

031

01-17-2020 LETTING ITEM 031

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	1
		ILLINOIS	CONTRACT NO. 66E68	

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- 701201-05 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS  $\geq$  45 MPH
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- 701321-17 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
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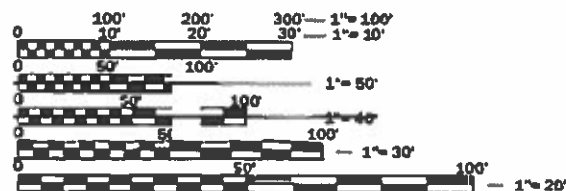
# PROPOSED HIGHWAY PLANS

## FAP ROUTE 673 (IL 116) SECTION (112BR-2)BR-2 PROJECT STP 5D4E(092) BRIDGE REPLACEMENT LIVINGSTON COUNTY

C-93-025-19



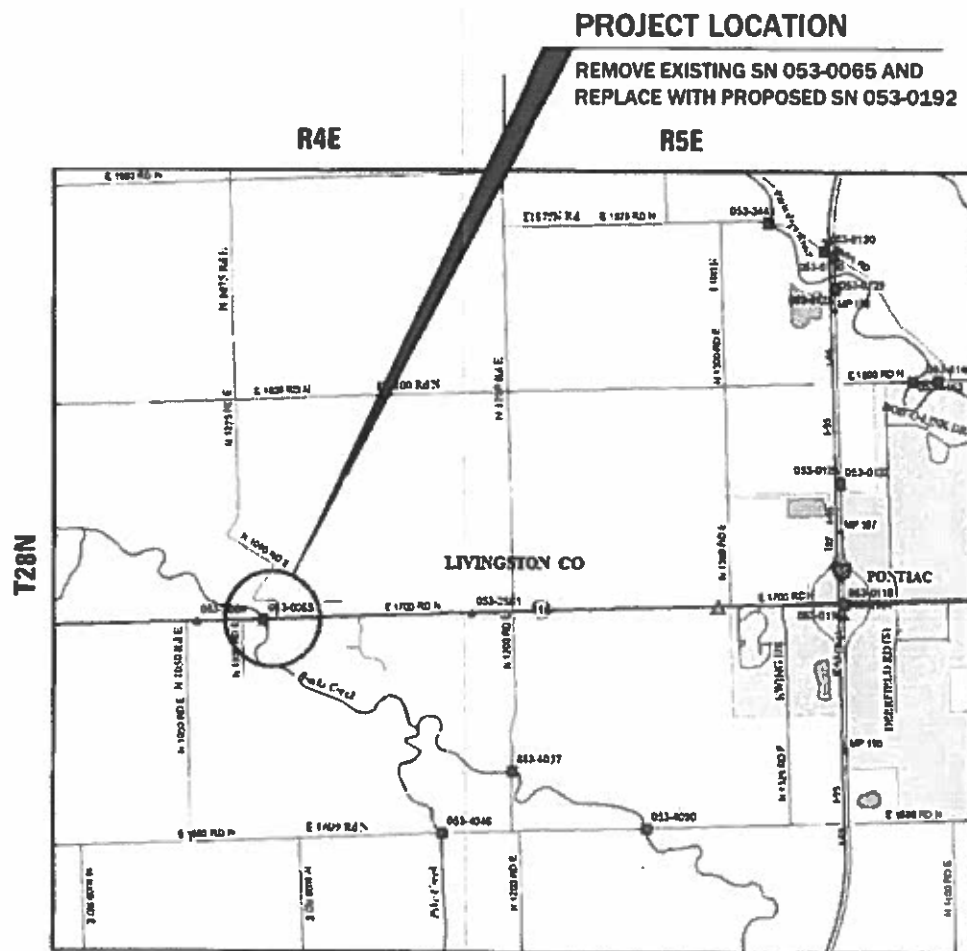
MINOR ARTERIAL RURAL  
2017 ADT = 2900  
P.V. = 89% S.U. = 5% M.U. = 6%



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

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

PROJECT ENGINEER: BRAD DUNCAN, P.E.  
UNIT CHIEF: DARCY CARPENTER  
DISTRICT 3 NO. (815) 434-6131  
CONTRACT NO. 66E68



GROSS LENGTH = 950.0 FT. = 0.18 MILE  
NET LENGTH = 950.0 FT. = 0.18 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED 10/30/19  
[Signature]  
REGIONAL ENGINEER

Dec 6 2019  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 6 2019  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

**GENERAL NOTES**

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

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE 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 FURNISHED EXCAVATION.

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

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

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

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

**COMMITMENTS:**

NO TREES WILL BE ALLOWED TO BE REMOVED FROM APRIL 1ST TO SEPTEMBER 30TH OF ANY GIVEN YEAR.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

\_\_\_\_\_  
SUPERVISING CONSTRUCTION FIELD ENGINEER

\_\_\_\_\_  
RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION:

INSPECTORS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: David Benish  
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10/20/19

EXAMINED BY: SSV  
DISTRICT CONSTRUCTION ENGINEER  
M. D. Ashby  
DISTRICT MATERIALS ENGINEER  
Tom Hagan  
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = plrschr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	SCALE: _____ SHEET ____ OF ____ SHEETS STA. _____ TO STA. _____	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Plot SCALE = 100.0000 / in.	CHECKED -	REVISED -				CONTRACT NO. 66E68				
Plot DATE = 10/29/2019	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

CONSTR. CODE
80% FED
20% STATE
BRIDGE
0010
S.N. 053-0192

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	83	83
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	106	106
20300100	CHANNEL EXCAVATION	CU YD	3639	3639
20400800	FURNISHED EXCAVATION	CU YD	204	204
25000210	SEEDING, CLASS 2A	ACRE	0.75	0.75
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	66	66
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	66	66
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	66	66
25100630	EROSION CONTROL BLANKET	SQ YD	3510	3510
28000305	TEMPORARY DITCH CHECKS	FOOT	120	120
28000400	PERIMETER EROSION BARRIER	FOOT	1690	1690
28100107	STONE RIPRAP, CLASS A4	SQ YD	1363	1363
28200200	FILTER FABRIC	SQ YD	1363	1363
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2403	2403

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PLOT DATE = 10/29/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____	TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	3
			CONTRACT NO. 66E68	
		ILLINOIS FED. AID PROJECT		

CONSTR. CODE
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20% STATE
BRIDGE
0010
S.N. 053-0192

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	1	1
40600990	TEMPORARY RAMP	SQ YD	104	104
40602978	HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50	TON	14	14
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	850	850
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	222	222
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	208	208
44000100	PAVEMENT REMOVAL	SQ YD	485	485
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	822	822
44004000	PAVED DITCH REMOVAL	FOOT	102	102
44004250	PAVED SHOULDER REMOVAL	SQ YD	201	201
48101200	AGGREGATE SHOULDERS, TYPE B	TON	124	124
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	201	201
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50105220	PIPE CULVERT REMOVAL	FOOT	262	262

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____	TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	4
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				





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0010
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	125	125
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	450	450
* 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	6	6
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	216	216
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	4	4
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
67201000	SEALING ABANDONED WATER WELLS	EACH	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1

\*= SPECIALTY ITEM

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PLOT DATE = 10/29/2019	CHECKED - _____	REVISED - _____
	DATE - _____	REVISED - _____

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: _____	SHEET ____ OF ____ SHEETS	STA. _____	TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	7
			CONTRACT NO. 66E68	
		ILLINOIS FED. AID PROJECT		

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BRIDGE
0010
S.N. 053-0192

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	143	143
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	16	16
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3912	3912
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	48	48
70400100	TEMPORARY CONCRETE BARRIER	FOOT	512.5	512.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	512.5	512.5
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3800	3800

\*= SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: _____	SHEET ____ OF ____ SHEETS	STA. _____	TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	8
			CONTRACT NO. 66E68	
		ILLINOIS	FED. AID PROJECT	



CONSTR. CODE
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BRIDGE
0010
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	475	475
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	12	12
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	6	6
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12	12
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	6	6
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1400	1400
X0900020	THERMAL INTEGRITY PROFILE TESTING	EACH	8	8
X4020700	AGGREGATE SURFACE COURSE, TYPE B 8"	SQ YD	131	131
X0900044	THERMAL INTEGRITY PROFILE DATA COLLECTION	FOOT	108	108
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	36	36
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	76	76
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42

\*= SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	9
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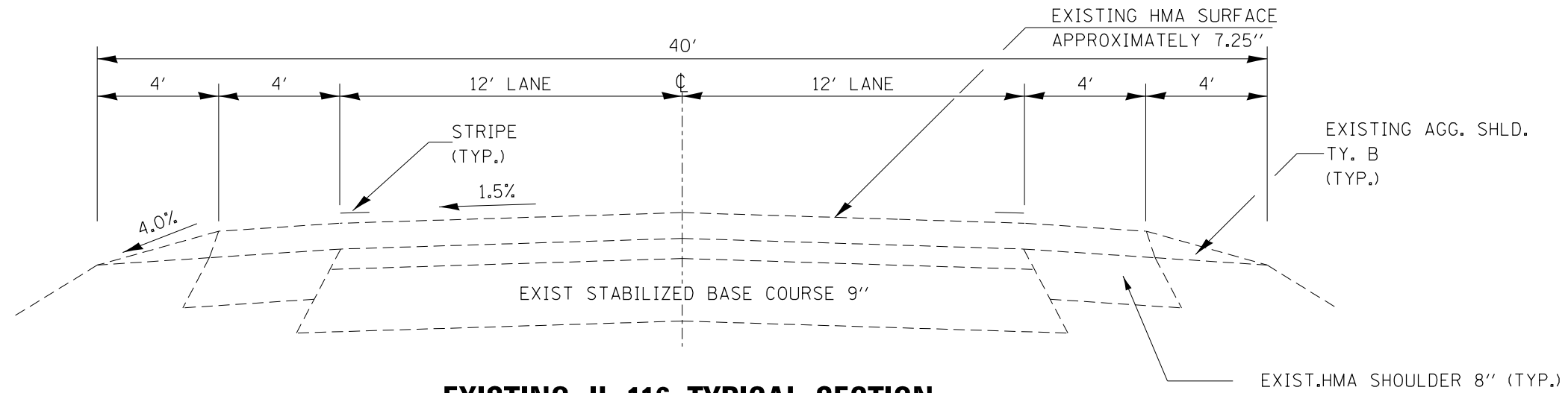
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	790	790
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	126	126
∅ Z0076600	TRAINEES	HOUR	2000	2000
Z0062456	TEMPORARY PAVEMENT	SQ YD	185	185
∅ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2000	2000

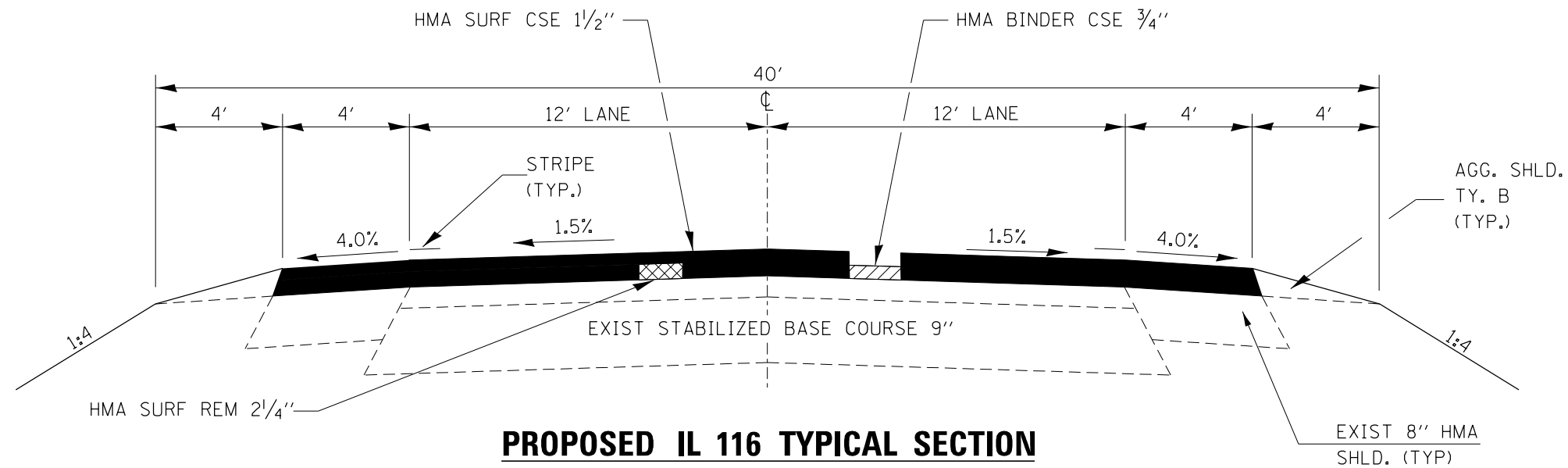
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PLOT DATE = 10/29/2019	CHECKED - _____	REVISED - _____		SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____			CONTRACT NO. 66E68				
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**EXISTING IL 116 TYPICAL SECTION**

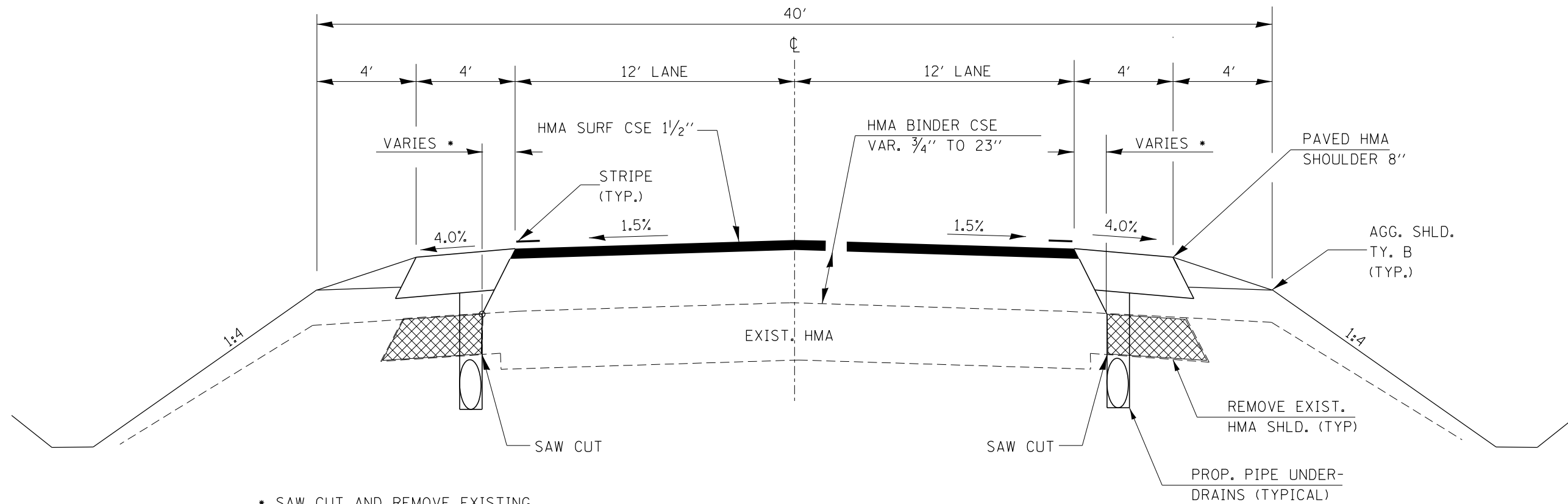


**PROPOSED IL 116 TYPICAL SECTION**

STA 846+75 TO 847+25  
 STA 855+79.65 TO 856+25

**HMA MIXTURE REQUIREMENT TABLE**

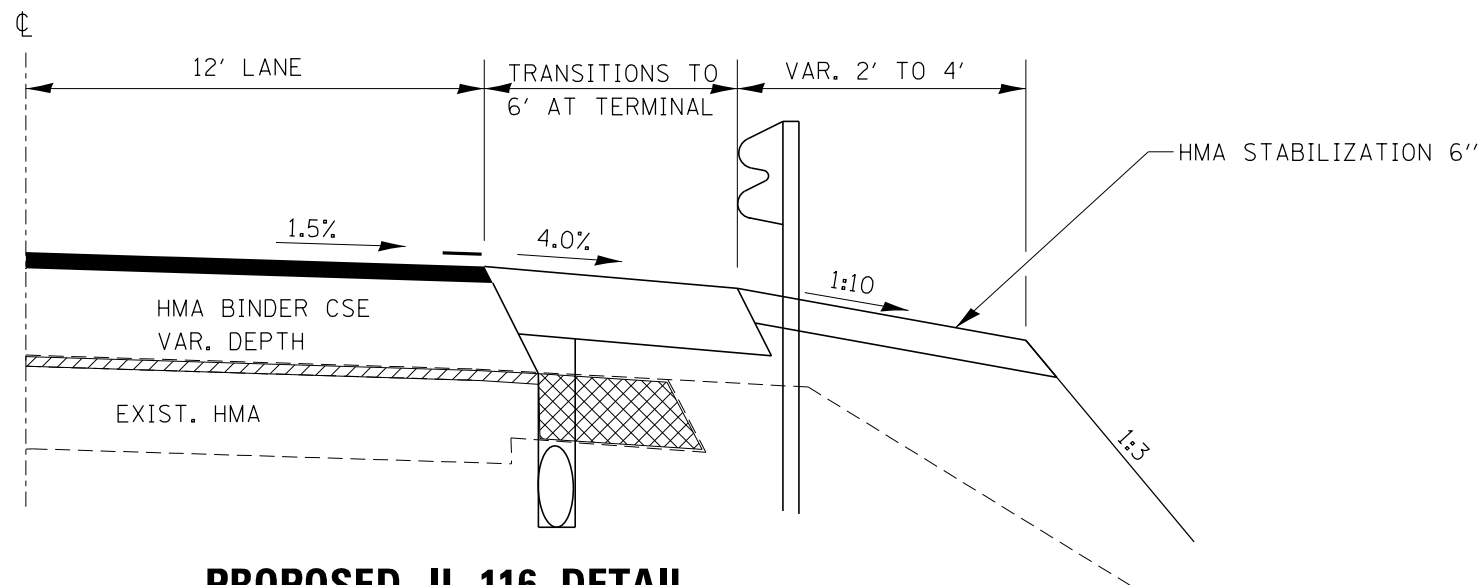
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MIXTURE USE(S):	HMA SURFACE COURSE	HMA BINDER COURSE	HMA BINDER COURSE	HMA SHOULDER BOTTOM LIFT	HMA SHOULDER BOTTOM LIFT(S)	HMA SHOULDER TOP LIFT	HMA SHOULDER WIDENING
BINDER GRADE (PG):	PG 62-22	PG 62-22	PG 64-22	PG 62-22	PG 62-22	PG 62-22	PG 62-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIXTURE C	N/A	N/A	N/A	N/A	N/A	N/A
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES	SATISFACTION OF ENGINEER	CORES	SATISFACTION OF ENGINEER	CORES	CORES	SATISFACTION OF ENGINEER



\* SAW CUT AND REMOVE EXISTING HMA SHOULDER OUTSIDE OF THE BINDER SLUFF AREA

### PROPOSED IL 116 TYPICAL SECTION

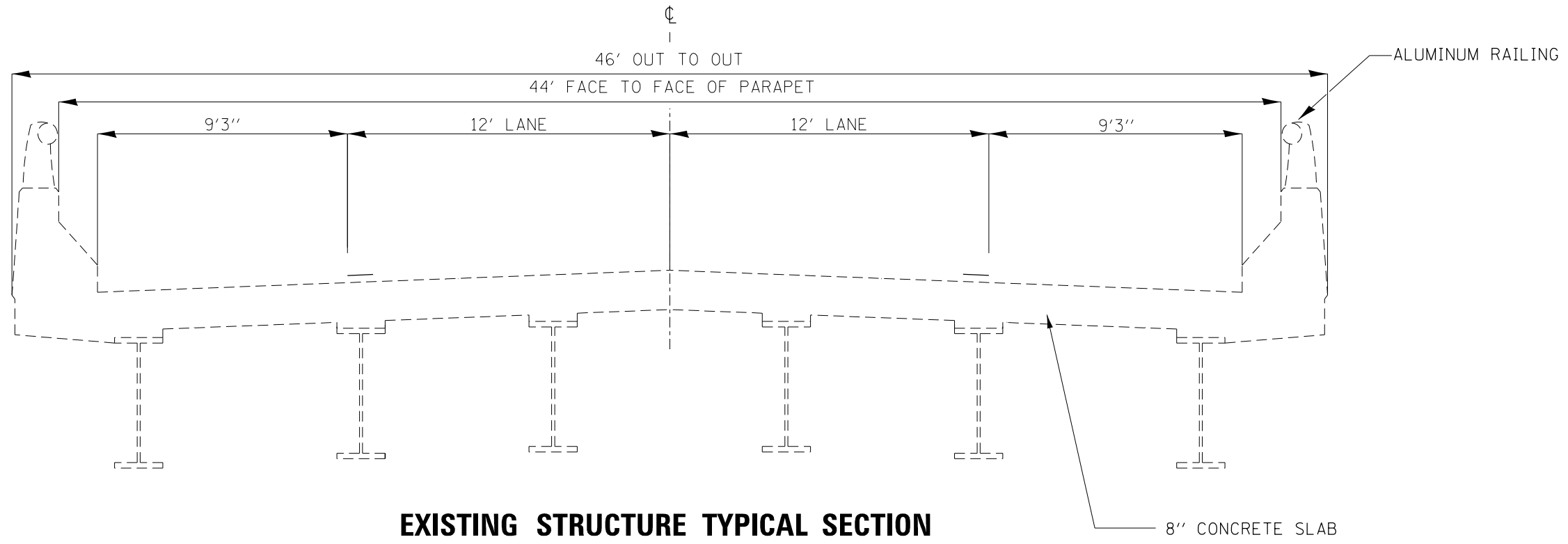
STA 847+25 TO 850+95  
STA 853+55 TO 855+79.65



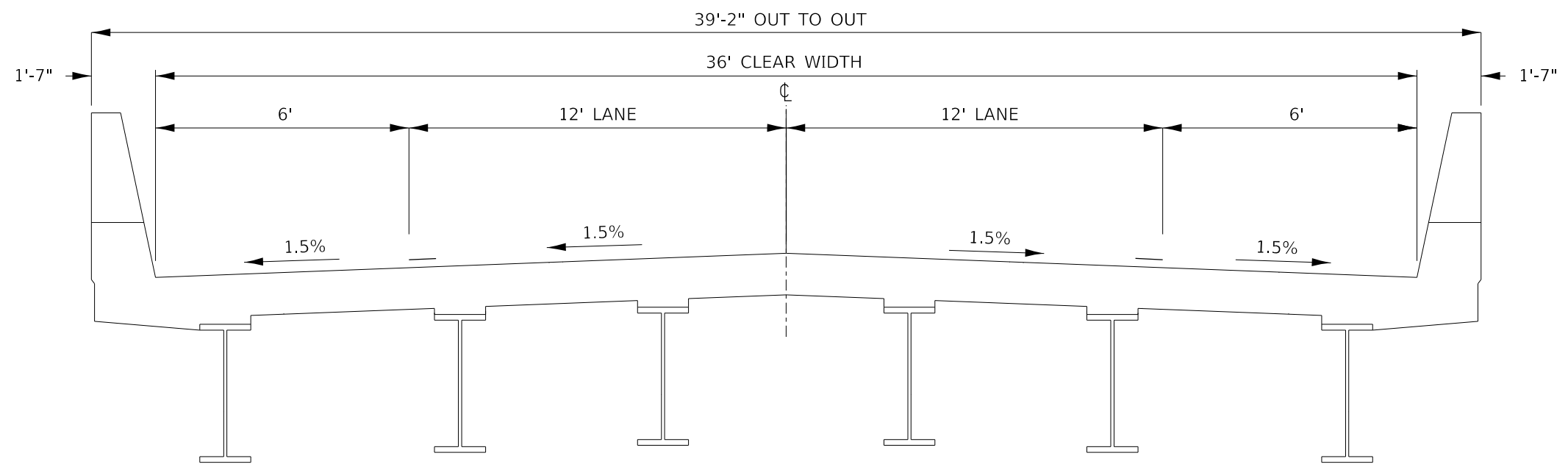
### PROPOSED IL 116 DETAIL AT GUARDRAIL LOCATIONS

SHOWING SHOULDER WIDENING AT TANGENT GUARDRAIL TERMINALS

FILE NAME =	USER NAME = pletschr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED IL 116 ROADWAY TYPICALS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\0366E68\Drawings\CADsheets\0366E68-Typical.dgn	DESIGNED -	REVISED -	673			(112 BR-2)ES	LIVINGSTON	77	12		
Default	PLOT SCALE = 1/32" = 1' / in.	CHECKED -	REVISED -			CONTRACT NO. 66E68					
	PLOT DATE = 10/29/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET	OF	SHEETS	STA.	TO STA.



**EXISTING STRUCTURE TYPICAL SECTION**



**PROPOSED STRUCTURE TYPICAL SECTION**

FILE NAME =	USER NAME = pletschr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED SN 053-0065 STRUCTURE TYPICALS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\0366E68\Drawings\CADsheets\0366E68-Typical.dgn	Default	Checked	Revised			673	(112 BR-2)ES	LIVINGSTON	77	13	
PLOT SCALE = 1/32" = 1' / in.	CHECKED -	REVISIED -	SCALE:			SHEET	OF	SHEETS	STA.	TO	STA.
PLOT DATE = 10/29/2019	DATE -	REVISIED -	ILLINOIS FED. AID PROJECT								



GUARDRAIL SCHEDULE								
LOCATION	LENGTH OF NEED	GUARD-RAIL REM	TBT TY 1 SPECIAL TANGENT	TBT TYPE 6	SPBGR TY A 6 FT POSTS	HMA STAB 6" AT SPBGR (IL 19.0, N50)	GUARD-RAIL REFL TY A	TERMINAL MARKER DIRECT APPLIED
STA TO STA	FOOT	FOOT	EACH	EACH	FOOT	SQYD	EACH	EACH
EB APPROACH (053-0065)	120	100	1	1	50	25	2	1
EB DEPARTURE (053-0065)	70	100	1	1	12.5	13	1	1
WB APPROACH (053-0065)	120	150	1	1	50	25	2	1
WB DEPARTURE (053-0065)	70	100	1	1	12.5	13	1	1
TOTAL		450	4	4	125	76	6	4

SIDEROAD AND ENTRANCE SCHEDULE								
STATION	SIDE	1 1/2" HMA SURF CSE MIX "C" N50	HMA BINDER CSE IL-19.0, N50 (VAR DEPTH)	HMA SURF CSE REM 2 1/4"	BIT MATLS TACK COAT	LONG JOINT SEAL	TEMP RAMP	AGG SURF COURSE TY B, 8"
		TON	TON	SQ YD	POUND	FOOT	SQ YD	SQ YD
854+37	RT							
854+84	LT	38.9	58.3	40.0	312.3	138.0	15.0	
855+30	RT							131
TOTALS		39	58	40	312	138	15	131

DRAINAGE SCHEDULE									
LOCATION	PAVED DITCH REMOVAL	PIPE CULVERT REMOVAL	SEALING ABANDONED WATER WELLS	REMOVING CATCH BASINS	PIPE CULVERTS CLASS A TYPE 2, 18"	PIPE UNDERDRAINS TYPE 3	PIPE UNDERDRAINS 4" (SPECIAL)	CONC HDWLS FOR PIPE DRAINS	END SECTIONS 18"
	FOOT	FOOT	EACH	EACH	FOOT	FOOT	FOOT	EACH	EACH
NORTHEAST		234	1	1	55	225	7	1	2
SOUTHEAST	102	28			54	225	11	1	2
NORTHWEST						370	13	1	
SOUTHWEST						370	26	2	
TOTAL	102	262	1	1	109	1190	57	5	4

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PLOT DATE = 10/29/2019	DATE - _____	REVISED - _____

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>SCHEDULES</b>			
SCALE: _____	SHEET _____	OF _____	SHEETS
STA. _____	TO STA. _____		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	15
CONTRACT NO. 66E68			ILLINOIS FED. AID PROJECT	

ILL. RTE. 116		LOCATION: ROOKS CREEK, 2.7 MI W OF I-55			LIVINGSTON COUNTY	
GPS NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY	
N/A	NO PERMANENT SURVEY MARKERS OR SECTION CORNER MARKERS TO BE SET ON THIS JOB	N/A	N/A	N/A	N/A	
<p>THERE ARE NO LAND SURVEY OR CENTERLINE CONTROL MONUMENTS WITHIN THE CONSTRUCTION LIMITS WHICH WILL REQUIRE A PERMANENT SURVEY MARKER. UNKNOWN MONUMENTS SET BY SURVEYORS OR OTHER PERSONS MAY EXIST ON, OR OFF OF THE ROAD SURFACE. IF FOUND, THE R.E. MUST TIE ANY MONUMENT SUBJECT TO DAMAGE OR DESTRUCTION DURING THE CONSTRUCTION WORK, REQUEST PLATS AND PLANS PERSONNEL TO GPS THE MONUMENT, AND INFORM THEM TO RESET THE MONUMENT UPON JOB COMPLETION. NO MONUMENT RECORDS WILL BE REQUIRED FOR THIS JOB.</p>						

SEEDING SCHEDULE					
LOCATION	SEEDING CLASS 2A	EROSION CONTROL BLANKET	NIT FERT NUT	PHOS FERT NUT	POT FERT NUT
STA TO STA	ACRE	SQ YD	LB	LB	LB
SOUTH WEST QUAD	0.16	763.3	14.2	14.2	14.2
SOUTH EAST QUAD	0.16	774.1	14.4	14.4	14.4
NORTH WEST QUAD	0.11	512.0	9.5	9.5	9.5
NORTH EAST QUAD	0.30	1460.1	27.2	27.2	27.2
TOTAL	0.75	3510	66	66	66

WORK ZONE TRAFFIC CONTROL														
LOCATION		LENGTH	TEMPORARY PAVEMENT	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	TEMPORARY RUMBLE STRIP	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIONAL) TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIONAL) TEST LEVEL 3	TEMPORARY PAVEMENT MARKING 4"	TEMPORARY PAVEMENT MARKING 24"	PAVEMENT MARKING REMOVAL WATER BLASTING		
FROM	TO	FOOT	SQ YD	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	FOOT	SQ. FT.		
STAGE 1														
846+95														
846+95	849+62	267									12	24		
849+62	854+74	512		512.5		18		2		534		178		
849+00	851+40	240	107							1024		341		
853+25	855+00	175	78											
854+74	856+73	199								398		133		
856+73														
W. OF STOP BAR IN EBL														
E. OF STOP BAR IN WBL														
STAGE 2														
846+95														
846+95	849+62	267									12	24		
849+62	854+74	512		512.5		18		2		534		178		
854+74	856+73	199							2	1024		341		
856+73														
			185		512.5	512.5	36	6	2		2	3912	48	1400

\* TEMPORARY RUMBLE STRIPS SHALL BE USED IN STAGE 1 AND STAGE 2 CONSTRUCTION.  
SEE HIGHWAY STANDARD 701321 FOR LOCATION.

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EARTH EXCAVATION SCHEDULE					
(1)		(2)	(3)	(4)	(5)
STA TO STA		EARTH EX	EARTH EX ADJ FOR SHRINKAGE	EMBANK	EARTHWORK BAL WASTE(+) OR SHORTAGE(-)
	LANE	CU YD	CU YD	CU YD	CU YD
846+50 TO 846+75	LT/RT	3.1	2.33	0	2.33
846+75 TO 847+00	LT/RT	6.16	4.62	0	4.62
847+00 TO 847+25	LT/RT	6.12	4.59	0	4.59
847+25 TO 847+50	LT/RT	6.04	4.53	0	4.53
847+50 TO 847+75	LT/RT	5.75	4.31	0	4.31
847+75 TO 848+00	LT/RT	4.44	3.33	0.22	3.11
848+00 TO 848+25	LT/RT	2.36	1.77	1.18	0.59
848+25 TO 848+50	LT/RT	2.45	1.84	2.45	-0.61
848+50 TO 848+75	LT/RT	3.03	2.27	3.91	-1.64
848+75 TO 849+00	LT/RT	2	1.50	5.75	-4.25
849+00 TO 849+25	LT/RT	0.81	0.61	8.91	-8.30
849+25 TO 849+50	LT/RT	0.09	0.07	13.44	-13.37
849+50 TO 849+75	LT/RT	0	0.00	18.15	-18.15
849+75 TO 850+00	LT/RT	0	0.00	34.91	-34.91
850+00 TO 850+25	LT/RT	0.41	0.31	58.7	-58.39
850+25 TO 850+50	LT/RT	0.71	0.53	59.59	-59.06
850+50 TO 850+75	LT/RT	0.57	0.43	53.79	-53.36
850+75 TO 851+00	LT/RT	0.49	0.37	54.73	-54.36
851+00 TO 851+25	LT/RT	0.22	0.17	26.45	-26.29
851+25 TO 852+50	LT/RT	0	0.00	0	0.00
852+50 TO 852+75	LT/RT	0.01	0.01	58.97	-58.96
852+75 TO 853+00	LT/RT	22.48	16.86	69.24	-52.38
853+00 TO 853+25	LT/RT	60.7	45.53	19.3	26.23
853+25 TO 853+50	LT/RT	78.83	59.12	42.6	16.52
853+50 TO 853+75	LT/RT	75.99	56.99	57.63	-0.64
853+75 TO 854+00	LT/RT	63.3	47.48	36.84	10.64
854+00 TO 854+25	LT/RT	67.97	50.98	20.63	30.35
854+25 TO 854+50	LT/RT	78.13	58.60	15.25	43.35
854+50 TO 854+75	LT/RT	42.78	32.09	13.05	19.04
854+75 TO 854+84.44	LT/RT	3.56	2.67	3.42	-0.75
854+84.44 TO 855+00	LT/RT	6.69	5.02	2.81	2.21
855+00 TO 855+25	LT/RT	8.08	6.06	22.45	-16.39
855+25 TO 855+50	LT/RT	4.71	3.53	31.01	-27.48
855+50 TO 855+75	LT/RT	11.41	8.56	11.22	-2.66
855+75 TO 856+00	LT/RT	17.86	13.40	2.76	10.64
856+00 TO 856+25	LT/RT	15.22	11.42	1.25	10.17
856+25 TO 856+50	LT/RT	12.28	9.21	0.06	9.15
856+50 TO 856+75	LT/RT	12.3	9.23	0.03	9.20
856+75 TO 857+00	LT/RT	13.79	10.34	0.17	10.17
857+00 TO 857+25	LT/RT	11.89	8.92	0.16	8.76
857+25 TO 857+50	LT/RT	8.71	6.53	0	6.53
857+50 TO 857+75	LT/RT	9.11	6.83	0	6.83
857+75 TO 858+00	LT/RT	4.63	3.47	0	3.47
<b>GRAND TOTALS</b>		<b>666</b>	<b>499</b>	<b>751</b>	<b>-245</b>

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

EARTH EXCAVATION SCHEDULE CR 1090E					
(1)		(2)	(3)	(4)	(5)
STA TO STA		EARTH EX	EARTH EX ADJ FOR SHRINKAGE	EMBANK	EARTHWORK BAL WASTE(+) OR SHORTAGE(-)
	LANE	CU YD	CU YD	CU YD	CU YD
30+00 TO 30+25	LT/RT	0.76	0.57	4.85	-4.28
30+25 TO 30+50	LT/RT	13.42	10.07	7.31	2.76
30+50 TO 30+75	LT/RT	27.82	20.87	2.76	18.11
30+75 TO 31+00	LT/RT	22.95	17.21	0.48	16.73
31+00 TO 31+25	LT/RT	9.4	7.05	0.31	6.74
31+25 TO 31+50	LT/RT	1.6	1.20	0.13	1.07
31+50 TO 31+75	LT/RT	0	0.00	0	0.00
<b>SUBTOTALS</b>		<b>62</b>	<b>46</b>	<b>4</b>	<b>41</b>
<b>GRAND TOTALS</b>		<b>728</b>	<b>545</b>	<b>755</b>	<b>-204</b>

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

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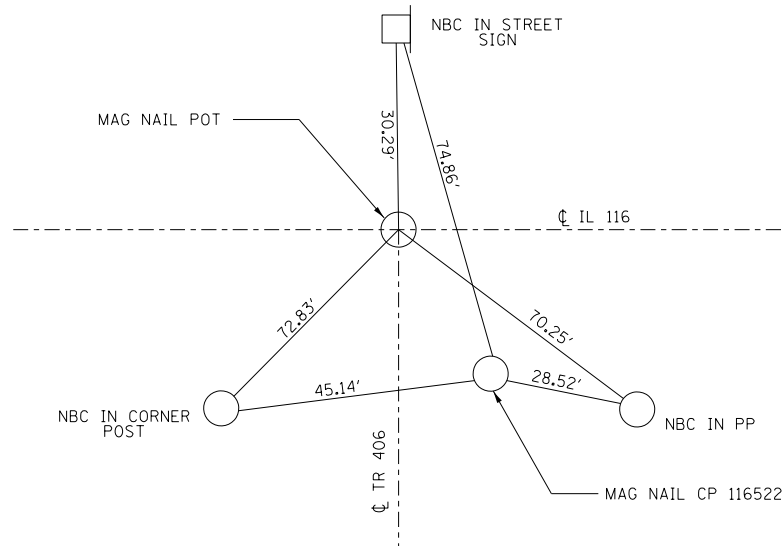
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

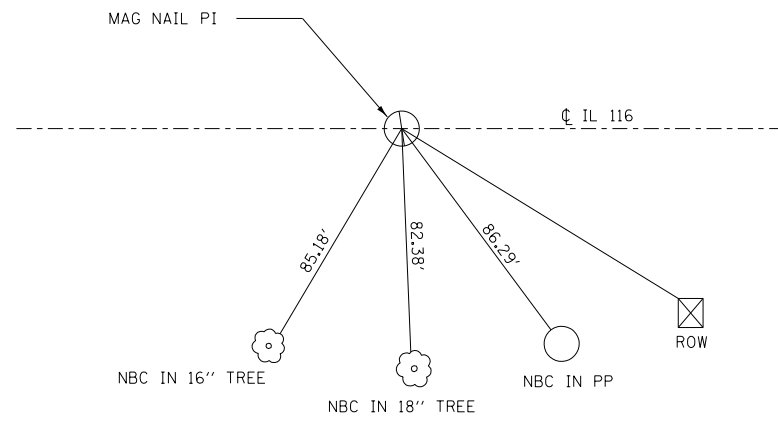
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SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	17
				CONTRACT NO. 66E68
		ILLINOIS	FED. AID PROJECT	

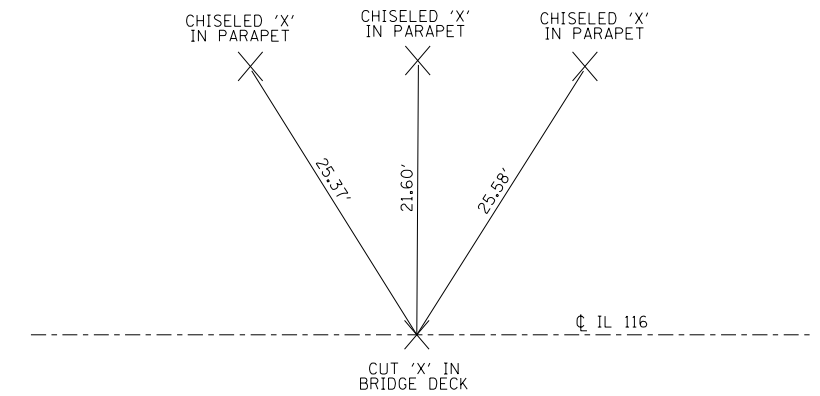
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 CP 116522 - STA 846+50.83, 43.91' RT



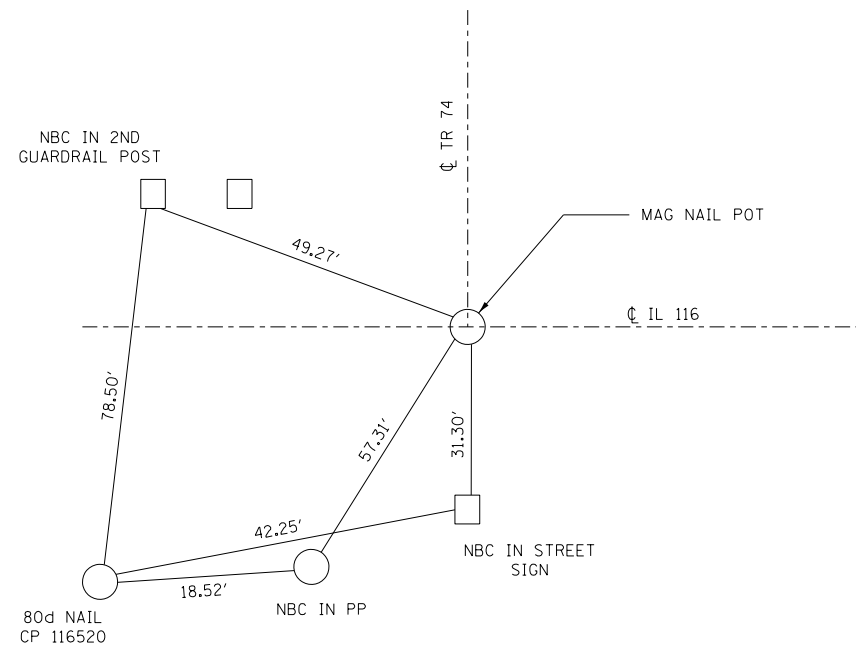
PI STA 848+00.02 (IL 116)



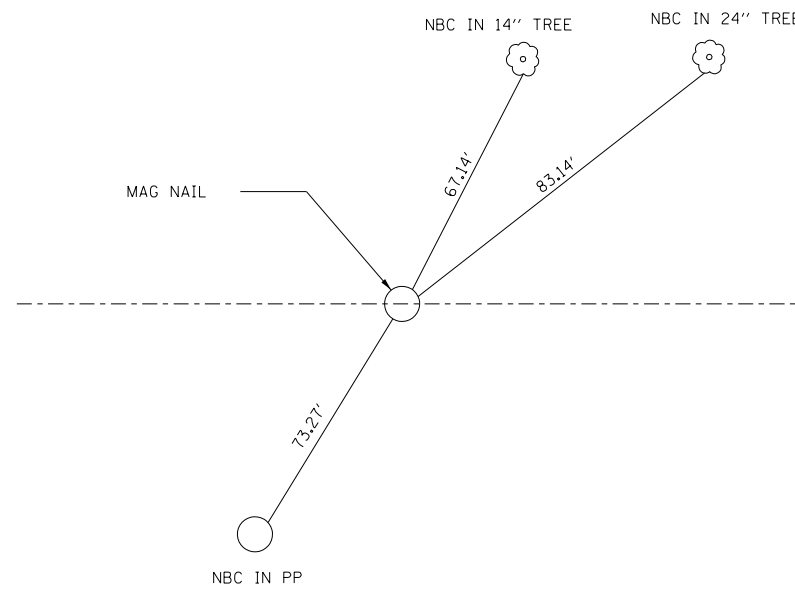
BRIDGE SN 053-0065  
 STA 852+21.85 (IL 116)



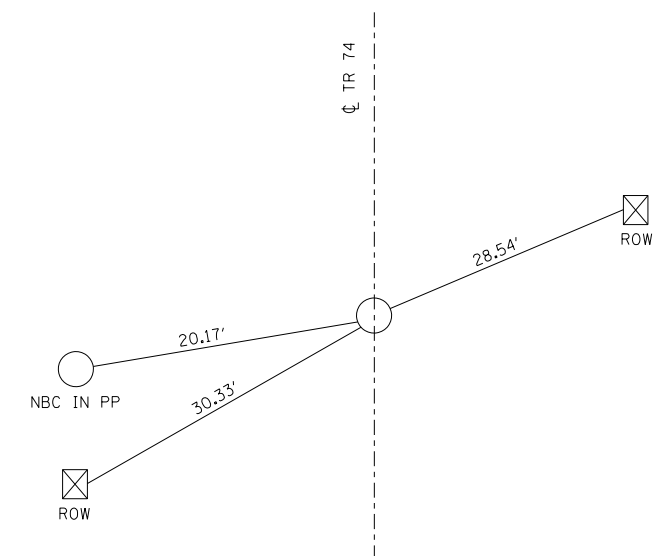
POT STA 854+84.44 (IL 116) = STA 30+00.00 (TR 74)  
 CP 116520 - 854+47.64 53.81' RT



POT 857+00.02 (IL 116)



STA 31+00.00 (TR 74)



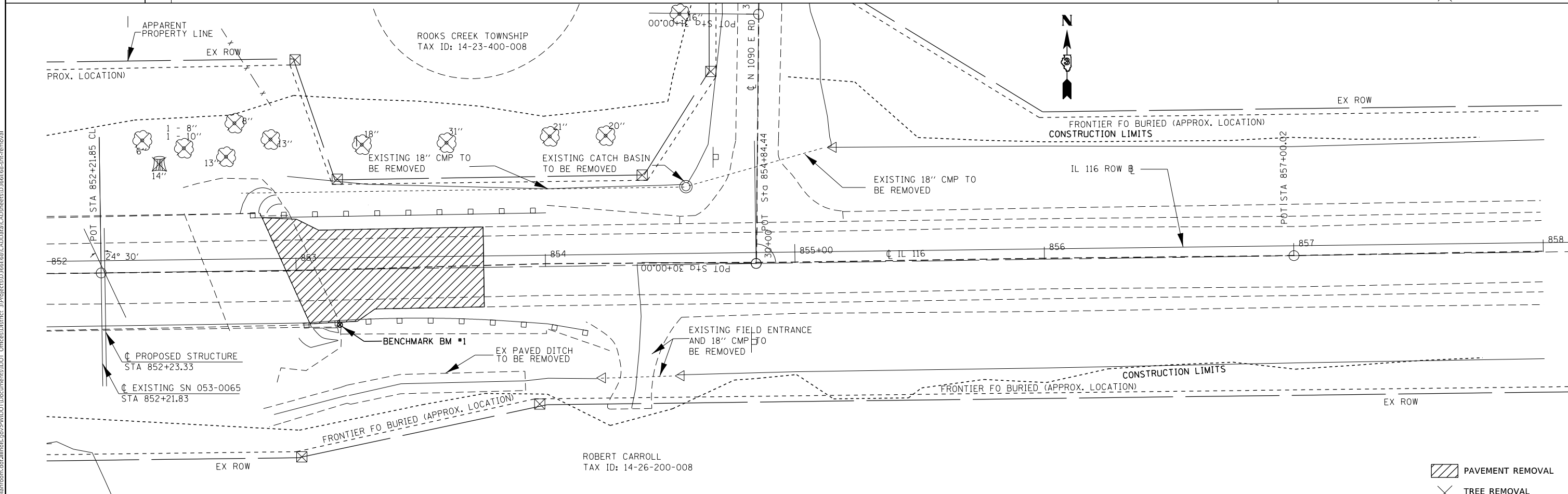
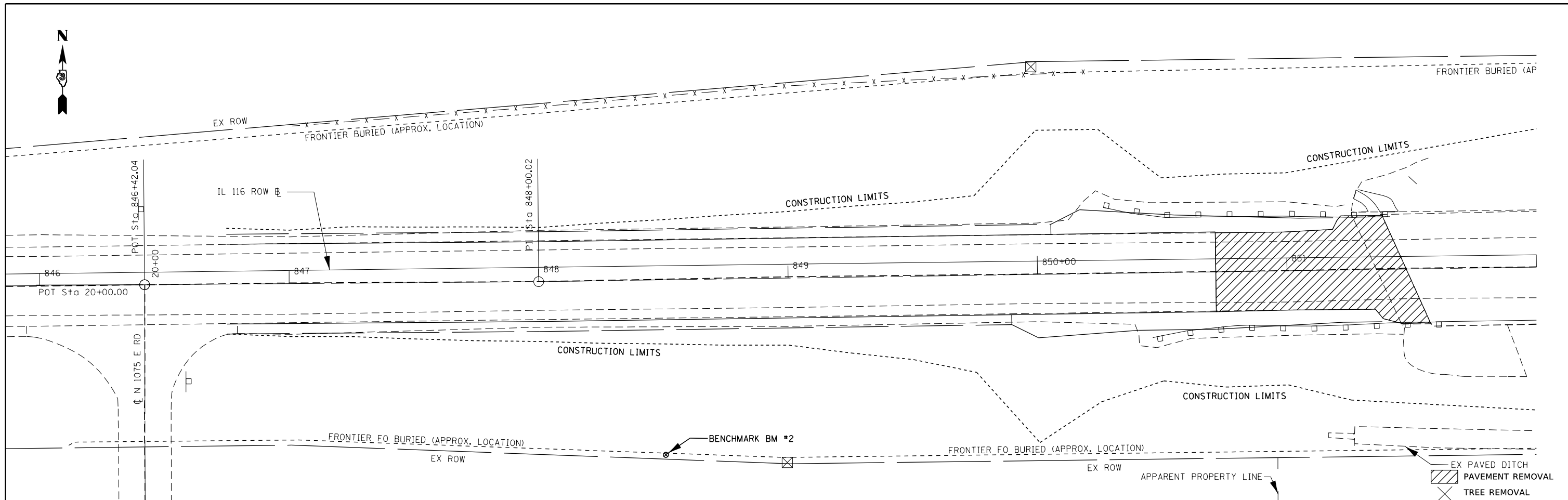
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TIE POINTS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112 BR-2)ES	LIVINGSTON	77	18
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 10/29/2019	DATE - _____	REVISOR - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**

SCALE: \_\_\_\_\_ SHEET 1 OF 1 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

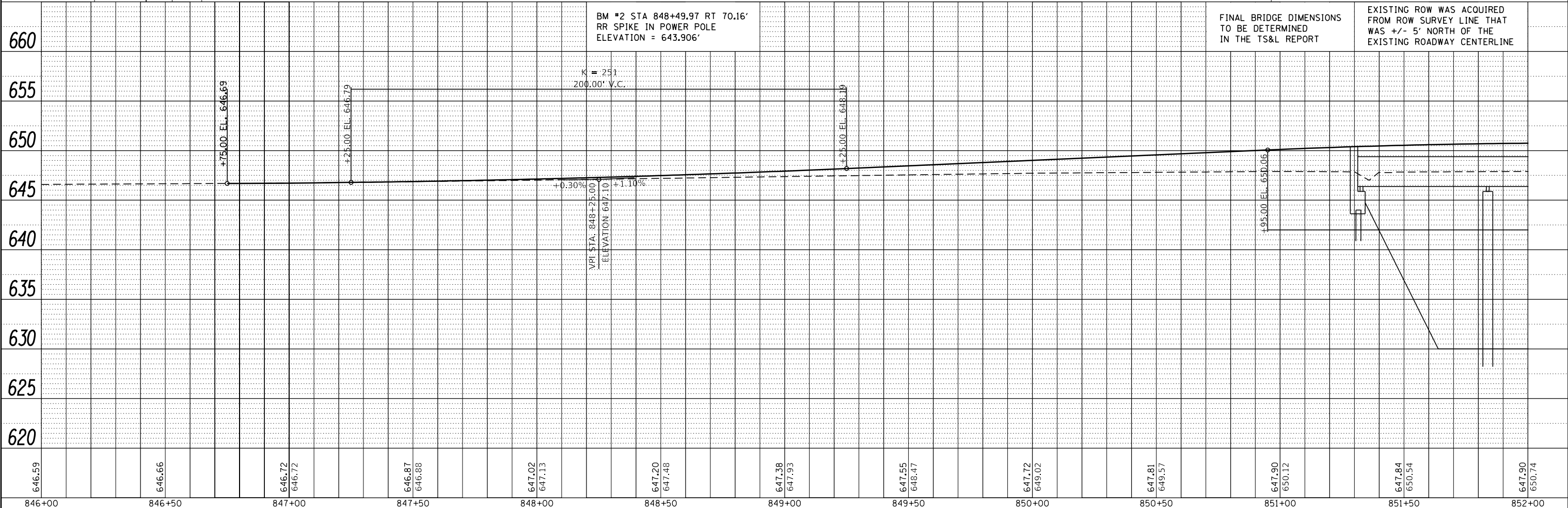
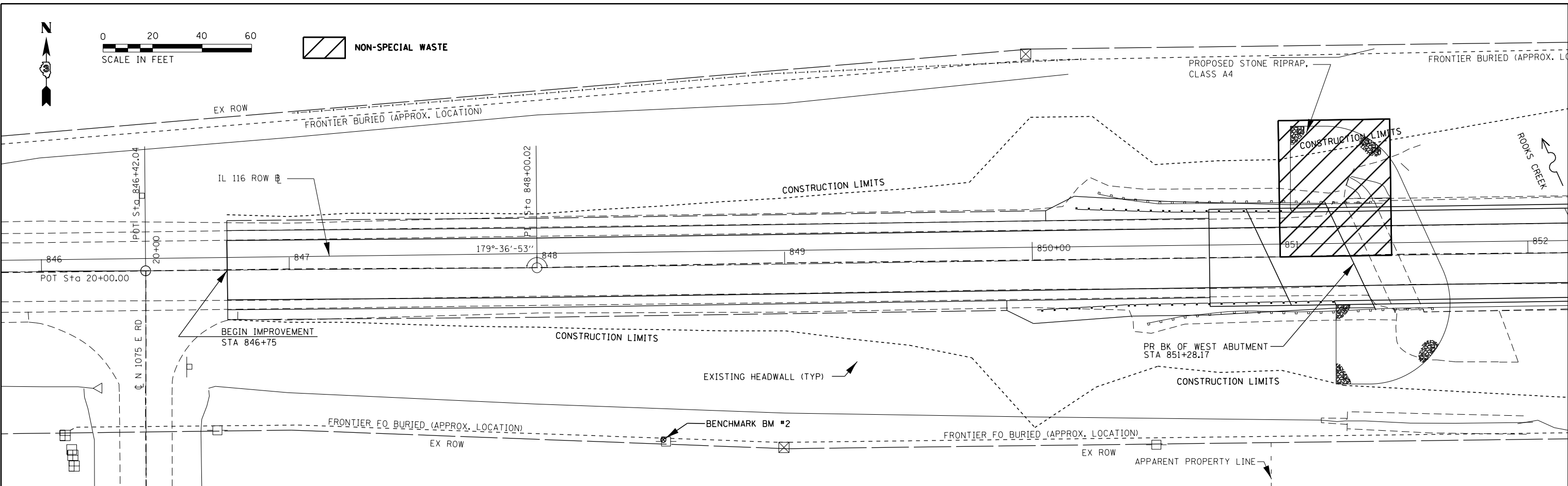
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673	(112BR-2)E5	LIVINGSTON	77	19
			CONTRACT NO. 66E68	
ILLINOIS FED. AID PROJECT				

PAVEMENT REMOVAL  
 TREE REMOVAL



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
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	CHECKED		
	FILE NAME		

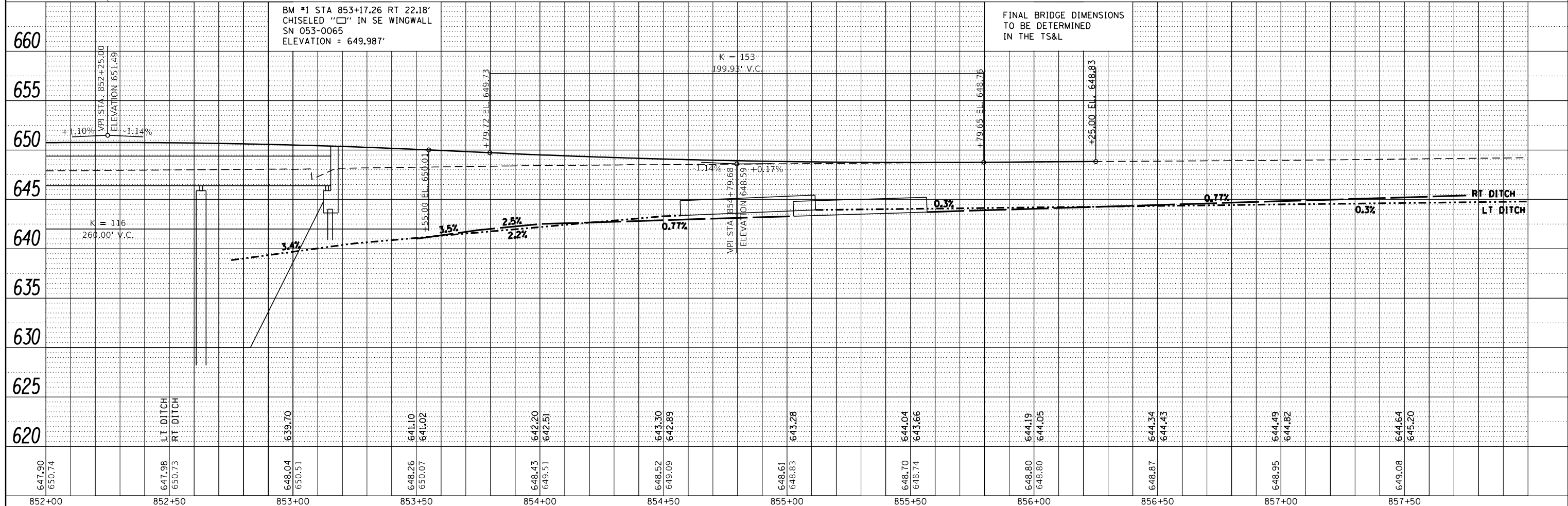
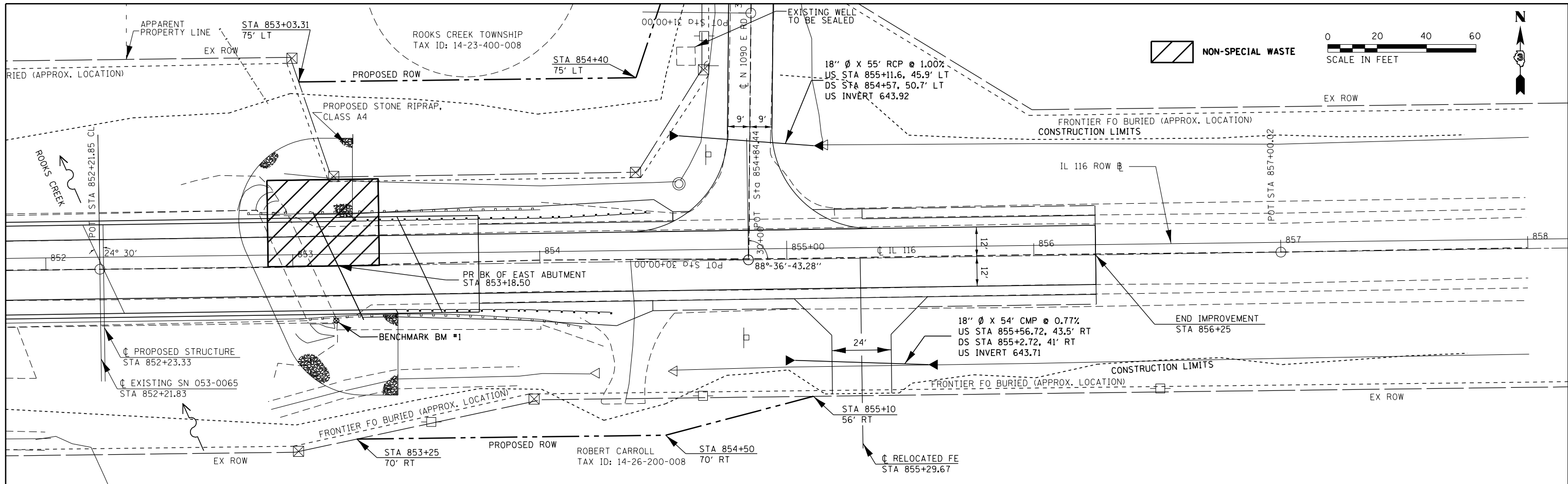
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	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHKD		



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	PLOT DATE = 10/29/2019	DATE -	REVISOR -									

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

PROFILE	SURVEYED	DATE
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	NOTE BOOK NO.	
	FILE NAME	



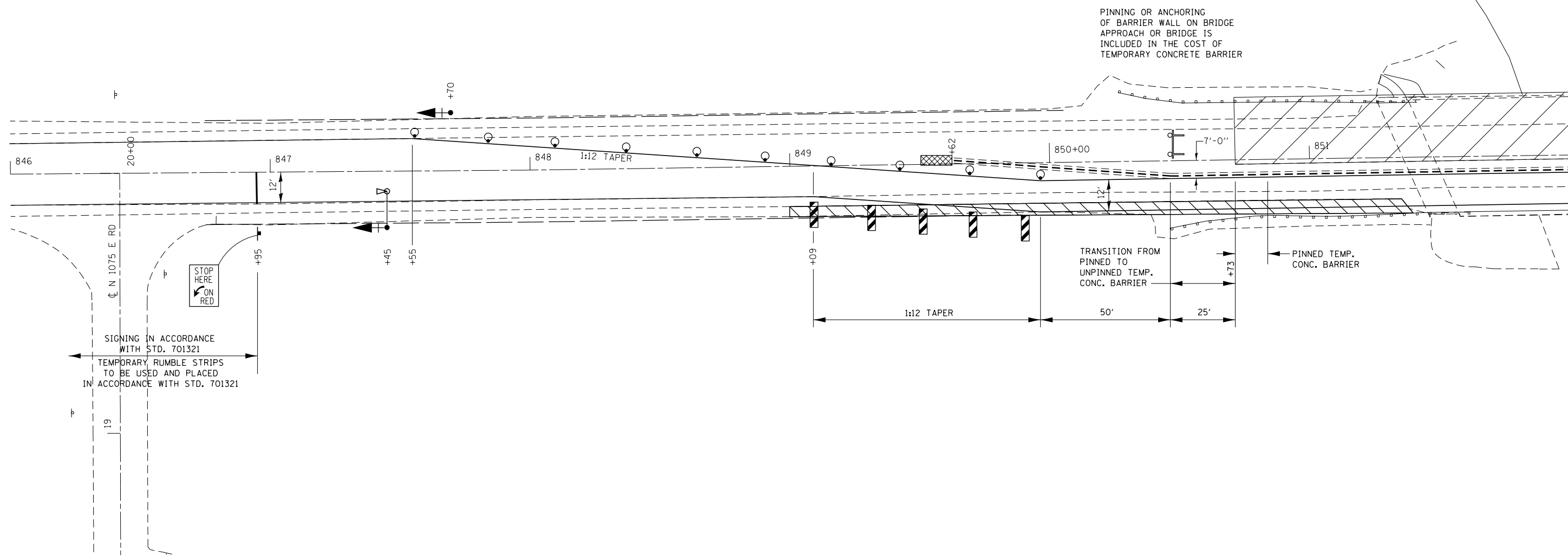
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	PLOT DATE = 10/29/2019	DATE -	REVISED -		ILLINOIS FED. AID PROJECT					





LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGNAL WITH BACKPLATE AND TEMPORARY TRAFFIC SIGNAL POST
- TC 26 MICROWAVE
- TEMPORARY WIDENING
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WITH CRYSTAL BIDIRECTIONAL BARRIER WALL MARKERS AT 25' CENTERS SEE STANDARDS 704001 & 635011
- DOUBLE VERTICAL PANELS AT 25' CENTERS



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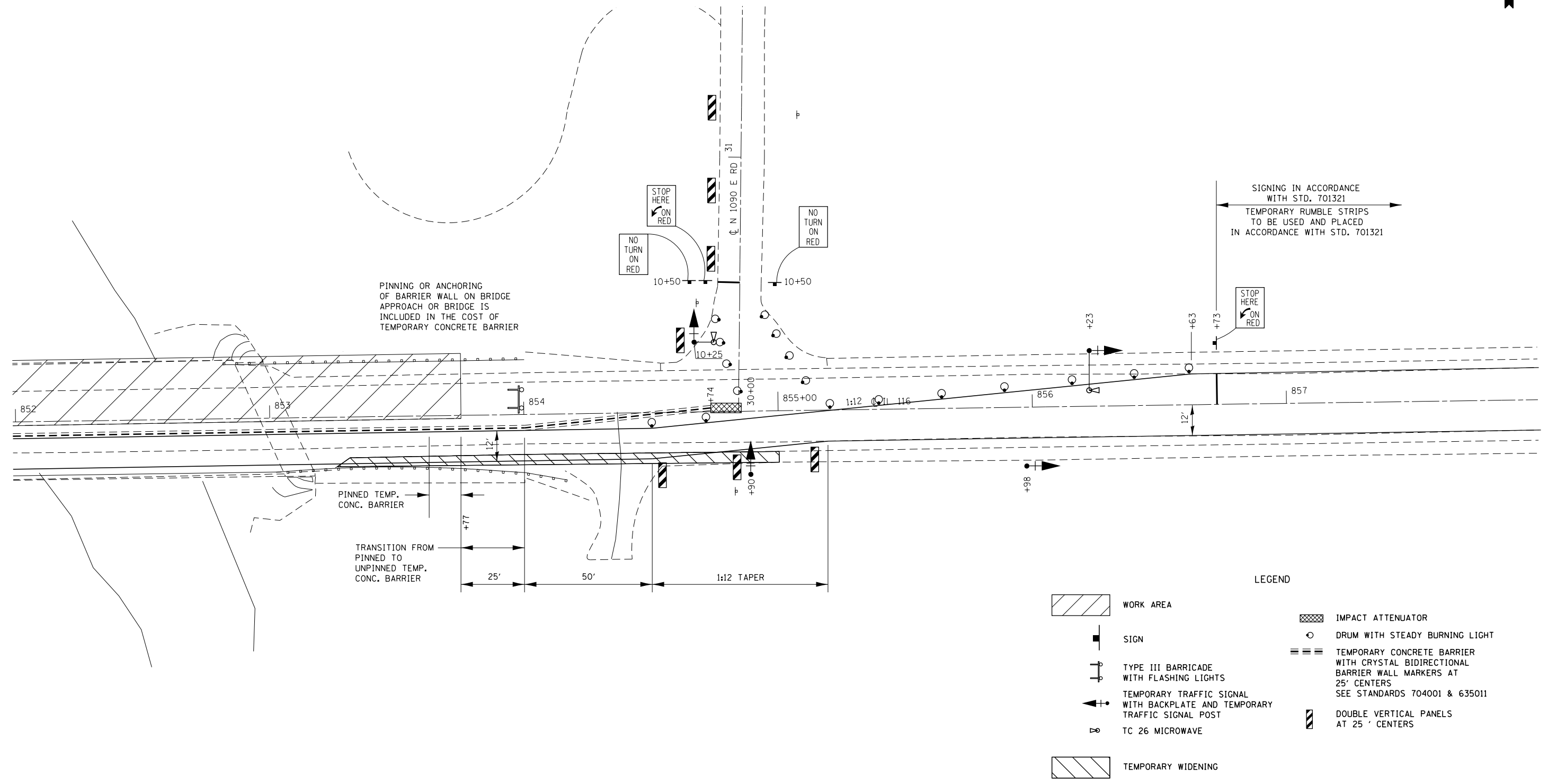
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PLOT DATE = 10/29/2019	DATE - _____	REVISIONS - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 TRAFFIC CONTROL**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	23
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



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 PLOT DATE: 10/29/2019

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DRAWN - _____	REVISOR - _____	REVISOR - _____
PLOT SCALE = 40.0000' / in.	CHECKED - _____	REVISOR - _____
PLOT DATE = 10/29/2019	DATE - _____	REVISOR - _____

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE 1 TRAFFIC CONTROL**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

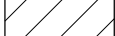








F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	24
CONTRACT NO. 66E68				

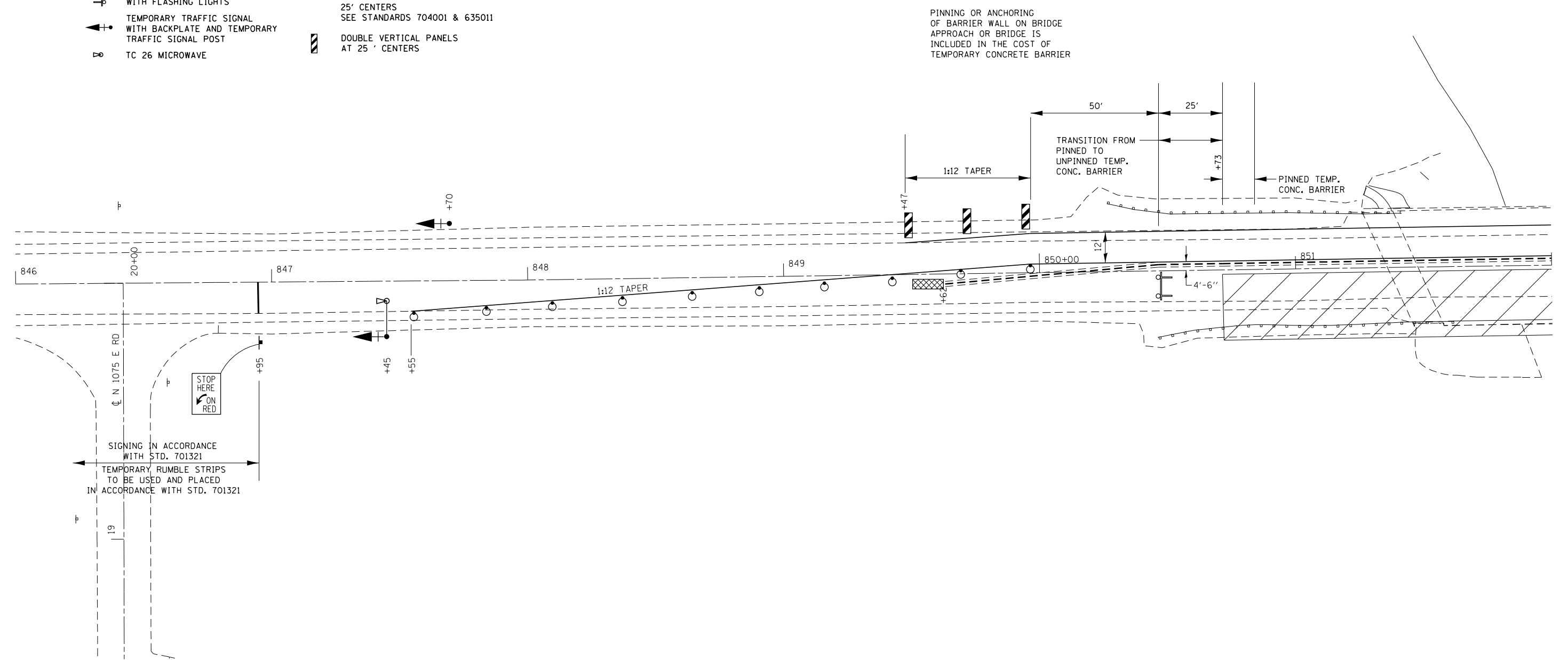
ILLINOIS FED. AID PROJECT





LEGEND

-  WORK AREA
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY TRAFFIC SIGNAL WITH BACKPLATE AND TEMPORARY TRAFFIC SIGNAL POST
-  TC 26 MICROWAVE
-  IMPACT ATTENUATOR
-  DRUM WITH STEADY BURNING LIGHT
-  TEMPORARY CONCRETE BARRIER WITH CRYSTAL BIDIRECTIONAL BARRIER WALL MARKERS AT 25' CENTERS SEE STANDARDS 704001 & 635011
-  DOUBLE VERTICAL PANELS AT 25' CENTERS



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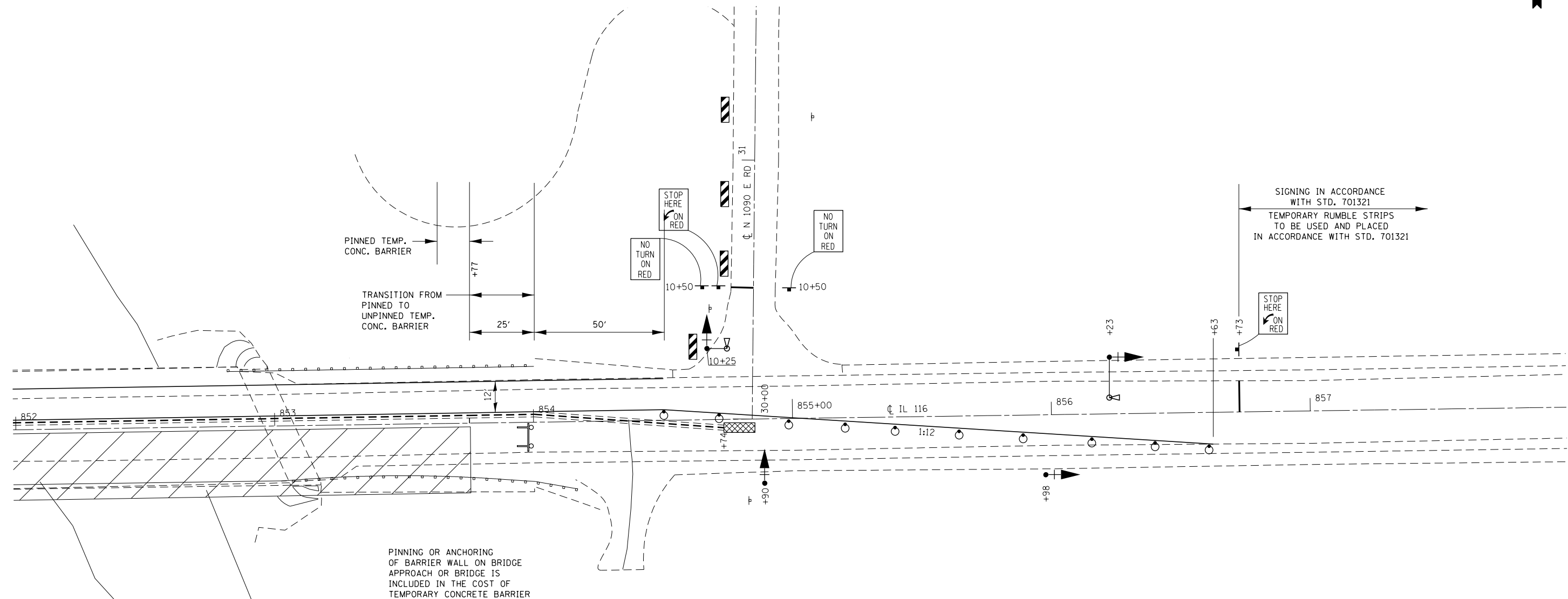
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	DRAWN - _____	REVISED - _____
PLOT SCALE = 40.0000 ' / in.	CHECKED - _____	REVISED - _____
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**










**STAGE 2 TRAFFIC CONTROL**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	25
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



**LEGEND**

	WORK AREA		IMPACT ATTENUATOR
	SIGN		DRUM WITH STEADY BURNING LIGHT
	TYPE III BARRICADE WITH FLASHING LIGHTS		TEMPORARY CONCRETE BARRIER WITH CRYSTAL BIDIRECTIONAL BARRIER WALL MARKERS AT 25' CENTERS SEE STANDARDS 704001 & 635011
	TEMPORARY TRAFFIC SIGNAL WITH BACKPLATE AND TEMPORARY TRAFFIC SIGNAL POST		DOUBLE VERTICAL PANELS AT 25' CENTERS
	TC 26 MICROWAVE		

MODEL: Default  
 FILE: Model: Project: 3\Projects\66E68\CADD\Drawings\DOT Office\Drawings\3\Projects\66E68\CADD\Drawings\66E68-26-Stationing.dgn

USER NAME = pletschr	DESIGNED - _____	REVISED - _____
DRAWN - _____	REVISIONS - _____	REVISIONS - _____
PLOT SCALE = 40.0000' / in.	CHECKED - _____	REVISIONS - _____
PLOT DATE = 10/29/2019	DATE - _____	REVISIONS - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

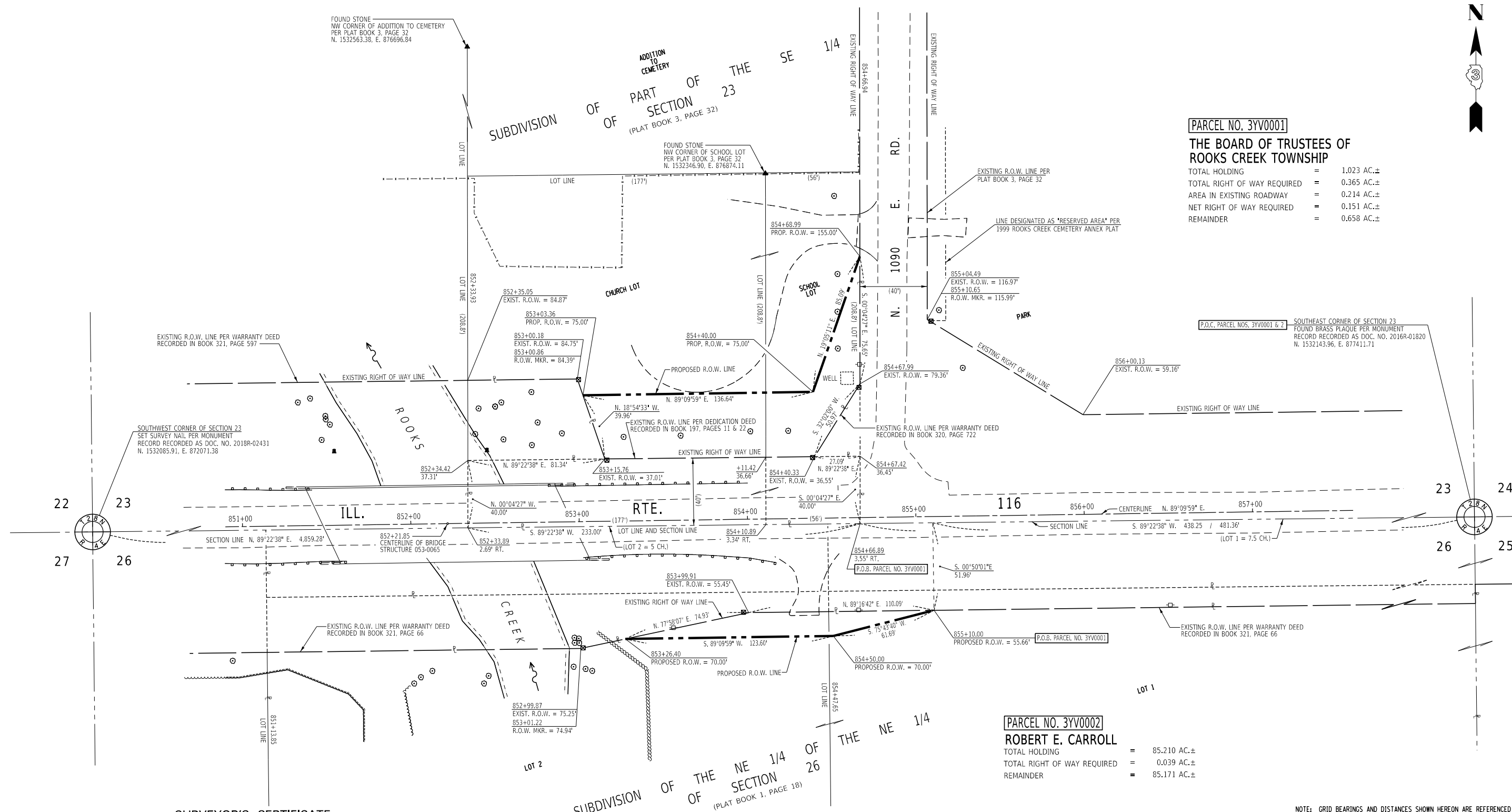
**STAGE 2 TRAFFIC CONTROL**

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	26
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



SE 1/4 OF SECTION 23, T. 28 N., R. 4 E., 3RD. P.M.



**PARCEL NO. 3YV0001**  
**THE BOARD OF TRUSTEES OF ROOKS CREEK TOWNSHIP**

TOTAL HOLDING = 1.023 AC.±  
 TOTAL RIGHT OF WAY REQUIRED = 0.365 AC.±  
 AREA IN EXISTING ROADWAY = 0.214 AC.±  
 NET RIGHT OF WAY REQUIRED = 0.151 AC.±  
 REMAINDER = 0.658 AC.±

**P.O.B. PARCEL NOS. 3YV0001 & 2** SOUTHEAST CORNER OF SECTION 23  
 FOUND BRASS PLAQUE PER MONUMENT  
 RECORDED AS DOC. NO. 2016R-01820  
 N. 1532143.96, E. 877411.71

**PARCEL NO. 3YV0002**  
**ROBERT E. CARROLL**

TOTAL HOLDING = 85.210 AC.±  
 TOTAL RIGHT OF WAY REQUIRED = 0.039 AC.±  
 REMAINDER = 85.171 AC.±

**SURVEYOR'S CERTIFICATE**

I, GERRY L. WOLTERING, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY DONE BY ME FOR THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT ALL MONUMENTS 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.



DATED: \_\_\_\_\_  
 GERRY L. WOLTERING  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3491  
 LICENSE RENEWAL DATE 11-30-2018

NE 1/4 OF SECTION 26, T. 28 N., R. 4 E., 3RD. P.M.

NOTE: GRID BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2011 ADJ.)

ALL AREAS ARE BASED ON GROUND DISTANCES.  
 GRID TO GROUND COMBINED FACTOR = 1.0000389

TOTAL HOLDINGS: PARCEL 1 BASED ON DOC. NO. 541726  
 PARCEL 2 TAKEN FROM TAX ASSESSOR OFFICE



SURVEY BOOK NOS. 850, 879-2, 879-3, F.A.P.-673-05-1

USER NAME = pletschr	DESIGNED -	REVISED -
PLOT SCALE = 60.0000' / in.	DRAWN - G.W.	REVISED -
PLOT DATE = 10/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS**

PROJECT	JOB NO. R93-003-18
SCALE: 1" = 30'	SHEET 1 OF 1 SHEETS
STA. 852+00	TO STA. 856+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112 BR-2)ES	LIVINGSTON	77	28
CONTRACT NO. 66E68				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

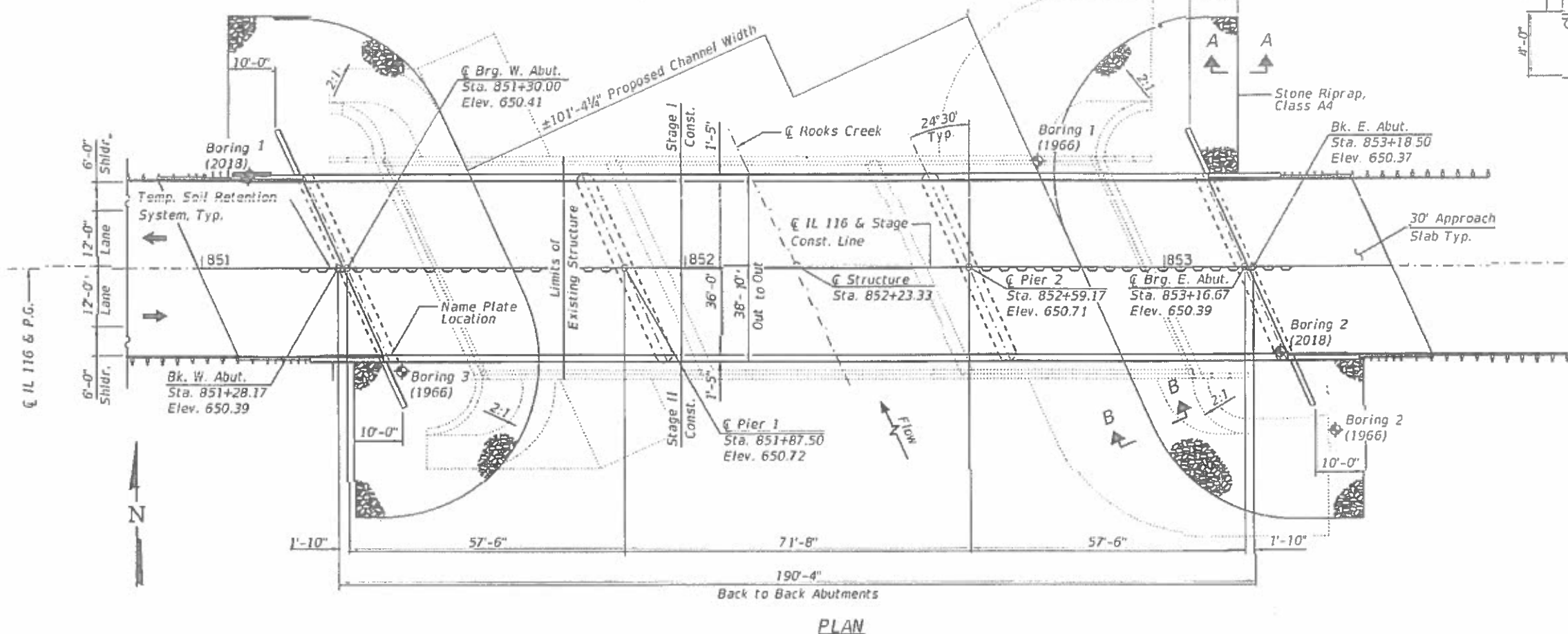
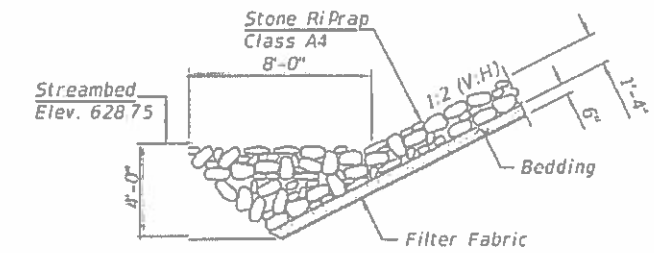
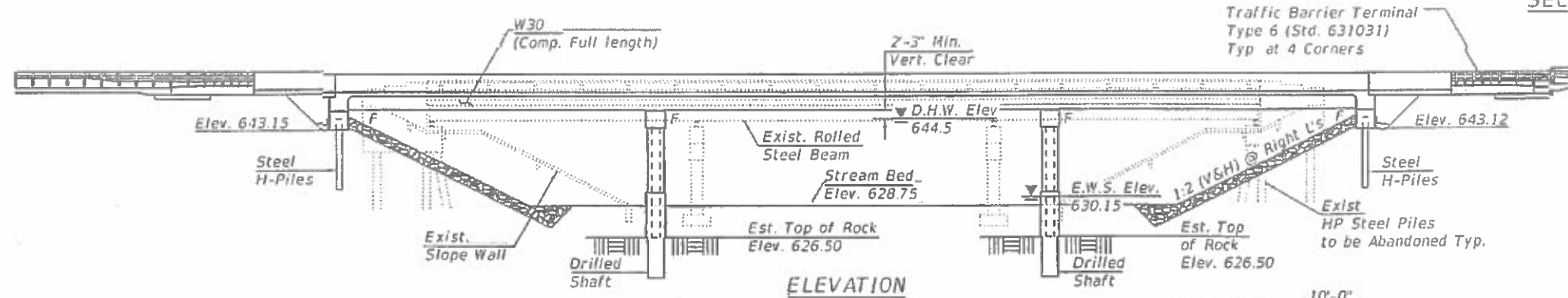
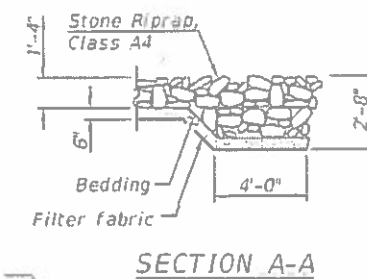
Bench Mark: BM #1. Chiseled "□" cut into top of S.E. wingwall of S.N. 053-0065. Elev 649.99

Existing Structure: Structure Number 053-0065 built in 1970 as F.A. 395 (Illinois Route 116), Section 112-BR-2. Existing structure consists of three span, reinforced concrete deck on steel WF beams. The stub abutments are supported on steel HP piles and the modified hammerhead type piers are supported by spread footings. The back to back abutments measure 151'-8" and the out-to-out bridge deck dimension is 46'-0". Structure is to be removed and replaced. Traffic is to be maintained utilizing staged construction.

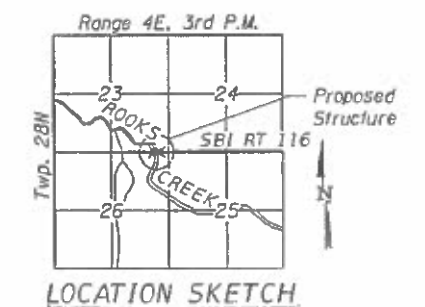
No salvage.

**INDEX OF SHEETS**

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-6 Top of Slab Elevations
- 7-8 Top of Approach Slab Elevations
- 9 Superstructure
- 10 Superstructure Details
- 11 Diaphragm Details
- 12-13 Bridge Approach Slab Details
- 14 Concrete Parapet Slipforming
- 15 Framing Plan & Steel Details
- 16 Bearing Details
- 17 West Abutment
- 18 East Abutment
- 19-20 Pier Details
- 21 Bar Splicer Assembly and Mechanical Splicer Details
- 22 HP Pile Details
- 23-24 Soil Boring Data



*Michael J. Haley* 8-13-2019  
 Michael T. Haley  
 Licensed Structural Engineer  
 State of Illinois No. 81-5991  
 Expires 11/30/2020



**DESIGN SPECIFICATIONS**  
 2017 AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 8th Edition

**LOADING HL-93**  
 Allow 50#/sq ft. for future wearing surface.

**DESIGN STRESSES**  
**FIELD UNITS**  
 f'c = 3,500 psi  
 f'c = 4,000 psi (Superstructure)  
 fy = 60,000 psi (Reinforcement)  
 fy = 50,000 psi (M270 Grade 50W)

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.078g  
 Design Spectral Acceleration at 0.2 sec. (SD5) = 0.133g  
 Soil Site Class = C

**APPROVED**  
 For Structural Adequacy Only  
*Dr. Carl P. ...*  
 Engineer of Bridges & Structures

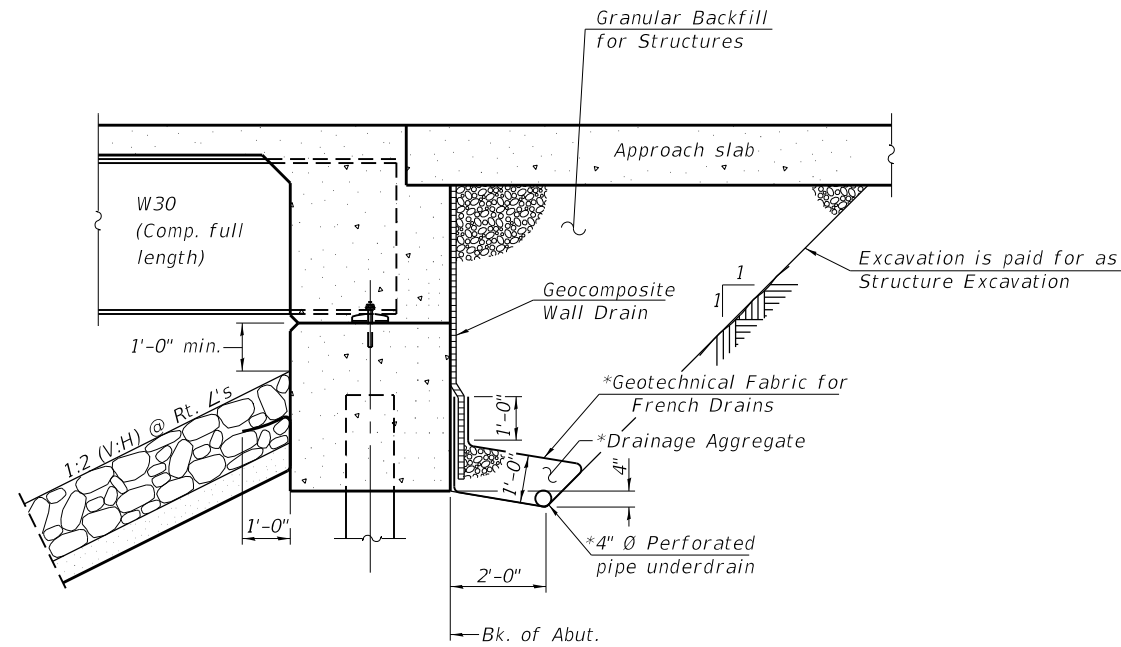
**GENERAL PLAN & ELEVATION**  
**IL. RTE. 116 OVER ROOKS CREEK**  
**F.A.P. ROUTE 673 - SEC. (112BR-2)BR-2**  
**LIVINGSTON COUNTY**  
**STATION 852+23.33**  
**STRUCTURE NUMBER 053-0192**

MODEL: Default FILE NAME: E:\P\1153K 053-0192\Inal Design\CAD\DWG\Sheet\053-0192-66169-001-GPE.dwg

<p>LIN ENGINEERING, LTD.          Consulting Engineers          Springfield, Illinois</p>	USER NAME *	DESIGNED * ANL	REVISED *	<p>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</p>	<p>GENERAL PLAN &amp; ELEVATION          STRUCTURE NO. 053-0192</p>	F.A.P. DATE	SECTION	COUNTY	TOTAL SHEET
	CHECKED * MTH	REVISED *	8/13/2019			(112BR-2)BR-2	LIVINGSTON	77	29
	DRAWN * DAS	REVISED *							
<p>PLLOT SCALE *</p> <p>AS OF DATE * 8/13/2019</p>	CHECKED * MTH	REVISED *			SHEET 1 OF 21 SHEETS	ILLINOIS FED. AID PROJECT			

**GENERAL NOTES**

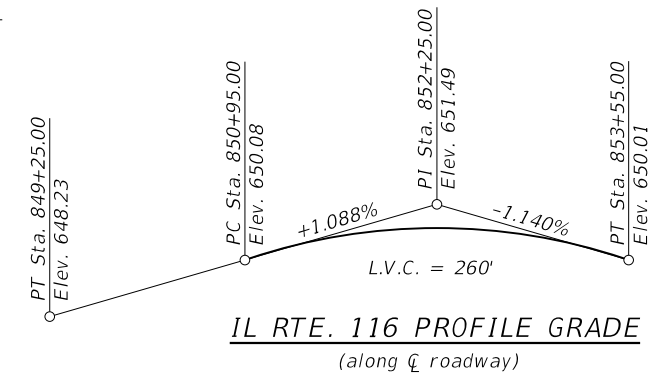
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.
- Calculated weight of Structural Steel = 215,720 lbs
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Structural steel shall only be painted at abutments for a distance equal to the depth of embedment into the concrete cap plus 1'-6" and over the piers to 1'-0" from face of pier cap. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



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

\*Included in the cost of Pipe Underdrains for Structures.  
(See Special Provisions)

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



STATION 852+23.33  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RT. 673 SEC. (112BR-2)BR-2  
LOADING HL-93  
STRUCTURE NO. 053-0192

**NAME PLATE**  
See Std. 515001

**WATERWAY INFORMATION TABLE**

Flood	Frequency (Yr.)	Q (cfs)	Opening - Sq. Ft.		Nat. H.W.E.	Head - Ft.		Head Water El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	5,520	1.047	1.431	641.6	0.5	0.5	642.1	642.1
Hydraulic Design	50	8,640	1.376	1.859	644.5	0.9	0.4	645.4	644.9
Base/Scour Des.	100	10,000	1.376	2.008	645.4	1.0	0.5	646.4	645.9
Scour Check	200	11,420	1.376	2.123	646.1	1.5	0.7	647.6	646.8
Ex. Overtopping	240	11,800	1.376	2.155	646.3	1.6	0.8	647.9	647.1
Max. Calc.	500	13,300	1.376	2.185	646.9	1.3	0.7	648.2	647.6

**DESIGN SCOUR ELEVATION TABLE**

Event/Limit	Design Scour Elevations (ft.)				
	W. Abut	Pier 1	Pier 2	E. Abut	Item 113
Q100	643.15	625.92	625.92	643.12	8
Q200	643.15	625.28	625.28	643.12	
Design	643.15	625.92	625.92	643.12	
Check	643.15	625.28	625.28	643.12	

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	1,363	1,363
Filter Fabric	Sq. Yd.	-	1,363	1,363
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	307.5	307.5
Concrete Structures	Cu. Yd.	-	187.2	187.2
Concrete Superstructure	Cu. Yd.	277.8	-	277.8
Bridge Deck Grooving	Sq. Yd.	939	-	939
Protective Coat	Sq. Yd.	1,198	-	1,198
Concrete Superstructure (Approach Slab)	Cu. Yd.	105.7	-	105.7
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	4,806	-	4,806
Reinforcement Bars	Pound	-	1,080	1,080
Reinforcement Bars, Epoxy Coated	Pound	104,930	35,050	139,980
Bar Splicers	Each	778	420	1,198
Furnishing Steel Piles HP12x53	Foot	-	245	245
Driving Piles	Foot	-	245	245
Test Pile Steel HP12x53	Each	-	2	2
Pile Shoes	Each	-	12	12
Name Plates	Each	1	-	1
Drilled Shaft in Soil	Cu. Yd.	-	10.4	10.4
Drilled Shaft in Rock	Cu. Yd.	-	12.4	12.4
Anchor Bolts, 1"	Each	-	48	48
Temporary Soil Retention System	Sq. Ft.	-	1,092	1,092
Granular Backfill for Structures	Cu. Yd.	-	155.5	155.5
Geocomposite Wall Drain	Sq. Yd.	-	81	81
Thermal Integrity Profile Testing	Each	-	8	8
Thermal Integrity Profile Data Collection	Foot	-	108	108
Pipe Underdrains for Structures 4"	Foot	-	126	126

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**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

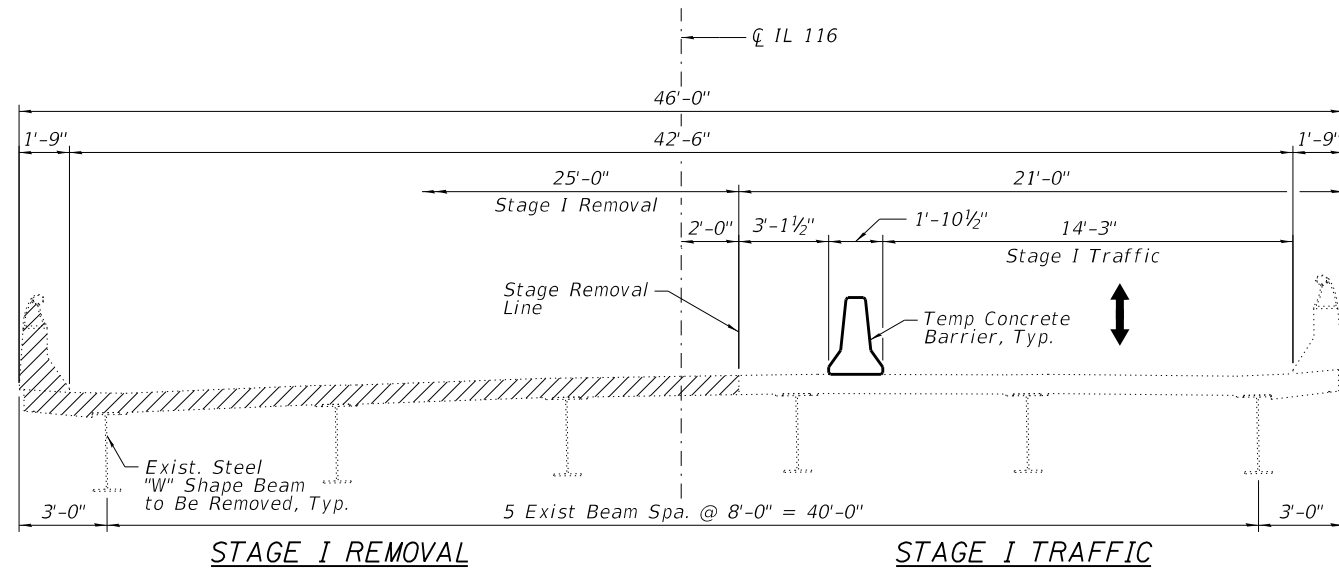
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	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA**  
**STRUCTURE NO. 053-0192**

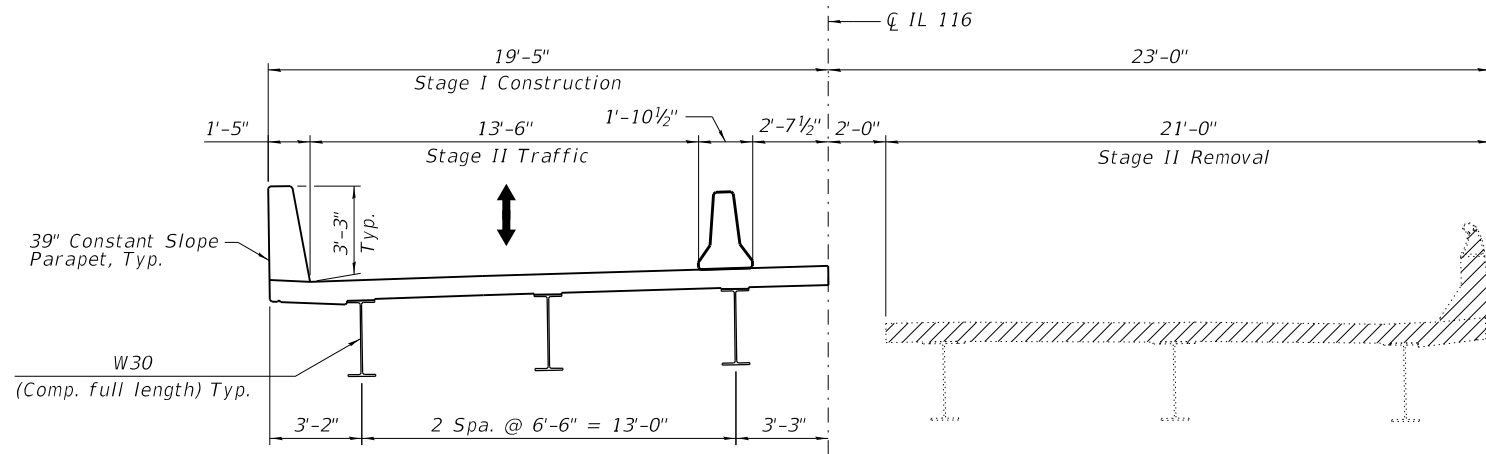
SHEET 2 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	30
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



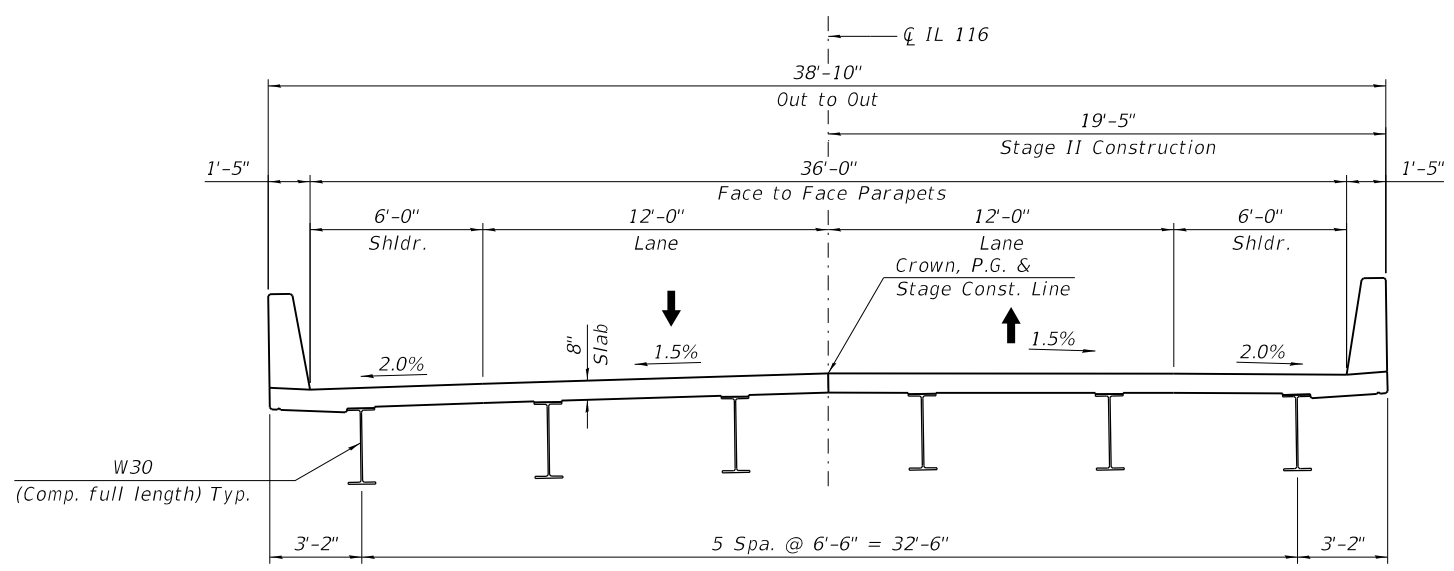
**STAGE I REMOVAL**

**STAGE I TRAFFIC**

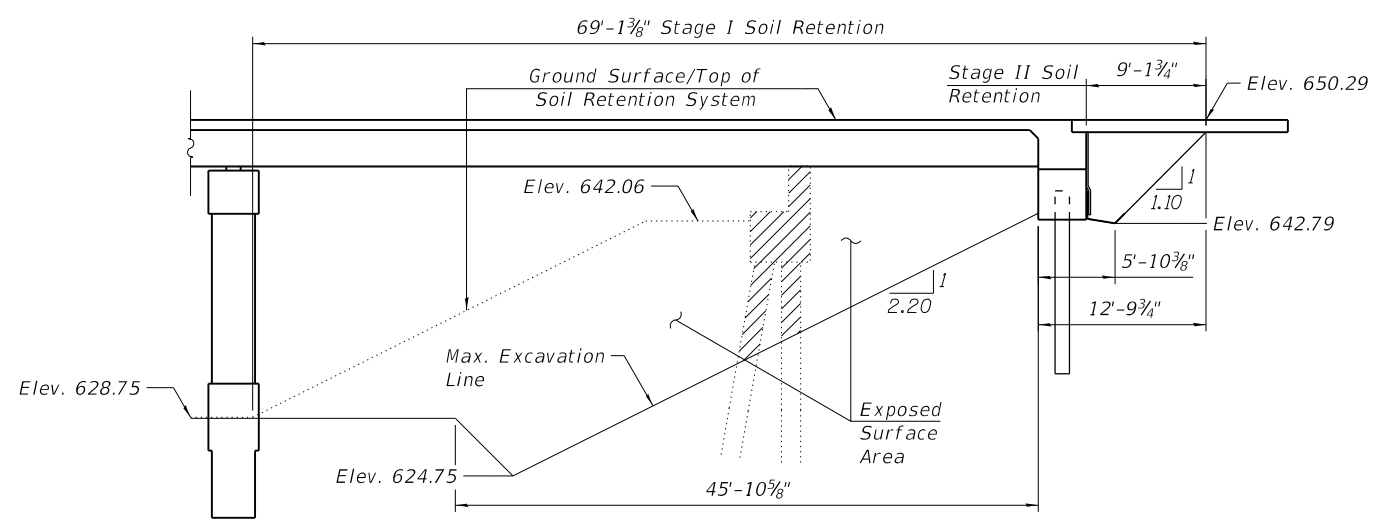


**STAGE I CONSTRUCTION & STAGE II TRAFFIC**

**STAGE II REMOVAL**

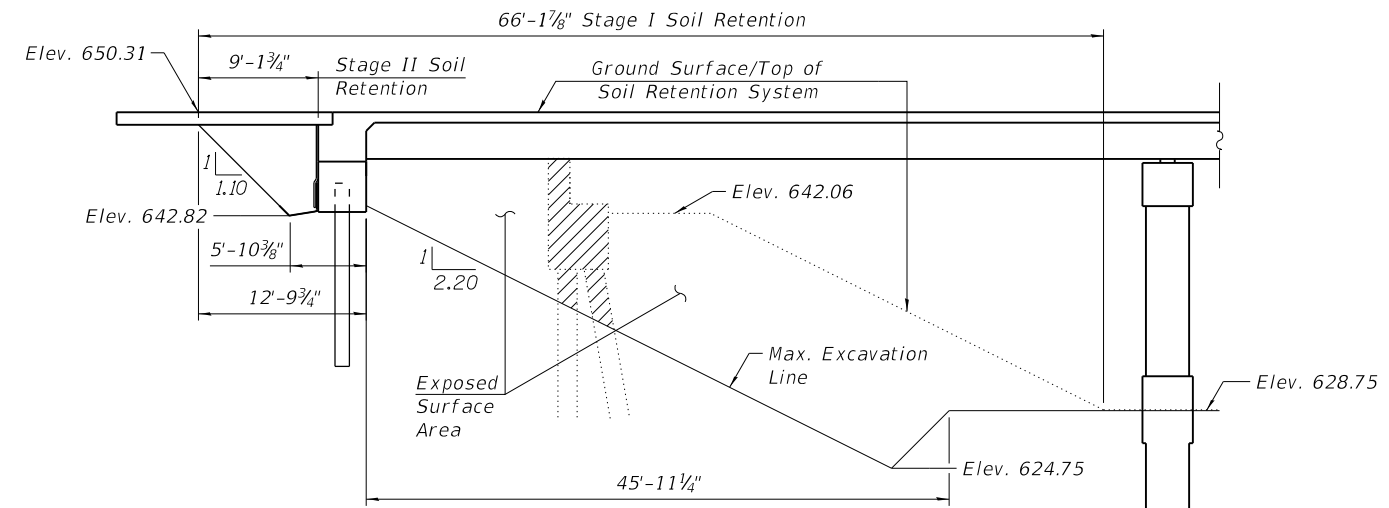


**STAGE II CONSTRUCTION & FINAL CROSS SECTION**



**TEMPORARY SOIL RETENTION SYSTEM AT EAST ABUTMENT**

(Dimensions taken along Stage Construction Line)



**TEMPORARY SOIL RETENTION SYSTEM AT WEST ABUTMENT**

(Dimensions taken along Stage Construction Line)

- Notes:
1. Hatched areas indicate removal of existing structure.
  2. Location of Stage Removal/Construction lines are also applicable to substructure.
  3. See roadway plans for quantity of Temporary Concrete Barrier.
  4. See sheet 4 of 24 for details of Temporary Concrete Barrier.
  5. Removal of existing bridge railing is included with Removal of Existing Structures.
  6. All cross sections are Looking East.
  7. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

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USER NAME =	DESIGNED - AML	REVISED -
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PLOT DATE = 8/13/2019	DRAWN - DAS	REVISED -
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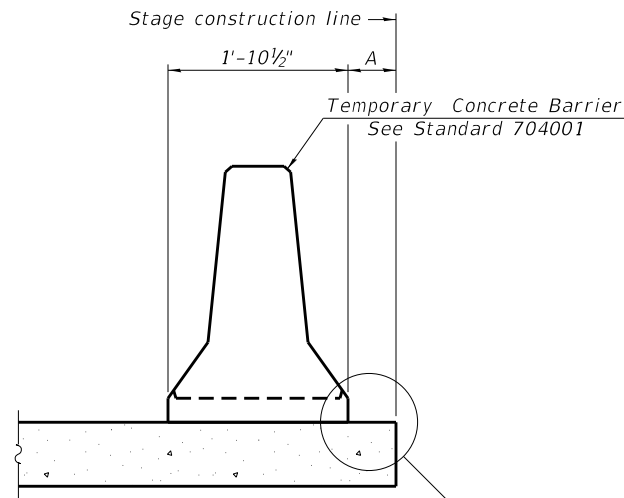
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 053-0192**

SHEET 3 OF 24 SHEETS

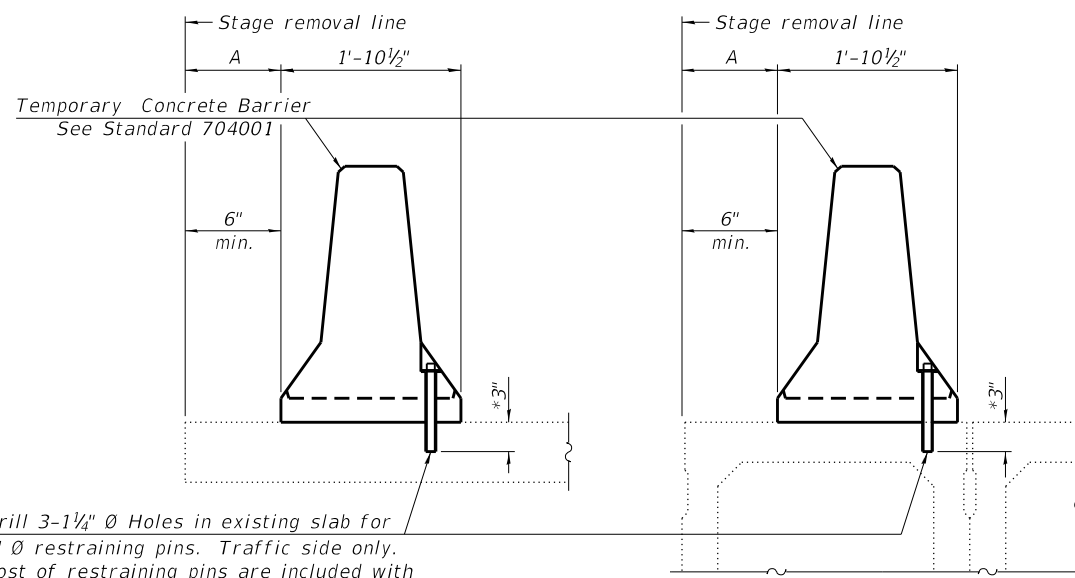
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	31
CONTRACT NO. 66E68				

ILLINOIS FED. AID PROJECT



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

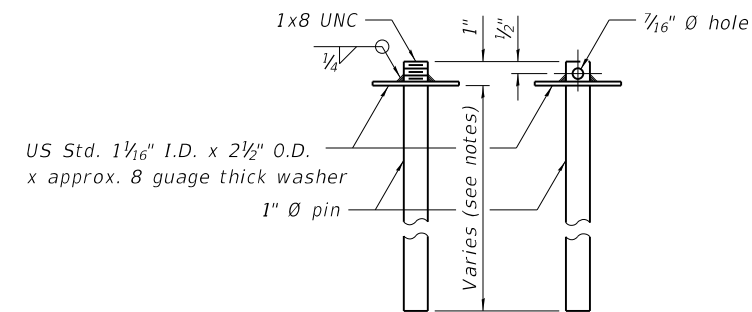


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

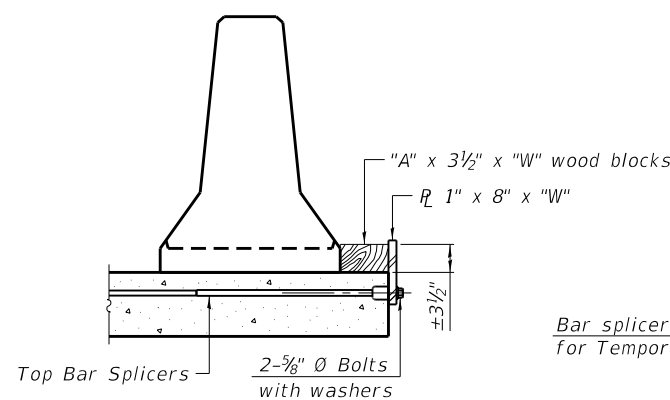
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



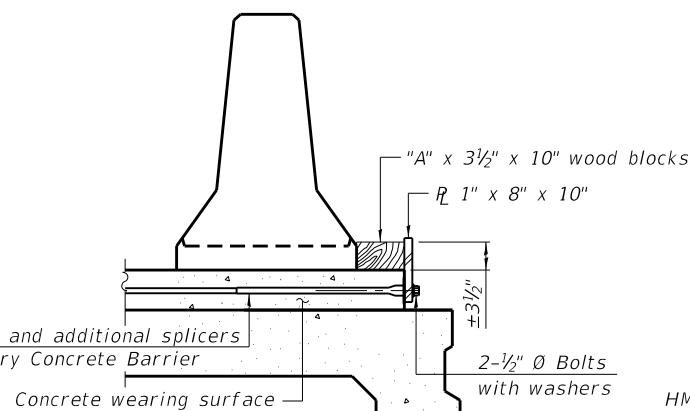
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

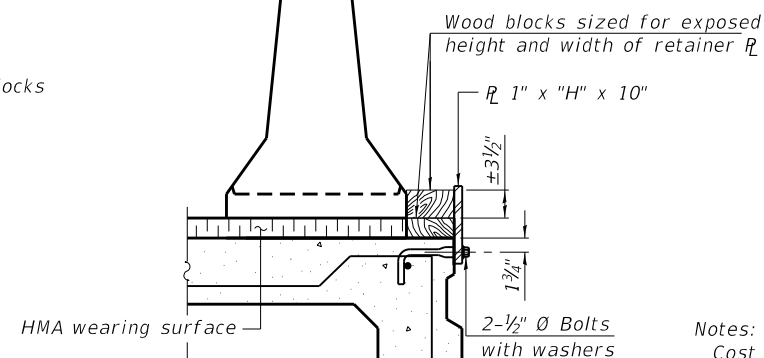


DETAIL I

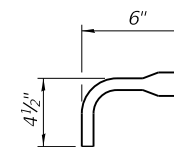
Bar splicers and additional splicers for Temporary Concrete Barrier



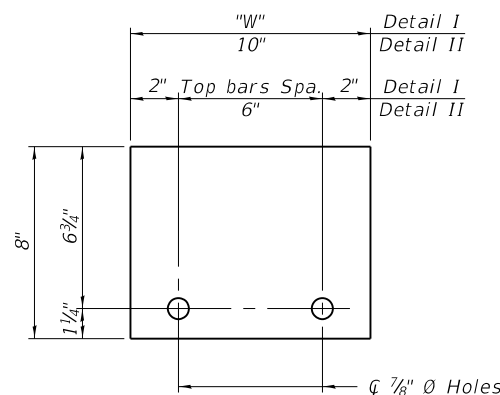
DETAIL II



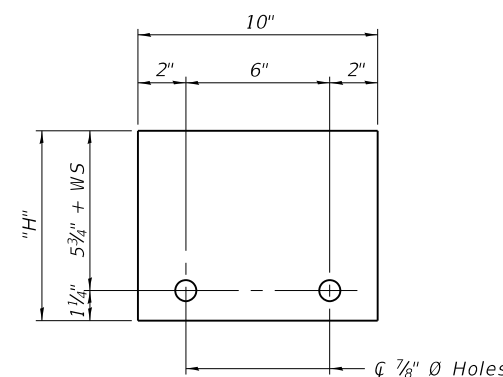
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"  
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"  
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

MODEL: Default  
FILE NAME: E:\17111-1\SN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-004-StageConst.dgn

R-27

2-17-2017

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Springfield, Illinois

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DEPARTMENT OF TRANSPORTATION

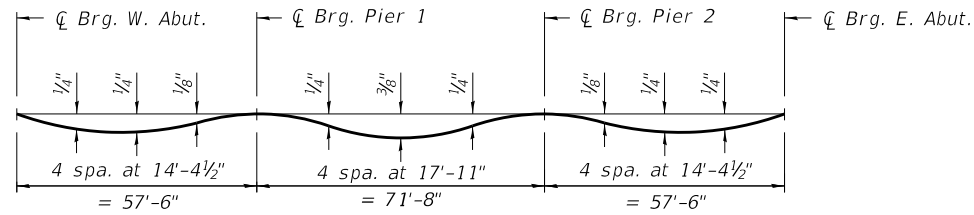
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 053-0192

SHEET 4 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	32
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

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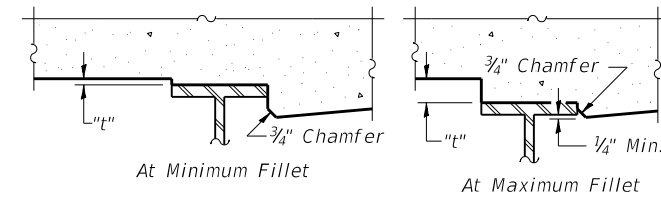


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

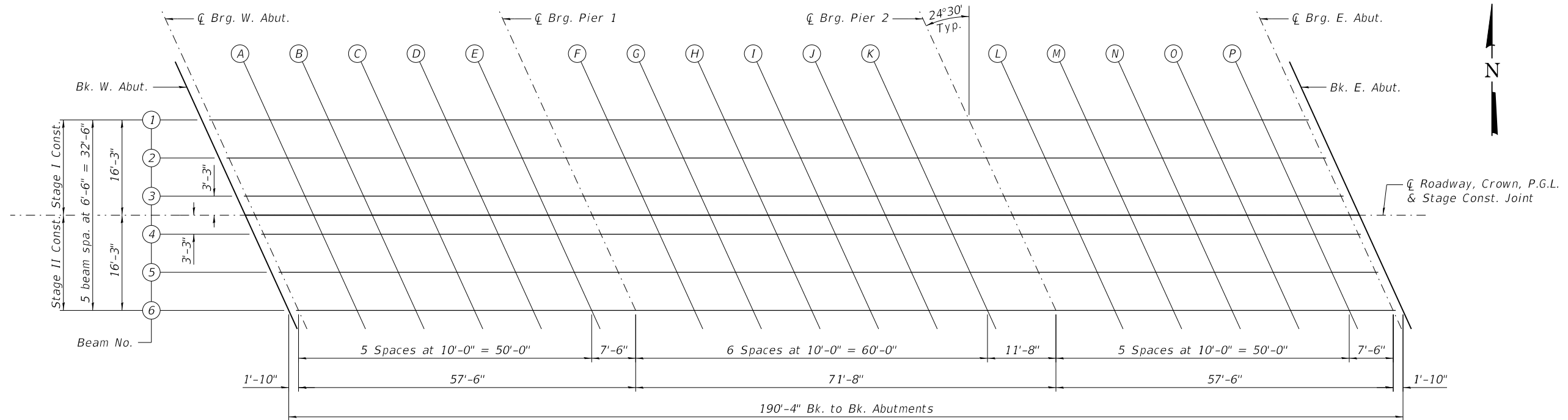
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 6 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 6 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

(Sheet 1 of 2)

MODEL: Default  
FILE NAME: EX17111-1\SN\_053-0192\Final\_Design\CADD\_Sheets\0530192-66E68-005-Top\_of\_Slab.dgn



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 053-0192**

SHEET 5 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	33
CONTRACT NO. 66E68				

ILLINOIS FED. AID PROJECT

CL ROADWAY, CROWN, P.G.L.,  
& STAGE CONSTRUCTION JOINT

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+20.76	-16.25	650.07	650.07
CL Brg. W. Abut.	851+22.59	-16.25	650.08	650.08
A	851+32.59	-16.25	650.16	650.18
B	851+42.59	-16.25	650.24	650.26
C	851+52.59	-16.25	650.32	650.32
D	851+62.59	-16.25	650.35	650.37
E	851+72.59	-16.25	650.40	650.41
CL Brg. Pier 1	851+80.09	-16.25	650.43	650.43
F	851+90.09	-16.25	650.46	650.47
G	852+00.09	-16.25	650.49	650.51
H	852+10.09	-16.25	650.50	650.53
I	852+20.09	-16.25	650.51	650.54
J	852+30.09	-16.25	650.50	650.53
K	852+40.09	-16.25	650.49	650.50
CL Brg. Pier 2	852+51.76	-16.25	650.47	650.47
L	852+61.76	-16.25	650.44	650.44
M	852+71.76	-16.25	650.40	650.42
N	852+81.76	-16.25	650.35	650.38
O	852+91.76	-16.25	650.30	650.32
P	853+01.76	-16.25	650.23	650.25
CL Brg. E. Abut.	853+09.26	-16.25	650.18	650.18
Bk. E. Abut.	853+11.09	-16.25	650.17	650.17

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+23.72	-9.75	650.21	650.21
CL Brg. W. Abut.	851+25.56	-9.75	650.23	650.23
A	851+35.56	-9.75	650.30	650.32
B	851+45.56	-9.75	650.37	650.40
C	851+55.56	-9.75	650.44	650.46
D	851+65.56	-9.75	650.49	650.50
E	851+75.56	-9.75	650.53	650.54
CL Brg. Pier 1	851+83.06	-9.75	650.56	650.56
F	851+93.06	-9.75	650.59	650.60
G	852+03.06	-9.75	650.61	650.63
H	852+13.06	-9.75	650.62	650.65
I	852+23.06	-9.75	650.62	650.66
J	852+33.06	-9.75	650.62	650.64
K	852+43.06	-9.75	650.61	650.62
CL Brg. Pier 2	852+54.72	-9.75	650.58	650.58
L	852+64.72	-9.75	650.55	650.55
M	852+74.72	-9.75	650.51	650.52
N	852+84.72	-9.75	650.46	650.48
O	852+94.72	-9.75	650.40	650.42
P	853+04.72	-9.75	650.33	650.34
CL Brg. E. Abut.	853+12.22	-9.75	650.28	650.28
Bk. E. Abut.	853+14.06	-9.75	650.26	650.26

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+26.69	-3.25	650.33	650.33
CL Brg. W. Abut.	851+28.52	-3.25	650.35	650.35
A	851+38.52	-3.25	650.42	650.44
B	851+48.52	-3.25	650.49	650.52
C	851+58.52	-3.25	650.55	650.57
D	851+68.52	-3.25	650.60	650.61
E	851+78.52	-3.25	650.64	650.64
CL Brg. Pier 1	851+86.02	-3.25	650.67	650.67
F	851+96.02	-3.25	650.69	650.70
G	852+06.02	-3.25	650.71	650.73
H	852+16.02	-3.25	650.72	650.75
I	852+26.02	-3.25	650.72	650.75
J	852+36.02	-3.25	650.71	650.74
K	852+46.02	-3.25	650.70	650.71
CL Brg. Pier 2	852+57.69	-3.25	650.67	650.67
L	852+67.69	-3.25	650.63	650.64
M	852+77.69	-3.25	650.59	650.61
N	852+87.69	-3.25	650.54	650.56
O	852+97.69	-3.25	650.48	650.50
P	853+07.69	-3.25	650.41	650.42
CL Brg. E. Abut.	853+15.19	-3.25	650.35	650.35
Bk. E. Abut.	853+17.02	-3.25	650.33	650.33

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+28.17	0.00	650.39	650.39
CL Brg. W. Abut.	851+30.00	0.00	650.41	650.41
A	851+40.00	0.00	650.48	650.50
B	851+50.00	0.00	650.55	650.57
C	851+60.00	0.00	650.61	650.63
D	851+70.00	0.00	650.65	650.67
E	851+80.00	0.00	650.70	650.70
CL Brg. Pier 1	851+87.50	0.00	650.72	650.72
F	851+97.50	0.00	650.75	650.75
G	852+07.50	0.00	650.76	650.78
H	852+17.50	0.00	650.77	650.80
I	852+27.50	0.00	650.77	650.80
J	852+37.50	0.00	650.76	650.78
K	852+47.50	0.00	650.74	650.75
CL Brg. Pier 2	852+59.17	0.00	650.71	650.71
L	852+69.17	0.00	650.68	650.68
M	852+79.17	0.00	650.63	650.65
N	852+89.17	0.00	650.58	650.60
O	852+99.17	0.00	650.52	650.54
P	853+09.17	0.00	650.44	650.46
CL Brg. E. Abut.	853+16.67	0.00	650.39	650.39
Bk. E. Abut.	853+18.50	0.00	650.37	650.37

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+29.65	3.25	650.36	650.36
CL Brg. W. Abut.	851+31.48	3.25	650.37	650.37
A	851+41.48	3.25	650.44	650.46
B	851+51.48	3.25	650.51	650.53
C	851+61.48	3.25	650.57	650.59
D	851+71.48	3.25	650.61	650.63
E	851+81.48	3.25	650.65	650.66
CL Brg. Pier 1	851+88.98	3.25	650.68	650.68
F	851+98.98	3.25	650.70	650.71
G	852+08.98	3.25	650.71	650.74
H	852+18.98	3.25	650.72	650.75
I	852+28.98	3.25	650.72	650.75
J	852+38.98	3.25	650.71	650.73
K	852+48.98	3.25	650.69	650.70
CL Brg. Pier 2	852+60.65	3.25	650.66	650.66
L	852+70.65	3.25	650.62	650.63
M	852+80.65	3.25	650.57	650.59
N	852+90.65	3.25	650.52	650.55
O	853+00.65	3.25	650.46	650.48
P	853+10.65	3.25	650.38	650.40
CL Brg. E. Abut.	853+18.15	3.25	650.33	650.33
Bk. E. Abut.	853+19.98	3.25	650.31	650.31

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+32.61	9.75	650.28	650.28
CL Brg. W. Abut.	851+34.44	9.75	650.30	650.30
A	851+44.44	9.75	650.37	650.38
B	851+54.44	9.75	650.43	650.45
C	851+64.44	9.75	650.48	650.51
D	851+74.44	9.75	650.53	650.54
E	851+84.44	9.75	650.56	650.57
CL Brg. Pier 1	851+91.94	9.75	650.59	650.59
F	852+01.94	9.75	650.61	650.62
G	852+11.94	9.75	650.62	650.64
H	852+21.94	9.75	650.62	650.66
I	852+31.94	9.75	650.62	650.65
J	852+41.94	9.75	650.61	650.63
K	852+51.94	9.75	650.59	650.60
CL Brg. Pier 2	852+63.61	9.75	650.55	650.55
L	852+73.61	9.75	650.51	650.52
M	852+83.61	9.75	650.46	650.48
N	852+93.61	9.75	650.40	650.43
O	853+03.61	9.75	650.34	650.36
P	853+13.61	9.75	650.26	650.28
CL Brg. E. Abut.	853+21.11	9.75	650.20	650.20
Bk. E. Abut.	853+22.94	9.75	650.19	650.19

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	851+35.57	16.25	650.19	650.19
CL Brg. W. Abut.	851+37.41	16.25	650.20	650.20
A	851+47.41	16.25	650.27	650.28
B	851+57.41	16.25	650.33	650.35
C	851+67.41	16.25	650.38	650.40
D	851+77.41	16.25	650.42	650.44
E	851+87.41	16.25	650.45	650.46
CL Brg. Pier 1	851+94.91	16.25	650.47	650.47
F	852+04.91	16.25	650.49	650.50
G	852+14.91	16.25	650.50	650.53
H	852+24.91	16.25	650.51	650.54
I	852+34.91	16.25	650.50	650.53
J	852+44.91	16.25	650.48	650.51
K	852+54.91	16.25	650.46	650.47
CL Brg. Pier 2	852+66.57	16.25	650.42	650.42
L	852+76.57	16.25	650.38	650.38
M	852+86.57	16.25	650.33	650.34
N	852+96.57	16.25	650.27	650.29
O	853+06.57	16.25	650.20	650.22
P	853+16.57	16.25	650.12	650.13
CL Brg. E. Abut.	853+24.07	16.25	650.06	650.06
Bk. E. Abut.	853+25.91	16.25	650.04	650.04

(Sheet 2 of 2)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 053-0192**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	34
CONTRACT NO. 66E68				
SHEET 6 OF 24 SHEETS				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

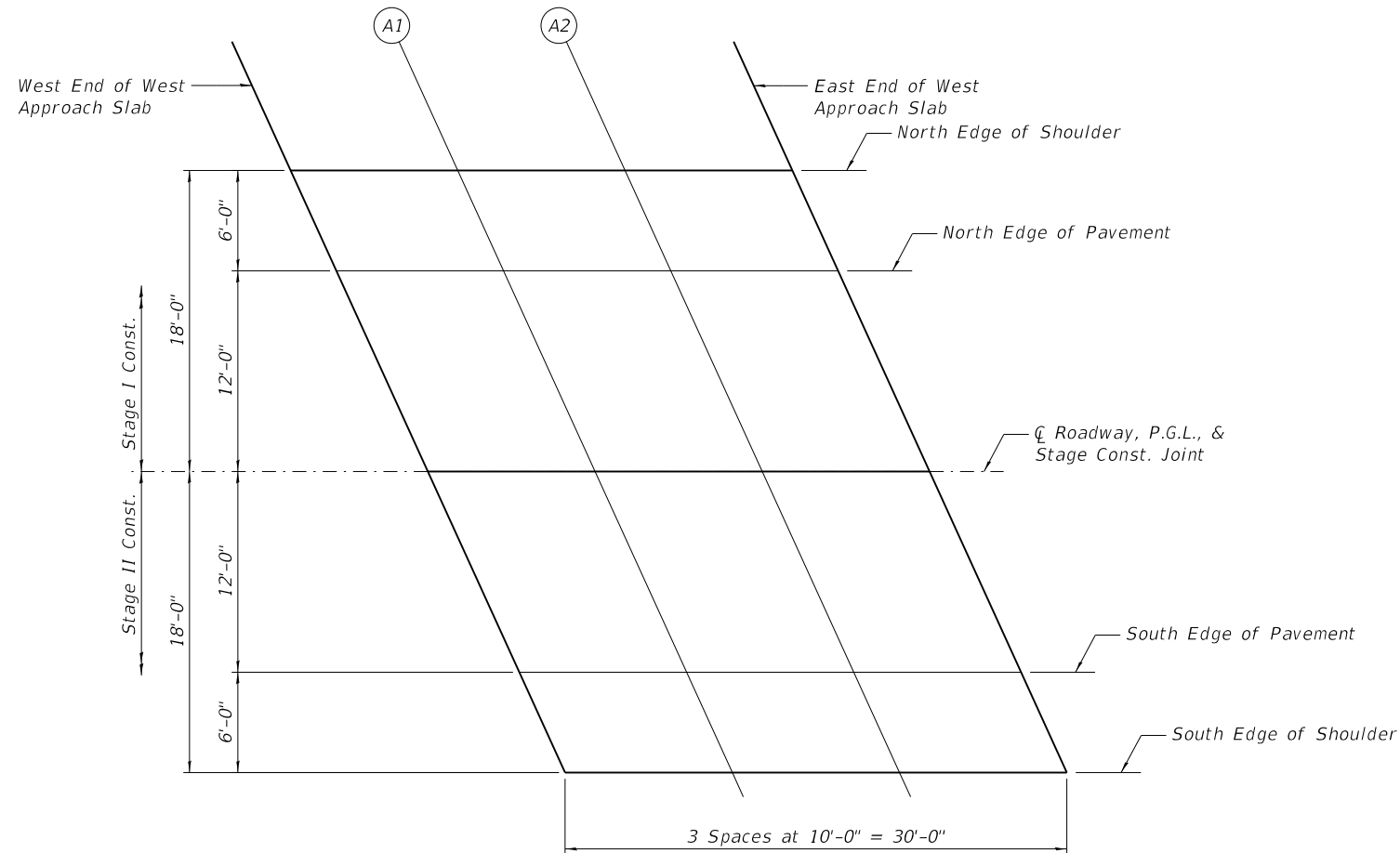
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	850+91.07	-18.00	649.74
A1	851+01.07	-18.00	649.84
A2	851+11.07	-18.00	649.94
E. End W. Appr. Slab	851+21.07	-18.00	650.03

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	850+93.80	-12.00	649.89
A1	851+03.80	-12.00	649.99
A2	851+13.80	-12.00	650.09
E. End W. Appr. Slab	851+23.80	-12.00	650.18

CL ROADWAY, P.G.L., & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	850+99.27	0.00	650.13
A1	851+09.27	0.00	650.23
A2	851+19.27	0.00	650.32
E. End W. Appr. Slab	851+29.27	0.00	650.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	851+04.74	12.00	650.00
A1	851+14.74	12.00	650.10
A2	851+24.74	12.00	650.19
E. End W. Appr. Slab	851+34.74	12.00	650.26

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	851+07.47	18.00	649.91
A1	851+17.47	18.00	650.00
A2	851+27.47	18.00	650.09
E. End W. Appr. Slab	851+37.47	18.00	650.16

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 053-0192

SHEET 7 OF 24 SHEETS

F.A.P. RTE. 673	SECTION (112BR-2)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 77	SHEET NO. 35
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

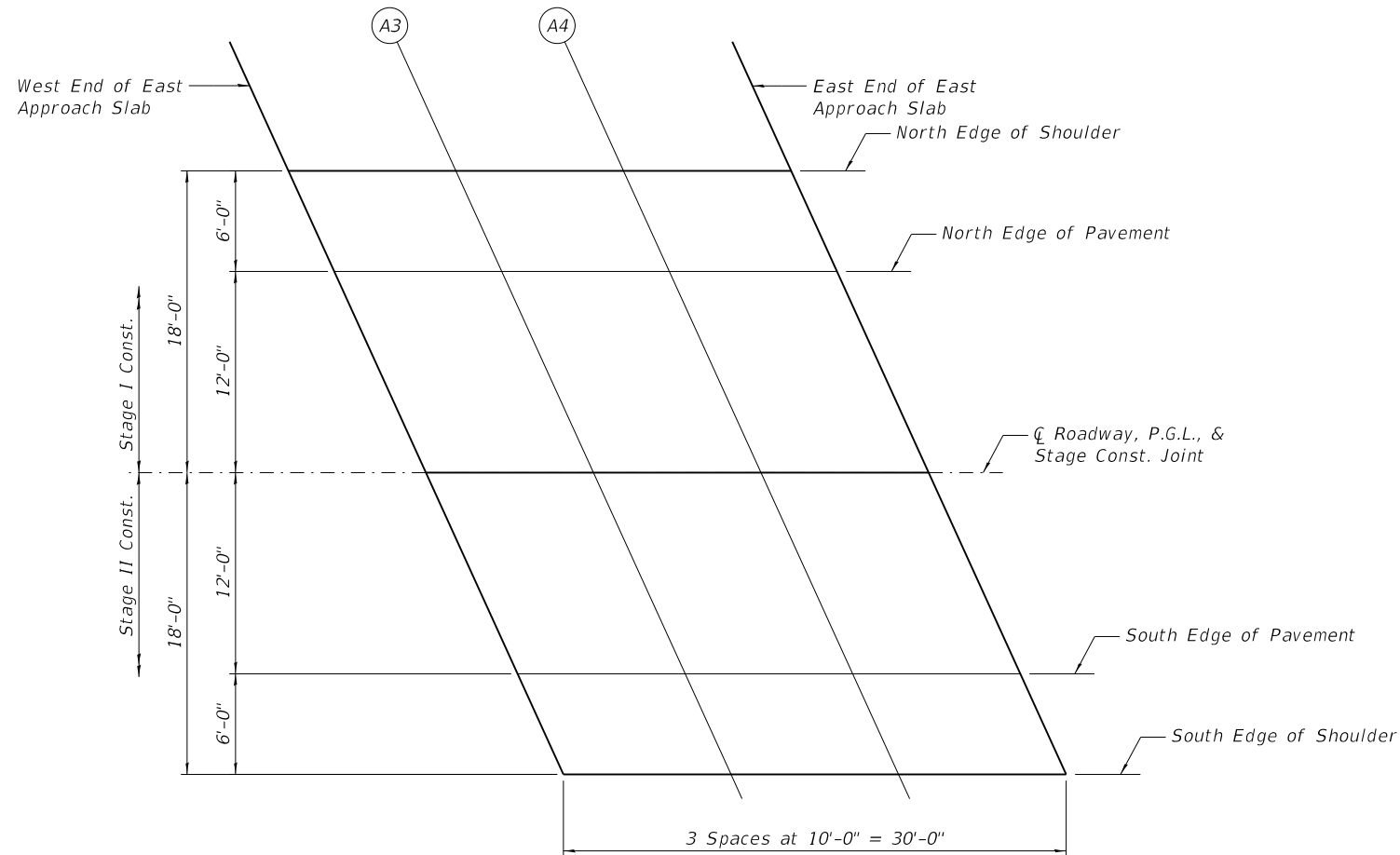
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W. End E. Appr. Slab	853+09.20	-18.00	650.14
A3	853+19.20	-18.00	650.07
A4	853+29.20	-18.00	649.98
E. End E. Appr. Slab	853+39.20	-18.00	649.88

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	853+11.93	-12.00	650.24
A3	853+21.93	-12.00	650.16
A4	853+31.93	-12.00	650.07
E. End E. Appr. Slab	853+41.93	-12.00	649.97

CL ROADWAY, P.G.L., & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	853+17.40	0.00	650.38
A3	853+27.40	0.00	650.29
A4	853+37.40	0.00	650.20
E. End E. Appr. Slab	853+47.40	0.00	650.10



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	853+22.87	12.00	650.15
A3	853+32.87	12.00	650.06
A4	853+42.87	12.00	649.96
E. End E. Appr. Slab	853+52.87	12.00	649.86

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	853+25.60	18.00	650.01
A3	853+35.60	18.00	649.92
A4	853+45.60	18.00	649.82
E. End E. Appr. Slab	853+55.60	18.00	649.71

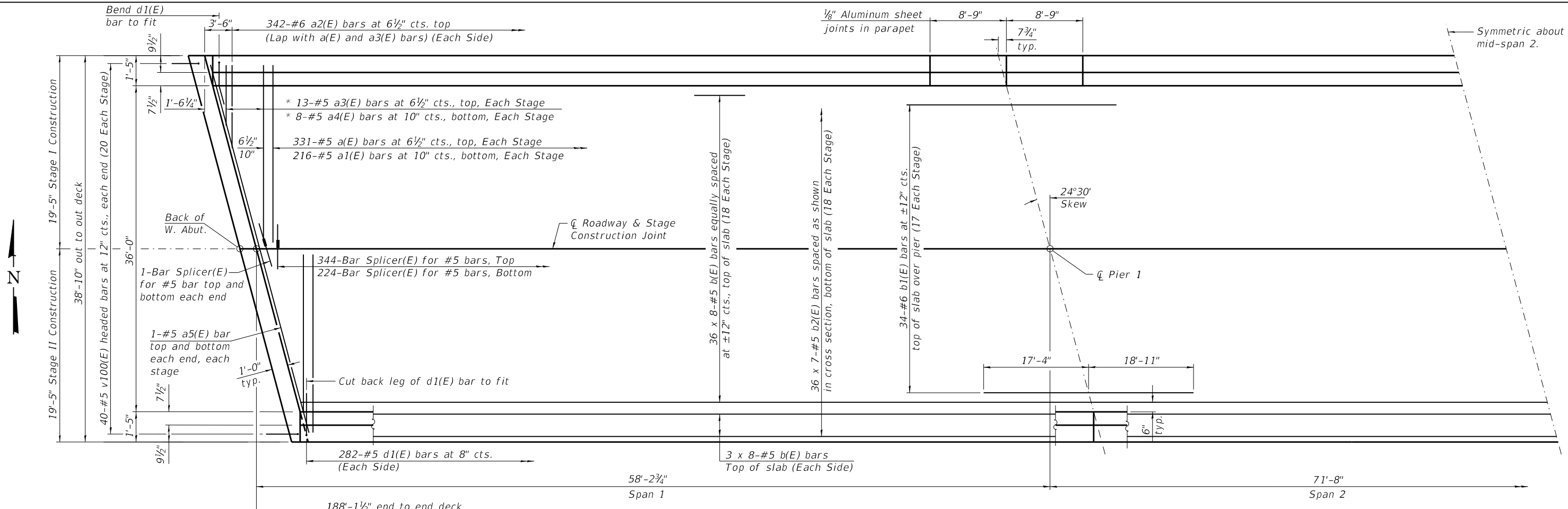
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	PLOT DATE = 8/13/2019	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 053-0192**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	36
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

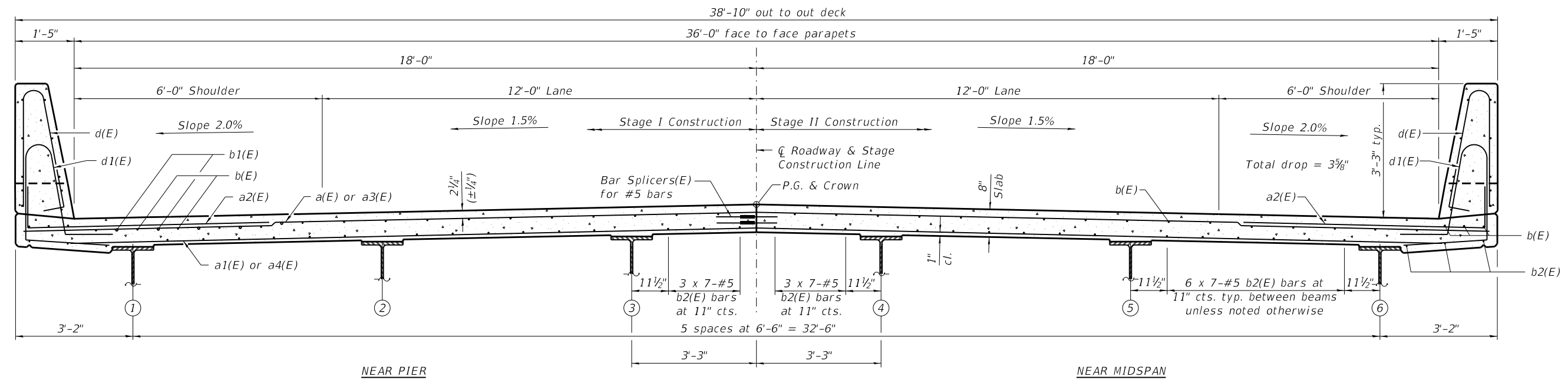


**MINIMUM BAR LAP**  
 #5 bar = 3'-6"

\* See Field Cutting Diagram on sheet 10 of 24.

**PARTIAL PLAN**

Notes:  
 See sheet 10 of 24 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See Sheet 21 of 24 for bar splicer details.



**CROSS SECTION**

(Looking East)  
 (Stud Shear Connectors not shown for clarity)

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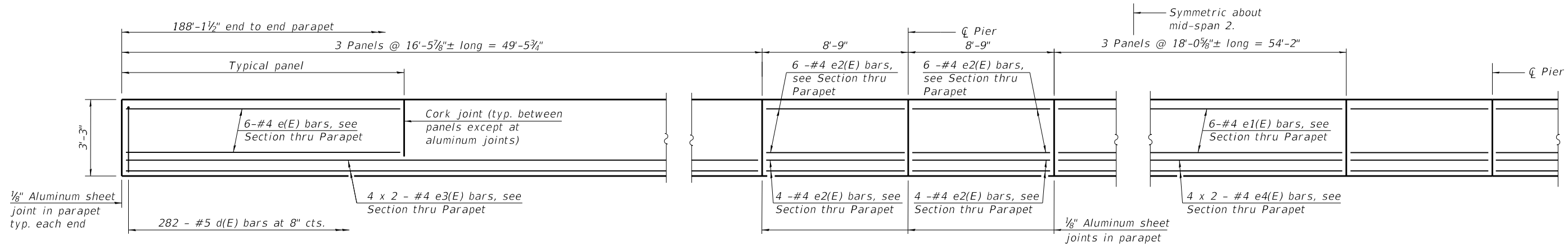
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 053-0192**

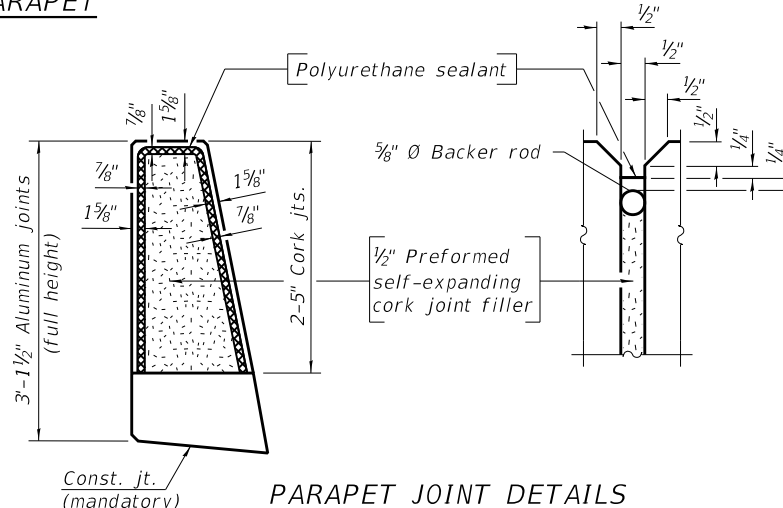
SHEET 9 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	37
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

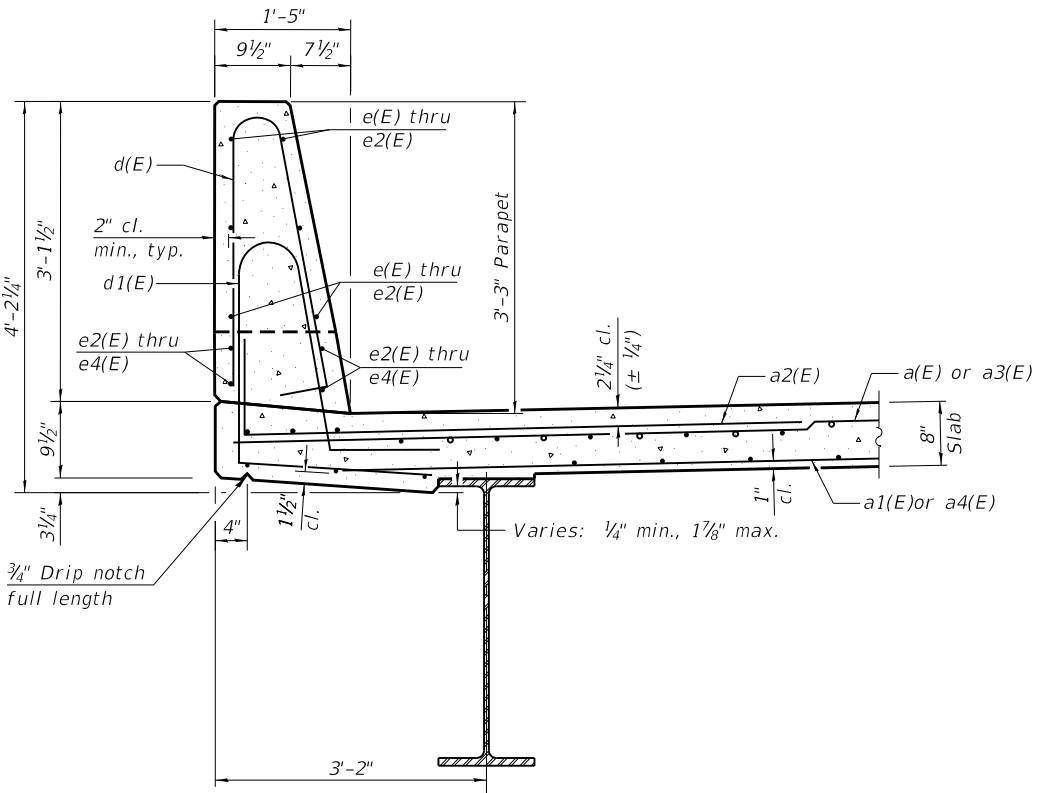


**INSIDE ELEVATION OF PARAPET**

**MINIMUM BAR LAP**  
#4 bar = 2'-5"



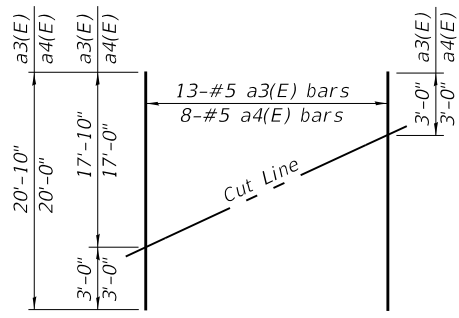
**PARAPET JOINT DETAILS**



**SECTION THRU PARAPET**

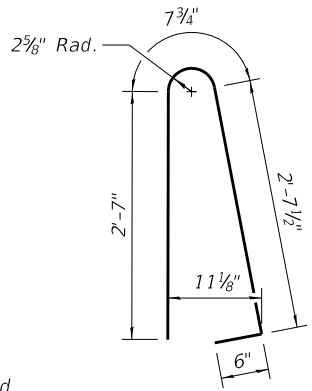
**Notes:**

The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

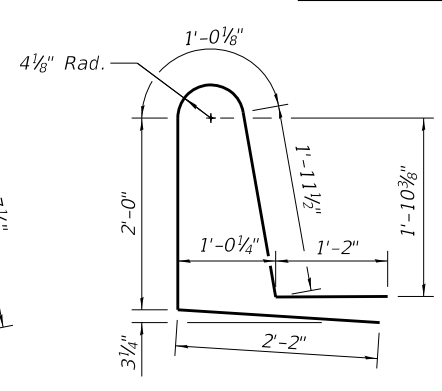


**FIELD CUTTING DIAGRAM**

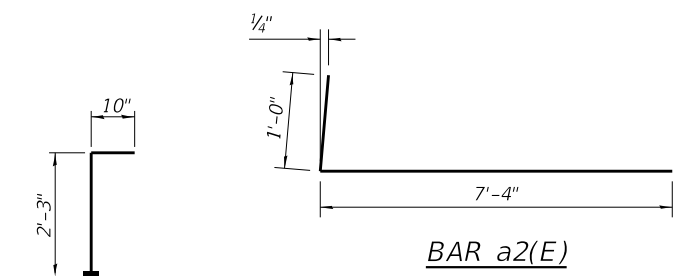
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



**BAR d(E)**

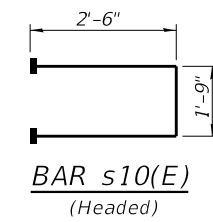


**BAR d1(E)**

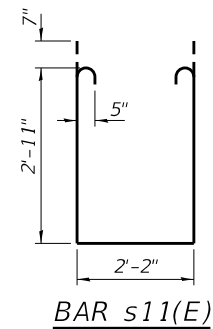


**BAR a2(E)**

**BAR v100(E)**  
(Headed)



**BAR s10(E)**  
(Headed)



**BAR s11(E)**

**SUPERSTRUCTURE**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	662	#5	19'-1"	—
a1(E)	432	#5	18'-9"	—
a2(E)	684	#6	8'-4"	—
a3(E)	26	#5	20'-10"	—
a4(E)	16	#5	20'-0"	—
a5(E)	8	#5	21'-0"	—
b(E)	336	#5	26'-7"	—
b1(E)	68	#6	36'-3"	—
b2(E)	252	#5	29'-10"	—
d(E)	564	#5	6'-5"	U
d1(E)	564	#5	8'-4"	U
e(E)	72	#4	16'-2"	—
e1(E)	36	#4	17'-9"	—
e2(E)	80	#4	8'-5"	—
e3(E)	32	#4	26'-0"	—
e4(E)	16	#4	28'-4"	—
m10(E)	16	#6	21'-0"	—
m11(E)	24	#6	6'-10"	—
m12(E)	24	#6	3'-2"	—
m13(E)	36	#5	4'-0"	—
s10(E)	72	#5	6'-9"	U
s11(E)	72	#5	9'-2"	U
v100(E)	80	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Lbs.	65,780	
Concrete Superstructure		Cu. Yds.	270.0	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: Default  
FILE NAME: EX17111-15N\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-010-SuperstructureDetails.dgn

**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

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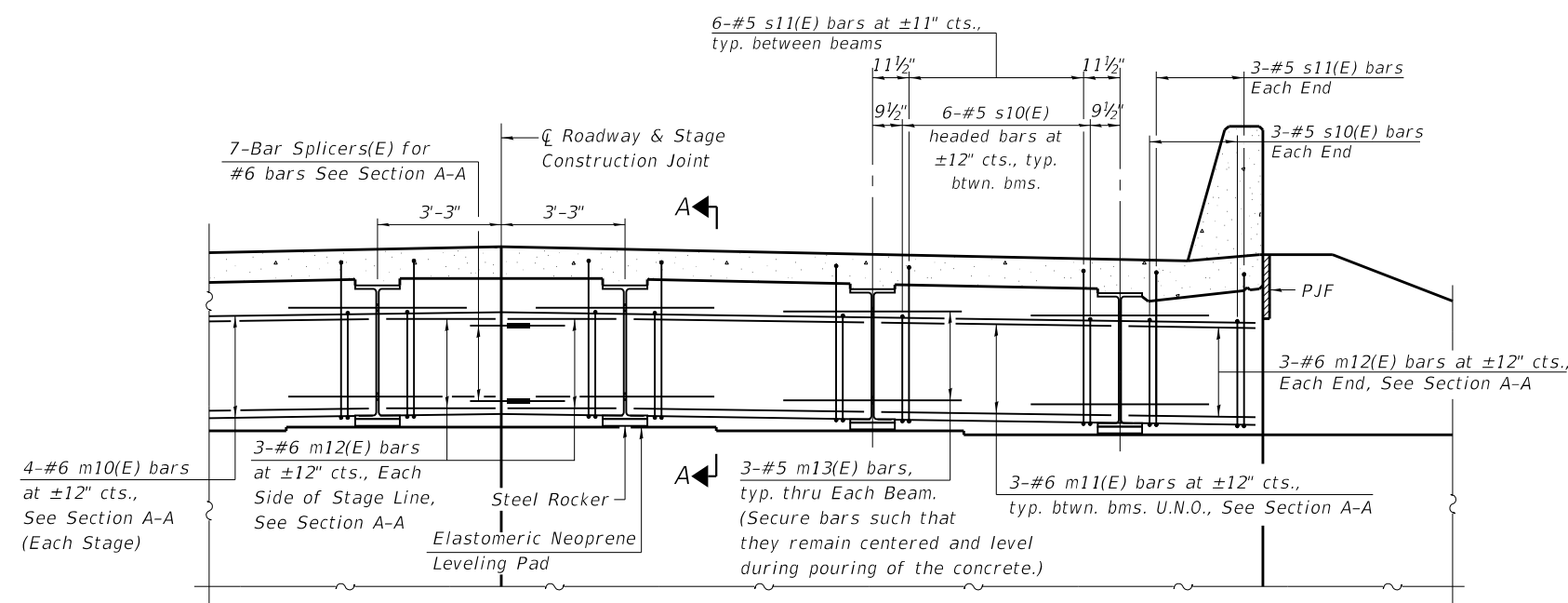
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS**  
**STRUCTURE NO. 053-0192**

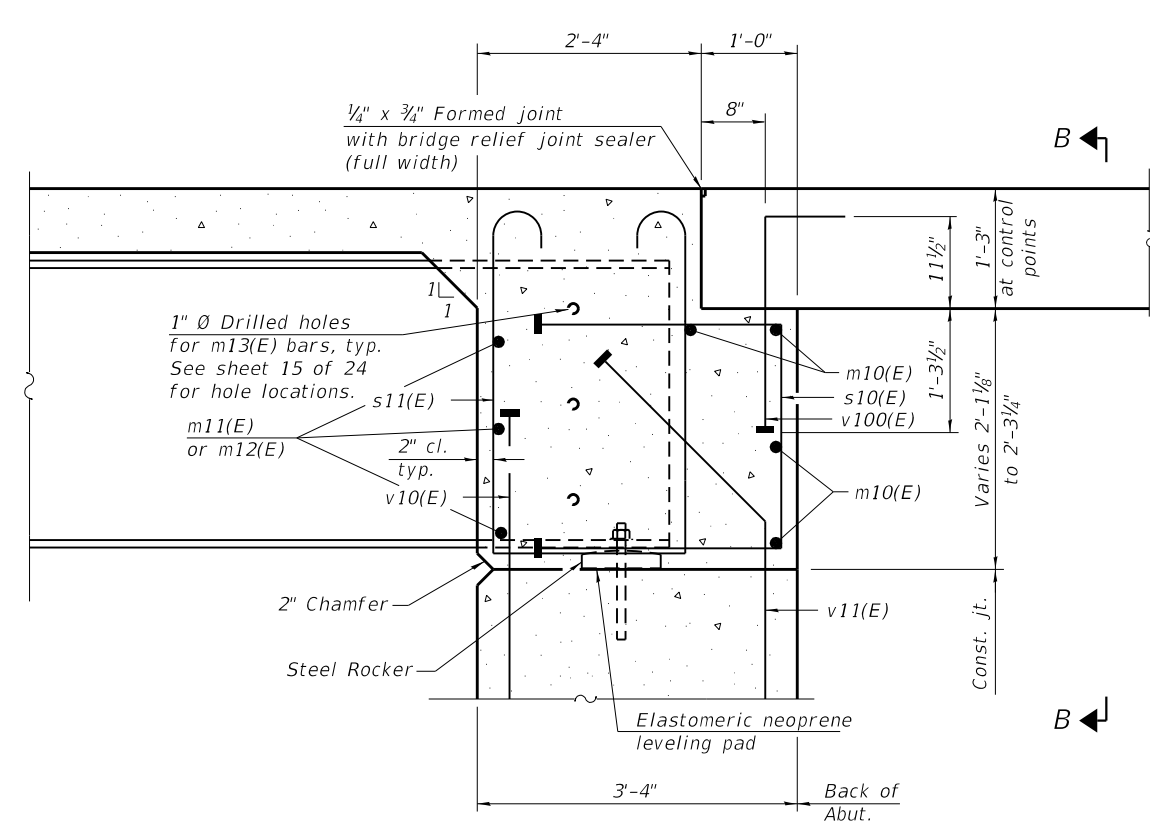
SHEET 10 OF 24 SHEETS

F.A.P. RTE. 673	SECTION (112BR-2)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 77	SHEET NO. 38
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

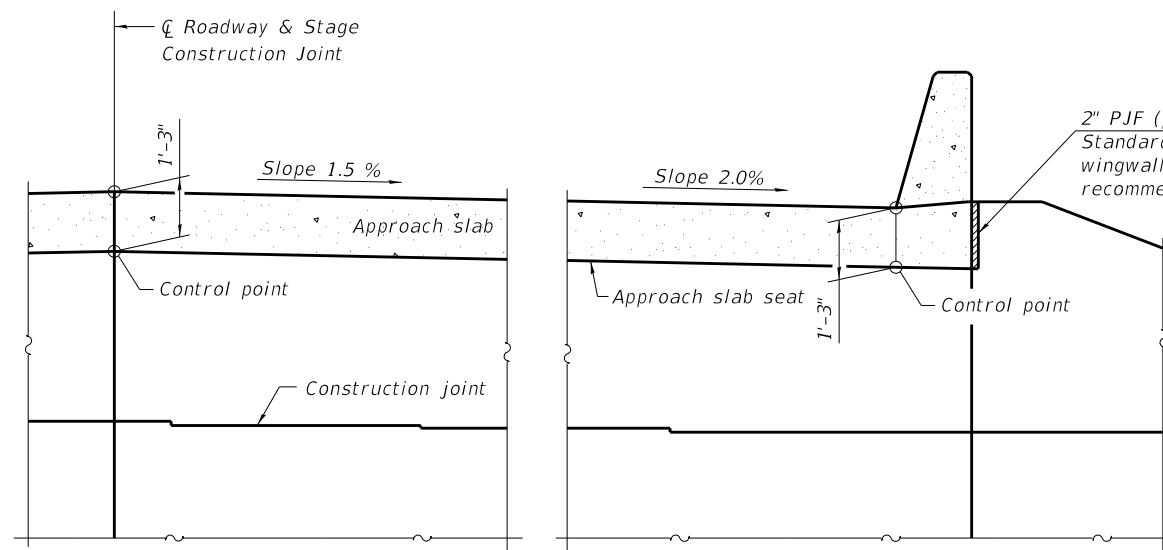
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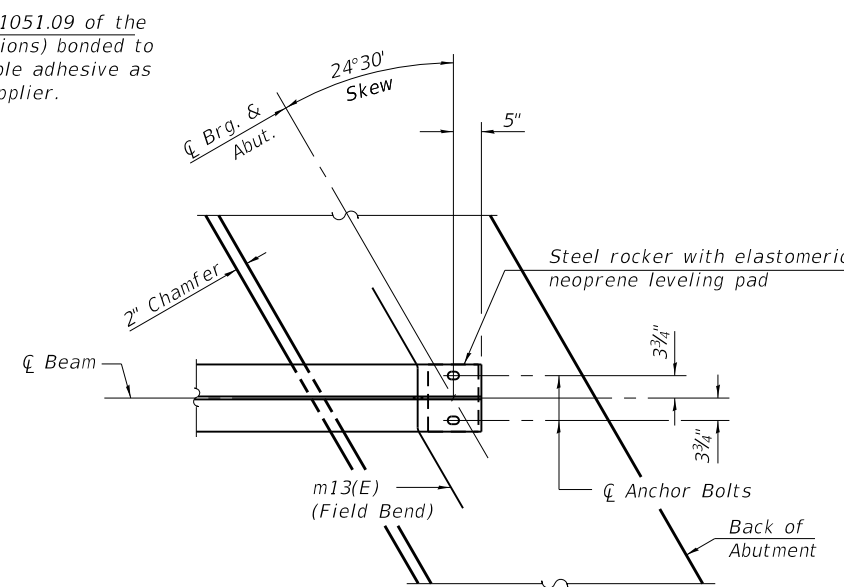
**DIAPHRAGM AT ABUTMENT**  
 (All horizontal dimensions at right angles to  $\phi$  roadway)



**SECTION A-A**  
 (at Rt. L's)



**SECTION B-B**

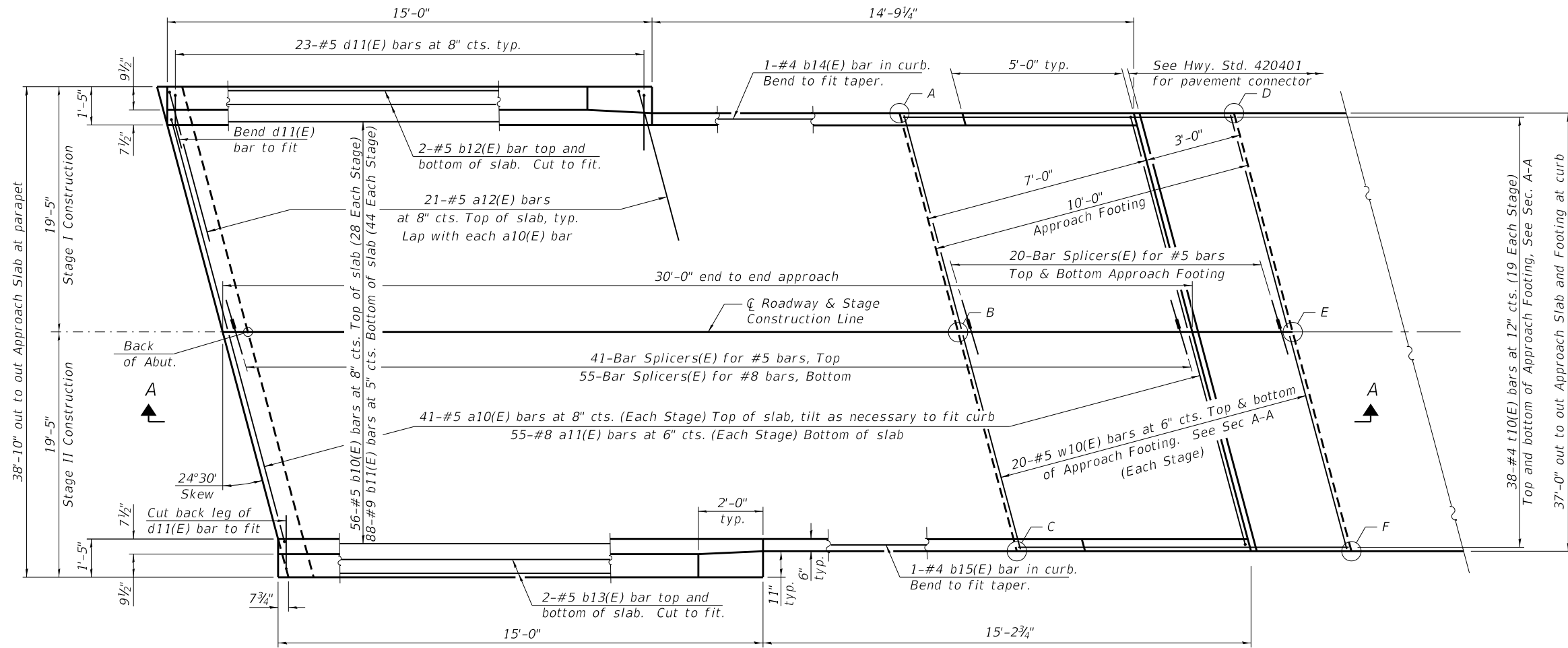


**PLAN AT ABUTMENT**  
 (Showing bottom flange of beam)

Notes:  
 Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 24.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 24.  
 For details of bars s10(E), s11(E) and v100(E) see sheet 10 of 24.  
 The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
 The approach slab seat shall have a constant slope determined from the control points shown.  
 For bearing details see sheet 16 of 24.  
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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PLOT DATE = 8/13/2019	CHECKED - MTH	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	39
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

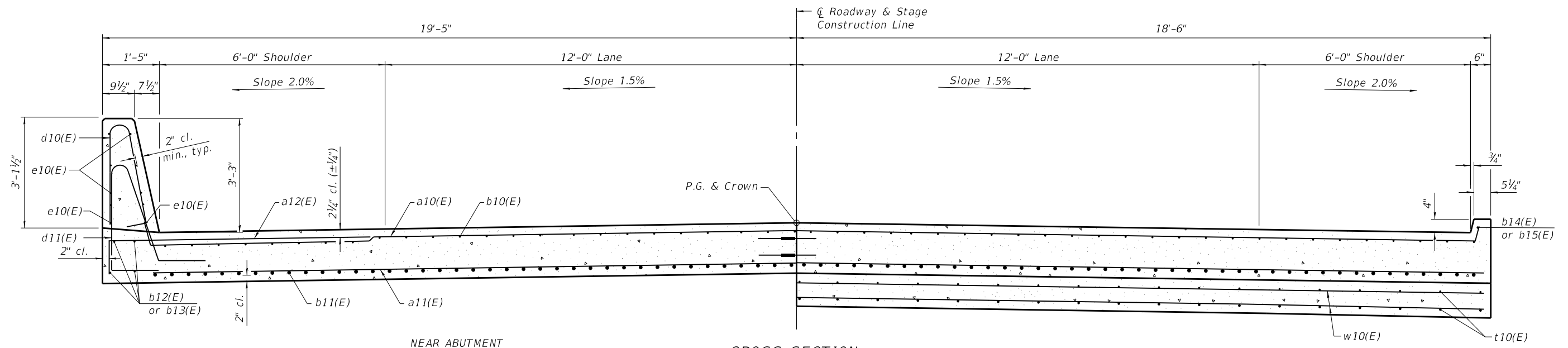


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	648.72	647.88	648.69	647.86
B	648.95	648.12	648.93	648.09
C	648.55	647.71	648.52	647.68
D	648.62	647.78	648.58	647.75
E	648.84	648.01	648.81	647.98
F	648.43	647.59	648.39	647.56

PLAN

(East Approach Slab shown; West Approach Slab rotated 180° including Footing Elevation points)



CROSS SECTION (Looking East)

(Sheet 1 of 2)

MODEL: Default  
FILE NAME: E:\1711-1\NSN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-012-ApprSlabDetails.dgn



USER NAME =	DESIGNED - AML	REVISED -
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PLOT DATE = 8/13/2019	DRAWN - DAS	REVISED -
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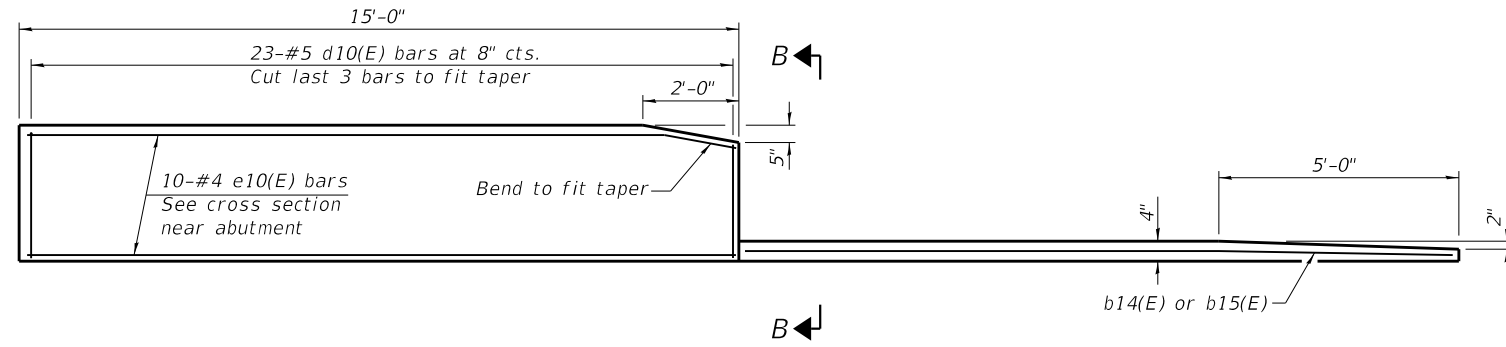
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 053-0192

SHEET 12 OF 24 SHEETS

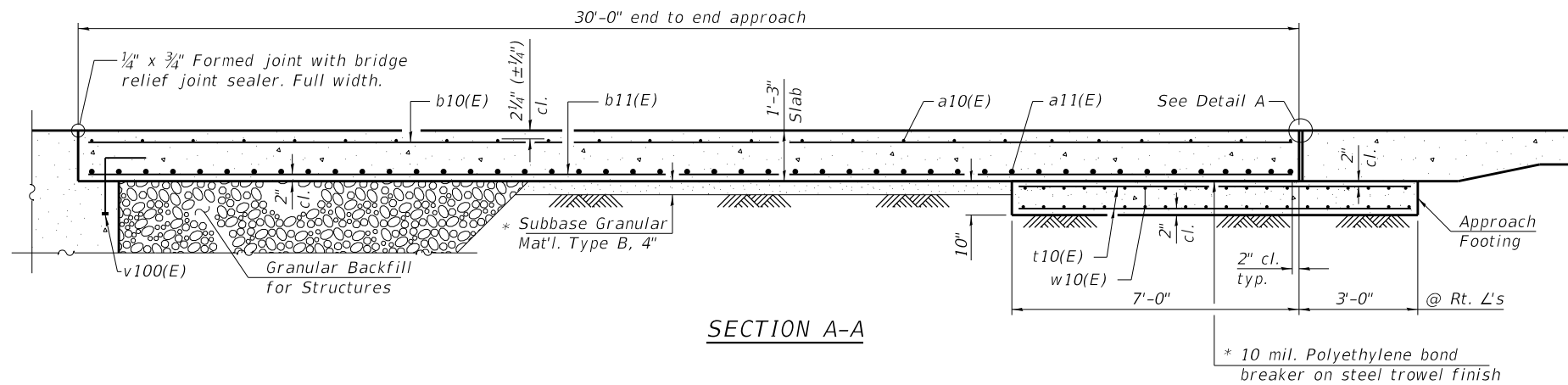
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	40
CONTRACT NO. 66E68				

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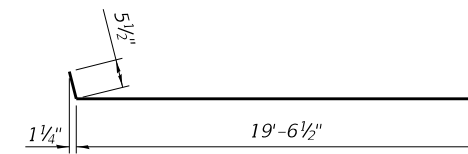
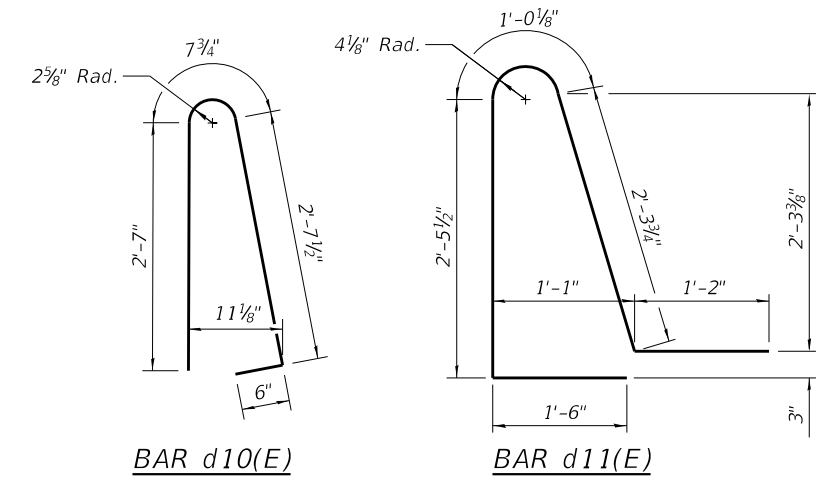




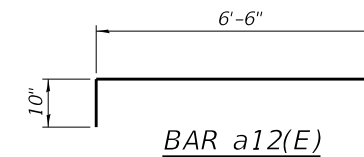
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



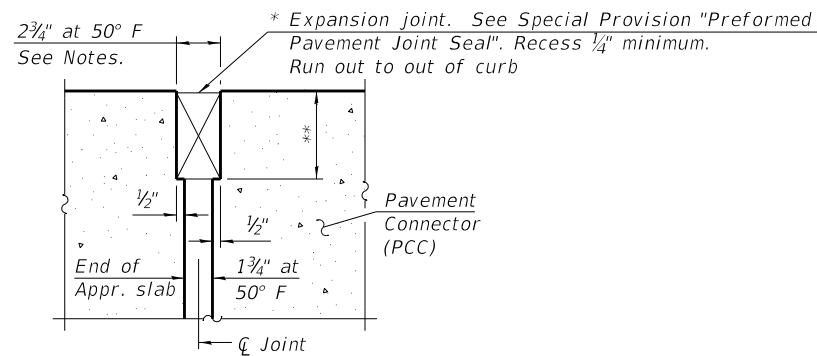
BAR a10(E)



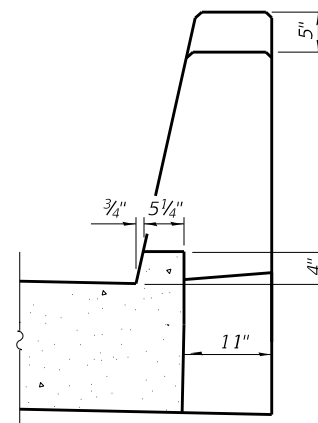
BAR a12(E)

TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	164	#5	20'-0"	—
a11(E)	220	#8	20'-0"	—
a12(E)	84	#5	7'-4"	—
b10(E)	112	#5	29'-8"	—
b11(E)	176	#9	29'-8"	—
b12(E)	8	#5	15'-4"	—
b13(E)	8	#5	14'-8"	—
b14(E)	2	#4	14'-7"	—
b15(E)	2	#4	14'-10"	—
d10(E)	92	#5	6'-5"	⤴
d11(E)	92	#5	8'-6"	⤴
e10(E)	40	#4	14'-8"	—
t10(E)	152	#4	10'-8"	—
w10(E)	160	#5	20'-0"	—
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	105.7
Concrete Structures			Cu. Yd.	25.1
Reinforcement Bars, Epoxy Coated			Pound	43,580



DETAIL A  
(@ Rt. L's)



VIEW B-B

\* Cost included with Concrete Superstructure (Approach Slab).

\*\* Per manufacturer recommendations

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.

(Sheet 2 of 2)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 053-0192

SHEET 13 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	41
CONTRACT NO. 66E68				

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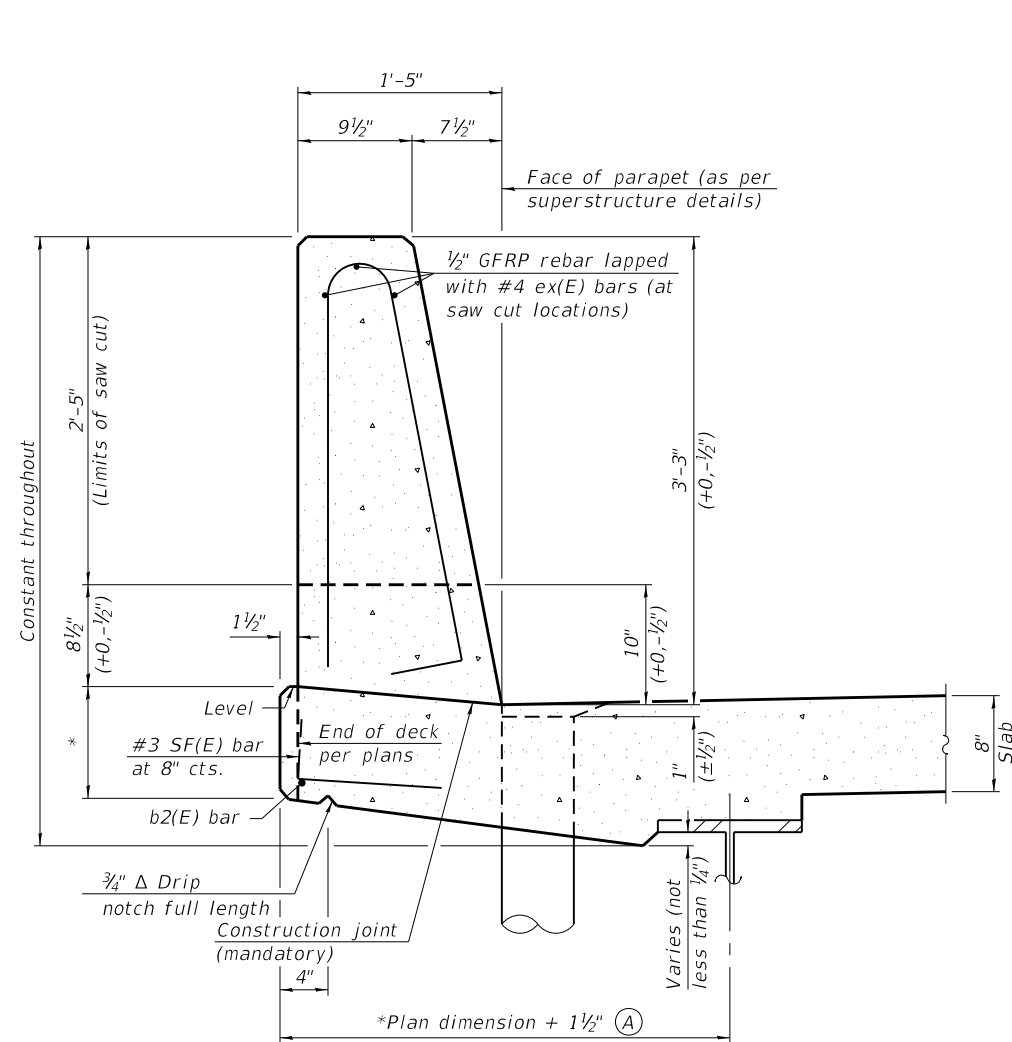
**GENERAL NOTES**

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

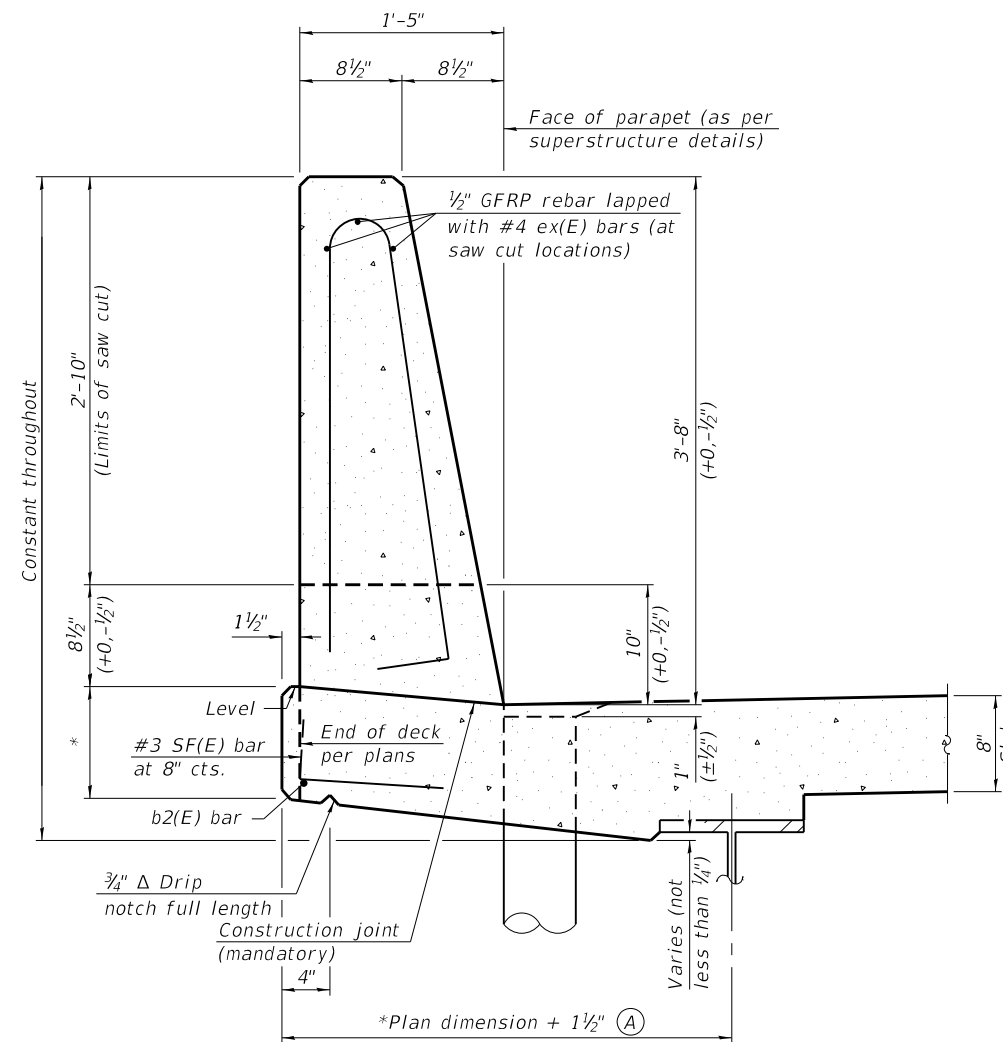
Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.



**39" CONSTANT-SLOPE  
PARAPET SECTION**

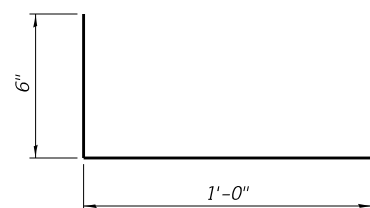
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



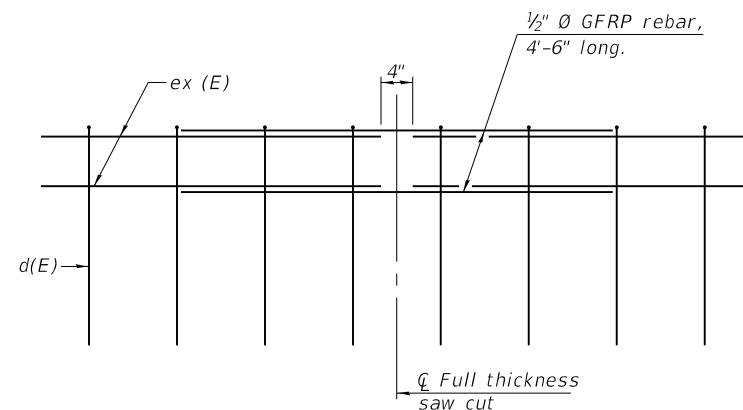
**44" CONSTANT-SLOPE  
PARAPET SECTION**

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

\*See Superstructure Details.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

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

SFP 39-44

1-14-2019

MODEL: Default  
FILE NAME: EX17111-11SN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-014-Parapet.dgn



USER NAME =	DESIGNED - AML	REVISED -
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PLOT DATE = 8/13/2019	DRAWN - DAS	REVISED -
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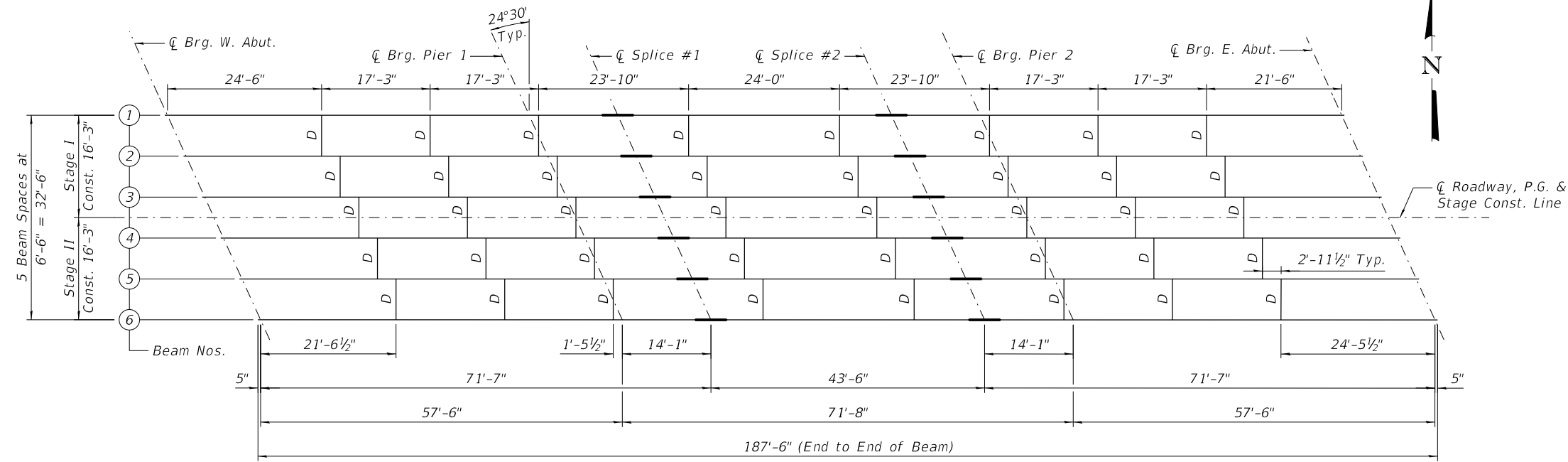
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 053-0192**

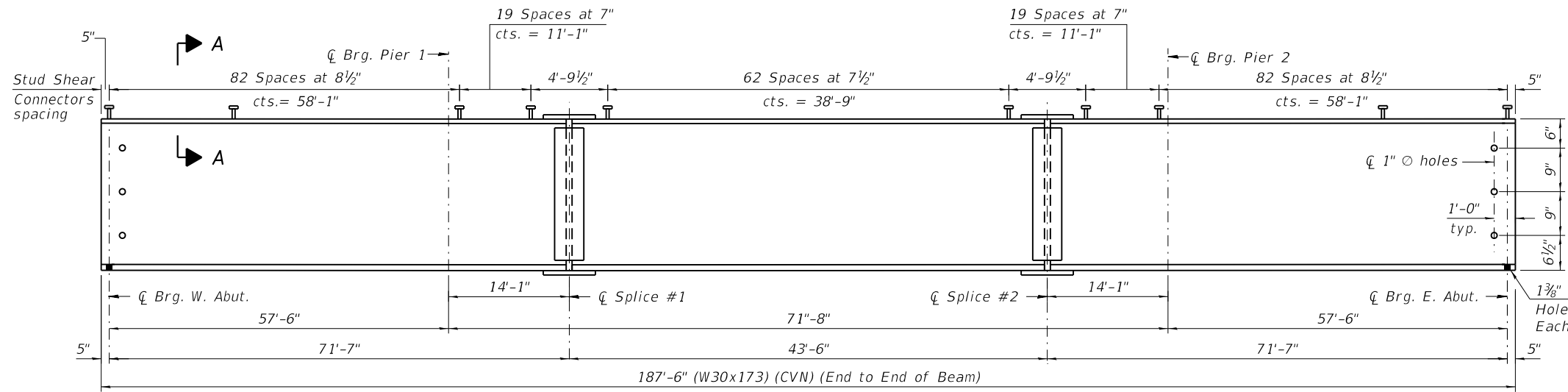
SHEET 14 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	42
CONTRACT NO. 66E68				

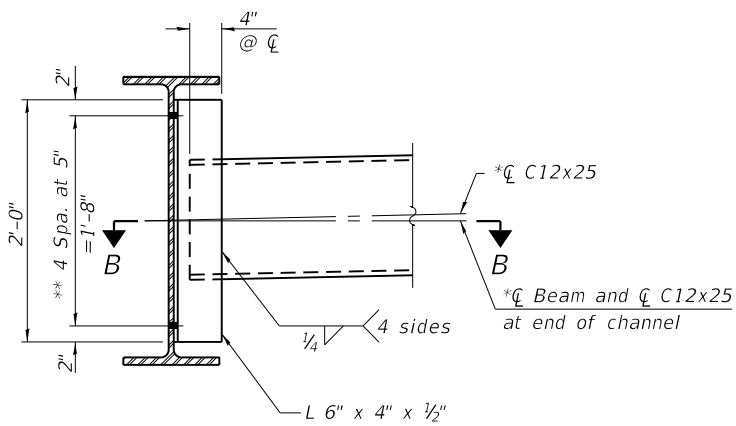
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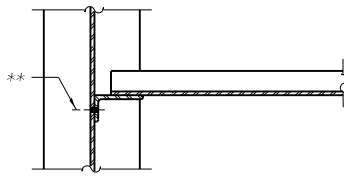
**FRAMING PLAN**



**BEAM ELEVATION**

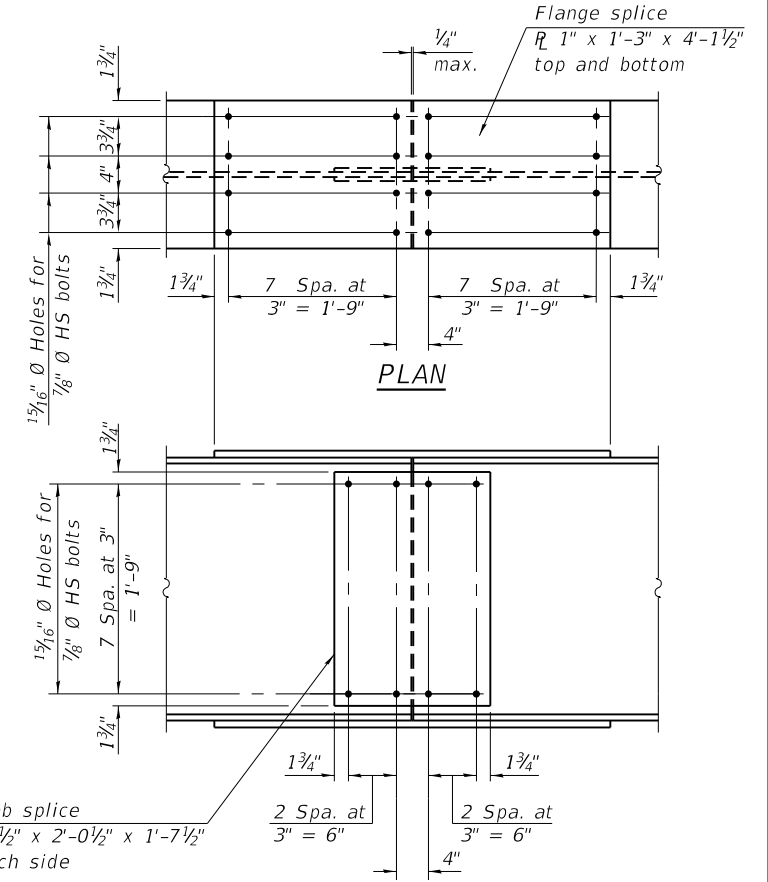


**DIAPHRAGM D**  
(40 Required)



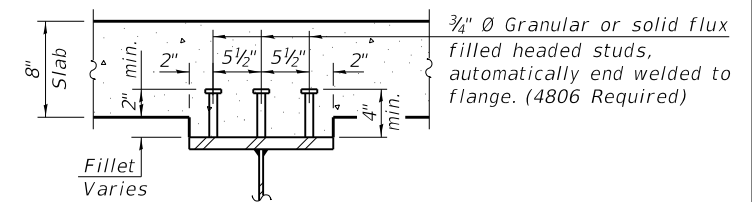
**SECTION B-B**

Note:  
Two hardened washers required for each set of oversized holes.  
\*Alternate C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25. The alternate, if utilized, shall be provided at no additional cost to the Department.  
\*\*3/4" Ø HS bolts, 1 1/8" Ø holes. For diaphragms at stage construction line, provide 1 3/16" x 1 7/8" vertical slotted holes at north side of beam 4 in angle and for south side of beam 3 provide oversized holes in angle and beam. Bolts in slotted holes shall be finger tightened prior to the deck pour.



**ELEVATION**

**SPlice DETAIL**  
(12 Required)



**SECTION A-A**

**TOP OF BEAM ELEVATIONS**  
(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
☉ Brg. W. Abut.	649.36	649.50	649.62	649.65	649.57	649.47
☉ Brg. Pier 1	649.62	649.75	649.85	649.86	649.77	649.66
☉ Splice #1	649.68	649.81	649.91	649.91	649.82	649.71
☉ Splice #2	649.70	649.82	649.91	649.90	649.80	649.67
☉ Brg. Pier 2	649.65	649.77	649.85	649.84	649.74	649.60
☉ Brg. E. Abut.	649.45	649.55	649.62	649.60	649.48	649.33

**NOTES:**

- All beams and splice plates shall be AASHTO M270 Grade 50W (CVN).
- "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

MODEL: Default  
FILE NAME: EX17111-1\SN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-015-Framing.dgn



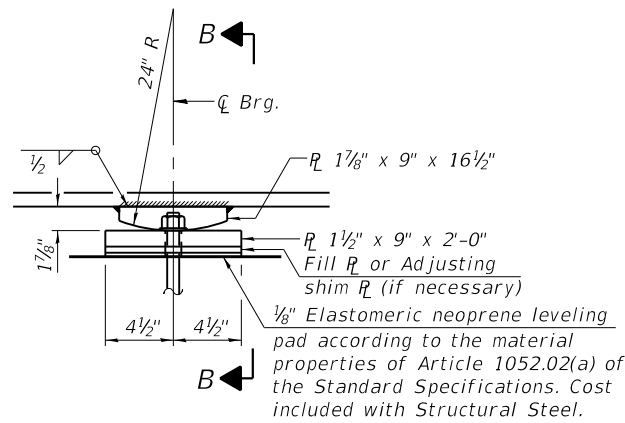
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	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

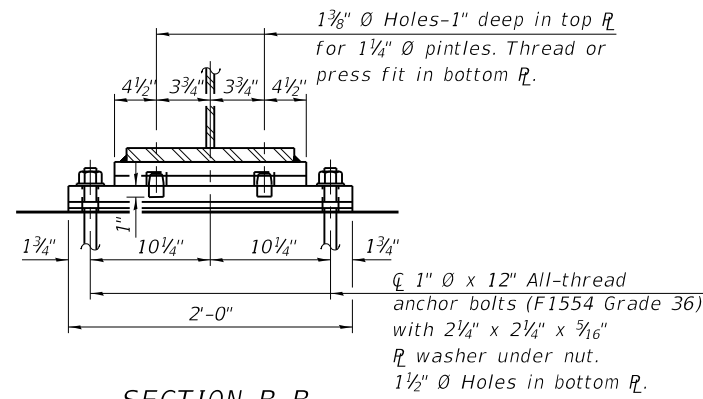
**FRAMING PLAN & STEEL DETAILS**  
**STRUCTURE NO. 053-0192**

SHEET 15 OF 24 SHEETS

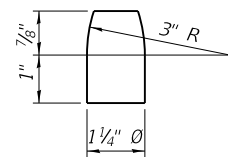
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	43
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



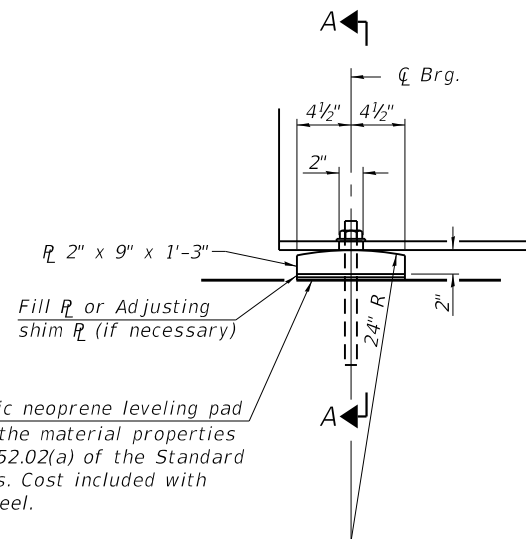
**ELEVATION AT PIER**



**SECTION B-B**

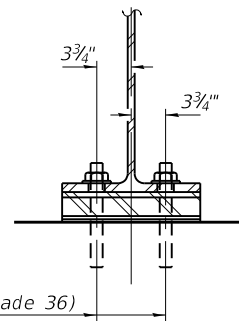


**PINTLE**



**ELEVATION AT ABUTMENT**

**FIXED BEARINGS**



**SECTION A-A**

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 0.6 Sp. 3	Piers	0.5 Sp. 2
$I_s$	(in <sup>4</sup> ) 8230	8230	8230
$I_c(n)$	(in <sup>4</sup> ) 22555	-	22555
$I_c(3n)$	(in <sup>4</sup> ) 16248	-	16248
$I_c(cr)$	(in <sup>4</sup> ) -	10797	-
$S_s$	(in <sup>3</sup> ) 541	541	541
$S_c(n)$	(in <sup>3</sup> ) 801	-	801
$S_c(3n)$	(in <sup>3</sup> ) 721	-	721
$S_c(cr)$	(in <sup>3</sup> ) -	616	-
DC1	(k/ft) 0.866	0.866	0.866
MDC1	(k) 199	363	193
DC2	(k/ft) 0.175	0.175	0.175
MDC2	(k) 40	74	38
DW	(k/ft) 0.300	0.300	0.300
MDW	(k) 68	127	66
LLDF	0.600	0.588	0.578
$M_L + IM$	(k) 621	605	616
$M_u$ (Strength I)	(k) 1488	1796	1466
$\phi f Mn$	(k) 3779	-	3779
$f_s$ DC1	(ksi) 4.41	8.05	4.28
$f_s$ DC2	(ksi) 0.67	1.44	0.63
$f_s$ DW	(ksi) 1.13	2.48	1.10
$f_s$ ( $\ell + IM$ )	(ksi) 9.31	11.79	9.23
$f_s$ (Service II)	(ksi) 18.31	27.30	18.01
0.95RhFyf	(ksi) 47.50	47.50	47.50
$f_s$ (Total)(Strength I)	(ksi) -	36.21	-
$\phi f F_n$	(ksi) -	50.0	-
Vf	(k) 21.9	25.1	22.2

	GIRDER REACTION TABLE			
	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.707	0.548	0.707	0.548
OCF	-	1.09	-	-
RDC1 (k)	*28.2	*29.2	62.2	65.9
RDC2 (k)	3.7	3.7	12.6	12.6
RDW (k)	6.4	6.4	21.6	21.6
$R_L$ (k)	52.8	40.9	83.6	64.8
$R_{IM}$ (k)	13.5	10.5	16.2	12.5
$R_{Total}$ (k)	104.7	90.8	196.2	177.4

\* Includes weight of concrete end diaphragm.

- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + IM$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- $M_u$  (Strength I): Factored design moment (kip-ft.).  
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75  $M_L + IM$
- $\phi f Mn$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
MDC1/  $S_{nc}$
- $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
MDC2/  $S_c(3n)$  or MDC2/  $S_c(cr)$  as applicable.
- $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
MDW/  $S_c(3n)$  or MDW/  $S_c(cr)$  as applicable.
- $f_s$  ( $\ell + IM$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_L + IM / S_c(n)$  or  $M_L + IM / S_c(cr)$  as applicable.
- $f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\ell + IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- $f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
1.25 ( $f_s DC1 + f_s DC2$ ) + 1.5  $f_s DW + 1.75 f_s (\ell + IM)$
- $\phi f F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- LLDF: Live Load Distribution Factor
- OCF: Obtuse Correction Factor

**FILL PLATE THICKNESS**

Location	Thickness
W. Abut., Beam 3	3/8"
Pier 1, Beam 4	1/8"
Pier 2, Beam 3	1/8"
E. Abut., Beam 4	1/2"

**BILL OF MATERIAL**

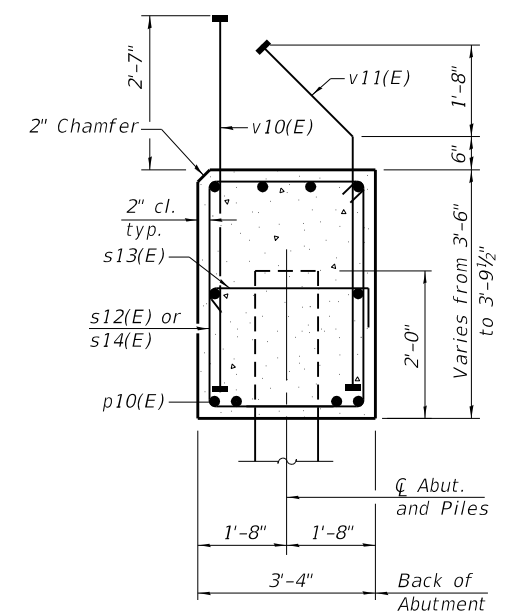
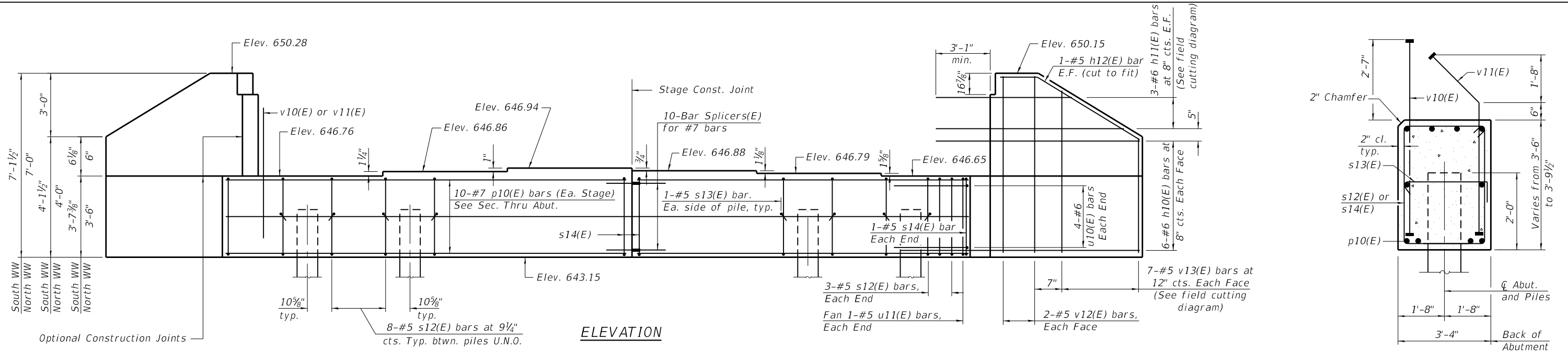
Item	Unit	Total
Anchor Bolts, 1"	Each	48

**Notes:**

- The structural steel plates and pintles of the bearings shall conform to the requirements of AASHTO M270 Grade 50W.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

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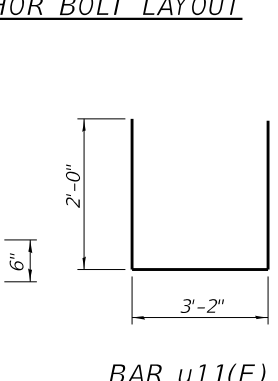
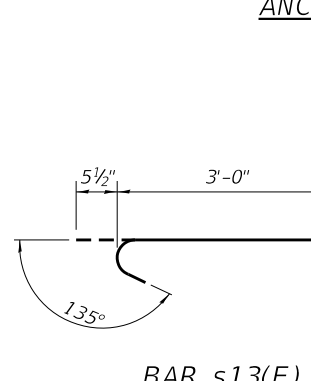
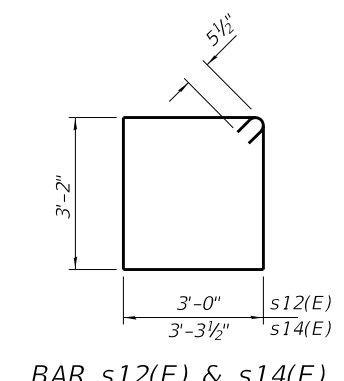
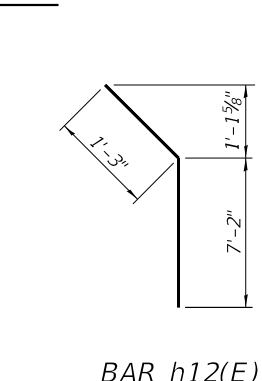
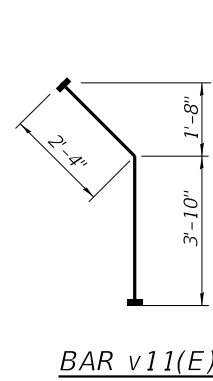
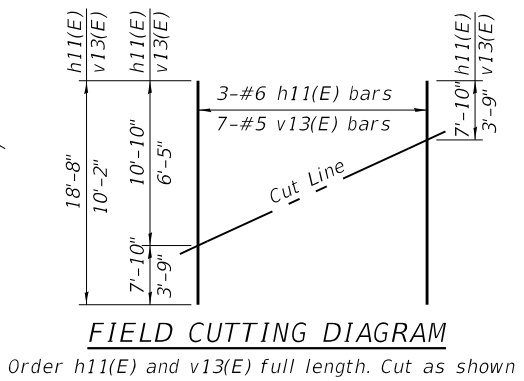
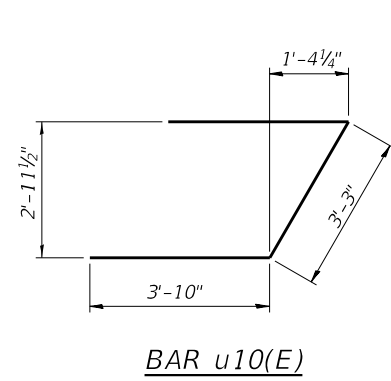
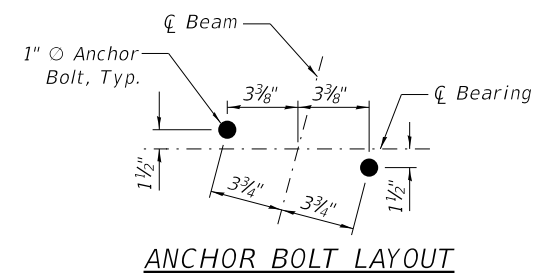
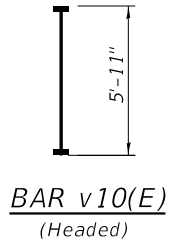
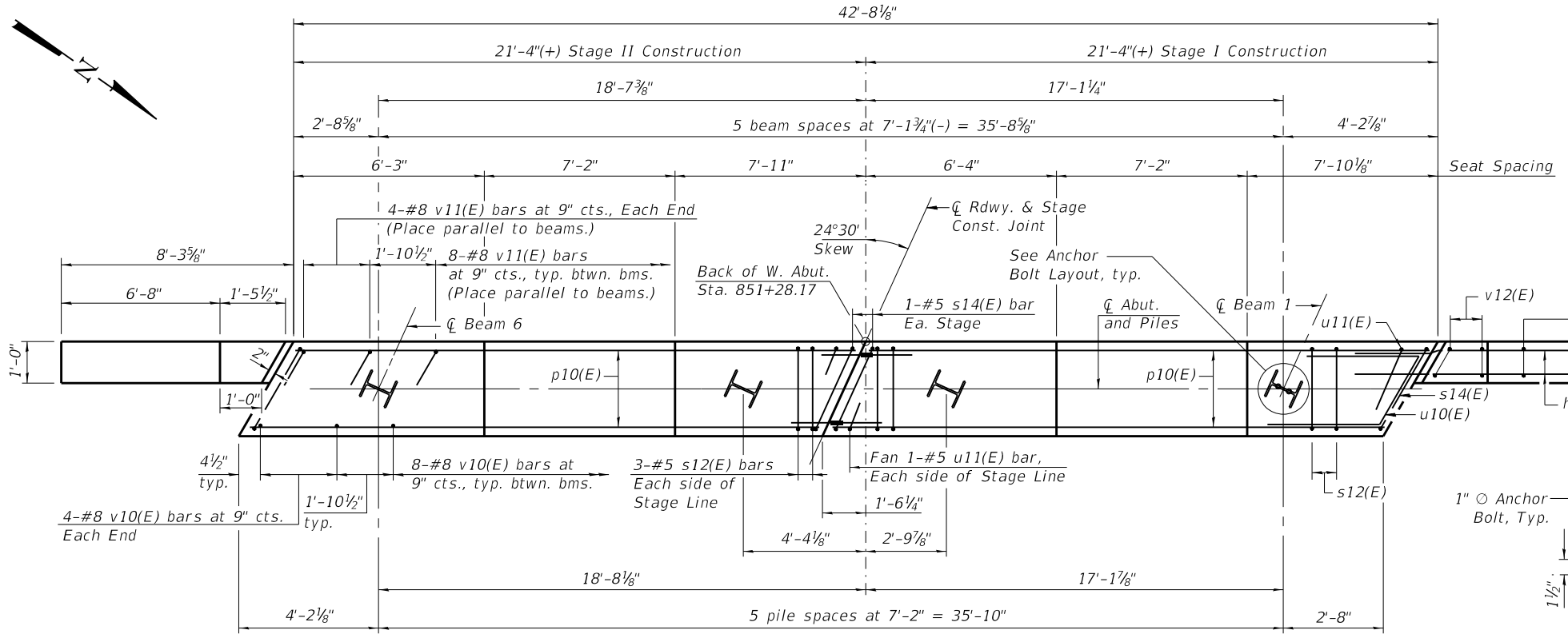


**PILE DATA**  
 Type: HP12x53 with pile shoes  
 Nominal Required Bearing: 418 kips  
 Factored Resistance Available: 230 kips  
 Est. Length: 25 ft  
 No. Production Piles: 5  
 No. Test Piles: 1

**SEC. THRU ABUT.**  
 Dimensions at right angles to abutment.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	24	#6	11'-3"	—
h11(E)	6	#6	18'-8"	—
h12(E)	4	#5	8'-5"	—
p10(E)	20	#7	21'-0"	—
s12(E)	44	#5	13'-3"	□
s13(E)	12	#5	4'-0"	□
s14(E)	4	#5	13'-10"	□
u10(E)	8	#6	10'-11"	—
u11(E)	4	#5	7'-2"	—
v10(E)	48	#8	5'-11"	—
v11(E)	48	#8	6'-2"	—
v12(E)	8	#5	6'-9"	—
v13(E)	14	#5	10'-2"	—
Structure Excavation		Cu. Yd.	134.7	
Concrete Structures		Cu. Yd.	21.6	
Reinforcement Bars, Epoxy Coated		Pound	4100	
Furnishing Steel Piles, HP12x53		Foot	125	
Driving Piles		Foot	125	
Test Pile, Steel HP12x53		Each	1	
Pile Shoes		Each	6	



**Notes:**  
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.  
 Space reinforcement in cap to miss anchor bolts. See sheet 21 of 24 for bar splicer details. See sheet 2 of 24 for drainage details. Pour steps monolithically with cap. For details of piles see sheet 22 of 24.

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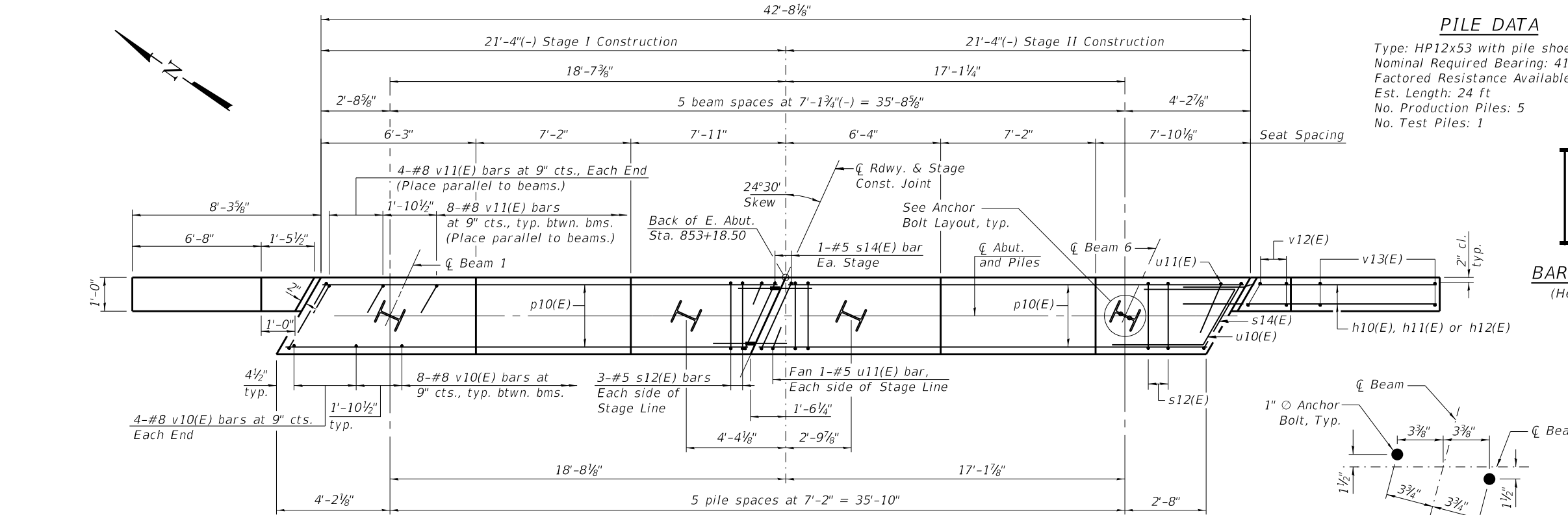
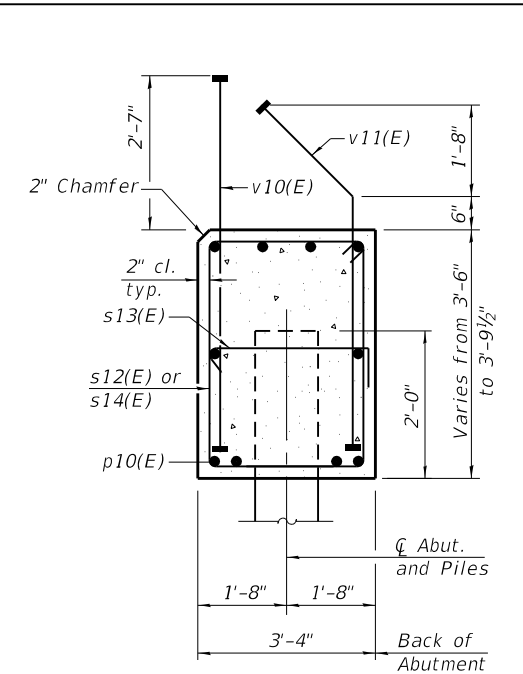
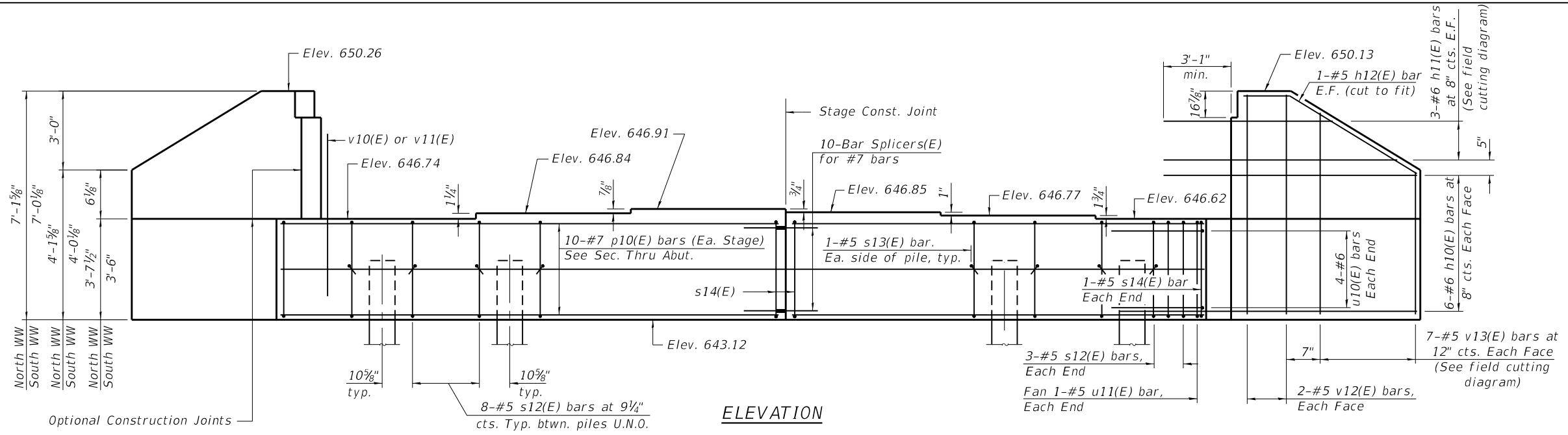
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT  
 STRUCTURE NO. 053-0192**

SHEET 17 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66E68				

ILLINOIS FED. AID PROJECT

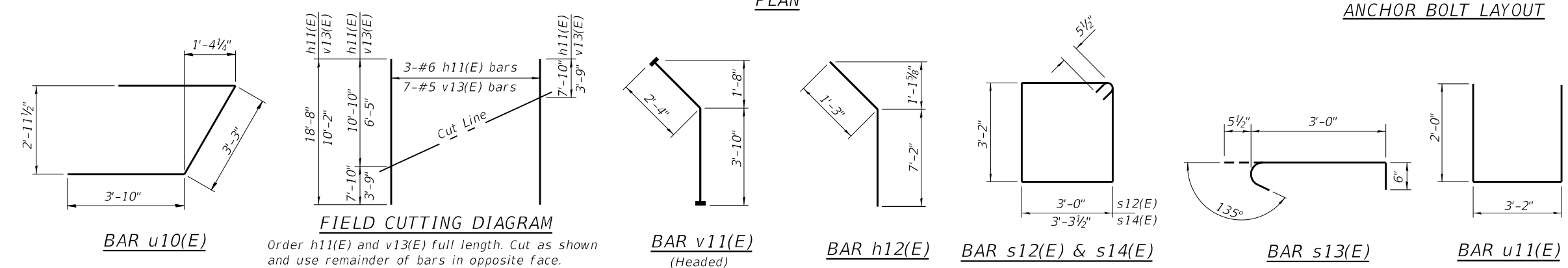


**PILE DATA**  
 Type: HP12x53 with pile shoes  
 Nominal Required Bearing: 418 kips  
 Factored Resistance Available: 230 kips  
 Est. Length: 24 ft  
 No. Production Piles: 5  
 No. Test Piles: 1

**SEC. THRU ABUT.**  
 Dimensions at right angles to abutment.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	24	#6	11'-3"	—
h11(E)	6	#6	18'-8"	—
h12(E)	4	#5	8'-5"	—
p10(E)	20	#7	21'-0"	—
s12(E)	44	#5	13'-3"	□
s13(E)	12	#5	4'-0"	□
s14(E)	4	#5	13'-10"	□
u10(E)	8	#6	10'-11"	—
u11(E)	4	#5	7'-2"	—
v10(E)	48	#8	5'-11"	—
v11(E)	48	#8	6'-2"	—
v12(E)	8	#5	6'-9"	—
v13(E)	14	#5	10'-2"	—
Structure Excavation		Cu. Yd.	135.0	
Concrete Structures		Cu. Yd.	21.6	
Reinforcement Bars, Epoxy Coated		Pound	4,100	
Furnishing Steel Piles, HP12x53		Foot	120	
Driving Piles		Foot	120	
Test Pile, Steel HP12x53		Each	1	
Pile Shoes		Each	6	



**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Springfield, Illinois

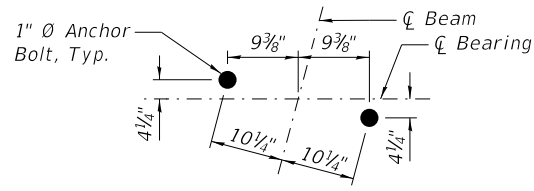
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

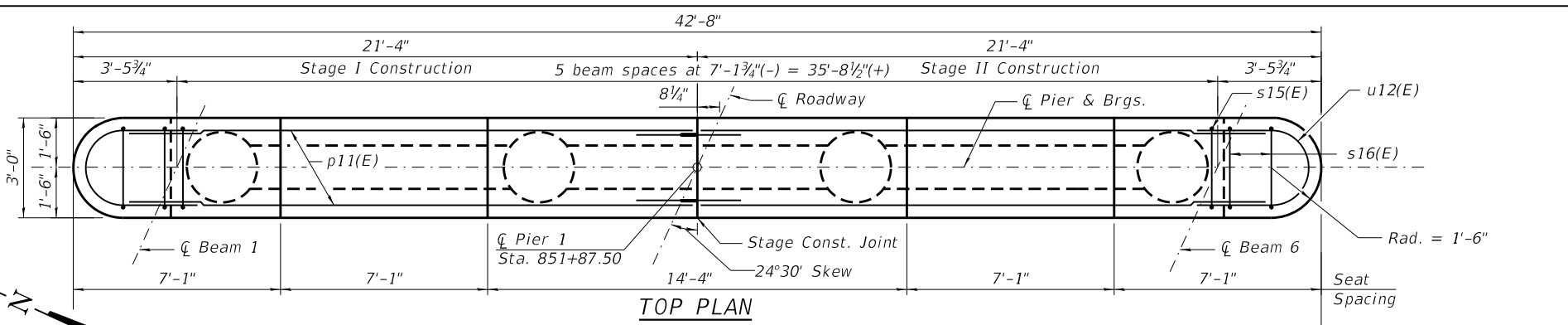
**EAST ABUTMENT**  
**STRUCTURE NO. 053-0192**

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CONTRACT NO. 66E68				

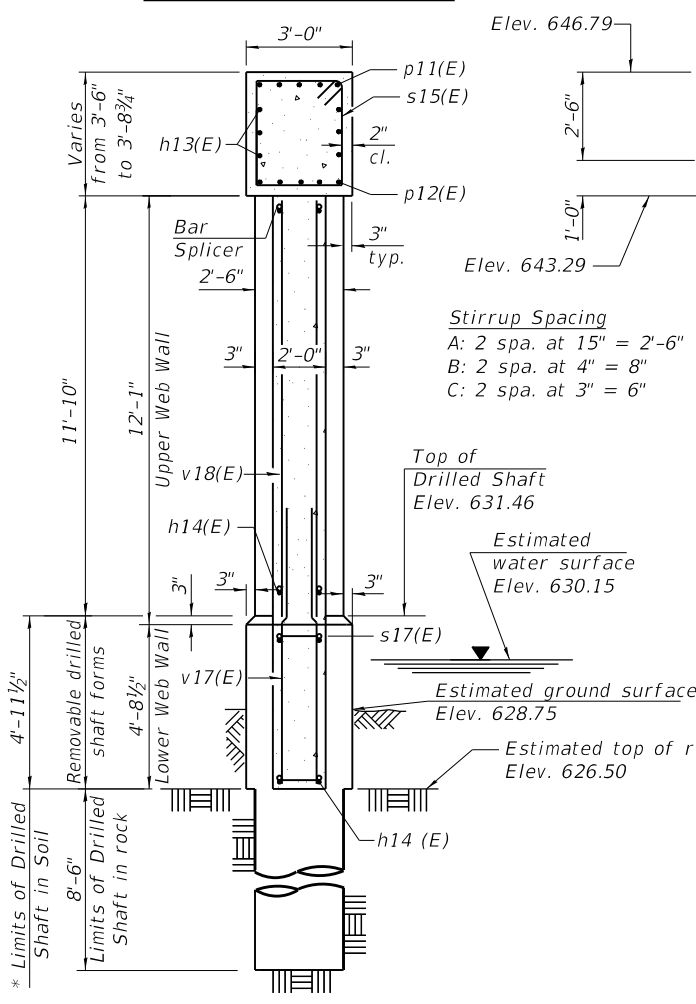
Notes:  
 If a portion of the drilled shaft web walls is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction. Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Minimum lap for spirals = 3'-2"



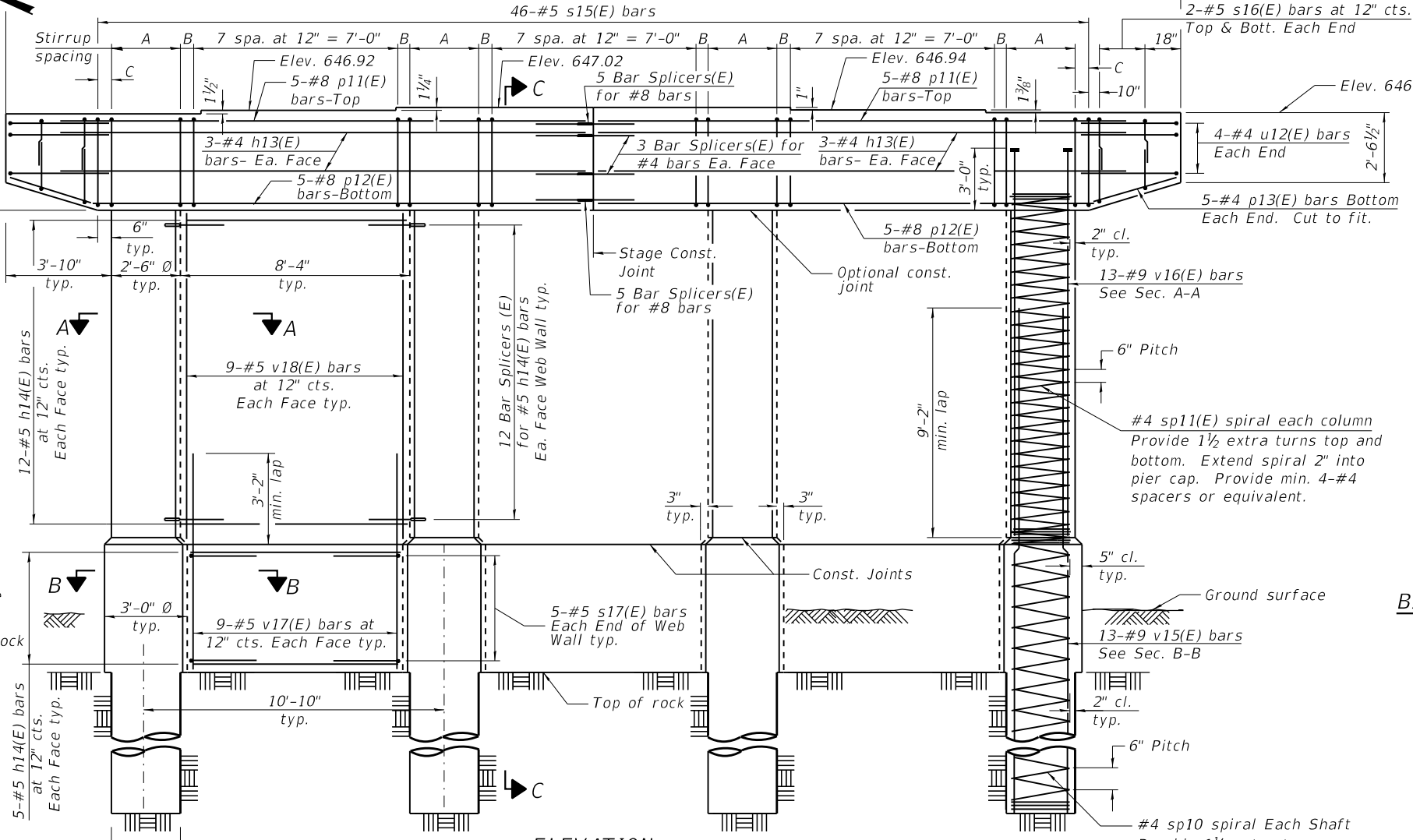
ANCHOR BOLT LAYOUT



TOP PLAN

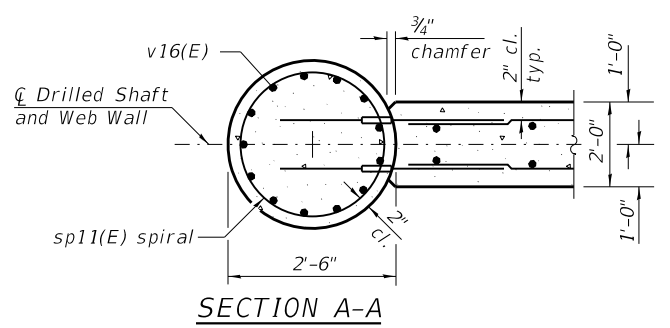


SECTION C-C

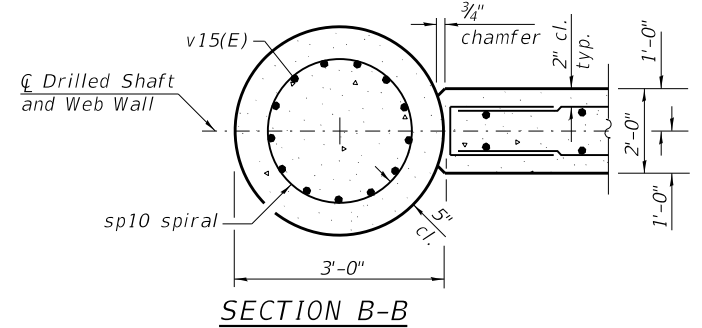


ELEVATION (Looking East)

- Construction Sequence for Web Wall:
1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms as required.
  2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
  3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
  4. Construct Columns.
  5. Construct upper web walls.
  6. Construct the center web walls during stage II construction prior the pouring of the pier cap.



SECTION A-A



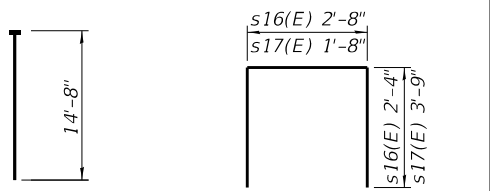
SECTION B-B

BILL OF MATERIAL

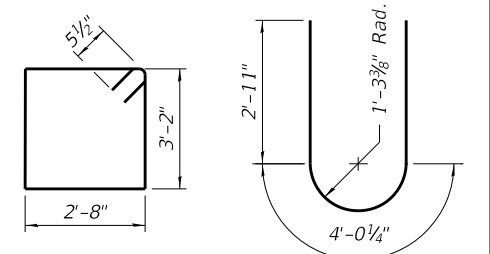
Bar	No.	Size	Length	Shape
h13(E)	12	#4	19'-8"	—
h14(E)	102	#5	8'-0"	—
p11(E)	10	#8	19'-8"	—
p12(E)	10	#8	17'-10"	—
p13(E)	10	#4	3'-4"	—
s15(E)	46	#5	12'-7"	□
s16(E)	8	#5	7'-4"	U
s17(E)	30	#5	9'-2"	U
sp10	4	#4	13'-5"	⋈
sp11(E)	4	#4	12'-1"	⋈
u12(E)	8	#4	10'-1"	U
v15(E)	52	#9	22'-6"	—
v16(E)	52	#9	14'-8"	—
v17(E)	54	#5	7'-11"	—
v18(E)	54	#5	11'-9"	—
Structure Excavation	Cu. Yd.		18.9	
Concrete Structures	Cu. Yd.		59.4	
Reinforcement Bars, Epoxy Coated	Pound		540	
Drilled Shaft in Soil	Cu. Yd.		5.2	
Drilled Shaft in Rock	Cu. Yd.		6.2	
Thermal Integrity Profile Testing	Each		4	
Thermal Integrity Profile Data Collection	Foot		54	

\*\* Length is height of spiral.

\*\* Length is height of spiral.



BAR v16(E) BARS s16(E) & s17(E) (Headed)



BAR s15(E) BAR u12(E)

\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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**LE** LIN ENGINEERING, LTD.  
 Consulting Engineers  
 Springfield, Illinois

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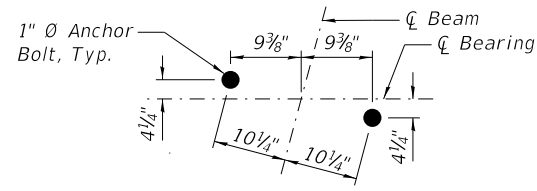
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS  
 STRUCTURE NO. 053-0192

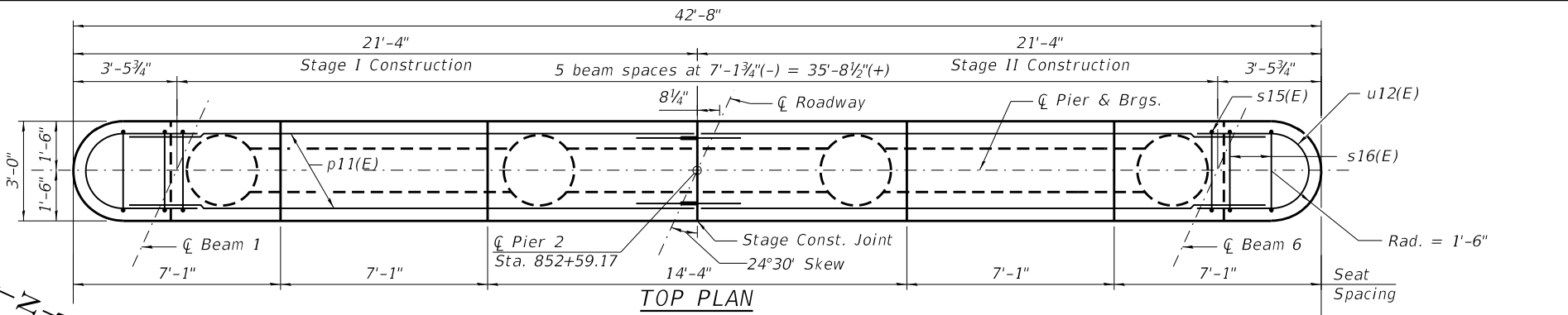
SHEET 19 OF 24 SHEETS

F.A.P. RTE. 673	SECTION (112BR-2)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 77	SHEET NO. 47
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

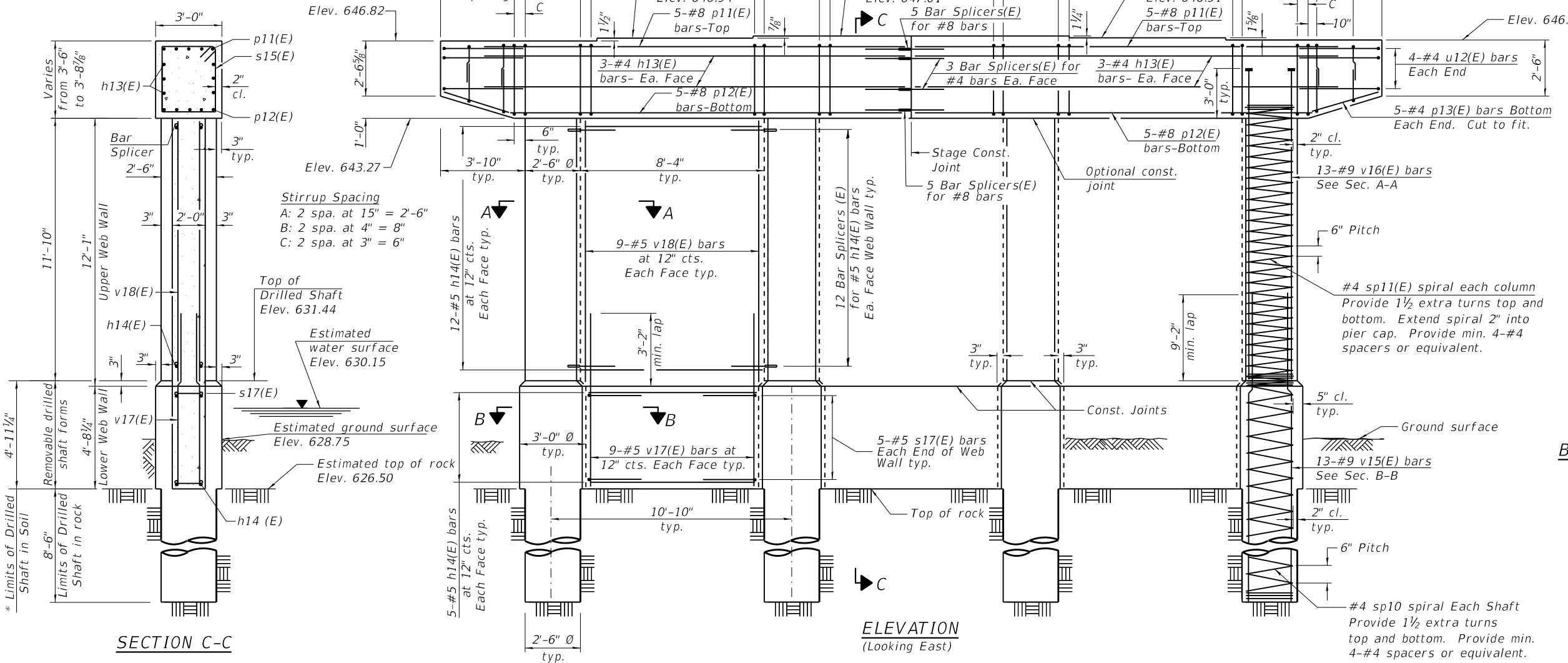
Notes:  
 If a portion of the drilled shaft web walls is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction. Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Minimum lap for spirals = 3'-2"



ANCHOR BOLT LAYOUT

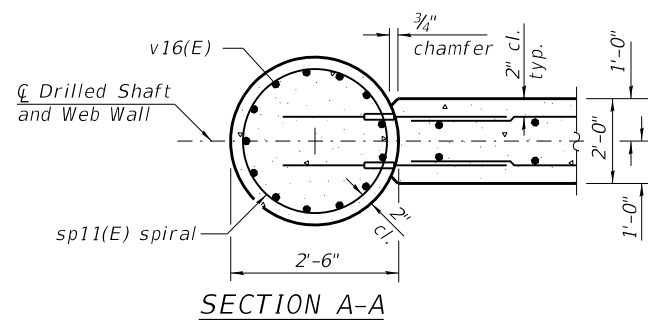


TOP PLAN

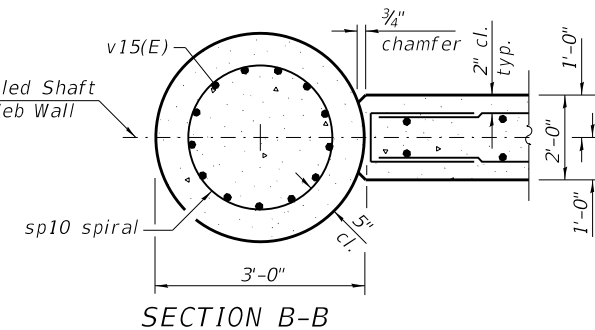


ELEVATION  
(Looking East)

SECTION C-C



SECTION A-A



SECTION B-B

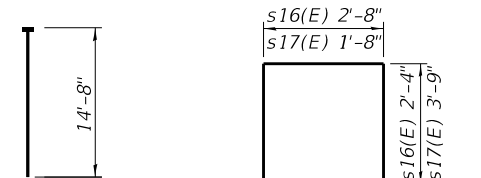
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h13(E)	12	#4	19'-8"	—
h14(E)	102	#5	8'-0"	—
p11(E)	10	#8	19'-8"	—
p12(E)	10	#8	17'-10"	—
p13(E)	10	#4	3'-4"	—
s15(E)	46	#5	12'-7"	□
s16(E)	8	#5	7'-4"	U
s17(E)	30	#5	9'-2"	U
sp10	4	#4	13'-5"	⋈
sp11(E)	4	#4	12'-1"	⋈
u12(E)	8	#4	10'-1"	U
v15(E)	52	#9	22'-6"	—
v16(E)	52	#9	14'-8"	—
v17(E)	54	#5	7'-11"	—
v18(E)	54	#5	11'-9"	—
Structure Excavation		Cu. Yd.	18.9	
Concrete Structures		Cu. Yd.	59.5	
Reinforcement Bars		Pound	540	
Reinforcement Bars, Epoxy Coated		Pound	11210	
Drilled Shaft in Soil		Cu. Yd.	5.2	
Drilled Shaft in Rock		Cu. Yd.	6.2	
Thermal Integrity Profile Testing		Each	4	
Thermal Integrity Profile Data Collection		Foot	54	

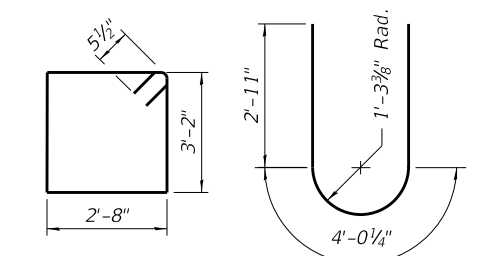
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\*\* Length is height of spiral.



BAR v16(E) BARS s16(E) & s17(E)  
(Headed)



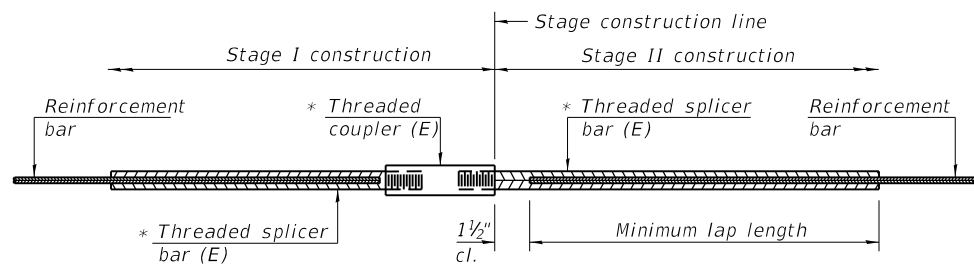
BAR s15(E) BAR u12(E)

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.
6. Construct the center web walls during stage II construction prior to the pouring of the pier cap.

\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.



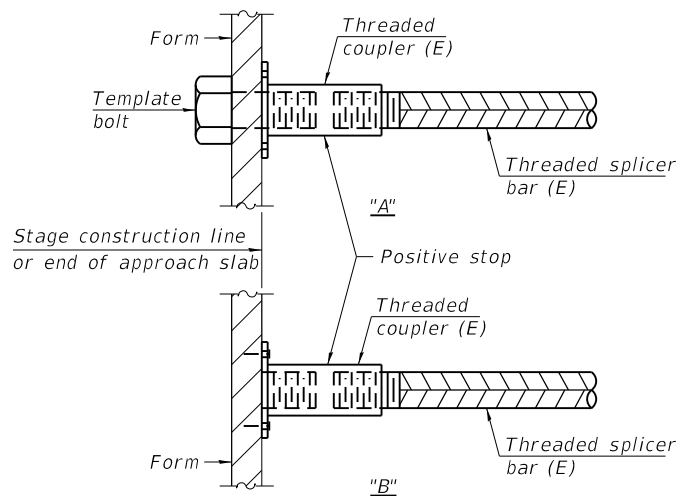


**STANDARD BAR SPLICER ASSEMBLY**

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

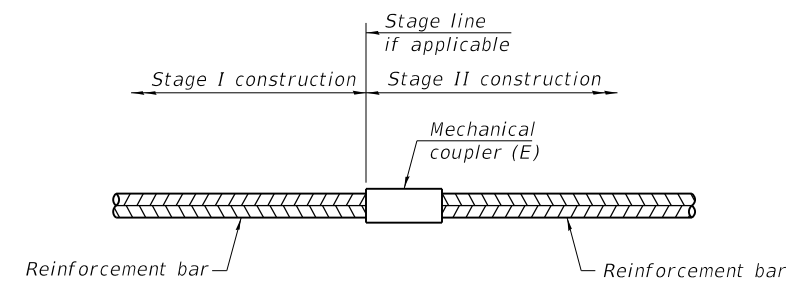
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab	#5	572	3'-6"
Diaphragms	#6	14	5'-0"
Approach Slabs	#5	82	3'-4"
Approach Slabs	#8	110	4'-9"
Abutments	#7	20	5'-0"
Piers	#4	12	2'-7"
Piers	#5	288	3'-7"
Piers	#8	20	8'-2"
Approach Footing	#5	80	3'-2"



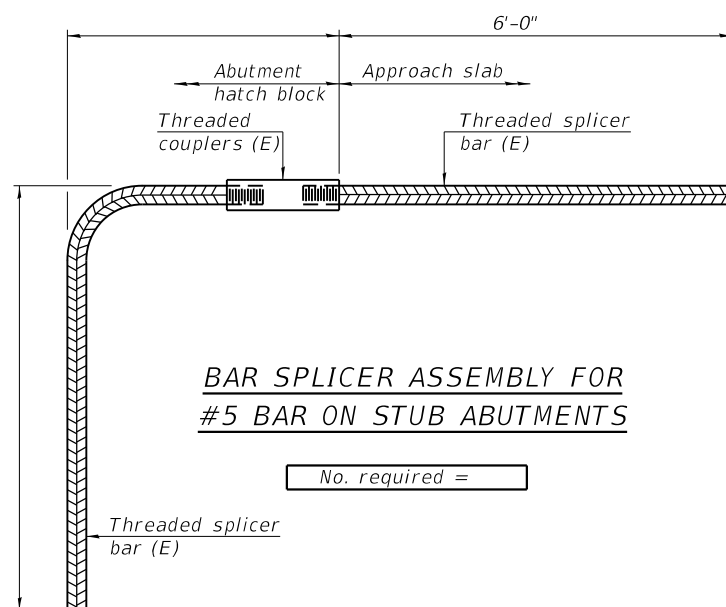
**INSTALLATION AND SETTING METHODS**

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



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

MODEL: Default  
 FILE NAME: E:\1711-1\SN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-021-BarSplicer.dgn

BSD-1

2-17-2017



USER NAME =	DESIGNED - AML	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 8/13/2019	DRAWN - DAS	REVISED -
	CHECKED - MTH	REVISED -

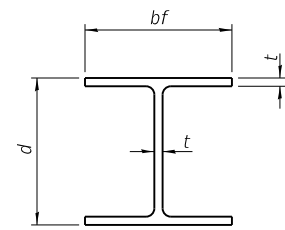
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 053-0192

SHEET 21 OF 24 SHEETS

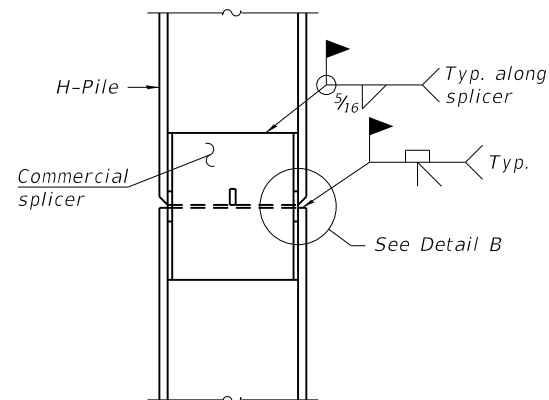
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	49
CONTRACT NO. 66E68				

ILLINOIS FED. AID PROJECT

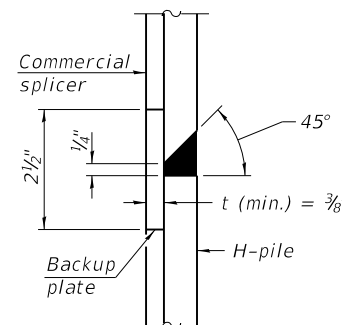


**STEEL PILE TABLE**

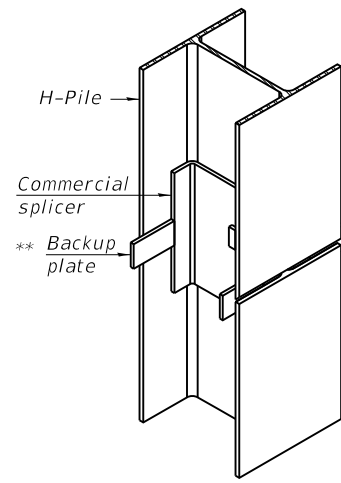
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



**ELEVATION**

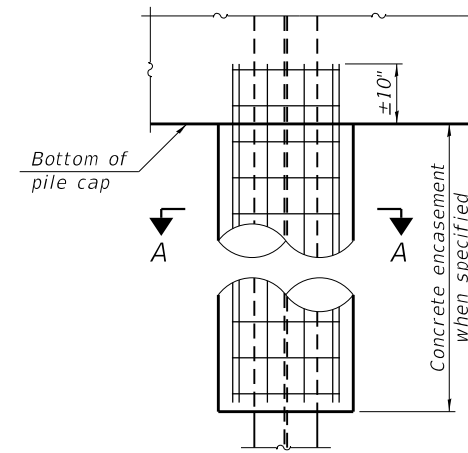


**DETAIL "B"**

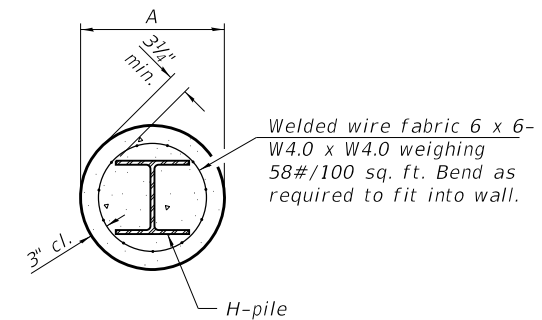


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

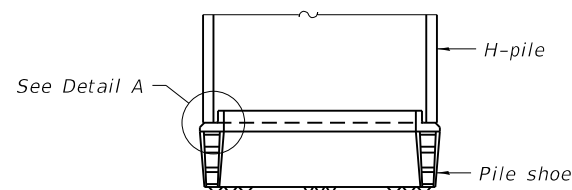


**ELEVATION**

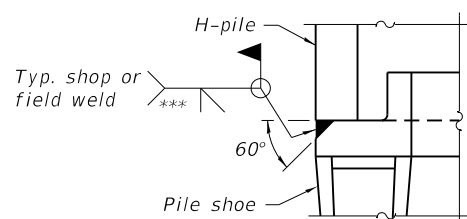


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
 (Forms for encasement may be omitted when soil conditions permit).



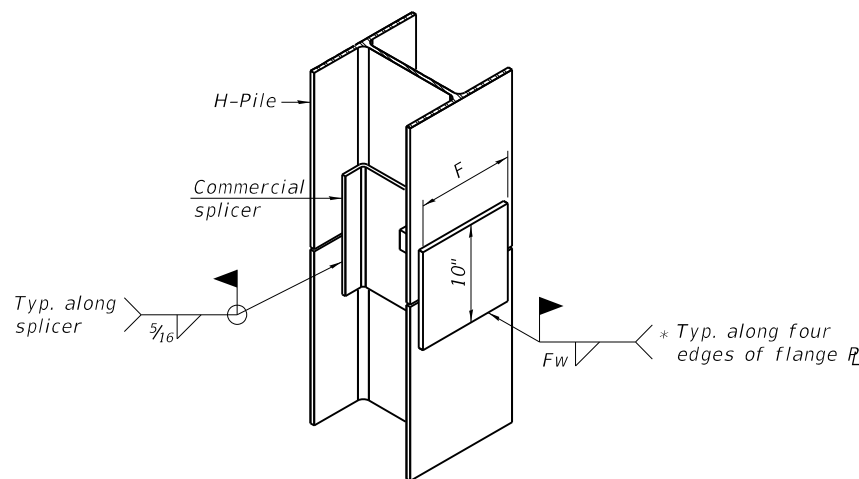
**ELEVATION**



**DETAIL A**

**SHOE ATTACHMENT**

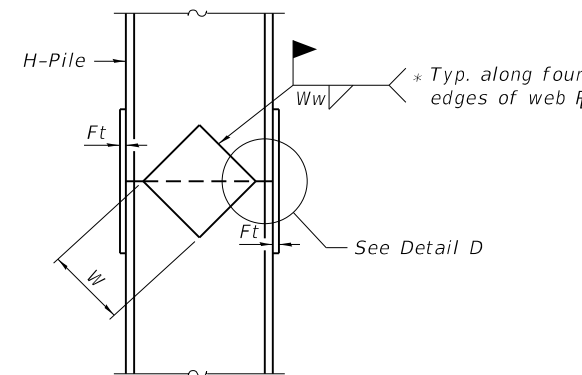
Note:  
 The steel H-piles shall be according to AASHTO M270 Grade 50.



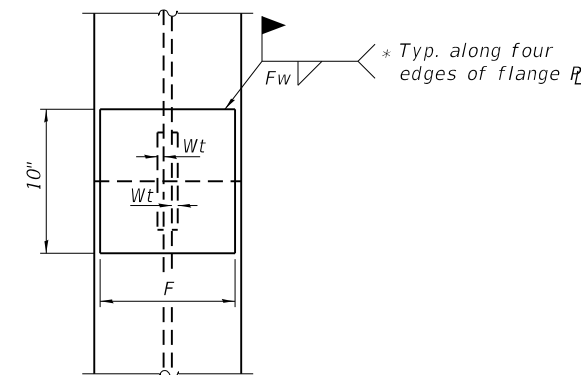
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

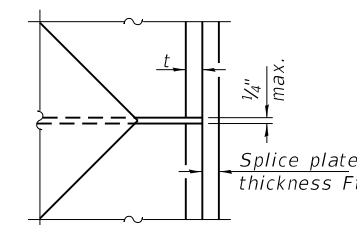
- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).



**ELEVATION**



**END VIEW**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

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

MODEL: Default  
 FILE NAME: E:\17111-1\SN\_053-0192\Final\_Design\CADD\CADD\_Sheets\0530192-66E68-022-PileDetails.dgn

F-HP 8-11-2017

**LE** LIN ENGINEERING, LTD.  
 Consulting Engineers  
 Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 8/13/2019	DRAWN - DAS	REVISED -
	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS  
 STRUCTURE NO. 053-0192**

SHEET 22 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	50
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



### SOIL BORING LOG

ROUTE SBI-116 (IL 116) DESCRIPTION IL 116 over Rooks Creek, 2.68 miles West of I-55 LOGGED BY \_\_\_\_\_  
 SECTION 112 BR-2 LOCATION SE 1/4, SEC. 23, TWP. 28N, RNG. 4E, 3<sup>rd</sup> PM,  
 Latitude , Longitude \_\_\_\_\_  
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 053-0065 Station 852+21.59	DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T	Surface Water Elev. 632.00 ft		DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T
					ft	(ft)				
		9	1.0	23				1 1/100		15
			E							
		14		17				1 1/100		13
		40		11				2 1/100		7
				9						
		6 1/2	0.5	9				1 1/100		7
			S							
		3 1/2		6						
		3 1/2		14						
		1 1/2		6						
		1 1/2		6						

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



### SOIL BORING LOG

ROUTE SBI-116 (IL 116) DESCRIPTION IL 116 over Rooks Creek, 2.68 miles West of I-55 LOGGED BY \_\_\_\_\_  
 SECTION 112 BR-2 LOCATION NE 1/4, SEC. 26, TWP. 28N, RNG. 4E, 3<sup>rd</sup> PM,  
 Latitude , Longitude \_\_\_\_\_  
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 053-0065 Station 852+21.59	DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T	Surface Water Elev. 632.00 ft		DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T
					ft	(ft)				
		15	0.2	19				2 1/100		5
			B							
		9	0.4	20				1 1/100		5
			B							
		5	0.4	19						
			B							
		28	4.7	15						
			S							
		24	4.7	13						
			S							
		35	2.1	13						
			S							
		8 1/2		5						
		1 1/2		3						

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



### SOIL BORING LOG

ROUTE SBI-116 (IL 116) DESCRIPTION IL 116 over Rooks Creek, 2.68 miles West of I-55 LOGGED BY \_\_\_\_\_  
 SECTION 112 BR-2 LOCATION NE 1/4, SEC. 26, TWP. 28N, RNG. 4E, 3<sup>rd</sup> PM,  
 Latitude , Longitude \_\_\_\_\_  
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 053-0065 Station 852+21.59	DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T	Surface Water Elev. 632.00 ft		DEPTH H T H	BLOW S Qu	UCS S Qu	MOIST S T
					ft	(ft)				
		10	1.6	13				1 1/100		1
			S							
		7	2.0	16				1 1/100		4
			S							
		14		10						
		9	0.4	26						
			S							
		7	0.3	14						
			S							
		53		7						
		1 1/2		5						
		1 1/2		6						

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)

(Sheet 1 of 2)

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SOIL BORING 053-0065.GPJ IL DOT.GDT 11/24/15



USER NAME =	DESIGNED - AML	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 10/30/2019	DRAWN - DAS	REVISED -
	CHECKED - MTH	REVISED -

### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

### SOIL BORING DATA STRUCTURE NO. 053-0192

SHEET 23 OF 24 SHEETS

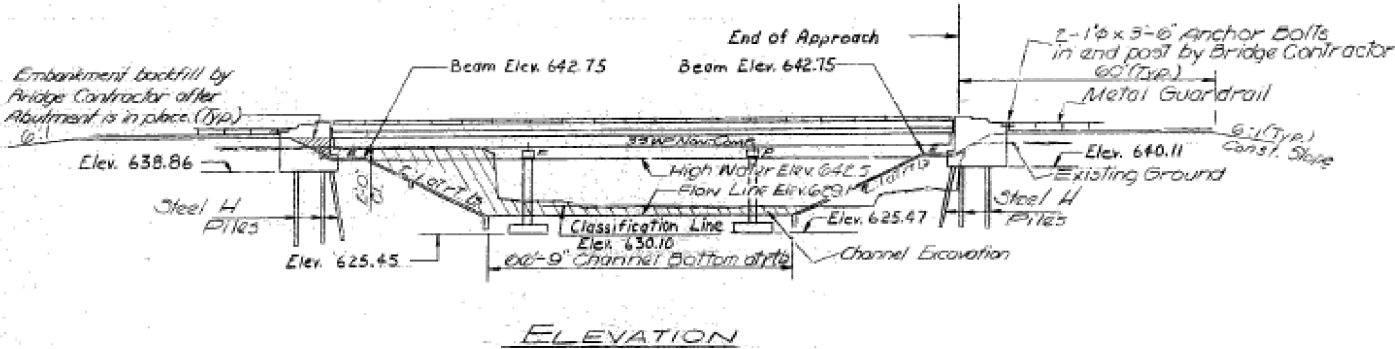
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	51
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



B.M. No. 105 D on top 3-W wingwall of bridge.  
 26' W Sta 851+74 Elev. 645.03  
 Existing Structure: Steel Truss one span, 22' roadway width, Concrete Abuts with Wingwalls. To be removed by Bridge Contractor before start of new construction. No Salvage.  
 No Temporary bridge required.

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

NO.	REVISED	DATE	BY	REASON	SHEET NO.
1					60



ELEVATION

Contractor shall drive one steel test pile in a permanent location of E. Abut. as directed by the Engineer before ordering the remainder of piles

GENERAL NOTES

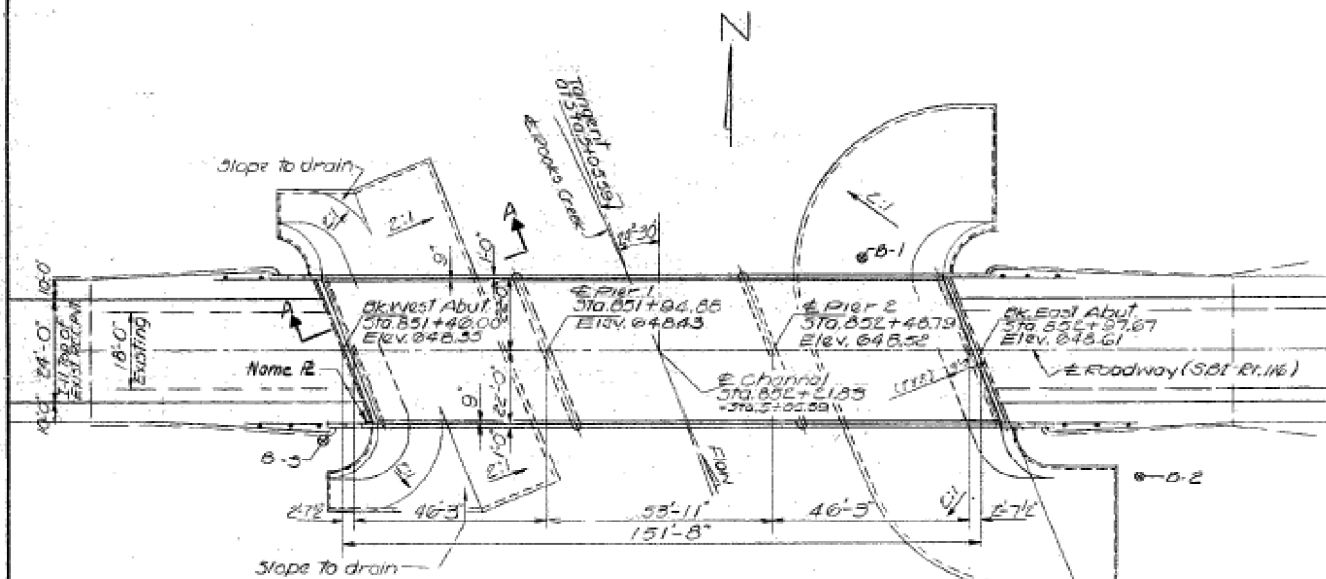
- All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
- Rivets 3/4", open holes 1 1/4", unless otherwise noted.
- Diaphragm connections may be adapted to shop welding subject to approval by the Engineer.
- Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.
- Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
- Anchor bolts shall be set before riveting diaphragms over supports.
- Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58# per 100 sq. ft.
- Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.
- Excavation for structures includes excavation for slope wall. The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
- The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Normal Concrete.

TOTAL BILL OF MATERIALS

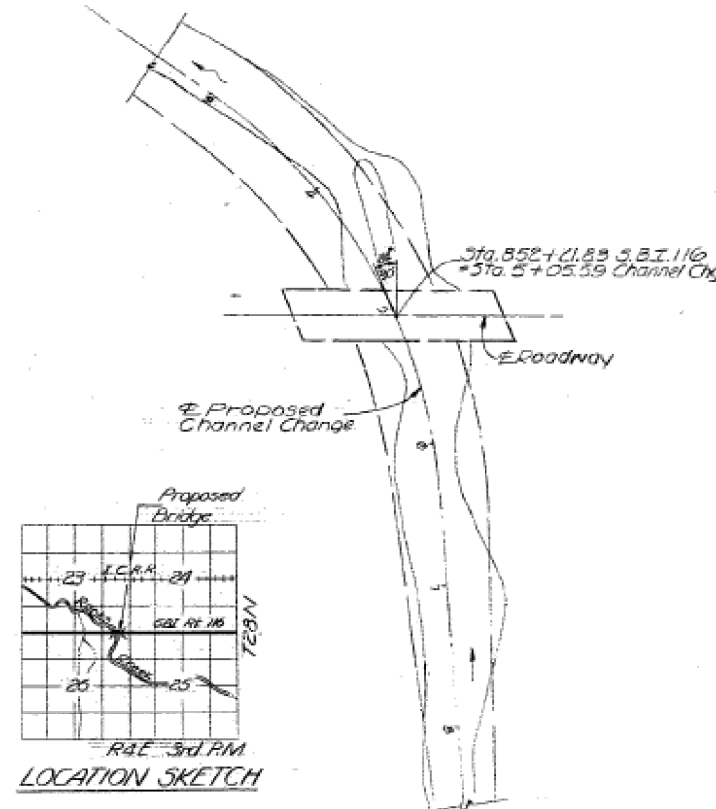
Item	Unit	Super	Sub	Total
Channel Excavation	Cu. Yds.			5739
Removal of Existing Structures	Ea.			1
Cl. A Exc. for structures	Cu. Yds.		115	115
Cl. B Exc. for structures	Cu. Yds.		100	100
Protective Coat	Sq. Yds.	844		844
Cl. X Concrete	Cu. Yds.	209.1	217.3	426.4
Structural Steel	L.S.	L.S.		L.S.
Aluminum Railing	Lin. Ft.	296		296
Reinforcement Bars	Lbs.	54,230	16,430	70,660
Steel Piles (B BP 36)	Lin. Ft.		252	252
Test Piles Steel (B BP 36)	Ea.		1	1
Non-s Plates	Ea.		1	1
Slope Walls (6')	Sq. Yds.			1150
Bridge Seat Sealant	L.S.			L.S.
Rock Excavation for Structures	Cu. Yds.		15	15

\* At Abut. only

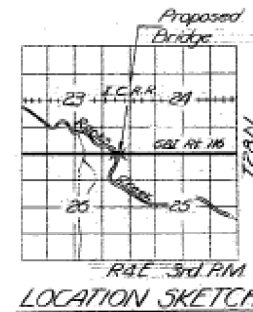
\*\*Calculated plan wt of Structural Steel = 143,290 lbs



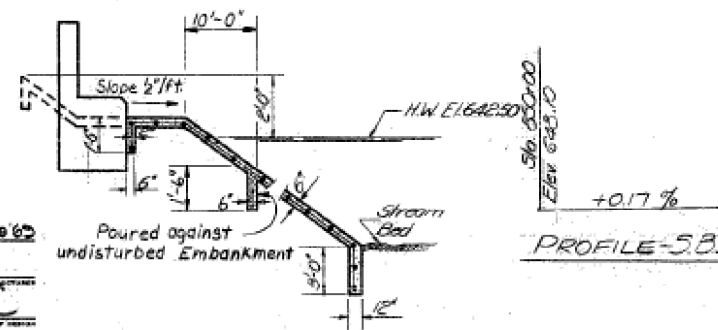
PLAN



CHANNEL CHANGE



LOCATION SKETCH



SECTION A-A

STATION 852+21.83  
 BUILT BY  
 STATE OF ILLINOIS  
 S.B.I. RT. 116 SEC. 112-BR-2  
 F.A. PROJ. F-395 (14)  
 LOADING HS20  
 NAME PLATE  
 (SEE STD 2113-1)

WATERWAY INFORMATION  
 Drainage Area --- 65,882 Acres  
 Character --- Level, Cultivated  
 Required Opening --- (30 Year Flood) --- 16.00 Sq. Ft.  
 Present Opening --- 88.1 Sq. Ft.  
 Proposed Opening --- 12.00 Sq. Ft.  
 Q = 6000 cfs

DESIGN STRESSES  
 Fc = 1400 psi. (Sub. curb, parapet)  
 Fb = 20,000 psi. (Reinf.)  
 Fc = 20,000 psi. (STRUCT.)  
 Vc = 75 psi. (Flgs.)  
 n = 10  
 Allowable EA 1000 r/r-Composite  
 Allow 25#ft For Future U.S.

LOADING HS20-44

PROJ. F-395(14)  
 GENERAL PLAN & ELEVATION  
 S.B.I. RT. 116  
 OVER ROOKS CREEK  
 S.B.I. RT. 116 SEC. 112-BR-2  
 LIVINGSTON COUNTY  
 STA. 852+21.83

DESIGNED	W. H. Hays
CHECKED	R. B. Miller
DRAWN	M. Meyer
CHECKED	R. B. Miller

DECEMBER 4, 1965  
 EXAMINED  
 PASSED  
 APPROVED  
 Richard H. Holtzman

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS  
 FOR INFORMATION ONLY

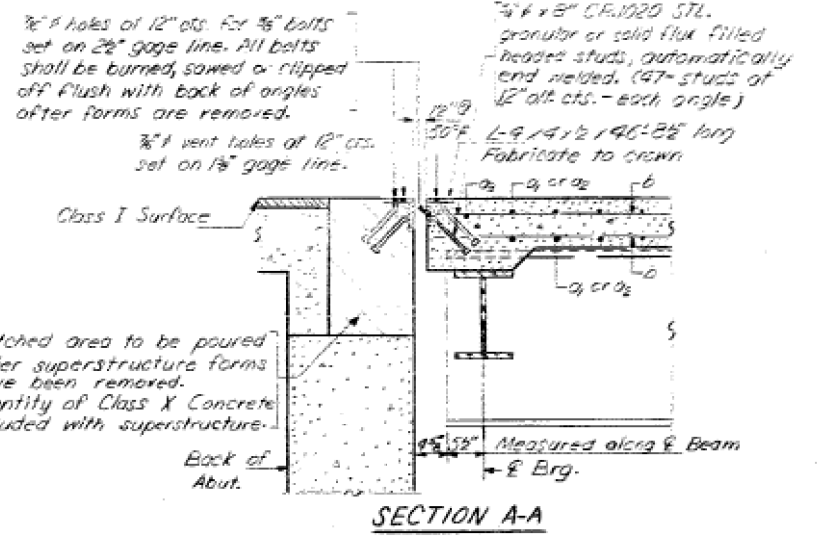
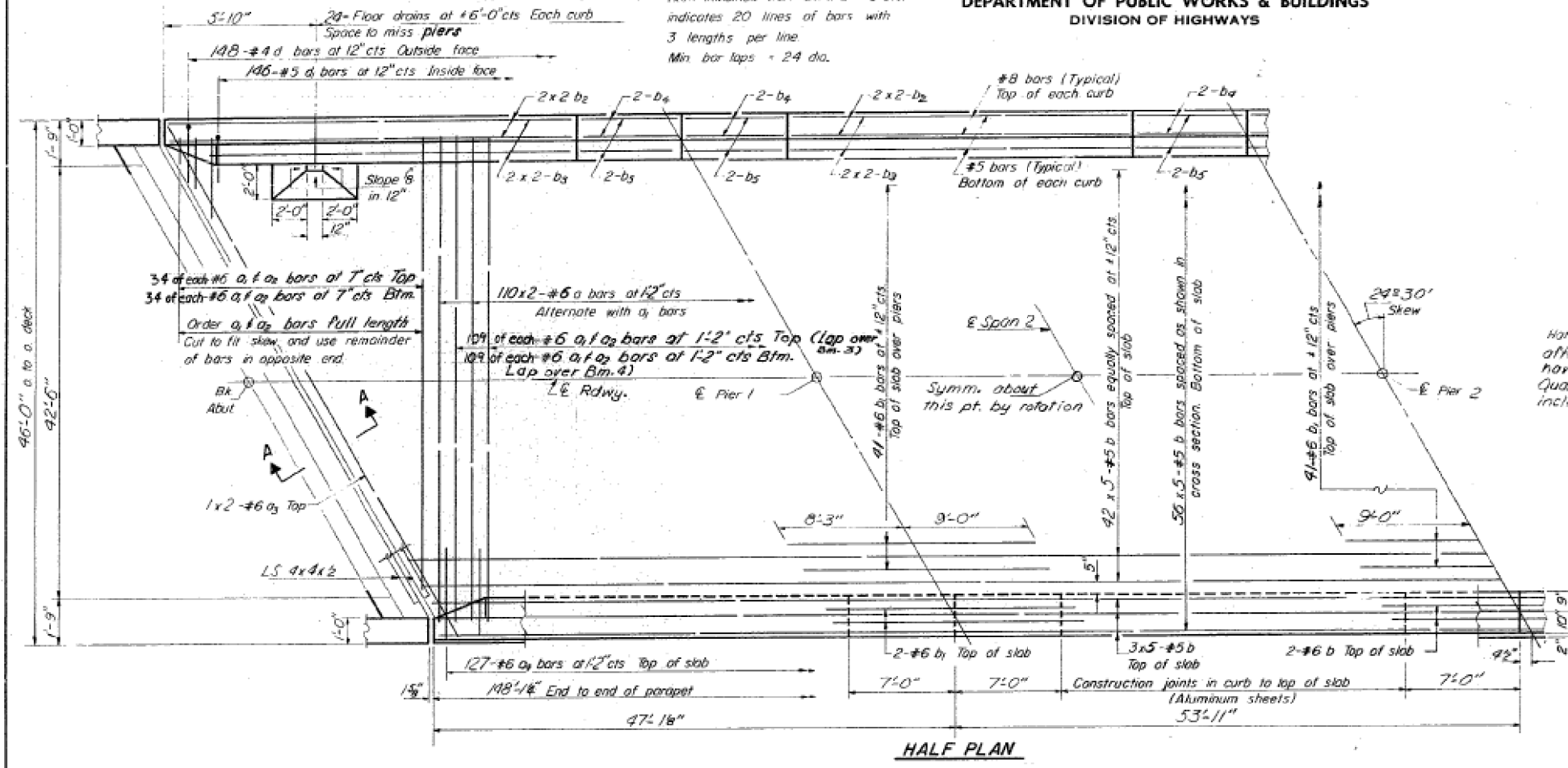
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PLOT DATE = 10/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	53
				CONTRACT NO. 66E68
ILLINOIS FED. AID PROJECT				

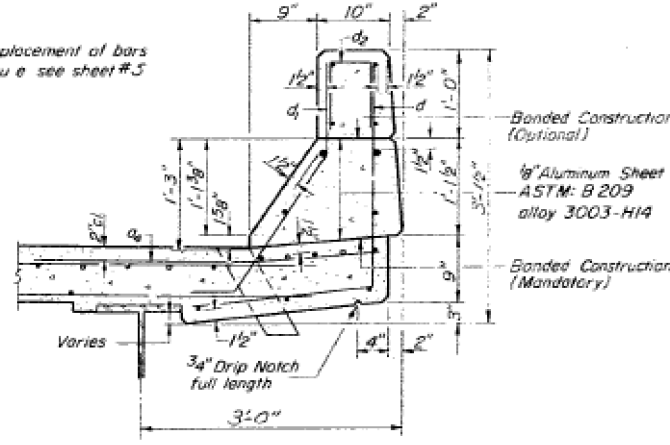
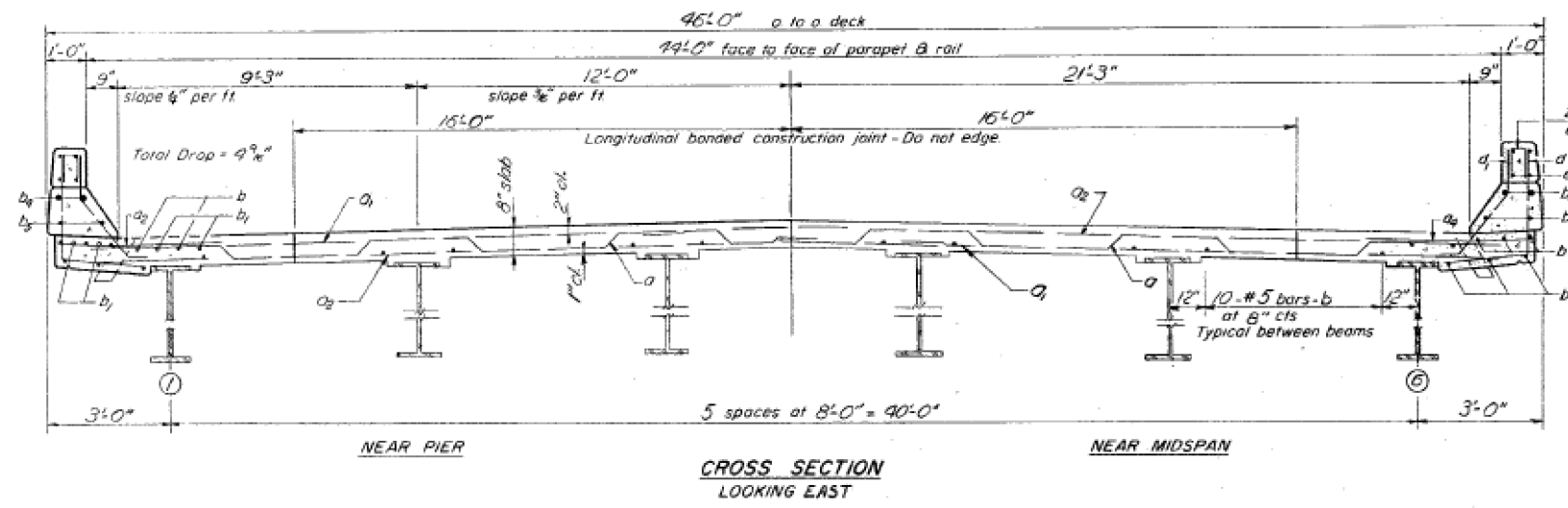
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

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



BILL OF MATERIAL

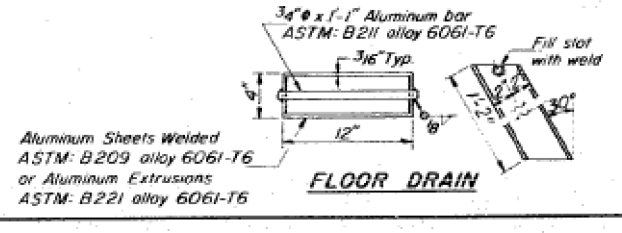
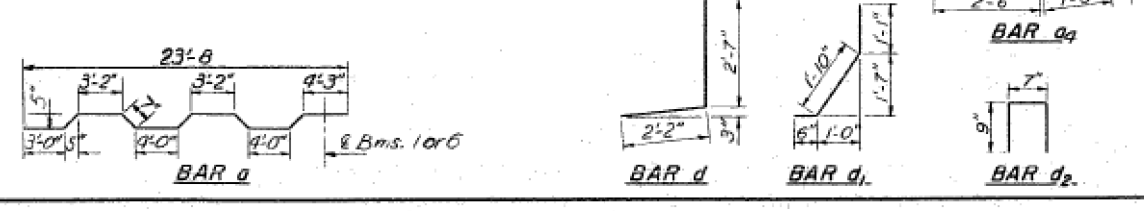
Bar	No	Size	Length	Shape
a	220	#6	24'-6"	~
a1	286	#6	13'-6"	~
a2	286	#6	21'-6"	~
a3	4	#6	26'-0"	~
a4	254	#6	4'-0"	~
b	520	#5	31'-0"	~
b1	90	#6	17'-3"	~
b2	24	#8	21'-0"	~
b3	24	#5	21'-6"	~
b4	16	#8	6'-9"	~
b5	16	#5	6'-9"	~
d	296	#4	4'-9"	J
d1	292	#5	3'-5"	J
d2	72	#4	2'-1"	Π
Reinforcement Bars				Lbs. 53450
Structural Steel				Lbs. 143290
Class X Concrete				Cu Yds. 199.5



DESIGNED: *W.A. Hagan*  
CHECKED: *L.B. Miller*  
DRAWN: *R. Doty*  
CHECKED: *L.B. Miller*

EXAMINED: *Richard H. Hollerman*  
PASSED: *Richard H. Hollerman*  
APPROVED: *Richard H. Hollerman*

Dec. 4 1968



\* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel  
Est Wt = 6500 lbs.

The lengths and quantities of longitudinal reinforcement and Class X Concrete in parapets are not included in above quantities. See sheet 5.

SUPERSTRUCTURE  
S.B.T. RT. 116 SEC. 112-BR-2  
LIVINGSTON COUNTY  
STA. 852+21.83

USER NAME	DESIGNED	REVISED
= pletschr	-	-
	DRAWN	REVISED
	CHECKED	REVISED
	DATE	REVISED

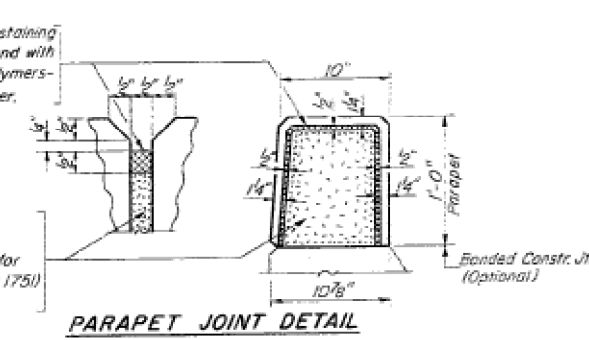
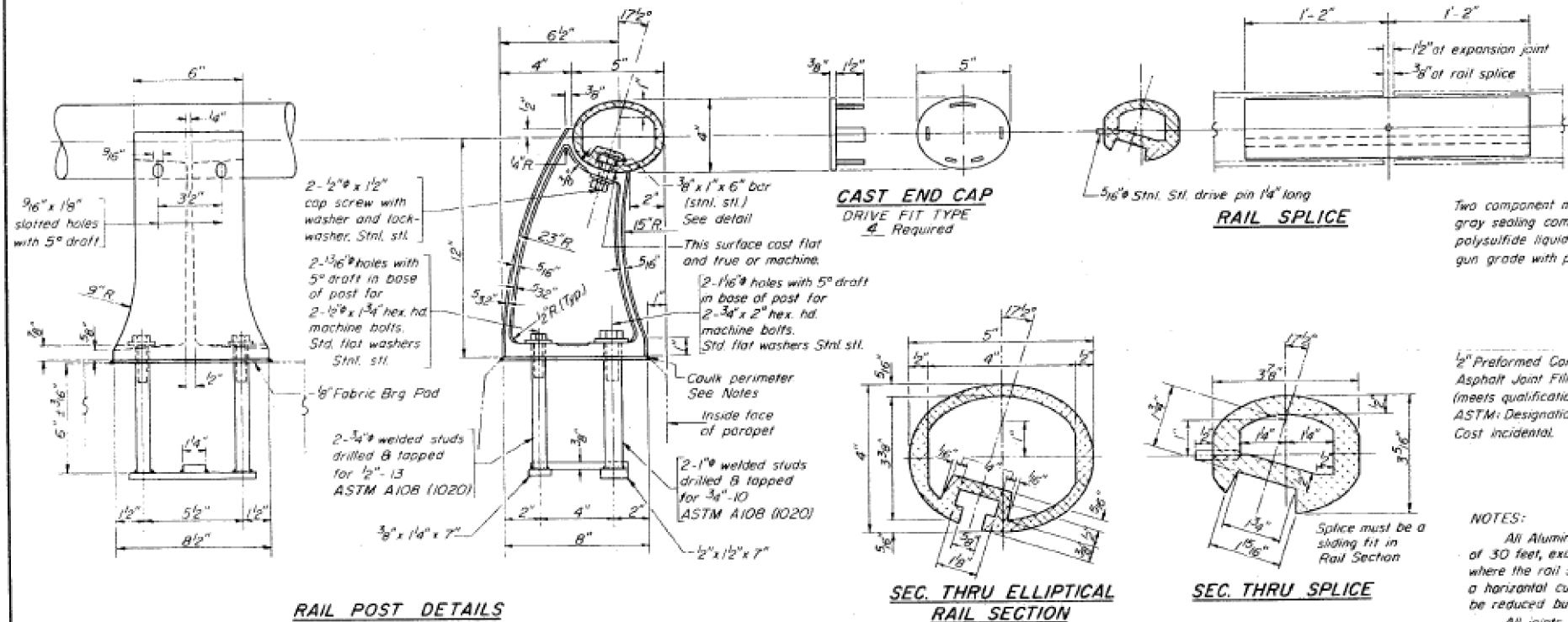
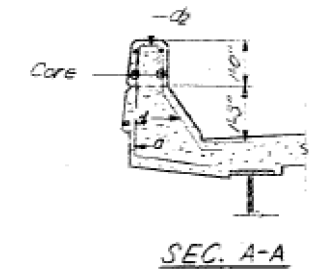
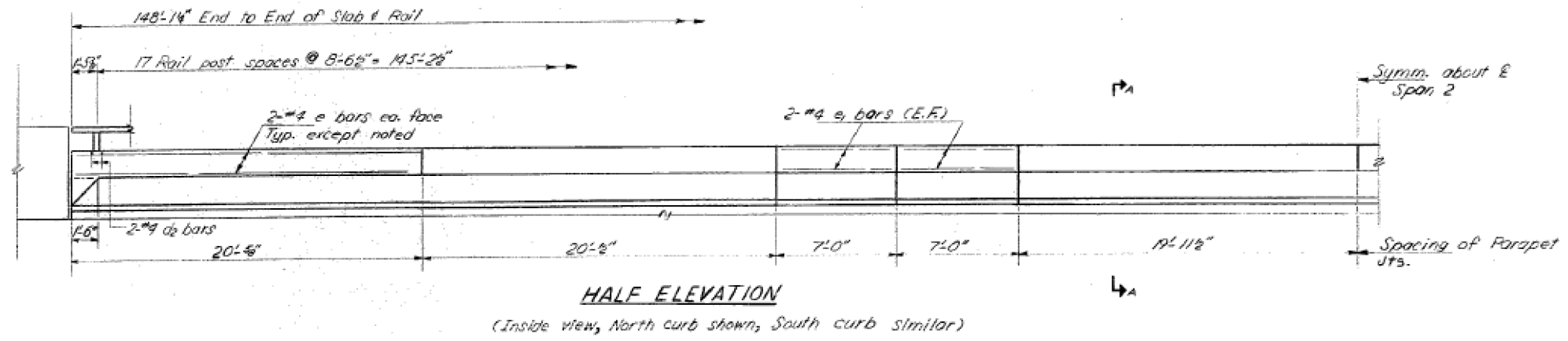
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	54
				CONTRACT NO. 66E68

ILLINOIS FED. AID PROJECT



**PARAPETS & RAILS BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e	46	#4	19'-9"	
e	32	#4	6'-9"	
Reinforcement Bars				Lbs 780
Cl. X Concrete				Cu. Yds. 9.6
Aluminum Parapet				Lin Ft. 296

**ALUMINUM RAILING**  
S.B.I. RT. 116 SEC. 112-BR-2  
LIVINGSTON COUNTY  
STA. 852+21.83

**NOTES:**

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

All joints in rail shall be spliced per detail.

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

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

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

DESIGNED *Wes Higgins*  
CHECKED *L.B. Miller*  
DRAWN *R. Doty*  
CHECKED *L.B. Miller*

EXAMINED *Dec. 4 1969*  
PASSED *J.C. Bannerman*  
APPROVED *Richard H. Holtzman*

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

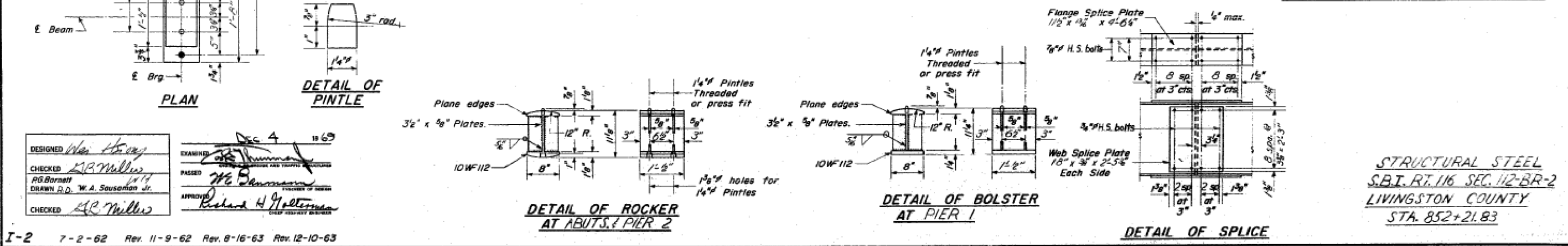
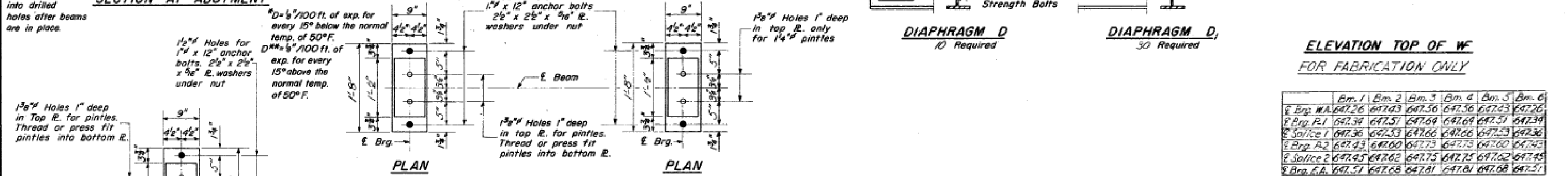
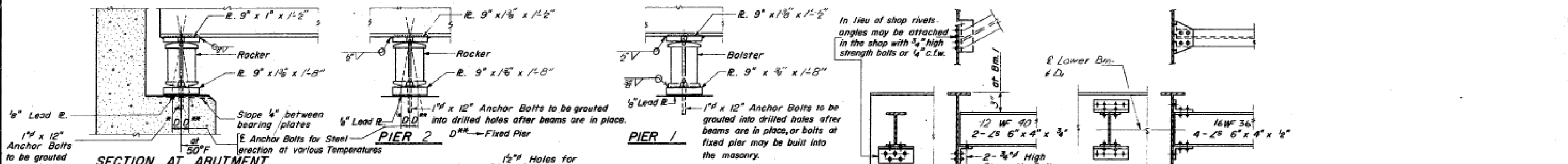
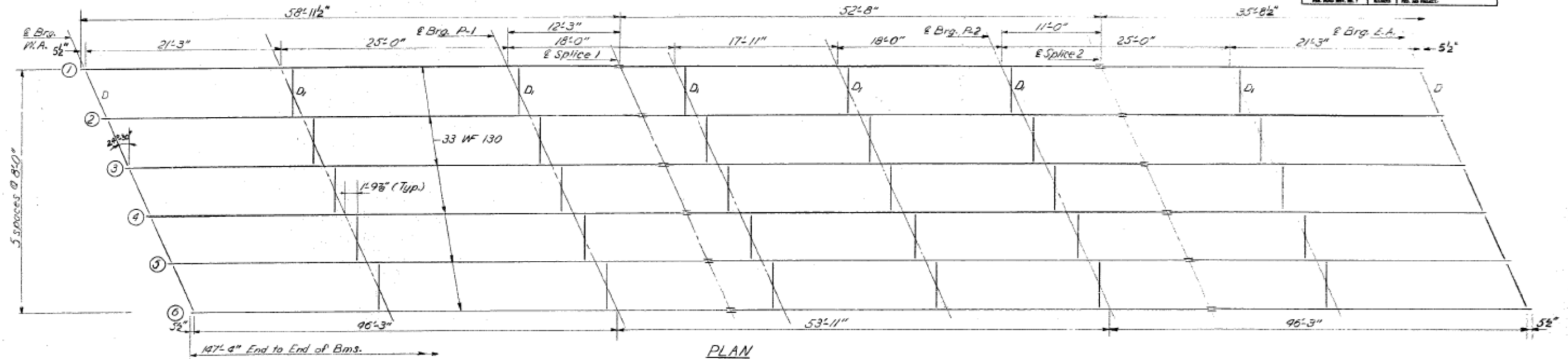
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= pletschr	-	-
	DRAWN	REVISIONS
	-	-
PLOT SCALE = 100,000' / in.	CHECKED	REVISIONS
	-	-
PLOT DATE = 10/29/2019	DATE	REVISIONS
	-	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112BR-2)BR-2	LIVINGSTON	77	55
				CONTRACT NO. 66E68
ILLINOIS FED. AID PROJECT				



DESIGNED: *W.A. Sousemian Jr.*  
 CHECKED: *R.P. Barnatt*  
 DRAWN: *R.D. W.A. Sousemian Jr.*  
 CHECKED: *R.P. Barnatt*

EXAMINED: *Richard H. Galt*  
 PASSED: *Richard H. Galt*  
 APPROVED: *Richard H. Galt*

Dec 4 1963

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

STRUCTURAL STEEL  
S.B.I. RT. 116 SEC. 112-BR-2  
LIVINGSTON COUNTY  
STA. 852+21.83

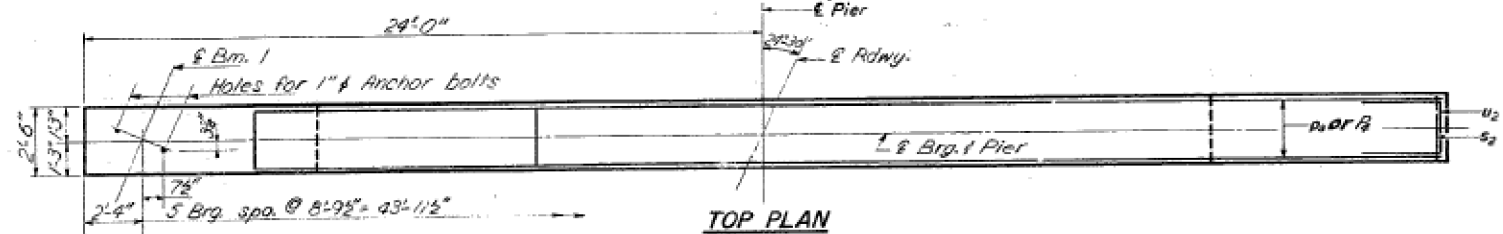




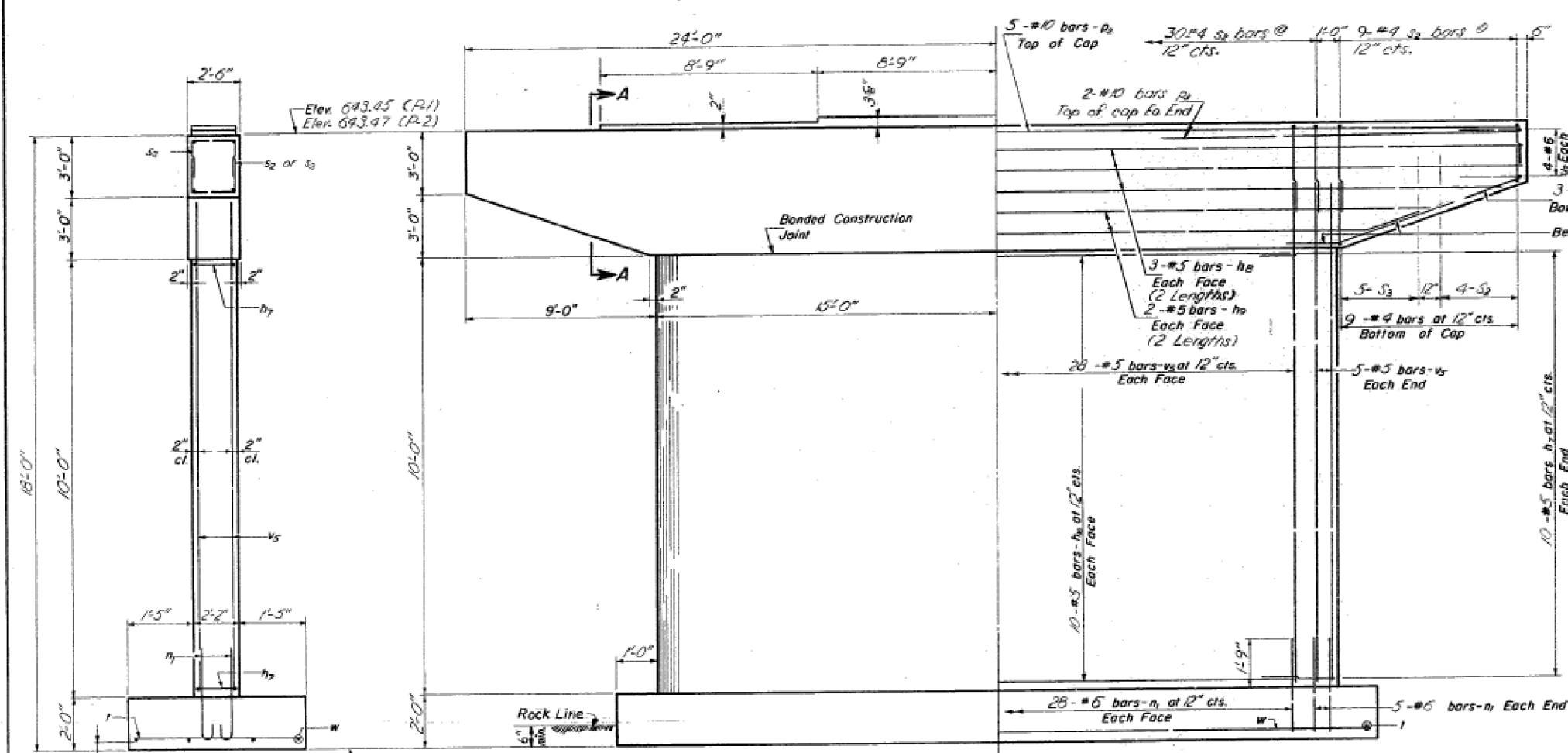
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS  
Symm. about  
E Pier

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	(112BR-2)	LIVINGSTON	77	57

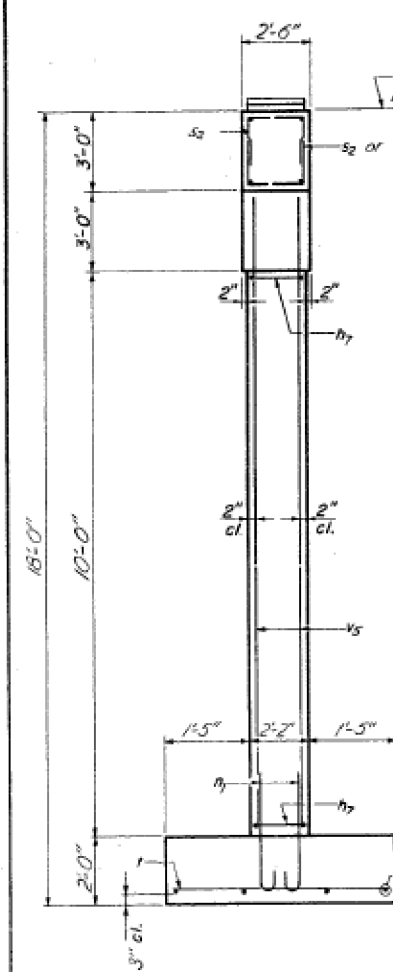
Note:  
Space reinforcement in cap  
to miss anchor bolts.  
Minimum bar laps = 24 dia  
unless otherwise noted.  
All edges shall have standard  
3/4" chamfers except as noted.  
Pour steps monolithically  
with cap.



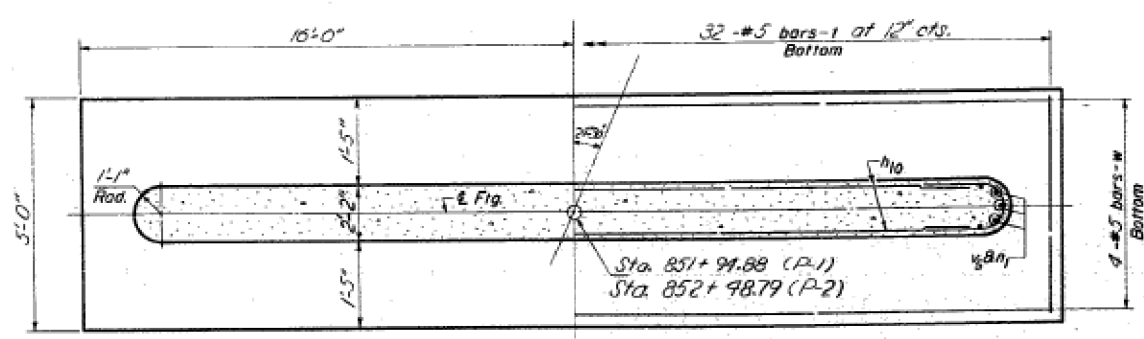
TOP PLAN



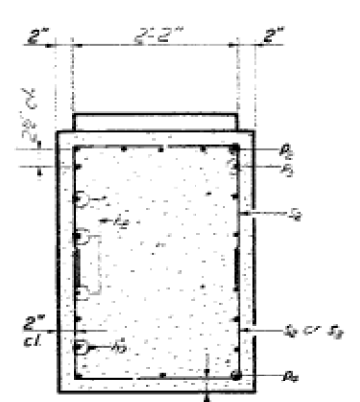
ELEVATION



END VIEW



FOOTING PLAN



SECTION A-A

A B B DIMENSIONS

Bar	A	B
s <sub>2</sub>	2'-2"	2'-5"
s <sub>3</sub>	2'-2"	9'-5"

BARS s<sub>2</sub> + s<sub>3</sub>

Bar	No.	Size	Length	Shape
h <sub>7</sub>	40	#5	6'-0"	U
h <sub>8</sub>	24	#5	24'-6"	—
h <sub>9</sub>	16	#5	2'-6"	—
h <sub>10</sub>	40	#5	27'-3"	—

BAR u<sub>2</sub>

Bar	No.	Size	Length	Shape
s <sub>2</sub>	112	#4	7'-6"	□
s <sub>3</sub>	20	#4	10'-2"	□

BAR n<sub>1</sub>

Bar	No.	Size	Length	Shape
u <sub>2</sub>	16	#6	8'-1"	□
w	132	#5	14'-6"	—
w	8	#5	3'-9"	—

BAR h<sub>7</sub>

Bar	No.	Size	Length	Shape
1	64	#5	4'-9"	—

PIERS 1E2  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h <sub>7</sub>	40	#5	6'-0"	U
h <sub>8</sub>	24	#5	24'-6"	—
h <sub>9</sub>	16	#5	2'-6"	—
h <sub>10</sub>	40	#5	27'-3"	—
n <sub>1</sub>	132	#6	4'-2"	U
p <sub>2</sub>	10	#10	6'-9"	—
p <sub>3</sub>	8	#10	14'-0"	—
p <sub>4</sub>	12	#5	10'-5"	—
s <sub>2</sub>	112	#4	7'-6"	□
s <sub>3</sub>	20	#4	10'-2"	□
u <sub>2</sub>	16	#6	8'-1"	□
w	132	#5	14'-6"	—
w	8	#5	3'-9"	—
Class X Concrete				Cu Yds. 121.0
Reinforcement Bars				Lbs. 9310
Rock Exc. for Struct.				Cu Yds. 15

PIERS  
S.B.I. RT. 116 SEC. 112-BR-2  
LIVINGSTON COUNTY  
STA. 852+21.83

DESIGNED *W. H. Harris*  
CHECKED *A. E. Miller*  
DRAWN *G. Ritchie* WH  
CHECKED *A. R. Miller*

EXAMINED *DEC 4 19 68*  
PASSED *W. E. Baumann*  
APPROVED *Richard H. Galtman*

P-10; 1/4" = 20' 5-20-68

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

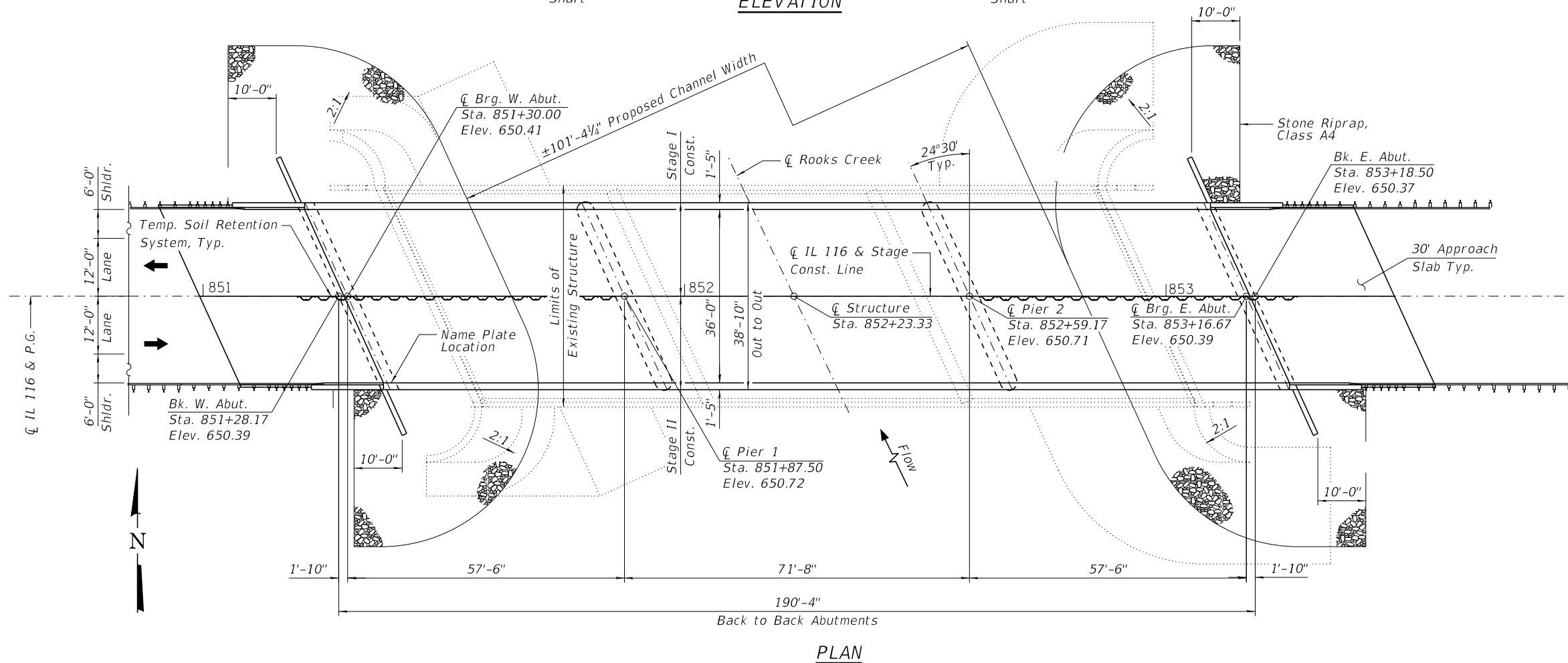
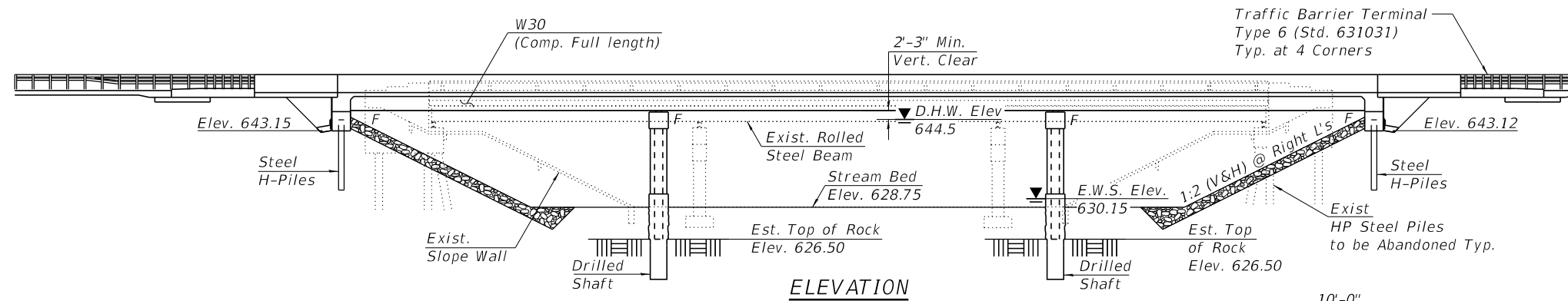
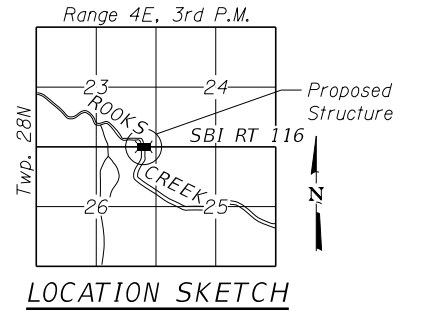
EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

USER NAME = pletschr	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.P. RTE. 673	SECTION (112BR-2)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 77	SHEET NO. 58
SCALE: _____				SHEET _____ OF _____ SHEETS
STA. _____ TO STA. _____				CONTRACT NO. 66E68
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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 PLOT DATE: 10/29/2019

# EXHIBIT



Not to scale

**GENERAL PLAN & ELEVATION**  
**IL. RTE. 116 OVER ROOKS CREEK**  
**F.A.P. ROUTE 673 - SEC. (112-BR-2)ES**  
**LIVINGSTON COUNTY**  
**STATION 852+23.33**  
**EXISTING STRUCTURE NUMBER 053-0065**  
**PROPOSED STRUCTURE NUMBER 053-0192**

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

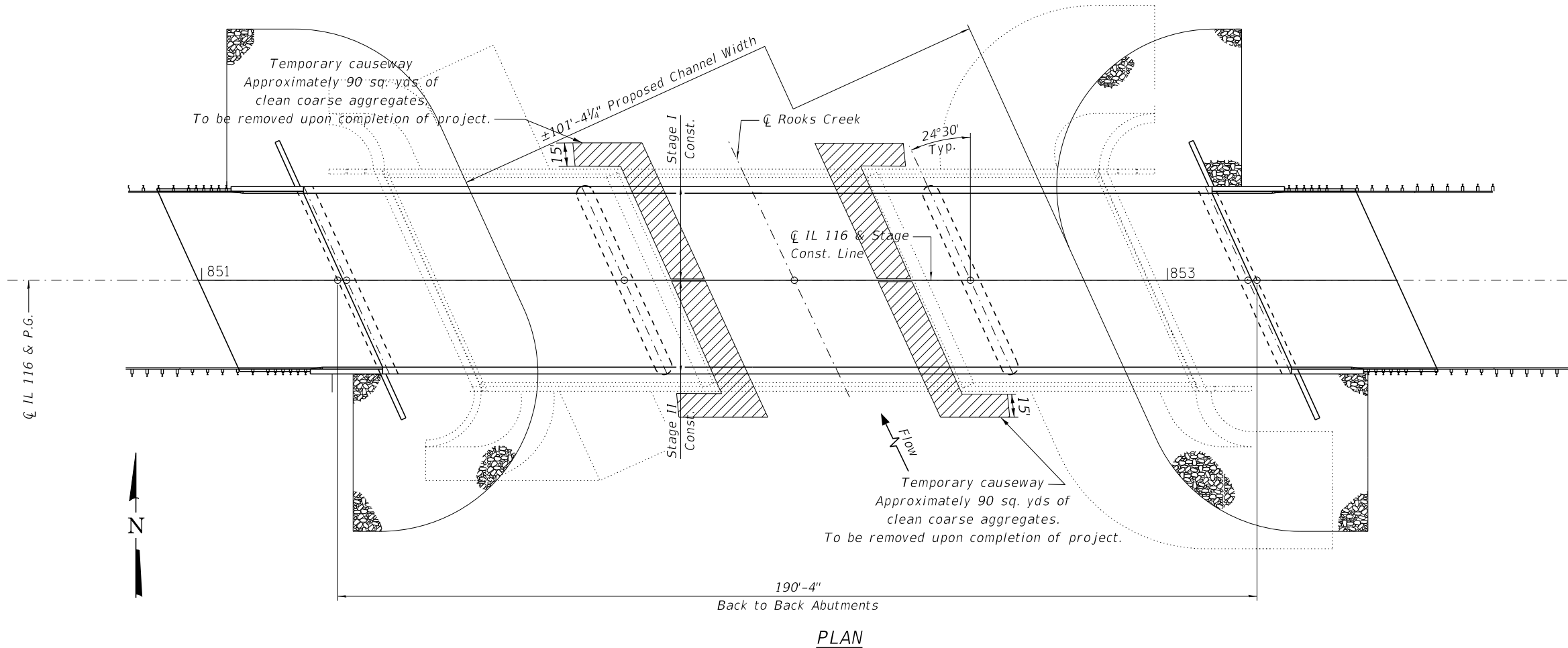
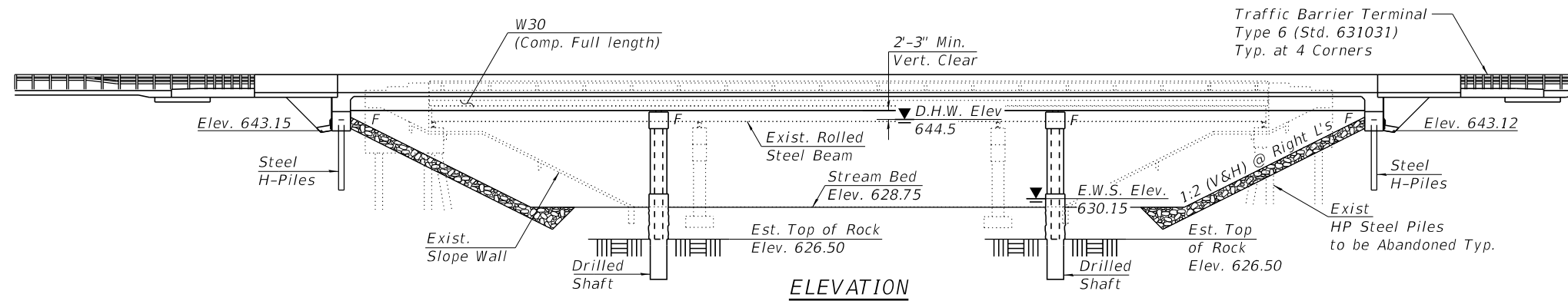
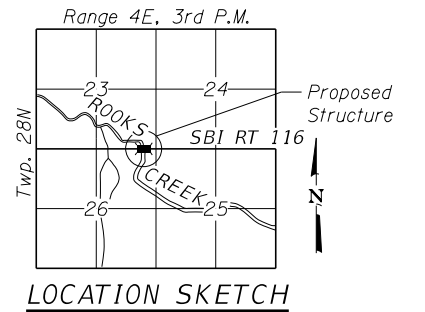
**WORK PAD / CAUSEWAY PLAN**  
**STRUCTURE NO. 053-0192**

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112-BR-2)ES	LIVINGSTON	77	59
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				

MODEL: Default

# EXHIBIT



Not to scale

**GENERAL PLAN & ELEVATION**  
**IL. RTE. 116 OVER ROOKS CREEK**  
**F.A.P. ROUTE 673 - SEC. (112-BR-2)ES**  
**LIVINGSTON COUNTY**  
**STATION 852+23.33**  
**EXISTING STRUCTURE NUMBER 053-0065**  
**PROPOSED STRUCTURE NUMBER 053-0192**

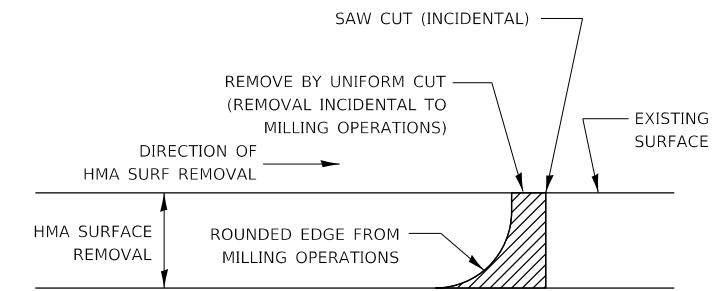
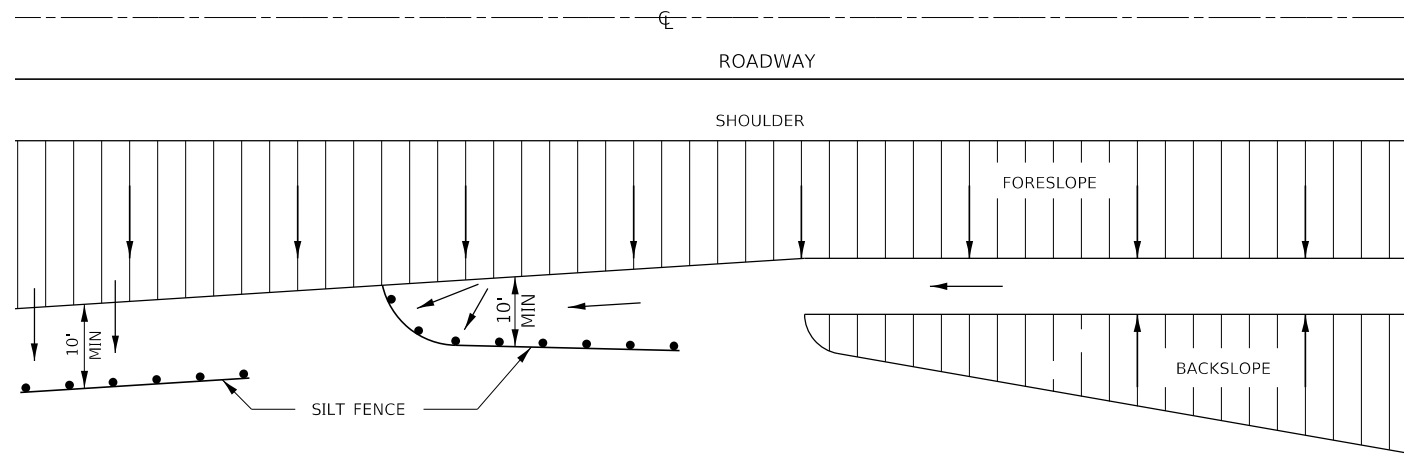
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USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	CHECKED -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

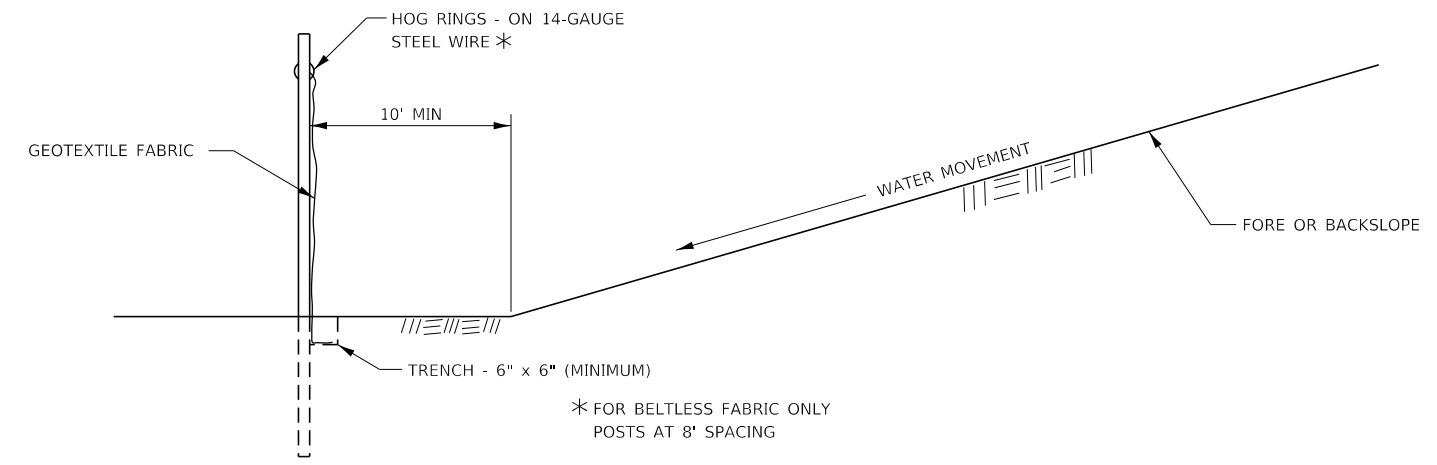
**WORK PAD / CAUSEWAY PLAN**  
**STRUCTURE NO. 053-0192**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112-BR-2)ES	LIVINGSTON	77	60
CONTRACT NO. 66E68				
ILLINOIS FED. AID PROJECT				



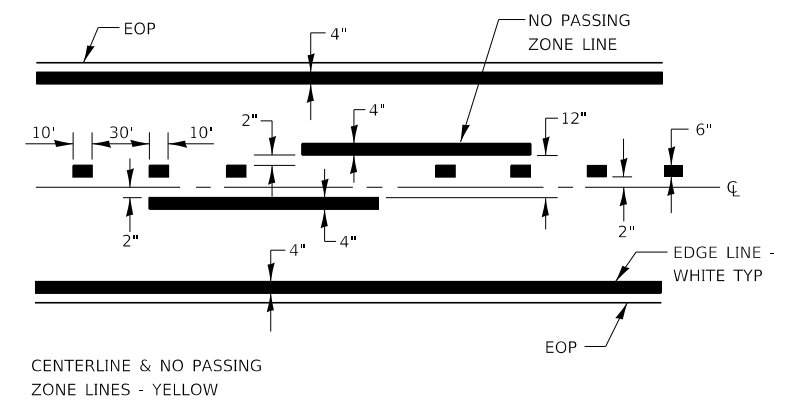
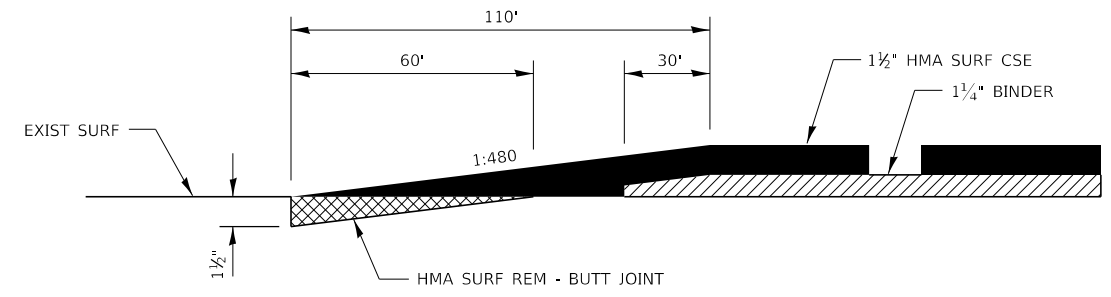
NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

**HMA DETAIL AT BUTT JOINTS**



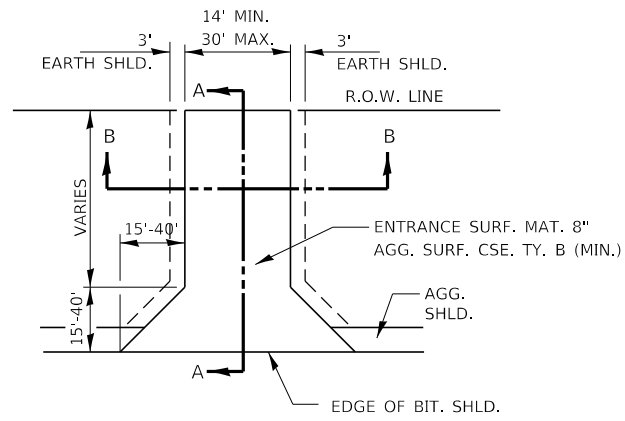
DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS FOR SILT FENCE**

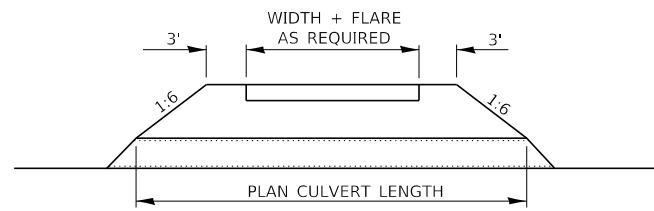


**PAVEMENT MARKING**

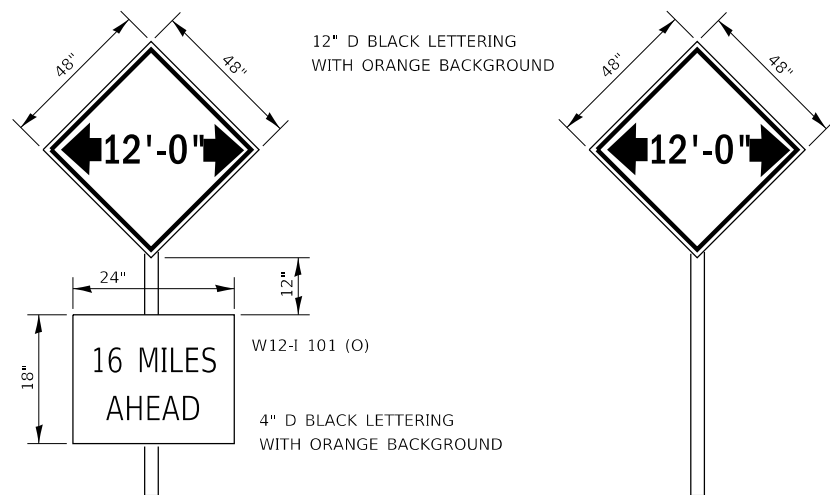
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Default	PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 66E68				
	PLOT DATE = 10/29/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				



**TYPICAL NONCOMMERCIAL - RURAL  
(FIELD ENTRANCE)**



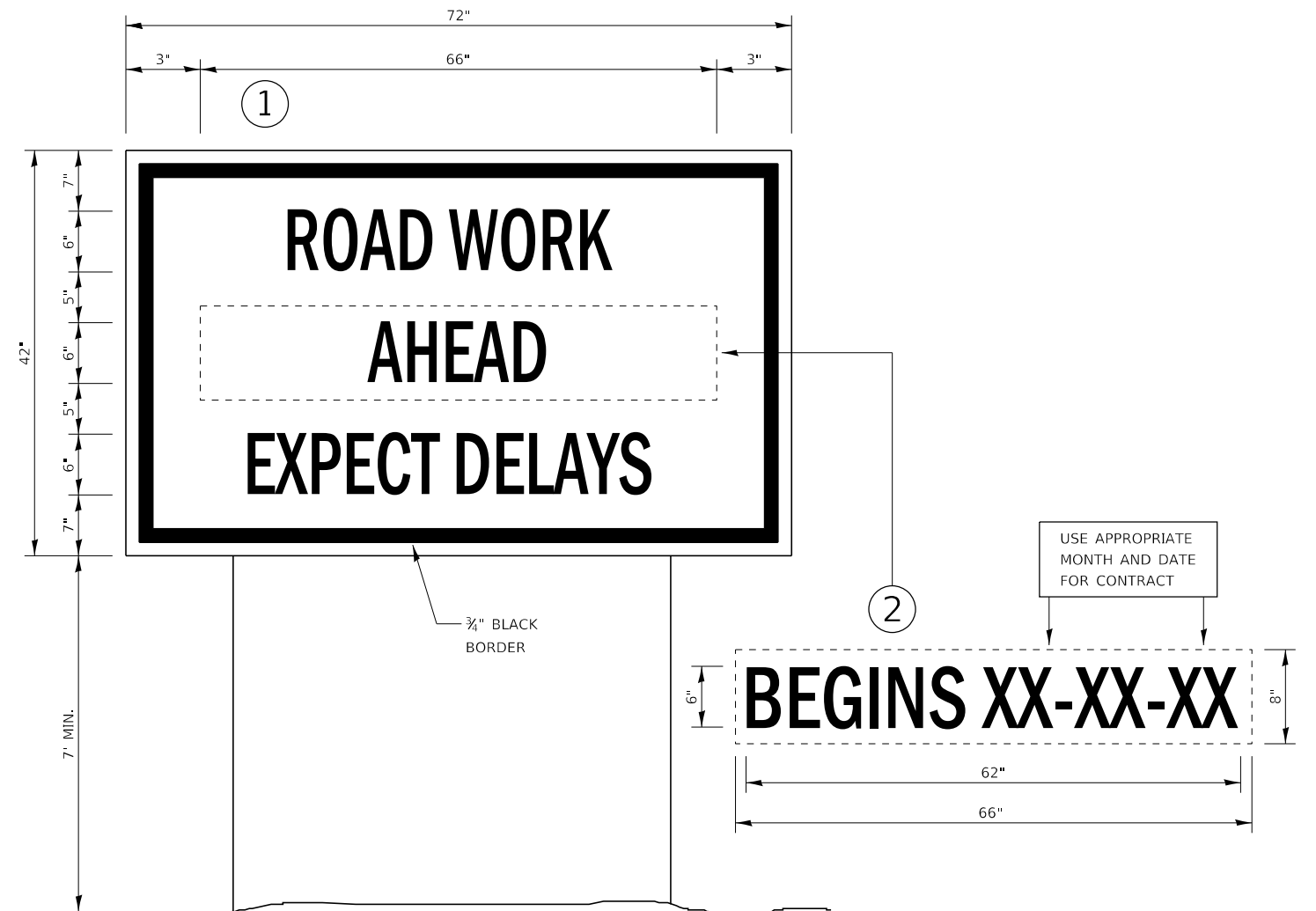
**SECTION B-B**



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

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**



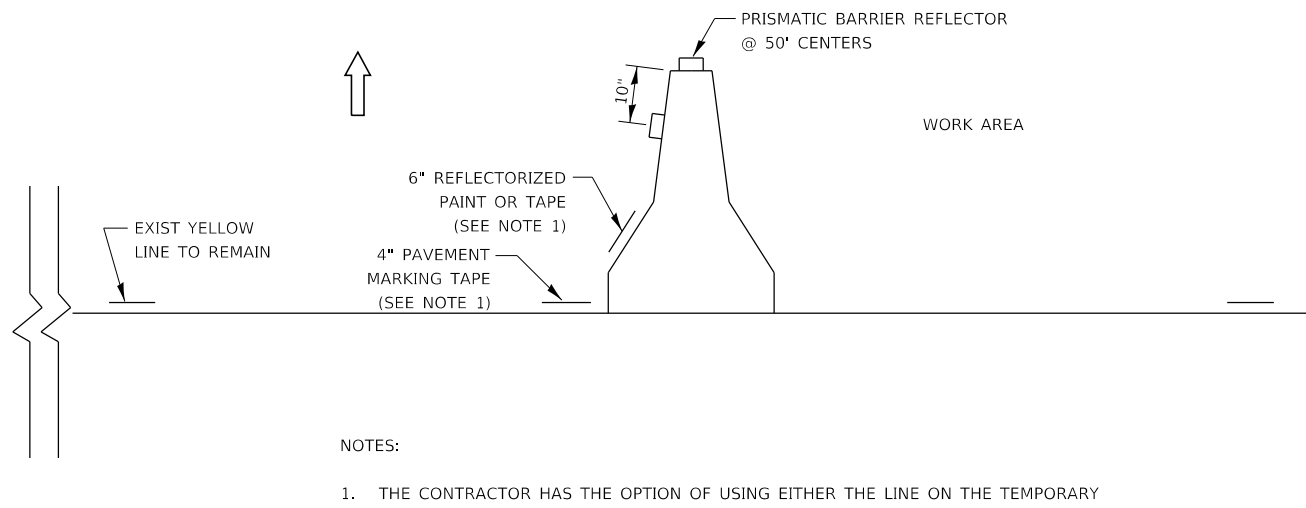
**TEMPORARY INFORMATION SIGNING**

**NOTES:**

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE 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 = pletschr	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom\dot\illinois\gov\PWDOT\Documents\DOT\Office\District 3\Projects\D366E68\CADData\CAD\Sheets\D366E68-01.dwg	PROJECT	CHECKED - _____	REVISED - _____			673	(112BR-2)BR-2	LIVINGSTON	77	62	
Default	PLOT SCALE = 100,0000' / in.	DATE - _____	REVISED - _____			CONTRACT NO. 66E68					
	PLOT DATE = 10/29/2019					SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____	TO STA. _____	ILLINOIS   FED. AID PROJECT	

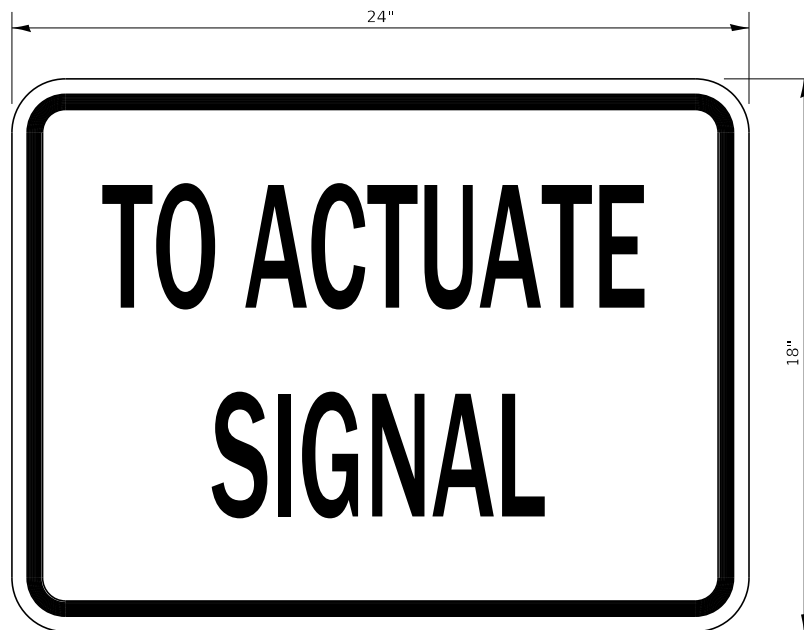
RDWY.



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
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**



SIZE: 24" x 18"  
 4" CAPITAL LETTERS - BLACK  
 1/2" BORDER - BLACK  
 WHITE REFLECTIVE - TYPE B  
 ENGINEERING GRADE SHEETING

**GENERAL NOTE:**

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY THE ENGINEER.

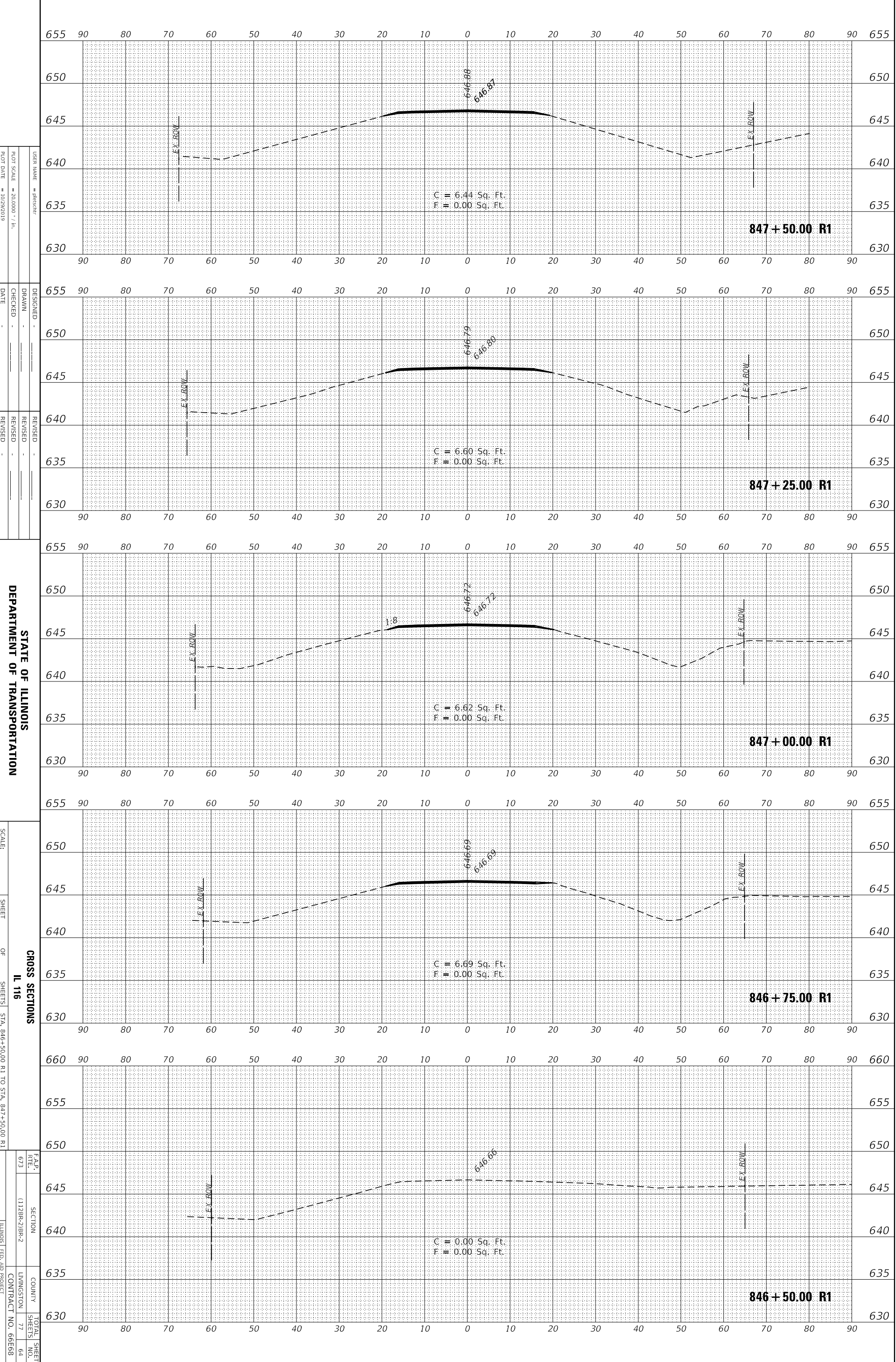
**STOP LINE SIGN FOR TEMPORARY SIGNALS**

FILE NAME =	USER NAME = pletschr	DESIGNED - _____	REVISED - _____	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 100,0000' / in.	CHECKED - _____	REVISED - _____	REVISED - _____			673	(112BR-2)BR-2	LIVINGSTON	77	63	
PLOT DATE = 10/29/2019	DATE - _____	REVISED - _____	REVISED - _____			CONTRACT NO. 66E68					
Default						SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____	TO STA. _____	ILLINOIS FED. AID PROJECT	

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

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

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USER NAME = hlschr  
 PLOT SCALE = 20.0000' = 1/4" IN.  
 PLOT DATE = 10/29/2019

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 846+50.00 R1 TO STA. 847+50.00 R1

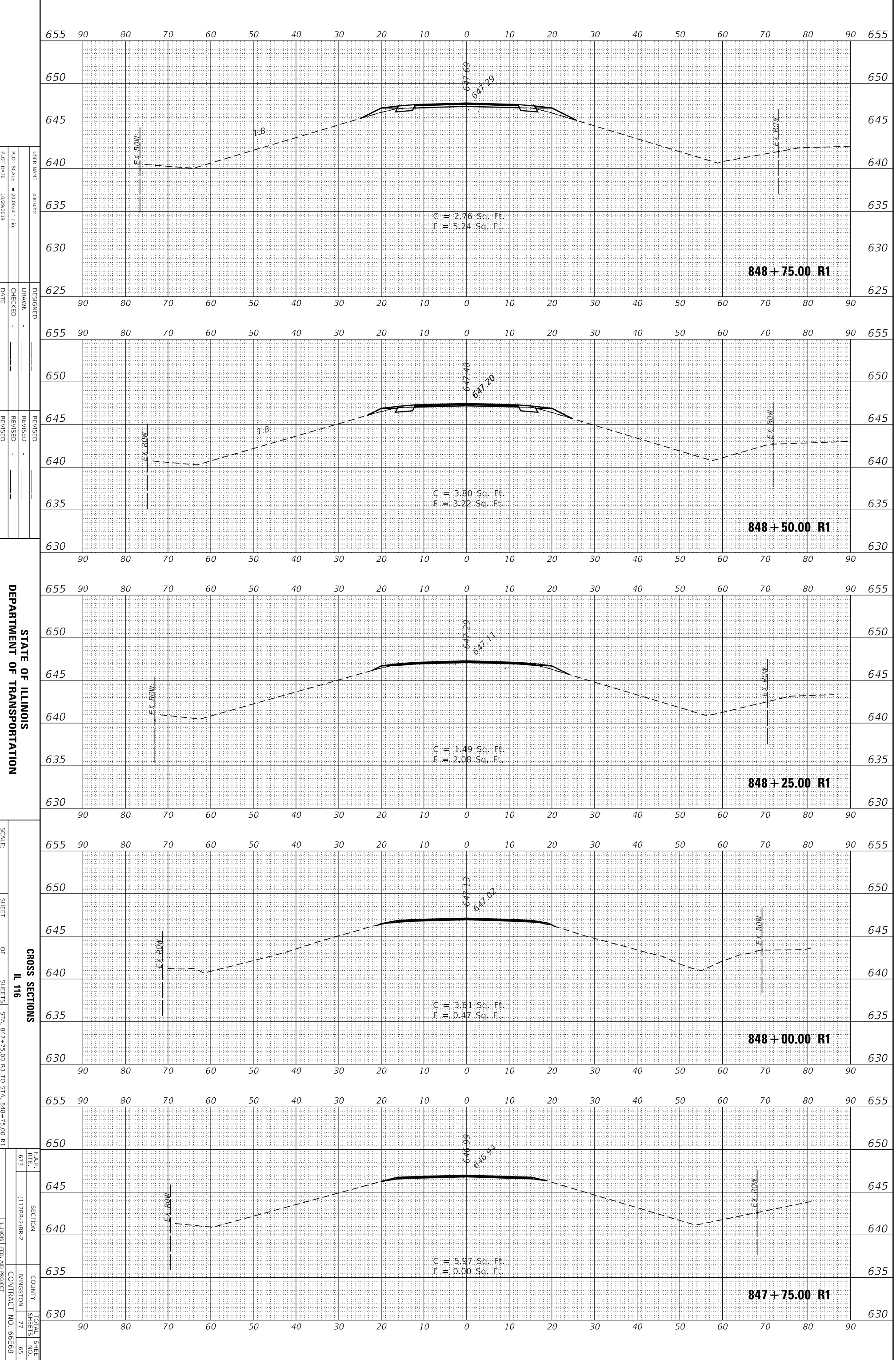
F.A.R. RITE. 673  
 SECTION 1112BR-21BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68  
 TOTAL SHEET SHEETS 77 64



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 847+75.00 R1 TO STA. 849+75.00 R1

SCALE: \_\_\_\_\_  
 SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS  
 COUNTY: LIVINGSTON  
 CONTRACT NO. 66E68

USER NAME: mheschr  
 PLOT SCALE: = 30.004" / in.  
 PLOT DATE: = 10/29/2019

DESIGNED: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

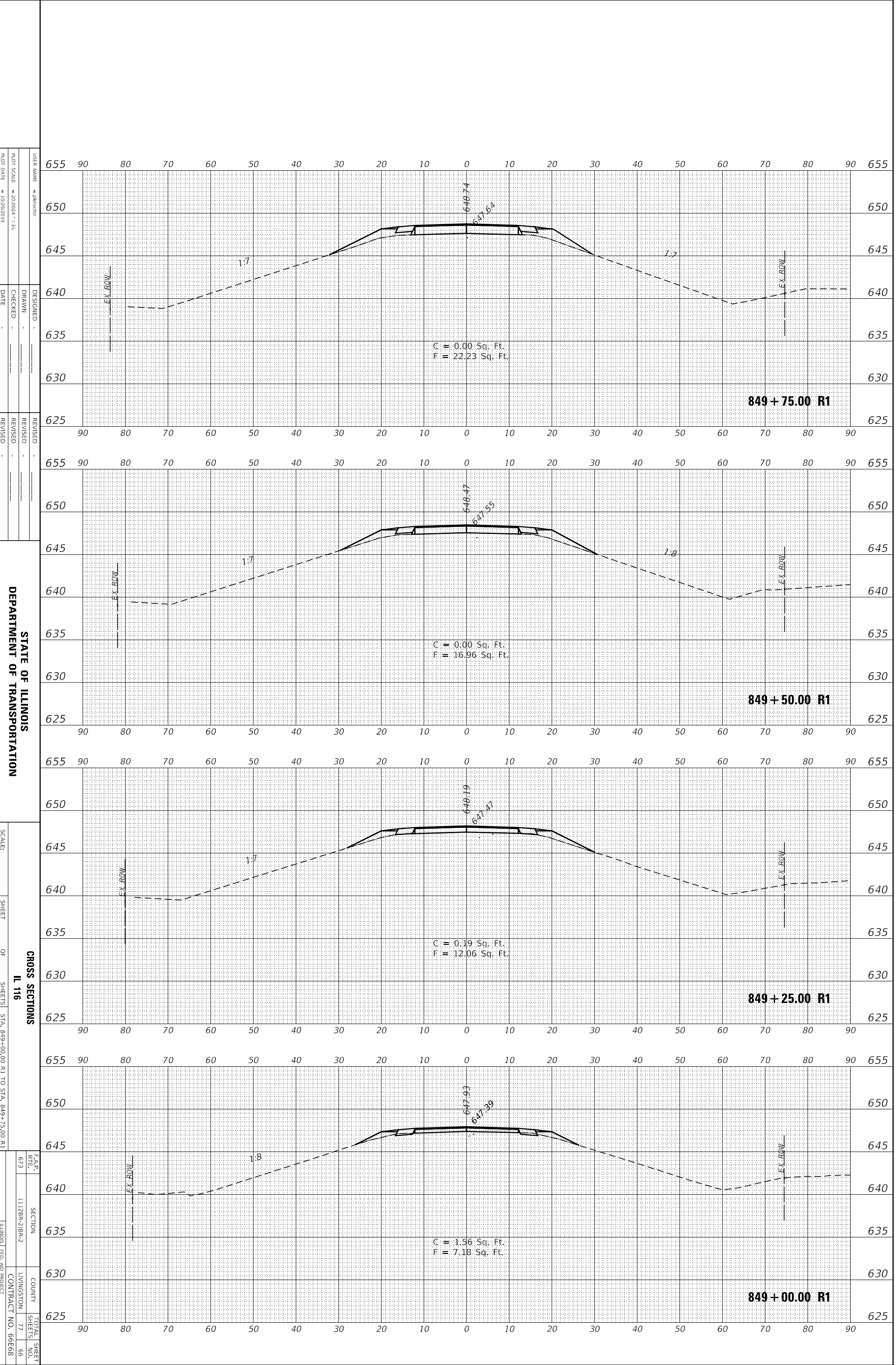
REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_

F.A.R. RTEL: 673  
 SECTION: (112BR-2)BR-2  
 COUNTY: LIVINGSTON  
 CONTRACT NO. 66E68  
 TOTAL SHEET NO.: 77  
 SHEETS: 65

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

MODEL: 116CL  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116

F.A.R. RITE. 673  
 SECTION (112BR-2)BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68  
 ILLINOIS FED. AID PROJECT

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISOR  
 REVISION  
 REVISION

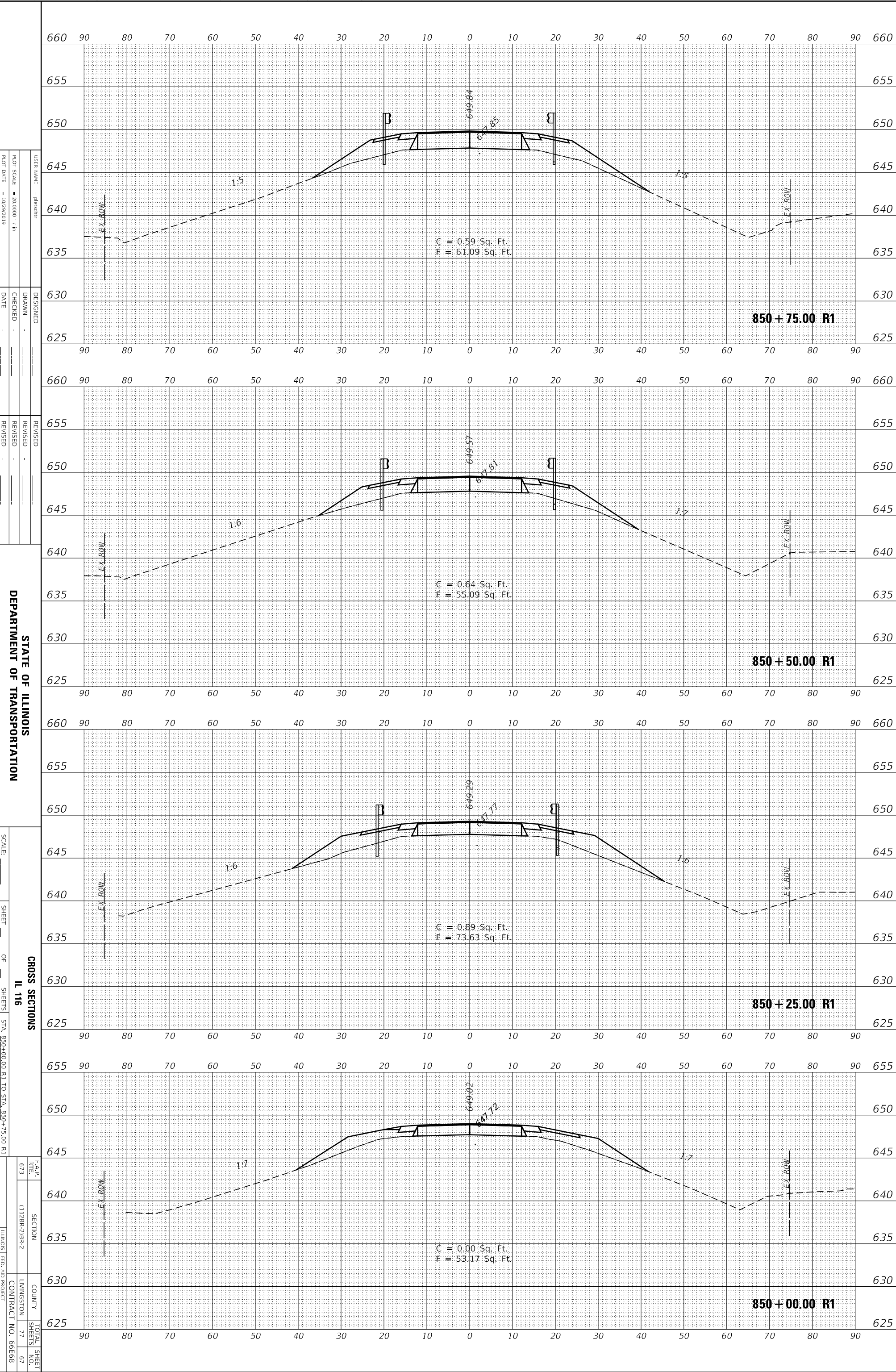
SCALE: \_\_\_\_\_  
 SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS  
 STA. 849+00.00 R1 TO STA. 849+75.00 R1

TOTAL SHEET NO. 77  
 SHEETS 66

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

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

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DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

REVISIONS:  
 REVISED BY: \_\_\_\_\_  
 REVISED DATE: \_\_\_\_\_

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

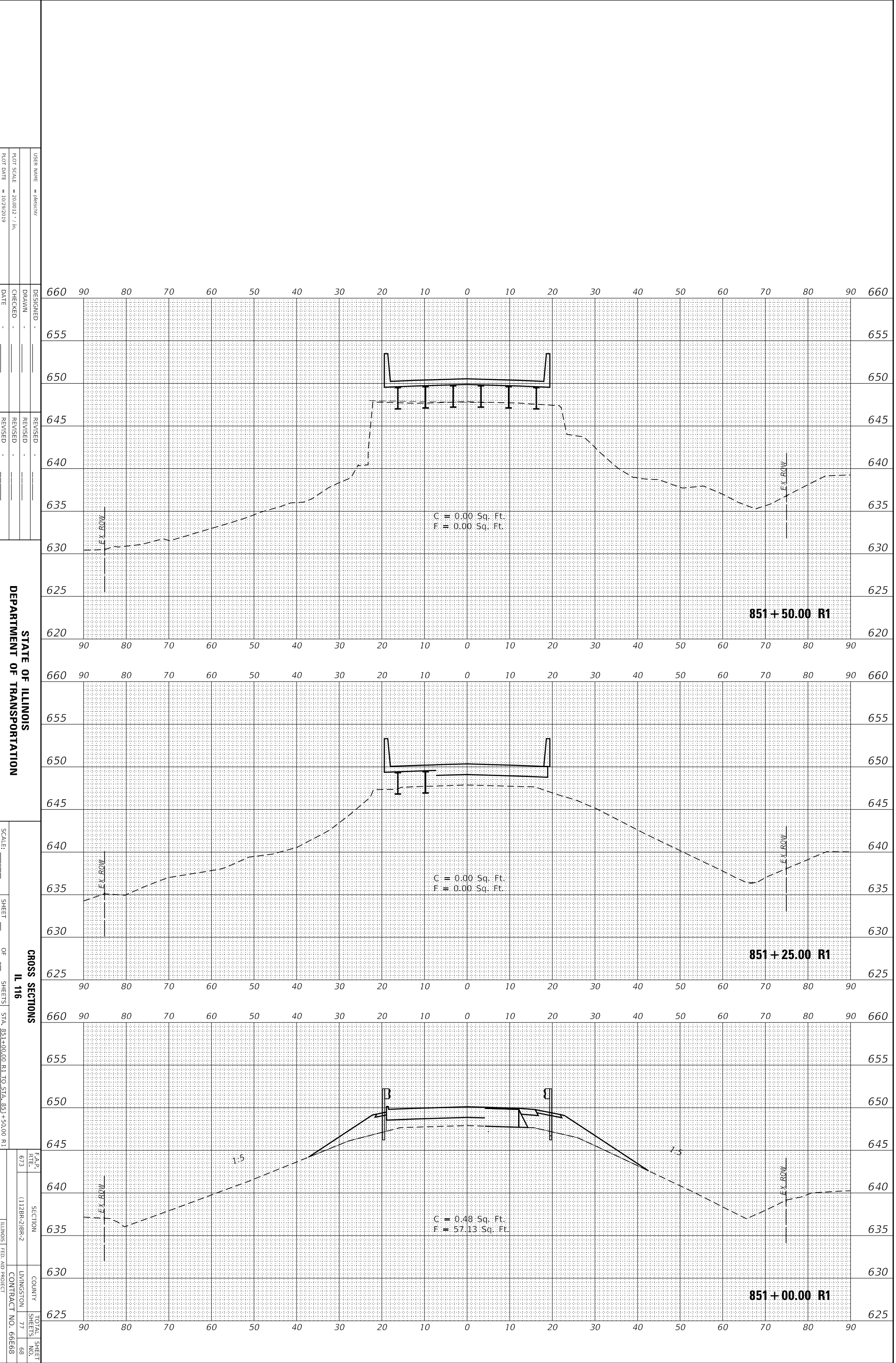
CROSS SECTIONS  
 IL 116  
 STA. 850+00.00 R1 TO STA. 850+75.00 R1

F.A.R. RITE: 673  
 SECTION: 1112BR-21BR-2  
 COUNTY: LIVINGSTON  
 CONTRACT NO.: 66E68  
 TOTAL SHEET NO.: 77  
 SHEET NO.: 67  
 ILLINOIS FED. AID PROJECT

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

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

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C = 0.00 Sq. Ft.  
 F = 0.00 Sq. Ft.

C = 0.00 Sq. Ft.  
 F = 0.00 Sq. Ft.

C = 0.48 Sq. Ft.  
 F = 57.13 Sq. Ft.

851+50.00 R1

851+25.00 R1

851+00.00 R1

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 851+00.00 R1 TO STA. 851+50.00 R1

F.A.R. RITE. 673  
 SECTION (112BR-2)BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68  
 ILLINOIS FED. AID PROJECT

USER NAME = hbschir  
 DRAWN  
 CHECKED  
 DATE

DESIGNED  
 DRAWN  
 CHECKED  
 DATE

SCALE:  
 SHEET OF SHEETS

TOTAL SHEET SHEETS NO. 88

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

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

MODEL: 116CL  
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USER NAME = fbschm  
 PLOT SCALE = 20.0012' / in.  
 PLOT DATE = 10/29/2019

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

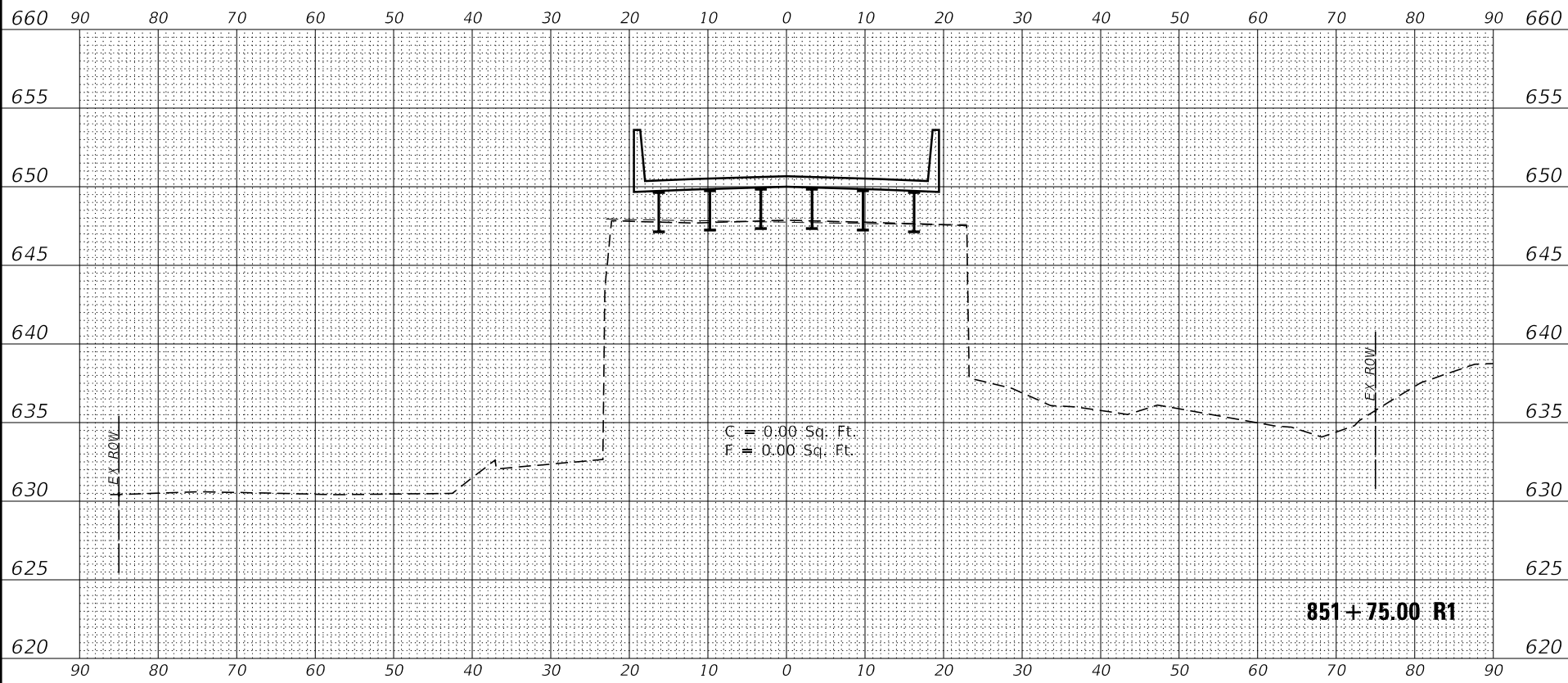
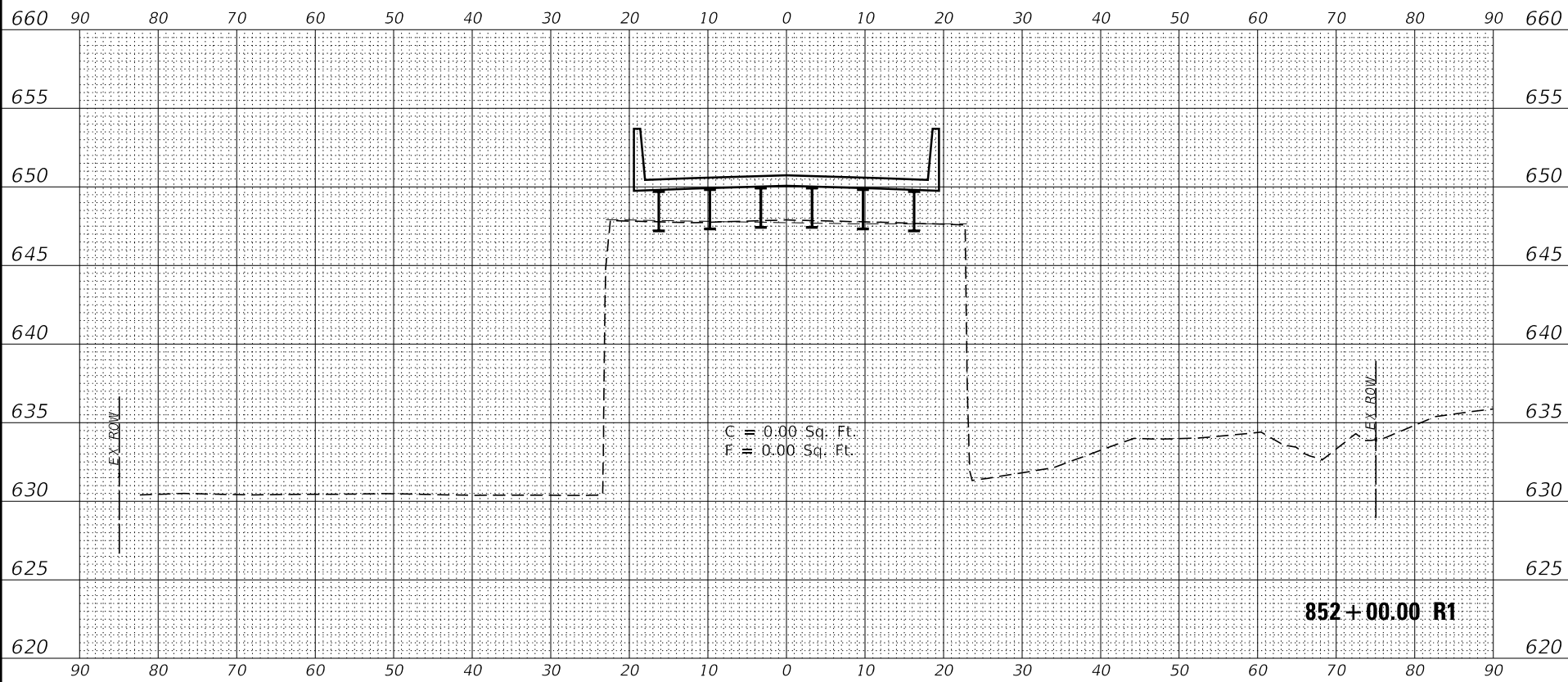
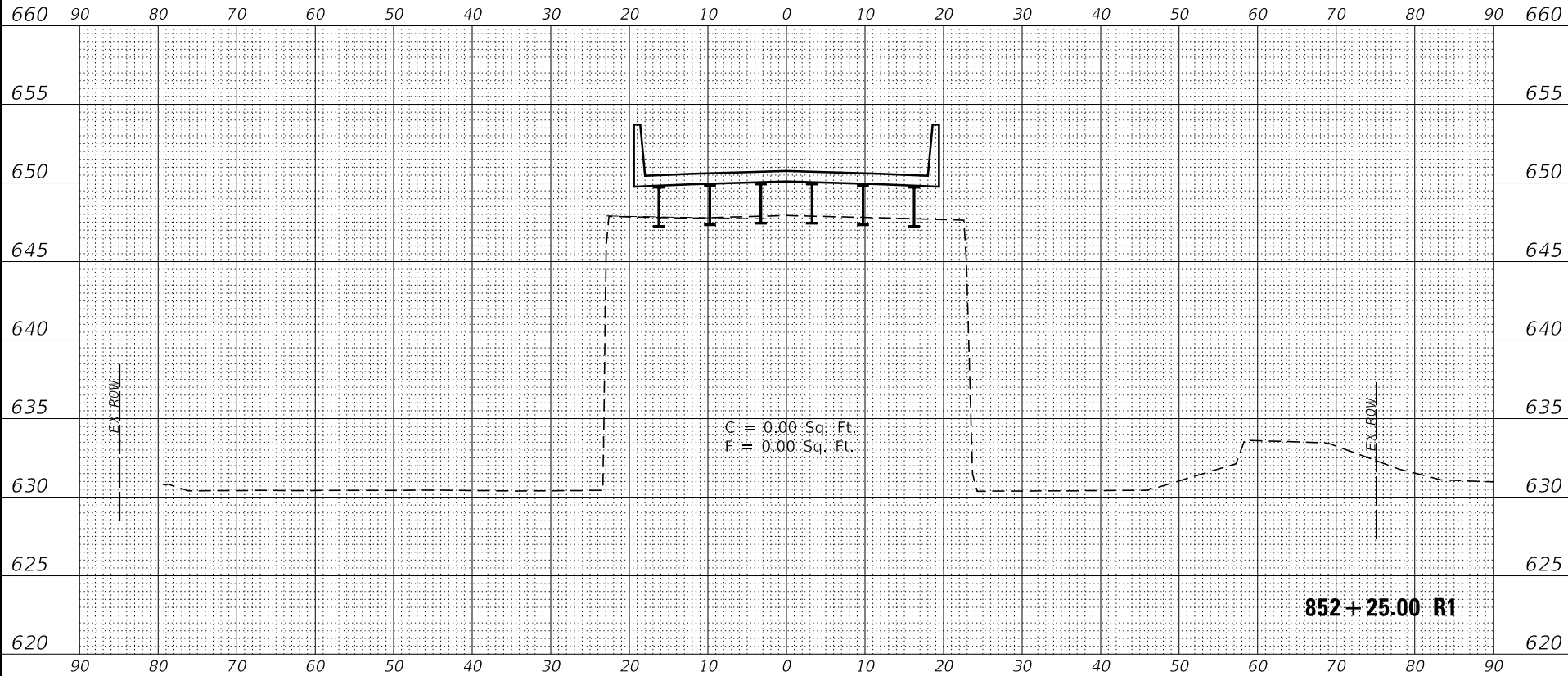
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE: \_\_\_\_\_

SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS  
 CROSS SECTIONS  
 IL 116  
 STA. 851+75.00 R1 TO STA. 852+25.00 R1

F.A.R. RITE. 673  
 SECTION (112BR-2)BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68  
 ILLINOIS FED. AID PROJECT



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

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

MODEL: 116CL  
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USER NAME = alebchir  
 PLOT SCALE = 1/8" = 20.00' / 1" / in.  
 PLOT DATE = 10/29/2019

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

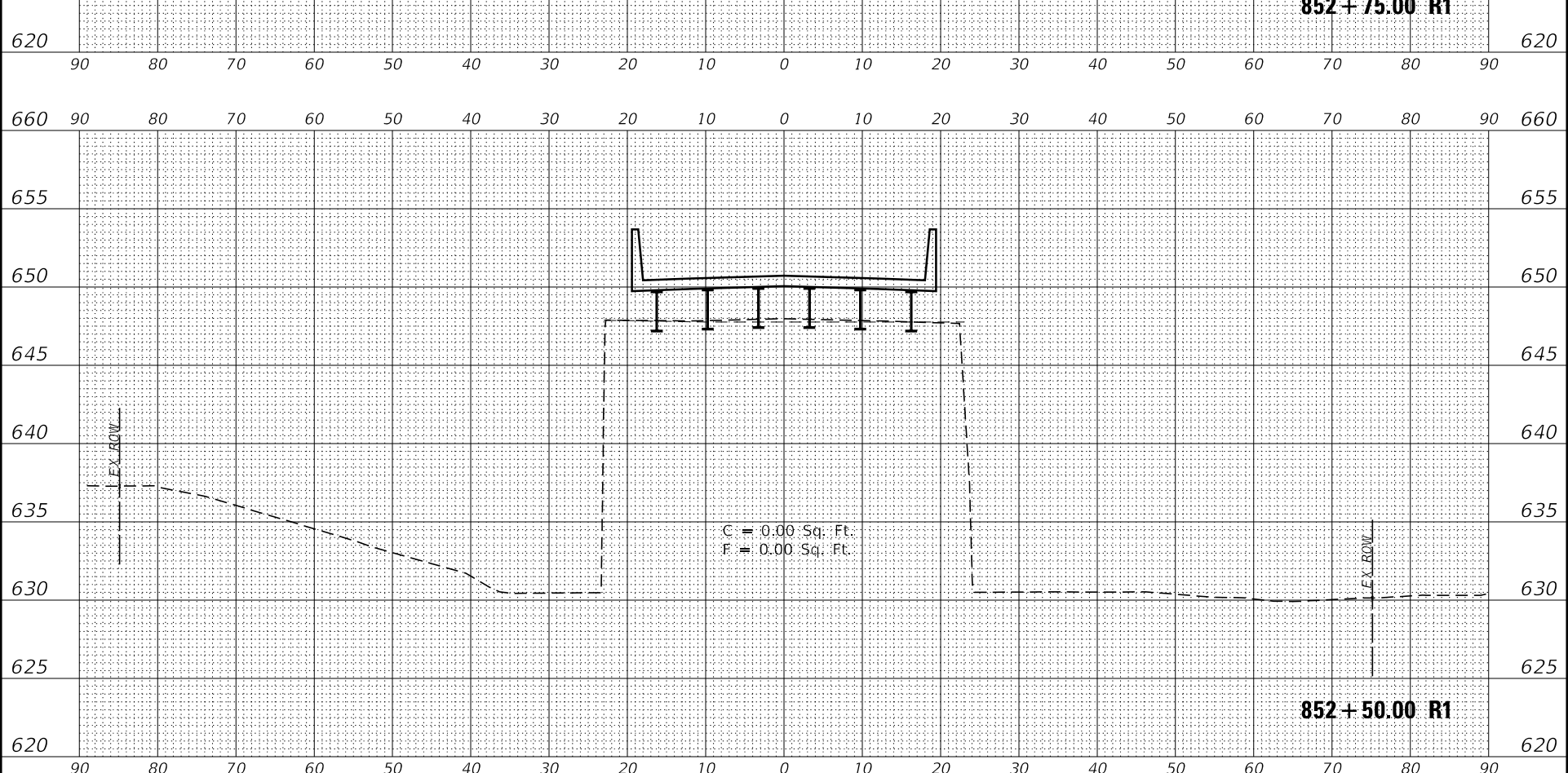
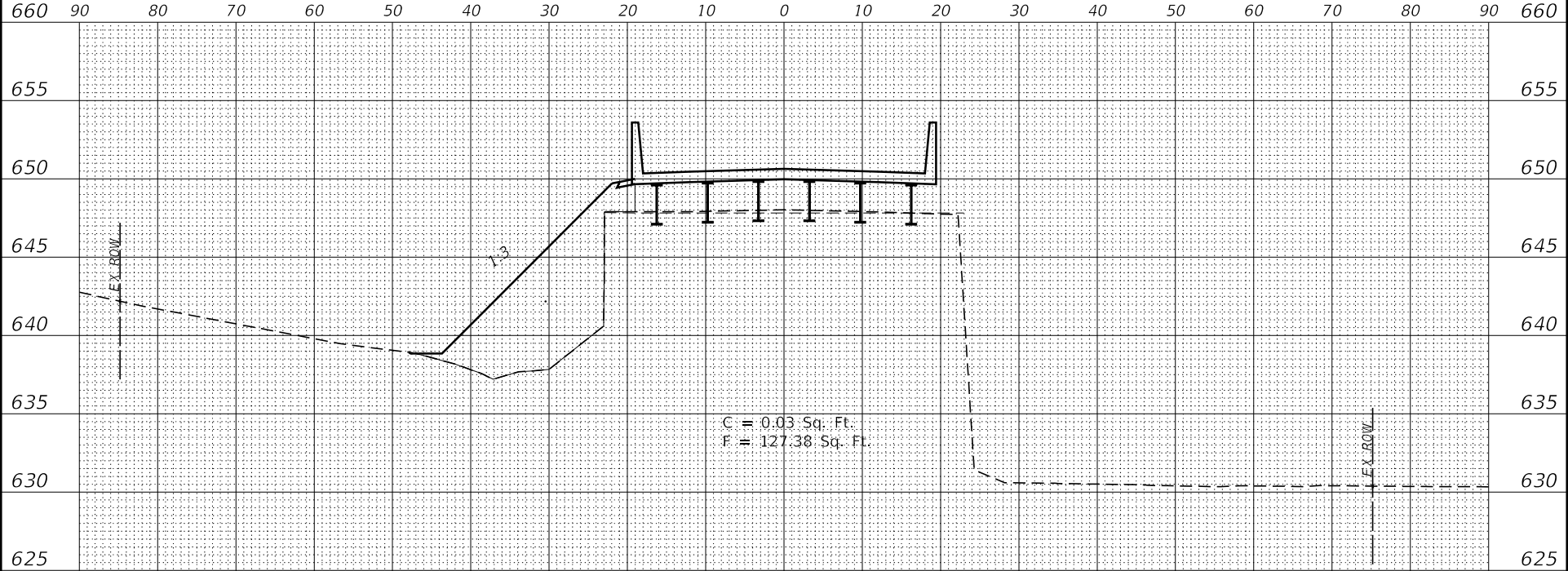
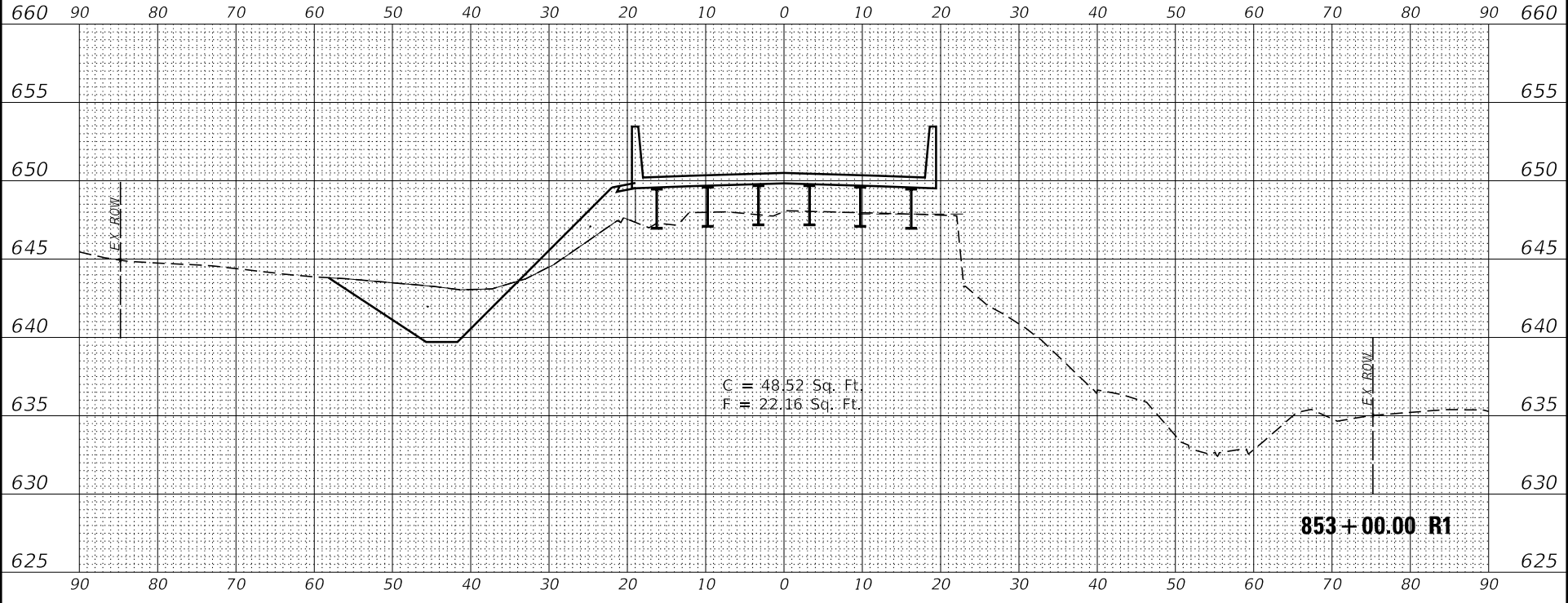
SCALE: \_\_\_\_\_

SHEET \_\_\_\_\_

CROSS SECTIONS  
 IL 116

OF \_\_\_\_\_ SHEETS STA. 852+50.00 R1 TO STA. 853+00.00 R1

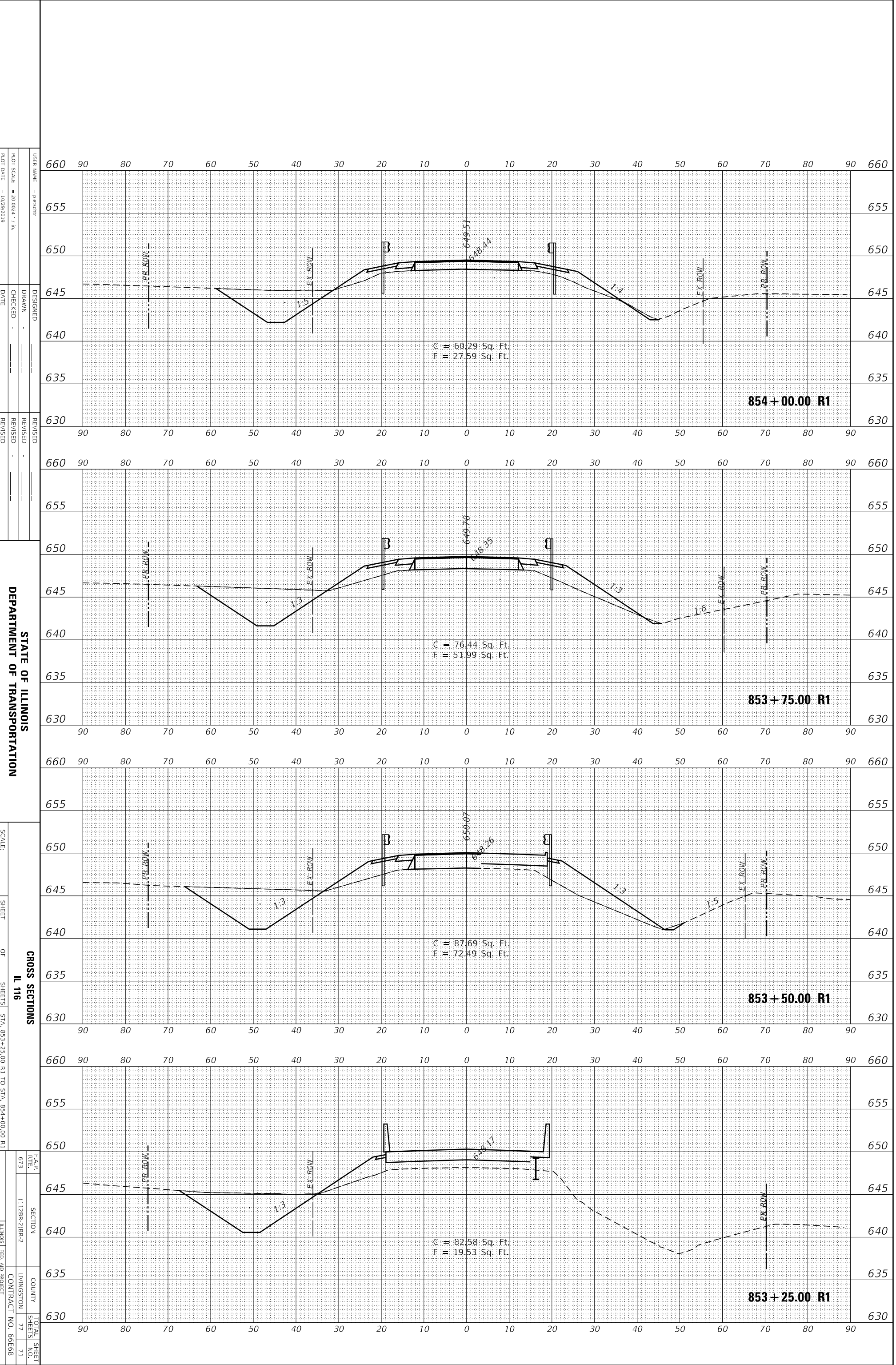
F.A.R. RITE. 673 SECTION (112BR-2)BR-2 COUNTY LIVINGSTON CONTRACT NO. 66E68 TOTAL SHEET SHEETS NO. 77 70 ILLINOIS FED. AID PROJECT



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

MODEL: 116CL  
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DESIGNED BY: [Blank]  
 DRAWN BY: [Blank]  
 CHECKED BY: [Blank]  
 DATE: [Blank]

REVISIONS:  
 REVISED: [Blank]  
 REVISED: [Blank]  
 REVISED: [Blank]

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 853+25.00 R1 TO STA. 854+00.00 R1

SHEET 673 OF 71 SHEETS  
 SECTION 112BR-21BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68  
 TOTAL SHEET NO. 71

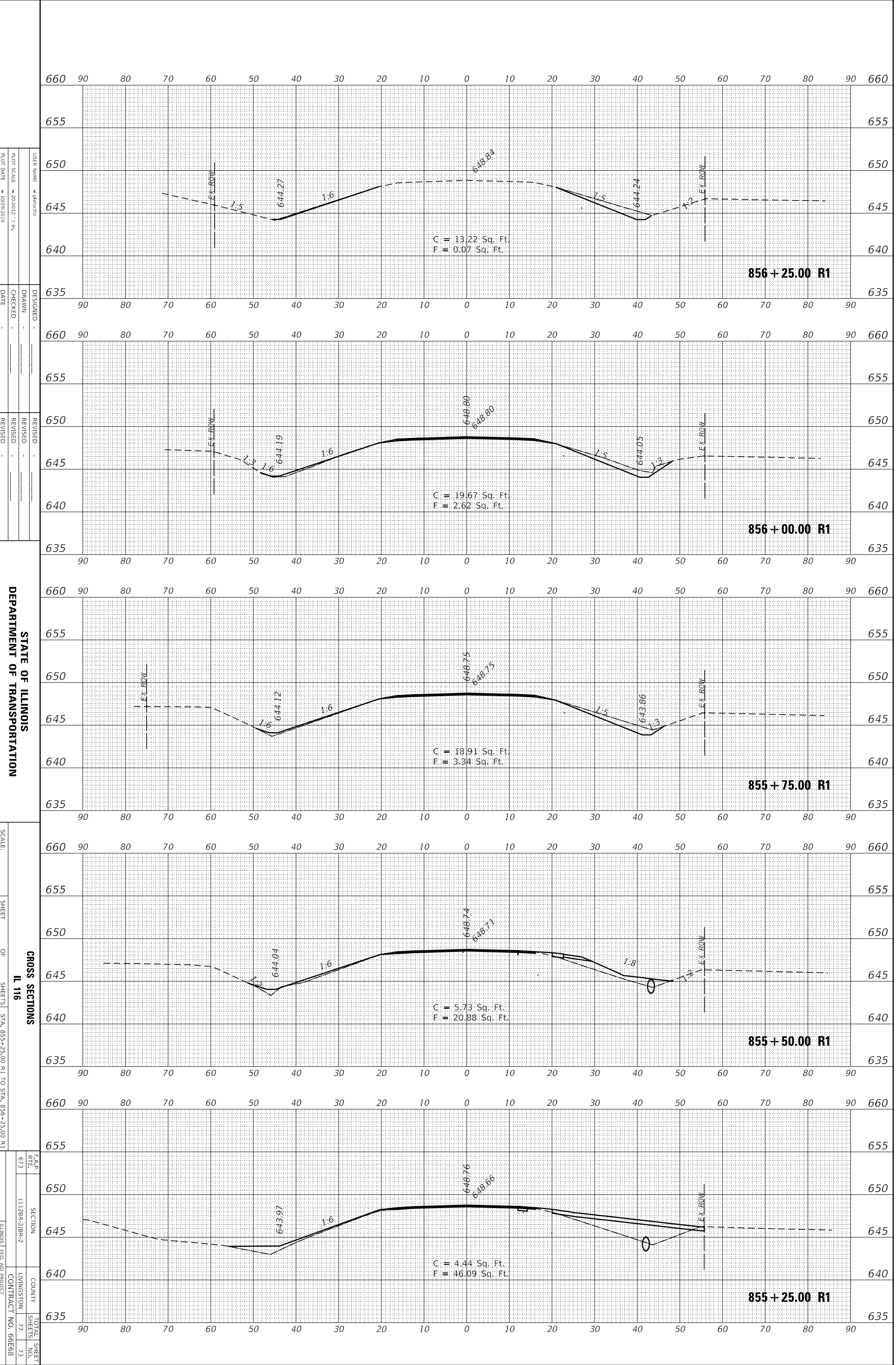




ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

MODEL: 116CL  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 855+25.00 R1 TO STA. 856+25.00 R1

SHEET 77 OF 73  
 SECTION 112BR-21BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68

USER NAME: mbschir  
 PLOT SCALE: 20.0012' / in.  
 PLOT DATE: 10/29/2019

DESIGNED: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_

SCALE: \_\_\_\_\_

SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS

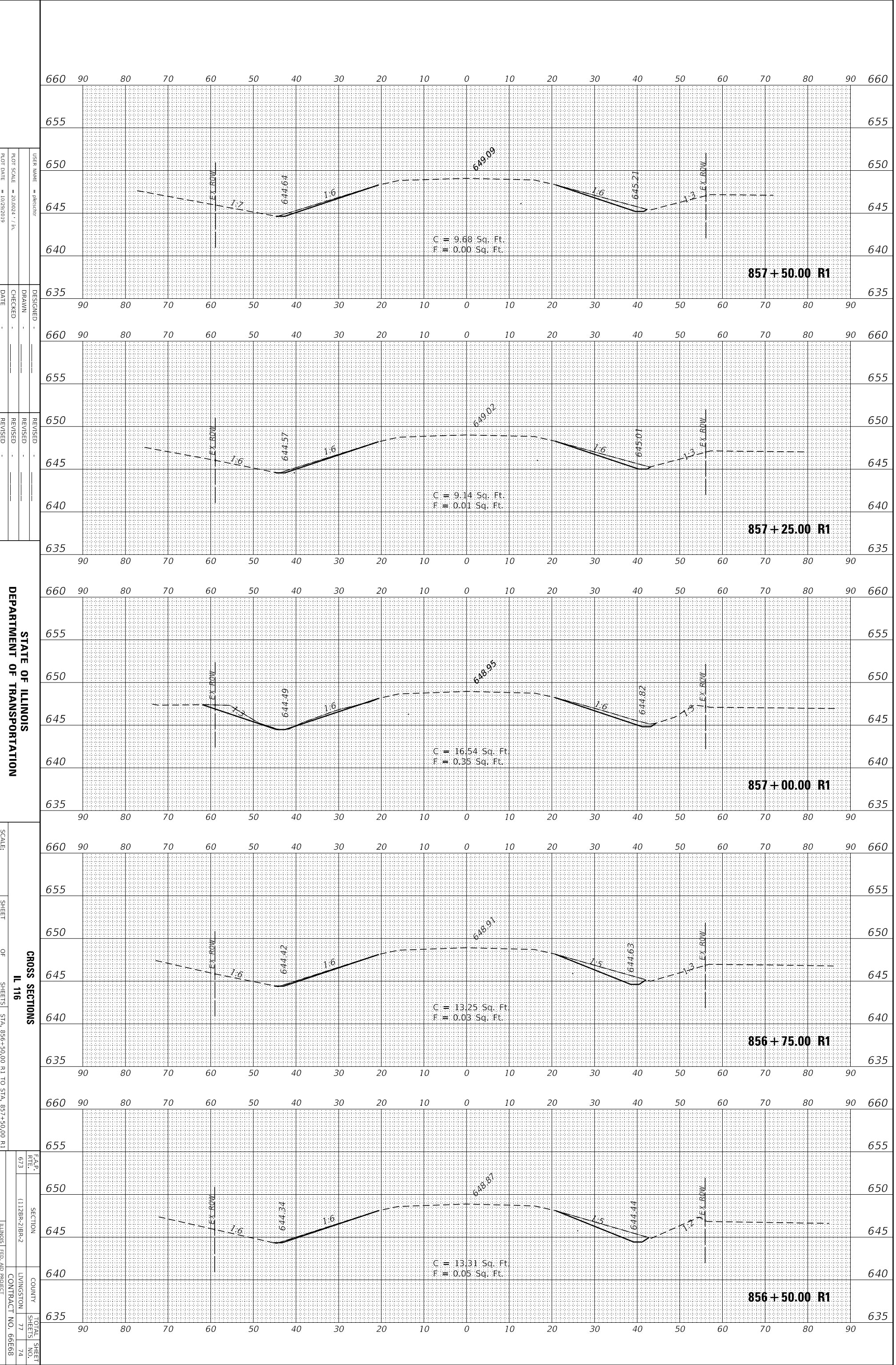
F.A.P. RTEL. 673  
 SECTION 112BR-21BR-2  
 COUNTY LIVINGSTON  
 CONTRACT NO. 66E68

TOTAL SHEET NO. 73

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

MODEL: 116CL  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: \_\_\_\_\_  
SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS  
IL 116

CROSS SECTIONS  
STA. 856+50.00 R1 TO STA. 857+50.00 R1  
F.A.R. RTEL. 673  
SECTION (112BR-2)BR-2  
COUNTY LIVINGSTON  
CONTRACT NO. 66E68  
TOTAL SHEET SHEETS NO. 74

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

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

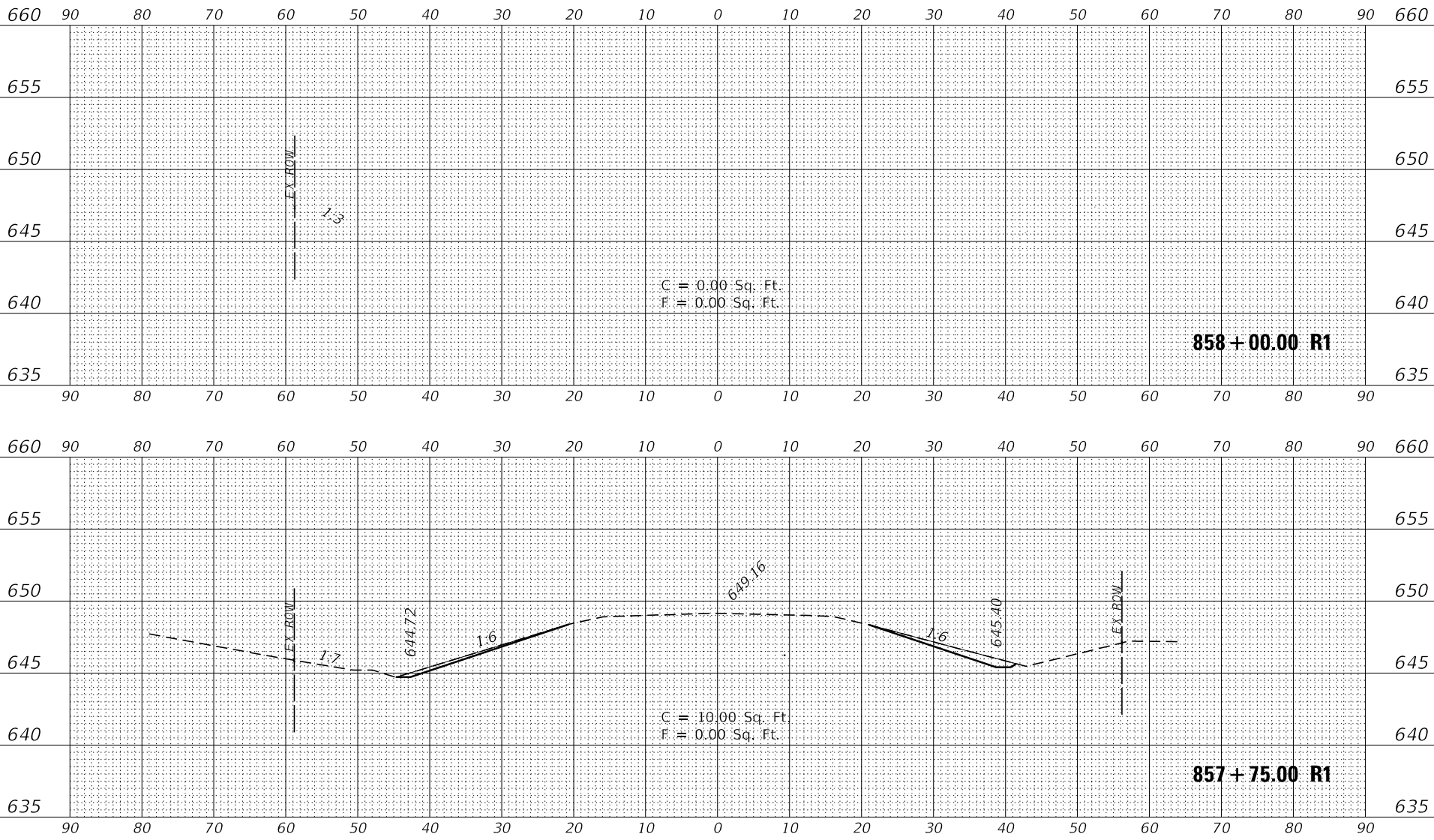
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USER NAME =	hbschr
DESIGNED -	
DRAWN -	
CHECKED -	
DATE -	
REVISION	
REVISION	
REVISION	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL 116  
 STA. 857+75.00 R1 TO STA. 858+00.00 R1

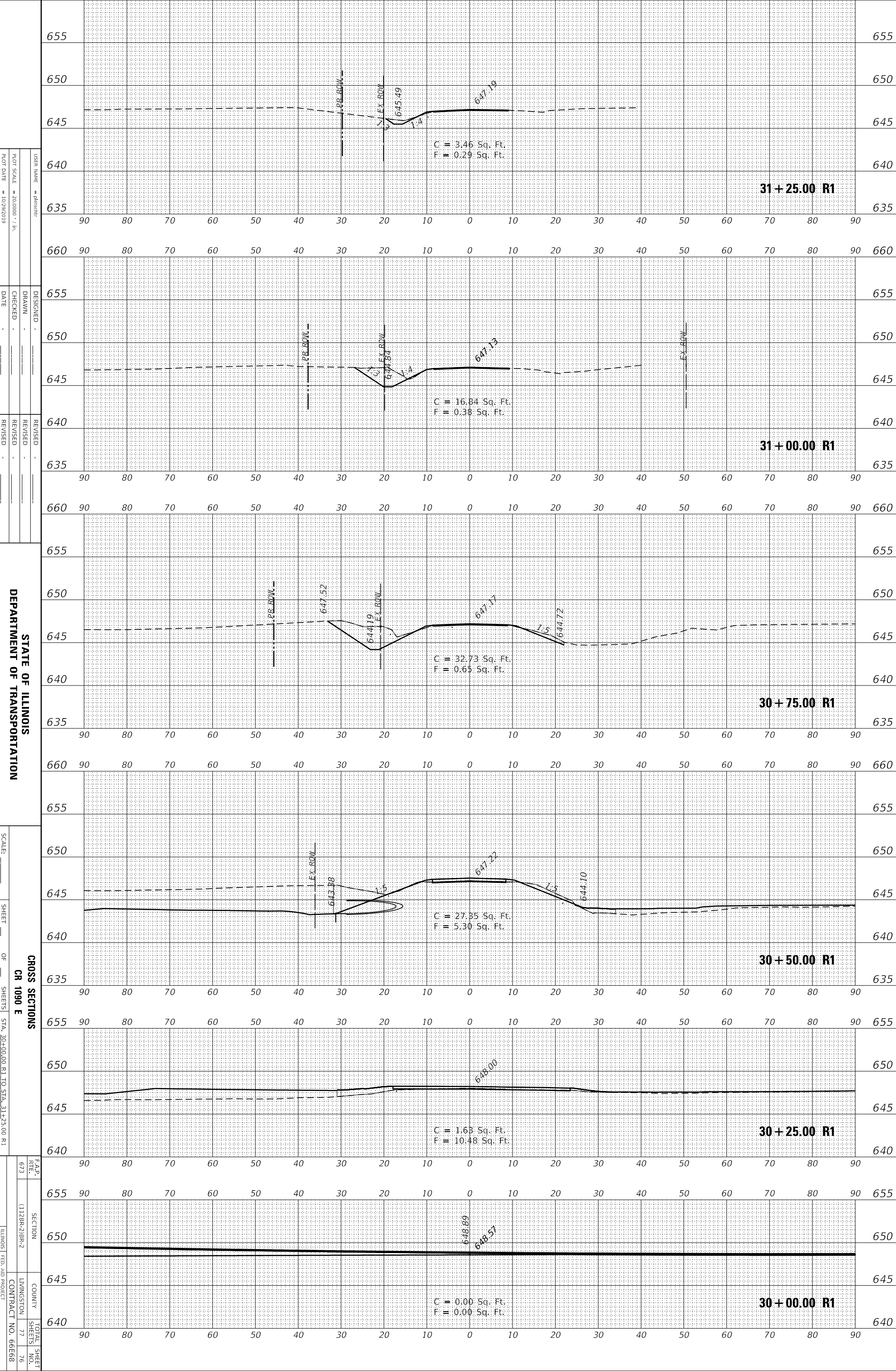
F.A.R. RTEL.	613
SECTION	(112BR-2)BR-2
COUNTY	LIVINGSTON
TOTAL SHEET NO.	77
CONTRACT NO.	66E68



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

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

MODEL: 1090E  
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DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISIONS  
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 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE: \_\_\_\_\_

SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS  
 CROSS SECTIONS  
 CR 1090 E

STA. 30+00.00 R1 TO STA. 31+25.00 R1

F.P. RITE	SECTION	COUNTY	TOTAL SHEET
673	112BR-21RR-2	LIVINGSTON	77
			76
		CONTRACT NO. 66E68	
		ILLINOIS FED. AID PROJECT	

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

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

MODEL: 1090E  
 FILE NAME: p:\planroom\dot\illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\I366E68\CADData\CAD\Drawings\I366E68-corrldor.dgn

USER NAME =	alshchtr
DESIGNED -	
DRAWN -	
CHECKED -	
DATE -	
REVISION	
REVISION	
REVISION	
REVISION	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 CR 1090 E  
 SCALE: \_\_\_\_\_  
 SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. 31+50.00 R1 TO STA. 31+75.00 R1

F.A.R. RTEL	673
SECTION	112BR-21BR-2
COUNTY	LIVINGSTON
TOTAL SHEET NO.	77
CONTRACT NO.	66E68
ILLINOIS FED. AID PROJECT	

