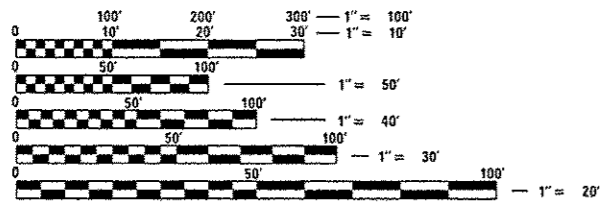


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- 701011-04 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-13 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
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- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS



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

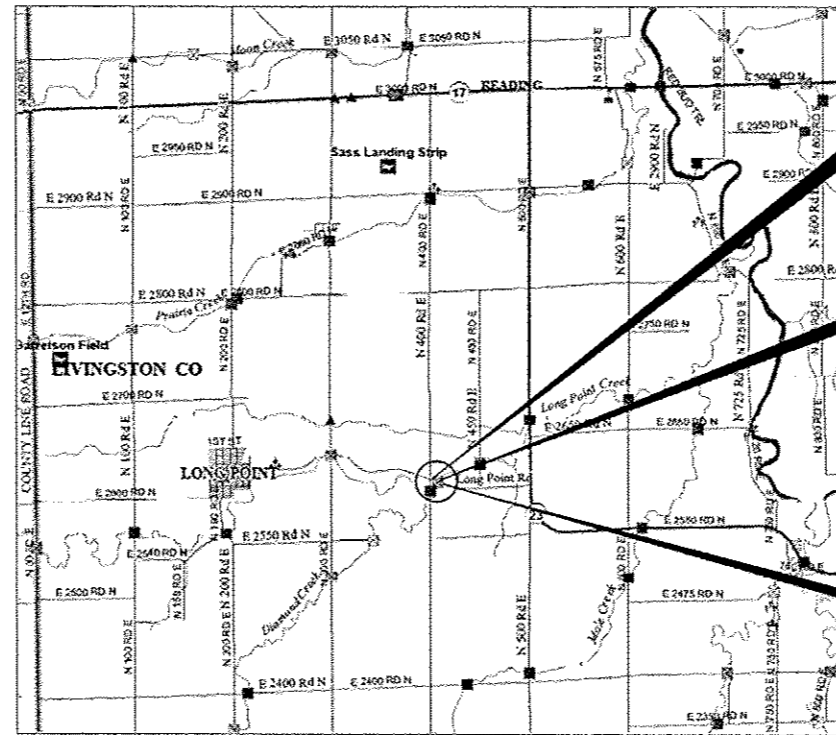
J.U.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

DISTRICT 3 (815) 434-6131
PROJECT ENGINEER: JOE KANNEL, P.E.
UNIT CHIEF: DUANE LUKKARI, P.E.
TOWNSHIP: LONG POINT
CONTRACT NO. 66A18

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

FAS ROUTE 370 (LONG POINT ROAD)
SECTION (102 BR) BR
PROJECT: ACRS-0370(102)
SUPERSTRUCTURE REPLACEMENT
LIVINGSTON COUNTY

C-93-031-14

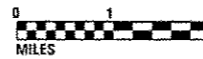


IMPROVEMENT ENDS
STA. 51 + 47

S.N. 053-0157 STA. 48 + 96.77
BRIDGE SUPERSTRUCTURE
REPLACEMENT OVER
LONG POINT CREEK.

THE EXIST. 3 SPAN BRIDGE
WAS CONSTRUCTED IN 1988 WITH
PPC DECK BEAMS ON PILE BENT
OPEN ABUTMENTS AND SOLID
SHAFT PILE BENT PIERS.

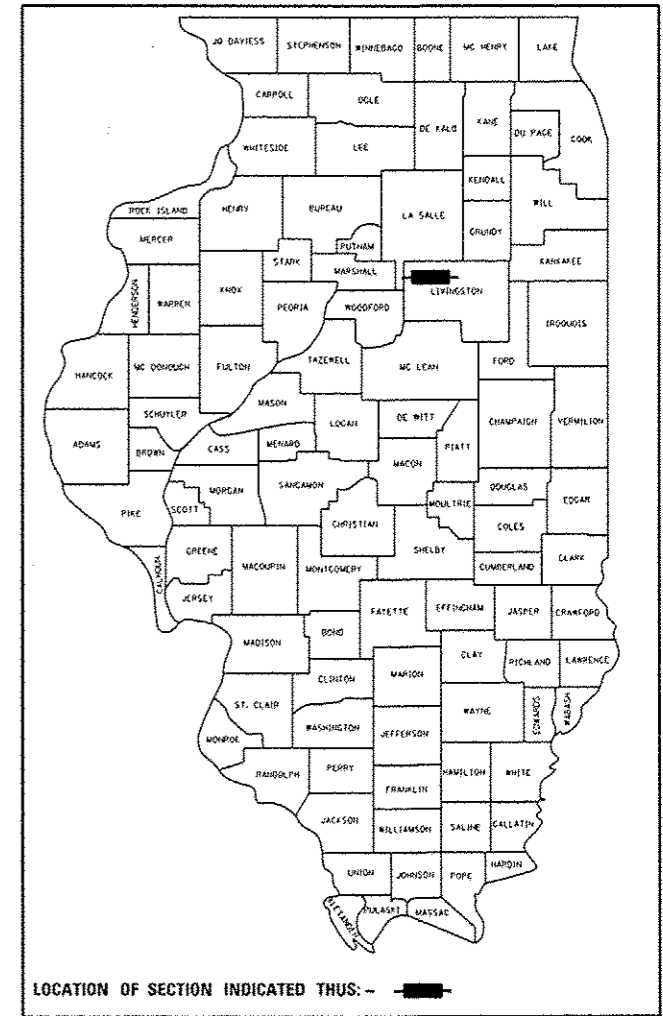
IMPROVEMENT BEGINS
STA. 45 + 00



GROSS LENGTH = 647 FT. = 0.12 MILE
NET LENGTH = 647 FT. = 0.12 MILE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	1
		ILLINOIS	CONTRACT NO. 66A18	

P-93-014-08
D-93-024-14



LOCATION OF SECTION INDICATED THUS: — ■ —

FUNCTIONAL CLASSIFICATION
RURAL MAJOR COLLECTOR
2011 ADT = 460
PV = 93% SU = 7% MU = 0%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED August 15 2014
Paul Loete, P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Oct 17 2014
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Oct 17 2014
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

COMMITMENTS:

ENVIRONMENTAL COORDINATION:
SILT FENCE WILL BE PLACED TO PROTECT THE
REMAINING WETLAND SITE OUTSIDE OF AREA
IMPACTED DUE TO PLACEMENT OF RIP-RAP.

GENERAL NOTES

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

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

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

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

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

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

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

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

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

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

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

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

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

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

FRONTIER COMMUNICATIONS
AMEREN ILLINOIS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Don Brault*
DISTRICT STUDIES & PLANS ENGINEER

DATE: August 15, 2014

EXAMINED BY: *[Signature]*
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

FILE NAME *	USER NAME * Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pe_work\poidot\schwankerg\d0179226\066A18-shl-cover.dgn	DRAWN -	REVISED -	370			102 BR BR	LIVINGSTON	65	2		
PLOT SCALE * 100.0000' / in.	CHECKED -	REVISED -	SCALE:			SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
PLOT DATE * 8/14/2014	DATE -	REVISED -	CONTRACT NO. 66A18								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	RURAL BRIDGE
				0004	0014
				RURAL	053-0157
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	281	281	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	34	34	
20101000	TEMPORARY FENCE	FOOT	67	67	
20200100	EARTH EXCAVATION	CU YD	823	823	
20300100	CHANNEL EXCAVATION	CU YD	30	30	
25000210	SEEDING, CLASS 2A	ACRE	0.7	0.7	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	63	63	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	63	63	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	63	63	
25100630	EROSION CONTROL BLANKET	SQ YD	3367	3367	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	140	140	
28000305	TEMPORARY DITCH CHECKS	FOOT	46	46	
28000400	PERIMETER EROSION BARRIER	FOOT	320	320	
28100107	STONE RIPRAP, CLASS A4	SQ YD	300		300

* SPECIALTY ITEMS

FILE NAME =	USER NAME = lukkeridp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or\p_wor\pvidot\lukkeridp\08179225\036618-ent-500.dgn		DRAWN -	REVISED -		370	1102 BR BR	LIVINGSTON	65	3				
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.				CONTRACT NO. 66A18				
PLOT DATE = 0/11/2014		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 RURAL	0014 053-0157
28200200	FILTER FABRIC	SQ YD	300		300
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	922	922	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.4	0.4	
40600525	LEVELING BINDER (HAND METHOD), N50	TON	0.7	0.7	
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	TON	58	58	
40600990	TEMPORARY RAMP	SQ YD	26	26	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	113	113	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	38	38	
44000100	PAVEMENT REMOVAL	SQ YD	147	147	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	1569	1569	
44004250	PAVED SHOULDER REMOVAL	SQ YD	40	40	
44201839	CLASS D PATCHES, TYPE II, 16 INCH	SQ YD	14	14	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	14	14	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1

FILE NAME =	USER NAME = lukkeridp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\lukkeridp\0179226\0366A18-sh1-SCD.dgn	DRAWN -	REVISED -	370		1102 BR BR	LIVINGSTON	65	4					
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.				CONTRACT NO. 66A18						
PLOT DATE = 8/14/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	RURAL BRIDGE
				0004 RURAL	0014 053-0157
50102400	CONCRETE REMOVAL	CU YD	18.3		18.3
50105220	PIPE CULVERT REMOVAL	FOOT	12	12	
50300225	CONCRETE STRUCTURES	CU YD	33.3		33.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	245.7		245.7
50300260	BRIDGE DECK GROOVING	SQ YD	490		490
50300300	PROTECTIVE COAT	SD YD	521		521
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	79,670		79,670
50800515	BAR SPLICERS	EACH	588		588
50901050	STEEL RAILING, TYPE SM	FOOT	280		280
51500100	NAME PLATES	EACH	1		1
60100080	FRENCH DRAINS	CU YD	2	2	
60100085	GEOTECHNICAL FABRIC FOR FRENCH DRAINS	SQ YD	17	17	
*63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	25	25	
*63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4	

14

* SPECIALTY ITEMS

FILE NAME *	USER NAME = lukkaridp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pvc\work\pvc\dot\lukkaridp\02179226\0366A18-shr-SOQ.dgn		DRAWN -	REVISED -		370	HOZ BR BR	LIVINGSTON	65	5				
PLOT SCALE = 1/8" = 1'-0"		CHECKED -	REVISED -						CONTRACT NO. 66A18				
PLOT DATE = 8/14/2014		DATE -	REVISED -		SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

Key.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	RURAL BRIDGE
				0004 RURAL	0014 053-0157
*63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	575	575	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	8	8	
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1678	1678	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	492	492	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	44	44	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	647	647	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	439	439	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	403	403	

* SPECIALTY ITEMS

FILE NAME =	USER NAME = lukkaridp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\p\idot\lukkaridp\40179226\0366A18-shr-S00.dgn	DRAWN -	REVISED -	SCALE:		SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	370	(102 BR) BR	LIVINGSTON	65	6	
PLOT SCALE = 1/8" = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 66A18										
PLOT DATE = 8/14/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	RURAL BRIDGE
				0004 RURAL	0014 053-0157
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
*78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4518	4518	
*78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	140	140	
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2	
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SO FT	222	222	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	7	7	
X4404400	PAVEMENT REMOVAL (SPECIAL)	SO YD	39	39	
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SO YD	216	216	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	99		99
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SO FT	8		8
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	42	42	

15

* SPECIALTY ITEMS

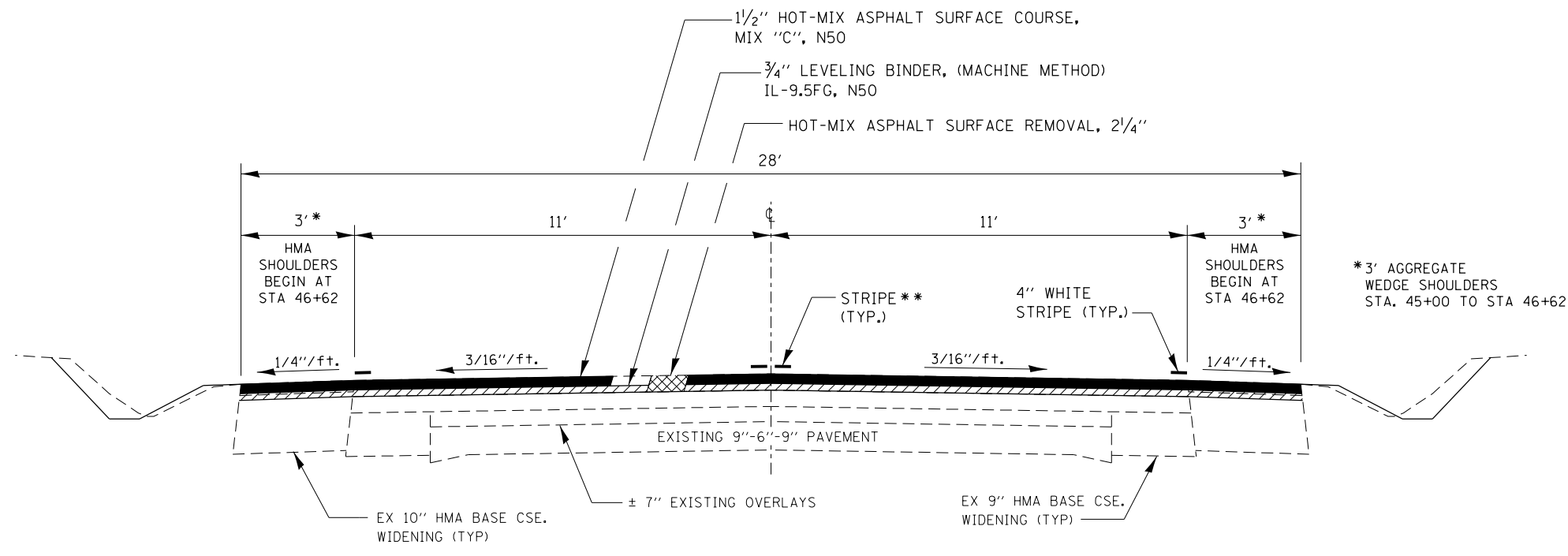
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e:\pwork\p\d01\lukkaridp\d0179226\0366a18-aht-500.dgn	6618-aht-500.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	402 BRD BR	LIVINGSTON	65	7
			CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				

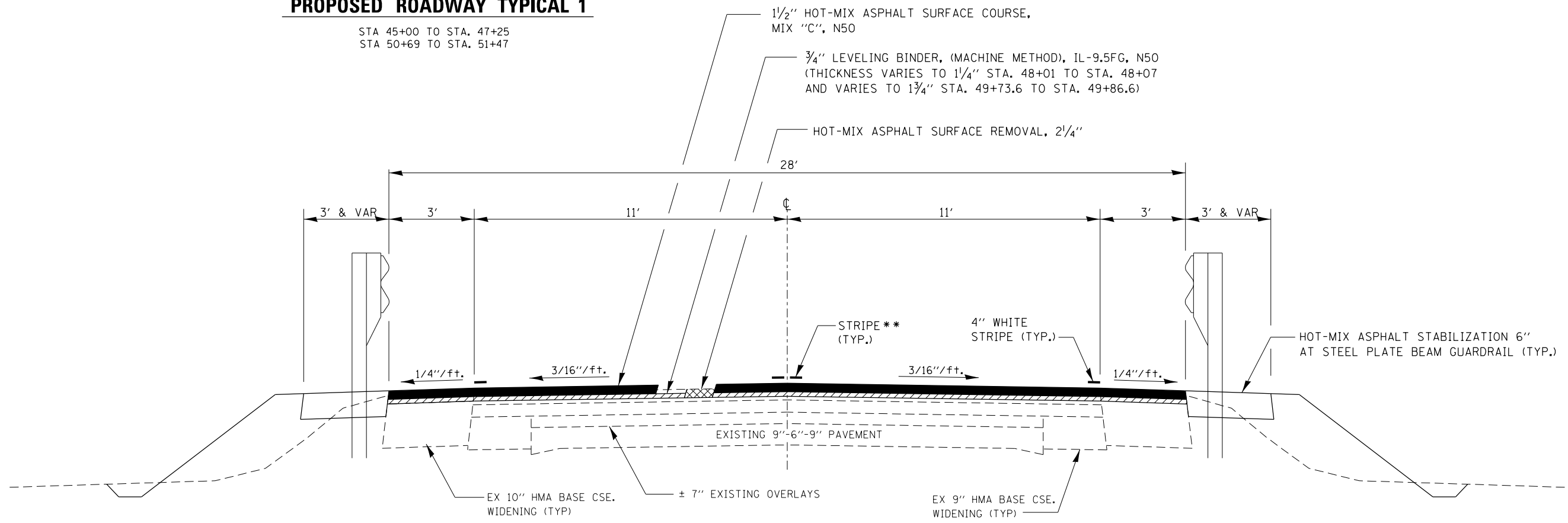
REV,



**4" OR 6" YELLOW STRIPE - SEE SCHEDULE (LIMITS TO BE VERIFIED IN THE FIELD)

PROPOSED ROADWAY TYPICAL 1

STA 45+00 TO STA. 47+25
STA 50+69 TO STA. 51+47



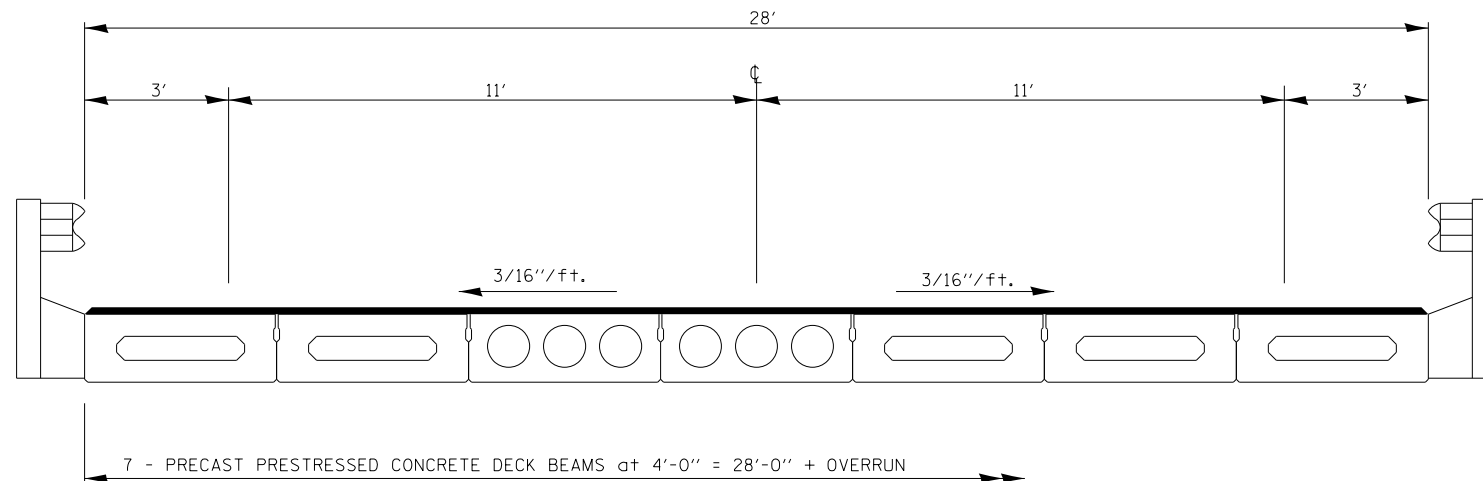
PROPOSED ROADWAY TYPICAL 2

STA 47+25 TO STA. 48+07
STA 49+86.6 LT. TO STA. 50+69

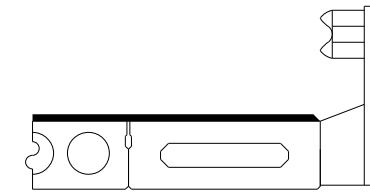
STEEL PLATE BEAM GUARDRAIL, TYPE A AND HOT-MIX ASPHALT STABILIZATION 6" ALSO PLACED AT:

STA. 48+07 TO STA. 48+28
STA. 49+65 TO STA. 49+86.6

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\schwankerg\d0179226\0666A18-sht-typicals.DGN	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -					370	(102 BR) BR	LIVINGSTON	65	8
MODELNAME	PLOT DATE = 8/13/2014	CHECKED -	REVISED -		SCALE:	SHEET 1	OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 66A18		
		DATE -	REVISED -							ILLINOIS FED. AID PROJECT		

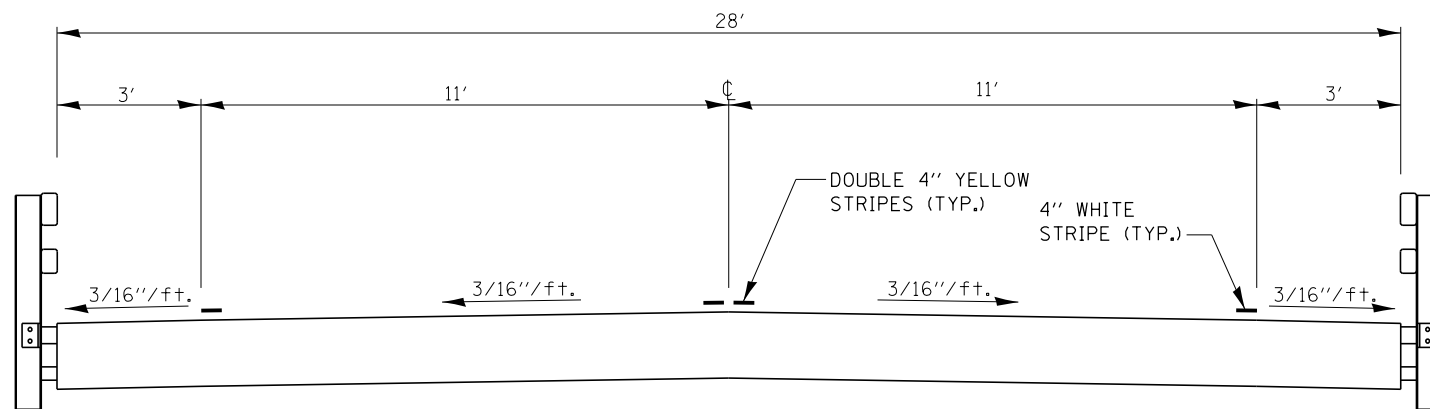


SPAN 2 CROSS SECTION
(LOOKING WEST)



SPAN 1 & SPAN 3 CROSS SECTION
(SPAN 1 LOOKING WEST-ADJACENT TO E. ABUT)
(SPAN 3 LOOKING EAST-ADJACENT TO W. ABUT)

EXISTING STRUCTURE



PROPOSED SUPERSTRUCTURE

MIXTURES TABLE		
	HMA SURFACE COURSE	HMA LEVEL BINDER
PG GRADE *	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL-9.5	IL-9.5FG
FRICTION AGGREGATE	MIXTURE C	
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER

Material shall be compacted to 93.0 - 97.4 percent of the maximum theoretical density, except that when placed as first lift on an unimproved subgrade the minimum percent compaction shall be 92.0 percent. The maximum theoretical density shall be determined from the moving average as specified in the QC/QA Specification.

*When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25% ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to PG 58-28).

MAINLINE SCHEDULE												
STA	TO	STA	LENGTH	WIDTH	AREA	1 1/2" HMA SURFACE COURSE "C" N50	LEVELING BINDER (MACH. METH.) IL-9.5FG, N50	BIT MATLS PRIME COAT	MIXTURE FOR CRACKS JOINTS, & FLANGWAYS	HMA SURFACE REMOVAL 2 1/4"	HMA STABILIZ. 6" AT SPBGR	LEVELING BINDER (HAND. METH.) N50
			FT	FT	SQ YD	TON	TON	POUND	TON	SQ YD	SQ YD	TON
STAGE I												
45+00	TO	46+62	162.00	11	198.0	16.6	8.3	133.7	0.059	198.0		0.10
46+62	TO	48+07	145.00	14	225.6	18.9	9.6	154.7	0.068	225.6		0.11
48+07	TO	48+43	36.00	14	56.0					56.0		
49+51	TO	49+87	36.00	14	56.0					56.0		
49+87	TO	51+47	160.00	14	248.9	20.9	11.0	172.6	0.075	248.9		0.12
47+20	TO	48+31	111.00	VAR	52.8						52.8	
49+69	TO	50+80	111.00	VAR	55.0						55.0	
STAGE II												
45+00	TO	46+63	163.00	11	199.2	16.7	8.4	134.5	0.060	199.2		0.10
46+63	TO	48+07	144.00	14	224.0	18.8	9.6	153.7	0.067	224.0		0.11
48+07	TO	48+43	36.00	14	56.0					56.0		
49+51	TO	49+87	36.00	14	56.0					56.0		
49+87	TO	51+47	160.00	14	248.9	20.9	11.0	172.6	0.075	248.9		0.12
47+14	TO	48+25	111.00	VAR	52.8						52.8	
49+63	TO	50+73	110.00	VAR	55.0						55.0	
TOTAL					1784	113	58	922	0.40	1569	216	0.7

TREE REMOVAL SCHEDULE			
STA	OFFSET	DIAMETER	DIAMETER
		6-15 UNIT	OVER 15 UNIT
47+04	41' RT		18
47+68	53' RT	8	
46+53	48' LT	6	
46+53	48' LT	7	
46+58	42' LT	9	
46+61	41' LT	12	
46+64	45' LT	7	
46+81	50' LT	8	
46+83	54' LT	12	
46+89	50' LT	10	
46+94	49' LT	6	
47+10	40' LT	9	
47+12	40' LT	11	
47+17	42' LT	7	
47+35	43' LT	15	
47+35	49' LT	12	
47+51	49' LT	11	
47+59	52' LT	15	
47+62	41' LT	9	
47+64	42' LT	10	
47+81	46' LT	12	
47+89	45' LT	6	
50+49	34' LT	13	
50+51	34' LT	14	
50+73	37' LT	12	
50+79	36' LT	7	
50+92	32' LT	7	
51+01	31' LT		16
51+14	33' LT	7	
51+15	32' LT	12	
51+16	32' LT	7	
TOTAL		281	34

PAVEMENT MARKING SCHEDULE											
STA	TO	STA	LINE TYPE	PAINT PVMT MARKING			TEMPORARY PVMT MARKING			WORK ZONE PAVT MK REM SQ FT	PAVT MARKING REM SQ FT
				4"	6"	6"	4"	6"	24"		
				WHITE FOOT	YELLOW FOOT	YELLOW FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT		
STAGE I											
45+42	TO	52+81					837	246	22	323	138
STAGE II											
45+15	TO	52+40					841	246	22	324	84
PERMANENT PAVEMENT MARKINGS											
45+00	TO	51+47	EDGE LINE	2588							
45+00	TO	47+24	EB NO-PASSING LINE AND CENTERLINE		448	100					
47+24	TO	50+42	EB/WB NO-PASSING LINE		1272						
50+42	TO	51+47	WB NO-PASSING LINE AND CENTERLINE		210	40					
TOTAL				4518	140	1678	492	44	647	222	

PAINT PAVEMENT MARKING QUANTITIES ARE FOR TWO APPLICATIONS.
6" WHITE TEMPORARY PAVEMENT MARKING INCLUDED IN COST OF TEMPORARY CONCRETE BARRIER.

PAVEMENT REMOVAL SCHEDULE			
STA TO STA	PAVEMENT REMOVAL (SPECIAL)	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL
	SQ YD	SQ YD	SQ YD
48+06.48 TO 48+36.48		73.3	20
48+36.48 TO 48+42.48	19.3		
49+51.06 TO 49+57.06	19.3		
49+57.06 TO 49+87.06		73.3	20
TOTALS			
	39	147	40

EARTHWORK SCHEDULE						
STA	TO	STA	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
			CU YD	CU YD	CU YD	CU YD
STAGE I						
46+25	TO	51+25	392.6	294.5	217.7	76.8
STAGE II						
46+25	TO	51+25	429.9	322.4	239.4	83.0
TOTAL			822.5	616.9	457.1	159.8

NOTE 1. ESTIMATED SHRINKAGE FACTOR IS 25%

SEEDING SCHEDULE								
STA	TO	STA	AREA	SEEDING CL 2A	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	EROSION CONTROL BLANKET
			SQ FT	ACRE	POUND	POUND	POUND	SQ YD
LEFT SIDE								
46+25	TO	48+50	9500	0.218	19.6	19.6	19.6	1056
49+50	TO	51+25	5200	0.119	10.7	10.7	10.7	578
RIGHT SIDE								
46+25	TO	48+50	8100	0.186	16.7	16.7	16.7	900
49+50	TO	51+25	7500	0.172	15.5	15.5	15.5	833
TOTAL			30300	0.70	63	63	63	3367

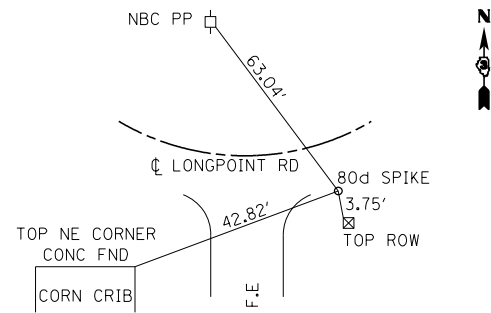
FRENCH DRAIN SCHEDULE				
STA TO STA	FRENCH DRAINS	GEOTECH. FABRIC FOR FRENCH DRAINS	CLASS D PATCHES TYPE II, 16"	PIPE CULVERT REMOVAL
	CU YD	SQ YD	SQ YD	FOOT
47+32 LT TO 47+38 LT	2	17	14	12
TOTALS	2	17	14	12

TEMPORARY DITCH CHECKS		
STA	LEFT FOOT	RIGHT FOOT
47+75	12	8
48+20	10	8
49+68		8
TOTAL	22	24

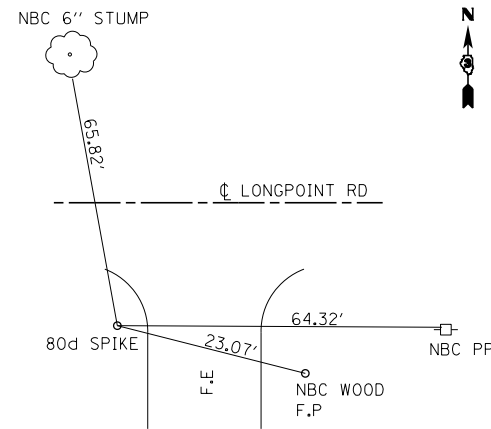
FURN. & ERECT. ROW MARKERS		
STA	OFFSET	EACH
44+35	33.0' LT & RT	2
45+35	55.0' LT & RT	2
52+00	55.0' LT & RT	2
53+00	33.0' LT & RT	2
TOTAL		8

GUARDRAIL SCHEDULE									
STA	TO	STA	SIDE	TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) FLARED	STEEL PLATE BEAM GUARDRAIL TYPE A 6' POSTS	TRAFFIC BARRIER TERMINAL TYPE 6A	GUARD RAIL MARKERS TYPE A	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL REMOVAL
				EACH	FOOT	EACH	EACH	EACH	FOOT
47+30	TO	48+27	LT	1		1	2	1	
47+36	TO	48+33	RT	1	12.5	1	2	1	
49+60	TO	50+57	LT	1	12.5	1	2	1	
49+66	TO	50+63	RT	1		1	2	1	
47+41	TO	48+41	LT						100
49+46	TO	51+46	LT						200
46+72	TO	48+47	RT						175
49+58	TO	50+58	RT						100
TOTAL				4	25	4	8	4	575

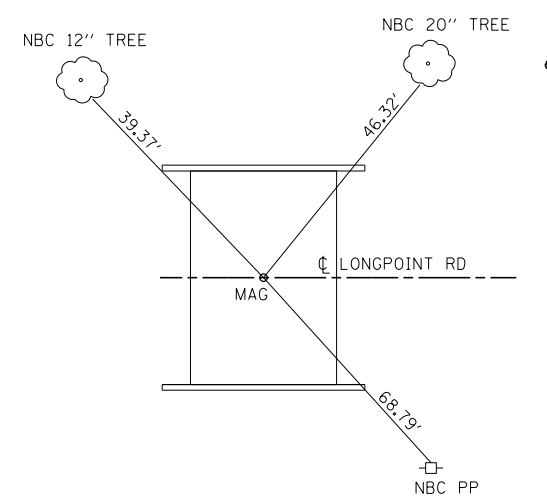
STA. 40+20.07, 30.65'LT



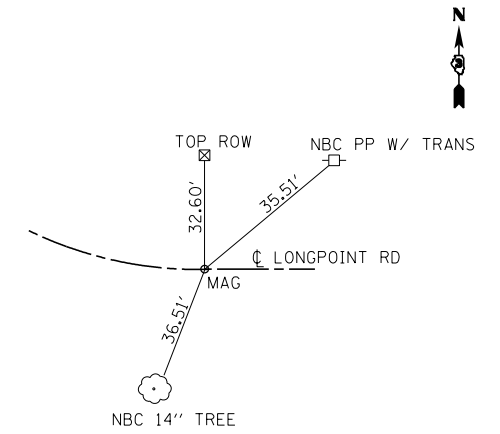
STA. 13+75.18, 30.49'LT



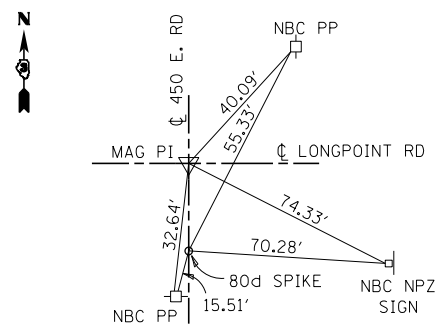
POT CL BOX CULVERT
STA. 5+24.99



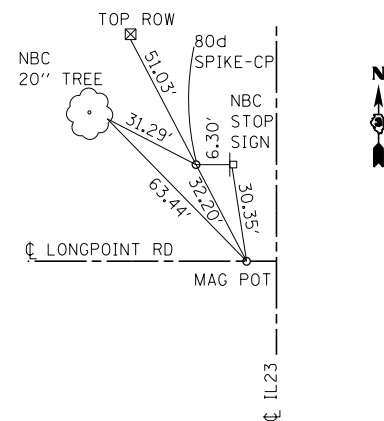
PC STA. 34+00.94



CP 31503 26+85.99 17.55'LT
PI 26+86.33 LONGPOINT RD=
90+00 E. 450TH RD



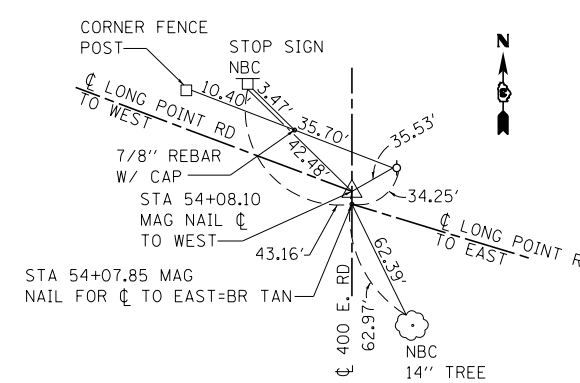
CP 31505 0+23.70 21.75'RT
POT 0+00.00 LONGPOINT RD



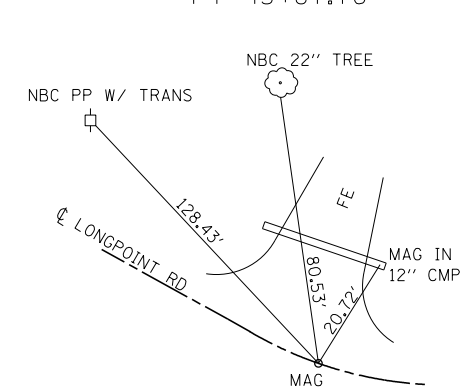
POINT # 550 TRAVERSE STATION
STA 54+32.64, 30.99' RT

PI STA 54+07.85 = BR. TAN TO EAST

PI STA 54+08.10 2610 N RD =
100+00.00 400 E RD



PT 43+87.76



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -
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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

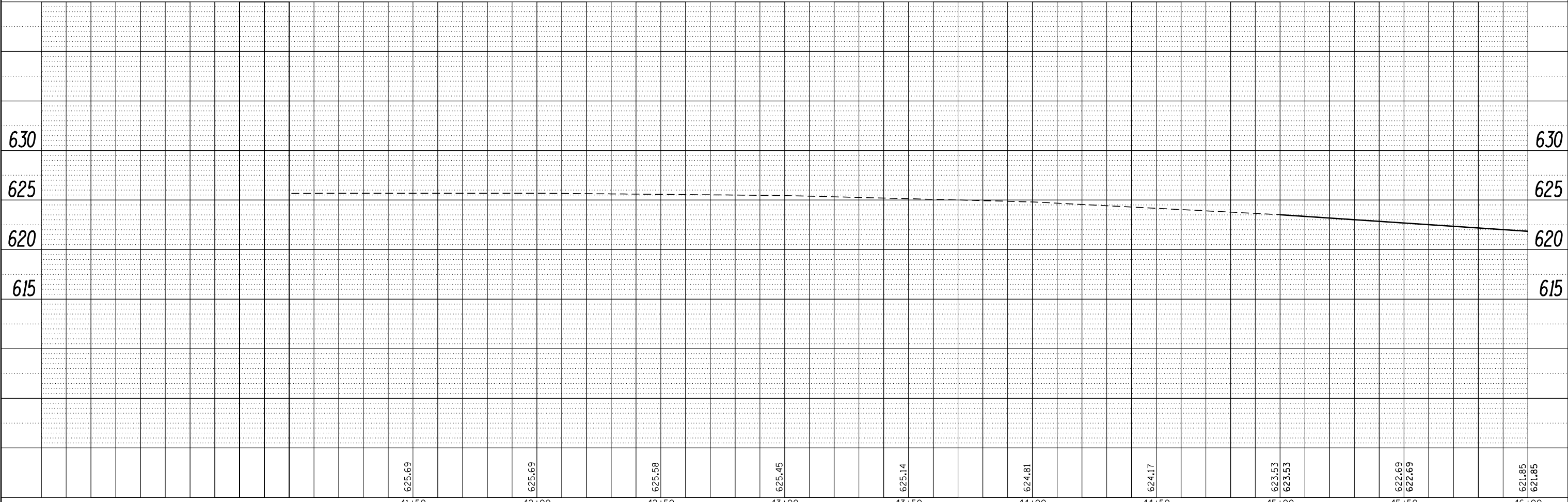
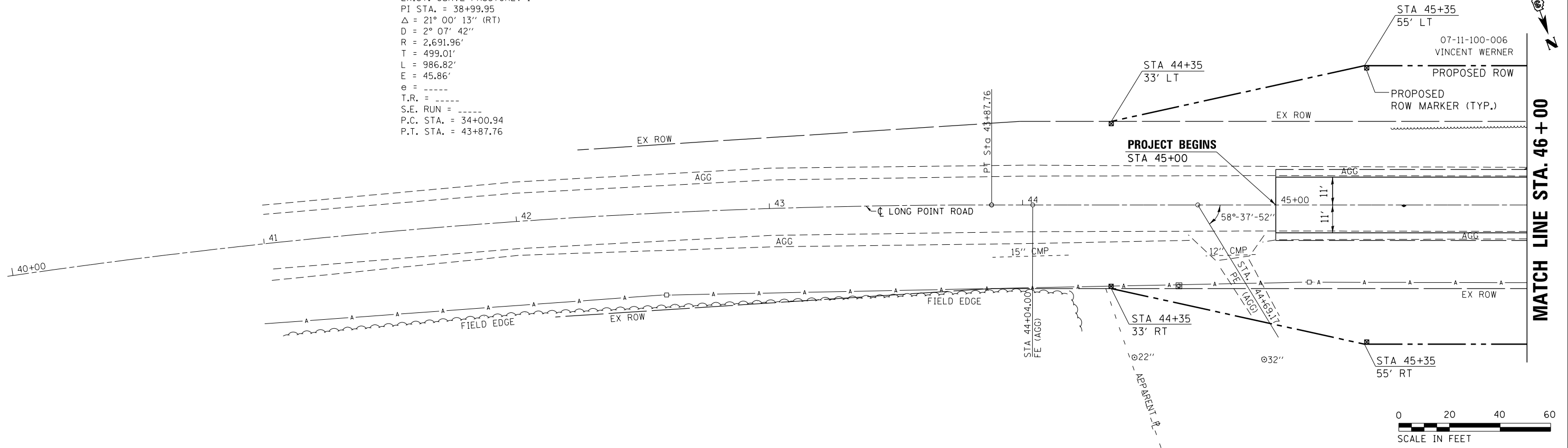
TIE POINTS	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	12
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOT AT THIS OFFICE	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOT AT THIS OFFICE	
	NOTE BOOK NO.	
	FILE NAME	

EXIST. CURVE FAS370REV-1
 PI STA. = 38+99.95
 $\Delta = 21^\circ 00' 13''$ (RT)
 $D = 2^\circ 07' 42''$
 $R = 2,691.96'$
 $T = 499.01'$
 $L = 986.82'$
 $E = 45.86'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 34+00.94$
 $P.T. STA. = 43+87.76$



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\schwankerg\0179226\0366A18-sht-plnprf.dgn		DRAWN -	REVISED -			370	(102 BR) BR	LIVINGSTON	65	13
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 66A18				
PLOT DATE = 8/13/2014		DATE -	REVISED -			SCALE: 1:20		SHEET 1 OF 3 SHEETS		STA. 40+00 TO STA. 46+00



MATCH LINE STA. 46+00

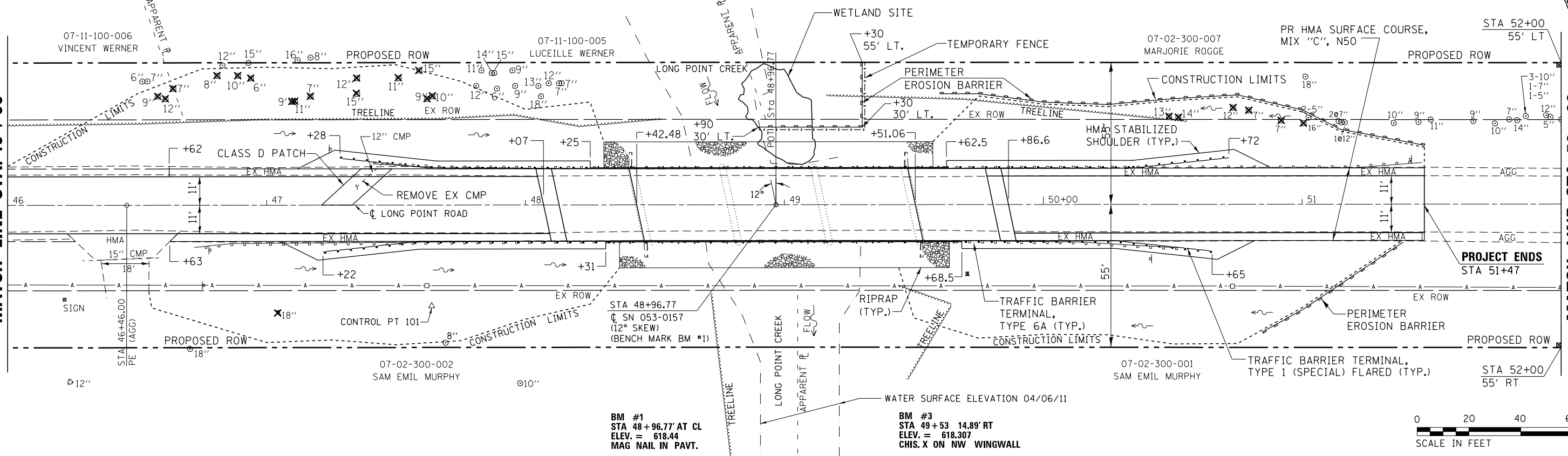
07-11-100-006
VINCENT WERNER

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	NO.	

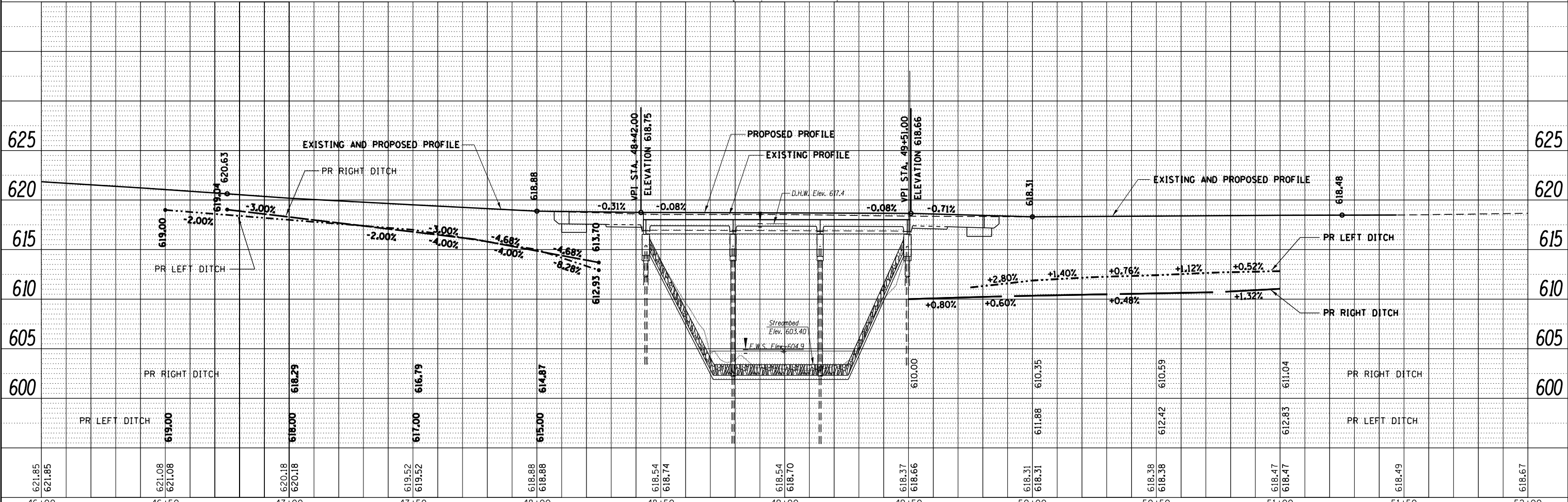
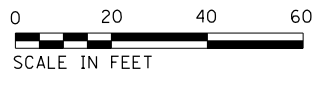
MATCH LINE STA. 46+00

MATCH LINE STA. 52+00



BM #1
STA 48+96.77 AT CL
ELEV. = 618.44
MAG NAIL IN PAVT.

BM #3
STA 49+53 14.89' RT
ELEV. = 618.307
CHIS. X ON NW WINGWALL



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -
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PLOT DATE = 8/13/2014		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

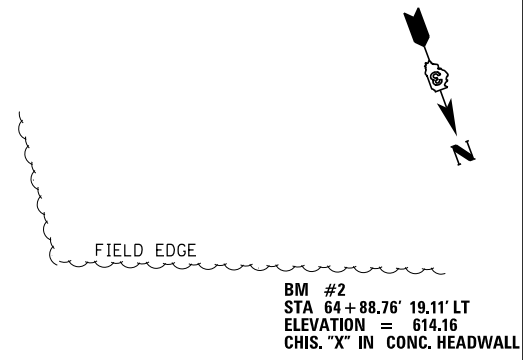
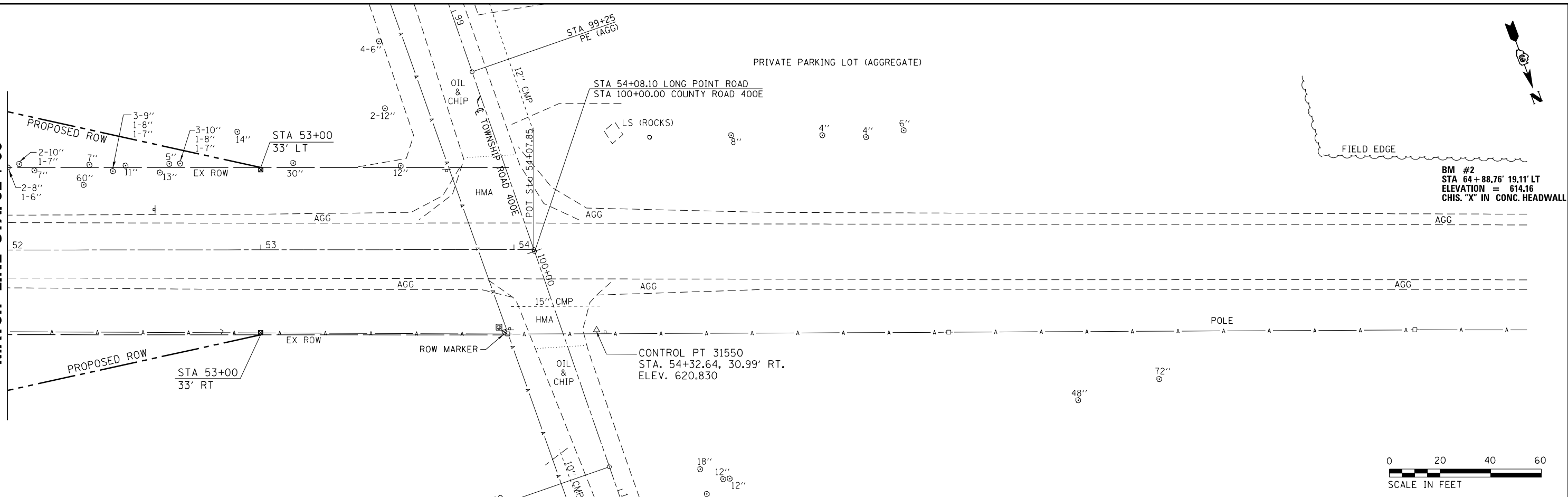
SCALE: 1:20 SHEET 2 OF 3 SHEETS STA. 46+00 TO STA. 52+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	14
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

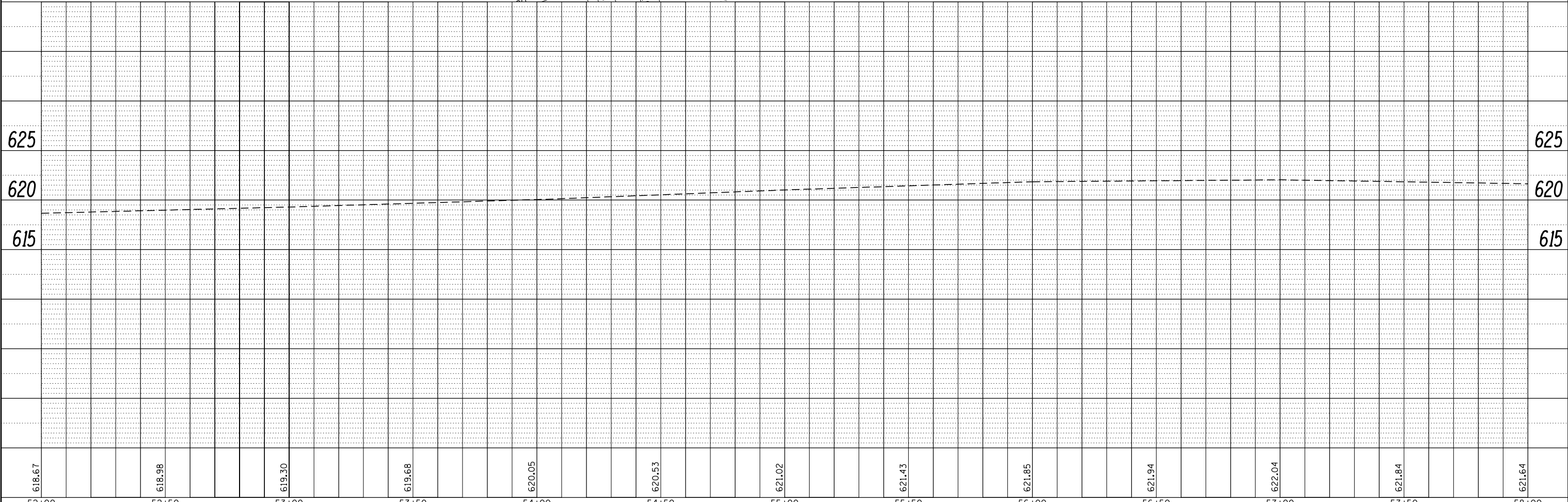
PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

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

MATCH LINE STA. 52+00



BM #2
 STA 64+88.76' 19.11' LT
 ELEVATION = 614.16
 CHIS. "X" IN CONC. HEADWALL



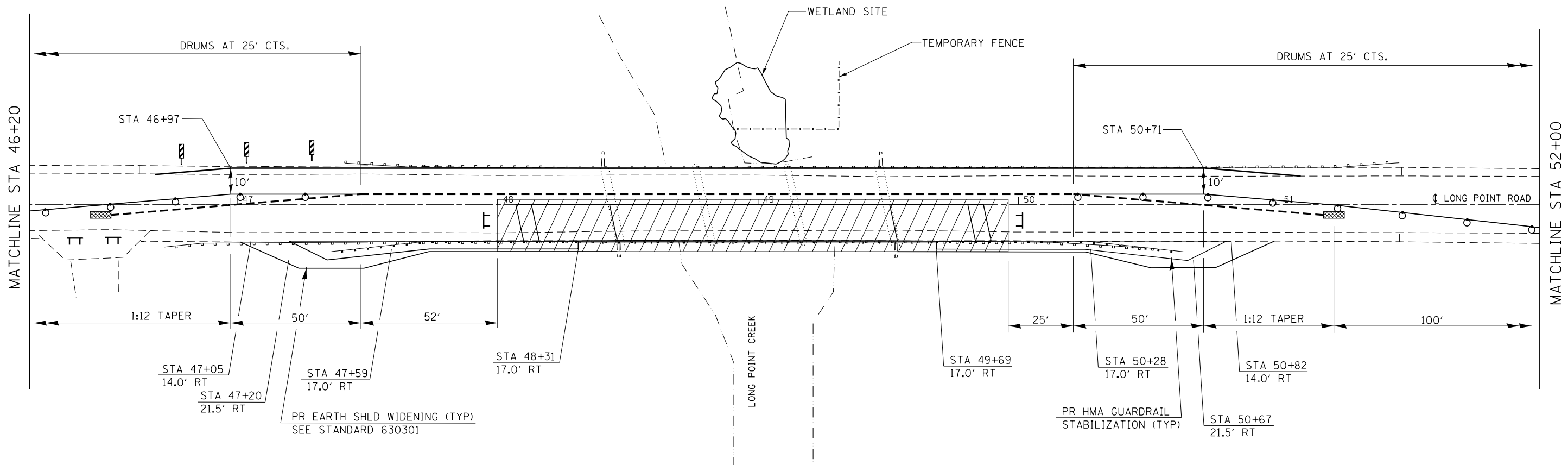
618.67	618.98	619.50	619.68	620.05	620.53	621.02	621.43	621.85	621.94	622.04	621.84	621.64
52+00	52+50	53+00	53+50	54+00	54+50	55+00	55+50	56+00	56+50	57+00	57+50	58+00

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: 1:20	SHEET 3	OF 3	SHEETS	STA. 52+00	TO STA. 58+00
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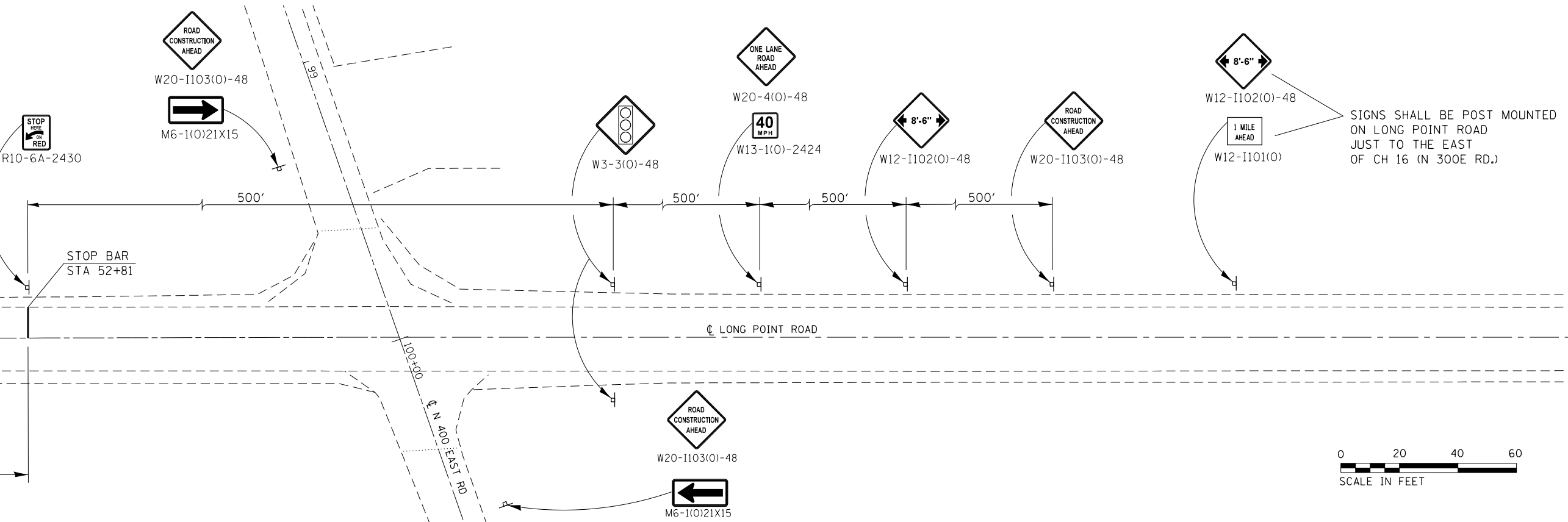
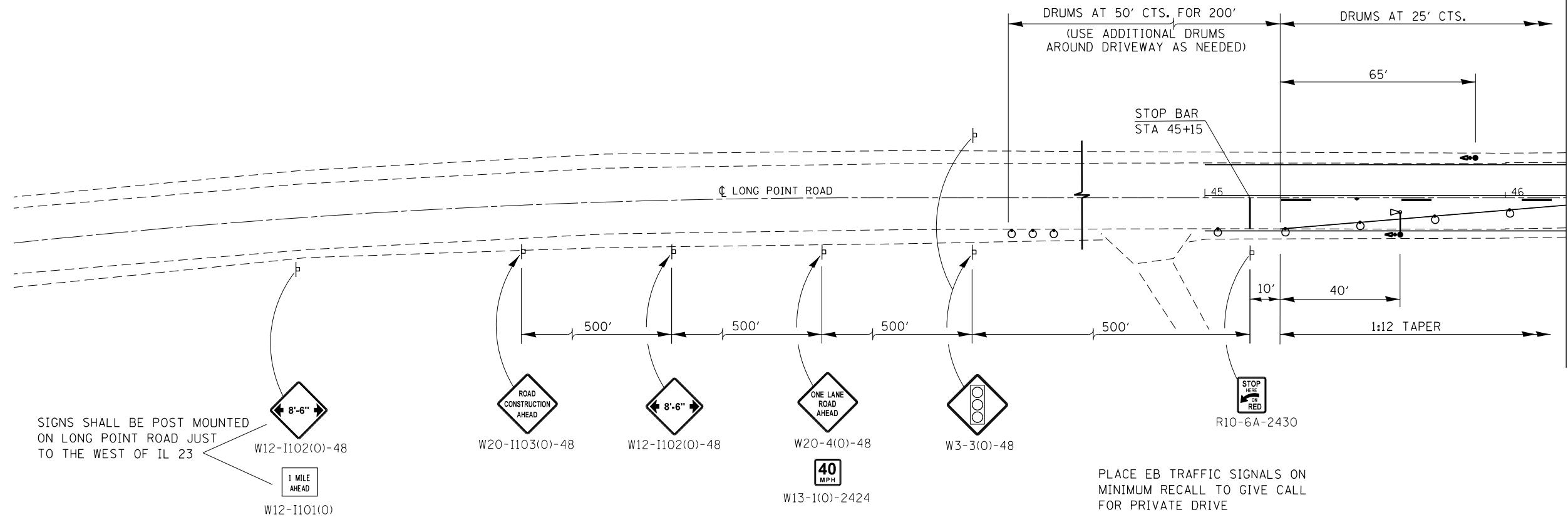
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	15
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	



LEGEND	
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	VERTICAL PANEL
	WORK AREA
	TRAFFIC SIGNAL WITH BACKPLATE
	TYPE III BARRICADE
	SIGN
	MICROWAVE DETECTOR



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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MODELNAME	PLOT DATE = 8/13/2014	CHECKED -	REVISED -			CONTRACT NO. 66A18					
						ILLINOIS FED. AID PROJECT					



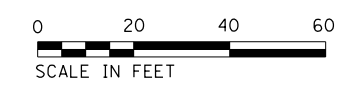
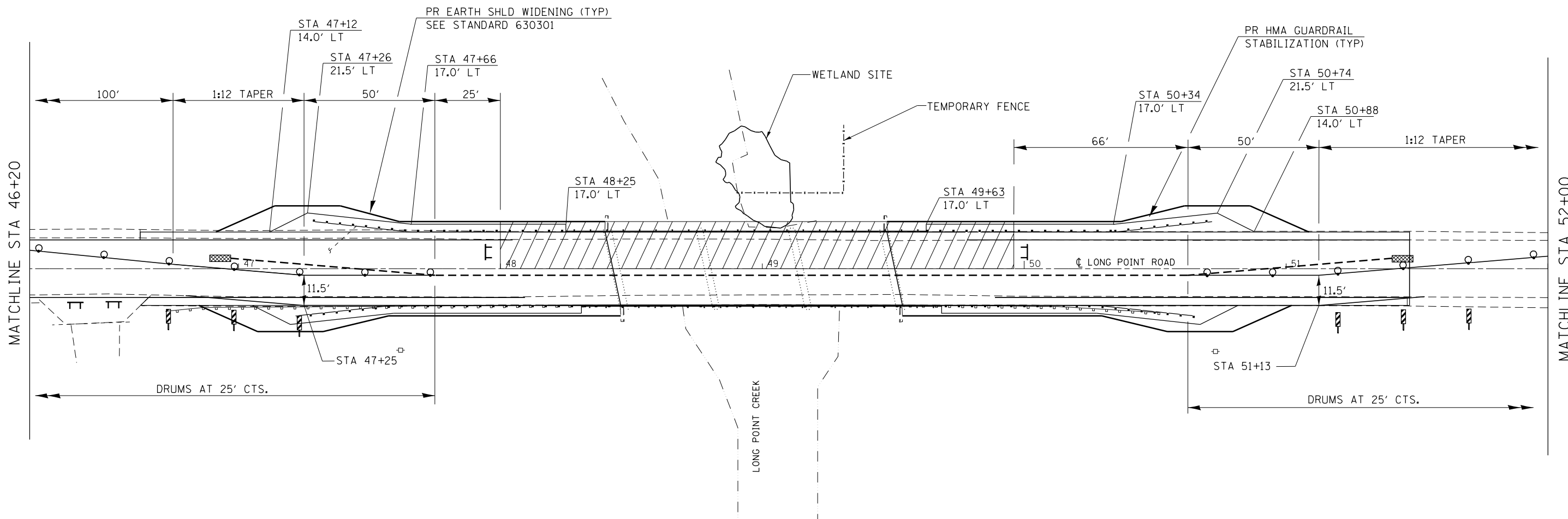
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	PLOT DATE = 8/13/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	17
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

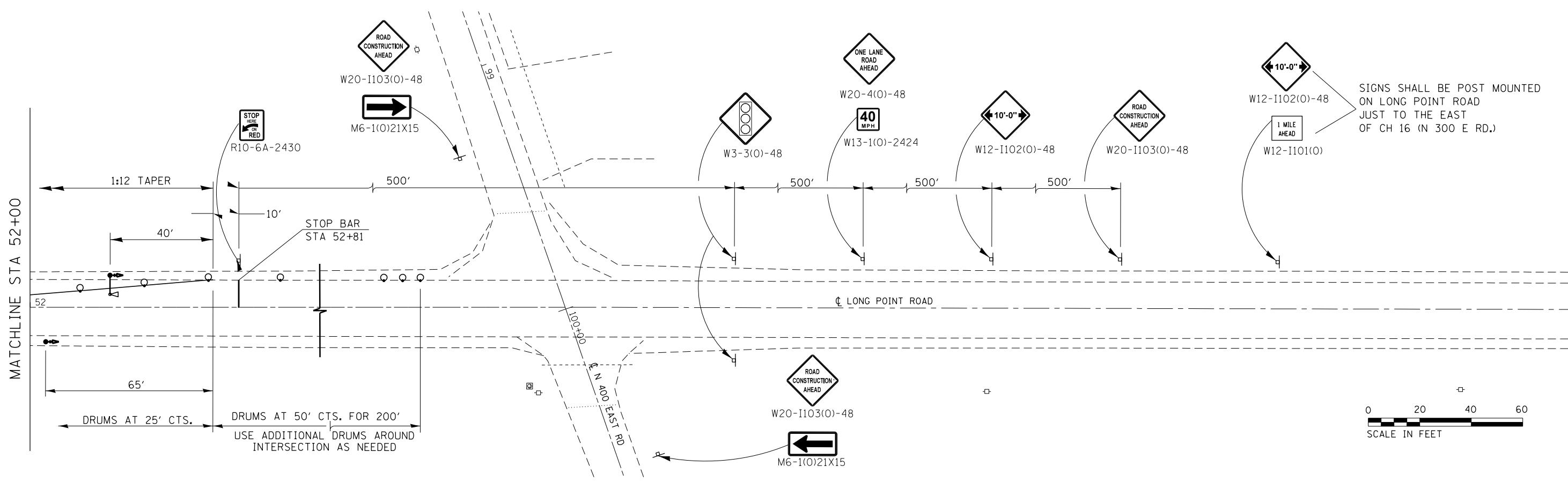
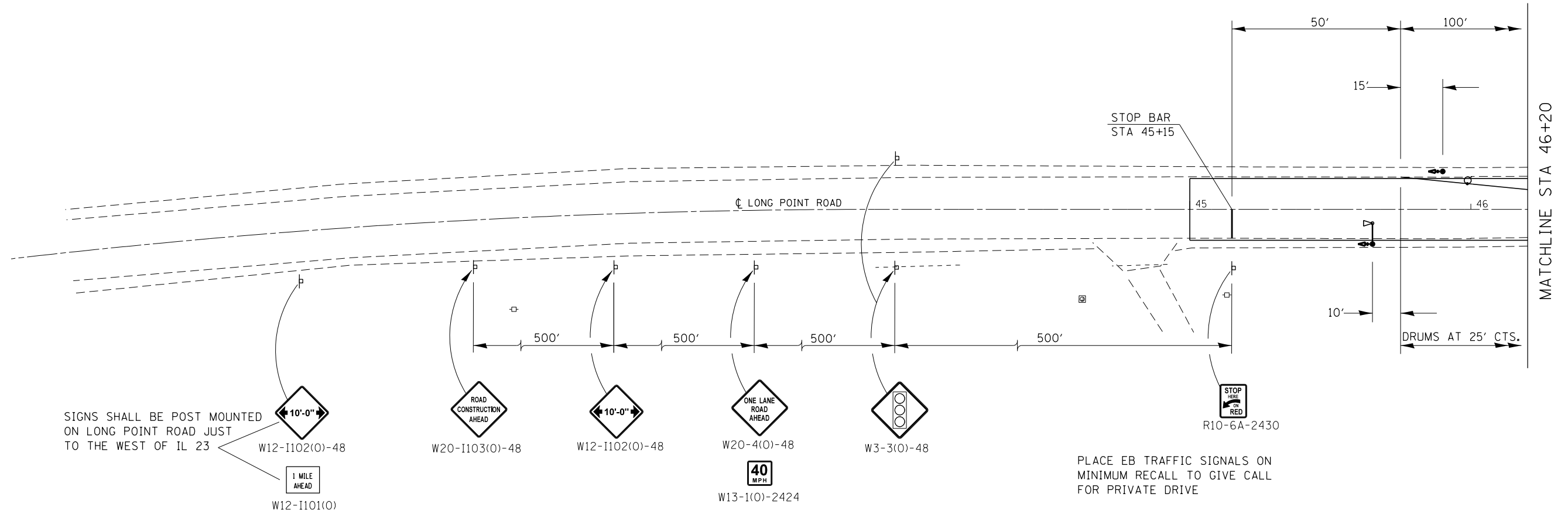


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	PLOT DATE = 8/13/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II			
SCALE:	SHEET 3	OF 4 SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	18
			CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				

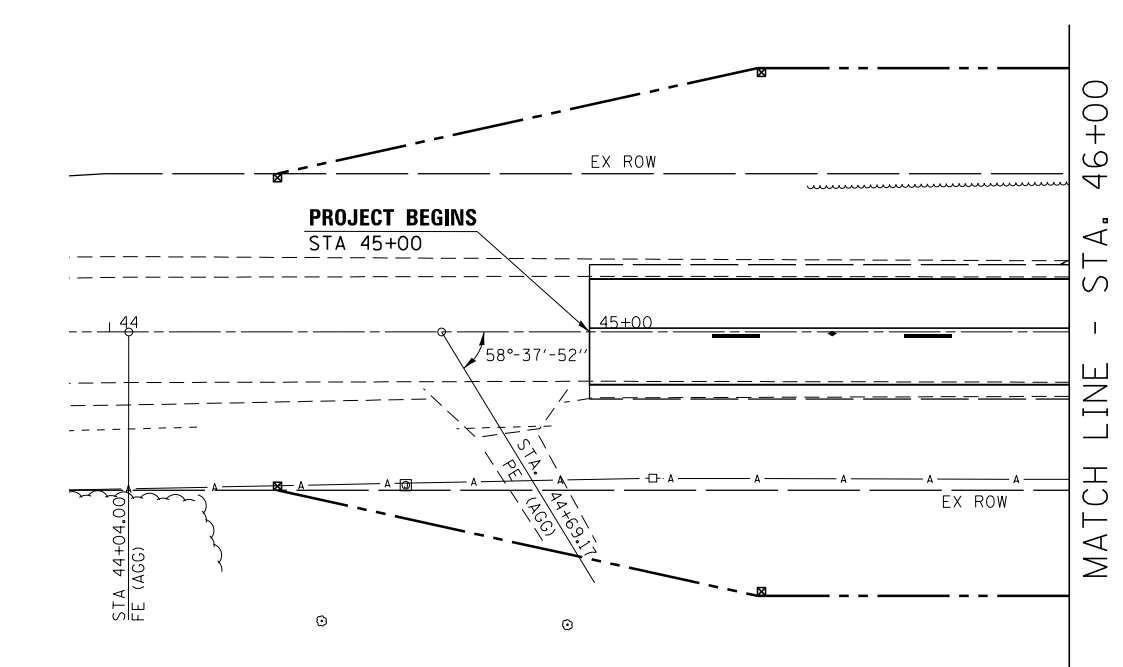
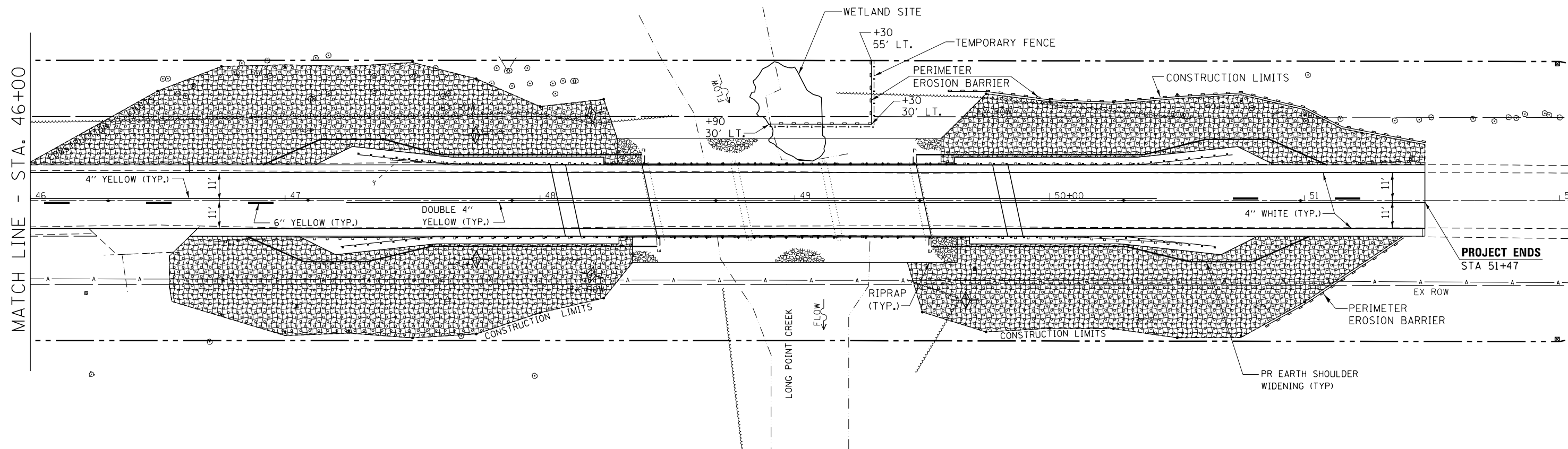


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MODELNAME	PLOT DATE = 8/13/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II	
SCALE:	SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR) BR	LIVINGSTON	65	19
			CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				



LEGEND

	TEMPORARY DITCH CHECKS
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	SEEDING, CLASS 2A
	REFLECTIVE PAVEMENT MARKER

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -
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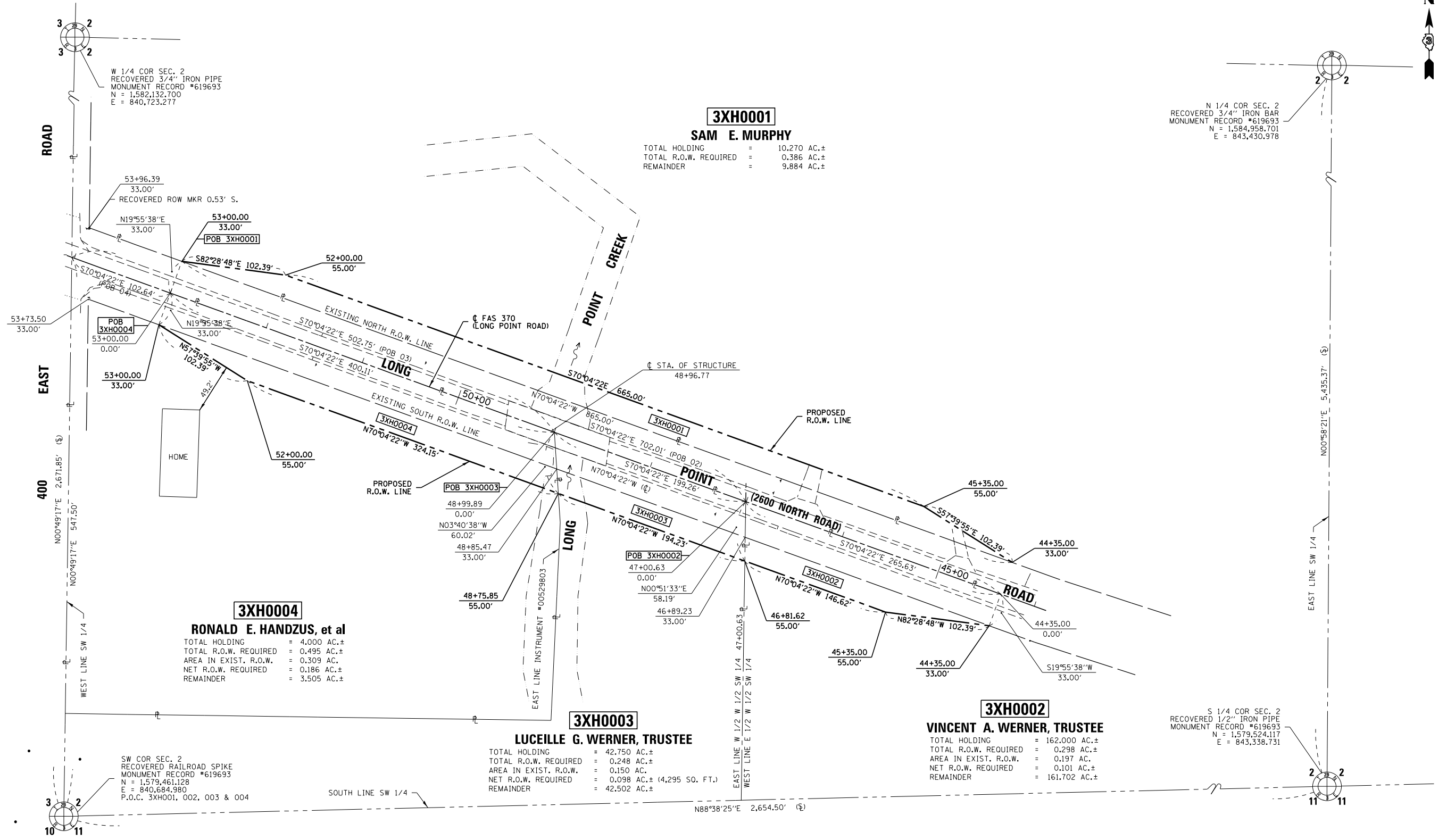
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING &
EROSION CONTROL**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR)BR	LIVINGSTON	65	20
CONTRACT NO. 66A18				
ILLINOIS FED. AID PROJECT				

SW 1/4 OF SEC. 2, T.29N., R.3E. OF THE 3RD P.M.



3XH0001
SAM E. MURPHY
 TOTAL HOLDING = 10.270 AC.±
 TOTAL R.O.W. REQUIRED = 0.386 AC.±
 REMAINDER = 9.884 AC.±

3XH0004
RONALD E. HANDZUS, et al
 TOTAL HOLDING = 4.000 AC.±
 TOTAL R.O.W. REQUIRED = 0.495 AC.±
 AREA IN EXIST. R.O.W. = 0.309 AC.
 NET R.O.W. REQUIRED = 0.186 AC.±
 REMAINDER = 3.505 AC.±

3XH0003
LUCEILLE G. WERNER, TRUSTEE
 TOTAL HOLDING = 42.750 AC.±
 TOTAL R.O.W. REQUIRED = 0.248 AC.±
 AREA IN EXIST. R.O.W. = 0.150 AC.
 NET R.O.W. REQUIRED = 0.098 AC.± (4,295 SQ. FT.)
 REMAINDER = 42.502 AC.±

3XH0002
VINCENT A. WERNER, TRUSTEE
 TOTAL HOLDING = 162.000 AC.±
 TOTAL R.O.W. REQUIRED = 0.298 AC.±
 AREA IN EXIST. R.O.W. = 0.197 AC.
 NET R.O.W. REQUIRED = 0.101 AC.±
 REMAINDER = 161.702 AC.±

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED FAS 370 (LONG POINT ROAD) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
 SURVEY BOOK NO. _____ 11-30-2012 EXPIRATION DATE

- NOTES:**
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE NAD 83 (2007 ADJ.).
 - GRID DISTANCE (AS LABELED) x 1.000026507 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl Circle, Suite 4 • Ottawa, IL 61350

NW 1/4 OF SEC. 11, T.29N., R.3E. OF THE 3RD P.M.

FILE NAME = D366A18-sht-rowplan01.dgn	USER NAME = MITCHELL	DESIGNED -	REVISED - JJC 1-14-14 NAME CHANGE
		DRAWN -	REVISED -
	PLOT SCALE = 1" = 50'	CHECKED -	REVISED -
	PLOT DATE = NOVEMBER 29, 2012	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

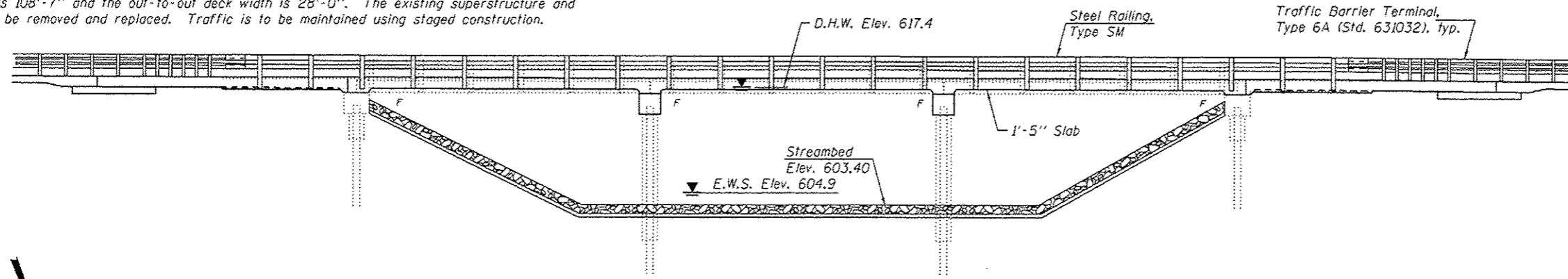
RIGHT OF WAY PLANS	
PROJECT _____	JOB NO. R-93-009-12
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS
	STA. 44+35.00 TO 53+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 370	(102 BR) BR	LIVINGSTON	65	21
CONTRACT NO. 66A18				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

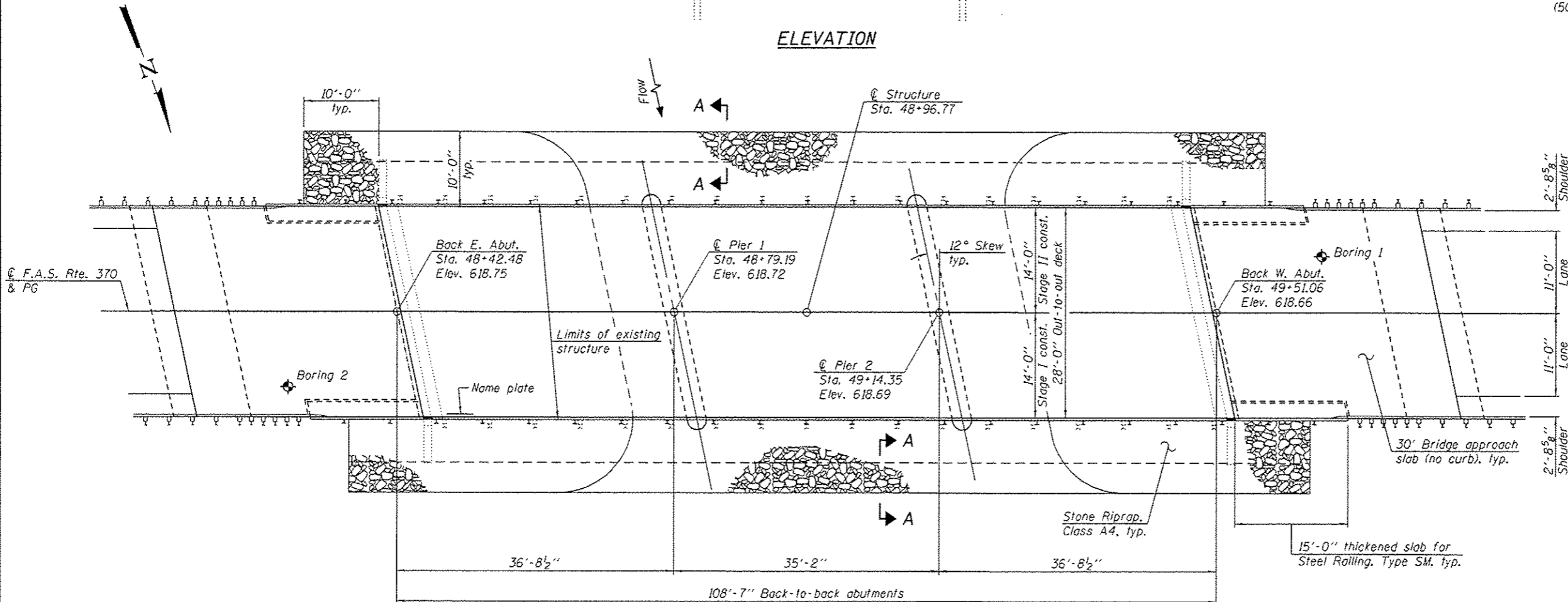
Benchmark: Chiseled "□" on NW wingwall; 14.889' Rt. Sta. 49+53; Elev. 618.307.

Existing Structure: S.N. 053-0157 built in 1989 as F.A.S. Route 370, Section 102BR at Sta. 48+96.77. The existing structure consists of a three-span precast, prestressed concrete deck beams with bituminous wearing surface on concrete abutments and piers founded on steel H-piles. The back-to-back abutment length is 108'-7" and the out-to-out deck width is 28'-0". The existing superstructure and pier caps are to be removed and replaced. Traffic is to be maintained using staged construction.

Salvage: None



ELEVATION



PLAN

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interims
1995 Seismic Retrofitting Manual for Highway Bridges FHWA-RD-94/052

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500 \text{ psi}^*$
 $f_y = 60,000 \text{ psi (Reinforcement)}$

*Superstructure concrete shall have a 28-day mix design with a compressive strength of 5000 psi.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

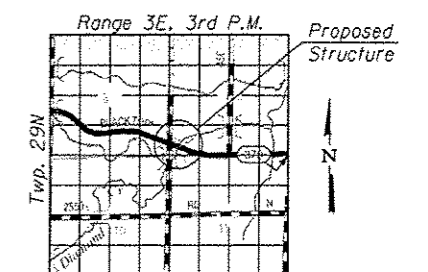
(500 Year return per AASHTO Standard Specifications)
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.041g
Site Coefficient (S) = 1.0

STATION 48+96.77
REBUILT 20 BY
STATE OF ILLINOIS
F.A.S. RT. 370 SEC. (102BR)BR
LOADING HL-93
STR. NO. 053-0157

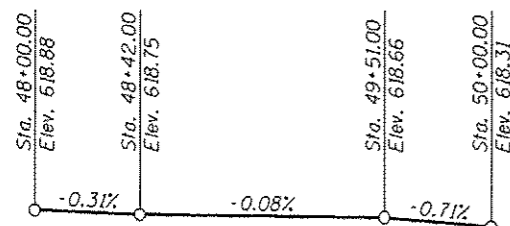
NAME PLATE

See Std. 515001

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



LOCATION SKETCH



PROFILE GRADE

(Along F.A.S. Rte. 370)



EXPIRES 11-30-2014

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)			
E. Abut.	Pier 1	Pier 2	W. Abut.
614.1	595.1	595.1	614.0

WATERWAY INFORMATION

Flood	Freq. Yr.	0 C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	3390	848	848	618.5	0.2	0.2	618.7	618.7
Exist. Overtopping	50	5330	913	913	617.4	0.6	0.6	618.0	618.0
Prop. Overtopping	65	5670	913	913	617.6	0.7	0.8	618.3	618.4
Base	100	6170	913	913	617.7	0.7	0.7	618.4	618.4
Max. Calc.	500	8210	913	913	618.0	0.8	0.8	618.7	618.8
					619.2	0.7	0.7	619.9	619.9

10 Year velocity through existing bridge = 4.0 ft/s.
10 Year velocity through proposed bridge = 4.0 ft/s.

DESIGNED - *David Carl Fuzey*
CHECKED - *James F. [Signature]*
DRAWN - *[Signature]*
CHECKED - *[Signature]*

EXAMINED
PASSED

DATE - 10/16/2014
REVISED
REVISED

DATE - 10/16/2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 18 SHEETS

GENERAL PLAN & ELEVATION
LONG POINT ROAD OVER
LONG POINT CREEK
F.A.S. RTE. 370 - SEC. (102BR)BR
LIVINGSTON COUNTY
STATION 48+96.77
STRUCTURE NO. 053-0157

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	22

CONTRACT NO. 66A18
ILLINOIS FED. AID PROJECT

GENERAL NOTES

In each stage, pour bridge slab before pouring approach slabs.
 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.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

The concrete superstructure shall be class BS concrete, except, when steel bridge rail is used in conjunction with concrete superstructure, the 14-day mix design shall be replaced by a 28-day mix design with a compressive strength of 5000 psi and a design flexural strength of 800 psi prior to opening to traffic.

The Contractor is advised that the existing structure contains members which are in a deteriorated condition with reduced load-carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal or replacement of the structure. An Existing Structure Information Package is available upon request, as noted in the special provisions.

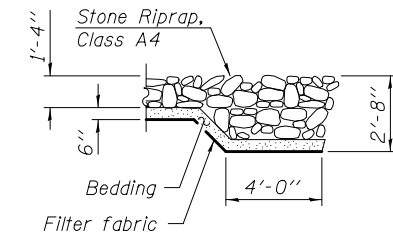
Current Ratings on file for Existing Structure

Inventory: HS 19.0
 Operating: HS 31.8
 Load Restriction: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

INDEX OF SHEETS

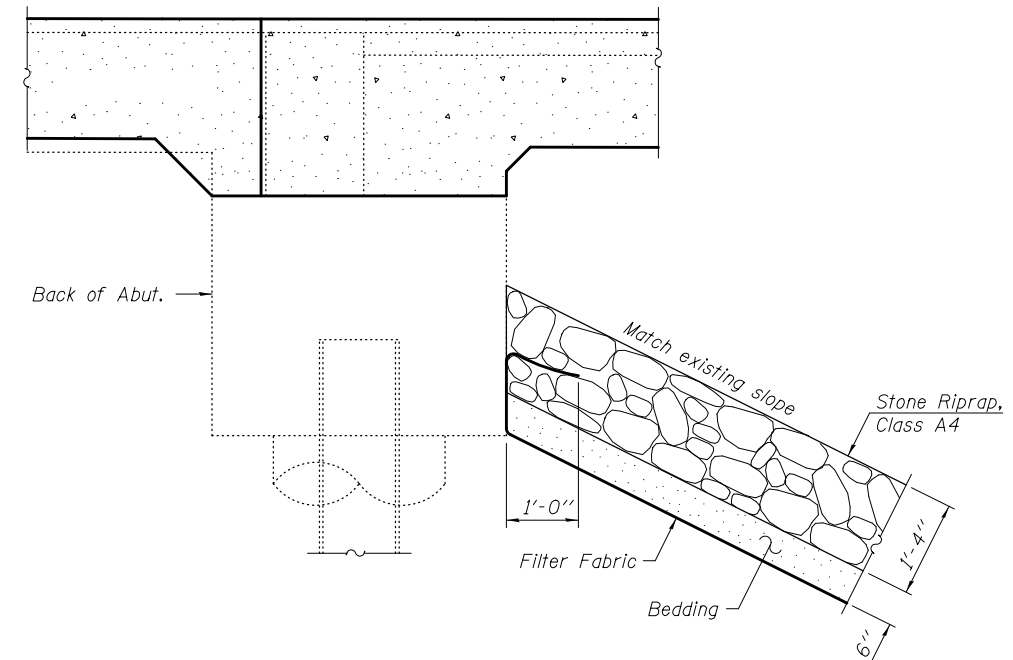
- 1 General Plan & Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5 Top of Slab Elevations
- 6 Top of East Approach Slab Elevations
- 7 Top of West Approach Slab Elevations
- 8 Superstructure
- 9 Superstructure Details
- 10-11 Bridge Approach Slab Details
- 12 Steel Railing, Type SM
- 13 Existing Abutment Details
- 14 Existing Pier Details
- 15 Structural Repair of Concrete
- 16 Bar Splicer Assembly Details
- 17-18 Soil Boring Logs



SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		300	300
Filter Fabric	Sq. Yd.		300	300
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		18.3	18.3
Concrete Structures	Cu. Yd.		33.3	33.3
Concrete Superstructure	Cu. Yd.	245.7		245.7
Bridge Deck Grooving	Sq. Yd.	490		490
Protective Coat	Sq. Yd.	521		521
Reinforcement Bars, Epoxy Coated	Pound	74,500	5,170	79,670
Bar Splicers	Each	494	94	588
Steel Railing, Type SM	Foot	280		280
Name Plates	Each	1		1
Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.		99	99
Structural Repair of Concrete (Depth > 5")	Sq. Ft.		8	8



SECTION THRU ABUTMENT
 (Horiz. dim. @ Rt. L's)

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong		REVISED
CHECKED - PSJ/ZTB		

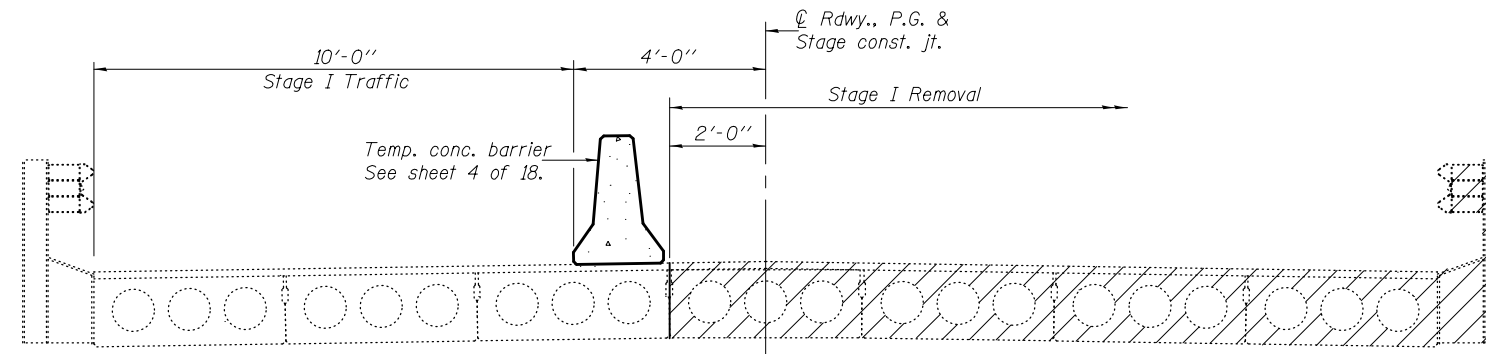
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 053-0157**

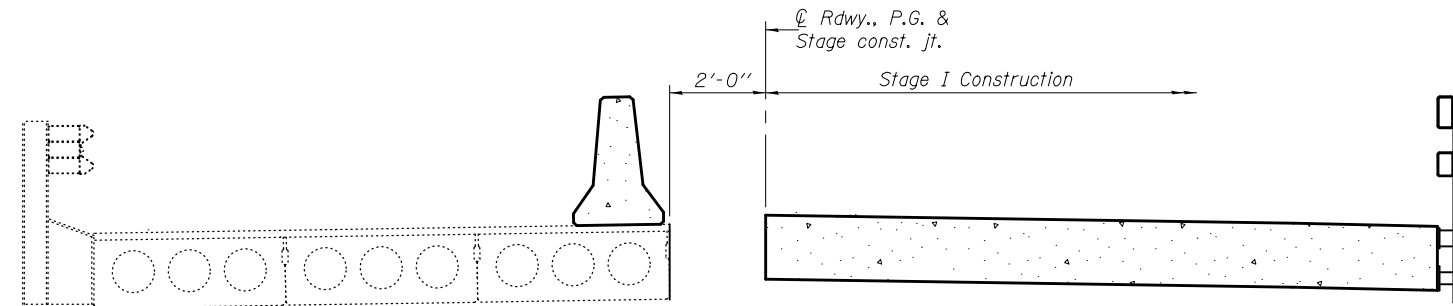
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	23
			CONTRACT NO. 66A18	

SHEET NO. 2 OF 18 SHEETS

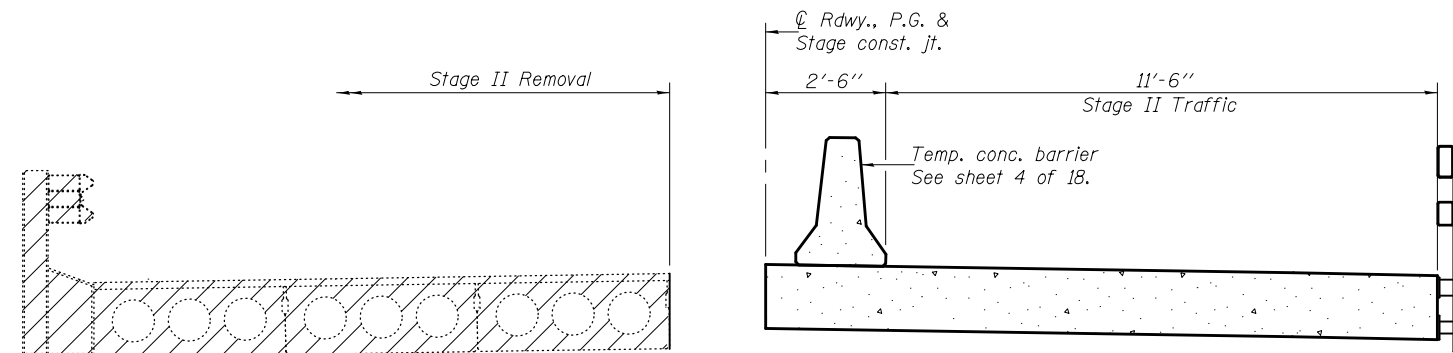
ILLINOIS FED. AID PROJECT



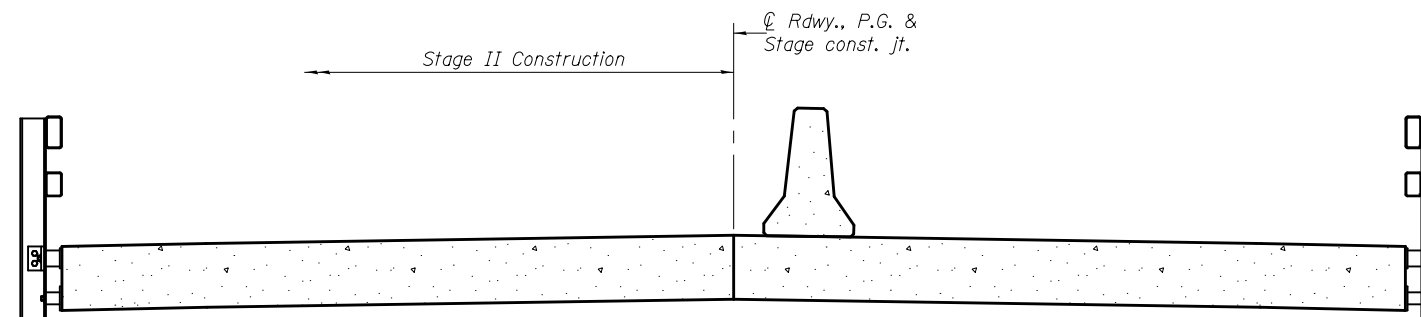
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes: All cross sections are looking West.
 Hatched area indicates Removal of Existing Superstructure.
 For quantity of Temporary Concrete Barrier, see Roadway Plans.

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

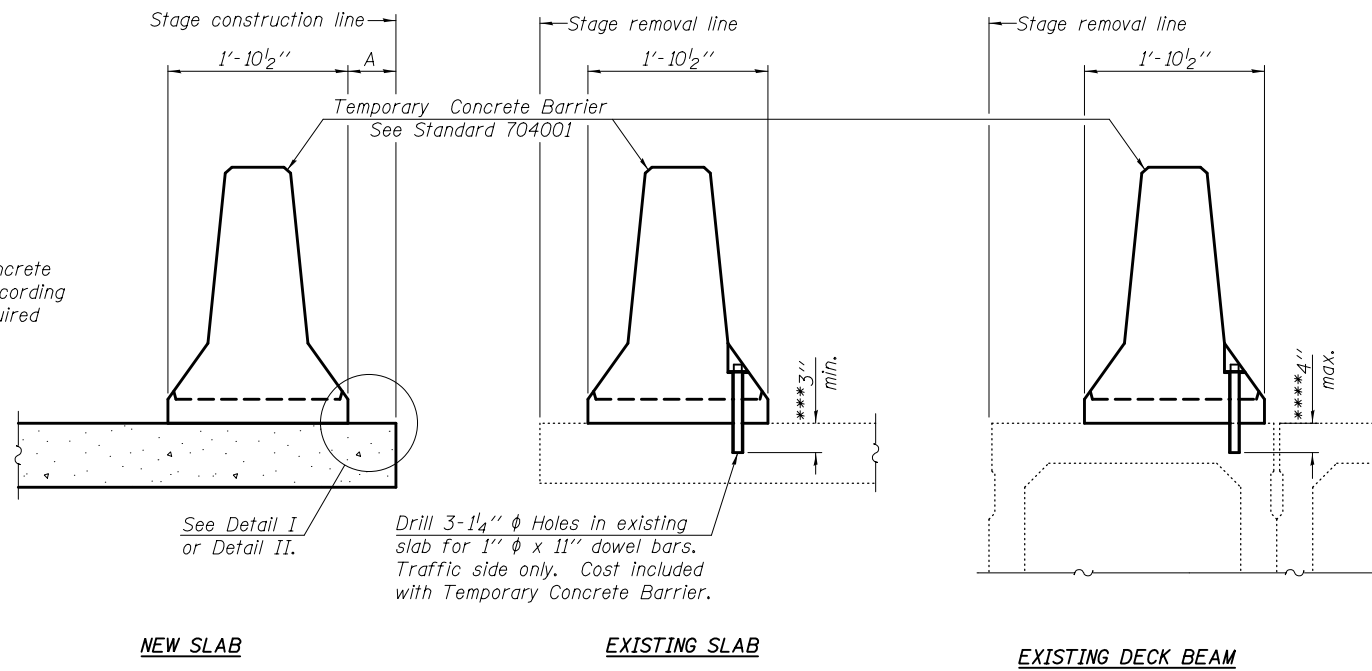
DATE - OCTOBER 16, 2014
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 053-0157**
 SHEET NO. 3 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	24
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

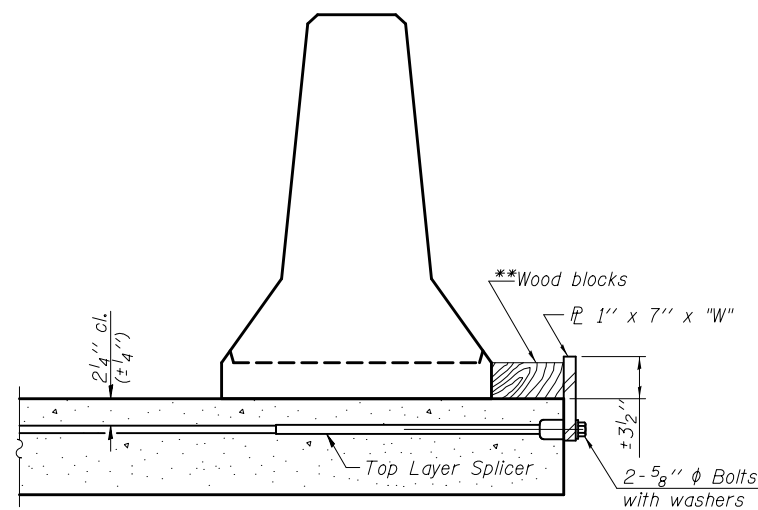
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

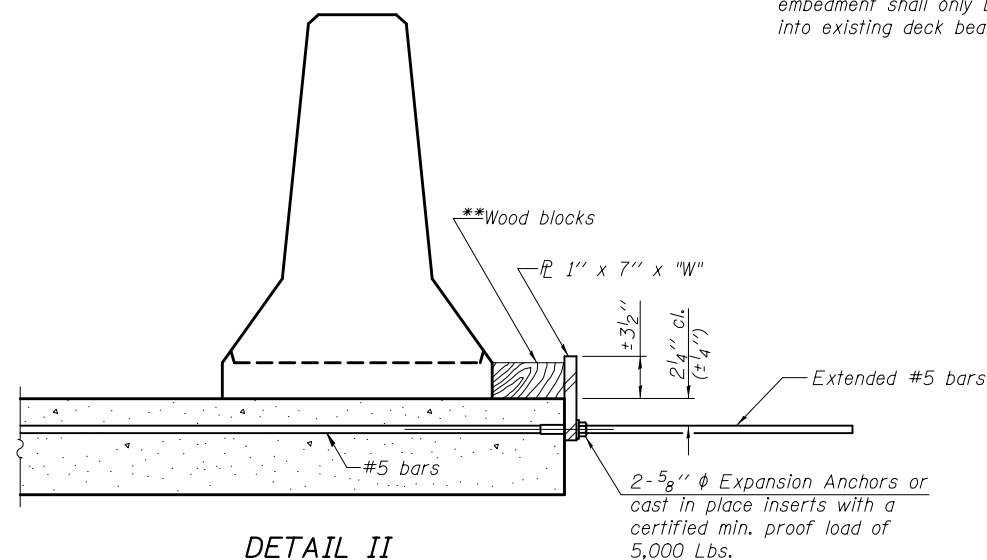
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

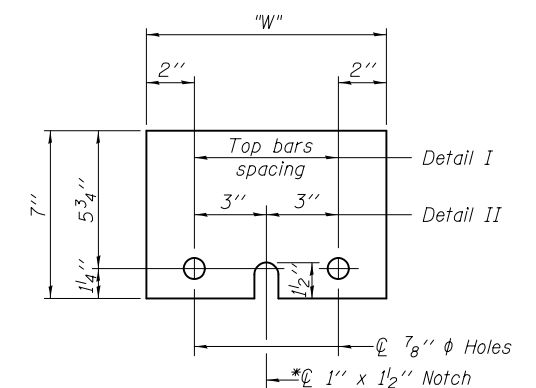
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27

7-1-10

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong		REVISED
CHECKED - PSJ/ZTB		

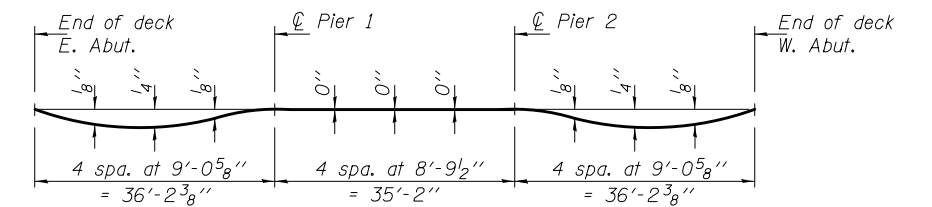
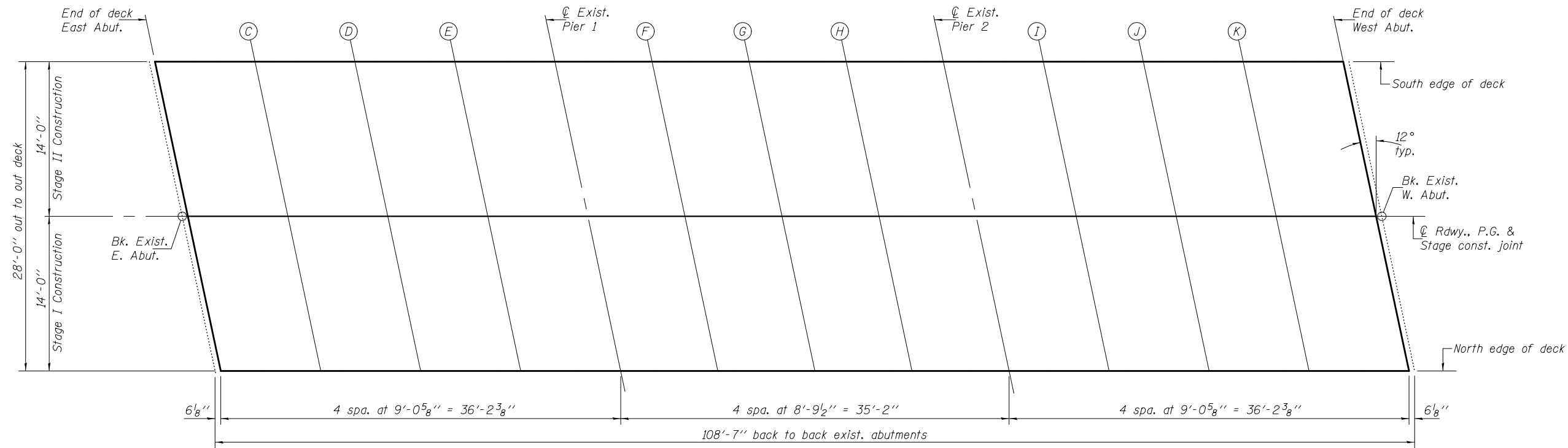
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 053-0157**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	25
			CONTRACT NO. 66A18	

SHEET NO. 4 OF 18 SHEETS

ILLINOIS FED. AID PROJECT



(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

SOUTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Deck E. Abut.	48+40.01	-14.00	618.54	618.54
C	48+49.06	-14.00	618.53	618.54
D	48+58.11	-14.00	618.52	618.54
E	48+67.16	-14.00	618.51	618.52
☐ Pier 1	48+76.21	-14.00	618.50	618.50
F	48+85.00	-14.00	618.50	618.50
G	48+93.79	-14.00	618.49	618.49
H	49+02.59	-14.00	618.48	618.48
☐ Pier 2	49+11.38	-14.00	618.47	618.47
I	49+20.43	-14.00	618.47	618.48
J	49+29.48	-14.00	618.46	618.48
K	49+38.53	-14.00	618.45	618.46
End of Deck W. Abut.	49+47.58	-14.00	618.44	618.44

☐ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Deck E. Abut.	48+42.99	0.00	618.75	618.75
C	48+52.04	0.00	618.74	618.75
D	48+61.09	0.00	618.73	618.76
E	48+70.14	0.00	618.73	618.74
☐ Pier 1	48+79.19	0.00	618.72	618.72
F	48+87.98	0.00	618.71	618.71
G	48+96.77	0.00	618.70	618.70
H	49+05.56	0.00	618.70	618.70
☐ Pier 2	49+14.35	0.00	618.69	618.69
I	49+23.40	0.00	618.68	618.69
J	49+32.45	0.00	618.68	618.70
K	49+41.50	0.00	618.67	618.68
End of Deck W. Abut.	49+50.55	0.00	618.66	618.66

NORTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Deck E. Abut.	48+45.96	14.00	618.53	618.53
C	48+55.01	14.00	618.52	618.53
D	48+64.06	14.00	618.51	618.53
E	48+73.11	14.00	618.51	618.52
☐ Pier 1	48+82.16	14.00	618.50	618.50
F	48+90.95	14.00	618.49	618.49
G	48+99.75	14.00	618.48	618.48
H	49+08.54	14.00	618.48	618.48
☐ Pier 2	49+17.33	14.00	618.47	618.47
I	49+26.38	14.00	618.46	618.47
J	49+35.43	14.00	618.45	618.47
K	49+44.48	14.00	618.45	618.46
End of Deck W. Abut.	49+53.53	14.00	618.42	618.42

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - PSJ/ZTB		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 053-0157

SHEET NO. 5 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	26
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

SOUTH EDGE OF APPROACH SLAB

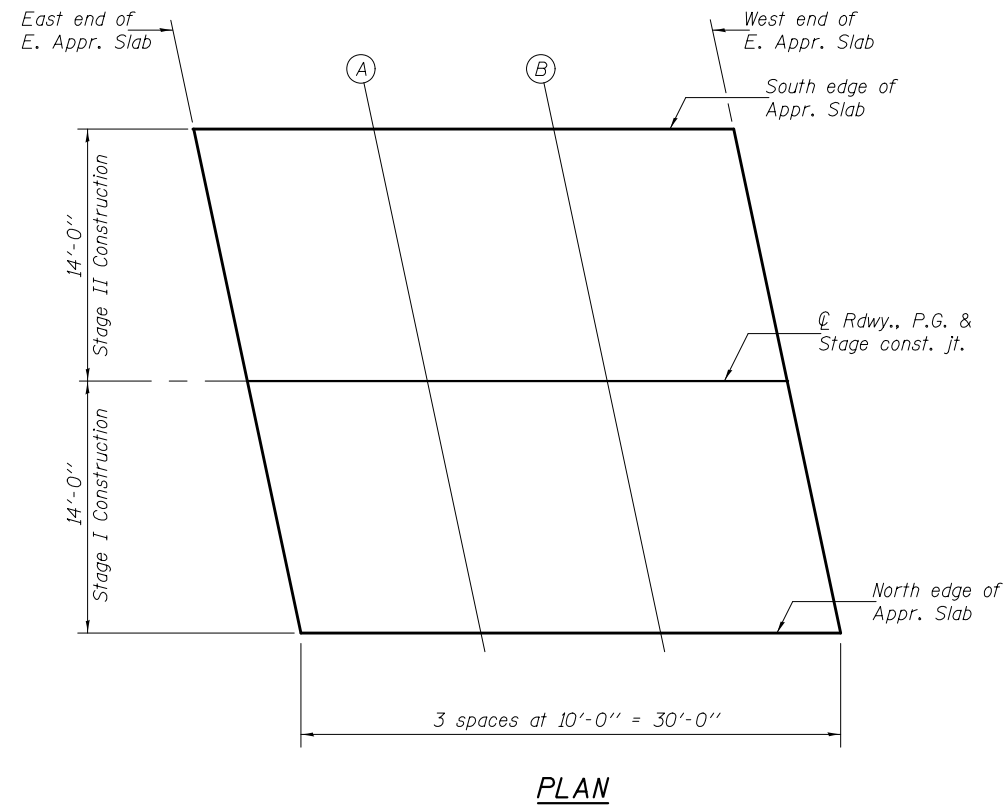
Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	48+10.01	-14.00	618.63
A	48+20.01	-14.00	618.60
B	48+30.01	-14.00	618.57
West end of E. Appr. Slab	48+40.01	-14.00	618.54

☉ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	48+12.99	0.00	618.84
A	48+22.99	0.00	618.81
B	48+32.99	0.00	618.78
West end of E. Appr. Slab	48+42.99	0.00	618.75

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	48+15.96	14.00	618.61
A	48+25.96	14.00	618.58
B	48+35.96	14.00	618.55
West end of E. Appr. Slab	48+45.96	14.00	618.53



DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 16, 2014
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 053-0157
 SHEET NO. 6 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	27
CONTRACT NO. 66A18				
ILLINOIS FED. AID PROJECT				

SOUTH EDGE OF APPROACH SLAB

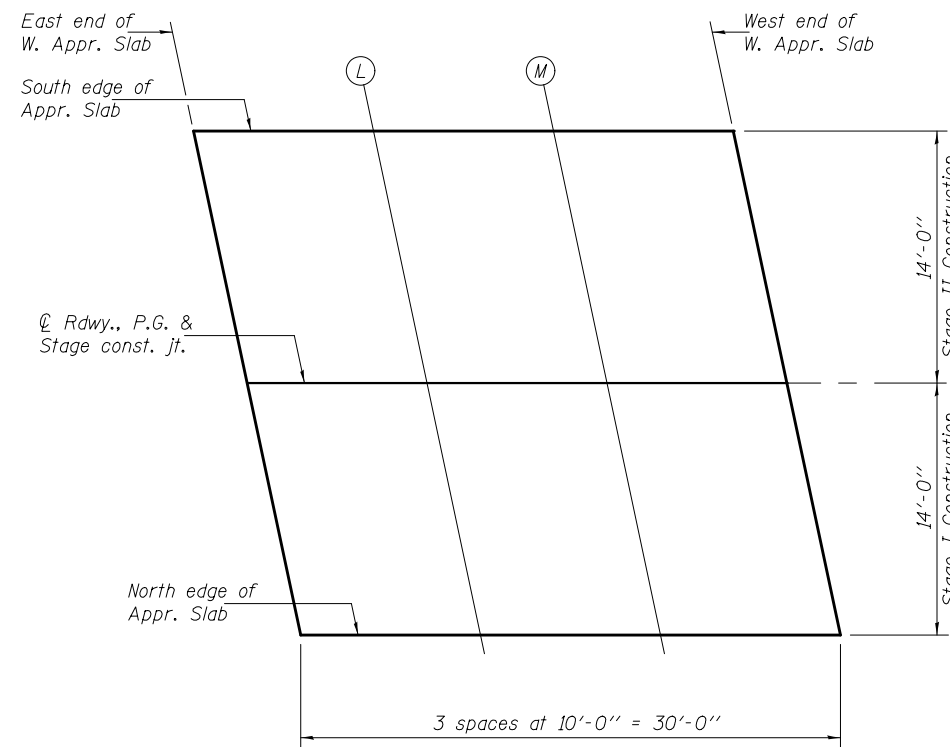
Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	49+47.58	-14.00	618.44
L	49+57.58	-14.00	618.39
M	49+67.58	-14.00	618.32
West end of W. Appr. Slab	49+77.58	-14.00	618.25

☉ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	49+50.55	0.00	618.66
L	49+60.55	0.00	618.59
M	49+70.55	0.00	618.52
West end of W. Appr. Slab	49+80.55	0.00	618.45

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	49+53.53	14.00	618.42
L	49+63.53	14.00	618.35
M	49+73.53	14.00	618.28
West end of W. Appr. Slab	49+83.53	14.00	618.21



PLAN

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

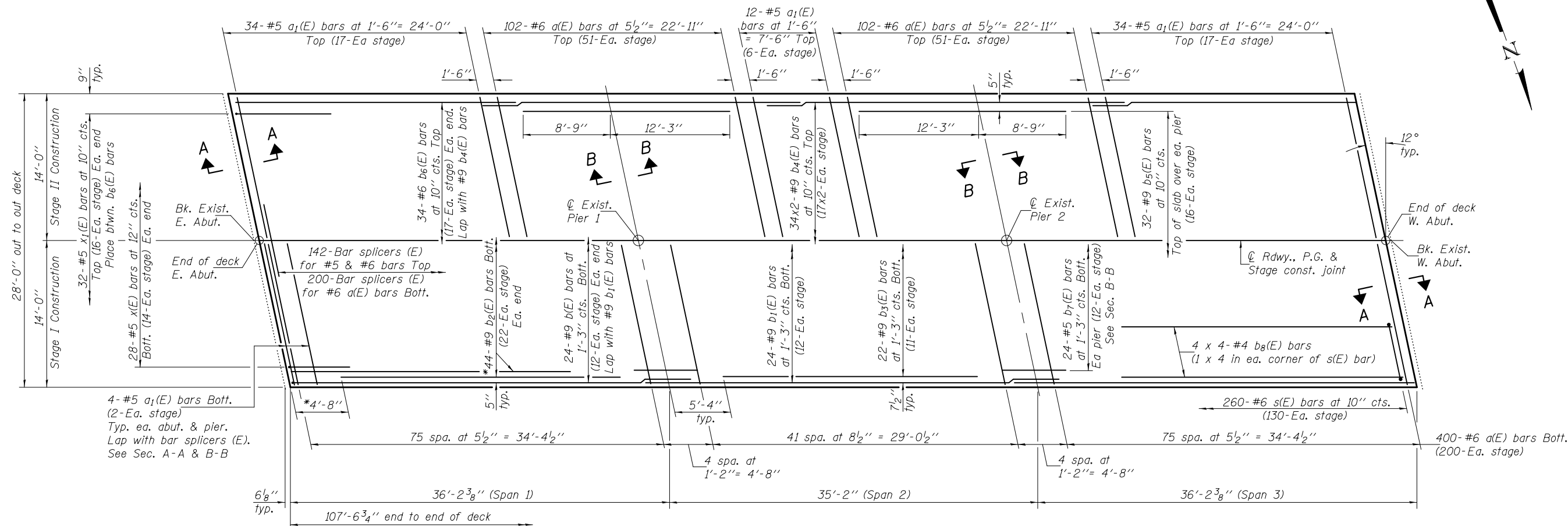
EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 16, 2014
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 053-0157**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	28
				CONTRACT NO. 66A18



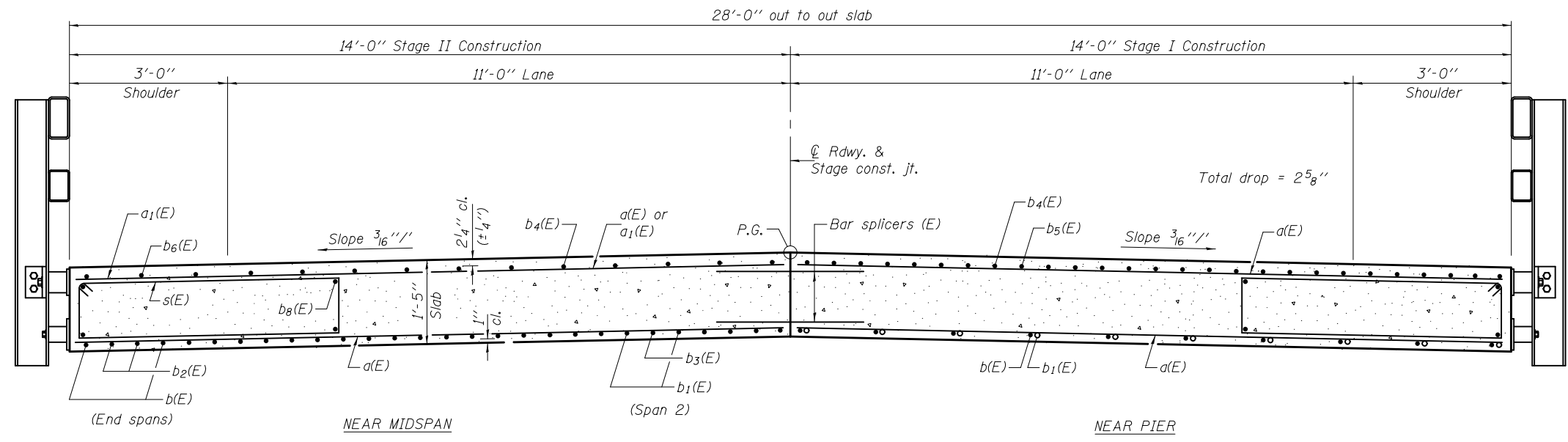
PLAN

*Longitudinally stagger 1 pair of $b_2(E)$ bars evenly spaced at 5" cts. between $b(E)$ bars.

MIN. BAR LAPS

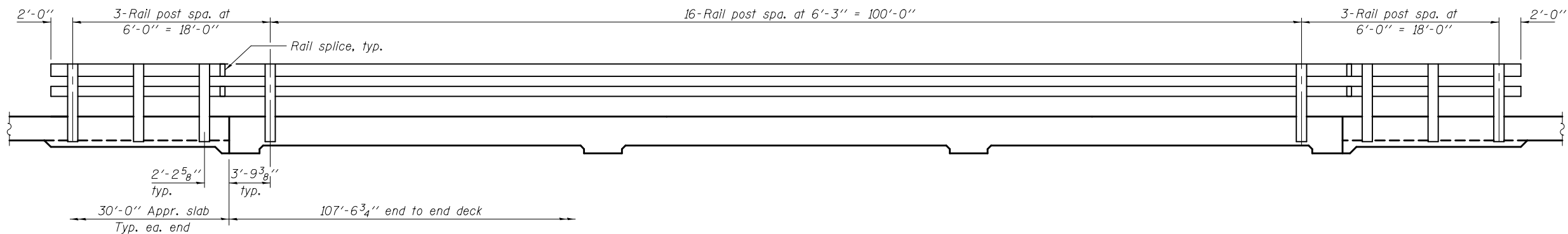
- #4 bar = 1'-10" (Top)
- #6 bar = 3'-6" (Top)
- #9 bar = 5'-11" (Top)
- #9 bar = 5'-3" (Bott.)

Notes: See sheet 9 of 18 for superstructure details and Bill of Material.
 Bars indicated thus 34 x 2-#9 etc. indicates 34 lines of bars with 2 lengths per line.

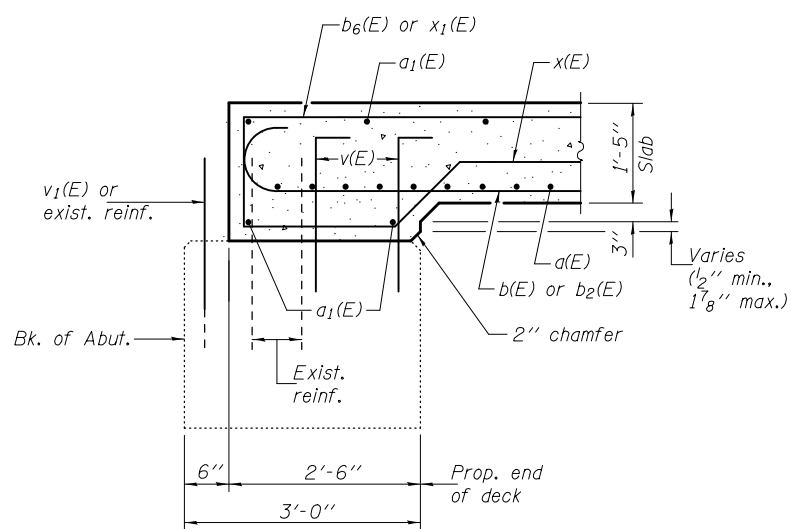


CROSS SECTION
(Looking West)

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 053-0157	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED			370	(102BR)BR	LIVINGSTON	65	29	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 66A18					
CHECKED - PSJ/ZTB					ILLINOIS FED. AID PROJECT					

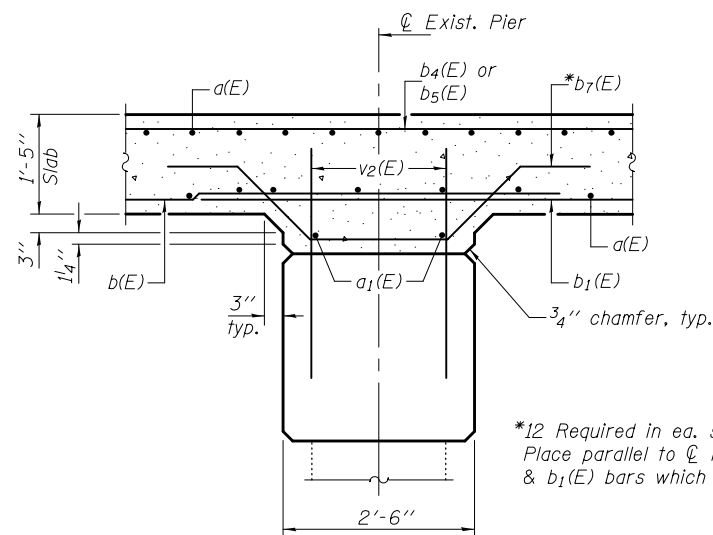


RAIL POST SPACING



SECTION A-A

Horizontal dimensions are at right L's



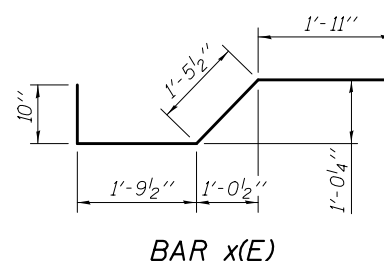
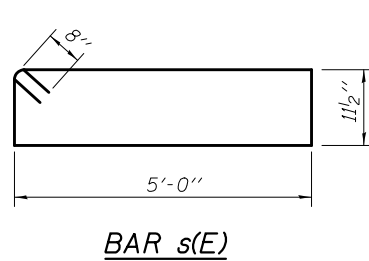
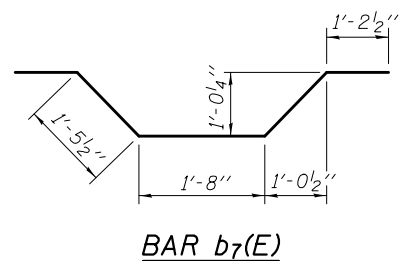
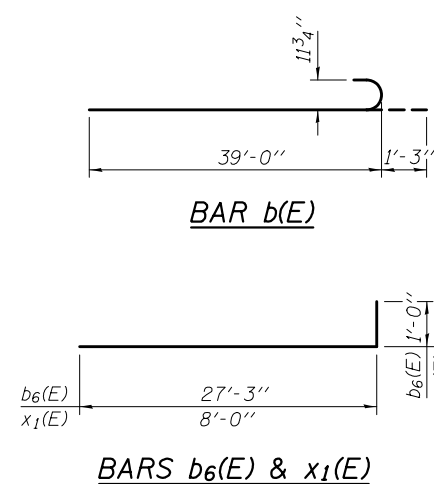
SECTION B-B

Horizontal dimensions are at right L's

*12 Required in ea. stage at ea. pier. Place parallel to ϕ Rdwy. tied to $b(E)$ & $b_1(E)$ bars which are lapped at piers

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a(E)$	604	#6	14'-0"	—
$a_1(E)$	96	#5	14'-0"	—
$b(E)$	48	#9	40'-3"	—
$b_1(E)$	24	#9	40'-6"	—
$b_2(E)$	88	#9	28'-0"	—
$b_3(E)$	22	#9	24'-6"	—
$b_4(E)$	68	#9	33'-0"	—
$b_5(E)$	64	#9	21'-0"	—
$b_6(E)$	68	#6	28'-3"	—
$b_7(E)$	48	#5	7'-0"	—
$b_8(E)$	32	#4	28'-3"	—
$s(E)$	260	#6	13'-3"	—
$x(E)$	56	#5	6'-0"	—
$x_1(E)$	64	#5	8'-10"	—
Reinforcement Bars, Epoxy Coated			Pound	56340
Concrete Superstructure			Cu. Yds.	163.2



Note: For details, location and spacing of $v(E)$ thru $v_2(E)$ bars, see sheets 13 & 14 of 18.

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - PSJ/ZTB		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

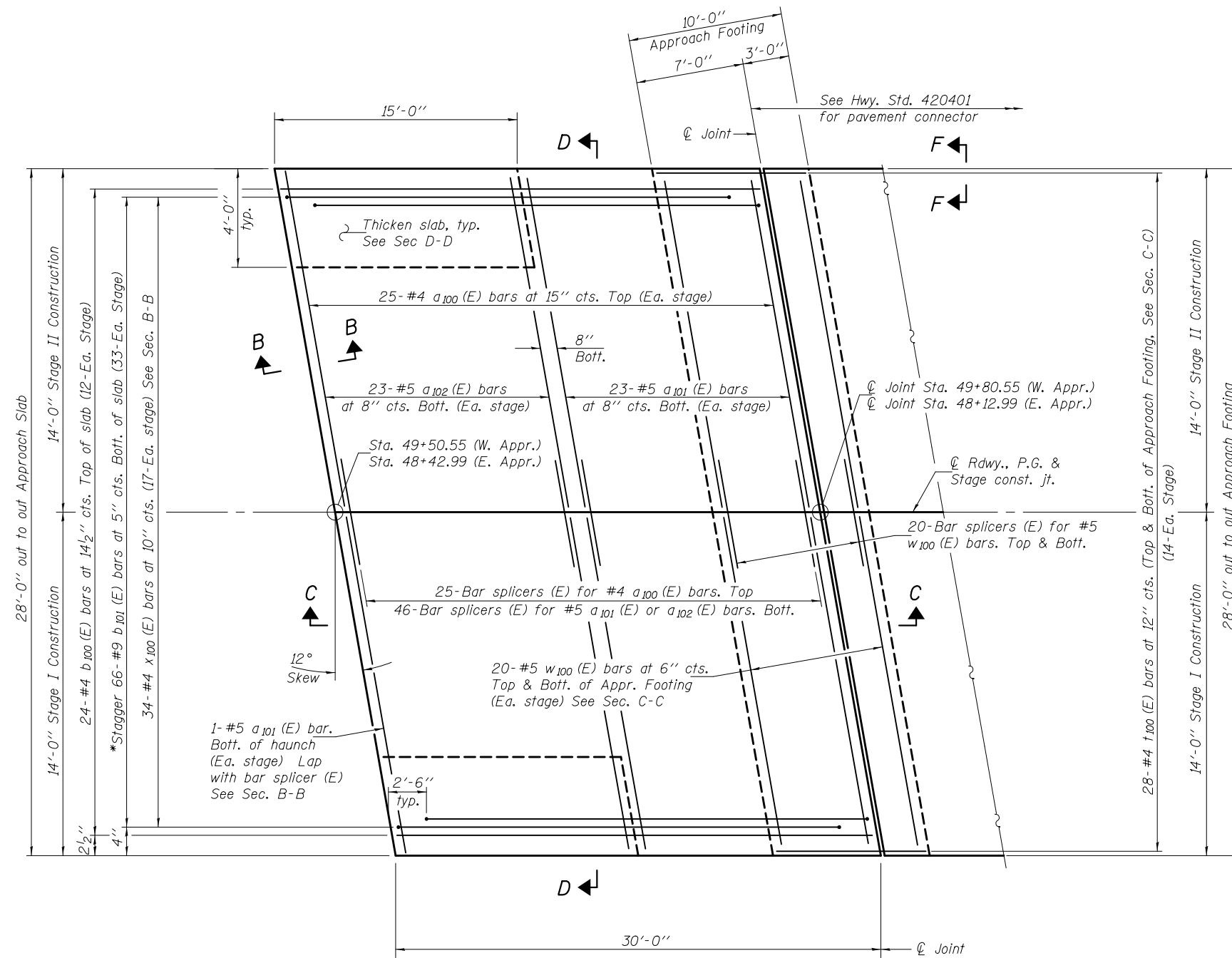
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 053-0157**

SHEET NO. 9 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A18	

Notes:
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2' for installation purposes. See sheet 11 of 18 for Sections C-C and D-D. a₁₀₀ (E) thru a₁₀₂ (E) bar spacings measured along \varnothing Rdwy.

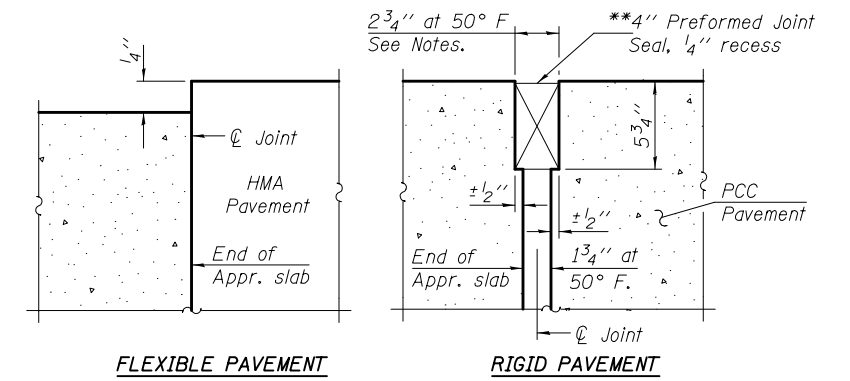
** Cost included with Concrete Superstructure.



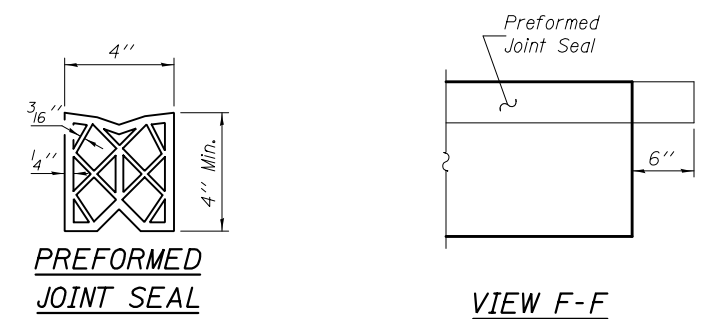
PLAN

(West approach shown - East approach similar by 180° rotation)

*Tilt #9 b₁₀₁ (E) bars as required to maintain clearance.

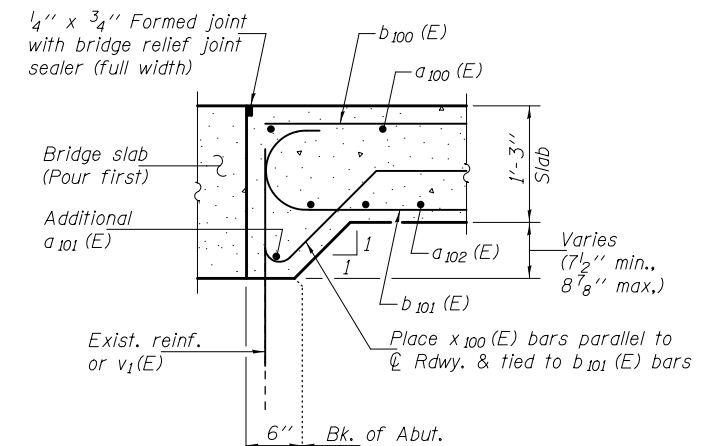


DETAIL A



PREFORMED JOINT SEAL

VIEW F-F



SECTION B-B

Horizontal dimensions are at right L's

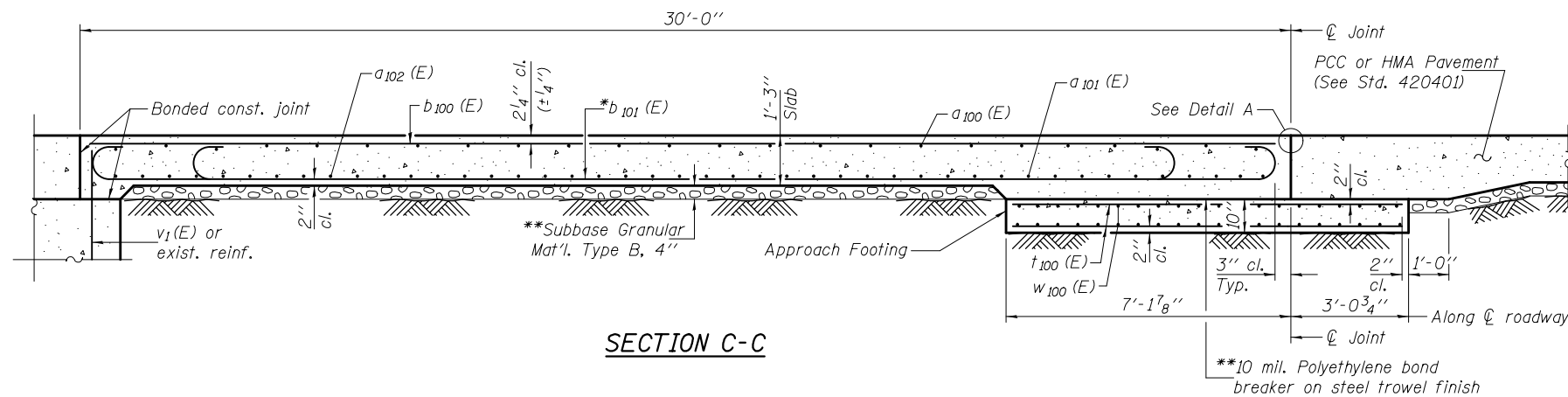
DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - PSJ/ZTB		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0157**

SHEET NO. 10 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	31
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	



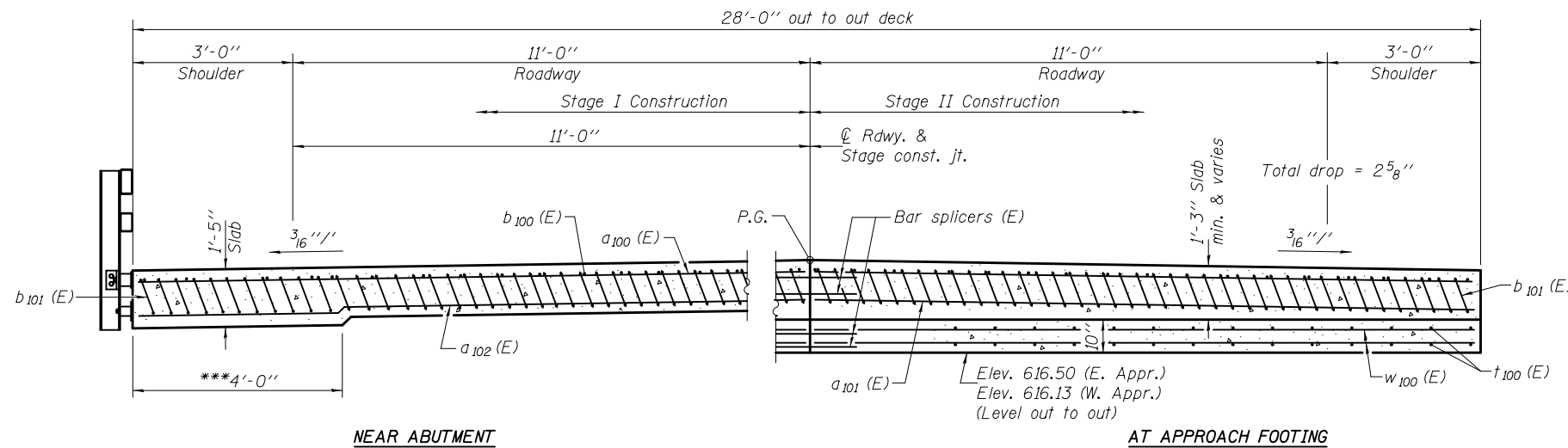
SECTION C-C

Notes:
 Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 For v₁(E) bar details, see sheet 13 of 18.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 16 of 18.
 Cost of excavation for approach footing included with Concrete Structures.
 For Detail A, see sheet 10 of 18.

*Tilt #9 b₁₀₁ (E) bars as required to maintain clearance.

**Cost included with Concrete Superstructure.

***To facilitate SM rail connection, shape the sub-base to provide an additional 2" of slab thickness in this region.



NEAR ABUTMENT

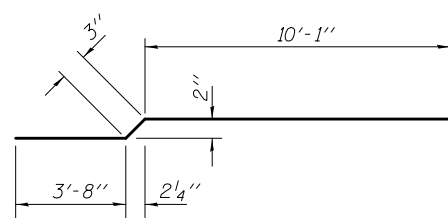
SECTION D-D

(See Plan for dimensions not shown)

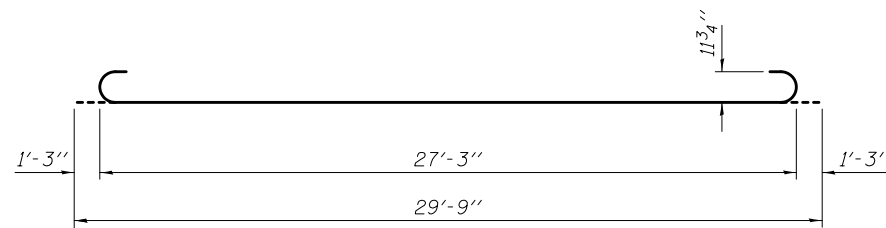
AT APPROACH FOOTING

**TWO APPROACHES
 BILL OF MATERIAL**

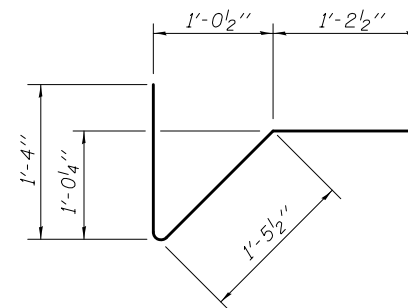
Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	100	#4	14'-0"	—
a ₁₀₁ (E)	96	#5	14'-0"	—
a ₁₀₂ (E)	92	#5	14'-0"	—
b ₁₀₀ (E)	48	#4	29'-8"	—
b ₁₀₁ (E)	132	#9	29'-9"	—
t ₁₀₀ (E)	112	#4	9'-10"	—
w ₁₀₀ (E)	160	#5	14'-0"	—
x ₁₀₀ (E)	68	#4	4'-0"	—
Concrete Superstructure			Cu. Yd.	82.5
Concrete Structures			Cu. Yd.	17.7
Reinforcement Bars, Epoxy Coated			Pound	21240



BAR a₁₀₂ (E)



BAR b₁₀₁ (E)



BAR x₁₀₀ (E)

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED - *Joanne F. [Signature]*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED - *Carl [Signature]*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

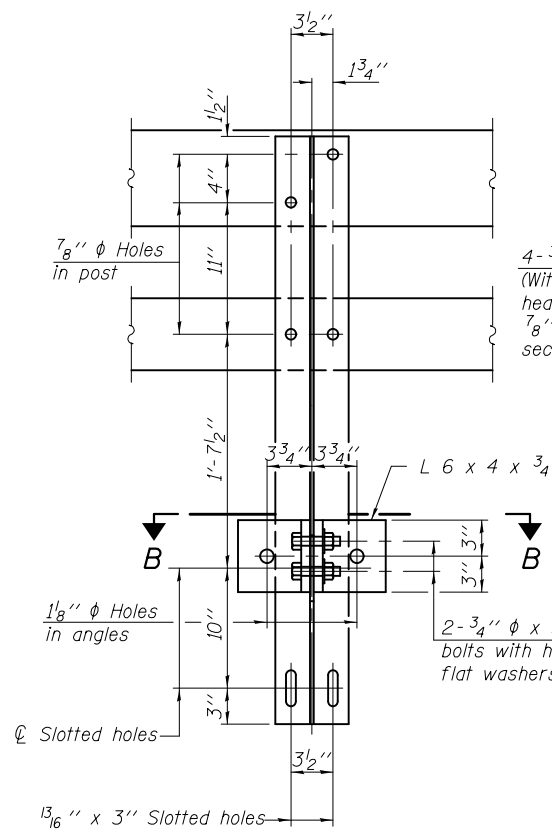
DATE - OCTOBER 16, 2014
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

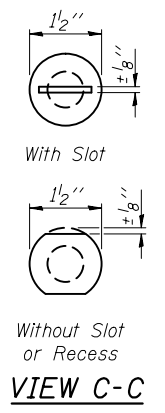
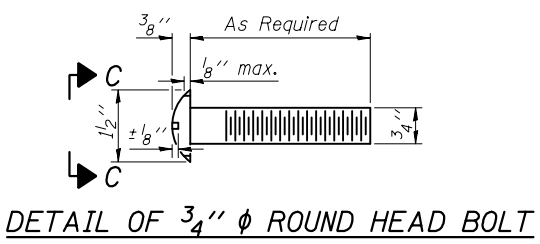
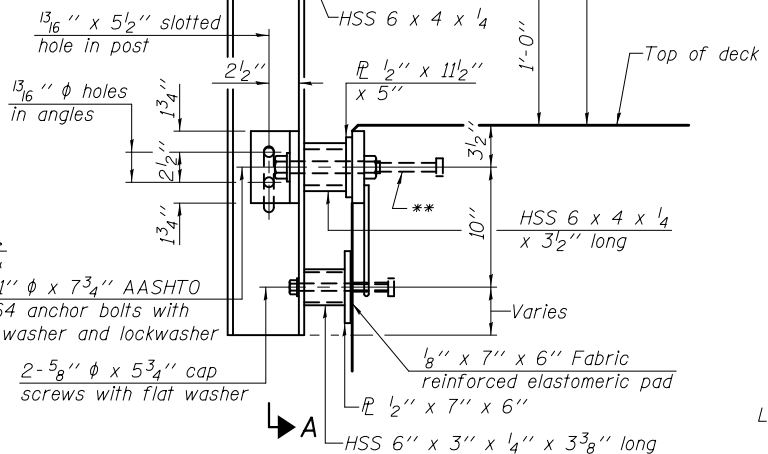
**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0157**

SHEET NO. 11 OF 18 SHEETS

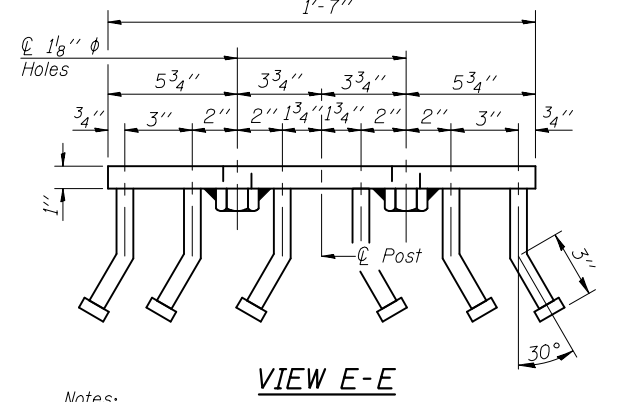
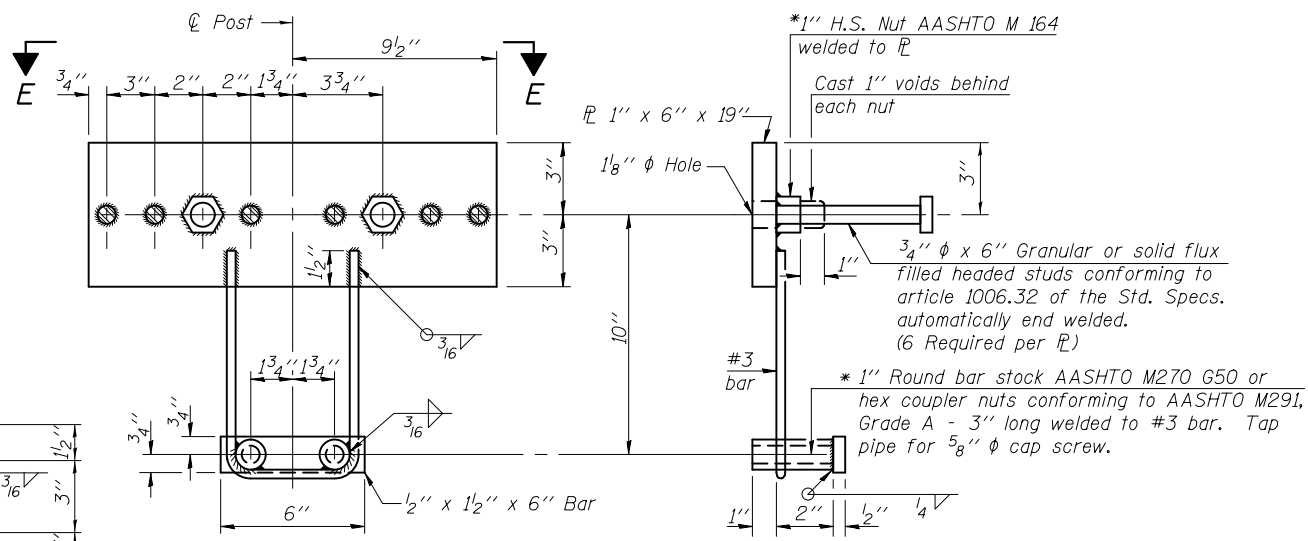
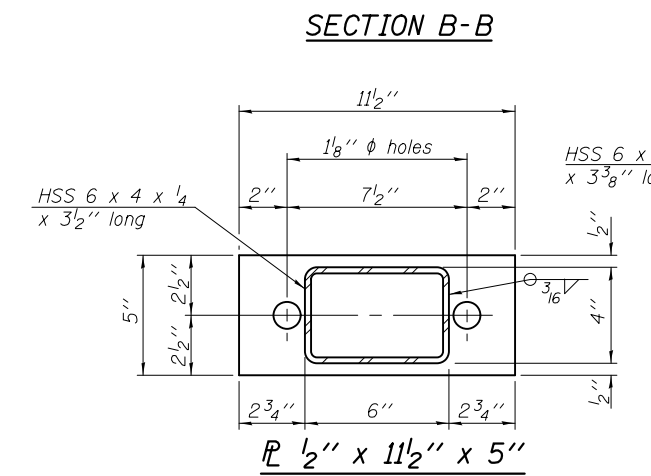
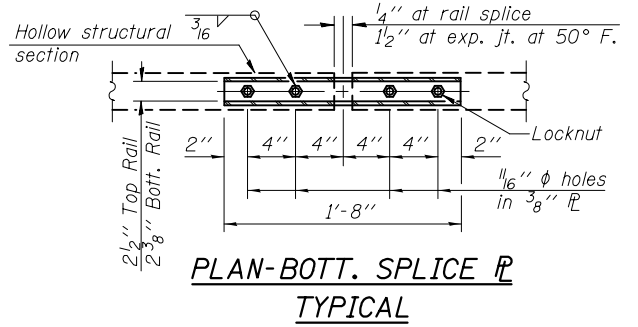
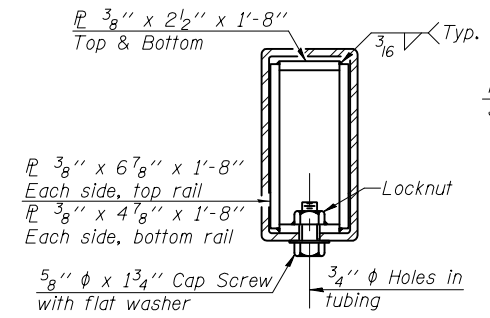
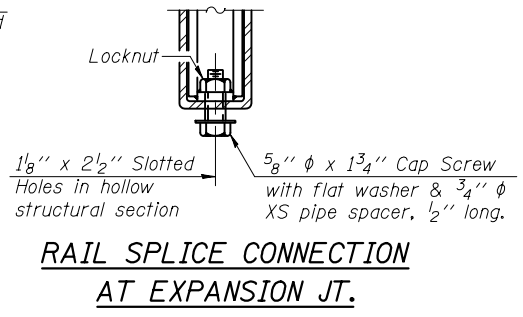
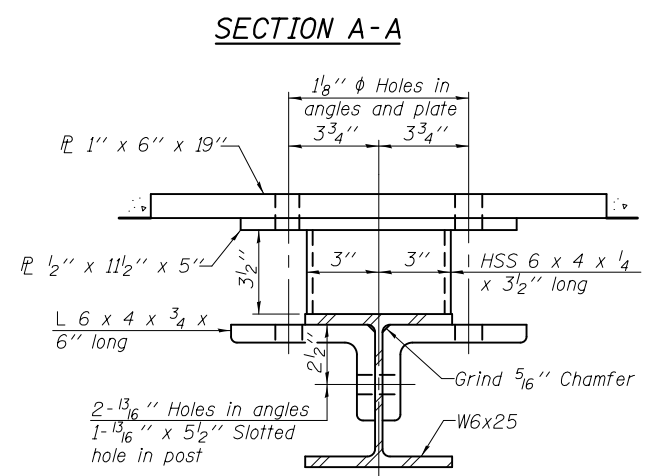
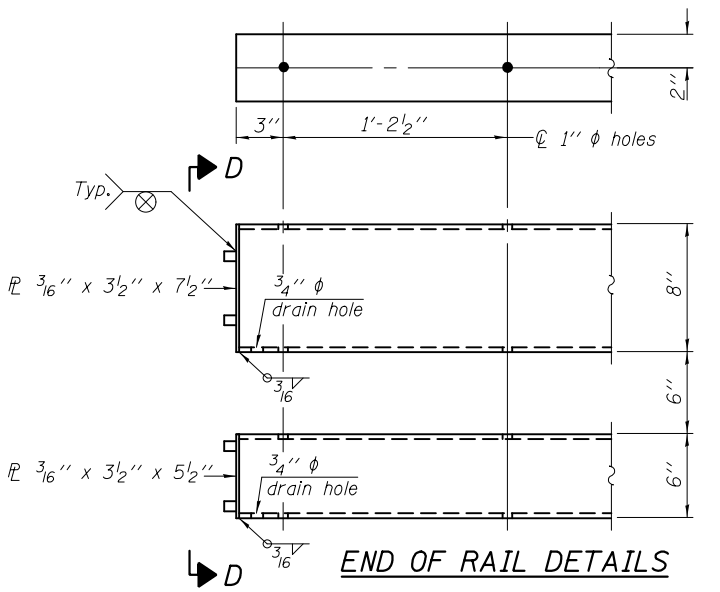
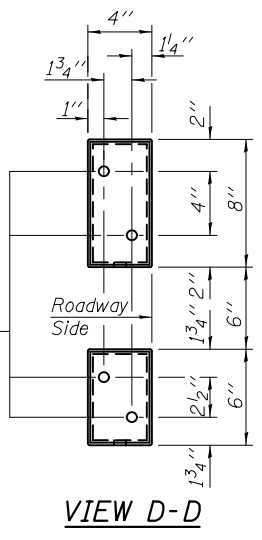
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	32
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A18	



4- 3/4" φ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 7/8" φ holes in hollow structural section may be drilled in the field.



φ - 5/8" reduced base welded studs. Provide 4- 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032.



Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.
 Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 ** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	280

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISIONS
DRAWN - h.t. duong		
CHECKED - PSJ/ZTB		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

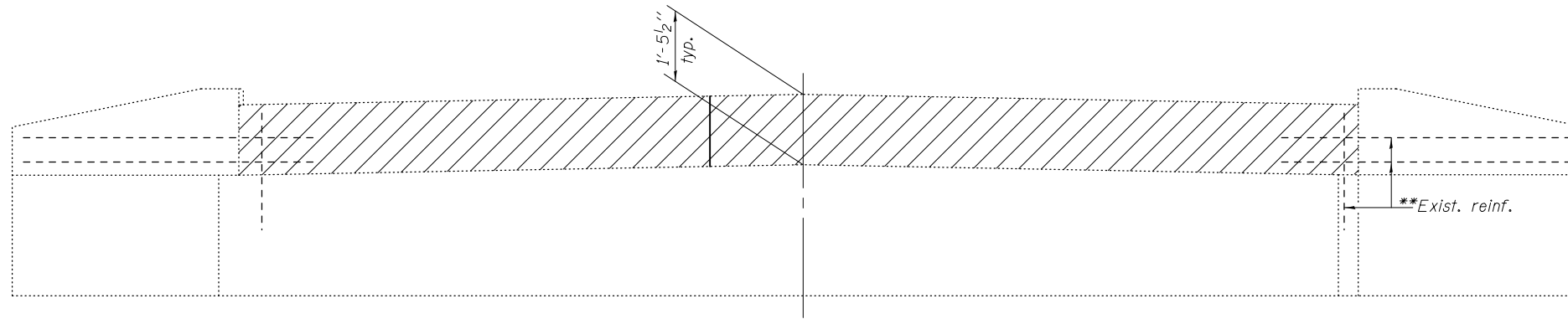
STEEL RAILING, TYPE SM
 STRUCTURE NO. 053-0157

F.A.S. RTE. 370	SECTION (102BR)BR	COUNTY LIVINGSTON	TOTAL SHEETS 65	SHEET NO. 33
CONTRACT NO. 66A18				

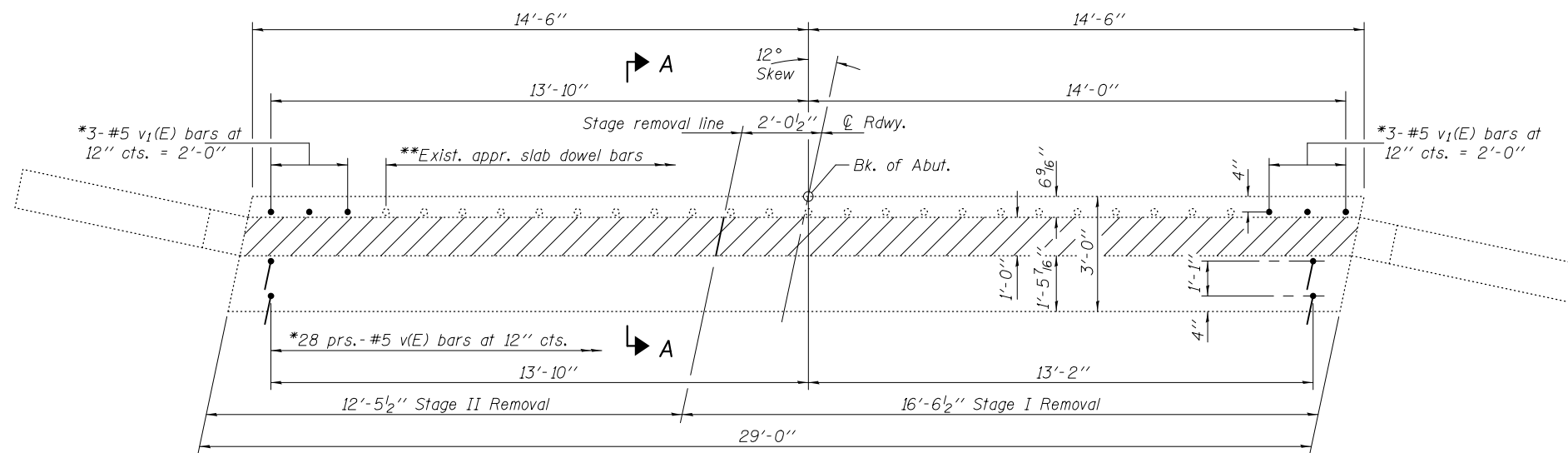
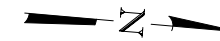
SHEET NO. 12 OF 18 SHEETS

ILLINOIS FED. AID PROJECT

*Spacing shown is intended to miss locations of exist. stirrup bars. Adjust in field as needed. Epoxy grout according to Section 584 of the Standard Specifications.
 **Existing reinforcement shall be cleaned and incorporated into new construction. Cost included in Concrete Removal.

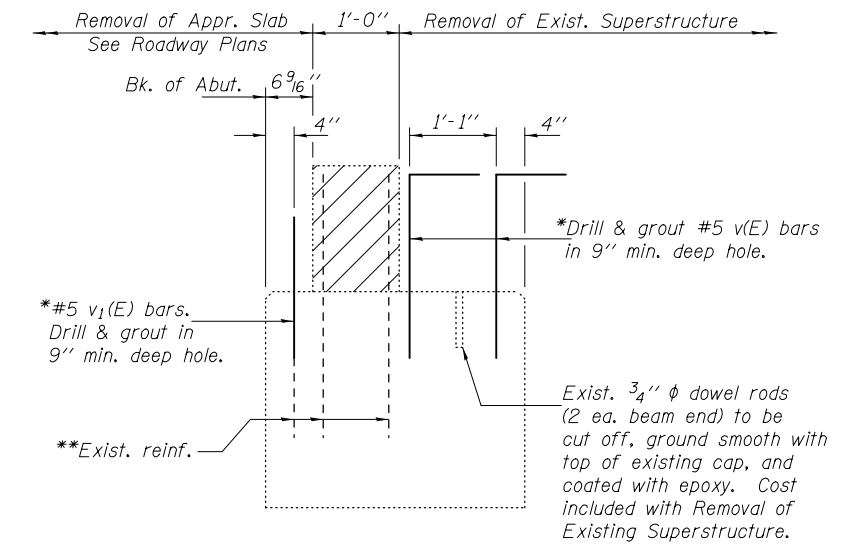


ELEVATION - WEST ABUTMENT
 (Looking West - East Abut. similar)



PLAN

LEGEND

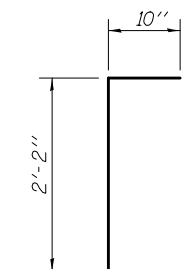


SECTION A-A

Horizontal dimensions are at right L's

**TWO ABUTMENTS
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
v(E)	112	#5	3'-0"	
v1(E)	12	#5	1'-9"	
Concrete Removal			Cu. Yd.	3.1
Reinforcement Bars, Epoxy Coated			Pound	370



BAR v(E)

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

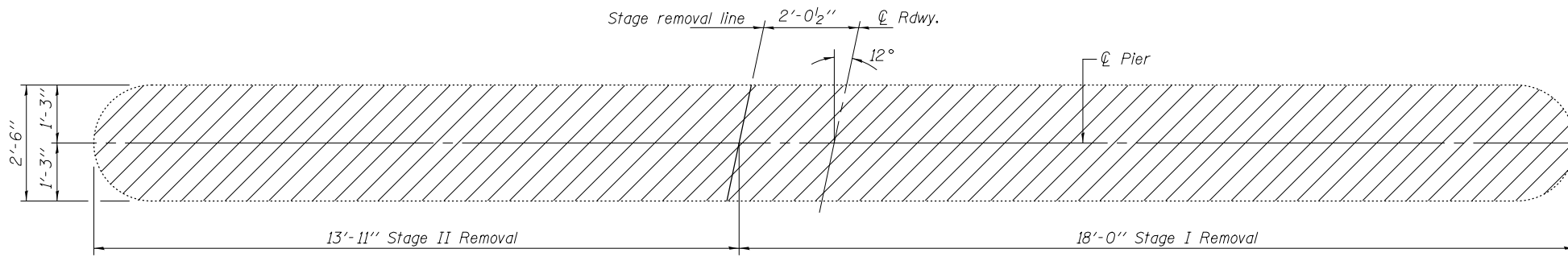
DATE - OCTOBER 16, 2014
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

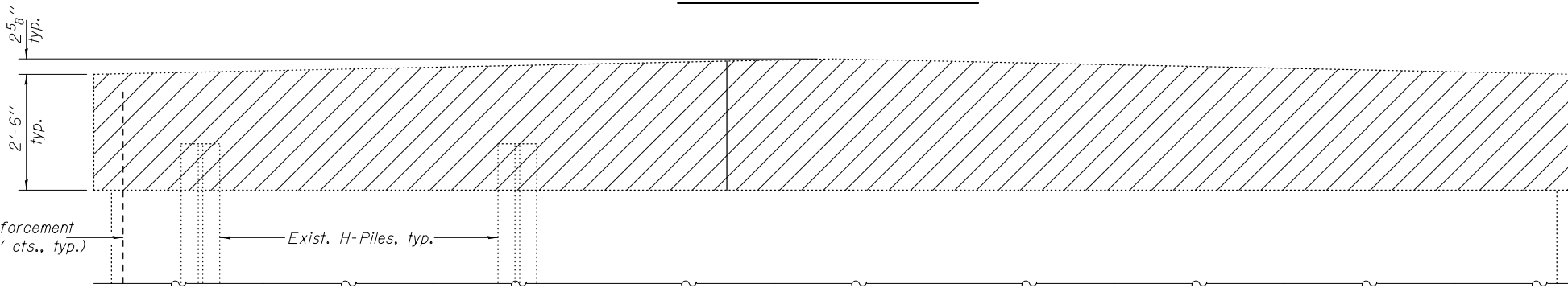
**EXISTING ABUTMENT DETAILS
 STRUCTURE NO. 053-0157**

SHEET NO. 13 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A18	



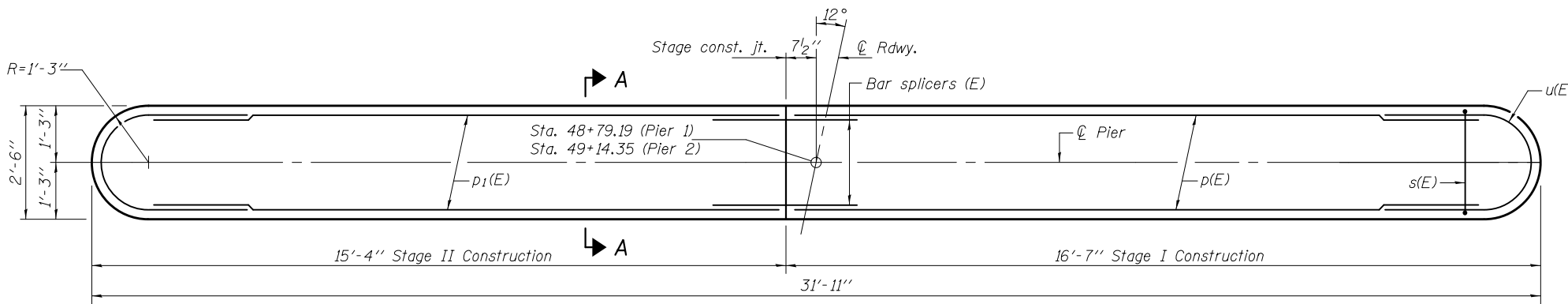
PLAN - SHOWING REMOVAL



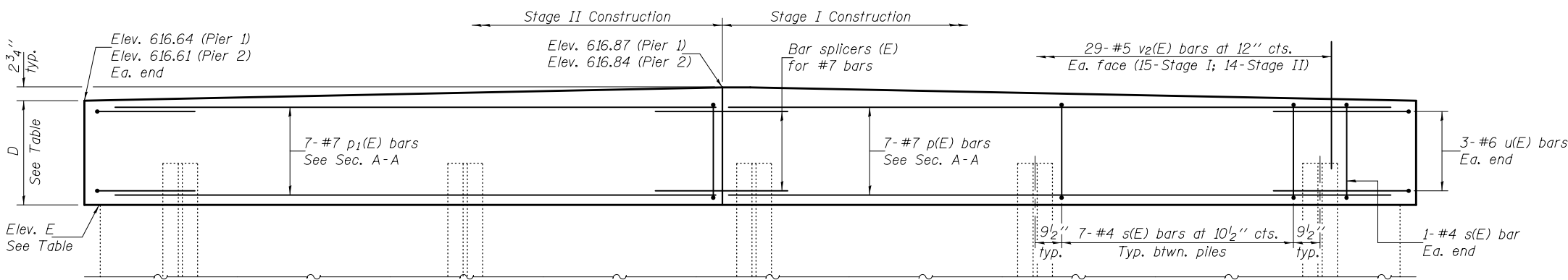
ELEVATION - SHOWING REMOVAL

(Looking West)

*Existing reinforcement shall be cleaned and incorporated into new construction. Cost included in Concrete Removal.



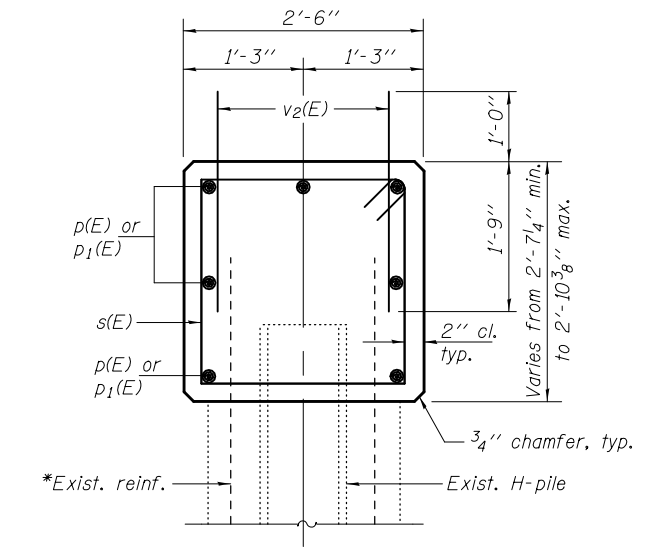
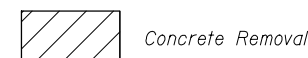
PLAN



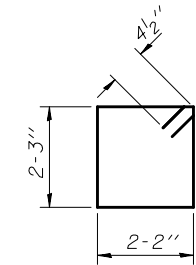
ELEVATION

(Looking West)

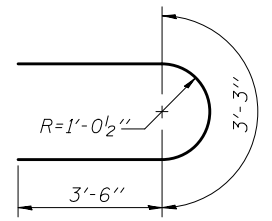
LEGEND



SECTION A-A



BAR s(E)



BAR u(E)

TABLE

Location	Dim. D	Elev. E
Pier 1 (South)	2'-7 1/4"	614.04
Pier 1 (North)	2'-7 1/2"	614.01
Pier 2 (South)	2'-7 3/8"	614.00
Pier 2 (North)	2'-7 5/8"	613.97

**TWO PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
p(E)	14	#7	15'-0"	—
p1(E)	14	#7	13'-9"	—
s(E)	60	#4	9'-7"	□
u(E)	12	#6	10'-3"	U
v2(E)	116	#5	2'-9"	—
Concrete Removal			Cu. Yd.	15.2
Concrete Structures			Cu. Yd.	15.6
Reinforcement Bars, Epoxy Coated			Pound	1,720

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

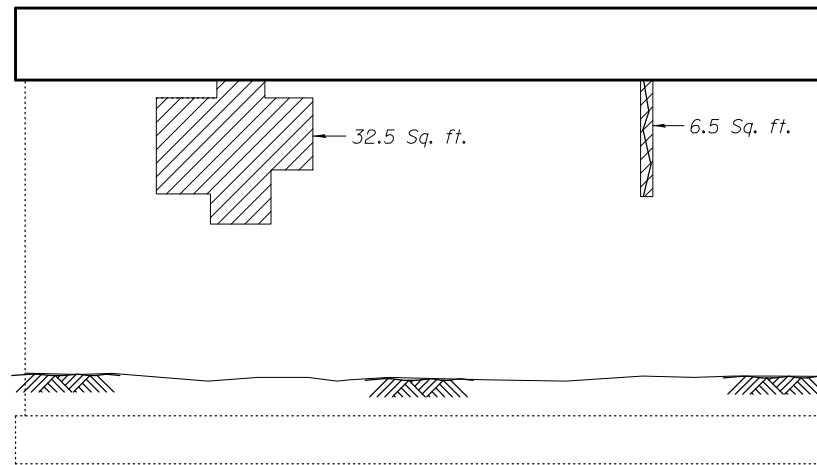
DATE - OCTOBER 16, 2014
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

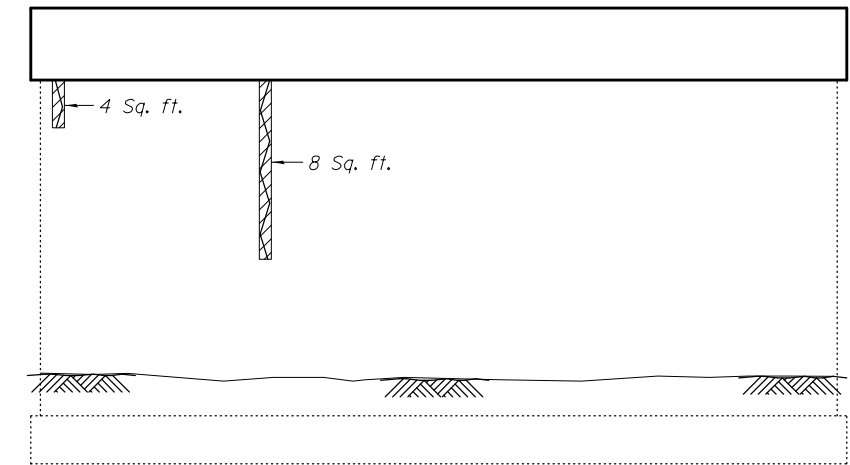
**EXISTING PIER DETAILS
 STRUCTURE NO. 053-0157**

SHEET NO. 14 OF 18 SHEETS

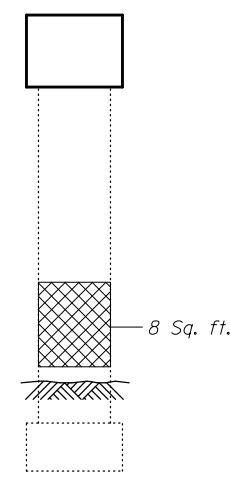
F.A.S. RT.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 370 (102BR)BR LIVINGSTON 65 35
 CONTRACT NO. 66A18
 ILLINOIS FED. AID PROJECT



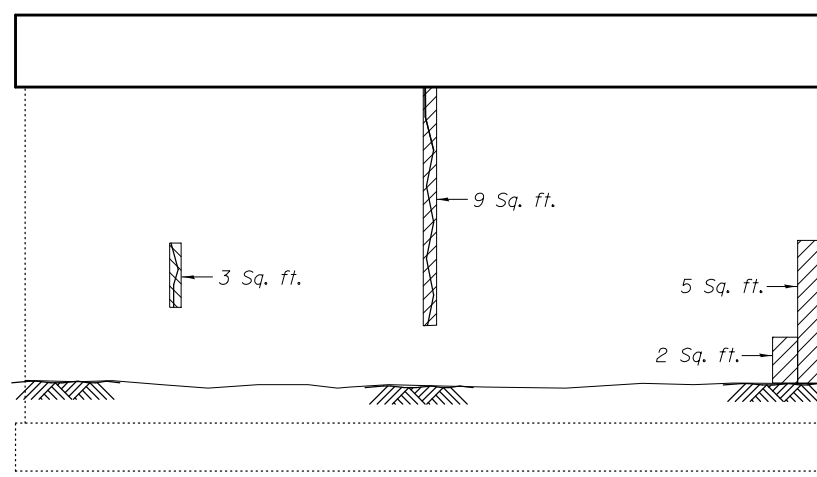
ELEVATION - PIER 1
(West face)



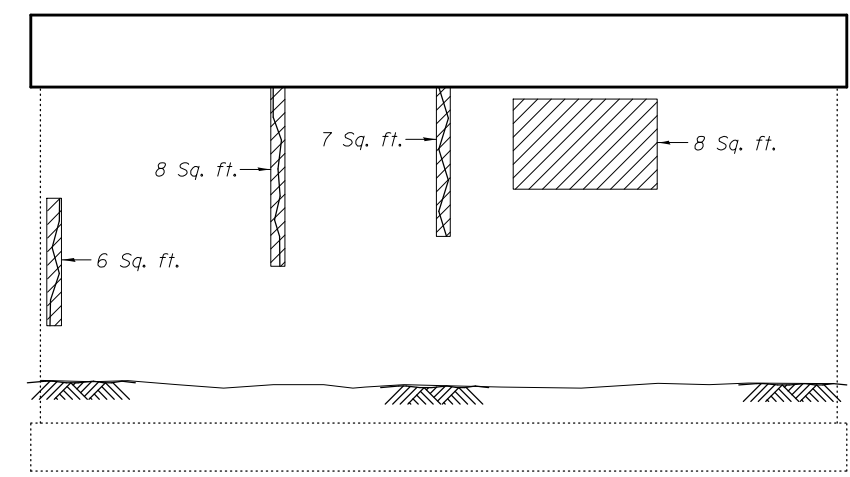
ELEVATION - PIER 1
(East face)



SOUTH END - PIER 2



ELEVATION - PIER 2
(West face)



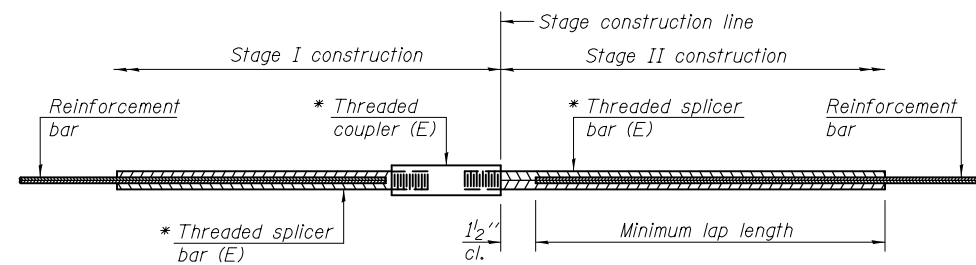
ELEVATION - PIER 2
(East face)

LEGEND

- Structural Repair of Concrete (Depth > 5")
- Structural Repair of Concrete (Depth ≤ 5")

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth > 5")	Sq. Ft.	8
Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.	99



STANDARD BAR SPLICER ASSEMBLY

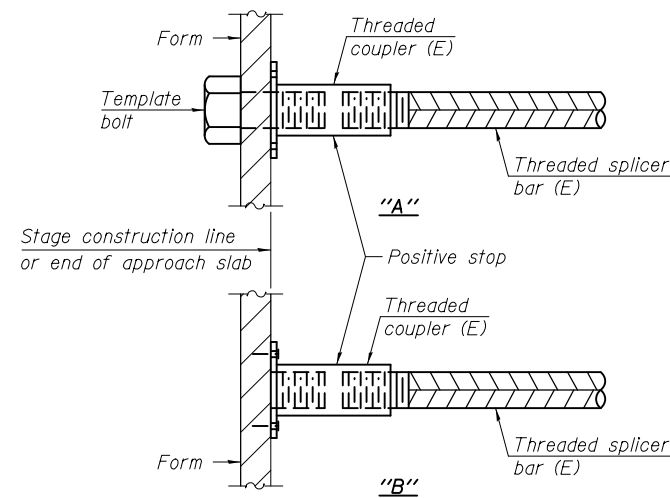
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

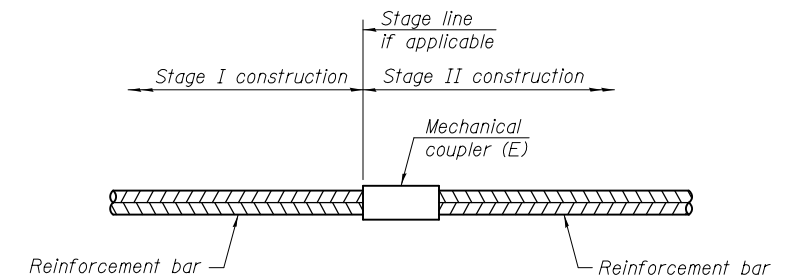
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
a(E) Top (Deck)	#6	102	6
a(E) Boff. (Deck)	#6	200	5
a ₁ (E) Top (Deck)	#5	40	4
a ₁ (E) Boff. (Deck)	#5	8	3
a ₁₀₀ (E) (Appr.)	#4	50	4
a ₁₀₁ (E) (Appr.)	#5	48	3
a ₁₀₂ (E) (Appr.)	#5	46	3
p(E) & p ₁ (E) (Pier)	#7	14	4
w ₁₀₀ (E) (Footing)	#5	80	3



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

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.

DESIGNED - Paul S. Johnson
 CHECKED - Zachary T. Bulva
 DRAWN - h.t. duong
 CHECKED - PSJ/ZTB

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 16, 2014
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 053-0157

SHEET NO. 16 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	37
CONTRACT NO. 66A18				ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 9/14/10

ROUTE Long Point Rd. (FAS 370) DESCRIPTION Long Point Rd. over Long Point Creek, 0.9 miles West of IL 23 LOGGED BY Larry Myers

SECTION (102 BR)BR LOCATION SW 14, SEC. 2, TWP. 29N, RNG. 3E, Latitude, Longitude

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-0157 (Exist.) Station 48+96.77
BORING NO. 1 (S.W. Quad.) Station 49+65 Offset 7.5 ft LT.
Ground Surface Elev. 618.18 ft (ft) (6") (tsf) (%)

Surface Water Elev. 603.95 ft
Stream Bed Elev. 603.46 ft
Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. ft

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	UCS (%)	Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	UCS (%)
Augered Bituminous Pavement, Black, Gray & Green Silty Clay Fill	0-10				Hard Gray Silty Clay Loam Till (continued)	10			
	12					12	9.6		11
	16					16			
	615.68								
Stiff Black & Gray Silty Clay Fill	2			23		8			
	3	1.5				11	6.6		11
	3	P				14	S		
	-5					-25			
	2			31		6			
	1	1.0				9	8.5		11
	1	P				12	S		
	2			19		7			
	3	1.5				10	8.1		11
	3	P				13	S		
Stiff Black to Dark Gray Silty Clay	-10					-30			
	2			24		6			
	3	1.5				8	8.1		12
	3	P				12	S		
	2			24		8			
	3	1.6				12	9.7		13
	3	B				16	S		
Hard Gray and Brown Silty Clay with Layers of Silt	3			18		8			
	5	4.2				11	8.1		14
	7	S				15	S		
	10					580.68			
	10			19		9			
	10	4.8				18	>4.5		14
	12	S				27	P		
Hard Gray Silty Clay Loam Till	-20					578.68			
									-40

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



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 9/14/10

ROUTE Long Point Rd. (FAS 370) DESCRIPTION Long Point Rd. over Long Point Creek, 0.9 miles West of IL 23 LOGGED BY Larry Myers

SECTION (102 BR)BR LOCATION SW 14, SEC. 2, TWP. 29N, RNG. 3E, Latitude, Longitude

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-0157 (Exist.) Station 48+96.77
BORING NO. 1 (S.W. Quad.) Station 49+65 Offset 7.5 ft LT.
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Surface Water Elev. 603.95 ft
Stream Bed Elev. 603.46 ft
Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. ft

Soil Description	Depth (ft)	Penetration (6")	Blow Count (tsf)	UCS (%)
Dense Gray Shale with Limestone Fingers (continued)	1004			8
Auger Refusal @ 41'				
End of Boring				
	-45			
	-50			
	-55			
	-60			

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)

DESIGNED -	EXAMINED	DATE - OCTOBER 16, 2014
CHECKED -	<i>Joanne F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN -	PASSED	REVISED
CHECKED -	<i>Carl Berger</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 053-0157**
SHEET NO. 17 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	38
			CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 9/15/10

ROUTE Long Point Rd. (FAS 370) DESCRIPTION Long Point Rd. over Long Point Creek, 0.9 miles West of IL 23 LOGGED BY Larry Myers

SECTION (102 BR)BR LOCATION SW 14, SEC. 2, TWP. 29N, RNG. 3E, Longitude, Latitude

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-0157 (Exist.) Station 48+96.77
BORING NO. 2 (N.E. Quad.) Station 48+28 Offset 10.0 ft Rt. Ground Surface Elev. 618.50 ft (ft) (6") (tsf) (%)

SOIL DESCRIPTION	DEPTH (ft)	BLOWS (6")	TSF	UCS (%)	DEPTH (ft)	BLOWS (6")	UCS (%)	MOISTURE (%)
Augered Bituminous Pavement, Gray & Black Silty Loam Fill	0-2				9			
	2-17				17	10.3	9	
	17-23				23	S		
616.00								
Soft to Medium Gray & Black Silty Loam Silty Clay Loam Fill	2-2		0.5	20	8			
	2-2		P		10	9.4	11	
	2-2				17	S		
	-5				-25			
	2-2		0.5	10	7			
	2-2		P		14	9.0	11	
	2-2				18	S		
611.50								
Medium Black to Dark Gray Silty Loam Silty Clay Loam	2-2		0.8	42	12			
	2-2		P		16	8.5	11	
	2-2				15	S		
609.00								
Medium Gray Silty Loam Silty Clay	-10				-30			
	1-1		1.0	28	8			
	2-3		P		14	8.7	11	
	3-3				16	S		
	1-1		0.8	21	8			
	2-2		P		12	8.5	12	
	2-2				15	S		
603.50								
Very Stiff Brown & Gray Silty Clay Loam Till with Silt Layers	1-3		2.0	18	7			
	3-4		P		12	8.7	12	
	4-4				16	S		
601.50								
Hard Brownish Gray Silty Clay Loam Till	8-12		9.0	9	11			
	12-18		S		33		12	
	18-20				50			
	-20				-40			

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



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 9/15/10

ROUTE Long Point Rd. (FAS 370) DESCRIPTION Long Point Rd. over Long Point Creek, 0.9 miles West of IL 23 LOGGED BY Larry Myers

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COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 053-0157 (Exist.) Station 48+96.77
BORING NO. 2 (N.E. Quad.) Station 48+28 Offset 10.0 ft Rt. Ground Surface Elev. 618.50 ft (ft) (6") (tsf) (%)

SOIL DESCRIPTION	DEPTH (ft)	BLOWS (6")	TSF	UCS (%)
6" Black Coal over Dense Gray Blocky Shale (continued)	21-23	47		13
	23-577.00	1005		
End of Boring				
	-45			
	-50			
	-55			
	-60			

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)

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 16, 2014
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 053-0157**

SHEET NO. 18 OF 18 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102BR)BR	LIVINGSTON	65	39
CONTRACT NO. 66A18			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

F.S. ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
370	102 BR	LIVINGSTON	65	40

P-93-049-79

PLANS FOR PROPOSED
FEDERAL-AID SECONDARY PROJECT

F.A.S. ROUTE 370 (LONG POINT RD.)
SECTION 102 BR, PROJECT ACBRS-0370(101)
LIVINGSTON COUNTY

C-93-032-85

INDEX OF SHEETS

SHEET NO	ITEM
1	COVER SHEET
2	TYPICAL SECTIONS, TAPERS & DETAILS
3	SUMMARY OF QUANTITIES & GENERAL NOTES
4	ROAD CLOSURE DETAILS
5	ROADWAY PLAN & PROFILE SHEET
6-7	ROADWAY X-SECTIONS
8-12	BRIDGE PLANS

STANDARDS

1086-4	SYMBOLS AND ABBREVIATIONS
1113-2	NAME PLATE FOR BRIDGES
2230-34	STEEL PLATE BEAM GUARDRAIL
2239-7	WIDENING AND SHOULDERS FOR PAVEMENT RESURFACING
2288-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2300-3	FLASHER TRAFFIC CONTROL SIGN
2302-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
	TWO-LANE, TWO-WAY, RURAL, DAY OR NIGHT
2303-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
	TWO-LANE, TWO-WAY, RURAL, DAY
2336-4	TRAFFIC BARRIER TERMINAL, TYPE I AND IA
2382-2	BRIDGE APPROACH PAVEMENT
2390	TYPICAL PAVEMENT MARKINGS
2426	PAVEMENT PATCHING

DESCRIPTION OF IMPROVEMENT
SECTION 102 BR: THIS SECTION IMPROVEMENT CONSISTS OF THE REMOVAL OF THE EXISTING BRIDGE, CONSTRUCTION OF A NEW 3-SPAN 17' PPC DECK BEAM BRIDGE WITH 2' BACK-TO-BACK ADJUSTMENTS AND 25'-0" OUT-TO-OUT OF RAILS. EXISTING APPROACH ROADWAY WIDENING AND RESURFACING INCLUDING GUARDRAIL INSTALLATION.

MICROFILMED
REEL NUMBER
AWARDED 9-13-88
RESIDENT ENGINEER JAMES THREAOULL
AS BUILT CHANGES WERE MADE ON THE FOLLOWING SHEETS

CONTRACT NO. 44245

LONG POINT TOWNSHIP

LIVINGSTON COUNTY SECTION 102 BR F.A.S. 370 DIKICJ - SCHMIDT



GROSS LENGTH OF IMPROVEMENT = 358.5 FT. = 0.068 MILES
NET LENGTH OF IMPROVEMENT = 358.5 FT. = 0.068 MILES



LOCATION OF SECTION INDICATED THUS -
MAJOR COLLECTOR 1985 ADT 625

AS BUILT

FOR UTILITY INFORMATION

CALL J.U.L.I.E.
PHONE 800-892-0123

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

DATE: JUNE 3 1988

DESIGNED: R.H. Blasius

DRAWN: Gary D. Gould

CHECKED: J.W. Williams

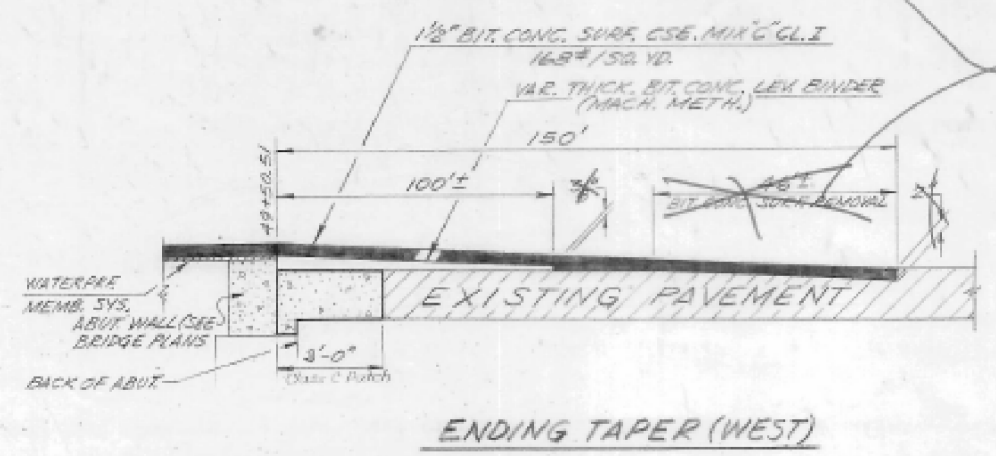
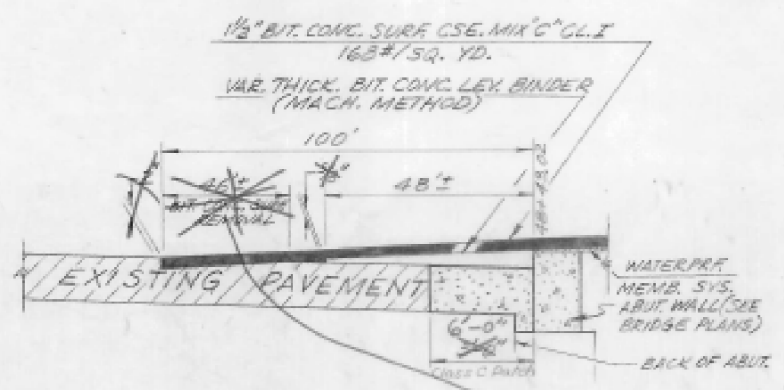
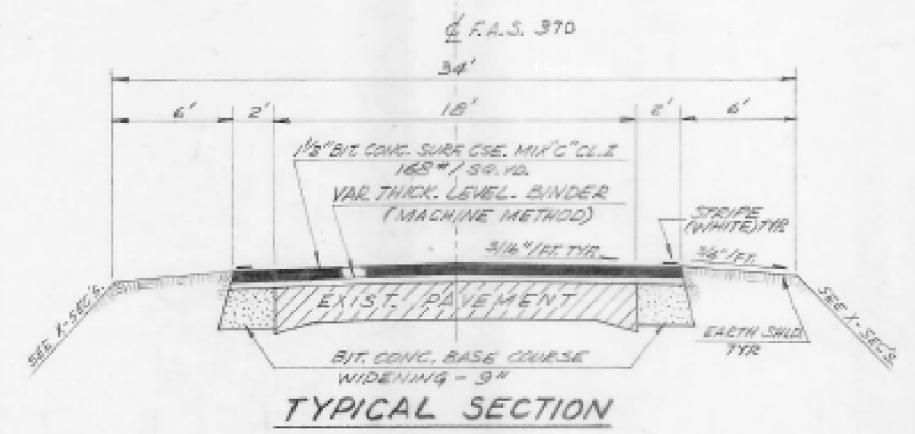
APPROVED: J.W. Williams

*The acceptance of this project is based on the minimal design criteria for a Bridge Replacement & Rehabilitation Type Improvement.

FILE NAME : c:\pwwork\pwwork\schwankerg\d0179226\0866A18-existing-bridge-plans.dgn	USER NAME : Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	370	(102 BR)BR	LIVINGSTON	65	40
		CHECKED -	REVISED -		CONTRACT NO. 66A18											
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT											

FOR INFORMATION ONLY

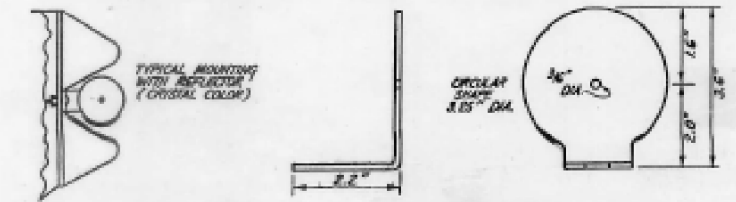
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.S. 370	102 BR	LIVINGSTON	12	2
F.W.A. REG. 4 ILLINOIS PROJECT				



BUTT JOINT NOT USED PAVEMENT FETTERED INTO EXISTING @ APPROX 1/2"

NOTES:

- BRACKET IS TO BE FABRICATED FROM 10 GA. (MIN.) STEEL GALVANIZED BY ACCORDANCE WITH AASHTO M 118.
- INSTALL AT MAXIMUM 20' INTERVALS.
- BRACKET "POST" SHALL BE PLACED BETWEEN THE BOLT HEAD AND THE PLATE WIDENER (IF PRESENT).
- BRACKETS SHALL NOT BE PLACED WITHIN 25' OF THE END OF A BREAK-AWAY CABLE TERMINAL (BCT) SECTION OR WITHIN AN EQUIVALENT SPACE.

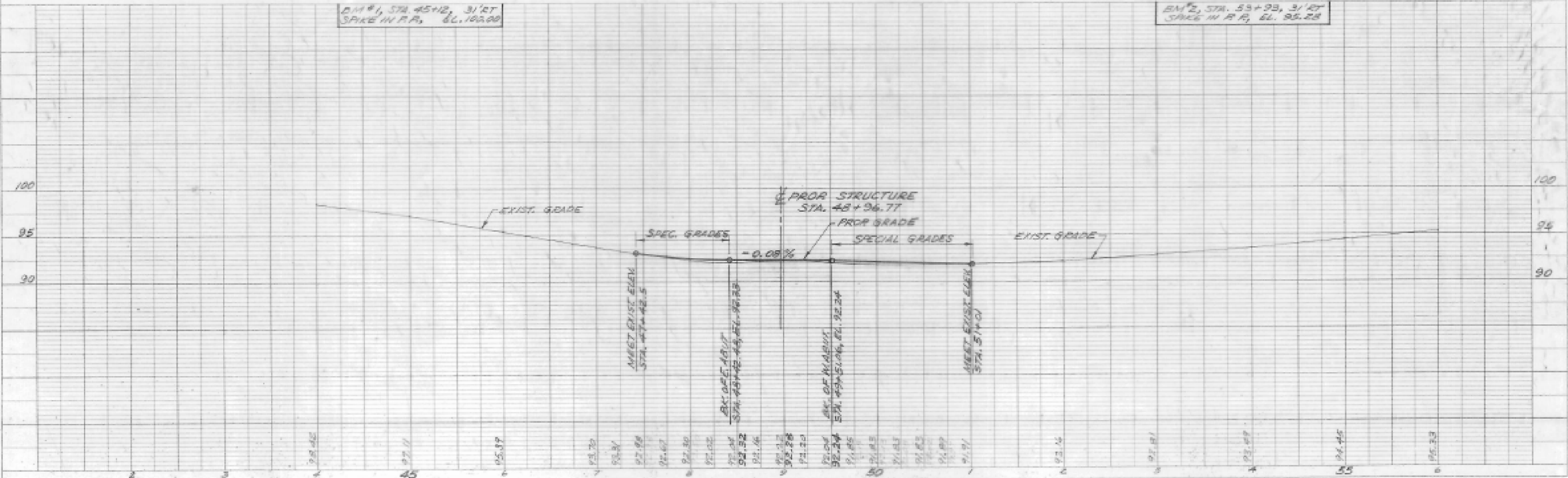
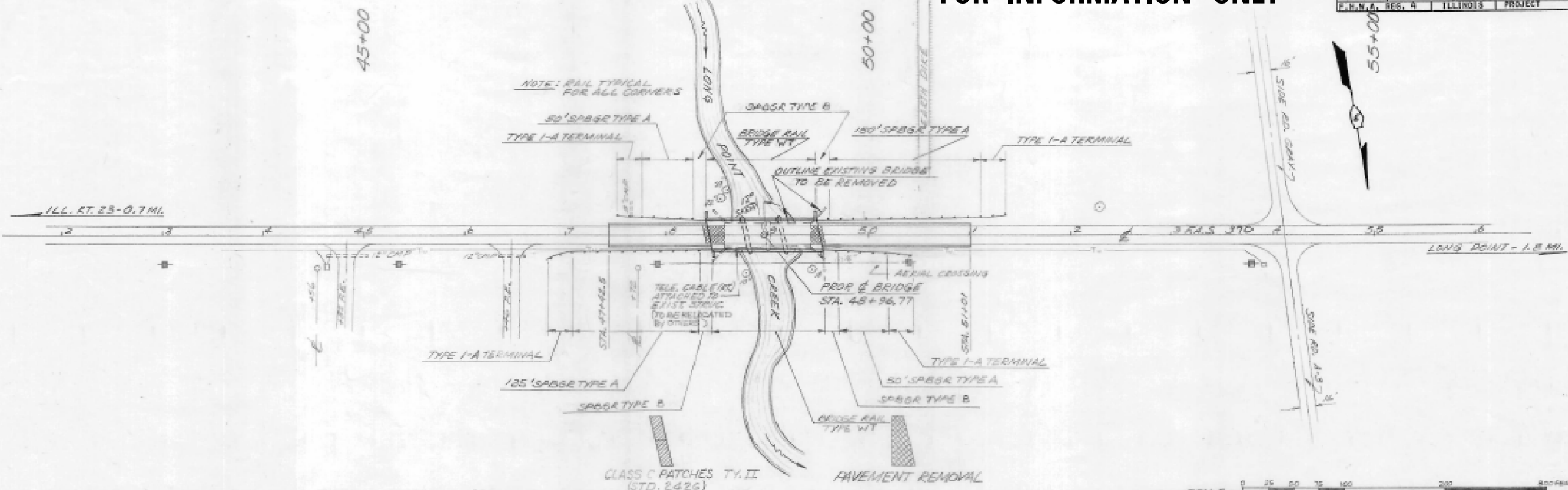


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT THREE	
PREPARED BY:	<i>Andrew Sankia</i> DISTRICT ENGINEER OF DESIGN
DATE:	June 2, 1988
EXAMINED BY:	<i>Edward J. [unclear]</i> DISTRICT ENGINEER OF CONSTRUCTION
	<i>Thelma J. [unclear]</i> DISTRICT ENGINEER OF MAINTENANCE
	<i>Edward M. [unclear]</i> DISTRICT ENGINEER OF MATERIALS
	<i>Edward P. [unclear]</i> DISTRICT ENGINEER OF TRAFFIC
	<i>R. D. [unclear]</i> DISTRICT ENGINEER OF PLANNING

DETAILS, TYPICAL SECTION & TAPERS
R15 3-88

FOR INFORMATION ONLY

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.S. 370	102 BR	LIVINGSTON	12	5
P.H.N.A. RES. 4 ILLINOIS PROJECT				



Bench Marks #1; Spike in power pole, 31 ft. right Sta. 45+12-assumed
Elevation = 100.00
Existing Structure: Built in 1927 as part of S.B.I. Rte. 118 as a R.C.D.G. 86'2" back to back abutments and 22'-0" face to face of rails. Portions of the existing structure are to be removed prior to the construction of a 3 span 17' R.R.G. Dr. Em. structure.
S.M. 053-0083
Traffic to be detoured.
No savings.

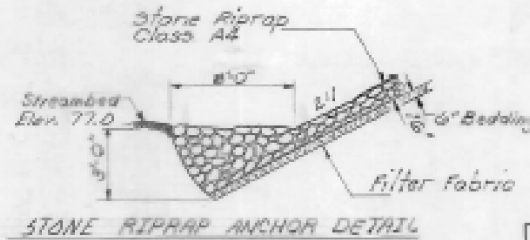
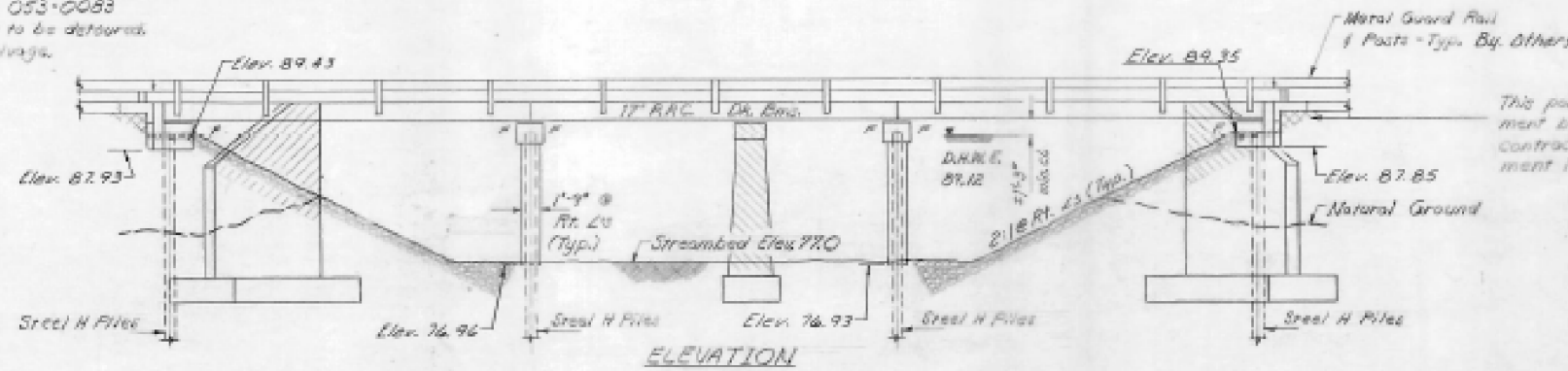
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION **FOR INFORMATION ONLY**

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
102BR	Livingston	12	8

5 SHEETS

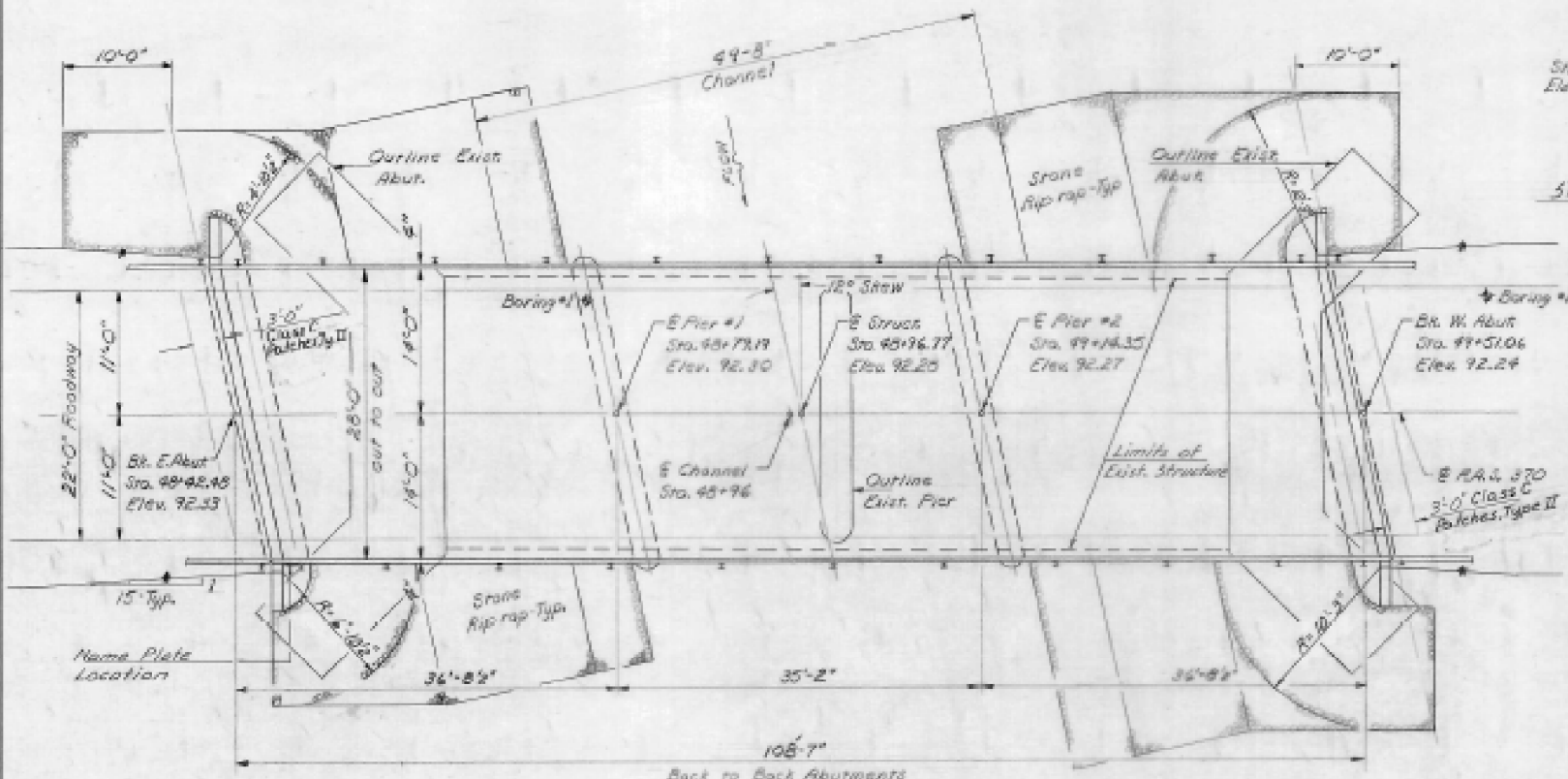
GENERAL NOTES

See Proposal for Boring Data.
Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
Layout of stone riprap may be varied in the field to suit ground conditions as directed by the Engineer.
The top surface of the beams shall be finished in accordance with Article 505.06 of the Standard Specification except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners, and the top edge of keys shall be rounded or chamfered a minimum of 1/4".
A Calcium Nitrite Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.
The contractor shall drive one steel HP10x42 test pile in a permanent location of the East Abutment as directed by the Engineer before ordering the remainder of piles.



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Bituminous Concrete Surface Course Class I	Tons	27		27
Precast Prestressed Concrete, Dr. Em. (P)	Sq. Ft.	2947		2947
Class I Concrete	Cu. Yds.	4.5	81.7	86.2
Reinforcement Bars	Lbs.		8170	8170
Waterproofing Membrane System	Sq. Yds.	334		334
Aluma Plates	Each	1		1
Removal of Existing Structures	Each		1	1
Test Piles - Steel (HP10x42)	Each		1	1
Driving Steel Piles (HP10x42)	Lin. Ft.		676	676
Portland Cement Mortar Facing Lsc.	Lin. Ft.	682		682
Steel Railings, Type NT	Lin. Ft.	211		211
Stone Riprap Class A4	Sq. Yds.		368	358
Furnishing Steel Piles (HP10x42)	Lin. Ft.		692	692
Class C Patches, Type II	Sq. Yds.	15		15
Structure Excavation	Cu. Yds.		151	151



DESIGN STRESSES
Precast Prestress Units
F_c = 5000 p.s.i.
F_c = 4000 p.s.i.
F_c = 27000 p.s.i. (Ground)
F_c = 18000 p.s.i. (1 1/2\"/>

STA. 48+96.77
BUILT 1927 BY
STATE OF ILLINOIS
F.A.S. RTE. 370 SEC. 102BR
LOADING HS20
STR. NO. 053-057

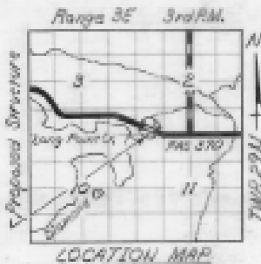
NAME PLATE
(See Std. 213)

WATERWAY INFORMATION

Flood	Reg. Yr.	C.F.S.	Opening Sq. Ft.		Max. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	30	4600	790	829	89.12	0.82	0.79	89.94	89.91
Base	100	5070	790	877	89.87	1.35	1.25	91.22	91.12
Overlapping	200	5250	790	955	90.45	1.63	1.65	91.83	92.1
Max. Conc.		500							

LOADING HS20-44
Design Specifications
1983 A.A.S.H.T.O.

Allow 25#/sq. ft. for future wearing surface.

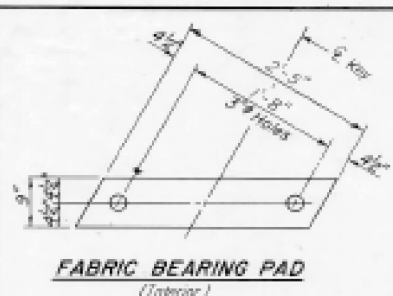


GENERAL PLAN
S.B.I. RTE. 118 OVER LONG POINT CREEK
F.A.S. RTE. 370 SEC. 102BR
LIVINGSTON COUNTY
STATION 48+96.77
STR. NO. 053-057

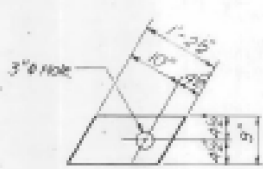
DESIGNED: David K. M. M...
CHECKED: Thomas D...
DRAWN: A. Sommer
REVISIONS: December 5, 1984

REVISED: TJD 1-3-85 REVISED: PMV 1-5-88

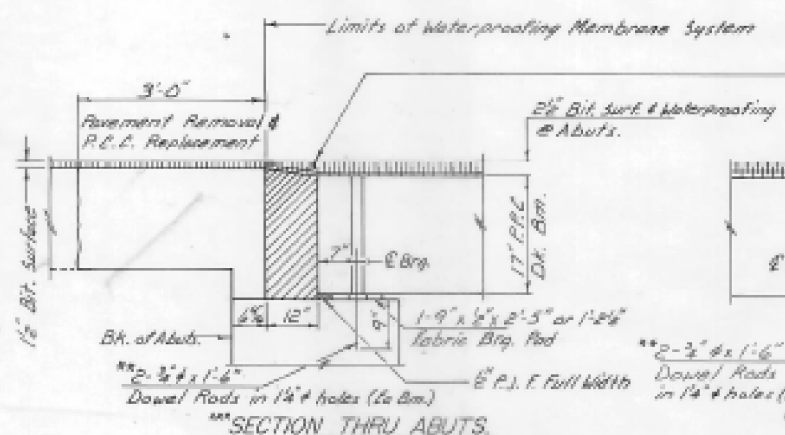
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
102 BR	LIVINGSTON	12	9



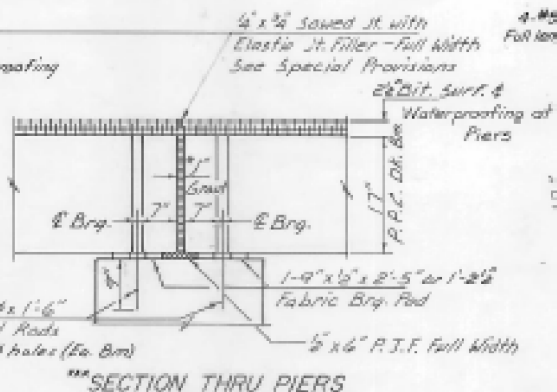
FABRIC BEARING PAD
(Interior)



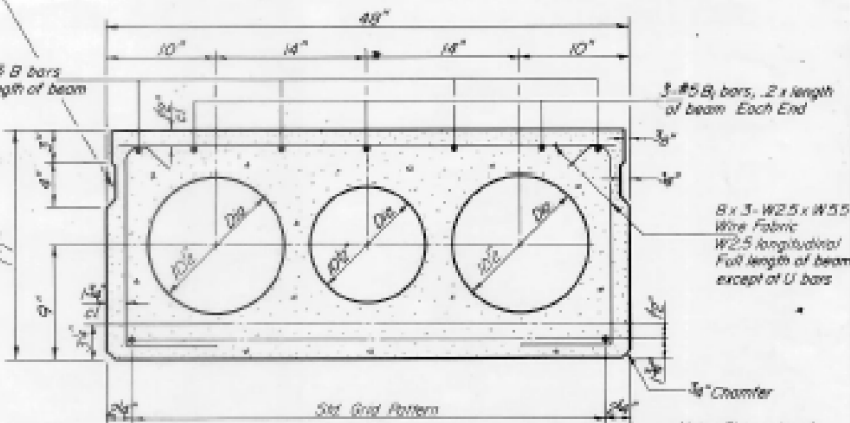
FABRIC BEARING PAD
(Exterior)



SECTION THRU ABUTS



SECTION THRU PIERS

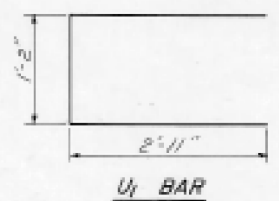


TYPICAL SECTION

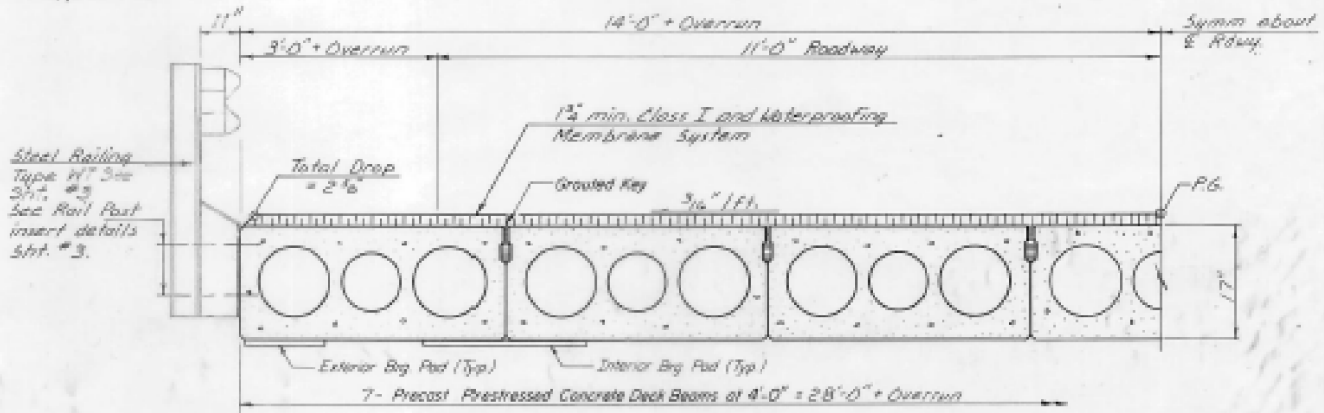
1/2" Strands, Each Strand Stressed to 28,900 Lbs.
11 - Strands 1 3/4" up.

1" Joint shall be packed with a very dry mix of 2-1 sand and P.C. mortar. This dimension may vary plus or minus to accommodate tolerance in beam lengths.
Dowel Rods to be grouted after beams are in place and allowed to cure (minimum 24 hrs.) prior to grouting the shear keys.

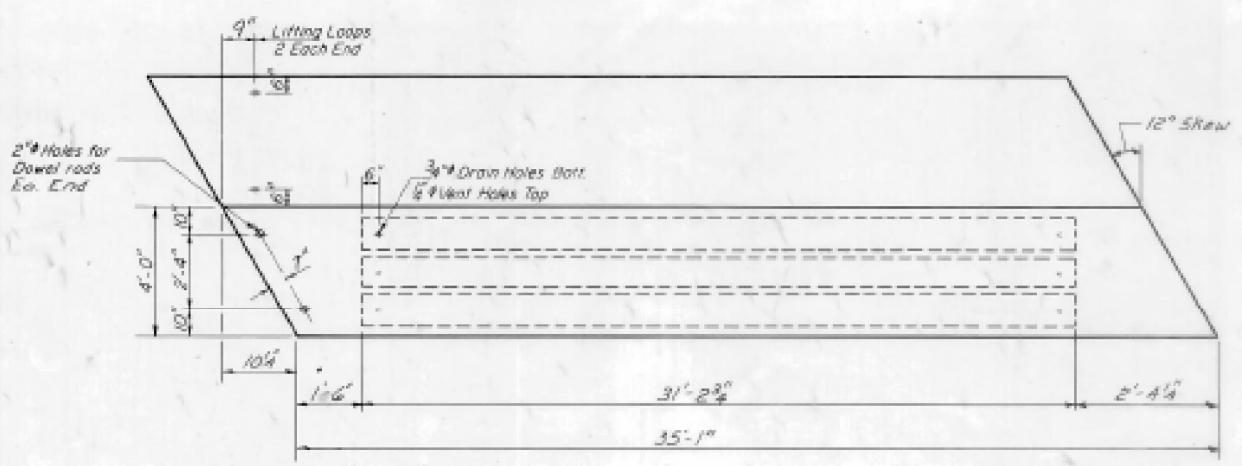
*** Dimensions of right angles



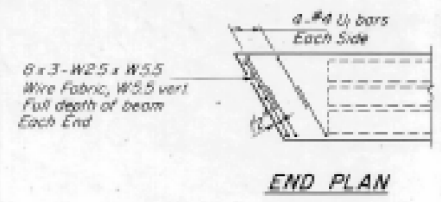
U1 BAR



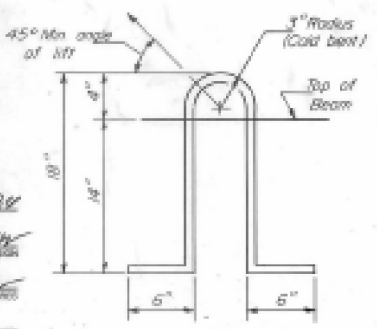
HALF CROSS SECTION



PLAN



END PLAN



LIFTING LOOP DETAIL

THREE SPANS
BILL OF MATERIAL

Bar	No	Size	Length	Shape
Precast Prestressed Concrete Deck Beams (17)		Sq Ft	2947	
Class X Concrete		Cu. Yd.	4.5	

NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq in. Lifting loops shall be 1/2" diameter, 6 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 2,000 lbs. or 2 - 5/8" - 270 ksi strands, as shown. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Reinforcement bars shall conform to AASHTO M-31, M-42, or M-53 Grade 60. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/2" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. A Calcium Nitrite Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f_{cr}, shall be 4800 psi. An equal substitution of the low-relaxation strands for the stress-relieved strands will be permitted. Hatched area to be poured after beams have been erected and joints grouted. Quantity of Class X Concrete billed on this sheet.

SUPERSTRUCTURE
F.A.S. RTE. 370 SEC. 102 BR
LIVINGSTON COUNTY
STA. 48+96.77

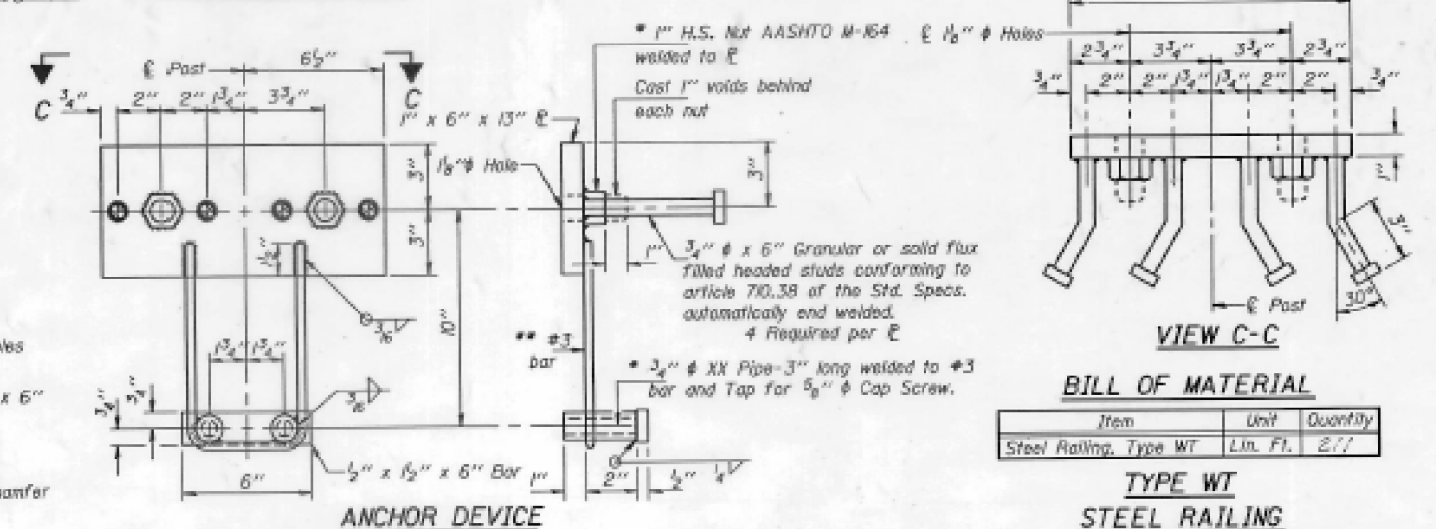
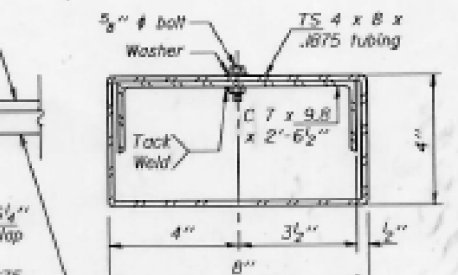
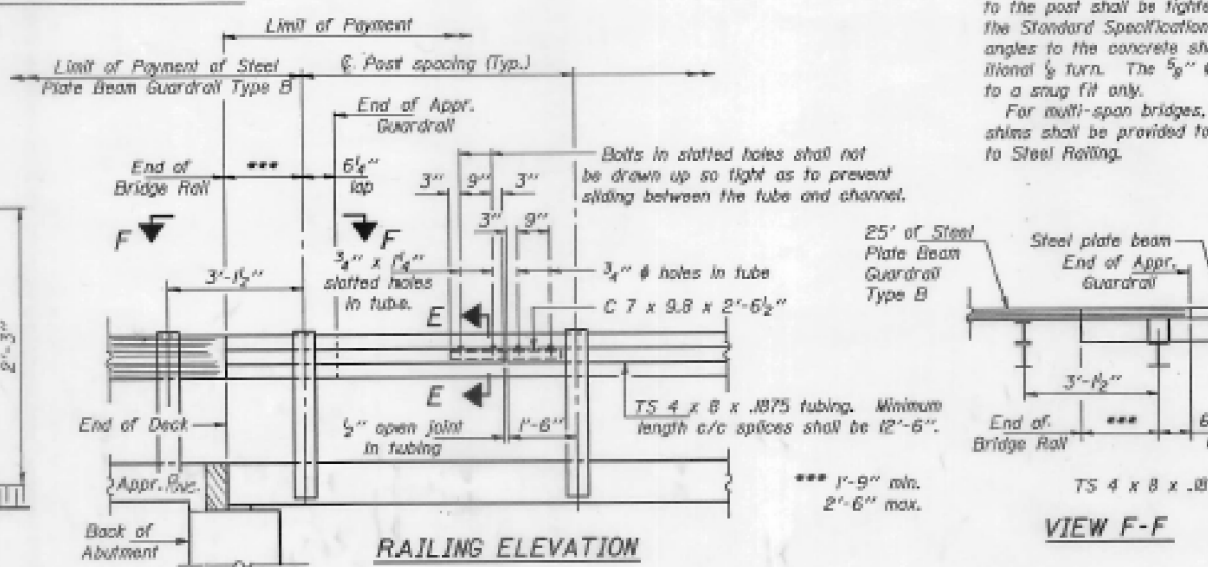
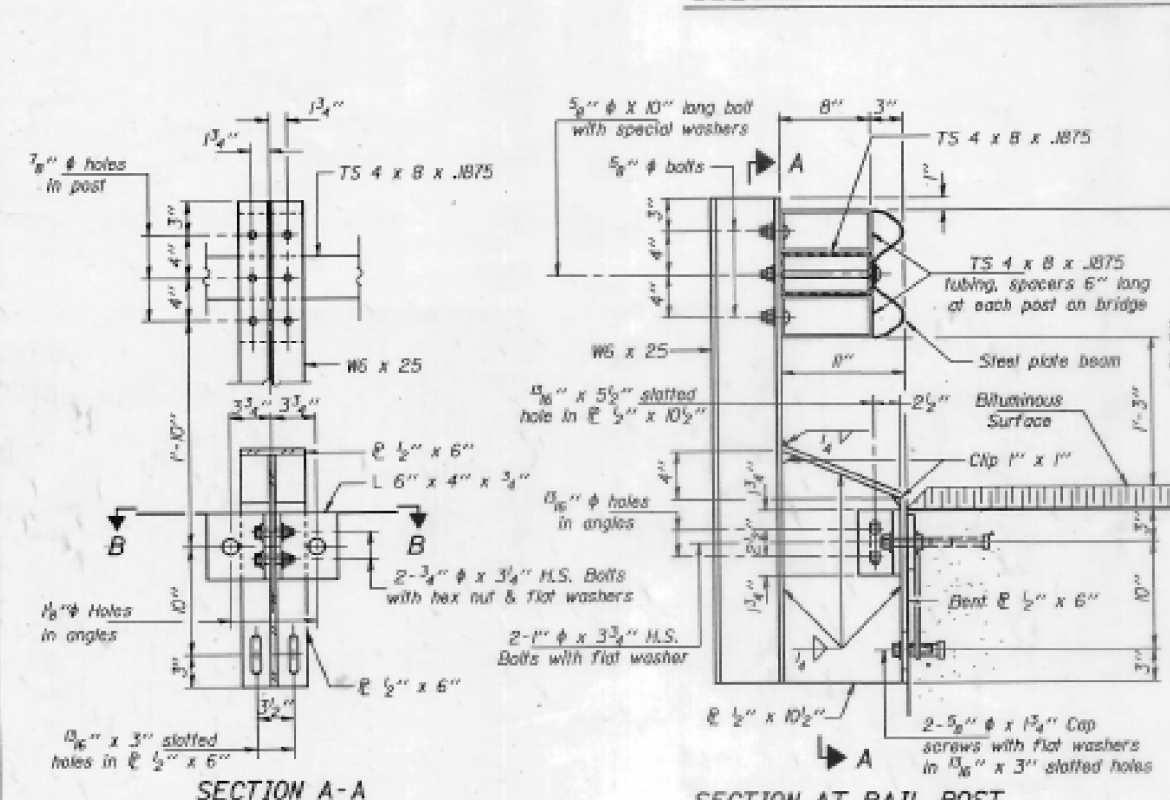
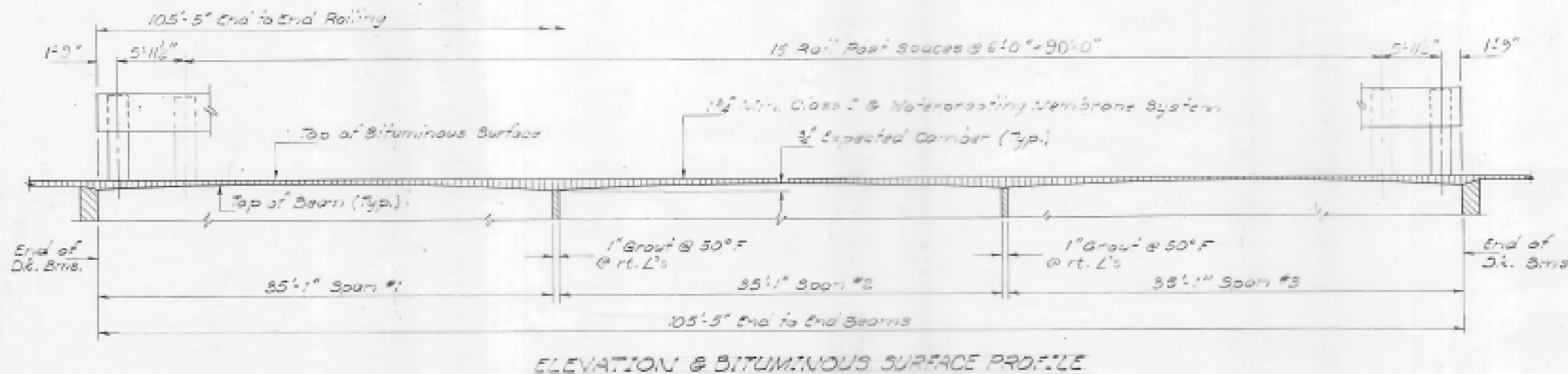
DESIGNED: [Signature] 10/9/82
CHECKED: [Signature] JFS
DRAWN: R. Sommer
APPROVED: [Signature]

PD-4-RA 4-15-83

DATE	BY	REVISION	SHEET NO.	TOTAL SHEETS
10/12/18	Livingston	12	10	5

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.
All other steel shapes and plates shall conform to the requirements of AASHTO M-103 except posts and angles shall conform to AASHTO M-223, Grade 50.
Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M-164.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-11 and ASTM A-385. Galvanized rail shall not be painted.
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lined foot for STEEL RAILING, TYPE WT.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
The 1/2" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/4" fabric bearing pads between the plates and concrete.
The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" # high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" # cap screws in bottom of posts shall be tightened to a snug fit only.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.



BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type WT	Lin. Ft.	277

**TYPE WT
STEEL RAILING**
F.A.S. RT. 370 SEC. 102 BR
LIVINGSTON COUNTY
STA. 43+96.77

DESIGNED: John Schwabacher
CHECKED: [Signature]
DRAWN: J. Schwabacher
APPROVED: [Signature]

R-30 9/30/87 6'-3" Maximum Post Spacing

DATE	BY	CHKD	APPD	SHEET NO.
11/25/14	JTS	JK		4
PROJECT				SHEETS
LIVINGSTON				5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

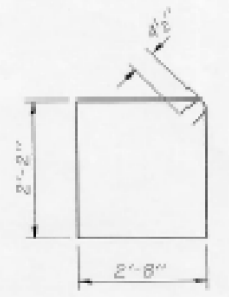
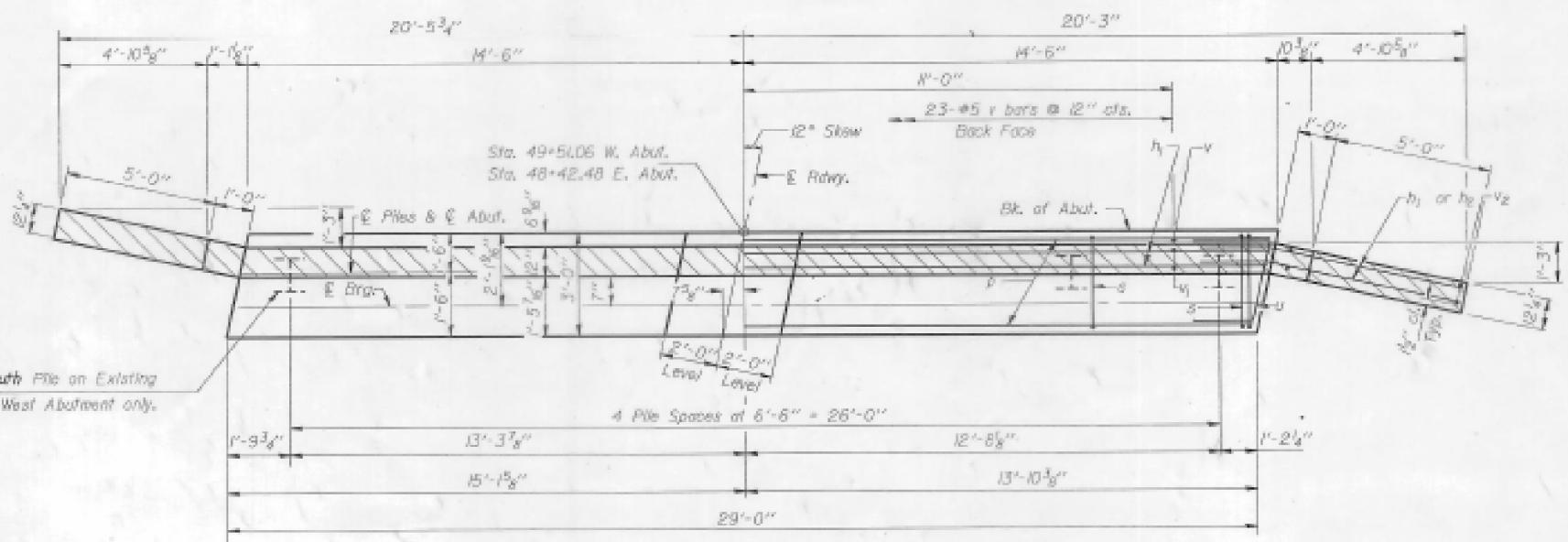
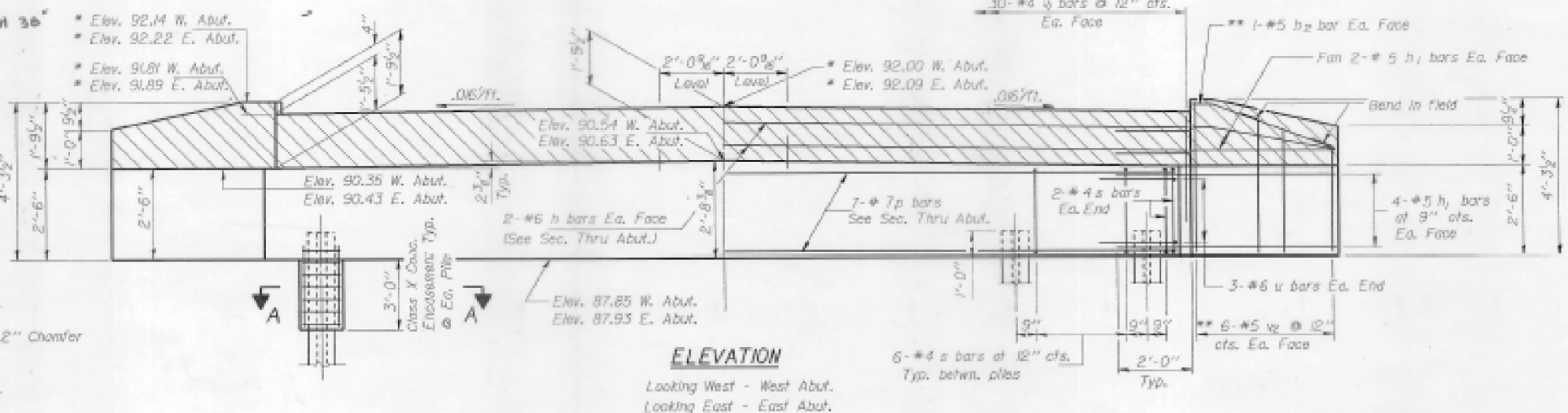
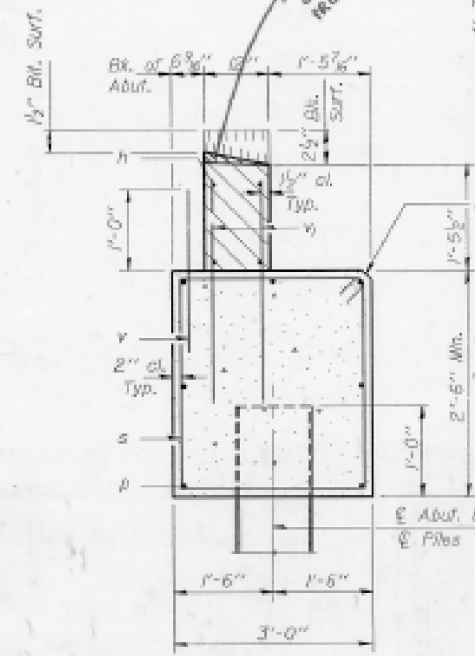
FOR INFORMATION ONLY

Notes: All edges shall have standard 1/4" chamfers except as noted.
Hatched area to be poured after beams are in place. Class X Concrete quantity included with superstructure on sheet #2.
Space reinforcement in cap to miss dowel bars.

PILE DATA

Typical Steel HP10x42
Capacity: Driven to Refusal
Est. Length: 37'-0" W. Abut.
37'-0" E. Abut.
No. Required: 4 Piles + 1 Test Pile E. Abut.
4 Piles W. Abut.

ORDERED LENGTH 36'

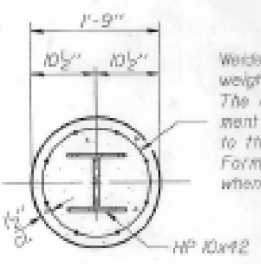


TWO ABUTMENTS
BILL OF MATERIAL

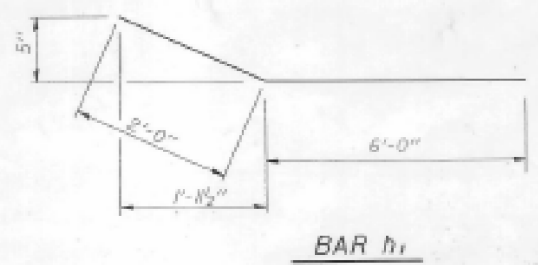
Bar	No.	Size	Length	Shape
h	8	#6	28'-9"	
h ₁	48	#5	8'-0"	
h ₂	8	#5	5'-9"	
p	14	#7	28'-9"	
s	56	#4	10'-5"	□
u	12	#6	7'-8"	J
v	46	#5	2'-9"	
w	120	#4	3'-3"	
y	48	#5	4'-0"	
Class X Concrete		Cu.Yds.	19.0	
Reinforcement Bars		Lbs.	2740	
Steel Piles (HP10x42)		Ltn. Ft.	296	
Test Piles 5T1 (HP10x42)		Each	1	
Fug. 5T1 Piles (HP10x42)		Ltn. Ft.	16	

*** Note: Steel HP10x42 pile estimated length = 16'-0" shall be set on top of existing footing thru hole prepared in existing back TM and, after setting the pile, the hole shall be filled with sand. Cost incidental to "Furnishing Steel Piles (HP10x42)".

*** Set South Pile on Existing Footing of West Abutment only.



Welded wire fabric 6 x 5-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of furnishing piles. Forms for encasement may be omitted when soil conditions will permit.



DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: RON SOMMER
CHECKED: TJD DRM

Dec. 5 2014
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

EAST AND WEST ABUTMENTS
F.A.S. RTE. 370 SEC. 102BR
LIVINGSTON COUNTY
STA. 48+96.77

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

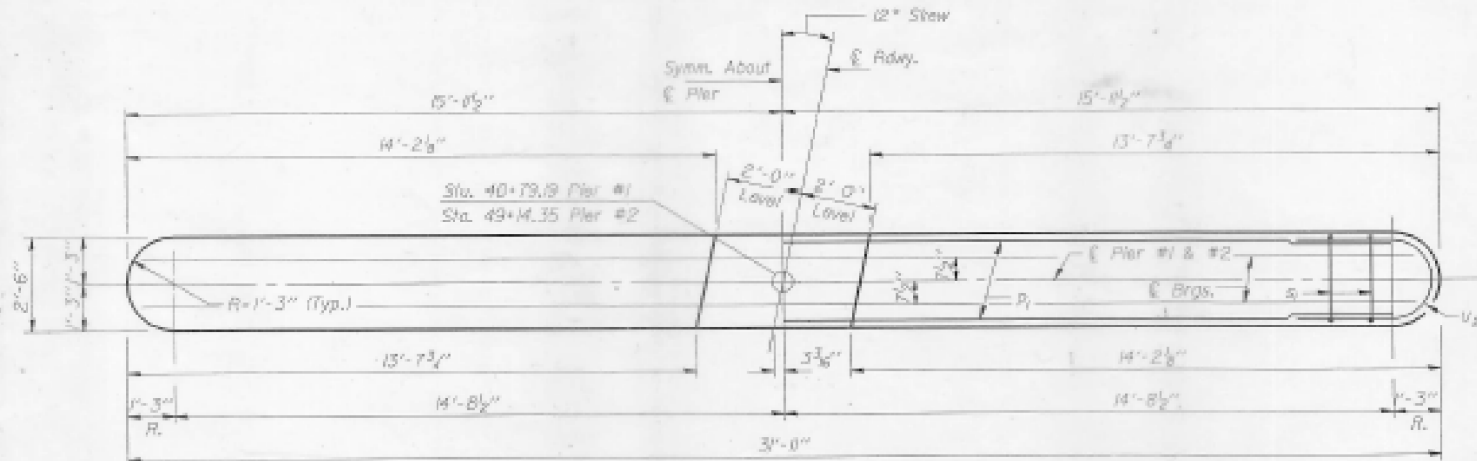
FOR INFORMATION ONLY

SHEET NO. 5	5 SHEETS
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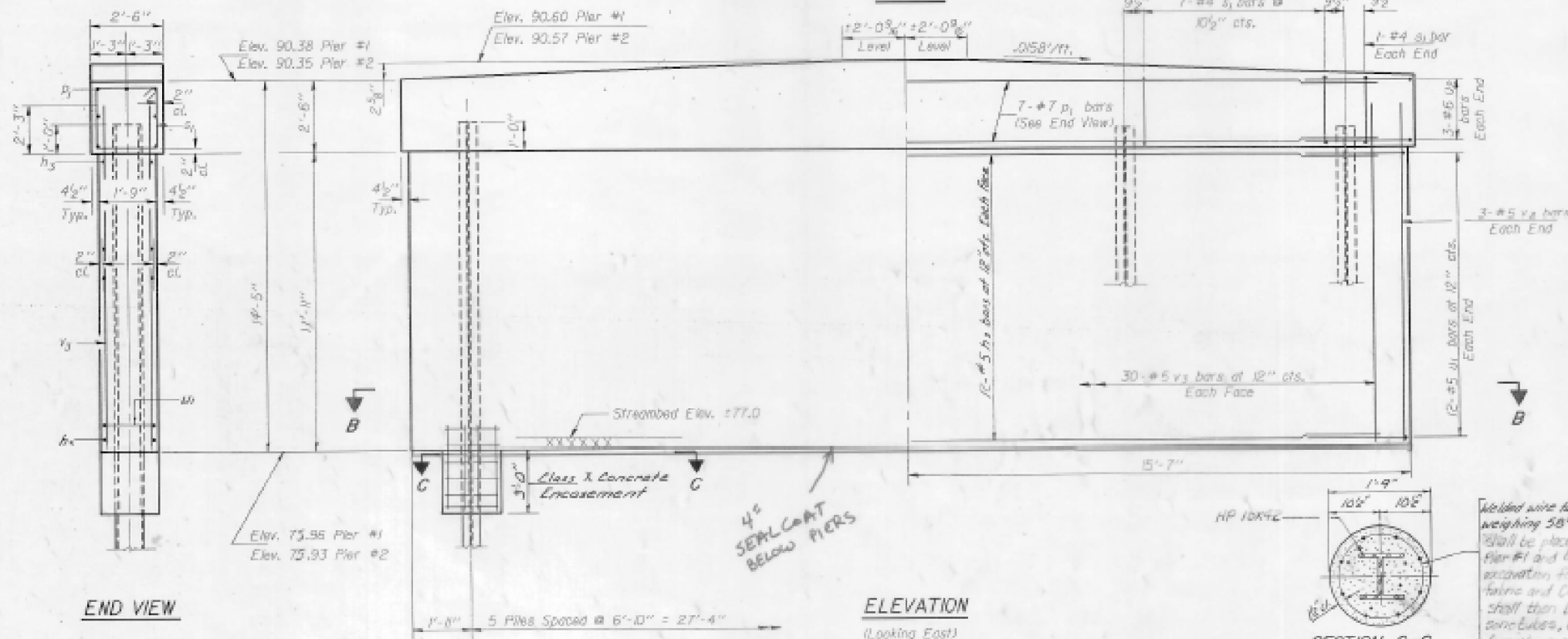
Notes: All edges shall have standard 1/4" chamfer except as noted.
Space reinforcement in cap to miss dowel rods.

PILE DATA

Type: Steel HP10X42
Capacity: Driven to Refusal
Est. Length: 38 Ft. - ORDERED LENGTH 35'
No. Required: 5 Pier #1 & 5 Pier #2

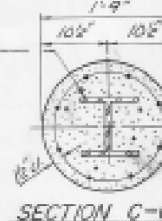


PLAN

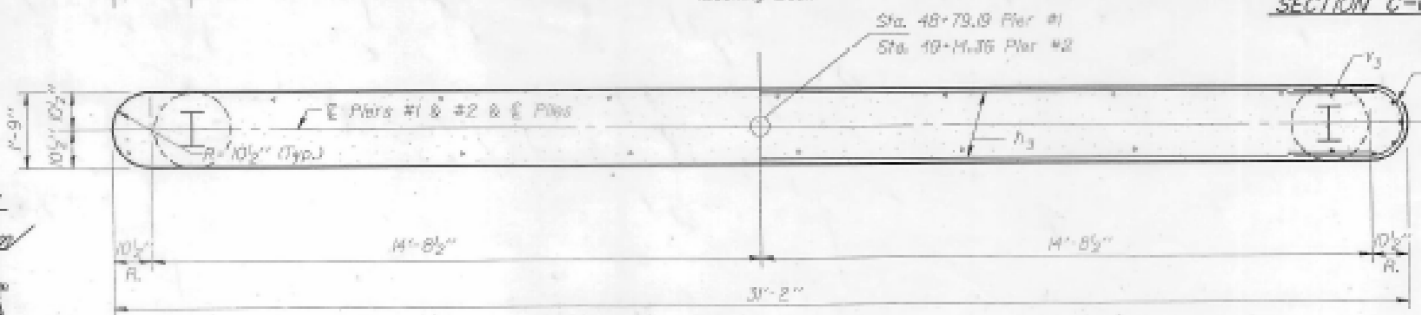


ELEVATION
(Looking East)

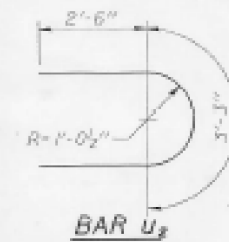
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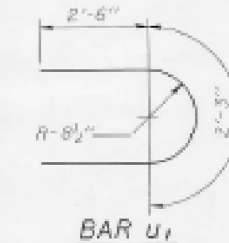
SECTION C-C



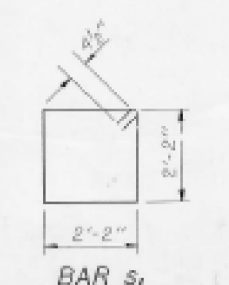
SECTION B-B



BAR U2



BAR U1



BAR S1

**TWO PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h3	48	#5	29'-5"	—	
A	4	#7	29'-5"	—	
s1	60	#4	9'-5"	□	
u1	48	#5	7'-3"	—	
u2	12	#6	8'-3"	—	
v1	132	#5	14'-0"	—	
				Class X Concrete	Cu. Yds. 62.7
				Reinforcement Bars	Lbs. 5430
				Steel Pile (HP10x42)	Lbs. Ft. 380

Welded wire fabric 4x4 - W40x42
weighing 50#/100 sq. ft. Sencubes
shall be placed below Elev. 75.96 for
Pier #1 and Elev. 75.93 for Pier #2 after
excavation for pier walls. Welded wire
fabric and Class X Concrete Encasement
shall then be placed underwater into
sencubes. Cost of sencube excavation,
furnishing and place sencubes, Class X
Concrete Encasement, and welded wire
fabric shall be incidental to furnishing
piles. If a portion of the pier walls
are underwater, the Class X Concrete
shall be placed underwater into forms
as necessary.

DESIGNED	Dec 5 1984
CHECKED	
DRAWN	
CHECKED	

REVISED: TJD 1-3-85 REVISED: PMP 1-5-88

PIERS #1 and #2
F.A.S. RTE. 370 SEC. 102BR
LIVINGSTON COUNTY
STA. 48+96.77

FILE NAME :	USER NAME :	DESIGNED :	REVISED :
ct:\pwork\pwork\schwankerg\d0179226\0866A18-existing\bridge-plans.dgn	Schwankerg	-	-
PLOT SCALE :	DRAWN :	-	-
8/14/2014	-	-	-
DATE :	CHECKED :	-	-
-	-	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR)BR	LIVINGSTON	65	47
				CONTRACT NO. 66A18
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS FOR INFORMATION ONLY
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**
 FAS ROUTE 370 (LONG POINT ROAD)
 SECTION (102BR)I
As Built
 LIVINGSTON COUNTY
 C-93-098-08
DECK BEAM REPLACEMENT

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	102BR)I	LIVINGSTON	65	48
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 66814	

- INDEX OF SHEETS**
1. COVER SHEET
 2. GENERAL NOTES
 3. SUMMARY OF QUANTITIES
 4. TYPICAL SECTIONS
 - 5 - 7. STAGING DETAILS
 8. TEMPORARY CONCRETE BARRIER
 9. TYPICAL PAVEMENT MARKING
 10. PLAN AND ELEVATION
 - 11 - 12. BEAM DETAILS
 13. RAIL DETAILS

- STANDARDS**
- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 - 001006 DECIMAL OF AN INCH AND OF A FOOT
 - 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RS OR WIDENING & RS PROJECTS
 - 701001-01 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY
 - 701006-02 OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
 - 701011-01 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
 - 701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
 - 701206-01 LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
 - 701301-02 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
 - 701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
 - 701321-09 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
 - 701326-02 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
 - 701901 TRAFFIC CONTROL DEVICES
 - 704001-04 TEMPORARY CONCRETE BARRIER

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

JULIE
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-852-0123
 OR 811

PROJECT ENGINEER : JOE KANNEL
 UNIT CHIEF : RON WOODSHANK

CONTRACT NO. 66814



LOCATION MAP
 NOT TO SCALE
 POINT LOCATION

PROJECT LOCATION
 SN 053-0157
 0.93 MILES WEST OF IL 23



FUNCTIONAL CLASSIFICATION
 RURAL MAJOR ARTERIAL
 F.A.S. ROUTE 370
 (LONG POINT ROAD)
 2004 ADT = 450

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 3/27 2008

James E. Fisher
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 May 9, 2008

Eric E. Harms
 ENGINEER OF DESIGN AND ENVIRONMENT
 May 9, 2008

Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

FILE NAME : c:\pwwork\pwwork\schwenkerg\d0179226\066618-existing-bridge-plans.dgn	USER NAME : Schwenkerg	DESIGNED -	REVISED -
PLOT SCALE : 100.0000' / in.		DRAWN -	REVISED -
PLOT DATE : 8/14/2014		CHECKED -	REVISED -
		DATE -	REVISED -

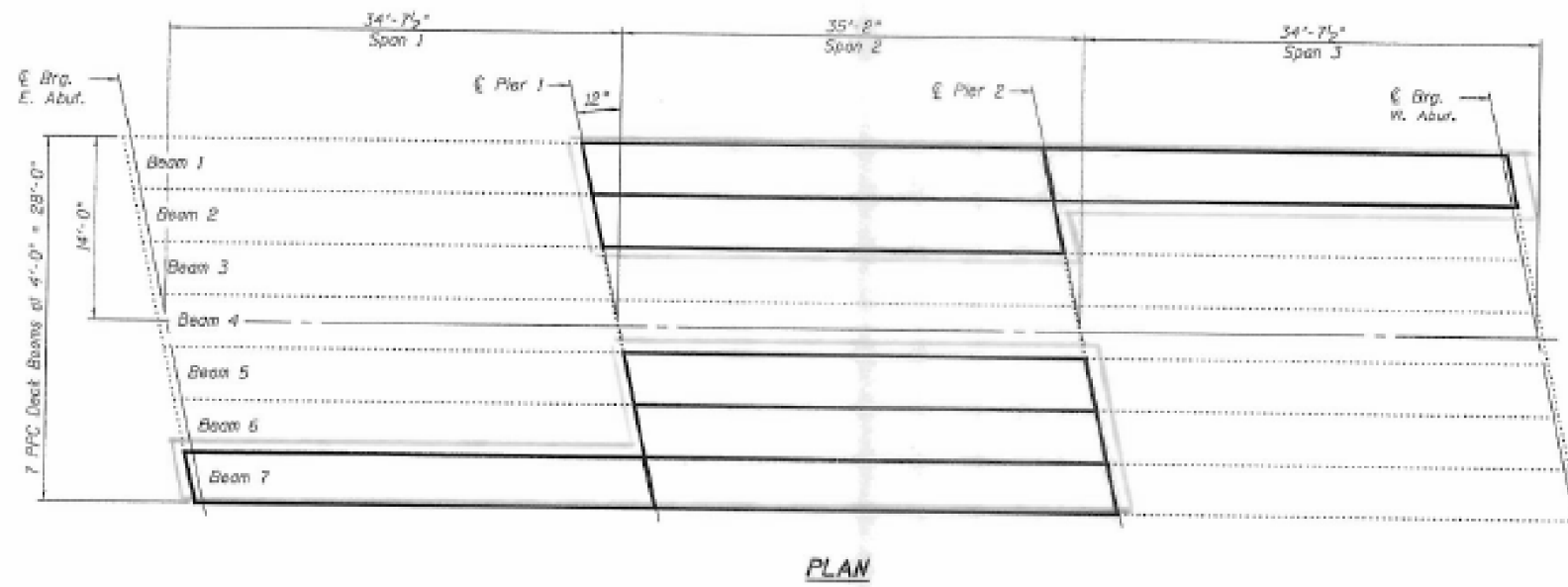
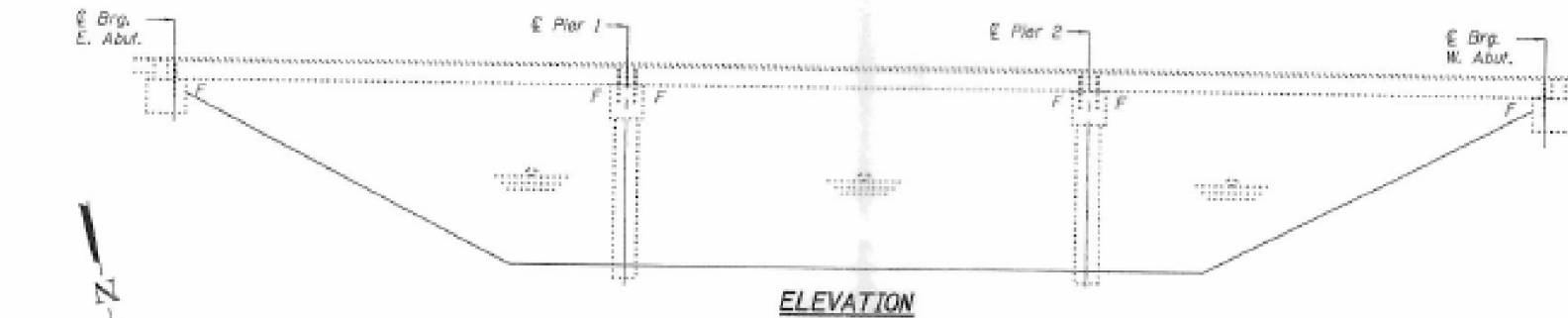
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	102 BR)BR	LIVINGSTON	65	48
		ILLINOIS	CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				

PROJECT NO.	SECTION	DATE	DATE	DATE	SHEET NO. /
FAS 370	102 BRBR	LIVINGSTON	13	10	4 SHEETS
Contract Number: 66814					



GENERAL NOTES

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

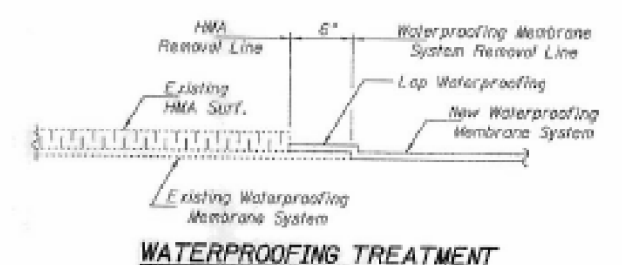
If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Pan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

Concrete barriers are to be anchored into overlay and not into existing PPC Deck Beams.



□ HMA surface
≠ waterproof membrane
Limits

**DESIGN STRESSES
PRECAST UNITS**

$f'_c = 6,000$ psi
 $f'_ci = 5,000$ psi
 $f'_s = 270,000$ psi (1/2" ϕ low lax strands)
 $f'_sl = 201,960$ psi (1/2" ϕ low lax strands)

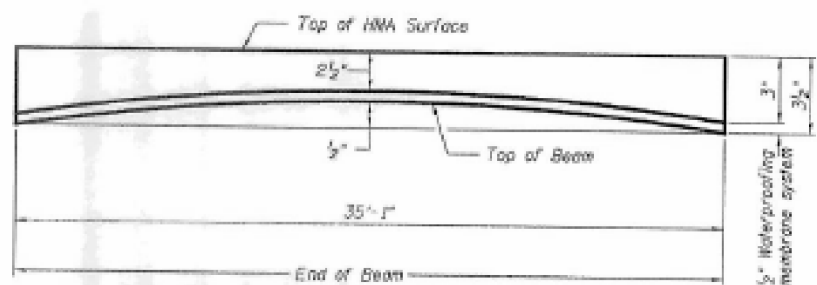
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CHECKED	<i>[Signature]</i>	PASSED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>		
CHECKED	AJB V+U		

May 9, 2008

[Signature]
Ralph E. Anderson
LICENSED STRUCTURAL ENGINEER



Expires: November 30, 2008



TOTAL BILL OF MATERIAL

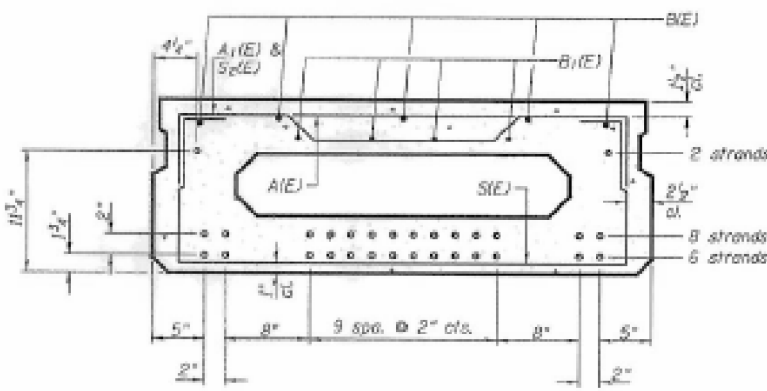
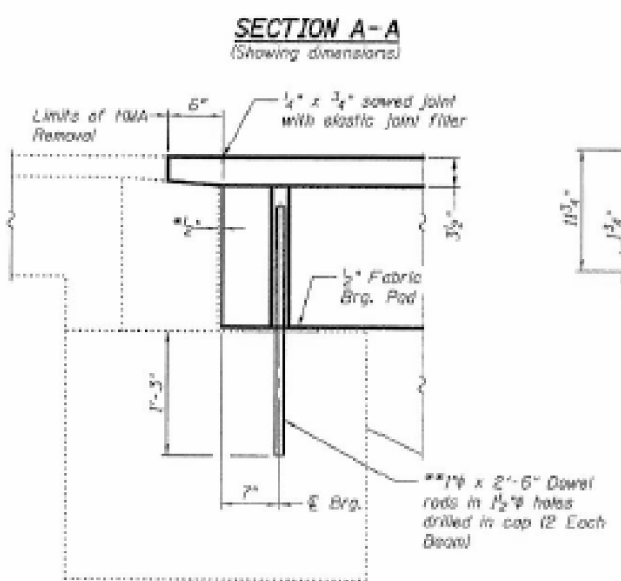
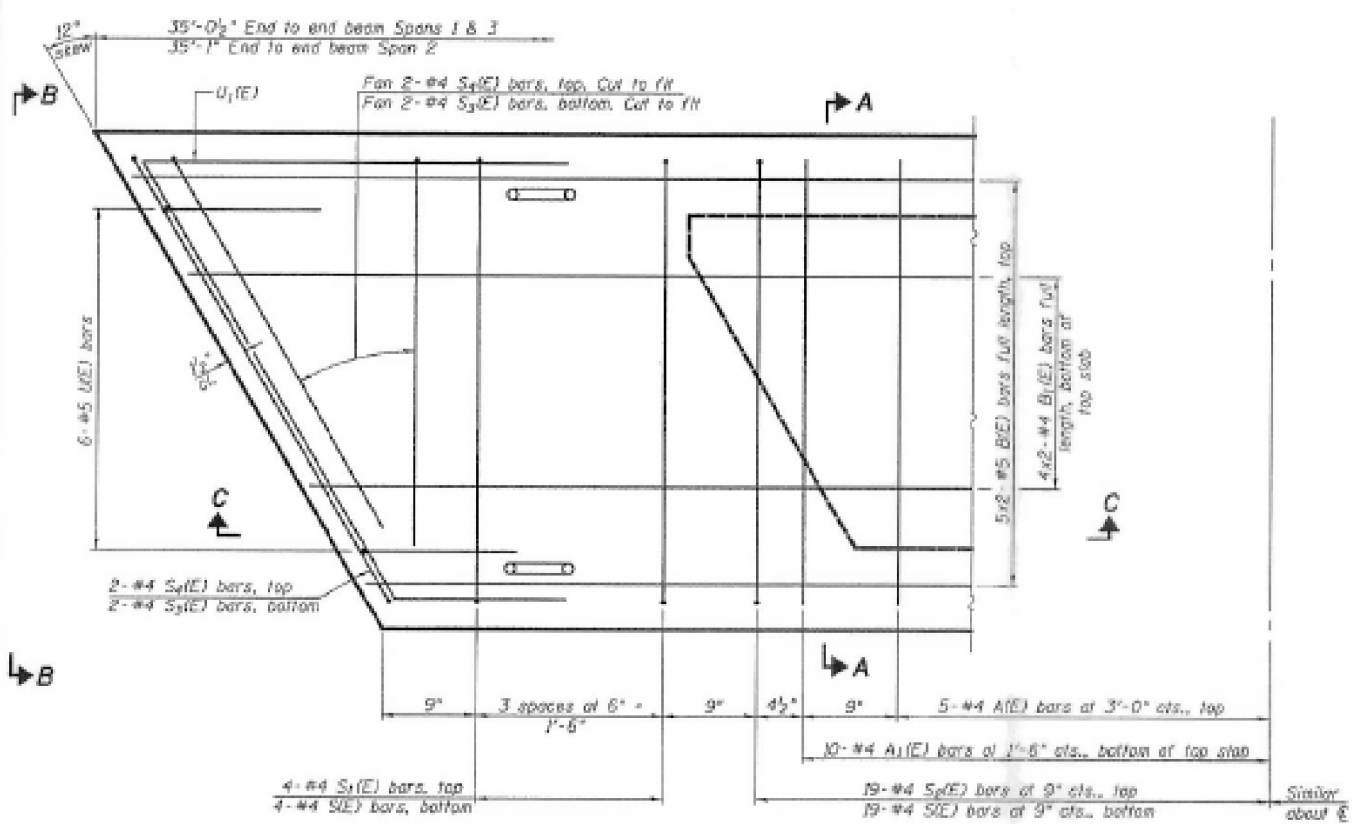
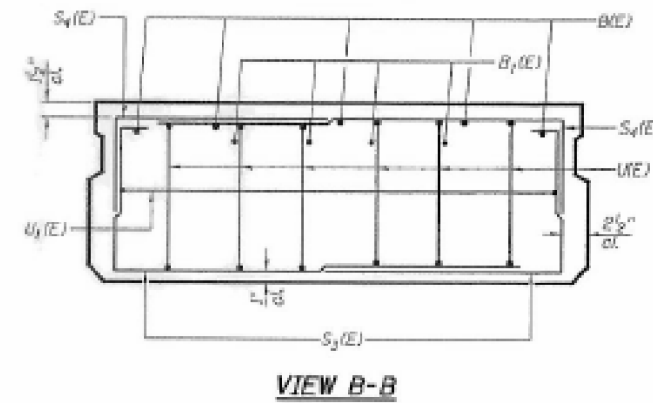
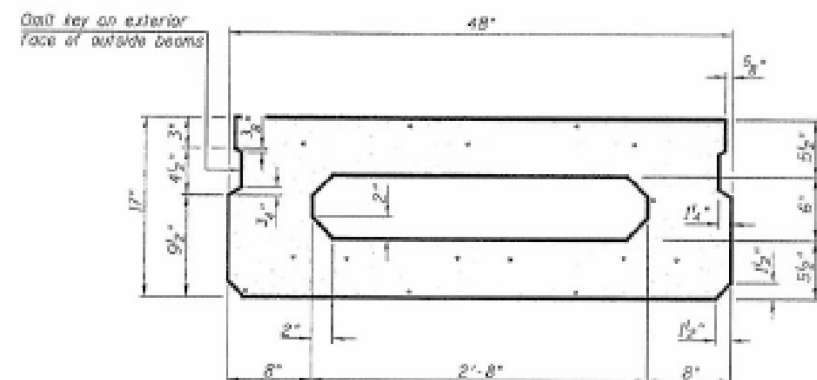
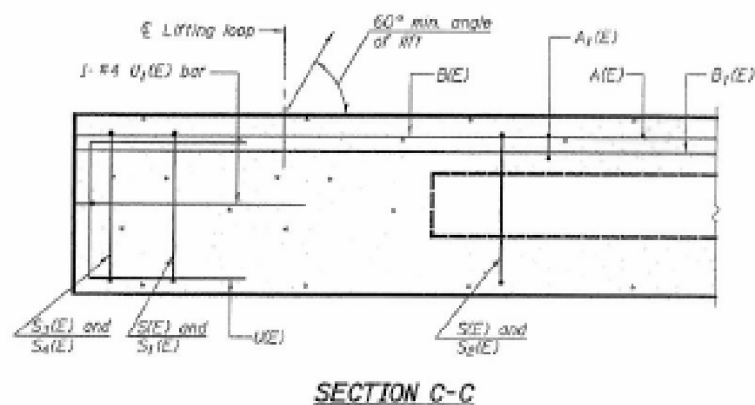
ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	982.0
PPC Deck Beams (17" Depth)	Sq. Ft.	982.0
HMA Surface Removal	Sq. Yd.	38.3
HMA Surface Course Mix "C" #50	Tons	22.8
PC Mortar Faying Course	Foat	245.5
Resampling and Re-grouting Existing Railing	Foat	140.5
Waterproofing Membrane System	Sq. Yd.	147.4

PLAN AND ELEVATION
F.A.S. RT. 370
LIVINGSTON COUNTY
SN 053-0157

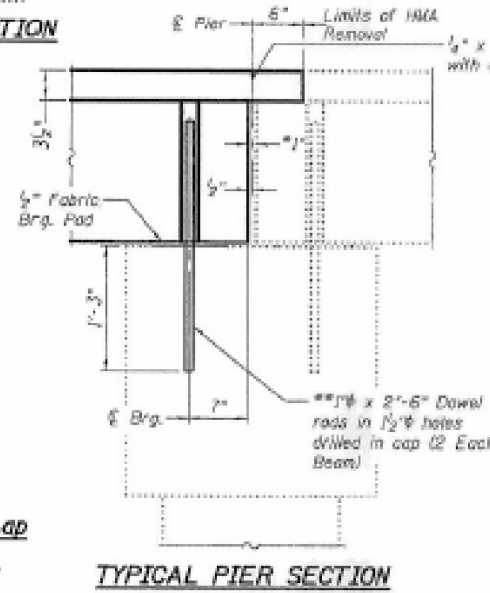
SLT-93-001-00

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DATE	SECTION	COUNT	DATE	NO.	SHEET NO. 2
FAS 370	102 BR/BR	LIVINGSTON	13	11	4 SHEETS
Contract Number: --- 60814					



TYPICAL ABUTMENT SECTION



BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A1(E)	10	#4	3'-7"	—
A1(E)	20	#4	3'-10"	—
B1(E)	10	#5	18'-6"	—
B1(E)	8	#4	18'-3"	—
S1(E)	46	#4	6'-9"	—
S1(E)	8	#4	5'-3"	—
S2(E)	38	#4	5'-6"	—
S2(E)	8	#4	5'-3"	—
S3(E)	8	#4	4'-10"	—
U1(E)	12	#5	3'-8"	—
U1(E)	2	#4	6'-10"	—

Notes:
See sheet 3 of 4 for additional details and Bill of Material.
Bars indicated thus 5 x 2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

BEAM DETAILS
F.A.S. RT. 370
LIVINGSTON COUNTY
SN 053-0157

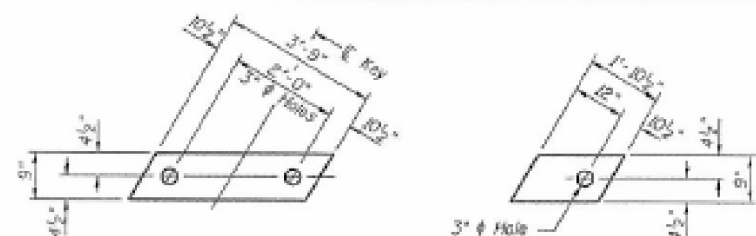
*Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.
**Existing dowel rods are to be buried off, ground flush, and sealed with epoxy prior to placement of new beams. Cast included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

Min. Bar Lap
#4 - 1'-8"
#5 - 2'-2"

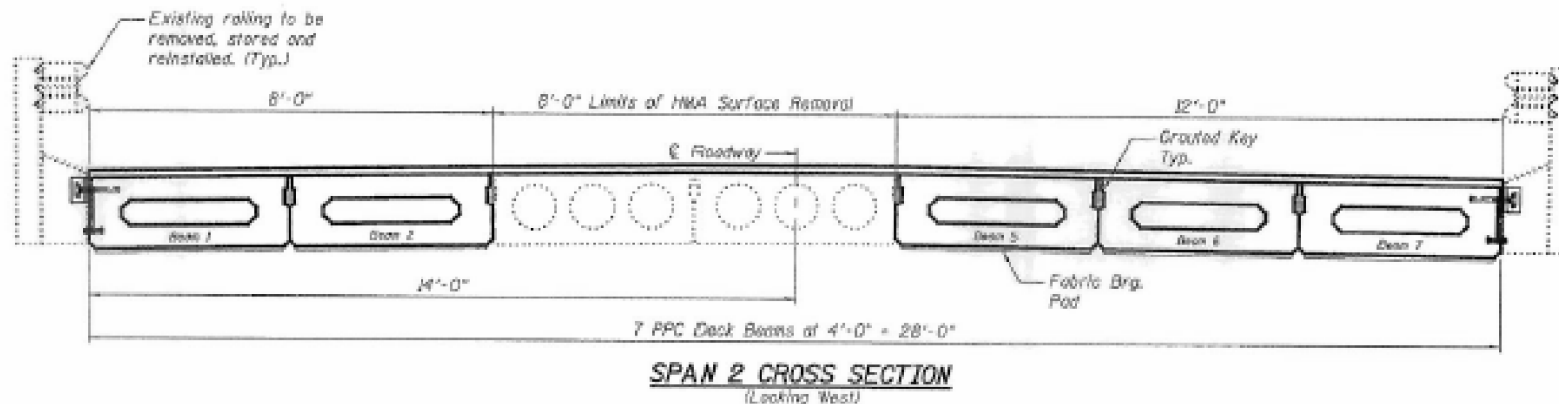
DESIGNED	A.J.B.	DATE	May 9, 2008
CHECKED	V.H.V.	EXAMINED	<i>[Signature]</i>
DRAWN	Drew Christopher	PASSED	<i>[Signature]</i>
CHECKED	A.J.B., V.H.V.		
PD-1748-R		8-29-07	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FOR INFORMATION ONLY

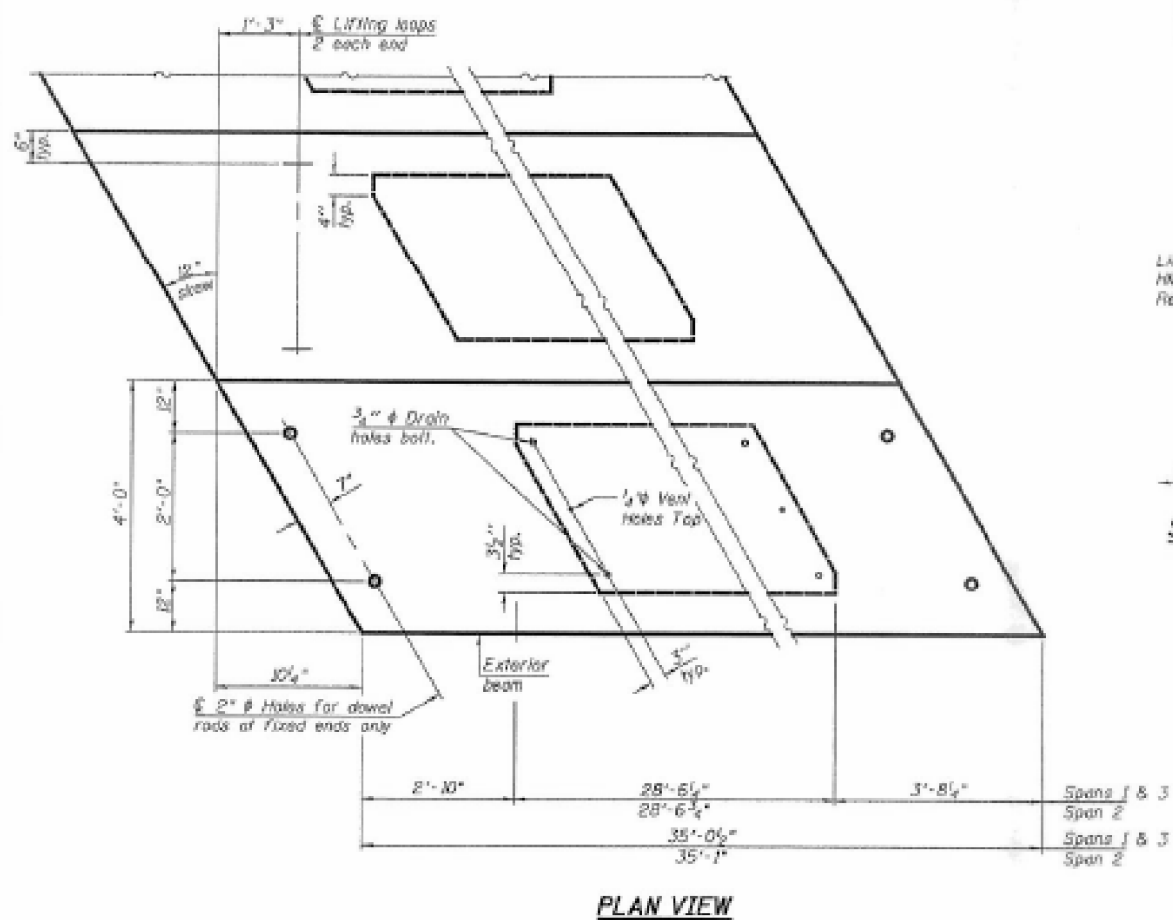
PROJECT NO.	SECTION	DATE	JOB	NO.	SHEET NO.
FAS 370	102 BR/BR	LIVINGSTON	13	12	4 SHEETS
Contract Number: 66814					



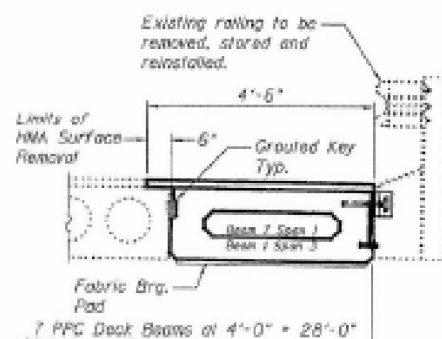
FABRIC BEARING PAD FABRIC ADJUSTING PAD
FIXED



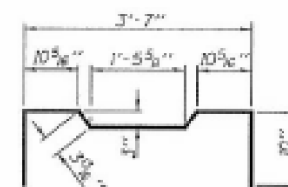
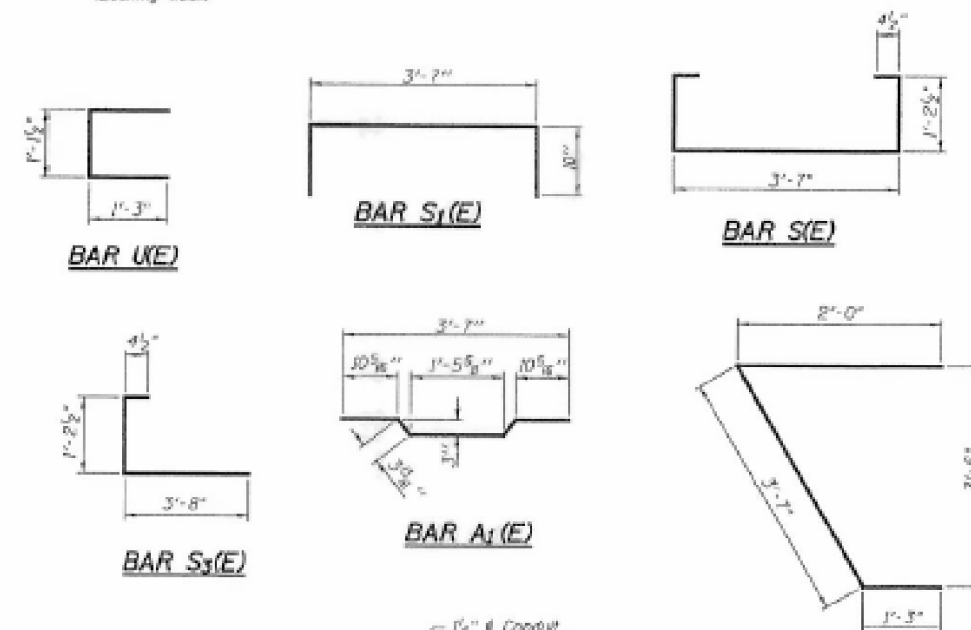
SPAN 2 CROSS SECTION (Looking West)



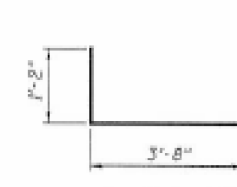
PLAN VIEW



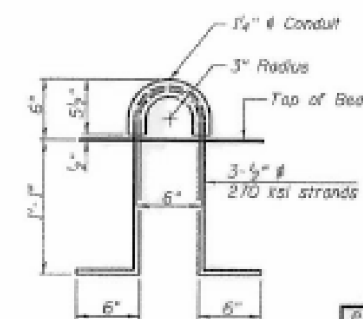
SPAN 1 AND SPAN 3 CROSS SECTION (Span 1 Looking West) (Span 3 Looking East)



BAR S2(E)



BAR S4(E)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	882.0
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NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 5/8" and the nominal cross-sectional area shall be 0.153 sq. in. Reinforcement bars shall conform to ASTM A 706 (IL MOD), Grade 60. (See Special Provisions) Two 1/2" fabric adjusting shims of the dimensions shown shall be provided for each bearing pad location. A minimum 2 1/2" # lifting pin shall be used to engage the lifting loops during handling. Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Compressive strength of prestressed concrete, f'c, shall be 6000 psi. Compressive strength of prestressed concrete at release, f'cl, shall be 5000 psi.

BEAM DETAILS
F.A.S. RT. 370
LIVINGSTON COUNTY
SN 053-0157

DESIGNED	A.J.B.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	A.J.B. V.H.V.

May 9, 2008
EXAMINED
PARTICULAR OF CONTRACT DOCUMENTS
MEMBER OF ILLINOIS SOCIETY OF PROFESSIONAL ENGINEERS

PD-1748-RD 8-29-07

SLT-93-001-08

FILE NAME	USER NAME	DESIGNED	REVISED
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		-	-
		CHECKED	REVISED
		-	-
		DATE	REVISED
		-	-

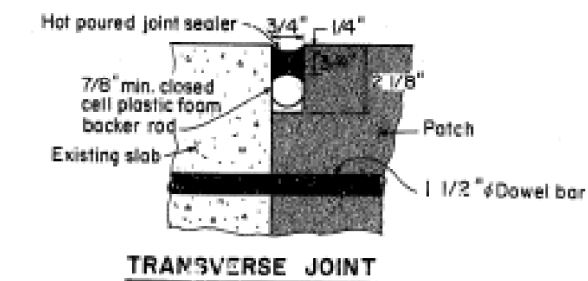
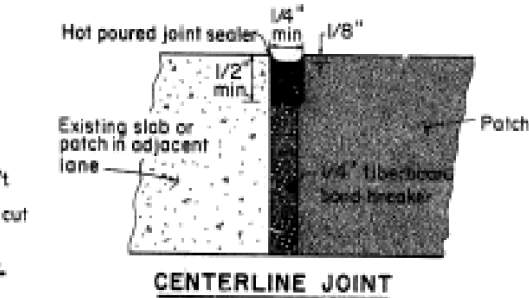
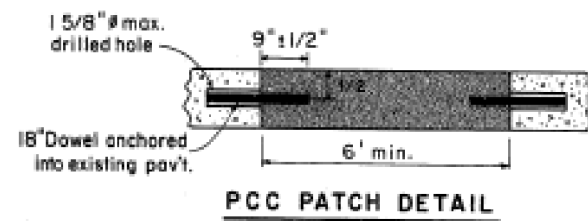
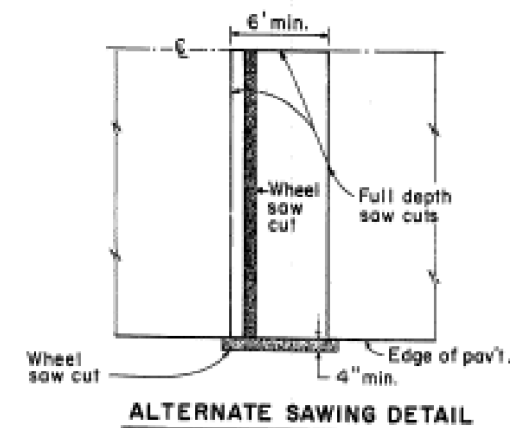
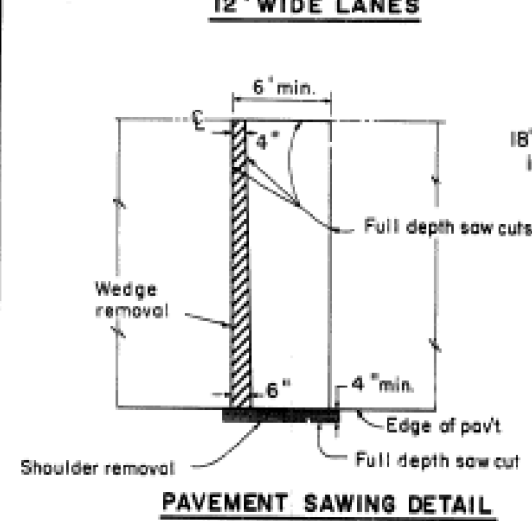
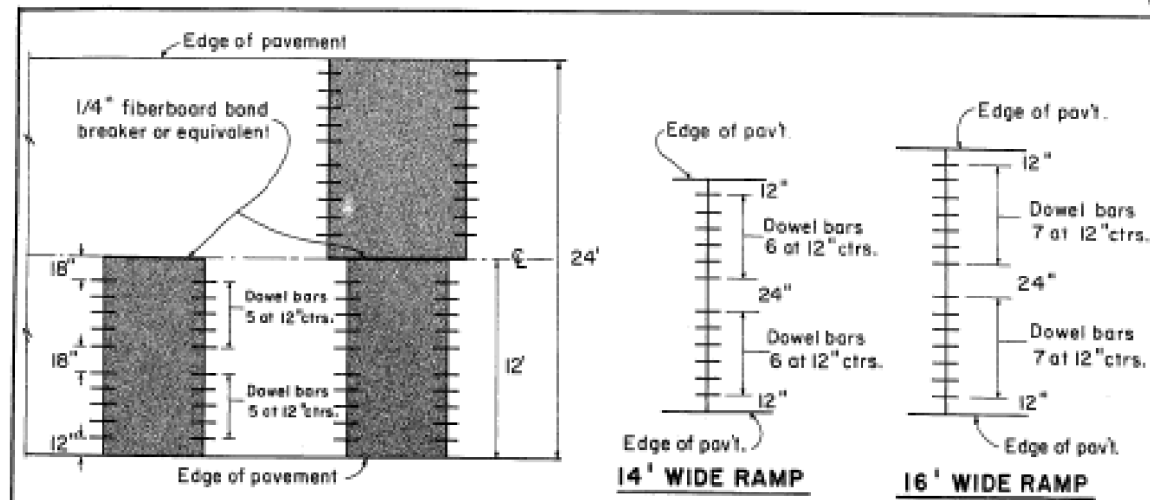
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
370	(102 BR/BR)	LIVINGSTON	65	51
			CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT				

...deck_beams_fy08\0530157.dgn 5/9/2008 11:25:28 AM



NOTES

Patches 12 feet or longer shall be reinforced with pavement fabric meeting the requirements of Standard 2347.

When patching two adjacent lanes in one operation, the longitudinal joint shall be a sawed longitudinal joint as detailed on Standard 2323; however, tie bars shall only be included for patches 20 feet or longer.

Patches 40 feet or longer shall have sawed contraction joints, in accordance with Standard 2323, at 40 foot maximum intervals and be in prolongation with joints or cracks in the adjacent lane whenever possible.

Patches 20 feet or longer shall be tied to the adjacent lane with 3/4" diameter expansion anchor ties conforming to the requirements of Section 657 of the Standard Specifications.

Illinois Department of Transportation

PASSED: Mar. 24, 1988

APPROVED: Mar. 24, 1988

John Elmer Jr. Engineer of Policy and Procedures

Robert Engineer of Design

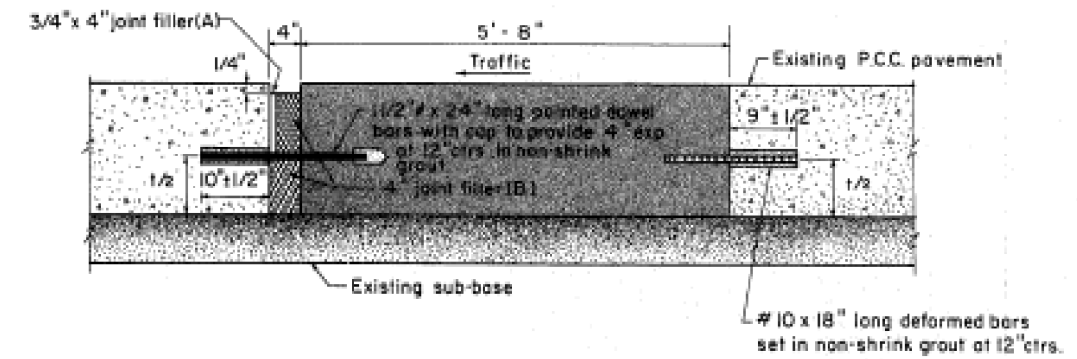
CLASS B PATCHES

(Sheet 1 of 2)

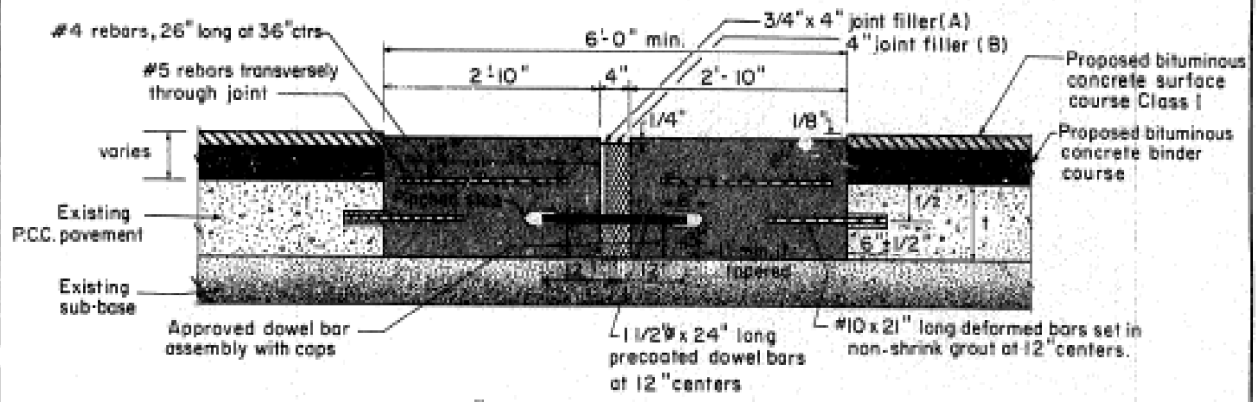
STANDARD 2426

(Half Size) D.W.W. Sr.

FOR INFORMATION ONLY



4" EXPANSION JOINT METHOD I



4" EXPANSION JOINT METHOD II

(PLACE AFTER RS)

NOTES

The 3/4" joint filler shall be installed after the concrete has set.

Preformed Joint Filler (A) shall conform to the requirements of Article 715.08.

Preformed Joint Filler (B) shall conform to the requirements of Article 715.10.

Dowel bars in approved assemblies shall be coated in accordance with the requirements of Article 710.14.

Illinois Department of Transportation

PASSED: Mar. 24, 1988

APPROVED: Mar. 24, 1988

John Elmer Jr. Engineer of Policy and Procedures

Robert Engineer of Design

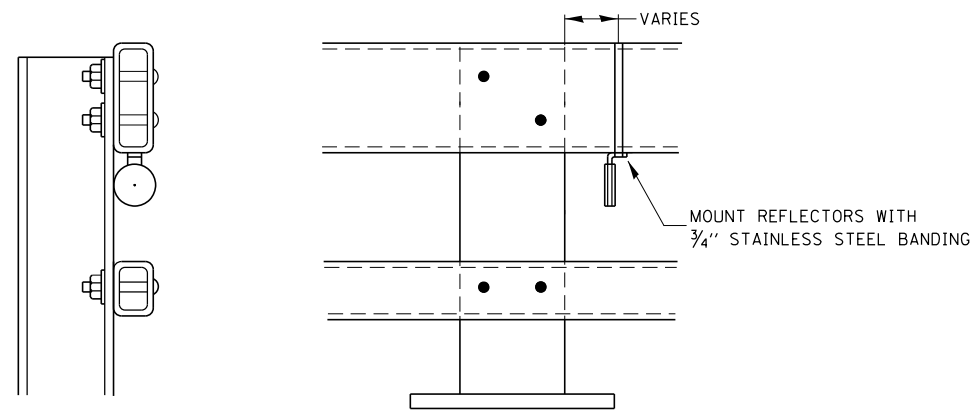
CLASS B PATCHES

(Sheet 2 of 2)

STANDARD 2426

(Half Size) D.W.W. Sr.

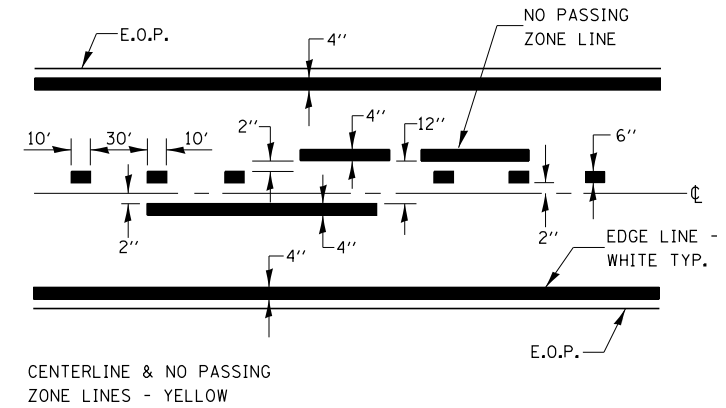
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ct:\pw_work\p1dot\schwker\g\d0179226\066A18-existing-bridge-plans.dgn		DRAWN :	REVISED :			370	(102 BR/BR	LIVINGSTON	65	53
PLOT SCALE = 100.0000 / 1 in.		CHECKED :	REVISED :			CONTRACT NO. 66A18				
PLOT DATE = 8/14/2014		DATE :	REVISED :			ILLINOIS FED. AID PROJECT				



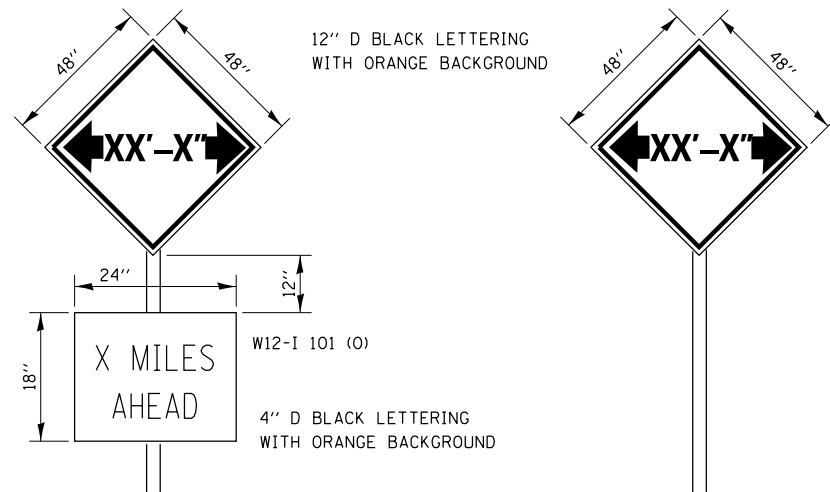
NOTES

1. REFLECTORS SHALL MEET THE REQUIREMENTS OF ARTICLE 1097.03 OF THE STANDARD SPECIFICATIONS.
2. FURNISHING AND INSTALLING THE COMPLETE REFLECTOR UNIT WILL BE PAID AT THE CONTRACT UNIT PRICE EACH FOR GUARD RAIL MARKERS.

**REFLECTOR MOUNTING
DETAIL FOR STEEL RAIL**



PAVEMENT MARKING



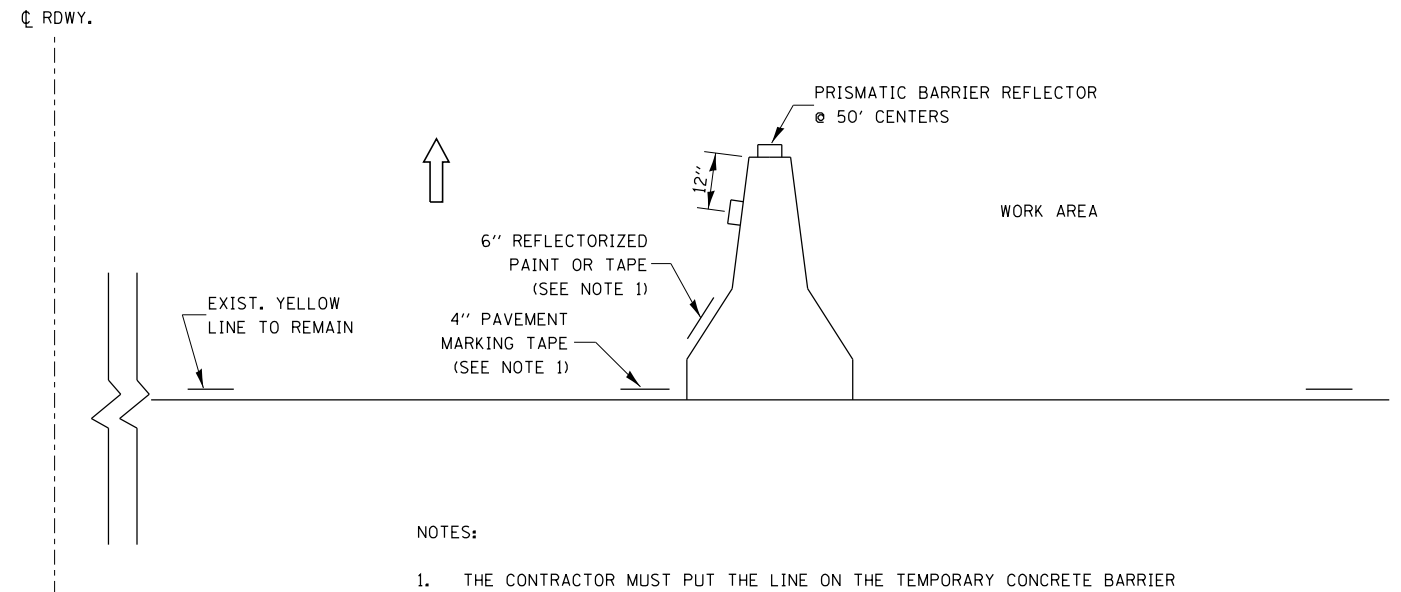
TO BE POST MOUNTED AS SHOWN IN THE STAGING PLANS.

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

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

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

WIDTH RESTRICTION SIGNING DETAILS

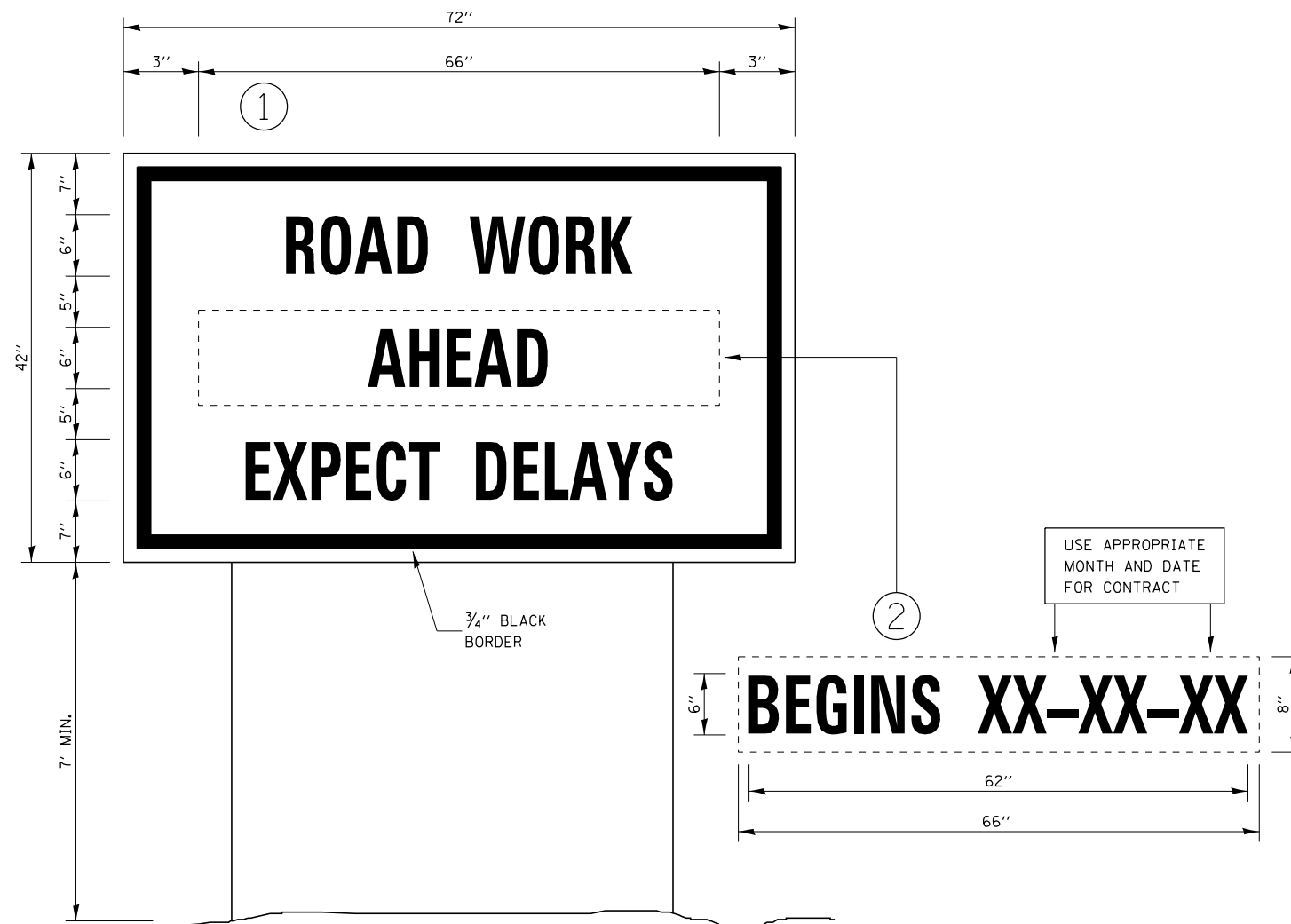


NOTES:

1. THE CONTRACTOR MUST PUT THE LINE ON THE TEMPORARY CONCRETE BARRIER DUE TO LANE WIDTH RESTRICTIONS IN BOTH STAGES OF CONSTRUCTION.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

**TRAFFIC CONTROL DETAIL
FOR TEMPORARY CONCRETE BARRIER**

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 8/14/2014	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.			



TEMPORARY INFORMATION SIGNING

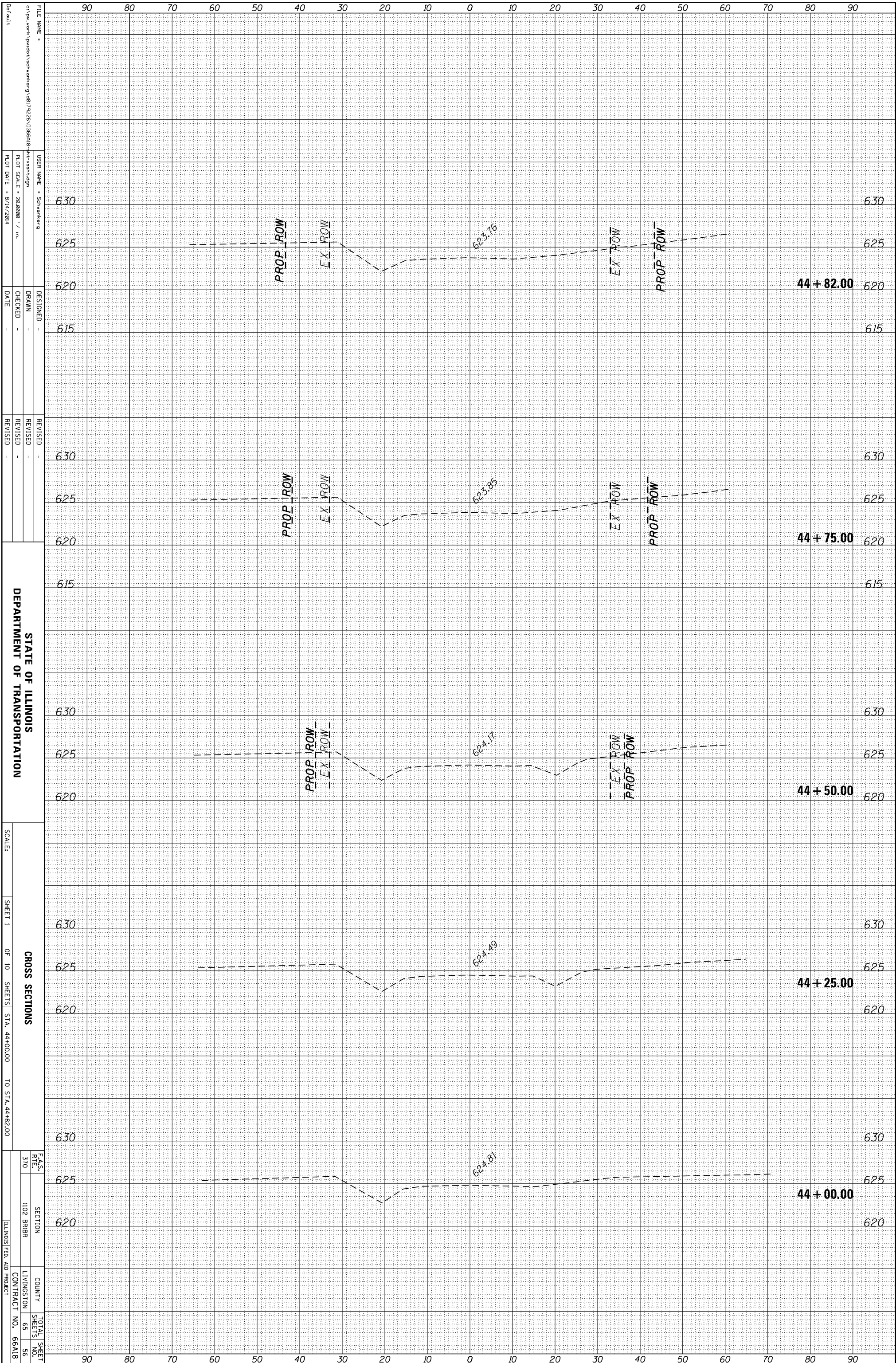
NOTES:

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

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\pwidot\schwankerg\d0179226\0666A18-sht-details.dgn		DRAWN -	REVISED -		370	(102 BR) BR	LIVINGSTON	65	55			
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	PLOT DATE = 8/14/2014	DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.				

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
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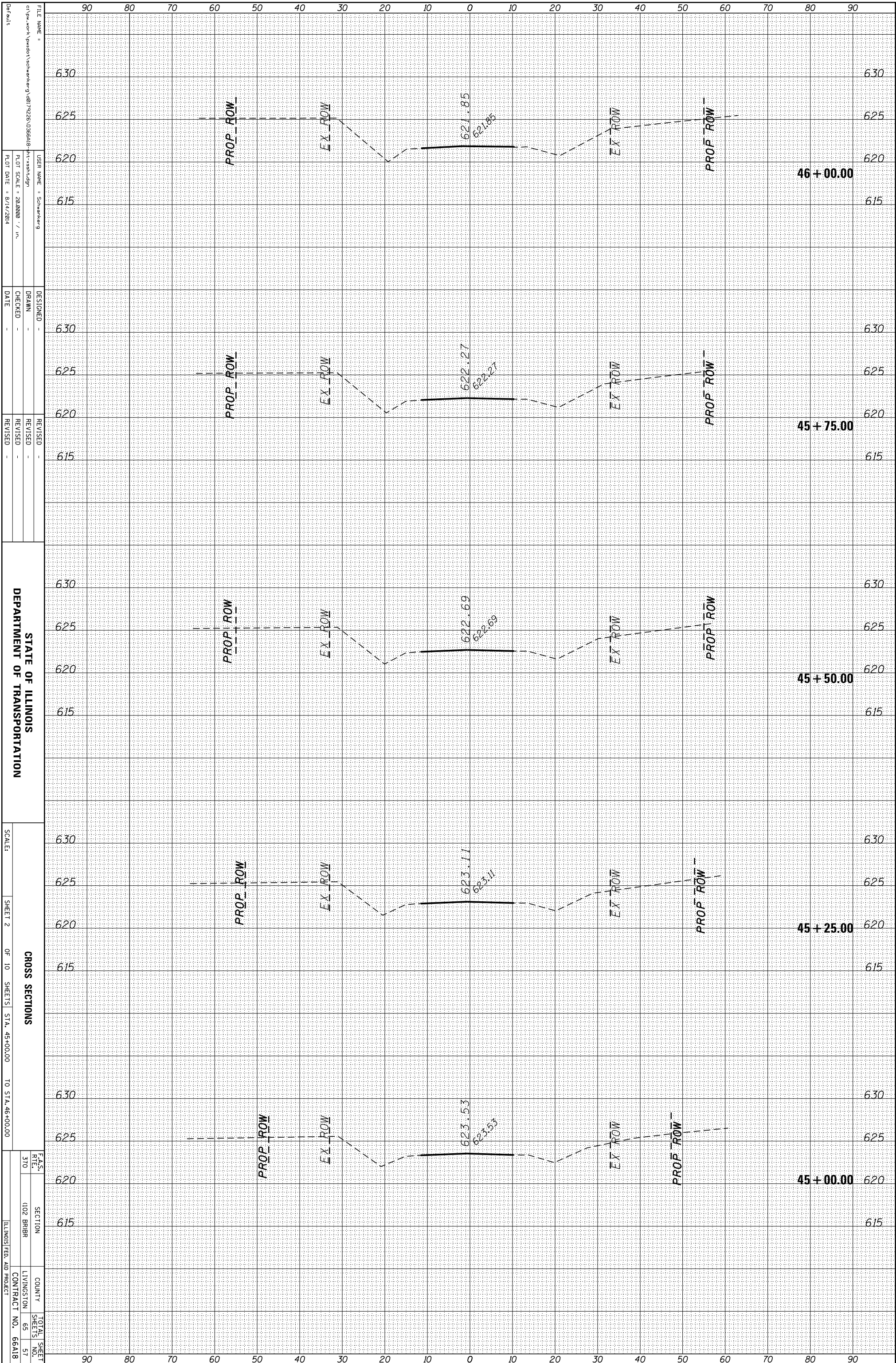
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
SHEET 1 OF 10 SHEETS STA. 44+00.00 TO STA. 44+82.00

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F.A.S. REF. 310	SECTION 102 BRBR	COUNTY LIVINGSTON	TOTAL SHEET NO. 65
		CONTRACT NO. 66A18	
		ILLINOIS FED. AID PROJECT	

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
SHEET 2 OF 10 SHEETS STA. 45+00.00 TO STA. 46+00.00

F.A.S. RT# 310 SECTION 102 BRBR COUNTY LIVINGSTON CONTRACT NO. 66A18

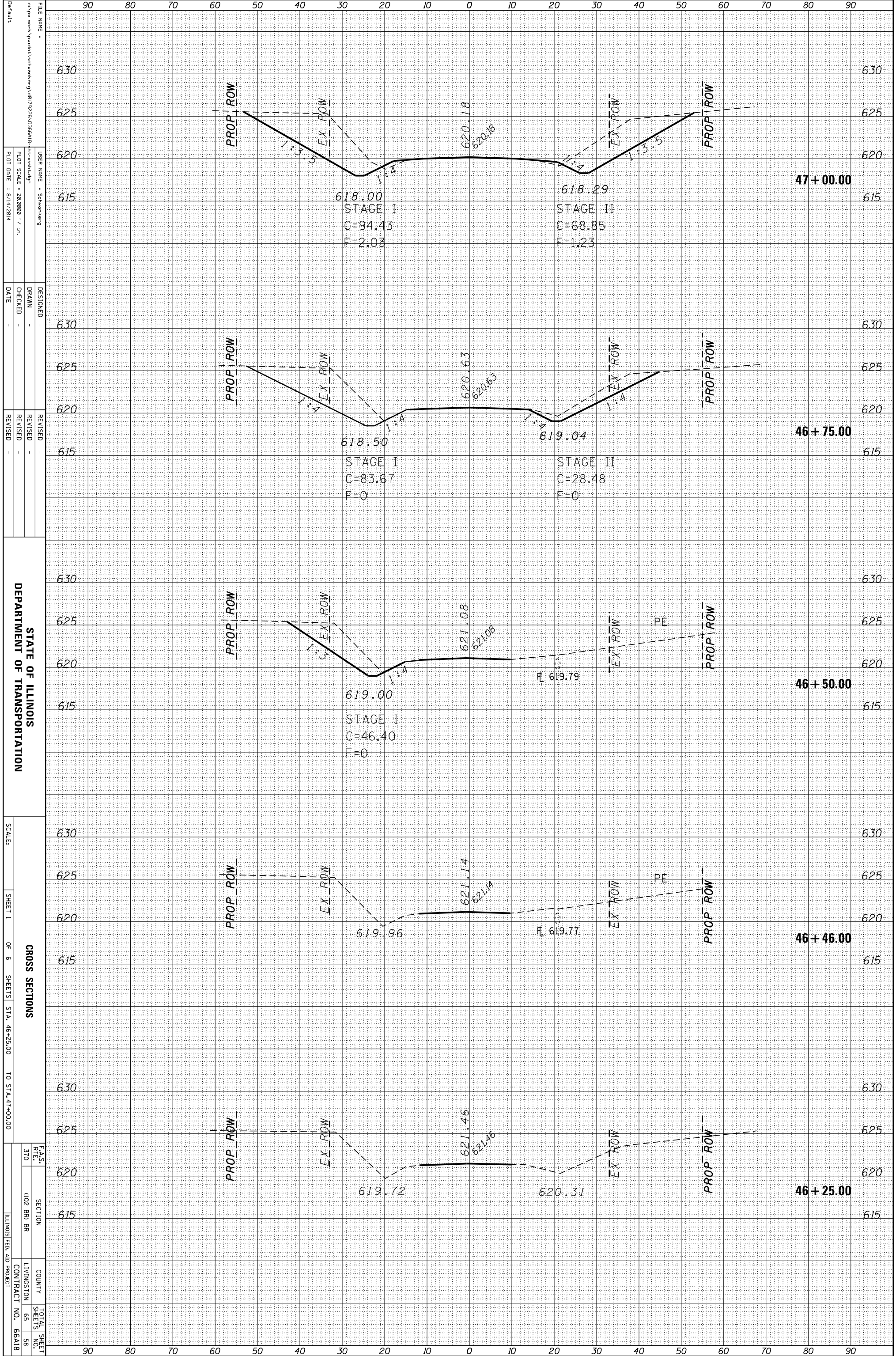
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REVISIONS: -

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PLOT DATE: 8/14/2014

TOTAL SHEET NO. 57

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

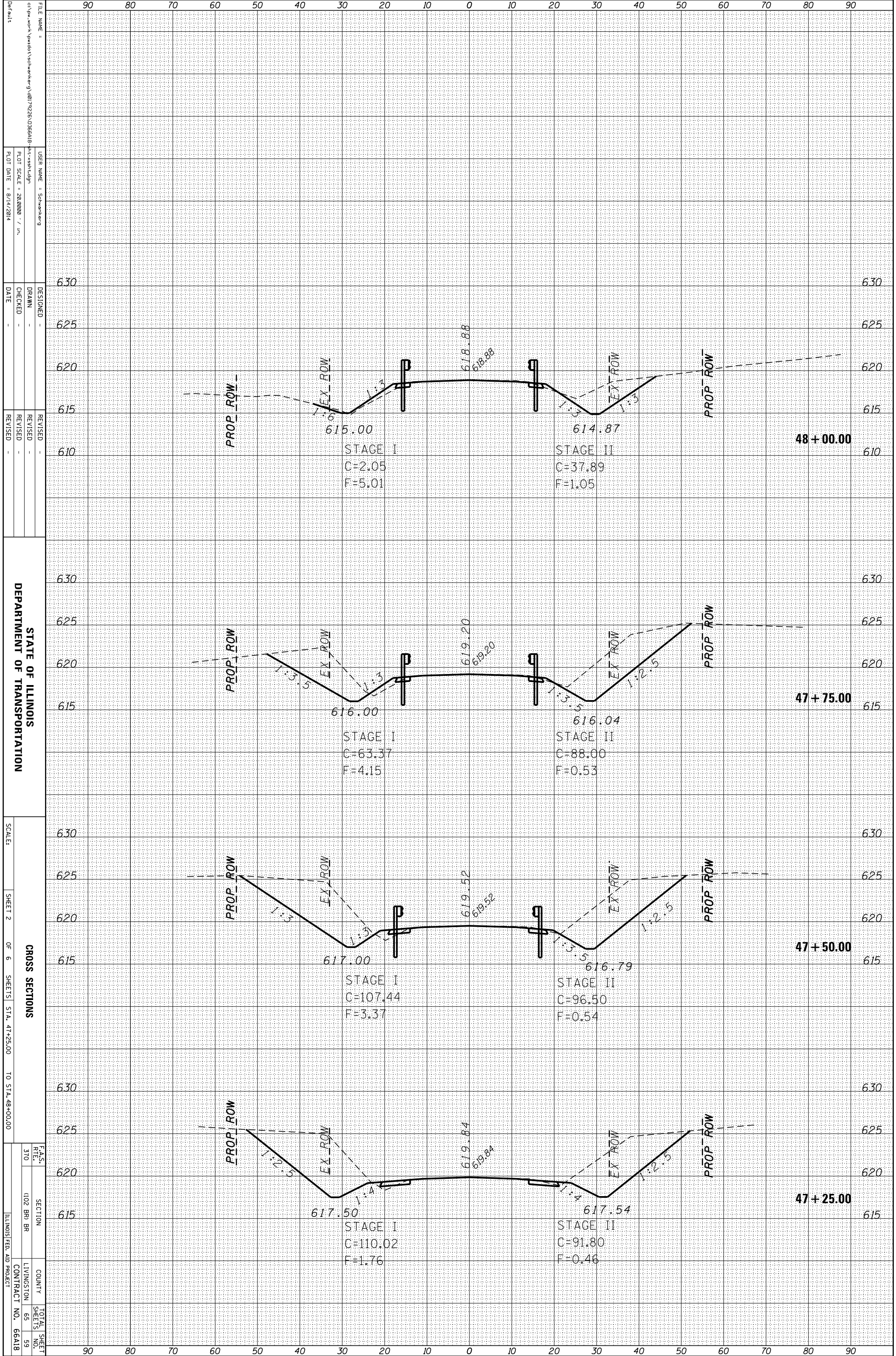
CROSS SECTIONS
 SHEET 1 OF 6 SHEETS STA. 46+25.00 TO STA. 47+00.00

F.A.S. RT# 310 SECTION 1102 BR BR COUNTY LIVINGSTON CONTRACT NO. 66A18

ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
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DESIGNED -
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 CHECKED -
 DATE -

REVISIED -
 REVISIED -
 REVISIED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SHEET 2 OF 6 SHEETS STA. 47+25.00 TO STA. 48+00.00

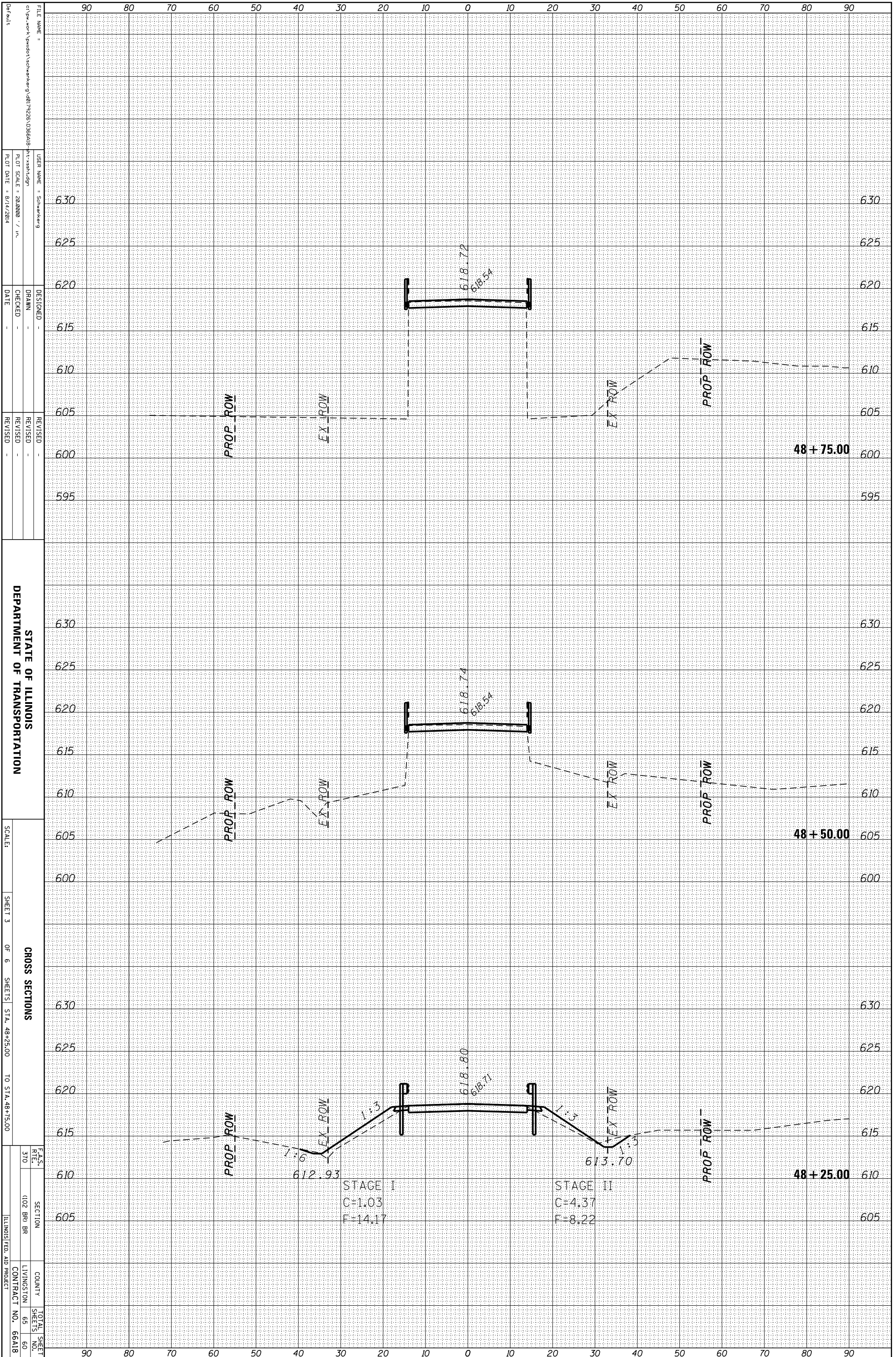
F.A.S. RT# 310 SECTION 1102 BR# BR COUNTY LIVINGSTON CONTRACT NO. 66A18

ILLINOIS FED. AID PROJECT

TOTAL SHEET NO. 59

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NOTE BOOK	PLOTTED		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

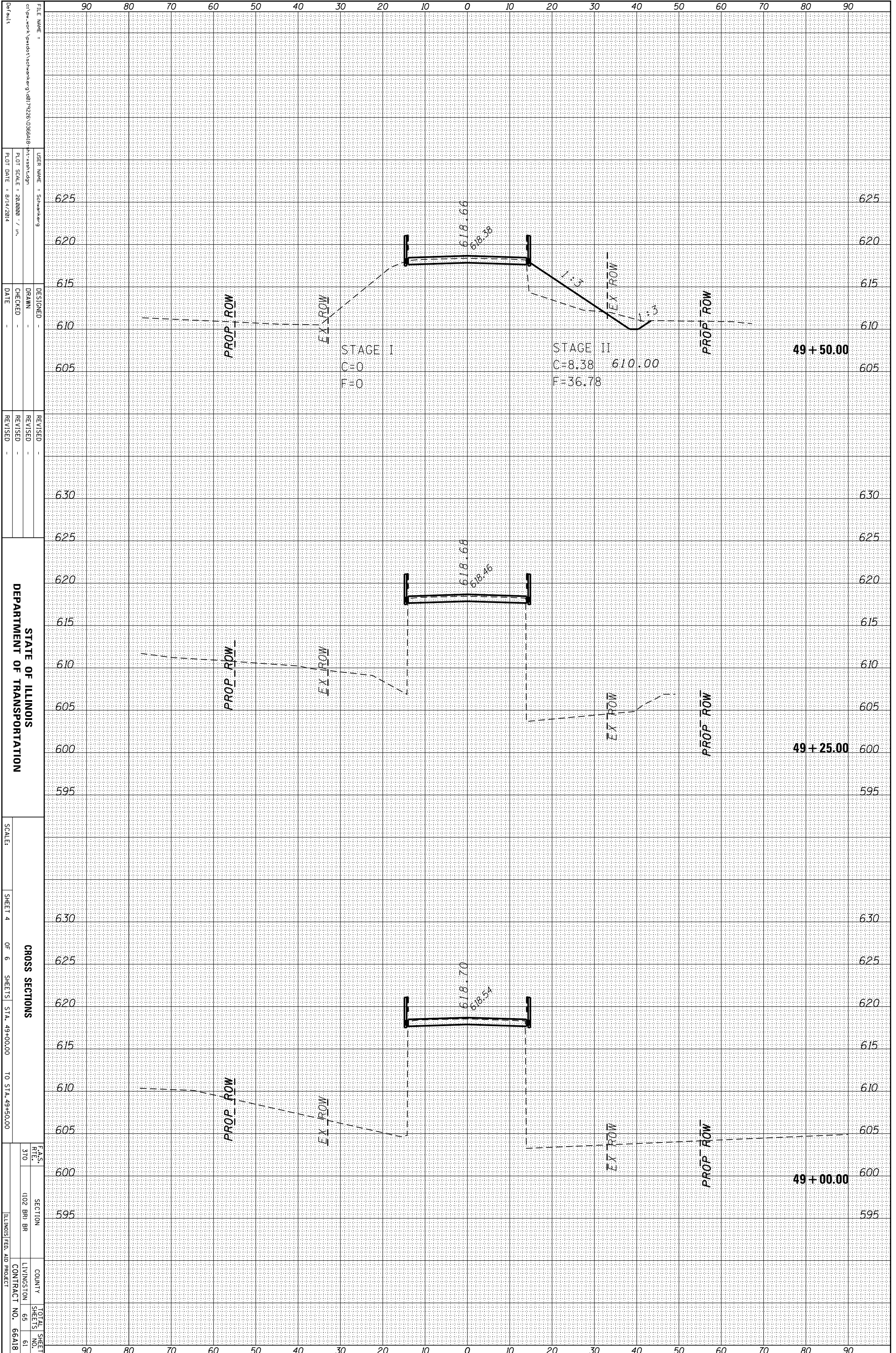
CROSS SECTIONS
SHEET 3 OF 6 SHEETS STA. 48+25.00 TO STA. 48+75.00

F.A.S. RTE. 310	SECTION 1102 BR/ BR	COUNTY LIVINGSTON	TOTAL SHEET NO. 65
		CONTRACT NO. 66A18	60
		ILLINOIS FED. AID PROJECT	

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PROJECT =	PLT SCALE = 28,000' / in.	DRAWN -	REVISOR -
PLT DATE = 8/14/2014		CHECKED -	REVISOR -
		DATE -	

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
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FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
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	AREAS _____		
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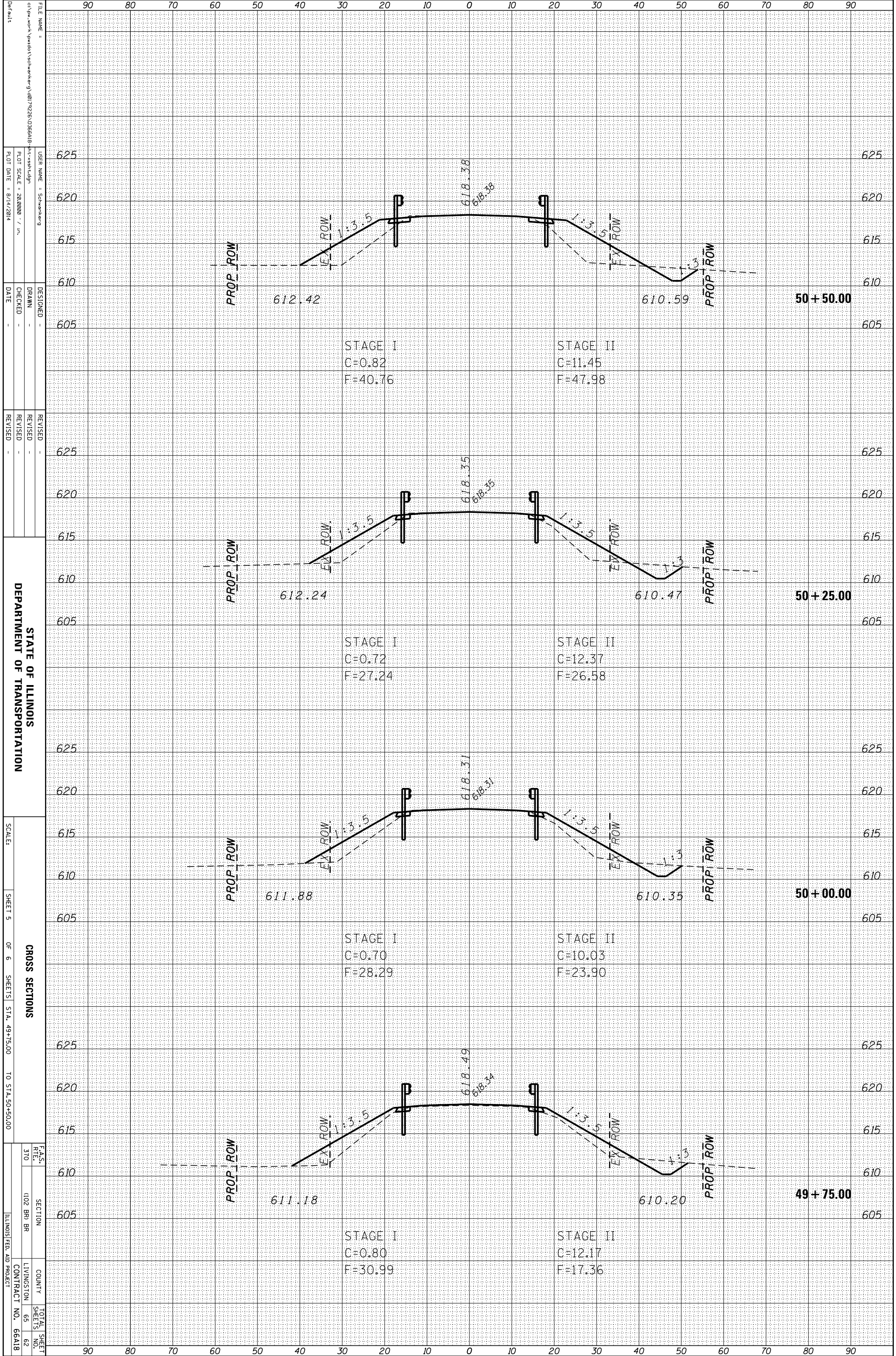
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SHEET 4 OF 6 SHEETS STA. 49+00.00 TO STA. 49+50.00

F.A.S. RT# 310 SECTION 1102 BRD BR COUNTY LIVINGSTON CONTRACT NO. 66A18 TOTAL SHEET NO. 65 OF 61 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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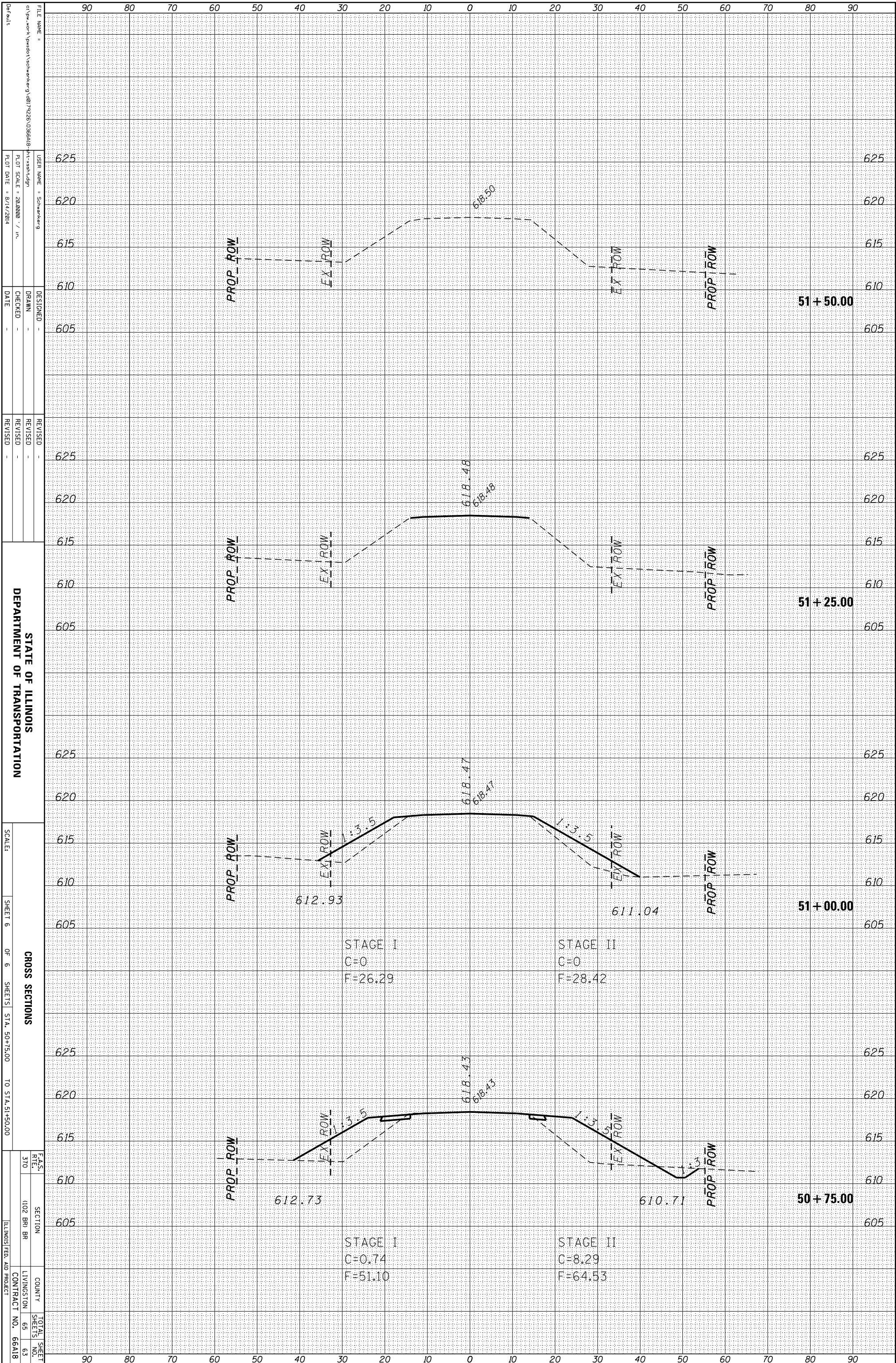
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 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 REVISIONS -
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 REVISION -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 SCALE: SHEET 5 OF 6 SHEETS STA. 49+75.00 TO STA. 50+50.00
 CROSS SECTIONS
 F.A.S. SECTION
 R.T.E. SECTION
 310 SECTION
 102 BR BR
 COUNTY LIVINGSTON
 CONTRACT NO. 66A18
 ILLINOIS FED. AID PROJECT

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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
SHEET 6 OF 6 SHEETS STA. 50+75.00 TO STA. 51+50.00

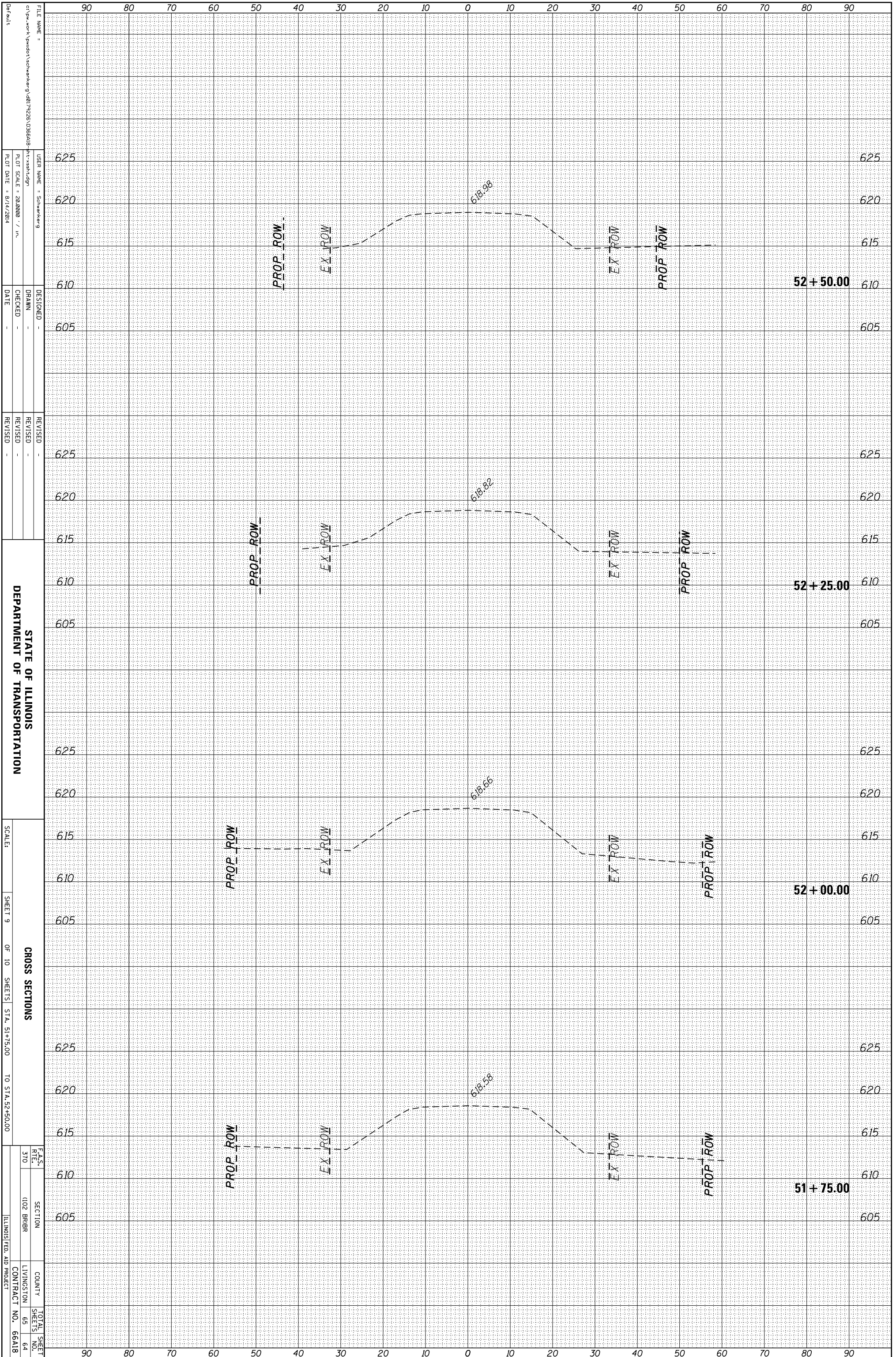
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		CONTRACT NO.	66A18
		ILLINOIS FED. AID PROJECT	

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PLT DATE = 8/14/2014			

REVISION	REVISION	REVISION

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NOTE BOOK	PLOTTED		
	TEMPLATE		
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NOTE BOOK	PLOTTED		
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	AREAS		
	AREAS CHECKED		



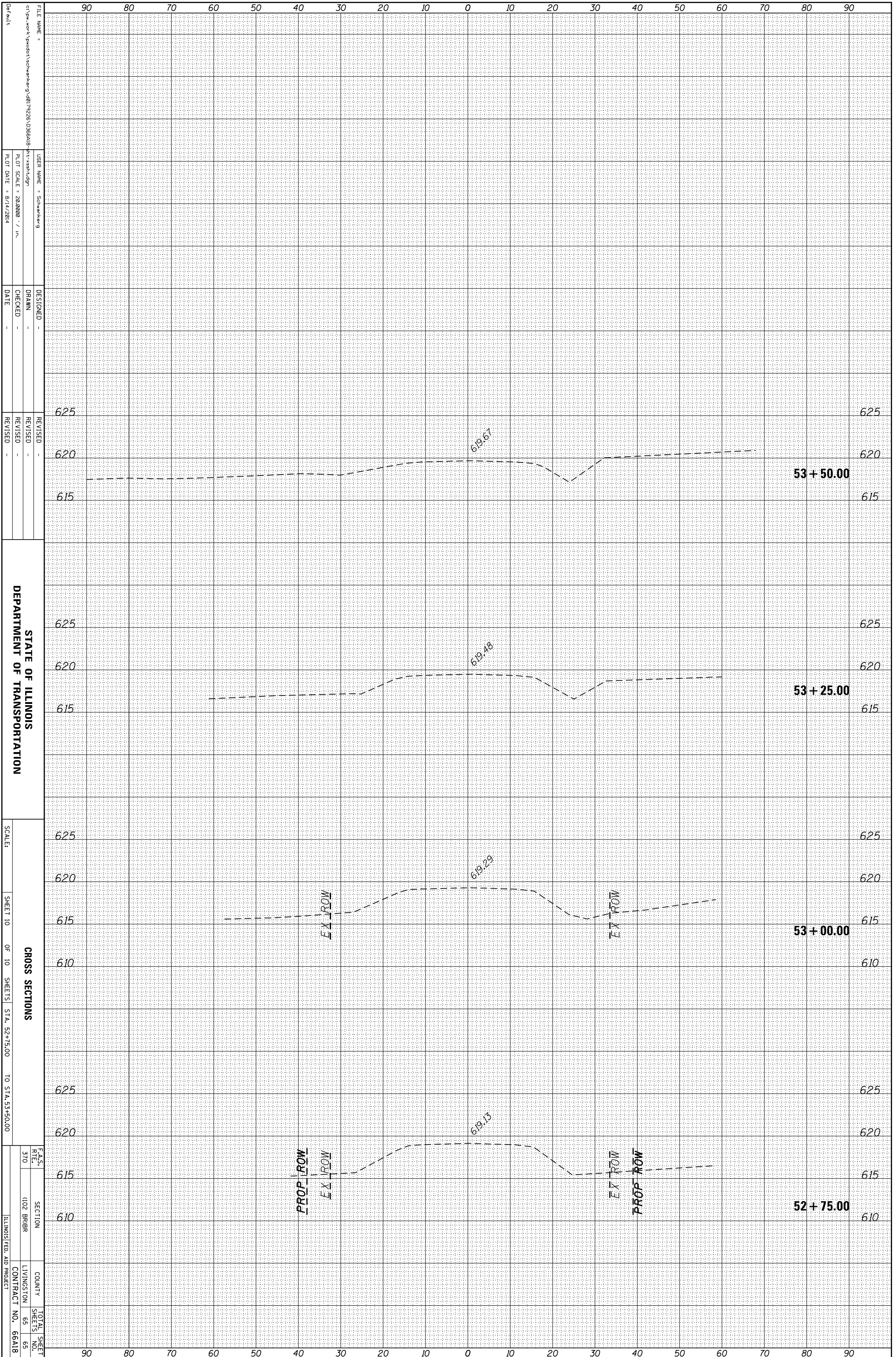
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
SHEET 9 OF 10 SHEETS STA. 51+75.00 TO STA. 52+50.00

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DESIGNED -	DRAWN -		
CHECKED -	DATE -		
REVISION	NO.	DATE	DESCRIPTION
-	-	-	-
SCALE =	1" = 20.0000' / in.		
DATE =	8/14/2014		
SECTION	102 BRBR	COUNTY	LIVINGSTON
CONTRACT NO.	66A18		
TOTAL SHEET NO.	65	CURRENT SHEET NO.	64

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		



FILE NAME = c:\pwwork\pwwork\shenkereng\08179226\036618-1\1-1-14.dgn
 USER NAME = Shenkereng
 DESIGNER =
 DRAWN =
 CHECKED =
 DATE =
 PLOT SCALE = 28.0000 / in.
 PLOT DATE = 8/14/2014

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SHEET 10 OF 10 SHEETS STA. 52+75.00 TO STA. 53+50.00

F.A.S. RTE. 310	SECTION 102 BRBR	COUNTY LIVINGSTON	TOTAL SHEET NO. 65
		CONTRACT NO. 66A18	
ILLINOIS FED. AID PROJECT			