

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	1124BR)BR	LASALLE	64	1
		ILLINOIS	CONTRACT NO. 66F75	

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- 782006 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
- BLR 22-7 TYPICAL APP OF T.C.D. RURAL LOCAL HIGHWAY (2-LANE 2-WAY RURAL TRAF.) (ROAD CLOSED TO THRU TRAFFIC)

**PROPOSED
HIGHWAY PLANS**

**FAP ROUTE 607 (US 52)
SECTION (124BR)BR
PROJECT STP-PT7R(411)
DECK REPLACEMENT AND BEAM REPAIRS
LASALLE COUNTY**

C-93-053-19



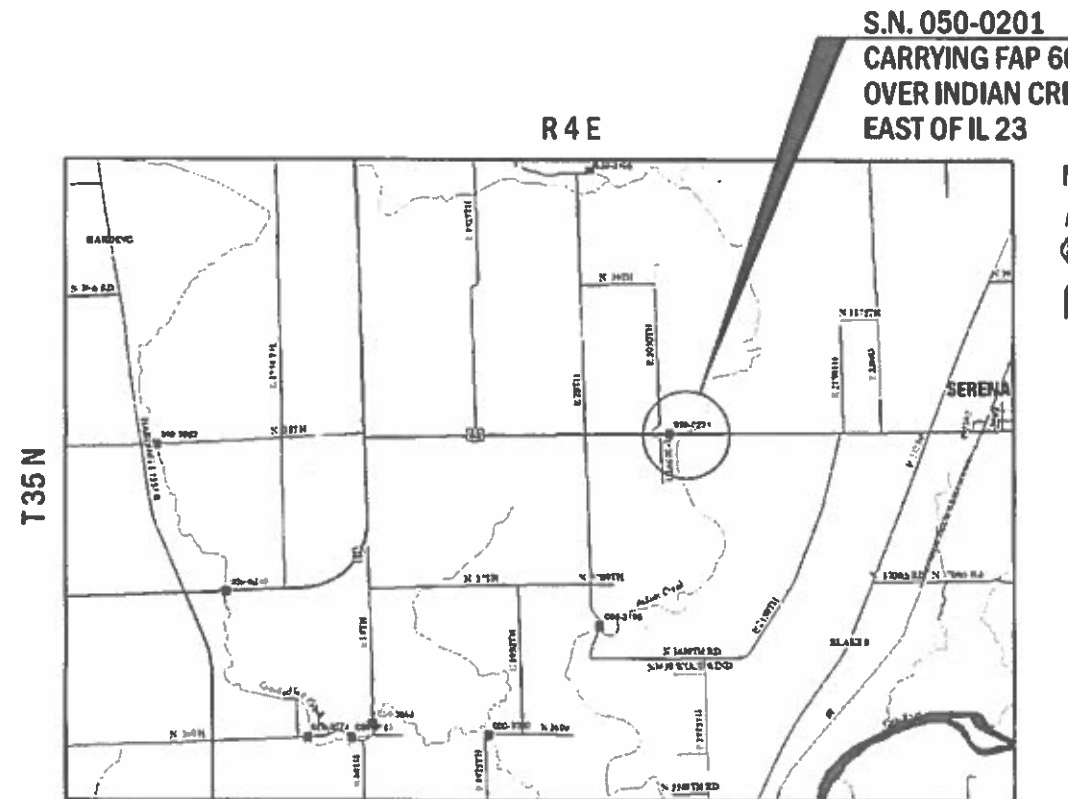
MINOR ARTERIAL RURAL
2017 ADT = 1450
P.V. = 86% S.U. = 6% M.U. = 8%



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

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

PROJECT ENGINEER: BRAD DUNCAN, P.E.
UNIT CHIEF: DARCY CARPENTER
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66F75



GROSS LENGTH = 1150.00 FT. = 0.28 MILE
NET LENGTH = 1150.00 FT. = 0.28 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *08/15/19*

[Signature] REGIONAL ENGINEER

Oct 4 2019 *[Signature]* ENGINEER OF DESIGN AND ENVIRONMENT

Oct 4 2019 *[Signature]* DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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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.

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

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

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

SEEDING WILL 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.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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 OR THE COPY INCLUDED IN THESE PLANS.

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

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

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

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS:

1. DETOUR DATES: MAY 1 TO OCTOBER 31
2. THE ABANDONED AT & T CONDUIT ATTACHED TO THE BRIDGE DECK WILL BE INCLUDED IN THE COST OF BRIDGE DECK REMOVAL.
3. ACCESS SHALL BE PROVIDED TO THE PRIVATE ENTRANCE AT STA 117+15 RT, DURING CONSTRUCTION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: T. DeBeauvoir
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-15-19

EXAMINED BY: [Signature]
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	Default	Default			607	1124BRBR	LASALLE	64	2	
						SCALE: _____ SHEET 1 OF 1 SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66F75			
						ILLINOIS FED. AID PROJECT					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL
				20% STATE
				BRIDGE
				0013
				S.N. 050-0201
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	119	119
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	66	66
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	11	11
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	11	11
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	11	11
20400800	FURNISHED EXCAVATION	CU YD	24	24
25000210	SEEDING, CLASS 2A	ACRE	0.13	0.13
25100630	EROSION CONTROL BLANKET	SQ YD	608	608
28000305	TEMPORARY DITCH CHECKS	FOOT	12	12
28000400	PERIMETER EROSION BARRIER	FOOT	2000	2000
28100107	STONE RIPRAP, CLASS A4	SQ YD	170	170
28200200	FILTER FABRIC	SQ YD	170	170
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	125	125
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1

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PLOT DATE = 8/14/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	3
			CONTRACT NO. 66F75	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL 20% STATE
				BRIDGE
				0013 S.N. 050-0201
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	209	209
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	80	80
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2490	2490
44004000	PAVED DITCH REMOVAL	FOOT	463	463
48101200	AGGREGATE SHOULDERS, TYPE B	TON	53	53
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	311	311
50102400	CONCRETE REMOVAL	CU YD	55.8	55.8
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1
50105220	PIPE CULVERT REMOVAL	FOOT	163	163
50200100	STRUCTURE EXCAVATION	CU YD	234	234
50300100	FLOOR DRAINS	EACH	34	34
50300225	CONCRETE STRUCTURES	CU YD	53.8	53.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	590.5	590.5
50300260	BRIDGE DECK GROOVING	SQ YD	1518	1518

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: _____ SHEET 2 OF 5 SHEETS STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	4
			CONTRACT NO. 66F75	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL
				20% STATE
				BRIDGE
				0013
				S.N. 050-0201
50300300	PROTECTIVE COAT	SQ YD	2013	2013
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	8210	8210
50500505	STUD SHEAR CONNECTORS	EACH	3720	3720
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1	1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	135160	135160
51500100	NAME PLATES	EACH	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	84	84
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	5	5
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	5	5
52100520	ANCHOR BOLTS, 1"	EACH	20	20
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	246	246
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	92	92
60615400	PAVED DITCH, TYPE A-15	FOOT	464	464
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	425	425

* SPECIALTY ITEM

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PLOT DATE = 8/14/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	5
			CONTRACT NO. 66F75	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL
				20% STATE
				BRIDGE
				0013
				S.N. 050-0201
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	212.5	212.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6
63200310	GUARDRAIL REMOVAL	FOOT	687.5	687.5
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	105	105
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	12	12
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	9248	9248
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9	9
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	10	10
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9	9
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	10	10

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	6
			CONTRACT NO. 66F75	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL
				20% STATE
				BRIDGE
				0013
				S.N. 050-0201
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	220	220
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	1920	1920
X7011801	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	10	10
Z0004552	APPROACH SLAB REMOVAL	SQ YD	232	232
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	175	175
* Z0007114	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES	L SUM	1	1
Z0016702	DETOUR SIGNING	L SUM	1	1
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	12	12
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	700	700
∅ Z0076600	TRAINEES	HOUR	1000	1000
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	198	198
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000

*= SPECIALTY ITEM
∅ 0042

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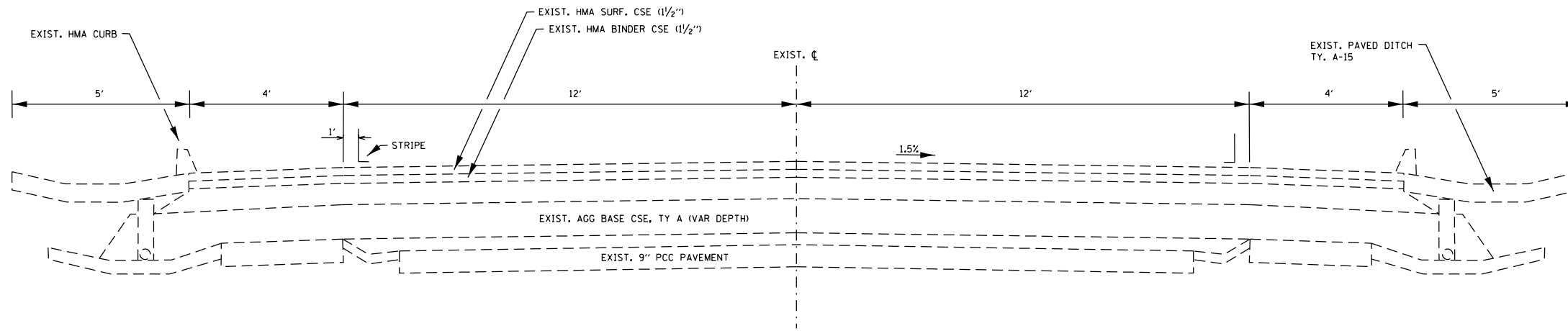
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**STATE OF ILLINOIS
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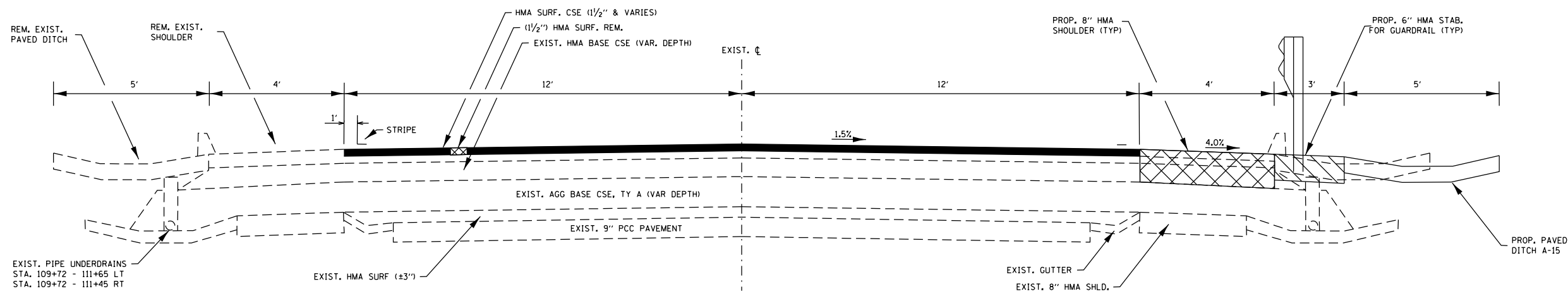
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	7
			CONTRACT NO. 66F75	
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL
STA: 109+50 TO 111+41



PROPOSED TYPICAL
STA: 109+50 TO 111+41

HMA MIXTURE REQUIREMENT TABLE				
LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA SURFACE	HMA SHOULDER BOTTOM LIFT(S)	HMA SHOULDER TOP LIFT	HMA GUARDRAIL STAB. 6"
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIXTURE C		MIXTURE C	
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	NA	NA	NA	NA
DENSITY TEST METHOD:	CORES	CORES	CORES	SATISFACTION OF ENGINEER

MODEL: MODELNAMES
FILE NAMES: STILES

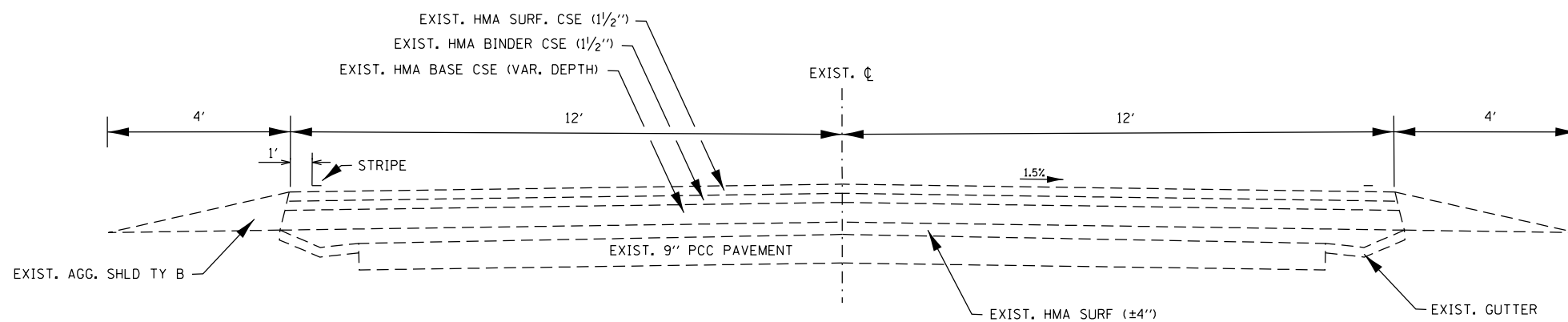
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

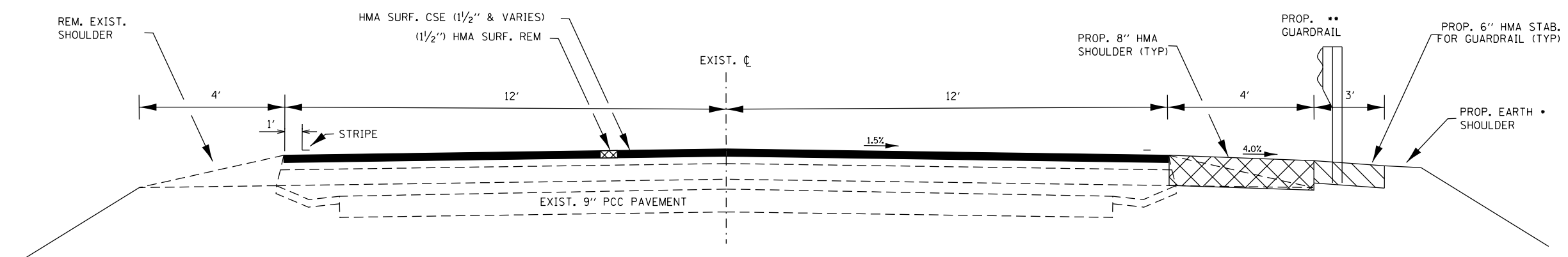
US 52
TYPICALS

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124 BR)BR	LASALLE	64	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F75	



EXISTING TYPICAL
STA: 116+00 TO 121+00



PROPOSED TYPICAL
STA: 116+00 TO 121+00

- EARTH SHOULDER
STA: 116+00 TO 120+78 LT
- 9 FT GUARDRAIL POSTS
STA: 115+70 TO 119+65 RT

MODEL: MODELNAMES
FILE NAMES: STILES

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 TYPICALS		SCALE:		SHEET 2 OF 2 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124 BR)BR	LASALLE	64	9
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

US 52				
LOCATION	OFFSET	TREE REMOVAL UNDER 6 UNITS NOT PAID FOR	TREE REMOVAL DIAMETER 6-15	TREE REMOVAL DIAMETER OVER 15
		UNIT	UNIT	UNIT
111+69	39.38 RT	4		
111+85	46.02 RT		12	
111+85	56.09 RT	4		
111+87	44.06 RT			24
111+86	60.40 RT	4		
111+99	57.69 RT			18
112+01	60.41 RT		6	
112+02	57.81 RT		8	
112+08	35.20 LT		6	
112+11	37.10 LT	4		
112+19	37.61 LT		8	
112+47	41.18 LT		10	
111+59	29.30 LT	4		
112+16	41.48 LT			24
11+73	52.51 RT		12	
111+78	59.83 RT	4		
111+81	61.40 RT		8	
111+82	59.97 RT		10	
111+82	71.16 RT	4		
112+09	61.83 RT		12	
116+73	26.98 RT		15	
117+89	23.58 RT		12	
TOTALS			119	66

NOTE: PER SECTION 201.01 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, TREES LESS THAN 6 UNITS WILL NOT BE MEASURED FOR PAYMENT.

EARTH EXCAVATION SCHEDULE					
(1)		(2)	(3)	(4)	(5)
STA TO STA		EARTH EX	EARTH EX ADJ FOR SHRINKAGE	EMBANK	EARTHWORK BAL WASTE(+) OR SHORTAGE(-)
	LANE	CU YD	CU YD	CU YD	CU YD
109+00 TO 109+50	LT/RT	0.27	0.20	0.94	-0.74
109+50 TO 110+00	LT/RT	3.19	2.39	3.15	-0.76
110+00 TO 110+50	LT/RT	3.96	2.97	3.31	-0.34
110+50 TO 111+50	LT/RT	15.47	11.60	9.52	2.08
111+50 TO 112+00	LT/RT	7.17	5.38	3.96	1.42
112+00 TO 115+50	LT/RT	0	0.00	0	0.00
115+50 TO 116+00	LT/RT	3.84	2.88	1.5	1.38
116+00 TO 116+50	LT/RT	8.27	6.20	3.46	2.74
116+50 TO 117+00	LT/RT	9.18	6.89	11.94	-5.06
117+00 TO 117+15	LT/RT	2.86	2.15	5.15	-3.01
117+15 TO 117+50	LT/RT	6.75	5.06	6.42	-1.36
117+50 TO 118+00	LT/RT	8.67	6.50	5.22	1.28
118+00 TO 118+50	LT/RT	7.23	5.42	7.27	-1.85
118+50 TO 119+00	LT/RT	9.39	7.04	5.5	1.54
119+00 TO 119+50	LT/RT	13.48	10.11	2.8	7.31
119+50 TO 120+00	LT/RT	12.83	9.62	2.44	7.18
120+00 TO 120+50	LT/RT	10.55	7.91	3.69	4.22
120+50 TO 121+00	LT/RT	9.83	7.37	2.87	4.50
121+00 TO 121+50	LT/RT	4.59	3.44	0.31	3.13
GRAND TOTALS		134	101	75	24

COLUMNS 2, AND 4-LOCATION AND QUANTITIES FROM CROSS SECTIONS
COLUMN 3- QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 25% (1- SHRINKAGE FACTOR)
COLUMN 5 EARTHWORK REQUIRED (PAY FOR AS FINISHED EXCAVATION)

MODEL: Default
FILE: \\nas01c.psu.edu\pub\lancorn.d\at\illinois.gov\RWIDOT\Documents\DOT_Offices\District_3\Projects\0366F75\CADD\Drawings\CAD\Sheet\0366F75-sh-eh-schedule.dgn

USER NAME = pletschr	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100,0000' / in.	CHECKED - _____	REVISED - _____				607	(124BR)BR	LASALLE	64	10
PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____		SCALE: _____ SHEET 1 OF 2 SHEETS STA. _____ TO STA. _____		CONTRACT NO. 66F75				
						ILLINOIS FED. AID PROJECT				

DRAINAGE SCHEDULE					
LOCATION	PAVED DITCH REMOVAL	PAVED DITCH TY A-15	PIPE CULVERT REMOVAL	FILTER FABRIC	RIPRAP CL A4
	FOOT	FOOT	FOOT	SQ YD	SQ YD
NORTHWEST	240	240	58	39	39
SOUTHWEST	223	224	40	42	42
NORTHEAST			41	67	67
SOUTHEAST			24		
TOTAL	463	464	163	148	148

MAINLINE SCHEDULE									
STA. TO STA.	LENGTH	1 1/2" HMA SURF CSE MIX "C" N50	HMA SURF REM 1 1/2"	BIT MATLS TACK COAT	MIX FOR CRACKS JOINTS, & FLANGWAYS	LONG JOINT SEAL	HMA SHLDR 8"	AGG SHLDR TYPE B	
		TON	SQ YD	POUND	TON	FOOT	SQ YD	TON	
109+50 TO 111+05.84	155.84	46.5	554.1	27.7	0.17	155.8	69.3	11.8	
STA EQ 111+05.84 AH=110+99.99 BK 110+99.99 TO 111+42.26	42.27	12.6	150.3	7.5	0.05	42.3	18.8	3.2	
BRIDGE OMISSION 111+42.26 TO 115+97.74	502.26	150.0	1785.8	89.3	0.54	502.3	223.2	38.1	
TOTALS		209	2490	125	1	700	311	53	

EROSION CONTROL		
LOCATION	PERIMETER EROSION BARRIER	TEMP DITCH CHECKS
STA TO STA	FEET	EACH
SOUTH WEST QUAD	350	3
SOUTH EAST QUAD	700	3
NORTH WEST QUAD	350	3
NORTH EAST QUAD	600	3
TOTAL	2000	12

PAVEMENT MARKING SCHEDULE								
	LENGTH	PAINT 4" WHITE	PAINT 4" YELLOW	SHORT-TERM MRK	SHORT-TERM PAVT MRK REM	RAISED REFL PVMT MRK	RAISED REFL PVMT MRK REM	LINEAR DELINEATOR PANELS, 6"
		FOOT	FOOT	FOOT	SQ FT	EACH	EACH	EACH
109+50 TO 111+05.84	155.84	311.7	311.7	23.4	2.6	2.0	2.0	
STA EQ 111+05.84 AH=110+99.99 BK 110+99.99 TO 111+42.26	42.27	84.5	84.5	6.3	0.7	1.0	1.0	
BRIDGE OMISSION 111+42.26 TO 115+97.74	455.54	911.1	911.1	75.3	8.3	6.0	6.0	10.0
115+97.74 TO 121+00	502.26	1004.5	1004.5					
SUBTOTALS		2312	2312	105	12	9	9	10
SECOND APPLICATION OF PAINT		2312	2312					
TOTALS		4624	4624	105	12	9	9	10

SEEDING SCHEDULE					
LOCATION	SEEDING CLASS 2A	EROSION CONTROL BLANKET	NIT FERT NUT	PHOS FERT NUT	POT FERT NUT
STA TO STA	ACRE	SQ YD	LB	LB	LB
SOUTH WEST QUAD	0.03	166.4	3.1	3.1	3.1
SOUTH EAST QUAD	0.03	154.3	2.9	2.9	2.9
NORTH WEST QUAD	0.02	103.0	1.9	1.9	1.9
NORTH EAST QUAD	0.04	183.9	3.4	3.4	3.4
TOTAL	0.13	608	11.3	11.3	11.3

GUARDRAIL SCHEDULE									
LOCATION	LENGTH OF NEED	GUARD-RAIL REM	TBT TY 1 SPECIAL TANGENT	TBT TYPE 6	SPBGR TY A 6 FT POSTS	SPBGR TY A 9 FT POSTS	HMA STAB 6" AT SPBGR (IL 19.0, N50)	GUARD-RAIL REFL TY A	TERMINAL MARKER DIRECT APPLIED
STA TO STA	FOOT	FOOT	EACH	EACH	FOOT	FOOT	SQ YD	EACH	EACH
EB APPROACH (050-0201)	122	87.5	1	1	50		25	2	1
EB DEPARTURE (050-0201)	122/205	137.5	3	1		212.5	8	1	1
WB APPROACH (050-0201))	425	375	1	1	362.5		129	6	1
WB DEPARTURE (050-0201)	75	87.5	1	1	12.5		13	1	1
TOTAL		687.5	6	4	425	212.5	175	10	4

US RTE. 52		LOCATION: INDIAN CREEK, 2.1 MILES E OF IL 23			LASALLE COUNTY	
GPS NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY	
N/A	NO PERMANENT SURVEY MARKERS OR SECTION CORNER MARKERS TO BE SET ON THIS JOB	N/A	N/A	N/A	N/A	
<p>THERE ARE NO RECORD LAND SURVEY OR CENTERLINE CONTROL MONUMENTS LOCATED WITHIN THE CONSTRUCTION LIMITS. UNKNOWN MONUMENTS SET BY OTHERS MAY EXIST. IF FOUND, THE R.E. MUST TIE AND REQUEST PLATS AND PLANS PERSONNEL TO GPS ANY MONUMENT(S) SUBJECT TO DAMAGE OR DESTRUCTION FROM THE BRIDGE REPAIR WORK, AND INFORM THEM TO RESET THE MONUMENT(S) UPON JOB COMPLETION. NO MONUMENT RECORDS WILL BE REQUIRED FOR THIS JOB.</p>						

MODEL: Default
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DRAWN - _____	REVISIONS - _____	
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PLOT DATE = 8/14/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES	
SCALE: _____	SHEET 2 OF 2 SHEETS STA. _____ TO STA. _____

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 11
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

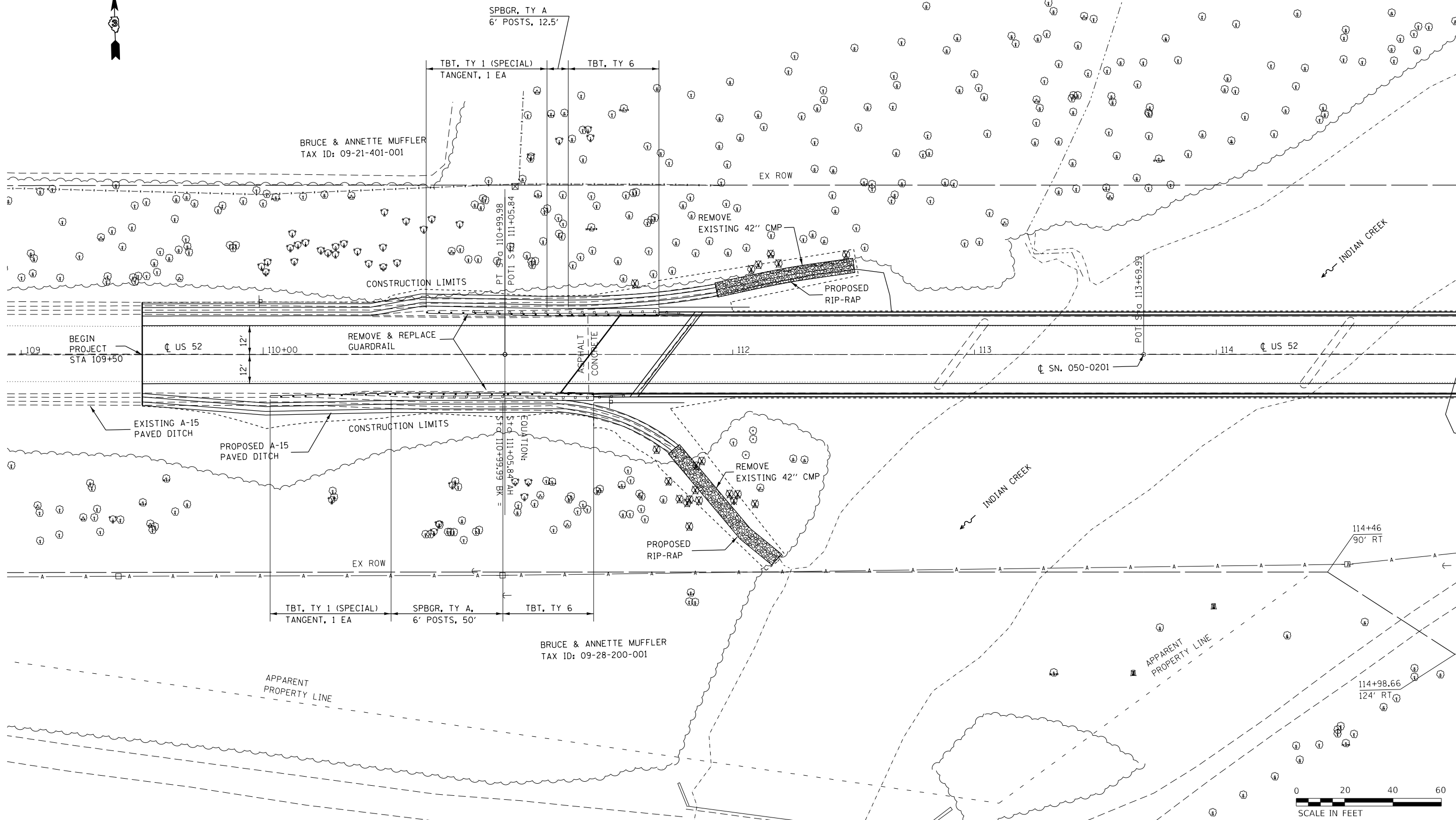
LEGEND:



STONE RIPRAP, CLASS A4

SEE SCHEDULE FOR EROSION CONTROL ITEMS

BM # 26 EL. 605.543
 STA: 111+60.24 16.98 RT
 CUT "□" TOP NE CORNER OF SW WING WALL



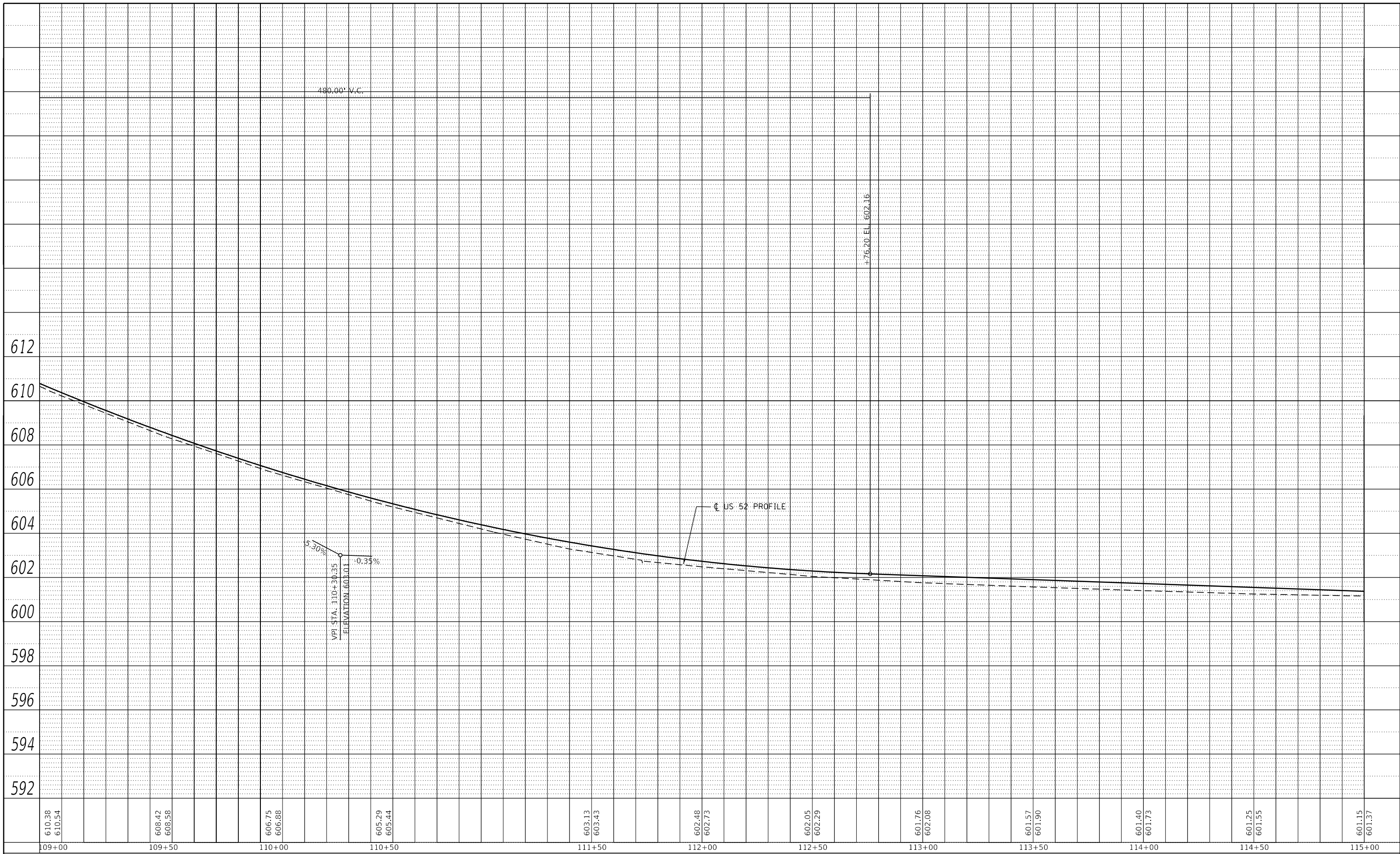
MATCH LINE 115+00



FILE NAME =	USER NAME = pletschr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52 PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pwz\planroom.dot\illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\D366F75\CADData\CADSheet\DRAWN 75-sh-plnprf.dgn		CHECKED -	REVISED -		607	(124 BRJES)	LASALLE	64	12			
PLOT SCALE = 40.0000 "/td> <td></td> <td>DATE -</td> <td>REVISED -</td> <td colspan="3" style="text-align: center;">CONTRACT NO. 66F75</td> <td colspan="2" style="text-align: center;">ILLINOIS FED. AID PROJECT</td>		DATE -	REVISED -		CONTRACT NO. 66F75			ILLINOIS FED. AID PROJECT				
Default					SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
PROFILE	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	CADD FILE NAME		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
PROFILE	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	CADD FILE NAME		



610.38 610.54	608.42 608.58	606.75 606.88	605.29 605.44	603.13 603.43	602.48 602.73	602.05 602.29	601.76 602.08	601.57 601.90	601.40 601.73	601.25 601.55	601.15 601.37
109+00	109+50	110+00	110+50	111+50	112+00	112+50	113+00	113+50	114+00	114+50	115+00

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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 8/13/2019	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 52
PROFILE SHEET**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124 BR)ES	LASALLE	64	13
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

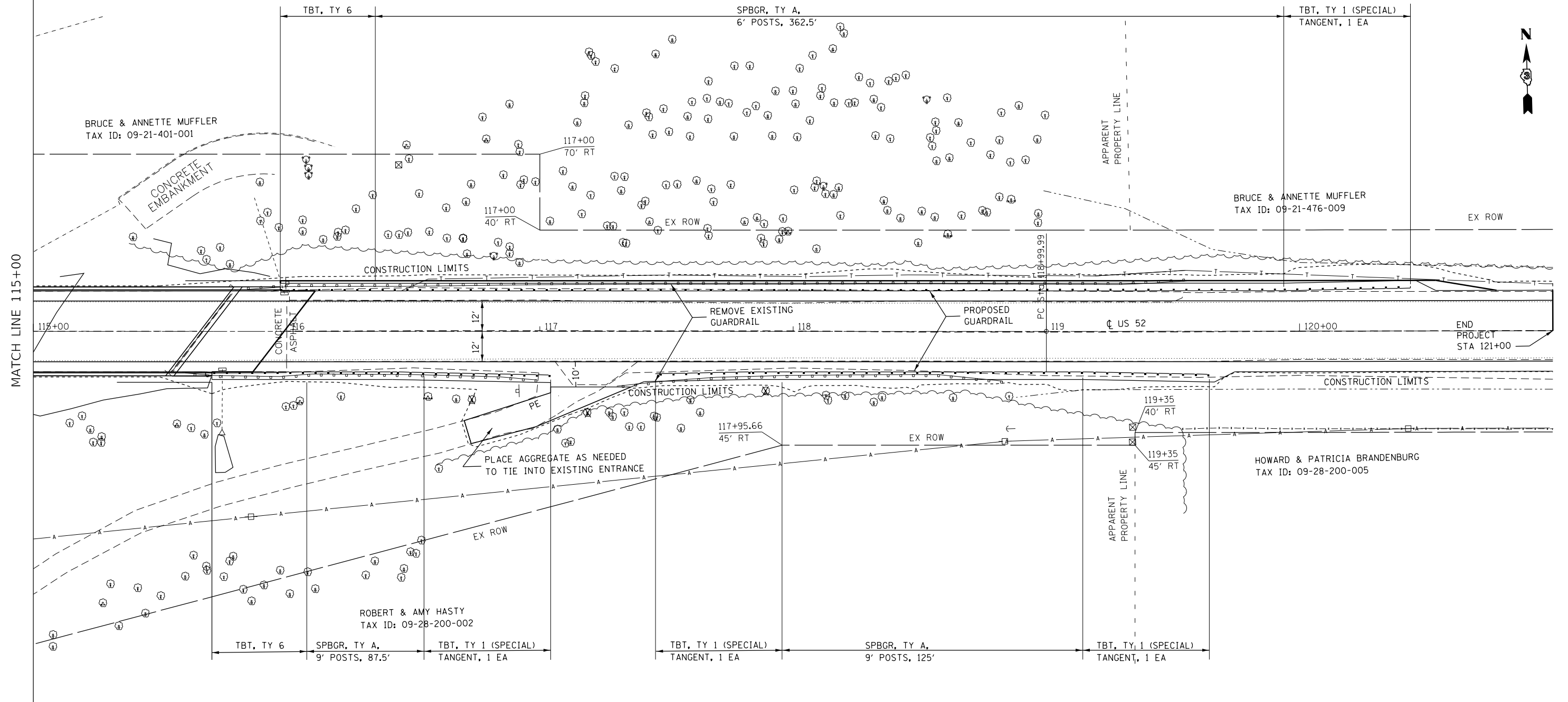
BM # 28 EL. 603.456
 STA: 115+54.45 17.24 RT
 CUT "□" TOP NW CORNER OF SE WING WALL

SEE SCHEDULE FOR EROSION
 CONTROL ITEMS

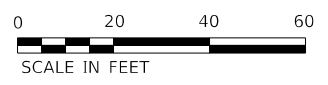
LEGEND:



STONE RIPRAP, CLASS A4



MATCH LINE 115+00



FILE NAME = pwz\planroom.dot\illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\D366F75\CADData\CADSheet\6675-sh1-plnprf.dgn	USER NAME = pletschr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52 PLAN SHEET	F.A.P. RTE. 607	SECTION (124 BRJES)	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 14
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -			SCALE:	SHEET OF SHEETS STA. TO STA.	CONTRACT NO. 66F75 ILLINOIS FED. AID PROJECT		
Default	PLOT DATE = 8/13/2019	DATE -	REVISED -							

PLAN	SURVEYED	BY	DATE
	ALIGNED		
PROFILE	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
NOTE BOOK NO.	STRUCTURE NOTATIONS CHECKED		



FILE NAME =	USER NAME = pletschr	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 52 PROFILE</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 8/13/2019	DATE -	REVISED -		CONTRACT NO. 66F75				
					ILLINOIS	FED. AID PROJECT			

SCALE: SHEET OF SHEETS STA. TO STA.

Benchmark: #26: Cut "□" on Northeast corner of Southwest wingwall, Elev. 605.54, Sta. 111+60.24, 16.98' RT.

Existing Structure: Structure No. 050-0201 was originally constructed in 1988 under Section 124BR. The deck was patched in 2016. The superstructure consists of three-span continuous steel plate girder bridge with a 7 1/2" reinforced concrete deck. The substructure consists of stub abutments supported by steel H-piles and three column trapezoidal piers on spread footings. The back-to-back of abutment length measures 398'-0" and the out-to-out width measures 35'-2". The span lengths are 120'-0", 151'-6", and 120'-0". The bridge is skewed 37°31'35" left forward. The bridge will be closed and traffic detoured during construction.

No Salvage.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

EXISTING DESIGN STRESSES

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M223 Grade 50)
 fy = 36,000 psi (M183)

PROPOSED DESIGN STRESSES

FIELD UNITS:

f'c = 3,500 psi
 f'c = 4,000 psi (Superstructure Concrete)
 fy = 60,000 psi (Reinforcement)
 fy = 36,000 psi (Structural Steel)

LOADING HS20-44 (New Construction)

No allowance for future wearing surface

SEISMIC DATA

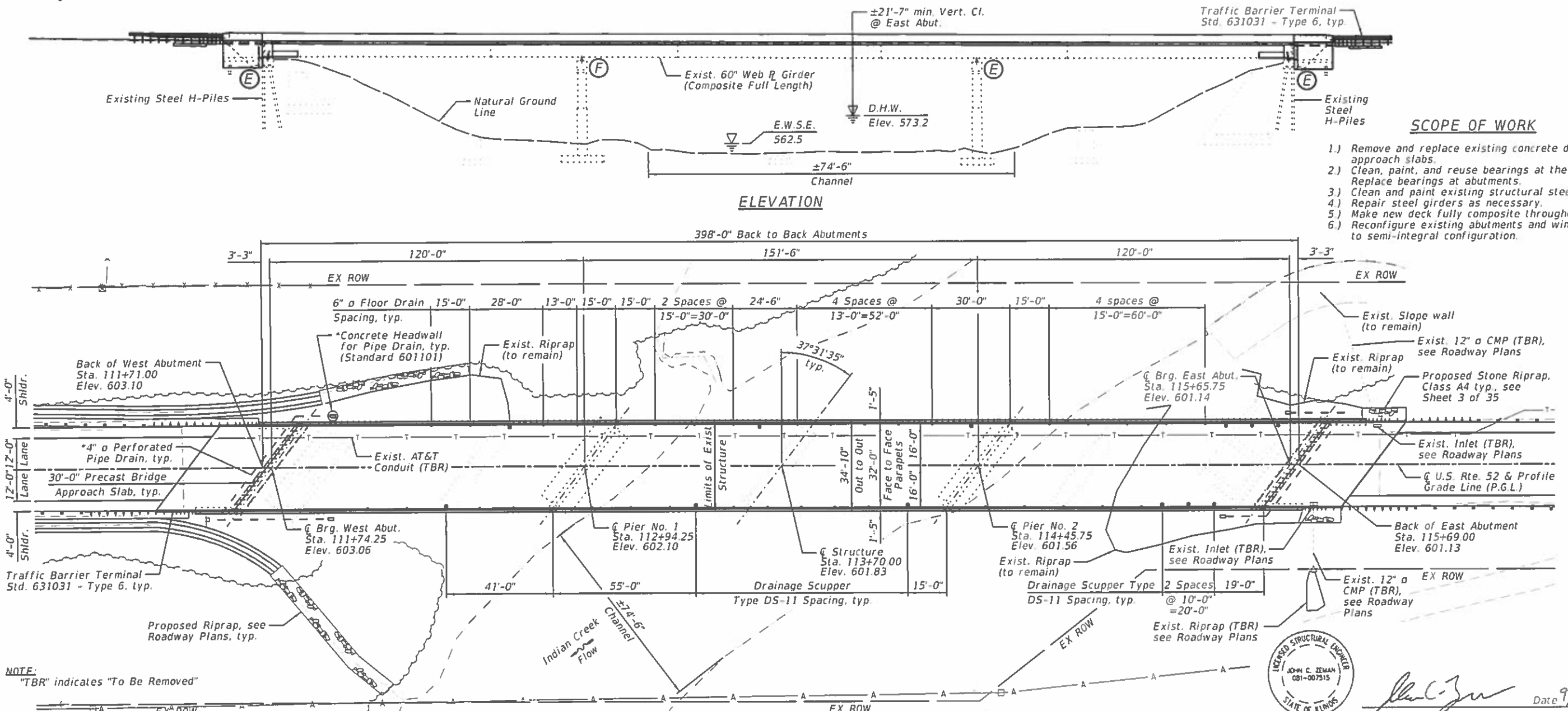
Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.036g
 Site Coefficient (S) = 1.0

INDEX OF SHEETS

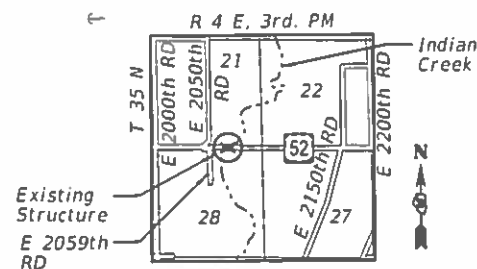
See Sheet 2 for "Index of Sheets".

SCOPE OF WORK

- 1.) Remove and replace existing concrete deck and approach slabs.
- 2.) Clean, paint, and reuse bearings at the piers. Replace bearings at abutments.
- 3.) Clean and paint existing structural steel.
- 4.) Repair steel girders as necessary.
- 5.) Make new deck fully composite throughout.
- 6.) Reconfigure existing abutments and wingwalls to semi-integral configuration.



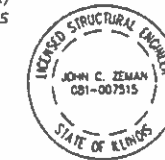
NOTE: "TBR" indicates "To Be Removed"



LOCATION SKETCH

PLAN

Included in the cost of Pipe Underdrains for Structures 4.



Signature of John C. Zeman, Date 9/23/19
 JOHN C. ZEMAN
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-007515
 Exp. Date 11/30/20

APPROVED
 For Structural Adequacy Only
 Signature of Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
U.S. ROUTE 52 OVER INDIAN CREEK
F.A.P. 607 - SECTION (124BR)BR
LASALLE COUNTY
STATION 113+70.00
STRUCTURE NO. 050-0201

Farnsworth GROUP
 7709 McCRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-8435 / info@fgr.com

DESIGNED - PMG	REVISD -
CHECKED - JCZ	REVISD -
DRAWN - DJM	REVISD -
CHECKED - DAH	REVISD -
DATE - 09/23/19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	17
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

TOTAL BILL OF MATERIAL

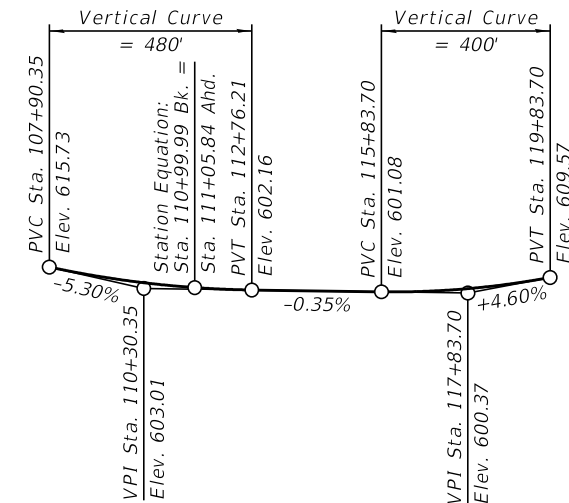
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		22	22
Filter Fabric	Sq. Yd.		22	22
Concrete Removal	Cu. Yd.		55.8	55.8
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		234	234
Floor Drains	Each	34		34
Concrete Structures	Cu. Yd.	25.6	28.2	53.8
Concrete Superstructure	Cu. Yd.	590.5		590.5
Bridge Deck Grooving	Sq. Yd.	1,518		1,518
Protective Coat	Sq. Yd.	2,013		2,013
Furnishing and Erecting Structural Steel	Pound	8,210		8,210
Stud Shear Connectors	Each	3,720		3,720
Cleaning and Painting Structural Steel, Location 1	L Sum	1		1
Reinforcement Bars, Epoxy Coated	Pound	133,070	2,090	135,160
Name Plates	Each	1		1
Prefomed Joint Strip Seal	Foot	84		84
Elastomeric Bearing Assembly, Type I	Each	5		5
Elastomeric Bearing Assembly, Type II	Each	5		5
Anchor Bolts, 1"	Each	20		20
Granular Backfill for Structures	Cu. Yd.		246	246
Geocomposite Wall Drain	Sq. Yd.		92	92
Concrete Wearing Surface, 5"	Sq. Yd.	220		220
Precast Bridge Approach Slab	Sq. Ft.	1,920		1,920
Jack and Remove Existing Bearings	Each	10		10
Containment and Disposal of Non-Lead Paint Cleaning Residues	L Sum	1		1
Drainage Scuppers, DS-11	Each	12		12
Pipe Underdrains for Structures 4"	Foot		198	198

GENERAL NOTES:

- All new fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" ø, open holes 13/16" ø, unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- Plan Dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Cleaning and painting of the existing structural steel, including end cross frames and pier bearings, shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - 0Z/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Green, Munsell No 7.5 G 4/8.
- A minimum of two air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Non-Lead Paint Cleaning Residues".
- Containment of cleaning residue is required to control nuisance dust. See special provisions.
- All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

INDEX OF SHEETS

SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2-3	GENERAL DATA
4	TOP OF DECK ELEVATION LOCATIONS
5-7	TOP OF DECK ELEVATIONS
8-9	TOP OF APPROACH SLAB ELEVATIONS
10-11	SUPERSTRUCTURE
12	SUPERSTRUCTURE DETAILS
13	DIAPHRAGM DETAILS
14-15	WEST PRECAST BRIDGE APPROACH SLAB
16-17	EAST PRECAST BRIDGE APPROACH SLAB
18	PRECAST BRIDGE APPROACH SLAB DETAILS
19	PREFORMED JOINT STRIP SEAL
20	DRAINAGE SCUPPER, DS-11
21-25	STRUCTURAL STEEL
26	TYPE I ELASTOMERIC BEARING DETAILS
27	TYPE II ELASTOMERIC BEARING DETAILS
28	WEST ABUTMENT REMOVAL
29	WEST ABUTMENT
30	EAST ABUTMENT REMOVAL
31	EAST ABUTMENT
32	CONCRETE PARAPET SLIPFORMING OPTION
33-35	EXISTING STRUCTURAL STEEL DETAILS



PROFILE GRADE

(Along Center Roadway)

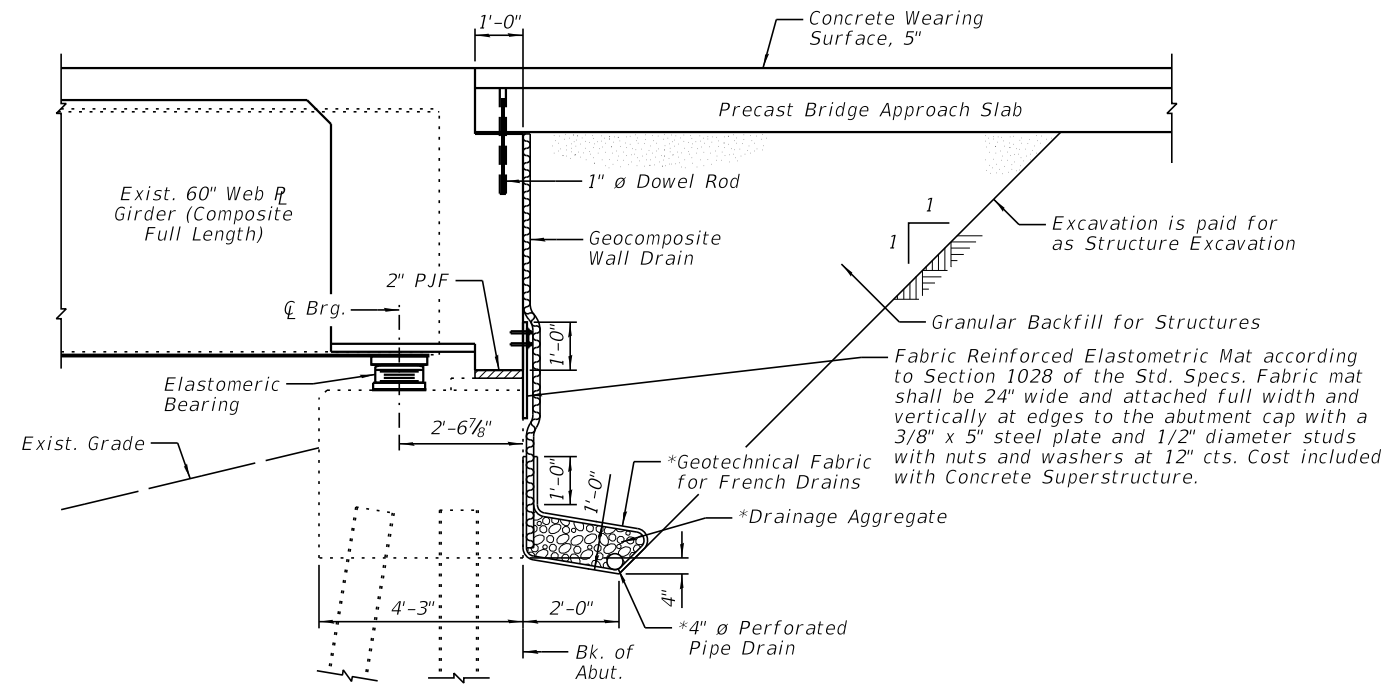
STATION 113+70.00
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 607 SEC. (124BR)BR
LOADING HS20-44
STRUCTURE NO. 050-0201

NAME PLATE

See Std. 515001

NOTE:

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



SECTION THRU ABUTMENT
(Horizontal dimensions @ Rt. L's)

NOTES:

- 1.) *Included in the cost of Pipe Underdrains for Structures (see Special Provisions).
- 2.) All drainage system components shall extend from inside face to inside face of the reconstructed wingwalls, 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).
- 3.) Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

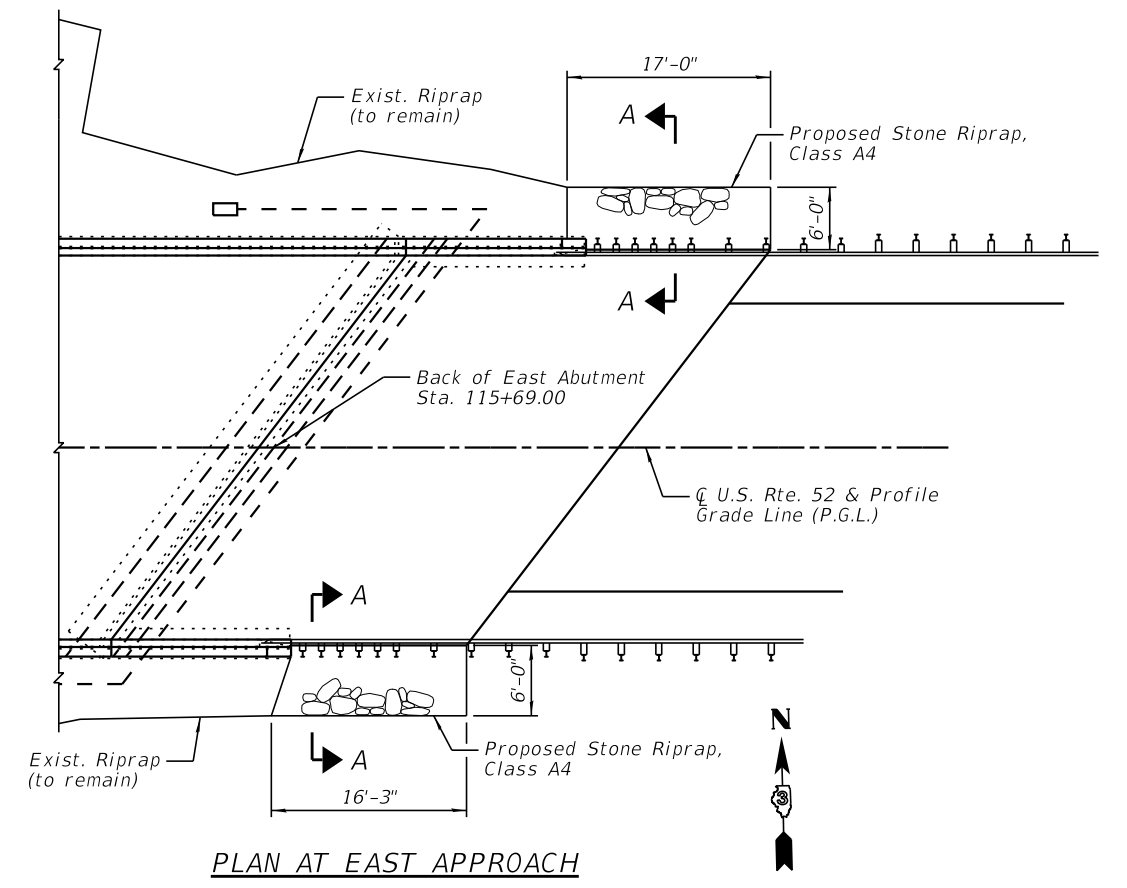
DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elevations (ft.)				Item 113
	W. Abut.	Pier 1	Pier 2	E. Abut.	
Q100	592.41	555.03	553.85	590.57	5
Q200	592.41	555.03	553.85	590.57	
Design	592.41	555.03	553.85	590.57	

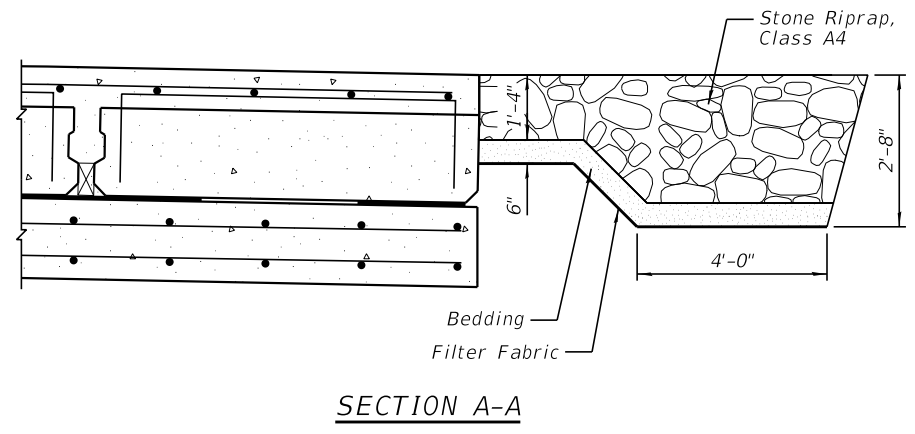
WATERWAY INFORMATION

Drainage Area = 232.4 Sq. Mi. Low Grade Elev. 600.80 @ Sta. 115+00.00

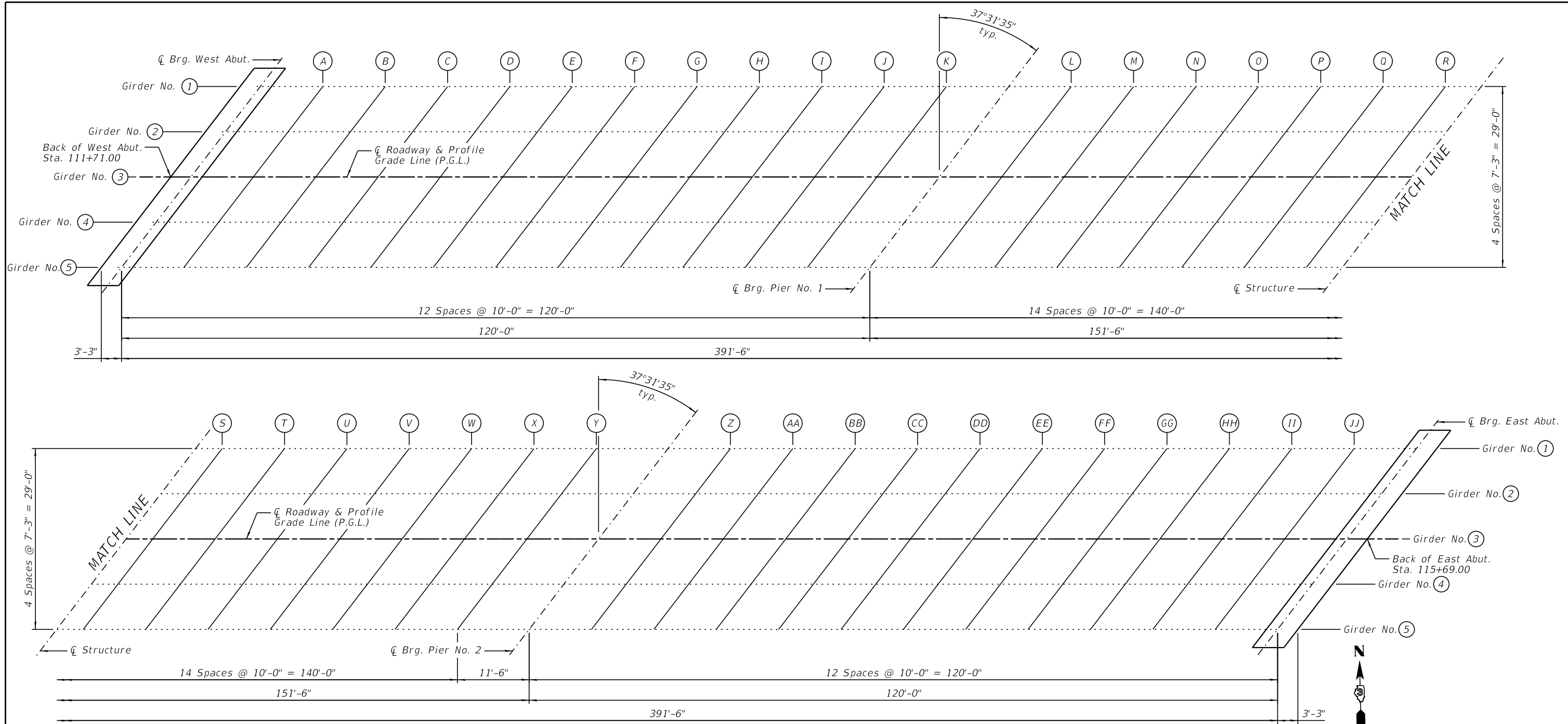
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Hydraulic Design	10	6,110	1,216	1,216	571.0	0.30	0.30	571.20	571.20
Base/Scour Design	50	8,920	1,529	1,529	573.2	0.40	0.40	573.50	573.50
Scour Check	100	10,200	1,727	1,727	574.5	0.40	0.40	574.90	574.90
Max. Calc.	200	11,400	1,967	1,967	576.0	0.50	0.50	576.50	576.50
	500	13,000	2,026	2,026	576.4	0.50	0.50	577.00	577.00



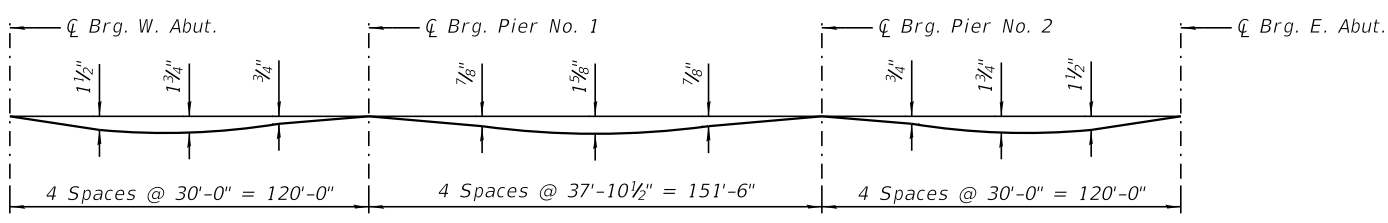
PLAN AT EAST APPROACH



SECTION A-A



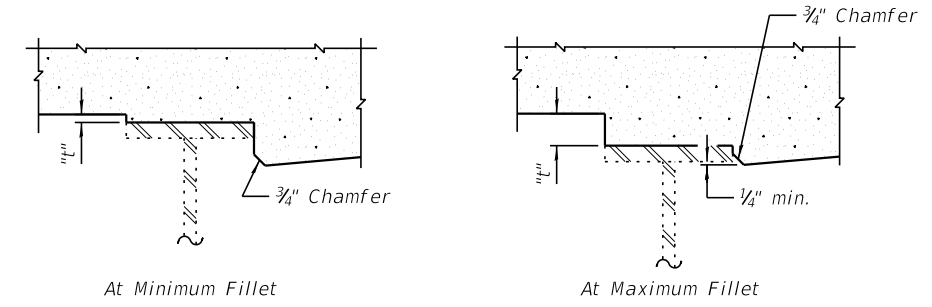
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", as shown on Sheets 5-7 of 35.



To determine "t": After the existing deck has been removed, structural steel repairs and bearing replacement have been completed, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 5-7 of 35, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



DESIGNED - PMG	REVISIONS
CHECKED - JCZ	REVISIONS
DRAWN - DJM	REVISIONS
CHECKED - DAH	REVISIONS
DATE - 09/23/19	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATION LOCATIONS
STRUCTURE NO. 050-0201**

SHEET NO. 4 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	20
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

GIRDER NO. 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	111+82.14	-14.50	602.72	602.72
☉ Brg. West Abut.	111+85.39	-14.50	602.67	602.67
A	111+95.39	-14.50	602.55	602.60
B	112+05.39	-14.50	602.44	602.53
C	112+15.39	-14.50	602.33	602.46
D	112+25.39	-14.50	602.24	602.39
E	112+35.39	-14.50	602.16	602.31
F	112+45.39	-14.50	602.09	602.23
G	112+55.39	-14.50	602.03	602.15
H	112+65.39	-14.50	601.97	602.07
I	112+75.39	-14.50	601.93	602.00
J	112+85.39	-14.50	601.90	601.93
K	112+95.39	-14.50	601.86	601.87
☉ Brg. Pier No. 1	113+05.39	-14.50	601.83	601.83
L	113+15.39	-14.50	601.79	601.80
M	113+25.39	-14.50	601.76	601.78
N	113+35.39	-14.50	601.72	601.77
O	113+45.39	-14.50	601.69	601.76
P	113+55.39	-14.50	601.65	601.75
Q	113+65.39	-14.50	601.62	601.74
R	113+75.39	-14.50	601.58	601.71
S	113+85.39	-14.50	601.54	601.68
T	113+95.39	-14.50	601.51	601.63
U	114+05.39	-14.50	601.47	601.58
V	114+15.39	-14.50	601.44	601.52
W	114+25.39	-14.50	601.40	601.46
X	114+35.39	-14.50	601.37	601.40
Y	114+45.39	-14.50	601.33	601.34
☉ Brg. Pier No. 2	114+56.89	-14.50	601.29	601.29
Z	114+66.89	-14.50	601.26	601.27
AA	114+76.89	-14.50	601.22	601.26
BB	114+86.89	-14.50	601.19	601.25
CC	114+96.89	-14.50	601.15	601.25
DD	115+06.89	-14.50	601.12	601.24
EE	115+16.89	-14.50	601.08	601.23
FF	115+26.89	-14.50	601.05	601.20
GG	115+36.89	-14.50	601.01	601.16
HH	115+46.89	-14.50	600.97	601.10
II	115+56.89	-14.50	600.94	601.03
JJ	115+66.89	-14.50	600.90	600.95
☉ Brg. East Abut.	115+76.89	-14.50	600.87	600.87
Bk. of East Abut.	115+80.14	-14.50	600.86	600.86

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	111+76.57	-7.25	602.91	602.91
☉ Brg. West Abut.	111+79.82	-7.25	602.87	602.87
A	111+89.82	-7.25	602.74	602.79
B	111+99.82	-7.25	602.62	602.72
C	112+09.82	-7.25	602.51	602.64
D	112+19.82	-7.25	602.41	602.56
E	112+29.82	-7.25	602.33	602.48
F	112+39.82	-7.25	602.25	602.39
G	112+49.82	-7.25	602.18	602.31
H	112+59.82	-7.25	602.12	602.22
I	112+69.82	-7.25	602.08	602.14
J	112+79.82	-7.25	602.04	602.07
K	112+89.82	-7.25	602.00	602.01
☉ Brg. Pier No. 1	112+99.82	-7.25	601.97	601.97
L	113+09.82	-7.25	601.93	601.94
M	113+19.82	-7.25	601.90	601.92
N	113+29.82	-7.25	601.86	601.91
O	113+39.82	-7.25	601.83	601.90
P	113+49.82	-7.25	601.79	601.89
Q	113+59.82	-7.25	601.76	601.88
R	113+69.82	-7.25	601.72	601.85
S	113+79.82	-7.25	601.69	601.82
T	113+89.82	-7.25	601.65	601.77
U	113+99.82	-7.25	601.61	601.72
V	114+09.82	-7.25	601.58	601.66
W	114+19.82	-7.25	601.54	601.60
X	114+29.82	-7.25	601.51	601.54
Y	114+39.82	-7.25	601.47	601.48
☉ Brg. Pier No. 2	114+51.32	-7.25	601.43	601.43
Z	114+61.32	-7.25	601.40	601.41
AA	114+71.32	-7.25	601.36	601.40
BB	114+81.32	-7.25	601.33	601.39
CC	114+91.32	-7.25	601.29	601.39
DD	115+01.32	-7.25	601.26	601.38
EE	115+11.32	-7.25	601.22	601.37
FF	115+21.32	-7.25	601.19	601.34
GG	115+31.32	-7.25	601.15	601.30
HH	115+41.32	-7.25	601.12	601.24
II	115+51.32	-7.25	601.08	601.18
JJ	115+61.32	-7.25	601.05	601.10
☉ Brg. East Abut.	115+71.32	-7.25	601.01	601.01
Bk. of East Abut.	115+74.57	-7.25	601.00	601.00

GIRDER NO. 3, C ROADWAY & PROFILE GRADE LINE (P.G.L.)

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	111+71.00	0.00	603.10	603.10
C Brg. West Abut.	111+74.25	0.00	603.05	603.05
A	111+84.25	0.00	602.92	602.97
B	111+94.25	0.00	602.79	602.89
C	112+04.25	0.00	602.68	602.81
D	112+14.25	0.00	602.58	602.72
E	112+24.25	0.00	602.48	602.64
F	112+34.25	0.00	602.40	602.55
G	112+44.25	0.00	602.32	602.45
H	112+54.25	0.00	602.26	602.36
I	112+64.25	0.00	602.21	602.27
J	112+74.25	0.00	602.17	602.20
K	112+84.25	0.00	602.13	602.14
C Brg. Pier No. 1	112+94.25	0.00	602.10	602.10
L	113+04.25	0.00	602.06	602.07
M	113+14.25	0.00	602.03	602.05
N	113+24.25	0.00	601.99	602.04
O	113+34.25	0.00	601.95	602.03
P	113+44.25	0.00	601.92	602.02
Q	113+54.25	0.00	601.88	602.01
R	113+64.25	0.00	601.85	601.98
S	113+74.25	0.00	601.81	601.95
T	113+84.25	0.00	601.78	601.90
U	113+94.25	0.00	601.74	601.85
V	114+04.25	0.00	601.71	601.79
W	114+14.25	0.00	601.67	601.73
X	114+24.25	0.00	601.64	601.66
Y	114+34.25	0.00	601.60	601.61
C Brg. Pier No. 2	114+45.75	0.00	601.56	601.56
Z	114+55.75	0.00	601.53	601.54
AA	114+65.75	0.00	601.49	601.53
BB	114+75.75	0.00	601.46	601.52
CC	114+85.75	0.00	601.42	601.52
DD	114+95.75	0.00	601.39	601.51
EE	115+05.75	0.00	601.35	601.50
FF	115+15.75	0.00	601.31	601.47
GG	115+25.75	0.00	601.28	601.43
HH	115+35.75	0.00	601.24	601.37
II	115+45.75	0.00	601.21	601.30
JJ	115+55.75	0.00	601.17	601.22
C Brg. East Abut.	115+65.75	0.00	601.14	601.14
Bk. of East Abut.	115+69.00	0.00	601.13	601.13

GIRDER NO. 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	111+65.43	7.25	603.07	603.07
C Brg. West Abut.	111+68.68	7.25	603.03	603.03
A	111+78.68	7.25	602.88	602.94
B	111+88.68	7.25	602.75	602.85
C	111+98.68	7.25	602.63	602.76
D	112+08.68	7.25	602.52	602.67
E	112+18.68	7.25	602.42	602.58
F	112+28.68	7.25	602.33	602.48
G	112+38.68	7.25	602.26	602.38
H	112+48.68	7.25	602.19	602.28
I	112+58.68	7.25	602.13	602.19
J	112+68.68	7.25	602.08	602.12
K	112+78.68	7.25	602.04	602.05
C Brg. Pier No. 1	112+88.68	7.25	602.01	602.01
L	112+98.68	7.25	601.97	601.98
M	113+08.68	7.25	601.94	601.96
N	113+18.68	7.25	601.90	601.95
O	113+28.68	7.25	601.87	601.94
P	113+38.68	7.25	601.83	601.93
Q	113+48.68	7.25	601.80	601.92
R	113+58.68	7.25	601.76	601.89
S	113+68.68	7.25	601.72	601.86
T	113+78.68	7.25	601.69	601.81
U	113+88.68	7.25	601.65	601.76
V	113+98.68	7.25	601.62	601.70
W	114+08.68	7.25	601.58	601.64
X	114+18.68	7.25	601.55	601.58
Y	114+28.68	7.25	601.51	601.52
C Brg. Pier No. 2	114+40.18	7.25	601.47	601.47
Z	114+50.18	7.25	601.44	601.45
AA	114+60.18	7.25	601.40	601.44
BB	114+70.18	7.25	601.37	601.43
CC	114+80.18	7.25	601.33	601.43
DD	114+90.18	7.25	601.30	601.42
EE	115+00.18	7.25	601.26	601.41
FF	115+10.18	7.25	601.23	601.38
GG	115+20.18	7.25	601.19	601.34
HH	115+30.18	7.25	601.16	601.28
II	115+40.18	7.25	601.12	601.21
JJ	115+50.18	7.25	601.08	601.13
C Brg. East Abut.	115+60.18	7.25	601.05	601.05
Bk. of East Abut.	115+63.43	7.25	601.04	601.04

GIRDER NO. 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	111+59.86	14.50	603.04	603.04
☉ Brg. West Abut.	111+63.11	14.50	602.99	602.99
A	111+73.11	14.50	602.84	602.89
B	111+83.11	14.50	602.70	602.80
C	111+93.11	14.50	602.58	602.71
D	112+03.11	14.50	602.46	602.61
E	112+13.11	14.50	602.36	602.51
F	112+23.11	14.50	602.26	602.41
G	112+33.11	14.50	602.18	602.30
H	112+43.11	14.50	602.10	602.20
I	112+53.11	14.50	602.04	602.10
J	112+63.11	14.50	601.98	602.02
K	112+73.11	14.50	601.94	601.95
☉ Brg. Pier No. 1	112+83.11	14.50	601.91	601.91
L	112+93.11	14.50	601.87	601.88
M	113+03.11	14.50	601.83	601.86
N	113+13.11	14.50	601.80	601.85
O	113+23.11	14.50	601.76	601.84
P	113+33.11	14.50	601.73	601.83
Q	113+43.11	14.50	601.69	601.82
R	113+53.11	14.50	601.66	601.79
S	113+63.11	14.50	601.62	601.76
T	113+73.11	14.50	601.59	601.71
U	113+83.11	14.50	601.55	601.66
V	113+93.11	14.50	601.52	601.60
W	114+03.11	14.50	601.48	601.54
X	114+13.11	14.50	601.45	601.47
Y	114+23.11	14.50	601.41	601.42
☉ Brg. Pier No. 2	114+34.61	14.50	601.37	601.37
Z	114+44.61	14.50	601.34	601.35
AA	114+54.61	14.50	601.30	601.34
BB	114+64.61	14.50	601.27	601.33
CC	114+74.61	14.50	601.23	601.33
DD	114+84.61	14.50	601.19	601.32
EE	114+94.61	14.50	601.16	601.31
FF	115+04.61	14.50	601.12	601.28
GG	115+14.61	14.50	601.09	601.24
HH	115+24.61	14.50	601.05	601.18
II	115+34.61	14.50	601.02	601.11
JJ	115+44.61	14.50	600.98	601.03
☉ Brg. East Abut.	115+54.61	14.50	600.95	600.95
Bk. of East Abut.	115+57.86	14.50	600.94	600.94

NORTH CURB LINE / NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	111+68.53	-16.00	602.88
A	111+78.53	-16.00	602.74
B	111+88.53	-16.00	602.60
E. End of West Appr.	111+98.53	-16.00	602.48

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	111+61.96	-12.00	603.05
A	111+71.96	-12.00	602.91
B	111+81.96	-12.00	602.77
E. End of West Appr.	111+91.96	-12.00	602.64

CL ROADWAY & PROFILE GRADE LINE (P.G.L.)

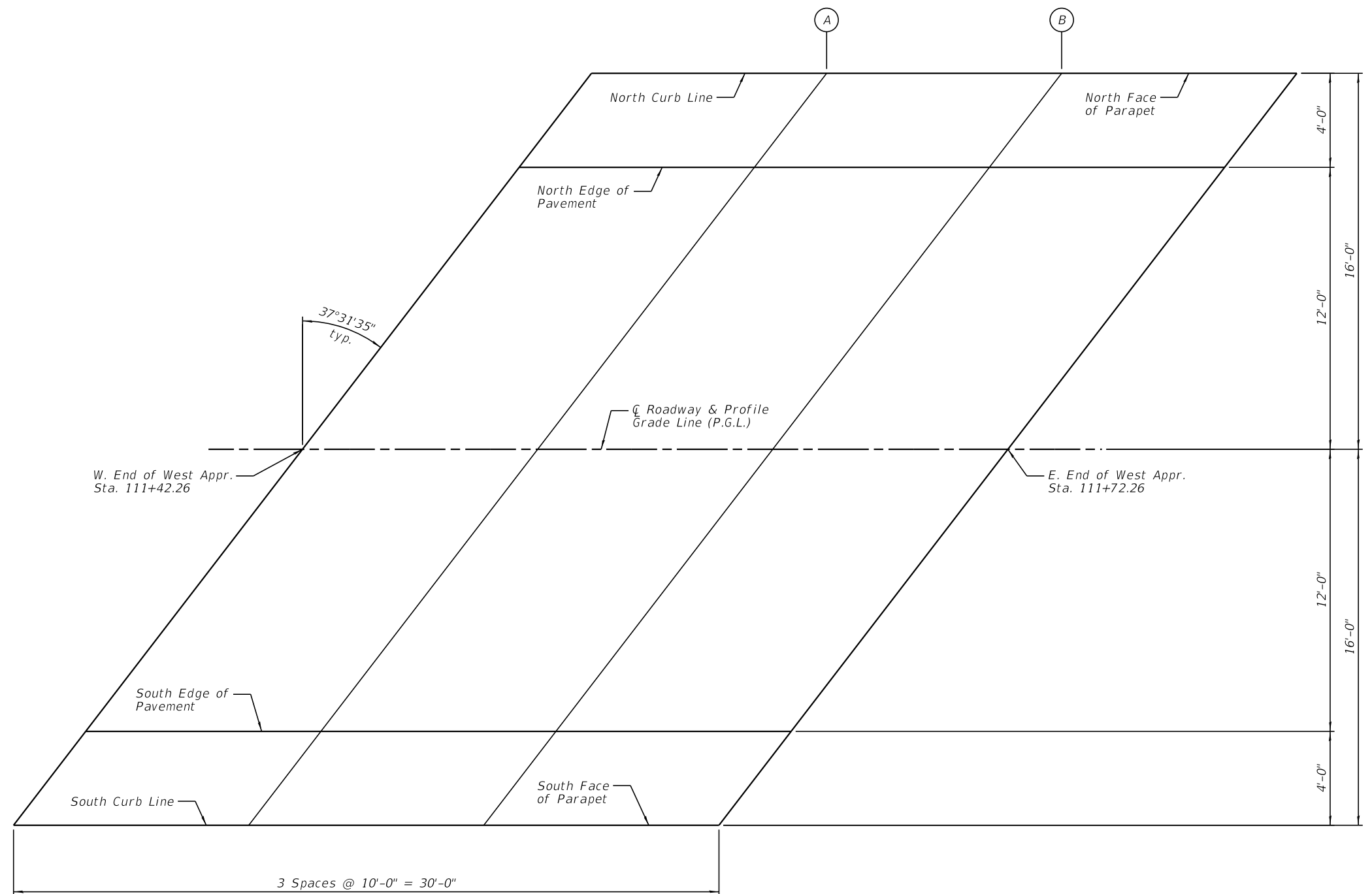
Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	111+42.26	0.00	603.56
A	111+52.26	0.00	603.39
B	111+62.26	0.00	603.23
E. End of West Appr.	111+72.26	0.00	603.08

SOUTH EDGE OF PAVEMENT

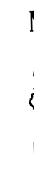
Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	111+22.56	12.00	603.74
A	111+32.56	12.00	603.55
B	111+42.56	12.00	603.37
E. End of West Appr.	111+52.56	12.00	603.20

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
W. End of West Appr.	111+15.99	16.00	603.79
A	111+25.99	16.00	603.59
B	111+35.99	16.00	603.41
E. End of West Appr.	111+45.99	16.00	603.23



WEST APPROACH SLAB PLAN



NORTH FACE OF PARAPET /
NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	115+94.01	-16.00	601.05
A	116+04.01	-16.00	601.03
B	116+14.83	-16.50	601.03
E. End of East Appr.	116+24.83	-16.50	601.03

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	115+87.44	-12.00	601.06
A	115+97.44	-12.00	601.04
B	116+07.44	-12.00	601.03
E. End of East Appr.	116+17.44	-12.00	601.03

CL ROADWAY & PROFILE GRADE LINE (P.G.L.)

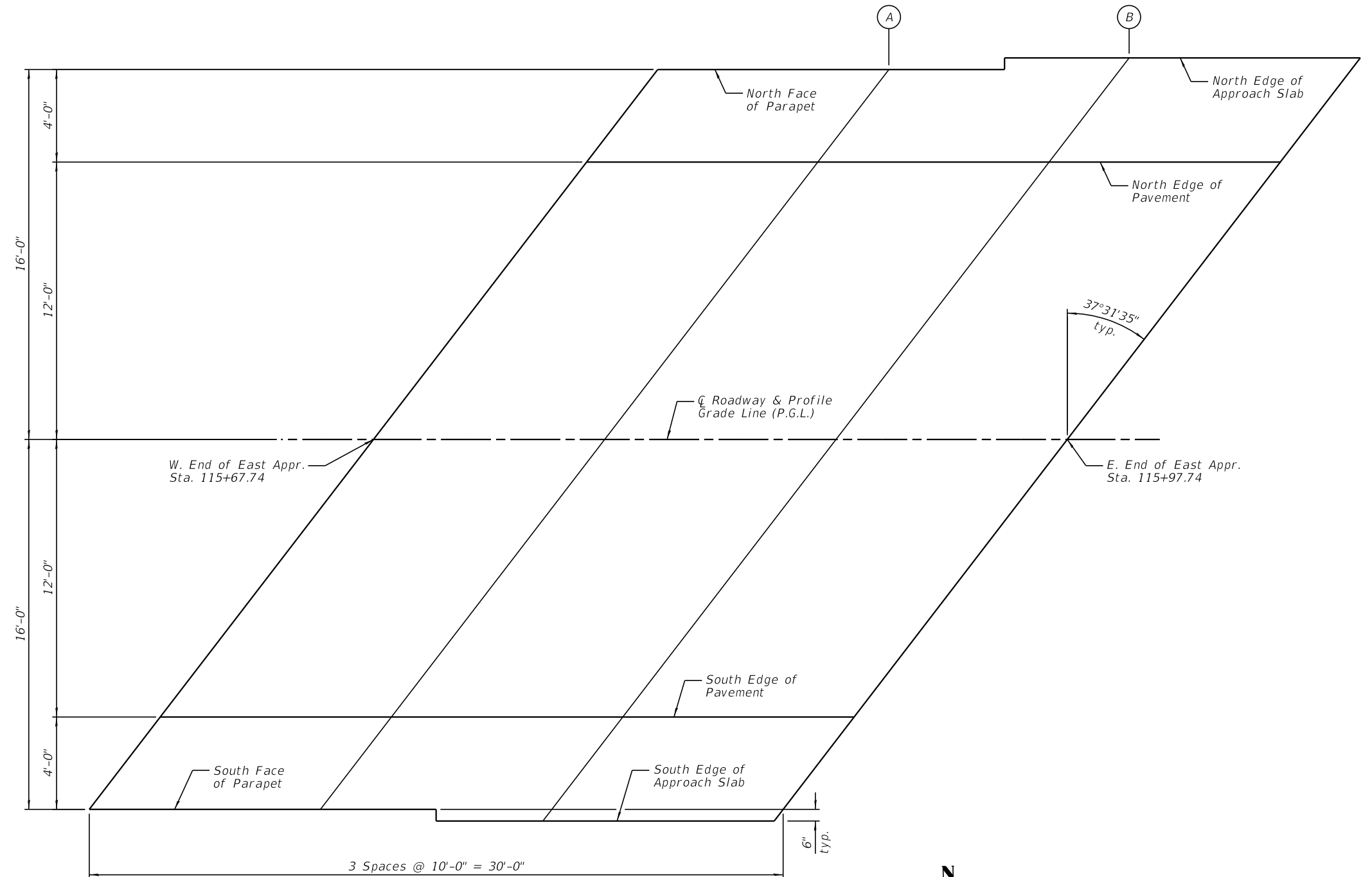
Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	115+67.74	0.00	601.13
A	115+77.74	0.00	601.10
B	115+87.74	0.00	601.06
E. End of East Appr.	115+97.74	0.00	601.04

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	115+48.04	12.00	601.20
A	115+58.04	12.00	601.17
B	115+68.04	12.00	601.13
E. End of East Appr.	115+78.04	12.00	601.09

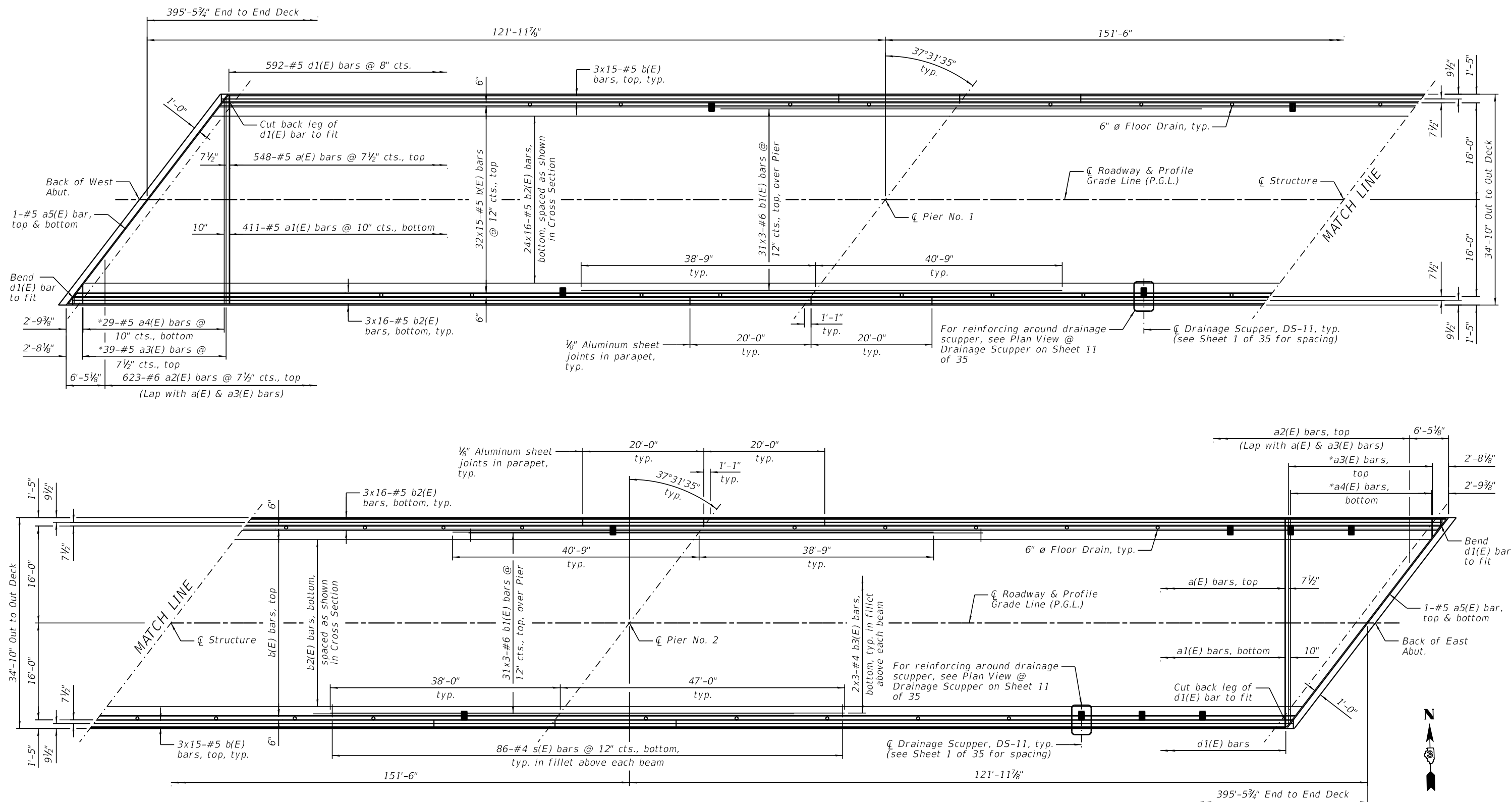
SOUTH FACE OF PARAPET /
SOUTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation
W. End of East Appr.	115+41.47	16.00	601.22
A	115+51.47	16.00	601.19
B	115+60.65	16.50	601.16
E. End of East Appr.	115+70.65	16.50	601.12



EAST APPROACH SLAB PLAN





PLAN

MINIMUM BAR LAP
 #4 bar = 2'-5"
 #5 bar = 3'-6"
 #6 bar = 3'-7"

- NOTES:**
- 1.) See Sheet 11 of 35 for Cross Section.
 - 2.) *See Sheet 12 of 35 for Field Cutting Diagram.
 - 3.) See Sheet 12 of 35 for Superstructure Details and Bill of Material.
 - 4.) Bars indicated thus 32x15-#5 etc. indicates 32 lines of bars with 15 lengths per line.



DESIGNED - PMG	REVISED -
CHECKED - JCZ	REVISED -
DRAWN - DJM	REVISED -
CHECKED - DAH	REVISED -
DATE - 09/23/19	

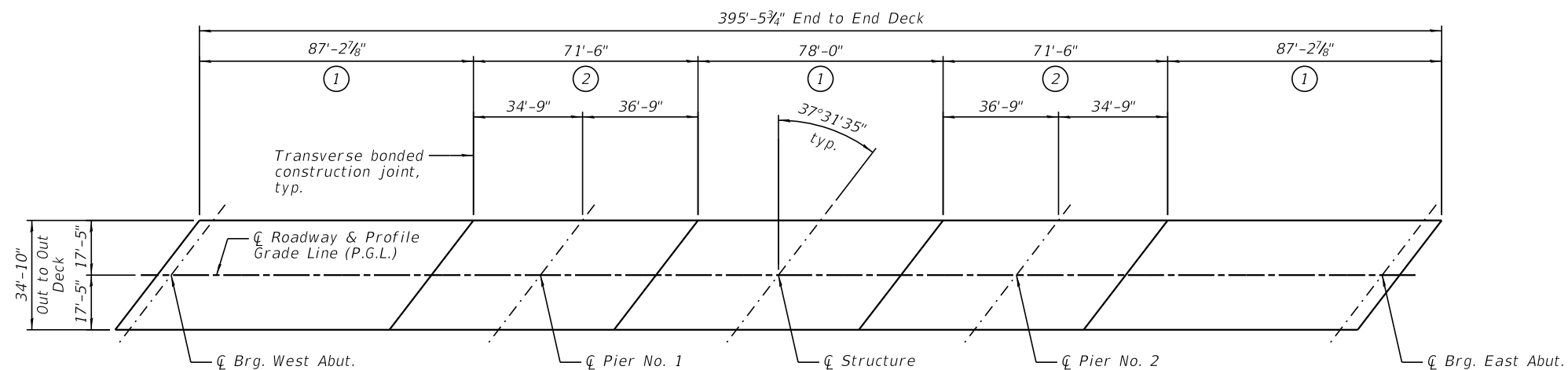
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
 STRUCTURE NO. 050-0201

SHEET NO. 10 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	26
CONTRACT NO. 66F75				

ILLINOIS FED. AID PROJECT

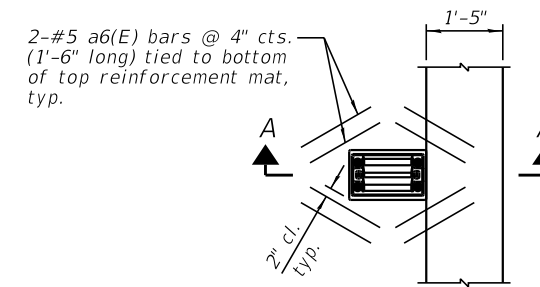


NOTE:

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

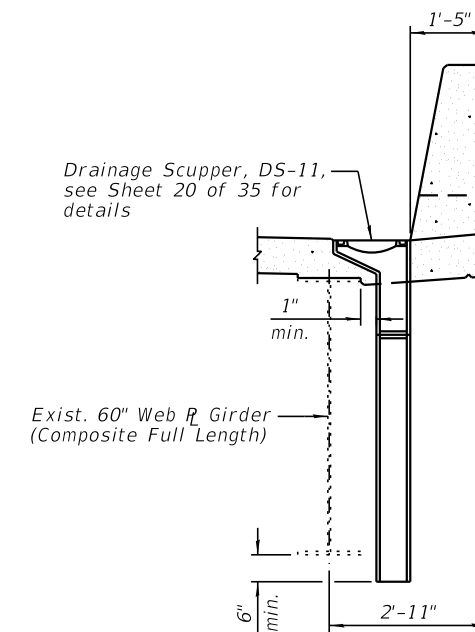
1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.

DECK POURING SEQUENCE

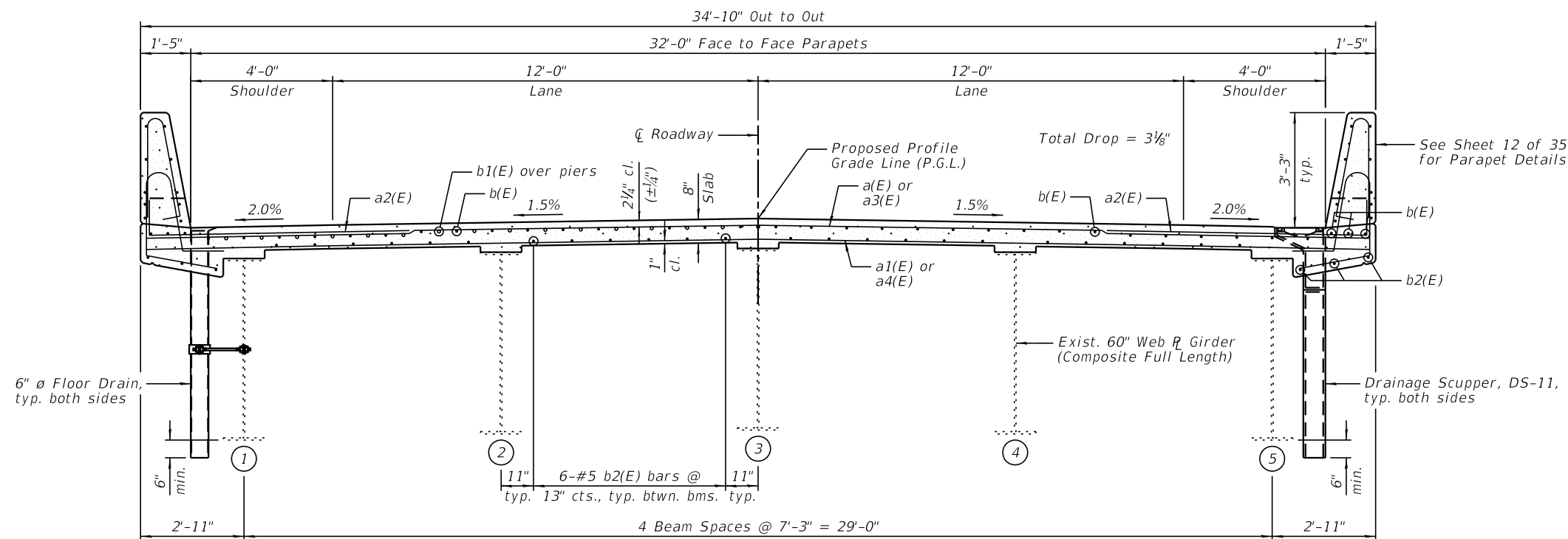


PLAN VIEW @ DRAINAGE SCUPPER

Note: Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A

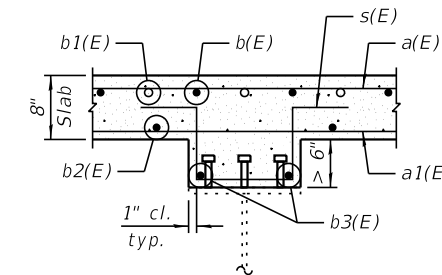


NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking East)

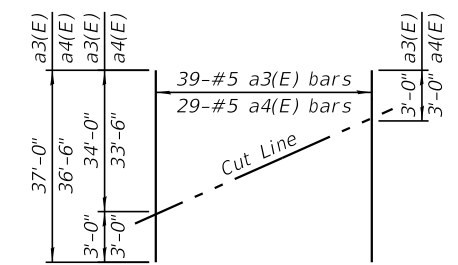
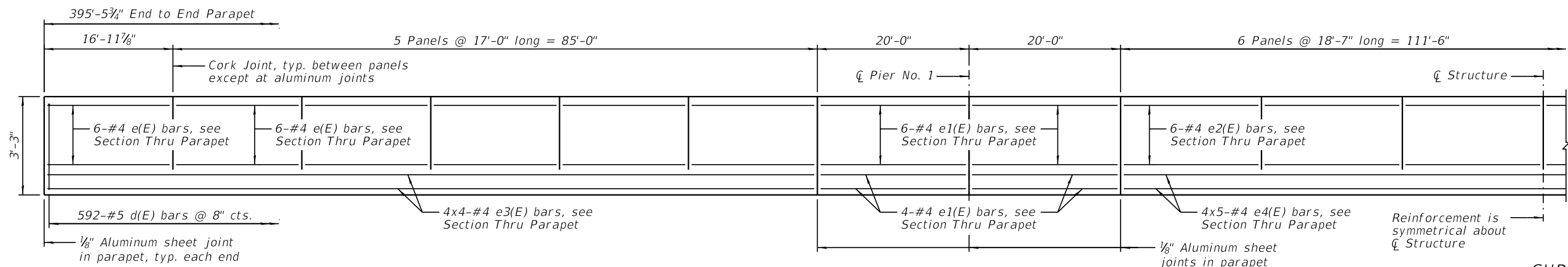


DEEP FILLET DETAIL

See Sheet 10 of 35 for location of b3(E) & s(E) bars.

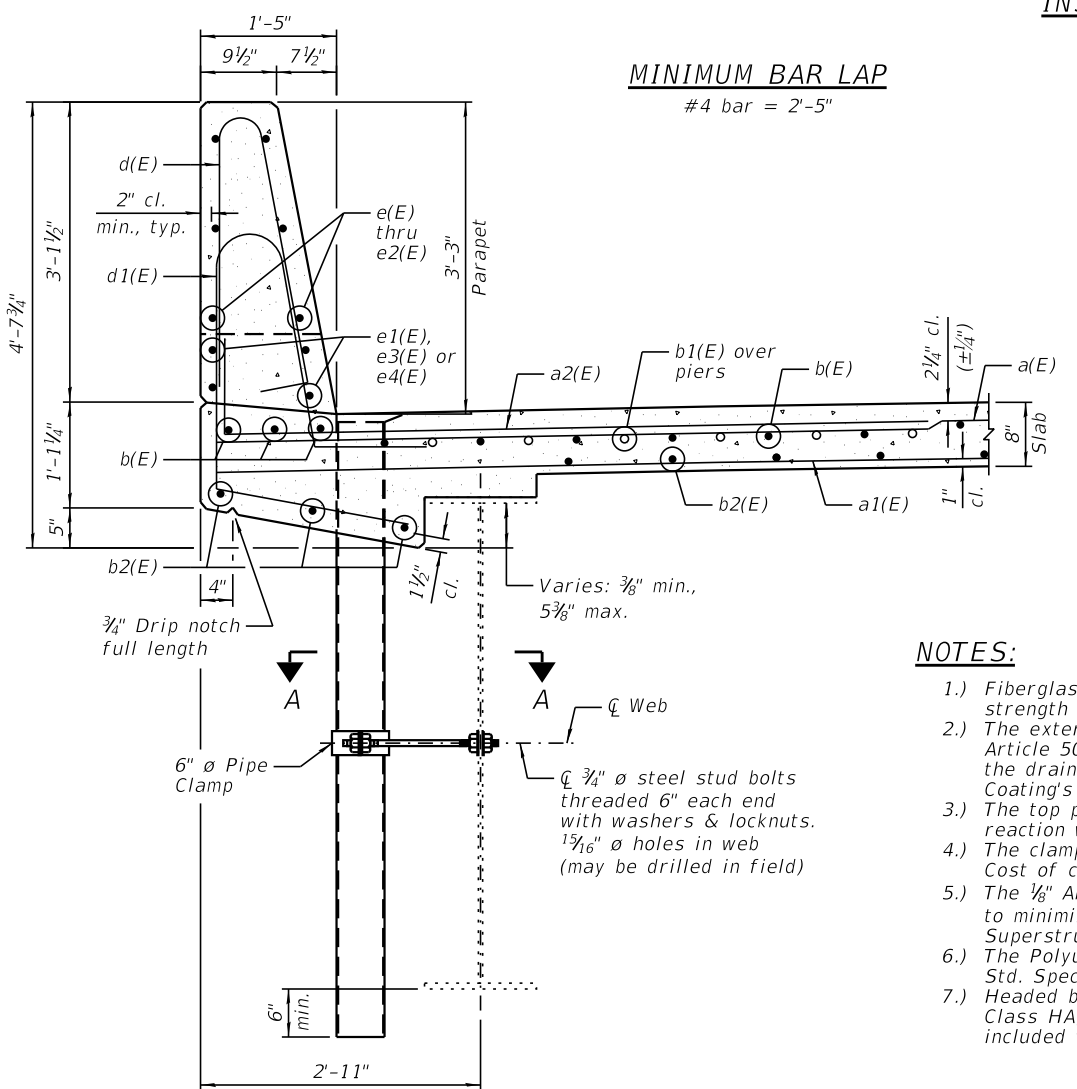
NOTES:

- 1.) See Sheet 10 of 35 for complete Deck Plan.
- 2.) See Sheet 12 of 35 for Superstructure Details and Bill of Material.



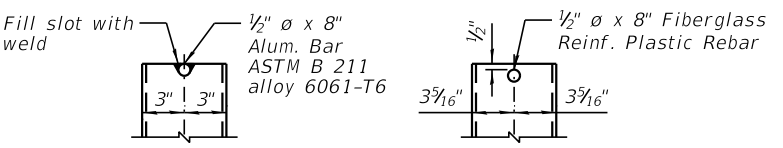
FIELD CUTTING DIAGRAM
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

INSIDE ELEVATION OF PARAPET



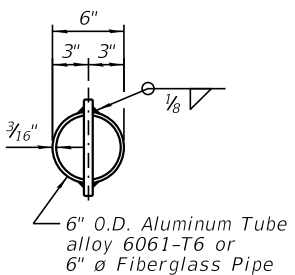
SECTION THRU PARAPET

Drainage Scupper, DS-11 not shown, see Sheet 20 of 35 for details.

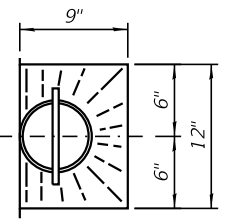


ALUMINUM TUBE

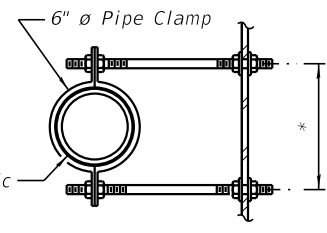
FIBERGLASS PIPE



TOP PLAN
(Showing Aluminum Tube)

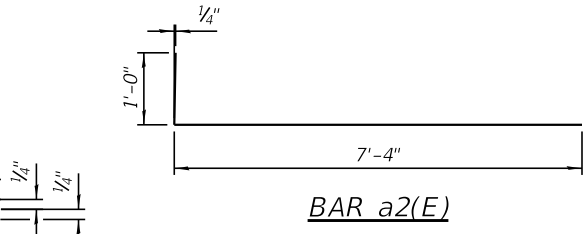


TOP PLAN

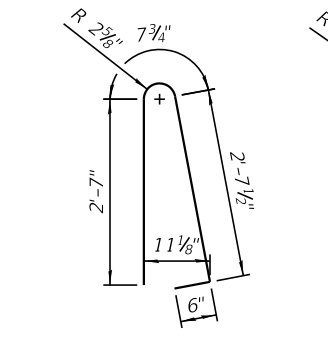


SECTION A-A

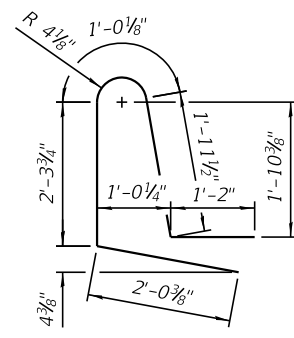
* Dimension as required by Pipe Clamp



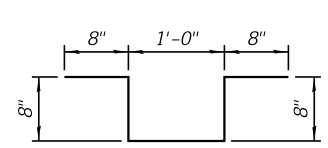
BAR a2(E)



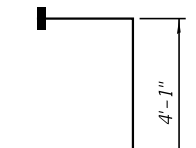
BAR d(E)



BAR d1(E)

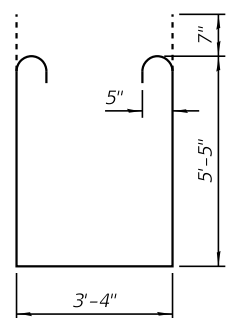


BAR s(E)

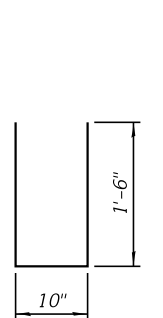


BAR s10(E)

(Headed)



BAR s11(E)



BAR u10(E)

NOTES:

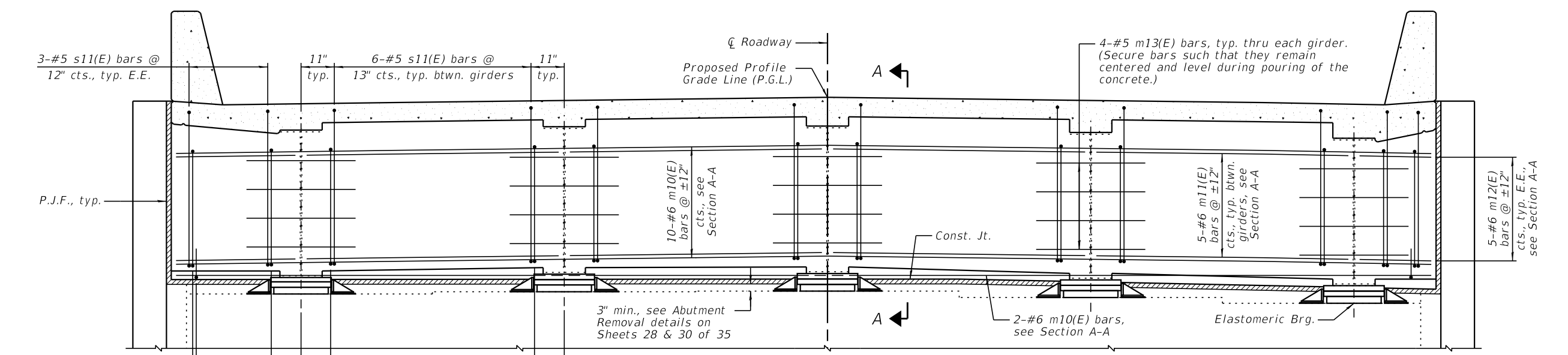
- 1.) Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- 2.) The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.
- 3.) The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
- 4.) The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
- 5.) The 1/8" Aluminum sheet shall be ASTM B 209 Alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- 6.) The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- 7.) Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

SUPERSTRUCTURE BILL OF MATERIAL

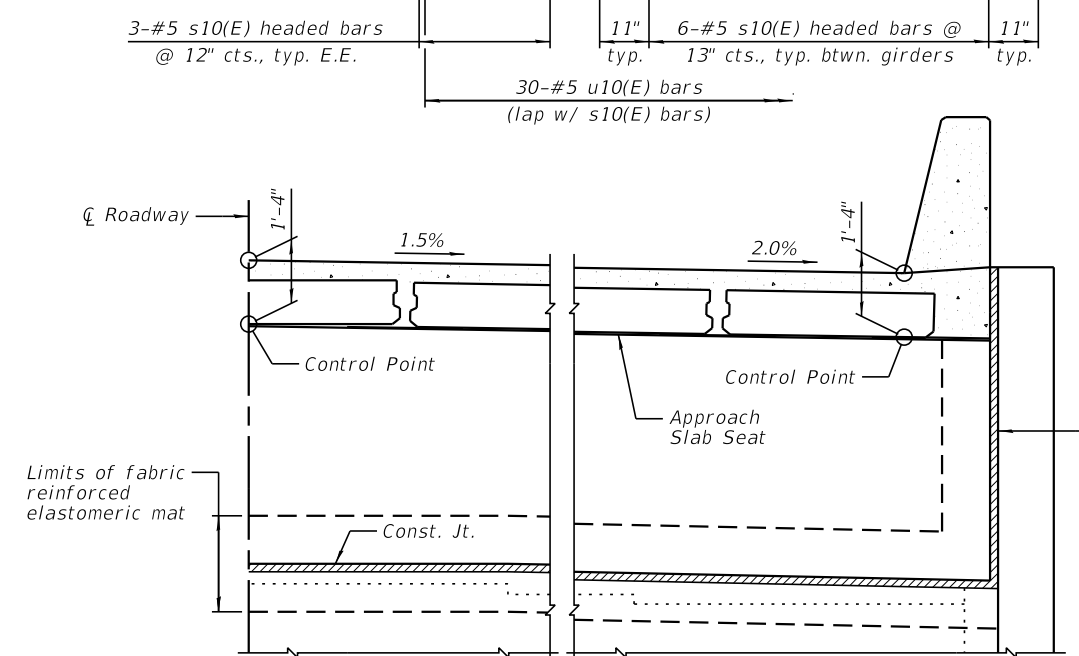
Bar	No.	Size	Length	Shape
a(E)	548	#5	34'-6"	—
a1(E)	411	#5	34'-6"	—
a2(E)	1,246	#6	8'-4"	U
a3(E)	39	#5	37'-0"	—
a4(E)	29	#5	36'-6"	—
a5(E)	4	#5	43'-6"	—
a6(E)	96	#5	1'-6"	—
b(E)	570	#5	29'-8"	—
b1(E)	186	#6	28'-11"	—
b2(E)	480	#5	28'-0"	—
b3(E)	30	#4	30'-0"	—
d(E)	1,184	#5	6'-5"	U
d1(E)	1,184	#5	8'-6"	U
e(E)	144	#4	16'-8"	—
e1(E)	80	#4	19'-8"	—
e2(E)	72	#4	18'-3"	—
e3(E)	64	#4	27'-3"	—
e4(E)	40	#4	24'-2"	—
m10(E)	24	#6	43'-6"	—
m11(E)	40	#6	8'-9"	—
m12(E)	20	#6	3'-3"	—
m13(E)	40	#5	4'-0"	—
s(E)	430	#4	3'-8"	U
s10(E)	60	#5	9'-1"	U
s11(E)	60	#5	15'-4"	U
u10(E)	60	#5	3'-10"	U
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	582.7		
Bridge Deck Grooving	Sq. Yd.	1,318		
Protective Coat	Sq. Yd.	1,767		
Reinforcement Bars, Epoxy Coated	Pound	122,320		

NOTES:

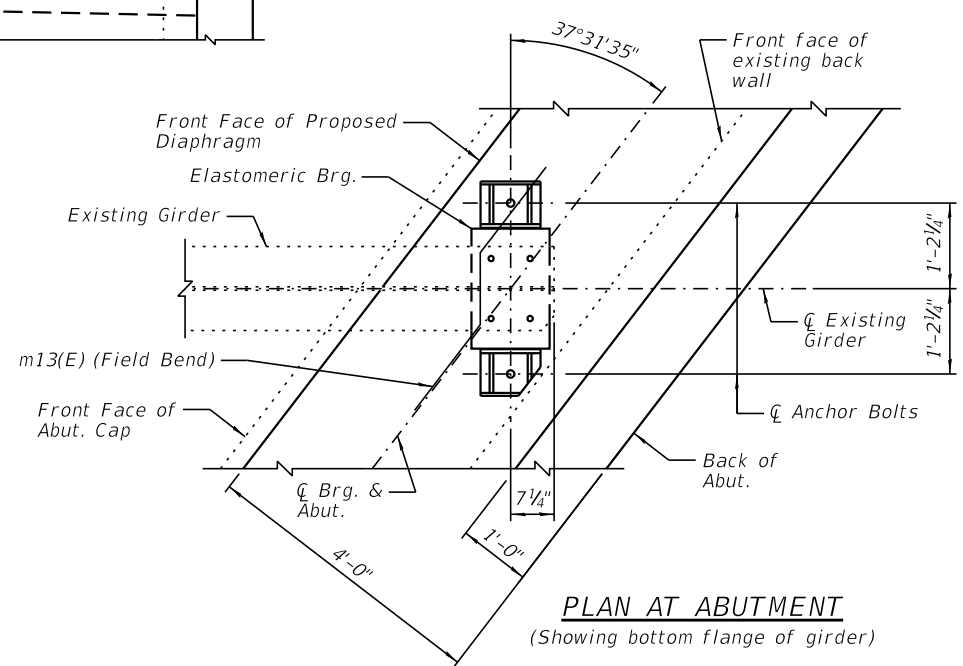
- 1.) See Sheet 10 of 35 for Superstructure Deck.
- 2.) See Sheet 11 of 35 for Superstructure Cross Section.
- 3.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 4.) Bars indicated thus 4x5-#4 etc. indicates 4 line of bars with 5 lengths per line.



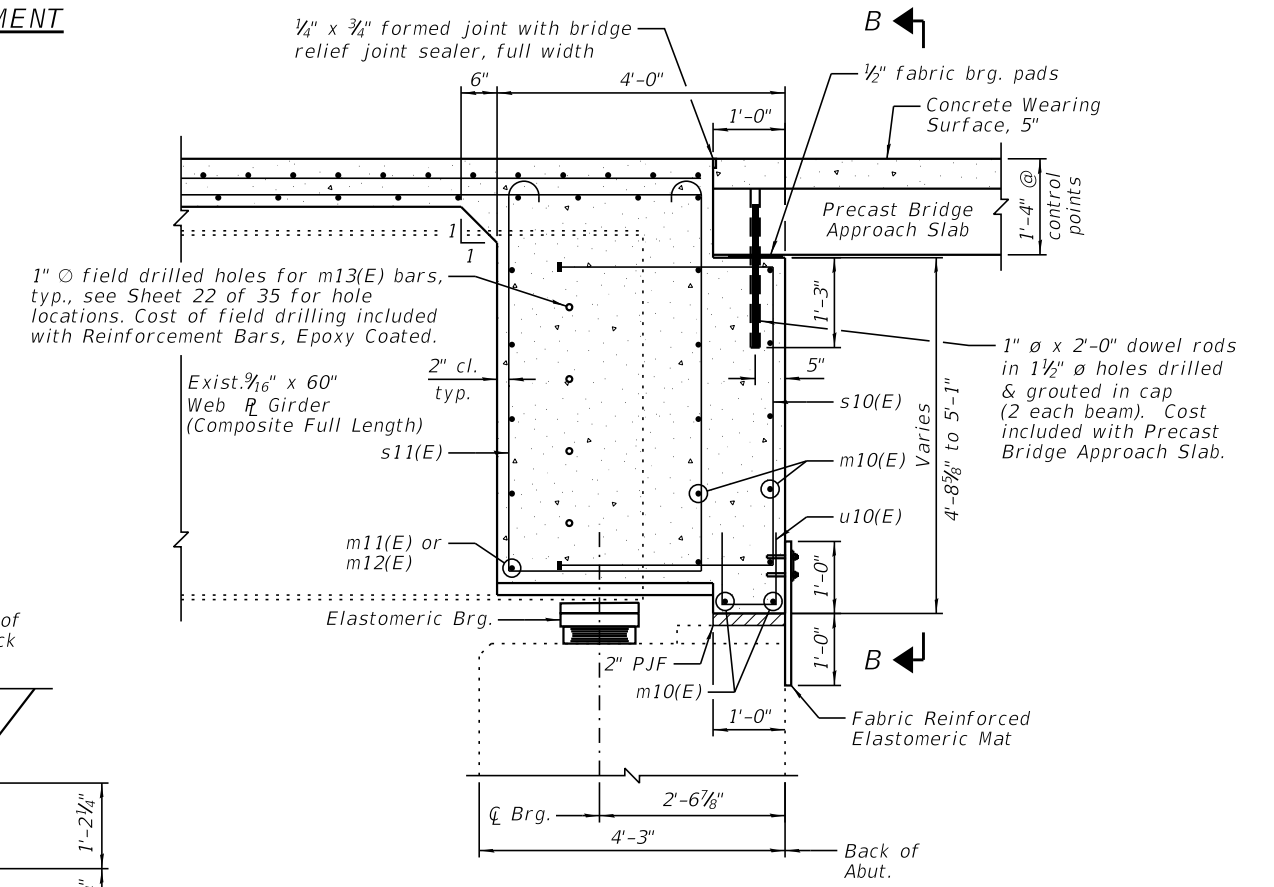
DIAPHRAGM AT WEST ABUTMENT
(Looking West)



SECTION B-B
(Looking East)



PLAN AT ABUTMENT
(Showing bottom flange of girder)



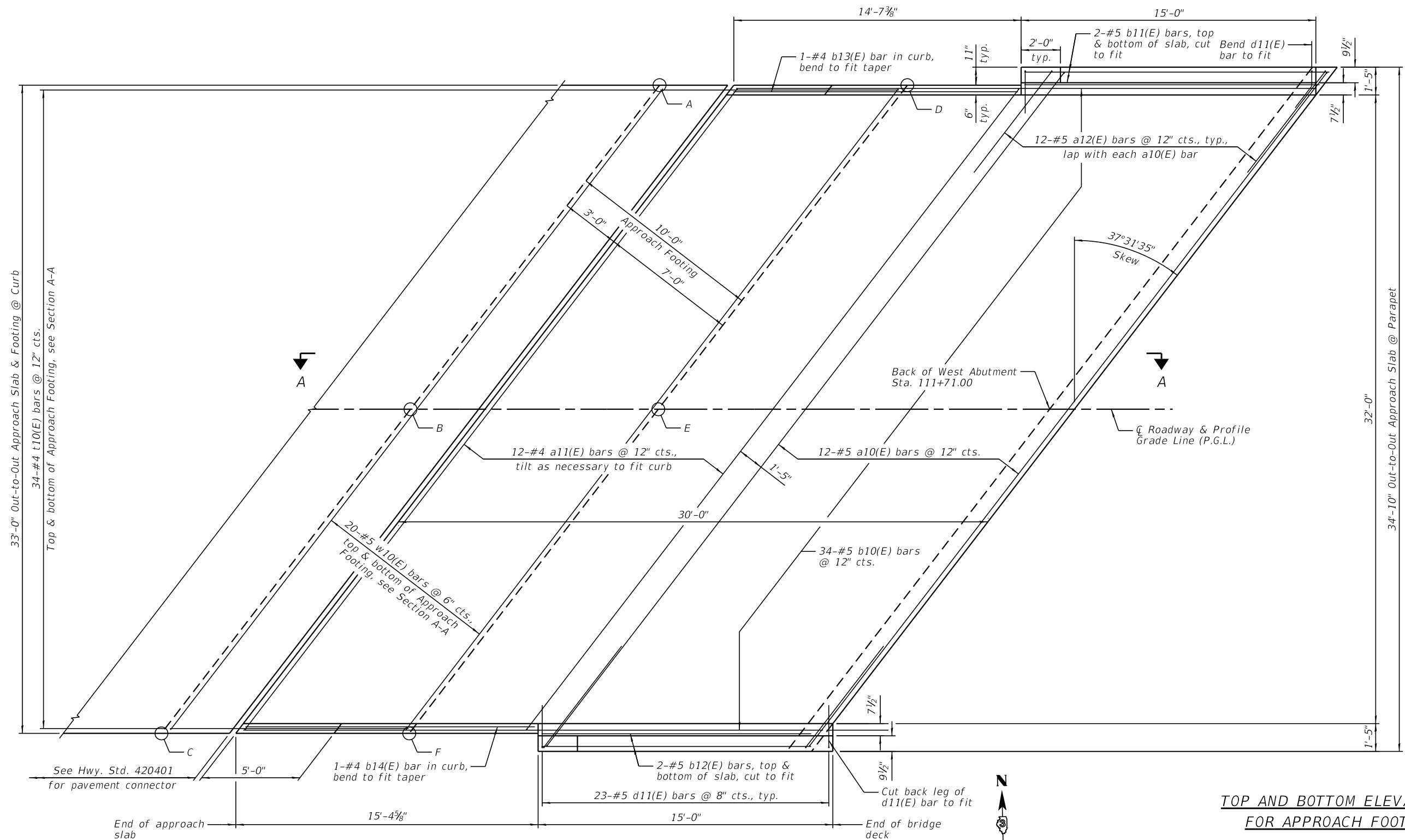
SECTION A-A
(Horizontal dimensions @ Rt. L's)
(Girder end repairs not shown)

NOTES:

- 1.) West Abutment shown. East Abutment similar.
- 2.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet 12 of 35.
- 3.) Concrete in diaphragm is included with Concrete Superstructure on Sheet 12 of 35.
- 4.) For details of bars s10(E), s11(E) and u10(E), see Sheet 12 of 35.
- 5.) The s10(E), s11(E) and u10(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
- 6.) The approach slab seat shall have a constant slope determined from the control points shown.
- 7.) For bearing details, see Sheets 26 & 27 of 35.
- 8.) Girders shall be braced for stability until deck is poured and cured.
- 9.) E.E. denotes Each End.

DESIGNED - PMG	REVISIONS
CHECKED - JCZ	1. REVISED -
DRAWN - DJM	2. REVISED -
CHECKED - DAH	3. REVISED -
DATE - 09/23/19	4. REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	29
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				



PLAN

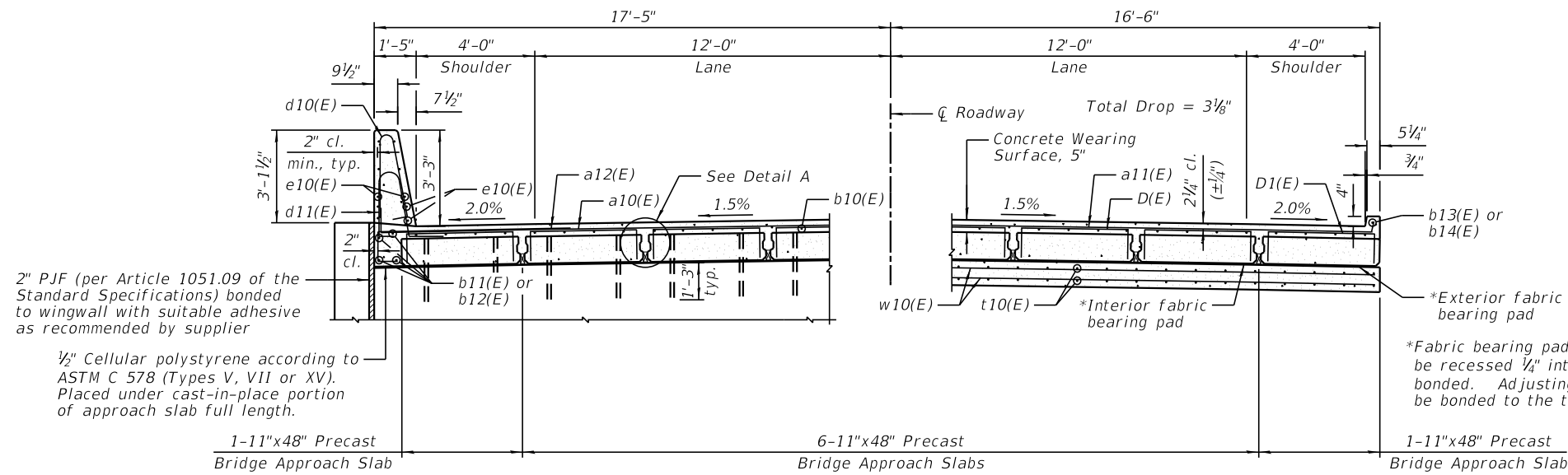
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

POINT	WEST APPROACH	
	TOP	BOTTOM
A	601.74	600.91
B	602.23	601.40
C	602.19	601.36
D	601.54	600.71
E	602.01	601.18
F	601.96	601.13

NOTE:
See Sheet 15 of 35 for Section A-A.

(Beams: 36" min. width; 72" max. width)

 2709 McGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@f-w.com	DESIGNED - PMG	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 050-0201	F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 30
	CHECKED - JCZ	REVISD -			CONTRACT NO. 66F75				
	DRAWN - DJM	REVISD -			ILLINOIS FED. AID PROJECT				
DATE - 09/23/19	CHECKED - DAH	REVISD -	SHEET NO. 14 OF 35 SHEETS						

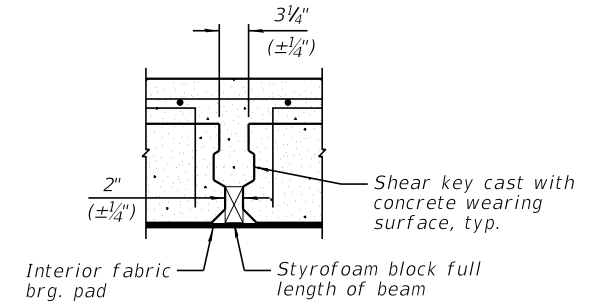


2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier

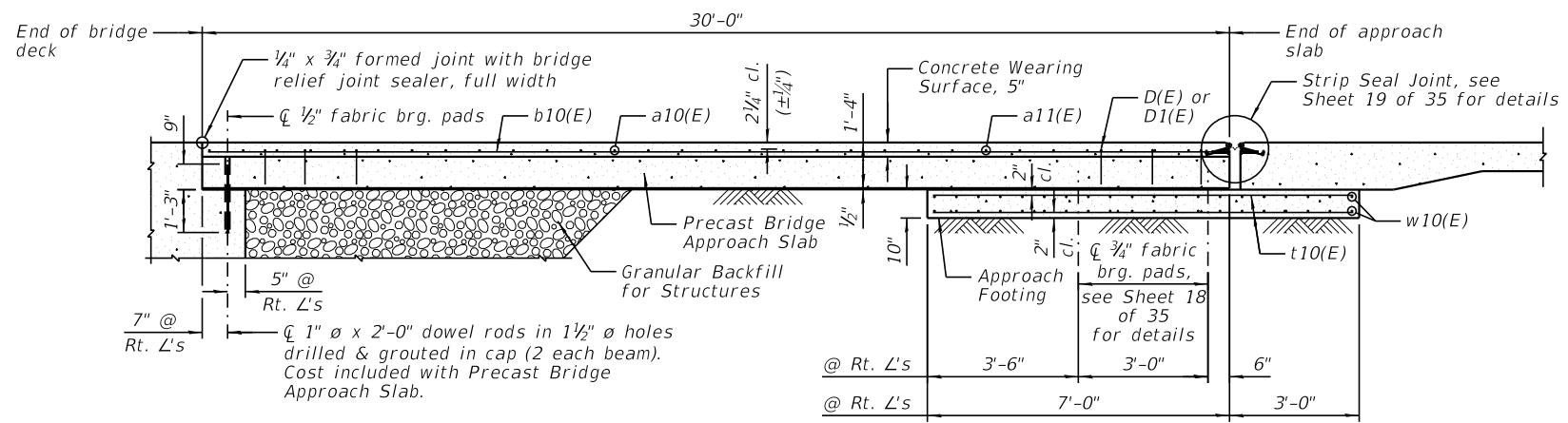
1/2" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast-in-place portion of approach slab full length.

*Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

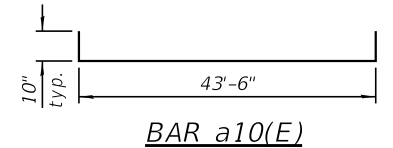
CROSS SECTION
(Looking East)



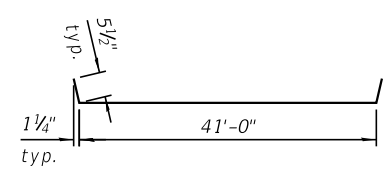
DETAIL A



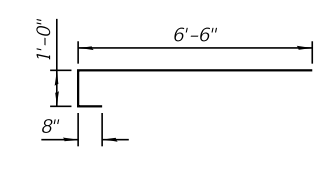
SECTION A-A



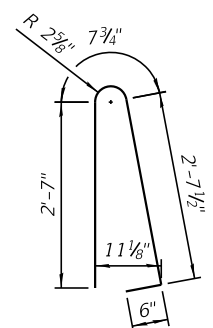
BAR a10(E)



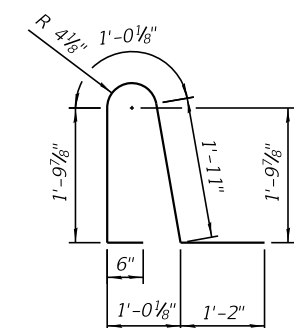
BAR a11(E)



BAR a12(E)



BAR d10(E)



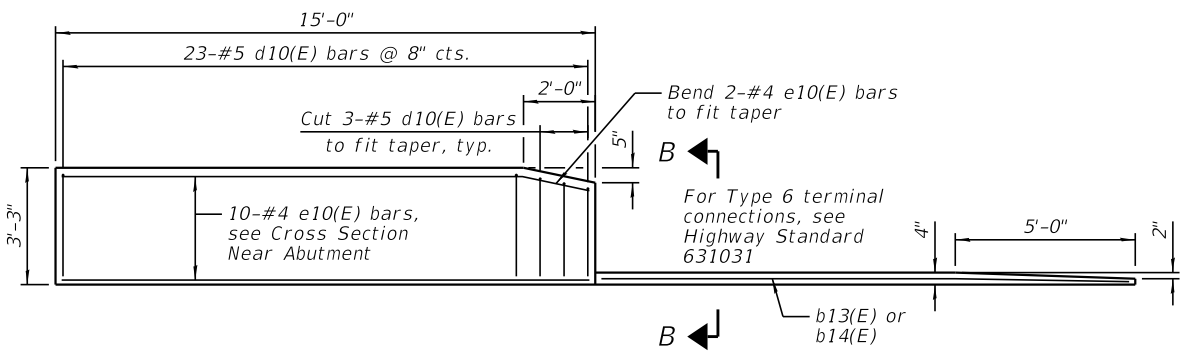
BAR d11(E)

WEST APPROACH BILL OF MATERIAL

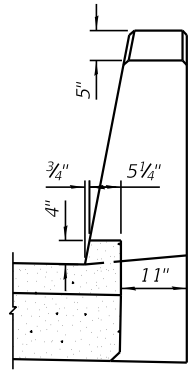
Bar	No.	Size	Length	Shape
a10(E)	12	#5	45'-2"	└─┘
a11(E)	12	#4	41'-11"	└─┘
a12(E)	24	#5	8'-2"	└─┘
b10(E)	34	#5	29'-8"	—
b11(E)	4	#5	15'-9"	—
b12(E)	4	#5	14'-8"	—
b13(E)	1	#4	14'-3"	—
b14(E)	1	#4	15'-0"	—
d10(E)	46	#5	6'-4"	└─┘
d11(E)	46	#5	6'-5"	└─┘
e10(E)	20	#4	14'-8"	—
t10(E)	68	#4	12'-3"	—
w10(E)	40	#5	41'-2"	—
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	12.8		
Concrete Superstructure	Cu. Yd.	3.9		
Bridge Deck Grooving	Sq. Yd.	100		
Protective Coat	Sq. Yd.	123		
Reinforcement Bars, Epoxy Coated	Pound	5,390		
Concrete Wearing Surface 5"	Sq. Yd.	110		
Precast Bridge Approach Slab	Sq. Ft.	960		

NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
- Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
- The strip seal shall extend 6" beyond the edge of the approach slab on each end.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 35.



INSIDE ELEVATION OF PARAPET AND CURB



VIEW B-B

(Beams: 36" min. width; 72" max. width)



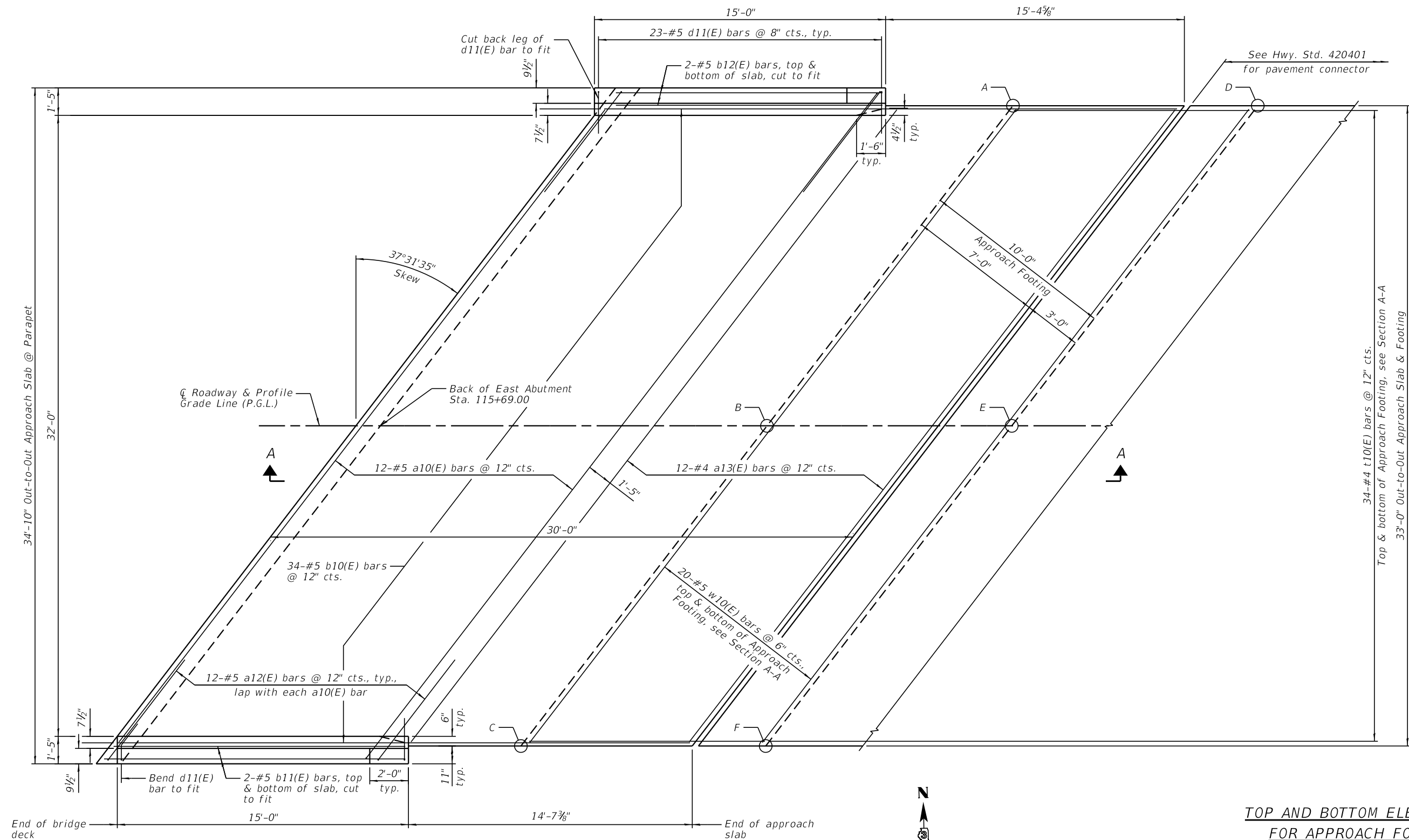
DESIGNED - PMG	REVISIONS
CHECKED - JCZ	REVISIONS
DRAWN - DJM	REVISIONS
CHECKED - DAH	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 050-0201

SHEET NO. 15 OF 35 SHEETS

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 31
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

POINT	EAST APPROACH	
	TOP	BOTTOM
A	599.37	598.54
B	599.66	598.83
C	599.44	598.61
D	599.36	598.53
E	599.64	598.81
F	599.39	598.56

NOTE:

See Sheet 17 of 35 for Section A-A.

(Beams: 36" min. width; 72" max. width)



DESIGNED - PMG	REVISED -
CHECKED - JCZ	REVISED -
DRAWN - DJM	REVISED -
CHECKED - DAH	REVISED -

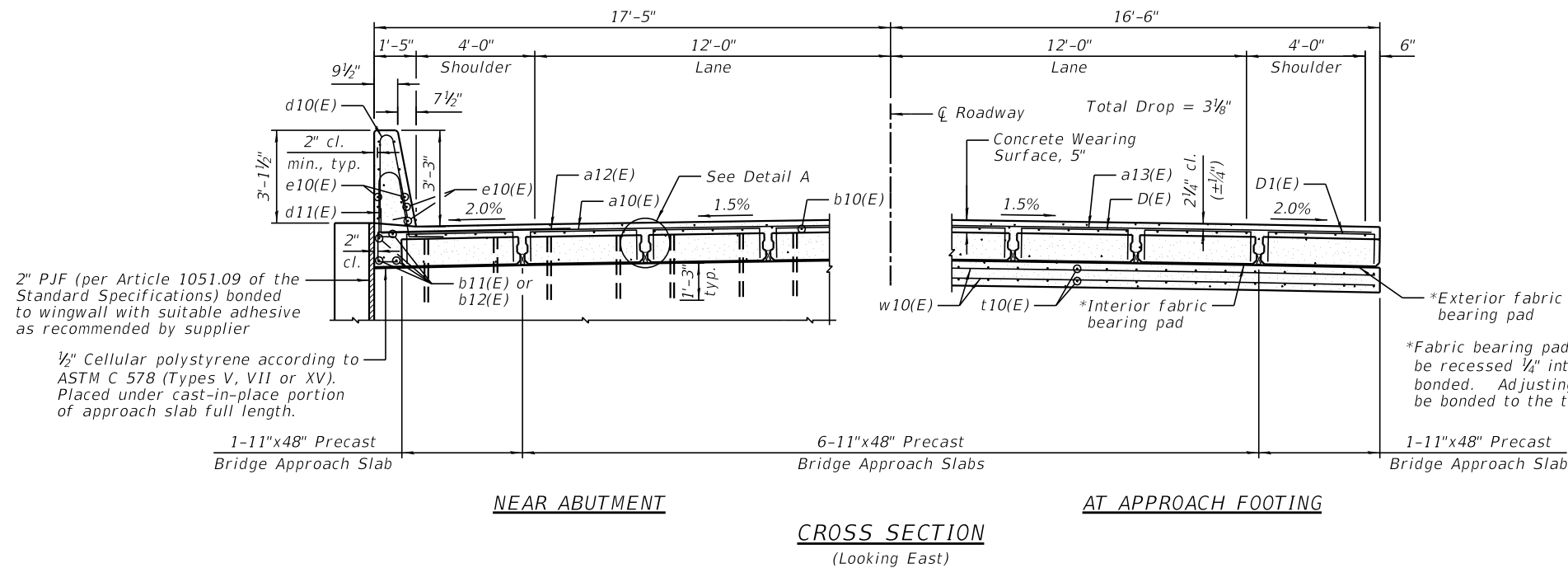
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 050-0201

SHEET NO. 16 OF 35 SHEETS

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 32
CONTRACT NO. 66F75				

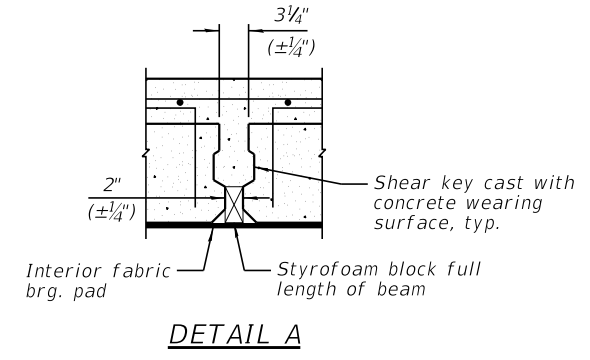
ILLINOIS FED. AID PROJECT



2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier

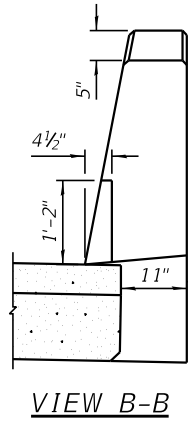
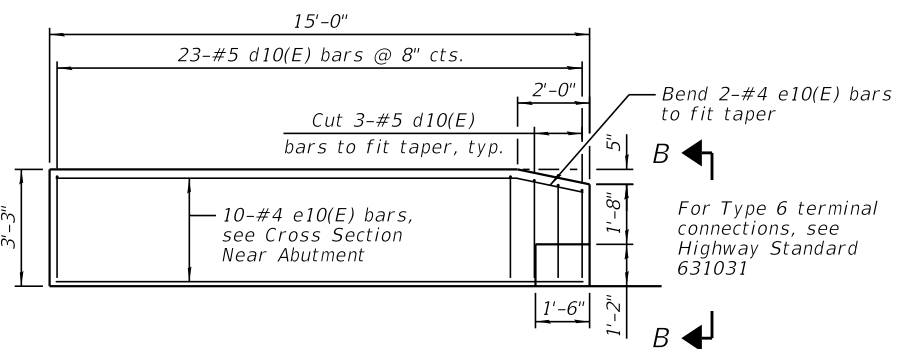
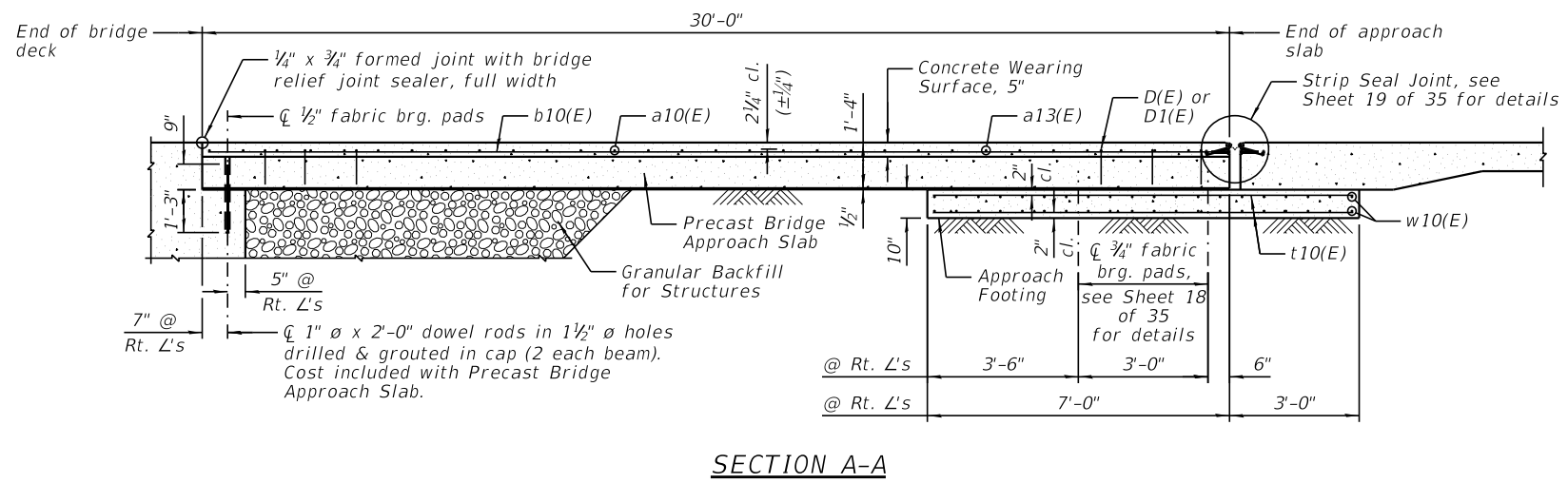
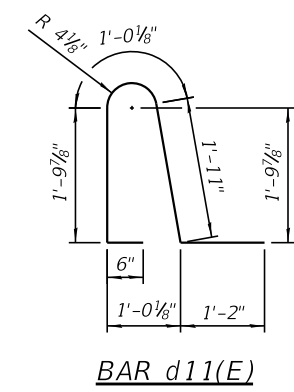
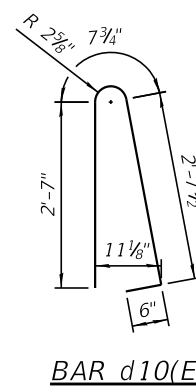
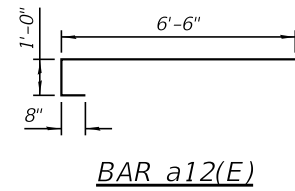
1/2" Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Placed under cast-in-place portion of approach slab full length.

*Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



EAST APPROACH BILL OF MATERIAL

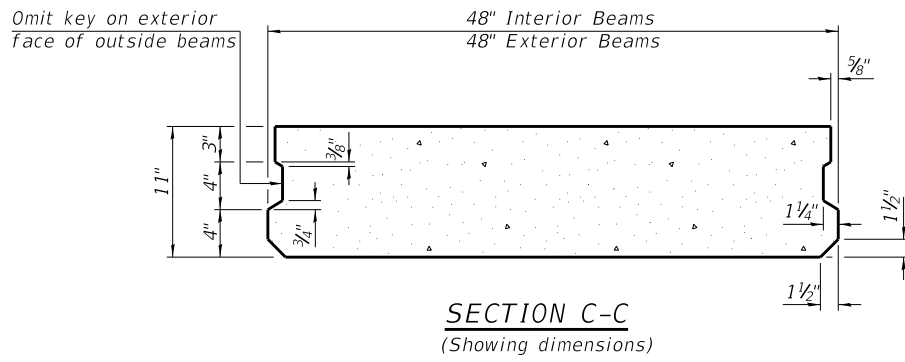
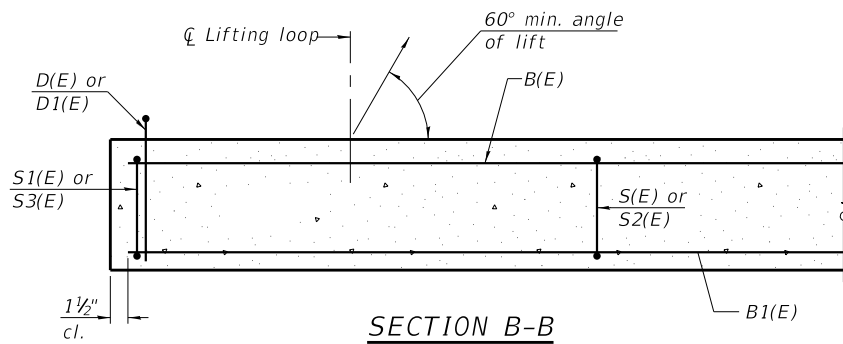
Bar	No.	Size	Length	Shape
a10(E)	12	#5	45'-2"	┌───┐
a12(E)	24	#5	8'-2"	┌───┐
a13(E)	12	#4	41'-0"	───
b10(E)	34	#5	29'-8"	───
b11(E)	4	#5	15'-9"	───
b12(E)	4	#5	14'-8"	───
d10(E)	46	#5	6'-4"	└─┘
d11(E)	46	#5	6'-5"	└─┘
e10(E)	20	#4	14'-8"	───
t10(E)	68	#4	12'-3"	───
w10(E)	40	#5	41'-2"	───
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	12.8		
Concrete Superstructure	Cu. Yd.	3.9		
Bridge Deck Grooving	Sq. Yd.	100		
Protective Coat	Sq. Yd.	123		
Reinforcement Bars, Epoxy Coated	Pound	5,360		
Concrete Wearing Surface 5"	Sq. Yd.	110		
Precast Bridge Approach Slab	Sq. Ft.	960		



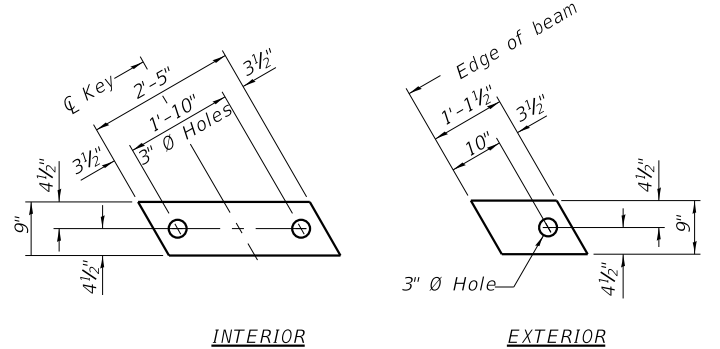
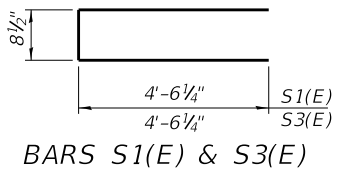
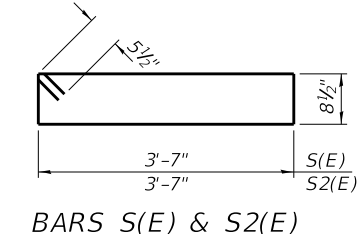
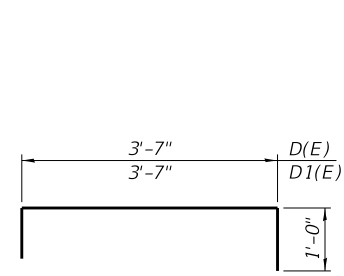
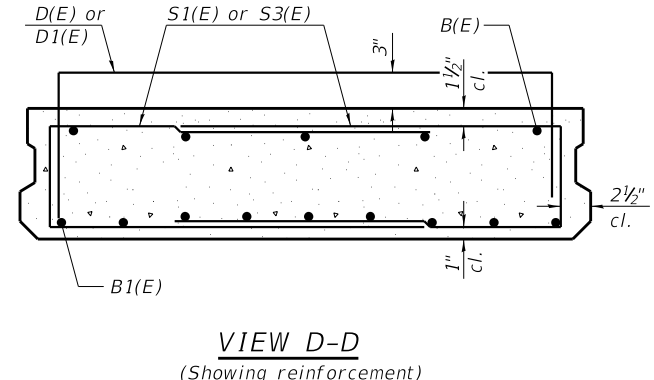
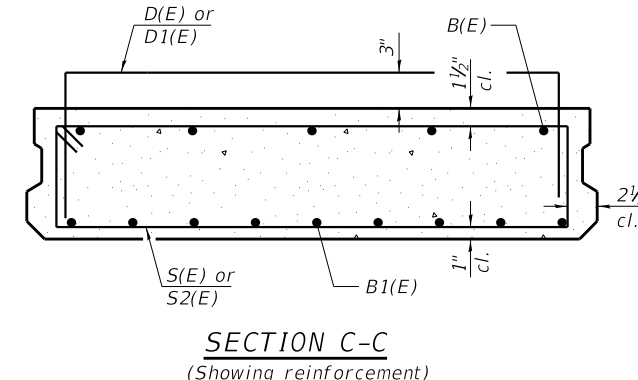
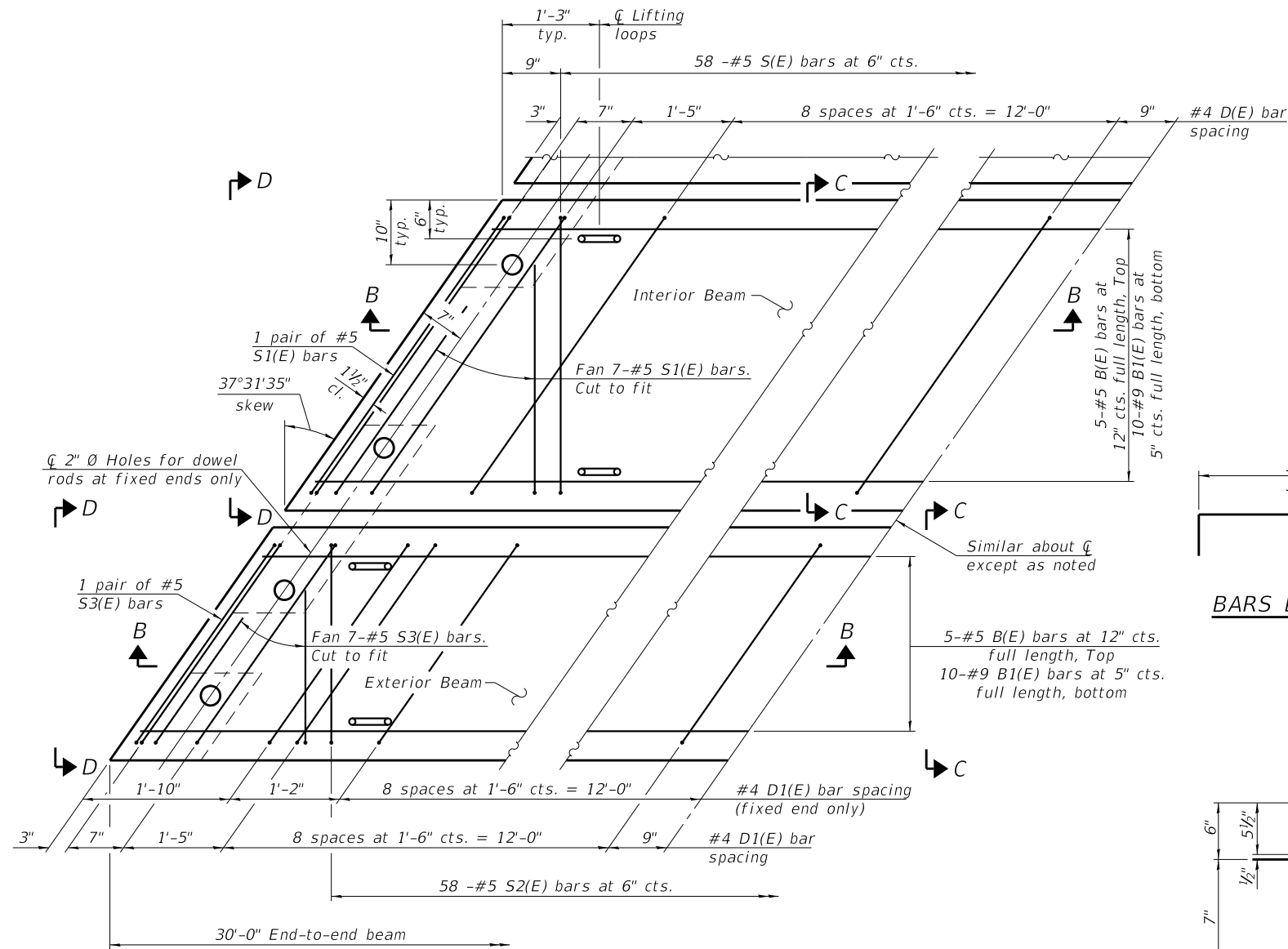
NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
- Any concrete poured monolithically with the wearing surface shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
- The strip seal shall extend 6" beyond the edge of the approach slab on each end.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 35.

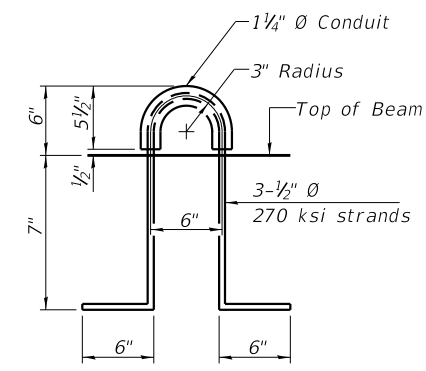
(Beams: 36" min. width; 72" max. width)



Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.



(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

BAR LIST
 EACH INTERIOR BEAM
 (For information only)

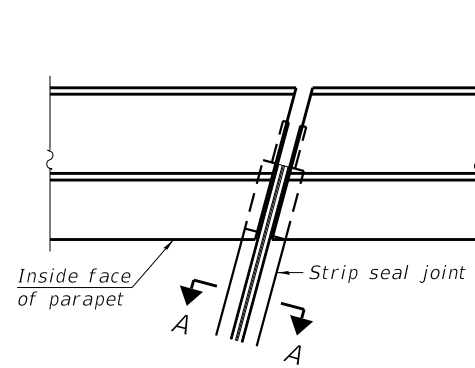
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D(E)	22	#4	6'-7"	┌
S(E)	58	#5	11'-6"	▬
S1(E)	14	#5	9'-9"	┌

BAR LIST
 EACH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	32	#4	5'-1"	┌
S2(E)	58	#5	8'-6"	▬
S3(E)	14	#5	9'-9"	┌

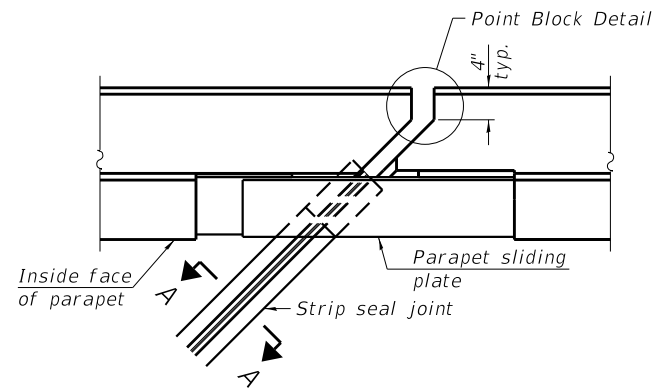
PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D(E) and D1(E) bars may be adjusted up to 3' to miss the dowel rod holes and the lifting loops at the beam ends)

(Beams: 36" min. width; 72" max. width)

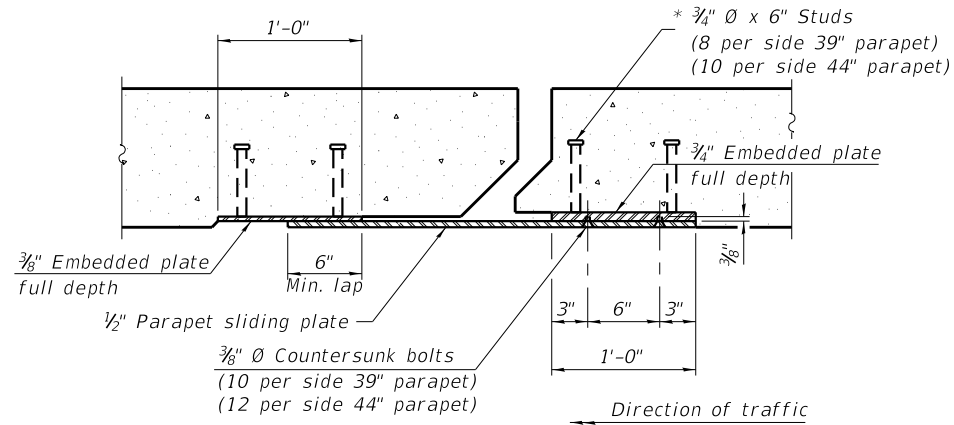


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



FOR SKEWS $> 30^\circ$



SECTION B-B

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

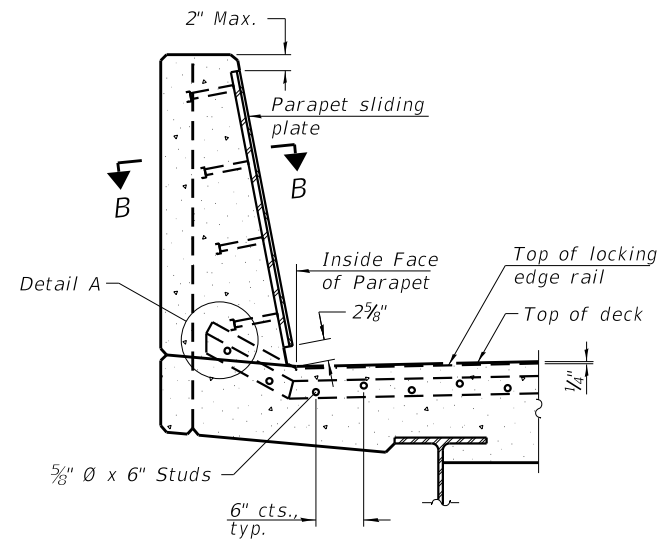
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

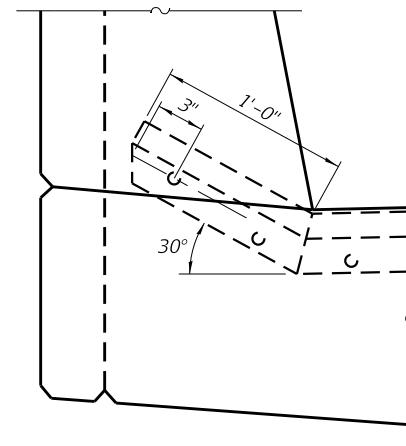
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

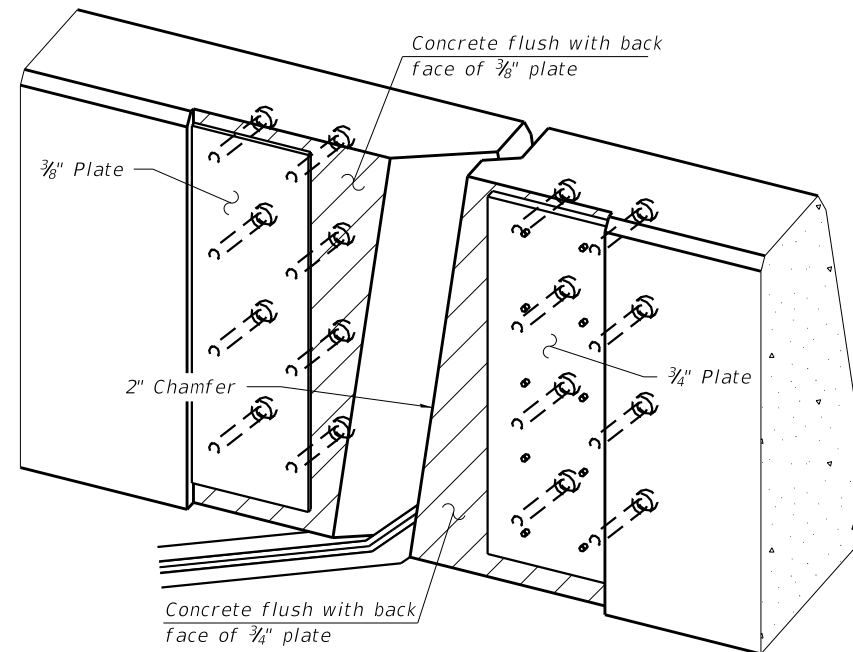


SECTION A-A

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

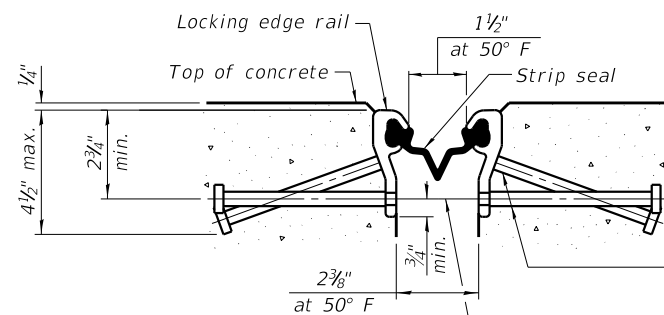


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



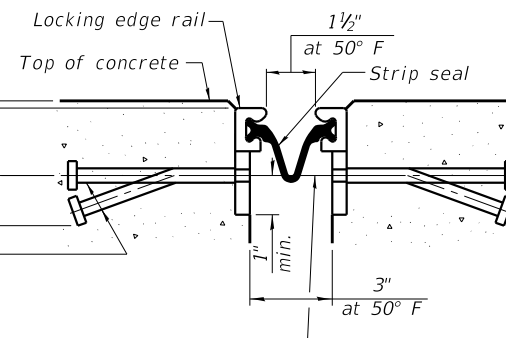
SHOWING ROLLED RAIL JOINT

* 3/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

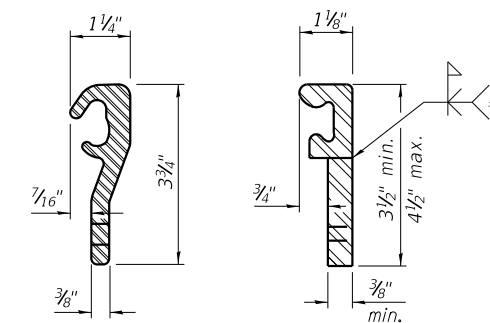
3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT

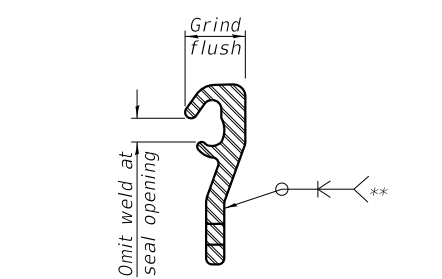


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.

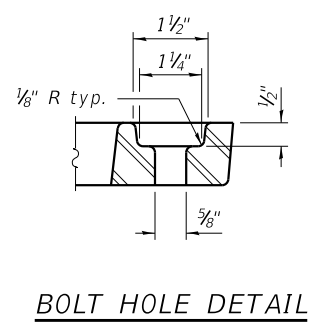
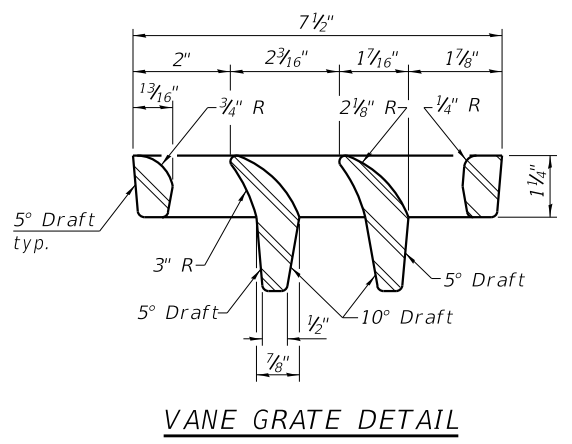
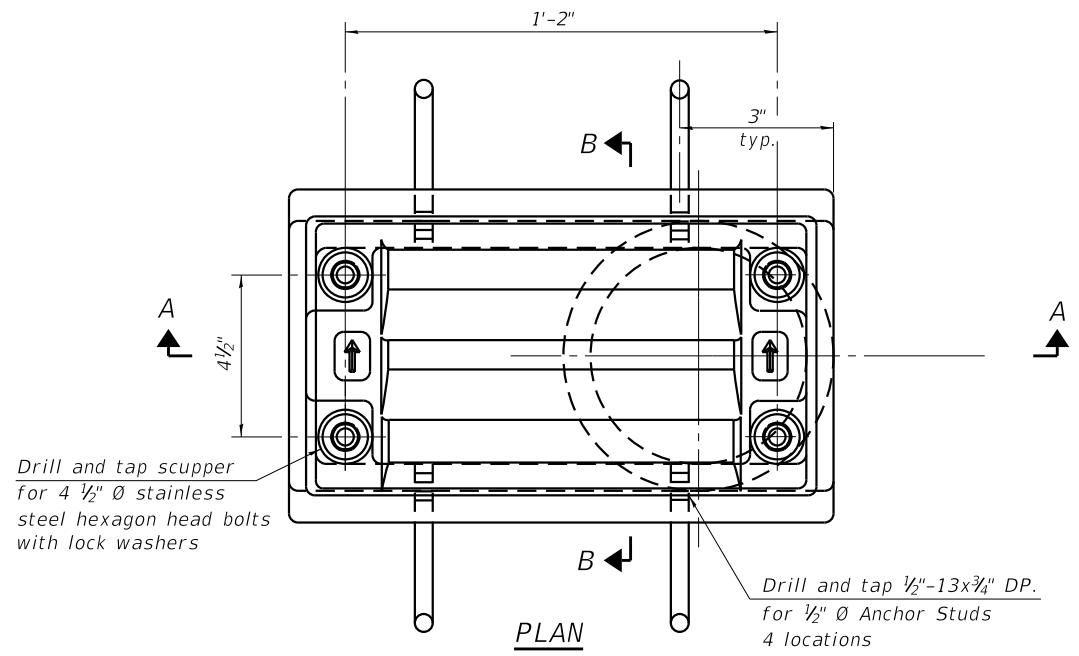


LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	84



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

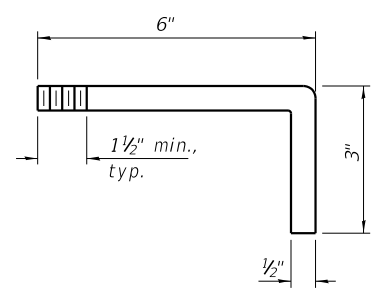
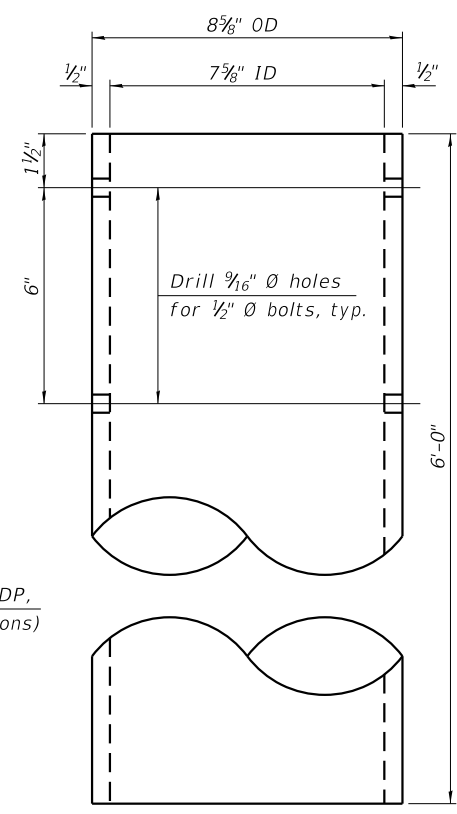
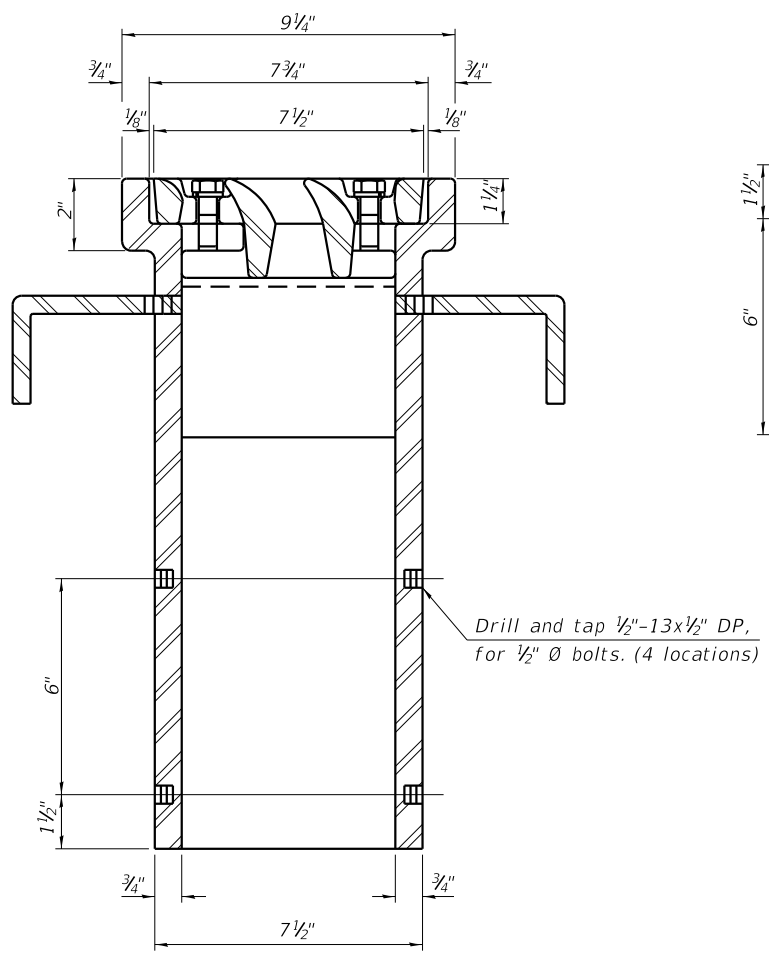
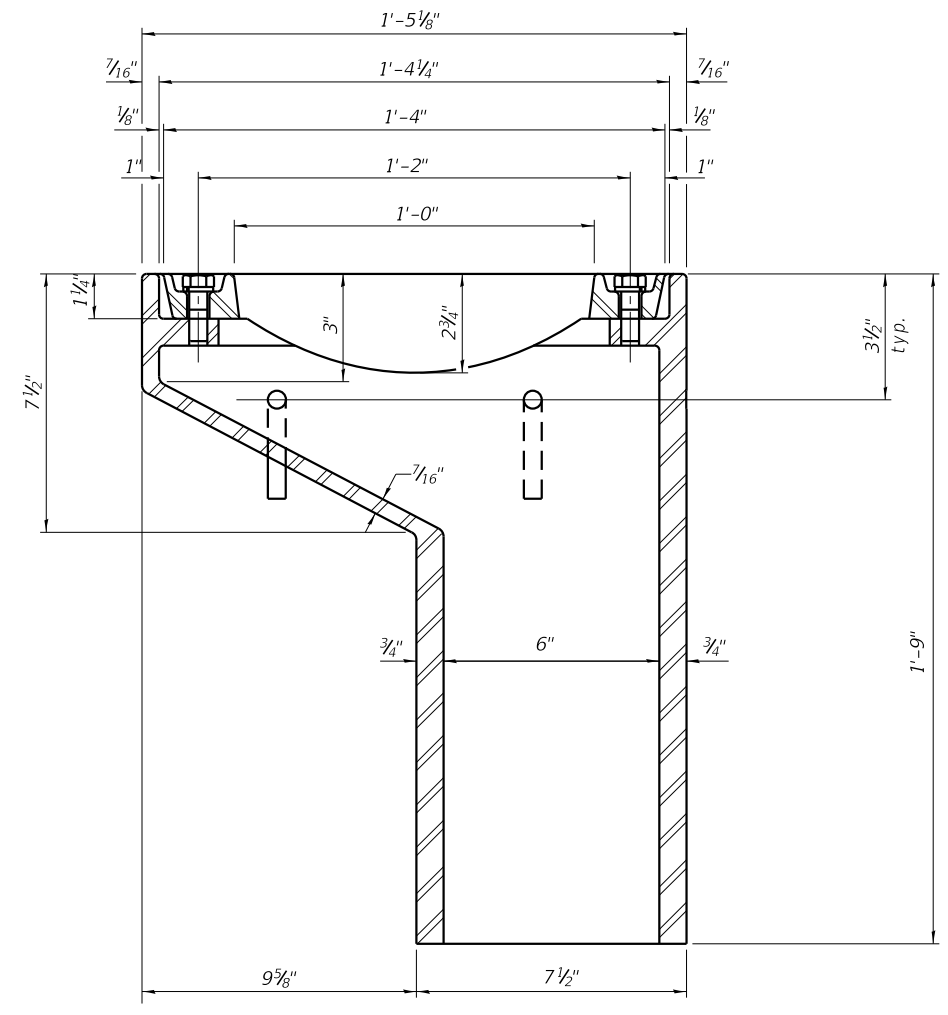
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet 12 of 35 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	12

DS-11

2-17-2017

Farnsworth GROUP
 2709 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-8435 / info@f-w.com

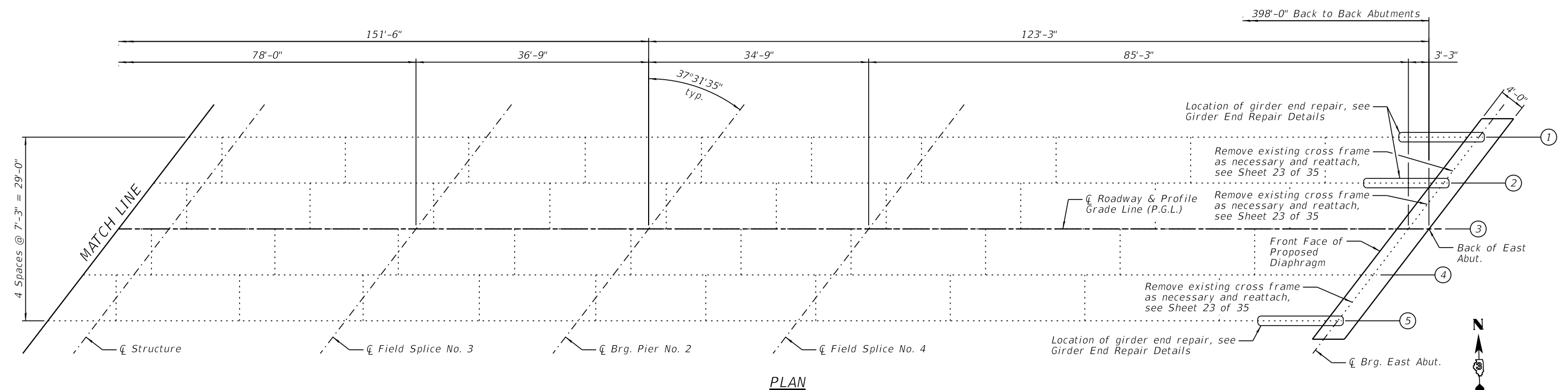
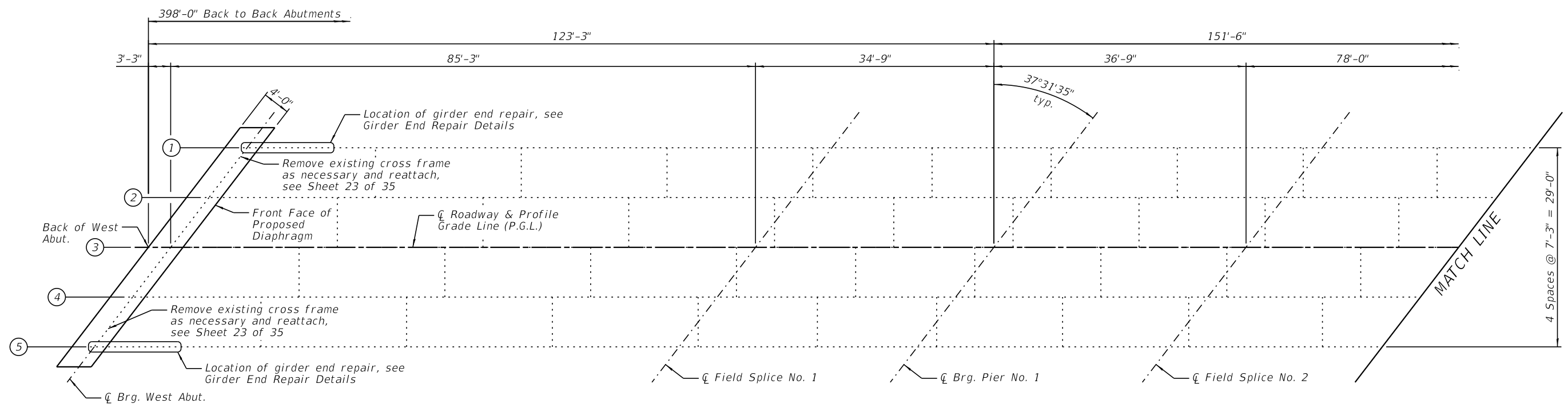
DESIGNED - PMG	REVISED -
CHECKED - JCZ	REVISED -
DRAWN - DJM	REVISED -
CHECKED - DAH	REVISED -
DATE - 09/23/19	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 050-0201**

SHEET NO. 20 OF 35 SHEETS

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 36
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				



PLAN

NOTE:
 For Girder End Repair Details, see Sheets 22-25 of 35.
 Girder End Repairs to be paid for as "Furnishing and Erecting Structural Steel". See Sheet 24 of 35 for Bill of Material.



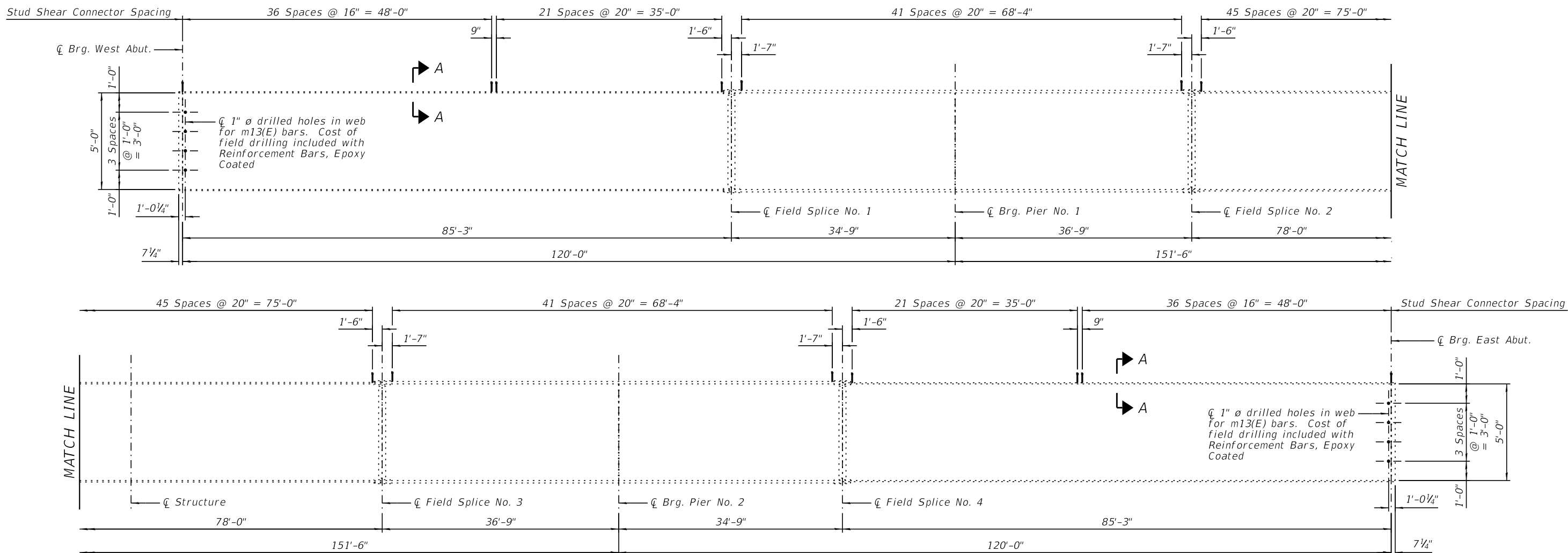
DESIGNED - PMG	REVISED -
CHECKED - JCZ	REVISED -
DRAWN - DJM	REVISED -
CHECKED - DAH	REVISED -
DATE - 09/23/19	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

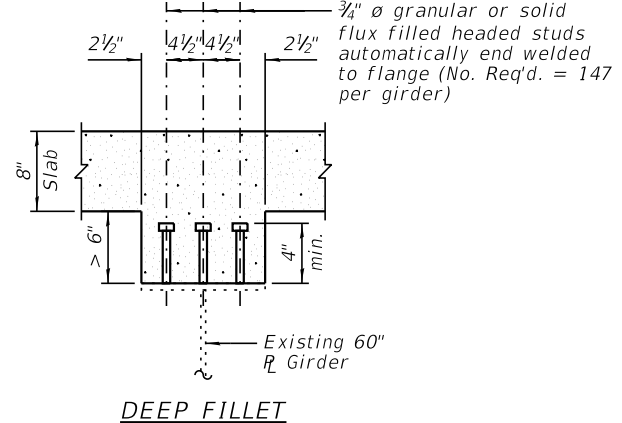
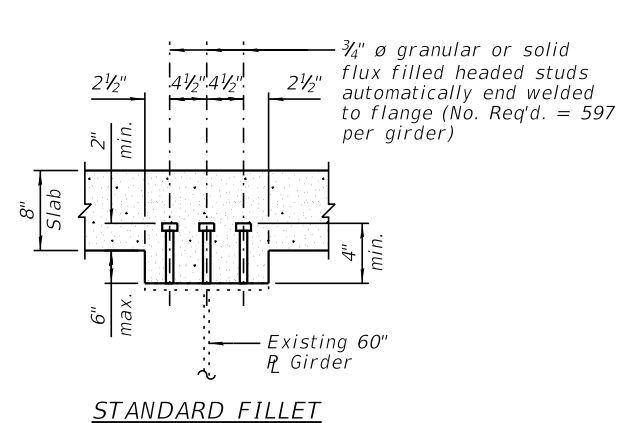
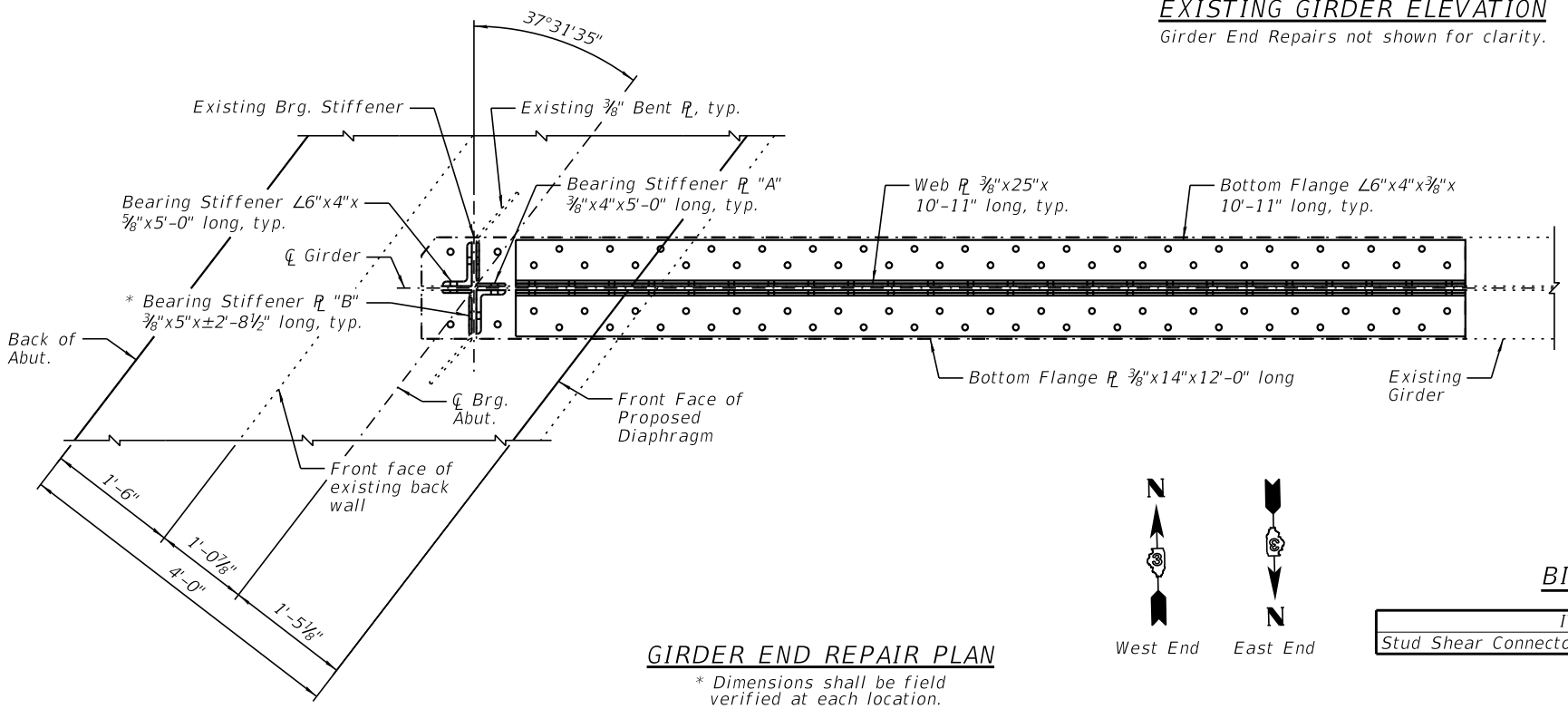
**STRUCTURAL STEEL
 STRUCTURE NO. 050-0201**

SHEET NO. 21 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	37
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				



EXISTING GIRDER ELEVATION
Girder End Repairs not shown for clarity.



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stud Shear Connectors	Each	3,720

NOTE:

Girder End Repairs to be paid for as "Furnishing and Erecting Structural Steel". See Sheet 24 of 35 for Bill of Material.



DESIGNED - PMG	REVISIONS
CHECKED - JCZ	1
DRAWN - DJM	2
CHECKED - DAH	3
DATE - 09/23/19	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
STRUCTURE NO. 050-0201**

SHEET NO. 22 OF 35 SHEETS

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 38
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴)	29,501	49,847	32,824
$I_c(n)$	(in ⁴)	75,794	107,802	81,195
$I_c(3n)$	(in ⁴)	55,512	79,776	59,563
$I_c(cr)$	(in ⁴)		59,233	
S_s	(in ³)	959	1,582	1,063
$S_c(n)$	(in ³)	1,419	2,087	1,530
$S_c(3n)$	(in ³)	1,275	1,903	1,379
$S_c(cr)$	(in ³)		1,702	
ρ	(k/')	0.978	1.049	0.990
$M\rho$	(k)	875	2,103	811
$s\rho$	(k/')	0.210	0.210	0.210
$Ms\rho$	(k)	199	421	184
M_L	(k)	1,015	1,181	1,036
M_I	(k)	207	241	211
$^5_3 [M_L + M_I]$	(k)	2,037	2,370	2,078
Ma	(k)	4,044	6,362	3,995
* Mu	(k)			
$fs\rho$ non-comp	(ksi)	10.9	16.0	9.2
$fs\rho$ (comp)	(ksi)	1.9	3.0	1.6
$fs^5_3 [M_L + M_I]$	(ksi)	17.2	16.7	16.3
** fs (Overload)	(ksi)	30.0	35.6	27.1
fs (Total)	(ksi)	39.1	46.3	35.2
VR	(k)	49.1	54.1	42.0

INTERIOR GIRDER REACTION TABLE			
	Abut.	Pier	
$R\rho$	(k)	93.2	187.1
R_L	(k)	42.9	84.9
R_I	(k)	12.9	25.5
R_{Total}	(k)	149.0	297.5

NOTE:

$R\rho$ for abutment includes loading from approach slab.

* Compact section

** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing $fs(Total$ and $Overload)$ due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing $fs(Total$ and $Overload)$ due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing $fs(Total$ and $Overload)$ due to long-term composite (superimposed) dead loads (in⁴ and in³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing $fs(Total$ and $Overload)$ in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

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

$M\rho$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$Ms\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

Ma : Factored design moment (kip-ft.).

$1.3 [M\rho + Ms\rho + \frac{5}{8} (M_L + M_I)]$

Mu : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

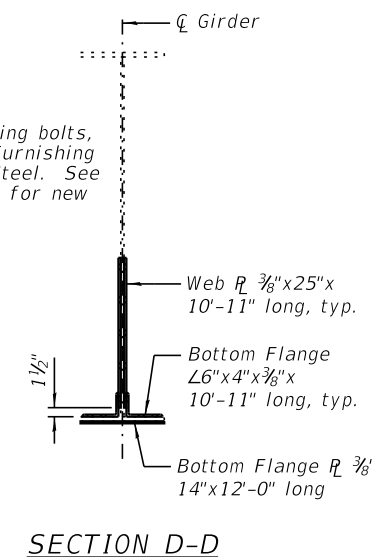
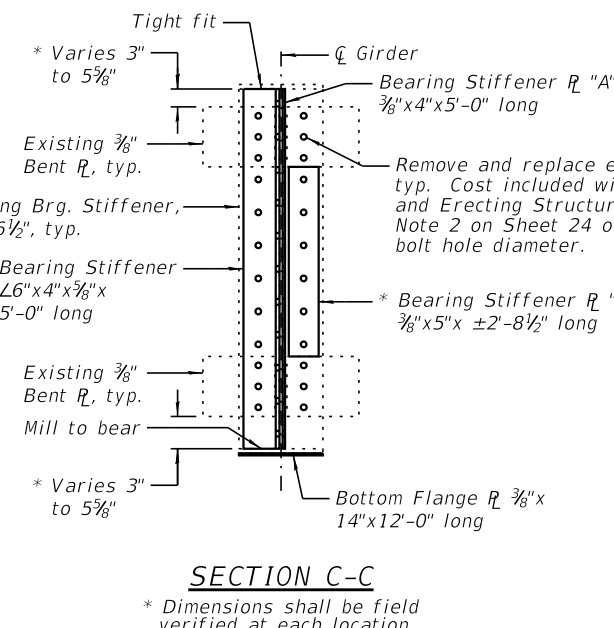
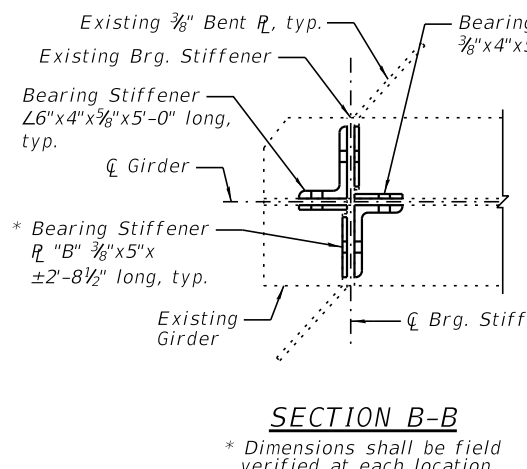
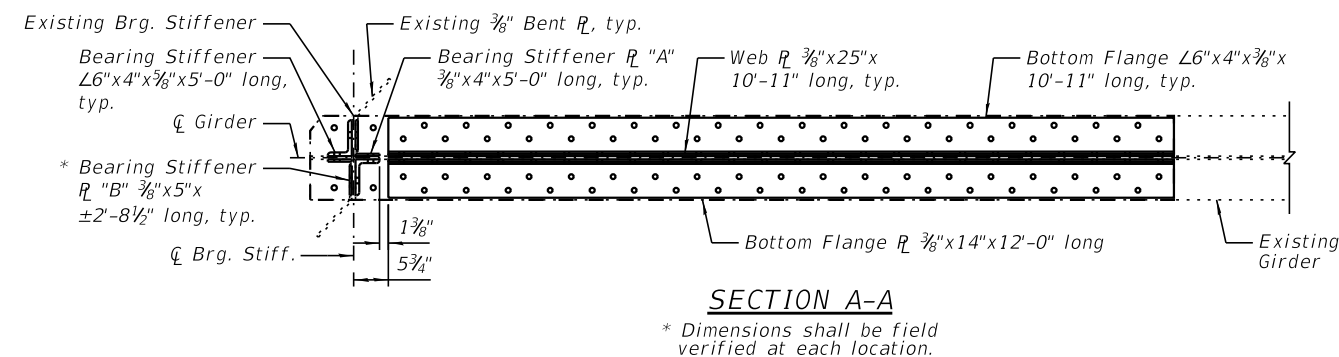
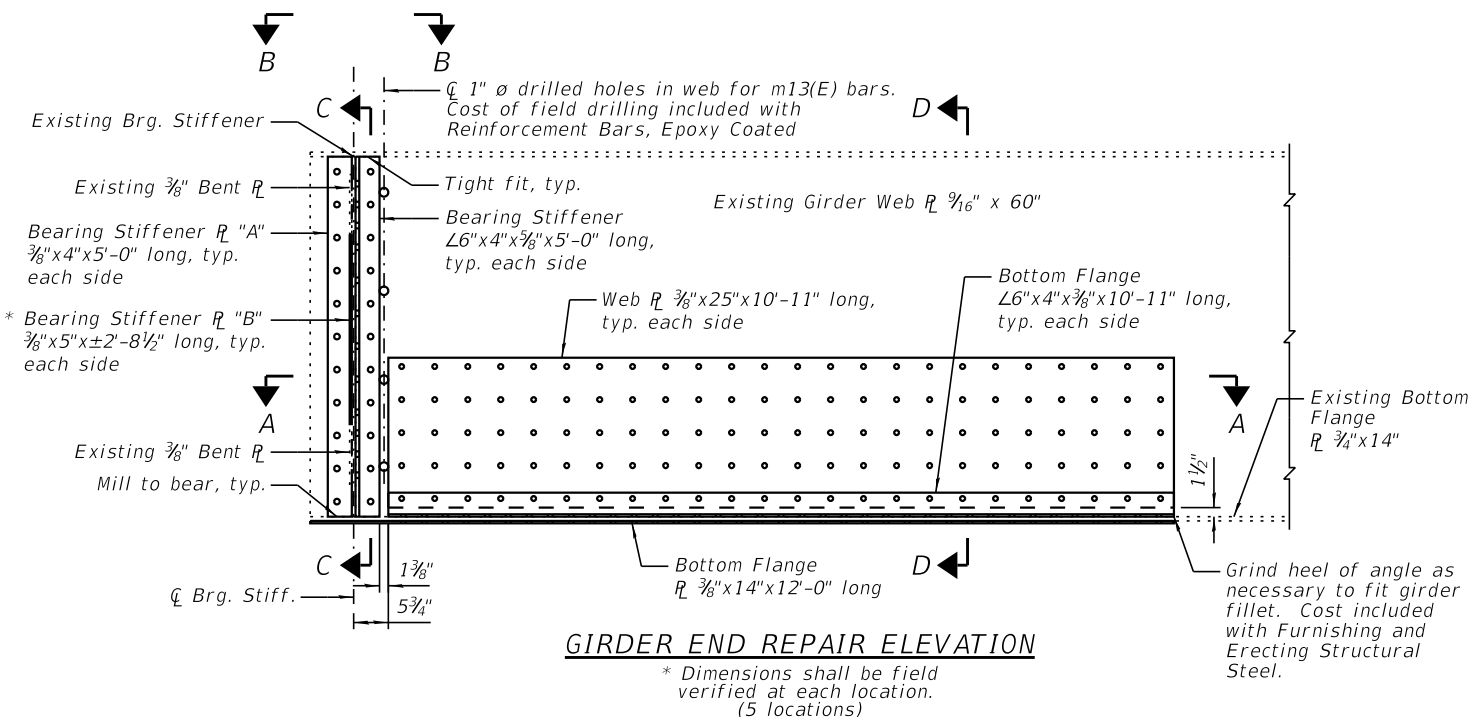
fs (Overload): Sum of stresses as computed from the moments below (ksi).

$M\rho + Ms\rho + \frac{5}{8} (M_L + M_I)$

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

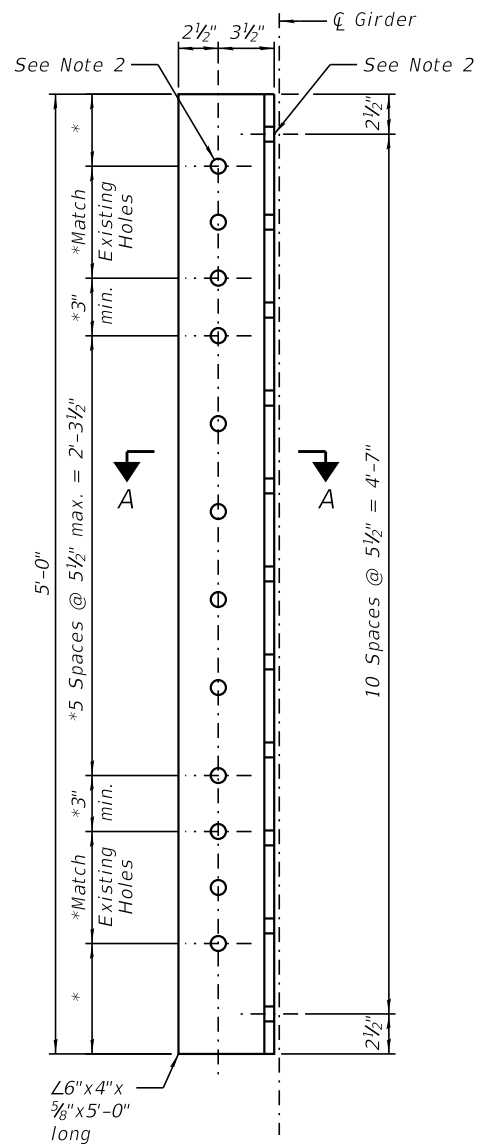
$1.3 [M\rho + Ms\rho + \frac{5}{8} (M_L + M_I)]$

VR: Maximum $L + impact$ shear range within the span for stud shear connector design (kips).



NOTE:

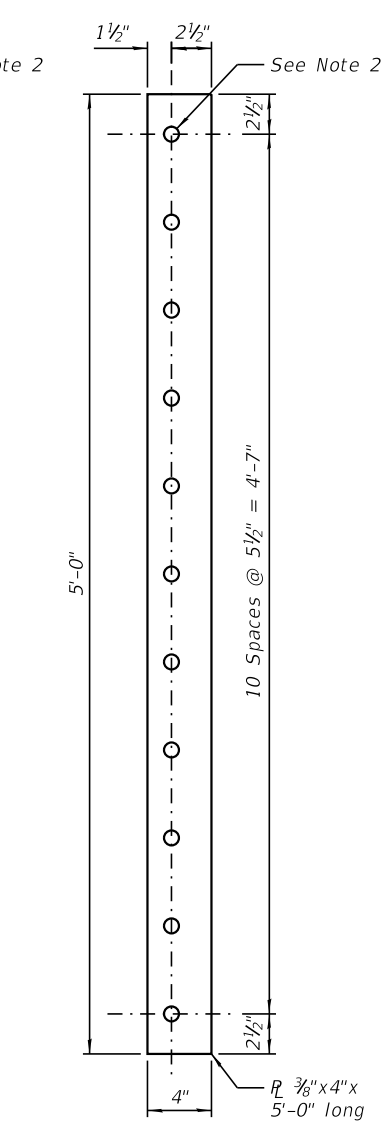
Girder End Repairs to be paid for as "Furnishing and Erecting Structural Steel". See Sheet 24 of 35 for Bill of Material.



ELEVATION BEARING STIFFENER ANGLE

* Dimensions shall be field verified at each location.

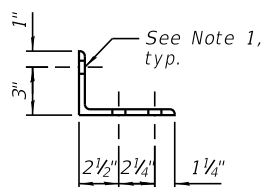
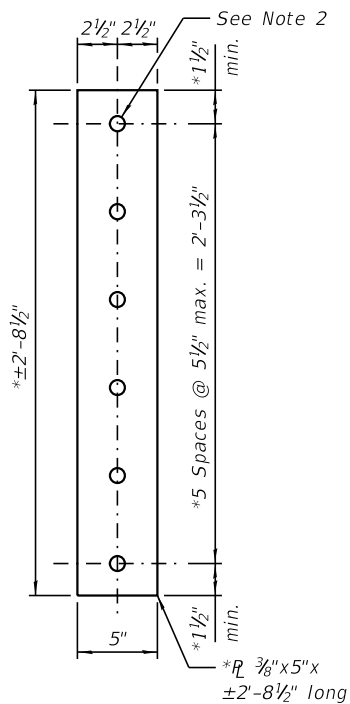
(Holes in new angle shall be field drilled using existing holes as a template, with proposed hole diameter according to Note 2. Existing holes in bearing stiffener are 1 1/16" ø.)



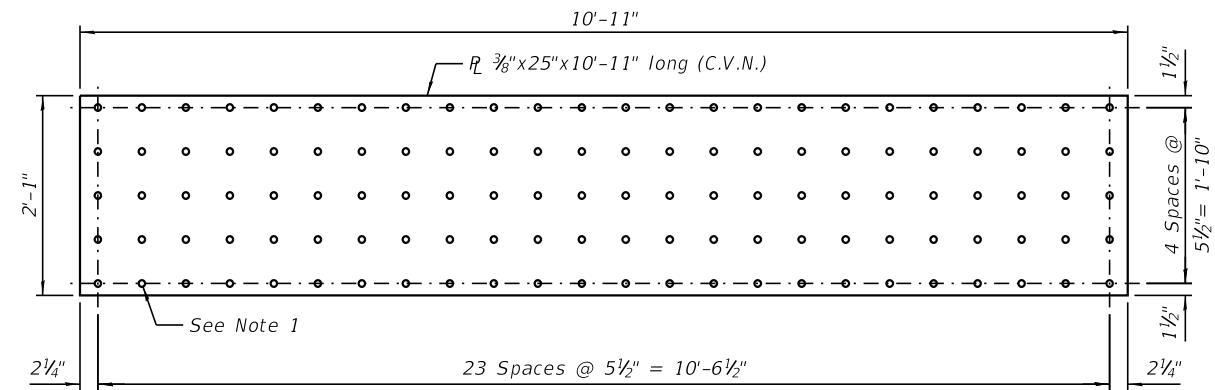
BEARING STIFFENER PLATE "A"

BEARING STIFFENER PLATE "B"

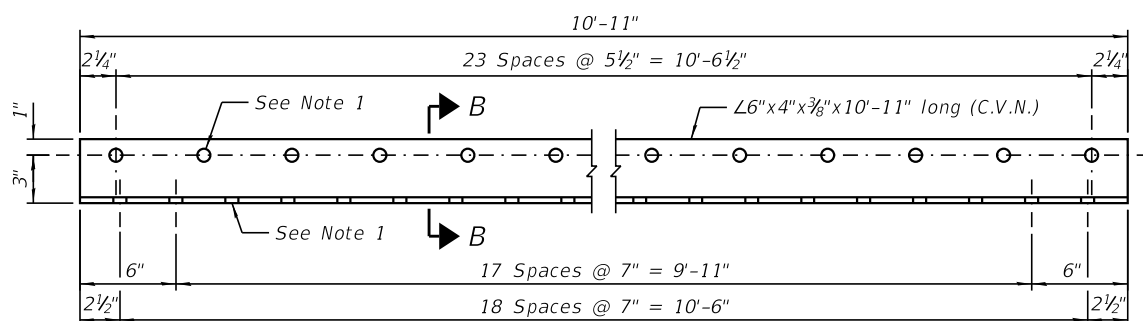
* Dimensions shall be field verified at each location.



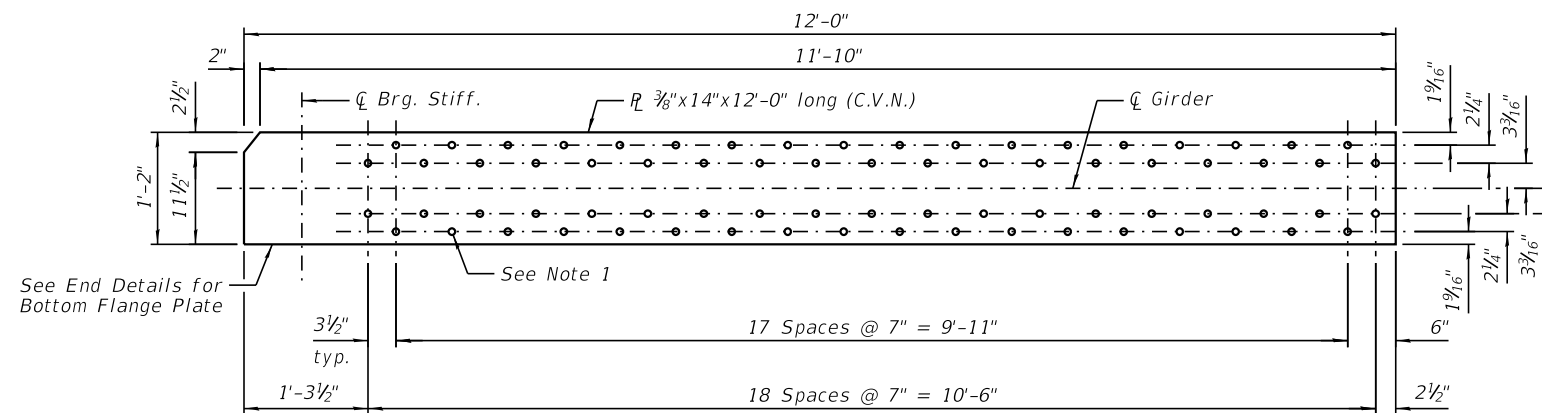
SECTION B-B



WEB PLATE DETAIL

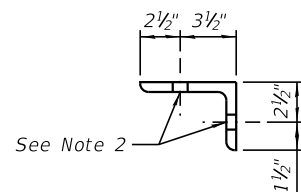


ELEVATION BOTTOM FLANGE ANGLE

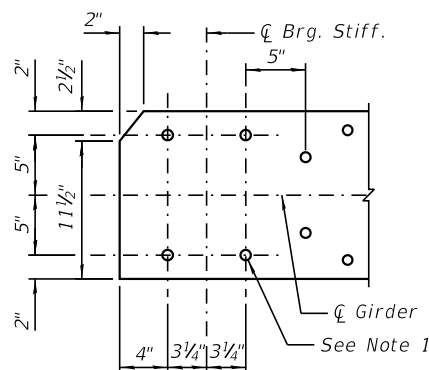


PLAN BOTTOM FLANGE PLATE

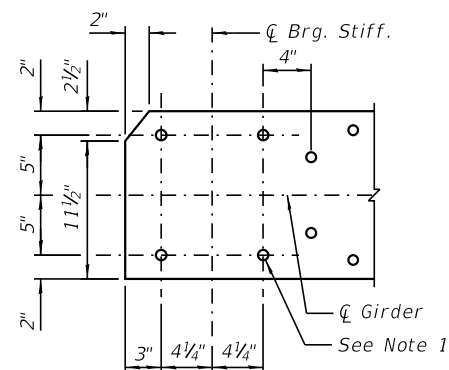
(New holes in existing steel shall be field drilled using holes in new steel as template)



SECTION A-A



WEST ABUT.



EAST ABUT.

END DETAILS FOR BOTTOM FLANGE PLATE

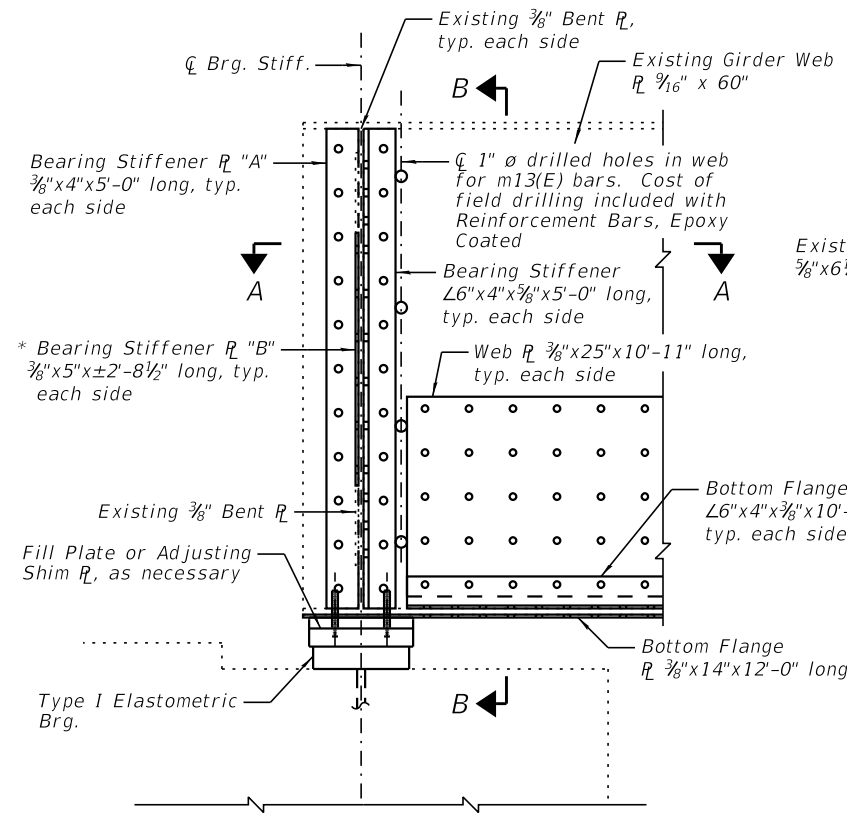
(Holes in new R shall be field drilled using existing holes as a template, with proposed hole diameter according to Note 1. Existing holes in bottom flange are 7/8" ø.)

BILL OF MATERIAL

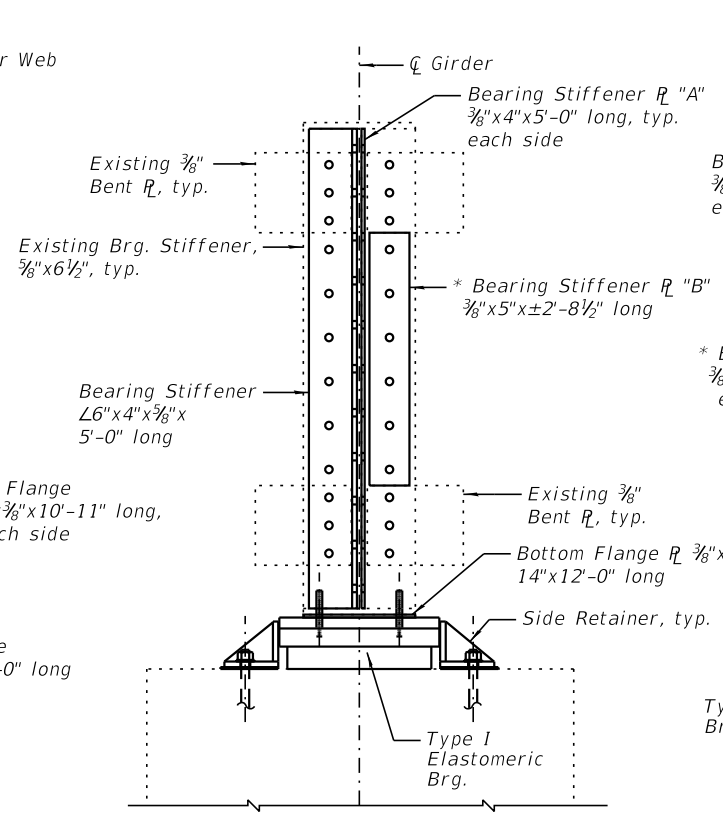
ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	8,210

NOTES:

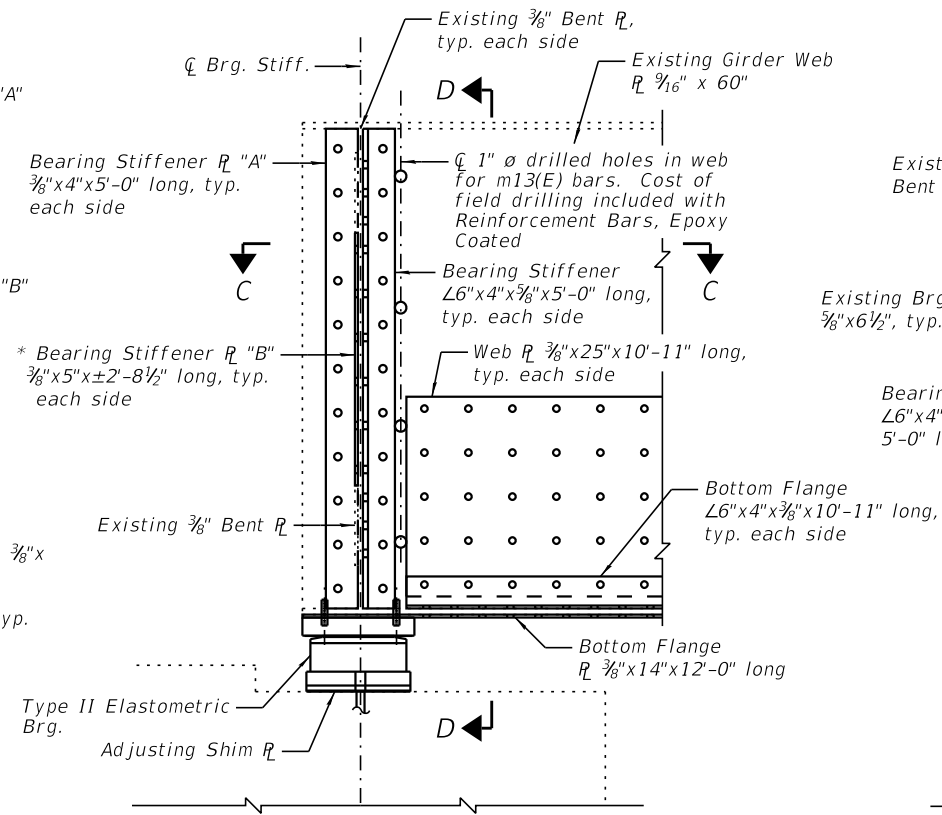
- 1.) Detail 1 3/16" ø holes for all 3/4" ø bolts.
- 2.) Detail 1 1/16" ø holes for all 1/2" ø bolts.
- 3.) "C.V.N." denotes Charpy-V-Notch impact energy requirements, Zone 2.
- 4.) Girder End Repairs to be paid for as Furnishing and Erecting Structural Steel.
- 5.) Cost of field drilling included in Furnishing and Erecting Structural Steel.



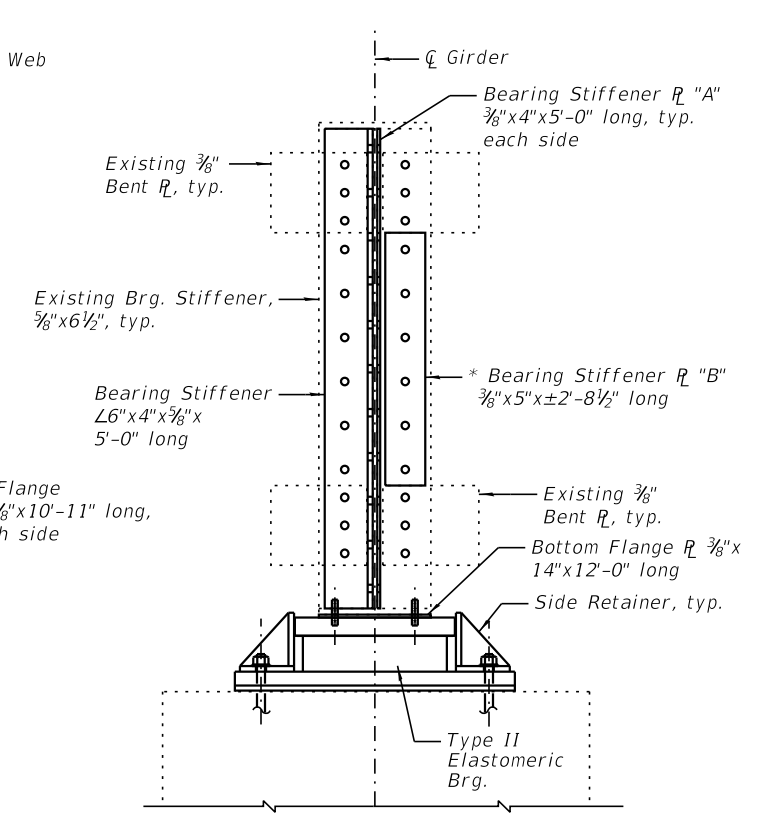
ELEVATION AT WEST ABUT.



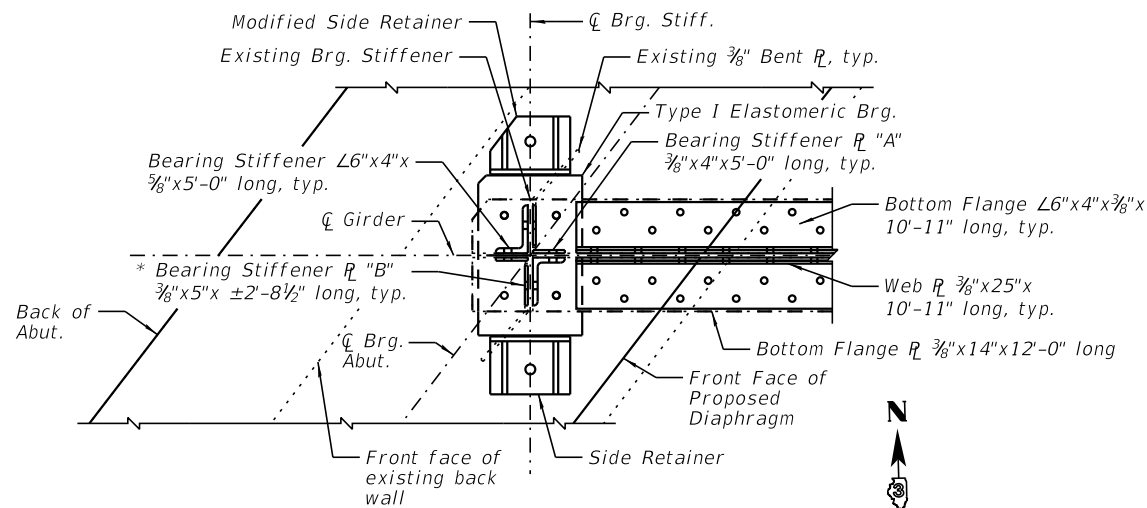
SECTION B-B



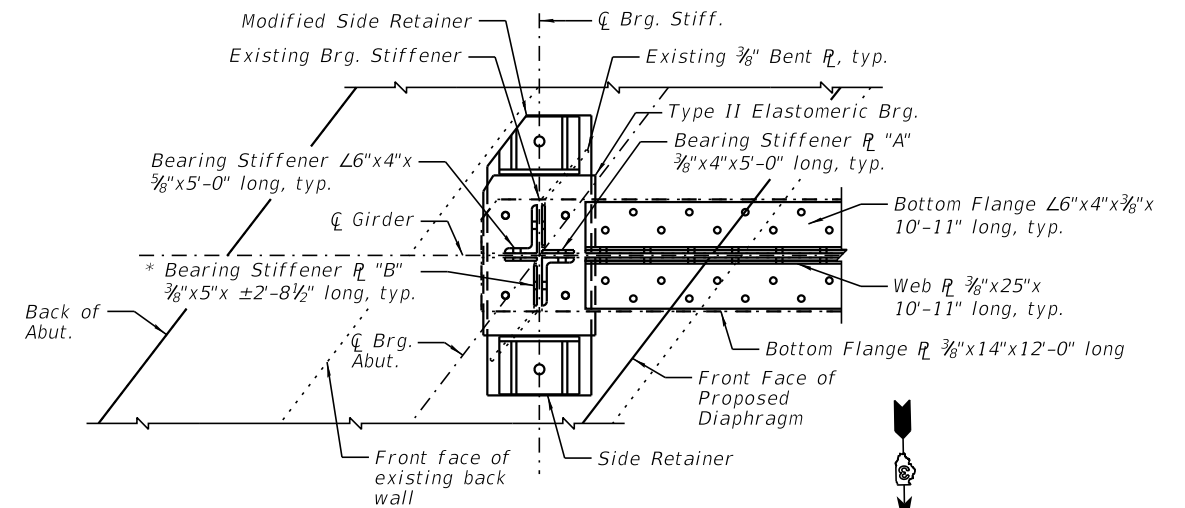
ELEVATION AT EAST ABUT.



SECTION D-D



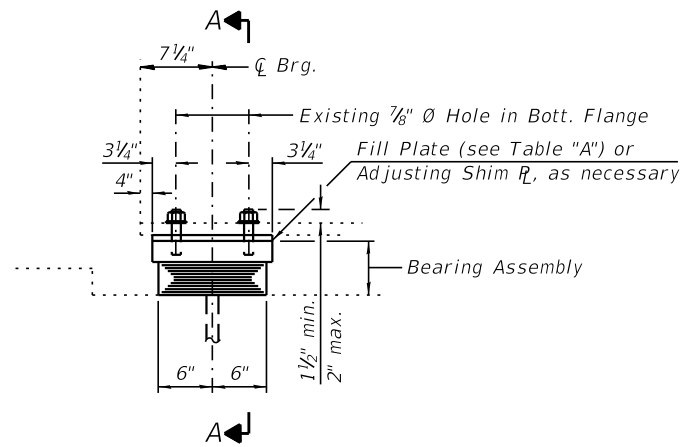
SECTION A-A
TYPE I ELASTOMERIC EXP. BRG.
WITH GIRDER END REPAIRS



SECTION C-C
TYPE II ELASTOMERIC EXP. BRG.
WITH GIRDER END REPAIRS

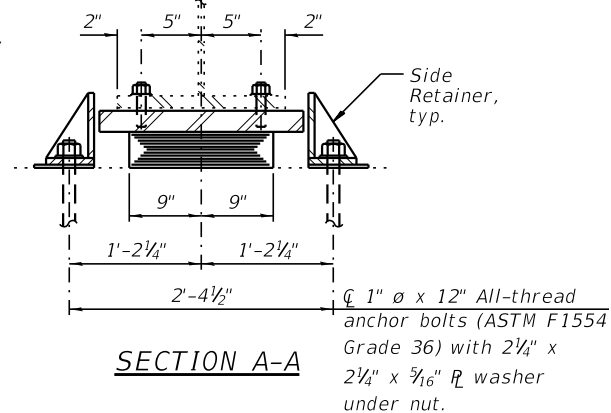
NOTES:

- 1.) *Dimensions shall be field verified at each location.
- 2.) Girder End Repairs to be paid for as "Furnishing and Erecting Structural Steel". See Sheet 24 of 35 for Bill of Material.
- 3.) See Sheets 26-27 of 35 for typical Bearing Details.

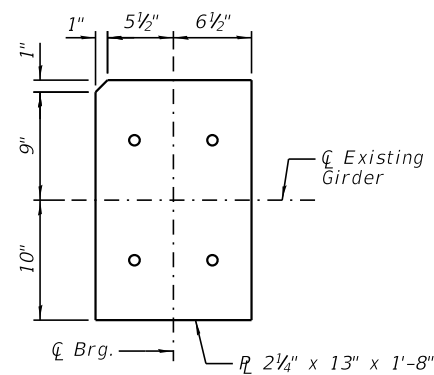


ELEVATION AT WEST ABUT.

TYPE I ELASTOMERIC EXP. BRG.

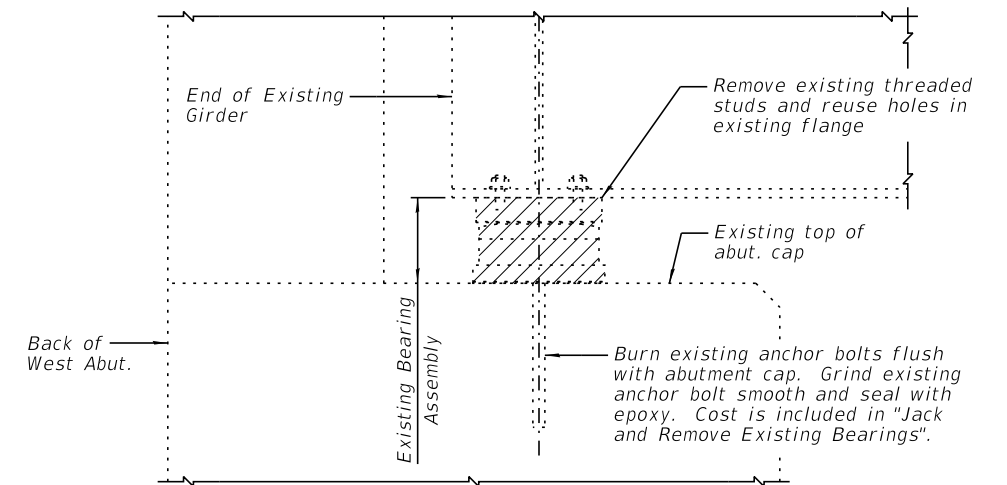


SECTION A-A

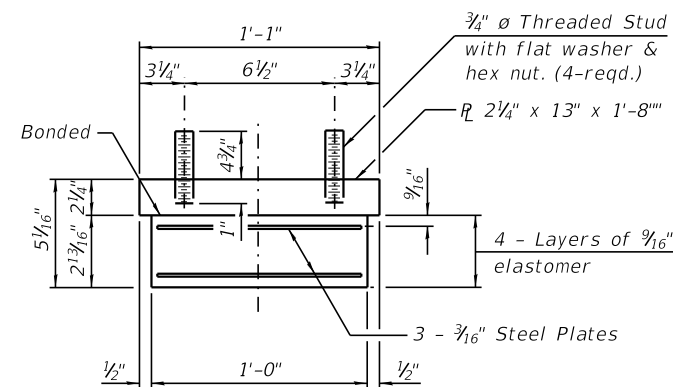


TOP BEARING PLATE, FILL PLATE & SHIM PLATE DETAIL

Bearing R shown. Fill R dimensions are similar, see Table "A" for Fill R thickness.



EXISTING BEARING REMOVAL DETAIL - WEST ABUTMENT



BEARING ASSEMBLY

Note: Shim plates shall not be placed under bearing assembly.

TABLE "A"

Girder No.	Fill Plate Thickness
W. Abut. - 1	1 7/8"
W. Abut. - 2	2 1/4"
W. Abut. - 3	2 1/4"
W. Abut. - 4	2 1/4"
W. Abut. - 5	1 3/8"

Notes:

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

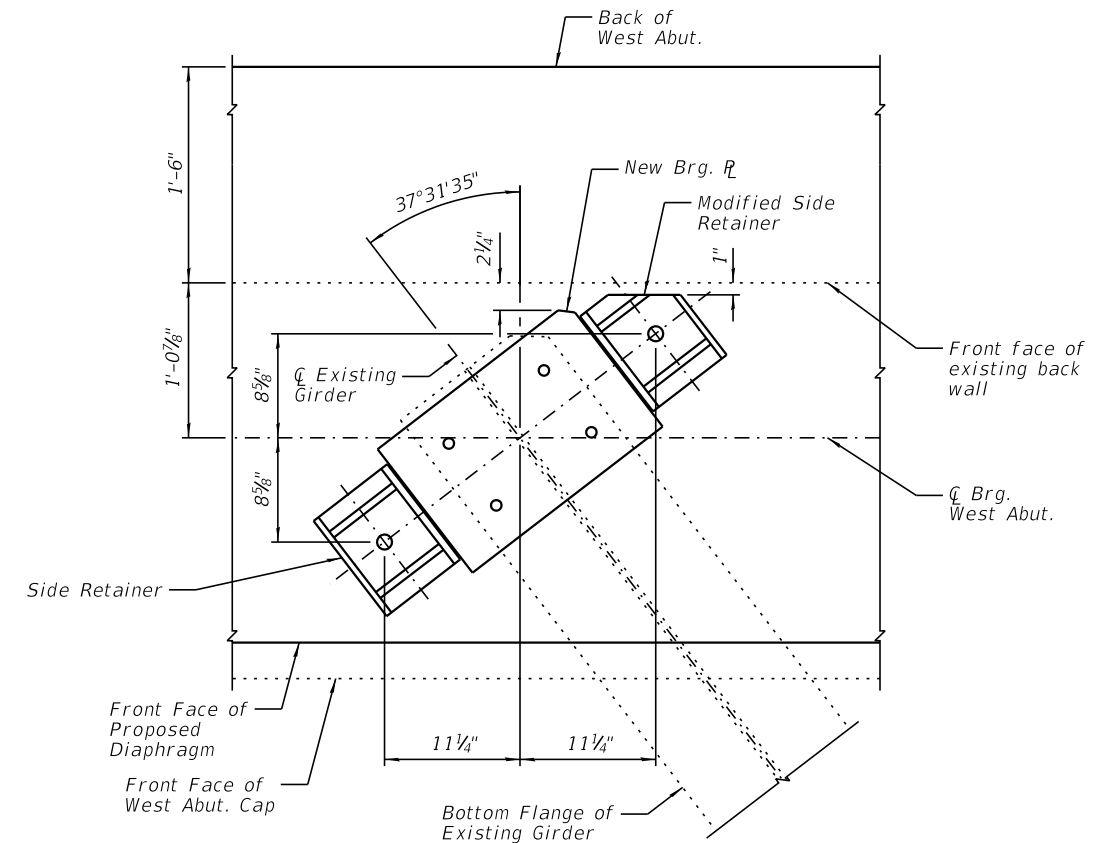
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions, and existing stud locations for bearing.

All existing West Abutment bearings shall be removed and replaced with Elastomeric Bearing Assembly, Type I. Bearing replacement shall be completed after removal of existing deck but prior to construction of the concrete deck and diaphragm.

Reaction due to DL Steel only, per beam = 15.1 kips.

Minimum jack capacity per beam at West Abutment = 15 tons.

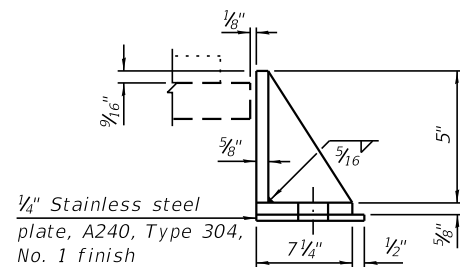
The contractor shall submit, for approval by the Engineer, plans for jacking existing beams and removing the existing bearings prior to commencing any related work. See Special Provision.



ANCHOR BOLT PLACEMENT DETAIL - WEST ABUTMENT

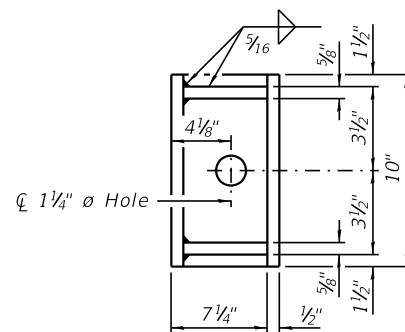
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	5
Anchor Bolts, 1"	Each	10
Jack and Remove Existing Bearings	Each	5



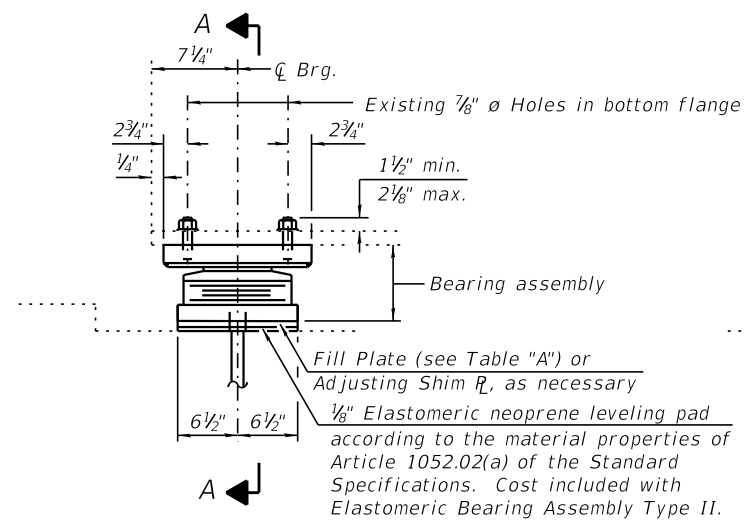
SIDE RETAINER

(5 Req'd)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



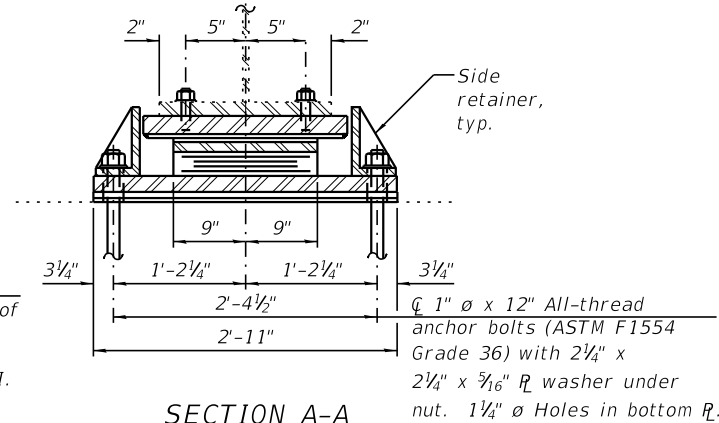
MODIFIED SIDE RETAINER

(5 Req'd)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



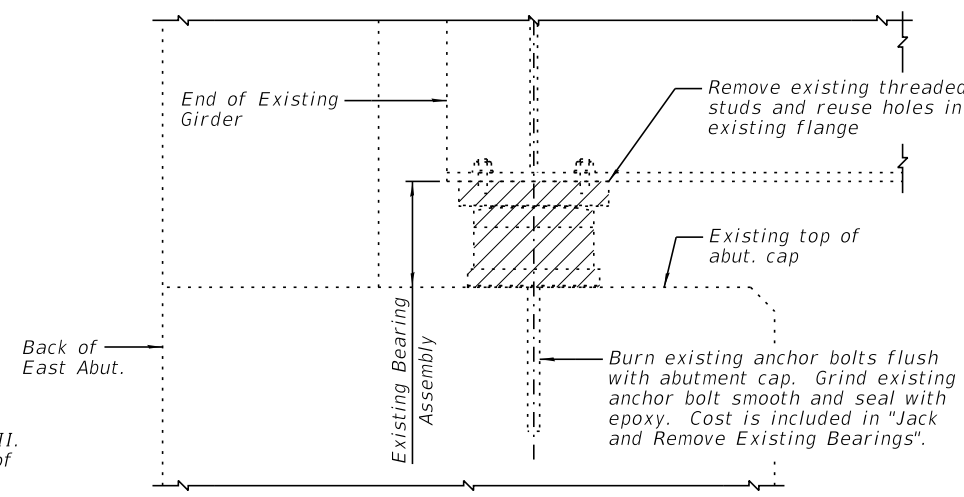
ELEVATION AT EAST ABUT.

TYPE II ELASTOMERIC EXP. BRG.

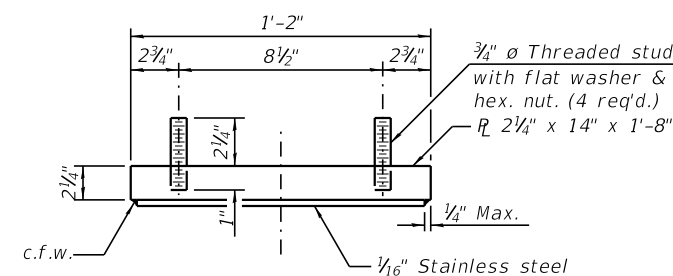


SECTION A-A

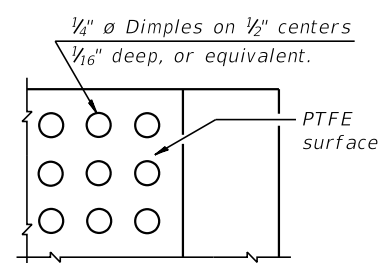
Notes:
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height, shim thickness dimensions, and existing stud locations for bearing.
 All existing East Abutment bearings shall be removed and replaced with Elastomeric Bearing Assembly, Type II. Bearing replacement shall be completed after removal of existing deck but prior to construction of the concrete deck and diaphragm.
 Reaction due to DL Steel only, per beam = 15.1 kips
 Minimum jack capacity per beam at East Abutment = 15 tons.
 The contractor shall submit, for approval by the Engineer, plans for jacking existing beams and removing the existing bearings prior to commencing any related work. See Special Provision.



EXISTING BEARING REMOVAL DETAIL - EAST ABUTMENT



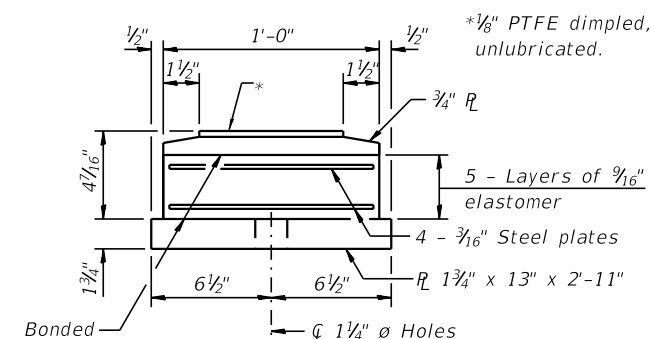
TOP BEARING ASSEMBLY



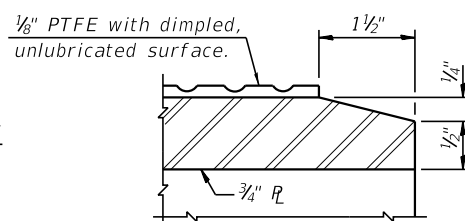
PLAN-PTFE SURFACE

TABLE "A"

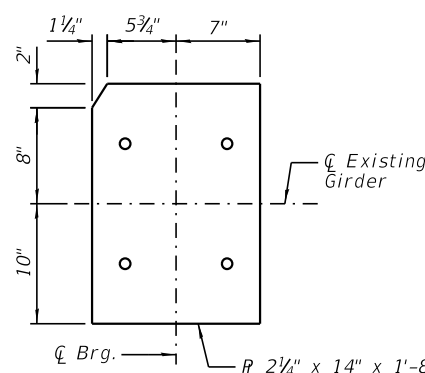
Girder No.	Fill Plate Thickness
E. Abut. - 1	1/8"
E. Abut. - 2	1/8"
E. Abut. - 3	3/8"
E. Abut. - 4	3/4"
E. Abut. - 5	1/8"



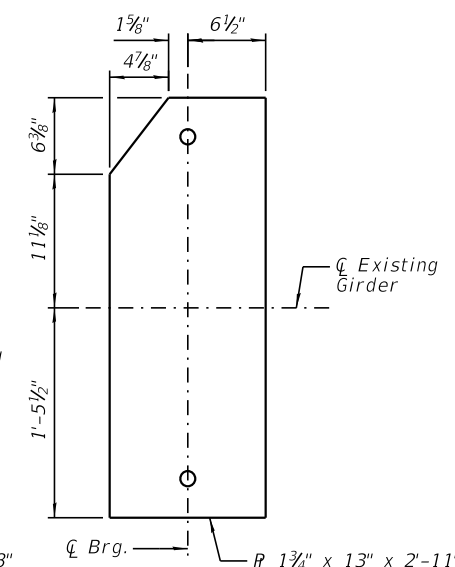
BOTTOM BEARING ASSEMBLY



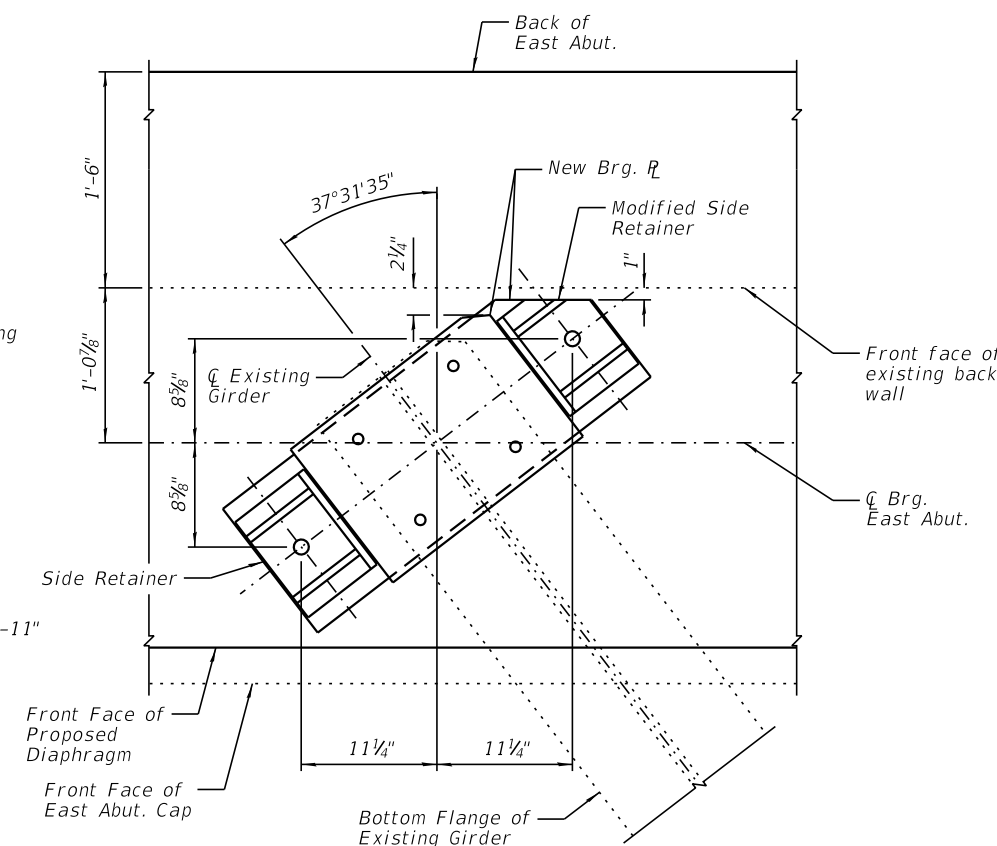
SECTION THRU PTFE



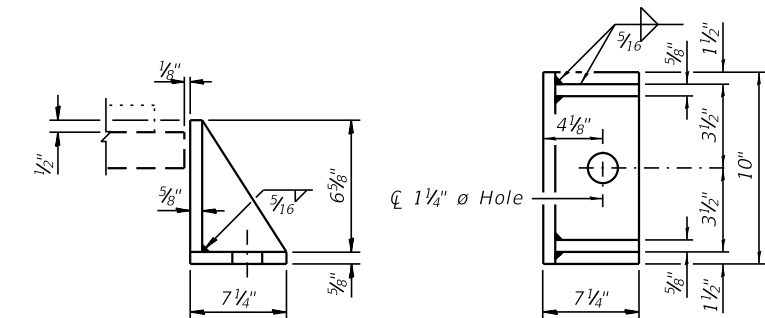
TOP BEARING PLATE DETAIL



BOTTOM BEARING PLATE, FILL PLATE & SHIM PLATE DETAIL
 Bottom R shown. Fill R dimensions are similar, see Table "A" for Fill R thickness.

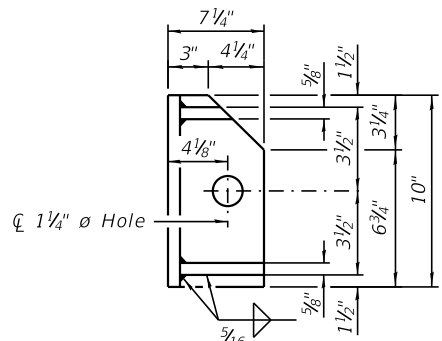


ANCHOR BOLT PLACEMENT DETAIL - EAST ABUTMENT



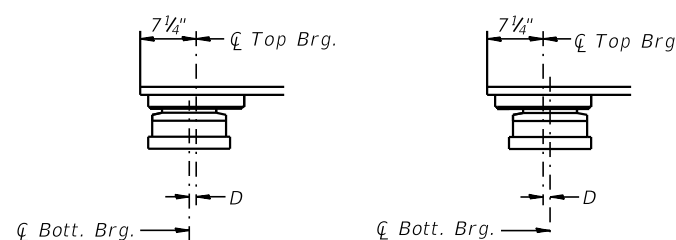
SIDE RETAINER

(5 Req'd)
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



MODIFIED SIDE RETAINER

(5 Req'd)
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



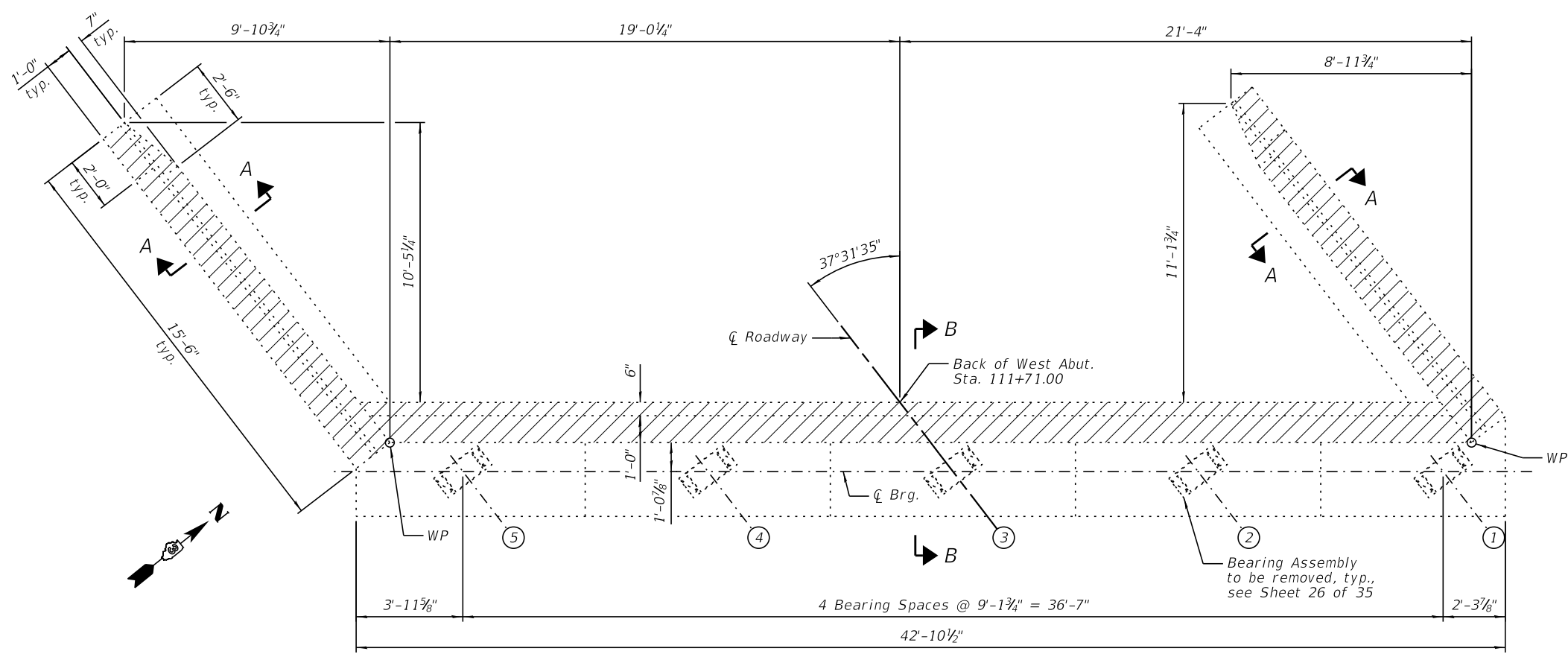
BELOW 50°F.
 ABOVE 50°F.
 D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

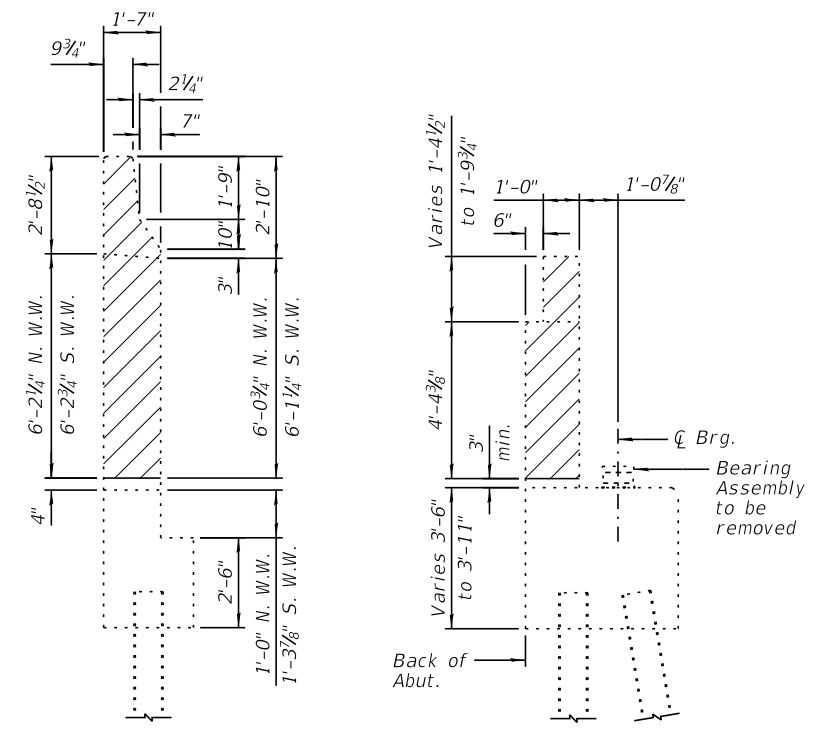
The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	5
Anchor Bolts, 1"	Each	10
Jack and Remove Existing Bearings	Each	5

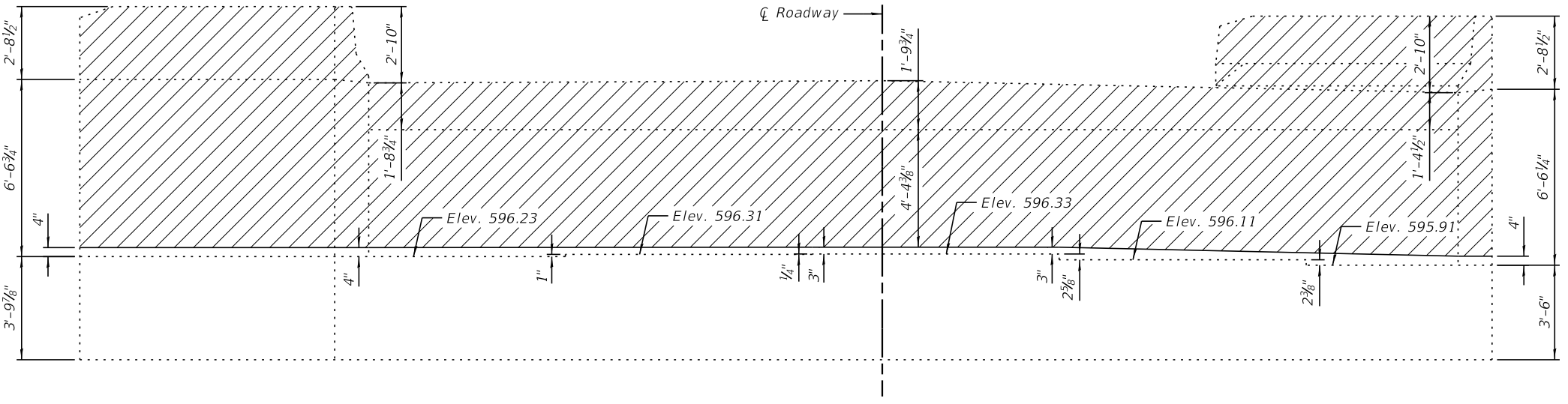


PLAN

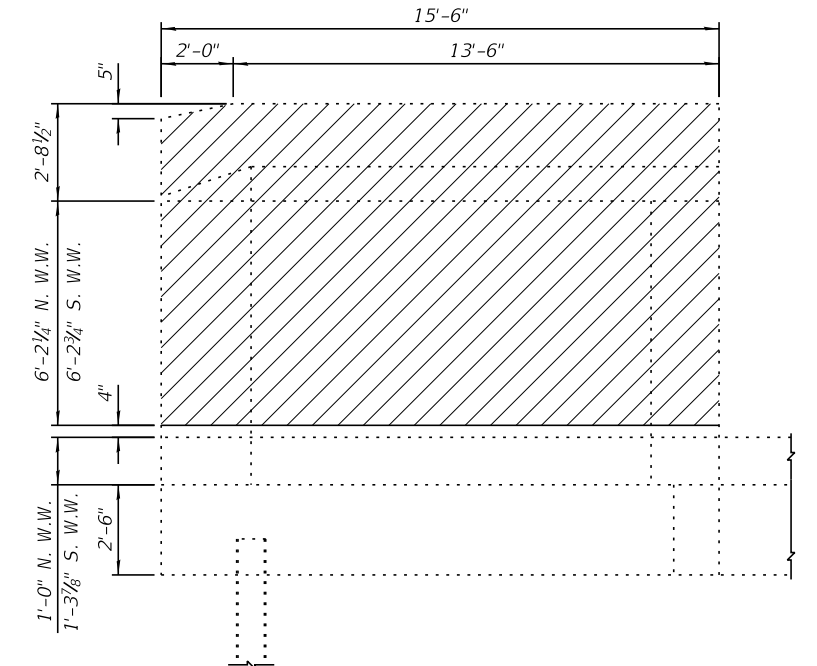


SECTION A-A

SECTION B-B
(Horiz. dimensions @ Rt. L's)



ELEVATION
(Looking Northwest)



OUTSIDE FACE OF WINGWALL

LEGEND

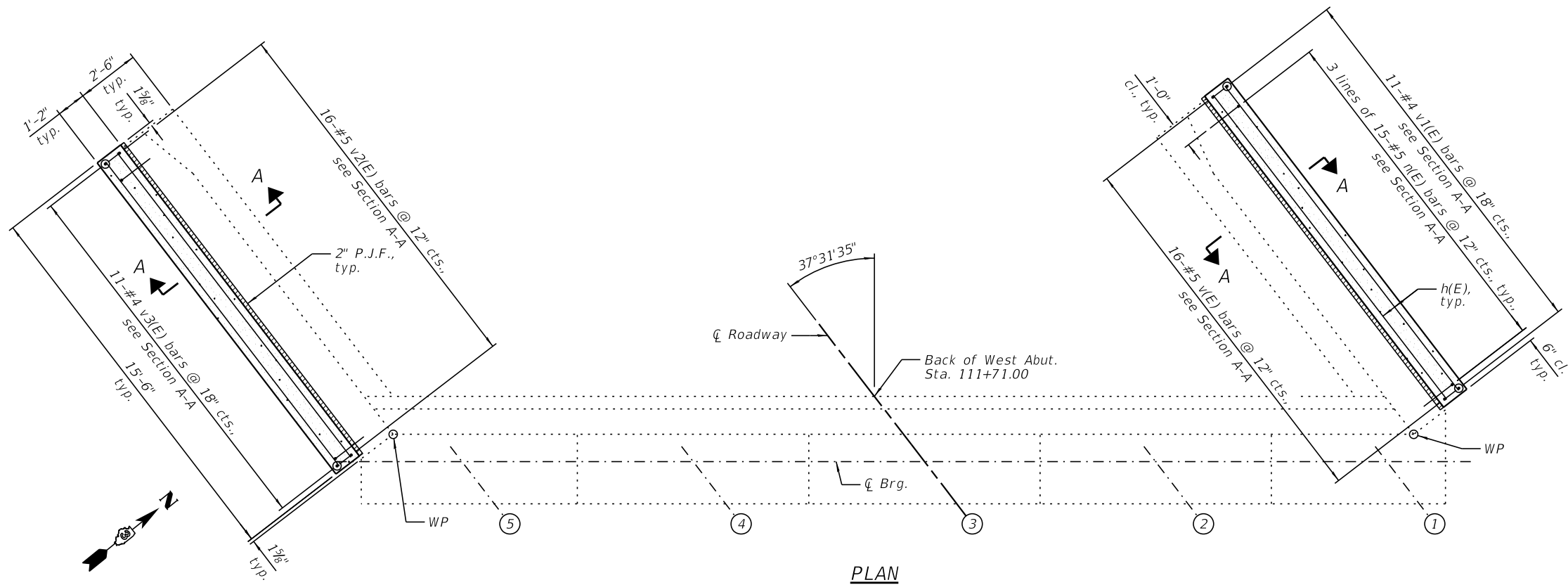


BILL OF MATERIAL

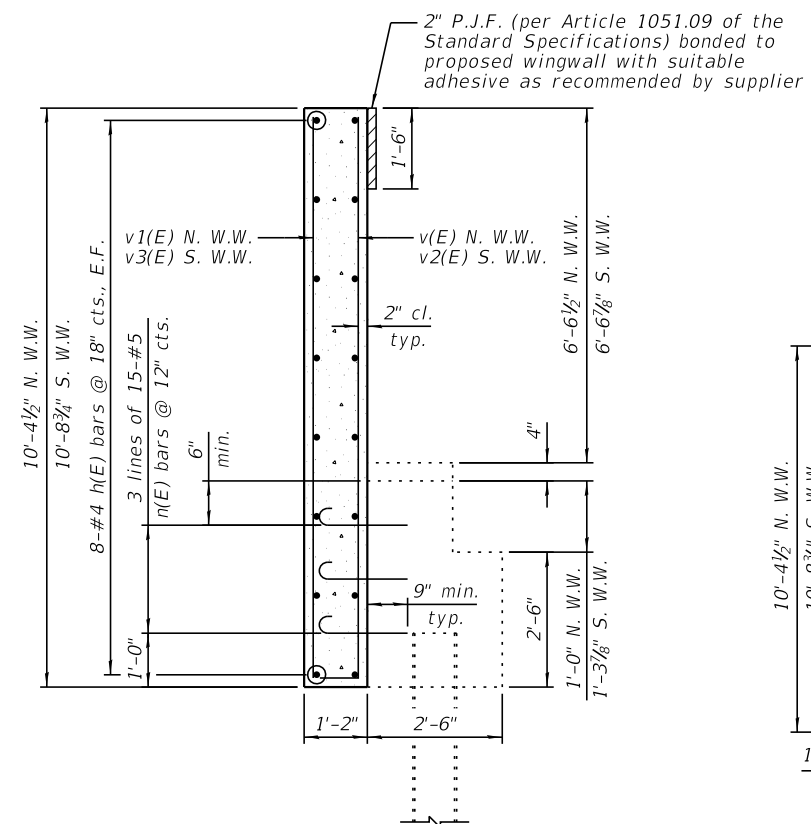
Item	Unit	Total
Concrete Removal	Cu. Yd.	27.8

NOTE:

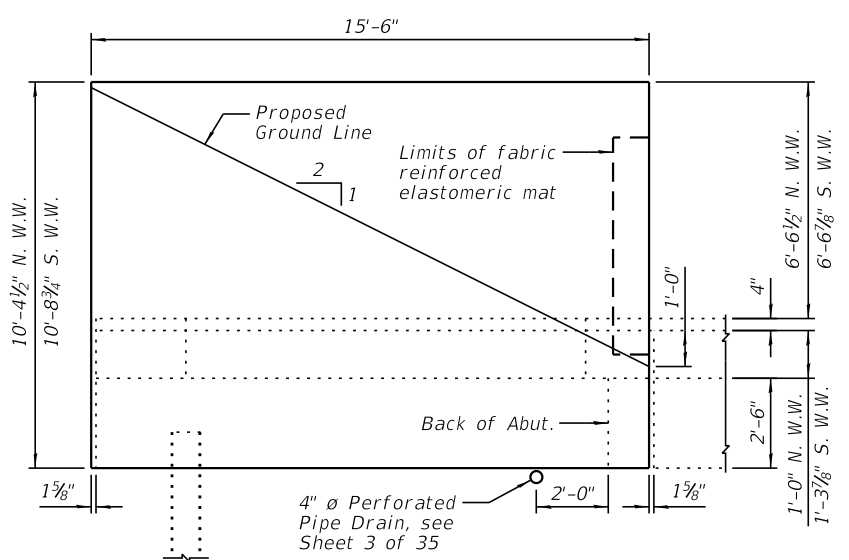
Existing reinforcement bars shall be cut off flush with the removal limits.



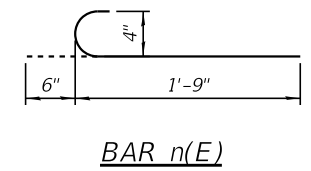
PLAN



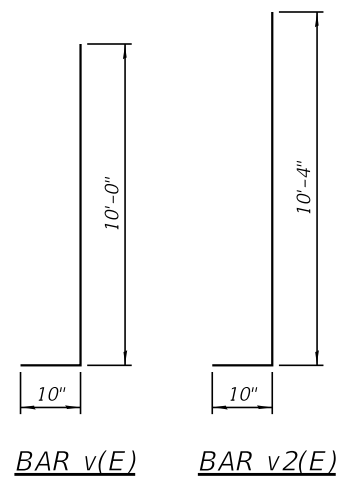
SECTION A-A



OUTSIDE FACE OF WINGWALL



BAR n(E)



BAR v(E)

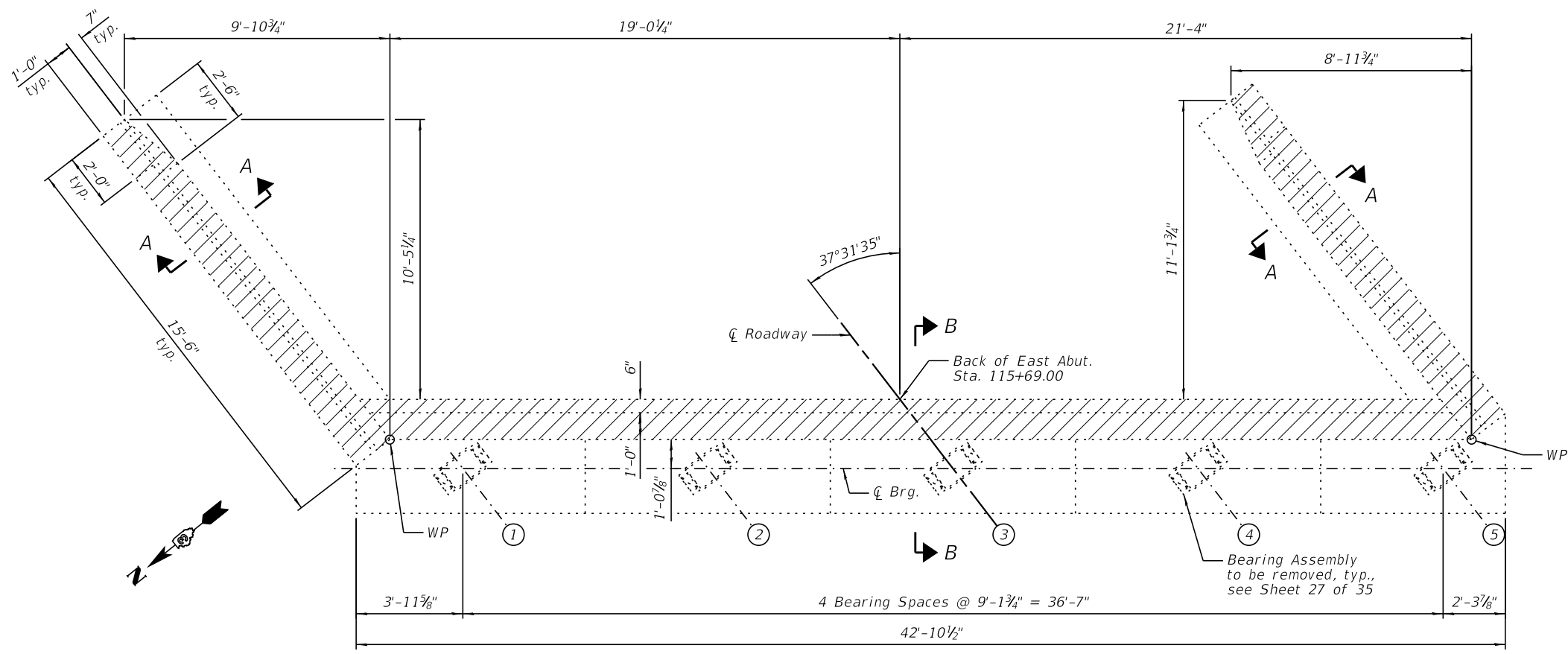
BAR v2(E)

WEST ABUTMENT BILL OF MATERIAL

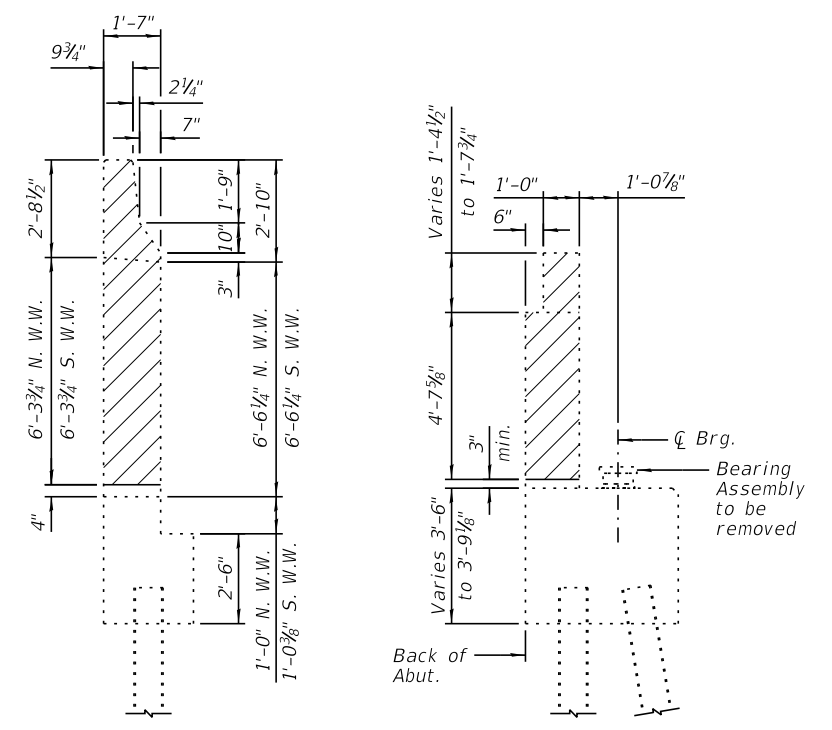
Bar	No.	Size	Length	Shape
h(E)	32	#4	15'-2"	—
n(E)	90	#5	2'-3"	C
v(E)	16	#5	10'-10"	└
v1(E)	11	#4	10'-0"	—
v2(E)	16	#5	11'-2"	└
v3(E)	11	#4	10'-4"	—
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	118		
Concrete Structures	Cu. Yd.	14.2		
Reinforcement Bars, Epoxy Coated	Pound	1,050		
Granular Backfill For Structures	Cu. Yd.	124		
Geocomposite Wall Drain	Sq. Yd.	46		
Pipe Underdrains for Structures 4"	Foot	107		

NOTES:

- 1.) Drill & grout #5 n(E) bars 9" min. into existing concrete according to Section 584 of the Standard Specifications.
- 2.) E.F. denotes Each Face.

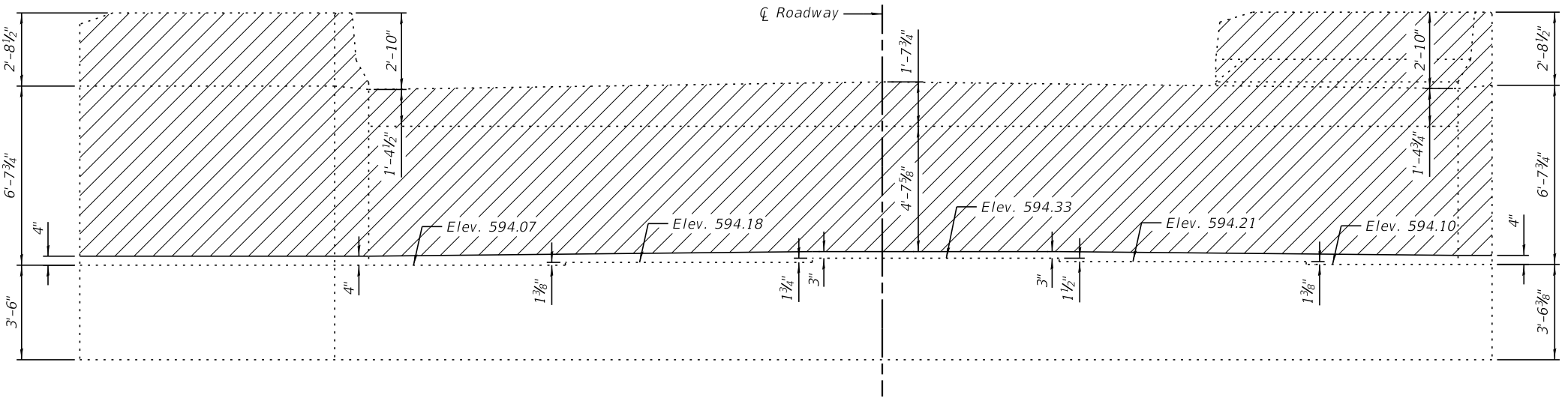


PLAN

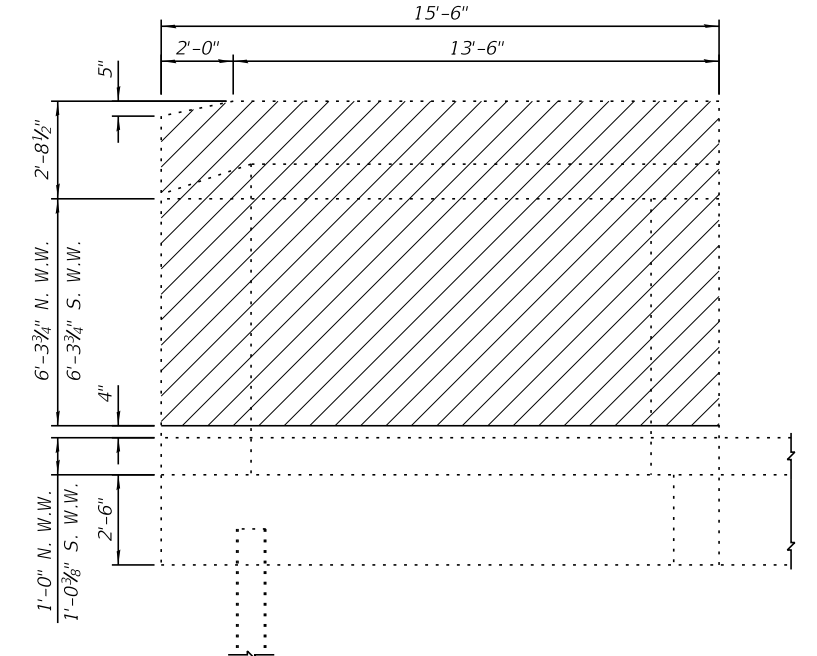


SECTION A-A

SECTION B-B
(Horiz. dimensions @ Rt. L's)



ELEVATION
(Looking Southeast)



OUTSIDE FACE OF WINGWALL

LEGEND

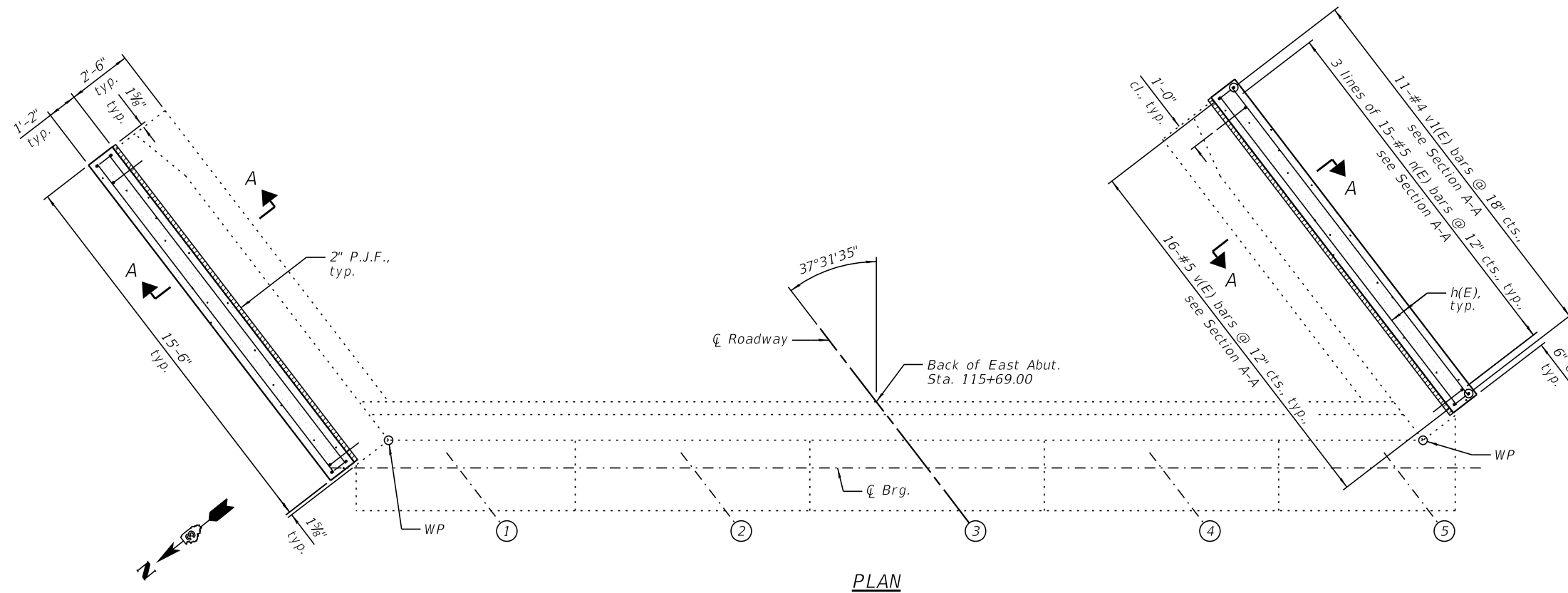


BILL OF MATERIAL

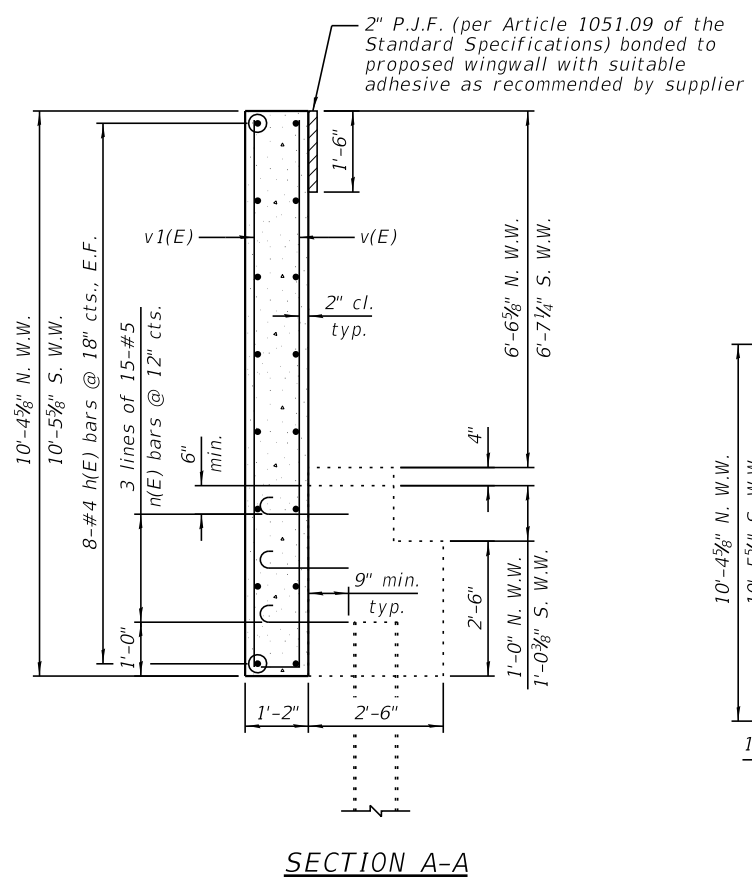
Item	Unit	Total
Concrete Removal	Cu. Yd.	28.0

NOTE:

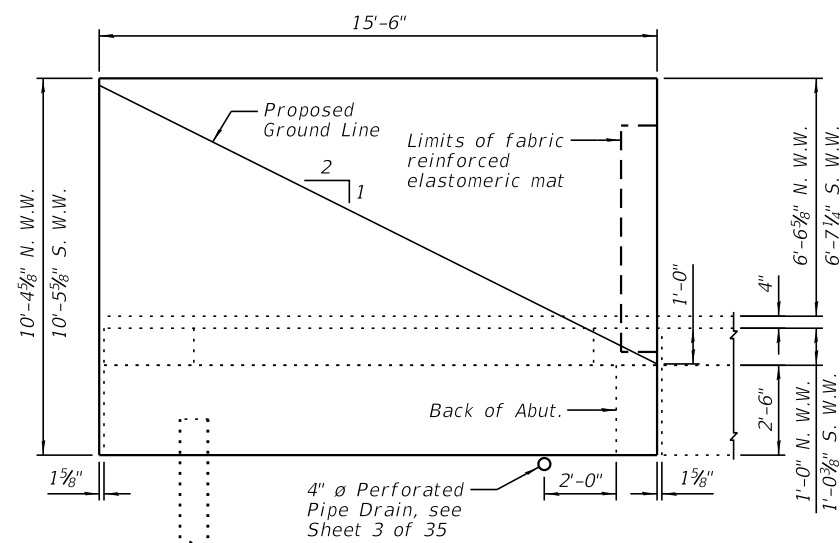
Existing reinforcement bars shall be cut off flush with the removal limits.



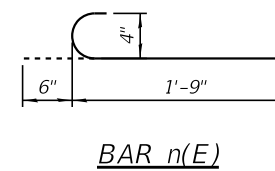
PLAN



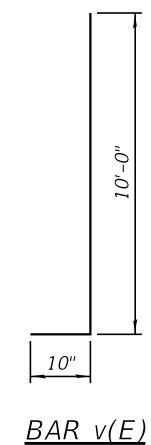
SECTION A-A



OUTSIDE FACE OF WINGWALL



BAR n(E)



BAR v(E)

EAST ABUTMENT BILL OF MATERIAL

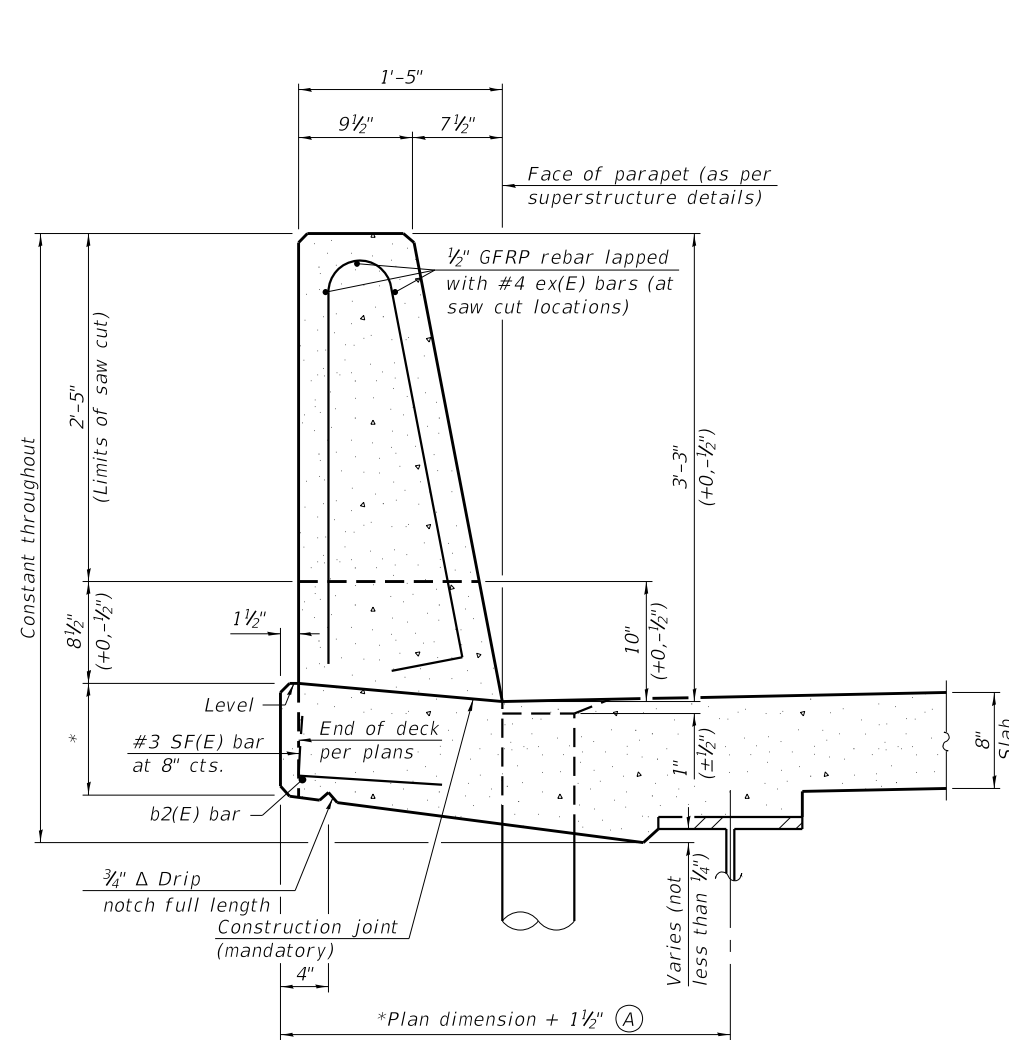
Bar	No.	Size	Length	Shape
h(E)	32	#4	15'-2"	—
n(E)	90	#5	2'-3"	C
v(E)	32	#5	10'-10"	L
v1(E)	22	#4	10'-0"	—
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	116		
Concrete Structures	Cu. Yd.	14.0		
Reinforcement Bars, Epoxy Coated	Pound	1,040		
Granular Backfill For Structures	Cu. Yd.	122		
Geocomposite Wall Drain	Sq. Yd.	46		
Pipe Underdrains for Structures 4"	Foot	91		

NOTES:

- 1.) Drill & grout #5 n(E) bars 9" min. into existing concrete according to Section 584 of the Standard Specifications.
- 2.) E.F. denotes Each Face.

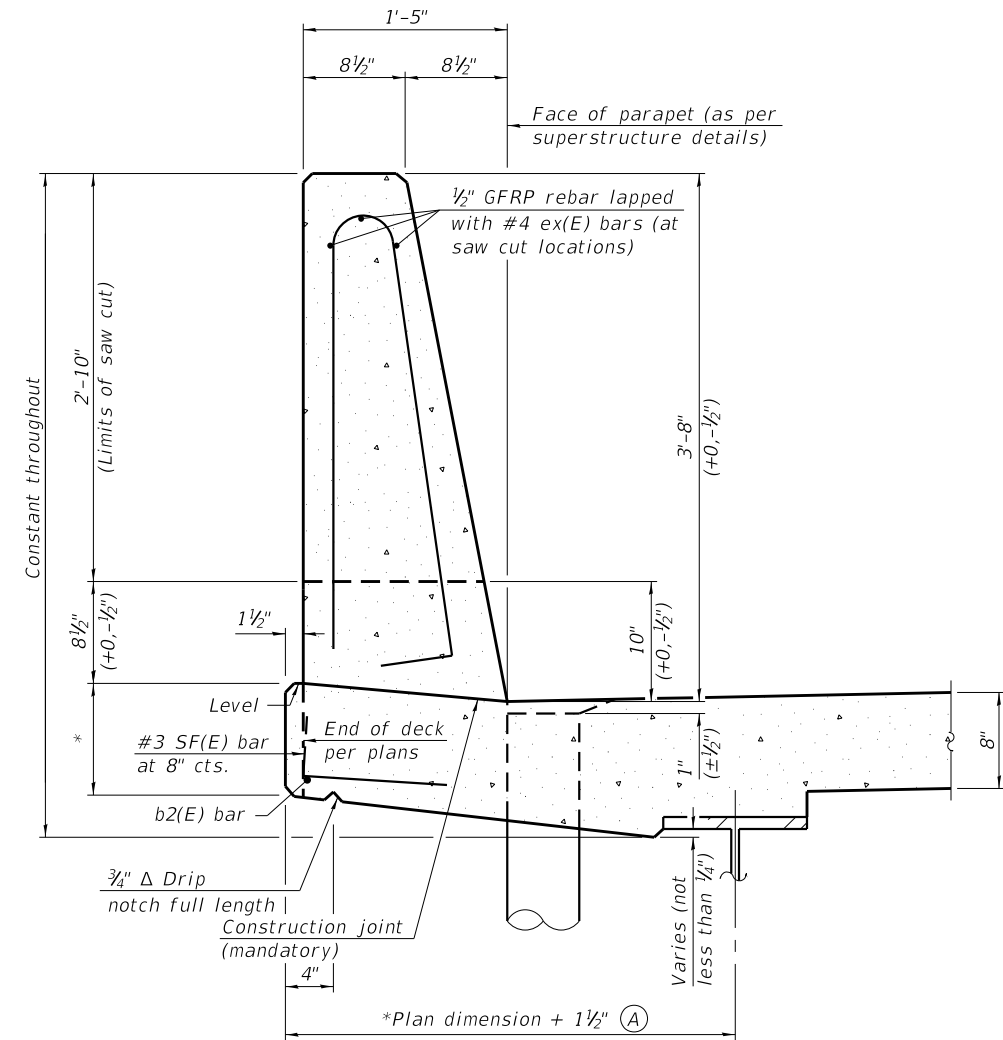
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.



**39" CONSTANT-SLOPE
PARAPET SECTION**

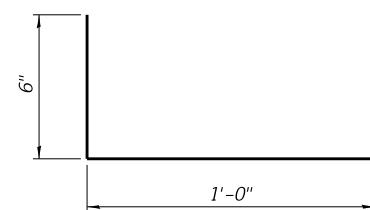
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



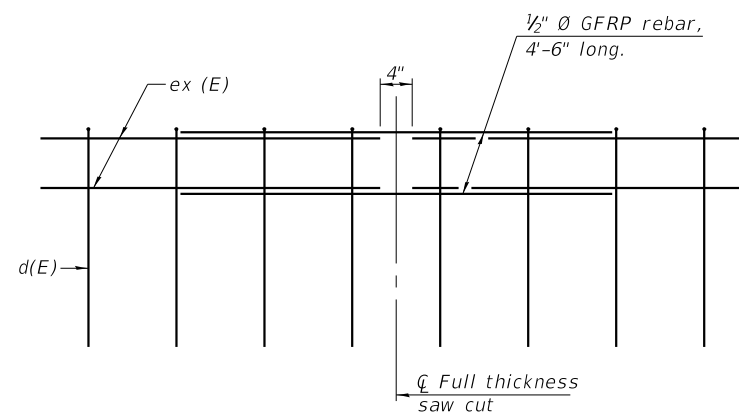
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44

1-14-2019

Farnsworth GROUP
 2709 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-8435 / info@f-w.com

DESIGNED - PMG	REVISÉD -
CHECKED - JCZ	REVISÉD -
DRAWN - DJM	REVISÉD -
CHECKED - DAH	REVISÉD -
DATE - 09/23/19	

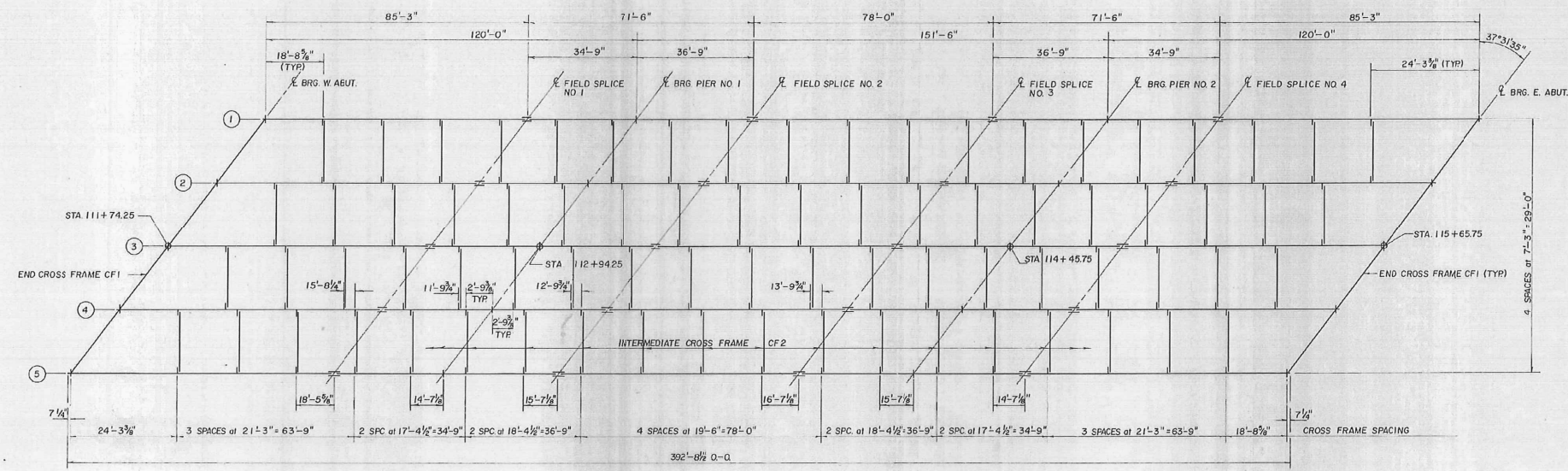
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 050-0201**

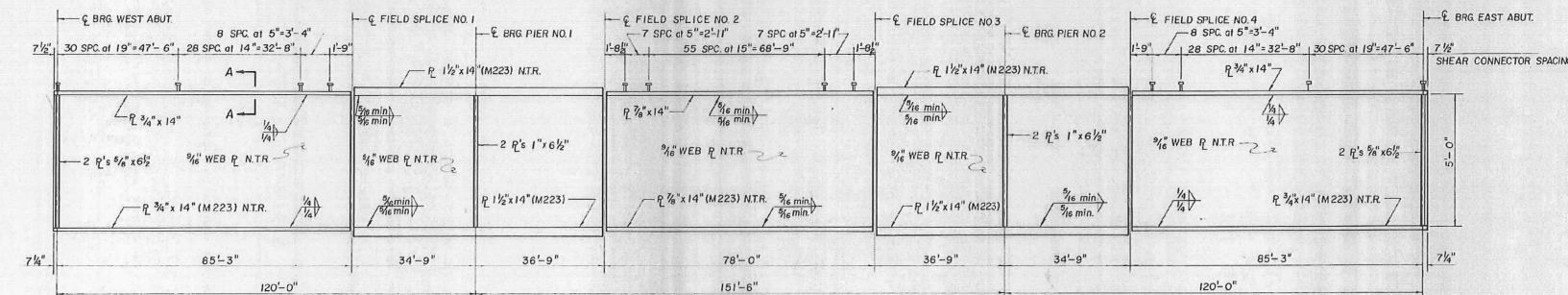
SHEET NO. 32 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	48
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

BRIDGE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	124 BR	LASALLE		18
ILLINOIS PROJECT				
BR. SHEET 7 OF 16 SHEETS				

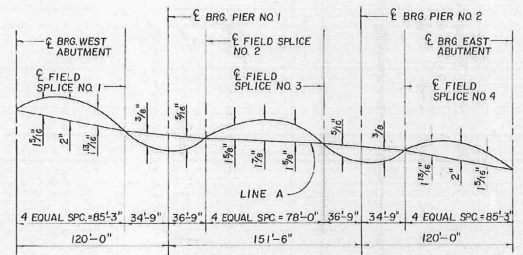


FRAMING PLAN



GIRDER ELEVATION

NOTE: ALL STEEL LABELED (M223) SHALL BE AASHTO M223 - GRADE 50. (N.T.R. INDICATES NOTCH TOUGHNESS REQUIREMENTS)

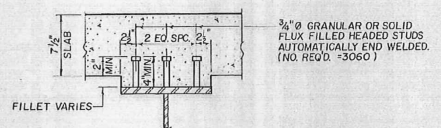


CAMBER DIAGRAM (*)

NOTES: LINE A IS A STRAIGHT LINE BETWEEN BEARING STIFFENER AT ABUTMENTS AND FIELD SPLICE AND BETWEEN FIELD SPLICES AT TOP OF WEB PLATE. CAMBER SHOWN INCLUDES ALLOWANCES FOR VERTICAL CURVE AND FULL DEAD LOAD DEFLECTION, EXCLUDING FUTURE WEARING SURFACES.

TOP OF WEB ELEVATIONS (*)

GIRDER LOCATION	1	2	3	4	5
BRG. W. ABUT.	601.05	602.05	602.24	601.20	602.16
FIELD SPLICE #1	600.99	601.14	601.28	601.19	601.10
BRG. PIER #1	600.95 (N.T.R.)	600.09 (N.T.R.)	601.23 (N.T.R.)	601.15 (N.T.R.)	600.05 (N.T.R.)
FIELD SPLICE #2	600.74	600.88	601.01	600.92	600.81
FIELD SPLICE #3	600.46	600.61	600.74	600.65	600.54
BRG. PIER #2	600.42 (N.T.R.)	600.56 (N.T.R.)	600.70 (N.T.R.)	600.60 (N.T.R.)	600.50 (N.T.R.)
FIELD SPLICE #4	600.21	600.36	600.49	600.40	600.29
BRG. E. ABUT.	600.10	600.23	600.35	600.25	600.14



SECTION A-A

PREPARED BY
Harold P. Wendler & Associates
DIXON, PRINCETON, & ROCKFORD, ILLINOIS

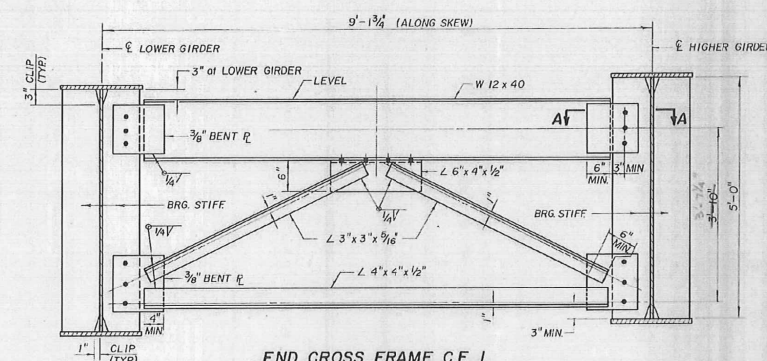
GENERAL NOTES

ALL LONGITUDINAL AND TRANSVERSE DIMENSIONS ARE MEASURED HORIZONTALLY.
ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M-183 UNLESS OTHERWISE NOTED.
ALL BEARING STIFFENERS SHALL BE VERTICAL IN THE COMPLETED STRUCTURE AND ALL INTERMEDIATE CROSS FRAMES SHALL BE NORMAL TO THE GIRDERS.
FOR NOTCH TOUGHNESS REQUIREMENT, SEE GENERAL NOTES ON SHEET 11.

FRAMING PLAN & GIRDER ELEVATION
F.A.P. RTE. 607
SECTION 124 BR
LASALLE COUNTY
STATION 113 + 70.00

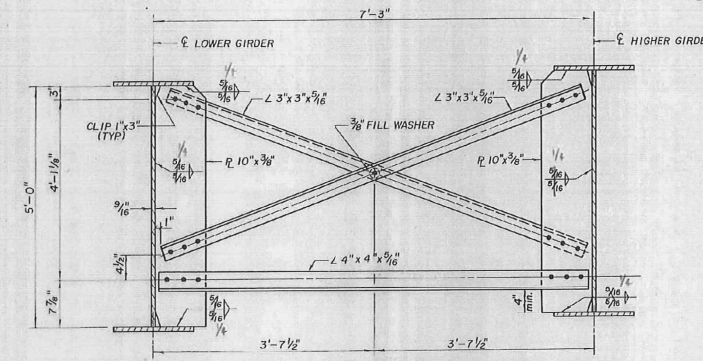
FOR
INFORMATION
ONLY

PROJECT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
607	124 BR	LASALLE		19
ILLINOIS PROJECT				
BR. SHEET 8 OF 16 SHEETS				



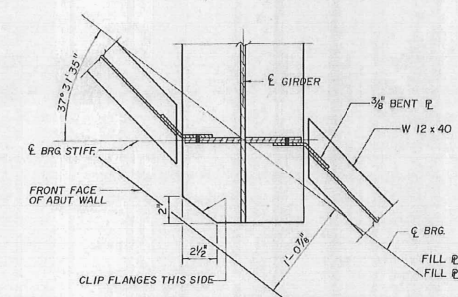
END CROSS FRAME CF 1

NOTE: PROVIDE 1 1/4\"/>

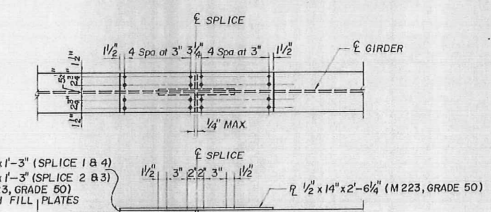


INTERMEDIATE CROSS FRAME CF 2

NOTE: PROVIDE 1 1/4\"/>

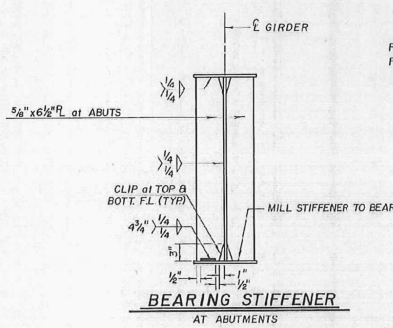


SECTION A-A

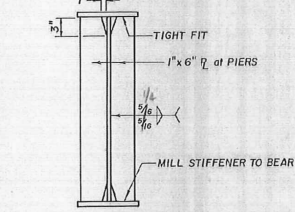


FIELD SPLICE DETAILS

(N.T.R.)
NOTE: 3/8\"/>



BEARING STIFFENER AT ABUTMENTS



BEARING STIFFENER AT PIERS

DO NOT SCALE DRAWING, FOLLOW DIMENSIONS

INTERIOR BEAM MOMENT TABLE

	0.4 SPAN 1	PIER 1 & 2	0.5 SPAN 2
I_s (in ⁴)	29500	49839	32823
I_c (in ⁴)	69707		74733
S_x (in ³)	959	1582	1063
S_y (in ³)	1364		1472
Q (k/ft)	1,944	1,287	0,344
M_D (ft-k)	798	2314	671
S_{Dx} (ft ³)	1,343		0,343
M_{Dy} (ft-k)	334		281
M_{L1} (ft-k)	1058	957	1156
M_{Dy} (ft-k)	203	194	222
$S_{Dx}(L+1)$	2101	1910	2296
M_u	4152	5491	4354
M_u	8163	1	8715
f_s (non-comp)(ksi)	5.5	17.5	7.6
f_s (comp)(ksi)	3.3		3.4
f_s (LL+I)(ksi)	15.5	14.5	18.7
f_s (overload)(ksi)	31.3	32.0	29.7
f_s (total)(ksi)	40.7	41.6	38.6
V_R	48.6		59.0

INTERIOR GIRDER REACTION TABLE

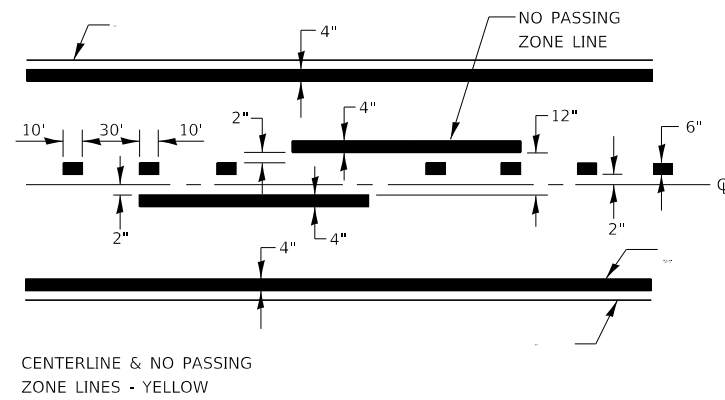
	ABUTS.	PIER 1 & 2
R_Q (k)	55.6	197.7
R_L (k)	42.3	84.2
IMPACT (k)	8.6	16.2
R Total (k)	106.5	298.1

I_s and S_x are the moment of inertia and section modulus of the steel section used in computing f_s (Total and Overload).
 I_c and S_{Dx} are the moment of inertia and section modulus of the composite section used in computing f_s (Total and Overload).
 V_R is the maximum $L + I$ impact shear range in span.
 f_s (Total) is the sum of the stresses due to $1.3 [M_D + M_L + I] + \frac{5}{8} (M_L + I)$.
 f_s (Overload) is the sum of the stresses due to $M_D + M_L + I + \frac{5}{8} (M_L + I)$.
 M_D - Moment due to dead loads on non-composite section.
 M_L - Moment due to dead loads on composite section.
 M_L - Moment due to live load on non-composite or composite section.
 I - Live load impact.
 M_u - Full plastic moment capacity for compact, braced section.
 M_a (Applied Moment) = $1.3 [M_D + M_L + I] + \frac{5}{8} (M_L + I)$

STRUCTURAL STEEL DETAILS
 F.A.P. RTE. 607
 SECTION 124 BR
 LASALLE COUNTY
 STATION 113 + 70.00

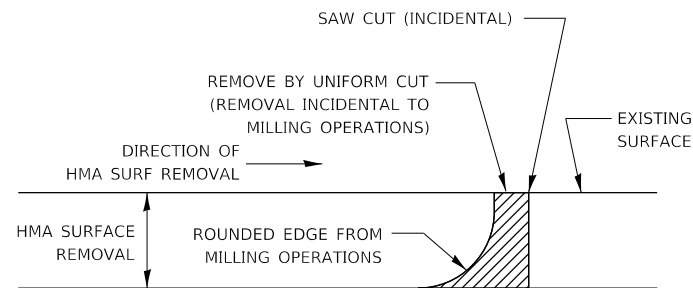
PREPARED BY
 Harold P. Wendler & Associates
 DIXON, PRINCETON, & ROCKFORD, ILLINOIS

FOR
 INFORMATION
 ONLY



CENTERLINE & NO PASSING ZONE LINES - YELLOW

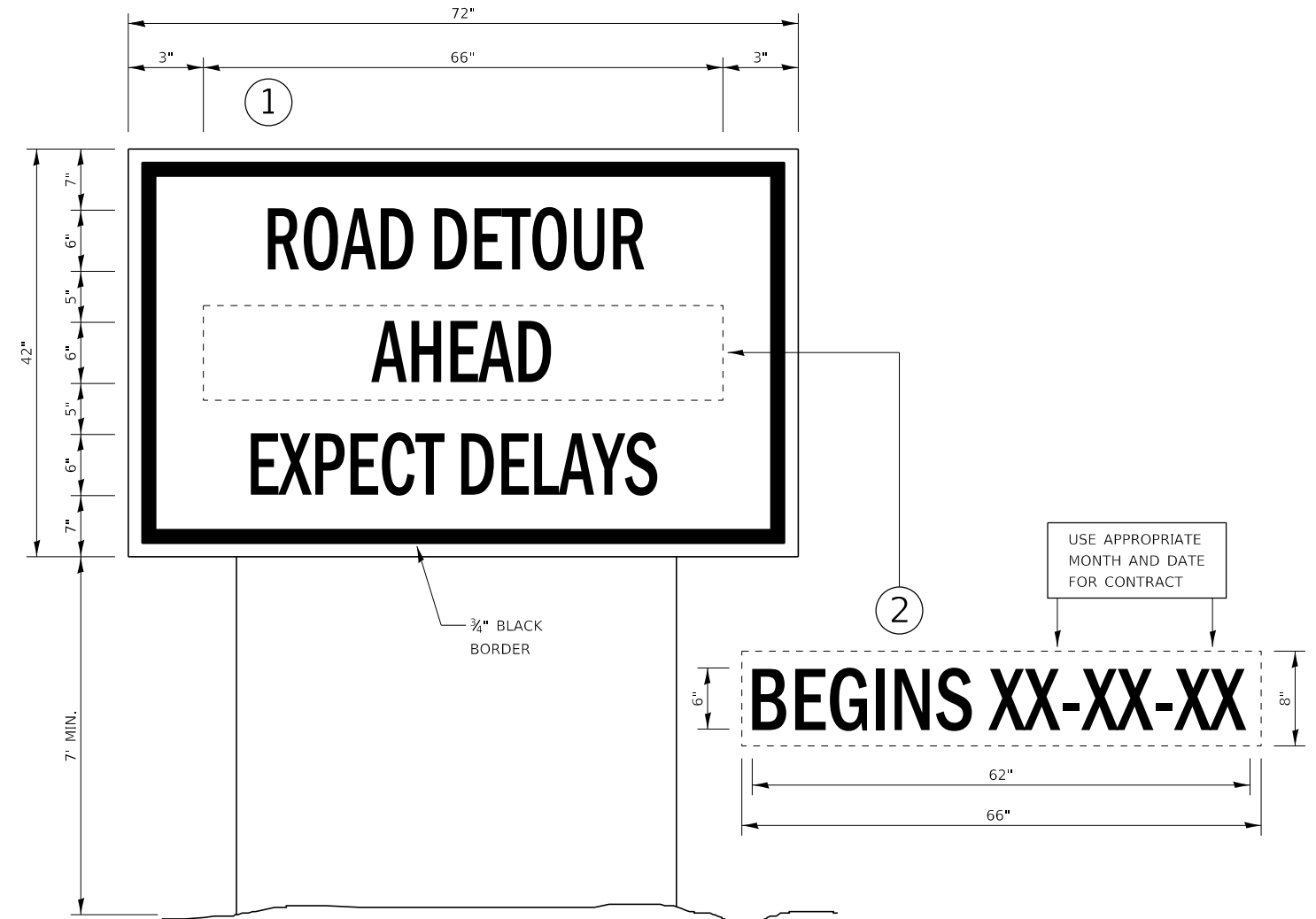
PAVEMENT MARKING



NOTE:

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

HMA DETAIL AT BUTT JOINTS



TEMPORARY INFORMATION SIGNING

NOTES:

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

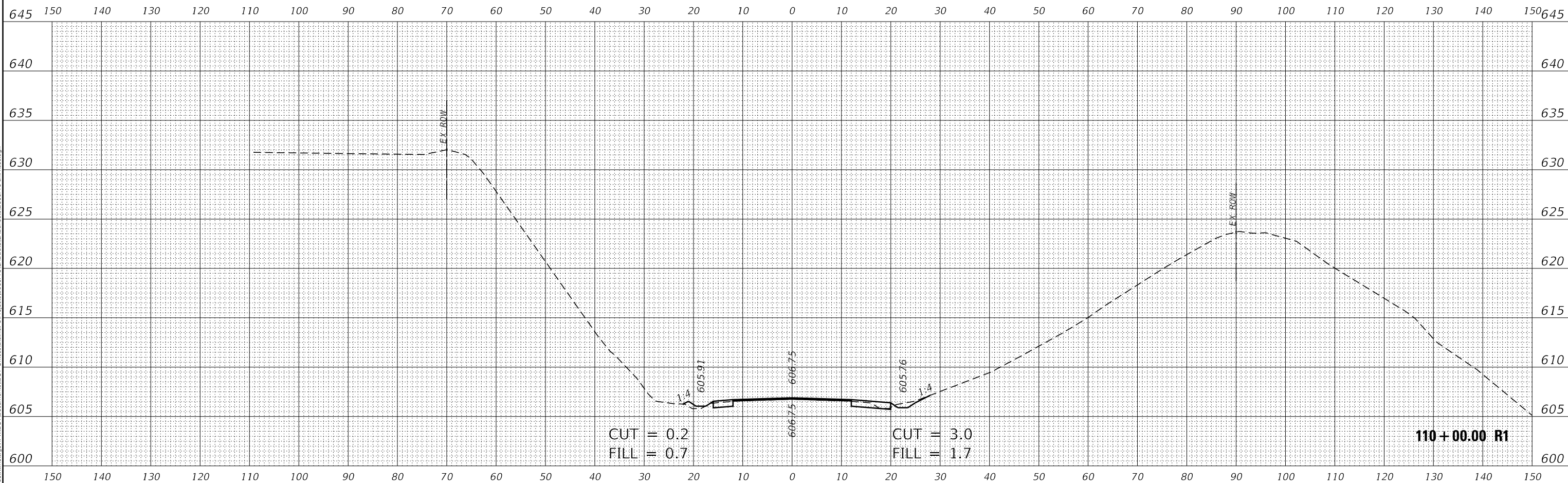
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	52
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F75	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

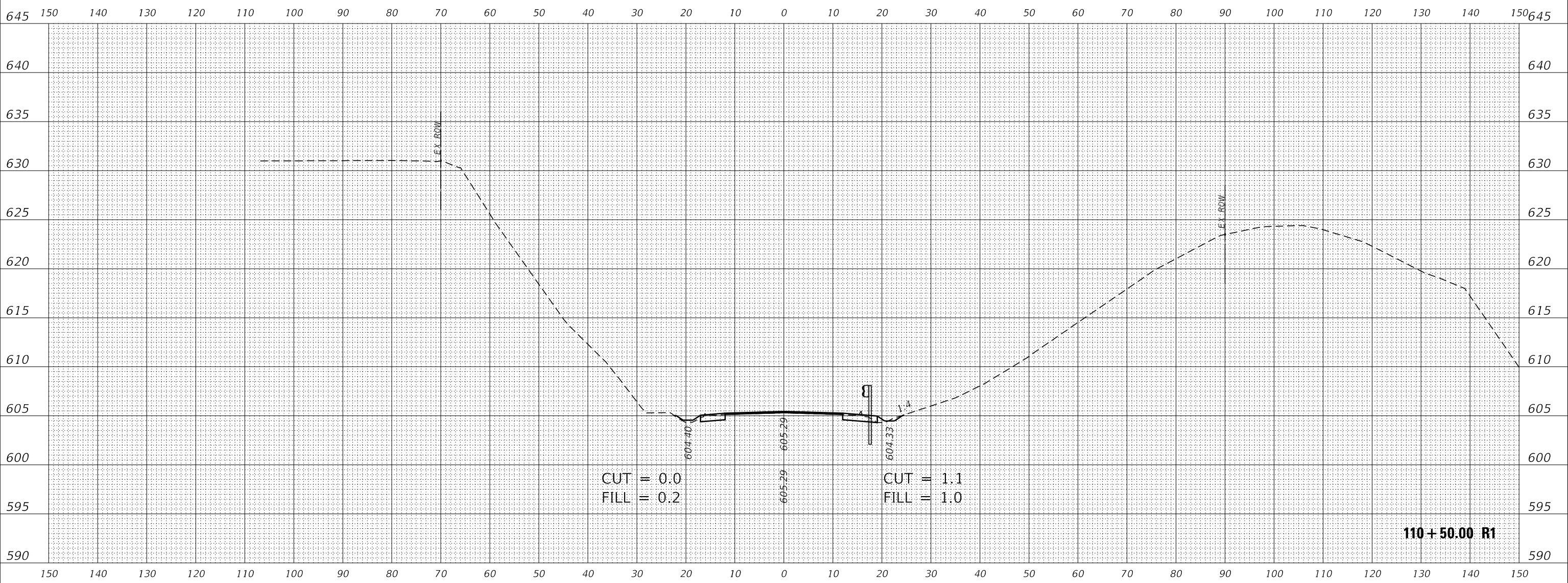
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	54
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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CUT = 0.0
FILL = 0.2

CUT = 1.1
FILL = 1.0

110+50.00 R1

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	DRAWN - _____	REVISED - _____
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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

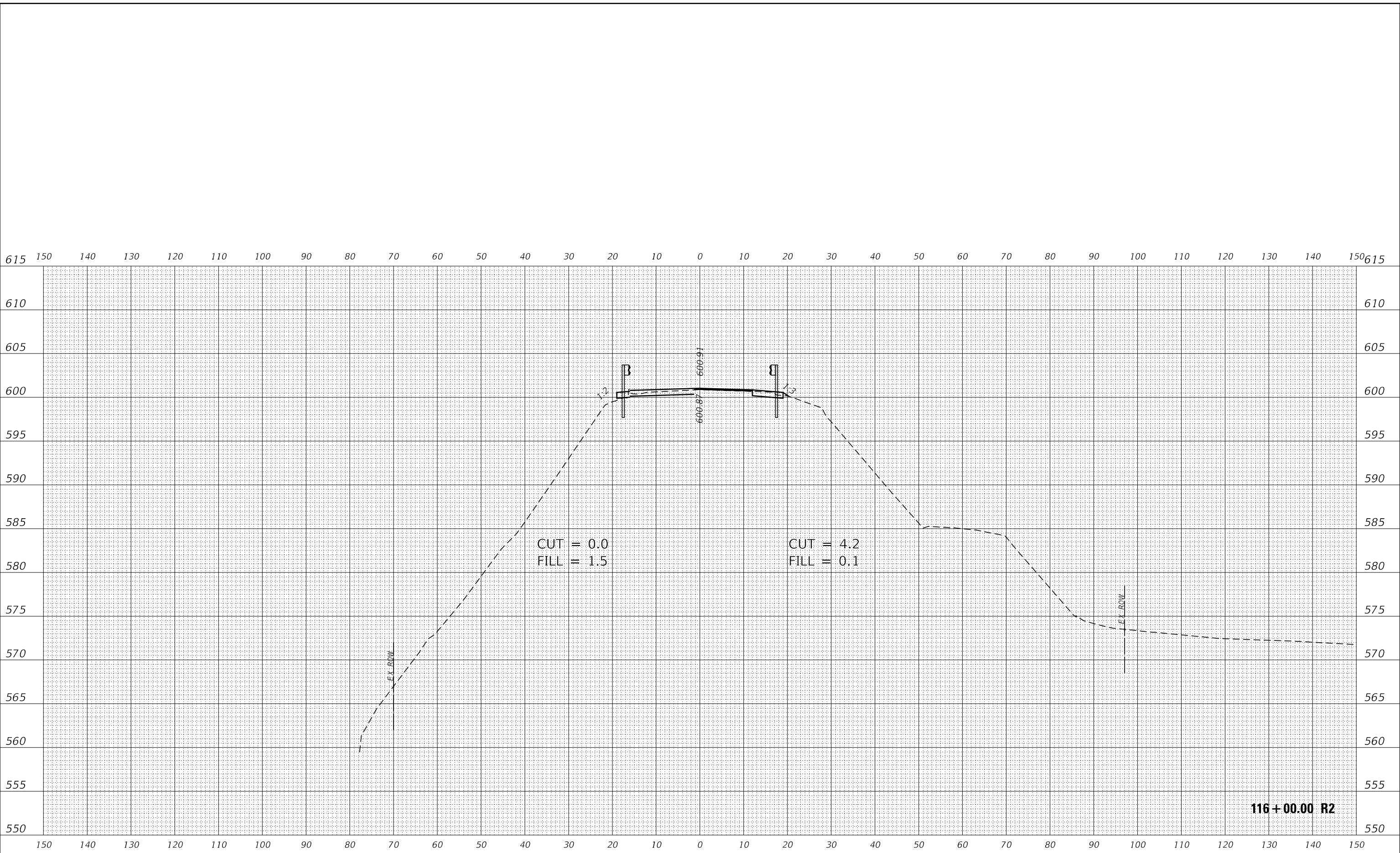
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607	(124BR)BR	LASALLE	64	55
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
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	CHECKED	

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

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116+00.00 R2

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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

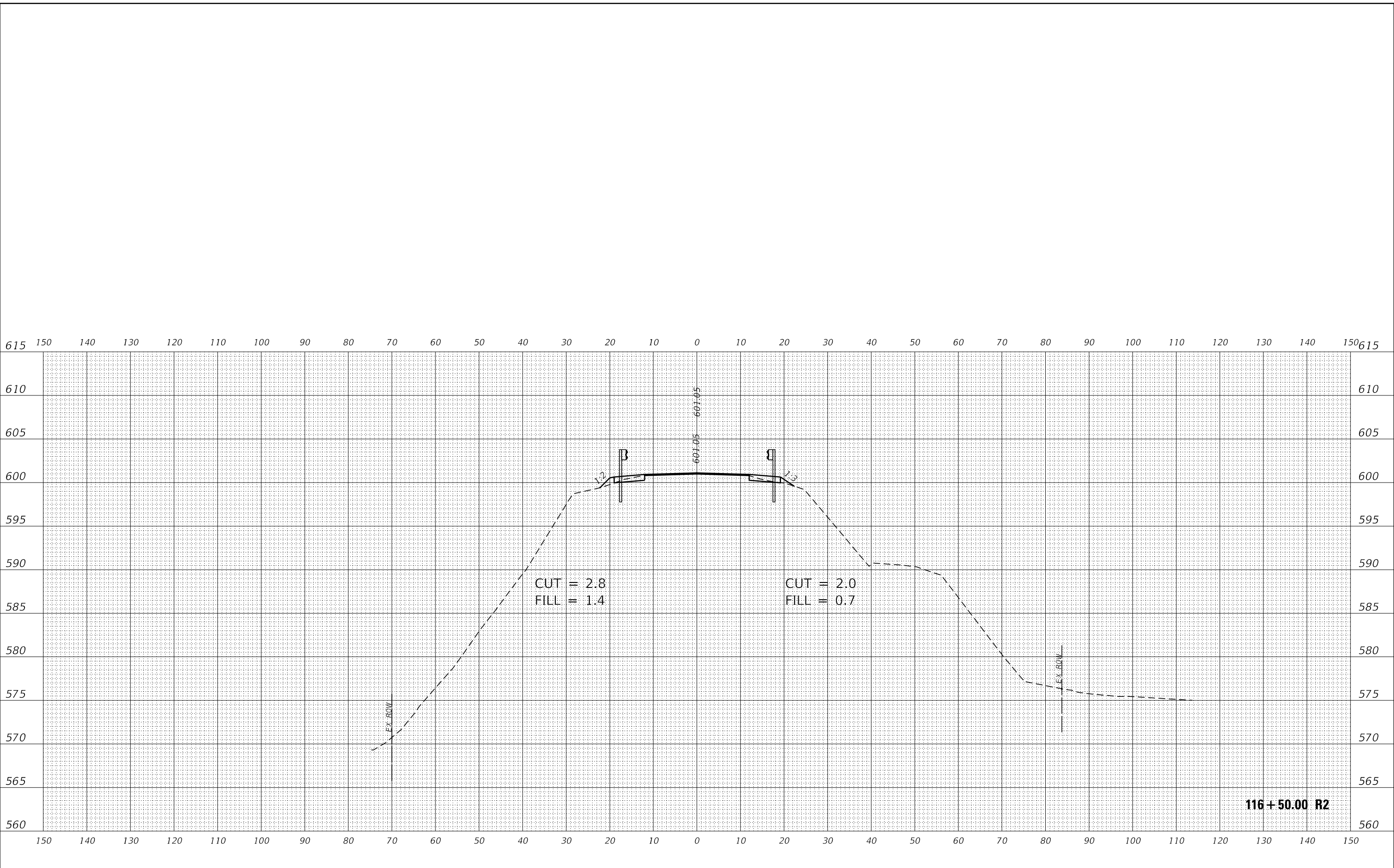
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	57
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

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

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

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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

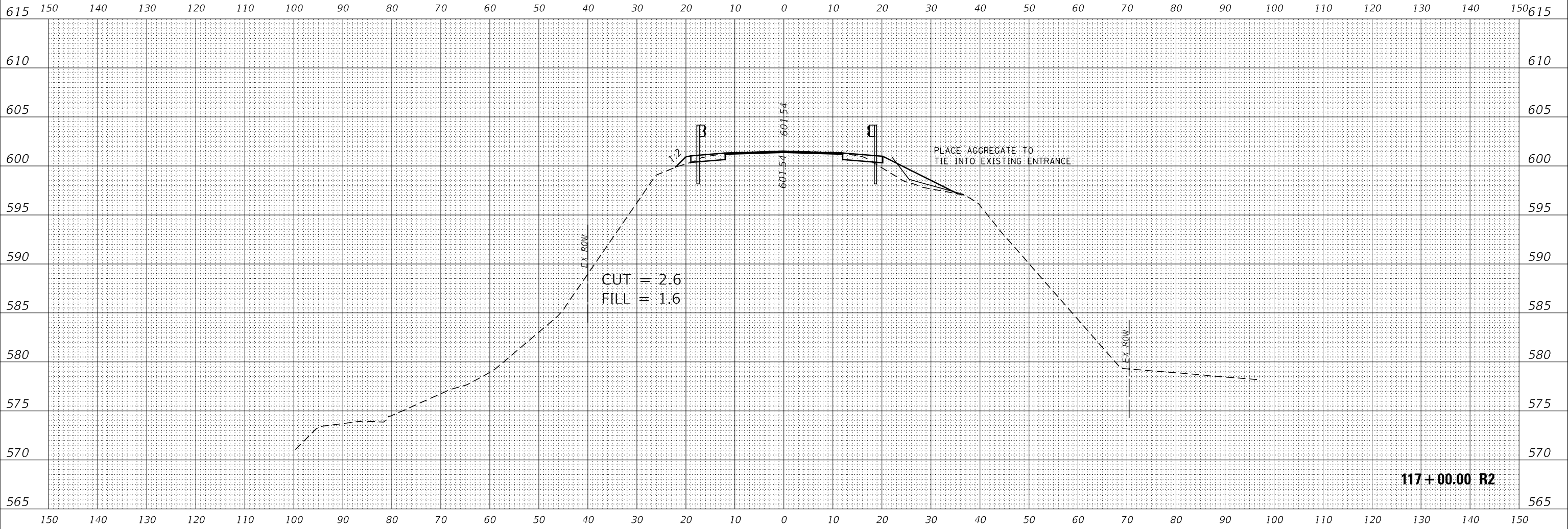
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		ILLINOIS FED. AID PROJECT			

F.A.P. RTE. 607	SECTION (124BR)BR	COUNTY LASALLE	TOTAL SHEETS 64	SHEET NO. 58
CONTRACT NO. 66F75				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

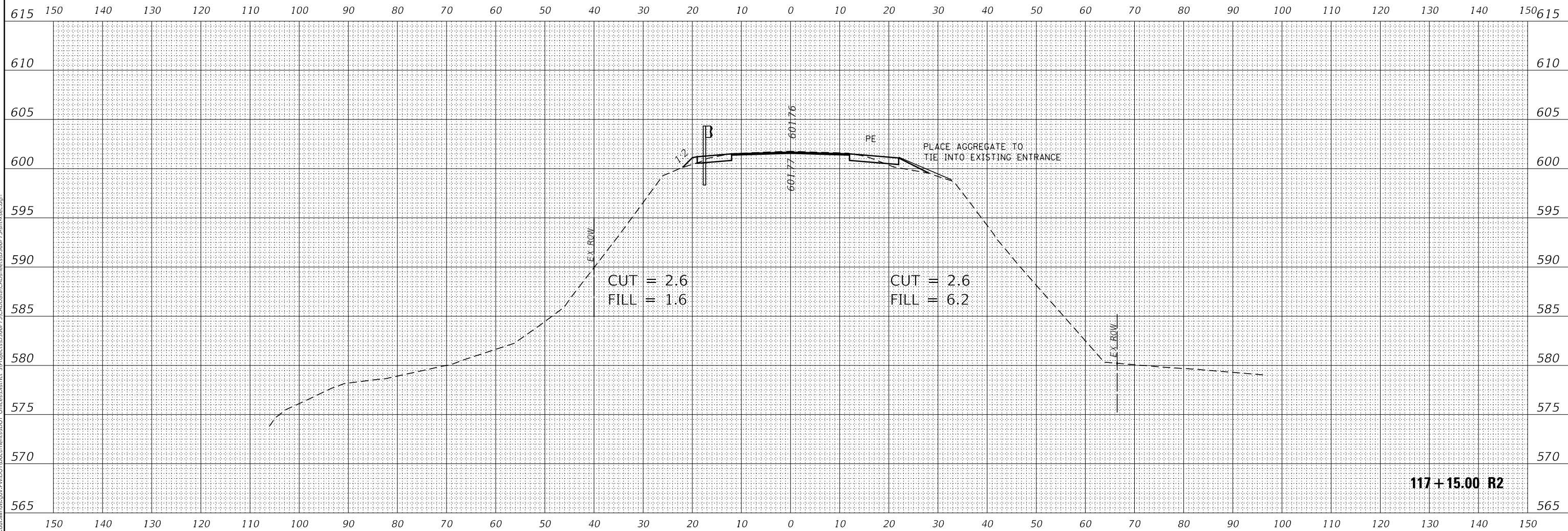
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	59
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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117+15.00 R2

USER NAME = pletschr	DESIGNED - _____	REVISED - _____
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PLOT SCALE = 20.0018' / in.	CHECKED - _____	REVISED - _____
PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

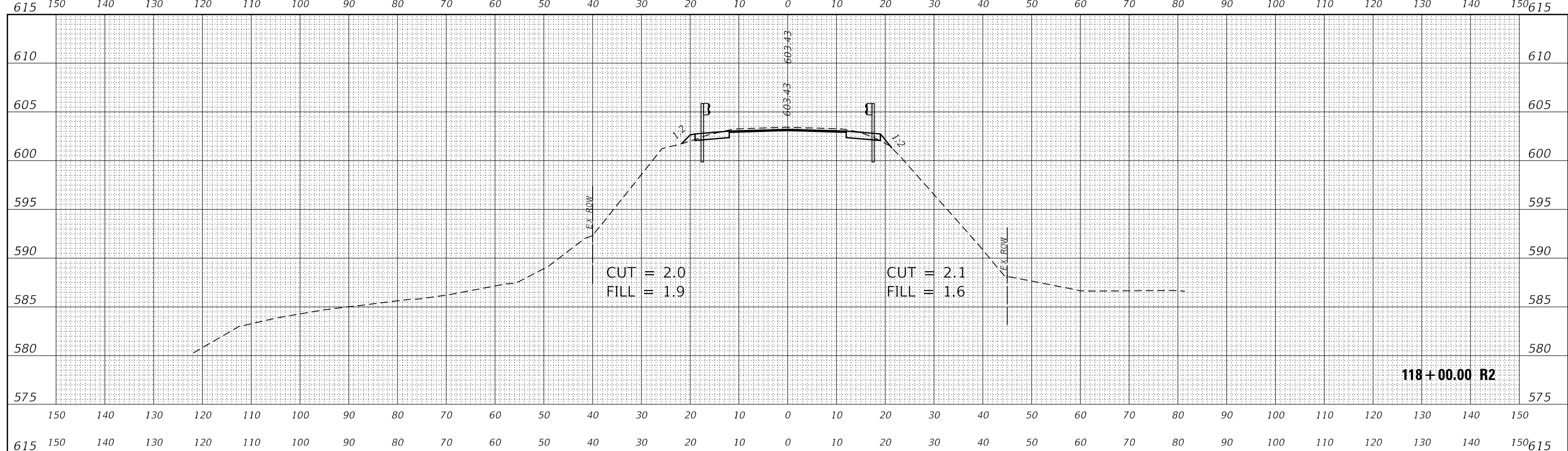
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	60
CONTRACT NO. 66F75				

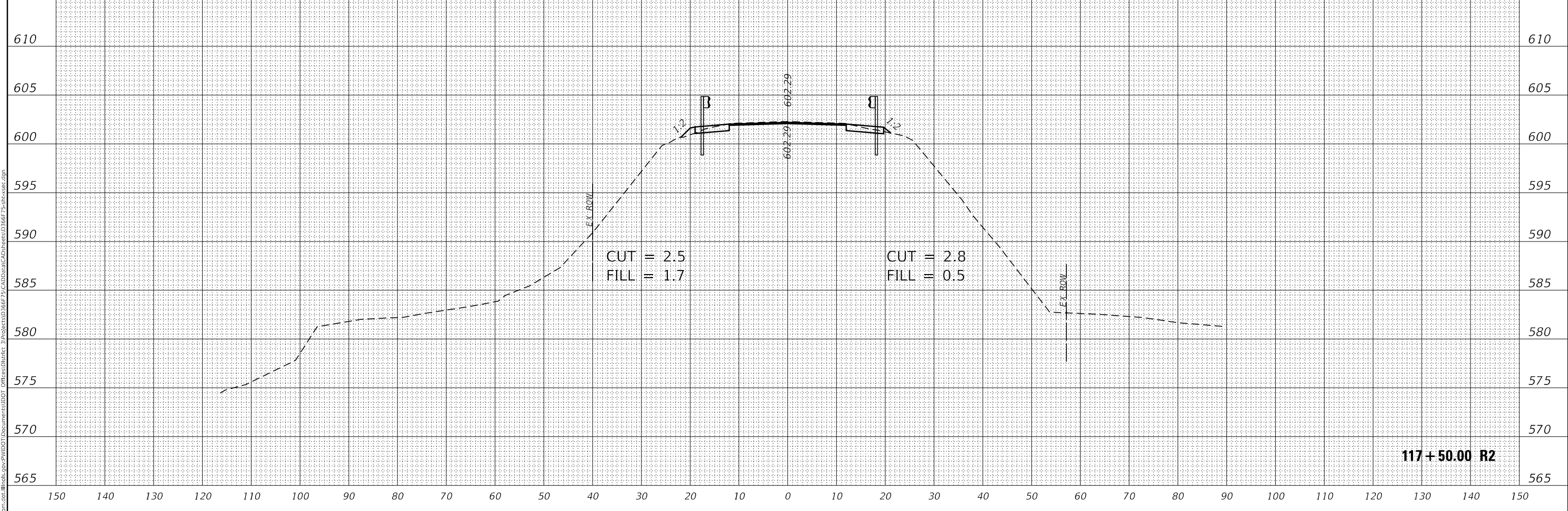
ILLINOIS FED. AID PROJECT

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



118+00.00 R2

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



117+50.00 R2

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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

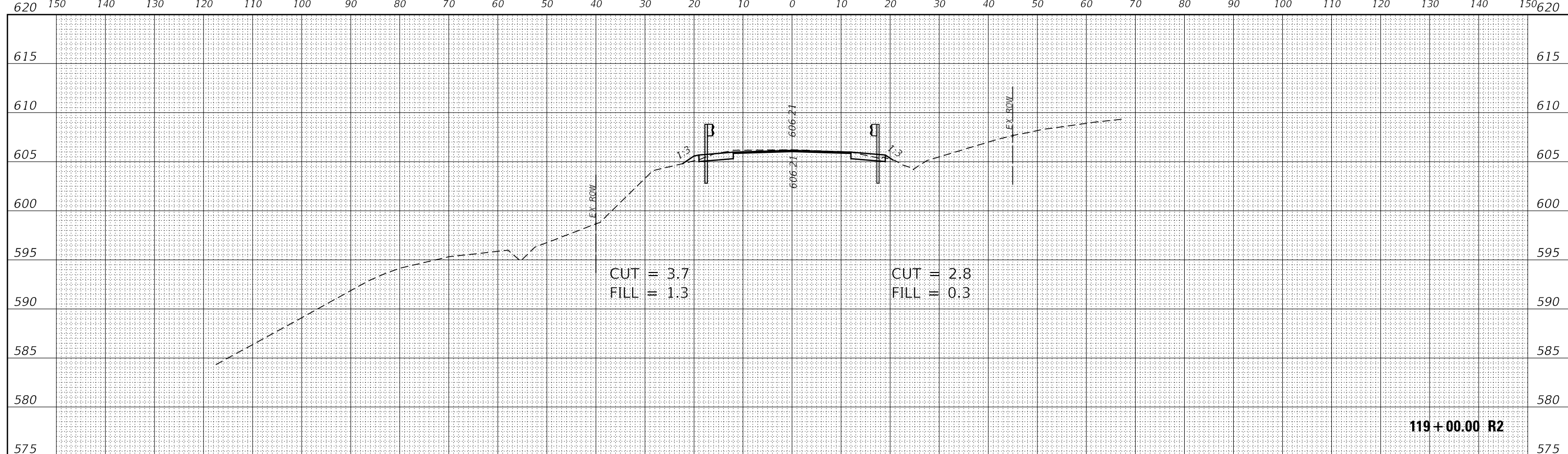
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

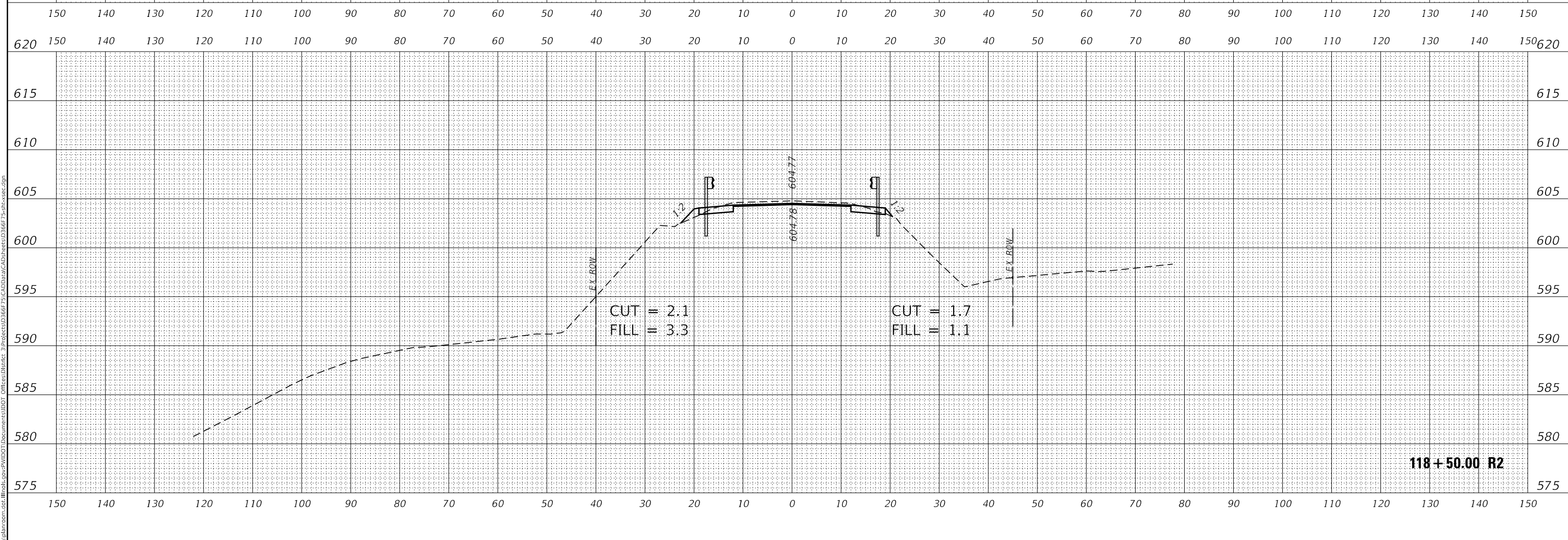
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	61
CONTRACT NO. 66775				
ILLINOIS FED. AID PROJECT				

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



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

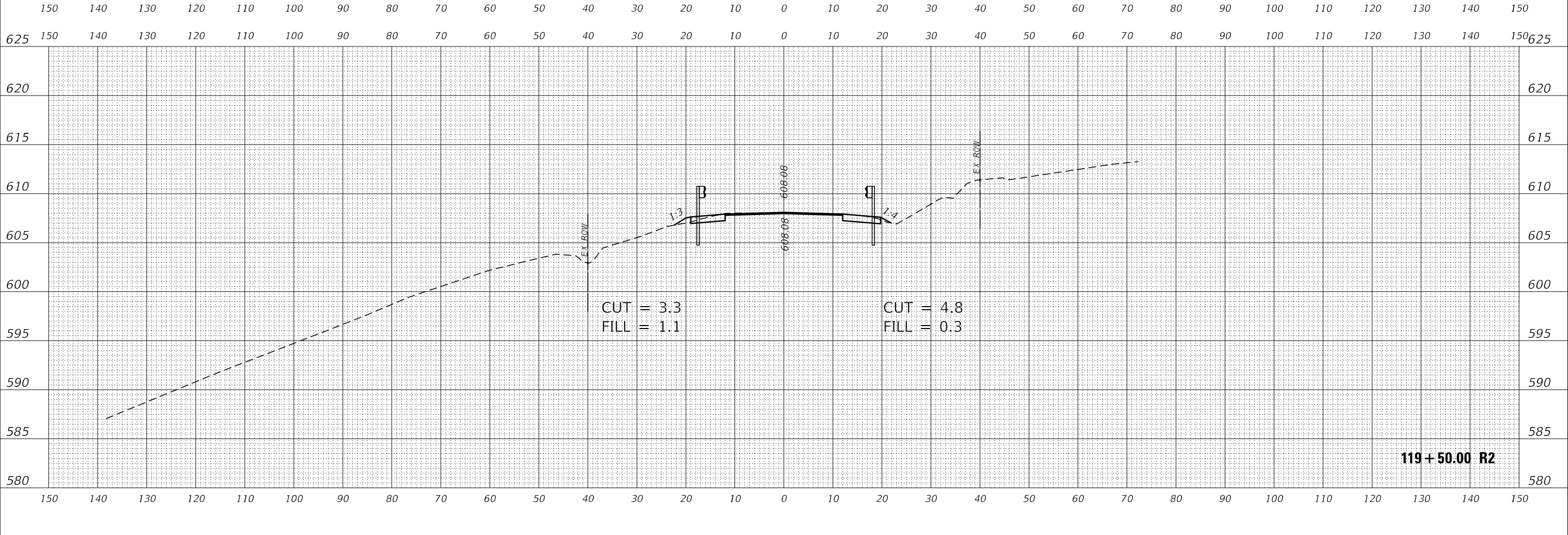
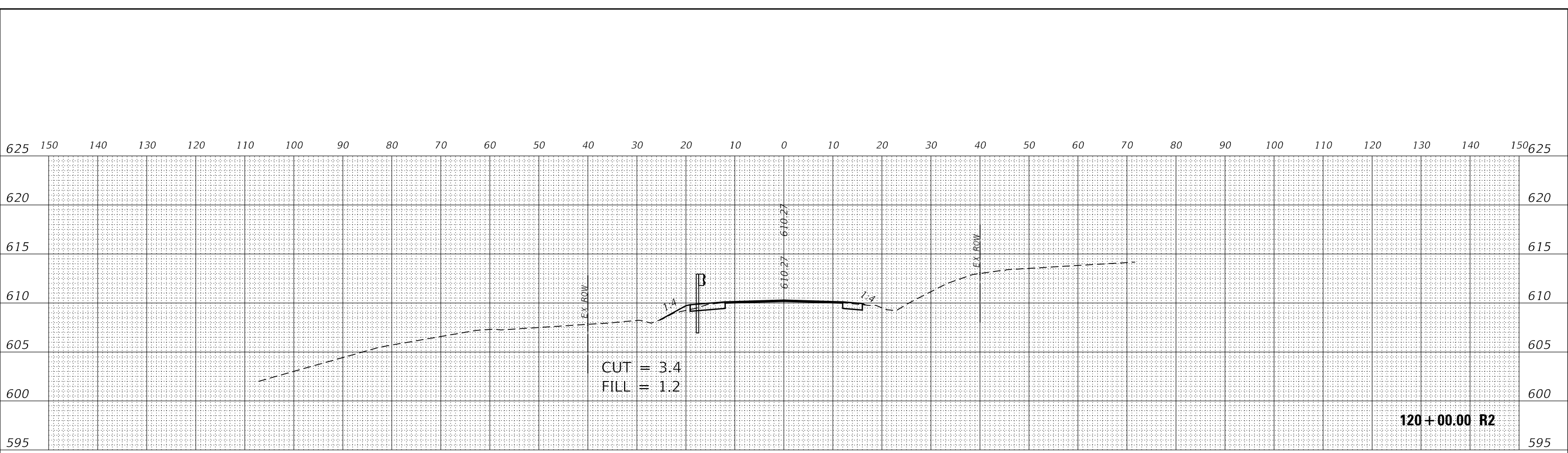
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	62
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				

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

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

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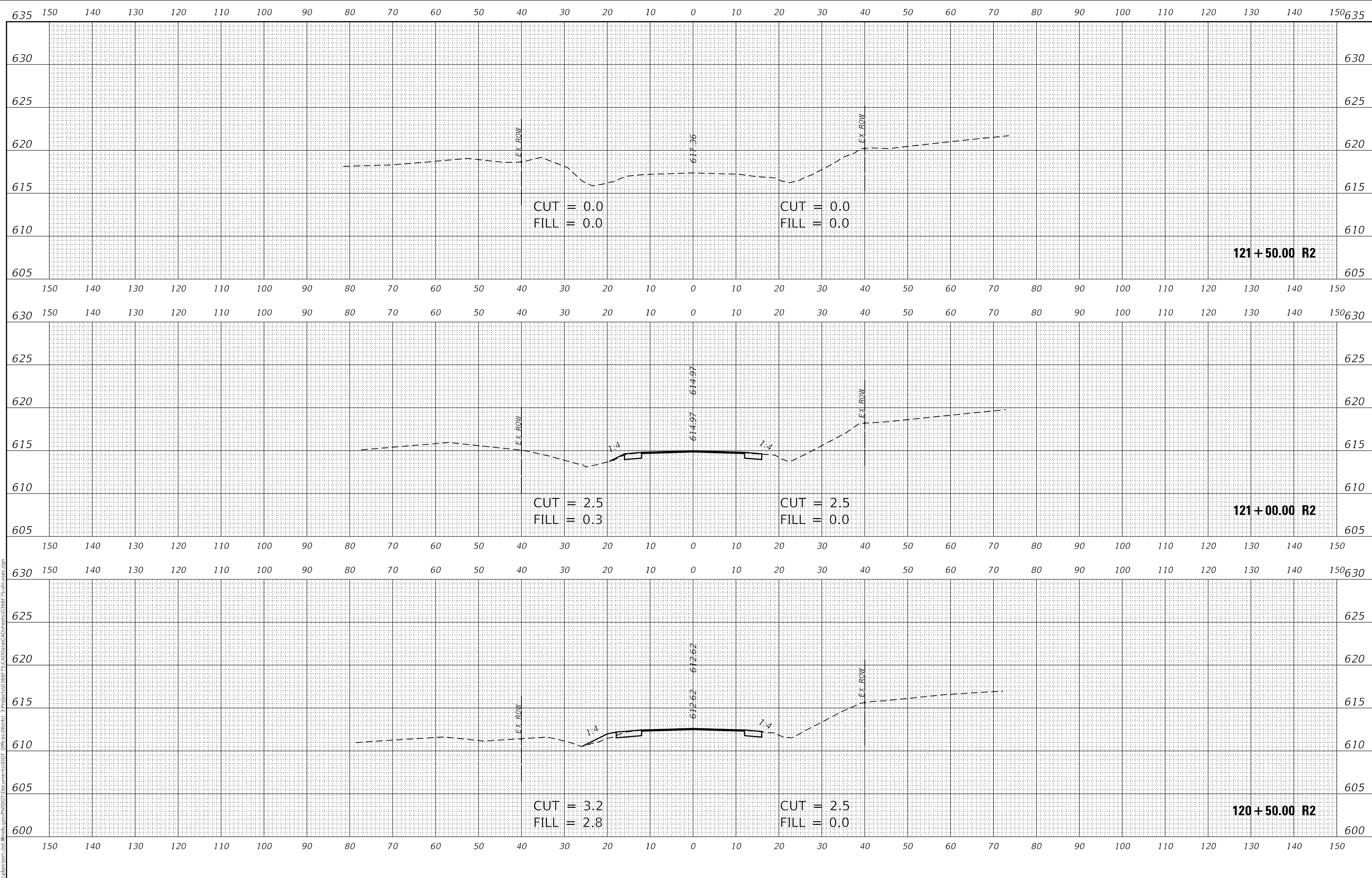
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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: _____ SHEET ____ OF ____ SHEETS STA. 119+50.00 R2 TO STA. 120+00.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	63
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				



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

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

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PLOT DATE = 8/13/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: _____ SHEET ____ OF ____ SHEETS STA. 120+50.00 R2 TO STA. 121+50.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	(124BR)BR	LASALLE	64	64
CONTRACT NO. 66F75				
ILLINOIS FED. AID PROJECT				