FOR INDEX OF SHEETS
SEE SHEET NO. 4

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

SCALE IN FEET			
PLAN & PROFILE	U.S. 34	HORIZONTAL	0 50 100
PLAN & PROFILE	U.S. 34	VERTICAL	0 5 10
PLAN & PROFILE	F.A. 412	HORIZONTAL	0 100 200
PLAN & PROFILE	F.A. 412	VERTICAL	0 10 20
CROSS SECTION		HORIZONTAL	0 10 20
CROSS SECTION		VERTICAL	0 5 10

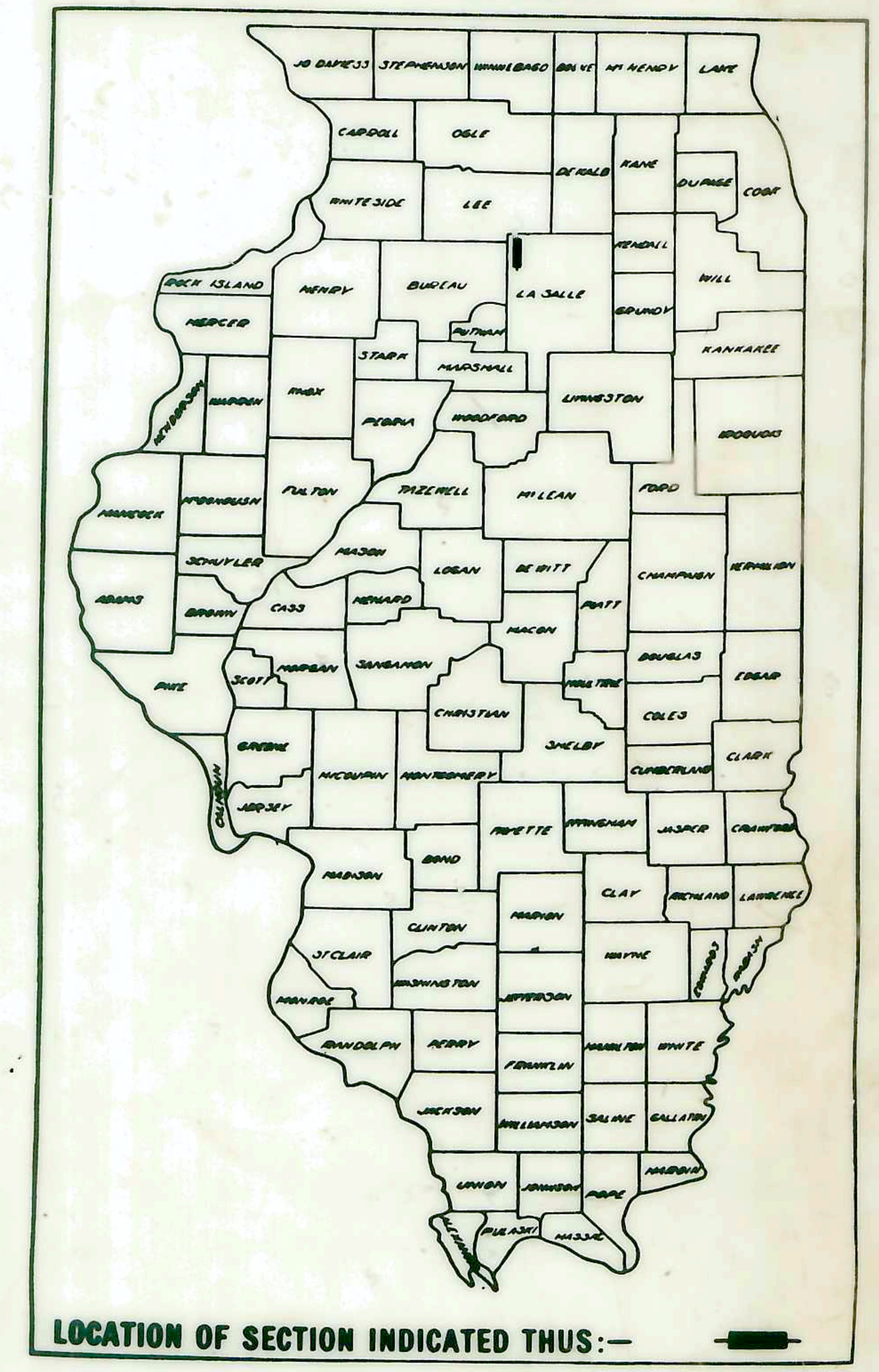
F.A. ROUTE 412 SECTION 50-8HB & 8BR
LA SALLE COUNTY
PROJECT EBRF-412-4(13)

C-93-011-76

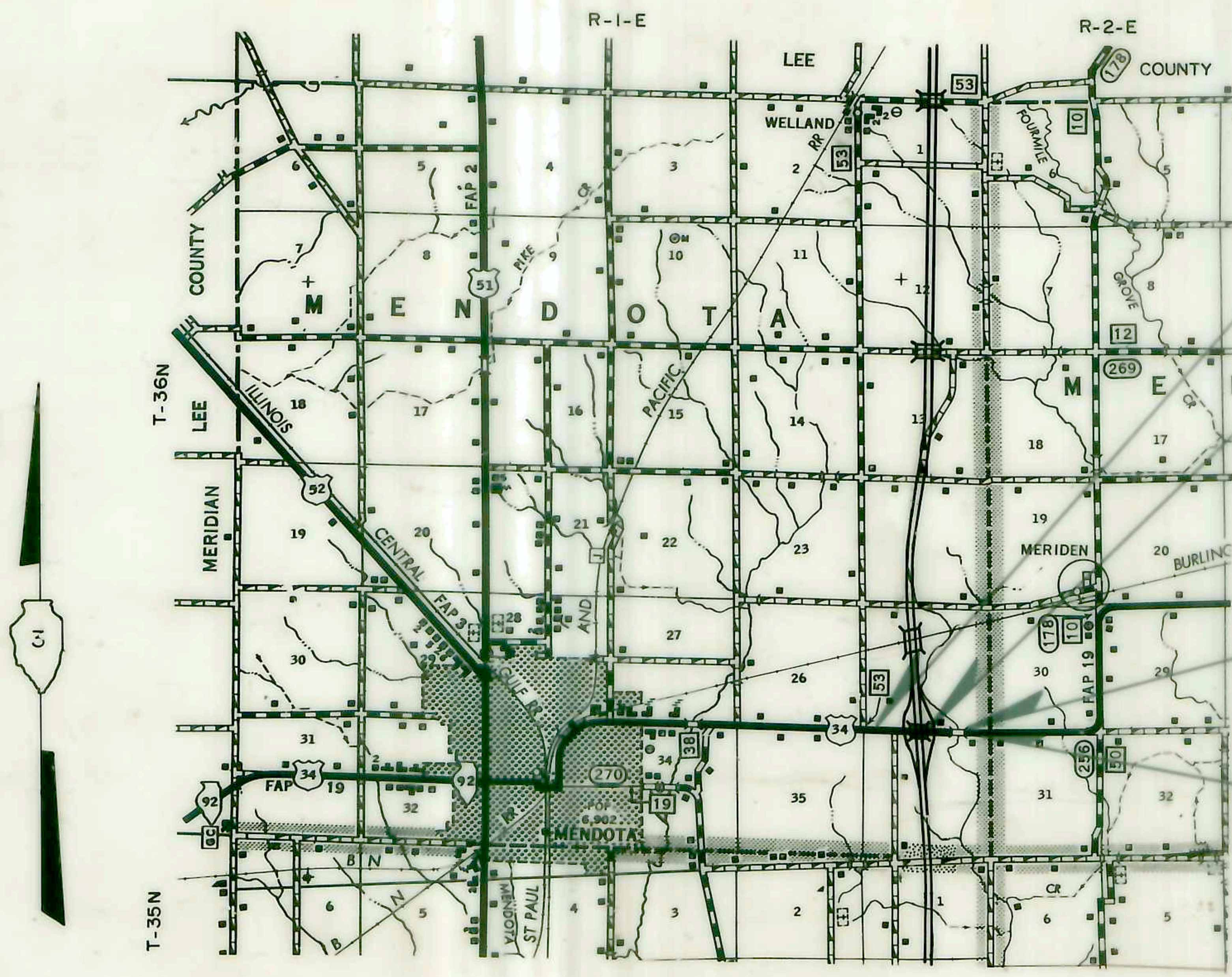
"AS BUILT"

FEDERAL AID ROUTE NO	SEC	COUNTY	TOTAL	SHEET NO
FA 412	50-8 HB	LA SALLE	58	1
B. P. R. REG. NO. 5	ILLINOIS	PROJECT		

P93-012-74



LOCATION OF SECTION INDICATED THUS:—



SECTION 50-8HB ENDS
STA. 175+80.00

STRUCTURE 50-8HB
A TWO-SPAN STRUCTURE
CARRYING U.S. 34 OVER
FA 412 @ STA. 718+56.13
SPANS: 2 @ 105'-10 1/2"
ROADWAY: 2 @ 14'-18' MEDIAN

STRUCTURE 50-8BR
DBL. 11'-0" x 8'-0"
R.C. BOX CULVERT
STA. 160+95

SECTION 50-8HB BEGINS
STA. 126+75.00

LAYOUT
SCALE
0 0.5 1.0 2.0 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 2/4 1976
R. H. Blessing
DISTRICT ENGINEER

EXAMINED March 10 1976
[illegible]
ENGINEER OF PLANS & CONTRACTS

PASSED March 10 1976
Thomas R. Boyd
ENGINEER OF DESIGN

APPROVED March 1976
[illegible]
DIRECTOR DIVISION OF HIGHWAYS

THOMAS C. WHITT
32724
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Thomas C. Whitt

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

DIVISION ADMINISTRATOR DATE

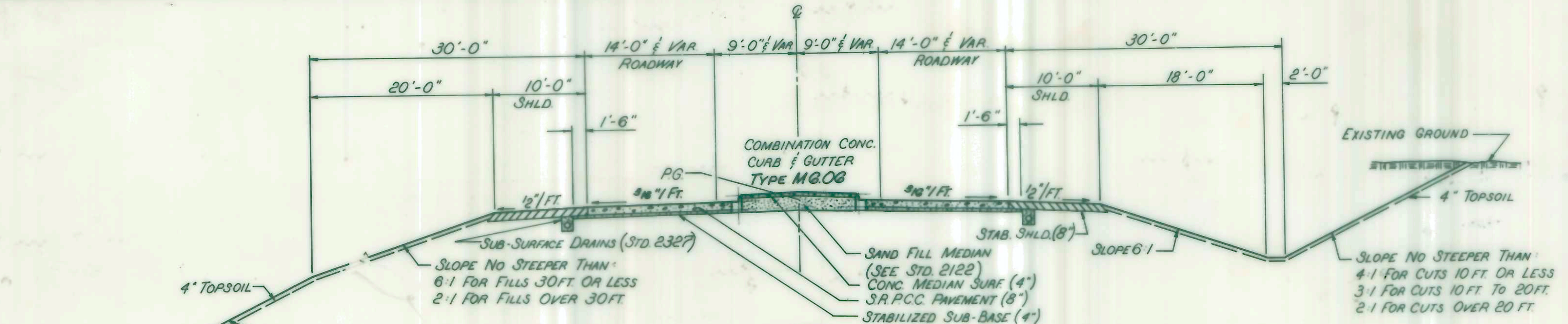
DESIGN DESIGNATION
1319 (95) TRUNK 7.514 (C.R.P.C.C.-20)
531 (95) AREA SERVICE 0.035 (S.R.P.C.C.-20)

TOTAL LENGTH OF SECTION 50-8HB & 8BR	= 4,905.00	FEET	0.93 MILES
NET LENGTH OF SECTION 50-8HB & 8BR	= 4,905.00	FEET	0.93 MILES
NET LENGTH OF PROJECT	= 0.00	FEET	0.00 MILES

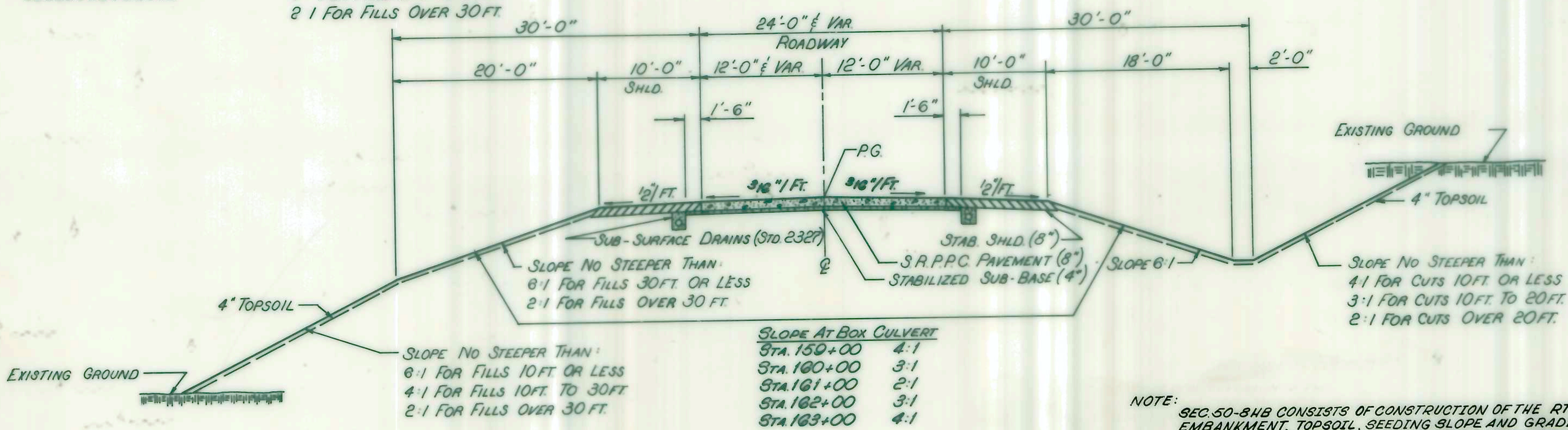
BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

CONTRACT NO. 32152

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	2
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



U.S. 34
(WITH MEDIAN)



SLOPE AT BOX CULVERT	
STA. 159+00	4:1
STA. 160+00	3:1
STA. 161+00	2:1
STA. 162+00	3:1
STA. 163+00	4:1

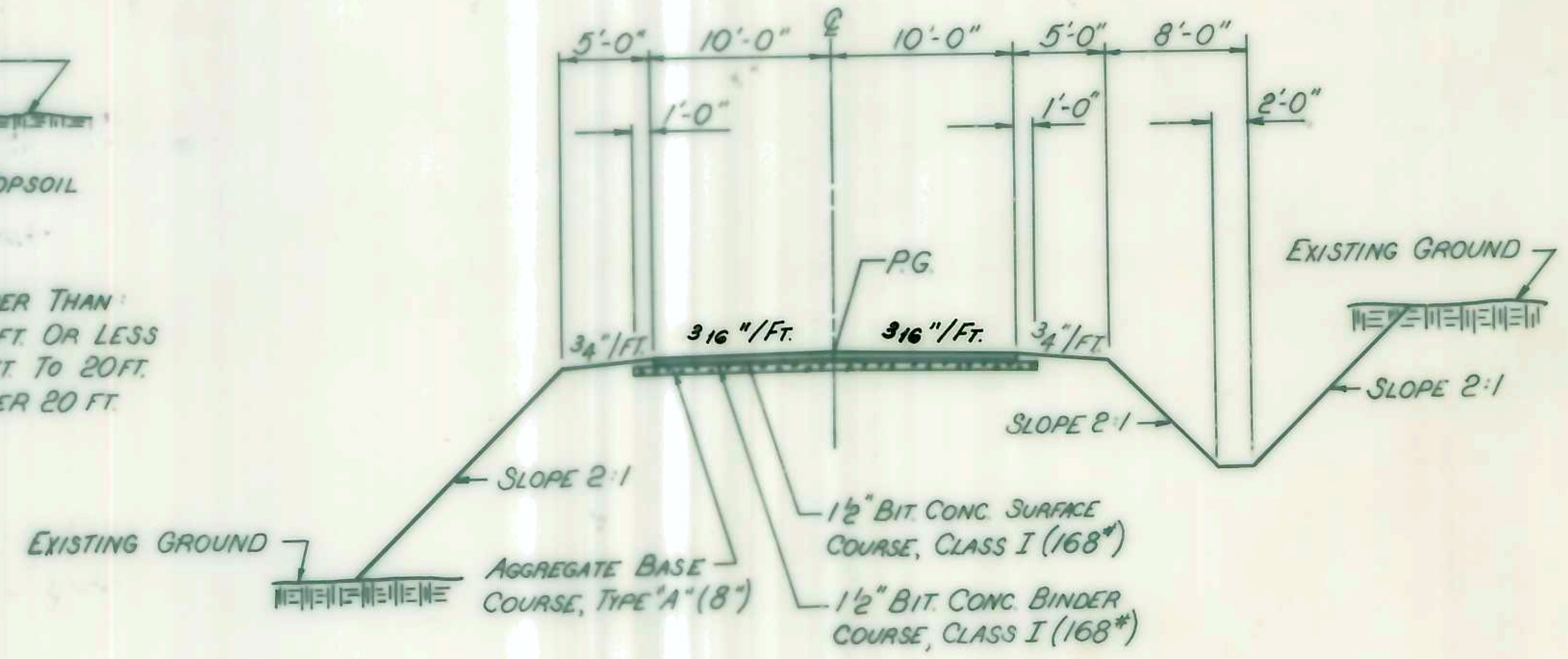
U.S. 34
(WITHOUT MEDIAN)

NOTE: SEC. 50-8HB CONSISTS OF CONSTRUCTION OF THE RTE. 34 EMBANKMENT, TOPSOIL, SEEDING SLOPE AND GRADING ROADWAY TO 8" BELOW PROFILE GRADE ELEVATION. ALL PAVING, MEDIANS, SHOULDERS AND SUB-SURFACE DRAINS BY OTHERS.

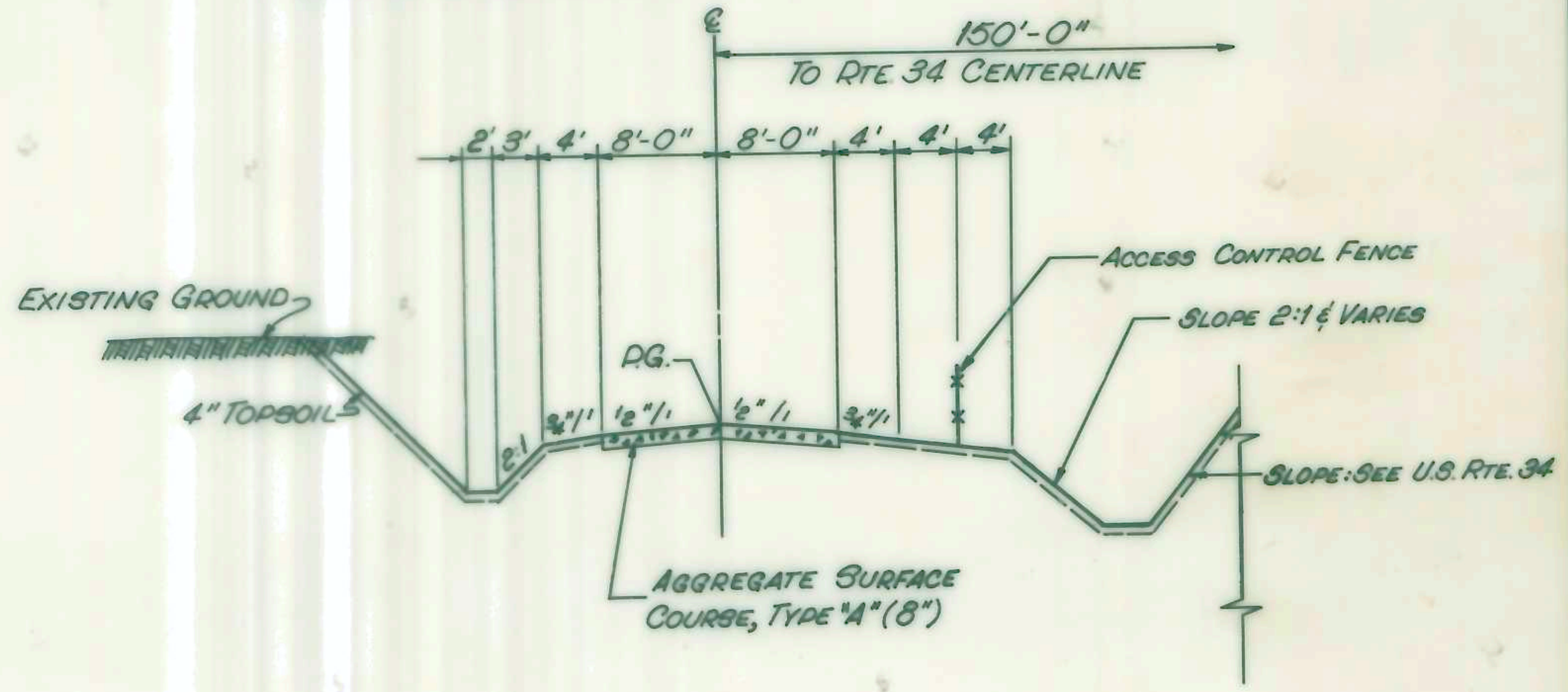
PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: YEAR 1985 P.C. 1934
S.U. 475 M.U. 116

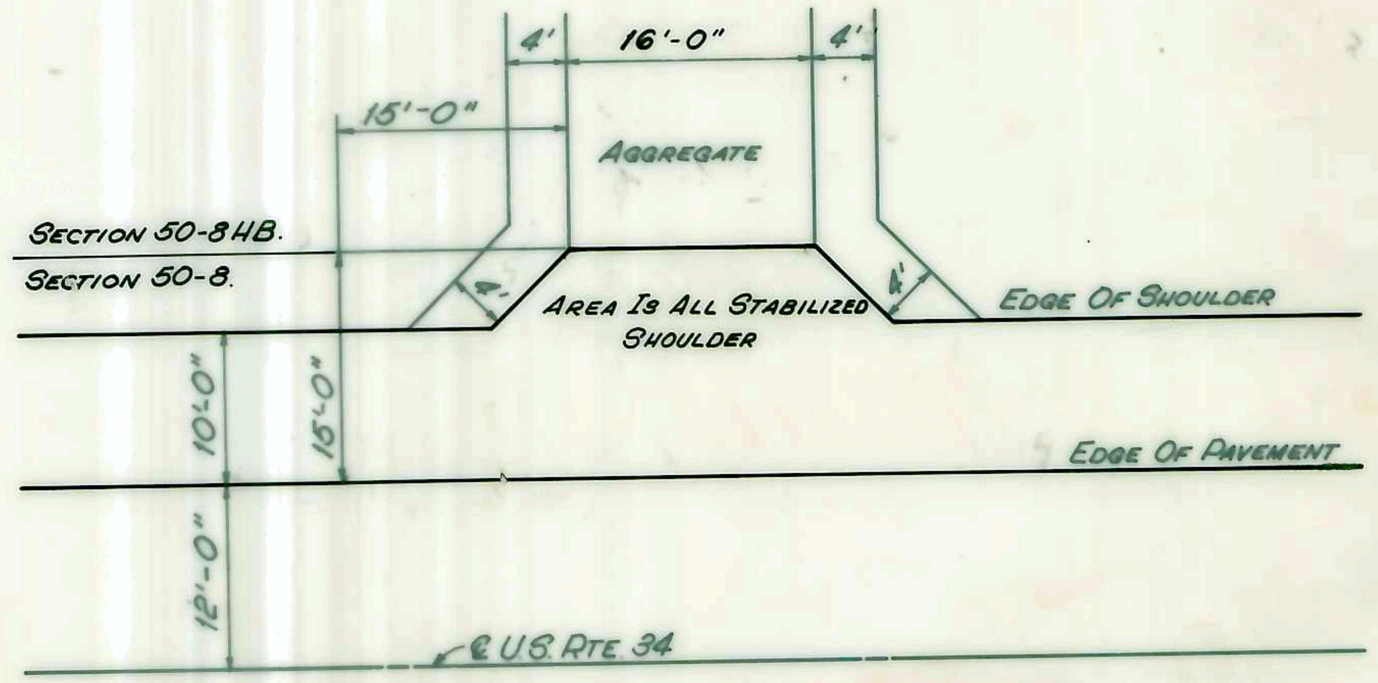
CLASS II ROADS AND STREETS:
MINIMUM SOIL SUPPORT: CBR. = 3.0
PER CENT OF S.D.T. IN DESIGN LANE: U_P = 50%; U_S = 50%
U_M = 50%; T_F = 0.035
PAVEMENT STRUCTURE MATERIALS:
8" S.R.P.C.C. PAVEMENT; a_1 = 4.0
4" STABILIZED SUB-BASE; MIN. M.S. = 800



U.S. 34 DETOUR
(NO SUPERELEVATION)



PRIVATE DRIVE
U.S. RTE. 34



PLAN VIEW
PRIVATE DRIVE

State of Illinois
Department of Transportation
District Three

Reviewed By: R.A. Chaik (A.S.) District Engineer of Design

Date: 2-2-76

Examined By: District Engineer of Construction

Phil Leuth District Engineer of Maintenance

David U. Oldman District Engineer of Materials

Alvin Jensen District Engineer of Traffic

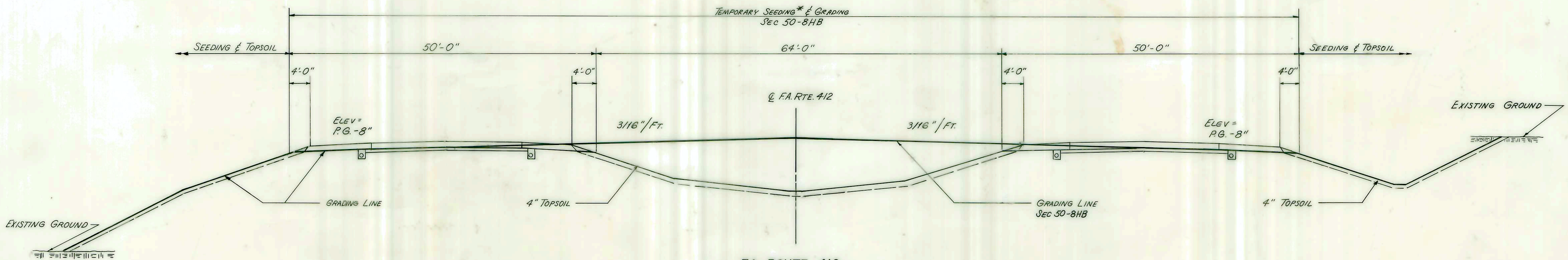
TYPICAL SECTIONS

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

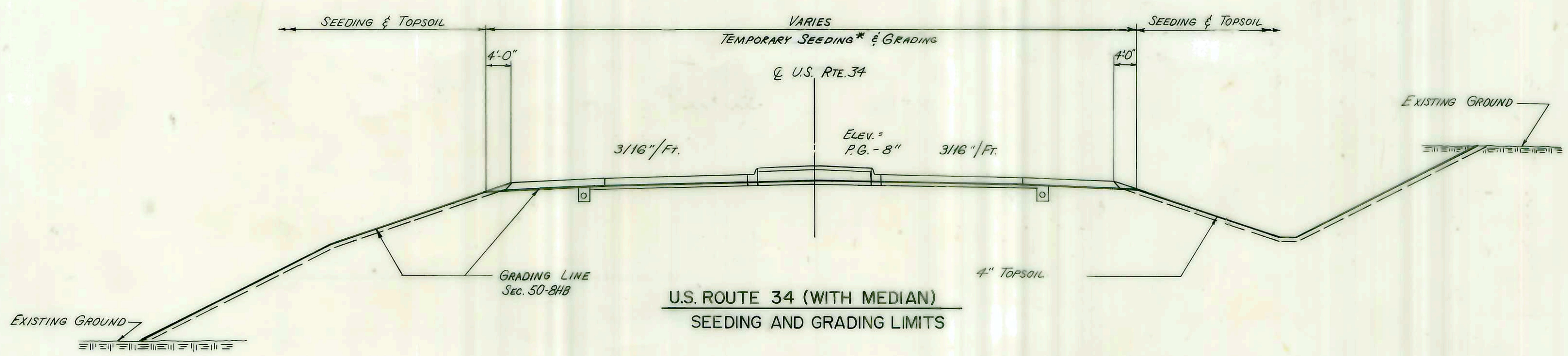
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8HB	LA SALLE	58	3
STA.		TO STA.		
FED. ROAD DIST. NO. 5	ILLINOIS	PROJECT		

SEEDING & GRADING LIMITS

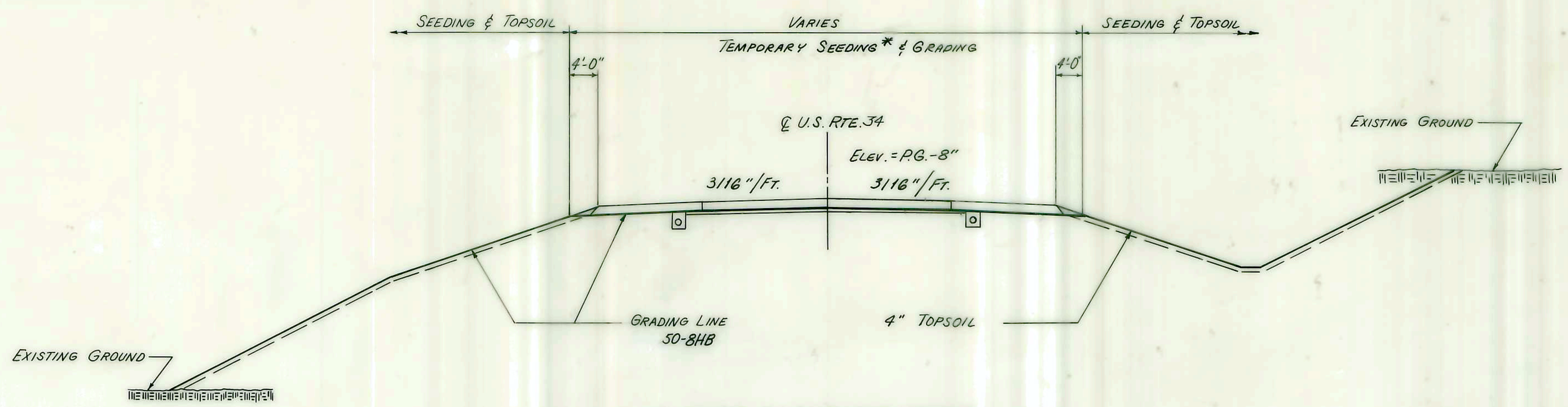
* Temporary Seeding Shall Consist Of Class II Seeding; No Fertilizer Nutrients Or Mulch Will Be Required.



F.A. ROUTE 412
SEEDING AND GRADING LIMITS



U.S. ROUTE 34 (WITH MEDIAN)
SEEDING AND GRADING LIMITS



U.S. ROUTE 34 (WITHOUT MEDIAN)
SEEDING AND GRADING LIMITS

GENERAL NOTES

THIS SECTION WILL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JULY 2, 1973, AND THE "MIMEOGRAPHED SPECIFICATIONS" NOTED IN THE "SPECIAL PROVISIONS".

ELEVATIONS ARE BASED ON 1929 GENERAL ADJUSTED DATUM - USC & GS.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVEING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

BEFORE ORDERING PIPE CULVERTS AND PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTH.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATIONRELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION.

MINIMAL ADJUSTMENTS IN PAY LIMITS OF GUARDRAIL AS DICTATED BY STANDARD DRAWINGS WILL NOT BE MADE WHERE SUCH ADJUSTMENT INVOLVES LESS THAN 1 1/2 FEET OF LENGTH PER CONTINUOUS INSTALLATION.

FOR THE PURPOSES OF THIS CONTRACT, SPRING SEEDING IS THAT DONE BETWEEN JANUARY 1 AND MAY 31; FALL SEEDING IS THAT DONE BETWEEN JUNE 1, AND DECEMBER 31. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN UNTILLABLE CONDITION. ALL UNSURFACED AREAS WITHIN THE RIGHT OF WAY AND EASEMENTS SHALL BE SEEDED, FERTILIZED AND MULCHED AS DIRECTED BY THE ENGINEER. AREAS TO RECEIVE CLASS II SEEDING SHALL INCLUDE ALL SLOPES 4:1 AND FLATTER; SLOPES STEEPER THAN 4:1 SHALL RECEIVE CLASS III SEEDING.

MULCHING SHALL BE IN ACCORDANCE WITH ARTICLE 643.03, METHOD 2

TREES ALONG THE EDGE OF THE RIGHT OF WAY SHALL BE SAVED, IF IN THE OPINION OF THE ENGINEER THEY DO NOT INTERFERE WITH CONSTRUCTION OPERATIONS. PAYMENT SHALL BE MADE ON THE QUANTITY OF INCH DIAMETER REMOVED.

TO PREVENT POSSIBLE EROSION, THE CONTRACTOR SHALL SEED AND MULCH ALL DETOUR SLOPES AND DITCHES PRIOR TO OPENING THE DETOUR TO TRAFFIC. NO TOPSOIL OR FERTILIZER NUTRIENTS WILL BE REQUIRED ON THESE AREAS. THE CONTRACTOR SHALL ALSO SEED AND MULCH ALL GRADED AREAS WITHIN THE CONSTRUCTION LIMITS. NO TOPSOIL OR FERTILIZER NUTRIENTS WILL BE REQUIRED ON THE SUB-GRADE AREAS OR AREAS WHICH WILL REQUIRE FURTHER EXCAVATION DURING LATER CONTRACTS.

INDEX OF SHEETS

STANDARDS

1683-3 INLET, TYPE A
1686-3 SYMBOLS AND ABBREVIATIONS
1744-4 RIGHT OF WAY MARKERS
2102-1 REINFORCED CONCRETE HEADWALLS FOR MULTIPLE PIPE CULVERTS 15", 18", 24", 30", AND 36" DIAMETER 2 AND 3 PIPES AT RIGHT ANGLES WITH ROADWAY
2113-1 NAME PLATE FOR BRIDGES
2213-4 FRAME AND LID, TYPE I
2228-2 METAL END SECTIONS FOR PIPE CULVERTS
2230-10 STEEL PLATE BEAM GUARDRAIL
2231-3 TYPICAL APPLICATIONS OF STEEL PLATE BEAM GUARDRAIL
2262-2 PRECAST REINFORCED CONCRETE FLARED END SECTION
2298-4 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-6 DESIGN OF TRAFFIC CONTROL DEVICES
2300-1 DESIGN FOR FLAGMAN TRAFFIC CONTROL SIGN
2301-3 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2302-3 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2303-4 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2305-3 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2306-4 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2307-4 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2310-3 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2324-2 BRIDGE APPROACH SHOULDER PAVEMENT

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 412	50-8HB	LA SALLE	58	5
STA.		TO STA.		
FED. ROAD DIST NO 7	ILLINOIS	PROJECT		

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

CODE	ITEM	UNIT	TOTAL QUANTITIES	U.S. ROUTE 34 STA. 126+75 TO STA. 176+00 7223	HB BRIDGE STA. 718+56.13 X771	BR R.C. BOX CULVERT STA. 160+95.00 X028	EROSION CONTROL Y005
201002	TREE REMOVAL (OVER 15" DIA.)	INCH DIA.	1588	1588			
202001 *	EARTH EXCAVATION	CU. YD.	193,424	193,424			
202008	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU. YD.	342		342		
203001	CHANNEL EXCAVATION	CU. YD.	235			235	
211005	SAND BACKFILL	CU. YD.	421		421		
213001	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	636	636			
301001	AGGREGATE BASE COURSE TYPE A	TON	5788	5788			
402001	AGGREGATE SURFACE COURSE TYPE A	TON	846	846			
406001	BITUMINOUS MATERIAL (PRIME COAT)	GAL.	1265	1265			
406007	BITUMINOUS CONCRETE BINDER COURSE	TON	958	958			
X40615	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I	TON	958	958			
501002 *	REMOVAL OF EXISTING STRUCTURES	L. SUM	1	1			
504003	CLASS X CONCRETE	CU. YD.	1334.6		1021.8	312.8	
507025	STUD SHEAR CONNECTORS	EACH	3240		3240		
507030	FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	1		1		
508005	ALUMINUM RAILING	LIN. FT.	516		516		
511026	PIPE CULVERTS, TYPE 1, 18"	LIN. FT.	68	68			
511108	PIPE CULVERTS, TYPE 2, 24"	LIN. FT.	52	52			
511266	PIPE CULVERTS, TYPE 4, 18"	LIN. FT.	98	98			
X51155	END SECTIONS 18"	EACH	2	2			
X51157	END SECTIONS 24"	EACH	2	2			
X05735 *	PIPE CULVERTS, TYPE 3 CMP 84" (3"x1" CORRUGATIONS) TEMPORARY	LIN. FT.	288	288			
512001	REINFORCEMENT BARS	POUNDS	261,612		204,559	57,053	
513021	FURNISHING CONCRETE PILES	LIN. FT.	1895		1895		
513027	DRIVING CONCRETE PILES	LIN. FT.	1895		1895		
513041	TEST PILES, CONCRETE	EACH	1		1		
514001	NAME PLATES	EACH	2		1	1	
616227	PAVED DITCH TYPE A-9	LIN. FT.	540				540
617001	PAVEMENT REMOVAL	SQ. YD.	2610	2160	450		
618001	SLOPE WALL (4 INCH)	SQ. YD.	545		545		
633006	STEEL PLATE BEAM GUARDRAIL REMOVAL, SINGLE RAIL	LIN. FT.	100	100			
639001 *	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	7	7			
642002 *	SEEDING CLASS II	ACRE	30				30
642003 *	SEEDING CLASS III	ACRE	1.6				1.6
642004	NITROGEN FERTILIZER NUTRIENT	POUND	1432				1432
642005	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	2864				2864
642006	POTASSIUM FERTILIZER NUTRIENT	POUND	1432				1432
*603027	STORM SEWERS, TYPE 2 6"	LIN. FT.	200	200			
*603028	STORM SEWERS, TYPE 2 8"	LIN. FT.	200	200			
*603029	STORM SEWERS, TYPE 2 10"	LIN. FT.	200	200			
*607002	PIPE DRAINS 6"	LIN. FT.	200	200			
*607003	PIPE DRAINS 8"	LIN. FT.	200	200			
*607004	PIPE DRAINS 10"	LIN. FT.	200	200			

CODE	ITEM	UNIT	TOTAL QUANTITIES	U.S. ROUTE 34 STA. 126+75 TO STA. 176+00 7223	HB BRIDGE STA. 718+56.13 X771	BR R.C. BOX CULVERT STA. 160+95.00 X028	EROSION CONTROL Y005
643002	ASPHALT COATED MULCH	TON	63.2				63.2
643005	EMULSIFIED ASPHALT	GAL.	6320				6320
644001	SODDING	SQ. YD.	1302				1302
644002	SUPPLEMENTAL WATERING	UNIT	13				13
646001	ENGINEERS FIELD OFFICE, TYPE A	EACH	1	1			
646003	ENGINEERS FIELD LABORATORY	EACH	1	1			
*X05257	BALES IN PLACE (E-1)	EACH	50				50
X21601	TOPSOIL EXCAVATION	CU. YD.	9682	9682			
X21602	TOPSOIL PLACEMENT	SQ. YD.	87,951				87,951
X50201	STRUCTURE EXCAVATION	CU. YD.	346		346		
XZ1100	TRAINEES	HOUR	**2,000	**2,000			
XZ1187	PREFORMED JOINT SEALER (4INCH)	LIN. FT.	137		137		
XZ1016 *	TRAFFIC CONTROL AND PROTECTION STD. 2310	EACH	1	1			
* Z10227	EXPLORATION TRENCH (52 INCH DEPTH)	LIN. FT.	2500	2500			
628015 *	TEMPORARY GUARDRAIL	LIN. FT.	600	600			
*XZ1084 *	FILLING EXISTING WELLS-DRILLED	EACH	1	1			
*406008	BITUMINOUS CONCRETE SURFACE COURSE CLASS I (REPAIR)	TON	190	190			
* X21305	SUB-BASE GRANULAR MATERIAL - SPECIAL	TON	1269	1269			
637001	CALCIUM CHLORIDE APPLIED	TON	32	32			

* INDICATES ITEM WITH SPECIAL PROVISION
** CONSTRUCTION TYPE CODE: Y080

SURFACING ITEMS

LOCATION	AGGREGATE BASE COURSE, TYPE A, 8"	BITUMINOUS MAT'LS. (PRIME COAT)	BITUMINOUS CONC. BINDER COURSE	BIT. CONC. SURFACE MIX. D		AGGREGATE SURF. COURSE, TYPE A, 8"		CALCIUM CHLORIDE APPLIED
	TON	GAL.	TON	TON		TON		TON
U.S. ROUTE 34 DETOUR								
STA. 1+49.43 TO STA. 55+80.18	5788	1265	958	958				32
PRIVATE DRIVE								
STA. 52+00 TO STA 60+17.81						643		
T.R. 100 TEMPORARY CONNECTION						203		
TOTAL	5788	1265	958	958		846		32

RATES OF APPLICATION

THE FOLLOWING RATES OF APPLICATION AND UNIT WEIGHTS INDICATE THE BASIS FOR ESTIMATING QUANTITIES.

EARTH SHRINKAGE FACTOR	28 %
TOPSOIL PLACEMENT	4" THICKNESS
COURSE AGGREGATE	2.05 TONS / CU. YD.
BITUMINOUS MAT'LS (PRIME COAT)	0.1 GALS. / SQ. YD.
BITUMINOUS CONCRETE MIXTURE C	112 LBS. / SQ. YD. / IN.
BALES IN PLACE	5 BALES / LOCATION
NITROGEN & POTASSIUM FERT. NUTRIENTS	80 LBS. / ACRE / NUTRIENT
PHOSPHOROUS FERT. NUTRIENTS	160 LBS. / ACRE
ASPHALT COATED MULCH	2 TONS / ACRE
EMULSIFIED ASPHALT	100 GALS. / TON
SUPPLEMENTAL WATERING	1 UNIT / 100 SQ. YD. SODDING
CALCIUM CHLORIDE	5 LBS. / SQ. YD.

PAVEMENT REMOVAL

Station to	Station	Sq. Yds.
126+75	132+50	1,150
143+25	145+50	450
164+75	175+80	1,010
Total		2,610

PIPE CULVERTS

LOCATION	CMP CULVERTS TYPE 1 18"	TYPE 2 24"	TYPE 3 84"	TYPE 4 18"	END SECTIONS 18"	END SECTIONS 24"
	LINEAL FEET				EACH	EACH
STA. 131+00.00, 53' LT.		52'				2
STA. 158+95, 104' LT.				98	2	
U.S. 34 DETOUR						
STA. 6+50	44					
STA. 37+80			288			
STA. 43+90	24					
TOTAL	68	52'	288	98'	2	2

SCHEDULE OF TEMPORARY EROSION CONTROL BALES IN PLACE (E-1)

Location	Number
Rte. 34 Detour:	
Sta. 6+50 Rt.	1
Sta. 37+80 Lt.	2
Sta. 37+80 Rt.	2
Rte. 34 M.L.:	
Sta. 159+45 Lt.	1
Sta. 160+95 Lt.	2
Sta. 160+95 Rt.	2
TOTAL	10

EARTHWORK SUMMARY

STATION TO STATION	THEORETICAL CUT CU.YD.	THEORETICAL FILL CU.YD.	TOPSOIL SOURES IN CUT(–) CU.YD.	TOPSOIL SOURES IN FILL(+) CU.YD.	TOPSOIL REQUIRED IN CUT(+) CU.YD.	TOPSOIL REQUIRED IN FILL(–) CU.YD.	ADJUSTED CUT CU.YD.	ADJUSTED FILL CU.YD. (1)	MISC. EXCAV. CU.YD.	BORROW EXCAV. CU.YD.	TOPSOIL PLCMNT. SQ.YD.
STA. 120+00 TO STA. 55+80.18 DET.	25905	8633					25905	11050			
STA. 126+50 TO STA. 143+55 RTE 34	19478	23963			1549	774	21027	29899 (2)			21115
STA. 145+25 TO STA. 177+00 RTE 34	54504	116346			2734	2552	57238	147011 (3)			48054
STA. 717+60 TO STA. 721+40 FA412	27102		3200 (5)				23902				
STA. 720+00 TO STA. 721+50											
NORTHWEST INFIELD	32422		3704 (6)		711		29429				6462
STA. 719+00 TO STA. 721+36											
NORTHEAST INFIELD	36631		2778 (7)		1073		34926				9753
STA. 52+00 TO STA. 59+80											
SERVICE DRIVE	897	4360			100	185	997	5396 (4)			2567
TOTAL	196939	153802	9682	0	6167	3511	193424	193356	0	0	87951

(1) INCLUDES EARTH SHRINKAGE FACTOR

(2) 8872 CU. YDS. EXC. FROM N.W. INFIELD

(3) 20557 CU. YDS. EXC. FROM N.W. INFIELD
23902 " " " " STA. 717+60 TO 721+50
14855 " " " " DETOUR CONSTRUCTION
30459 " " " " N.E. INFIELD

(4) 4399 CU. YDS. EXC. FROM N.E. INFIELD

(5) STA 717+60 TO STA 720+00, 117.5' LT. & RT. & STA 720+00 TO STA 721+50, 100' LT. & RT.

(6) STA 720+00 TO STA. 721+50, 100' LT. TO 600' LT.

(7) STA 719+00 TO STA. 721+50, 100' RT. TO 600' RT.

RIGHT OF WAY MARKERS

LOCATION	R.O.W. MARKERS EACH
STA. 126+00, 60' LT.	1
STA. 127+00, 70' LT.	1
STA. 130+00, 80' LT.	1
STA. 160+44.52, 134' LT.	1
STA. 162+00, 95' LT.	1
STA. 172+00, 95' LT.	1
STA. 175+50, 60' LT.	1
TOTAL	7

LOCATION	R.O.W. MARKERS EACH
ALL R.O.W. MARKERS RIGHT OF U.S. 34 ℄ BY OTHERS	

EROSION PROTECTION

LOCATION	SODDING WIDTH	SODDING SQ.YD.	PAVED DITCH TYPE	PAVED DITCH LIN. FT.
STA. 152+50 TO STA. 158+51, LT.	10.5	701		
STA. 159+49 TO STA. 160+50, LT.	10.5	118		
STA. 157+00 TO STA. 159+00, RT.	10.5	233		
STA. 159+00 TO STA. 160+50, RT.	15.0	250		
STA. 161+30 TO STA. 164+00, LT.			A-9	270
STA. 161+30 TO STA. 164+00, RT.			A-9	270
TOTAL		1302		540

SEEDING SCHEDULE

LOCATION	SEEDING CLASS II ACRE	SEEDING CLASS III ACRE
STA. 120+00 TO STA. 55+80.18 DETOUR	5.2 (3)	
STA. 126+00 TO STA. 143+55 U.S. 34	3.9	
STA. 145+25 TO STA. 160+00 U.S. 34	5.5	
STA. 160+00 TO STA. 171+00 U.S. 34 (1)		1.6
STA. 162+00 TO STA. 177+00 U.S. 34	2.1	
STA. 52+00 TO STA. 59+75 SERVICE DRIVE	0.5	
STA. 720+00 TO STA. 721+50, N.W. INFIELD	1.9	
STA. 719+00 TO STA. 721+36, N.E. INFIELD	2.1	
STA. 717+60 TO STA. 721+20, F.A. 412 (2)	1.4	
STA. 126+50 TO STA. 143+08, U.S. 34 (2)	2.9	
STA. 145+70 TO STA. 176+50, U.S. 34 (2)	4.2	
TOTAL	30.0	1.6

(1) INCLUDES 3:1 BACKSLOPES STA. 164+00 TO STA. 171+00.

(2) PLACE ON SUBGRADE (NO TOPSOIL OR FERTILIZER REQ'D)

(3) NO TOPSOIL OR FERTILIZER REQ'D.

SUBGRADE REPLACEMENT

Station to	Station	Earth Cu. Yds.	REPLACEMENT MATERIAL Granular Sub-Base Tons	Sub-Base Special Tons
128+00	133+30	430 (1)		
170+70	174+50		636 (1)	1,269 (1)
	Total	430	636	1,269

(1) Earth Excavation is uncluded in Earthwork Summary

CLASS "X" CONCRETE SCHEDULE

LOCATION	CLASS "X" CONCRETE CU. YD.	REINFORCEMENT BARS POUNDS
STRUCTURE 50-8HB	1021.8	204,559
STRUCTURE 50-8BR	312.8	57,053
TOTAL	1334.6	261,612

TREE REMOVAL SCHEDULE

LOCATION	OVER 15" DIA. INCH
STA. 133+98, 40' LT.	30"
62' LT.	24"
STA. 134+00, 30' LT.	30"
STA. 134+07, 30' LT.	30"
STA. 134+27, 30' LT.	18"
STA. 134+38, 30' LT.	24"
STA. 134+48, 30' LT.	30"
STA. 134+58, 30' LT.	18"
STA. 134+87, 30' LT.	30"
STA. 135+08, 30' LT.	20"
STA. 135+50, 30' LT.	30"
STA. 135+62, 30' LT.	30"
STA. 135+73, 30' LT.	24"
STA. 135+92, 111' LT.	42"
STA. 135+93, 30' LT.	48"
100' LT.	38"
STA. 150+06, 153' LT.	24"
217' LT.	18"
226' LT.	36"
234' LT.	18"
242' LT.	18"
250' LT.	24"
265' LT.	24"
281' LT.	24"
290' LT.	24"
297' LT.	30"
314' LT.	24"
STA. 150+06, 330' LT.	30"
STA. 150+07, 113' LT.	48"
130' LT.	16"
137' LT.	24"
161' LT.	24"
169' LT.	28"
177' LT.	30"
193' LT.	30"
201' LT.	18"
273' LT.	30"
STA. 150+08, 65' LT.	16"
80' LT.	24"
96' LT.	20"
121' LT.	16"
STA. 152+27, 119' LT.	20"
STA. 164+47, 112' RT.	36"
STA. 164+48, 63' RT.	18"
STA. 164+80, 30' RT.	24"
STA. 165+10, 31' RT.	18"
STA. 165+46, 31' RT.	30"
STA. 165+78, 36' RT.	26"
STA. 166+42, 32' RT.	30"
STA. 166+80, 56' RT.	26"
STA. 167+31, 36' RT.	36"
STA. 167+66, 38' RT.	42"
STA. 167+91, 38' RT.	18"
STA. 168+16, 38' RT.	30"
STA. 168+38, 40' RT.	30"
STA. 168+57, 41' RT.	30"
STA. 169+16, 42' RT.	36"
STA. 169+76, 44' RT.	24"
STA. 169+91, 44' RT.	30"
TOTAL	1558"

GUARD RAIL SCHEDULE

LOCATION	SPBGL REMOVAL LIN. FT.	TEMP GD. RAIL LIN. FT.
STA. 160+65 TO STA. 160+85 LT.	20	
STA. 160+65 TO STA. 160+85 RT.	20	
STA. 161+11 TO STA. 161+41 LT.	30	
STA. 161+11 TO STA. 161+41 RT.	30	
DETOUR		
STA. 36+00 TO 39+00 LT.		300
STA. 36+00 TO 39+00 RT.		300
TOTAL	100	600

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	7
STA. 120+00		TO STA. 135+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

U.S. RTE. 34

ROUTE NO. FA 412 | SECTION 50-8HB | COUNTY LA SALLE | TOTAL SHEETS 58 | SHEET NO. 8
STA. 135+00 TO STA. 150+00
FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT
U.S. RTE. 34
PLAN
PROFILE
RAYMOND J. & MARY FULL
GERALD A. TRUCKENBROD
WILLIAM E. PINNER JR.
R.A. UNVERFERTH
MATCH LINE STA. 135+00
MATCH LINE STA. 150+00
STA. 720+75.70, 820.91' LT. = STA. 136+00.00, 135.00' LT.
STA. 420+93.01 LIMIT OF RAMP STUB EARTHWORK
STA. 135+71, 67.00' LT. WELL, TO BE ABANDONED.
℄ RAMP "D"
POT STA. 718+59.13 ℄ FA 412 STA. 144+38.98 ℄ U.S. RTE. 34
STA. 142+97.25 8"x 110' CMP (BY OTHERS) INLET TYPE A-1 (STD. 1683) SEE SHEET SPECIAL HEADWALL INV. ELEV. 710.85 SEE SHEET #4
STA. 145+73.91 8"x 118' CMP (BY OTHERS) INLET TYPE A-1 (STD. 1683) SEE SHEET SPECIAL HEADWALL INV. ELEV. 708.75 SEE SHEET #4
ALL TIES W/ NAILS
NORTH QUARTER CORNER SEC. 36 - T.36N - R.1E 3RD. P.M.
USC & GS MONUMENT TO BE RELOCATED BY OTHERS.
STA. 137+32.02 ℄ U.S. RTE. 34 STA. 421+93.01 ℄ RAMP "D"
STA. 144+38.98 ℄ U.S. RTE. 34 STA. 718+59.13 ℄ FA 412
STA. 718+56.41 SEC. LINE
STA. 146+90.75 0.29' LT.
B.M. #21
B.M. #21C
EXISTING R.O.W.
℄ U.S. RTE. 34
S 88°11'30.8" E
S 88°10'20.8" E
179°58'50"
ADDITIONAL PERMANENT SURVEY MARKER 50-8A
15" C.M.P. TO BE REMOVED
STEEL PLATE BEAM GUARDRAIL, SINGLE RAIL, BY OTHERS.
STA. 137+32.02 ℄ U.S. RTE. 34 STA. 100+00.00 ℄ RAMP "A"
STA. 136+00, 115' RT. STA. 718+27.00, 846.32' LT.
STA. 100+78.00 LIMIT OF RAMP STUB EARTHWORK
STA. 14+44.66 ℄ DETOUR = STA. 101+33.05 ℄ RAMP "A"
88°40'33"
STA. 21+37.11 ℄ DETOUR = STA. 717+05.61 ℄ FA 412
S 86°52'04" E
℄ RTE. 34 DETOUR
STA. 717+81.28, 841.54' LT. STA. 136+09.41, 160.00' RT.
TEMPORARY DETOUR EASEMENT
PROPOSED R.O.W.
℄ RAMP "A"
STA. 143+04.05 8"x 112' C.M.P. (BY OTHERS) INLET TYPE A-1 (STD. 1683) SEE SHEET SPECIAL HEADWALL INV. ELEV. 708.75 SEE SHEET #4
STA. 145+60.71 8"x 136' C.M.P. (BY OTHERS) INLET TYPE A-1 (STD. 1683) SEE SHEET SPECIAL HEADWALL INV. ELEV. 705.75 SEE SHEET #4
SHEET METAL WAREHOUSE TO BE REMOVED (BY OTHERS)
E. LINE NE 1/4 SEC. 36 T.35N R.1E
E. LINE SE 1/4
SEC. 36 T.35N R.1E
SEC. LINE
℄ F.A. 412
B.M. #21C - TOP R.R. SPIKE IN POWER POLE 28' LT. STA. 141+66 ELEV. 727.84
B.M. #21 A USC & GS BRONZE DISK - TRIANGULATION STATION "FULL" 34.5' LT. STA. 146+89, ELEV. 723.36
STRUCTURE 50-8HB FOR DETAILS SEE SHEETS 16-30
P.V.I. STA. 144+50 ELEV. 739.75 V.C. 800' X = -4.00
+2.00%
-2.00%
PROPOSED GRADE
EXISTING GRADE
℄ FA 412
S.D. RT. @ -0.30%
S.D. LT. @ -0.40%
S.D. RT. ELEV. 714.85
S.D. LT. ELEV. 712.70
END S.D. LT. +50 ELEV. 712.10
END S.D. RT. +50 ELEV. 714.80
725
720
715
710
135
6
7
8
9
140
1
2
3
4
145
6
7
8
9
150

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	9
STA. 150+00		TO STA. 165+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

U.S. RTE. 34

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. RTE. 34 STA. 150+00 TO STA. 165+00

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U. S. RTE. 34 STA. 165+00 TO STA. 180+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	11

STA. 0+00.00 TO STA. 30+00.00

FED. ROAD DIST. NO. 5 | ILLINOIS | PROJECT

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34 DETOUR PROFILE STA. 0+00.00 TO STA.30+00.00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	12
STA. 30+00.00		TO STA. 60+00.00		
FED. ROAD DIST. NO. 5	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34 DETOUR PROFILE STA. 30+00.00 TO STA. 60+00.00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	13
STA. 50+00		TO STA. 60+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

FINAL SURVEY

ORIGINAL SURVEY TM 11-24

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

PRIVATE DRIVE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	14
STA. 710+00		TO STA. 740+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

F.A. 412 STA. 710+00 TO STA. 740+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8HB	LA SALLE	58	15
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

THIS SHEET INCLUDED
FOR INFORMATION ONLY

CONTOUR MAP

F.A. ROUTE 412 @ U.S. ROUTE 34

SECTION 50-8

LA SALLE COUNTY

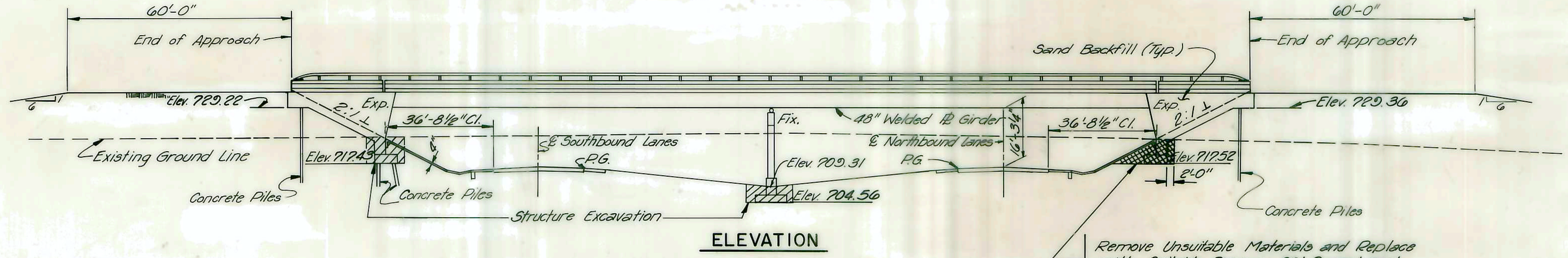
SCALE 1" = 100'

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8 HB	LA SALLE	58	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
SHEETS 15

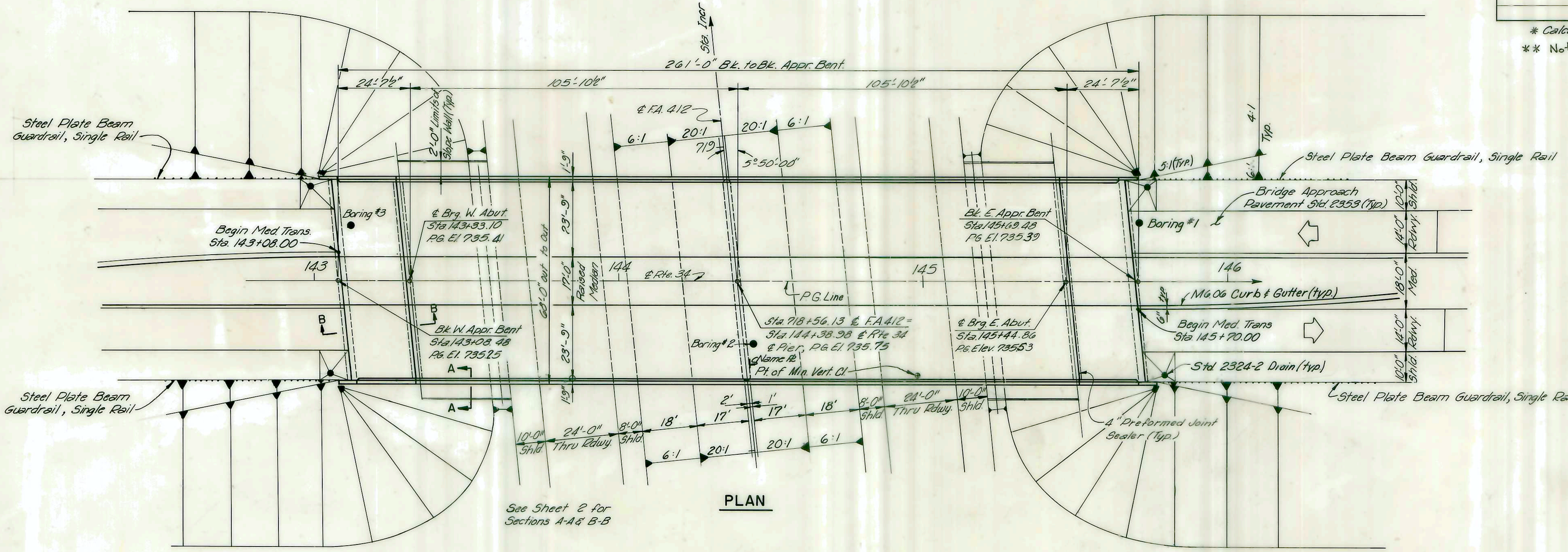
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



ELEVATION

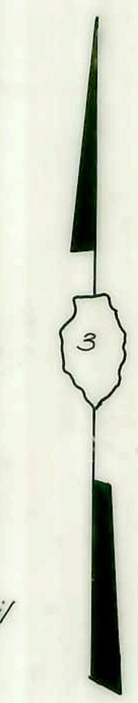
TOTAL BILL OF MATERIALS					
	ITEM	UNIT	SUPER	SUB	TOTAL
	Aluminum Railing	Lin. Ft.	516		516
	Structure Excavation	Cu. Yd.		346	346
	Class X Concrete	Cu. Yd.	604.4	417.4	1021.8
	Furnishing & Erecting Structural Steel *	Lump Sum	L.S.		L.S.
	Name Plates	Each		1	1
	Sand Backfill	Cu. Yd.		421	421
	Slope Wall (4 inch)	Sq. Yd.		545	545
**	Protective Coat	Sq. Yd.	710		710
	Stud Shear Connectors	Each	3240		3240
	Reinforcement Bars	Pound	152,043	52516	204,559
	Preformed Joint Sealer (4 inch)	Lin. Ft.	137		137
**	Bituminous Concrete Surface Course, Mixture D	Tons	110		110
**	Waterproofing Membrane System	Sq. Yds.	1372		1372
	Furnishing Concrete Piles	Lin. Ft.		1895	1895
	Driving Concrete Piles	Lin. Ft		1895	1895
	Furn. & Driving Concrete Test Piles	Each		1	1
	Remove & Dispose of Unsuitable Material	Cu. Yd.		342	342

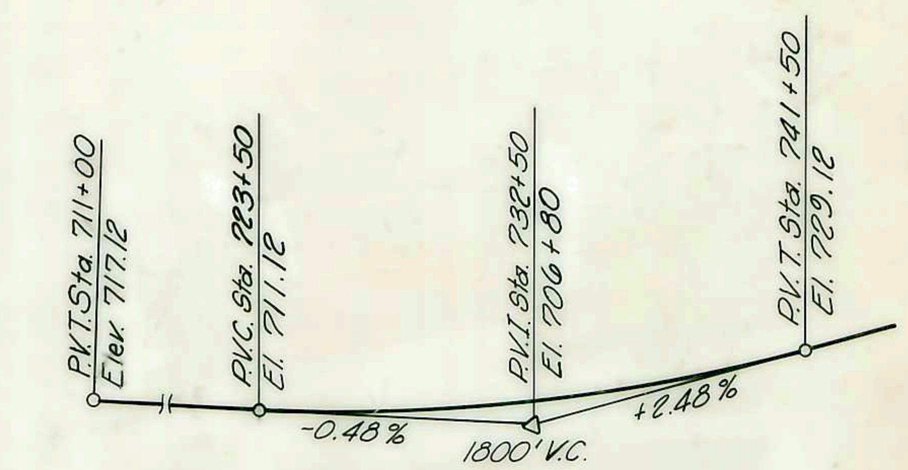
* Calculated Weight of Structural Steel. 472,200 Lbs.
** Not in this contract. Included in paving contract, Section 50-8.



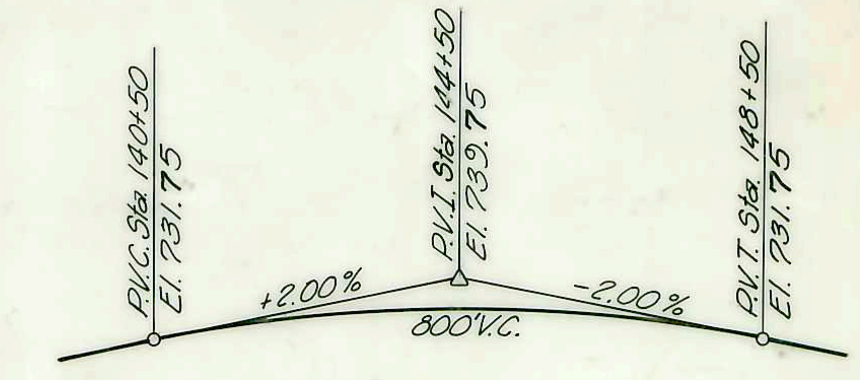
PLAN

See Sheet 2 for Sections A-A & B-B

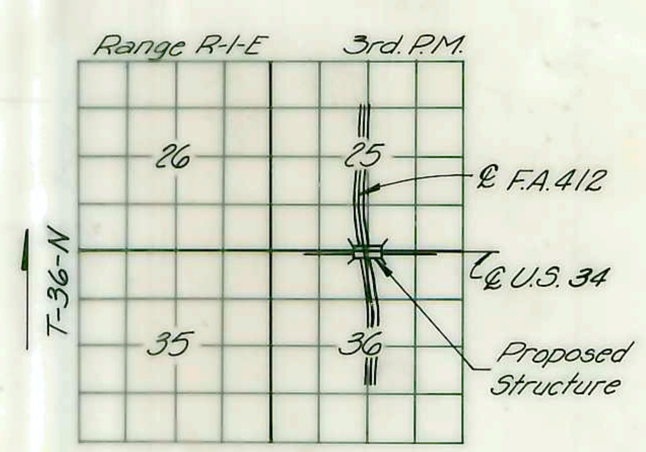




PROFILE F.A. 412



PROFILE U.S. 34



LOCATION SKETCH

DESIGN STRESSES
f'c = 1400 psi Curb, Parapet, Substructure & Approaches
f'c = 1200 psi Superstructure, Main Spans
Vc = 75 psi Footing
fs = 20,000 psi Reinforcing
fs = 20,000 psi Structural (M183)
n = 10
LL Deflection = $\frac{L}{1000}$ (Composite)
Loading: HS20-44
Allow 25#/□' F.W.S. for Future Wearing Surface.
Design Specifications - AASHTO 1973 and Interims as Applicable

ALLOWABLE SOIL PRESSURE
Pier: 2.5 Tons Per Ft.²
East Abut.: 2.25 Tons Per Ft.²

BENCHMARK
B.M. #22 - R.R. Spike in Fence Post @ Angle Point, 130' Rt. Sta. 732+73, Elev. 711.78

DESIGNED	R.W.W.
CHECKED	L.P.M.
DRAWN	G.A.S. 9-74
CHECKED	

LOUIS PAUL MOECK 3359 REGISTERED STRUCTURAL ENGINEER OF ILLINOIS
Louis Paul Moeck

APPROVED FOR STRUCTURAL ADEQUACY ONLY
Carl E. Thunman Jr.
Engineer of Bridge & Traffic Structures

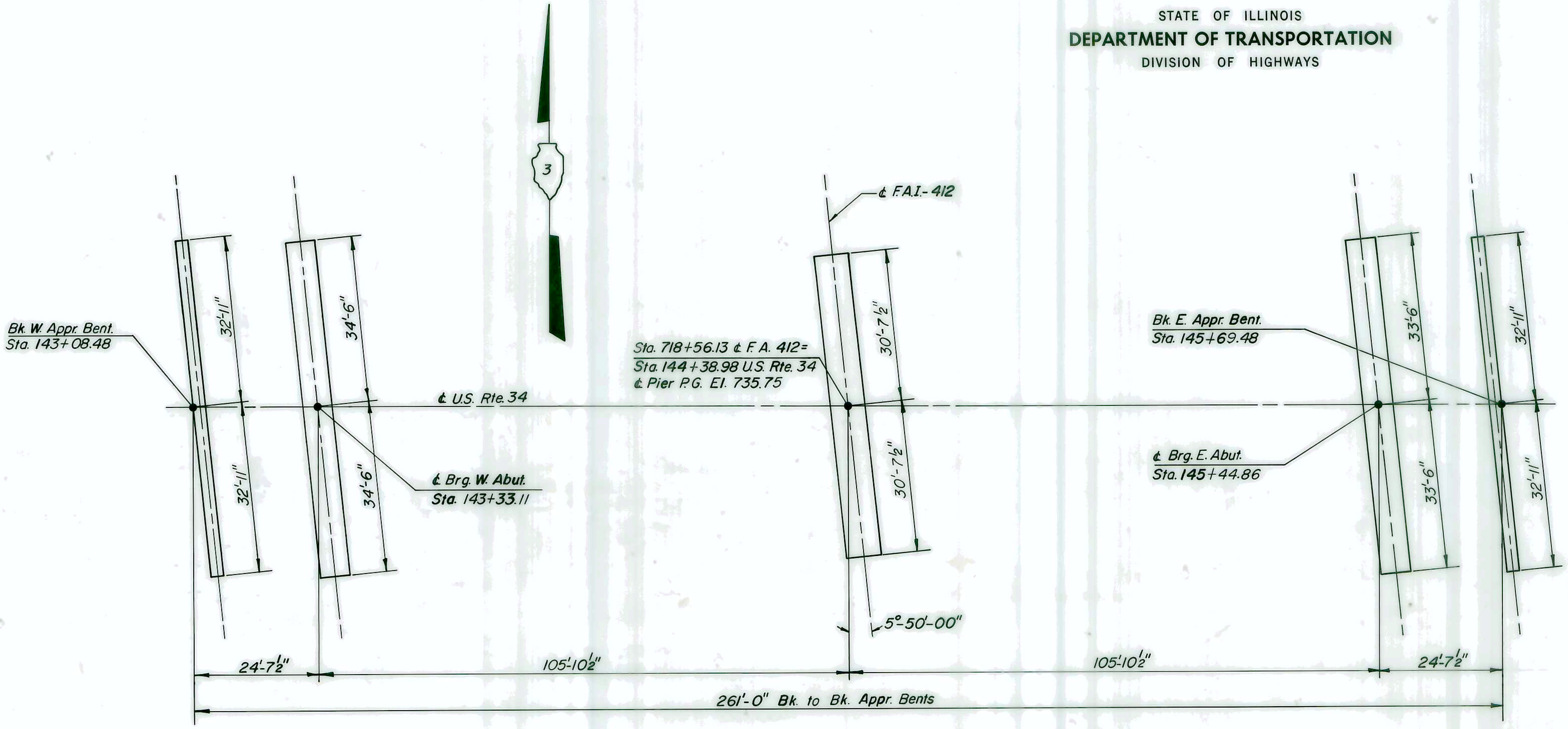
GENERAL PLAN & ELEVATION
PROJECT
U.S. RTE. 34 OVER F.A. RTE. 412
F.A. RTE. 412 SECTION 50-8HB
LA SALLE COUNTY
STA. 718+56.13

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

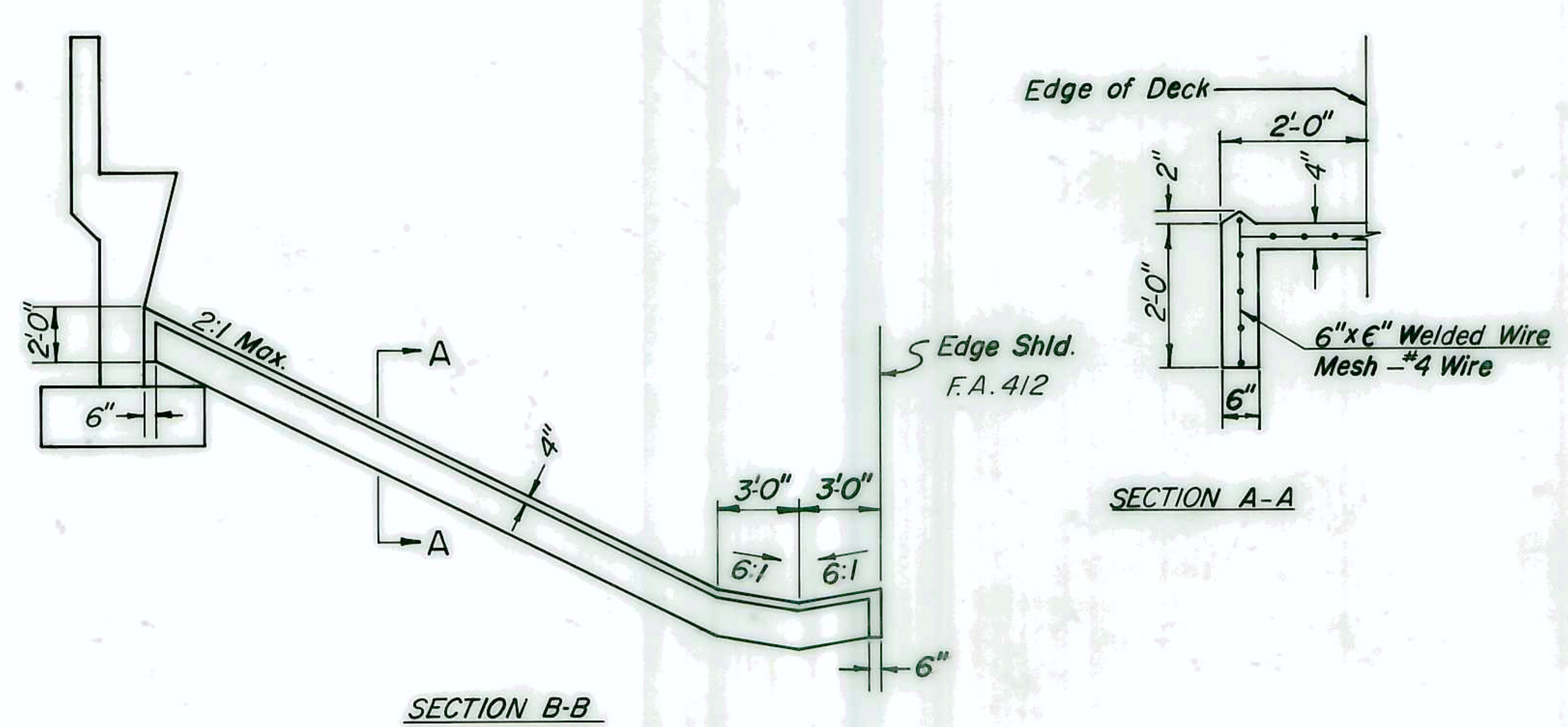
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8 HB	LA SALLE	58	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
SHEETS 15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



FOOTING LAYOUT



SLOPE WALL DETAILS

STATION 718 + 56.13
BUILT 197 BY
STATE OF ILLINOIS
F.A.-412 SEC 50-8-HB
F.A. PROJ. EBRF-412-4(13)
LOADING HS20

BRIDGE NAME PLATE
SEE STD. DWG. 2113

GENERAL NOTES

(1)-All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

(2)-Fasteners shall be high strength bolts. Bolts ¾" φ; open holes 13/16" φ, unless otherwise noted.

(3)-Calculated weight of structural steel = 472,200 pounds.

(4)-The basic lead silico chromate paint system shall be used for shop & field painting of structural steel.

(5)-Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

(6)-Anchor bolts shall be set before bolting diaphrams over supports.

(7)-Slope wall shall be reinforced with welded wire fabric, 6"x 6" mesh, weighing 58# per 100 Sq. Ft.

(8)-The main load carrying member components subject to the Supplement Requirements for Notch Toughness are the flanges as designated on the elevation view, webs, and all splice plates of the steel girders.

(9)-The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

(10)-The concrete rail section above the mandatory construction joint at top of the slab shall be constructed of class X concrete except the aggregates shall conform to the requirements of handrail concrete.

(11)-Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ± ⅛". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ⅛" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

(12)-The contractor shall drive 1 concrete test pile in a permanent location, one at the West Abutment, as directed by the engineer before ordering the remainder of piles.

(13)-Class A excavation for structures includes excavation for slope wall.

(14)-Backfill shall be placed behind the abutment after the superstructure has been poured and the falsework removed. (See Article 502.11 of the Standard Specifications.)

(15)-Protective coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.

DESIGNED	R. W. W.
CHECKED	R.F.C.
DRAWN	S.C.K.
CHECKED	B.A.M.

SUBSTRUCTURE LAYOUT
F.A. RTE. 412 SEC. 50-8HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

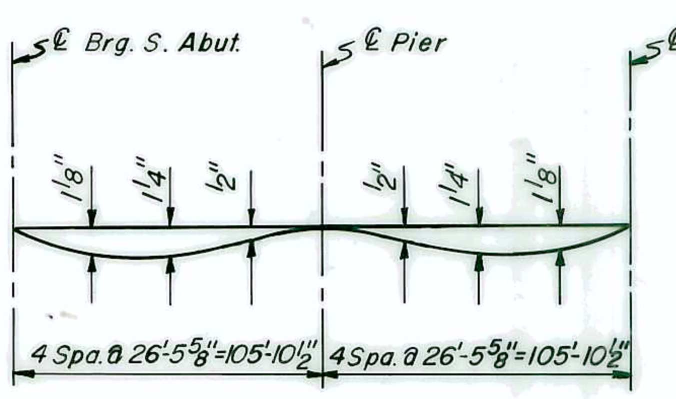
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

LOCATION		STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
BACK WEST APPROACH BENT	NORTH GUTTER LINE	143+05.185	-32.418	734.549	734.549
	OUTSIDE WEST BOUND LANE	143+06.130	-23.120	734.748	734.748
	INSIDE WEST BOUND LANE	143+07.561	-9.047	734.977	734.977
	CENTERLINE	143+08.480	0.000	735.749	735.749
	INSIDE EAST BOUND LANE	143+09.400	9.047	734.990	734.990
	OUTSIDE EAST BOUND LANE	143+10.830	23.120	734.781	734.781
	SOUTH GUTTER LINE	143+11.775	32.418	734.595	734.595
END WEST APPROACH SLAB	NORTH GUTTER LINE	143+05.685	-32.418	734.552	734.552
	OUTSIDE WEST BOUND LANE	143+06.630	-23.120	734.752	734.752
	INSIDE WEST BOUND LANE	143+08.061	-9.047	734.981	734.981
	CENTERLINE	143+08.980	0.000	735.753	735.753
	INSIDE EAST BOUND LANE	143+09.900	9.047	734.994	734.994
	OUTSIDE EAST BOUND LANE	143+11.330	23.120	734.785	734.785
	SOUTH GUTTER LINE	143+12.275	32.418	734.599	734.599
LINE "A"	NORTH GUTTER LINE	143+15.685	-32.418	734.622	734.622
	OUTSIDE WEST BOUND LANE	143+16.630	-23.120	734.821	734.821
	INSIDE WEST BOUND LANE	143+18.061	-9.047	735.049	735.049
	CENTERLINE	143+18.980	0.000	735.821	735.821
	INSIDE EAST BOUND LANE	143+19.900	9.047	735.061	735.061
	OUTSIDE EAST BOUND LANE	143+21.330	23.120	734.852	734.852
	SOUTH GUTTER LINE	143+22.275	32.418	734.665	734.665
BACK WEST ABUTMENT	NORTH GUTTER LINE	143+28.935	-32.418	734.707	734.707
	OUTSIDE WEST BOUND LANE	143+29.880	-23.120	734.905	734.905
	INSIDE WEST BOUND LANE	143+31.311	-9.047	735.132	735.132
	CENTERLINE	143+32.230	0.000	735.903	735.903
	INSIDE EAST BOUND LANE	143+33.150	9.047	735.143	735.143
	OUTSIDE EAST BOUND LANE	143+34.580	23.120	734.933	734.933
	SOUTH GUTTER LINE	143+35.525	32.418	734.745	734.735

LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
℄ BEARING WEST ABUTMENT	1	143+29.938	-31.161	734.739	734.739
	2	143+30.738	-23.287	734.907	734.907
	3	143+31.539	-15.413	735.035	735.035
	4	143+32.339	-7.539	735.162	735.162
	5	143+33.105	0.000	735.908	735.908
	6	143+33.871	7.539	735.171	735.171
	7	143+34.672	15.413	735.053	735.053
	8	143+35.472	23.287	734.934	734.934
	9	143+36.272	31.161	734.776	734.776
LINE "B"	1	143+39.938	-31.161	734.796	734.837
	2	143+40.738	-23.287	734.964	735.005
	3	143+41.539	-15.413	735.091	735.132
	4	143+42.339	-7.539	735.218	735.259
	5	143+43.105	0.000	735.964	736.005
	6	143+43.871	7.539	735.226	735.267
	7	143+44.672	15.413	735.108	735.149
	8	143+45.472	23.287	734.989	735.030
	9	143+46.272	31.161	734.830	734.871
LINE "C"	1	143+49.938	-31.161	734.849	734.933
	2	143+50.738	-23.287	735.016	735.100
	3	143+51.539	-15.413	735.143	735.227
	4	143+52.339	-7.539	735.269	735.353
	5	143+53.105	0.000	736.015	736.099
	6	143+53.871	7.539	735.277	735.361
	7	143+54.672	15.413	735.158	735.242
	8	143+55.472	23.287	735.039	735.123
	9	143+56.272	31.161	734.879	734.963
LINE "D"	1	143+59.938	-31.161	734.896	734.999
	2	143+60.738	-23.287	735.063	735.166
	3	143+61.539	-15.413	735.190	735.293
	4	143+62.339	-7.539	735.316	735.419
	5	143+63.105	0.000	736.061	736.164
	6	143+63.871	7.539	735.322	735.425
	7	143+64.672	15.413	735.203	735.306
	8	143+65.472	23.287	735.084	735.187
	9	143+66.272	31.161	734.924	735.027

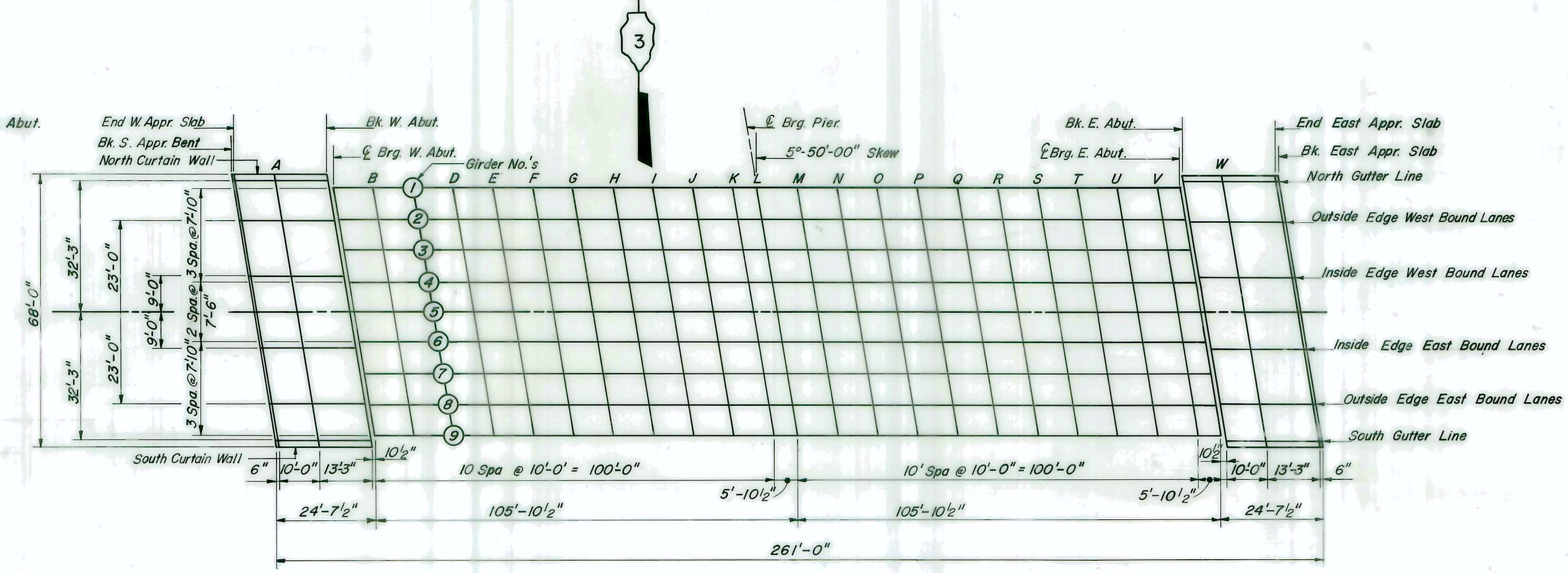
LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
LINE "E"	1	143+69.938	-31.161	734.939	735.052
	2	143+70.738	-23.287	735.105	735.218
	3	143+71.539	-15.413	735.232	735.345
	4	143+72.339	-7.539	735.357	735.470
	5	143+73.105	0.000	736.102	736.215
	6	143+73.871	7.539	735.363	735.476
	7	143+74.672	15.413	735.244	735.357
	8	143+75.472	23.287	735.123	735.236
	9	143+76.272	31.161	734.963	735.076
LINE "F"	1	143+79.938	-31.161	734.976	735.086
	2	143+80.738	-23.287	735.142	735.252
	3	143+81.539	-15.413	735.268	735.378
	4	143+82.339	-7.539	735.393	735.503
	5	143+83.105	0.000	736.138	736.248
	6	143+83.871	7.539	735.399	735.509
	7	143+84.672	15.413	735.279	735.389
	8	143+85.472	23.287	735.158	735.268
	9	143+86.272	31.161	734.998	735.108
LINE "G"	1	143+89.938	-31.161	735.009	735.103
	2	143+90.738	-23.287	735.174	735.268
	3	143+91.539	-15.413	735.300	735.394
	4	143+92.339	-7.539	735.425	735.519
	5	143+93.105	0.000	736.169	736.263
	6	143+93.871	7.539	735.429	735.523
	7	143+94.672	15.413	735.309	735.403
	8	143+95.472	23.287	735.188	735.282
	9	143+96.272	31.161	735.027	735.121
LINE "H"	1	143+99.938	-31.161	735.036	735.106
	2	144+00.738	-23.287	735.202	735.272
	3	144+01.539	-15.413	735.327	735.397
	4	144+02.339	-7.539	735.451	735.521
	5	144+03.105	0.000	736.195	736.265
	6	144+03.871	7.539	735.455	735.525
	7	144+04.672	15.413	735.334	735.404
	8	144+05.472	23.287	735.213	735.283
	9	144+06.272	31.161	735.051	735.121

LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
LINE "I"	1	144+09.938	-31.161	735.059	735.101
	2	144+10.738	-23.287	735.224	735.266
	3	144+11.539	-15.413	735.348	735.390
	4	144+12.339	-7.539	735.472	735.514
	5	144+13.105	0.000	736.216	736.258
	6	144+13.871	7.539	735.475	735.517
	7	144+14.672	15.413	735.354	735.396
	8	144+15.472	23.287	735.232	735.274
	9	144+16.272	31.161	735.071	735.113
LINE "J"	1	144+19.938	-31.161	735.076	735.094
	2	144+20.738	-23.287	735.241	735.259
	3	144+21.539	-15.413	735.365	735.383
	4	144+22.339	-7.539	735.489	735.507
	5	144+23.105	0.000	736.232	736.250
	6	144+23.871	7.539	735.491	735.509
	7	144+24.672	15.413	735.369	735.387
	8	144+25.472	23.287	735.247	735.265
	9	144+26.272	31.161	735.085	735.103
LINE "K"	1	144+29.938	-31.161	735.089	735.092
	2	144+30.738	-23.287	735.253	735.256
	3	144+31.539	-15.413	735.377	735.380
	4	144+32.339	-7.539	735.500	735.503
	5	144+33.105	0.000	736.243	736.246
	6	144+33.871	7.539	735.501	735.504
	7	144+34.672	15.413	735.380	735.383
	8	144+35.472	23.287	735.257	735.260
	9	144+36.272	31.161	735.094	735.097
LINE "L" ℄ PIER	1	144+35.813	-31.161	735.094	735.094
	2	144+36.613	-23.287	735.258	735.258
	3	144+37.414	-15.413	735.381	735.381
	4	144+38.214	-7.539	735.504	735.504
	5	144+38.980	0.000	736.247	736.247
	6	144+39.746	7.539	735.505	735.505
	7	144+40.547	15.413	735.383	735.383
	8	144+41.347	23.287	735.260	735.260
	9	144+42.147	31.161	735.098	735.098



ALL GIRDERS

DEAD LOAD DEFLECTION DIAGRAMS



PLAN

NOTE: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown above.
Deflections Shown are for the weight of the Concrete Slab and Superimposed loads of the Concrete Curb, Parapet and 1 1/2" Class I Surface.

NOTE: Elevations given on these Tables are Top of Concrete and 1 1/2" below finished grade where waterproofing membrane system and Class I Surface Course are used. See sheet 4 for position of Elevations.

DESIGNED	R.C.F.
CHECKED	R.W.W.
DRAWN	B.G.
CHECKED	R.W.W.

TOP OF SLAB ELEVATIONS
F.A. 412 SEC. 50-8-HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. 412)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. - 412	50-8 HB	LA SALLE	58	19
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 4
SHEETS 15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

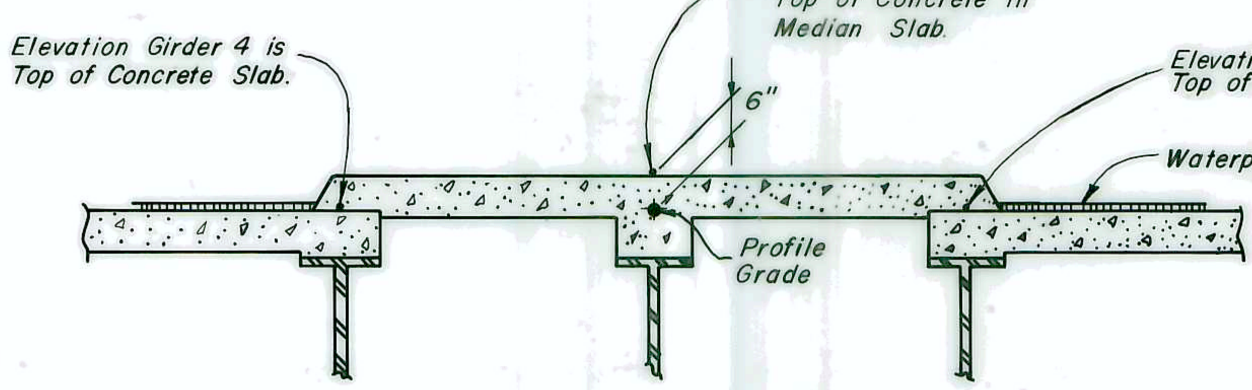
LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
LINE "M"	1	144+45.813	-31.161	735.099	735.106
	2	144+46.613	-23.287	735.262	735.269
	3	144+47.414	-15.413	735.385	735.392
	4	144+48.214	-7.539	735.508	735.515
	5	144+48.980	0.000	736.250	736.257
	6	144+49.746	7.539	735.508	735.515
	7	144+50.547	15.413	735.385	735.392
	8	144+51.347	23.287	735.262	735.269
	9	144+52.147	31.161	735.099	735.106
LINE "N"	1	144+55.813	-31.161	735.098	735.125
	2	144+56.613	-23.287	735.261	735.288
	3	144+57.414	-15.413	735.384	735.411
	4	144+58.214	-7.539	735.506	735.533
	5	144+58.980	0.000	736.248	736.275
	6	144+59.746	7.539	735.505	735.532
	7	144+60.547	15.413	735.383	735.410
	8	144+61.347	23.287	735.259	735.286
	9	144+62.147	31.161	735.095	735.122
LINE "O"	1	144+65.813	-31.161	735.093	735.147
	2	144+66.613	-23.287	735.255	735.309
	3	144+67.414	-15.413	735.378	735.432
	4	144+68.214	-7.539	735.500	735.554
	5	144+68.980	0.000	736.241	736.295
	6	144+69.746	7.539	735.498	735.552
	7	144+70.547	15.413	735.375	735.429
	8	144+71.347	23.287	735.251	735.305
	9	144+72.147	31.161	735.087	735.141
LINE "P"	1	144+75.813	-31.161	735.082	735.163
	2	144+76.613	-23.287	735.245	735.326
	3	144+77.414	-15.413	735.367	735.448
	4	144+78.214	-7.539	735.488	735.569
	5	144+78.980	0.000	736.229	736.310
	6	144+79.746	7.539	735.486	735.567
	7	144+80.547	15.413	735.362	735.443
	8	144+81.347	23.287	735.238	735.319
	9	144+82.147	31.161	735.073	735.154

LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
LINE "Q"	1	144+85.813	-31.161	735.067	735.169
	2	144+86.613	-23.287	735.229	735.331
	3	144+87.414	-15.413	735.350	735.452
	4	144+88.214	-7.539	735.471	735.573
	5	144+88.980	0.000	736.212	736.314
	6	144+89.746	7.539	735.468	735.570
	7	144+90.547	15.413	735.344	735.446
	8	144+91.347	23.287	735.220	735.322
	9	144+92.147	31.161	735.055	735.157
LINE "R"	1	144+95.813	-31.161	735.047	735.160
	2	144+96.613	-23.287	735.208	735.321
	3	144+97.414	-15.413	735.329	735.442
	4	144+98.214	-7.539	735.450	735.563
	5	144+98.980	0.000	736.190	736.303
	6	144+99.746	7.539	735.446	735.559
	7	145+00.547	15.413	735.322	735.435
	8	145+01.347	23.287	735.196	735.309
	9	145+02.147	31.161	735.031	735.144
LINE "S"	1	145+05.813	-31.161	735.021	735.131
	2	145+06.613	-23.287	735.182	735.292
	3	145+07.414	-15.413	735.303	735.413
	4	145+08.214	-7.539	735.423	735.533
	5	145+08.980	0.000	736.163	736.273
	6	145+09.746	7.539	735.419	735.529
	7	145+10.547	15.413	735.294	735.404
	8	145+11.347	23.287	735.168	735.278
	9	145+12.147	31.161	735.002	735.112
LINE "T"	1	145+15.813	-31.161	734.991	735.088
	2	145+16.613	-23.287	735.151	735.248
	3	145+17.414	-15.413	735.272	735.369
	4	145+18.214	-7.539	735.392	735.489
	5	145+18.980	0.000	736.131	736.228
	6	145+19.746	7.539	735.385	735.483
	7	145+20.547	15.413	735.261	735.358
	8	145+21.347	23.287	735.135	735.232
	9	145+22.147	31.161	734.969	735.066

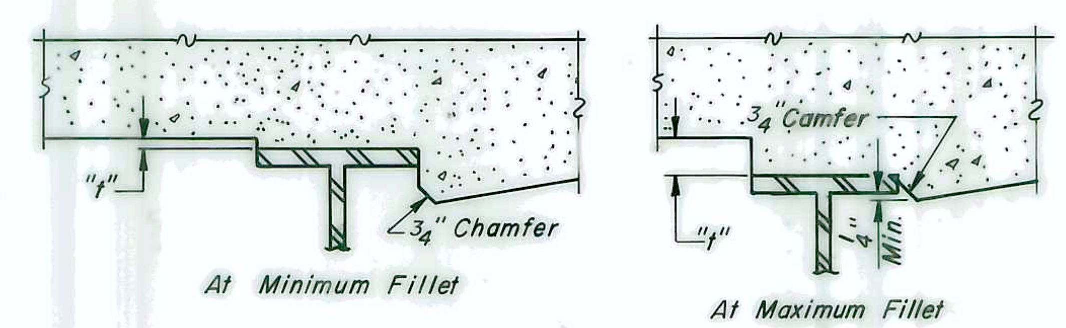
LOCATION	GIRDER	STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
LINE "U"	1	145+25.813	-31.161	734.955	735.023
	2	145+26.613	-23.287	735.116	735.184
	3	145+27.414	-15.413	735.236	735.304
	4	145+28.214	-7.539	735.355	735.423
	5	145+28.980	0.000	736.094	736.162
	6	145+29.746	7.539	735.349	735.417
	7	145+30.547	15.413	735.223	735.291
	8	145+31.347	23.287	735.097	735.165
	9	145+32.147	31.161	734.930	734.998
LINE "V"	1	145+35.813	-31.161	734.915	734.935
	2	145+36.613	-23.287	735.075	735.095
	3	145+37.414	-15.413	735.194	735.214
	4	145+38.214	-7.539	735.313	735.333
	5	145+38.980	0.000	736.052	736.072
	6	145+39.746	7.539	735.306	735.326
	7	145+40.547	15.413	735.180	735.200
	8	145+41.347	23.287	735.054	735.074
	9	145+42.147	31.161	734.887	734.907
℄ BEARING EAST ABUTMENT	1	145+41.688	-31.161	734.889	734.889
	2	145+42.488	-23.287	735.048	735.048
	3	145+43.289	-15.413	735.168	735.168
	4	145+44.089	7.539	735.287	735.287
	5	145+44.855	0.000	736.025	736.025
	6	145+45.621	7.539	735.279	735.279
	7	145+46.422	15.413	735.153	735.153
	8	145+47.222	23.287	735.026	735.026
	9	145+48.022	31.161	734.859	734.859

LOCATION		STATION	OFFSET	GRADE ELEVATION	CORRECTED ELEVATION
BACK EAST ABUTMENT	NORTH GUTTER LINE	145+42.435	-32.418	734.859	734.859
	OUTSIDE WEST BOUND LANE	145+43.380	-23.120	735.048	735.048
	INSIDE WEST BOUND LANE	145+44.811	-9.047	735.260	735.260
	CENTERLINE	145+45.730	0.000	736.021	736.021
	INSIDE EAST BOUND LANE	145+46.650	9.047	735.251	735.251
	OUTSIDE EAST BOUND LANE	145+48.080	23.120	735.025	735.025
	SOUTH GUTTER LINE	145+49.025	32.418	734.828	734.828
LINE "W"	NORTH GUTTER LINE	145+52.435	-32.418	734.811	734.811
	OUTSIDE WEST BOUND LANE	145+53.380	-23.120	734.998	734.998
	INSIDE WEST BOUND LANE	145+54.811	-9.047	735.210	735.210
	CENTERLINE	145+55.730	0.000	735.971	735.971
	INSIDE EAST BOUND LANE	145+56.650	9.047	735.200	735.200
	OUTSIDE EAST BOUND LANE	145+58.080	23.120	734.974	734.974
	SOUTH GUTTER LINE	145+59.025	32.418	734.776	734.776
END EAST APPROACH SLAB	NORTH GUTTER LINE	145+65.685	-32.418	734.738	734.738
	OUTSIDE WEST BOUND LANE	145+66.630	-23.120	734.926	734.926
	INSIDE WEST BOUND LANE	145+68.061	-9.047	735.136	735.136
	CENTERLINE	145+68.980	0.000	735.896	735.896
	INSIDE EAST BOUND LANE	145+69.900	9.047	735.125	735.125
	OUTSIDE EAST BOUND LANE	145+71.330	23.120	734.898	734.898
	SOUTH GUTTER LINE	145+72.275	32.418	734.699	734.699
BACK EAST APPROACH BENT	NORTH GUTTER LINE	145+66.185	-32.418	734.735	734.735
	OUTSIDE WEST BOUND LANE	145+67.130	-23.120	734.923	734.923
	INSIDE WEST BOUND LANE	145+68.561	-9.047	735.133	735.133
	CENTERLINE	145+69.480	0.000	735.893	735.893
	INSIDE EAST BOUND LANE	145+70.400	9.047	735.122	735.122
	OUTSIDE EAST BOUND LANE	145+71.830	23.120	734.895	734.895
	SOUTH GUTTER LINE	145+72.775	32.418	734.696	734.696

NOTE:
Elevations Given in This Table Are to the Top of Concrete and 1½" Below Finished Grade Where Waterproofing Membrane System and Class I Surface Course are to be used.



POSITION OF ELEVATION PROVIDED



FILLET HEIGHTS

To Determine "t" After all Structural Steel or Precast Prestressed has been Erected, Elevations of the Top Flanges of the Beams Shall be taken. These Elevations Subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" Minus Slab Thickness, equals the Fillet Hights "t" Above Top Flange of Beams.

DESIGNED	R.F.C.
CHECKED	R.W.W.
DRAWN	B.G.
CHECKED	R.W.W.

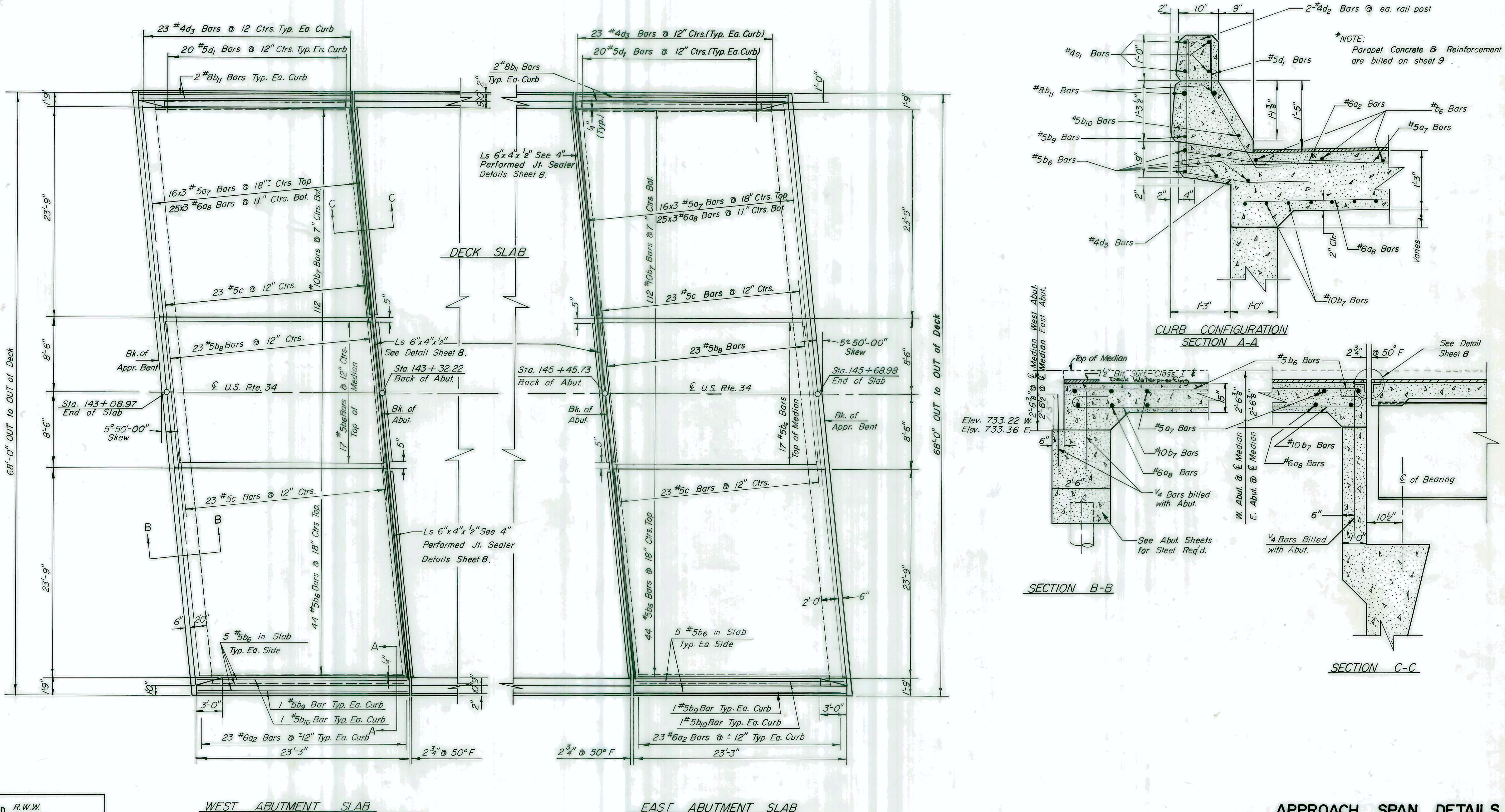
TOP OF SLAB ELEVATIONS
F.A. 412 SEC. 50-8-HB
LA SALLE COUNTY
STA. 718+56.13 F.A. 412

BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8 HB	LA SALLE	58	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
SHEETS 15



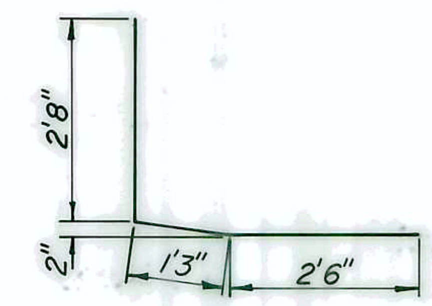
DESIGNED	R.W.W.
CHECKED	R.F.C.
DRAWN	S.K.
CHECKED	B.A.M.

APPROACH SPAN DETAILS

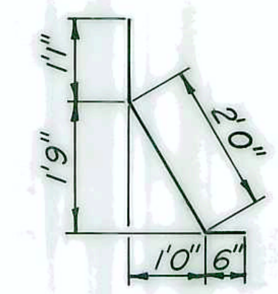
F.A. RTE. 412 SEC. 50-8HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

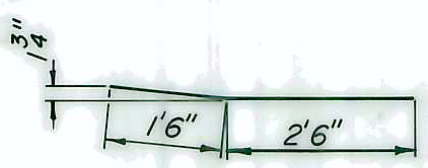
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



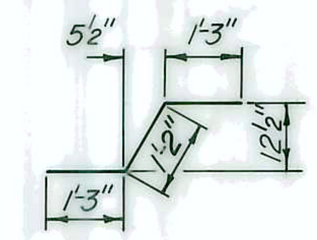
BAR d_3



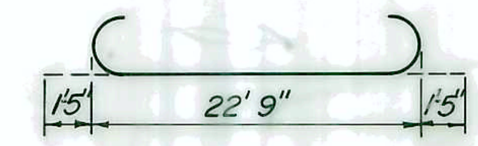
BAR d_1



BAR a_2



BAR c

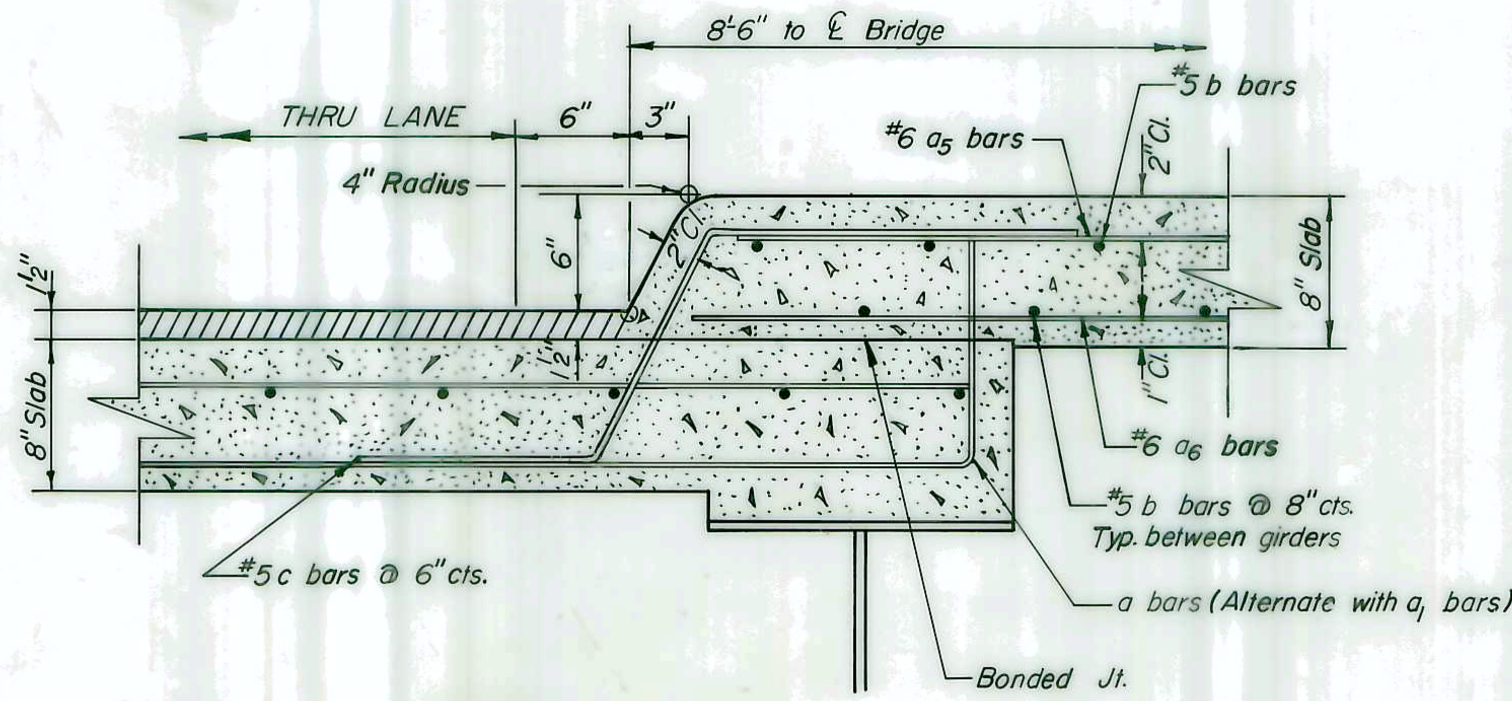


BAR b_7

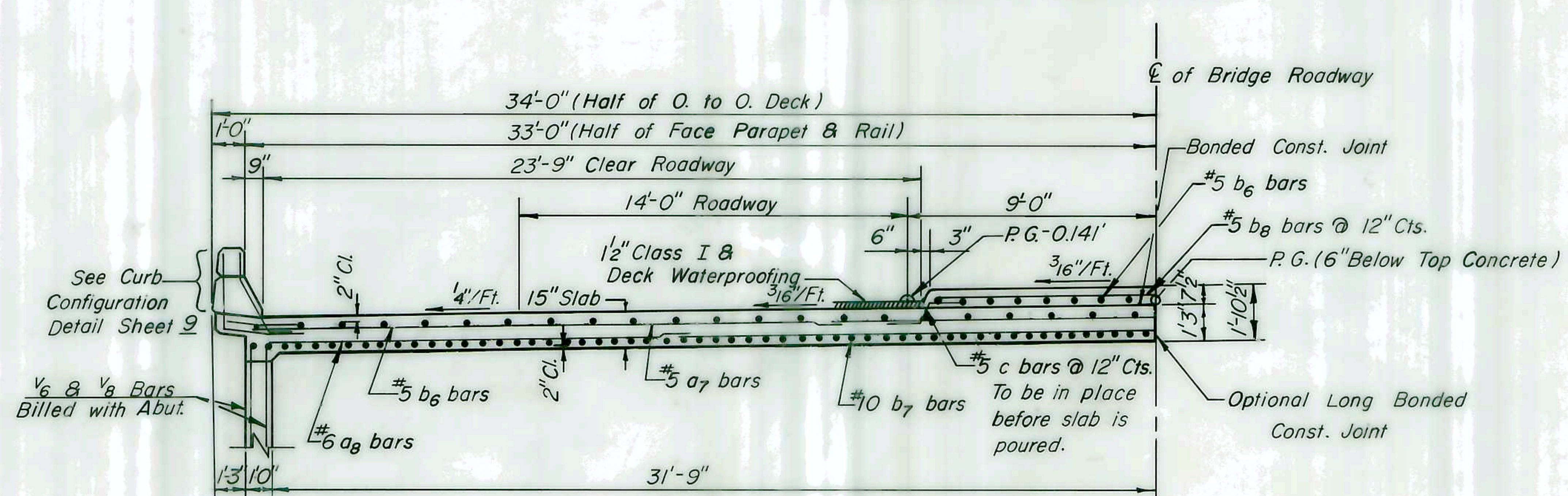
APPROACH SPAN
BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
a_2	92	#6	4'0"	
a_7	96	#5	22' 8"	
a_8	150	#6	22' 8"	
b_6	142	#5	22'9"	
b_7	224	#10	25'-7"	
b_8	46	#5	17'0"	
b_9	4	#5	22'10"	
b_{10}	4	#5	19'9"	
b_{11}	8	#8	22'10"	
c	92	#5	3'8"	
d_1	80	#5	3'7"	
d_3	92	#4	6'5"	
Reinforcement Bars			Lb.	38.484
Class X Concrete			Cu. Yd.	175.2

Parapet Reinforcement and Class X Concrete are billed on Sheet #9



MEDIAN DETAIL (MAIN SPAN)



HALF CROSS SECTION
APPROACH SPAN

DESIGNED	R. W. W.
CHECKED	R. C. F.
DRAWN	S. C. K.
CHECKED	R. W. W.

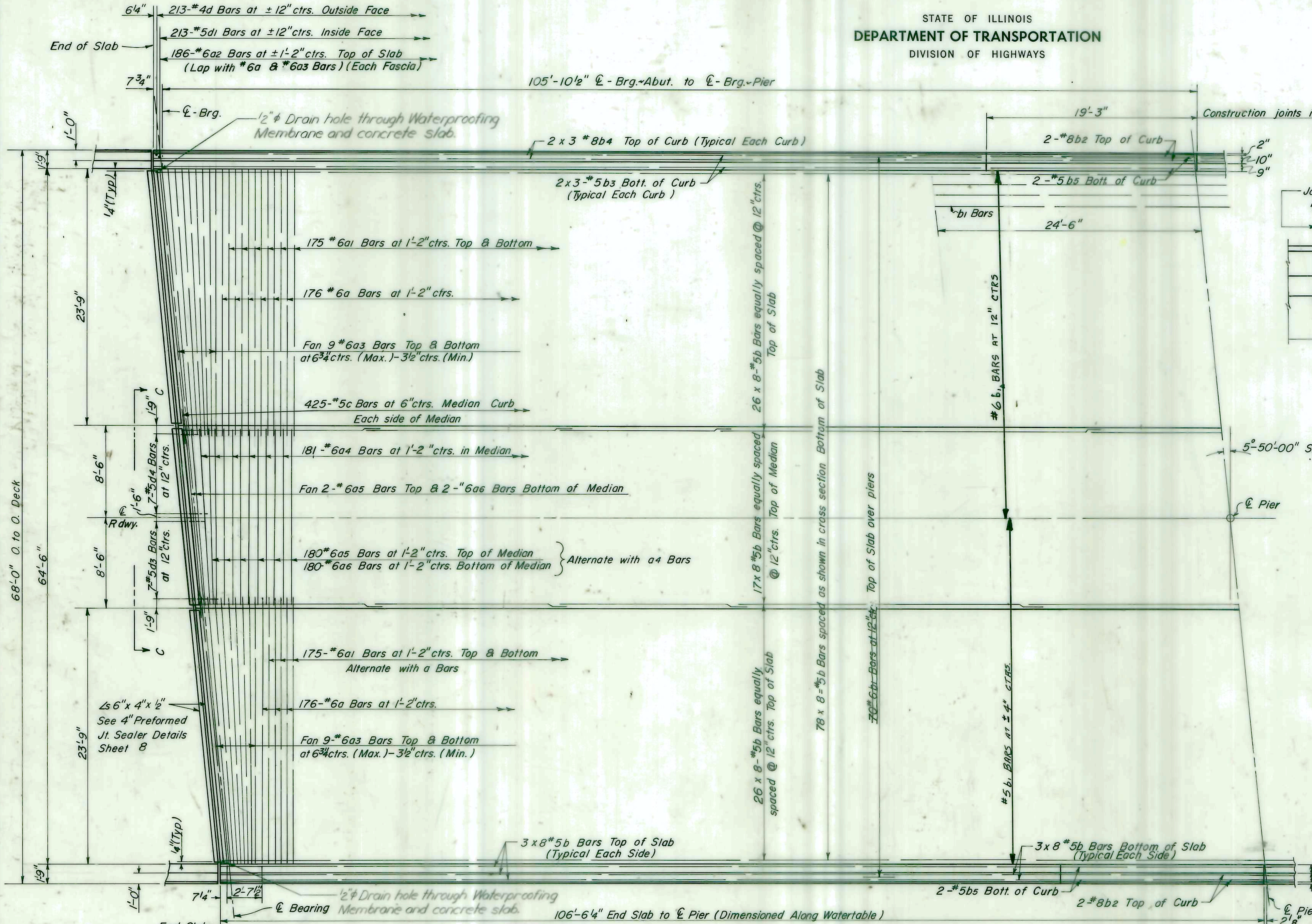
APPROACH SPAN & SLAB DETAILS

F.A. RTE. 412 SEC. 50-8HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8 HB	LA SALLE	58	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

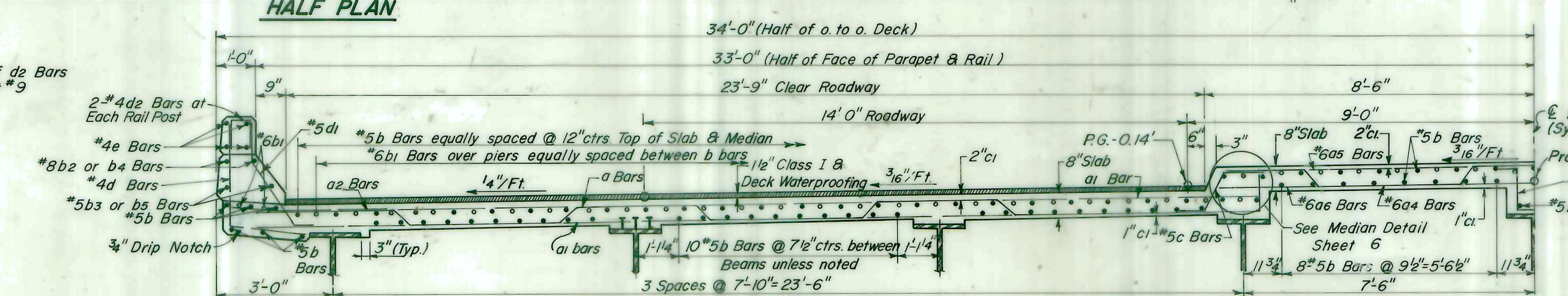
SHEET NO. 7
SHEETS 15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



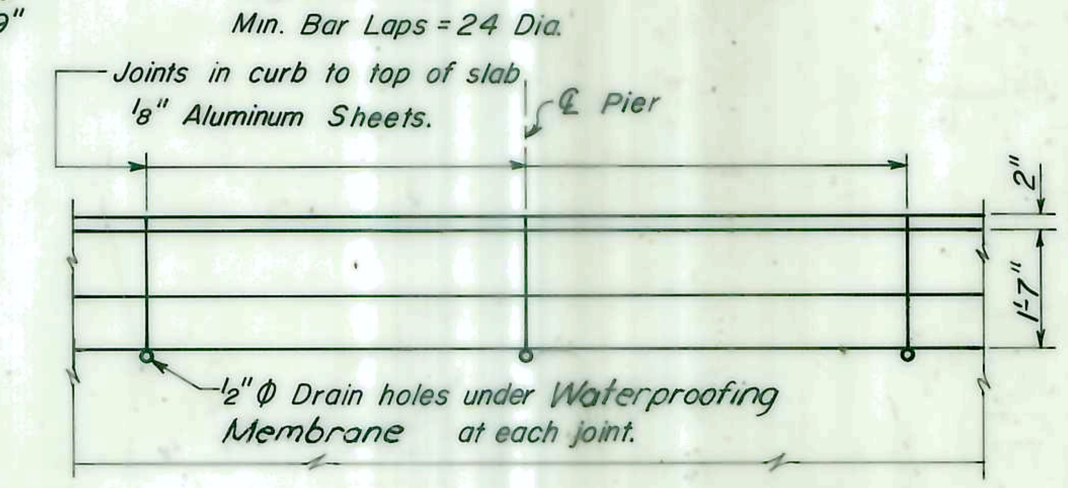
HALF PLAN

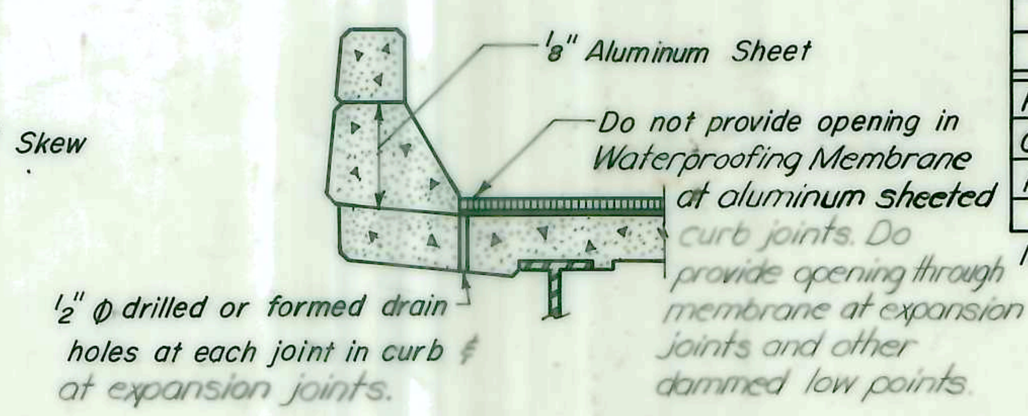
NOTE: For Placement of d2 Bars and e Bars Sheet #9



HALF CROSS SECTION

NOTE: Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line
Min. Bar Laps = 24 Dia.

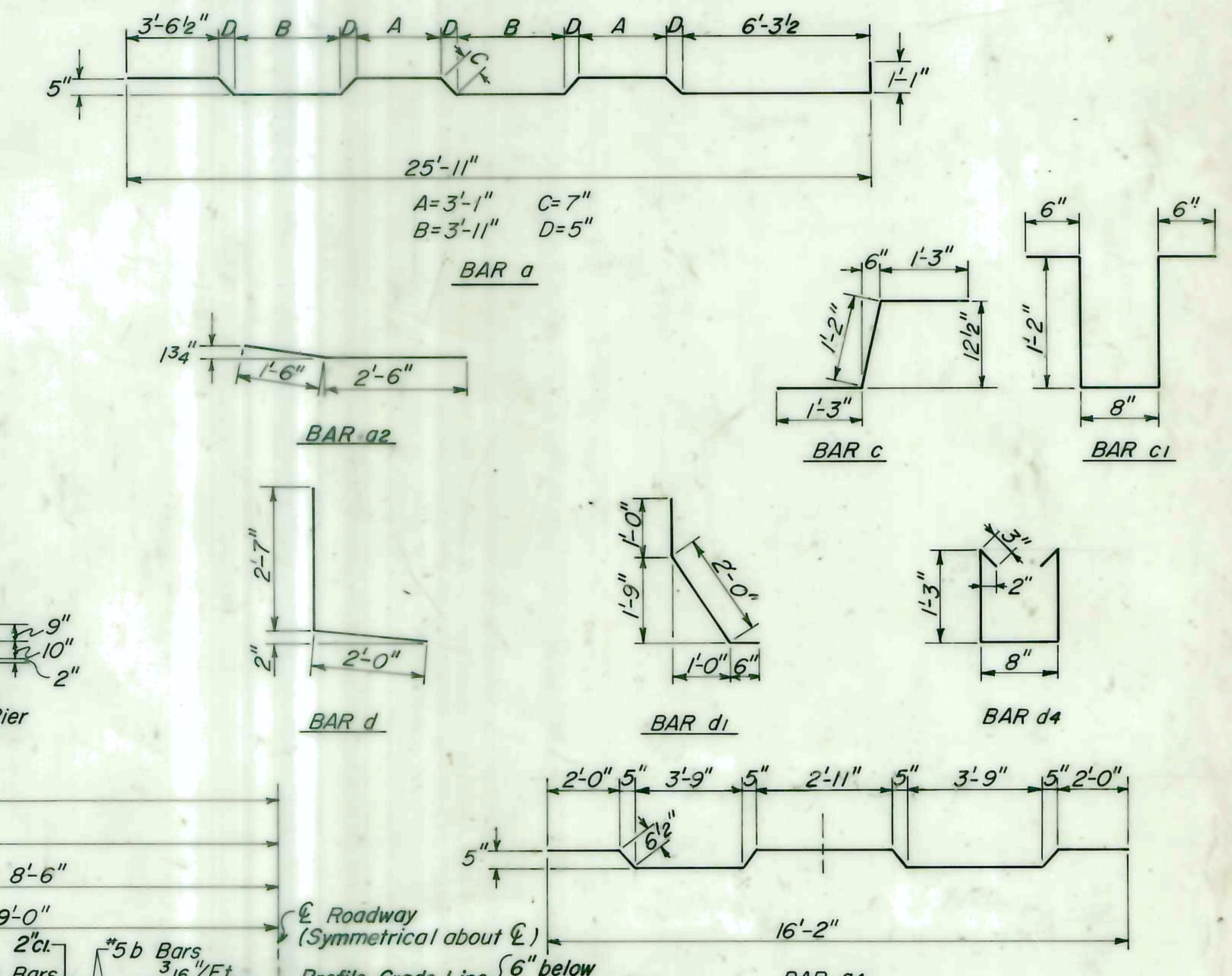




BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	352	#6	27'-7"	
a1	700	#6	26'-0"	
a2	372	#6	4'-0"	
a3	72	#6	26'-3"	
a4	181	#6	16'-7"	
a5	184	#6	16'-2"	
a6	184	#6	16'-8"	
b	1272	#5	27'-8"	
b1	70	#5	49'-0"	
b2	8	#8	18'-9"	
b3	24	#5	29'-10"	
b4	24	#8	30'-4"	
b5	8	#5	18'-9"	
b12	16	#5	6'-2"	
c	850	#5	3'-8"	
c1	213	#5	4'-0"	
d	426	#5	4'-7"	
d1	426	#5	3'-6"	
d4	28	#5	3'-8"	
Reinforcement Bars			Lbs.	~~112,047~~ 114,423
Class X Cocrete			Cu. Yds.	~~412.5~~ 426.5
Preformed Joint Sealer			Lin. Ft.	137

NOTE: Parapet Reinforcement and Class X Concrete are billed on Sheet 9.



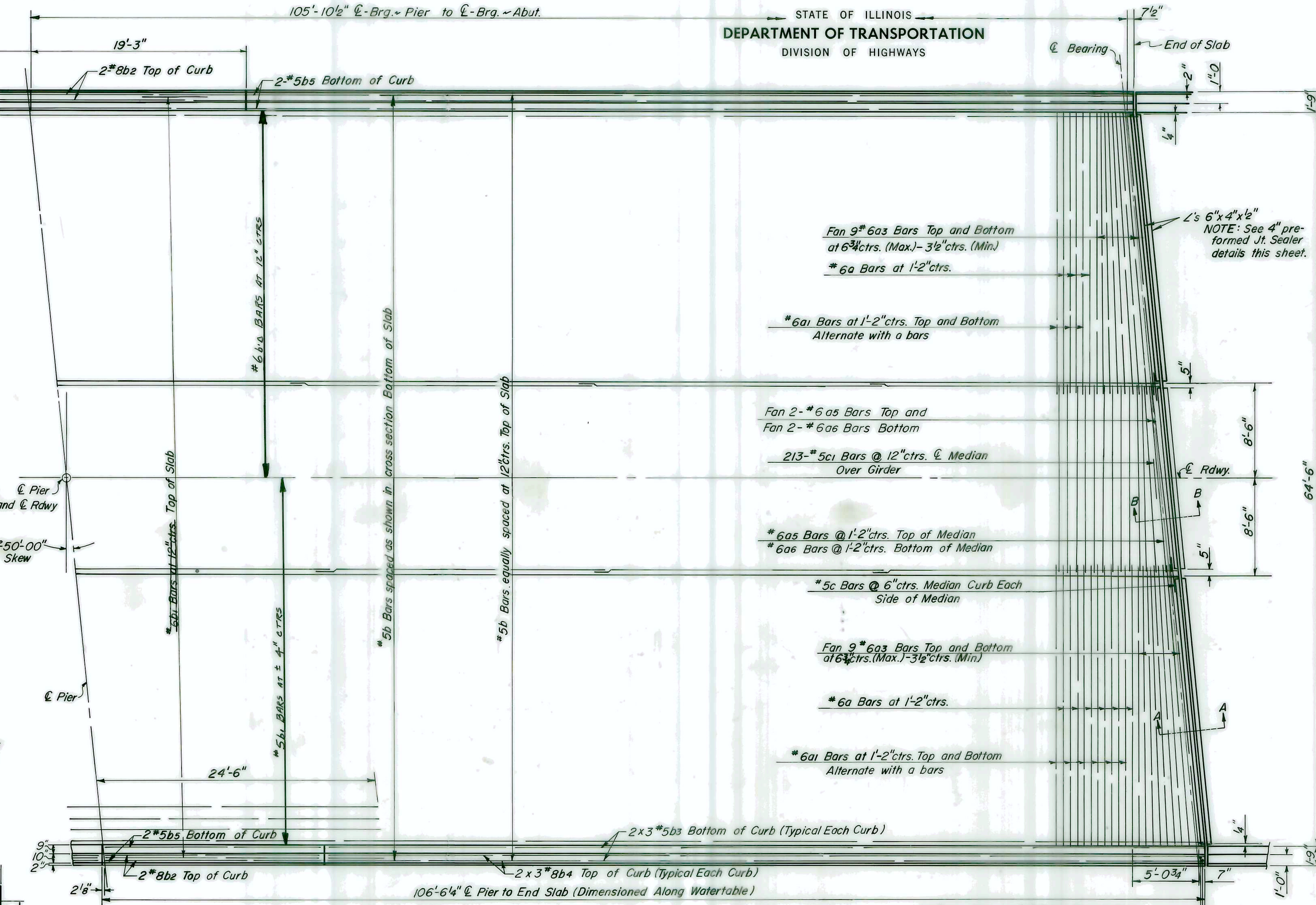
DESIGNED	RWW	
CHECKED	RFC	
DRAWN	JC	3-13-75
CHECKED	BAM	

SLAB DETAILS
F.A. RTE. 412 SECTION 50-8 HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

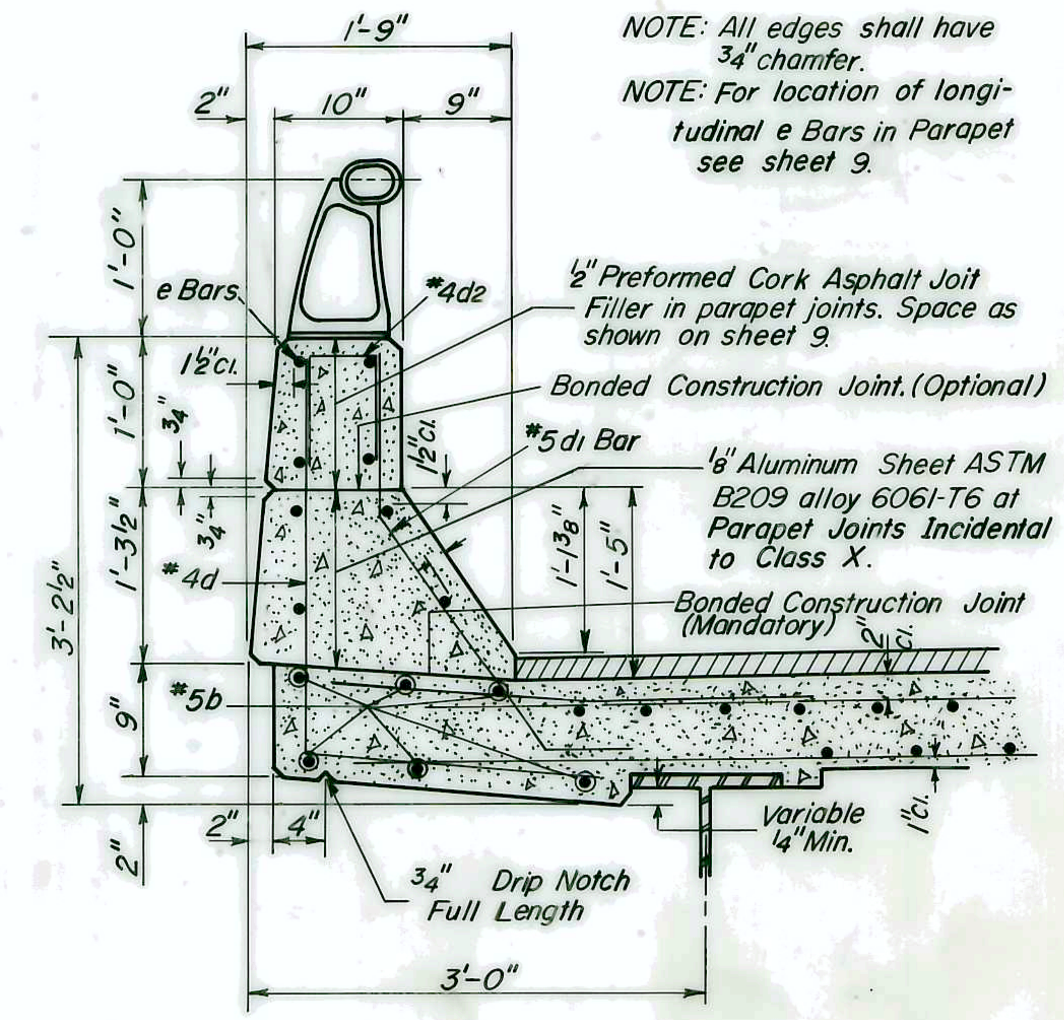
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8 HB	LA SALLE	58	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8
SHEETS 15

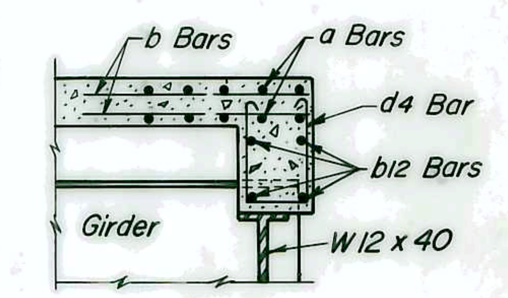
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



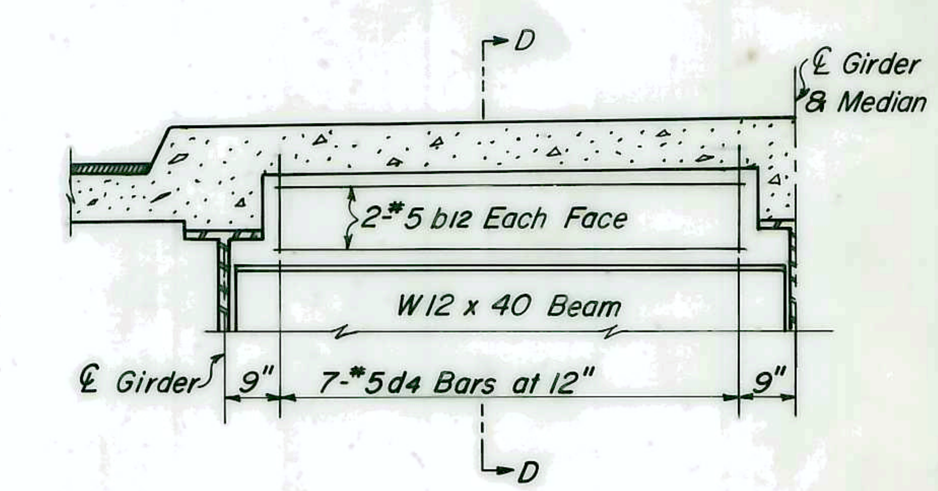
HALF PLAN



CURB CONFIGURATION

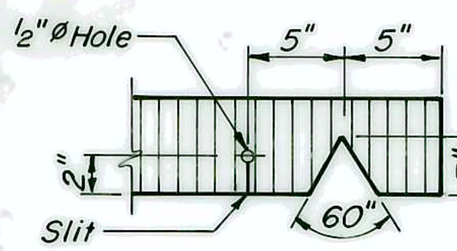


SECTION D-D

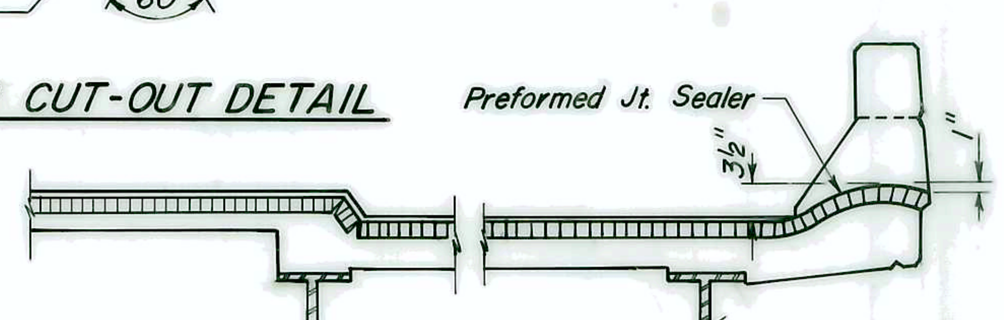


PART VIEW C-C

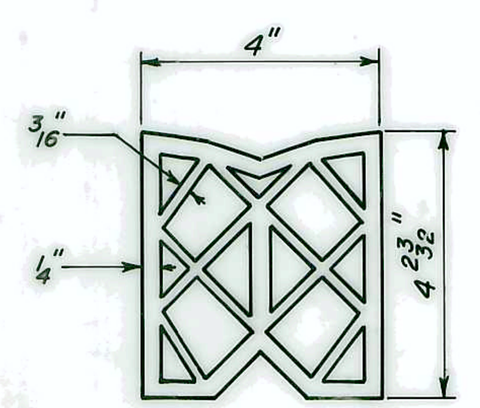
(Showing Reinforcement in Haunch)



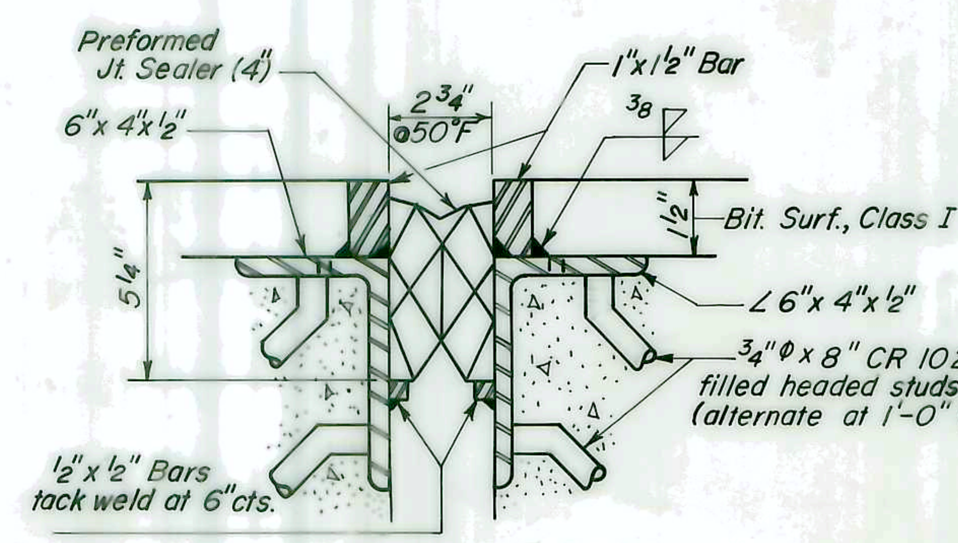
SEALER CUT-OUT DETAIL



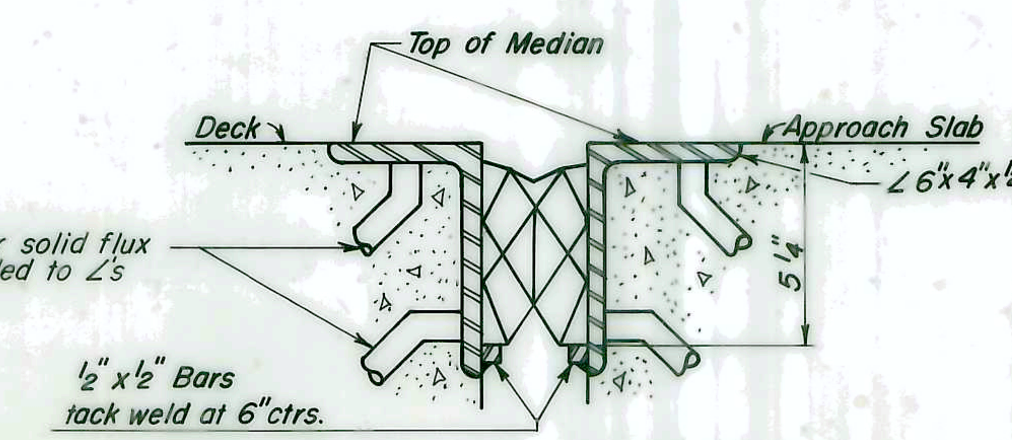
TYPICAL END OF SEALER TREATMENT



PREFORMED JOINT SEALER



SECTION A-A (TYPICAL AT ROADWAY)



SECTION B-B (TYPICAL AT MEDIAN)

DESIGNED RWW	
CHECKED RFC	
DRAWN JC	3-13-75
CHECKED BAM	

SLAB DETAILS

F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718 + 56.13 (FA. RTE. 412)

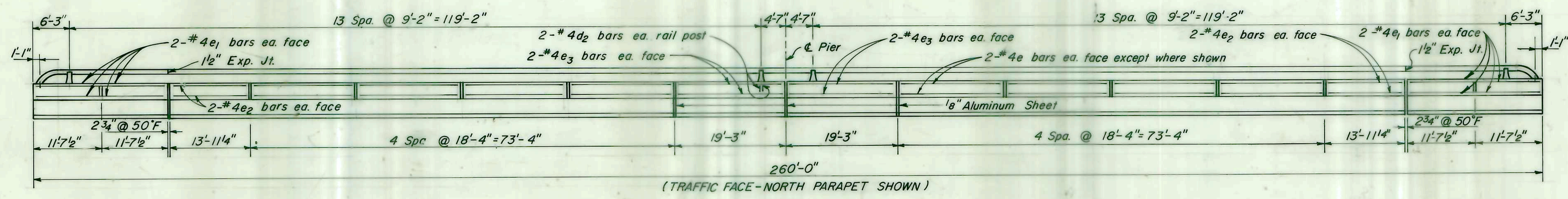
BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

BRUNING 44-132

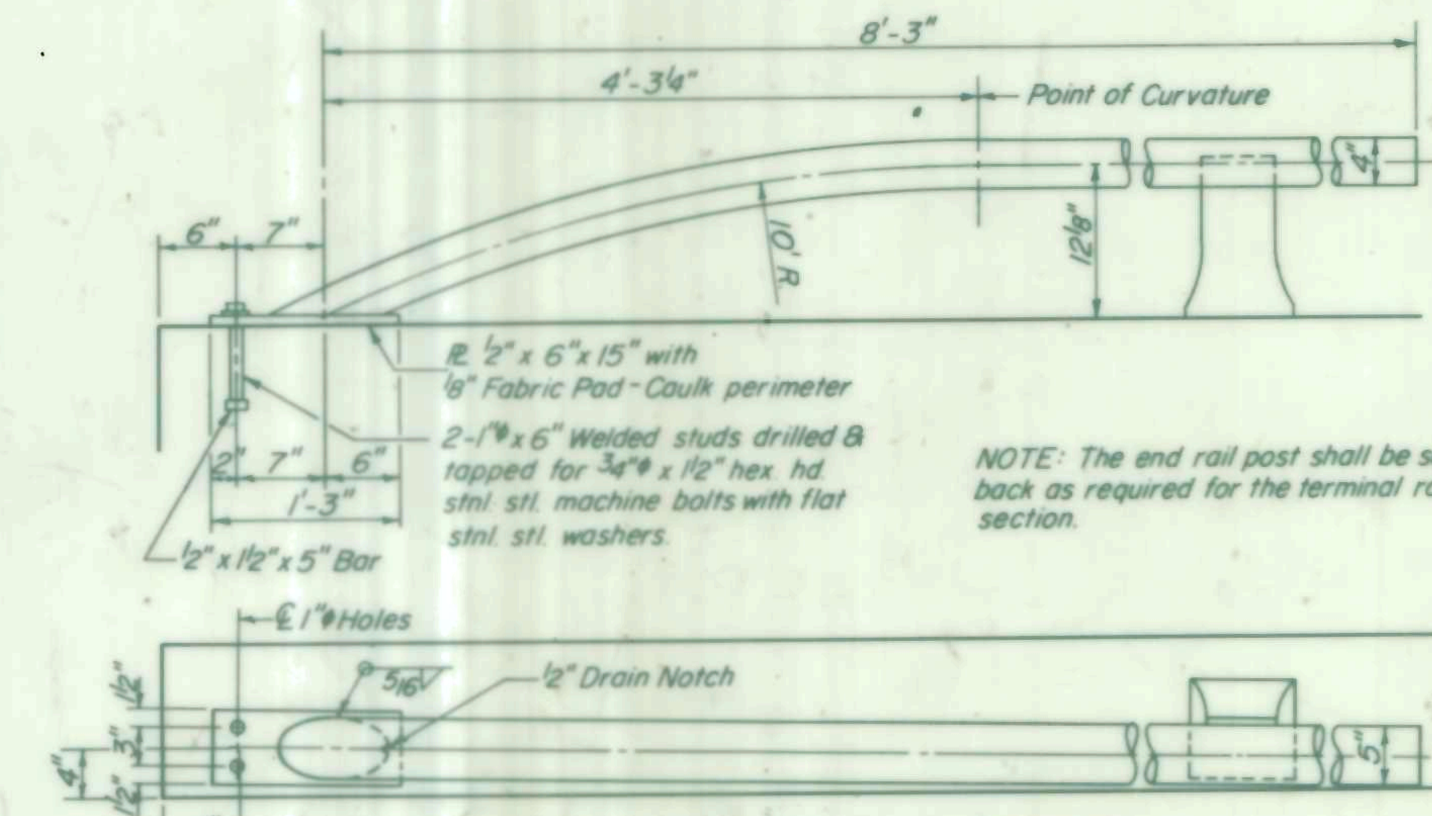
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 412	50-8 HB	LA SALLE	58	24

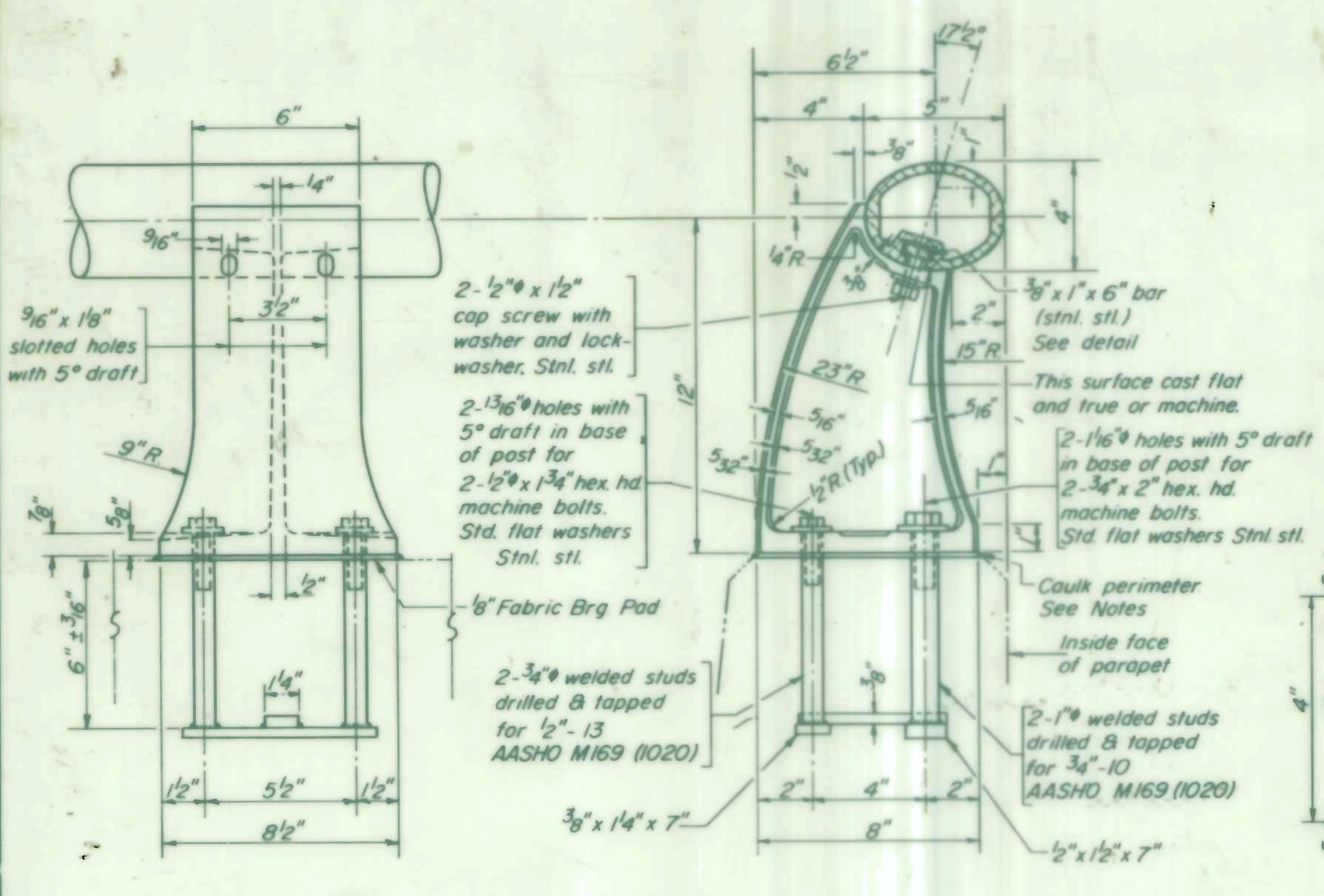
SHEET NO. 9
SHEETS 15



ELEVATION

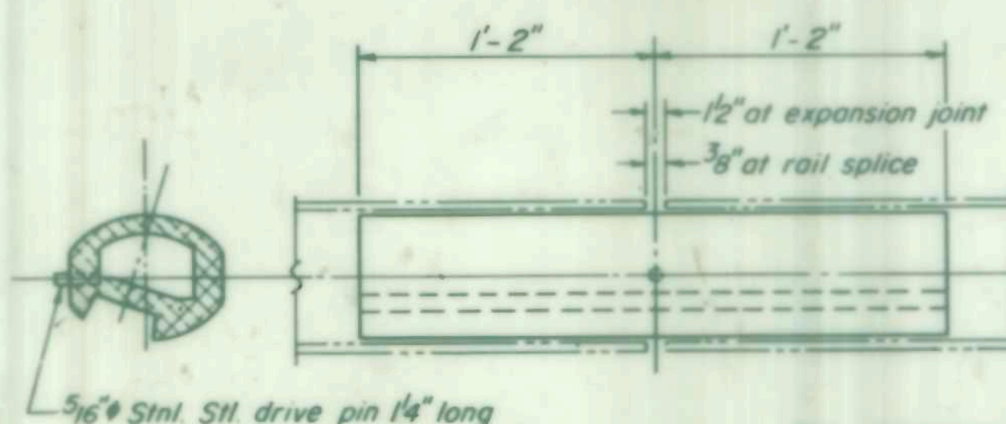


RAIL TERMINAL SECTION

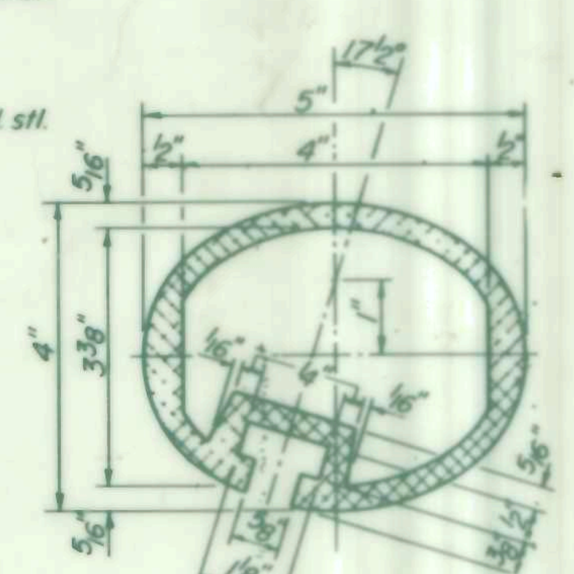


RAIL POST DETAILS

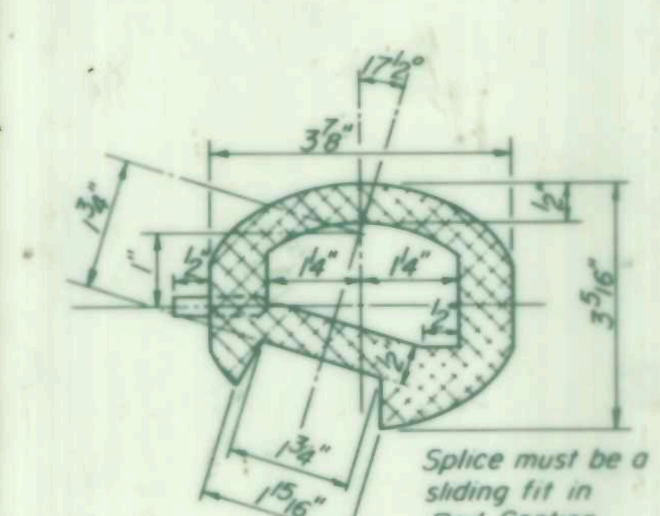
NOTE: Stainless steel machine bolts or Cap Screws shall be in accordance with Article 710.37 (a) of the Standard Specifications except the tensile strength requirement shall be modified to 100,000 psi.



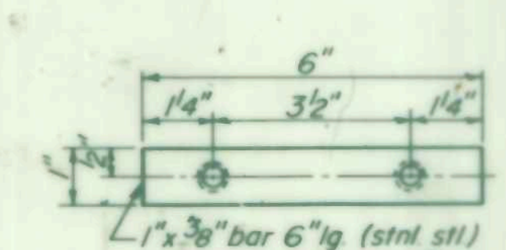
RAIL SPLICE



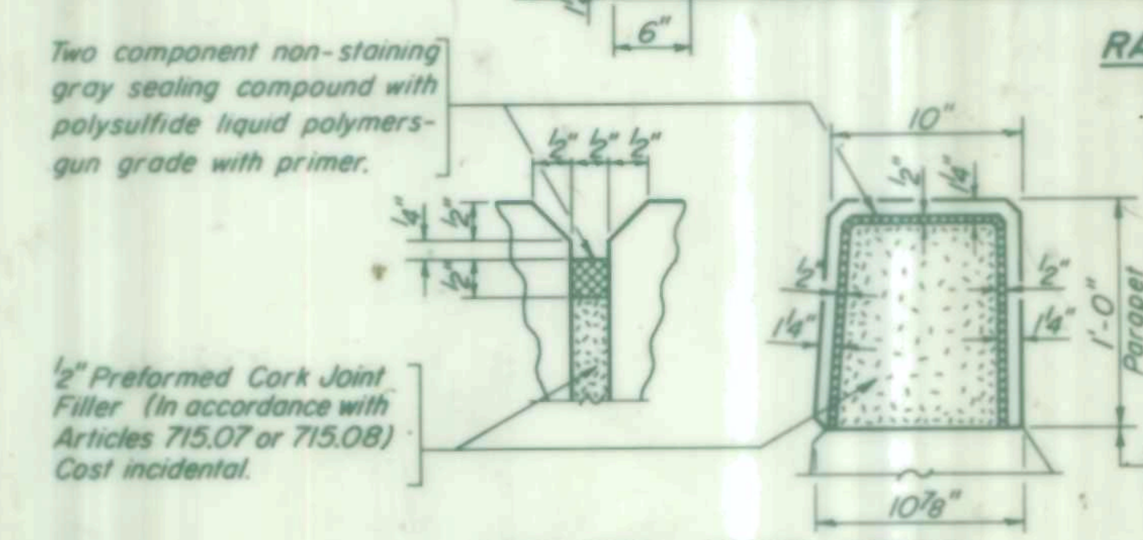
SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



CLAMP BAR



PARAPET JOINT DETAIL

NOTES:

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

All joints in rail shall be spliced per detail.

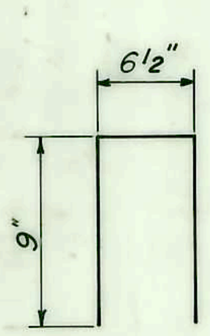
Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

Aluminum alloy rail shall conform to ASTM B221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

PARAPETS & RAILS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d_2	112	#4	2'-0½"	⊓
e	64	#4	18'-0"	——
e_1	32	#4	11'-4"	——
e_2	16	#4	13'-7"	——
e_3	16	#4	18'-11"	——
Reinforcement Bars			Lbs.	1512
Class X Concrete			Cu. Yds.	16.7
Aluminum Railing			Lin. Ft.	516



Bar d_2

RAILING DETAILS
F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718 + 56.13 (F.A. RTE. 412)

DESIGNED	
CHECKED	
DRAWN	JC 3-11-75
CHECKED	B.A.M.

R-17 4-15-73

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 412	50-8 HB	LA SALLE	58	25

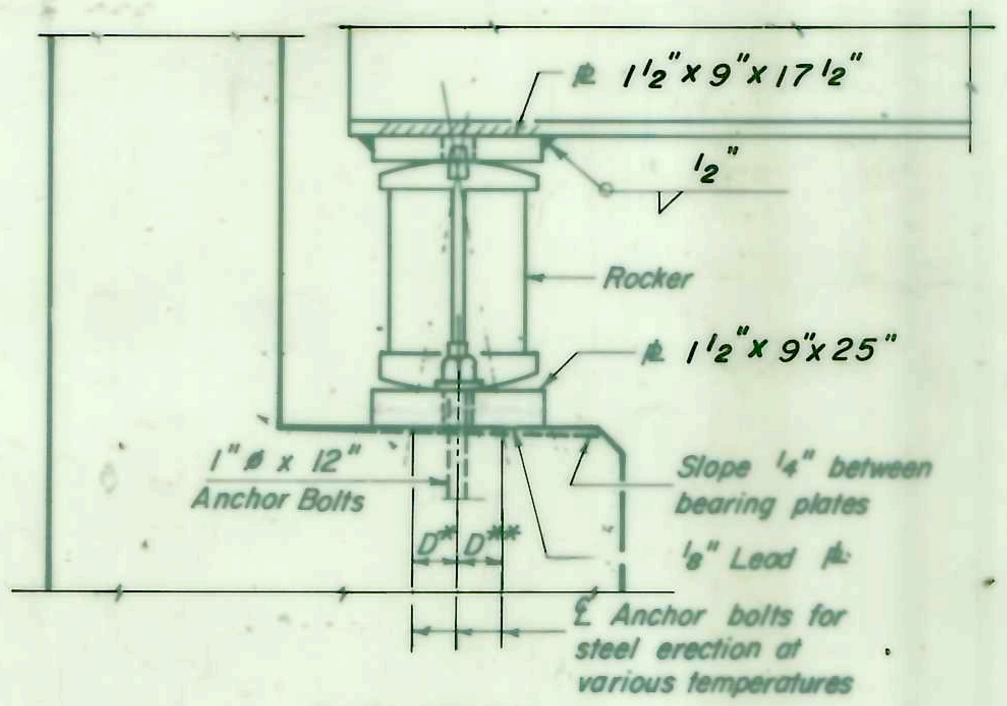
SHEET NO. 10
SHEETS 15

DESIGNED	R.W.W.	
CHECKED	R.F.C.	
DRAWN	J.C.	3-11-75
CHECKED	B.A.M.	

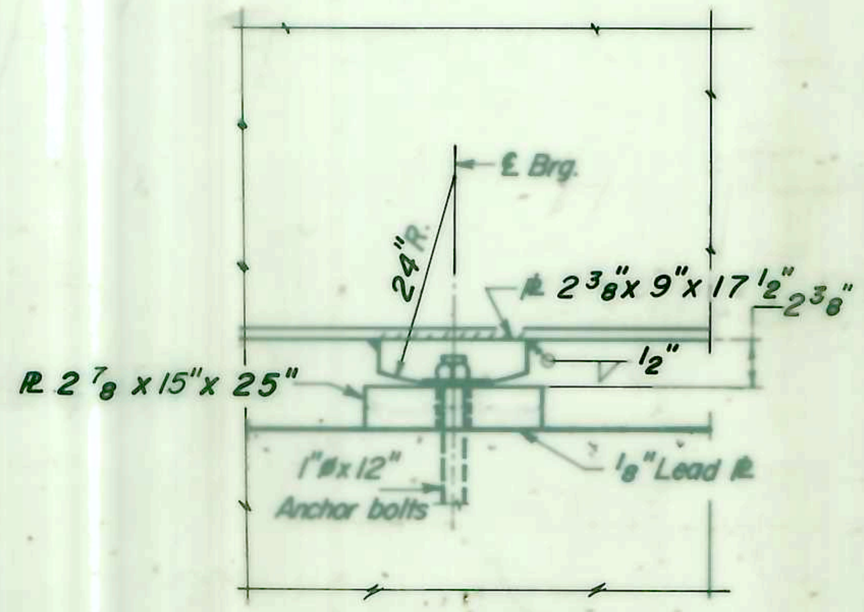
G-1 7-1-72

FRAMING DETAILS
F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718 + 56.13 (F.A. RTE. 412)

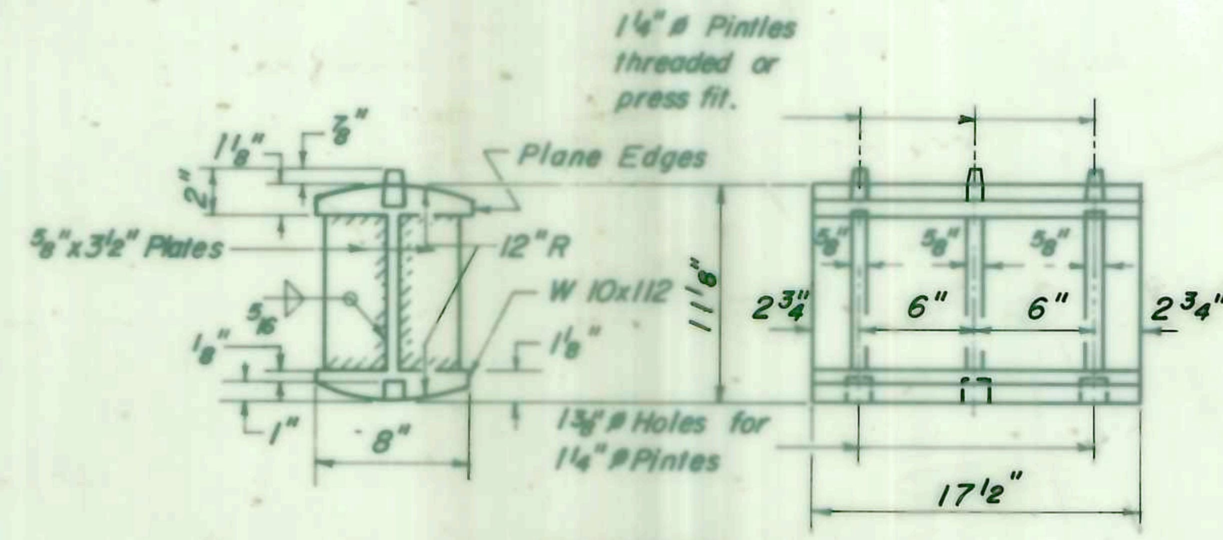
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



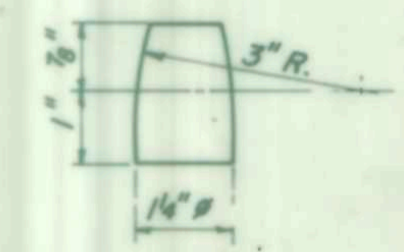
ELEVATION



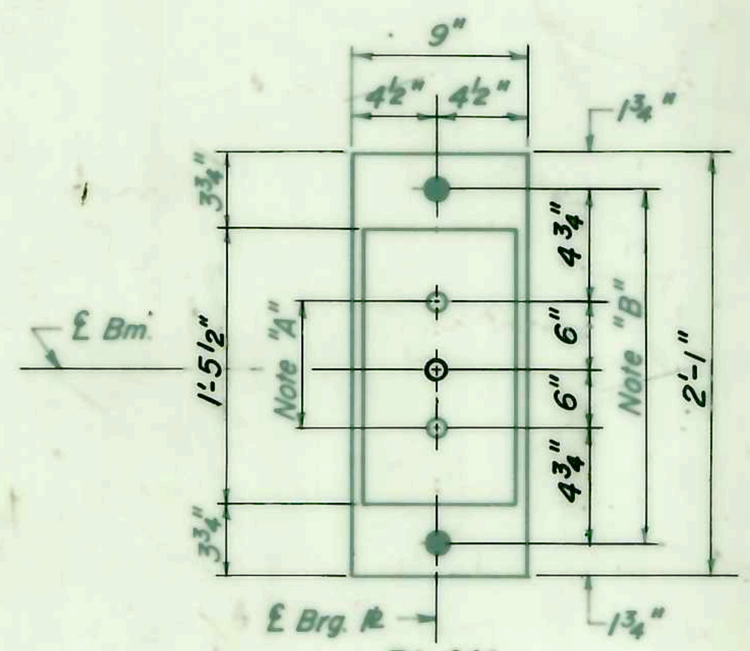
ELEVATION



ROCKER



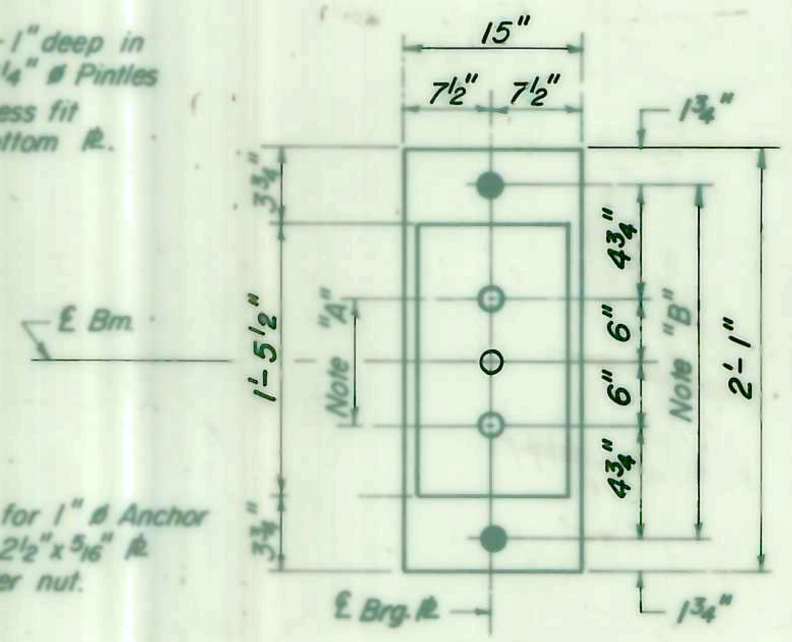
PINTLE



PLAN
AT ABUTMENT

Note "A"
1⅜" ø Holes - 1" deep in top ℞ for 1¼" ø Pintles
Thread or press fit pintles in bottom ℞.

Note "B"
1½" ø Holes for 1" ø Anchor Bolts - 2½"x 2½"x ⁵⁄₁₆" ℞ Washers under nut.



PLAN
AT PIER

NOTES FOR SETTING OF ANCHOR BOLTS AT EXPANSION BEARINGS

a.) D* (Side of brg. away from fixed brg.)
D* = ⅛" per each 100' of expansion for every 15° fall below the normal temp. of 50° F.
D** (Side of brg. toward fixed brg.)
D** = ⅛" per each 100' of expansion for every 15° rise above the normal temp. of 50° F.

b.) After beams have been erected and dimensions D* & D** determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1	Pier
Is (in.⁴)	21462	50666
Ic (in.⁴)	61641	
Ss (in.³)	1101	1930
Sc (in.³)	1544	
ℓ (K/')	1.039	1.401
Mℓ ('K)	680.9	2224.0
fsℓ (ksi)	7.42	13.83
sℓ (K/')	0.362	
Msℓ ('K)	284.4	
M℄ ('K)	9608	812.0
MImp ('K)	208.1	175.9
Total ('K)	1453.3	987.9
fs℄ (ksi)	11.30	6.14
fs Total (ksi)	18.72	19.97
VR (K)	51.0	

INTERIOR GIRDER REACTION TABLE

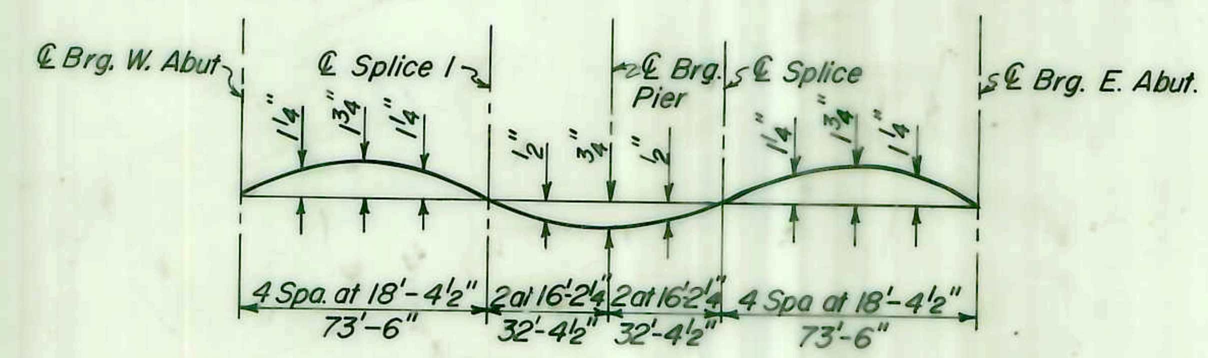
	Abut.	Pier
Rℓ (K)	51.9	192.0
R℄ (K)	50.9	77.6
Imp. (K)	11.1	16.8
R Total (K)	113.9	286.4

Is and Ss are the moment of inertia and section modulus of the steel section.
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs.
VR is the maximum ℄ + Impact shear range in span.

TOP OF WEB ELEVATIONS

Girder No.	1	2	3	4	5	6	7	8	9
W. Abut.	733.95	734.12	734.24	734.37	734.49	734.38	734.26	734.14	733.98
Field Splice	734.21	734.38	734.50	734.63	734.75	734.63	734.51	734.39	734.23
Pier	734.18	734.34	734.45	734.59	734.71	734.59	734.47	734.34	734.18
Field Splice	734.26	734.42	734.54	734.67	734.78	734.66	734.54	734.42	734.25
E. Abut.	734.10	734.26	734.38	734.50	734.61	734.49	734.36	734.23	734.07

* For Fabrication Only



CAMBER DIAGRAM

Camber Diagram Includes Dead Load Deflection For the Steel, Concrete, Membrane Waterproofing System and 1½" Class I Surface a Component for the Vertical Curve.

DESIGNED R.W.W.	
CHECKED R.F.C.	
DRAWN J.C.	3-11-75
CHECKED R.W.W.	

I-2-G 3-29-71

BEARING DETAILS
F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718 + 56.13 (F.A. RTE. 412)

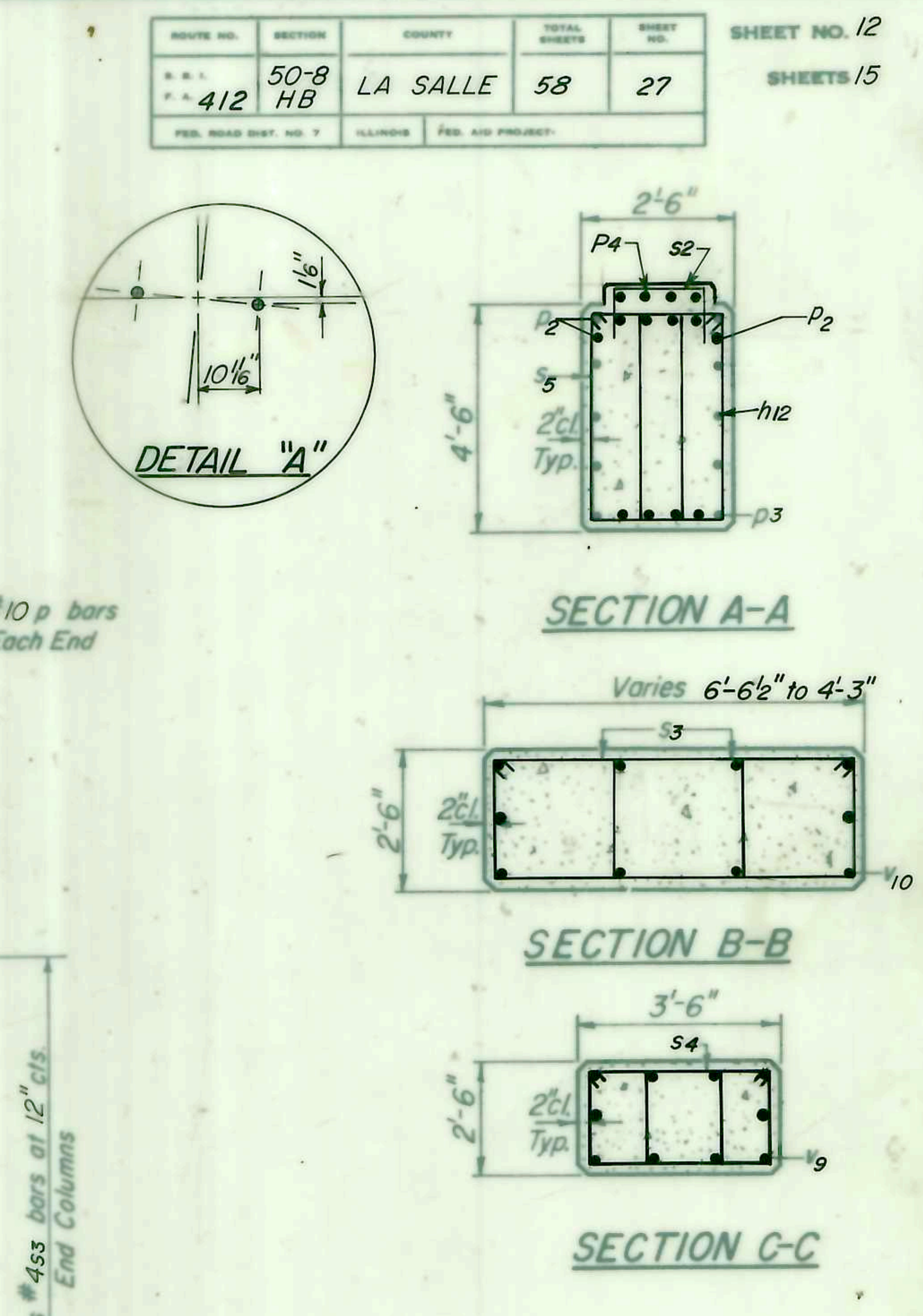
NOTES:

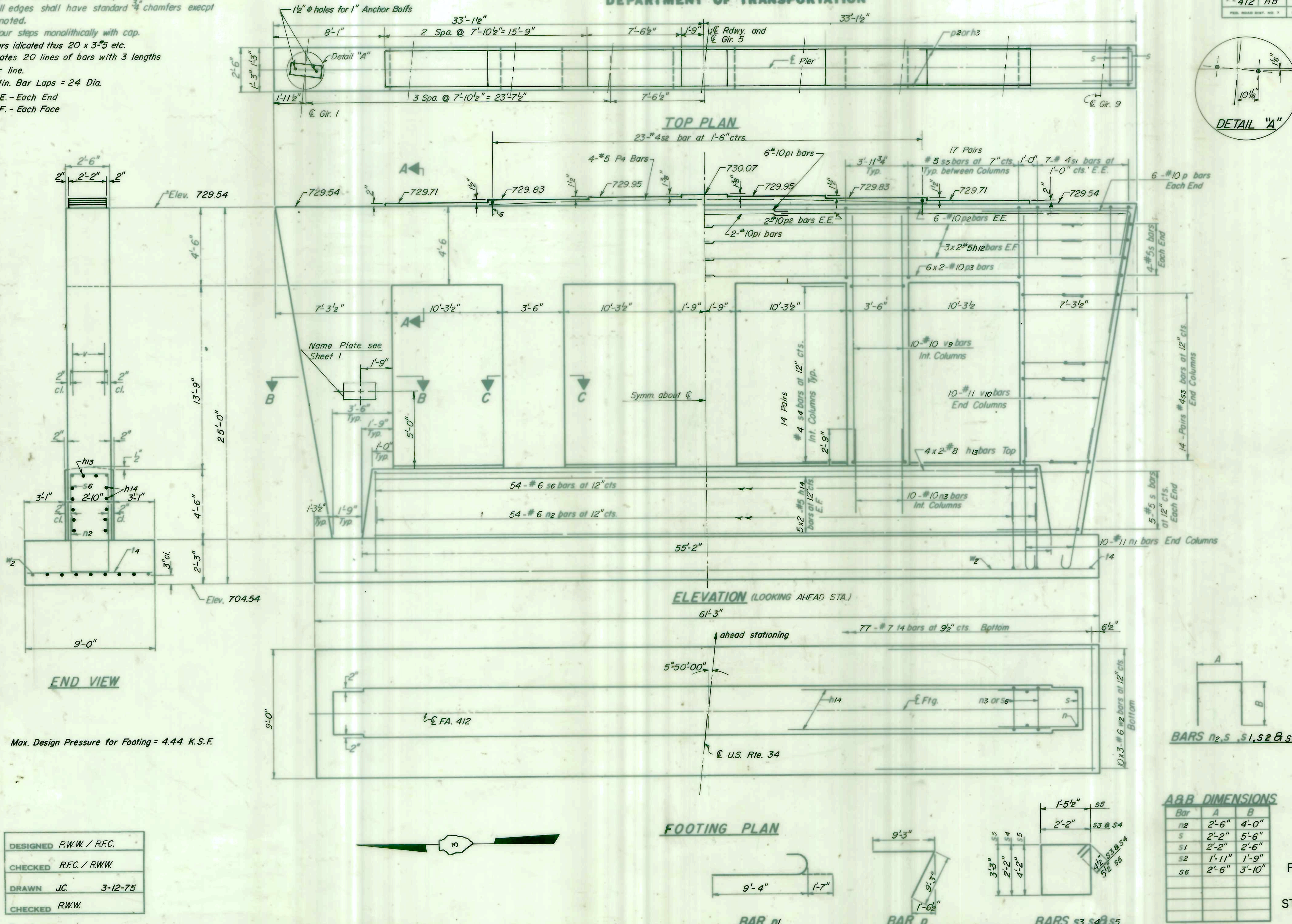
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.
Bars idicated thus 20 x 3-#5 etc. idicates 20 lines of bars with 3 lengths per line.
Min. Bar Laps = 24 Dia.
E.E. - Each End
E.F. - Each Face

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Route No.	Section	County	Total Sheets	Sheet No.
412	50-8 HB	LA SALLE	58	27

SHEET NO. 12
SHEETS 15





BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12	12	#5	29'-4"	
h13	8	#8	27'-8"	
h14	20	#5	28'-2"	
n1	20	#11	10'-11"	
n2	54	#6	10'-6"	
n3	30	#10	5'-6"	
p	12	#10	18'-6"	
p1	8	#10	18'-10"	
p2	16	#10	27'-6	
P3	12	#10	30'-7"	
P4	4	#5	34'-0"	
s	18	#5	10'-2"	
s1	14	#4	7'-2"	
s2	23	#4	4'-7"	
s3	56	#4	11'-7"	
s4	84	#4	9'-5"	
s5	136	#5	12'-2"	
s6	54	#6	10'-2"	
t4	77	#7	8'-8"	
v9	30	#10	17'-6"	
v10	20	#11	17'-9"	
w2	30	#6	21'-4"	
Class X Concrete			Cu. Yds.	129.4
Reinforcement Bars			Lbs.	19,796
Structure Excavation			Cu. Yds.	150

A&B DIMENSIONS

Bar	A	B
n2	2'-6"	4'-0"
s	2'-2"	5'-6"
s1	2'-2"	2'-6"
s2	1'-11"	1'-9"
s6	2'-6"	3'-10"

DESIGNED	R.W.W. / R.F.C.
CHECKED	R.F.C. / R.W.W.
DRAWN	J.C. 3-12-75
CHECKED	R.W.W.

P-14 6-1-73

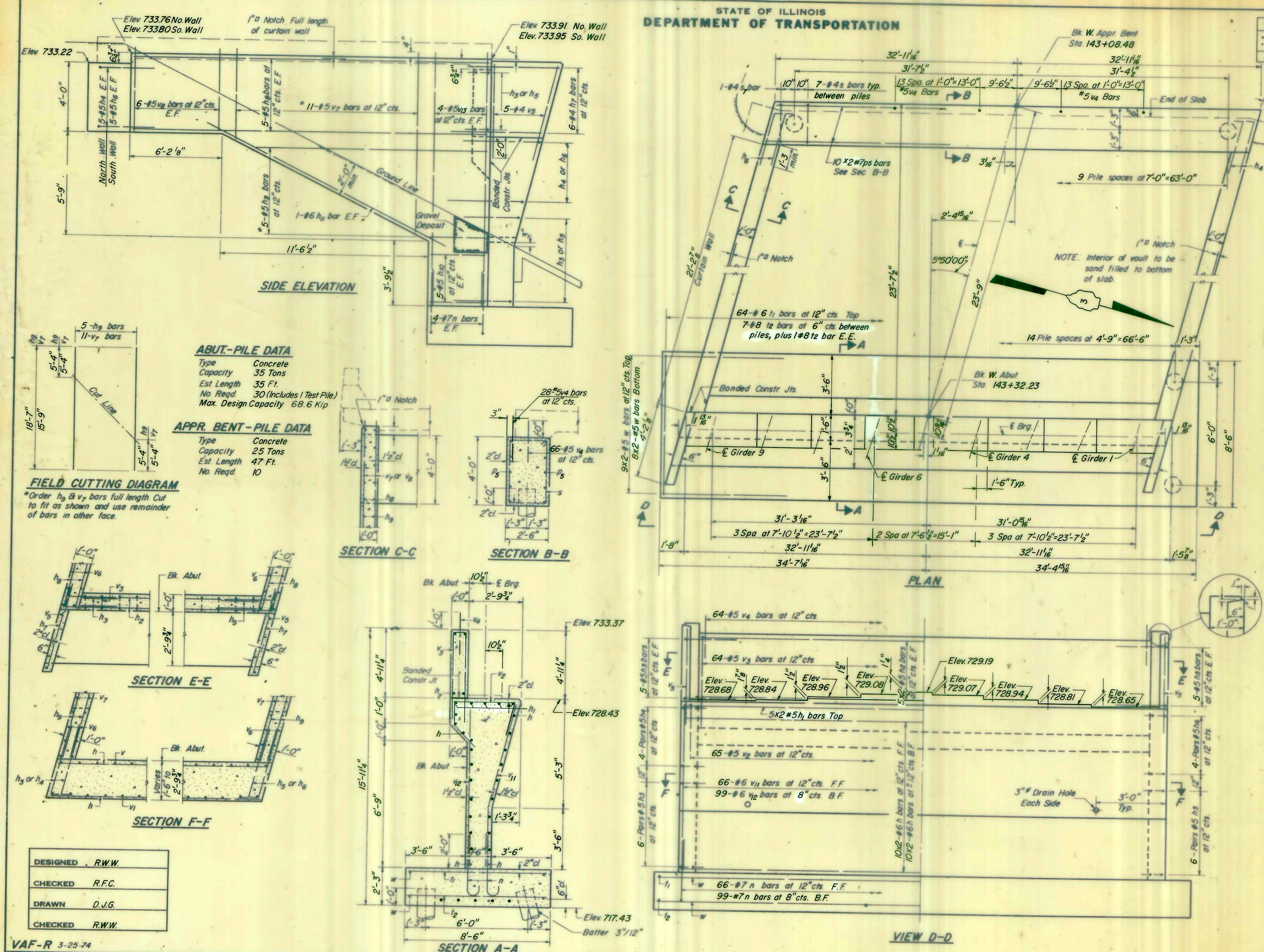
PIER DETAILS

F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 412	50-8HB	LA SALLE	58	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 13
SHEETS 15

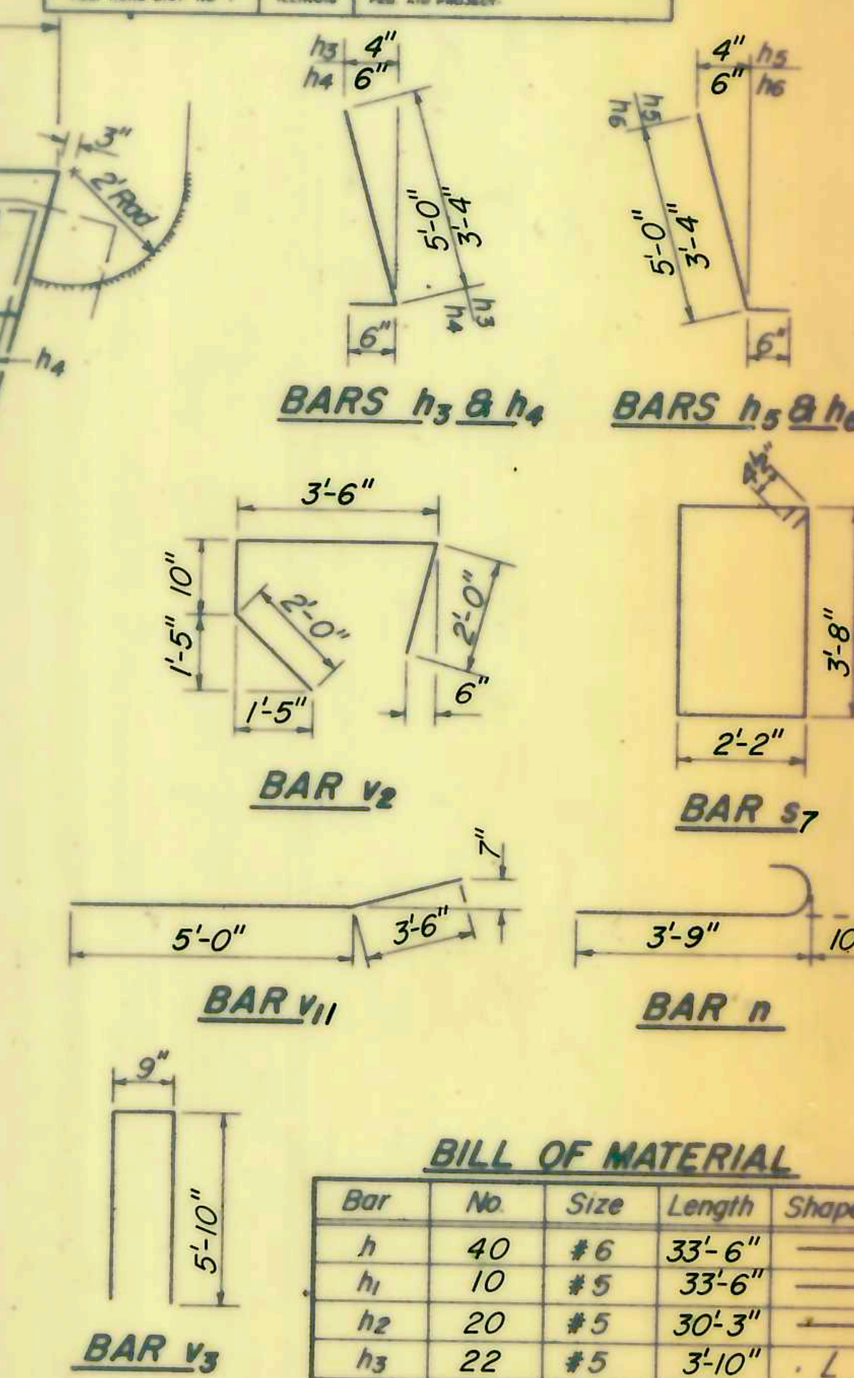


ABUT.-PILE DATA

Type	Concrete
Capacity	35 Tons
Est. Length	35 Ft.
No. Reqd.	30 (Includes 1 Test Pile)
Max. Design Capacity	68.6 Kip

APPR. BENT-PILE DATA

Type	Concrete
Capacity	25 Tons
Est. Length	47 Ft.
No. Reqd.	10



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	40	#6	33'-6"	
h_1	10	#5	33'-6"	
h_2	20	#5	30'-3"	
h_3	22	#5	3'-10"	
h_4	18	#5	5'-6"	
h_5	22	#5	3'-10"	
h_6	18	#5	5'-6"	
h_7	12	#4	5'-3"	
h_8	20	#5	21'-0"	
h_9	10	#5	18'-7"	
h_{10}	20	#5	3'-3"	
h_{11}	4	#6	16'-4"	
n	181	#7	4'-7"	
p_5	20	#7	33'-10"	
s_7	65	#4	12'-5"	
t_1	64	#6	8'-2"	
t_2	100	#8	8'-2"	
v_2	65	#5	8'-4"	
v_3	64	#5	12'-5"	
v_4	158	#5	2'-6"	
v_5	10	#4	6'-6"	
v_7	22	#5	15'-9"	
v_8	24	#5	4'-9"	
v_{11}	66	#6	8'-6"	
v_{12}	99	#6	8'-7"	
v_{13}	16	#5	14'-7"	
w	34	#5	34'-0"	

Reinforcement Bars	Lbs.	16,696
Class X Concrete	Cu. Yds.	143.9
Furnishing Concrete Piles	Lin. Ft.	1485
Driving Concrete Piles	Lin. Ft.	1485
Furnishing & Driving Concrete Test Pile	Ea.	1
Structure Excavation	Cu. Yds.	196

DESIGNED	R.W.W.
CHECKED	R.F.C.
DRAWN	D.J.G.
CHECKED	R.W.W.

VAF-R 3-25-74

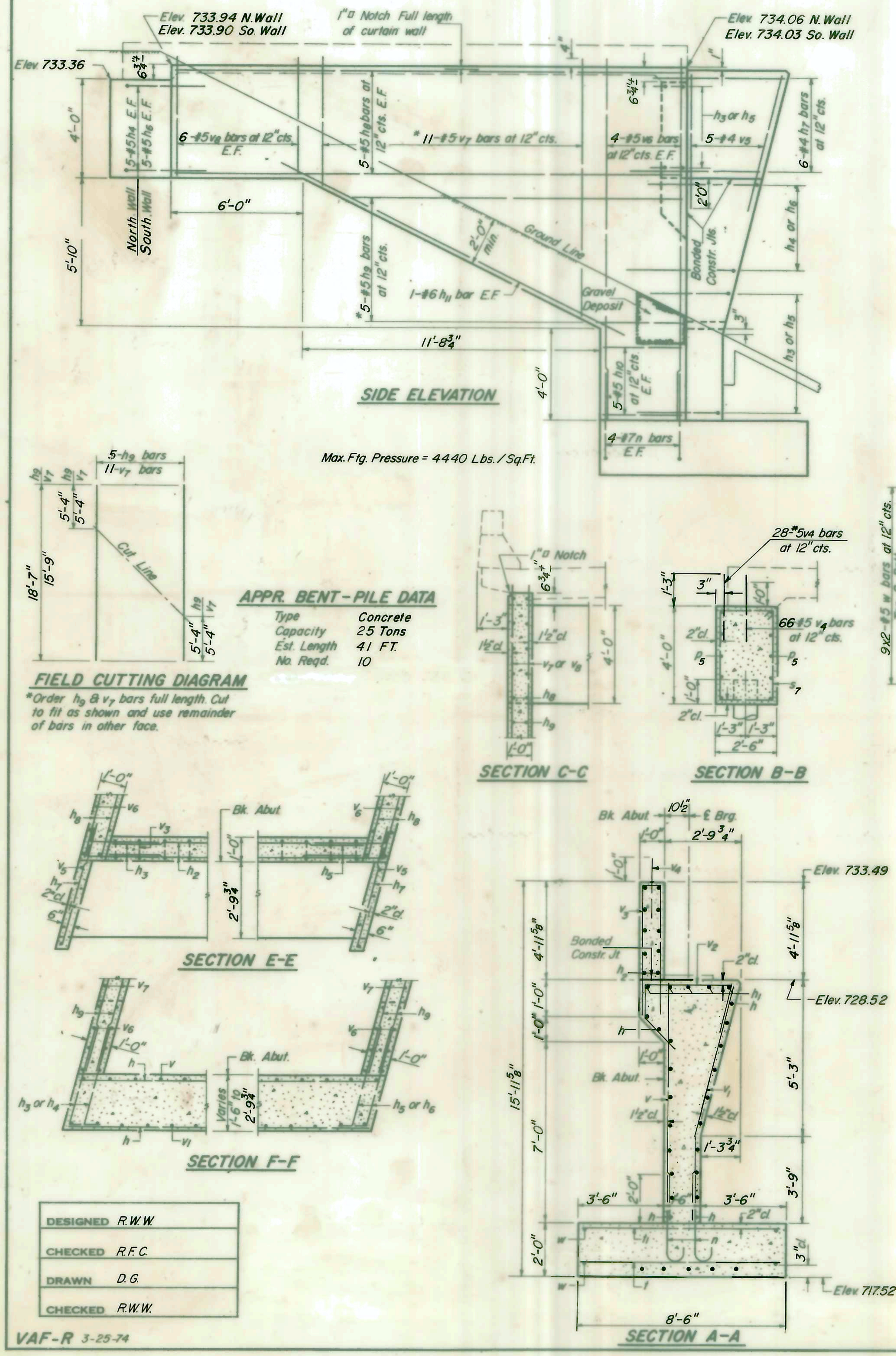
WEST ABUTMENT DETAILS

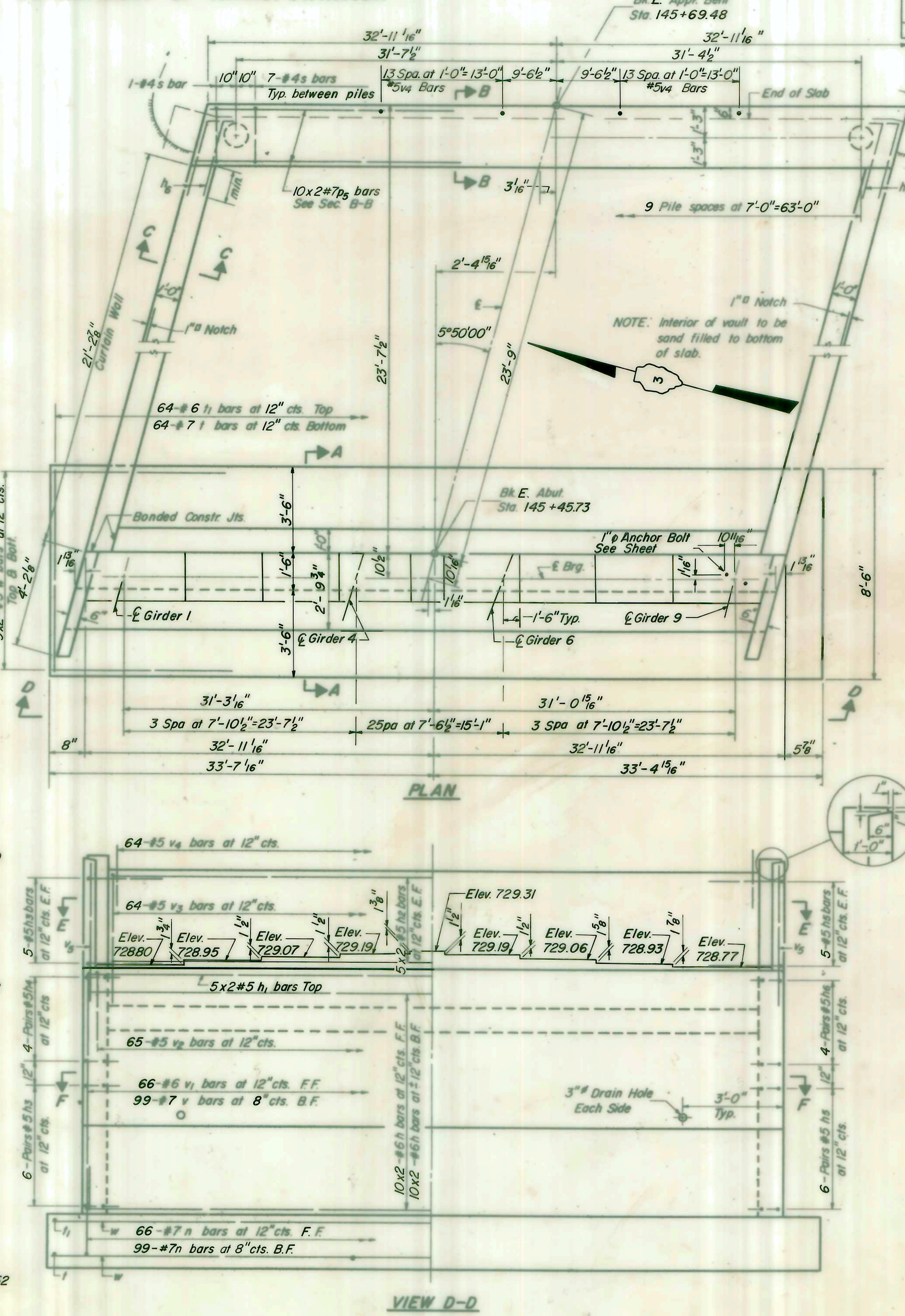
F.A. RTE. 412 SEC. 50-8HB
LA SALLE COUNTY
STA. 718 + 56.13 (F.A. RTE. 412)

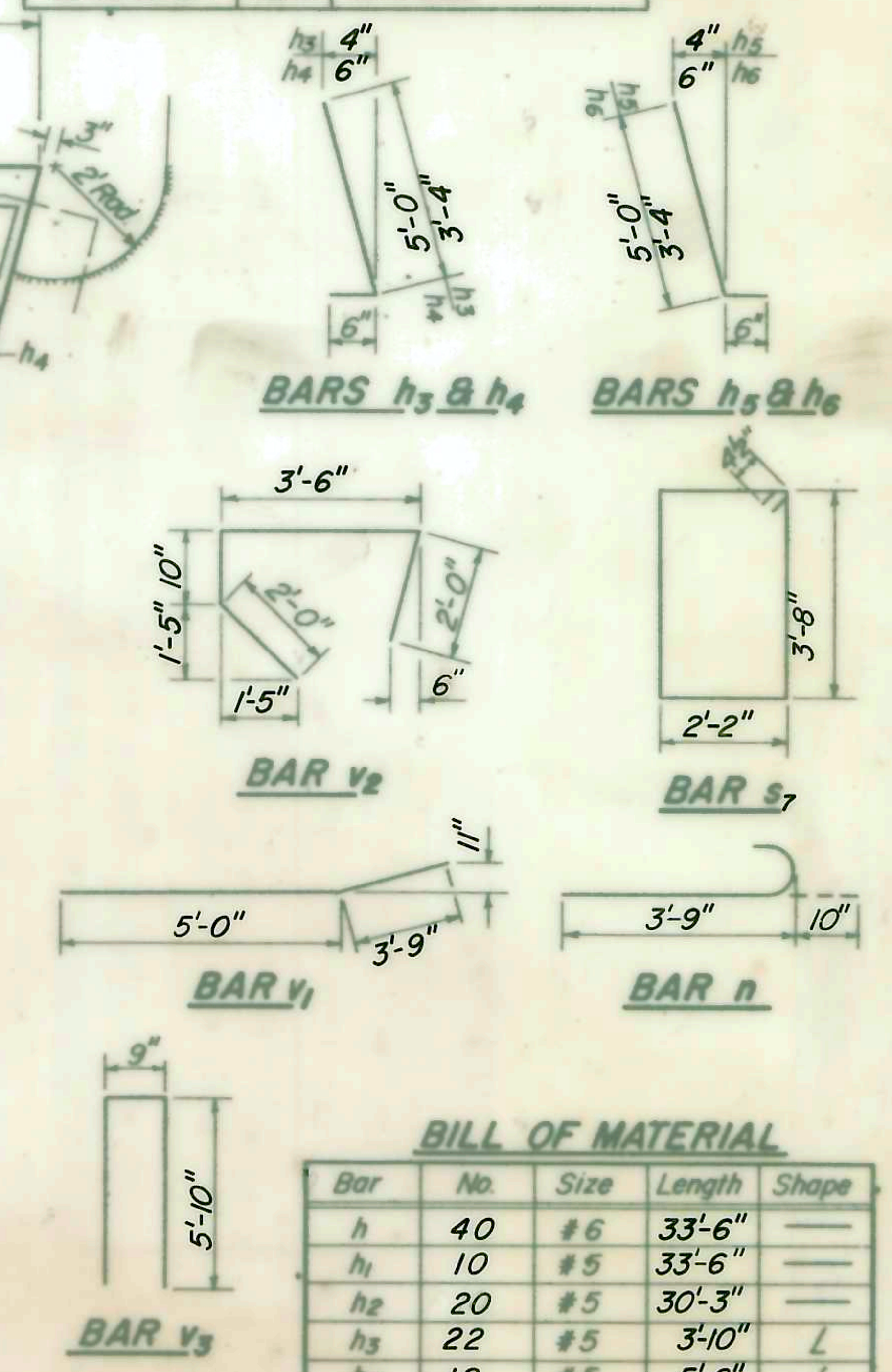
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8 HB	LA SALLE	58	29

SHEET NO. 14
SHEETS 15







BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	40	#6	33'-6"	—
h_1	10	#5	33'-6"	—
h_2	20	#5	30'-3"	—
h_3	22	#5	3'-10"	
h_4	18	#5	5'-6"	
h_5	22	#5	3'-10"	
h_6	18	#5	5'-6"	
h_7	12	#4	5'-3"	—
h_8	20	#5	21'-0"	—
h_9	10	#5	18'-7"	—
h_{10}	20	#5	3'-3	—
h_{11}	4	#6	16'-4"	—
n	181	#7	4'-7"	
p_5	20	#7	33'-10"	—
s_7	65	#4	12'-5"	
t	64	#7	8'-2"	—
t_1	64	#6	8'-2"	—
v	99	#6	10'-10"	—
v_1	66	#6	8'-9"	
v_2	65	#5	8'-4"	
v_3	64	#5	12'-5"	
v_4	158	#5	2'-6"	—
v_5	10	#4	6'-6"	—
v_6	16	#5	14'-11"	—
v_7	22	#5	15'-9"	—
v_8	24	#5	4'-11"	—
w	36	#5	34'-0"	—

Item	Unit	Quantity
Reinforcement Bars	Lbs.	16,024
Class X Concrete	Cu. Yds.	144.1
Furnishing Concrete Piles	Lin. Ft.	410
Driving Concrete Piles	Lin. Ft.	410
Remove & Dispose of Unsuitable Material	Cu. Yds.	342

EAST ABUTMENT DETAILS
F.A. RTE. 412 SEC. 50-8 HB
LA SALLE COUNTY
STA. 718 + 56.13 (F.A. RTE. 412)

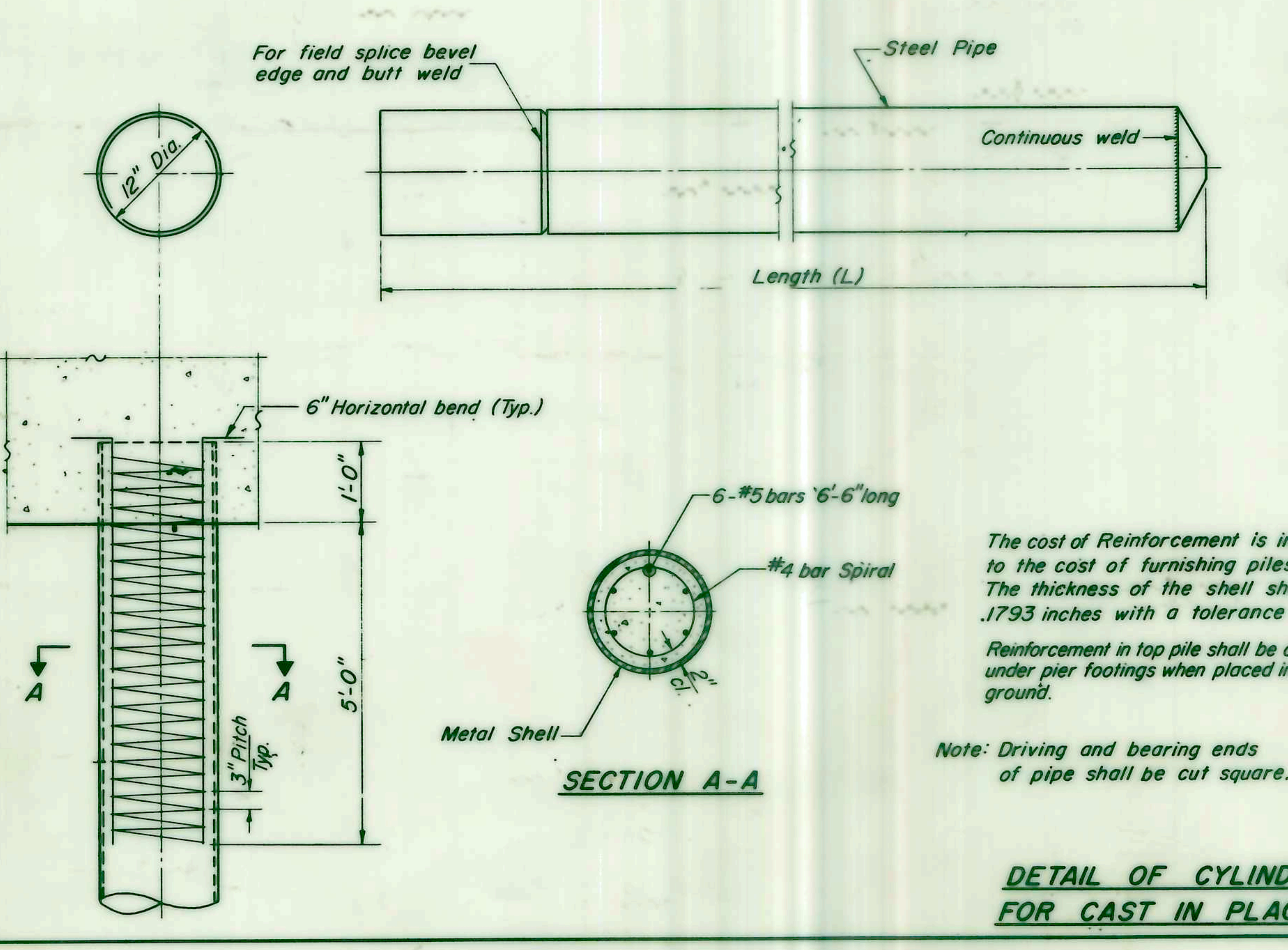
DESIGNED	R.W.W.
CHECKED	R.F.C.
DRAWN	D.G.
CHECKED	R.W.W.

VAF-R 3-25-74

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8 HB	LA SALLE	58	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 15
SHEETS 15

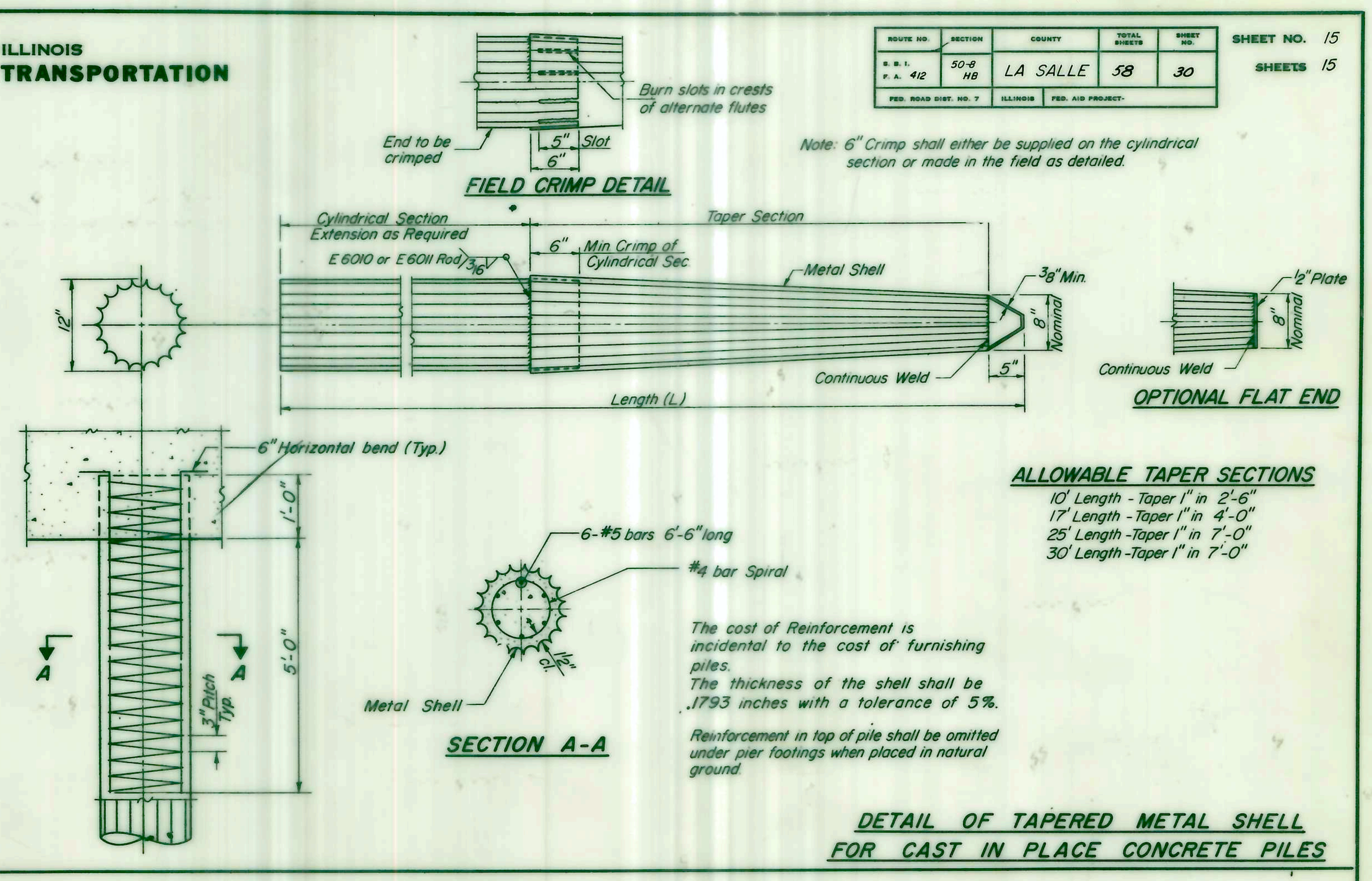


The cost of Reinforcement is incidental to the cost of furnishing piles. The thickness of the shell shall be .1793 inches with a tolerance of 5%.

Reinforcement in top pile shall be omitted under pier footings when placed in natural ground.

Note: Driving and bearing ends of pipe shall be cut square.

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



Note: 6" Crimp shall either be supplied on the cylindrical section or made in the field as detailed.

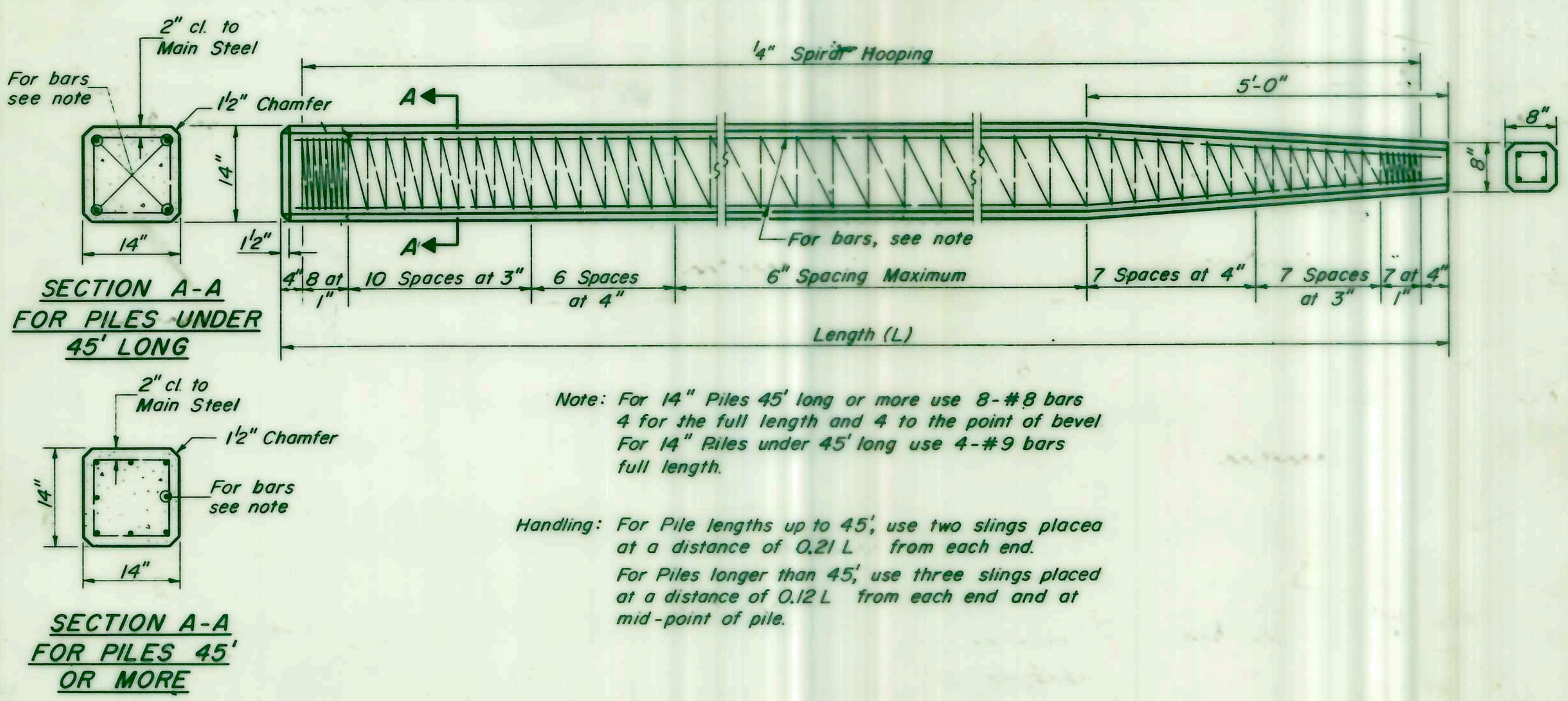
ALLOWABLE TAPER SECTIONS

10' Length - Taper 1" in 2'-6"
17' Length - Taper 1" in 4'-0"
25' Length - Taper 1" in 7'-0"
30' Length - Taper 1" in 7'-0"

The cost of Reinforcement is incidental to the cost of furnishing piles. The thickness of the shell shall be .1793 inches with a tolerance of 5%.

Reinforcement in top of pile shall be omitted under pier footings when placed in natural ground.

DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES



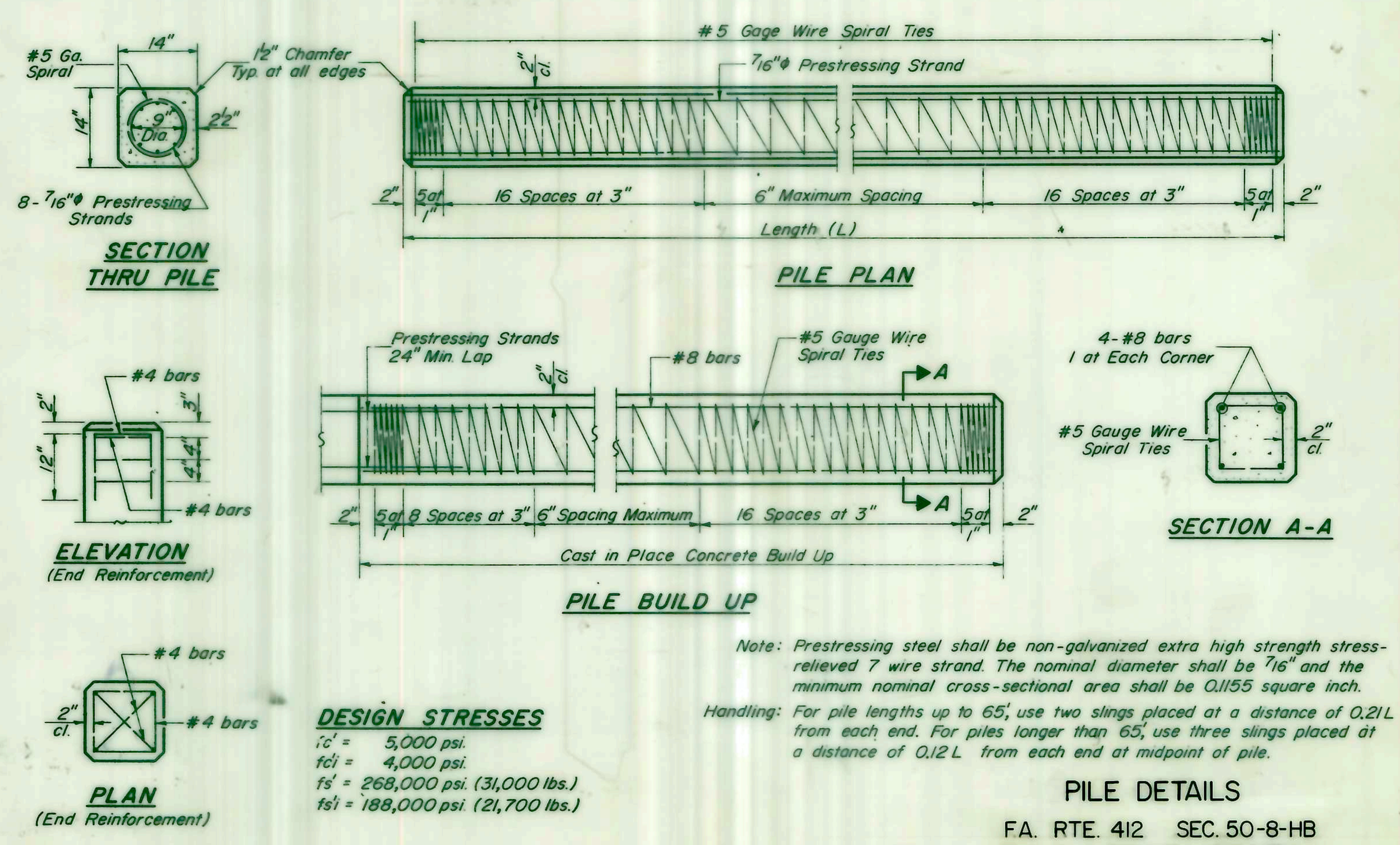
Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.

Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end.
For Piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at mid-point of pile.

DESIGNED	RWW
CHECKED	RCF
DRAWN	JC
CHECKED	RWW

X-2 4-15-74

DETAIL OF PRECAST CONCRETE PILES



DESIGN STRESSES

$f'c$ = 5,000 psi.
$f'ci$ = 4,000 psi.
$f's$ = 268,000 psi. (31,000 lbs.)
$f'si$ = 188,000 psi. (21,700 lbs.)

Note: Prestressing steel shall be non-galvanized extra high strength stress-relieved 7 wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.

Handling: For pile lengths up to 65', use two slings placed at a distance of 0.21L from each end. For piles longer than 65', use three slings placed at a distance of 0.12 L from each end at midpoint of pile.

DETAIL OF PRECAST PRESTRESSED CONCRETE PILES

PILE DETAILS
F.A. RTE. 412 SEC. 50-8-HB
LA SALLE COUNTY
STA. 718+56.13 (F.A. RTE. 412)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 412	50-8 HB	LA SALLE	58	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

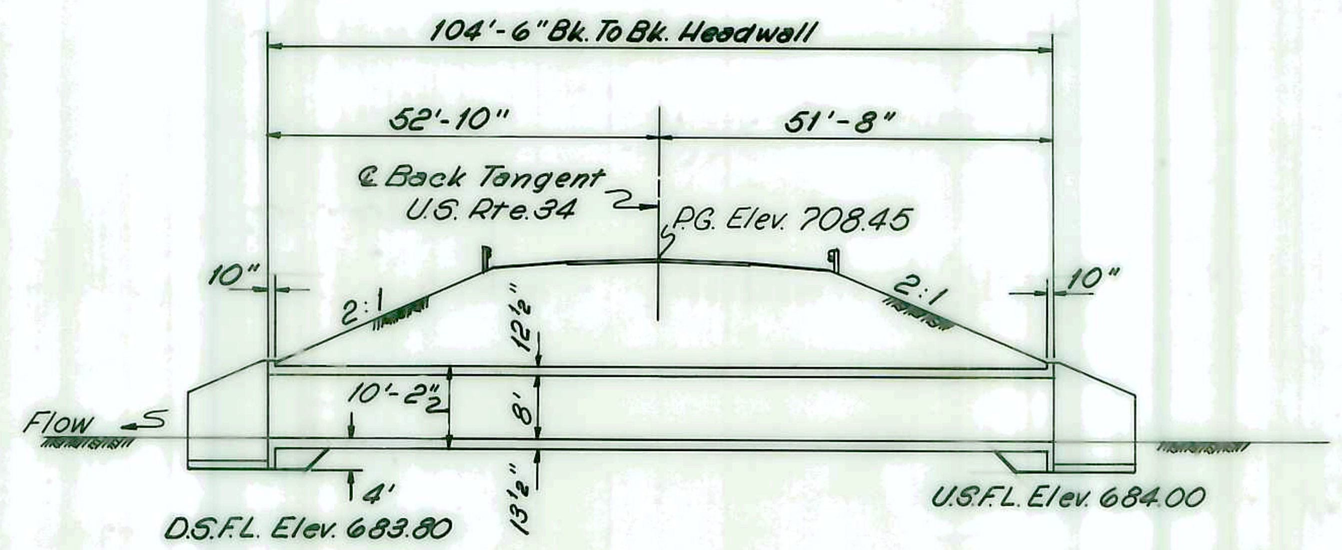
SHEET NO. 1
2 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

B.M. #21F "□" Cut In Northeast Corner Of Headwall. 21' Lt. Sta. 152+48 Elev. 709.22.

B.M. #21G Top Railroad Spike In Power Pole. 29' Lt. Sta. 159+09. Elev. 701.80.

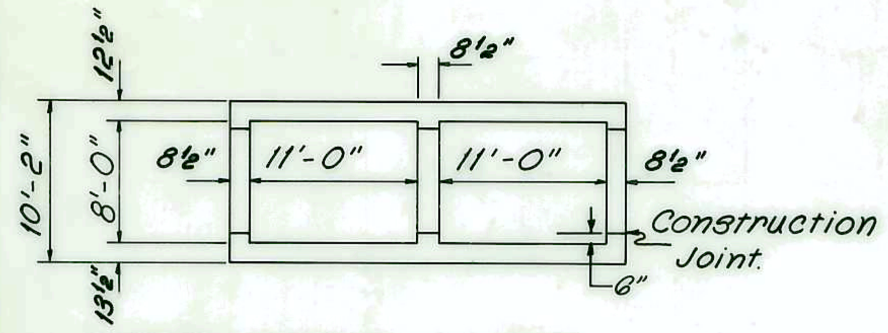
Existing Structure: #050-0120. Built in 1925± as S.B.I. 18, Sec. 20-B, at Sta. 161+00 Single span R.C. slab on R.C. Closed Abutments. Contractor shall remove existing structure during construction. No Salvage. Traffic to be detoured.



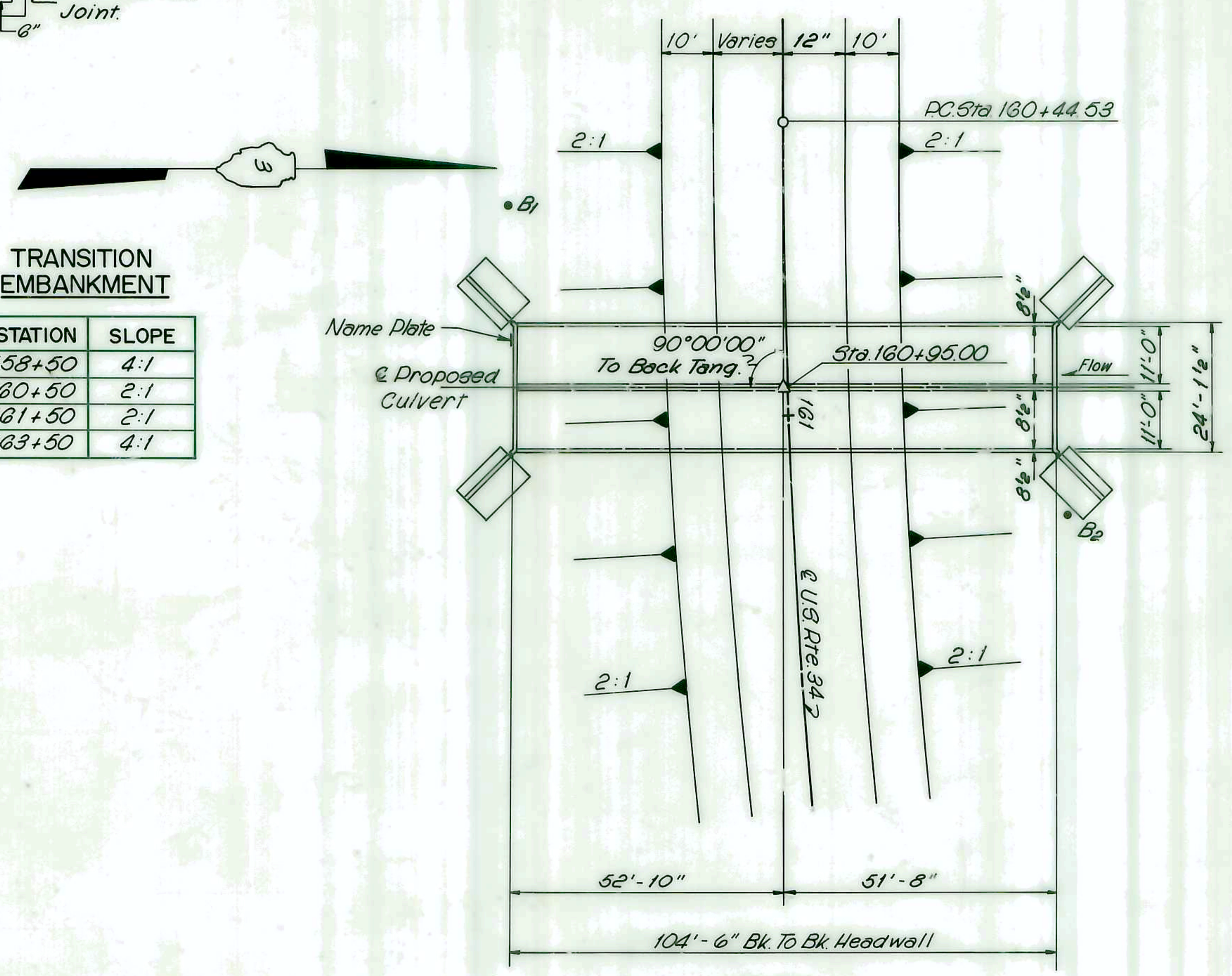
LONGITUDINAL SECTION

GENERAL NOTES

1. All Reinforcement Bars shall be lapped 24 diameters unless otherwise shown.
2. The following surfaces of the Culvert shall be Waterproofed; The top of the Top Slab. The backs of the Exterior Walls above the Lower Construction Joint and The backs of the Wings above the Tops of Footings.
3. Nonmetalic Waterseal used in the Wing Wall Joints shall extend from the top of the footing to within 6" of the top of the Head Wall.
4. Exposed edges shall be beveled 3/4" except as shown.
5. For Backfilling and Embankment see Standard Specs.



SECTION THROUGH CULVERT



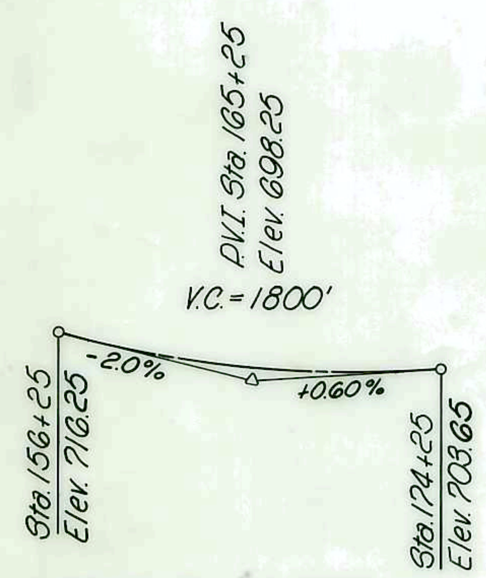
PLAN

PAVEMENT WIDTH

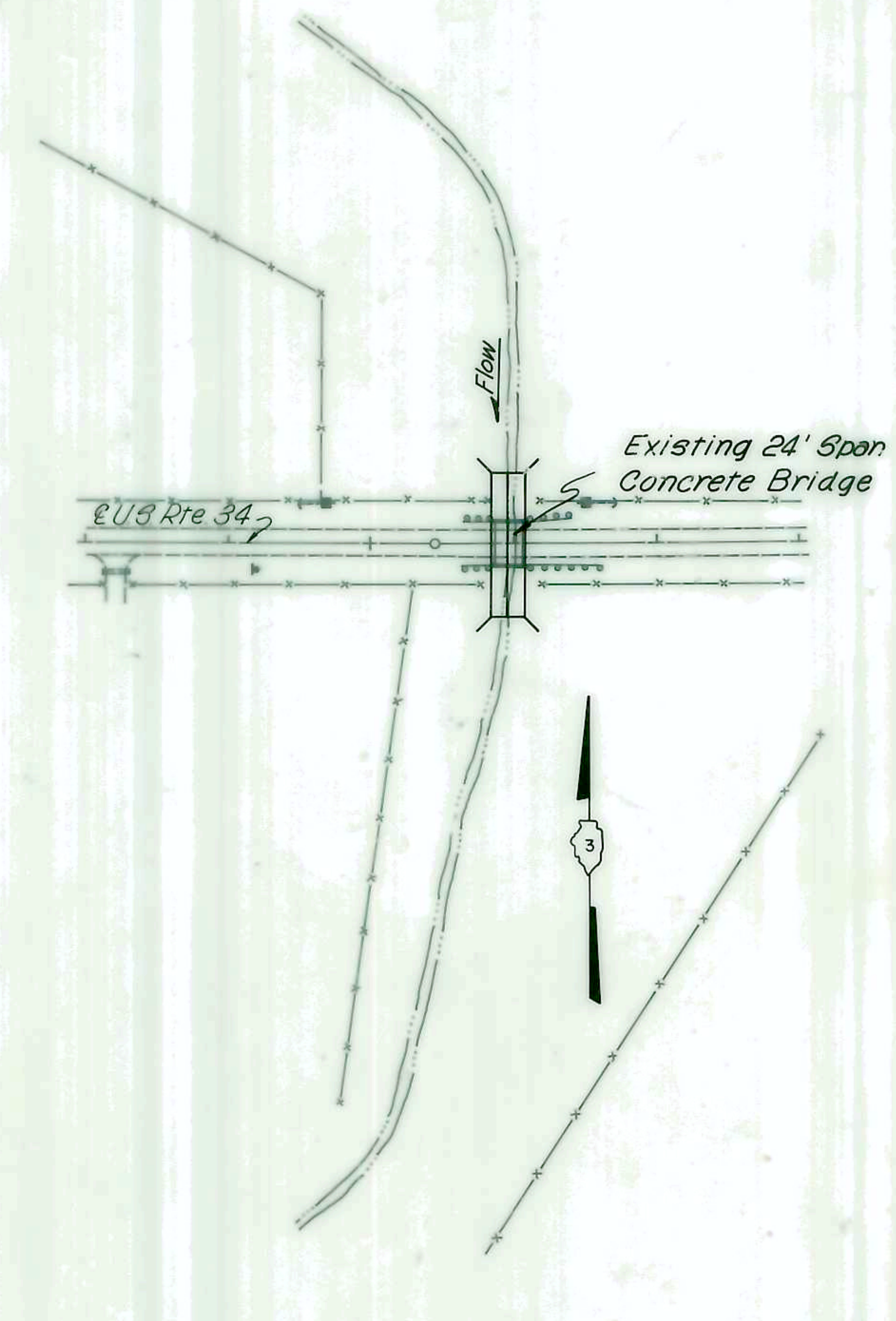
STATION	OFFSET RT.	LT.
160+50	13.22'	12'
160+75	12.85'	12'
161+00	12.54'	12'
161+25	12.31'	12'

TRANSITION EMBANKMENT

STATION	SLOPE
158+50	4:1
160+50	2:1
161+50	2:1
163+50	4:1



PROFILE U.S. RTE. 34



SITE PLAN

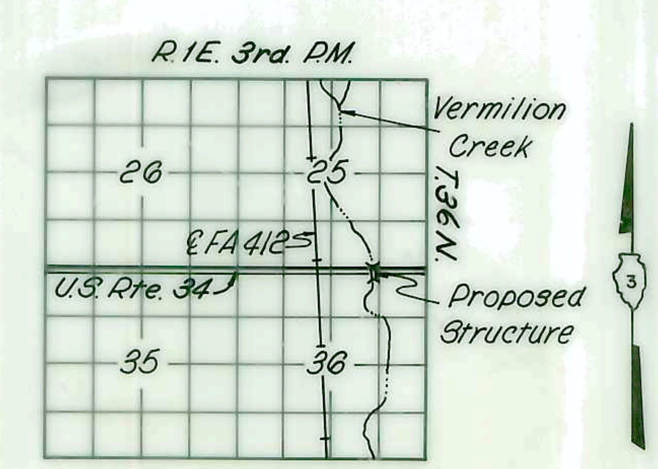
STATION 160+95.00
BUILT 197 BY
STATE OF ILLINOIS
F.A. RTE. 412-SEC. 50-8BR
F.A. PROJECT EBRF-412-4(13)
LOADING HS20

LOUIS PAUL MOECK
3359
REGISTERED STRUCTURAL ENGINEER OF ILLINOIS

Louis Paul Moeck

BILL OF MATERIALS

ITEM	UNIT	TOTAL
Channel Excavation	Cu. Yds.	235
Class "X" Concrete	Cu. Yds.	312.8
Reinforcement Bars	Lbs.	57053
Name Plate	Each	1



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area 2560 Acres.
Character Level, Rolling, Cultivated, Clay
Required Opening 170 Sq. Ft.
Proposed Opening 170 Sq. Ft. (Below Elev. 691.91)
Design H.W. Elev.(50) 691.91
Q(50) 1100 cfs.
Design H.W. Elev.(100) 692.28
Q(100) 1400 cfs.

DESIGN STRESSES

fs = 20,000 psi.
fc = 1,400 psi. Barrel
fc = 1,000 psi. Wings
vc = 90 psi. Barrel
vc = 75 psi. Footings
n = 10

LOADING HS20-44

Design Specifications: 1973 AASHTO As Applicable.
Allow 25#/Sq. Ft. Future Wearing Surface.

CURVE DATA

P.I. Sta. 165+31.27
Δ = 2°26'00"
D = 0°15'00"
T = 486.74'
L = 973.33'
R = 22,918.31'
E = 5.17'
SE = None

DESIGNED	R.W.W.
CHECKED	L.P.M.
DRAWN	T.M. 9-11-74
CHECKED	S.R.

REVISED: T.M. 2-19-75 (T.M.: 5-19-75)
Ck.: T.W.

GENERAL PLAN & ELEVATION
PROJECT
U.S. RTE. 34 OVER TRIBUTARY OF VERMILION CREEK
F.A. RTE. 412 SECTION 50-8BR
LA SALLE COUNTY
STA. 160+95

BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8B	LA SALLE	58	32

SHEET NO. 2
SHEETS 2

Bar	Location	No.
h	Top of top slab	12
h	Bottom of top slab	24
h	Top of bottom slab	20
h	Bottom of bottom slab	20
h	Each outside wall	8
h	Center wall	8

4 Lengths each required

BILL OF MATERIAL

Bar	No.	Size	Length	Bar	No.	Size	Length
a	314	#7	25'-5"	t	112	#5	7'-1"
a_1	358	#9	10'-0"				
a_2	54	#4	7'-8"	v	471	#6	8'-5"
				v_1	471	#6	3'-0"
d	66	#4	5'-6"	v_2	8	#5	11'-6"
				v_3	16	#5	6'-8"
h	400	#6	27'-3"	v_4	16	#5	7'-10"
h_1	10	#6	24'-0"	v_5	20	#5	9'-6"
h_2	60	#4	11'-9"	v_6	4	#4	7'-6"
h_3	8	#4	12'-0"	v_7	4	#4	8'-9"
				v_8	4	#4	10'-0"
				v_9	4	#4	11'-3"
n	48	#5	3'-3"	w	40	#5	11'-10"
n_1	52	#7	5'-6"				
Class X Concrete					Cu. Yds.		312.8
Reinforcement Bars					Lbs.		57053
Name Plate					Each		1

NOTE:
B.F. - Back Face
F.F. - Front Face
E.F. - Each Face

DESIGN STRESSES

fs = 20,000 p.s.i.
fc = 1400 p.s.i. Barrel
fc = 1000 p.s.i. Wings
vc = 90 p.s.i. Barrel
vc = 75 p.s.i. Footing
n = 10

Comp. Max Soil Pressure = 2990 lbs. per sq. ft.

LOADING HS 20-44

DESIGNED	
CHECKED	
DRAWN	J.C. 7-3-75
CHECKED	B.C.[illegible] 5/76

DB-T-O

BOX CULVERT

F.A. RTE. 412 SEC. 50-8BR
LA SALLE COUNTY
STA. 160+95 - ROUTE #34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	33
STA. 120+00	TO STA. 123+00			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

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

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED GROUND LINE	TM	11-74
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	34
STA. 124+00		TO STA. 127+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	35

STA. 128+00 TO STA. 131+00

FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. RTE. 34

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8HB	LASALLE	58	37
STA. 136+00 LT. TO STA. 139+00 LT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	38
STA. 136+00 RT. TO STA. 139+00 RT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

FINAL SURVEY

ORIGINAL SURVEY

L.P. & D.B. 7-74

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.412	50-8HB	LaSalle	58	39
STA. 140+00 Lt. TO STA. 143+00 Lt.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.412	50-8HB	LaSalle	58	40
STA. 140+00 RT. TO STA. 143+00 RT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.412	50-8HB	LASALLE	58	41
STA. 144+00 LT. TO STA. 147+00 LT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

FINAL SURVEY

ORIGINAL SURVEY L.P. / D.B. 7-74

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RT. 34

FINAL SURVEY

ORIGINAL SURVEY

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8HB	LaSalle	58	43

STA. 148+00 LT. TO STA. 150+00 LT.

FED. ROAD DIST. NO 7 | ILLINOIS | PROJECT

ORIGINAL SURVEY BY L.P.I.D.B. DATE 7-74

FINAL SURVEY

BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

U.S. RTE 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8HB	LA SALLE	58	44
STA. 148+00 RT. TO STA. 150+00 RT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 412	50-8HB	LaSalle	58	45
STA. 151+00 LT.		TO STA. 154+00 LT.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. Rte. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.412	50-8HB	LaSalle	58	46
STA. 151+00 Rt.		TO STA. 154+00 Rt.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34

BRIGHTON ENGINEERING COMPANY CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	49
STA. 159+00	TO STA. 162+00			
FED. ROAD DIST NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. RTE. 34 DETOUR

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	50
STA. 163+00	TO STA. 166+00			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	52
STA. 171+00		TO STA. 174+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LASALLE	58	53
STA. 175+00		TO STA. 177+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	54
STA. 178+00		TO STA. 180+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

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

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED GROUNDLINE TM 11-74 — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS — GLEN ELLYN, ILLINOIS

U.S. RTE. 34

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	55
STA. 718+00	TO STA. 721+00			
FED. ROAD DIST. NO 7	ILLINOIS	PROJECT		

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

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

BRIGHTON ENGINEERING COMPANY B CONSULTING ENGINEERS GLEN ELLYN, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LaSalle	58	56
STA. 720+00 LT TO STA. 721+00 LT				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

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

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

Infield Grading Ramp "D"

BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	57
STA. 718+00 RT. TO STA. 721+00 RT.				
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

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

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

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

INFIELD GRADING RAMP "C"

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA412	50-8HB	LA SALLE	58	58

STA. 718+00 RT TO STA. 721+00 RT

FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT

BRIGHTON ENGINEERING COMPANY — CONSULTING ENGINEERS, GLEN ELLYN, ILLINOIS

INFIELD GRADING RAMP "C"