

GENERAL NOTES

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.

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.

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

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO EXPENSE TO THE DEPARTMENT. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

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

AT&T
COMED
CITY OF DWIGHT
LEVEL 3
MEDIACOM

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

COMMITMENTS

NONE

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
420101-07	24' (7.2 m) JOINTED PCC PAVEMENT
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442101-09	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
483001-06	PCC SHOULDER
515001-04	NAME PLATE FOR BRIDGES
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-09	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-03	SHOULDER RUMBLE STRIPS, 16 INCH
643001-02	SAND MODULE IMPACT ATTENUATORS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701400-11	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-13	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720021-03	SIGN PANELS, EXTRUDED ALUMINUM TYPE
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782001-01	CURB REFLECTORS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

HMA MIXTURE REQUIREMENT TABLE

LOCATIONS:	I-55	I-55	IL 17	IL 17	IL 17	IL 17	IL 17
MIXTURE USE(S):	HMA SHOULDER BOTTOM LIFT	HMA SHOULDER TOP LIFT	HMA SHOULDER BOTTOM LIFT	HMA SHOULDER TOP LIFT	HMA STABILIZED SUBBASE	HMA TEMP. PVMT BOTTOM LIFT(S)	HMA TEMP. PVMT. TOP LIFT
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 19.0	IL 9.5
FRICTION AGGREGATE:		MIXTURE D		MIXTURE C			MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	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/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED):	NO	NO	NO	NO	NO	NO	NO

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STANDARDS LIST, GENERAL NOTES & COMMITMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	2
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS
				90% FED / 10% STATE
				BRIDGE
				0010
				SN 053-0193
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	44	44
20200100	EARTH EXCAVATION	CU YD	3040	3040
20400800	FURNISHED EXCAVATION	CU YD	15423	15423
25000210	SEEDING, CLASS 2A	ACRE	4.00	4.00
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	358	358
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	358	358
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	358	358
25100630	EROSION CONTROL BLANKET	SQ YD	19230	19230
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1192	1192
28000305	TEMPORARY DITCH CHECKS	FOOT	70	70
28000400	PERIMETER EROSION BARRIER	FOOT	2488	2488
28000500	INLET AND PIPE PROTECTION	EACH	1	1
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	6878	6878
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	233	233

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F93	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	4351	4351
35101400	AGGREGATE BASE COURSE, TYPE B	TON	611	611
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1776	1776
42000060	WELDED WIRE REINFORCEMENT	SQ YD	1975	1975
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	285	285
42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD	3708	3708
42001300	PROTECTIVE COAT	SQ YD	6840	6840
44000100	PAVEMENT REMOVAL	SQ YD	3947	3947
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	319	319
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	4941	4941
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"	SQ YD	2312	2312
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2106	2106
44003100	MEDIAN REMOVAL	SQ FT	6599	6599
44004250	PAVED SHOULDER REMOVAL	SQ YD	2272	2272

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET 2	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 4
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	148	148
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	40	40
44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	1751	1751
44201298	DOWEL BARS 1 1/4"	EACH	1027	1027
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	32	32
44213200	SAW CUTS	FOOT	1661	1661
44213204	TIE BARS 3/4"	EACH	364	364
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1841	1841
48300400	PORTLAND CEMENT CONCRETE SHOULDERS 9"	SQ YD	2130	2130
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4
50157300	PROTECTIVE SHIELD	SQ YD	376	376
50200100	STRUCTURE EXCAVATION	CU YD	460.5	460.5
50300225	CONCRETE STRUCTURES	CU YD	348.0	348.0

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET 3	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 5
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
51204650	PILE SHOES	EACH	65	65
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	40	40
52100530	ANCHOR BOLTS, 1 1/4"	EACH	20	20
52200010	TEMPORARY SHEET PILING	SQ FT	371	371
54262712	METAL FLARED END SECTIONS 12"	EACH	4	4
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	309	309
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	154	154
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	8	8
60100945	PIPE DRAINS 12"	FOOT	430	430
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	200	200
60108501	PIPE UNDERDRAINS, TYPE 3	FOOT	1902	1902
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	234	234
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	1883	1883

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	7
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	6437	6437
60622400	CONCRETE MEDIAN, TYPE SM-6.06	SQ FT	74	74
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	4	4
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	50
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2
63200310	GUARDRAIL REMOVAL	FOOT	454	454
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	2600	2600
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
64301090	ATTENUATOR BASE	SQ YD	55	55
66201120	CONCRETE SHOULDER CURB	FOOT	106	106
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F93	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	190	190
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	32	32
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	30830	30830
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	109	109
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2700	2700
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	135	135
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	450	450

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 9
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	7	7
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
* 72000100	SIGN PANEL - TYPE 1	SQ FT	250	250
* 72000300	SIGN PANEL - TYPE 3	SQ FT	63	63
* 72100100	SIGN PANEL OVERLAY	SQ FT	305	305
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	49	49
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	7	7
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2
* 72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	470	470
* 73000100	WOOD SIGN SUPPORT	FOOT	500	500
73400100	CONCRETE FOUNDATIONS	CU YD	1.4	1.4
73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	2	2
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	2	2
* 78003101	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LETTERS AND SYMBOLS	SQ FT	223	223

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET 8	OF 11 SHEETS	STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 10
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
* 78003181	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 24"	FOOT	80	80
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	27047	27047
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	109	109
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1426	1426
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	347	347
* 78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	223	223
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	13524	13524
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	55	55
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	713	713
* 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	174	174
* 78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	80	80
* 78100300	REPLACEMENT REFLECTOR	EACH	12	12
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4
* 78200020	CURB REFLECTORS	EACH	117	117

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	11
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				BR-REP-REH FUNDS 90% FED / 10% STATE BRIDGE 0010 SN 053-0193
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	10882	10882
X6010003	PIPE DRAIN REMOVAL	FOOT	211	211
X0324159	WHITEWASHING FOR CONCRETE PAVEMENT	SQ YD	4351	4351
X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	8	8
X6350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	4	4
X6050700	REMOVE INLET BOX	EACH	4	4
X6431110	REMOVE ATTENUATOR BASE	EACH	2	2
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	28	28
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
Z0004552	APPROACH SLAB REMOVAL	SQ YD	207	207
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	1902	1902
Ø Z0076600	TRAINEES	hour	2,000	2,000
Z0062456	TEMPORARY PAVEMENT	SQ YD	414	414
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	hour	2,000	2,000

* SPECIALTY ITEMS

Ø 0042

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PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 10 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F93	

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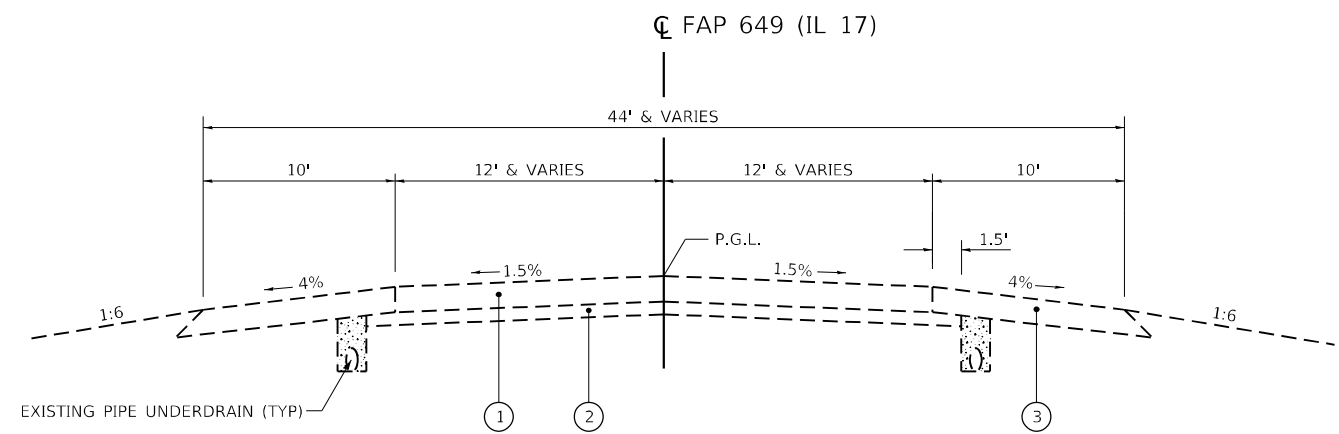
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	DRAWN - NV	REVISED -
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PLOT DATE = _	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

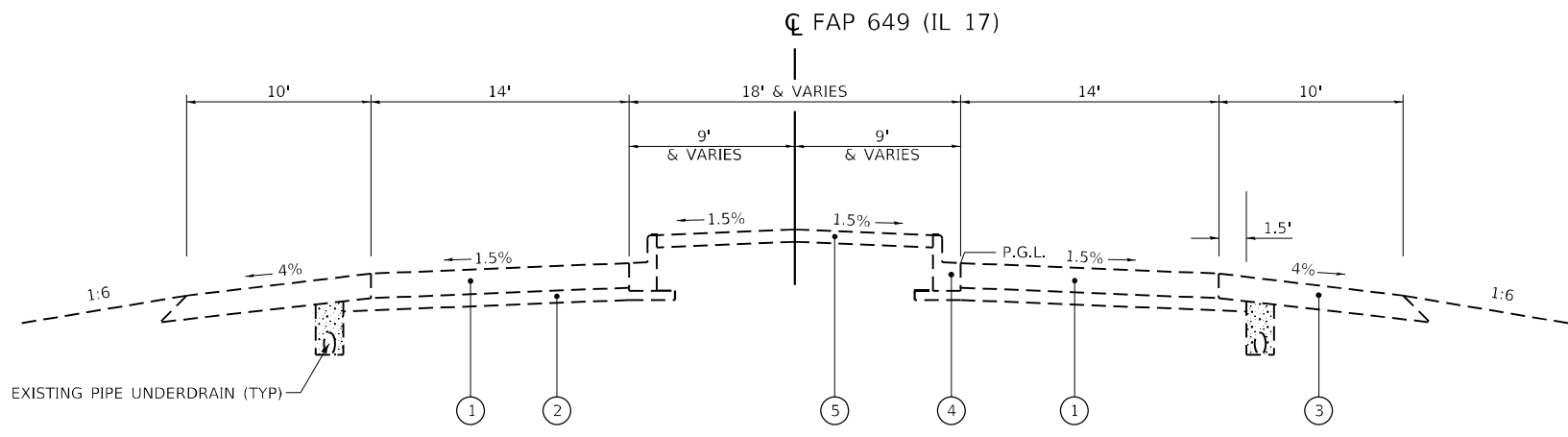
SCALE: SHEET 11 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	13
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



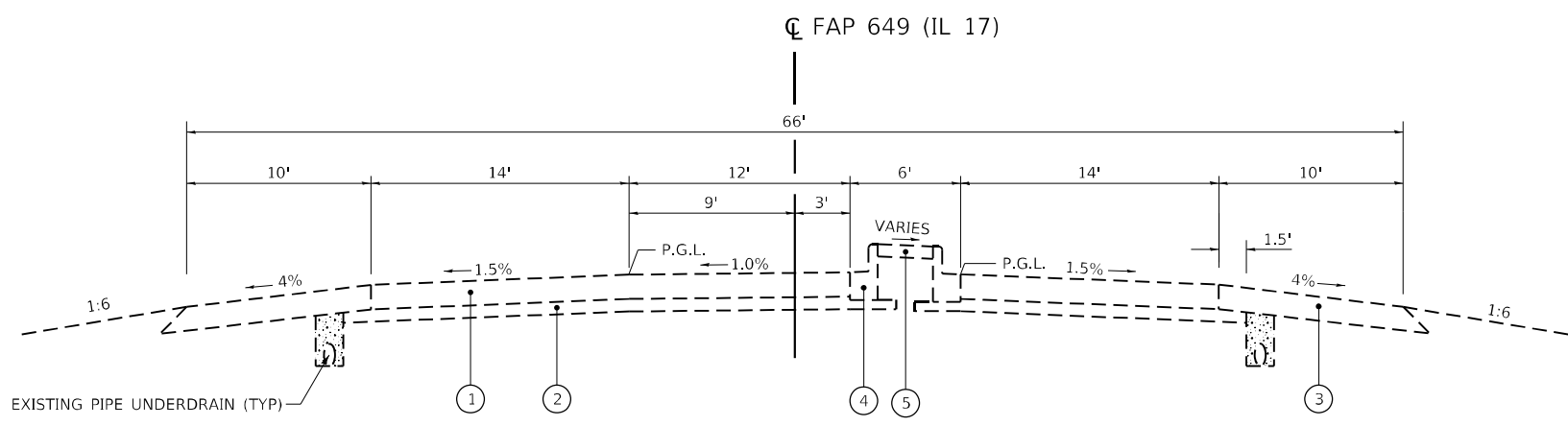
TYPICAL SECTION - EXISTING

STA 32+90.0 TO STA 36+71.6
STA 63+31.0 TO STA 66+40.0



TYPICAL SECTION - EXISTING

STA 36+71.6 TO STA 43+82.9
STA 45+96.0 TO STA 48+73.1
BRIDGE OMISSION STA 48+73.5 TO STA 51+26.5
STA 51+26.5 TO STA 54+04.0
STA 56+33.0 TO STA 63+31.0



TYPICAL SECTION - EXISTING

STA 43+82.9 TO STA 45+96.0
STA 54+04.0 TO STA 56+33.0

LEGEND

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, 4"
- ③ EXISTING HMA SHOULDER, 8"
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑤ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑥ PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- ⑦ PCC PAVEMENT, 9" (JOINTED)
- ⑧ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ⑨ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ AGGREGATE BASE COURSE, TYPE B
- ⑪ PCC SHOULDERS, 9"
- ⑫ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑬ PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑭ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑮ VEGETATION SUSTAINING SOIL, 4" MIN. (INCLUDED IN COST OF FURNISHED EXCAVATION)
- ⑯ PIPE UNDERDRAIN, TYPE 3
- ⑰ HMA SURFACE REMOVAL, 3.75"
- ⑱ HMA SHOULDER RESURFACING, 3.75" CONSISTS OF
- HMA BINDER CSE, IL-19.0, N50, 2.25"
- HMA SURF. CSE, IL-9.5, MIX C, N50, 1.5"
- ⑲ STEEL PLATE BEAM GUARD RAIL - TYPE A
- ⑳ STABILIZATION FOR GUARDRAIL - PCC SHOULDERS, 9"
- ㉑ HMA SURFACE REMOVAL, 6"
- ㉒ HMA SHOULDER RESURFACING, 6" CONSISTS OF
- HMA BINDER CSE, IL-19.0, N70, 4"
- HMA SURF. CSE, IL-9.5 MIX D, N70, 2"
- ㉓ WHITE WASHING FOR CONCRETE PAVEMENT

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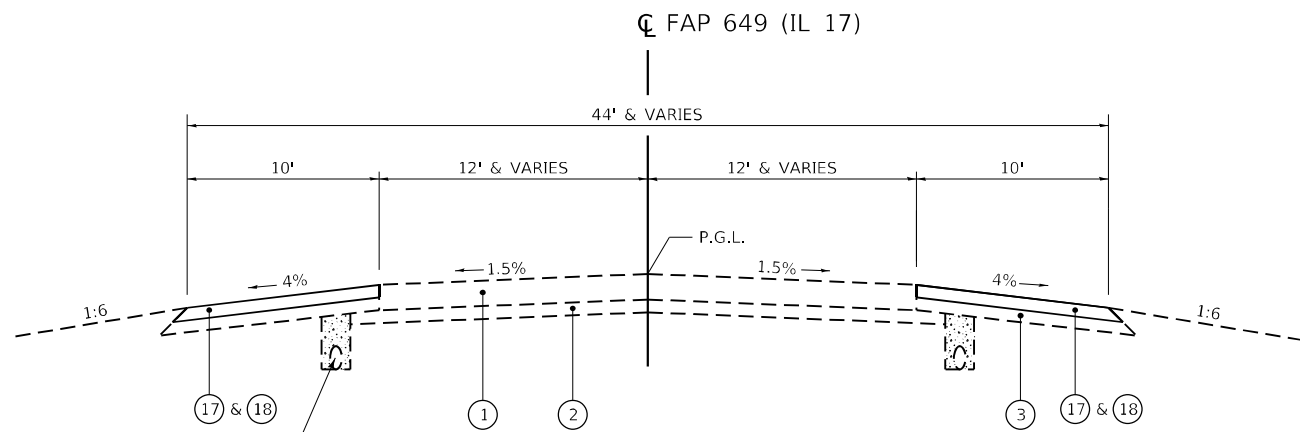
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

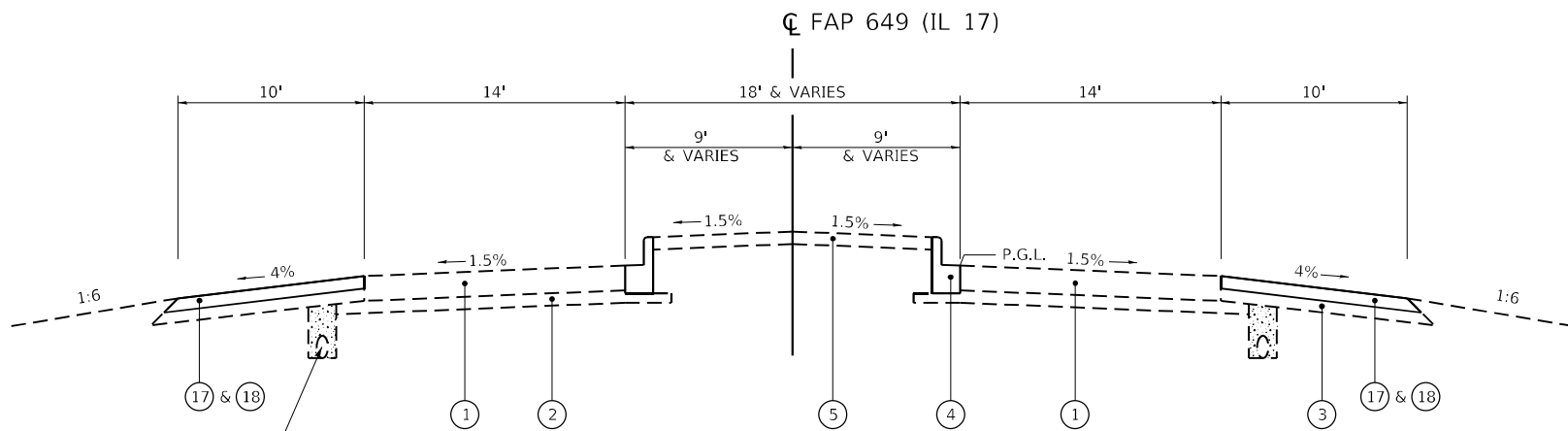
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649	(53-1HB)BR	LIVINGSTON	137	14
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				



EXISTING PIPE UNDERDRAIN TO REMAIN IN PLACE (TYP)

TYPICAL SECTION - PROPOSED

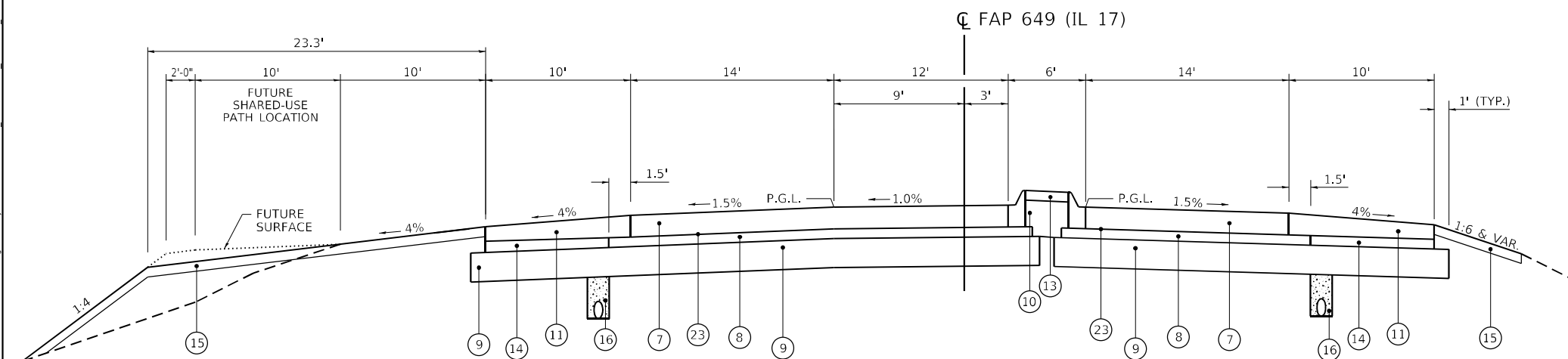
STA 32+90.0 TO STA 36+71.6
STA 63+31.0 TO STA 66+40.0



EXISTING PIPE UNDERDRAIN TO REMAIN IN PLACE (TYP)

TYPICAL SECTION - PROPOSED

STA 36+71.6 TO STA 43+82.9
STA 56+33.0 TO STA 63+31.0



TYPICAL SECTION - PROPOSED

STA 43+82.9 TO STA 45+97.9

LEGEND

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, 4"
- ③ EXISTING HMA SHOULDER, 8"
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑤ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑥ PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- ⑦ PCC PAVEMENT, 9" (JOINTED)
- ⑧ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ⑨ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ AGGREGATE BASE COURSE, TYPE B
- ⑪ PCC SHOULDERS, 9"
- ⑫ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑬ PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑭ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑮ VEGETATION SUSTAINING SOIL, 4" MIN. (INCLUDED IN COST OF FURNISHED EXCAVATION)
- ⑯ PIPE UNDERDRAIN, TYPE 3
- ⑰ HMA SURFACE REMOVAL, 3.75"
- ⑱ HMA SHOULDER RESURFACING, 3.75" CONSISTS OF
- HMA BINDER CSE, IL-19.0, N50, 2.25"
- HMA SURF. CSE, IL-9.5, MIX C, N50, 1.5"
- ⑲ STEEL PLATE BEAM GUARD RAIL - TYPE A
- ⑳ STABILIZATION FOR GUARDRAIL - PCC SHOULDERS, 9"
- ㉑ HMA SURFACE REMOVAL, 6"
- ㉒ HMA SHOULDER RESURFACING, 6" CONSISTS OF
- HMA BINDER CSE, IL-19.0, N70, 4"
- HMA SURF. CSE, IL-9.5 MIX D, N70, 2"
- ㉓ WHITE WASHING FOR CONCRETE PAVEMENT

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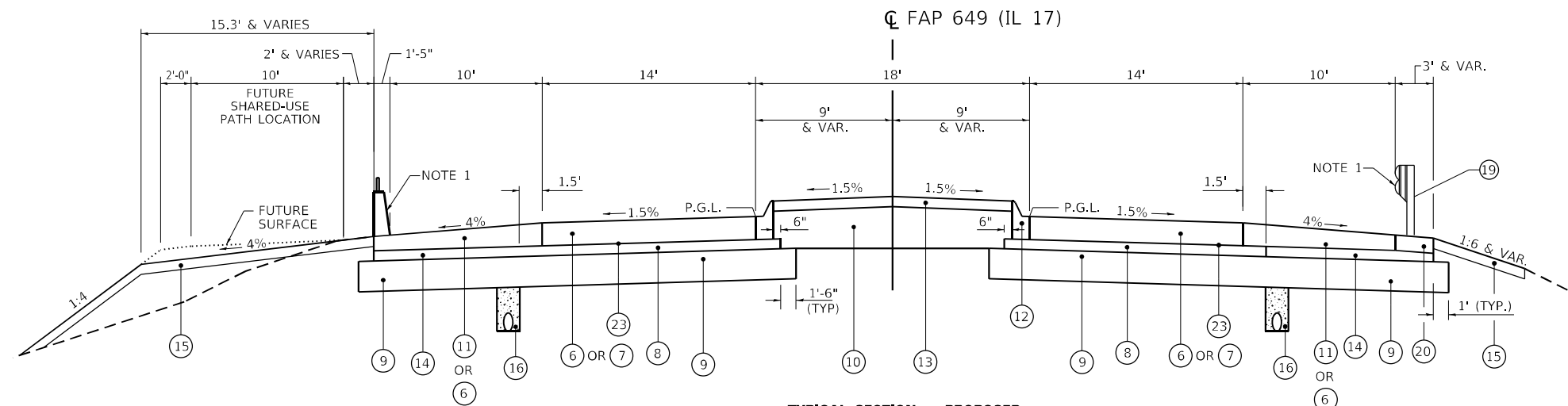
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	15
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



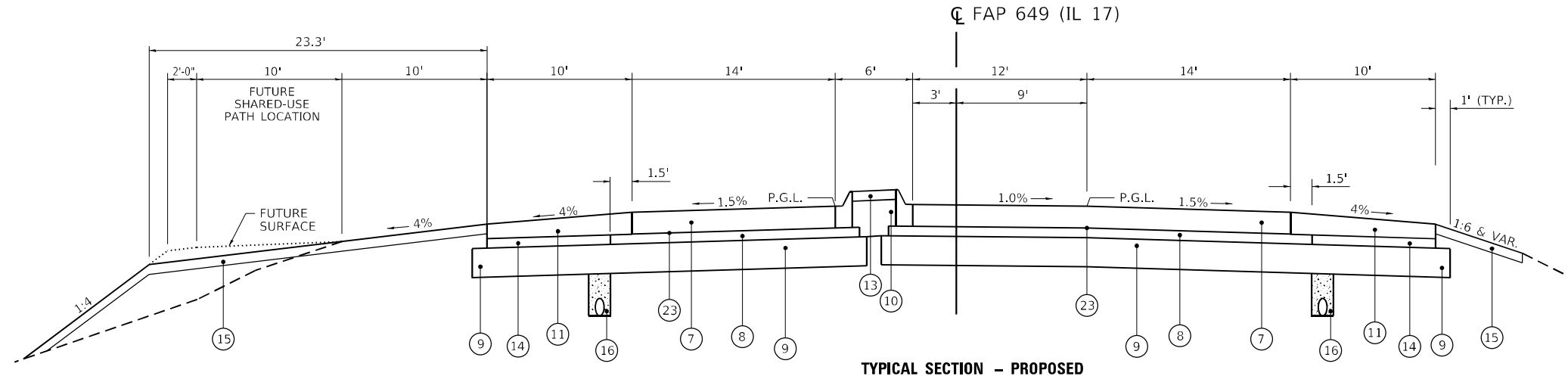
TYPICAL SECTION - PROPOSED

STA 45+97.9 TO STA 48+50.3
 APPROACH SLAB AND BRIDGE OMISSION STA 48+50.3 TO STA 51+49.7
 STA 51+49.7 TO STA 54+18.0

NOTE 1
 SEE PLAN & PROFILE SHEET
 FOR BARRIER AND GUARDRAIL LOCATIONS
 SEE PLAN & PROFILE SHEET
 FOR BARRIER AND GUARDRAIL LOCATIONS

LEGEND

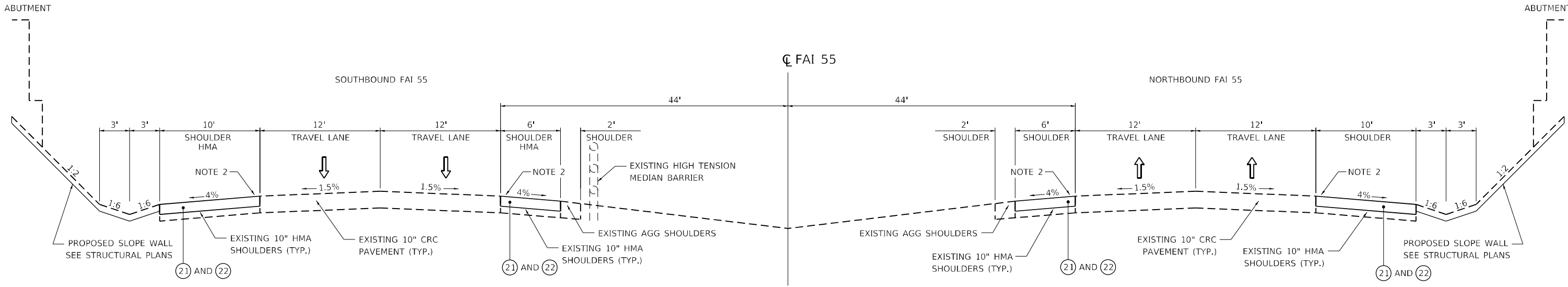
- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, 4"
- ③ EXISTING HMA SHOULDER, 8"
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑤ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑥ PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- ⑦ PCC PAVEMENT, 9" (JOINTED)
- ⑧ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ⑨ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ AGGREGATE BASE COURSE, TYPE B
- ⑪ PCC SHOULDERS, 9"
- ⑫ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑬ PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4"
- ⑭ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑮ VEGETATION SUSTAINING SOIL, 4" MIN. (INCLUDED IN COST OF FURNISHED EXCAVATION)
- ⑯ PIPE UNDERDRAIN, TYPE 3
- ⑰ HMA SURFACE REMOVAL, 3.75"
- ⑱ HMA SHOULDER RESURFACING, 3.75" CONSISTS OF
 - HMA BINDER CSE, IL-19.0, N50, 2.25"
 - HMA SURF. CSE, IL-9.5, MIX C, N50, 1.5"
- ⑲ STEEL PLATE BEAM GUARD RAIL - TYPE A
- ⑳ STABILIZATION FOR GUARDRAIL - PCC SHOULDERS, 9"
- ㉑ HMA SURFACE REMOVAL, 6"
- ㉒ HMA SHOULDER RESURFACING, 6" CONSISTS OF
 - HMA BINDER CSE, IL-19.0, N70, 4"
 - HMA SURF. CSE, IL-9.5 MIX D, N70, 2"
- ㉓ WHITE WASHING FOR CONCRETE PAVEMENT



TYPICAL SECTION - PROPOSED

STA 54+18.0 TO STA 56+33.0

NOTE 2
 SHOULDER RUMBLE STRIPS, 16 INCH.
 (TO BE INSTALLED AFTER STAGE
 CONSTRUCTION)



TYPICAL SECTION - PROPOSED FAI 55

WITHIN PROPOSED S.N. 053-0193 LIMITS

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
SCALE:	SHEET 3	OF 3 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	16
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE				
LOCATION (1)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	(2) CU. YD.	(3) CU. YD.	(4) CU. YD.	(5) CU. YD.
STAGE I	1456.9	1092.6	1678.8	-586.1
STAGE II	1582.4	1186.8	16023.0	-14836.2
TOTAL	3039	2279	17702	-15422

SHRINKAGE FACTOR: 25%
EARTH EXCAVATION:
COLUMN 1, 2, 3, & 4 - LOCATION AND QUANTITIES FROM CROSS SECTIONS
CUT = EARTH EXCAVATION, FILL = EMBANKMENT
COLUMN 3 = COLUMN 2 x (1 - EARTH EXCAVATION SHRINKAGE FACTOR)
COLUMN 5 = COLUMN 3 - COLUMN 4

PAY ITEMS:
COLUMN 2 IS EARTH EXCAVATION = 3040 CU YD
COLUMN 5 IS FURNISHED EXCAVATION = 15423 CU YD

TREE REMOVAL SCHEDULE		
STATION	OFFSET	TREE REMOVAL (6 TO 15 UNITS DIAMETER)
45+35.00	160' LT	9
45+60.00	75' LT	6
45+95.00	65' LT	8
45+95.00	40' LT	13
46+70.00	135' LT	8
TOTAL		44

SEEDING AND EROSION CONTROL SCHEDULE									
LOCATION	SEEDING CL 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
	ACRE	POUND	POUND	POUND	SQ YD	POUND	FOOT	FOOT	EACH
IL 17						3 APPLICATIONS			
NE QUAD	0.29	26	26	26	1,382	86	--	591	--
SE QUAD	1.55	139	139	139	7,496	465	--	646	--
SW QUAD	1.36	123	123	123	6,604	409	--	623	--
NW QUAD	0.34	30	30	30	1,623	101	--	628	--
I-55									
MEDIAN	0.44	40	40	40	2,125	132	--	--	--
242+00	--	--	--	--	--	--	14	--	--
242+00, LT	--	--	--	--	--	--	14	--	--
242+00, RT	--	--	--	--	--	--	14	--	--
245+75, LT	--	--	--	--	--	--	14	--	--
245+75, RT	--	--	--	--	--	--	14	--	--
246+03.50	--	--	--	--	--	--	--	--	1
TOTALS	4.00	358	358	358	19230	1192	70	2488	1

PAVING SCHEDULE																				
LOCATION			LENGTH	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SUBBASE GRANULAR MATERIAL, TYPE C	STABILIZED SUBBASE, 4"	AGGREGATE BASE COURSE, TYPE B	BITUMINOUS MATERIALS (TACK COAT)	WELDED WIRE REINFORCEMENT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH PAVEMENT	PCC PAVEMENT, 9"	PROTECTIVE COAT	HOT-MIX ASPHALT SHOULDERS	PCC SHOULDERS, 9"	COMBINATION C&G TY M-6.06	CONCRETE MEDIAN SURFACE 4 INCH	CONCRETE MEDIAN, TYPE SM-6.06	SHOULDER RUMBLE STRIPS, 16 INCH	CONCRETE SHOULDER CURB	WHITEWASHING FOR CONCRETE PAVEMENT
STA	TO	STA	FOOT	SQ YD	CU YD	SQ YD	TON	POUND	SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	FOOT	SQ FT	SQ YD	FOOT	FOOT	SQ YD
IL 17																				
32+90.00	TO	42+90.00	1000	--	--	--	--	426.0	--	--	--	--	397.6	--	36.0	--	37.9	--	--	--
42+90.00	TO	48+73.50	584	3,390.6	114.6	2,145.6	293.5	15.8	141.4	141.4	1,829.3	3,360.4	14.8	995.9	897.5	3,092.6	4.5	--	53.0	2,145.6
BRIDGE OMISSION																				
51+26.50	TO	57+10.00	584	3,486.4	118.1	2,205.0	317.3	19.6	142.7	142.7	1,878.3	3,479.0	18.2	1,031.1	929.2	3,343.4	4.5	--	53.0	2,205.0
57+10.00	TO	66+40.00	930	--	--	--	--	405.8	--	--	--	--	378.8	--	20.0	--	26.3	--	--	--
I-55 NB																				
241+00.00	TO	247+50.00		--	--	--	--	260.0	--	--	--	--	388.3	--	--	--	--	--	1,300.0	--
I-55 SB																				
241+00.00	TO	247+50.00		--	--	--	--	260.0	--	--	--	--	388.3	--	--	--	--	--	1,300.0	--
TOTAL			3097	6878	233	4351	611	1388	285	285	3708	6840	1586	2028	1883	6437	74	2600	106	4351

GUARDRAIL SCHEDULE									
LOCATION	PCC SHOULDERS 9"	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARDRAIL REMOVAL	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	LINEAR DELINEATOR PANELS, 6 INCH	LINEAR DELINEATOR PANELS, 4 INCH
	SQ YD	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	EACH
NE QUAD	49.8	25.0	1	1	114.0	1	2	--	2
SE QUAD	--	--	--	--	114.0	--	--	--	--
SW QUAD	51.4	25.0	1	1	113.0	1	2	--	2
NW QUAD	--	--	--	--	113.0	--	--	--	--
NORTH PARAPET	--	--	--	--	--	--	--	4	--
SOUTH PARAPET	--	--	--	--	--	--	--	4	--
TOTAL	102	50	2	2	454	2	4	8	4

CURB REFLECTOR SCHEDULE				
LOCATION				CURB REFLECTORS
STA	TO	STA	SIDE OF MEDIAN	EACH
EAST NOSE				
43+82.90	TO	45+97.90	SOUTH	11
45+97.90	TO	48+17.90	SOUTH	11
48+17.90	TO	56+33.00	SOUTH	21
WEST NOSE				
43+82.90	TO	51+98.00	NORTH	21
51+98.00	TO	54+18.00	NORTH	11
54+18.00	TO	56+33.00	NORTH	11
NB OFF RAMP ISLAND				
SB OFF RAMP ISLAND				
TOTAL				117

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 1	OF 4 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	17
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	

STAGING SCHEDULE															
LOCATION	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	HOT-MIX ASPHALT SHOULDERS	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	TEMPORARY PAVEMENT MARKING - LINE 4"		TEMPORARY PAVEMENT MARKING - LINE 12"	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	PAVEMENT MARKING REMOVAL - WATER BLASTING	TEMPORARY PAVEMENT
						WHITE	YELLOW	YELLOW							
	POUND	SQ YD	SQ YD	TON	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	FOOT	EACH	EACH	SQ FT	SQ YD
PRE STAGE 1	387.6	319	1,085	255	--	--	--	--	--	--	--	--	--	--	279.5
STAGE 1	--	--	--	--	--	7,061	6,681	37	450	102	--	2	--	1,473	133.8
STAGE 2	--	--	--	--	--	7,534	6,592	71	50	33	450	1	2	2,609	--
STAGE 3	--	--	--	--	31	430	2,531	--	--	--	--	--	--	4,781	--
POST STAGE 3	--	--	--	--	--	--	--	--	--	--	--	--	--	2,019	--
TOTAL	388	319	1086	255	32	15026	15804	109	500	135	450	3	2	10882	414

DRAINAGE SCHEDULE										
LOCATION	CONCRETE HEADWALL REMOVAL	METAL FLARED END SECTIONS 12"	CONCRETE HEADWALLS FOR PIPE DRAINS	PIPE DRAINS 12"	PIPE UNDERDRAINS (SPECIAL) 4"	PIPE UNDERDRAINS, TYPE 3	TYPE F INLET BOX, STANDARD 610001	PIPE DRAIN REMOVAL	REMOVE INLET BOX	PIPE UNDERDRAIN REMOVAL
STA 43+82.9 TO STA 48+47.4, RT	--	--	--	--	--	464.5	--	--	--	464.5
STA 43+82.9 TO STA 48+53.1, LT	--	--	--	--	--	470.2	--	--	--	470.2
STA 43+82.9, LT	--	--	1	--	32.0	--	--	--	--	--
STA 43+82.9, RT	--	--	1	--	18.0	--	--	--	--	--
STA 46+15.0, LT	--	--	1	--	32.0	--	--	--	--	--
STA 46+15.0, RT	--	--	1	--	18.0	--	--	--	--	--
STA 48+36.5, LT	--	1	--	134.0	--	--	1	--	--	--
STA 48+36.5, RT	--	1	--	91.0	--	--	1	--	--	--
STA 48+61.1, RT	1	--	--	--	--	--	--	55.0	1	--
STA 48+68.6, LT	1	--	--	--	--	--	--	49.0	1	--
STA 51+46.9 TO STA 56+33.0, RT	--	--	--	--	32.0	486.1	1	--	--	486.1
STA 51+52.6 TO STA 56+33.0, LT	--	--	--	--	18.0	480.4	1	--	--	480.4
STA 51+30.8, RT	1	--	1	--	32.0	--	--	52.0	1	--
STA 51+39.0, LT	1	--	1	--	18.0	--	--	55.0	1	--
STA 51+64.3, LT	--	1	1	120.0	--	--	--	--	--	--
STA 51+64.3, RT	--	1	1	85.0	--	--	--	--	--	--
STA 53+90.0, LT	--	--	--	--	--	--	--	--	--	--
STA 53+90.0, RT	--	--	--	--	--	--	--	--	--	--
STA 56+33.0, LT	--	--	--	--	--	--	--	--	--	--
STA 56+33.0, RT	--	--	--	--	--	--	--	--	--	--
TOTAL	4	4	8	430	200	1902	4	211	4	1902

I55 TEMP CONC BARRIER WALL SCHEDULE		
LOCATION	TEMPORARY CONCRETE BARRIER WALL	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
QUADRANT	FOOT	EACH
I55 NB	1,100	2
I55 SB	1,100	2
TOTAL	2200	4

REPLACEMENT REFLECTOR SCHEDULE			
LOCATION			REPLACEMENT REFLECTOR
STA	TO	STA	EACH
65+02.30	TO	67+20.00	12
TOTAL			12

PERMANENT IMPACT ATTENUATOR SCHEDULE				
LOCATION	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	ATTENUATOR BASE	REMOVE ATTENUATOR BASE	REMOVE IMPACT ATTENUATOR SAND MODULE
STA	EACH	SQ YD	EACH	EACH
I-55 PIER - N. SIDE	1	27.3	1	14
I-55 PIER - S. SIDE	1	27.3	1	14
TOTAL	2	55	2	28

REMOVAL SCHEDULE									
LOCATION			PAVEMENT REMOVAL	HMA SURFACE REMOVAL 3.75"	HMA SURFACE REMOVAL 6"	COMBINATION CURB & GUTTER REMOVAL	MEDIAN REMOVAL	PAVED SHOULDER REMOVAL	APPROACH SLAB REMOVAL
STA	TO	STA	SQYD	SQ YD	SQ YD	FT	SQFT	SQYD	SQYD
32+90.00	TO	42+90.00	--	1,893.3	--	36	--	--	--
42+90.00	TO	48+73.50	1,952.0	70.3	--	1,010.0	3,214.7	1,121.5	102.76
BRIDGE OMMISION									
51+26.50	TO	57+10.00	1,994.0	86.9	--	1,040.0	3,383.7	1,149.6	103.26
57+10.00	TO	66+40.00	--	1,803.7	--	20	--	--	--
I-55 NB									
241+00.00	TO	247+50.00	--	--	1,155.6	--	--	--	--
I-55 SB									
241+00.00	TO	247+50.00	--	--	1,155.6	--	--	--	--
MAINLINE TOTAL			3947	3855	2312	2106	6599	2272	207

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PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	18
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	

PERMANENT PAVEMENT MARKING SCHEDULE																
LOCATION			LENGTH	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LETTERS AND SYMBOLS	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 24"	MODIFIED URETHANE PAVEMENT MARKING TYPE 1 - LINE 4"		MODIFIED URETHANE PAVEMENT MARKING TYPE 1 - LINE 6"	MODIFIED URETHANE PAVEMENT MARKING TYPE 1 - LINE 8"	MODIFIED URETHANE PAVEMENT MARKING TYPE 1 - LINE 12"	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING 5"	GROOVING FOR RECESSED PAVEMENT MARKING 7"	GROOVING FOR RECESSED PAVEMENT MARKING 9"	GROOVING FOR RECESSED PAVEMENT MARKING 13"	GROOVING FOR RECESSED PAVEMENT MARKING 25"
STA	TO	STA	FOOT	SQFT	WHITE FOOT	WHITE FOOT	YELLOW FOOT	YELLOW FOOT	WHITE FOOT	WHITE FOOT	SQFT	FOOT	FOOT	FOOT	FOOT	FOOT
32+42.20	TO	43+82.90	1141	26	--	3,637	4,274	--	--	--	26	3,955	--	--	--	--
43+82.90	TO	56+33.00	1250	117	--	5,000	5,011	--	860	--	117	5,006	--	430	--	--
56+33.00	TO	67+45.60	1113	26	--	3,625	3,693	109	--	--	26	3,659	54	--	--	--
I-55 NB ON RAMP				--	--	243	123	--	--	--	--	183	--	--	--	--
I-55 NB OFF RAMP				27	38	296	131	--	315	202	27	214	--	157	101	38
I-55 SB ON RAMP				--	--	278	174	--	--	--	--	226	--	--	--	--
I-55 SB OFF RAMP				27	41	351	210	--	251	144	27	280	--	126	72	41
MAINLINE TOTAL			2363	223	80	13430	13617	109	1426	347	223	13524	55	713	174	80

TEMPORARY INFORMATION SIGNING SCHEDULE		
LOCATION	SIZE (IN)	TEMPORARY INFORMATION SIGNING SQ FT
ROAD WORK AHEAD (IL 17 EAST)	42X72	21.0
ROAD WORK AHEAD (IL 17 WEST)	42X72	21.0
TOTAL		42

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	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 3	OF 4	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	19
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

SIGNING SCHEDULE												
LOCATION			SIGN PANEL T1	SIGN PANEL T3	SIGN PANEL OVERLAY	REMOVE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL ASSEMBLY - TYPE B	STRUCTURAL STEEL SIGN SUPPPORT BREAKAWAY	WOOD SIGN SUPPORT	CONCRETE FOUNDATIONS	REMOVE GROUND MOUNTED SIGN SUPPORT	REMOVE CONCRETE FOUNDATION - GROUND MOUNT
STA.	LT / RT	SIGN ID	SQ FT	SQ FT	SQ FT	EACH	EACH	POUND	FOOT	CU YD	EACH	EACH
32+42	RT	WB-WP-AZ-01	9.0	--	--	1	--	--	16.0	--	--	--
35+66	RT	WB-WP-AP-02	4.4	--	--	--	1	--	--	--	--	--
		WB-WP-AP-03	9.0	--	--	1	--	--	17.8	--	--	--
37+69	LT	EB-WP-AP-04	7.5	--	--	1	--	--	16.0	--	--	--
38+85	LT	WB-WP-AP-05	5.0	--	--	1	--	--	15.0	--	--	--
38+85	RT	WB-WP-AP-06	7.5	--	--	1	--	--	16.0	--	--	--
40+52	LT	EB-WP-AP-07	2.0	--	--	1	--	--	16.0	--	--	--
		EB-WP-AP-08	4.0	--	--	1	--	--	--	--	--	--
41+21	RT	WB-XX-ZZ-09	--	--	120.0	--	--	470.0	--	--	--	--
42+33	LT	NB-WP-ZZ-10	6.3	--	--	1	--	--	15.5	--	--	--
42+95	LT	NB-WP-AP-11	1.5	--	--	1	--	--	--	--	--	--
		SB-WP-AP-12	1.5	--	--	1	--	--	15.5	--	--	--
		EB-WP-AP-13	1.5	--	--	1	--	--	--	--	--	--
		WB-WP-AP-14	1.5	--	--	1	--	--	--	--	--	--
43+05	LT	EB-WP-AP-15	3.0	--	--	--	1	--	--	--	--	--
		WB-WP-AP-16	3.0	--	--	1	--	--	18.0	--	--	--
		NB-WP-ZZ-17	6.3	--	--	1	--	--	--	--	--	--
		NB-WP-AP-18	2.0	--	--	1	--	--	--	--	--	--
43+08	LT	EB-WP-AP-19	4.5	--	--	--	1	--	18.8	--	--	--
		EB-WP-AP-20	9.0	--	--	1	--	--	--	--	--	--
		EB-WP-AP-21	4.4	--	--	1	--	--	--	--	--	--
43+50	RT	NB-WP-AP-22	2.0	--	--	1	--	--	17.3	--	--	--
		NB-WP-AP-23	4.0	--	--	1	--	--	--	--	--	--
		NB-WP-AP-24	2.2	--	--	1	--	--	--	--	--	--
43+87	LT	EB-WP-AP-25	4.0	--	--	1	--	--	17.0	--	--	--
		EB-WP-AP-26	4.0	--	--	1	--	--	--	--	--	--
44+30	LT	EB-BS(2)-ZZ-27	--	62.5	--	--	1	--	--	1.4	2	2
46+51	LT	EB-WP-AP-28	7.5	--	--	1	--	--	16.0	--	--	--
48+39	LT	EB-WP-AP-29	4.0	--	--	1	--	--	14.5	--	--	--
51+62	RT	WB-WP-AP-30	4.0	--	--	1	--	--	14.5	--	--	--
53+67	RT	WB-WP-AP-31	7.5	--	--	1	--	--	16.0	--	--	--
55+80	LT	WB-XX-ZZ-32	--	--	65.0	--	--	--	--	--	--	--
56+29	RT	EB-WP-AP-33	4.0	--	--	1	--	--	17.0	--	--	--
		WB-WP-AP-34	4.0	--	--	1	--	--	--	--	--	--
56+59	LT	SB-WP-AP-35	2.0	--	--	1	--	--	17.3	--	--	--
		SB-WP-AP-36	4.0	--	--	1	--	--	--	--	--	--
		SB-WP-AP-37	2.2	--	--	1	--	--	--	--	--	--
57+03	RT	WB-WP-AP-38	4.5	--	--	--	1	--	18.8	--	--	--
		WB-WP-AP-39	9.0	--	--	1	--	--	--	--	--	--
		WB-WP-AP-40	4.4	--	--	1	--	--	--	--	--	--
57+16	RT	NB-WP-AP-41	1.5	--	--	1	--	--	15.5	--	--	--
		SB-WP-AP-42	1.5	--	--	1	--	--	--	--	--	--
		EB-WP-AP-43	1.5	--	--	1	--	--	--	--	--	--
		WB-WP-AP-44	1.5	--	--	1	--	--	--	--	--	--
57+17	RT	EB-WP-AP-45	3.0	--	--	--	1	--	18.0	--	--	--
		WB-WP-AP-46	3.0	--	--	1	--	--	--	--	--	--
		NB-WP-ZZ-47	6.3	--	--	1	--	--	--	--	--	--
		NB-WP-AP-48	2.0	--	--	1	--	--	--	--	--	--
57+86	RT	SB-WP-ZZ-49	6.3	--	--	1	--	--	15.5	--	--	--
58+46	RT	WB-WP-AP-50	2.0	--	--	1	--	--	16.0	--	--	--
		WB-WP-AP-51	4.0	--	--	1	--	--	12.5	--	--	--
58+89	LT	WB-XX-ZZ-52	--	--	120.0	--	--	--	--	--	--	--
60+80	LT	EB-WP-AP-53	7.5	--	--	1	--	--	16.0	--	--	--
60+80	RT	WB-WP-AP-54	7.5	--	--	1	--	--	16.0	--	--	--
61+19	RT	EB-WP-AP-55	5.0	--	--	1	--	--	15.0	--	--	--
63+00	LT	EB-WP-AP-56	4.4	--	--	--	1	--	17.8	--	--	--
		EB-WP-AP-57	9.0	--	--	1	--	--	12.5	--	--	--
63+00	RT	WB-WP-AZ-58	9.0	--	--	1	--	--	16.0	--	--	--
66+01	LT	WB-WP-AZ-59	9.0	--	--	1	--	--	16.0	--	--	--
TOTALS			250	63	305	49	7	470	500	1.4	2	2

PATCHING SCHEDULE									
LOCATION	PATCH LENGTH	CLASS B PATCHES, TYPE II, 8 INCH	CLASS B PATCHES, TYPE III, 8 INCH	CLASS B PATCHES, TYPE III, 8 INCH	DOWEL BARS 1 1/4"	CLASS D PATCHES, TYPE II, 8 INCH	SAW CUTS	TIE BARS 3/4"	WELDED WIRE REINFORCEMENT
STA	FOOT	SQ YD	SQ YD	SQ YD	EACH	SQ YD	EACH	EACH	SQ YD
IL 17 EB									
36+20.00	20	--	--	31.1	26		42	7	31.1
36+90.00	85	--	--	132.2	26		42	29	132.2
37+75.00	80	--	--	124.4	26		42	27	124.4
38+10.00	6	9.3	--	--	26		42	--	--
38+50.00	20	--	--	31.1	26		42	--	--
40+00.00	8	12.4	--	--	26		42	--	--
40+90.00	17	--	--	26.4	26		42	--	26.4
41+80.00	20	--	--	31.1	26		42	7	--
42+20.00	20	--	--	31.1	26		42	7	31.1
43+50.00	70	--	--	108.9	26		42	24	108.9
57+25.00	6	9.3	--	--	26		42	--	--
58+15.00	25	--	--	38.9	26		42	9	--
59+00.00	6	9.3	--	--	26		42	--	--
59+30.00	20	--	--	31.1	26		42	7	31.1
60+50.00	120	--	--	186.7	26		42	40	186.7
61+30.00	6	9.3	--	--	26		42	--	--
61+75.00	6	9.3	--	--	26		42	--	--
63+00.00	6	9.3	--	--	26		42	--	--
63+25.00	6	9.3	--	--	26		42	--	--
IL 17 WB									
32+00	6.0	8.0	--	--	22		36	--	--
32+50	38.0	--	--	50.7	22		36	13	50.7
33+75	53.0	--	--	70.7	22		36	18	70.7
34+60	18.0	--	24.0	--	22		36	--	24.0
36+00	140.0	--	--	186.7	22		36	47	186.7
38+10.00	50.0	--	--	66.7	22		36	17	66.7
39+10.00	16.0	--	--	29.3	31		50	--	29.3
40+00.00	24.0	--	--	40.0	28		45	8	40.0
40+25.00	15.0	--	--	25.0	28		45	--	25.0
40+70.00	16.0	--	--	26.7	28		45	--	26.7
41+20.00	30.0	--	--	46.7	26		42	10	46.7
41+50.00	40.0	--	--	62.2	26		42	14	62.2
42+55.00	120.0	--	--	186.7	26		42	40	186.7
57+20.00	120.0	--	--	186.7	26		42	40	186.7
59+00.00	10.0	--	15.6	--	26		42	--	15.6
60+30.00	6.0	9.3	--	--	26		42	--	--
60+50.00	6.0	9.3	--	--	26		42	--	--
60+75.00	8.0	12.4	--	--	26		42	--	--
61+20.00	6.0	9.3	--	--	26		42	--	--
62+50.00	8.0	12.4	--	--	26		42	--	--
62+75.00	6.0	9.3	--	--	26		42	--	--
PRE-STAGE I									
45+00.00	8.0		--	--		12.4		--	--
47+00.00	6.0		--	--		9.3		--	--
53+00.00	6.0		--	--		9.3		--	--
TOTAL		148	40	1751	1027	32	1661	364	1690

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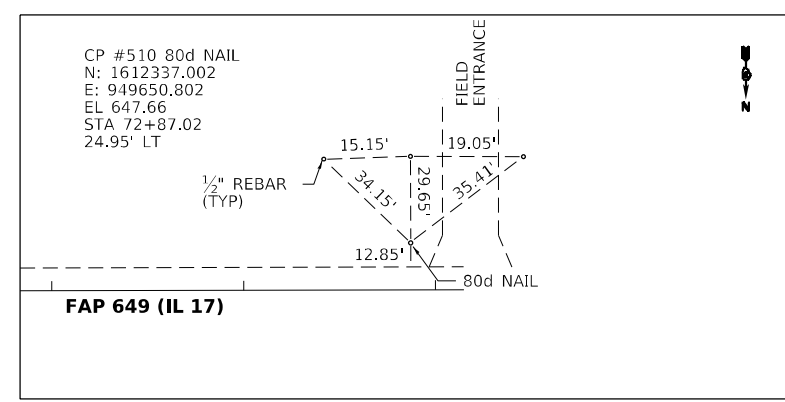
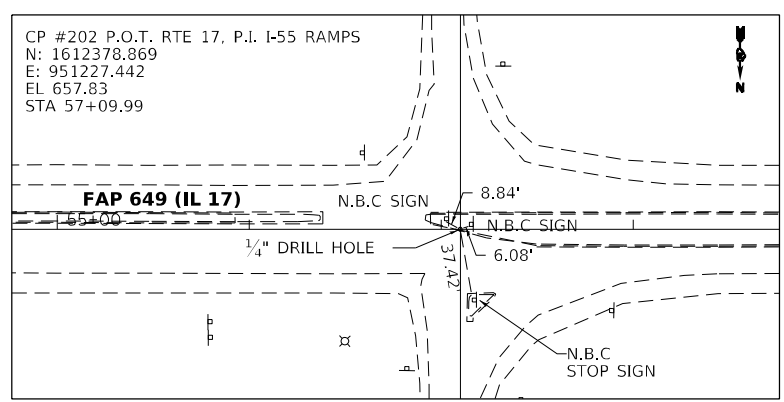
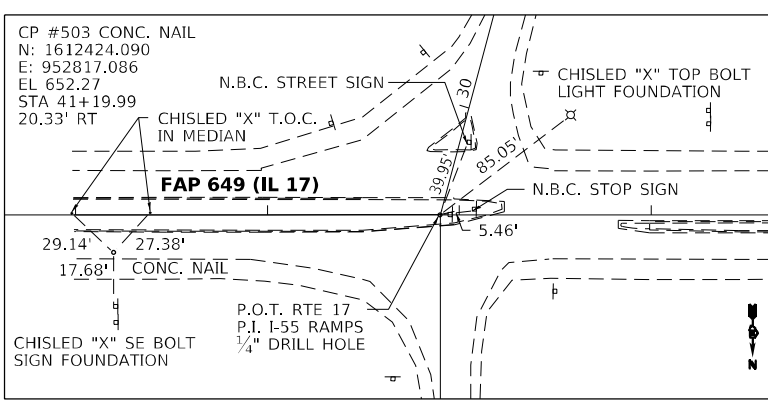
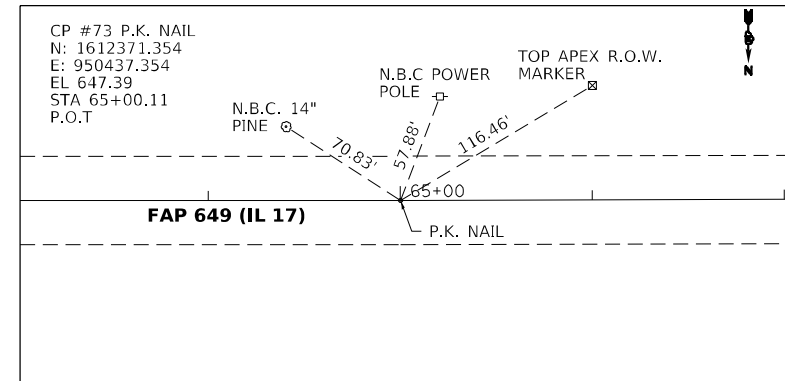
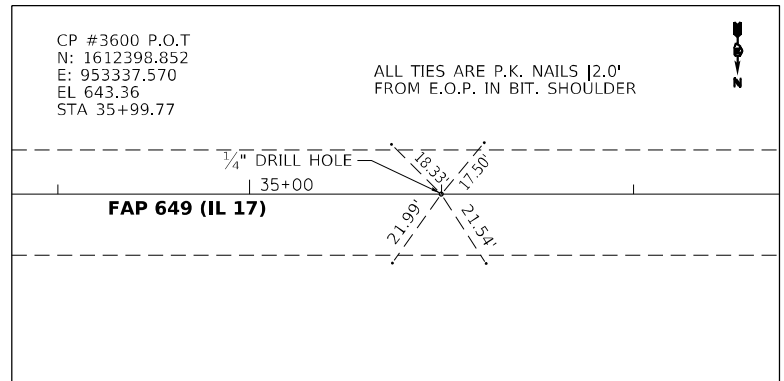
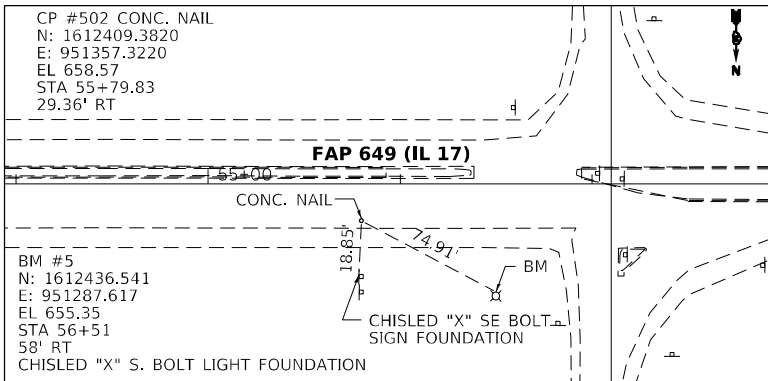
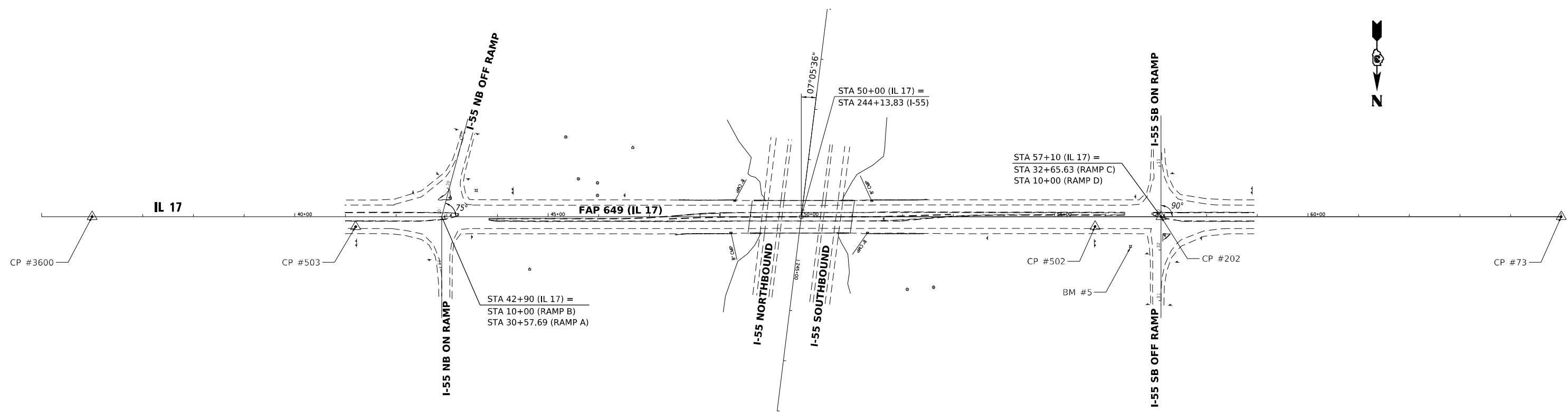
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 DRAWN - NV
 CHECKED - JKC
 DATE - 01/26/2023

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES
 SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	20
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	



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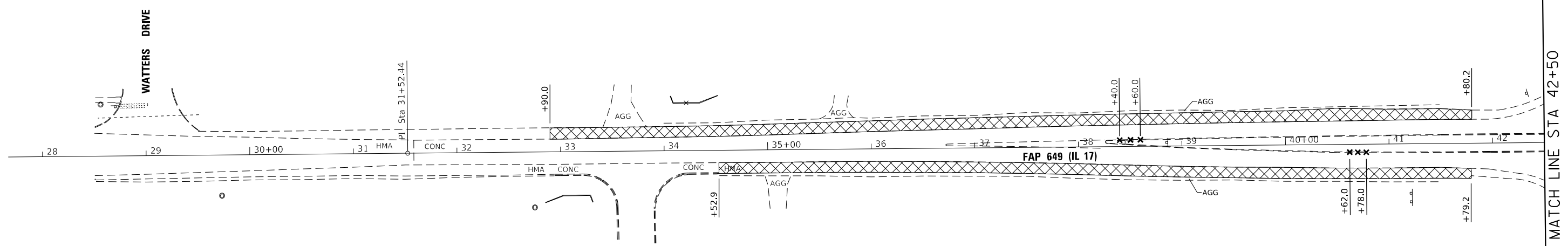
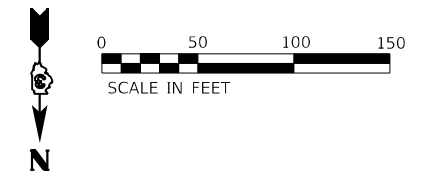
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

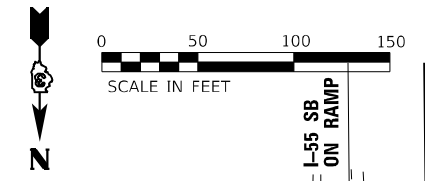
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SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	21
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL AND RESURFACING
- SHOULDER REMOVAL
- CURB & GUTTER REMOVAL
- PIPE DRAIN REMOVAL
- INLET REMOVAL
- TREE REMOVAL



- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL AND RESURFACING
- SHOULDER REMOVAL
- CURB & GUTTER REMOVAL
- PIPE DRAIN REMOVAL
- INLET REMOVAL
- TREE REMOVAL

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	DRAWN - NV	REVISED -
PLOT SCALE =	CHECKED - JKC	REVISED -
PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

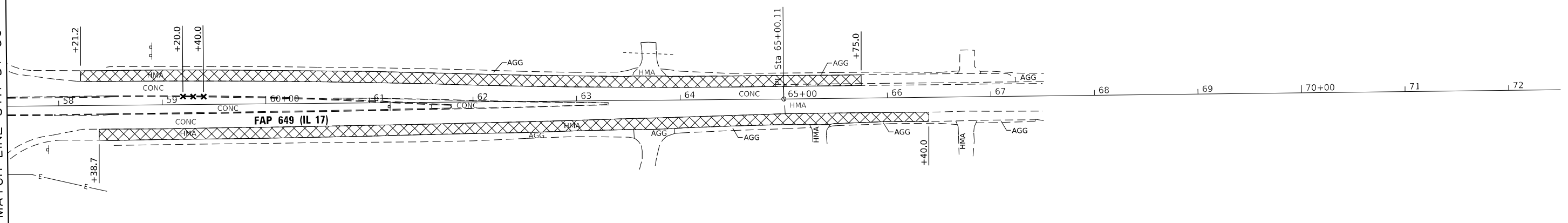
REMOVAL PLANS

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

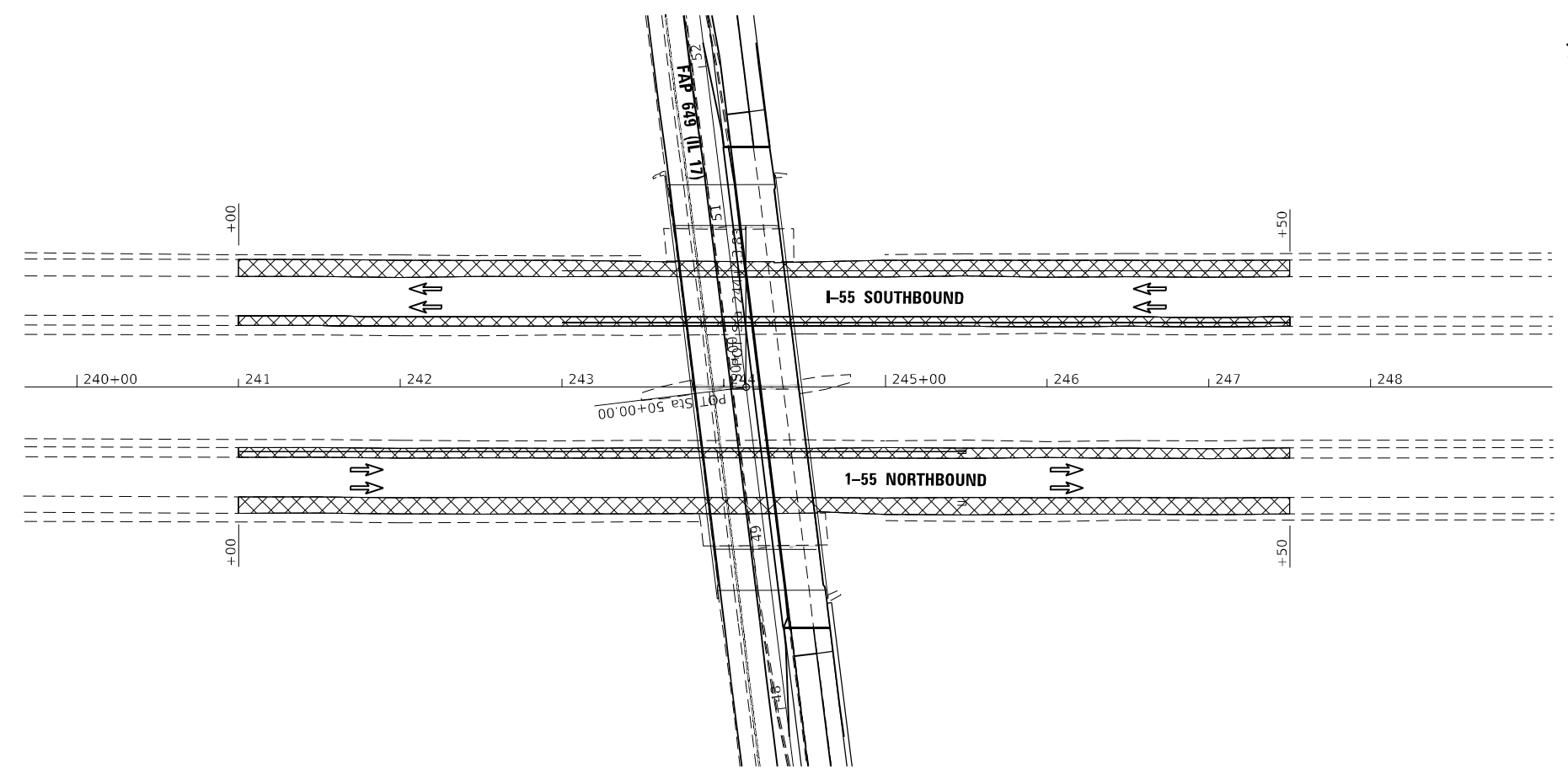
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649	(53-1HB)BR	LIVINGSTON	137	22
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA 57+50



- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL AND RESURFACING
- SHOULDER REMOVAL
- CURB & GUTTER REMOVAL
- PIPE DRAIN REMOVAL
- R - INLET REMOVAL
- X - TREE REMOVAL



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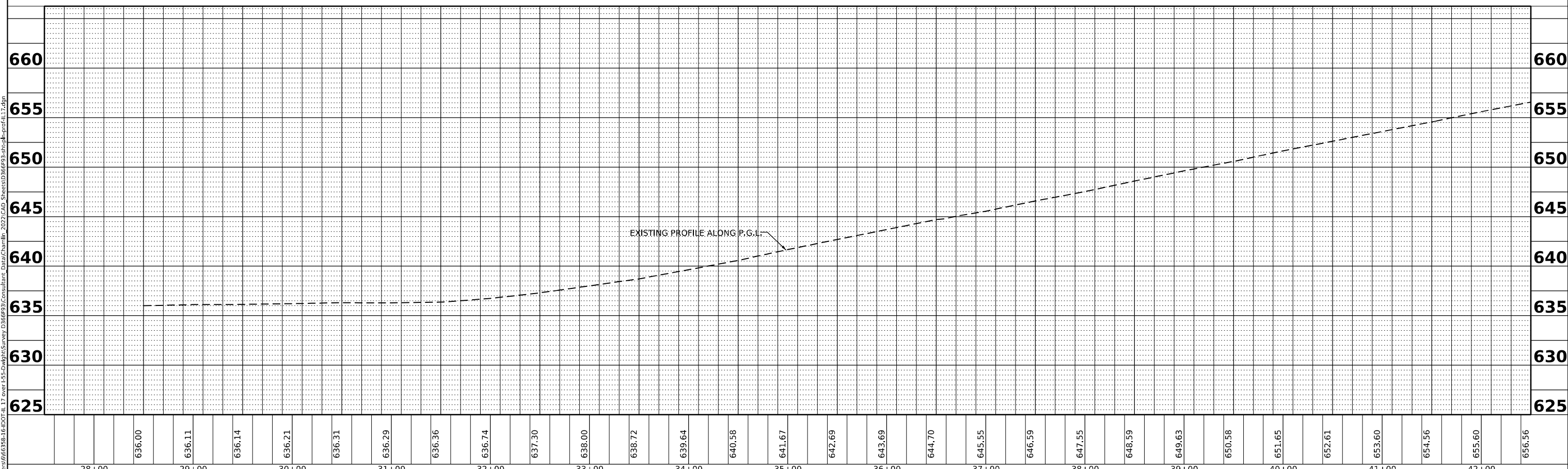
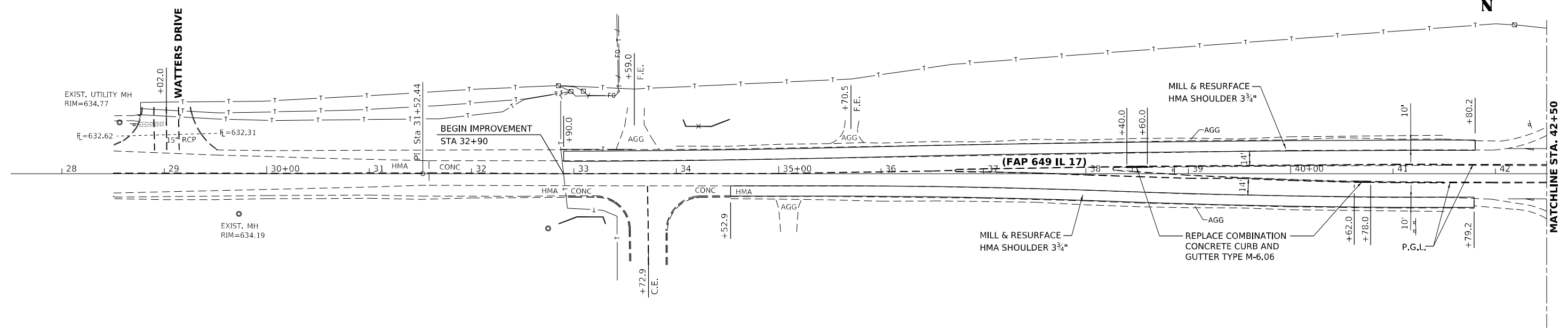
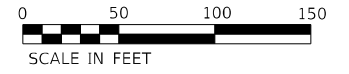
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	DRAWN - NV	REVISED -
PLOT SCALE =	CHECKED - JKC	REVISED -
PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	23
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



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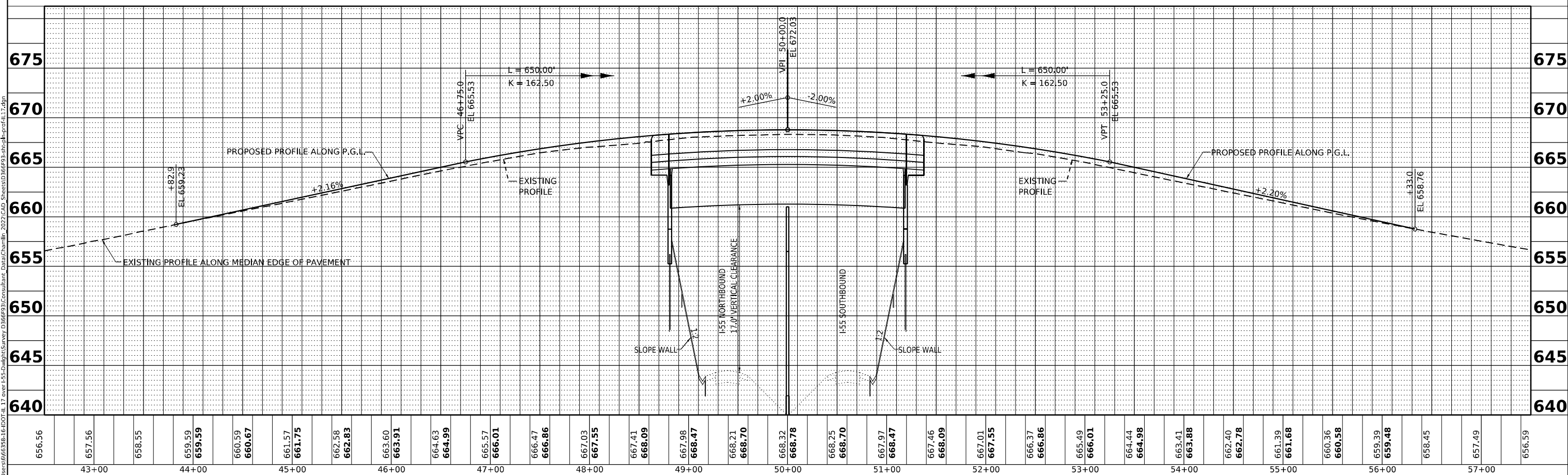
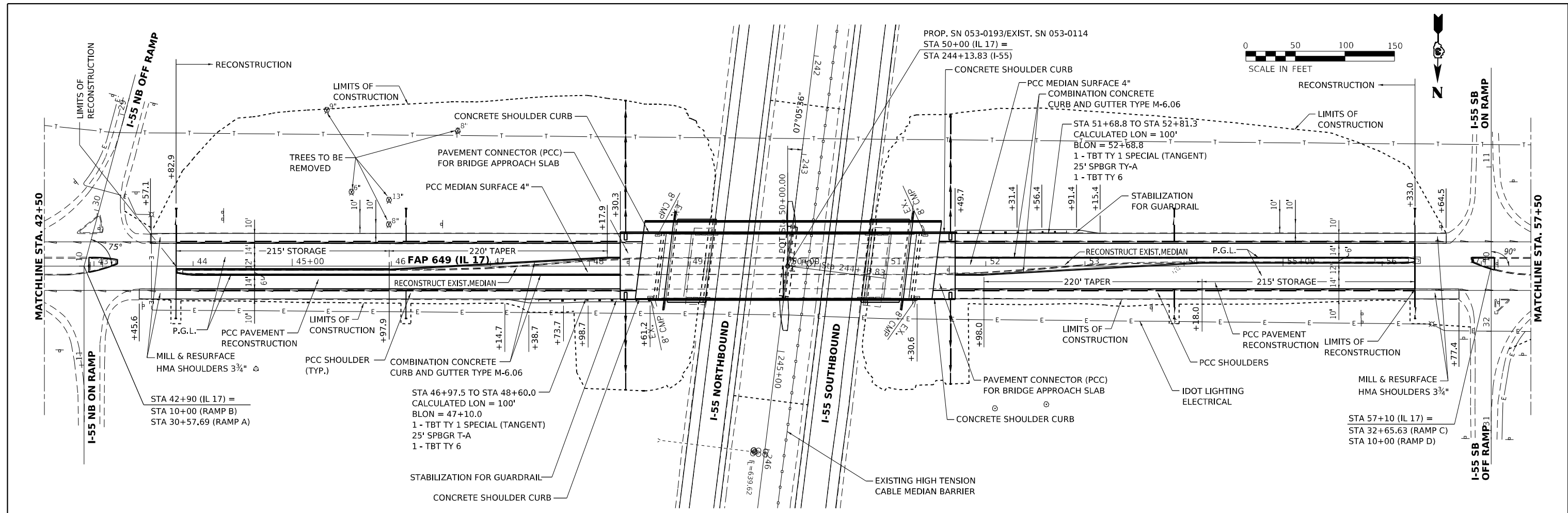
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PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 17 PLAN AND PROFILE
 SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 27+00 TO STA. 42+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	24
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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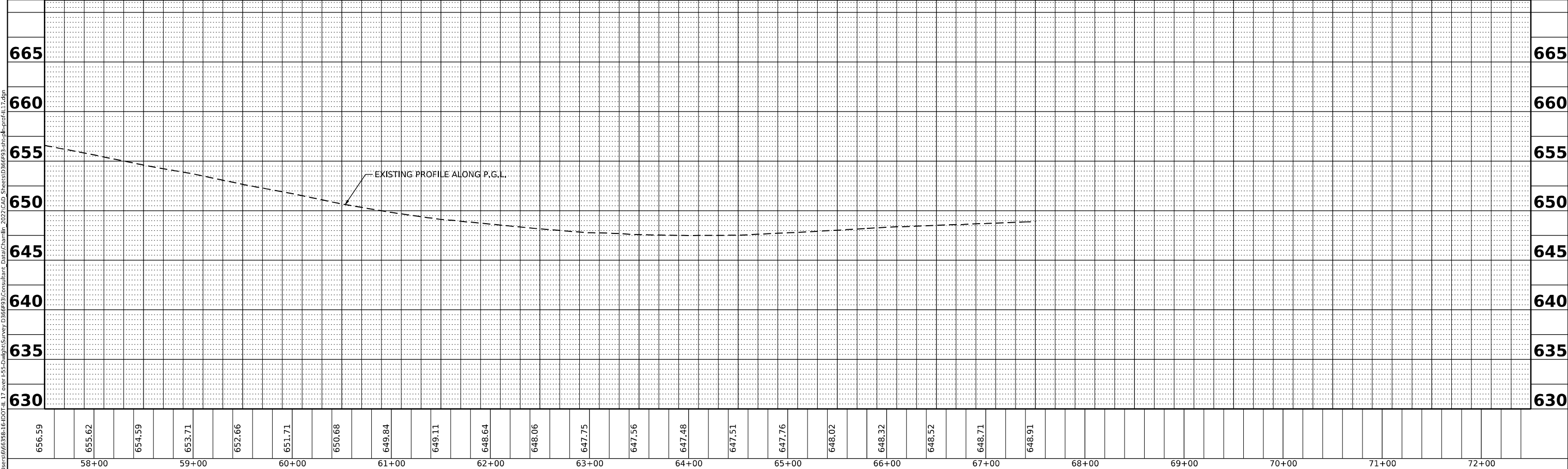
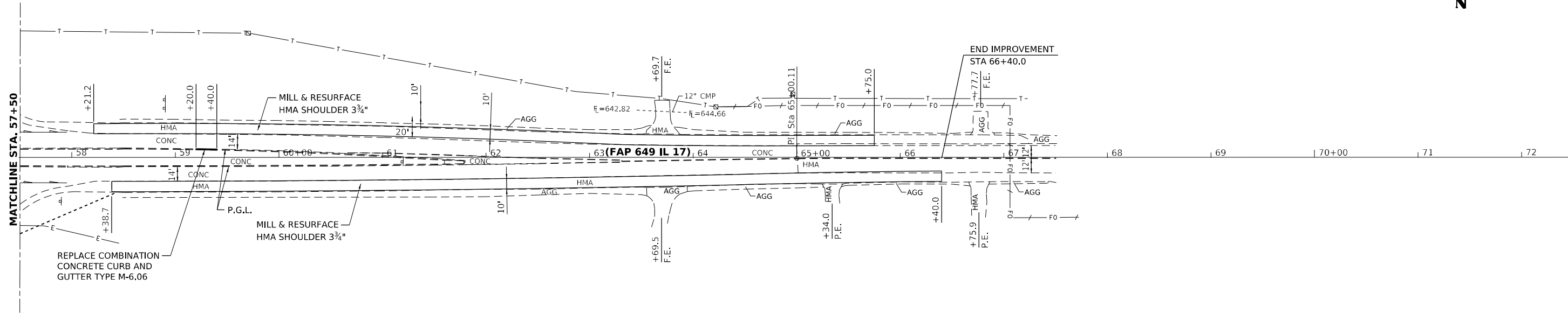


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PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 17 PLAN AND PROFILE
 SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 42+50 TO STA. 57+50

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 25
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	



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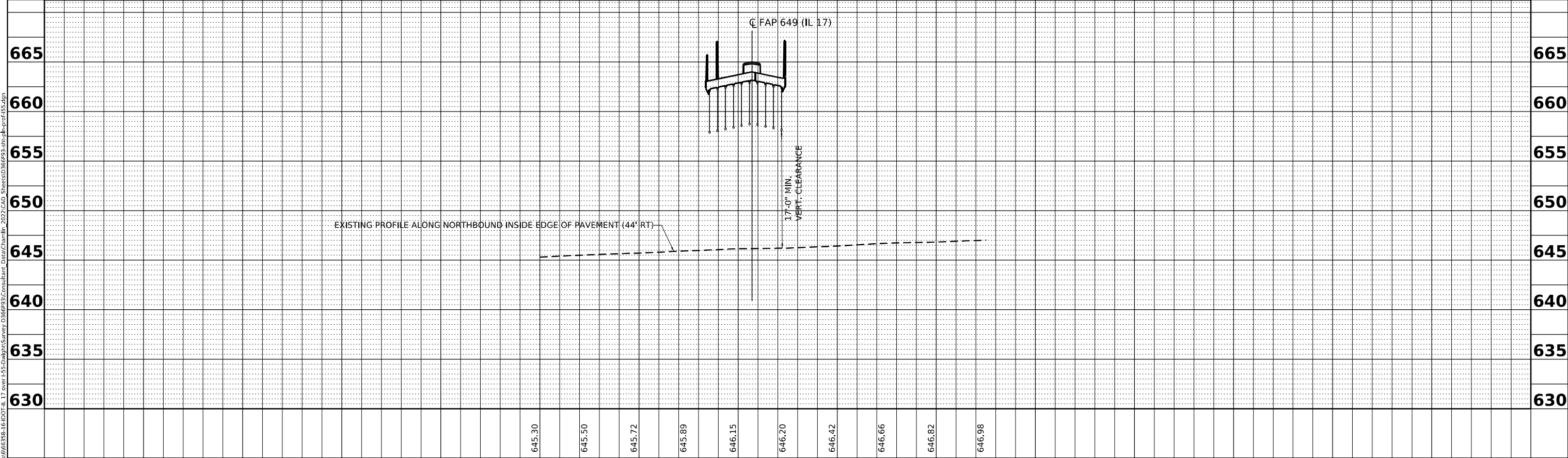
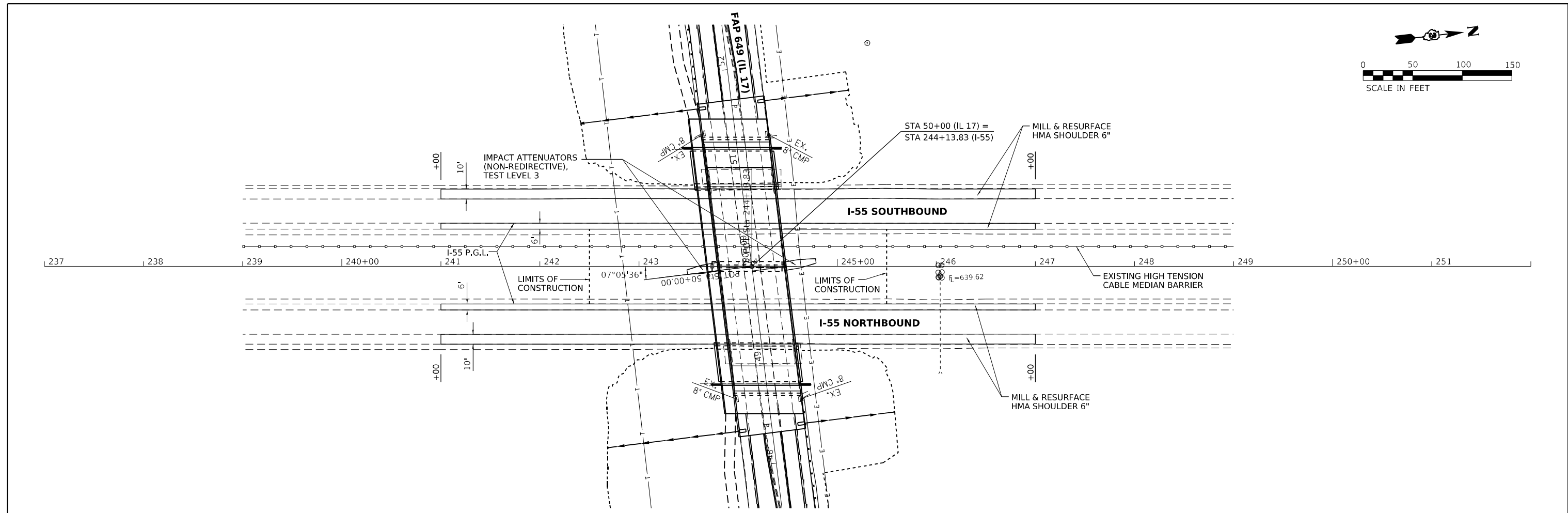
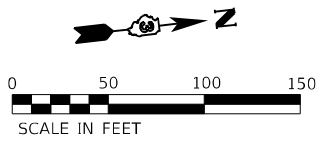


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PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 17 PLAN AND PROFILE			
SCALE: 1"=50'	SHEET 3	OF 3 SHEETS	STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	26
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



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237+00	238+00	239+00	240+00	241+00	242+00	243+00	244+00	245+00	246+00	247+00	248+00	249+00	250+00	251+00	252+00
					645.30	645.90	645.72	645.89	646.15	646.20	646.42	646.66	646.82	646.98	

	USER NAME = CHAMLIN	DESIGNED - DJD	REvised -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 PLAN AND PROFILE				F.A. RTE. = 649	SECTION = (5J-1HB)BR	COUNTY = LIVINGSTON	TOTAL SHEETS = 137	SHEET NO. = 27
	PLOT SCALE = --	CHECKED - JKC	REvised -		SCALE: 1"=50'				SHEET 1 OF 1 SHEETS		STA. 237+00 TO STA. 252+00	CONTRACT NO. 66F93	
	PLOT DATE = --	DATE - 01/26/2023	REvised -								ILLINOIS FED. AID PROJECT		

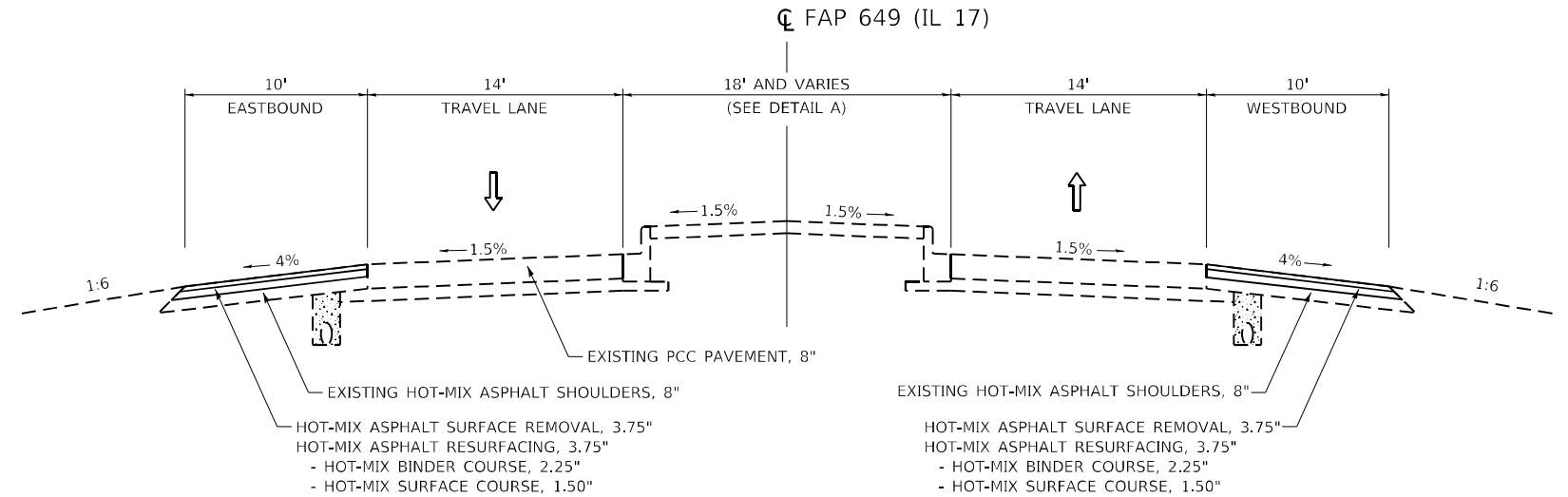
PRE-STAGE I CONSTRUCTION

- INSTALL TRAFFIC CONTROL SIGNING.
- CONSTRUCT SHOULDER REPAIRS AT VARIOUS LOCATIONS.
- REMOVE MEDIAN NOSES AT LOCATIONS SHOWN ON PLANS.
- CONSTRUCT TEMPORARY PAVEMENT.
- CONSTRUCT CLASS D PATCHES
- SEE PRE-STAGE PLANS FOR DETAILS ON LOCATIONS.
- REPAIR EXISTING SLOPE DRAINS AND REPLACE EXISTING SHOULDER INLETS, AS NEEDED.

TRAFFIC CONTROL AND PROTECTION

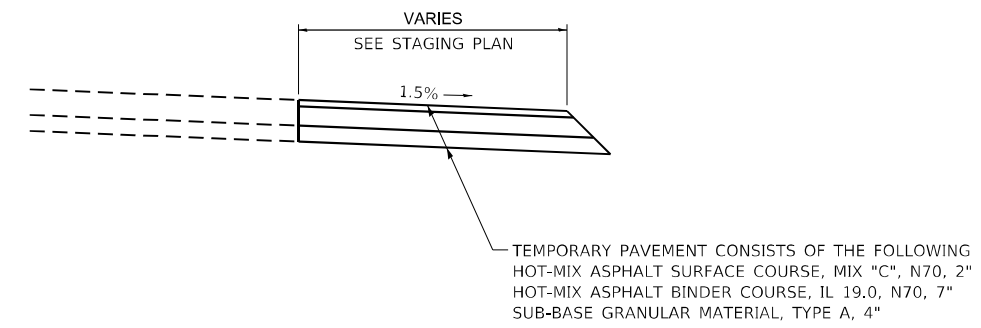
TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.



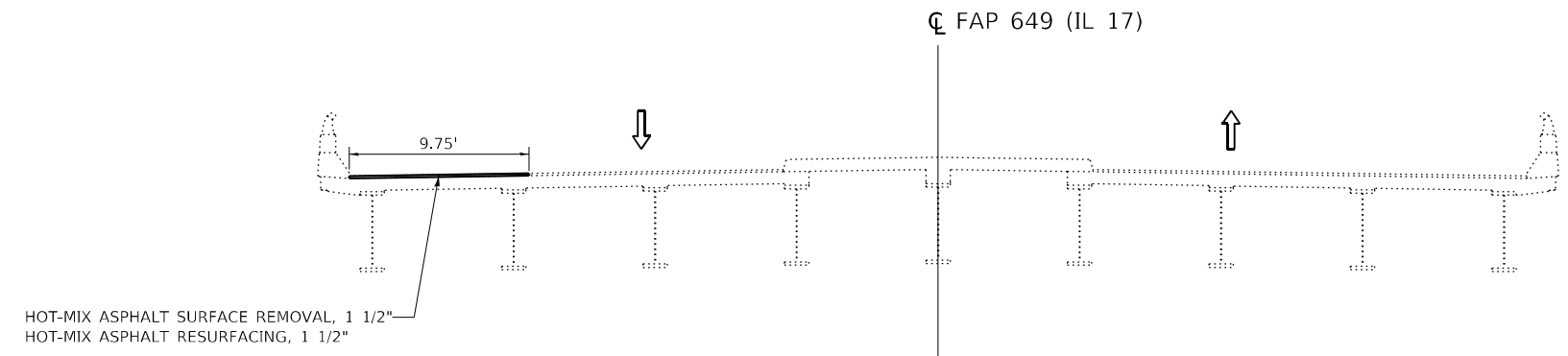
TYPICAL SECTION - EXISTING
(LOOKING WEST)

EASTBOUND SHOULDERS	WESTBOUND SHOULDERS
STA 32+90.0 TO STA 41+57.6	STA 34+52.9 TO STA 41+86.5
STA 43+49.4 TO STA 56+66.6	STA 58+48.3 TO STA 66+40.0
STA 58+44.7 TO STA 65+75.0	



TEMPORARY PAVEMENT DETAIL

- NORTHBOUND OFF RAMP - NE QUAD
- NORTHBOUND OFF RAMP - SW QUAD
- SOUTHBOUND OFF RAMP - NE QUAD
- SOUTHBOUND OFF RAMP - NW QUAD
- EAST MEDIAN NOSE
- WEST MEDIAN NOSE
- EB APPROACH SHOULDERS



BRIDGE CROSS SECTION - PRE-STAGE I
(LOOKING WEST)

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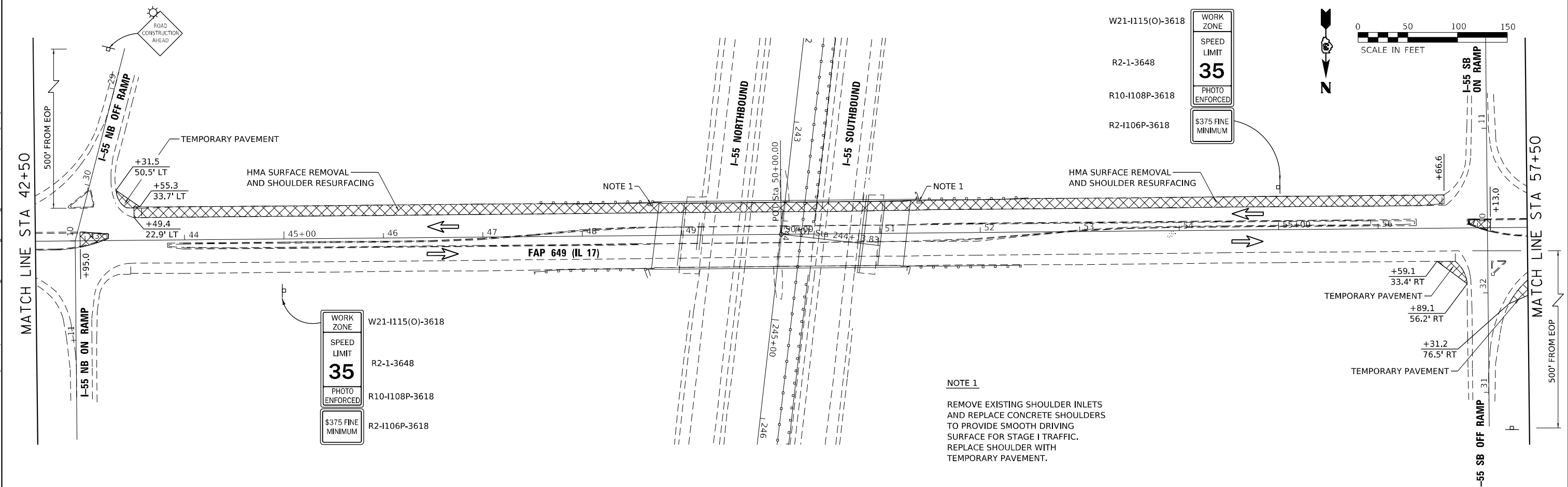
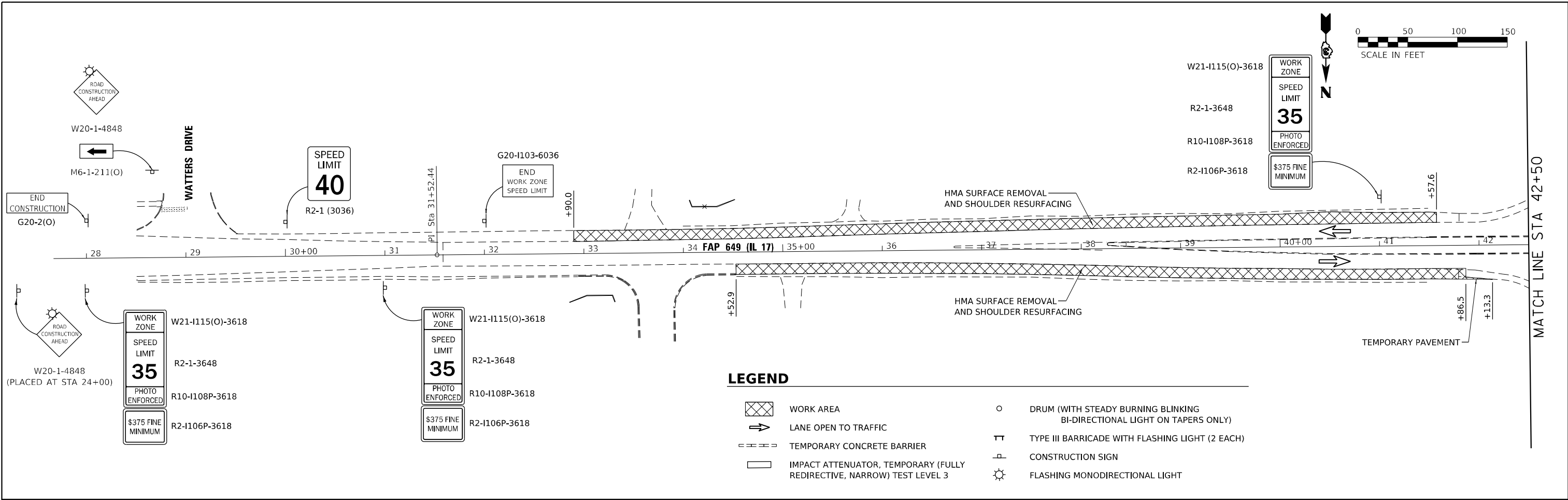


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PLOT SCALE = _	DRAWN - NV	REVISED -
PLOT DATE = _	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE I CONSTRUCTION NOTES AND TYPICAL SECTIONS			
SCALE:	SHEET 1	OF 1	SHEETS
	STA.	TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	28
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				



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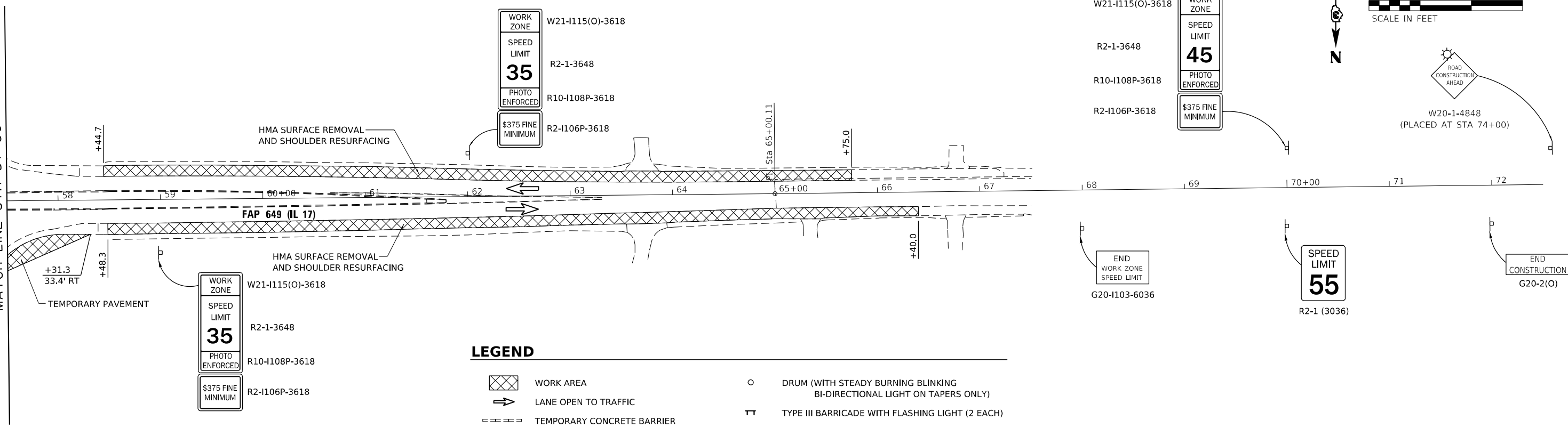
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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE I TRAFFIC CONTROL
 SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

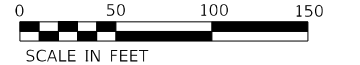
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			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

MATCH LINE STA 57+50



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT



W20-1-4848
(PLACED AT STA 74+00)

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE I TRAFFIC CONTROL

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	30
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

STAGE I CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING

REMOVE WESTBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF EXISTING SN 053-0114 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT WESTBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF PROPOSED SN 053-0193 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT WESTBOUND PAVEMENT CONNECTORS (PCC) FOR BRIDGE APPROACH SLAB.

CONSTRUCT WESTBOUND PCC PAVEMENT AND SHOULDERS.

CONSTRUCT TEMPORARY PAVEMENT FOR STAGE II TRAFFIC.

MILL AND RESURFACE WESTBOUND SHOULDERS BETWEEN EAST AND WEST RAMP AND NEW PCC SHOULDERS.

CONSTRUCT WESTBOUND GUARDRAIL AND STABILIZATION.

SEE STAGE I PLANS FOR DETAILS ON LOCATIONS.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

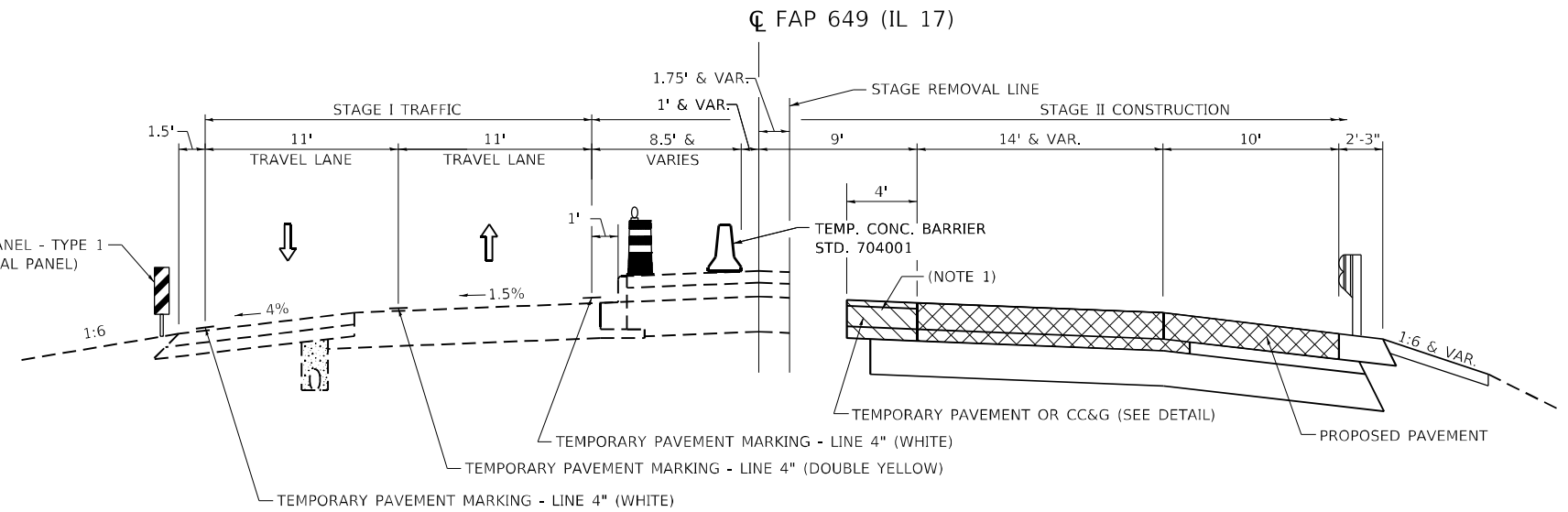
TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

DRUMS WITH WARNING LIGHTS ARE REQUIRED TO DELINEATE THE TRAVEL WAY.

THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

CHANGEABLE MESSAGE SIGNS ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.

BEAM REMOVAL AND ERECTION TRAFFIC CONTROL AND PROTECTION SHALL BE ACCORDING TO TOTAL INTERSTATE CLOSURE AT NIGHT (ALL TRAFFIC MUST EXIST) DETAIL. CONTRACTOR SHALL TEMPORARILY RELOCATE DRUMS AT RAMP INTERSECTIONS TO ALLOW DETOURED TRAFFIC TO CROSS IL 17.

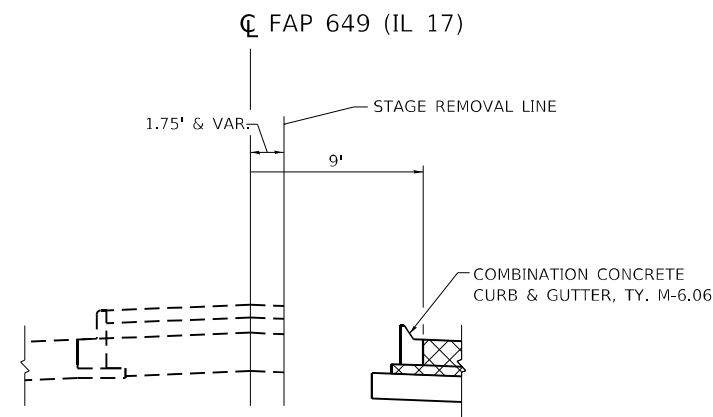


**ROADWAY
STAGE I TYPICAL SECTION
FAP 649 (IL 17)**

(LOOKING WEST)

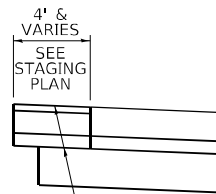
STA 43+82.9 TO STA 48+73.5
STA 51+26.5 TO STA 56+33.0

NOTE 1
INSTALL TEMPORARY PAVEMENT OR
COMBINATION CONCRETE CURB & GUTTER, TY. M-6.06
(SEE DETAILS)



**CURB AND GUTTER DETAIL
FAP 649 (IL 17)**

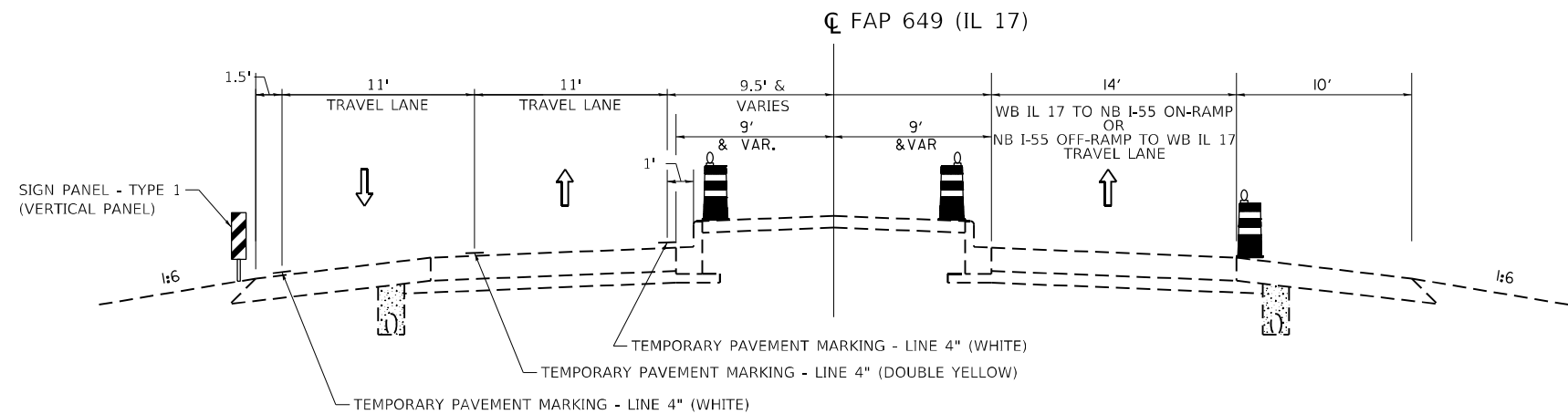
STA 44+01.9 TO STA 47+00.2



TEMPORARY PAVEMENT CONSISTS OF THE FOLLOWING
HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N 70, 2"
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 7"
SUBBASE GRANULAR MATERIAL, TY A, 4"

**TEMPORARY PAVEMENT DETAIL
FAP 649 (IL 17)**

STA 43+82.9 TO STA 44+01.9 (MEDIAN SIDE)
STA 47+00.2 TO STA 48+49.6 (MEDIAN SIDE)
STA 51+49.1 TO STA 52+70.7 (MEDIAN SIDE)
STA 51+30.6 TO STA 51+65.6 (OUTSIDE)



**ROADWAY
STAGE I TYPICAL SECTION
FAP 649 (IL 17)**

(LOOKING WEST)

STA 32+42.2 TO STA 43+82.9
STA 56+33.0 TO STA 66+00.0

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PLOT DATE	=

DESIGNED	- DJD
DRAWN	- NV
CHECKED	- JKC
DATE	- 01/26/2023

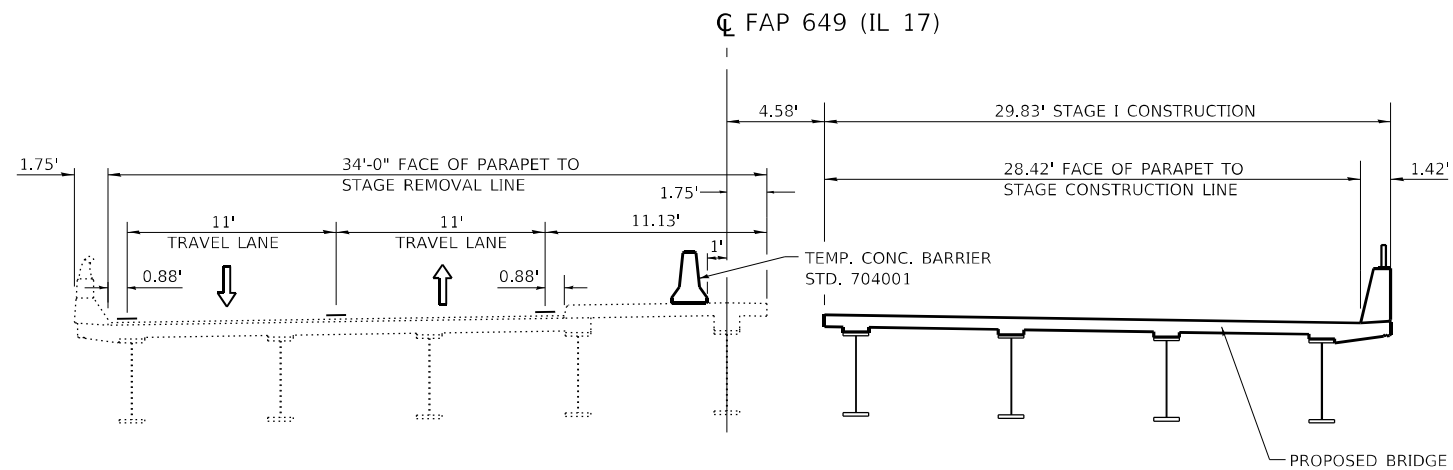
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REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE I
CONSTRUCTION NOTES AND TYPICAL SECTIONS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	31
			CONTRACT NO. 66F93	
		ILLINOIS FED. AID PROJECT		



BRIDGE CROSS SECTION - STAGE I
(LOOKING WEST)
BRIDGE STA 48+73.50 TO STA 51+26.50

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PLOT DATE = _	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

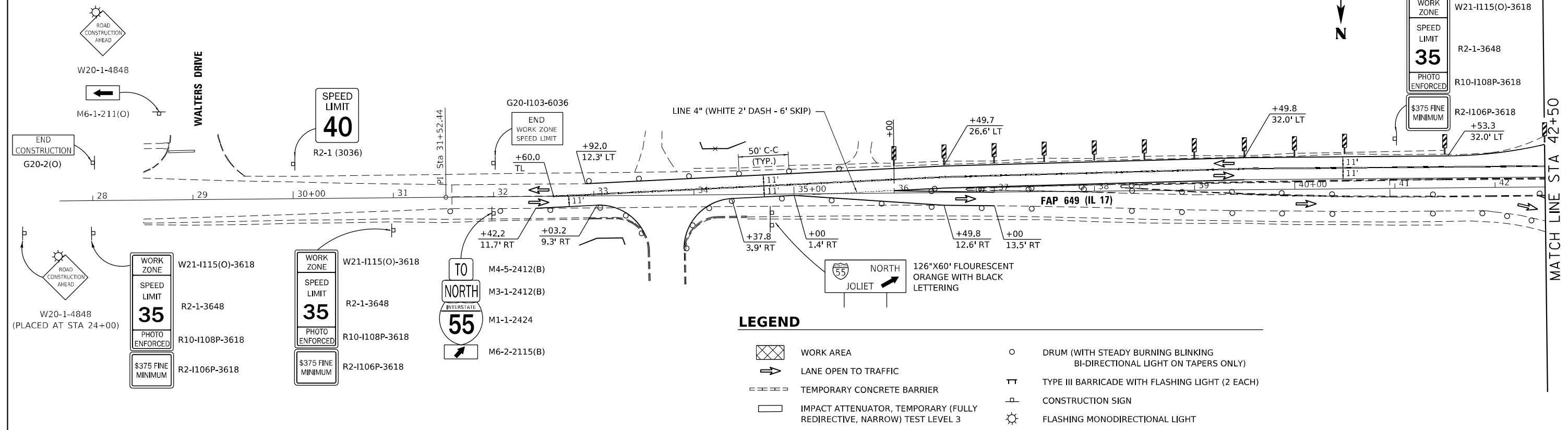
**STAGE I
CONSTRUCTION NOTES AND TYPICAL SECTIONS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	32
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



WORK ZONE	W21-1115(O)-3618
SPEED LIMIT	R2-1-3648
35	
PHOTO ENFORCED	R10-1108P-3618
\$375 FINE MINIMUM	R2-1106P-3618

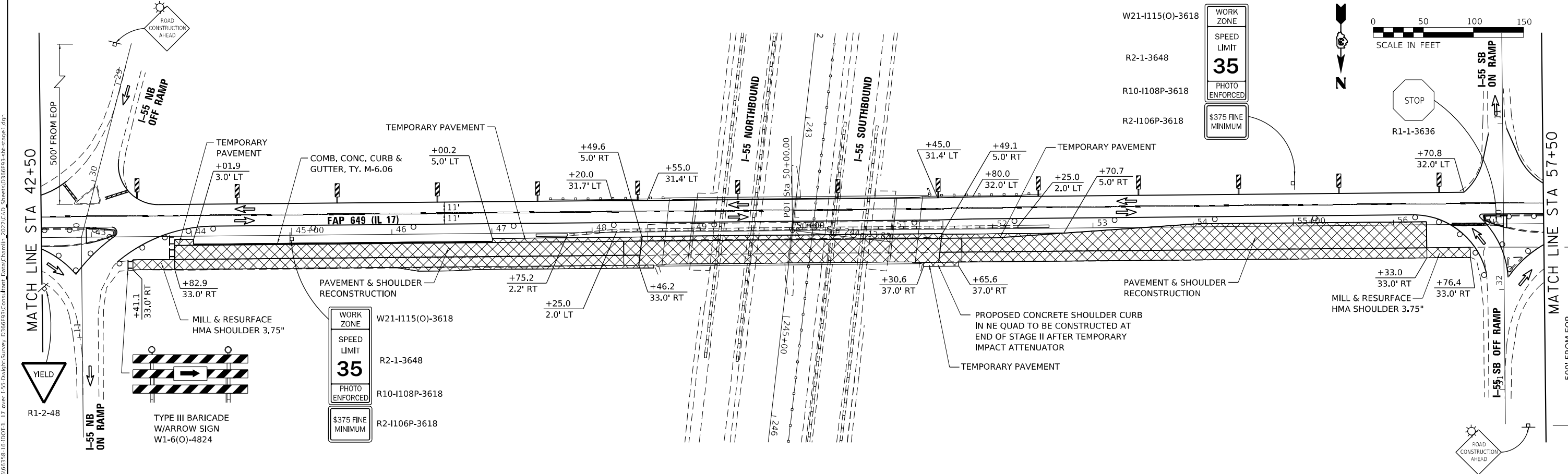


LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT



WORK ZONE	W21-1115(O)-3618
SPEED LIMIT	R2-1-3648
35	
PHOTO ENFORCED	R10-1108P-3618
\$375 FINE MINIMUM	R2-1106P-3618



TEMPORARY CONCRETE BARRIER SHALL BE PINNED FROM STA 47+75.0 TO STA 52+25.0 (102 EA)

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USER NAME	= CHAMLIN
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PLOT DATE	=

DESIGNED	- DJD
DRAWN	- NV
CHECKED	- JKC
DATE	- 01/26/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

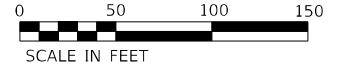
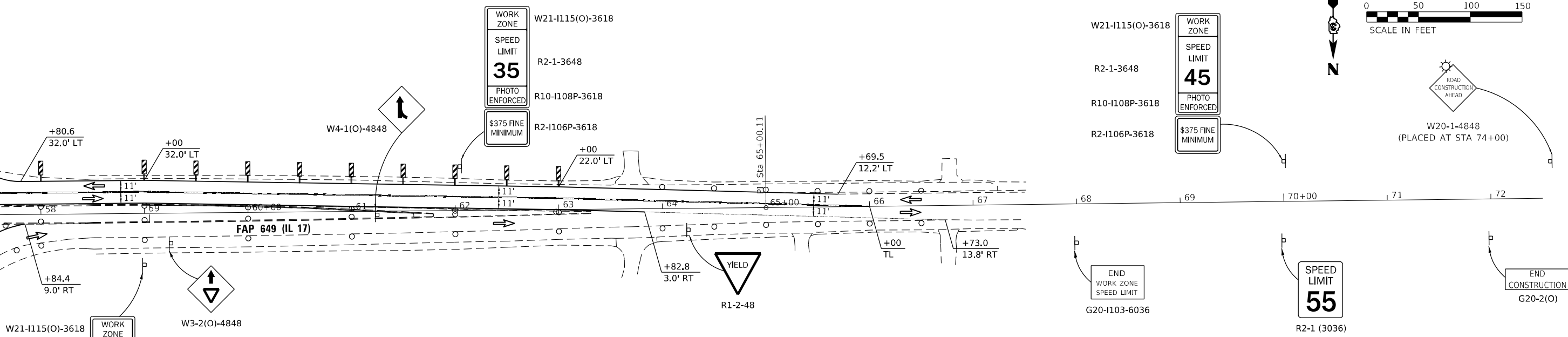
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I TRAFFIC CONTROL

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	33
			CONTRACT NO. 66F93	
		ILLINOIS FED. AID PROJECT		

MATCH LINE STA 57+50



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT

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DRAWN - NV	REVISIONS -	
PLOT SCALE =	CHECKED - JKC	REVISED -
PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I TRAFFIC CONTROL

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	34
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

STAGE II CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING

REMOVE EASTBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF EXISTING SN 053-0114 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT EASTBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF PROPOSED SN 053-0193 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT EASTBOUND PAVEMENT CONNECTORS (PCC) FOR BRIDGE APPROACH SLAB.

CONSTRUCT EASTBOUND PCC PAVEMENT AND SHOULDERS.

CONSTRUCT EASTBOUND GUARDRAIL AND STABILIZATION.

SEE STAGE II PLANS FOR DETAILS ON LOCATIONS.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

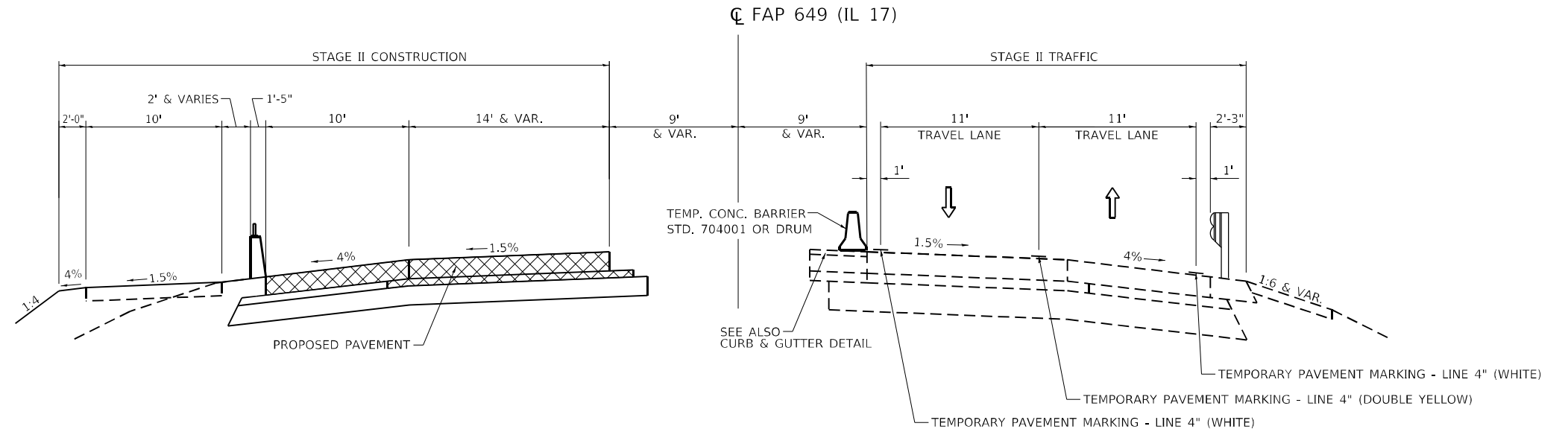
TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

MAINTAIN EXISTING TRAFFIC. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL REQUIREMENTS ARE MET, OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR.

DRUMS WITH WARNING LIGHTS ARE REQUIRED TO DELINEATE THE TRAVEL WAY.

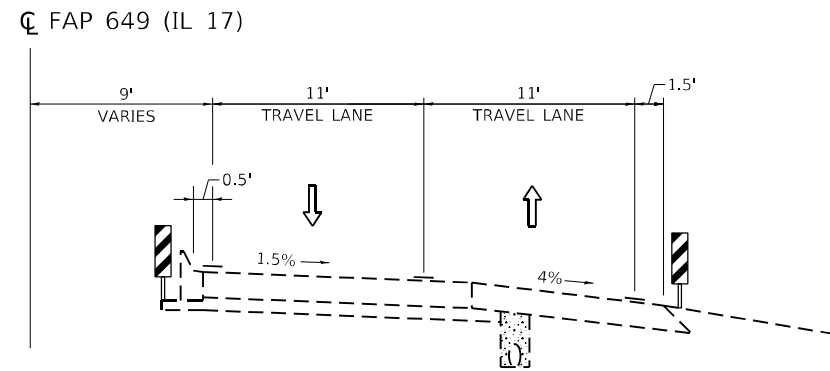
THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

BEAM REMOVAL AND ERECTION TRAFFIC CONTROL AND PROTECTION SHALL BE ACCORDING TO TOTAL INTERSTATE CLOSURE AT NIGHT (ALL TRAFFIC MUST EXIST) DETAIL. CONTRACTOR SHALL TEMPORARILY RELOCATE DRUMS AT RAMP INTERSECTIONS TO ALLOW DETOURED TRAFFIC TO CROSS IL 17.



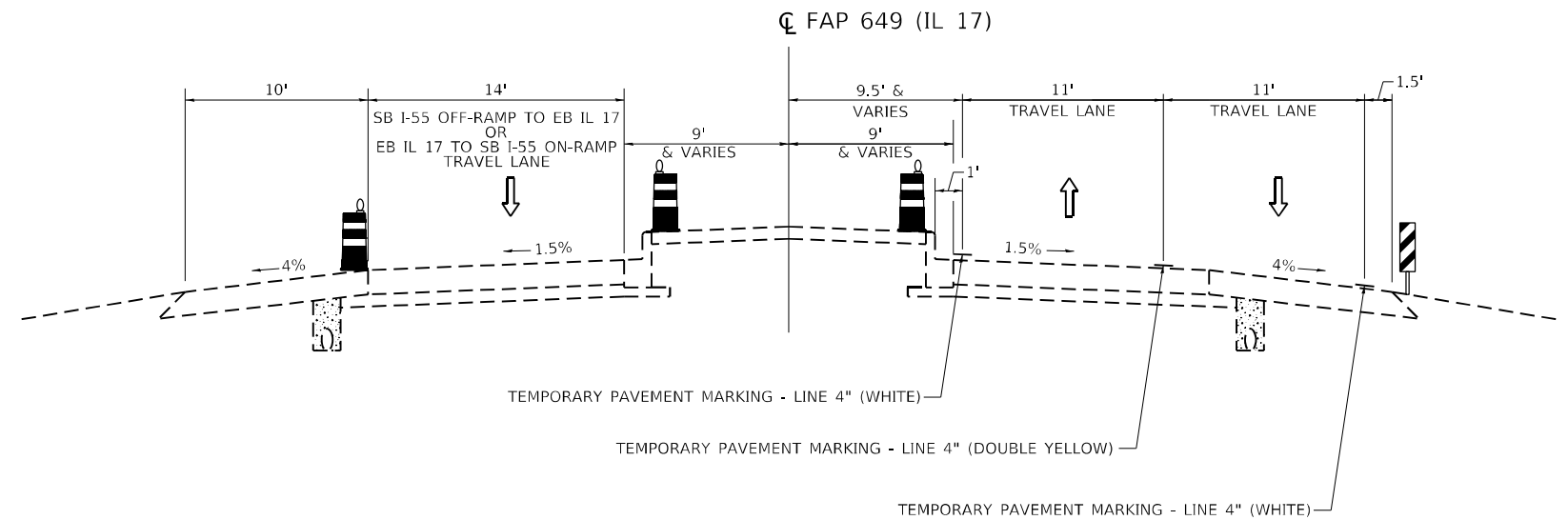
ROADWAY STAGE II TYPICAL SECTION FAP 649 (IL 17)

(LOOKING WEST)
STA 43+82.9 TO STA 48+49.6
STA 51+49.1 TO STA 56+33.0



CURB & GUTTER SECTION DETAIL

STA 44+01.9 TO STA 47+00.2



ROADWAY STAGE II TYPICAL SECTION FAP 649 (IL 17)

(LOOKING WEST)
STA 33+78.7 TO STA 43+82.9
STA 56+33.0 TO STA 67+45.6

MODEL: D:\default\G:\Users\666995-16\DOT-IL 17 over I-55-Dwight\Survey\366693\Consultant_Data\Chamlin_2021\CAD_Sheets\066693-ahc-typical-2.dgn



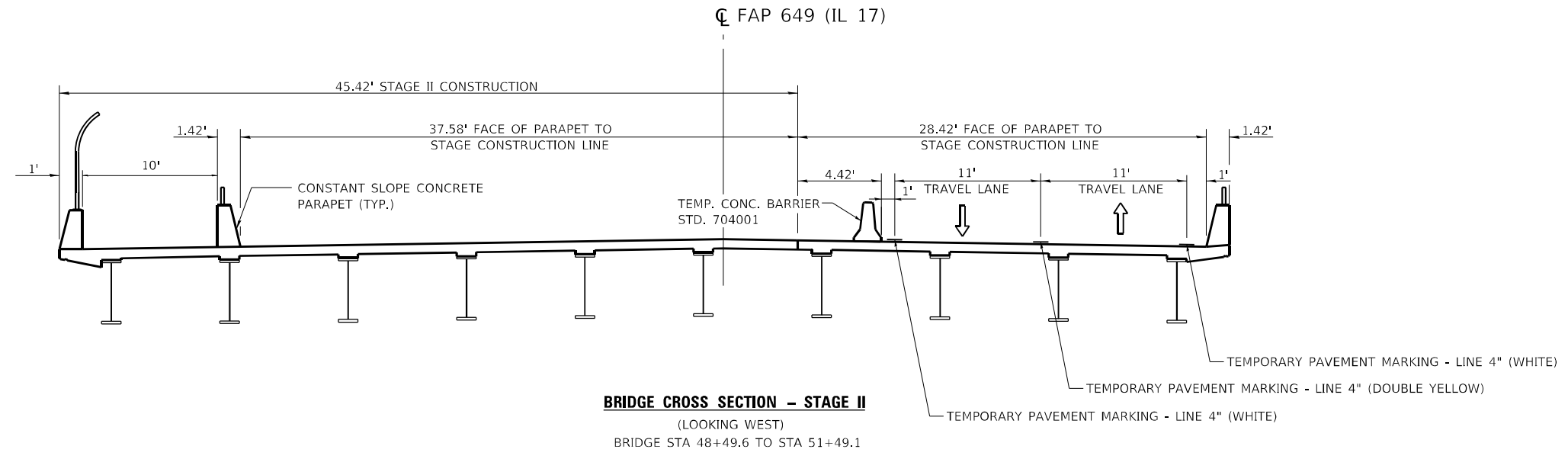
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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE II
CONSTRUCTION NOTES AND TYPICAL SECTIONS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	35
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				



BRIDGE CROSS SECTION - STAGE II
 (LOOKING WEST)
 BRIDGE STA 48+49.6 TO STA 51+49.1

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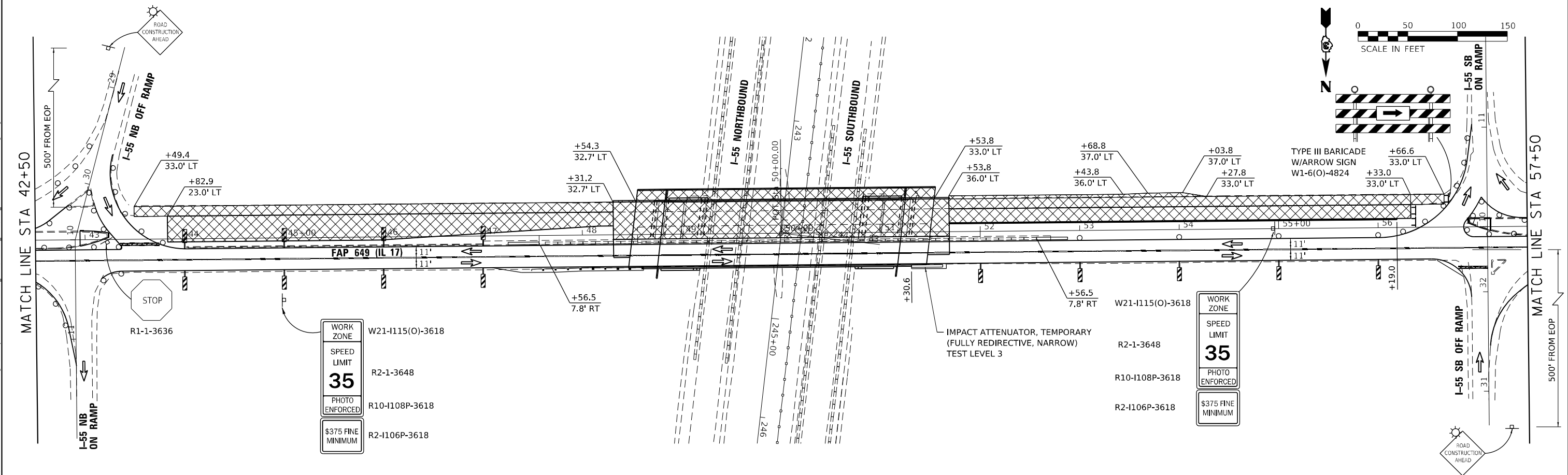
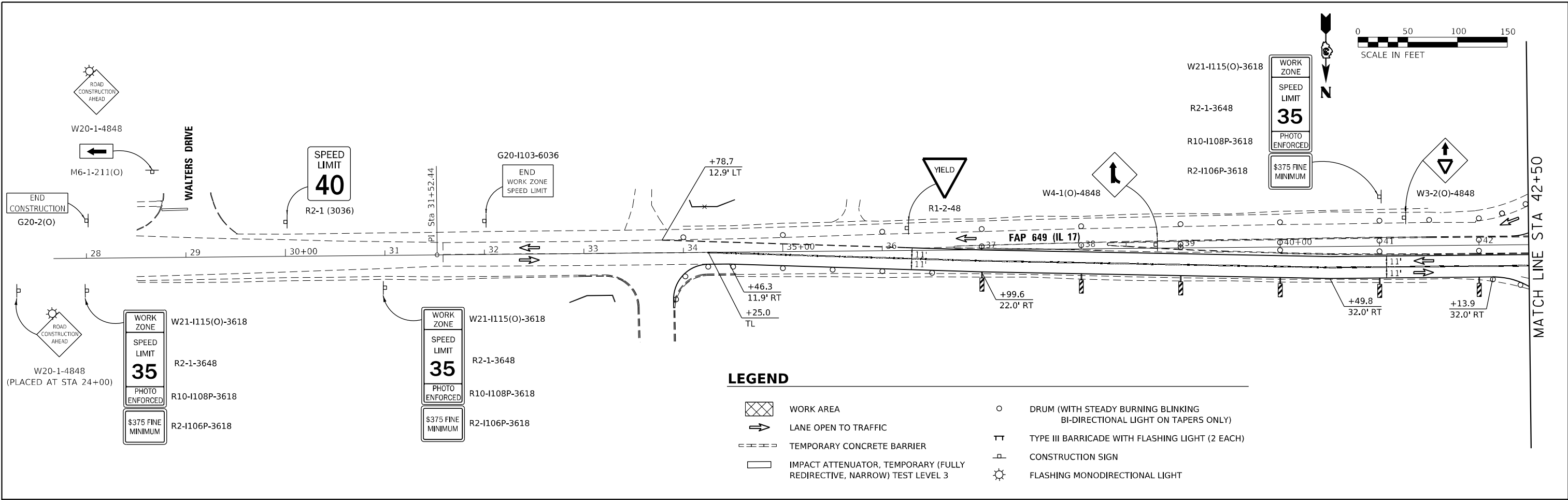


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PLOT SCALE = _	CHECKED - JKC	REVISED -
PLOT DATE = _	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II			
CONSTRUCTION NOTES AND TYPICAL SECTIONS			
SCALE:	SHEET 2	OF 2	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	36
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



TEMPORARY CONCRETE BARRIER SHALL BE PINNED FROM STA 47+56.5 TO STA 48+44.0 (15 EA) AND STA 51+56.5 TO STA 52+56.5 (18 EA)

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

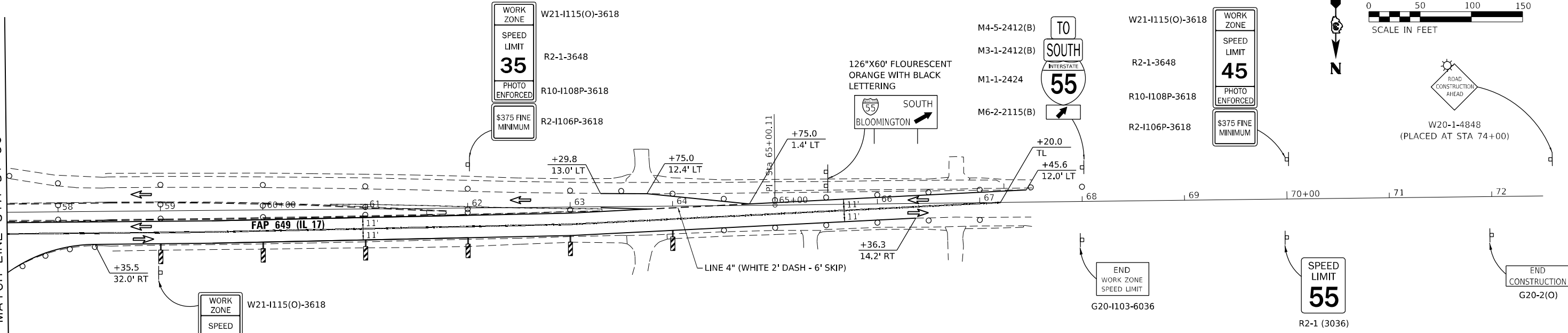
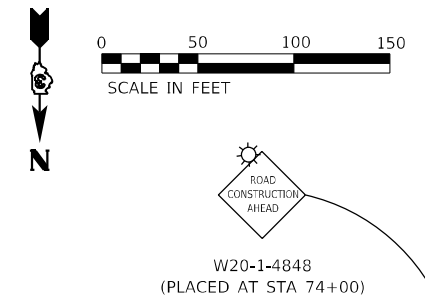
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II TRAFFIC CONTROL

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 37
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

MATCH LINE STA 57+50



WORK ZONE
SPEED LIMIT
35
PHOTO ENFORCED
\$375 FINE MINIMUM

W21-I115(O)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT

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PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II TRAFFIC CONTROL

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	38
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

STAGE III CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING
 CONSTRUCT RAISED MEDIAN OF PROPOSED SN 053-0193 AS SHOWN IN THE STRUCTURE PLANS.
 CONSTRUCT ROADWAY RAISED MEDIAN.
 SEE STAGE III PLANS FOR DETAILS ON LOCATIONS.

TRAFFIC CONTROL AND PROTECTION

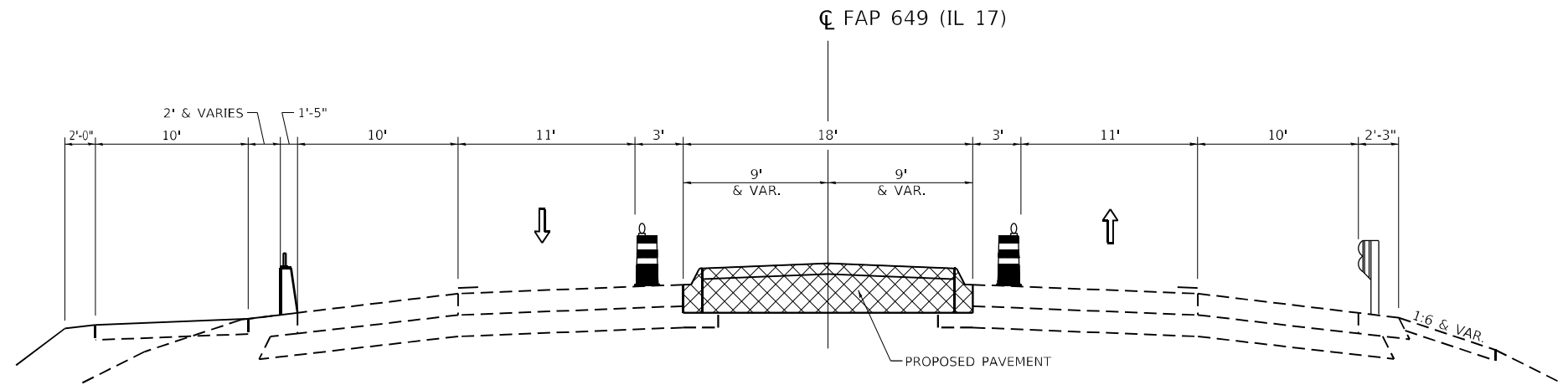
TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
 TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.
 DRUMS WITH WARNING LIGHTS ARE REQUIRED TO DELINEATE THE TRAVEL WAY.
 THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

POST-STAGE III CONSTRUCTION

INSTALL PERMANENT PAVEMENT MARKING.

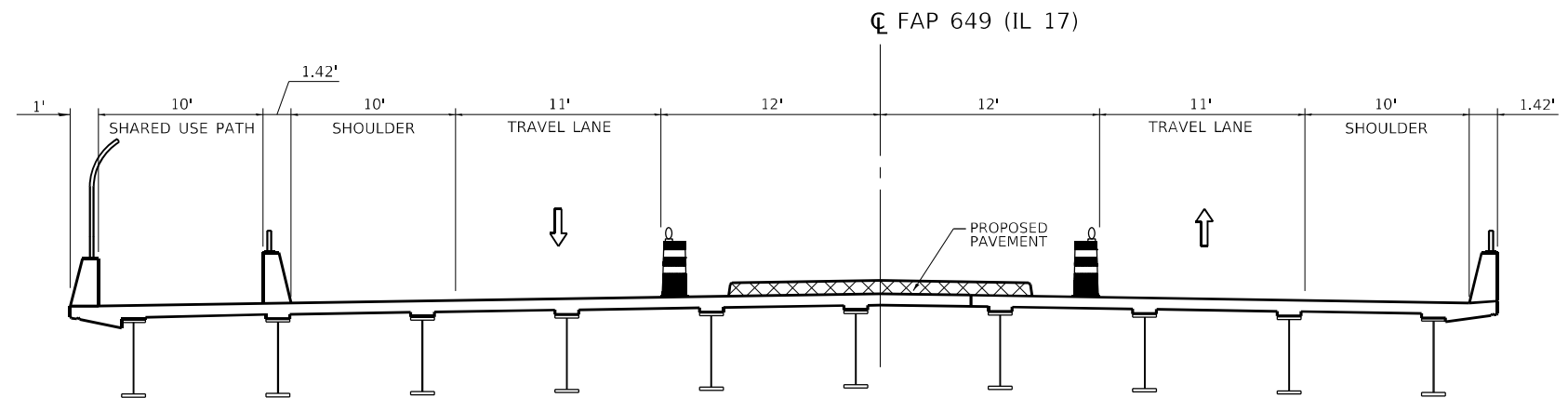
TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
 TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.
 DRUMS WITH WARNING LIGHTS ARE REQUIRED TO DELINEATE THE TRAVEL WAY.
 THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.



**ROADWAY
 STAGE III TYPICAL SECTION
 FAP 649 (IL 17)**

(LOOKING WEST)
 STA 43+82.92 TO STA 48+31.15
 STA 51+68.85 TO STA 56+33.04



BRIDGE CROSS SECTION - STAGE III

(LOOKING WEST)
 STA 48+31.15 TO STA 51+68.85

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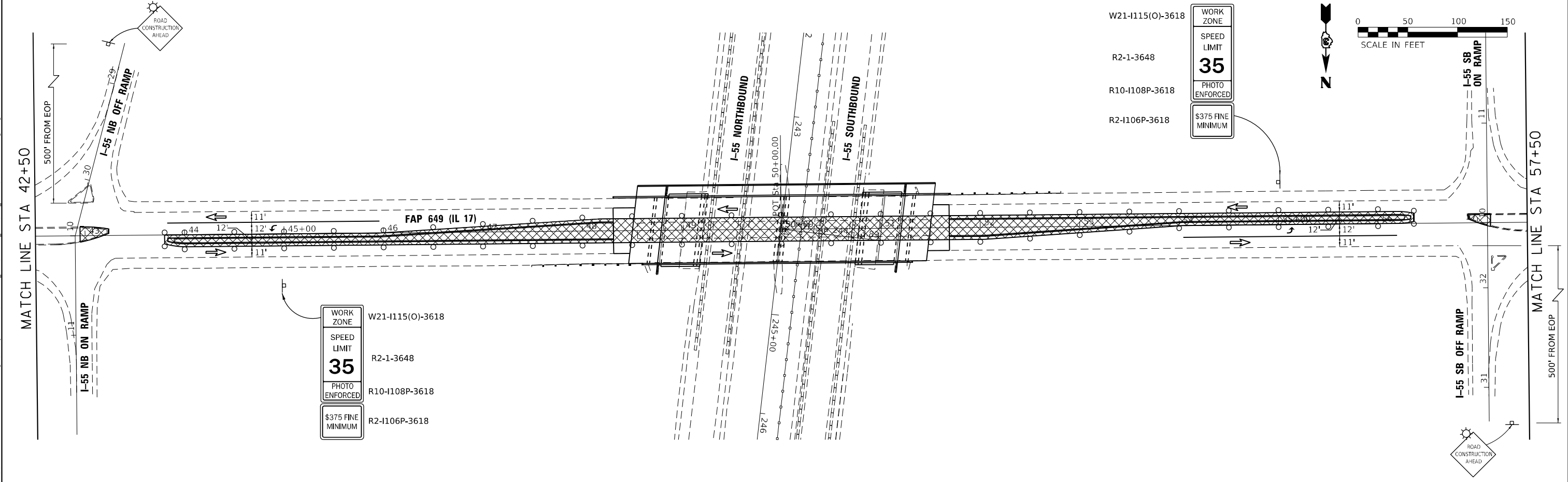
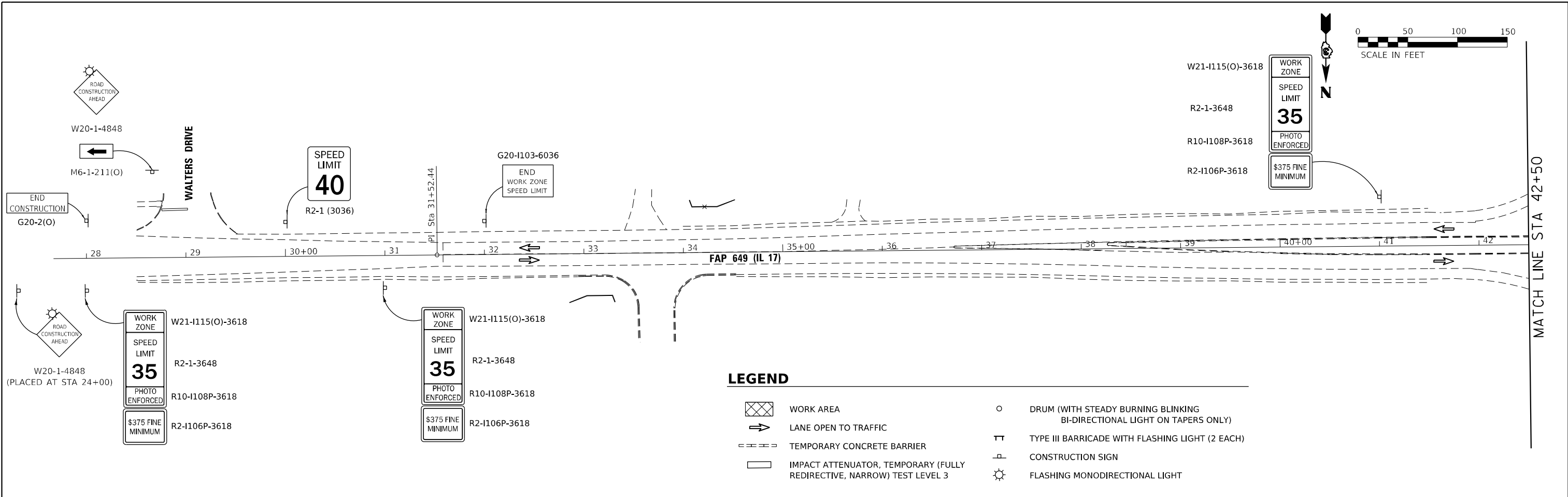
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PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE III
 CONSTRUCTION NOTES AND TYPICAL SECTIONS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	39
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



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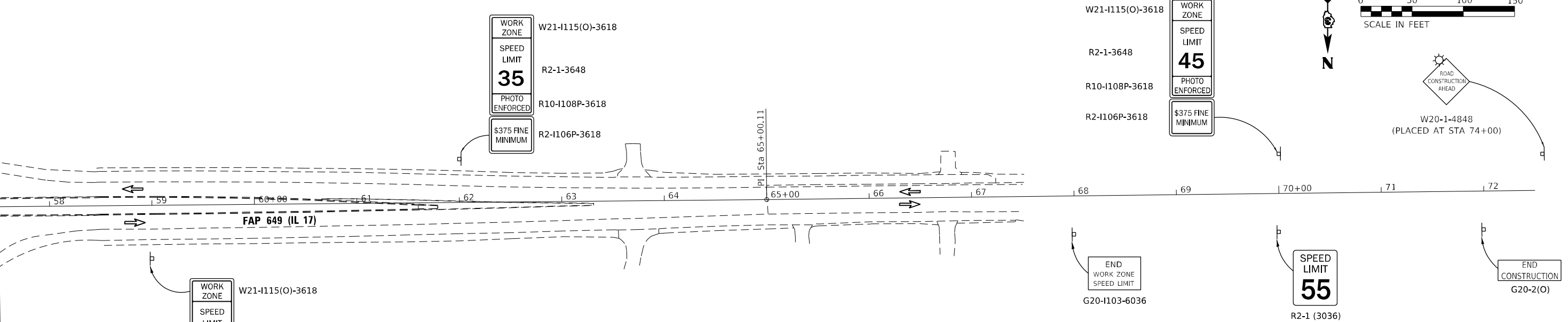
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	40
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA 57+50



WORK ZONE
SPEED LIMIT
35
PHOTO ENFORCED
\$375 FINE MINIMUM

W21-I115(O)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT

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	DRAWN - NV	REVISED -
PLOT SCALE =	CHECKED - JKC	REVISED -
PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE III TRAFFIC CONTROL

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	41
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

I-55 TRAFFIC CONTROL

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

INSTALL TEMPORARY CONCRETE BARRIER ON MEDIAN AND OUTSIDE SHOULDERS PRIOR TO IL 17 STAGE 1.

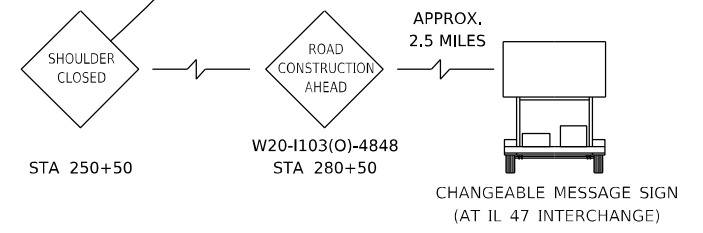
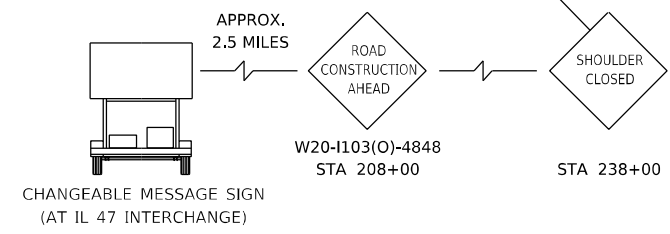
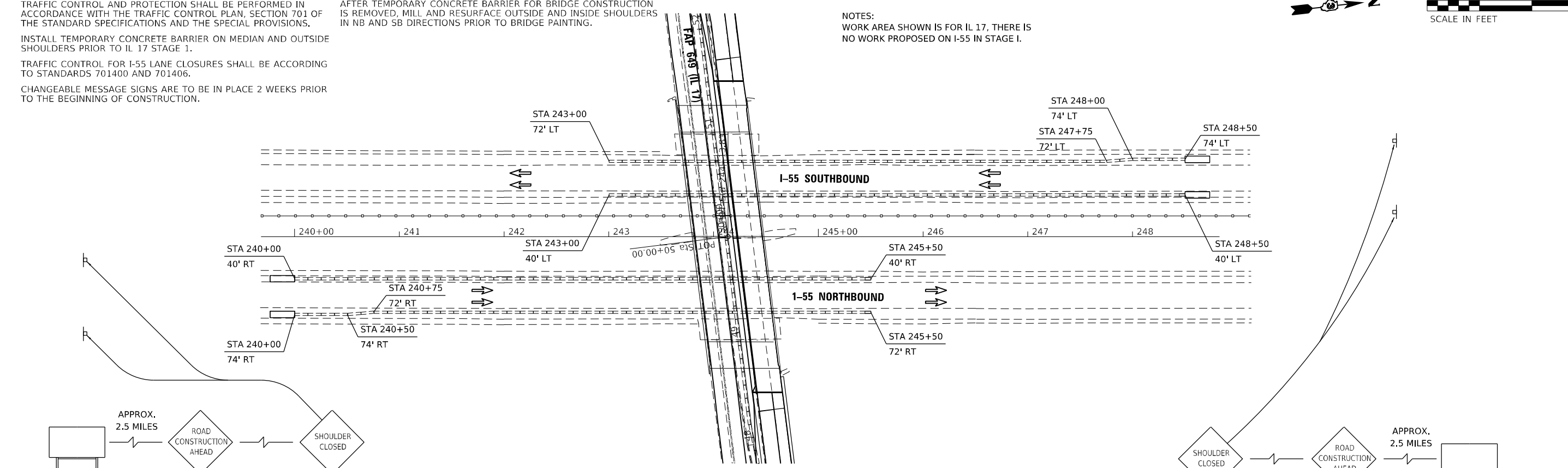
TRAFFIC CONTROL FOR I-55 LANE CLOSURES SHALL BE ACCORDING TO STANDARDS 701400 AND 701406.

CHANGEABLE MESSAGE SIGNS ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.

POST BRIDGE CONSTRUCTION

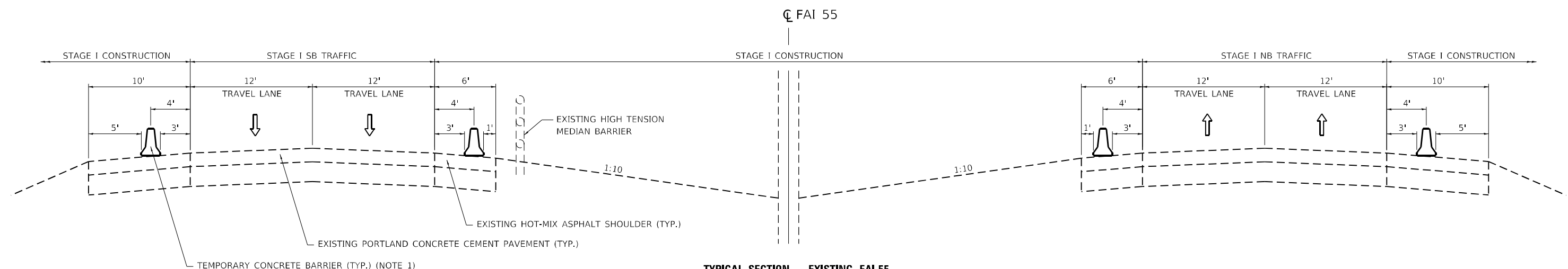
AFTER TEMPORARY CONCRETE BARRIER FOR BRIDGE CONSTRUCTION IS REMOVED, MILL AND RESURFACE OUTSIDE AND INSIDE SHOULDERS IN NB AND SB DIRECTIONS PRIOR TO BRIDGE PAINTING.

NOTES:
WORK AREA SHOWN IS FOR IL 17, THERE IS NO WORK PROPOSED ON I-55 IN STAGE I.



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUM (WITH STEADY BURNING BLINKING BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2 EACH)
- CONSTRUCTION SIGN
- FLASHING MONODIRECTIONAL LIGHT



TYPICAL SECTION – EXISTING FAI 55
(LOOKING WEST)
STA 240+00 TO STA 240+50

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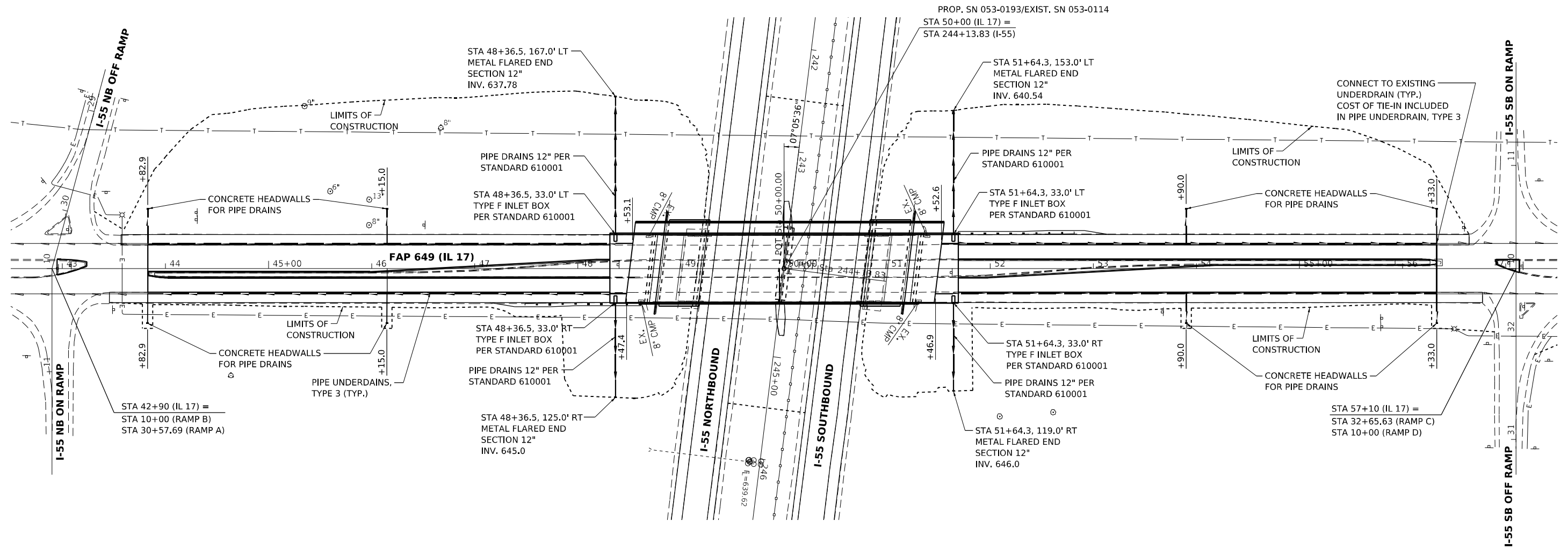


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PLOT DATE =	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 TRAFFIC CONTROL			
SCALE: 1"=50'	SHEET 1	OF 1 SHEETS	STA. 240+00 TO STA. 249+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	42
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				



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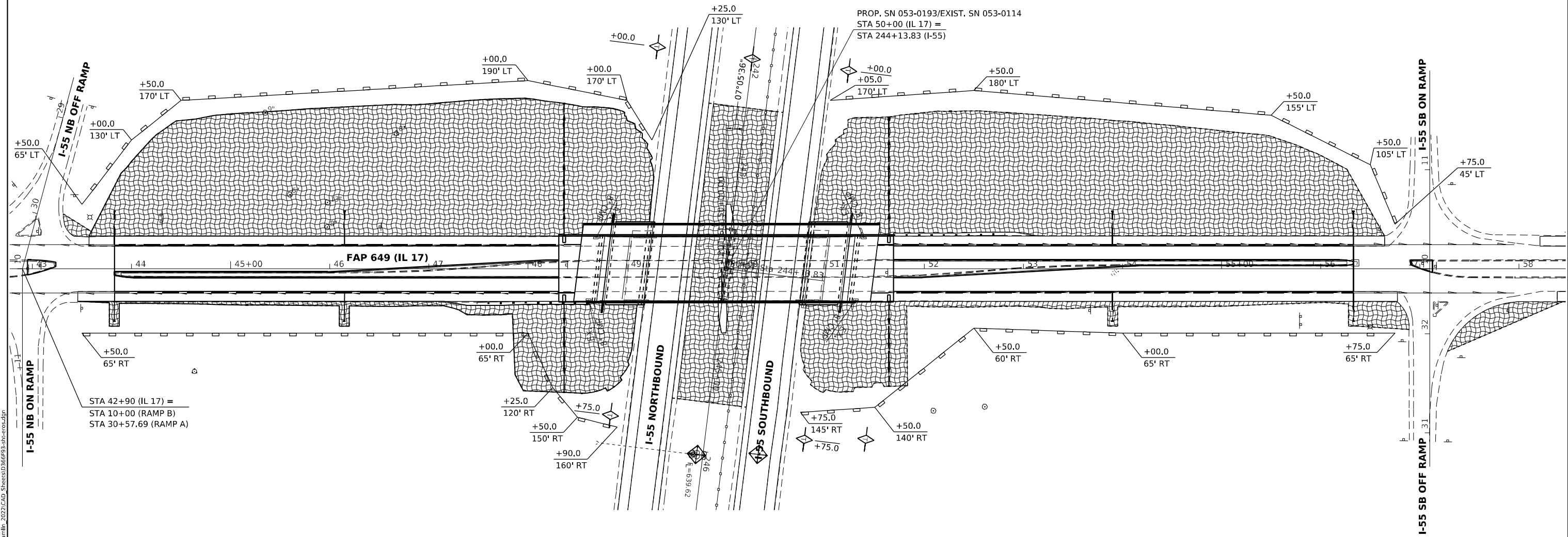
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PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 42+50 TO STA. 57+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1H)BR	LIVINGSTON	137	43
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	



- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- DURING CONSTRUCTION:
TEMPORARY EROSION
CONTROL SEEDING SHALL
BE PLACED ON ANY DISTURBED
AREAS NOT FINISHED WITHIN
14 CALENDAR DAYS
- POST CONSTRUCTION:
SEEDING, CLASS 2A
FERTILIZER NUTRIENTS
AND EROSION CONTROL BLANKET

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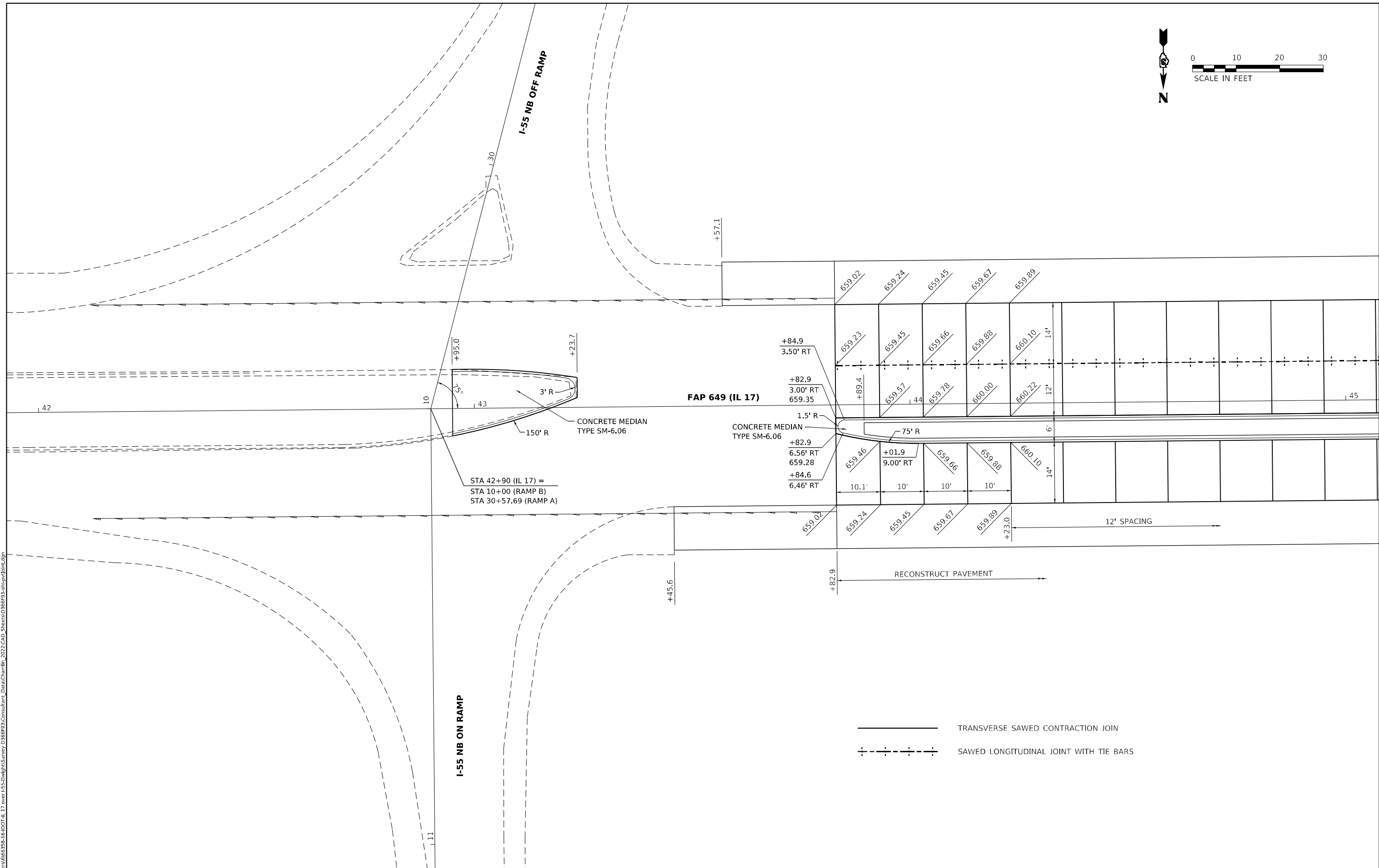
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PLOT DATE = --	DATE - 01/26/2023	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL AND LANDSCAPING PLANS

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	44
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



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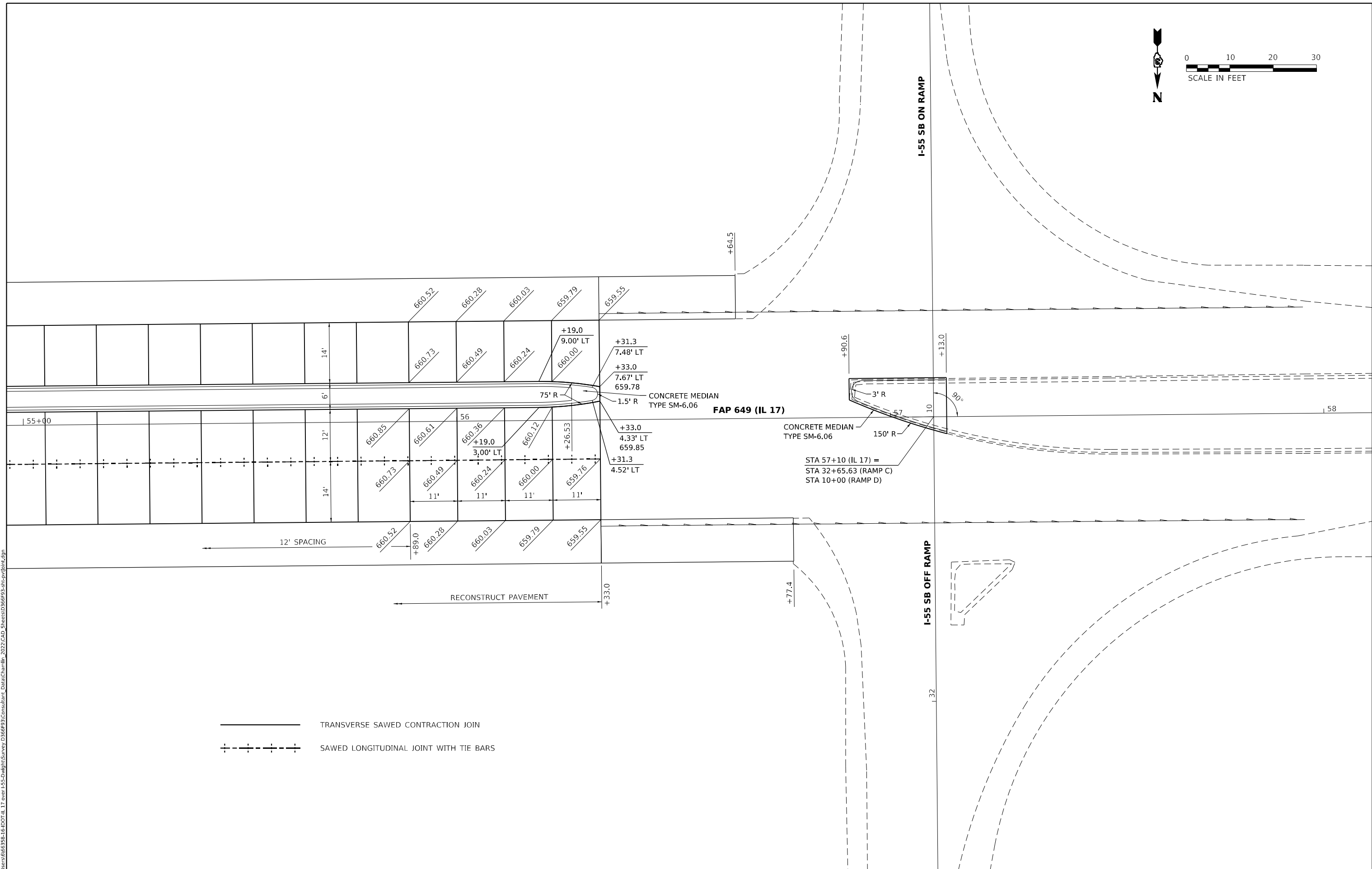
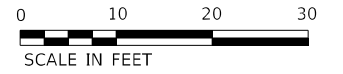
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	DRAWN - NV	REVISED -
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PLOT DATE = _	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION AND JOINTING DETAILS

SCALE: 1"=10' SHEET 1 OF 2 SHEETS STA. 42+00 TO STA. 45+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	45
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



TRANSVERSE SAWED CONTRACTION JOINT
 SAWED LONGITUDINAL JOINT WITH TIE BARS

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = _	CHECKED - JKC	REVISED -
PLOT DATE = _	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION AND JOINTING DETAILS

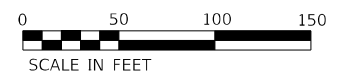
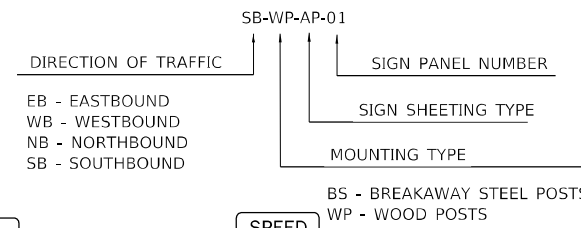
SCALE: 1"=10' SHEET 2 OF 2 SHEETS STA. 55+00 TO STA. 58+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	46
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

NOTES:

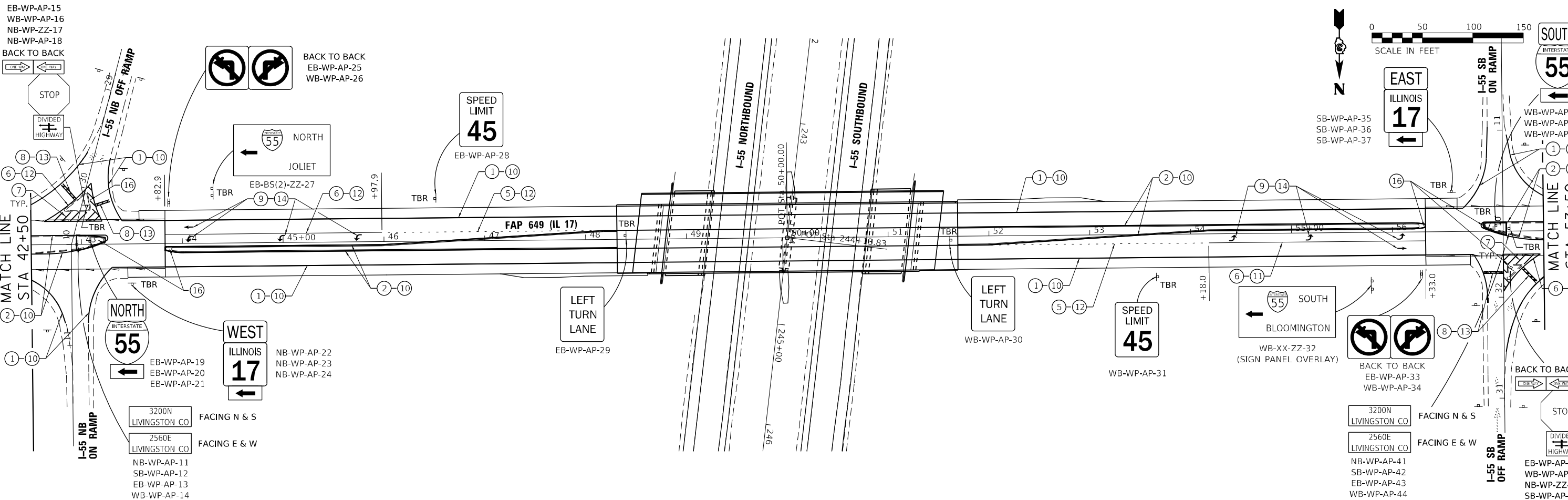
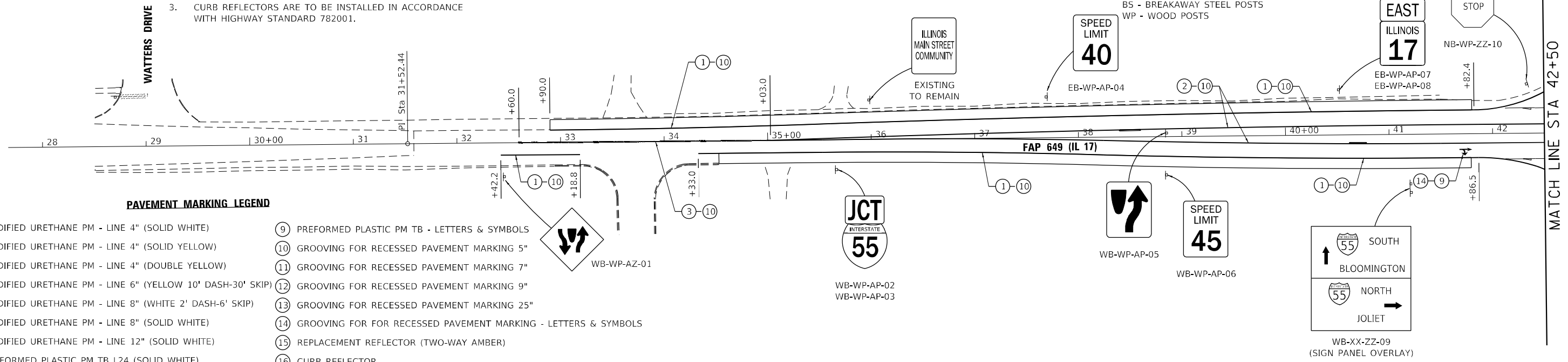
- PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO HIGHWAY STANDARDS 780001 AND 781001 AND PAVEMENT MARKINGS DETAILS.
- ALL SIGNS SHOULD BE ERECTED IN ACCORDANCE WITH HIGHWAY STANDARD 720006 AND AS DIRECTED BY THE ENGINEER, ON WOOD SIGN SUPPORTS UNLESS OTHERWISE NOTED.
- CURB REFLECTORS ARE TO BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 782001.
- 12"x12" BLOCK OUTS WILL BE REQUIRED FOR EACH SIGN LOCATION IN CONCRETE MEDIAN SURFACE.
- EXISTING SIGNS THAT ARE REMOVED SHALL BE RETURNED TO THE PONTIAC MAINTENANCE YARD.

SIGN NUMBERING CODE



PAVEMENT MARKING LEGEND

- | | |
|---|--|
| ① MODIFIED URETHANE PM - LINE 4" (SOLID WHITE) | ⑨ PREFORMED PLASTIC PM TB - LETTERS & SYMBOLS |
| ② MODIFIED URETHANE PM - LINE 4" (SOLID YELLOW) | ⑩ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ③ MODIFIED URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑪ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ④ MODIFIED URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) | ⑫ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ⑤ MODIFIED URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑬ GROOVING FOR RECESSED PAVEMENT MARKING 25" |
| ⑥ MODIFIED URETHANE PM - LINE 8" (SOLID WHITE) | ⑭ GROOVING FOR FOR RECESSED PAVEMENT MARKING - LETTERS & SYMBOLS |
| ⑦ MODIFIED URETHANE PM - LINE 12" (SOLID WHITE) | ⑮ REPLACEMENT REFLECTOR (TWO-WAY AMBER) |
| ⑧ PREFORMED PLASTIC PM TB L24 (SOLID WHITE) | ⑯ CURB REFLECTOR |



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 DATE: 01/26/2023



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLANS

SCALE: 1"=50'
SHEET 1 OF 2 SHEETS STA. 28+00 TO STA. 57+50

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 47
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

SIGN NUMBERING CODE

DIRECTION OF TRAFFIC
 EB - EASTBOUND
 WB - WESTBOUND
 NB - NORTHBOUND
 SB - SOUTHBOUND

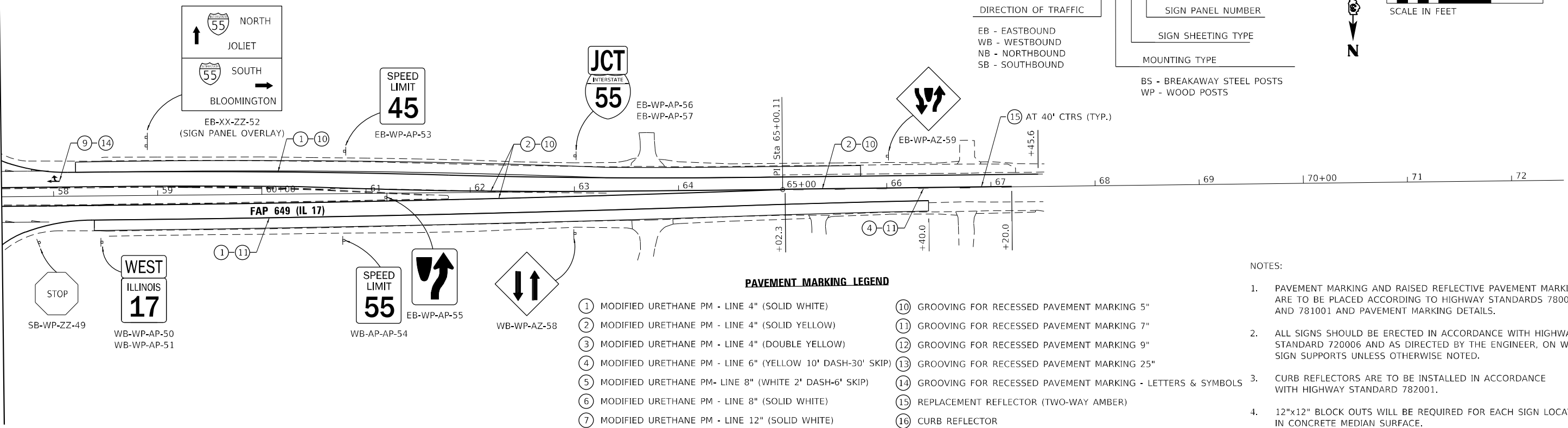
SIGN PANEL NUMBER

SIGN SHEETING TYPE

MOUNTING TYPE
 BS - BREAKAWAY STEEL POSTS
 WP - WOOD POSTS



MATCH LINE STA 57+50



PAVEMENT MARKING LEGEND

- | | |
|---|--|
| ① MODIFIED URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ② MODIFIED URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ③ MODIFIED URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑫ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ④ MODIFIED URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) | ⑬ GROOVING FOR RECESSED PAVEMENT MARKING 25" |
| ⑤ MODIFIED URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING - LETTERS & SYMBOLS |
| ⑥ MODIFIED URETHANE PM - LINE 8" (SOLID WHITE) | ⑮ REPLACEMENT REFLECTOR (TWO-WAY AMBER) |
| ⑦ MODIFIED URETHANE PM - LINE 12" (SOLID WHITE) | ⑯ CURB REFLECTOR |
| ⑧ PREFORMED PLASTIC PM TB L24 (SOLID WHITE) | |
| ⑨ PREFORMED PLASTIC PM TB - LETTERS & SYMBOLS | |

- NOTES:
- PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO HIGHWAY STANDARDS 780001 AND 781001 AND PAVEMENT MARKING DETAILS.
 - ALL SIGNS SHOULD BE ERECTED IN ACCORDANCE WITH HIGHWAY STANDARD 720006 AND AS DIRECTED BY THE ENGINEER, ON WOOD SIGN SUPPORTS UNLESS OTHERWISE NOTED.
 - CURB REFLECTORS ARE TO BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 782001.
 - 12"x12" BLOCK OUTS WILL BE REQUIRED FOR EACH SIGN LOCATION IN CONCRETE MEDIAN SURFACE.
 - EXISTING SIGNS THAT ARE REMOVED SHALL BE RETURNED TO THE PONTIAC MAINTENANCE YARD.

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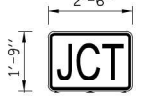


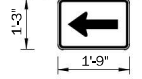
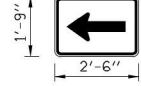
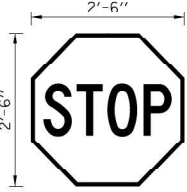



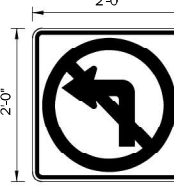
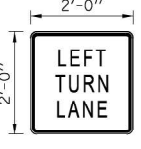
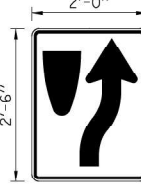

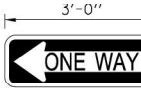
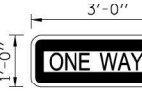
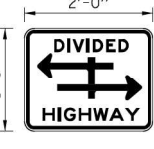
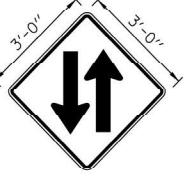


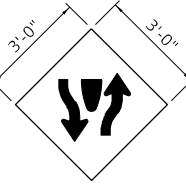
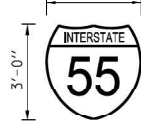

USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND SIGNING PLANS

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 57+50 TO STA. 72+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	48
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

																					
M3-3(I)		M3-1(I)		M2-1(I)		M3-2		M3-4		M6-1		M6-1(I)		R1-1		R2-1					
NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION				
WB-WP-AP-38	57+03	EB-WP-AP-19	43+08	WB-WP-AP-02	35+66	EB-WP-AP-07	40+52	NB-WP-AP-22	43+50	NB-WP-AP-24	43+50	EB-WP-AP-21	43+08	NB-WP-ZZ-10	42+33	WB-WP-AP-06	38+85				
				EB-WP-AP-56	63+00	SB-WP-AP-35	56+59	WB-WP-AP-50	58+46	SB-WP-AP-37	56+59	WB-WP-AP-40	57+03	NB-WP-ZZ-17	43+05	EB-WP-AP-28	46+51				
														SB-WP-ZZ-47	57+17	WB-WP-AP-31	53+67				
														SB-WP-ZZ-49	57+86	EB-WP-AP-53	60+80				
																					
R2-1		R3-1		R3-2		R3-1I100		R4-7		R2-1		R6-1L		R6-1R		R6-3					
NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION		
WB-WP-AP-54	60+78	EB-WP-AP-25	43+87	WB-WP-AP-26	43+87	EB-WP-AP-29	48+39	WB-WP-AP-05	38+85	EB-WP-AP-04	37+69	EB-WP-AP-15	43+05	WB-WP-AP-16	43+05	NB-WP-AP-18	43+05				
		WB-WP-AP-34	56+29	EB-WP-AP-33	56+29	WB-WP-AP-30	51+62	EB-WP-AP-55	61+19			WB-WP-AP-46	57+17	EB-WP-AP-45	57+17	SB-WP-AP-48	57+17				
																					
W6-3		D3-1		D3-1		W6-1		M1-1		M1-5											
NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION										
WB-WP-AZ-58	63+00	NB-WP-AP-11	42+95	EB-WP-AP-13	42+95	WB-WP-AZ-01	32+42	WB-WP-AP-03	35+66	WB-WP-AP-08	40+52										
		SB-WP-AP-12	42+95	WB-WP-AP-14	42+95	EB-WP-AZ-59	66+01	EB-WP-AP-20	43+08	NB-WP-AP-23	43+50										
		NB-WP-AP-41	57+16	EB-WP-AP-43	57+16			WB-WP-AP-39	57+03	SB-WP-AP-36	56+59										
		SB-WP-AP-42	57+16	WB-WP-AP-44	57+16			EB-WP-AP-57	63+00	WB-WP-AP-51	58+46										

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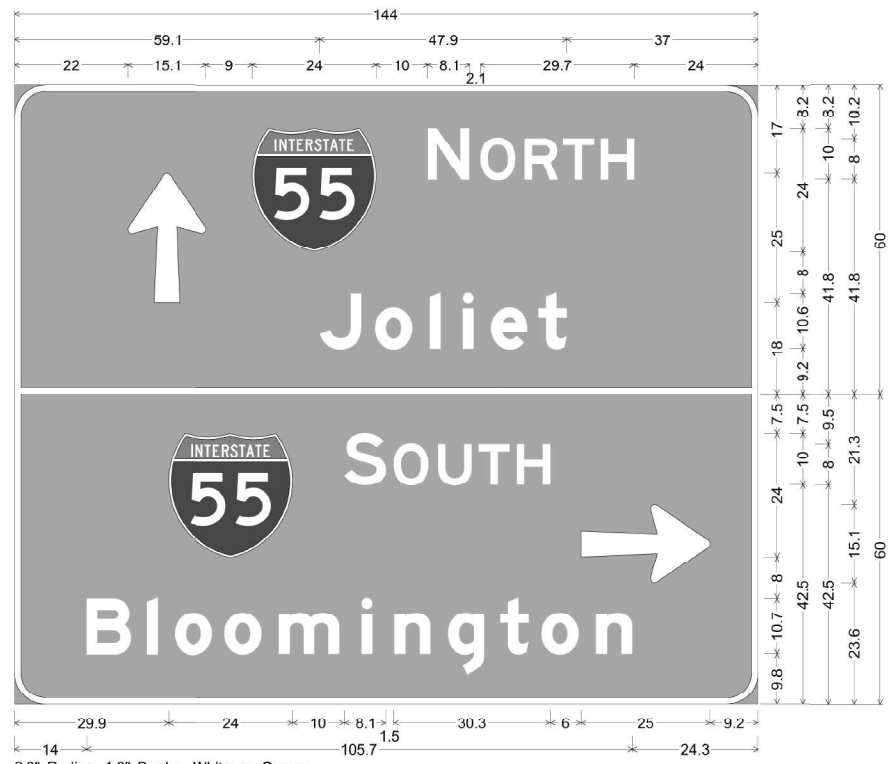
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PLOT SCALE = _	DRAWN - NV	REVISED -
PLOT DATE = _	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN DETAILS

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	49
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

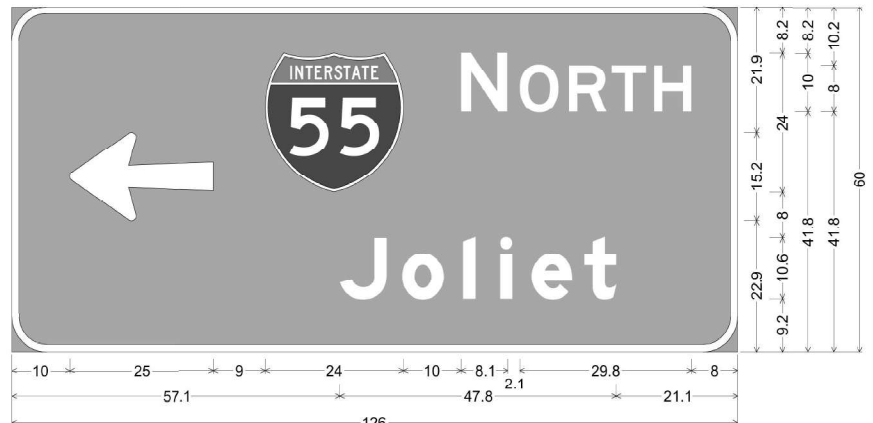


6.0" Radius, 1.3" Border, White on Green;
 Arrow 80 - 25.0" 90°; "NORTH" E 2K; "Joliet" E Mod 2K;
 6.0" Radius, 1.3" Border, White on Green;
 "SOUTH" E 2K; "Bloomington" E Mod 2K; Arrow 80 - 25.0" U°;

Table of widths and spaces.

22.0	15.1	9.0	24.0	10.0	8.1	2.1	6.7	1.8	6.5	0.9	6.0	1.3	6.5	24.0								
59.1	8.1	2.7	7.2	3.3	2.2	4.2	2.2	3.3	7.0	2.2	5.5	37.0										
29.9	24.0	10.0	8.1	1.5	6.7	1.9	6.5	1.3	6.0	1.4	6.5	5.9	25.0	9.3								
14.0	8.6	3.0	2.1	3.3	7.3	2.3	3.3	3.3	11.7	4.3	2.1	4.3	7.0	3.3	7.1	3.1	5.5	2.5	7.2	3.3	7.1	24.3

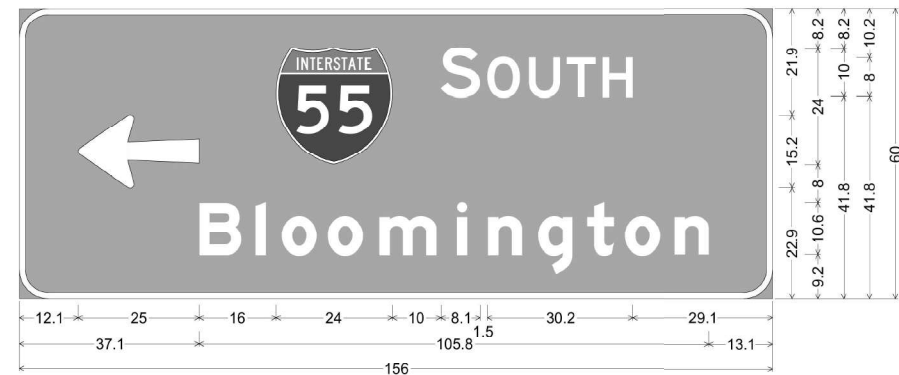
EB-XX-ZZ-52
 (SIGN PANEL OVERLAY)
 STA 58+89



6.0" Radius, 1.3" Border, White on Green;
 Arrow 80 - 25.0" 180°; "NORTH" E 2K; "Joliet" E Mod 2K;
 Table of widths and spaces.

10.0	25.0	9.0	24.0	10.0	8.1	2.1	6.7	1.9	6.4	0.9	6.0	1.4	6.5	8.0
57.1	8.1	2.6	7.3	3.3	2.1	4.3	2.1	3.3	7.1	2.1	5.5	21.1		

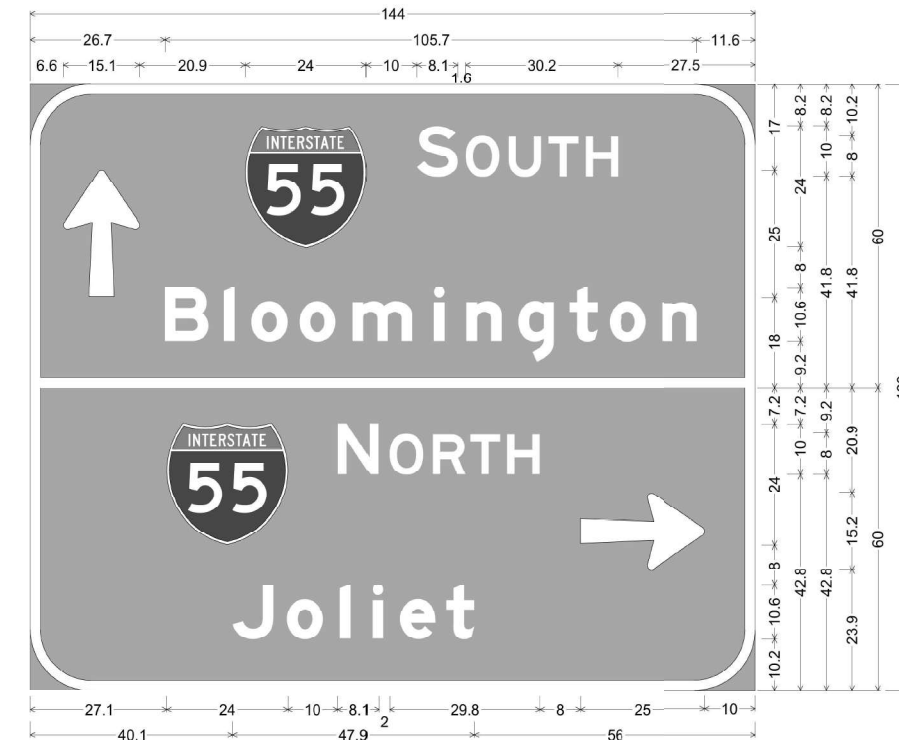
EB-BS(2)-ZZ-27
 STA 44+30



6.0" Radius, 1.3" Border, White on Green;
 Arrow 80 - 25.0" 180°; "SOUTH" E 2K; "Bloomington" E Mod 2K;
 Table of widths and spaces.

12.1	25.0	16.0	24.0	10.0	8.1	1.5	6.7	1.9	6.4	1.4	6.0	1.4	6.4	29.1								
37.1	8.7	3.0	2.1	3.3	7.3	2.3	7.3	3.3	11.7	4.3	2.1	4.3	7.0	3.3	7.1	3.1	5.5	2.5	7.2	3.3	7.1	13.1

EB-XX-ZZ-32
 (SIGN PANEL OVERLAY)
 STA 55+80



12.0" Radius, 2.0" Border, White on Green;
 Arrow 80 - 25.0" 90°; "SOUTH" E 2K; "Bloomington" E Mod 2K;
 12.0" Radius, 2.0" Border, White on Green;
 "NORTH" E 2K; "Joliet" E Mod 2K; Arrow 80 - 25.0" 0°;

6.6	15.1	20.9	24.0	10.0	8.1	1.6	6.7	1.8	6.5	1.4	6.0	1.3	6.5	27.5								
26.7	8.6	3.0	2.2	3.3	7.2	2.4	7.2	3.3	11.8	4.2	2.2	4.2	7.1	3.3	7.0	3.1	5.6	2.4	7.3	3.3	7.0	11.6
27.1	24.0	10.0	8.1	2.0	6.8	1.8	6.5	0.9	6.0	1.3	6.5	8.0	25.0	10.0								
40.1	8.1	2.7	7.2	3.3	2.2	4.2	2.2	3.3	7.0	2.1	5.6	56.0										

WB-XX-ZZ-09
 (SIGN PANEL OVERLAY)
 STA 41+21

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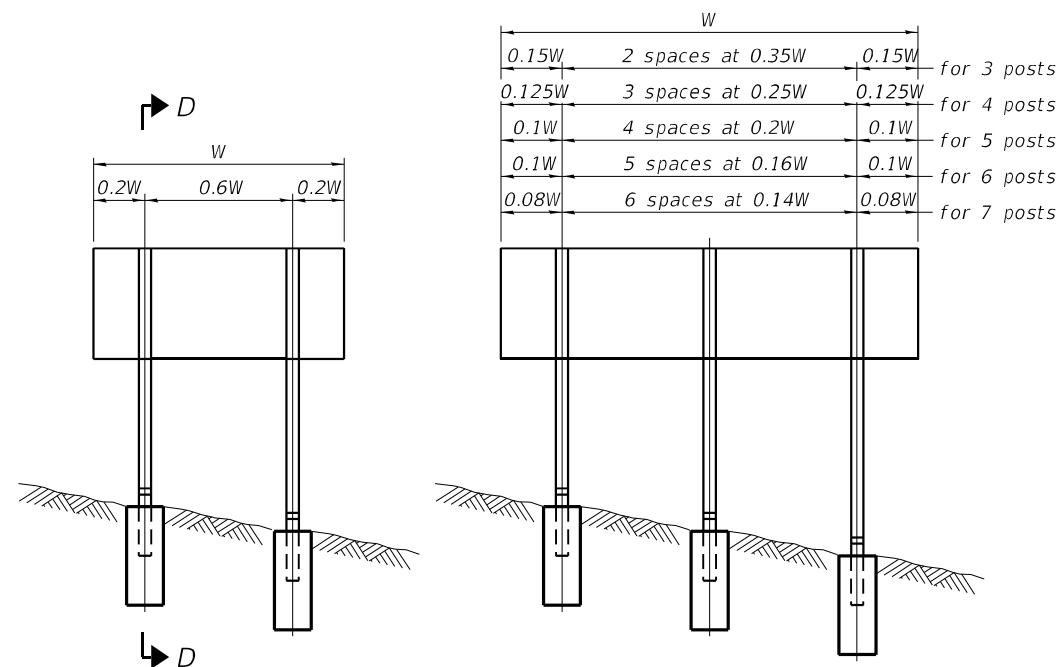
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DRAWN	- NV	REVISIONS	-		
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PLOT DATE	=	DATE	- 01/26/2023	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SIGN DETAILS

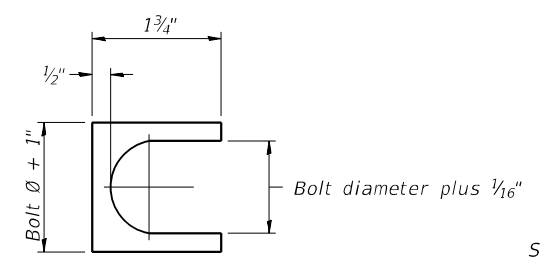
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	50
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				



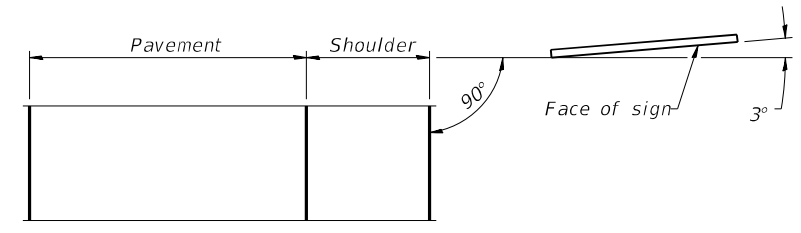
ELEVATION

0.15W	2 spaces at 0.35W	0.15W	for 3 posts
0.125W	3 spaces at 0.25W	0.125W	for 4 posts
0.1W	4 spaces at 0.2W	0.1W	for 5 posts
0.1W	5 spaces at 0.16W	0.1W	for 6 posts
0.08W	6 spaces at 0.14W	0.08W	for 7 posts

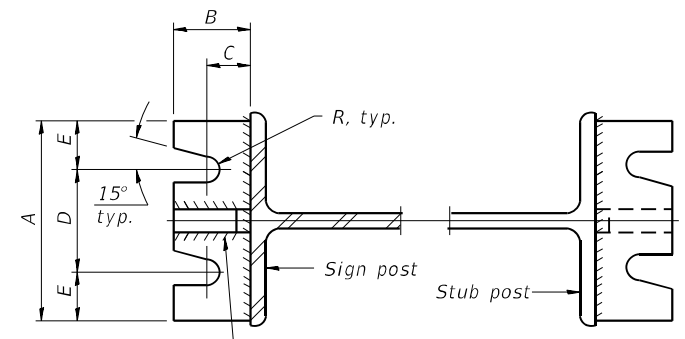


SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

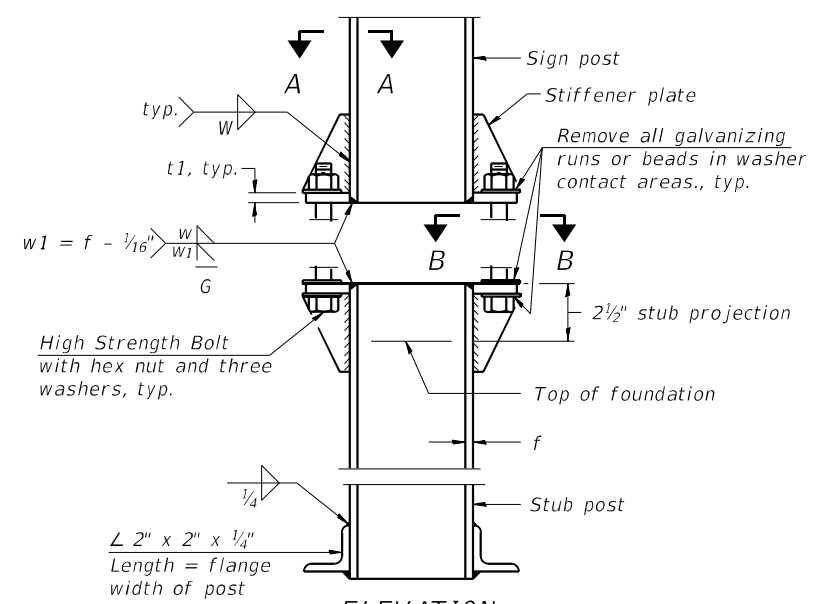


LOCATION SKETCH

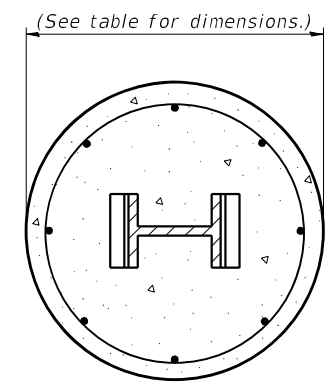


SECTION A-A

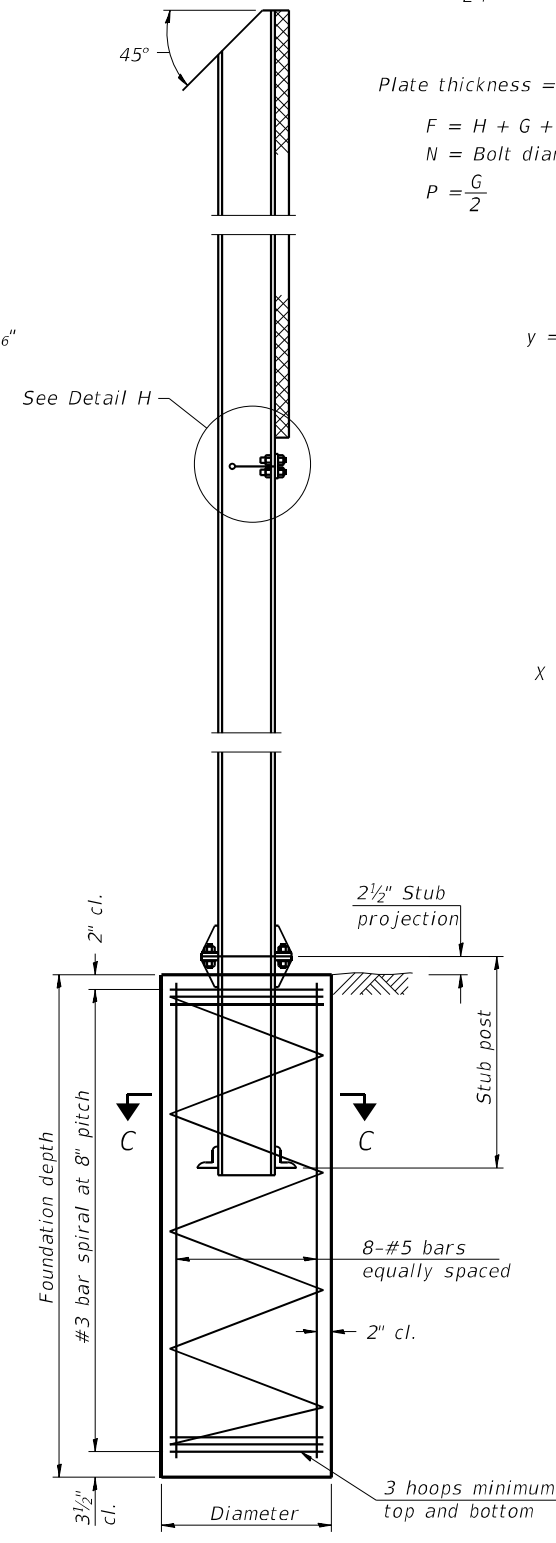
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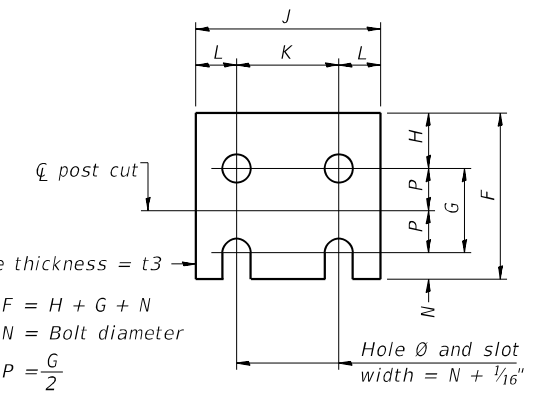
ELEVATION SIGN POST & STUB POST



SECTION C-C

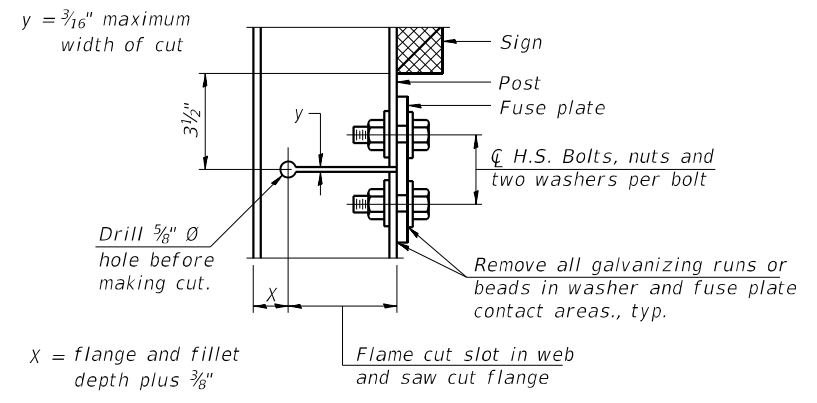


SECTION D-D

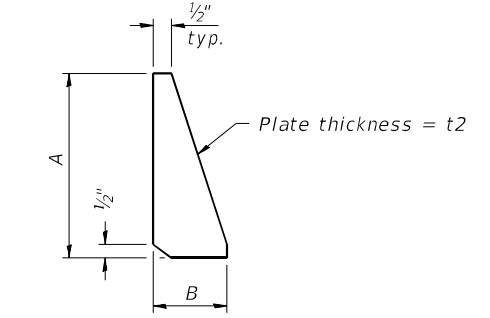


FUSE PLATE DETAIL
(Install with notches down.)

N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



DETAIL H



STIFFENER PLATE DETAIL

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1 2-17-2017

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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNTED SIGN DETAILS

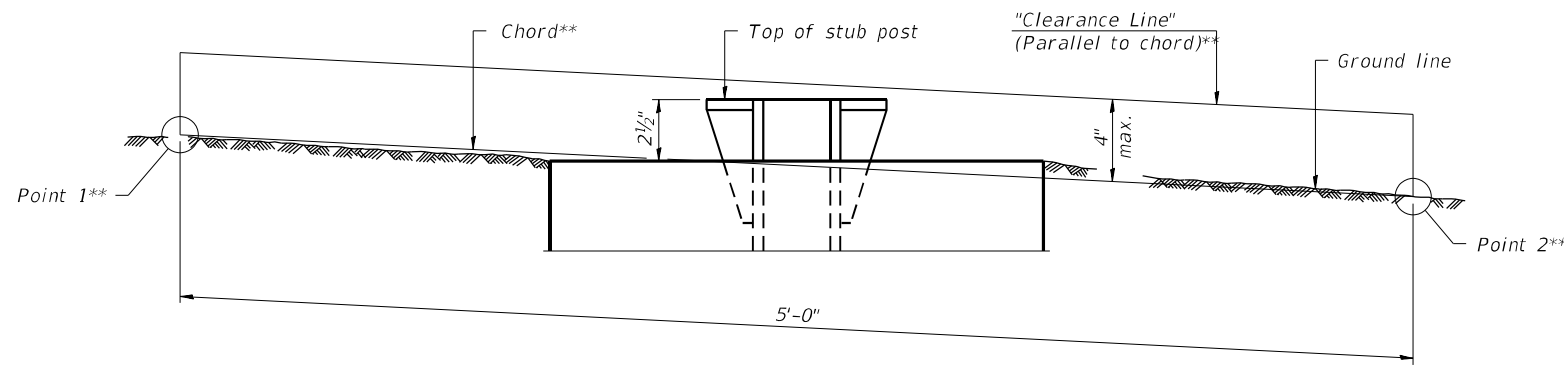
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F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 51
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA								FUSE PLATE DATA					
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3	
	Diameter	Minimum Depth	Concrete (cu. yds.)	Vertical Bars Length	Bar Diameter	Spirals Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1 1/2"	1 1/2"	1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1 1/2"	1 1/2"	1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1 1/2"	1 3/2"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1 1/2"	1 3/2"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/2"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/2"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/2"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/2"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/2"	3/8"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																					
	Sign Height																					
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"	
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---	
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	---	
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	---	
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



**ELEVATION
GROUND LINE & STUB POST**

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- ① Quantity includes all concrete necessary for one foundation.
- ② Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2

2-17-2017

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 Chamlin & Associates



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PLOT DATE = _	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GROUND MOUNTED SIGN

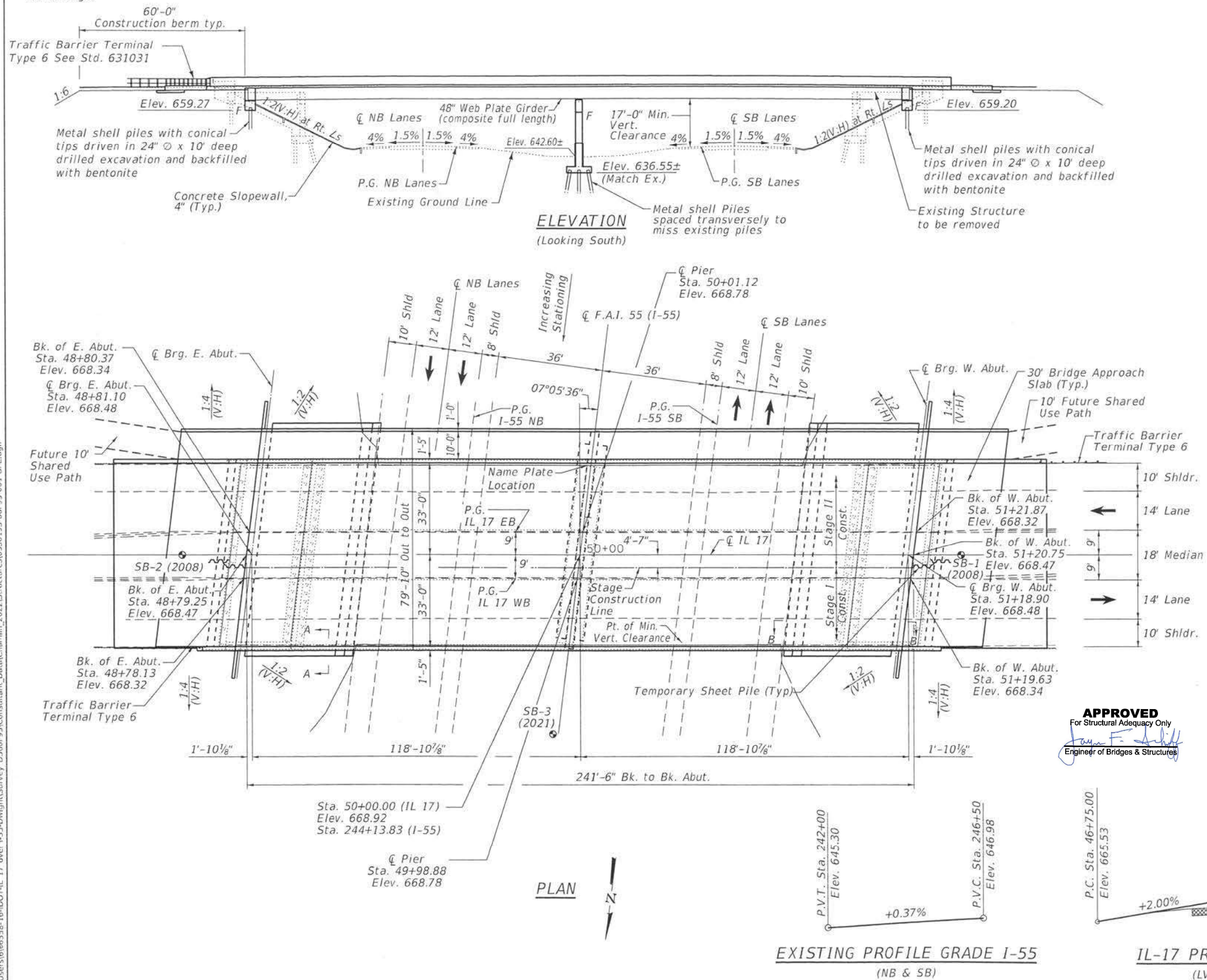
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	52
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "X" in south bolt of light pole foundation to the east of southbound exit ramp;
Sta. 56+51, 58' Rt; Elev. 655.35 (N 1612436.541; E 951287.617)

Existing Structure: S.N. 053-0114 built as F.A.P. Route 649, Section 53-1HB in 1973.
The superstructure consists of a R.C. deck 201'-10" long by 68'-0" wide supported on a two span welded PL girder with concrete piers and vaulted abutments. The total length of the structure is 254'-0" back to back of approach bents. Traffic to be maintained utilizing staged construction.

No Salvage.



LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

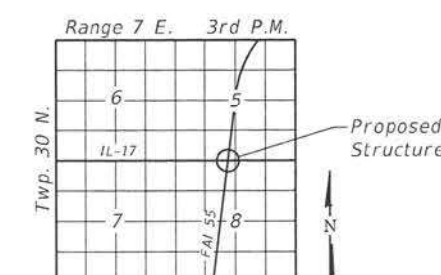
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 $f'_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.074
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.13
Soil Site Class = C



APPROVED
For Structural Adequacy Only
James K. Clinard
Engineer of Bridges & Structures

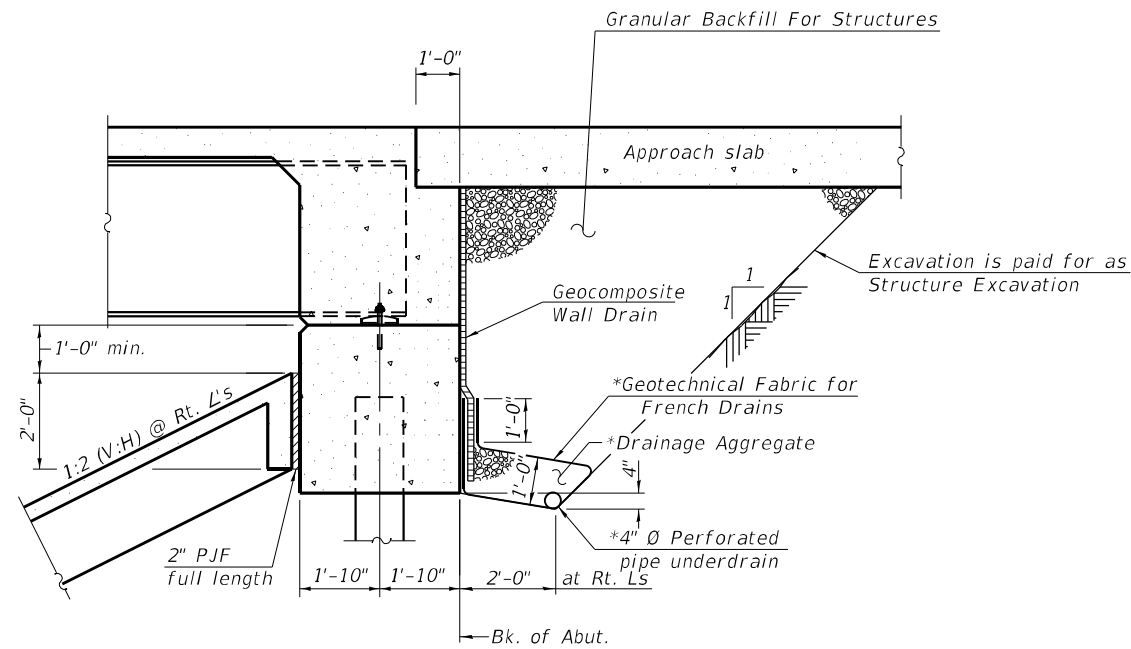


LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A.P. 649 (IL 17) OVER I-55
F.A.I. 55 - SEC (53-1HB)BR
LIVINGSTON COUNTY
STA. 50+00.00
STRUCTURE NO. 053-0193

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	PLOT DATE =	DRAWN - NV	REVISED -			CONTRACT NO. 66F93				
		CHECKED - JKC	REVISED -			ILLINOIS FED. AID PROJECT				



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

*Included in the cost of 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 601101).

STATION 50+00.00
BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. 649 SECTION (53-1HB)BR
LOADING HL-93
STRUCTURE NO. 053-0193

NAME PLATE
See Std. 515001

INDEX OF SHEETS

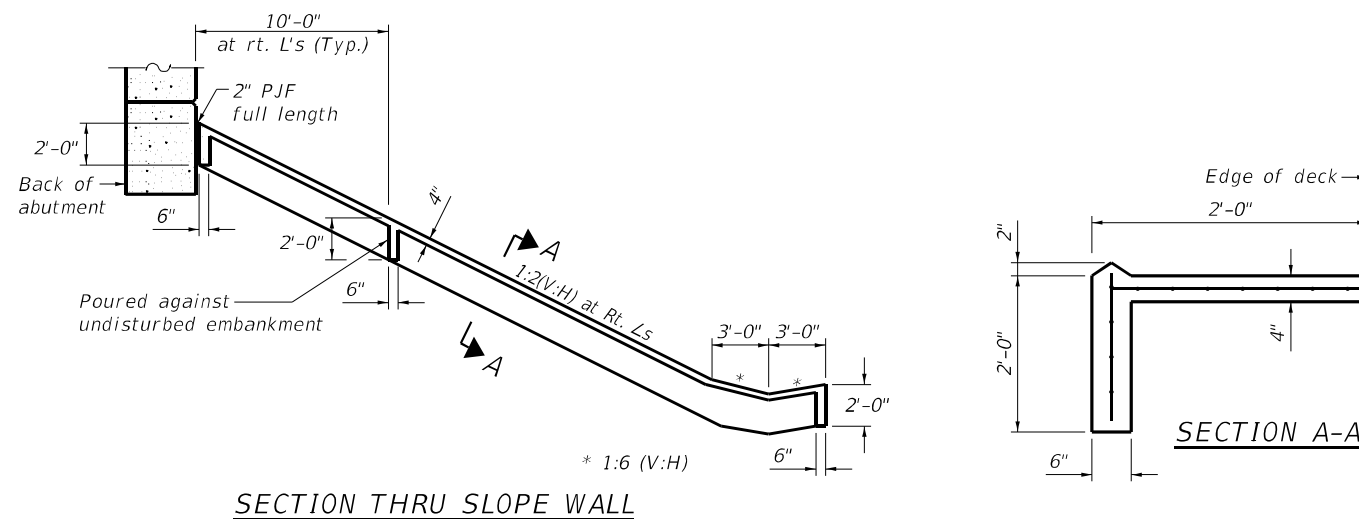
- 1 General Plan & Elevation
- 2 General Data
- 3-4 Stage Construction Details
- 5-6 Temporary Sheet Piling
- 7 Temporary Concrete Barrier
- 8-10 Top of Slab Elevations
- 11 Top of Approach Slab Elevations
- 12-13 Superstructure
- 14-17 Superstructure Details
- 18 Diaphragm Details
- 19-24 Bridge Approach Slab Details
- 25-27 Bicycle Railing, Curved & Parapet Railing
- 28-30 Beam and Framing Details
- 31 Bearing Details
- 32-35 Abutment Details
- 36-37 Pier Details
- 38 Metal Shell Pile Details
- 39 Concrete Parapet Slipforming Option
- 40 Bar Splicer Assembly
- 41-43 Boring Logs

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade 325 Type 1, mechanically galvanized bolts. Bolts 7/8 -in. diameter, holes 15/16-in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel = GR50 648,900 pounds / GR36 43,010 pounds
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional locations.
6. Bearing seat surfaces shall be constructed or adjusted to 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.
7. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of the fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5 4/8.
8. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
9. Slope wall shall be reinforced with welded wire fabric, 6in. x 6 in. W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
10. There is existing protective shield between the existing beams below the shoulders and traffic lanes. Removal of this protective shield shall be included in the cost to remove the structure.
11. It is the intent that the existing protective shield could be reused for demolition operations. It shall be the Contractor's sole responsibility to determine if the existing protective shield is structurally adequate for reuse during the demolition operations. The Contractor's engineer shall provide calculations showing the structural adequacy of the existing Protective Shield to meet the requirements of Art. 501.03 or they shall provide a design submittal for new Protective Shield per Art. 501.03. The Protective Shield pay item shall include the costs of inspections, evaluation, analysis (of existing or new or supplemental shielding), plus any cost of any new materials and the associated work. Protective shield shall extend from outside edge of NB shoulder to outside edge of SB shoulder.

TOTAL BILL OF MATERIAL

	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1	--	1
Protective Shield	Sq. Yd.	376	--	376
Structure Excavation	Cu. Yd.	--	460.5	460.5
Concrete Structures	Cu. Yd.	--	348	348
Concrete Superstructure	Cu. Yd.	773.3	--	773.3
Bridge Deck Grooving	Sq. Yd.	1,597	--	1,597
Protective Coat	Sq. Yd.	2,902	--	2,902
Concrete Superstructure (Approach slab)	Cu. Yd.	220.7	--	220.7
Furnishing and Erecting Structural Steel	L. Sum	1	--	1
Stud Shear Connectors	Each	9,200	--	9,200
Reinforcement Bars, Epoxy Coated	Pound	271,460	53,790	325,250
Bar Splicers	Each	1,154	86	1,240
Bridge Fence Railing, Curved	Foot	299	--	299
Parapet Railing	Foot	600	--	600
Slope Wall 4 Inch	Sq. Yd.	--	796	796
Furnishing Metal Shell Piles 16x0.312	Foot	--	2,373	2,373
Driving Piles	Foot	--	2,373	2,373
Test Pile Metal Shells	Each	--	2	2
Pile Shoes	Each	--	65	65
Name Plates	Each	1	--	1
Anchor Bolts, 1"	Each	--	40	40
Anchor Bolts, 1 1/4"	Each	--	20	20
Temporary Sheet Piling	Sq. Ft.	--	371	371
Granular Backfill for Structures	Cu. Yd.	--	309	309
Geocomposite Wall Drain	Sq. Yd.	--	154	154
Pipe Underdrains for Structures 4"	Foot	--	234	234



SECTION THRU SLOPE WALL

SECTION A-A

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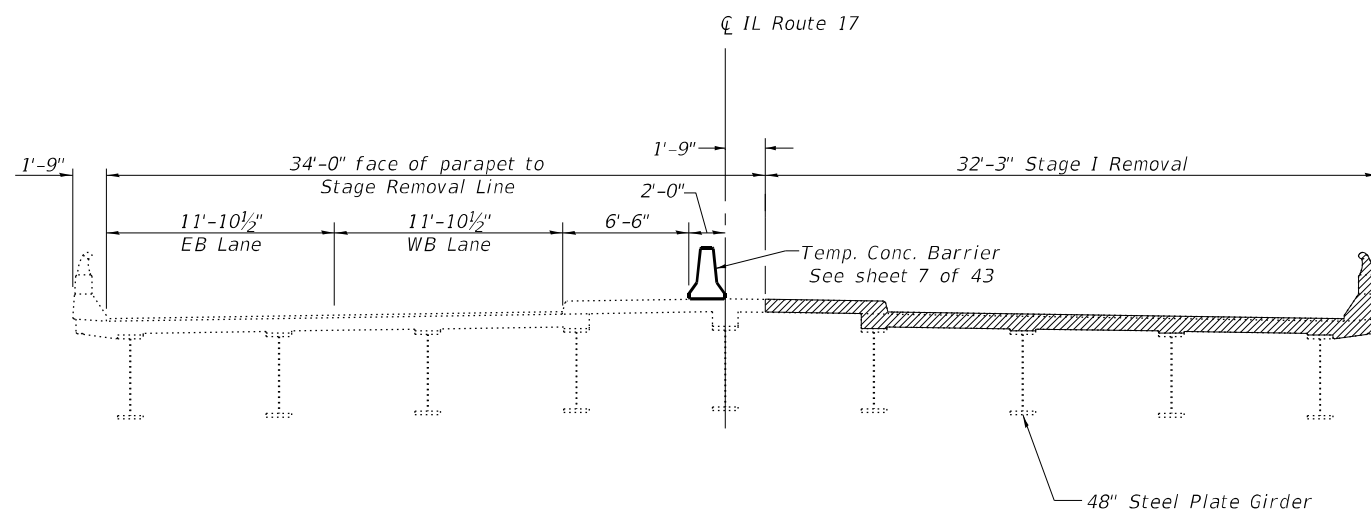
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

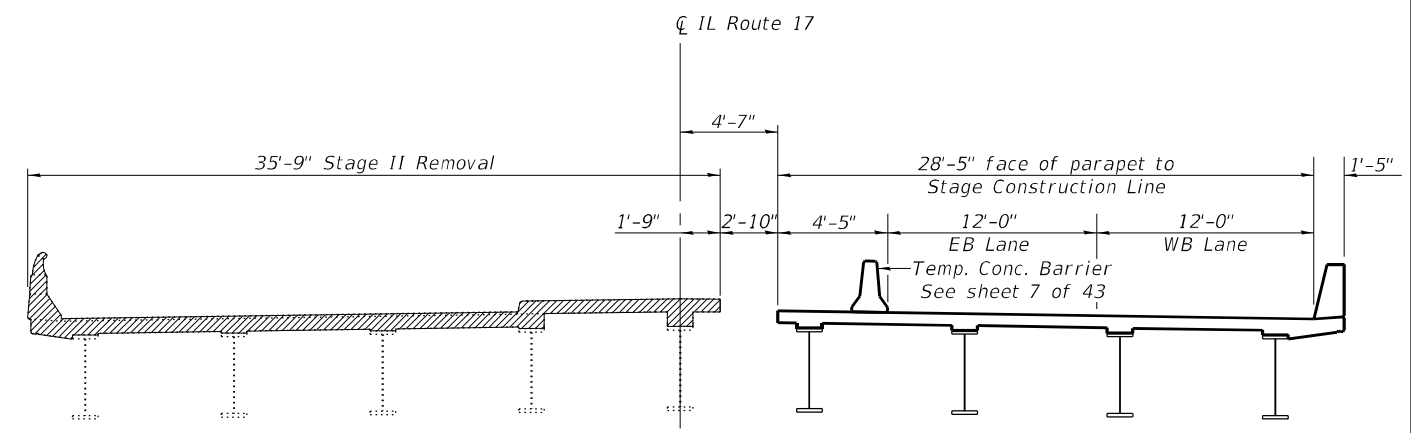
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STRUCTURE NO. 053-0193**

SHEET 2 OF 43 SHEETS

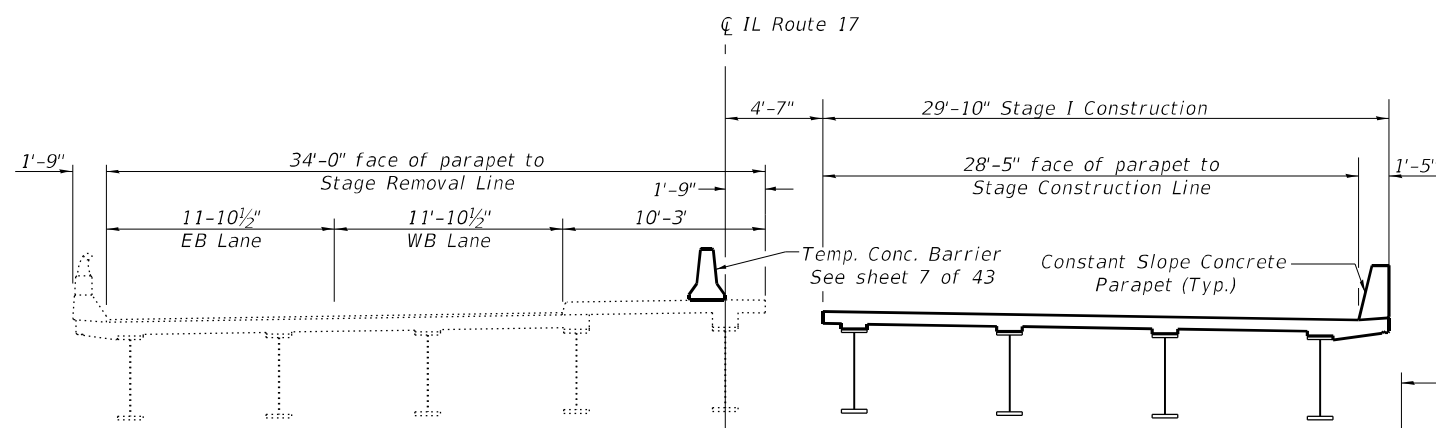
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CONTRACT NO. 66F93				
ILLINOIS		FED. AID PROJECT		



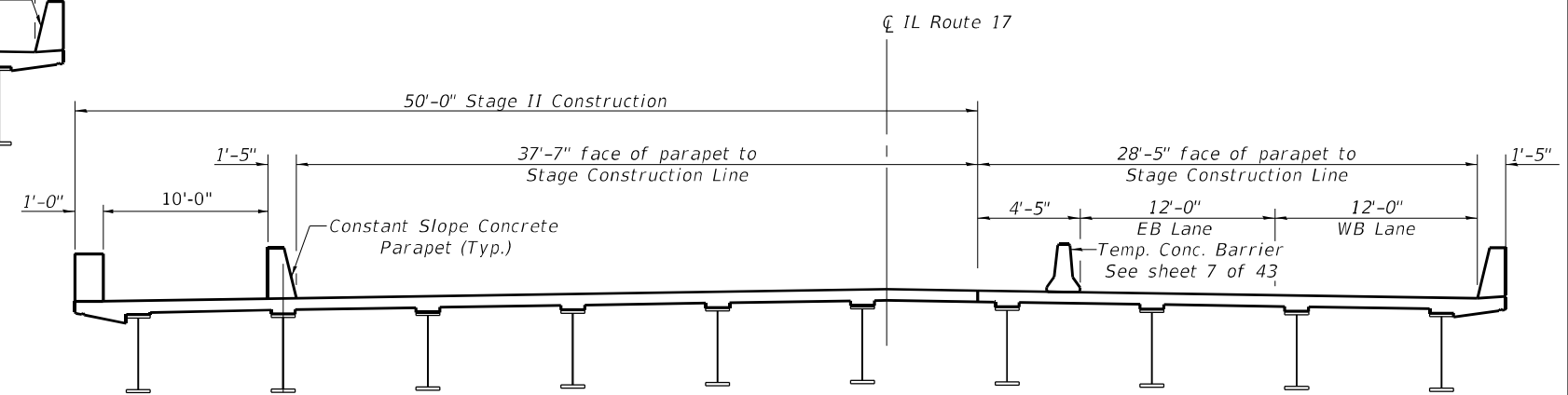
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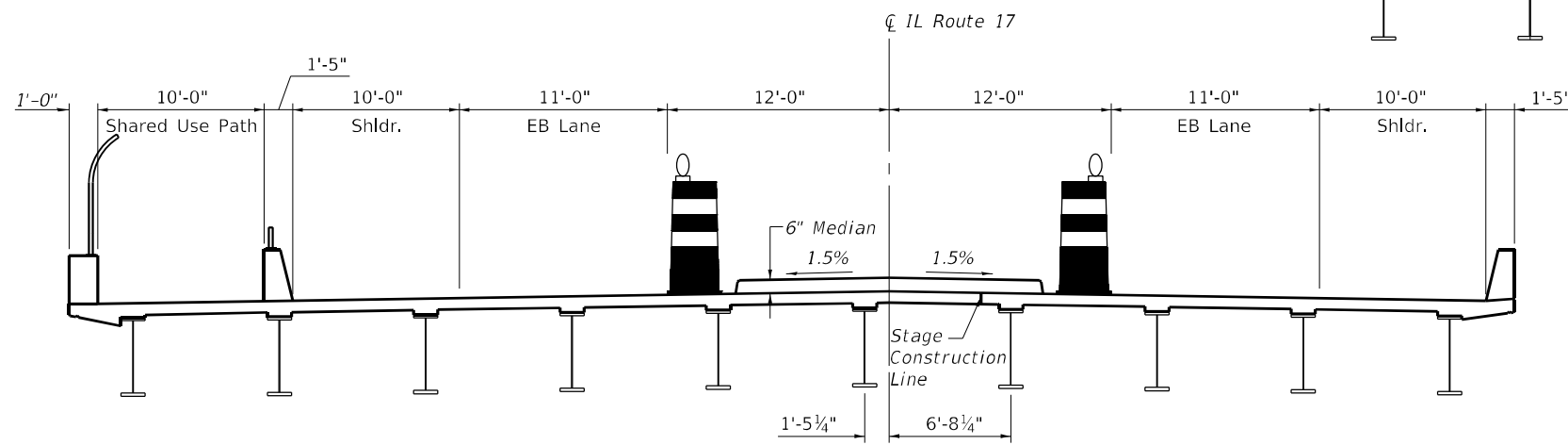
BRIDGE CROSS SECTION - STAGE II REMOVAL
(Looking West)



BRIDGE CROSS SECTION - STAGE I CONSTRUCTION
(Looking West)



BRIDGE CROSS SECTION - STAGE II CONSTRUCTION
(Looking West)



BRIDGE CROSS SECTION - STAGE III CONSTRUCTION
(Looking West)

Notes

1. For quantity of Temporary Concrete Barrier, See Roadway Plans.
2. Hatched areas indicate Removal of Existing Structures.

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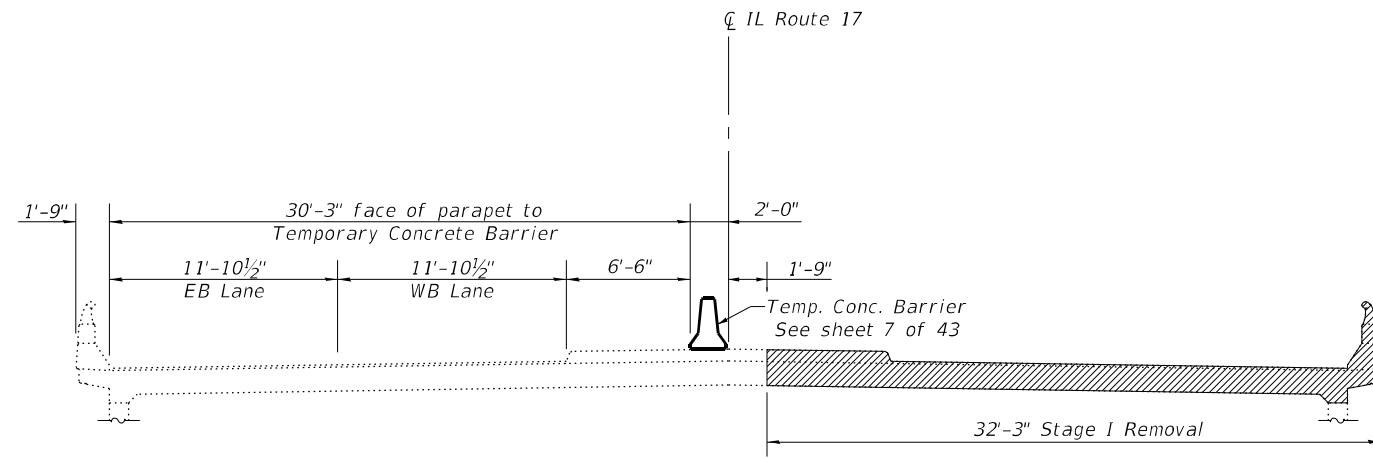
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

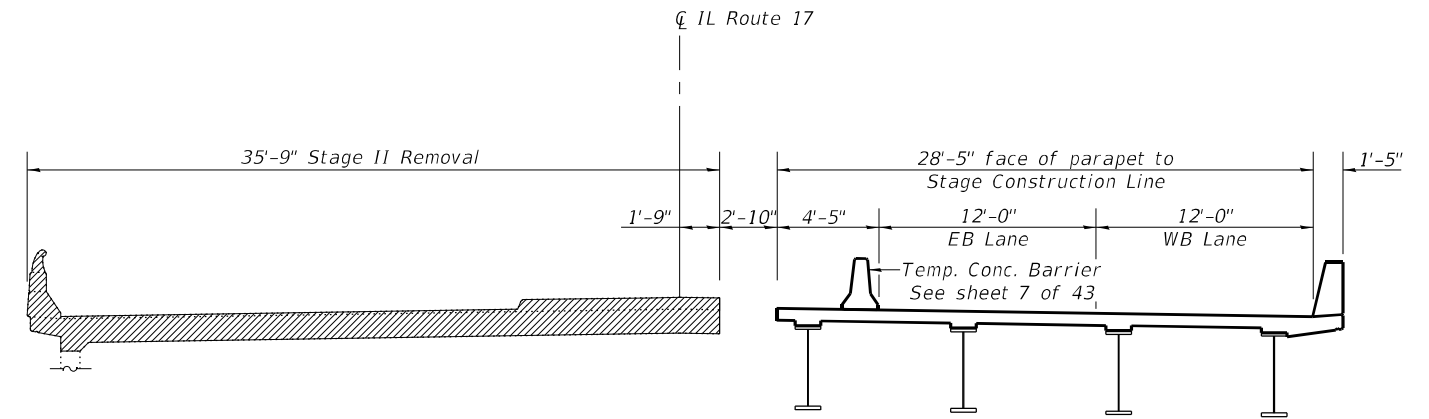
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STRUCTURE NO. 053-0193**

SHEET 3 OF 43 SHEETS

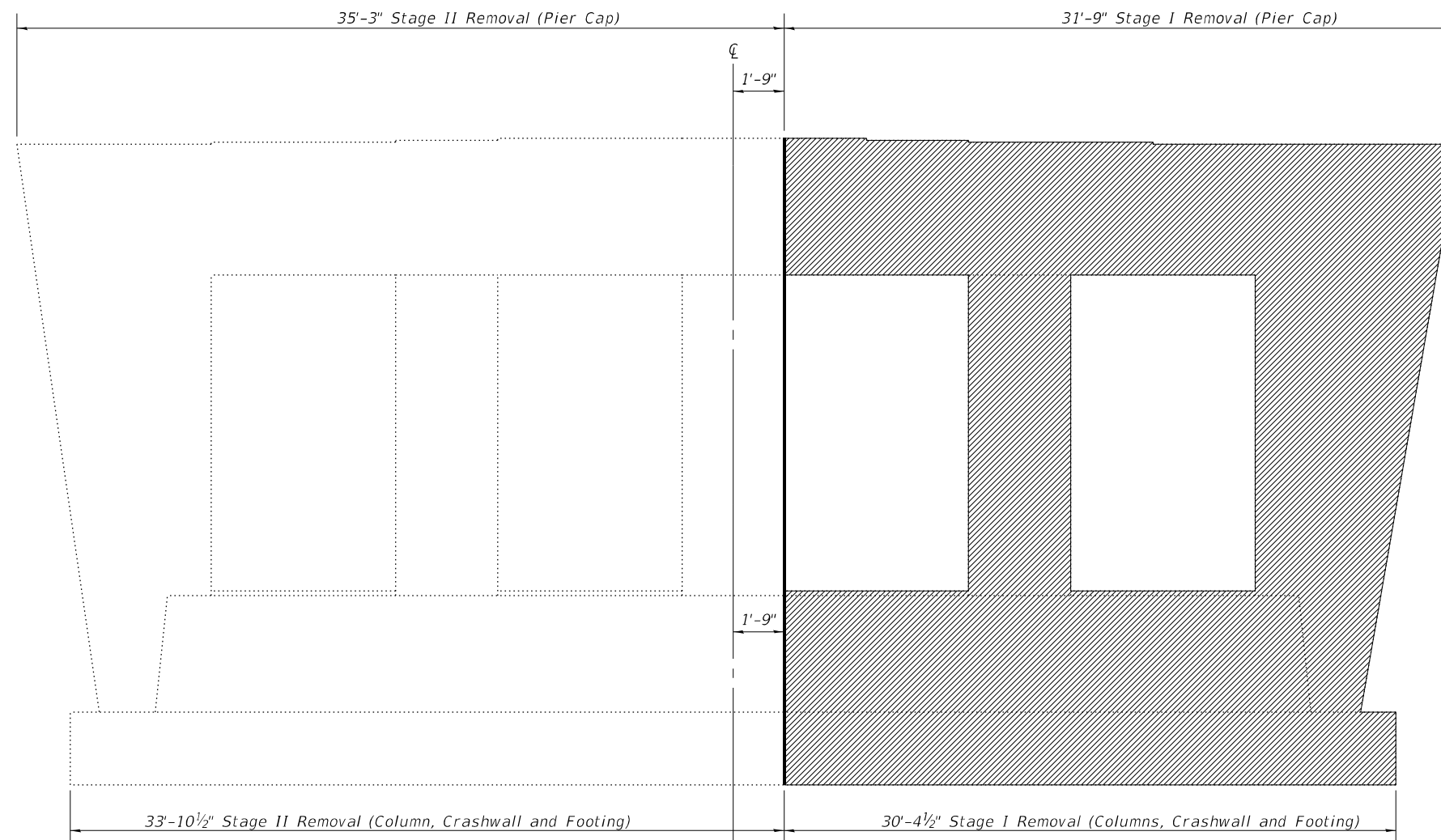
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CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



VAULTED SLAB CROSS SECTION - STAGE I REMOVAL
(Looking West)



VAULTED SLAB CROSS SECTION - STAGE II REMOVAL
(Looking West)



PIER STAGE REMOVAL DETAIL
(Looking West)

- Notes**
- For quantity of Temporary Concrete Barrier, See Roadway Plans.
 - Hatched areas indicate Removal of Existing Structures.

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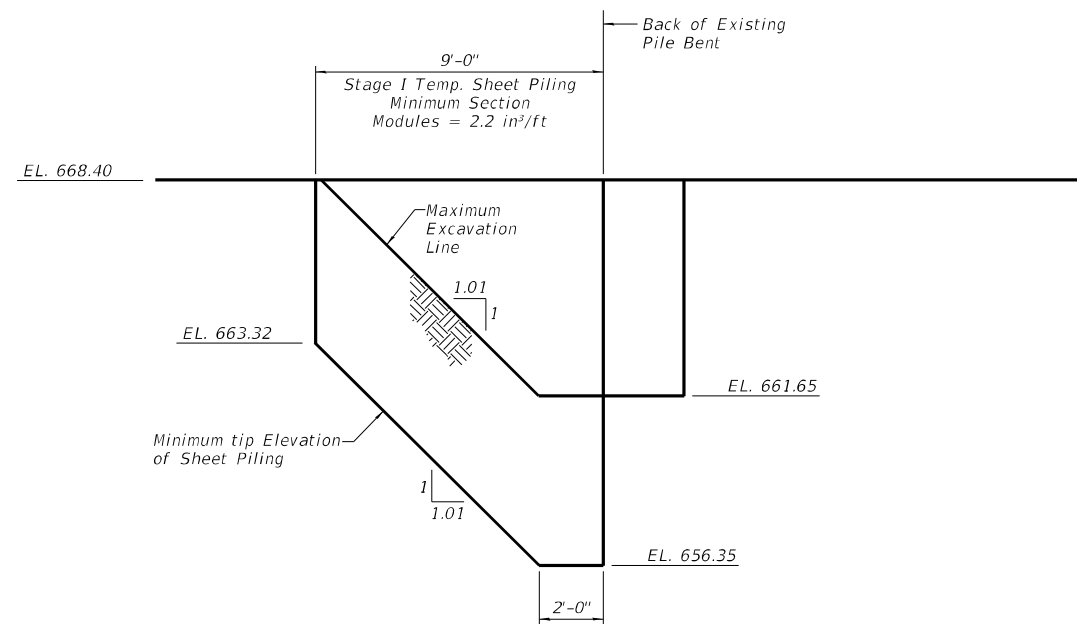
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 053-0193**

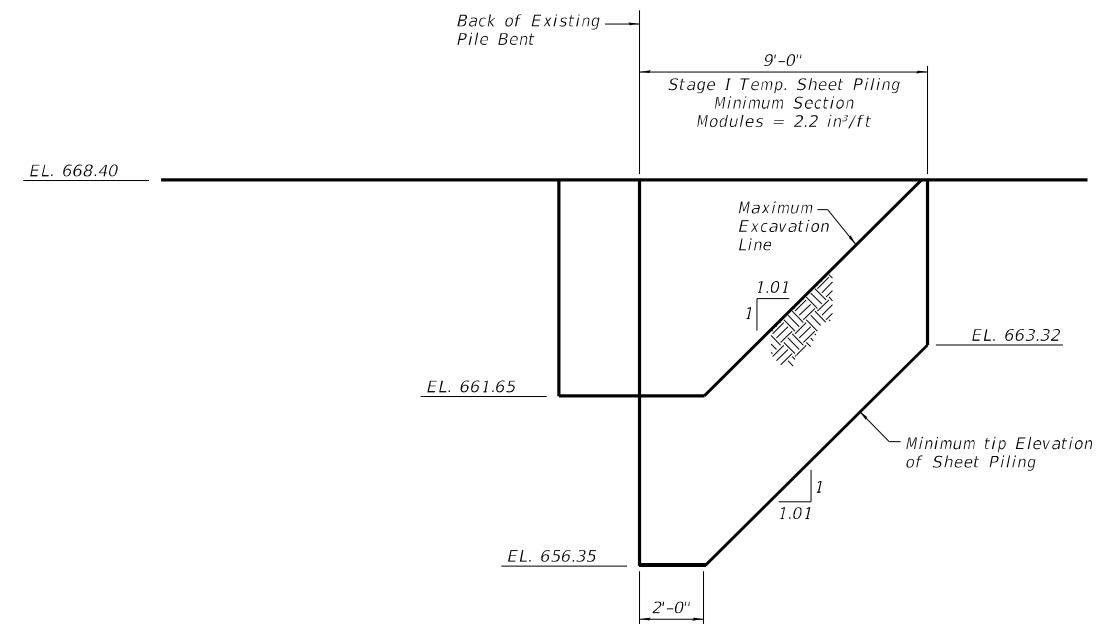
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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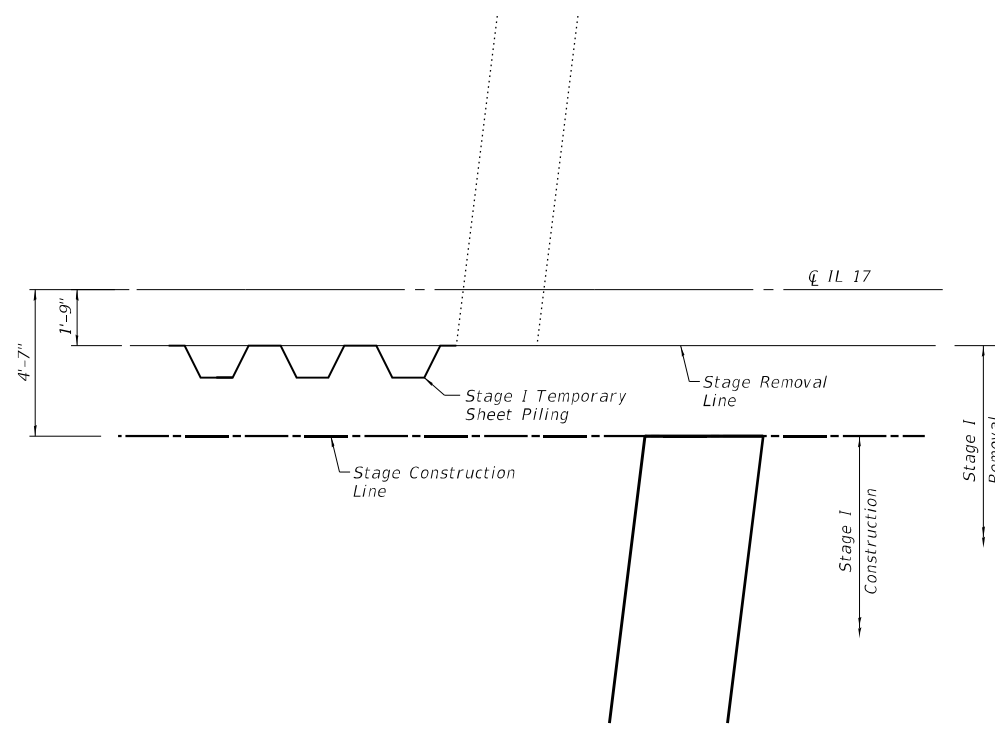


EAST ABUTMENT ELEVATION

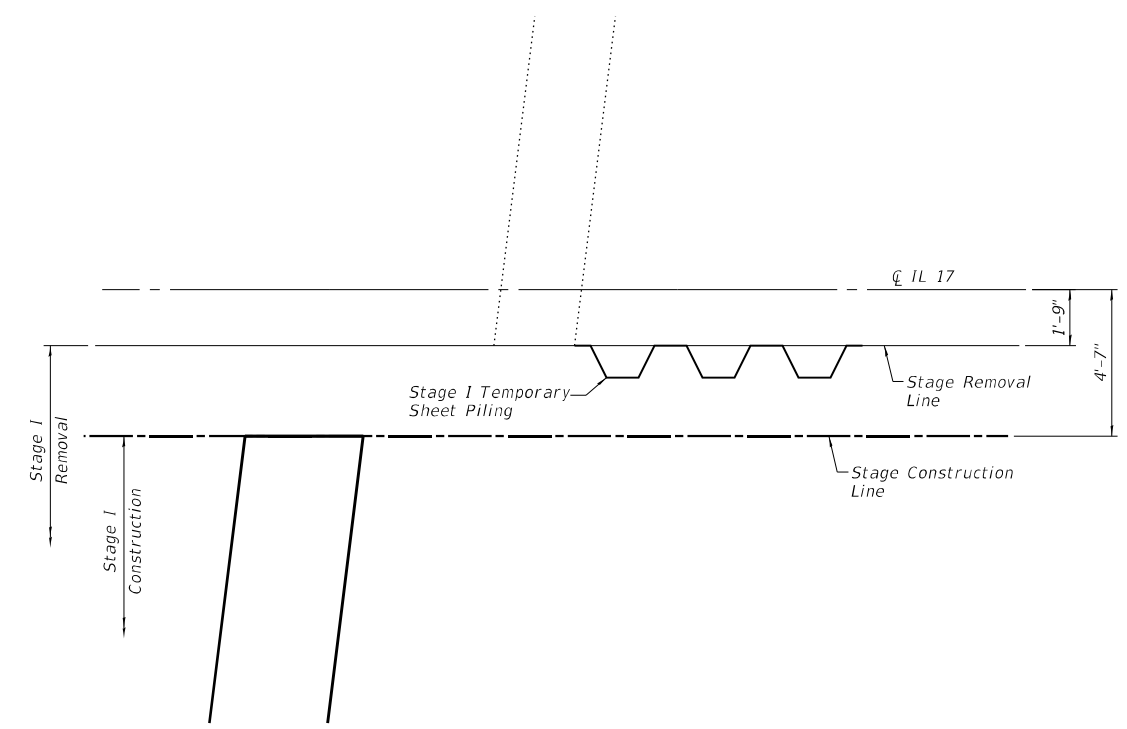


WEST ABUTMENT ELEVATION

Note
 If the Contractor chooses to alter the temporary cantiliver sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review by the Engineer.



EAST ABUTMENT PLAN



WEST ABUTMENT PLAN

BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Piling	Sq Ft	169



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
		CHECKED -	DH	REVISED -	
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

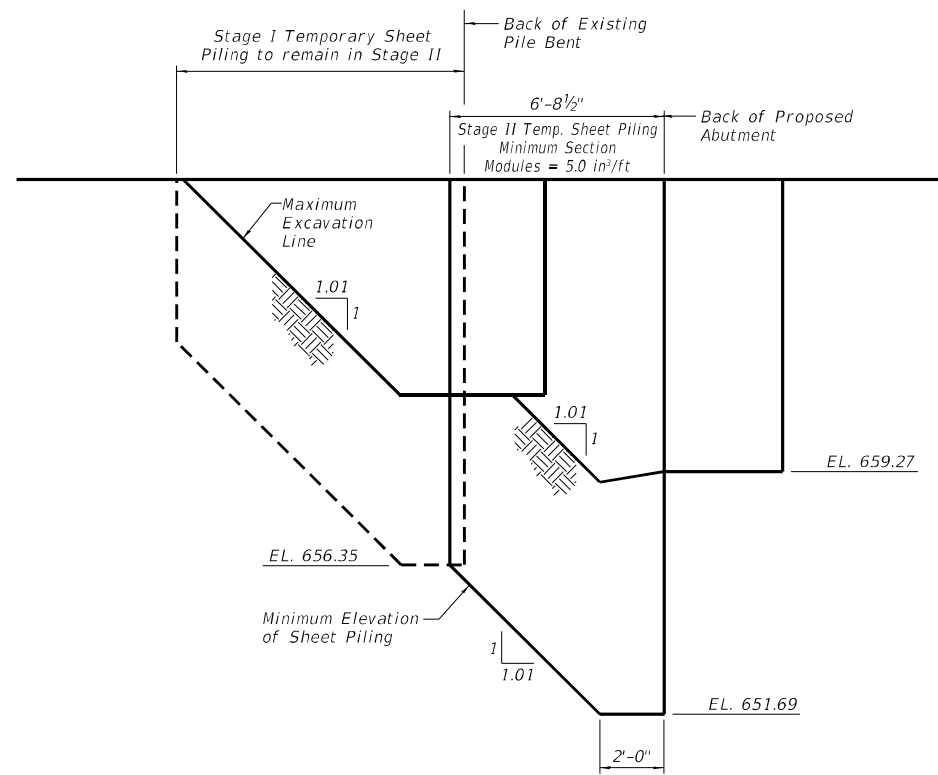
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING - STAGE I
 STRUCTURE NO. 053-0193**

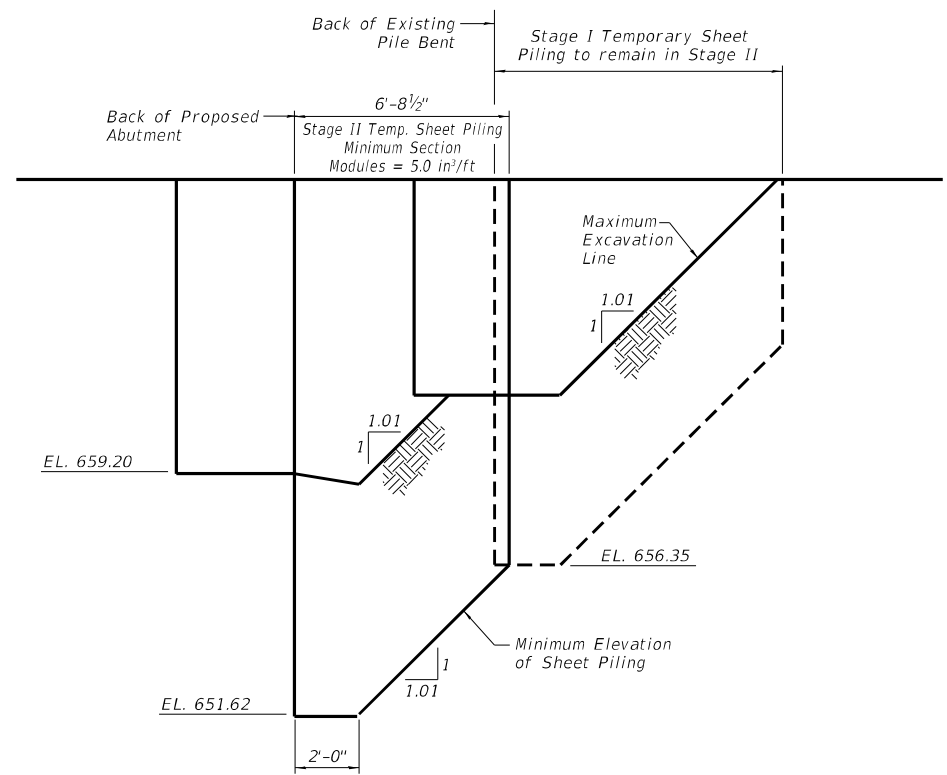
SHEET 5 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)ES	LIVINGSTON	137	57
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

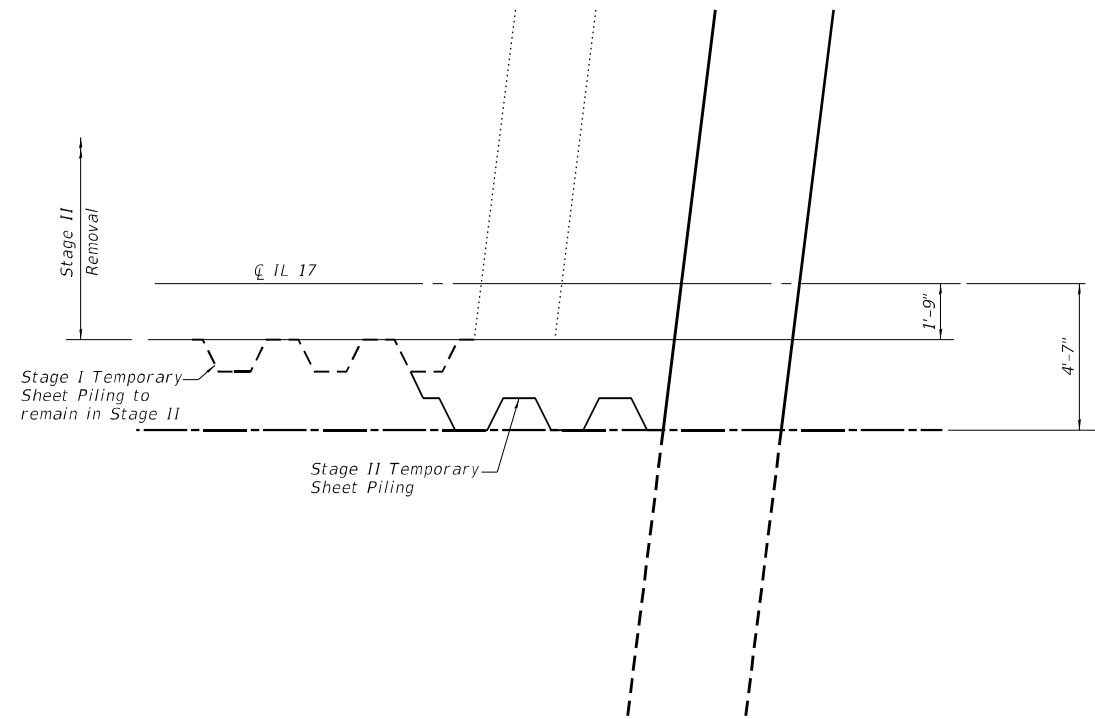
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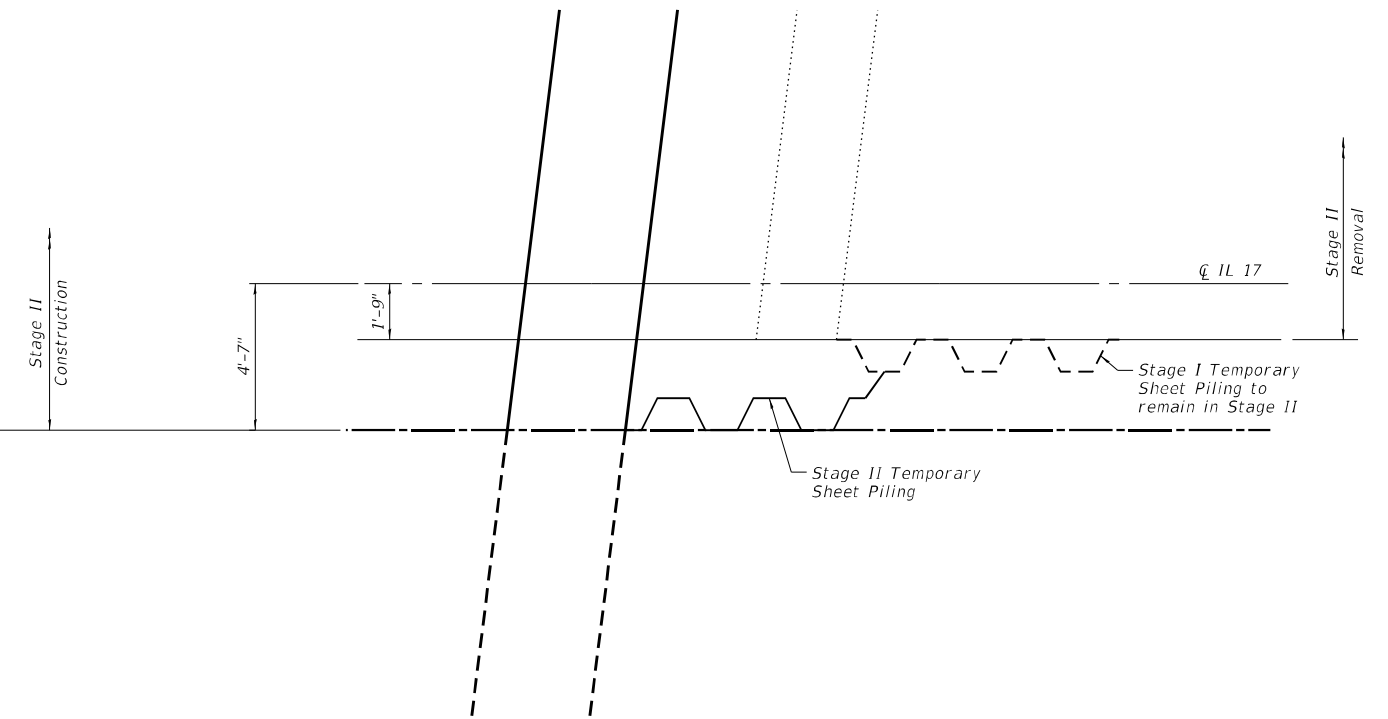
EAST ABUTMENT ELEVATION



WEST ABUTMENT ELEVATION



EAST ABUTMENT PLAN



WEST ABUTMENT PLAN

BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Piling	Sq Ft	202



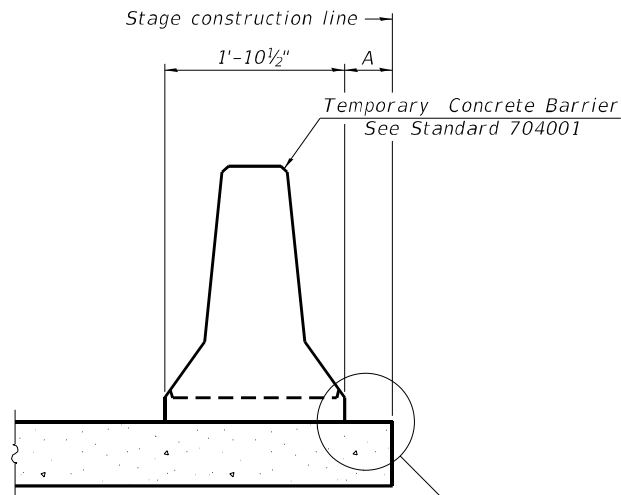
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PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING - STAGE II
 STRUCTURE NO. 053-0193**

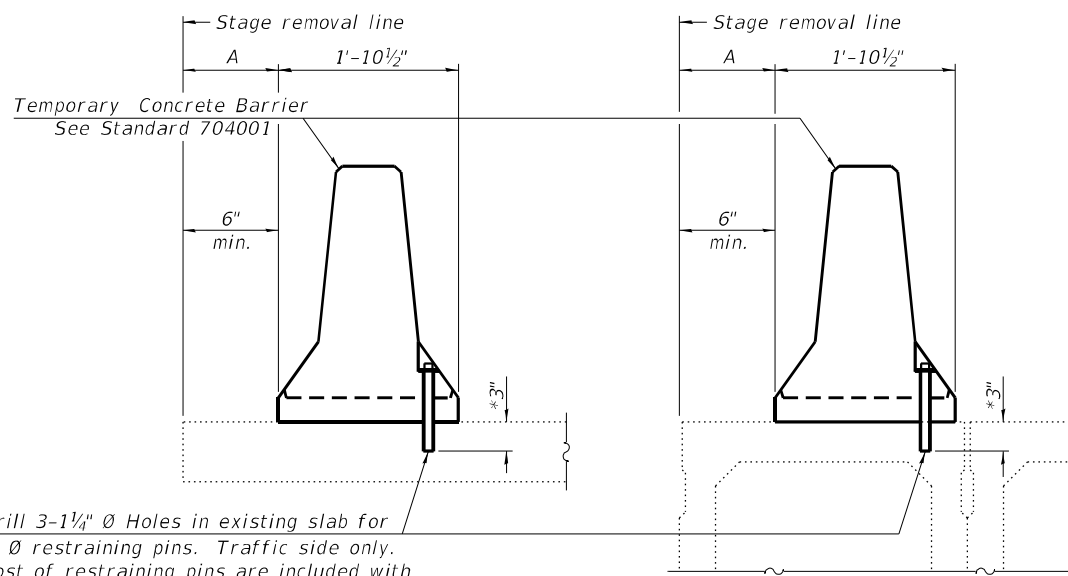
SHEET 6 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)ES	LIVINGSTON	137	58
			CONTRACT NO. 66F93	
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

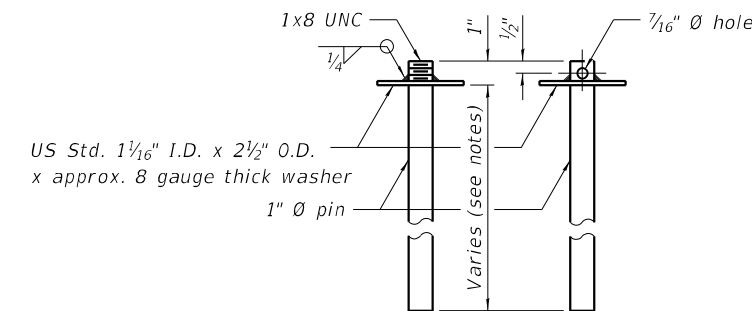


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

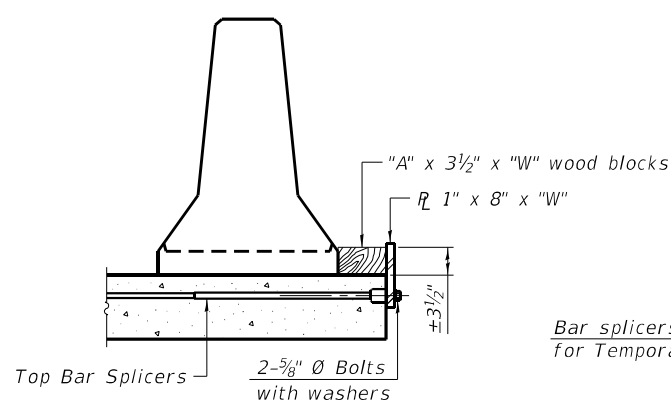
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

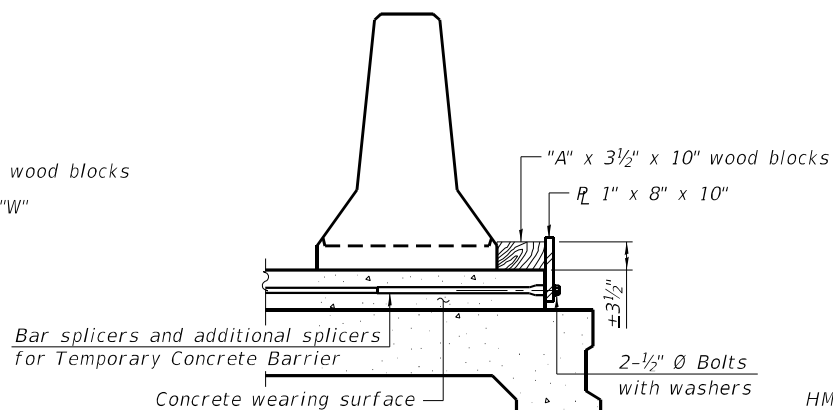


US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

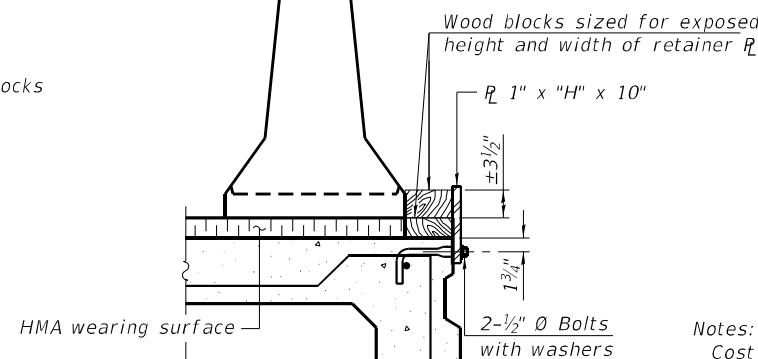
RESTRAINING PIN



DETAIL I



DETAIL II



DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III

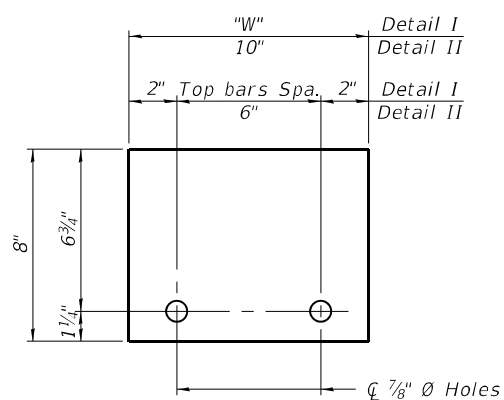
Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate $\frac{1}{2}$ 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.

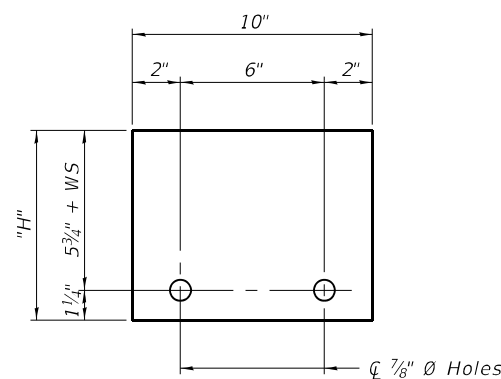
Detail I - Installation for a new bridge deck or bridge slab.

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.



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

MODEL: Default
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1/26/2023 9:59:02 AM



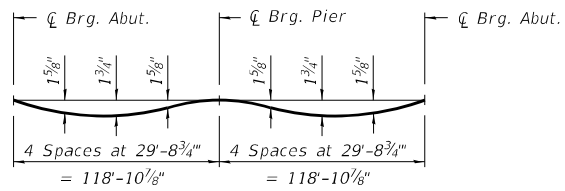
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		CHECKED -	DH	REVISED -	
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

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TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 053-0193

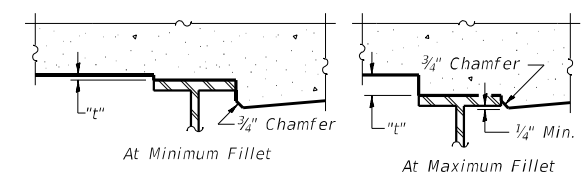
SHEET 7 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	59
			CONTRACT NO. 66F93	
		ILLINOIS FED. AID PROJECT		



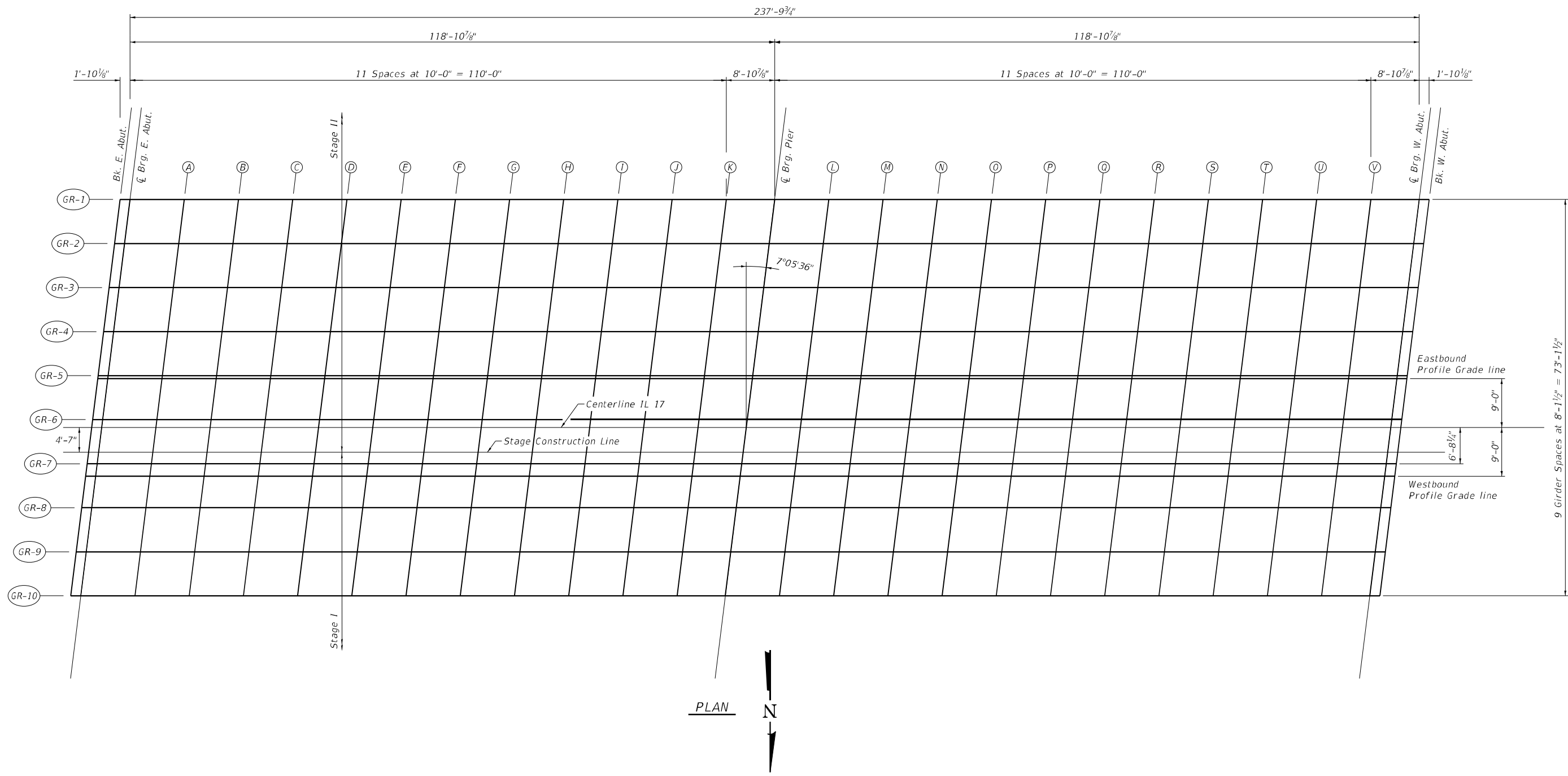
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

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 9 & 10 of 43.



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 sheets 9 & 10 of 43, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



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USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
CHECKED -	DH	REVISIONS			
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 053-0193**

SHEET 8 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	60
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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1/26/2023 10:00:11 AM

GR-1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+84.48	-42.06	667.82	667.82
CL. BRG E. ABUT	48+86.33	-42.06	667.84	667.84
A	48+96.33	-42.06	667.90	667.96
B	49+06.33	-42.06	667.96	668.07
C	49+16.33	-42.06	668.02	668.16
D	49+26.33	-42.06	668.07	668.22
E	49+36.33	-42.06	668.11	668.27
F	49+46.33	-42.06	668.15	668.29
G	49+56.33	-42.06	668.18	668.30
H	49+66.33	-42.06	668.20	668.29
I	49+76.33	-42.06	668.22	668.27
J	49+86.33	-42.06	668.23	668.26
K	49+96.33	-42.06	668.23	668.24
CL. BRG. PIER	50+05.23	-42.06	668.23	668.23
L	50+15.23	-42.06	668.23	668.24
M	50+25.23	-42.06	668.21	668.25
N	50+35.23	-42.06	668.20	668.26
O	50+45.23	-42.06	668.17	668.27
P	50+55.23	-42.06	668.14	668.27
Q	50+65.23	-42.06	668.10	668.25
R	50+75.23	-42.06	668.06	668.22
S	50+85.23	-42.06	668.01	668.17
T	50+95.23	-42.06	667.95	668.09
U	51+05.23	-42.06	667.89	667.99
V	51+15.23	-42.06	667.83	667.87
CL. BRG W. ABUT	51+24.13	-42.06	667.76	667.76
BK. W. ABUT	51+25.98	-42.06	667.75	667.75

GR-2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+83.47	-33.94	667.94	667.94
CL. BRG E. ABUT	48+85.32	-33.94	667.95	667.95
A	48+95.32	-33.94	668.02	668.07
B	49+05.32	-33.94	668.08	668.18
C	49+15.32	-33.94	668.14	668.27
D	49+25.32	-33.94	668.18	668.34
E	49+35.32	-33.94	668.23	668.39
F	49+45.32	-33.94	668.26	668.41
G	49+55.32	-33.94	668.29	668.42
H	49+65.32	-33.94	668.32	668.41
I	49+75.32	-33.94	668.34	668.40
J	49+85.32	-33.94	668.35	668.38
K	49+95.32	-33.94	668.36	668.36
CL. BRG. PIER	50+04.22	-33.94	668.36	668.36
L	50+14.22	-33.94	668.35	668.36
M	50+24.22	-33.94	668.34	668.37
N	50+34.22	-33.94	668.32	668.38
O	50+44.22	-33.94	668.30	668.39
P	50+54.22	-33.94	668.27	668.39
Q	50+64.22	-33.94	668.23	668.38
R	50+74.22	-33.94	668.19	668.35
S	50+84.22	-33.94	668.14	668.29
T	50+94.22	-33.94	668.08	668.22
U	51+04.22	-33.94	668.02	668.12
V	51+14.22	-33.94	667.95	668.00
CL. BRG W. ABUT	51+23.12	-33.94	667.89	667.89
BK. W. ABUT	51+24.97	-33.94	667.88	667.88

GR-3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+82.46	-25.81	668.09	668.09
CL. BRG E. ABUT	48+84.31	-25.81	668.10	668.10
A	48+94.31	-25.81	668.17	668.22
B	49+04.31	-25.81	668.23	668.33
C	49+14.31	-25.81	668.29	668.43
D	49+24.31	-25.81	668.34	668.49
E	49+34.31	-25.81	668.38	668.54
F	49+44.31	-25.81	668.42	668.57
G	49+54.31	-25.81	668.45	668.57
H	49+64.31	-25.81	668.47	668.57
I	49+74.31	-25.81	668.49	668.55
J	49+84.31	-25.81	668.51	668.53
K	49+94.31	-25.81	668.51	668.52
CL. BRG. PIER	50+03.21	-25.81	668.51	668.51
L	50+13.21	-25.81	668.51	668.52
M	50+23.21	-25.81	668.50	668.53
N	50+33.21	-25.81	668.48	668.54
O	50+43.21	-25.81	668.46	668.55
P	50+53.21	-25.81	668.43	668.55
Q	50+63.21	-25.81	668.39	668.54
R	50+73.21	-25.81	668.35	668.51
S	50+83.21	-25.81	668.30	668.46
T	50+93.21	-25.81	668.25	668.38
U	51+03.21	-25.81	668.19	668.28
V	51+13.21	-25.81	668.12	668.17
CL. BRG W. ABUT	51+22.11	-25.81	668.05	668.05
BK. W. ABUT	51+23.96	-25.81	668.04	668.04

GR-4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+81.45	-17.69	668.22	668.22
CL. BRG E. ABUT	48+83.30	-17.69	668.23	668.23
A	48+93.30	-17.69	668.30	668.35
B	49+03.30	-17.69	668.36	668.46
C	49+13.30	-17.69	668.42	668.56
D	49+23.30	-17.69	668.47	668.63
E	49+33.30	-17.69	668.51	668.67
F	49+43.30	-17.69	668.55	668.70
G	49+53.30	-17.69	668.58	668.71
H	49+63.30	-17.69	668.61	668.70
I	49+73.30	-17.69	668.63	668.69
J	49+83.30	-17.69	668.64	668.67
K	49+93.30	-17.69	668.65	668.66
CL. BRG. PIER	50+02.20	-17.69	668.65	668.65
L	50+12.20	-17.69	668.65	668.65
M	50+22.20	-17.69	668.63	668.67
N	50+32.20	-17.69	668.62	668.68
O	50+42.20	-17.69	668.59	668.69
P	50+52.20	-17.69	668.57	668.69
Q	50+62.20	-17.69	668.53	668.68
R	50+72.20	-17.69	668.49	668.65
S	50+82.20	-17.69	668.44	668.60
T	50+92.20	-17.69	668.39	668.52
U	51+02.20	-17.69	668.33	668.43
V	51+12.20	-17.69	668.26	668.31
CL. BRG W. ABUT	51+21.10	-17.69	668.20	668.20
BK. W. ABUT	51+22.95	-17.69	668.18	668.18

GR-5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+80.44	-9.56	668.33	668.33
CL. BRG E. ABUT	48+82.29	-9.56	668.35	668.35
A	48+92.29	-9.56	668.41	668.47
B	49+02.29	-9.56	668.48	668.58
C	49+12.29	-9.56	668.53	668.67
D	49+22.29	-9.56	668.59	668.74
E	49+32.29	-9.56	668.63	668.79
F	49+42.29	-9.56	668.67	668.82
G	49+52.29	-9.56	668.70	668.83
H	49+62.29	-9.56	668.73	668.82
I	49+72.29	-9.56	668.75	668.81
J	49+82.29	-9.56	668.76	668.79
K	49+92.29	-9.56	668.77	668.78
CL. BRG. PIER	50+01.19	-9.56	668.77	668.77
L	50+11.19	-9.56	668.77	668.78
M	50+21.19	-9.56	668.76	668.79
N	50+31.19	-9.56	668.74	668.80
O	50+41.19	-9.56	668.72	668.81
P	50+51.19	-9.56	668.69	668.82
Q	50+61.19	-9.56	668.66	668.81
R	50+71.19	-9.56	668.62	668.78
S	50+81.19	-9.56	668.57	668.72
T	50+91.19	-9.56	668.52	668.65
U	51+01.19	-9.56	668.46	668.55
V	51+11.19	-9.56	668.39	668.44
CL. BRG W. ABUT	51+20.09	-9.56	668.33	668.33
BK. W. ABUT	51+21.94	-9.56	668.31	668.31

EASTBOUND PROFILE GRADE LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+80.37	-9.00	668.34	668.34
CL. BRG E. ABUT	48+82.22	-9.00	668.35	668.35
A	48+92.22	-9.00	668.42	668.48
B	49+02.22	-9.00	668.49	668.59
C	49+12.22	-9.00	668.54	668.68
D	49+22.22	-9.00	668.59	668.75
E	49+32.22	-9.00	668.64	668.80
F	49+42.22	-9.00	668.68	668.83
G	49+52.22	-9.00	668.71	668.83
H	49+62.22	-9.00	668.74	668.83
I	49+72.22	-9.00	668.76	668.81
J	49+82.22	-9.00	668.77	668.80
K	49+92.22	-9.00	668.78	668.79
CL. BRG. PIER	50+01.12	-9.00	668.78	668.78
L	50+11.12	-9.00	668.78	668.79
M	50+21.12	-9.00	668.77	668.80
N	50+31.12	-9.00	668.75	668.81
O	50+41.12	-9.00	668.73	668.82
P	50+51.12	-9.00	668.70	668.83
Q	50+61.12	-9.00	668.67	668.82
R	50+71.12	-9.00	668.62	668.79
S	50+81.12	-9.00	668.58	668.73
T	50+91.12	-9.00	668.52	668.66
U	51+01.12	-9.00	668.47	668.56
V	51+11.12	-9.00	668.40	668.45
CL. BRG W. ABUT	51+20.02	-9.00	668.34	668.34
BK. W. ABUT	51+21.87	-9.00	668.32	668.32

GR-6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+79.43	-1.44	668.45	668.45
CL. BRG E. ABUT	48+81.28	-1.44	668.46	668.46
A	48+91.28	-1.44	668.53	668.58
B	49+01.28	-1.44	668.59	668.70
C	49+11.28	-1.44	668.65	668.79
D	49+21.28	-1.44	668.70	668.86
E	49+31.28	-1.44	668.75	668.91
F	49+41.28	-1.44	668.79	668.94
G	49+51.28	-1.44	668.82	668.94
H	49+61.28	-1.44	668.85	668.94
I	49+71.28	-1.44	668.87	668.93
J	49+81.28	-1.44	668.88	668.91
K	49+91.28	-1.44	668.89	668.90
CL. BRG. PIER	50+00.18	-1.44	668.89	668.89
L	50+10.18	-1.44	668.89	668.90
M	50+20.18	-1.44	668.88	668.91
N	50+30.18	-1.44	668.87	668.93
O	50+40.18	-1.44	668.84	668.94
P	50+50.18	-1.44	668.82	668.94
Q	50+60.18	-1.44	668.78	668.93
R	50+70.18	-1.44	668.74	668.90
S	50+80.18	-1.44	668.70	668.85
T	50+90.18	-1.44	668.64	668.78
U	51+00.18	-1.44	668.58	668.68
V	51+10.18	-1.44	668.52	668.57
CL. BRG W. ABUT	51+19.08	-1.44	668.46	668.46
BK. W. ABUT	51+20.93	-1.44	668.44	668.44

CENTERLINE IL 17				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+79.25	0.00	668.47	668.47
CL. BRG E. ABUT	48+81.10	0.00	668.48	668.48
A	48+91.10	0.00	668.55	668.60
B	49+01.10	0.00	668.61	668.72
C	49+11.10	0.00	668.67	668.81
D	49+21.10	0.00	668.72	668.88
E	49+31.10	0.00	668.77	668.93
F	49+41.10	0.00	668.81	668.96
G	49+51.10	0.00	668.84	668.96
H	49+61.10	0.00	668.87	668.96
I	49+71.10	0.00	668.89	668.95
J	49+81.10	0.00	668.90	668.93
K	49+91.10	0.00	668.91	668.92
CL. BRG. PIER	50+00.00	0.00	668.92	668.92
L	50+10.00	0.00	668.91	668.92
M	50+20.00	0.00	668.90	668.93
N	50+30.00	0.00	668.89	668.95
O	50+40.00	0.00	668.87	668.96
P	50+50.00	0.00	668.	

STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+78.68	4.58	668.39	668.39
CL. BRG E. ABUT	48+80.53	4.58	668.41	668.41
A	48+90.53	4.58	668.48	668.53
B	49+00.53	4.58	668.54	668.64
C	49+10.53	4.58	668.60	668.74
D	49+20.53	4.58	668.65	668.81
E	49+30.53	4.58	668.70	668.86
F	49+40.53	4.58	668.74	668.89
G	49+50.53	4.58	668.77	668.89
H	49+60.53	4.58	668.80	668.89
I	49+70.53	4.58	668.82	668.88
J	49+80.53	4.58	668.83	668.86
K	49+90.53	4.58	668.84	668.85
CL. BRG. PIER	49+99.43	4.58	668.85	668.85
L	50+09.43	4.58	668.84	668.85
M	50+19.43	4.58	668.83	668.87
N	50+29.43	4.58	668.82	668.88
O	50+39.43	4.58	668.80	668.89
P	50+49.43	4.58	668.77	668.90
Q	50+59.43	4.58	668.74	668.89
R	50+69.43	4.58	668.70	668.86
S	50+79.43	4.58	668.65	668.81
T	50+89.43	4.58	668.60	668.73
U	50+99.43	4.58	668.54	668.64
V	51+09.43	4.58	668.48	668.53
CL. BRG W. ABUT	51+18.33	4.58	668.42	668.42
BK. W. ABUT	51+20.18	4.58	668.40	668.40

GR-7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+78.42	6.69	668.36	668.36
CL. BRG E. ABUT	48+80.27	6.69	668.37	668.37
A	48+90.27	6.69	668.44	668.50
B	49+00.27	6.69	668.51	668.61
C	49+10.27	6.69	668.57	668.70
D	49+20.27	6.69	668.62	668.78
E	49+30.27	6.69	668.67	668.83
F	49+40.27	6.69	668.70	668.85
G	49+50.27	6.69	668.74	668.86
H	49+60.27	6.69	668.77	668.86
I	49+70.27	6.69	668.79	668.85
J	49+80.27	6.69	668.80	668.83
K	49+90.27	6.69	668.81	668.82
CL. BRG. PIER	49+99.17	6.69	668.81	668.81
L	50+09.17	6.69	668.81	668.82
M	50+19.17	6.69	668.80	668.83
N	50+29.17	6.69	668.79	668.85
O	50+39.17	6.69	668.77	668.86
P	50+49.17	6.69	668.74	668.87
Q	50+59.17	6.69	668.71	668.86
R	50+69.17	6.69	668.67	668.83
S	50+79.17	6.69	668.62	668.78
T	50+89.17	6.69	668.57	668.70
U	50+99.17	6.69	668.51	668.61
V	51+09.17	6.69	668.45	668.50
CL. BRG W. ABUT	51+18.07	6.69	668.39	668.39
BK. W. ABUT	51+19.92	6.69	668.37	668.37

WESTBOUND PROFILE GRADE LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+78.13	9.00	668.32	668.32
CL. BRG E. ABUT	48+79.98	9.00	668.34	668.34
A	48+89.98	9.00	668.41	668.46
B	48+99.98	9.00	668.47	668.57
C	49+09.98	9.00	668.53	668.67
D	49+19.98	9.00	668.58	668.74
E	49+29.98	9.00	668.63	668.79
F	49+39.98	9.00	668.67	668.82
G	49+49.98	9.00	668.70	668.83
H	49+59.98	9.00	668.73	668.82
I	49+69.98	9.00	668.75	668.81
J	49+79.98	9.00	668.77	668.80
K	49+89.98	9.00	668.78	668.78
CL. BRG. PIER	49+98.88	9.00	668.78	668.78
L	50+08.88	9.00	668.78	668.79
M	50+18.88	9.00	668.77	668.80
N	50+28.88	9.00	668.75	668.82
O	50+38.88	9.00	668.73	668.83
P	50+48.88	9.00	668.71	668.83
Q	50+58.88	9.00	668.67	668.82
R	50+68.88	9.00	668.63	668.79
S	50+78.88	9.00	668.59	668.74
T	50+88.88	9.00	668.54	668.67
U	50+98.88	9.00	668.48	668.58
V	51+08.88	9.00	668.42	668.46
CL. BRG W. ABUT	51+17.78	9.00	668.35	668.35
BK. W. ABUT	51+19.63	9.00	668.34	668.34

GR-8				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+77.41	14.81	668.23	668.23
CL. BRG E. ABUT	48+79.26	14.81	668.24	668.24
A	48+89.26	14.81	668.32	668.37
B	48+99.26	14.81	668.38	668.48
C	49+09.26	14.81	668.44	668.58
D	49+19.26	14.81	668.49	668.65
E	49+29.26	14.81	668.54	668.70
F	49+39.26	14.81	668.58	668.73
G	49+49.26	14.81	668.61	668.74
H	49+59.26	14.81	668.64	668.73
I	49+69.26	14.81	668.66	668.72
J	49+79.26	14.81	668.68	668.71
K	49+89.26	14.81	668.69	668.70
CL. BRG. PIER	49+98.16	14.81	668.69	668.69
L	50+08.16	14.81	668.69	668.70
M	50+18.16	14.81	668.68	668.71
N	50+28.16	14.81	668.67	668.73
O	50+38.16	14.81	668.65	668.74
P	50+48.16	14.81	668.62	668.75
Q	50+58.16	14.81	668.59	668.74
R	50+68.16	14.81	668.55	668.71
S	50+78.16	14.81	668.50	668.66
T	50+88.16	14.81	668.45	668.59
U	50+98.16	14.81	668.40	668.49
V	51+08.16	14.81	668.33	668.38
CL. BRG W. ABUT	51+17.06	14.81	668.27	668.27
BK. W. ABUT	51+18.91	14.81	668.26	668.26

GR-9				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+76.40	22.94	668.10	668.10
CL. BRG E. ABUT	48+78.25	22.94	668.11	668.11
A	48+88.25	22.94	668.19	668.24
B	48+98.25	22.94	668.25	668.35
C	49+08.25	22.94	668.31	668.45
D	49+18.25	22.94	668.37	668.52
E	49+28.25	22.94	668.41	668.57
F	49+38.25	22.94	668.45	668.60
G	49+48.25	22.94	668.49	668.61
H	49+58.25	22.94	668.52	668.61
I	49+68.25	22.94	668.54	668.60
J	49+78.25	22.94	668.56	668.58
K	49+88.25	22.94	668.57	668.57
CL. BRG. PIER	49+97.15	22.94	668.57	668.57
L	50+07.15	22.94	668.57	668.58
M	50+17.15	22.94	668.56	668.59
N	50+27.15	22.94	668.55	668.61
O	50+37.15	22.94	668.53	668.62
P	50+47.15	22.94	668.50	668.63
Q	50+57.15	22.94	668.47	668.62
R	50+67.15	22.94	668.43	668.59
S	50+77.15	22.94	668.39	668.54
T	50+87.15	22.94	668.34	668.47
U	50+97.15	22.94	668.28	668.38
V	51+07.15	22.94	668.22	668.27
CL. BRG W. ABUT	51+16.05	22.94	668.16	668.16
BK. W. ABUT	51+17.90	22.94	668.14	668.14

GR-10				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
BK. E. ABUT	48+75.38	31.06	667.93	667.93
CL. BRG E. ABUT	48+77.23	31.06	667.95	667.95
A	48+87.23	31.06	668.02	668.07
B	48+97.23	31.06	668.08	668.19
C	49+07.23	31.06	668.14	668.28
D	49+17.23	31.06	668.20	668.35
E	49+27.23	31.06	668.25	668.41
F	49+37.23	31.06	668.29	668.44
G	49+47.23	31.06	668.32	668.45
H	49+57.23	31.06	668.35	668.44
I	49+67.23	31.06	668.38	668.43
J	49+77.23	31.06	668.39	668.42
K	49+87.23	31.06	668.40	668.41
CL. BRG. PIER	49+96.13	31.06	668.41	668.41
L	50+06.13	31.06	668.41	668.42
M	50+16.13	31.06	668.40	668.43
N	50+26.13	31.06	668.39	668.45
O	50+36.13	31.06	668.37	668.46
P	50+46.13	31.06	668.34	668.47
Q	50+56.13	31.06	668.31	668.46
R	50+66.13	31.06	668.27	668.43
S	50+76.13	31.06	668.23	668.39
T	50+86.13	31.06	668.18	668.31
U	50+96.13	31.06	668.12	668.22
V	51+06.13	31.06	668.06	668.11
CL. BRG W. ABUT	51+15.03	31.06	668.00	668.00
BK. W. ABUT	51+16.88	31.06	667.99	667.99

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PLOT DATE =		DRAWN -	NV	REVISED -	
		CHECKED -	JKC	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 053-0193**

SHEET 10 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	62
			CONTRACT NO. 66F93	
ILLINOIS		FED. AID PROJECT		

INSIDE FACE OF SIDEWALK PARAPET			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+55.79	-44.42	667.56
A1	48+65.79	-44.42	667.64
A2	48+75.79	-44.42	667.72
W End E Approach	48+85.79	-44.42	667.80
E End W Approach	51+25.27	-44.42	667.72
A3	51+35.27	-44.42	667.64
A4	51+45.27	-44.42	667.55
W. End W Approach	51+55.27	-44.42	667.46

INSIDE FACE OF SOUTH PARAPET			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+54.37	-33.00	667.72
A1	48+64.37	-33.00	667.80
A2	48+74.37	-33.00	667.88
W End E Approach	48+84.37	-33.00	667.96
E End W Approach	51+23.85	-33.00	667.90
A3	51+33.85	-33.00	667.82
A4	51+43.85	-33.00	667.73
W. End W Approach	51+53.85	-33.00	667.64

SOUTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+53.12	-23.00	667.91
A1	48+63.12	-23.00	667.99
A2	48+73.12	-23.00	668.07
W End E Approach	48+83.12	-23.00	668.15
E End W Approach	51+22.60	-23.00	668.11
A3	51+32.60	-23.00	668.03
A4	51+42.60	-23.00	667.94
W. End W Approach	51+52.60	-23.00	667.85

EB PGL			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+51.38	-9.00	668.10
A1	48+61.38	-9.00	668.19
A2	48+71.38	-9.00	668.27
W End E Approach	48+81.38	-9.00	668.35
E End W Approach	51+20.86	-9.00	668.33
A3	51+30.86	-9.00	668.25
A4	51+40.86	-9.00	668.17
W. End W Approach	51+50.86	-9.00	668.08

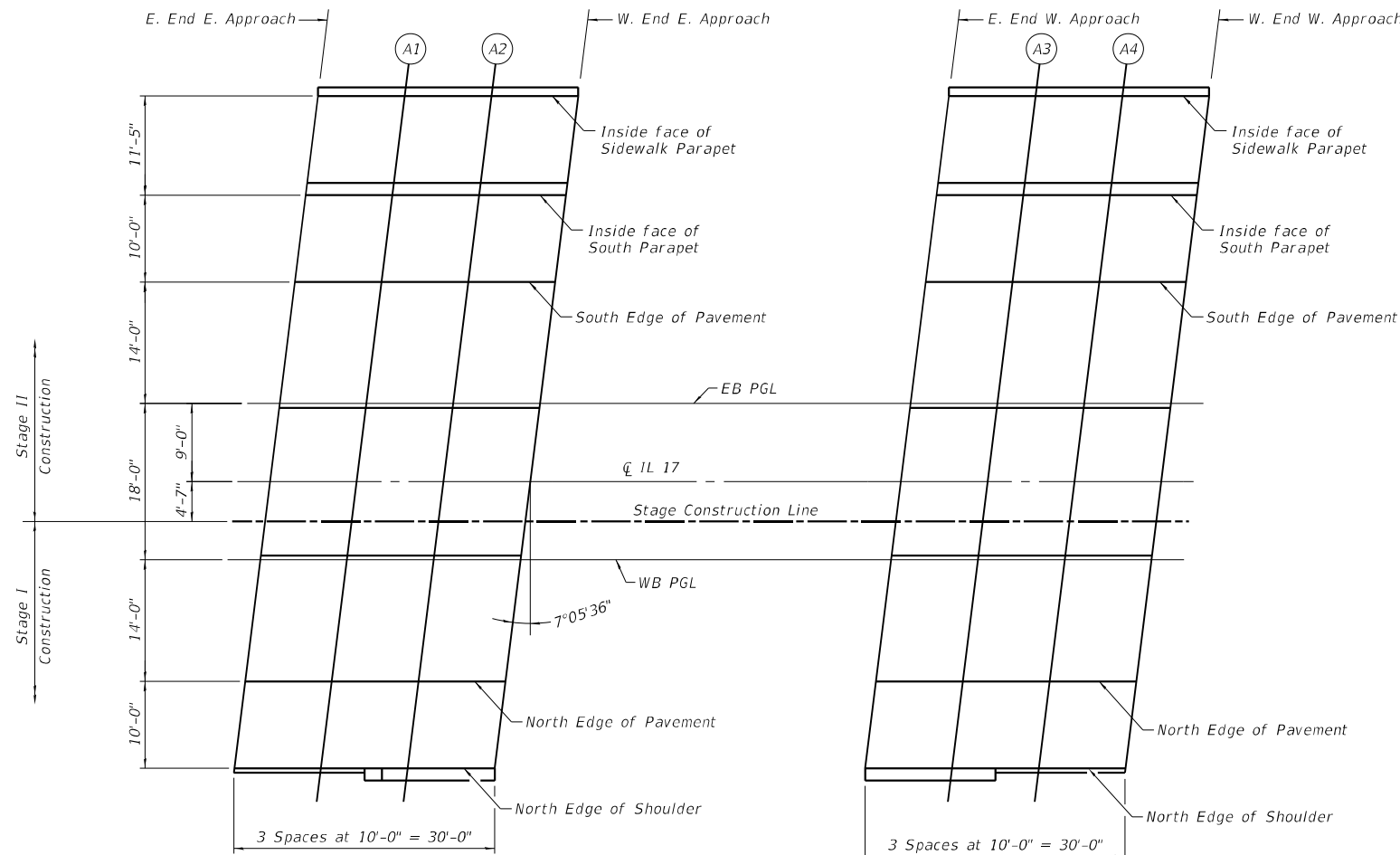
CENTERLINE IL 17			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+50.26	0.00	668.23
A1	48+60.26	0.00	668.31
A2	48+70.26	0.00	668.40
W End E Approach	48+80.26	0.00	668.47
E End W Approach	51+19.74	0.00	668.47
A3	51+29.74	0.00	668.40
A4	51+39.74	0.00	668.31
W. End W Approach	51+49.74	0.00	668.23

STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+49.69	4.58	668.15
A1	48+59.69	4.58	668.24
A2	48+69.69	4.58	668.32
W End E Approach	48+79.69	4.58	668.40
E End W Approach	51+19.17	4.58	668.41
A3	51+29.17	4.58	668.33
A4	51+39.17	4.58	668.25
W. End W Approach	51+49.17	4.58	668.16

WB PGL			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+49.14	9.00	668.08
A1	48+59.14	9.00	668.17
A2	48+69.14	9.00	668.25
W End E Approach	48+79.14	9.00	668.33
E End W Approach	51+18.62	9.00	668.35
A3	51+28.62	9.00	668.27
A4	51+38.62	9.00	668.19
W. End W Approach	51+48.62	9.00	668.10

NORTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+47.40	23.00	667.85
A1	48+57.40	23.00	667.94
A2	48+67.40	23.00	668.03
W End E Approach	48+77.40	23.00	668.11
E End W Approach	51+16.88	23.00	668.15
A3	51+26.88	23.00	668.07
A4	51+36.88	23.00	667.99
W. End W Approach	51+46.88	23.00	667.91

NORTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
E. End E. Approach	48+46.15	33.00	667.64
A1	48+56.15	33.00	667.73
A2	48+66.15	33.00	667.82
W End E Approach	48+76.15	33.00	667.90
E End W Approach	51+15.63	33.00	667.96
A3	51+25.63	33.00	667.88
A4	51+35.63	33.00	667.80
W. End W Approach	51+45.63	33.00	667.72



EAST APPROACH

WEST APPROACH



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PLOT DATE =		DRAWN -	NV	REVISED -	
		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 053-0193

SHEET 11 OF 43 SHEETS

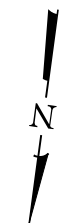
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)ES	LIVINGSTON	137	63
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

** The first three and last three bars in this run may have an increased lap length or may be field cut to fit.

† The first two and last two bars in this run may have an increased lap length or may be field cut to fit.

1/8" Aluminum sheet joint in parapet

20'-0"



2 x 11 -#5 b(E) bars at ± 12" cts.
Top of slab
3 x 9 -#5 b2(E) bars
Bottom of Slab

360 -#5 d3(E) bars at 8" cts.
(Bend d3(E) bar to fit at far end)

1 x 2 -#5 a9(E)
bar top and bottom each end

514** x 2 -#5 a1(E) bars at 5 1/2" cts. top
315† x 2 -#5 a3(E) bars at 9" cts. bottom

44'-10"

South Roadway parapet not shown for clarity.

49 x 11 -#5 b(E) bars at ± 12" cts.
Top of slab (Stage II)

49 x 3 -#6 b1(E) bars at ± 12" cts.
Top of slab over pier (Stage II)

CL Brg. Pier

49'-0"

10 -#5 a4(E) bars at 5 1/2" cts. top at east end of deck
11 -#5 a14(E) bars at 5 1/2" cts. top at west end of deck
6 -#5 a5(E) bars at 9" cts. bottom at east end of deck
6 -#5 a15(E) bars at 9" cts. bottom at west end of deck

50 - #5 v100(E) headed bars at 12" cts. each end (Stage II)

79'-10" out to out deck

77'-5"

7 -#5 a6(E) bars at 5 1/2" cts. top at east end of deck
7 -#5 a16(E) bars at 5 1/2" cts. top at west end of deck
5 -#5 a7(E) bars at 9" cts. bottom at east end of deck
5 -#5 a17(E) bars at 9" cts. bottom at west end of deck

30 - #5 v100(E) headed bars at 12" cts. each end (Stage I)

1 -#5 a10(E) bar top and bottom each end

Back of Abut.

238 -#5 c(E) bars at 12" cts.
Top median

522 - Bar splicers (E) for #5 a(E) and a16(E) bars at 5 1/2" cts. Top of slab
320 - Bar splicers (E) for #5 a2(E) and a17(E) bars at 9" cts. Bottom of slab

1 -#5 c1(E) bars at 12" cts.
Top median each end

63 x 9 -#5 b2(E) bars spaced as shown in cross section. Bottom of slab
(23 x 9 - b2(E) bars Stage I,
40 x 9 - b2(E) bars Stage II)

29 x 11 -#5 b(E) bars at ± 12" cts.
Top of slab (Stage I)

28 x 3 -#6 b1(E) bars at ± 12" cts.
Top of slab over pier (Stage I)

Stage II Construction

Stage I Construction

49'-0"

28'-5"

07°05'36" Skew

Bar splicers (E) at a10(E) bars

CL IL Route 17

Stage Const. Line

Bend d1(E) bar to fit

3 x 11 -#5 b(E) bars
Top of slab

3 x 9 -#5 b2(E) bars
Bottom of slab

515 -#5 a(E) bars at 5 1/2" cts. top
314 -#5 a2(E) bars at 9" cts. bottom

119'-8 7/8"

239'-5 7/8" end to end deck
521 -#6 a8(E) bars at 5 1/2" cts. each side
(Lap with a(E), a1(E), a16(E) and a14(E) bars, top slab)

360 -#5 d1(E) bars at 8" cts.

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-5"

* See Field Cutting Diagram on sheet 17 of 43.

PARTIAL PLAN

Notes:
See sheets 13-17 of 43 for superstructure details and Bill of Material.
See sheet 13 of 43 for cross section.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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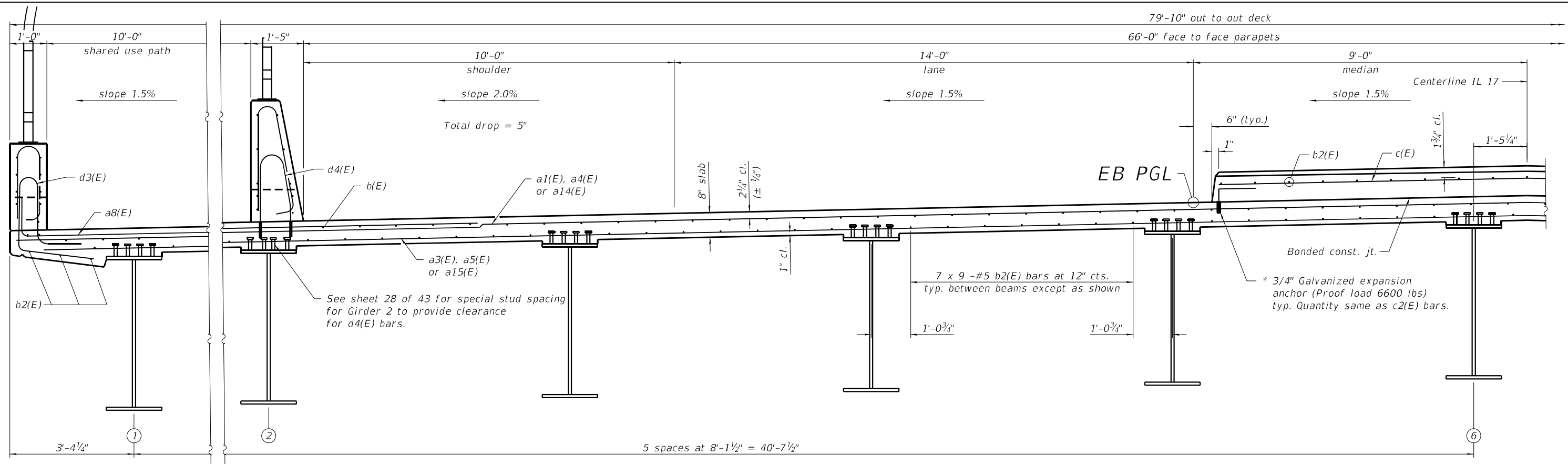
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

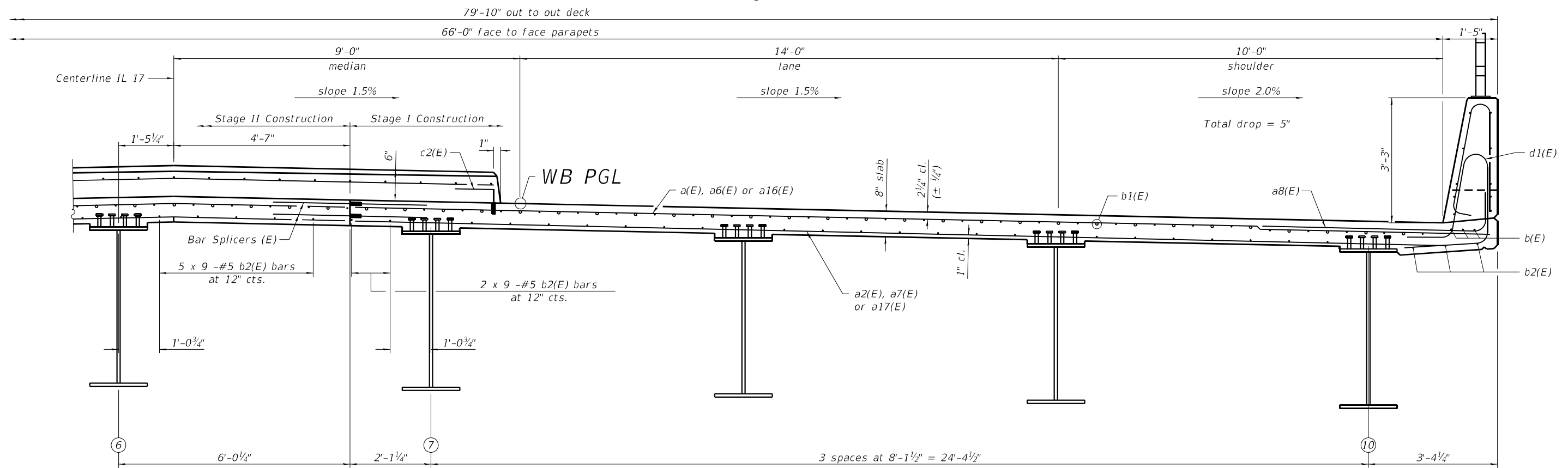
SUPERSTRUCTURE
STRUCTURE NO. 053-0193

SHEET 12 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	64
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



NEAR MIDSPAN
EASTBOUND SECTION THRU DECK
 (Looking west)



NEAR PIER
WESTBOUND SECTION THRU DECK
 (Looking west)

* Cost of expansion anchor / inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

MODEL: Default
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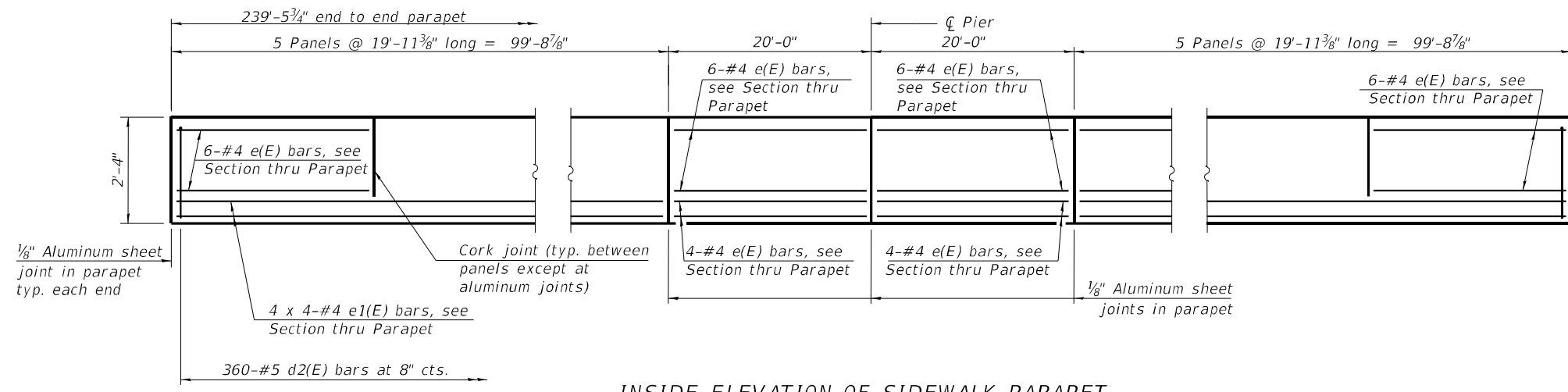
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		CHECKED -	DH	REVISED -	---
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PLOT DATE =	---	CHECKED -	JKC	REVISED -	---

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

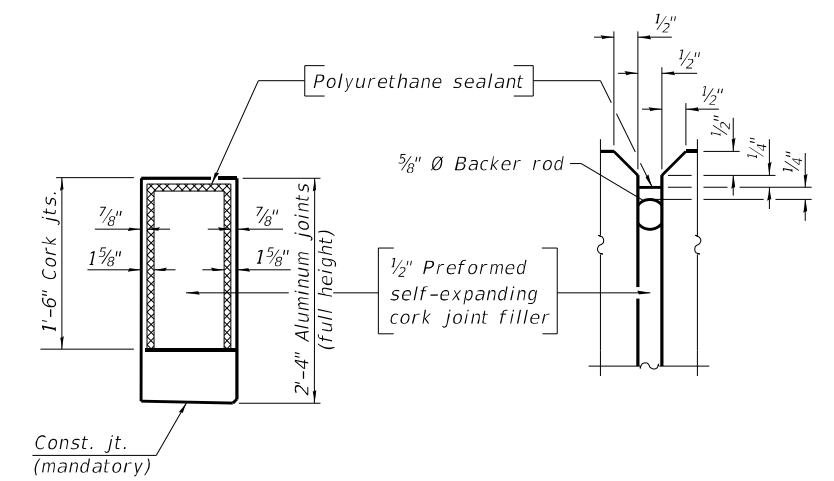
SUPERSTRUCTURE
 STRUCTURE NO. 053-0193

SHEET 13 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	65
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

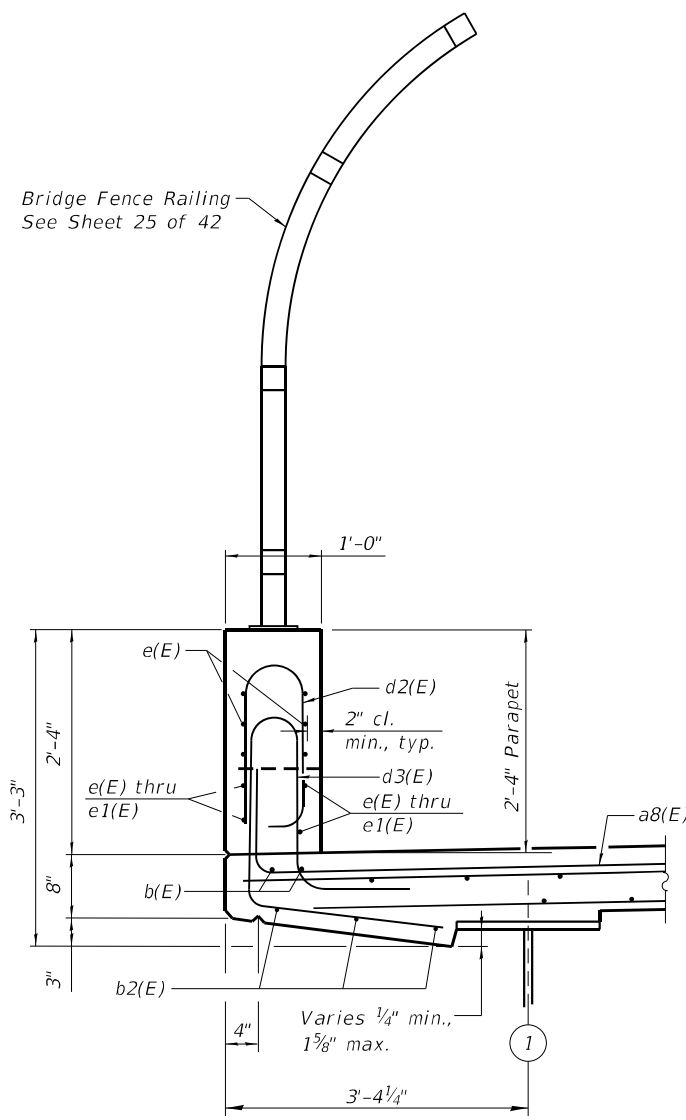


INSIDE ELEVATION OF SIDEWALK PARAPET

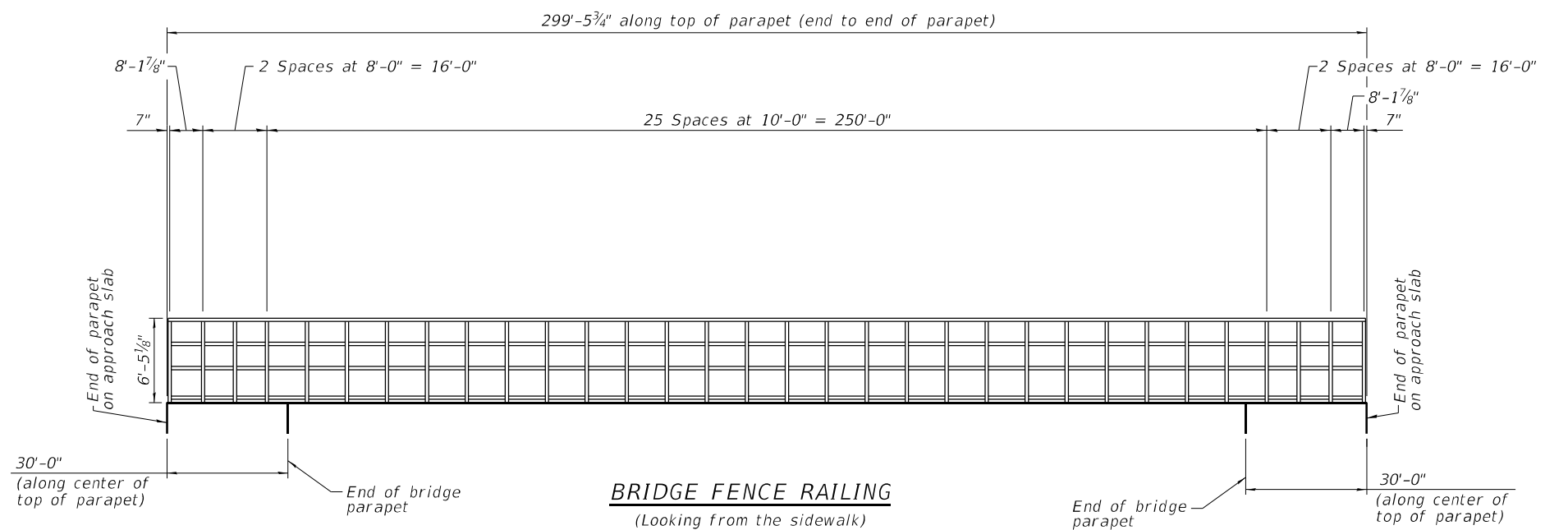


PARAPET JOINT DETAILS

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



SECTION THRU SOUTH PARAPET



BRIDGE FENCE RAILING
(Looking from the sidewalk)

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.

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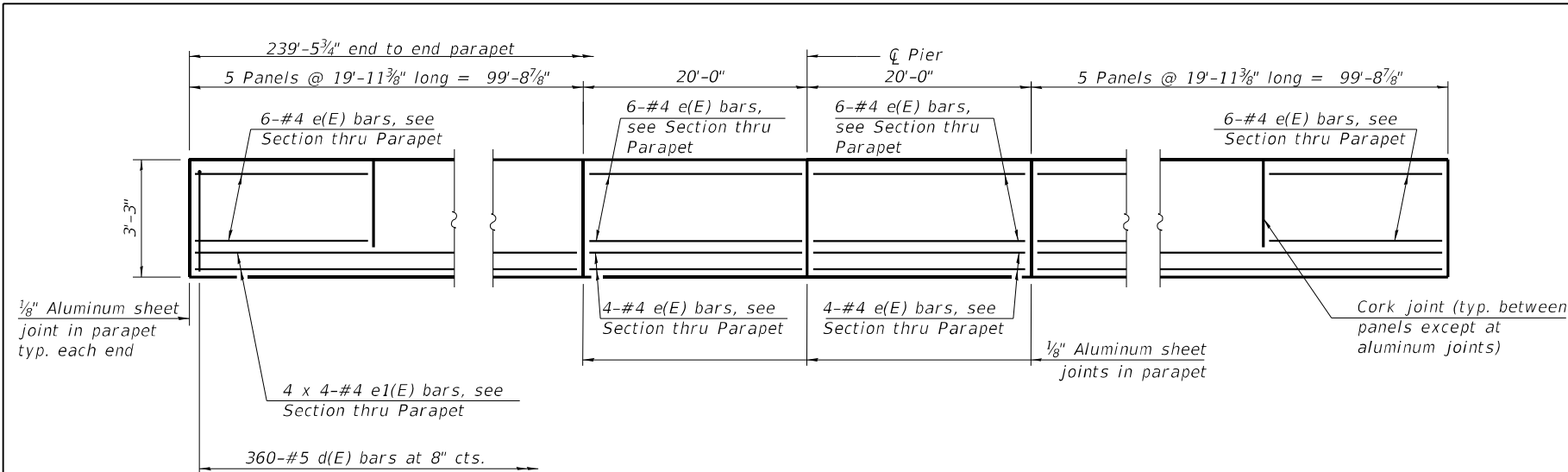
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CHECKED -	DH	REVISED -	___		
PLOT SCALE =	___	DRAWN -	NV	REVISED -	___
PLOT DATE =	___	CHECKED -	JKC	REVISED -	___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 053-0193

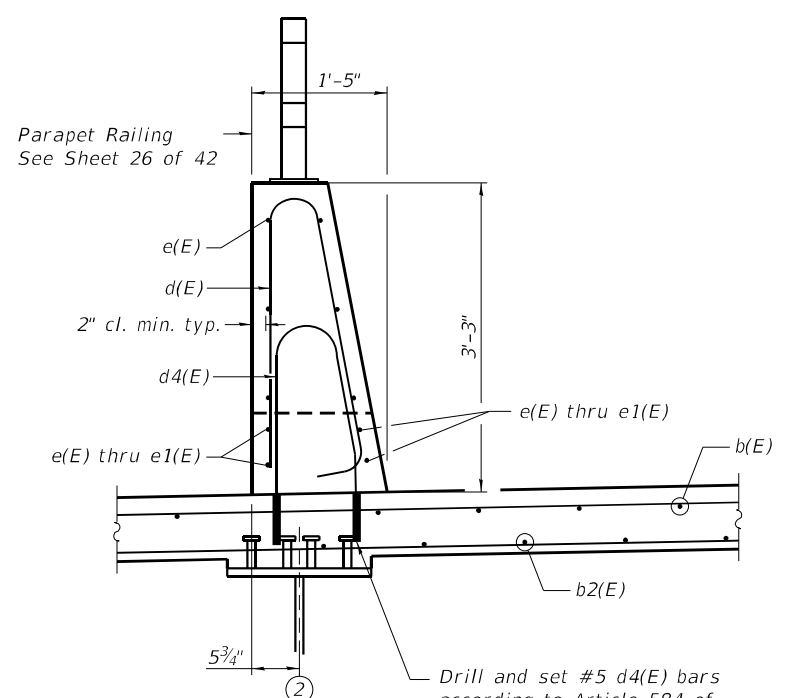
SHEET 14 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

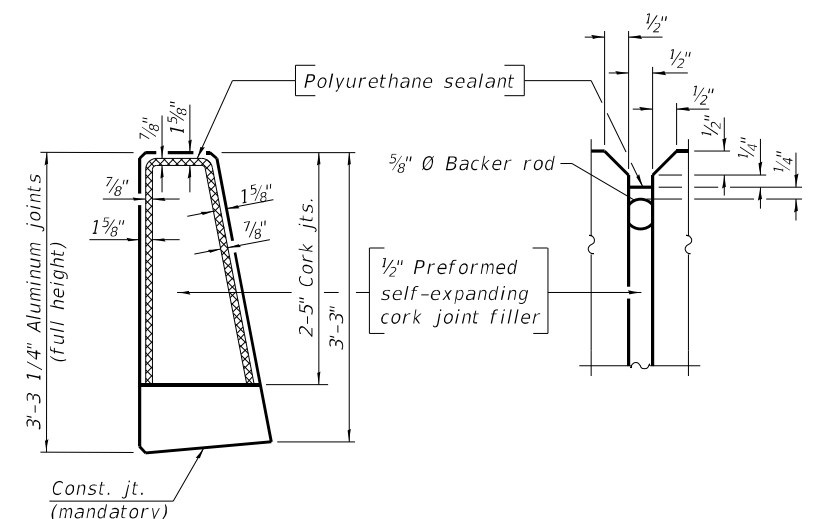


**INSIDE ELEVATION OF SIDEWALK PARAPET
BETWEEN ROADWAY AND PATH**

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

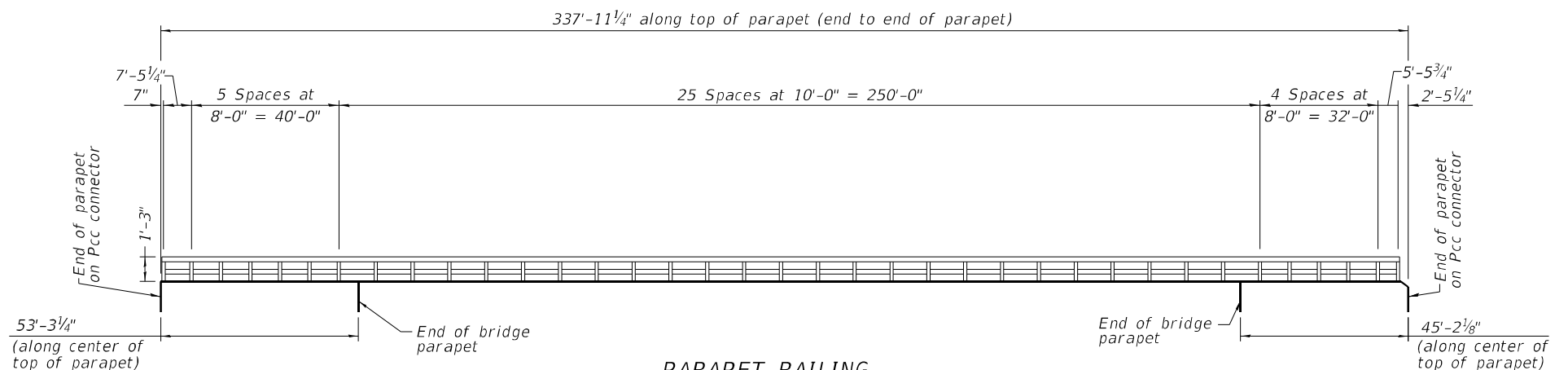


SECTION THRU SIDEWALK PARAPET



PARAPET JOINT DETAILS

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.



PARAPET RAILING
(Looking from roadway side)

MODEL: Default
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1/26/2023 10:00:17 AM



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CHECKED -	DH	REVISIONS -	___	REVISIONS -	___
PLOT SCALE =	___	DRAWN -	NV	REVISIONS -	___
PLOT DATE =	___	CHECKED -	JKC	REVISIONS -	___

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

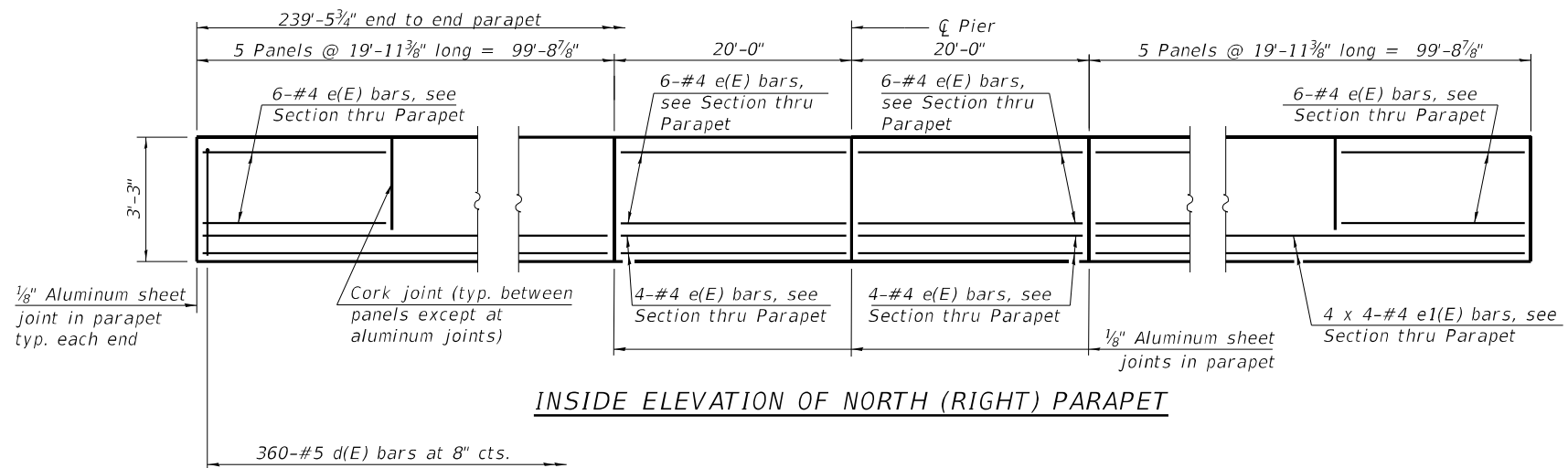
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 053-0193**

SHEET 15 OF 43 SHEETS

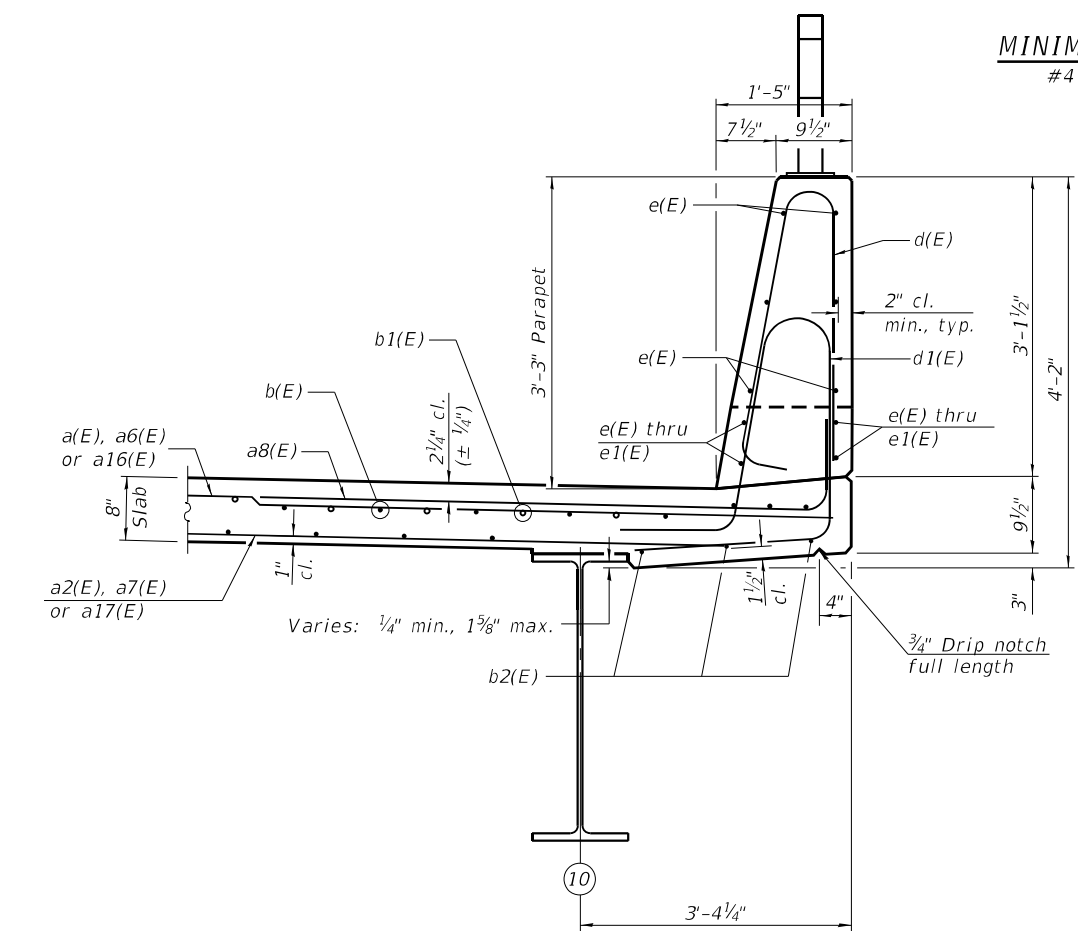
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	67
CONTRACT NO. 66F93				

ILLINOIS FED. AID PROJECT

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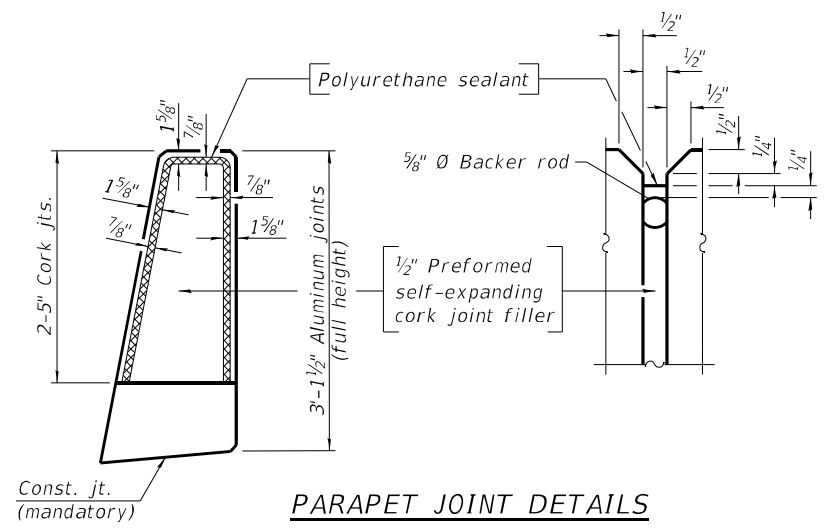


INSIDE ELEVATION OF NORTH (RIGHT) PARAPET



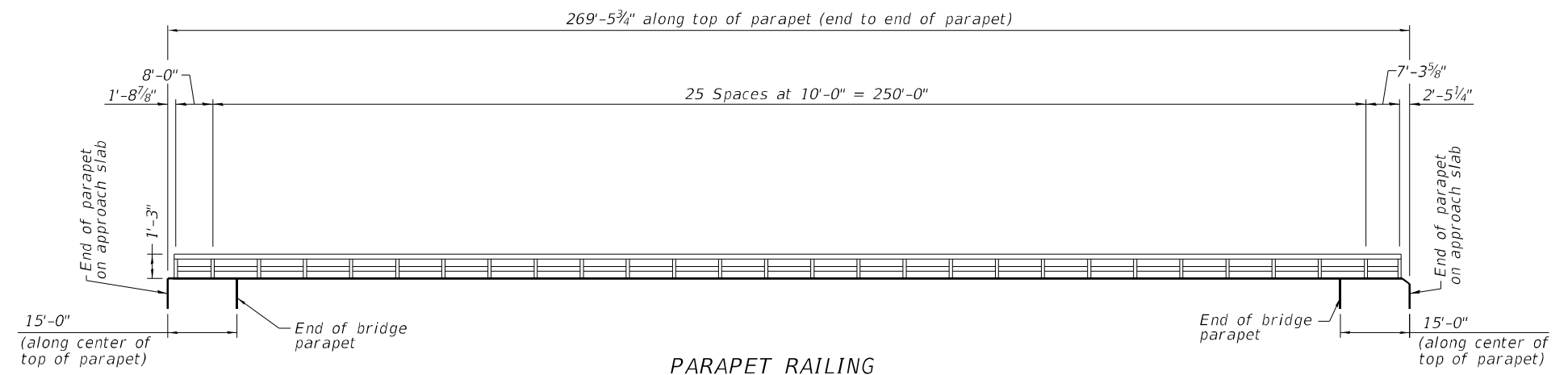
SECTION THRU NORTH (RIGHT) PARAPET

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



PARAPET JOINT DETAILS

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.



PARAPET RAILING
 (Looking from roadway side)



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	---
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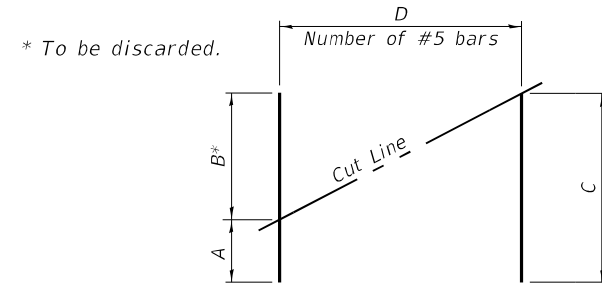
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 053-0193

SHEET 16 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	68
			CONTRACT NO. 66F93	

ILLINOIS FED. AID PROJECT



FIELD CUTTING DIAGRAM

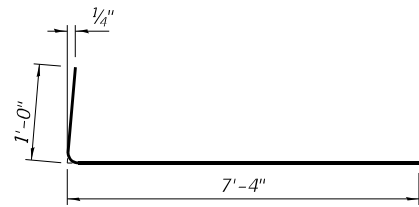
Bar	A	B	C	D	
a4(E)	3'-7"	33'-3"	36'-10"	10	East End Top Stage II
a5(E)	2'-7"	30'-2"	32'-9"	6	East End Bottom Stage II
a6(E)	3'-10"	22'-2"	26'-0"	7	East End Top Stage I
a7(E)	1'-0"	24'-2"	25'-2"	5	East End Bottom Stage I
a14(E)	1'-1"	36'-11"	38'-0"	11	West End Top Stage II
a15(E)	4'-2"	30'-1"	34'-3"	6	West End Bottom Stage II
a16(E)	2'-10"	22'-1"	24'-11"	7	West End Top Stage I
a17(E)	2'-7"	24'-1"	26'-8"	5	West End Bottom Stage I

**SUPERSTRUCTURE
BILL OF MATERIAL**

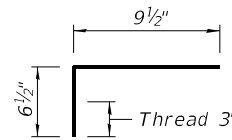
Bar	No.	Size	Length	Shape
a(E)	515	#5	29'-8"	—
a1(E)	1028	#5	26'-8"	—
a2(E)	314	#5	28'-7"	—
a3(E)	630	#5	26'-8"	—
a4(E)	10	#5	36'-10"	—
a5(E)	6	#5	32'-9"	—
a6(E)	7	#5	26'-0"	—
a7(E)	5	#5	25'-2"	—
a8(E)	1042	#6	8'-4"	—
a9(E)	8	#5	26'-10"	—
a10(E)	4	#5	29'-9"	—
a14(E)	11	#5	38'-0"	—
a15(E)	6	#5	34'-3"	—
a16(E)	7	#5	24'-11"	—
a17(E)	5	#5	26'-8"	—
b(E)	913	#5	25'-0"	—
b1(E)	231	#6	32'-3"	—
b2(E)	774	#5	29'-8"	—
c(E)	238	#5	16'-8"	—
c1(E)	2	#5	8'-11"	—
c2(E)	484	#5	1'-4"	—
d(E)	720	#5	6'-5"	—
d1(E)	360	#5	8'-4"	—
d2(E)	360	#5	5'-3"	—
d3(E)	360	#5	6'-11"	—
d4(E)	360	#5	5'-3"	—
e(E)	240	#4	19'-8"	—
e1(E)	96	#4	26'-9"	—
m10(E)	10	#6	26'-10"	—
m11(E)	64	#6	7'-10"	—
m12(E)	16	#6	3'-0"	—
m13(E)	20	#6	27'-3"	—
s10(E)	138	#5	10'-1"	—
s11(E)	138	#5	12'-8"	—
v100(E)	160	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Lbs.	175,650	
Concrete Superstructure		Cu. Yds.	737.30	

Note:

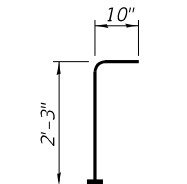
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



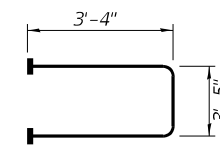
BAR a8(E)



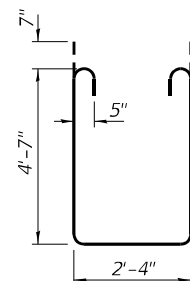
BAR c2(E)



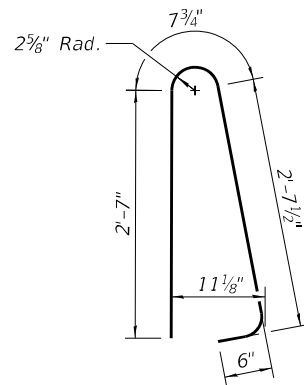
BAR v100(E)
(Headed)



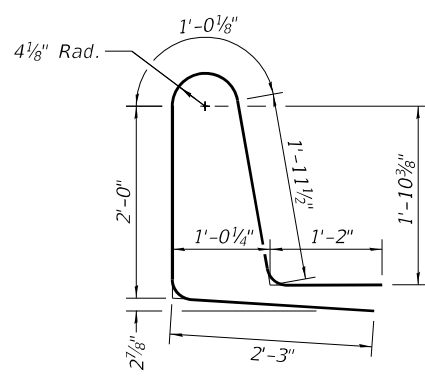
BAR s10(E)
(Headed)



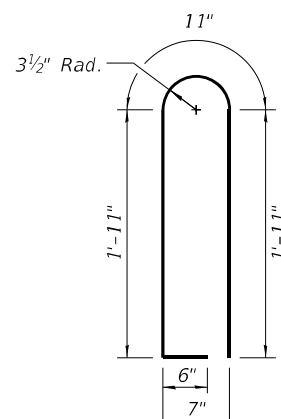
BAR s11(E)



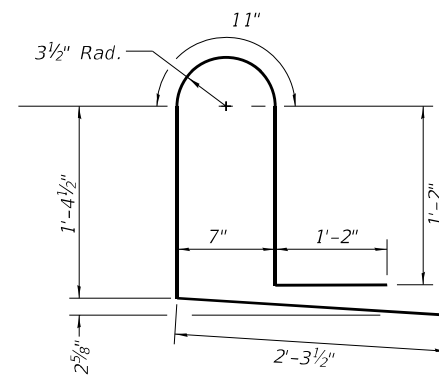
BAR d(E)



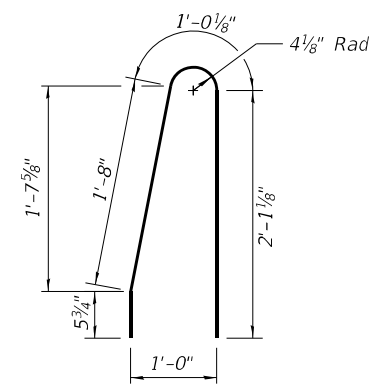
BAR d1(E)



BAR d2(E)



BAR d3(E)



BAR d4(E)

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1/26/2023 10:00:18 AM



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DESIGNED - JKC
CHECKED - DH
PLOT SCALE =
PLOT DATE =

DESIGNED - JKC
CHECKED - DH
DRAWN - NV
CHECKED - JKC

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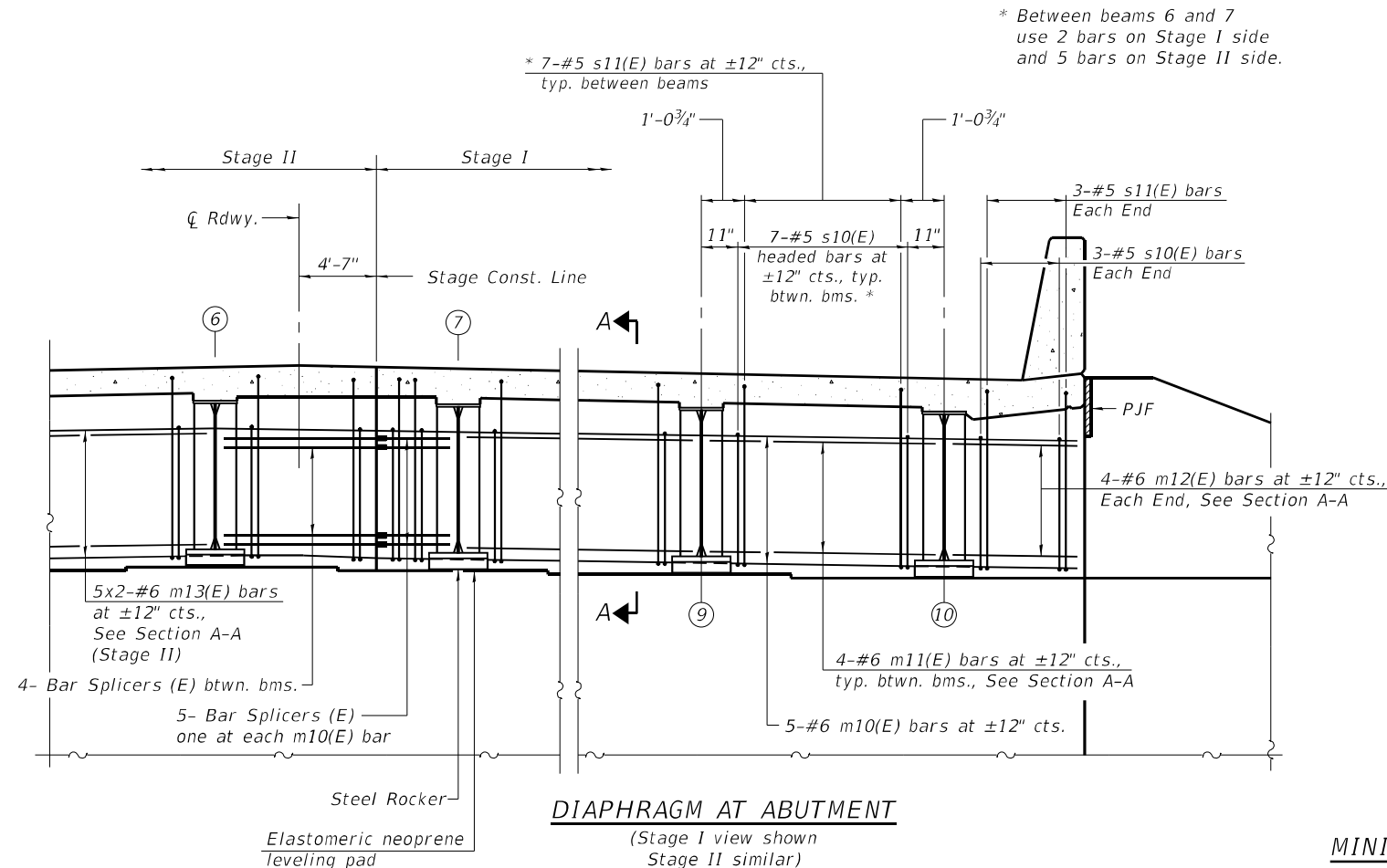
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 053-0193**

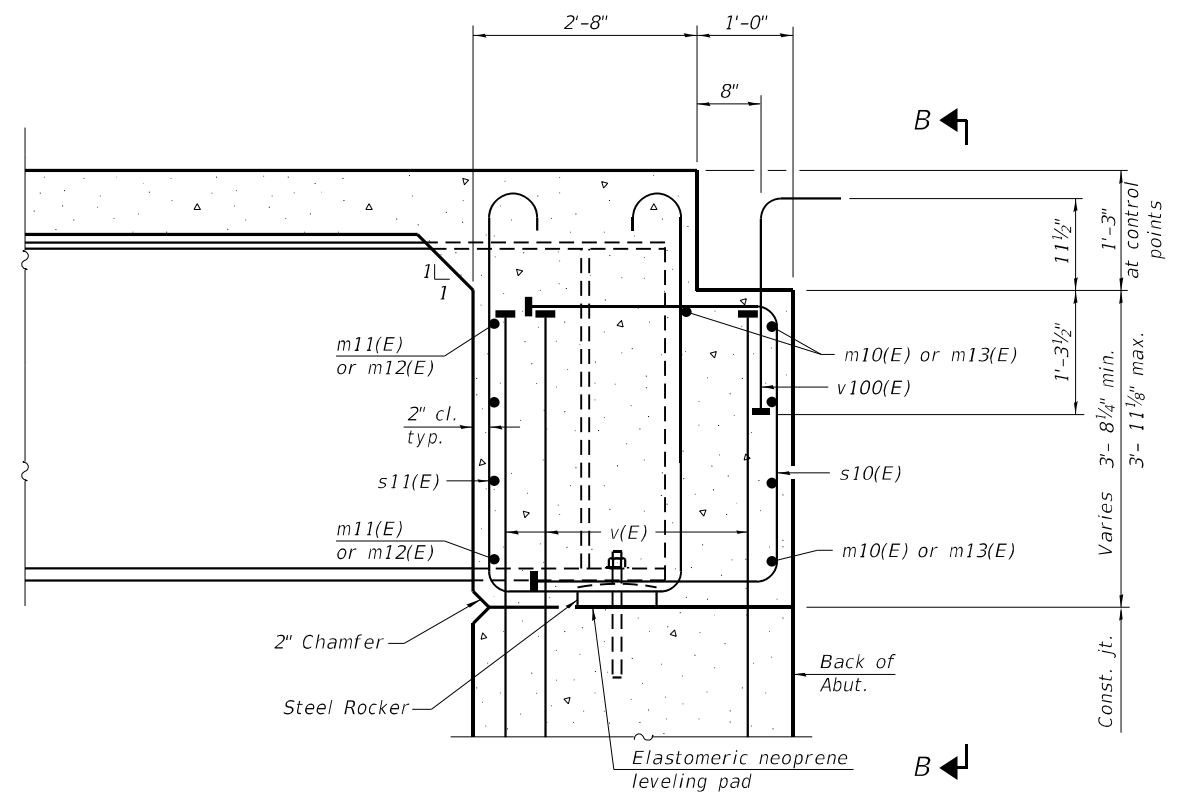
SHEET 17 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	69
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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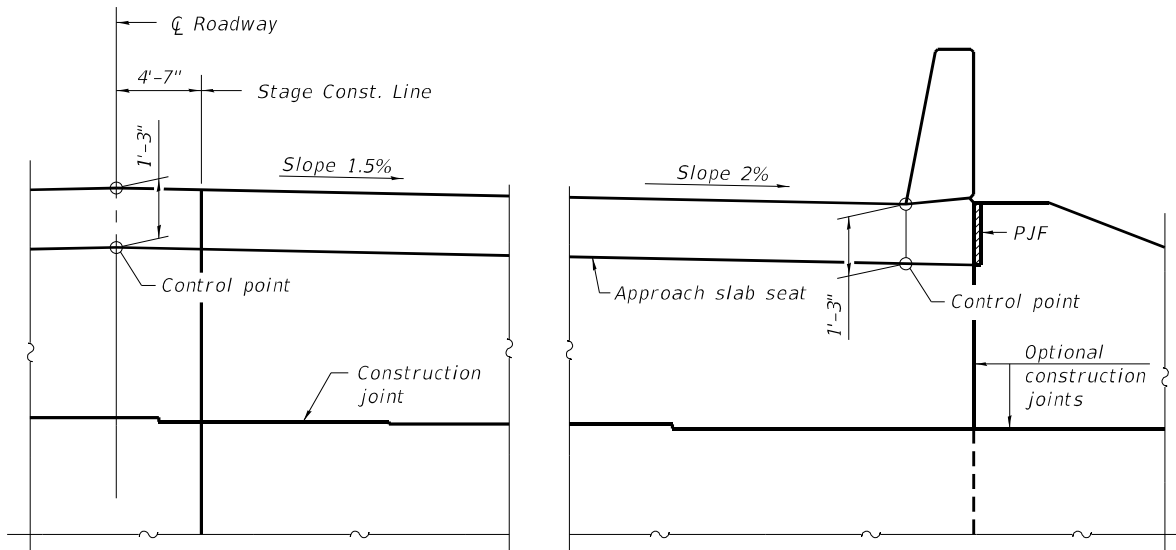


DIAPHRAGM AT ABUTMENT
 (Stage I view shown
 Stage II similar)

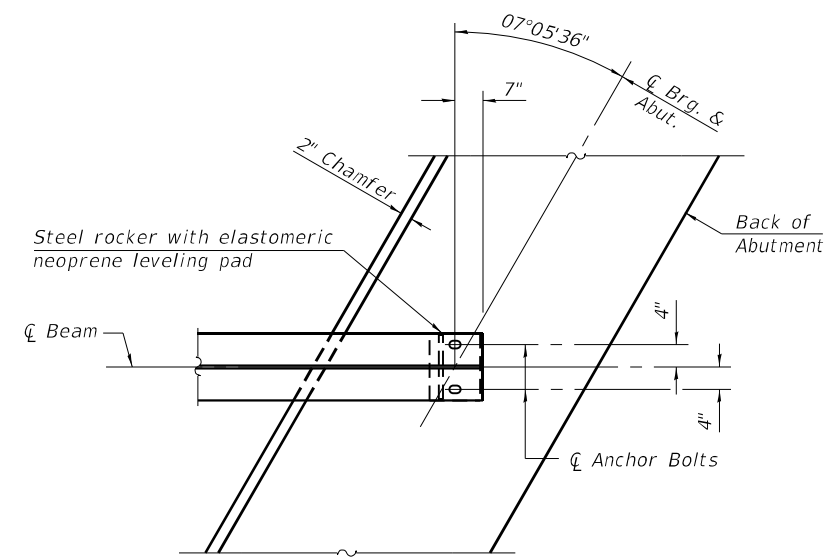


SECTION A-A
 (at Rt. L's)

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



VIEW B-B
 (Stage I view shown
 Stage II similar)



PLAN AT ABUTMENT
 (Showing bottom flange of beam)

Notes:
 See sheet 13-17 of 43 for superstructure details and Bill of Material.
 See sheet 23 of 43 for P.J.F. details.
 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.



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	---
CHECKED -	DH	REVISIONS -	---	---	---
PLOT SCALE =	---	DRAWN -	NV	REVISED -	---
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

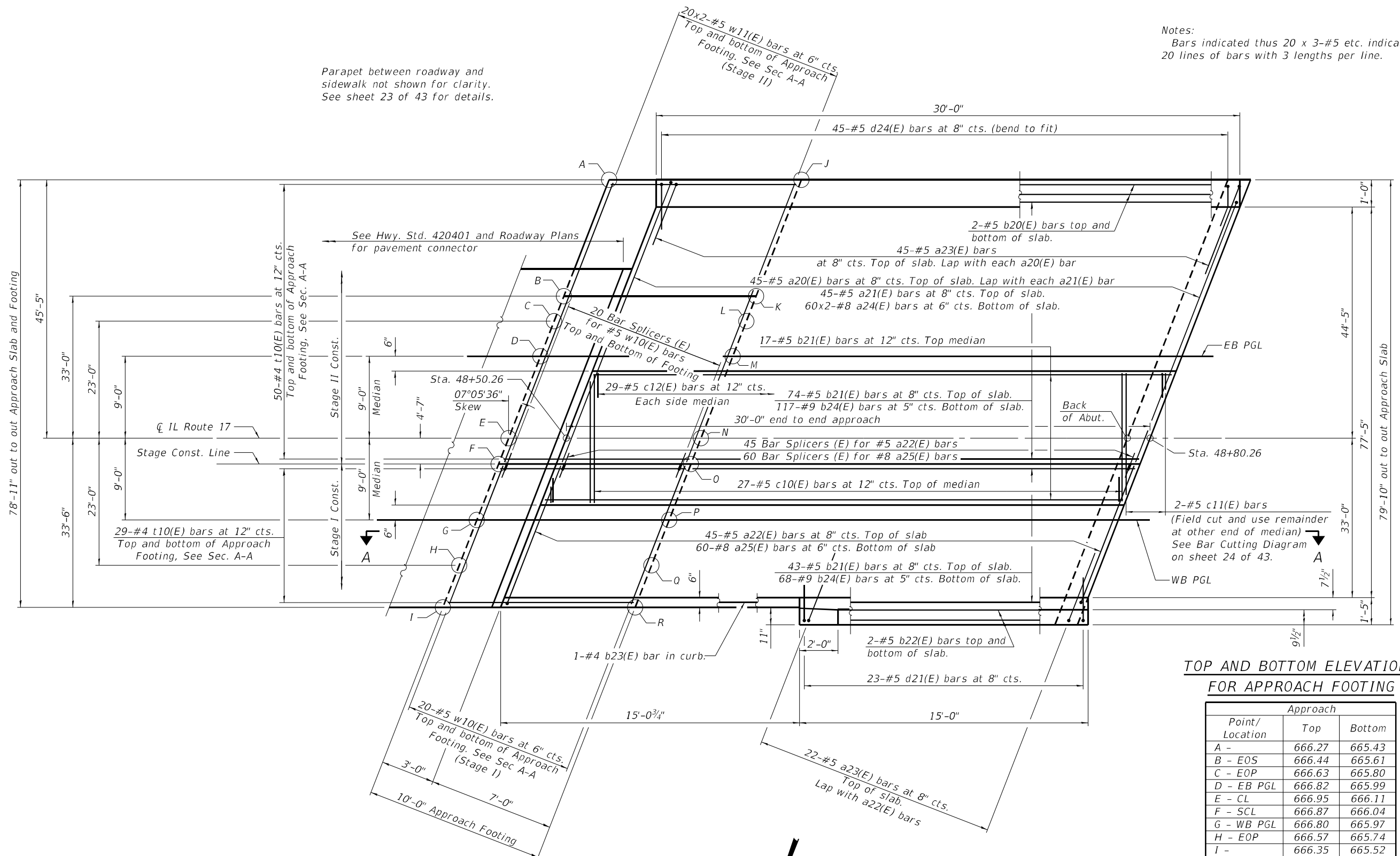
DIAPHRAGM DETAILS
STRUCTURE NO. 053-0193

SHEET 18 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	70
CONTRACT NO. 66F93				

ILLINOIS FED. AID PROJECT

Notes:
 Bars indicated thus 20 x 3-#5 etc. indicates
 20 lines of bars with 3 lengths per line.



MINIMUM BAR LAP

#5 bar = 3'-6"
 #8 bar = 4'-9"

**TOP AND BOTTOM ELEVATIONS
 FOR APPROACH FOOTING**

Point/ Location	Approach	
	Top	Bottom
A -	666.27	665.43
B - EOS	666.44	665.61
C - EOP	666.63	665.80
D - EB PGL	666.82	665.99
E - CL	666.95	666.11
F - SCL	666.87	666.04
G - WB PGL	666.80	665.97
H - EOP	666.57	665.74
I -	666.35	665.52
J -	666.36	665.52
K - EOS	666.53	665.70
L - EOP	666.72	665.89
M - EB PGL	666.91	666.08
N - CL	667.04	666.21
O - SCL	666.96	666.13
P - WB PGL	666.89	666.06
Q - EOP	666.67	665.83
R -	666.45	665.61

See sheet 24 of 43 for
 Section A-A, bar details
 and Bill of Materials.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0193

SHEET 19 OF 43 SHEETS

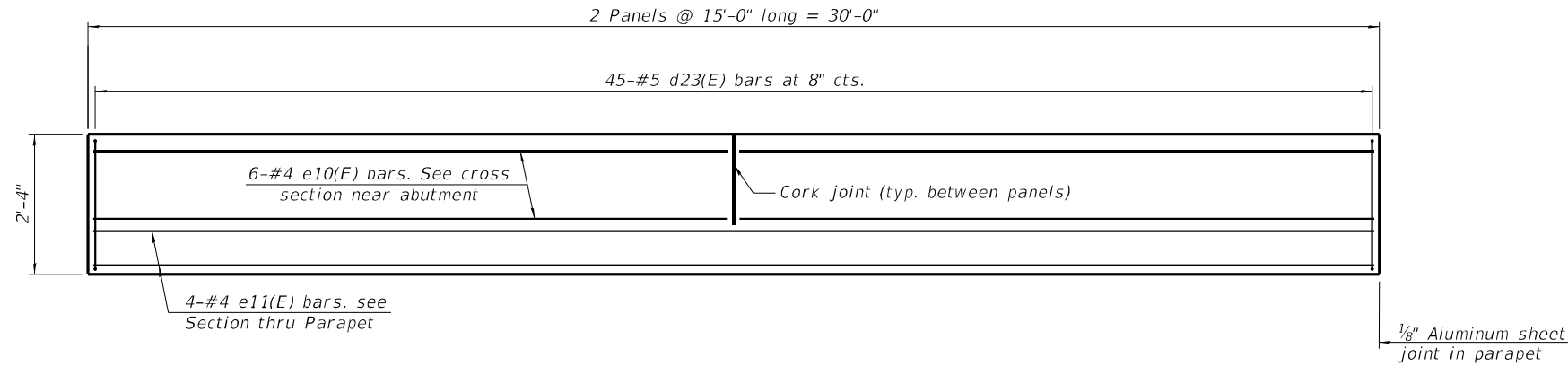
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	71
CONTRACT NO. 66F93				

ILLINOIS FED. AID PROJECT

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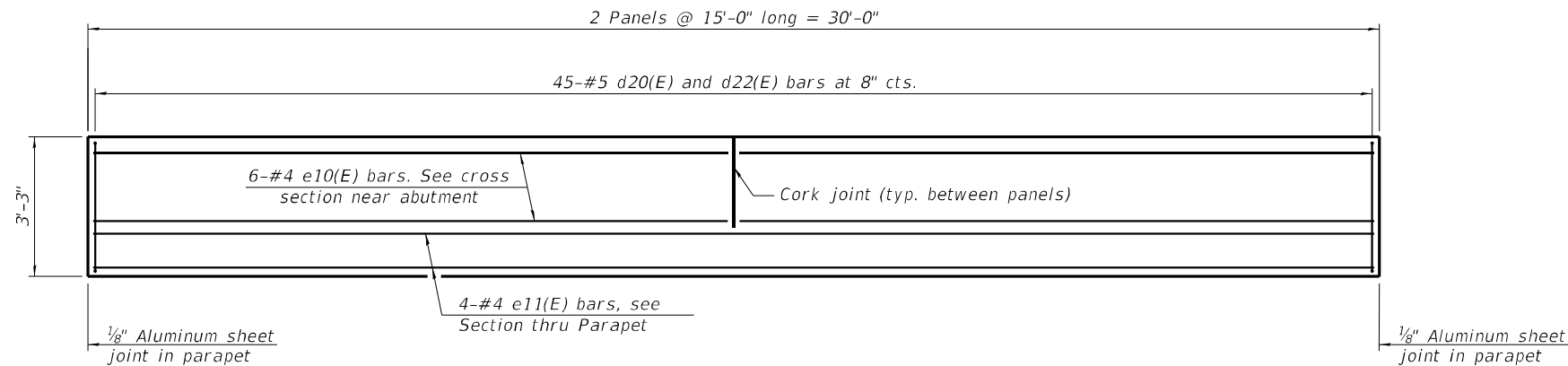


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CHAMLIN	JKC	
CHECKED -	REVISIONS -	
DH		
PLOT SCALE =	DRAWN -	REVISIONS -
	NV	
PLOT DATE =	CHECKED -	REVISIONS -
	JKC	



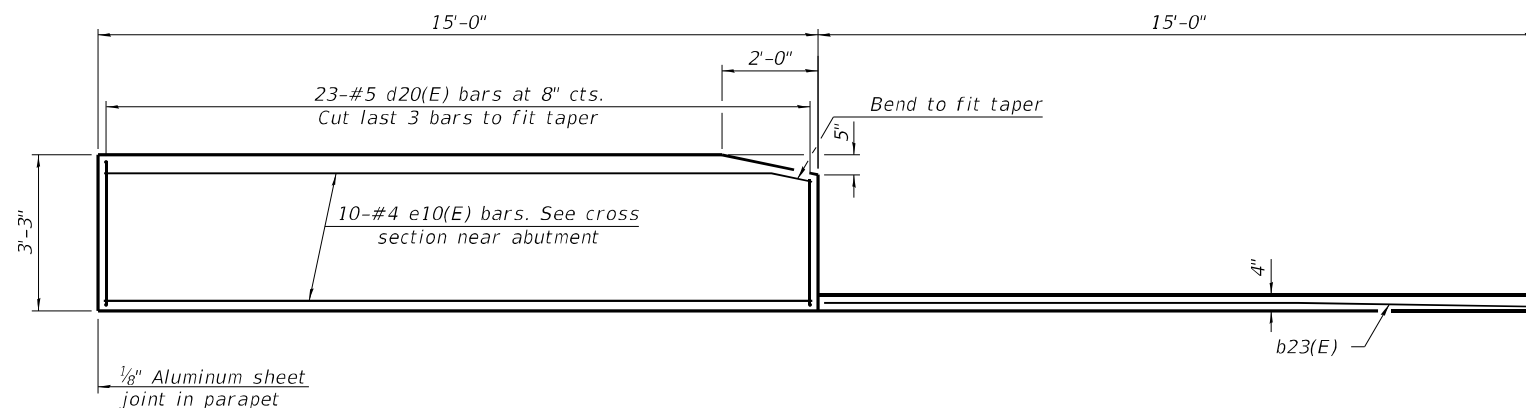
INSIDE ELEVATION OF SIDEWALK PARAPET

(See sheet 14 of 43 and sheet 25 of 43 for post spacing and details for Bridge Fence Railing to be attached to top of parapet.)



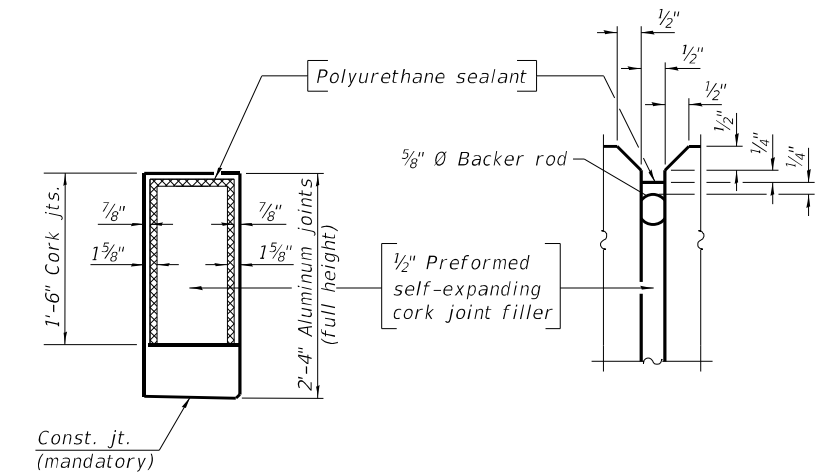
INSIDE ELEVATION OF SIDEWALK PARAPET BETWEEN ROADWAY AND PATH

(See sheet 15 of 43 and sheet 27 of 43 for post spacing and details for Parapet Railing to be attached to top of parapet.)

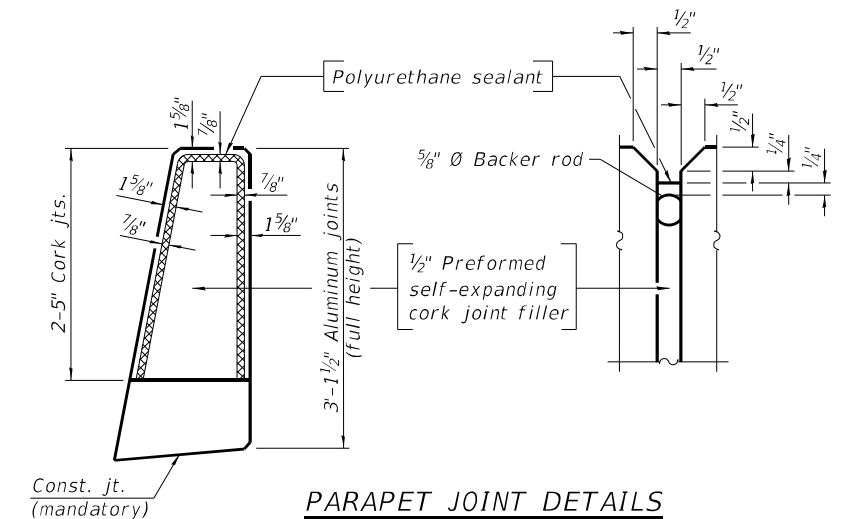


INSIDE ELEVATION OF NORTH (RIGHT) PARAPET AND CURB

(See sheet 16 of 43 and sheet 27 of 43 for post spacing and details for Parapet Railing to be attached to top of parapet.)



PARAPET JOINT DETAILS



PARAPET JOINT DETAILS

MODEL: Default
FILE NAME: G:\Users\6166358-16\DOT\1L 17 over 1-55-Dwight\Survey_D366F93\Consultant_Data\Chamlin_2022\Structures\0530193-66F93-019-024-bridge_app_slab_details.dgn
1/26/2023 10:00:20 AM



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		CHECKED -	DH	REVISED -	
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0193

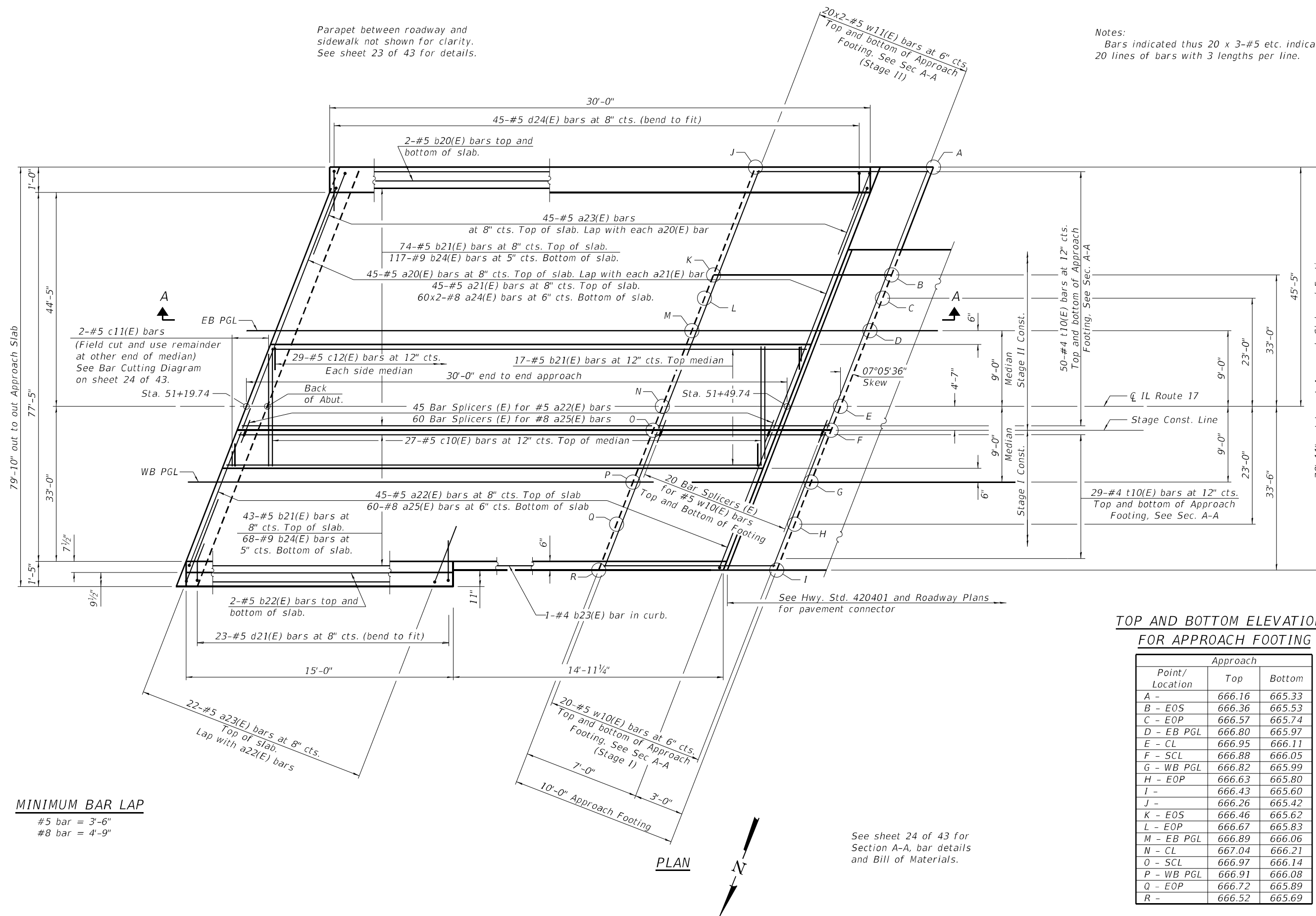
SHEET 20 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	136	72
CONTRACT NO. 66F93				

ILLINOIS FED. AID PROJECT

Parapet between roadway and sidewalk not shown for clarity. See sheet 23 of 43 for details.

Notes:
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 4'-9"

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Approach	
	Top	Bottom
A -	666.16	665.33
B - EOS	666.36	665.53
C - EOP	666.57	665.74
D - EB PGL	666.80	665.97
E - CL	666.95	666.11
F - SCL	666.88	666.05
G - WB PGL	666.82	665.99
H - EOP	666.63	665.80
I -	666.43	665.60
J -	666.26	665.42
K - EOS	666.46	665.62
L - EOP	666.67	665.83
M - EB PGL	666.89	666.06
N - CL	667.04	666.21
O - SCL	666.97	666.14
P - WB PGL	666.91	666.08
Q - EOP	666.72	665.89
R -	666.52	665.69

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1/26/2023 10:00:22 AM



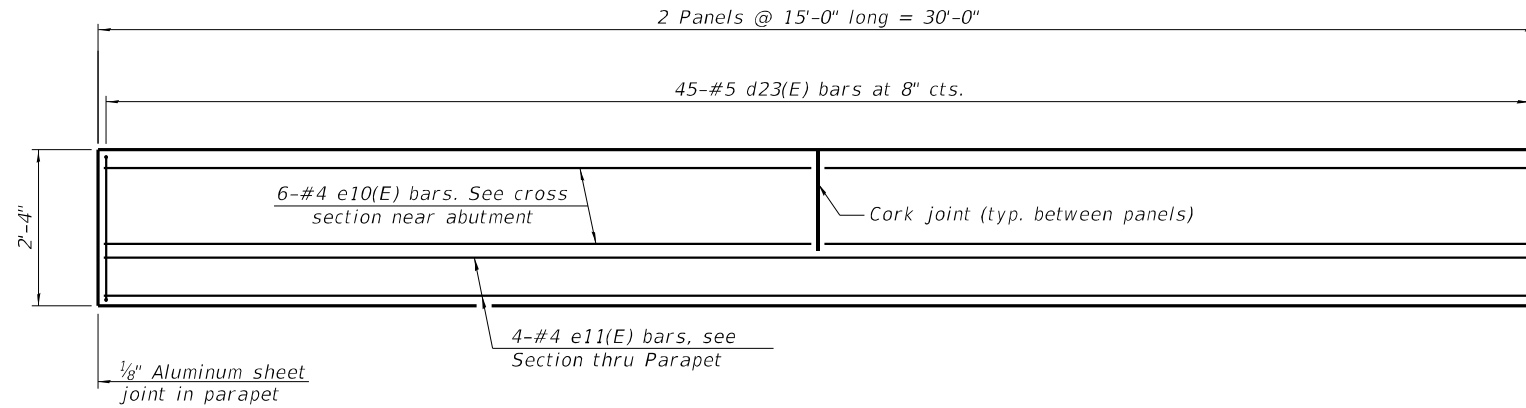
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PLOT DATE =		CHECKED -	JKC	REVISION -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0193**

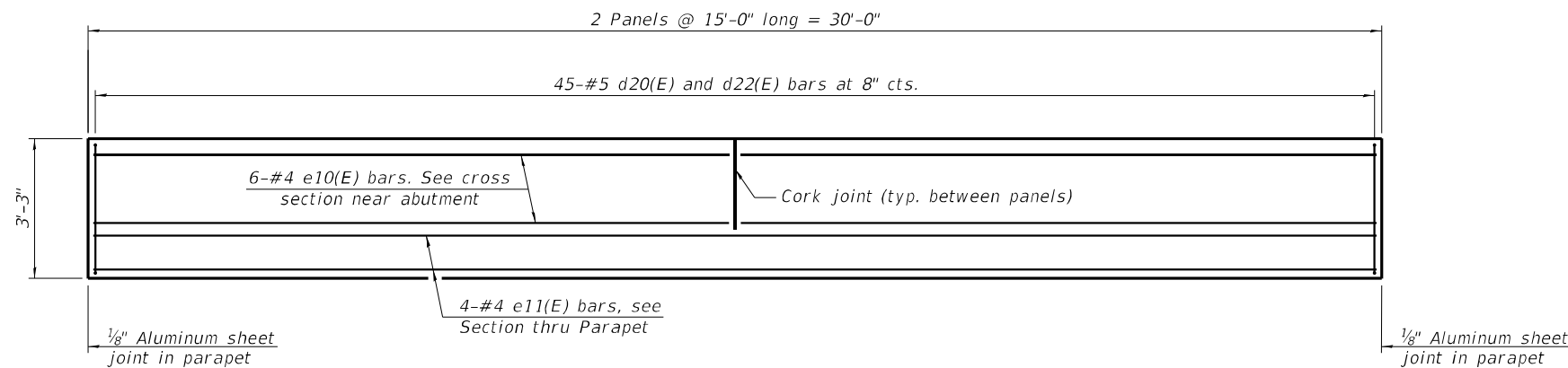
SHEET 21 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	73
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



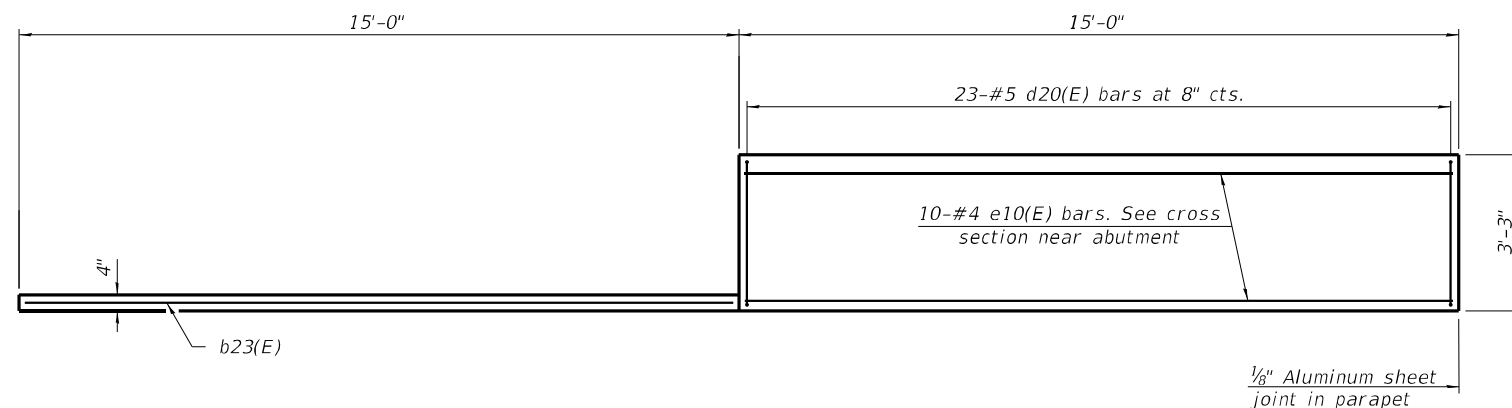
INSIDE ELEVATION OF SIDEWALK PARAPET

(See sheet 14 of 43 and sheet 25 of 43 for post spacing and details for Bridge Fence Railing to be attached to top of parapet.)



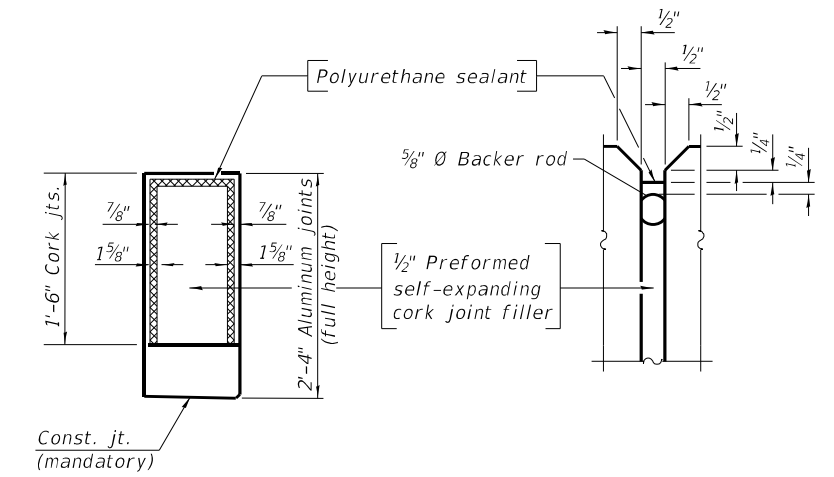
INSIDE ELEVATION OF SIDEWALK PARAPET BETWEEN ROADWAY AND PATH

(See sheet 15 of 43 and sheet 27 of 43 for post spacing and details for Parapet Railing to be attached to top of parapet.)

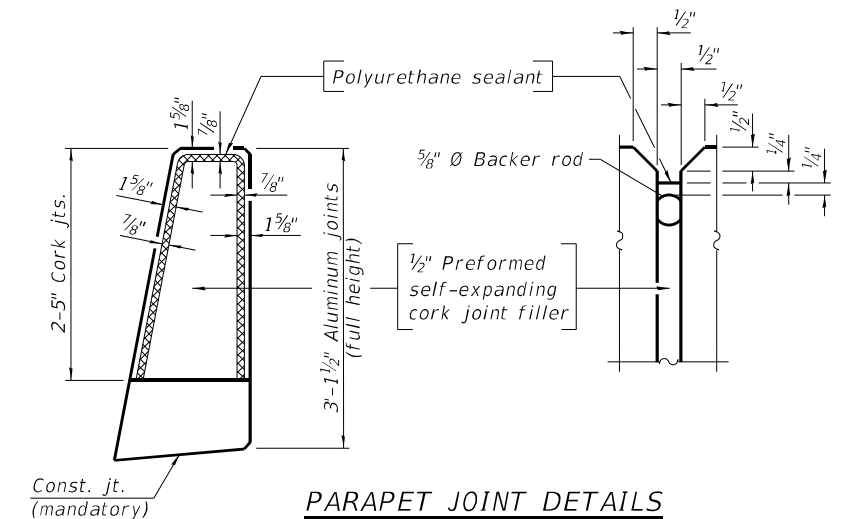


INSIDE ELEVATION OF PARAPET AND CURB

(See sheet 16 of 43 and sheet 27 of 43 for post spacing and details for Parapet Railing to be attached to top of parapet.)



PARAPET JOINT DETAILS



PARAPET JOINT DETAILS

MODEL: Default
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PLOT DATE =		CHECKED -	JKC	REVISED -	

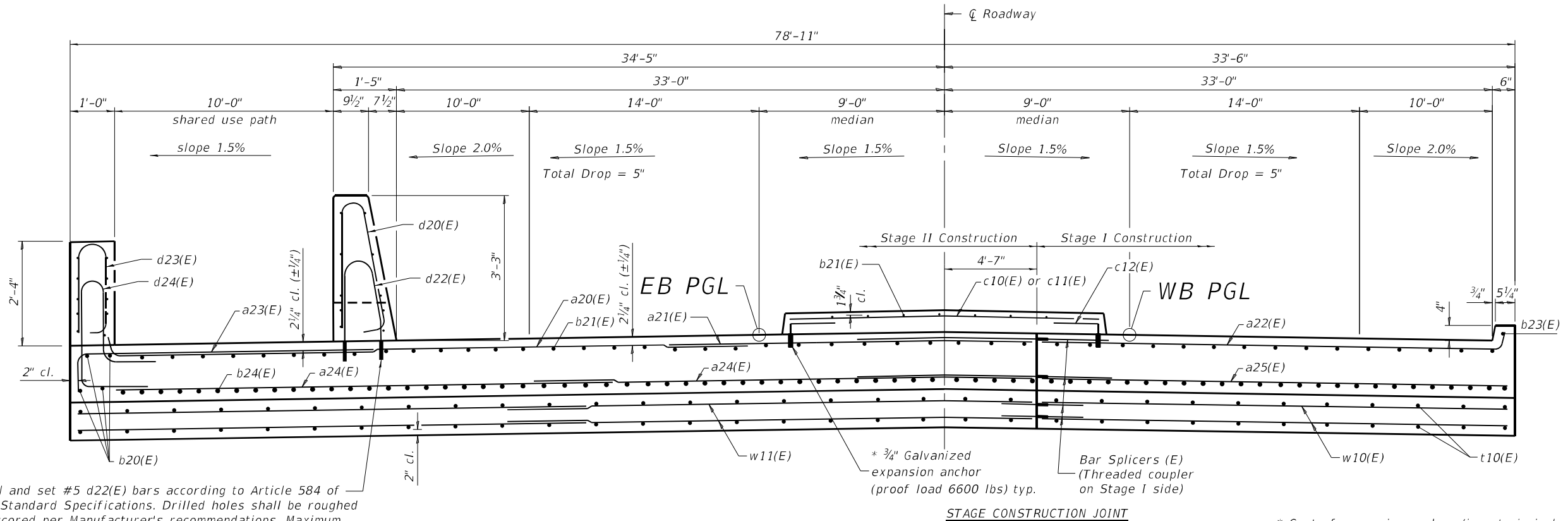
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WEST BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 053-0193**

SHEET 22 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	74
CONTRACT NO. 66F93				

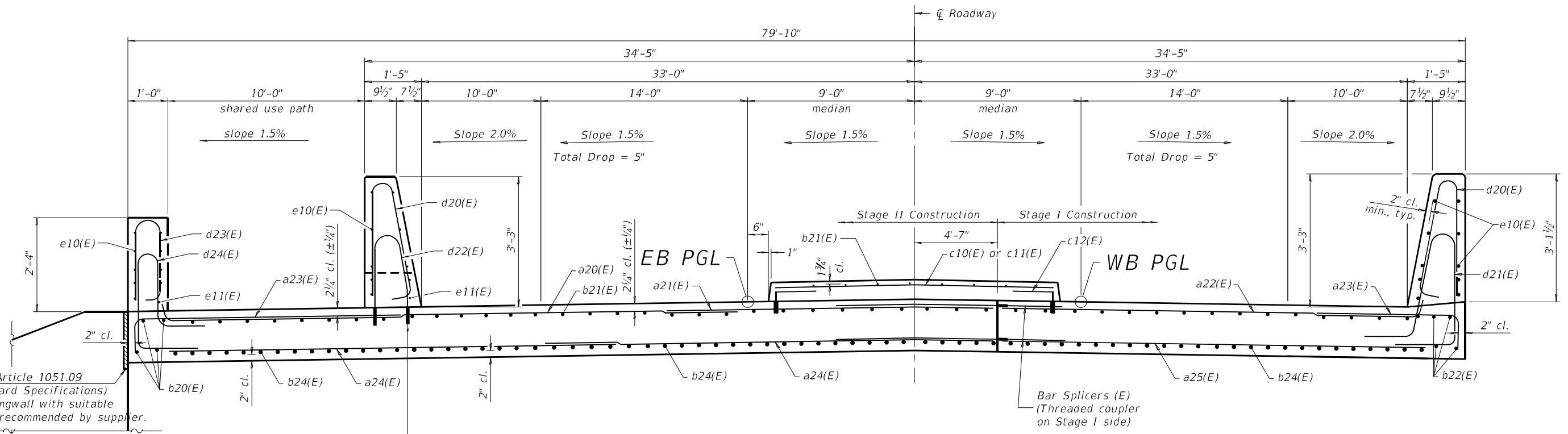
ILLINOIS FED. AID PROJECT



Drill and set #5 d22(E) bars according to Article 584 of the Standard Specifications. Drilled holes shall be roughed or scored per Manufacturer's recommendations. Maximum depth of hole shall not exceed 6" Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

CROSS SECTION AT APPROACH FOOTING
(Looking west)

* Cost of expansion anchors/inserts is included in the cost of reinforcement bars, epoxy coated



Drill and set #5 d22(E) bars according to Article 584 of the Standard Specifications. Drilled holes shall be roughed or scored per Manufacturer's recommendations. Maximum depth of hole shall not exceed 6" Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

CROSS SECTION - NEAR ABUTMENT
(Looking west)

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1/26/2023 10:00:19 AM



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STATE OF ILLINOIS
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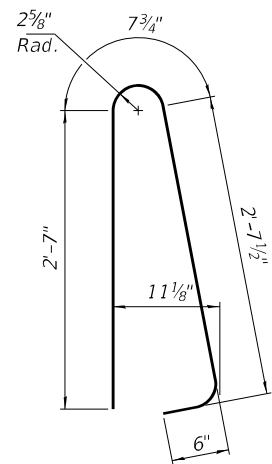
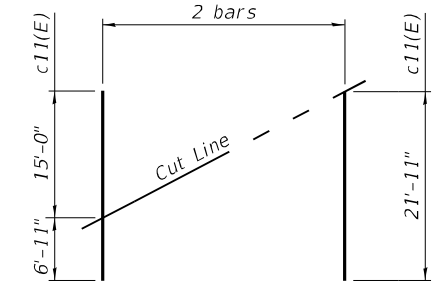
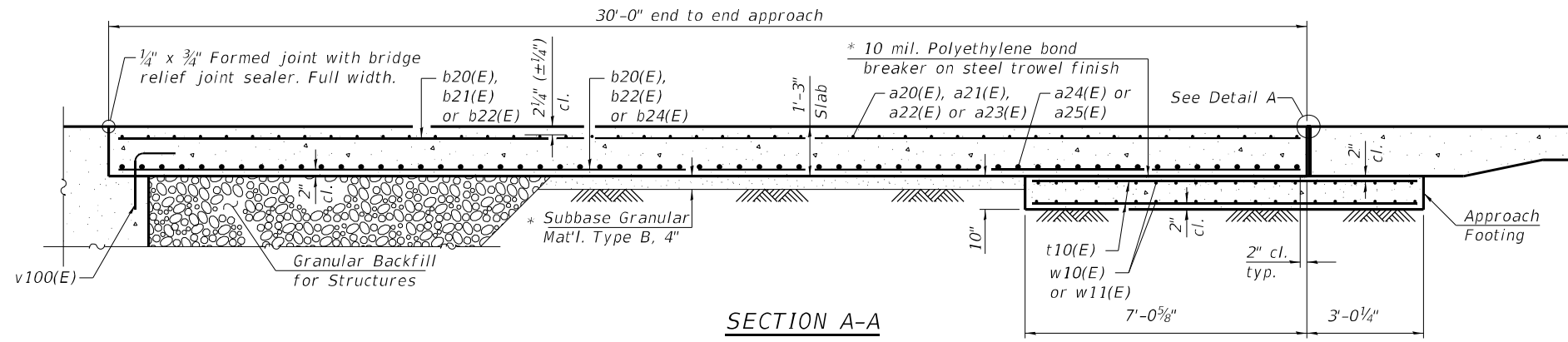
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0193

SHEET 23 OF 43 SHEETS

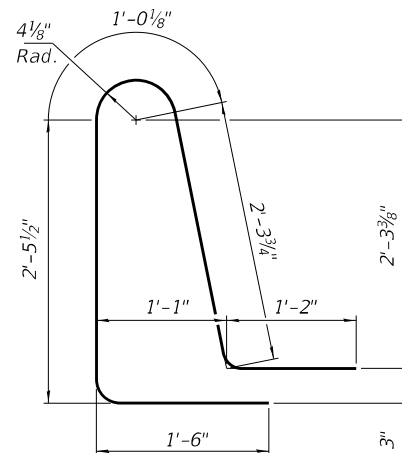
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

Notes:

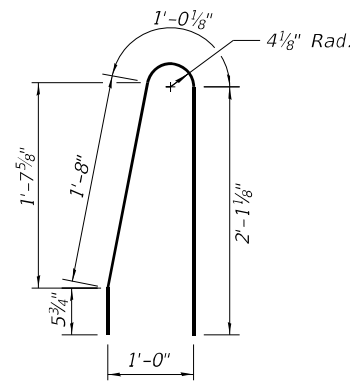
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 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 (Q_{max}) = 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 43.



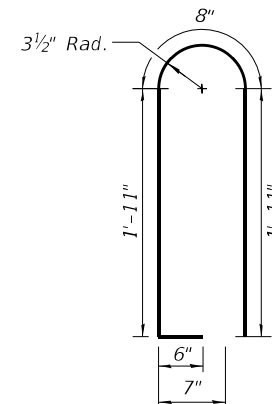
BAR d20(E)



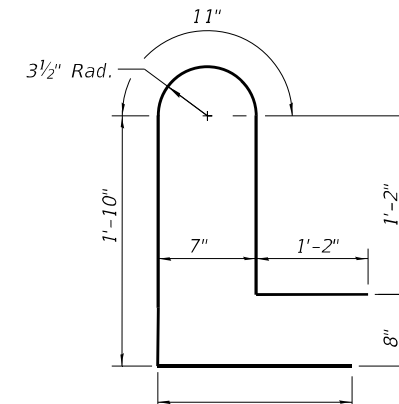
BAR d21(E)



BAR d22(E)



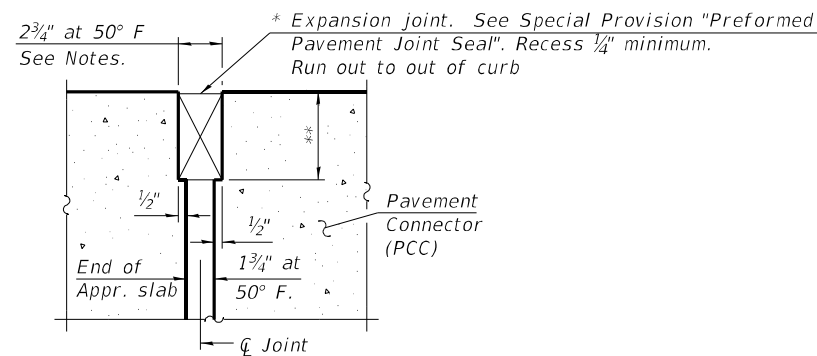
BAR d23(E)



BAR d24(E)

**TWO APPROACHES
BILL OF MATERIAL**

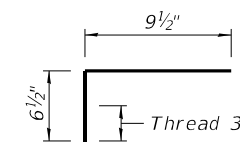
Bar	No.	Size	Length	Shape
a20(E)	90	#5	23'-8"	┌
a21(E)	90	#5	30'-0"	┌
a22(E)	90	#5	29'-3"	┌
a23(E)	134	#5	7'-4"	┌
a24(E)	240	#8	27'-6"	┌
a25(E)	120	#8	29'-0"	┌
b20(E)	8	#5	29'-8"	┌
b21(E)	268	#5	29'-8"	┌
b22(E)	8	#5	14'-8"	┌
b23(E)	2	#4	14'-8"	┌
b24(E)	370	#9	29'-8"	┌
c10(E)	54	#5	16'-8"	┌
c11(E)	4	#5	21'-11"	┌
c12(E)	116	#5	1'-4"	┌
d20(E)	136	#5	6'-5"	┌
d21(E)	46	#5	8'-6"	┌
d22(E)	90	#5	5'-3"	┌
d23(E)	90	#5	5'-0"	┌
d24(E)	90	#5	6'-7"	┌
e10(E)	68	#4	14'-8"	┌
e11(E)	16	#4	33'-2"	┌
t10(E)	316	#4	9'-10"	┌
w10(E)	80	#5	28'-10"	┌
w11(E)	160	#5	26'-11"	┌
Concrete Superstructure		Cu. Yd.	36.0	
Concrete Superstructure (Approach Slab)		Cu. Yd.	220.7	
Concrete Structures		Cu. Yd.	49.1	
Reinforcement Bars, Epoxy Coated		Pound	95,810	



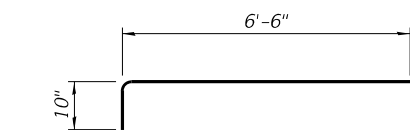
**DETAIL A
(at Rt. L's)**



BAR a20(E) or a22(E)



BAR c12(E)



BAR a23(E)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

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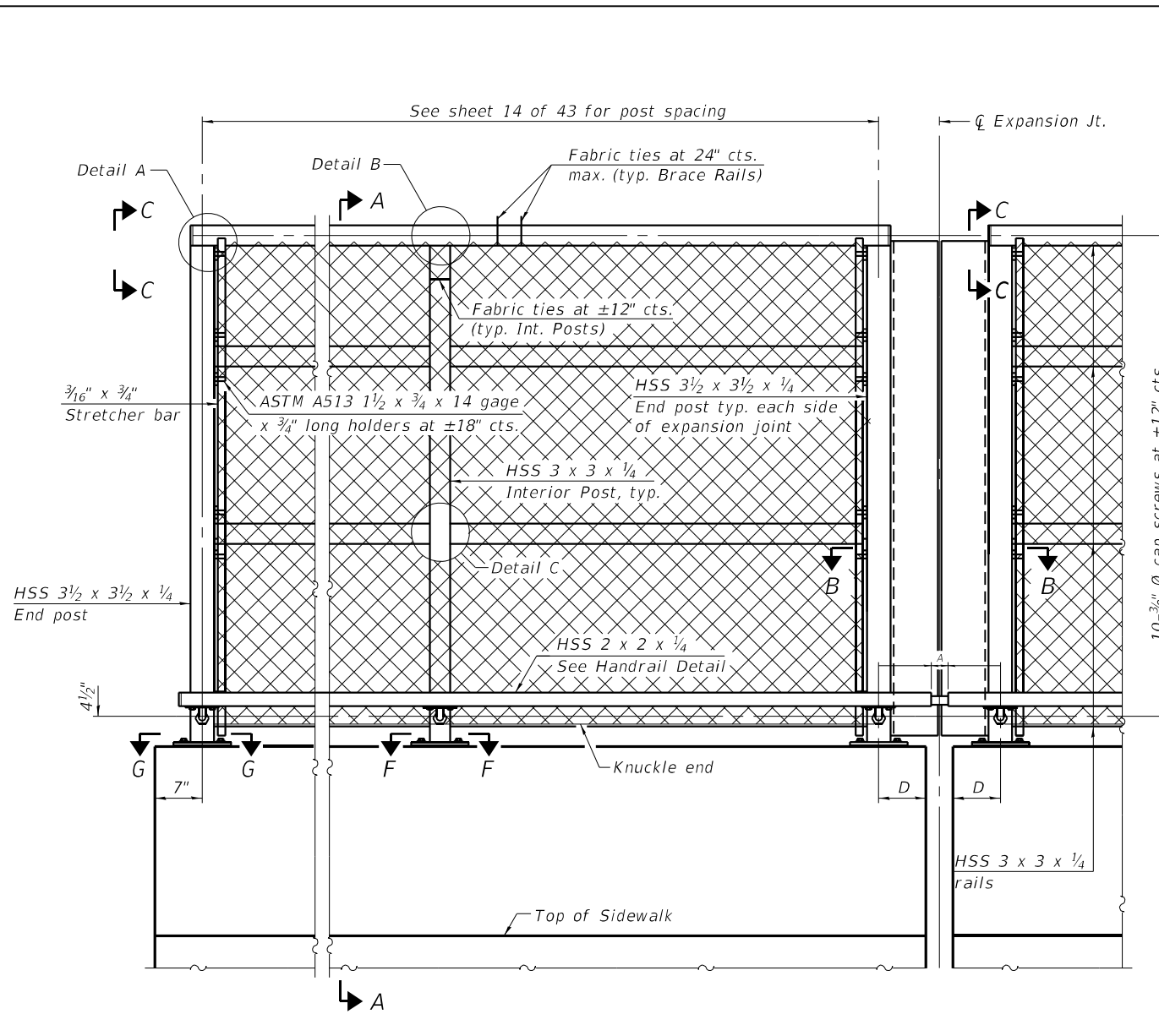
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0193**

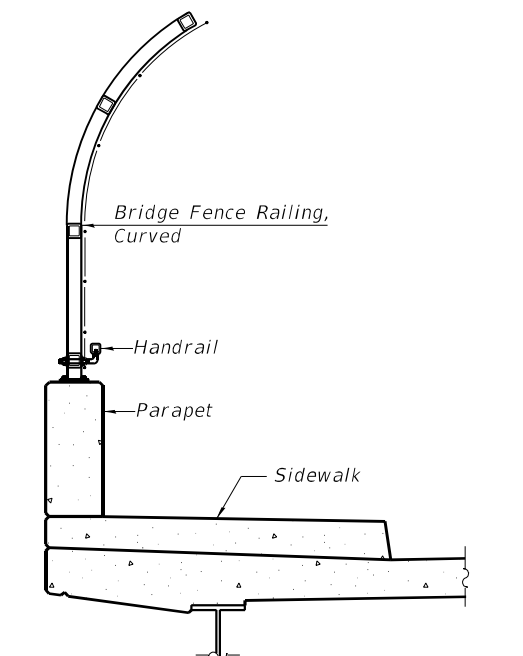
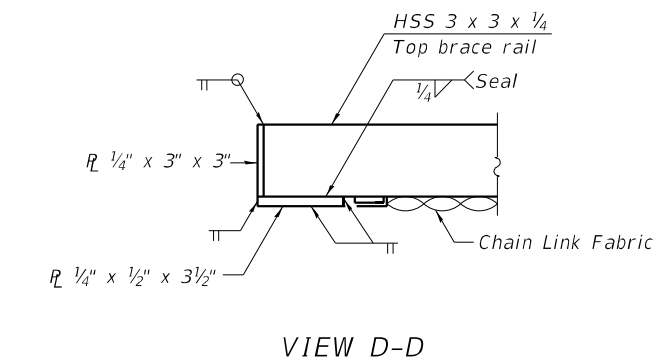
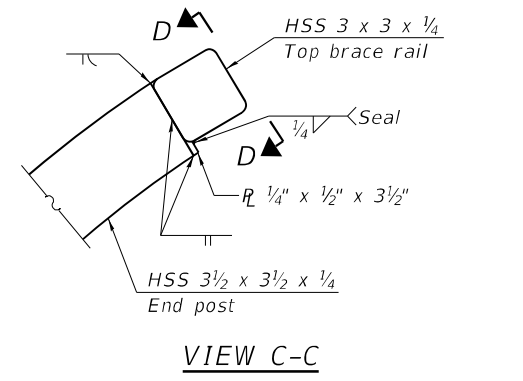
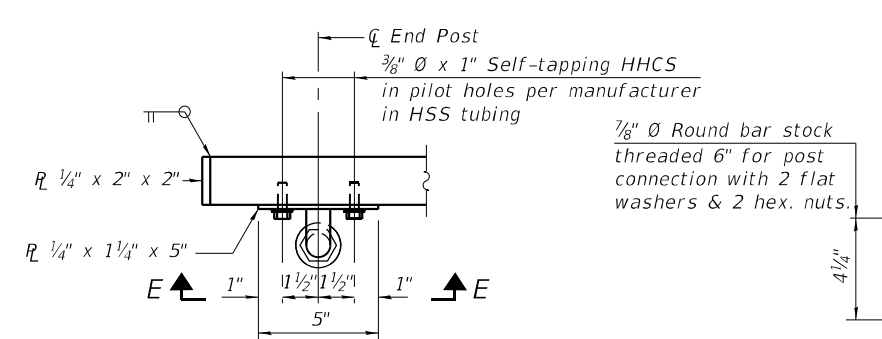
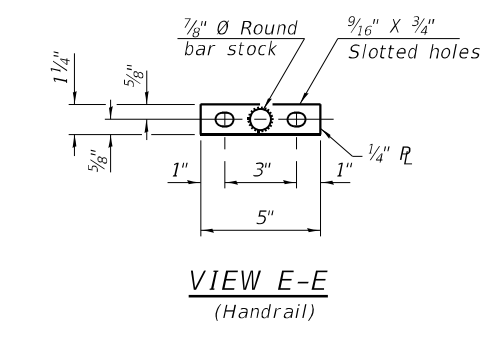
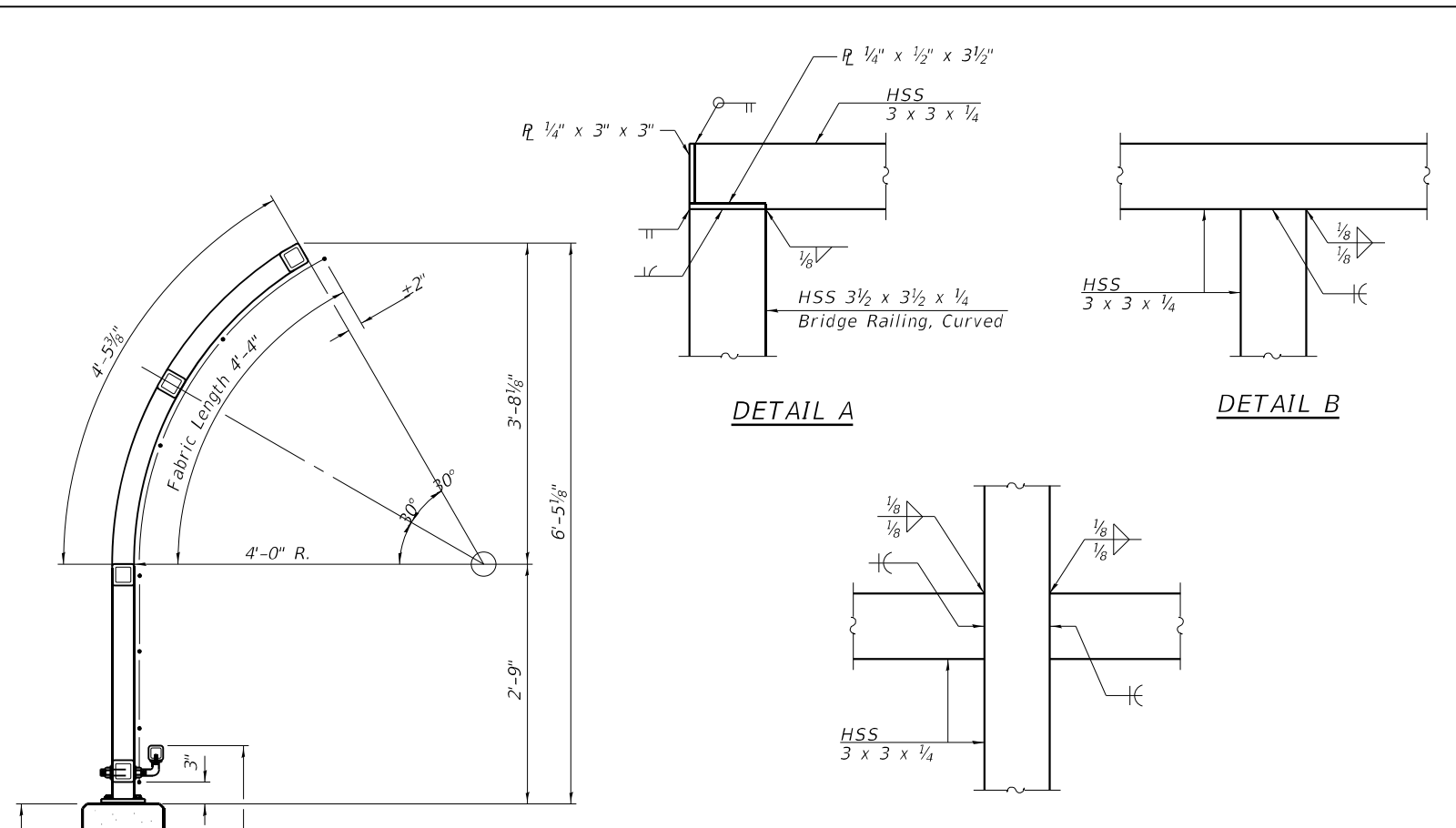
SHEET 24 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	76
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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 1/26/2023 10:00:23 AM



ELEVATION BRIDGE FENCE RAILING, CURVED
 (Inside face)



RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"

(Sheet 1 of 2)



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
		CHECKED -	DH	REVISED -	
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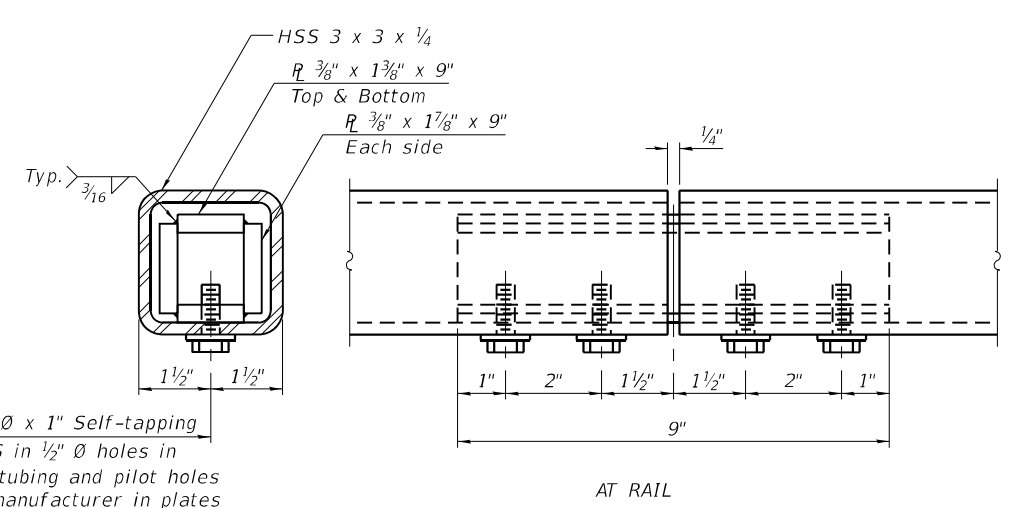
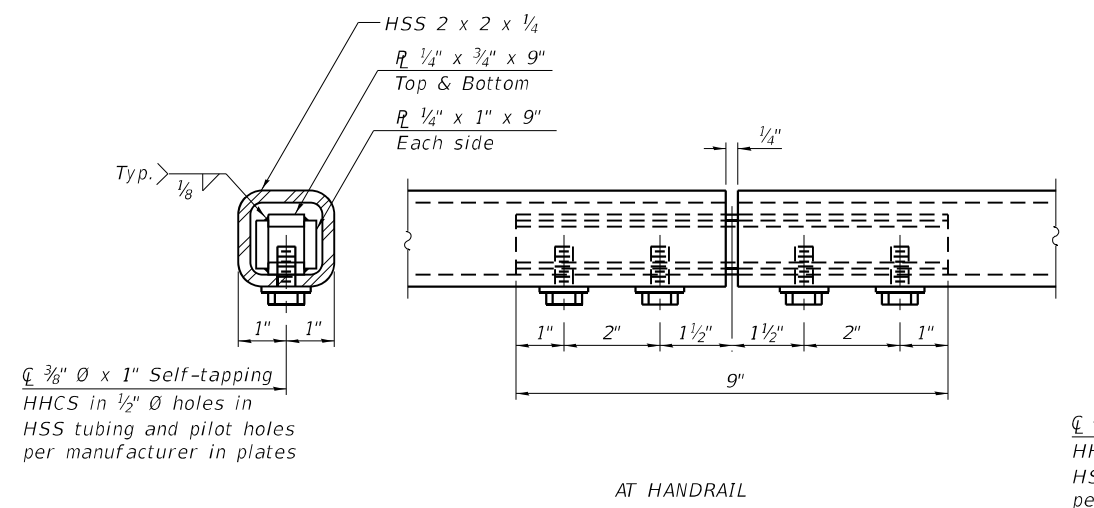
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, CURVED
STRUCTURE NO. 053-0193

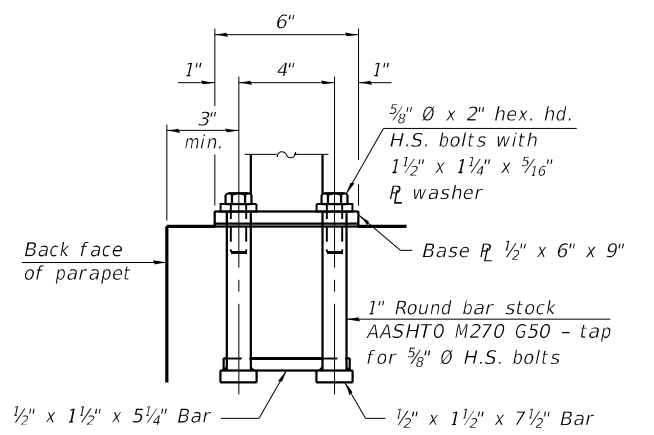
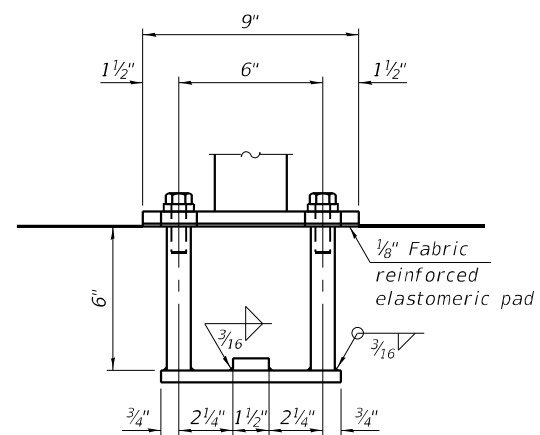
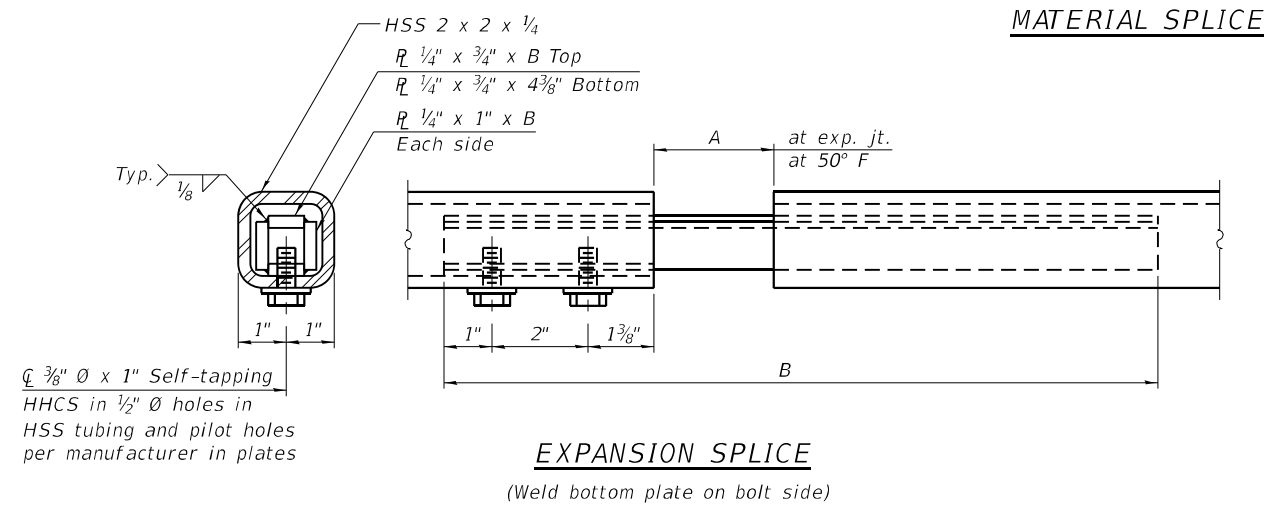
SHEET 25 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	77
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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 3/20/2023 8:25:33 AM



Notes:
 Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.
 All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 All heavy hex nuts shall be according to ASTM A 563 grade DH.
 All fully threaded anchor rods shall be ASTM F1554 grade 105.
 The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
 Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
 When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.



ANCHORAGE ASSEMBLY
 The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

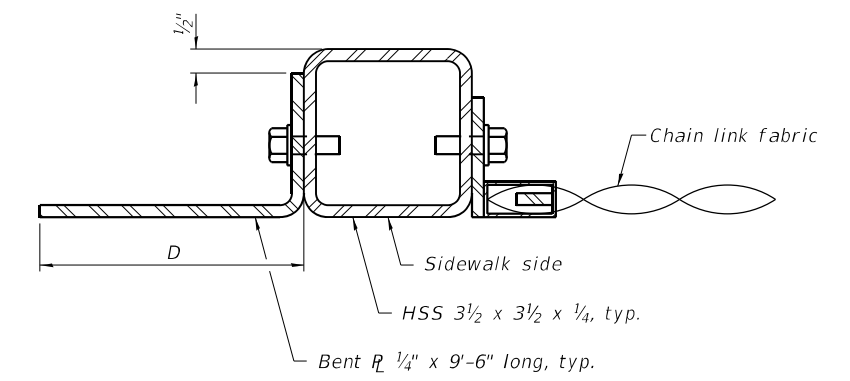
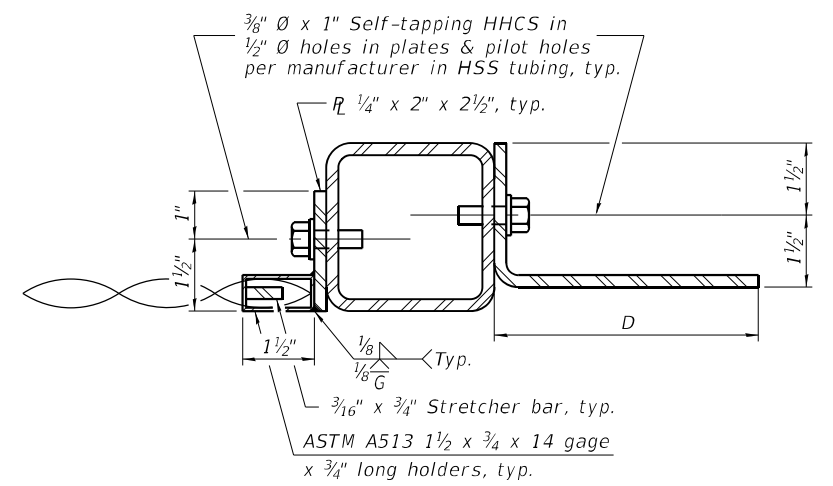
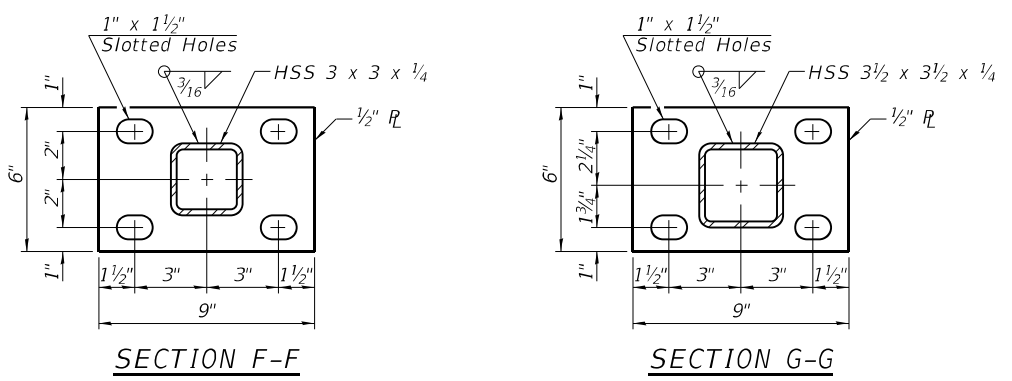


TABLE OF DIMENSIONS

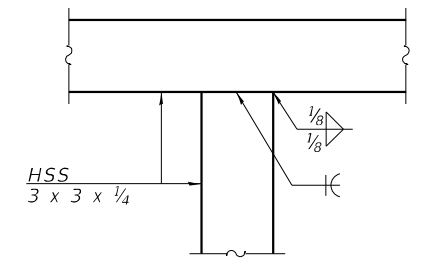
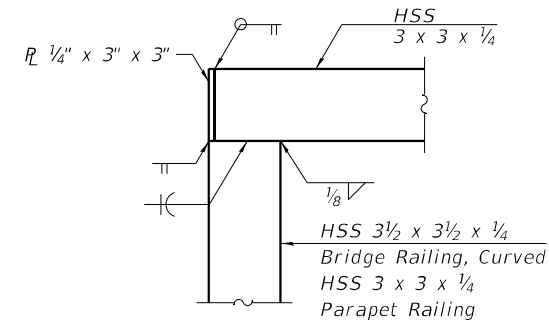
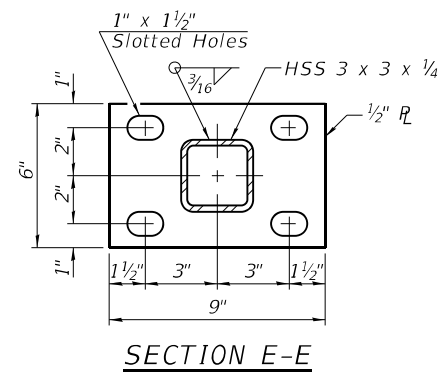
Location	T	A	B	C	D
Over Strip Seal Jt.	≤ 4"	2 1/2"	1'-5 5/8"	7 1/4"	7"
Over Finger or Modular Jt.	≤ 9 1/2"	5 1/2"	1'-11 5/8"		
Over Finger or Modular Jt.	≤ 15"	8 1/4"	2'-5 1/8"		

T = ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

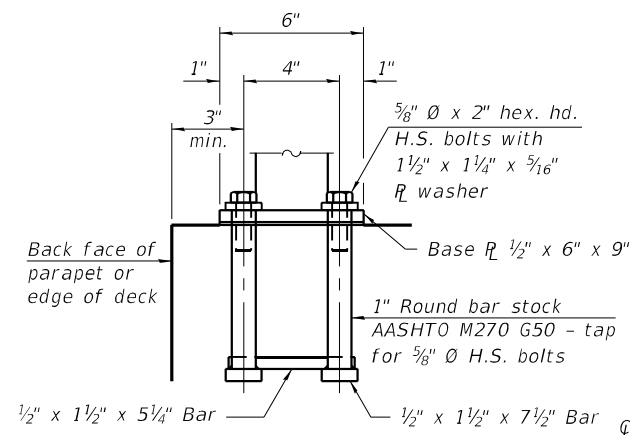
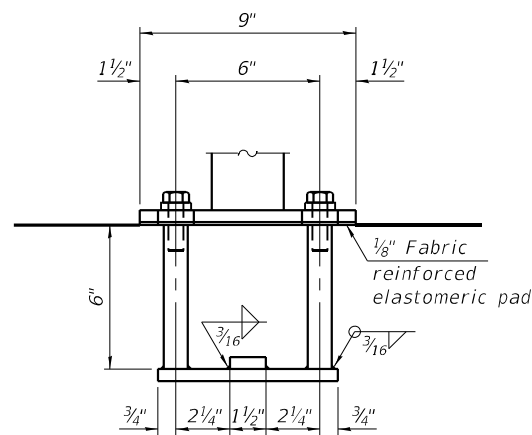
Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	299

(Sheet 2 of 2)



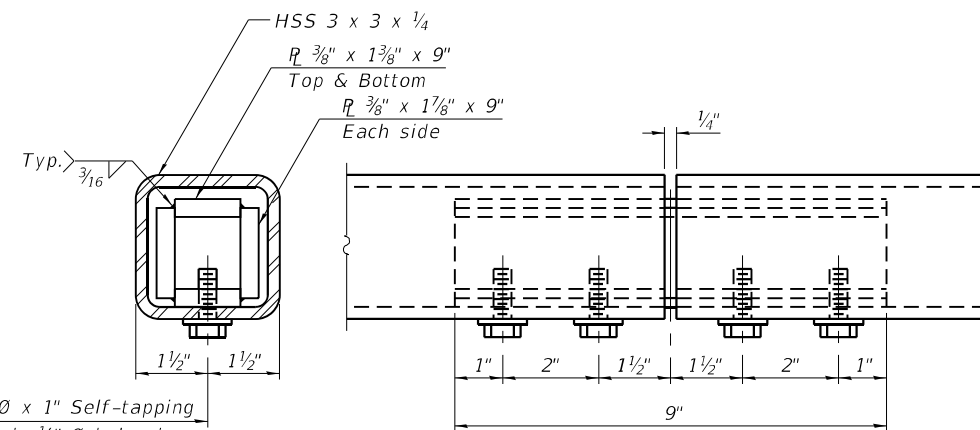
DETAIL A
(Parapet railing shown, bicycle railing similar)

DETAIL B

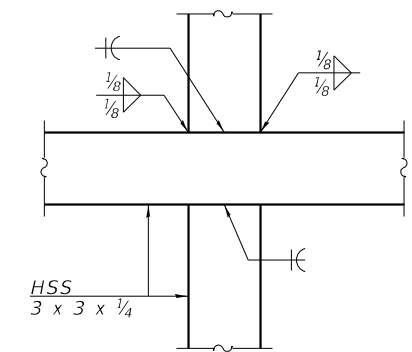


ANCHORAGE ASSEMBLY

The Bicycle Railing, Curved Fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

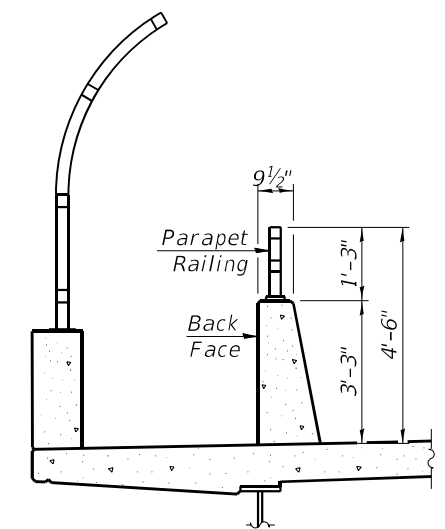


MATERIAL SPLICE

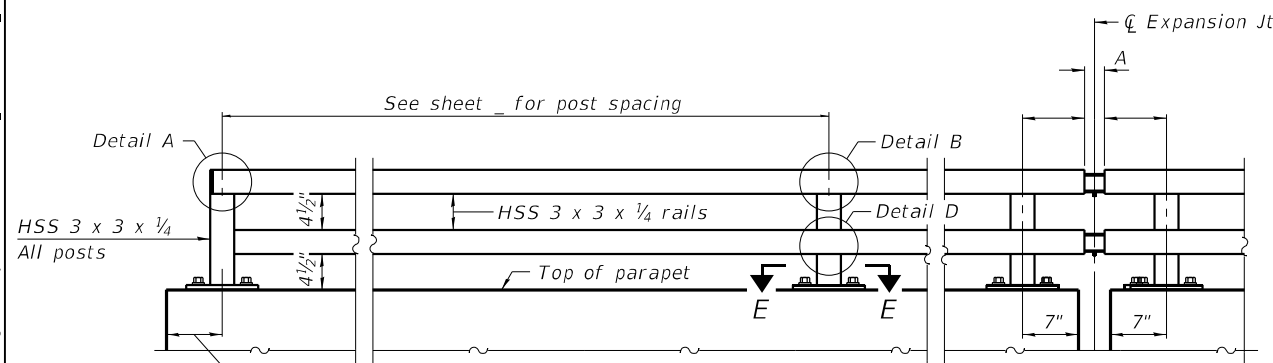


DETAIL D

Notes:
Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bicycle Railing, Curved.
All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH. All fully threaded anchor rods shall be ASTM F1554 grade 105. The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.



SECTION THRU DECK



ELEVATION PARAPET RAILING
(Inside face)

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

Notes:
All HSS tubing, used for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	600

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1/26/2023 10:00:25 AM



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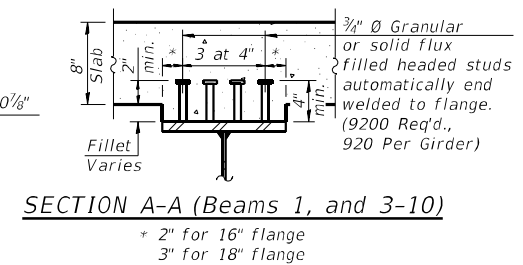
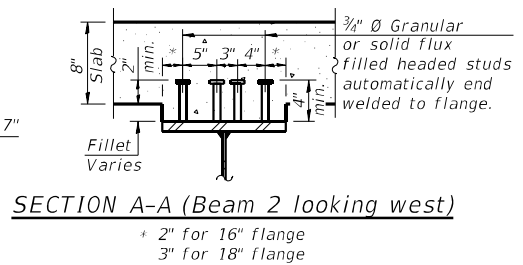
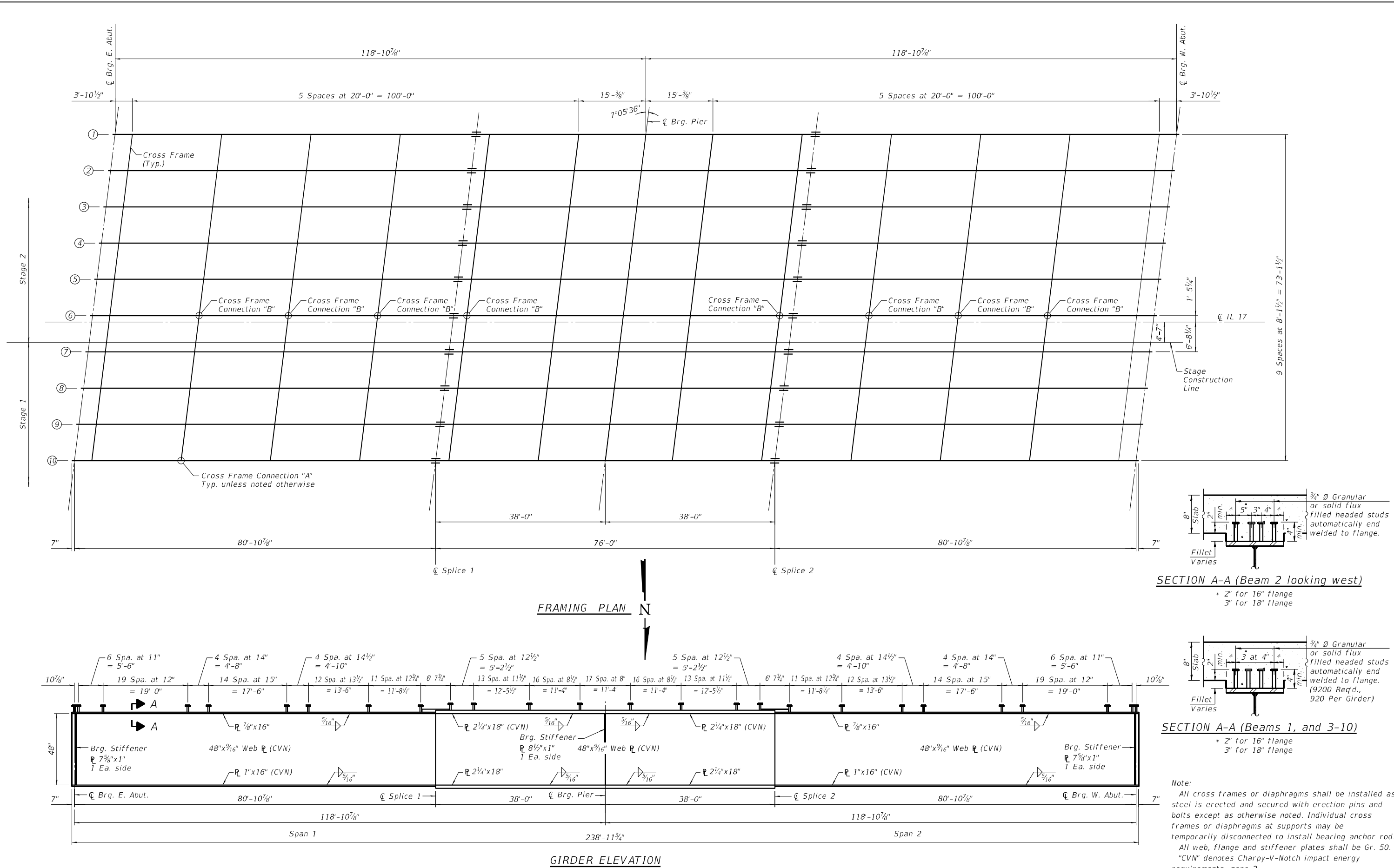
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET RAILING
STRUCTURE NO. 053-0193

SHEET 27 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	79
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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 1/26/2023 10:00:26 AM



Note:
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods. All web, flange and stiffener plates shall be Gr. 50. "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2. See Sheet 29 of 43 for Cross Frame Details.



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
CHECKED -	DH	REVISED -			
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

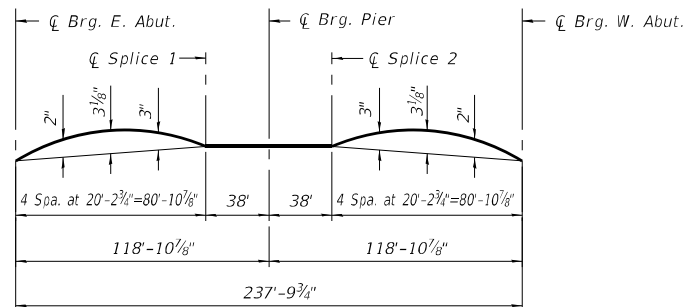
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BEAM AND FRAMING DETAIL
 STRUCTURE NO. 053-0193

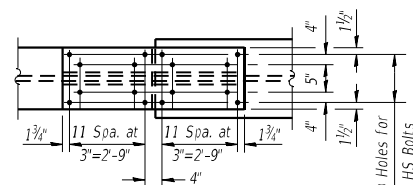
SHEET 28 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	80
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

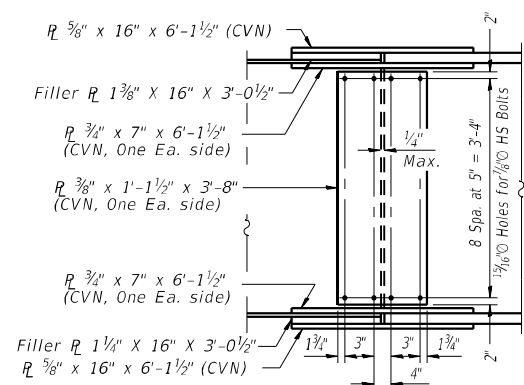
TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY)										
LOCATION / BEAM	BM-1	BM-2	BM-3	BM-4	BM-5	BM-6	BM-7	BM-8	BM-9	BM-10
Centerline Brg. E. Abut.	667.03	667.15	667.30	667.43	667.54	667.66	667.57	667.44	667.31	667.14
Centerline Splice #1	667.33	667.45	667.61	667.74	667.86	667.98	667.90	667.77	667.65	667.48
Centerline Brg. Pier	667.32	667.44	667.60	667.73	667.86	667.98	667.90	667.78	667.66	667.49
Centerline Splice #2	667.31	667.43	667.59	667.73	667.85	667.98	667.90	667.78	667.66	667.50
Centerline Brg. W. Abut.	666.96	667.09	667.25	667.40	667.53	667.66	667.58	667.47	667.35	667.20



CAMBER DIAGRAM



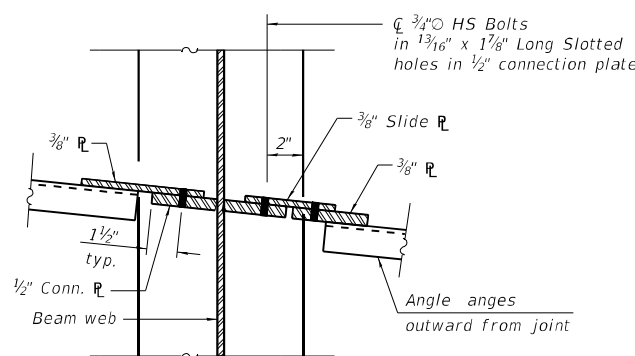
PLAN
(Top and bottom angle plates)
(24 bolts ea. side of splice)



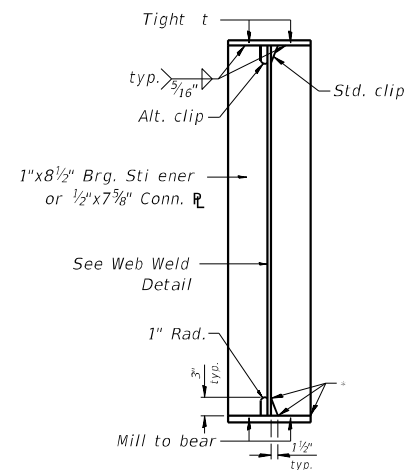
ELEVATION
(18 bolts ea. side of splice)

FIELD SPLICE DETAIL
(20 Required)

Notes:
All splice plates, except 11 plates, shall be M270 Gr. 50.

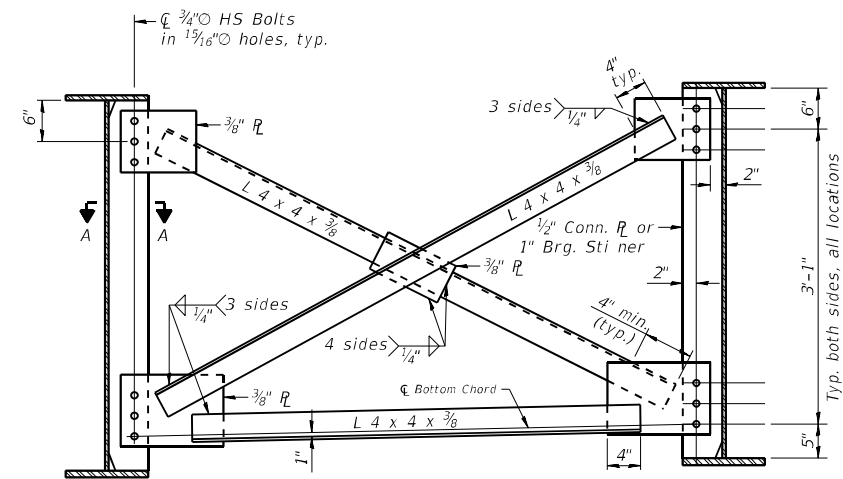


SECTION B-B



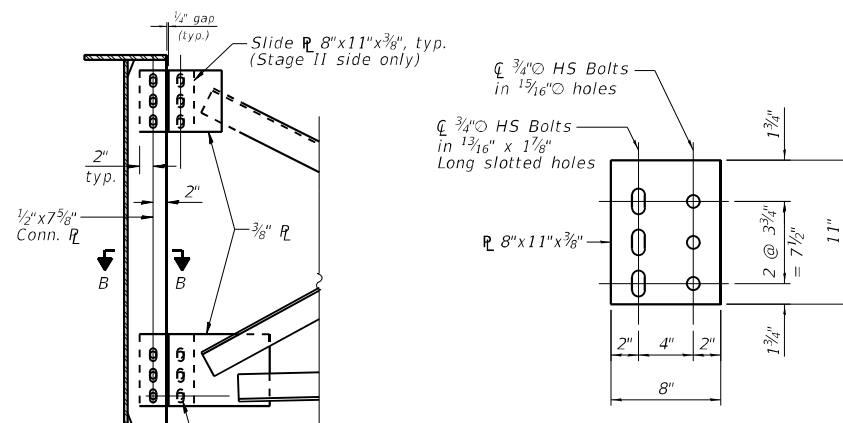
WELD AND CLIP DETAILS

* Stop welds 1/4" (± 1/8") from edges as shown, typ.



CROSS FRAME

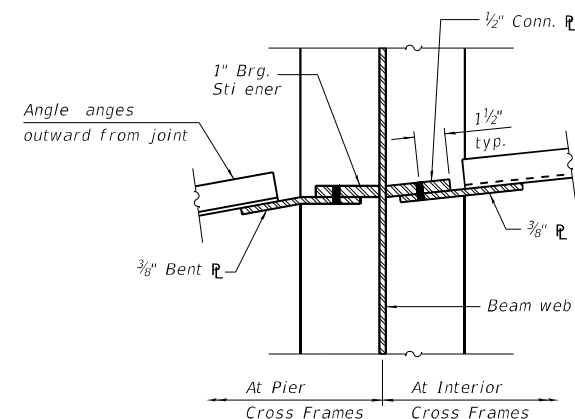
Notes:
Two hardened washers required for each set of oversized holes.
Cross Frame Connection "A" shown. Cross frames under stage construction line similar except as noted in Cross Frame Connection "B" Detail.



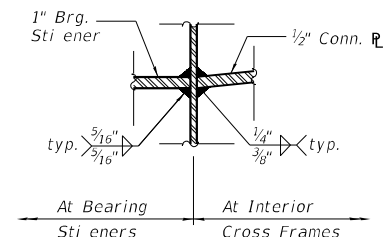
SLIDE PLATE
(16 Required)

CROSS FRAME CONNECTION "B"

Notes:
Two hardened washers required for each set of oversized and long slotted holes.
See Sheet 28 of 43 for locations of Cross Frame Connection "B".
Bolts in the long slotted holes shall be snug tight until the Stage II deck pour is complete. The slotted holes in the gusset plate shall be positioned to allow the bolts to move from one end of the slotted hole to the opposite end under deck load. The holes shall be positioned allowing maximum bolt displacement without laterally stressing the beams.



SECTION A-A



WEB WELD

MODEL: Default
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INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
<i>I_s</i>	(in ⁴)	23107.3	56350.7
<i>I_c(n)</i>	(in ⁴)	58025.7	--
<i>I_c(3n)</i>	(in ⁴)	43615.4	--
<i>I_c(cr)</i>	(in ⁴)	--	62926.7
<i>S_s</i>	(in ³)	957.8	2146.7
<i>S_c(n)</i>	(in ³)	1319.2	--
<i>S_c(3n)</i>	(in ³)	1215.7	--
<i>S_c(cr)</i>	(in ³)	--	2222.5
<i>DC1</i>	(k/')	1.084	1.084
<i>MDC1</i>	(k)	843.6	2488.2
<i>DC2</i>	(k/')	0.269	0.269
<i>MDC2</i>	(k)	228.6	569.4
<i>DW</i>	(k/')	0.380	0.380
<i>MDW</i>	(k)	327.2	814.9
<i>LLDF</i>		0.593	0.629
<i>M_ℓ + iM</i>	(k)	1619.8	2215.0
<i>fℓ (Strength I)</i>	(ksi)	0.0	0.0
<i>Mu + 1/3 fℓ S_{xc}</i>	(k)	4665.7	8920.6
<i>Øf Mn</i>	(k)	6542.6	10203
<i>f_s DC1</i>	(ksi)	10.57	13.91
<i>f_s DC2</i>	(ksi)	2.26	3.07
<i>f_s DW</i>	(ksi)	3.23	4.40
<i>f_s (ℓ+iM)</i>	(ksi)	14.73	11.96
<i>fℓ (Service II)</i>	(ksi)	0.00	0.00
<i>f_s + 1/2 fℓ (Service II)</i>	(ksi)	35.21	36.93
<i>0.95Rh Fyf</i>	(ksi)	47.50	--
<i>f_s + 1/3 (Total)(Strength I)</i>	(ksi)	--	48.76
<i>Øf Fn</i>	(ksi)	--	--
<i>Vf</i>	(k)	34.1	--

GIRDER REACTION TABLE					
		Abut.		Pier	
		Interior	Exterior	Interior	Exterior
<i>LLDF</i>		0.823	0.653	0.823	0.653
<i>OCF</i>		1.0	--	1.0	--
<i>RDC1</i>	(k)	43.5	40.7	170.8	159.9
<i>RDC2</i>	(k)	11.2	11.1	41.6	41.8
<i>RDW</i>	(k)	16.0	15.9	59.4	58.8
<i>Rℓ</i>	(k)	79.8	63.3	166.6	132.1
<i>R_{iM}</i>	(k)	17.6	13.9	30.8	24.8
<i>RTotal</i>	(k)	168.1	144.9	469.2	417.4

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.⁴ and in.³).

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.⁴ and in.³).

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.⁴ and in.³).

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.⁴ and in.³).

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.).

Mℓ + iM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 Mℓ + iM

Øf 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.).

fℓ: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral loading, strength I or service as applicable (ksi)

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_c

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 (ℓ+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).
 Mℓ + iM / S_c(n) or Mℓ + iM / S_c(cr) as applicable.

f_s + 1/2 (Service II): Sum of stresses as computed below (ksi).
 f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s(ℓ + iM) + 1/2

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s + 1/3 (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s(ℓ + iM) + 1/3

Øf Fn: 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.

OCF: Obtuse Correction factor
LLDF: Live Load Distribution Factor (Includes OCF)

Note:
 Mℓ and Rℓ include the effects of centrifugal force and superelevation.



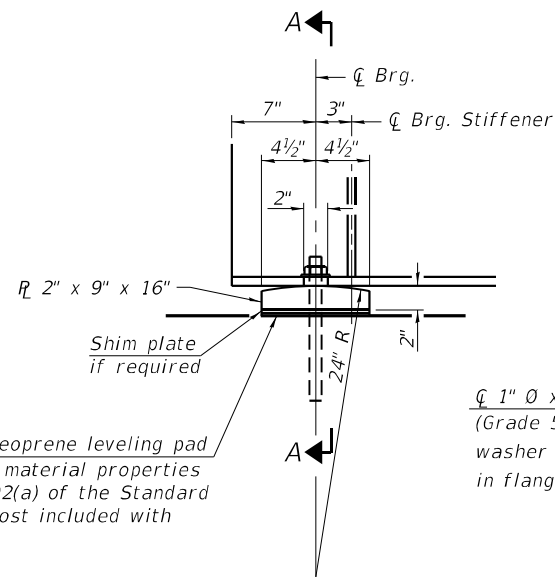
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PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BEAM AND FRAMING DETAILS
 STRUCTURE NO. 053-0193**

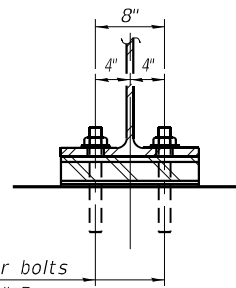
SHEET 30 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	82
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

ELEVATION AT ABUTMENT



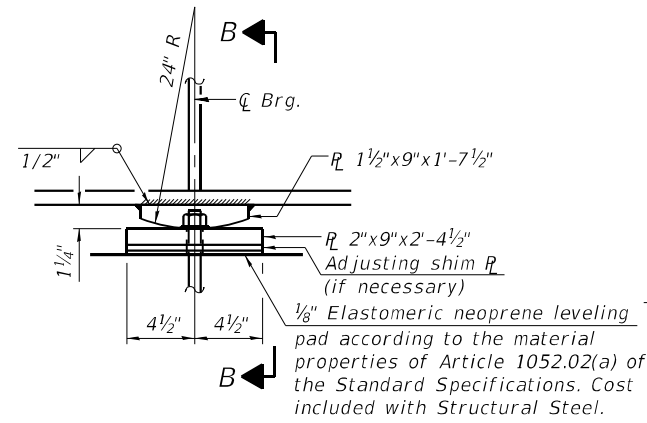
1" ϕ x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" ϕ washer under nut. 1 3/8" x 2" slotted holes in flange. 1 1/2" ϕ holes in bearing plate.

SECTION A-A

ABUTMENT BEARING

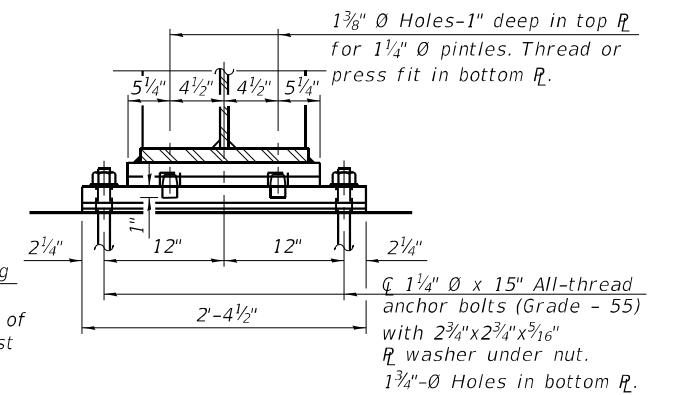
Notes:

- 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.
- The Structural steel Plates of the bearings shall conform to the requirements of AASHTO M270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims as shown on the bearing details.

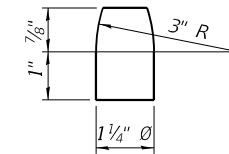


ELEVATION AT PIER

FIXED BEARING



SECTION B-B



PINTLE
(Grade 50)

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	40
Anchor Bolts, 1 1/4"	Each	20

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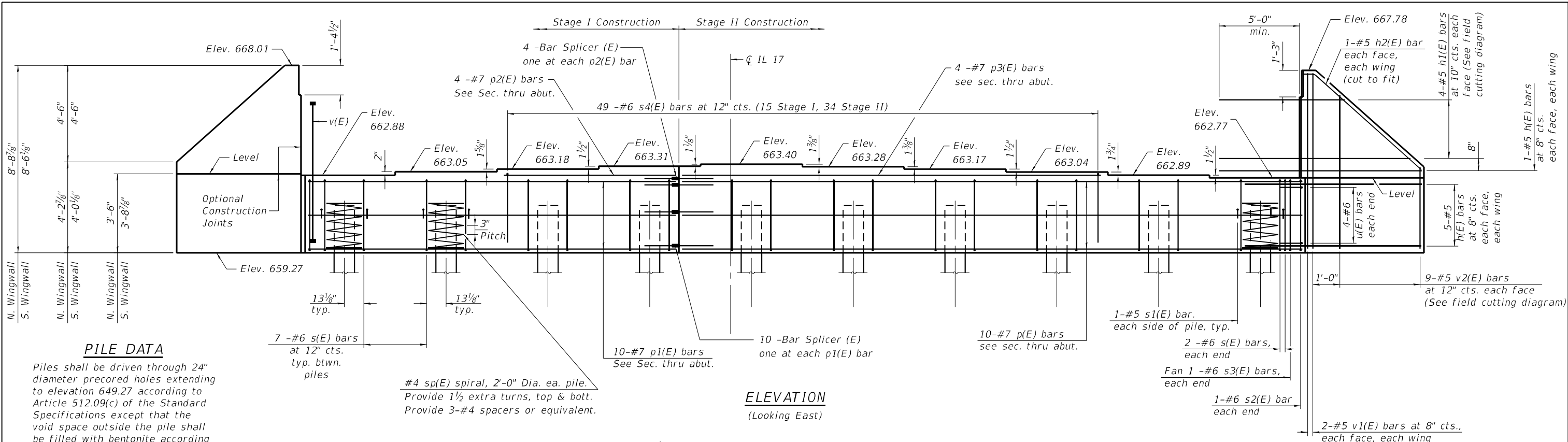
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PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 053-0193

SHEET 31 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	83
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



PILE DATA

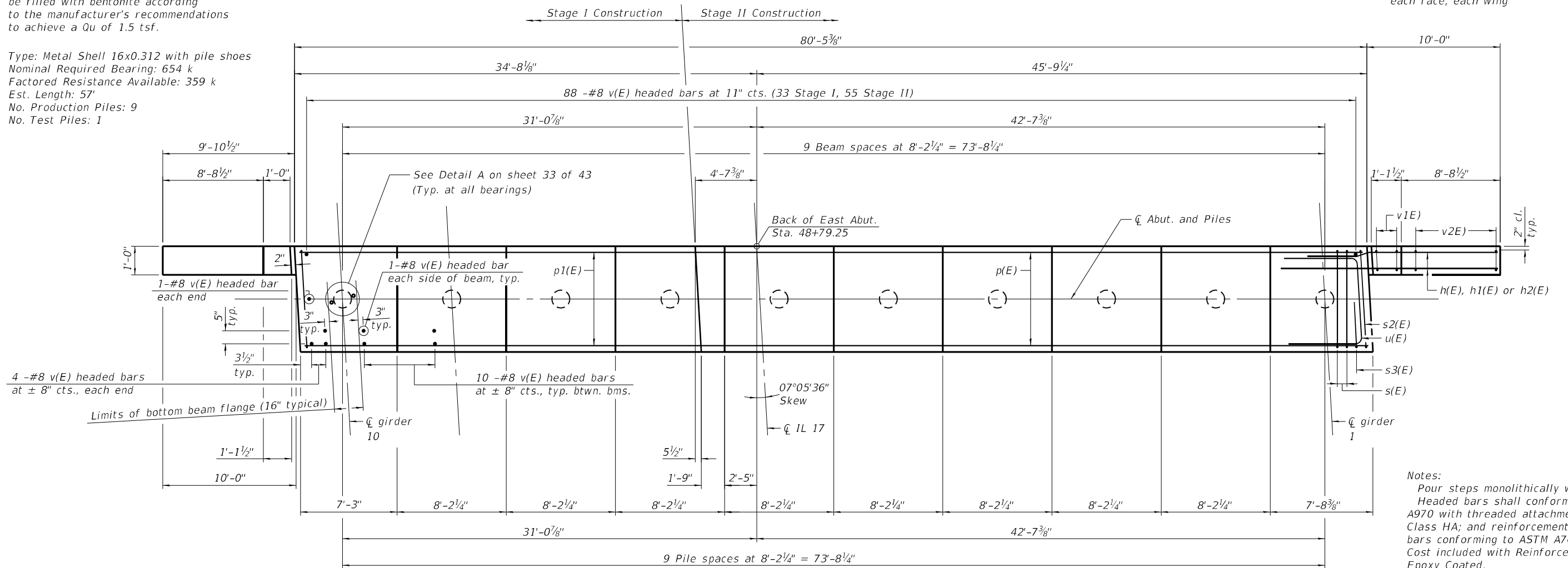
Piles shall be driven through 24" diameter precored holes extending to elevation 649.27 according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Q_u of 1.5 tsf.

Type: Metal Shell 16x0.312 with pile shoes
 Nominal Required Bearing: 654 k
 Factored Resistance Available: 359 k
 Est. Length: 57'
 No. Production Piles: 9
 No. Test Piles: 1

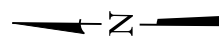
#4 sp(E) spiral, 2'-0" Dia. ea. pile.
 Provide 1 1/2 extra turns, top & bott.
 Provide 3-#4 spacers or equivalent.

ELEVATION

(Looking East)



PLAN



Notes:
 Four steps monolithically with cap.
 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.
 For details of piles see sheet 38 of 43.

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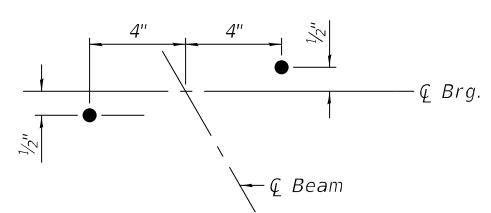
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 053-0193

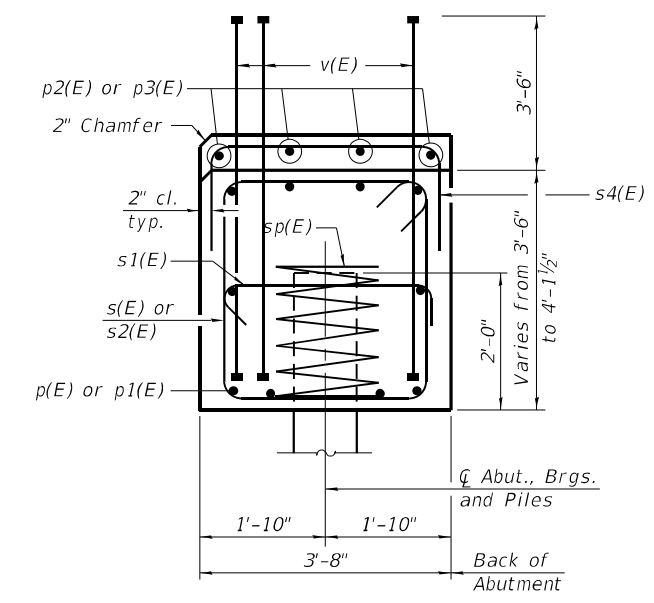
SHEET 32 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	84
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

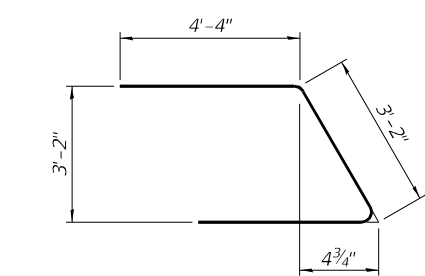
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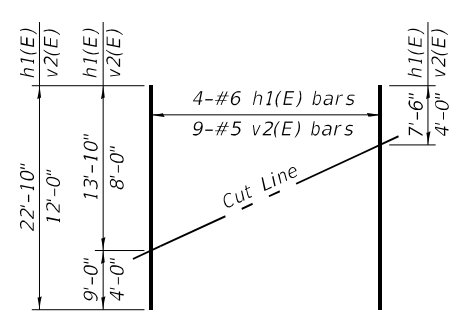
DETAIL A



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

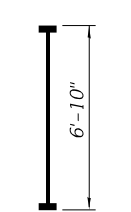


BAR u(E)

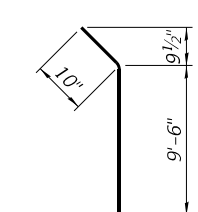


FIELD CUTTING DIAGRAM

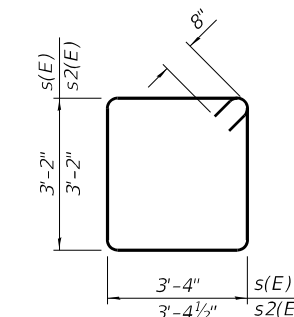
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



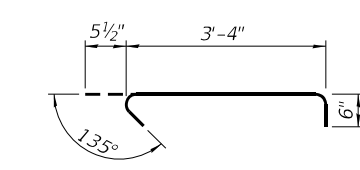
BAR v(E)
 (Headed)



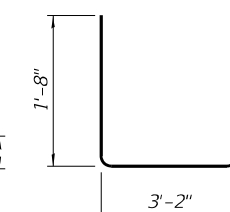
BAR h2(E)



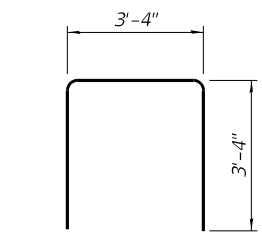
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR s4(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	15'-0"	—
h1(E)	8	#5	22'-10"	—
h2(E)	4	#5	10'-4"	—
p(E)	10	#7	50'-2"	—
p1(E)	10	#7	29'-10"	—
p2(E)	4	#7	14'-0"	—
p3(E)	4	#7	34'-2"	—
s(E)	67	#6	14'-4"	—
s1(E)	20	#5	4'-4"	—
s2(E)	2	#6	14'-5"	—
s3(E)	2	#6	6'-6"	—
s4(E)	49	#6	10'-0"	—
sp(E)	10	#4	2'-0"	—
u(E)	8	#6	11'-10"	—
v(E)	208	#8	6'-10"	—
v1(E)	8	#5	8'-6"	—
v2(E)	18	#5	12'-0"	—
Structure Excavation			Cu. Yd.	146.2
Concrete Structures			Cu. Yd.	46.7
Reinforcement Bars, Epoxy Coated			Pound	9700
Furnishing - Metal Shell Piles, 16x0.312			Foot	513
Driving Piles			Foot	513
Test Pile, Metal Shells			Each	1
Pile Shoes			Each	10

* Length is height of spiral.

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.



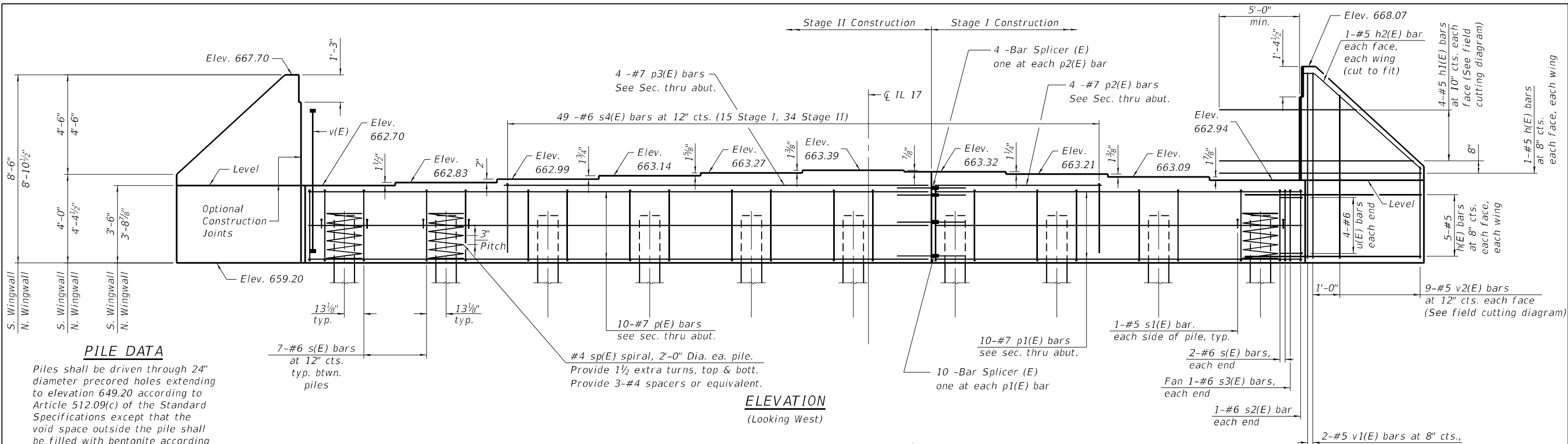
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CHECKED -	DH	REVISIONS -			
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PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 053-0193

SHEET 33 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	85
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



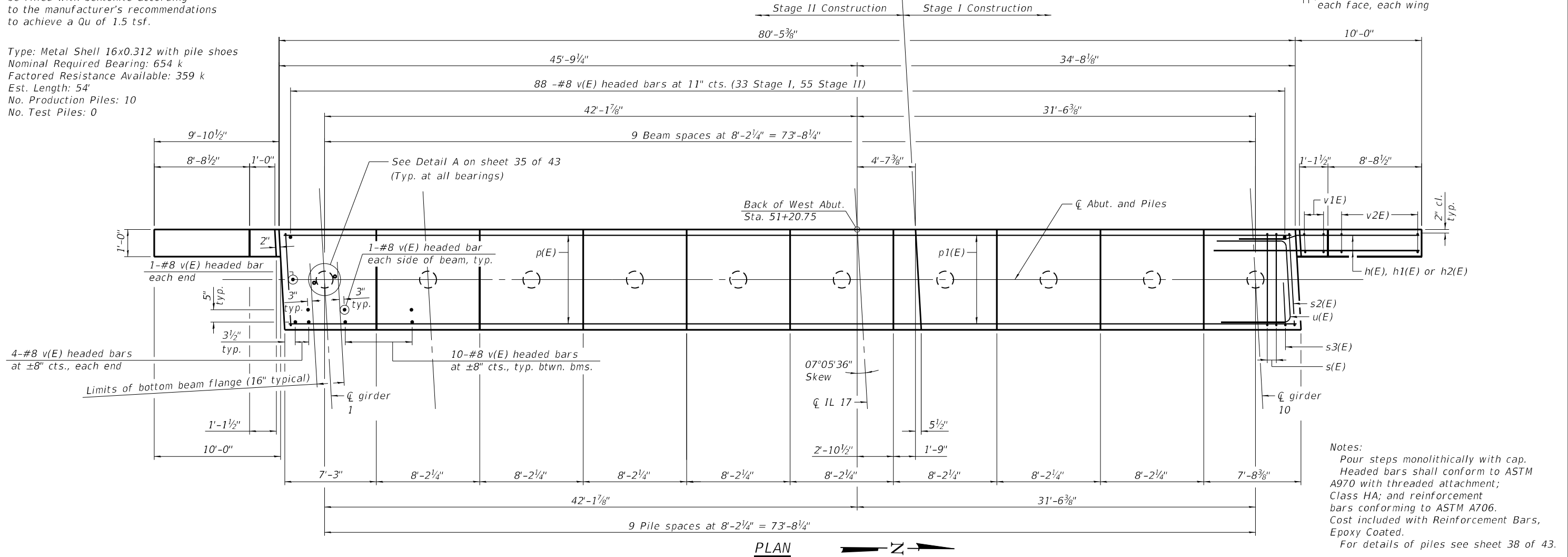
PILE DATA

Piles shall be driven through 24" diameter precored holes extending to elevation 649.20 according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf.

Type: Metal Shell 16x0.312 with pile shoes
 Nominal Required Bearing: 654 k
 Factored Resistance Available: 359 k
 Est. Length: 54'
 No. Production Piles: 10
 No. Test Piles: 0

ELEVATION

(Looking West)



Notes:
 Pour steps monolithically with cap.
 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.
 For details of piles see sheet 38 of 43.

MODEL: Default
 FILE NAME: G:\Users\616358-16\DOT\17 over 1-55-Dwight\Survey_D366F93\Consultant_Data\Chamlin_2022\Structures\0530193-66F93-032-037-abutments.dgn
 1/26/2023 10:00:31 AM



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
CHECKED -	DH	REVISED -			
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

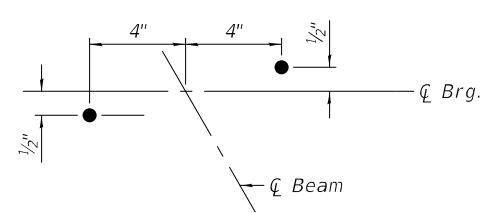
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 053-0193

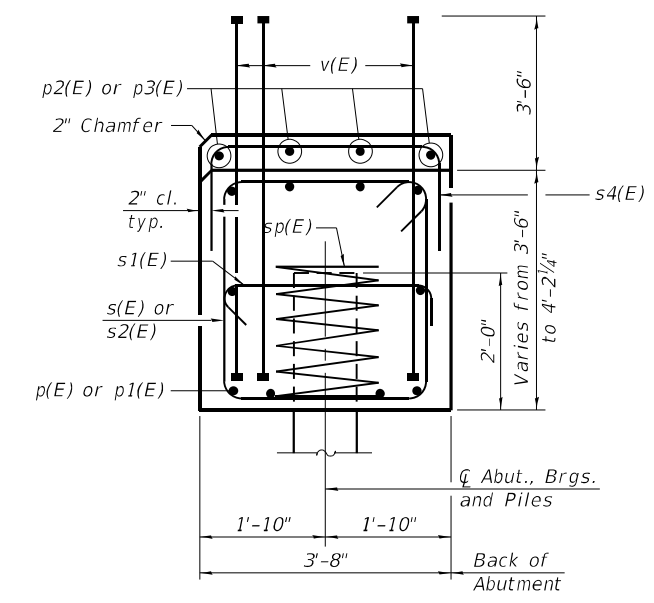
SHEET 34 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	86
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

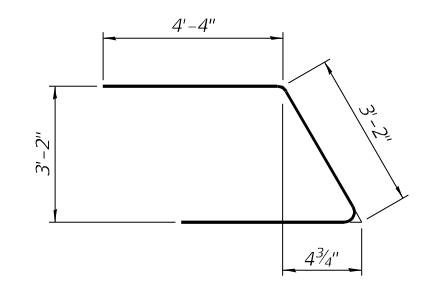
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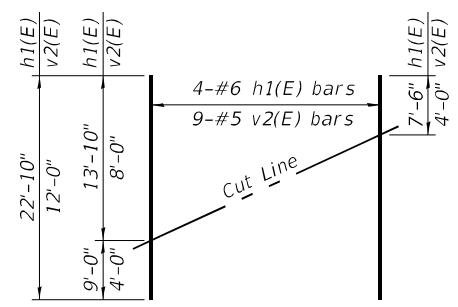
DETAIL A



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

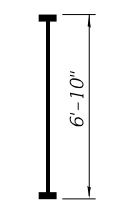


BAR u(E)

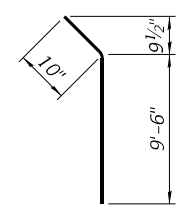


FIELD CUTTING DIAGRAM

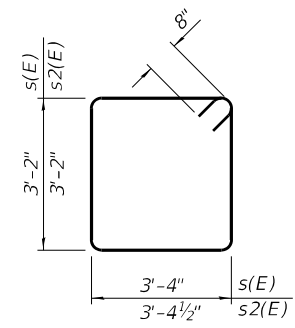
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



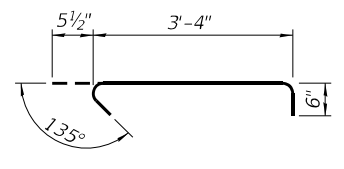
BAR v(E)
 (Headed)



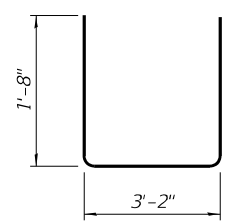
BAR h2(E)



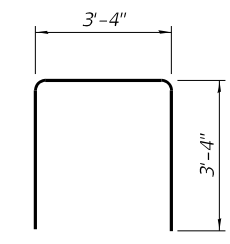
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR s4(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	15'-0"	—
h1(E)	8	#5	22'-10"	—
h2(E)	4	#5	10'-4"	—
p(E)	10	#7	50'-2"	—
p1(E)	10	#7	29'-10"	—
p2(E)	4	#7	14'-0"	—
p3(E)	4	#7	34'-2"	—
s(E)	67	#6	14'-4"	□
s1(E)	20	#5	4'-4"	U
s2(E)	2	#6	14'-5"	□
s3(E)	2	#6	6'-6"	□
s4(E)	49	#6	10'-0"	□
sp(E)	10	#4	2'-0"	W
u(E)	8	#6	11'-10"	—
v(E)	208	#8	6'-10"	—
v1(E)	8	#5	8'-6"	—
v2(E)	18	#5	12'-0"	—
Structure Excavation			Cu. Yd.	152.8
Concrete Structures			Cu. Yd.	47.5
Reinforcement Bars, Epoxy Coated			Pound	9700
Furnishing - Metal Shell Piles, 16x0.312			Foot	540
Driving Piles			Foot	540
Pile Shoes			Each	10

* Length is height of spiral.

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.



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
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PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 053-0193

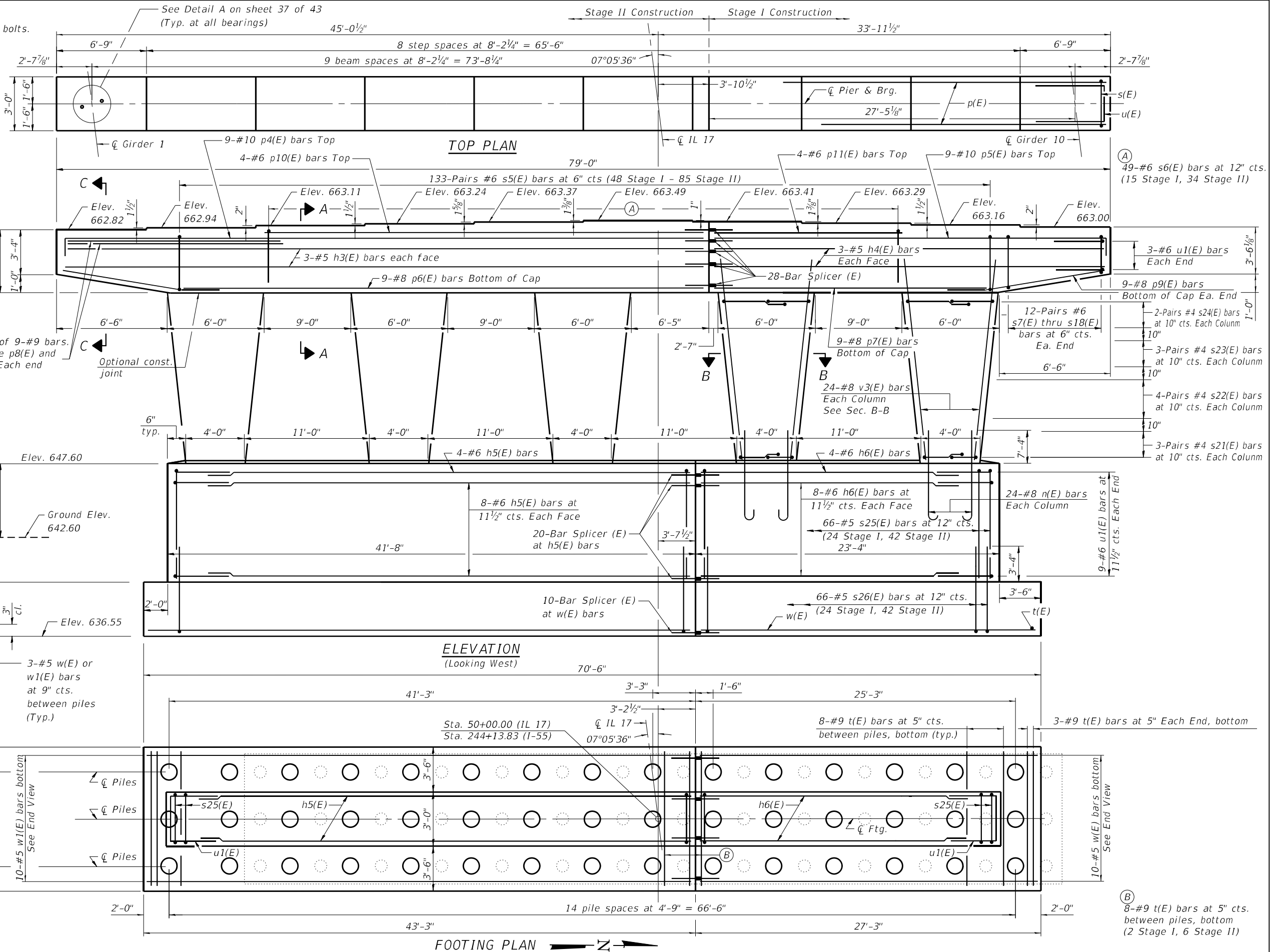
SHEET 35 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	87
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 38 of 43.
 Cut off existing piles at elevation 634.55
 For bar details and Bill of Material
 see sheet 37 of 43.

PILE DATA

Type: Metal Shell 16x0.312 with pile shoe
 Nominal Required Bearing: 330 k
 Factored Resistance Available: 181 k
 Est. Length: 30
 No. Production Piles: 44
 No. Test Piles: 1



MODEL: Default
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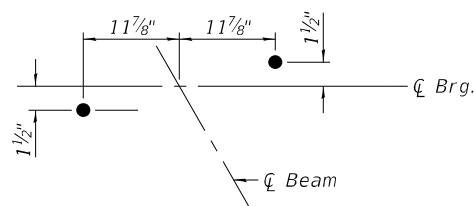
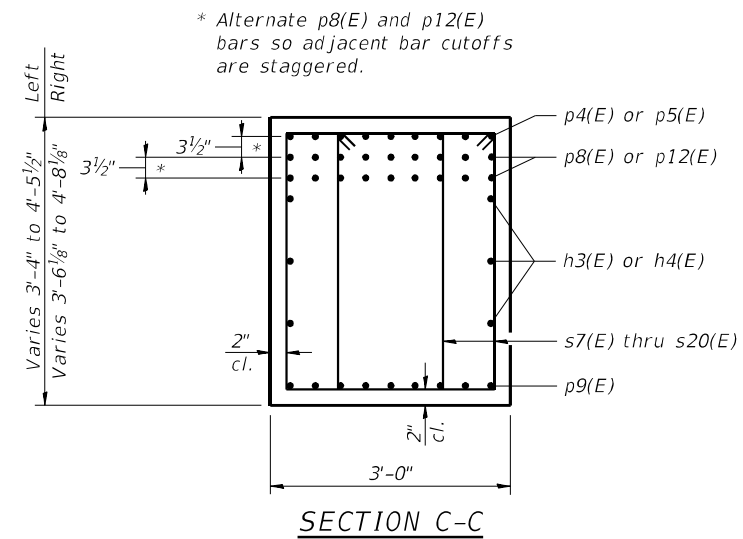
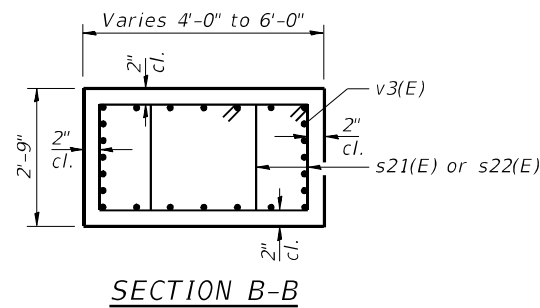
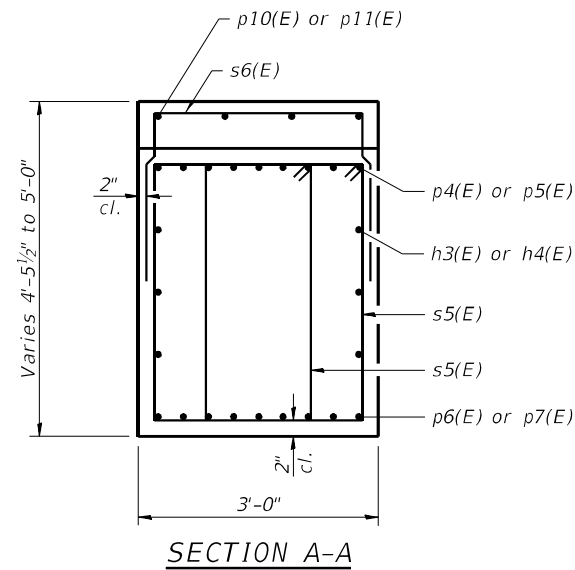
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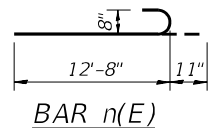
PIER
STRUCTURE NO. 053-0193

SHEET 36 OF 43 SHEETS

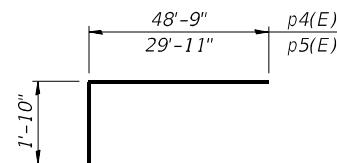
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	88
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



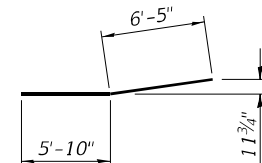
DETAIL A



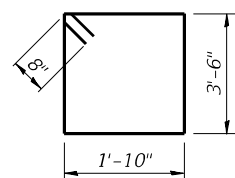
BAR n(E)



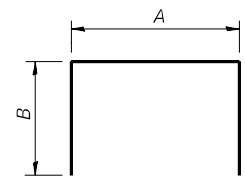
BARS p4(E) & p5(E)



BAR p9(E)



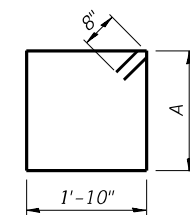
BAR s5(E)



BARS s6(E), s25(E) & s26(E)

A & B DIMENSIONS

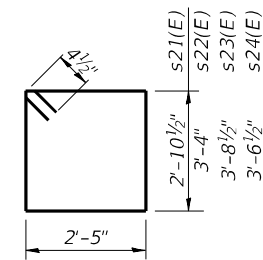
Bar	A	B
s6(E)	2'-8"	3'-6"
s25(E)	2'-8"	7'-8"
s26(E)	2'-8"	6'-1"



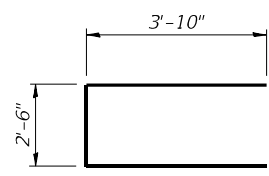
BARS s7(E) thru s20(E)

A DIMENSIONS

Bar	A
s7(E)	3'-11"
s8(E)	3'-10"
s9(E)	3'-9"
s10(E)	3'-8 1/2"
s11(E)	3'-7 1/2"
s12(E)	3'-6 1/2"
s13(E)	3'-5 1/2"
s14(E)	3'-4 1/2"
s15(E)	3'-3 1/2"
s16(E)	3'-2 1/2"
s17(E)	3'-2"
s18(E)	3'-1"



BARS s21(E), s22(E), s23(e), & s24(e)



BAR u1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	6	#5	48'-9"	—
h4(E)	6	#5	29'-11"	—
h5(E)	20	#6	41'-6"	—
h6(E)	20	#6	23'-2"	—
n(E)	120	#8	13'-7"	C
p4(E)	9	#10	50'-7"	—
p5(E)	9	#10	31'-9"	—
p6(E)	9	#8	41'-2"	—
p7(E)	9	#8	22'-4"	—
p8(E)	18	#9	20'-2"	—
p9(E)	18	#8	12'-3"	—
p10(E)	4	#6	33'-8"	—
p11(E)	4	#6	14'-9"	—
p12(E)	18	#9	24'-2"	—
s5(E)	266	#6	12'-0"	□
s6(E)	49	#6	9'-8"	□
s7(E)	4	#6	12'-10"	□
s8(E)	4	#6	12'-8"	□
s9(E)	4	#6	12'-6"	□
s10(E)	4	#6	12'-5"	□
s11(E)	4	#6	12'-3"	□
s12(E)	4	#6	12'-1"	□
s13(E)	4	#6	11'-11"	□
s14(E)	4	#6	11'-9"	□
s15(E)	4	#6	11'-7"	□
s16(E)	4	#6	11'-5"	□
s17(E)	4	#6	11'-4"	□
s18(E)	4	#6	11'-2"	□
s21(E)	30	#4	11'-4"	□
s22(E)	40	#4	12'-3"	□
s23(E)	30	#4	13'-0"	□
s24(E)	20	#4	12'-8"	□
s25(E)	66	#5	18'-0"	□
s26(E)	66	#5	14'-10"	□
t(E)	118	#9	9'-8"	—
u1(E)	24	#6	10'-2"	—
v3(E)	120	#8	14'-8"	—
w(E)	10	#5	27'-1"	—
w1(E)	10	#5	43'-1"	—
Structure Excavation		Cu. Yd.	161.5	
Concrete Structures		Cu. Yd.	204.7	
Reinforcement Bars, Epoxy Coated		Pound	34390	
Furnishing Metal Shell Piles, 16x0.312		Foot	1320	
Driving Piles		Foot	1320	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	45	

MODEL: Default
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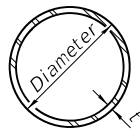


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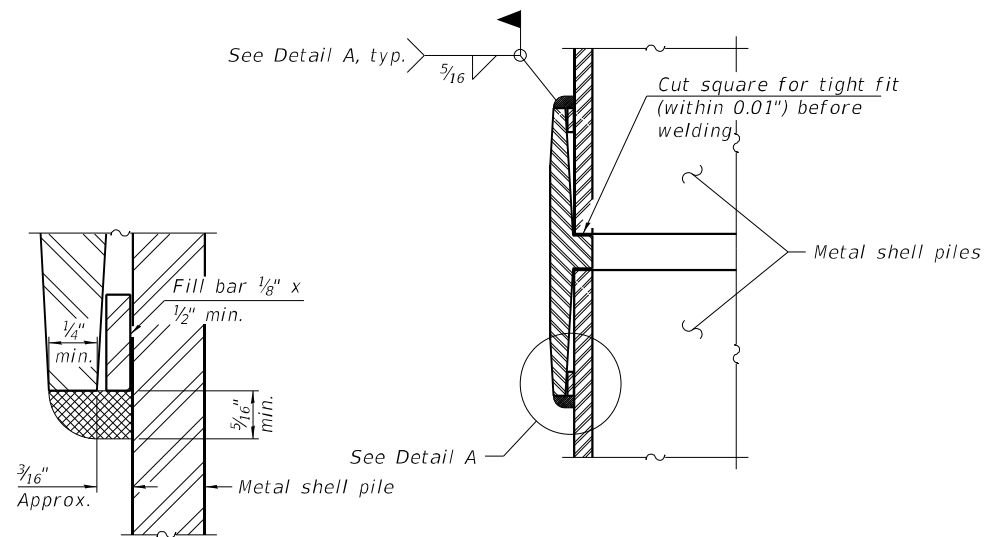
PIER DETAILS
 STRUCTURE NO. 053-0193
 SHEET 37 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	89
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

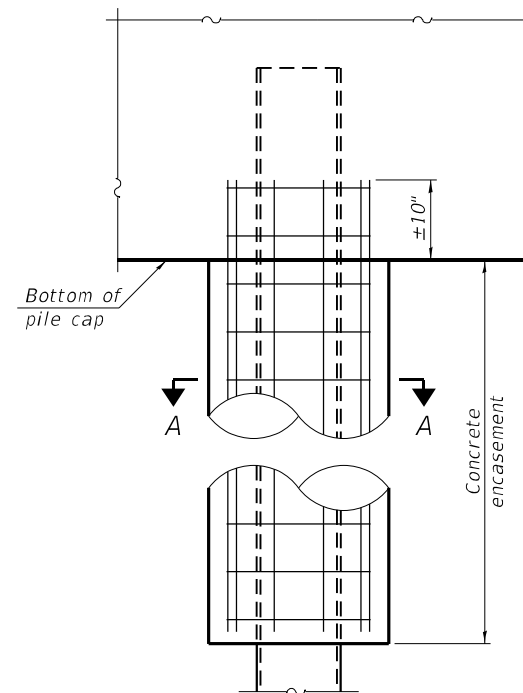


METAL SHELL PILE TABLE

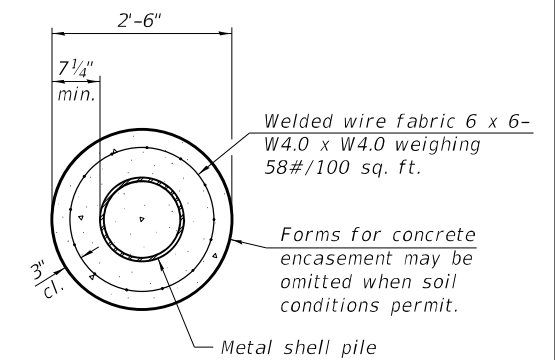
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A

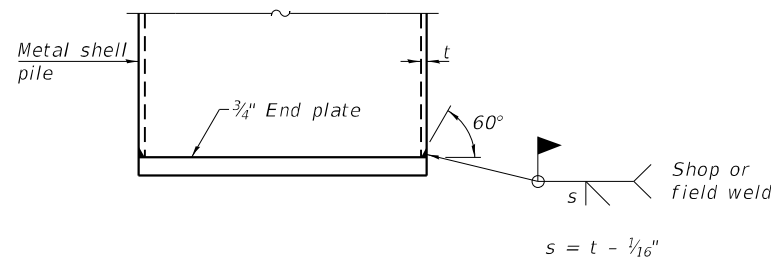


ELEVATION



SECTION A-A

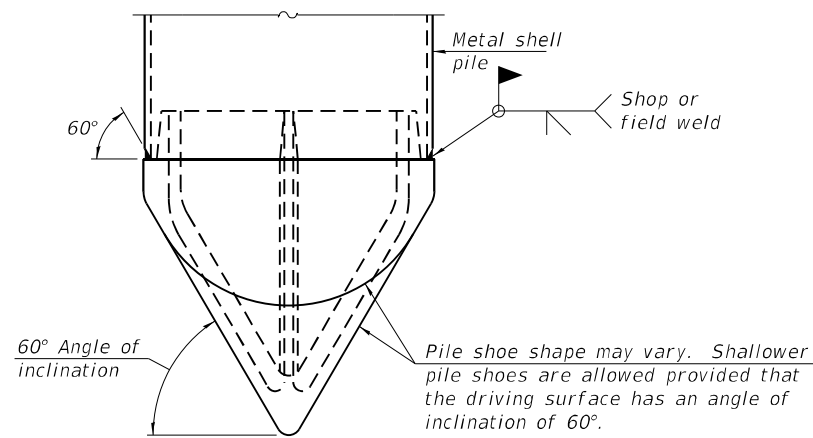
INDIVIDUAL PILE CONCRETE ENCASEMENT
(When specified)



END PLATE ATTACHMENT

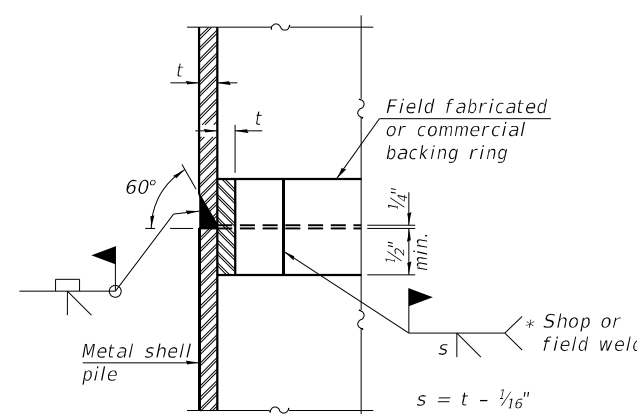
WELDED COMMERCIAL SPLICE

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



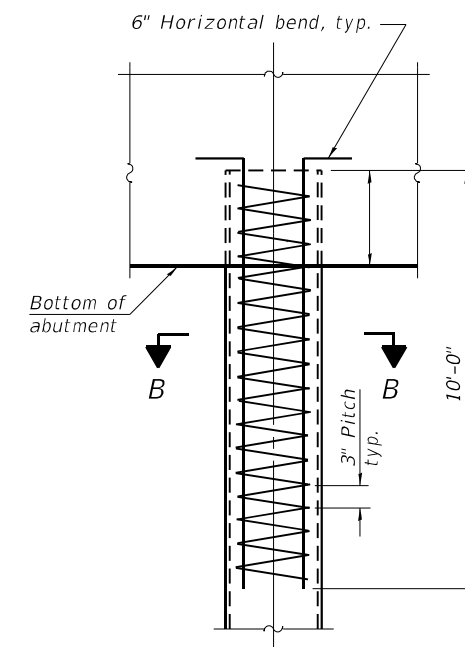
PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

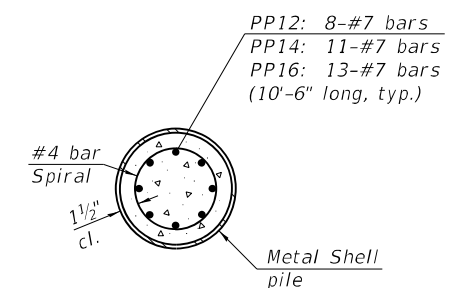


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

MODEL: Default
FILE NAME: G:\Users\6166358-16\DOT\11_17_17 over 1-55-Dwright\Survey_D366F93\Consultant_Data\Chamlin_2022\Structures\0530193-66F93-038-metal-shell-pile-det.dgn
1/26/2023 10:00:34 AM

F-MS 1-1-2020



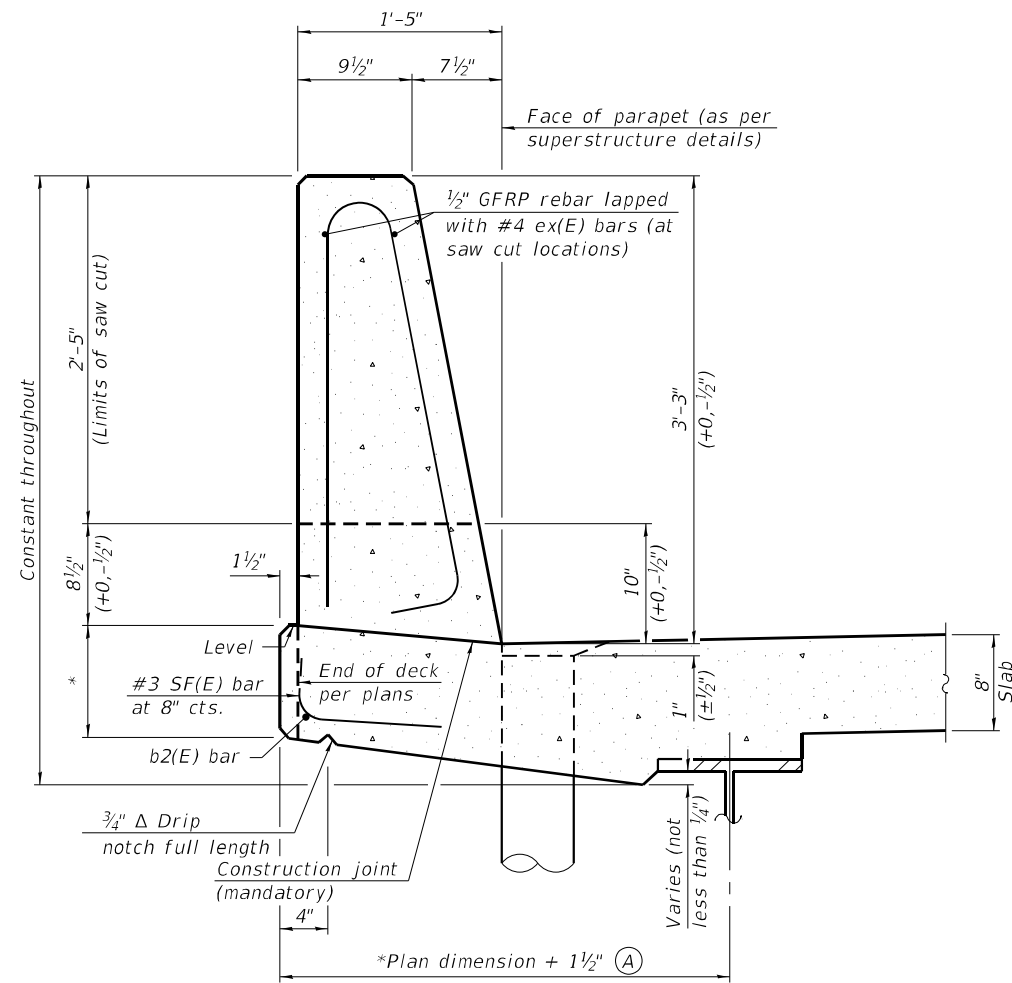
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PLOT SCALE =	CHECKED - DH	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
STRUCTURE NO. 053-0193**

SHEET 38 OF 43 SHEETS

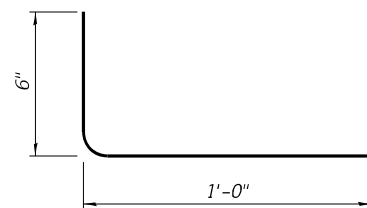
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	90
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



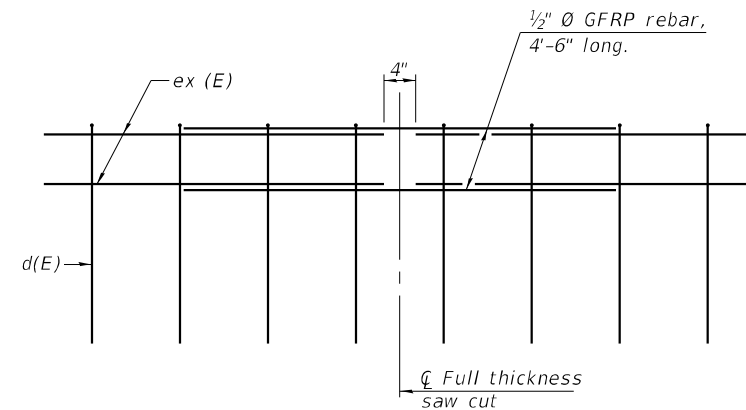
**39" CONSTANT-SLOPE
PARAPET SECTION**

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

*See Superstructure Details.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

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" parapet.
 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.

MODEL: Default
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 1/26/2023 10:00:36 AM



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		CHECKED -	DH	REVISED -	
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PLOT DATE =		CHECKED -	JKC	REVISED -	

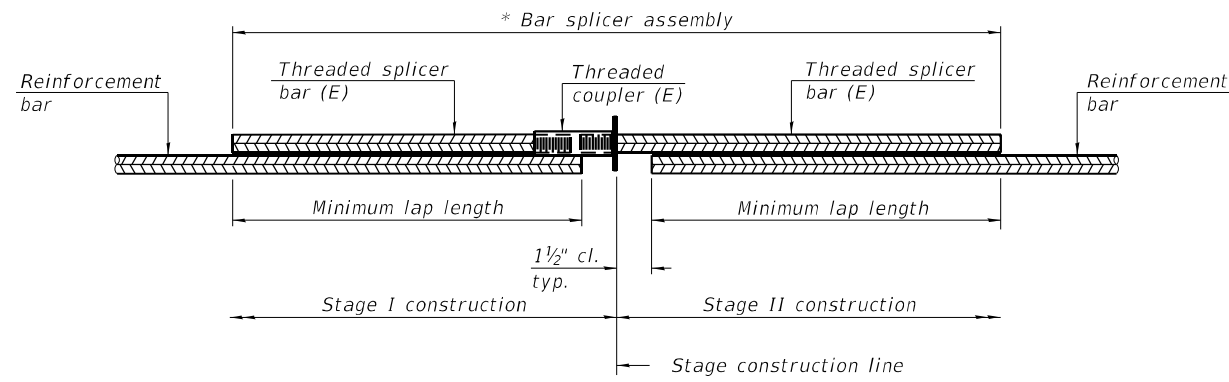
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 053-0193**

SHEET 39 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	91
CONTRACT NO. 66F93				

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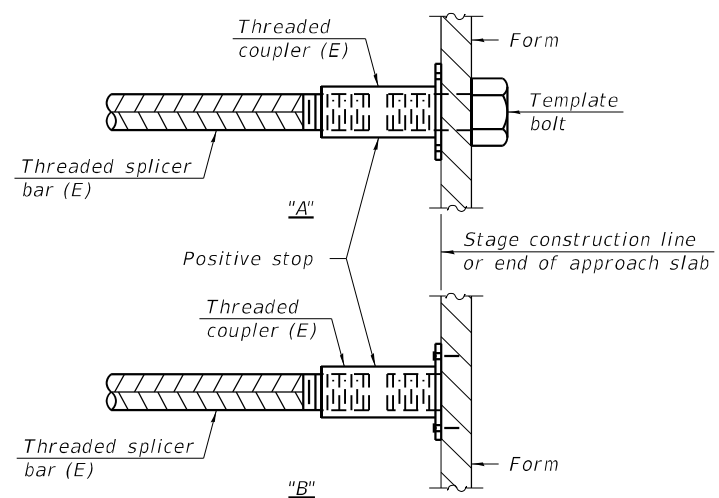


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

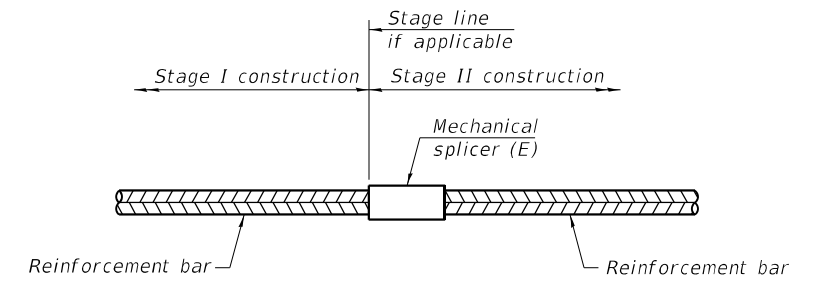
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck (top)	#5	524	3'-6"
Deck (bottom)	#5	322	3'-6"
Back Face of Diaphragms	#6	10	4'-5"
Approach Slab (top)	#5	90	3'-6"
Approach Slab (bottom)	#8	120	4'-9"
Approach Slab (footing)	#5	80	3'-6"
West Abutment	#7	14	5'-0"
East Abutment	#7	14	5'-0"
Pier (cap)	#5	6	3'-2"
Pier (cap)	#10	9	11'-6"
Pier (cap)	#8	9	9'-2"
Pier (cap)	#6	4	4'-4"
Pier (crashwall)	#6	20	4'-4"
Pier (footing)	#5	10	3'-2"



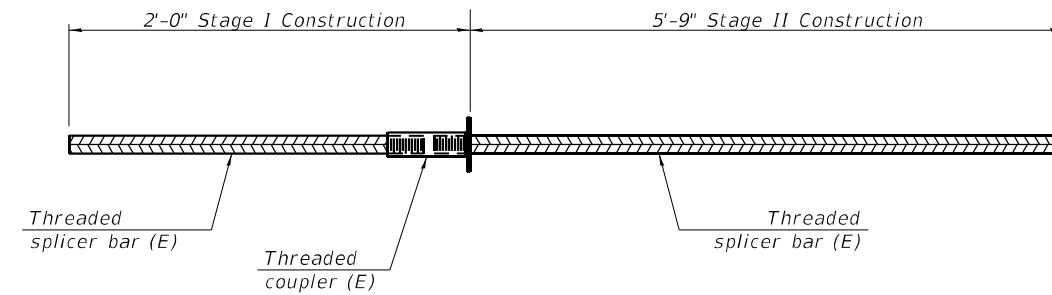
INSTALLATION AND SETTING METHODS

"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 BETWEEN BEAMS (8 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.

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BSD-1

1-1-2020



USER NAME =	CHAMLIN	DESIGNED -	JKC	REVISED -	
		CHECKED -	DH	REVISED -	
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 053-0193

SHEET 40 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	92
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66F93	

SOIL BORING LOG

ROUTE IL 17 & FAI 55 DESCRIPTION IL 17 over I-55 in Dwight, 1.61 miles West of IL 47 LOGGED BY Larry Myers

SECTION 53-1 HB LOCATION NW 1/4, SEC. 8, TWP. 30N, RNG. 7E,

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BLOW COUNT	UCS	MOISTURE	Surface Water Elev.	Stream Bed Elev.	GROUNDWATER	First Encounter	Upon Completion	After
053-0114 (Exist.)	50+00.00	(ft)	(/6")	(tsf)	(ft)	(ft)	(ft)	(/6")	(tsf)	(%)
Augered HMA, Concrete, Brown Fine Fill Sand					665.85		Hard Gray/Brown Silty Clay Loam Till Fill (continued)			
Medium to Very Stiff Gray Silty Clay Loam Fill		3	0.5	21						
Hard Gray/Brown Silty Clay Loam Till Fill		3	4.5	19	661.35		Hard Brown/Gray Silty Clay Loam/Clay Loam Till			
Hard Brown Silty Clay Loam Till		6	4.5	18						
Very Stiff Gray Silty Clay Loam/Silty Clay Till		4	4.5	19						

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 IL 17 & FAI 55 DESCRIPTION IL 17 over I-55 in Dwight, 1.61 miles West of IL 47 LOGGED BY Larry Myers

SECTION 53-1 HB LOCATION NW 1/4, SEC. 8, TWP. 30N, RNG. 7E,

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BLOW COUNT	UCS	MOISTURE	Surface Water Elev.	Stream Bed Elev.	GROUNDWATER	First Encounter	Upon Completion	After
053-0114 (Exist.)	50+00.00	(ft)	(/6")	(tsf)	(ft)	(ft)	(ft)	(/6")	(tsf)	(%)
Very Stiff Gray Silty Clay Loam/Silty Clay Till (continued)		4	2.5	22			Hard Gray Silty Clay Loam Till with Layers/Seams of Gray Silt (continued)			
Hard Gray Silty Clay Loam Till		6	2.7	26						
Hard Gray Silty Clay Loam Till		10	2.9	27						
Hard Gray Silty Clay Loam Till		5	3.4	26						
Very Stiff Gray Silty Clay Loam Till with Free Water @ 55.0'		6	6.5	15						
Hard Gray Silty Clay Loam Till with Layers/Seams of Gray Silt		4	3.3	17						

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

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CHECKED - DH	REVISIONS -	
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS
STRUCTURE NO. 053-0193**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	93
CONTRACT NO. 66F93				

SOIL BORING LOG

ROUTE IL 17 & FAI 55 DESCRIPTION IL 17 over I-55 in Dwight, 1.61 miles West of IL 47 LOGGED BY Larry Myers

SECTION 53-1 HB LOCATION NW 1/4, SEC. 8, TWP. 30N, RNG. 7E,
Latitude 41.09354, Longitude -88.45053

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	GROUNDWATER Elev.:	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)
053-0114 (Exist.)	50+00.00											
3 (Pier)	49+90(IL 17)											
	64.3 ft Lt.											
	643.33 ft											
Augered Black Silty Clay Loam Fill						Very Stiff Gray Silty Clay Till (continued)						
						621.33						
640.83												
Hard to Very Stiff Brown/Gray Silty Clay Loam Till Fill						Medium, Gray, Fine Sand, Fine Gravel, Silt, Clay, Interbedded						
						618.3						
-5												
4						Hard Gray Silty Clay Loam Till						
5												
7												
636.33												
Hard Gray Silty Clay Loam Till												
						-10						
4												
6												
9												
10												
-15												
4												
6												
9												
626.33												
Very Stiff Gray Silty Clay Till						Hard Dark Gray Silty Clay Loam Till						
						606.33						
3												
3												
3												
-20												

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

ROUTE IL 17 & FAI 55 DESCRIPTION IL 17 over I-55 in Dwight, 1.61 miles West of IL 47 LOGGED BY Larry Myers

SECTION 53-1 HB LOCATION NW 1/4, SEC. 8, TWP. 30N, RNG. 7E,
Latitude 41.09354, Longitude -88.45053

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	GROUNDWATER Elev.:	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)
053-0114 (Exist.)	50+00.00											
3 (Pier)	49+90(IL 17)											
	64.3 ft Lt.											
	643.33 ft											
Hard Dark Gray Silty Clay Loam Till (continued)												
						12						
						18						
						20						
						11						
						18						
						22						
						-45						
						10						
						18						
						18						
						12						
						21						
						21						
						-50						
						11						
						21						
						22						
						591.83						
End of Boring												
						-55						
						-60						

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING 053-0114.GPJ_IL_DOT.GDT 5/17/21



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CHECKED -	DH	REVISED -			
PLOT SCALE =		DRAWN -	NV	REVISED -	
PLOT DATE =		CHECKED -	JKC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 053-0193

SHEET 43 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-1HB)BR	LIVINGSTON	137	95
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

B.M. (U.S.C. & G.S.) VICK A.C.I.-Elev. 619.37,
Concrete Brass Cap, 35' Lt. of T.I. #7
Sta. 72+59

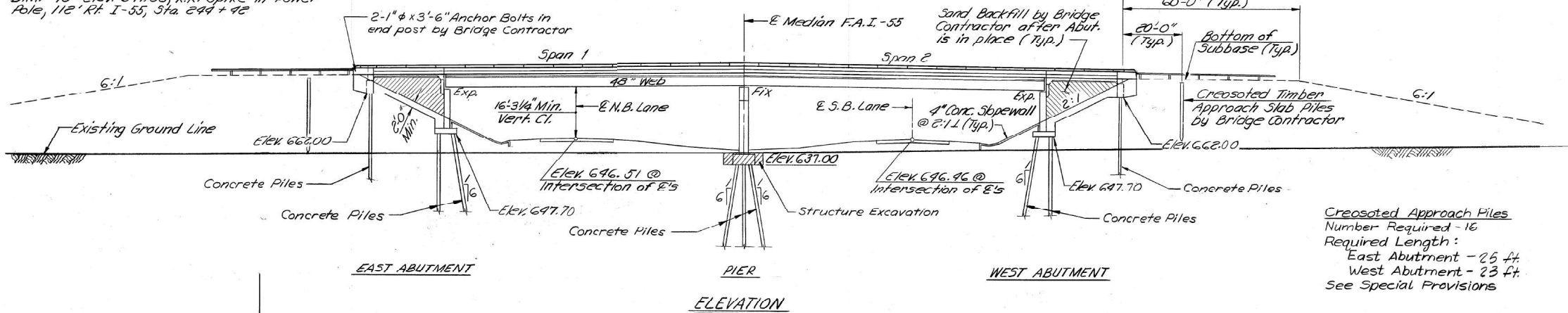
B.M. #40 - Elev. 641.00, R.R. Spike in Power
Pole, 112' Rt. I-55, Sta. 244+42

STATE OF ILLINOIS

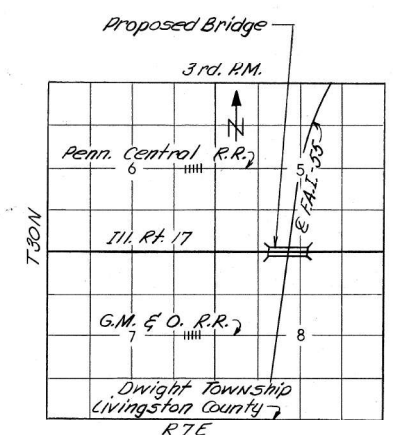
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FA. I-55	53-1HB	LIVINGSTON	57	22	SHEETS 15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-55-5	58213		

STATION 244+13.83
BUILT 197 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 53-1HB
F.A. PROJ. I-55-5(53)
LOADING H520

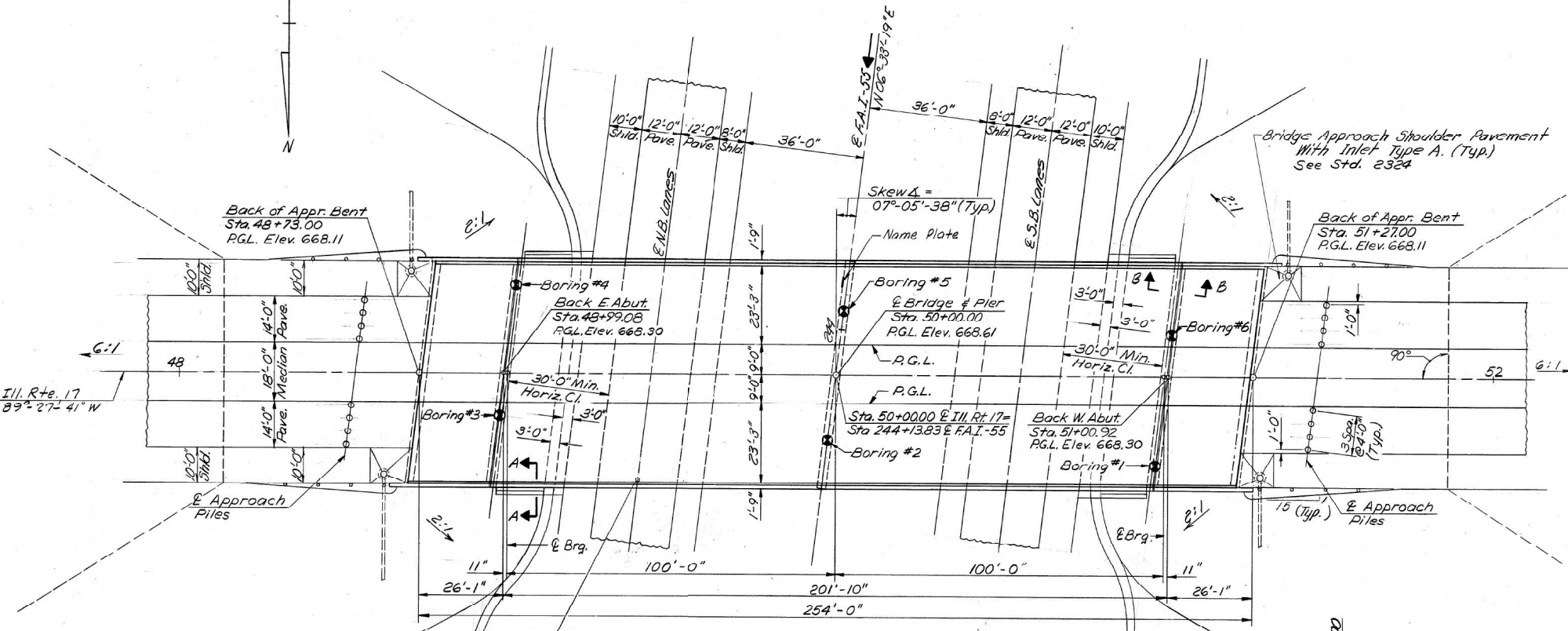
NAME PLATE
(See Std. 2113)



Creosoted Approach Piles
Number Required - 16
Required Length:
East Abutment - 25 ft.
West Abutment - 23 ft.
See Special Provisions



LOCATION SKETCH



TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	C.Y.		132	132
Class X Concrete	C.Y.	634.9	440.8	1075.7
Structural Steel	L.B.	1		1
Stud Shear Connectors	Ea.	3096		3096
Aluminum Railing	L.F.	523		523
Reinforcement Bars	L.B.	149,520	63,314	202,834
Concrete Piles	L.F.		6,180	6,180
Test Piles (Concrete)	Ea.		3	3
Creosoted Piles (20.1-39)	L.F.		334	334
Name Plate	Ea.		1	1
Sand Backfill	C.Y.		689	689
Slope Wall (4")	S.Y.		450	450
Preformed Joint Sealer	L.F.	137		137
Protective Coat	S.Y.	695		695
Bit. Conc. Surface Course, Class I	Tons	110		110
Coal Tar Interlayer Protective Coat	S.Y.	1350		1350

Calculated weight of structural steel = 442,100#

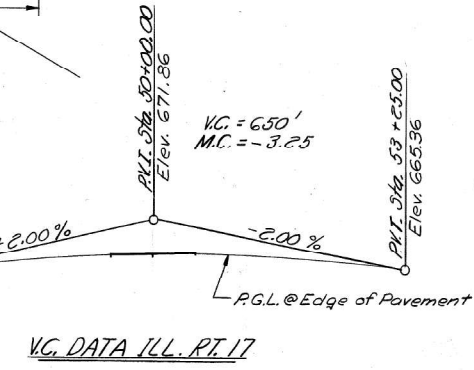
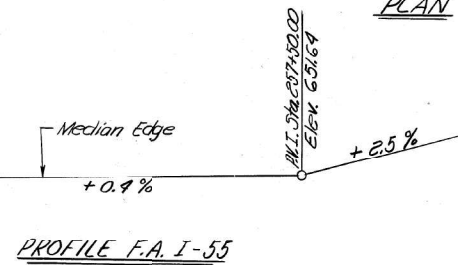
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Handwritten Signature
Engineer of Bridge and Traffic Structures

GENERAL PLAN & ELEVATION
PROJECT I-55-5() 213
ILL. 17 OVER F.A.I.-55
SECTION 53-1HB
LIVINGSTON COUNTY
STA. 244 + 13.83 & F.A.I.-55

McFARLAND - JOHNSON CONSULTING ENGINEERS

DESIGNED P.H. CHHEDA	19
CHECKED S.J. SHAH	EXAMINED ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN T.D. HRANEK	PASSED ENGINEER OF DESIGN
CHECKED R.C. THOMPSON	APPROVED CHIEF HIGHWAY ENGINEER

Pt. of min. Vertical Clearance
56' Rt. of Sta. 244+32.02 & F.A.I.-55
31' Rt. of Sta. 249+39.64 & ILL. RT. 17



BRUNING 44132 13726

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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

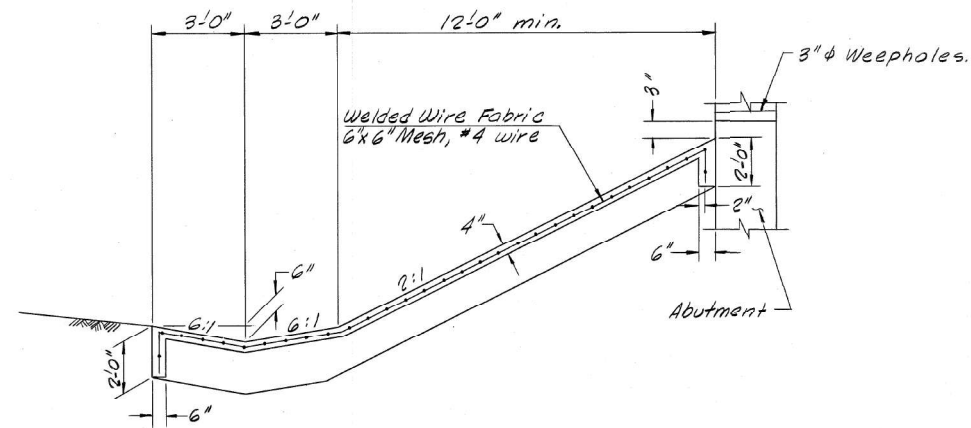
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

SCALE: SHEET 1 OF 13 SHEETS STA. TO STA.

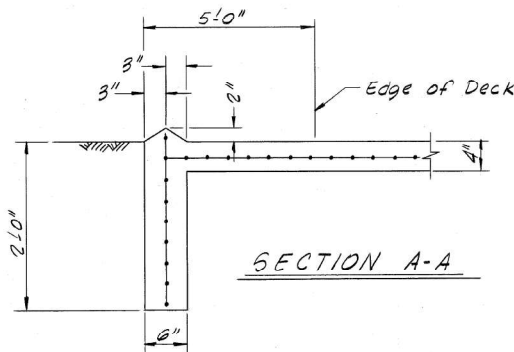
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	96
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. I-55	53-IHB	LIVINGSTON	57	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-55-5	213	

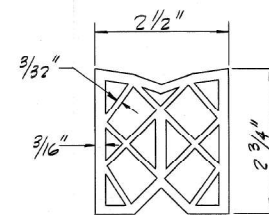


SECTION B-B

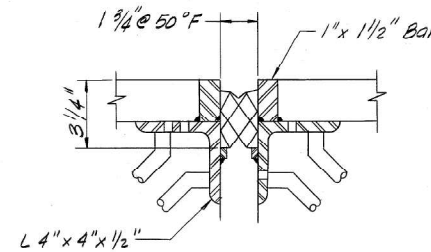
Note:
For location of Sections,
see General Plan, Sheet No. 1



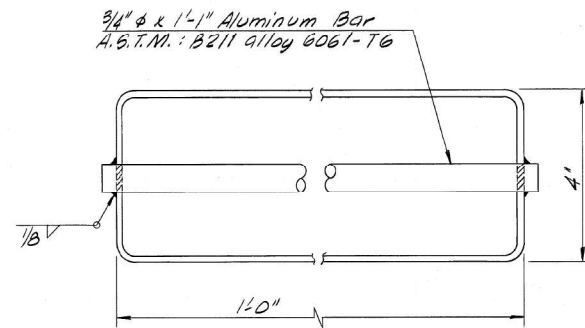
SECTION A-A



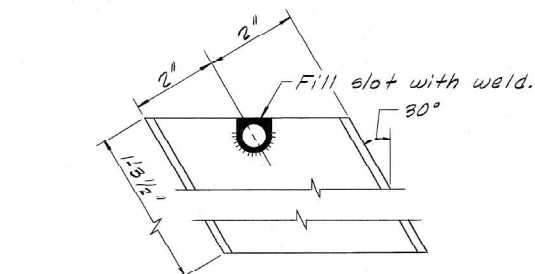
PREFORMED JOINT SEALER



END VIEW



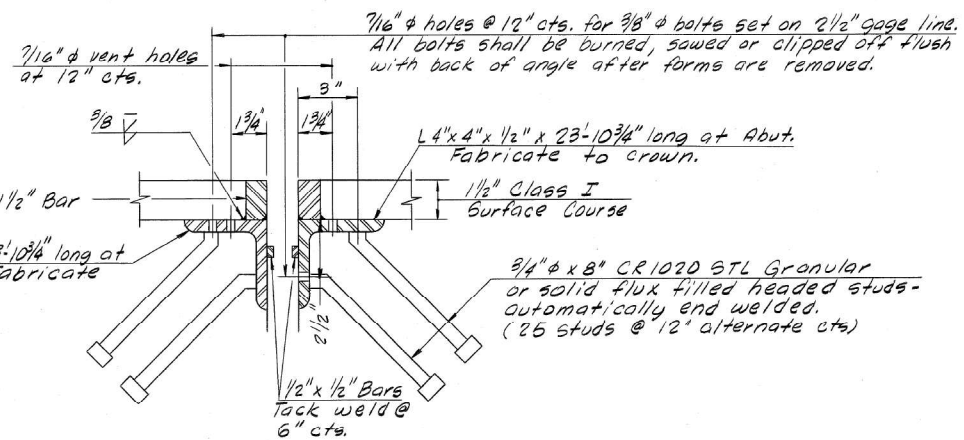
TOP VIEW



3/16" Aluminum Sheets welded A.S.T.M. B209 alloy 6061-T6 or Aluminum Extrusions A.S.T.M. B221 alloy 6061-T6.

FLOOR DRAIN DETAILS

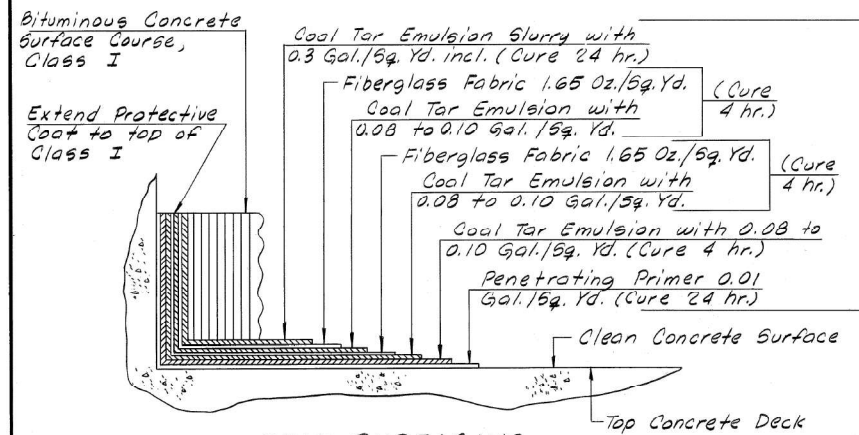
(Cost incidental to Class X Concrete)



ARMORED JOINT DETAIL

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 5/16" φ, unless otherwise noted.
The basic lead silico chromate paint system shall be used for shop and field painting of structural steel.
Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
Anchor bolts shall be set before bolting diaphragms over supports.
Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58# per 100 sq. ft.
The Contractor shall drive 3 concrete test piles in a permanent location, one each at the East Appr. Bent, the West Abut. and one at the pier as directed by the Engineer before ordering the remainder of piles.
Concrete piles at abutments shall be driven in holes precast through the embankment in accordance with Article 513.09(c) of the Standard Specifications.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
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 Handrail Concrete.
All structural steel shall comply with the specification for structural steel A.S.T.M. Designation A-36.
Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.



DECK SURFACING

with Coal Tar Interlayer Protective Coat

To be paid for as Coal Tar Interlayer Protective Coat

DESIGN STRESSES

$f_c = 1,200$ p.s.i. (Deck)
 $f_c = 1,400$ p.s.i. (Substructure, Curb and Parapet)
 $f_s = 20,000$ p.s.i. (Reinforcement)
 $f_s = 20,000$ p.s.i. (Structural Steel A-36)
 $n = 10$
 $v = 75$ p.s.i. (Footings)
Loading HS 20-44.
HS 15-44 (Median Slab)

MISCELLANEOUS

ILL. - 17 SEC. 53 - IHB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ FA. I-55

DESIGNED	J. J. REHAK	19
CHECKED	R. C. THOMPSON	EXAMINED
DRAWN	J. J. REHAK	PASSED
CHECKED	R. C. THOMPSON	APPROVED

BRUNING 44-112 13726

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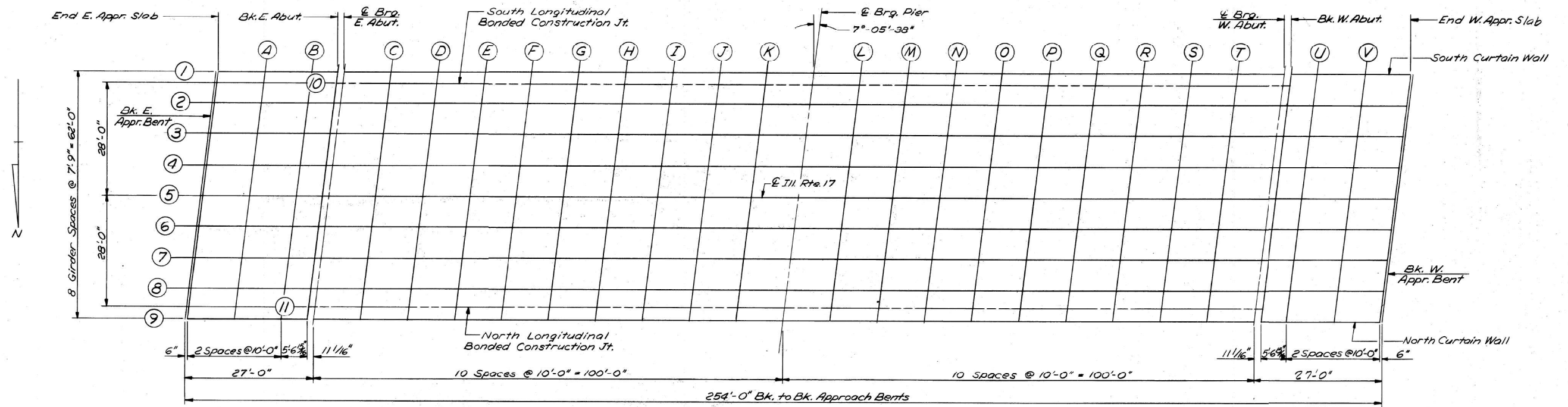
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PLOT SCALE	=	DRAWN	- NV	REVISED	-
PLOT DATE	=	CHECKED	- JKC	REVISED	-
		DATE	- 01/26/2023	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

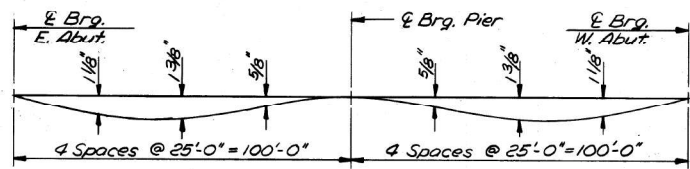
EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

SCALE: SHEET 2 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	97
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



PLAN



LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
End E. Appr. Slab	1	4877.357	-31.000	667.803	667.803
	2	4876.393	-23.250	667.917	667.917
	3	4875.428	-15.500	668.030	668.030
	4	4874.464	-7.750	668.144	668.144
	5	4873.500	0.000	668.257	668.257
	6	4872.535	7.750	668.370	668.370
	7	4871.571	15.500	668.484	668.484
	8	4870.606	23.250	668.597	668.597
	9	4869.642	31.000	668.710	668.710
A	1	4887.357	-31.000	667.875	667.875
	2	4886.393	-23.250	667.990	667.990
	3	4885.428	-15.500	668.104	668.104
	4	4884.464	-7.750	668.218	668.218
	5	4883.500	0.000	668.332	668.332
	6	4882.535	7.750	668.446	668.446
	7	4881.571	15.500	668.560	668.560
	8	4880.606	23.250	668.674	668.674
	9	4879.642	31.000	668.788	668.788
B	1	4897.357	-31.000	667.942	667.942
	2	4896.393	-23.250	668.057	668.057
	3	4895.428	-15.500	668.171	668.171
	4	4894.464	-7.750	668.286	668.286
	5	4893.500	0.000	668.400	668.400
	6	4892.535	7.750	668.514	668.514
	7	4891.571	15.500	668.629	668.629
	8	4890.606	23.250	668.743	668.743
	9	4889.642	31.000	668.857	668.857
Bk. E. Abut.	1	4902.927	-31.000	667.976	667.976
	2	4901.973	-23.250	668.091	668.091
	3	4901.008	-15.500	668.206	668.206
	4	4900.044	-7.750	668.321	668.321
	5	4899.079	0.000	668.436	668.436
	6	4898.115	7.750	668.550	668.550
	7	4897.151	15.500	668.665	668.665
	8	4896.186	23.250	668.780	668.780
	9	4895.222	31.000	668.894	668.894

LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Bk. W. Abut.	1	5104.777	-31.000	667.928	667.928
	2	5103.813	-23.250	668.042	668.042
	3	5102.848	-15.500	668.156	668.156
	4	5101.884	-7.750	668.270	668.270
	5	5100.920	0.000	668.384	668.384
	6	5099.955	7.750	668.498	668.498
	7	5098.991	15.500	668.612	668.612
	8	5098.026	23.250	668.726	668.726
	9	5097.062	31.000	668.840	668.840
U	1	5114.777	-31.000	667.861	667.861
	2	5113.813	-23.250	667.975	667.975
	3	5112.848	-15.500	668.089	668.089
	4	5111.884	-7.750	668.203	668.203
	5	5110.920	0.000	668.317	668.317
	6	5109.955	7.750	668.431	668.431
	7	5108.991	15.500	668.545	668.545
	8	5108.026	23.250	668.659	668.659
	9	5107.062	31.000	668.773	668.773
V	1	5124.777	-31.000	667.787	667.787
	2	5123.813	-23.250	667.901	667.901
	3	5122.848	-15.500	668.015	668.015
	4	5121.884	-7.750	668.129	668.129
	5	5120.920	0.000	668.243	668.243
	6	5119.955	7.750	668.357	668.357
	7	5118.991	15.500	668.471	668.471
	8	5118.026	23.250	668.585	668.585
	9	5117.062	31.000	668.699	668.699
End W. Appr. Slab	1	5130.357	-31.000	667.743	667.743
	2	5129.393	-23.250	667.857	667.857
	3	5128.428	-15.500	667.971	667.971
	4	5127.464	-7.750	668.085	668.085
	5	5126.500	0.000	668.199	668.199
	6	5125.535	7.750	668.313	668.313
	7	5124.571	15.500	668.427	668.427
	8	5123.606	23.250	668.541	668.541
	9	5122.642	31.000	668.655	668.655

DESIGNED P.H. CHHEDA	EXAMINED
CHECKED J.E. SWINK	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN T.D. HRANEK	PASSED
CHECKED R.P. JAHNELKA	APPROVED
	CHIEF HIGHWAY ENGINEER

TOP OF SURFACE COURSE ELEVATIONS
 ILL.-17 SEC. 53-1HB
 LIVINGSTON COUNTY
 STA. 244 + 13.83 @ F.A. I-55

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 BRUNING 44-132 13726



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
 (FOR INFORMATION ONLY)

SCALE: SHEET 3 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	98
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS

LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
E. Brg. E. Abut.	10	4903.484	-28.000	668.026	668.026
	11	4896.515	28.000	667.983	667.983
C	10	4913.484	-28.000	668.082	668.127
	11	4906.515	28.000	668.044	668.088
D	10	4923.484	-28.000	668.133	668.214
	11	4916.515	28.000	668.098	668.180
E	10	4933.484	-28.000	668.177	668.283
	11	4926.515	28.000	668.147	668.253
F	10	4943.484	-28.000	668.214	668.330
	11	4936.515	28.000	668.189	668.305
G	10	4953.484	-28.000	668.246	668.356
	11	4946.515	28.000	668.225	668.335
H	10	4963.484	-28.000	668.272	668.363
	11	4956.515	28.000	668.255	668.346
I	10	4973.484	-28.000	668.291	668.359
	11	4966.515	28.000	668.278	668.342
J	10	4983.484	-28.000	668.304	668.340
	11	4976.515	28.000	668.296	668.331
K	10	4993.484	-28.000	668.311	668.324
	11	4986.515	28.000	668.307	668.319
E. Brg. Pier	10	5003.484	-28.000	668.312	668.312
	11	4996.515	28.000	668.312	668.312

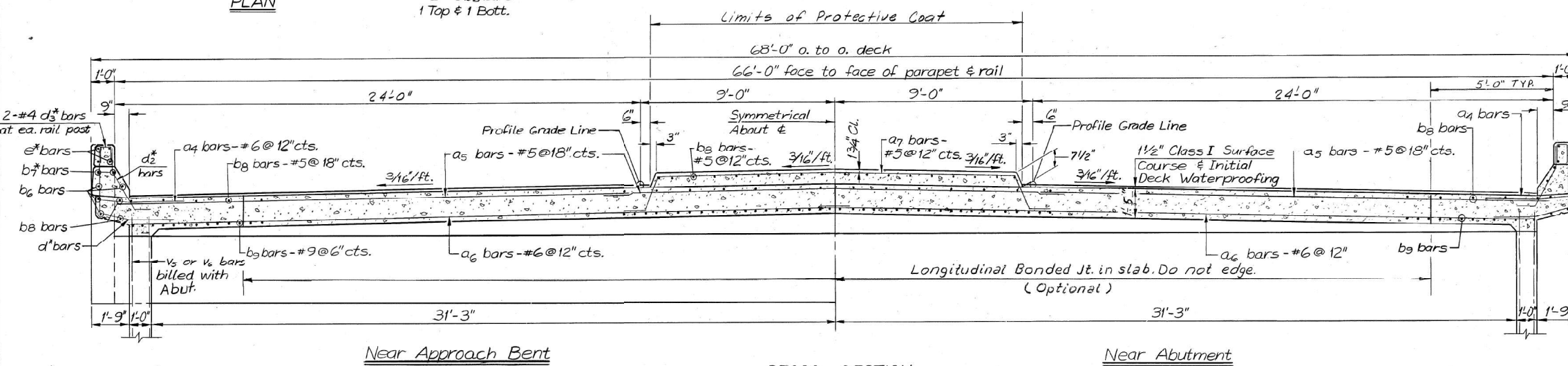
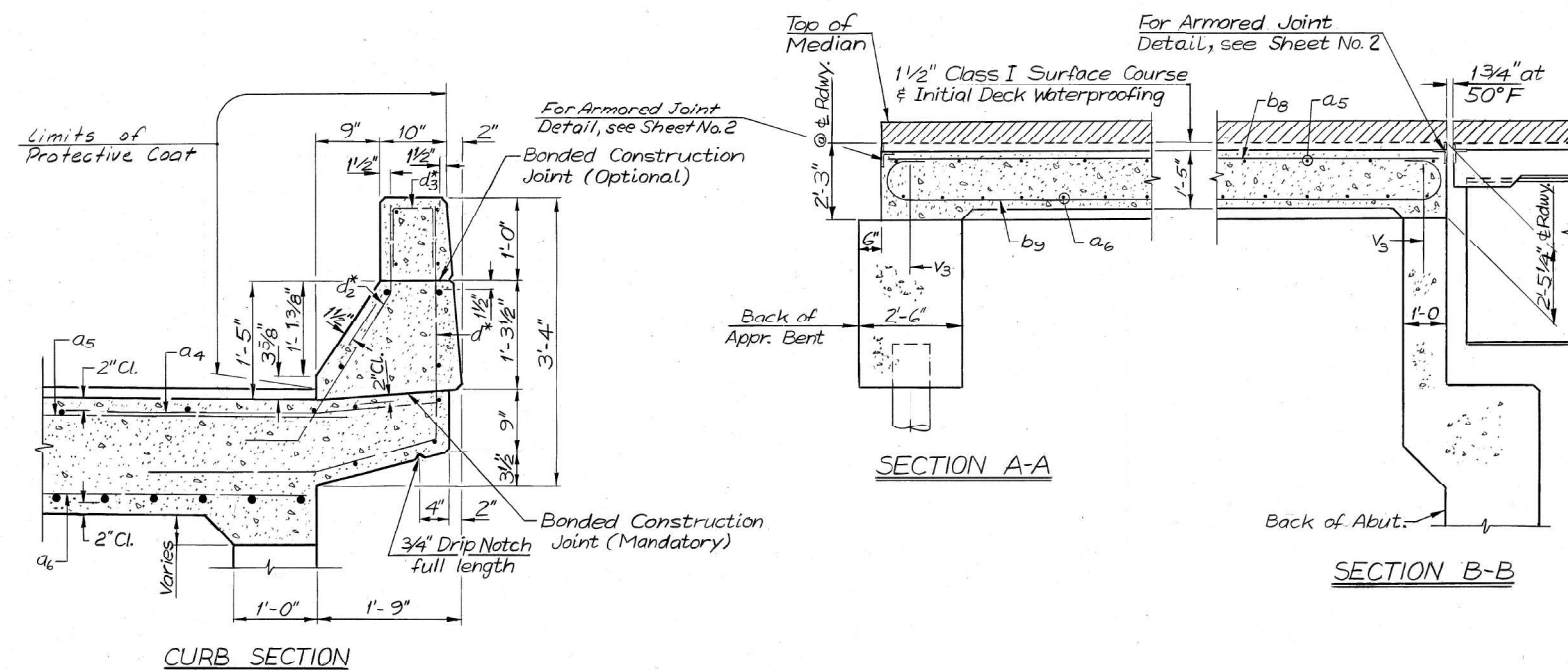
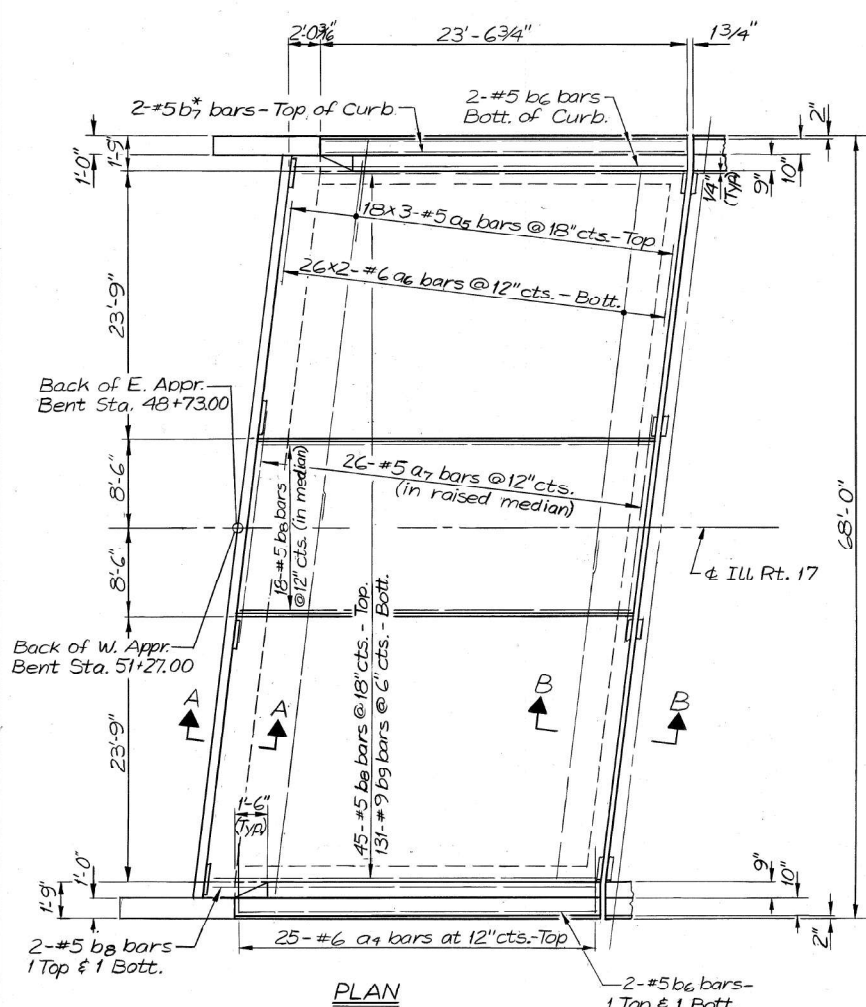
LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
L	10	5013.484	-28.000	668.307	668.319
	11	5006.515	28.000	668.311	668.324
M	10	5023.484	-28.000	668.296	668.331
	11	5016.515	28.000	668.304	668.340
N	10	5033.484	-28.000	668.278	668.342
	11	5026.515	28.000	668.291	668.355
O	10	5043.484	-28.000	668.255	668.346
	11	5036.515	28.000	668.272	668.363
P	10	5053.484	-28.000	668.225	668.335
	11	5046.515	28.000	668.246	668.356
Q	10	5063.484	-28.000	668.189	668.305
	11	5056.515	28.000	668.214	668.330
R	10	5073.484	-28.000	668.147	668.253
	11	5066.515	28.000	668.177	668.283
S	10	5083.484	-28.000	668.098	668.180
	11	5076.515	28.000	668.133	668.214
T	10	5093.484	-28.000	668.044	668.088
	11	5086.515	28.000	668.082	668.127
E. Brg. W. Abut.	10	5103.484	-28.000	667.983	667.983
	11	5096.515	28.000	668.026	668.026

DESIGNED	P. H. CHHEDA	EXAMINED	19
CHECKED	J. E. SWINK	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	
DRAWN	J. E. SWINK	ENGINEER OF DESIGN	
CHECKED	R. C. THOMPSON	CHEF HIGHWAY ENGINEER	

LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
E. Brg. E. Abut.	1	4903.857	-31.000	667.981	667.981
	2	4902.893	-23.250	668.097	668.097
	3	4901.928	-15.500	668.212	668.212
	4	4900.964	-7.750	668.327	668.327
	5	4900.000	0.000	668.442	668.442
	6	4899.035	7.750	668.557	668.557
	7	4898.071	15.500	668.672	668.672
	8	4897.106	23.250	668.787	668.787
	9	4896.142	31.000	667.934	667.934
C	1	4913.857	-31.000	668.082	668.082
	2	4912.893	-23.250	668.198	668.198
	3	4911.928	-15.500	668.313	668.313
	4	4910.964	-7.750	668.428	668.428
	5	4910.000	0.000	668.543	668.543
	6	4909.035	7.750	668.658	668.658
	7	4908.071	15.500	668.773	668.773
	8	4907.106	23.250	668.888	668.888
	9	4906.142	31.000	667.995	667.995
D	1	4923.857	-31.000	668.088	668.169
	2	4922.893	-23.250	668.204	668.286
	3	4921.928	-15.500	668.320	668.402
	4	4920.964	-7.750	668.436	668.518
	5	4920.000	0.000	668.552	668.634
	6	4919.035	7.750	668.667	668.759
	7	4918.071	15.500	668.783	668.895
	8	4917.106	23.250	668.899	669.031
	9	4916.142	31.000	668.050	668.131
E	1	4933.857	-31.000	668.131	668.238
	2	4932.893	-23.250	668.248	668.355
	3	4931.928	-15.500	668.365	668.472
	4	4930.964	-7.750	668.482	668.588
	5	4930.000	0.000	668.599	668.705
	6	4929.035	7.750	668.674	668.820
	7	4928.071	15.500	668.739	668.935
	8	4927.106	23.250	668.823	669.050
	9	4926.142	31.000	668.098	668.205
F	1	4943.857	-31.000	668.169	668.285
	2	4942.893	-23.250	668.286	668.402
	3	4941.928	-15.500	668.404	668.520
	4	4940.964	-7.750	668.521	668.637
	5	4940.000	0.000	668.639	668.755
	6	4939.035	7.750	668.754	668.873
	7	4938.071	15.500	668.869	668.990
	8	4937.106	23.250	668.984	669.107
	9	4936.142	31.000	668.140	668.256
G	1	4953.857	-31.000	668.200	668.311
	2	4952.893	-23.250	668.319	668.429
	3	4951.928	-15.500	668.437	668.547
	4	4950.964	-7.750	668.555	668.665
	5	4950.000	0.000	668.673	668.783
	6	4949.035	7.750	668.791	668.901
	7	4948.071	15.500	668.909	669.019
	8	4947.106	23.250	669.027	669.137
	9	4946.142	31.000	668.177	668.311
H	1	4963.857	-31.000	668.226	668.317
	2	4962.893	-23.250	668.344	668.436
	3	4961.928	-15.500	668.463	668.554
	4	4960.964	-7.750	668.582	668.673
	5	4960.000	0.000	668.700	668.791
	6	4959.035	7.750	668.819	668.910
	7	4958.071	15.500	668.938	669.029
	8	4957.106	23.250	669.057	669.148
	9	4956.142	31.000	668.207	668.296
I	1	4973.857	-31.000	668.245	668.309
	2	4972.893	-23.250	668.364	668.428
	3	4971.928	-15.500	668.483	668.547
	4	4970.964	-7.750	668.602	668.666
	5	4970.000	0.000	668.721	668.785
	6	4969.035	7.750	668.840	668.904
	7	4968.071	15.500	668.959	669.023
	8	4967.106	23.250	669.078	669.142
	9	4966.142	31.000	668.231	668.295
J	1	4983.857	-31.000	668.293	668.293
	2	4982.893	-23.250	668.378	668.413
	3	4981.928	-15.500	668.498	668.533
	4	4980.964	-7.750	668.617	668.653
	5	4980.000	0.000	668.737	668.772
	6	4979.035	7.750	668.856	668.892
	7	4978.071	15.500	668.975	669.012
	8	4977.106	23.250	669.094	669.132
	9	4976.142	31.000	668.248	668.284
K	1	4993.857	-31.000	668.265	668.277
	2	4992.893	-23.250	668.397	668.397
	3	4991.928	-15.500	668.508	668.518
	4	4990.964	-7.750	668.626	668.638
	5	4990.000	0.000	668.746	668.759
	6	4989.035	7.750	668.862	668.877
	7	4988.071	15.500	668.978	668.997
	8	4987.106	23.250	669.094	669.117
	9	4986.142	31.000	668.260	668.272
E. Brg. Pier	1	5003.857	-31.000	668.265	668.265
	2	5002.893	-23.250	668.387	668.387
	3	5001.928	-15.500	668.508	668.508
	4	5000.964	-7.750	668.629	668.629
	5	5000.000	0.000	668.750	668.750
	6	4999.035	7.750	668.869	668.869
	7	4998.071	15.500	668.988	668.988
	8	4997.106	23.250	669.107	669.107
	9	4996.142	31.000	668.265	668.265

LOCATION	BEAM	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
L	1	5013.857	-31.000	668.260	668.272
	2	5012.893	-23.250	668.382	668.394
	3	5011.928	-15.500	668.503	668.516
	4	5010.964	-7.750	668.625	668.637
	5	5010.000	0.000	668.746	668.759
	6	5009.035	7.750	668.868	668.880
	7	5008.071	15.500	668.990	669.002
	8	5007.106	23.250	669.112	669.124
	9	5006.142	31.000	668.265	668.277
M	1	5023.857	-31.000	668.248	668.248
	2	5022.893	-23.250	668.371	668.406
	3	5021.928	-15.500	668.493	668.528
	4	5020.964	-7.750	668.615	668.650
	5	5020.000	0.000	668.737	668.772
	6	5019.035	7.750	668.859	668.893
	7	5018.071	15.500	668.981	669.017
	8	5017.106	23.250	669.103	669.139
	9	5016.142	31.000	668.258	668.293
N	1	5033.857	-31.000	668.231	668.295
	2	5032.893	-23.250	668.354	668.417
	3	5031.928	-15.500	668.476	668.540
	4	5030.964	-7.750	668.599	668.663
	5	5030.000	0.000	668.722	668.786
	6	5029.035	7.750	668.845	668.909
	7	5028.071	15.500	668.968	669.032
	8	5027.106	23.250	669.091	669.155
	9	5026.142	31.000	668.245	668.309
O	1	5043.857	-31.000	668.207	668.298
	2	5042.893	-23.250	668.330	668.421
	3	5041.928	-15.500	668.454	668.545
	4	5040.964	-7.750	668.577	668.668
	5	5040.000	0.000	668.700	668.791
	6	5039.035	7.750	668.823	668.914
	7	5038.071	15.500	668.946	669.037
	8	5037.106	23.250	669.069	669.160
	9	5036.142	31.000	668.226	668.317
P	1	5053.857	-31.000	668.177	668.287
	2	5052.893	-23.250	668.301	668.411
	3	5051.928	-15.500	668.425	668.535
	4	5050.964	-7.750	668.549	668.659
	5	5050.000	0.000	668.673	668.783
	6	5049.035	7.750	668.797	668.907
	7	5048.071	15.500	668.921	669.031
	8	5047.106	23.250	669.045	669.155
	9	5046.142	31.000	668.140	668.256
Q	1	5063.857	-31.000	668.14	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA I-55	53-1HB	LIVINGSTON	57	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-55-553-13	



TWO APPR. SLABS
BILL OF MATERIAL

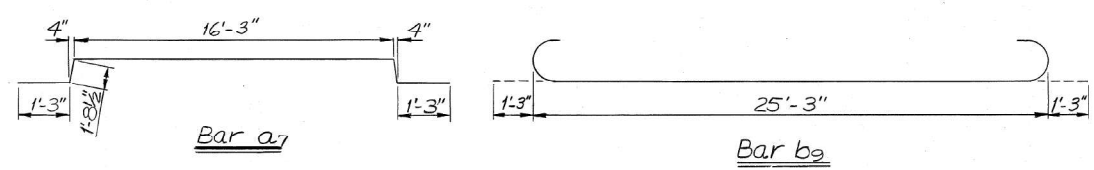
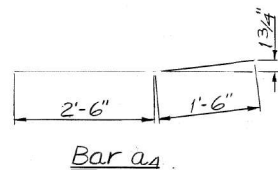
Bar	No.	Size	Length	Shape
a4	100	#6	4'-0"	—
a5	108	#5	23'-0"	—
a6	104	#6	34'-0"	—
a7	52	#5	22'-2"	—
b6	16	#5	23'-3"	—
b8	134	#5	25'-3"	—
b9	262	#9	27'-9"	—

Reinforcement Bars - Lbs. 38,342
Class X Concrete - Cu. Yds. 212.3

* Parapet Reinforcement and Class X Concrete are billed on Sheet No. 7.

EAST & WEST APPROACH SPANS
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I.-55

DESIGNED	P. H. CHHEDA	EXAMINED	19
CHECKED	J. E. SWINK	PASSED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN	J. E. SWINK	APPROVED	ENGINEER OF DESIGN
CHECKED	J. J. REHAK	APPROVED	CHIEF HIGHWAY ENGINEER



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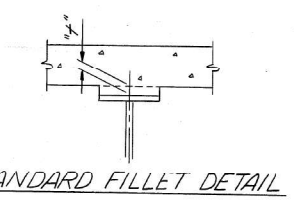
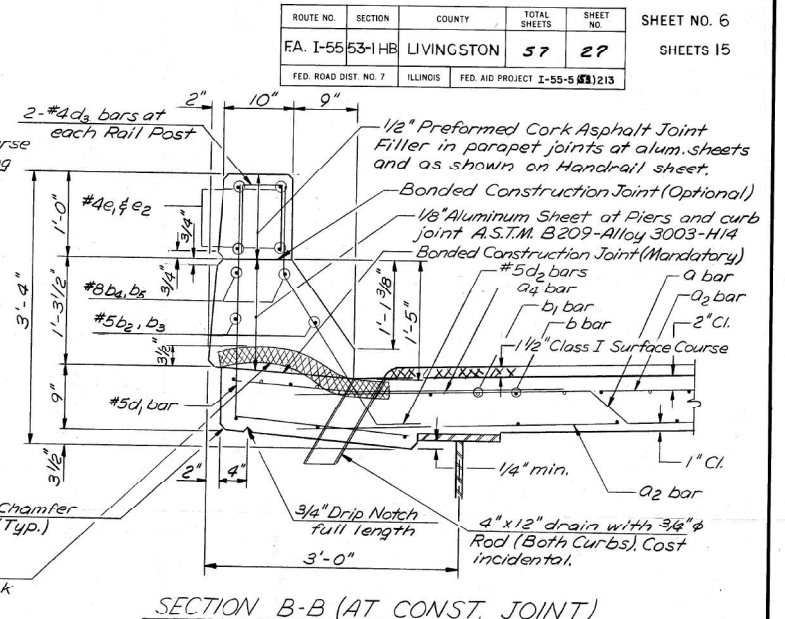
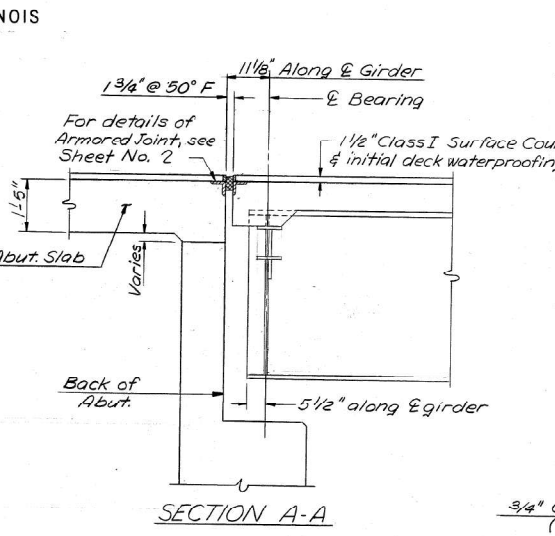
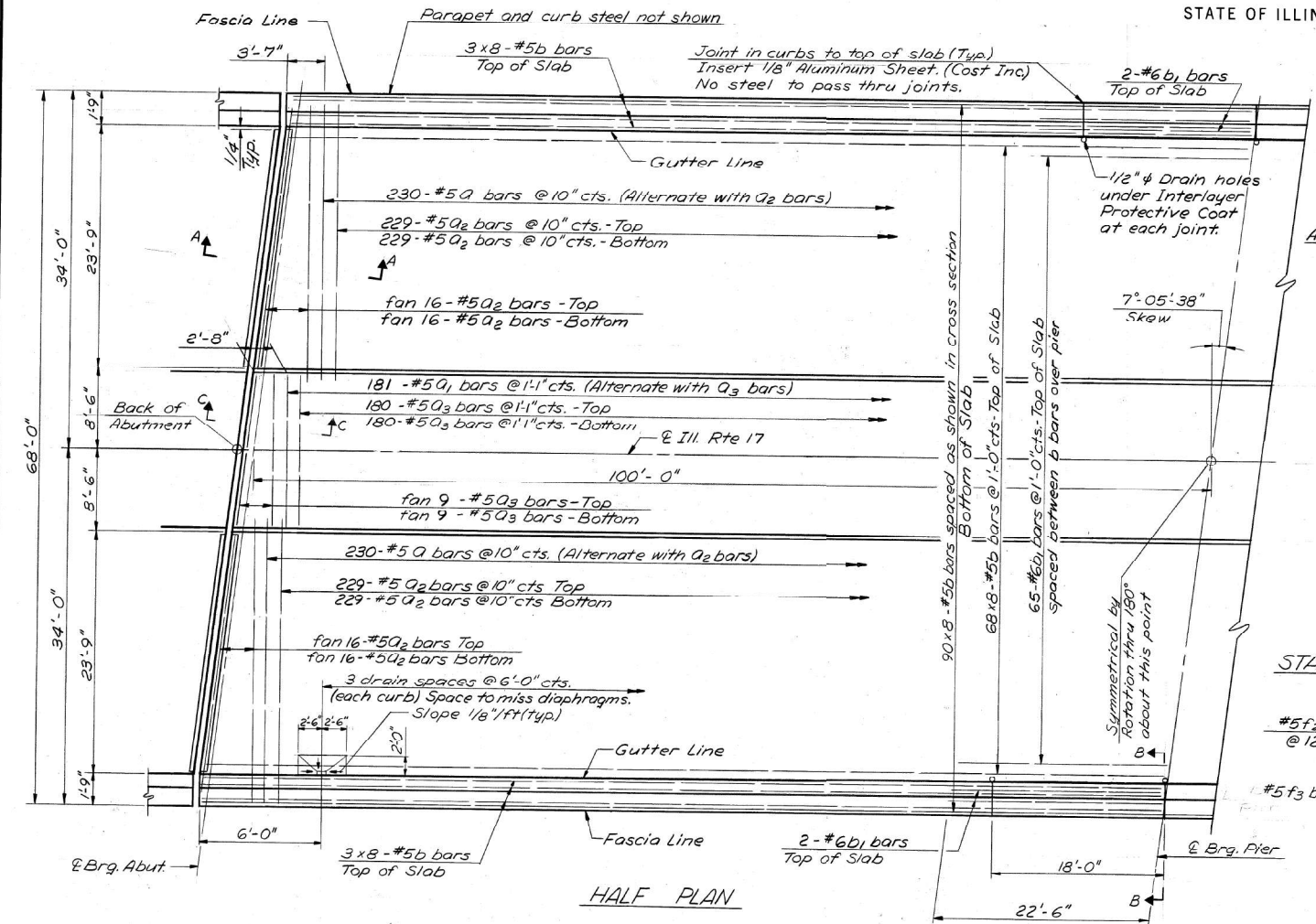
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PLOT SCALE	=	DRAWN	- NV	REVISED	-
PLOT DATE	=	CHECKED	- JKC	REVISED	-
		DATE	- 01/26/2023	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

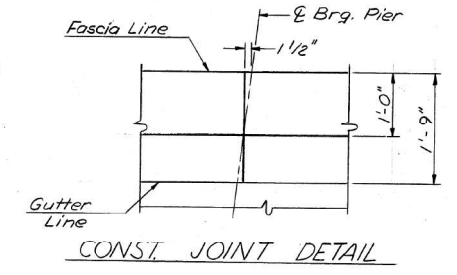
EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

SCALE: SHEET 5 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	100
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

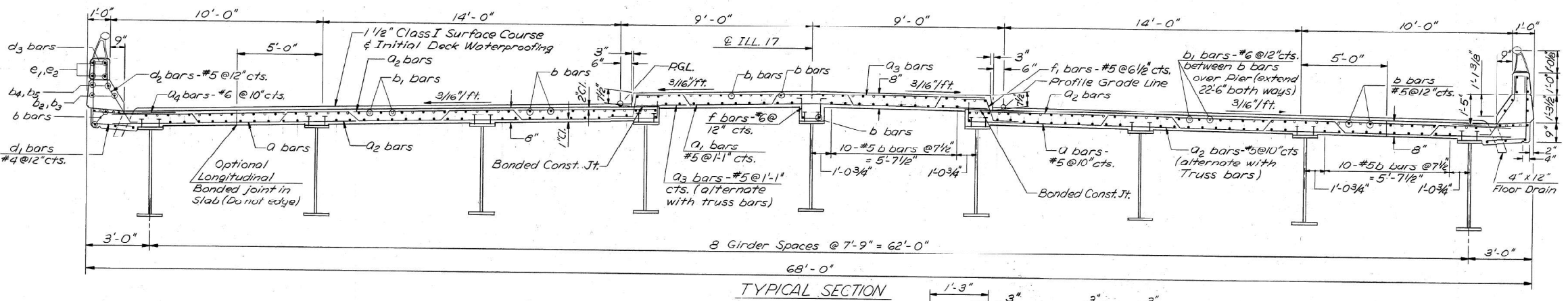


To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at the stations shown on Sheet No. 3 & 4. These elevations, subtracted from the "Theoretical Grade Elevations adjusted for Dead Load Deflection" shown on Sheet No. 3 & 4 minus floor thickness, equals the fillet heights above the top flange of girders.



MIN. BAR LAPS

SIZE	LAP
#4	1'-0"
#5	1'-3"
#6	1'-6"



BILL OF MATERIAL

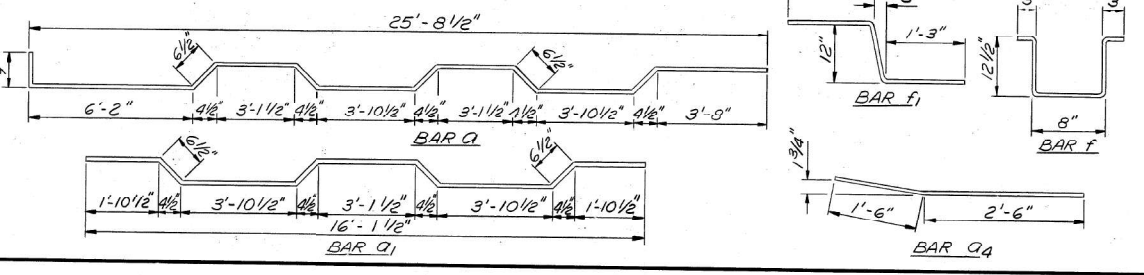
Qty	No.	Size	Length	Shape
0	460	5	27'-4"	~
A1	235	5	11'-2"	~
A2	1044	5	25'-9"	~
A3	508	5	16'-6"	~
A4	484	6	4'-0"	~
b	1312	5	26'-2"	~
b1	69	6	45'-0"	~
b2	8	5	17'-8"	~
b3	24	5	28'-6"	~
b4	8	8	17'-8"	~
b5	24	8	29'-0"	~
f	200	6	3'-3"	~
f1	986	5	3'-6"	~
f2	36	5	3'-5"	~
f3	8	5	17'-0"	~
Reinforcement Bars		Lbs.	105,424	
Class X Concrete		C.Y.	369.2	

DESIGNED P.H. CHHEDA
 CHECKED W.T. SHEARMAN
 DRAWN T.D. HRANEK
 CHECKED J.J. REHAK

EXAMINED
 ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED
 ENGINEER OF DESIGN

APPROVED
 CHIEF HIGHWAY ENGINEER



Notes:
 For Floor Drain Details, see Sheet No. 2.
 For Camber Diagram, see Sheet No. 9.
 For Dead Load Deflection Diagram, see Sheet No. 3.
 Do not lap #5 bars directly under or adjacent to Aluminum Sheets.
 For Curb and Parapet reinforcing details, see Sheet No. 7.
 Bars indicated thus: 67 x 8 - #5b bars indicates 67 lines of #5b bars with 8 lengths per line.
 For location of bars d & e and b2 thru b7, see Sheet No. 7.
 For limits of Protective Coat, see Sheet No. 5.

SUPERSTRUCTURE
ILL-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I.-55

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

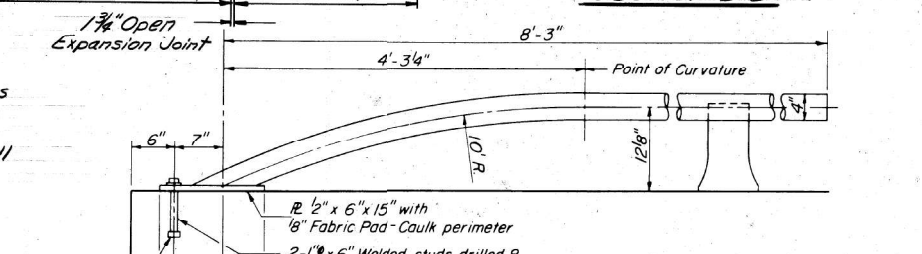
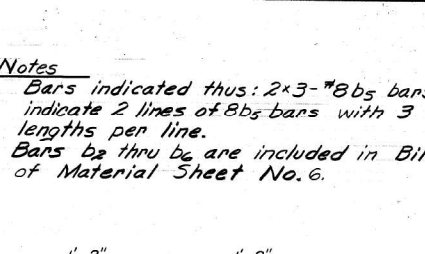
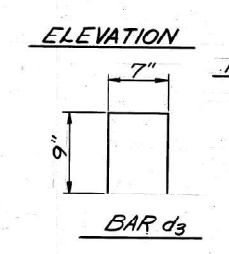
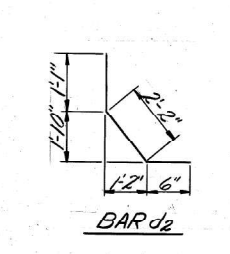
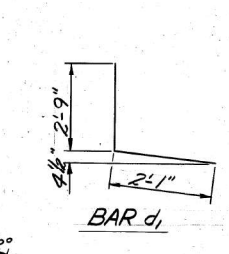
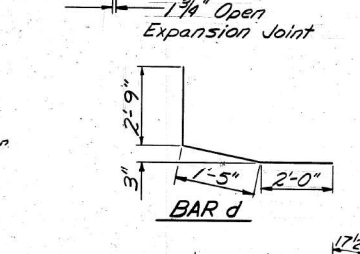
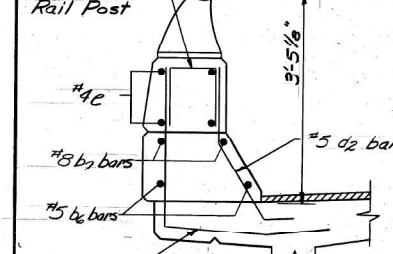
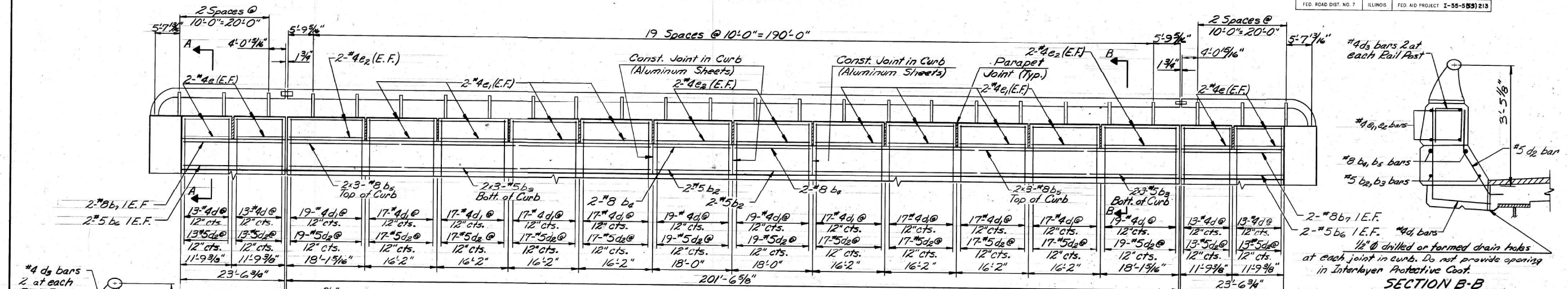
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
 (FOR INFORMATION ONLY)

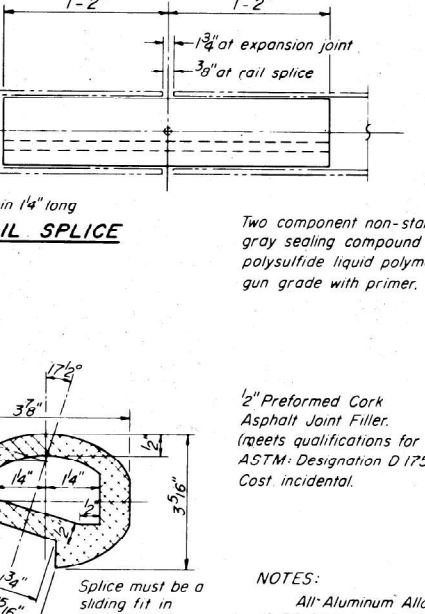
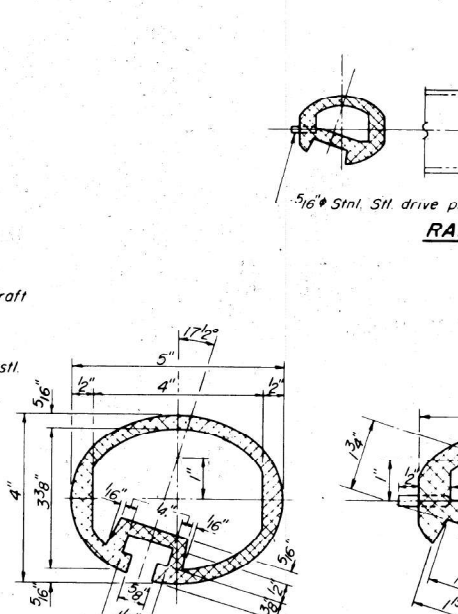
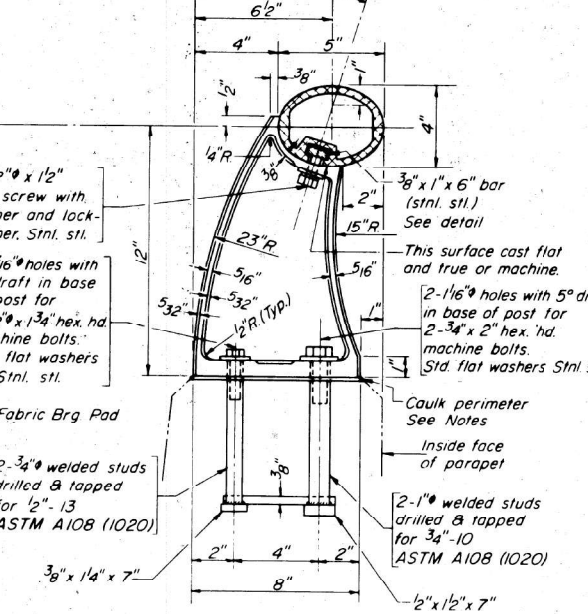
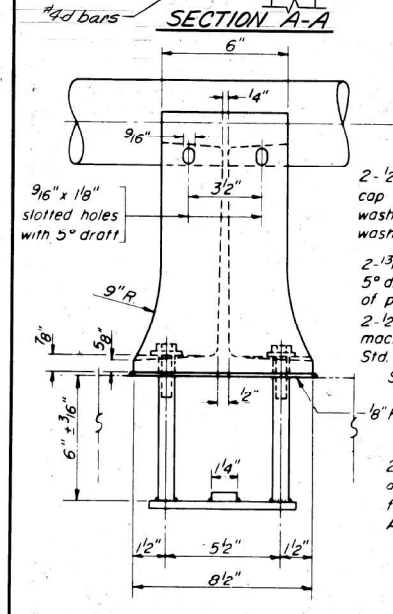
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	101
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. I-55-53-1HB	LIVINGSTON	57	28	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-55-5831213		

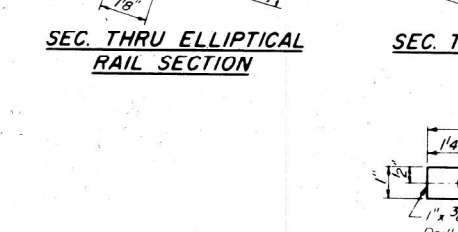


Notes
Bars indicated thus: 2x3-#8b5 bars indicate 2 lines of 8b5 bars with 3 lengths per line.
Bars b2 thru b6 are included in Bill of Material Sheet No. 6.



DESIGNED F.W. SCALES	19
CHECKED T.D. HRANEK	
DRAWN F.W. SCALES	
CHECKED J.J. REHAK	

EXAMINED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED	ENGINEER OF DESIGN
APPROVED	CHIEF HIGHWAY ENGINEER



Notes:
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
All joints in rail shall be spliced per detail.
Provide 1-1/8" and 2-1/8" 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 of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.
Aluminum alloy rail shall conform to ASTM B221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

**PARAPETS & RAILS
BILL OF MATERIAL**

Bar No.	Size	Length	Shape
b7	#8	23'-3"	
d	#4	6'-2"	
d1	#4	4'-10"	
d2	#5	3'-9"	
d3	#4	2'-1"	
e	#4	11'-4"	
e1	#4	15'-10"	
e2	#4	17'-9"	
Reinforcement Bars	Lbs	5814	
Class X Concrete	Cu Yds	53.4	
Aluminum Railing	Lin Ft	523	

**ALUMINUM RAILING
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I.-55**

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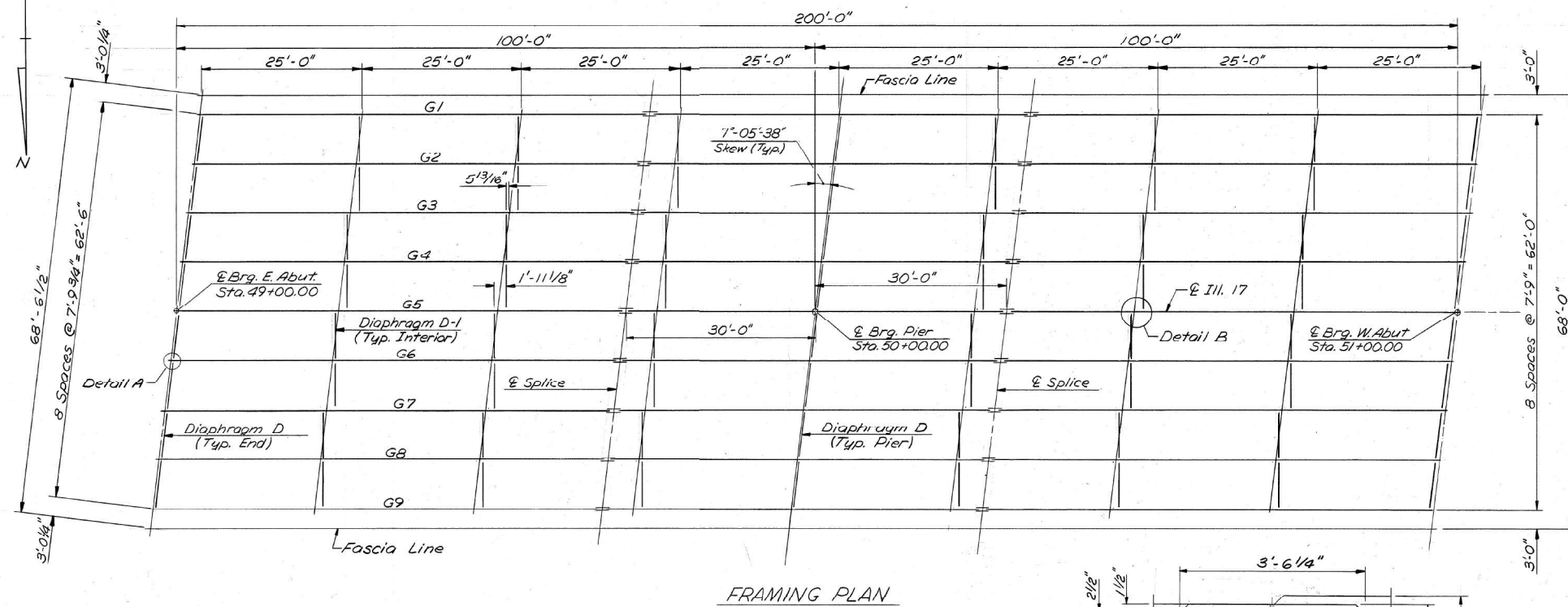
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PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)**

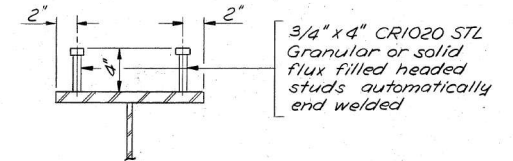
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	102
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

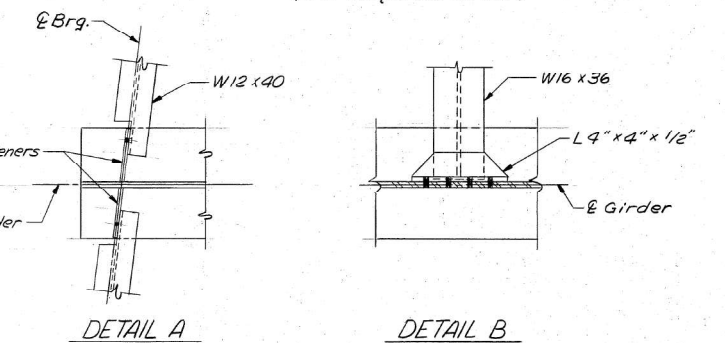
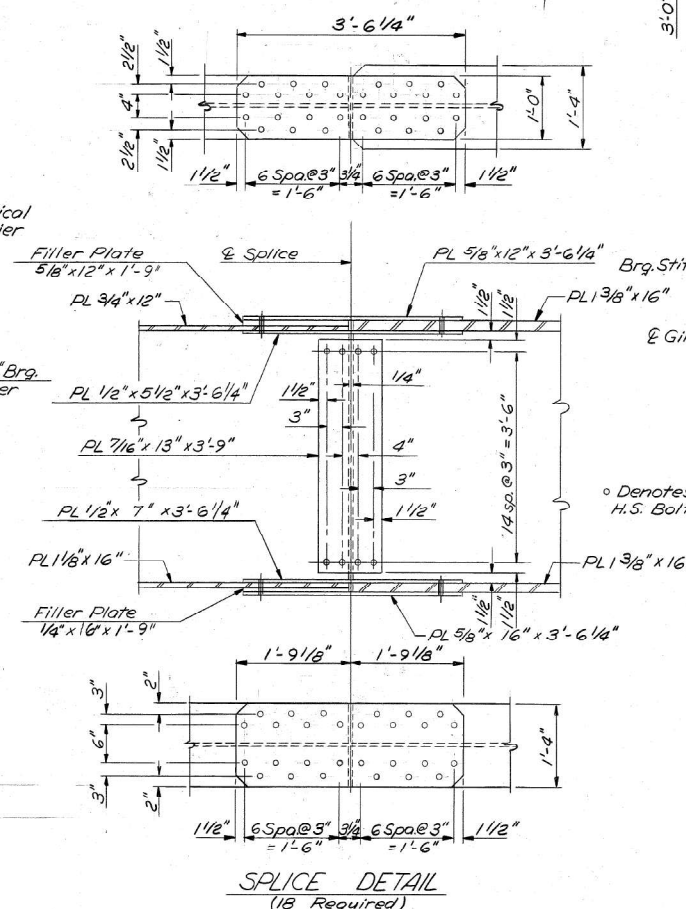
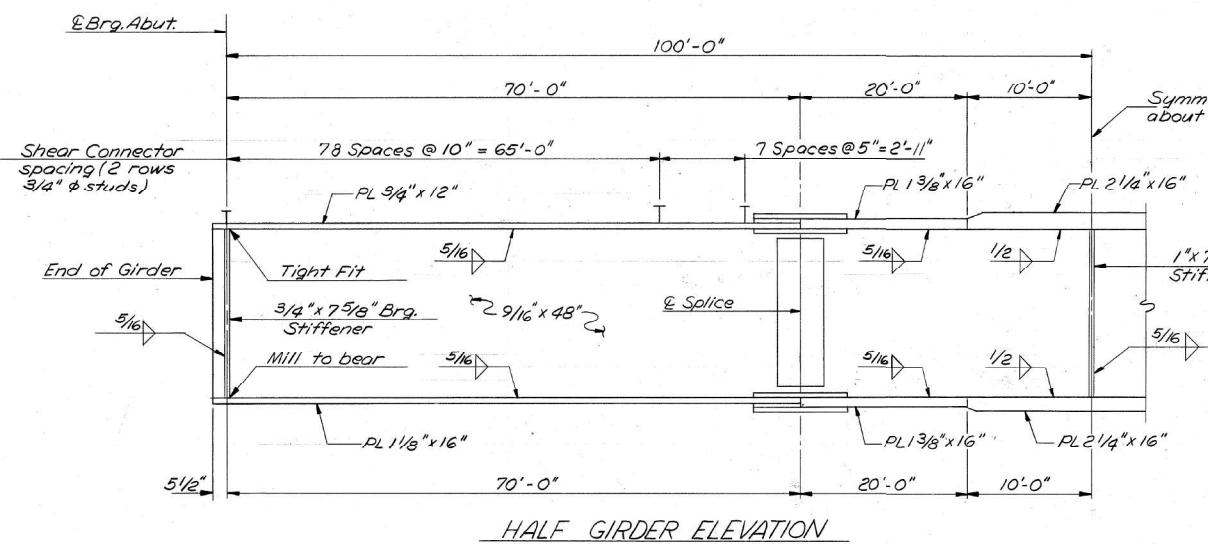


	0.4 Sp. 1	Pier
I_s (in ⁴)	20,424	50,665
I_c (in ⁴)	59,078	
S_s (in ³)	974	1930
S_c (in ³)	1428	
ϕ (K/I)	.967	1.123
M_{ϕ} (IK)	640.7	1563.0
$F_s \phi$ (ksi)	7.89	9.72
$S \phi$ (K/I)	0.480	0.480
$M_{s \phi}$ (IK)	336.5	593.5
M_{ϕ} (IK)	845.5	806.1
M_{Imp} (IK)	216.5	178.9
Total $\phi + s + imp$ (IK)	1398.5	1583.5
$F_s \phi + s + imp$ (ksi)	12.04	9.84
F_s TOTAL (ksi)	19.93	19.56
VR (K)	58.3	

I_s and S_s are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s .
 VR is the maximum $\phi +$ Impact shear range in span.



SHEAR CONNECTORS
(344 Req'd. Ea. Girder)



Notes:
For additional details, see Sheet No. 9.

GIRDER & FRAMING DETAILS
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I.-55

DESIGNED PH. CHHEDA	19
CHECKED R.C. THOMPSON	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN I.D. HRANEK	ENGINEER OF DESIGN
CHECKED J.J. REHAK	CHIEF HIGHWAY ENGINEER

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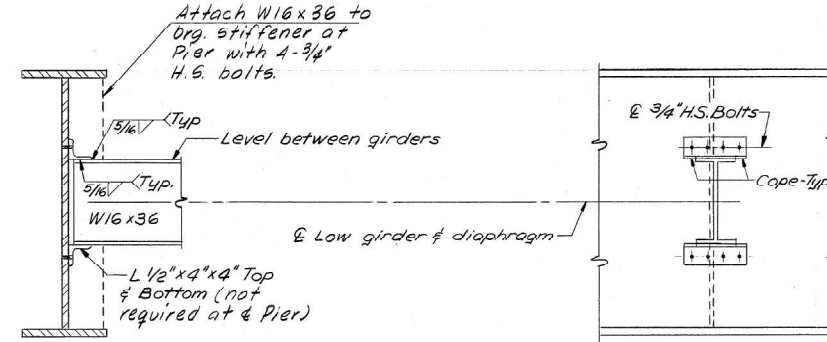
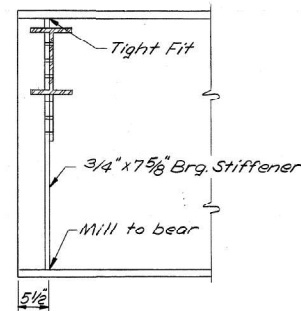
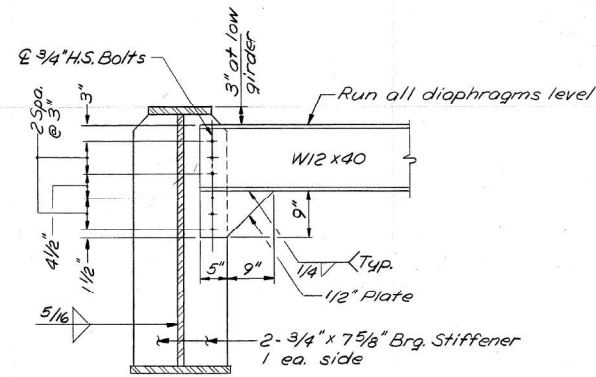
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

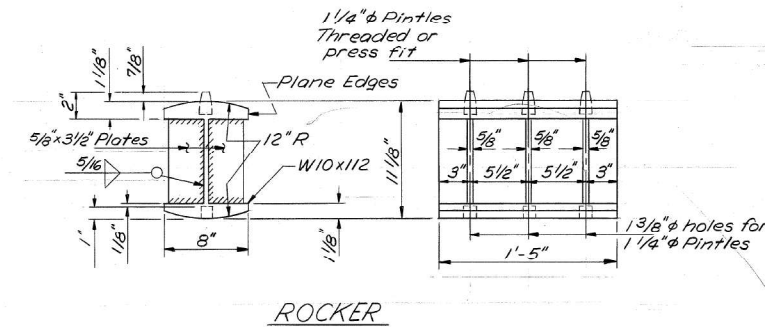
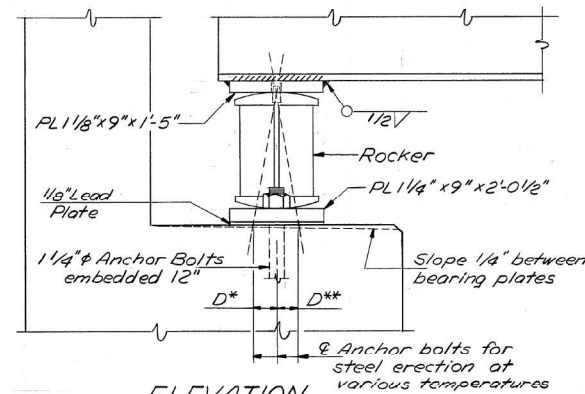
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	103
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



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(24 Required)

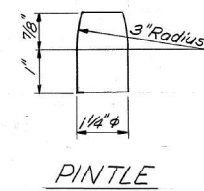
DIAPHRAGM D-1
(48 Required)



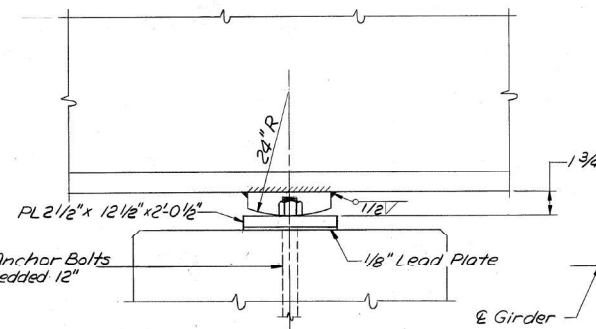
ROCKER

Girder	1	2	3	4	5	6	7	8	9
E Brg. E. Abut.	667.08	667.20	667.32	667.43	667.55	667.64	667.29	667.16	667.04
E Splice	667.29	667.41	667.53	667.65	667.76	667.64	667.52	667.40	667.27
E Pier	667.24	667.37	667.49	667.61	667.73	667.61	667.49	667.37	667.24
E Splice	667.27	667.40	667.52	667.64	667.76	667.65	667.53	667.41	667.29
E Brg. W. Abut.	667.04	667.16	667.29	667.42	667.55	667.43	667.32	667.20	667.08

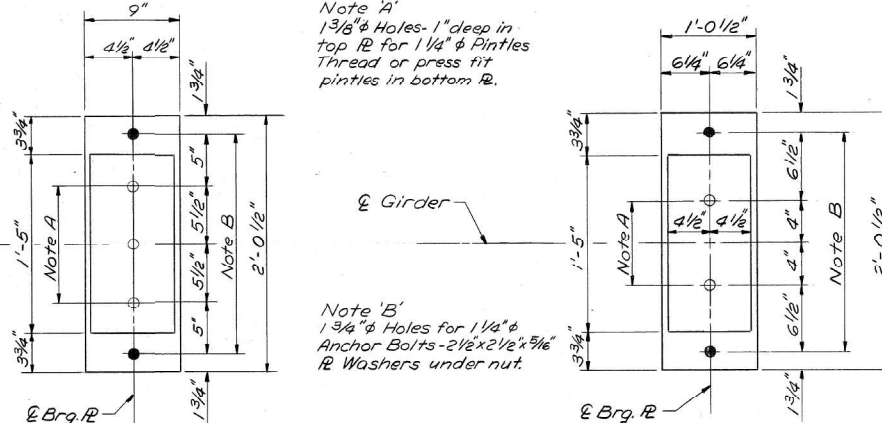
	E. Abut.	Pier	W. Abut.
R @ +SDL (k)	53.3	197.0	55.3
R @ (k)	47.4	77.8	47.4
Imp (k)	12.1	17.3	12.1
R TOTAL (k)	114.8	292.1	114.8



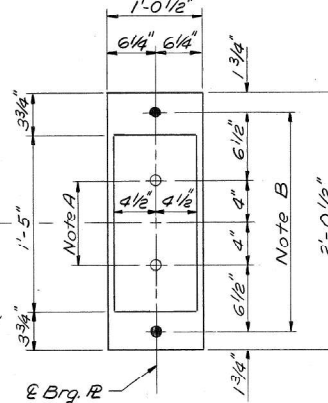
PINTE



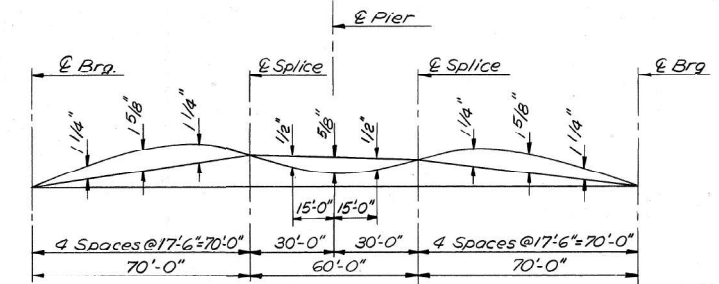
ELEVATION AT PIER



PLAN AT ABUTMENT
(18 Required)



PLAN AT PIER
(9 Required)



CAMBER DIAGRAM
Includes Allowance for Vertical Curve

NOTES ON SETTING OF ANCHOR BOLTS AT EXPANSION BEARINGS

- a) D* (Side of brg. away from fixed brg.)
D* = 1/8" per each 100' of expansion for every 15° fall below the normal temp. of 50°F
- D** (Side of brg. toward fixed brg.)
D** = 1/8" per each 100' of expansion for every 15° rise above the normal temp. of 50°F
- b) After girders have been erected and dimensions D* or D** determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

STEEL DETAILS
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I.-55

DESIGNED R.H. CHHEDA	19
CHECKED J.E. SWINK	EXAMINED
DRAWN T.D. HRANEK	PASSED
CHECKED J.J. REHAK	APPROVED

BRUNING 44-132-13726

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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

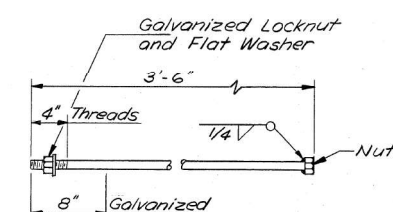
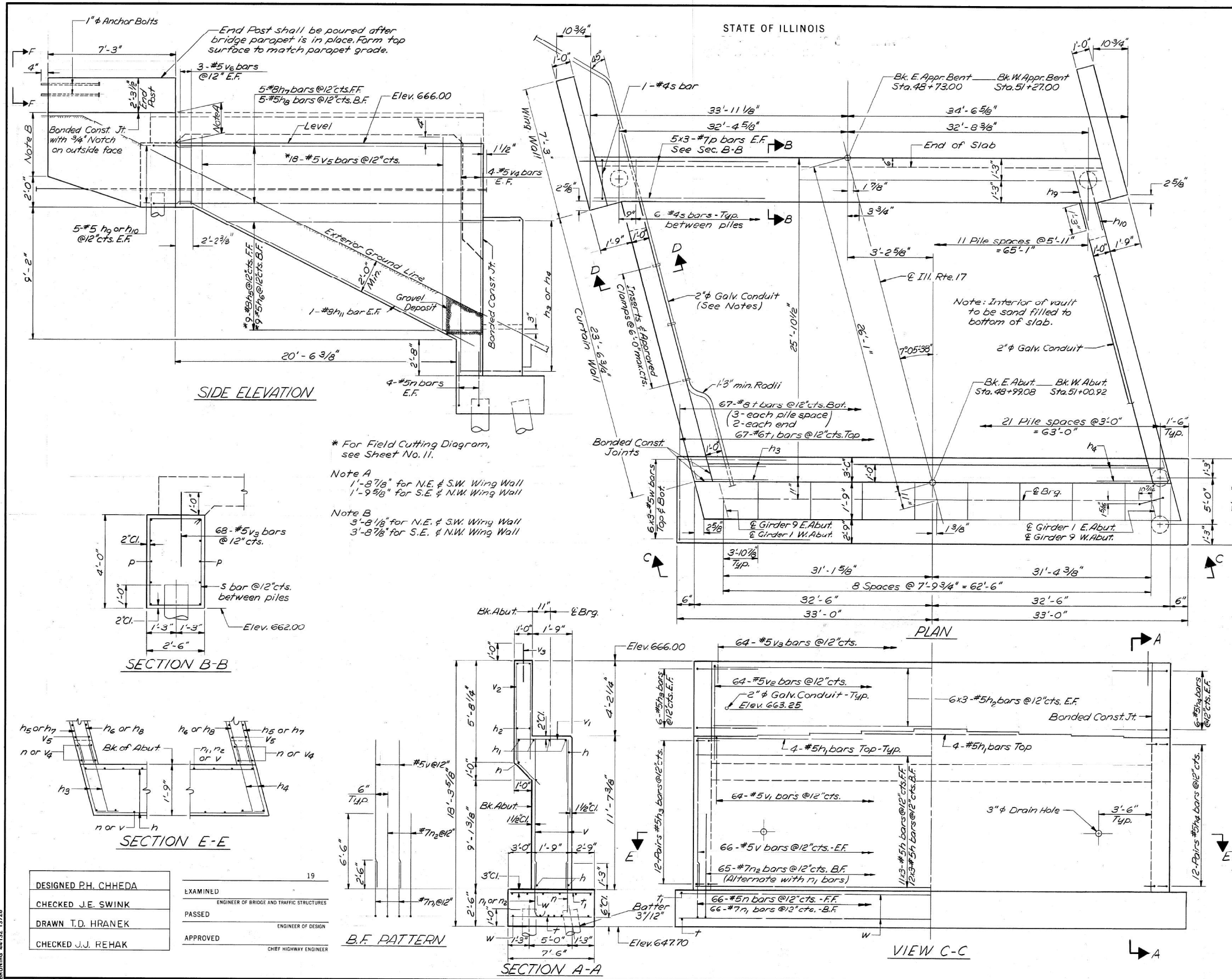
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

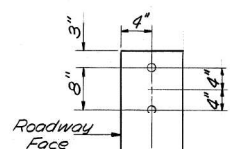
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	104
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 SHEETS 15
FA. I-55	53-1HB	LIVINGSTON	57	31	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-55-53-1B			



1" ANCHOR BOLT
(Cost incidental to Bridge Structure)



VIEW F-F

ABUT. - PILE DATA

Type Concrete Piles
Capacity 35 Ton
Est. Length 42'
No. Req'd 43 Piles plus 1
Test pile at the W. Abut.
44 piles at the E. Abut.

APPR. BENT PILE DATA

Type Concrete Piles
Capacity 30 Ton
Est. Length 51'
No. Req'd 11 piles plus 1
Test pile at the E. Appr. Bent.
12 Piles at the W. Appr. Bent.

Notes:
For Bill of Material and additional details, see Sheet No. 11.
2" Galv. Conduit shall be Sch. 40 pipe. Extend to clear end of wing wall and terminate at a point outside of the shoulder. Thread and cap each end. Cost incidental.

EAST & WEST ABUTMENTS
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 & FA.I. -55

DESIGNED P.H. CHHEDA	19
CHECKED J.E. SWINK	EXAMINED ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN T.D. HRANEK	PASSED
CHECKED J.J. REHAK	APPROVED ENGINEER OF DESIGN CHIEF HIGHWAY ENGINEER

BRUNING 44132 13726

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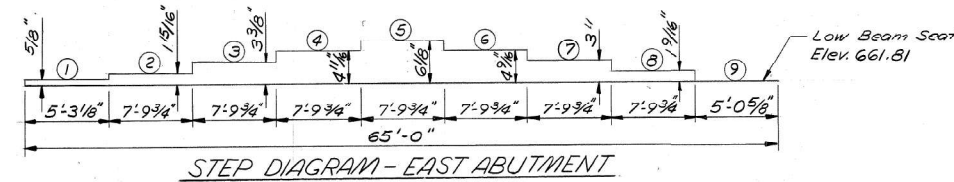
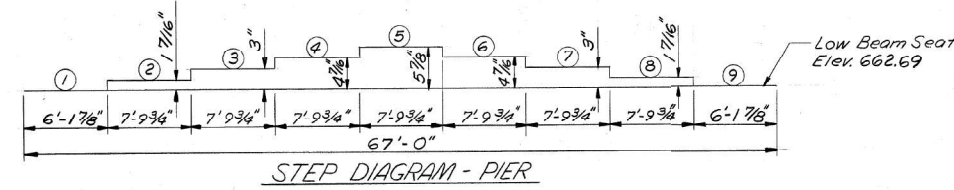
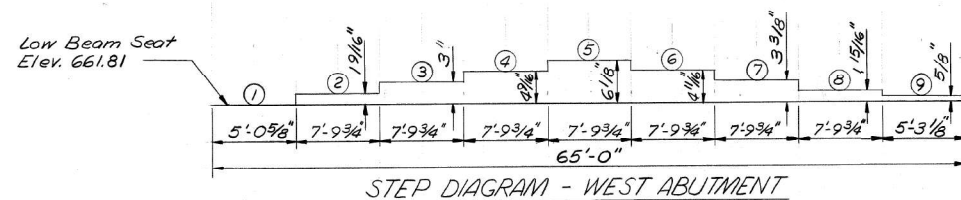
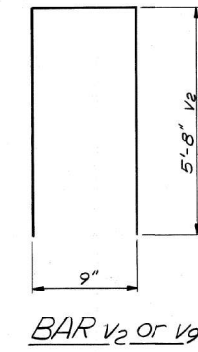
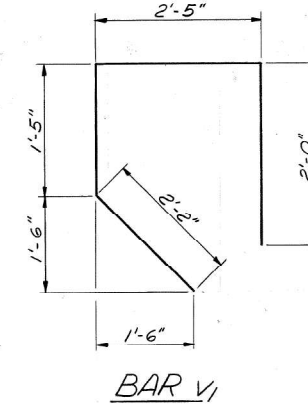
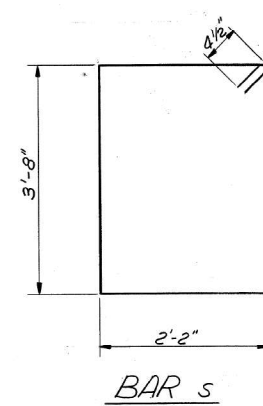
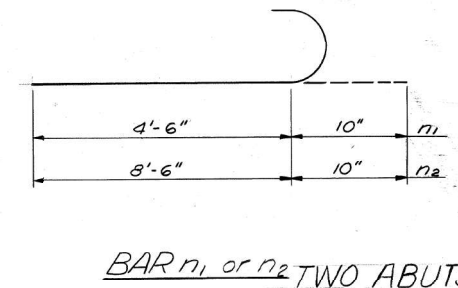
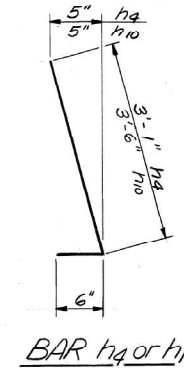
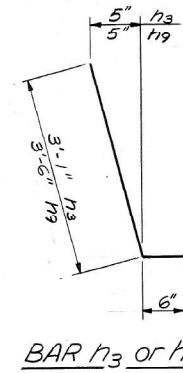
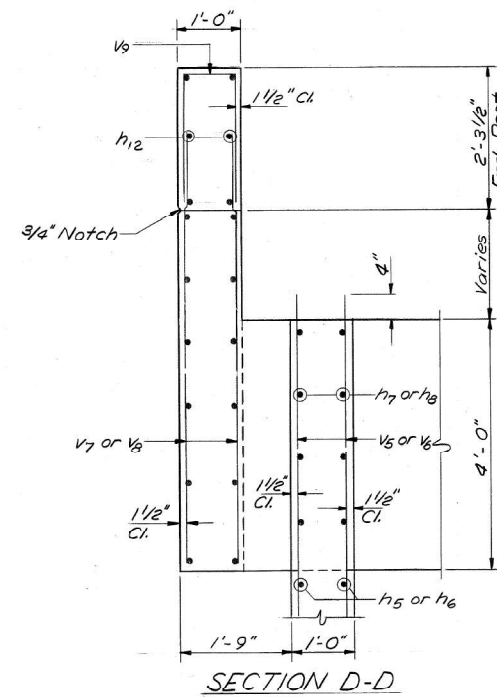
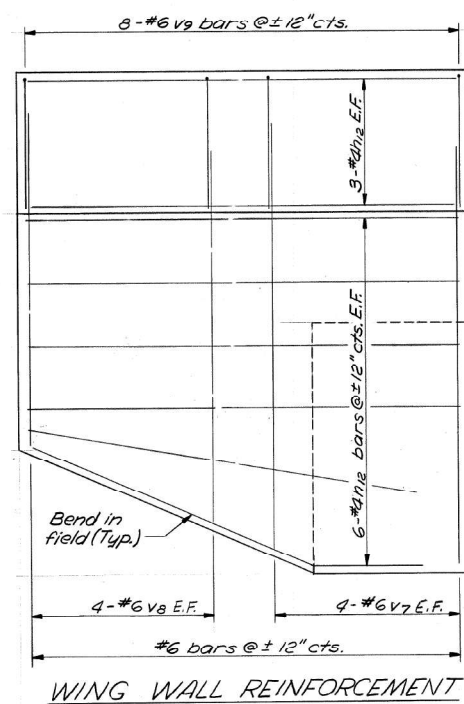
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

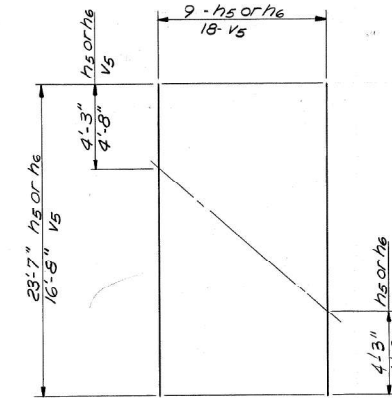
EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	105
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



Girder No.	E. Abut	Pier	W. Abut
1	661.86	662.69	661.81
2	661.97	662.81	661.94
3	662.09	662.94	662.06
4	662.20	663.06	662.19
5	662.32	663.18	662.32
6	662.19	663.06	662.20
7	662.06	662.94	662.09
8	661.94	662.81	661.97
9	661.81	662.69	661.86



Bar	No.	Size	Length	Shape
h	138	#5	22'-5"	—
h1	24	#5	23'-1"	—
h2	36	#5	21'-10"	—
h3	72	#5	3'-7"	L
h4	72	#5	3'-7"	J
h5	18	#8	23'-7"	—
h6	18	#5	23'-7"	—
h7	20	#8	23'-2"	—
h8	20	#5	23'-2"	—
h9	20	#5	3'-11"	L
h10	20	#5	3'-11"	J
h11	8	#8	20'-0"	—
h12	72	#4	7'-0"	—
n	168	#5	2'-6"	—
n1	132	#7	5'-4"	—
n2	130	#7	9'-4"	—
p	30	#7	23'-5"	—
s	136	#4	12'-5"	□
t	134	#8	7'-0"	—
t1	134	#6	7'-0"	—
v	264	#5	11'-5"	—
v1	128	#5	8'-0"	□
v2	128	#5	12'-1"	□
v3	264	#5	9'-0"	—
v4	36	#5	16'-2"	—
v5	72	#5	16'-8"	—
v6	24	#5	4'-2"	—
v7	32	#6	7'-3"	—
v8	32	#6	6'-2"	—
v9	32	#6	4'-11"	□
w	72	#5	22'-8"	—
Reinforcement Bars	Lbs.	31,414		
Class X Concrete	Cu Yds.	3070		
Concrete Piles	Lin. Ft.	4827		
Test Piles Concrete	Ea.	2		

Note: Dimensions shown are along front face of Abutment.

FIELD CUTTING DIAGRAM
*Order h5, h6, and v5 bars full length. Cut to fit as shown. Use remainder of h5 & h6 bars in opposite cheek-wall and v5 bars in opposite face.

Notes: For location of reinforcement bars, see Sheet No. 10

ABUTMENT DETAILS
ILL.-17 SECT. 53-1 HB
LIVINGSTON COUNTY
STA. 244 + 13.83 @ F.A.I. - 55

DESIGNED P.H. CHHEDA	EXAMINED	19
CHECKED J.E. SWINK	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	
DRAWN T.D. HRANEK	PASSED	
CHECKED J.J. REHAK	ENGINEER OF DESIGN	
	APPROVED	
	CHIEF HIGHWAY ENGINEER	

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PLOT SCALE =	DRAWN - NV	REVISED -
PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

SCALE: SHEET 11 OF 13 SHEETS STA. TO STA.

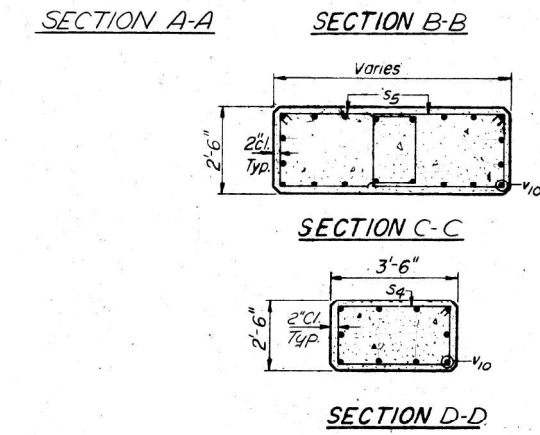
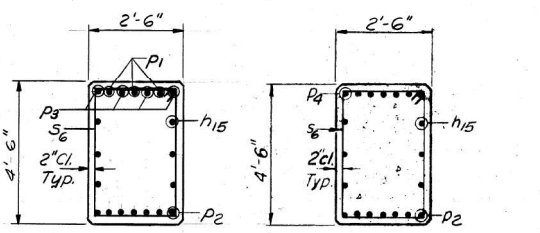
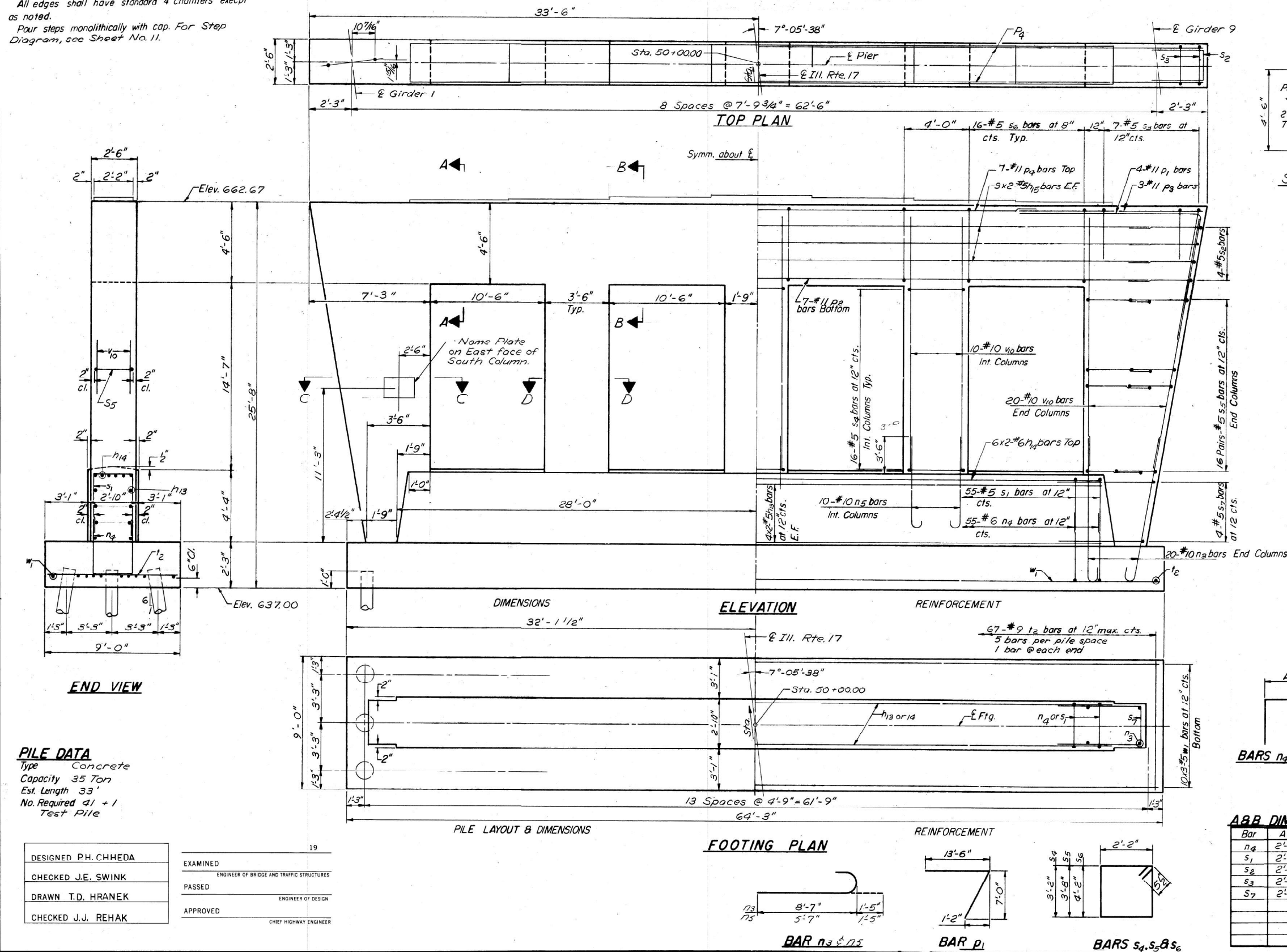
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	106
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

NOTES:

Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 3/4 chamfers except as noted.
Pour steps monolithically with cap. For Step Diagram, see Sheet No. 11.

STATE OF ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
FA. I-55/53-1HB	LIVINGSTON	57	33		SHEETS 15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-55-53/213		



BILL OF MATERIAL

Bar No.	Size	Length	Shape
h13	#5	28'-8"	—
h14	#6	27'-10"	—
h15	#5	30'-4"	—
n3	#10	10'-0"	U
n4	#6	9'-8"	U
n5	#10	7'-0"	U
p1	#11	20'-8"	7
p2	#11	31'-0"	—
p3	#11	13'-6"	—
pa	#11	44'-10"	—
s1	#5	9'-8"	□
s2	#5	12'-0"	□
s3	#5	10'-2"	□
s4	#5	11'-7"	□
s5	#5	12'-7"	□
s6	#5	13'-7"	□
s7	#5	10'-10"	□
t2	#9	8'-6"	—
v10	#10	18'-11"	—
w1	#5	22'-2"	—
Class X Concrete		Cu. Yds.	133.8
Reinforcement Bars		Lbs.	21,900
Concrete Piles		Lin. Ft.	1353
Test Piles Concrete		Ea.	1

ABB DIMENSIONS

Bar	A	B
n4	2'-6"	3'-7"
s1	2'-6"	3'-7"
s2	2'-2"	4'-11"
s3	2'-2"	4'-0"
s7	2'-2"	4'-4"

PILE DATA

Type Concrete
Capacity 35 Ton
Est. Length 33'
No. Required 41 + 1
Test Pile

DESIGNED P.H. CHHEDA	19
CHECKED J.E. SWINK	EXAMINED ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN T.D. HRANEK	PASSED ENGINEER OF DESIGN
CHECKED J.J. REHAK	APPROVED CHIEF HIGHWAY ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
(FOR INFORMATION ONLY)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	107
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

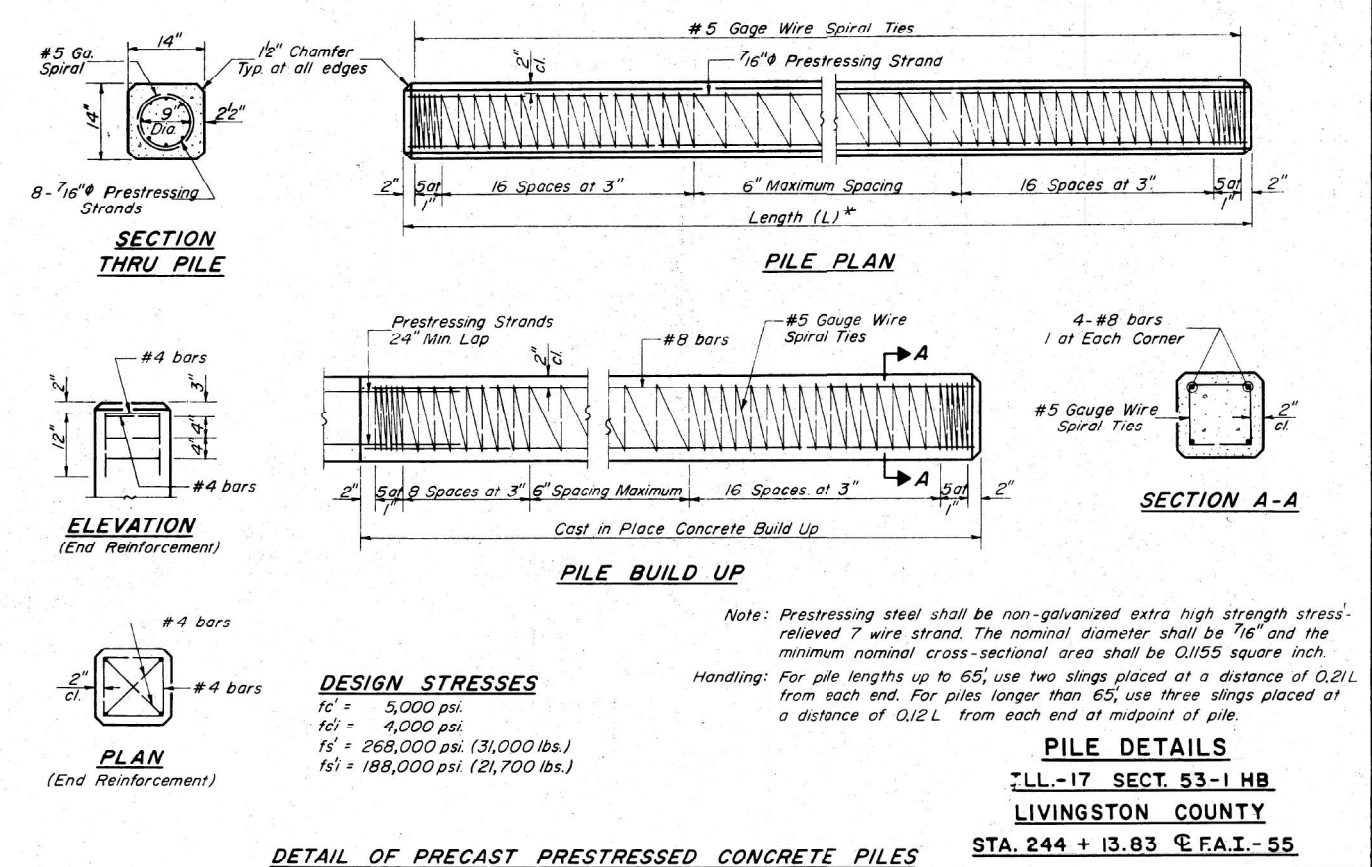
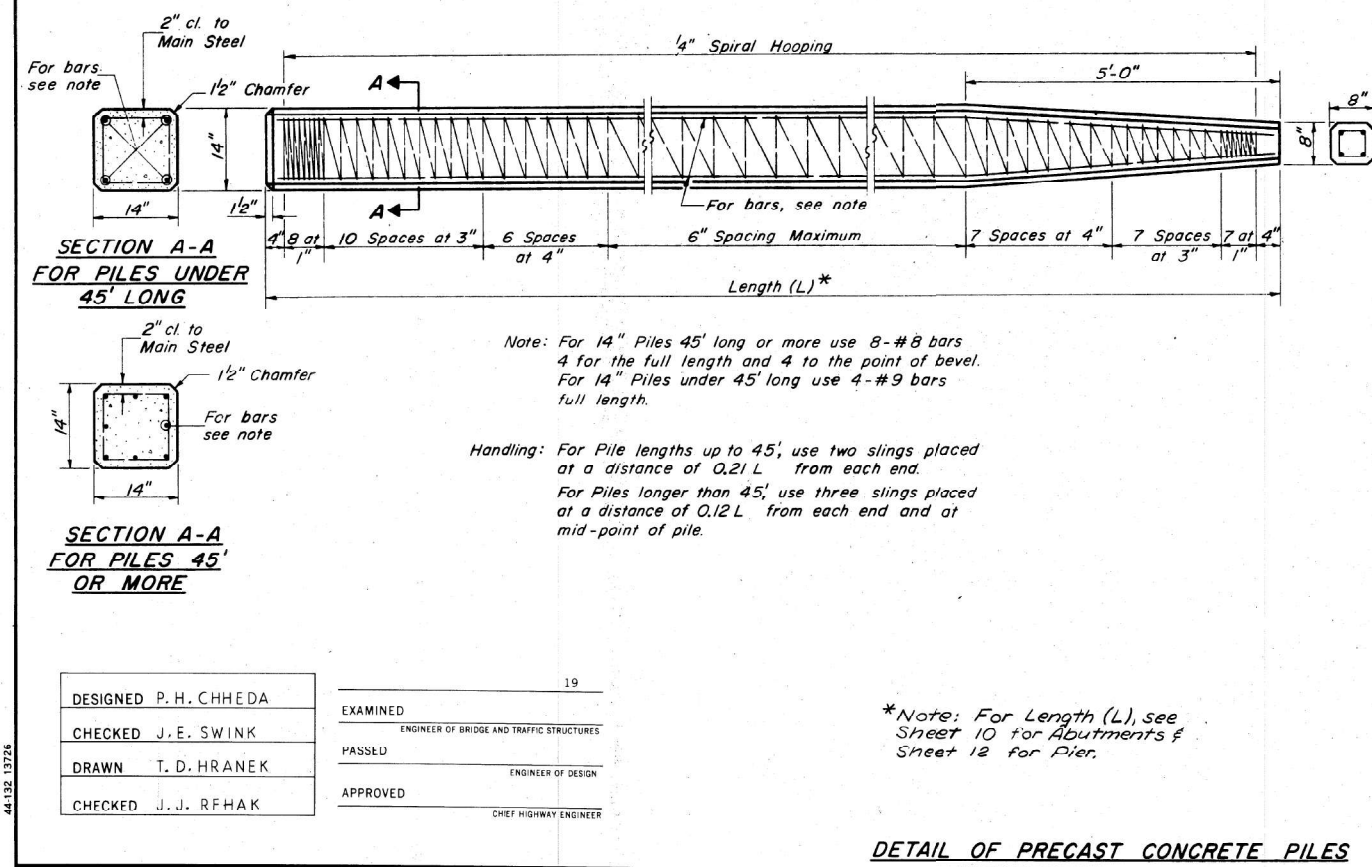
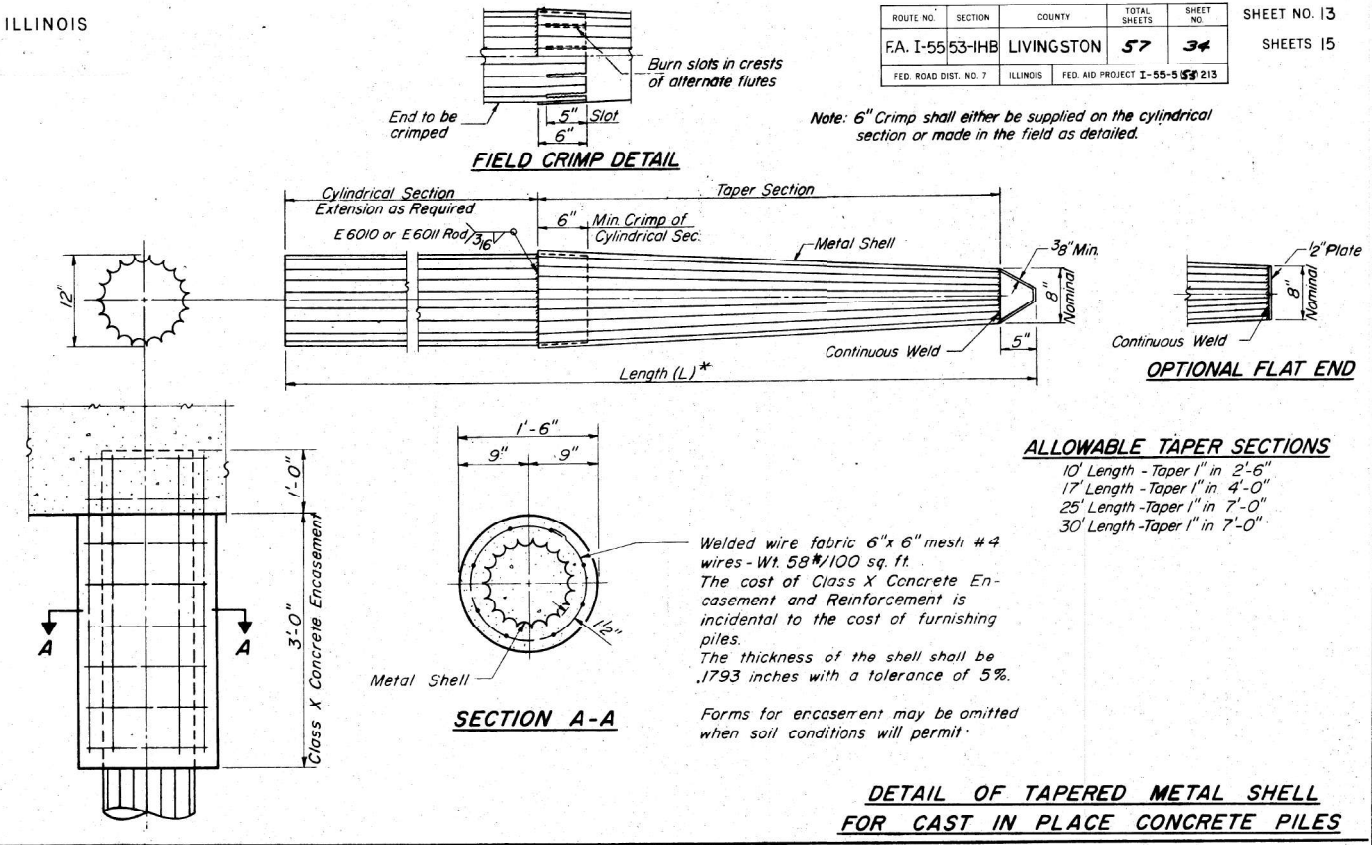
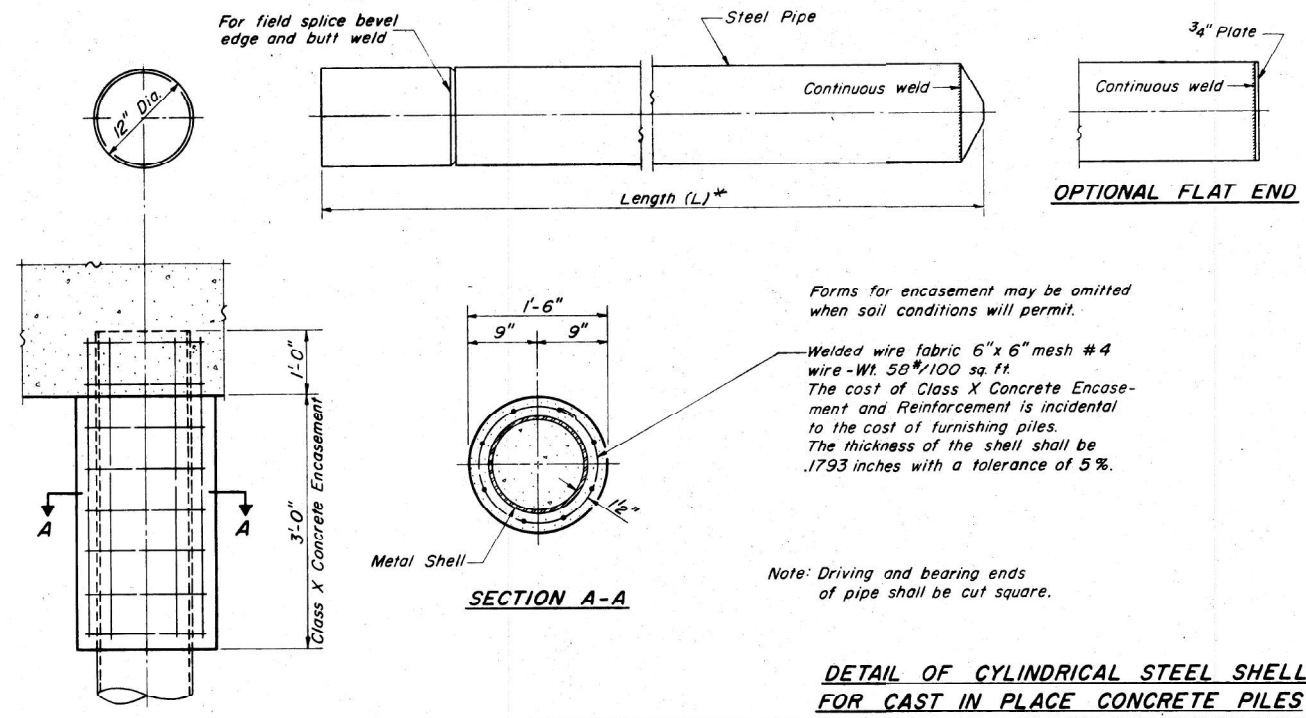


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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

SCALE: SHEET 12 OF 13 SHEETS STA. TO STA.

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
F.A. I-55-1HB	LIVINGSTON	57	34		SHEETS 15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-55-55-213			



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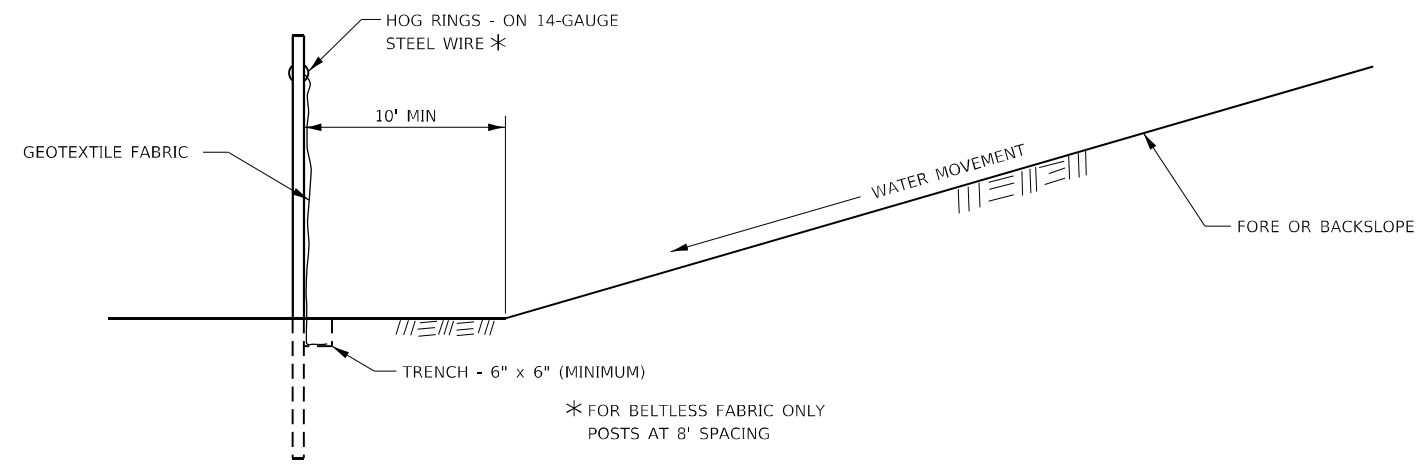
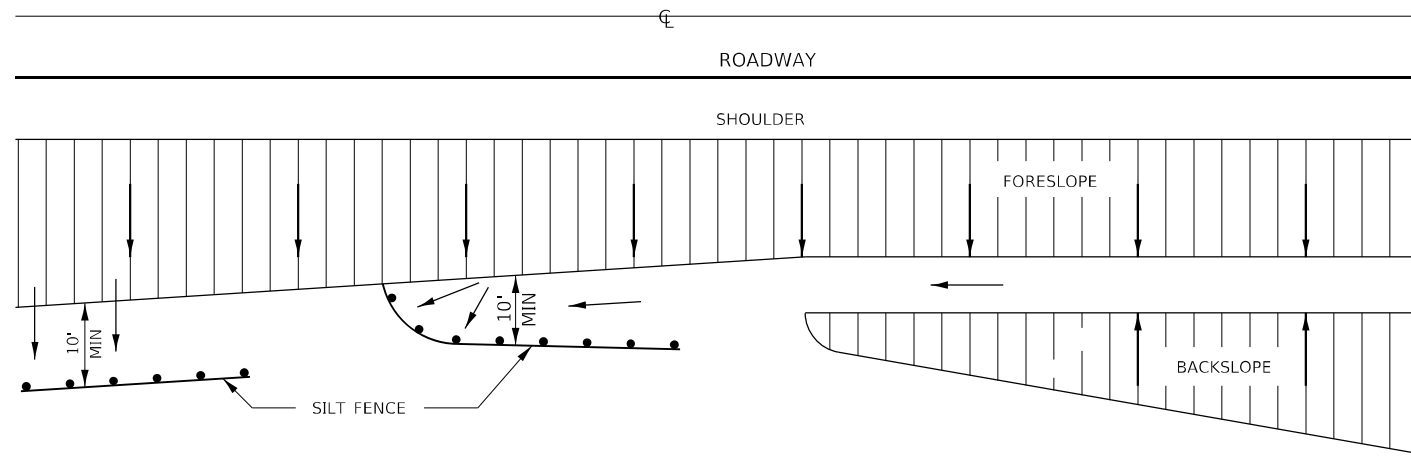


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	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

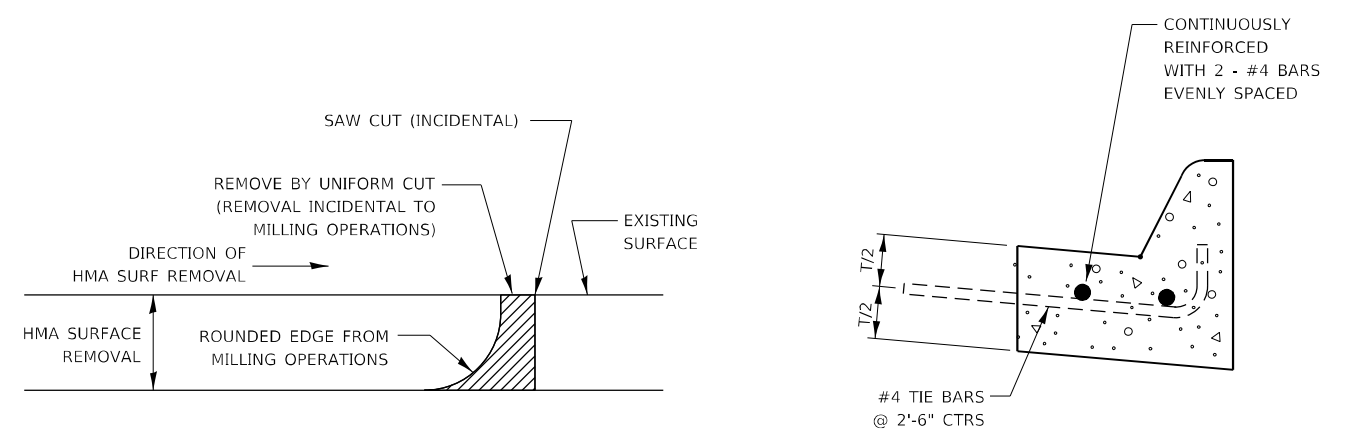
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)	
SCALE:	SHEET 13 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	108
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



DETAILS OF SILT FENCE

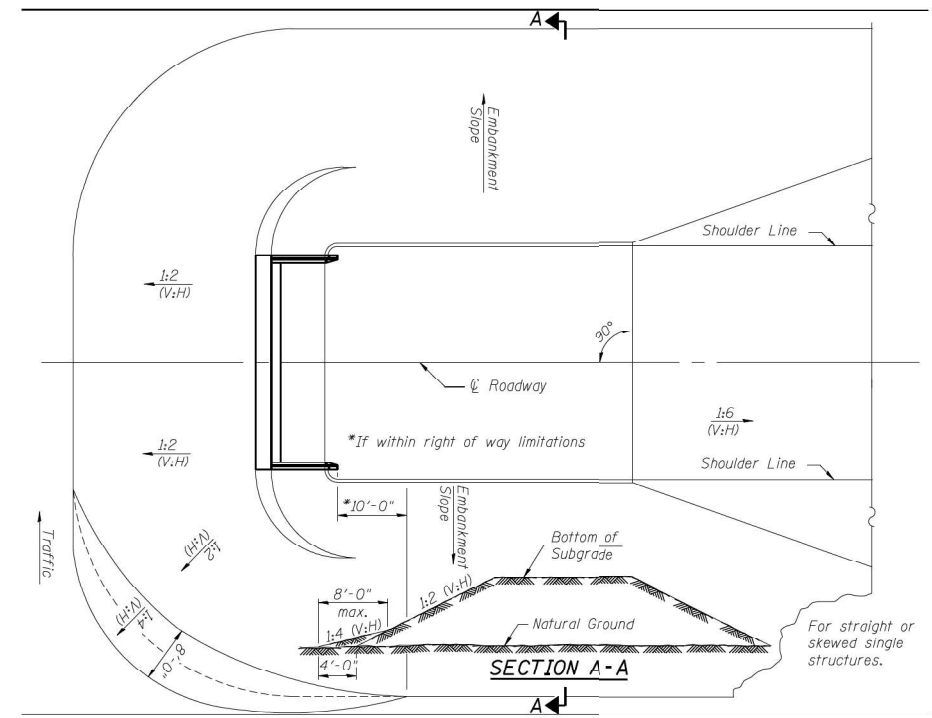
EROSION CONTROL DETAILS FOR SILT FENCE



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

COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.06

HMA DETAIL AT BUTT JOINTS



EMBANKMENT CONES

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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

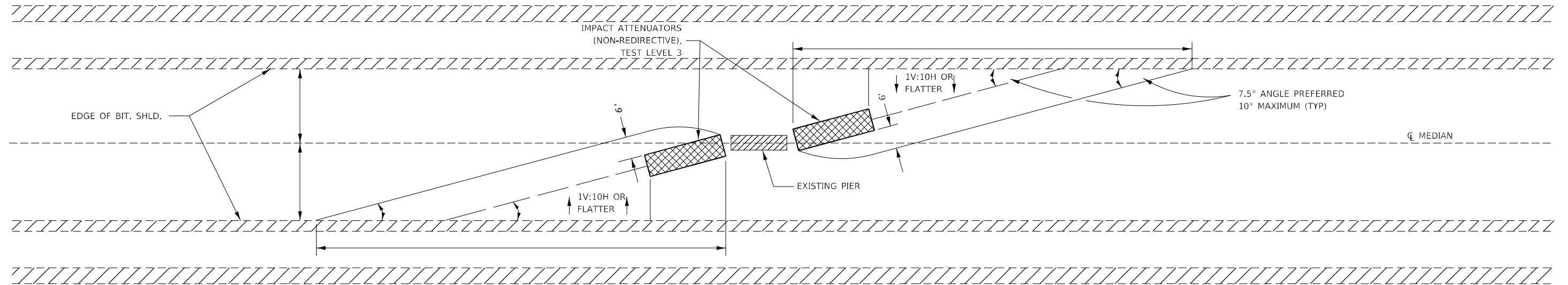
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

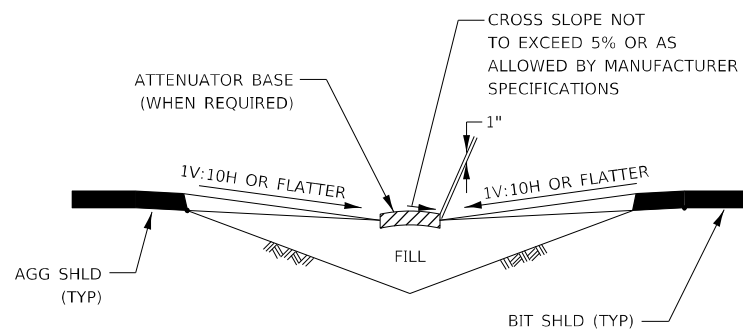
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649	(53-1HB)BR	LIVINGSTON	137	109
CONTRACT NO. 66F93			ILLINOIS FED. AID PROJECT	

GENERAL NOTES

1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



IMPACT ATTENUATOR LAYOUT AND GRADING PLAN

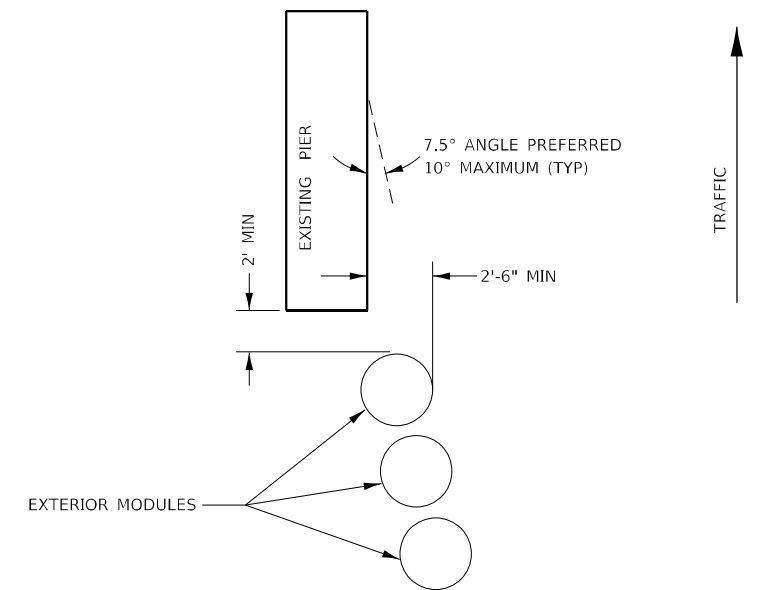


SECTION A - A

NOTE:

ATTENUATOR BASE SHALL BE PER MANUFACTURER SPECIFICATIONS EXCEPT SAND MODULE SYSTEMS SHALL HAVE THE FOLLOWING ADDITIONAL REQUIREMENTS:

1. ATTENUATOR BASE SHALL PROVIDE A 1' BUFFER ALONG THE SIDES AND FRONT OF THE ARRAY.
2. SAND MODULE SYSTEMS SHALL BE PLACED ON A HMA OR CONCRETE BASE.



TYPICAL EXTERIOR MODULE LAYOUT

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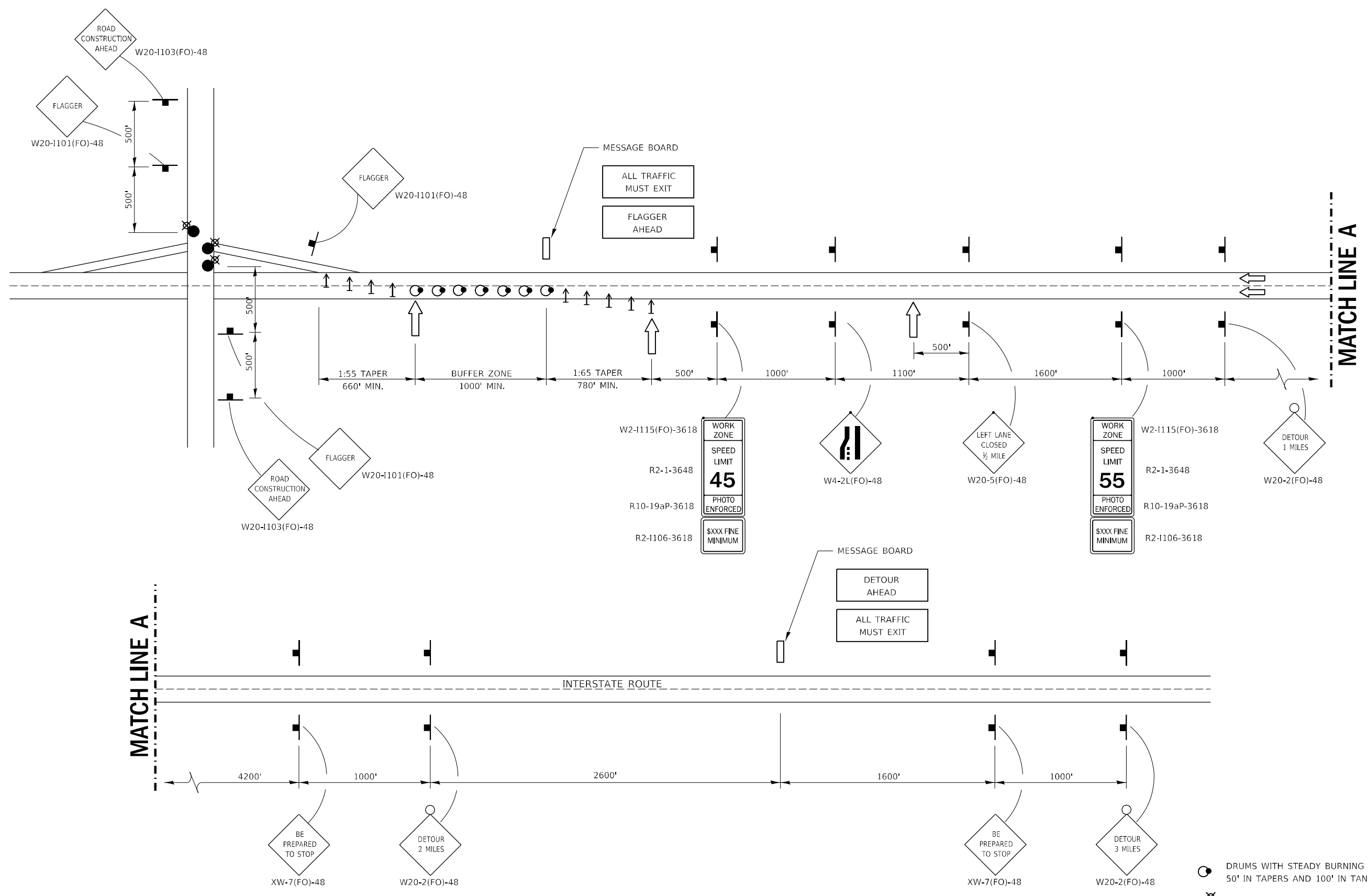
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PLOT DATE = _	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 110
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



TOTAL INTERSTATE CLOSURE AT NIGHT (ALL TRAFFIC MUST EXIT)

- DRUMS WITH STEADY BURNING LIGHTS
50' IN TAPERS AND 100' IN TANGENT ON CENTERS
- LIGHTED FLAGGER STATIONS
- ARROWBOARD
- DIRECTION INDICATOR BARRICADE

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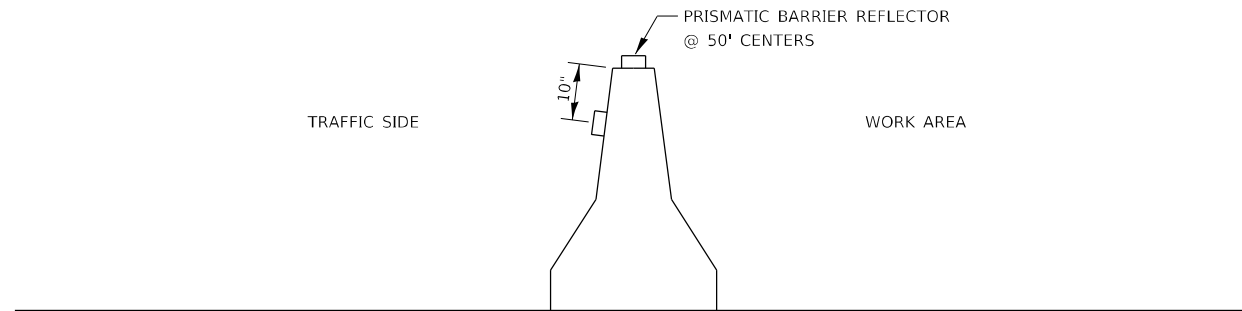
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PLOT DATE =	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	111
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

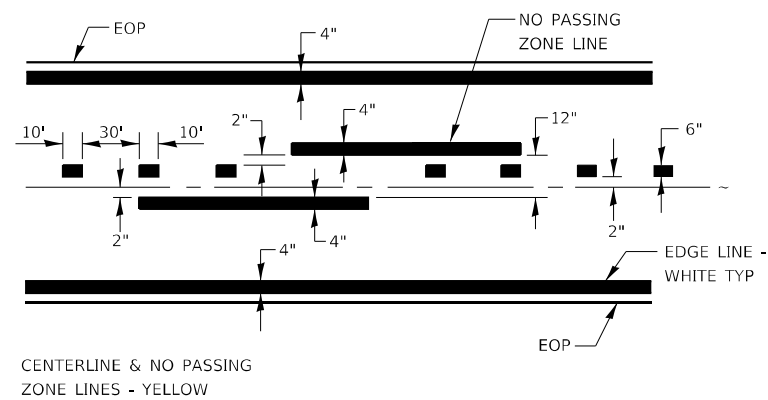
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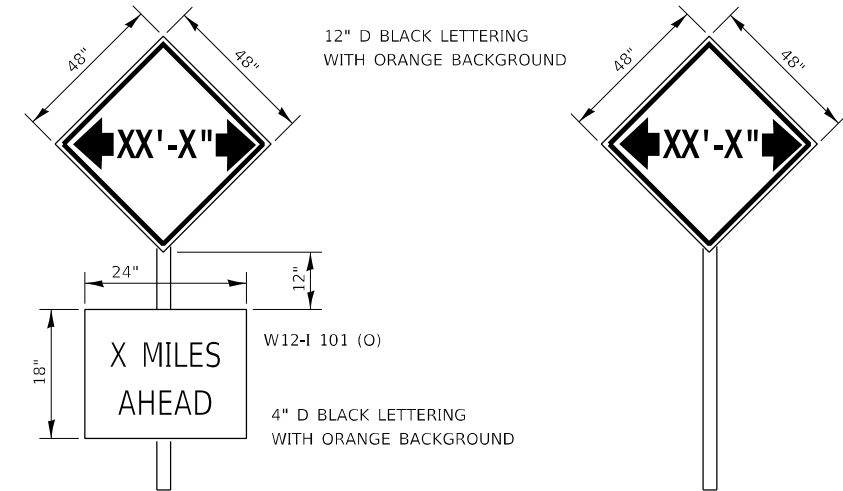
NOTES:

1. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
2. 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**



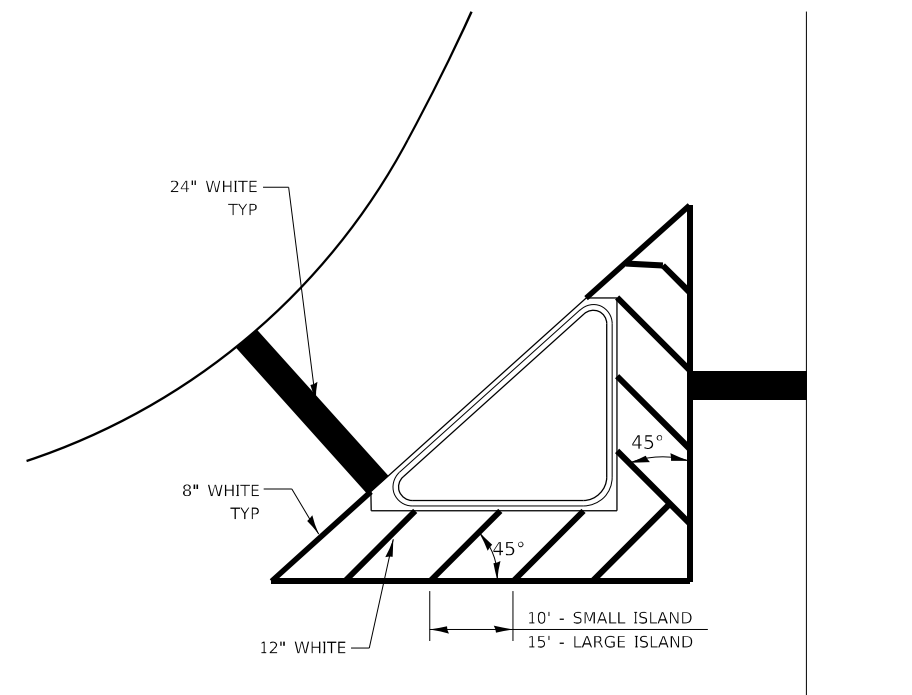
PAVEMENT MARKING



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



TYPICAL ISLAND

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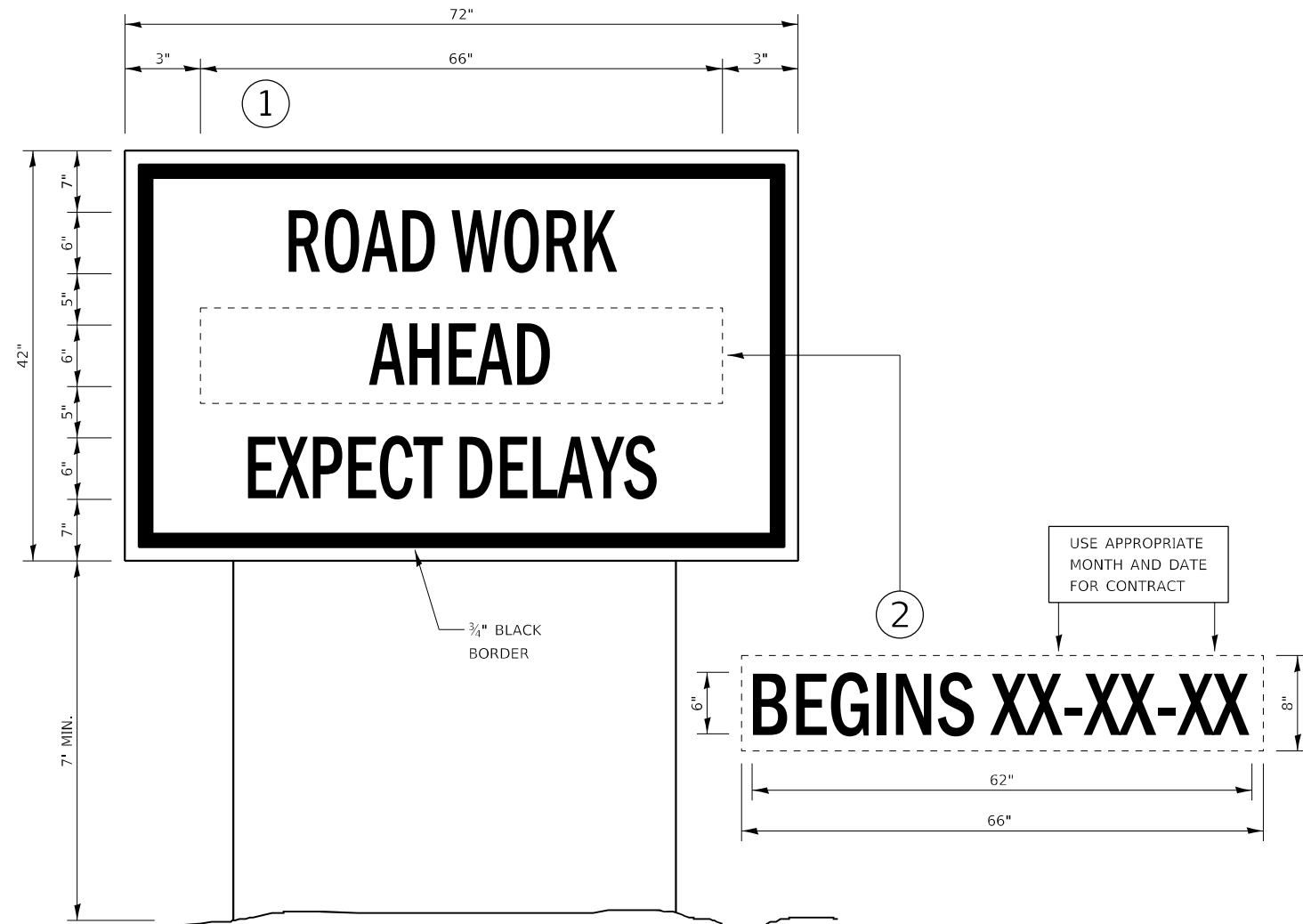


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS			
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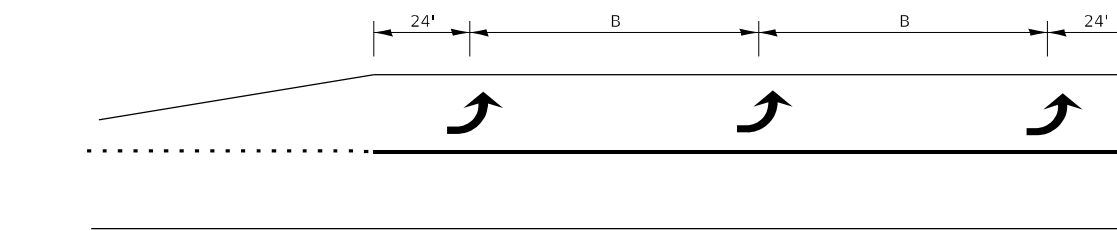
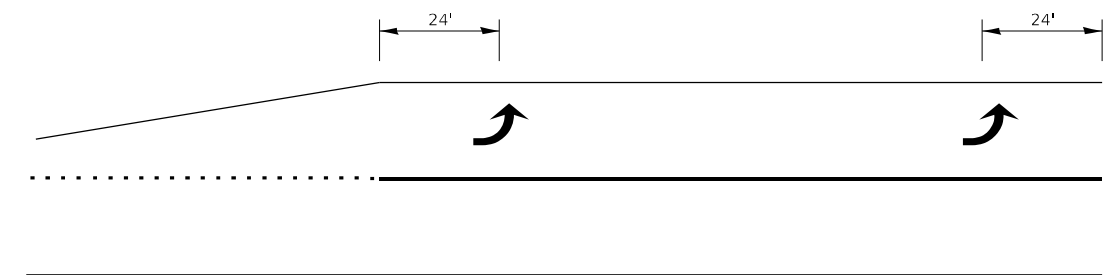
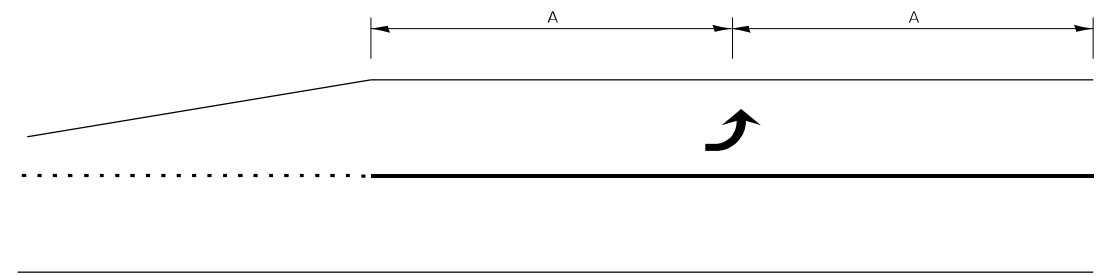
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649	(53-1HB)BR	LIVINGSTON	137	112
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				



TEMPORARY INFORMATION SIGNING

NOTES:

- USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
- ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
- ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
- REMOVE PANEL ② ON THAT DATE.
- SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- 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.



TYPICAL PLACEMENT OF ARROWS IN TURN LANES

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 Chamlin & Associates



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = _	DRAWN - NV	REVISED -
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	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

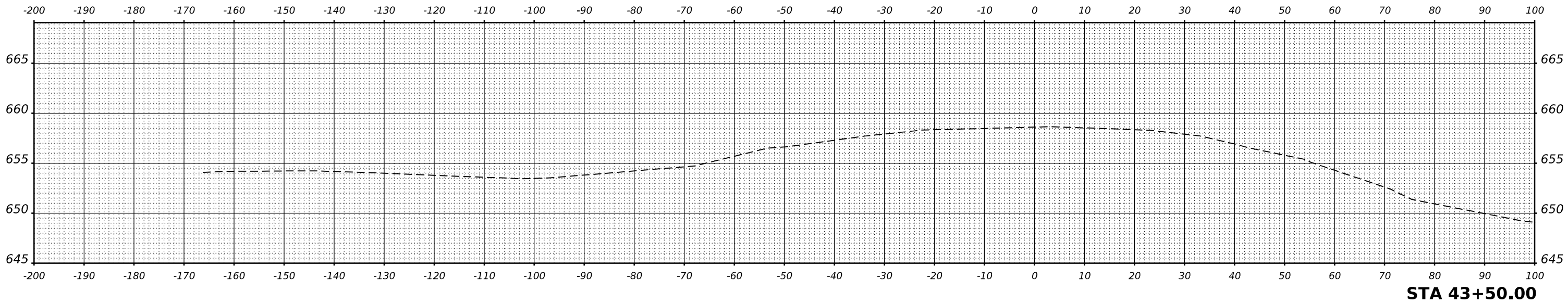
DETAILS			
SCALE:	SHEET 5	OF 5	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	113
			CONTRACT NO. 66F93	
ILLINOIS FED. AID PROJECT				

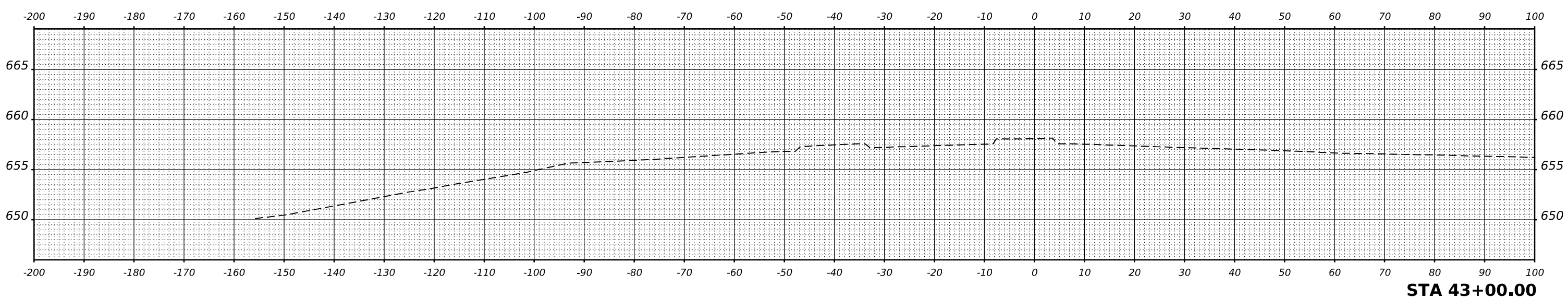
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ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 43+50.00



STA 43+00.00



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

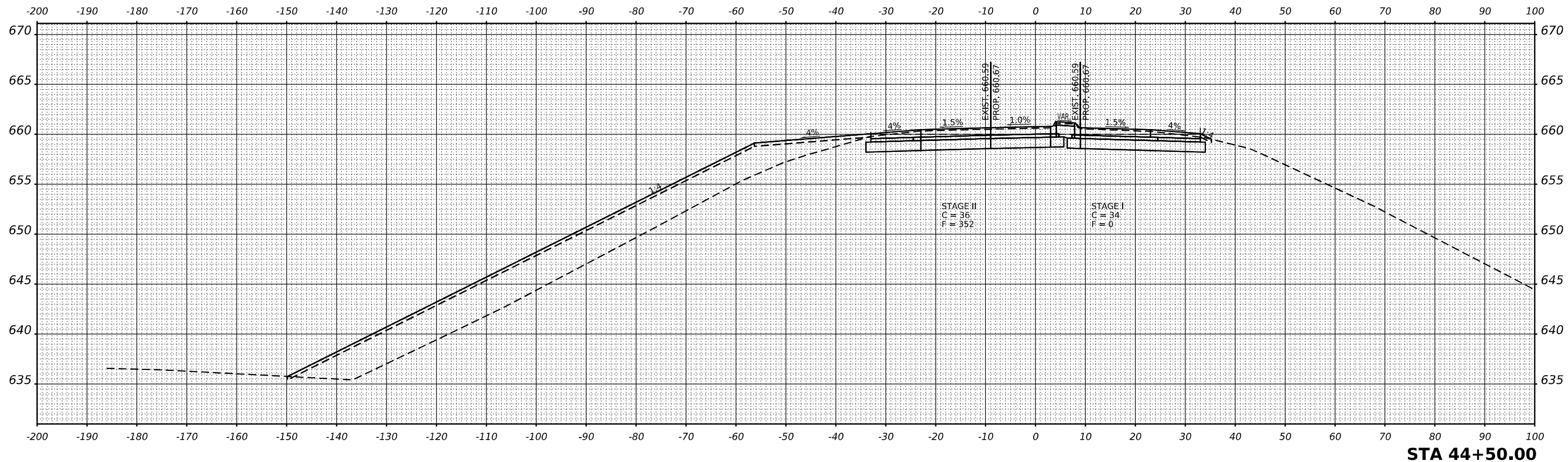
CROSS SECTIONS			
SCALE:	SHEET 1	OF 24 SHEETS	STA.

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649	(53-1HB)BR	LIVINGSTON	137	114
CONTRACT NO. 66F93				
ILLINOIS		FED. AID PROJECT		

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

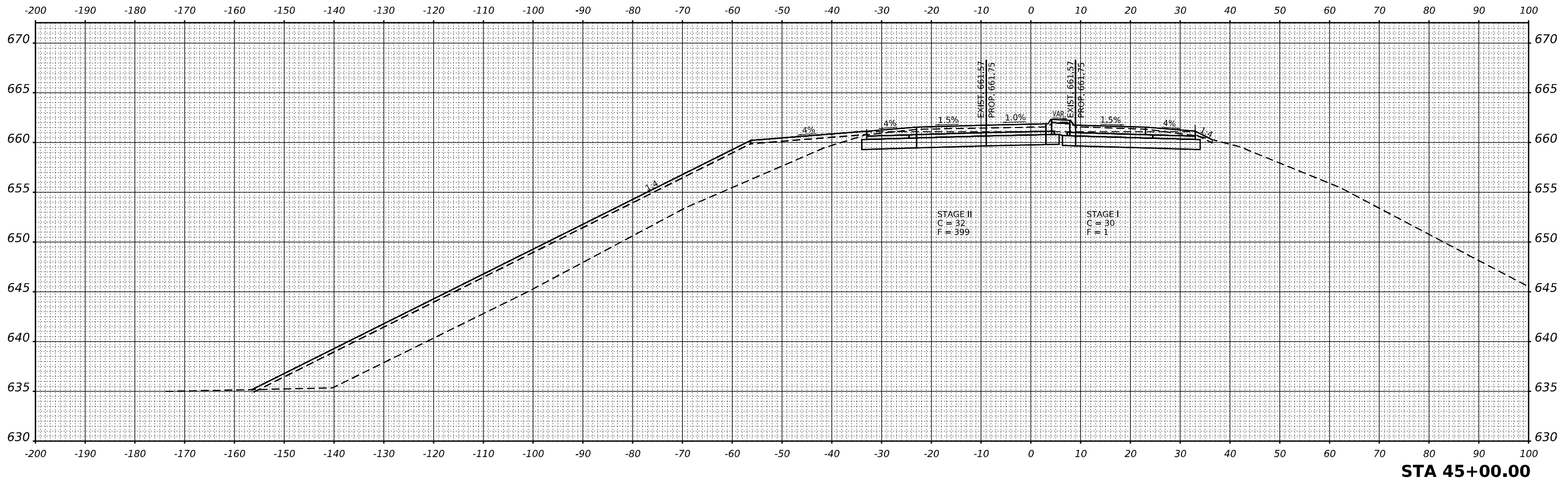
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	116
CONTRACT NO. 66F93				
		ILLINOIS	FED. AID PROJECT	

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

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

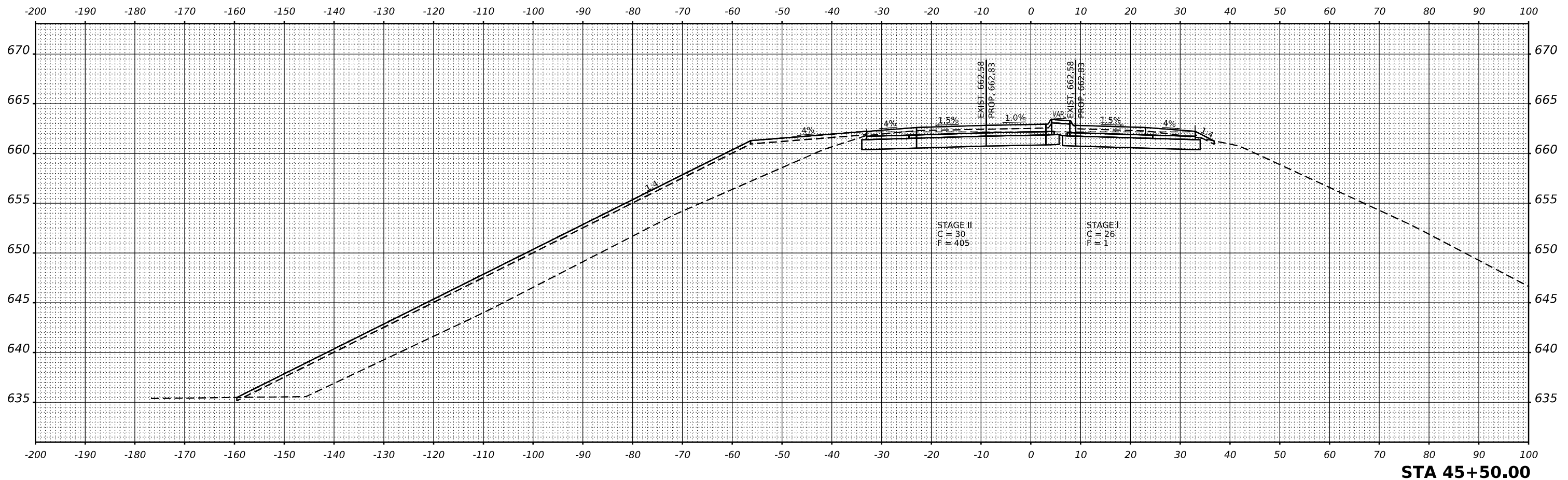
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SCALE:	SHEET 4	OF 24 SHEETS
	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	117
CONTRACT NO. 66F93				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

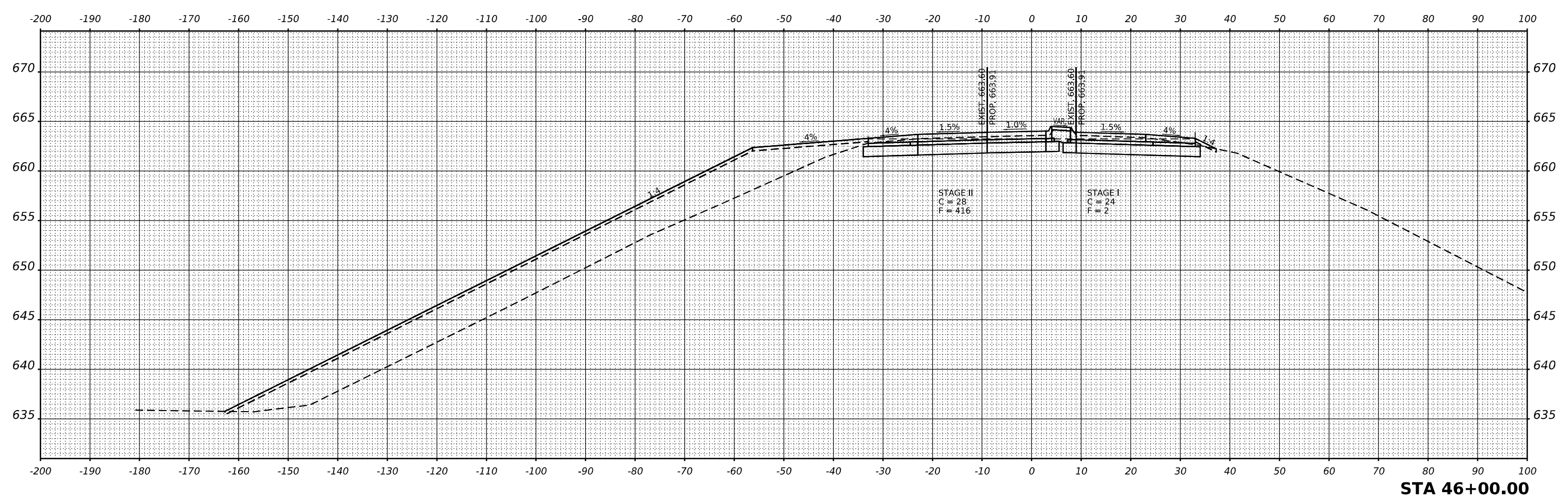
SCALE: SHEET 5 OF 24 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	118
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

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

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

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STA 46+00.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = --	DRAWN - NV	REVISED -
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	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

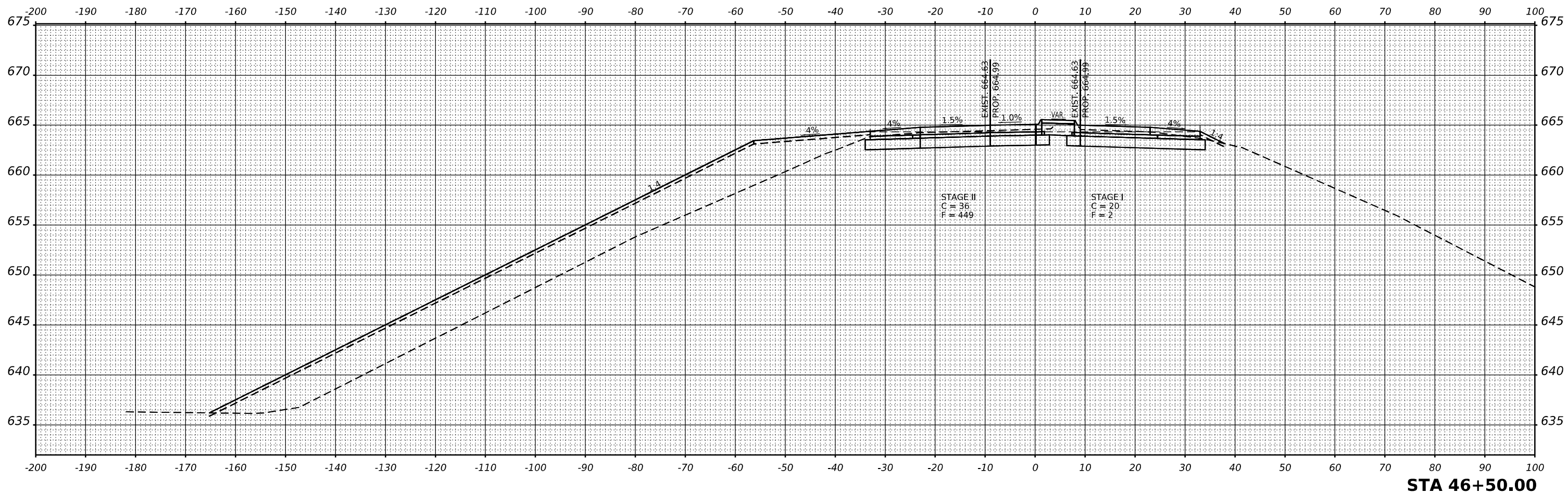
CROSS SECTIONS		
SCALE:	SHEET 6	OF 24 SHEETS
	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	119
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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

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

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STA 46+50.00



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PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

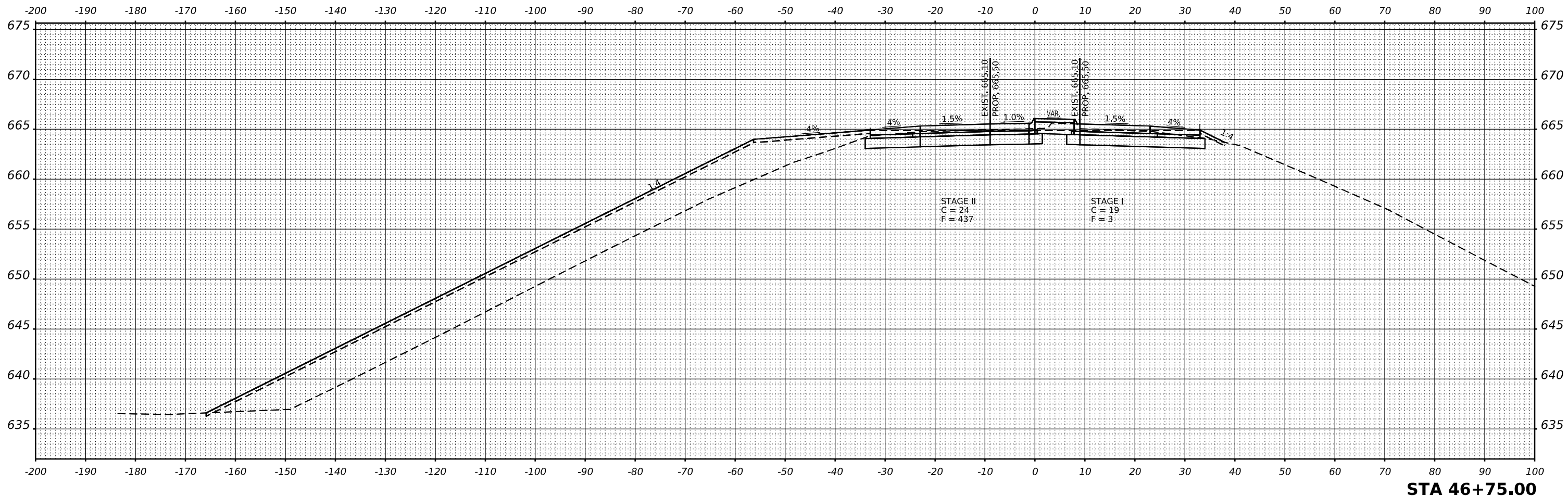
CROSS SECTIONS		
SCALE:	SHEET 7	OF 24 SHEETS
	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	120
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 46+75.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

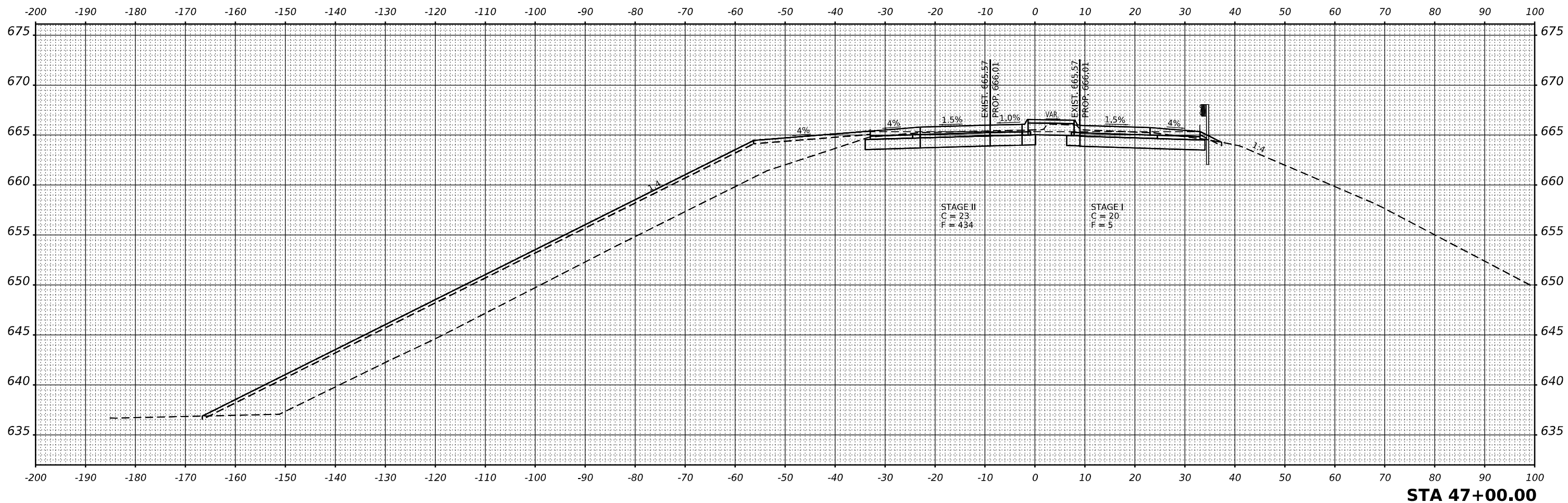
CROSS SECTIONS			
SCALE:	SHEET 8	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	121
CONTRACT NO. 66F93				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 47+00.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

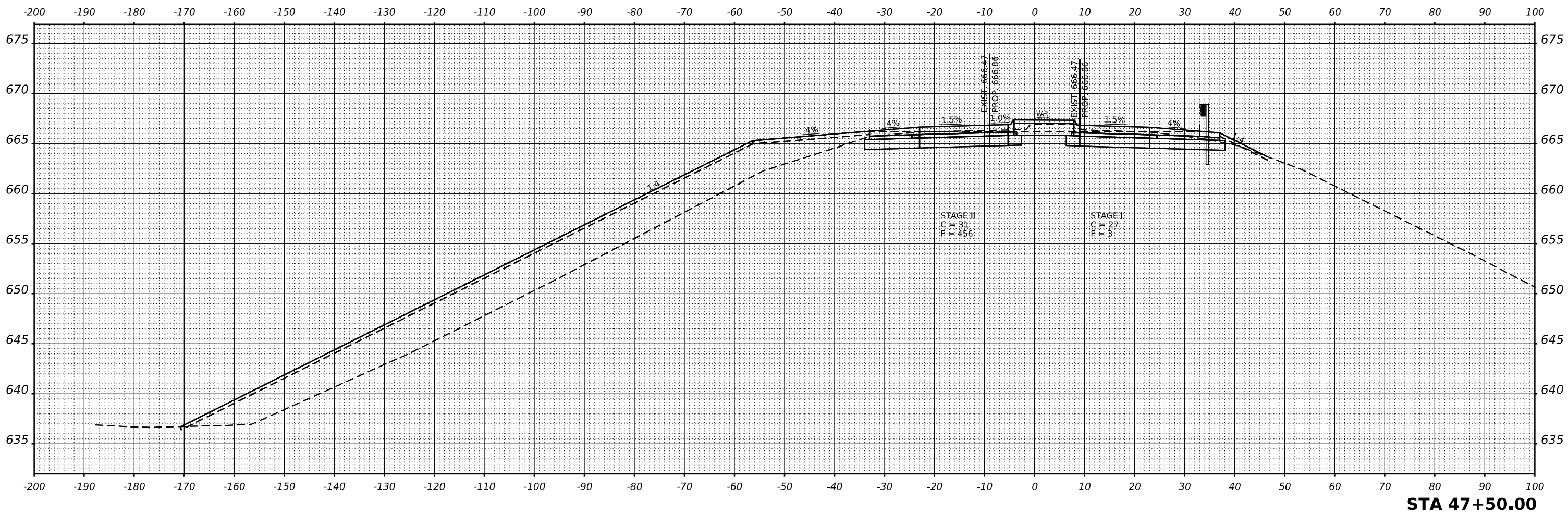
CROSS SECTIONS		
SCALE:	SHEET 9	OF 24 SHEETS
	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	122
CONTRACT NO. 66F93				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

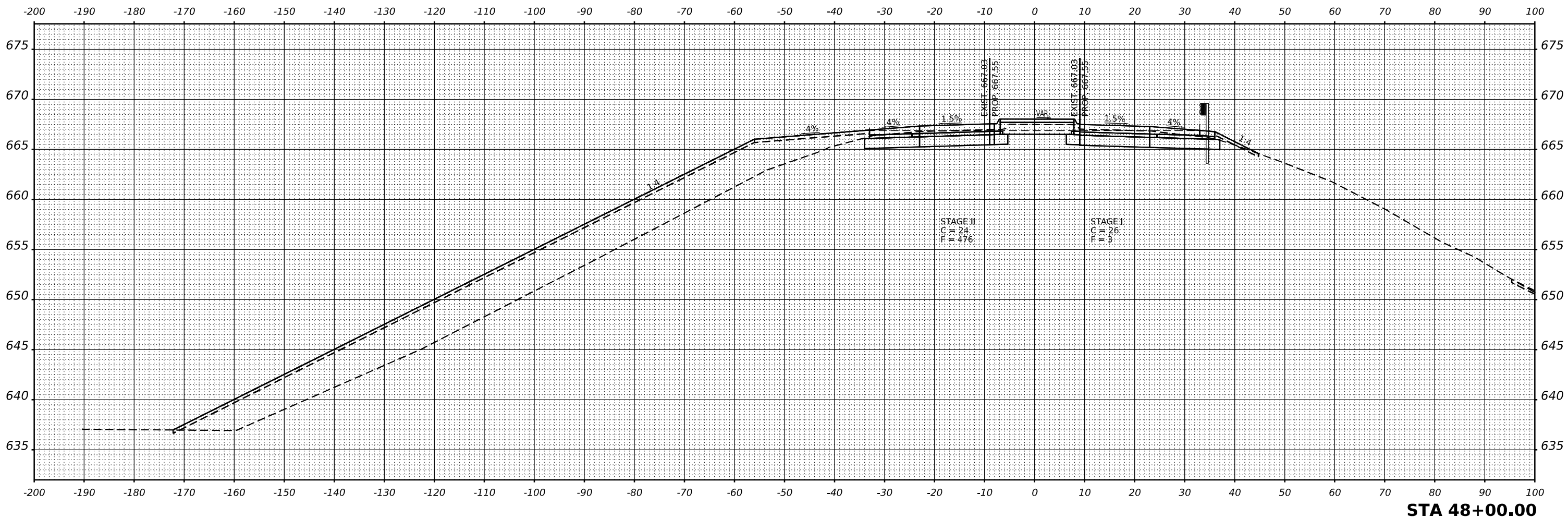
CROSS SECTIONS			
SCALE:	SHEET 10	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	123
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 48+00.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

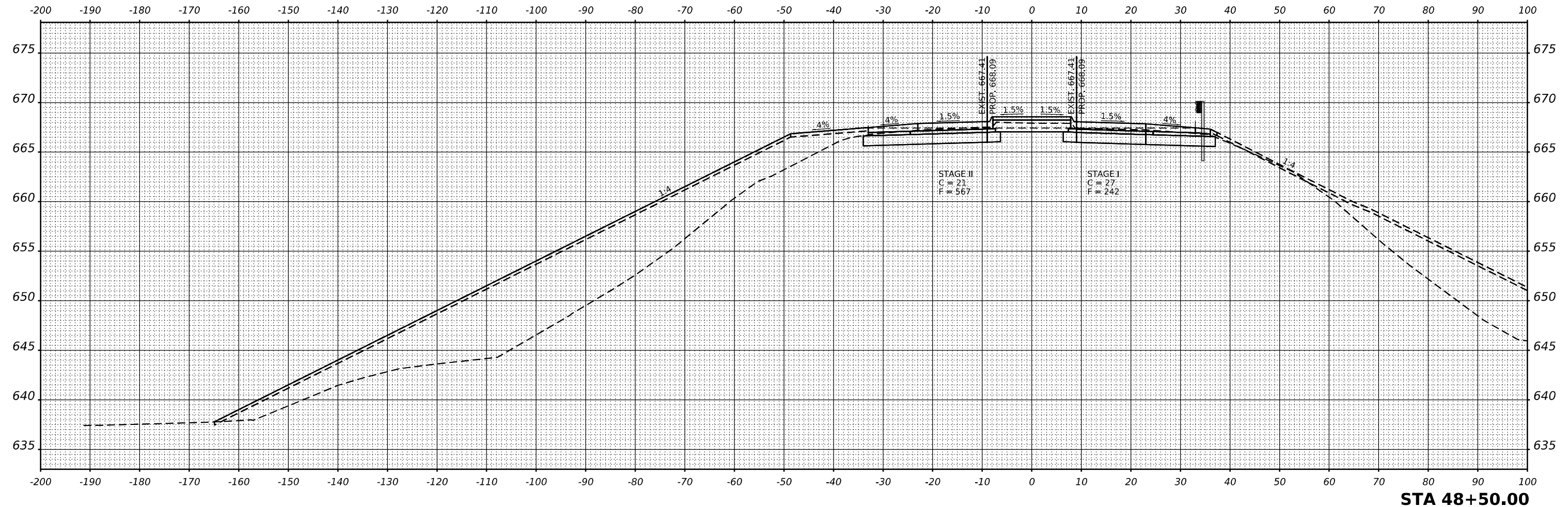
CROSS SECTIONS			
SCALE:	SHEET 11	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	124
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 48+50.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

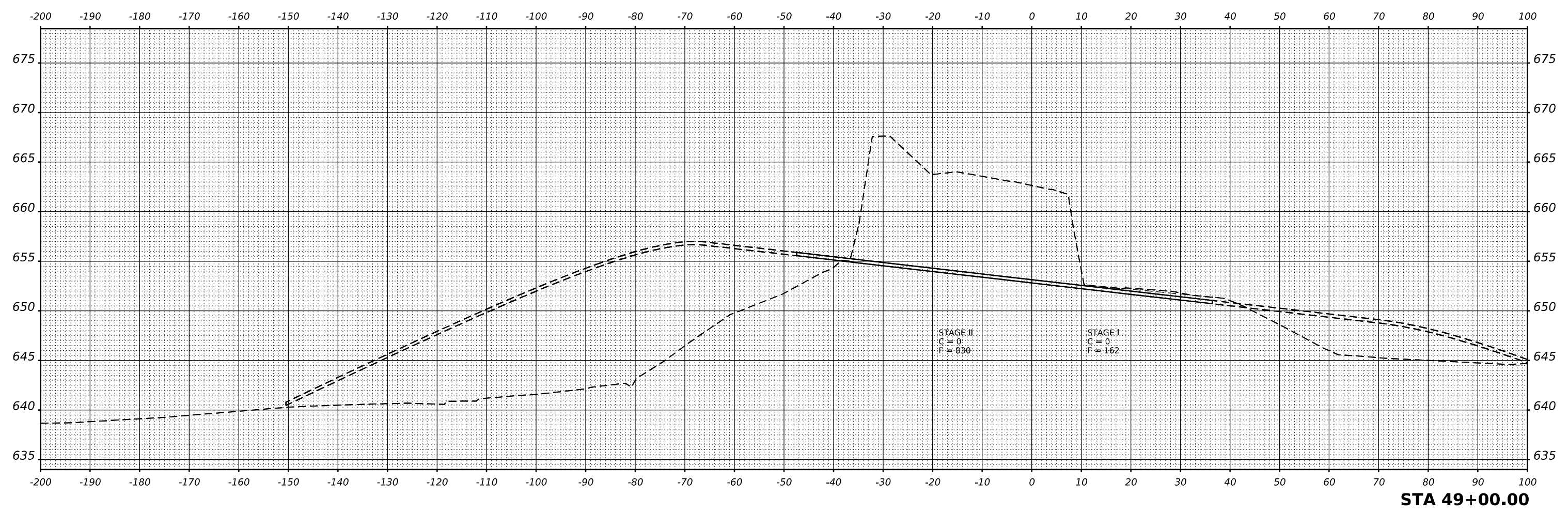
CROSS SECTIONS		
SCALE:	SHEET 12 OF 24 SHEETS	STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 125
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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

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

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STA 49+00.00



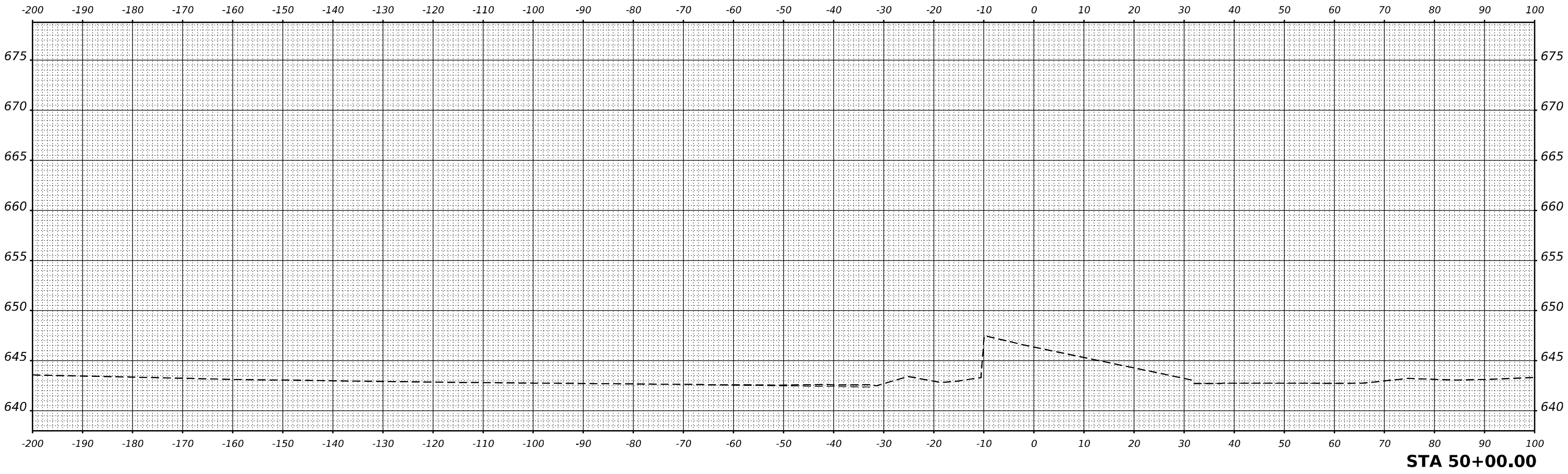
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PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS		
SCALE:	SHEET 13	OF 24 SHEETS
	STA.	

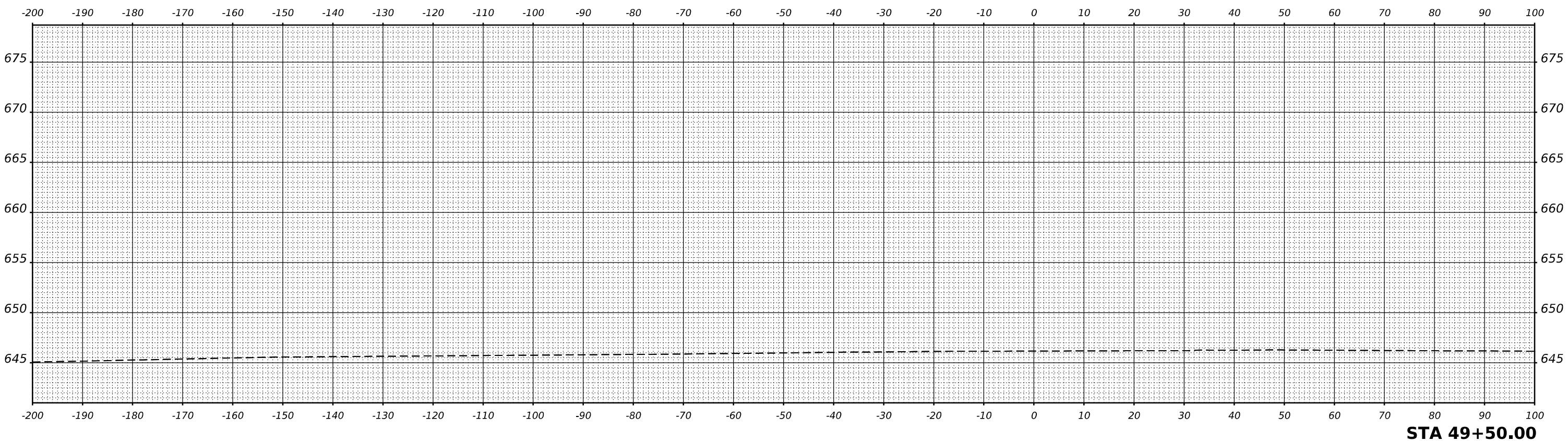
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	126
CONTRACT NO. 66F93				
		ILLINOIS	FED. AID PROJECT	

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



STA 50+00.00

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



STA 49+50.00

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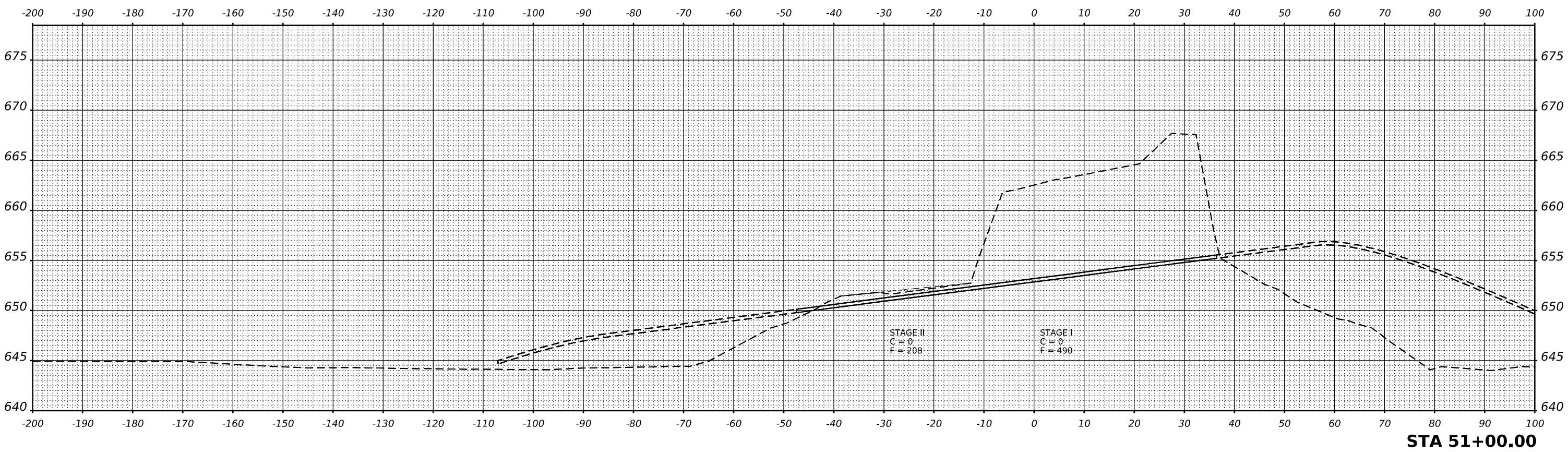
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		DRAWN	- NV	REVISED	-
PLOT SCALE	= -	CHECKED	- JKC	REVISED	-
PLOT DATE	= -	DATE	- 01/26/2023	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET 14	OF 24 SHEETS	STA.

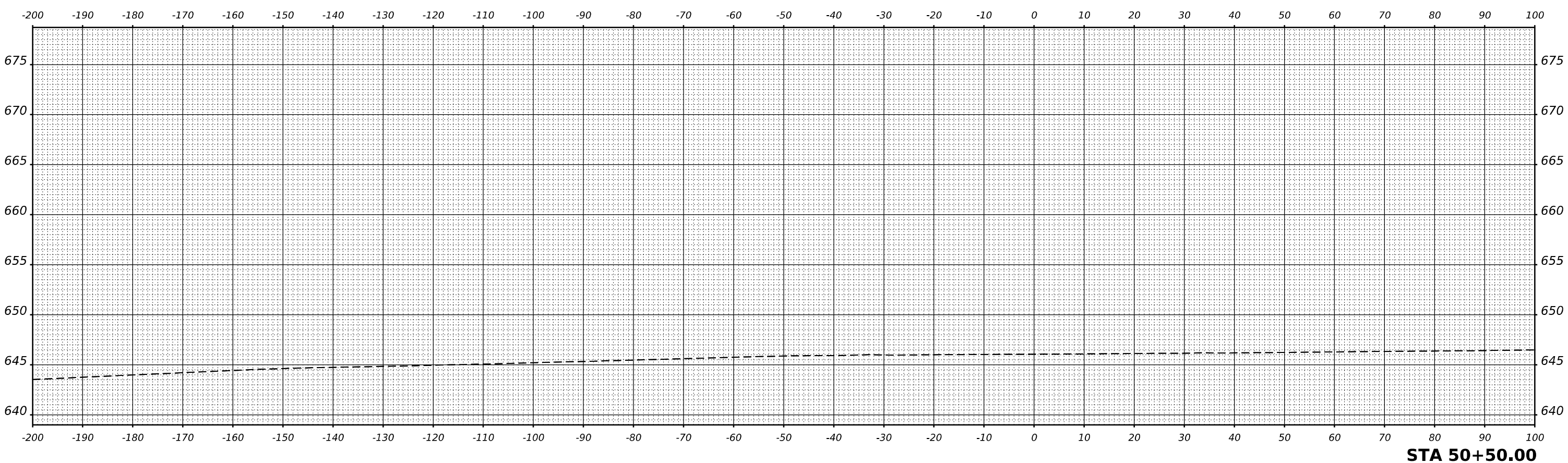
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	127
			CONTRACT NO. 66F93	
ILLINOIS		FED. AID PROJECT		

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



STA 51+00.00

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



STA 50+50.00

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USER NAME	= CHAMLIN	DESIGNED	- DJD	REVISED	-
		DRAWN	- NV	REVISED	-
PLOT SCALE	= -	CHECKED	- JKC	REVISED	-
PLOT DATE	= -	DATE	- 01/26/2023	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

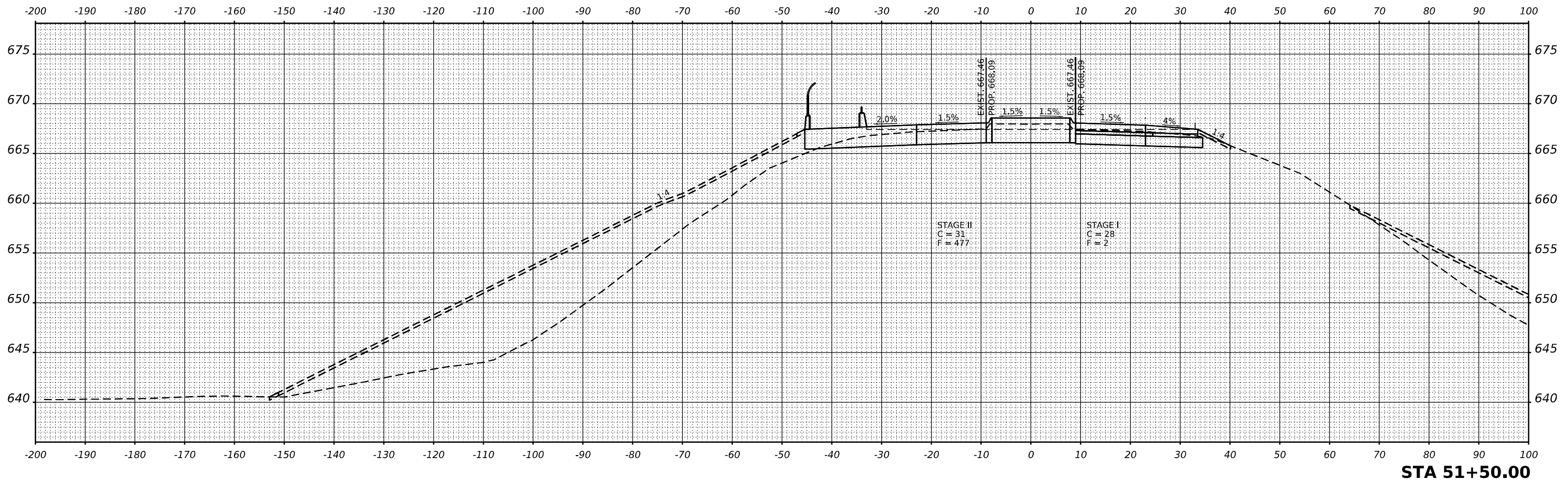
CROSS SECTIONS			
SCALE:	SHEET 15	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	128
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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STA 51+50.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

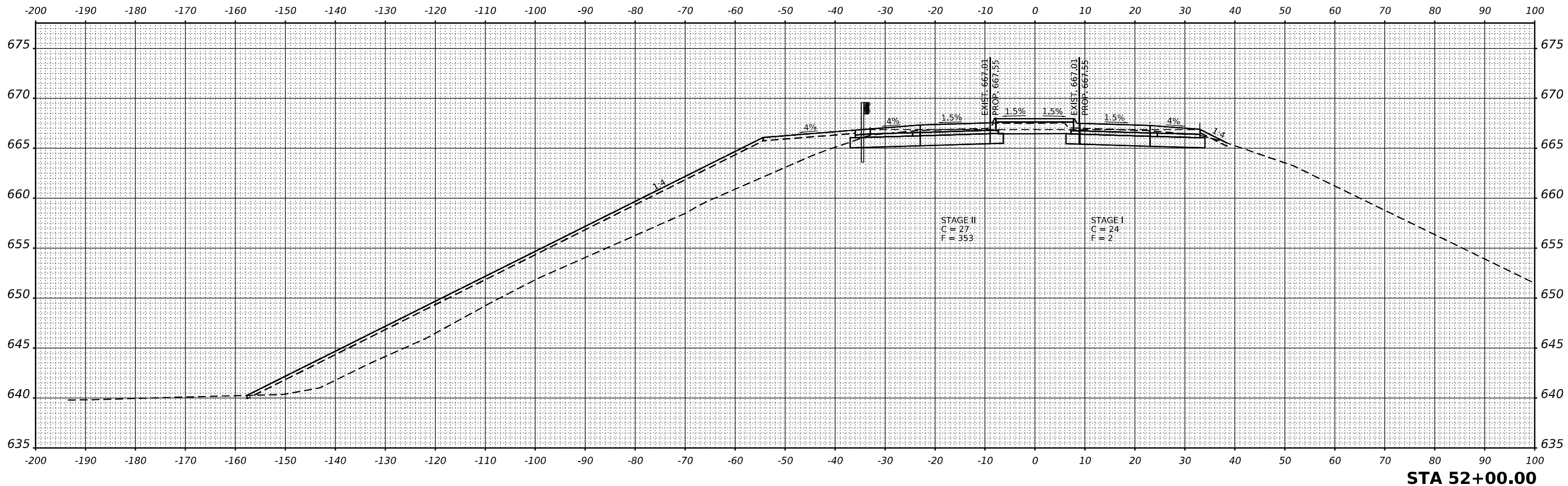
SCALE: SHEET 18 OF 24 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	129
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 52+00.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
PLOT SCALE = --	DRAWN - NV	REVISED -
PLOT DATE = --	CHECKED - JKC	REVISED -
	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

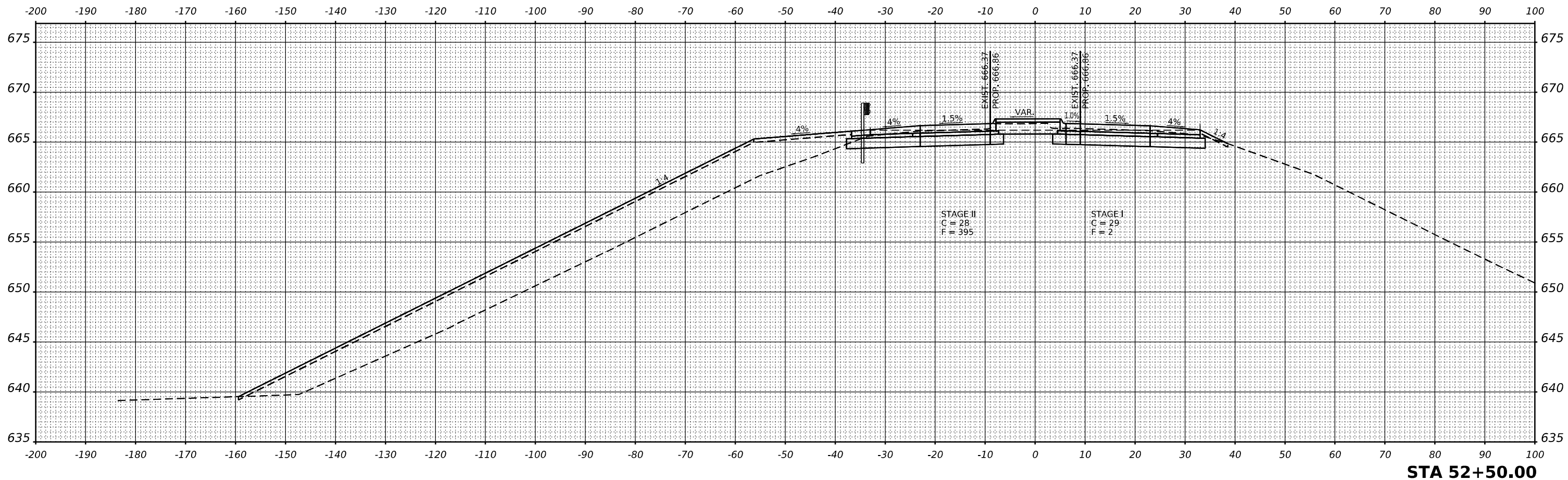
SCALE: SHEET 17 OF 24 SHEETS STA.

F.A.P. RTE. 649	SECTION (53-1HB)BR	COUNTY LIVINGSTON	TOTAL SHEETS 137	SHEET NO. 130
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 52+50.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

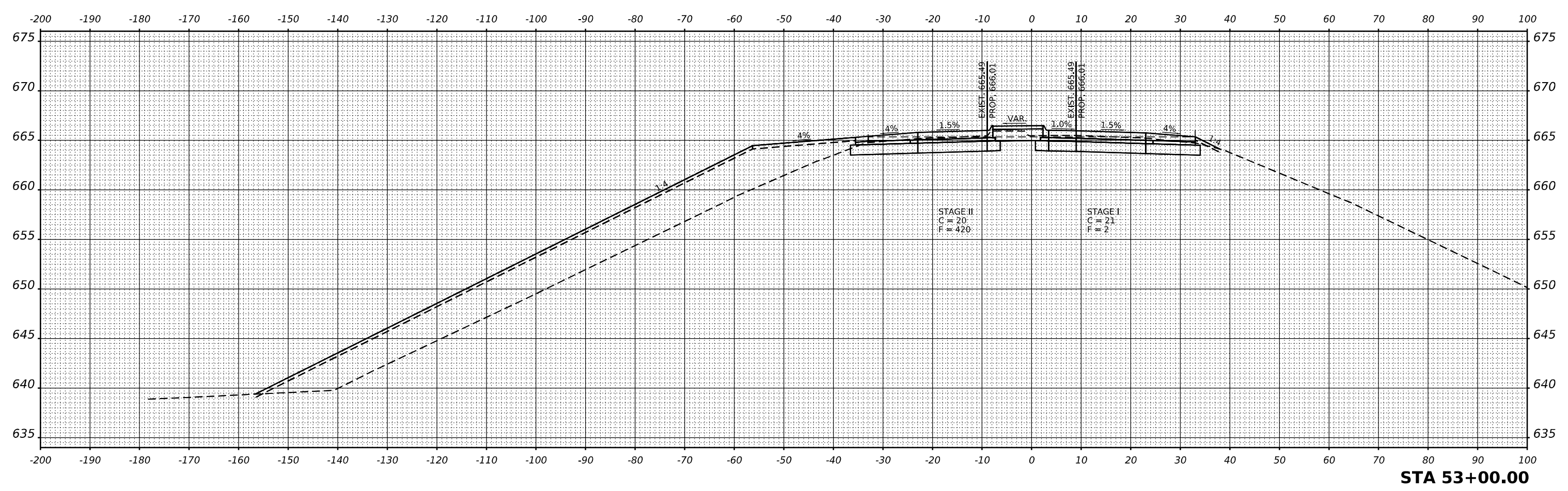
CROSS SECTIONS			
SCALE:	SHEET 18	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	131
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	

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USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

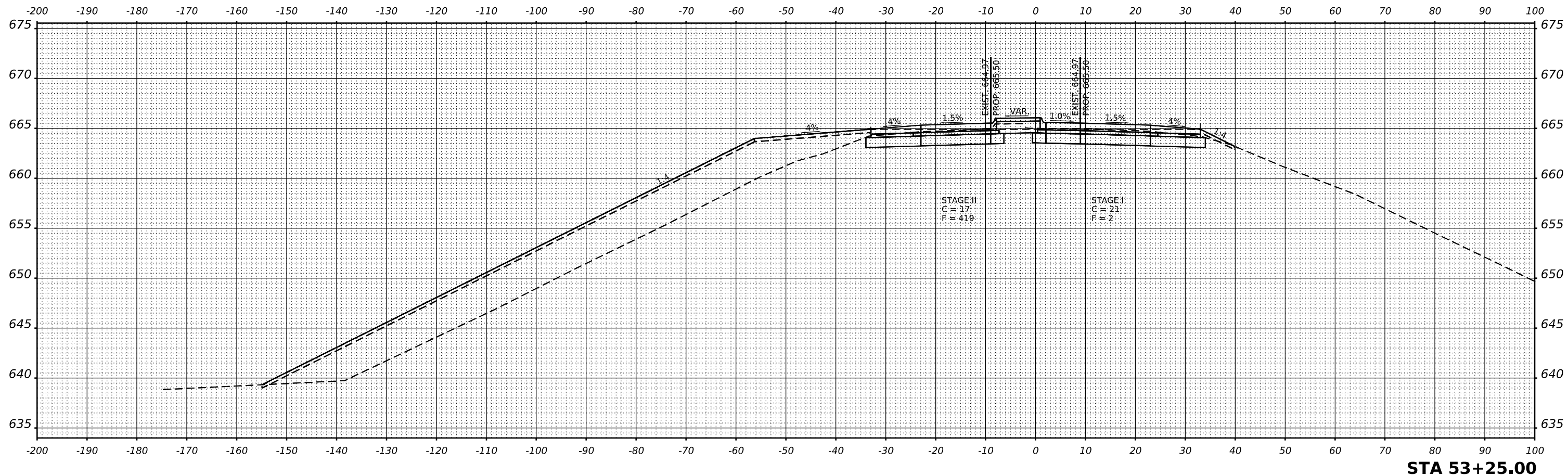
CROSS SECTIONS		
SCALE:	SHEET 19	OF 24 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	132
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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STA 53+25.00



USER NAME = CHAMLIN	DESIGNED - DJD	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = --	CHECKED - JKC	REVISED -
PLOT DATE = --	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

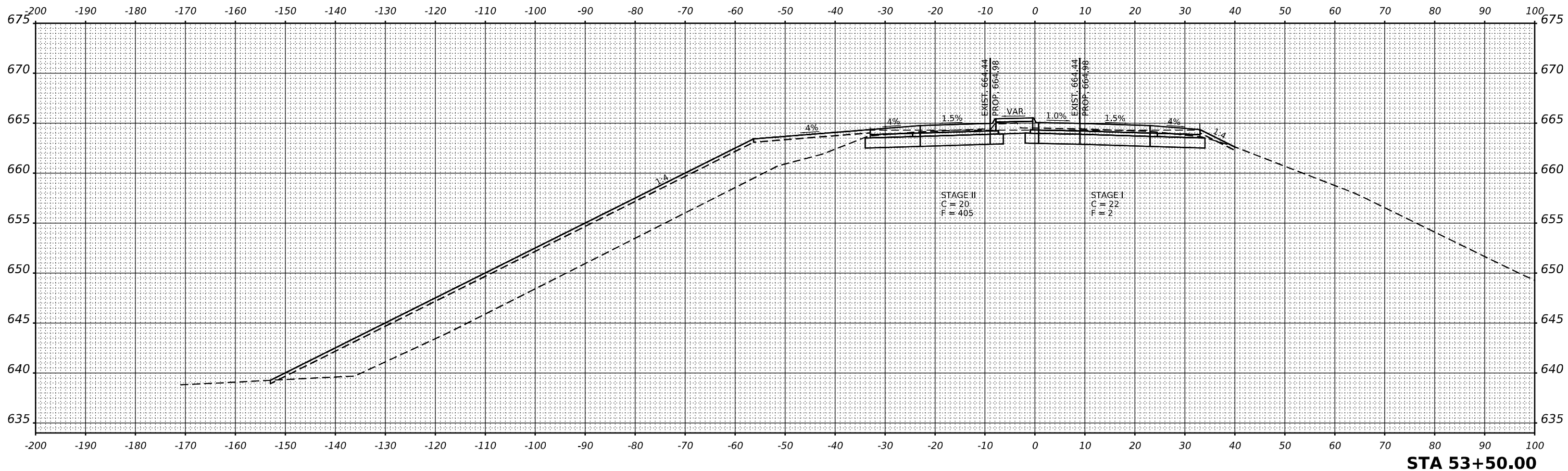
CROSS SECTIONS			
SCALE:	SHEET 20	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	133
CONTRACT NO. 66F93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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STA 53+50.00



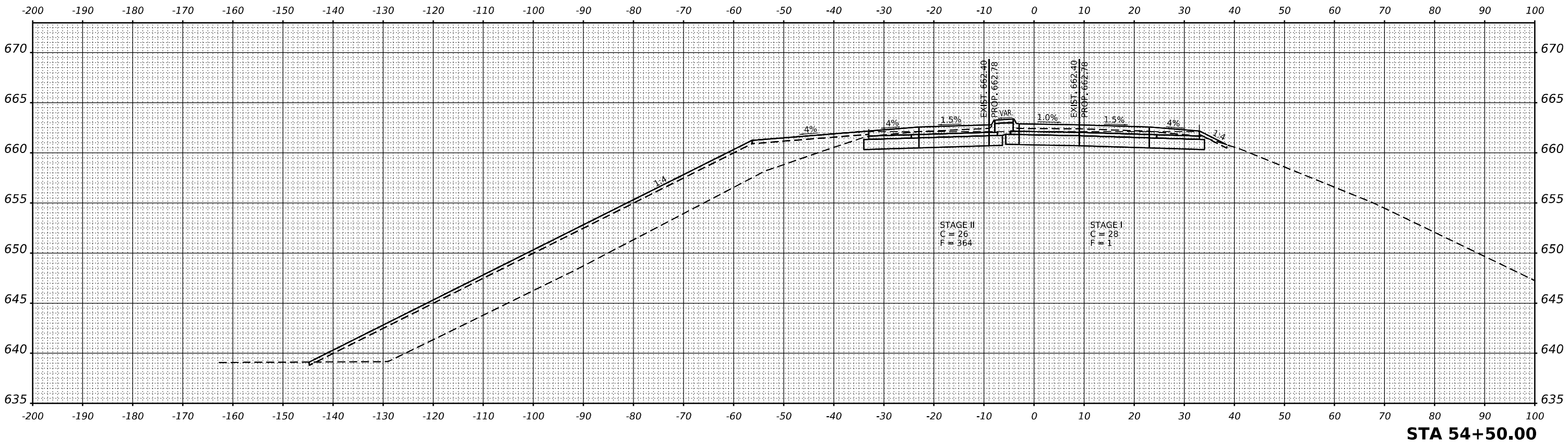
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PLOT SCALE = --	DRAWN - NV	REVISED -
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	DATE - 01/26/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

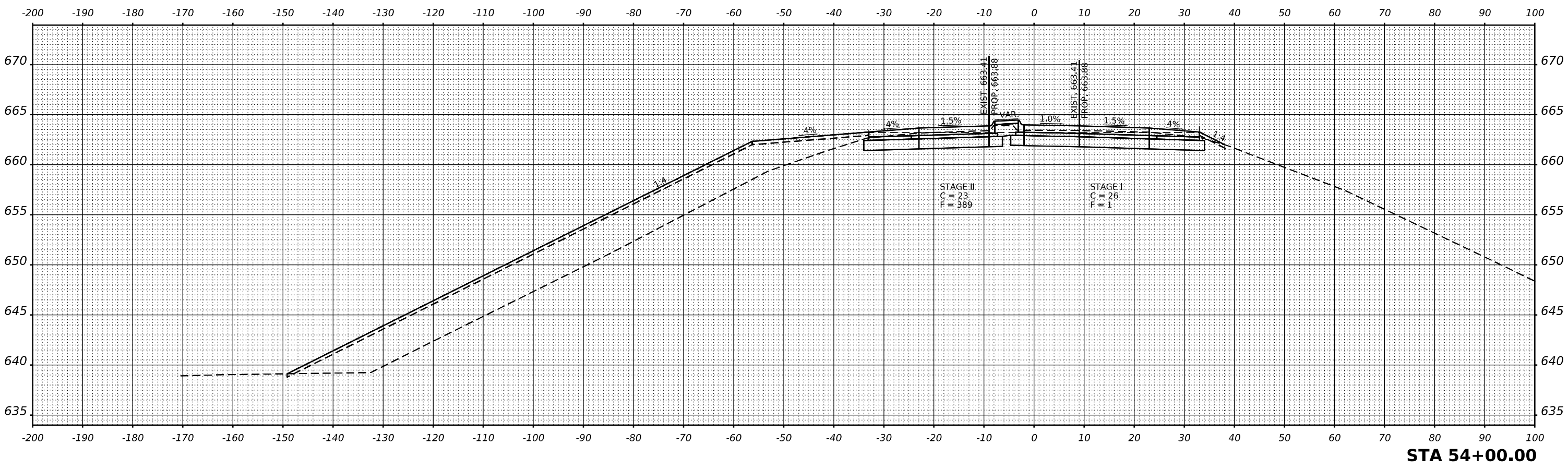
CROSS SECTIONS			
SCALE:	SHEET 21	OF 24 SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	134
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

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



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



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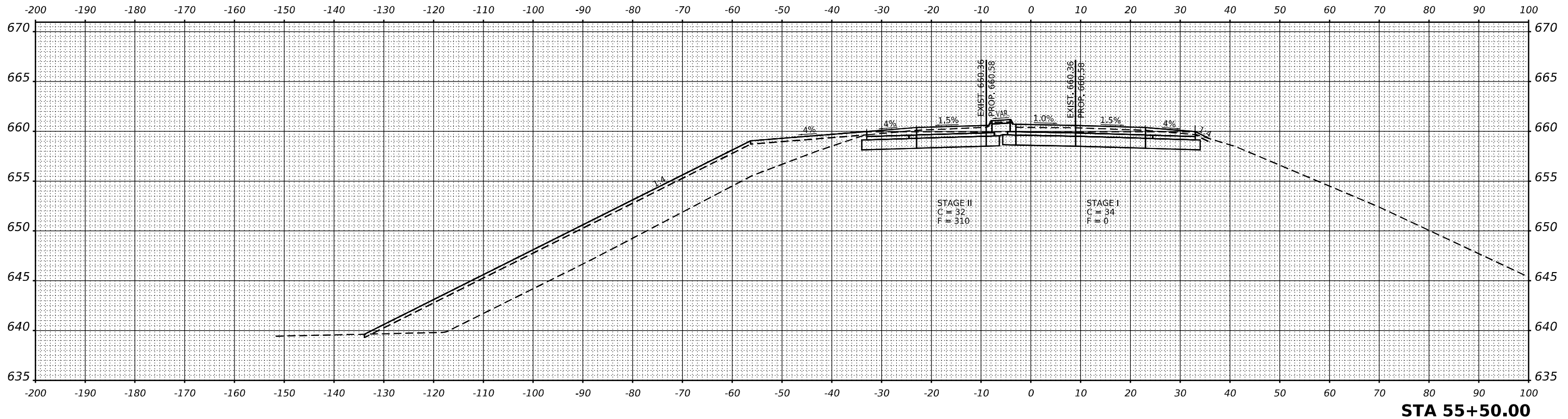
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		DRAWN	- NV	REVISED	-
PLOT SCALE	= -	CHECKED	- JKC	REVISED	-
PLOT DATE	= -	DATE	- 01/26/2023	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS		
SCALE:	SHEET 22	OF 24 SHEETS
	STA.	

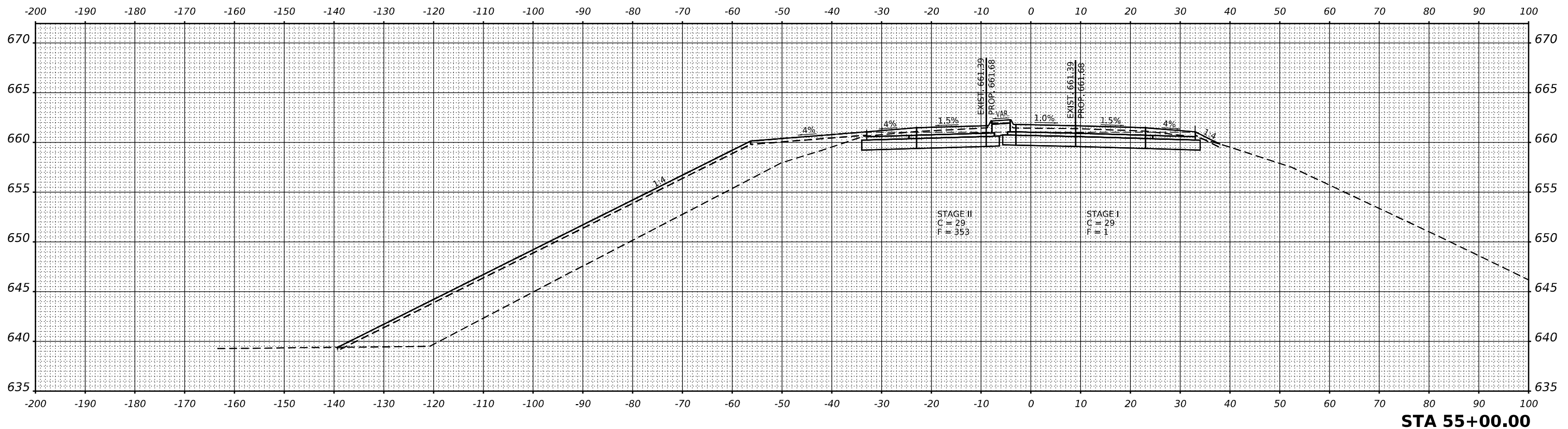
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	135
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

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



STA 55+50.00

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



STA 55+00.00

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USER NAME	= CHAMLIN
DESIGNED	- DJD
DRAWN	- NV
PLLOT SCALE	= -
PLLOT DATE	= -
CHECKED	- JKC
DATE	- 01/26/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

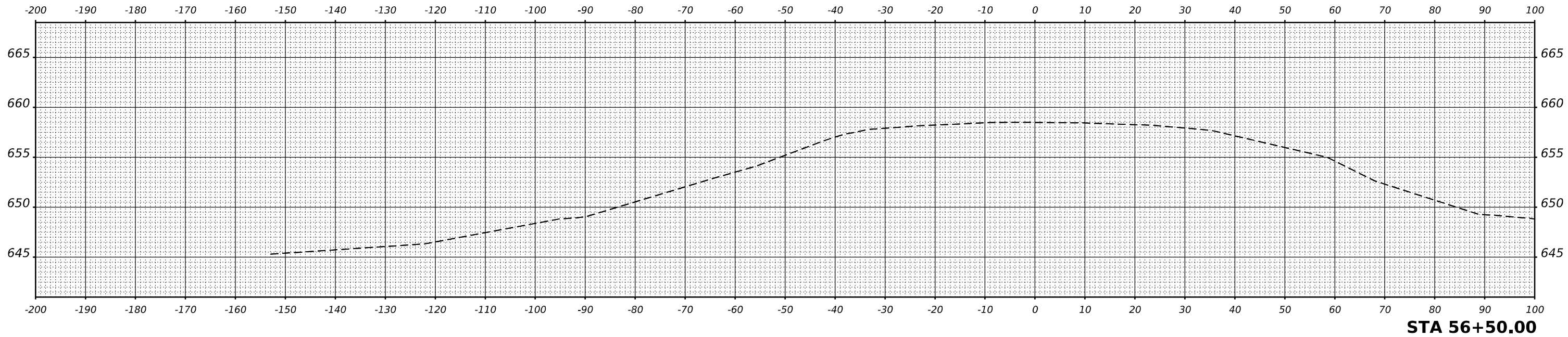
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET 23 OF 24 SHEETS STA.

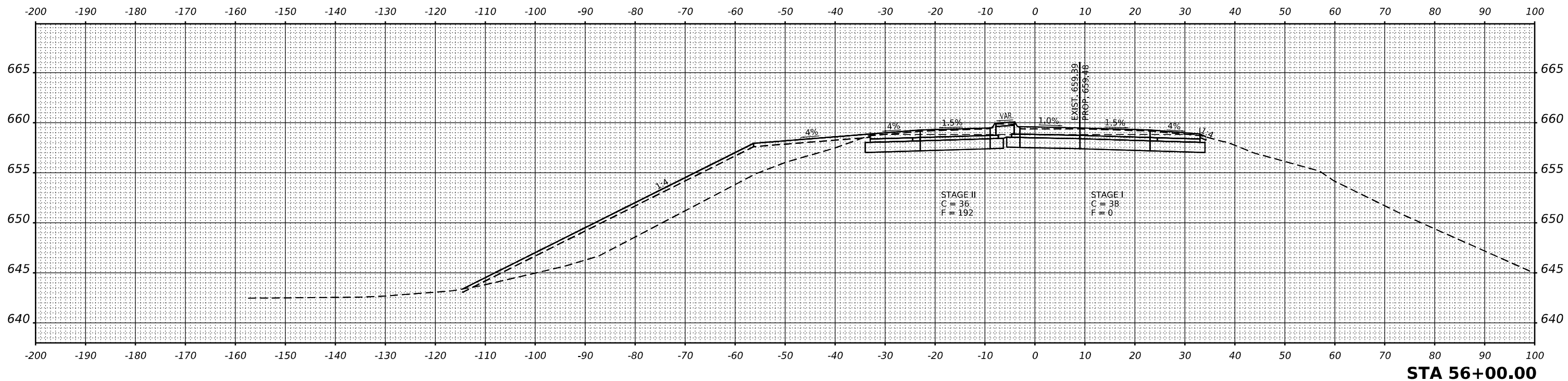
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	136
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	

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



STA 56+50.00

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



STA 56+00.00

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USER NAME	= CHAMLIN
DESIGNED	- DJD
DRAWN	- NV
PLOT SCALE	= -
PLOT DATE	= -
CHECKED	- JKC
DATE	- 01/26/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET 24 OF 24 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
649	(53-1HB)BR	LIVINGSTON	137	137
			CONTRACT NO. 66F93	
		ILLINOIS	FED. AID PROJECT	