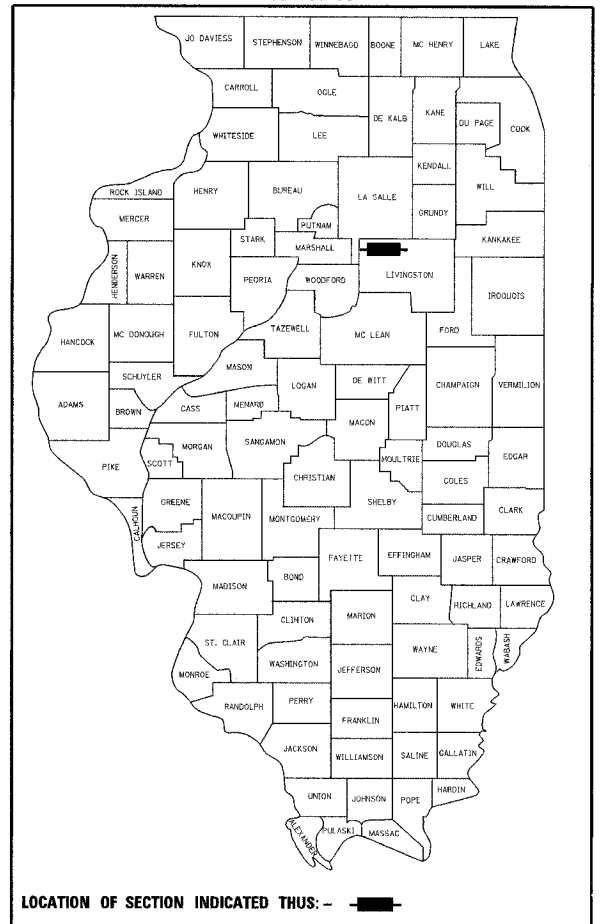


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102-BR	LIVINGSTON	38	1

CONTRACT NO. 66666

P-93-037-04
D-93-039-05



FUNCTIONAL CLASSIFICATION - RURAL MINOR ARTERIAL
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH
2006 ADT = 1,750
2008 ADT = 1,850
P.V. = 89.4% S.U. = 7.0% M.U. = 3.6%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 27, 2006
David M. Broviak
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 8, 2006
Eric E. Harn
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

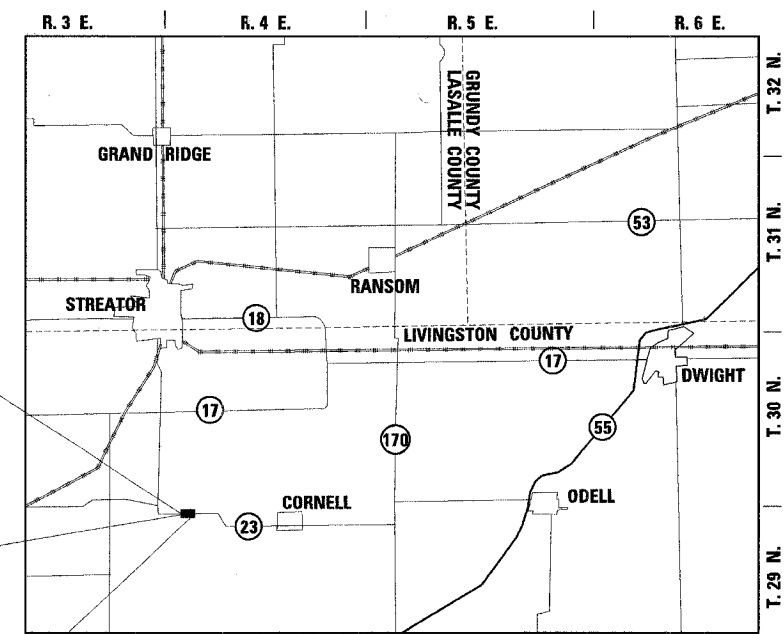
December 8, 2006
Milton R. Sear
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

FAP ROUTE 68 (ILLINOIS ROUTE 23)
SECTION 102 BR
PROJECT BRF-0068 (101)
LIVINGSTON COUNTY

C-93-058-05
BRIDGE REPLACEMENT AT MOLE CREEK



LOCATION MAP NOT TO SCALE
GROSS & NET LENGTH = 665 FT = 0.126 MILES

rjngroup
Excellence through Ownership
200 West Front Street
Wheaton, IL 60187
License # 184-000813

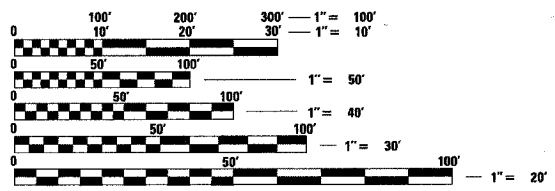
INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES & COMMITMENTS
3. SUMMARY OF QUANTITIES
4. TYPICAL SECTIONS
5. SCHEDULE OF QUANTITIES
6. ALIGNMENT, TIES, AND BENCHMARKS
- 7-8. DETOUR PLANS
9. PLAN AND PROFILE
10. EROSION CONTROL, LANDSCAPING & PAVEMENT MARKING PLAN
- 11-27A. BRIDGE PLANS
28. DISTRICT DETAILS
- 29-37. CROSS SECTIONS

IDOT STANDARDS

- | | |
|-----------|---|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 280001-03 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420401-05 | BRIDGE APPROACH PAVEMENT |
| 482001-01 | HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT |
| 482011-02 | HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 515001-02 | NAME PLATE FOR BRIDGES |
| 601101 | CONCRETE HEADWALL FOR PIPE DRAIN |
| 630001-07 | STEEL PLATE BEAM GUARDRAIL |
| 630201-04 | PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL |
| 630301-04 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-06 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 635006-02 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-01 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 702001-06 | TRAFFIC CONTROL DEVICES |
| 720001 | SIGN PANEL MOUNTING DETAILS |
| 720006-01 | SIGN PANEL ERECTION DETAILS |
| 780001-01 | TYPICAL PAVEMENT MARKINGS |
| 781001-02 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

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



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

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

DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: DAVID BROVIAK
UNIT CHIEF: BRAD DUNCAN
TOWNSHIP: AMITY

CONTRACT NO. 66666

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	2
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT	

CONTRACT NO. 66666

GENERAL NOTES - ROADWAY

1. SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC., SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. THE COST OF SAW CUTTING REMOVAL ITEMS SHALL BE INCLUDED IN THE UNIT PRICE OF THESE ITEMS.
2. 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 BITUMINOUS MIXTURE IS PLACED.
3. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
4. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

GENERAL NOTES - TRAFFIC CONTROL & PROTECTION

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

GENERAL NOTES - UTILITIES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTICE REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
3. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
4. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF IMPROVEMENT ARE:
COMMONWEALTH EDISON
MEDIACOM
CORNELL RANSOM
VERIZON
5. THE CONTRACTOR SHOULD BE AWARE THAT OVERHEAD ELECTRIC CABLES IN THE AREA MAY NOT BE INSULATED. EXTRA CARE SHOULD BE TAKEN WHEN WORKING AROUND OVERHEAD ELECTRIC FACILITIES IN ORDER TO AVOID ACCIDENTS.
6. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

GENERAL NOTES - EROSION CONTROL

1. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT, OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
2. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

GENERAL NOTES - MISCELLANEOUS

1. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION FROM THE DEPARTMENT.
3. ANY REFERENCE TO A STANDARD ON THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.
4. 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 FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

COMMITMENTS

1. THE LIVINGSTON COUNTY HIGHWAY DEPARTMENT AND IDOT DISTRICT 3 WILL MUTUALLY INSPECT COUNTY HIGHWAY 29 PRIOR TO AND AT THE CONCLUSION OF THE STATE ROUTE DETOUR TO DETERMINE IF DAMAGES WERE CAUSED BY THE LOCAL DETOURING TRAFFIC. IDOT WILL ASSUME ALL COSTS OF REPAIRING MUTUALLY AGREED DAMAGES THAT MAY HAVE OCCURED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT THREE

REVIEWED BY: *Rud Powell*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-27-06

EXAMINED BY: *Hebert*
DISTRICT CONSTRUCTION ENGINEER

Shadell
DISTRICT MATERIALS ENGINEER

James D. ...
DISTRICT OPERATIONS ENGINEER

rjngroup
Excellence through Ownership
200 West Front Street
Wheaton, IL 60187

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 68 (IL 23)

GENERAL NOTES

SCALE: VERT.
HORIZ.
DATE: OCTOBER 20, 2006


DRAWN BY: NC/JT/SR
CHECKED BY: DWB

SUMMARY OF QUANTITIES					80% FED 20% STATE	
CODE #	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				1000-2A	X071-2A	
				ROADWAY	#053-0183 STRUCTURE	
20200100	EARTH EXCAVATION	CU YD	320	320		
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	83		83	
25000210	SEEDING, CLASS 2A	ACRE	0.1	0.1		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5	5		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5	5		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5	5		
25100115	MULCH, METHOD 2	ACRE	0.1	0.1		
25100630	EROSION CONTROL BLANKET	SQ YD	7	7		
28000300	TEMPORARY DITCH CHECKS	EACH	4	4		
28000400	PERIMETER EROSION BARRIER	FOOT	381	381		
28100107	STONE RIPRAP, CLASS A4	SQ YD	875		875	
28200200	FILTER FABRIC	SQ YD	875		875	
31100300	SUB-BASE GRANULAR MATERIAL - TYPE A 4"	SQ YD	794	794		
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	164	164		
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	74	74		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	348	348		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	176	176		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	220	220		
42001300	PROTECTIVE COAT	SQ YD	220	220		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	44	44		
44000100	PAVEMENT REMOVAL	SQ YD	125	125		
44000700	APPROACH SLAB REMOVAL	SQ YD	176	176		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	61	61		
48203023	HOT-MIX ASPHALT SHOULDERS 6 1/2"	SQ YD	670	670		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50200100	STRUCTURE EXCAVATION	CU YD	296		296	
50300100	FLOOR DRAINS	EACH	12		12	
50300225	CONCRETE STRUCTURES	CU YD	94.5		94.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	134.8		134.8	
50300260	BRIDGE DECK GROOVING	SQ YD	358		358	
50300280	CONCRETE ENCASEMENT	CU YD	8.4		8.4	
50300300	PROTECTIVE COAT	SQ YD	472		472	

* SPECIALTY ITEM

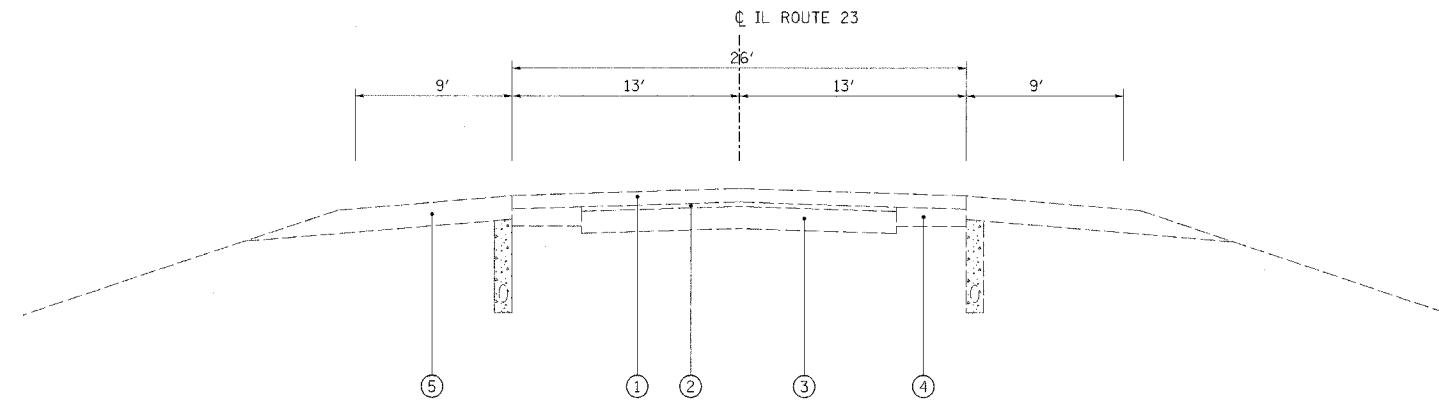
SUMMARY OF QUANTITIES					80% FED 20% STATE	
CODE #	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				1000-2A	X071-2A	
				ROADWAY	#053-0183 STRUCTURE	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	2,448		2,448	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	38,230		38,230	
50800515	BAR SPLICERS	EACH	68		68	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	786		786	
51202305	DRIVING PILES	FOOT	786		786	
51203600	TEST PILE STEEL HP12X53	EACH	2		2	
51204650	PILE SHOES	EACH	24		24	
51500100	NAME PLATES	EACH	1		1	
52100520	ANCHOR BOLTS, 1"	EACH	48		48	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	43		43	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	130		130	
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	575	575		
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	902	902		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5		
67100100	MOBILIZATION	L SUM	1	1		
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1		
70001900	ASBESTOS BEARING PAD REMOVAL	EACH	34		34	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10		
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,330	1,330		
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	170	170		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6		
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2		
78200410	GUARDRAIL MARKERS - TYPE A	EACH	12	12		
78200520	BARRIER WALL MARKERS, TYPE B	EACH	2	2		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6		
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 1	EACH	1		1	
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 2	EACH	1		1	

* SPECIALTY ITEM

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23) SUMMARY OF QUANTITIES SCALE: VERT. HORIZ. DATE: OCTOBER 20, 2006
		DRAWN BY: NC/JT/SR CHECKED BY: DWB	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	4
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 66666



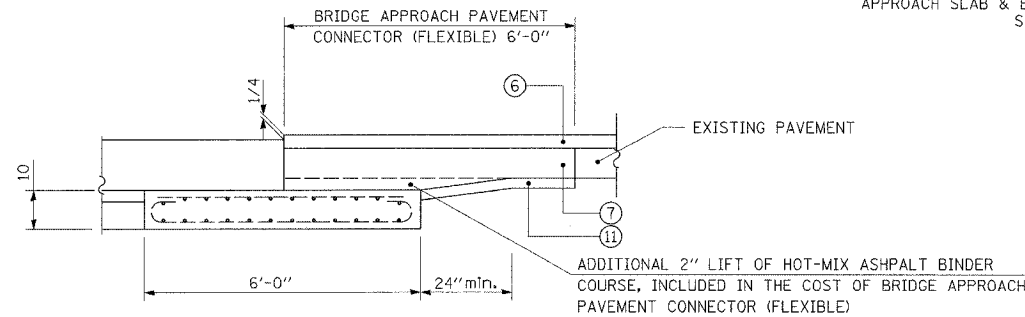
TYPICAL SECTION - EXISTING

STA. 526+70.00 TO STA. 529+12.00
 APPROACH SLAB & BRIDGE OMISSION STA. 529+12.00 TO STA. 530+91.50
 STA. 530+91.50 TO STA. 533+35.00

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

PG GRADE	HMA BINDER PG64-22	HMA LEVEL BINDER PG64-22	HMA SURFACE PG64-22	HMA SHOULDER PG58-22
MAX % RAP ALLOWABLE **	25%	25%	15%	50%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSTION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	BAM
FRICITION AGGREGATE			MIXTURE C	
DENSITY TEST METHOD	NUCLEAR / CORES	SATISFACTION OF ENGINEER	NUCLEAR / CORES	NUCLEAR / CORES

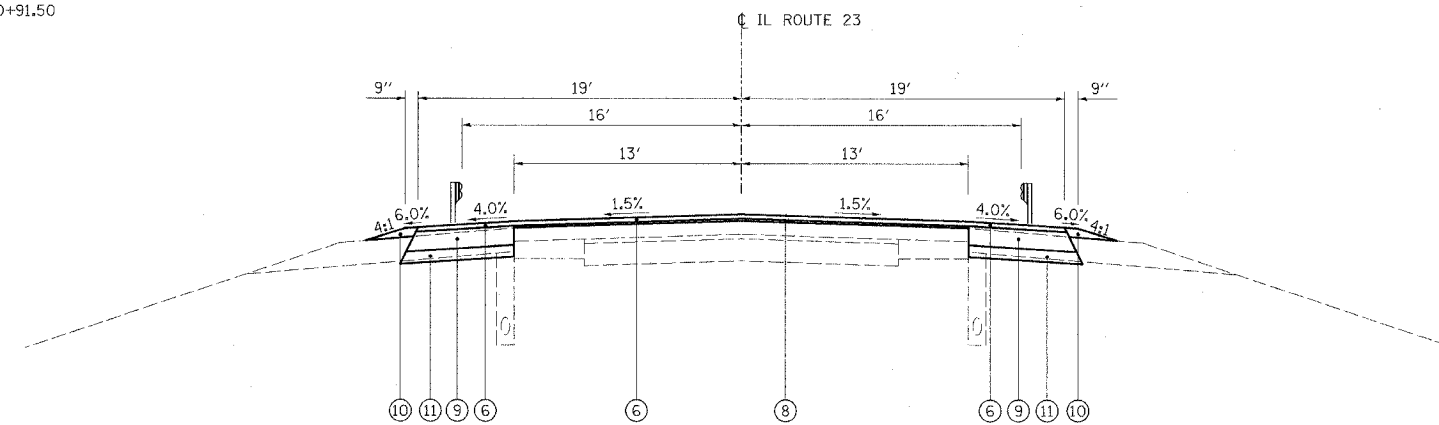
** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.



DETAIL OF BRIDGE APPROACH PAVEMENT CONNECTOR

STA. 529+12 TO STA. 529+18.00
 STA. 530+85.50 TO STA. 530+91.50

ADDITIONAL 2" LIFT OF HOT-MIX ASPHALT BINDER COURSE, INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



TYPICAL SECTION - PROPOSED

STA. 526+70.00 TO STA. 529+12.00
 APPROACH SLAB & BRIDGE OMISSION STA. 529+12.00 TO STA. 530+91.50
 STA. 530+91.50 TO STA. 533+35.00

LEGEND

- ① EXISTING HOT-MIX ASPHALT OVERLAY 4 1/2"
- ② EXISTING HOT-MIX ASPHALT SURFACE 1 1/2"
- ③ EXISTING AGGREGATE BASE COURSE 7 1/2"
- ④ EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING 6"
- ⑤ EXISTING AGGREGATE SHOULDER 6"
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- ⑦ HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 1 1/2"
- ⑧ LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- ⑨ HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- ⑩ AGGREGATE SHOULDERS, TYPE B
- ⑪ SUB-BASE GRANULAR MATERIAL, TYPE A 4"

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS		NAME	DATE																					<p>ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23)</p> <p>TYPICAL SECTIONS</p> <p>SCALE: VERT. DRAWN BY: NC/JT/SR HORIZ. CHECKED BY: DWB DATE: OCTOBER 20, 2006</p>
	REVISIONS																									
NAME	DATE																									

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PAVEMENT MARKING SCHEDULE						
LOCATION	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)	POLYUREA PAVEMENT MARKING - LINE 4" (FOOT)	POLYUREA PAVEMENT MARKING - LINE 6" (FOOT)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) (EACH)	BARRIER WALL MARKERS - TYPE B (EACH)
EASTBOUND						
STA. 526+70.00 TO 533+35.00		665				
STA. 530+48.00 TO 530+55.50						1
CENTERLINE						
STA. 526+70.00 TO 529+18.00	3		85	3		
STA. 529+18.00 TO 530+85.50			85		2	
STA. 530+85.50 TO 533+35.00	3			3		
WESTBOUND						
STA. 526+70.00 TO 533+35.00		665				
STA. 530+48.00 TO 530+55.50						1
TOTAL	6	1,330	170	6	2	2

PAVEMENT SCHEDULE								
LOCATION	SUB-BASE GRANULAR MATERIAL TYPE A 4" (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)	BRIDGE APPROACH PAVEMENT (SQ YD)	PROTECTIVE COAT (SQ YD)	HOT-MIX ASPHALT SHOULDERS 6 1/2" (SQ YD)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON)	LEVELING BINDER (MACHINE METHOD) N50 (TON)	BITUMINOUS MATERIALS (PRIME COAT) (SQ YD)
EASTBOUND								
STA. 526+70.00 TO 529+12.00	190				162	44	21	41
STA. 529+12.00 TO 529+18.00	2	11			2			0.25
STA. 529+18.00 TO 529+48.00	12		55	55	9			
STA. 530+55.50 TO 530+85.50	12		55	55	9			
STA. 530+85.50 TO 530+91.50	2	11			2			0.25
STA. 530+91.50 TO 533+35.00	194				166	44	16	41
WESTBOUND								
STA. 526+70.00 TO 529+12.00	174				146	44	21	40
STA. 529+12.00 TO 529+18.00	2	11			2			0.25
STA. 529+18.00 TO 529+48.00	12		55	55	9			
STA. 530+55.50 TO 530+85.50	12		55	55	9			
STA. 530+85.50 TO 530+91.50	2	11			2			0.25
STA. 530+91.50 TO 533+35.00	180				152	44	16	41
TOTAL	794	44	220	220	670	176	74	164

PAVEMENT REMOVAL SCHEDULE			
LOCATION	PAVEMENT REMOVAL (SQ YD)	APPROACH SLAB REMOVAL (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SQ YD)
EASTBOUND			
STA. 526+70.00 TO 527+30.00			88
STA. 529+12.00 TO 529+31.79	30		
STA. 529+31.79 TO 529+61.79		43	
STA. 530+38.29 TO 530+68.29		43	
STA. 530+68.29 TO 530+91.50	31		
STA. 532+75.00 TO 533+35.00			82
WESTBOUND			
STA. 526+70.00 TO 527+30.00			87
STA. 529+12.00 TO 529+31.79	28		
STA. 529+31.79 TO 529+61.79		45	
STA. 530+38.29 TO 530+68.29		45	
STA. 530+68.29 TO 530+91.50	36		
STA. 532+75.00 TO 533+35.00			91
TOTAL	125	176	348

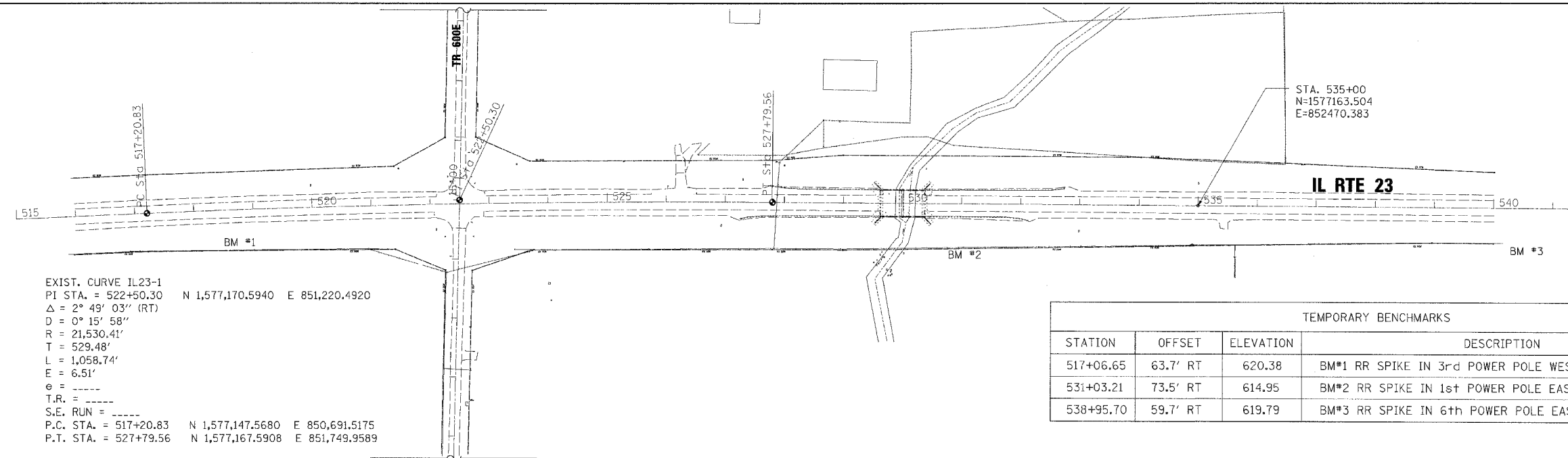
GUARDRAIL SCHEDULE					
LOCATION	GUARDRAIL REMOVAL (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	GUARDRAIL MARKERS - TYPE A (EACH)
EASTBOUND					
STA. 526+89.46 TO 529+47.68	254	162.5	1	1	3
STA. 530+50.18 TO 532+70.83	192	125	1	1	3
WESTBOUND					
527+32.71 TO 529+53.32	204	125	1	1	3
530+55.82 TO 533+13.97	252	162.5	1	1	3
TOTAL	902	575	4	4	12

EARTHWORK SCHEDULE					
LOCATION	EARTH EXCAVATION (CU YD)	SUITABLE EARTH EXCAVATION (CU YD)	EMBANKMENT (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) (CU YD)	EARTHWORK BALANCE (+) WASTE (-) SHORTAGE (CU YD)
STA. 526+70.00 TO STA. 529+48.00	157	157	0	118	(+) 118
STA. 530+55.50 TO STA. 533+35.00	163	163	5	122	(+) 117

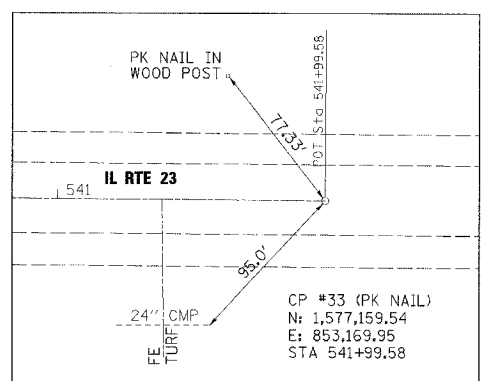
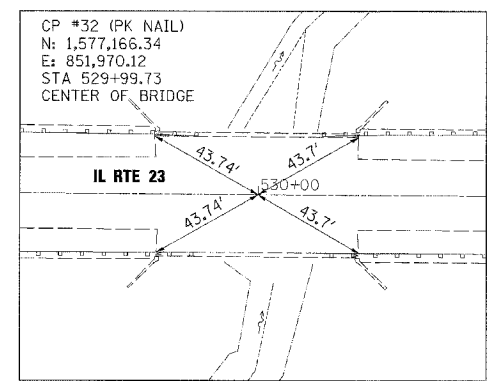
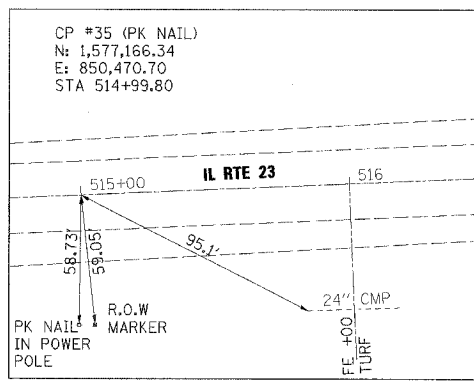
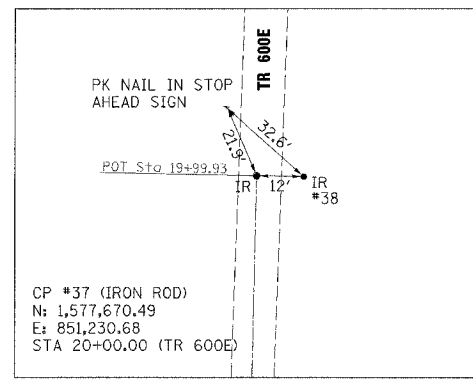
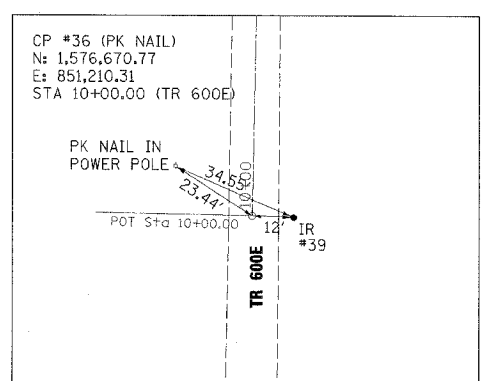
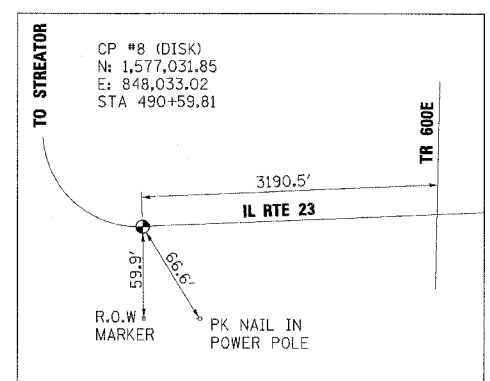
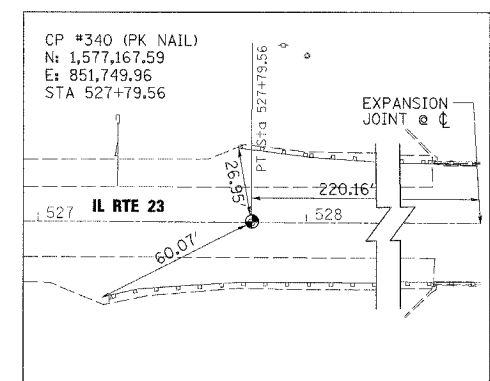
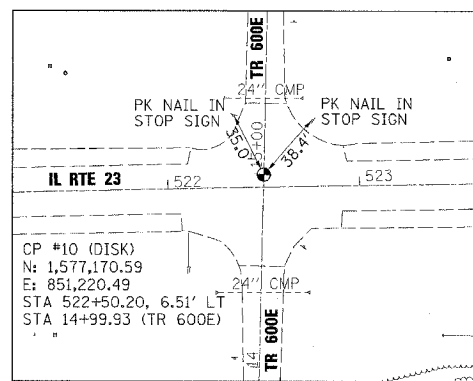
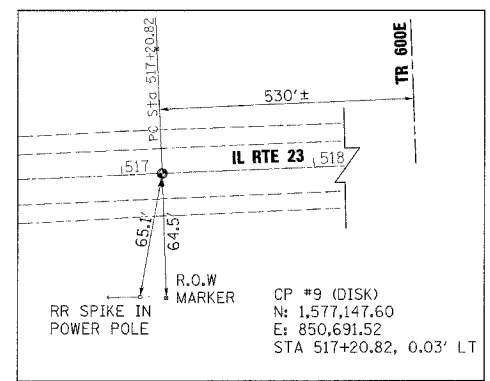
 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23) SCHEDULE OF QUANTITIES SCALE: VERT. HORIZ. DATE: OCTOBER 20, 2006
		DRAWN BY: NC/JT/SR CHECKED BY: DWB	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	6
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66666



TEMPORARY BENCHMARKS			
STATION	OFFSET	ELEVATION	DESCRIPTION
517+06.65	63.7' RT	620.38	BM#1 RR SPIKE IN 3rd POWER POLE WEST OF TR 600E
531+03.21	73.5' RT	614.95	BM#2 RR SPIKE IN 1st POWER POLE EAST OF MOLE CREEK
538+95.70	59.7' RT	619.79	BM#3 RR SPIKE IN 6th POWER POLE EAST OF MOLE CREEK



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Excellence through Ownership
200 West Front Street
Wheaton, IL 60187

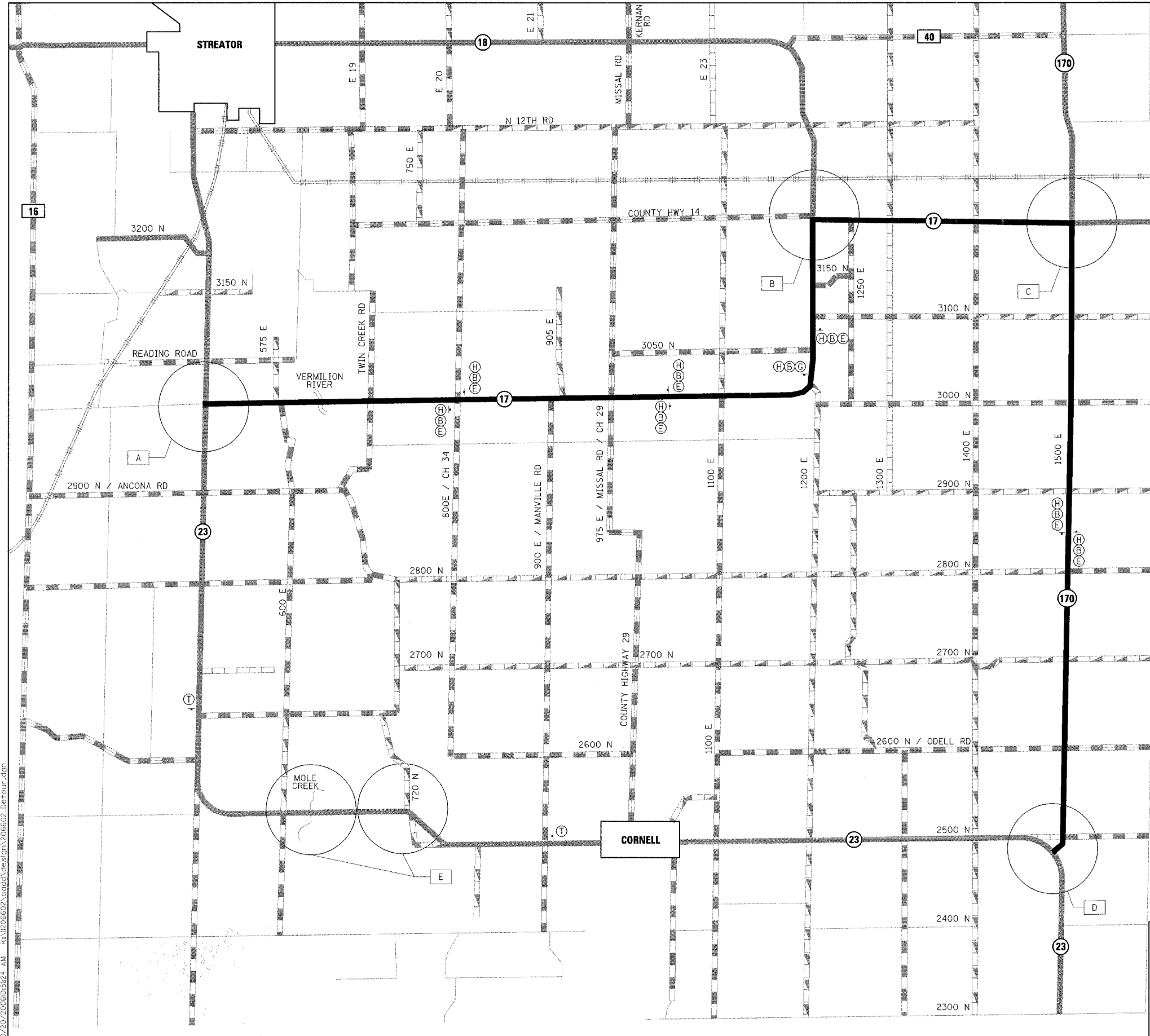
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 68 (IL 23)
ALIGNMENT, TIES & BENCHMARKS
SCALE: VERT. HORIZ. 1" = 100'
DATE: OCTOBER 20, 2006
DRAWN BY: NC/JT/SR
CHECKED BY: DWB

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	7
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66666

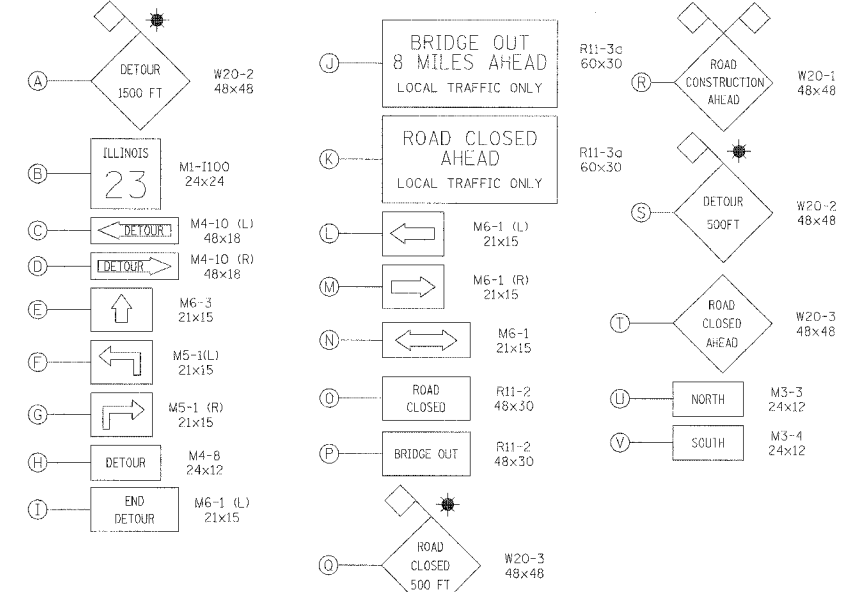


NOTE:
ALL SIGNING TO BE ERECTED AND MAINTAINED BY CONTRACTOR.
IDOT WILL PROVIDE IL 23 ROUTE MARKERS ONLY - PLEASE CALL 21 DAYS IN ADVANCE.



- LEGEND**
- ★ MONODIRECTIONAL FLASHING AMBER LIGHT
 - DIRECTION OF TRAFFIC
 - 1 TYPE III BARRICADE W/STEADY BURNING MONODIRECTIONAL LIGHT SIGN
 - ◇ ORANGE FLAG
 - ▬ PAVED UNDIVIDED
 - ▬ BITUMINOUS HIGH TYPE
 - ▬ BITUMINOUS LOW TYPE
 - ▬ GRAVEL OR STONE
 - ▬ SOIL SURFACE
 - ▬ RAILROAD TRACKS
 - ▬ NOT KNOWN

SCHEDULE OF DETOUR SIGNS



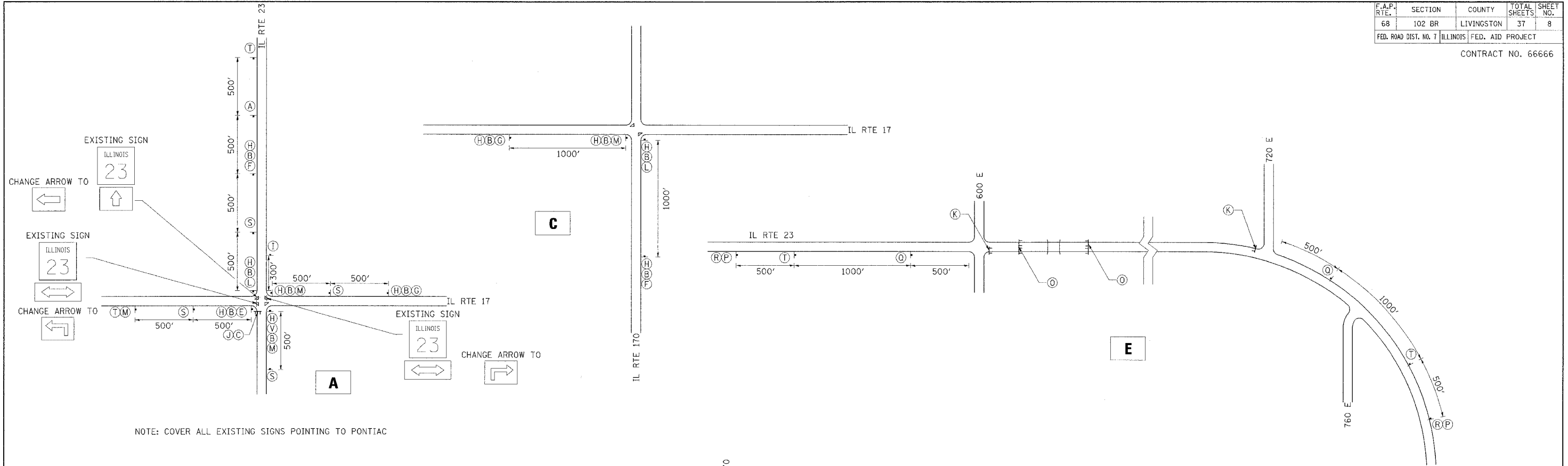
NOTE: DIMENSIONS ARE SHOWN IN INCHES

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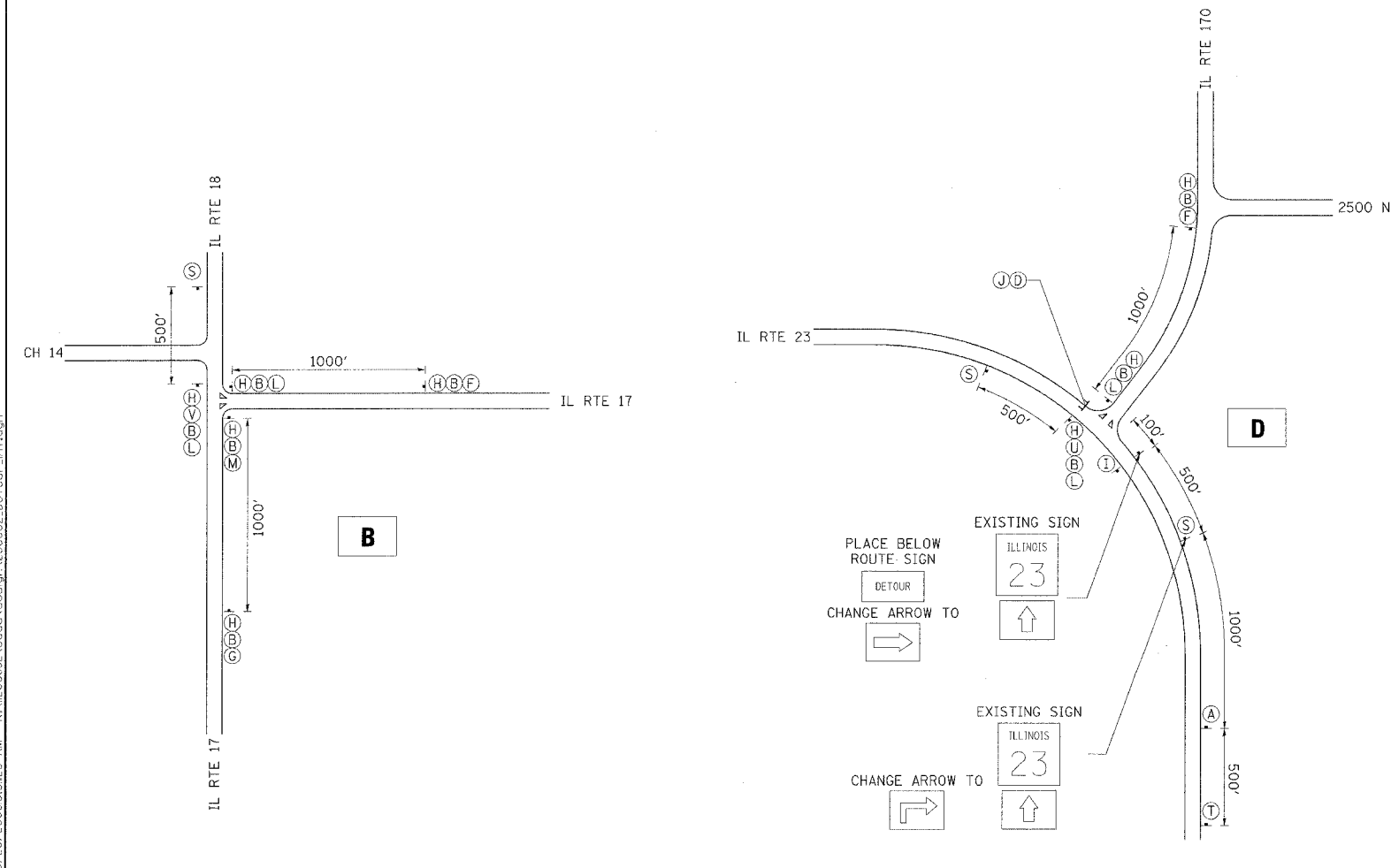
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS		NAME	DATE									<p>ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23)</p> <p>DETOUR PLAN</p> <p>SCALE: VERT. NOT TO SCALE HORIZ. NOT TO SCALE DATE: OCTOBER 20, 2006</p> <p>DRAWN BY: NC/JT/SR CHECKED BY: DWB</p>
	REVISIONS													
	NAME	DATE												

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	8
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

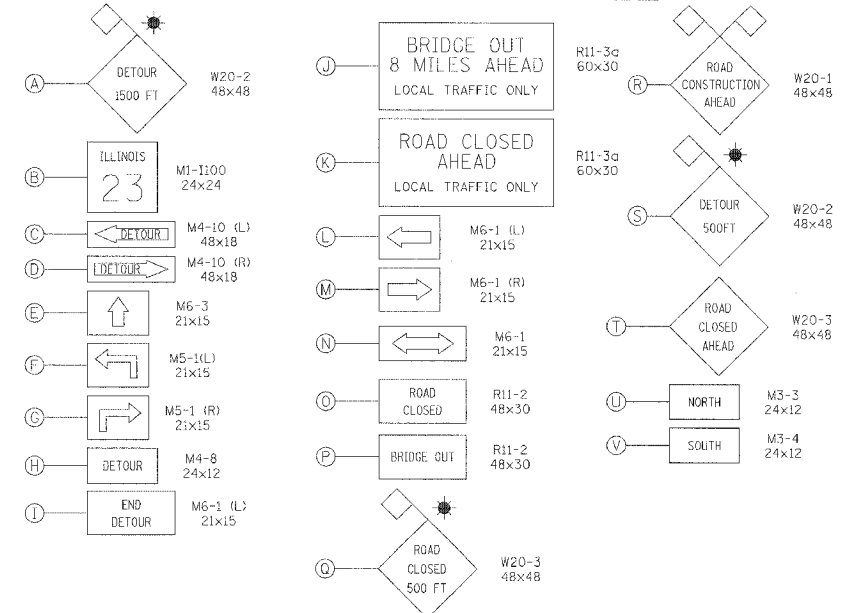
CONTRACT NO. 66666



NOTE: COVER ALL EXISTING SIGNS POINTING TO PONTIAC



SCHEDULE OF DETOUR SIGNS



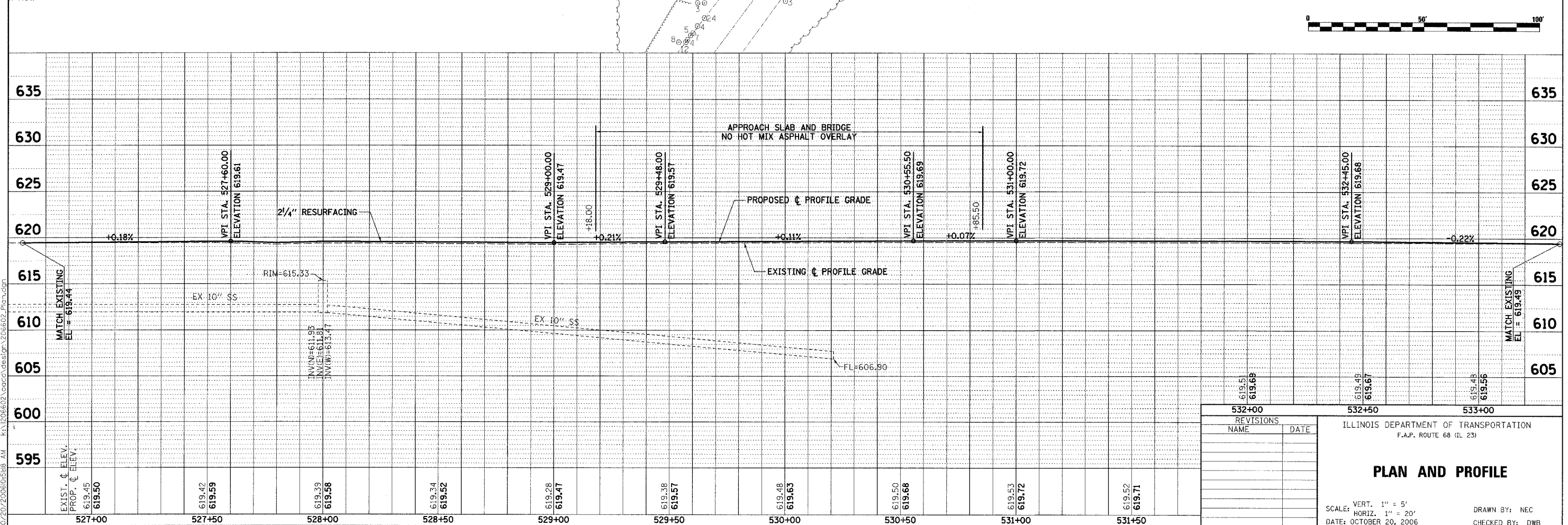
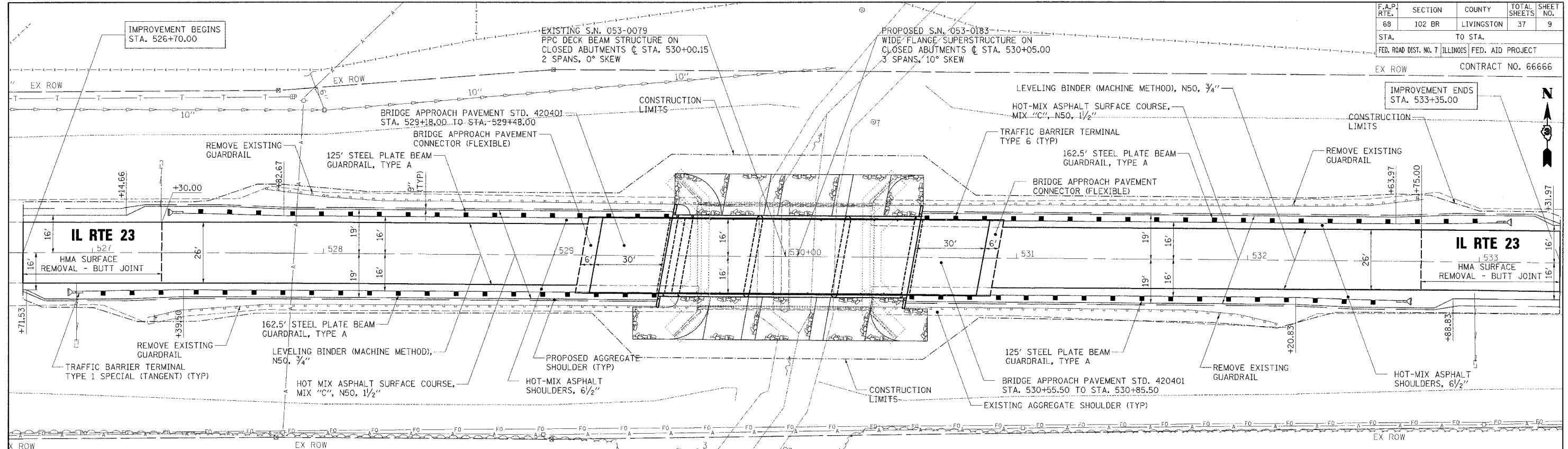
NOTE: DIMENSIONS ARE SHOWN IN INCHES

- LEGEND**
- ★ MONODIRECTIONAL FLASHING AMBER LIGHT
 - DIRECTION OF TRAFFIC
 - 1 TYPE III BARRICADE W/STEADY BURNING MONODIRECTIONAL LIGHT SIGN
 - ◇ ORANGE FLAG
 - ▬ PAVED UNDIVIDED
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 - ▬ SOIL SURFACE
 - ▬ RAILROAD TRACKS
 - ▬ NOT KNOWN

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		NAME	DATE																					<p>ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23)</p> <p>DETOUR PLAN NOTES & DETAILS</p> <p>SCALE: VERT. DRAWN BY: NC/JT/SR HORIZ. NOT TO SCALE CHECKED BY: DWB DATE: OCTOBER 20, 2006</p>
	NAME	DATE																							
<p>DATE: OCTOBER 20, 2006</p>																									

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	9
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
				CONTRACT NO. 66666



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 68 (IL 23)

PLAN AND PROFILE

SCALE: VERT. 1" = 5'
HORIZ. 1" = 20'
DATE: OCTOBER 20, 2006

DRAWN BY: NEC
CHECKED BY: DWB

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 CHECKED BY: [] [] [] [] [] []
 NOTE BOOK NO. [] [] [] [] [] []
 STRUCTURE NOTATION: [] [] [] [] [] []

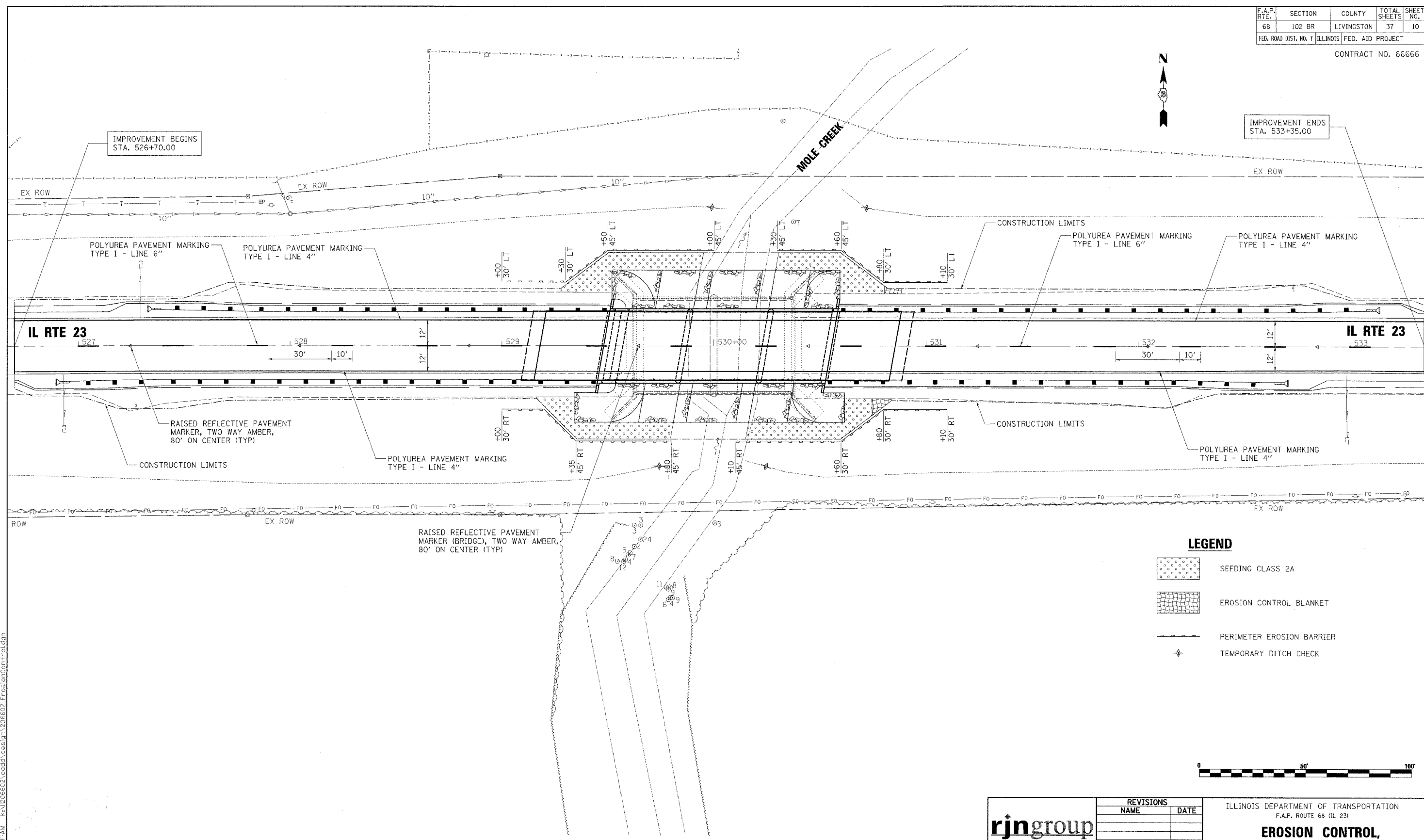
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	10
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 66666



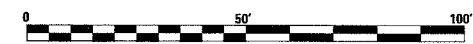
IMPROVEMENT ENDS STA. 533+35.00

IMPROVEMENT BEGINS STA. 526+70.00



LEGEND

- SEEDING CLASS 2A
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK



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200 West Front Street
Wheaton, IL 60187

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 68 (IL 23)
**EROSION CONTROL,
LANDSCAPING & PAVEMENT
MARKING PLAN**
SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE: OCTOBER 20, 2006
DRAWN BY: NC/JT/SR
CHECKED BY: DWB

Benchmark: Exist. RR spike 1st power pole East of Mole Creek South side of IL Rte. 23. Elev. = 614.95

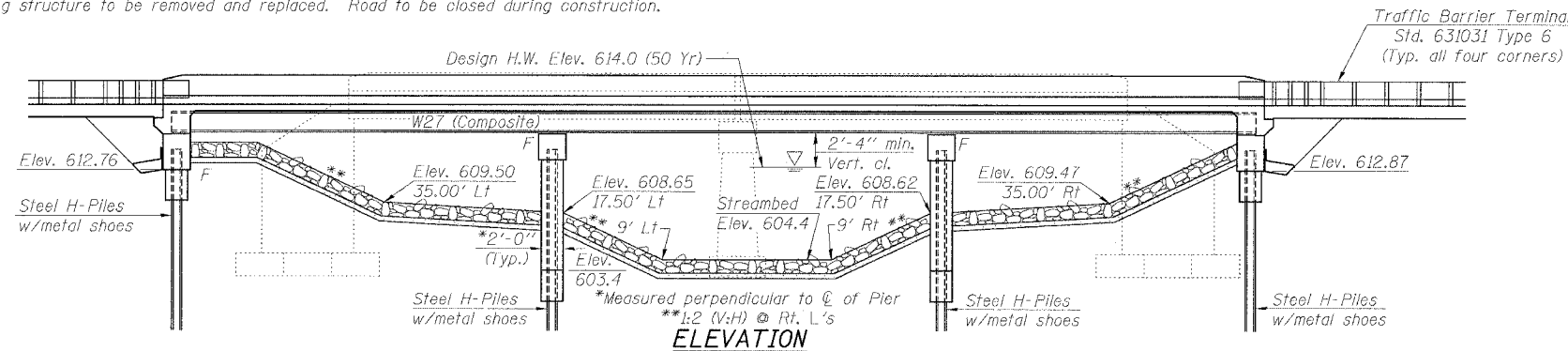
Existing Structure: SN 053-0079, two-span 76'-6" Bk. to Bk. of abutments measuring 46'-5" out to out, with no skew. The structure consists of PPC Deck Beams supported on closed concrete abutments and a solid concrete pier. Built as Route 118 Section 102B at Sta. 530+00.15 in 1928. Superstructure replaced in 1983. Existing structure to be removed and replaced. Road to be closed during construction.

No Salvage.

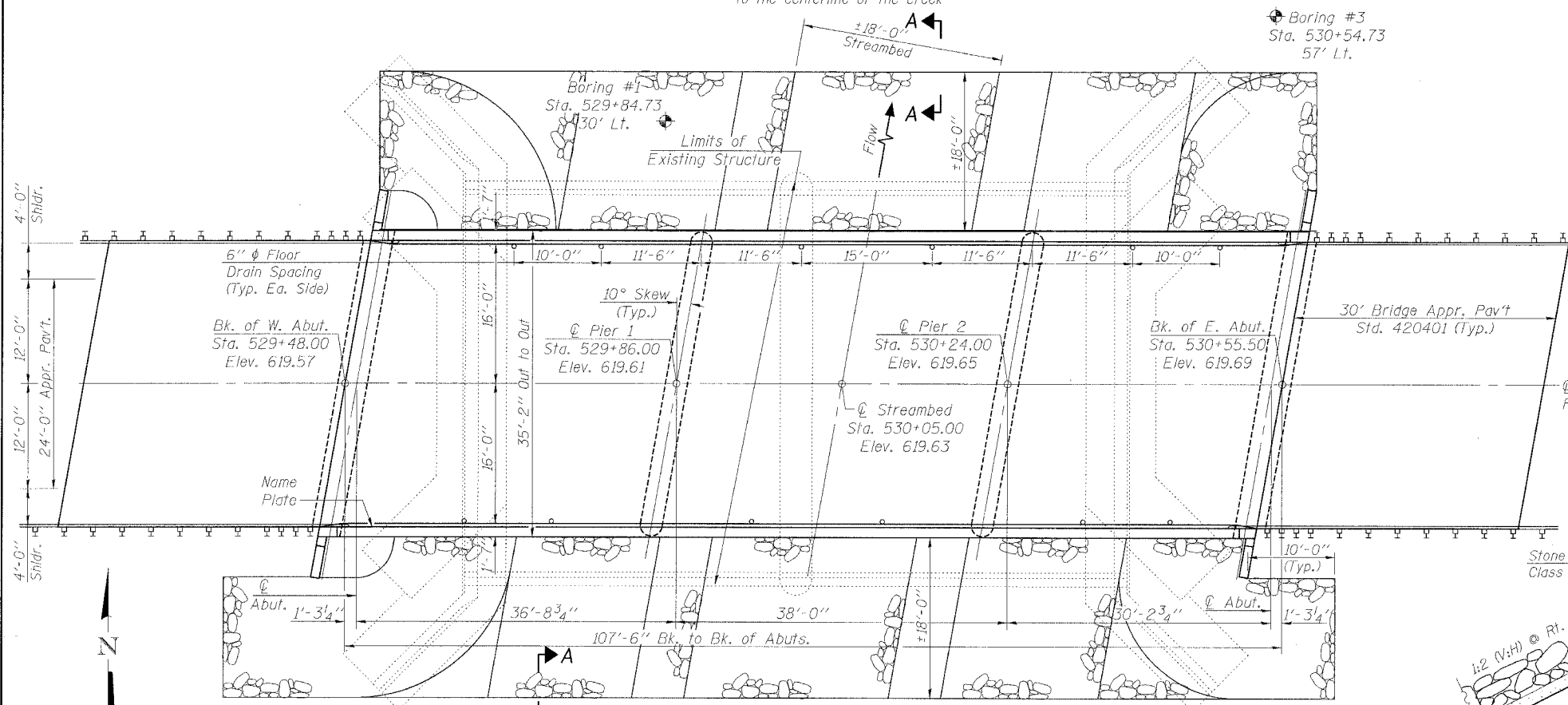
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 68	102 BR	Livingston	37	11	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66666

Design Scour Elevation			
W. Abut.	Pier 1	Pier 2	E. Abut.
612.9	600.4	600.4	613.1



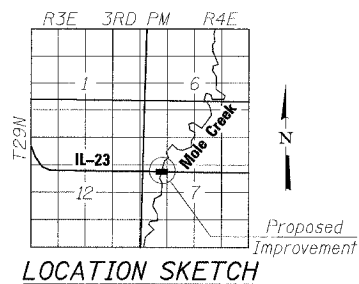
Offset distances are measured perpendicular to the centerline of the creek



PLAN



PROFILE GRADE
(Located at ϕ of Structure)



LOCATION SKETCH

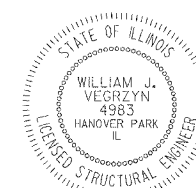
WATERWAY INFORMATION

Drainage Area = 22.9 sq. mi. Low Grade Elev. = 619.28 @ Sta. 529+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
10	1630	303	416	416	613.3	0.7	0.2	614.0	613.5	
Design	50	2398	355	474	614.0	0.9	0.4	614.9	614.5	
Base	100	2710	370	493	614.3	1.0	0.6	615.3	614.8	
Overtopping	-	-	-	-	-	-	-	-	-	
Max. Calc.	500	3438	398	530	614.9	1.3	0.8	616.2	615.7	

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

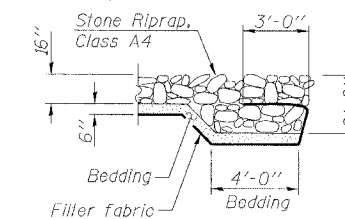
William J. Vegrzyn
ENGINEER OF BRIDGES AND STRUCTURES



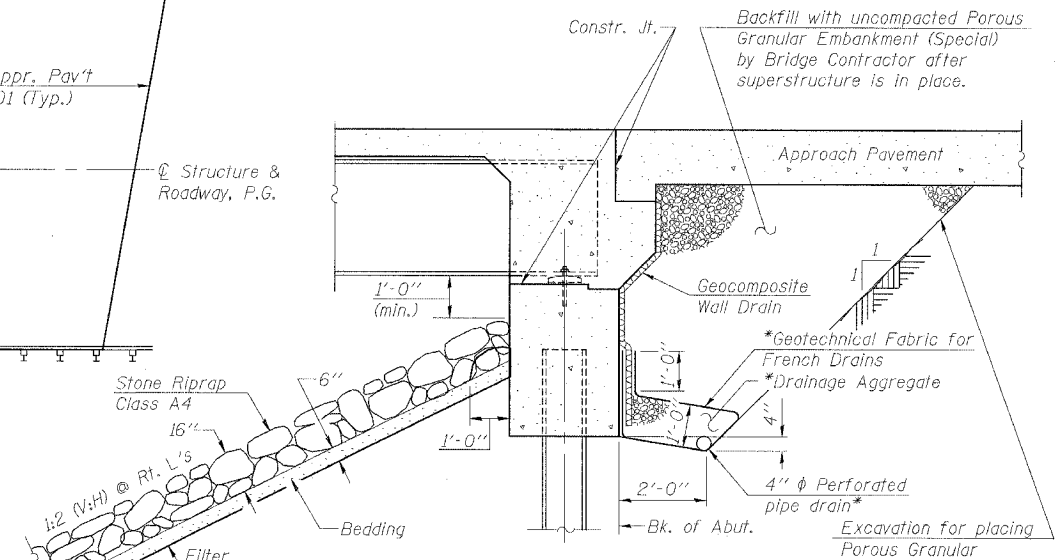
B. W. Vegrzyn 10-17-06
Expires 11-30-08

STATION 530+05
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 68 SEC. 102BR
LOADING HS20
STR. NO. 053-0183

NAME PLATE
See Std. 515001



SECTION A-A



PIPE UNDERDRAIN AND RIPRAP DETAIL

(Horiz. dim. @ Rt. L's)
*Cost included with Pipe Underdrains for Structures.

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 60110D).

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>GENERAL PLAN AND ELEVATION IL ROUTE 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

10/19/2006 K:\112662\IL_23_Par1_BD\Structure\Final\Plans\Final_Plan.rvt

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 68	102 BR	Livingston	37	12
FED. AID DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2

17 SHEETS

Contract #66666

GENERAL NOTES

Fasteners shall be high strength bolts (AASHTO M 164, Type 3).
Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 63,819 lbs.

All structural steel shall be AASHTO M 270 Grade 50W.

Field welding of construction accessories will not be permitted to beams.

Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate materials.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The contractor shall drive a total of two (2) HP 12x53 test piles in a permanent location, one (1) at the west abutment and one (1) at pier 2 as directed by the Engineer before ordering the remainder of piles.

AASHTO M 270 Grade 50W structural steel shall only be painted, at the ends of the beams, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASHTO M 300, Type 1. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All Construction joints shall be bonded.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		296	296
Floor Drains	Each	12		12
Concrete Superstructure	Cu. Yd.	134.8		134.8
Concrete Structures	Cu. Yd.		94.5	94.5
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2448		2448
Reinforcement Bars, Epoxy Coated	Pound	29,360	8870	38,230
Furnishing Steel Piles HP 12x53	Foot		786	786
Driving Piles	Foot		786	786
Test Pile Steel HP 12x53	Each		2	2
Pile Shoes	Each	24		24
Name Plates	Each	1		1
Bridge Deck Grooving	Sq. Yd.	358		358
Protective Coat	Sq. Yd.	472		472
Bar Splacers	Each	68		68
Stone Riprap, Class A4	Sq. Yd.		875	875
Porous Granular Embankment, Special	Cu. Yd.		83	83
Filter Fabric	Sq. Yd.		875	875
Pipe Underdrains for Structures, 4"	Foot		130	130
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1
Geocomposite Wall Drain	Sq. Yd.		43	43
Concrete Encasement	Cu. Yd.		8.4	8.4
Anchor Bolts, 1" ϕ	Each		48	48
Asbestos Bearing Pad Removal	Each		34	34

INDEX OF SHEETS

Sheet No.	Title
1.	General Plan and Elevation
2.	General Notes and Total Bill of Materials
3.	Top of Slab Elevations - I
4.	Top of Slab Elevations - II
5.	Superstructure
6.	Superstructure Details
7.	Diaphragm Details
8.	Structural Steel
9.	Structural Steel Details
10.	Anchor Bolt Details
11.	Abutments
12.	Piers
13.	Bar Splicer Assembly Details
14.	Cantilever Forming Brackets
15.-17.	Soil Boring Logs

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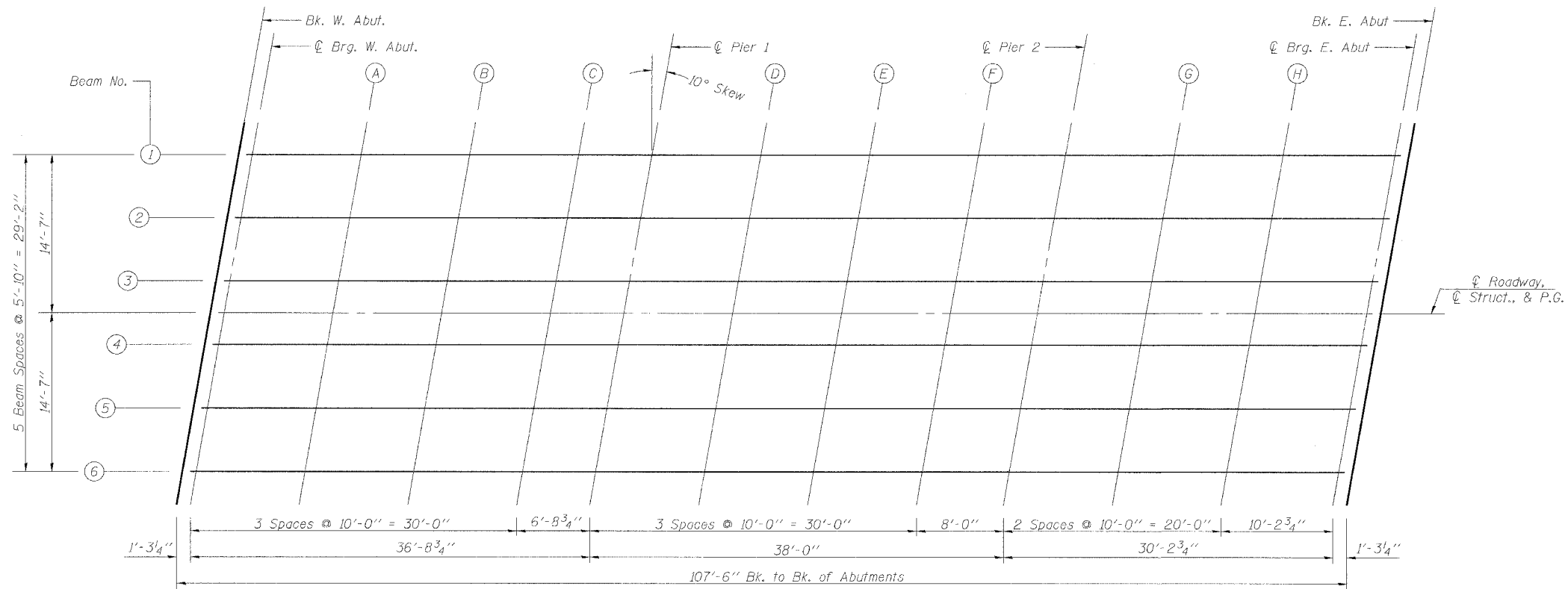
Excellence through Ownership

200 West Front Street
Wheaton, IL 60187

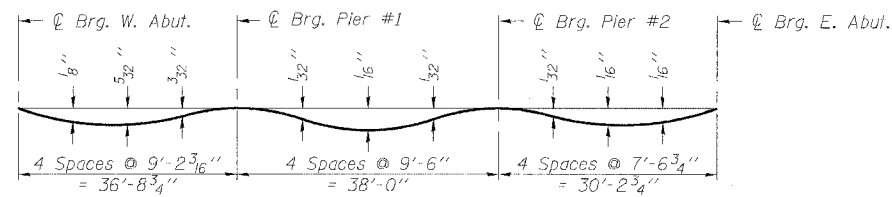
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES AND
TOTAL BILL OF MATERIALS
IL 23 OVER MOLE CREEK
FAP RTE 68 - SECTION 102 BR
LIVINGSTON COUNTY
STATION 530+05
STRUCTURE NO. 053-0183
DATE: 10/20/2006
DRAWN BY JMT
CHECKED BY WJV

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
FAP 68	102 BR	LIVINGSTON	37	13	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66666



PLAN

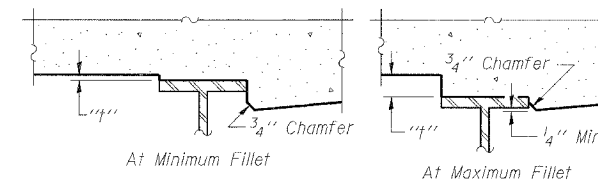


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 17.



To determine "f": 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 4 of 17, minus slab thickness, equals the fillet heights "f" above top flange of beams.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>TOP OF SLAB ELEVATIONS - I IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+50.57	-14.583	619.331	619.331
CL Brg W Abut	529+51.84	-14.583	619.333	619.333
A	529+61.84	-14.583	619.344	619.354
B	529+71.84	-14.583	619.355	619.366
C	529+81.84	-14.583	619.366	619.370
CL Pier 1	529+88.57	-14.583	619.373	619.373
D	529+98.57	-14.583	619.384	619.386
E	530+08.57	-14.583	619.395	619.400
F	530+18.57	-14.583	619.406	619.408
CL Pier 2	530+26.57	-14.583	619.415	619.415
G	530+36.57	-14.583	619.426	619.429
H	530+46.57	-14.583	619.437	619.442
CL Brg E Abut	530+56.80	-14.583	619.448	619.448
Back E Abut	530+58.07	-14.583	619.449	619.449

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+49.54	-8.750	619.434	619.434
CL Brg W Abut	529+50.81	-8.750	619.436	619.436
A	529+60.81	-8.750	619.447	619.457
B	529+70.81	-8.750	619.458	619.470
C	529+80.81	-8.750	619.469	619.473
CL Pier 1	529+87.54	-8.750	619.476	619.476
D	529+97.54	-8.750	619.487	619.489
E	530+07.54	-8.750	619.498	619.503
F	530+17.54	-8.750	619.509	619.512
CL Pier 2	530+25.54	-8.750	619.518	619.518
G	530+35.54	-8.750	619.529	619.533
H	530+45.54	-8.750	619.540	619.545
CL Brg E Abut	530+55.77	-8.750	619.552	619.552
Back E Abut	530+57.04	-8.750	619.553	619.553

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+48.51	-2.917	619.525	619.525
CL Brg W Abut	529+49.78	-2.917	619.526	619.526
A	529+59.78	-2.917	619.537	619.548
B	529+69.78	-2.917	619.548	619.560
C	529+79.78	-2.917	619.559	619.564
CL Pier 1	529+86.51	-2.917	619.567	619.567
D	529+96.51	-2.917	619.578	619.580
E	530+06.51	-2.917	619.589	619.593
F	530+16.51	-2.917	619.600	619.602
CL Pier 2	530+24.51	-2.917	619.608	619.608
G	530+34.51	-2.917	619.619	619.623
H	530+44.51	-2.917	619.630	619.635
CL Brg E Abut	530+54.74	-2.917	619.642	619.642
Back E Abut	530+56.01	-2.917	619.644	619.644

CL STRUCTURE, CL ROADWAY, & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+48.00	0.000	619.570	619.570
CL Brg W Abut	529+49.27	0.000	619.571	619.571
A	529+59.27	0.000	619.582	619.593
B	529+69.27	0.000	619.593	619.605
C	529+79.27	0.000	619.604	619.609
CL Pier 1	529+86.00	0.000	619.612	619.612
D	529+96.00	0.000	619.623	619.625
E	530+06.00	0.000	619.634	619.638
F	530+16.00	0.000	619.645	619.647
CL Pier 2	530+24.00	0.000	619.653	619.653
G	530+34.00	0.000	619.664	619.668
H	530+44.00	0.000	619.675	619.680
CL Brg E Abut	530+54.23	0.000	619.687	619.687
Back E Abut	530+55.50	0.000	619.689	619.689

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+47.49	2.917	619.524	619.524
CL Brg W Abut	529+48.76	2.917	619.525	619.525
A	529+58.76	2.917	619.536	619.546
B	529+68.76	2.917	619.547	619.559
C	529+78.76	2.917	619.558	619.563
CL Pier 1	529+85.49	2.917	619.565	619.565
D	529+95.49	2.917	619.576	619.579
E	530+05.49	2.917	619.587	619.592
F	530+15.49	2.917	619.598	619.601
CL Pier 2	530+23.49	2.917	619.607	619.607
G	530+33.49	2.917	619.618	619.622
H	530+43.49	2.917	619.629	619.634
CL Brg E Abut	530+53.72	2.917	619.640	619.640
Back E Abut	530+54.99	2.917	619.642	619.642


BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+46.46	8.750	619.430	619.430
CL Brg W Abut	529+47.73	8.750	619.433	619.433
A	529+57.73	8.750	619.443	619.454
B	529+67.73	8.750	619.454	619.466
C	529+77.73	8.750	619.465	619.470
CL Pier 1	529+84.46	8.750	619.473	619.473
D	529+94.46	8.750	619.484	619.486
E	530+04.46	8.750	619.495	619.500
F	530+14.46	8.750	619.506	619.508
CL Pier 2	530+22.46	8.750	619.515	619.515
G	530+32.46	8.750	619.526	619.529
H	530+42.46	8.750	619.537	619.542
CL Brg E Abut	530+52.69	8.750	619.548	619.548
Back E Abut	530+53.96	8.750	619.549	619.549

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Back W Abut	529+45.43	14.583	619.324	619.324
CL Brg W Abut	529+46.70	14.583	619.326	619.326
A	529+56.70	14.583	619.338	619.348
B	529+66.70	14.583	619.349	619.361
C	529+76.70	14.583	619.360	619.364
CL Pier 1	529+83.43	14.583	619.367	619.367
D	529+93.43	14.583	619.378	619.380
E	530+03.43	14.583	619.389	619.394
F	530+13.43	14.583	619.400	619.403
CL Pier 2	530+21.43	14.583	619.409	619.409
G	530+31.43	14.583	619.420	619.424
H	530+41.43	14.583	619.431	619.436
CL Brg E Abut	530+51.66	14.583	619.442	619.442
Back E Abut	530+52.93	14.583	619.444	619.444

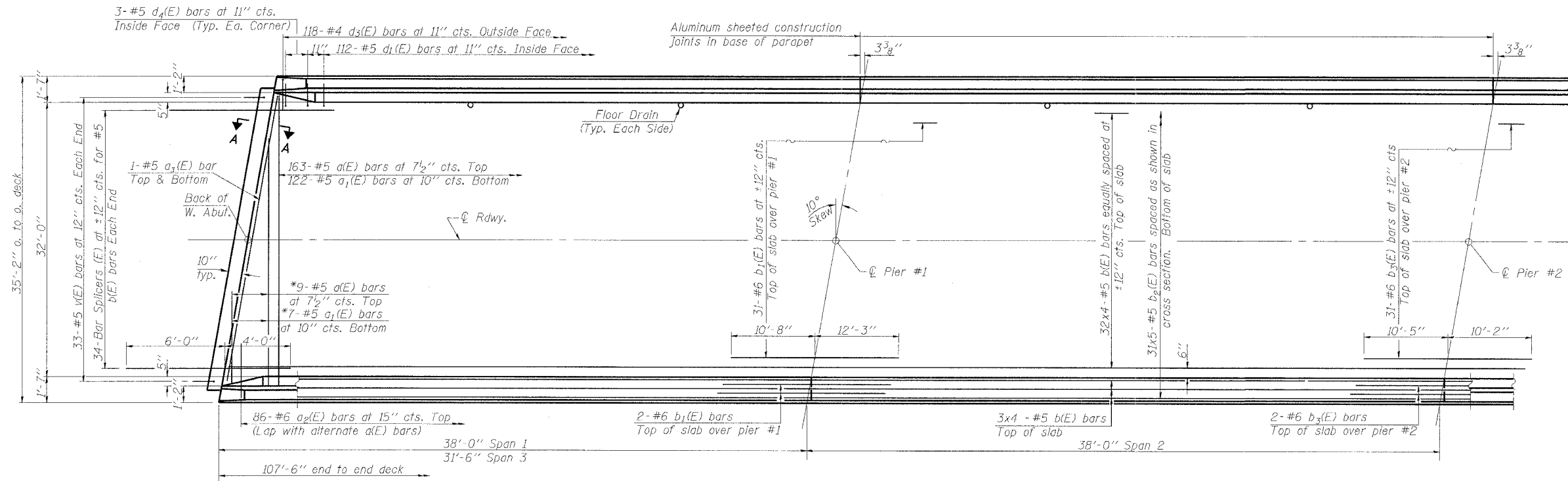
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 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS - II IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183
	DATE: 10/20/2006 DRAWN BY JMT CHECKED BY WJV

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 68	102 BR	LIVINGSTON	37	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

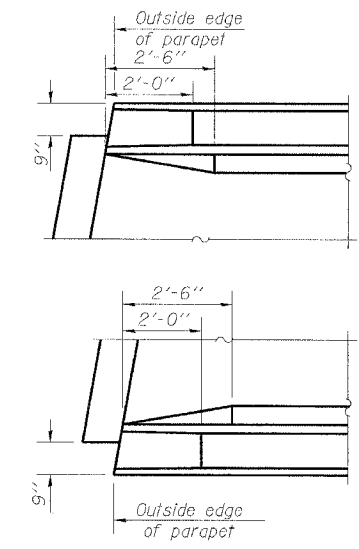
Contract # 66666

SHEET NO. 5
17 SHEETS

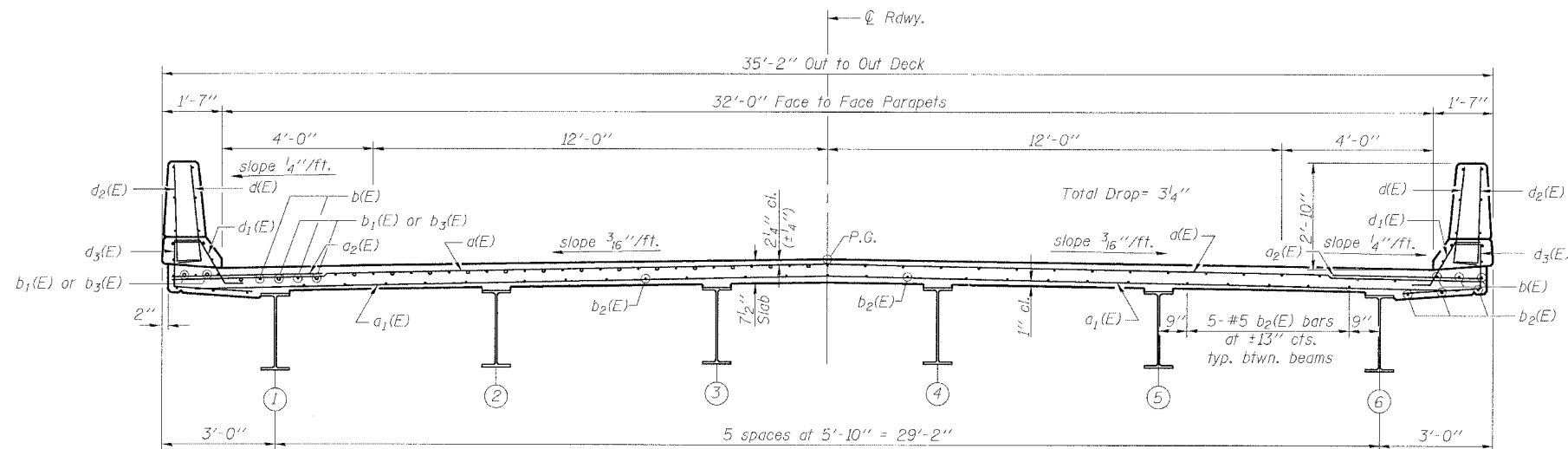


PARTIAL PLAN

* Order $a(E)$ and $a_1(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.



CORNER DETAILS

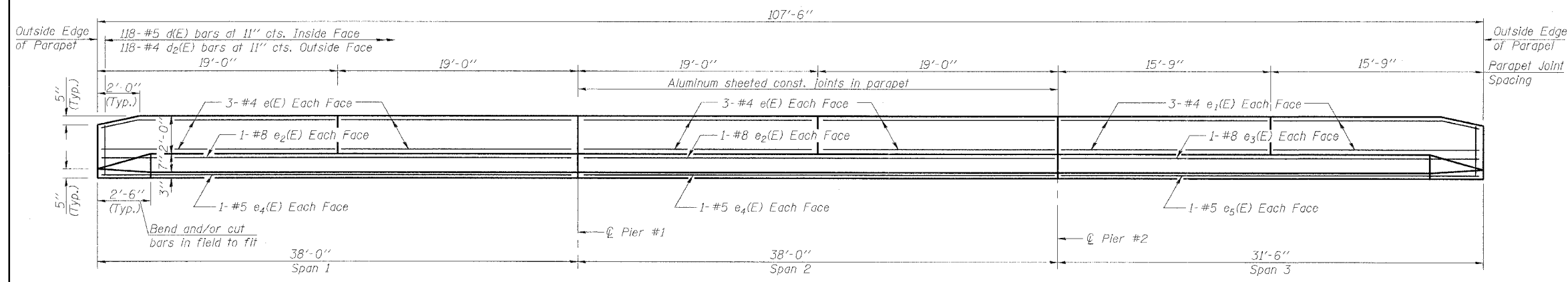


CROSS SECTION (Looking East)

Notes:
See Sheet 1 of 17 for Floor Drain Locations.
See Sheet 7 of 17 for Section A-A.
See Sheet 6 of 17 for superstructure details and Bill of Materials.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 4-#5 etc. indicates 3 lines of bars with 4 lengths per line.
See Sheet 6 of 17 for parapet reinforcement.
Minimum Bar Lap for #5 bar = 2'-2".
See sheet 13 of 17 for Bar Splicer Details.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>SUPERSTRUCTURE IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

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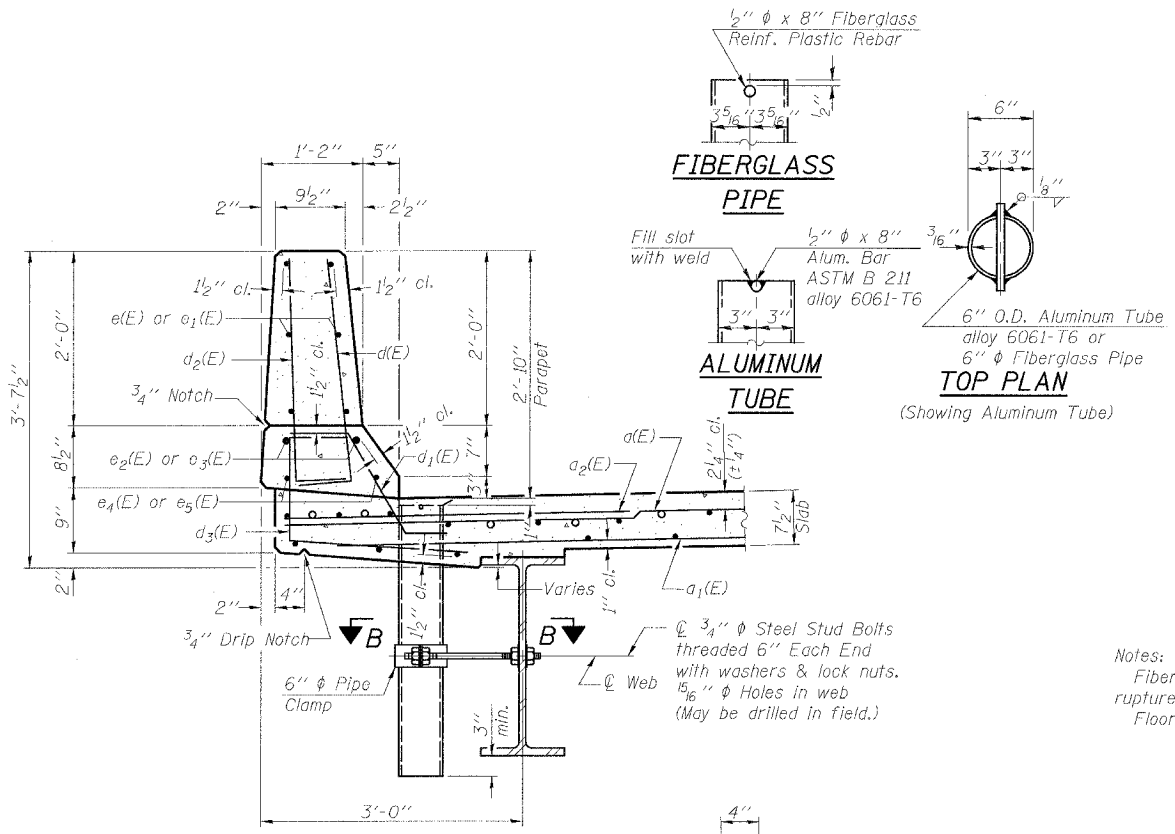


INSIDE ELEVATION OF PARAPET

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	172	#5	34'-7"	—
a ₁ (E)	129	#5	33'-6"	—
a ₂ (E)	172	#6	4'-6"	—
a ₃ (E)	4	#5	35'-5"	—
b(E)	152	#5	28'-6"	—
b ₁ (E)	35	#6	22'-11"	—
b ₂ (E)	155	#5	23'-3"	—
b ₃ (E)	35	#6	20'-7"	—
d(E)	236	#5	3'-0"	—
d ₁ (E)	224	#5	2'-5"	—
d ₂ (E)	236	#4	3'-0"	—
d ₃ (E)	236	#4	3'-11"	—
d ₄ (E)	12	#5	3'-0"	—
e(E)	48	#4	18'-9"	—
e ₁ (E)	24	#4	15'-6"	—
e ₂ (E)	8	#8	37'-9"	—
e ₃ (E)	4	#8	31'-3"	—
e ₄ (E)	8	#5	37'-9"	—
e ₅ (E)	4	#5	31'-3"	—
m(E)	4	#6	33'-11"	—
m ₁ (E)	6	#6	35'-5"	—
m ₂ (E)	24	#6	8'-3"	—
m ₃ (E)	10	#6	5'-8"	—
m ₄ (E)	4	#6	2'-9"	—
s(E)	72	#5	5'-10"	—
s ₁ (E)	62	#4	7'-10"	—
v(E)	66	#5	3'-3"	—
Reinforcement Bars, Epoxy Coated		Pound	29,360	
Concrete Superstructure		Cu. Yds.	134.8	
Bar Splicers		Each	68	

Reinforcement bars designated (E) shall be epoxy coated.



PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Floor Drains need not be painted.

BAR s(E)

ILLINOIS DEPARTMENT OF TRANSPORTATION

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Excellence through Ownership

200 West Front Street
Wheaton, IL 60187

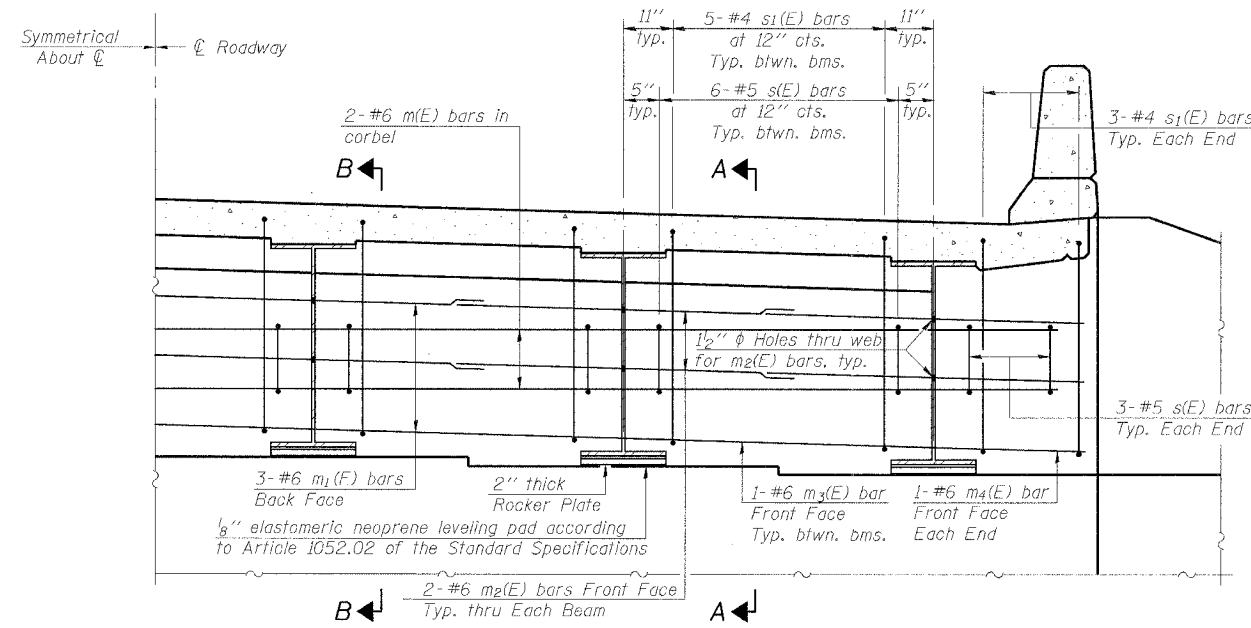
SUPERSTRUCTURE DETAILS
IL 23 OVER MOLE CREEK
FAP RTE 68 - SECTION 102 BR
LIVINGSTON COUNTY
STATION 530+05
STRUCTURE NO. 053-0183

DATE: 10/20/2006

DRAWN BY JMT
CHECKED BY WJV

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 68	102 BR	LIVINGSTON	37	17
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

Contract #66666



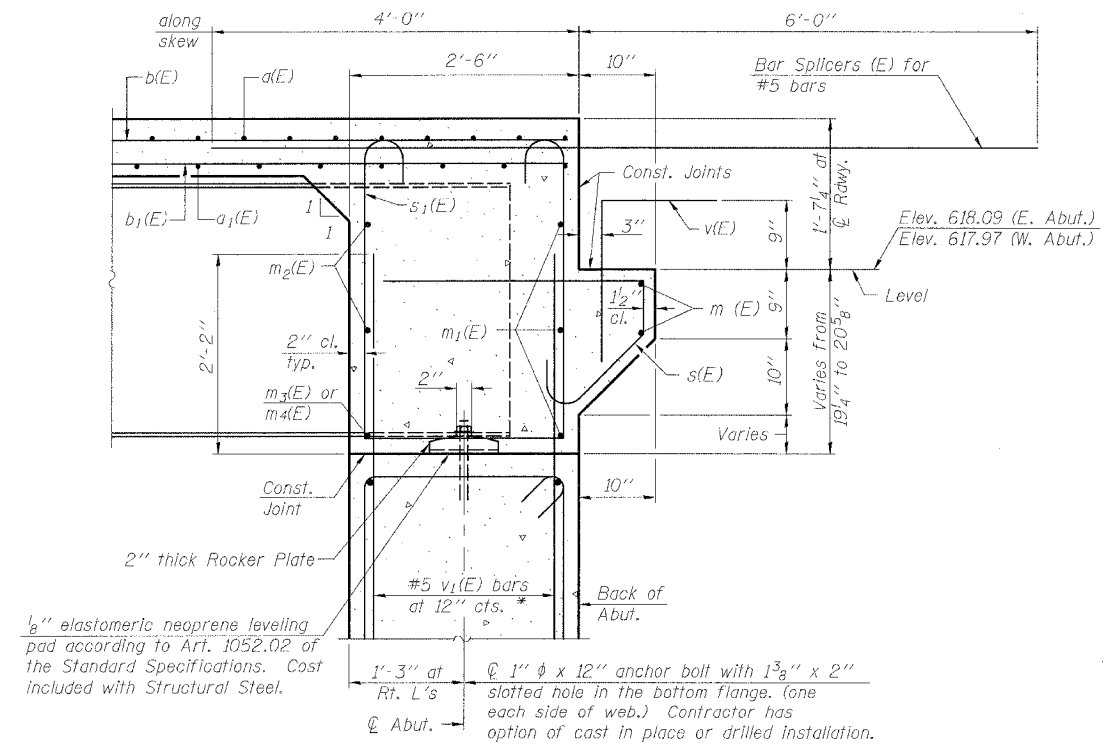
DIAPHRAGM ELEVATION AT ABUTMENT

(Looking East)
 (Dimensions at Right Angles to C of Roadway)
 Diaphragm at the West Abutment is same but mirrored.

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 17.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 17.
 For details of bars s(E) & s₁(E) see sheet 6 of 17.
 The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For anchor bolt details see sheet 10 of 17.

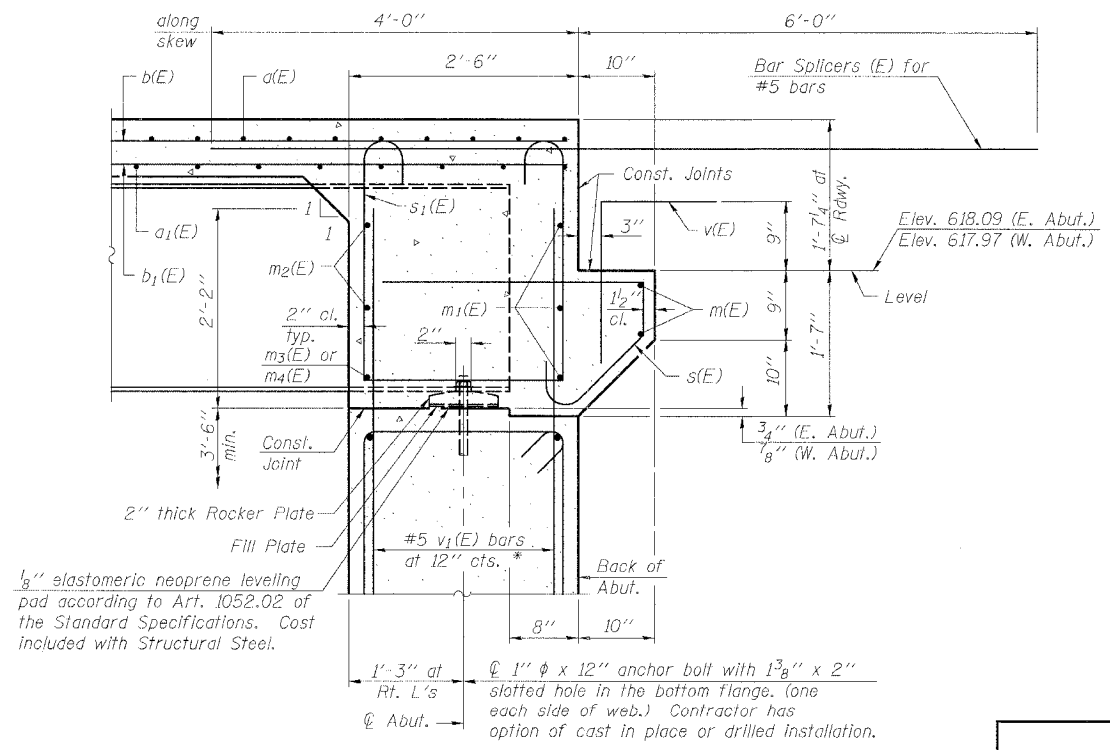
MIN. BAR LAP

#6 bar = 2'-9"



SECTION A-A

(Seats 1, 2, 5, and 6)
 Dimensions at right angles to abutment, except as shown.



SECTION B-B

(Seats 3 and 4)
 Dimensions at right angles to abutment, except as shown.

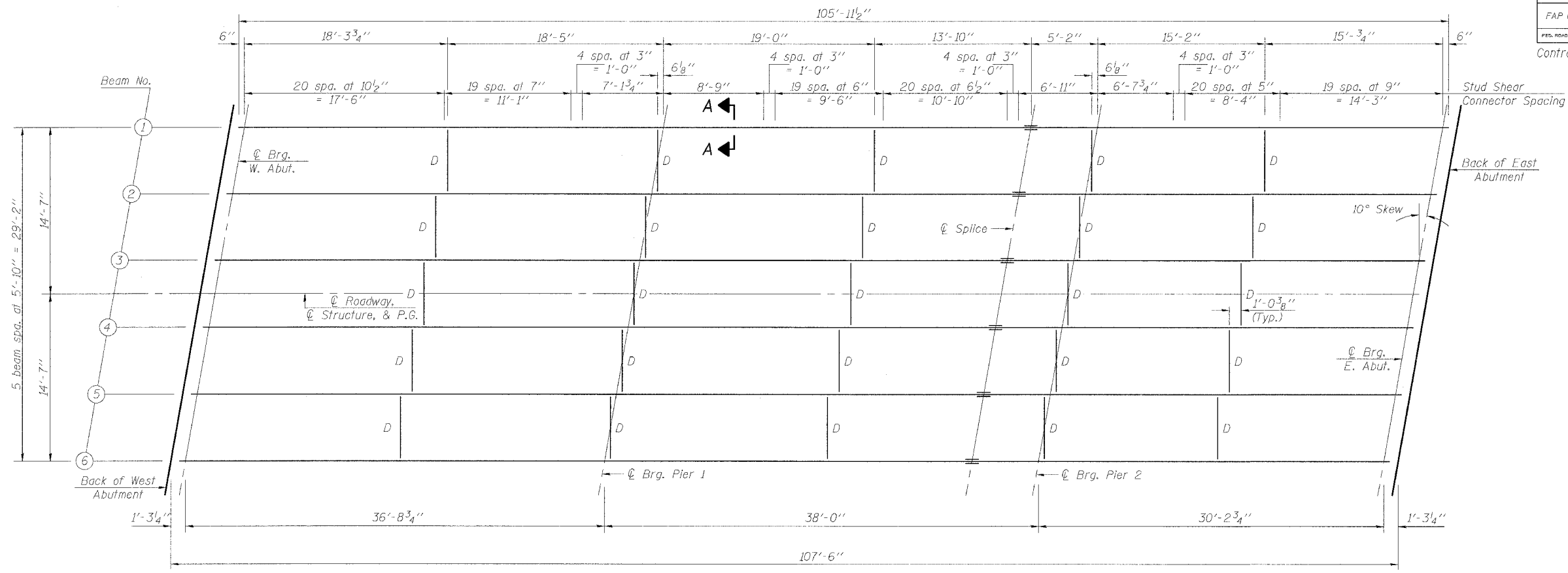
* See Sheet 11 of 17

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>DIAPHRAGM DETAILS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

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ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
FAP 68	102 BR	Livingston	37	18	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66666

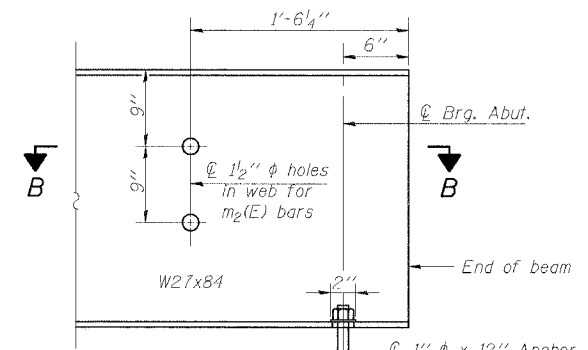


FRAMING PLAN

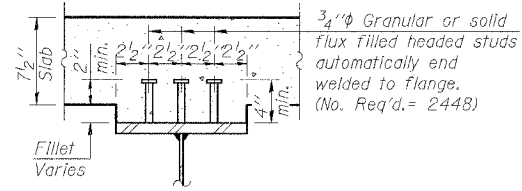
All beams shall be W27x84 AASHTO M 270, Grade 50W (NTR)
NTR denotes members to which Notch Toughness Requirements are applicable

NOTES

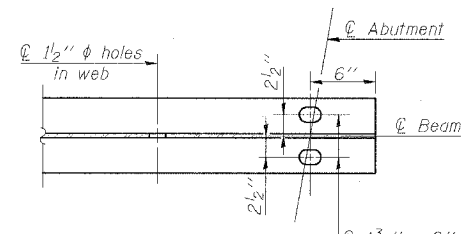
D denotes interior diaphragm.
See Sheet 9 of 17 for Field Splice,
Top of Beam Elevations, and
Diaphragm Details.



TYP. END OF BEAM ELEVATION



SECTION A-A



SECTION B-B

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>STRUCTURAL STEEL IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

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	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in ⁴) 2850	2850	2850	2850	2850
I_c	(in ⁴) 8717	-	8717	-	8717
I_c (3n)	(in ⁴) 6438	-	6438	-	6438
S_s	(in ³) 213	213	213	213	213
S_c	(in ³) 334	-	334	-	334
S_c (3n)	(in ³) 301	-	301	-	301
Z	(in ³) -	-	-	-	-
D	(k/ft.) 0.64	1.06	0.64	1.06	0.64
$M\ell$	(k) 66.5	138.5	34.2	106.7	42.3
$s\ell$	(k/ft.) 0.42	-	0.42	-	0.42
$Ms\ell$	(k) 49.3	-	34.2	-	31.1
$M\ell$	(k) 175.5	89.9	152.1	86.4	133.6
M (Imp)	(k) 52.7	27.0	45.6	25.9	40.1
$S_2[M\ell + M$ (Imp)]	(k) 380.3	194.8	329.5	187.2	289.5
M_a	(k) 644.9	433.3	517.3	382.1	471.8
M_u	(k) 1332.6	-	1359.8	-	1353.9
$f_s\ell$ non-comp	(k.s.i.) 3.7	7.8	1.9	6.0	2.4
$f_s\ell$ (comp)	(k.s.i.) 2.0	-	1.4	-	1.2
$f_s\ell$ (3/4 Imp)	(k.s.i.) 13.7	11.0	11.8	10.5	10.4
f_s (Overload)	(k.s.i.) 19.4	18.8	15.1	16.5	14.0
f_s (Total)	(k.s.i.) -	24.4	-	21.4	-
VR	(k) 37.2	-	33.2	-	36.1

	W. Abut.	Pier 1	Pier 2	E. Abut.
$R\ell$	(k) 15.6	44.1	38.8	12.5
$R\ell$	(k) 31.4	37.1	32.5	29.5
Imp.	(k) 9.4	11.1	11.0	8.9
R (Total)	(k) 56.4	92.3	82.3	50.9

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).

$I_{c(m)}$ and $S_{c(m)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

$I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

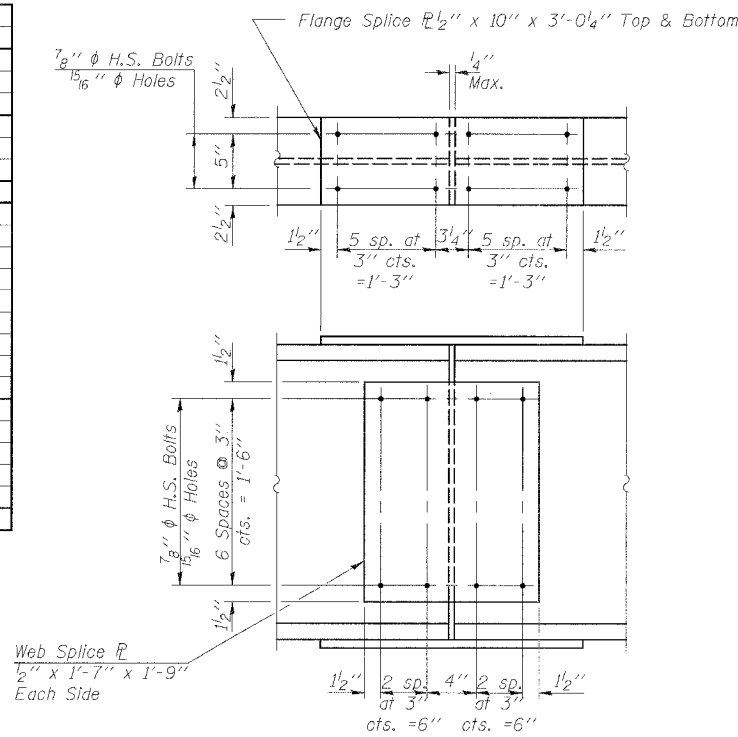
Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

M_a (Applied Moment) = $1.3[M\ell + Ms\ell + S_2(M\ell + M$ (Imp))].

The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.

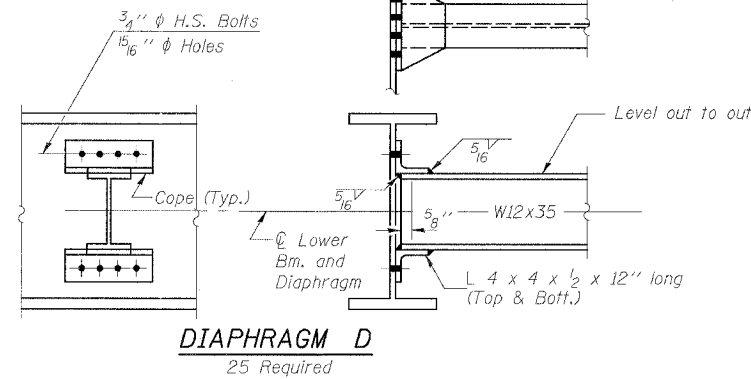
f_s (Overload) is the sum of the stresses due to $M\ell + Ms\ell + S_2(M\ell + M$ (Imp)).

f_s (Total) (Non-comp section) is the sum of the stresses due to $1.3[M\ell + Ms\ell + S_2(M\ell + M$ (Imp))].



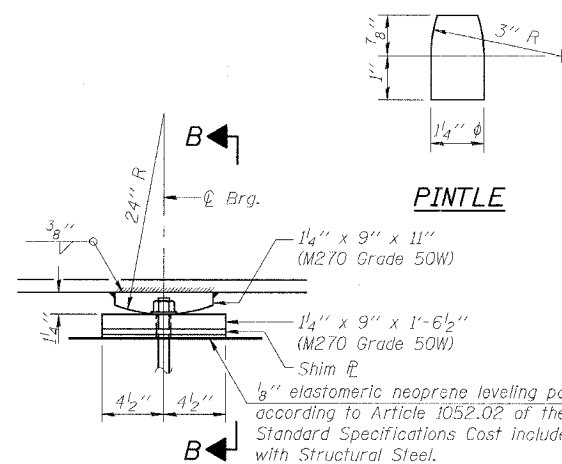
Web Splice ℓ
1/2" x 1'-7" x 1'-9"
Each Side

SPLICE
6 Required

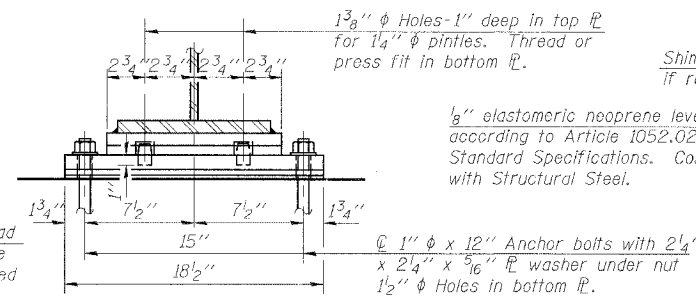


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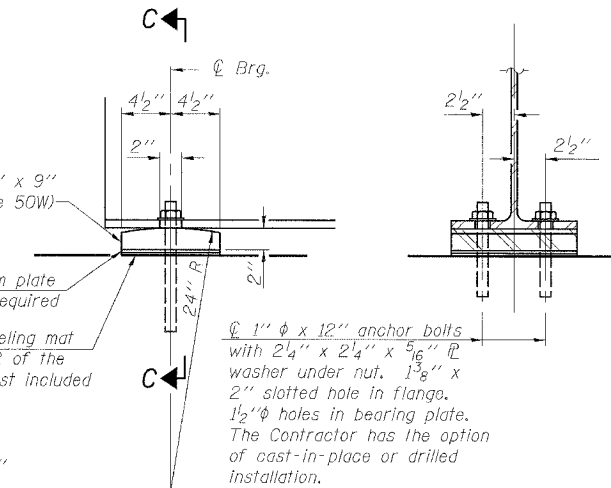
Two hardened washers shall be required over all oversized holes for diaphragms. Notch toughness requirements are applicable to all splice materials. Anchor bolts at fixed bearings may be built into the masonry. See Sheet 10 of 17 for Anchor Bolt installation.



ELEVATION AT PIER



SECTION B-B



ELEVATION AT ABUTMENT

SECTION C-C

FIXED BEARING AT PIERS
12 Required

FIXED BEARING AT ABUTMENTS
12 Required

TOP OF BEAM ELEVATIONS**

Location	Q Brg. W. Abut.	Q Brg. Pier 1	Q Splice	Q Brg. Pier 2	Q Brg. E. Abut.
Beam #1 Elev.	618.666	618.684	618.700	618.712	618.781
Beam #2 Elev.	618.769	618.787	618.803	618.815	618.885
Beam #3 Elev.	618.859	618.877	618.894	618.906	618.975
Beam #4 Elev.	618.858	618.876	618.892	618.904	618.973
Beam #5 Elev.	618.766	618.784	618.800	618.812	618.881
Beam #6 Elev.	618.659	618.677	618.694	618.706	618.775

** Elevations are before any deflections and are to be used for fabrication only.

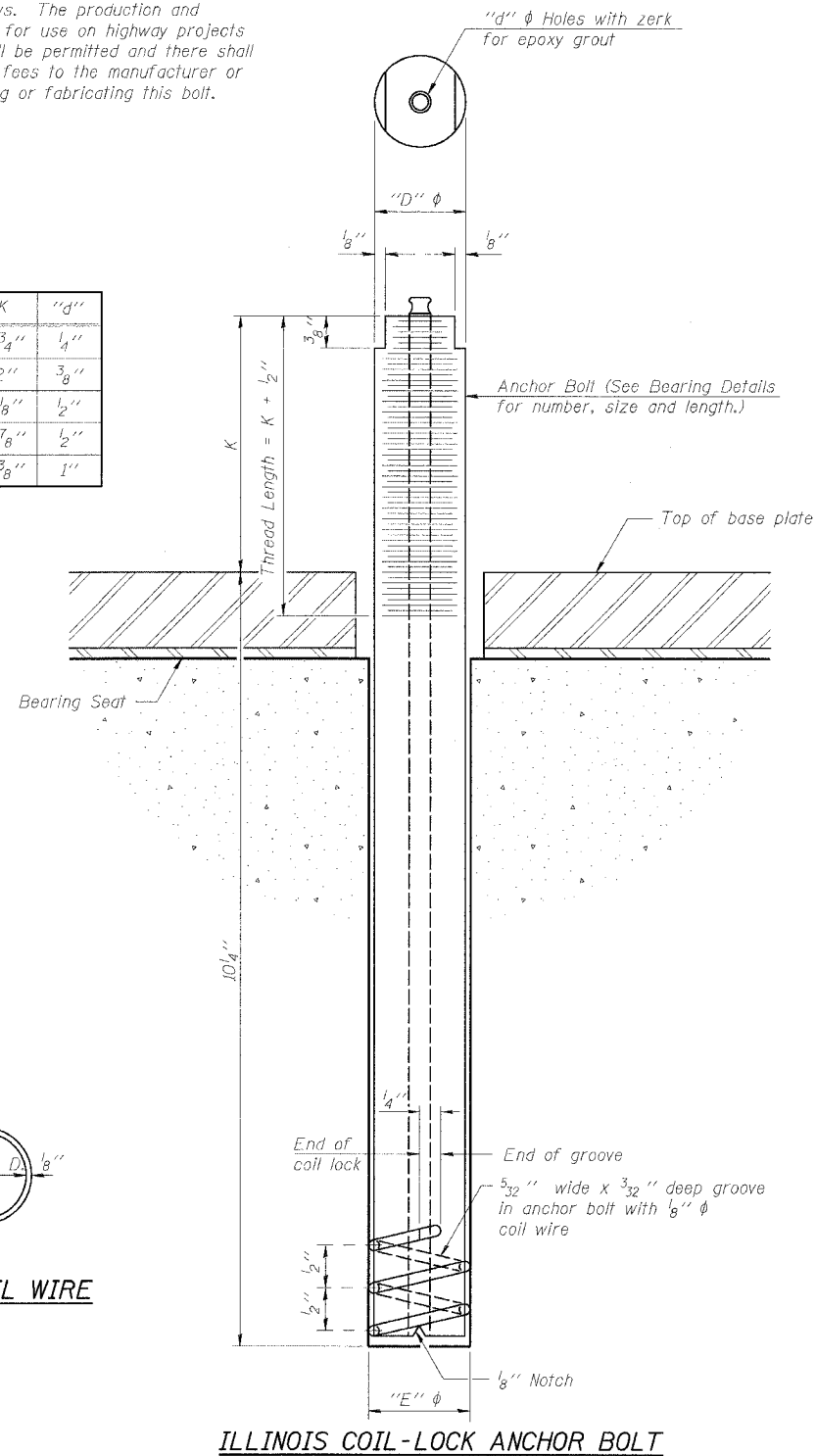
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>STRUCTURAL STEEL DETAILS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
FAP 68	102 BR	Livingston	37	20	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66666

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/8"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	ASTM A307
Piers	ASTM A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

BILL OF MATERIAL

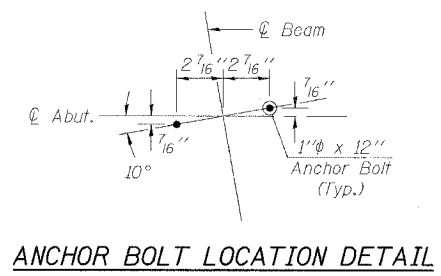
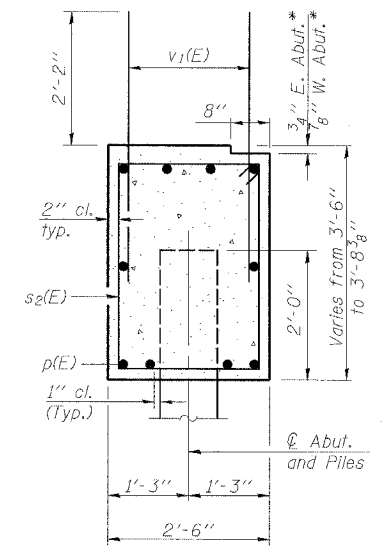
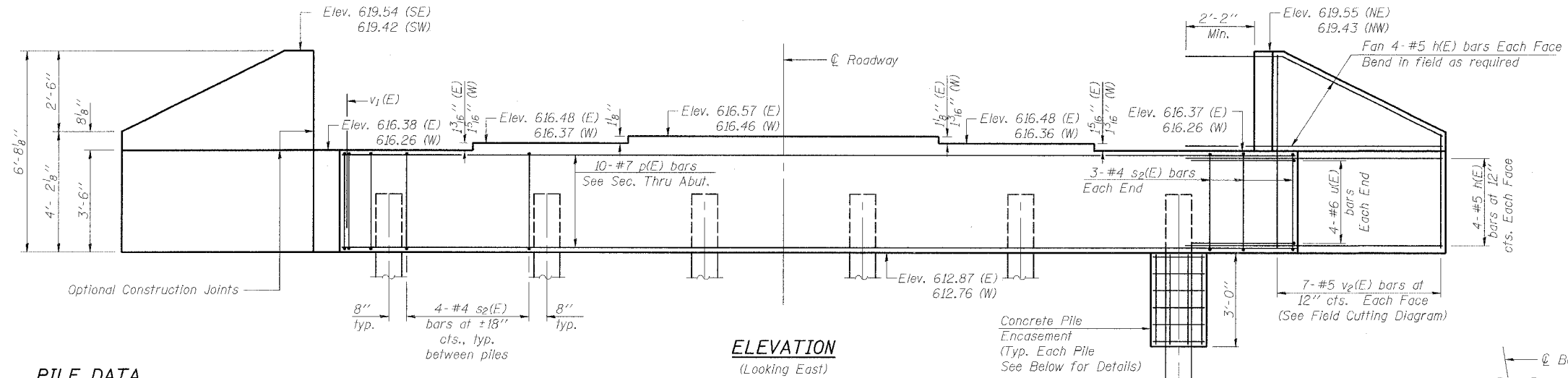
Item	Unit	Total
Anchor Bolts, 1" φ	Each	48

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>ANCHOR BOLT DETAILS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY LCM CHECKED BY WJV</p>

Notes: Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
Space reinforcement in cap to miss anchor bolts.
See Sheet 9 of 17 for bearing details.
See Sheet 10 of 17 for anchor bolt installation.
All edges shall have standard 3/4" chamfers.

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 68	102 BR	LIVINGSTON	37	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #66666



PILE DATA

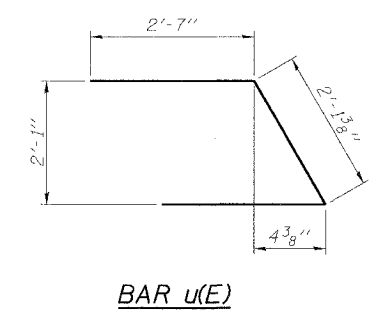
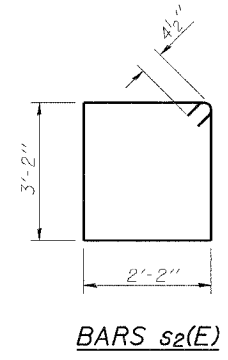
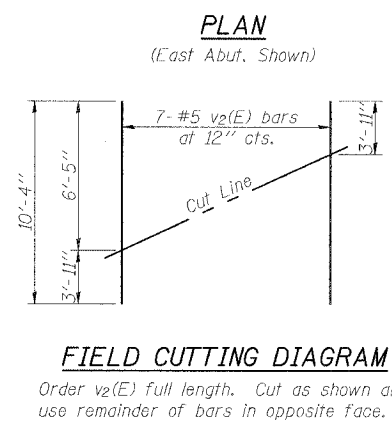
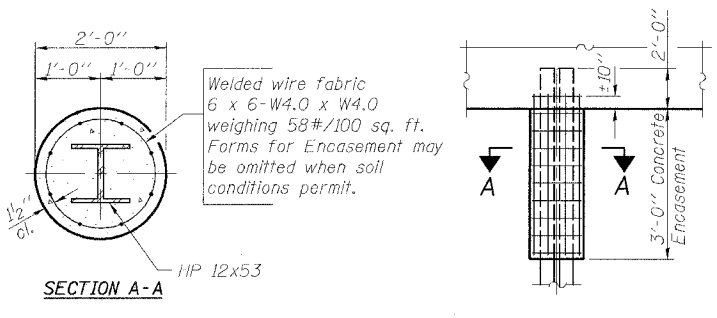
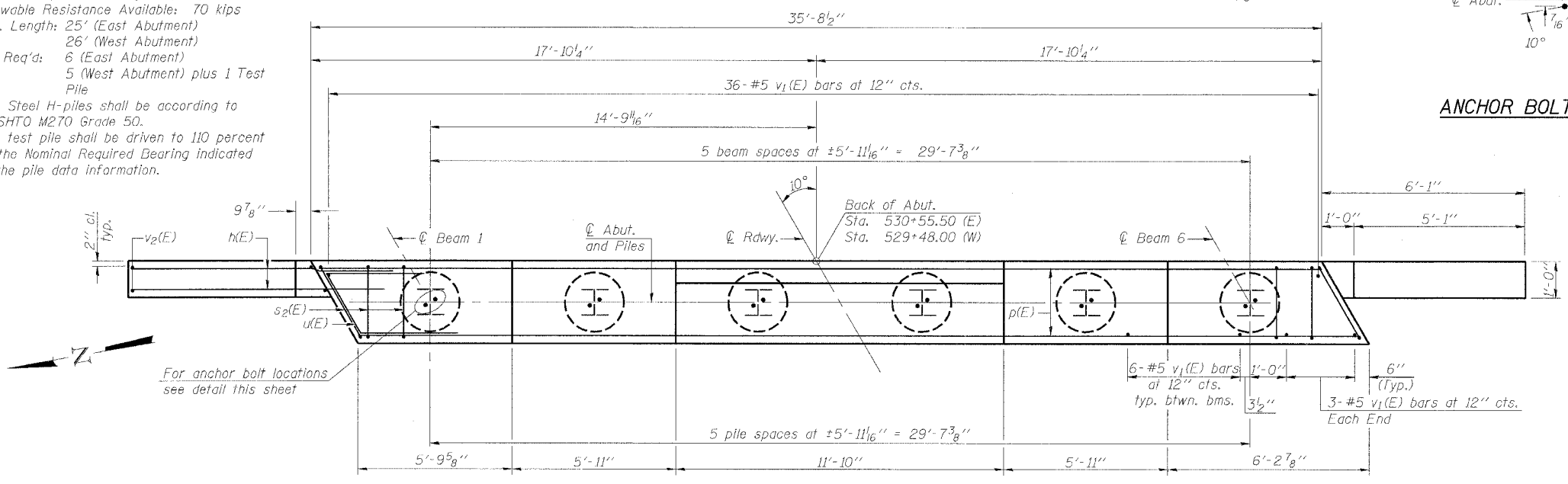
Type & Size: Steel HP 12x53 with Pile Shoes
 Nominal Required Bearing: 210 kips
 Allowable Resistance Available: 70 kips
 Est. Length: 25' (East Abutment)
 26' (West Abutment)
 No. Req'd: 6 (East Abutment)
 5 (West Abutment) plus 1 Test Pile

The Steel H-piles shall be according to AASHTO M270 Grade 50.
 The test pile shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

BILL OF MATERIAL
(2 Abutments)

Bar	No.	Size	Length	Shape
h(E)	64	#5	8'-2"	—
p(E)	20	#8	35'-5"	—
s2(E)	52	#4	11'-5"	□
u(E)	16	#6	7'-3"	∩
v1(E)	144	#5	4'-4"	—
v2(E)	28	#5	10'-4"	—
Concrete Structures		Cu. Yd.	28.8	
Reinforcement Bars, Epoxy Coated		Pound	3960	
Structure Excavation		Cu. Yd.	197	
Furnishing Steel Piles HP 12x53		Foot	280	
Test Pile Steel HP 12x53		Each	1	
Driving Piles		Foot	280	
Pile Shoes		Each	12	
Concrete Encasement		Cu. Yd.	4.2	

Reinforcement bars designated (E) shall be epoxy coated.



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Excellence through Ownership
200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ABUTMENTS
 IL 23 OVER MOLE CREEK
 FAP RTE 68 - SECTION 102 BR
 LIVINGSTON COUNTY
 STATION 530+05
 STRUCTURE NO. 053-0183
 DATE: 10/20/2006
 DRAWN BY JMT
 CHECKED BY WJV

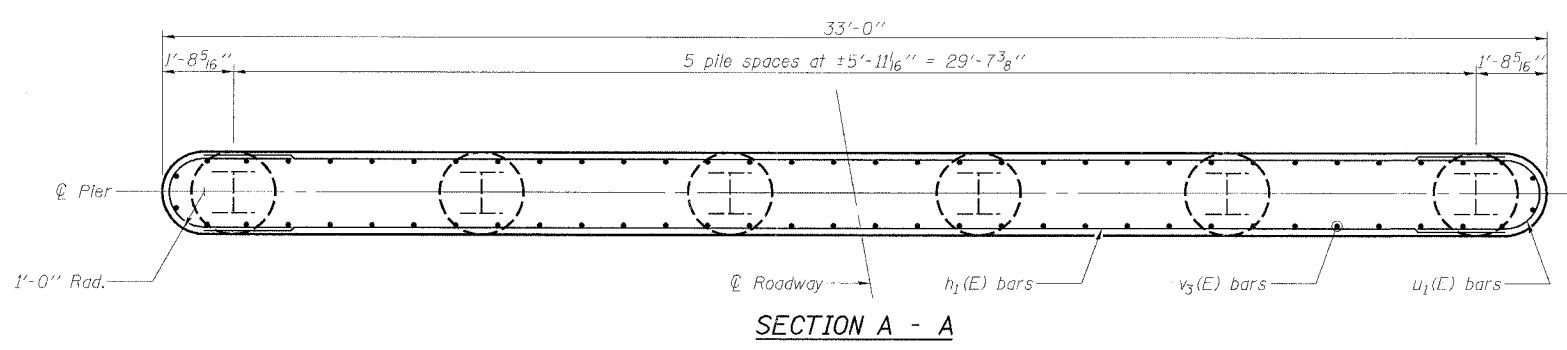
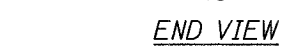
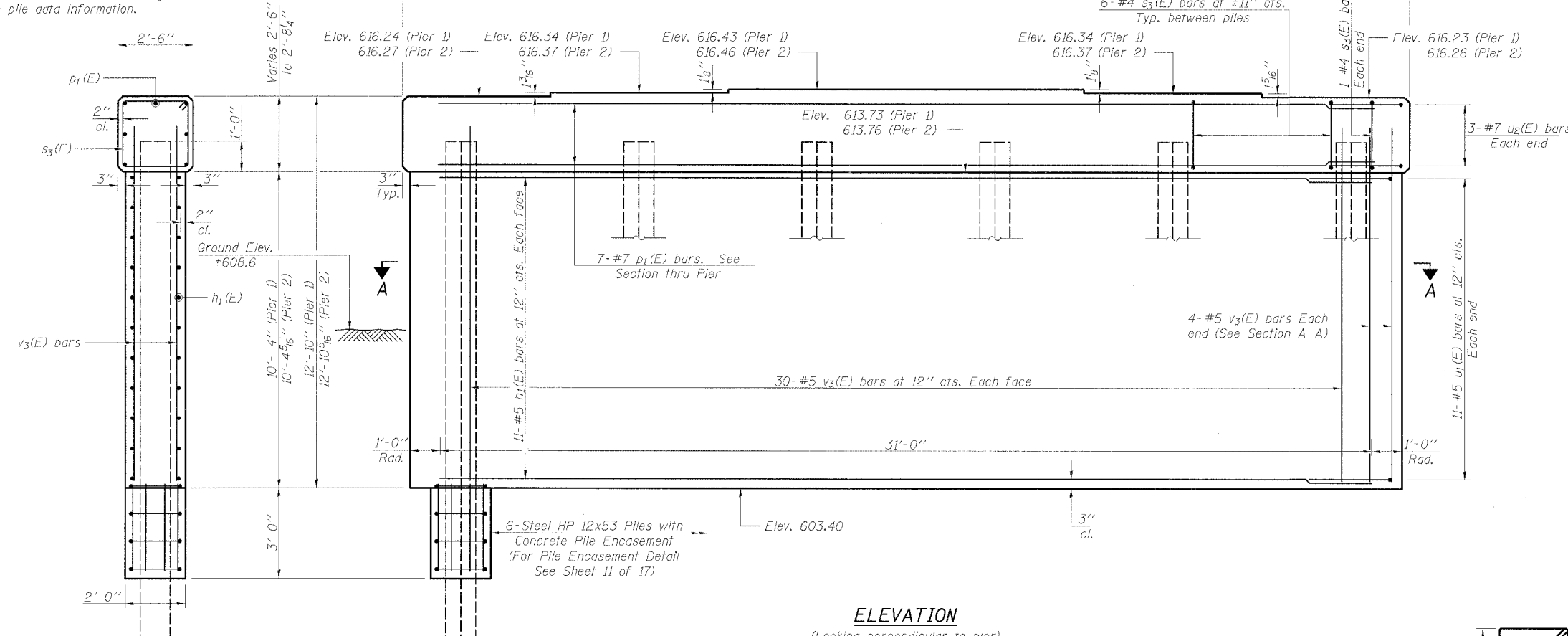
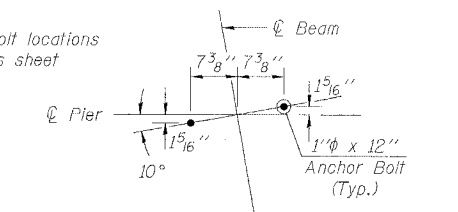
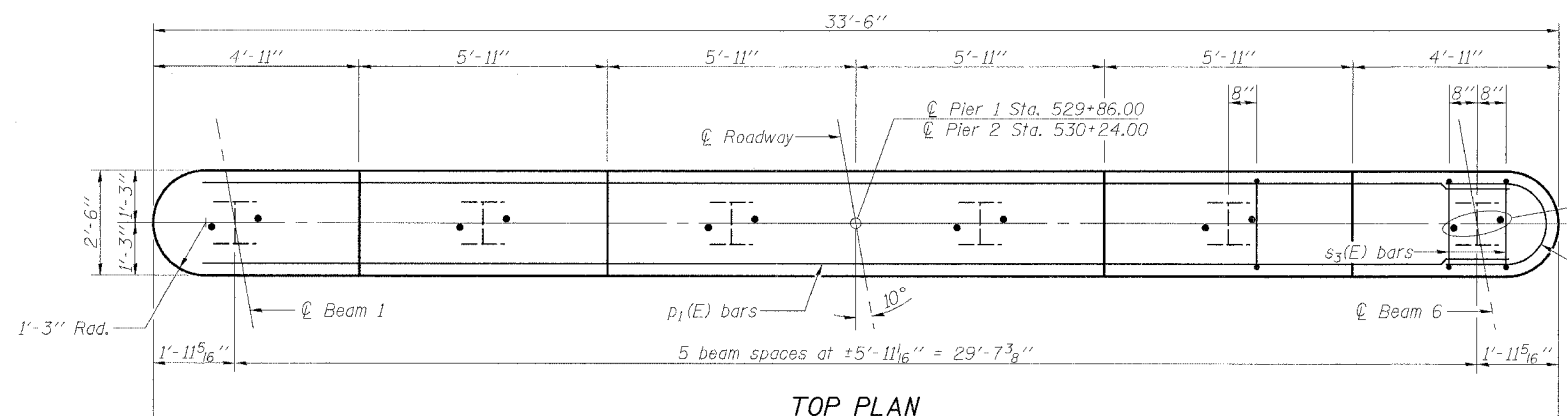
18/19/2006 K:\122662\11_23 Part B\Structures\Final Plans\Final Plans.dgn

Notes: Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For bearing details see sheet 9 of 17
 All edges shall have standard $\frac{3}{4}$ " chamfers.
 See sheet 10 of 17 for anchor bolt installation.
 See Special Provisions for "Underwater Structure Excavation Protection".

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 68	102 BR	Livingston	37	22
FED. ROAD EST. NO. 7		TITLE SHEET	FED. AID PROJECT	
Contract #66666				

PILE DATA

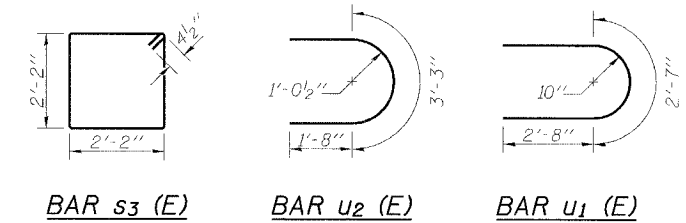
Type & Size: Steel HP 12x53 with Pile Shoes
 Nominal Required Bearing: 170 kips
 Allowable Resistance Available: 90 kips
 Est. Length: 46' (Pier 1 & 2)
 No. Req'd: 6 (Pier 1)
 5 (Pier 2) plus 1 Test Pile
 The Steel H-piles shall be according to AASHTO M270 Grade 50.
 The test pile shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.



BILL OF MATERIAL

2 Piers				
Bar	No.	Size	Length	Shape
$h_1(E)$	44	#5	31'-0"	—
$p_1(E)$	14	#7	31'-2"	—
$s_3(E)$	64	#4	9'-5"	□
$u_1(E)$	44	#5	7'-11"	U
$u_2(E)$	12	#7	6'-7"	U
$v_3(E)$	136	#5	11'-9"	—
Concrete Structures	Cu. Yd.		65.7	
Furnishing Steel	Foot		506	
Piles HP 12x53	Foot		506	
Driving Piles	Foot		506	
Test Pile Steel HP 12x53	Each		1	
Reinforcement Bars, Epoxy Coated	Pound		4910	
Structure Excavation	Cu. Yd.		99	
Underwater Structure Excavation Protection, Location 1	Each		1	
Underwater Structure Excavation Protection, Location 2	Each		1	
Pile Shoes	Each		12	
Concrete Encasement	Cu. Yd.		4.2	

Reinforcement Bars designated (E) shall be epoxy coated



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 200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PIERS
 IL 23 OVER MOLE CREEK
 FAP RTE 68 - SECTION 102 BR
 LIVINGSTON COUNTY
 STATION 530+05
 STRUCTURE NO. 053-0183
 DATE: 10/20/2006
 DRAWN BY LCM
 CHECKED BY WJV

The diameter of this part is the same as the diameter of the bar spliced.

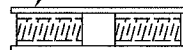
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

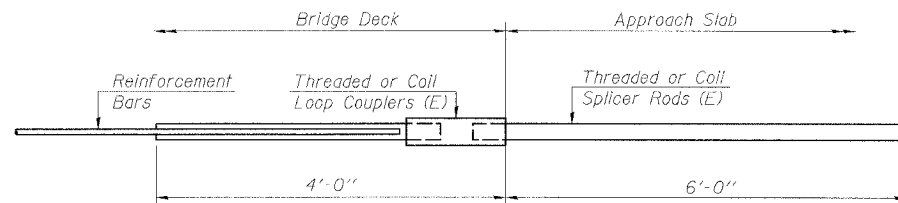
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 68

NOTES

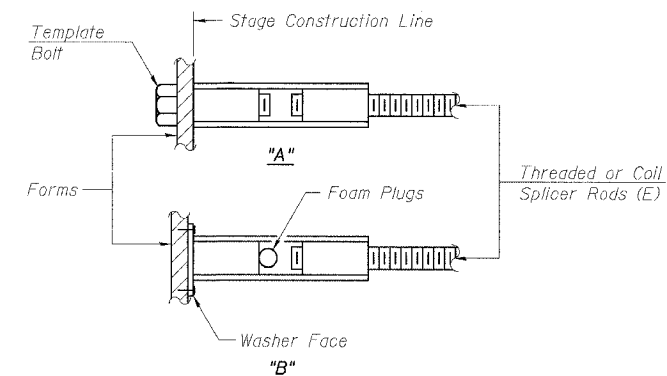
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



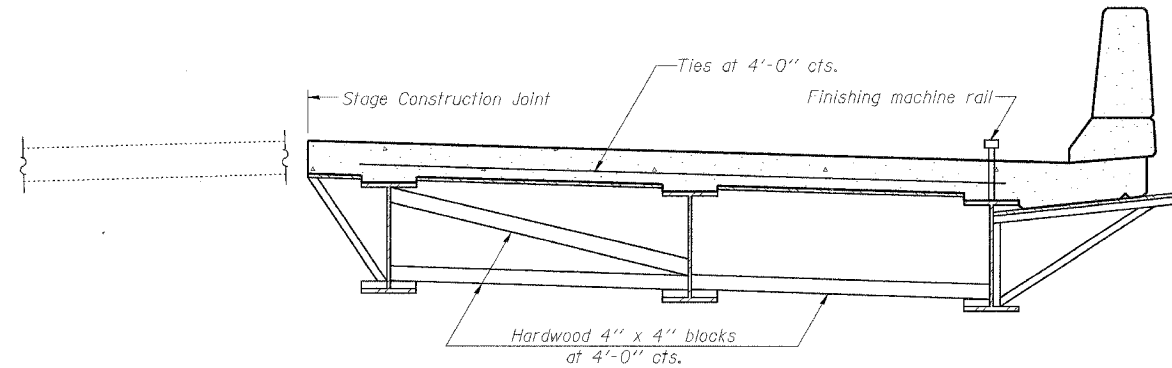
INSTALLATION AND SETTING METHODS

"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.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>BAR SPLICER ASSEMBLY DETAILS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
	<p>DATE: 10/20/2006</p> <p>DRAWN BY JMT CHECKED BY WJV</p>

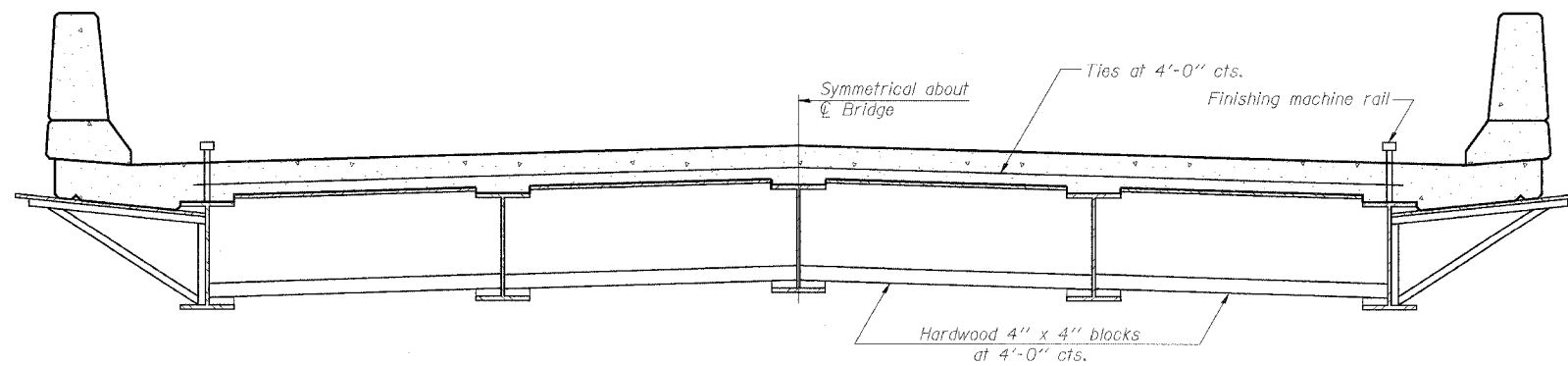
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14
FAP 68	102 BR	Livingston	37	24	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66666



**FORM BRACES FOR
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.
 The finishing machine rails shall be placed on the top flange of the exterior beams.
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STANDARD CONSTRUCTION**

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION
	<p>CANTILEVER FORMING BRACKETS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
DATE: 10/20/2006	DRAWN BY JMT CHECKED BY WJV

SB-1

10-22-04

Contract #66666



SOIL BORING LOG

Page 1 of 2

Date 8/15/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
 SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	DEPTH	BULGE	UCS	MOISTURE	DESCRIPTION	DEPTH	BULGE	UCS	MOISTURE
053-0079	529+99.73	(ft)	(%)	(tsf)	(%)		(ft)	(%)	(tsf)	(%)
						Surface Water Elev. 606.01 ft				
						Stream Bed Elev. _____ ft				
						Groundwater Elev.:				
						First Encounter _____ ft				
						Upon Completion 599.5 ft				
						After _____ Hrs. _____ ft				
						Augered Brown Silty Clay Loam	32	>4.5	12.2	
						Cobble Size Rocks in Till @ 17'	38	P		
						(continued)				
						588.00				
						Hard Brown Sandy Clay Loam Till	10			
						w/ some Coarse to Cobble Rocks	18	>4.5	9.3	
							24	P		
						607.50				
						Medium Gray & Brown Silty Clay				
						Loam/ Clay Loam Till	3			
							2	0.5	18.8	
							3	B		
						605.50				
						Hard Gray Silty Clay Till w/				
						numerous layers/pockets Gray Silt	3			
							5	4.5	17.2	
							7	P		
							9			
							12	4.5	15.8	
							15	P		
							-10	8		
							12	4.5	13.6	
							15	P		
						597.50				
						Hard Gray Clay Loam/Loam Till	8			
						Cobble Size Rocks in Till @ 17'	20	4.1	7.3	
							50	S		
						575.50				
						Hard Gray Silty Clay Loam Till w/	8			
						pockets Gray Silt	-15			
							18	4.1	8.3	
							31	S		
						573.00				
						Hard Brown Silty Clay Loam Till	20			
							100/5'	>4.5	8.2	
							16	P		
						570.50				
						Hard Dark Gray Sandy Clay Loam				
						Till	12			
							-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 8/15/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
 SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
 COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	DEPTH	BULGE	UCS	MOISTURE	DESCRIPTION	DEPTH	BULGE	UCS	MOISTURE
053-0079	529+99.73	(ft)	(%)	(tsf)	(%)		(ft)	(%)	(tsf)	(%)
						Surface Water Elev. 606.01 ft				
						Stream Bed Elev. _____ ft				
						Groundwater Elev.:				
						First Encounter _____ ft				
						Upon Completion 599.5 ft				
						After _____ Hrs. _____ ft				
						Hard Dark Gray Sandy Clay Loam	18	>4.5	11.7	
						Till (continued)	22	P		
							10			
							12	>4.5	11.3	
							18	P		
							-4.6	6		
							14	>4.5	12.1	
							18	P		
						562.00				
						Very Stiff Dark Gray Sandy Clay	7			
						Loam Till w/ pieces Coal @ 52'	12	3.6	12.6	
							15	S		
							-50	9		
							12	3.0	11.2	
							15	S		
							9			
							12	3.0	11.5	
							16	S		
							-55	20		
							22	4.0	10.9	
							20	P		
						553.50				
						End of Boring				
							-80			

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 T208) BBS, from 137 (Rev. 8-99)

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION SOIL BORING LOGS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183
	DRAWN BY LCM CHECKED BY WJV DATE: 10/20/2006



SOIL BORING LOG

Page 1 of 2
Date 8/18/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DEPTH ft	BULGE (ft)	SHEAR (tsf)	PENETROMETER (%)	DESCRIPTION	DEPTH ft	BULGE (ft)	SHEAR (tsf)	PENETROMETER (%)	SURFACE WATER ELEV. ft	STREAM BED ELEV. ft	GROUNDWATER ELEV. ft	FIRST ENCOUNTER ft	UPON COMPLETION ft	AFTER HRS.	
																	UCS
053-0079 529+99.73	2 West Abutment 529+05 50.00ft RT 610.55 ft					Hard Gray Sandy Clay Loam Till w/ Fine Sand layer at 21', Silt pockets/layers at 23.5' (continued)	30				606.01						
		8					60	>4.5		6.7							
		15	6.0				34	P									
		21					18										
		23					21	5.6		10.3							
		29					1	P									
		30					2	1.0		21.0							
		34					1										
		30					15										
		19					8	3.8		13.9							
		24					13	S									
		30					10										
		10					10	2-4.5		12.2							
		19					10	P									
		27					19										
		27					10										
		10					19	6.3		10.5							
		19					27	S									
		30					10										
		10					10										
		19					9										
		27					16	4.5		14.2							
		27					16	P									
		10					19	6.4		10.2							
		19					29	S									
		30					7										
		7					13	6.5		13.5							
		16					16	S									
		30					7										
		7					18	5.0		8.4							
		18					25	S									
		25					7										
		7					18	4.0		5.7							
		18					75	S									
		23					85										
		75					571.55										
		85															
		571.55															

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, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2
Date 8/18/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DEPTH ft	BULGE (ft)	SHEAR (tsf)	PENETROMETER (%)	DESCRIPTION	DEPTH ft	BULGE (ft)	SHEAR (tsf)	PENETROMETER (%)	SURFACE WATER ELEV. ft	STREAM BED ELEV. ft	GROUNDWATER ELEV. ft	FIRST ENCOUNTER ft	UPON COMPLETION ft	AFTER HRS.	
																	UCS
053-0079 529+99.73	2 West Abutment 529+05 50.00ft RT 610.55 ft					Hard Gray Silty Clay Loam Till w/ Silt pockets/layers (continued)	8				608.01						
		8					15	6.0		12.7							
		15					21	S									
		21															
		30															
		19					19										
		24					19	>4.5		13.3							
		30					24	P									
		10					10										
		19					19										
		27					12	4.1		11.7							
		27					16	S									
		10					9										
		19					12	4.6		12.0							
		27					15	S									
		30															
		554.05															
		End of Boring															

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

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION
	SOIL BORING LOGS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183
	DATE: 10/20/2006 DRAWN BY LCM CHECKED BY WJV

Contract #66666



Illinois Department of Transportation
Division of Highways
District #9, Ottawa

SOIL BORING LOG

Page 1 of 2
Date 8/17/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOIST (%)
053-0079	529+99.73	3 East abutment	530+54.73	57.00ft Lt	611.55					606.01					
Augered Brown Silty Clay Loam Till Fill															
Hard Gray Loam/Clay Loam Till															
Max Rimac at 5% at 22.5' sample															
Max Rimac at 10% at 25' sample (continued)															
Very Stiff Brown/Gray Silty Clay Loam Till & Silty Loam/Silty Clay Loam Fill															
Stiff Brown/Gray Silty Clay/Silty Clay Loam Till															
Hard Gray Silty Clay Till w/ Large amount of layers & pockets of Gray Silt															
Hard Brown Clay Loam Till															
Hard Gray Silty Clay Loam Till															
Hard Gray Loam/Clay Loam Till															
Max Rimac at 5% at 22.5' sample															
Max Rimac at 10% at 25' sample															

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 T208)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
District #9, Ottawa

SOIL BORING LOG

Page 2 of 2
Date 8/17/05

ROUTE FAP 68 (IL 23) DESCRIPTION _____ LOGGED BY LM-IDOT
SECTION 102-BR LOCATION SW 1/4, SEC. 7, TWP. 29N, RNG. 4E, 3rd PM
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOIST (%)
053-0079	529+99.73	3 East abutment	530+54.73	57.00ft Lt	611.55					606.01					
Hard Gray Silty Clay Loam Till (continued)															
Very Stiff Gray Silty Clay w/layers Silt and Fine/Coarse Sand															
End of Boring															

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)
BBS, from 137 (Rev. 8-99)

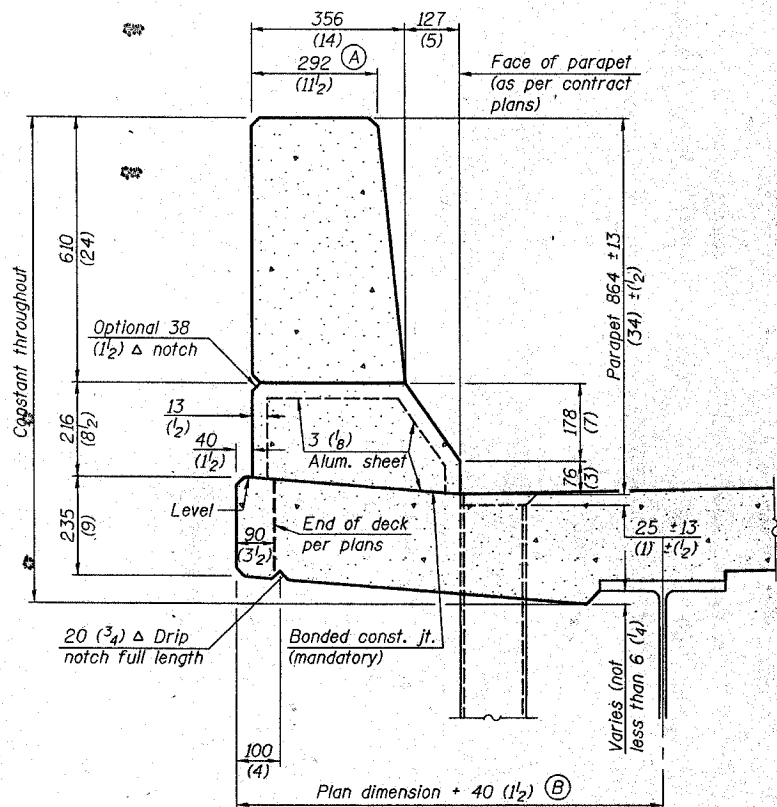
10/20/2005 K:\1126662\IL 23 6e+1 B\Structures\Final Plans\Final Plans.dgn

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION
	<p>SOIL BORING LOGS IL 23 OVER MOLE CREEK FAP RTE 68 - SECTION 102 BR LIVINGSTON COUNTY STATION 530+05 STRUCTURE NO. 053-0183</p>
DATE: 10/20/2006	DRAWN BY LCM CHECKED BY WJV

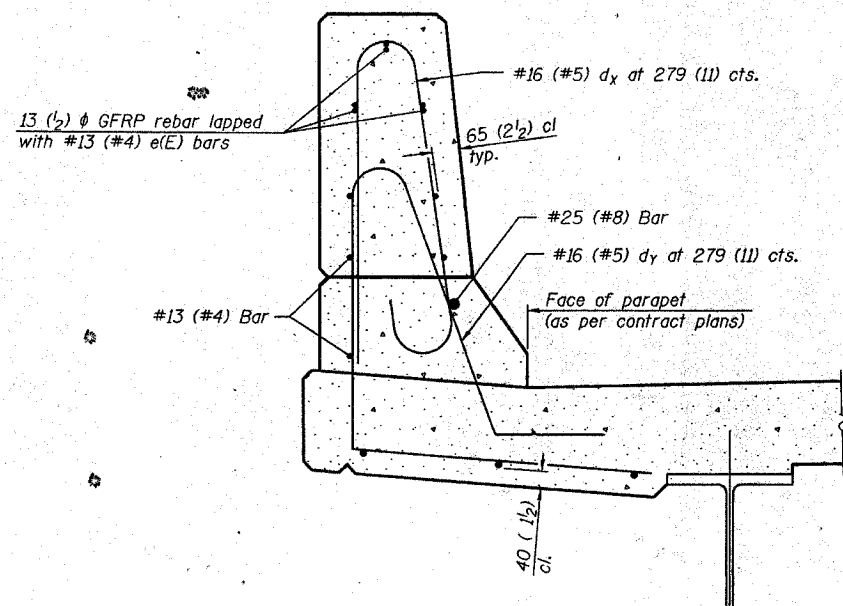
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
			31	27A	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

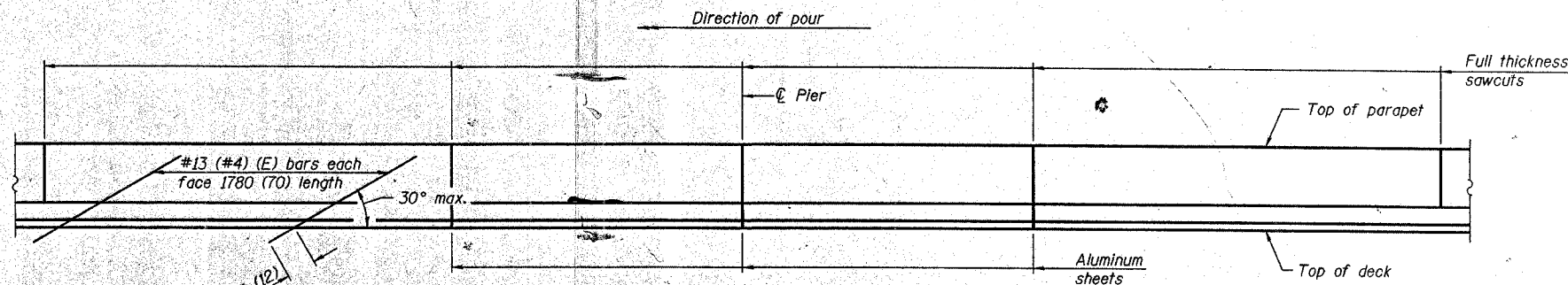
Contract #



SECTION
(Showing dimensions)

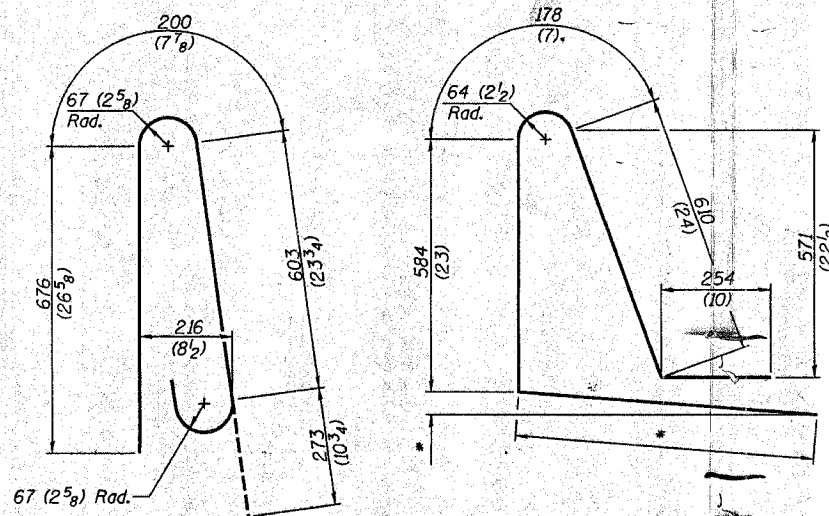


SECTION
(Showing required reinforcement)



ELEVATION

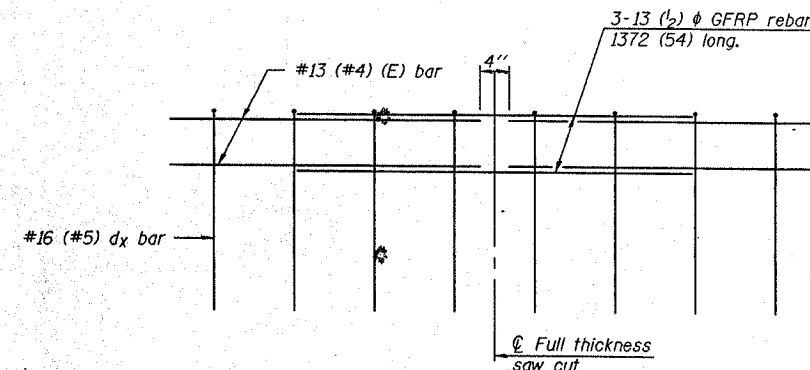
(Showing parapet joints and typical stiffening reinforcement between joints)



BAR dx(e)

BAR dr(e)

* Per contract plans



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

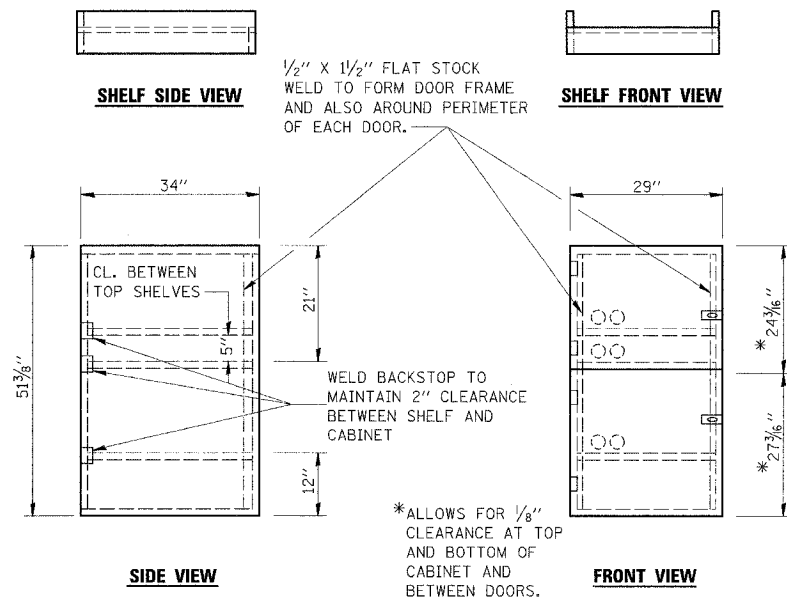
GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0422 m³/m (0.165 cu. yds./ft.) of parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

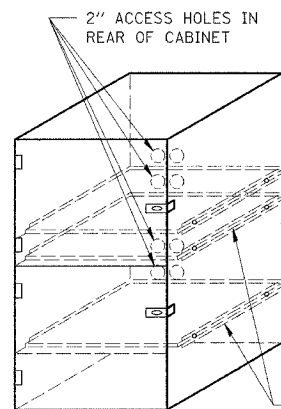
**CONCRETE PARAPET
SLIPFORMING OPTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102 BR	LIVINGSTON	37	28
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 66666

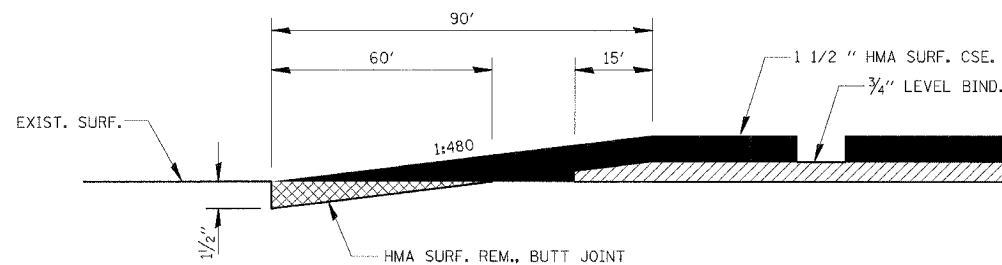


- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GROUND SMOOTH.
 5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4" HASPS TO BE WELDED ON.

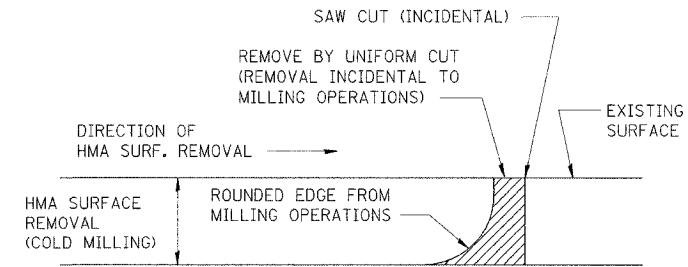


FLAT STOCK DIMENSIONS VARY DEPENDING ON TYPE OF ROLLER ASSEMBLY.

LOCKABLE COMPUTER CABINET

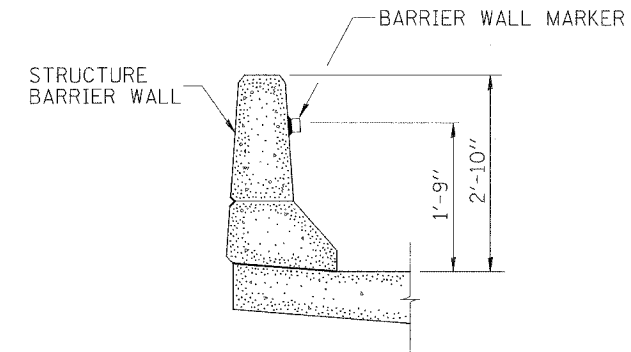


HOT MIX ASPHALT BUTT JOINT DETAIL

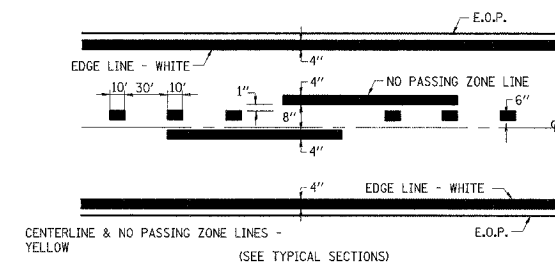


NOTE: WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

HOT MIX ASPHALT DETAIL AT BUTT JOINTS



BARRIER WALL MARKER



PAVEMENT MARKING

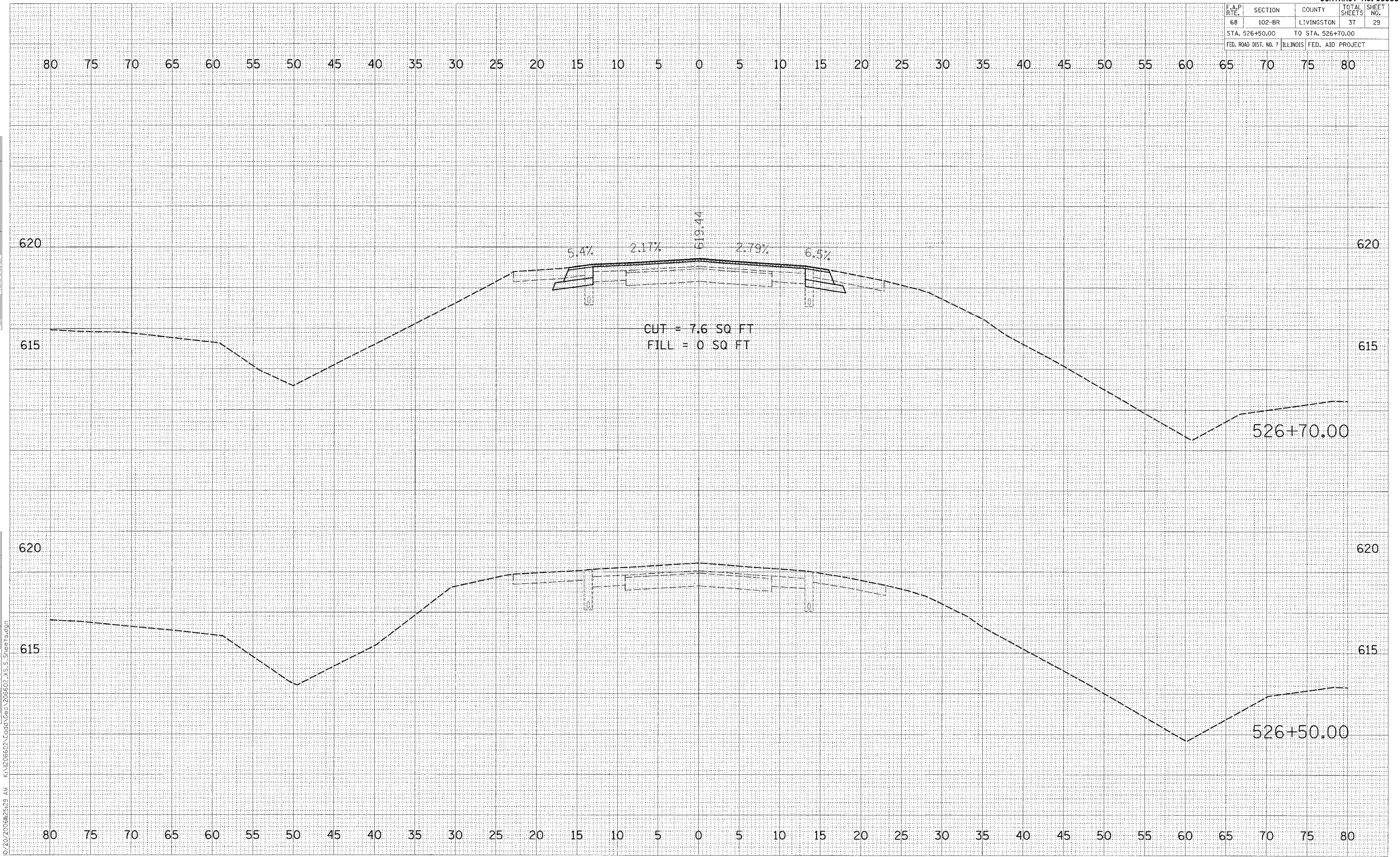
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 68 (IL 23)
	NAME	DATE	
DISTRICT DETAILS		VERT. SCALE: VERT. SCALE: VERT. SCALE: HORIZ. SCALE: HORIZ. SCALE: HORIZ. SCALE: DATE: OCTOBER 20, 2006	DRAWN BY: NC/JT/SR CHECKED BY: DWB

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102-BR	LIVINGSTON	37	29
STA. 526+50.00		TO STA. 526+70.00		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

BY	DATE
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PLOTTED	
CHECKED	
AREAS CHECKED	
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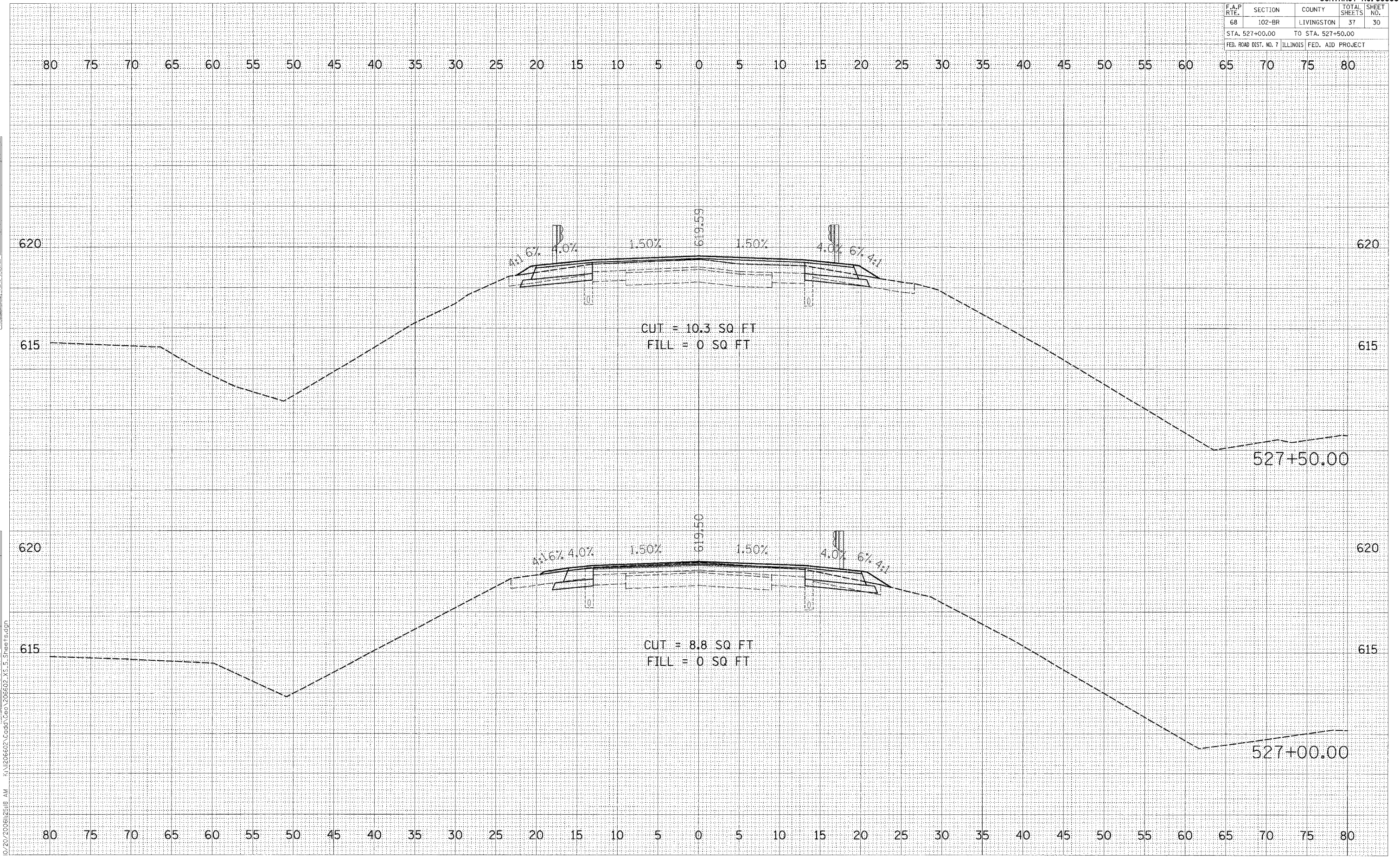
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68	102-BR	LIVINGSTON	37	30
STA. 527+00.00		TO STA. 527+50.00		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

DATE	BY

DATE	BY

DATE	BY

DATE	BY

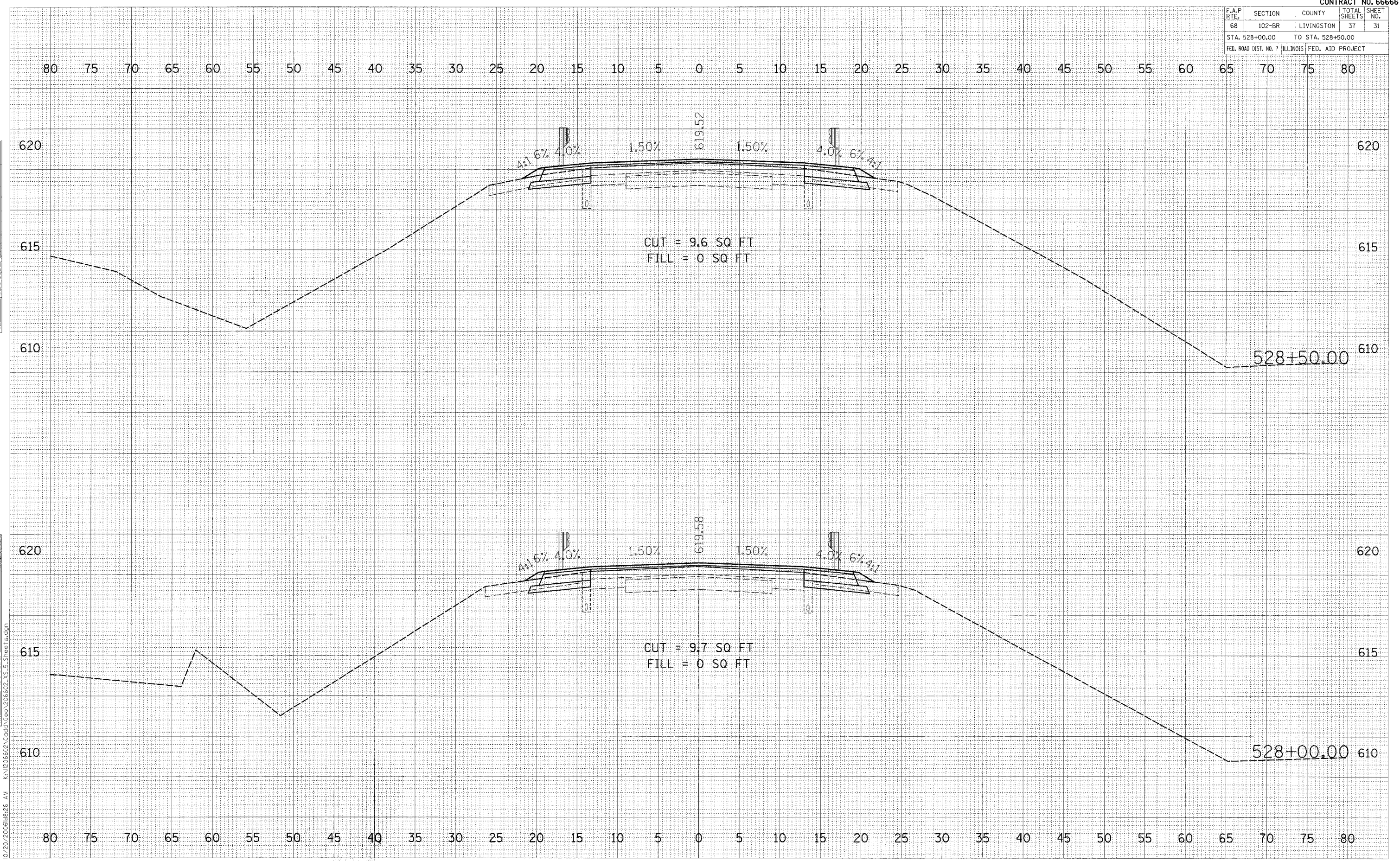


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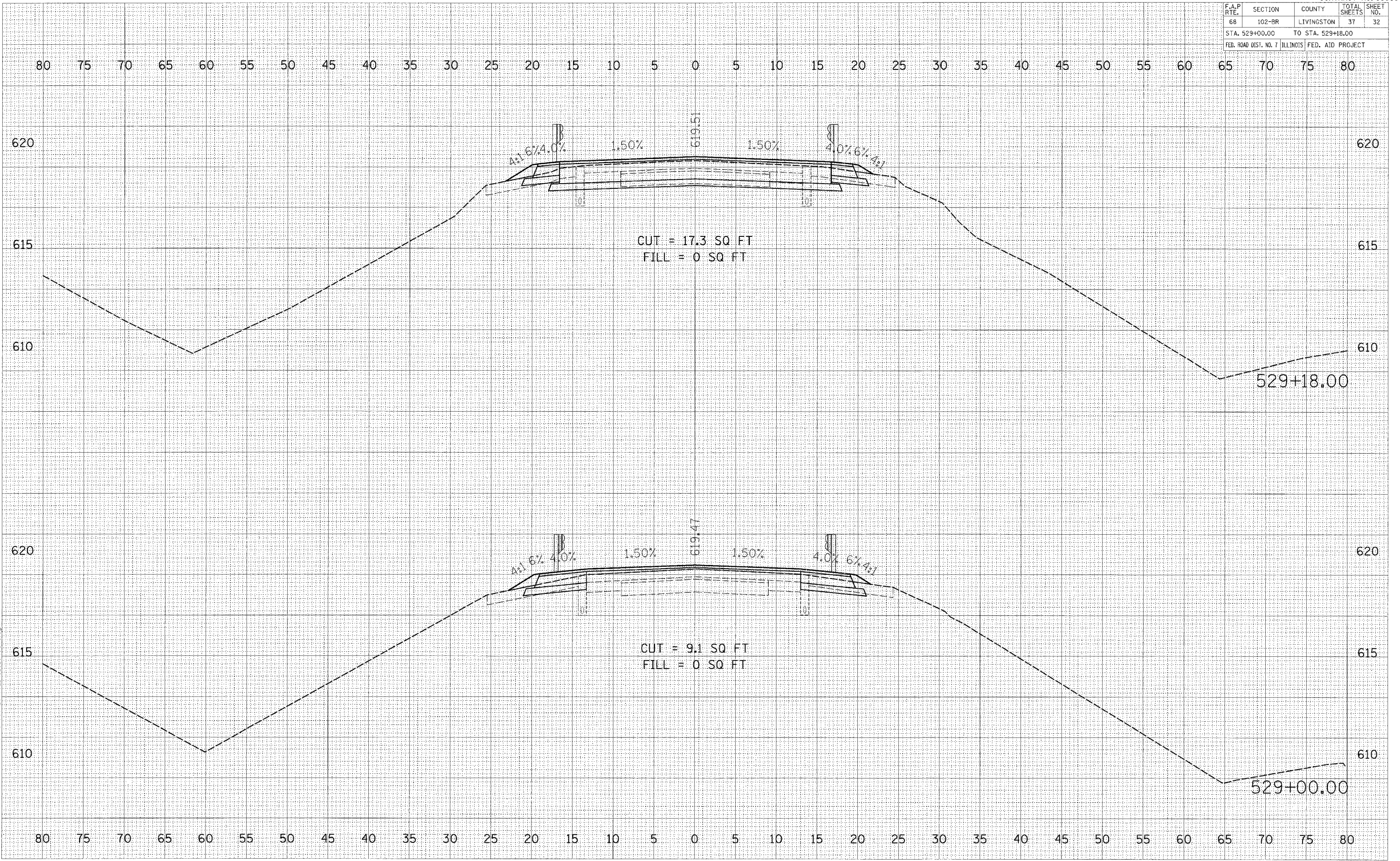
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68	102-BR	LIVINGSTON	37	31
STA. 528+00.00		TO STA. 528+50.00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

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 AREAS CHECKED: _____
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102-BR	LIVINGSTON	37	32
STA. 529+00.00		TO STA. 529+18.00		
FEB. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



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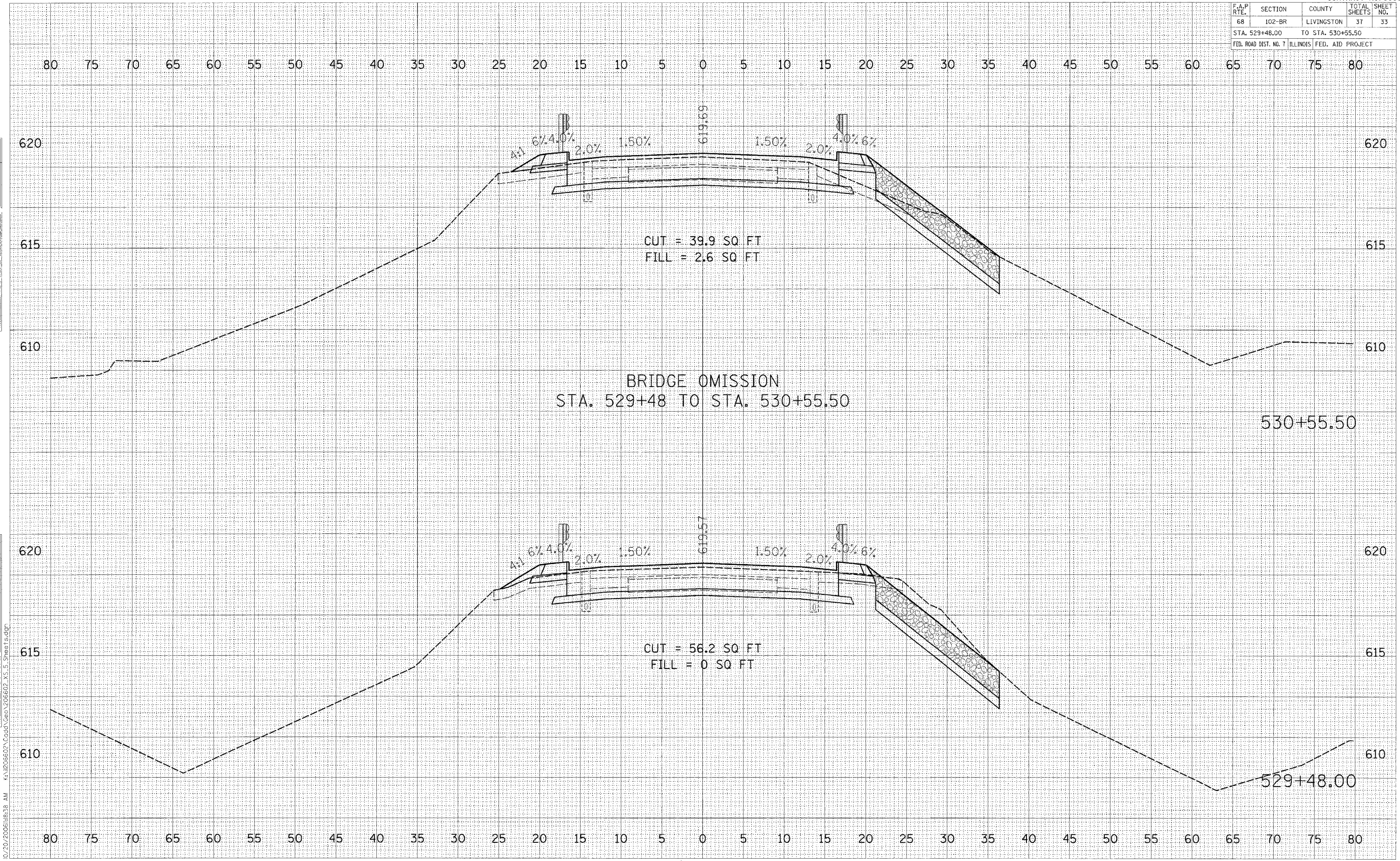
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68	102-BR	LIVINGSTON	37	33
STA. 529+48.00 TO STA. 530+55.50				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

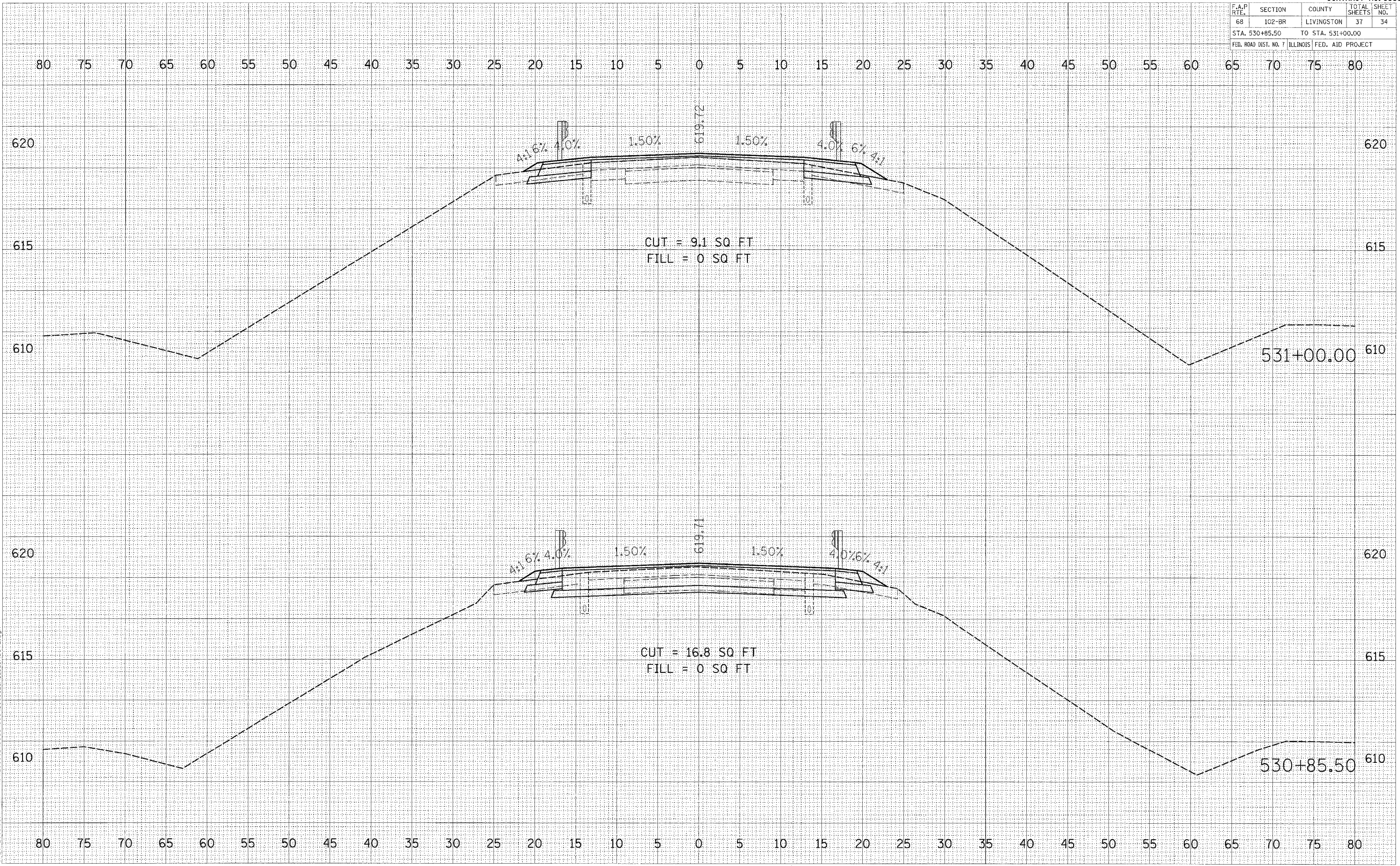
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102-BR	LIVINGSTON	37	34
STA. 530+85.50		TO STA. 531+00.00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

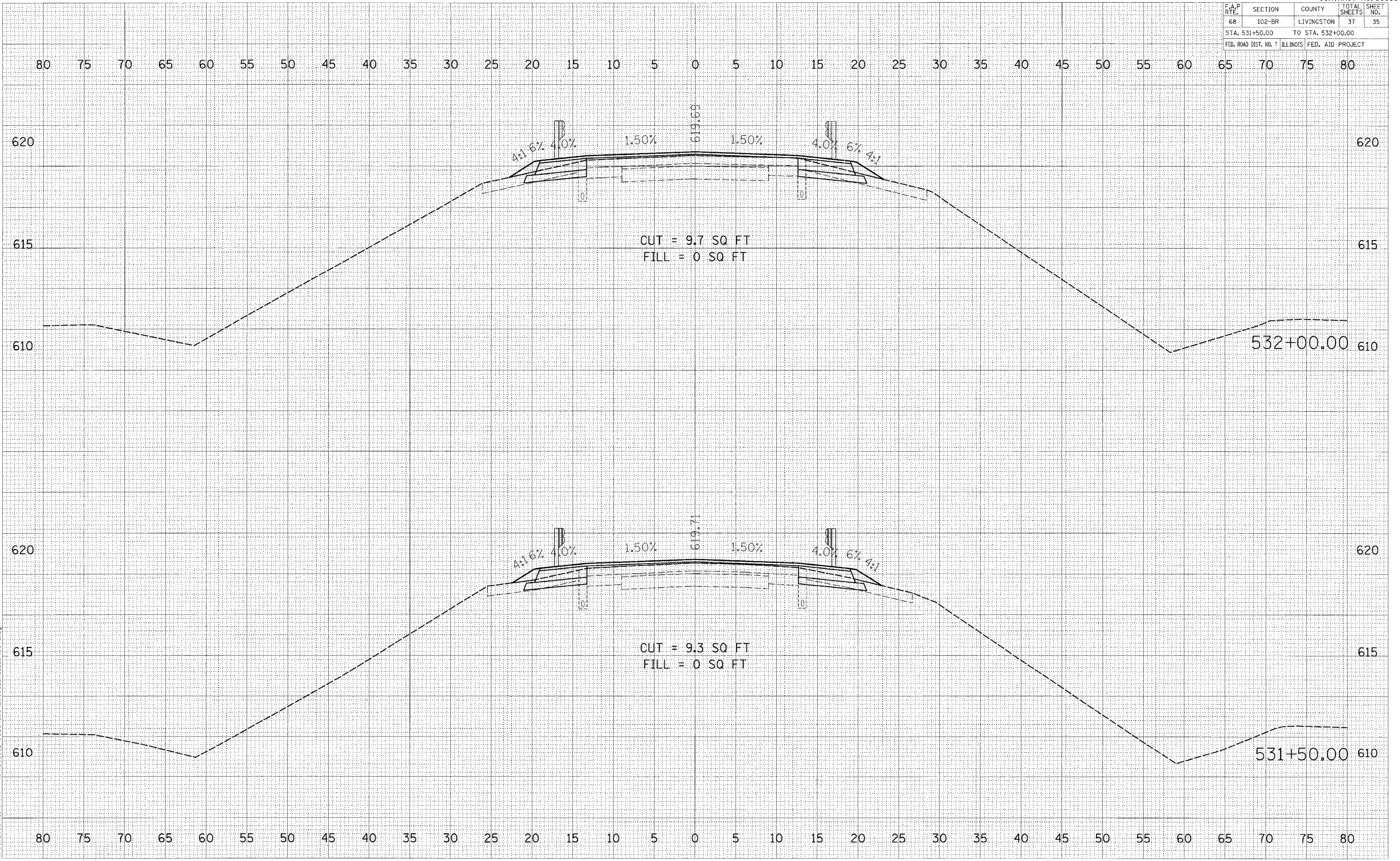


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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	102-BR	LIVINGSTON	37	35
STA. 531+50.00		TO STA. 532+00.00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



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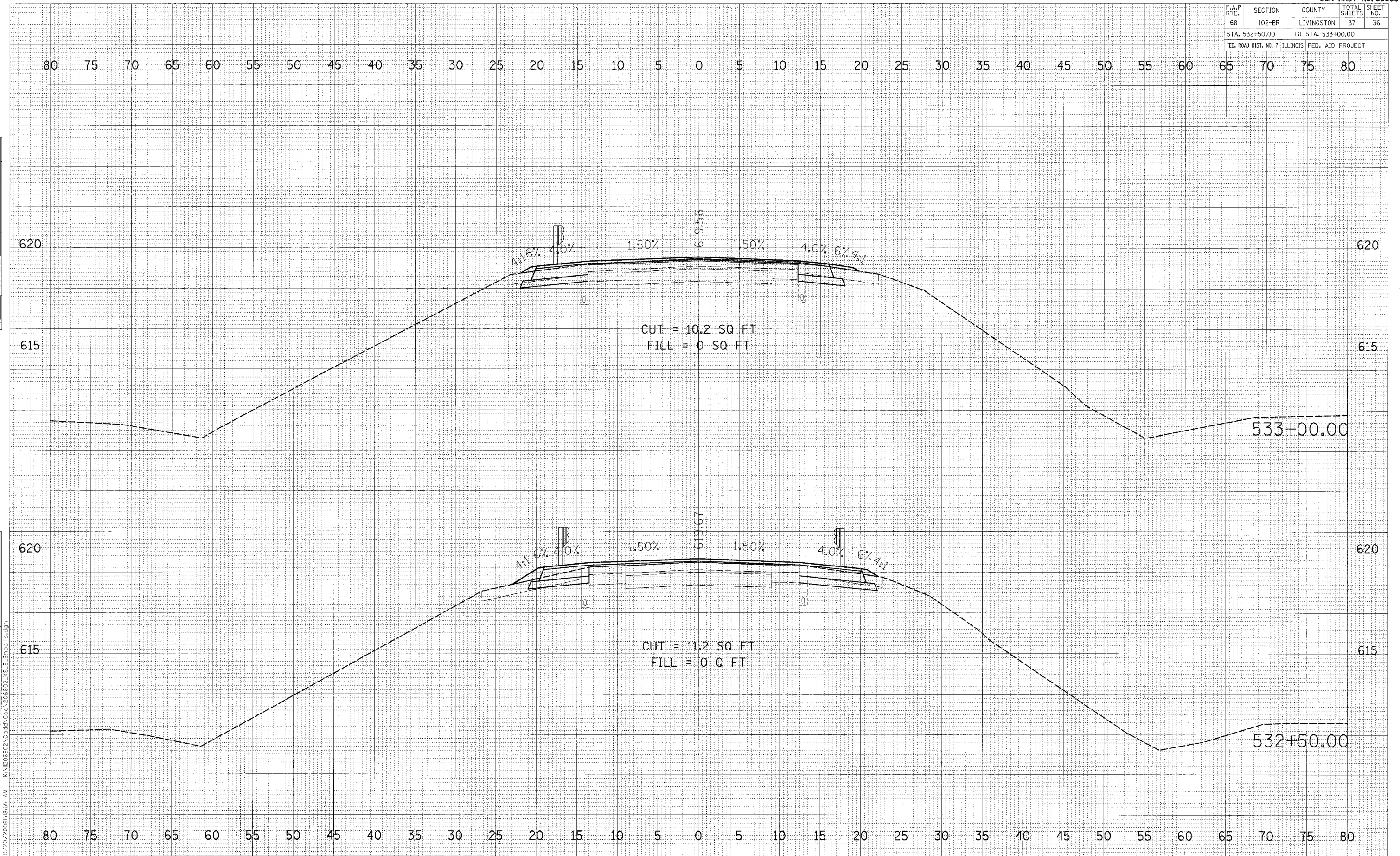
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68	102-BR	LIVINGSTON	37	36
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FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

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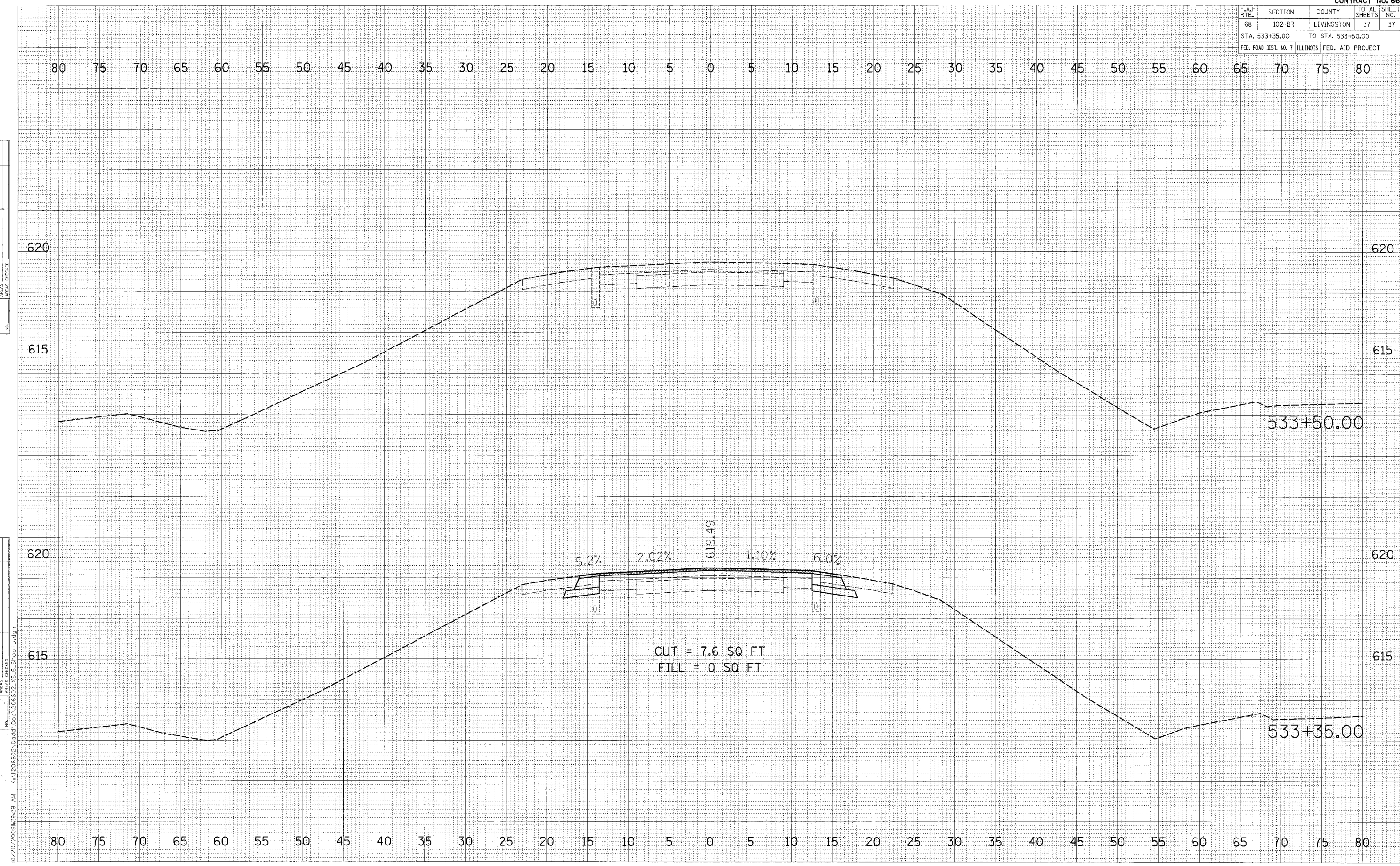


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68	102-BR	LIVINGSTON	37	37
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