

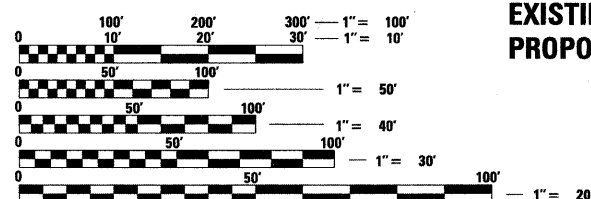
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MICROFILMED _____
 REEL NUMBER _____
 AWARDED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____



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

DISTRICT 3 NO. (815) 434-6131
 PROJECT ENGINEER: JOE KANNEL, P.E.
 UNIT CHIEF: PAT BRABOY
 TOWNSHIP: DAYTON
 CONTRACT NO. 66A20

1-20-2012 LETTING ITEM 039

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

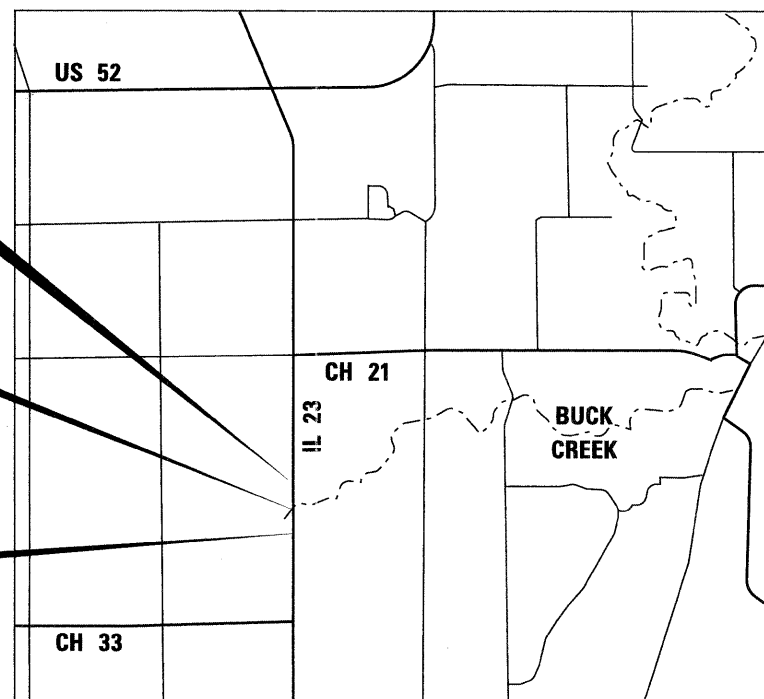
PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 68 (IL 23)
 SECTION (3)BR-3
 PROJECT: BRF-0068(111)
 BRIDGE REPLACEMENT
 LASALLE COUNTY

C-93-138-11

IL 23 OVER BUCK CREEK
 3 MILES SOUTH OF US 52

R 3E

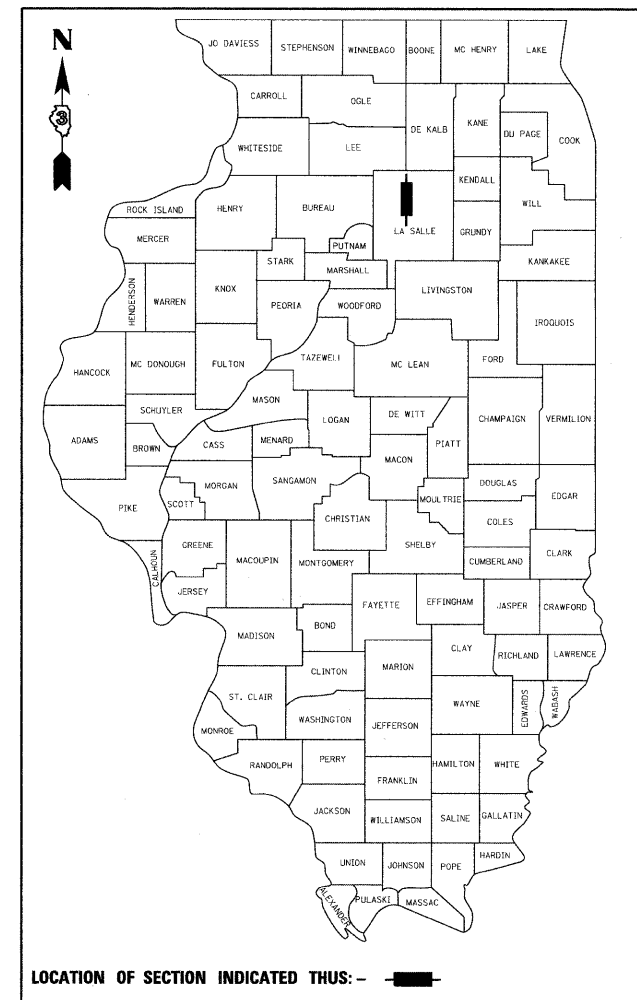


LOCATION MAP
 NOT TO SCALE

GROSS LENGTH = 800.00 FT. = 0.15 MILE
 NET LENGTH = 800.00 FT. = 0.15 MILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 66A20		

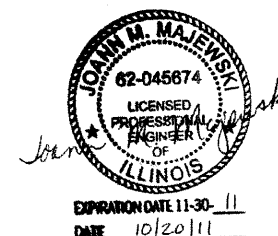
P-93-067-02
 D-93-088-11



FUNCTIONAL CLASSIFICATION

MINOR ARTERIAL (RURAL)
 F.A.P. ROUTE 68 (IL 23)
 2010 ADT = 4300

P.C. = 87.0% S.U. = 6.0% M.U. = 7.0%



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____

Edu S. Theodorou
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Scott E. Sittler
 acting ENGINEER OF DESIGN AND ENVIRONMENT

William R. Freiler
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

benesch
 engineers · scientists · planners
 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450
 Job No. 3938.11

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 OF THE STATE OF ILLINOIS

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

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 BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

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 REMOVAL OF END SECTIONS SHALL BE INCLUDED IN THE COST OF PIPE CULVERT REMOVAL.

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

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

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

SHORT TERM PAVEMENT MARKINGS SHALL BE USED FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

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.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENTS ARE:

CORN BELT ENERGY
AMEREN IP
AT&T
NICOR GAS
MEDIACOM

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 ITS OPERATIONS.

COMMITMENTS

1. PLACE HIGH VISIBILITY EROSION CONTROL FENCE ALONG THE RIGHT OF WAY IN THE SOUTHWEST QUADRANT OF THE PROJECT FROM STATION 236+50 TO STATION 240+50 TO PREVENT IMPACTS TO THE WETLAND SITE.
2. ENVIRONMENTAL COORDINATION
3. STORM WATER POLLUTION PREVENTION PLAN
4. THE CONTRACTOR IS TO COORDINATE THE CLOSURE OF THE ENTRANCE AT STA 243+57 (LT) WITH PROPERTY OWNER PRIOR TO CLOSING THE ENTRANCE. SEE SPECIAL PROVISIONS.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BIT MATERIALS (PRIME COAT) ON AGGREGATE BASES	0.375	GAL / SQ YD
BITUMINOUS MATERIALS (PRIME COAT)	0.08	GAL / SQ YD
FOR ADDITIONAL HMA LIFTS "FOG COAT"	0.05	GAL / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Don Bonvil
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-24-11

EXAMINED BY: David D. [Signature]
DISTRICT CONSTRUCTION ENGINEER

Wayne L. Phillips
DISTRICT MATERIALS ENGINEER

James A. [Signature]
DISTRICT OPERATIONS ENGINEER



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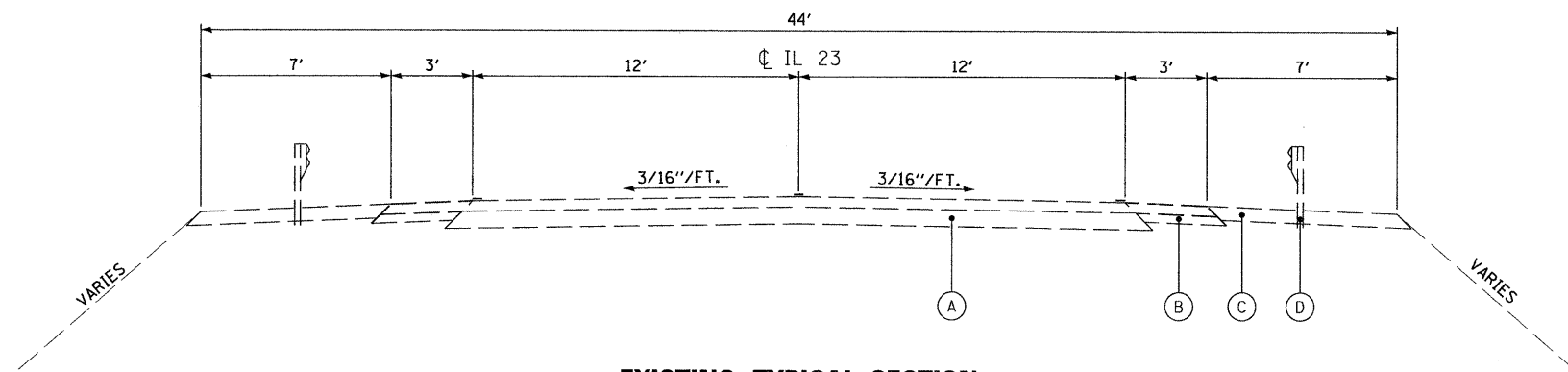
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & COMMITMENTS

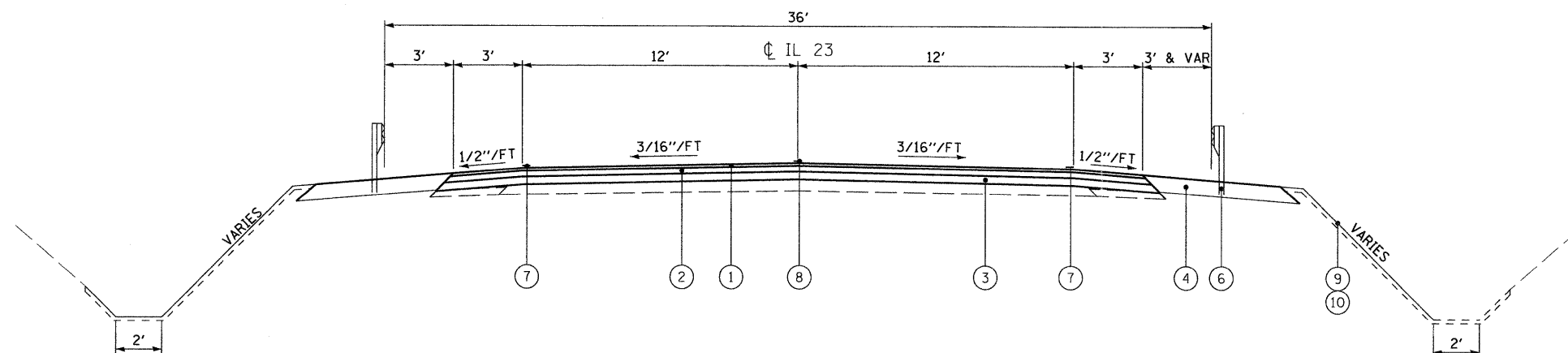
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F.A.P. RTE. 68	SECTION (3)BR-3	COUNTY LASALLE	TOTAL SHEETS 61	SHEET NO. 2
CONTRACT NO. 66A20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



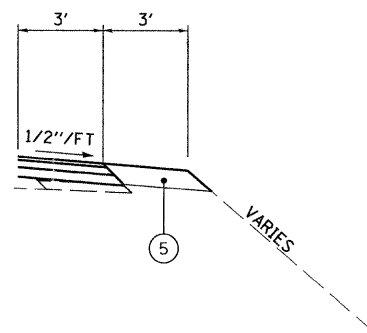
EXISTING TYPICAL SECTION

STA 236+50 TO STA 239+36
STA 241+61 TO STA 244+50



PROPOSED TYPICAL SECTION

STA 236+50 TO STA 239+61
STA 241+61 TO STA 244+50



LEGEND:

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1.5")
- ② LEVELING BINDER (MACHINE METHOD), N50 (3/4")
- ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50
DEPTH VARIES (SEE NOTE 2, THIS SHEET). LIFTS
NOT TO EXCEED 4".
- ④ HOT-MIX ASPHALT SHOULDERS
(6" PLACED IN TWO LIFTS OF 3")
- ⑤ AGGREGATE SHOULDER, TYPE B (6")
- ⑥ STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FT POSTS
- ⑦ PAINT PAVEMENT MARKING - LINE, 4" SOLID WHITE
- ⑧ PAINT PAVEMENT MARKING - LINE, 6" DASHED YELLOW
- ⑨ SEEDING, CLASS 3
- ⑩ EROSION CONTROL BLANKET OR HEAVY DUTY EROSION CONTROL BLANKET
- ⑪ FURNISHED EXCAVATION
- ⑫ EARTH EXCAVATION
- Ⓐ EXIST PAVEMENT
- Ⓑ EXIST BITUMINOUS SHOULDER
- Ⓒ EXIST AGGREGATE SHOULDER
- Ⓓ EXIST STEEL PLATE BEAM GUARDRAIL

MIX DESIGN TABLE

	HMA BINDER	HMA SURFACE	HMA SHOULDERS	HMA LEVEL BINDER
PG GRADE**	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	2.0% @ N30	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE		MIXTURE C		
DENSITY TEST METHOD	CORES	CORES	CORES*	CORES

- * MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE, THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

NOTES:

- FRONT SLOPE SHALL BE 1:2 MIN. (V:H) BEHIND GUARDRAIL AND 1:4 MIN. (V:H) IN NON-GUARDRAIL SECTIONS.
- DEPTH OF BINDER COURSE VARIES TO EITHER MATCH EXISTING HMA PAVEMENT, OR TO TRANSITION ROADWAY AT THE BRIDGE APPROACH FOOTING.



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		DRAWN - TMB	REVISED -										
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PLOT DATE = 10/20/2011		DATE = 10/20/11	REVISED -										
SCALE: NTS					SHEET NO. 1 OF 1 SHEETS		STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				
									CONTRACT NO. 66A20				

EARTHWORK

LOCATION		EARTH EXCAVATION		EMBANKMENT VOLUME	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
FROM	TO	EARTH EX.	ADJUSTED FOR SHRINKAGE		
		CU YD	CU YD	CU YD	CU YD
236+00	236+50	0.00	0.00	0.00	0.00
236+50	237+00	0.00	0.00	0.00	0.00
237+00	237+50	57.78	46.23	35.62	10.61
237+50	238+00	72.90	58.32	234.33	-176.01
238+00	238+50	52.25	41.80	129.40	-87.60
238+50	239+00	28.33	22.67	126.24	-103.57
239+00	239+50	34.32	27.46	234.15	-206.69
239+50	240+00	34.46	27.57	272.22	-244.65
240+00	240+50	0.00	0.00	0.00	0.00
240+50	241+00	0.00	0.00	0.00	0.00
241+00	241+50	0.00	0.00	0.00	0.00
241+50	242+00	8.92	7.14	339.57	-332.44
242+00	242+50	10.41	8.33	161.26	-152.94
242+50	243+00	0.88	0.71	141.48	-140.77
243+00	243+50	0.61	0.49	307.07	-306.58
243+50	244+00	0.00	0.00	73.30	-73.30
244+00	244+50	0.00	0.00	81.33	-81.33
244+50	245+00	0.00	0.00	0.00	0.00
Channel		0.00	0.00	306.00	-306.00
TOTAL		301.00	241.00	2,442.00	-2,201.00

- (1) QUANTITY OF EARTH EXCAVATION IS ADJUSTED FOR A SHRINKAGE FACTOR OF 20%
(2) (-) QUANTITY OF FILL NEEDED, (+) QUANTITY TO WASTE

FURNISHED EXCAVATION	2,201.00	CU YD
----------------------	----------	-------

TREE REMOVAL

STATION	OFFSET (LT/RT/CL.)	TREE REM (6 TO 15 UNITS DIA)	TREE REM (OVER 15 UNITS DIA)
240+80	51.7' LT		21
240+76	63.3' RT	10	
240+85	55.6' RT	10	
240+86	62.6' RT	9	
240+96	47.9' RT		18
241+07	67.8' RT	11	
241+08	67.8' RT	11	
241+09	67.8' RT	11	
241+66	68.9' RT		17
TOTAL		62	56

TEMPORARY EROSION CONTROL

LOCATION		SIDE	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	TEMPORARY FENCE	TEMPORARY EROSION CONTROL SEEDING
FROM	TO		FOOT	FOOT	FOOT	POUND
236+50.85	240+50.87	LT	381	402	402	98
BRIDGE 4 QUADRANTS				192	192	
TOTAL			381	594	594	98

PAVEMENT MARKING

LOCATION		PAINT PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 24"	SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)
FROM	TO	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
236+50	244+65	3602	3394	72	1104	3466	7	3
TOTAL		3602	3394	72	1104	3466	7	3

ADDITIONAL QUANTITY HAS BEEN INCLUDED FOR TWO SEPARATE APPLICATIONS OF PAVEMENT MARKING

PAVEMENT AND SHOULDERS

LOCATION		HMA BINDER COURSE, IL-19.0 N50	HMA SURFACE COURSE, MIX "C", N50	BIT MATERIALS (PRIME COAT)	LEVELING BINDER (M.M.), N50	HMA SURFACE REMOVAL BUTT JOINT	BRIDGE APP PAVEMENT CONNECTOR (FLEXIBLE)	PAVEMENT REMOVAL	HMA SURFACE REMOVAL VARIABLE DEPTH	AGG. SHOULDER, TYPE B	HMA SHOULDERS, 6"	AGGREGATE BASE COURSE, TYPE A	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	PROTECTIVE COAT
FROM	TO	TON	TON	GAL	TON	SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	TON	SQ YD	SQ YD
236+50.00	239+55.00	171	85	132	43	240	20	20	777	14	339			
241+67.00	244+50.00	158	79	123	40	240	20	20	703	7	250			
MAILBOX TURNOUT 244+00 DRIVEWAY AT STA 243+58			8									25		
								183					183	366
TOTAL		329	173	255	83	480	40	223	1480	21	589	25	183	366

GUARDRAIL

LOCATION		SPBGR, TYPE A, 6 FOOT POSTS	TBT, TYPE 6	TBT, TYPE 1 (SPECIAL) TANGENT	TBT, TYPE 1 (SPECIAL) FLARED	GUARDRAIL REMOVAL	GUARDRAIL MARKERS, TYPE A	TRM. MARKER DIRECT APPLIED
FROM	TO	FOOT	EACH	EACH	EACH	FOOT	EACH	EACH
RIGHT SIDE								
237+32.25	239+32.25	200				225	4	
241+89.75	243+02.25	112.5				225	2	
LEFT SIDE								
238+07.25	239+32.25	125				225	3	
241+89.75	242+64.75	75				200	2	
237+57.25	238+07.25			1				1
243+02.25	243+52.25			1				1
236+82.25	237+32.25			1				1
242+64.75	243+14.75				1			1
239+32.85	239+76.00		2					
241+46.00	241+89.15		2					
TOTAL			4	3	1	875	11	4

SEEDING AND FERTILIZER

LOCATION		SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET
FROM	TO	ACRE	POUND	POUND	POUND	SQ YD	SQ YD
236+50.00	239+81.00	0.53	48	48	48	421.55	2085.13
241+41.00	244+50.00	0.47	42	42	42	482.76	1815.755
TOTAL		1	90	90	90	905	3901

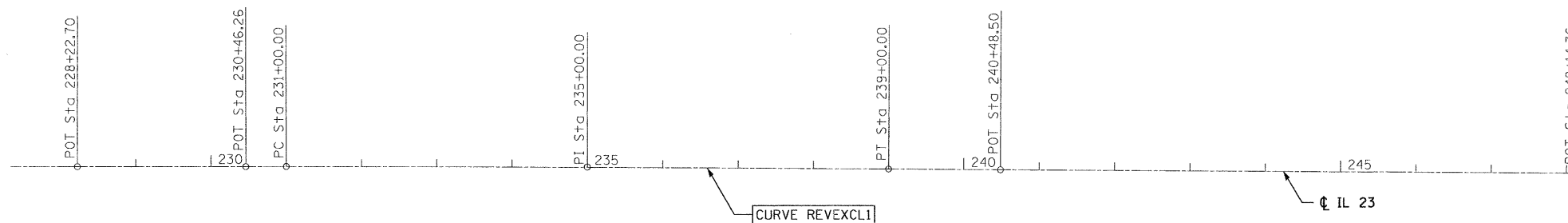
WORK ZONE TRAFFIC CONTROL

LOCATION		TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	BARRIER WALL MARKERS, TYPE C
FROM	TO	FOOT	FOOT	EACH	EACH	EACH
238+85	242+40	362.5	362.5	2	2	15
TOTAL		362.5	362.5	2	2	15



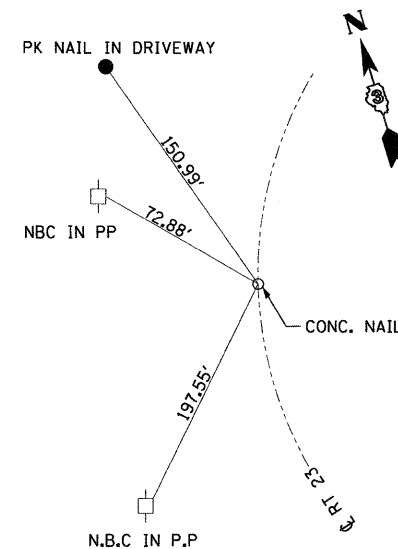
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		DRAWN - TMB	REVISED -						68	(3)BR-3	LASALLE	61	5
	PLOT SCALE =	CHECKED - JMM	REVISED -		CONTRACT NO. 66A20								
	PLOT DATE = 10/20/2011	DATE - 10/20/11	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

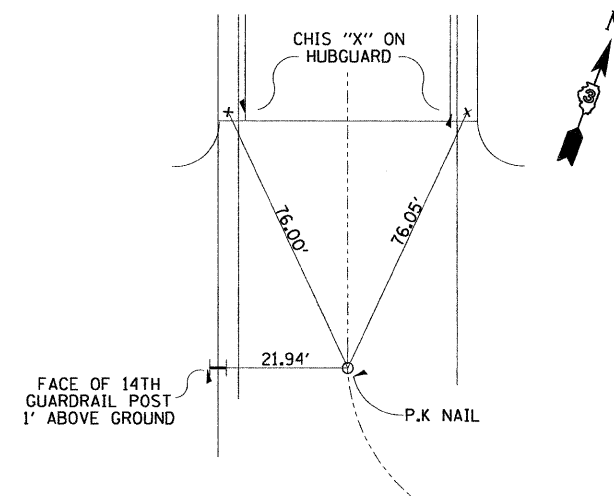


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L = 800.00'
E = 0.47'
PC STA = 231+00.00
PT STA = 239+00.00

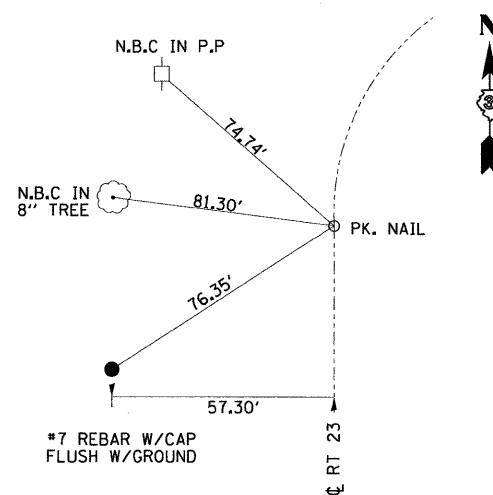
COORDINATE DATA			
STATION	NORTHING	EASTING	REMARKS
228+22.70	1,732,462.45	846,464.18	POT IL 23
230+46.26	1,732,686.01	846,464.17	POT IL 23
231+00.00	1,732,739.75	846,463.97	PC CURVE REVEXCL1
235+00.00	1,733,139.75	846,464.09	PI CURVE REVEXCL1
239+00.00	1,733,539.75	846,466.09	PT CURVE REVEXCL1
240+48.50	1,733,688.25	846,466.83	POT IL 23
248+14.36	1,734,454.10	846,470.66	POT IL 23



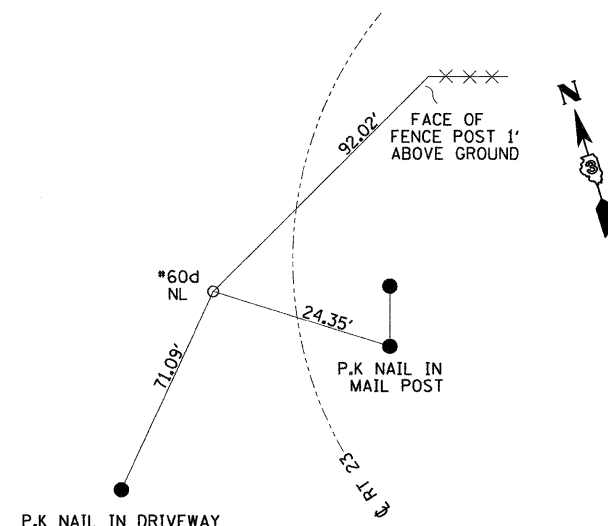
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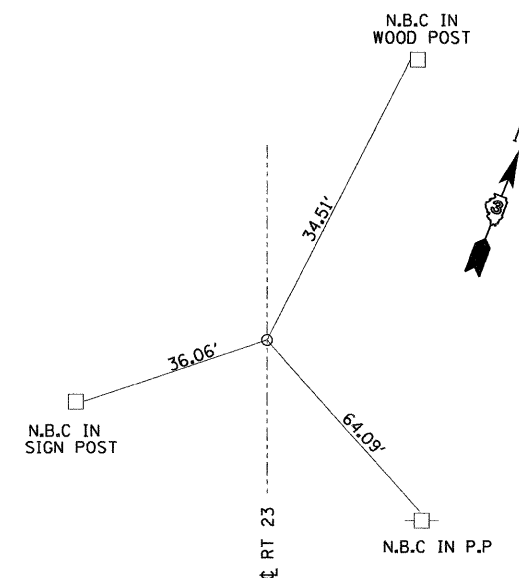
PNT. #13 P.T. STA. 239+00.00



PNT. #11 P.C. STA. 231+00



PNT. #12 P.I. STA. 235+00 0.472'LT



PNT. #26 P.O.T. STA. 248+14.36

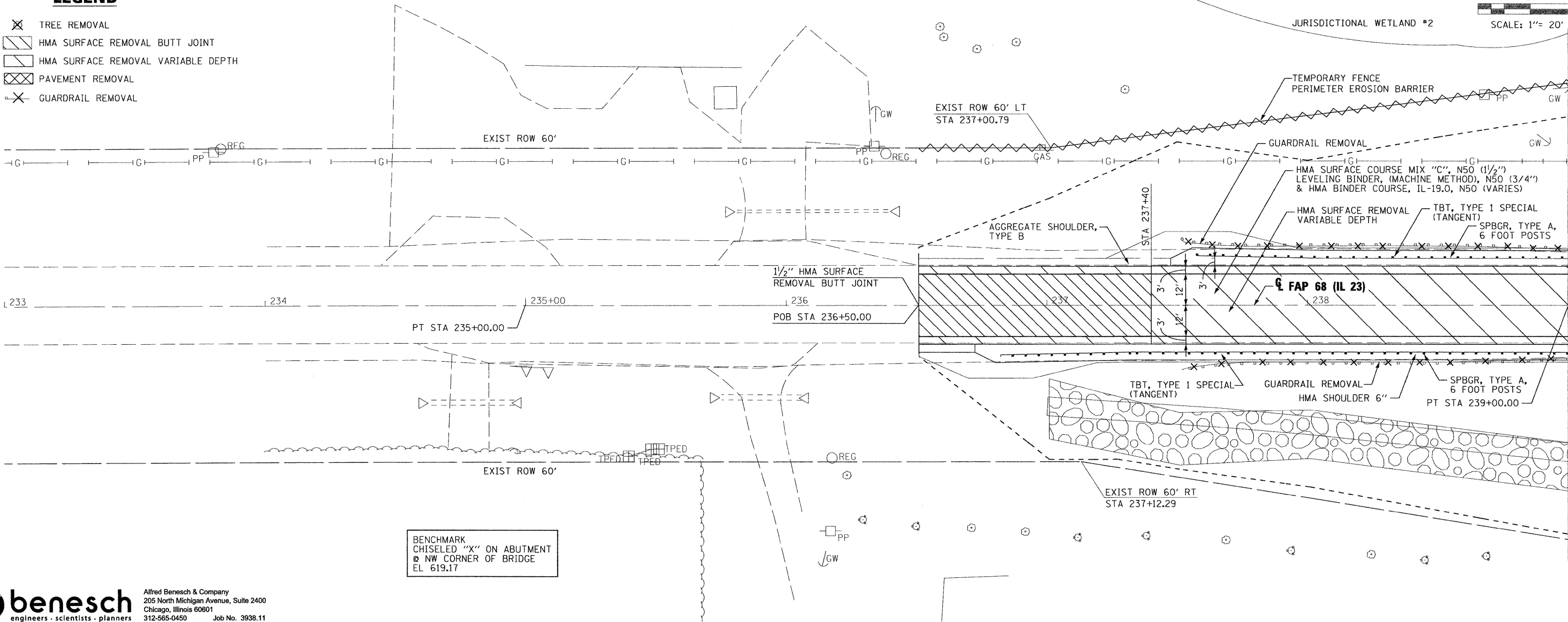
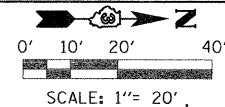


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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

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LEGEND

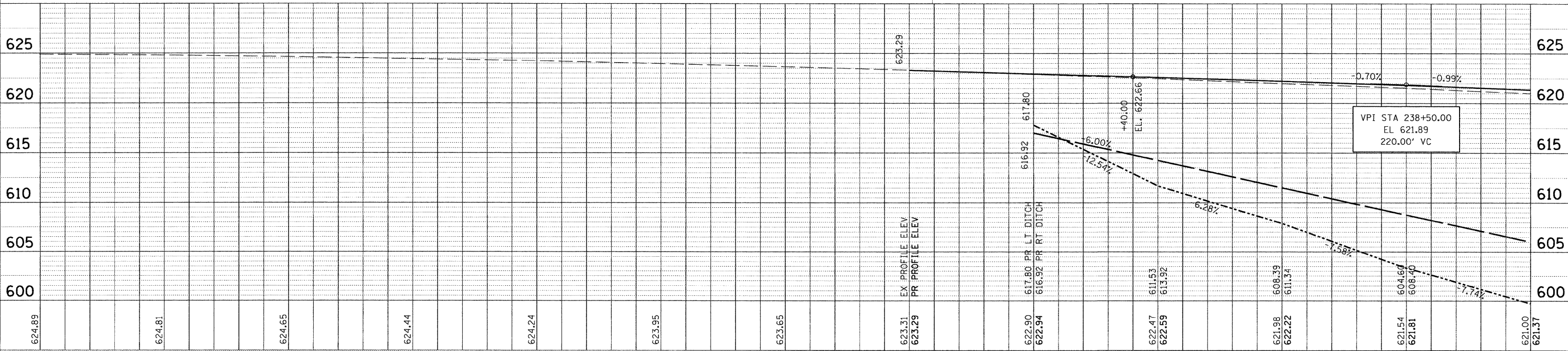
- TREE REMOVAL
- HMA SURFACE REMOVAL BUTT JOINT
- HMA SURFACE REMOVAL VARIABLE DEPTH
- PAVEMENT REMOVAL
- GUARDRAIL REMOVAL



MATCH LINE STA 239+00



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PLOT DATE = 10/20/2011

DESIGNED - AE	REVISED -
DRAWN - TMB	REVISED -
CHECKED - JMM	REVISED -
DATE - 10/20/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

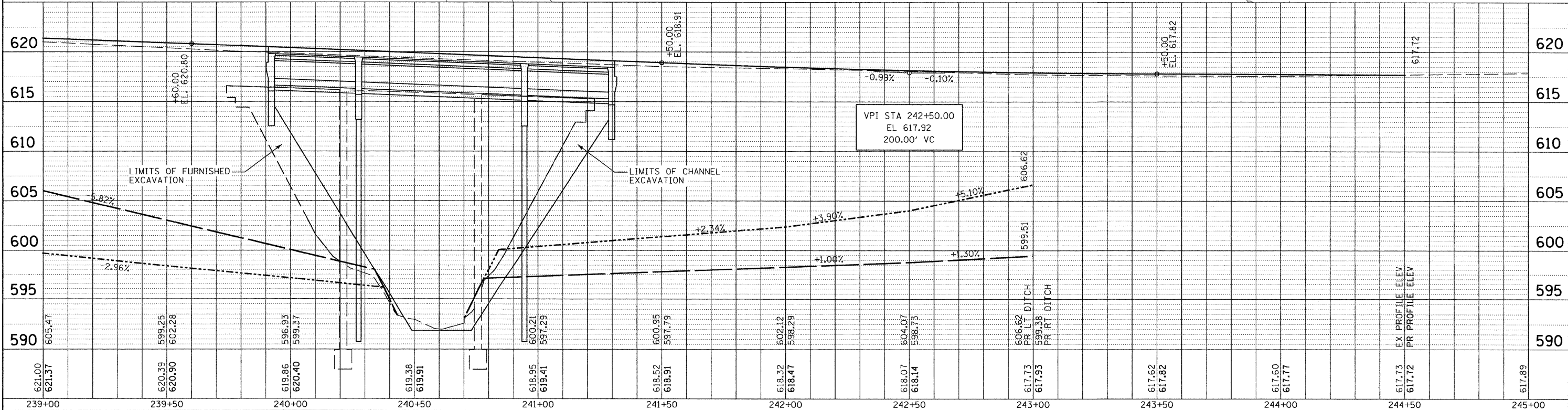
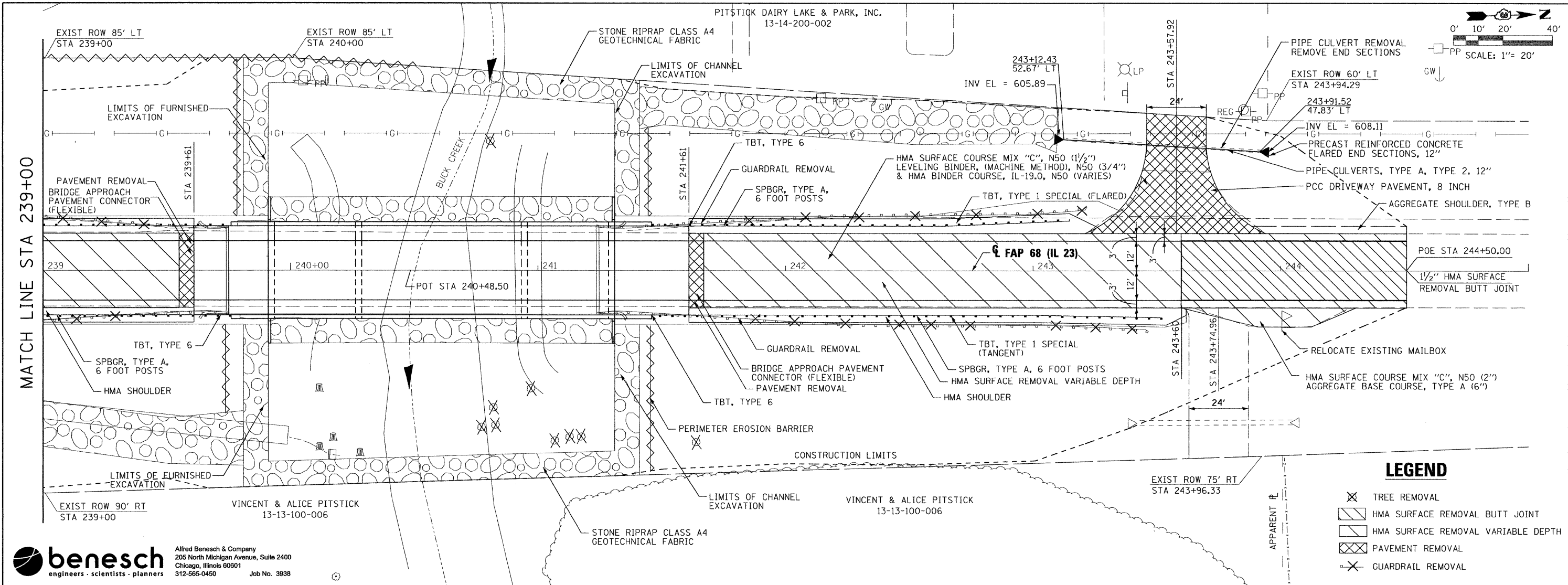
PLAN & PROFILE
IL 23

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 236+50.00 TO STA. 239+00.00

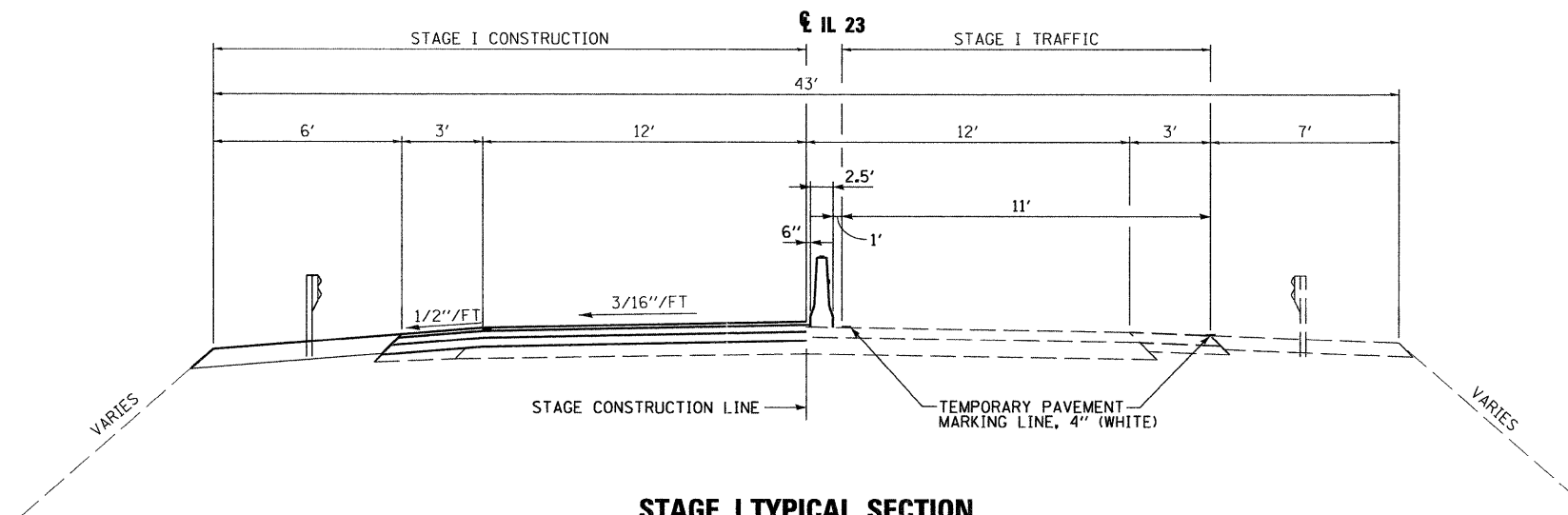
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	7
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

PLAN	DATE
DESIGNED	
CHECKED	
NOTED	
NO.	

PROFILE	DATE
DESIGNED	
CHECKED	
NOTED	
NO.	

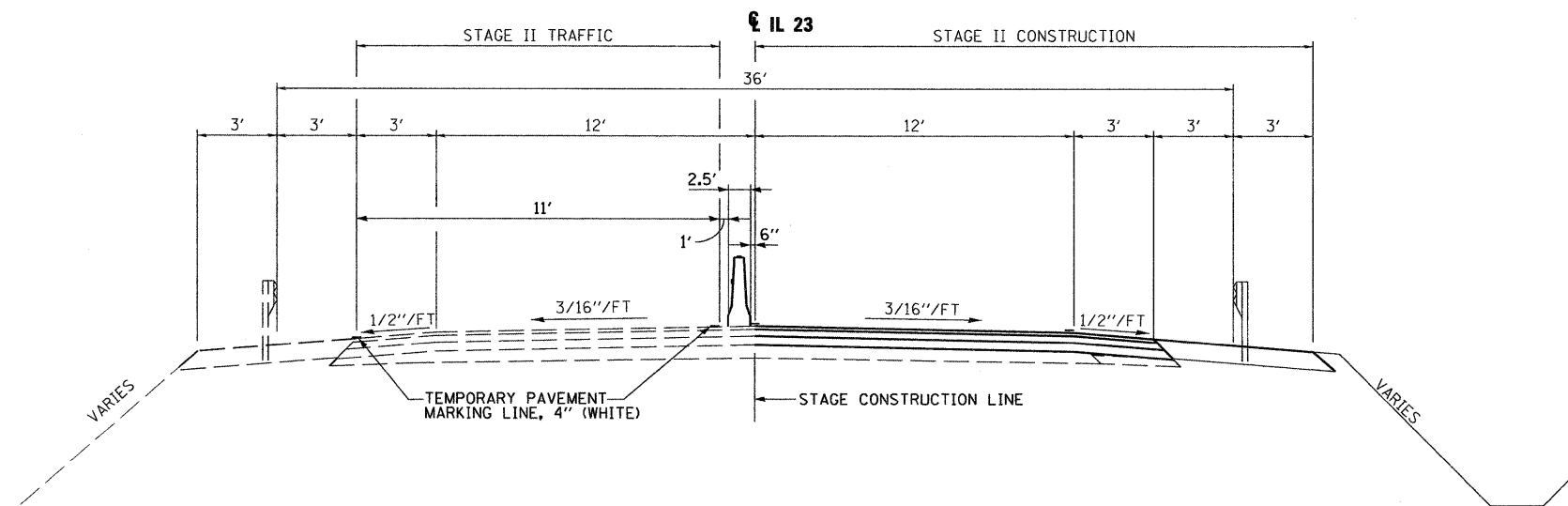


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STAGE I TYPICAL SECTION

STA 236+50 TO STA 239+36
STA 241+61 TO STA 244+50



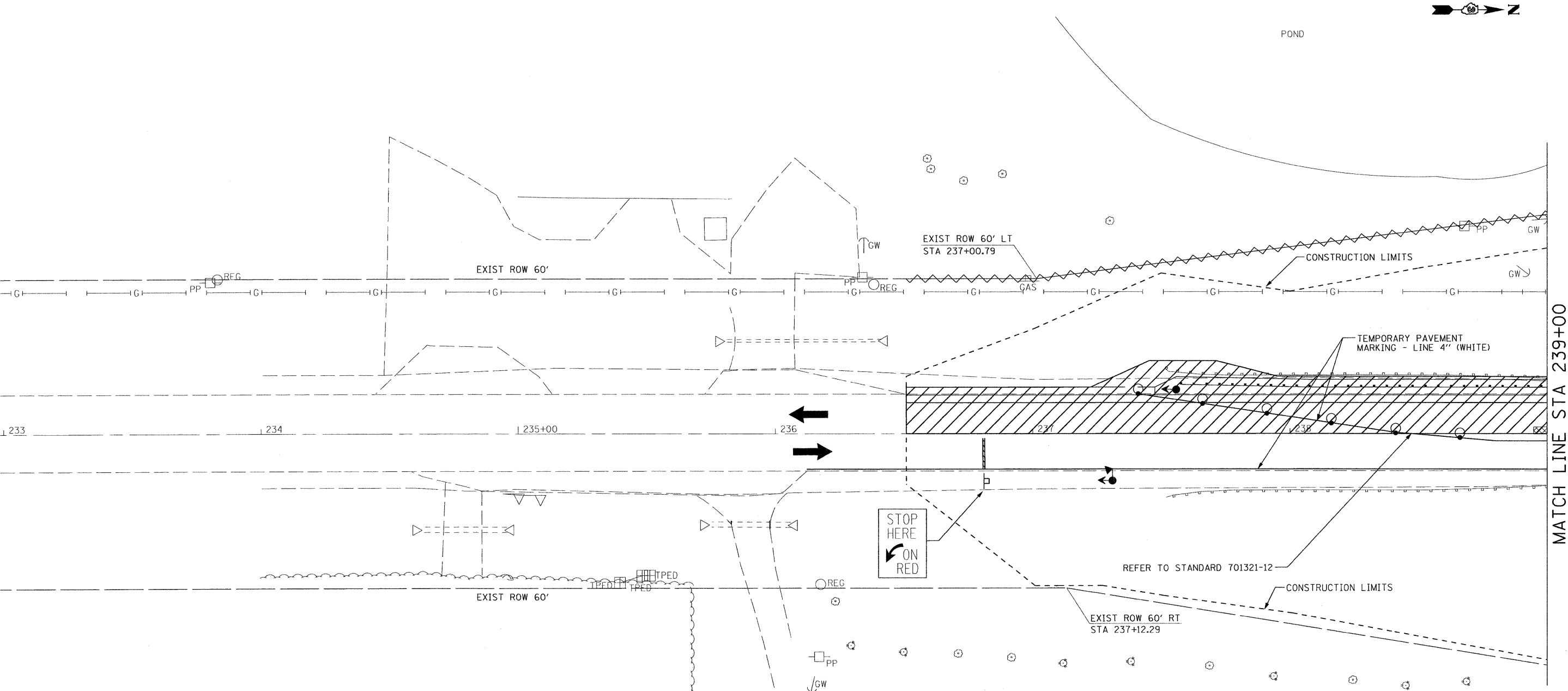
STAGE II TYPICAL SECTION

STA 236+50 TO STA 239+36
STA 241+61 TO STA 244+50



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312-565-0450 Job No. 3938.11

FILE NAME =	USER NAME = tblank	DESIGNED - AE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS IL 23			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/20/2011	DATE - 10/20/11	REVISED -		SCALE: NTS	SHEET NO. 1 OF 5 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



LEGEND

- | | | | |
|---|--------------------------------|---|--|
|  | WORK AREA |  | SIGN |
|  | TEMPORARY CONCRETE BARRIER |  | TYPE III BARRICADE WITH FLASHING LIGHTS |
|  | DRUM WITH STEADY BURNING LIGHT |  | CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER |
|  | TRAFFIC SIGNAL WITH BACKPLATE |  | IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 |
|  | MICROWAVE DETECTOR | | |

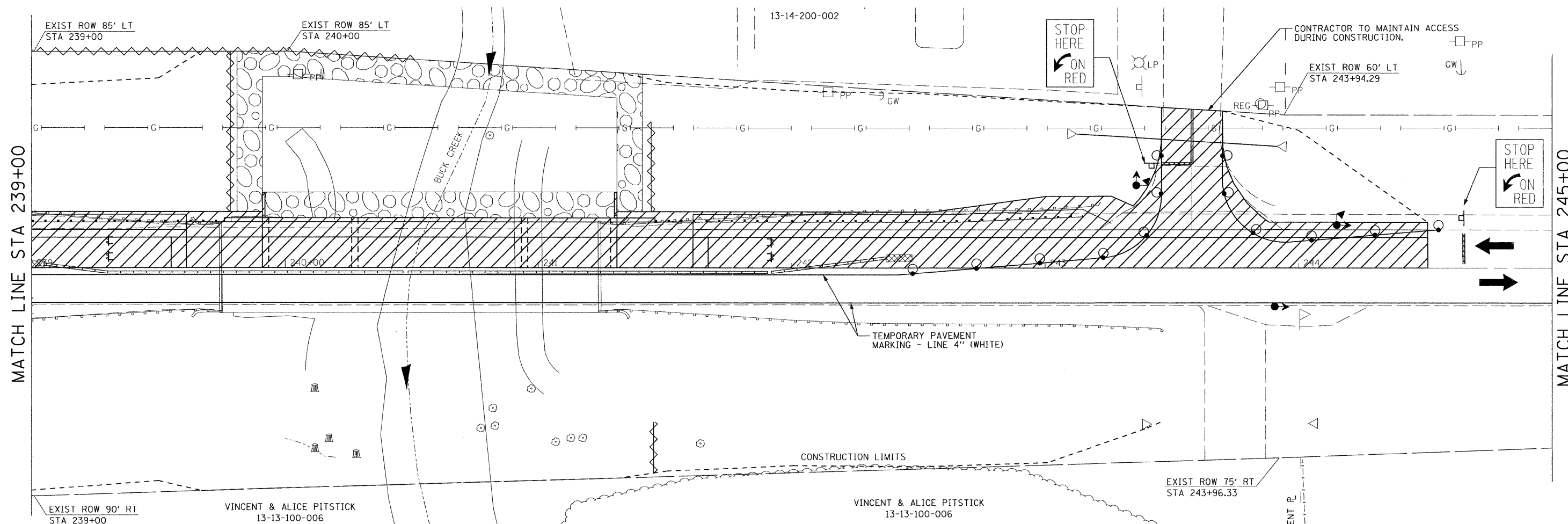
NOTES

- SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
- TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.



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	PLOT DATE = 10/20/2011	DATE = 10/20/11	REVISED -		SCALE: 1"=20'	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



LEGEND

	WORK AREA		SIGN
	TEMPORARY CONCRETE BARRIER		TYPE III BARRICADE WITH FLASHING LIGHTS
	DRUM WITH STEADY BURNING LIGHT		CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	TRAFFIC SIGNAL WITH BACKPLATE		IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
	MICROWAVE DETECTOR		

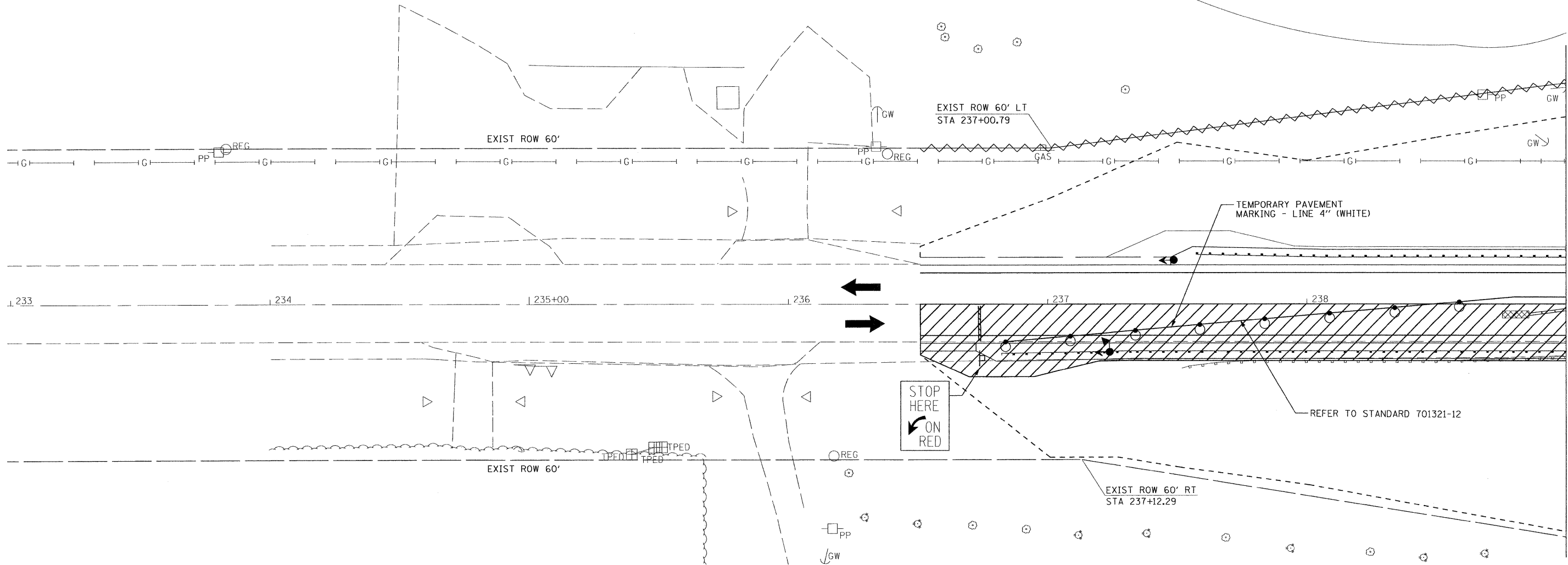
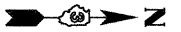
NOTES

- SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
- TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.

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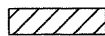
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...\\D366A20-sht-staging1.02.dgn		DRAWN - TMB	REVISED -		SCALE: 1"=20'	SHEET NO. 3 OF 5 SHEETS	STA.	TO STA.	68	(3)BR-3	61	11
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	PLOT DATE = 10/20/2011	DATE - 10/20/11	REVISED -								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

POND

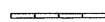


MATCH LINE STA 239+00

LEGEND



WORK AREA



TEMPORARY CONCRETE BARRIER



DRUM WITH STEADY BURNING LIGHT



TRAFFIC SIGNAL WITH BACKPLATE



MICROWAVE DETECTOR



SIGN



TYPE III BARRICADE WITH FLASHING LIGHTS



CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER



IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

NOTES

1. SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
2. TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.



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FILE NAME =
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DESIGNED - AE

DRAWN - TMB

CHECKED - JMM

DATE - 10/20/11

REVISED -

REVISED -

REVISED -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN
STAGE 2 - IL23**

SCALE: 1"=20'

SHEET NO. 4 OF 5 SHEETS

STA. TO STA.

F.A.P.
RTE.

68

SECTION

(3)BR-3

COUNTY

LASALLE

TOTAL SHEETS

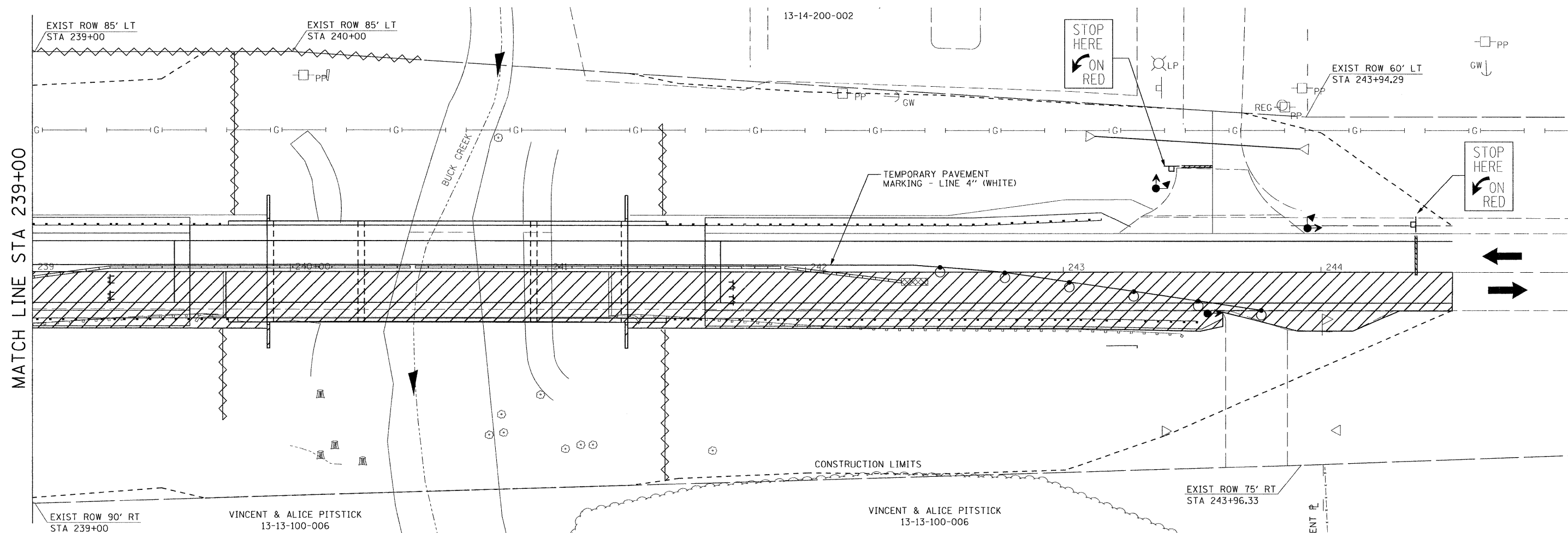
61

SHEET NO.

12

CONTRACT NO. 66A20

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



LEGEND

- | | | | |
|---|--------------------------------|---|--|
|  | WORK AREA |  | SIGN |
|  | TEMPORARY CONCRETE BARRIER |  | TYPE III BARRICADE WITH FLASHING LIGHTS |
|  | DRUM WITH STEADY BURNING LIGHT |  | CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER |
|  | TRAFFIC SIGNAL WITH BACKPLATE |  | IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 |
|  | MICROWAVE DETECTOR | | |

NOTES

- SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
- TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.



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FILE NAME =	USER NAME = tblank	DESIGNED - AE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN STAGE 2 - IL23			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/20/2011	DATE - 10/20/11	REVISED -		SCALE: 1"=20'	SHEET NO. 5 OF 5 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Reinforcement bars designated (E) shall be epoxy coated.

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

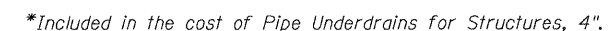
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

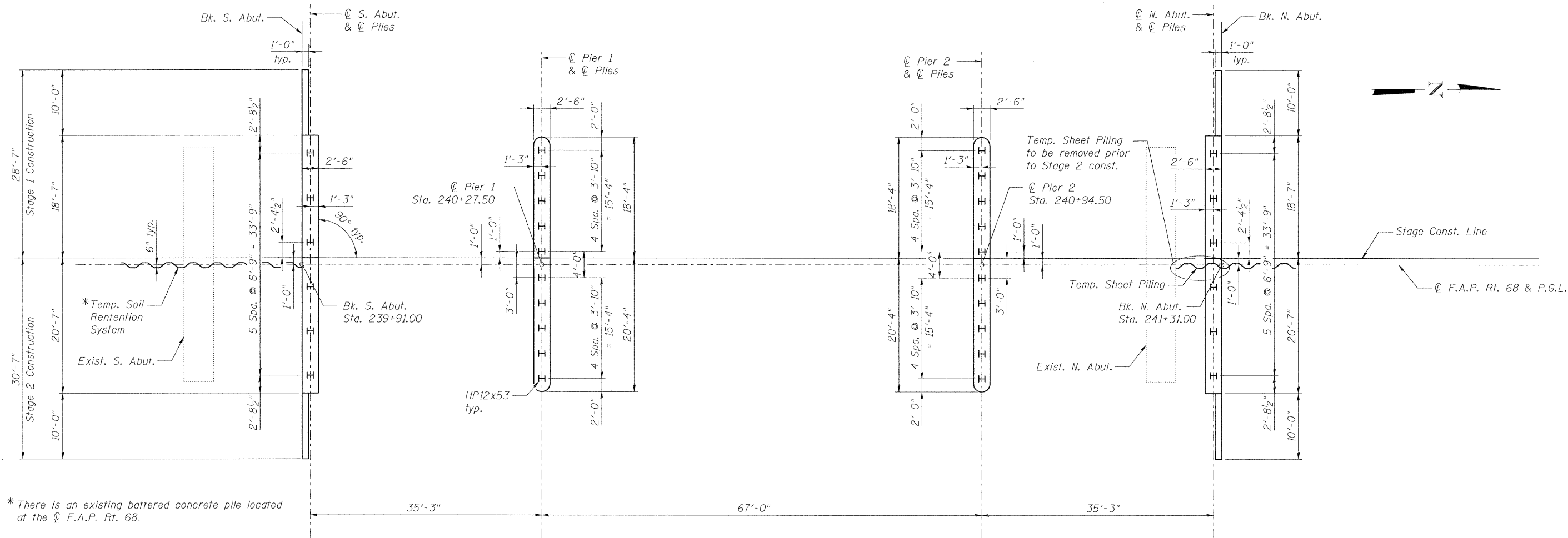
1. *The existing piles at the south abutment may be left in place and buried within the new Furnished Excavation fill. The existing piles at the north abutment shall be removed to 1'-0" below the bottom of the proposed stone riprap bedding grade. The cost of this work shall be included with Removal of Existing Structures.*
2. *Prior to removal of the superstructure in Stage 1, Contractor shall verify the bearing pressure beneath the existing pier footings. The unbalanced staged loading condition on the hammerhead pier would generate a bearing pressure of approximately 8,700 psf. The maximum allowable bearing pressure for the existing footings is 7,000 psf. Contractor shall be responsible for temporary measures required to ensure the maximum allowable bearing pressure is not exceeded. A Temporary Support System shall be installed before superstructure removal in Stage 1. See Temporary Support System Detail below. Bearing pressure beneath the footing shall be addressed in the demolition plans. The cost of this work shall be paid for as Temporary Support System.*
3. *The cost of concrete slopewall removal shall be included with Removal of Existing Structures.*

- S1 General Plan and Elevation
- S2 General Notes, Index of Sheets and Total Bill of Material
- S3 Foundation Layout
- S4 Stage Construction Details and Temporary Sheet Piling
- S5 Temporary Concrete Barrier for Stage Construction
- S6 Top of Slab Elevations (1 of 3)
- S7 Top of Slab Elevations (2 of 3)
- S8 Top of Slab Elevations (3 of 3)
- S9 Top of Approach Slab Elevations
- S10 Superstructure
- S11 Superstructure Details
- S12 Integral Abutment Diaphragm Details
- S13 Pier Diaphragm Details
- S14 Bridge Approach Slab Details (1 of 2)
- S15 Bridge Approach Slab Details (2 of 2)
- S16 Framing Plan
- S17 42" PPC I-Beam Elevation - Spans 1 & 3
- S18 42" PPC I-Beam Elevation - Span 2
- S19 42" PPC I-Beam Details
- S20 South Abutment Details
- S21 North Abutment Details
- S22 Pier 1 Details
- S23 Pier 2 Details
- S24 HP Pile Details
- S25 Bar Splicer Assembly and Mechanical Splicer Details
- S26 Concrete Parapet Slipforming Option
- S27 Soil Boring Logs (1 of 2)
- S28 Soil Boring Logs (2 of 2)
- S29-S35 Existing Plan Information

ITEM	UNIT	TOTAL	SUPER	SUB
Stone Riprap, Class A4	Sq. Yd.	2,190		2,190
Filter Fabric	Sq. Yd.	2,190		2,190
Removal of Existing Structures	Each	1	0.5	0.5
Structure Excavation	Cu. Yd.	195		195
Cofferdam Excavation	Cu. Yd.	54		54
Cofferdam (Type 1) (Location - 1)	Each	1		1
Cofferdam (Type 1) (Location - 2)	Each	1		1
Concrete Structures	Cu. Yd.	246.5		246.5
Concrete Superstructure	Cu. Yd.	343.3	343.3	
Bridge Deck Grooving	Sq. Yd.	760	760	
Concrete Encasement	Cu. Yd.	4.4		4.4
Protective Coat	Sq. Yd.	953	953	
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42 in.	Foot	822	822	
Reinforcement Bars, Epoxy Coated	Pound	101,890	75,990	25,900
Bar Splicers	Each	895	683	212
Furnishing Steel Piles HP12x53	Foot	1,457		1,457
Driving Piles	Foot	1,457		1,457
Test Pile Steel HP12x53	Each	4		4
Pile Shoes	Each	32		32
Name Plates	Each	1	1	
Geocomposite Wall Drain	Sq. Yd.	85		85
Temporary Sheet Piling	Sq. Ft.	253		253
Pipe Underdrains For Structures, 4"	Foot	128		128
Temporary Soil Retention System	Sq. Ft.	190		190
Temporary Support System	L Sum	1		1
Porous Granular Embankment, Special	Cu. Yd.	129		129



Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101). Cost of concrete headwalls shall be included in the cost of Pipe Underdrains for Structures, 4".



* There is an existing battered concrete pile located at the C.F.A.P. Rt. 68.

SOUTH ABUTMENT

PIER 1

PIER 2

NORTH ABUTMENT

FOUNDATION LAYOUT

NOTES:

1. For Abutment details, see sheets S20 and S21 of S35.
2. For Pier Details, see sheets S22 and S23 of S35.
3. For HP Pile Details, see sheet S24 of S35.
4. There will be one test pile at each substructure unit in Stage 1. Location to be determined in the field by the Engineer.



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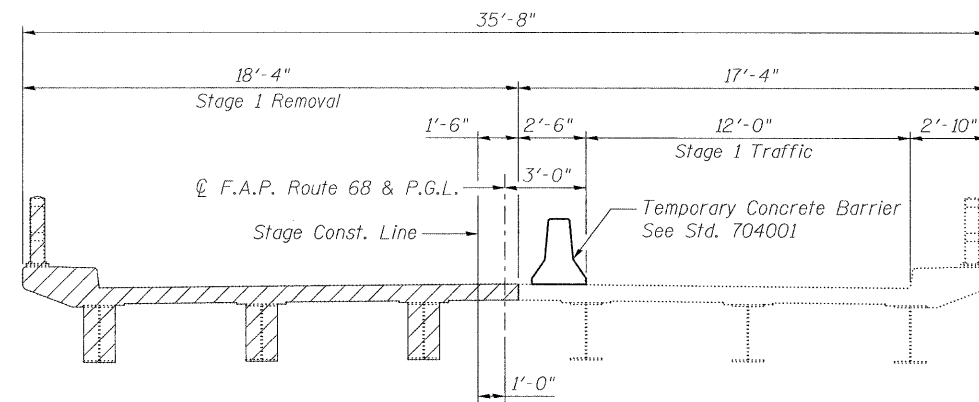
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PLOT DATE = 10/20/2011
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

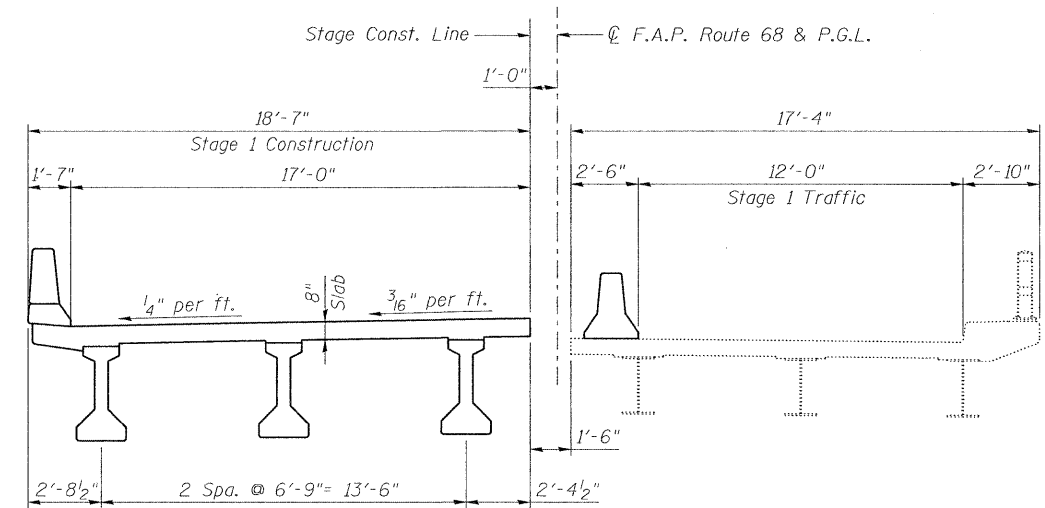
**FOUNDATION LAYOUT
STRUCTURE NO. 050-0255**

SHEET NO. 53 OF 535 SHEETS

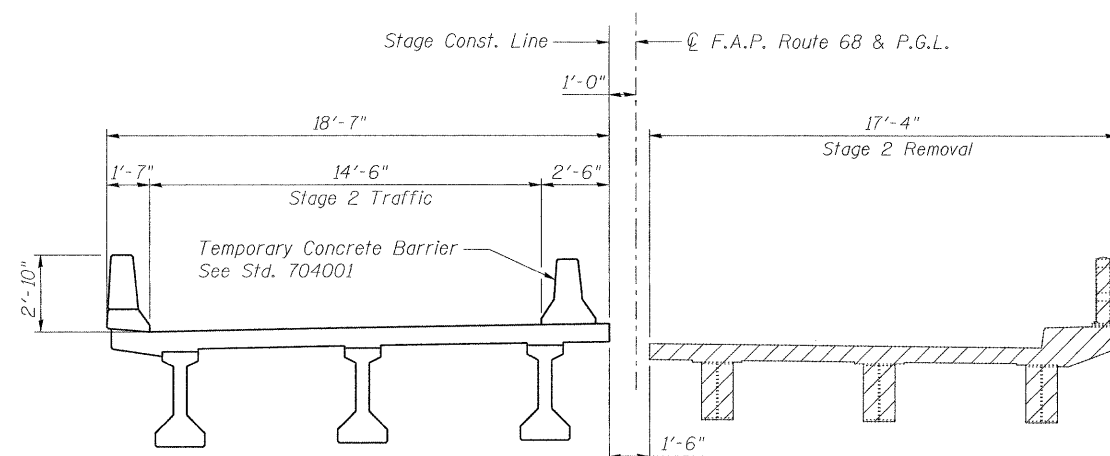
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	16
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				



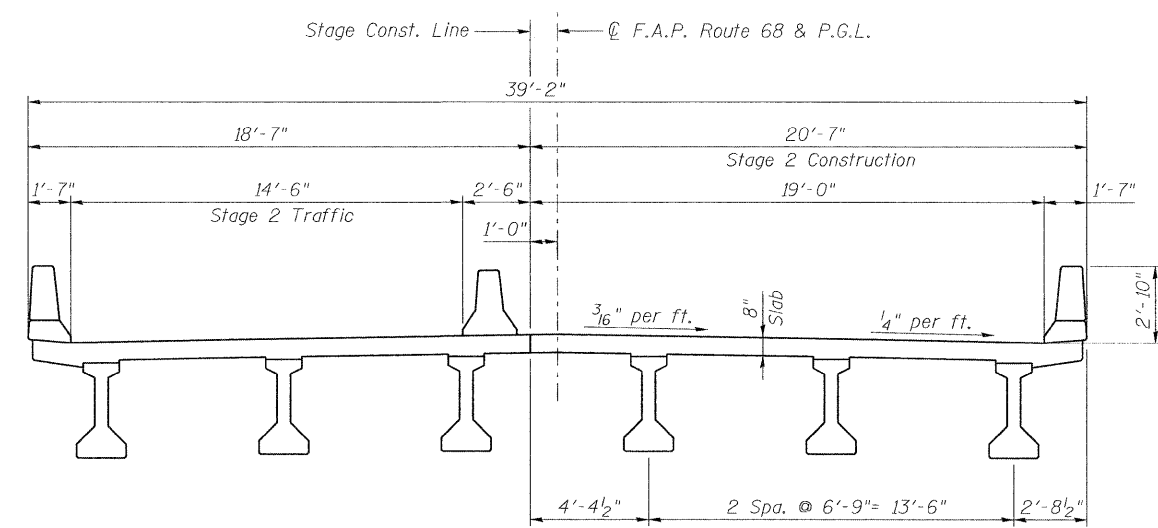
STAGE 1 REMOVAL



STAGE 1 CONSTRUCTION



STAGE 2 REMOVAL



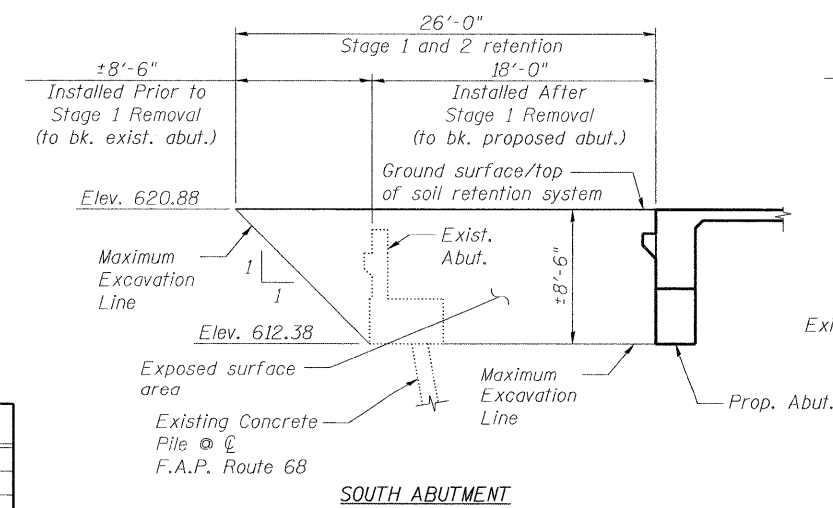
STAGE 2 CONSTRUCTION

LEGEND

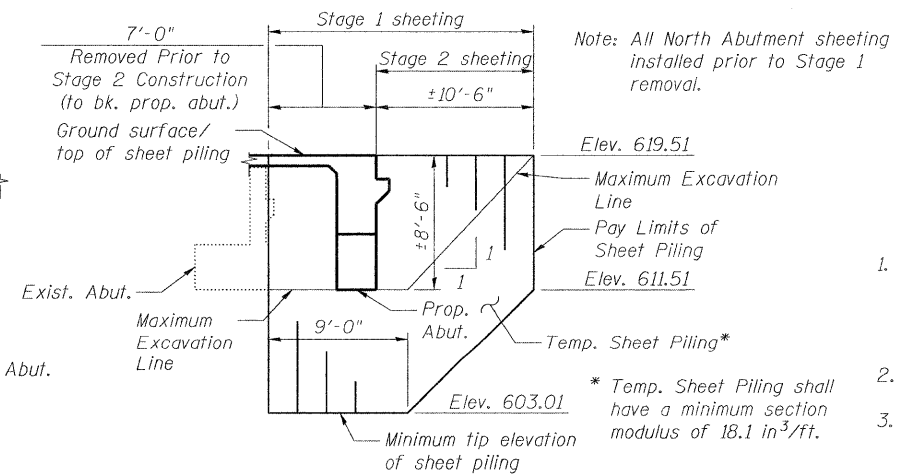
Removal of Existing Structures

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	253
Temporary Soil Retention System	Sq. Ft.	190



TEMPORARY SOIL RETENTION SYSTEM



TEMPORARY SHEET PILING

NOTES:

1. 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.
2. Cross Sections are shown looking North.
3. See sheet S5 of S35 for details of Temporary Concrete Barrier. For quantity, see Roadway Plans.

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Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

FILE NAME = 0500225.66A20.004 staging.dgn

USER NAME = akeaschall

PLOT SCALE = 1/8"=1'-0"

PLOT DATE = 10/20/2011

DESIGNED - JLS

CHECKED - AJK

DRAWN - RMG

CHECKED - HMA

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS AND TEMPORARY SHEET PILING
STRUCTURE NO. 050-0255

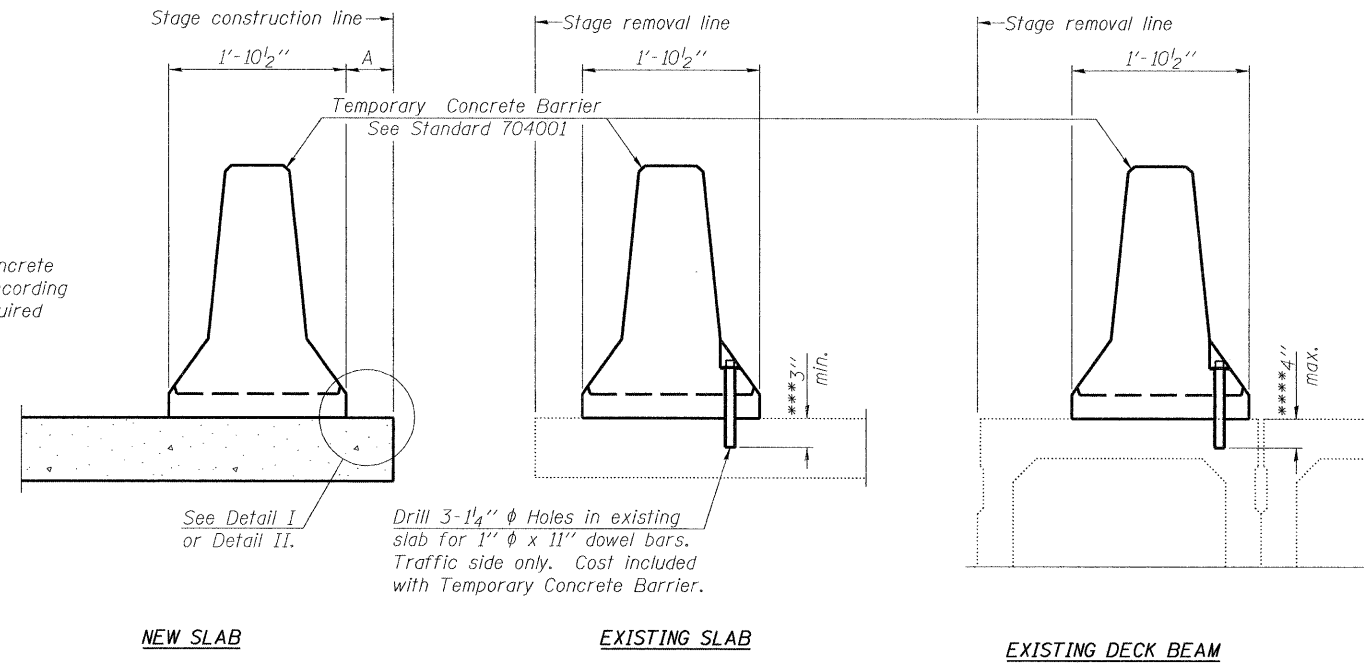
SHEET NO. S4 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	17
CONTRACT NO. 66A20				

ILLINOIS FED. AID PROJECT

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10/20/2011
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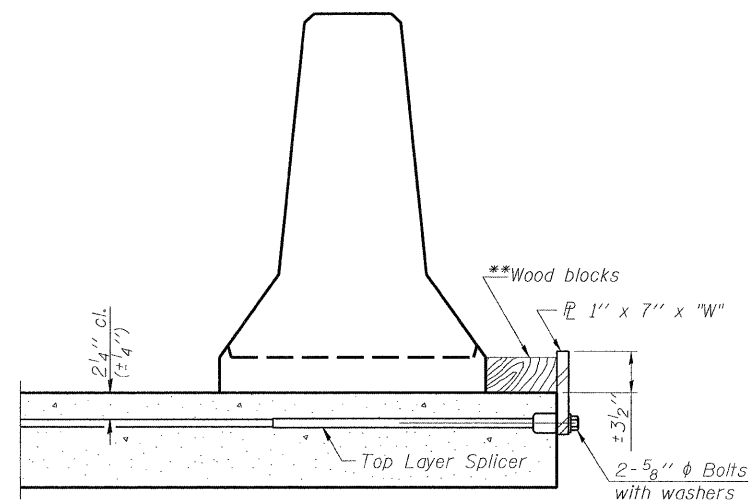
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



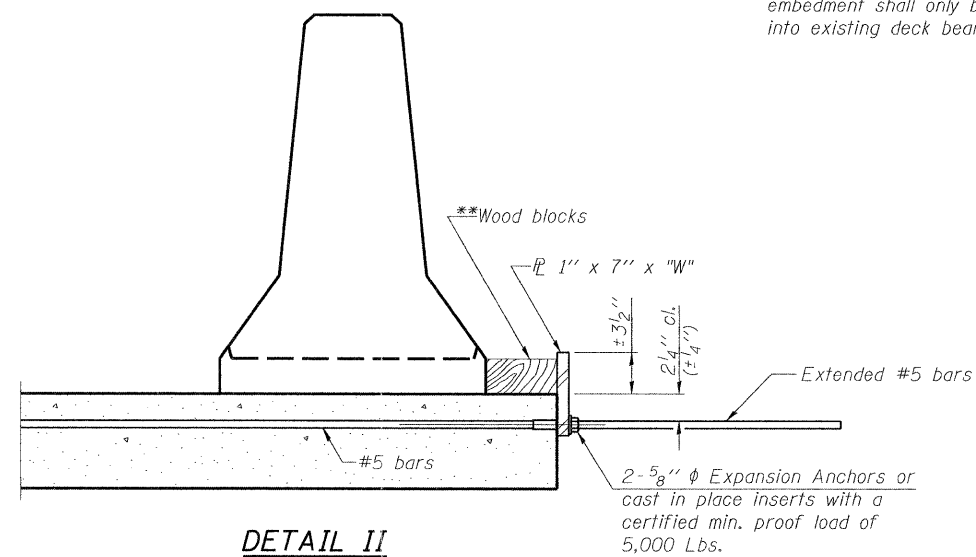
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete.
If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

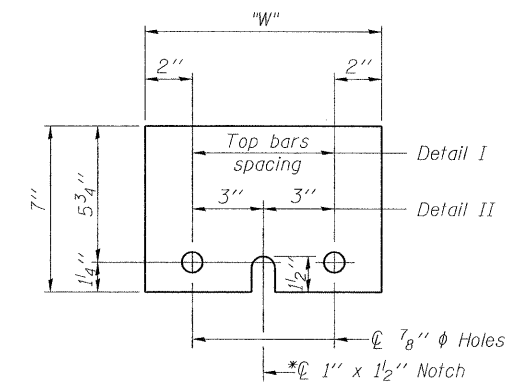
"W" = Top bars spacing + 4"

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel R to the top layer of couplers with 2-5/8" diameter bolts screwed to coupler at approximate center of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel R to the concrete slab or concrete wearing surface with 2-5/8" diameter Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate center of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



STEEL RETAINER R 1" x 7" x "W"

* Required only with Detail II



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

R-27

7-1-10

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USER NAME = akeeschall
PLOT SCALE =
PLOT DATE = 10/20/2011

DESIGNED - JLS
CHECKED - AJK
DRAWN - RMG
CHECKED - HMA
REVISED -
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REVISED -
REVISED -

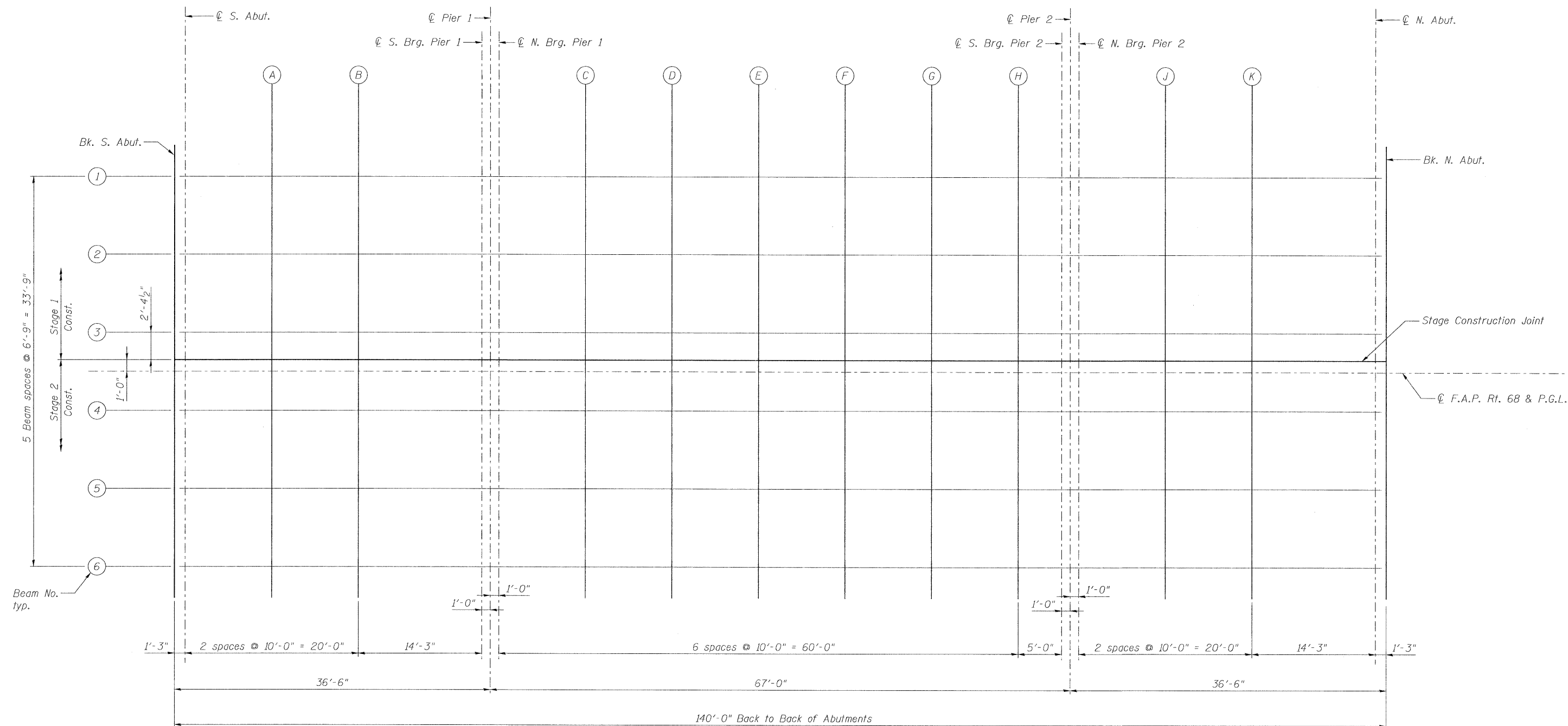
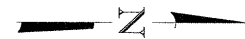
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 050-0255

SHEET NO. S5 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	18
CONTRACT NO. 66A20				

ILLINOIS FED. AID PROJECT



PLAN

NOTE:

Work this sheet with sheets S7 and S8 of S35.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

FILE NAME =
0500225.66A20.006.slabell.dgn

USER NAME = akaschell
PLOT SCALE =
PLOT DATE = 10/20/2011

DESIGNED - JLS	REVISED -
CHECKED - AJK	REVISED -
DRAWN - RMG	REVISED -
CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 3)
STRUCTURE NO. 050-0255

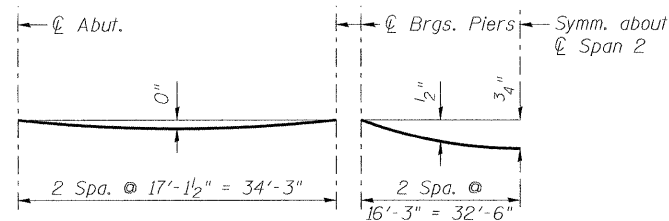
SHEET NO. 56 OF 535 SHEETS

F.A.P. RTE. 68	SECTION (3)BR-3	COUNTY LASALLE	TOTAL SHEETS 61	SHEET NO. 19
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

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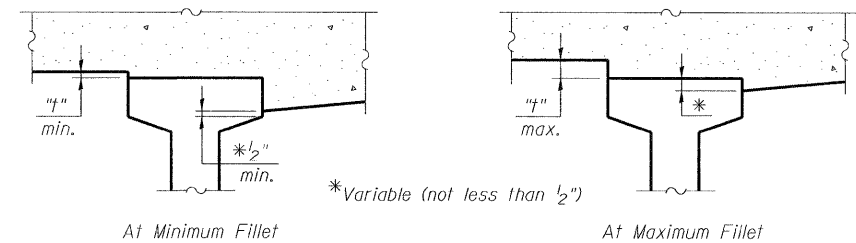
10/20/2011



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only, excluding beams)

Note: The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection".



To determine "t": After all precast beams have been erected, elevations of the top flanges of the beams shall be taken at the intervals shown below and on sheet S8 of S35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet S8 of S35, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	-16.88	620.20	620.20
└─┬ S. ABUT.	239+92.25	-16.88	620.19	620.19
A	240+02.25	-16.88	620.09	620.09
B	240+12.25	-16.88	619.99	619.99
└─┬ S. BRG. PIER 1	240+26.50	-16.88	619.85	619.85
└─┬ N. BRG. PIER 1	240+28.50	-16.88	619.83	619.83
C	240+38.50	-16.88	619.73	619.75
D	240+48.50	-16.88	619.63	619.67
E	240+58.50	-16.88	619.53	619.58
F	240+68.50	-16.88	619.43	619.48
G	240+78.50	-16.88	619.33	619.37
H	240+88.50	-16.88	619.23	619.25
└─┬ S. BRG. PIER 2	240+93.50	-16.88	619.18	619.18
└─┬ N. BRG. PIER 2	240+95.50	-16.88	619.16	619.16
J	241+05.50	-16.88	619.07	619.07
K	241+15.50	-16.88	618.97	618.97
└─┬ N. ABUT.	241+29.75	-16.88	618.82	618.82
BK. N. ABUT.	241+31.00	-16.88	618.81	618.81

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	-10.13	620.33	620.33
└─┬ S. ABUT.	239+92.25	-10.13	620.32	620.32
A	240+02.25	-10.13	620.22	620.22
B	240+12.25	-10.13	620.12	620.13
└─┬ S. BRG. PIER 1	240+26.50	-10.13	619.98	619.98
└─┬ N. BRG. PIER 1	240+28.50	-10.13	619.96	619.96
C	240+38.50	-10.13	619.86	619.89
D	240+48.50	-10.13	619.76	619.81
E	240+58.50	-10.13	619.66	619.72
F	240+68.50	-10.13	619.56	619.62
G	240+78.50	-10.13	619.46	619.50
H	240+88.50	-10.13	619.36	619.38
└─┬ S. BRG. PIER 2	240+93.50	-10.13	619.32	619.32
└─┬ N. BRG. PIER 2	240+95.50	-10.13	619.30	619.30
J	241+05.50	-10.13	619.20	619.20
K	241+15.50	-10.13	619.10	619.10
└─┬ N. ABUT.	241+29.75	-10.13	618.96	618.96
BK. N. ABUT.	241+31.00	-10.13	618.94	618.94

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	-3.38	620.44	620.44
└─┬ S. ABUT.	239+92.25	-3.38	620.43	620.43
A	240+02.25	-3.38	620.33	620.33
B	240+12.25	-3.38	620.23	620.23
└─┬ S. BRG. PIER 1	240+26.50	-3.38	620.09	620.09
└─┬ N. BRG. PIER 1	240+28.50	-3.38	620.07	620.07
C	240+38.50	-3.38	619.97	619.99
D	240+48.50	-3.38	619.87	619.91
E	240+58.50	-3.38	619.77	619.82
F	240+68.50	-3.38	619.67	619.72
G	240+78.50	-3.38	619.57	619.61
H	240+88.50	-3.38	619.47	619.48
└─┬ S. BRG. PIER 2	240+93.50	-3.38	619.42	619.42
└─┬ N. BRG. PIER 2	240+95.50	-3.38	619.40	619.40
J	241+05.50	-3.38	619.30	619.31
K	241+15.50	-3.38	619.20	619.21
└─┬ N. ABUT.	241+29.75	-3.38	619.06	619.06
BK. N. ABUT.	241+31.00	-3.38	619.05	619.05

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	-1.00	620.47	620.47
¢ S. ABUT.	239+92.25	-1.00	620.46	620.46
A	240+02.25	-1.00	620.36	620.37
B	240+12.25	-1.00	620.26	620.27
¢ S. BRG. PIER 1	240+26.50	-1.00	620.12	620.12
¢ N. BRG. PIER 1	240+28.50	-1.00	620.10	620.10
C	240+38.50	-1.00	620.00	620.03
D	240+48.50	-1.00	619.90	619.95
E	240+58.50	-1.00	619.81	619.86
F	240+68.50	-1.00	619.71	619.76
G	240+78.50	-1.00	619.61	619.64
H	240+88.50	-1.00	619.51	619.52
¢ S. BRG. PIER 2	240+93.50	-1.00	619.46	619.46
¢ N. BRG. PIER 2	240+95.50	-1.00	619.44	619.44
J	241+05.50	-1.00	619.34	619.34
K	241+15.50	-1.00	619.24	619.24
¢ N. ABUT.	241+29.75	-1.00	619.10	619.10
BK. N. ABUT.	241+31.00	-1.00	619.09	619.09

¢ F.A.P. ROUTE 68 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	0.00	620.49	620.49
¢ S. ABUT.	239+92.25	0.00	620.48	620.48
A	240+02.25	0.00	620.38	620.38
B	240+12.25	0.00	620.28	620.28
¢ S. BRG. PIER 1	240+26.50	0.00	620.14	620.14
¢ N. BRG. PIER 1	240+28.50	0.00	620.12	620.12
C	240+38.50	0.00	620.02	620.05
D	240+48.50	0.00	619.92	619.97
E	240+58.50	0.00	619.82	619.88
F	240+68.50	0.00	619.72	619.78
G	240+78.50	0.00	619.62	619.66
H	240+88.50	0.00	619.52	619.54
¢ S. BRG. PIER 2	240+93.50	0.00	619.47	619.47
¢ N. BRG. PIER 2	240+95.50	0.00	619.45	619.45
J	241+05.50	0.00	619.35	619.36
K	241+15.50	0.00	619.25	619.26
¢ N. ABUT.	241+29.75	0.00	619.11	619.11
BK. N. ABUT.	241+31.00	0.00	619.10	619.10

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	3.38	620.44	620.44
¢ S. ABUT.	239+92.25	3.38	620.43	620.43
A	240+02.25	3.38	620.33	620.33
B	240+12.25	3.38	620.23	620.23
¢ S. BRG. PIER 1	240+26.50	3.38	620.09	620.09
¢ N. BRG. PIER 1	240+28.50	3.38	620.07	620.07
C	240+38.50	3.38	619.97	619.99
D	240+48.50	3.38	619.87	619.91
E	240+58.50	3.38	619.77	619.82
F	240+68.50	3.38	619.67	619.72
G	240+78.50	3.38	619.57	619.61
H	240+88.50	3.38	619.47	619.48
¢ S. BRG. PIER 2	240+93.50	3.38	619.42	619.42
¢ N. BRG. PIER 2	240+95.50	3.38	619.40	619.40
J	241+05.50	3.38	619.30	619.31
K	241+15.50	3.38	619.20	619.21
¢ N. ABUT.	241+29.75	3.38	619.06	619.06
BK. N. ABUT.	241+31.00	3.38	619.05	619.05

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	10.13	620.33	620.33
¢ S. ABUT.	239+92.25	10.13	620.32	620.32
A	240+02.25	10.13	620.22	620.22
B	240+12.25	10.13	620.12	620.13
¢ S. BRG. PIER 1	240+26.50	10.13	619.98	619.98
¢ N. BRG. PIER 1	240+28.50	10.13	619.96	619.96
C	240+38.50	10.13	619.86	619.89
D	240+48.50	10.13	619.76	619.81
E	240+58.50	10.13	619.66	619.72
F	240+68.50	10.13	619.56	619.62
G	240+78.50	10.13	619.46	619.50
H	240+88.50	10.13	619.36	619.38
¢ S. BRG. PIER 2	240+93.50	10.13	619.32	619.32
¢ N. BRG. PIER 2	240+95.50	10.13	619.30	619.30
J	241+05.50	10.13	619.20	619.20
K	241+15.50	10.13	619.10	619.10
¢ N. ABUT.	241+29.75	10.13	618.96	618.96
BK. N. ABUT.	241+31.00	10.13	618.94	618.94

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	239+91.00	16.88	620.20	620.20
¢ S. ABUT.	239+92.25	16.88	620.19	620.19
A	240+02.25	16.88	620.09	620.09
B	240+12.25	16.88	619.99	619.99
¢ S. BRG. PIER 1	240+26.50	16.88	619.85	619.85
¢ N. BRG. PIER 1	240+28.50	16.88	619.83	619.83
C	240+38.50	16.88	619.73	619.75
D	240+48.50	16.88	619.63	619.67
E	240+58.50	16.88	619.53	619.58
F	240+68.50	16.88	619.43	619.48
G	240+78.50	16.88	619.33	619.37
H	240+88.50	16.88	619.23	619.25
¢ S. BRG. PIER 2	240+93.50	16.88	619.18	619.18
¢ N. BRG. PIER 2	240+95.50	16.88	619.16	619.16
J	241+05.50	16.88	619.07	619.07
K	241+15.50	16.88	618.97	618.97
¢ N. ABUT.	241+29.75	16.88	618.82	618.82
BK. N. ABUT.	241+31.00	16.88	618.81	618.81



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

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		CHECKED - AJK	REVISED -				68	(3)BR-3	LASALLE	61	21
	PLOT SCALE =	DRAWN - RMG	REVISED -				CONTRACT NO. 66A20				
	PLOT DATE = 10/20/2011	CHECKED - HMA	REVISED -				ILLINOIS FED. AID PROJECT				

EDGE OF WEST SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	-18.00	620.48
S1	239+71.00	-18.00	620.38
S2	239+81.00	-18.00	620.28
N. END OF SOUTH APPR. SLAB	239+91.00	-18.00	620.18
S. END OF NORTH APPR. SLAB	241+31.00	-18.00	618.79
N1	241+41.00	-18.00	618.69
N2	241+51.00	-18.00	618.59
N. END OF NORTH APPR. SLAB	241+61.00	-18.00	618.49

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	-12.00	620.60
S1	239+71.00	-12.00	620.50
S2	239+81.00	-12.00	620.40
N. END OF SOUTH APPR. SLAB	239+91.00	-12.00	620.30
S. END OF NORTH APPR. SLAB	241+31.00	-12.00	618.91
N1	241+41.00	-12.00	618.81
N2	241+51.00	-12.00	618.72
N. END OF NORTH APPR. SLAB	241+61.00	-12.00	618.62

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	-1.00	620.77
S1	239+71.00	-1.00	620.67
S2	239+81.00	-1.00	620.57
N. END OF SOUTH APPR. SLAB	239+91.00	-1.00	620.47
S. END OF NORTH APPR. SLAB	241+31.00	-1.00	619.09
N1	241+41.00	-1.00	618.99
N2	241+51.00	-1.00	618.89
N. END OF NORTH APPR. SLAB	241+61.00	-1.00	618.79

℄ F.A.P. ROUTE 68 & P.G.L.

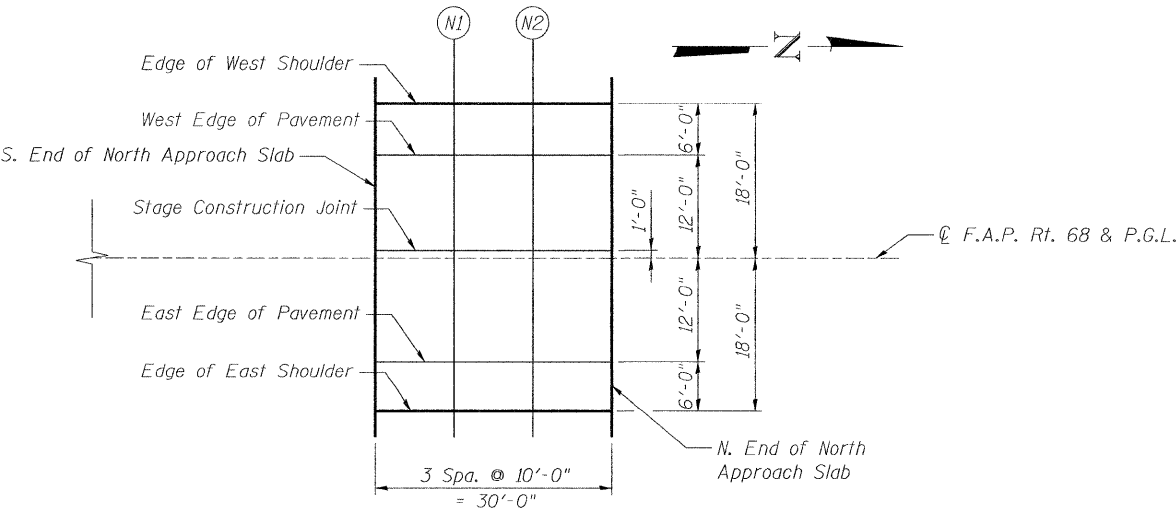
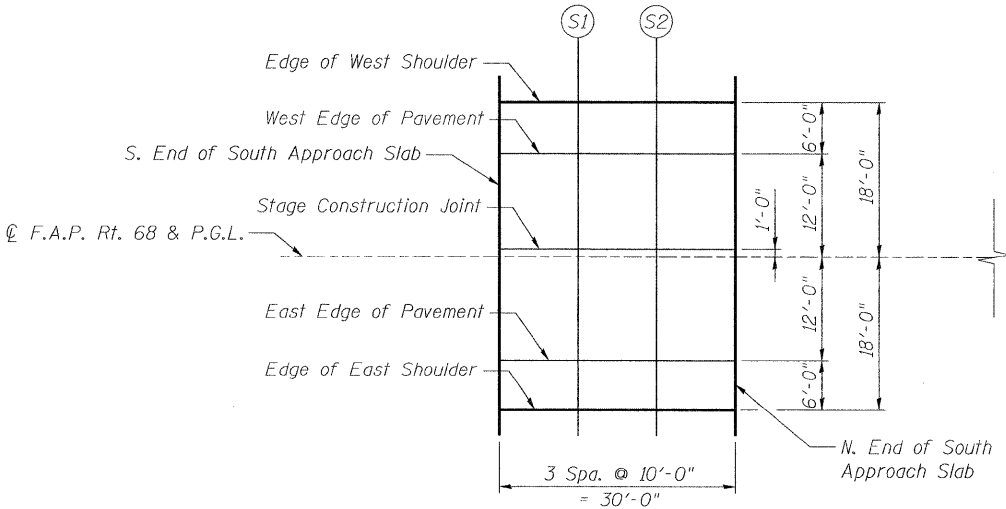
Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	0.00	620.79
S1	239+71.00	0.00	620.69
S2	239+81.00	0.00	620.59
N. END OF SOUTH APPR. SLAB	239+91.00	0.00	620.49
S. END OF NORTH APPR. SLAB	241+31.00	0.00	619.10
N1	241+41.00	0.00	619.00
N2	241+51.00	0.00	618.90
N. END OF NORTH APPR. SLAB	241+61.00	0.00	618.81

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	12.00	620.60
S1	239+71.00	12.00	620.50
S2	239+81.00	12.00	620.40
N. END OF SOUTH APPR. SLAB	239+91.00	12.00	620.30
S. END OF NORTH APPR. SLAB	241+31.00	12.00	618.91
N1	241+41.00	12.00	618.81
N2	241+51.00	12.00	618.72
N. END OF NORTH APPR. SLAB	241+61.00	12.00	618.62

EDGE OF EAST SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. END OF SOUTH APPR. SLAB	239+61.00	18.00	620.48
S1	239+71.00	18.00	620.38
S2	239+81.00	18.00	620.28
N. END OF SOUTH APPR. SLAB	239+91.00	18.00	620.18
S. END OF NORTH APPR. SLAB	241+31.00	18.00	618.79
N1	241+41.00	18.00	618.69
N2	241+51.00	18.00	618.59
N. END OF NORTH APPR. SLAB	241+61.00	18.00	618.49



PLAN



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

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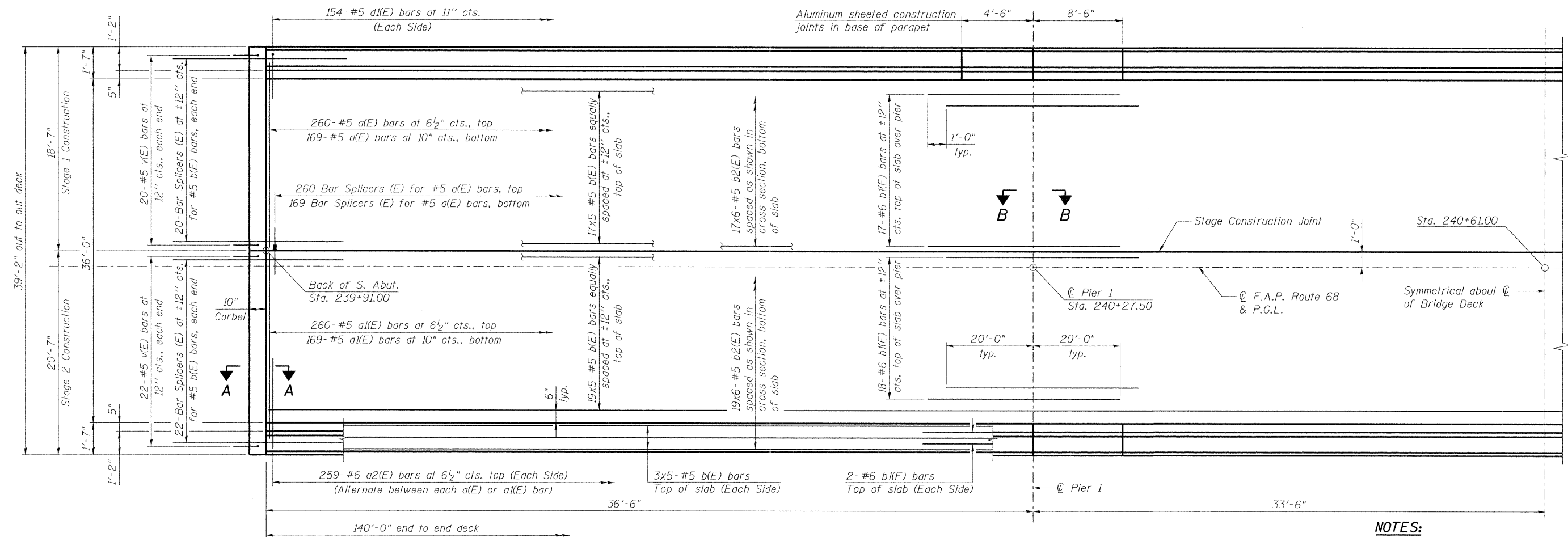
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CHECKED - AJK
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DRAWN - RMG
PLOT DATE = 10/20/2011
CHECKED - HMA
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0255

SHEET NO. S9 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	22
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP

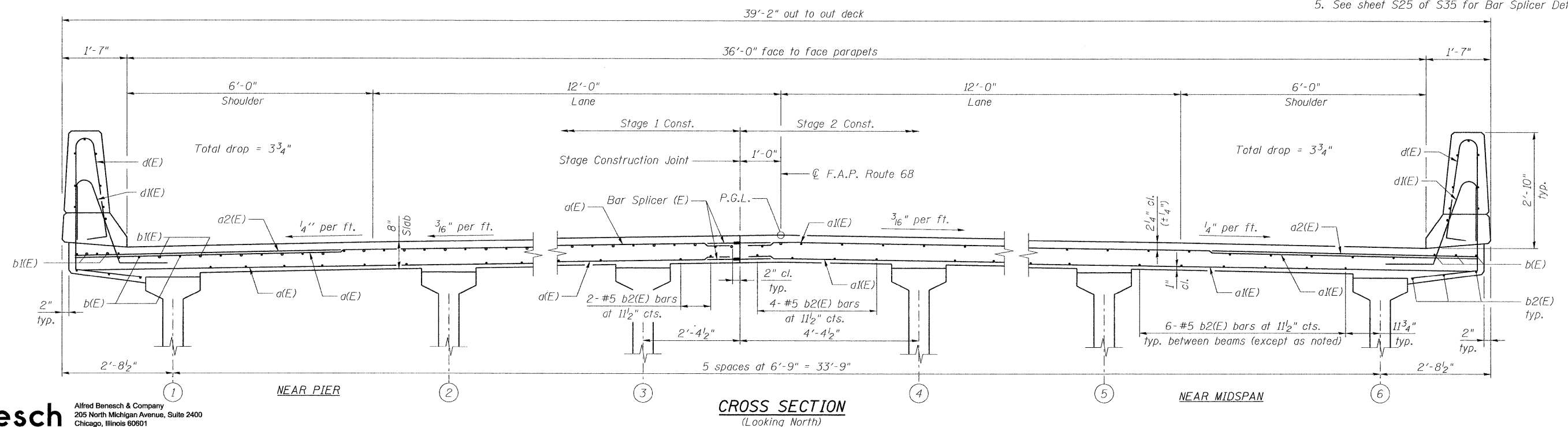
(Slab)
#5 bar = 3'-3"

PARTIAL PLAN

(South half shown)

- NOTES:**

1. See sheet S11 of S35 for superstructure details, parapet reinforcement and Bill of Material.
2. See sheet S12 of S35 for Section A-A.
3. See sheet S13 of S35 for Section B-B.
4. Bars indicated thus 5x3- #5 etc. indicates 5 lines of bars with 3 lengths per line.
5. See sheet S25 of S35 for Bar Splicer Details.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

FILE NAME =

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USER NAME = akeascholl
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DESIGNED - JL

REVISÉ

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PLOT SCALE =

DRAWN — RM

REVISÉ

PLOT DATE 10\20\2011

CHECKED — HM

REVISÉ

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUPERSTRUCTURE
STRUCTURE NO. 050-0255

SHEET NO. S10 OF S35 SHEETS

F.A.
RT

SECTION
13000-3

COUNTY

TOTAL	
SHEET	

AL	SHE
TS	NO

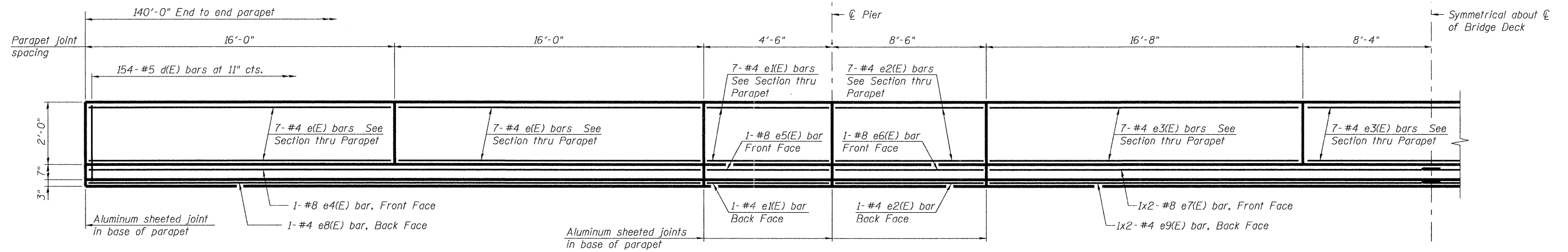
LASALLE
CONTRACT

		CONTRACT
ILLINOIS	FED. AID PROJECT	

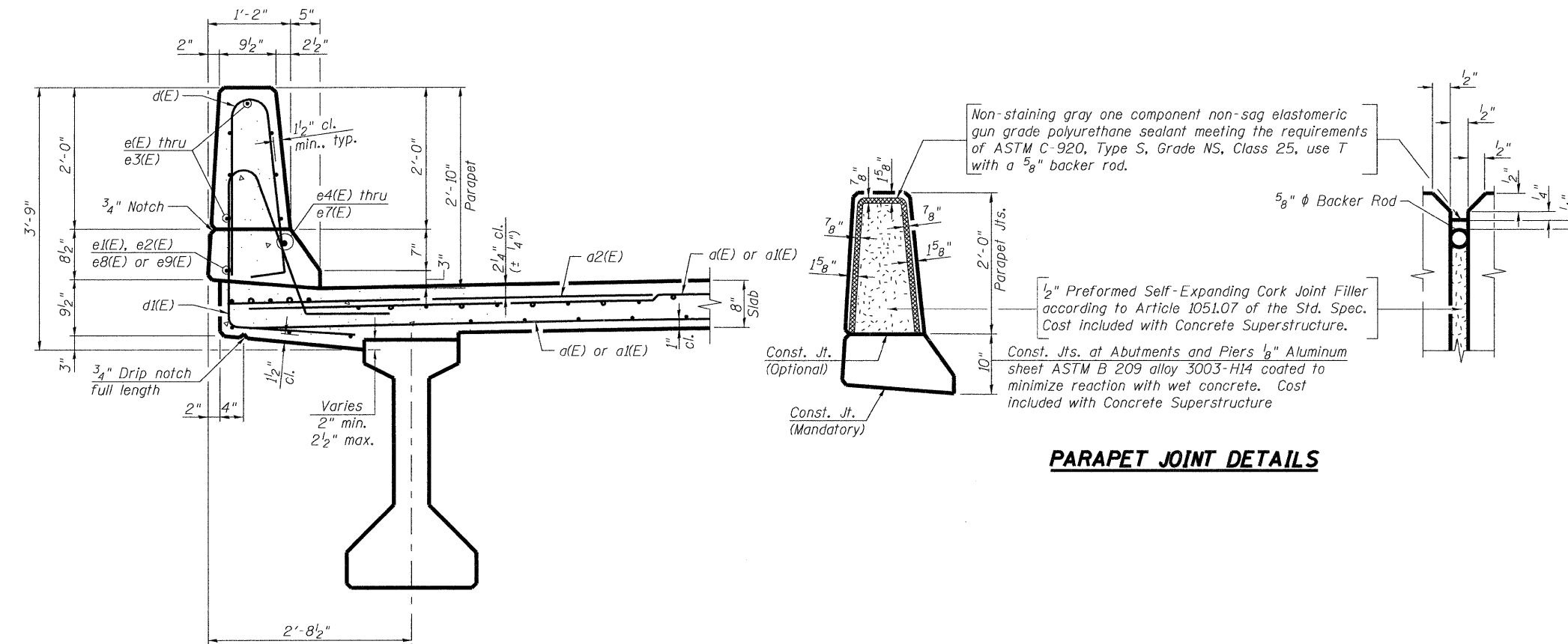
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INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS

**SUPERSTRUCTURE
BILL OF MATERIAL**

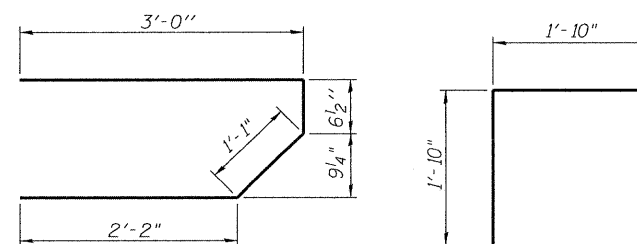
Bar	No.	Size	Length	Shape
a(E)	429	#5	18'-3"	—
a1(E)	429	#5	20'-3"	—
a2(E)	518	#6	6'-6"	—
b(E)	210	#5	30'-8"	—
b1(E)	78	#6	41'-0"	—
b2(E)	216	#5	26'-1"	—
d(E)	308	#5	5'-7"	—
d1(E)	308	#5	7'-2"	—
e(E)	56	#4	15'-8"	—
e1(E)	32	#4	4'-2"	—
e2(E)	32	#4	8'-2"	—
e3(E)	42	#4	16'-4"	—
e4(E)	4	#8	31'-8"	—
e5(E)	4	#8	4'-2"	—
e6(E)	4	#8	8'-2"	—
e7(E)	4	#8	27'-7"	—
e8(E)	4	#4	31'-8"	—
e9(E)	4	#4	26'-0"	—
m(E)	14	#6	18'-4"	—
m1(E)	36	#6	4'-7"	—
m2(E)	4	#6	1'-5"	—
m3(E)	14	#6	20'-4"	—
m4(E)	48	#4	5'-11"	—
m5(E)	12	#8	6'-0"	—
s(E)	72	#5	6'-10"	—
s1(E)	72	#4	10'-10"	—
s2(E)	60	#4	11'-0"	—
v(E)	84	#5	3'-8"	—
Reinforcement Bars, Epoxy Coated			Pound	49,260
Concrete Superstructure			Cu. Yd.	223.4
Bridge Deck Grooving			Sq. Yd.	529
Protective Coat			Sq. Yd.	679

Bars indicated thus 6x3-#5 etc. indicates 6 lines of bars with 3 lengths per line.

MINIMUM BAR LAP

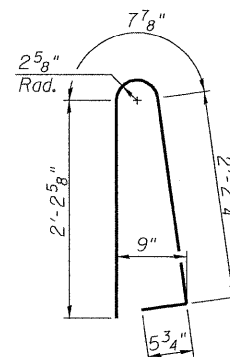
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

SECTION THRU PARAPET

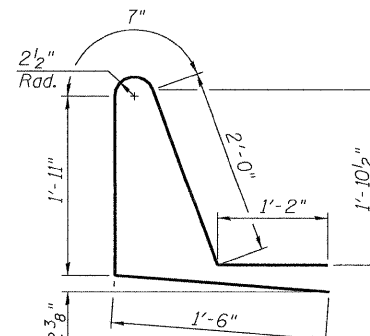


BAR s(E)

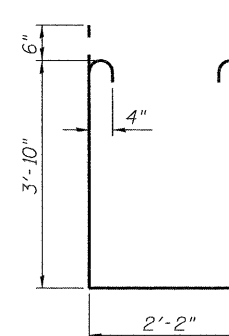
BAR v(E)



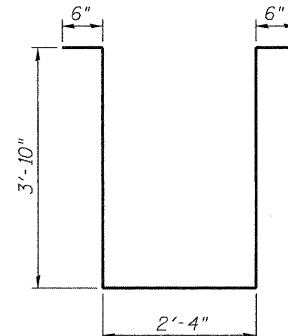
BAR d(E)



BAR d1(E)



BAR s1(E)

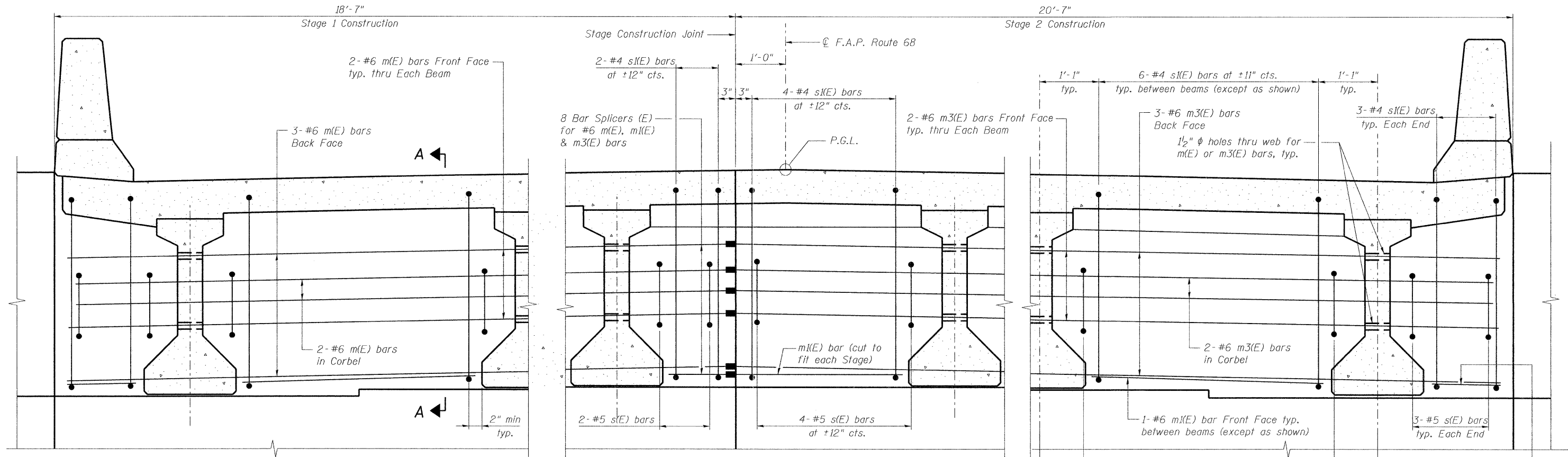


BAR s2(E)

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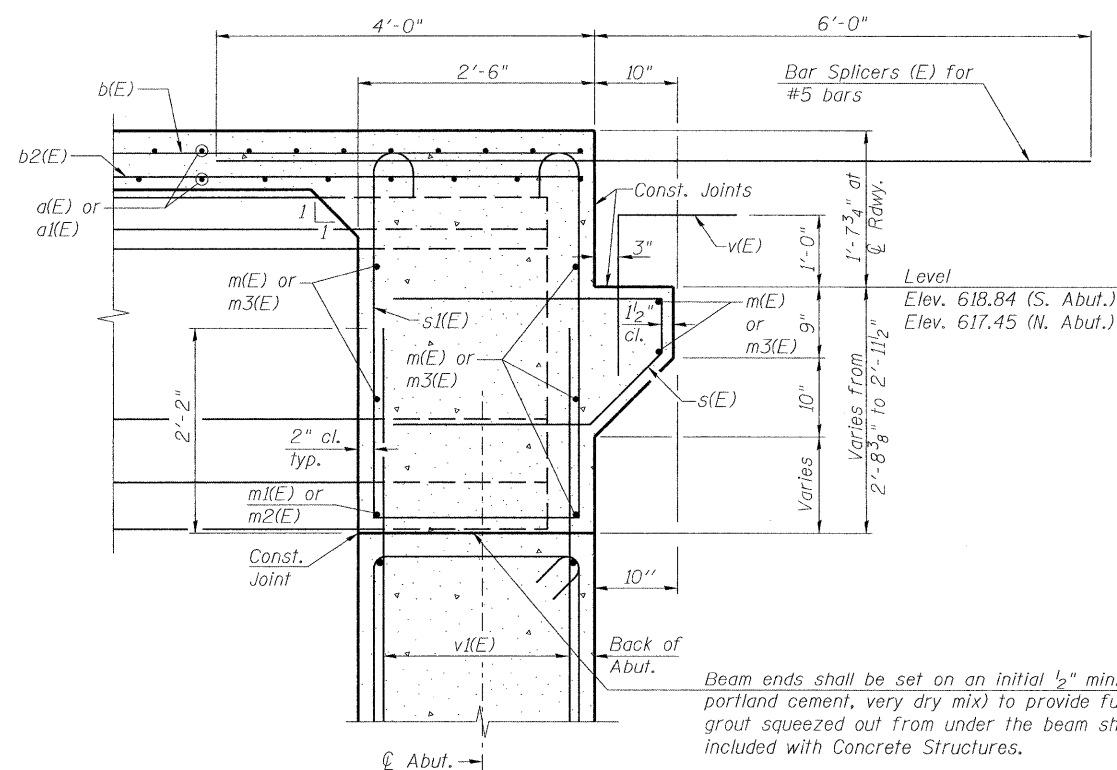
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	PLOT SCALE =	CHECKED - AJK	REVISD -								
	PLOT DATE = 11/07/2011	DRAWN - RMG	REVISD -								
		CHECKED - HMA	REVISD -								

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DIAPHRAGM ELEVATION AT ABUTMENT

(N. Abutment shown looking North)
(S. Abutment - Opposite Hand)



SECTION A-A

NOTES:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet S11 of S35.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet S11 of S35.
3. For details of bars s(E) & s1(E), see sheet S11 of S35.
4. For details of v(E) bars, see sheets S20 and S21 of S35.
5. For Bar Splicer Details, see sheet S25 of S35.

MINIMUM BAR LAP

#6 bar = 3'-4"



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FILE NAME =
0500225-66A20-012-abutdiaph.dgn

USER NAME = akeaschal1
DESIGNED - JLS
CHECKED - AJK
DRAWN - RMG
PLOT SCALE =
PLOT DATE = 10/20/2011
CHECKED - HMA
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 050-0255

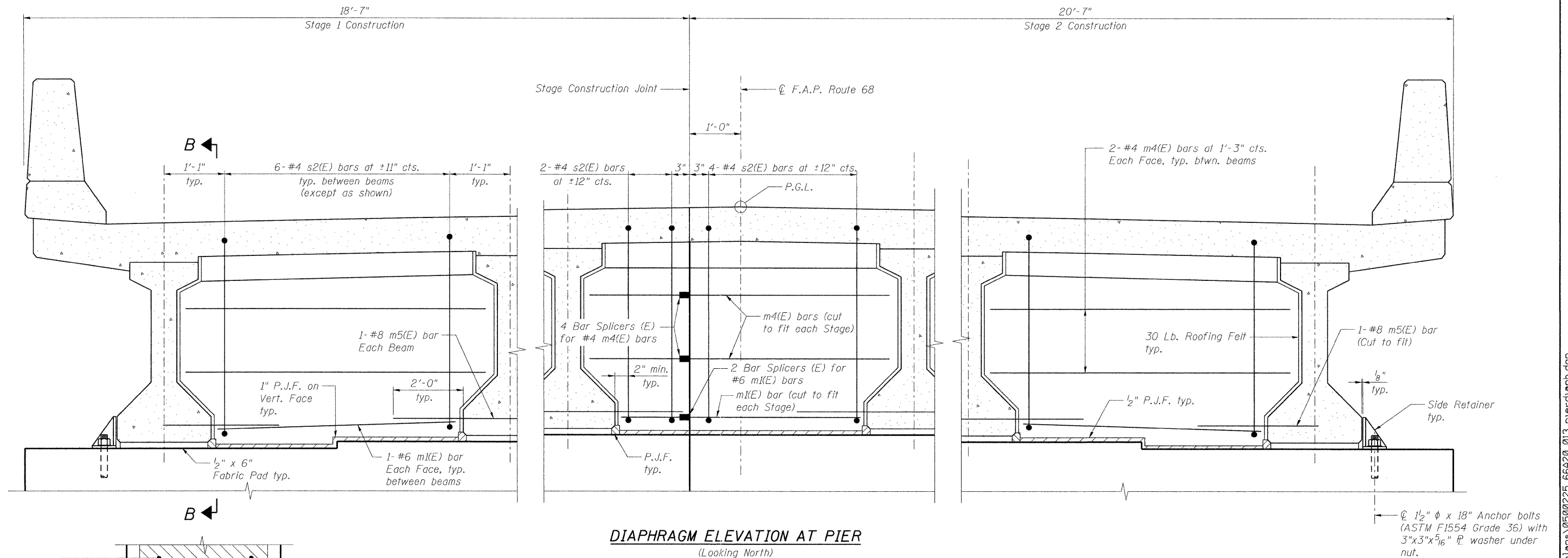
SHEET NO. S12 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

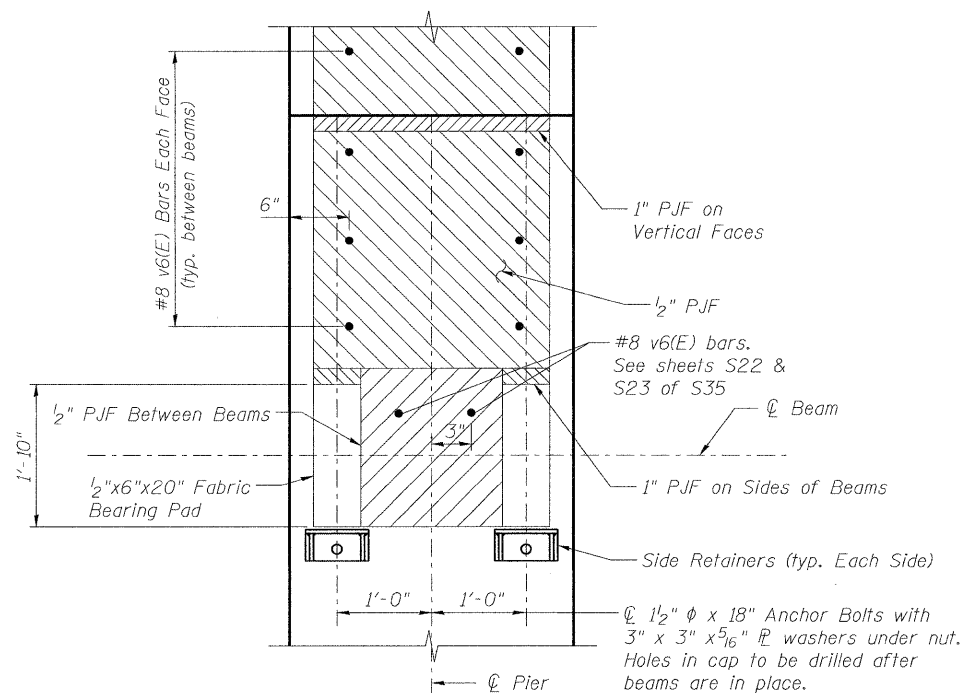
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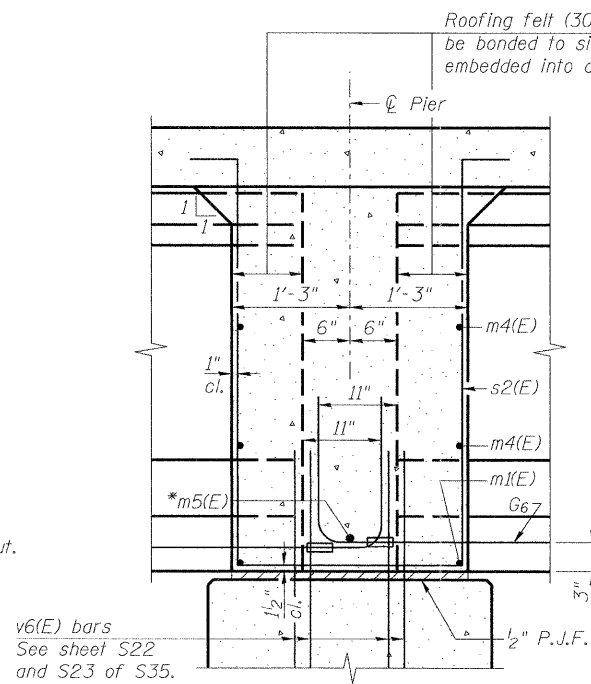
10/20/2011



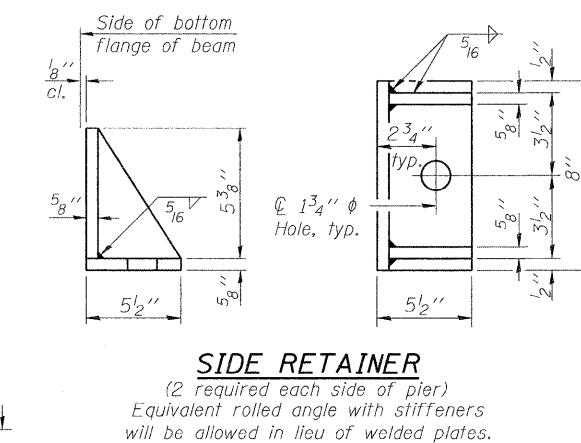
DIAPHRAGM ELEVATION AT PIER
(Looking North)



PLAN AT PIER
(Showing bearing pad and P.J.F. details)



SECTION B-B



NOTES:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet S11 of S35.
 2. Concrete in diaphragm is included with Concrete Superstructure on sheet S11 of S35.
 3. For details of s2(E) bar, see sheet S11 of S35.
 4. For details of v6(E) bars, see sheets S22 and S23 of S35.
 5. Cost of 30 Lb. roofing felt is included with Concrete Superstructure. The side retainer shall be galvanized after shop fabrication according to AASHTO M 111.
 6. Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
 7. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified.
- The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
8. Anchor bolts for side retainers to be installed in holes drilled after beams are in place.
 9. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 10. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
 11. For Bar Splicer Details, see sheet S25 of S35.

MINIMUM BAR LAP

#4 bar = 2'-3"
#6 bar = 3'-4"



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FILE NAME = 0508225-66A20-013-pierdiaph.dgn

USER NAME = okeaschall
DESIGNED - JLS
CHECKED - AJK
DRAWN - RMG
PLOT SCALE =
PLOT DATE = 10/20/2011
CHECKED - HMA

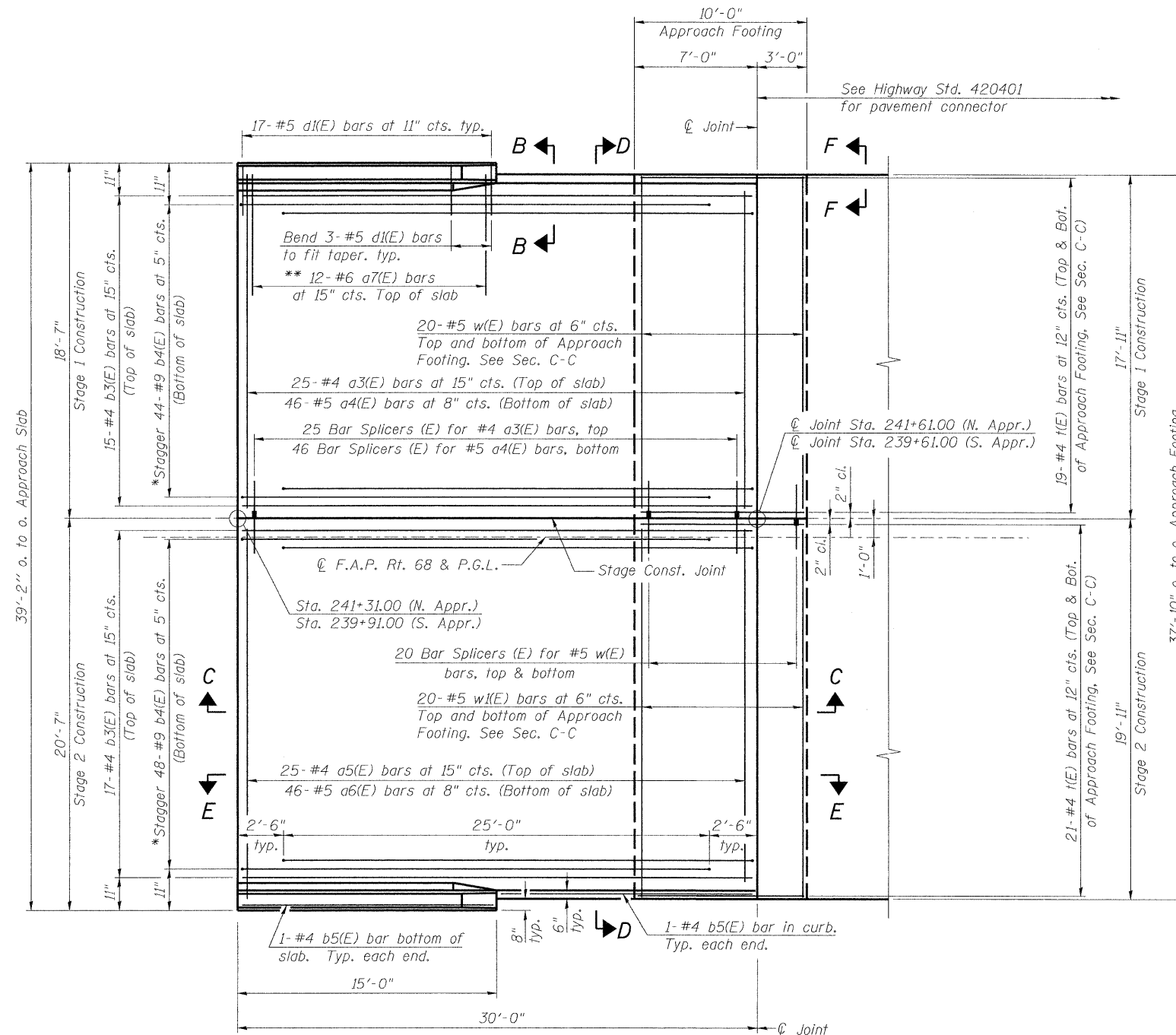
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DRAWN - RMG
CHECKED - HMA
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DIAPHRAGM DETAILS
STRUCTURE NO. 050-0255

SHEET NO. S13 OF S35 SHEETS

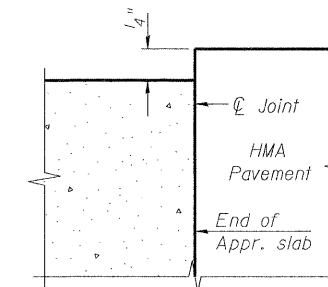
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68	(3)BR-3	LASALLE	61	26
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				



PLAN

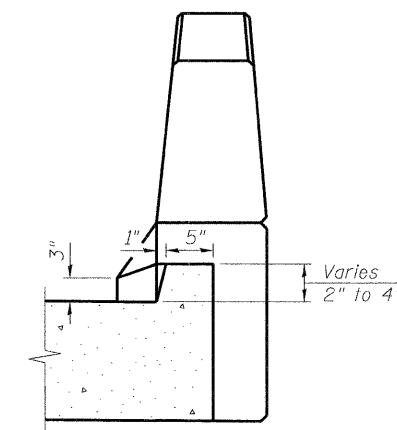
(North Approach shown, South Approach - Opp. Hand)

* Tilt #9 b4(E) bars as required to maintain clearance.
 ** Space between a3(E) or a5(E) bars, typ. ea. parapet.

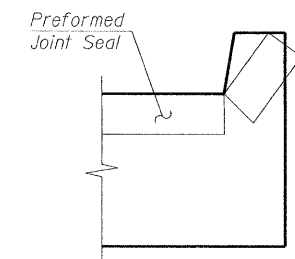


FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B



VIEW F-F

Angle Preformed Joint Seal at 45°
 at curbs when req'd for drainage.

NOTE:

See sheet S15 of S35 for Sections C-C & D-D and View E-E.
 a3(E), a4(E), a5(E) and a6(E) bar spacings measured along ϕ Rdwy.



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FILE NAME =
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USER NAME = akaschall
 PLOT SCALE =
 PLOT DATE = 10/20/2011

DESIGNED - JLS	REVISED -
CHECKED - AJK	REVISED -
DRAWN - RMG	REVISED -
CHECKED - HMA	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS (1 OF 2)
 STRUCTURE NO. 050-0255**

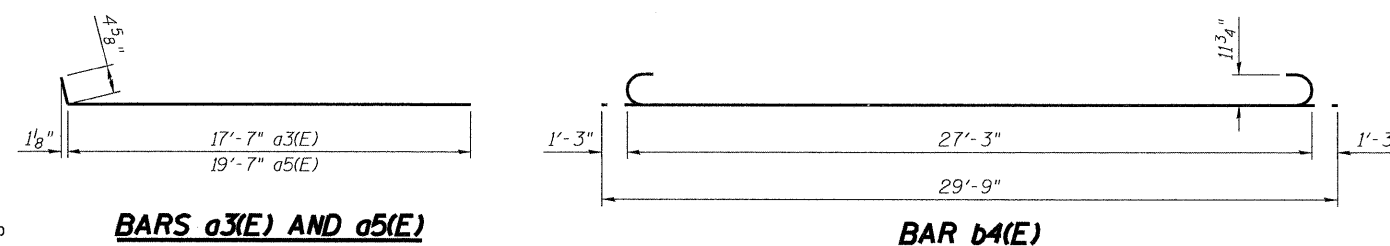
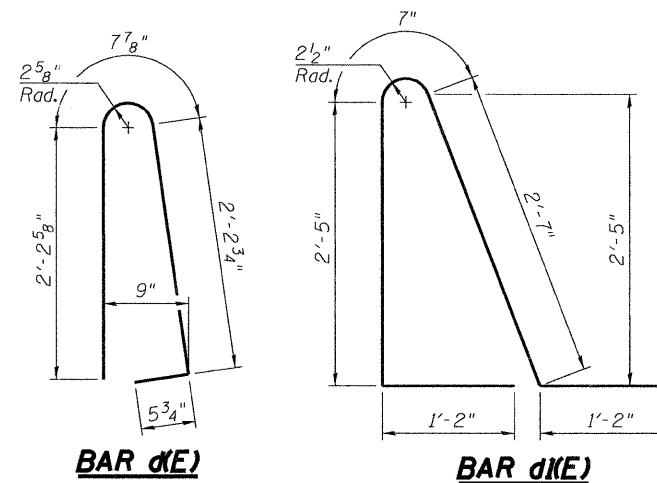
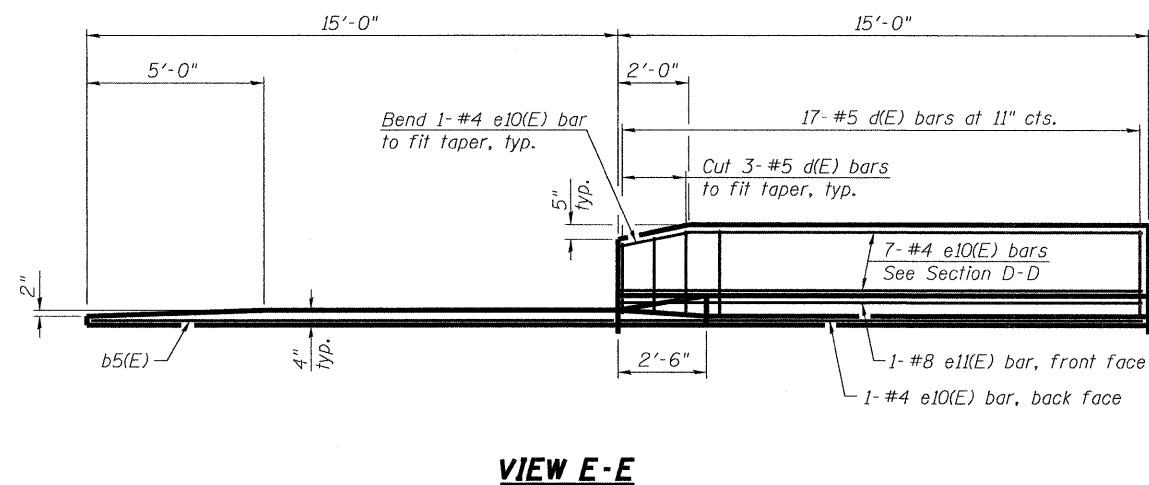
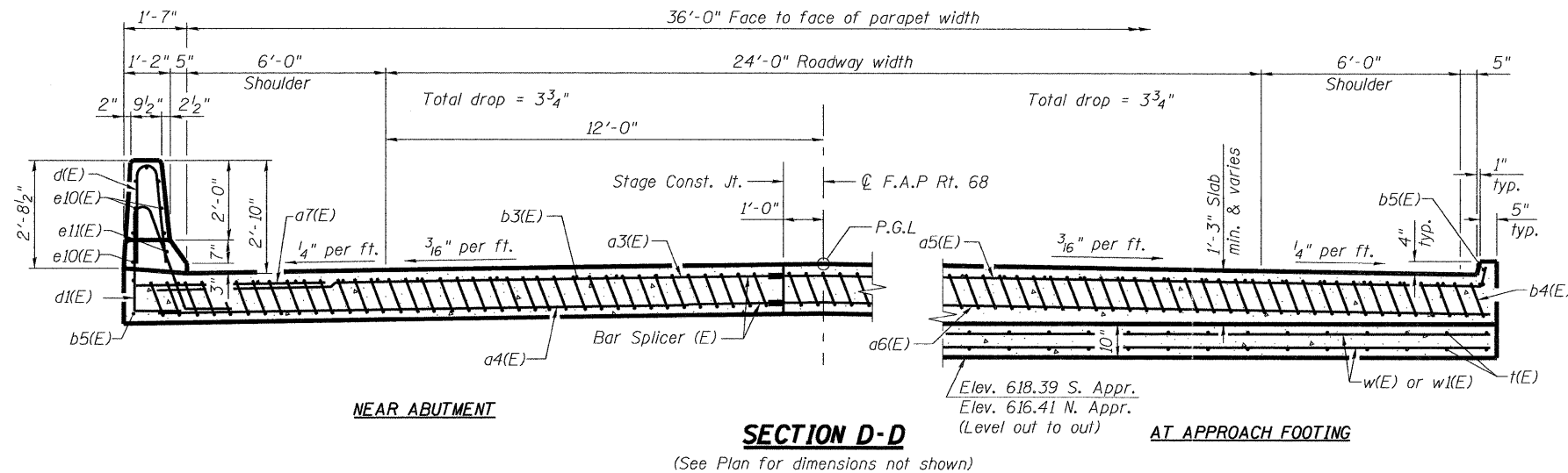
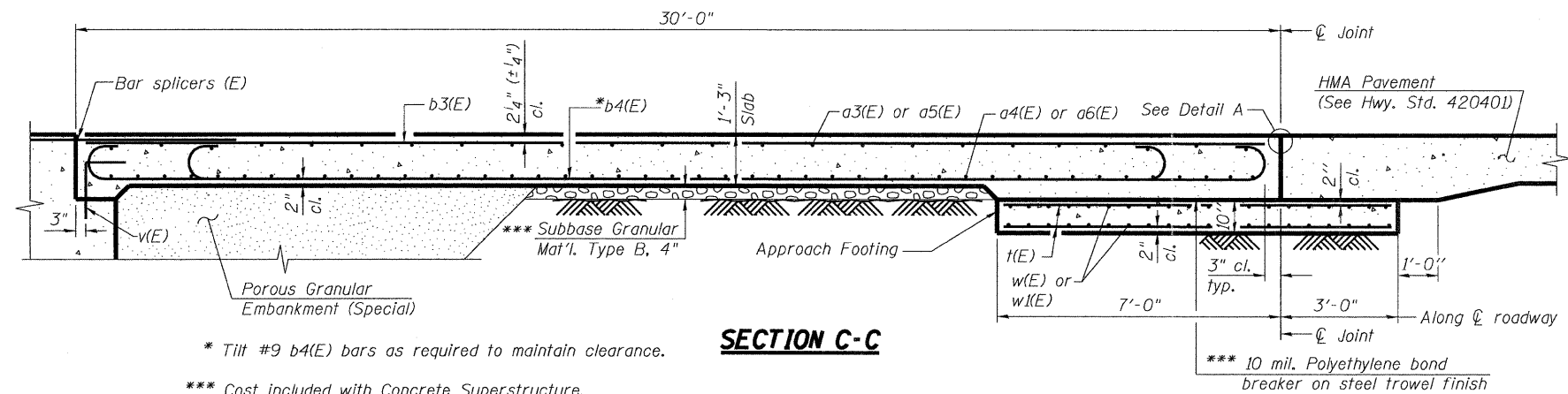
SHEET NO. S14 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

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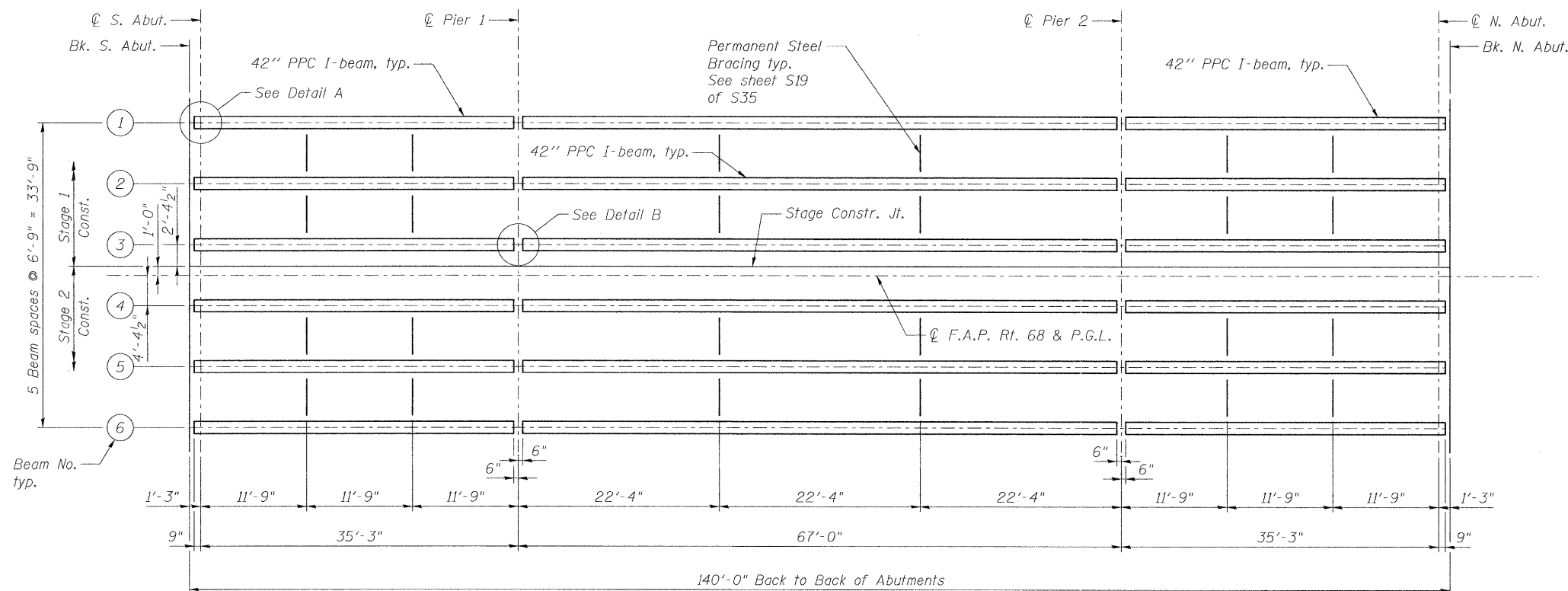
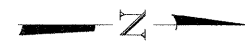
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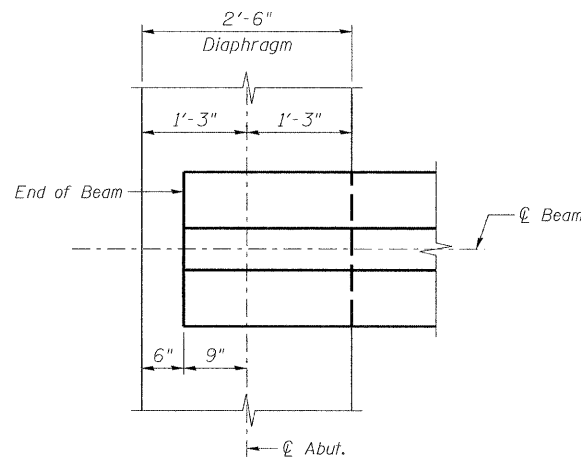
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a3(E)	50	#4	18'-0"	
a4(E)	92	#5	17'-9"	
a5(E)	50	#4	20'-0"	
a6(E)	92	#5	19'-9"	
a7(E)	48	#6	6'-6"	
b3(E)	64	#4	29'-8"	
b4(E)	184	#9	29'-9"	
b5(E)	8	#4	14'-8"	
d(E)	68	#5	5'-7"	
d1(E)	68	#5	7'-11"	
e10(E)	32	#4	14'-8"	
e11(E)	4	#8	14'-8"	
f(E)	160	#4	9'-8"	
w(E)	80	#5	17'-7"	
w1(E)	80	#5	19'-7"	
Concrete Superstructure			Cu. Yd.	119.9
Concrete Structures			Cu. Yd.	23.4
Reinforcement Bars, Epoxy Coated			Pound	30,870
Bridge Deck Grooving			Sq. Yd.	231
Protective Coat			Sq. Yd.	274

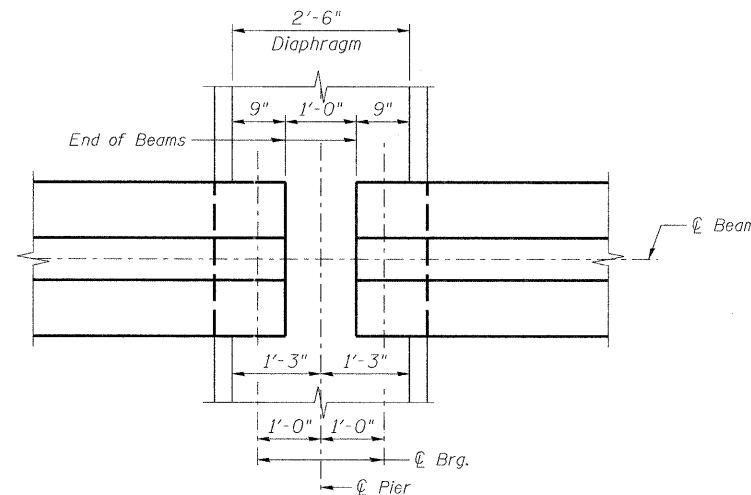
- NOTES:**
1. See sheet S14 of S35 for Detail A and View B-B.
 2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 3. Approach footing concrete shall be paid for as Concrete Structures.
 4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 5. For v(E) bar details, see sheets S11 and S12 of S35.
 6. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 7. For bar splicer details, see sheet S25 of S35.
 8. Cost of excavation for approach footing included with Concrete Structures.
 9. For Porous Granular Embankment (Special) and drainage treatment details, see sheet S2 of S35.
 10. For additional parapet details, see sheet S11 of S35.



PLAN



DETAIL A



DETAIL B

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I	(in ⁴)	90,955	-	90,955
I'	(in ⁴)	301,142	-	301,142
S _b	(in ³)	5,153	-	5,153
S _b '	(in ³)	9,150	-	9,150
S _t	(in ³)	3,735	-	3,735
S _t '	(in ³)	33,129	-	33,129
DC1	(k/')	1.17	-	1.17
M _{DC1}	('k)	167	-	625
DC2	(k/')	0.15	0.15	0.15
M _{DC2}	('k)	5	43	36
DW	(k/')	0.30	0.30	0.30
M _{DW}	('k)	10	87	73
M _{L + IM}	('k)	401	552	544

INTERIOR BEAM REACTION TABLE				
		Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R _{DC1}	(k)	20.3	20.3	38.4
* R _{DC2}	(k)	1.4	4.6	4.6
* R _{DW}	(k)	2.9	9.1	9.1
* R _{L + IM}	(k)	60.5	62.9	62.9
R _{Total}	(k)	85.1	96.9	115.0

* The total R_{DC2}, R_{DW} and R_{L + IM} are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.

I: Non-composite moment of inertia of beam section (in⁴).
I': Composite moment of inertia of beam section (in⁴).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
S_b': Composite section modulus for the bottom fiber of the prestressed beam (in³).
S_t: Non-composite section modulus for the top fiber of the prestressed beam (in³).
S_t': Composite section modulus for the top fiber of the prestressed beam (in³).
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.).
M_{L + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).



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FILE NAME =
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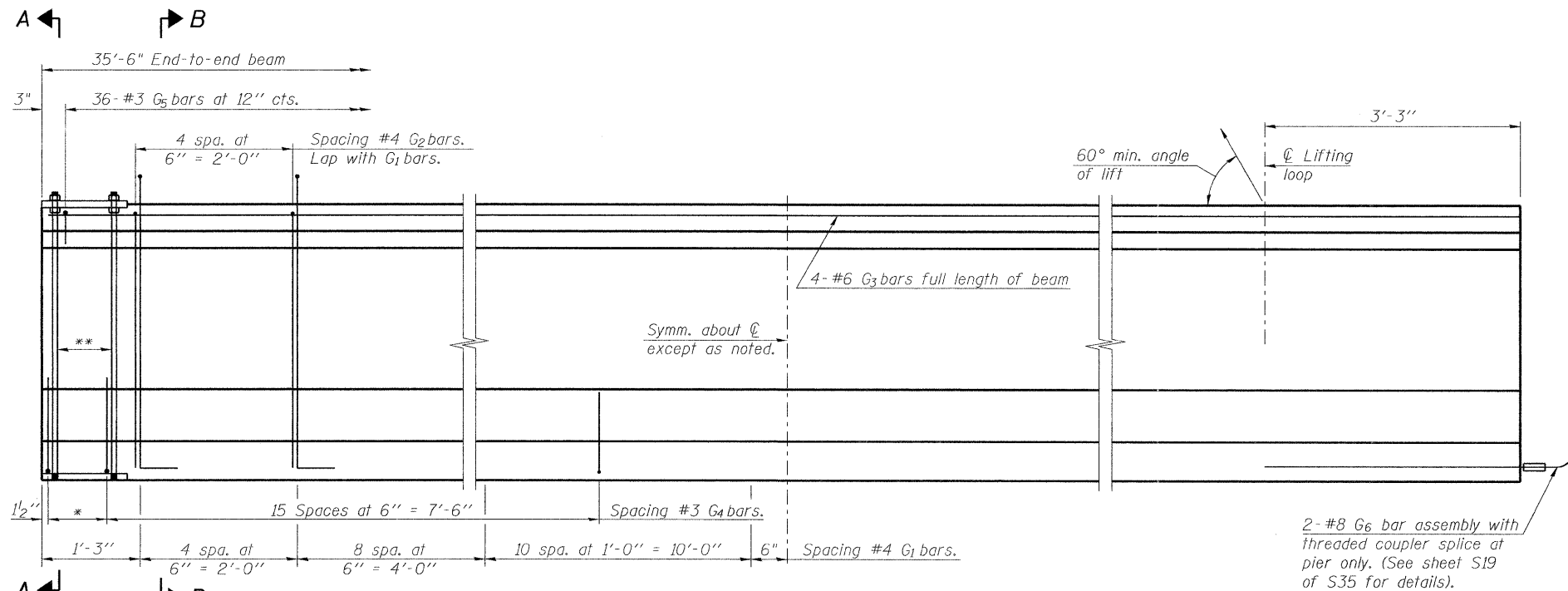
DESIGNED - JLS	REVISED -
CHECKED - AJK	REVISED -
DRAWN - RMG	REVISED -
CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 050-0255

SHEET NO. S16 OF S35 SHEETS

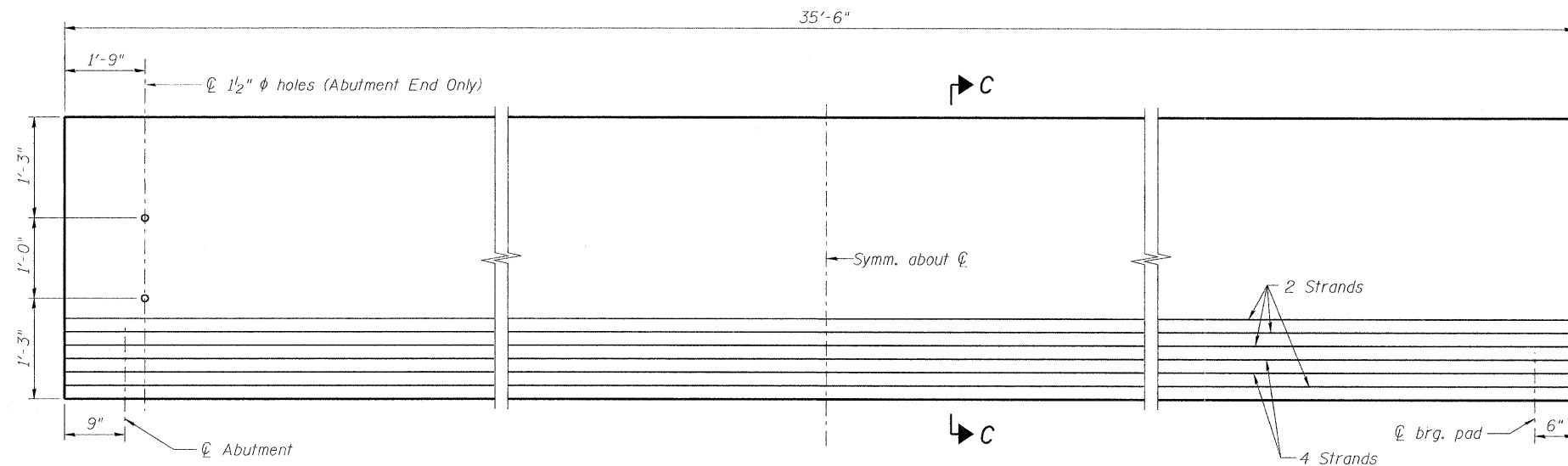
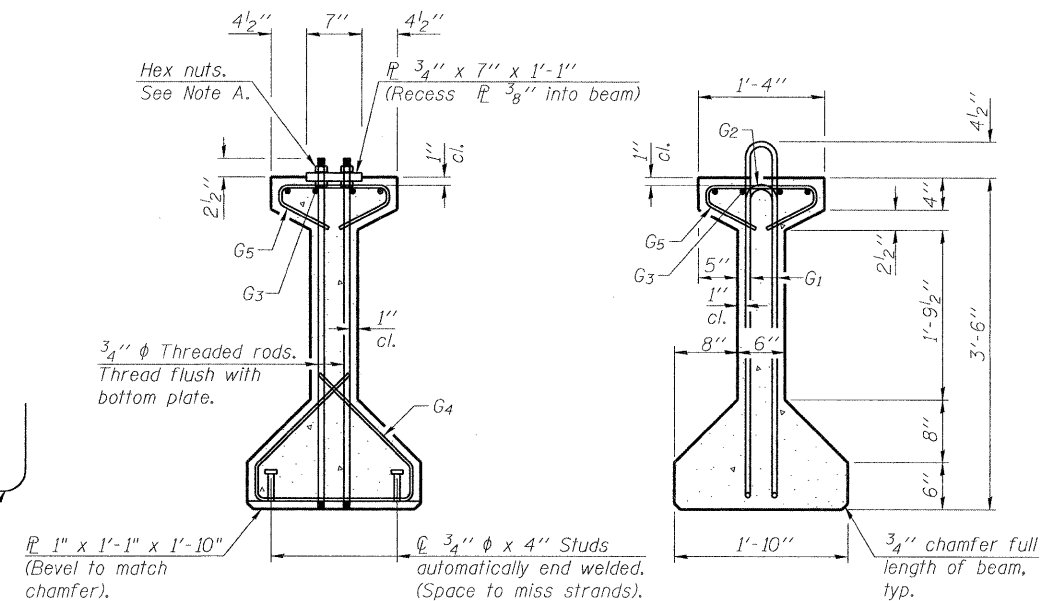
F.A.P. RTE. 68	SECTION (3)BR-3	COUNTY LASALLE	TOTAL SHEETS 63	SHEET NO. 29
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

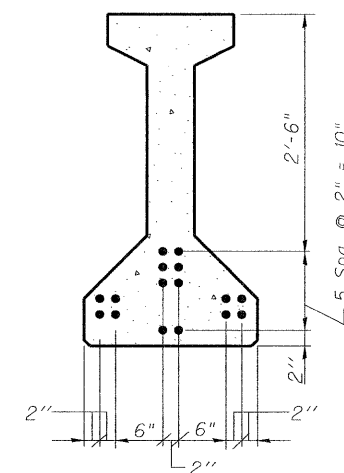
*3 spaces at 3" = 9".
**4-3/4" ϕ threaded dowel rods at 3" cts., Each Face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)
(Span 1 shown, Span 3 opposite hand)

NOTE:
For locations of 1" I.D. holes for permanent bracing, see sheets S16 and S19 of S35.

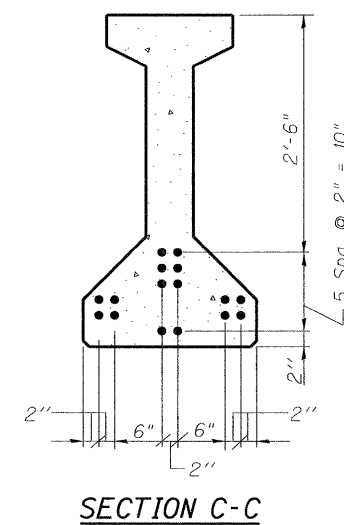
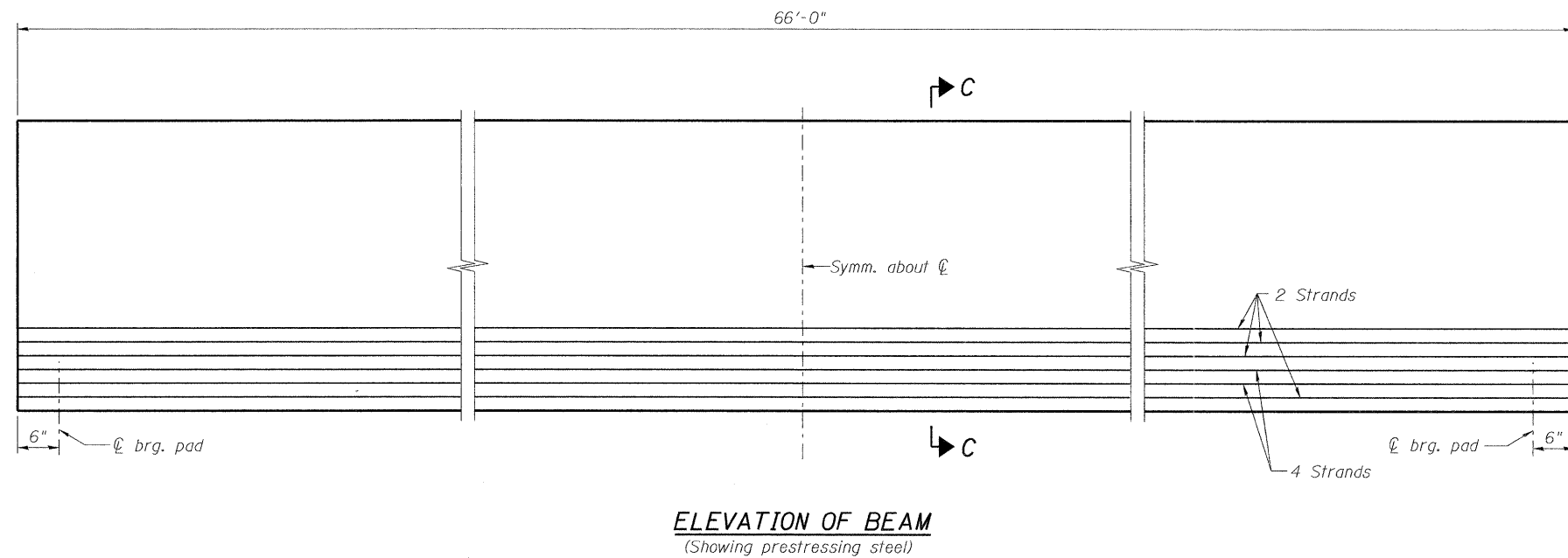
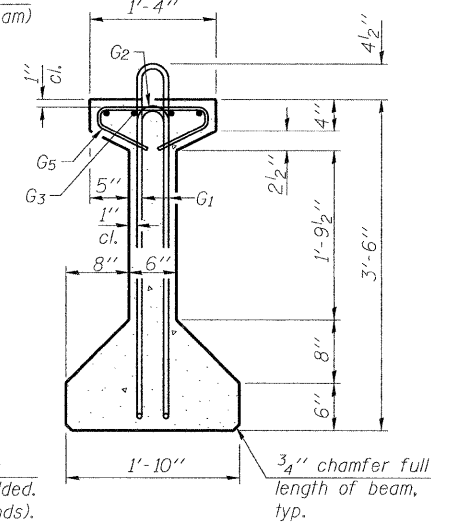
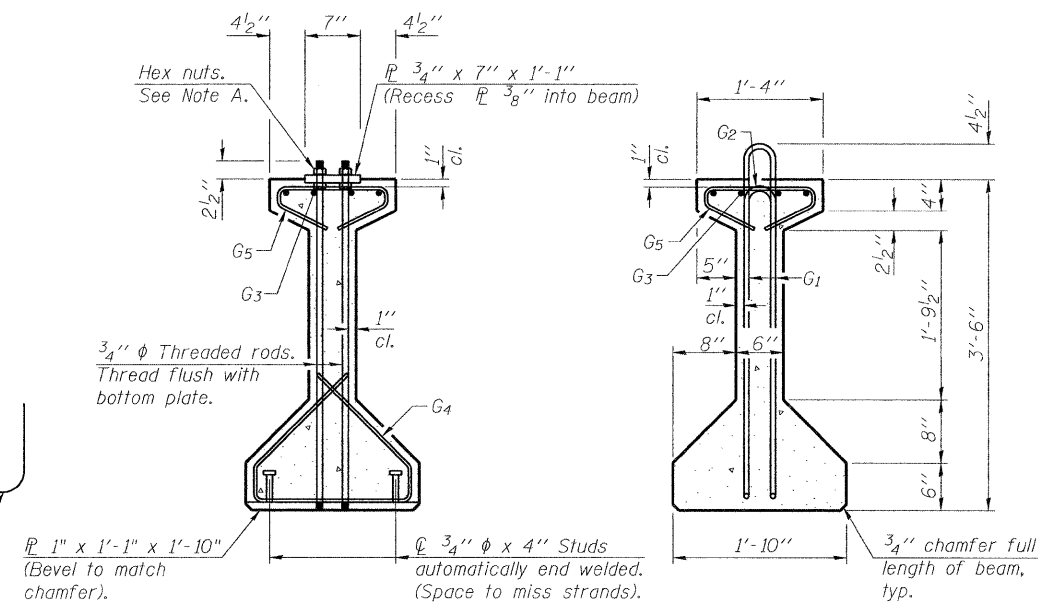
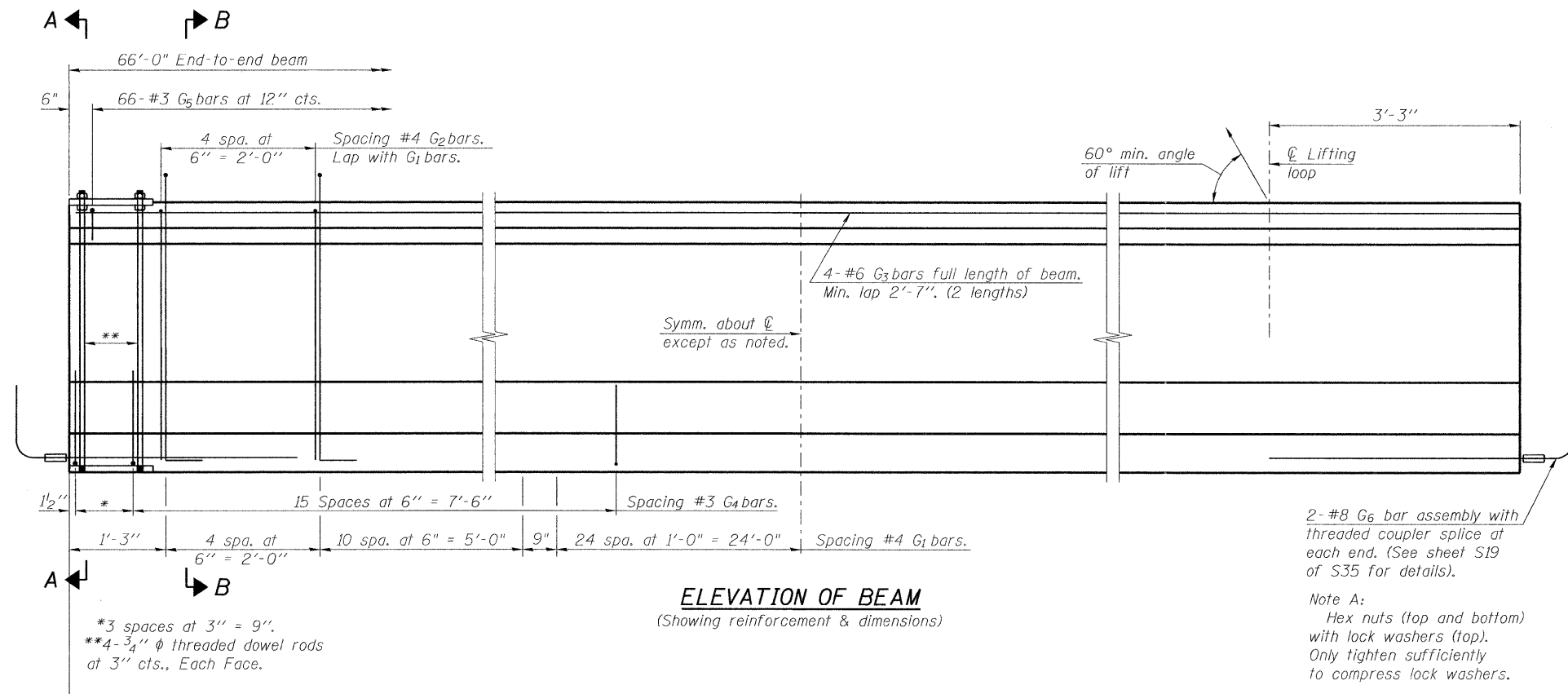


*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	46	#4	8'-5"	⌈
G ₂	10	#4	6'-8"	⌈
G ₃	4	#6	35'-2"	⌈
G ₄	38	#3	4'-11"	⌈
G ₅	36	#3	2'-6"	⌈
G ₆	2	#8	6'-6"	⌈

***For information only

Notes:
See sheet S19 of S35 for additional details and Bill of Material.
Required release strength, f'_{ci} , shall be 5,000 psi.
Required final strength, f'_c , shall be 6,000 psi.



***BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G_1	79	#4	8'-5"	
G_2	10	#4	6'-8"	
G_3	8	#6	34'-2"	
G_4	38	#3	4'-11"	
G_5	66	#3	2'-6"	
G_6	4	#8	6'-6"	

***For information only

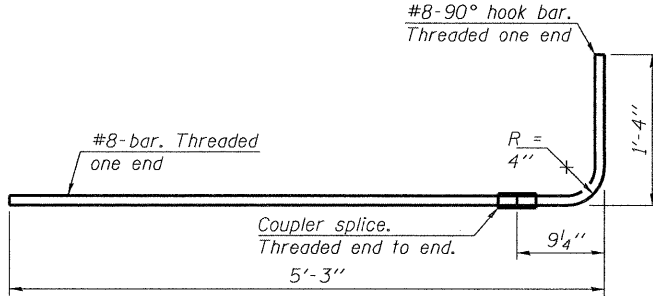
Notes:
See sheet S19 of S35 for additional details and Bill of Material.
Required release strength, f'_{ci} , shall be 5,000 psi.
Required final strength, f'_c , shall be 6,000 psi.

NOTE:

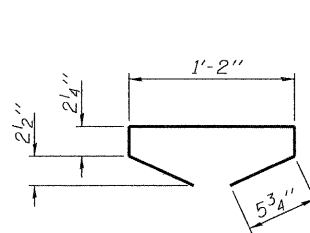
For locations of 1" I.D. holes for permanent bracing,
see sheets S16 and S19 of S35.

NOTES:

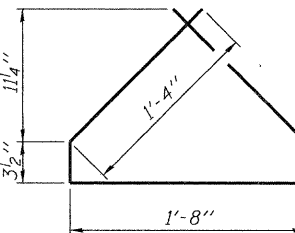
1. Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
3. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
4. A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
5. Tilt G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.
6. The top and bottom plates shall be AASHTO M270 Grade 50.
7. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.
8. Threaded rods shall be ASTM F 1554 Grade 55.
9. The G_6 bar assembly shall be capable of developing 125 percent of the yield strength of the grade 60 reinforcement bar components. The assembly shall allow completion of the splice without turning of the hook bar. The hook bar shall be threaded such that the entire coupler can be threaded onto the hook bar.
10. Beams requiring G_6 bar assemblies shall not be released from the fabricator until they have attained 45 days of age or older.



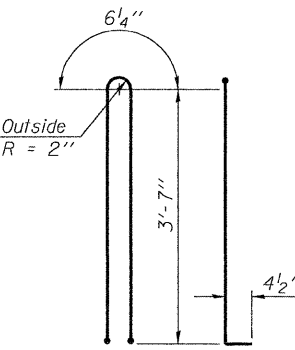
G6 BAR ASSEMBLY



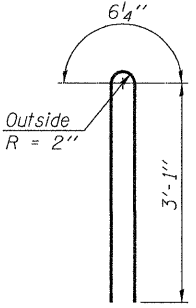
BAR G5



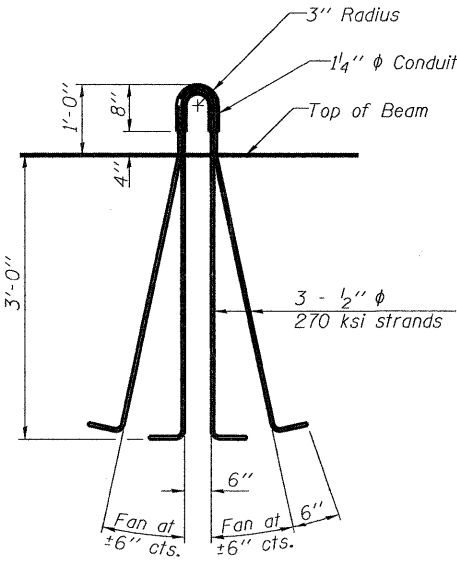
BAR G4



BAR G1



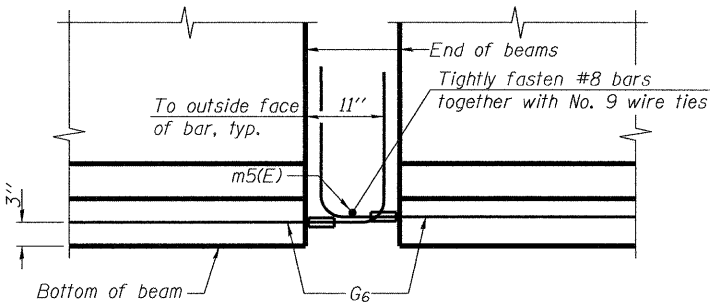
BAR G2



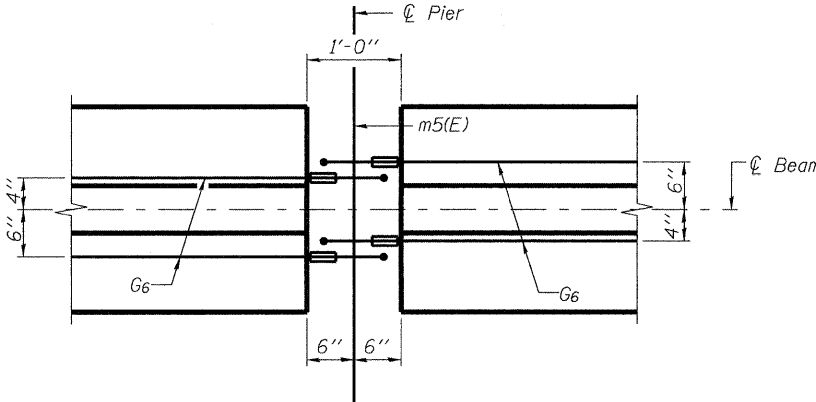
LIFTING LOOP DETAIL

BILL OF MATERIAL

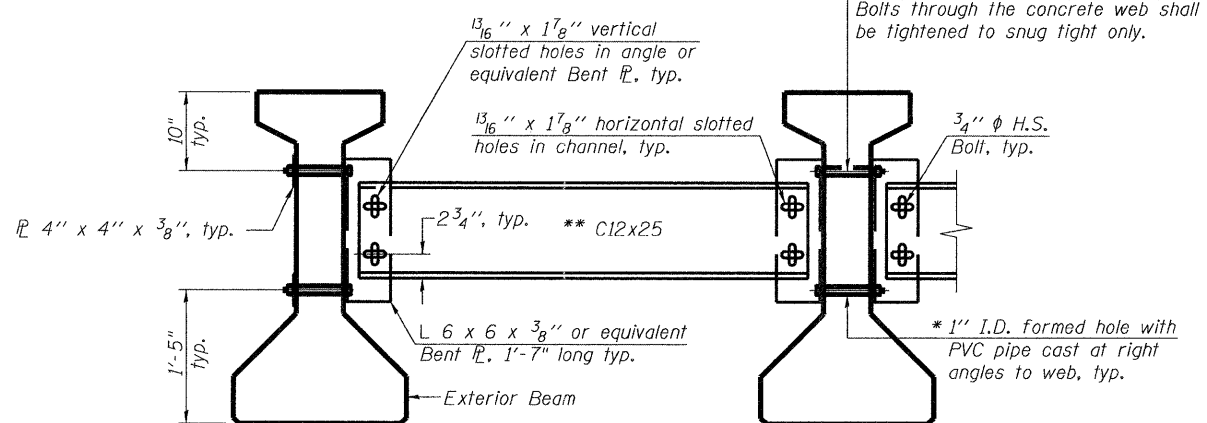
Item	Unit	TOTAL
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Foot	822



ELEVATION OF BEAM AT PIER

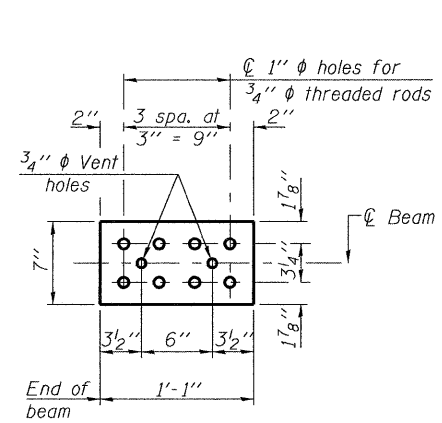


PLAN OF BEAM AT PIER

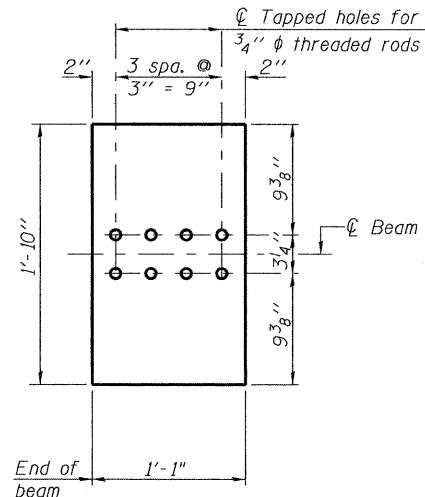


PERMANENT BRACING DETAILS FOR 42" PPC I-BEAMS

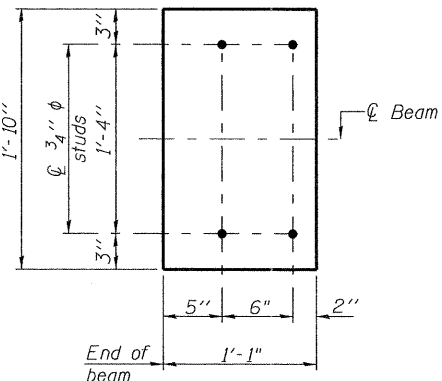
Notes:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be $\frac{5}{16}$ " ϕ unless otherwise noted.
 $\frac{5}{16}$ " x $3\frac{1}{2}$ " x $3\frac{1}{2}$ " plate washers are required over all slotted holes.
All bolts shall be galvanized according to AASHTO M232.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42".



TOP PLATE



BOTTOM PLATE (Showing threaded rods)



BOTTOM PLATE (Showing studs)

See bearing details for pintle hole locations when required.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

PI-4-42D

1-28-11

FILE NAME =	USER NAME = jnurber	DESIGNED - JLS	REVISED -
0500225.66A20.019.ppcbeamdet.dgn	PLOT SCALE =	CHECKED - AJK	REVISED -
	PLOT DATE = 11/07/2011	DRAWN - RMG	REVISED -
		CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

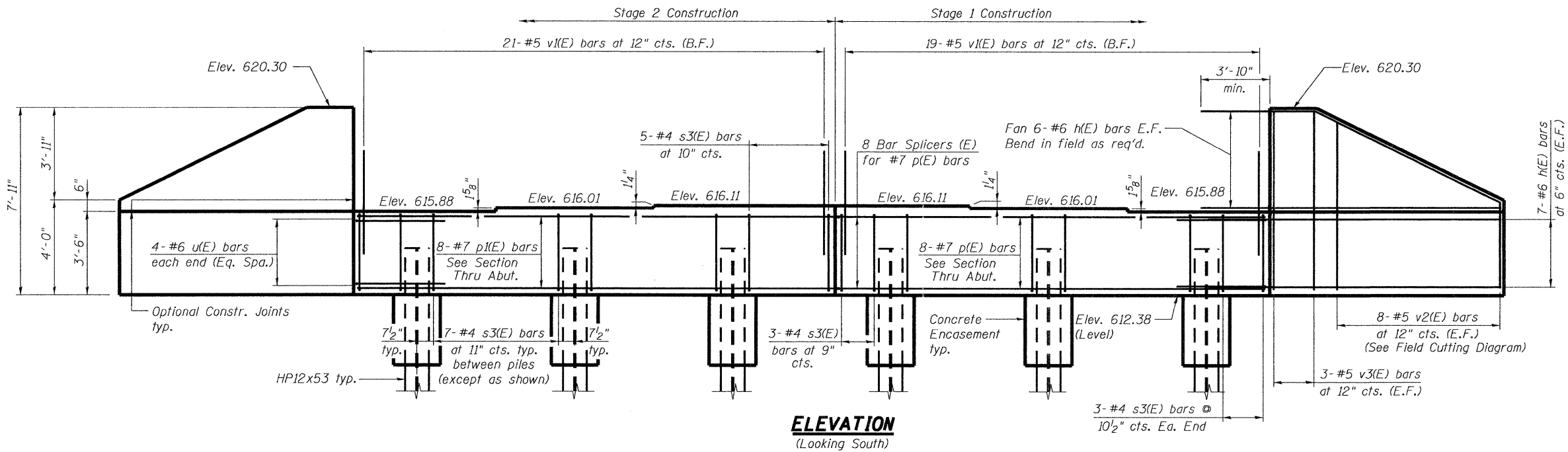
42" PPC I-BEAM DETAILS
STRUCTURE NO. 050-0255

SHEET NO. S19 OF S35 SHEETS

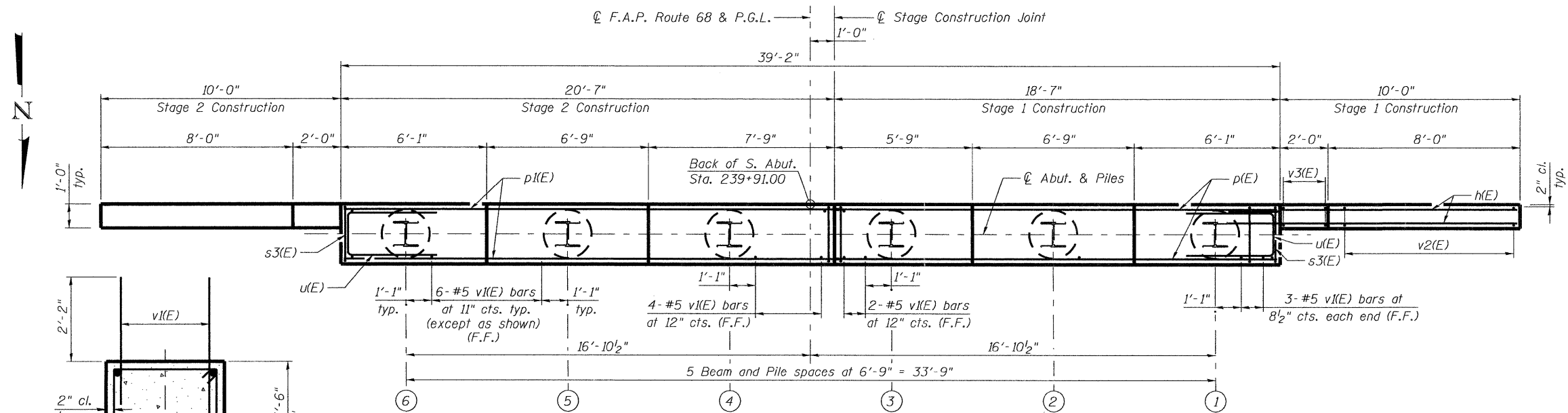
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	32
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL

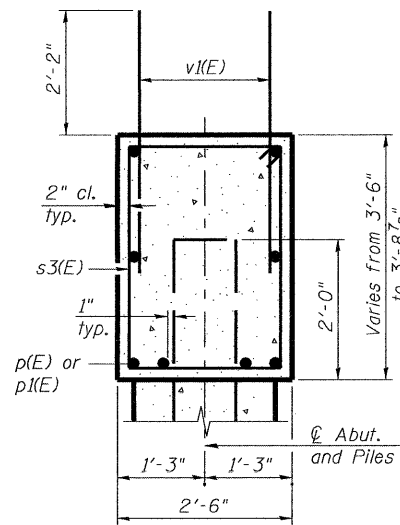
Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-8"	—
p(E)	8	#7	18'-5"	—
p1(E)	8	#7	20'-5"	—
s3(E)	42	#4	11'-5"	□
u(E)	8	#6	9'-9"	—
v1(E)	76	#5	4'-4"	—
v2(E)	16	#5	10'-9"	—
v3(E)	12	#5	7'-6"	—
Concrete Structures			Cu. Yd.	17.9
Reinforcement Bars, Epoxy Coated			Pound	2,850
Furnishing Steel Piles, HP12x53			Foot	245
Driving Piles			Foot	245
Test Pile Steel, HP12x53			Each	1
Pile Shoes			Each	6
Concrete Encasement			Cu. Yd.	2.2



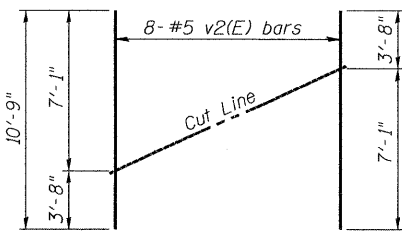
ELEVATION
(Looking South)



PLAN

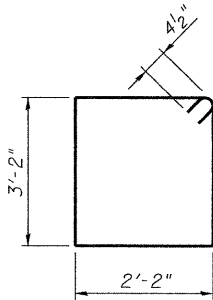


SECTION THRU ABUT.

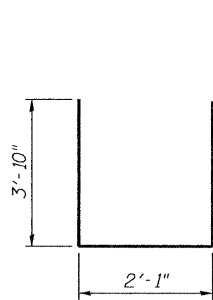


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s3(E)



BAR u(E)

PILE DATA

Type: HP12x53 with pile shoes
Nominal Required Bearing: 263 kips
Factored Resistance Available: 145 kips
Est. Length: 49 feet
No. Production Piles: 5
No. Test Piles: 1

NOTES:

1. Pour steps monolithically with cap.
2. Piles shall be driven through 24" diameter precored holes extending to elevation 602.38 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
3. The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.
4. E.F. denotes Each Face, F.F. denotes Front Face and B.F. denotes Back Face.
5. For details of Bar Splicers, see sheet S25 of S35.
6. For details of piles and concrete encasement, see sheet S24 of S35.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

FILE NAME = 0500225.66A20.020_sabutdet.dgn

USER NAME = jaurber
PLOT SCALE =
PLOT DATE = 11/07/2011

DESIGNED - JLS
CHECKED - AJK
DRAWN - RMG
CHECKED - HMA

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 050-0255

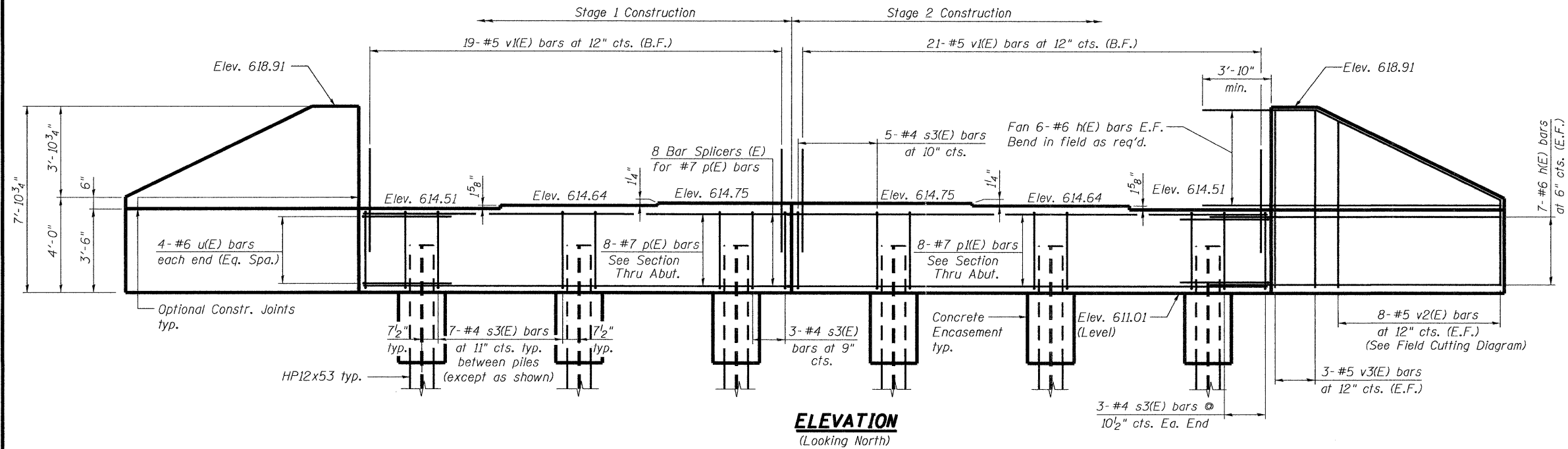
SHEET NO. S20 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	33
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

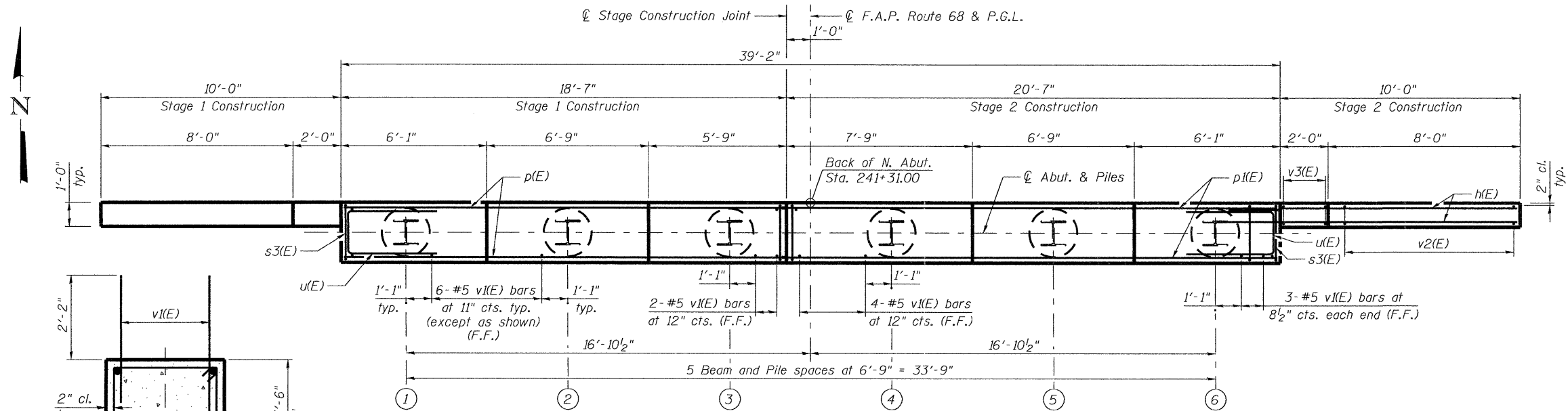
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BILL OF MATERIAL

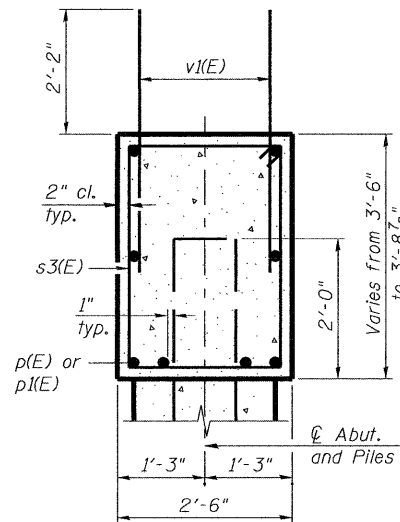
Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-8"	
p(E)	8	#7	18'-5"	
p(E)	8	#7	20'-5"	
s3(E)	42	#4	11'-5"	
u(E)	8	#6	9'-9"	
v1(E)	76	#5	4'-4"	
v2(E)	16	#5	10'-9"	
v3(E)	12	#5	7'-6"	
Structure Excavation				
Concrete Structures	Cu. Yd.		195	
Reinforcement Bars, Epoxy Coated	Pound		2,850	
Furnishing Steel Piles, HP12x53	Foot		240	
Driving Piles	Foot		240	
Test Pile Steel, HP12x53	Each		1	
Pile Shoes	Each		6	
Concrete Encasement	Cu. Yd.		2.2	



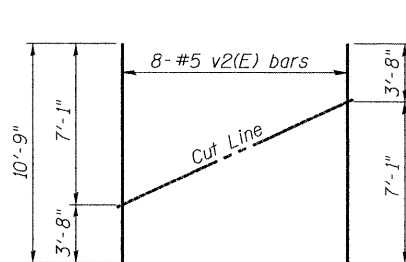
ELEVATION
(Looking North)



PLAN

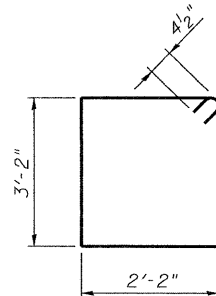


SECTION THRU ABUT.

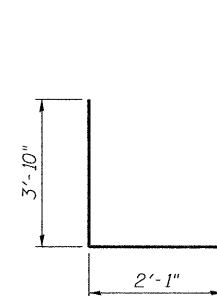


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s3(E)



BAR u(E)

PILE DATA

Type: HP12x53 with pile shoes
Nominal Required Bearing: 263 kips
Factored Resistance Available: 145 kips
Est. Length: 48 feet
No. Production Piles: 5
No. Test Piles: 1

NOTES:

- Four steps monolithically with cap.
- Piles shall be driven through 24" diameter precored holes extending to elevation 601.01 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
- The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.
- E.F. denotes Each Face, F.F. denotes Front Face and B.F. denotes Back Face.
- For details of Bar Splicers, see sheet S25 of S35.
- For details of piles and concrete encasement, see sheet S24 of S35.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

FILE NAME =	USER NAME = jaurber	DESIGNED - JLS	REVISED -
0500225.66A20.021.nabutdet.dgn	PLOT SCALE =	CHECKED - AJK	REVISED -
	PLOT DATE = 11/07/2011	DRAWN - RMG	REVISED -
		CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

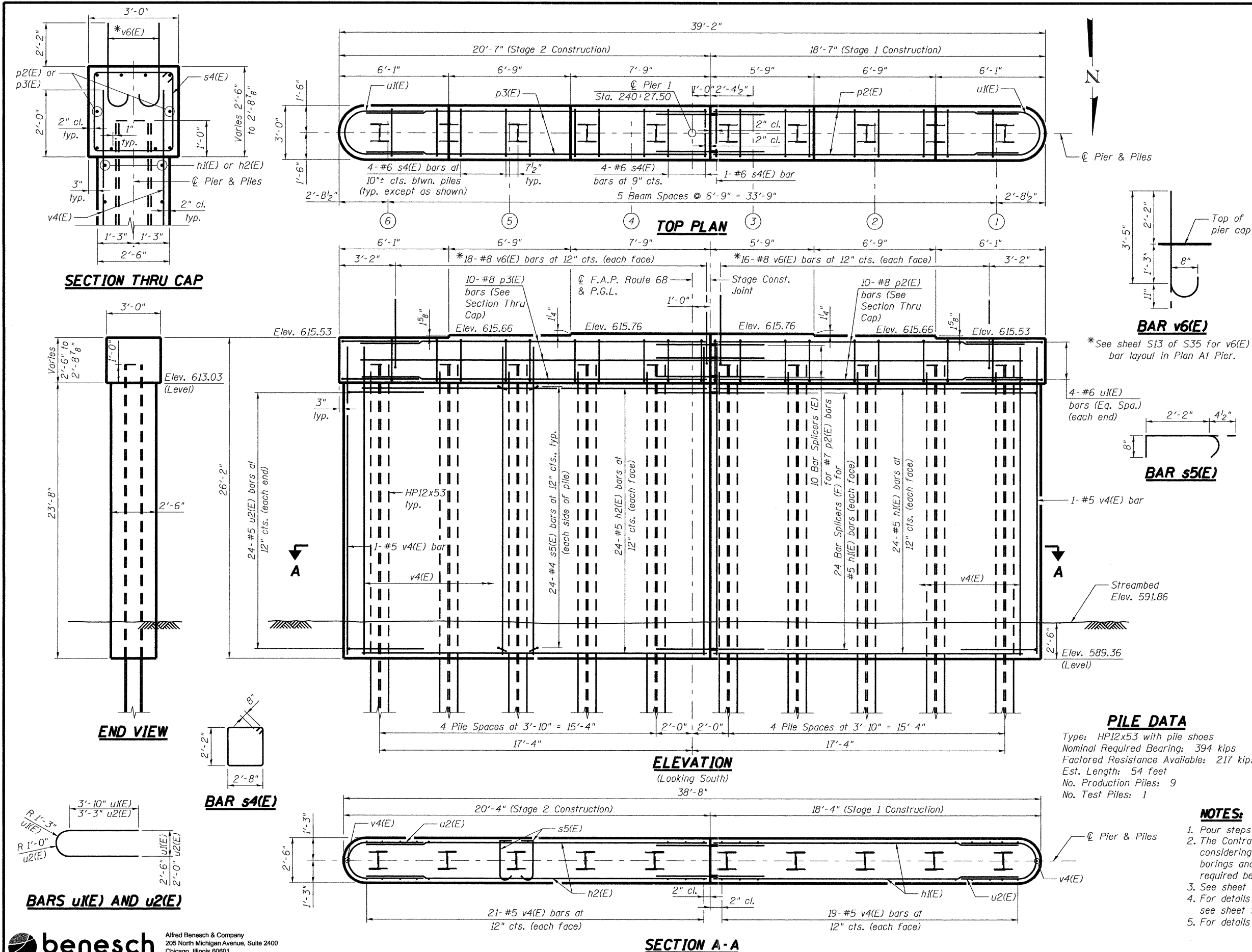
NORTH ABUTMENT DETAILS
STRUCTURE NO. 050-0255

SHEET NO. S21 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	34
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	48	#5	17'-4"	
h2(E)	48	#5	19'-4"	
p2(E)	10	#8	17'-4"	
p3(E)	10	#8	19'-4"	
s4(E)	37	#6	11'-0"	
s5(E)	480	#4	3'-2 1/2"	
u1(E)	8	#6	11'-7"	
u2(E)	48	#5	9'-8"	
v4(E)	82	#5	25'-6"	
v6(E)	68	#8	4'-4"	
Cofferdam Excavation			Cu. Yd.	27
Cofferdam (Type 1) (Location - 1)			Each	1
Concrete Structures			Cu. Yd.	94.8
Reinforcement Bars, Epoxy Coated			Pound	8,060
Furnishing Steel Piles, HP12x53			Foot	486
Driving Piles			Foot	486
Test Pile Steel, HP12x53			Each	1
Pile Shoes			Each	10

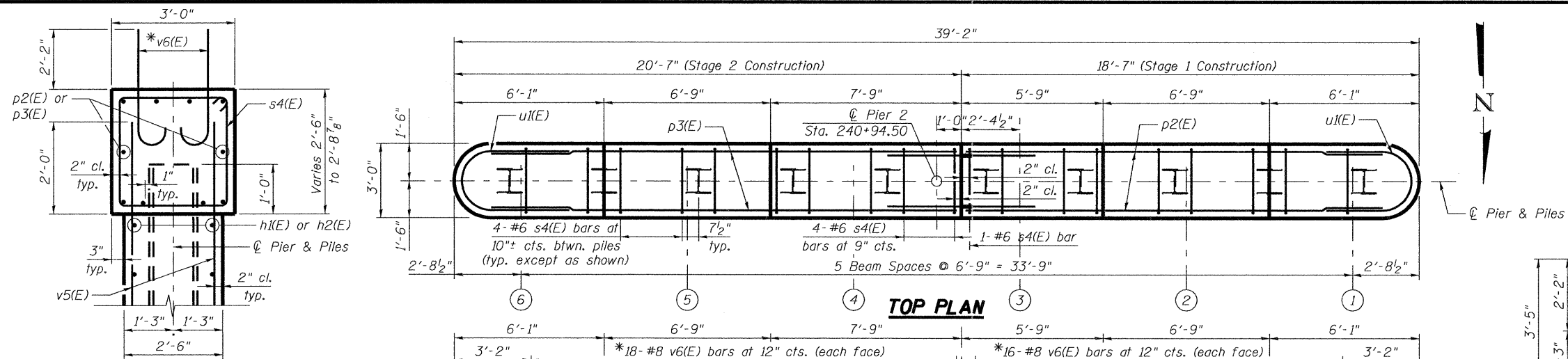


NOTES:

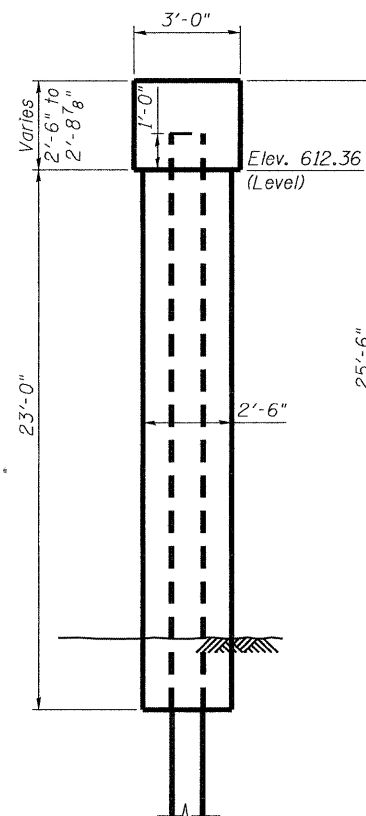
1. *Four steps monolithically with cap.*
2. *The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.*
3. *See sheet S13 of S35 for layout of v6(E) bars in plan view.*
4. *For details of piles and reinforcement of Concrete Encasement, see sheet S24 of S35.*
5. *For details of Bar Splicers, see sheet S25 of S35.*

BILL OF MATERIAL

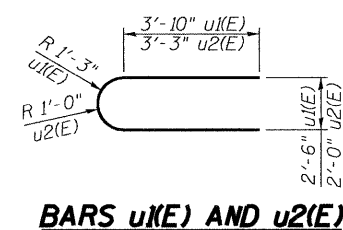
Bar	No.	Size	Length	Shape
h1(E)	48	#5	17'-4"	—
h2(E)	48	#5	19'-4"	—
p2(E)	10	#8	17'-4"	—
p3(E)	10	#8	19'-4"	—
s4(E)	37	#6	11'-0"	⌋
s5(E)	480	#4	3'-2½"	⌋
u1(E)	8	#6	11'-7"	U
u2(E)	48	#5	9'-8"	U
v5(E)	82	#5	24'-10"	—
v6(E)	68	#8	4'-4"	—
Cofferdam Excavation				Cu. Yd. 27
Cofferdam (Type 1)				Each 1
(Location - 2)				
Concrete Structures				Cu. Yd. 92.5
Reinforcement Bars, Epoxy Coated				Pound 8,000
Furnishing Steel Piles, HP12x53				Foot 486
Driving Piles				Foot 486
Test Pile Steel, HP12x53				Each 1
Pile Shoes				Each 10



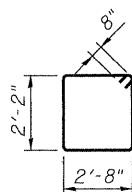
SECTION THRU CAP



END VIEW

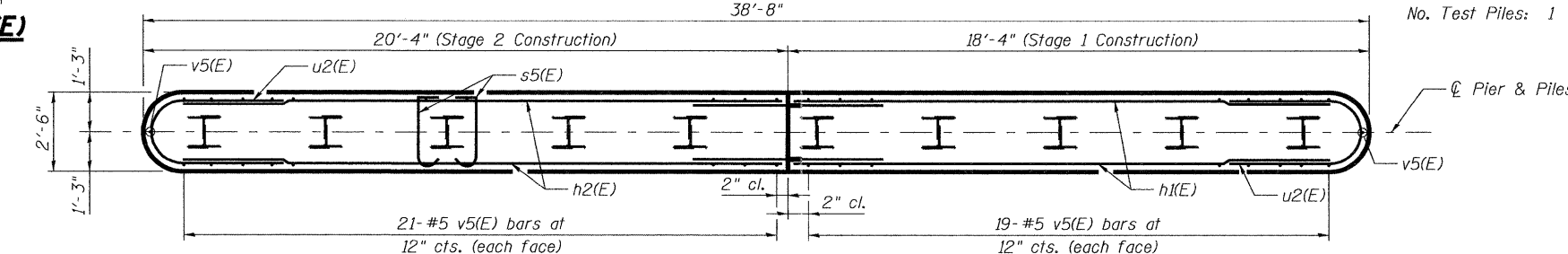


BAR s4(E)



ELEVATION

(Looking South)

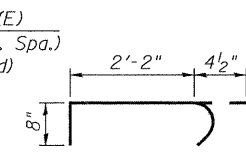


SECTION A-A

BAR v6(E)

*See sheet S13 of S35 for v6(E) bar layout in Plan At Pier.

BAR s5(E)



PILE DATA

Type: HP12x53 with pile shoes
Nominal Required Bearing: 394 kips
Factored Resistance Available: 217 kips
Est. Length: 54 feet
No. Production Piles: 9
No. Test Piles: 1

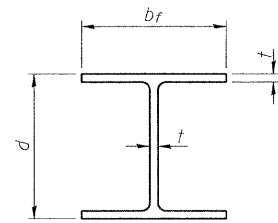
NOTES:

1. Pour steps monolithically with cap.
2. The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.
3. See sheet S13 of S35 for layout of v6(E) bars in plan view.
4. For details of piles and reinforcement of Concrete Encasement, see sheet S24 of S35.
5. For details of Bar Splicers, see sheet S25 of S35.

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Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

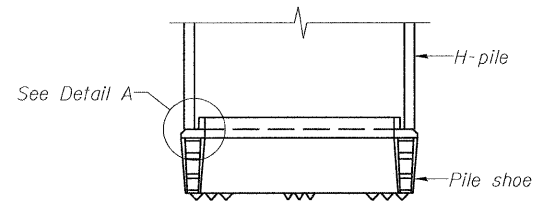
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0500225.66A20.023.pier2det.dgn		CHECKED - AJK	REVISED -			68	(3)BR-3	LASALLE	61	36
	PLOT SCALE =	DRAWN - RMG	REVISED -			CONTRACT NO. 66A20				
	PLOT DATE = 11/07/2011	CHECKED - HMA	REVISED -			ILLINOIS FED. AID PROJECT				

x:\3900s\structures\1123overbuckcreek\1123overbuckcreek\plans\0500225.66A20.023.pier2det.dgn 08/53/06 11/07/2011

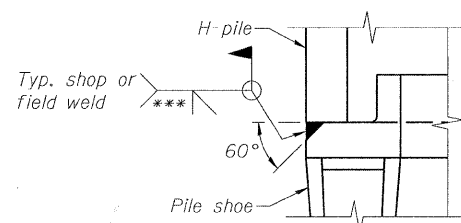


STEEL PILE TABLE

Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

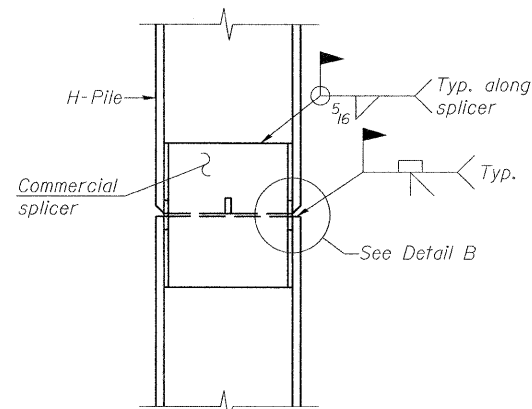


ELEVATION

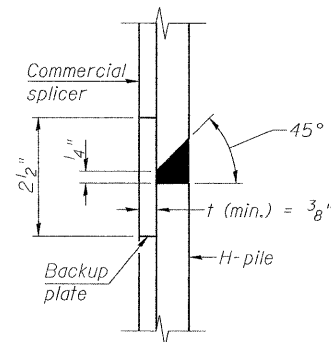


DETAIL A

H-PILE SHOE ATTACHMENT

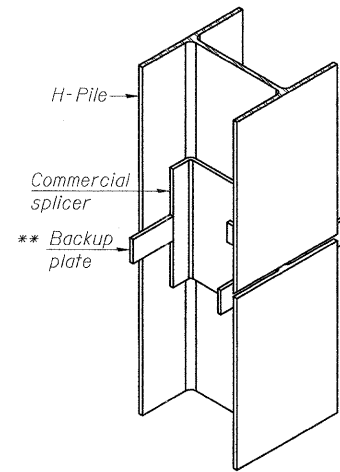


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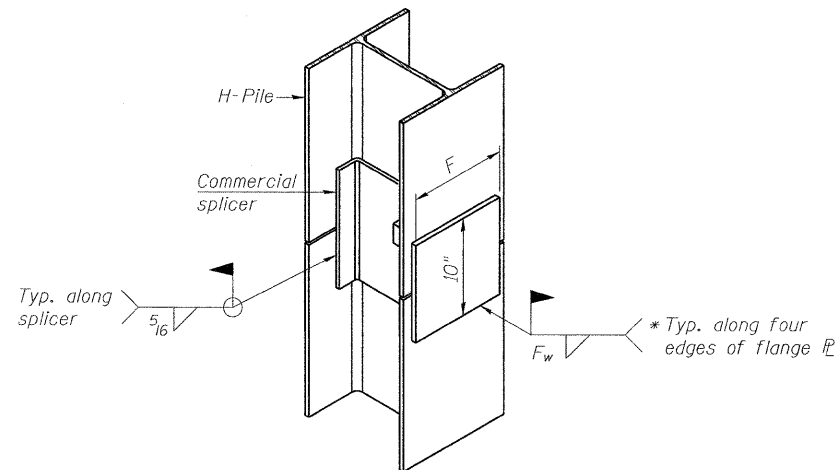


DETAIL "B"

WELDED COMMERCIAL SPLICE



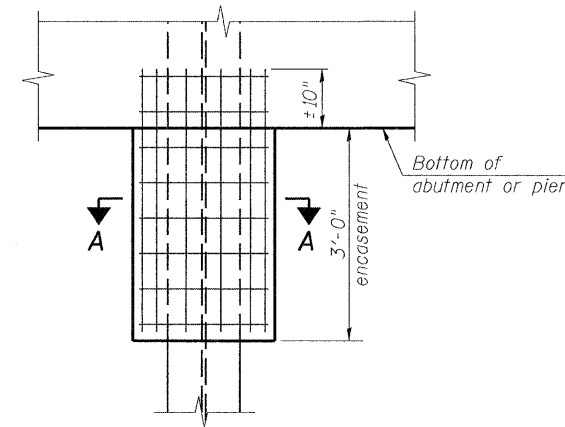
ISOMETRIC VIEW



ISOMETRIC VIEW

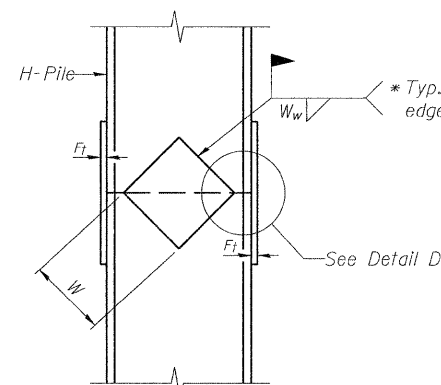
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

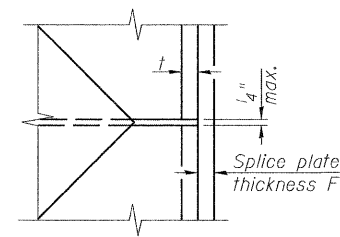


ELEVATION

PILE ENCASEMENT

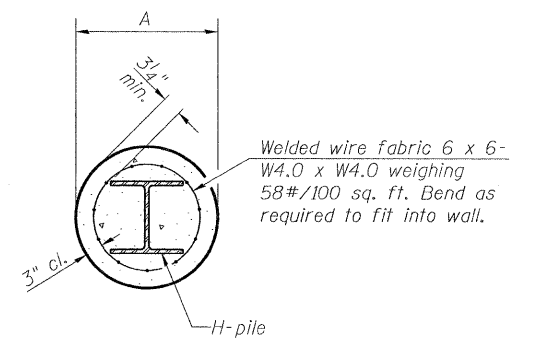


ELEVATION



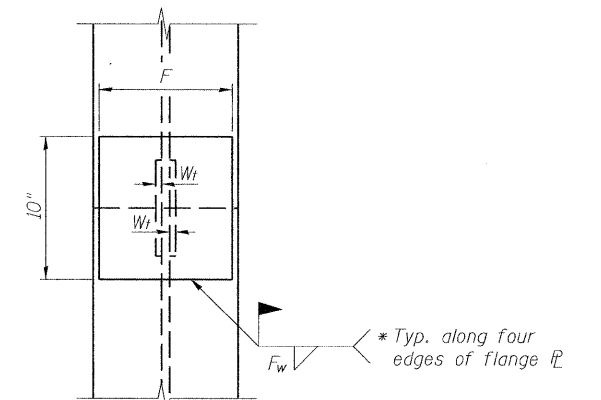
DETAIL D

WELDED PLATE FIELD SPLICE



Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A



END VIEW

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-665-0450 Job No. 3938.11

F-HP

7-1-10

FILE NAME =
0500225.66A20.024.piledet.dgn

USER NAME = akeaschall
PLOT SCALE =
PLOT DATE = 10/20/2011

DESIGNED - JLS	REVISED -
CHECKED - AJK	REVISED -
DRAWN - RMG	REVISED -
CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 050-0255

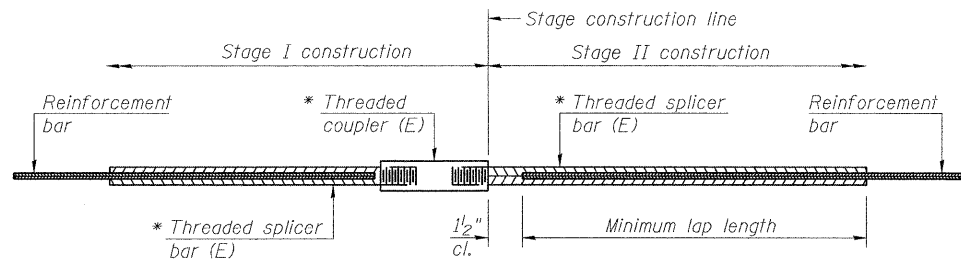
SHEET NO. S24 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	37
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

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10/20/2011



STANDARD BAR SPLICER ASSEMBLY

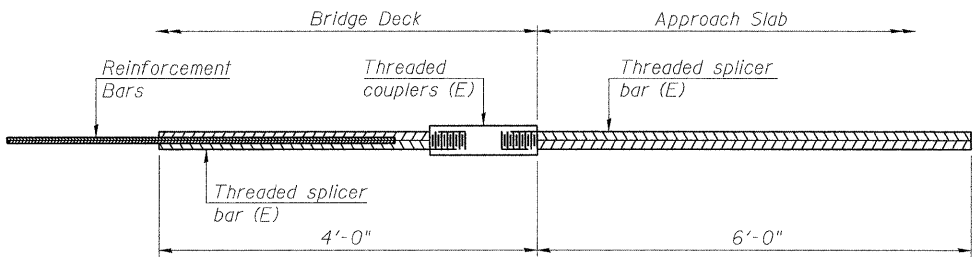
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C
 Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

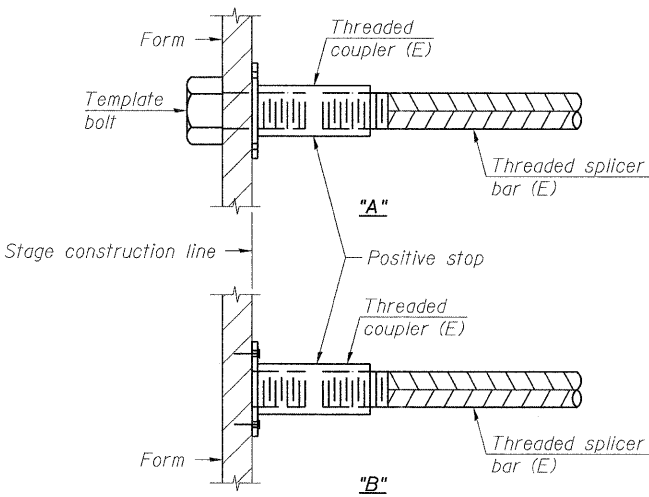
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	429	3'-3"
Abut. Diaphragm	#6	16	3'-4"
Pier Diaphragm	#4	8	2'-3"
Pier Diaphragm	#6	4	3'-4"
Approach Slab	#4	50	2'-3"
Approach Slab	#5	92	2'-7"
Approach Footing	#5	80	2'-7"
Abutment	#7	16	4'-8"
Pier Cap	#8	20	6'-2"
Pier Wall	#5	96	2'-10"



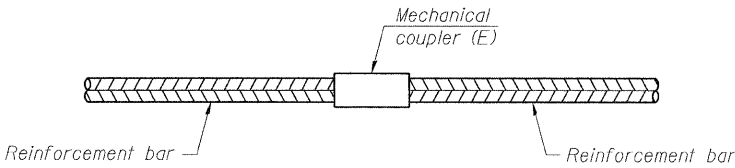
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 84



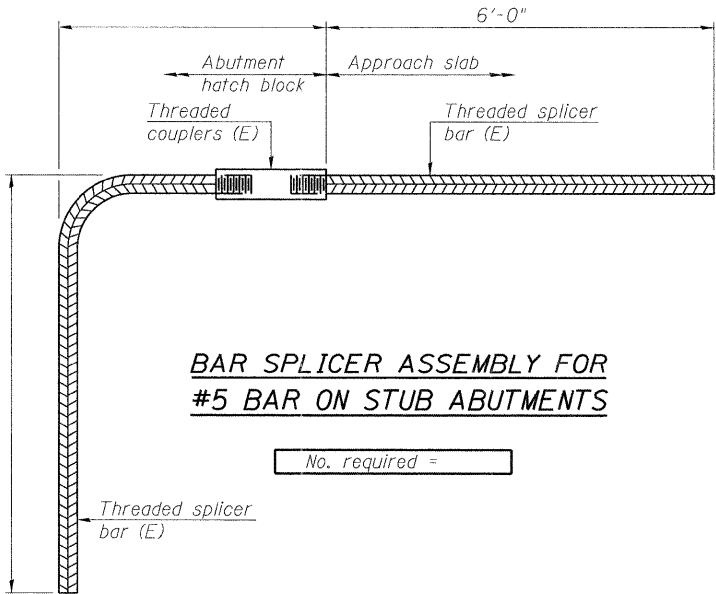
INSTALLATION AND SETTING METHODS

"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.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.



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 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.11

BSD-1

7-1-10

FILE NAME =
 0500225.66A20.025.splicerdet.dgn

USER NAME = akeaschall
 PLOT SCALE =
 PLOT DATE = 10/20/2011

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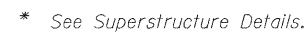
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 050-0255

SHEET NO. S25 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	38
CONTRACT NO. 66A20				
ILLINOIS FED. AID PROJECT				

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Technical drawing of a reinforced concrete wall and floor slab showing reinforcement details. The wall has a vertical section with a sloped base. The floor slab is horizontal and has a vertical drop-off on the right. Reinforcement includes #4 (E) bars and 1/2 inch diameter GFRP rebar. Dimensions are given in inches and centimeters.

Reinforcement details and dimensions:

- $\frac{1}{2}'' \phi$ GFRP rebar lapped with #4 ex(E) bars (at saw cut locations)
- 2 1/2'' cl. (vertical spacing)
- 2 1/2'' cl. (horizontal spacing)
- #3 (E) bar at 11'' cts. (vertical spacing)
- #4 (E) bar
- 1 1/2'' cl. (horizontal spacing)

A right-angled triangle is shown with a vertical leg labeled $6''$ and a horizontal leg labeled $1'-0''$. The legs are perpendicular to each other, forming a right angle at the vertex where they meet.

ex (E)

$d(E)$

4"

$\frac{1}{2}" \text{ } \phi \text{ GFRP rebar, } 4'-6" \text{ long.}$

Full thickness saw cut



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	PLOT SCALE =	DRAWN - RMG	REVISED -
	PLOT DATE = 10\20\2011	CHECKED - HMA	REVISED -

SHEET NO. S26 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	39
		CONTRACT NO. 66A20		
ILLINOIS FED. AID PROJECT				

Page 1 of 2

Date 8/13/03

ROUTE	IL 23	DESCRIPTION	IL 23 over Buck Creek, North of Ottawa	LOGGED BY	Larry Myers
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SECTION 3 BR-1 LOCATION NW 1/4, SEC. 13, TWP. 34N, RNG. 3E, 3rd PM

COUNTY LASALLE DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

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)



Page 2 of 2

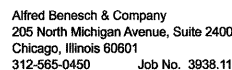
Date 8/13/03

ROUTE	IL 23	DESCRIPTION	IL 23 over Buck Creek, North of Ottawa	LOGGED BY	Larry Myers
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SECTION 3 BR-1 LOCATION NW 1/4, SEC. 13, TWP. 34N, RNG. 3E, 3rd PM

COUNTY	LASALLE	DRILLING METHOD	Hollow Stem Auger	HAMMER TYPE	CME Automatic
--------	---------	-----------------	-------------------	-------------	---------------

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)



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PLOT SCALE =	
PLOT DATE =	10\20\2011

DESIGNED - JLS	REVISED -
CHECKED - AJK	REVISED -
DRAWN - RMC	REVISED -
CHECKED - HMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 2)
STRUCTURE NO. 050-0255

SHEET NO. S27 OF S35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	40
		CONTRACT NO. 66A20		
ILLINOIS EED. AID. PROJECT				

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. R. I. 23 F. R. 24	3BR-1	LaSalle	30	17
FED. ROAD DIST. NO. ?	ILLINOIS	FED. AID PROJECT		

SHEET NO. /
7 SHEETS

GENERAL NOTES

Class X concrete shall be used throughout except in end posts. Handcast concrete shall be used in end posts.

The concrete floor slab shall be finished in accordance with Article 5110 of the Standard Specifications.

Slabs wall shall be reinforced with welded wire fabric 6"x6" mesh, #4 wire, weighing 50⁺ lbs per 100 sq ft.

Layout of slabs walls may be varied to suit ground conditions in the field and at the abutments.

Rivets #8, Open holes #8, unless noted.

Field connections riveted, unless noted.

Welded plates, gusset plates, end plates, and anchor bolts shall be fabricated and set in accordance with Article 5113 of the Standard Specifications, and are included in quantity of Structural Steel Est. Wt. 6,070⁺ lbs.

Anchor bolts shall be set before riveting diaphragms over supports.

Expansion guards shall be fabricated and erected in accordance with Article 5113(c) of the Standard Specifications.

Expansion Guards are included in quantity of Structural Steel Est. Wt. 6,760⁺ lbs.

Except as otherwise provided all structural steel shall receive one shop coat of red lead primer and two field coats of aluminum paint. See Articles 561, 562, and 563 of the Standard Specifications.

All paint shall be furnished and applied by the Contractor.

The Contractor shall drive 1 test pile in permanent location as directed by the Engineering Department, after the test pile at Midcut.

The piles for the abutments shall be driven through struts' holes in accordance with Article 603(c) of the Standard Specifications.

TOTAL BILL OF MATERIALS

	ITEM	SUPER	SUB	TOTAL
Class X Concrete	Cu. Yds.	139.1	133.0	324.9
Handrail Concrete	Cu. Yds.	34		34
Reinforcement Bars	Lbs.	22,300	11,670	33,970
Structural Steel	Lbs.	124,920		124,920
Crested Piles	Lin. Ft.			280
Concrete Piles	Lin. Ft.			260
Test Piles (Concrete)	Each			1
Name Plate	Each			1
Borrow Excavation	Cu. Yds.			6,240
Class B Excav for Structures	Cu. Yds.			136
Slope Wall	Sq. Yds.			1407
Channel Excavation	Cu. Yds.			605
Removal of Existing Structure	Each			One
Temporary Bridge Complete	Each			One
Metel Handrail	Lin. Ft.	290		293

Proposed Channel Change
Est. 605 Cu. Yds. Channel Excavation

PROPOSED CHANNEL CHANGE

LOCATION DIAGRAM

Waterway Information

Drainage Area	17933 Acres
Character	Level, rolling, clay & cult.
Required Opening (30 Yr. Fl.)	420 Sq. Ft.
Present Opening	219 Sq. Ft.
Proposed Opening	420 Sq. Ft.
Ordinary Water El.	191.13

DESIGN STRESSES

DESIGN STRESS
 $f_3 = 20,000 \text{ p.s.i. Reinf.}$
 $f_3 = 18,000 \text{ p.s.i. Struct.}$
 $f_c = 1400 \text{ p.s.i. Super. \& Sub.}$
 $vc = 75 \text{ p.s.i. Footings}$
 $n = 10$
 LOADING H20-316-44.
 Maximum Soil Pressure = 7 kips per sq.ft.

PROJ. F-263(4)
GENERAL PLAN & ELEVATION
BUCK CREEK
F.A. Pt. 24 (S.B.I. Pt. 23) Sec. 3-BR-1
LA SALLE COUNTY
STA. 240+48.5

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

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CHECKED - AJK	REVISED -
DRAWN - RMC	REVISED -
CHECKED - HMA	REVISED -

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLAN INFORMATION (1 OF 7)
STRUCTURE NO. 050-0255

SHEET NO. S29 OF S35 SHEETS

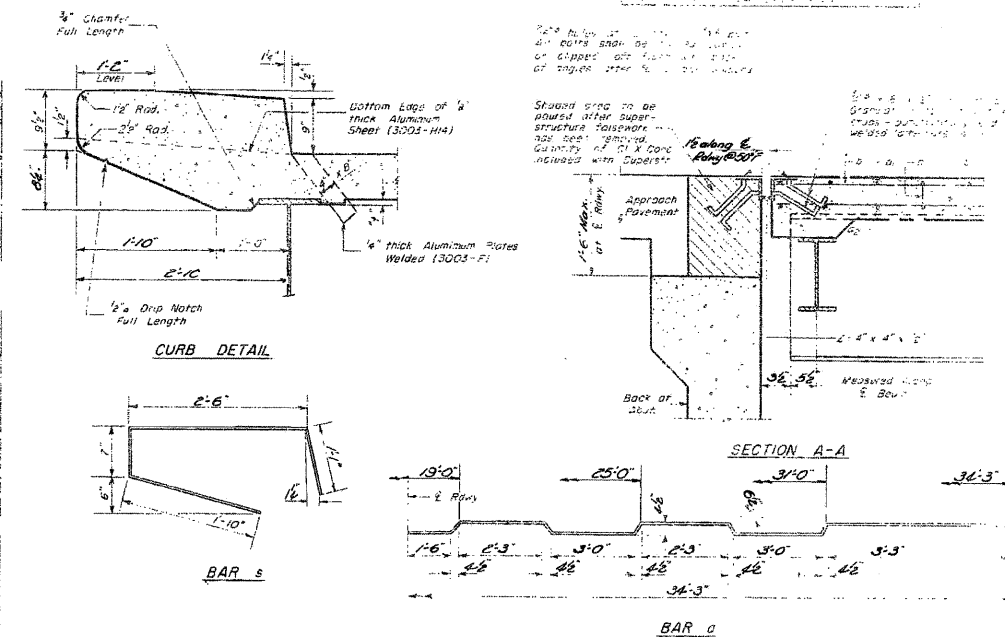
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68	(3)BR-3	LASALLE	61	42
		CONTRACT NO. 66A20		
		ILLINOIS FED. AID PROJECT		

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RESULTS

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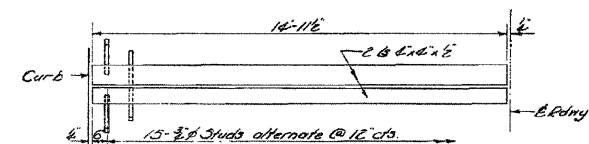
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24 3BR-1 LoSalle 30 18 7



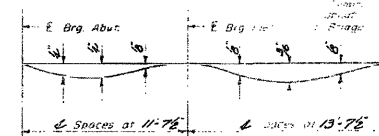
BILL OF MATERIALS				
#	QTY	SIZE	LENGTH	SC- COST
1	11	1/2	35'-11"	100.00
2	11	1/2	34'-3"	100.00
3	11	1/2	31'-9"	100.00
4	88	1/4	15'-0"	100.00
5	105	1/4	30'-6"	100.00
6	160	1/4	30'-6"	100.00
7	40	1/4	60'-6"	100.00
8	60	1/4	6'-9"	100.00
9	130	1/4	6'-0"	100.00
10	134	1/4	13'-0"	100.00
11	134	1/4	13'-0"	100.00
12	134	1/4	13'-0"	100.00
13	134	1/4	13'-0"	100.00
14	134	1/4	13'-0"	100.00
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74				

METHOD OF DETERMINING FILLET HEIGHT "t"

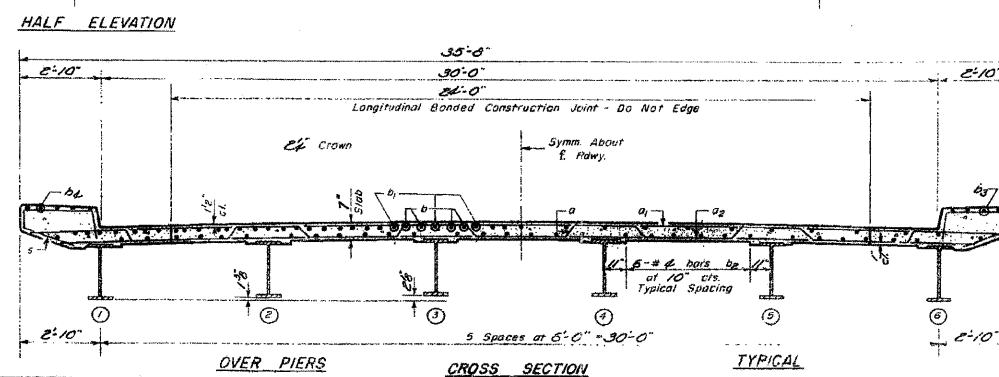
After all Structural Steel has been erected elevations of the top flanges of the beams shall be taken at intervals not to exceed 10 Ft. From these elevations subtract the increment of deflections for these points, determined from the D.L. Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus floor finish, equals the fillet heights above top of beam.



EXPANSION GUARD.. DETAIL



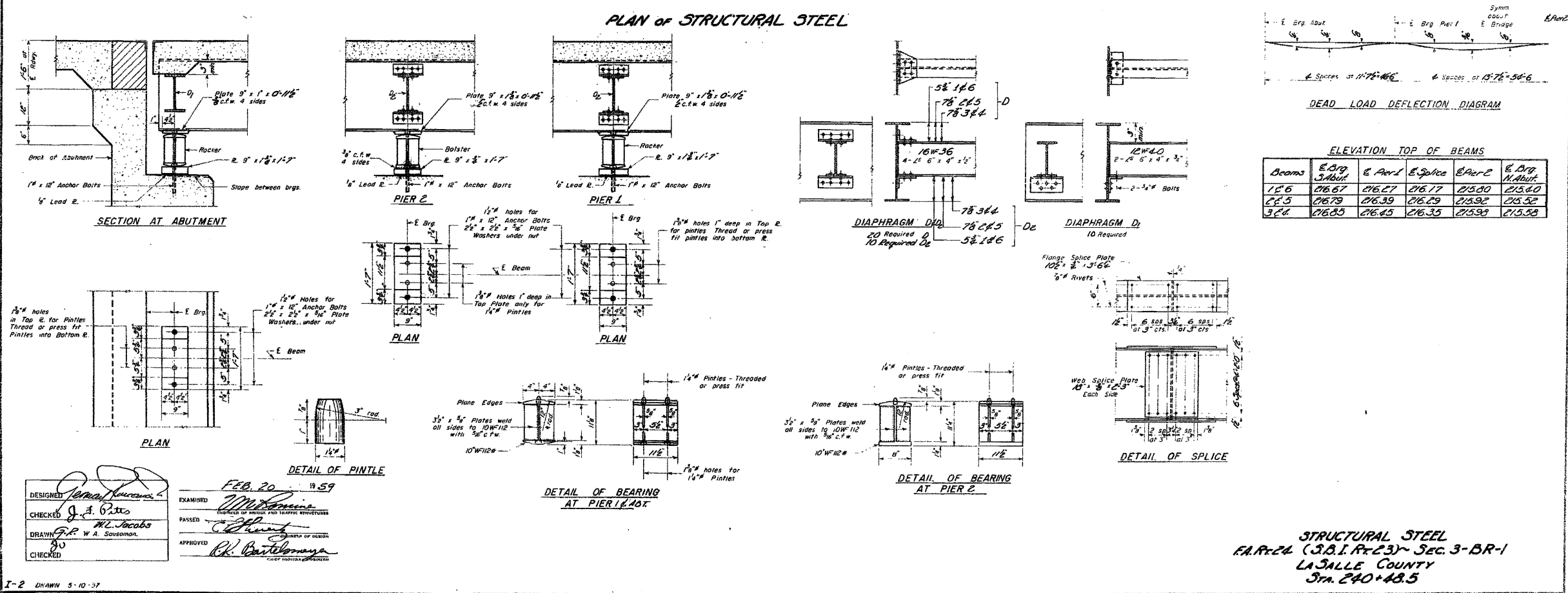
DEAD LOAD DEFLECTION DIAGRAM



SUPERSTRUCTURE
FAKT 24 (C.D.L.R. 23- SEC. 3-BR-1)
LA SALLE COUNTY
STA. 240+48.5

FOR INFORMATION ONLY

PARCEL NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 7 SHEETS
P.A. 23 P.A. 24	3BR-1	LaSalle	30	19	
REG. MAP DIST. NO. 1		TOWNSHIP PROJECT			



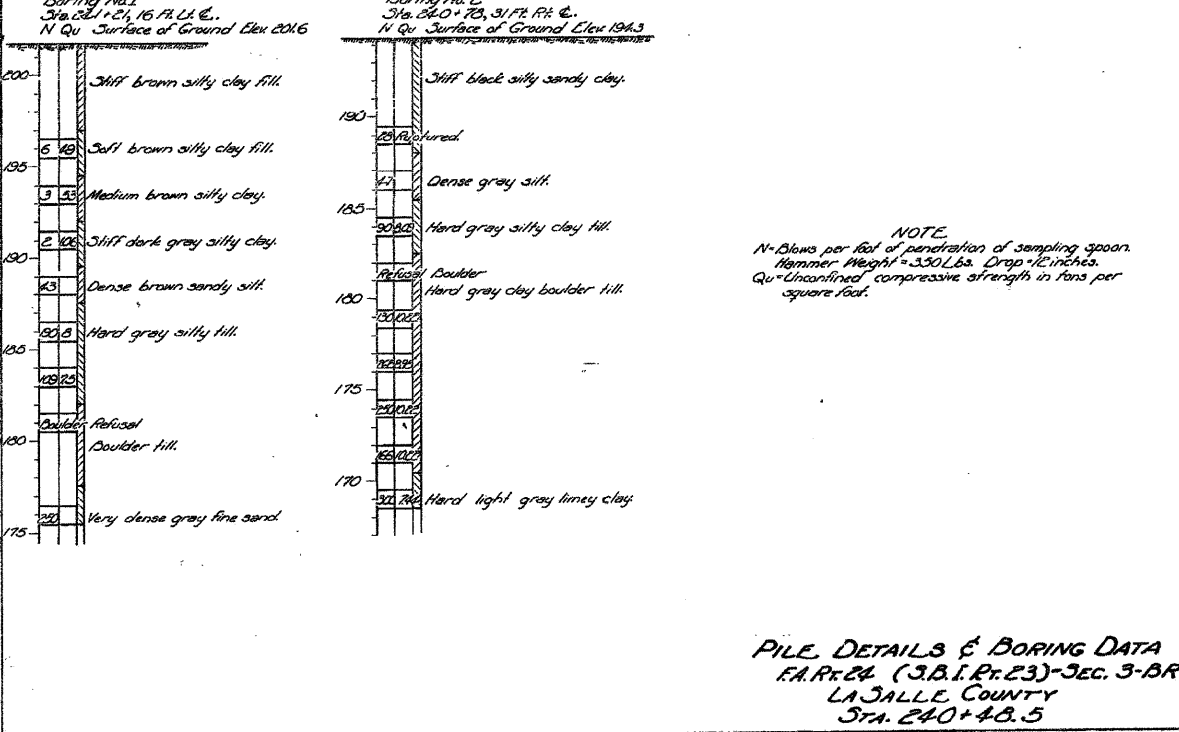
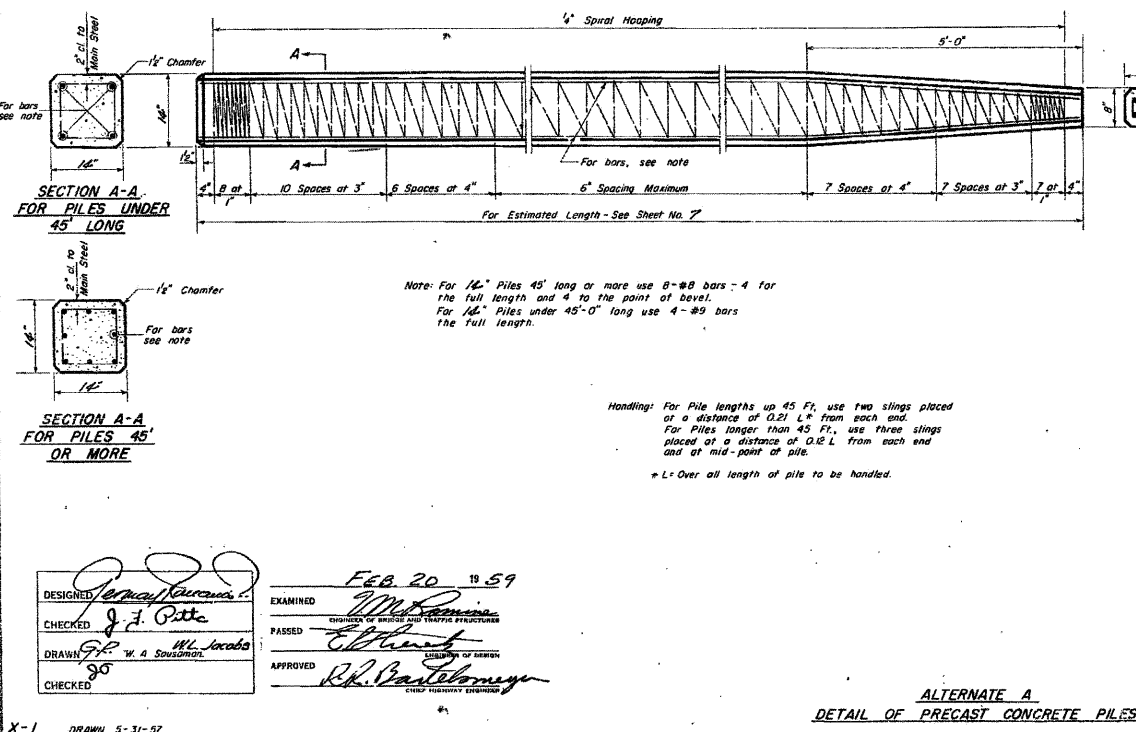
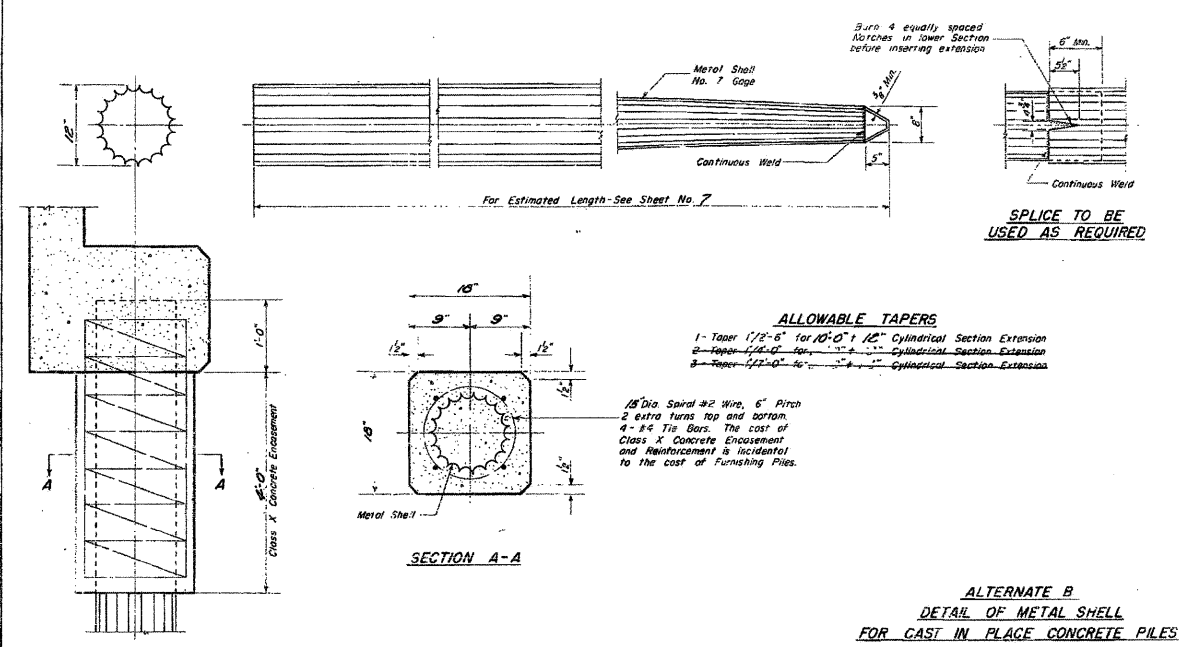
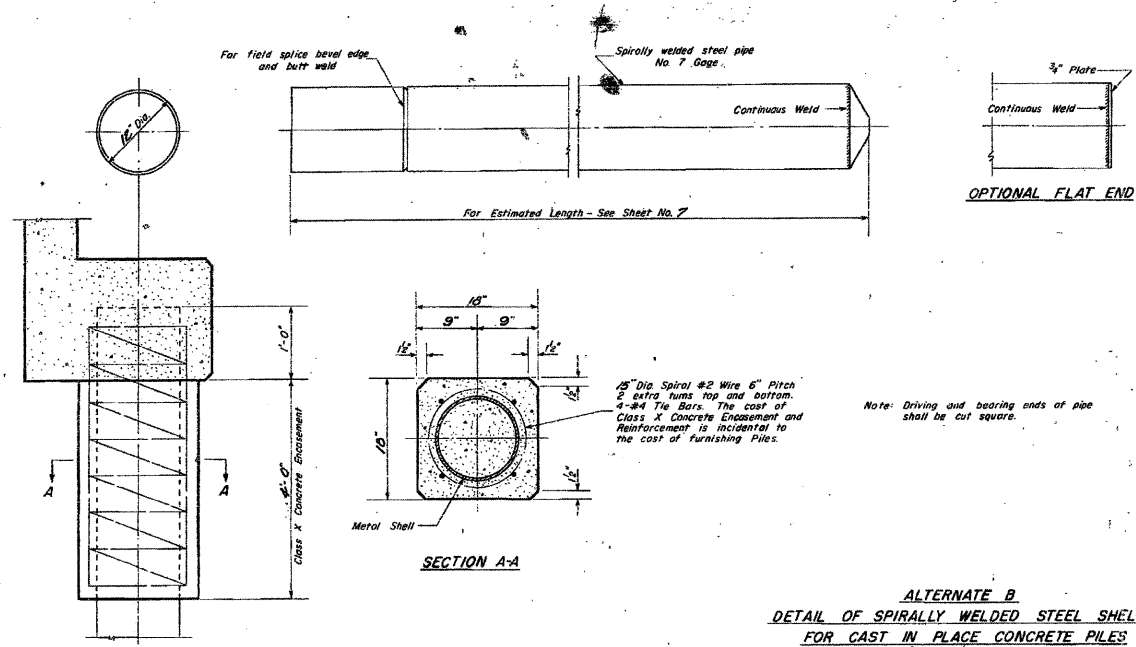
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		CHECKED - AJK	REVISED -			68	(3)BR-3	LASALLE	61	44
	PLOT SCALE =	DRAWN - RMG	REVISED -			CONTRACT NO. 66A20				
	PLOT DATE = 10\20\2011	CHECKED - HMA	REVISED -			ILLINOIS FED. AID PROJECT				

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
23	3BR-1	LaSalle	30	20	7 SHEETS
24					



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312-565-0450 Job No. 3938.11

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
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		AJK	AJK
		DRAWN -	REVISED -
		RMG	RMG
		CHECKED -	REVISED -
		HMA	HMA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN INFORMATION (4 OF 7)
STRUCTURE NO. 050-0255
SHEET NO. S32 OF S35 SHEETS

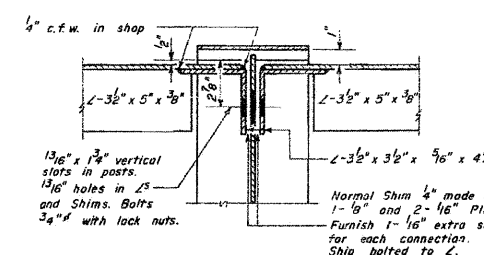
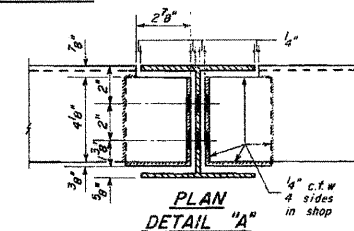
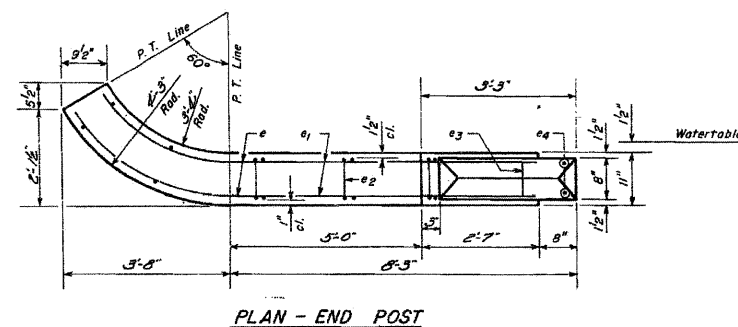
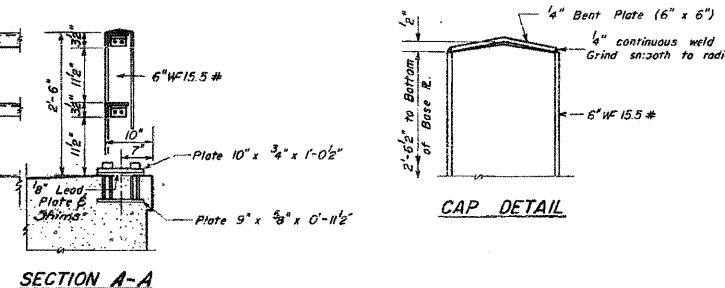
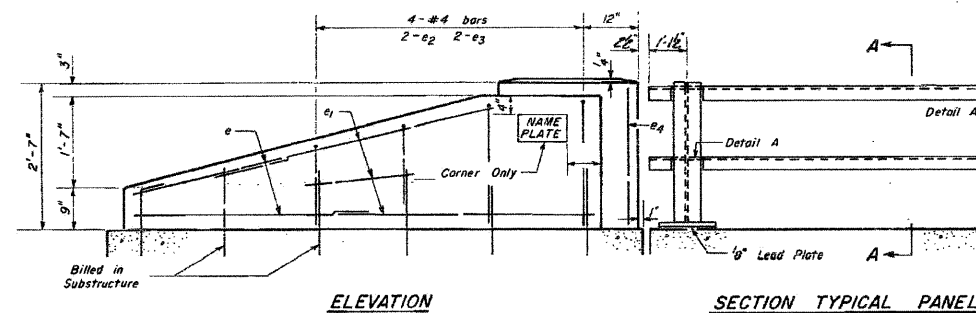
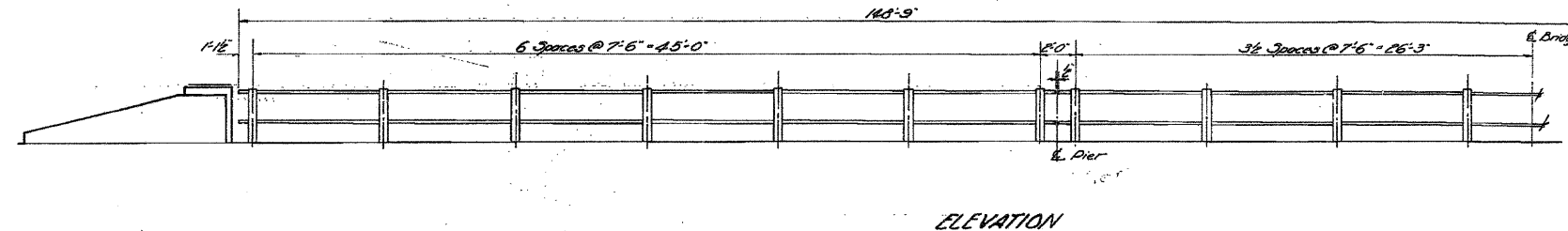
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(3)BR-3	LASALLE	61	45

CONTRACT NO. 66A20

ILLINOIS FED. AID PROJECT

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

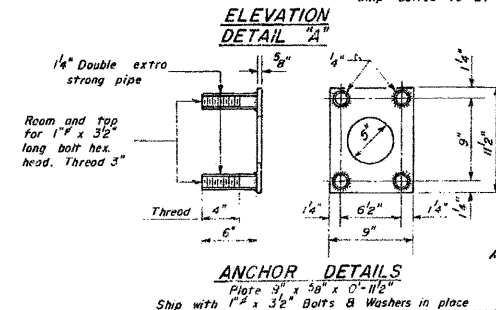
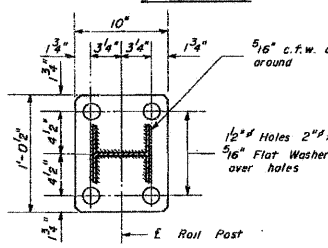
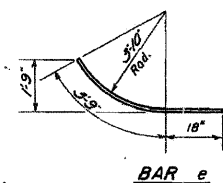
23	24	38R-1	LaSalle	30	21	SHEET NO. 5	7 SHEETS
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BILL OF MATERIAL		
Handrail Concrete	Cu. Yd.	36
Reinforcement Bars	Lbs.	230
Metal Handrail	Lin. Ft.	298

Note: Provide 1" and 2" Shims
At 50% of the Posts.

BILL OF REINFORCEMENT				
Bar	No.	Size	Length	Shape
e	16	#4	5'-3"	
e1	24	#4	7'-0"	
e2	8	#4	3'-4"	
e3	8	#4	5'-0"	
e4	8	#4	2'-3"	



HANDRAIL
F.A.P. 24 (38R-1) 38R-3-BP-1
LA SALLE COUNTY
TRA. 240+48.5

DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: *[Signature]*
APPROVED: *[Signature]*

FEB 20 1959



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Chicago, Illinois 60601
312-565-0450 Job No. 3938.11

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0500225.66A20.033.Exist.Plan.5.dgn

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PLOT SCALE =
PLOT DATE = 10/20/2011

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CHECKED - AJK
DRAWN - RMG
CHECKED - HMA

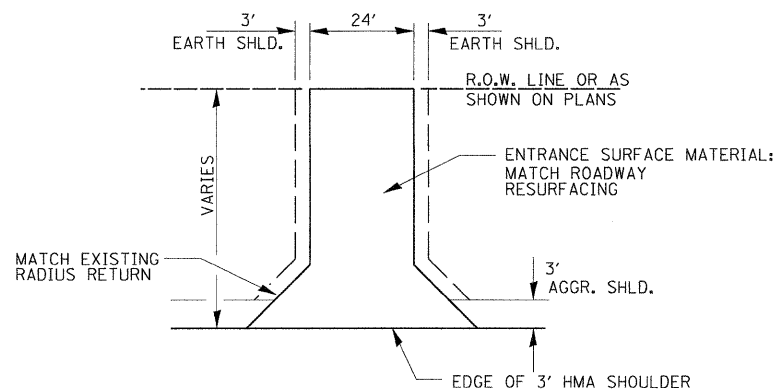
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

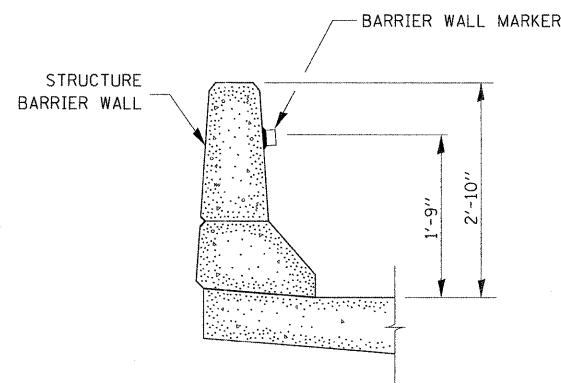
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STRUCTURE NO. 050-0255
SHEET NO. 533 OF 535 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(38R-3)	LASALLE	61	46
CONTRACT NO. 66A20			ILLINOIS FED. AID PROJECT	

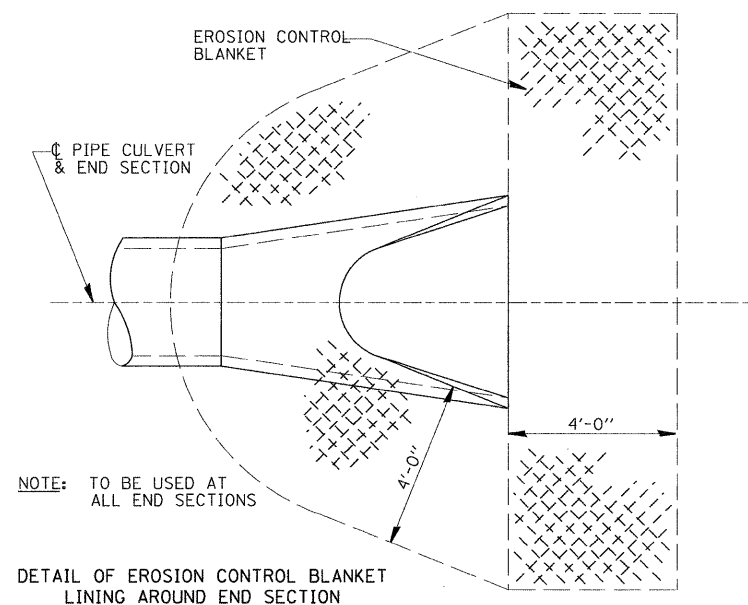
FOR INFORMATION ONLY



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

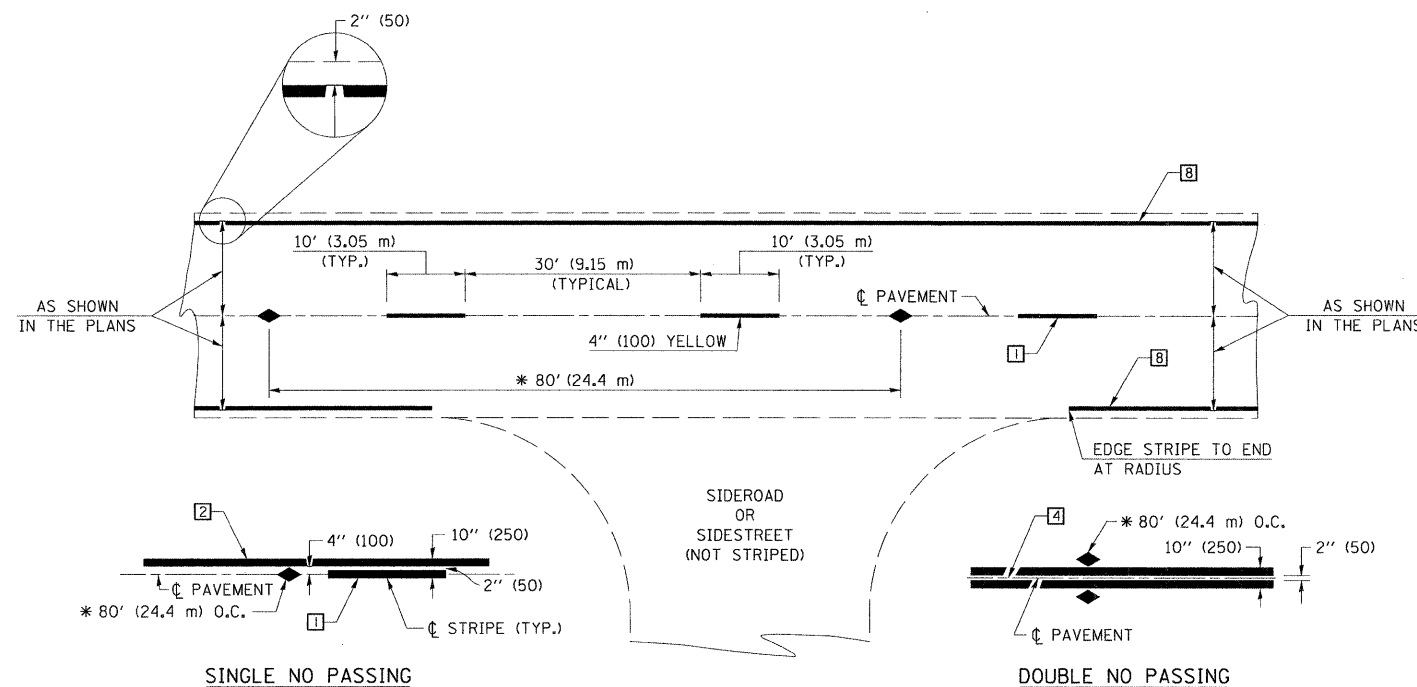


BARRIER WALL MARKER



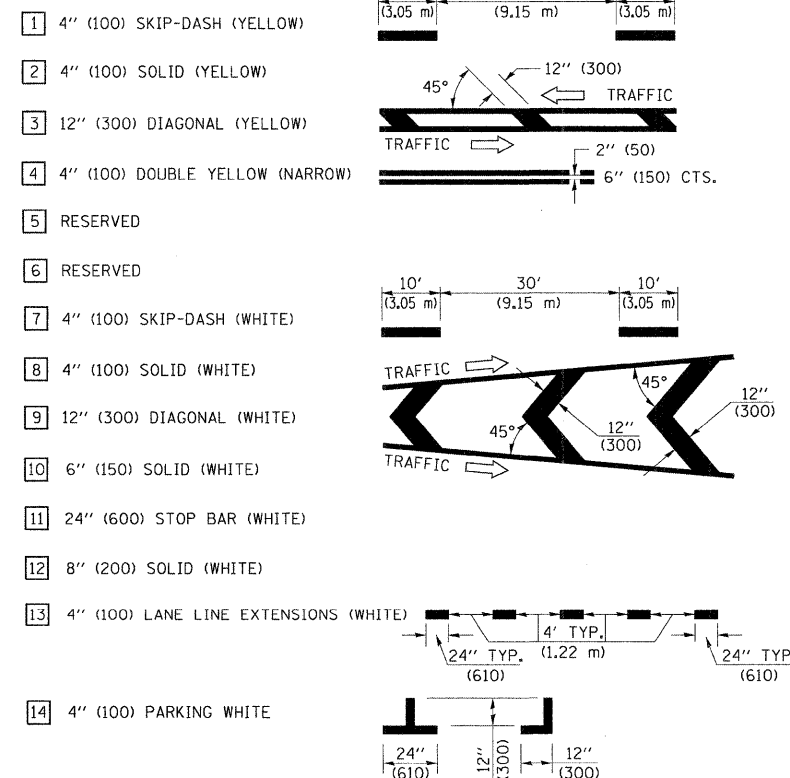
NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

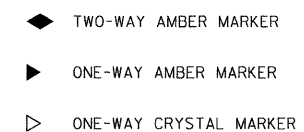


TWO LANE/TWO WAY

TYPICAL PAVEMENT MARKING LEGEND



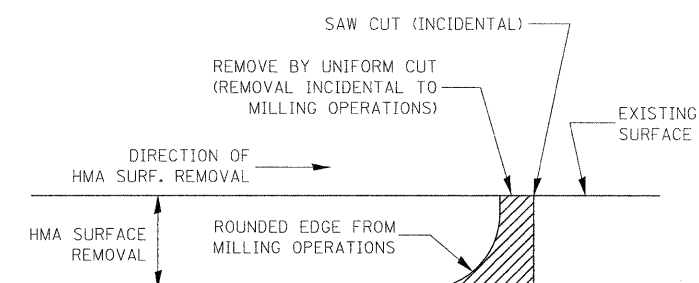
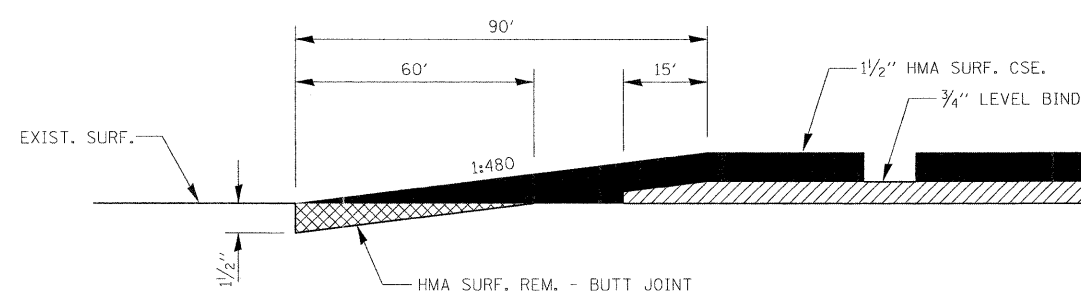
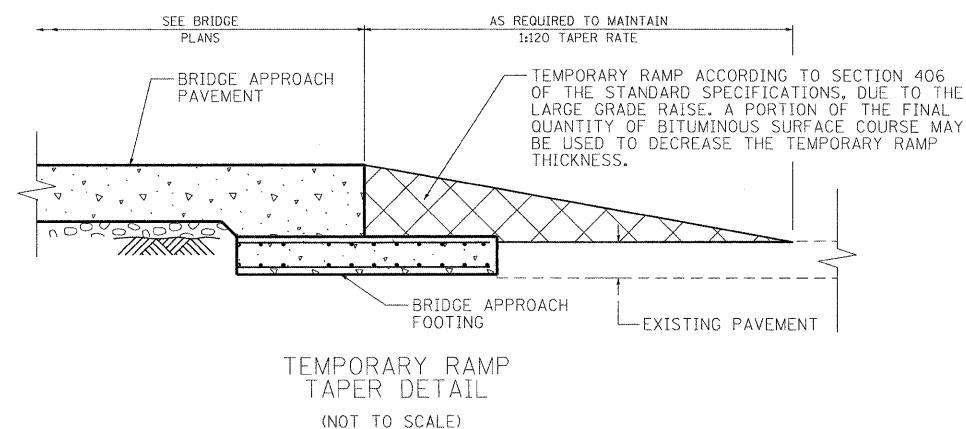
TYPICAL PAVEMENT MARKERS LEGEND



PAVEMENT MARKING

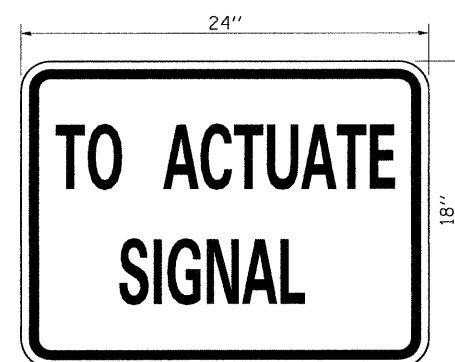
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	PLOT DATE = 10/20/2011	DATE - 10/20/11	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE: NTS		SHEET NO. 1 OF 2 SHEETS		STA. TO STA.				



NOTE:

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

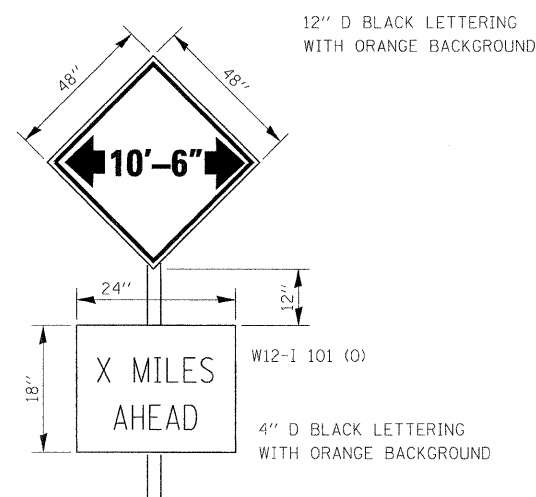


SIZE: 24" x 18"

4" CAPITAL LETTERS - BLACK

1/2" BORDER - BLACK

WHITE REFLECTIVE - TYPE B
ENGINEERING GRADE SHEETING



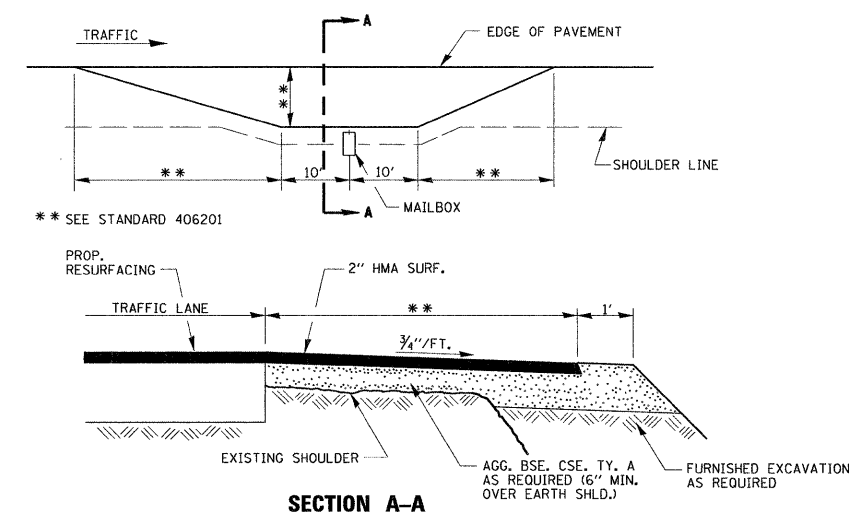
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

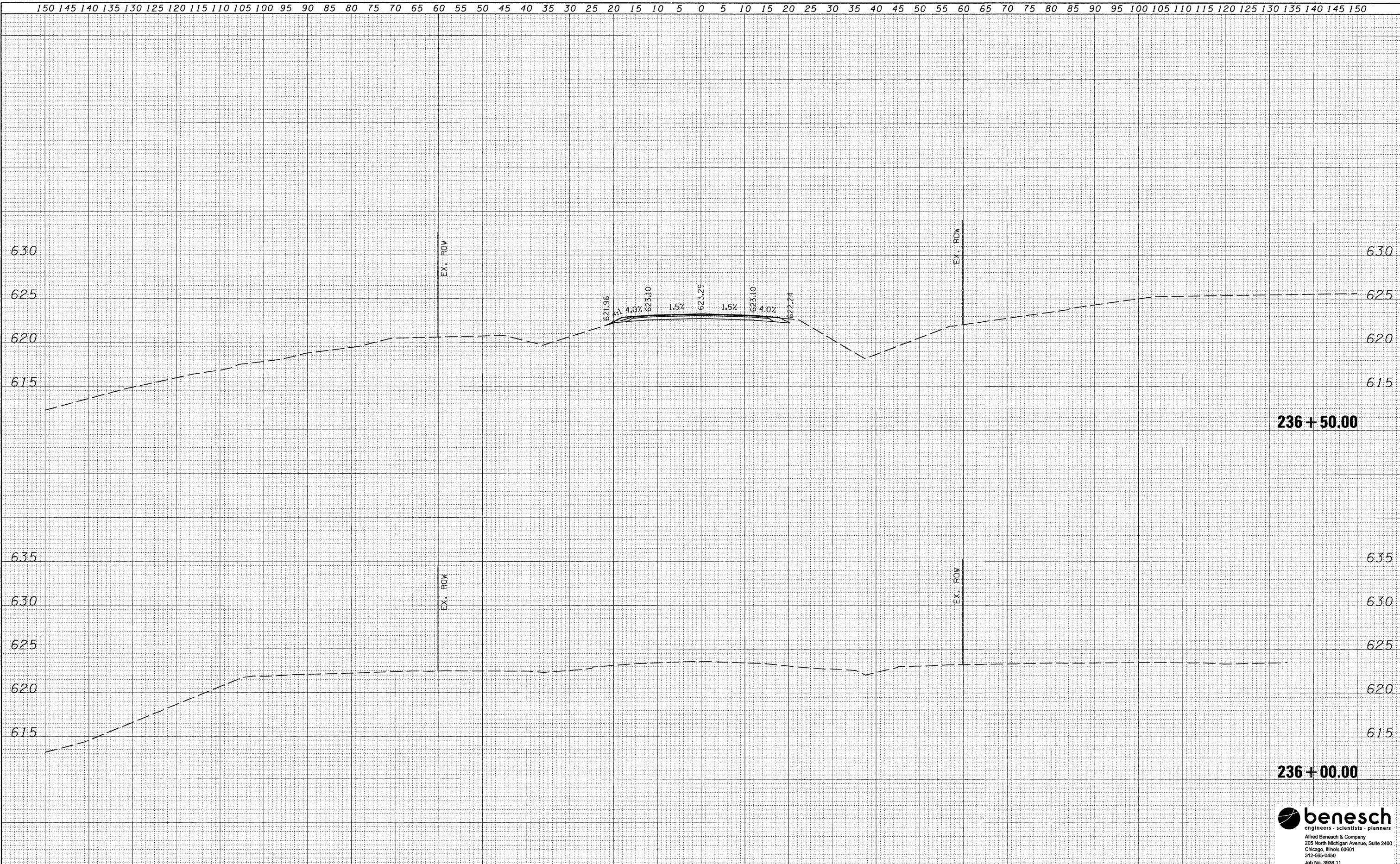
COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

SIGN LOCATIONS WILL BE DETERMINED BY THE ENGINEER

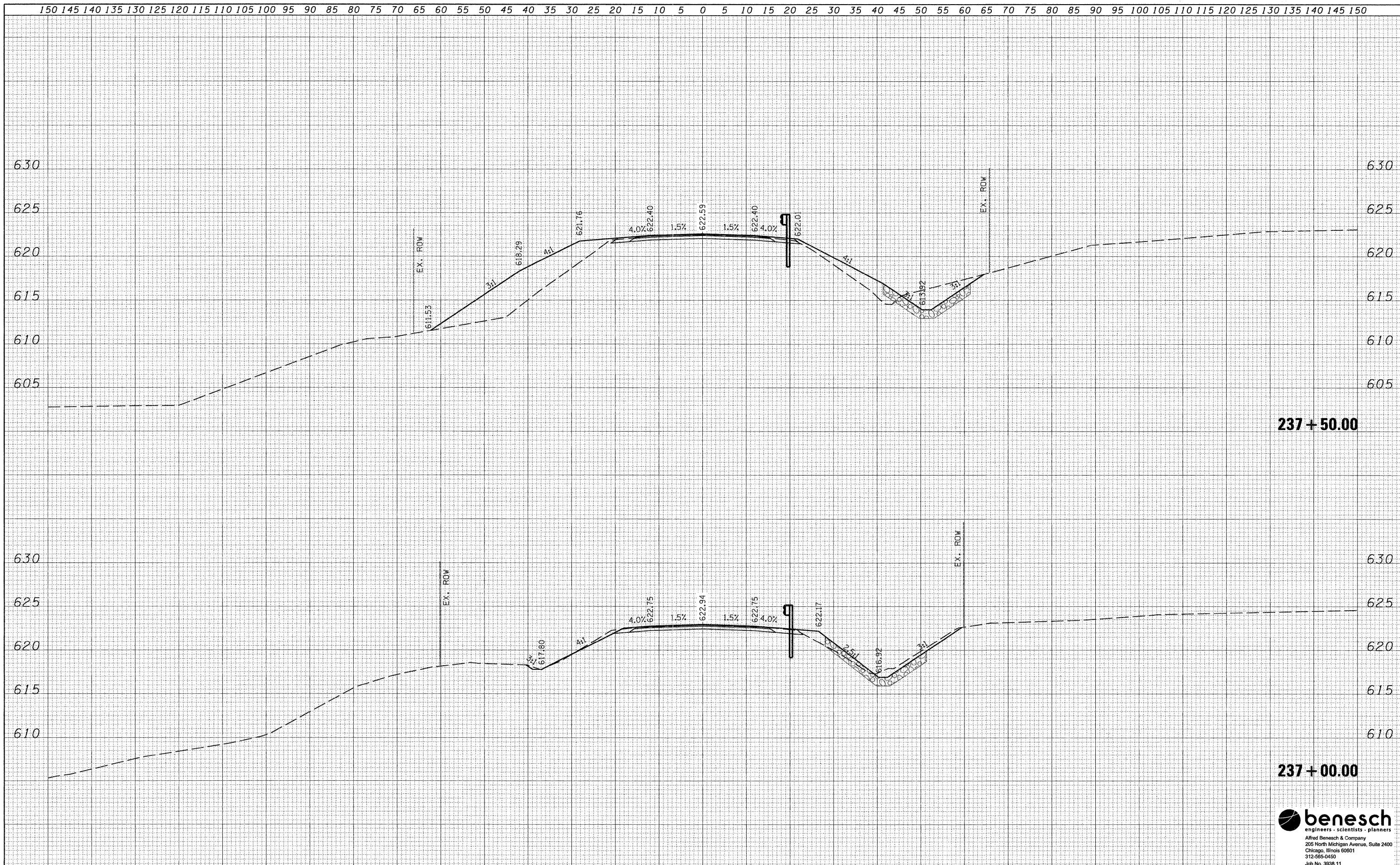


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FINL SURVEY						
NOTE BOOK						
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NOTE BOOK						
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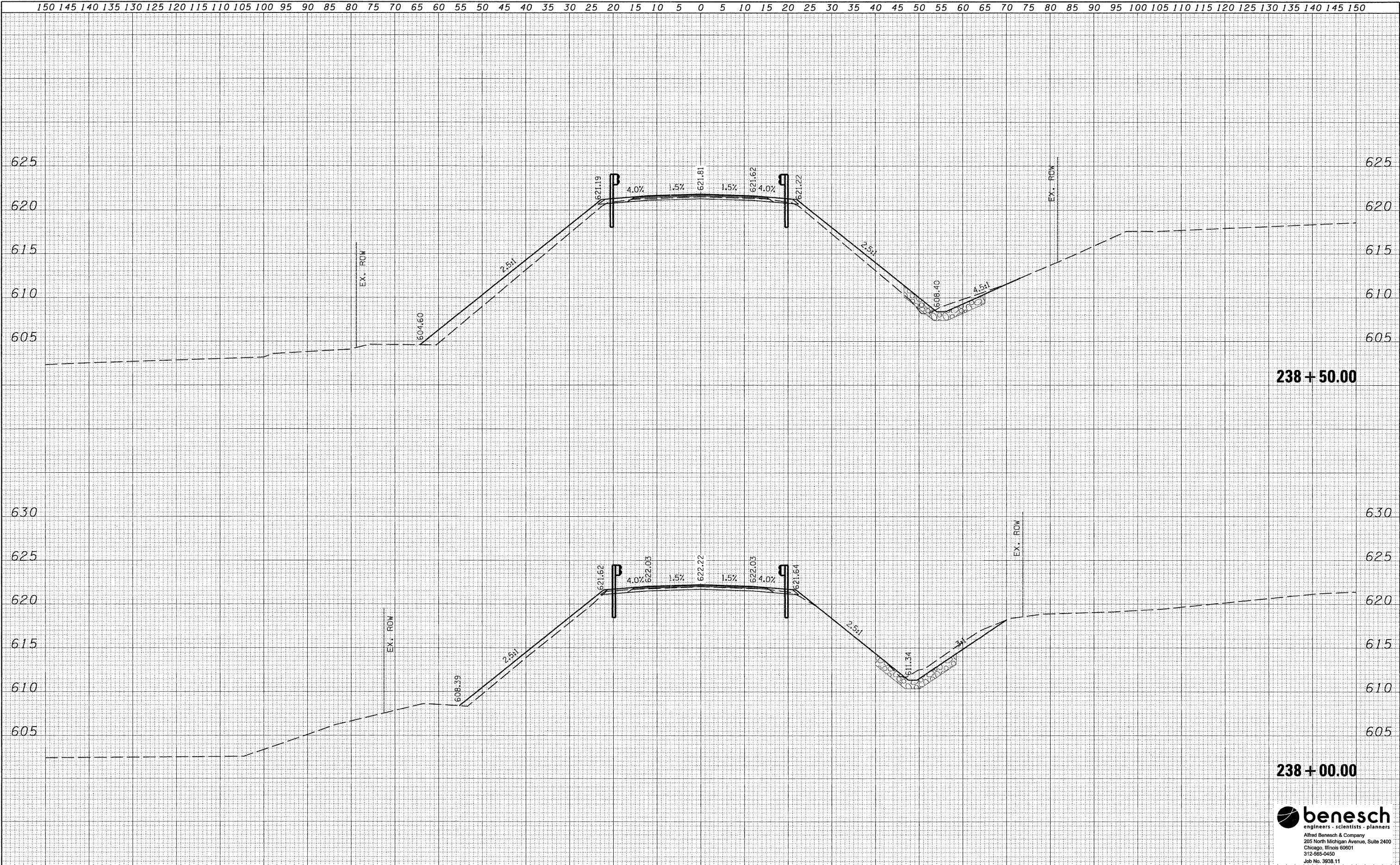
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PLOT DATE = 10/20/2011			DATE - 10/20/11	REVISED -					SCALE:		SHEET NO. 2 OF 11 SHEETS	STA. 237+00 TO STA. 237+00	ILLINOIS FED. AID PROJECT

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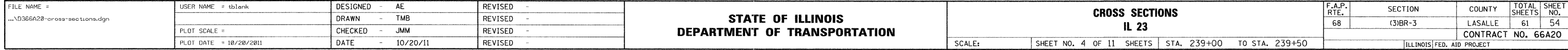
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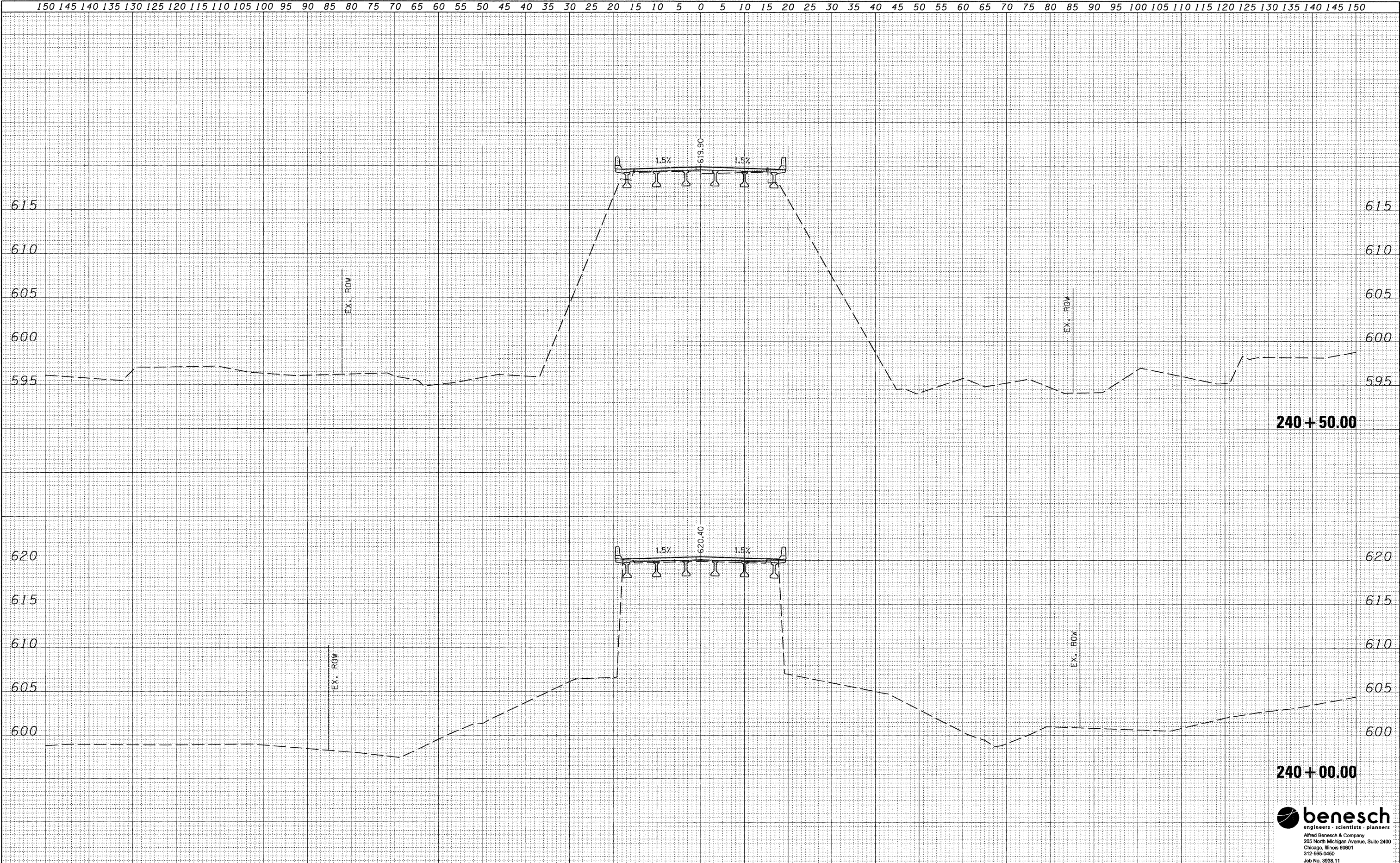
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ORIGINAL SURVEY		BY	DATE
SURVEYED			
PLOTTED			
TEMPLATE			
AREAS			
AREAS CHECKED			



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FINL SURVEY	
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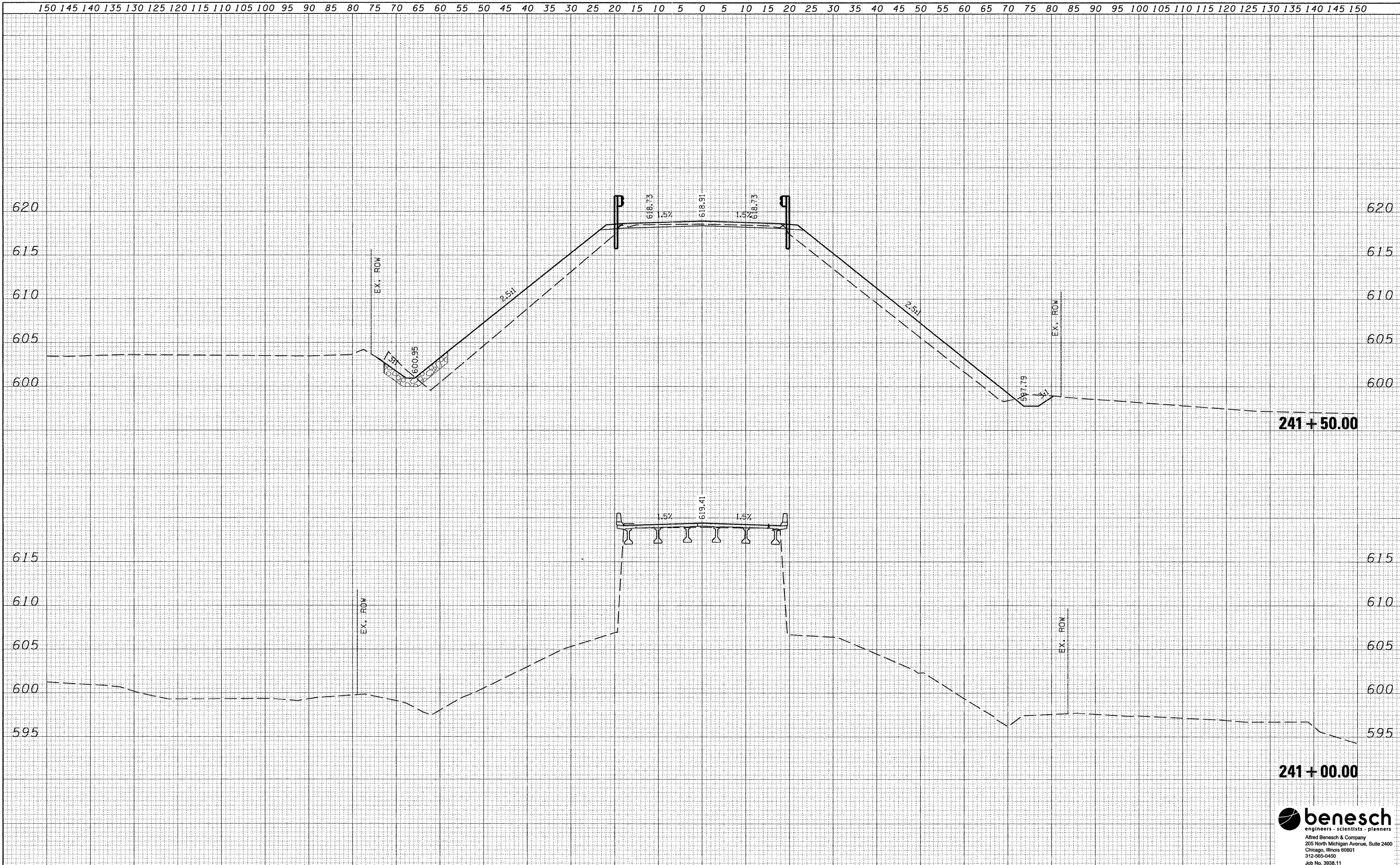


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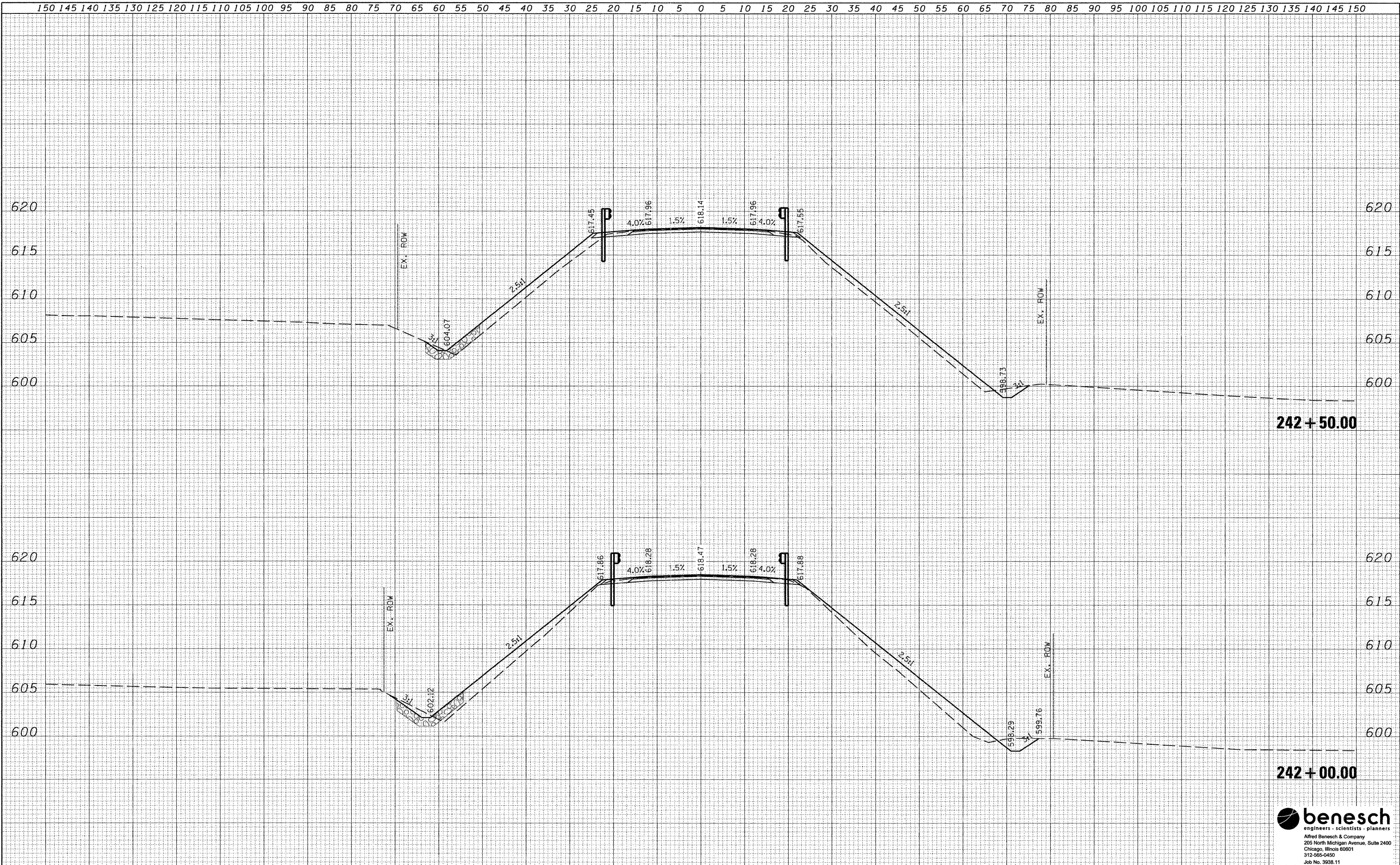


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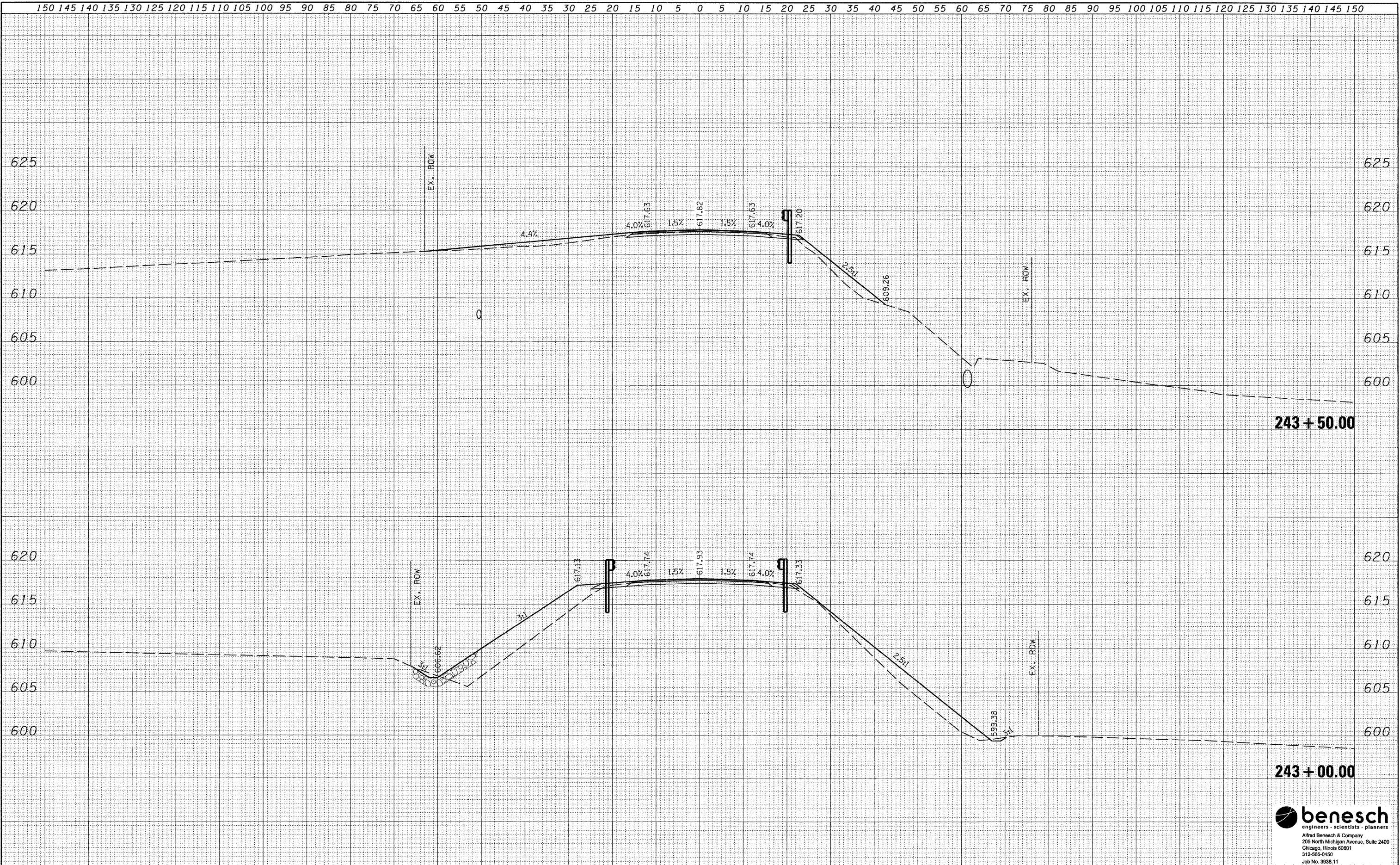
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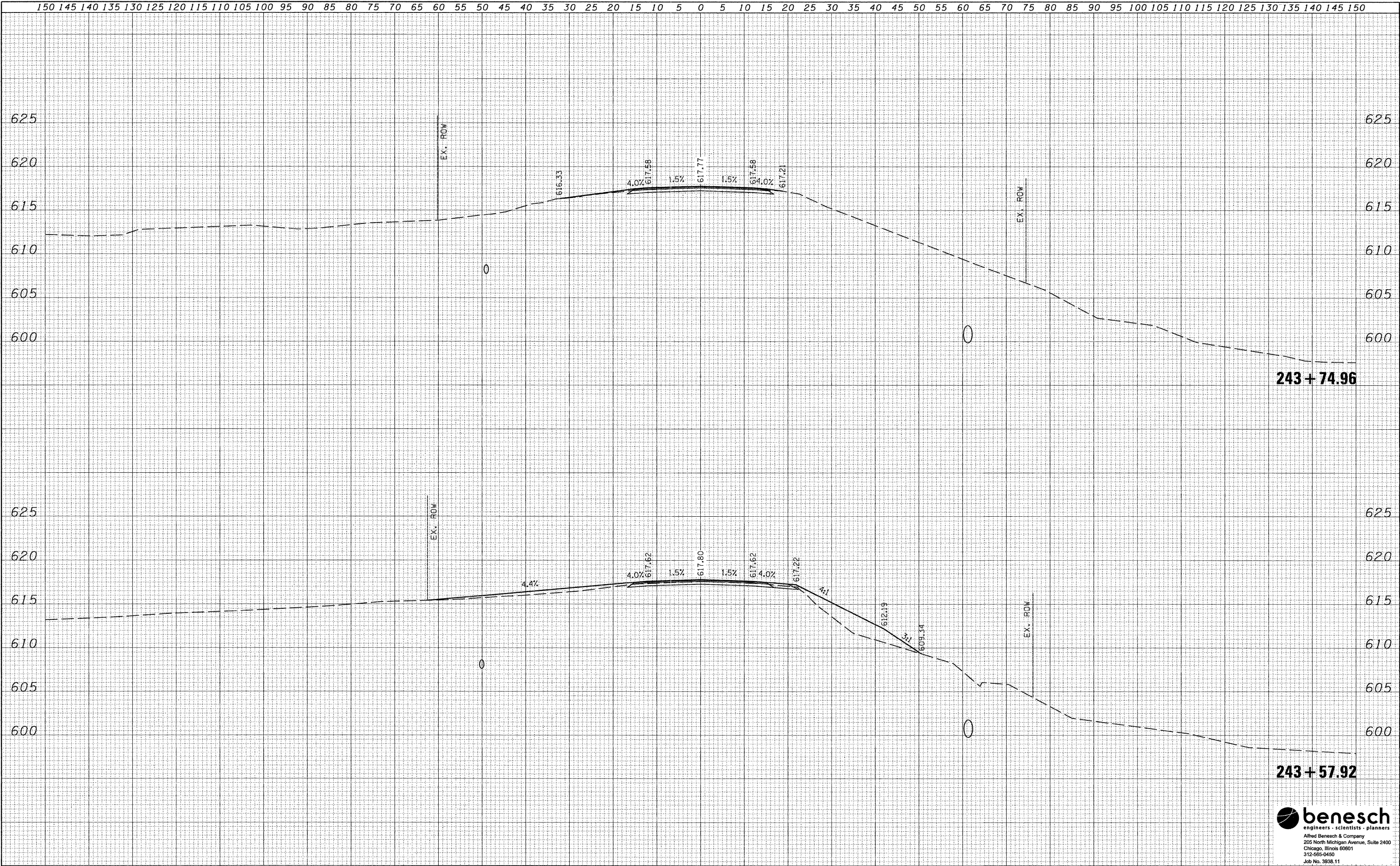


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DATE	BY	NO.
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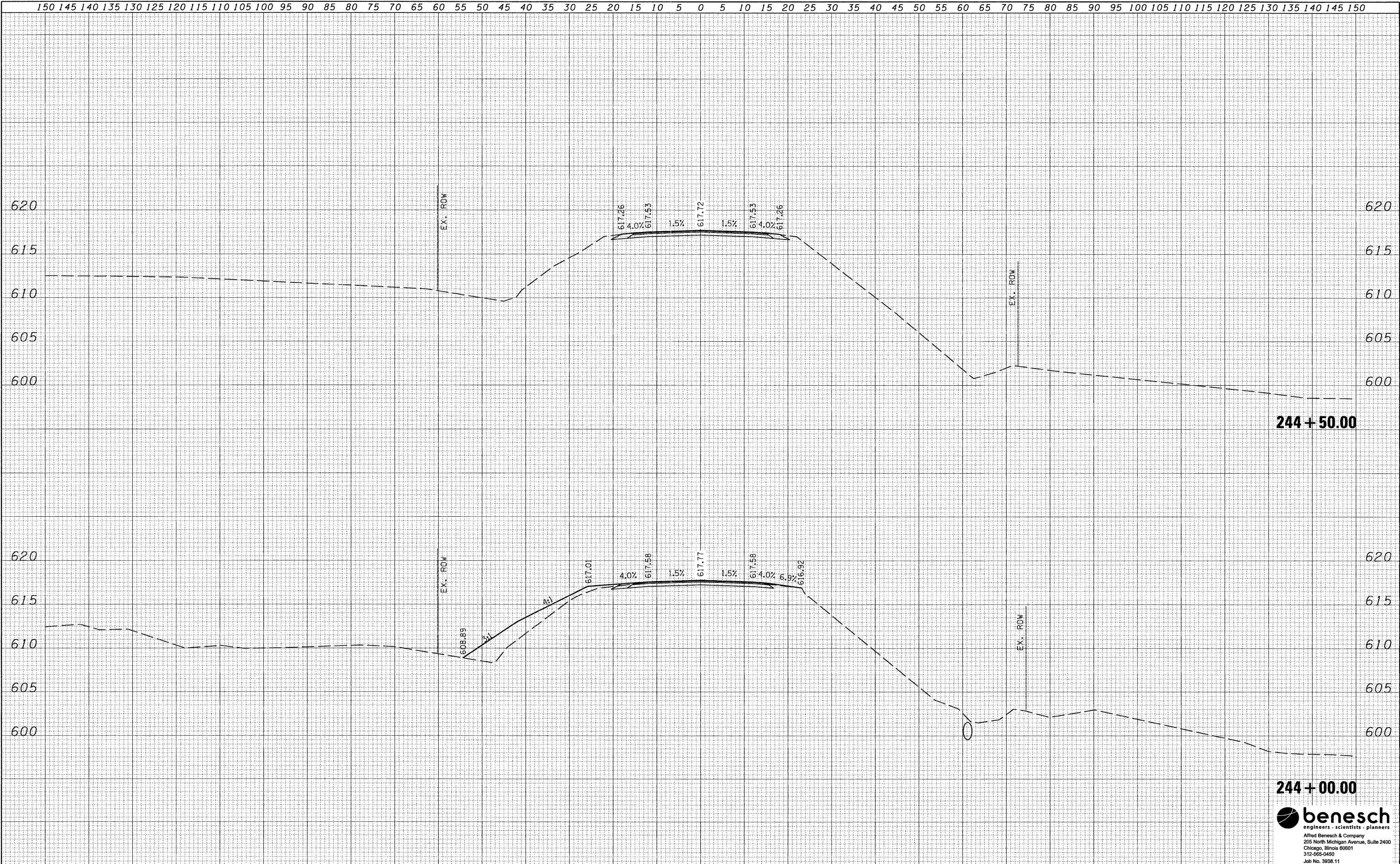


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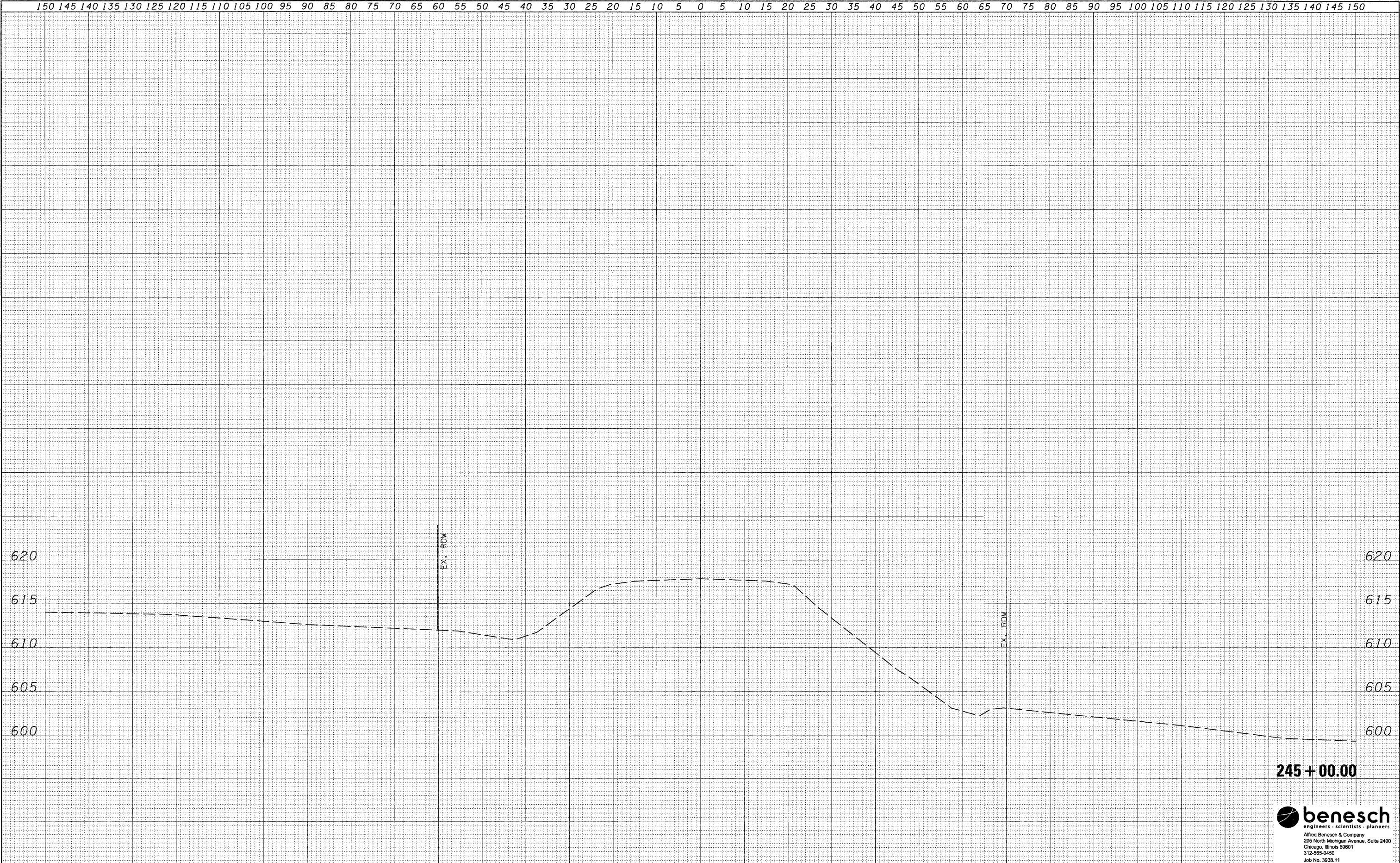


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	PLOTTED		
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