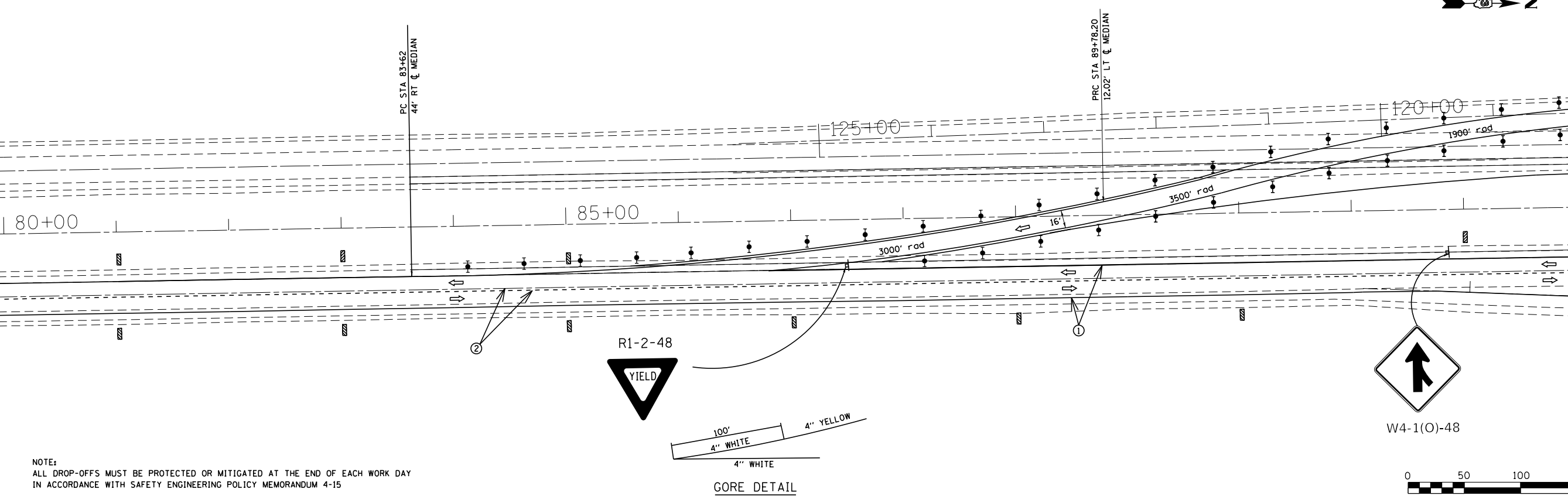


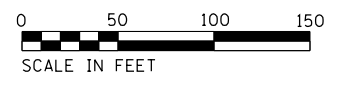
MATCH LINE STA. 79 + 00

MATCH LINE STA. 94 + 00



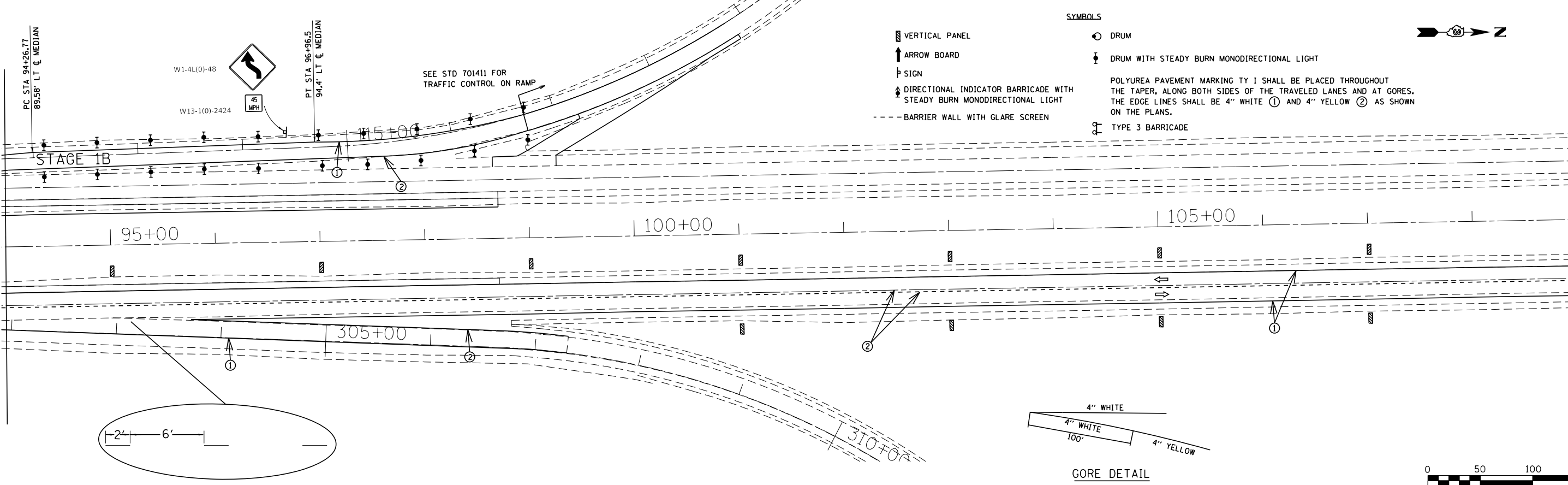
NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

GORE DETAIL



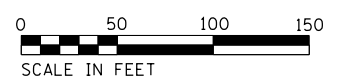
MATCH LINE STA. 94 + 00

MATCH LINE STA. 109 + 00



- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ⇄ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - ⊙ DRUM
 - ⊙ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊞ POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊞ TYPE 3 BARRICADE

GORE DETAIL



MODEL: Default
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USER NAME = erkkilaa	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 4/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1B CONSTRUCTION

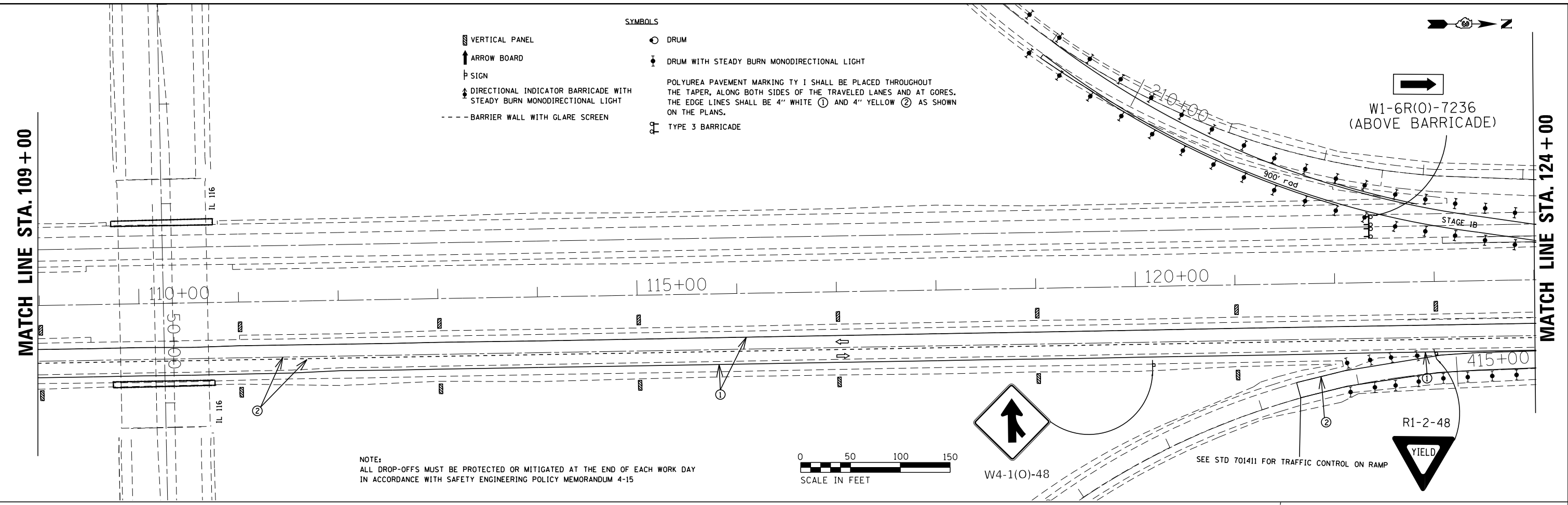
SCALE: SHEET 14 OF 18 SHEETS STA. 79+00 TO STA. 109+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	101
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				

- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - TYPE 3 BARRICADE

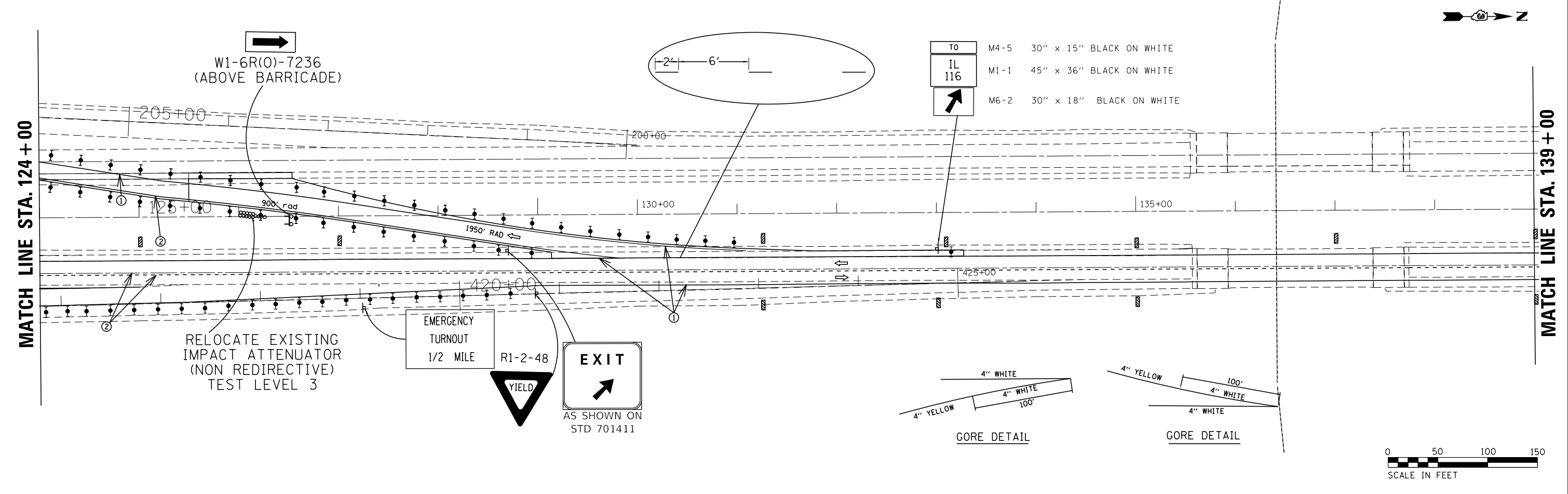
MATCH LINE STA. 109 + 00

MATCH LINE STA. 124 + 00



MATCH LINE STA. 124 + 00

MATCH LINE STA. 139 + 00



TO	M4-5	30" x 15" BLACK ON WHITE
IL 116	M1-1	45" x 36" BLACK ON WHITE
	M6-2	30" x 18" BLACK ON WHITE

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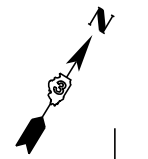
USER NAME = erikilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1B CONSTRUCTION

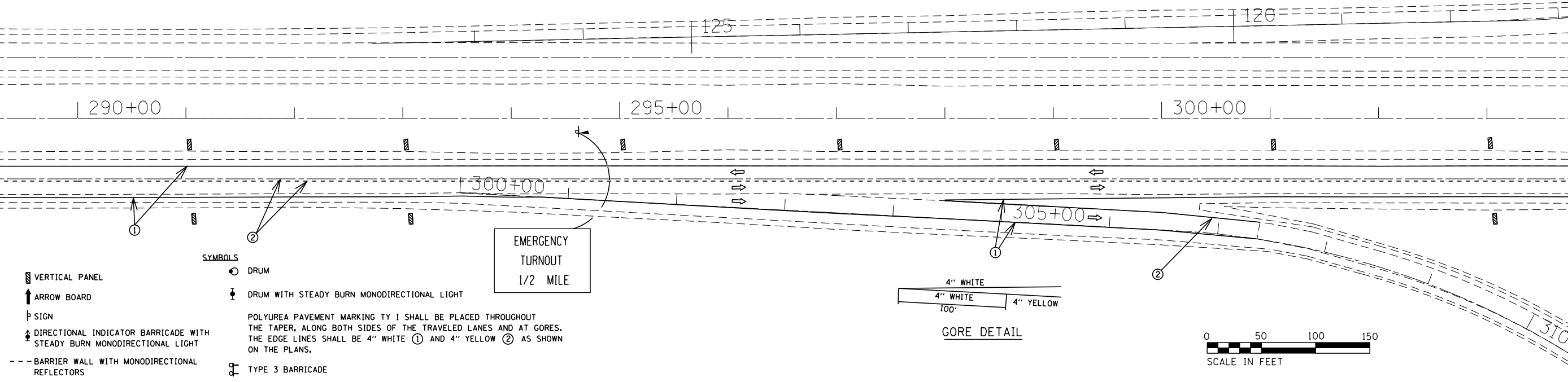
SCALE: SHEET 15 OF 18 SHEETS STA. 109+00 TO STA. 139+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	102
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



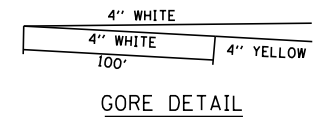
MATCH LINE STA. 289 + 00

MATCH LINE STA. 304 + 00



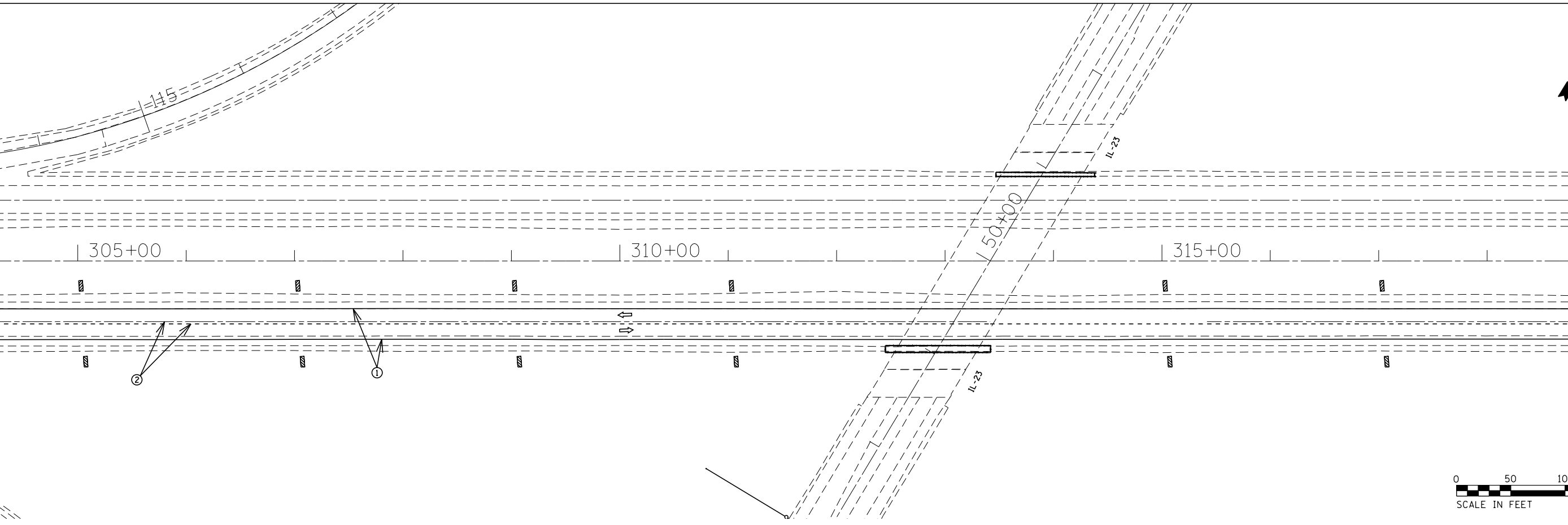
- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH MONODIRECTIONAL REFLECTORS
 - DRUM
 - ⊕ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊥ POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE
 - ▨ IMPACT ATTENUATOR

EMERGENCY
TURNOUT
1/2 MILE

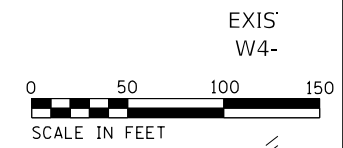


MATCH LINE STA. 304 + 00

MATCH LINE STA. 319 + 00



- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH MONODIRECTIONAL REFLECTORS
 - DRUM
 - ⊕ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊥ POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE
 - ▨ IMPACT ATTENUATOR



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USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

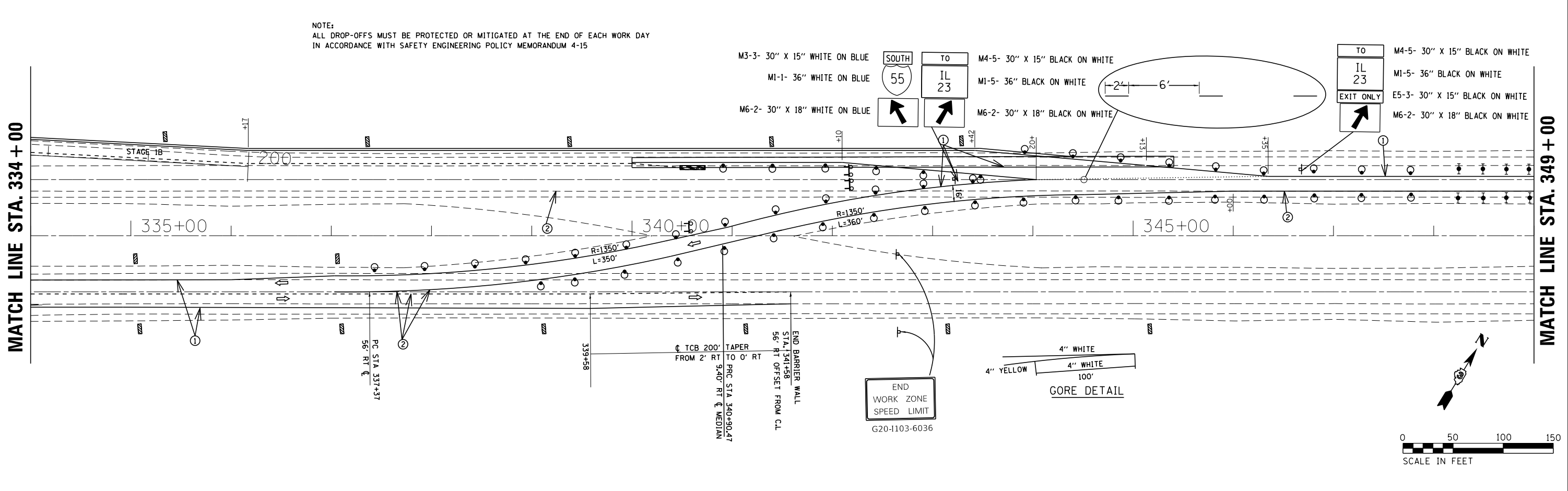
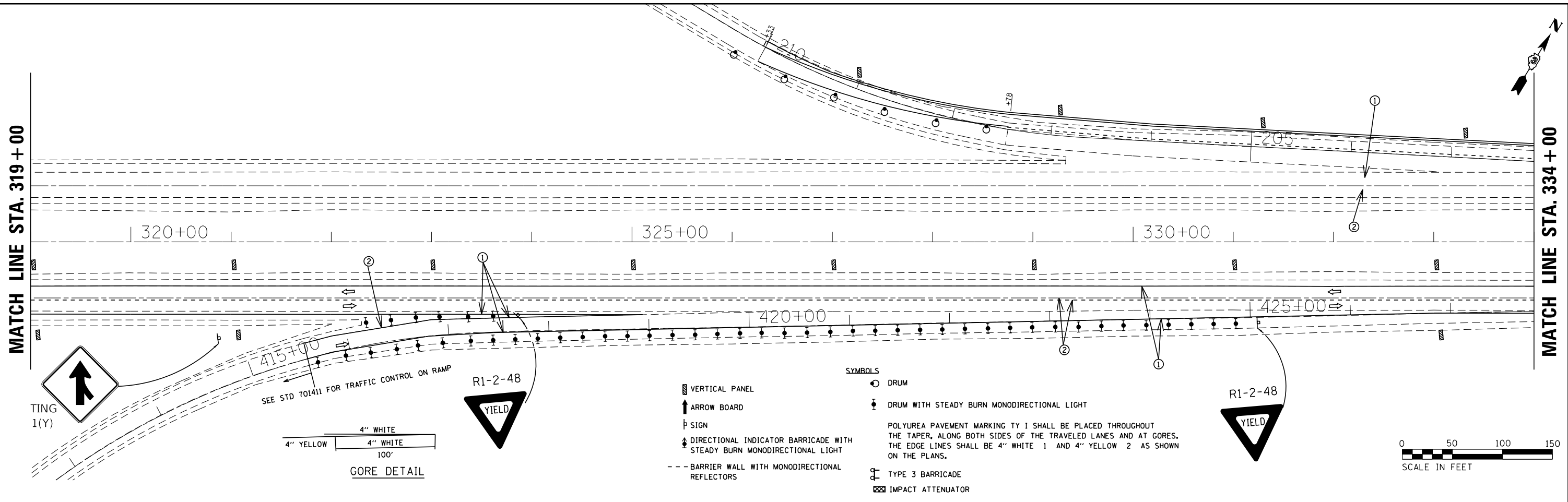
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1B CONSTRUCTION

SCALE: SHEET 16 OF 18 SHEETS STA. 289+00 TO STA. 319+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	103
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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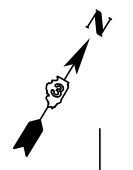
USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE 1B CONSTRUCTION

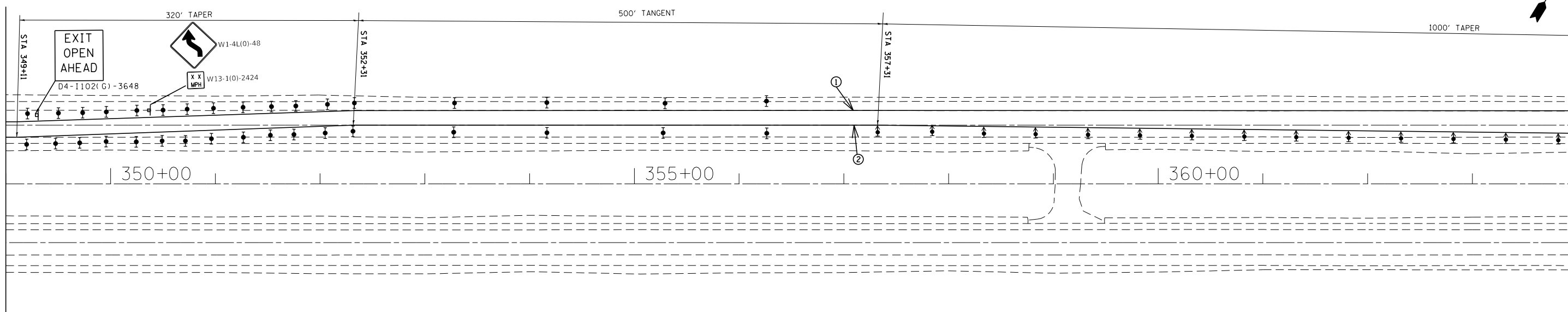
SCALE: SHEET 17 OF 18 SHEETS STA. 319+00 TO STA. 349+00

F.A.I RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 104
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

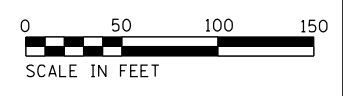


MATCH LINE STA. 349 + 00

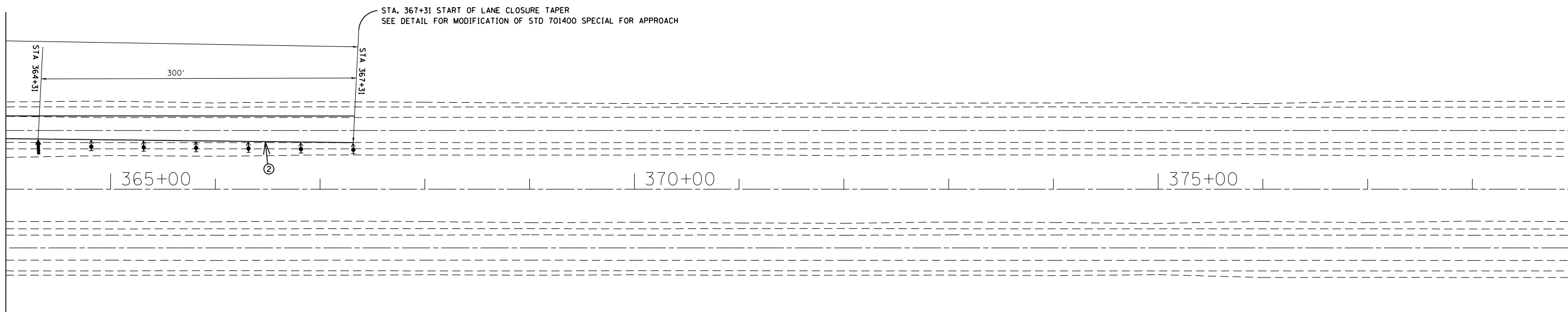
MATCH LINE STA. 364 + 00



- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH MONODIRECTIONAL REFLECTORS
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE 3 BARRICADE
 - IMPACT ATTENUATOR
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE 1 AND 4" YELLOW 2 AS SHOWN ON THE PLANS.



MATCH LINE STA. 364 + 00



MODEL: Default
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USER NAME = erkkilaa	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 4/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

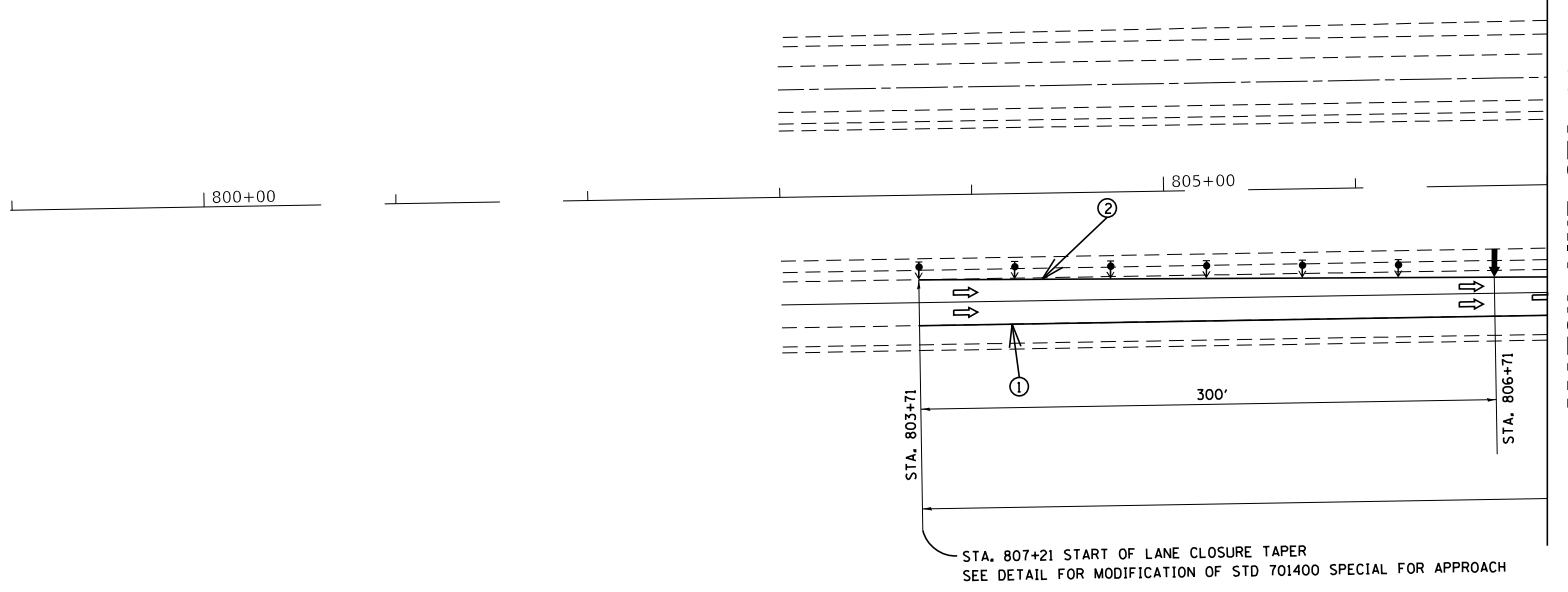
STAGE 1B CONSTRUCTION

SCALE: SHEET 18 OF 18 SHEETS STA. 349+00 TO STA. 379+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	105
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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- SYMBOLS**
- ▮ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT CORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE



USER NAME = erkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

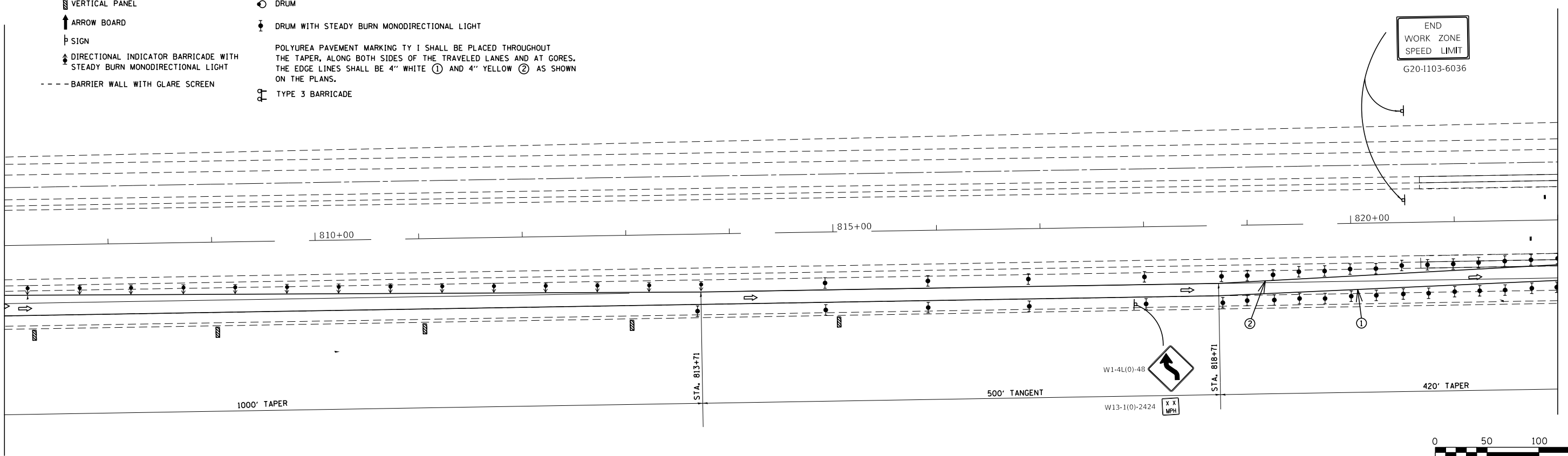
STAGE 2 CONSTRUCTION

SCALE: SHEET 1 OF 18 SHEETS STA. 807+00 TO STA. 837+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	106
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

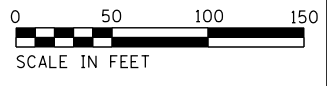
- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↔ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE

MATCH LINE STA. 807 + 00

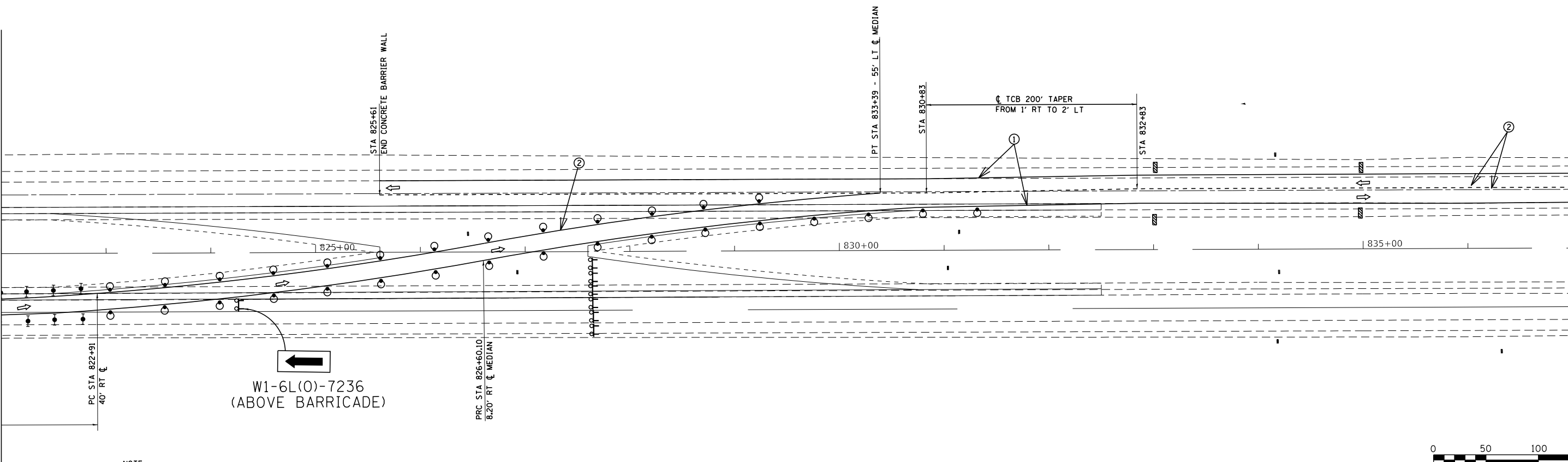


END WORK ZONE SPEED LIMIT
G20-1103-6036

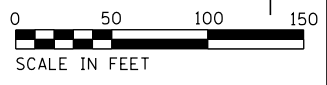
MATCH LINE STA. 822 + 00



MATCH LINE STA. 822 + 00



W1-6L(0)-7236
(ABOVE BARRICADE)



MATCH LINE STA. 837 + 00

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

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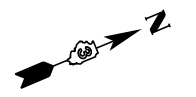
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DRAWN -	REVISED -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

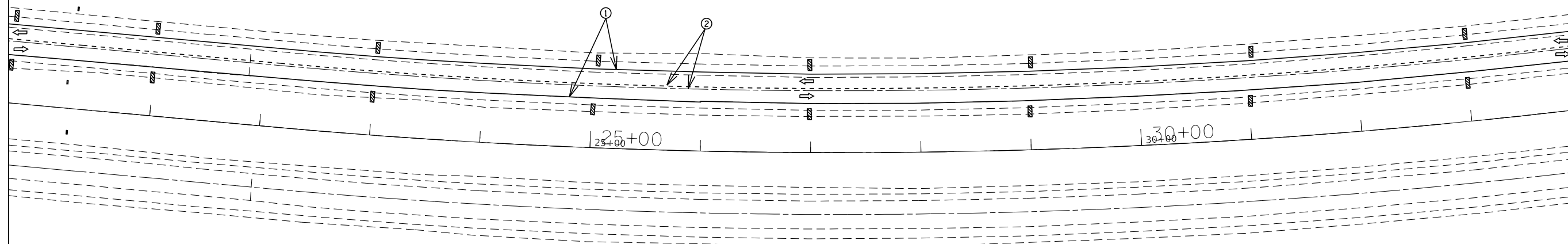
SCALE: SHEET 2 OF 18 SHEETS STA. 807+00 TO STA. 837+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	107
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

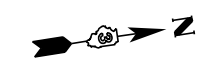


MATCH LINE STA. 837 + 00

MATCH LINE STA. 34 + 00

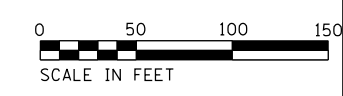
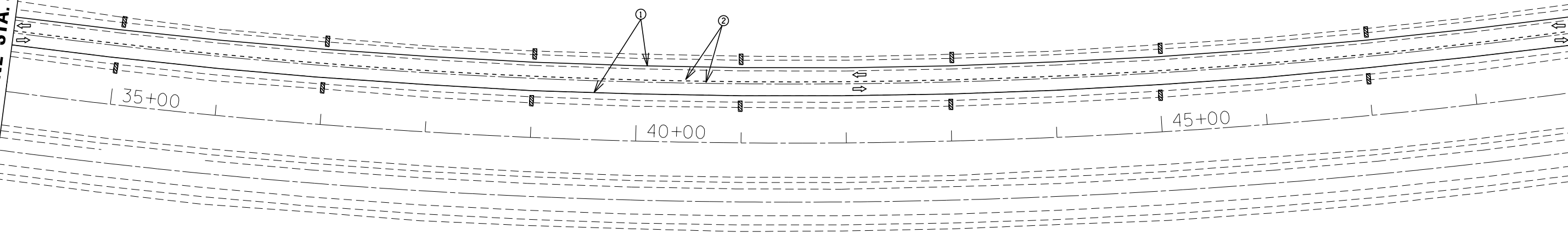


- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE 3 BARRICADE
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.



MATCH LINE STA. 34 + 00

MATCH LINE STA. 49 + 00



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USER NAME = erkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

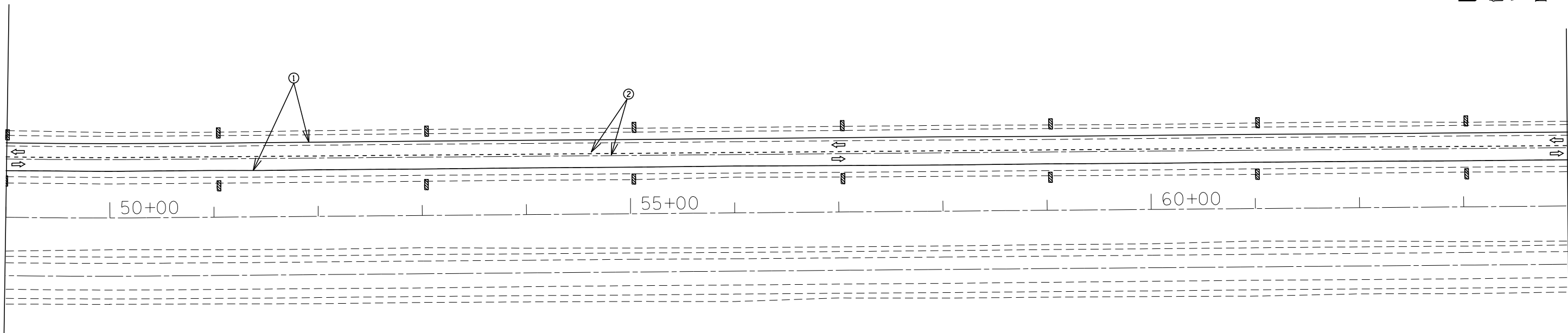
SCALE: SHEET 3 OF 18 SHEETS STA. 837+00 TO STA. 49+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	108
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 49 + 00

MATCH LINE STA. 64 + 00

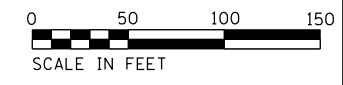
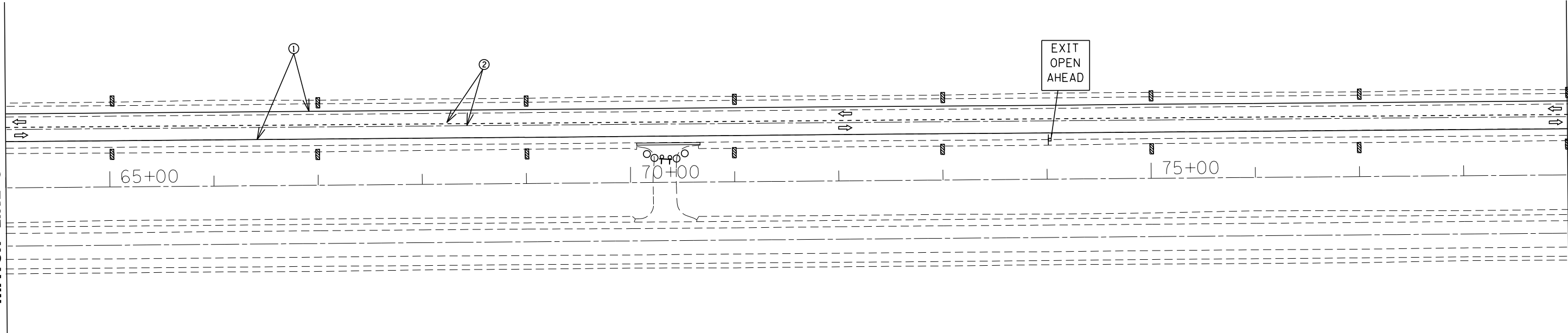


- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
- TYPE 3 BARRICADE



MATCH LINE STA. 64 + 00

MATCH LINE STA. 79 + 00



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USER NAME = erkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

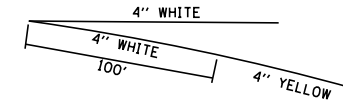
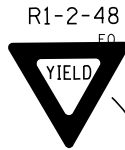
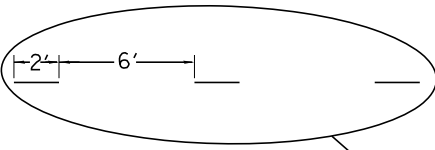
SCALE: SHEET 4 OF 18 SHEETS STA. 49+00 TO STA. 79+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	109
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 79 + 00

MATCH LINE STA. 94 + 00

- TO M4-5- 30" X 15" BLACK ON WHITE
- IL 116 M1-5- 36" BLACK ON WHITE
- ↑ M6-2- 30" X 18" BLACK ON WHITE



80+00

85+00

125+00

120+00

STAGE-2A

- SYMBOLS**
- ▬ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ♣ SIGN
 - ⬇ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⬇ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⌄ TYPE 3 BARRICADE

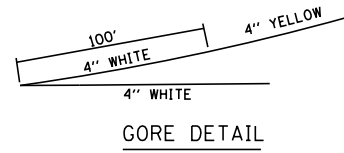
PC STA. 83+96
44' LT & MEDIUM

PRC STA. 88+54.8
8.94' LT & MEDIUM



MATCH LINE STA. 94 + 00

MATCH LINE STA. 109 + 00



SEE STD 701411 FOR TRAFFIC CONTROL ON RAMP



EX. W4-1(Y)-48

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

95+00

100+00

105+00

305+00

310+00



W13-1(0)-2424

PT STA 97+73.6
39.89' RT & MEDIUM

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



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USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

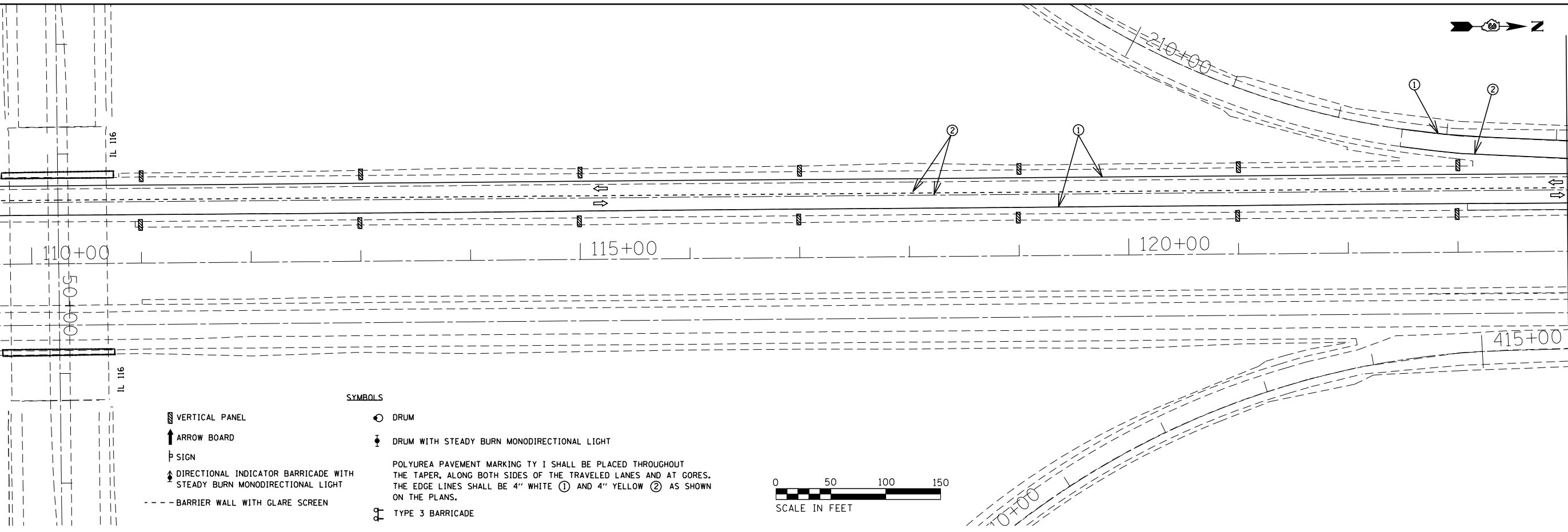
SCALE: SHEET 5 OF 18 SHEETS STA. 79+00 TO STA. 109+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	110
CONTRACT NO. 66B64				

ILLINOIS FED. AID PROJECT

MATCH LINE STA. 109 + 00

MATCH LINE STA. 124 + 00

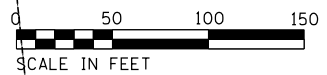
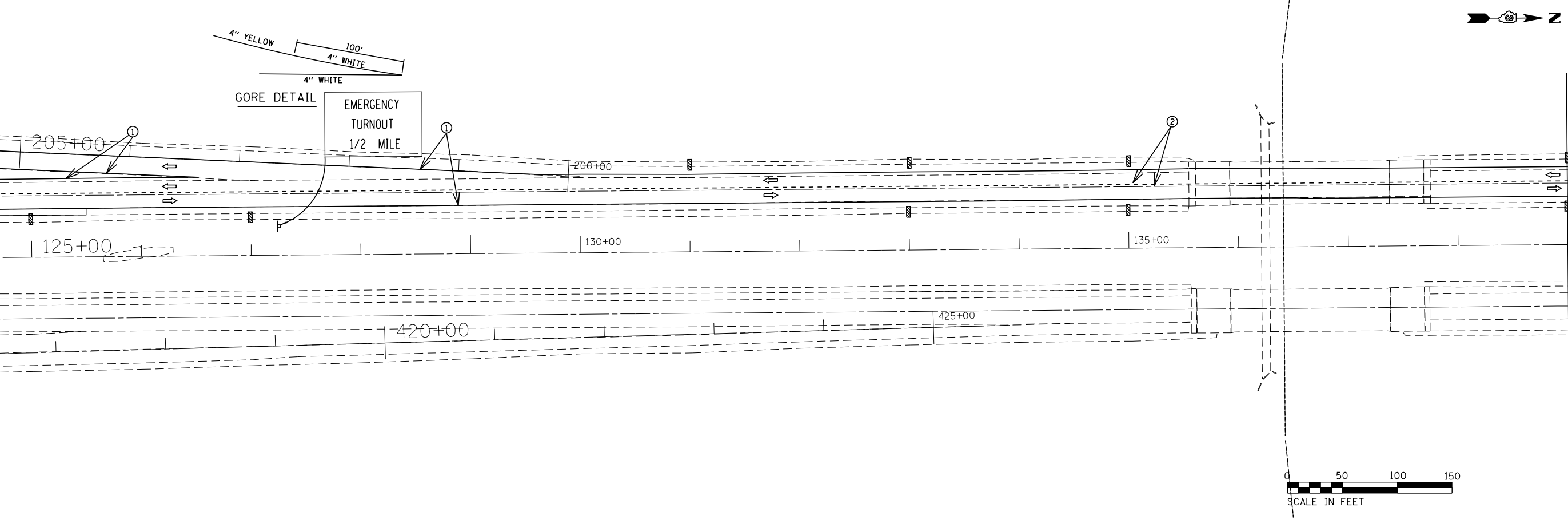


- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊥ TYPE 3 BARRICADE
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.



MATCH LINE STA. 124 + 00

MATCH LINE STA. 139 + 00



MODEL: Default
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USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

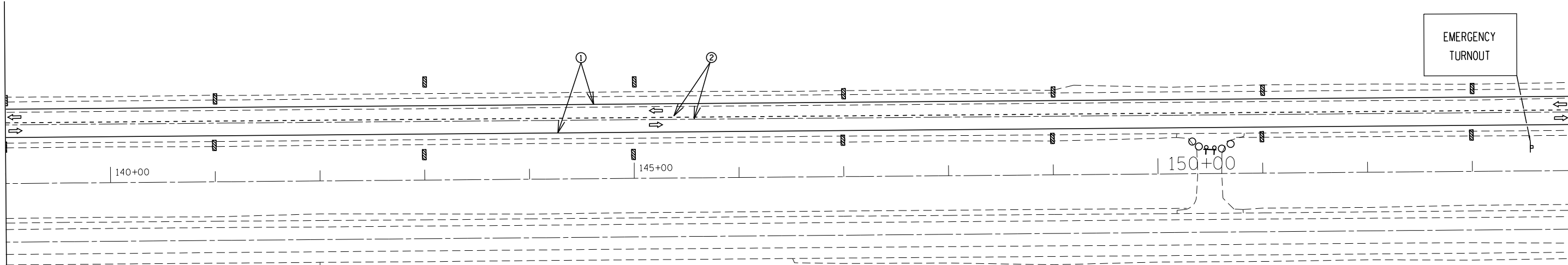
SCALE: SHEET 6 OF 18 SHEETS STA. 109+00 TO STA. 139+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	111
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 139 + 00

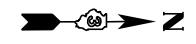
MATCH LINE STA. 154 + 00



- ▨ VERTICAL PANEL
- ↑ ARROW BOARD
- ⊥ SIGN
- ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- - - BARRIER WALL WITH GLARE SCREEN

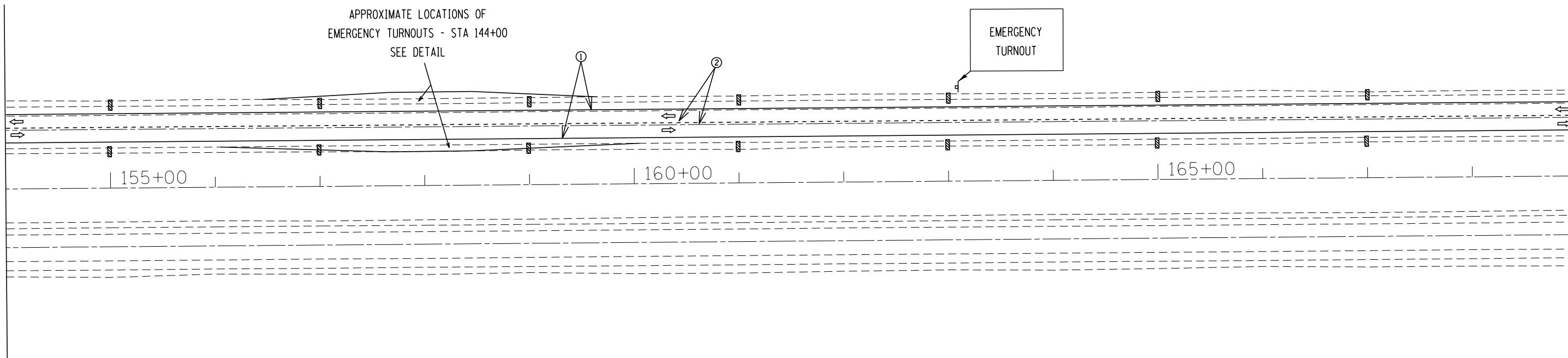
SYMBOLS

- DRUM
- ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
- ⊥ TYPE 3 BARRICADE



MATCH LINE STA. 154 + 00

MATCH LINE STA. 169 + 00



MODEL: Default
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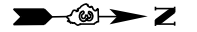
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	DRAWN -	REVISED -
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

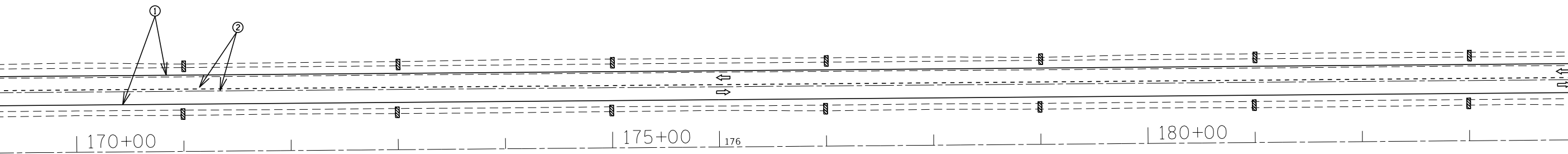
SCALE: SHEET 7 OF 18 SHEETS STA. 139+00 TO STA. 169+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	112
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 169 + 00

MATCH LINE STA. 184 + 00

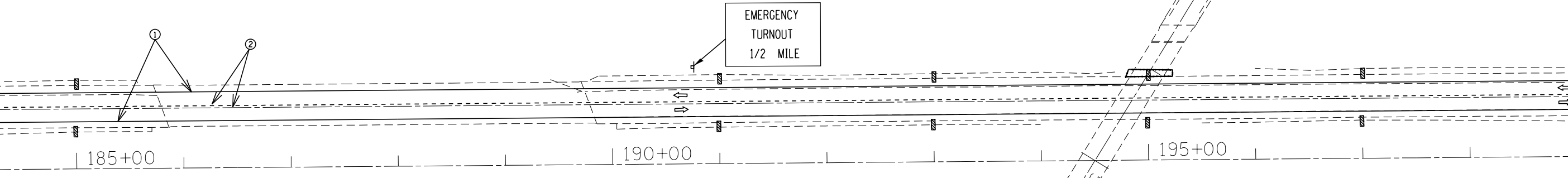


- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - TYPE 3 BARRICADE



MATCH LINE STA. 184 + 00

MATCH LINE STA. 199 + 00



MODEL: Default
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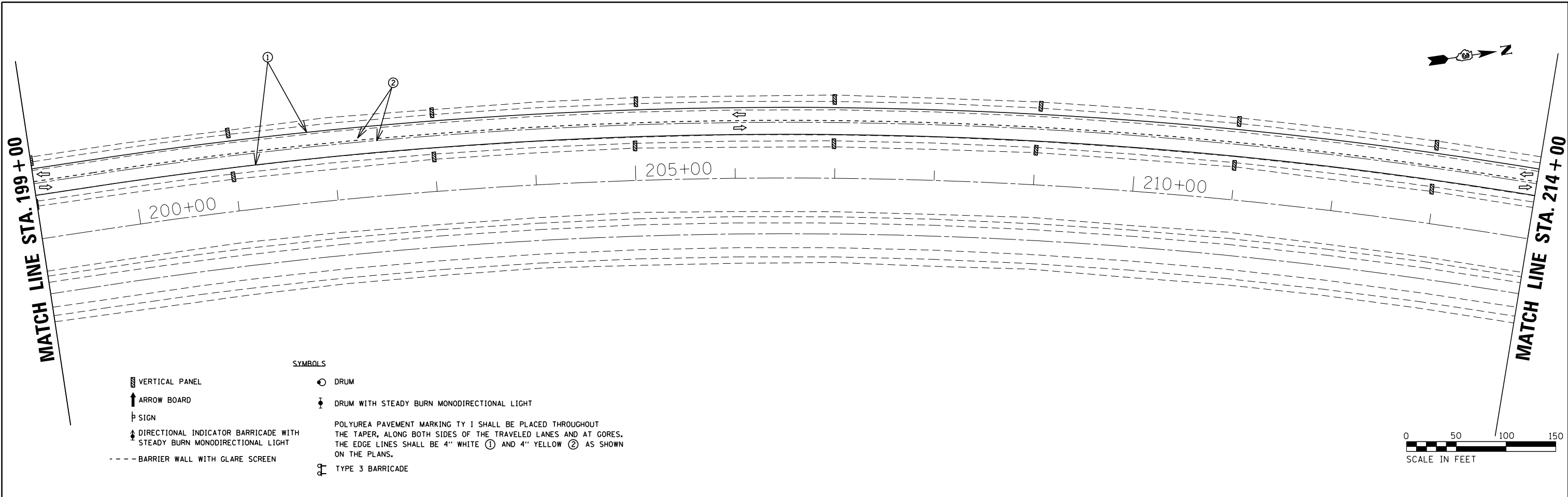
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

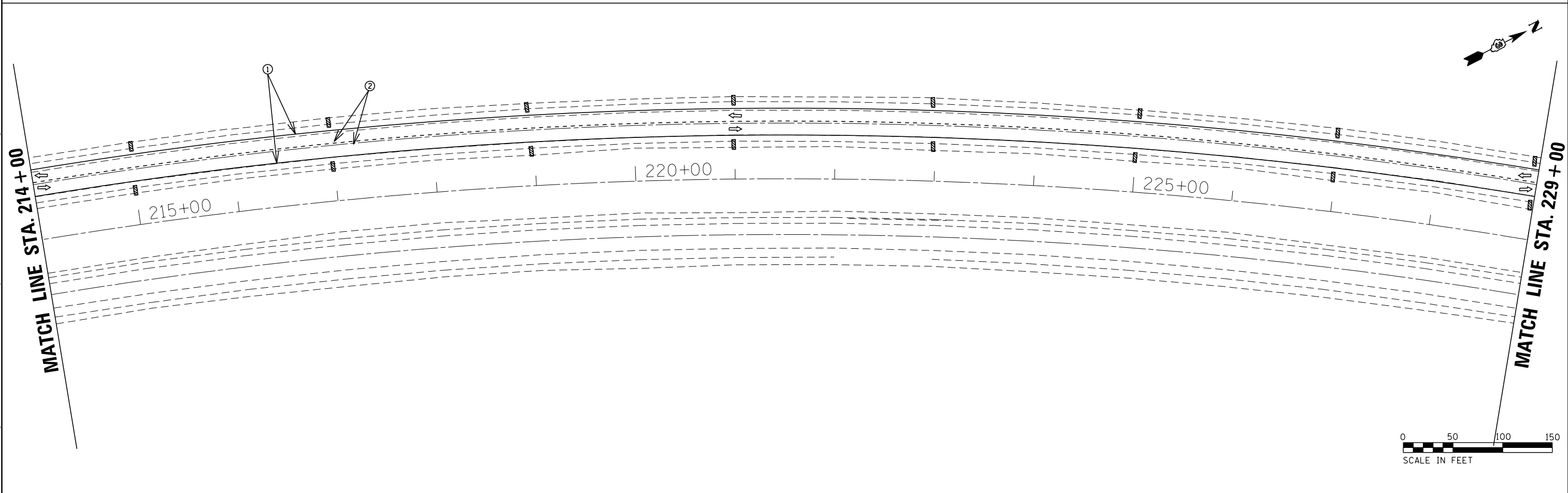
STAGE 2 CONSTRUCTION

SCALE: SHEET 8 OF 18 SHEETS STA. 169+00 TO STA. 199+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	113
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE 3 BARRICADE
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.



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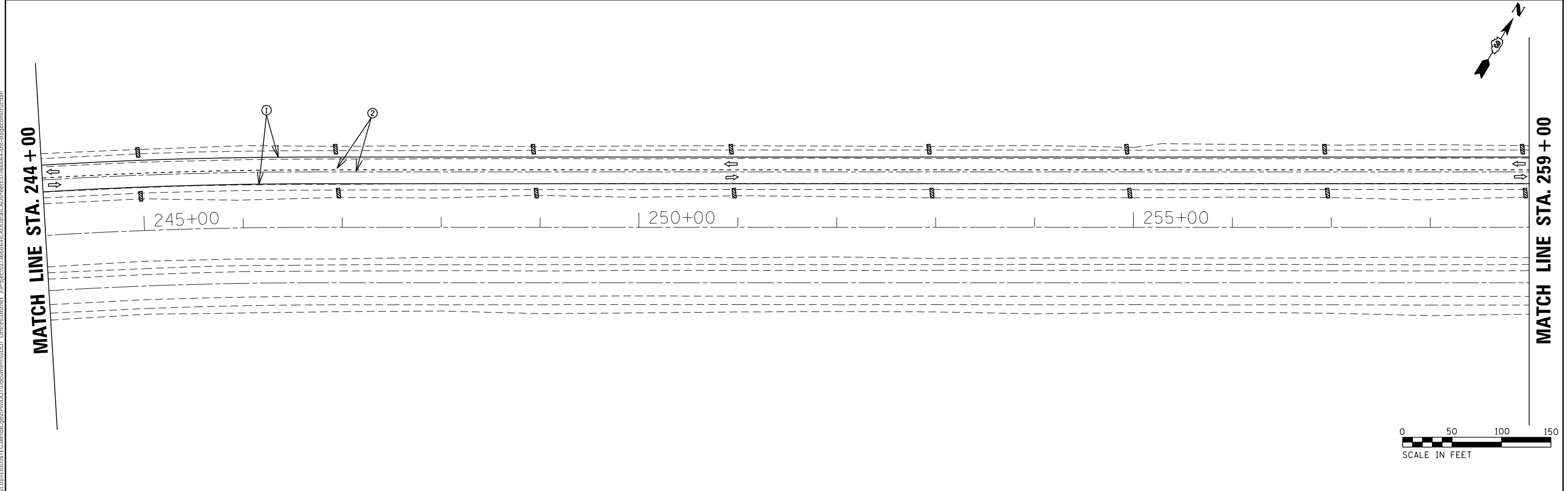
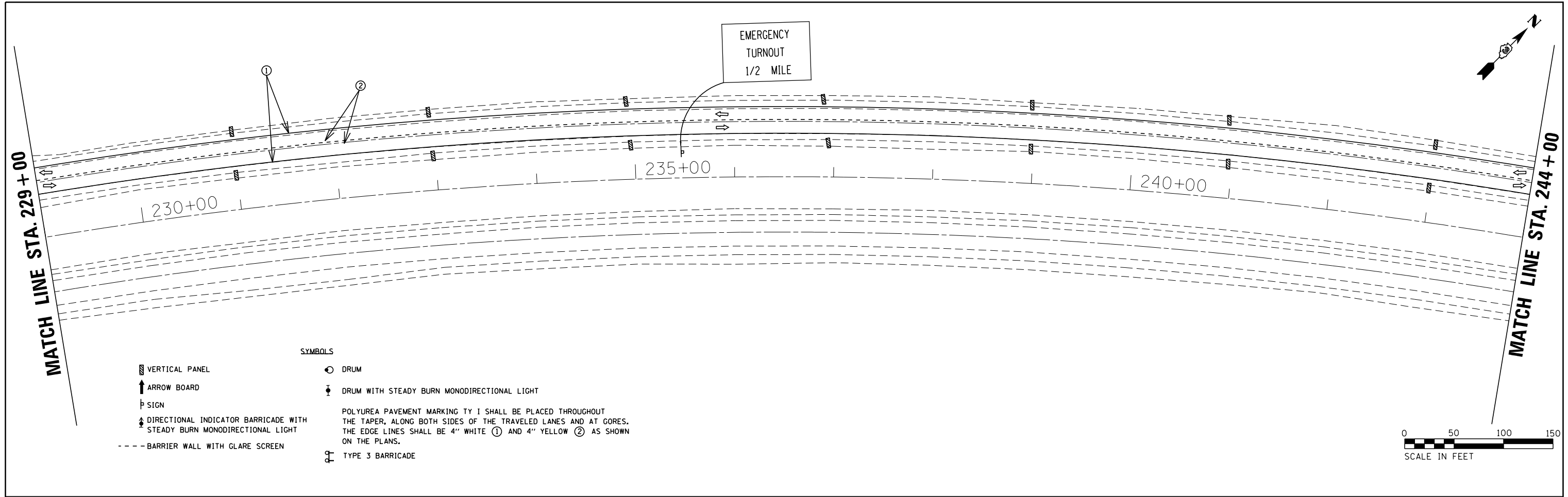
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

SCALE: SHEET 9 OF 18 SHEETS STA. 199+00 TO STA. 229+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	114
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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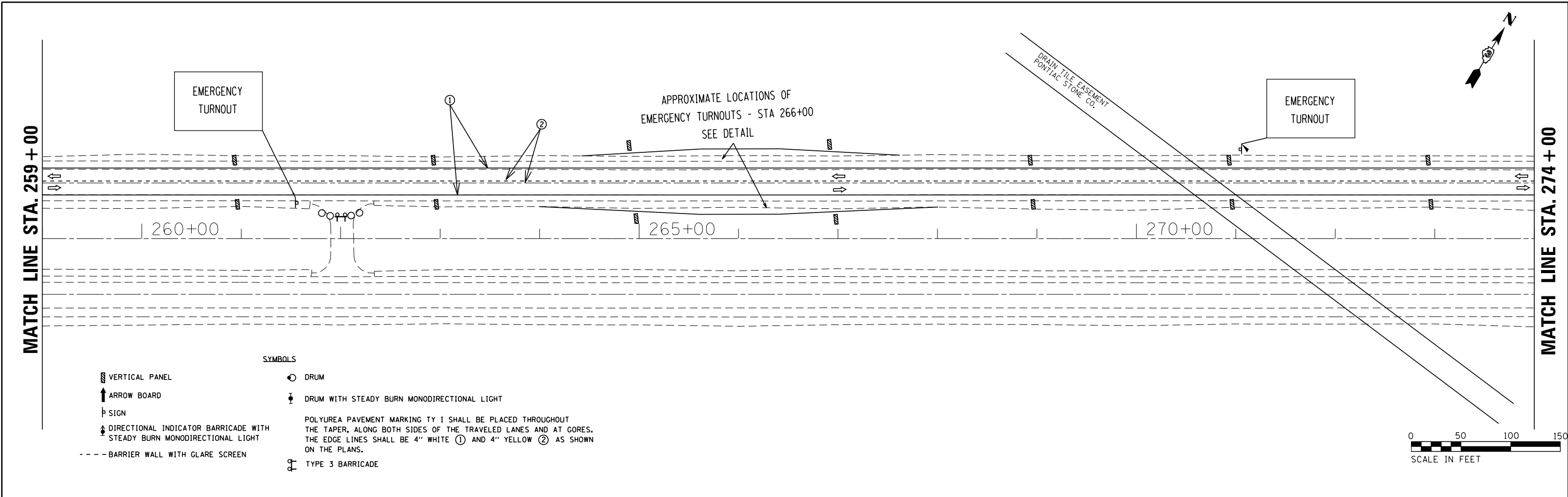
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

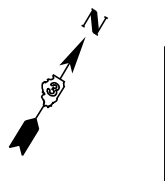
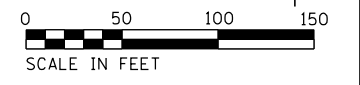
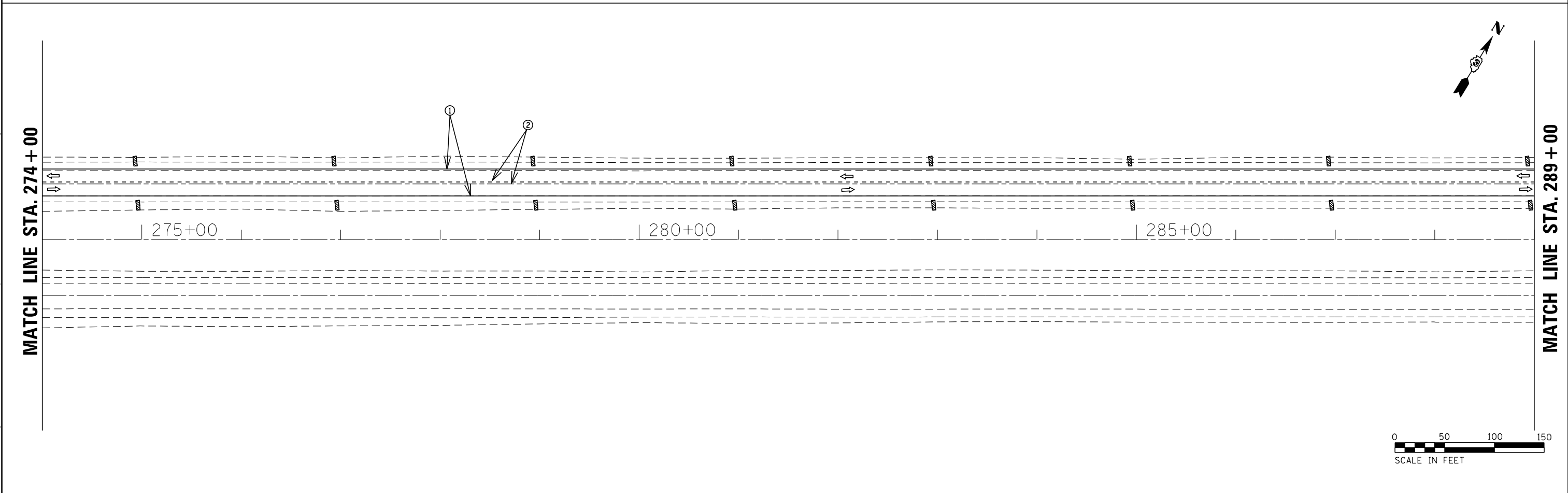
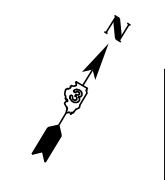
STAGE 2 CONSTRUCTION

SCALE: SHEET 10 OF 18 SHEETS STA. 229+00 TO STA. 259+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	115
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



- SYMBOLS**
- ▩ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⊕ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊞ TYPE 3 BARRICADE



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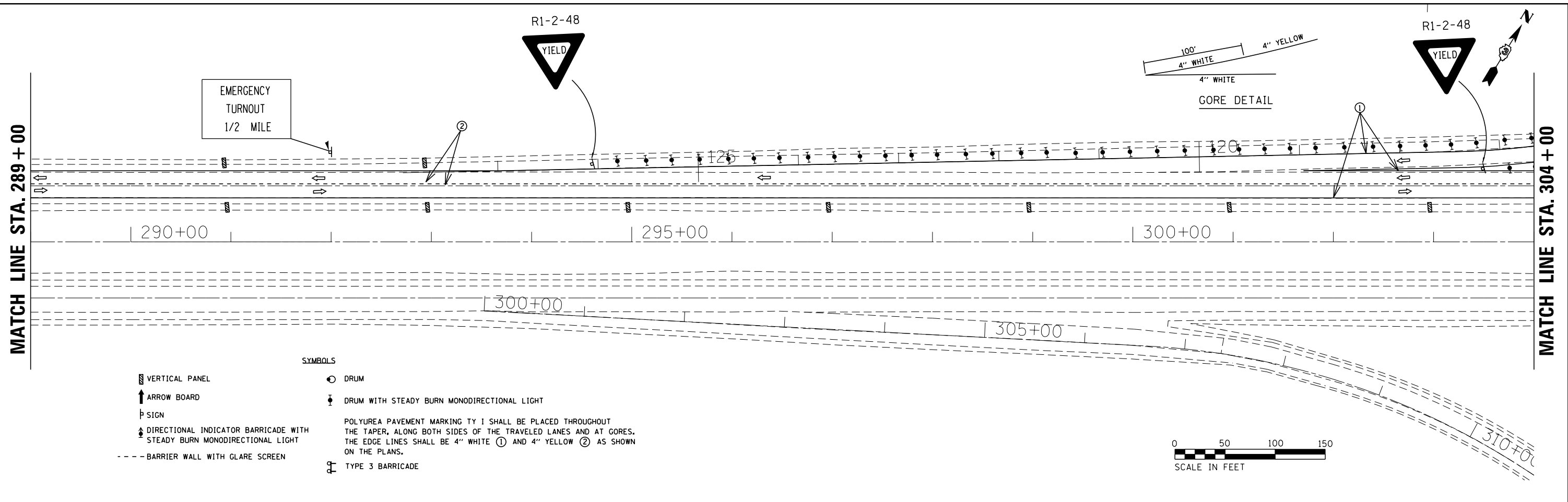
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

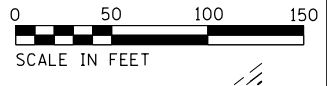
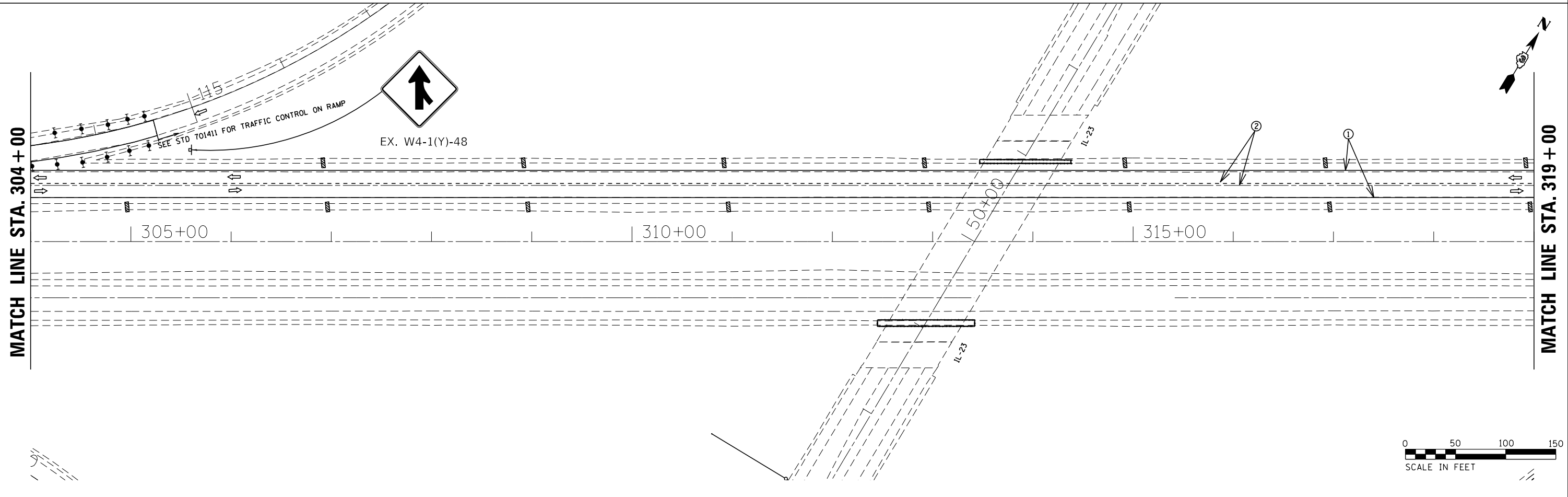
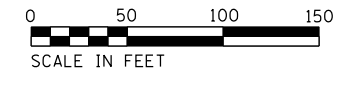
STAGE 2 CONSTRUCTION

SCALE: SHEET 11 OF 18 SHEETS STA. 259+00 TO STA. 289+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	116
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				



- SYMBOLS**
- ▬ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
- ⊥ TYPE 3 BARRICADE



MODEL: Default
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	DRAWN -	REVISED -
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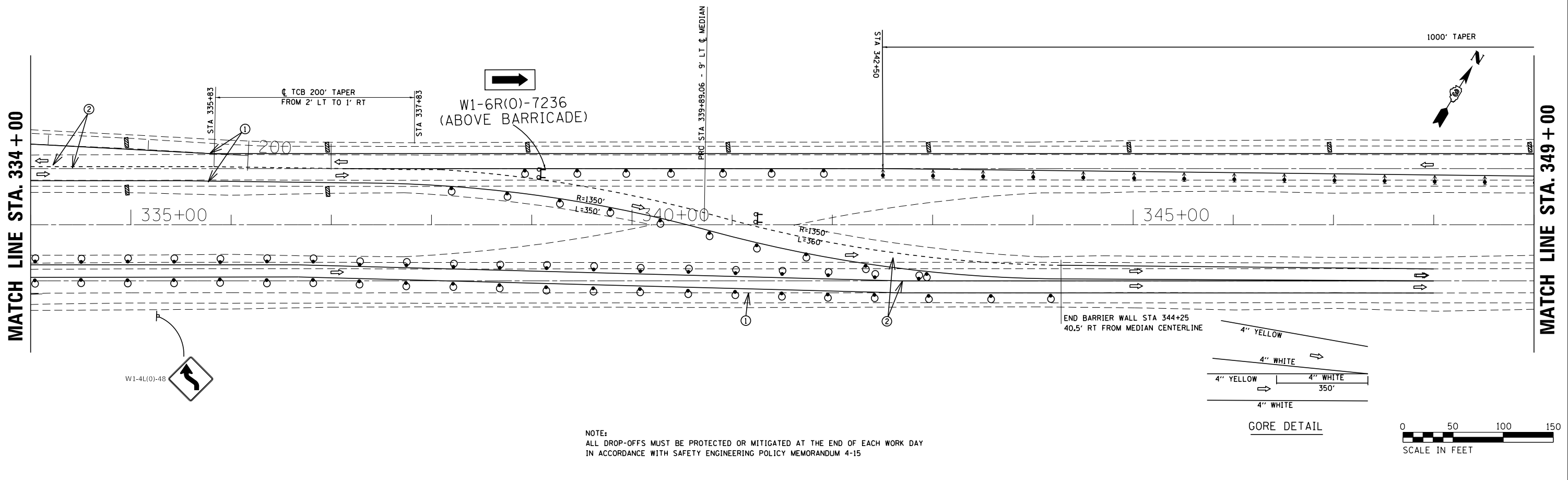
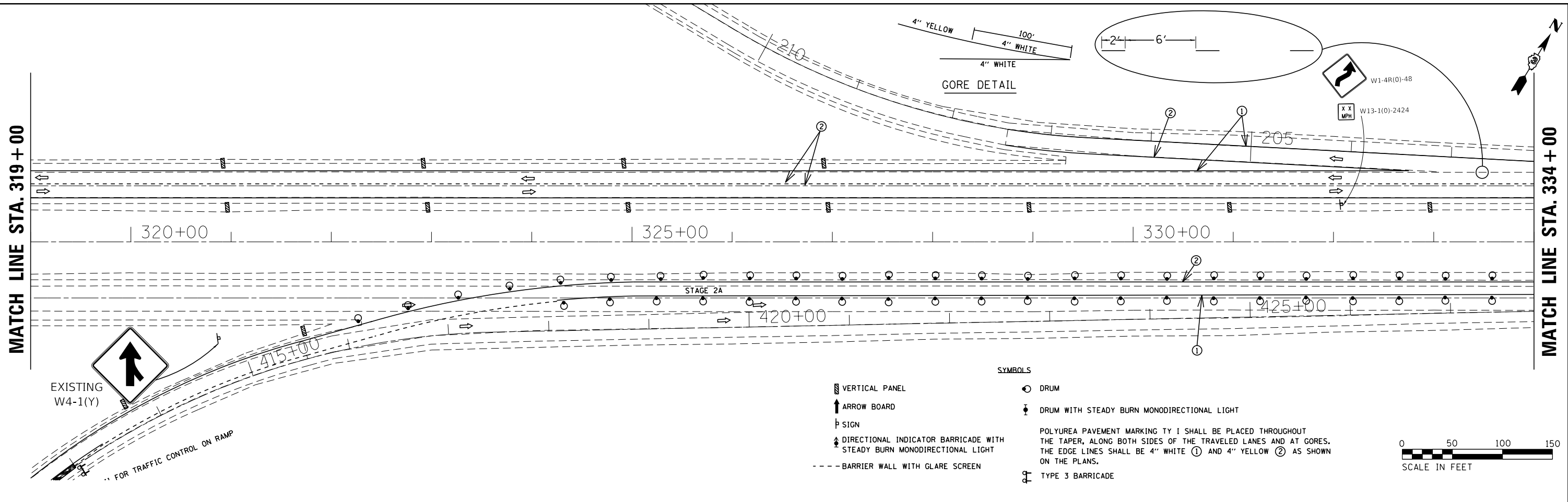
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

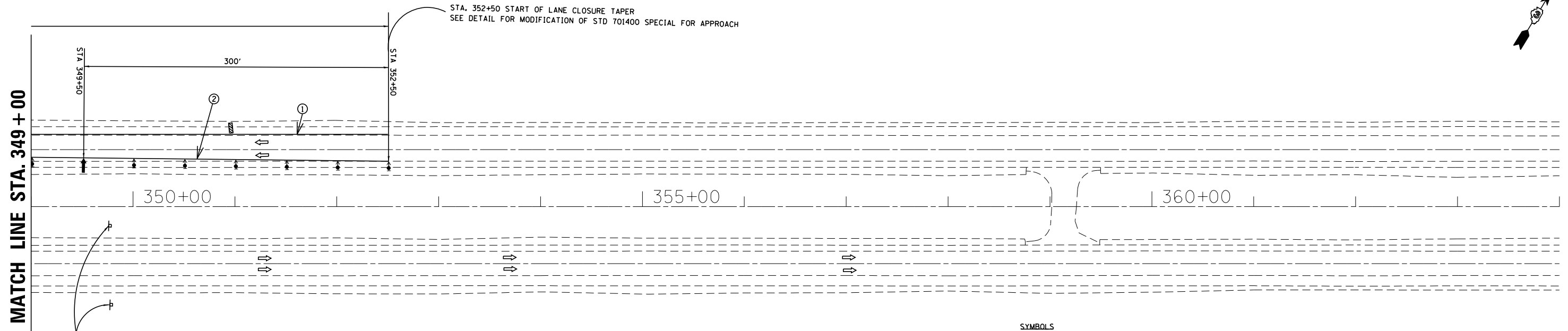
SCALE: SHEET 12 OF 18 SHEETS STA. 289+00 TO STA. 319+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	117
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

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USER NAME = erkilaa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION				F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET 13 OF 18 SHEETS	STA. 319+00 TO STA. 349+00	55	(53-5)R&I	LIVINGSTON	722	118	
PLOT DATE = 4/2/2018	CHECKED -	REVISED -		CONTRACT NO. 66B64								
	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

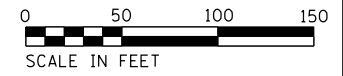


MATCH LINE STA. 349 + 00

STA. 352+50 START OF LANE CLOSURE TAPER
SEE DETAIL FOR MODIFICATION OF STD 701400 SPECIAL FOR APPROACH

END
WORK ZONE
SPEED LIMIT
G20-1103-6036

- SYMBOLS**
- ▩ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - ⊙ DRUM
 - ⊕ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊣ TYPE 3 BARRICADE
- POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.



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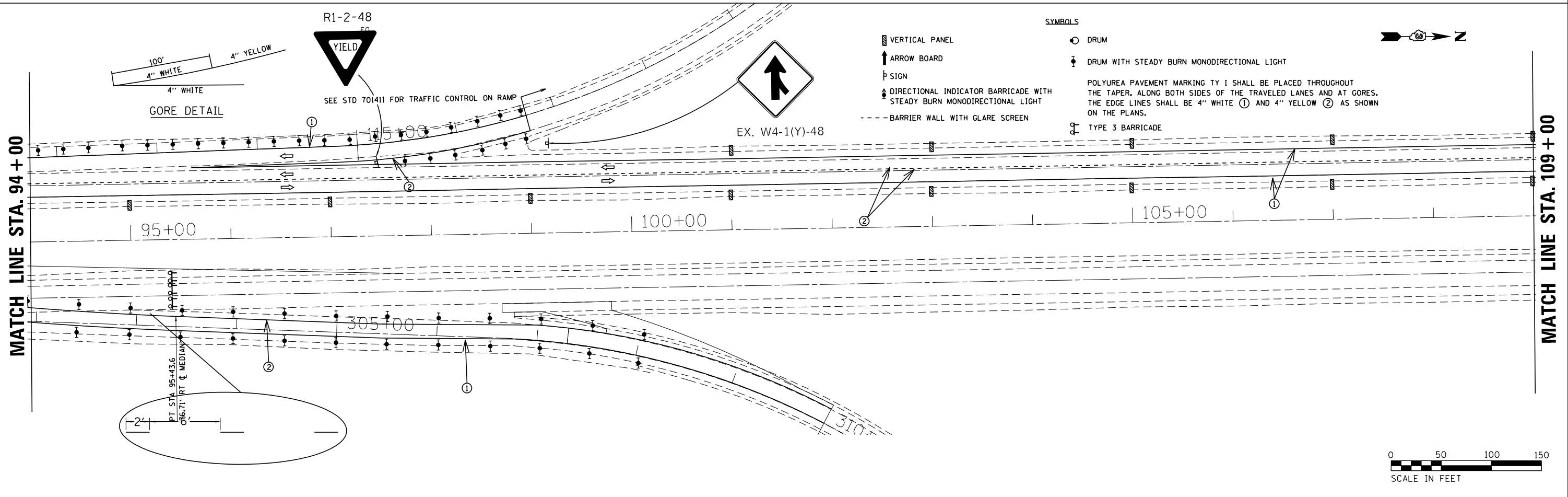
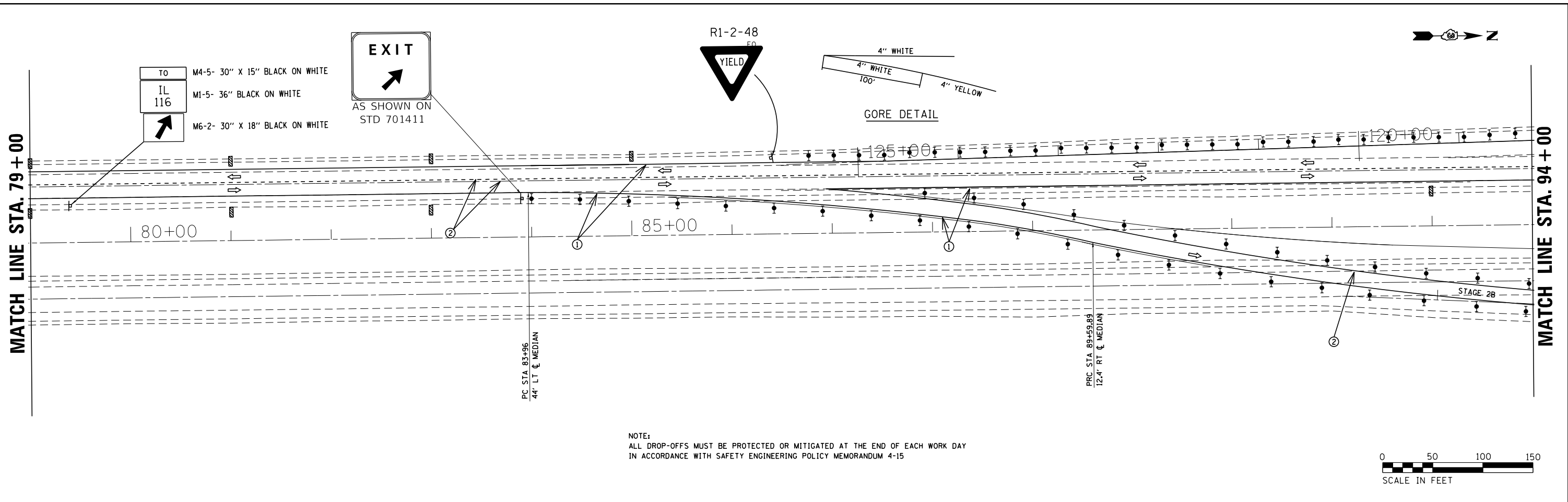
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 CONSTRUCTION

SCALE: SHEET 14 OF 18 SHEETS STA. 349+00 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	119
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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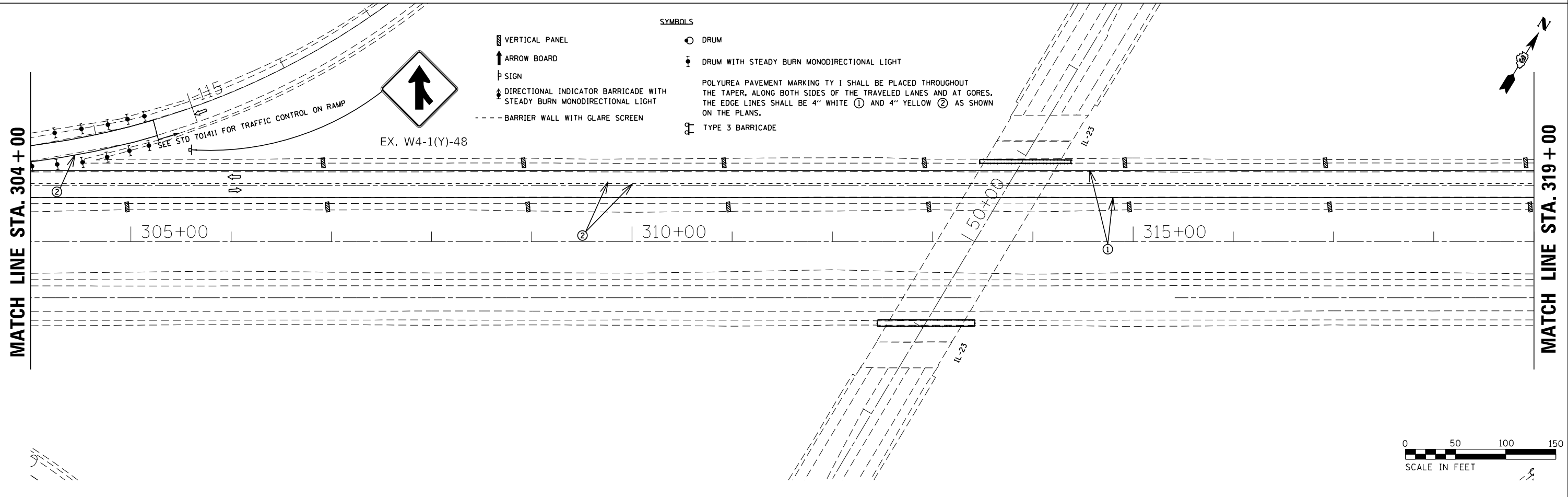
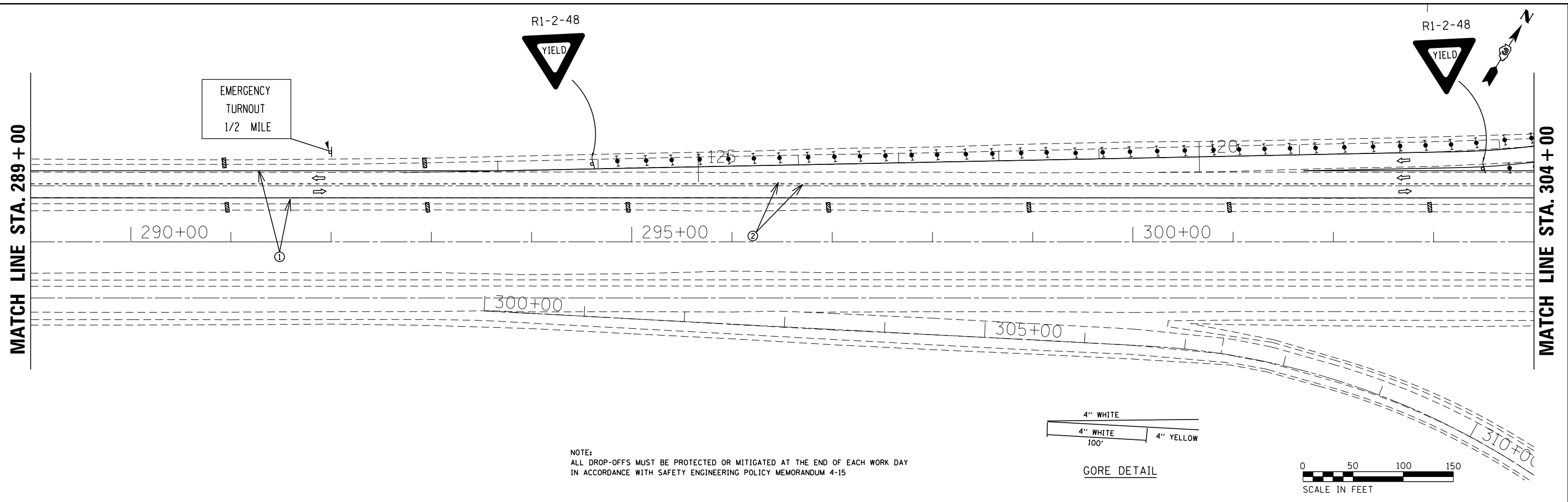
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE 2B CONSTRUCTION

SCALE: SHEET 15 OF 18 SHEETS STA. 79+00 TO STA. 109+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	120
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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	DRAWN -	REVISED -
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

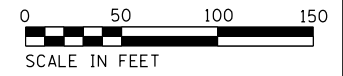
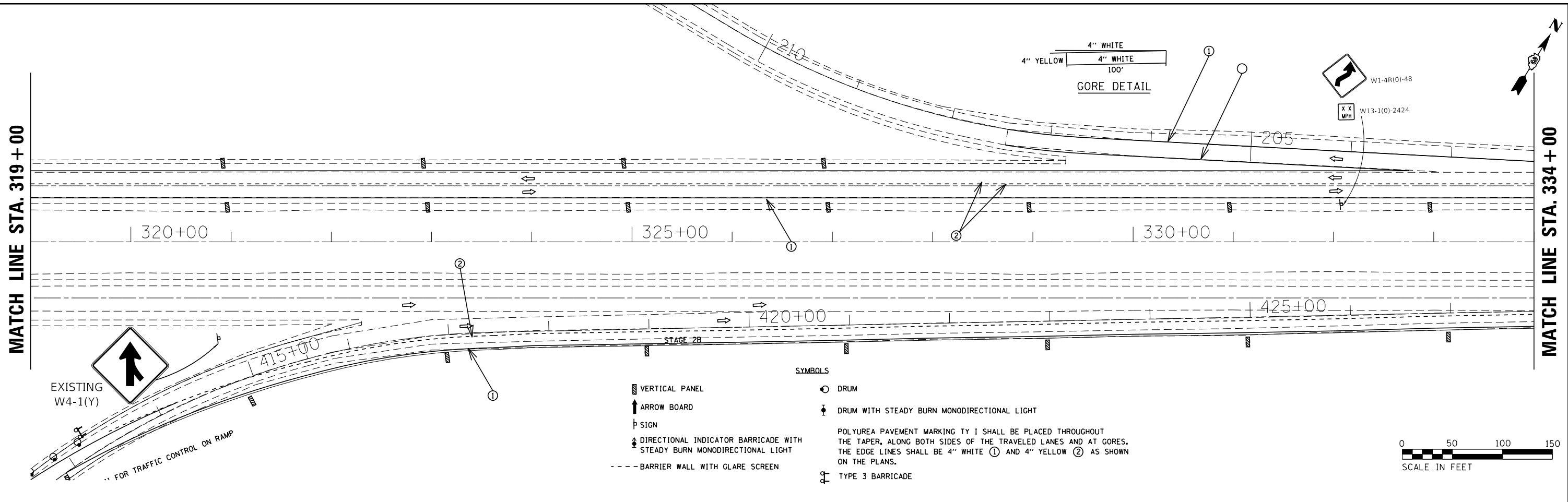
STAGE 2B CONSTRUCTION

SCALE: SHEET 16 OF 18 SHEETS STA. 289+00 TO STA. 319+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	121
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				

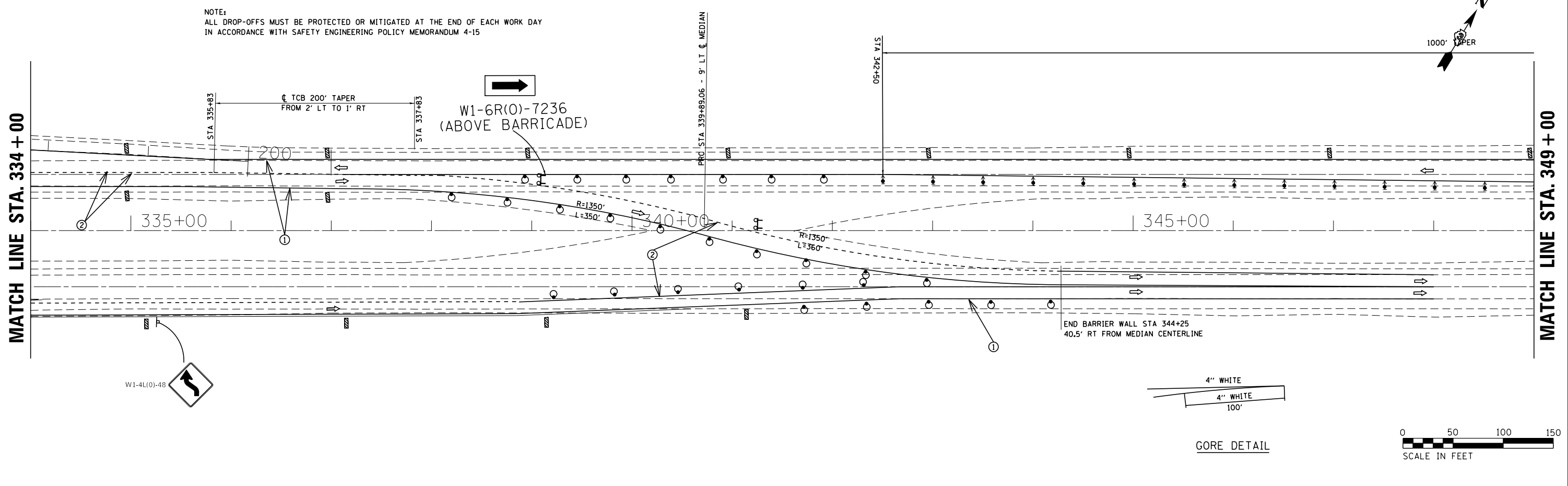
MATCH LINE STA. 319+00

MATCH LINE STA. 334+00



MATCH LINE STA. 334+00

MATCH LINE STA. 349+00



USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 4/2/2018	DATE -	REVISED -

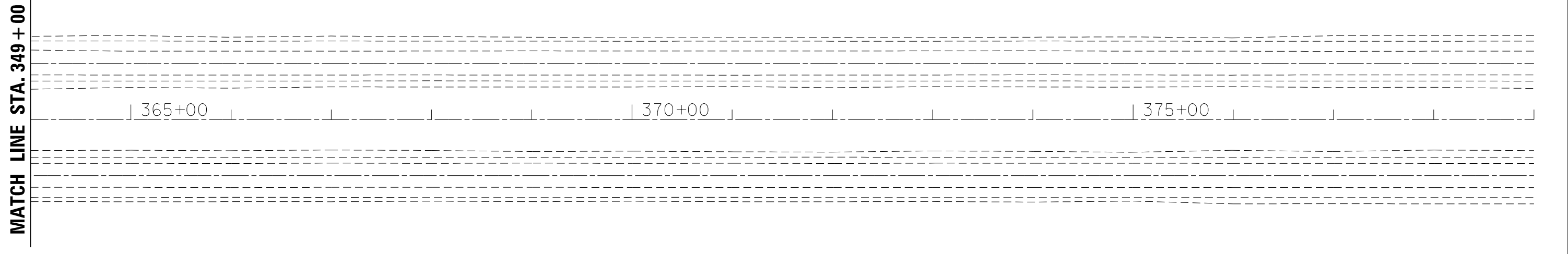
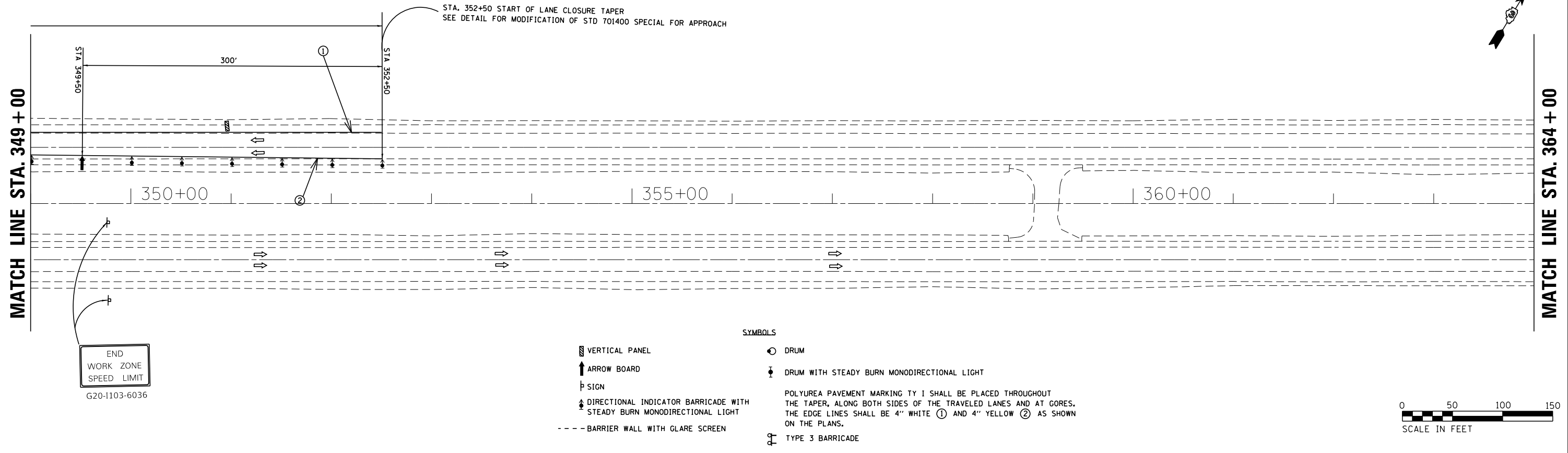
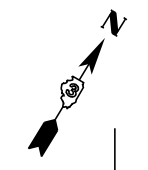
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2B CONSTRUCTION

SCALE: SHEET 17 OF 18 SHEETS STA. 319+00 TO STA. 349+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	122
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2B CONSTRUCTION

SCALE: SHEET 18 OF 18 SHEETS STA. 349+00 TO STA. 379+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	123
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

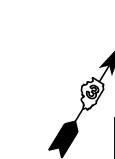
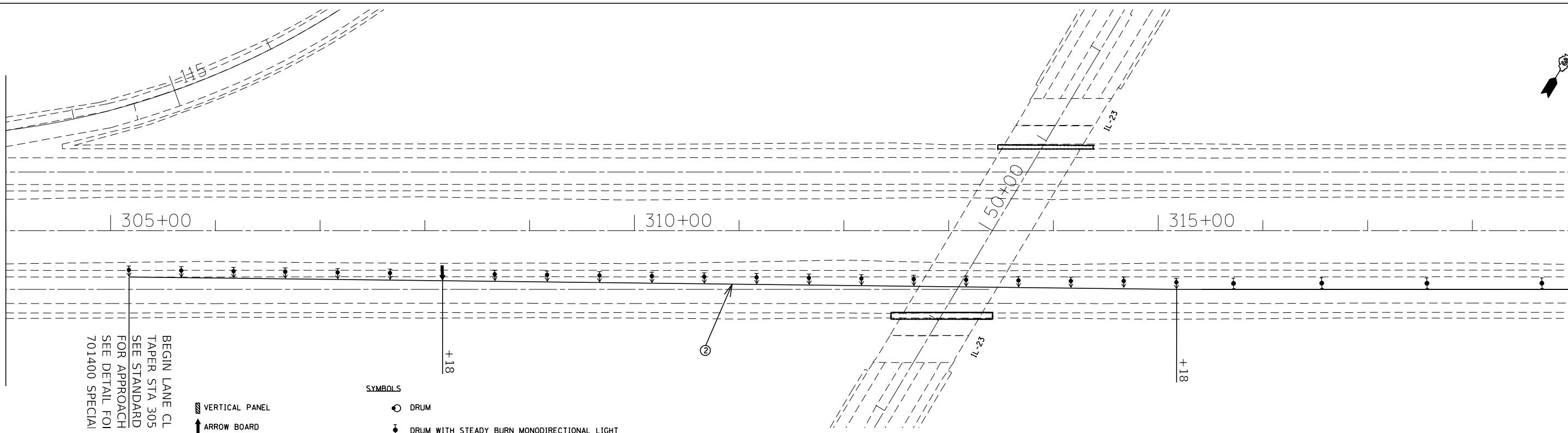
MATCH LINE STA. 289 + 00

MATCH LINE STA. 304 + 00



MATCH LINE STA. 304 + 00

MATCH LINE STA. 319 + 00



BEGIN LANE CL
TAPER STA 305
SEE STANDARD
FOR APPROACH
SEE DETAIL FOI
701400 SPECIAL

- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - TYPE 3 BARRICADE
- POLYUREA PAVEMENT MARKING TY 1 SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.

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USER NAME = erkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

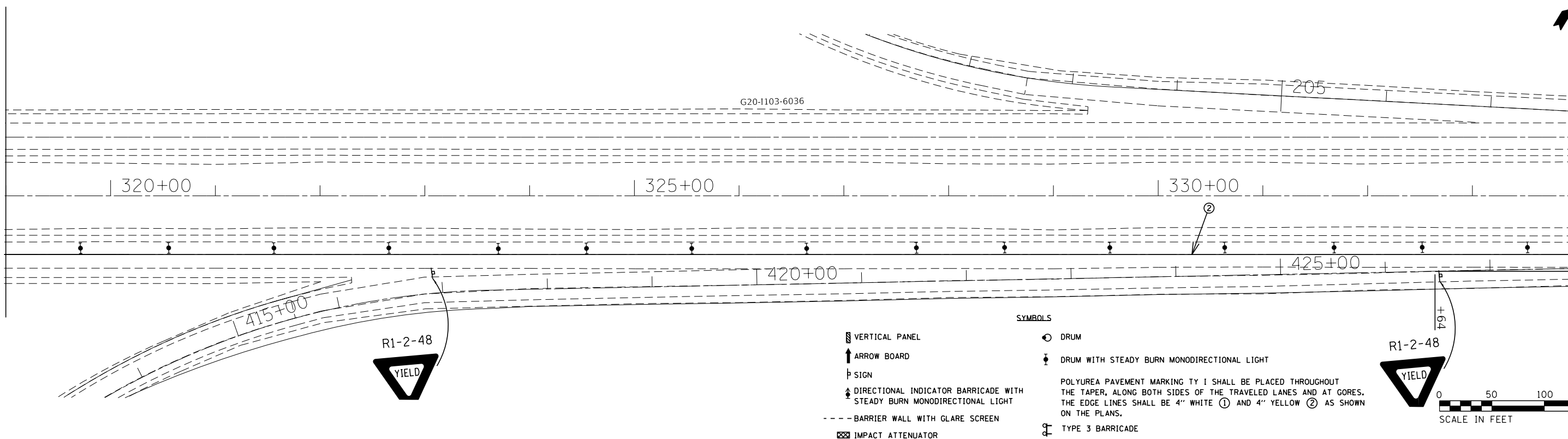
STAGE 3 CONSTRUCTION

SCALE: SHEET 1 OF 6 SHEETS STA. 304+00 TO STA. 319+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	124
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 319 + 00

MATCH LINE STA. 334 + 00

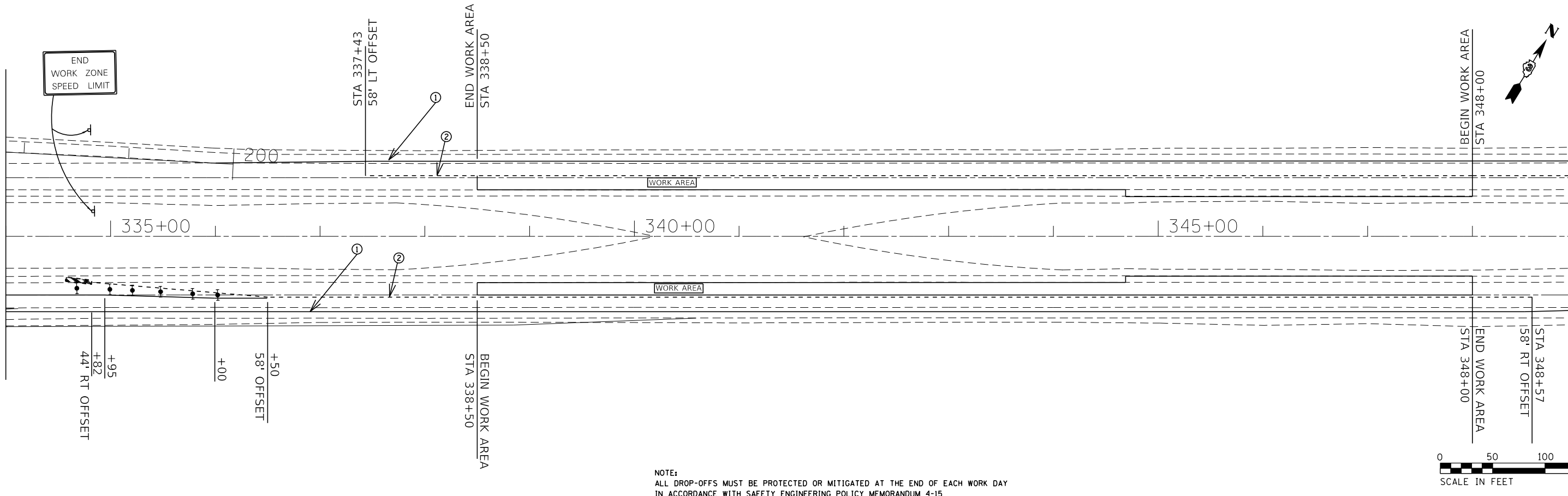


- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ♣ SIGN
 - ⚡ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - ⊠ IMPACT ATTENUATOR
 - ⊙ DRUM
 - ⚡ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⚡ POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⚡ TYPE 3 BARRICADE

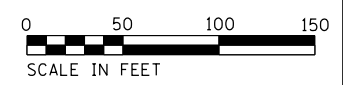


MATCH LINE STA. 334 + 00

MATCH LINE STA. 349 + 00



NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



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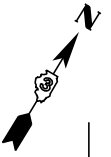
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 3 CONSTRUCTION

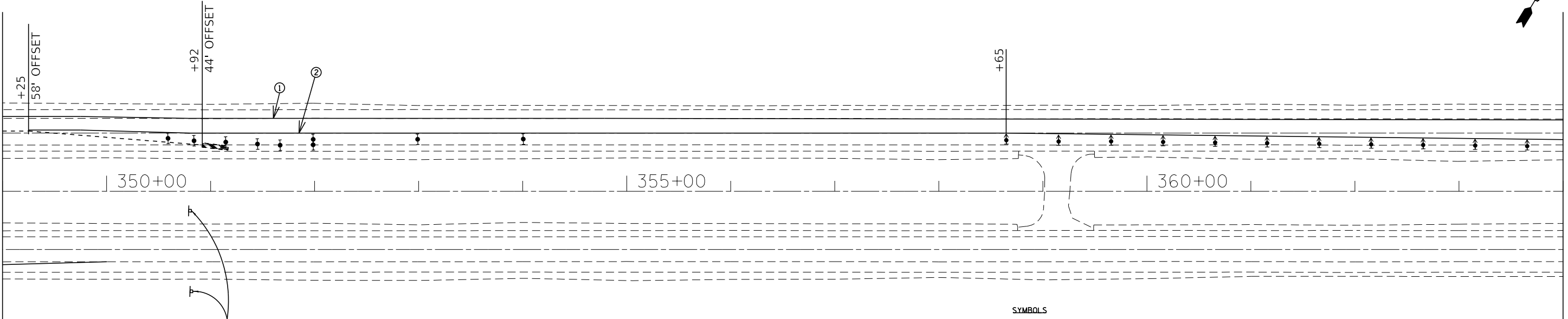
SCALE: SHEET 2 OF 6 SHEETS STA. 319+00 TO STA. 349+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	125
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



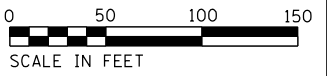
MATCH LINE STA. 349 + 00

MATCH LINE STA. 364 + 00



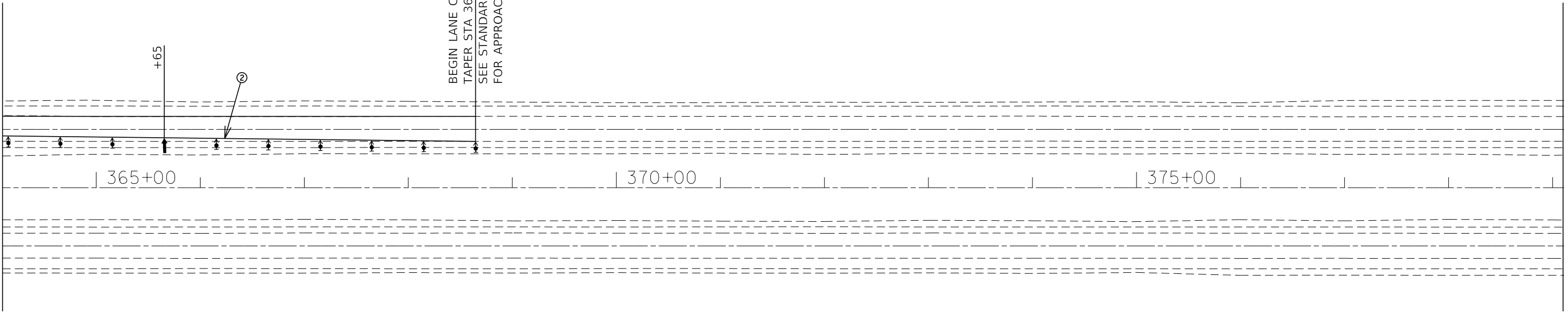
END
WORK ZONE
SPEED LIMIT

- SYMBOLS**
- ▬ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - ⊠ IMPACT ATTENUATOR
 - DRUM
 - ⊥ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
- ⊠ TYPE 3 BARRICADE



MATCH LINE STA. 364 + 00

MATCH LINE STA. 379 + 00



BEGIN LANE CLOSURE
TAPER STA 368+65
SEE STANDARD 701400
FOR APPROACH

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 3 CONSTRUCTION

SCALE: SHEET 3 OF 6 SHEETS STA. 349+00 TO STA. 364+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	126
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 289 + 00

MATCH LINE STA. 304 + 00

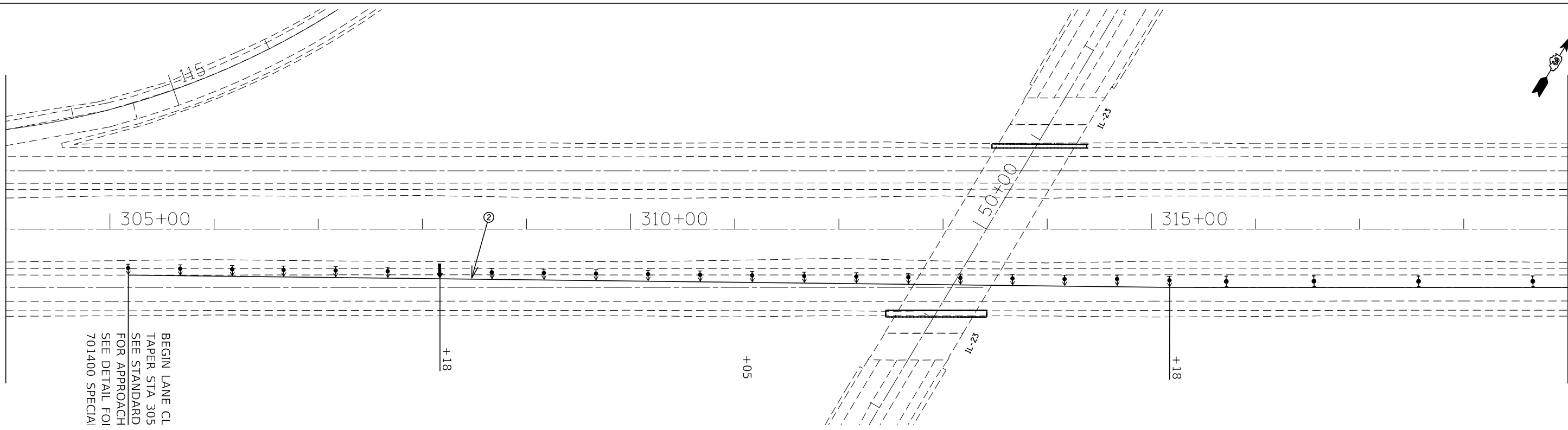
- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⬇ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE



MATCH LINE STA. 304 + 00

MATCH LINE STA. 319 + 00

BEGIN LANE CL
TAPER STA 305
SEE STANDARD
FOR APPROACH
SEE DETAIL FOR
701400 SPECIAL



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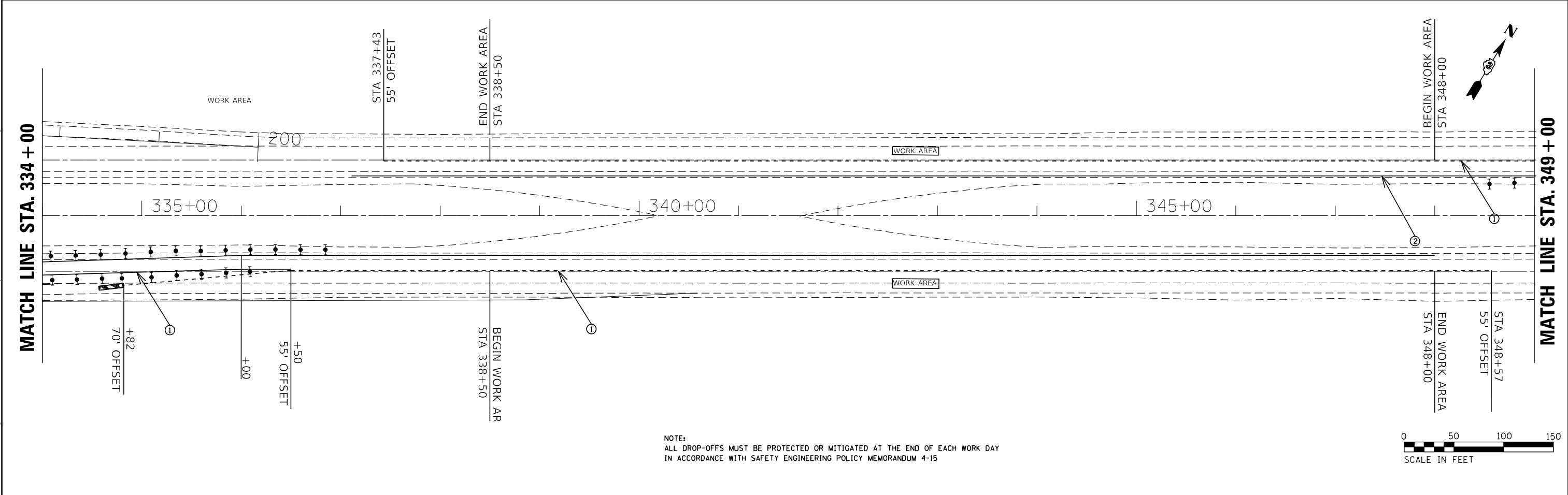
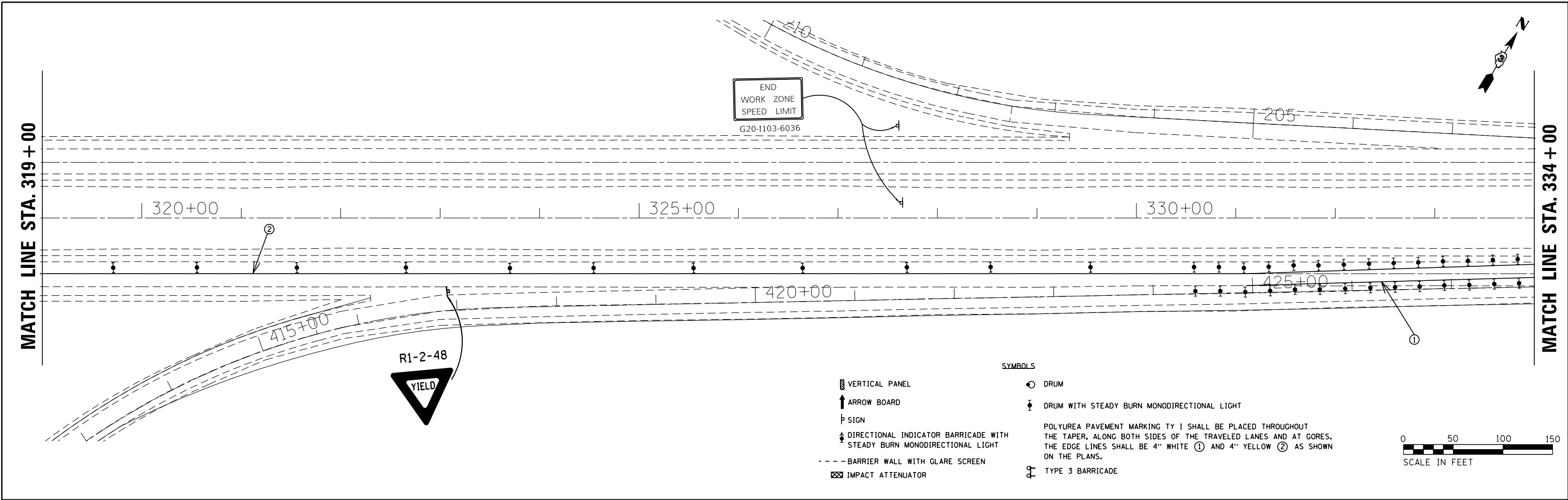
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	DRAWN -	REVISED -
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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 3 CONSTRUCTION

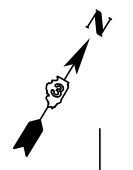
SCALE: SHEET 4 OF 6 SHEETS STA. 289+00 TO STA. 319+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	127
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



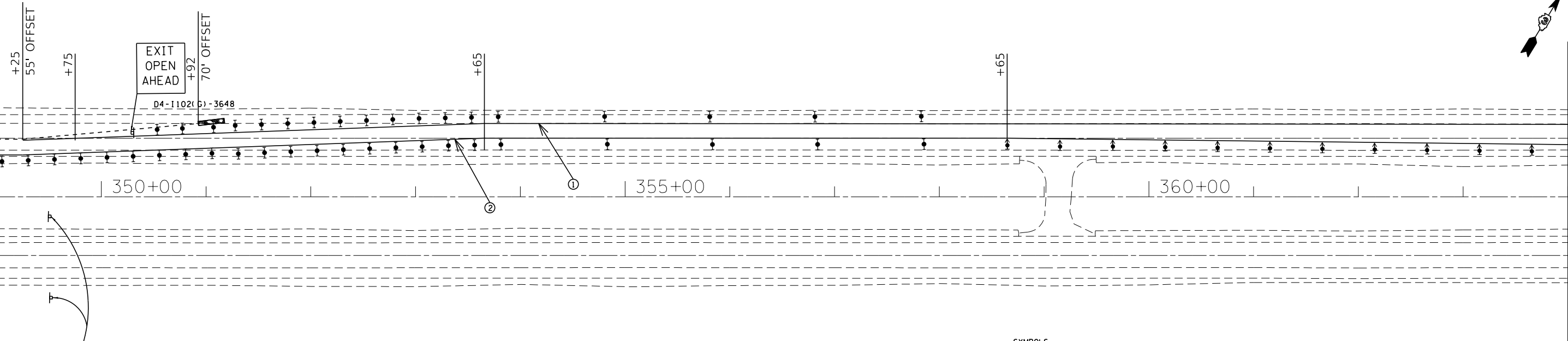
NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					55	(53-5)R&I	LIVINGSTON	722	128
PLOT DATE = 4/2/2018	DATE -	REVISED -	REVISED -		SCALE: SHEET 5 OF 6 SHEETS STA. 319+00 TO STA. 349+00			CONTRACT NO. 66B64				
							ILLINOIS FED. AID PROJECT					



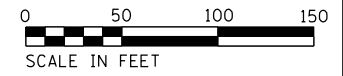
MATCH LINE STA. 349 + 00

MATCH LINE STA. 364 + 00



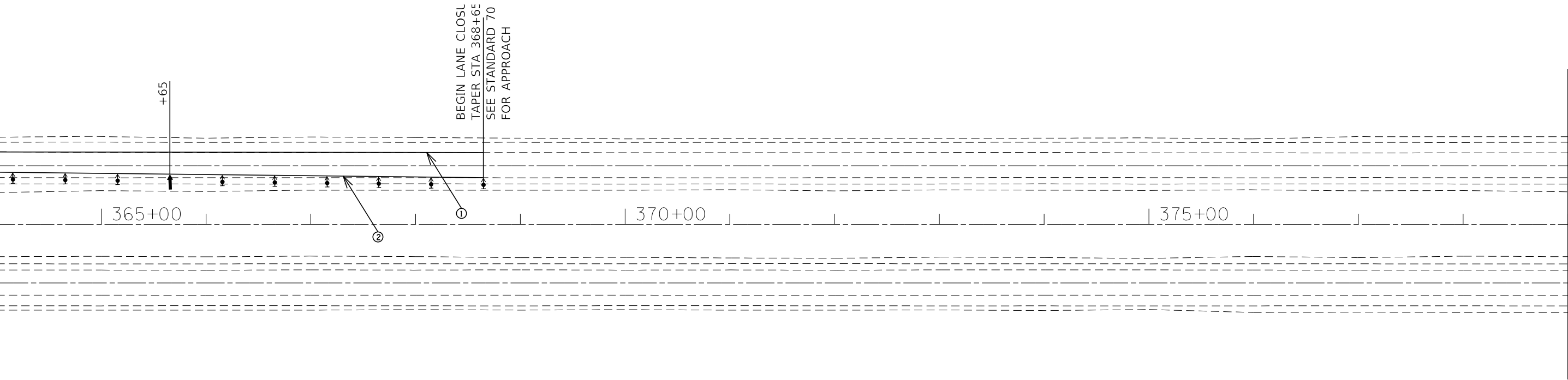
END
WORK ZONE
SPEED LIMIT
G20-1103-6036

- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - ⊠ IMPACT ATTENUATOR
 - DRUM
 - ⊕ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊞ POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" YELLOW ② AS SHOWN ON THE PLANS.
 - ⊞ TYPE 3 BARRICADE



MATCH LINE STA. 364 + 00

MATCH LINE STA. 379 + 00



NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

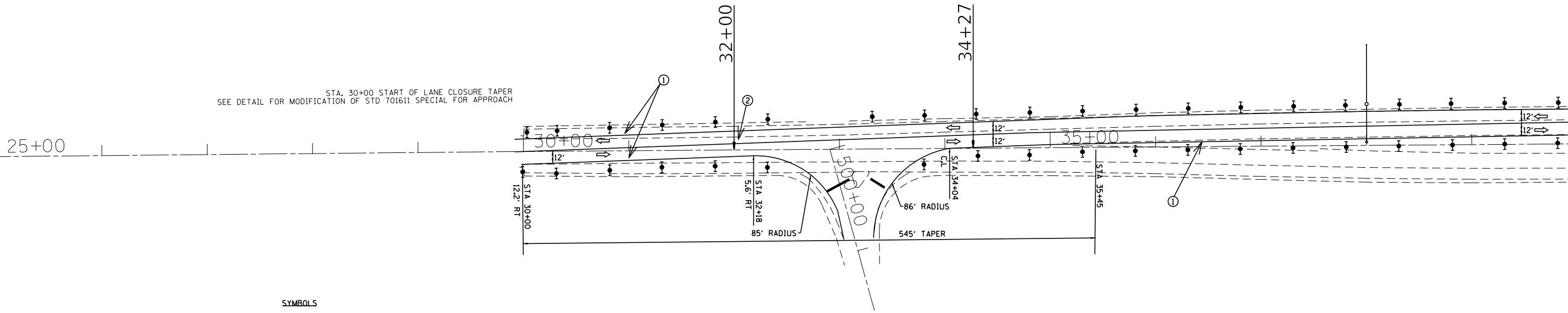
STAGE 3 CONSTRUCTION

SCALE: SHEET 6 OF 6 SHEETS STA. 349+00 TO STA. 379+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	129
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 25+00

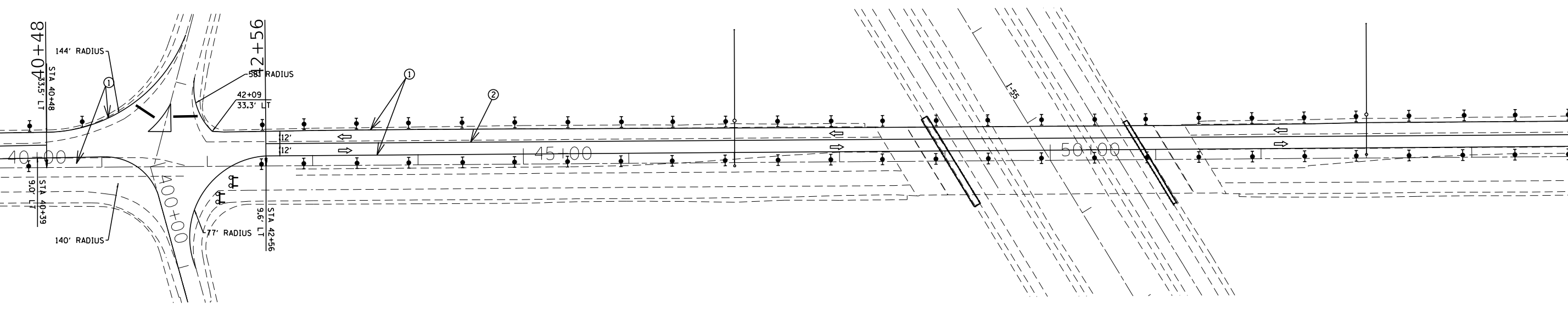


MATCH LINE STA. 40+00

- SYMBOLS**
- ▮ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↔ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - - - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⬇ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊥ POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" DOUBLE YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE

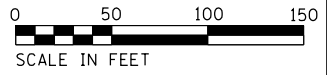


MATCH LINE STA. 40+00



MATCH LINE STA. 55+00

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



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PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROUTE 23 STAGE 1 CONSTRUCTION

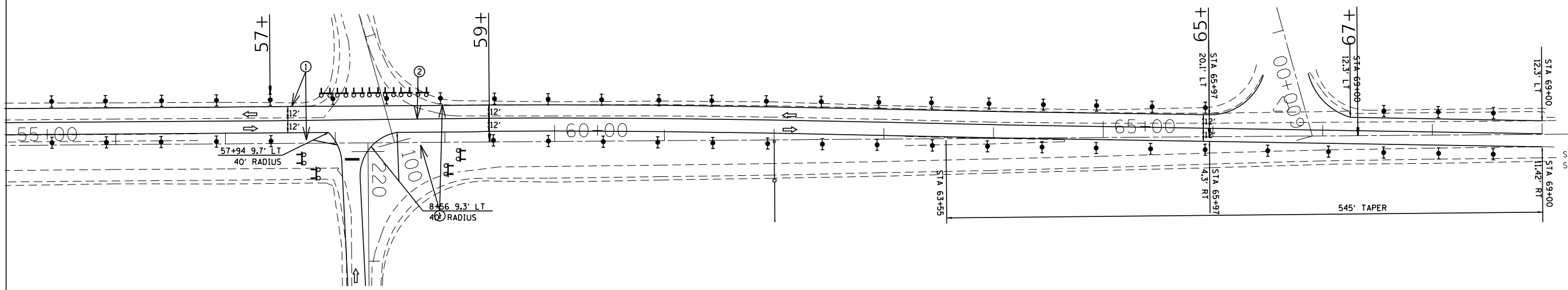
SCALE: SHEET 1 OF 2 SHEETS STA. 25+00 TO STA. 55+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	130
				CONTRACT NO. 66B64
		ILLINOIS	FED. AID PROJECT	



MATCH LINE STA. 55+00

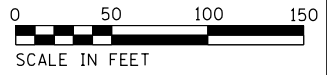
MATCH LINE STA. 70+00



- SYMBOLS**
- ▬ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ↕ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - ⬇ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - ⊥ POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" DOUBLE YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE



NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

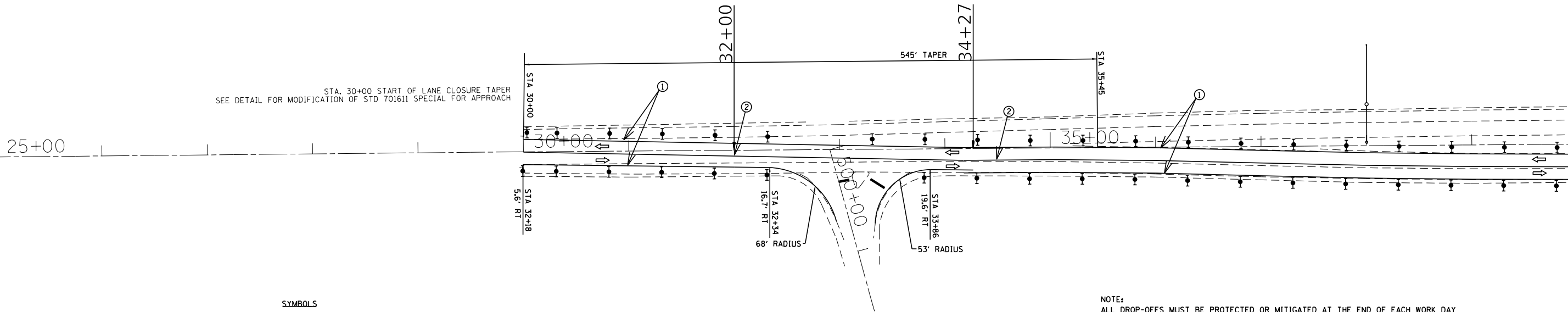
ROUTE 23 STAGE 1 CONSTRUCTION

SCALE: SHEET 2 OF 2 SHEETS STA. 55+00 TO STA. 85+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	131
CONTRACT NO. 66B64				
ILLINOIS		FED. AID PROJECT		



MATCH LINE STA. 25 + 00



STA. 30+00 START OF LANE CLOSURE TAPER
SEE DETAIL FOR MODIFICATION OF STD 701611 SPECIAL FOR APPROACH

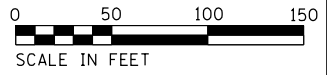
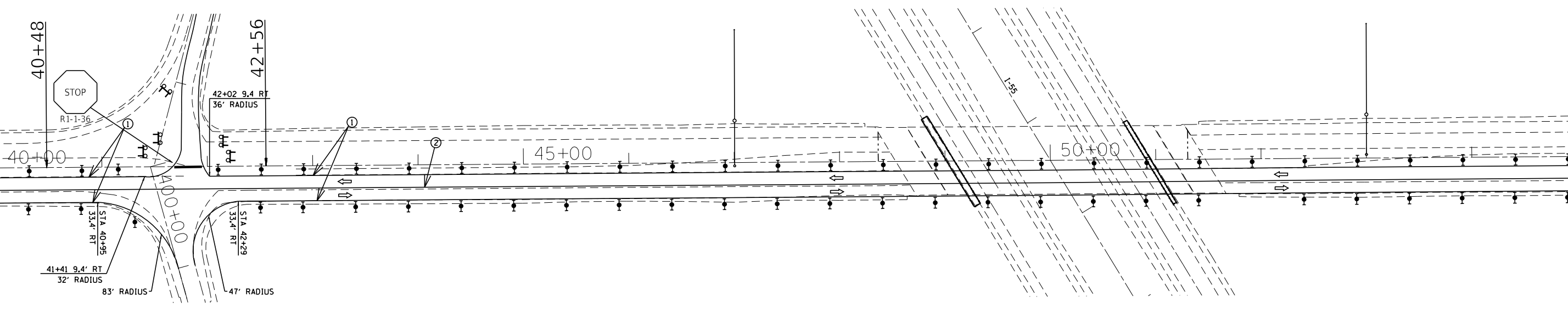
MATCH LINE STA. 40 + 00

- SYMBOLS**
- VERTICAL PANEL
 - ARROW BOARD
 - SIGN
 - DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - DRUM
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE (1) AND 4" DOUBLE YELLOW (2) AS SHOWN ON THE PLANS.
 - TYPE 3 BARRICADE

NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY
IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



MATCH LINE STA. 40 + 00



MATCH LINE STA. 55 + 00

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROUTE 23 STAGE 2 CONSTRUCTION

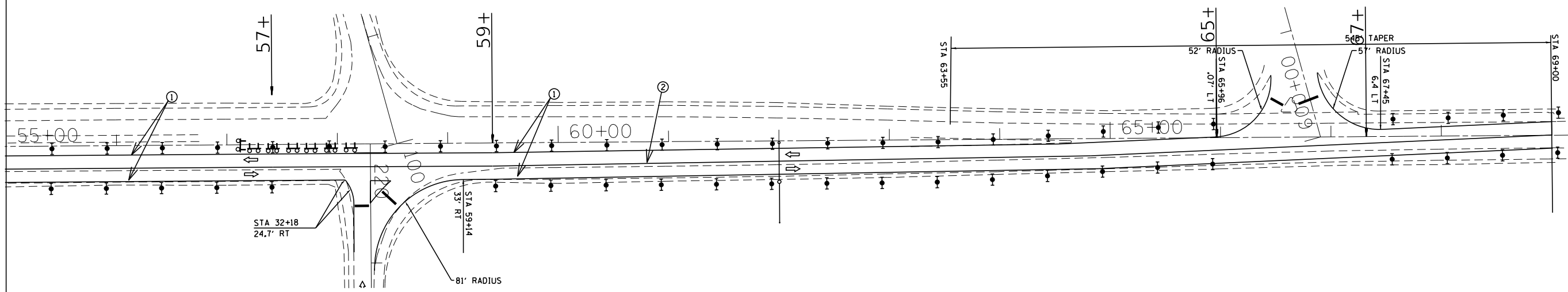
SCALE: SHEET 1 OF 2 SHEETS STA. 25+00 TO STA. 55+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	132
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 55+00

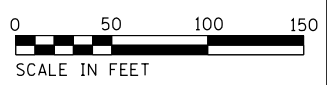
MATCH LINE STA. 70+00



- SYMBOLS**
- ▨ VERTICAL PANEL
 - ↑ ARROW BOARD
 - ⊥ SIGN
 - ▲ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - BARRIER WALL WITH GLARE SCREEN
 - POLYUREA PAVEMENT MARKING TY I SHALL BE PLACED THROUGHOUT THE TAPER, ALONG BOTH SIDES OF THE TRAVELED LANES AND AT GORES. THE EDGE LINES SHALL BE 4" WHITE ① AND 4" DOUBLE YELLOW ② AS SHOWN ON THE PLANS.
 - ⊥ TYPE 3 BARRICADE



NOTE:
ALL DROP-OFFS MUST BE PROTECTED OR MITIGATED AT THE END OF EACH WORK DAY IN ACCORDANCE WITH SAFETY ENGINEERING POLICY MEMORANDUM 4-15



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USER NAME = erkkilaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/2/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROUTE 23 STAGE 2 CONSTRUCTION

SCALE: SHEET 2 OF 2 SHEETS STA. 55+00 TO STA. 85+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	133
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

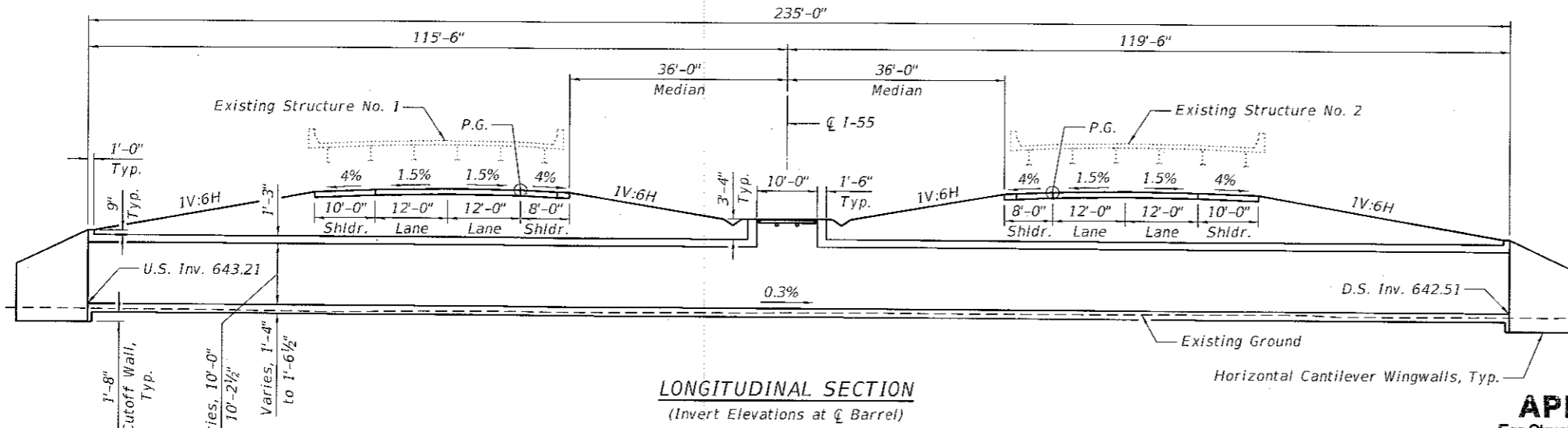
Benchmark: BM 83 - Chiseled "X" on top of Southeast wingwall, S.N. 053-0126, Southbound I-55, Elev. 672.14.
 Existing Structure: S.N. 053-0126 & 053-0127 were built in 1973 as F.A.I. 55, Section 53-5VB-1 at Sta. 136+65.28. Existing structures are 3-span continuous bridges with W30 steel beams, stub abutments and multi-column piers. 148'-10" bk to bk. abutments, 42'-0" out to out deck with no skew. Both existing structures will be removed and replaced with a shared use path culvert. The culvert will be constructed in its entirety, followed by removal of the existing structures and construction of the roadway by halves using crossovers in order to maintain one lane of traffic in each direction.
 No Salvage.
 Precast alternate is not allowed.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
- 3.-5. Culvert Details
6. Traversable Pipe Grate
- 7.-10. Soil Boring Logs
- 11.-39. Existing Plans

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	4,017
Removal of Existing Structures No. 1	Each	1
Removal of Existing Structures No. 2	Each	1
Reinforcement Bars	Pound	152,530
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	611.2
Traversable Pipe Grate	Foot	112
Geocomposite Wall Drain	Sq. Yd.	716
Membrane Waterproofing System for Buried Structures	Sq. Yd.	509
Pipe Underdrains for Structures 6"	Foot	530



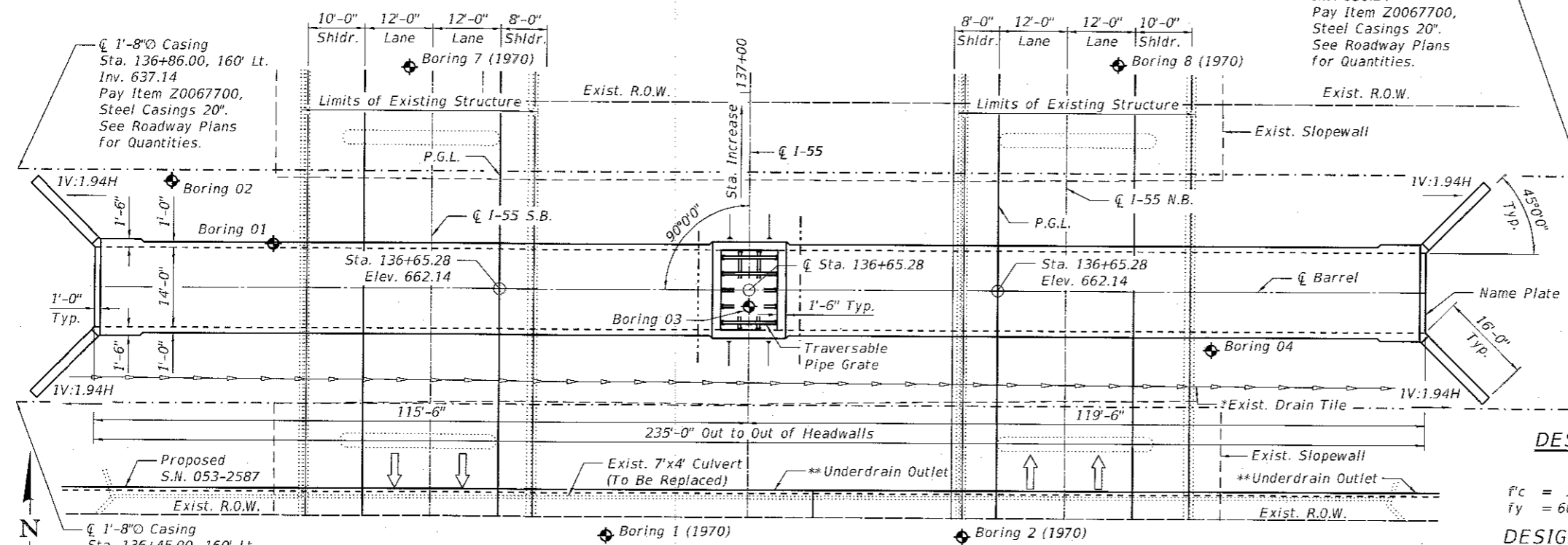
APPROVED
 For Structural Adequacy Only
Vincent P. Tabor
 Engineer of Bridges & Structures



Vincent P. Tabor 5/17/2018
 Vincent P. Tabor
 Licensed Structural Engineer
 State of Illinois No. 081-007047
 Expires 11/30/2018

Note: Existing structures shall be removed to at least 1 ft. below the proposed elevation of subgrade or ground surface. Portions of existing structures below this elevation that interfere with the proposed construction shall also be removed.

1'-8" Casing
 Sta. 136+86.00, 160' Rt.
 Inv. 636.24
 Pay Item Z0067700,
 Steel Casings 20".
 See Roadway Plans
 for Quantities.



DESIGN STRESSES

FIELD UNITS
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

DESIGN SPECIFICATIONS

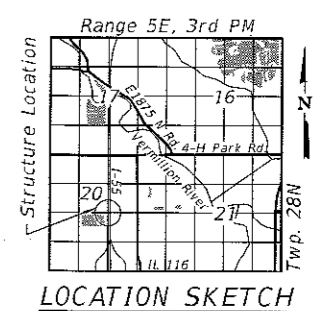
2014 AASHTO LRFD Bridge Design Specifications
 7th Edition with 2015 & 2016 interims

LOADING HL-93

Allow 50#/sq. ft. For Future Wearing Surface

GENERAL PLAN AND ELEVATION

I-55 OVER ABANDONED R.R.
F.A.I. 55 SEC. (53-5)R&I
LIVINGSTON COUNTY
STATION 136+65.28
S.N. 053-2582



PLAN

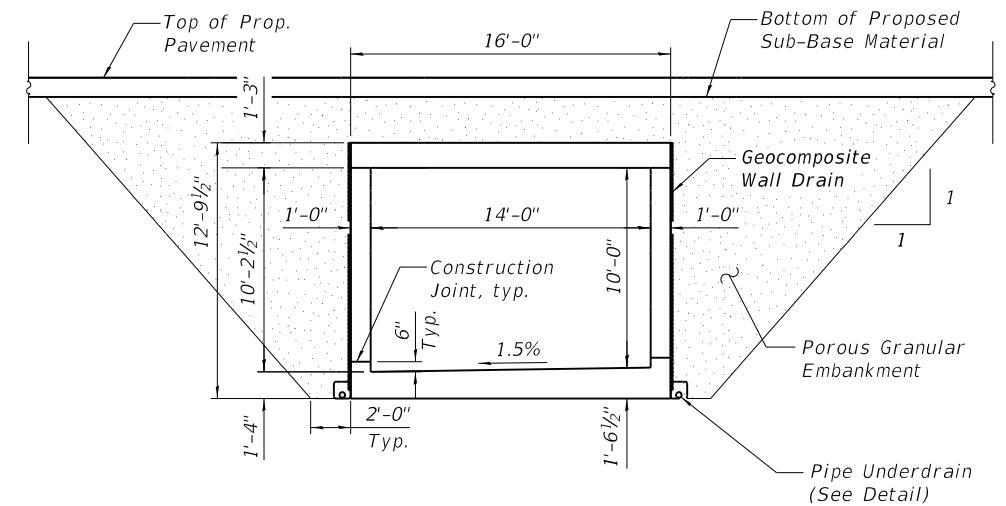
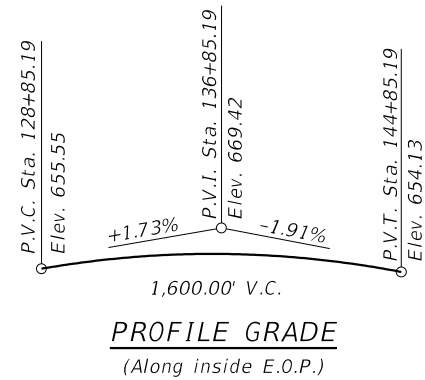
* Exist. drain tile to be replaced shall be shifted south to avoid interference with wingwalls. See Roadway Plans for replacement tile Quantities.
 ** Pipe underdrains shall outlet into proposed culvert S.N. 053-2587 near the middle and east end of proposed structure.

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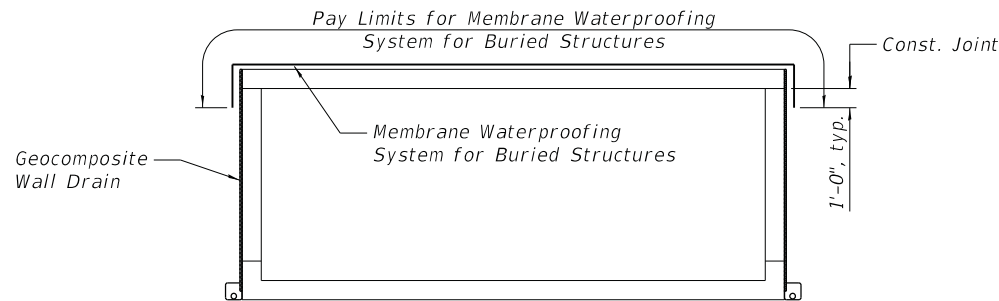
LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = Lin_31	DESIGNED - VPT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. RTE. = 55	SECTION = (53-5)R&I	COUNTY = LIVINGSTON	TOTAL SHEETS = 722	SHEET NO. = 134
	PLOT SCALE =	CHECKED - MTH	REVISED -		CONTRACT NO. 66B64				
	PLOT DATE = 5/17/2018	DRAWN - CGY	REVISED -		ILLINOIS FED. AID PROJECT				
		CHECKED - VPT	REVISED -		SHEET 1 OF 39 SHEETS				

STATION 136+65.28
 BUILT 201_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC.(53-5)R&I
 LOADING HL-93
 STRUCTURE NO. 053-2582

NAME PLATE
 See Std. 515001

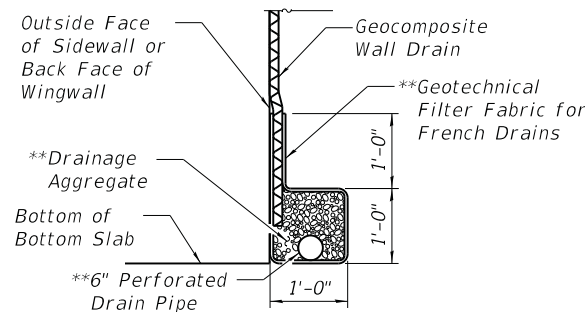


SECTION THRU BARREL
 (Looking West)



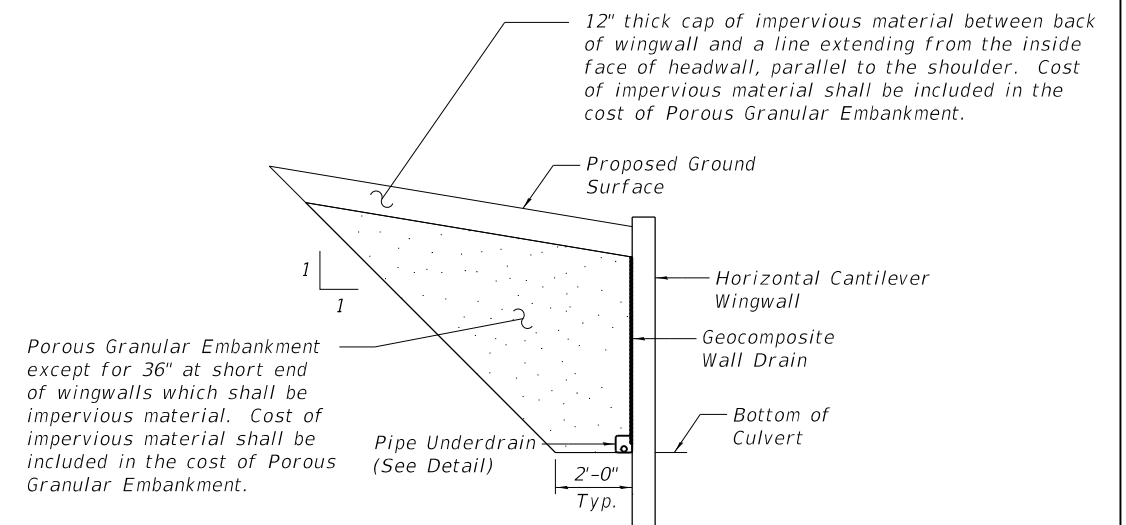
LIMITS OF MEMBRANE WATERPROOFING

At Median Opening, apply membrane waterproofing 12 inches on either side of the top horizontal construction joint.



PIPE UNDERDRAIN DETAIL

**Included in the cost of Pipe Underdrains for Structures 6". Drain pipes shall outlet into the proposed replacement culvert S.N. 053-2587 located to the south of S.N. 053-2582.



SECTION THROUGH WING WALL

GENERAL NOTES

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

CULVERT CONSTRUCTION SEQUENCE

1. Coordinate installation of Pipe Underdrains with drain tile. See Drainage Plans for details.
2. Construct S.N. 053-2582 beneath the existing bridge structures.
3. Place embankment materials adjacent to and above the culvert in accordance with the staging detailed in the Maintenance of Traffic plans.
4. Continue removing the existing bridge structures, placing embankment, and constructing the roadway in accordance with the staging detailed in the Maintenance of Traffic plans.
5. Open both directions of I-55 to traffic once complete.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

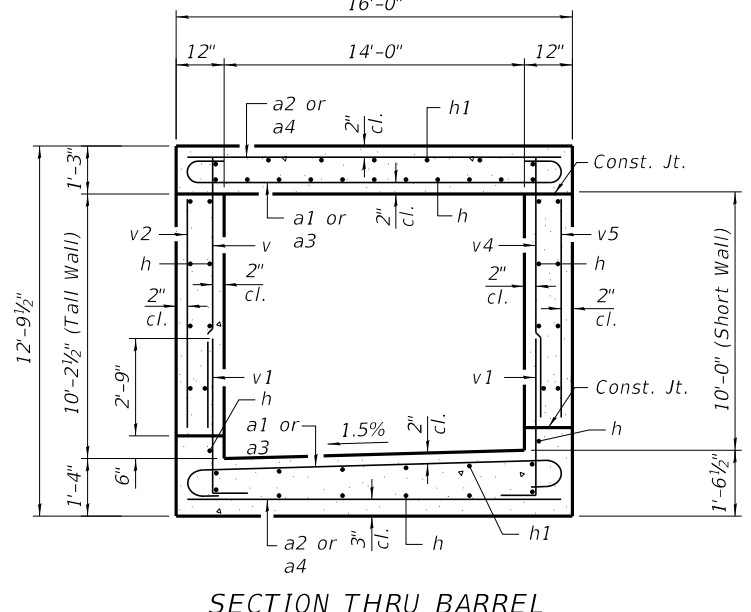
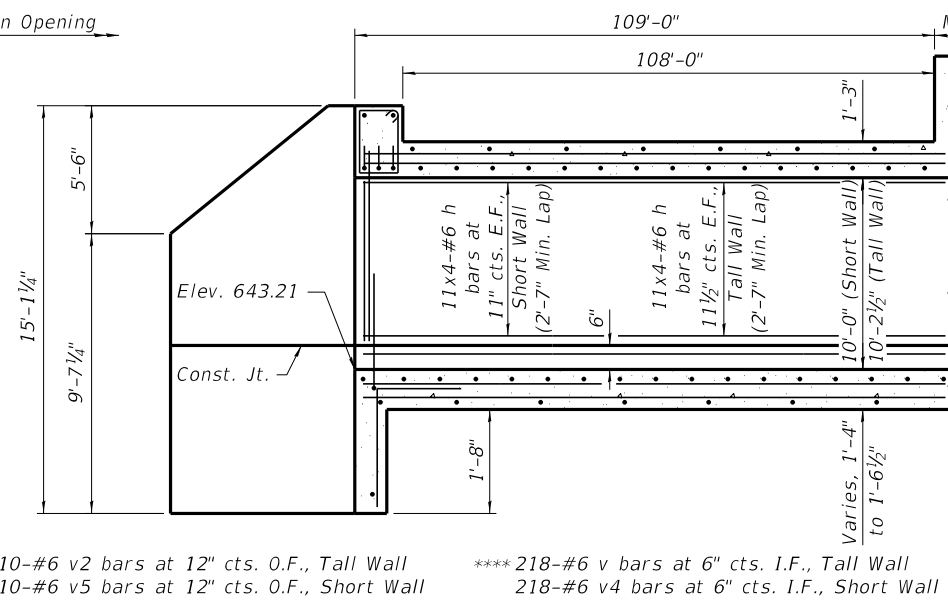
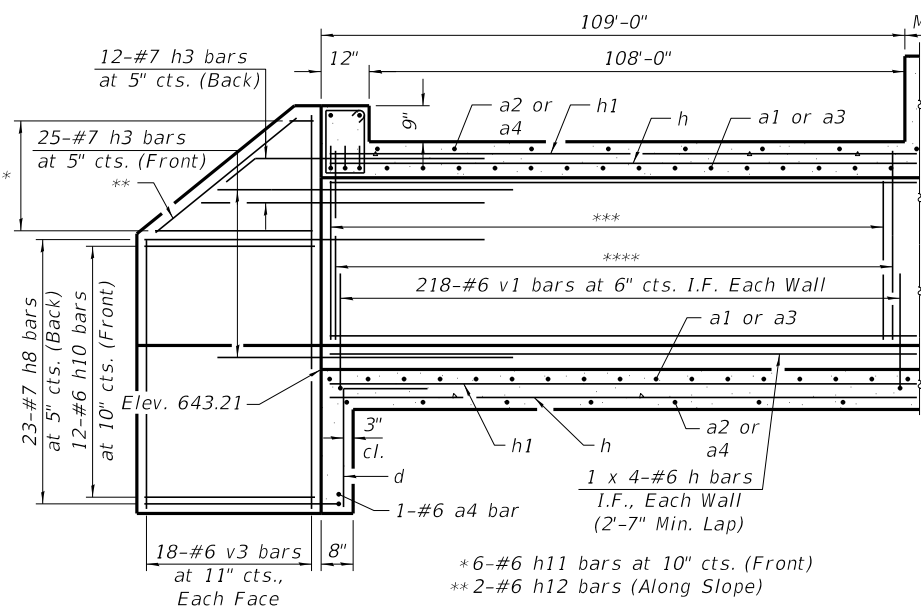
GENERAL DATA
 STRUCTURE NO. 053-2582

SHEET 2 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	135
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

USER NAME =	Lin_31	DESIGNED -	VPT	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	CGY	REVISED -	
PLOT DATE =	5/17/2018	CHECKED -	VPT	REVISED -	

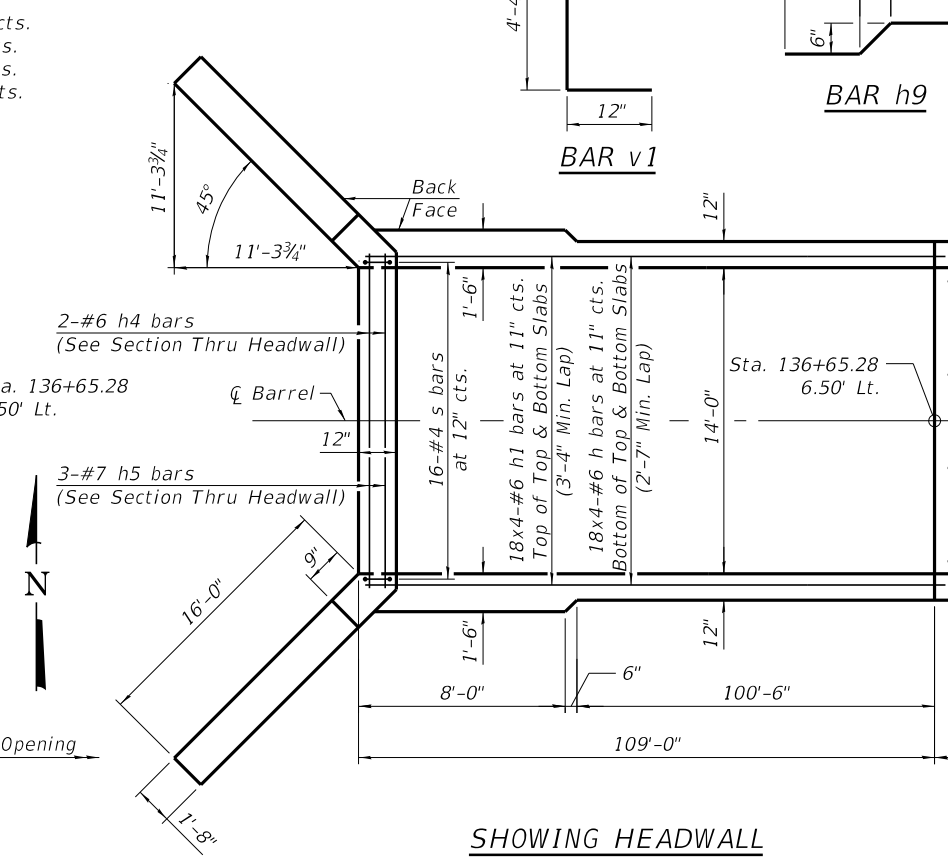
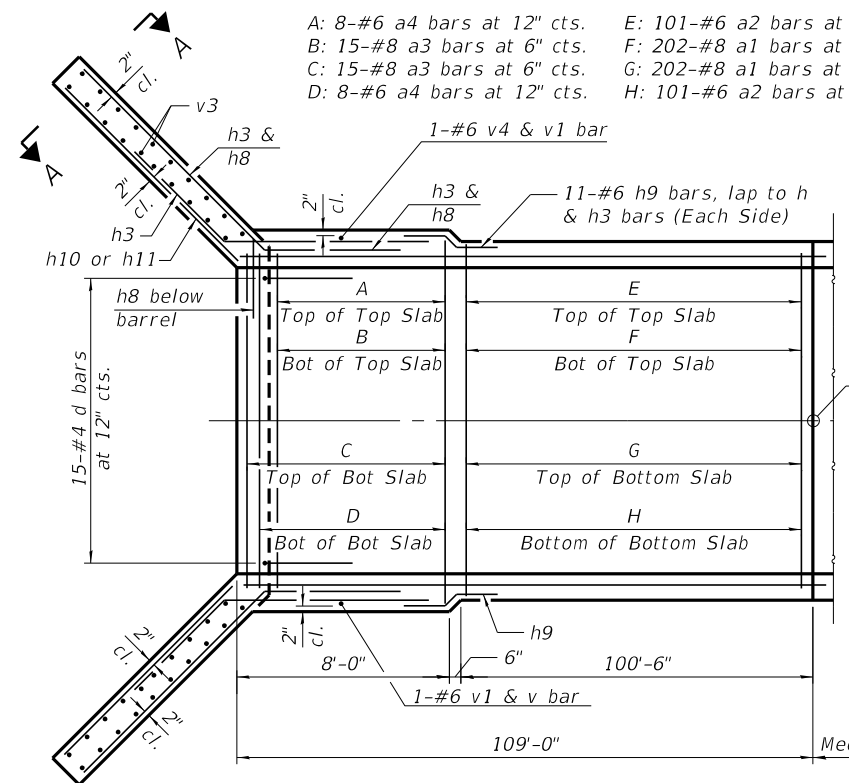
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LONGITUDINAL SECTION

SECTION THRU BARREL
(Looking West)

- A: 8-#6 a4 bars at 12" cts.
- B: 15-#8 a3 bars at 6" cts.
- C: 15-#8 a3 bars at 6" cts.
- D: 8-#6 a4 bars at 12" cts.
- E: 101-#6 a2 bars at 12" cts.
- F: 202-#8 a1 bars at 6" cts.
- G: 202-#8 a1 bars at 6" cts.
- H: 101-#6 a2 bars at 12" cts.

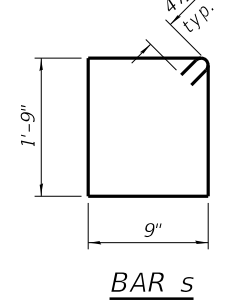


SHOWN TOEWALL

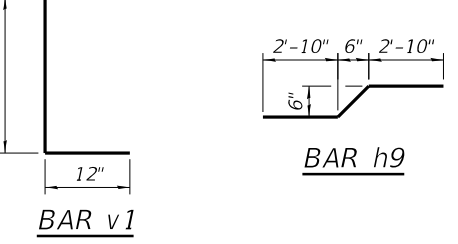
SHOWN HEADWALL

PLAN

Notes:
 A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
 At the Contractor's option, a longer v1 bar may be ordered to replace the v and v4 bars. No reduction in quantities shall be made for this substitution.
 See Culvert Details - Median Opening sheet for Bill of Material and additional reinforcement required in vicinity of opening.
 See Culvert Details - East of Median Opening sheet for field cutting diagrams.

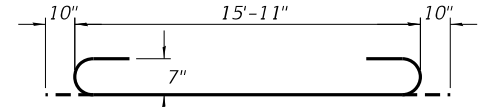


BAR s

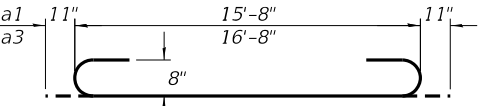


BAR v1

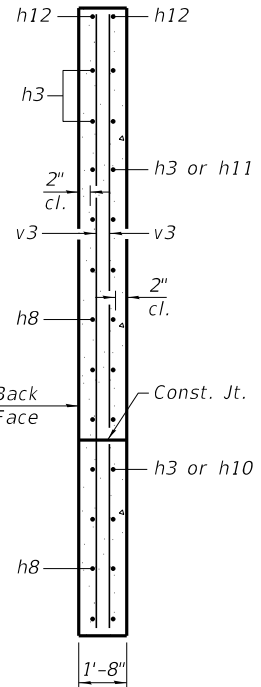
BAR h9



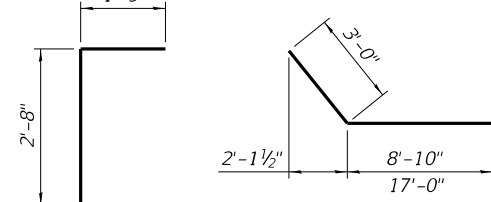
BAR h5



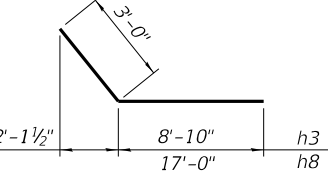
BARS a1 & a3



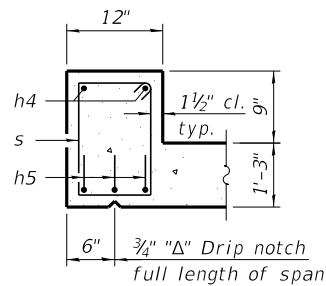
SECTION A-A



BAR d



BARS h3 & h8

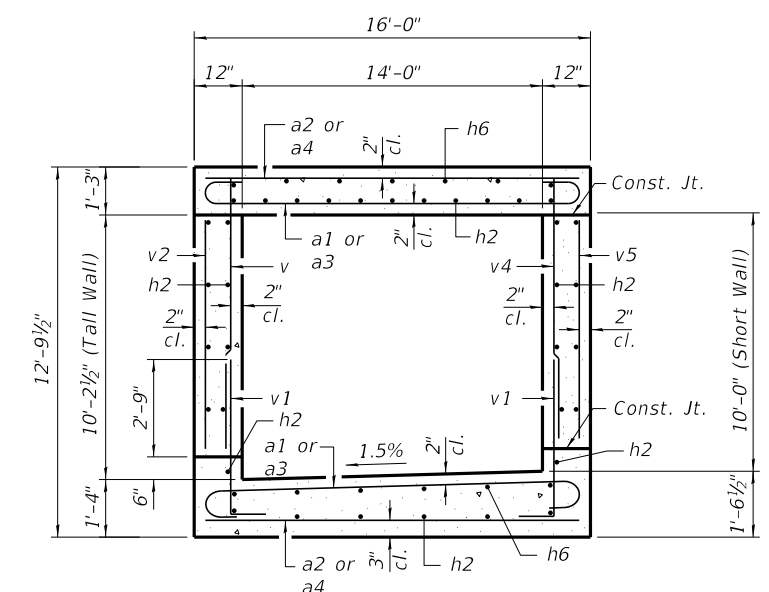
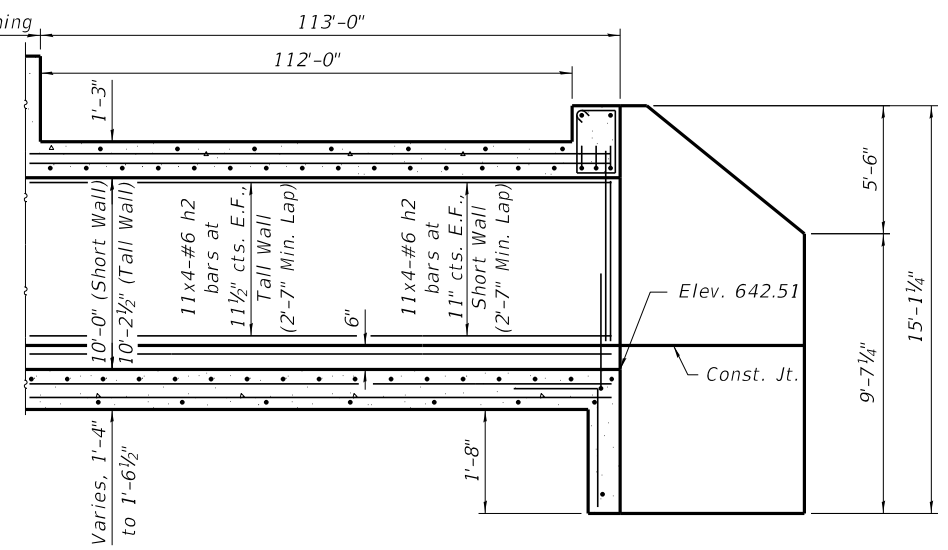
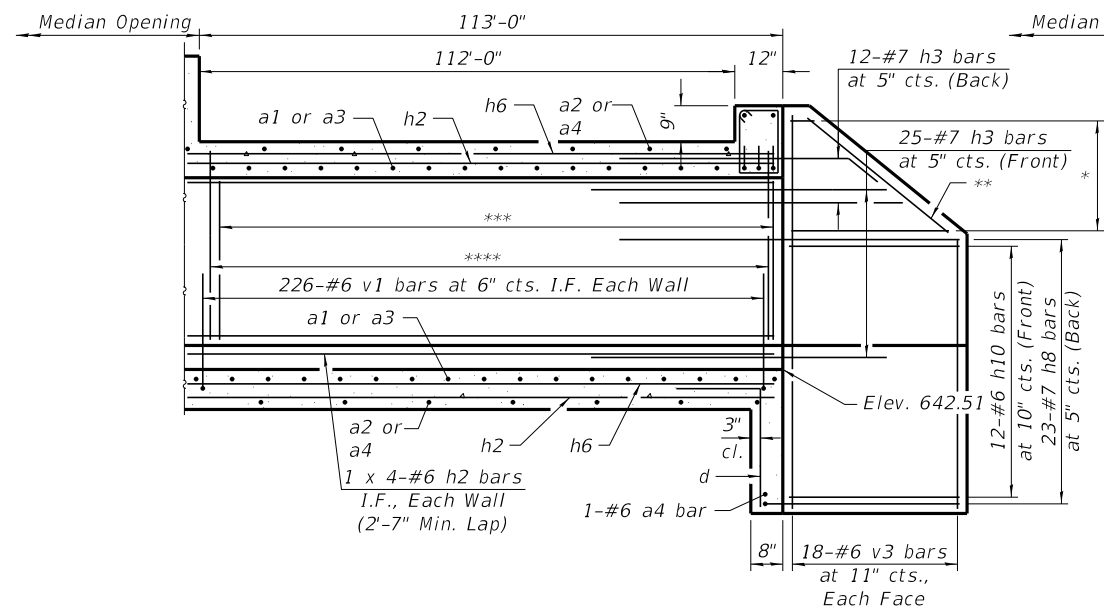


SECTION THRU HEADWALL

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CHECKED -	MTH	REVISIONS -	---	---	---
PLOT SCALE =	---	DRAWN -	CGY	REVISED -	---
PLOT DATE =	4/2/2018	CHECKED -	VPT	REVISED -	---

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66B64				
ILLINOIS		FED. AID PROJECT		

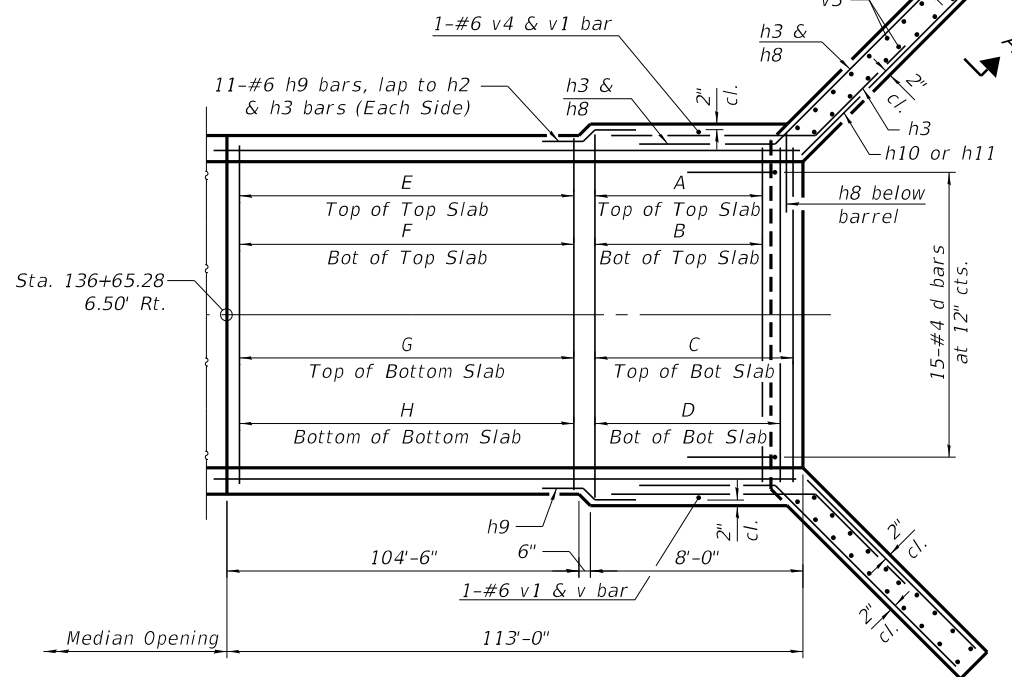
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*6-#6 h11 bars at 10" cts. (Front)
 **2-#6 h12 bars (Along Slope)
 ***114-#6 v2 bars at 12" cts. O.F., Tall Wall
 114-#6 v5 bars at 12" cts. O.F., Short Wall
 ****226-#6 v bars at 6" cts. I.F., Tall Wall
 226-#6 v4 bars at 6" cts. I.F., Short Wall

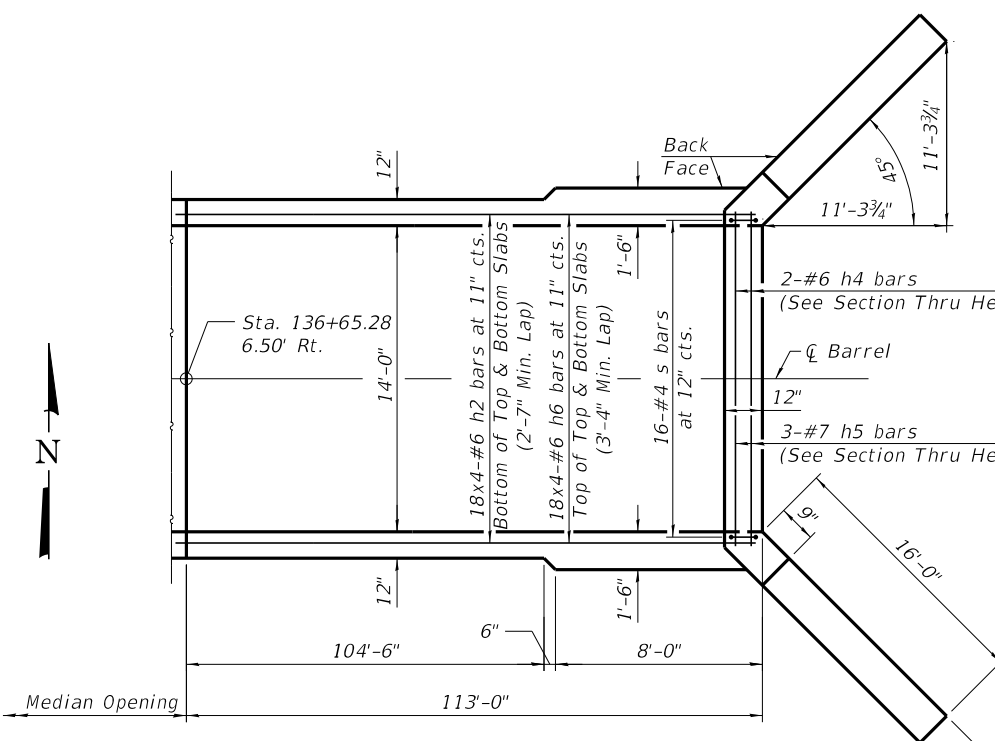
LONGITUDINAL SECTION

A: 8-#6 a4 bars at 12" cts.
 B: 15-#8 a3 bars at 6" cts.
 C: 15-#8 a3 bars at 6" cts.
 D: 8-#6 a4 bars at 12" cts.
 E: 105-#6 a2 bars at 12" cts.
 F: 209-#8 a1 bars at 6" cts.
 G: 209-#8 a1 bars at 6" cts.
 H: 105-#6 a2 bars at 12" cts.

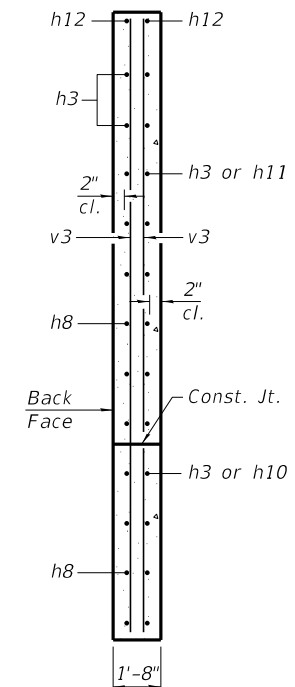


SHOWING TOEWALL

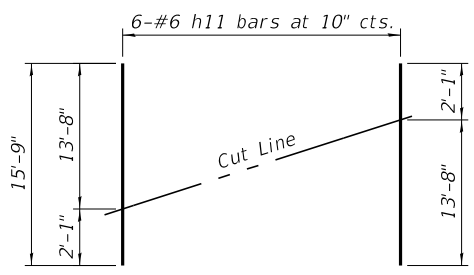
PLAN



SHOWING HEADWALL

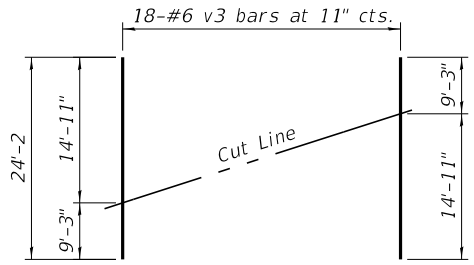


SECTION A-A



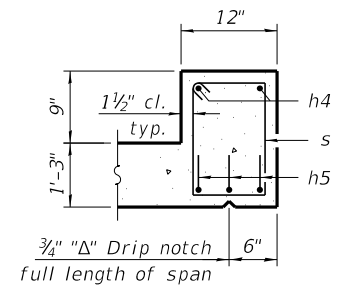
FIELD CUTTING DIAGRAM

Order bars shown full length. Cut as shown and use remainder of bars in opposite wingwall.



FIELD CUTTING DIAGRAM

Order bars shown full length. Cut as shown and use remainder of bars in opposite end of wingwall.



SECTION THRU HEADWALL

Notes:
 A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
 At the Contractor's option, a longer v1 bar may be ordered to replace the v and v4 bars. No reduction in quantities shall be made for this substitution.
 See Culvert Details - Median Opening sheet for Bill of Material and additional reinforcement required in vicinity of opening.
 See Culvert Details - West of Median Opening sheet for bar bend diagrams.



USER NAME = erkkliaa	DESIGNED - VPT	REVISED -
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PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED -
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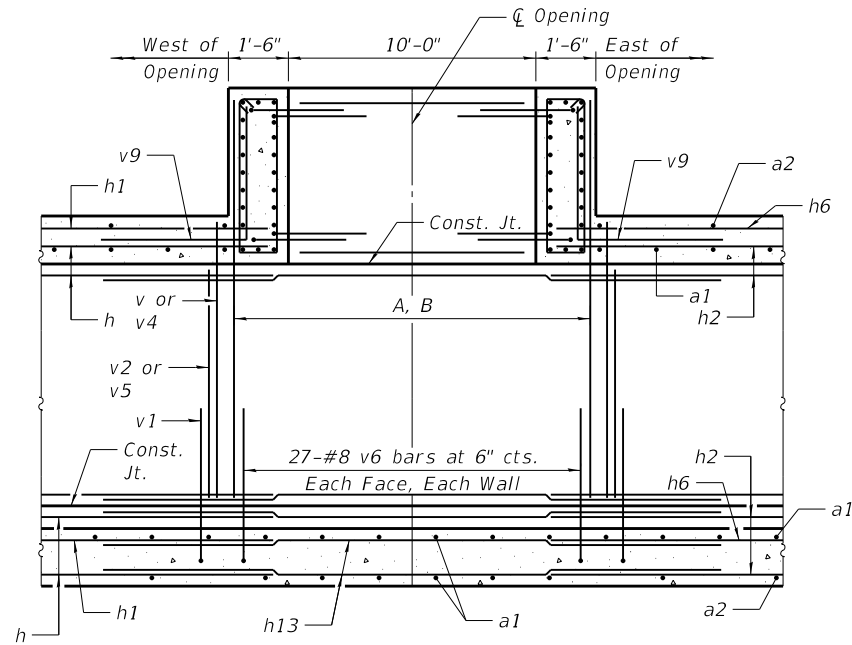
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS - EAST OF MEDIAN OPENING
 STRUCTURE NO. 053-2582

SHEET 4 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	137
CONTRACT NO. 66B64				

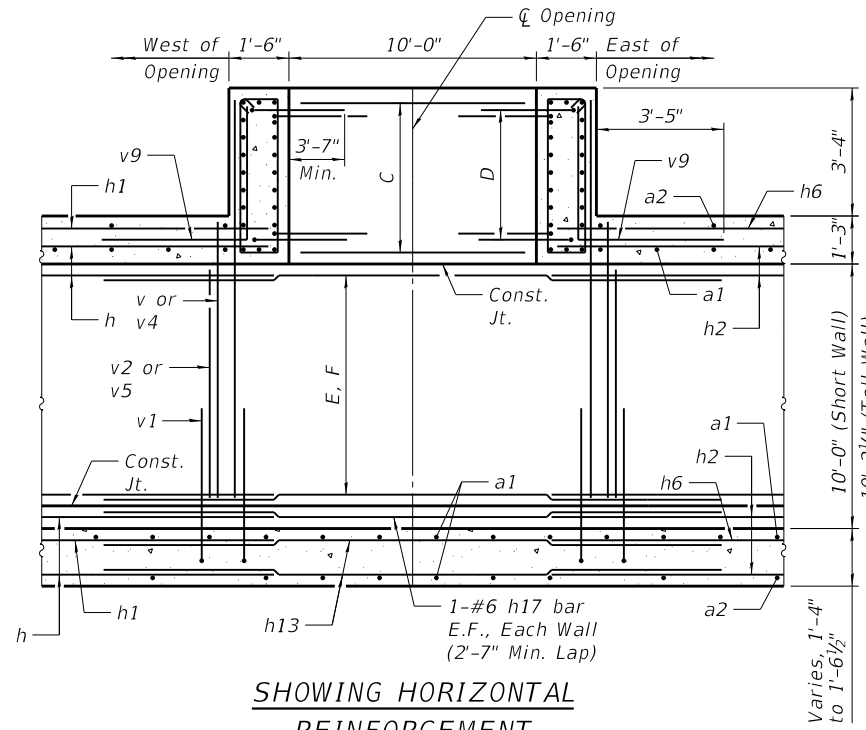
ILLINOIS FED. AID PROJECT



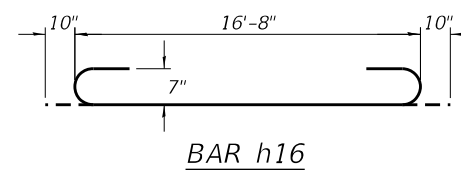
SHOWING VERTICAL REINFORCEMENT

LONGITUDINAL SECTION

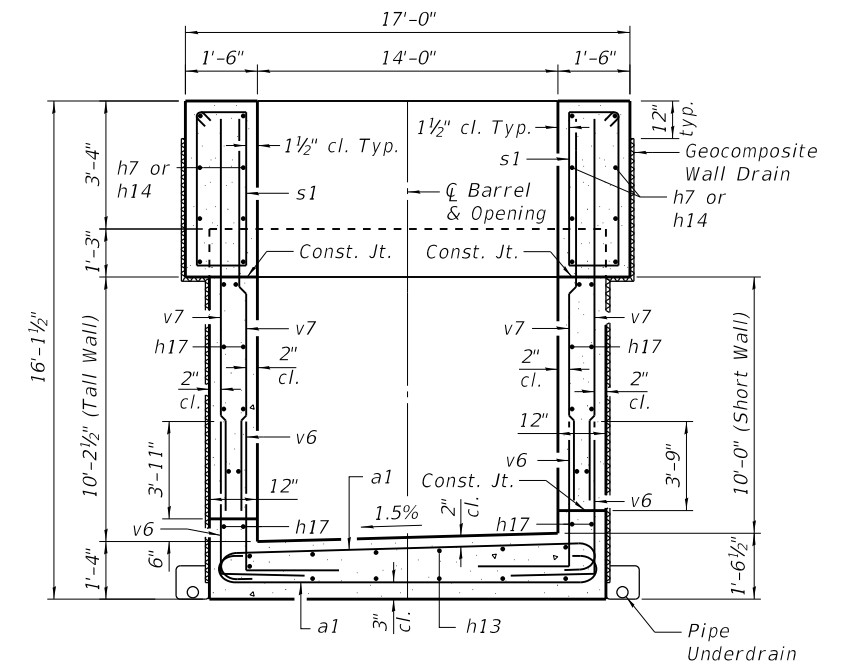
- A: 27-#8 v7 bars at 6" cts., I.F. Each Wall
- B: 27-#8 v7 bars at 6" cts., O.F. Each Wall
- C: 9-#8 h14 bars at 6" cts., E.F. Each Wall
- D: 9-#8 h7 bars at 6" cts., E.F. Each Corner
- E: 11-#6 h17 bars at 11" cts., E.F. Short Wall (2'-7" Min. Lap)
- F: 11-#6 h17 bars at 11½" cts., E.F. Tall Wall (2'-7" Min. Lap)



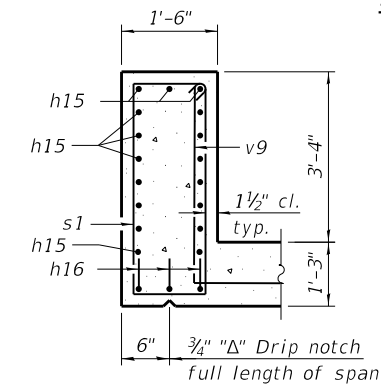
SHOWING HORIZONTAL REINFORCEMENT



BAR h16



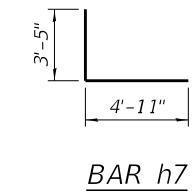
SECTION THRU BARREL (Looking West)



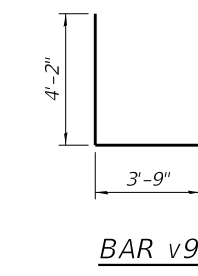
SECTION THRU HEADWALL

BILL OF MATERIAL

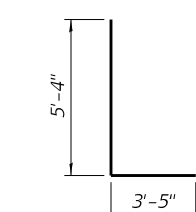
Bar	No.	Size	Length	Shape
a1	876	#8	17'-6"	U
a2	412	#6	15'-8"	U
a3	60	#8	18'-6"	U
a4	34	#6	16'-8"	U
d	30	#4	4'-5"	L
h	328	#6	29'-7"	U
h1	144	#6	30'-2"	U
h2	328	#6	30'-7"	U
h3	148	#7	11'-10"	U
h4	4	#6	15'-11"	U
h5	6	#7	17'-7"	U
h6	144	#6	31'-2"	U
h7	72	#8	8'-4"	L
h8	92	#7	20'-0"	U
h9	44	#6	6'-5"	U
h10	48	#6	15'-9"	U
h11	12	#6	15'-9"	U
h12	8	#6	16'-0"	U
h13	36	#8	21'-10"	U
h14	36	#8	9'-9"	U
h15	34	#6	16'-8"	U
h16	6	#7	18'-4"	U
h17	48	#6	18'-2"	U
s	32	#4	5'-9"	U
s1	74	#5	12'-1"	U
v	446	#6	10'-7"	U
v1	892	#6	5'-4"	U
v2	224	#6	9'-4"	U
v3	72	#6	24'-2"	U
v4	446	#6	10'-5"	U
v5	224	#6	9'-2"	U
v6	108	#8	8'-9"	L
v7	108	#8	13'-10"	U
v9	36	#8	7'-11"	L
Concrete Box Culverts	Cu. Yd.		611.2	
Reinforcement Bars	Pound		152,530	



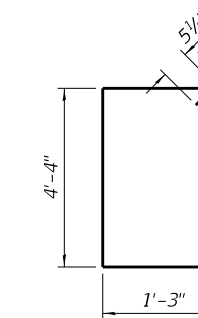
BAR h7



BAR v9

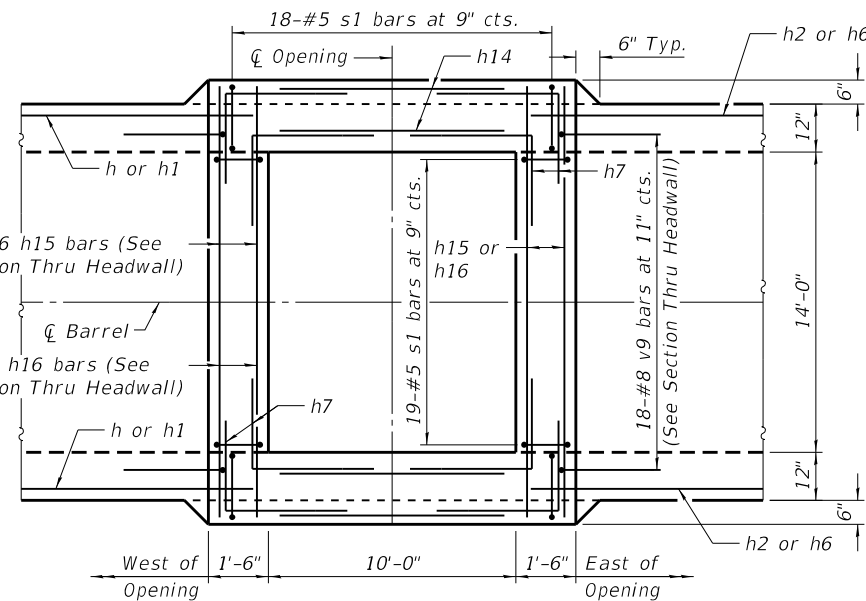


BAR v6

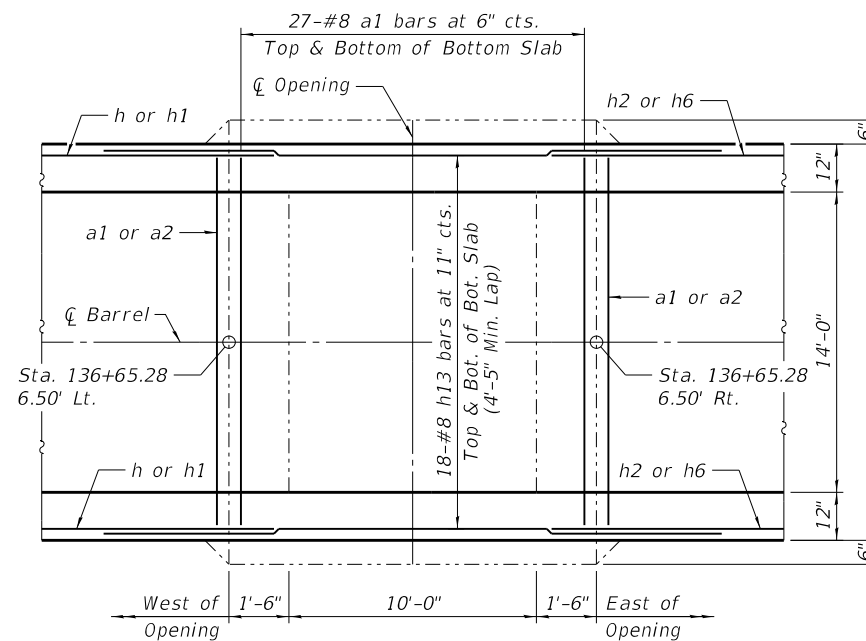


BAR s1

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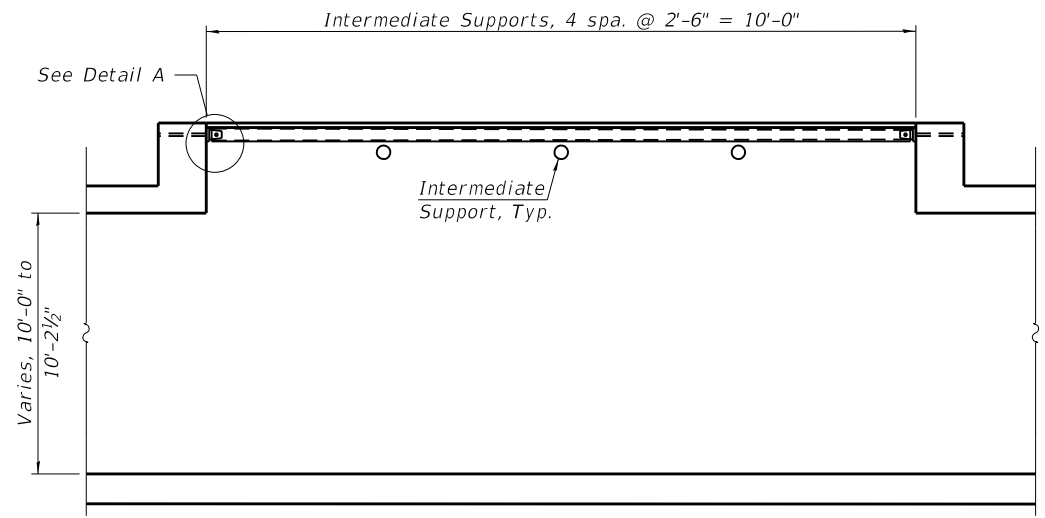
SHOWING TOP SLAB



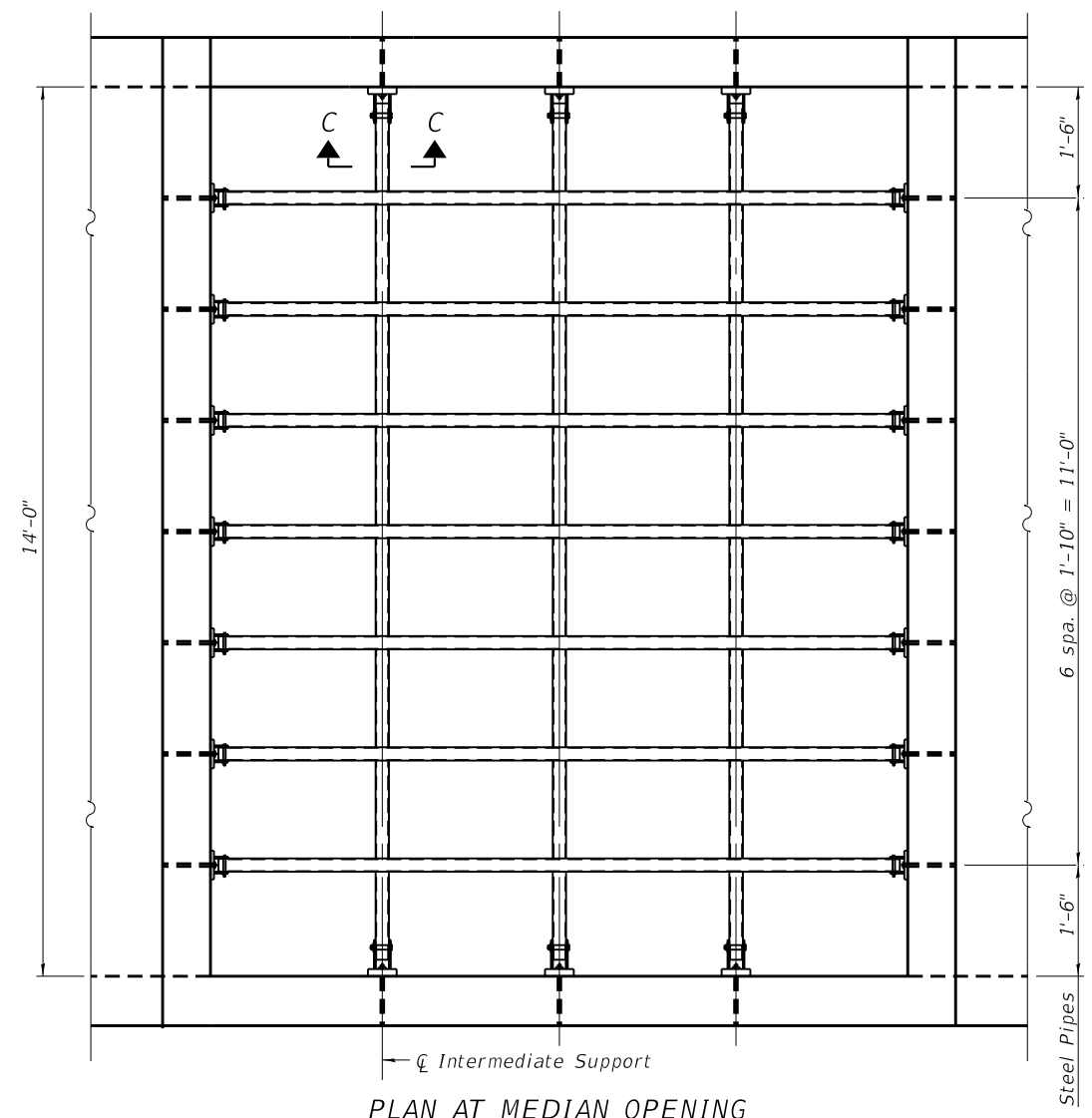
SHOWING BOTTOM SLAB

PLAN

Notes:
At the Contractor's option, a longer v6 bar may be ordered to replace the v7 bar. No reduction in quantities shall be made for this substitution.
See Traversable Pipe Grate sheet for grate installation details.
See General Data sheet for Pipe Underdrain Detail.

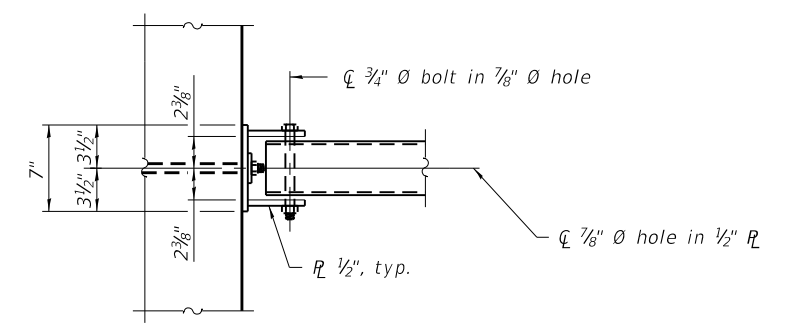


LONGITUDINAL SECTION AT MEDIAN OPENING

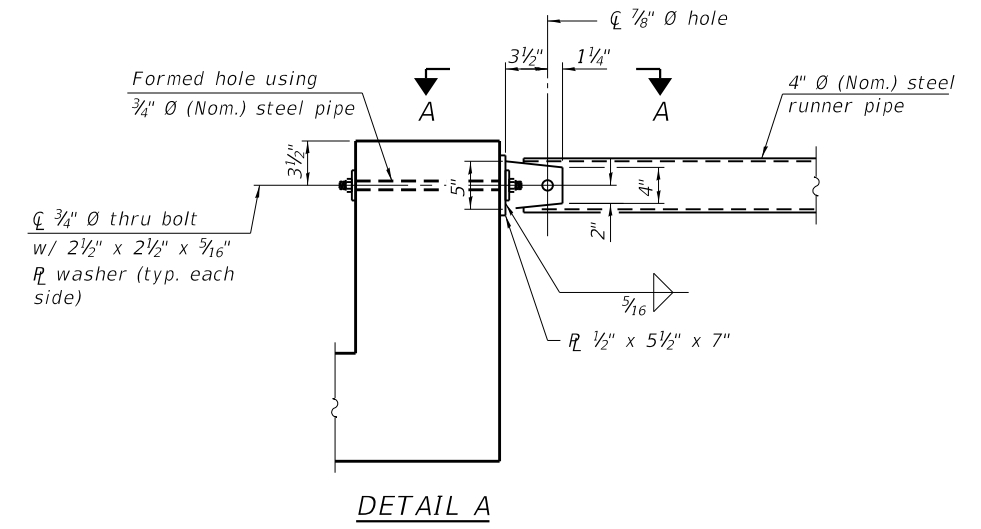


PLAN AT MEDIAN OPENING

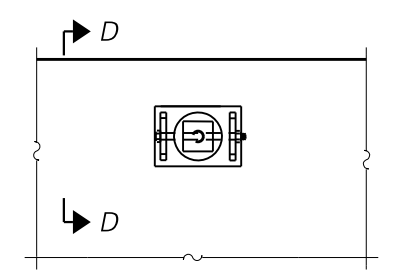
Notes:
 The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.
 The Contractor may install the thru bolts using drilling and grouting in lieu of providing a formed hole using steel pipe. Installation shall be in accordance with Article 509.06 using a method that results in the annulus surrounding the bolt being completely filled with adhesive. The method of drilling shall not result in spalled concrete at the exit face. Epoxy grouted thru bolts shall be snug tightened followed by an additional 1/2 turn on the interior nut at final installation. Cost included with Traversable Pipe Grate.
 See Special Provisions for additional requirements.
 Traversable Pipe Grate shall be installed prior to placement of fill adjacent to or above culvert.



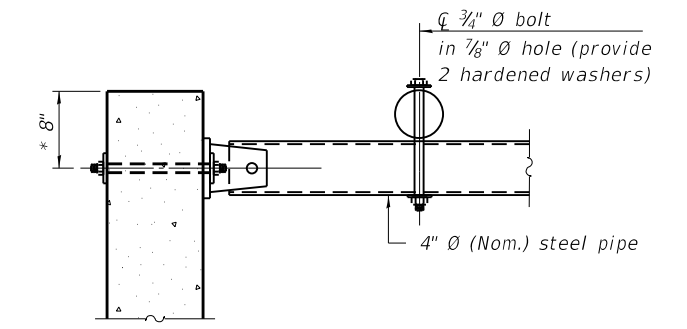
VIEW A-A



DETAIL A



VIEW C-C
 (See Detail A for dimensions and details not shown.)



SECTION D-D
 * Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

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USER NAME = Lin_31	DESIGNED - VPT	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 5/7/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAVERSABLE PIPE GRATE
 STRUCTURE NO. 053-2582**

SHEET 6 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	139
CONTRACT NO. 66B64				

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 6/1/17

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over Abandoned I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY Larry Myers
 SECTION (53-5)R&I LOCATION NW 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM, Latitude 40.880724, Longitude -88.671482
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-2582 (P)
 Station 053-0126/0127 (E)
 136+65.28
 BORING NO. 03
 Station 136+65
 Offset 0.0 ft Centerline
 Ground Surface Elev. 642.76 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BULGE (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Hrs.) (ft)
Augered Material, No Samples										
-5										
-10				Auger Refusal @ 9.5' on Limestone Fill						
-15										
-20				End of Boring						

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



SOIL BORING LOG

Date 6/1/17

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over Abandoned I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY Larry Myers
 SECTION (53-5)R&I LOCATION SE 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM, Latitude 40.880728, Longitude -88.67115
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-2582 (P)
 Station 053-0126/0127 (E)
 136+65.28
 BORING NO. 04
 Station 136+55
 Offset 85.0 ft Rt.
 Ground Surface Elev. 642.53 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BULGE (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Hrs.) (ft)
Augered Brown Sand & Gravel Fill and Black Silty Clay Loam Fill										
640.03										
-5				Very Stiff Brown Silty Clay Loam Fill						
638.03										
-5				Very Stiff to Stiff Gray Silty Clay Loam Till Fill with Large Limestone Gravel Pieces @ 8' up to Cobbles / Boulders						
3										
22										
21										
-10										
12										
10										
10										
630.53										
-10				Auger Refusal @ 12'						
-15										
-20				End of Boring						

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

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LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = erkkliaa	DESIGNED - VPT	REVISED - _____
	PLOT SCALE = _____	CHECKED - MTH	REVISED - _____
	PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED - _____
		CHECKED - VPT	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 053-2582

SHEET 8 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	141
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY J. Safranski

SECTION 53-5VB-1 LOCATION SW 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM, Latitude, Longitude

COUNTY Livingston DRILLING METHOD HAMMER TYPE

STRUCT. NO. 053-0126/0127	DEPT H	BLOW S	UCS Qu	MOST	Surface Water Elev. None ft	DEPT H	BLOW S	UCS Qu	MOST
Station 136+65.28	(ft)	(/6")	(tsf)	(%)	Stream Bed Elev. ft	(ft)	(/6")	(tsf)	(%)
BORING NO. 1					Groundwater Elev.: First Encounter ft				
Station 136+22					Upon Completion Dry ft				
Offset 25.0 ft Lt.					After 26 Hrs. 636.5 ft				
Ground Surface Elev. 641.48 ft									

Stiff Yellow - Brown Clay to Clay Till, Slight amount of Organic Material present					Very Stiff Green to Purple Clay, seems to be a Reworked Shale (continued)	23	S		
	3								
	4	1.8	25		619.48	70			
	4	P			619.44	100/0.5		6	
637.98					Rock - Blue to Green Shale				
Hard Tan to Brown Clay Till					End of Boring				
	7								
	11	4.5	15						
	14	S							
635.48									
Very Dense Yellow - Brown to Gray Gravel and Fine Sand, same Clay Till present									
	94		8						
	39								
	26								
	17								
	32		7						
	17								
630.48					2" Layer of Limestone at 10.5'				
Very Stiff Gray - Blue Clay to Clay Till									
	10								
	17	3.9	13						
	27	S							
627.98									
Very Stiff Brick Red to Blue Clay Till									
	17								
	16	3.9	11						
	26	S							
	15								
	19	4.6	12						
	24	S							
622.98									
Very Stiff Green to Purple Clay, seems to be a Reworked Shale									
	9								
	14	3.2	11						
	20								

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



SOIL BORING LOG

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY J. Safranski

SECTION 53-5VB-1 LOCATION SE 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM, Latitude, Longitude

COUNTY Livingston DRILLING METHOD HAMMER TYPE

STRUCT. NO. 053-0126/0127	DEPT H	BLOW S	UCS Qu	MOST	Surface Water Elev. None ft	DEPT H	BLOW S	UCS Qu	MOST
Station 136+65.28	(ft)	(/6")	(tsf)	(%)	Stream Bed Elev. ft	(ft)	(/6")	(tsf)	(%)
BORING NO. 2					Groundwater Elev.: First Encounter ft				
Station 136+22					Upon Completion Dry ft				
Offset 38.0 ft Rt.					After 22 Hrs. 636.3 ft				
Ground Surface Elev. 641.26 ft									

Stiff Yellow - Brown to Tan Clay Till, Very Slightly Stratified					End of Boring	150/1	P		
	3								
	3	1.2	22						
	3	B							
	5								
	6	1.6	15						
	30	B							
635.26									
Hard Light Yellow - Brown Clay Till									
	6								
	12	4.1	13						
	20	B							
632.76									
Small Sandstone Pebbles at 8.0'									
Very Stiff Green to Brown Clay Till Some Organic Materials at 9.0'									
	6								
	11	3.1	17						
	11	B							
	7								
	13	4.5	13						
	18	P							
627.76									
Very Stiff Brick Red to Green Clay Till									
	9								
	14	3.5	11						
	21	S							
	16								
	22	4.2	12						
	22	S							
621.68									
Rock - Green Reworked? Shale									
	8								
	90	4.0	10						
	20								

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

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	USER NAME = erkklaa	DESIGNED - VPT	REVISED - _____
	PLOT SCALE = _____	CHECKED - MTH	REVISED - _____
	PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED - _____
		CHECKED - VPT	REVISED - _____

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 STRUCTURE NO. 053-2582
 SHEET 9 OF 39 SHEETS

F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 142
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/18/70

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY J. Safranski

SECTION 53-5VB-1 LOCATION NW 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM,
Latitude , Longitude

COUNTY Livingston DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. <u>053-0126/0127</u>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. <u>None</u> ft	D E P T H	B L O W S	U C S Qu	M O I S T
Station <u>136+65.28</u>					Stream Bed Elev. _____ ft				
BORING NO. <u>7</u>	ft (ft) (/6") (tsf) (%)				Groundwater Elev.: _____	ft (ft) (/6") (tsf) (%)			
Station <u>137+06</u>					First Encounter <u>638.8</u> ft				
Offset <u>59.0 ft Lt.</u>					Upon Completion _____ ft				
Ground Surface Elev. <u>640.78</u> ft					After <u>18</u> Hrs. <u>639.8</u> ft				

Stiff Yellow - Brown Clay Till Silt Seams present	4			Very Dense Light Gray Limestone with Alternating Thin Layers of Shale (Rock Core) Total Recovery of Rock Core = 18 inches out of 60 inches of Core	617.78	100/0.25"			
	5	1.4	23						
Stiff Black - Brown Silty Clay Till, Very High in Organic Material	9			End of Boring					
	9	1.2	12						
Very Stiff Gray to Green - Blue Clay Till	34								
	23	3.7	13						
2" thick Shale Layer at 10.0'	13								
	25	3.5	12						
Very Stiff Gray Clay Till, Slightly Stratified	12								
	13	3.3	15						
Very Stiff Blue - Green Clay Till, Well Stratified	8								
	16	2.5	14						
Very Dense Gray Shale (Rock Core)	100/4"								
	100/0.5"								

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



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 5/21/70

ROUTE FAI-55 (I-55) DESCRIPTION I-55 over I.C. Railroad, 0.5 miles North of IL 116 LOGGED BY J. Safranski

SECTION 53-5VB-1 LOCATION NE 1/4, SEC. 20, TWP. 28N, RNG. 5E, 3rd PM,
Latitude , Longitude

COUNTY Livingston DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. <u>053-0126/0127</u>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. <u>None</u> ft	D E P T H	B L O W S	U C S Qu	M O I S T
Station <u>136+65.28</u>					Stream Bed Elev. _____ ft				
BORING NO. <u>8</u>	ft (ft) (/6") (tsf) (%)				Groundwater Elev.: _____	ft (ft) (/6") (tsf) (%)			
Station <u>137+06</u>					First Encounter <u>638.4</u> ft				
Offset <u>65.0 ft Rt.</u>					Upon Completion _____ ft				
Ground Surface Elev. <u>640.38</u> ft					After _____ Hrs. _____ ft				

Stiff Yellow - Brown Clay Till	4								
	5	1.4	23						
1" Thick Layer of Limestone at 5.0'	4								
	3	1.3	20						
Very Soft Yellow - Brown to Brown Clay Loam	7								
	10	0.2	12						
Very Stiff Gray - Green Clay Till	8								
	9	3.7	14						
Very Stiff Gray Clay Till, Very Well Stratified	11								
	17	2.5	18						
Very Stiff Brick Red to Brown Clay Till, Slightly Stratified	15								
	25	3.7	12						
Very Stiff Green Clay, Well Stratified	19								
	62	3.1	13						
Rock - Blue to Green Shale	79/4"								
	100/1'								

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

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SOIL BORING 053-0126_0127.GPJ IL DOT.GDT 5/24/17



USER NAME = <u>erkkliaa</u>	DESIGNED - <u>VPT</u>	REVISED - _____
PLOT SCALE = _____	CHECKED - <u>MTH</u>	REVISED - _____
PLOT DATE = <u>4/2/2018</u>	DRAWN - <u>CGY</u>	REVISED - _____
	CHECKED - <u>VPT</u>	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 053-2582**

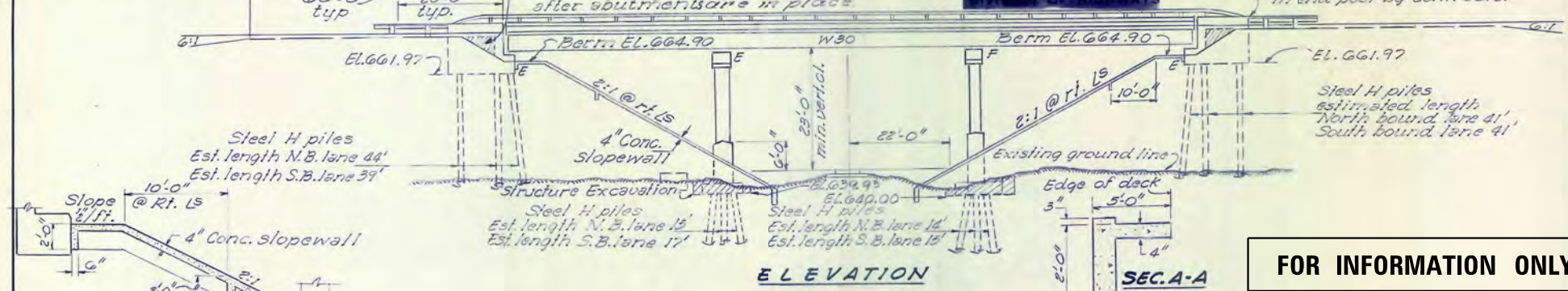
F.A.I. RTE. <u>55</u>	SECTION <u>(53-5)R&I</u>	COUNTY <u>LIVINGSTON</u>	TOTAL SHEETS <u>722</u>	SHEET NO. <u>143</u>
CONTRACT NO. <u>66B64</u>				
ILLINOIS FED. AID PROJECT				

SHEET 10 OF 39 SHEETS

B.M. : *7 RR Spike in Tele. pole U. 34' Sta 136 + 35
Elevation 644.26.

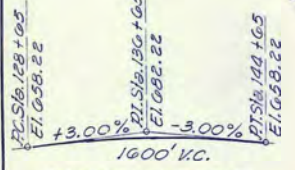
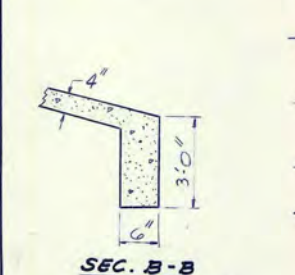
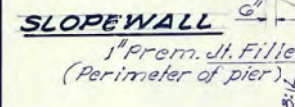
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	58
SHEET NO. 1 14 SHEETS				



FOR INFORMATION ONLY

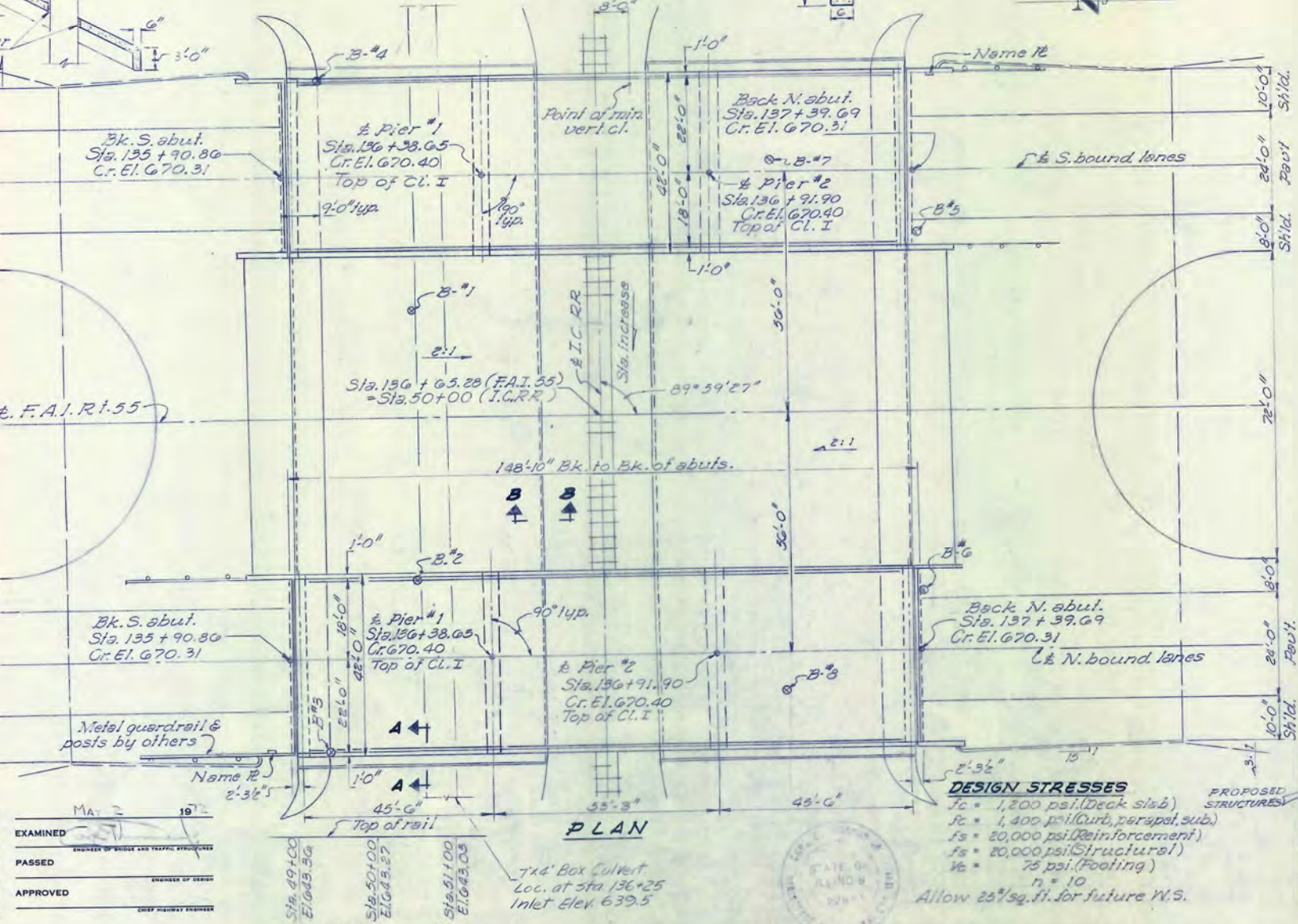
- GENERAL NOTES**
- All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 - Fasteners shall be high strength bolts. Bolts 3/4" open holes 1 1/8" unless otherwise noted.
 - Calculated weight of Structural Steel = 292,210
 - The basic lead silico chromite paint system shall be used for shop and field painting of Structural Steel.
 - Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
 - Anchor bolts shall be set before bolting diaphragms over supports.
 - Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58 lbs. per 100 sq. ft.
 - The Contractor shall drive 1 steel HP8 x 36 test pile @ ea. of the following: South abut., South bound lanes, North abut., N. bound lanes, Pier 1 N. bound lanes, Pier 2 S. bound lanes. All in permanent locations as directed by the Engineer before ordering remainder of piles.
 - Concrete piles at abutments shall be driven in holes precored through the embankment in accordance with Article 515.09(c) of the Standard Specifications.
 - The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments and piers.
 - The concrete rail section above the mandatory construction joint at the top slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of handrail concrete.
 - Protective coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.



**STATION 136 + 65.28
BUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 53-5VB-1
LOADING HS 20-44 & ALT.**

NAME PLATE
Std. 2113

DESIGNED	J. T. J. J.
CHECKED	M. J. J. J.
DRAWN	J. M. J. J.
CHECKED	S. T. J. J.



TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
Structure Excavation	Cu yds.		47	47
Waterproofing Membrane System	Sq. yds.	1,246		1,246
Bituminous Concrete Surface Course Class I	Tons	105		105
Aluminum Railing	Lin. ft.	675		675
Steel Test Piles HP8 x 36	Each		4	4
Steel Piles HP8 x 36	Lin. ft.		2,539	2,539
Preformed Joint Sealer 2 1/2"	Lin. ft.	108		108
Class X Concrete	Cu. yds.	386.8	389.8	776.6
Protective Coat	Sq. yds.	251		251
Reinforcement Bars	Lbs.	87,270	50,700	137,970
Slope Walls (4")	Sq. yds.		5,460	5,460
Name Plates	Each	2		2
Structural Steel	L.S.	1		1

DESIGN STRESSES
 $f_c = 1,200$ psi (Deck slab)
 $f_c = 1,400$ psi (Curb, parapet, sub.)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 20,000$ psi (Structural)
 $f_w = 75$ psi (Footling)
 $n = 10$
 Allow 25% sq. ft. for future W.S.



F.A. PROJ. I-IG-55-5(22)193
GENERAL PLAN & ELEVATION
 F.A.I. RT. 55 OVER I.C.R.R.
 F.A.I. RT. 55 SECTION 53-5VB-1
 LIVINGSTON COUNTY
 STATION 136 + 65.28 (F.A.I. 55)
 STATION 50 + 00 (I.C.R.R.)

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LIN ENGINEERING, LTD.
 Consulting Engineers
 Springfield, Illinois

USER NAME =	Lin_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

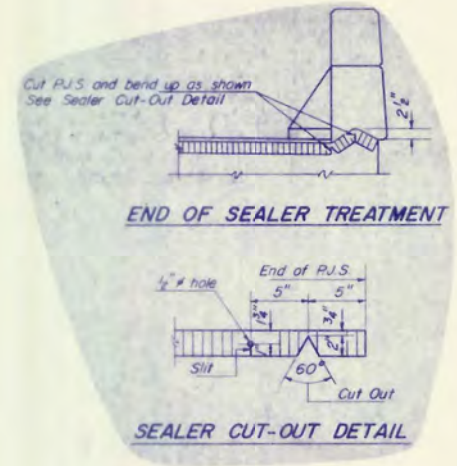
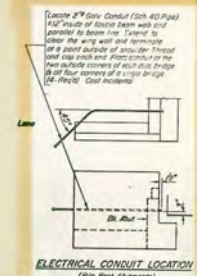
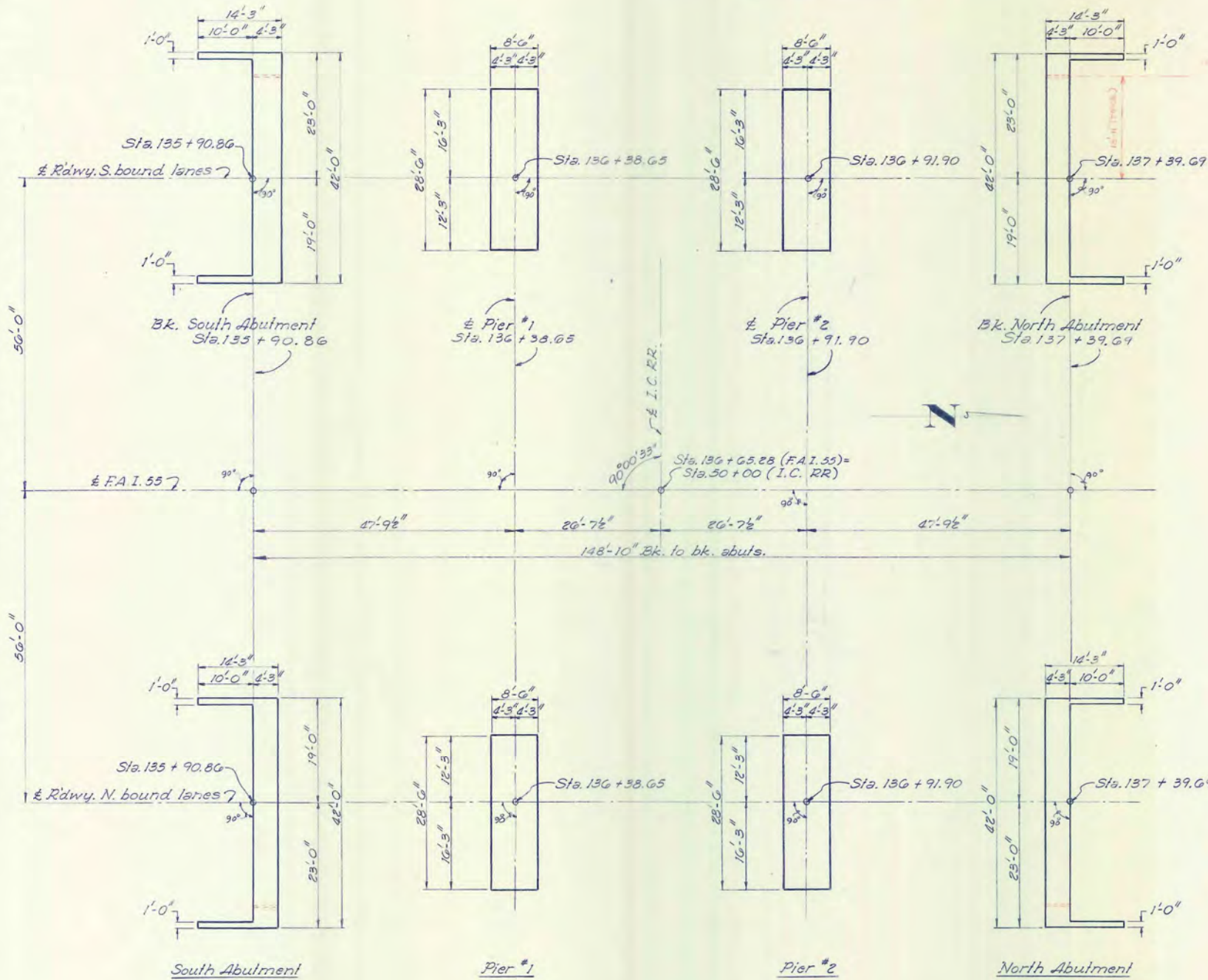
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
 STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	144
CONTRACT NO. 66B64				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53-5VB-1	LIVINGSTON	255	59	14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



DESIGNED	SHEM, T. A. F. A.	EXAMINED	MAY 3 1973
CHECKED	Robert K. Jennings	PASSED	
DRAWN	J. Mullerix	APPROVED	
CHECKED	S.T. G. K. J.		

FOR INFORMATION ONLY

FOOTING PLAN LAYOUT
F.A.I. RT. 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136 + 65.28

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	145
				CONTRACT NO. 66B64

SHEET 12 OF 39 SHEETS

ILLINOIS FED. AID PROJECT

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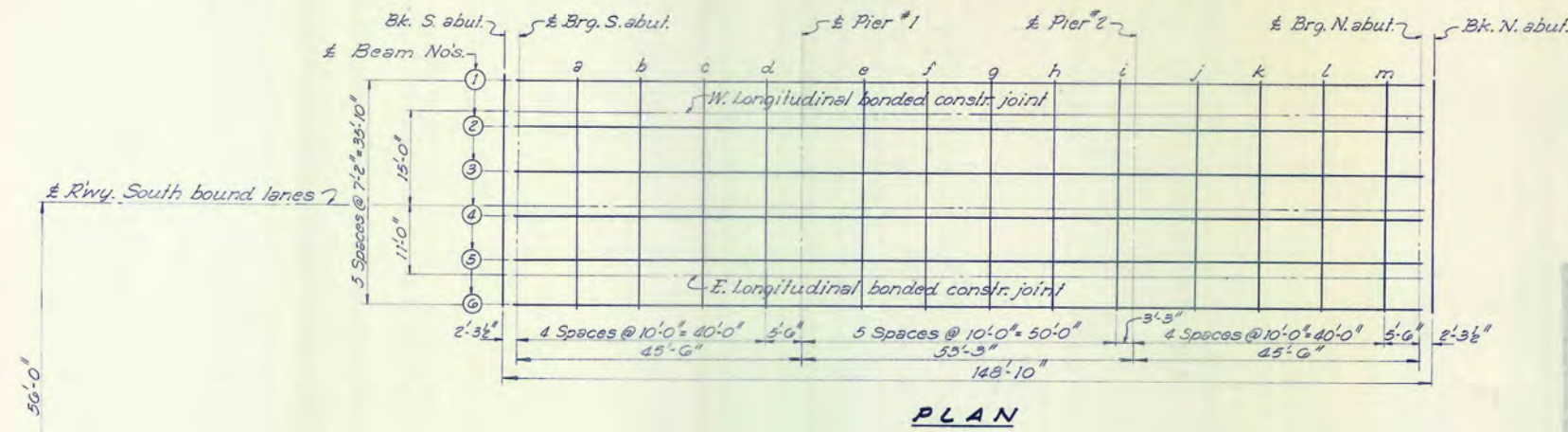
LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	Lin_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

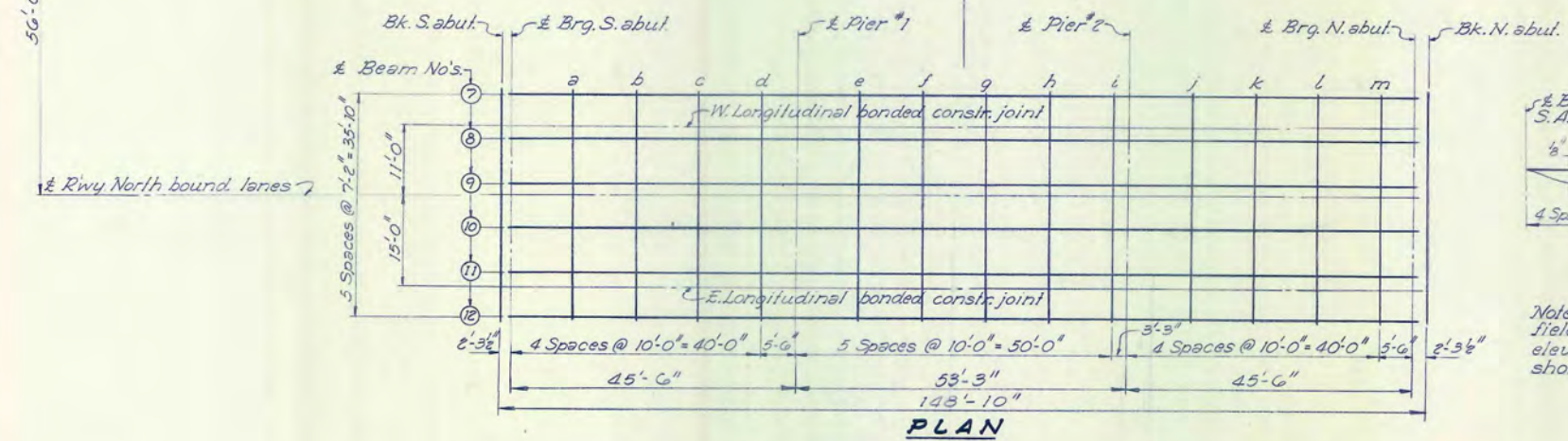
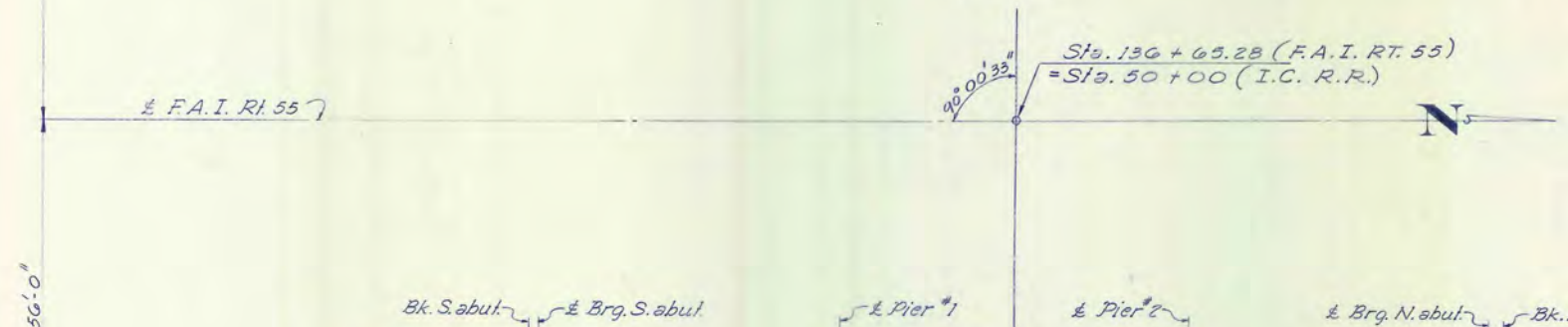
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-518-1	LIVINGSTON	255	60
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

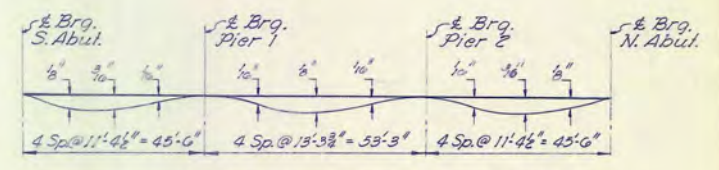
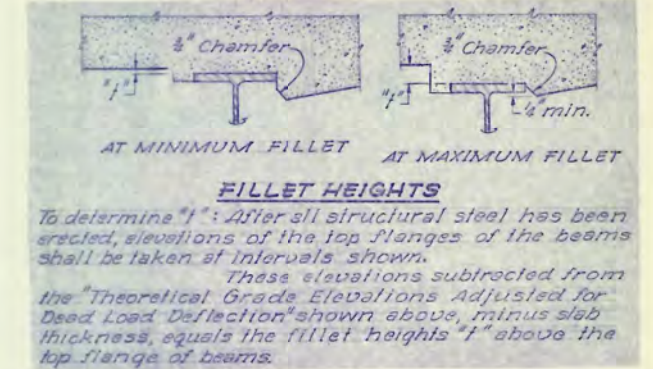
SHEET NO. 3
14 SHEETS



PLAN



PLAN



DEAD LOAD DEFLECTION DIAGRAM

Note: Work this with sheets #4 and #5

DESIGNED	SHELDON, FA	EXAMINED	MAY 2 1972
CHECKED	Robert W. Jensen	PASSED	
DRAWN	J. Mullerix	APPROVED	
CHECKED	Aug. S.T.		

FOR INFORMATION ONLY

TOP OF SLAB ELEVATIONS
F.A.I. RT. 55 SEC. 53-518-1
LIVINGSTON COUNTY
STATION 136+65.28

MODEL: Default
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LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	Ln_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

SHEET 13 OF 39 SHEETS

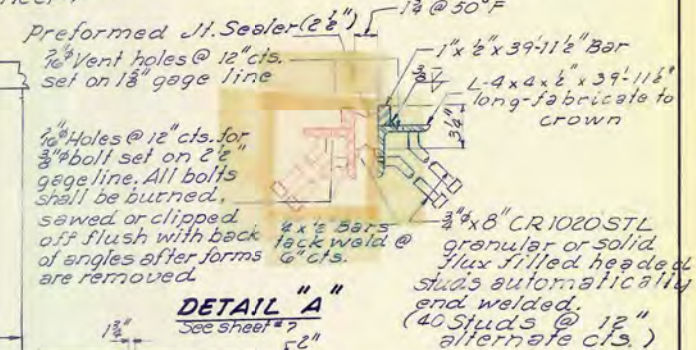
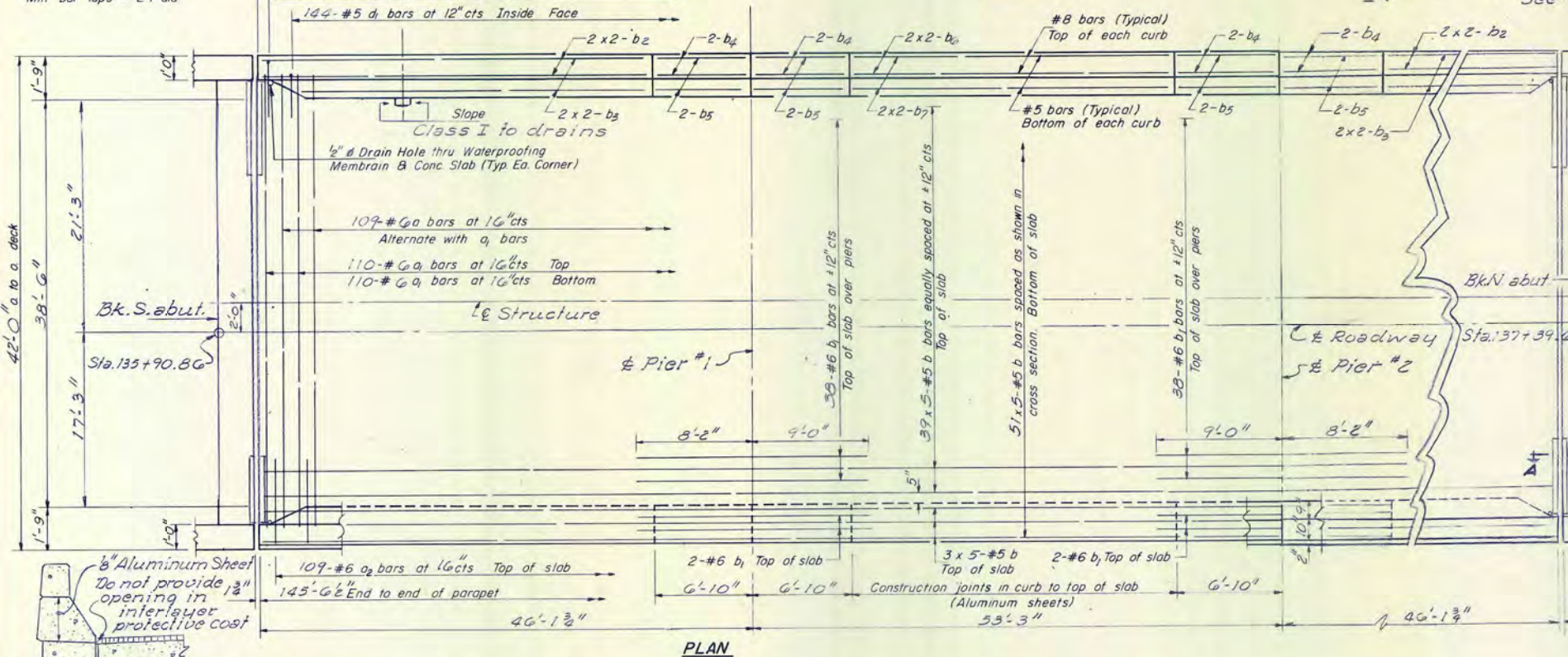
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	146
CONTRACT NO. 66B64				
ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO.	6
TOTAL SHEETS	14 SHEETS
ROUTE NO. SECTION COUNTY TOTAL SHEETS SHEET NO.	53-5VB-1 LIVINGSTON 255 63 14 SHEETS
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	-5

Note:
Bars indicated thus 20 x 3 - #5 etc.
indicates 20 lines of bars with
3 lengths per line
Min bar laps = 24 dia

Note: For SEC. A-A
See sheet #7



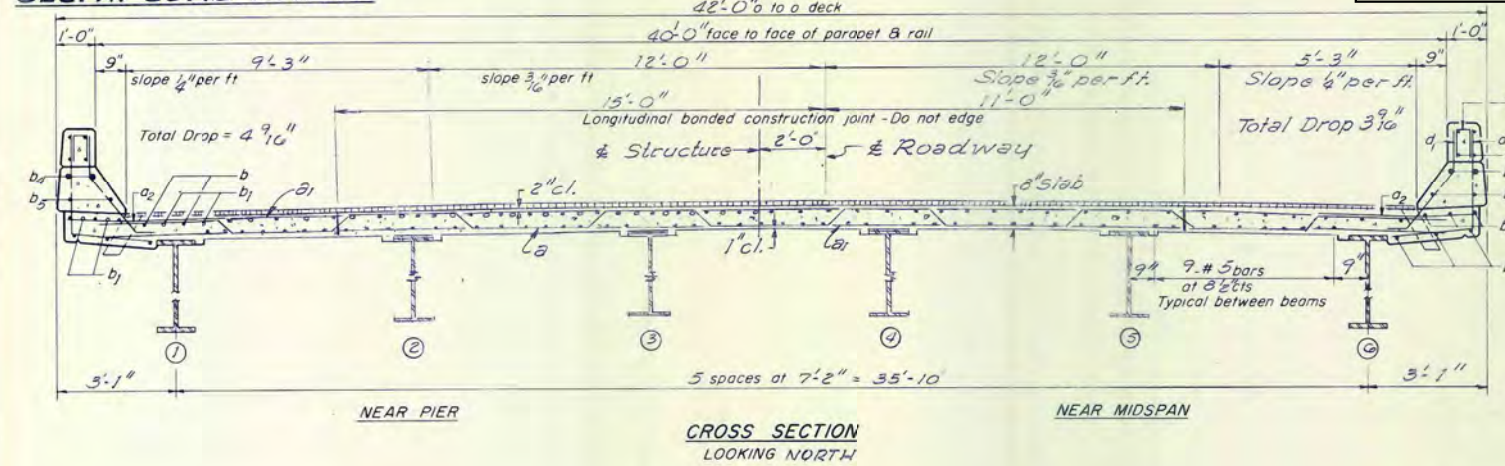
Note For Typical End of Sealer Treatment See Sheet #2.

To ensure proper placement of sealer in the joint, the sealer shall be applied to the joint after the concrete has been placed and the joint has been cleaned.

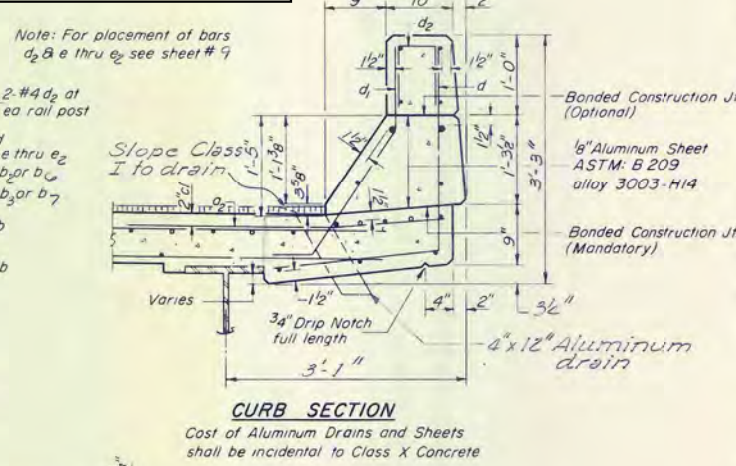
BILL OF MATERIAL

Bar No	Size	Length	Shape
a	109 #6	41'-9"	~
a ₁	220 #6	30'-0"	~
a ₂	218 #6	4'-0"	~
b	480 #5	30'-0"	~
b ₁	84 #6	17'-2"	~
b ₂	16 #8	20'-6"	~
b ₃	16 #5	20'-2"	~
b ₄	16 #8	6'-7"	~
b ₅	16 #5	6'-7"	~
b ₆	8 #8	20'-8"	~
b ₇	8 #5	20'-4"	~
d	292 #4	4'-9"	J
d ₁	288 #5	3'-7"	J
d ₂	72 #4	2'-1"	Π
Reinforcement Bars			Lbs 42,870
Class X Concrete			Cu Yds 184.0

SEC. AT CURB JOINTS



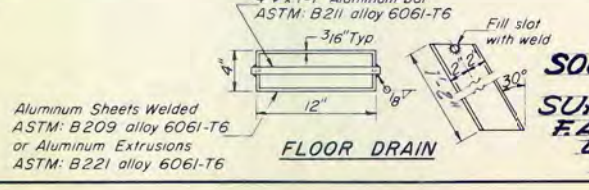
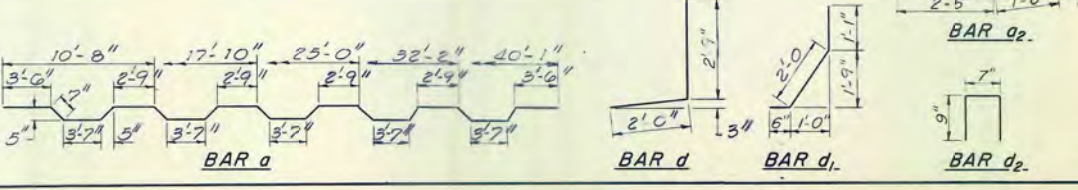
FOR INFORMATION ONLY



DESIGNED JHEA, T2AIFA
CHECKED Ashok K Juvvva
DRAWN d. Mullerix
CHECKED A K J ST.

EXAMINED MAY 2 1972
PASSED
APPROVED

1-I-4106-0 3-1-68, 12-3-69



The lengths and quantities of longitudinal reinforcement and Class X Concrete in parapets are not included in above quantities. See sheet #9.

SOUTH BOUND LANES
SUPERSTRUCTURE
F.A.I. RT. 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

MODEL: Default
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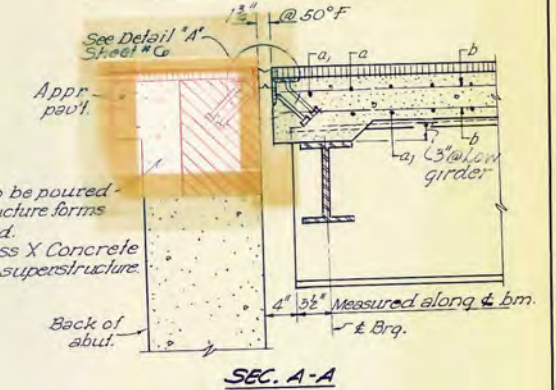
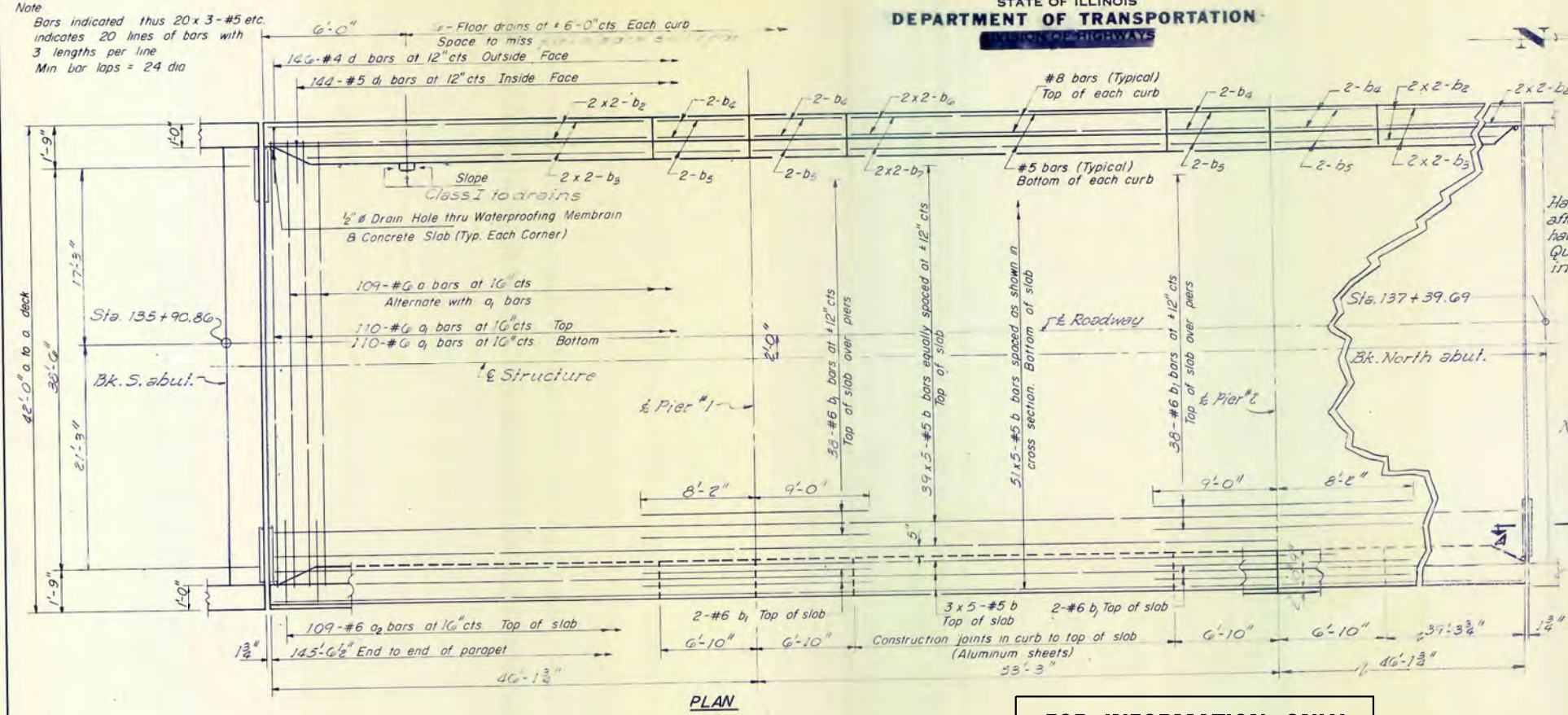
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PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 5/7/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	149
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

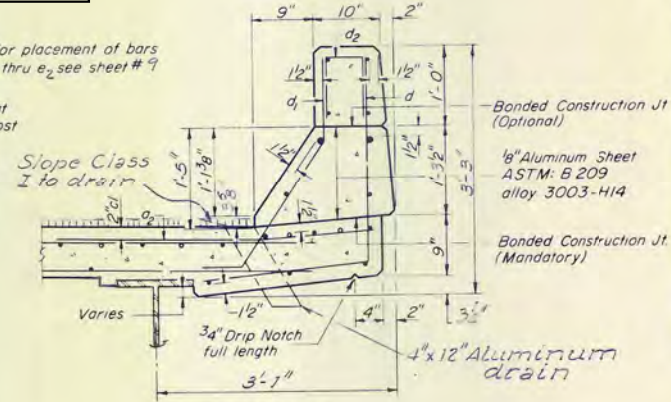
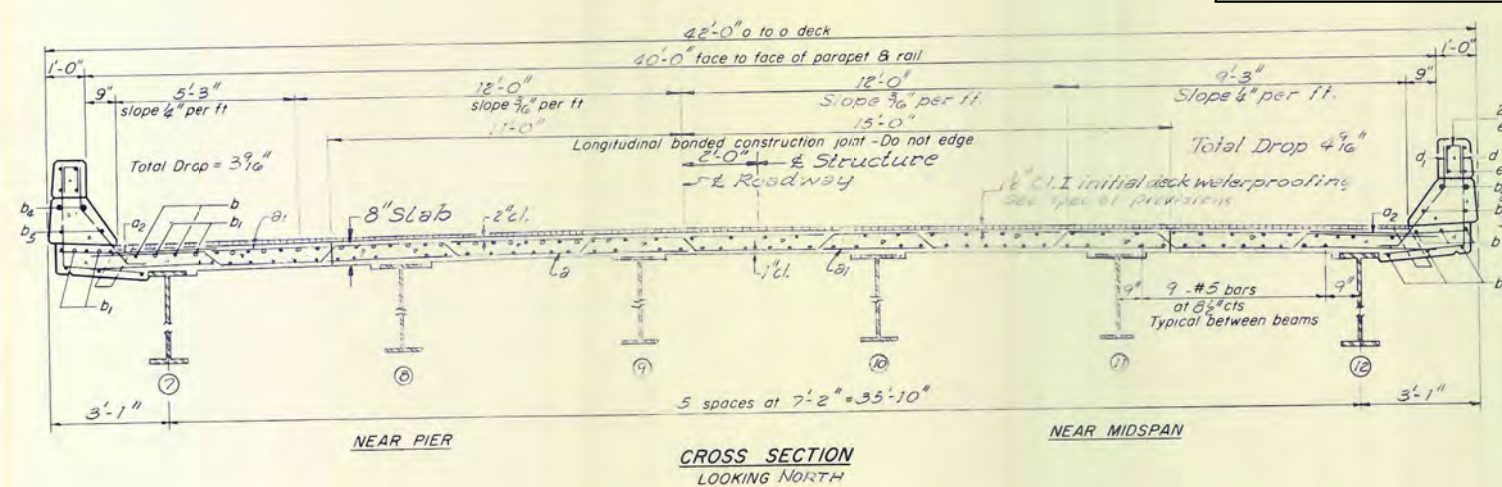
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	64
14 SHEETS				

Note
Bars indicated thus 20x3-#5 etc.
indicates 20 lines of bars with
3 lengths per line
Min bar laps = 24 dia



Note: For CORNER DETAIL
See sheet # 6

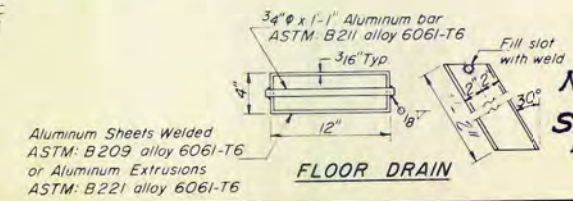
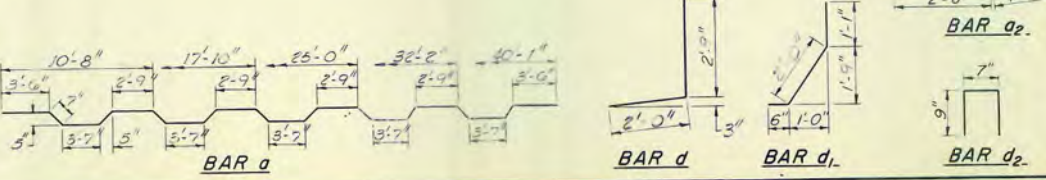
FOR INFORMATION ONLY



BILL OF MATERIAL

Bar	No	Size	Length	Shape
a	09	#6	41'-9"	—
a ₁	220	#6	40'-0"	—
a ₂	218	#6	4'-0"	—
b	480	#5	30'-0"	—
b ₁	84	#6	17'-8"	—
b ₂	16	#8	20'-0"	—
b ₃	16	#5	20'-2"	—
b ₄	16	#3	6'-7"	—
b ₅	16	#5	6'-7"	—
b ₆	8	#3	20'-8"	—
b ₇	8	#5	20'-4"	—
d	292	#4	4'-9"	J
d ₁	228	#5	5'-0"	J
d ₂	72	#4	2'-1"	□
Reinforcement Bars				Lbs. 42,870
Class X Concrete				Cu Yds 184.0

DESIGNED	SHEN, TOIFA	EXAMINED	Mr. Z	1972
CHECKED	Mr. (blank) K. Jernigan	PASSED		
DRAWN	J. Mullerix	APPROVED		
CHECKED	QWJ			



**NORTH BOUND LANES
SUPERSTRUCTURE**
F.A.I.R.T. 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

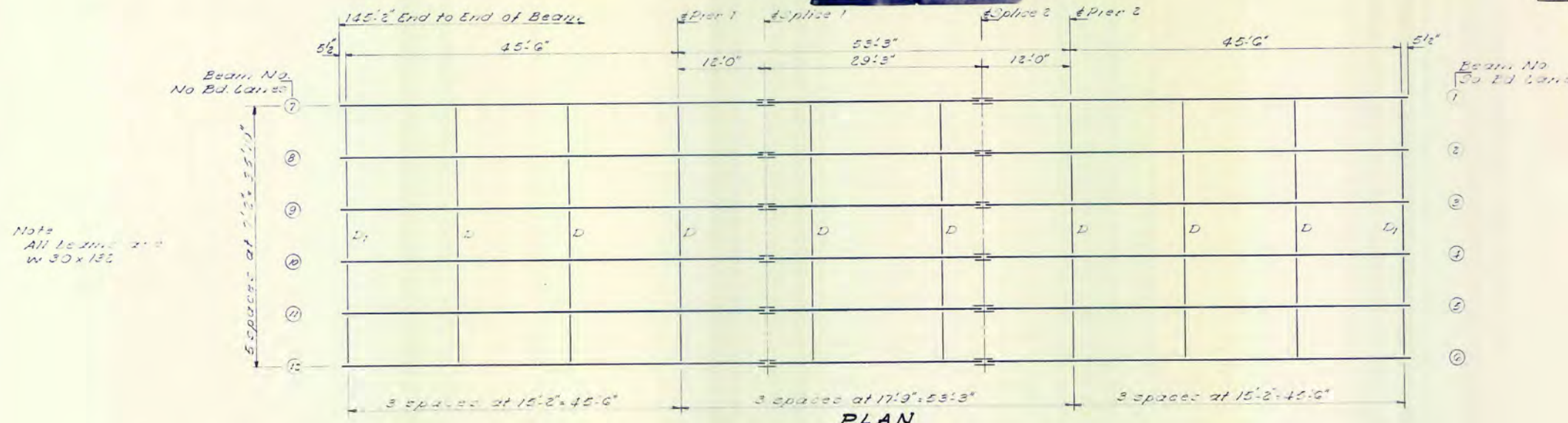
I-4106-0 3-1-68, 12-3-69

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	65
FED. ROAD DIST. NO. 7			ILLINOIS	FED. AID PROJECT
			ILLINOIS	FED. AID PROJECT

SHEET NO. 8
1/4 SHEETS



Note
All beams 12
w 30 x 132

REACTION TABLE

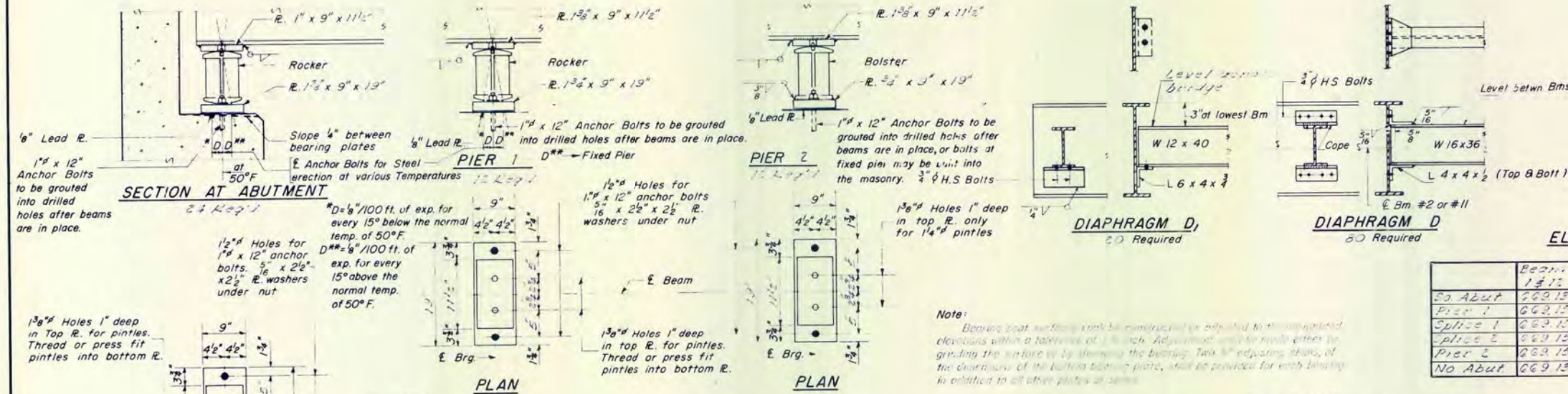
Int. Girder Reaction Table

	Abut	Pier 1	Pier 2
R.R. (k)	24.00	75.00	
R.L. (k)	37.35	44.10	
Imp. (k)	10.25	12.50	
k Total	69.90	132.30	

MOMENT TABLE

Interior Beams

	0.47 of 1st	Pier 1	0.53 of 2
I.M.	57.00	57.00	57.00
M ₁ (k)	1.33	1.33	1.33
M ₂ (k)	208.19	337.84	152.01
M ₃ (k)	284.19	230.88	274.31
Imp. (k)	83.44	62.25	76.95
M Total (k)	576.42	621.07	503.77
T ₀ (ksi)	18.19	19.62	15.20

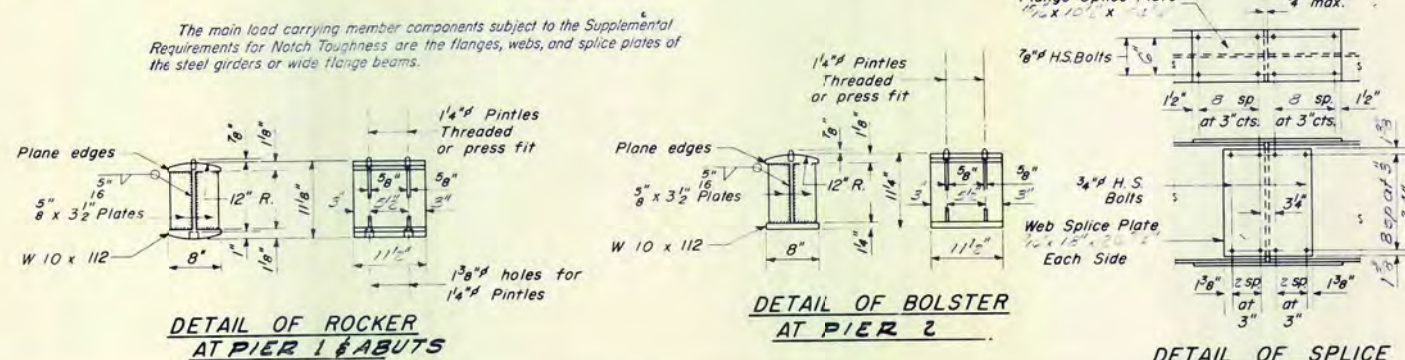


ELEVATION TOP OF W BEAMS

	Beam 1 #11	Beam 2 #11	Beam 3 #10	Beam 4 #9	Beam 5 #8	Beam 6 #7
So Abut	669.15	669.15	669.59	669.47	669.34	669.15
Pier 1	669.15	669.30	669.47	669.47	669.34	669.15
Splice 1	669.15	669.30	669.47	669.47	669.34	669.15
Splice 2	669.15	669.30	669.47	669.47	669.34	669.15
Pier 2	669.15	669.30	669.47	669.47	669.34	669.15
No Abut	669.15	669.15	669.59	669.47	669.34	669.15

FOR INFORMATION ONLY

DESIGNED	SHER, T. A. FA	EXAMINED	MTH
CHECKED	K. J. J. J.	PASSED	
DRAWN	J. KOSLER	APPROVED	
CHECKED			



STRUCTURAL STEEL
NO. 6 SO. BD. LANES
FAI RT 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

I-2 7-2-62 Rev 11-9-62 Rev 8-16-63 Rev 12-10-63 Rev 8-1-70

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Consulting Engineers
Springfield, Illinois

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		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	CGY	REVISED -	
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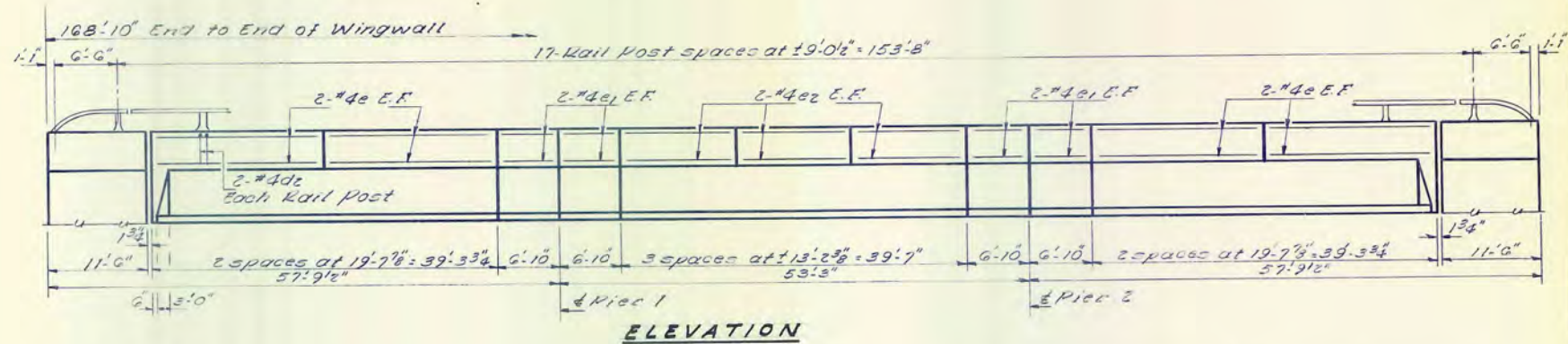
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582
SHEET 18 OF 39 SHEETS

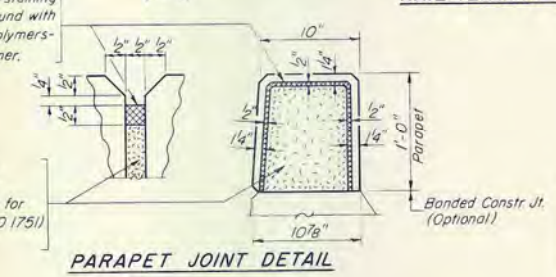
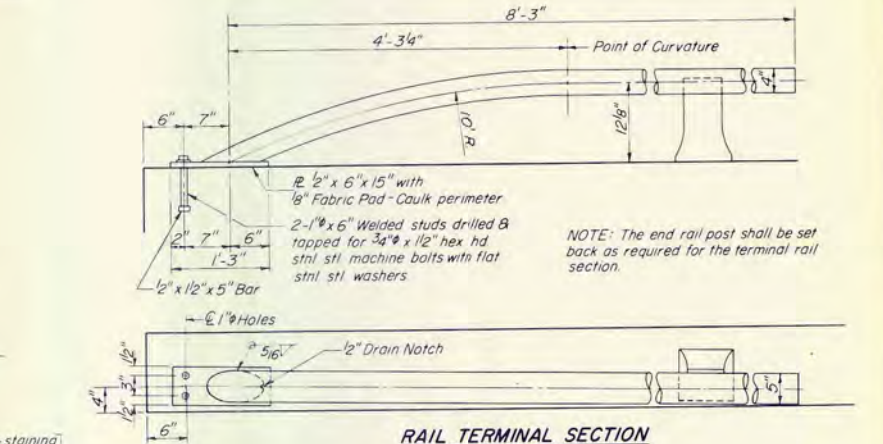
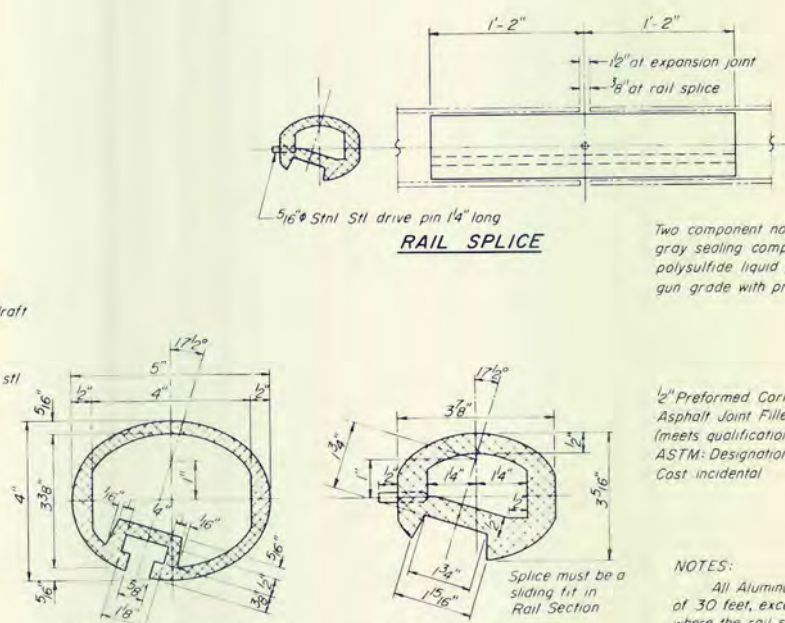
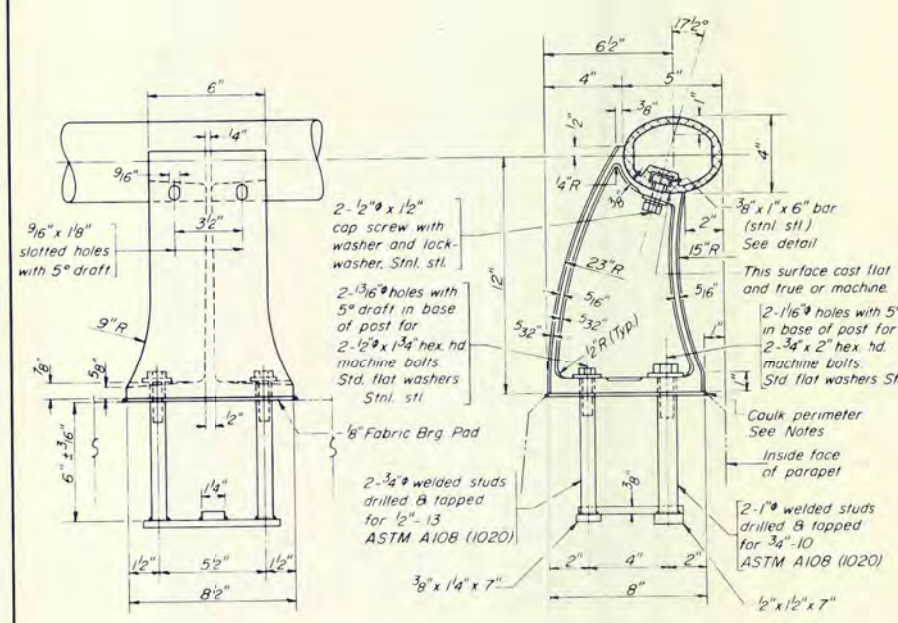
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	151
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53-518-1	LIVINGSTON	255	66	14 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	6	



FOR INFORMATION ONLY



TWO BRIDGES PARAPETS & RAILS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	64	#4	19'-5"	—
e1	64	#4	6'-7"	—
e2	48	#4	13'-0"	—
<hr/>				
Reinforcement Bars			Lbs	1530
Class X Concrete			Cu Yds	18.8
Aluminum Railing			Lin Ft	675

NOTES:

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

All joints in rail shall be spliced per detail.

Provide 1- 1/8" and 2- 1/16" Aluminum Shimms for 25% of the Posts Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

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

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

ALUMINUM RAILING
F.A.I. RT. 55 SEC. 53-SVB-1
LIVINGSTON COUNTY
STATION 136+65.28

DESIGNED SHEU TzAIFA
CHECKED Gabale & Jeanjean
DRAWN J Kessler
CHECKED G H J ST.

EXAMINED MAI Z 1972
PASSED
APPROVED

R-17 4-22-68 9-18-69 3-3-71

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LINE ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

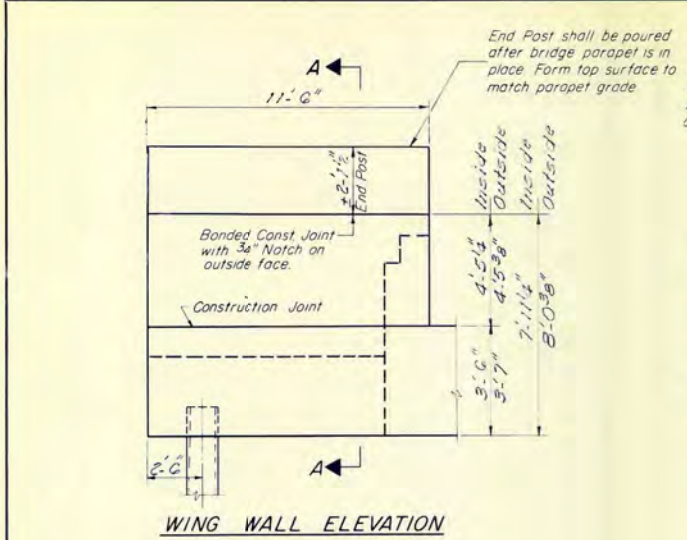
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	CHECKED - VPT	REvised -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

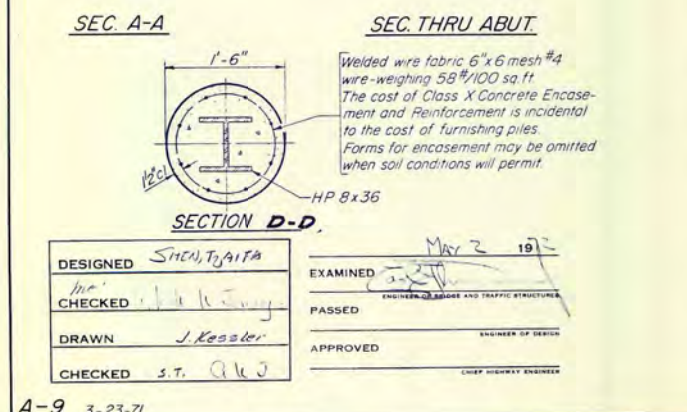
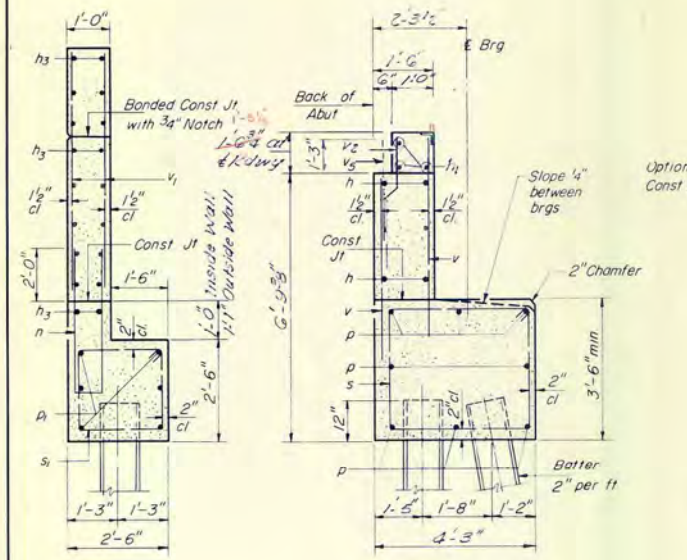
EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	152
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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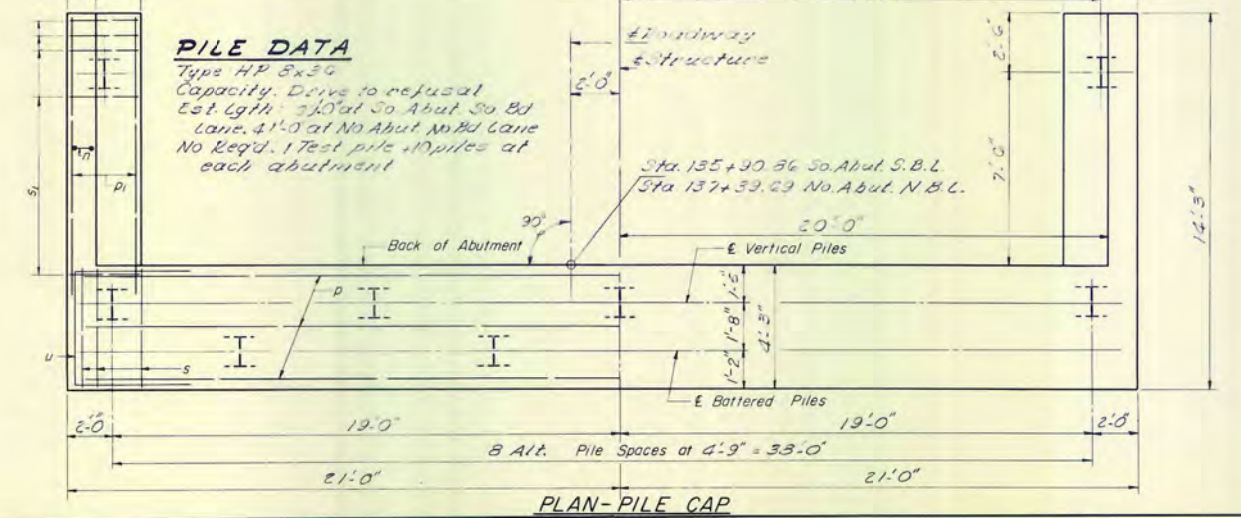
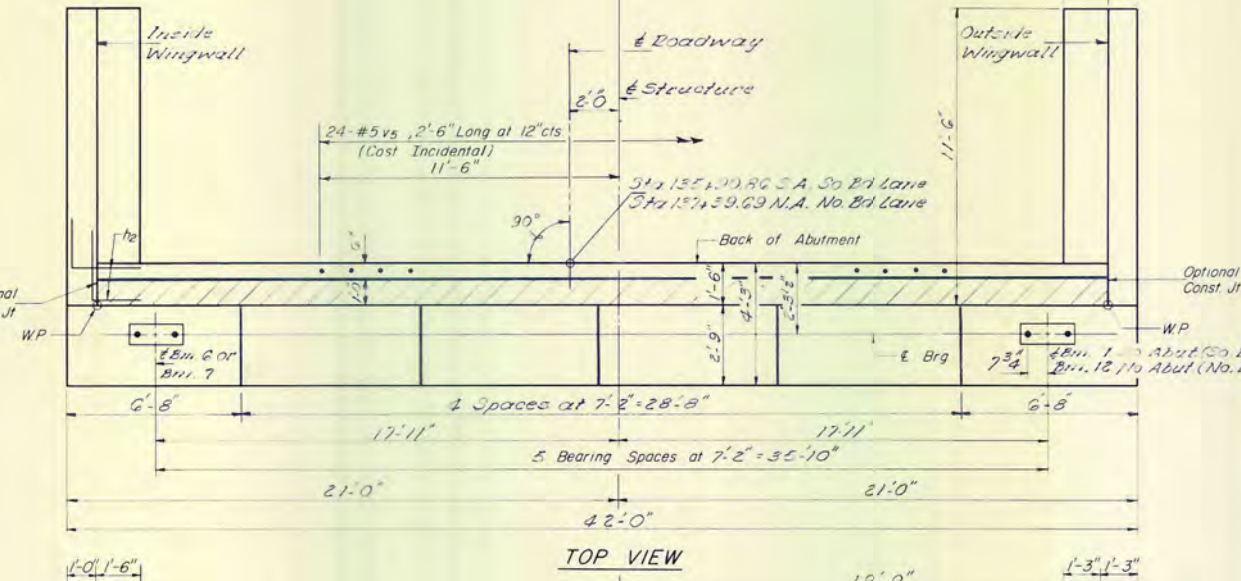
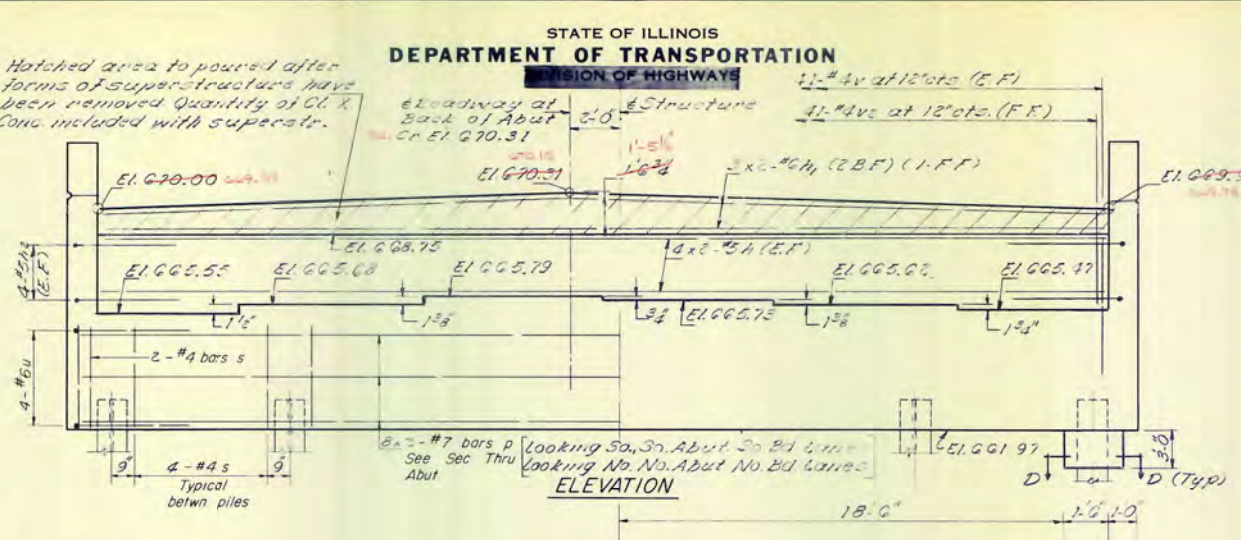


FOR INFORMATION ONLY



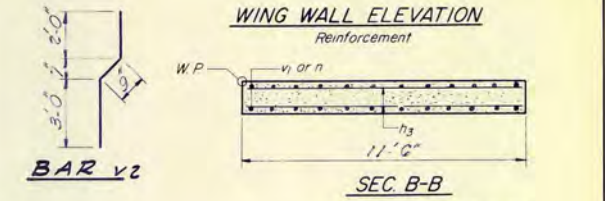
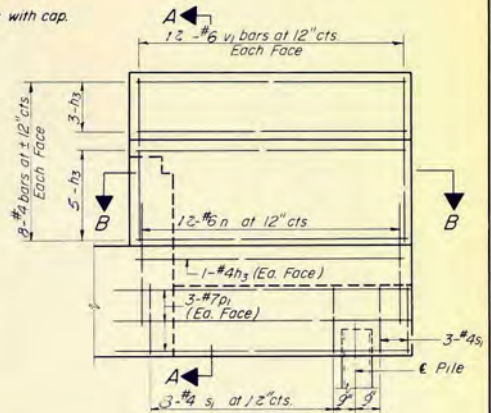
DESIGNED	S.H.C.H./A.T.A.	EXAMINED	[Signature]
CHECKED	[Signature]	PASSED	[Signature]
DRAWN	J. Kessler	APPROVED	[Signature]
CHECKED	S.T. Q.K.W.		

A-9 3-23-71



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	67
FED. ROAD DIST. NO. 7	PLAN NO.	FED. AID PROJECT		
				7

Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.



TWO ABUTMENTS
BILL OF MATERIAL

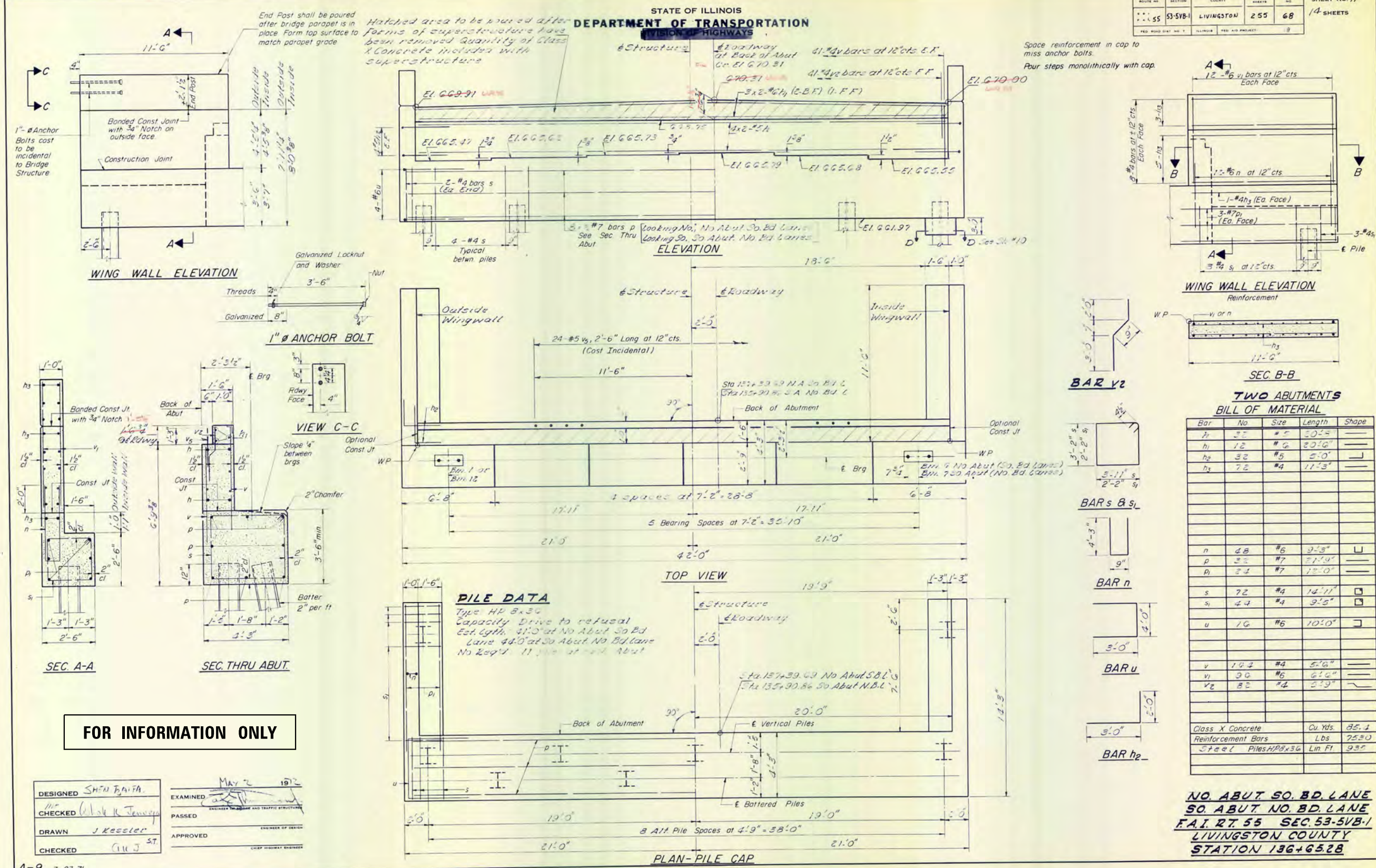
Bar	No	Size	Length	Shape
v1	32	#5	20'-8"	—
h1	12	#6	20'-6"	—
h2	32	#5	5'-0"	—
h3	72	#4	11'-3"	—
n	48	#6	9'-3"	U
p	32	#7	21'-9"	—
h1	24	#7	12'-10"	—
s	72	#4	14'-11"	□
s1	12	#4	9'-2"	□
u	16	#6	10'-0"	□
v	16	#4	5'-0"	—
v1	32	#6	0'-2"	—
v2	32	#4	5'-9"	—

Class X Concrete	Cu Yds.	85.4
Reinforcement Bars	Lbs.	7530
Steel Piles (HP 8x39)	Lin Ft.	800
Test Piles (HP 8x39)	Ea.	2

NO. ABUT. NO. BD. LANE
SO. ABUT. SO. BD. LANE
F.A.I. 27 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. //
55	53-5VB-1	LIVINGSTON	255	68	14 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



FOR INFORMATION ONLY

DESIGNED	SHEN JIANFA	EXAMINED	MAY 2 1912
CHECKED	W. K. JENSEN	PASSED	
DRAWN	J. KESSLER	APPROVED	
CHECKED	CHU J. ST.		

A-9 3-23-71

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Consulting Engineers
Springfield, Illinois

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PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

SHEET 21 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	154
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

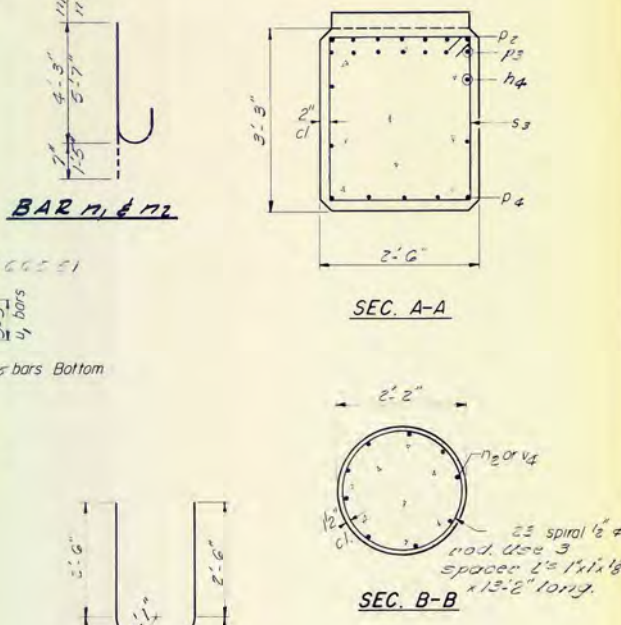
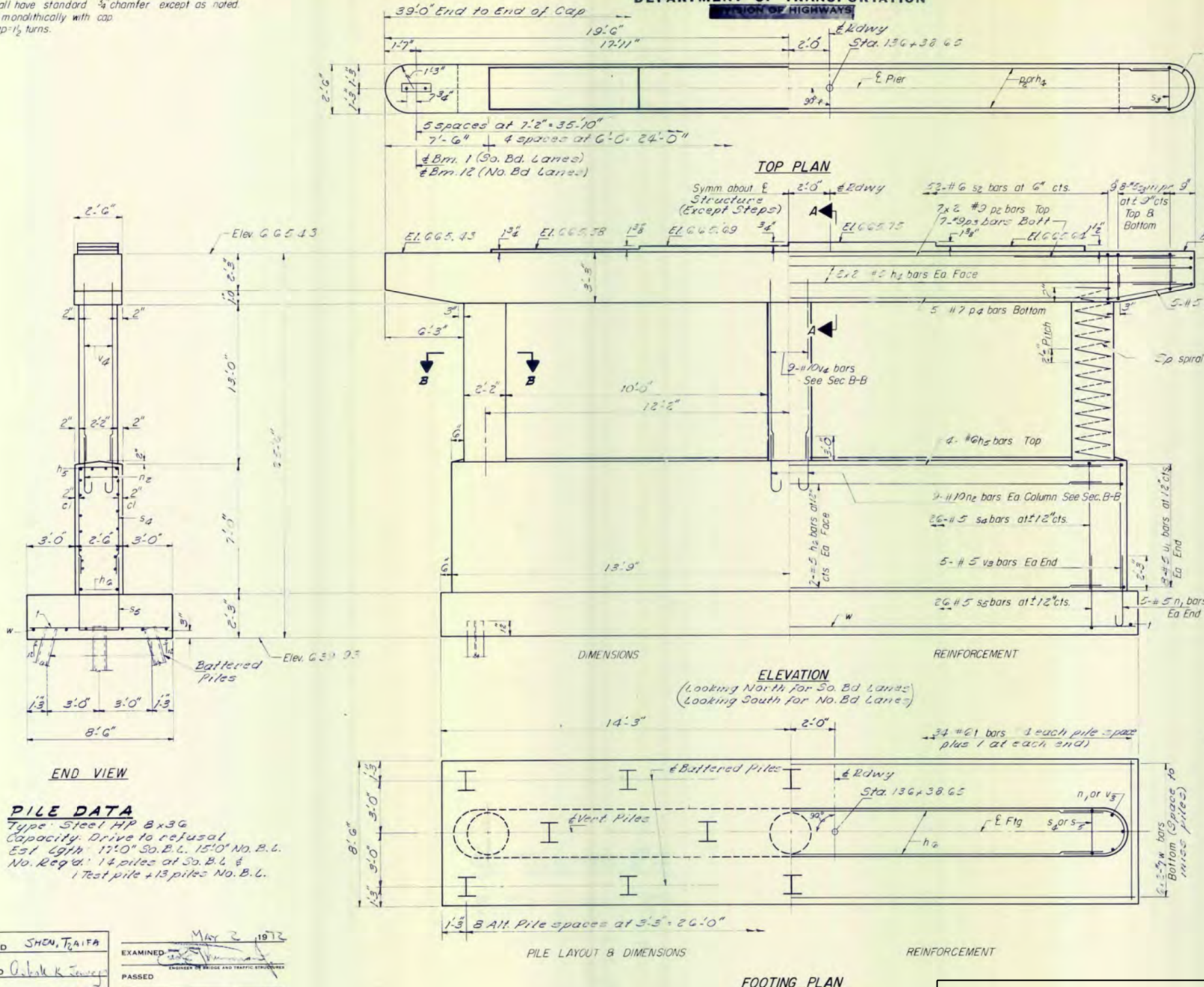
NOTES:

Space Reinforcement in cap to miss anchor bolts.
 All edges shall have standard 3/4 chamfer except as noted.
 Pour steps monolithically with cap.
 Min Spiral lap=1 1/2 turns.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5VB	LIVINGSTON	255	69
FED. ROAD DIST. NO.	COLUMBIA	FED. AID PROJECT	62	

SHEET NO. 12
 14 SHEETS



2 PIERS
 BILL OF MATERIAL

Bar	No	Size	Length	Shape
n1	20	#5	4'10"	U
n2	54	#10	7'0"	U
Dz	28	#9	19'6"	—
Dz	28	#9	13'6"	—
Dz	10	#7	26'6"	—
Fz	20	#5	6'0"	—
Sz	104	#6	11'0"	□
Sz	64	#5	6'8"	□
Sz	52	#5	15'5"	□
Sz	52	#5	10'5"	□
sp	6	1/2" φ	13'2"	WWW
1	68	#6	8'3"	—
u1	44	#5	8'5"	—
v3	20	#5	6'9"	—
v4	54	#10	15'0"	—
w	24	#7	14'10"	—

Class X Concrete Cu. Yds. 109.0
 Reinforcement Bars Lbs. 17920
 Test Pile = HP 36x36 2x2x1

PILE DATA
 Type Steel HP 8x36
 Capacity Drive to refusal
 Est. Lght. 17'0" So. B.L. 15'0" No. B.L.
 No. Req'd. 14 piles at So. B.L. &
 1 Test pile + 13 piles No. B.L.

DESIGNED	SHEN, T.A.F.A.	EXAMINED	May 2 1972
CHECKED	Ashok K. Jangra	PASSED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN	J. Kessler	APPROVED	ENGINEER OF DESIGN
CHECKED	Glenn S.T.		CHIEF HIGHWAY ENGINEER

FOR INFORMATION ONLY

PIER 1
 F.A.I. RT 55 SEC. 53-5VB-1
 LIVINGSTON COUNTY
 STATION 136+65.28

MODEL: Default
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LE LIN ENGINEERING, LTD.
 Consulting Engineers
 Springfield, Illinois

USER NAME =	Lin_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS – FOR INFORMATION ONLY
 STRUCTURE NO. 053-2582
 SHEET 22 OF 39 SHEETS

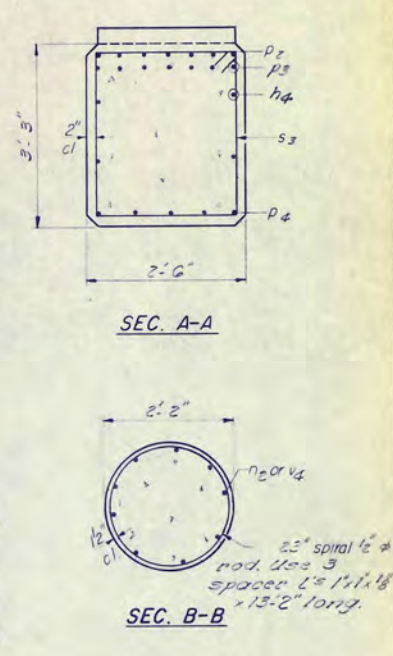
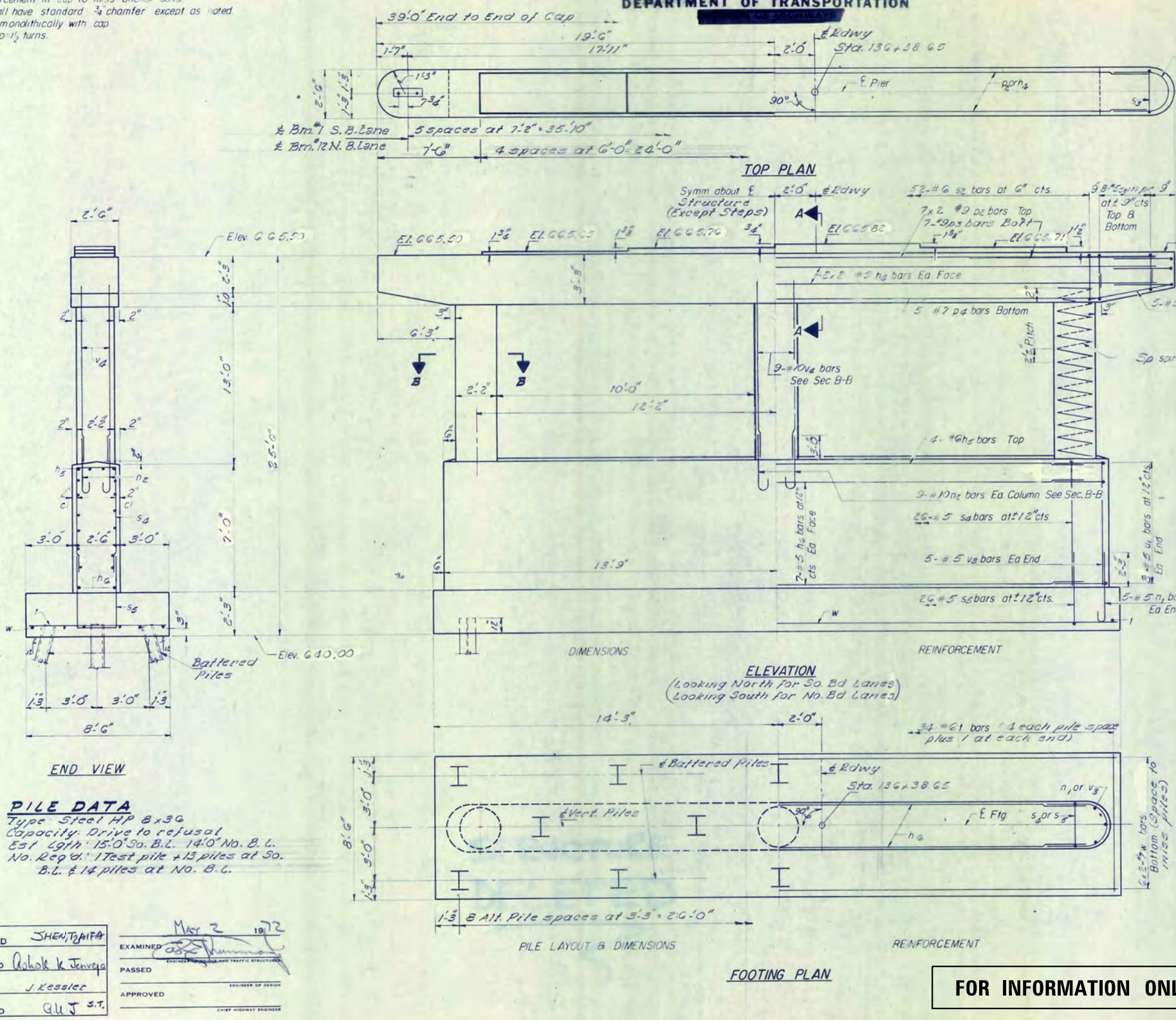
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	155
				CONTRACT NO. 66B64

NOTES:

Space Reinforcement in cap to miss anchor bolts
All edges shall have standard 3/4" chamfer except as noted
Pour steps monolithically with cap
Min Spiral lap-1 1/2 turns.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	70	14 SHEETS
FED. ROAD DIST. NO. 7					ILLINOIS



2 PIERS
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h4	16	#5	20'-0"	—
h5	8	#6	27'-9"	—
h6	33	#5	25'-0"	—
n1	20	#5	4'-10"	—
n2	54	#10	7'-0"	—
p2	28	#9	19'-6"	—
p3	28	#9	19'-6"	—
p4	10	#7	26'-6"	—
p5	20	#5	6'-6"	—
s2	104	#6	11'-0"	—
s3	64	#5	6'-9"	—
s4	52	#5	15'-3"	—
s5	52	#5	10'-8"	—
sp	6	1/2" φ	13'-2"	—
t	68	#6	8'-9"	—
u1	41	#5	8'-5"	—
v3	20	#5	6'-9"	—
v4	54	#10	15'-0"	—
w	27	#7	14'-10"	—

Class X Concrete Cu Yds. 109.0
Reinforcement Bars Lbs. 17620
Steel Pile (HP 8x36) Lin. Ft. 391
Test Piles (HP 8x36) Each 1

A&B DIMENSIONS

Bar	A	B
s3	2'-2"	2'-3"
s4	2'-2"	2'-9"
s5	2'-2"	4'-3"

PIER 2
F.A.I. RT 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

PILE DATA
Type: Steel HP 8x36
Capacity: Drive to refusal
Est. Cgth: 15'-0" So. B.L. 14'-0" No. B.L.
No. Req'd: 1 Test pile + 13 piles at So. B.L. & 14 piles at No. B.L.

DESIGNED: SHEN, ZHANG
CHECKED: Ashok K. Jeneja
DRAWN: J. Kessler
CHECKED: GUJ S.T.

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

P-24 10-5-70

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS – FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	156
CONTRACT NO. 66B64				

MODEL: Default
FILE NAME: EX1609-75STRUCT.VL Existing Plans\Plans.dgn

USER NAME =	Lin_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
55	53-5VB-1	LIVINGSTON	255	71	14
FED. ROAD DIST. NO. 7					FED. AID PROJECT
					71

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
1	136 + 22	75' LT. B	661.50	0			NONE	DRY	636.5
			638.00	8	1.8 B	25			
			635.50	25	4.5 S	16			
			630.50	50	--	--			
			622.50	44	4.0 S	13			
			619.50	62	6.0 S	11			
				63	4.6 S	12			
				37	3.2 S	11			
				10					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
2	136 + 22	38' RT. B	661.26	0			NONE	DRY	633.3
			635.26	6	1.2 B	21			
			630.26	22	1.6 B	15			
			621.26	32	4.1 B	13			
				22	3.1 S	16			
				31	4.5 P	13			
				15	4.0 S	11			
				46	4.1 S	12			
				20	3.2 S	11			
				100					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
3	135 + 99	78' RT. B	661.62	0			NONE	DRY	632.4
			635.42	10	1.6 B	23			
			630.42	12	1.0 B	23			
			619.92	15	2.3 B	20			
				19	1.8 S	20			
				36	4.0 S	16			
				55	4.4 S	13			
				75	4.5 P	12			
				46	4.0 S	11			
				100					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
4	135 + 99	78' LT. B	662.22	0			NONE	DRY	632.4
			638.72	11	1.9 B	25			
			635.22	5	2.5 P	17			
			633.22	120	--	--			
			631.22	18	2.6 S	15			
			621.72	46	4.1 S	17			
				46	4.0 S	16			
				63	4.1 S	11			
				140					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
5	137 + 40	42' LT. B	660.92	0			NONE	DRY	638.0
			634.92	21	1.0 P	13			
			629.42	28	3.3 B	14			
			626.42	25	3.0 S	12			
				43	4.0 B	6			
				150					

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".
Qu - Unconfined Compressive Strength - t/sf
w - Water Content - percentage of oven dry weight - %

Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

DESIGNED	SHEN, J. A. I. F. A.	EXAMINED	May 2, 1972
CHECKED	Arbak & Jerniga	PASSED	
DRAWN	J.R.	APPROVED	
CHECKED	ALL J. S. T.		

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
6	137 + 40	42' RT. B	661.00	0			NONE	637.00	
			637.50	6	1.0 B	19			
			635.00	15	1.0 B	12			
			629.50	26	2.9 S	14			
			625.00	26	3.3 S	11			
			625.00	61	4.1 B	15			
			623.00	68	4.8 S	11			
			623.00	75	--	14			
				100					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
7	137 + 06	40' LT. B	660.78	0			NONE	638.00	
			637.28	11	1.4 B	23			
			634.78	5	2.6 B	16			
			632.28	24	1.2 S	12			
			625.28	20	1.7 S	13			
			622.78	25	3.3 S	15			
			619.78	72	3.5 S	12			
				116	2.5 S	14			
				100					

Boring No.	Station	Offset	Elevation	N	Qu / f.l.	w (%)	Surface Water El.	Groundwater El. at Completion	Groundwater El. After 24 Hours
8	137 + 06	65' RT. B	660.38	0			NONE	638.0	
			634.38	10	1.2 P	20			
			631.88	30	--	12			
			626.88	49	2.5 B	13			
			622.38	57	3.7 S	12			
				146	3.1 S	13			
				100					

FOR INFORMATION ONLY

BORING DATA
F.A.I. RT. 55 SEC. 53-5VB-1
LIVINGSTON COUNTY
STATION 136+65.28

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	157
				CONTRACT NO. 66B64

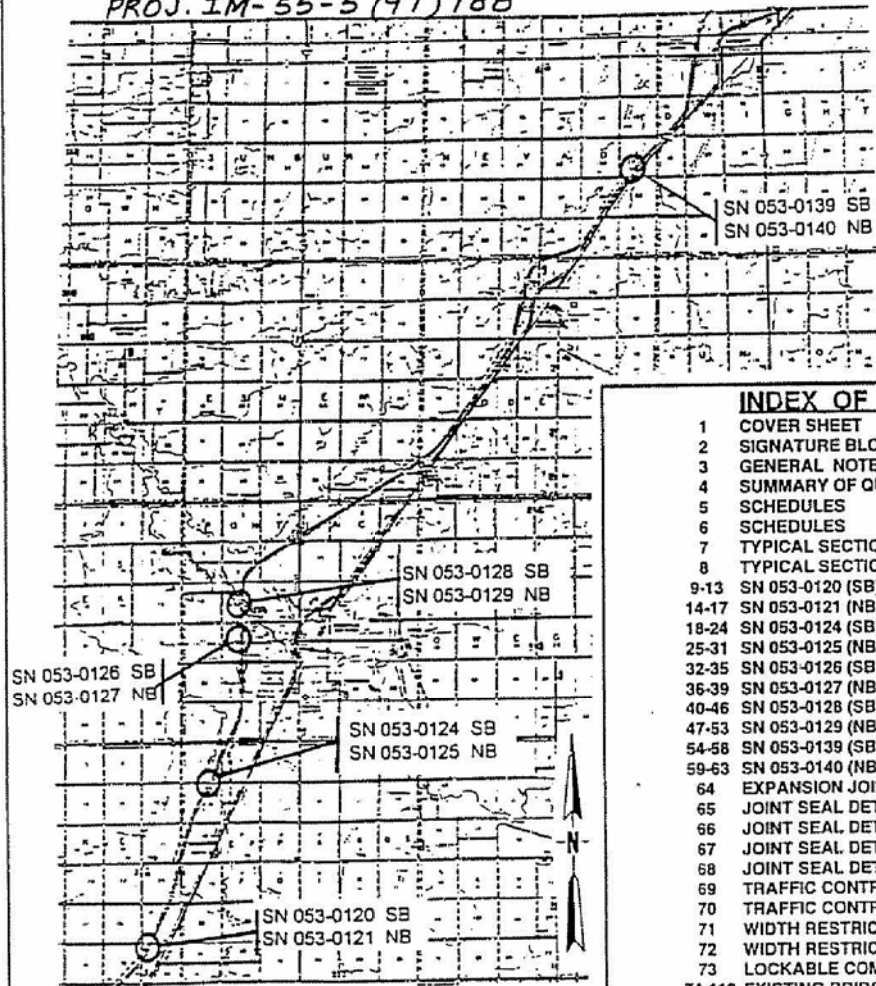
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FILE NAME: EX1609-75StructV1_Existing_Plans\CADD_Sheets\0530000-D366B64-001_Existing_Plans.dgn

USER NAME =	Ln_31	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

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

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY

C - 93 - 081 - 99
PROJ. IM-55-5(97)188



FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 1 OF 112
D-93-067-99



1999 ADT 22600

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FOR INFORMATION ONLY

STANDARDS

- 420001 -01 PAVEMENT JOINTS
- 442001 -01 CLASS A PATCH
- 701101 OFF-RD OPERATIONS, MULTILANE LESS THAN 4.5 m (15') AWAY FOR SPEEDS > 45 MPH
- 701401 LANE CLOSURE, MULTILANE FOR SPEEDS > 45 MPH
- 702001 TRAFFIC CONTROL DEVICES
- 780001 -01 TYPICAL PAVEMENT MARKINGS

I.D.O.T. Dist.#3: (815) 434-6131
JULIE (800) 892-0123
PROJECT ENGINEER: TOM SCHAEFER
SQUAD CHIEF: ROYCE DAVIS (815) 434-8419
TOWNSHIP: VARIOUS
CONTRACT NO. 86920

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 4 OF 112

90% FED.
10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE TYPE: X821 SFY 2A		SEC 53-6B-1		SEC 53-6B-1		SEC 53-6B-1		SEC 53-6B-1		SEC 53-6B-1		SEC 53-6B-1		SEC 53-6B-1	
			STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #	STR. #
50300530	FLOOR DRAIN EXTENSION	EACH	25	25	78	78	78	78	78	78	78	78	78	78	78	78	78	78
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
67000400	MOBILIZATION	L SUM	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
70100800	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104
M4050100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	824	824	824	824	824	824	824	824	824	824	824	824	824	824	824	824
M4400040	BITUMINOUS SURFACE REMOVAL 40mm	SO M	439	439	439	439	439	439	439	439	439	439	439	439	439	439	439	439
M4400050	BITUMINOUS SURFACE REMOVAL 60mm	SO M	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352	2352
M4402110	BITUMINOUS CONCRETE REMOVAL (DECK)	SO M	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022	7022
M4425200	CLASS A PATCHES, TYPE II, 225MM	SO M	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
M4425200	CLASS A PATCHES, TYPE II, 225MM	SO M	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
M4820000	BITUMINOUS SHOULDERS	M TON	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440
M5030390	BRIDGE DECK GROOVING	METER	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799	2799
M7030220	TEMPORARY PAVEMENT MARKING	SO M	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935	10935
M7031000	WORK ZONE PAVEMENT MARKING - LINE 100MM	SO M	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384
M7600205	PAINT PAVEMENT MARKING - LINE 100MM	METER	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855	10855
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	314	314	314	314	314	314	314	314	314	314	314	314	314	314	314	314
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	930	930	930	930	930	930	930	930	930	930	930	930	930	930	930	930
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	276	276	276	276	276	276	276	276	276	276	276	276	276	276	276	276
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286	1286
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	322	322	322	322	322	322	322	322	322	322	322	322	322	322	322	322
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
M7600205	PAINT PAVEMENT MARKING - LINE 150MM	METER	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140

SUMMARY OF QUANTITIES

* SPECIALTY ITEMS

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 5 OF 112

BITUMINOUS SCHEDULE						
LOCATION		BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS SURFACE REMOVAL 40mm	BITUMINOUS SURFACE REMOVAL 50mm	BITUMINOUS CONCRETE REMOVAL (DECK)	BITUMINOUS SHOULDERS
		LITER	SQ METER	SQ METER	SQ METER	M TON
SN 053-0120 (SB)	STAGE I	309	246	881	164	106
	STAGE II	514	176	1469	164	176
SN 053-0121 (NB)	STAGE I	309	248	882	166	106
	STAGE II	515	177	1470	166	176
SN 053-0124 (SB)	STAGE I	308	245	881	486	106
	STAGE II	514	175	1468	486	176
SN 053-0125 (NB)	STAGE I	308	245	881	486	106
	STAGE II	514	175	1468	486	176
SN 053-0126 (SB)	STAGE I	297	248	848	260	102
	STAGE II	494	178	1413	260	169
SN 053-0127 (NB)	STAGE I	297	248	848	260	102
	STAGE II	494	178	1413	260	169
SN 053-0128 (SB)	STAGE I	308	245	881	708	106
	STAGE II	514	175	1468	708	176
SN 053-0129 (NB)	STAGE I	308	245	881	708	106
	STAGE II	514	175	1468	708	176
SN 053-0139 (SB)	STAGE I	309	245	882	152	106
	STAGE II	514	175	1469	152	176
SN 053-0140 (NB)	STAGE I	309	245	882	156	106
	STAGE II	514	175	1469	156	176
TOTAL		8163	4219	23322	7092	2798

QC/QA BITUMINOUS
BIT. SHOULDERS - 2798 M TONS

TRAFFIC CONTROL & PROTECTION SCHEDULE										
LOCATION		TRAFFIC CONTROL & PROTECTION STANDARD 701401 LUMP SUM	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH	TEMPORARY PAVEMENT MARKING LINE 100 mm		WORK ZONE PAVEMENT MARKING REMOVAL SQ M	PAINT PAVEMENT MARKING LINE 100 mm		PAINT PAVEMENT MARKING LINE 150 mm	
				METER			METER		METER	
				YELLOW	WHITE		YELLOW	WHITE	YELLOW	WHITE
SN 053-0120 (SB)	STAGE I	0.05	8	192	510	110	510	510		23
	STAGE II	0.05	8	510	192	110	510	510		23
SN 053-0121 (NB)	STAGE I	0.05	8	192	510	110	510	510		23
	STAGE II	0.05	8	510	192	110	510	510		23
SN 053-0124 (SB)	STAGE I	0.05	12	238	566	121	566	566		37
	STAGE II	0.05	12	566	238	121	566	566		37
SN 053-0125 (NB)	STAGE I	0.05	12	238	566	121	566	566		37
	STAGE II	0.05	12	566	238	121	566	566		37
SN 053-0126 (SB)	STAGE I	0.05	9	198	526	113	526	526		27
	STAGE II	0.05	9	526	198	113	526	526		27
SN 053-0127 (NB)	STAGE I	0.05	9	198	526	113	526	526		27
	STAGE II	0.05	9	526	198	113	526	526		27
SN 053-0128 (SB)	STAGE I	0.05	15	275	603	129	603	603		47
	STAGE II	0.05	15	603	275	129	603	603		47
SN 053-0129 (NB)	STAGE I	0.05	15	275	603	129	603	603		47
	STAGE II	0.05	15	603	275	129	603	603		47
SN 053-0139 (SB)	STAGE I	0.05	8	181	509	110	509	509		23
	STAGE II	0.05	8	509	181	110	509	509		23
SN 053-0140 (NB)	STAGE I	0.05	8	181	509	110	509	509		23
	STAGE II	0.05	8	509	181	110	509	509		23
TOTAL		1	104	7576	7576	2332	5428	5428	0	314

Rev.

SCHEDULES

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 6 OF 112

CLASS A PATCH SCHEDULE					
LOCATION		CLASS A PATCH TYPE II	PATCH REINFORCEMENT	SAW CUTS	EXPANSION JOINT (SPECIAL)
		SQ METER	SQ METER	METER	METER
SN 053-0120 (SB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0121 (NB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0124 (SB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0125 (NB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0126 (SB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0127 (NB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0128 (SB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0129 (NB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0139 (SB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
SN 053-0140 (NB)	STAGE I	27	27	22	7
	STAGE II	27	27	22	7
TOTAL		540	540	440	140

MICROSILICA CONCRETE OVERLAY SCHEDULE								
LOCATION		BRIDGE DECK MICROFILICA CONCRETE OVERLAY	BRIDGE DECK SCARIFICATION	CONCRETE PAVEMENT SCARIFICATION	SILICONE JOINT SEALER	POLYMER CONCRETE	BRIDGE DECK GROOVING	DECK SLAB REPAIR (PARTIAL)
		SQ METER	SQ METER	SQ METER	METER	CU METER	SQ METER	SQ METER
SN 053-0120 (SB)	STAGE I	358	164	246	14	0.04	355	9
	STAGE II	389	164	176	16	0.05	384	9
SN 053-0121 (NB)	STAGE I	360	166	248	14	0.08	351	9
	STAGE II	394	166	177	16	0.1	386	9
SN 053-0124 (SB)	STAGE I	646	486	245	14		621	27
	STAGE II	747	486	175	16		722	27
SN 053-0125 (NB)	STAGE I	646	486	245	14		621	27
	STAGE II	747	486	175	16		722	27
SN 053-0126 (SB)	STAGE I	444	250	248	12	0.06	429	14
	STAGE II	498	250	178	14	0.08	483	14
SN 053-0127 (NB)	STAGE I	444	250	248	12	0.06	429	14
	STAGE II	498	250	178	14	0.08	483	14
SN 053-0128 (SB)	STAGE I	844	708	245	12	0.12	808	39
	STAGE II	991	708	175	14	0.16	955	39
SN 053-0129 (NB)	STAGE I	844	708	245	12		808	39
	STAGE II	991	708	175	14		955	39
SN 053-0139 (SB)	STAGE I	346	152	245	12		338	9
	STAGE II	378	152	175	14		370	9
SN 053-0140 (NB)	STAGE I	349	156	245	12		341	9
	STAGE II	382	156	175	14		374	9
TOTAL		11296	7092	4219	276	0.83	10935	390

FOR INFORMATION ONLY

SCHEDULES

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E LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Lin_31	DESIGNED - VPT	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 5/7/2018	DRAWN - CGY	REVISED -
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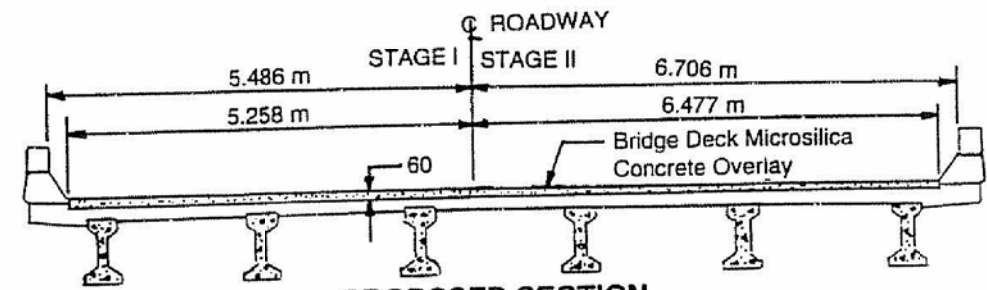
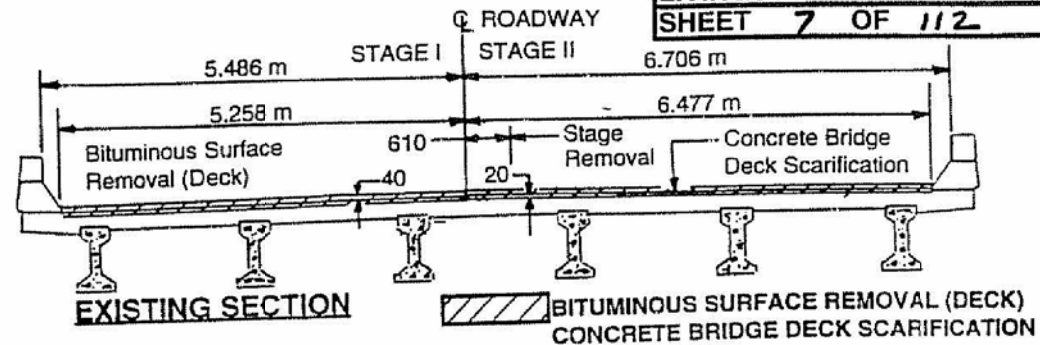
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

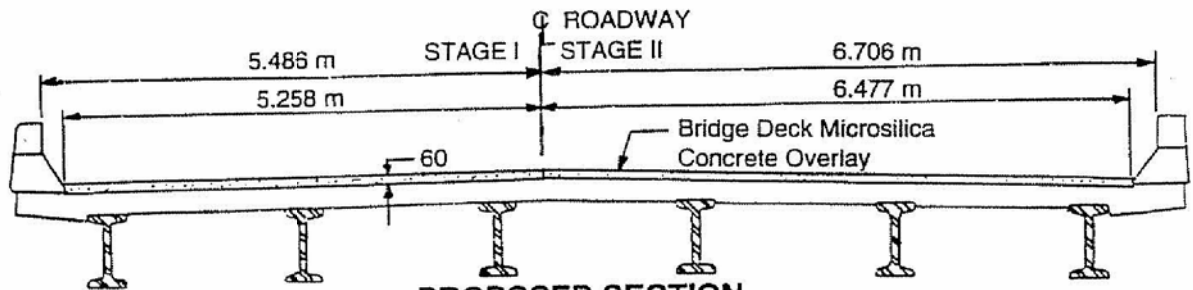
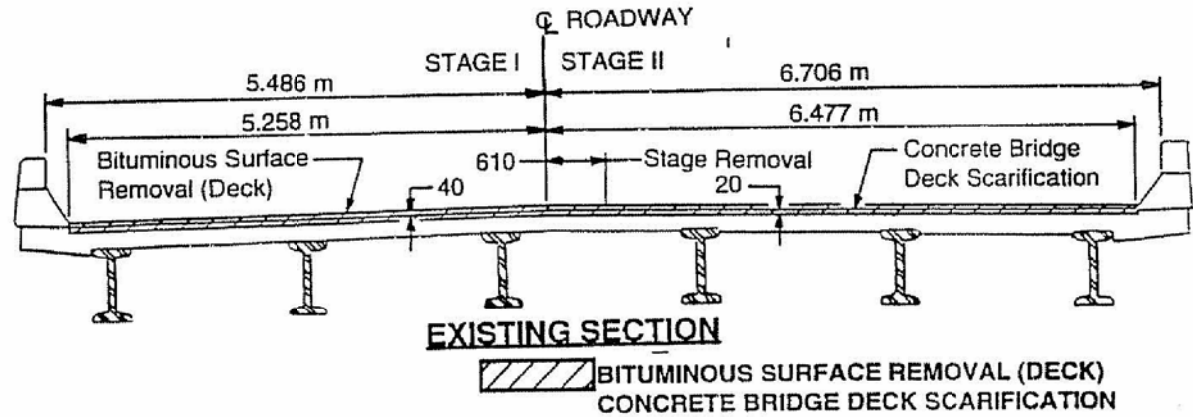
SHEET 26 OF 39 SHEETS

F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 159
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 7 OF 112



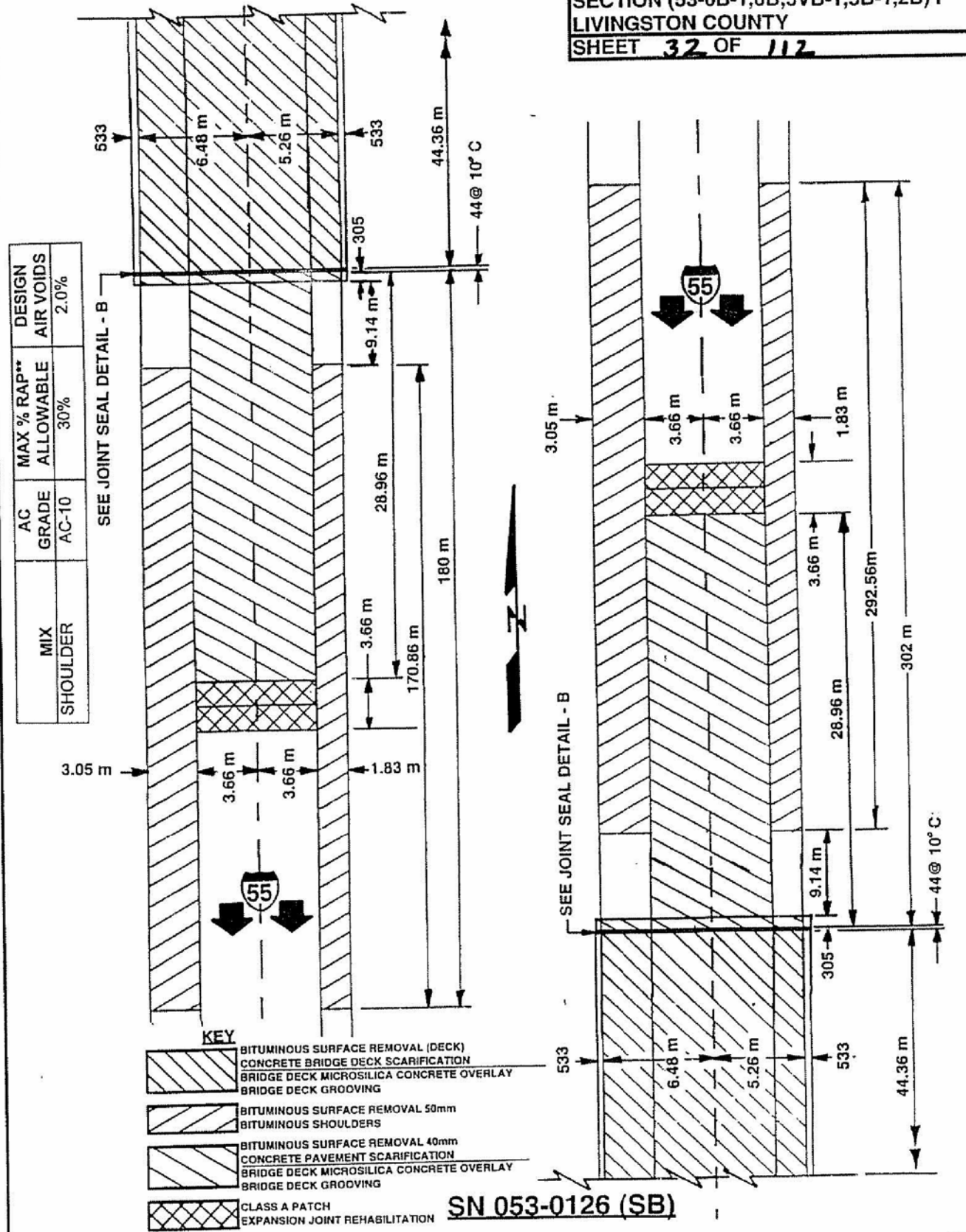
PROPOSED SECTION
TYPICAL STRUCTURE SECTION FOR INFORMATION ONLY
S.N. 053-0120 (SB) S.N. 053-0121 (NB)



PROPOSED SECTION
TYPICAL STRUCTURE SECTION
S.N. 053-0124 (SB) S.N. 053-0125 (NB)
S.N. 053-0126 (SB) S.N. 053-0127 (NB)
S.N. 053-0128 (SB) S.N. 053-0129 (NB)

TYPICAL SECTIONS

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 32 OF 112



SN 053-0126 (SB)

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LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

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PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

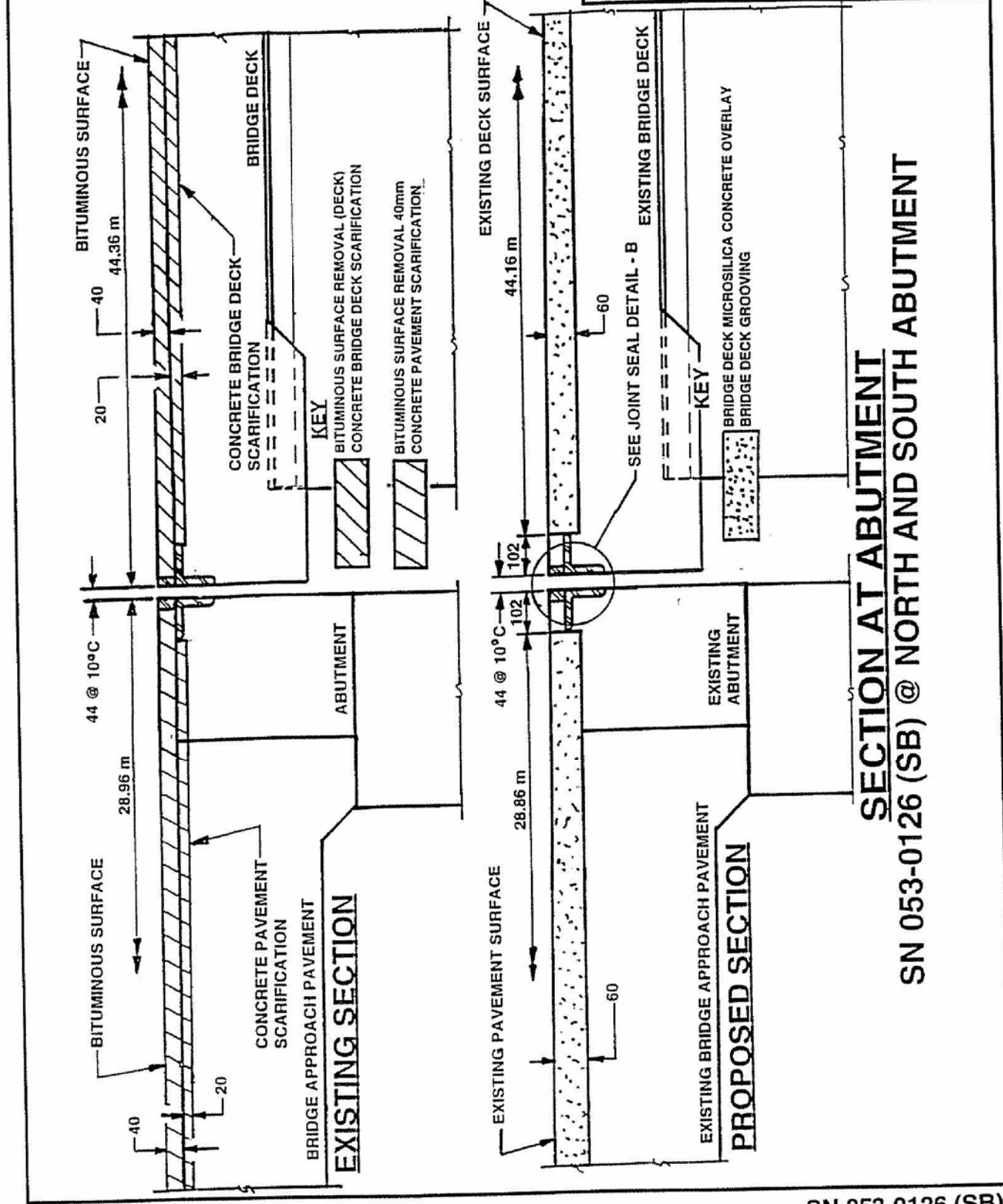
EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	160
CONTRACT NO. 66B64				

SHEET 27 OF 39 SHEETS

ILLINOIS FED. AID PROJECT

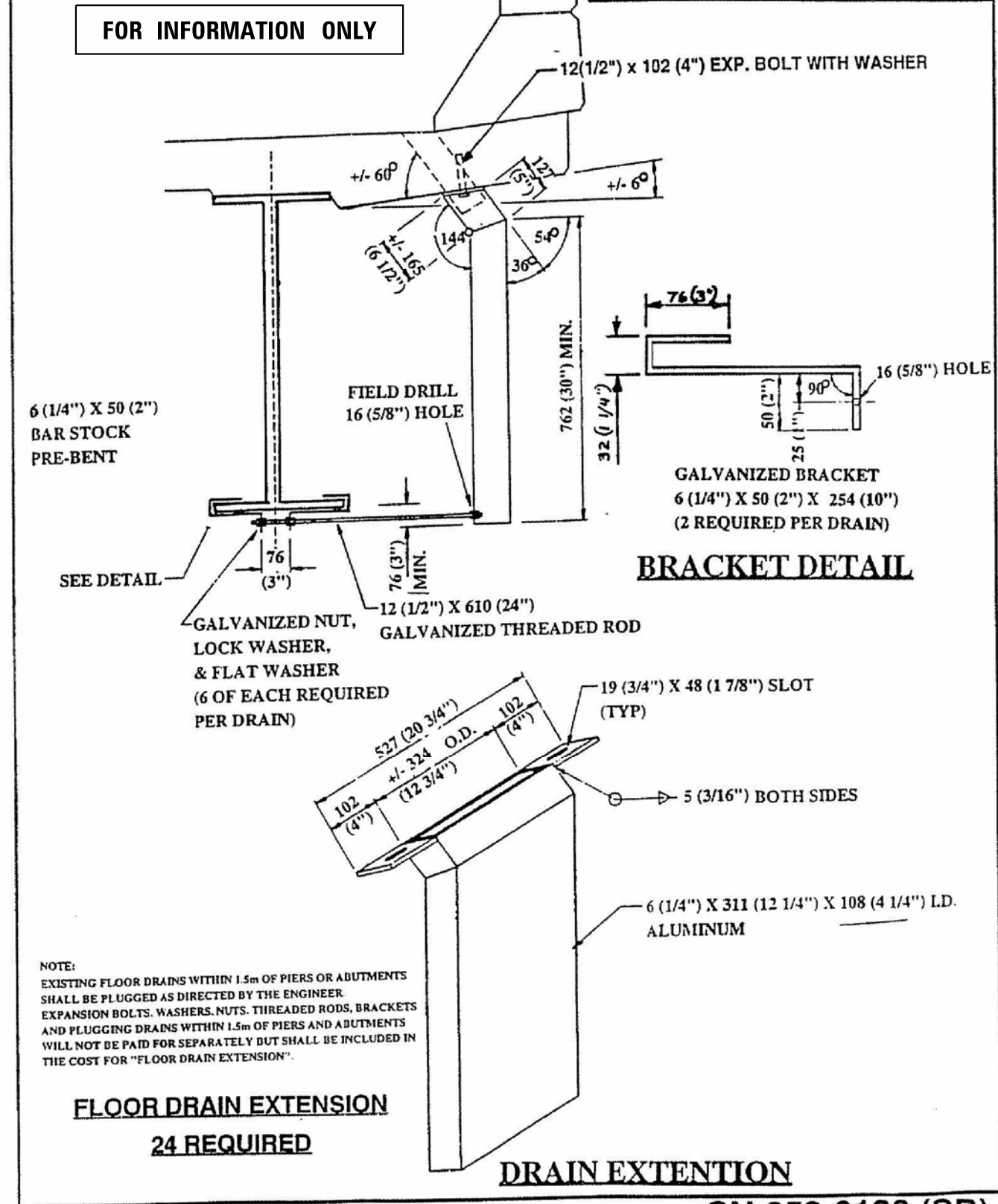
FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 33 OF 112



**SECTION AT ABUTMENT
SN 053-0126 (SB) @ NORTH AND SOUTH ABUTMENT**

SN 053-0126 (SB)

FAI 55 (I-55)
SECTION (53-6B-1,6B,5VB-1,5B-1,2B) I
LIVINGSTON COUNTY
SHEET 34 OF 112



NOTE:
EXISTING FLOOR DRAINS WITHIN 1.5m OF PIERS OR ABUTMENTS SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER. EXPANSION BOLTS, WASHERS, NUTS, THREADED RODS, BRACKETS AND PLUGGING DRAINS WITHIN 1.5m OF PIERS AND ABUTMENTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR "FLOOR DRAIN EXTENSION".

**FLOOR DRAIN EXTENSION
24 REQUIRED**

DRAIN EXTENTION

SN 053-0126 (SB)

MODEL: Default
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Springfield, Illinois

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PLOT DATE =	5/7/2018	CHECKED -	VPT	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	161
CONTRACT NO. 66B64				

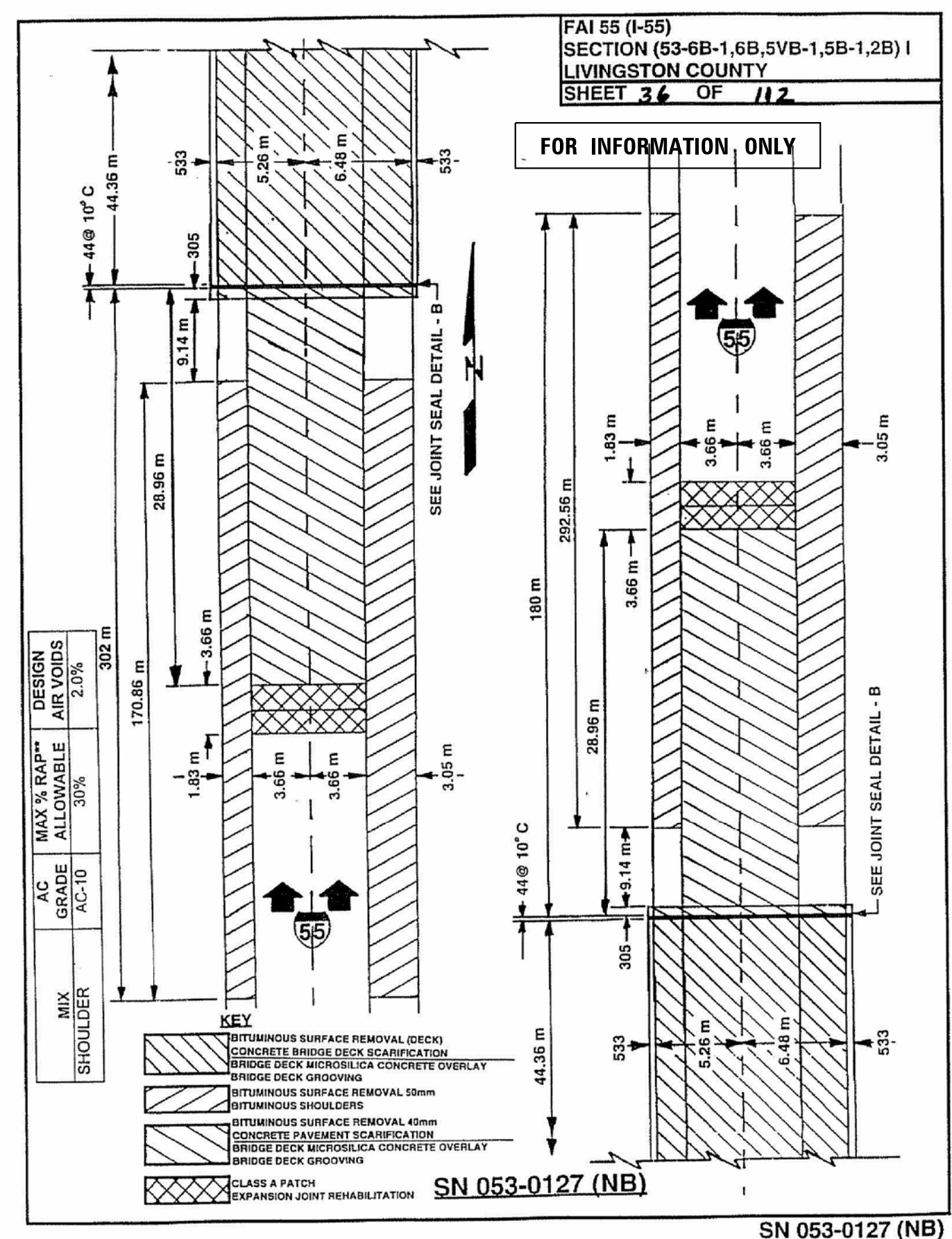
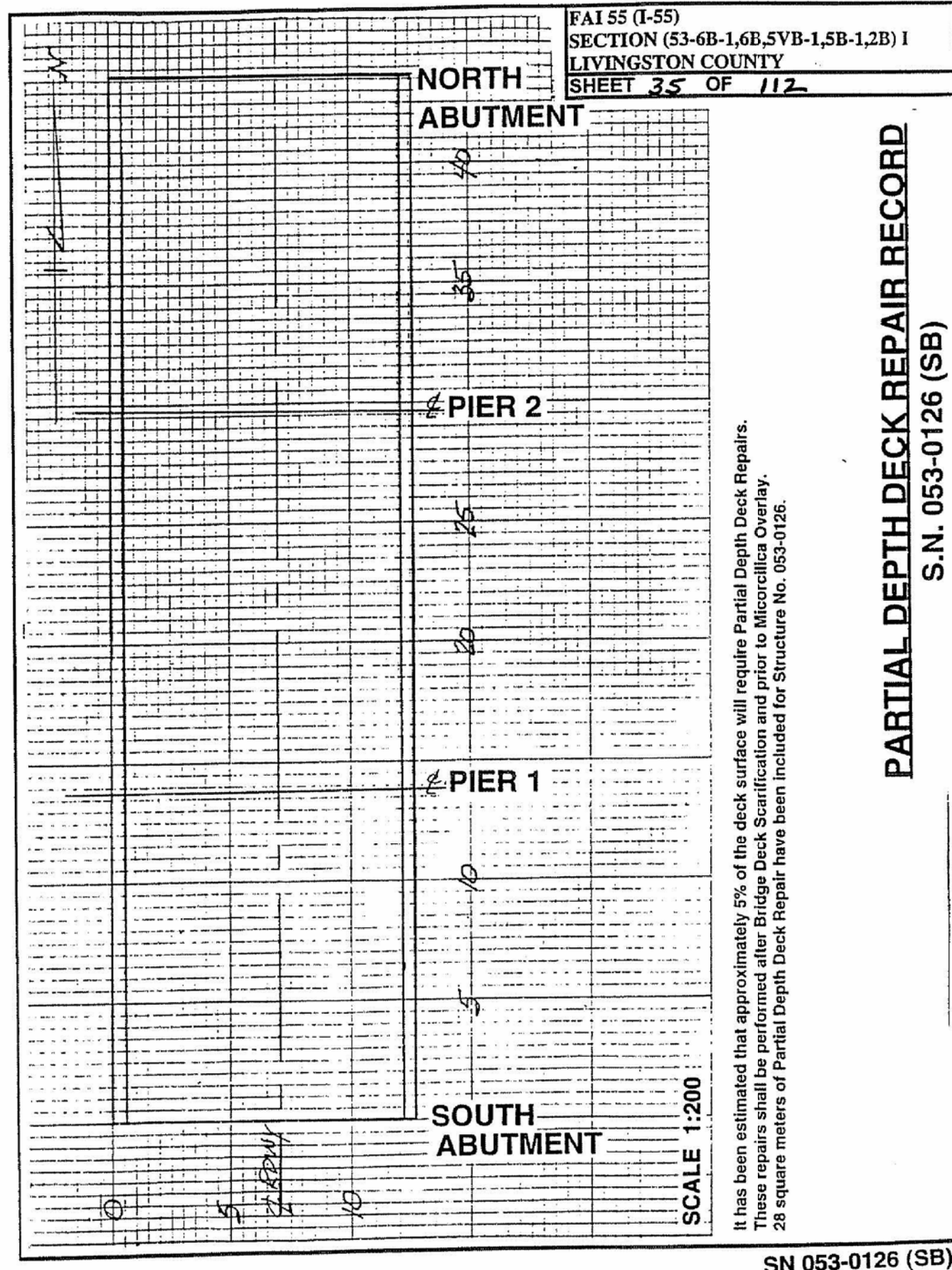
SHEET 28 OF 39 SHEETS

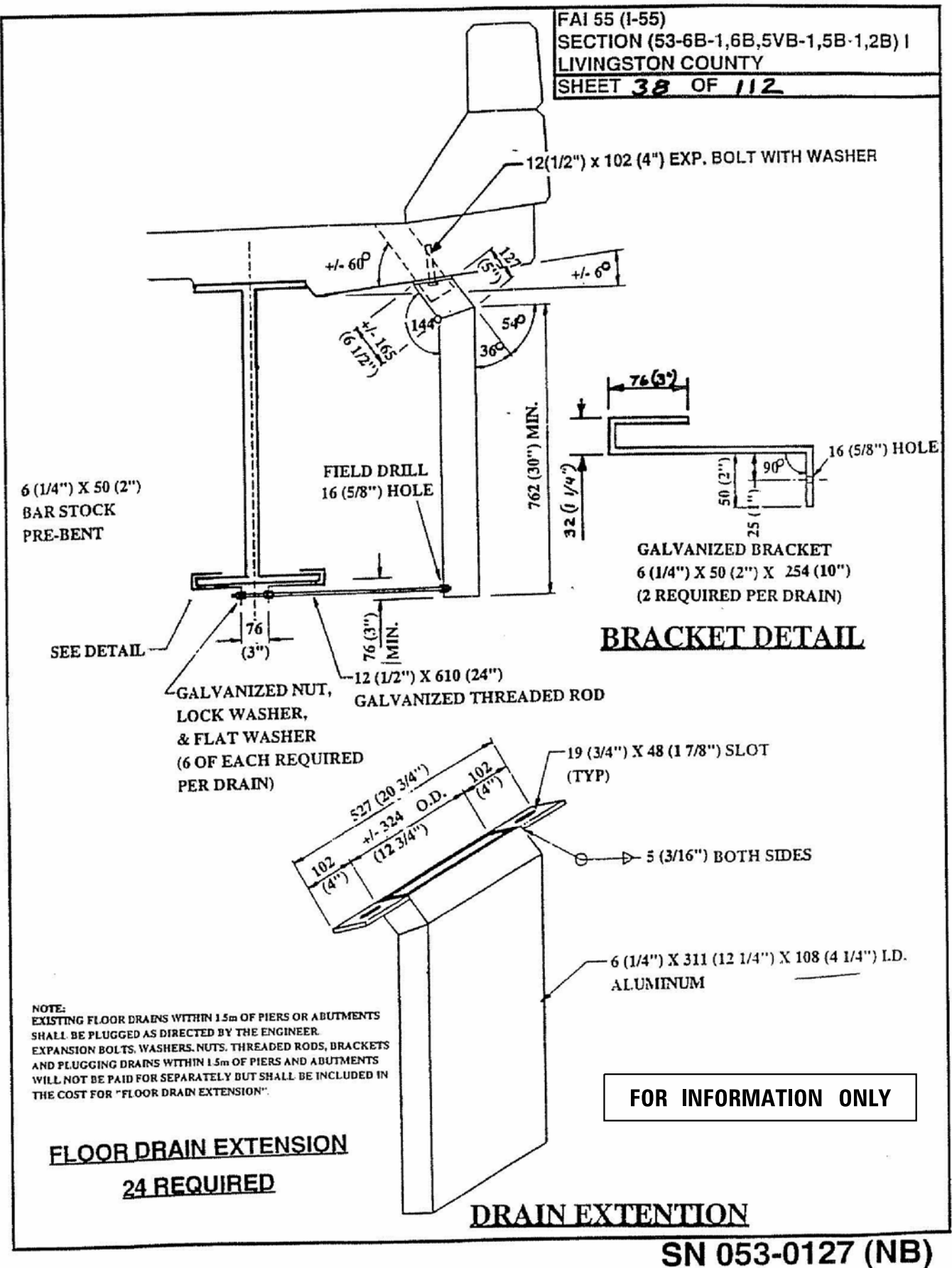
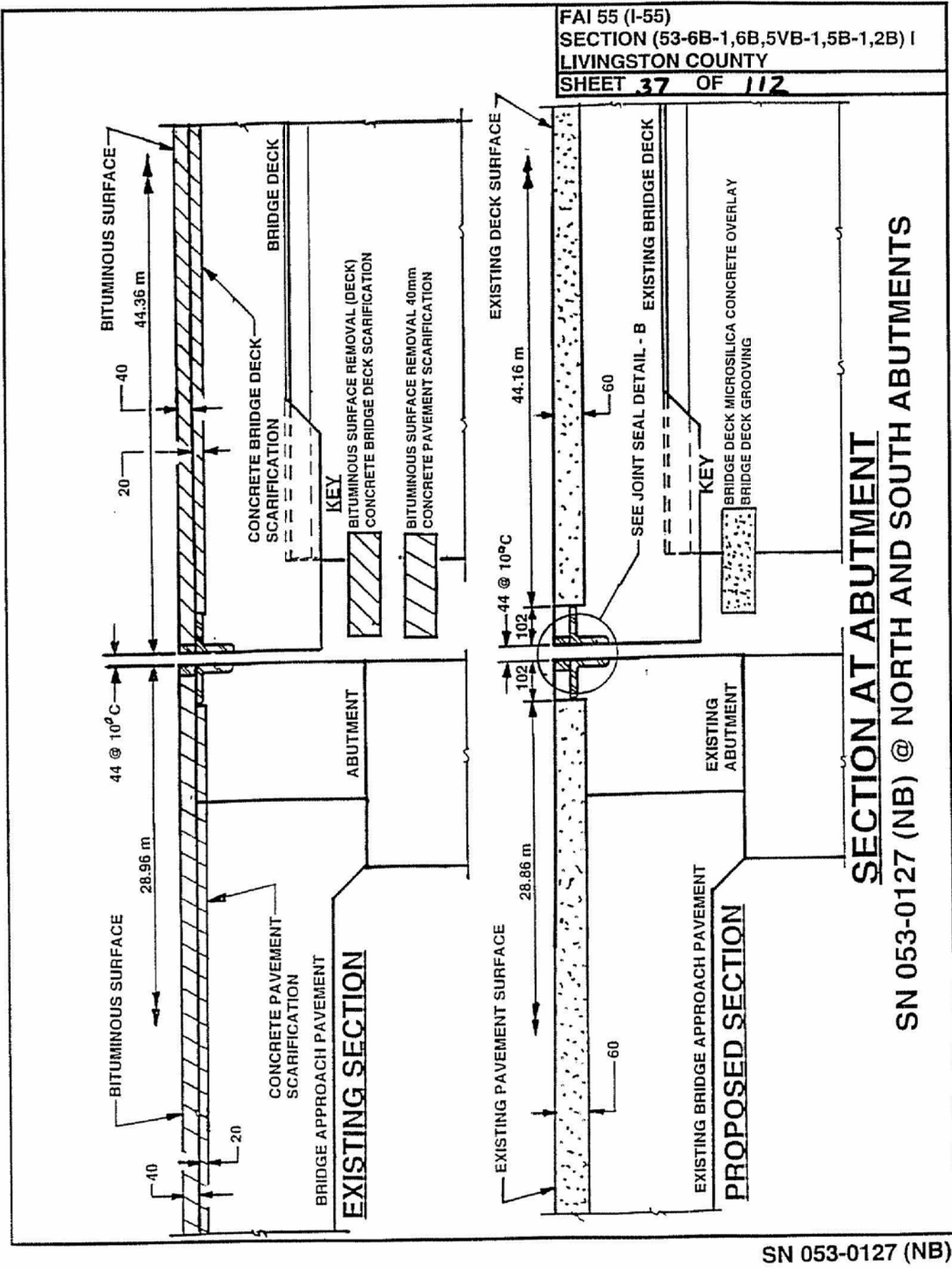
ILLINOIS FED. AID PROJECT

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PLOT DATE =	5/7/2018	CHECKED -	VPT	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	162
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				





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LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	Ln_31	DESIGNED -	VPT	REVISED -	
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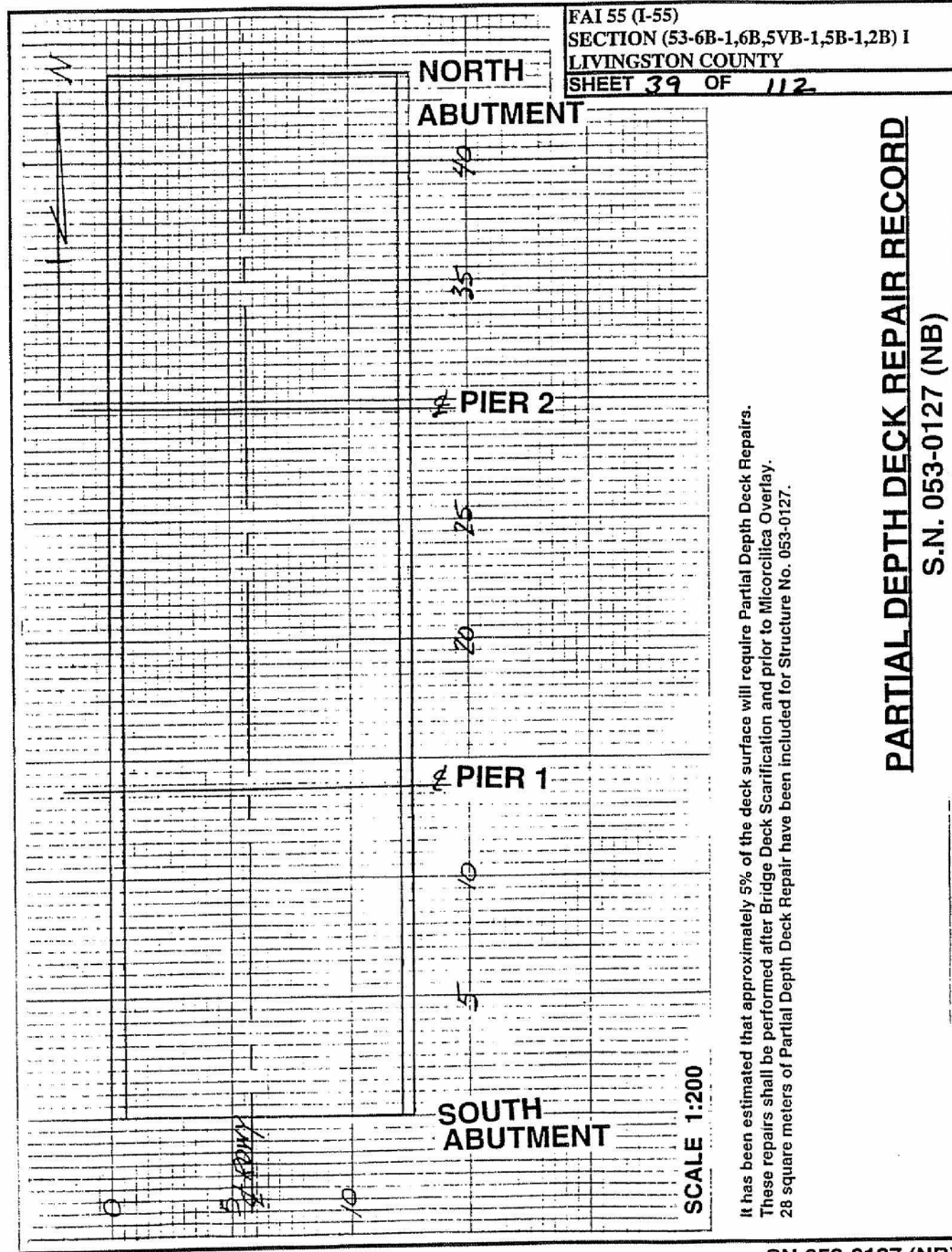
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

SHEET 30 OF 39 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	163
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

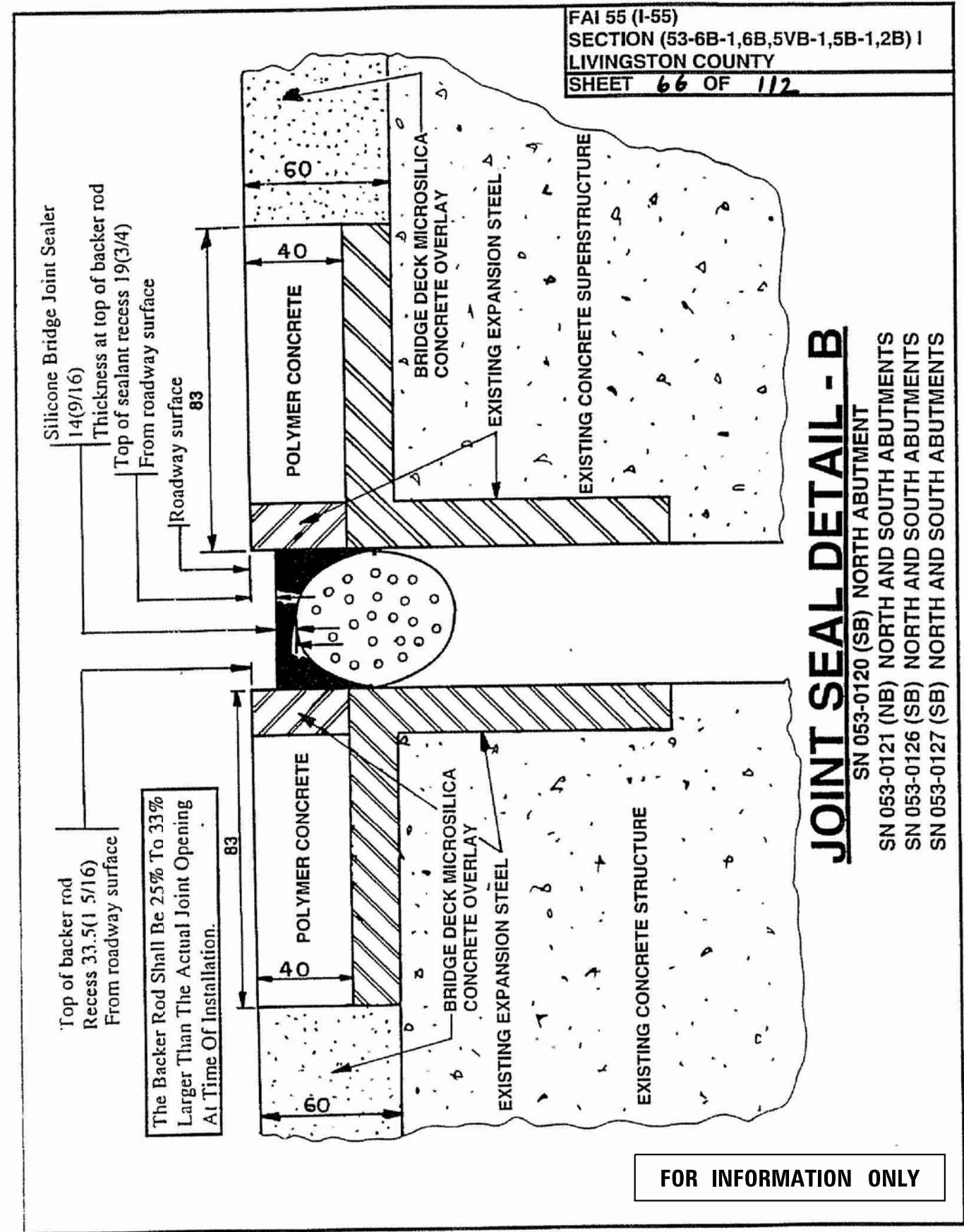
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It has been estimated that approximately 5% of the deck surface will require Partial Depth Deck Repairs. These repairs shall be performed after Bridge Deck Scarification and prior to Micorcilica Overlay. 28 square meters of Partial Depth Deck Repair have been included for Structure No. 053-0127.

PARTIAL DEPTH DECK REPAIR RECORD
 S.N. 053-0127 (NB)

SN 053-0127 (NB)

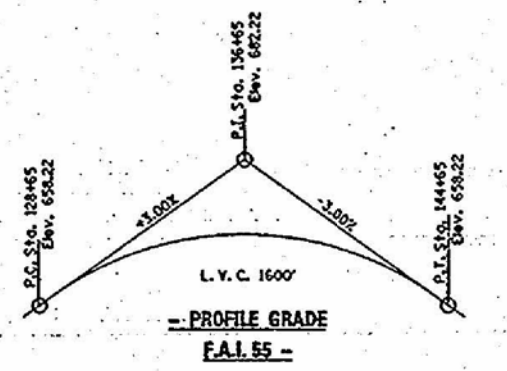
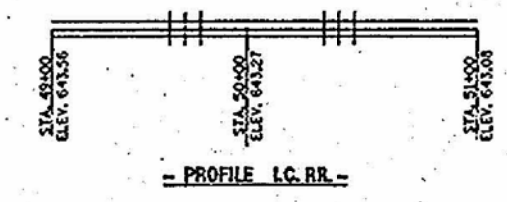
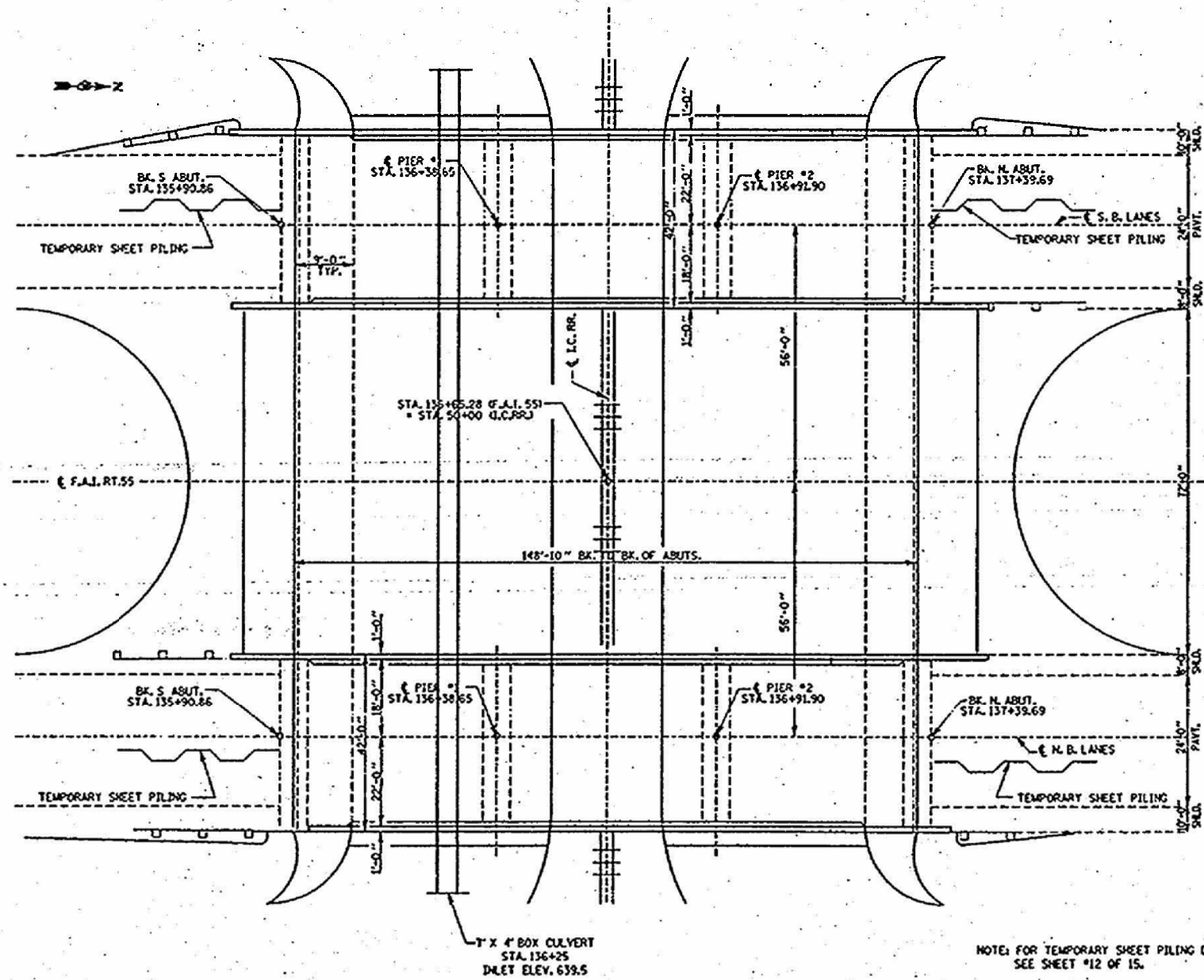


JOINT SEAL - DETAIL B

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PLOT DATE = 5/7/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	164
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

Sheet No. 1 of 15	SECTION	COUNTY	DATE	NO.
55	63-5JR&I	LIVINGSTON	86	39
STA.	NO. STA.			
REL. TO P.C. OR P.T.	DATE	REL. TO PLOT		



DESIGN LOADING
 Live HS 20-44 & ST. AASHTO 1969 Specifications.
 Allow 25' x 25' sq. ft. for future wearing surfaces.

DESIGN STRESSES
 $f_c = 1400$ p.s.i. Substructure, Curbs, & Parapets
 $f_c = 1200$ p.s.i. Superstructure Slab
 $f_c = 75$ p.s.i. Footings
 $f_s = 20,000$ p.s.i. Reinforcing Steel
 $f_s = 20,000$ p.s.i. Structural Steel (A 36)
 $n = 10$

FOR INFORMATION ONLY

GENERAL PLAN
S.N. 053-0126
S.N. 053-0127

NOTE: FOR TEMPORARY SHEET PILING DETAILS
 SEE SHEET #12 OF 15.

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 Springfield, Illinois

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DATE = 5/7/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
 STRUCTURE NO. 053-2582

SHEET 32 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	165
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

Sheet No. 2
of 15

SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
55	LIVINGSTON	86	40
STA. TO STA.			
MILE AND FRACTION			

TOTAL BILL OF MATERIALS S.N. 053-0126

CODE NO.	ITEM	UNIT	QUANT.
50102400	CONCRETE REMOVAL	CU YD	48.55
50300255	CONCRETE SUPERSTRUCTURES	CU YD	48.55
50800205	REINFORCEMENT BARS, EPOXY COATED	LB	8550
28100107	RIPRAP CLASS A4	SO YD	2.2
59000100	EPOXY CRACK SEALING	FT	13
50301245	FORMED CONCRETE REPAIR (<= 5")	SO FT	57
50500715	JACK & REMOVE EXISTING BEARINGS	EA	12
50300310	ELASTOMERIC BEARING ASSEMBLY TYPE I	EA	12
50500505	STUD SHEAR CONNECTORS	EA	504
X0322933	SILICONE JT. SEALER (2 1/2")	FT	82
50500405	FURNISHING & ERECTING STRUCTURAL STEEL	LB	5614
X0320887	POLYMER CONCRETE	CU FT	13.64
50300260	BRIDGE DECK GROOVING	SO FT	770
50200100	STRUCTURE EXCAVATION	CU YD	105.6
20700220	POROUS GRANULAR EMBANKMENT	CU YD	105.6
51205200	TEMPORARY SHEET PILING	SO FT	420
Z0002600	BAR SPLICERS	EACH	84

General Notes:

- All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
- All structural steel shall be shop pointed with inorganic zinc rich primer per AASHTO M300 TYPE I. The cost shall be included with "furnishing & erecting structural steel."
- Fasteners shall be high strength bolts (AASHTO M 164, Type3). Bolts 3/4", open holes 7/8", unless otherwise noted.
- The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
- Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
- Reinforcement bars designated (E) shall be epoxy coated.
- Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
- Existing longitudinal reinforcement extending into the removed area shall be cleaned, straightened and incorporated into the new construction. Existing transverse reinforcement may be cut as shown and removed.
- Prior to pouring the new concrete for the deck, all loose rust, loose mill scale and all other loose, detrimental foreign material shall be removed from the portions of flanges of beams in contact with concrete. The removal shall be accomplished according to the requirements of the SSPC Surface Preparation Specifications SP-3 for power tool cleaning or SP-2 for hand tool cleaning. Cost shall be included in the cost of "Concrete Superstructure".
- Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the engineer.
- Anchor bolts shall be set before bolting diaphragms over supports.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the top bearing plate, shall be provided for each bearing in addition to all other plates or shims. For type I elastomeric bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

TOTAL BILL OF MATERIALS S.N. 053-0127

CODE NO.	ITEM	UNIT	QUANT.
50102400	CONCRETE REMOVAL	CU YD	48.55
50300255	CONCRETE SUPERSTRUCTURES	CU YD	48.55
50800205	REINFORCEMENT BARS, EPOXY COATED	LB	8550
59000100	EPOXY CRACK SEALING	FT	14
50301245	FORMED CONCRETE REPAIR (<= 5")	SO FT	19
50500715	JACK & REMOVE EXISTING BEARINGS	EA	12
50300310	ELASTOMERIC BEARING ASSEMBLY TYPE I	EA	12
50500505	STUD SHEAR CONNECTORS	EA	504
X0322933	SILICONE JT. SEALER (2 1/2")	FT	82
50500405	FURNISHING & ERECTING STRUCTURAL STEEL	LB	5614
X0320887	POLYMER CONCRETE	CU FT	13.64
50300260	BRIDGE DECK GROOVING	SO FT	770
50200100	STRUCTURE EXCAVATION	CU YD	105.6
20700220	POROUS GRANULAR EMBANKMENT	CU YD	105.6
51205200	TEMPORARY SHEET PILING	SO FT	420
Z0002600	BAR SPLICERS	EACH	84

**TOTAL
BILL OF MATERIALS
S.N. 053-0126
S.N. 053-0127**

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	166
CONTRACT NO. 66B64				

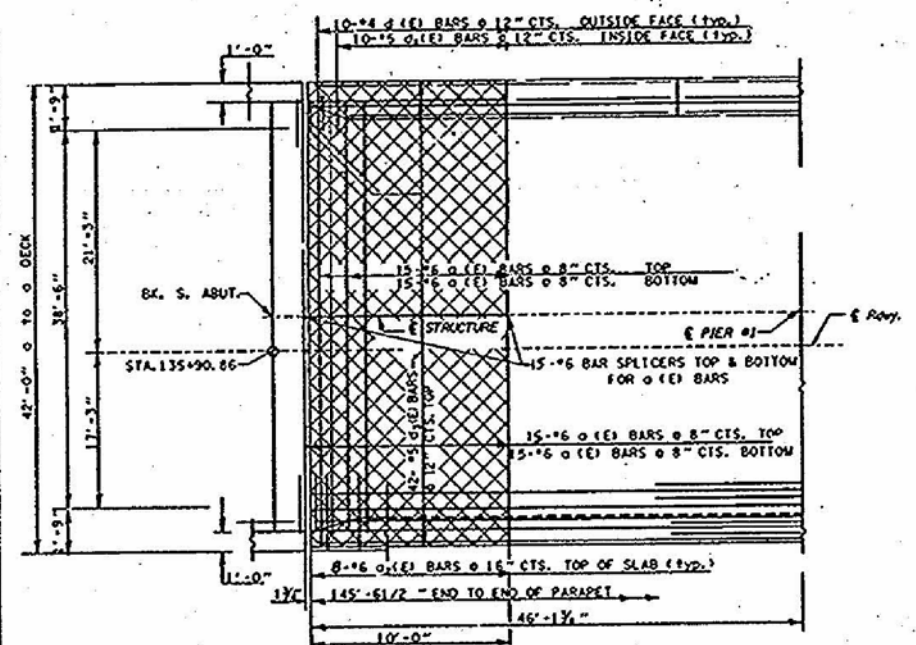
SHEET 33 OF 39 SHEETS

ILLINOIS FED. AID PROJECT

USER NAME = Lin_31	DESIGNED - VPT	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
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Sheet No. 3 of 15		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-5R&I	LIVINGSTON	86	41	
STA.	TO STA.		DATE	FILE NO. PROJECT	

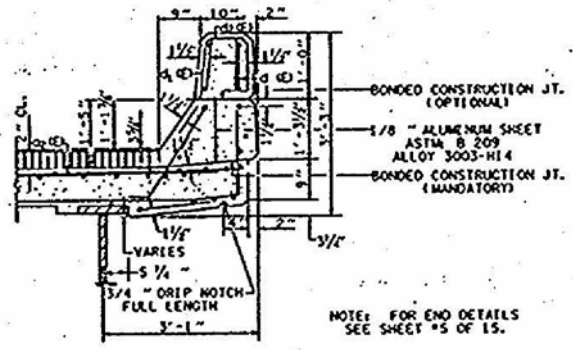
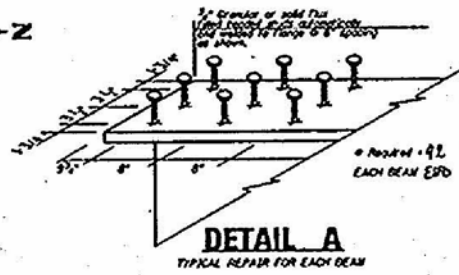
NOTE:
BARS INDICATED THUS 20 x 3-5 ETC.
INDICATES 20 LINES OF BARS WITH
3 LENGTHS PER LINE.



AREA OF DECK & PARAPET TO BE REMOVED & REPLACED. SEE EXPANSION JT. & DECK DETACHMENT REPAIR

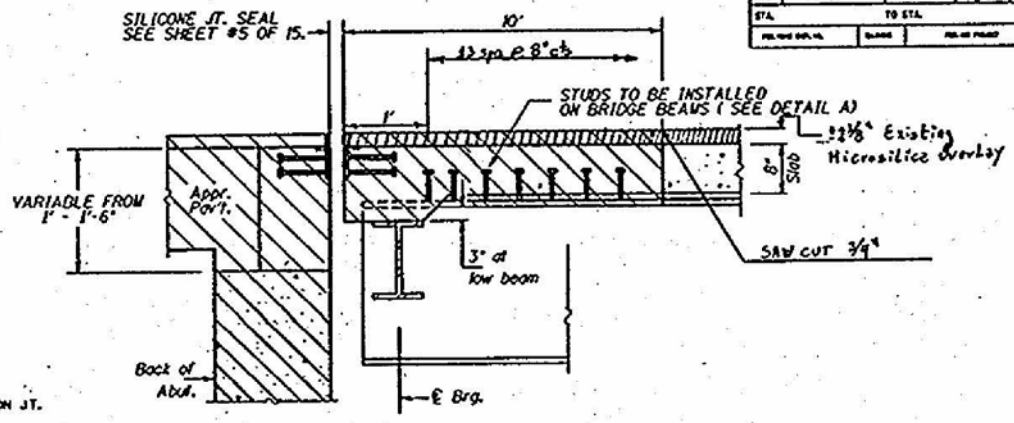
PLAN (S. ABUT. SHOWN, N. ABUTMENT SIMILAR)

NOTE: FOR BILL OF MATERIALS SEE SHEET NO. 5 OF 15.



CURB SECTION
(EXISTING)

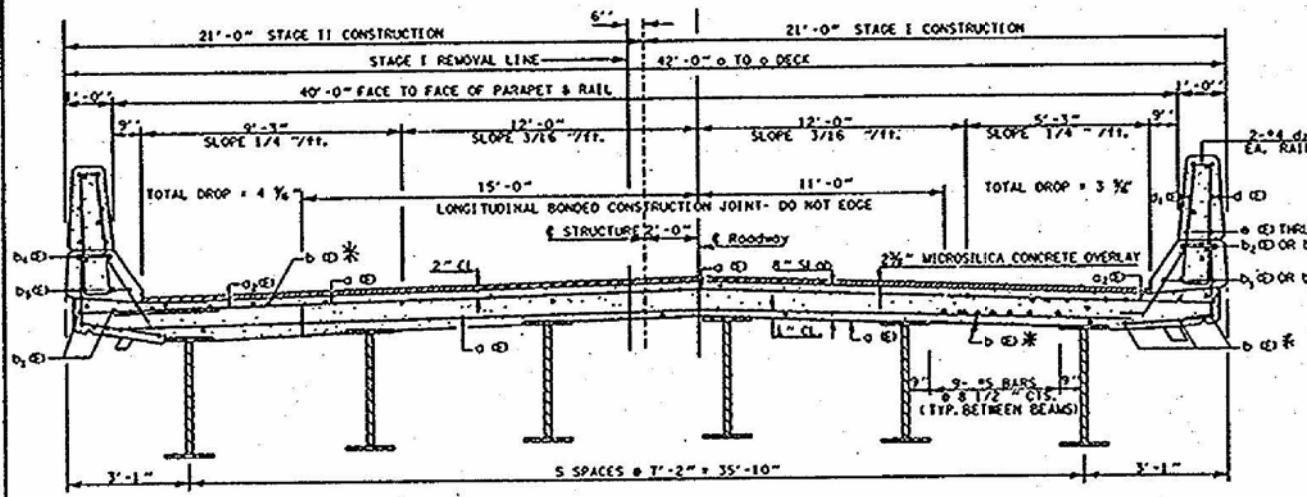
NOTE: FOR END DETAILS SEE SHEET #5 OF 15.



EXPANSION JOINT & DECK DETACHMENT REPAIR

NOTE: FOR REINFORCEMENT DETAILS SEE SHEET #5 OF 15.

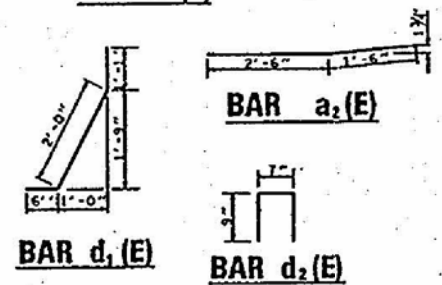
NOTE: FOR PLACEMENT OF BARS SEE SHEET #7 OF 15.



CROSS SECTION ON
LOOKING NORTH
(EXISTING)

NOTE: ALL BEAMS ARE W30 X 132

* Longitudinal bars extending into the new construction should be cleaned, straightened and incorporated into the new construction. Cost is to be included in the cost of Concrete Superstructures.



FOR INFORMATION ONLY

**DECK REPAIR
DETAIL
S. N. 053-0126**

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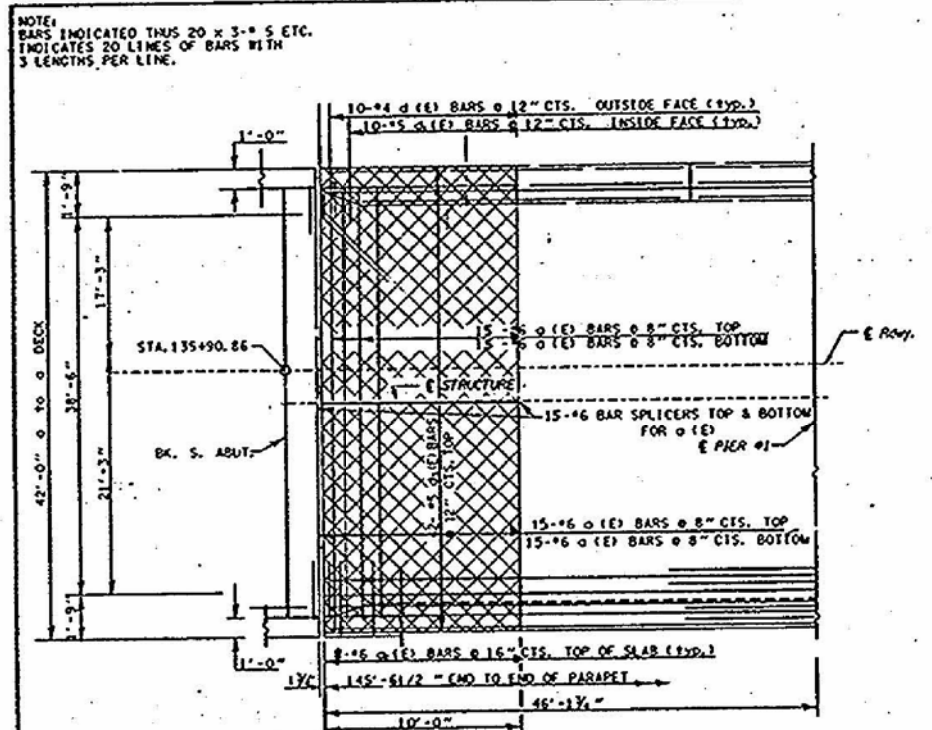
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	PLOT SCALE =	CHECKED - MTH	REVISED -
	DATE = 5/7/2018	DRAWN - CGY	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

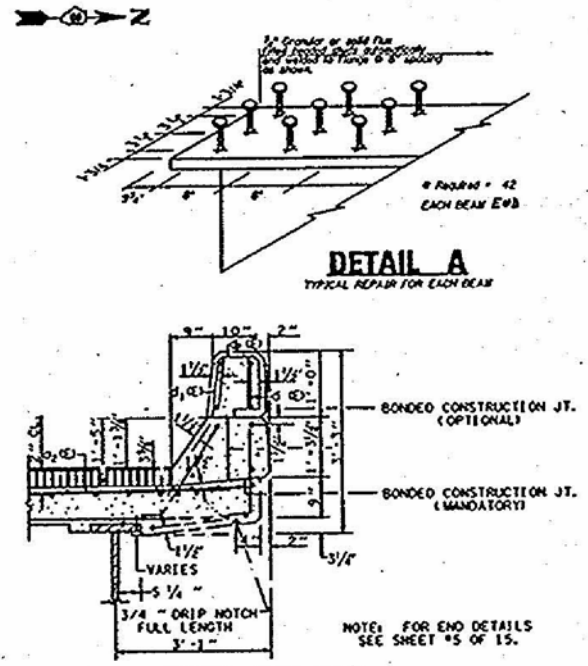
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	167
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

Sheet No. 4 of 15		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	86	42	722	168
STA. 135+90.86 TO STA. 135+91.14		NAME		MILE OF ROAD		

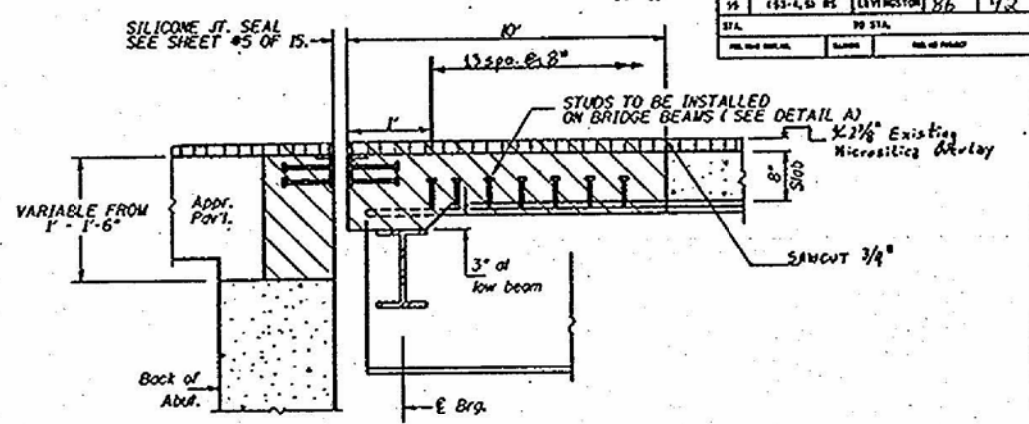


AREA OF DECK & PARAPET TO BE REMOVED & REPLACED. SEE EXPANSION JT. & DECK DETACHMENT REPAIR

NOTE: FOR BILL OF MATERIALS SEE SHEET NO. 5 OF 15.

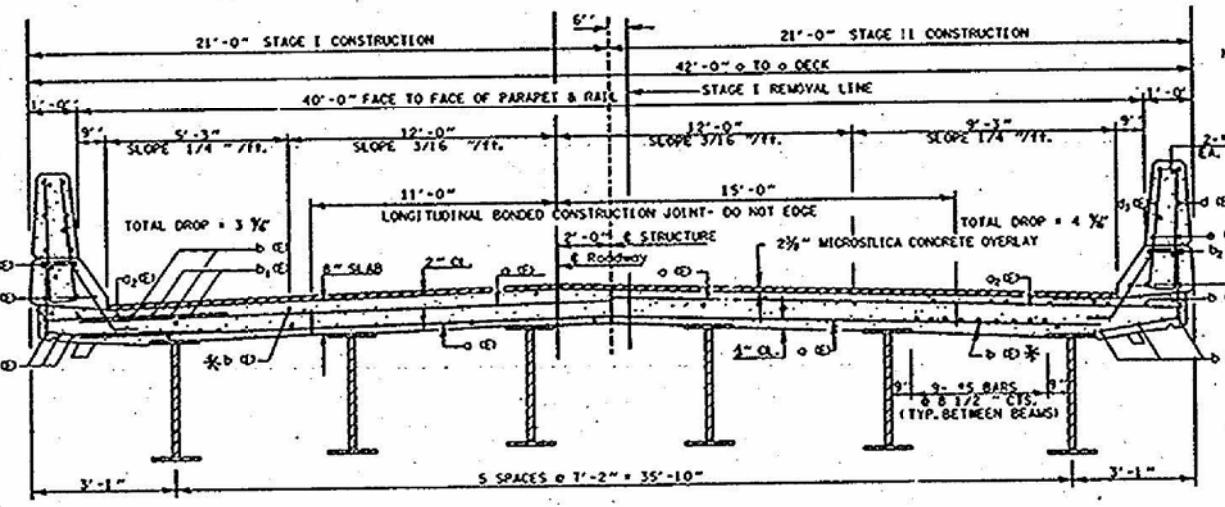


CURB SECTION (EXISTING)



EXPANSION JOINT & DECK DETACHMENT REPAIR

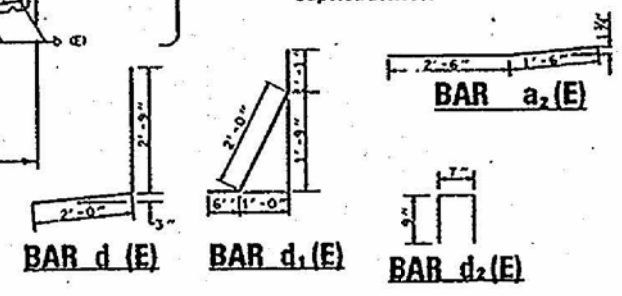
NOTE: FOR REINFORCEMENT DETAILS SEE SHEET #5 OF 15.



CROSS SECTION LOOKING NORTH (EXISTING)

NOTE: FOR PLACEMENT OF BARS d₁(E) & d₂(E) SEE SHEET #7 OF 15.

* Longitudinal bars extending into the new construction should be cleaned, straightened and incorporated into the new construction. Cost is to be included in the cost of Concrete Superstructures.



FOR INFORMATION ONLY

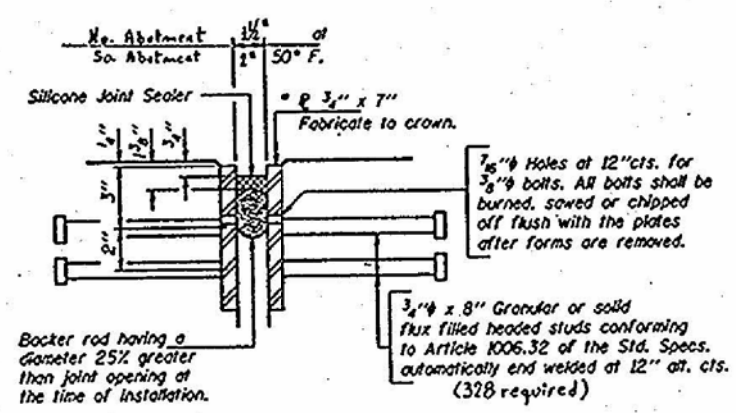
DECK REPAIR DETAIL

S. N. 053-0127

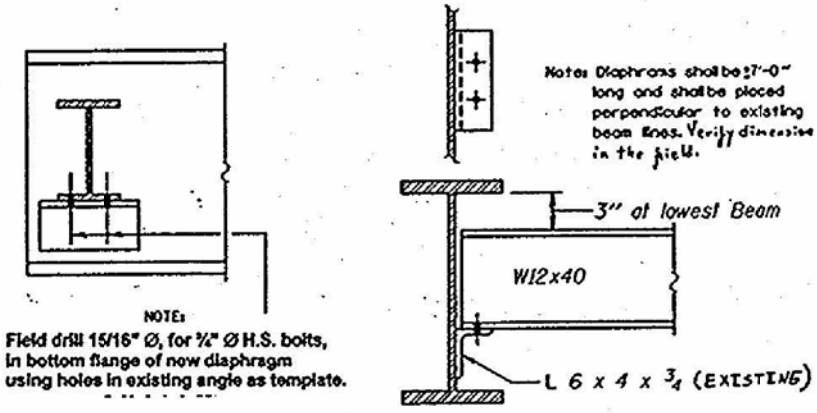
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Sheet No. 5
of 15

F.A.I. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	169
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SILICONE JOINT SEALER DETAIL



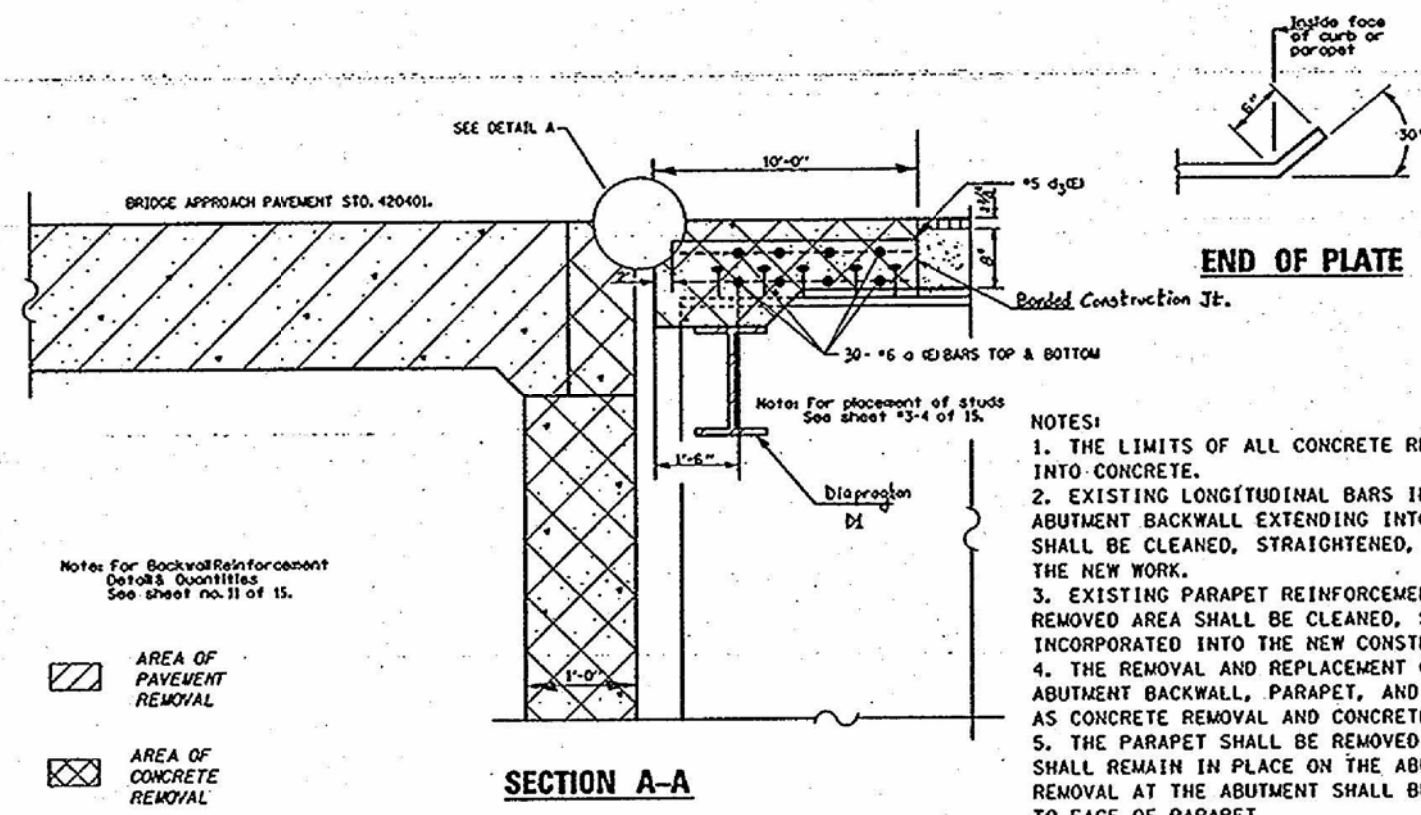
DIAPHRAGM D1

REMOVE AND REPLACE DIAPHRAGMS OVER NORTH ABUTMENT

S.N. 053-0126

BILL OF MATERIAL S. N. 053-0126

BAR	NO.	SIZE	LENGTH (FT.)	SHAPE
a (E)	120	#6	20.00	
a2 (E)	32	#6	4.00	
d (E)	40	#4	4.75	
d1 (E)	40	#5	3.42	
d2 (E)	8	#4	2.08	
d3 (E)	84	#5	2.42	
			LBS	4290
			CU YD	32.00
			CU YD	32.00
			FT	82
			L8	4725



SECTION A-A

END OF PLATE

- NOTES:**
1. THE LIMITS OF ALL CONCRETE REMOVAL SHALL BE SAW CUT 3/4" INTO CONCRETE.
 2. EXISTING LONGITUDINAL BARS IN DECK AND VERTICAL BARS IN ABUTMENT BACKWALL EXTENDING INTO THE REMOVED AREA SHALL BE CLEANED, STRAIGHTENED, AND INCORPORATED IN THE NEW WORK.
 3. EXISTING PARAPET REINFORCEMENT EXTENDING INTO THE REMOVED AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION.
 4. THE REMOVAL AND REPLACEMENT OF CONCRETE AT THE ABUTMENT BACKWALL, PARAPET, AND DECK WILL BE PAID FOR AS CONCRETE REMOVAL AND CONCRETE SUPERSTRUCTURE.
 5. THE PARAPET SHALL BE REMOVED ON THE DECK SIDE, BUT SHALL REMAIN IN PLACE ON THE ABUTMENT SIDE. CONCRETE REMOVAL AT THE ABUTMENT SHALL BE FROM FACE OF PARAPET TO FACE OF PARAPET.
 6. THE REMOVAL OF EXISTING SILICONE JT. SEALER AND STEEL ARMOUR SHALL BE INCLUDED IN THE COST OF "CONCRETE REMOVAL".

BILL OF MATERIAL S. N. 053-0127

BAR	NO.	SIZE	LENGTH (FT.)	SHAPE
a (E)	120	#6	20.00	
a2 (E)	32	#6	4.00	
d (E)	40	#4	4.75	
d1 (E)	40	#5	3.42	
d2 (E)	8	#4	2.08	
d3 (E)	84	#5	2.42	
			LBS	4290
			CU YD	32.00
			CU YD	32.00
			FT	82
			L8	3200

FOR INFORMATION ONLY

EXPANSION JOINT & DIAPHRAM REPLACEMENT DETAIL

S.N.. 053-0126 & S.N. 053-0127

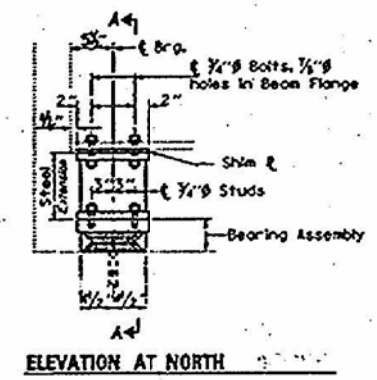
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Sheet No. 9
of 15

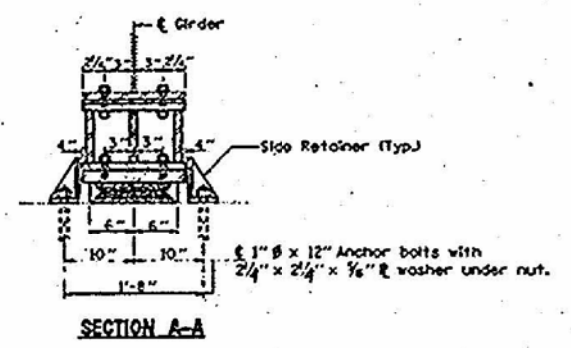
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	53-45 RS	LIVINGSTON	86	147
STA. TO STA.				
FED. ROAD DIST. NO. FUNDING FED. AID PROJECT				

GIRDER REACTIONS

RT	CG	24.0
RI	CG	35.4
LR	CG	10.3
R (TOTAL)		69.7



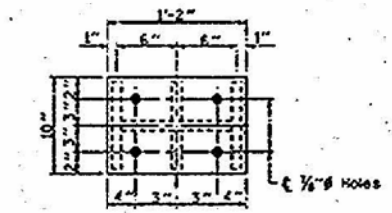
ELEVATION AT NORTH



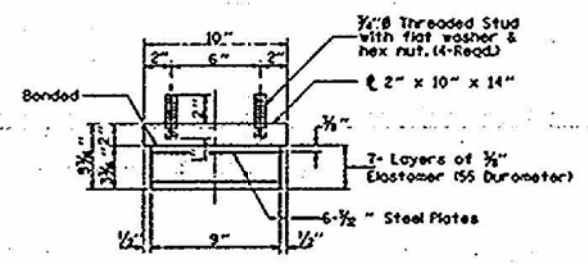
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

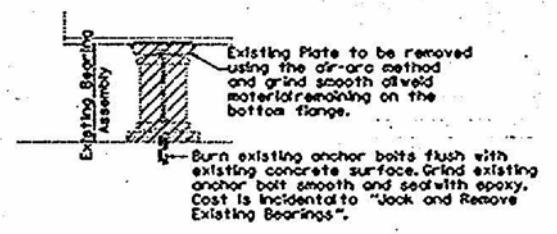
Notes:
 Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".
 New steel extensions, side retainers, shim E's, connection bolts, and anchor bolts are included in "Furnishing and Erecting Structural Steel".
 See Sheet 10 of 15 for Anchor Bolt Installation. Prior to ordering any material, the Contractor shall verify in the field of bearing height and shim thickness dimensions. Min. load capacity = 35 tons.
 Two 1/8" shims of the dimensions of the top extension plate shall be provided for each bearing in addition to all other plates or shims.



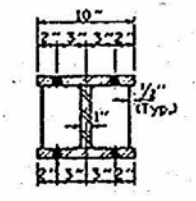
PLAN TOP AND BOTTOM PLATE



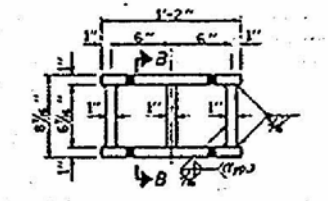
BEARING ASSEMBLY
 Note: Shim plates shall not be placed under Bearing Assembly.



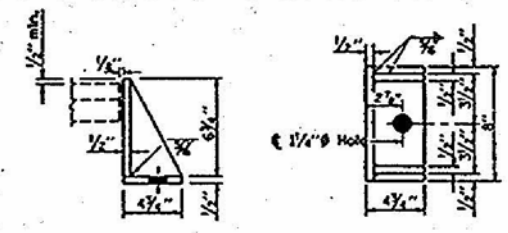
EXISTING BEARING REMOVAL DETAIL



SECTION B-B



STEEL EXTENSION DETAIL



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing	Each	12
Assembly Type I	Each	12
Furnishing & Erecting	sq. ft.	2448
Steel & Hardware	Each	12
Exist. Bearings	Each	12

Quantities are for each structure.

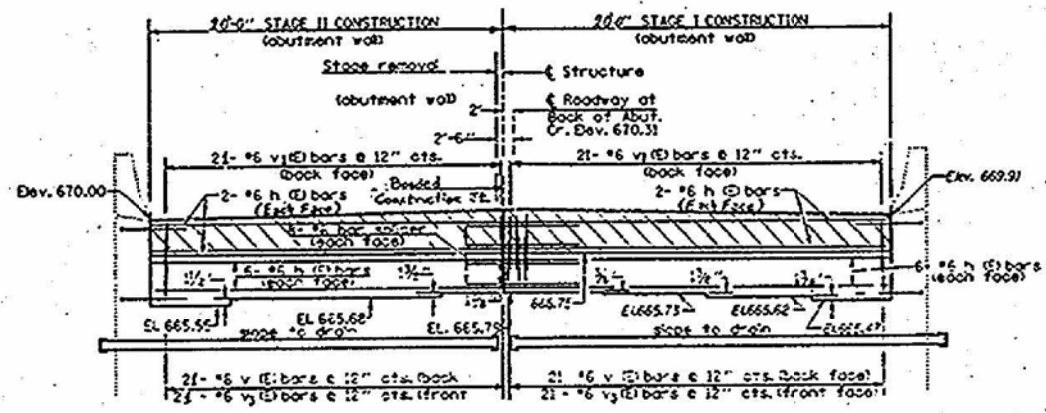
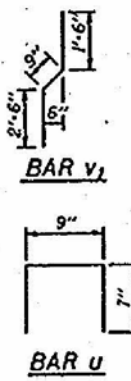
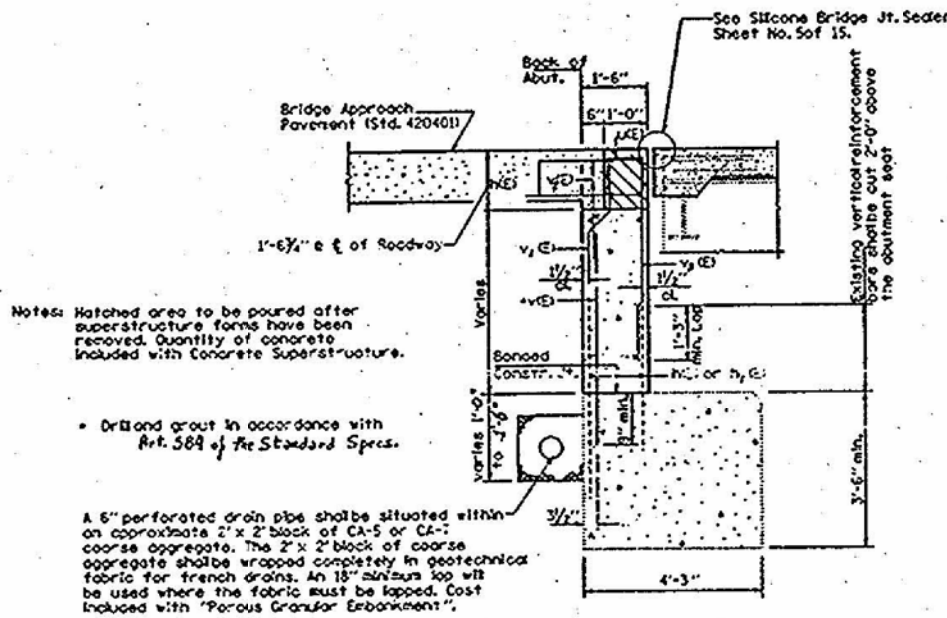
FOR INFORMATION ONLY

S.N. 053-0126
S.N. 053-0127

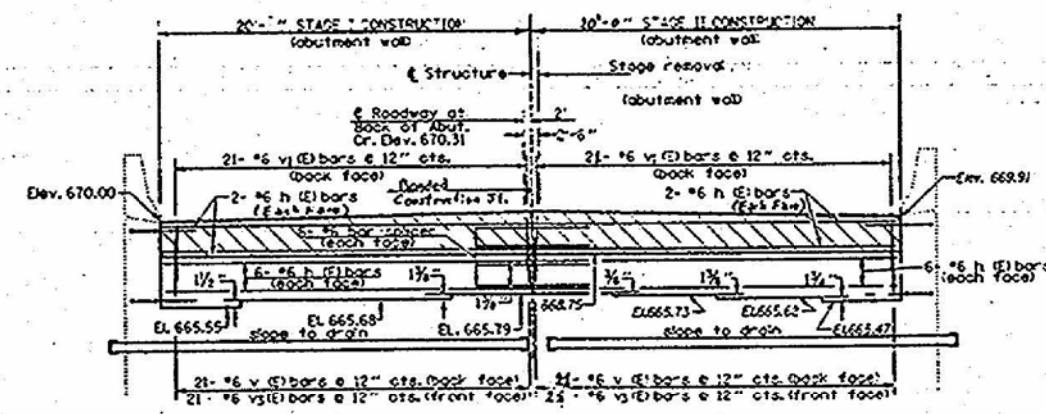
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Sheet No. 11
of 15

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	LIVINGSTON	722	171
STA. TO STA.		CONTRACT NO. 66B64	
ILL. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



ELEVATION
LOOKING NORTH, NORTH ABUT. S.N. 053-0126
LOOKING SOUTH, SOUTH ABUT. S.N. 053-0127



ELEVATION
LOOKING SOUTH, SOUTH ABUT. S.N. 053-0126
LOOKING NORTH, NORTH ABUT. S.N. 053-0127

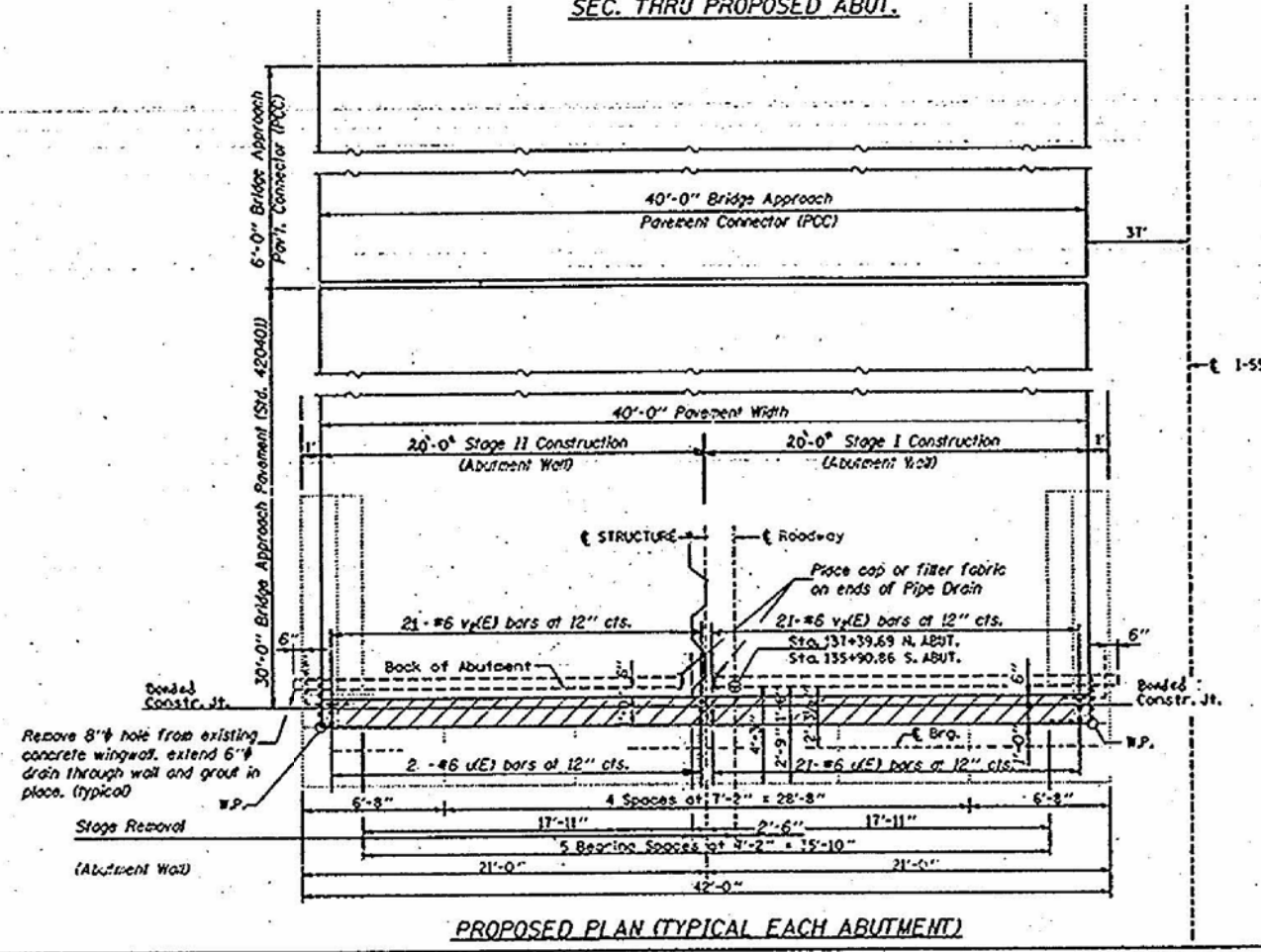
BILL OF MATERIAL
Quantities shown are for each abutment

Bar	No.	Size	Length	Shape
v(E)	42	#6	4'-10"	
vj(E)	42	#6	4'-9"	
h(E)	42	#6	2'-2"	
vj(E)	42	#6	5'-3"	
HE	32	#6	19'-6"	
U (E)	42	#6	1'-11"	
Concrete Removal			Cu. Yd.	16.55
Concrete Superstructure			Cu. Yd.	16.55
Reinforcement Bars, Epoxy Coated			Lbs.	2130
Bar Splicers			Each	75

FOR INFORMATION ONLY

**REPAIR DETAIL FOR
BACKWALL REPLACEMENT
NORTH & SOUTH ABUT.
S.N. 053-0126
S.N. 053-0127**

SEC. THRU PROPOSED ABUT.



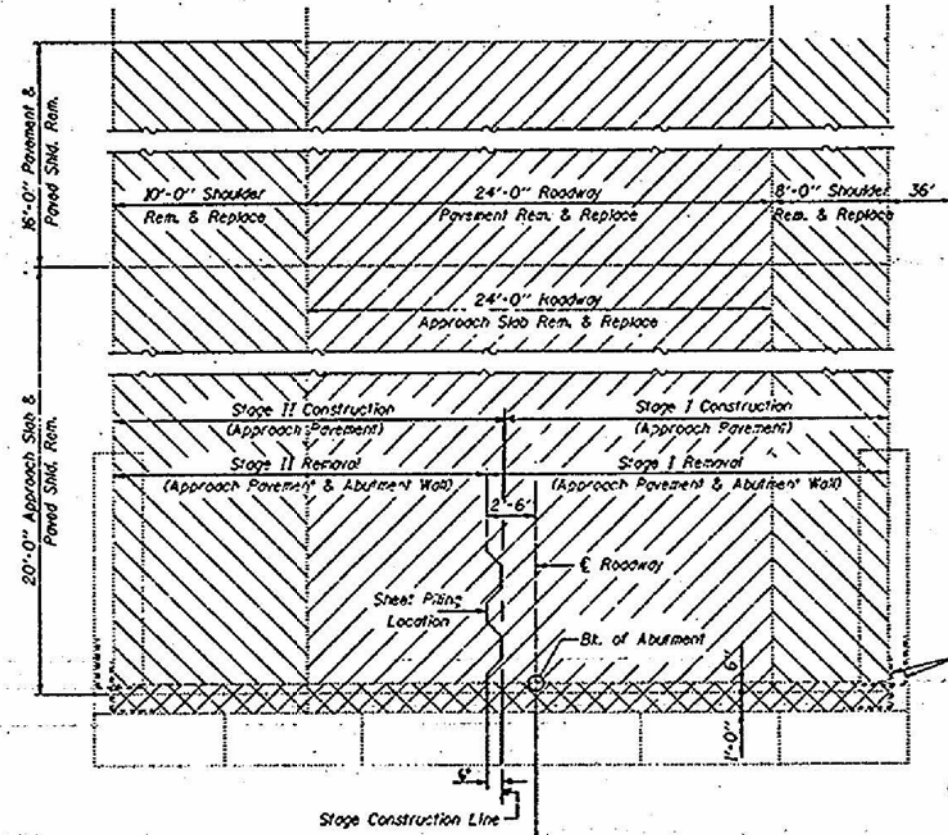
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PLOT DATE =	5/7/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	171
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

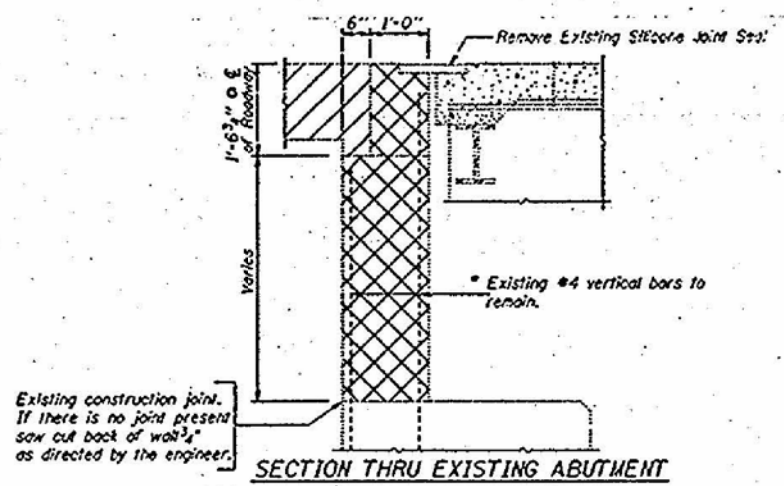
Sheet No. 12 of 15	SECTION 55	COUNTY LIVINGSTON	TOTAL SHEETS 50
STA. 55		TO STA. 56	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

NOTE: The existing pavement and shoulder shall be removed and replaced. See roadway plans for quantities. The existing approach slab shall be removed and replaced with Bridge Approach Pavement Std. 42040L



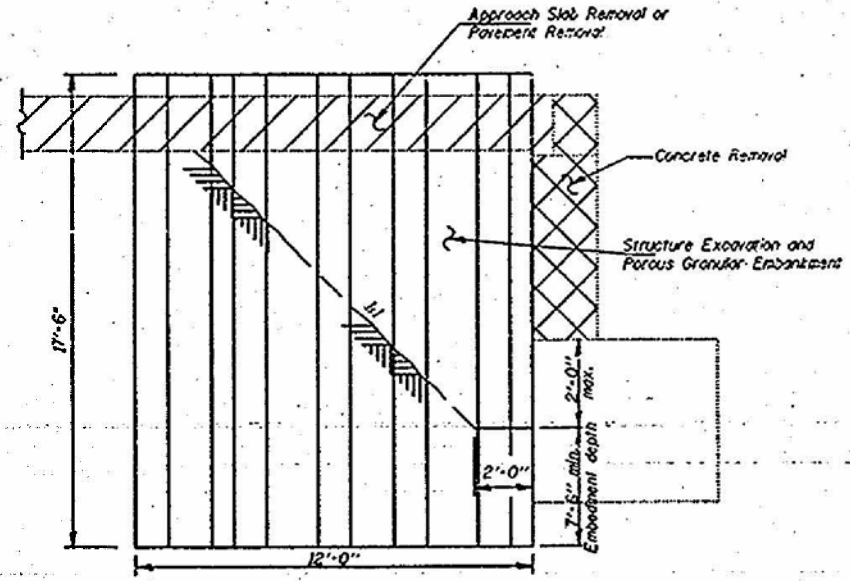
EXISTING PLAN

Hatched areas indicate Pavement & Shoulder Removal.
Cross Hatched areas indicate Concrete Removal.
* Existing reinforcement to be cleaned, straightened and incorporated into the new construction.



SECTION THRU EXISTING ABUTMENT

Existing construction joint. If there is no joint present saw cut back of wall as directed by the engineer.



SHEET PILING DETAIL

Sheet Piling minimum section modulus = 6.2 cu. in./ft. of wall.
If the Contractor chooses, after the porous granular embankment has been placed behind the abutment wall constructed during Stage II, the sheet piling may be cut at an elevation 6" below the proposed Approach Pavement and left in place.

NOTE: "If the contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for 1555", design requirements, then full design submittal with the required seals will be expected by the Department, for review and approval."

NOTE: For plan locations of temporary sheet piling See sheet no. 1 of 15.

FOR INFORMATION ONLY
REPAIR DETAIL FOR
BACKWALL REPLACEMENT
NORTH & SOUTH ABUT.
S.N. 053-0126
S.N. 053-0127

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PLOT DATE = 5/7/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - FOR INFORMATION ONLY
STRUCTURE NO. 053-2582

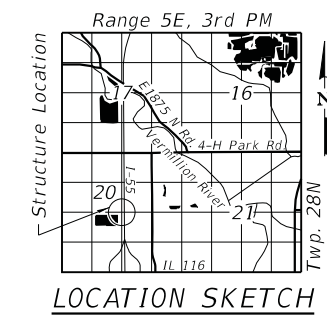
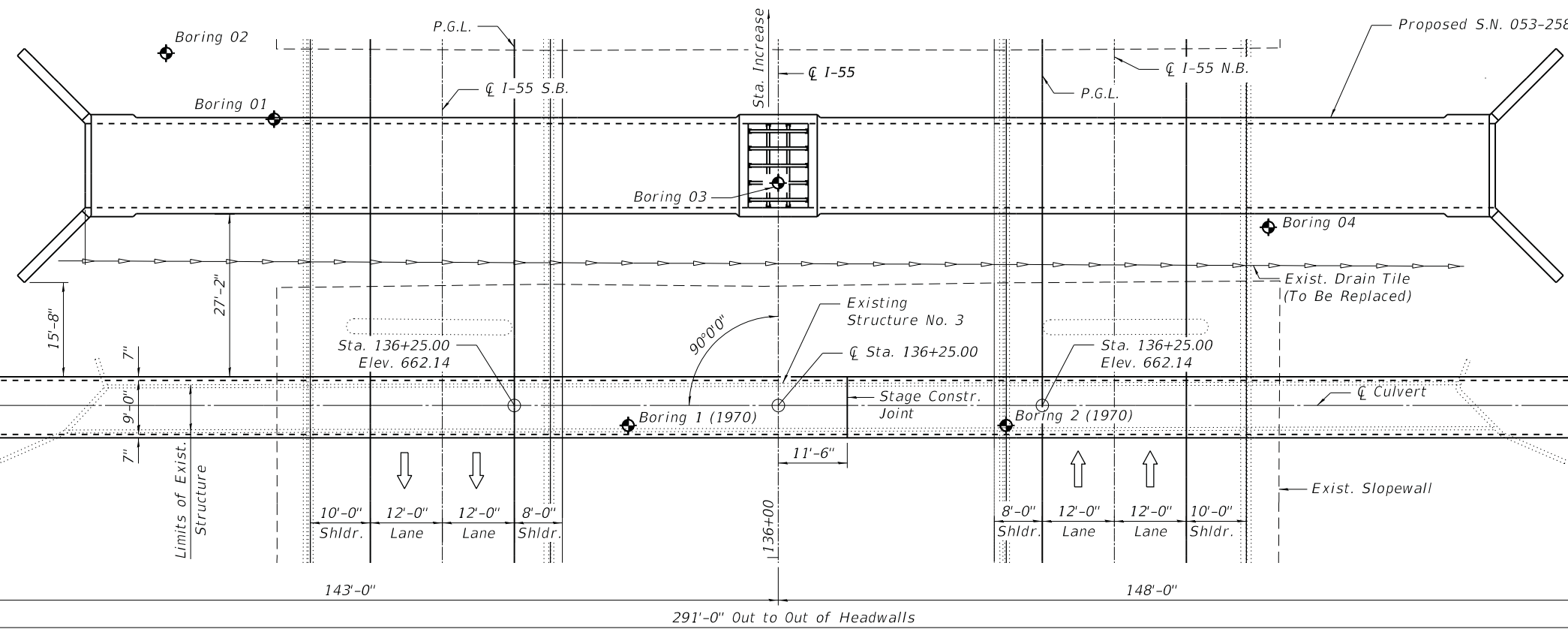
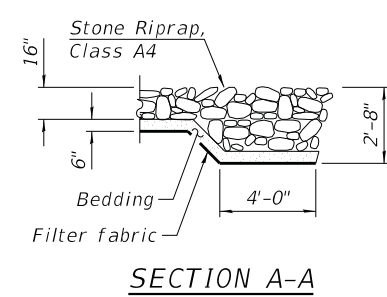
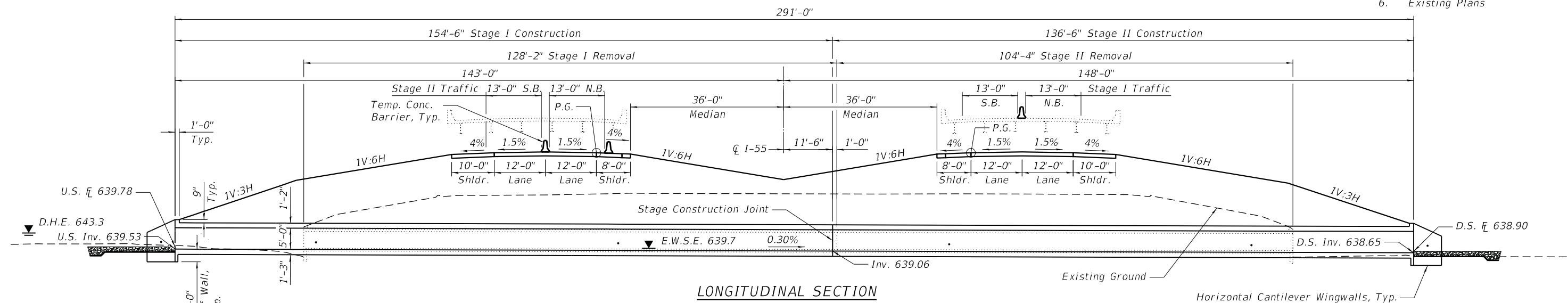
SHEET 39 OF 39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	172
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Culvert Details
5. Bar Splicer Assembly Details
6. Existing Plans

Benchmark: BM 83 - Chiseled "X" on top of Southeast wingwall, S.N. 053-0126, Southbound I-55, Elev. 672.14.
 Existing Structure: The existing 7'-0" x 4'-0" reinforced concrete box culvert was built in 1973 as F.A.I. 55, Section 53-5 at Sta. 136+25.00. Existing structure is a rigid frame box culvert with an 8'-0" overall width and a 5'-2" overall height that is 232'-6" long out to out of headwalls. The culvert will be constructed in stages to correspond with the removal of the existing bridge structures overhead and construction of the roadway by halves using crossovers in order to maintain one lane of traffic in each direction.
 No Salvage.
 Precast alternate is not allowed.



DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi

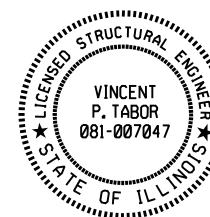
f_y = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications
 7th Edition with 2015 & 2016 interims

LOADING HL-93

Allow 50#/sq. ft. for Future Wearing Surface



Vincent P. Tabor 4/2/2018
 Vincent P. Tabor
 Licensed Structural Engineer
 State of Illinois No. 081-007047
 Expires 11/30/2018

GENERAL PLAN AND ELEVATION

I-55 OVER DRAINAGE DITCH

F.A.I. 55 SEC. (53-5)R&I

LIVINGSTON COUNTY

STATION 136+25.00

S.N. 053-2587

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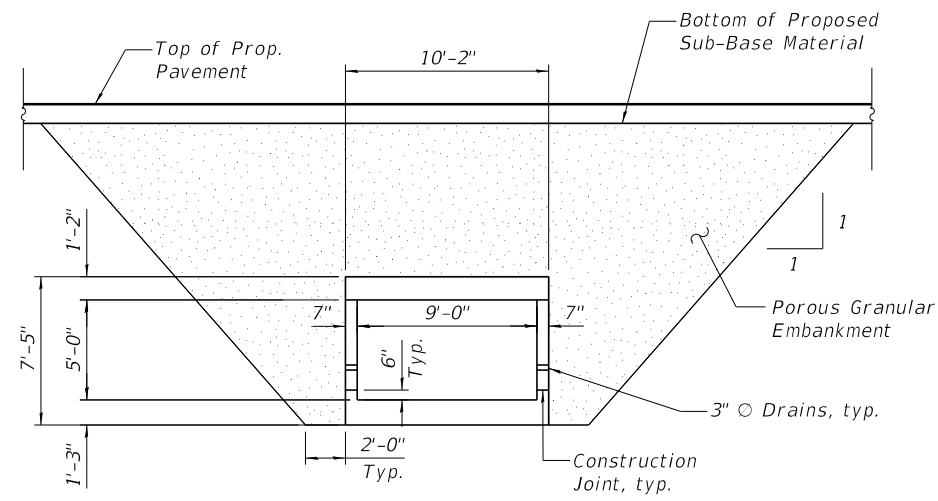
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	PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHEET 1 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	173
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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SECTION THRU BARREL

The quantity of porous granular embankment shown in the bill of materials has been reduced to account for overlap with that required for adjacent S.N. 053-2582.

GENERAL NOTES

Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard, unless noted otherwise.

TOTAL BILL OF MATERIAL

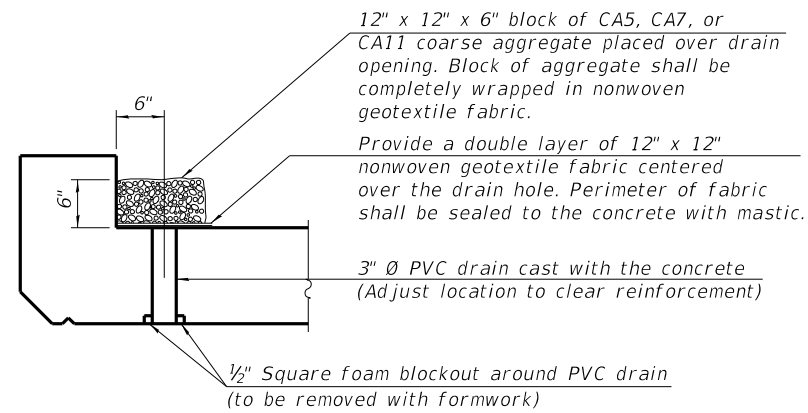
ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	5,470
Stone Riprap, Class A4	Sq. Yd.	146
Filter Fabric	Sq. Yd.	146
Removal of Existing Structures No. 3	Each	1
Reinforcement Bars	Pound	72,720
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	341.0
Bar Splicers	Each	56

WATERWAY INFORMATION

Drainage Area = 0.76 sq. mi. Low Grade Elev. 650.0 @ Ramp B Sta. 207+00

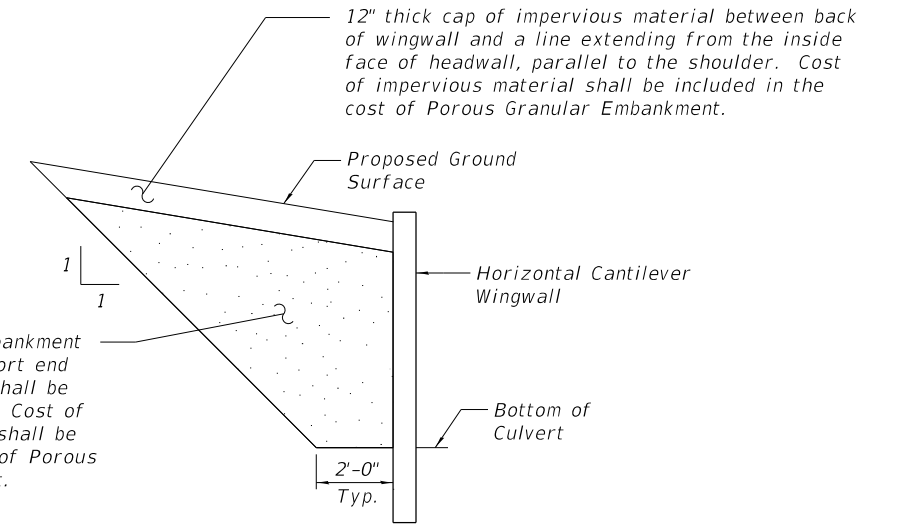
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	114	21	27	642.7	0.4	0.1	643.1	642.8
Base	50	190	25	32	643.3	1.3	0.7	644.6	644.0
Overtopping	100	229	27	34	643.5	2.0	1.2	645.5	644.7
Max. Calc.	500	293	28	37	643.8	3.4	1.7	647.2	645.5

Existing 10-yr velocity = 8.1 ft/sec Proposed 10-yr velocity = 7.3 ft/sec



DRAIN DETAIL

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

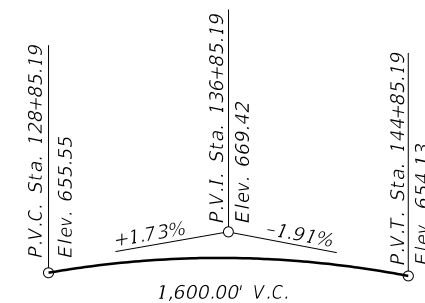


SECTION THROUGH WING WALL

Porous Granular Embankment except for 36" at short end of wingwalls which shall be impervious material. Cost of impervious material shall be included in the cost of Porous Granular Embankment.

CULVERT CONSTRUCTION SEQUENCE

1. Remove southbound overhead bridge structure once traffic has been diverted to the Stage I traffic zone in accordance with the staging detailed in the Maintenance of Traffic plans.
2. Divert water from construction area.
3. Perform Stage I removal of existing structure.
4. Perform Stage I construction of replacement structure, placing new embankment materials at a temporary 1V:2H slope.
5. Remove northbound overhead bridge structure once traffic has been diverted to the Stage II traffic zone in accordance with the staging detailed in the Maintenance of Traffic plans.
6. Perform Stage II removal of existing structure.
7. Perform Stage II construction of replacement structure.
8. Remove water diversion measures.
9. Open both directions of I-55 to traffic in accordance with the staging detailed in the Maintenance of Traffic plans.



PROFILE GRADE
(Along inside E.O.P.)

STATION 136+25.00
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC.(53-5)R&I
 LOADING HL-93
 STRUCTURE NO. 053-2587

NAME PLATE
See Std. 515001



USER NAME = erkkliaa	DESIGNED - VPT	REVISED - _____
PLOT SCALE = _____	CHECKED - MTH	REVISED - _____
PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED - _____
	CHECKED - VPT	REVISED - _____

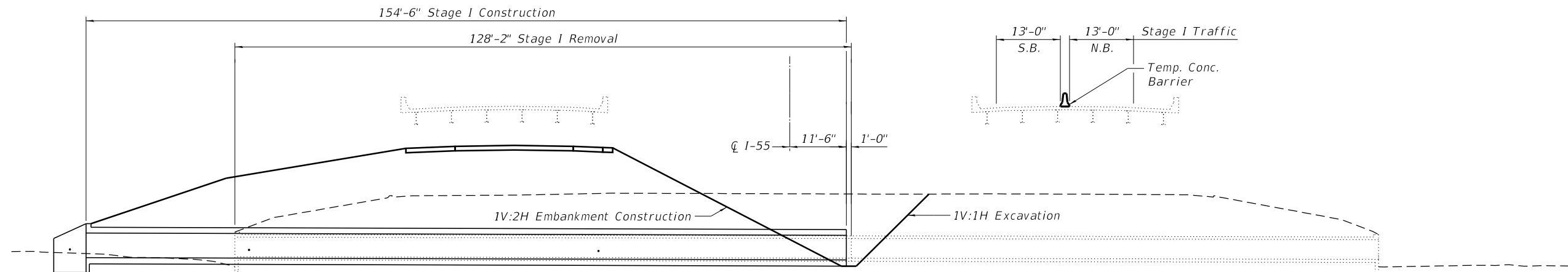
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 053-2587

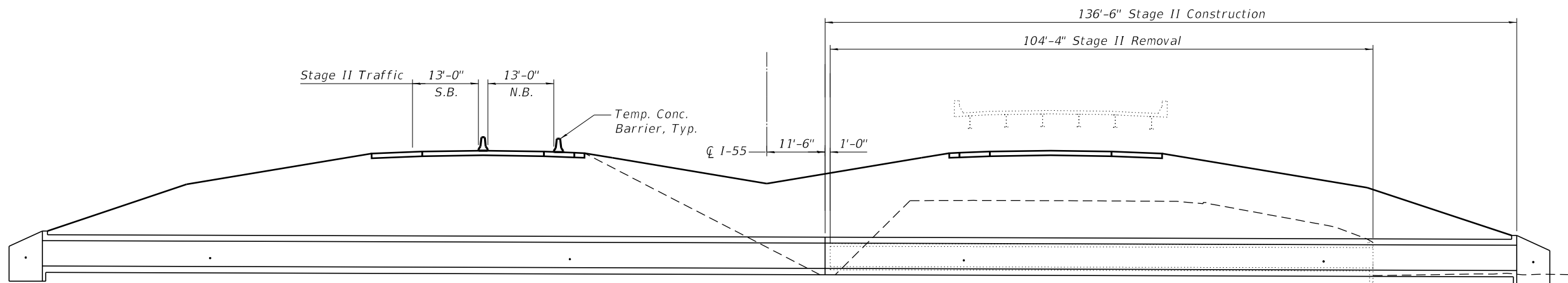
SHEET 2 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	174
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

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STAGE I REMOVAL AND CONSTRUCTION



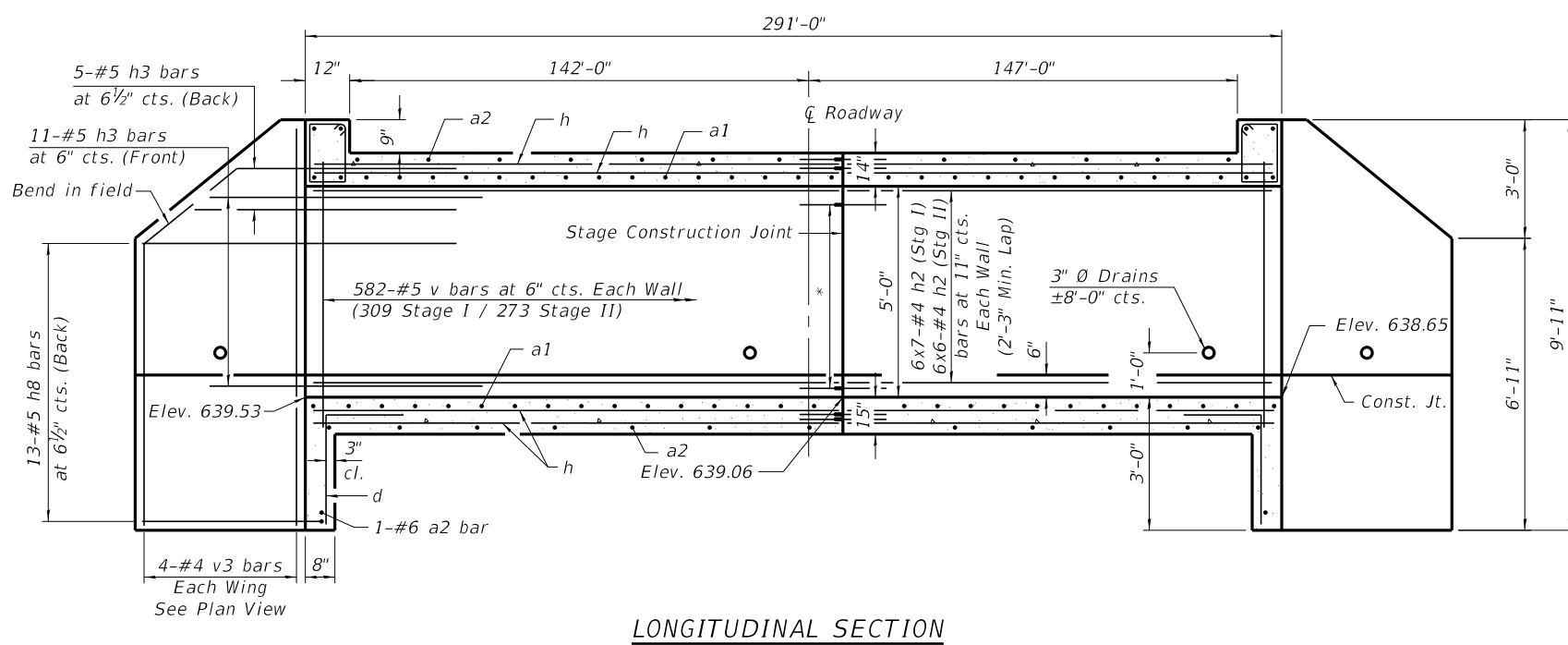
STAGE II REMOVAL AND CONSTRUCTION

- Notes:
1. All staging cross sections are looking North.
 2. All dimensions are at Rt. L's to CL I-55 unless noted otherwise.
 3. For quantity of temporary concrete barrier, see roadway plans.

USER NAME =	erkkliaa	DESIGNED -	VPT	REVISED -	___
		CHECKED -	MTH	REVISED -	___
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PLOT DATE =	4/2/2018	CHECKED -	VPT	REVISED -	___

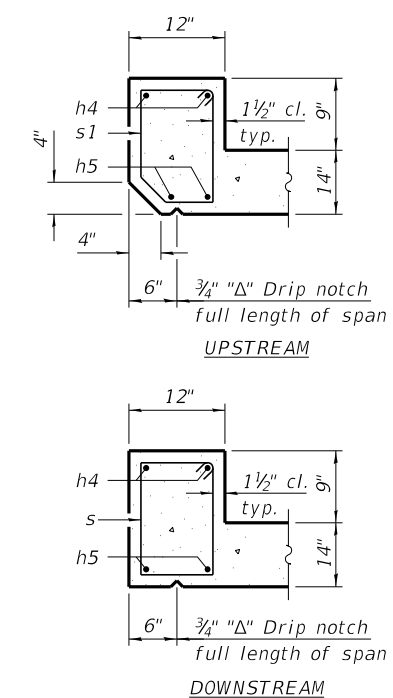
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CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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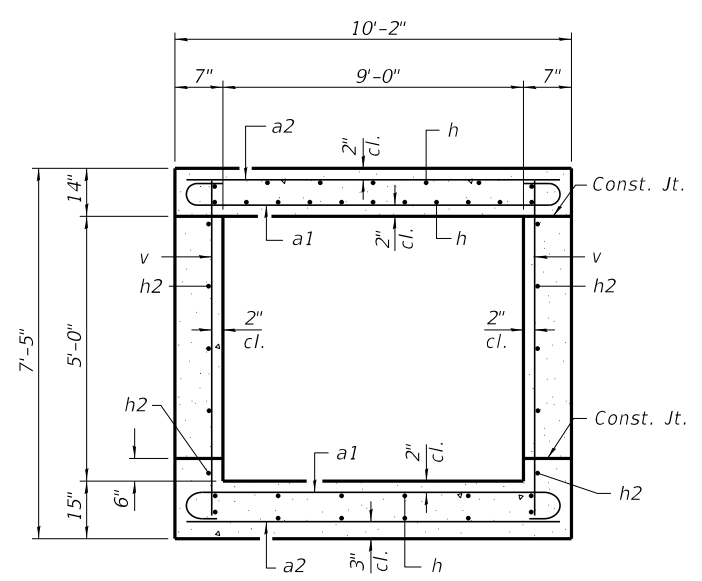


LONGITUDINAL SECTION

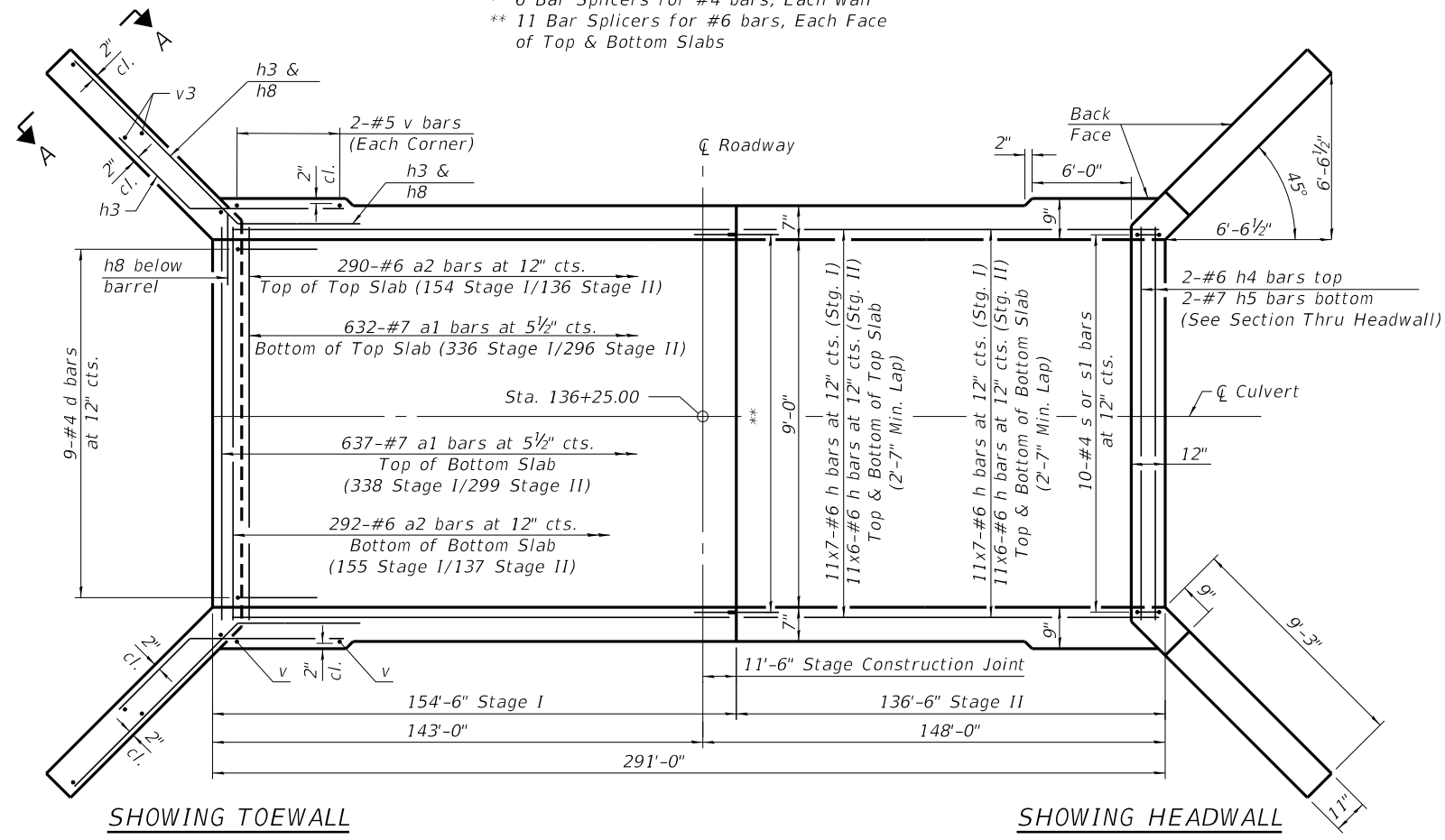
* 6 Bar Splicers for #4 bars, Each Wall
 ** 11 Bar Splicers for #6 bars, Each Face of Top & Bottom Slabs



SECTION THRU HEADWALL



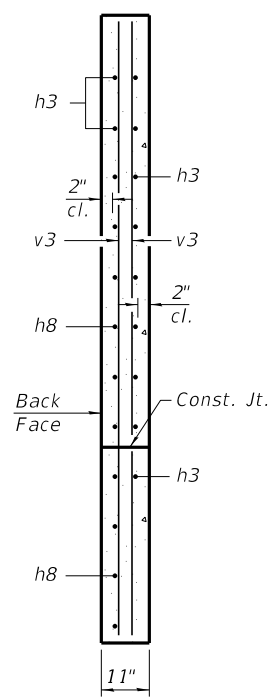
SECTION THRU BARREL



SHOWING TOEWALL

SHOWING HEADWALL

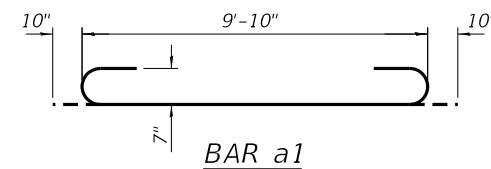
PLAN



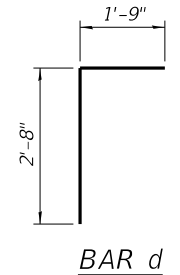
SECTION A-A

BILL OF MATERIAL

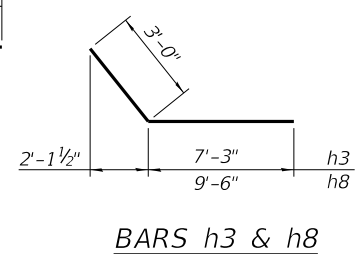
Bar	No.	Size	Length	Shape
a1	1269	#7	11'-6"	
a2	584	#6	9'-10"	
d	18	#4	4'-5"	
h	572	#6	24'-11"	
h2	156	#4	24'-8"	
h3	64	#5	10'-3"	
h4	4	#6	9'-5"	
h5	4	#7	10'-2"	
h8	52	#5	12'-6"	
s	10	#4	5'-7"	
s1	10	#4	5'-5"	
v	1172	#5	7'-0"	
v3	16	#4	9'-6"	
Concrete Box Culverts			Cu. Yd.	341.0
Reinforcement Bars			Pound	72,720



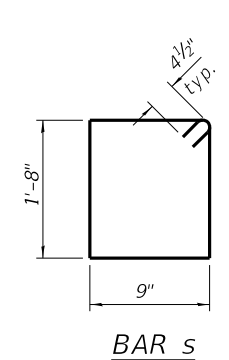
BAR a1



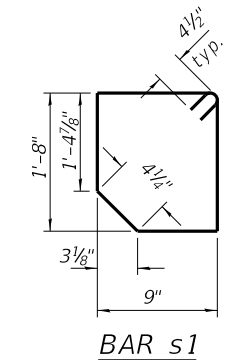
BAR d



BARS h3 & h8



BAR s



BAR s1

Notes:
 A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.



USER NAME =	erkkliaa	DESIGNED -	VPT	REVISED -	---
PLOT SCALE =	---	CHECKED -	MTH	REVISED -	---
PLOT DATE =	4/2/2018	DRAWN -	CGY	REVISED -	---
		CHECKED -	VPT	REVISED -	---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

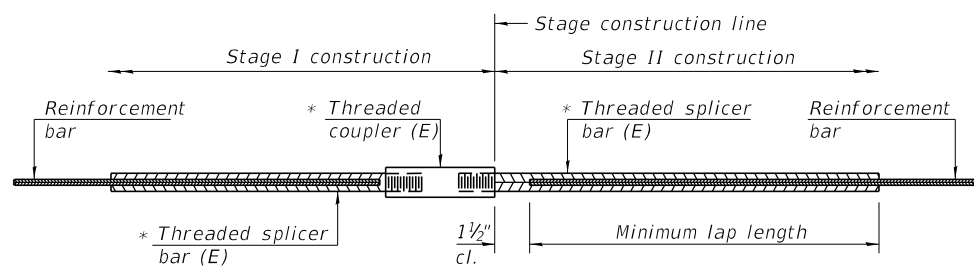
CULVERT DETAILS
STRUCTURE NO. 053-2587

SHEET 4 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	176
CONTRACT NO. 66B64				

ILLINOIS FED. AID PROJECT

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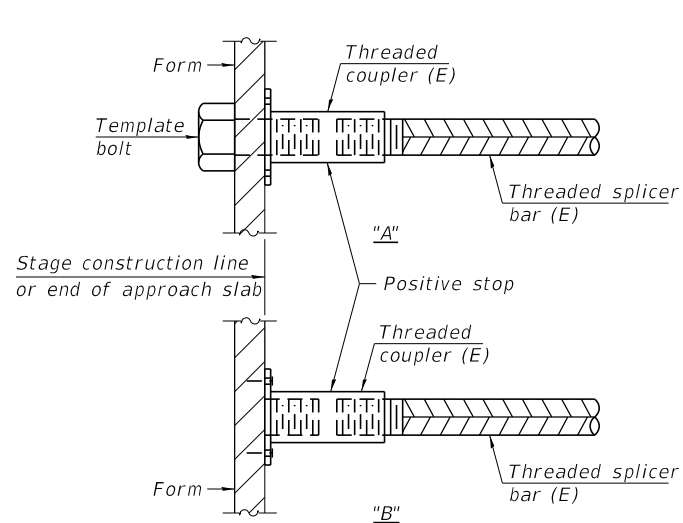


STANDARD BAR SPLICER ASSEMBLY

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

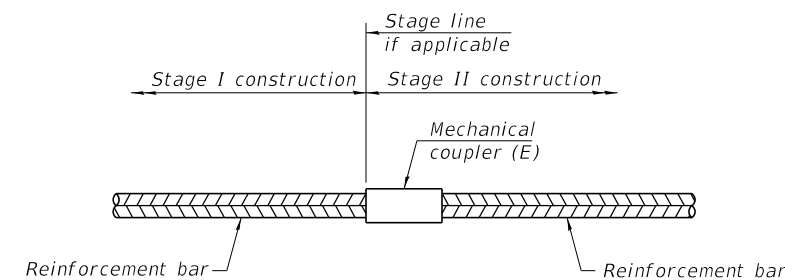
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Side Walls	#4	12	2'-3"
Top & Bot. Slabs	#6	44	2'-7"



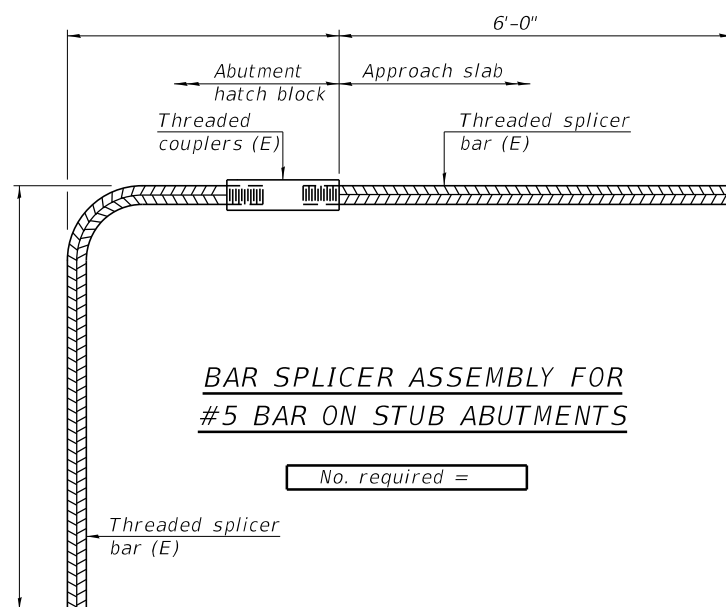
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

2-17-2017



USER NAME = erkkliaa	DESIGNED - VPT	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 4/2/2018	DRAWN - CGY	REVISED -
	CHECKED - VPT	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

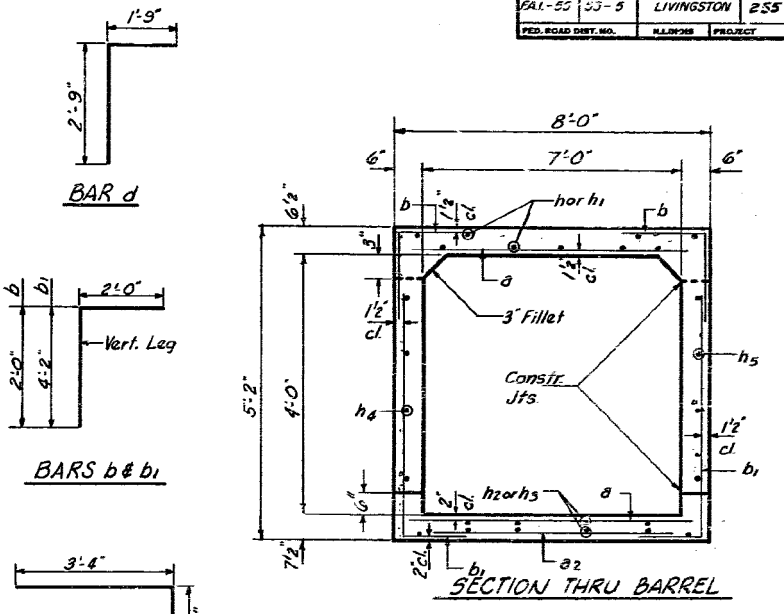
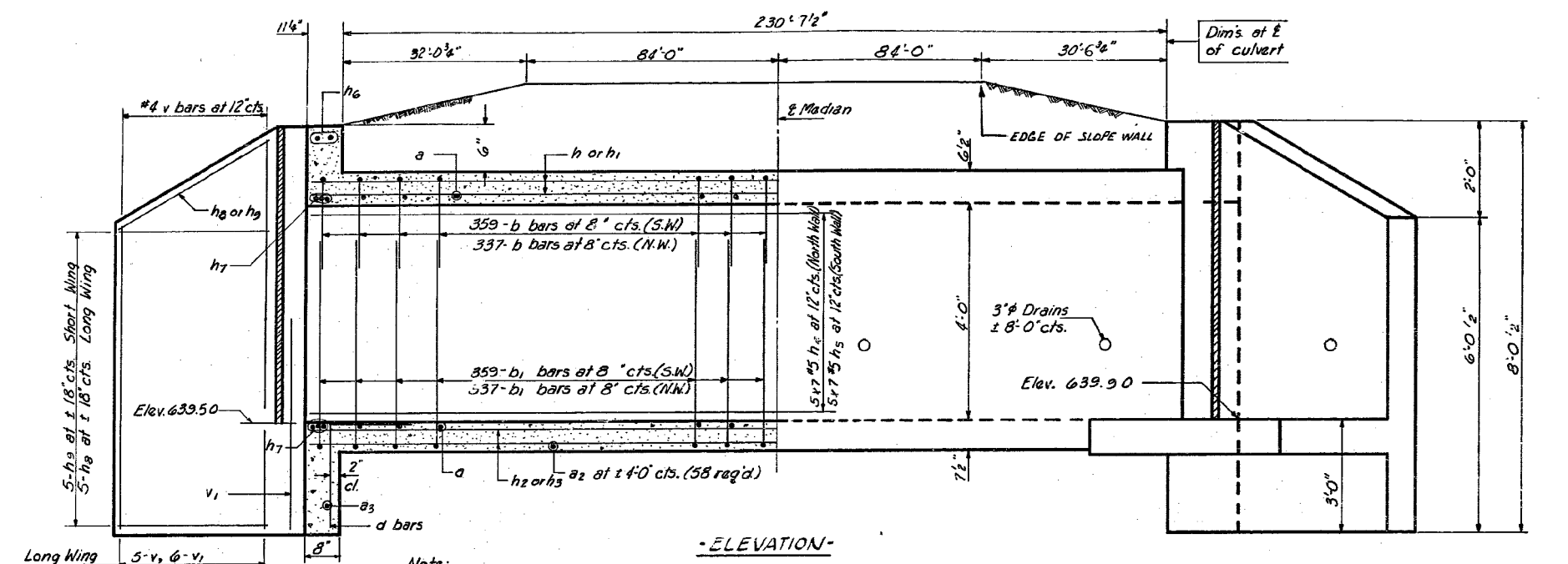
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 053-2587

SHEET 5 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	177
CONTRACT NO. 66B64				

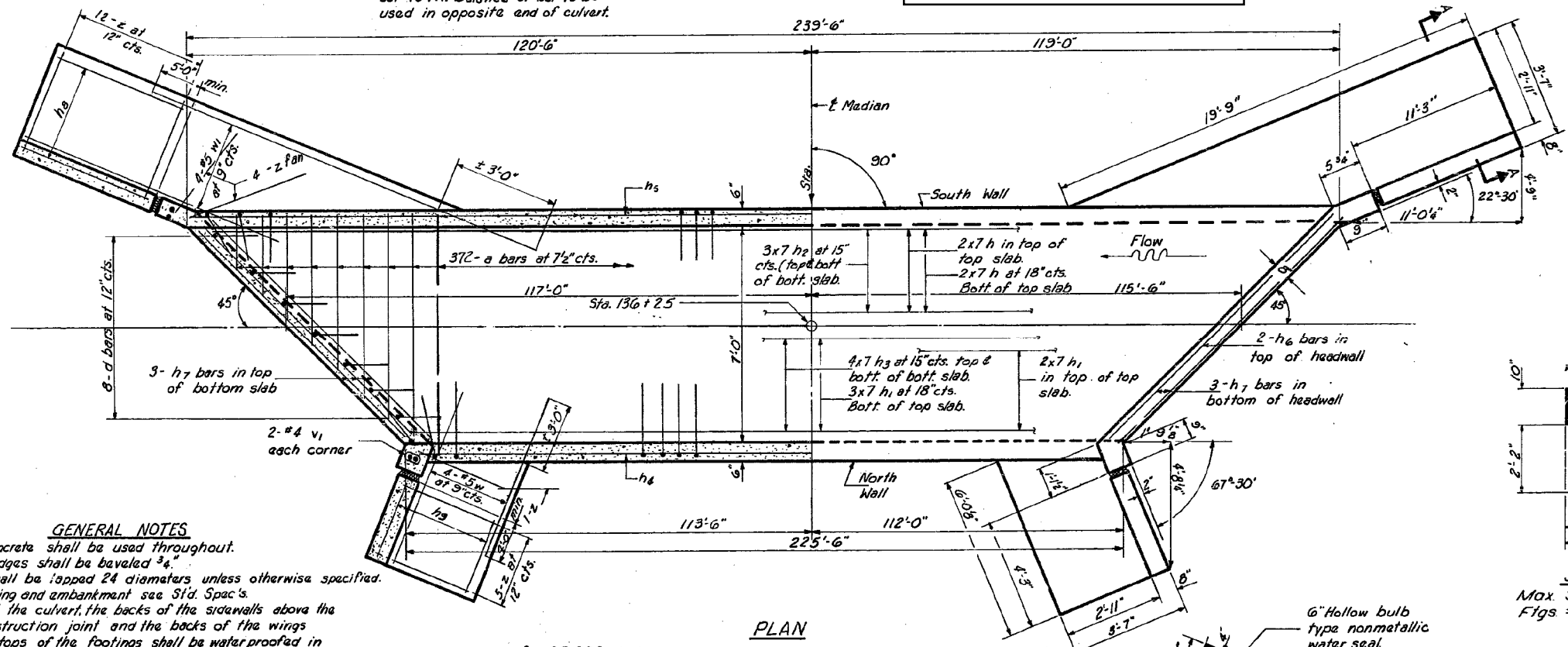
ILLINOIS FED. AID PROJECT

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAL-55	53-5	LIVINGSTON	255	55
FED. ROAD DIST. NO.	ILLINOIS PROJECT			



FOR INFORMATION ONLY

Note: a bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of culvert.



BILL OF MATERIAL

Bar No	Size	Length	Shape
D	#4	7'-8"	
D2	#4	4'-9"	
D3	#4	10'-6"	
b	#5	4'-0"	
b1	#5	6'-2"	
d	#4	1'-6"	
h	#5	35'-3"	
h1	#5	34'-3"	
h2	#5	35'-3"	
h3	#5	34'-3"	
h4	#5	33'-3"	
h5	#5	35'-3"	
h6	#6	10'-6"	
h7	#6	11'-0"	
h8	#5	11'-0"	
h9	#5	4'-0"	
v	#4	6'-8"	
v1	#4	7'-4"	
w	#5	9'-0"	
w1	#5	16'-0"	
z	#4	6'-0"	

Class X Concrete Cu. Yds. 126.7
Reinforcement Bars Lbs. 25,610

SECTION A-A
Max. Soil Press. under
Figs = 1731 PSF.

SPECIAL BOX CULVERT - STA. 136+25

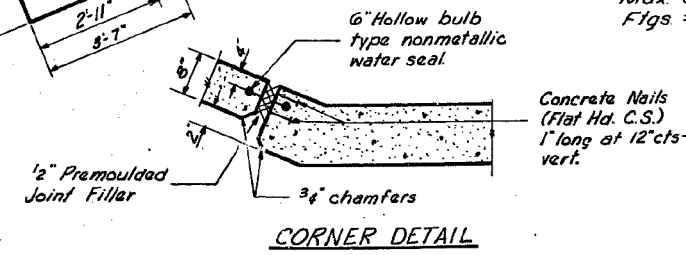
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRAWN BY DATE SEC 5-12
FAL-55	SEC 53-5	CHECKED BY DATE G.S.H. 5-12
LIVINGSTON	COUNTY	PROJECT NO.
HOMER L. CHASTAIN & ASSOCIATES CONSULTING ENGINEERS DECATUR, ILLINOIS		SHEET NO. 54

GENERAL NOTES

Class X Concrete shall be used throughout.
Exposed edges shall be beveled 3/4".
All bars shall be lapped 24 diameters unless otherwise specified.
For backfilling and embankment see Std. Spec's.
The top of the culvert, the backs of the sidewalls above the lower construction joint and the backs of the wings above the tops of the footings shall be waterproofed in accordance with Art. 503.11 of the Std. Spec's.
Nonmetallic water seal used in the wingwall joints shall extend from the top of the footing to within 6" of the top of the headwall.

LOADING HS 20-44

$f_s = 20,000$ p.s.i.
 $f_c = 1400$ p.s.i. barrel
 $f_c = 1000$ p.s.i. wings
 $v = 90$ p.s.i. barrel
 $v = 75$ p.s.i. footing
 $n = 10$



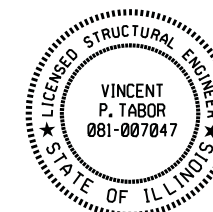
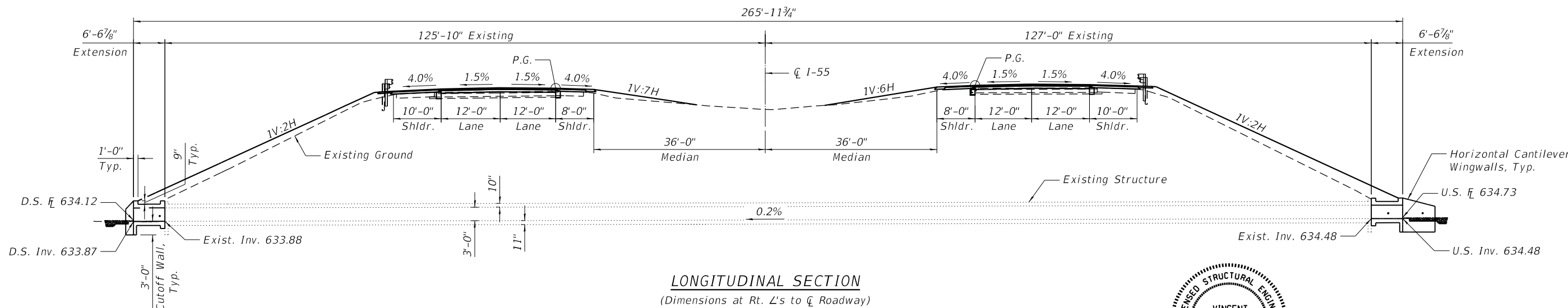
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USER NAME =	erkliaa	DESIGNED -	VPT	REVISED -	
PLOT SCALE =		CHECKED -	MTH	REVISED -	
PLOT DATE =	4/2/2018	DRAWN -	CGY	REVISED -	
		CHECKED -	VPT	REVISED -	

INDEX OF SHEETS

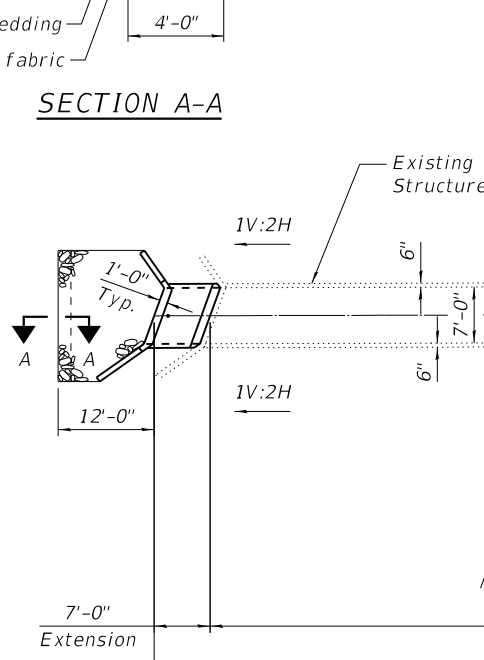
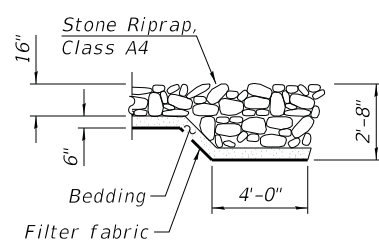
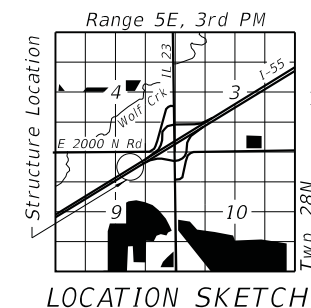
1. General Plan and Elevation
2. General Data
3. Culvert Details
4. Existing Plans

Benchmark: BM 54 - Chiseled "X" on top of Northwest bolt in sign foundation of Speed Limit sign, Sta. 277+71, 105' Lt., Elev. 642.77.
 Existing Structure: The existing 7'-0" x 3'-0" reinforced concrete box culvert was built in 1975 as F.A.I. 55, Section 53-5 at Sta. 284+20.00. Existing structure is a single cell box culvert with an 8'-0" overall width and a 4'-9" overall height that is 269'-0⁵/₈" long out to out of headwalls. The culvert extensions will be constructed prior to placement of any embankment required for adjustment of the roadway profile and construction of the roadway by halves using crossovers in order to maintain one lane of traffic in each direction.
 No Salvage.
 Precast alternate is not allowed.



Vincent P. Tabor 4/2/2018

Vincent P. Tabor
 Licensed Structural Engineer
 State of Illinois No. 081-007047
 Expires 11/30/2018



PLAN

DESIGN STRESSES

FIELD UNITS (New Construction)
 f_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
FIELD UNITS (Exist. Construction)
 f_c = 3,500 psi
 f_y = 40,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications
 7th Edition with 2015 & 2016 interims
LOADING HL-93
 Allow 50#/sq. ft. for Future Wearing Surface

GENERAL PLAN AND ELEVATION

I-55 OVER DITCH
F.A.I. 55 SEC. (53-5)R&I
LIVINGSTON COUNTY
STATION 284+20.00
S.N. 053-2586

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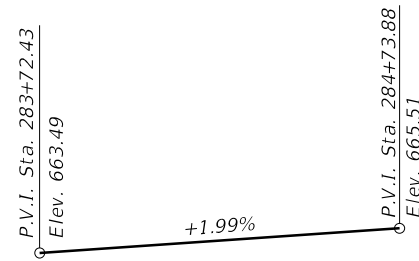
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 4 SHEETS

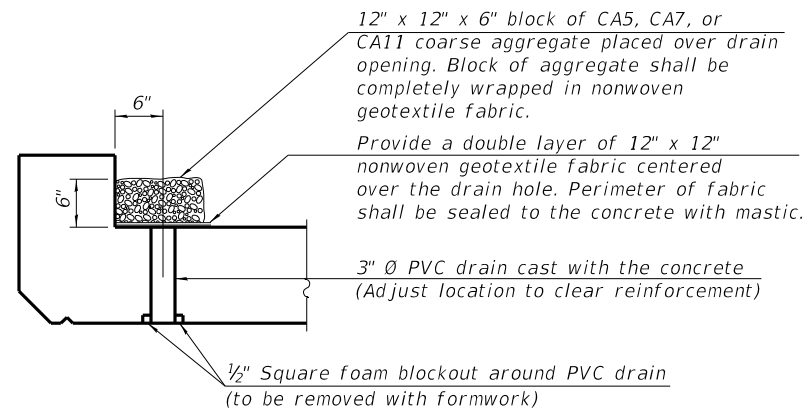
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55	(53-5)R&I	LIVINGSTON	722	179
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

STATION 284+20.00
 EXTENDED 201_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 55 SEC.(53-5)R&I
 LOADING HL-93
 STRUCTURE NO. 053-2586

NAME PLATE
 See Std. 515001

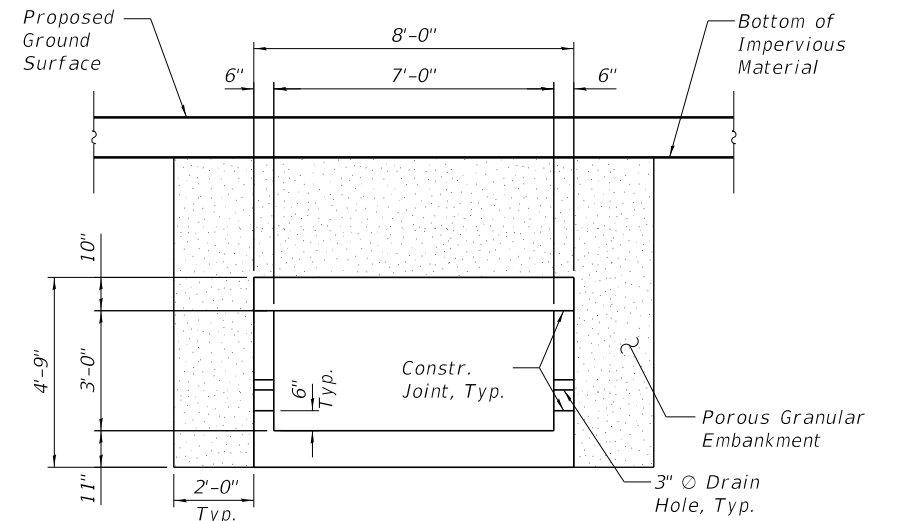


PROFILE GRADE
 (Along inside E.O.P.)



DRAIN DETAIL

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

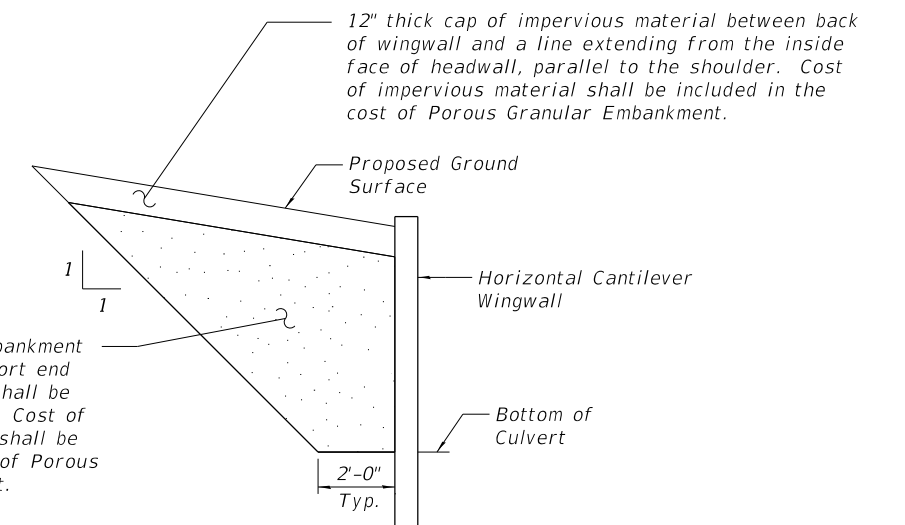


SECTION THRU BARREL

GENERAL NOTES

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 of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard, unless noted otherwise.



SECTION THROUGH WING WALL

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	20
Stone Riprap, Class A4	Sq. Yd.	44
Filter Fabric	Sq. Yd.	44
Reinforcement Bars	Pound	3,210
Name Plates	Each	1
Expansion Bolts 3/4 Inch	Each	28
Concrete Box Culverts	Cu. Yd.	15.0

CULVERT CONSTRUCTION SEQUENCE

1. Divert water from construction area.
2. Perform construction of structure extensions.
3. Remove water diversion measures.
4. Place embankment required for adjustment of roadway profile as detailed in the roadway plans.

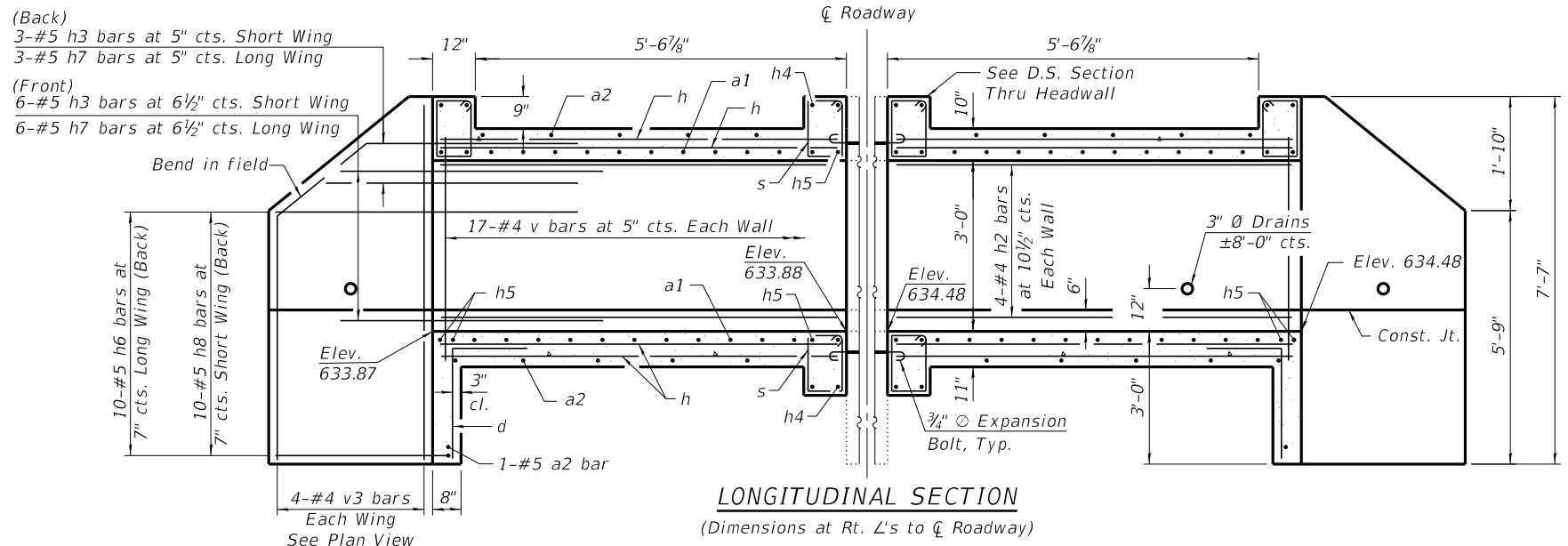
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LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = erkkliaa	DESIGNED - VPT	REVISED - _____
	PLOT SCALE = _____	CHECKED - MTH	REVISED - _____
	PLOT DATE = 4/2/2018	DRAWN - VPT	REVISED - _____
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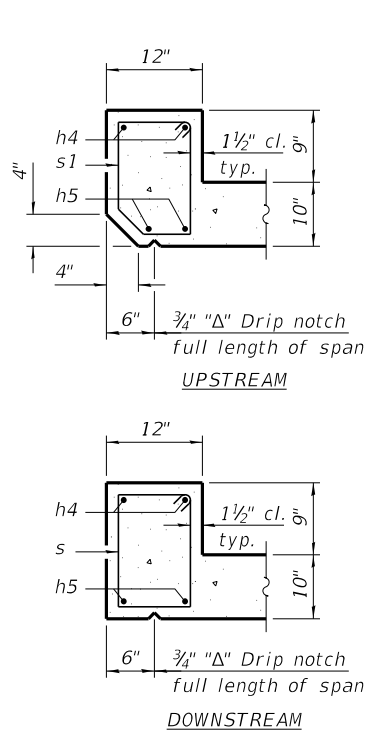
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 053-2586**
 SHEET 2 OF 4 SHEETS

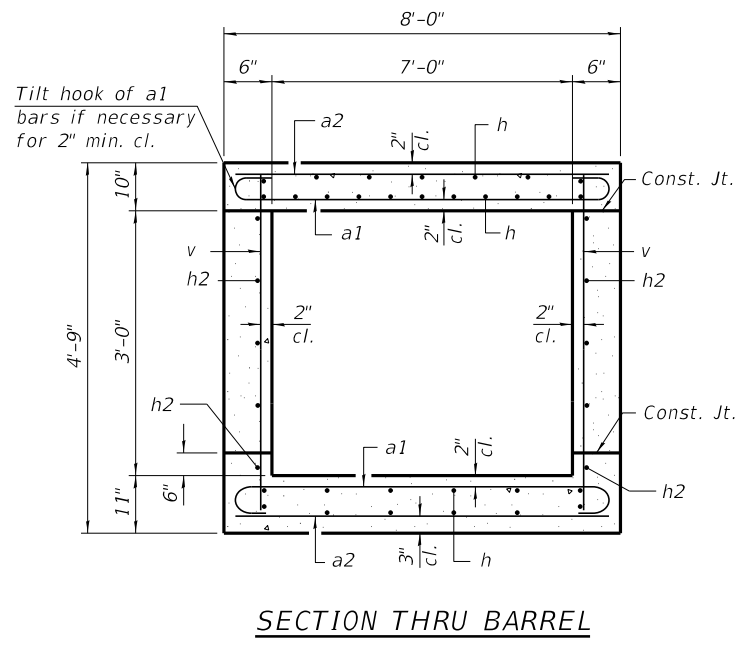
F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 180
ILLINOIS			FED. AID PROJECT	



LONGITUDINAL SECTION
(Dimensions at Rt. L's to C Roadway)



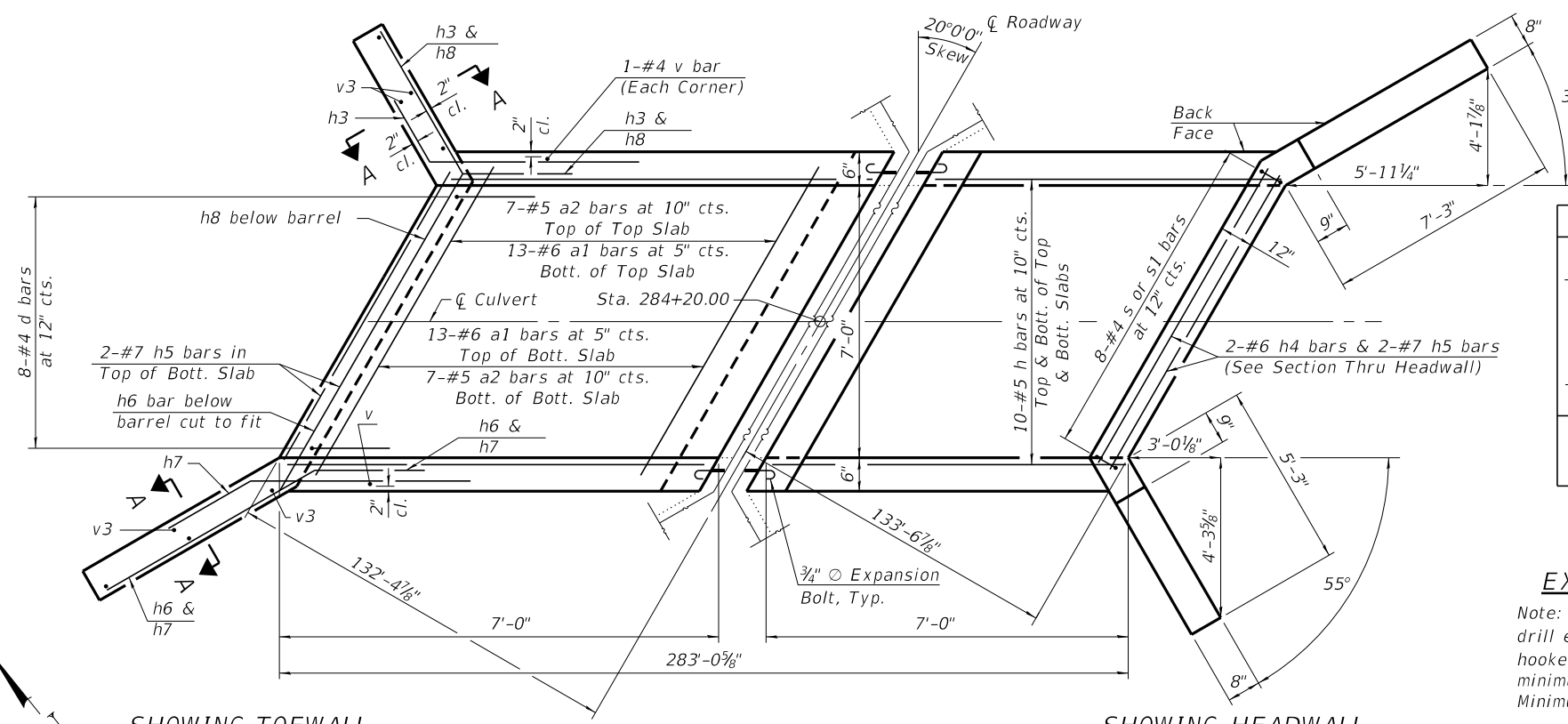
SECTION THRU HEADWALL



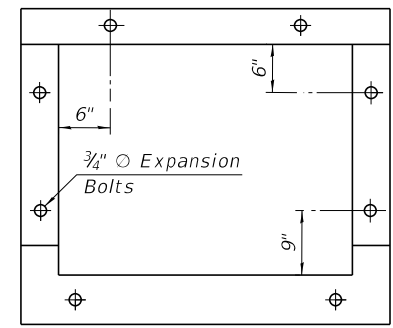
SECTION THRU BARREL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	52	#6	9'-6"	
a2	30	#5	8'-2"	
d	16	#4	4'-5"	
h	80	#5	6'-9"	
h2	16	#4	6'-4"	
h3	18	#5	8'-0"	
h4	12	#6	7'-1"	
h5	16	#7	8'-2"	
h6	20	#5	10'-6"	
h7	18	#5	8'-0"	
h8	20	#5	8'-2"	
s	40	#4	4'-11"	
s1	8	#4	4'-9"	
Concrete Box Culverts				Cu. Yd. 15.0
Reinforcement Bars				Pound 3,210

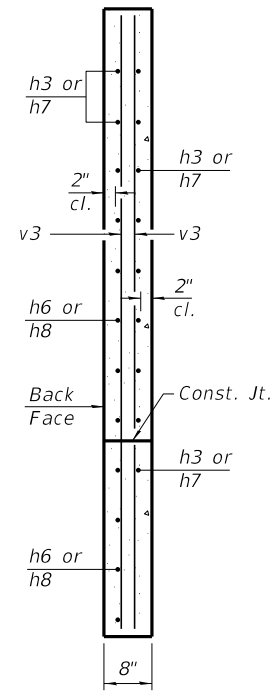


PLAN

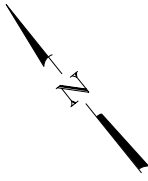


EXPANSION BOLT LOCATION

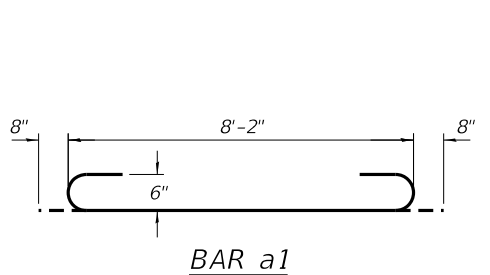
Note: Expansion bolts shall consist of self drill expansion shields and 3/4" diameter hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete. Minimum certified proof load = 4,080 lbs.



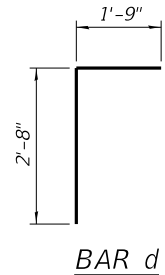
SECTION A-A



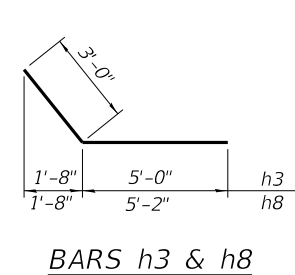
Note: A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.



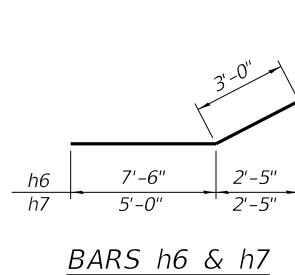
BAR a1



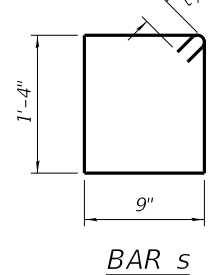
BAR d



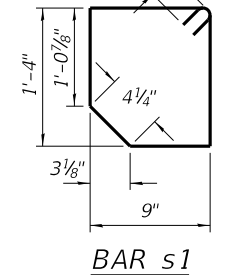
BARS h3 & h8



BARS h6 & h7



BAR s



BAR s1

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PLOT DATE = 4/2/2018	DRAWN - VPT	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CULVERT DETAILS
STRUCTURE NO. 053-2586**

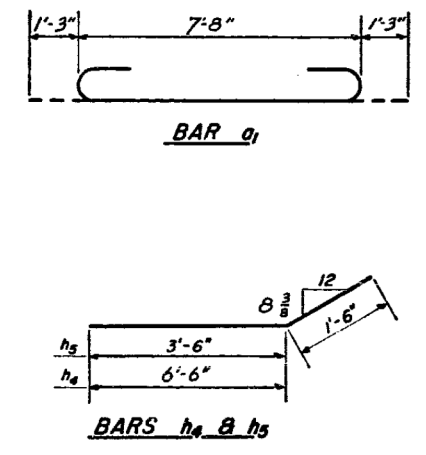
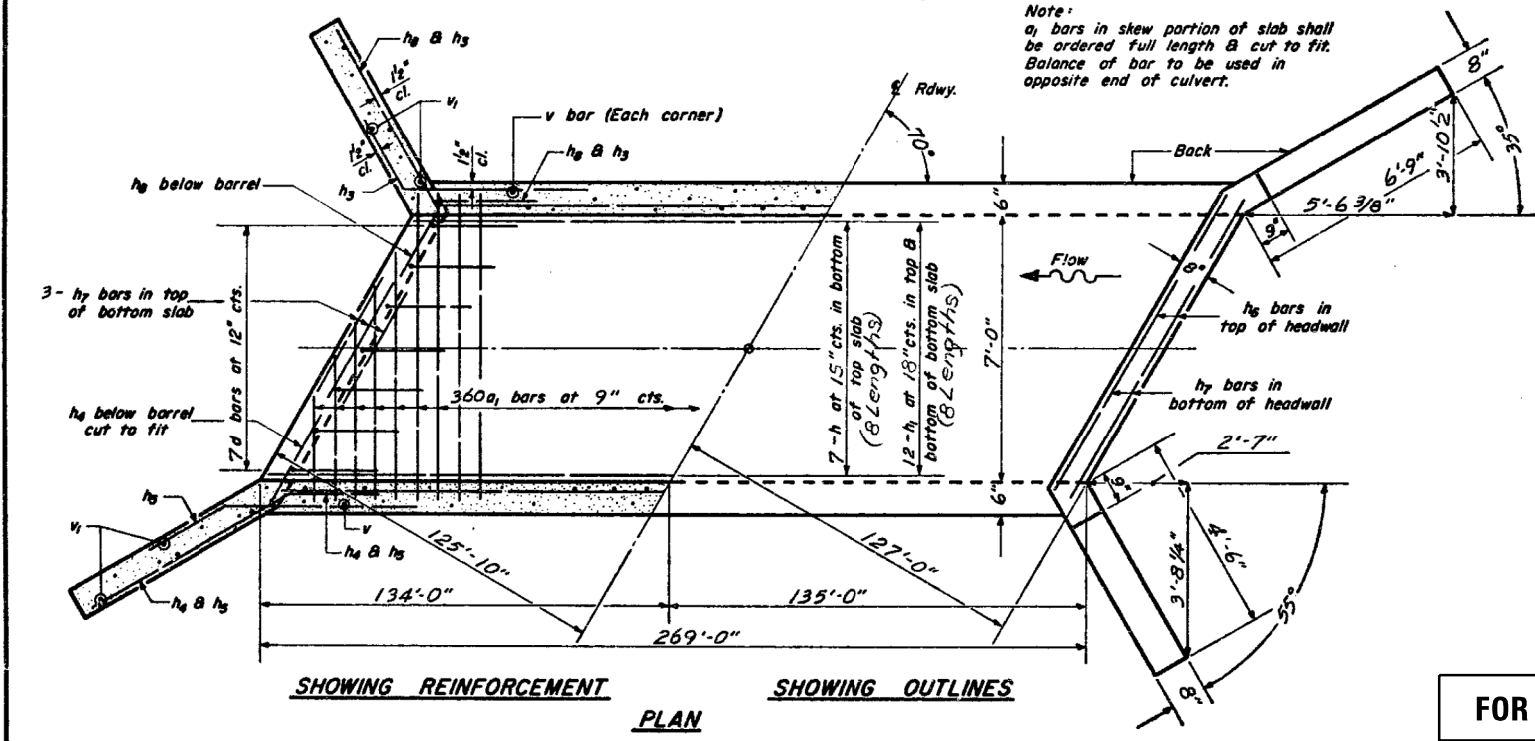
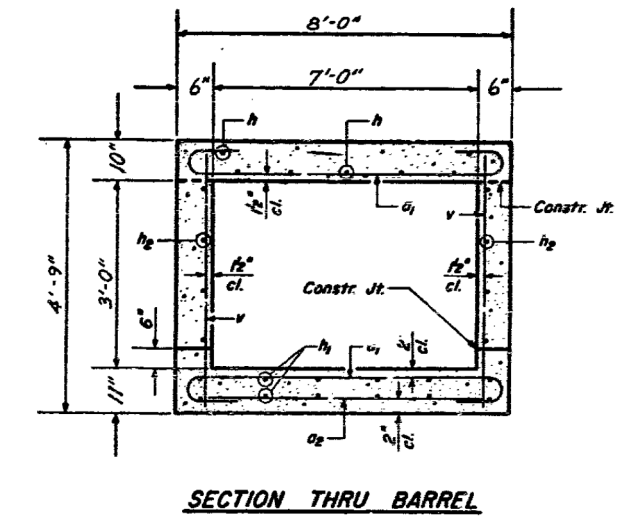
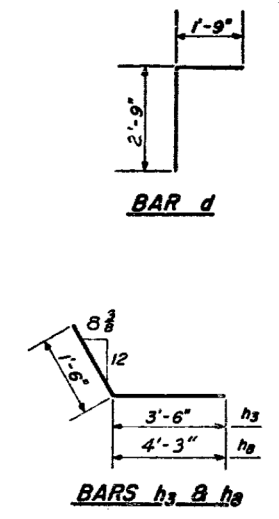
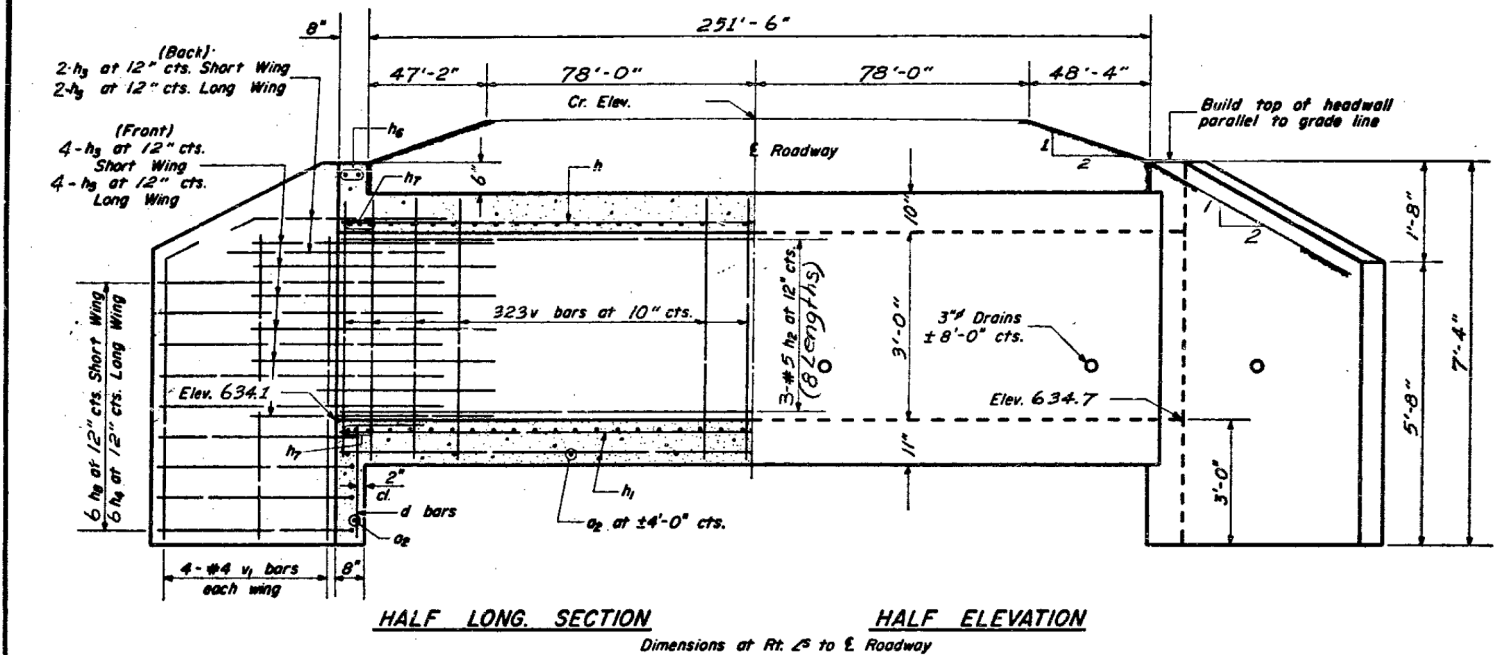
SHEET 3 OF 4 SHEETS

F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 181
CONTRACT NO. 66B64				

ILLINOIS FED. AID PROJECT

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

PROJECT NO.	535 Livingston	SHEET NO.	57
SHEET NO.		SHEETS	



BILL OF MATERIAL

Bar	Nl.	Size	Length
a ₁	720	#9	10'-2"
a ₂	70	#4	7'-3"
d	14	#4	4'-6"
h	72	#7	35'-3"
h ₁	96	#6	35'-0"
h ₂	48	#5	34'-9"
h ₃	12	#4	5'-0"
h ₄	12	#6	8'-0"
h ₅	12	#6	5'-0"
h ₆	4	#6	8'-3"
h ₇	12	#6	8'-3"
h ₈	12	#4	5'-9"
v	650	#4	4'-5"
v ₁	16	#4	5'-9"
Class X Concrete		Cu. Yds.	174.0
Reinforcement Bars		Lbs.	39,740

FOR INFORMATION ONLY

DESIGNED	W.A.P.
CHECKED	P.G.
DRAWN	
CHECKED	

GENERAL NOTES
Class X Concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wingwalls.
Exposed edges shall be beveled 3/4".
For backfilling & embankments see Std. Spec's.
Tilt hook of a₁ bars, if necessary, to obtain 1/2" minimum clearance at top of hook.
The top of the culvert, the backs of the sidewalls above the lower construction joint and the backs of the wings shall be waterproofed in accordance with Art. 503.1 of the Std. Spec's.
All bars shall be lapped 24 diameters unless otherwise specified.

f_s = 20,000 psi.
f_c = 1400 psi. Barrel
f_c = 1200 psi. Wings
v = 90 psi.
n = 10
LOADING H520-44

7x3' Box culvert
station 284+20
20° skew R.H.F.

Rev. Reinf. from 39,170# to 39,740# 1-24-75 L.W.

STANDARD 2021R

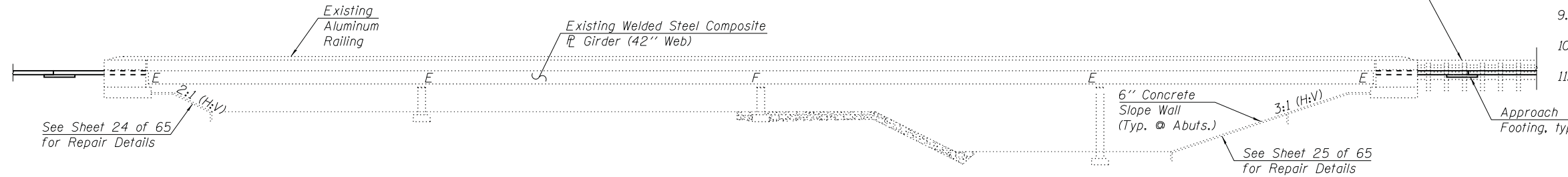
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Benchmark: Chiseled square on south end of wingwall SN 053-0128, Sta. 185+58, Elev. 637.41
 Existing Structures: S.N.'s. 053-0128 and 053-0129 are 4-span bridges consisting of continuous composite steel plate girder (42" web depth) superstructures on pile supported spill through stub abutments and solid wall piers on spread footings. Pier footings in the overbank are supported by steel H-piles. The river pier footings are supported in rock. The dual structures were constructed in 1975 as Section 53-5B-1 in Project I-55-5(45)195. In 2000, the deck's bituminous wearing surface and waterproofing membrane (W.P.M.) was removed, deck slab repairs done, silicone joint seal expansion joints were installed, microsilica concrete deck overlays placed, abutment bearing replacements with elastomeric bearings, formed concrete repair and epoxy crack sealing at abutments and parapets, riprap armoring at Pier 2, and deck drains were plugged. Silicone seal expansion joints were replaced with preformed joint strip seals in 2012. Structural steel framing and bearings were cleaned and painted in 2002. Emergency parapet repairs were performed in 2004 to S.N. 053-0128 following a collision incident. In 2014 emergency repairs for truck fire damage were done to S.N. 053-0129 replacing deck and parapet sections, girder sections over Pier 1 on lines 1 & 2, and west pier nose reconstruction. See Scope of Work for Rehabilitation work proposed. Traffic control method utilized will be by crossovers.

SCOPE OF WORK

1. Remove existing microsilica concrete overlay by scarification of deck.
2. Remove & replace preformed joint strip seal gland component in existing expansion joint.
3. Perform deck slab repairs.
4. Remove and replace approach slabs.
5. Place latex concrete overlay on deck and approaches.
6. Perform bridge deck grooving to new overlay.
7. Epoxy inject parapet and substructure cracks.
8. Perform concrete repairs to superstructure and substructure components.
9. Replace damaged bridge parapet railing sections on S.N. 053-0128.
10. Repair concrete slope wall and fill slope wall cracks at locations noted or as directed by the Engineer.
11. Replace missing drain extension on S.N. 053-0129.

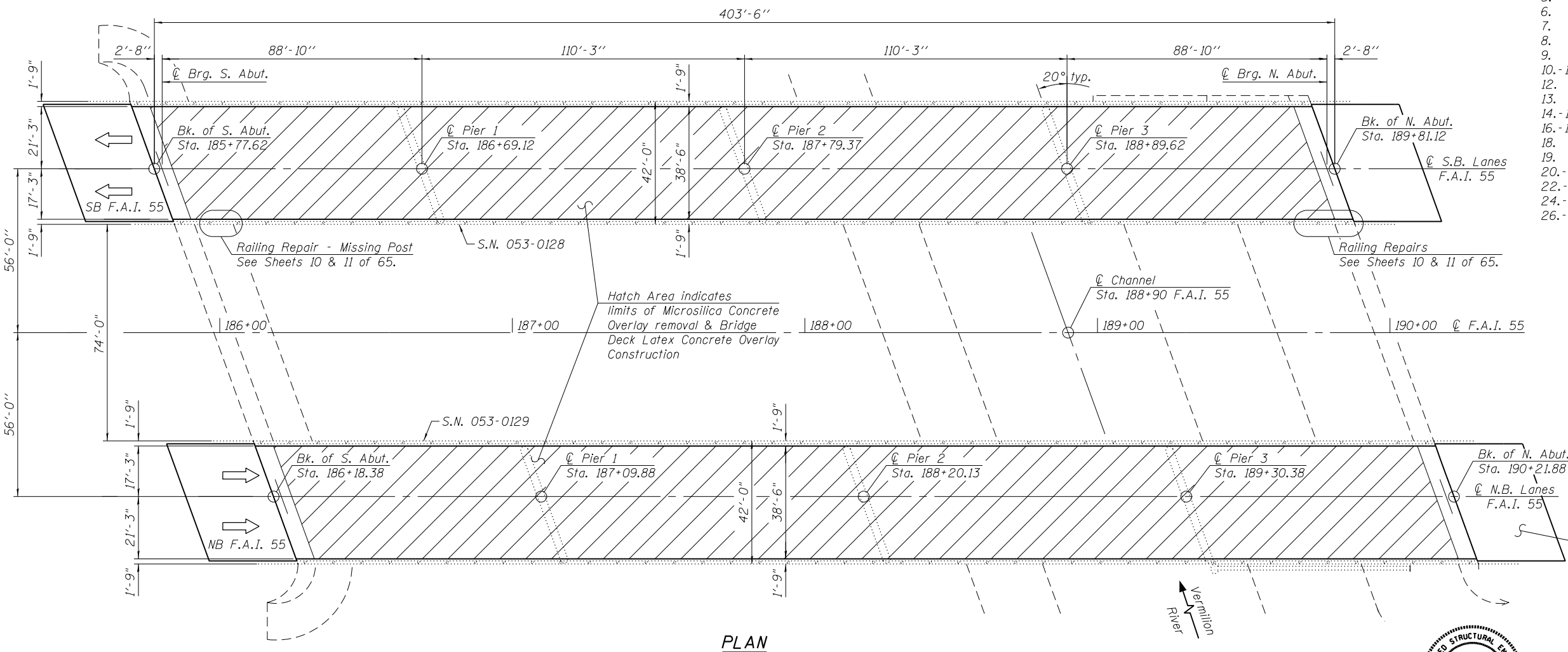
Traffic Barrier Terminals-Type 6 at approach ends and Type 5 at outside departure ends to remain.



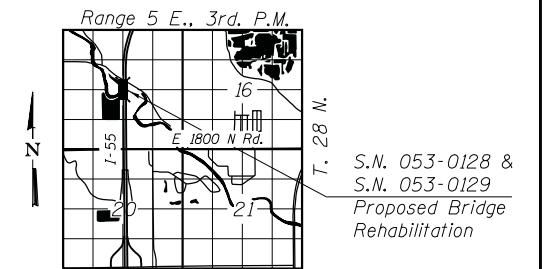
ELEVATION

INDEX OF SHEETS

1. General Plan & Elevation
2. General Notes & Total Bill of Material
3. Typical Deck Cross Sections
4. Deck Repair Plan - S.N. 053-0128
5. Deck Repair Plan - S.N. 053-0128 (As-Built)
6. Deck Repair Plan - S.N. 053-0129
7. Deck Repair Plan - S.N. 053-0129 (As-Built)
8. Parapet Repairs - S.N. 053-0128
9. Parapet Repairs - S.N. 053-0129
- 10.-11. Railing Repair Details - S.N. 053-0128
12. Expansion Joint Repair Details
13. Preformed Joint Strip Seal
- 14.-15. Bridge Approach Slab Details - S.N. 053-0128
- 16.-17. Bridge Approach Slab Details - S.N. 053-0129
18. Top of Approach Slab Elevations - S.N. 053-0128
19. Top of Approach Slab Elevations - S.N. 053-0129
- 20.-21. Abutment Repairs - S.N. 053-0128
- 22.-23. Abutment Repairs - S.N. 053-0129
- 24.-25. Slope Wall Repairs
- 26.-65. Existing Plans (For Information Only)



PLAN



LOCATION SKETCH

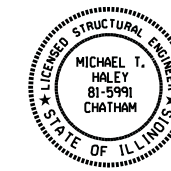
DESIGN STRESSES

FIELD UNITS (New Construction)

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

Michael J. Haley 4-2-2018

Michael T. Haley
 Licensed Structural Engineer
 State of Illinois No. 81-5991
 Expires 11/30/2018



GENERAL PLAN & ELEVATION
I-55 OVER VERMILION RIVER
F.A.I. ROUTE 55 - SECTION (53-5)R&I
LIVINGSTON COUNTY
STATION 188+90
STRUCTURE NOS. 053-0128 & 053-0129

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	183
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

GENERAL NOTES

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

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 of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

TOTAL BILL OF MATERIAL - S.N. 053-0128

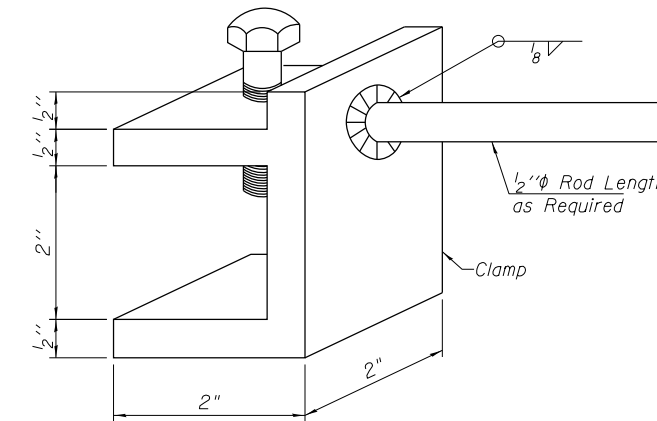
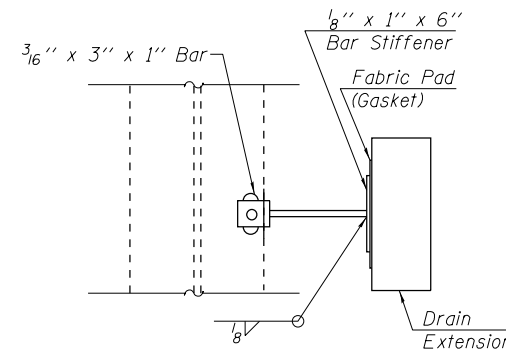
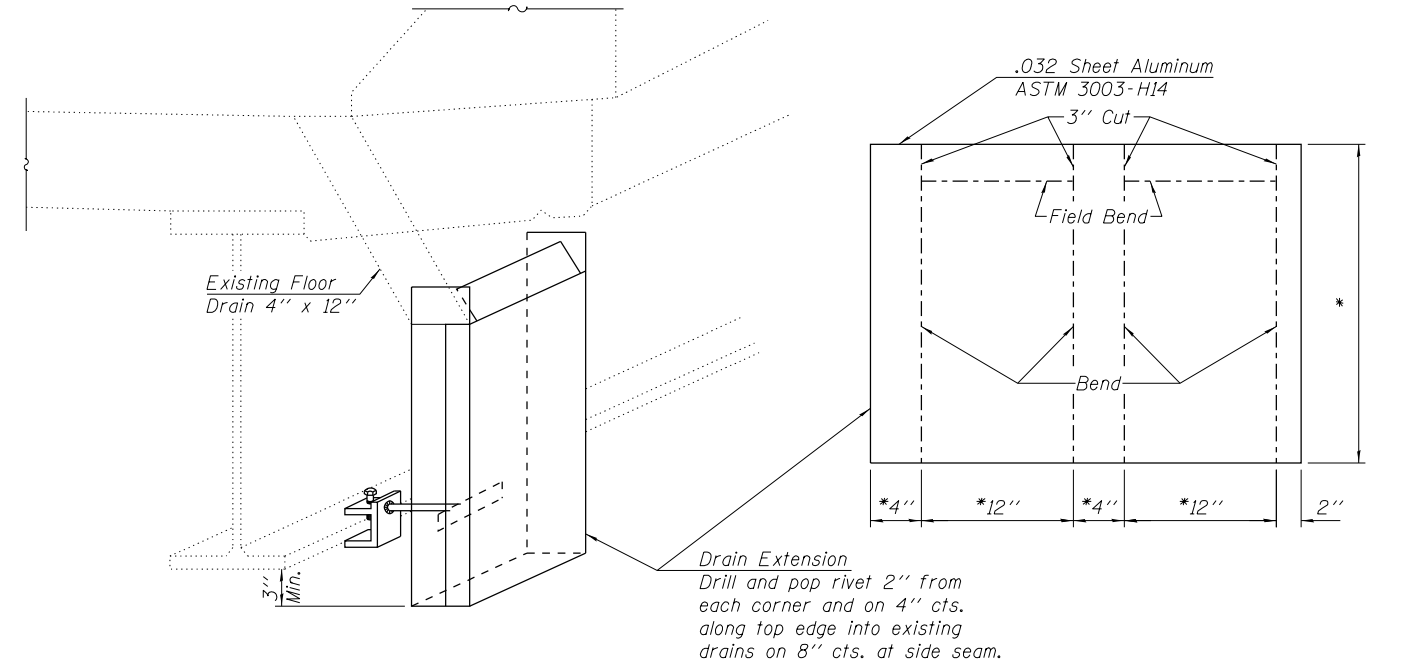
ITEM	UNIT	SUPER	SUB	TOTAL
Bridge Deck Scarification 2 1/2"	Sq. Yd.	1693		1693
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	5		5
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	6		6
Expansion Joint Repair	Foot	86		86
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	1959		1959
Bridge Deck Grooving	Sq. Yd.	1858		1858
Parapet Railing, Special	Foot	27		27
** Protective Coat	Sq. Yd.	16		16
Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)	Sq. Ft.	132	39	171
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.		7	7
Epoxy Crack Injection	Foot	28		28
Slope Wall Repair	Sq. Yd.		52	52
Slope Wall Crack Sealing	Foot		372	372
Controlled Low-Strength Material	Cu. Yd.		10	10
Concrete Superstructure (Approach Slab)	Cu. Yd.	113.4		113.4
Concrete Structures	Cu. Yd.		26.9	26.9
Reinforcement Bars, Epoxy Coated	Pound	39940	4880	44820
Approach Slab Removal	Sq. Yd.	280		280

Note: Quantities listed for Slope Wall Repair, Slope Wall Crack Sealing, and Controlled Low Strength Material include work estimated beneath S.N. 053-0129 also.

TOTAL BILL OF MATERIAL - S.N. 053-0129

ITEM	UNIT	SUPER	SUB	TOTAL
Bridge Deck Scarification 2 1/2"	Sq. Yd.	1693		1693
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	3		3
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	7		7
Expansion Joint Repair	Foot	86		86
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	1959		1959
Bridge Deck Grooving	Sq. Yd.	1858		1858
** Protective Coat	Sq. Yd.	17		17
Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)	Sq. Ft.	145	9	154
Epoxy Crack Injection	Foot	36		36
Concrete Superstructure (Approach Slab)	Cu. Yd.	113.4		113.4
Floor Drain Extension	Each	1		1
Concrete Structures	Cu. Yd.		26.9	26.9
Reinforcement Bars, Epoxy Coated	Pound	39940	4880	44820
Approach Slab Removal	Sq. Yd.	280		280

** Apply to new concrete at parapet repair areas and wing end post repair areas.



Notes: Pop rivet the 1/8" x 1" bar to Drain Extension. Weld or securely attach rod to both the clamp and bar stiffener. Use 3/16" stainless steel pop rivets of sufficient length. Clamp shown in approximate dimensions. Similar commercially available may be substituted. *Field measure cut to fit existing drain. An aluminum extrusion drain extension of similar dimensions may be substituted.

DRAIN EXTENSION DETAILS

(1 - Required)
(See Sheet 6 of 65 for location.)

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ENGINEERING & ENVIRONMENTAL

UPDATED: **LN ENGINEERING**
CONSULTING ENGINEERS

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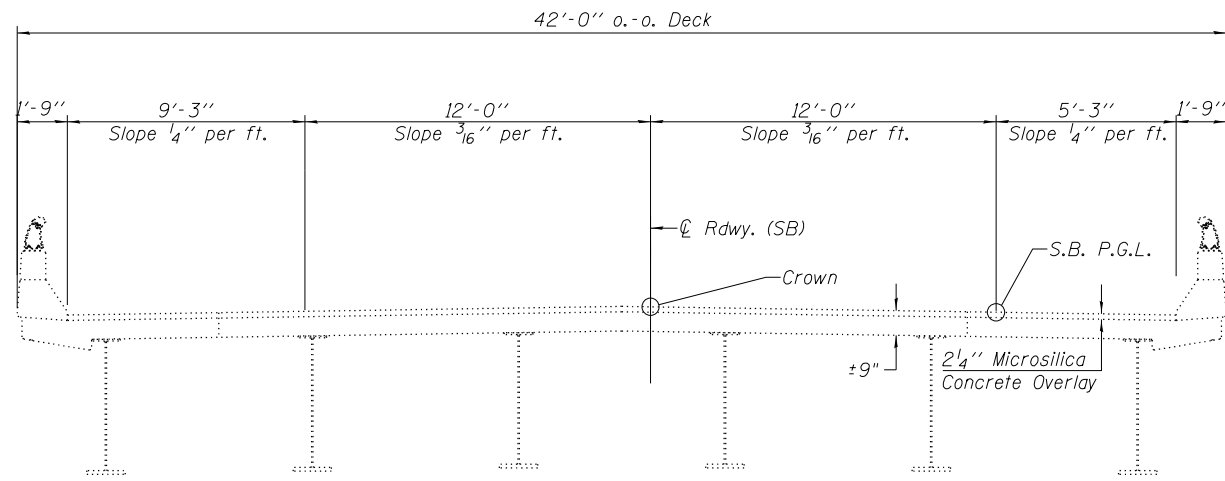
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NOS. 053-0128 & 053-0129

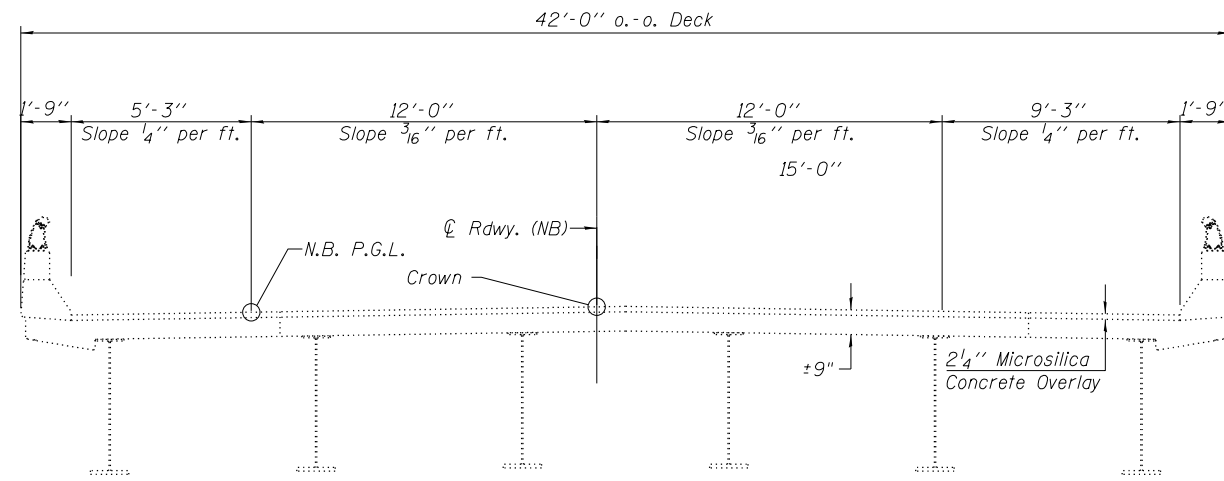
SHEET NO. 2 OF 65 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

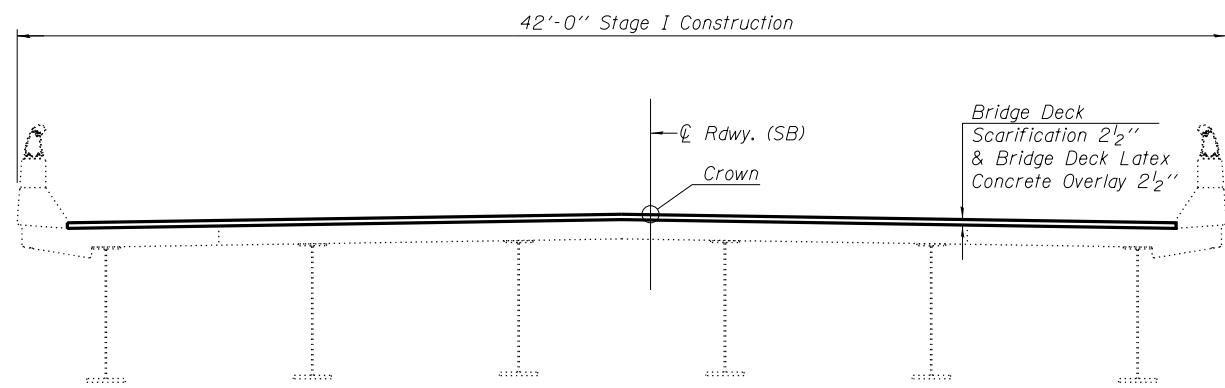
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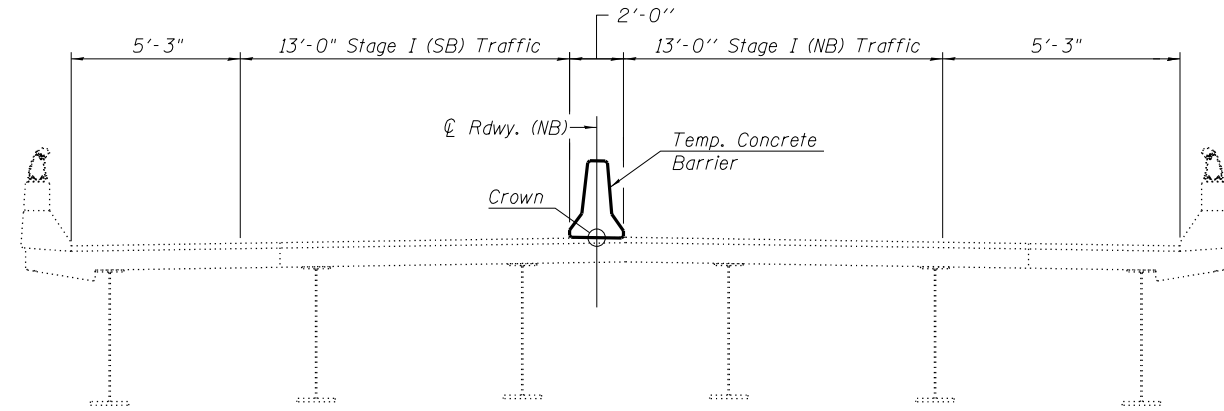
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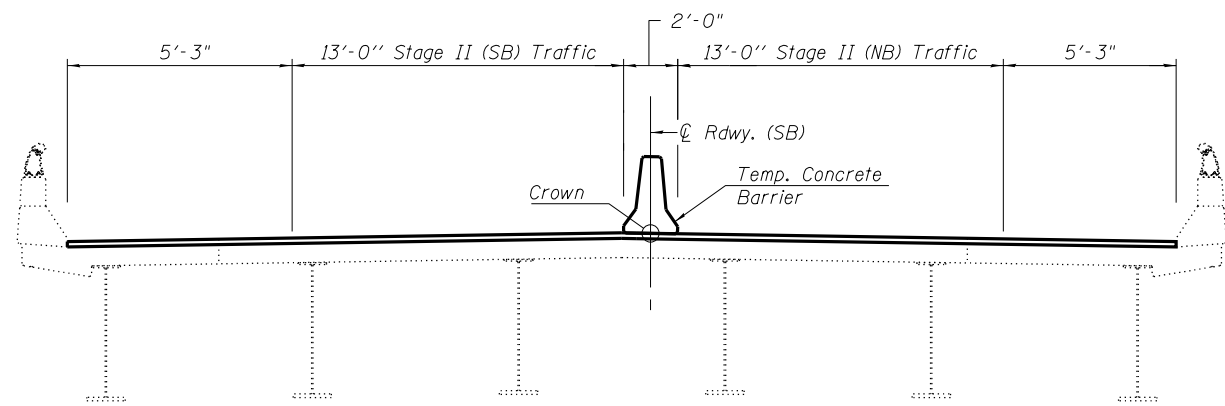
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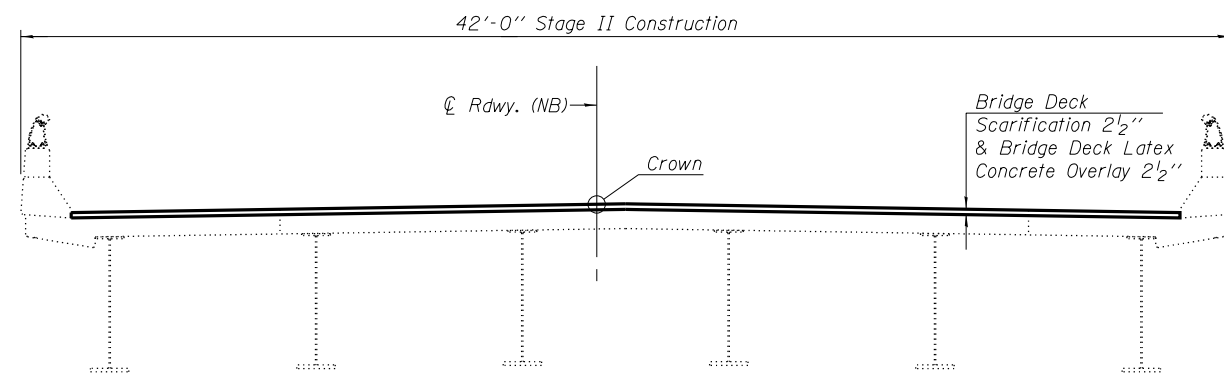
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 (Looking North - S.N. 053-0128)



PROPOSED CROSS SECTION - STAGE I CONSTRUCTION
 (Looking North - S.N. 053-0129)



PROPOSED CROSS SECTION - STAGE II CONSTRUCTION
 (Looking North - S.N. 053-0128)



PROPOSED CROSS SECTION - STAGE II CONSTRUCTION
 (Looking North - S.N. 053-0129)

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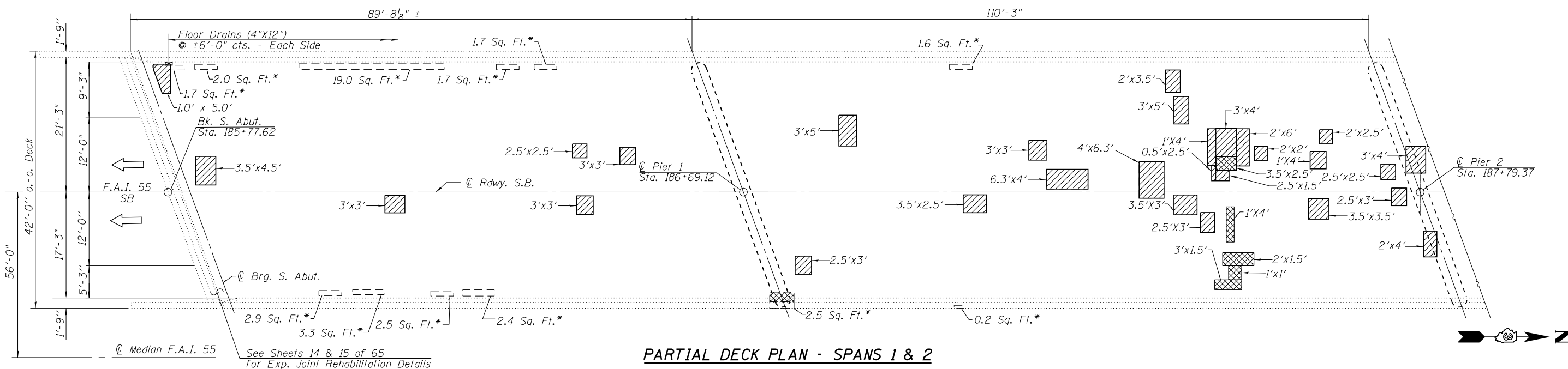
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL DECK CROSS SECTIONS
 STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 3 OF 65 SHEETS

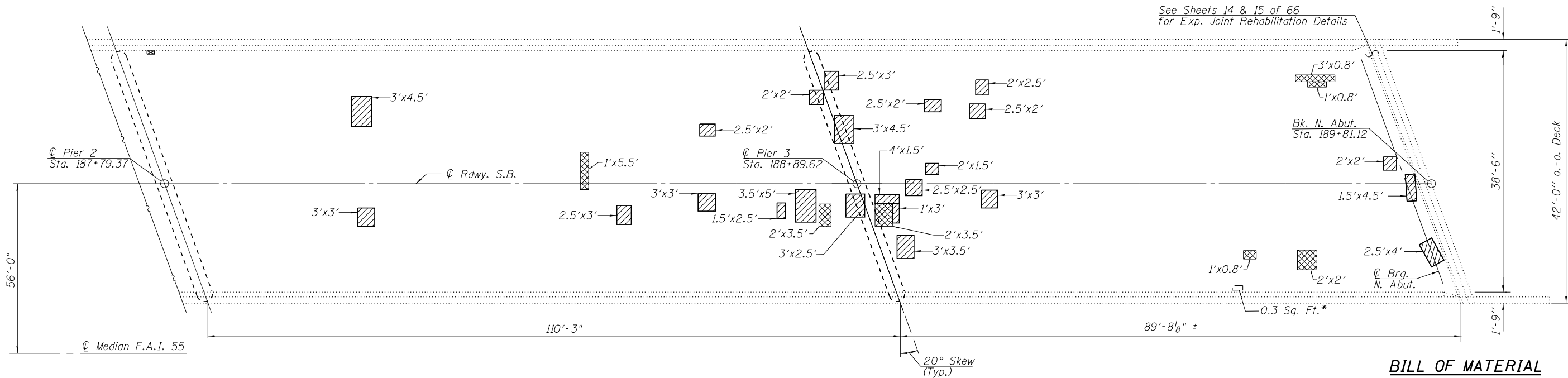
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 66B64	

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PARTIAL DECK PLAN - SPANS 1 & 2

S.N. 053-0128



PARTIAL DECK PLAN - SPANS 3 & 4

S.N. 053-0128

See Sheets 14 & 15 of 66
For Exp. Joint Rehabilitation Details

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq. Yd.	50
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	5
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	6

CONCRETE REPAIR LEGEND

- Overhang Soffit Delam or Spall Area*
- Deck Slab Repair (Partial)
- Deck Slab Repair (Full Depth)

- Notes:
- Quantities and repair areas shown are estimated. Actual areas are to be determined by Resident Engineer and recorded on As-Built Plans. See Sheet 5 of 65.
 - Quantity listed for Deck Slab Repair (Partial) is for information only. (See Bridge Deck Latex Concrete Overlay Special Provision).

*Underside Spall or Delamination Area on overhang soffit. Contractor shall remove loose concrete, clean exposed reinforcement and paint with Aluminum Epoxy Mastic Paint System as specified in Article 1008.03 of the Standard Specifications. Cost included in Deck Slab Repair (Full Depth).

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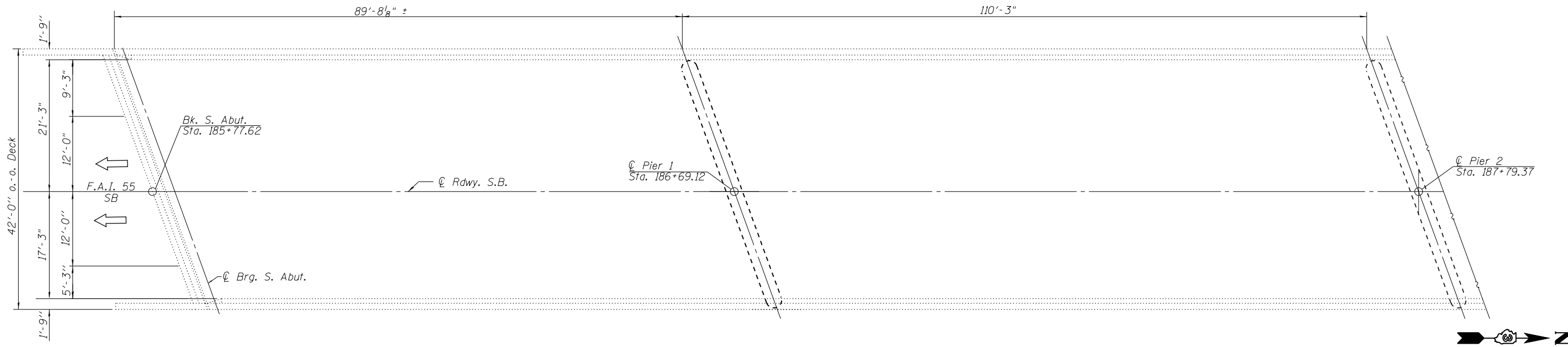
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK REPAIR PLAN
STRUCTURE NO. 053-0128**

F.A.I. RTE. = 55	SECTION = (53-51R&I)	COUNTY = LIVINGSTON	TOTAL SHEETS = 722	SHEET NO. = 186
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

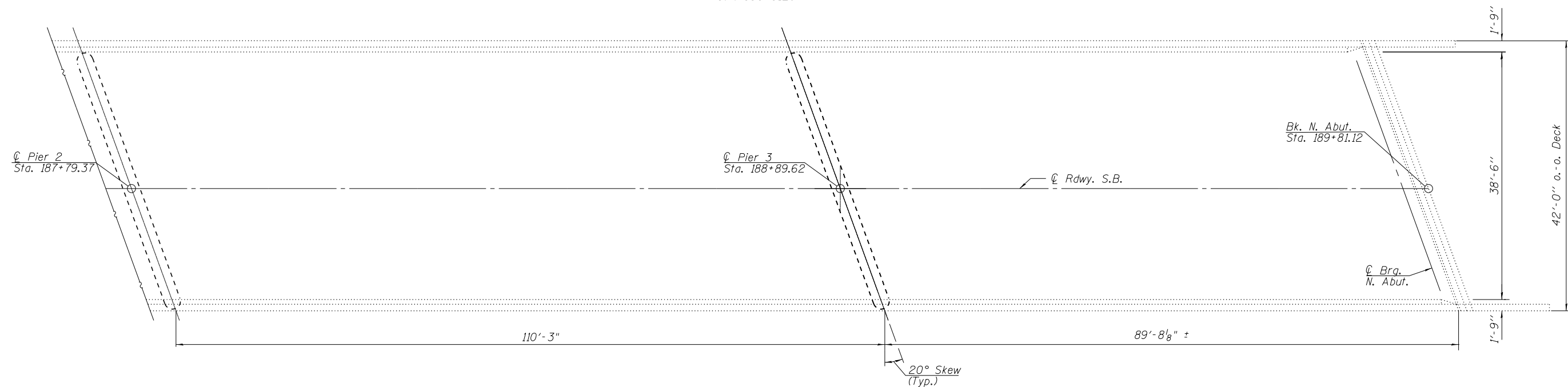
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PARTIAL DECK PLAN - SPANS 1 & 2

S.N. 053-0128



PARTIAL DECK PLAN - SPANS 3 & 4

S.N. 053-0128

BILL OF MATERIAL - AS BUILT

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	

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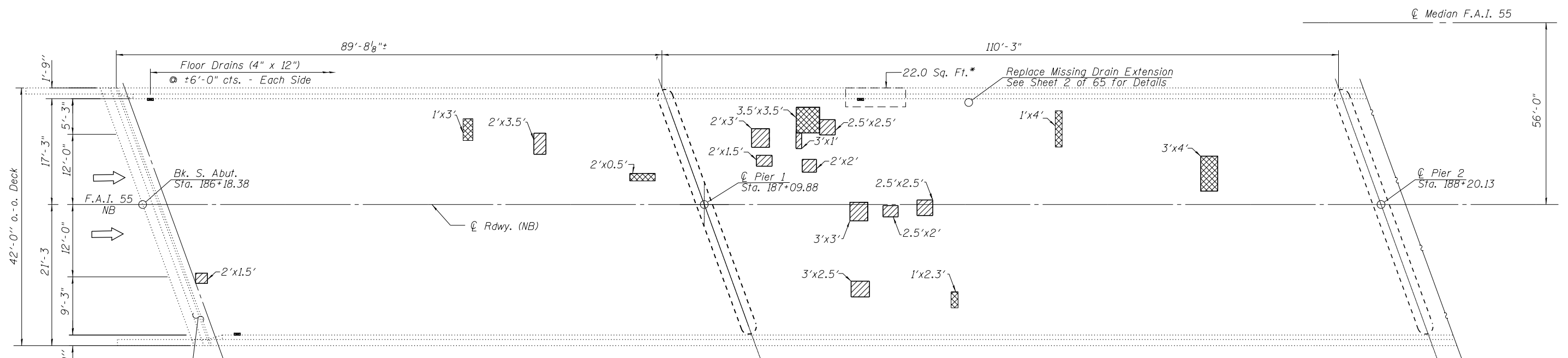
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIR PLAN - AS BUILT
 STRUCTURE NO. 053-0128**

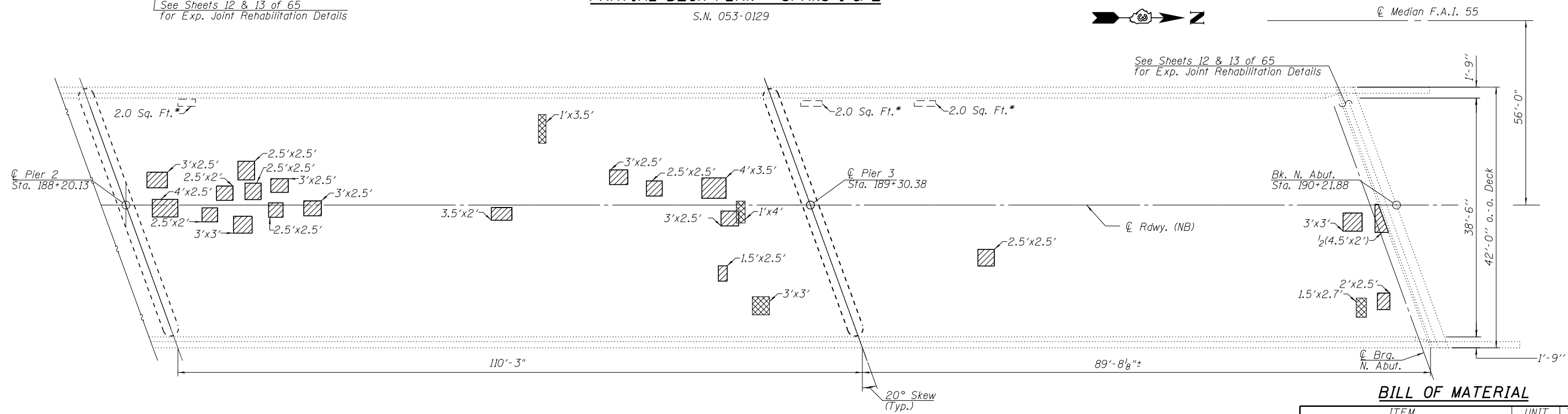
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				

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PARTIAL DECK PLAN - SPANS 1 & 2
S.N. 053-0129



PARTIAL DECK PLAN - SPANS 3 & 4
S.N. 053-0129

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq. Yd.	23
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	3
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	7

CONCRETE REPAIR LEGEND

	Overhang Soffit Delam or Spall Area*
	Deck Slab Repair (Partial)
	Deck Slab Repair (Full Depth)

*Underside Spall or Delamination Area on overhang soffit. Contractor shall remove loose concrete, clean exposed reinforcement and paint with Aluminum Epoxy Mastic Paint System as specified in Article 1008.03 of the Standard Specifications. Cost included in Deck Slab Repair (Full Depth).

- Notes:
- Quantities and repair areas shown are estimated. Actual areas are to be determined by Resident Engineer and recorded on As-Built Plans. See Sheet 7 of 65.
 - Quantity listed for Deck Slab Repair (Partial) is for information only. (See Bridge Deck Latex Concrete Overlay Special Provision).

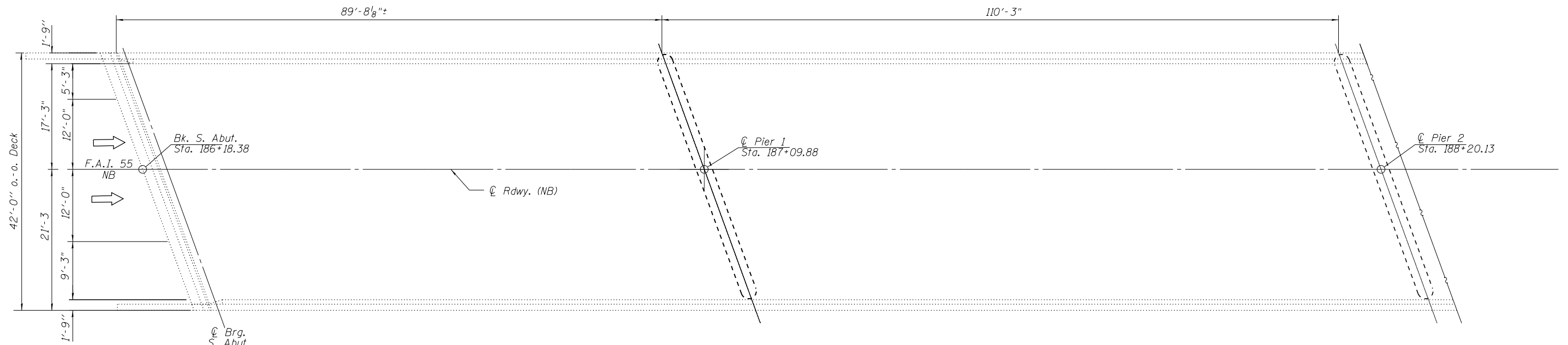
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

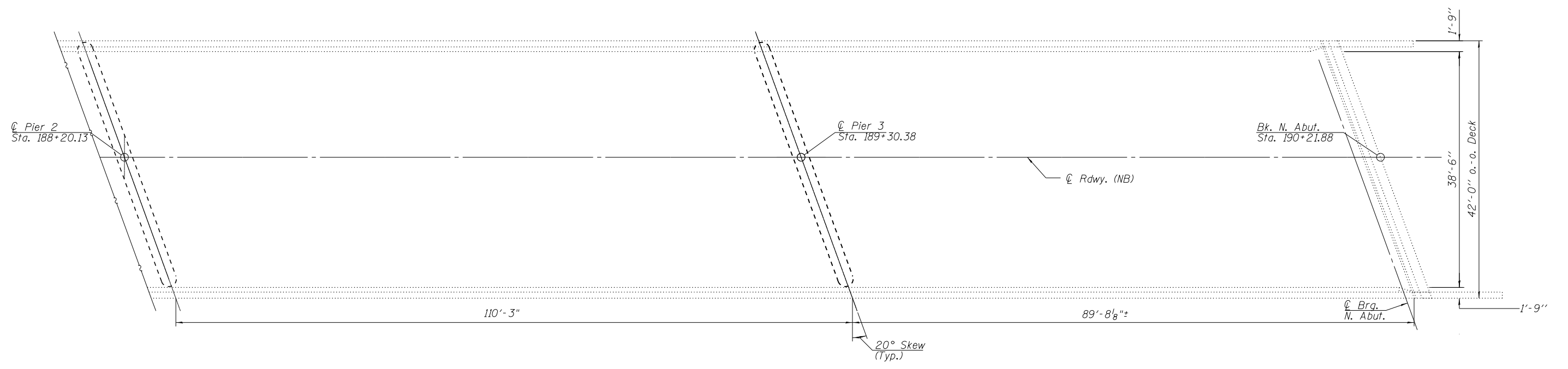
**DECK REPAIR PLAN
STRUCTURE NO. 053-0129**

F.A.I. RTE. 55	SECTION (53-51R&I)	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 188
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

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PARTIAL DECK PLAN - SPANS 1 & 2
 S.N. 053-0129



PARTIAL DECK PLAN - SPANS 3 & 4
 S.N. 053-0129

BILL OF MATERIAL - AS BUILT

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	

ORIGINAL:	UPDATED:	USER NAME = erkiles	DESIGNED - ARK	REVISED -
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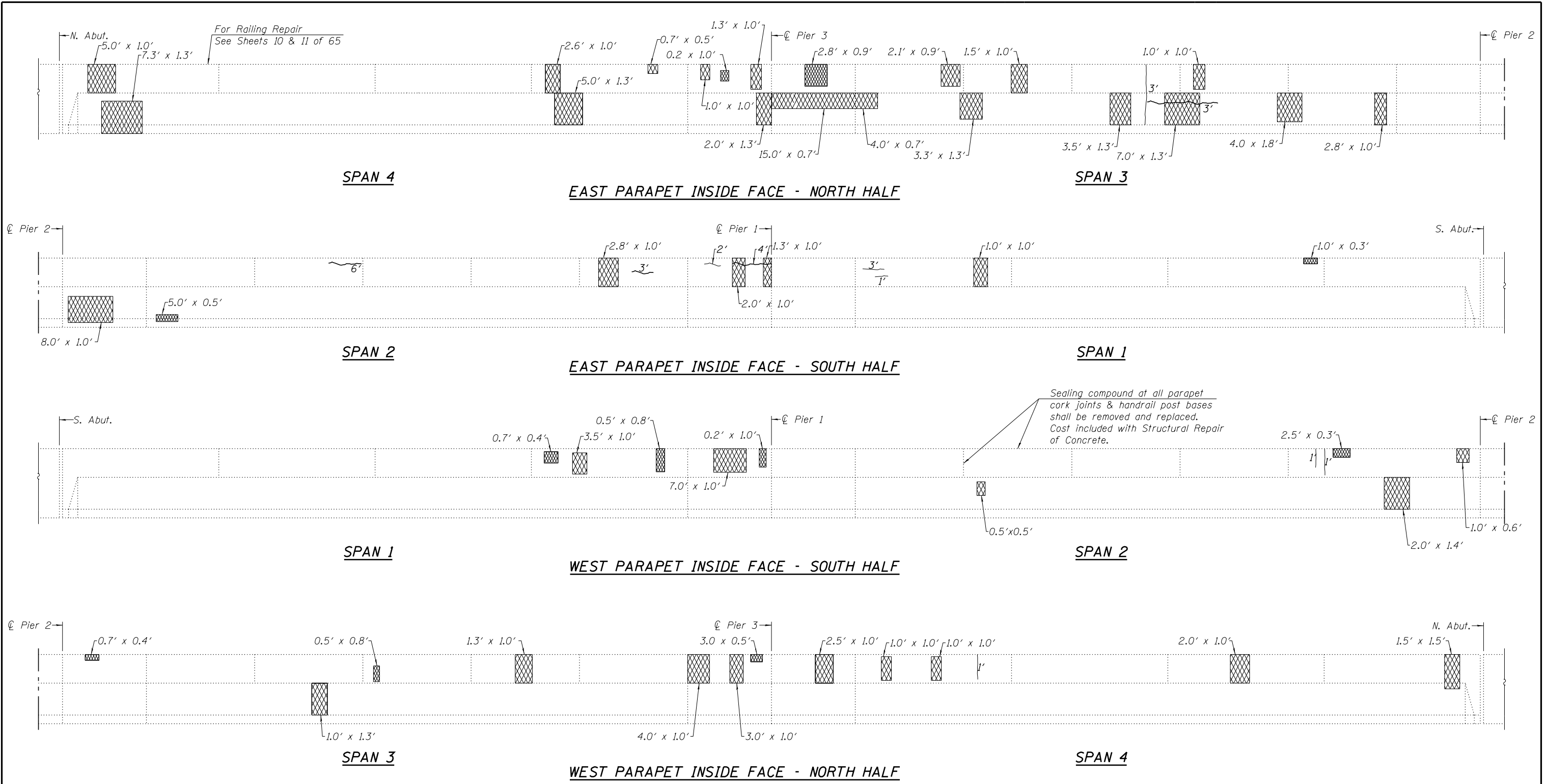
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIR PLAN - AS BUILT
 STRUCTURE NO. 053-0129**

SHEET NO. 7 OF 65 SHEETS

F.A.I. RTE. = 55	SECTION = (53-5)R&I	COUNTY = LIVINGSTON	TOTAL SHEETS = 722	SHEET NO. = 189
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

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Sealing compound at all parapet cork joints & handrail post bases shall be removed and replaced. Cost included with Structural Repair of Concrete.

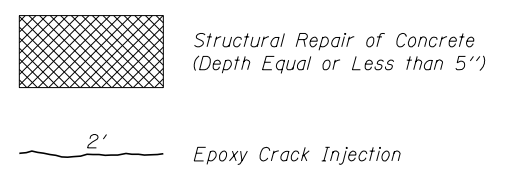
Note: Existing Aluminum Railing on parapets not shown for clarity.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal or Less than 5')	Sq. Ft.	132
Epoxy Crack Injection	Foot	28

Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND



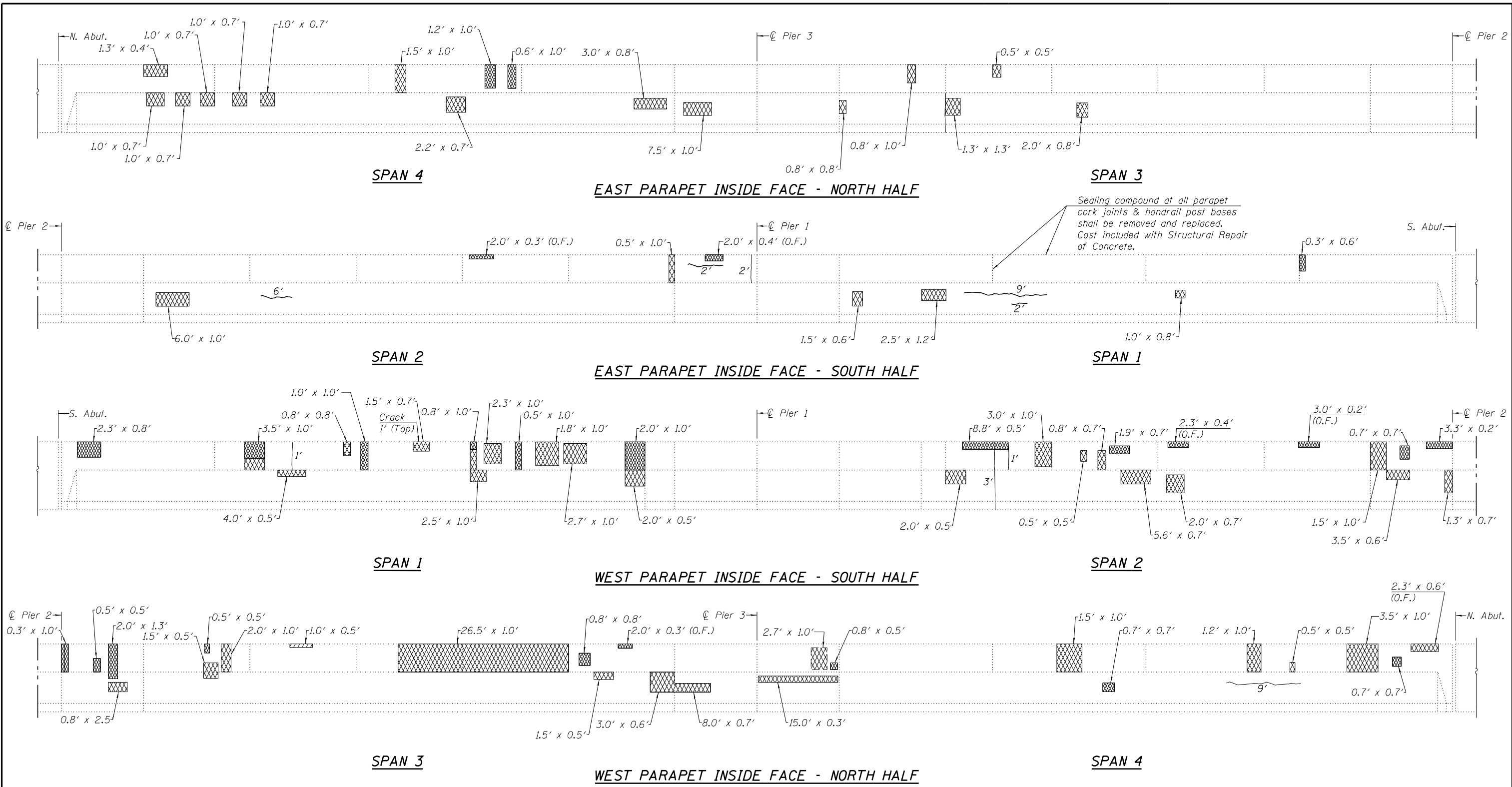
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARAPET REPAIRS
 S.N. 053-0128
 SHEET NO. 8 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	190
CONTRACT NO. 66B64			ILLINOIS FED. AID PROJECT	

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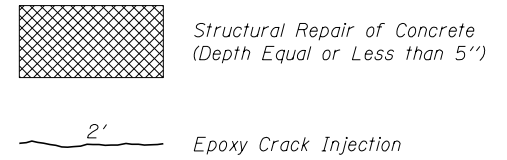
Note: Existing Aluminum Railing on parapets not shown for clarity.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal or Less than 5')	Sq. Ft.	145
Epoxy Crack Injection	Foot	36

Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND



ORIGINAL: FEHR GRAHAM ENGINEERS & ENVIRONMENTAL	UPDATED: LIN ENGINEERING LTD. CONSULTING ENGINEERS	USER NAME = erkiles	DESIGNED - ARK	REVISED -
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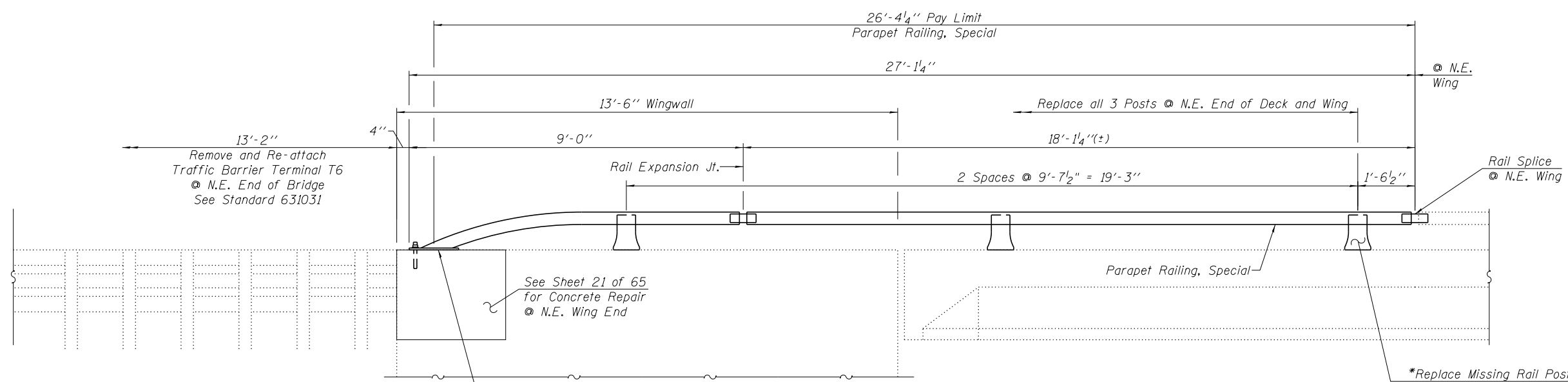
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARAPET REPAIRS
 S.N. 053-0129

SHEET NO. 9 OF 65 SHEETS

F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 191
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				

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ELEVATION

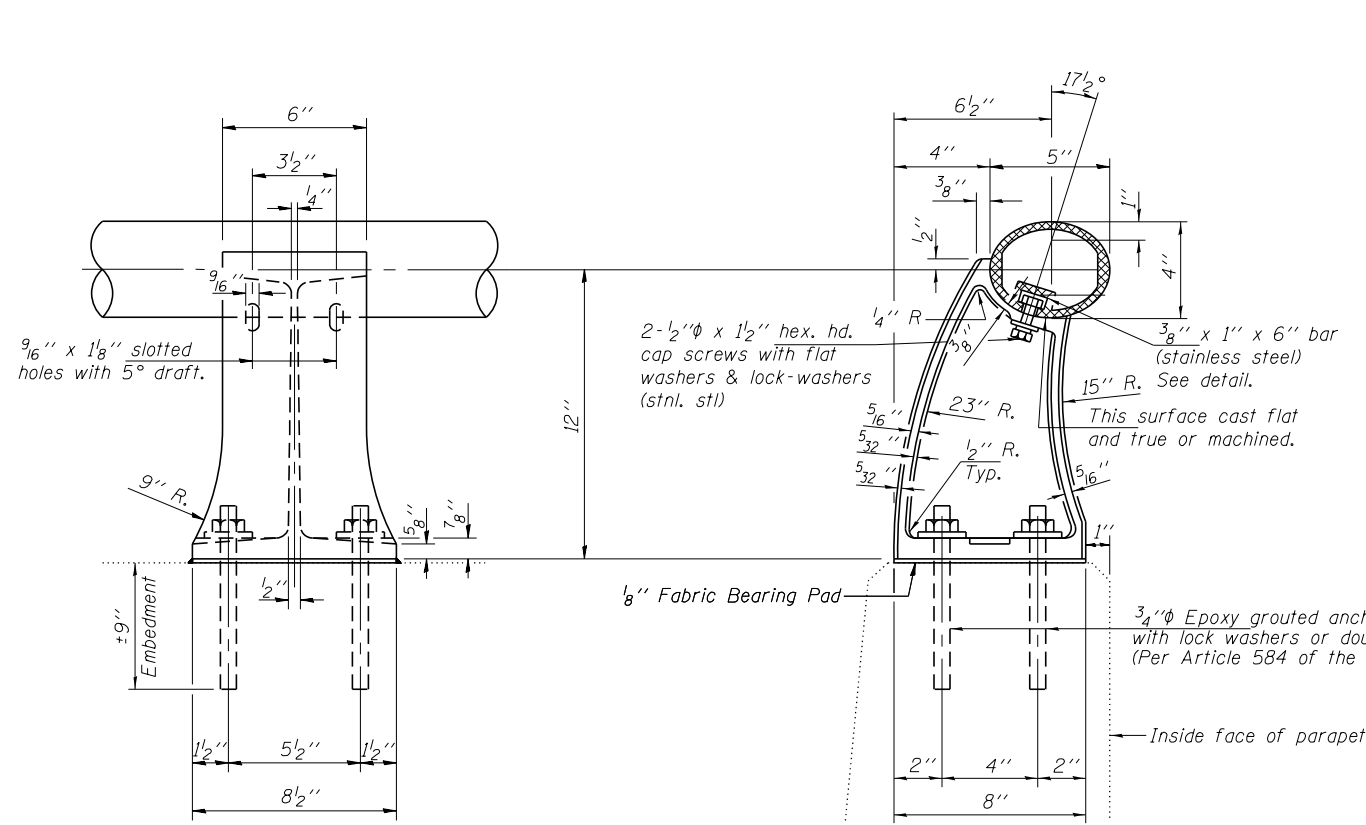
East Parapet - Rail Repairs at north end

*Work required at similar position at south end of East parapet.

Note: Work this sheet with sheet 11 of 65.

ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL CONSULTING 1101 N. WASHINGTON ST. SUITE 100 CHICAGO, IL 60610	UPDATED: USER NAME = erkkiles PLOT SCALE = PLOT DATE = 4/2/2018 12:54:10 PM	DESIGNED - ARK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAILING REPAIR DETAILS S.N. 053-0128 SHEET NO. 10 OF 65 SHEETS	F.A.I. RTE. = 55	SECTION = (53-5)R&I	COUNTY = LIVINGSTON	TOTAL SHEETS = 722	SHEET NO. = 192
		CHECKED - SFM MTH	REVISED -			CONTRACT NO. 66B64				
DRAWN - ADS RDF	REVISED -	ILLINOIS FED. AID PROJECT								
CHECKED - ARK MTH	REVISED -									

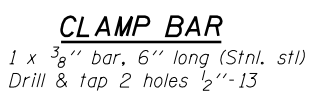
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ELEVATION

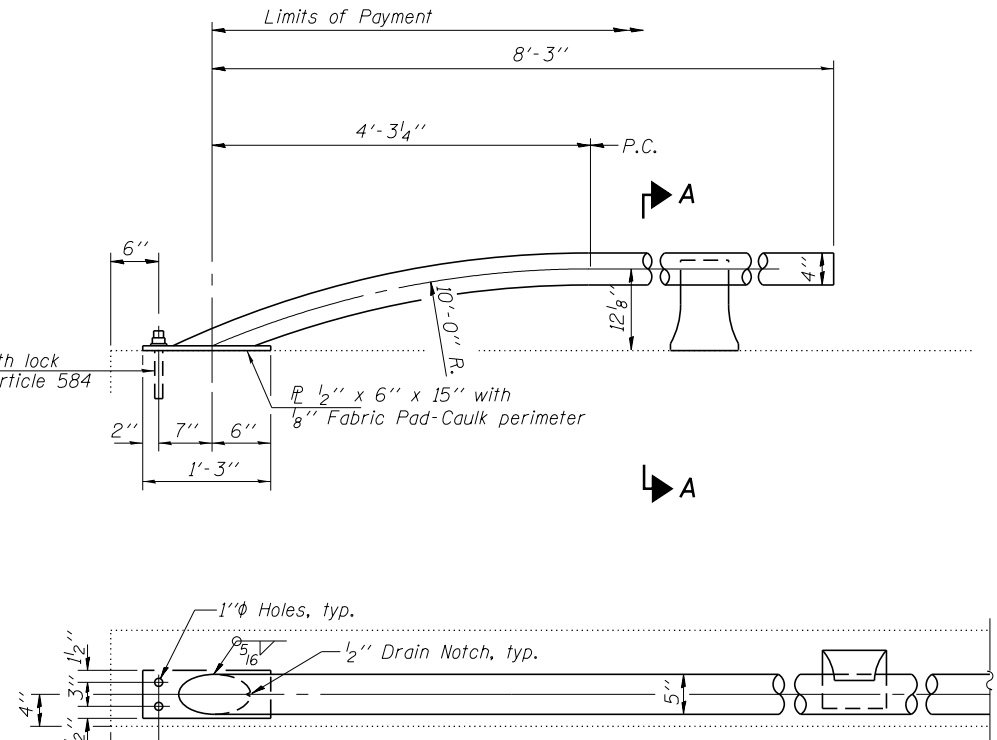
RAIL POST DETAILS

SECTION A-A



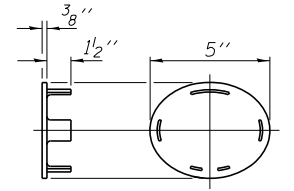
CLAMP BAR
 1 x 3/8" bar, 6" long (Stnl. stl)
 Drill & tap 2 holes 1/2"-13

3/4" Epoxy grouted anchors with lock washers or double nuts. (Per Article 584 of the Standard Specs.)

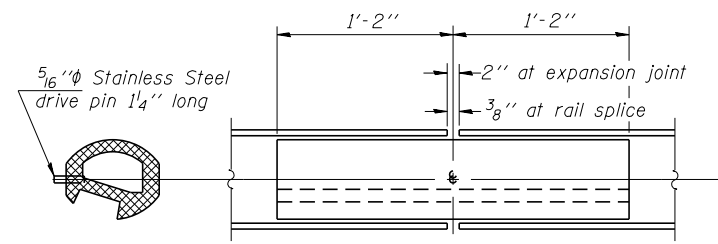


RAIL TERMINAL SECTION

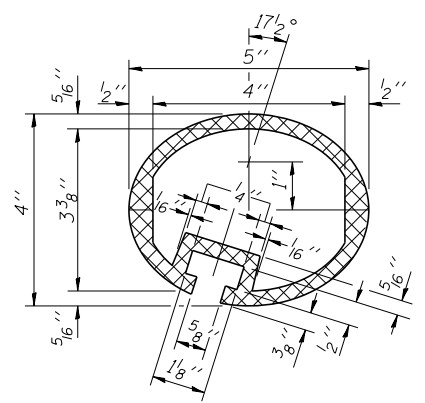
Note:
 The end rail post shall be set back as required for the terminal rail section.



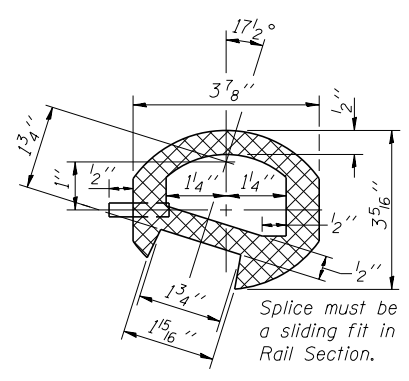
CAST END CAP
 Drive Fit Type



RAIL SPLICE



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

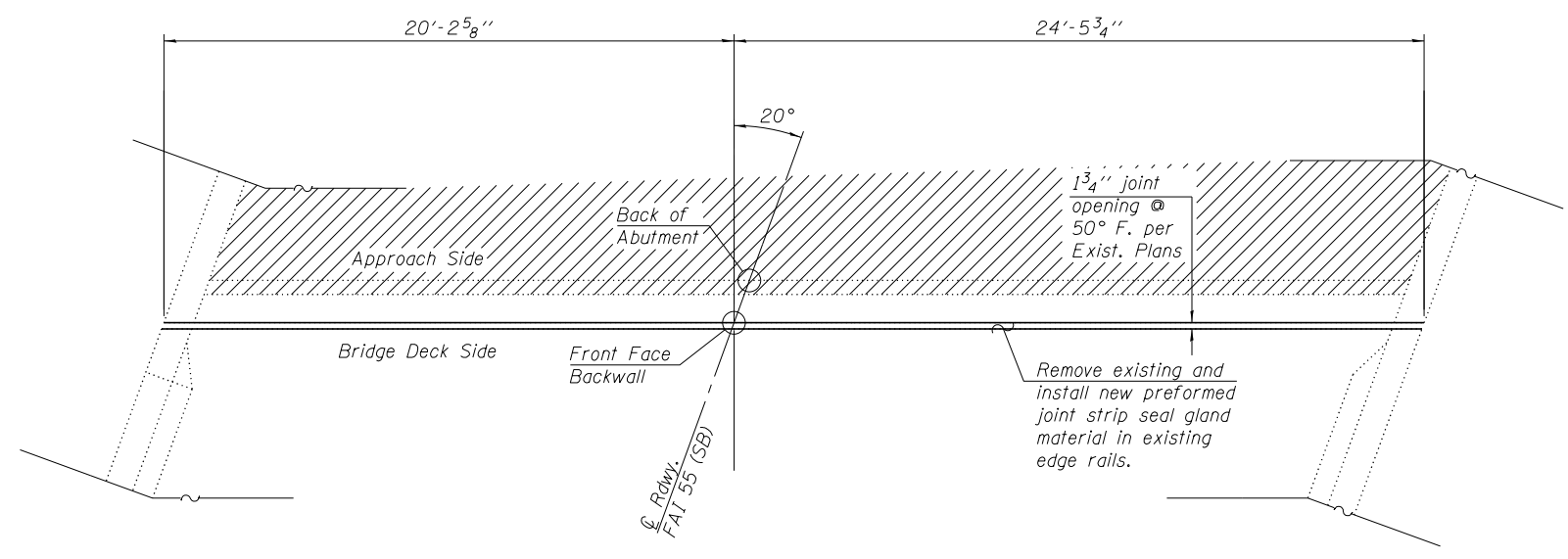
Notes:
 All Posts shall be normal to parapet.
 All joints in rail shall be spliced per detail.
 All exposed rail ends shall be capped per detail.
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.

BILL OF MATERIAL

Item	Unit	Quantity
* Parapet Railing, Special	Foot	27

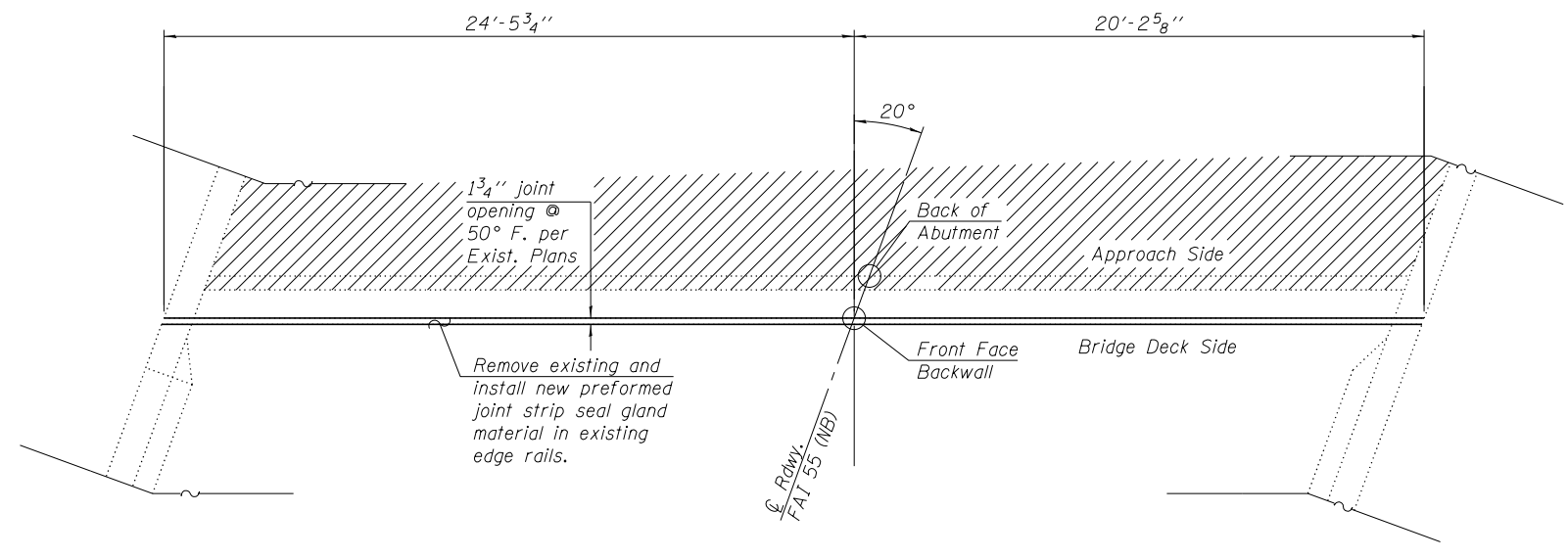
*See Special Provisions

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PROPOSED PLAN AT EXPANSION JOINT - S.N. 053-0128
 (S. Abut. Shown - N. Abut. Similar)

Notes:
 See Sheet 13 of 65 for Preformed Joint Strip Seal Component details.
 Hatched areas indicate limits of approach slab removal and replacement. Extreme care shall be exercised to not damage existing concrete to remain adjacent to expansion joint.



PROPOSED PLAN AT EXPANSION JOINT - S.N. 053-0129
 (S. Abut. Shown - N. Abut. Similar)

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FEHR GRAHAM	BY ENGINEERING LTD.
ENGINEERING & ENVIRONMENTAL	CONSULTING ENGINEERS
	U.S. 101 500

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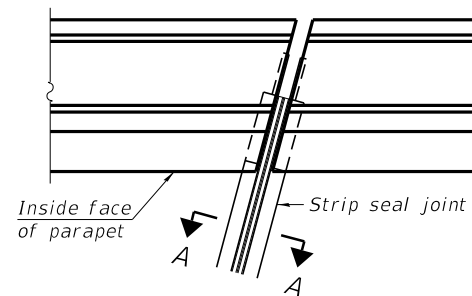
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT REPAIR DETAILS
 STRUCTURE NOS. 053-0128 & 053-0129**

SHEET NO. 12 OF 65 SHEETS

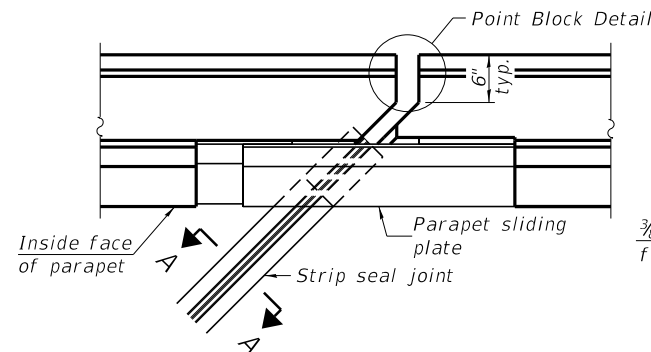
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	194
			CONTRACT NO. 66B64	
ILLINOIS FED. AID PROJECT				

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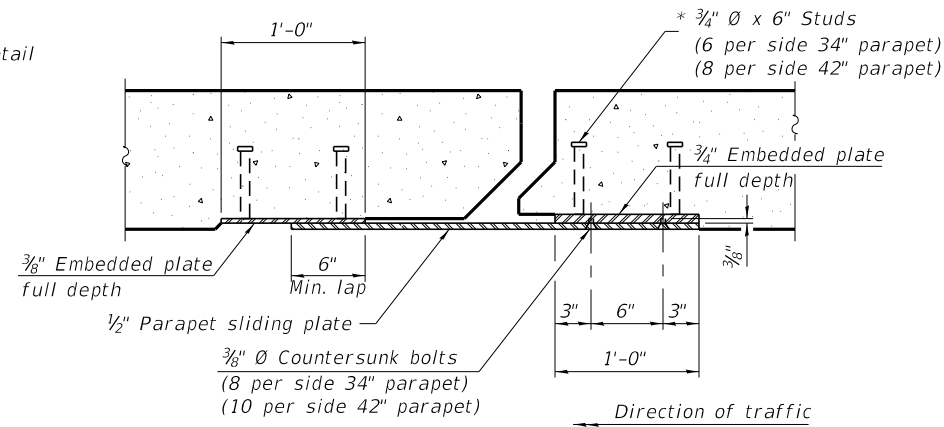


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



FOR SKEWS $> 30^\circ$



SECTION B-B

Direction of traffic

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.

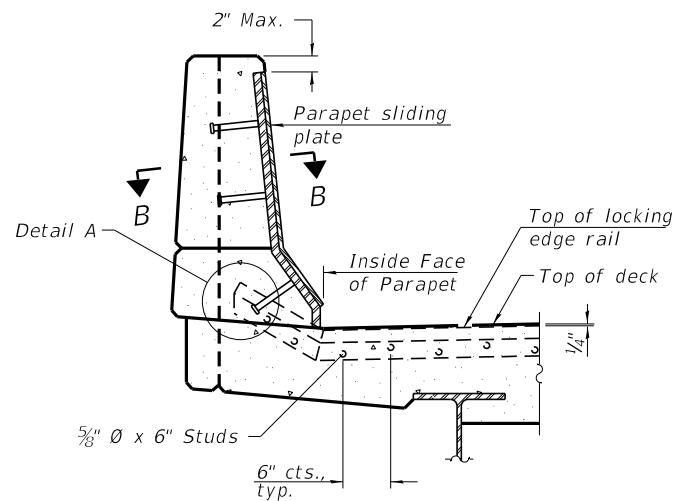
The manufacturer's recommended installation methods shall be followed.

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.

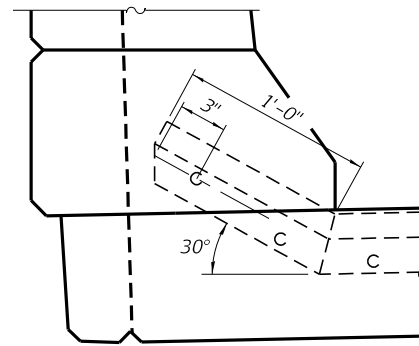
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape 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.

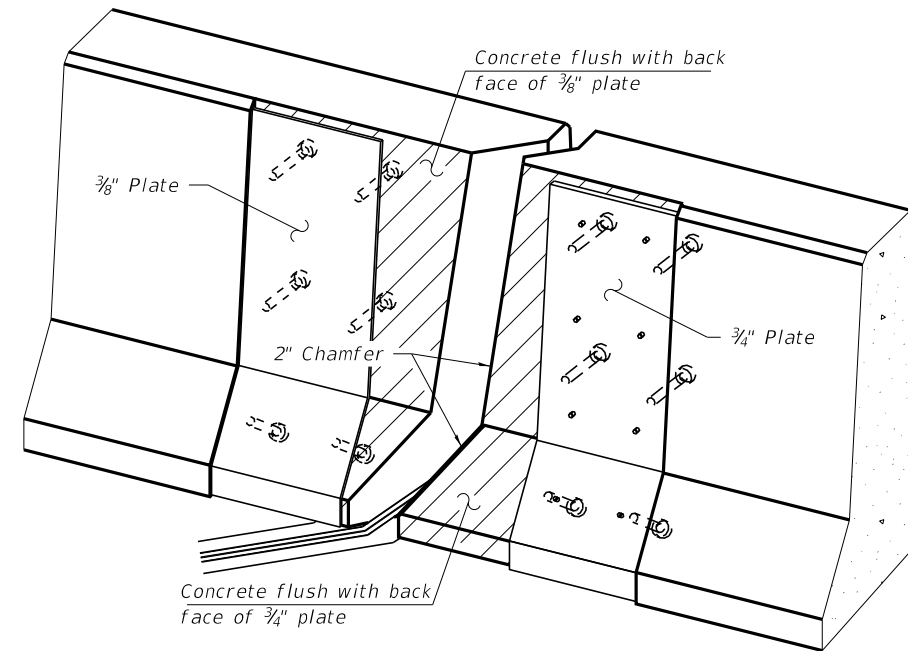


ELEVATION AT PARAPET

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

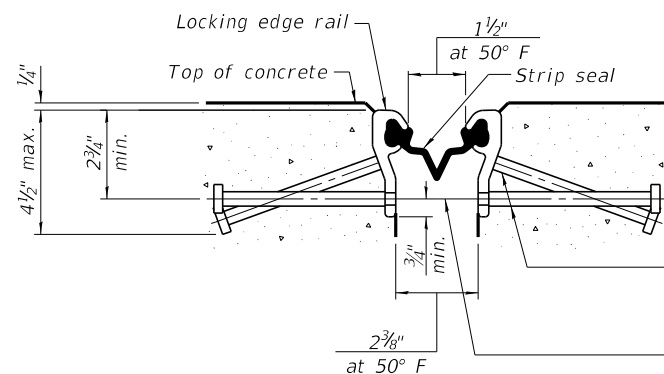


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



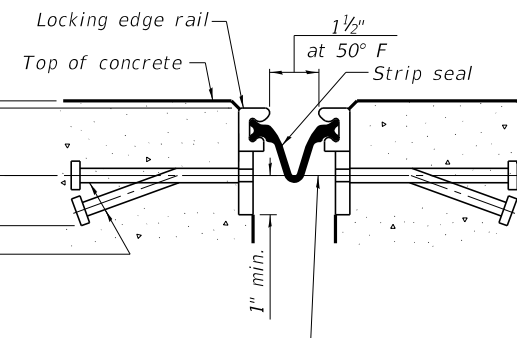
SHOWING ROLLED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

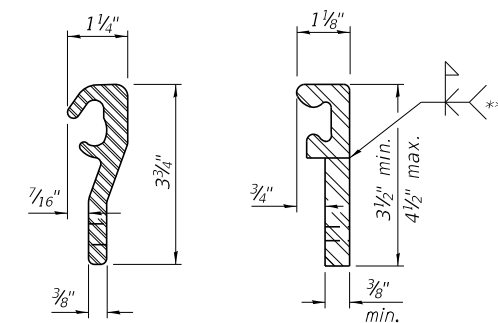
3/8" ϕ threaded rods in 7/16" ϕ holes at ± 4 -0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

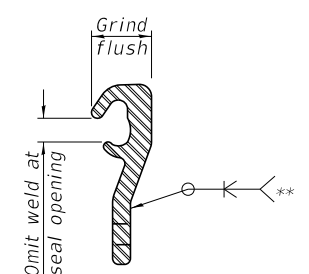


SHOWING WELDED RAIL JOINT



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
Expansion Joint Repair	Foot	172

EJ-SS

8-11-17



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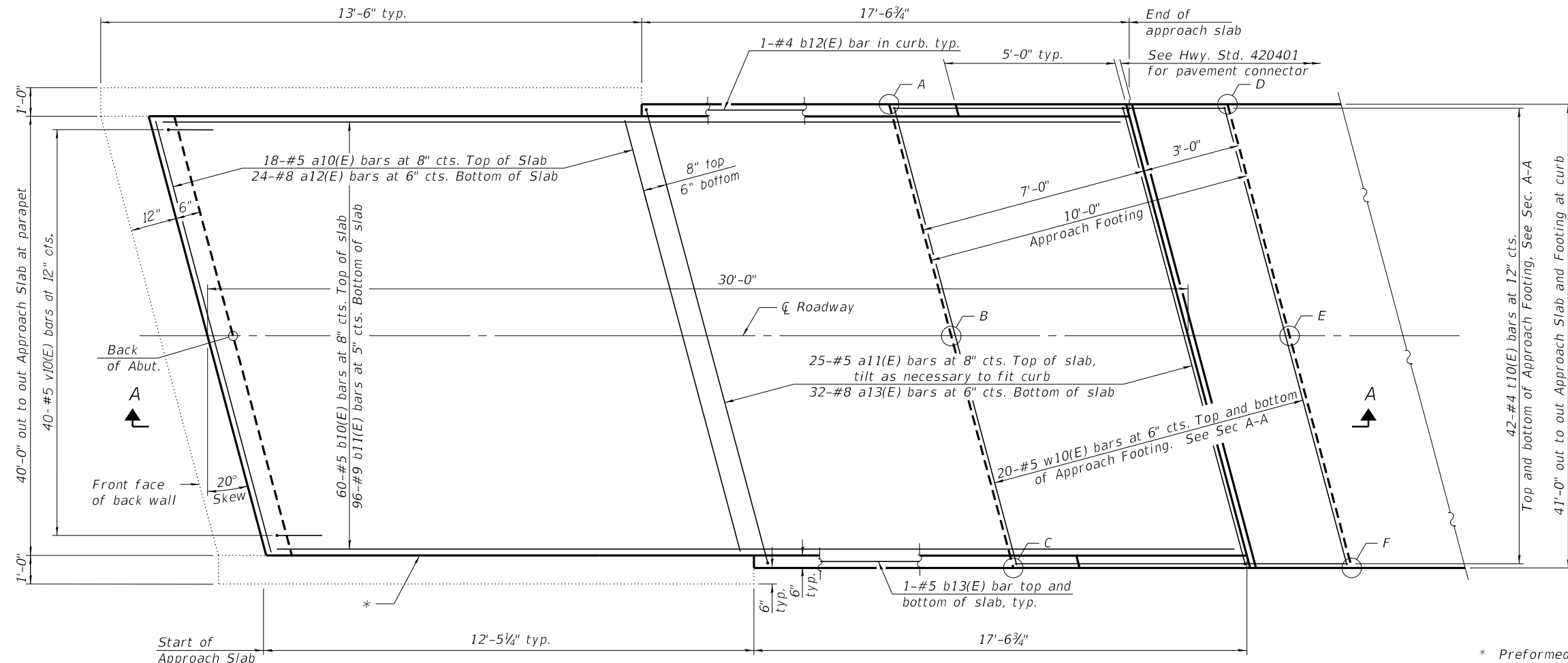
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 053-0128 & STRUCTURE NO. 053-0129

SHEET 13 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	195
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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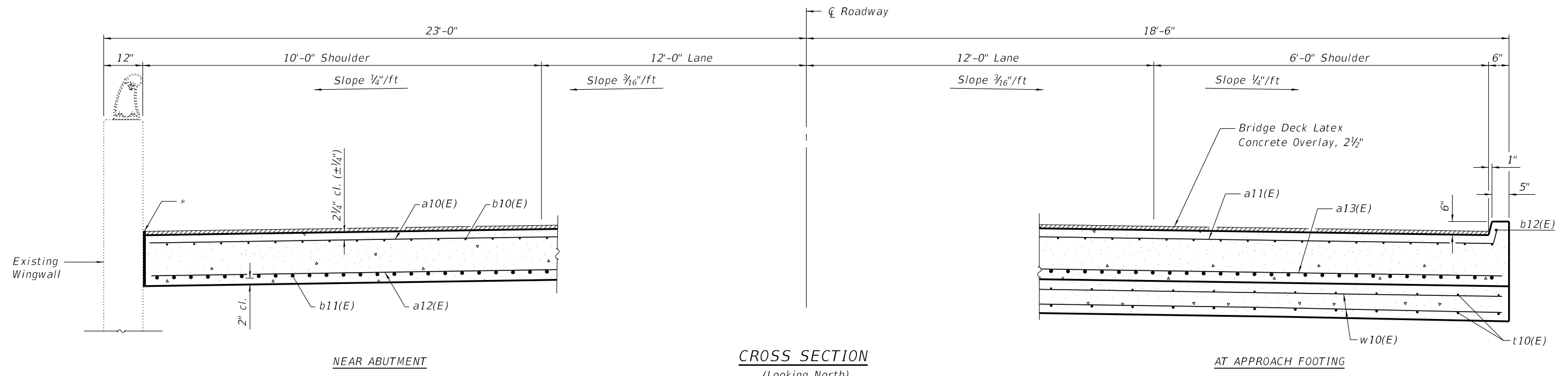


PLAN
 (North Approach Shown; South Approach rotated 180°)

**TOP AND BOTTOM ELEVATIONS
 FOR APPROACH FOOTING**

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	633.76	632.93	634.98	634.15
B	634.06	633.23	635.41	634.58
C	633.63	632.80	635.11	634.28
D	633.73	632.90	635.01	634.18
E	634.03	633.20	635.44	634.61
F	633.60	632.77	635.14	634.31

* Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.



CROSS SECTION
 (Looking North)

(Sheet 1 of 2)



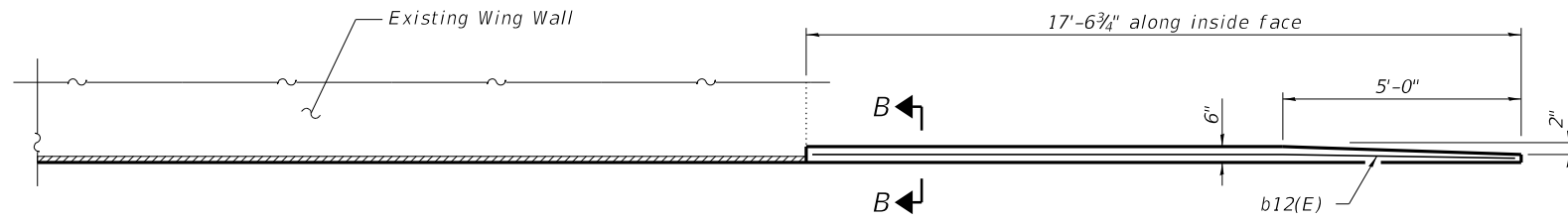
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0128**

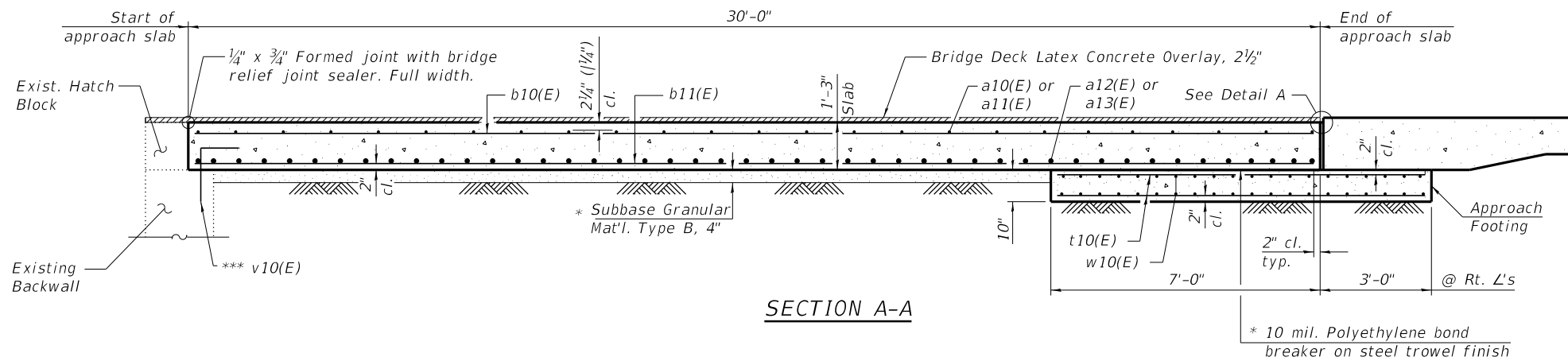
SHEET 14 OF 65 SHEETS

F.A.I. RTE. 55	SECTION (53-5)R&I	COUNTY LIVINGSTON	TOTAL SHEETS 722	SHEET NO. 196
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF WINGWALL AND CURB

Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.

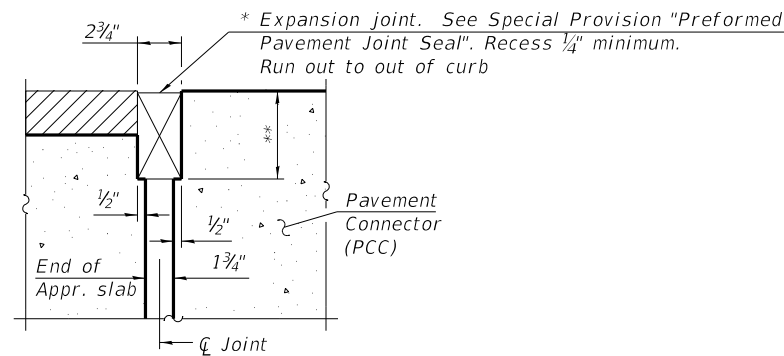


SECTION A-A



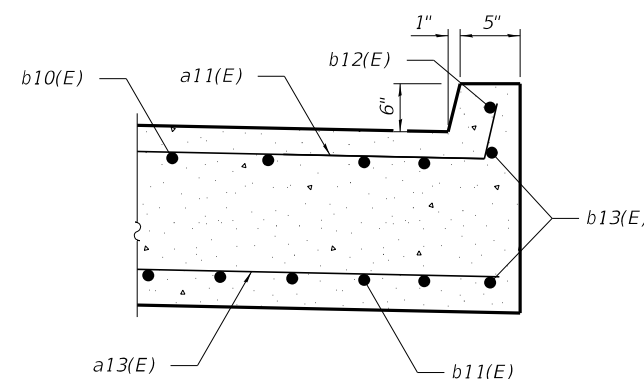
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	36	#5	42'-2"	
a11(E)	50	#5	43'-11"	
a12(E)	48	#8	42'-2"	
a13(E)	64	#8	43'-3"	
b10(E)	120	#5	29'-8"	
b11(E)	192	#9	29'-8"	
b12(E)	4	#4	17'-3"	
b13(E)	8	#5	17'-3"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	43'-3"	
v10(E)	80	#5	2'-2"	
Concrete Superstructure (Approach Slab)			Cu. Yd.	113.4
Concrete Structures			Cu. Yd.	26.9
Reinforcement Bars, Epoxy Coated			Pound	44820

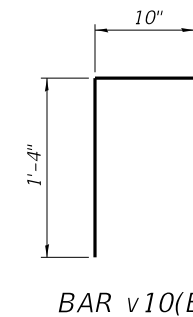


DETAIL A

(Detail A shown, applies to Highway Standard 420401 only.
 Detail A for pavement connector (HMA) may be found on
 Highway Standard 420406.)
 (@ Rt. L's)



SECTION B-B



BAR v10(E)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** v10(E) bars to be epoxy grouted in accordance with Article 584 of the Standard Specs.
 Drill and epoxy grout a minimum of 9" into existing concrete. Cost included with
 Reinforcement bars, Epoxy Coated.

(Sheet 2 of 2)

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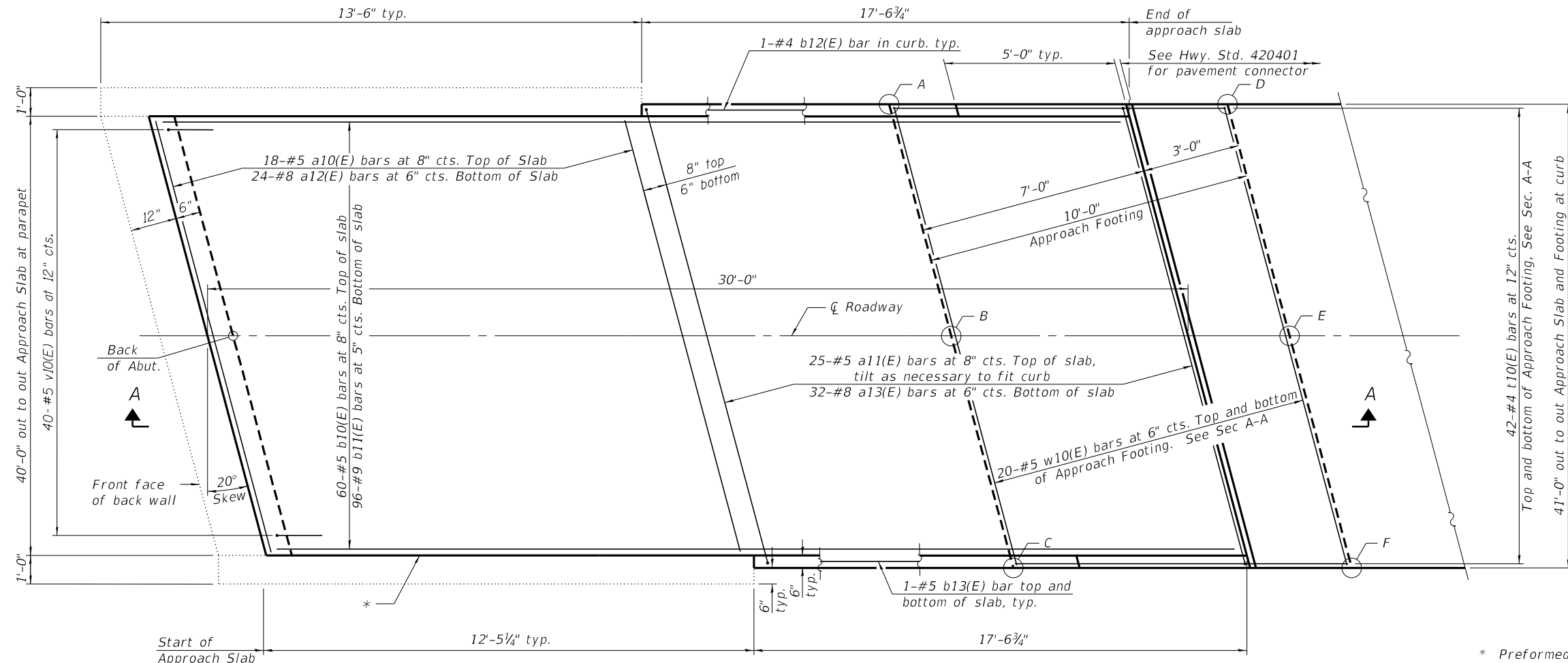
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0128**

SHEET 15 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	197
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				

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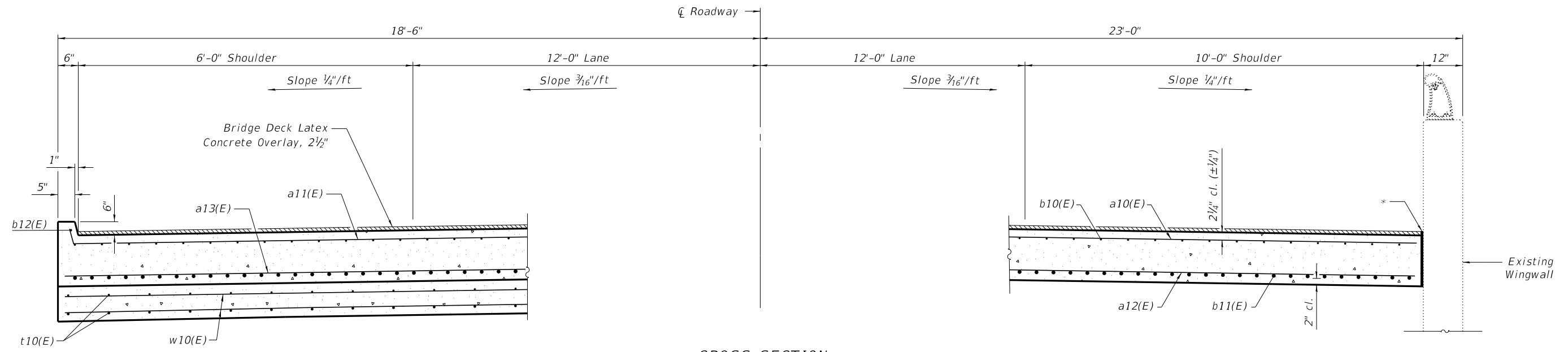


PLAN
 (North Approach Shown; South Approach rotated 180°)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	633.80	632.97	635.19	634.36
B	634.19	633.36	635.53	634.70
C	633.85	633.02	635.14	634.31
D	633.77	632.94	635.22	634.39
E	634.16	633.33	635.56	634.73
F	633.82	632.99	635.17	634.34

* Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.



CROSS SECTION
 (Looking North)

AT APPROACH FOOTING

NEAR ABUTMENT

(Sheet 1 of 2)



USER NAME = erkkliaa	DESIGNED - MTH	REVISIONS
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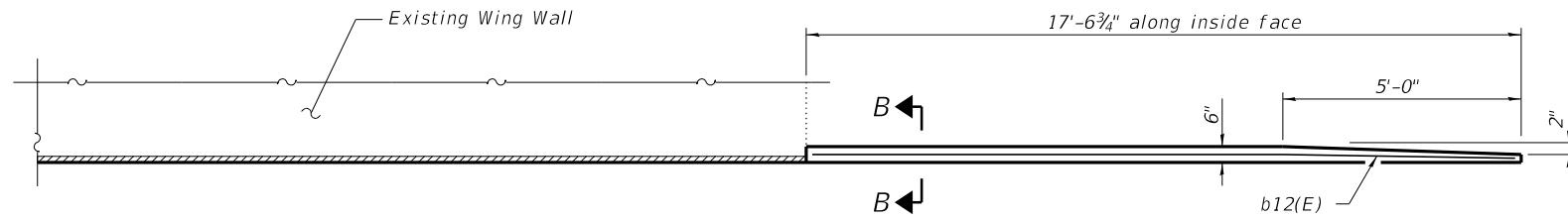
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0129**

SHEET 16 OF 65 SHEETS

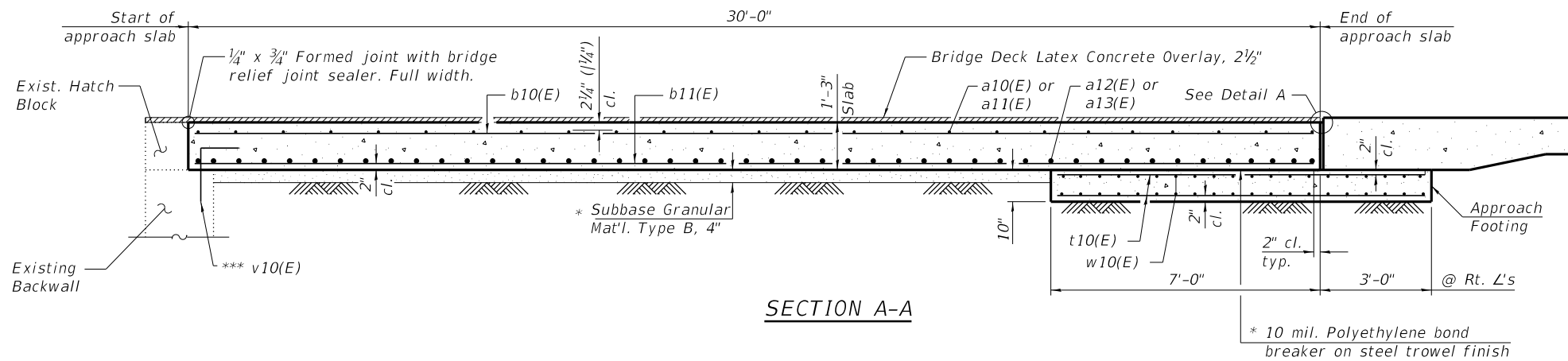
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	198
CONTRACT NO. 66B64				

ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF WINGWALL AND CURB

Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.

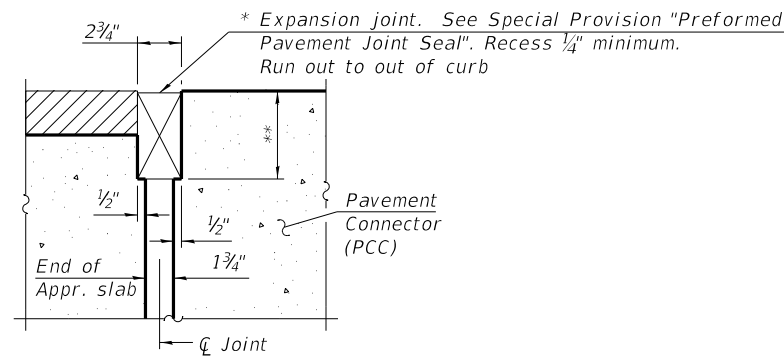


SECTION A-A



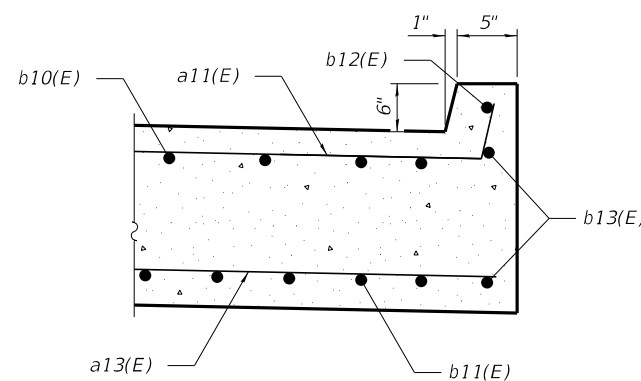
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	36	#5	42'-2"	
a11(E)	50	#5	43'-11"	
a12(E)	48	#8	42'-2"	
a13(E)	64	#8	43'-3"	
b10(E)	120	#5	29'-8"	
b11(E)	192	#9	29'-8"	
b12(E)	4	#4	17'-3"	
b13(E)	8	#5	17'-3"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	43'-3"	
v10(E)	80	#5	2'-2"	
Concrete Superstructure (Approach Slab)			Cu. Yd.	113.4
Concrete Structures			Cu. Yd.	26.9
Reinforcement Bars, Epoxy Coated			Pound	44820

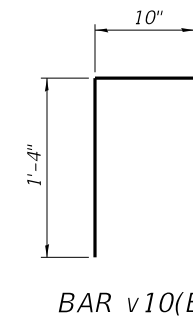


DETAIL A

(Detail A shown, applies to Highway Standard 420401 only.
 Detail A for pavement connector (HMA) may be found on
 Highway Standard 420406.)
 (@ Rt. L's)



SECTION B-B



* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** v10(E) bars to be epoxy grouted in accordance with Article 584 of the Standard Specs.
 Drill and epoxy grout a minimum of 9" into existing concrete. Cost included with
 Reinforcement bars, Epoxy Coated.

(Sheet 2 of 2)

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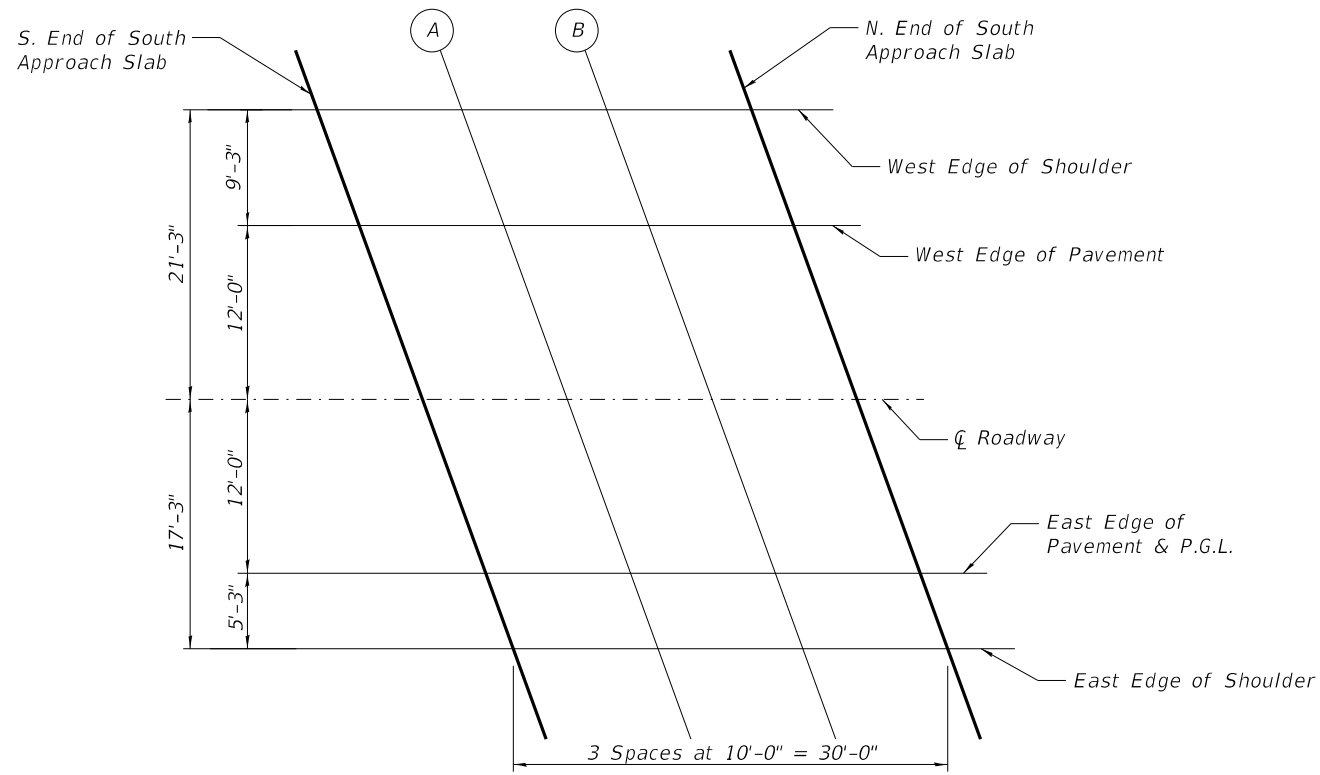
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

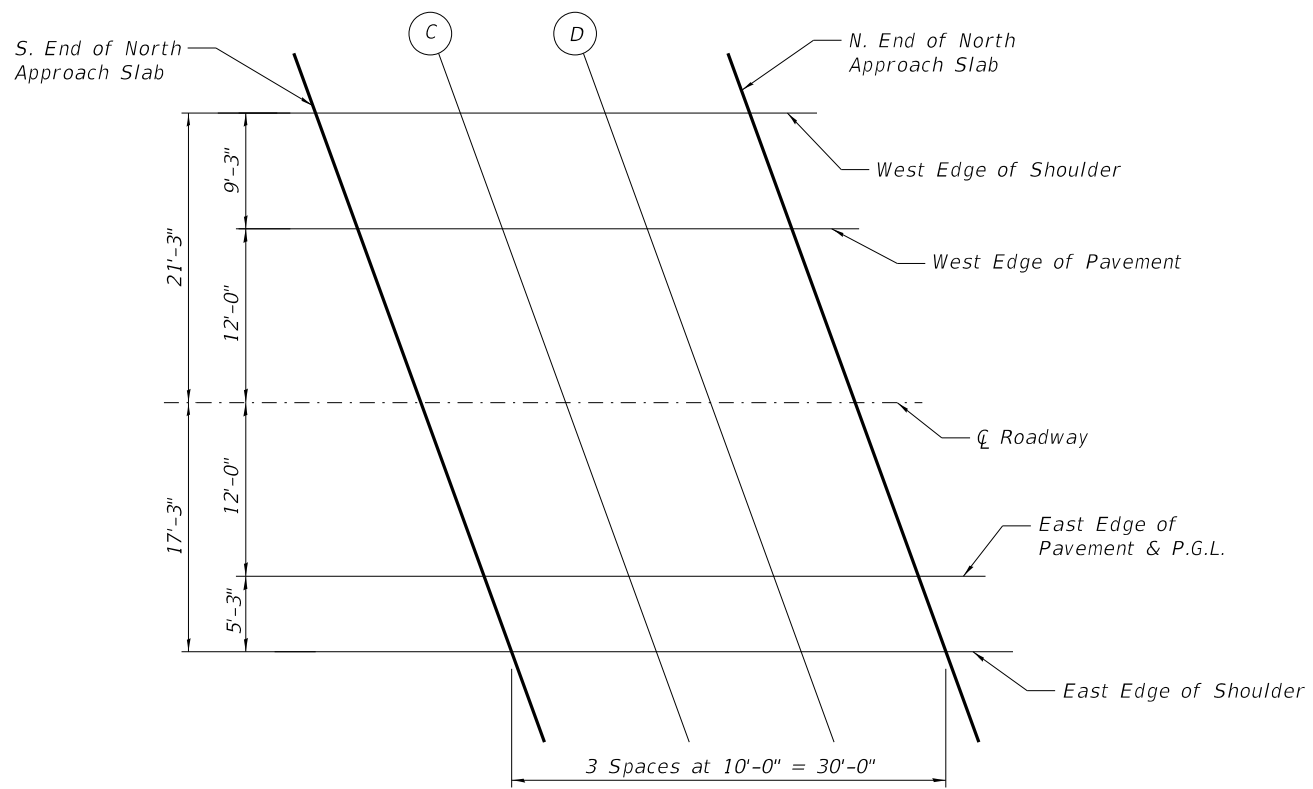
**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0129**

SHEET 17 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON	722	199
CONTRACT NO. 66B64				
ILLINOIS FED. AID PROJECT				



PLAN
(South Approach)



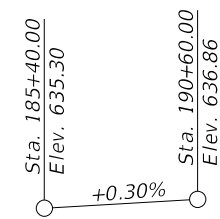
PLAN
(North Approach)

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	185+40.42	-33.25	634.89
A	185+50.42	-33.25	634.92
B	185+60.42	-33.25	634.95
N. End of S. Appr. Slab	185+70.42	-33.25	634.98
S. End of N. Appr. Slab	189+72.85	-33.25	636.19
C	189+82.85	-33.25	636.22
D	189+92.85	-33.25	636.25
N. End of N. Appr. Slab	190+02.85	-33.25	636.28

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	185+43.78	-24.00	635.10
A	185+53.78	-24.00	635.13
B	185+63.78	-24.00	635.16
N. End of S. Appr. Slab	185+73.78	-24.00	635.19
S. End of N. Appr. Slab	189+76.22	-24.00	636.40
C	189+86.22	-24.00	636.43
D	189+96.22	-24.00	636.46
N. End of N. Appr. Slab	190+06.22	-24.00	636.49



PROFILE GRADE

(Top of existing overlay along median edge of pavement)

Note: The top of approach slab elevations provided are intended to match the top of deck slab after scarification (2 1/2" below finished top of overlay). The overlay constructed on the approach slabs shall match the slopes and grade of the bridge deck overlay and the concrete adjacent to the expansion joint.

ϕ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	185+48.15	-12.00	635.29
A	185+58.15	-12.00	635.32
B	185+68.15	-12.00	635.35
N. End of S. Appr. Slab	185+78.15	-12.00	635.38
S. End of N. Appr. Slab	189+80.59	-12.00	636.59
C	189+90.59	-12.00	636.62
D	190+00.59	-12.00	636.65
N. End of N. Appr. Slab	190+10.59	-12.00	636.68

EAST EDGE OF PAVEMENT & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	185+52.52	0.00	635.13
A	185+62.52	0.00	635.16
B	185+72.52	0.00	635.19
N. End of S. Appr. Slab	185+82.52	0.00	635.22
S. End of N. Appr. Slab	189+84.96	0.00	636.42
C	189+94.96	0.00	636.45
D	190+04.96	0.00	636.48
N. End of N. Appr. Slab	190+14.96	0.00	636.51

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	185+54.43	5.25	635.02
A	185+64.43	5.25	635.05
B	185+74.43	5.25	635.08
N. End of S. Appr. Slab	185+84.43	5.25	635.11
S. End of N. Appr. Slab	189+86.87	5.25	636.32
C	189+96.87	5.25	636.35
D	190+06.87	5.25	636.38
N. End of N. Appr. Slab	190+16.87	5.25	636.41

Note: Offsets measured from SB P.G.L.