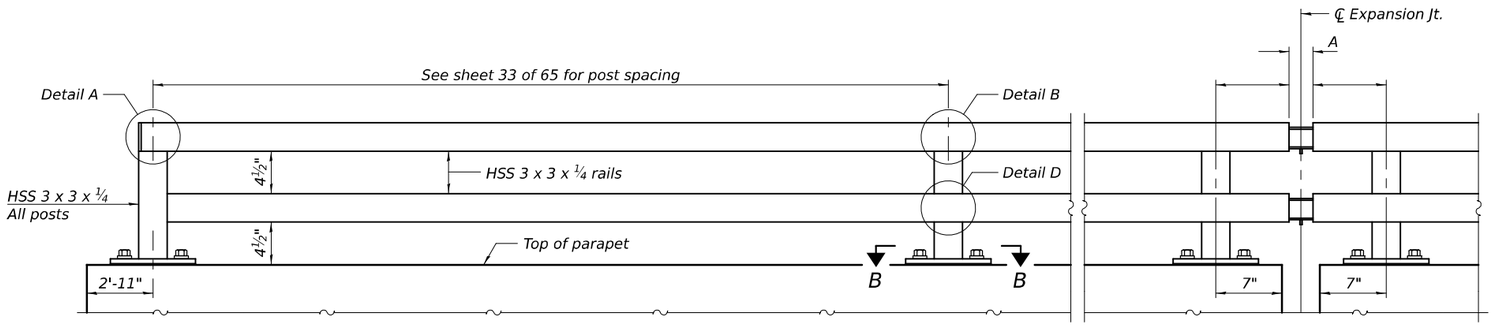
DETAIL B



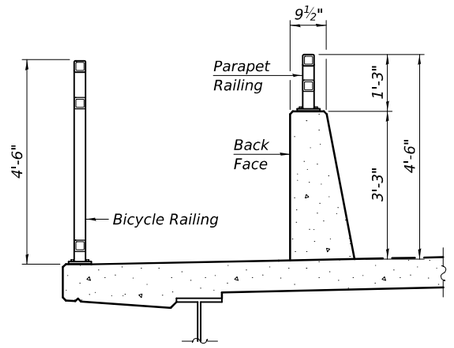
DETAIL C



DETAIL D



ELEVATION PARAPET RAILING
(Inside face)



SECTION THRU DECK

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

R-29

10-27-2023

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BICYCLE RAILING AND PARAPET RAILING
STRUCTURE NO. 050-0260
SHEET 35 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	149
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

FILE NAME: H:\P22210\ • D3 \vA\WO 11 • US 6 over Fox Bridge PSE\Bridge\Microstation\050X260-66M55-025-Bicycle and Parapet Railing Details.dgn
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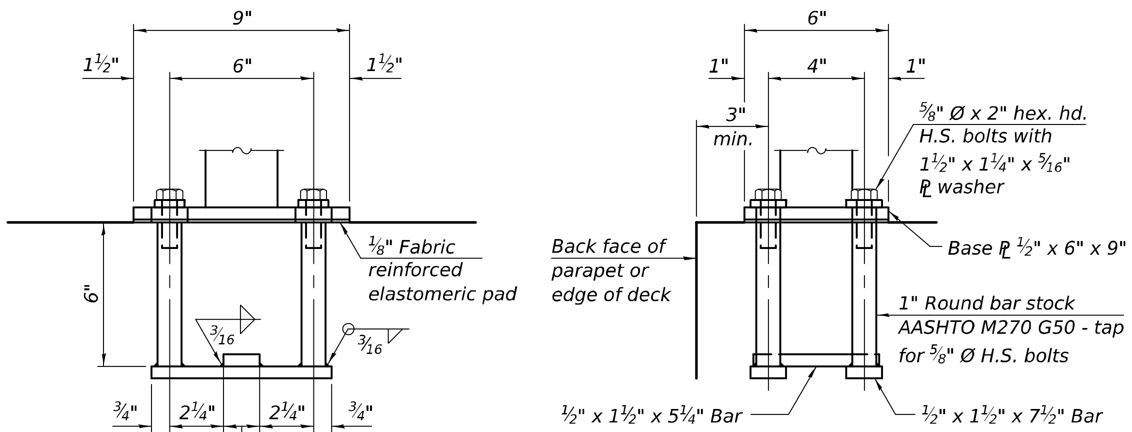
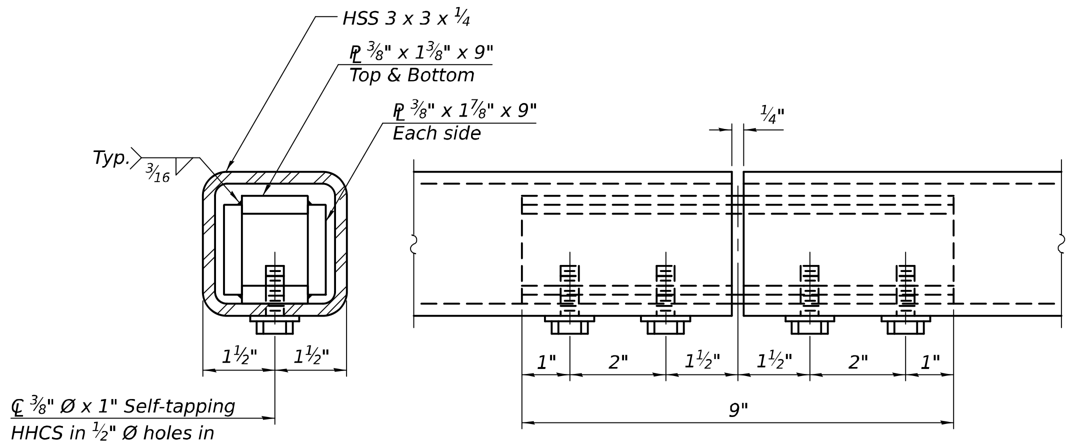
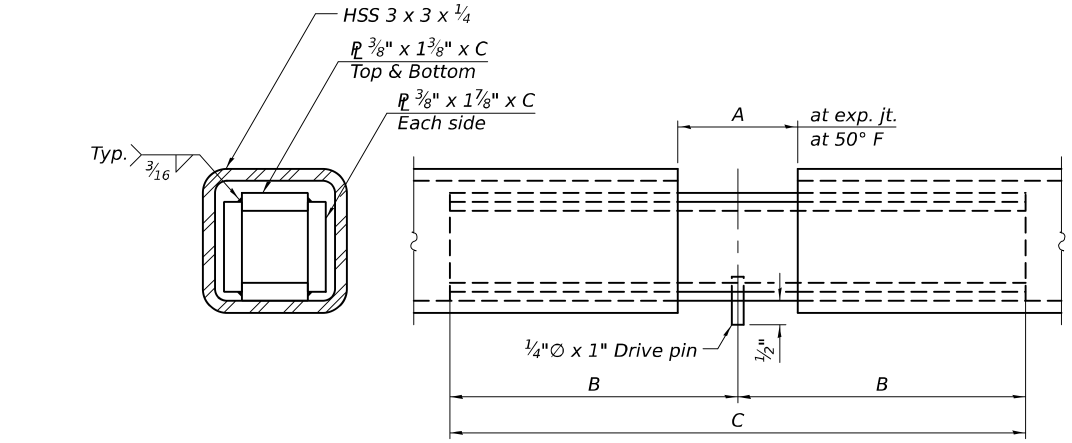


ANCHORAGE ASSEMBLY

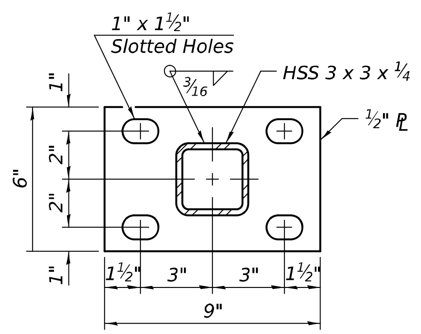
The Bicycle Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



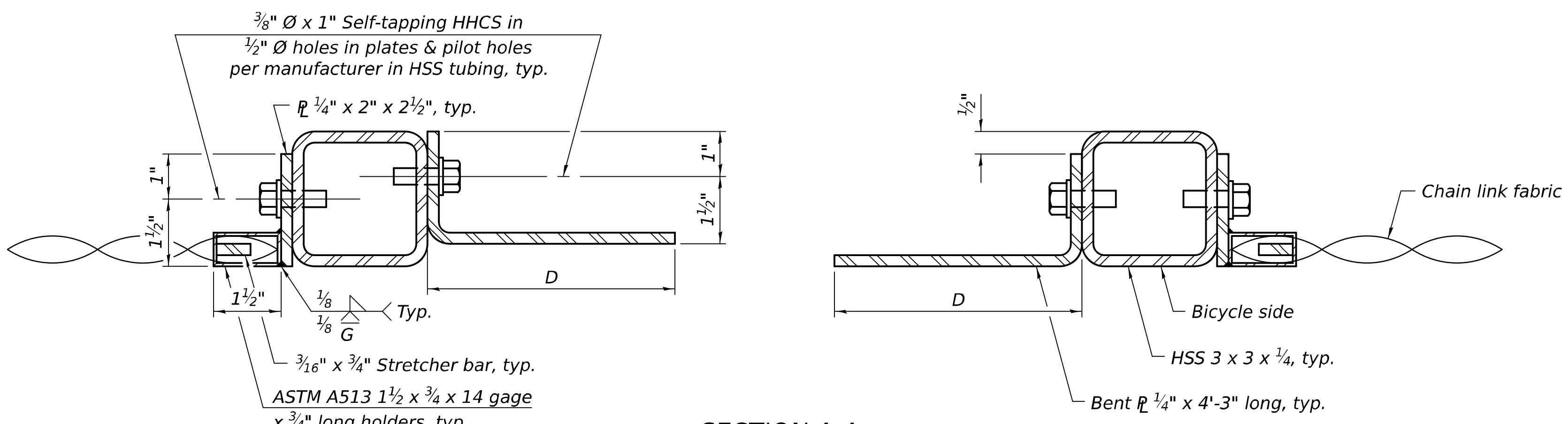
MATERIAL SPLICE



EXPANSION SPLICE



SECTION B-B



SECTION A-A

Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bicycle Railing.
All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.
See sheet 37 of 65 for dimensions of concrete openings at expansion joints.

TABLE OF DIMENSIONS

Location	T	A	B	C	D	E
Over Strip Seal Jt.	≤4"	2½"	1'-2"	2'-4"	7¼"	7"
Over Finger or Modular Jt.	≤9½"	5½"	1'-7¾"	3'-3½"		
Over Finger or Modular Jt.	≤15"	8¼"	2'-1¼"	4'-2½"		

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	465
Parapet Railing	Foot	462

R-29 10-27-2023

(Sheet 2 of 2)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING AND PARAPET RAILING
STRUCTURE NO. 050-0260

SHEET 36 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	150

CONTRACT NO. 66M55
ILLINOIS FED. AID PROJECT

FILE NAME: H:\P222101 - D3 VJ\WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\0500260-66M55-036-Bicycle and Parapet Railing Details.dgn

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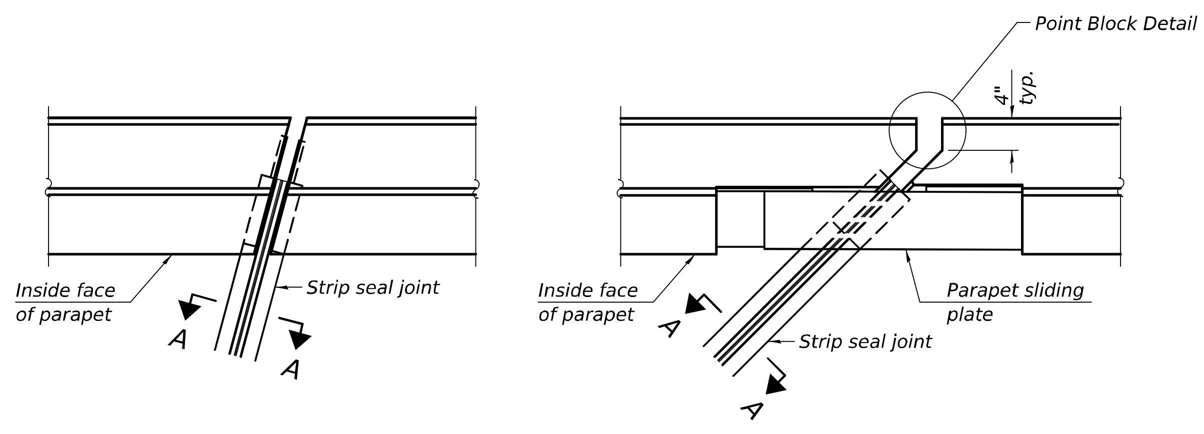
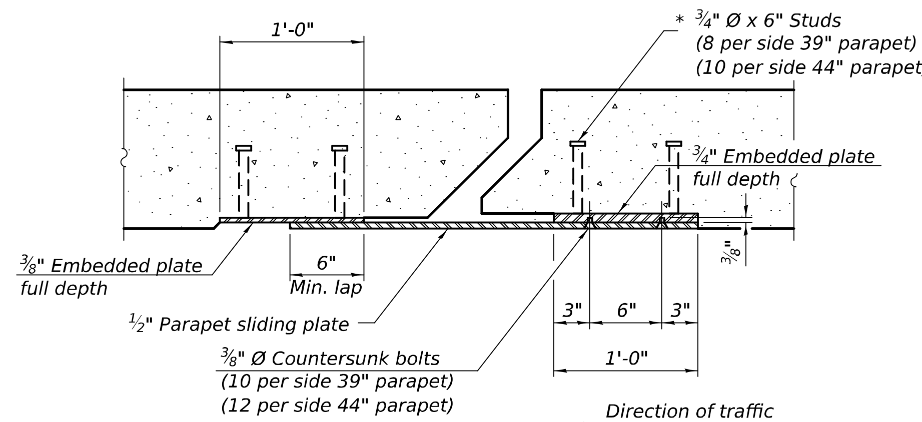


FOR SKEWS ≤ 30°

FOR SKEWS > 30°

PLAN AT PARAPET



SECTION B-B

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

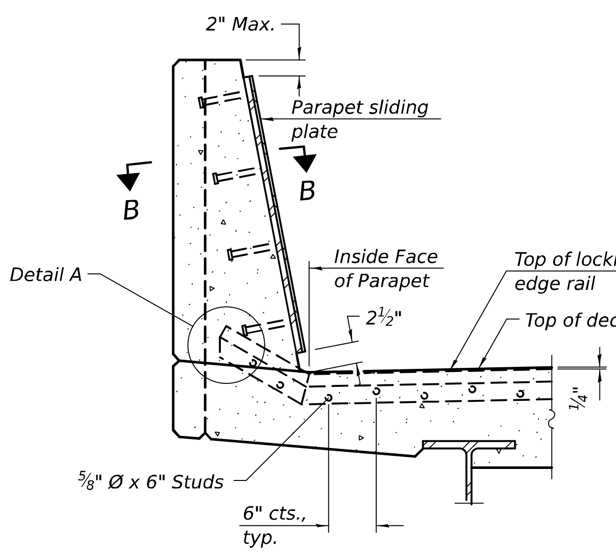
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

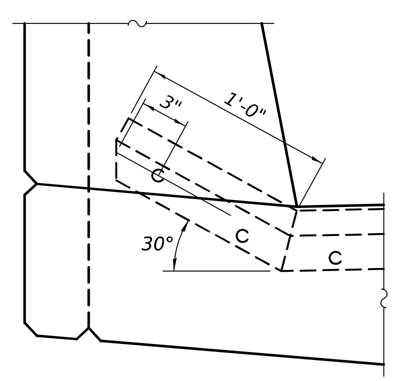
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

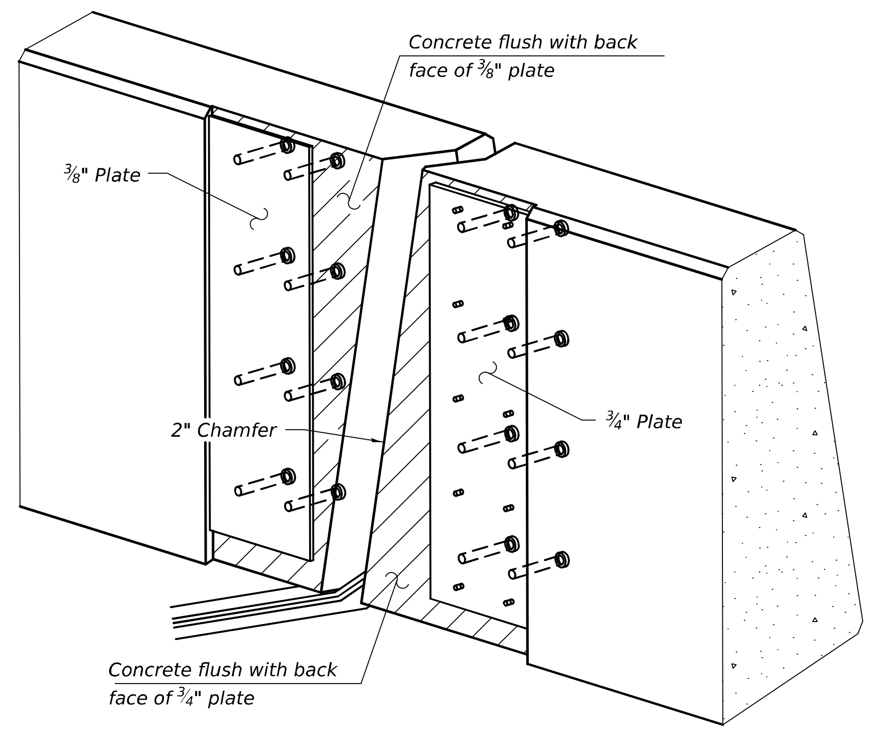


SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)

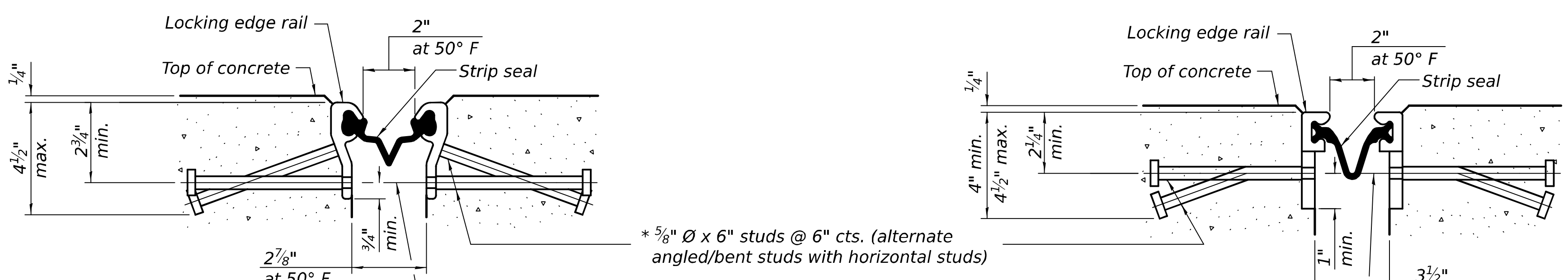


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

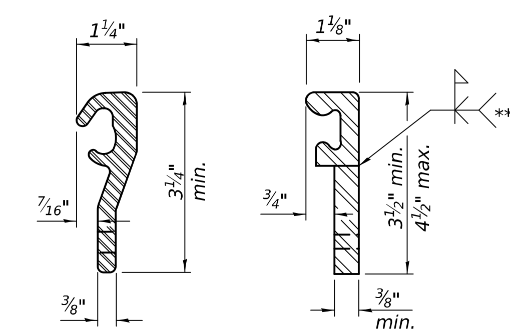
3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SHOWING ROLLED RAIL JOINT

SHOWING WELDED RAIL JOINT

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

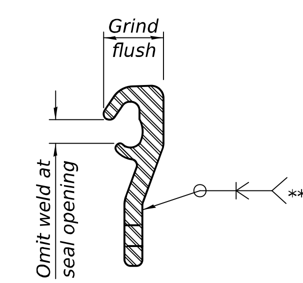


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	165.5

EJ-SS-S 5-15-2023

FILE NAME: H:\P222101 - D3 V-I-WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050026-66M55-037-Preformed Joint Strip Seals Details.dgn

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PRETFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 050-0260

SHEET 37 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	151
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

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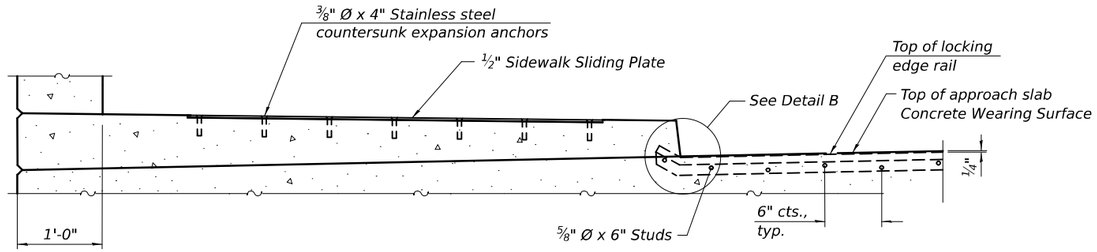
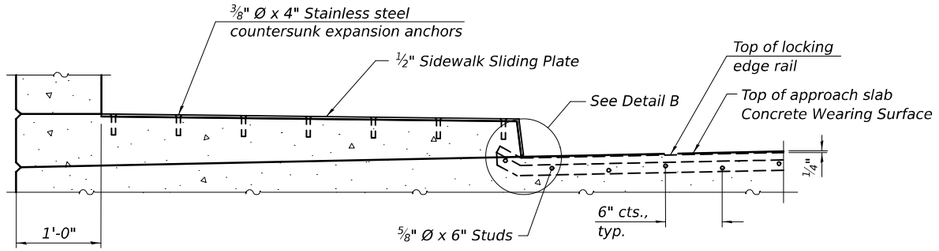
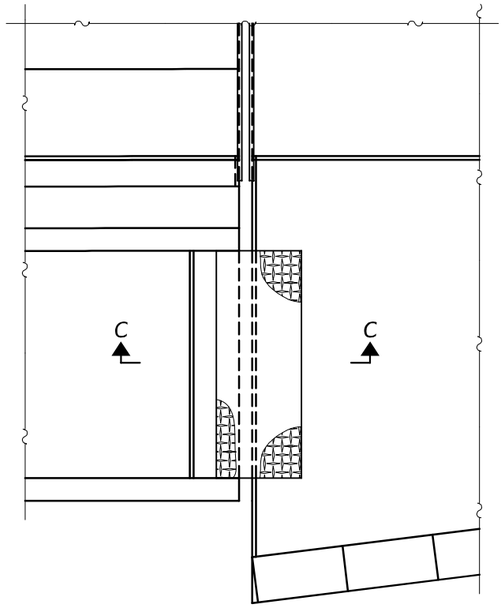


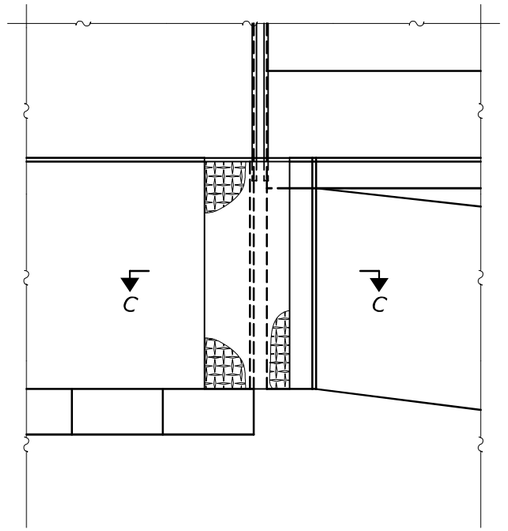
SECTION AT RAISED SIDEWALK
(West Approach)



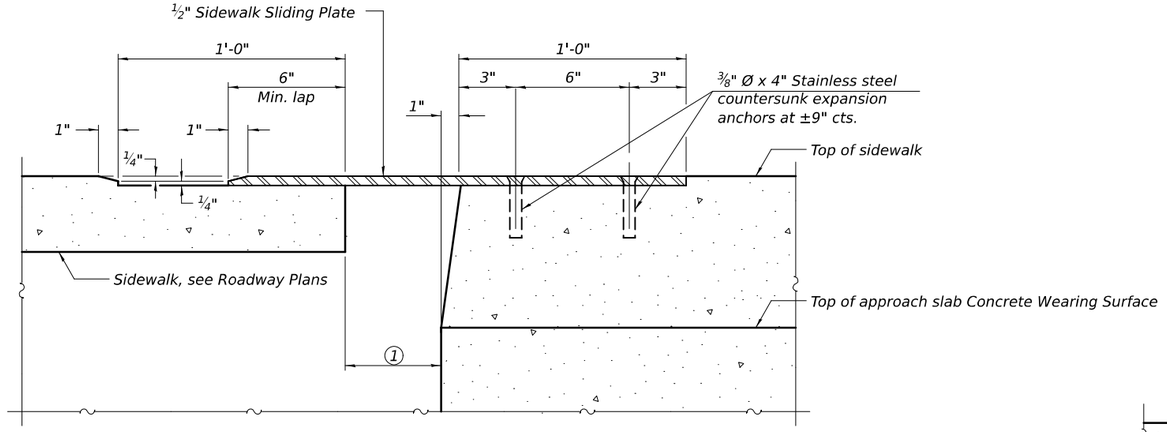
SECTION AT RAISED SIDEWALK
(East Approach)



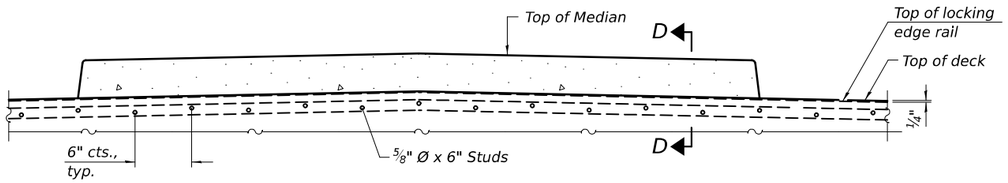
PLAN AT RAISED SIDEWALK
(West Approach)



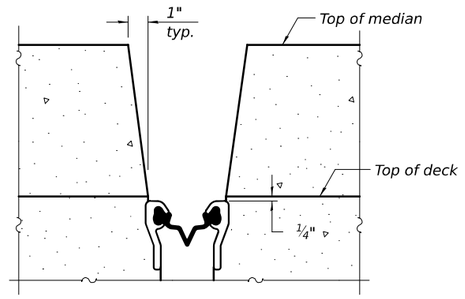
PLAN AT RAISED SIDEWALK
(East Approach)



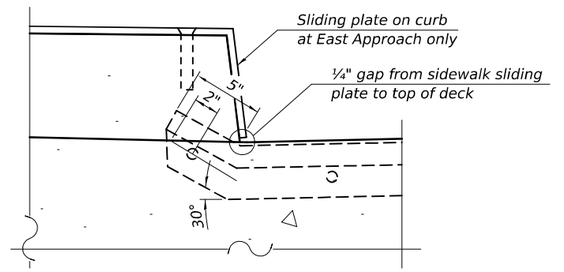
SECTION C-C



SECTION AT MEDIAN
For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D
(at Rt. ∠'s)



DETAIL B

Notes:
1. See sheet 37 of 65 for joint opening.

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	CHECKED - DGL	REVISED -	
PLOT SCALE = $SCALES	DRAWN - ETH	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - DGL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 050-0260
SHEET 38 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	152
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

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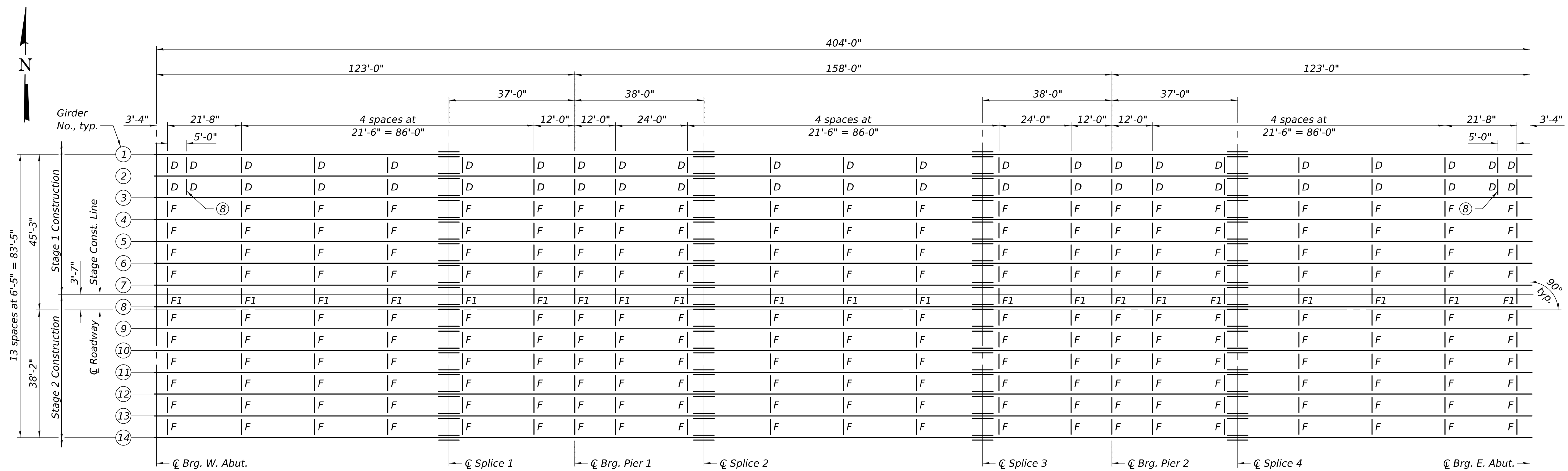
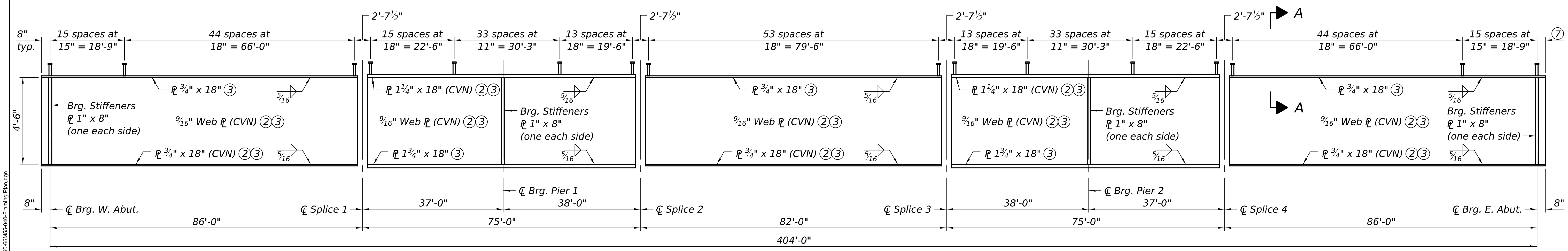
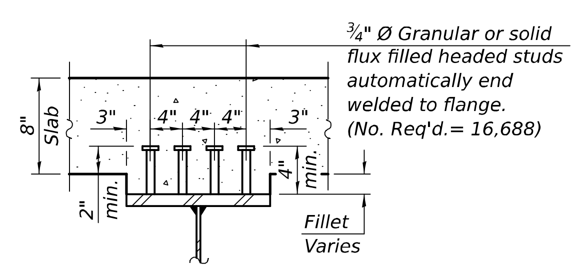


FRAMING PLAN



GIRDER ELEVATION

(14 Required)



SECTION A-A

Notes:

1. All cross frames and diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames and diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
2. "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
3. AASHTO M 270 Grade 50W Steel.
4. For splices details, see sheet 43 of 65.
5. For cross frame details, see sheet 43 of 65.
6. For diaphragm details, see sheet 42 of 65.
7. Shear Stud Connector spacing.
8. Do not provide connection plate on bay 3-4 side of Girder 3.

FILE NAME: H:\P\222101 - D3 VA\WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050260-66M55-040-Framing Plan.dgn

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PLOT SCALE = $SCALE$	DRAWN - KP	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 050-0260

SHEET 40 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	154
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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INTERIOR GIRDER MOMENT TABLE

		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I_s	(in^4)	27,616	48,259	27,616
I_c (n)	(in^4)	61,244	——	61,244
I_c (3n)	(in^4)	45,695	——	45,695
I_c (cr)	(in^4)	——	55,600	——
S_s	(in^3)	995	1,877	995
S_c (n)	(in^3)	1,332	——	1,332
S_c (3n)	(in^3)	1,215	——	1,215
S_c (cr)	(in^3)	——	1,973	——
S_x	(in^3)	——	——	——
DC1	(k/')	0.932	1.038	0.932
M_{DC1}	('k)	847.1	2,185.0	800.2
DC2	(k/')	0.486	0.486	0.486
M_{DC2}	('k)	447.9	1,086.0	430.6
DW	(k/')	0.242	0.242	0.242
M_{DW}	('k)	223.0	540.8	214.4
LLDF		0.508	0.516	0.477
M_{LL+IM}	('k)	1,530.8	2,036.8	1,441.8
f_ℓ (Strength I)	(ksi)	——	——	——
$M_u + \frac{1}{3} f_\ell S_x$	('k)	4,632.2	8,464.2	4,383.1
$\Phi_f M_n$	('k)	6,636.8	8,727.6	6,666.9
f_s DC1	(ksi)	10.22	13.97	9.65
f_s DC2	(ksi)	4.42	6.60	4.25
f_s DW	(ksi)	2.20	3.29	2.12
f_s (LL+IM)	(ksi)	13.79	12.39	12.99
f_ℓ (Service II)	(ksi)	——	——	——
$f_s + f_\ell/2$ (Service II)	(ksi)	34.77	39.97	32.91
Service II Resistance	(ksi)	47.50	47.50	47.50
$f_s + f_\ell/3$ (Strength I)	(ksi)	——	——	——
$\Phi_f F_n$	(ksi)	——	——	——
V_f	(k)	31.8	34.3	26.5

INTERIOR GIRDER REACTION TABLE

		W. or E. Abut. ②	Pier 1 or 2
LLDF		0.701	0.701
OCF		——	——
R_{DC1}	(k)	40.1	156.1
R_{DC2}	(k)	59.9	77.3
R_{DW}	(k)	14.2	38.5
R_{LL}	(k)	77.3	149.4
R_{IM}	(k)	15.0	26.6
R_{Total}(Strength I)(Impact)	(k)	307.8	657.5
R_{Total}(Strength I)(No Impact)	(k)	281.6	610.9

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_ℓ : 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.

$f_s + f_\ell / 2$ (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_ℓ /2

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

$f_s + f_\ell / 3$ (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_ℓ /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). $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{LL} + R_{IM})$

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

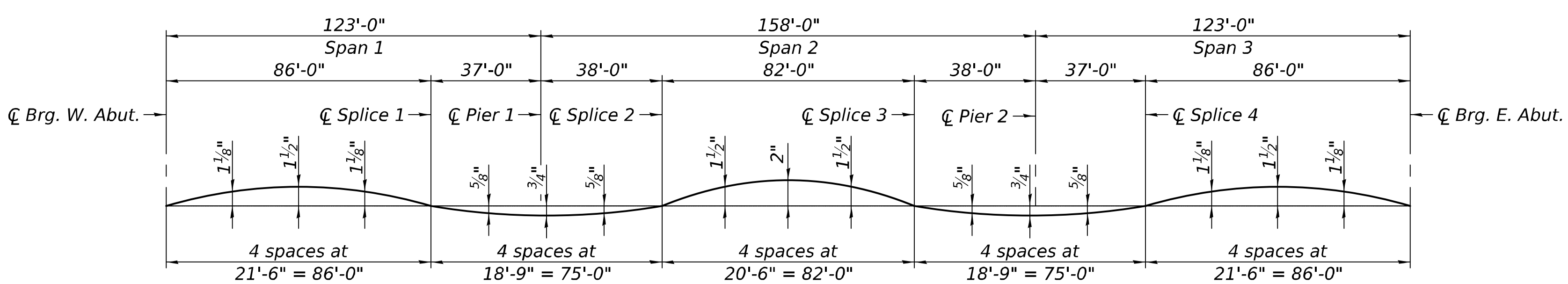
TOP OF WEB ELEVATION ①

	Girder #1	Girder #2	Girder #3	Girder #4	Girder #5	Girder #6	Girder #7	Girder #8	Girder #9	Girder #10	Girder #11	Girder #12	Girder #13	Girder #14
℄ Brg. W. Abut.	482.48	482.61	482.74	482.87	482.99	483.12	483.25	483.38	483.26	483.14	483.01	482.88	482.75	482.62
℄ Splice 1	482.15	482.28	482.41	482.55	482.67	482.80	482.93	483.06	482.94	482.82	482.69	482.56	482.44	482.31
℄ Brg. Pier 1	481.97	482.10	482.23	482.36	482.49	482.62	482.75	482.88	482.76	482.63	482.50	482.38	482.25	482.12
℄ Splice 2	481.91	482.04	482.17	482.30	482.43	482.56	482.69	482.81	482.70	482.57	482.44	482.31	482.19	482.06
℄ Splice 3	481.61	481.74	481.87	482.01	482.13	482.26	482.39	482.52	482.40	482.28	482.15	482.02	481.90	481.77
℄ Brg. Pier 2	481.40	481.53	481.66	481.79	481.92	482.05	482.18	482.31	482.19	482.06	481.94	481.81	481.68	481.56
℄ Splice 4	481.32	481.45	481.58	481.71	481.84	481.97	482.09	482.22	482.11	481.98	481.85	481.72	481.60	481.47
℄ Brg. E. Abut.	481.03	481.15	481.28	481.41	481.54	481.67	481.80	481.92	481.81	481.68	481.55	481.42	481.30	481.17

Notes:

① For fabrication only.

② Abutment reactions shown include dead loads from the approach slab and concrete diaphragm.



CAMBER DIAGRAM

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = $USER$	DESIGNED - ETH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER DETAILS STRUCTURE NO. 050-0260
		CHECKED - ORG	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - KP	REVISED -		
	PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -		SHEET 41 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	155
CONTRACT NO. 66M55				
		ILLINOIS	FED. AID PROJECT	

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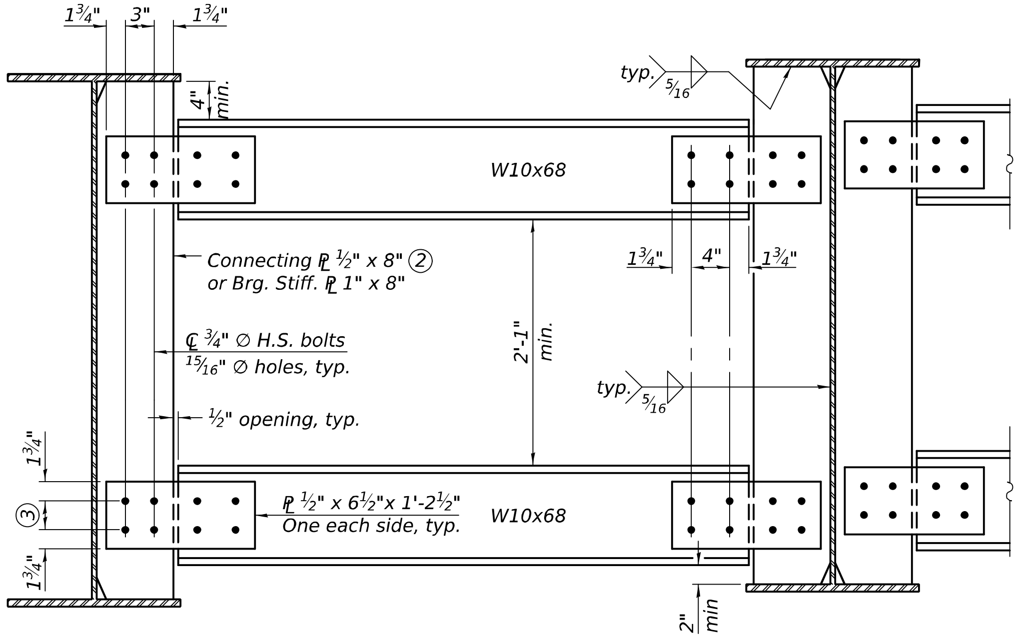
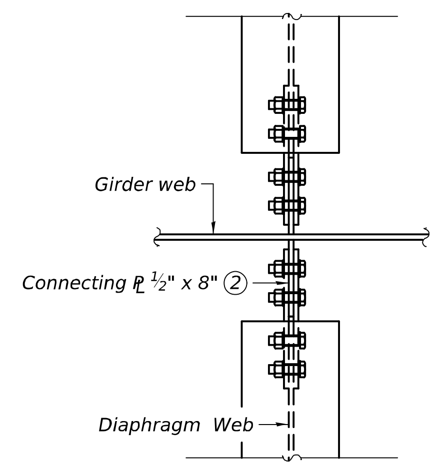
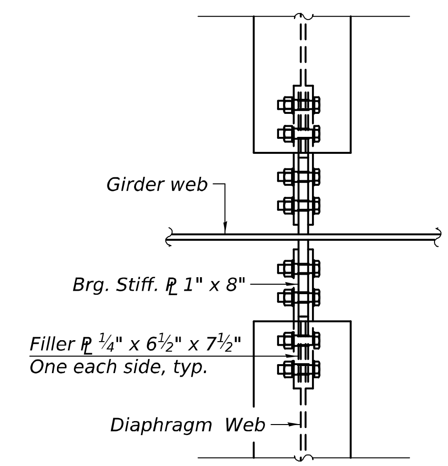


INTERIOR DIAPHRAGM D (4)
(46 Required)



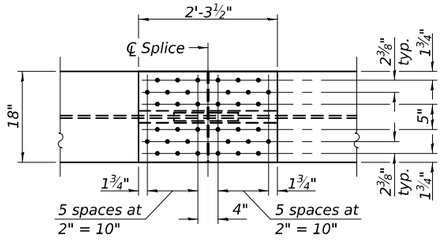
DETAIL A
(At connecting plates)



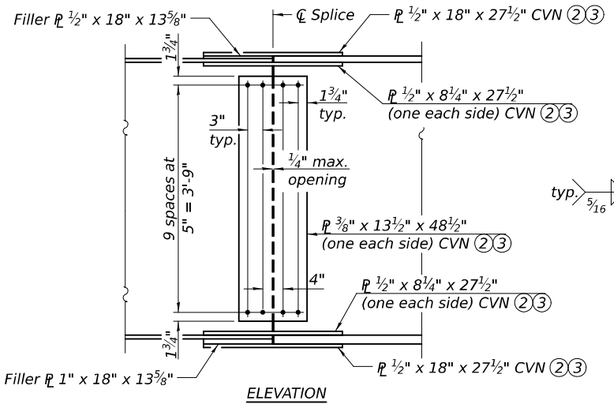
DETAIL B
(At bearing stiffeners)

Notes:

1. All Steel flanges, webs, bearing stiffeners, connecting plates, and diaphragms shall be AASHTO Grade 50W steel.
2. Do not provide connecting plate on exterior face of fascia girders.
3. ¾" Ø H.S. bolts with 15/16" Ø holes at 3" spacing, typical. Two hardened washers required for each set of oversized holes.
4. For locations, connections, and fabrication details of attached utilities, See Utility Plans.



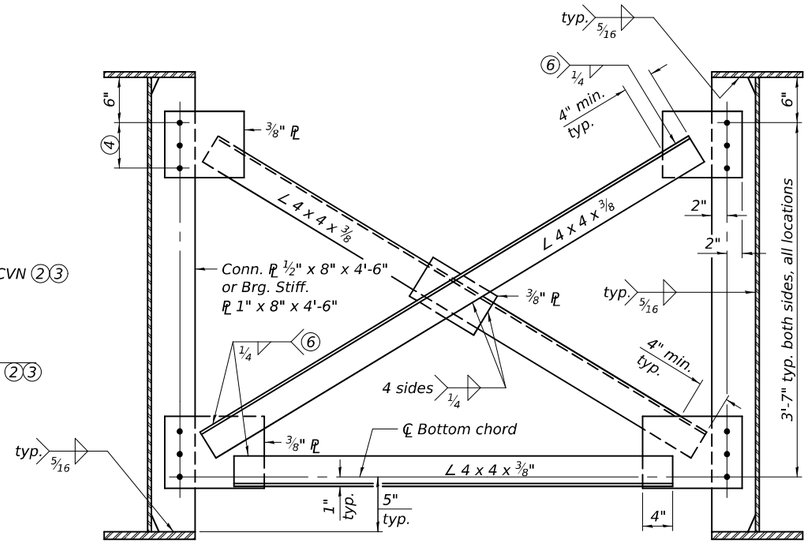
TOP & BOTTOM PLAN



ELEVATION

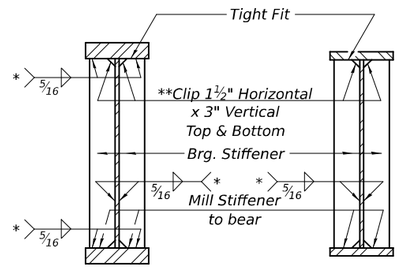
SPLICE DETAIL

(56 Required)



INTERIOR CROSS-FRAME F

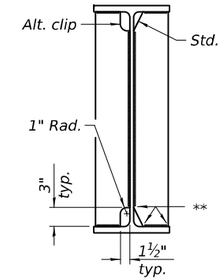
(210 Required)



SECTION AT PIER

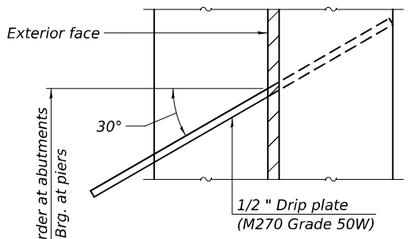
SECTION AT ABUTMENT

* Terminate ¼" (±⅛") from the end of plate intersects.
** Clip may be rounded for ease of shop painting.



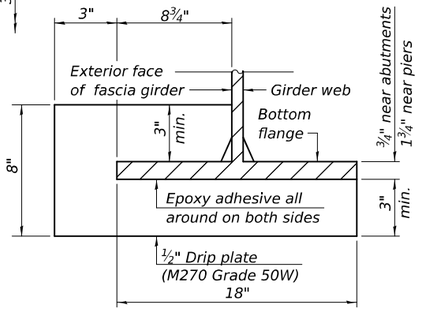
WELD LIMITS AND CLIP DETAILS

** Stop welds ¼" (±⅛") from edges as shown. Typical.



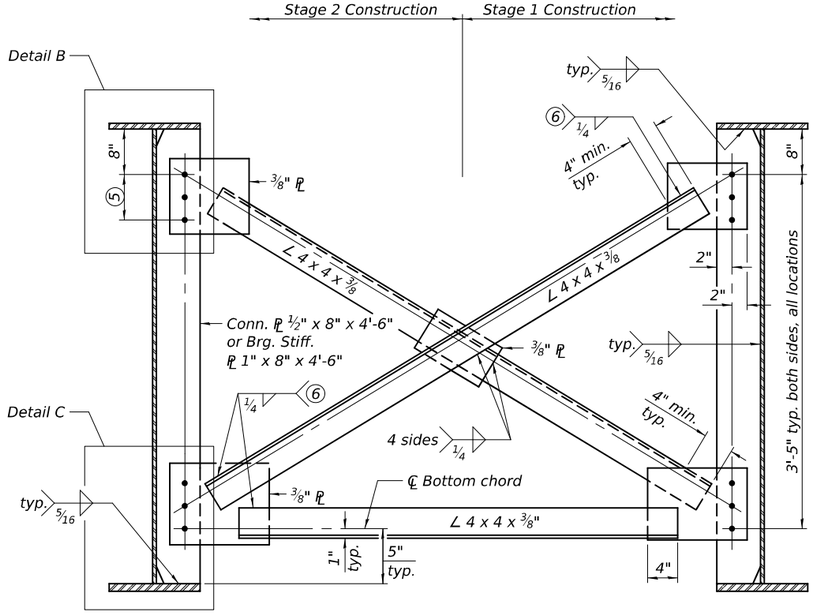
PLAN

(Top flange omitted for clarity)



DRIP PLATE ELEVATION

(12 Required)



INTERIOR CROSS-FRAME F1

(Showing final position)
(21 Required)

Notes:

1. *All splice bolts shall be ⅞" Φ and bolt holes shall be 15/16" Φ.*
2. *"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.*
3. *All steel flanges, webs, bearing stiffeners, connecting plates, cross frames and splices plates shall be AASHTO M270 Grade 50W steel.*
4. *3- ¾" Ø H.S. bolts with 15/16" Ø holes at 3" minimum spacing, typical. Two hardened washers required for each set of oversized holes.*
5. *3 - H.S. bolts with 15/16" ∅ holes at 3" minimum spacing, typical. Install only one ⅞" Φ H.S. bolt in the center hole in the upper connections at each end of the stage line cross-frame. The bolts shall be finger-tightened prior to the Stage II deck pour to permit rotation and deflection. Install the remaining ¾" Φ H.S. bolts and fully tighten all bolts immediately after Stage II deck pour is complete.Two hardened washers required for each set of oversized holes.*
6. *Fillet weld angles along 3 sides on one face of gusset plate.*
7. *Do not provide connecting plate on exterior face of fascia girders.*

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PLOT SCALE = $SCALES	DRAWN - KP	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER DETAILS
STRUCTURE NO. 050-0260
SHEET 43 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	157
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: H:\P222101 • D3 V•4\WO 11 • US 8 over Fox Bridge PSE\Bridge\Microstation\050026O•68M55•43-Girder Details.dgn
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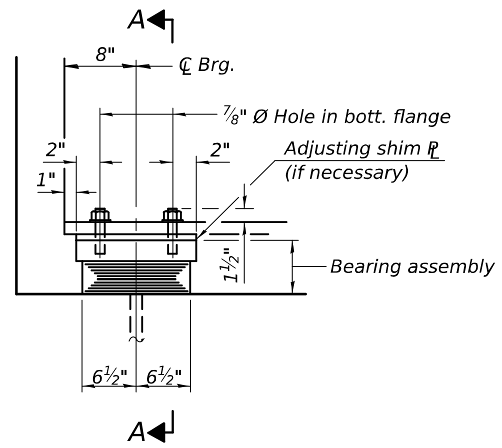
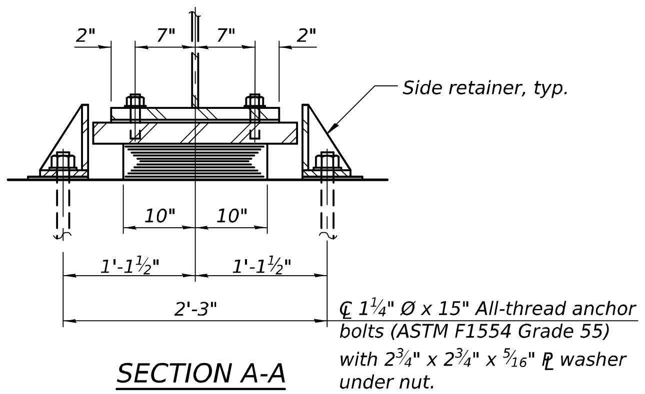
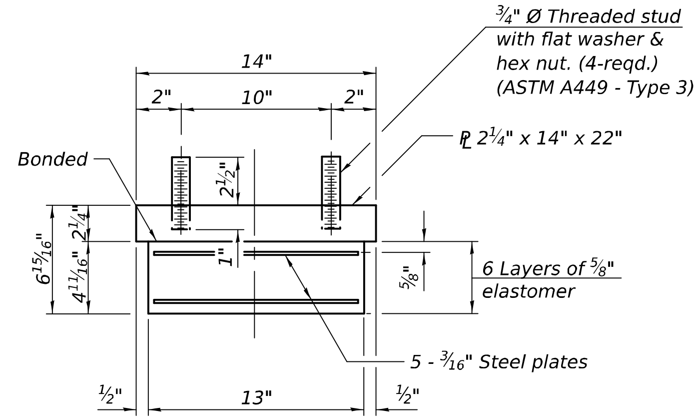


ELEVATION AT ABUT.

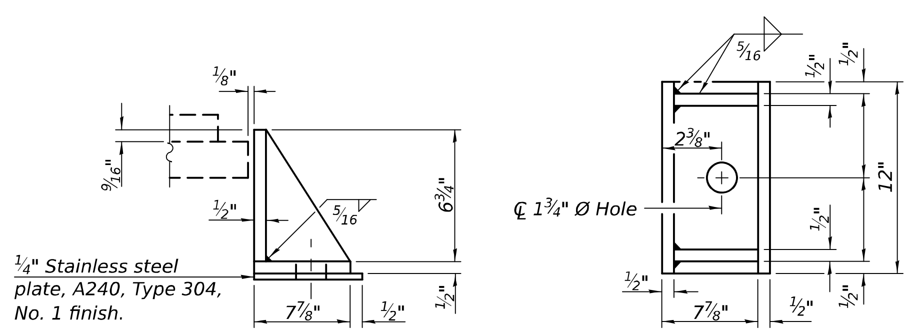


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

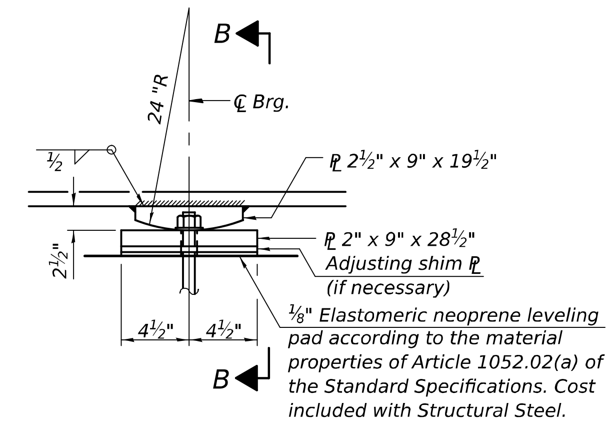


BEARING ASSEMBLY

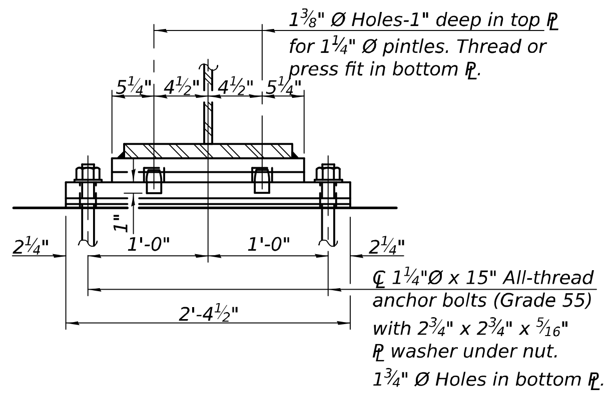


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

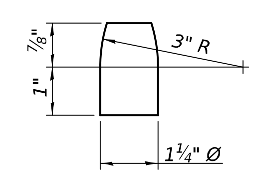


ELEVATION AT PIER



SECTION B-B

FIXED BEARING



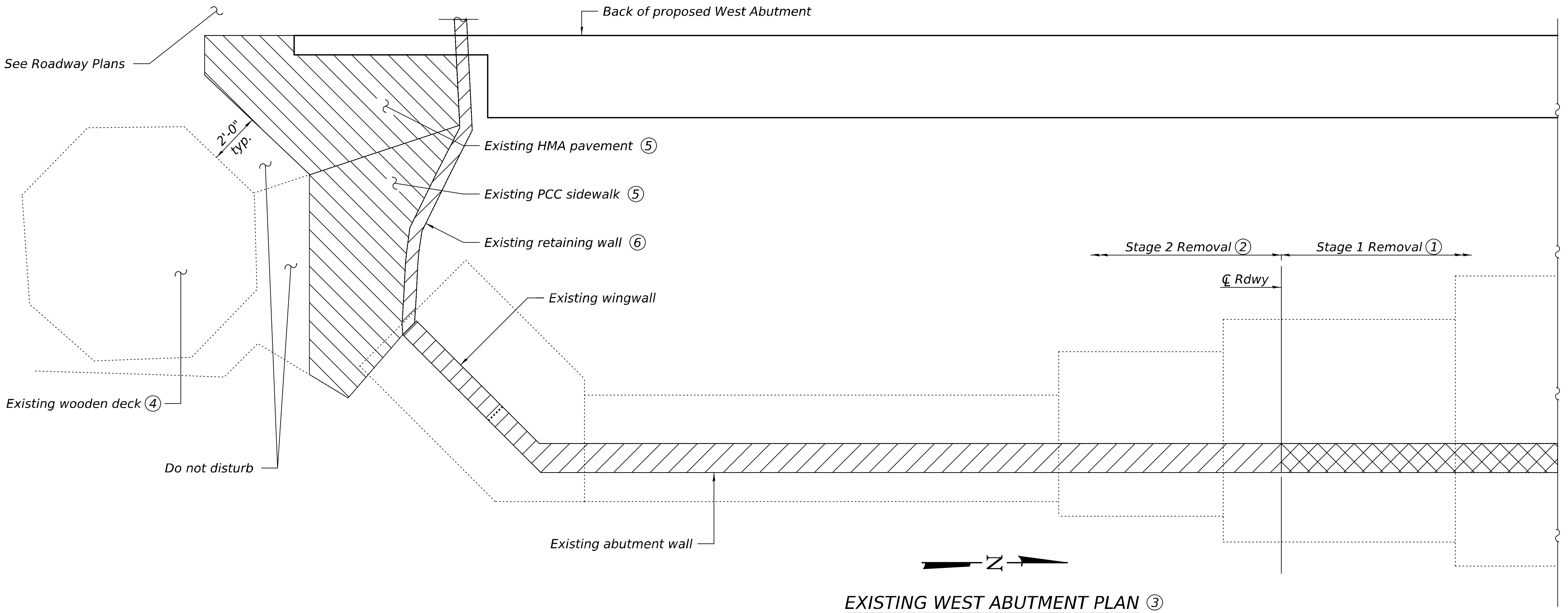
PINTLE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	28
Anchor Bolts, 1 1/4"	Each	112

Notes:

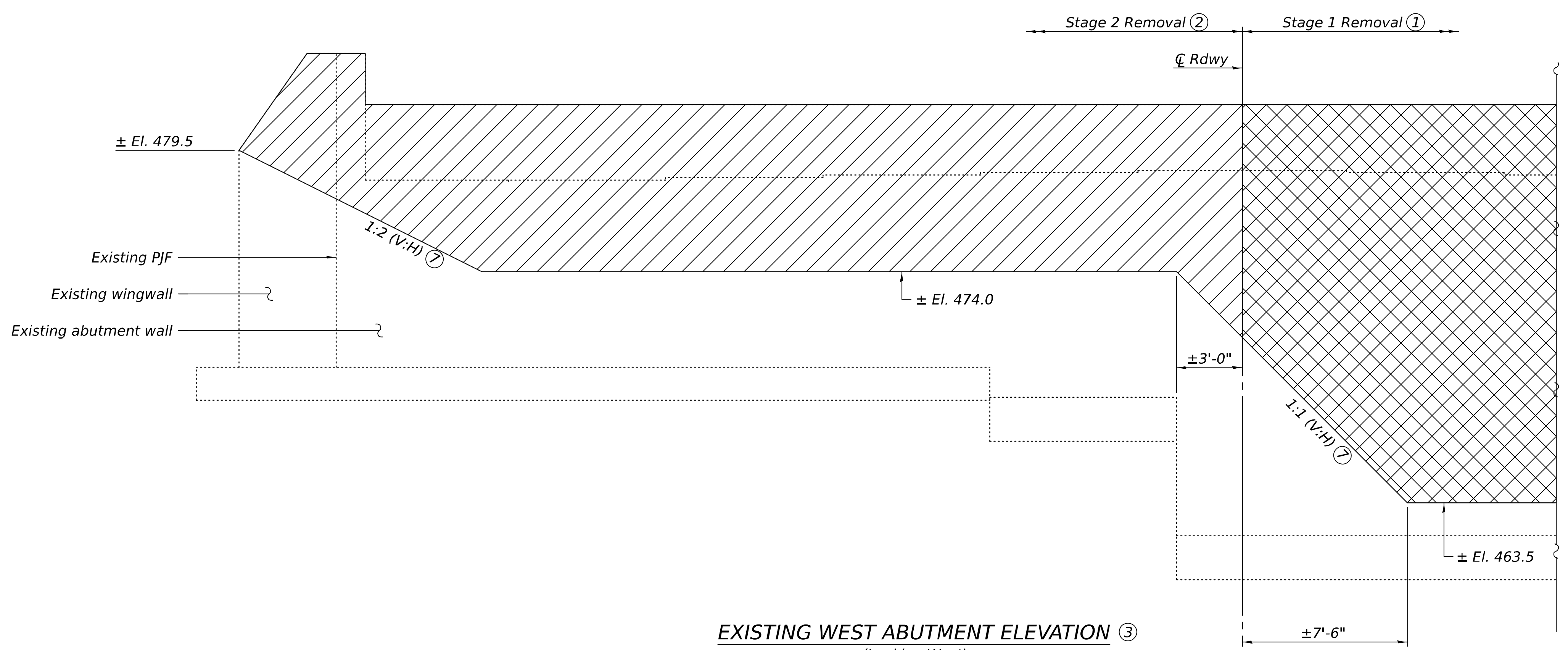
1. Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
2. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
3. Shim plates shall not be placed under bearing assembly.
4. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.
5. The structural steel plates and pintles of the fixed bearings shall conform to the requirements of AASHTO M270 Grade 50W.
6. 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.



EXISTING WEST ABUTMENT PLAN ③

LEGEND

- Portion of West Abutment to be removed in Stage 1 as part of Removal of Existing Structures
- Portion of West Abutment to be removed in Stage 2 as part of Removal of Existing Structures
- Stage 2 Pavement Removal ⑤



EXISTING WEST ABUTMENT ELEVATION ③

(Looking West)

Notes:

1. Remove existing abutment to at least one foot below finished grade according to Article 501.04 of the Standard Specifications.
2. Remove existing abutment to elevations shown, as indicated by hatched area.
3. Limits of removal may be varied to accommodate slope protection system as directed by the Engineer.
4. Contractor shall take care not to disturb the foundation of the existing wooden deck adjacent to the proposed wingwall. Any cost associated with meeting this requirement shall be included in Structure Excavation.
5. Removal area shall be covered with Stone Riprap, Class A5 as directed by the Engineer. Cost of removal included in Structure Excavation.
6. Existing retaining wall from existing wingwall to parking lot entrance shall be removed in its entirety. Cost included in Removal of Existing Structures.
7. Slopes shown are parallel to existing abutment wall.

FILE NAME: H:\P\222101 - D3 V-VWO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050-0260-66M55-045-West Abutment Removal.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REMOVAL
STRUCTURE NO. 050-0260

SHEET 45 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	159
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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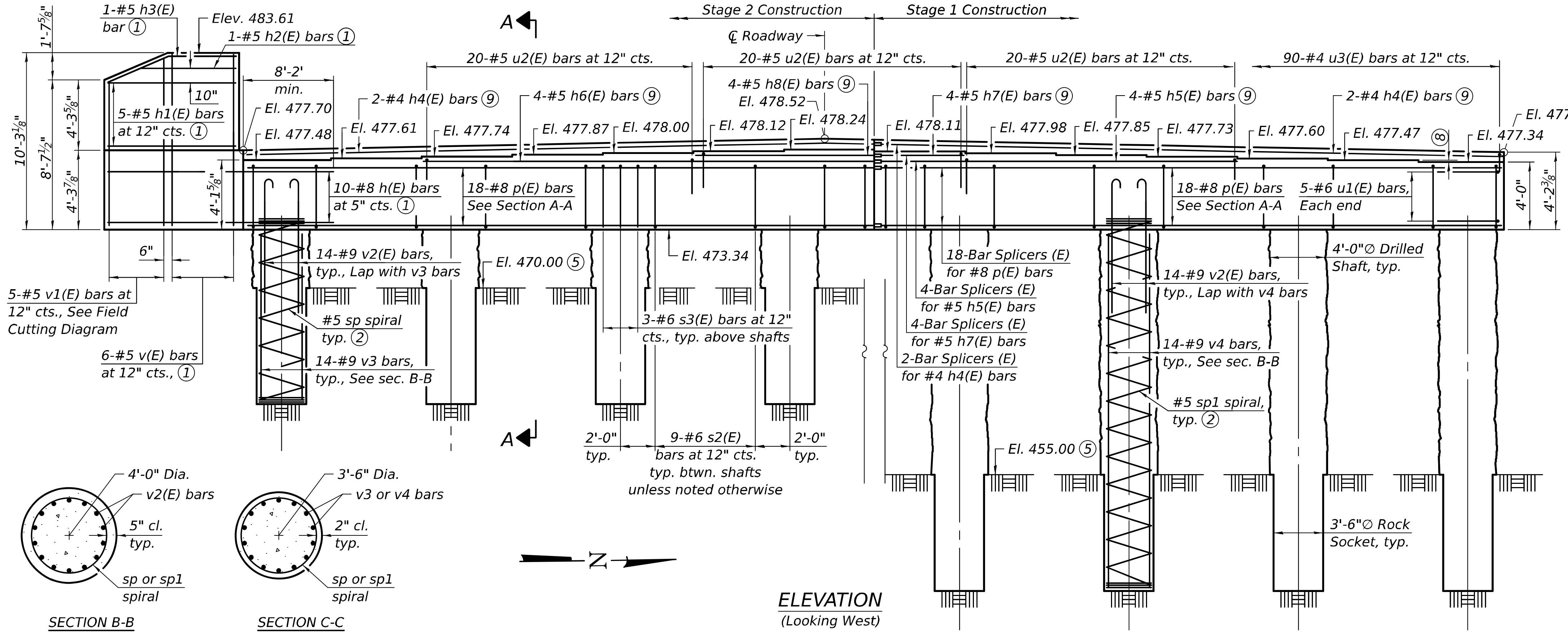
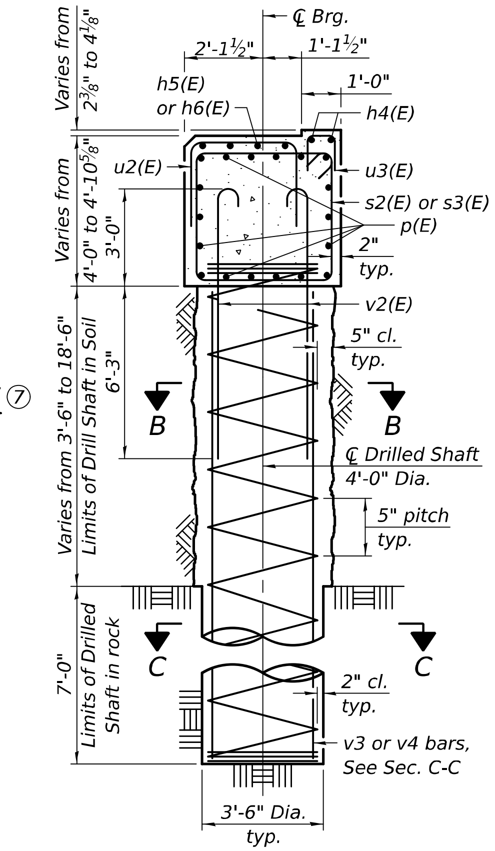


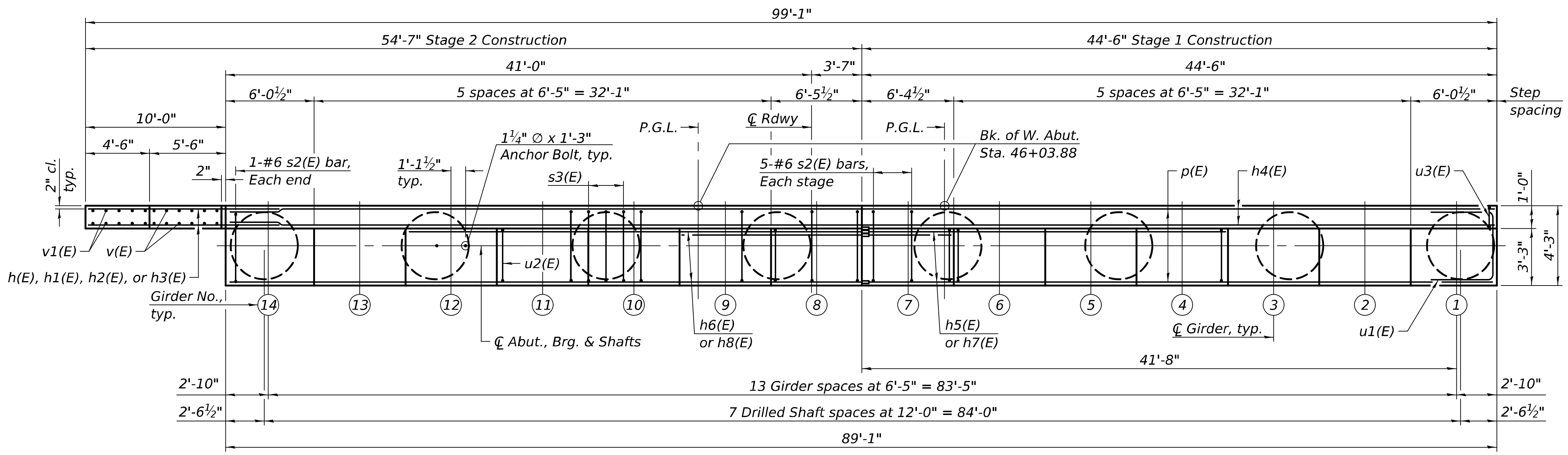
ELEVATION
(Looking West)



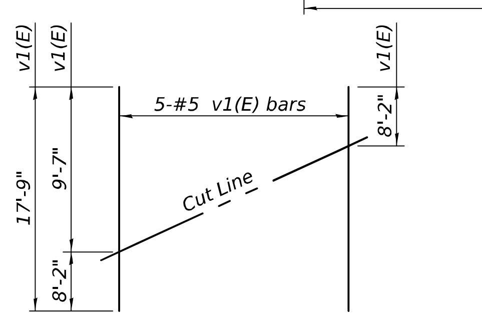
SECTION A-A

STEP HEIGHT TABLE (7)

	Height
Step 1	1½"
Step 2	1½"
Step 3	1½"
Step 4	1½"
Step 5	1½"
Step 6	1½"
Step 7	1½"
Step 8	1⅜"
Step 9	1½"
Step 10	1½"
Step 11	1½"
Step 12	1½"
Step 13	1½"

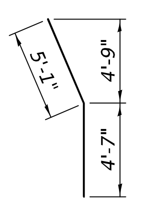


PLAN

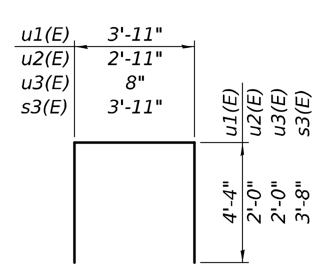


FIELD CUTTING DIAGRAM

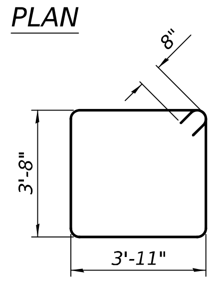
Order v1(E) full length. Cut as shown and use remainder of bars in opposite face of wing.



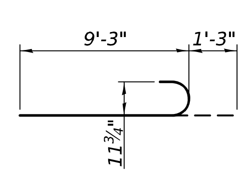
BAR h3(E)



BARS u1(E), u2(E), u3(E) & s3(E)



BAR s2(E)



BAR v2(E)

Notes:
(1) Each face.
(2) Provide 1½ extra turns to and bottom. Extend spiral 2" into abutment cap. Provide min. 4-#4 spacers or equivalent.
(3) Length is height of spiral.
(4) For details of Bar Splicers, see sheet 55 of 65.
(5) The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.
(6) Pour steps monolithically with cap.
(7) From right to left, looking west.
(8) Step height, typ., See Step Height Table.
(9) See Section A-A.
(10) Space reinforcement in cap to miss anchor bolts.

BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h(E)	20	#8	18'-0"	straight
	h1(E)	10	#5	9'-6"	straight
	h2(E)	2	#5	7'-2"	straight
	h3(E)	2	#5	9'-8"	bent
	h4(E)	4	#4	44'-2"	straight
	h5(E)	4	#5	25'-4"	straight
	h6(E)	4	#5	31'-10"	straight
	h7(E)	4	#5	6'-1"	straight
	h8(E)	4	#5	12'-7"	straight
	p(E)	36	#8	44'-2"	straight
	s2(E)	66	#6	16'-6"	closed stirrup
	s3(E)	24	#6	11'-3"	⊓
(3)	sp	4	#5	10'-6"	spiral
(3)	sp1	4	#5	25'-6"	spiral
	u1(E)	10	#6	12'-7"	⊔
	u2(E)	60	#5	6'-11"	⊔
	u3(E)	90	#4	4'-8"	⊔
	v(E)	12	#5	9'-9"	straight
	v1(E)	5	#5	17'-9"	straight
	v2(E)	112	#9	10'-6"	hooked
	v3	56	#9	10'-1"	straight
	v4	56	#9	25'-1"	straight

Structure Excavation	Cu. Yd.	282
Concrete Structures	Cu. Yd.	66.3
Reinforcement Bars	Pound	10,530
Reinforcement Bars, Epoxy Coated	Pound	12,930
Drilled Shaft in Soil	Cu. Yd.	40.9
Drilled Shaft in Rock	Cu. Yd.	20.0
Crosshole Sonic Logging Access Ducts	Foot	144
Crosshole Sonic Logging Access Testing	Each	8

FILE NAME: H:\P222101 - D3 VA\WO 11 - US 6 over Fox Bridge PSF\Bridge\Microstation\050-0260-66M55-046-West Abutment Details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 050-0260

SHEET 46 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	160
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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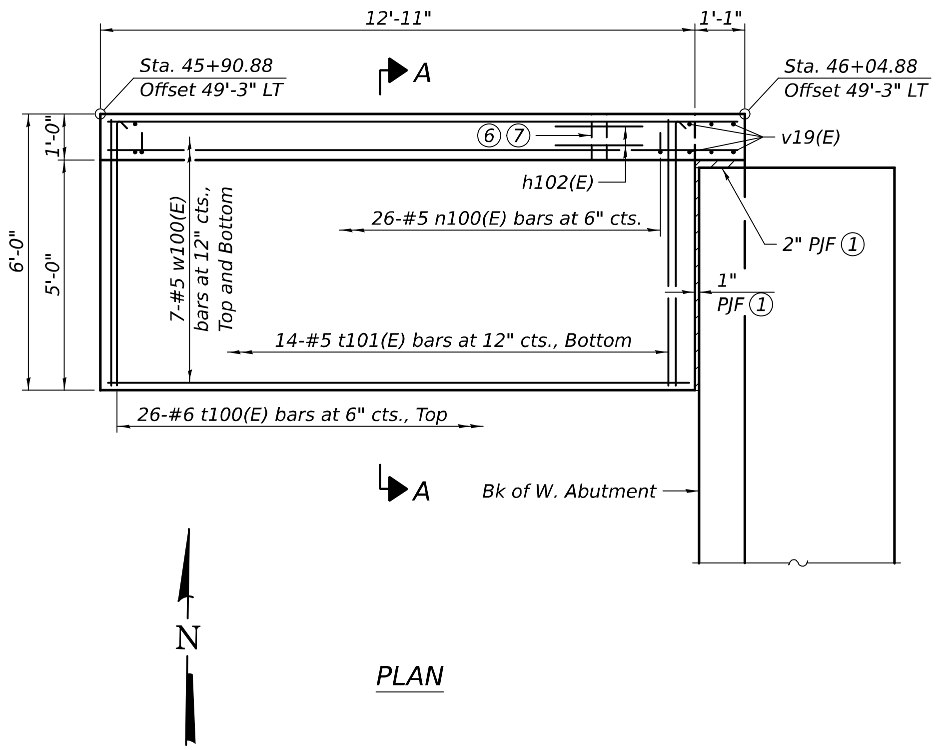
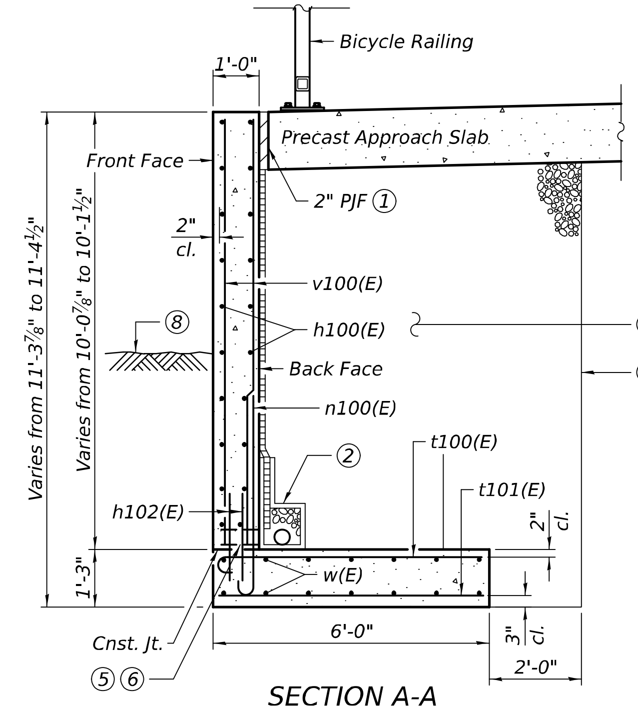


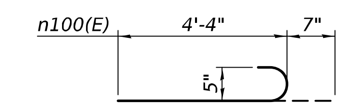
PLAN

MINIMUM BAR LAP

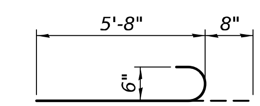
5 bar = 3'-2"



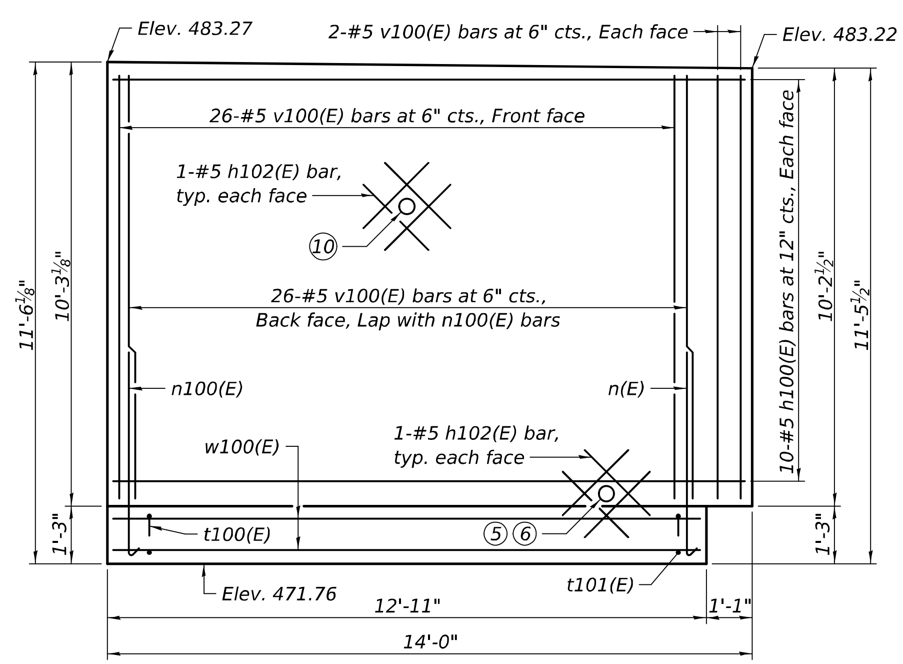
SECTION A-A



BARS n100(E)

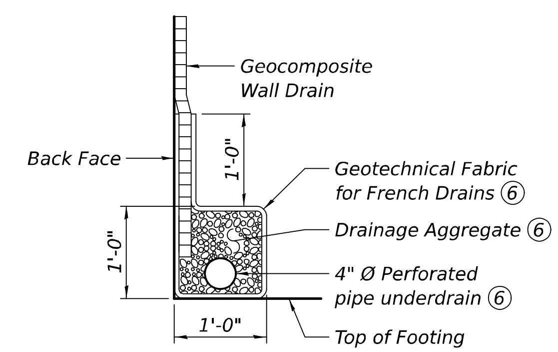


BAR t100(E)



ELEVATION

(Looking North)



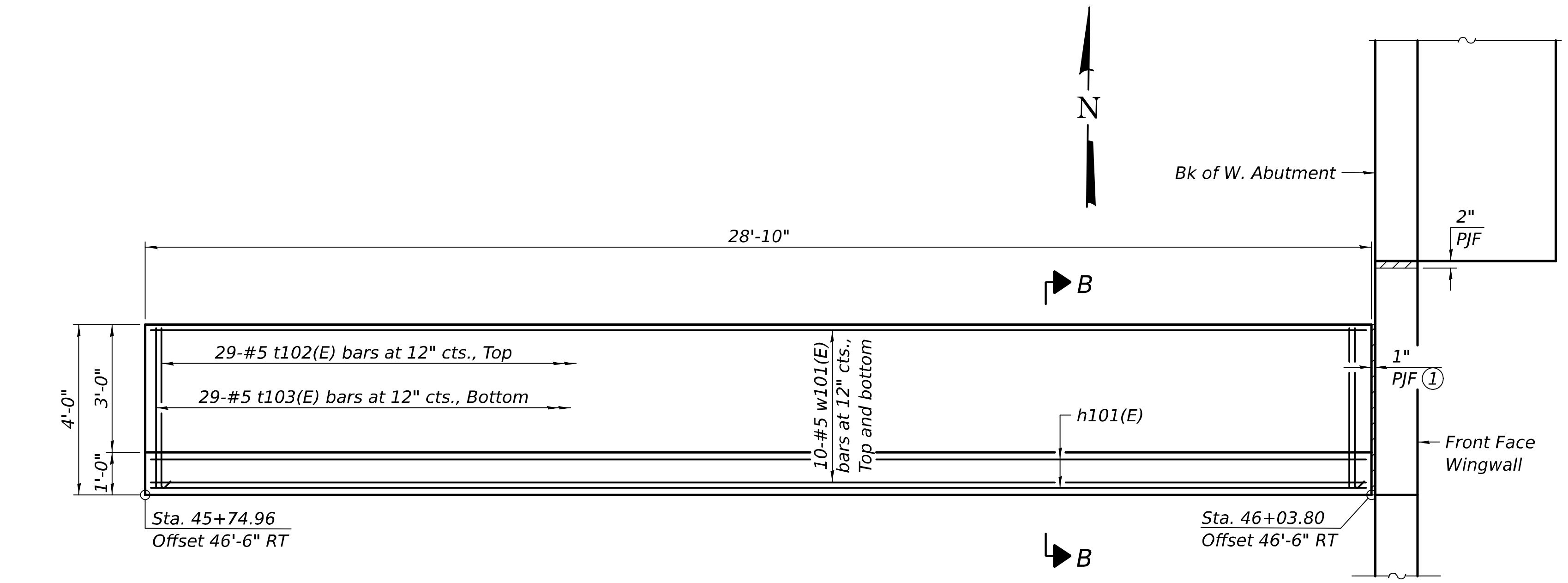
PIPE UNDERDRAIN DETAIL

BILL OF MATERIAL

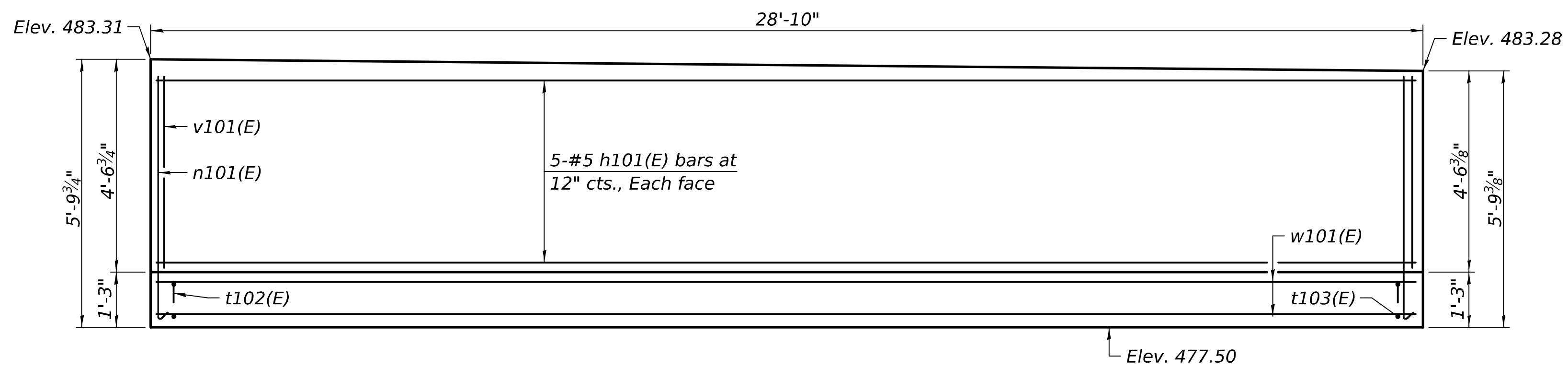
Bar	No.	Size	Length	Shape
h100(E)	20	#5	13'-8"	straight
h102(E)	16	#5	2'-0"	straight
n100(E)	26	#5	4'-11"	hooked
t100(E)	26	#6	6'-4"	hooked
t101(E)	14	#5	5'-8"	straight
v100(E)	56	#5	9'-2"	straight
w100(E)	14	#5	12'-7"	straight
Structure Excavation			Cu. Yd.	31
Concrete Structures			Cu. Yd.	8.8
Reinforcement Bars, Epoxy Coated			Pound	1,500

Notes:

1. PJF (per Article 1051.09 of the Standard Specification) bonded to retaining wall with suitable adhesive as recommended by supplier.
2. See Pipe Underdrain Detail.
3. Granular Backfill for Structures
4. Pay limits for Structure Excavation
5. Void for 4" Ø perforated pipe underdrain. Space reinforcement to maintain adequate clear cover.
6. Included in the cost of Pipe Underdrains for Structures.
7. The footing maximum applied service bearing pressure (Qmax) = 2.9 ksf.
8. Maximum exposed height = 5'-3"
9. See sheet 3 of 65 for Pipe Underdrain Layout.
10. Void for 2" ∅ air pipe with 4" ∅ insulation system. See Utility Plans. Location to be verified in the field. Space reinforcement to maintain adequate clear cover. Included in the cost of Concrete Structures.

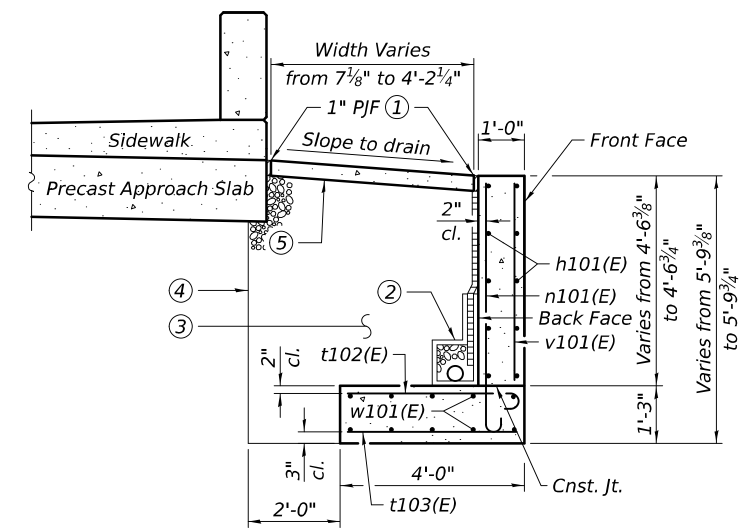


PLAN

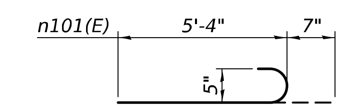


ELEVATION

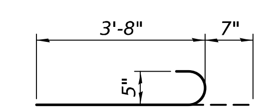
(Looking North)



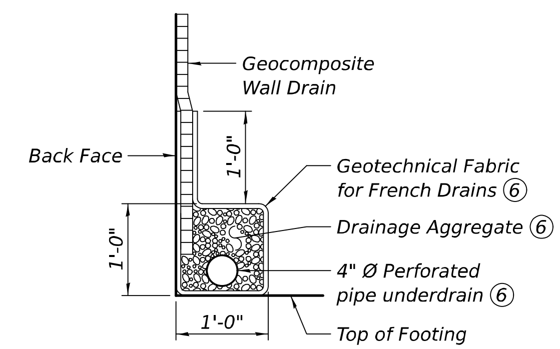
SECTION B-B



BAR n101(E)



BAR t102(E)



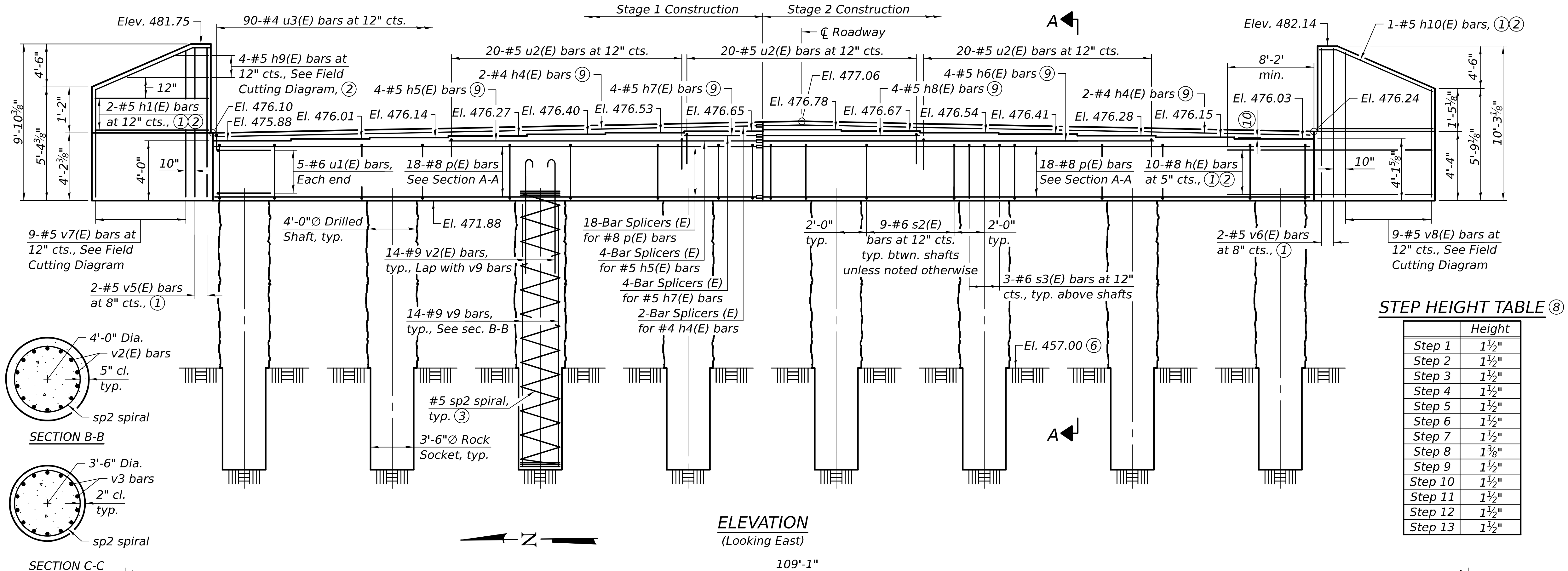
PIPE UNDERDRAIN DETAIL

BILL OF MATERIAL

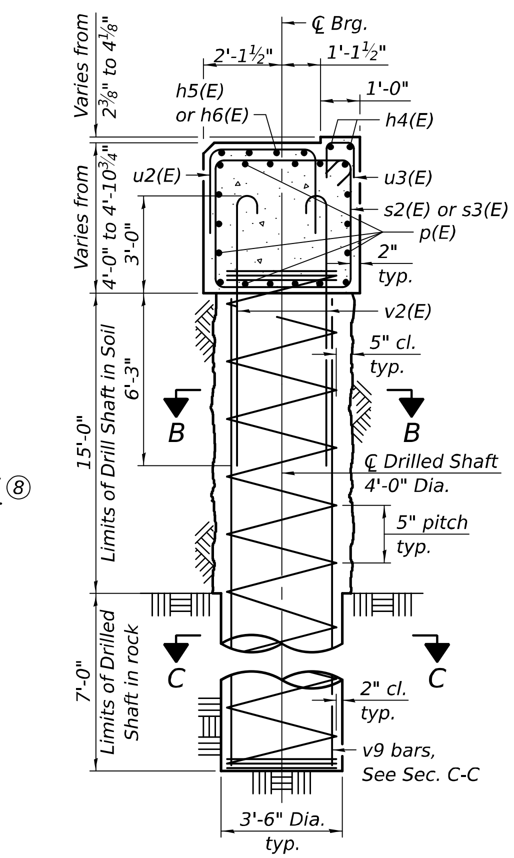
Bar	No.	Size	Length	Shape
h101(E)	10	#5	28'-6"	straight
n101(E)	29	#5	5'-11"	hooked
t102(E)	29	#5	4'-3"	hooked
t103(E)	29	#5	3'-8"	straight
v101(E)	29	#5	4'-3"	straight
w101(E)	10	#5	28'-6"	straight
Structure Excavation		Cu. Yd.	26	
Concrete Structures		Cu. Yd.	10.2	
Reinforcement Bars, Epoxy Coated		Pound	1,140	

Notes:

1. PJF (per Article 1051.09 of the Standard Specification) bonded to retaining wall with suitable adhesive as recommended by supplier.
2. See Pipe Underdrain Detail.
3. Granular Backfill for Structures
4. Pay limits for Structure Excavation
5. 4" Portland Cement Concrete Sidewalk, See Roadway Plans.
6. Included in the cost of Pipe Underdrains for Structures.
7. The footing maximum applied service bearing pressure (Qmax) = 1.2 ksf.
8. See sheet 3 of 65 for Pipe Underdrain Layout.



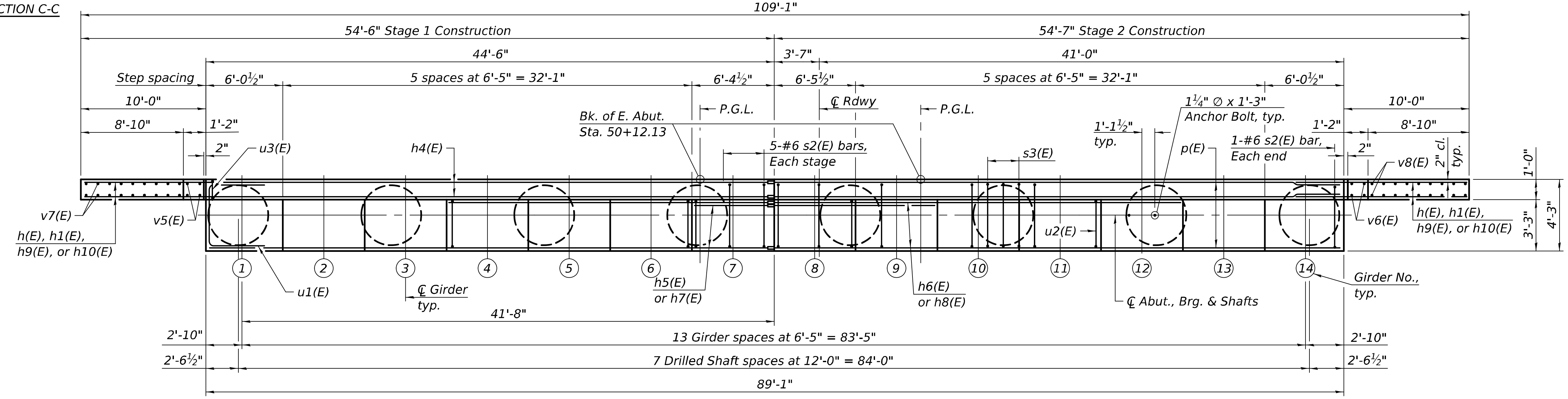
ELEVATION
(Looking East)



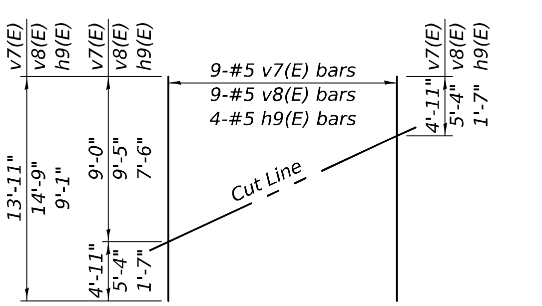
SECTION A-A

STEP HEIGHT TABLE (8)

	Height
Step 1	1½"
Step 2	1½"
Step 3	1½"
Step 4	1½"
Step 5	1½"
Step 6	1½"
Step 7	1½"
Step 8	1⅜"
Step 9	1½"
Step 10	1½"
Step 11	1½"
Step 12	1½"
Step 13	1½"

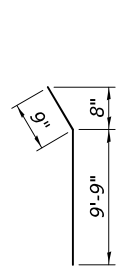


PLAN

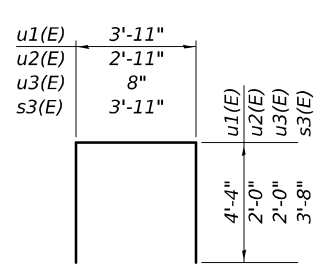


FIELD CUTTING DIAGRAM

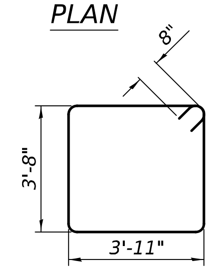
Order v7(E), v8(E) and h9(E) full length. Cut as shown and use remainder of bars in opposite face of wing.



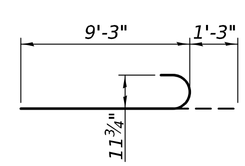
BAR h10(E)



BARS u1(E), u2(E), u3(E) & s3(E)



BAR s2(E)



BAR v2(E)

Notes:
1. Each face.
2. Each wing.
3. Provide 1½ extra turns to and bottom. Extend spiral 2" into abutment cap. Provide min. 4-#4 spacers or equivalent.
4. Length is height of spiral.
5. For details of Bar Splicers, see sheet 55 of 65.
6. The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.
7. Pour steps monolithically with cap.
8. From left to right, looking east.
9. See Section A-A.
10. Step height, typ., See Step Height Table.
11. Space reinforcement in cap to miss anchor bolts.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#8	18'-0"	straight
h1(E)	8	#5	9'-6"	straight
h4(E)	4	#4	44'-2"	straight
h5(E)	4	#5	25'-4"	straight
h6(E)	4	#5	31'-10"	straight
h7(E)	4	#5	6'-1"	straight
h8(E)	4	#5	12'-7"	straight
h9(E)	8	#5	9'-1"	straight
h10(E)	4	#5	10'-6"	bent
p(E)	36	#8	44'-2"	straight
s2(E)	66	#6	16'-6"	closed
s3(E)	24	#6	11'-3"	⊓
(4) sp2	8	#5	22'-0"	spiral
u1(E)	10	#6	12'-7"	⊔
u2(E)	60	#5	6'-11"	⊔
u3(E)	90	#4	4'-8"	⊔
v2(E)	112	#9	10'-6"	hooked
v5(E)	4	#5	9'-2"	straight
v6(E)	4	#5	9'-9"	straight
v7(E)	9	#5	13'-11"	straight
v8(E)	9	#5	14'-9"	straight
v9	112	#9	21'-11"	straight

Item	Unit	Quantity
Structure Excavation	Cu. Yd.	310
Concrete Structures	Cu. Yd.	68.3
Reinforcement Bars	Pound	12,980
Reinforcement Bars, Epoxy Coated	Pound	14,090
Drilled Shaft in Soil	Cu. Yd.	56.9
Drilled Shaft in Rock	Cu. Yd.	20.0
Crosshole Sonic Logging Access Ducts	Foot	176
Crosshole Sonic Logging Access Testing	Each	8

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 050-0260

SHEET 49 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	163
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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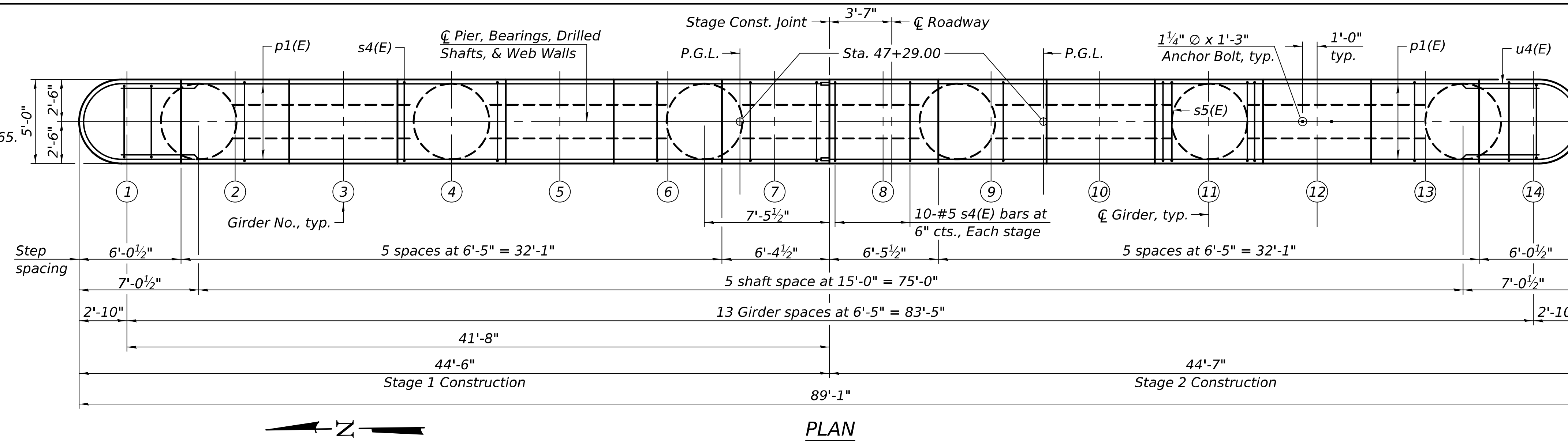
Notes:

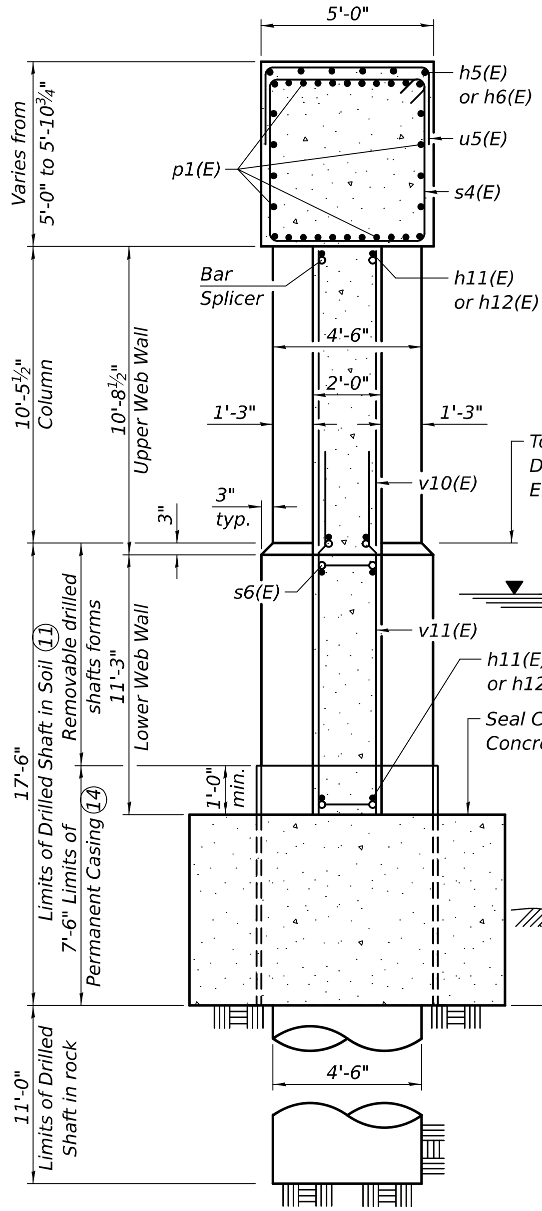
1. Cast steps monolithically with cap.
2. Minimum lap for epoxy coated spirals = 3'-9". Minimum lap for non epoxy coated spirals = 2'-6"
3. Space reinforcement in cap to miss anchor bolts.
4. See Section C-C.
5. For details of Bar Splicers, see sheet 55 of 65.
6. For Sections A-A, B-B, D-D, bar details, and Bill of Material, see sheets 52 and 53 of 65.
7. Extend spiral 2" into pier cap.
8. Provide 1½ extra turns top and bottom. Provide min. 4-#4 spacers or equivalent.
9. Step height, typ., See Step Height Table.
10. From left to right, looking east.
11. If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.
12. For details of Cofferdam (Type 2) and Seal Coat Concrete, see sheet 52 of 65.
13. For Construction Sequence for Web Wall, see sheet 52 of 65.
14. Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. Pay limits for the Permanent Casing are based on the minimum length shown.



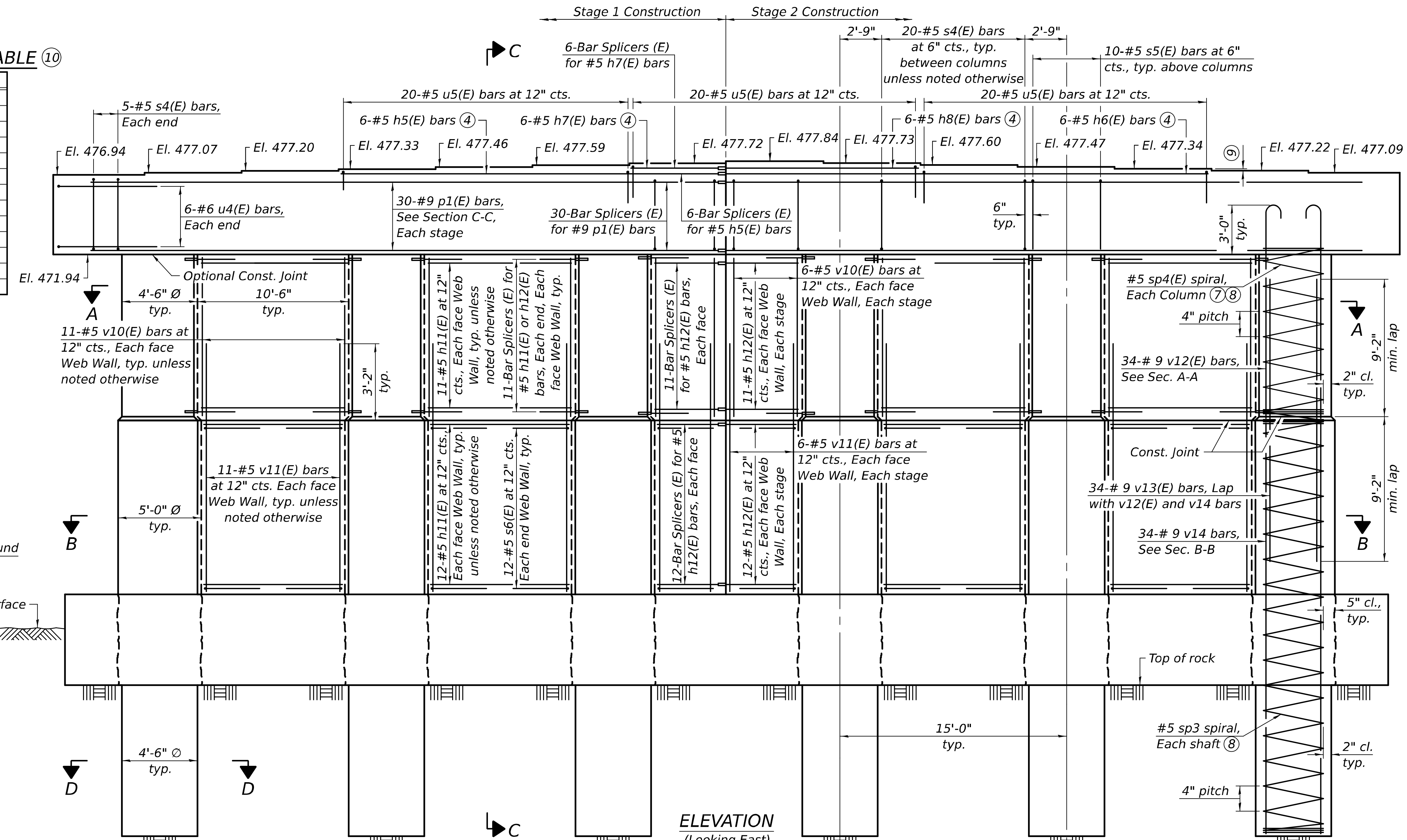
PLAN

STEP HEIGHT TABLE (10)

	Height
Step 1	1½"
Step 2	1½"
Step 3	1½"
Step 4	1½"
Step 5	1½"
Step 6	1½"
Step 7	1½"
Step 8	1⅜"
Step 9	1½"
Step 10	1½"
Step 11	1½"
Step 12	1½"
Step 13	1½"



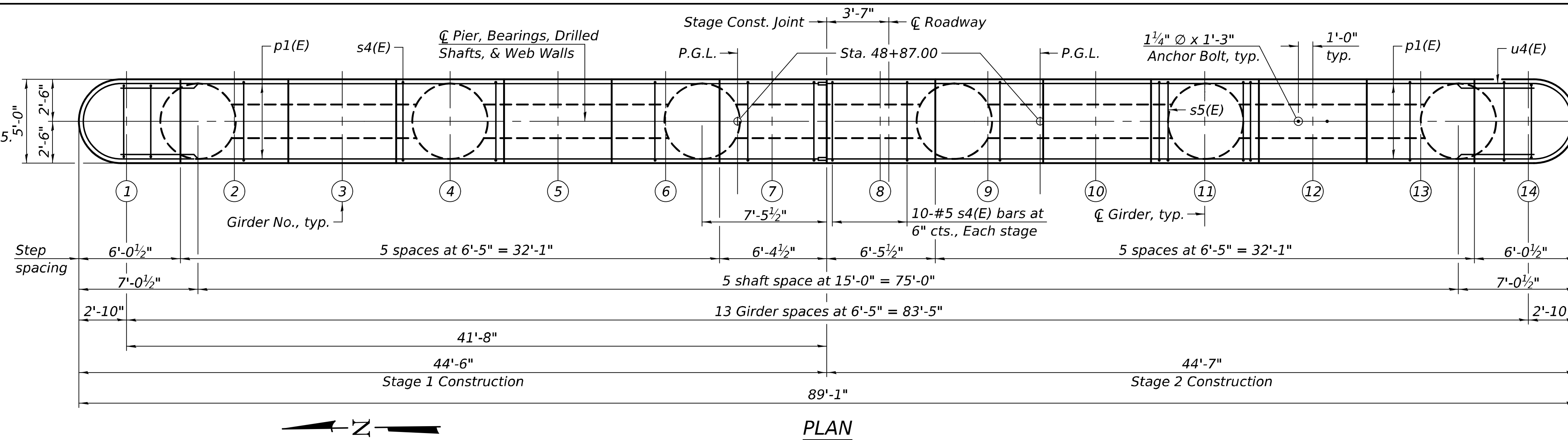
SECTION C-C



ELEVATION
(Looking East)

Notes:

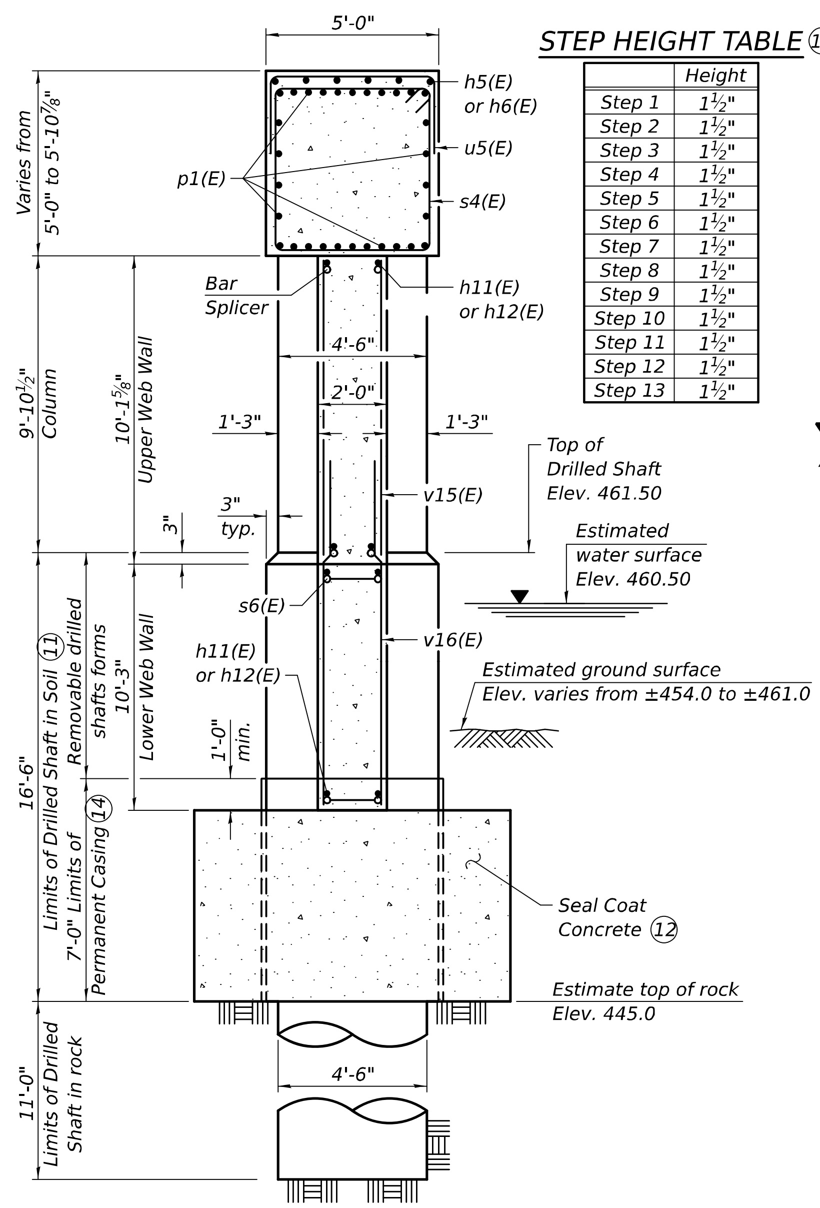
1. Cast steps monolithically with cap.
2. Minimum lap for epoxy coated spirals = 3'-9". Minimum lap for non epoxy coated spirals = 2'-6"
3. Space reinforcement in cap to miss anchor bolts.
4. See Section C-C.
5. For details of Bar Splicers, see sheet 55 of 65.
6. For Sections A-A, B-B, D-D, bar details, and Bill of Material, see sheets 52 and 53 of 65.
7. Extend spiral 2" into pier cap.
8. Provide $1\frac{1}{2}$ extra turns top and bottom. Provide min. 4-#4 spacers or equivalent.
9. Step height, typ., See Step Height Table.
10. From left to right, looking east.
11. If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.
12. For details of Cofferdam (Type 2) and Seal Coat Concrete, see sheet 52 of 65.
13. For Construction Sequence for Web Wall, see sheet 52 of 65.
14. Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. Pay limits for the Permanent Casing are based on the minimum length shown.



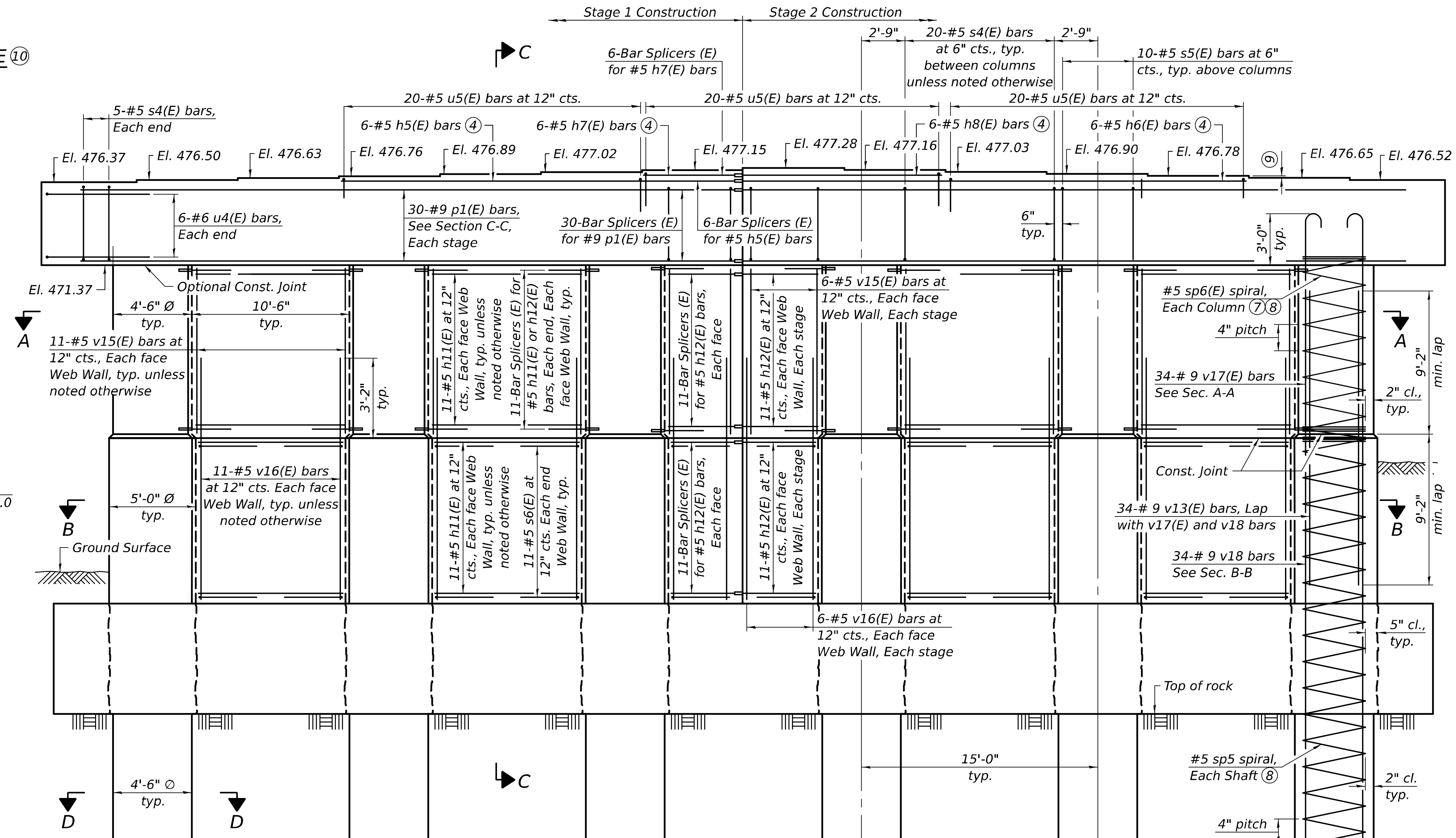
PLAN

STEP HEIGHT TABLE (10)

	Height
Step 1	$1\frac{1}{2}$"
Step 2	$1\frac{1}{2}$"
Step 3	$1\frac{1}{2}$"
Step 4	$1\frac{1}{2}$"
Step 5	$1\frac{1}{2}$"
Step 6	$1\frac{1}{2}$"
Step 7	$1\frac{1}{2}$"
Step 8	$1\frac{1}{2}$"
Step 9	$1\frac{1}{2}$"
Step 10	$1\frac{1}{2}$"
Step 11	$1\frac{1}{2}$"
Step 12	$1\frac{1}{2}$"
Step 13	$1\frac{1}{2}$"



SECTION C-C



ELEVATION
(Looking East)

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PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 050-0260

SHEET 51 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	165
		CONTRACT NO. 66M55		
		ILLINOIS FED. AID PROJECT		

FILE NAME: H:\P222101 - D3 VA/WO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\050-0260-66M55-051-Pier 2 Details.dgn

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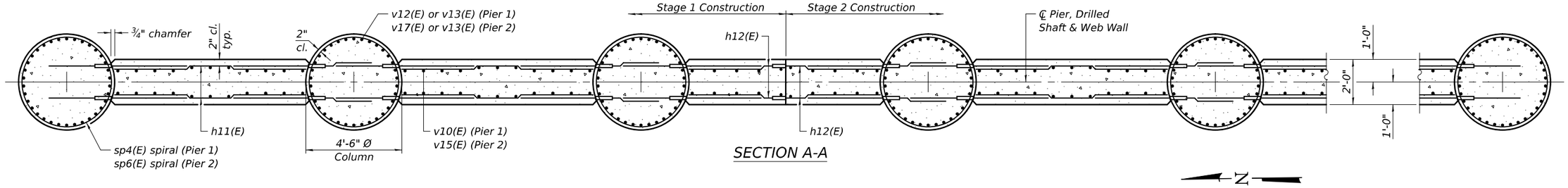
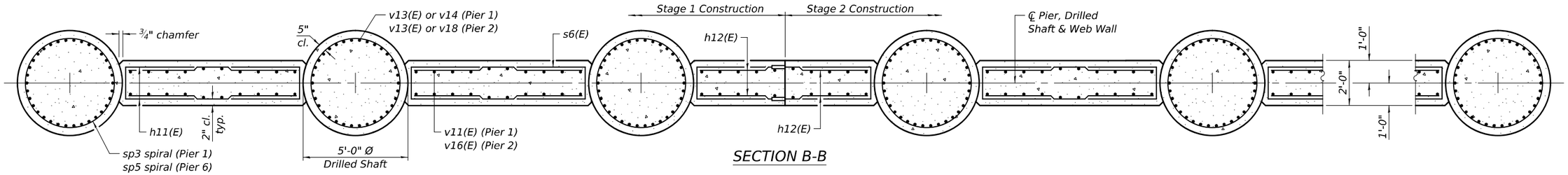
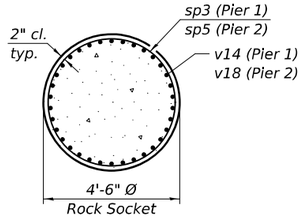


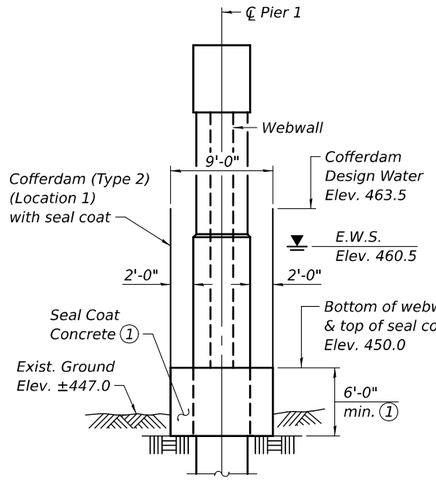
SECTION A-A

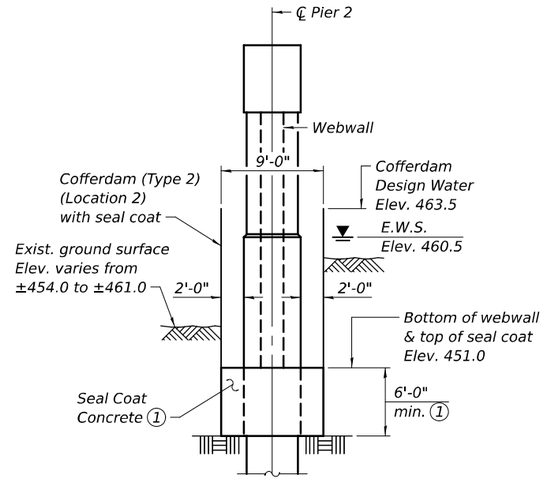


SECTION B-B



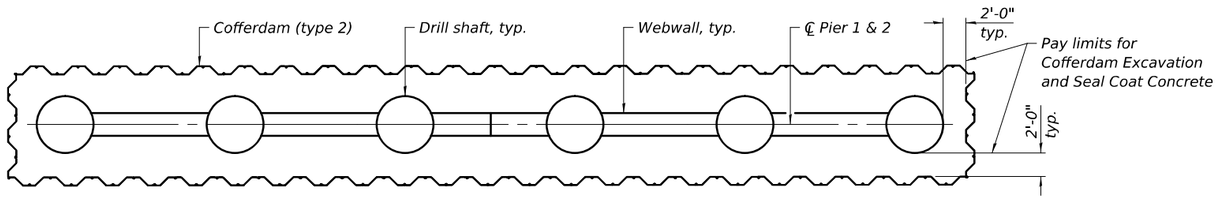
SECTION D-D





COFFERDAM DETAIL

(Looking north)



COFFERDAM PLAN ②

Notes:

① *Seal Coat Concrete is mandatory and the thickness shall not be less than 3'-0". Cofferdam design details shall be submitted to the Engineer for approval.*

② *Cofferdam staging shall be determined by the Contractor.*

FILE NAME: H:\P222101 • D3 V•\WO 11 • US 8 over Fox Bridge PSE\Bridge\Microstation\050026O•66M55•452•Pier Details.dgn

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PLOT SCALE = $SCALE$	DRAWN - KP	REVISED -	
PLOT DATE = 3/9/2026	CHECKED - ETH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 050-0260
SHEET 52 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	166
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

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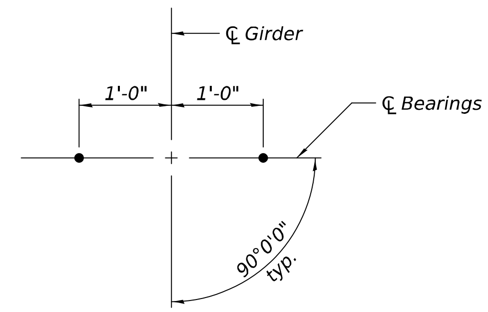
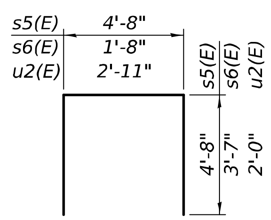
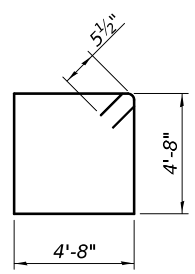


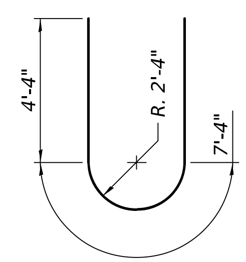
ANCHOR BOLT LAYOUT



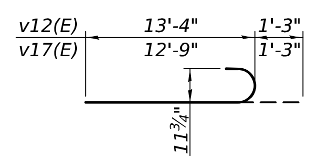
BARS s5(E), s6(E), & u5(E)



BAR s4(E)



BAR u4(E)



BARS v12(E) & v17(E)

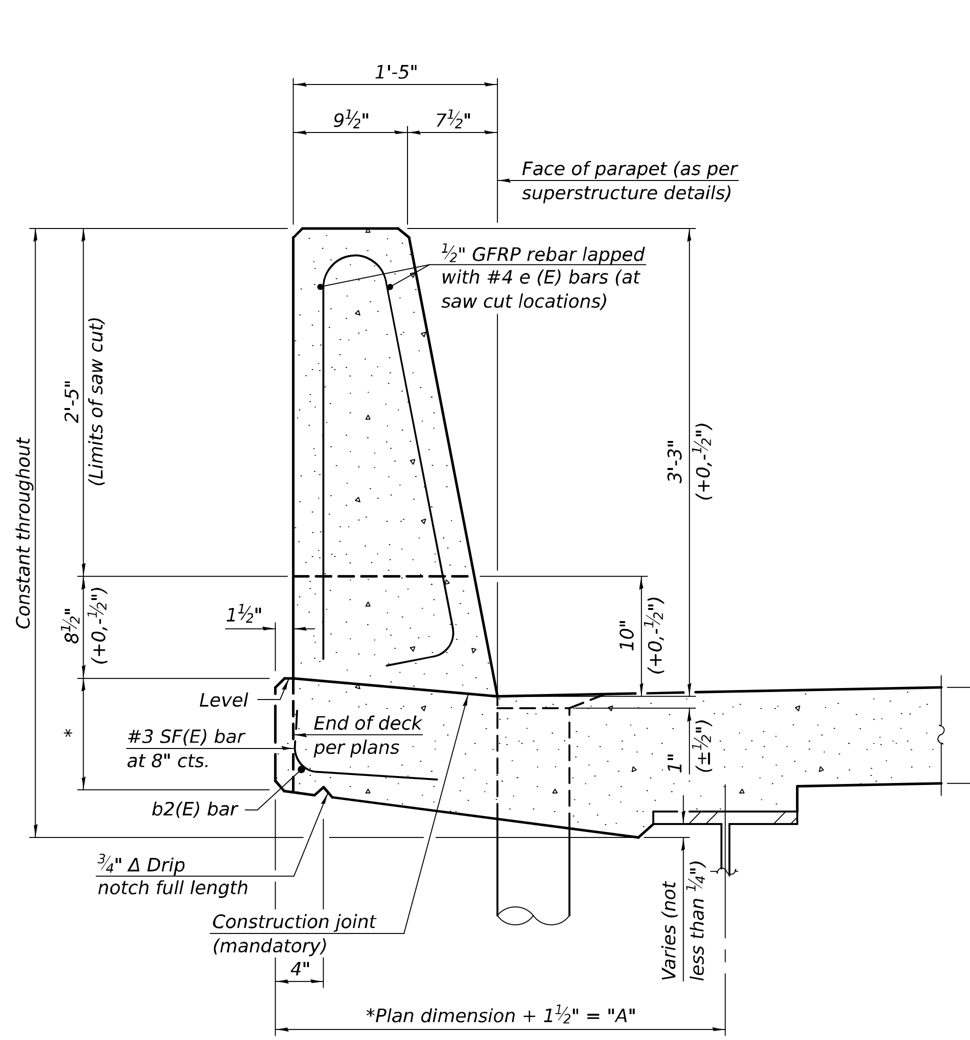
BILL OF MATERIAL
PIER 1

Bar	No.	Size	Length	Shape
h5(E)	6	#5	25'-4"	
h6(E)	6	#5	31'-10"	
h7(E)	6	#5	6'-1"	
h8(E)	6	#5	12'-7"	
h11(E)	184	#5	9'-8"	
h12(E)	92	#5	4'-8"	
p1(E)	60	#9	41'-10"	
s4(E)	110	#5	19'-7"	
s5(E)	60	#5	14'-0"	
s6(E)	120	#5	8'-10"	
(1) sp3	6	#5	28'-2"	
(1) sp4(E)	6	#5	10'-6"	
u4(E)	12	#6	16'-0"	
u5(E)	60	#5	8'-8"	
v10(E)	112	#5	10'-2"	
v11(E)	112	#5	14'-3"	
v12(E)	204	#9	14'-7"	
v13(E)	204	#9	18'-8"	
v14	204	#9	27'-2"	
Cofferdam Excavation			Cu. Yd.	84
Cofferdam (Type 2) (Location - 1)			Each	1
Concrete Structures			Cu. Yd.	210.2
Seal Coat Concrete			Cu. Yd.	141.8
Reinforcement Bars			Pound	26,710
Reinforcement Bars, Epoxy Coated			Pound	45,110
Permanent Casing			Foot	45
Drilled Shaft in Soil			Cu. Yd.	76.3
Drilled Shaft in Rock			Cu. Yd.	38.9
Crosshole Sonic Logging Access Ducts			Foot	171
Crosshole Sonic Logging Access Testing			Each	6

BILL OF MATERIAL
PIER 2

Bar	No.	Size	Length	Shape
h5(E)	6	#5	25'-4"	
h6(E)	6	#5	31'-10"	
h7(E)	6	#5	6'-1"	
h8(E)	6	#5	12'-7"	
h11(E)	176	#5	9'-8"	
h12(E)	88	#5	4'-8"	
p1(E)	60	#9	41'-10"	
s4(E)	110	#5	19'-7"	
s5(E)	60	#5	14'-0"	
s6(E)	110	#5	8'-10"	
(1) sp5	6	#5	27'-2"	
(1) sp6(E)	6	#5	9'-11"	
u4(E)	12	#6	16'-0"	
u5(E)	60	#5	8'-8"	
v13(E)	204	#9	18'-8"	
v15(E)	112	#5	9'-7"	
v16(E)	112	#5	13'-3"	
v17(E)	204	#9	14'-0"	
v18	204	#9	26'-2"	
Cofferdam Excavation			Cu. Yd.	350
Cofferdam (Type 2) (Location - 2)			Each	1
Concrete Structures			Cu. Yd.	198.8
Seal Coat Concrete			Cu. Yd.	141.8
Reinforcement Bars			Pound	25,770
Reinforcement Bars, Epoxy Coated			Pound	44,190
Permanent Casing			Foot	42
Drilled Shaft in Soil			Cu. Yd.	72.0
Drilled Shaft in Rock			Cu. Yd.	38.9
Crosshole Sonic Logging Access Ducts			Foot	165
Crosshole Sonic Logging Access Testing			Each	6

Notes:
(1) Length is height of Spiral.

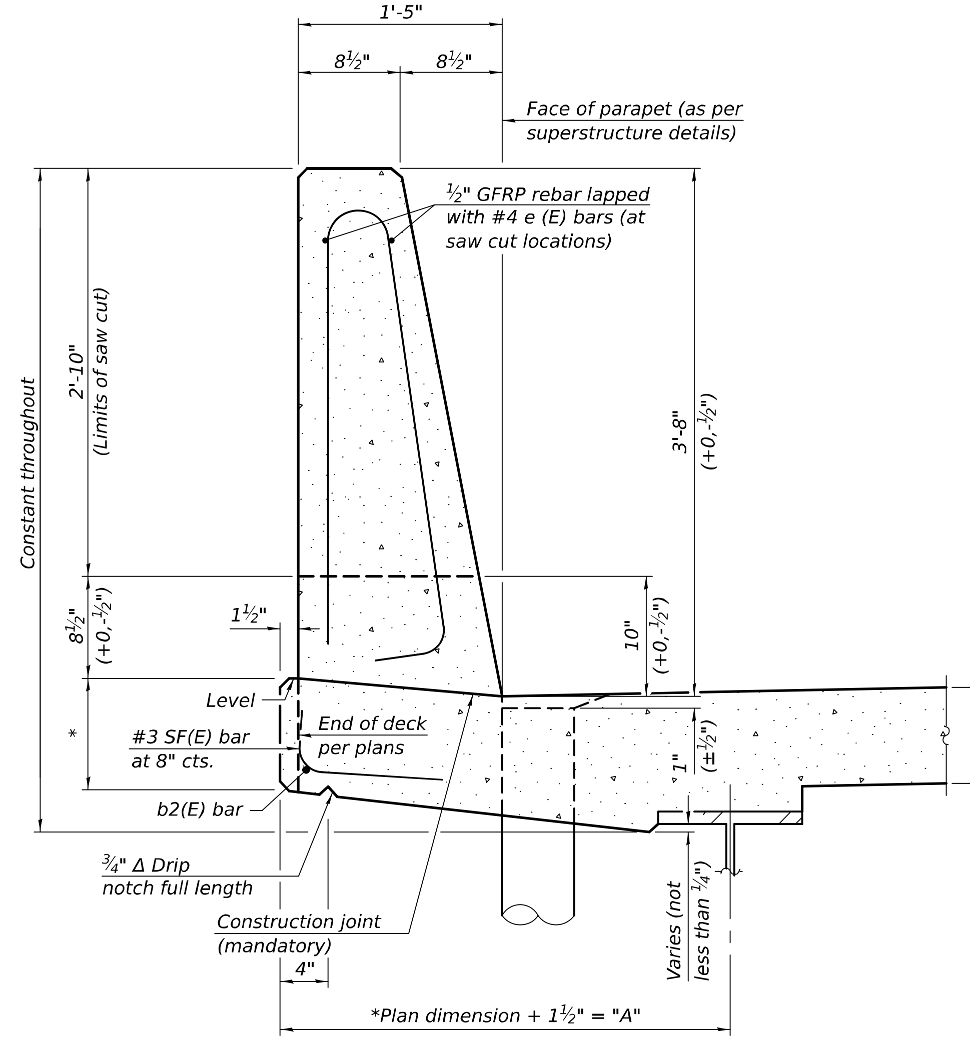


STEEL SUPERSTRUCTURES

39" CONSTANT-SLOPE PARAPET SECTION

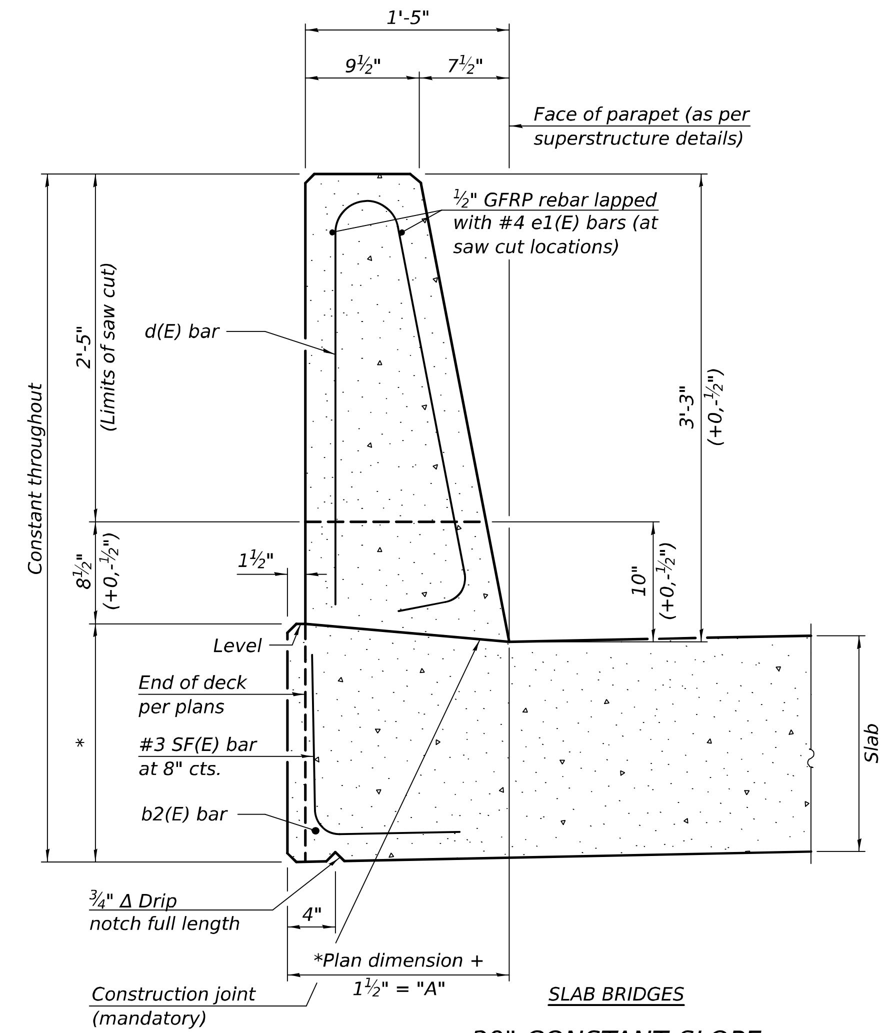
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



44" CONSTANT-SLOPE PARAPET SECTION

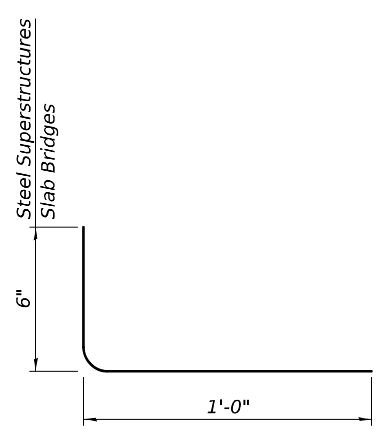
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



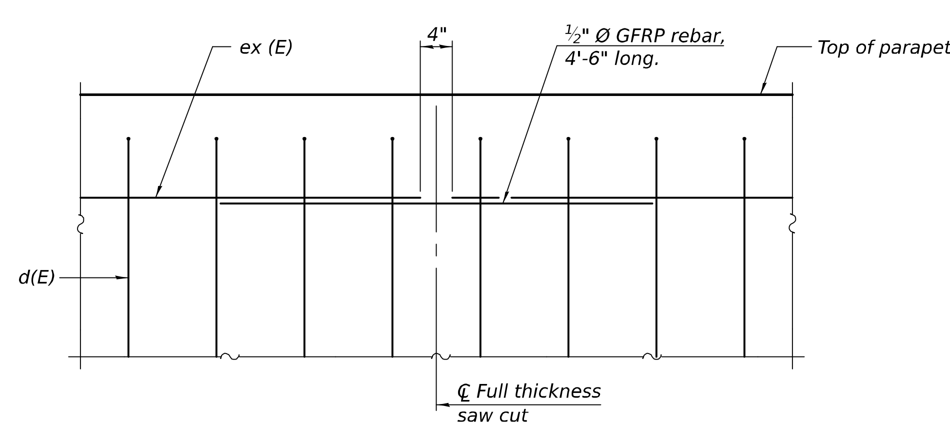
SLAB BRIDGES

39" CONSTANT-SLOPE PARAPET SECTION

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



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

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" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44 10/27/2023

FILE NAME: H:\P222101 - D3 V-IWO 11 - US 6 over Fox Bridge PSE\Bridge\Microstation\0500260-66M55-054-Concrete Parapet Slipforming Options.dgn

OATES ASSOCIATES www.oatesassociates.com ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 050-0260	F.A.P. RTE. 623	SECTION (30)SW,RS-4&(E-1)BR	COUNTY LASALLE; TOTAL SHEETS 205; SHEET NO. 168
		CHECKED -	REVISED -					CONTRACT NO. 66M55
	PLOT SCALE = $SCALES	DRAWN -	REVISED -		SHEET 54 OF 65 SHEETS			ILLINOIS FED. AID PROJECT
	PLOT DATE = 3/9/2026	CHECKED -	REVISED -					

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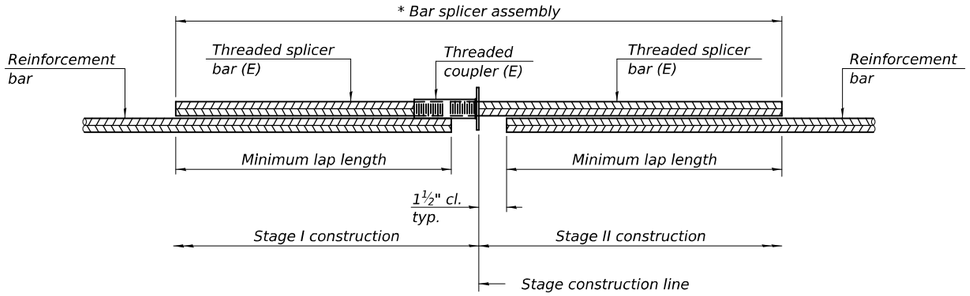


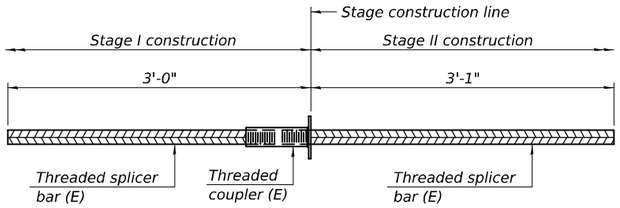
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

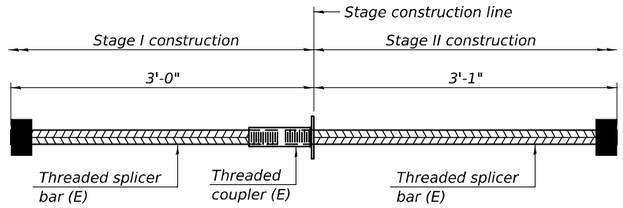
Threaded splicer bar length = min. lap length + 1½" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutments	#4	4	2'-11"
Abutments	#5	16	3'-7"
Abutments	#8	36	5'-9"
Approach Footings	#5	80	3'-2"
Approach Slabs	#5	62	3'-0"
Deck	#5	1,224	3'-6"
Semi-Integral Diaphragms, Back Face	#4	4	2'-5"
Semi-Integral Diaphragms, Back Face	#6	20	4'-0"
Semi-Integral Diaphragms, Front Face	#6	8	See Diaphragm Bar Splicer Detail
Semi-Integral Diaphragms, Front Face	#6	4	See Diaphragm Headed Bar Splicer Detail
Piers	#5	554	3'-7"
Piers	#9	60	10'-4"

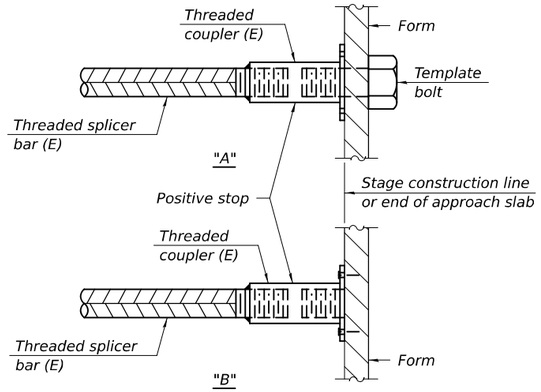


DIAPHRAGM BAR SPLICER DETAIL



DIAPHRAGM HEADED BAR SPLICER DETAIL

(Headed. 8 - #6 Bar Terminators)



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.

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

5-15-2023

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DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 050-0260
SHEET 55 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	169
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: H:\P222101 • D3 V•WO 11 • US 8 over Fox Bridge PSE\Bridge\Microstation\050026O-66M55-050-Bar Splicer Details.dgn

3/9/2026 2:56:00 PM

BORING LOG 1 (RockCore)

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

WEI Job No.: KE225071A
Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 481.64 ft
Latitude: 41.356342403
Longitude: -88.826586086
Station: 50+45
Offset: 28.4 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
481.4	3.25-inch thick ASPHALT --PAVEMENT--					
480.6	9.75-inch thick CONCRETE --PAVEMENT--					
	Drilled without sampling to 18.5 feet					
463.1	Medium stiff, brown and gray SILTY CLAY LOAM	20	1	3 4 4	0.82 B	
			2	2 2 3	0.57 B	
			3	50/6"	0.50 P	
458.2	Extremely weak to moderate strength, light yellowish white to gray, very poor rock quality SANDSTONE; highly to slightly weathered, intensely to slightly desintegrated, horizontal joints consistent with the sandstone bedding. --Run 1: 24.0 to 28.0 feet-- --Recovery: 23%-- --RQD: 0%--	25	4 (CORE)			0
	--Run 2: 28.0 to 34.0 feet-- --Recovery: 0%--	30	5 (CORE)		NR	
	--Run 3: 34.0 to 44.0 feet-- --Recovery: 75%-- --RQD: 23%--	35				
	--Q_u=2,232 psi (@38.0 ft)	40	6 (CORE)			23

GENERAL NOTES

Begin Drilling: 06-01-2022 — Complete Drilling: 06-01-2022
Drilling Contractor: Wang Testing Services — Drill Rig: 17B57T [91%]
Driller: R&K — Logger: F. Bozga — Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 23.5 feet, mud rotary afterward; backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: 20' wash
Time After Drilling: NA
Depth to Water: NA

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

BORING LOG 1 (RockCore)

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

WEI Job No.: KE225071A
Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 481.64 ft
Latitude: 41.356342403
Longitude: -88.826586086
Station: 50+45
Offset: 28.4 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)
437.6	Boring terminated at 44.00 ft	45
		50
		55
		60

GENERAL NOTES

Begin Drilling: 06-01-2022 — Complete Drilling: 06-01-2022
Drilling Contractor: Wang Testing Services — Drill Rig: 17B57T [91%]
Driller: R&K — Logger: F. Bozga — Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 23.5 feet, mud rotary afterward; backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: 20' wash
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 3 (RockCore)

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 483.69 ft
Latitude: 41.35641
Longitude: -88.82821
Station: 45+98
Offset: 3.4 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	ASPHALT --PAVEMENT--						
482.7	Drilled without sampling to 14 feet						
		5					
		10					
469.7	Medium strong, light yellowish brown to light gray, fair to good rock quality, moderately weathered to fresh SANDSTONE; closely spaced to massive, mainly horizontal and rarely oblique joints consistent with the sandstone bedding, moderately to slightly weathered joints, no infill. --Run 1: 14.0 to 19.0 feet-- --Recovery: 98%-- --RQD: 73%-- --Q_u=2,232 psi (@14.5 ft)	15		1	CORE		
		20			CO		
	--Run 2: 19.0 to 24.0 feet-- --Recovery: 98%-- --RQD: 88%-- --Q_u=3,395 psi (@20.5 ft)			2	RE		
	--Q_u=894 psi (@24.5 ft) --Run 3: 24.0 to 34.0 feet-- --Recovery: 98%-- --RQD: 53%-- --Q_u=1,129 psi (@26.5 ft)	25			CORE		
		30		3			
	--Q_u=1,096 psi (@31.0 ft)						
449.7	Boring terminated at 34.00 ft	35					
		40					

GENERAL NOTES

Begin Drilling: 06-03-2022 Complete Drilling: 06-03-2022
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: R&K Logger: F. Bozga Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 14 feet, mud rotary afterward; backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ NA
At Completion of Drilling: ▼ wash
Time After Drilling: NA
Depth to Water: ▼ NA

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

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BORING LOG B-01

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.69 ft
Latitude: 41.356457218
Longitude: -88.827708634
Station: 47+37
Offset: 26.8 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
482.5	2.25-inch thick ASPHALT --PAVEMENT--						
481.9	7.25-inch thick CONCRETE --PAVEMENT--						
		5					
		10					
		15					
		20					
460.9	--Water surface--						
460.2							
		25					
		30					
	--River bed at 35 feet--						
447.7		35					
447.5	Very dense, brown SANDY GRAVEL; saturated			1	50/4"	NP	
445.7	Very dense, orange brown and white highly weathered SANDSTONE --Weathered BEDROCK--						
	Very weak to moderate rock strength, light grayish white, very poor quality, intensely desintegrated to competent, highly to moderately weathered	40			CORE		

GENERAL NOTES

Begin Drilling: 04-06-2022 Complete Drilling: 04-06-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 35', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG B-01

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.69 ft
Latitude: 41.356457218
Longitude: -88.827708634
Station: 47+37
Offset: 26.8 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	SANDSTONE; closely spaced, horizontal and rare oblique joints consistent with the sandstone bedding, rough walls, no infill. --Run 1: 37.0 to 47.0 feet-- --Recovery: 85%-- --RQD: 0%--			2			
		45					
	--Run 2: 47.0 to 57.0 feet-- --Recovery: 66%-- --RQD: 0%--				CORE		
		50		3			
		55					
425.7	Boring terminated at 57.00 ft						
		60					

GENERAL NOTES

Begin Drilling: 04-06-2022 Complete Drilling: 04-06-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 35', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG B-02

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 483.45 ft
Latitude: 41.356395307
Longitude: -88.827712046
Station: 47+35
Offset: 3.9 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	482.3	14.25-inch thick CONCRETE --PAVEMENT--						
		--Water surface--	5					
	461.4		10					
	460.4	-- River bed at 33.5 feet--	15					
	449.9	--No recovery--	20	1	3 1 1	NR		
			25					
			30	2	50/4"	NR		
	445.9	Rock core not retrieved --Top of bedrock at 37.5 feet-- --Run 1: 37.5 to 42.5 feet-- --Recovery: 0%--	35	CORE				
			40					

GENERAL NOTES

Begin Drilling: 04-08-2022 Complete Drilling: 04-08-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T (80%)
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 33.5', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG B-02

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 483.45 ft
Latitude: 41.356395307
Longitude: -88.827712046
Station: 47+35
Offset: 3.9 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
					3		NR	
		--Run 2: 42.5 to 44.0 feet-- --Recovery: 0%-- --core barrel jammed--			4		NR	
		--Run 3: 44.0 to 52.0 feet-- --Recovery: 0%-- --core barrel jammed; unable to retrieve core----	45	CORE				
					5		NR	
			50					
	431.4	Boring terminated at 52.00 ft						
			55					
			60					

GENERAL NOTES

Begin Drilling: 04-08-2022 Complete Drilling: 04-08-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T (80%)
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 33.5', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
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 KE225071A.GPJ WANGENG.GDT 11/30/22

BORING LOG B-03

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.74 ft
Latitude: 41.356330579
Longitude: -88.827710611
Station: 47+35
Offset: 26.8 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
482.6	2.25-inch thick ASPHALT --PAVEMENT--						
481.9	7.5-inch thick CONCRETE --PAVEMENT--						
		5					
		10					
		15					
		20					
460.9	--Water surface--						
460.2							
		25					
		30					
	--River bed at 33 feet--						
449.7	Very soft, gray SILTY CLAY LOAM, little gravel fragments; wet --RDR 1--			1	2 1 1 1	NR	
		35					
				2	3 1 2 16	< 0.25 P	27
445.2	Brown and gray Gravelly SAND --Weathered BEDROCK--						
443.7	Very weak to moderate rock strength, light grayish white to	40			CO		

GENERAL NOTES

Begin Drilling: 04-05-2022 Complete Drilling: 04-05-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 33', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

BORING LOG B-03

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.74 ft
Latitude: 41.356330579
Longitude: -88.827710611
Station: 47+35
Offset: 26.8 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	white, very poor to good rock quality, SANDSTONE; closely spaced, highly to moderately weathered, horizontal and oblique joints consistent with the sandstone bedding, moderately weathered joints walls, rough walls, no infill.			3	RE		
	--Run 1: 39.0 to 44.0 feet-- --Recovery: 75%-- --RQD: 8%--						
	--no water return from 42 feet--	45		4	CORE		
	--Run 2: 44.0 to 49.0 feet-- --Recovery: 97%-- --RQD: 80%--						
	--Run 3: 49.0 to 59.0 feet-- --Recovery: 55%-- --RQD: 17%--	50		5	CORE		
		55					
423.7	Boring terminated at 59.00 ft	60					

GENERAL NOTES

Begin Drilling: 04-05-2022 Complete Drilling: 04-05-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: F. Bozga Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 33', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG B-04

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.08 ft
Latitude: 41.35648457
Longitude: -88.827138293
Station: 48+92
Offset: 26.9 LT

Elevation (ft)	Soil and Rock Description	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
481.9	2.5-inch thick ASPHALT --PAVEMENT--						
481.2	7.5-inch thick CONCRETE --PAVEMENT--						
		5					
		10					
		15					
462.1		20					
	--Water surface--						
461.1							
459.6	--River bed at 22.5 feet--						
	Very soft to medium stiff, black, brown and dark gray SILTY CLAY to SILTY CLAY LOAM, trace organic matter; moist to wet --RDR 1-2--			1	0, 2, 1, 1	< 0.25 P	66
	--few sand seams; saturated--	25					
				2	1, 2, 2, 1	0.25 P	27
		30		3	0, 2, 2, 1	0.41 B	25
				4	1, 2, 2, 1	0.41 B	45
				5	3, 7, 50/2"	0.75 P	31
447.3	Very dense, white SAND --Weathered BEDROCK--	35					
				6	50/1"	NR	
445.1	Weak to moderate rock strength, light brownish gray, very poor rock quality, highly to slightly weathered SANDSTONE; closely spaced, horizontal and oblique joints consistent with the sandstone bedding, highly to	40			CORE		

GENERAL NOTES

Begin Drilling: 04-07-2022 Complete Drilling: 04-07-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: E. Greenwood Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 30.5', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG B-04

WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.08 ft
Latitude: 41.35648457
Longitude: -88.827138293
Station: 48+92
Offset: 26.9 LT

Elevation (ft)	Soil and Rock Description	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	moderately weathered joints walls, rough walls, no infill. --Run 1: 37.0 to 47.0 feet-- --Recovery: 68%-- --RQD: 22%--			7			
		45					
	--Run 2: 47.0 to 57.0 feet-- --Recovery: 38%-- --RQD: 4%--				CORE		
		50		8			
		55					
425.1	Boring terminated at 57.00 ft						
		60					

GENERAL NOTES

Begin Drilling: 04-07-2022 Complete Drilling: 04-07-2022
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RR&JD Logger: E. Greenwood Checked by: C. Marin
Drilling Method: 3.25" ID HSA to 30.5', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
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 KE225071A.GPJ WANGENG.GDT 11/30/22

BORING LOG B-05

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 483.04 ft
Latitude: 41.356401803
Longitude: -88.827152054
Station: 48+89
Offset: 3.8 RT

Elevation (ft)	Soil and Rock Description	Depth (ft)	Sample Type (recovery)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	14.5-inch thick BRIDGE DECK						
481.8							
		5					
		10					
		15					
		20					
	Top of river water 21 feet						
		25					
		30					
448.0	Extremely weak to weak, light grayish white, very poor to poor rock quality, intensely to slightly decomposed, highly to moderately weathered SANDSTONE; very closely spaced, horizontal and oblique joints consistent with the sandstone bedding, rough joint walls, no infill. --Run 1: 35.5 to 45.5 feet-- --Recovery: 60%--	35		1	50/5"	NR	
			CORE				
		40					

GENERAL NOTES

Begin Drilling: 06-02-2022 | Complete Drilling: 06-02-2022
Drilling Contractor: Wang Testing Services | Drill Rig: 17B57T [91%]
Driller: R&K | Logger: F. Bozga | Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 21 feet, mud rotary afterward; backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: wash
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 KE225071A.GPJ WANGENG.GDT 11/30/22

BORING LOG B-05

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 483.04 ft
Latitude: 41.356401803
Longitude: -88.827152054
Station: 48+89
Offset: 3.8 RT

Elevation (ft)	Soil and Rock Description	Depth (ft)	Sample Type (recovery)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	--RQD: 0%--			2			
		45					
	--Q_u=1,957 psi (@45.5 ft) --Run 2: 45.5 to 50.5 feet-- --Recovery: 85%-- --RQD: 36%--		CORE	3			
		50					
	--Run 3: 50.5 to 55.5 feet-- --Recovery: 0%--		CORE	4		NR	
		55					
427.5	Boring terminated at 55.50 ft						
		60					

GENERAL NOTES

Begin Drilling: 06-02-2022 | Complete Drilling: 06-02-2022
Drilling Contractor: Wang Testing Services | Drill Rig: 17B57T [91%]
Driller: R&K | Logger: F. Bozga | Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 21 feet, mud rotary afterward; backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: wash
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 KE225071A.GPJ WANGENG.GDT 11/30/22

BORING LOG B-06

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.13 ft
Latitude: 41.356335795
Longitude: -88.827142873
Station: 48+90
Offset: 26.7 RT

Elevation (ft)	Soil and Rock Description	Depth (ft)
481.9	2.25-inch thick ASPHALT --PAVEMENT--	
481.3	8-inch thick CONCRETE --PAVEMENT--	
462.5	--Ground surface--	20
	--Drilled without sampling to 48.5 feet--	
	--observed gravel cuttings from 34.0 to 42.0 feet--	35
	Possible Top of SANDSTONE	

GENERAL NOTES

Begin Drilling 04-04-2022 Complete Drilling 04-04-2022
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RR&JD Logger F. Bozga Checked by C. Marin
Drilling Method 3.25" ID HSA to 34', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
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 KE225071A.GPJ WANGENG.GDT 11/30/22

BORING LOG B-06

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WEI Job No.: KE225071A

Client: IDOT District 3
Project: US 6 Over Fox River, Round 2
Location: LaSalle County, Illinois

Datum: NAVD 88
Elevation: 482.13 ft
Latitude: 41.356335795
Longitude: -88.827142873
Station: 48+90
Offset: 26.7 RT

Elevation (ft)	Soil and Rock Description	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
433.6	Very weak to moderate rock strength, light brownish gray, very poor rock quality, intensely to slightly decomposed, moderately to weathered SANDSTONE; closely spaced, horizontal joints consistent with the sandstone bedding, rough joint walls, no infill. --Run 1: 48.5 to 53.0 feet-- --Recovery: 67%-- --RQD: 0%--			1	60/1"	NR	
		50		2	CORE		
429.1	Boring terminated at 53.00 ft						

GENERAL NOTES

Begin Drilling 04-04-2022 Complete Drilling 04-04-2022
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RR&JD Logger F. Bozga Checked by C. Marin
Drilling Method 3.25" ID HSA to 34', mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: NA
At Completion of Drilling: NA
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 KE225071A.GPJ WANGENG.GDT 11/30/22

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
Illinois Department of Transportation

Page 1 of 1

Date 1/31/22

ROUTE US 6 (FAP 623) **DESCRIPTION** US 6 over Fox River, 0.68 mi East of IL 23 **LOGGED BY** Larry Myers

SECTION (E-1)ES **LOCATION** SW 1/4, **SEC.** 1, **TWP.** 33N, **RNG.** 3E, 3[rd] **PM**,
Latitude 41.35632, **Longitude** -88.82662

COUNTY LaSalle **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. 050-0260 (Pro.) 050-0033 (Exist)
Station 48+13.81

BORING NO. 1 (SE Quad)
Station 50+33
Offset 37.6 ft Rt.
Ground Surface Elev. 481.80 ft

Surface Water Elev. ___ ft
Stream Bed Elev. ___ ft

Groundwater Elev.:
First Encounter 459.3 ft ▼
Upon Completion 457.8 ft ▽
After ___ **Hrs.** ___ ft

Description	Bottom Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Brown and Gray Silty Clay Loam Fill with Debris Pieces	479.30				
Very Stiff Alternating Brown, Black, and Gray Silty Clay Loam Fill with Debris and Rock Pieces			3 / 4 / 2	2.5 P	19
		-5	1 / 2 / 4	1.5 P	36
			1 / 3 / 3	2.0 P	24
		-10	1 / 2 / 4	1.5 P	26
			1 / 3 / 3	2.0 P	25
	465.30	-15	2 / 3 / 4	2.0 P	22
Stiff to Soft Brown Sandy Clay Loam Grading to Sandy Loam with Coal Pieces			2 / 3 / 5	2.0 P	19
		-20			
Stiff to Soft Brown Sandy Clay Loam Grading to Sandy Loam with Coal Pieces *(continued)*	459.80		1 / 2 / 2	0.5 P	19
Stiff/Very Stiff Brown and Gray Silty Clay Loam, Weathered Limestone, Sand, and Coal Pieces ▼ ▽	456.80		2 / 3 / 4	2.0 P	15
Dense White Sandstone	456.55	-25	100/3"		18
End of Boring		-30			
		-35			
		-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 050-0033.GPJ IL_DOT.GDT 11/10/22

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
Illinois Department of Transportation

Page 1 of 1

Date 2/14/22

ROUTE US 6 (FAP 623) **DESCRIPTION** US 6 over Fox River, 0.68 mi East of IL 23 **LOGGED BY** Larry Myers

SECTION (E-1)ES **LOCATION** SW 1/4, **SEC.** 1, **TWP.** 33N, **RNG.** 3E, 3[rd] **PM**,
Latitude 41.3565, **Longitude** -88.82657

COUNTY LaSalle **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. 050-0260 (Pro.) 050-0033 (Exist)
Station 48+13.81

BORING NO. 2 (NE Quad)
Station 50+50
Offset 28.7 ft Lt.
Ground Surface Elev. 481.81 ft

Surface Water Elev. ___ ft
Stream Bed Elev. ___ ft

Groundwater Elev.:
First Encounter 457.8 ft ▼
Upon Completion 456.8 ft ▽
After ___ **Hrs.** ___ ft

Description	Bottom Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Bituminous/Concrete Pavements. Brown and Gray Silty Clay Loam Fill	479.31				
Very Stiff to Stiff Gray and Brown Silty Clay, Silty Clay Loam Fill			2 / 3 / 4	3.5 P	24
		-5	1 / 2 / 3	2.0 P	25
			3 / 3 / 6	3.5 P	26
		-10	2 / 4 / 6	3.5 P	25
			3 / 4 / 4	3.0 P	25
	465.81	-15	4 / 4 / 4	3.0 P	33
Stiff to Very Stiff Brown Sandy Clay Loam Grading to Sandy Loam with Coal Pieces (Alluvial Deposits)			3 / 4 / 6	2.5 P	16
		-20			
Stiff to Very Stiff Brown Sandy Clay Loam Grading to Sandy Loam with Coal Pieces (Alluvial Deposits) *(continued)*	459.81		2 / 1 / 2	1.0 P	19
Stiff Orange Silty Loam, Loam, Silt, Limestone Gravel, and Sand ▼	456.81		1 / 3 / 2	1.0 P	25
Dense Orange Stained Sandstone	456.39	-25	100/5"		20
End of Boring		-30			
		-35			
		-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 050-0033.GPJ IL_DOT.GDT 11/10/22

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 2/14/22

ROUTE US 6 (FAP 623) DESCRIPTION US 6 over Fox River, 0.68 mi East of IL 23 LOGGED BY Larry Myers

SECTION (E-1)ES LOCATION SW 1/4, **SEC.** 1, **TWP.** 33N, **RNG.** 3E, 3rd **PM**, Latitude 41.35641, Longitude -88.82821

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 050-0260 (Pro.) 050-0033 (Exist)
Station 48+13.81

BORING NO. 3 (West Abut.)
Station 45+98
Offset 3.4 ft Lt.
Ground Surface Elev. 483.69 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Cored Bituminous/Concrete Brown Silty Clay Loam Fill	481.19				
Very Stiff to Hard Gray and Brown Silty Clay/Silty Clay Loam Fill with Coal Pieces			2 3 4	3.0 P	23
		-5	1 5 6	4.0 P	23
	476.19				
Dense Gray to Whitish Clay/Silty Clay and Coal Seams (Coal and Interclays)			1 5 6	>4.5 P	17
		-10	5 6 11	>4.5 P	11
	471.19				
Dense White Calcified Shale/Siltstone	469.69		44 100/5"		3
Auger Refusal at 14 Feet Assumed Sandstone	469.44	-15	100/3"		
End of Boring		-20			

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 050-0033.GPJ IL_DOT.GDT 11/10/22

Illinois Department of Transportation
Division of Highways

ROCK CORE LOG

Date 8/31/23

ROUTE FAP 623 (US 6 / IL 71) DESCRIPTION US 6 over Fox River LOGGED BY KEG

SECTION (E-1)ES LOCATION Ottawa, IL - 41.35649 °N, 88.8282 °W

COUNTY La Salle CORING METHOD Wireline

STRUCT. NO. 050-0033
Station 48+13.81

CORING BARREL TYPE & SIZE 2" NQ
Core Diameter 2 in
Top of Rock Elev. 459.21 ft
Begin Core Elev. 459.21 ft

BORING NO. SB-01
Station 46+03
Offset 30.9 ft LT
Ground Surface Elev. 483.21 ft

Description	Elev.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SANDSTONE - Grayish White, Very Fine Grained, Moderately Weathered, Cemented			1	100	83	0.2	
Becomes Light Brown at 25.75'		-25					169
2" Light Brown Sand, Fine Grained at 26.7'							97
Becomes Grayish White at 28.5'							
Becomes Heavily Weathered, Poorly Cemented Poor Recovery, Sand Washout		-30	2	43	0	0.2	
Poor Recovery, Sand Washout 5" Slightly Weathered Cemented Sandstone	444.21	-35	3	8	8	0.4	
End of Boring		-40					

Color pictures of the cores Y
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

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PLOT DATE = 3/9/2026	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

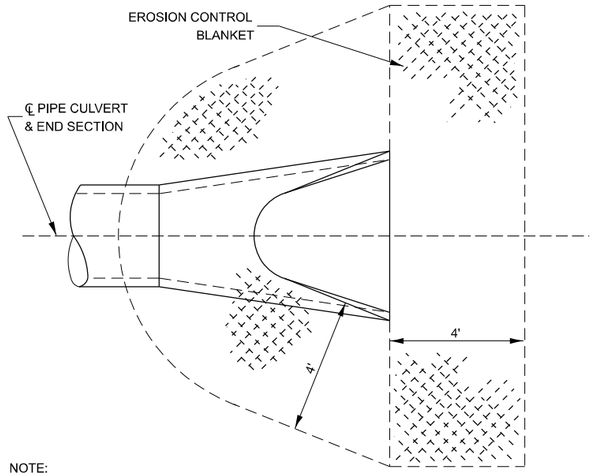
SOIL BORING LOGS
STRUCTURE NO. 050-0260

SHEET 65 OF 65 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	179

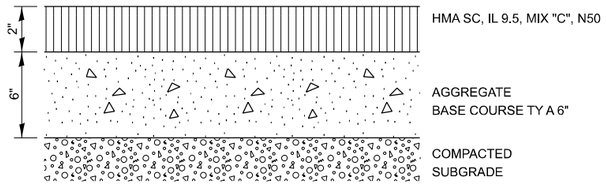
CONTRACT NO. 66M55
ILLINOIS FED. AID PROJECT

3/9/2026 2:56:32 PM

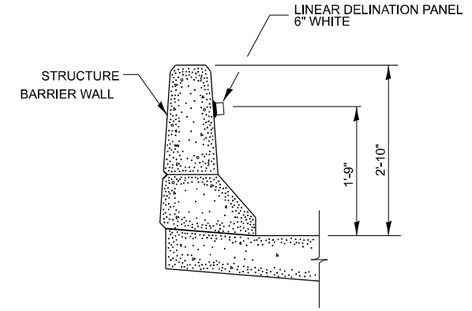


NOTE:
TO BE USED AT ALL END SECTIONS

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

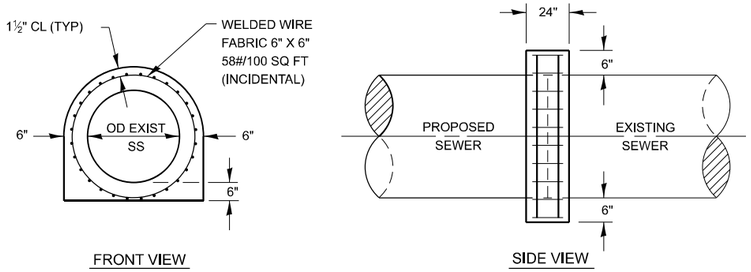


HMA MULTI–USE PATH CROSS SECTION

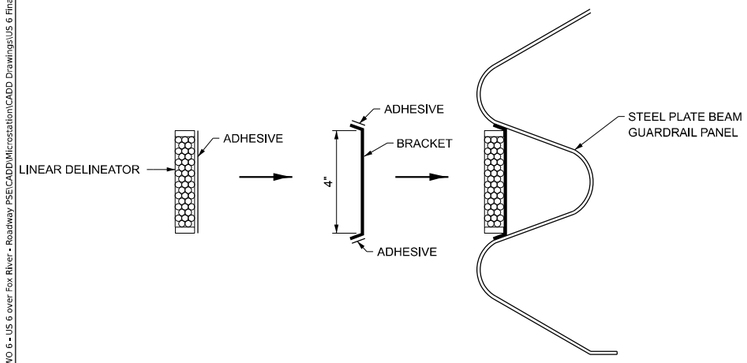


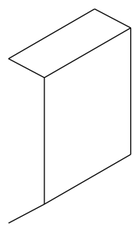
LINEAR DELINATION PANEL

150' AND LONGER TYPICAL PLACEMENT OF ARROWS IN TURN LANES



CONCRETE COLLAR FOR SEWER CONNECTION

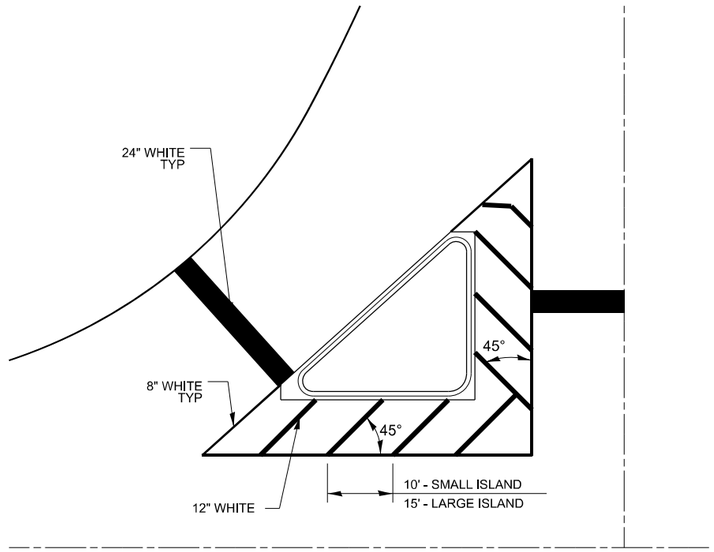




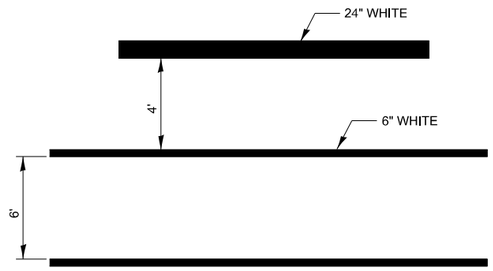
4" BRACKET

LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

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



TYPICAL ISLAND MARKINGS



TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS

MODEL: Detail Sheet•1 [Sheet]
FILE NAME: H:\P22138 - D3 V•\VWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D3666684•sht•etails.dgn

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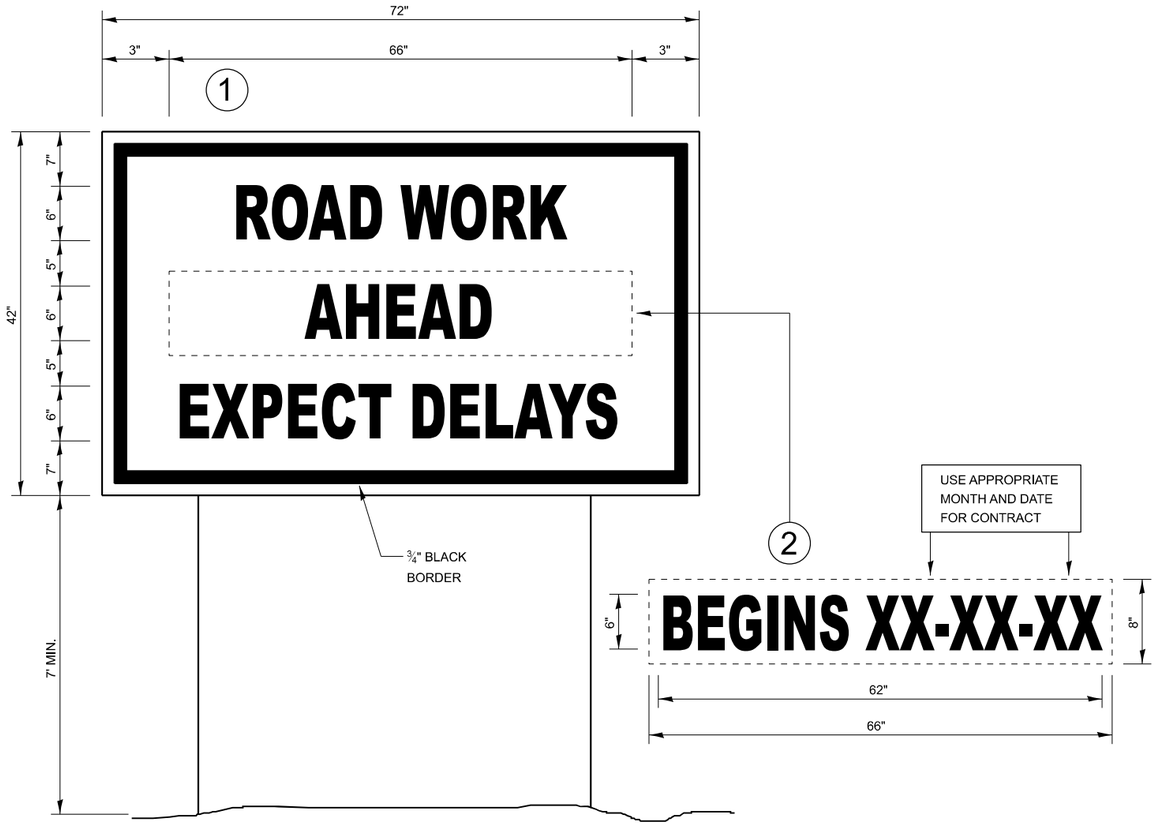
PLOT DATE = 2/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SCALE: | SHEET 1 OF 8 SHEETS | STA. | TO STA.

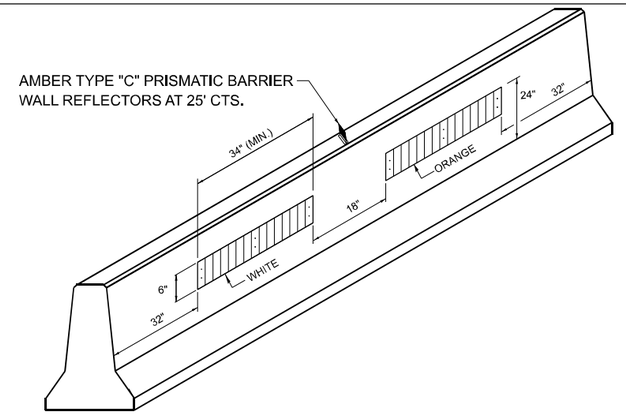
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	180
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



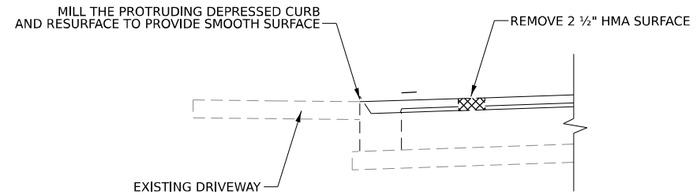
TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN①WITH INSTALLED PANEL ②A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL②ON 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 ②WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER



ENTRANCE MILLING DETAIL

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLIMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

A HOLE 1½" IN DIA. AND 9" DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN.

A 1¼"x18" SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

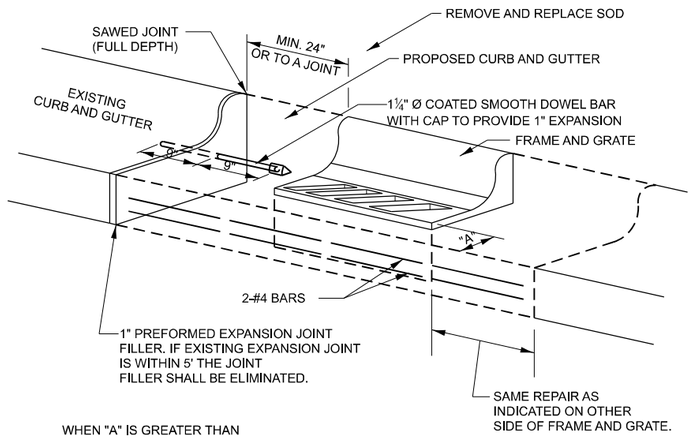
JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THE REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THEPAY ITEM OF INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.



WHEN "A" IS GREATER THAN 2", 2-#4 BARS SHALL BE PLACED AS SHOWN.

DETAILS FOR CURB & GUTTER REPLACEMENT OR INLETS TO BE ADJUSTED

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PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

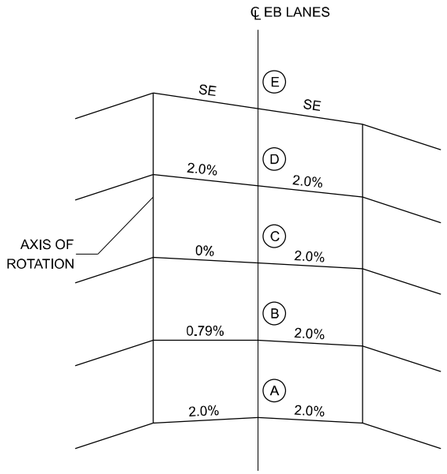
CONSTRUCTION DETAILS

SCALE: | SHEET 2 OF 8 SHEETS | STA. | TO STA.

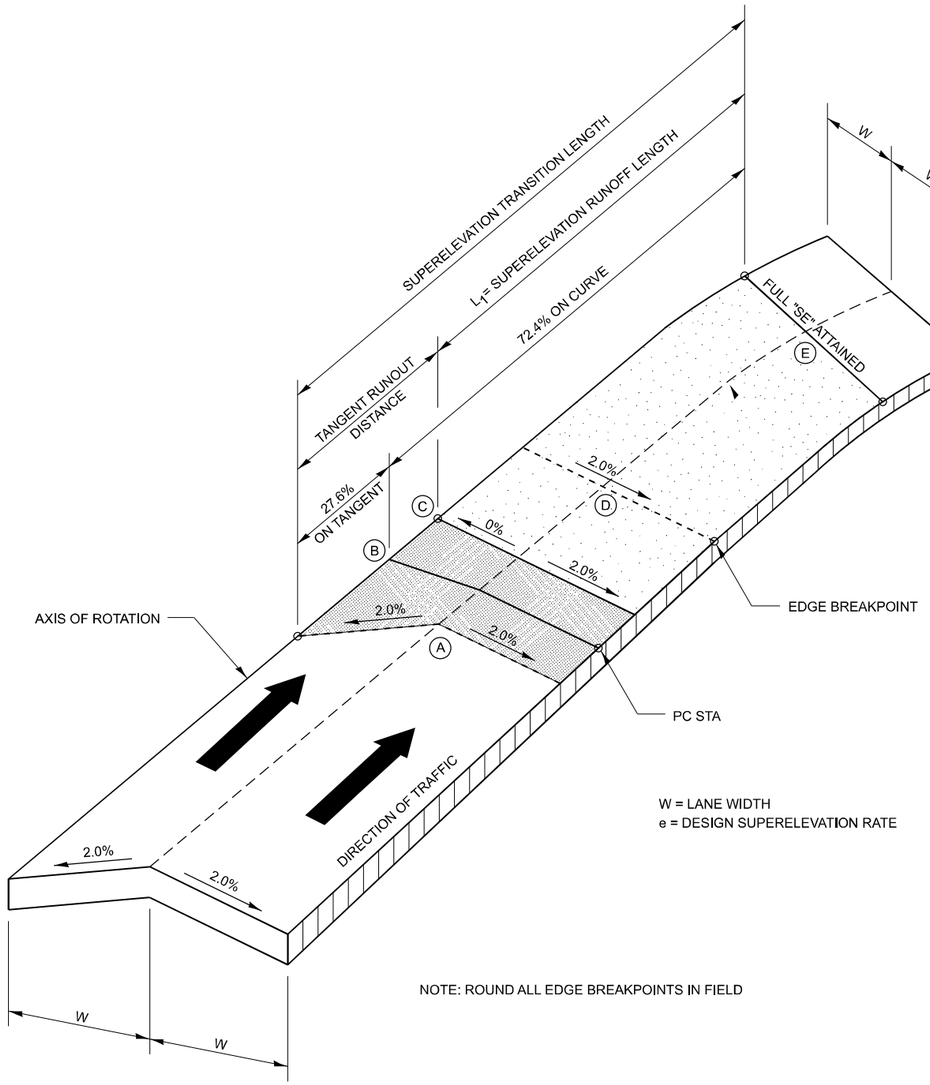
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	181
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

CURVE A
PI STA. = 56+18.03
Δ = 38° 04' 39" (RT)
D = 3° 30' 00"
R = 1,637.03'
T = 564.91'
L = 1,087.94'
E = 94.73'
e = 2.40%
S.A. STA 50+17.00 TO 51+46.50

P.C. STA. = 50+53.12
P.T. STA. = 61+41.06



CROSS SECTIONS SUPERELEVATION DEVELOPMENT FOR CURVE AT STA



W = LANE WIDTH
e = DESIGN SUPERELEVATION RATE

NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

TRANSITION CURVE TABLE

CURVE	A	B	C	D	E	SUPERELEVATION "SE"	TANGENT RUNOUT DISTANCE (TR)	SUPERELEVATION RUNOFF LENGTH (LI)
A	50+17.00	50+52.62 (50+53.12)	50+76.50	51+35.50	51+46.50	70'	59'	129'

NOTE:
SN 050-0260 FROM STA 46+03.88 (BK. OF W. ABUT.) TO STA 50+11.83 (BK. OF E. ABUT.)

STATION EQUATION 50+52.62 (BK) = 50+53.12 (AH)

SUPERELEVATION TRANSITION

MODEL: Detail Sheet-3 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-details.dgn

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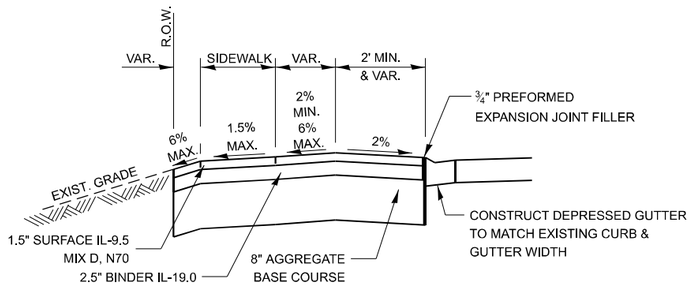
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

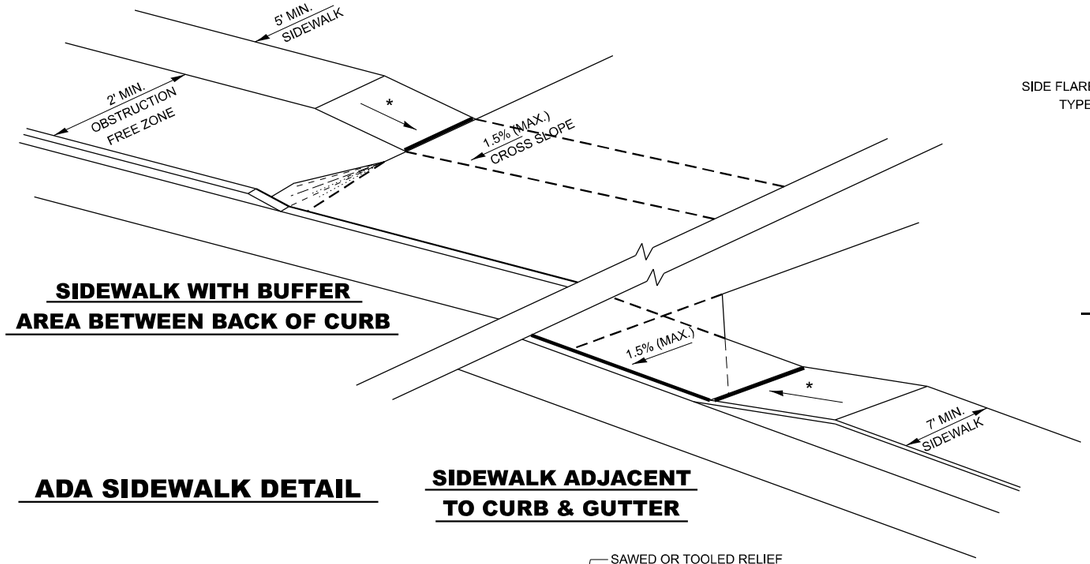
CONSTRUCTION DETAILS

SCALE: | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	182
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

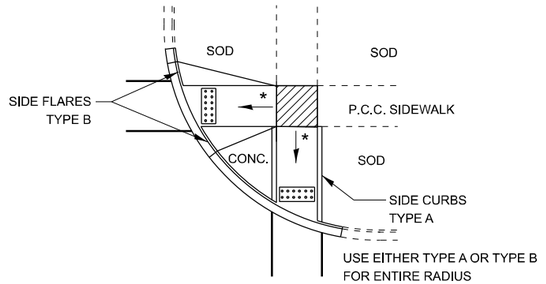


DEPRESSED ENTRANCE - WITH DEPRESSED CURB
SECTION A-A
OPTION 1



SIDEWALK WITH BUFFER AREA BETWEEN BACK OF CURB

ADA SIDEWALK DETAIL



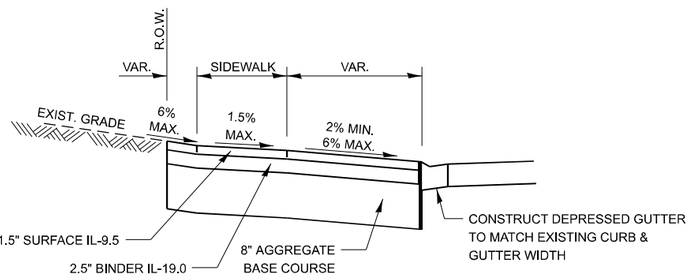
TYPICAL ADA CURB APPLICATION

LEGEND

SLOPE = 1.5%

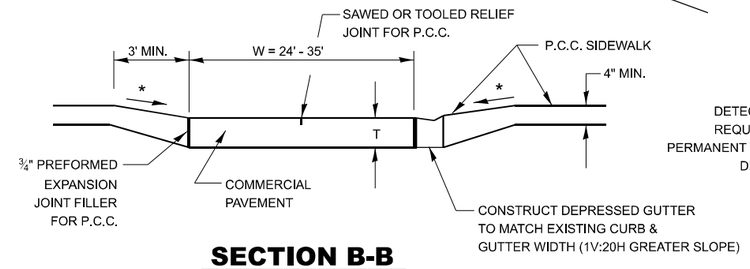
* SLOPE = 1V:12H MAX.

DETECTABLE WARNINGS
PER STATE HIGHWAY STANDARD 424001
PER ADAAG - "SHALL CONTRAST VISUALLY"
(TYPICALLY RED-BRICK COLOR)

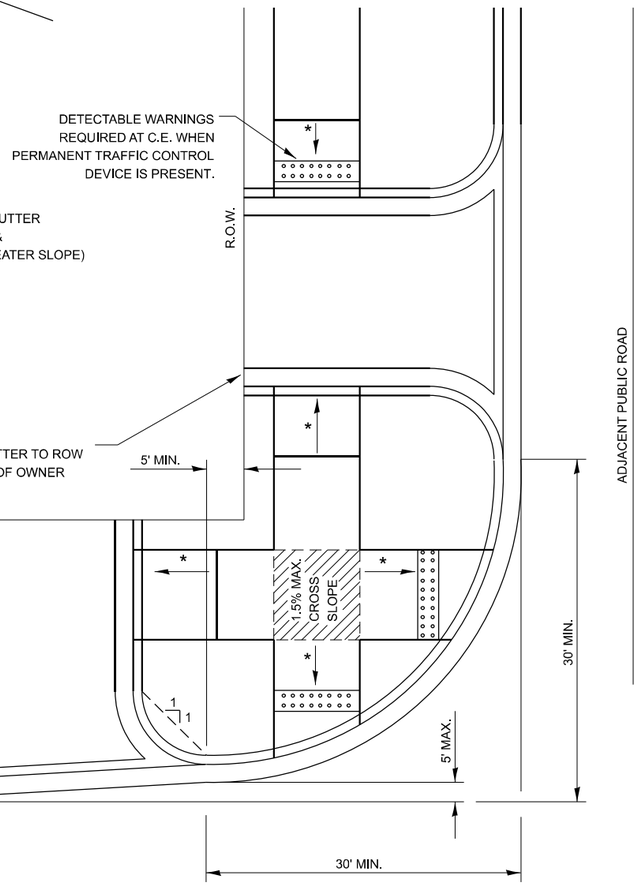


ELEVATED ENTRANCE - WITH DEPRESSED CURB
SECTION A-A
OPTION 2

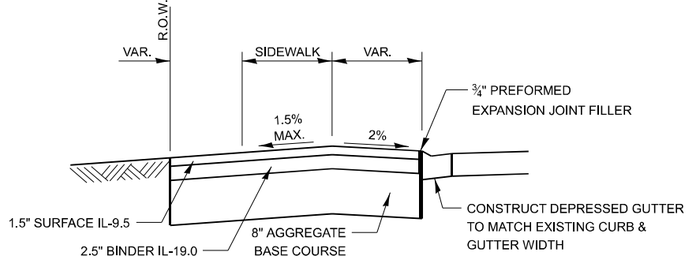
SIDEWALK ADJACENT TO CURB & GUTTER



SECTION B-B



TYPICAL COMMERCIAL - URBAN



LEVEL ENTRANCE - WITH DEPRESSED CURB
SECTION A-A
OPTION 3

NOTES:
1. ALL ENTRANCES SHALL BE SURFACED FROM THE EDGE OF PAVEMENT TO THE RIGHT OF WAY.
2. COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE PCC DRIVEWAY PAVEMENT.
3. 4" MINIMUM HOT-MIX ASPHALT RESURFACING ON 8" MINIMUM AGGREGATE BASE COURSE FOR REPLACEMENT OF EXISTING ASPHALT ENTRANCES.

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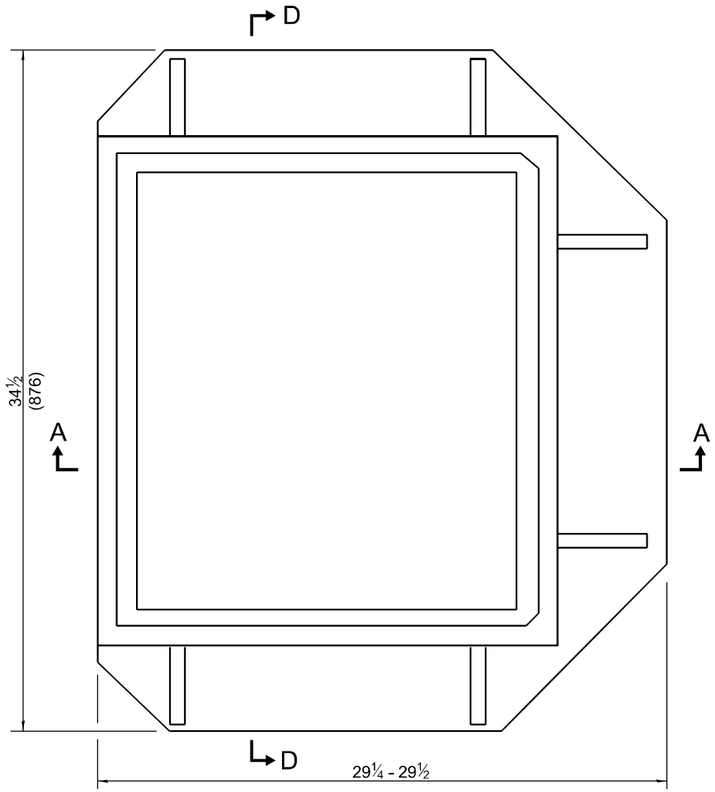
PLOT DATE = 2/6/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

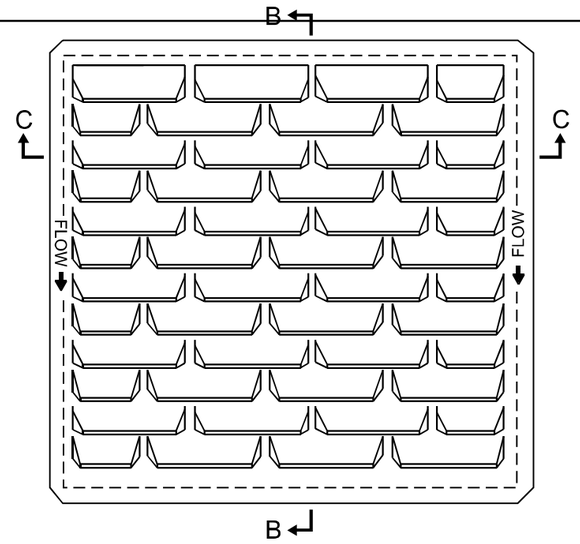
CONSTRUCTION DETAILS

SCALE: | SHEET 4 OF 8 SHEETS | STA. | TO STA.

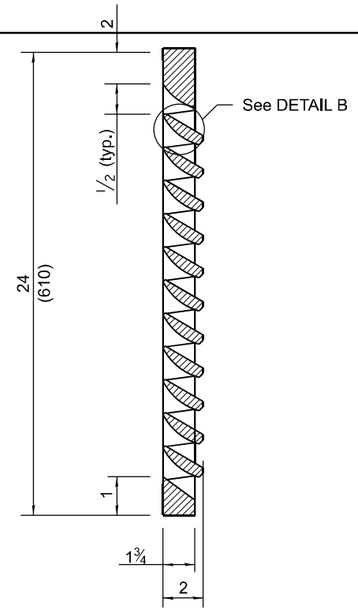
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	183
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



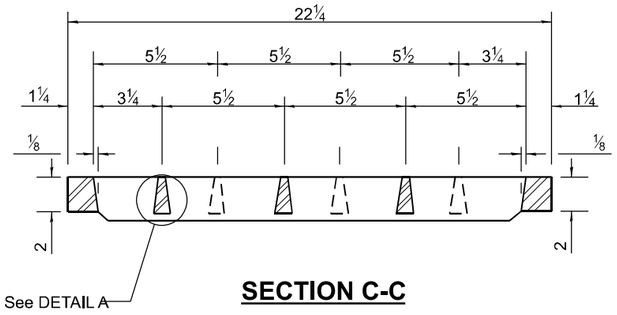
PLAN - FRAME



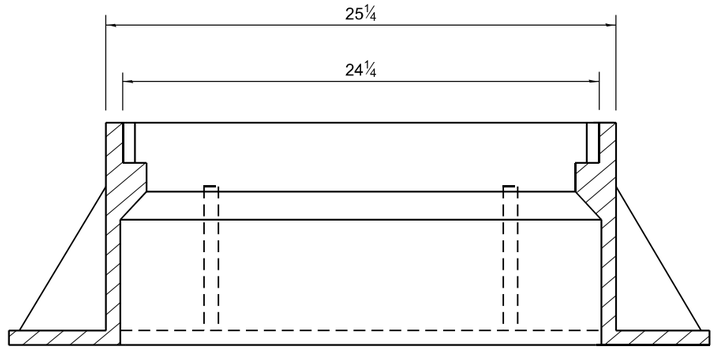
ADA COMPLIANT GRATE



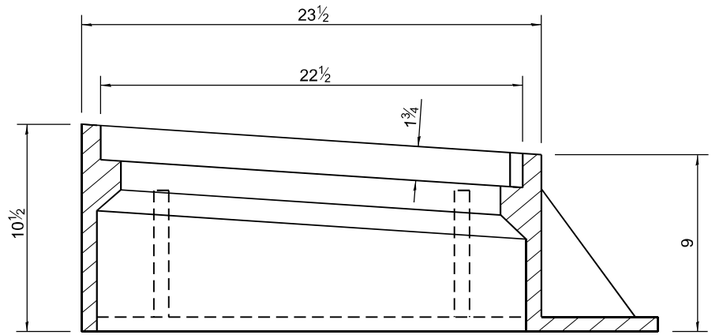
SECTION B-B



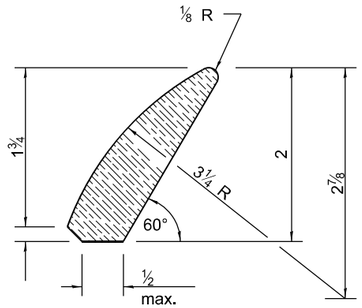
SECTION C-C



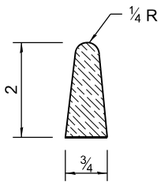
SECTION D-D



SECTION A-A



DETAIL B



DETAIL A

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CONSTRUCTION DETAILS

SCALE: | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	184

CONTRACT NO. 66M55

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APS PUSHBUTTON PLACEMENT DETAILS

FIGURE 1: APS PUSHBUTTON LOCATION AREAS – INTERSECTION CORNER

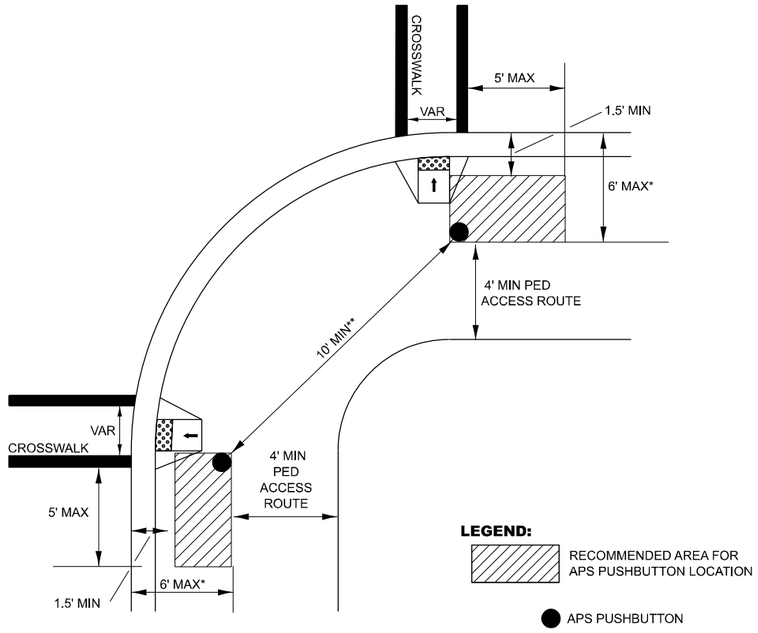


FIGURE 1 NOTES:

APS PUSHBUTTON SHOULD NOT BE GREATER THAN 5 FT. FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION.

APS PUSHBUTTON SHALL NOT BE FARTHER FROM THE CROSSWALK THAN THE STOP LINE, IF PRESENT.

FIGURE 2: APS PUSHBUTTON LOCATION AREAS – CORNER ISLAND

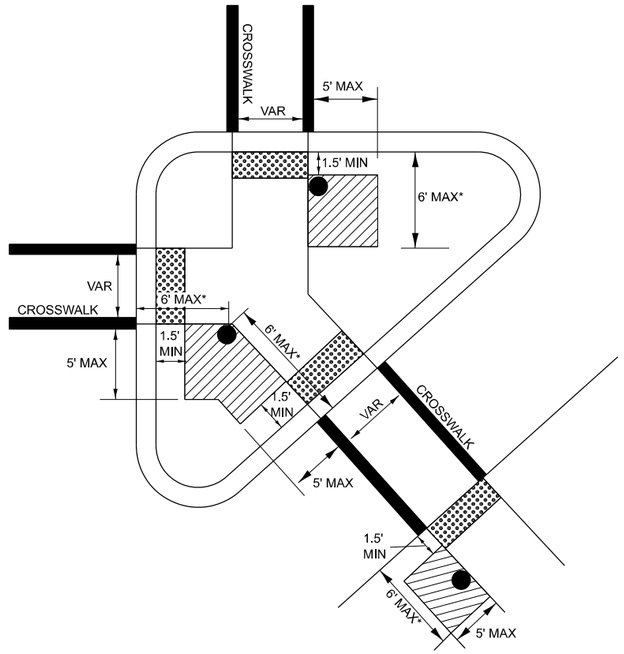


FIGURE 2 NOTES:

LARGER ISLANDS MAY REQUIRE THE USE OF THREE APS PUSHBUTTONS WITHIN THE ISLAND IN ORDER TO MEET PLACEMENT RECOMMENDATIONS.

APS PUSHBUTTONS SHALL NOT BE GREATER THAN 5-FT FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION.

APS PUSHBUTTON SHALL NOT BE FARTHER FROM THE CROSSWALK THAN THE STOP LINE, IF PRESENT.

GENERAL NOTES

(*) PUSHBUTTONS SHALL BE LOCATED BETWEEN 1.5' TO 6' BACK FROM EDGE OF CURB, SHOULDER OR PAVEMENT. WHERE THERE ARE CONSTRAINTS TO MAKE IT IMPRACTICAL TO INSTALL WITHIN THIS RANGE, THE PUSHBUTTON SHOULD NOT BE FURTHER THAN 10' FROM EDGE OF CURB, SHOULDER OR PAVEMENT.

(**) PUSHBUTTONS LOCATED IN THE SAME CORNER OF INTERSECTION SHALL BE 10-FT APART. WHERE PHYSICAL CONSTRAINTS MAKE IT IMPRACTICAL TO PROVIDE THIS SEPARATION, THEY MAY BE PLACED CLOSED TOGETHER OR MOUNTED ON THE SAME POST. IN THIS CASE, EACH APS PUSHBUTTON SHALL BE PROVIDED WITH A SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION AND A SPEECH PUSHBUTTON INFORMATION MESSAGE.

VERTICAL HEIGHT OF THE APS PUSHBUTTONS SHALL BE LOCATED BETWEEN 30" TO 42" (36" PREFERRED) ABOVE THE PATHWAY ELEVATION. SEE HWY STND 876001.

PUSHBUTTONS SHALL BE LOCATED WITHIN TEN (10) INCHES OF THE PEDESTRIAN ACCESS ROUTE. WHEN REQUIRED, EXTENSIONS SHALL BE INSTALLED TO COMPLY WITH THIS REQUIREMENT. THE COST OF INSTALLING THE EXTENSION SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE ACCESSIBLE PEDESTRIAN SIGNAL.

SEE ACCESSIBLE PEDESTRIAN SIGNALS (BDE) SPECIAL PROVISION FOR REQUIREMENTS NOT SHOWN IN THIS DETAIL.

FOUNDATIONS FOR PEDESTRIAN POSTS SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE THE FINISHED GRADE / SIDEWALK

APS PUSHBUTTON INSTALLATIONS AT LOCATIONS WITH RAILROAD INTERCONNECTION OR EMERGENCY VEHICLE PREEMPTION SHALL INCLUDE AN ADDITIONAL SPEECH MESSAGE STATING "WALK TIME SHORTENED WHEN TRAIN APPROACHES" OR "WALK TIME SHORTENED WHEN EMERGENCY VEHICLE APPROACHES" TO NOTIFY PEDESTRIANS OF TRUNCATED CLEARANCE TIMES DUE TO PREEMPTION".

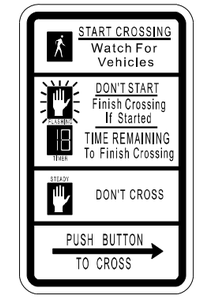
APS PUSHBUTTON SIGNING OPTIONS

AT INTERSECTIONS WITH PEDESTRIAN SIGNALS

R10-3

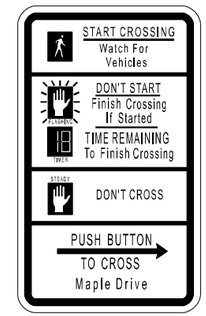
OR

R10-3a



R10-3e

OR



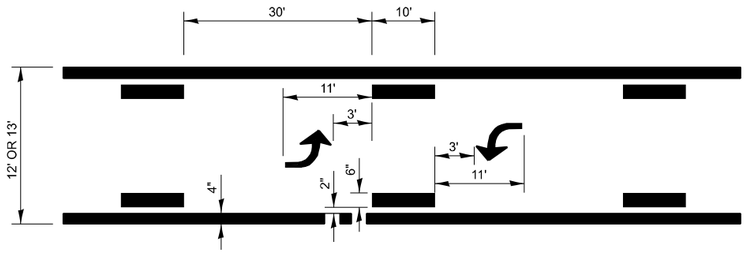
R10-3i
(WITH STREET NAME)

AT INTERSECTIONS WHERE PEDESTRIAN SIGNALS ARE NOT USED & PEDESTRIANS PROCEED ON GREEN SIGNAL INDICATION

R10-4

OR

R10-4a



TYPICAL APPLICATION
BI–DIRECTIONAL TURN LANE

MODEL: Detail Sheet - 6 [Sheet]
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SCALE: | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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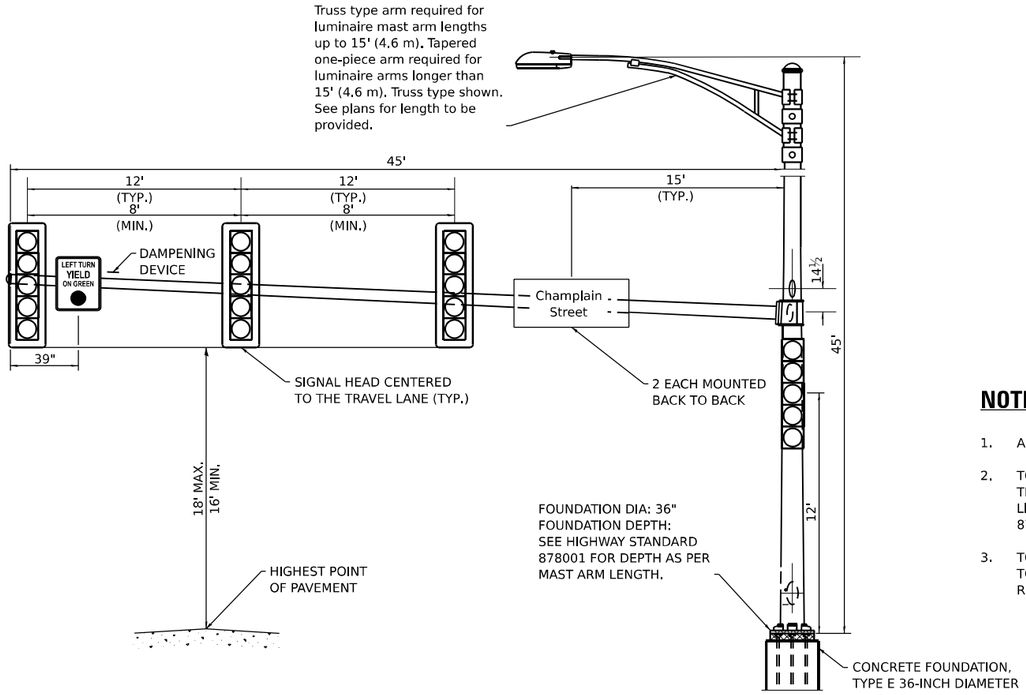
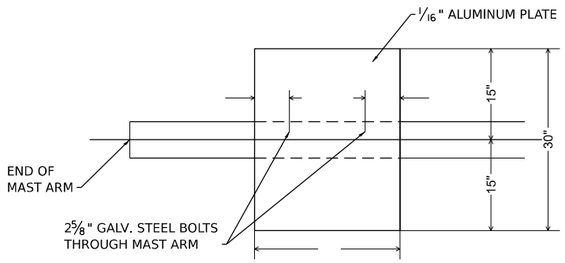
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. TOP OF FOUNDATION SHALL NOT BE EXPOSED MORE THAN 4 INCHES ABOVE THE SURROUNDING GRADE LINE IN ACCCORDANCE WITH HIGHWAY STANDARD 878001.
3. TOP OF FOUNDATION SHOULD BE 2 INCHES ABOVE TOP OF CURB OR 1 FOOT ABOVE CENTERLINE OF THE ROADWAY, WHICHEVER IS HIGHER.

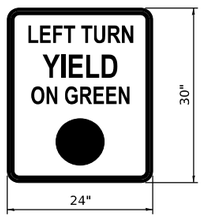
US 6 AND CHAMPLAIN STREET INTERSECTION (SE QUADRANT)



DAMPENING PLATE DETAIL

(TOP VIEW) INCIDENTAL TO MAST ARM QUANTITY

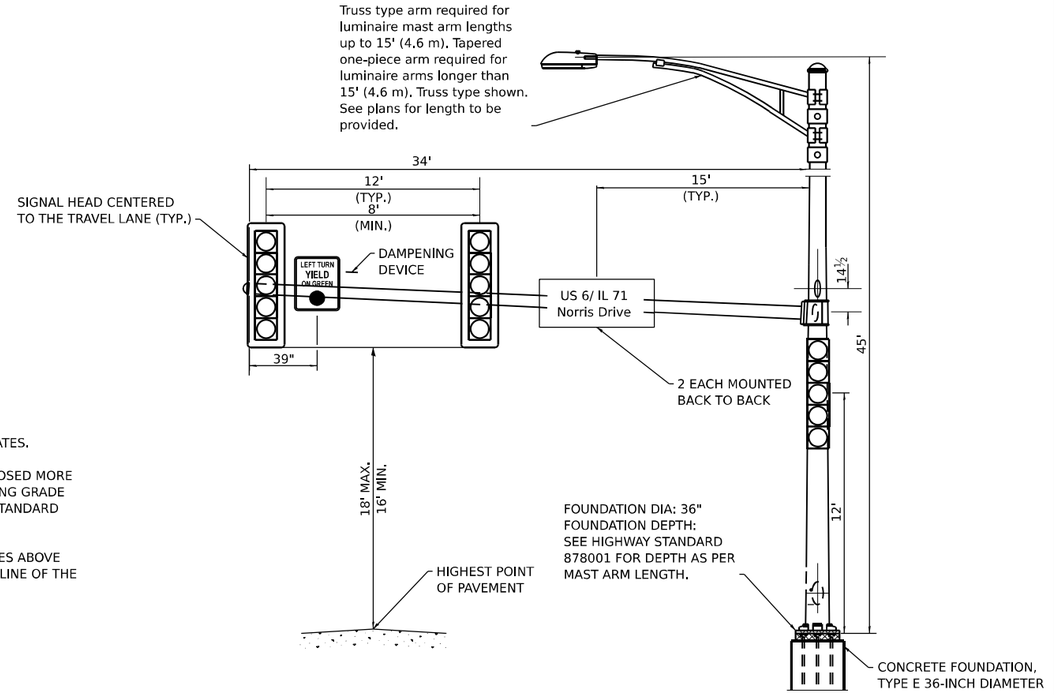
DAMPENING DEVICE SHALL CONSIST OF A 24" X 30" TYPE I. UNPAINTED ALUMINUM SIGN STOCK MOUNTED HORIZONTALLY ON TOP OF MAST ARM WITH THE 30" LENGTH PERPENDICULAR TO THE ARM. COST OF DAMPENING DEVICE SHALL BE INCLUDED IN THE MAST ARM PAY ITEM.



N.T.S
R 10-12
TYPE AP SHEETING REQUIRED
5.0 SQ FT EACH (2) REQUIRED

LEFT TURN CONTROL SIGN DETAIL

THIS SIGN SHALL BE LOCATED 6 TO 12 INCHES TO THE RIGHT OF THE MAST ARM MOUNTED LEFT TURN SIGNAL HEAD.



US 6 AND CHAMPLAIN STREET INTERSECTION (SW QUADRANT)

MAST ARM FOUNDATION

MAST ARM	LOCATION	MAST ARM LENGTH (FOOT)	FOUNDATION DEPTH (FOOT)	FOUNDATION DIAMETER (INCH)
CHAMPLAIN ST AND US 6 INTERSECTION				
1	NW	50' AND 54'	16	36
2	SW	34'	12	36
3	SE	45'	13	36

ELECTRICAL LOAD CHART

US 6 INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)	TOTAL WATTAGE
RED	10	12.0	50	60.0
YELLOW	10	32.0	25	80.0
GREEN	10	12.0	25	30.0
YELLOW ARROW	4	12.0	10	4.8
GREEN ARROW	4	11.0	10	4.4
PED SIGNAL -WALK	4	7.0	5	1.4
PED SIGNAL - DON'T WALK	4	7.0	95	26.6

CHAMPLAIN STREET INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)	TOTAL WATTAGE
RED	8	12.0	50	48.0
YELLOW	8	32.0	25	64.0
GREEN	8	12.0	25	24.0
YELLOW ARROW	5	12.0	10	6.0
GREEN ARROW	5	11.0	10	5.5
PED SIGNAL -WALK	4	7.0	5	1.4
PED SIGNAL - DON'T WALK	4	7.0	95	26.6

TRAFFIC SIGNAL CABINET ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)	TOTAL WATTAGE
CONTROLLER	1	100.0	100	100.0
VIDEO VEHICLE DETECTION SYSTEM	1	150.0	100	150.0
UNINTERRUPTIBLE POWER SUPPLY	1	50.0	100	50.0
Total				682.7

MODEL: DETAIL SHEET 8 [Sheet]
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CONSTRUCTION DETAILS
SCALE: | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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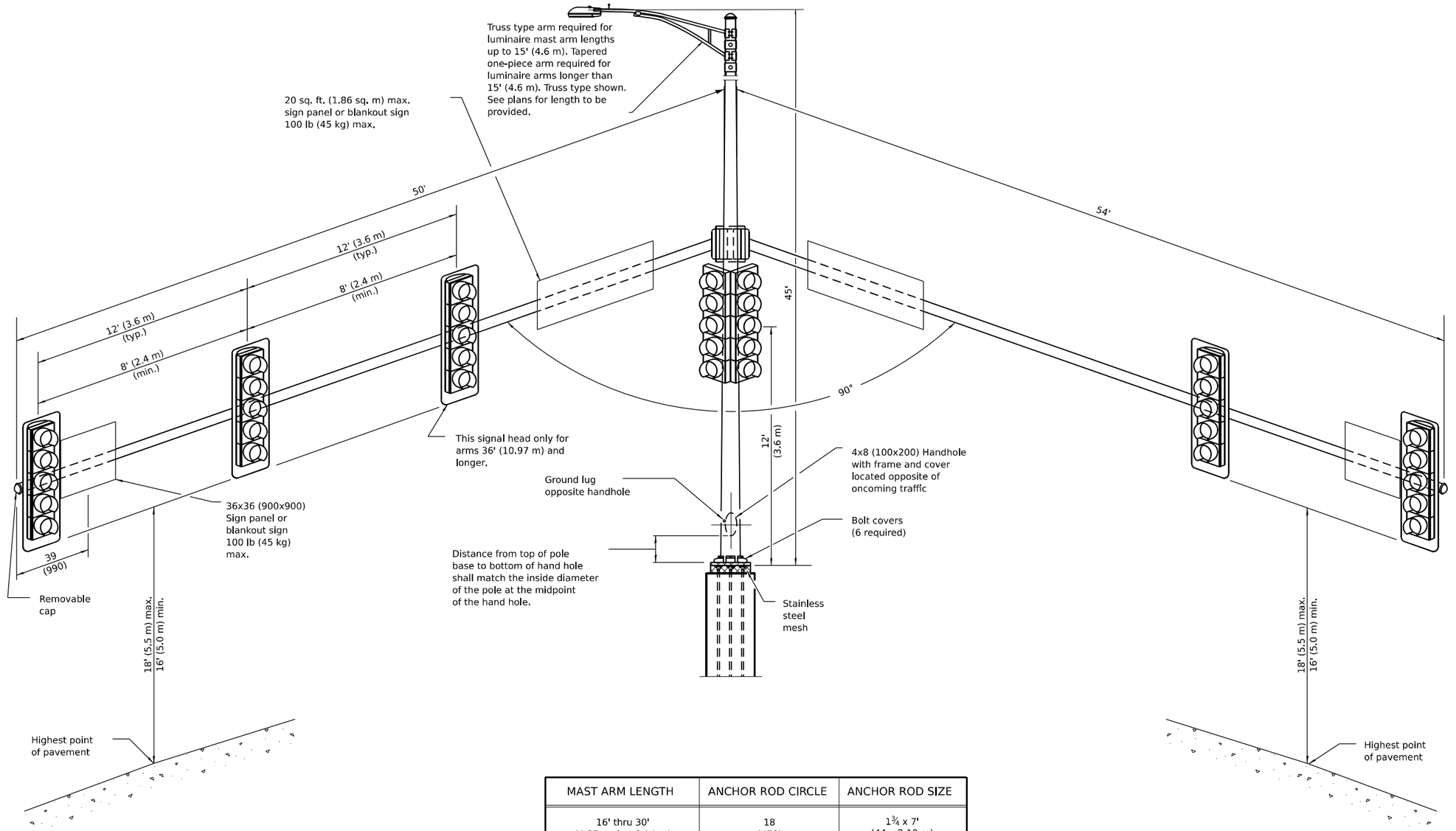
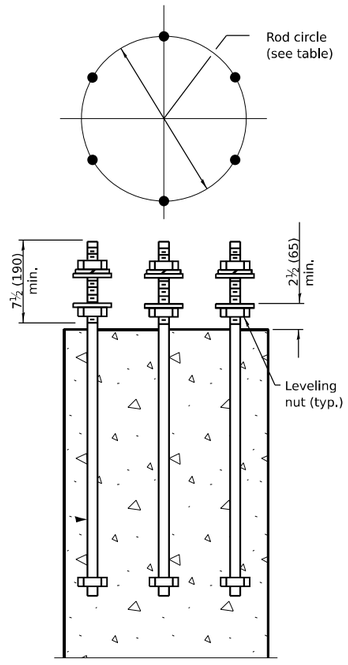
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		





ANCHOR ROD DETAIL

MAST ARM LENGTH	ANCHOR ROD CIRCLE	ANCHOR ROD SIZE
16' thru 30' (4.87 m thru 9.14 m)	18 (450)	1¾ x 7' (44 x 2.10 m)
32' thru 50' (9.75 m thru 15.24 m)	21 (535)	2 x 7'-6" (51 x 2.29 m)

GENERAL NOTES

Signal heads, sign panels, and other attachments are shown for minimum design loading purposes only. Each signal head shall weigh 80 lb (36 kg) and have a projected area of 14.7 sq. ft. (1.37 sq. m).

See Standard 720016 for location of sign panels or blankout signs closest to pole.

All dimensions are in inches (millimeters) unless otherwise shown.

US 6 AND CHAMPLAIN STREET INTERSECTION (NW QUADRANT)

MODEL: Detail Sheet 9 [Sheet]
FILE NAME: H:\P222138 - D3 VA\IWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-details.dgn

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CONSTRUCTION DETAILS

SCALE: | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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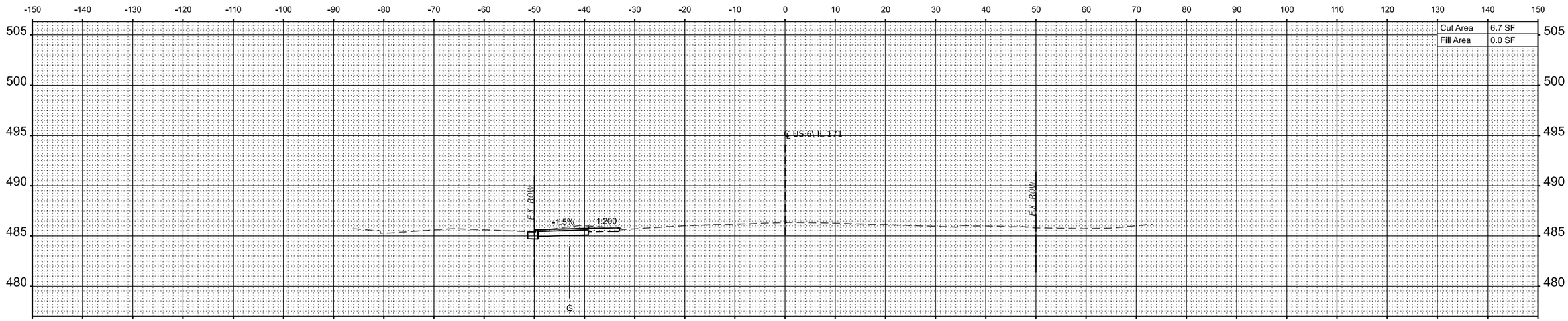
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



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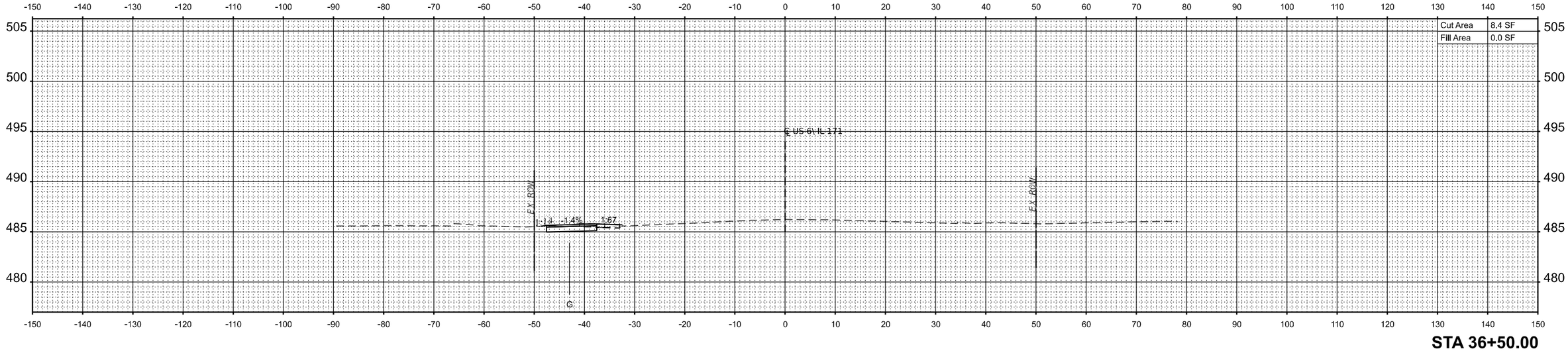

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ORIGINAL SURVEY	NO.	BY	DATE
NOTE BOOK	AREAS CHECKED		
PLOTTED			
SURVEYED			

FINAL SURVEY	NO.	BY	DATE
NOTE BOOK	AREAS CHECKED		
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SURVEYED			

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US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 1 OF 18 SHEETS | STA. 36+50.00 | TO STA. 37+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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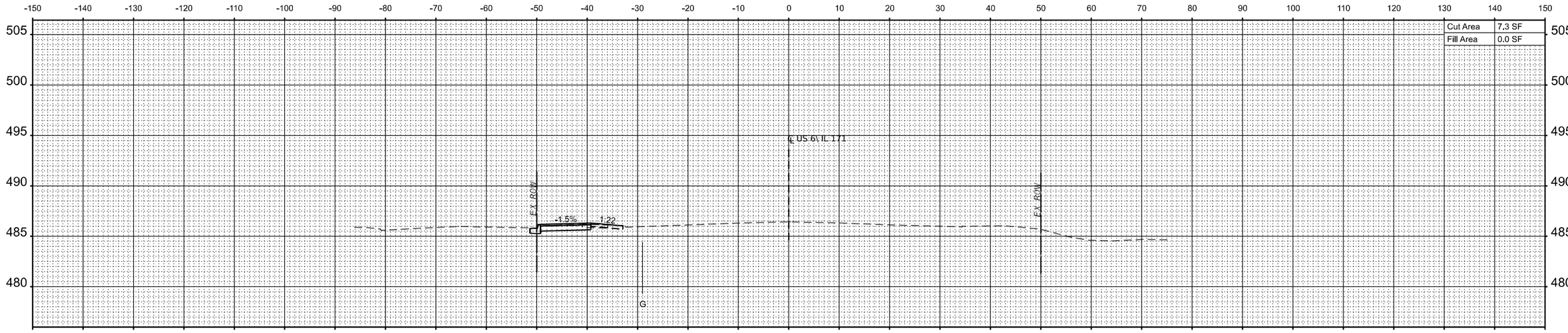
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



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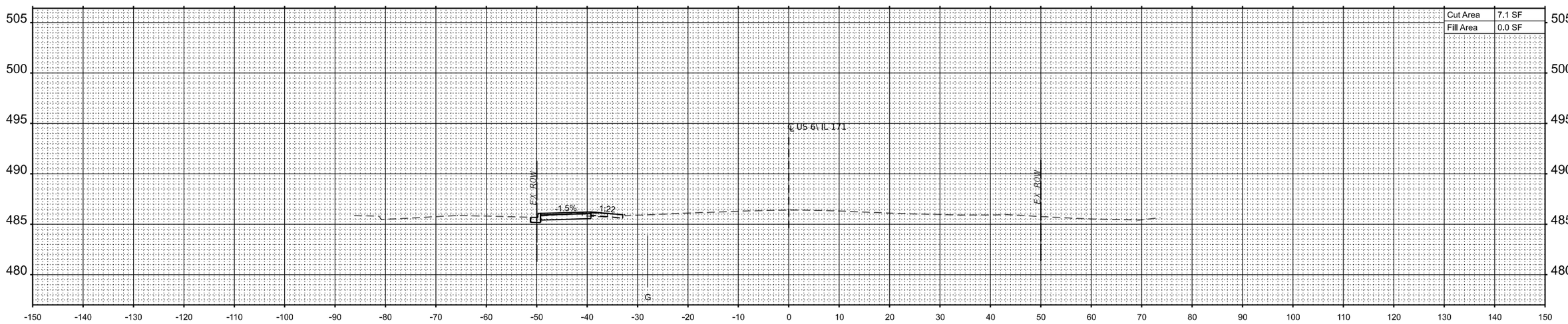

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US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 2 OF 18 SHEETS | STA. 37+50.00 | TO STA. 38+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	189
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

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

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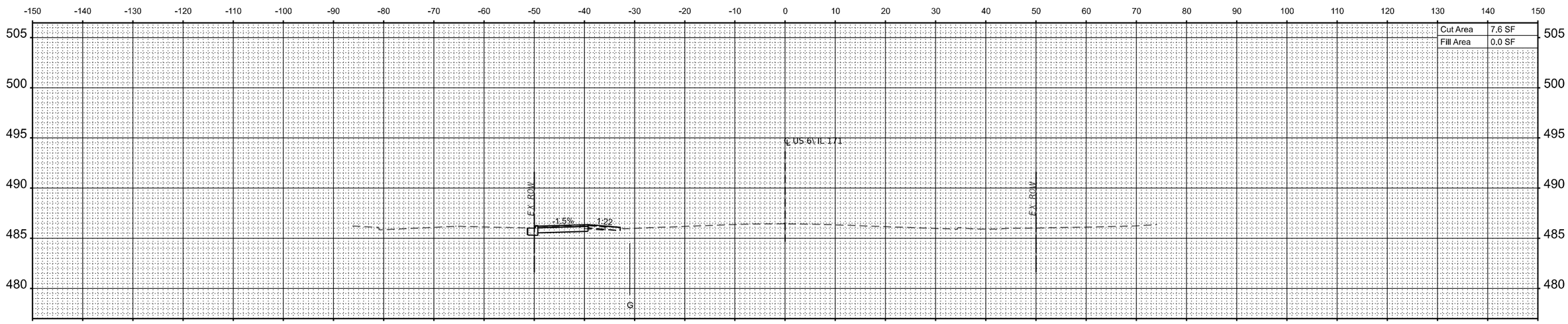

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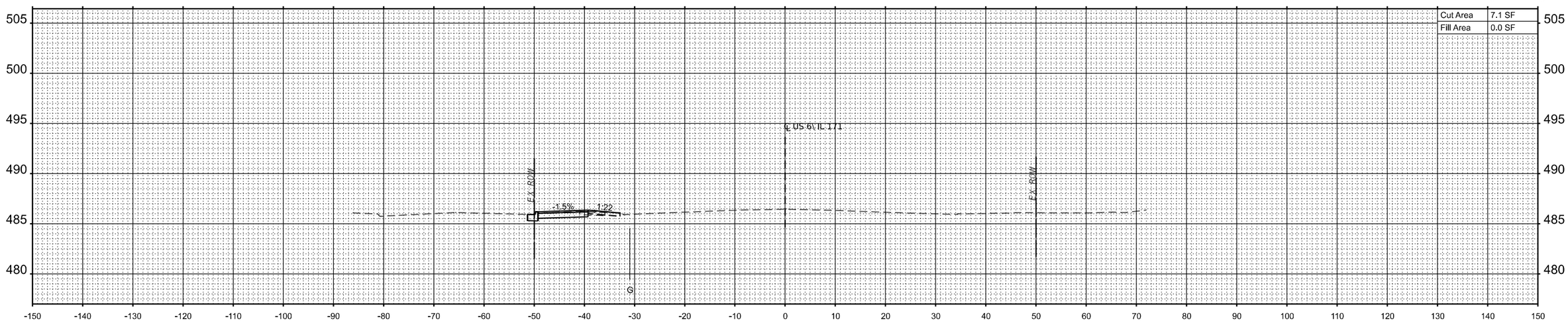

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ORIGINAL SURVEY	NOTE BOOK	NO.
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CROSS SECTIONS

SCALE: 1"=10' | SHEET 3 OF 18 SHEETS | STA. 38+50.00 | TO STA. 39+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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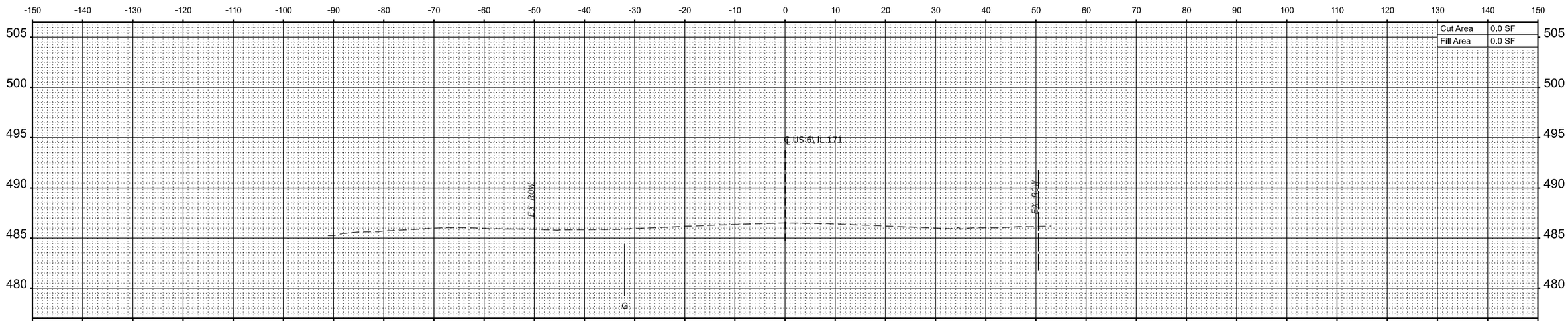

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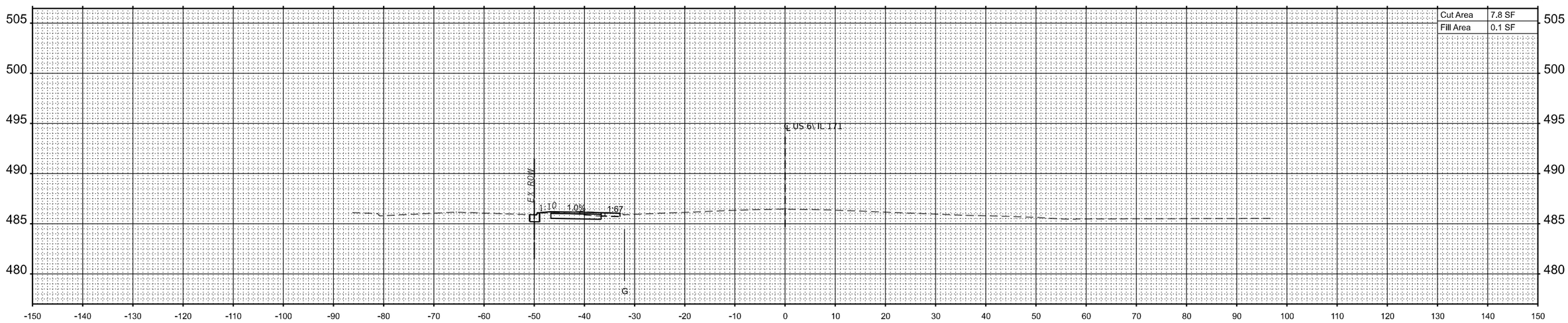

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AREAS		
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BY	DATE

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US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 4 OF 18 SHEETS | STA. 39+50.00 | TO STA. 40+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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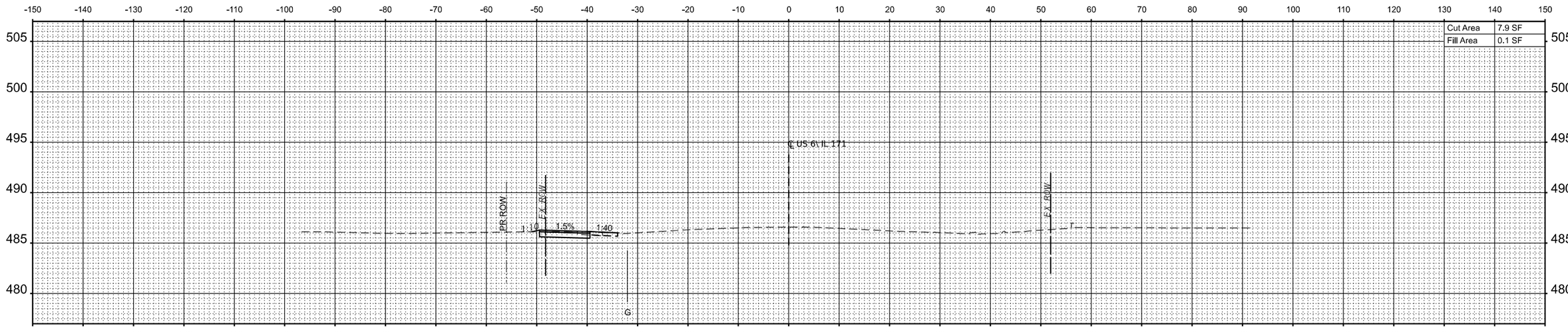
		ILLINOIS	FED. AID PROJECT	



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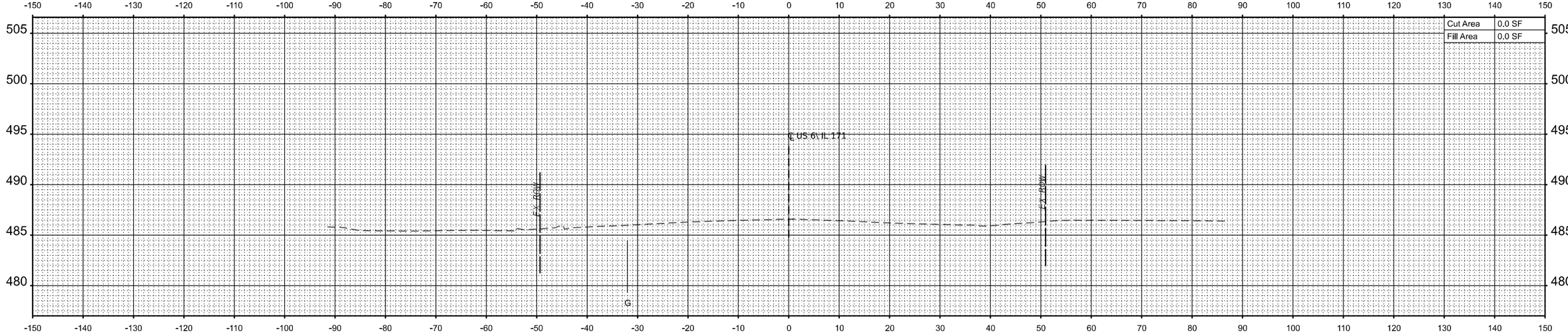

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ORIGINAL SURVEY		BY	DATE
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NOTE BOOK	TEMPLATE		
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FINAL SURVEY		BY	DATE
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	PLOTTED		
NOTE BOOK	TEMPLATE		
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US 6 / IL 71
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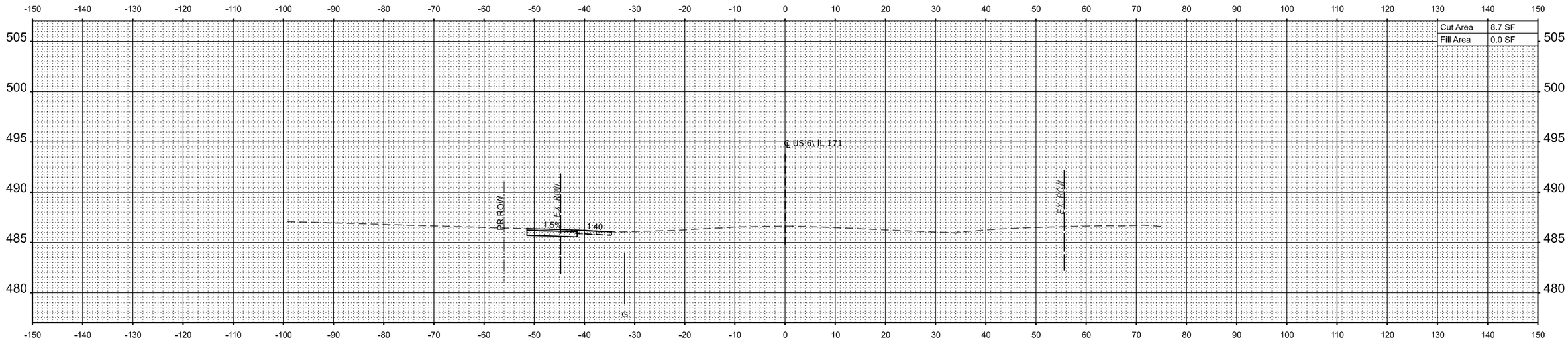
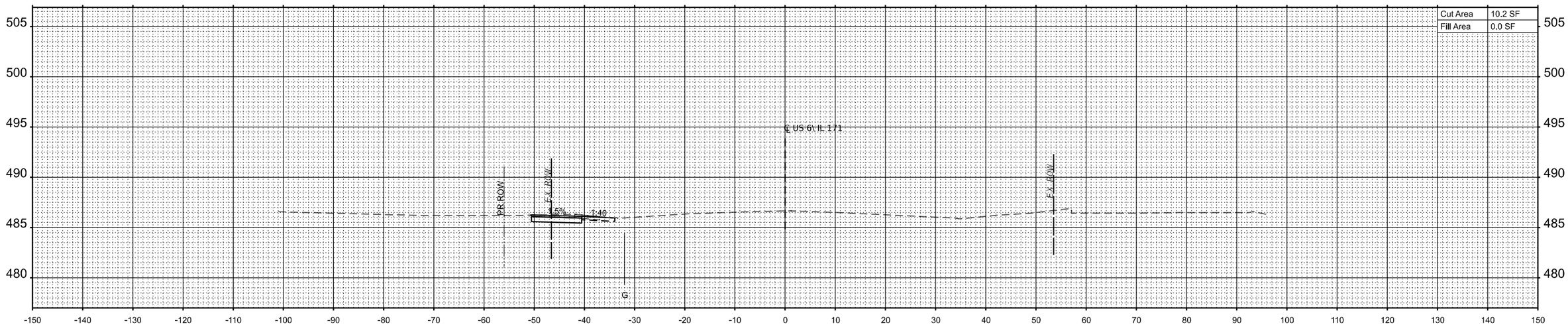
SCALE: 1"=10' | SHEET 5 OF 18 SHEETS | STA. 40+50.00 | TO STA. 41+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	192
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



STA 42+00.00



STA 41+50.00

ORIGINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY	DATE

MODEL: EXCL_US6 - 41+50.00 [Sheet]
FILE NAME: H:\P222138 - D3 VAVWO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-X-sec.dgn

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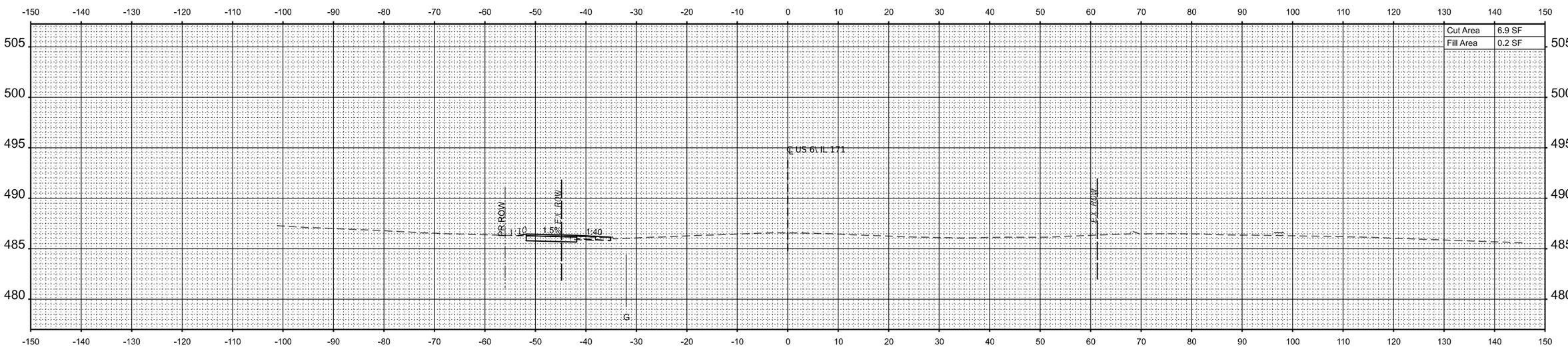
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/5/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

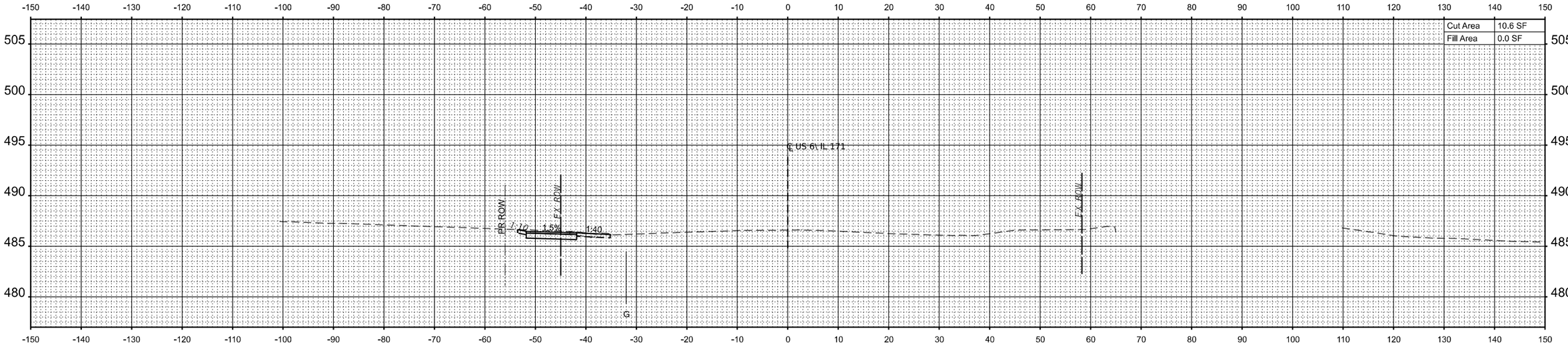
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 6 OF 18 SHEETS | STA. 41+50.00 | TO STA. 42+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	193
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



STA 43+00.00



STA 42+50.00

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

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

MODEL: EXCL_US6 - 42+50.00 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-X-sec.dgn

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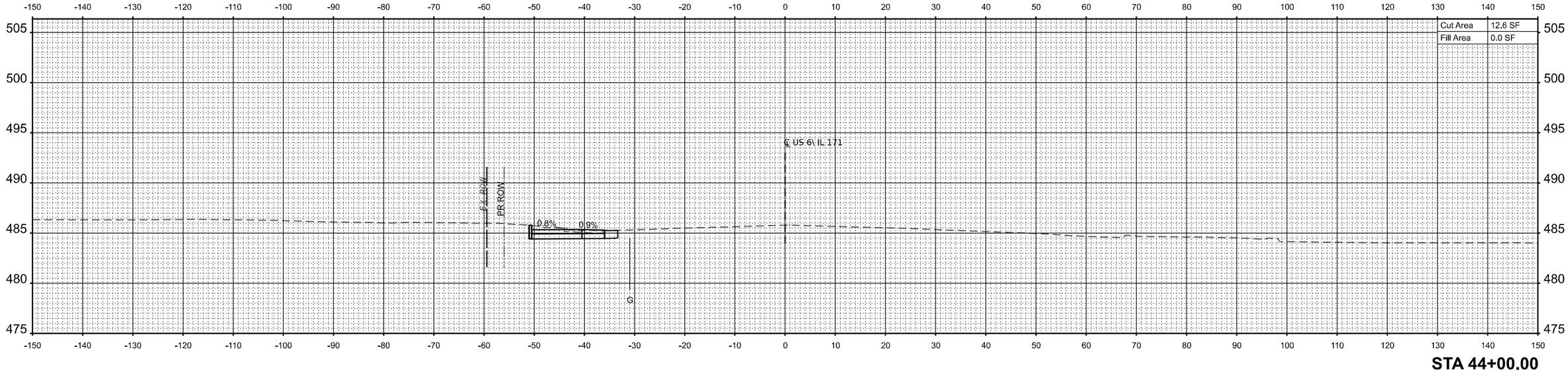
	CHECKED -	REVISED -	
PLOT DATE = 2/5/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

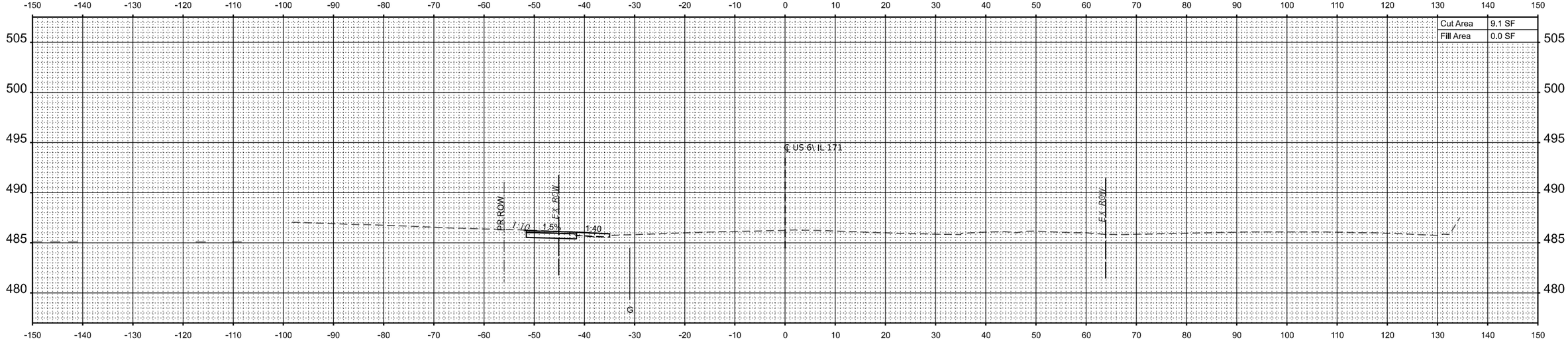
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 7 OF 18 SHEETS | STA. 42+50.00 | TO STA. 43+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	194
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



STA 44+00.00



STA 43+50.00

ORIGINAL SURVEY	NO.	NOTE BOOK	BY	DATE
FINAL SURVEY				

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

MODEL: EXCL_US6 - 43+50.00 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D388K84-sh-X-sec.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

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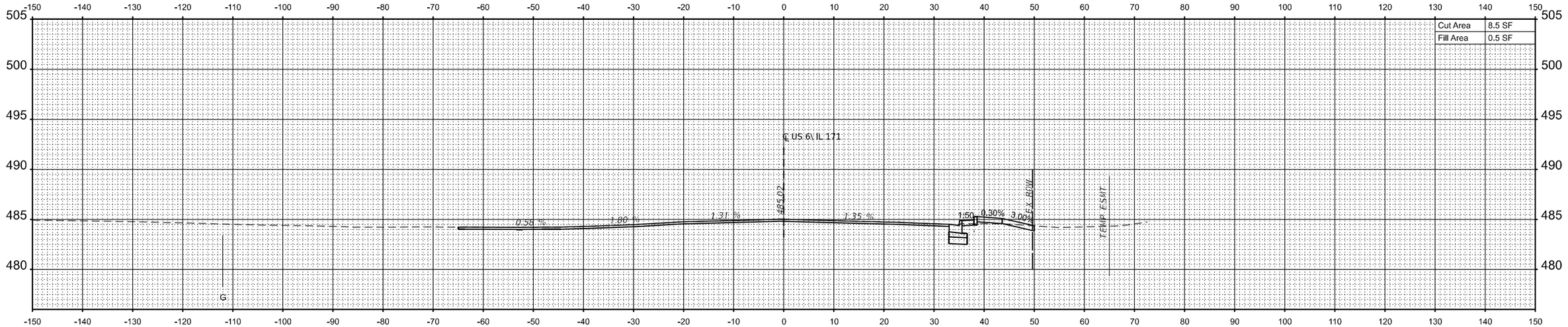
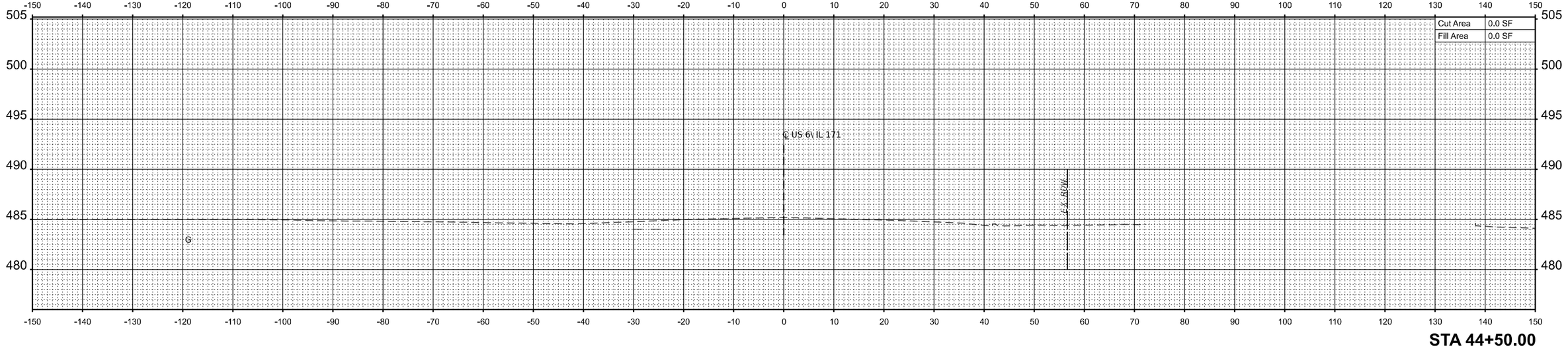
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 8 OF 18 SHEETS | STA. 43+50.00 | TO STA. 44+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	195
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



STA 44+65.00



STA 44+50.00

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

MODEL: EXCL_US6 - 44+50.00 [Sheet]
FILE NAME: H:\P\222138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-X-sec.dgn

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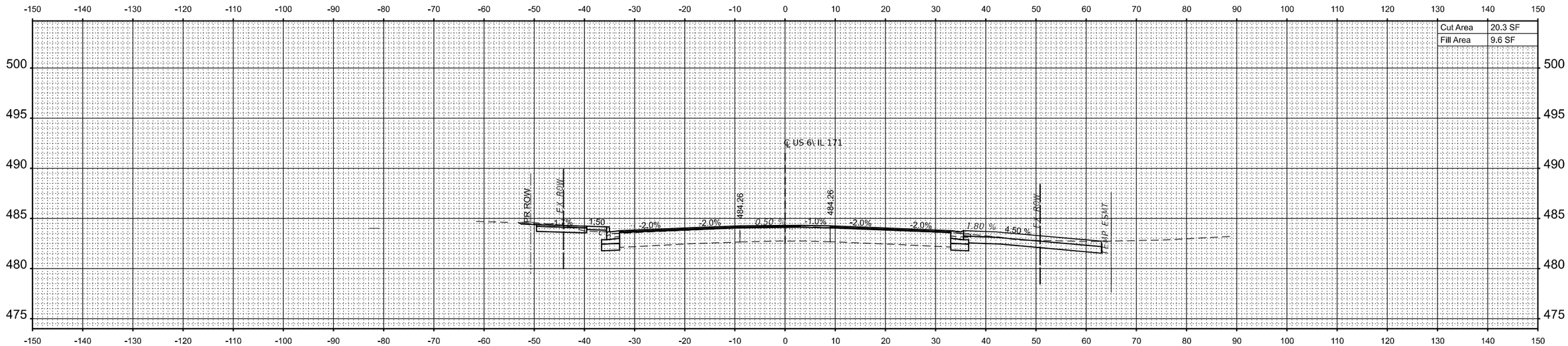
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

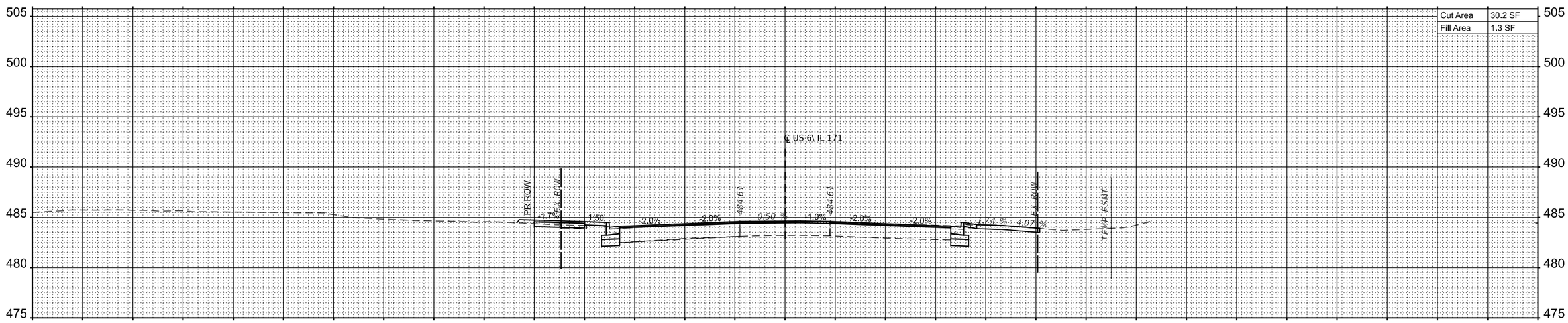
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 9 OF 18 SHEETS | STA. 44+50.00 | TO STA. 44+65.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	196
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			



STA 45+43.49



STA 45+00.00

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

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

MODEL: EXCL_US6 - 45+00.00 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D368K84-sh-X-sec.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

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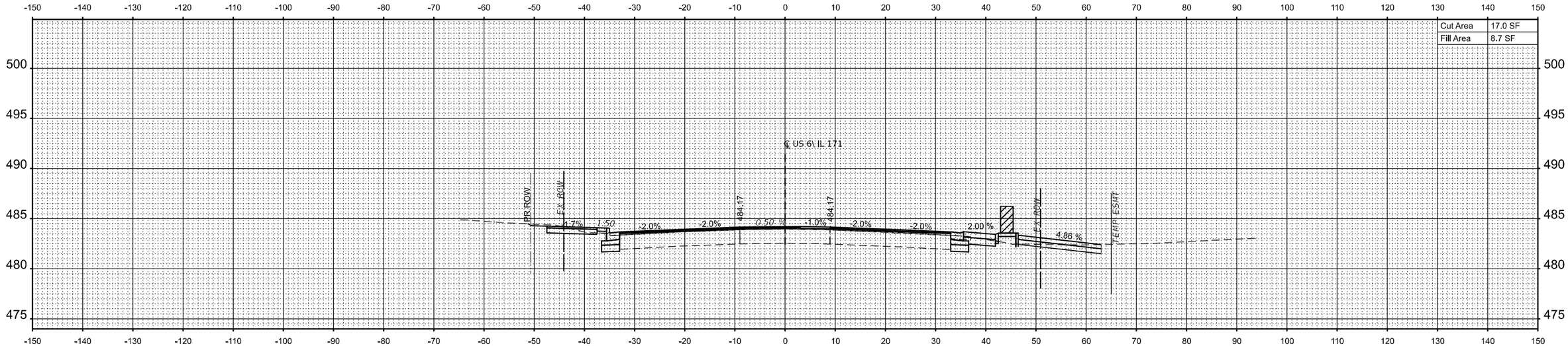
DEPARTMENT OF TRANSPORTATION

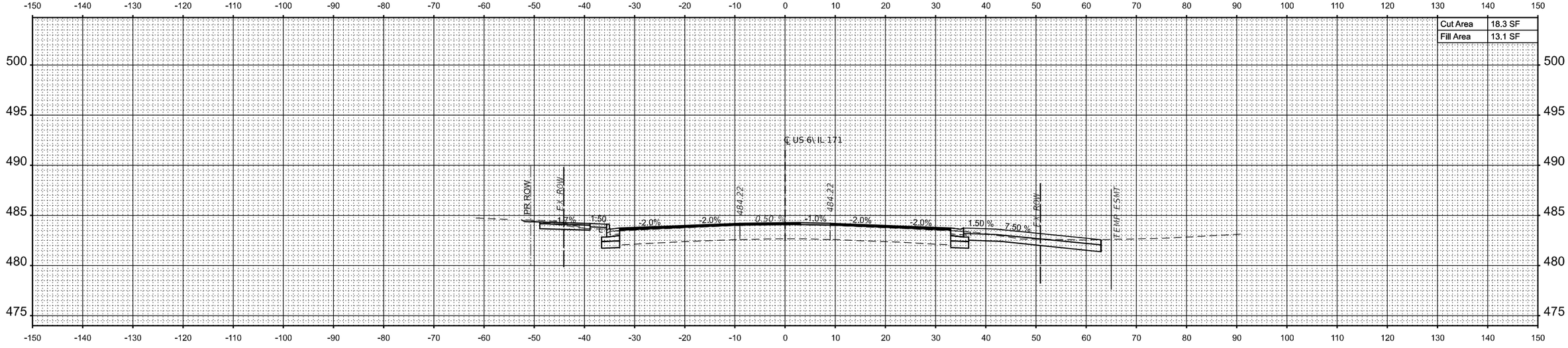
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 10 OF 18 SHEETS | STA. 45+00.00 | TO STA. 45+43.49

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	197
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



STA 45+60.98



STA 45+50.00

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

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

MODEL: EXCL_US6 - 45+50.00 [Sheet]
FILE NAME: H:\P222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D368K84-sh-X-sec.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

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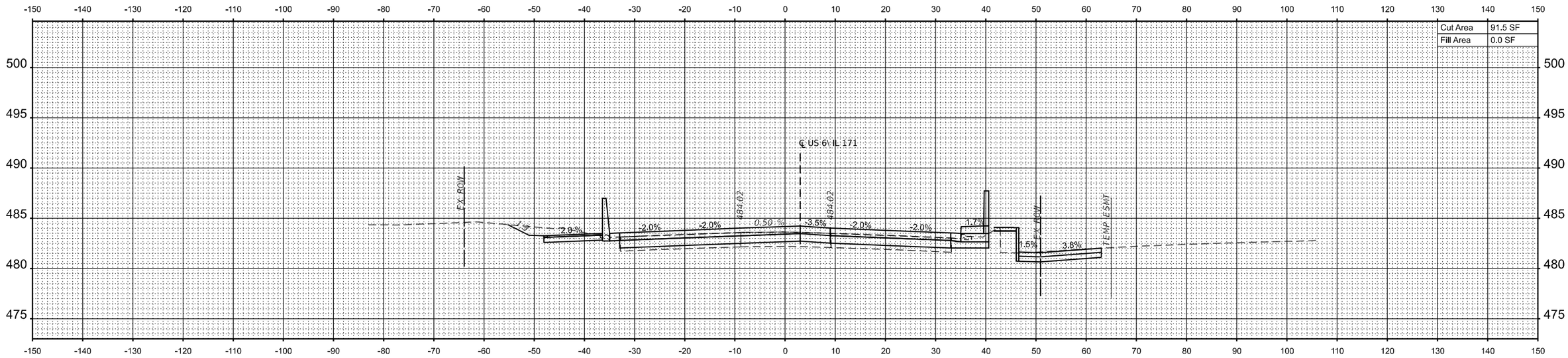
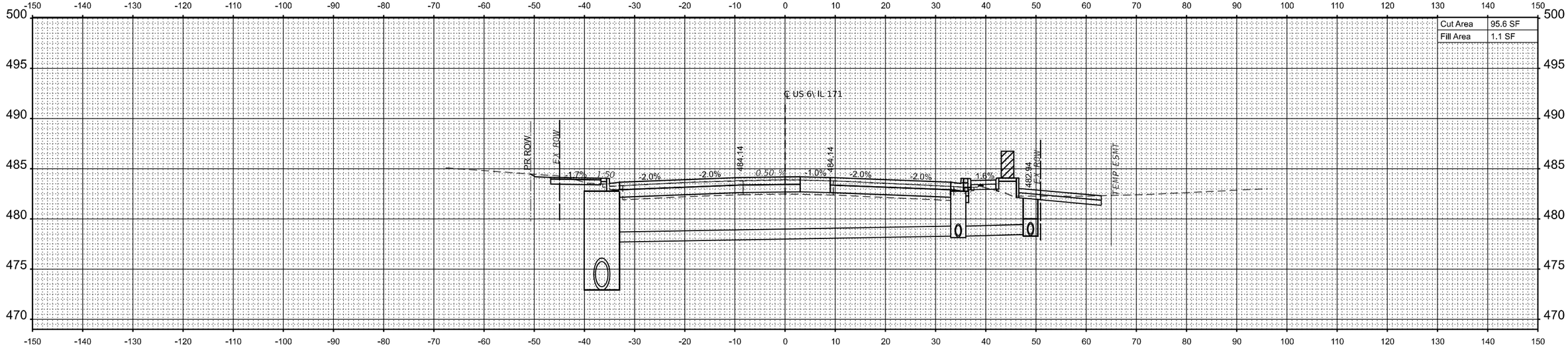
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 11 OF 18 SHEETS | STA. 45+50.00 | TO STA. 45+60.98

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	198
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



STA 46+00.00



STA 45+68.00

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		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
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US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 12 OF 18 SHEETS | STA. 45+68.00 | TO STA. 46+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	199
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			

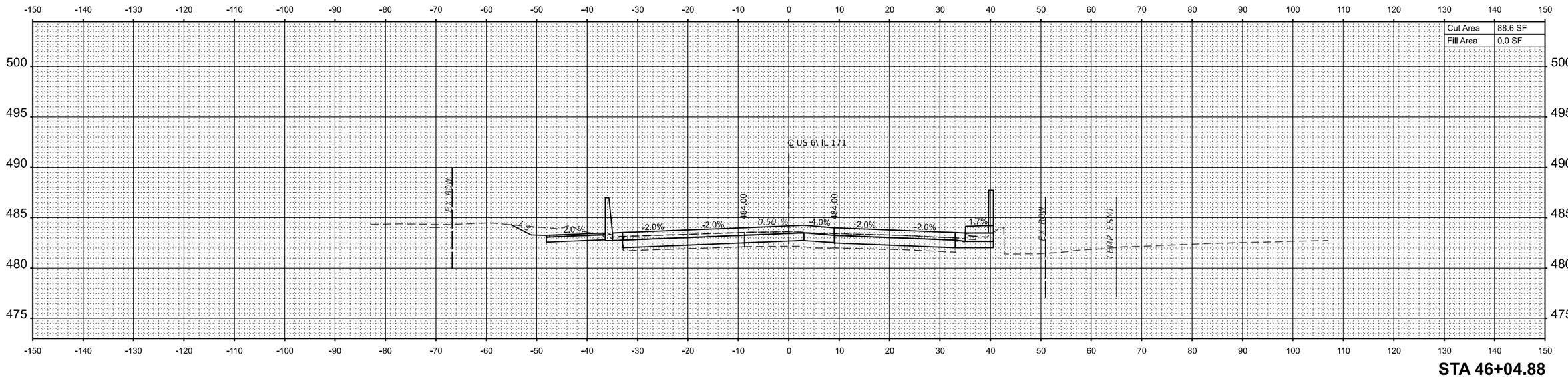
FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

MODEL: EXCL_US6 - 45+68.00 [Sheet]
FILE NAME: H:\P222138 - D3 VV\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-X-sec.dgn

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

BRIDGE OMISSION STA 46+04.88 TO STA 50+11.12



STA 46+04.88

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

MODEL: EXCL_US6 - 46+04.88 [Sheet]
FILE NAME: H:\P222138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D368K84-sht-X-sec.dgn

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	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
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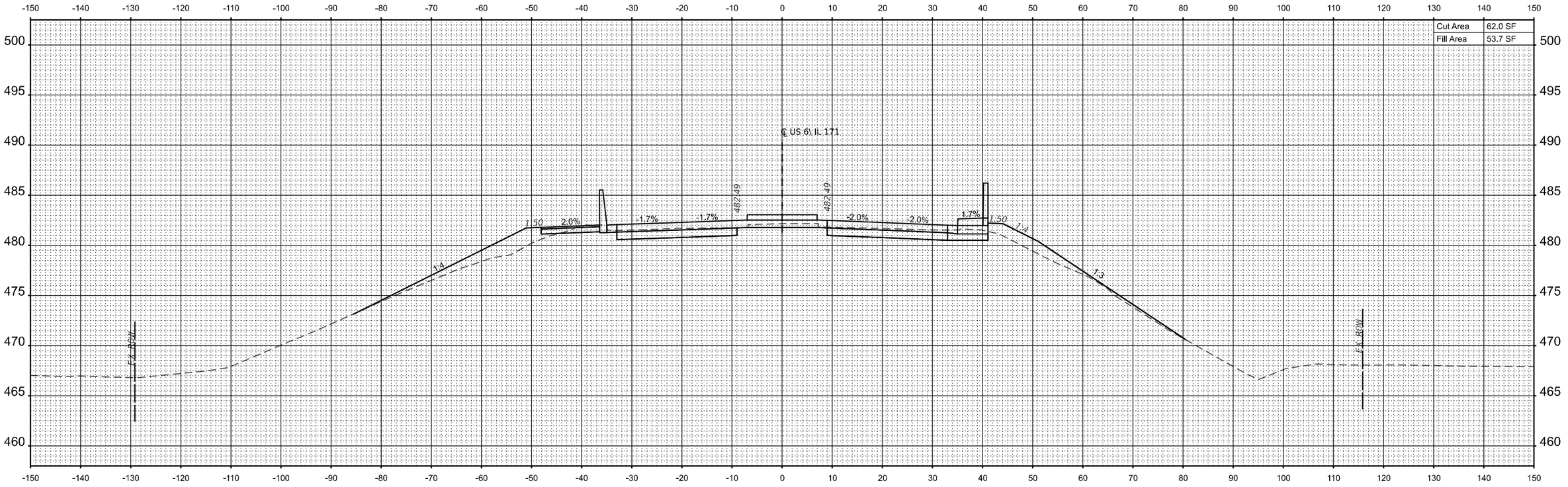
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 13 OF 18 SHEETS | STA. 46+04.88 | TO STA. 50+11.12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	200
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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



STA 50+25.00

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

MODEL: EXCL_US6 - 50+25.00 [Sheet]
FILE NAME: H:\P\222138 - D3 V-V\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D3686KB4-sht-X-sec.dgn

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	CHECKED -	REVISED -	
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STATE OF ILLINOIS
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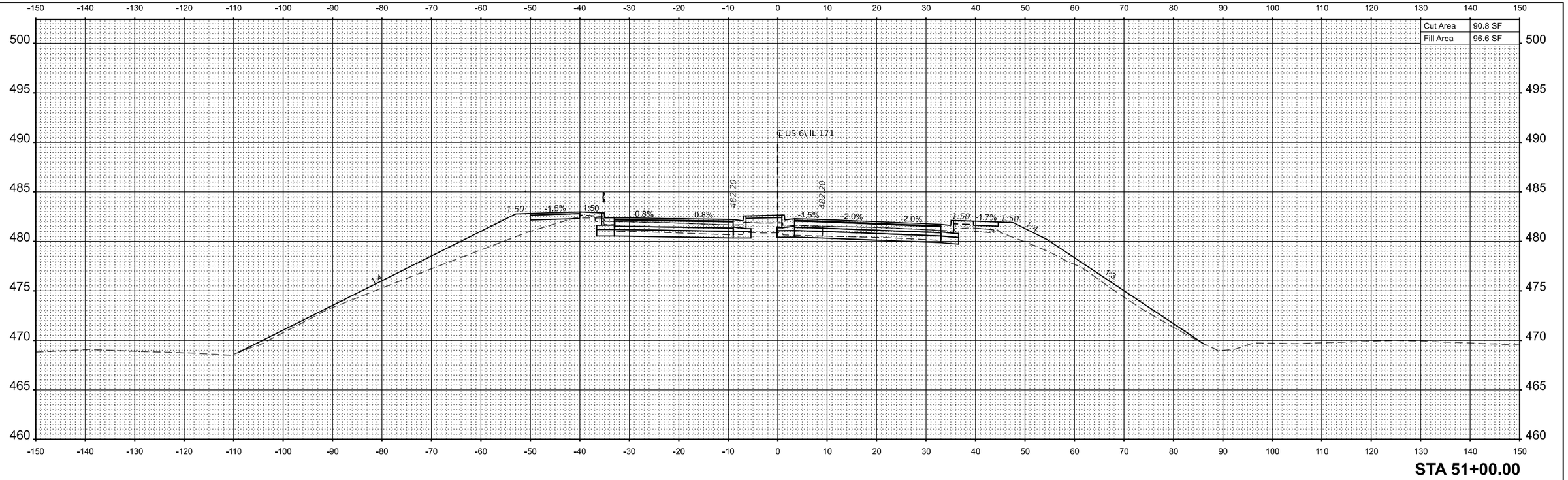
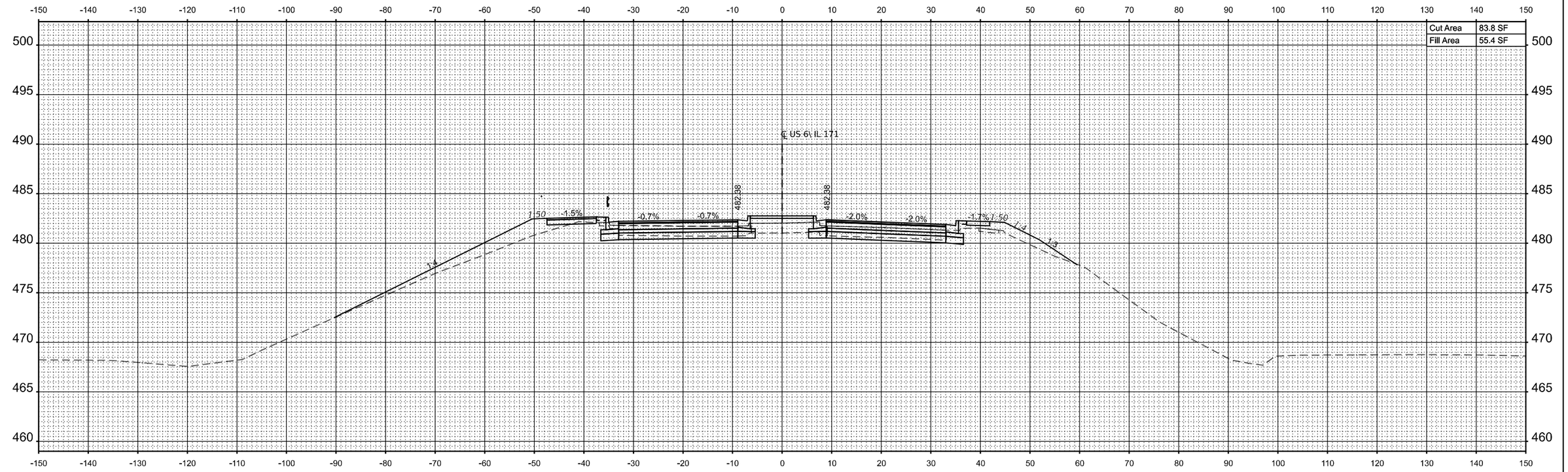
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 14 OF 18 SHEETS | STA. 50+25.00 | TO STA. 50+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	201
		CONTRACT NO. 66M55		
	ILLINOIS FED. AID PROJECT			





FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

DATE

MODEL: EXCL_US6 - 50+56.34 [Sheet]
FILE NAME: H:\P222138 - D3 VV\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366tk84-shi-X-sec.dgn

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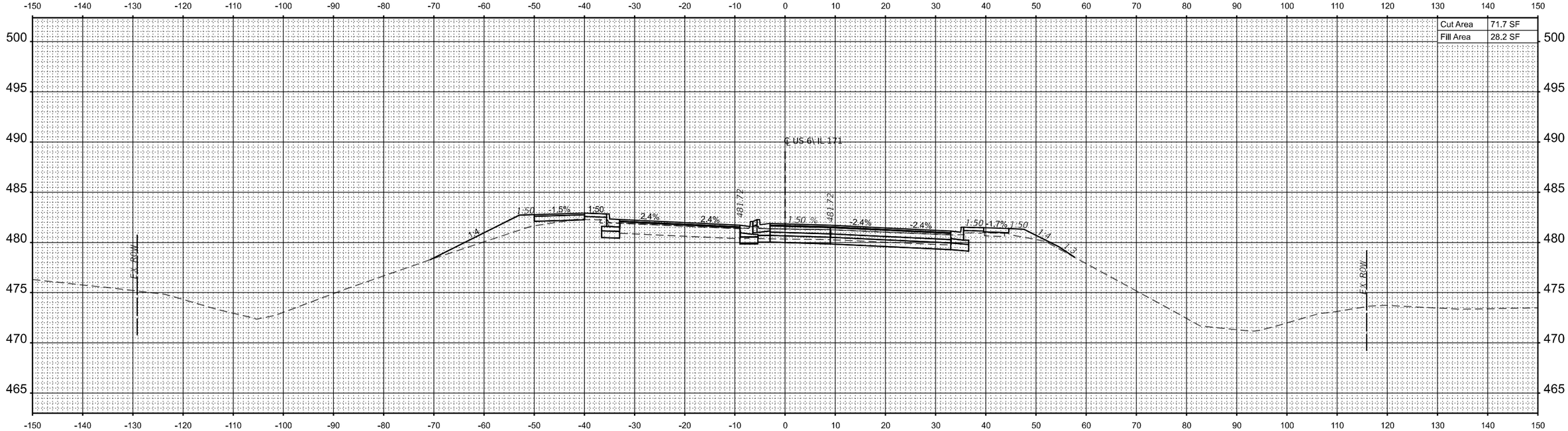
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/5/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

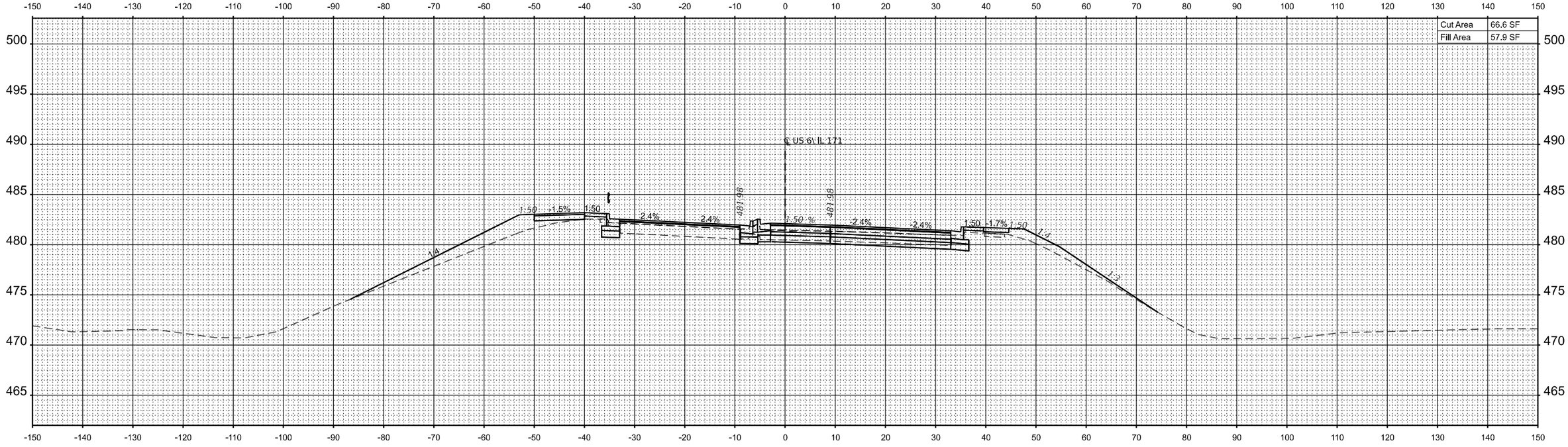
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 15 OF 18 SHEETS | STA. 50+56.34 | TO STA. 51+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	202
		CONTRACT NO. 66M55		
		ILLINOIS	FED. AID PROJECT	



STA 52+00.00



STA 51+50.00

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

MODEL: EXCL_US6 - 51+50.00 [Sheet]
FILE NAME: H:\P022138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D368K84-sht-X-sec.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
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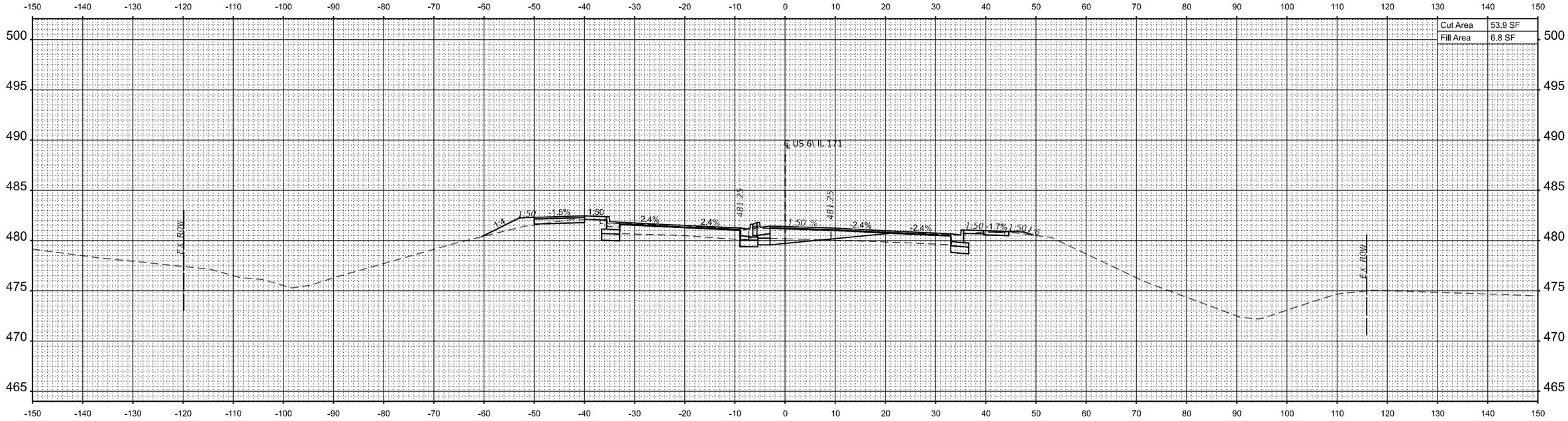
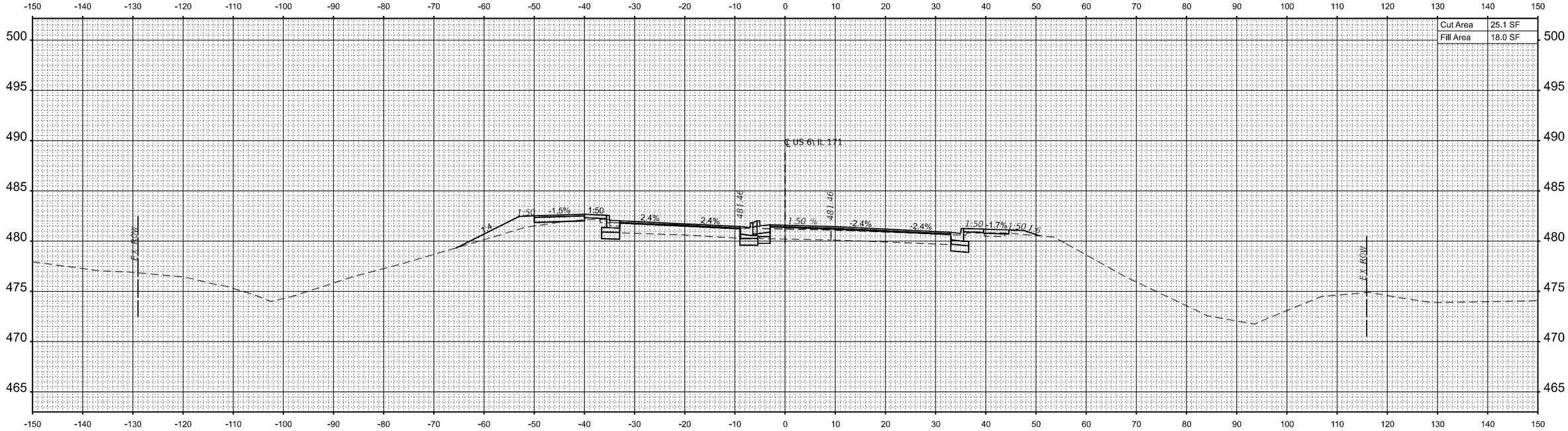
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 16 OF 18 SHEETS | STA. 51+50.00 | TO STA. 52+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	203
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		



STA 53+00.00



STA 52+50.00

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

MODEL: EXCL_US6 - 52+50.00 [Sheet]
FILE NAME: H:\P022138 - D3 V-A\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D366K84-sht-X-sec.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

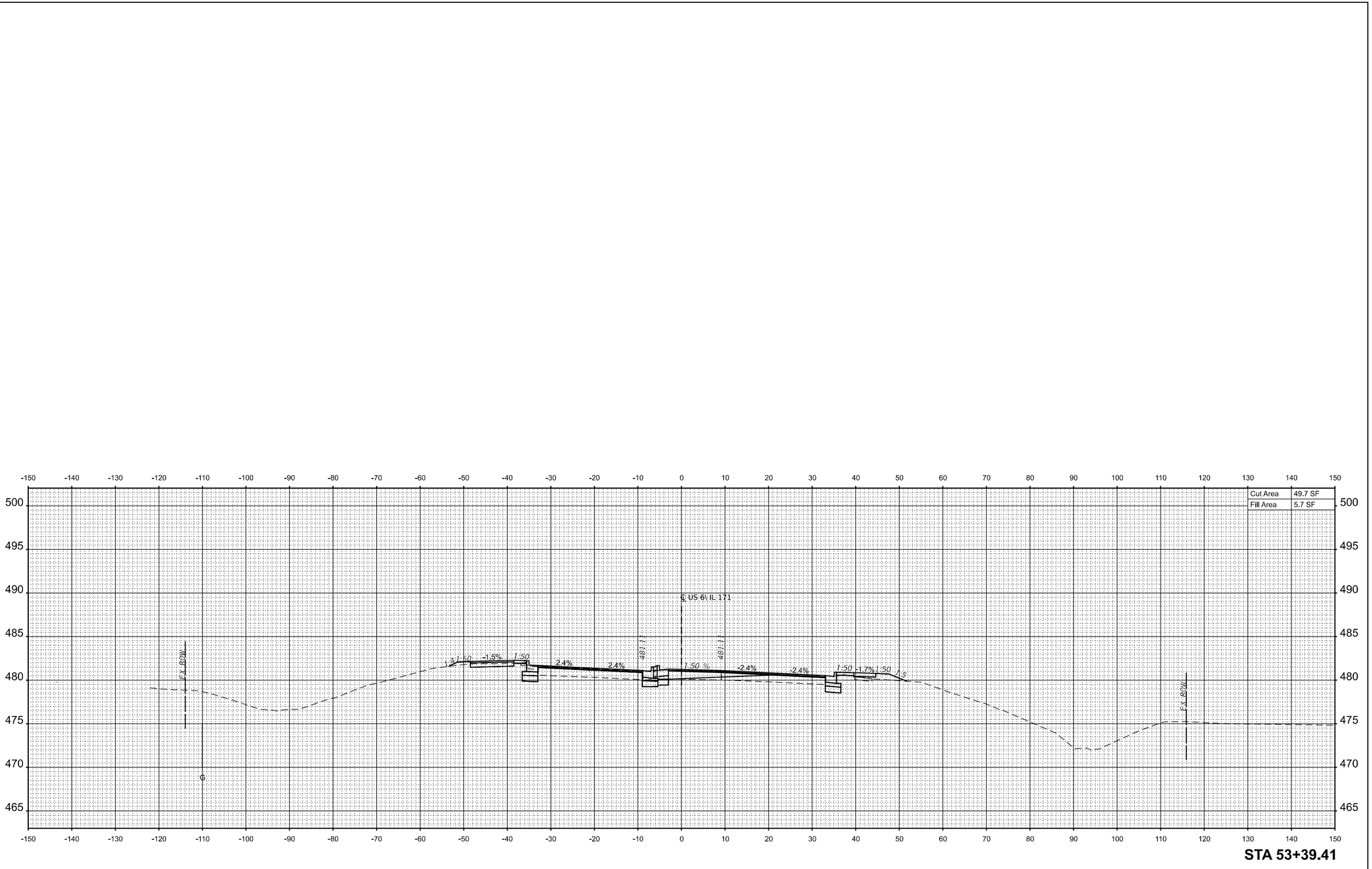
US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 17 OF 18 SHEETS | STA. 52+50.00 | TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	204
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		

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

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



MODEL: EXCL_US6 - 53+39.41 [Sheet]
FILE NAME: H:\P022138 - D3 VA\WO 6 - US 6 over Fox River - Roadway PSE\CADD\Microstation\CADD Drawings\US 6 Final CAD Files\D368K84-sht-X-sec.dgn

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USER NAME = Donovan.Sproull	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6 / IL 71
CROSS SECTIONS

SCALE: 1"=10' | SHEET 18 OF 18 SHEETS | STA. 53+39.41 | TO STA. 53+39.41

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(30)SW,RS-4&(E-1)BR	LASALLE	205	205
		CONTRACT NO. 66M55		
	ILLINOIS	FED. AID PROJECT		