

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	1
		ILLINOIS	CONTRACT NO. 66823	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

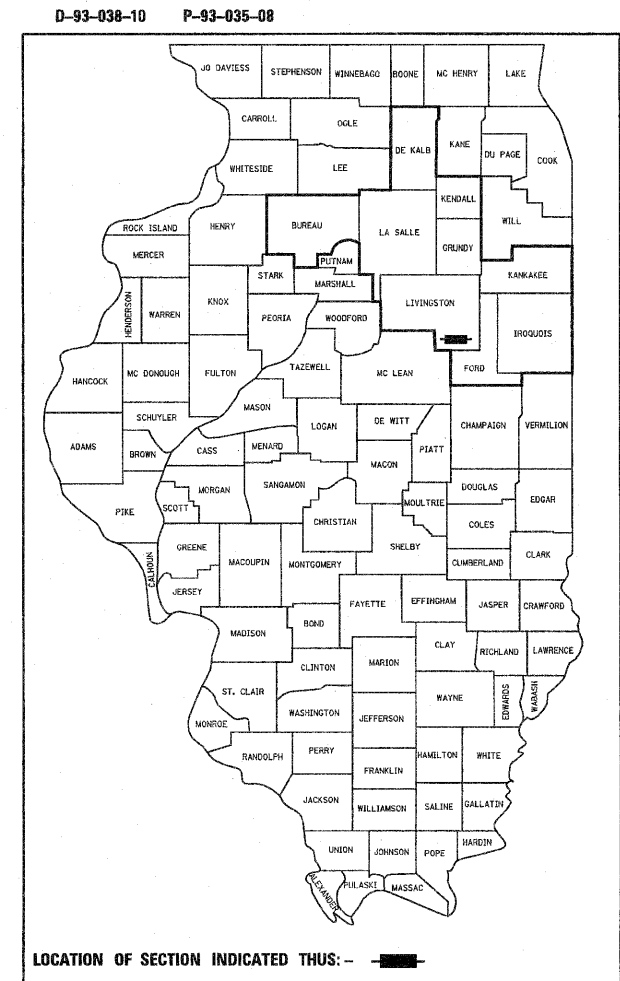
**PROPOSED**  
**HIGHWAY PLANS**

**F.A.P. ROUTE 317 (U.S. 24)**  
**SECTION (25)BR-2**  
**PROJECT ACNHF-0317(086)**  
**STRUCTURE REPLACEMENT**  
**LIVINGSTON COUNTY**

C-93-087-10

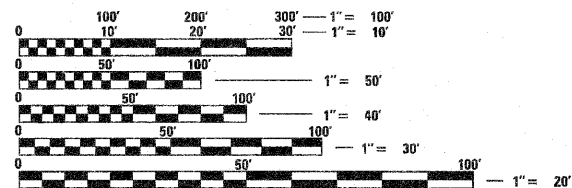
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**FUNCTIONAL CLASSIFICATION**  
**URBAN OTHER PRINCIPAL ARTERIAL**  
**2011 ADT = 5300**  
**P.V. = 81.1% S.U. = 13.3% M.U. = 5.6%**

FOR LIST OF STANDARDS, SEE SHEET NO. 2

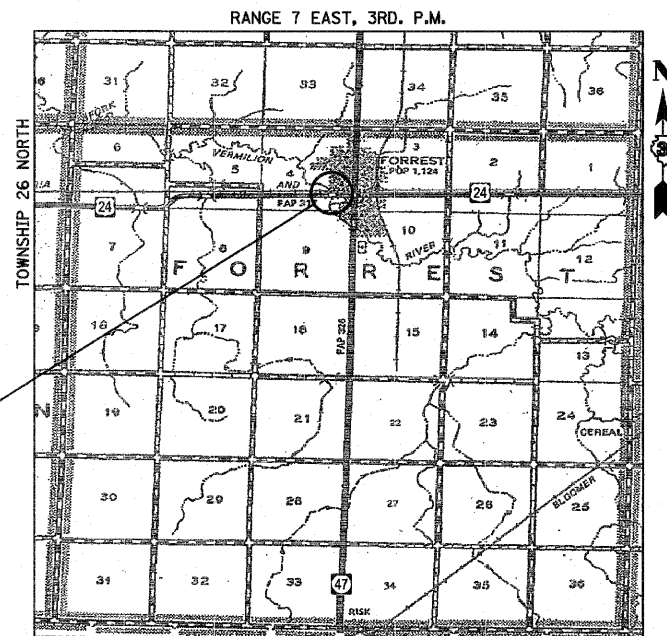


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

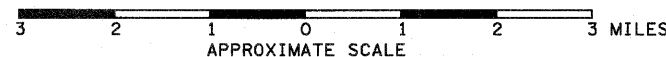
J.U.L.I.E.  
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
 1-800-892-0123  
 OR 811

**DISTRICT 3 NO. (815) 434-6131**  
**PROJECT ENGINEER: CRAIG REED**  
**UNIT CHIEF: BRAD DUNCAN**  
**CONTRACT NO. 66823**

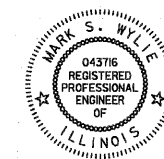
S.N. 053-0188 (PR.)/053-0152 (EX.)  
 STATION 473+87.00  
 STRUCTURE REPLACEMENT OVER  
 SOUTH FORK OF THE VERMILION  
 RIVER, 0.3 MILES WEST OF IL 47  
 AT THE VILLAGE OF FORREST  
 (IMPROVEMENT:  
 STA. 468+65.00 TO STA. 480+38.00)



**LOCATION MAP**



GROSS LENGTH = 1,173.0 FT. = 0.22 MILE  
 NET LENGTH = 1,173.0 FT. = 0.22 MILE



*Mark S. Wylie* Date 8/13/10  
 MARK S. WYLIE  
 REGISTERED PROFESSIONAL ENGINEER  
 NO. 062-043716  
 EXPIRATION 11/30/11

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED August 17 2010  
*[Signature]*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 2010  
*Scott E. Stitt, P.E.*  
 acting ENGINEER OF DESIGN AND ENVIRONMENT

October 1 2010  
*Christine M. Reed*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

**GENERAL NOTES**

BRIDGE APPROACH PAVEMENT REMOVAL SHALL BE INCLUDED IN THE COST OF "PAVEMENT REMOVAL".

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

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

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

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

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

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF "FURNISHED EXCAVATION".

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

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

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

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

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BIT MATERIALS (PRIME COAT) ON AGGREGATE BASES	0.375	GAL / SQ YD
BITUMINOUS MATERIALS (PRIME COAT)	0.08	GAL / SQ YD
FOR ADDITIONAL HMA LIFTS "FOG COAT"	0.05	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL 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:

1. AMEREN CIPS
2. AT&T
3. MEDIA COM
4. NICOR GAS COMPANY
5. VERIZON
6. VILLAGE OF FORREST

**COMMITMENTS**

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

1. THE PROPOSED TEMPORARY EASEMENT IS NOT TO BE USED FOR PARKING OR STORAGE OF CONSTRUCTION MATERIALS OR EQUIPMENT WITHOUT THE EXPRESS CONSENT OF THE PROPERTY OWNER.
2. THE SLOPE AND SWALE BETWEEN THE CURB AND THE RIGHT OF WAY BETWEEN THE ENTRANCE AT STA 476+97 LT AND THE ENTRANCE AT STA 478+34.8 LT WILL BE PAVED AS A PAVED DITCH TO ALLOW FOR EASE OF MAINTENANCE AND IMPROVED DRAINAGE.
3. THE SIDEWALK ON PRIVATE PROPERTY WILL BE REMOVED FROM STA 476+12 LT TO STA 476+55 LT AND A NEW SIDEWALK WILL BE PLACED FROM STA 476+12 LT TO THE PROPOSED COMMERCIAL ENTRANCE AT STA 476+97 LT. THE WALK SHALL BE SLOPED TOWARDS THE ROADWAY DITCH.
4. AN EROSION CONTROL FENCE WILL BE PLACED FROM STA 470+00, 52.8' LT TO STA 473+00, 67.8' LT PRIOR TO CONSTRUCTION TO ENSURE THAT CONSTRUCTION ACTIVITIES DO NOT ENCRONCH UPON THE WETLAND.

**HIGHWAY STANDARDS**

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-02	INLET - TYPE A
602401-02	MANHOLE TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604006-04	FRAME AND GRATE TYPE 3
604036-02	GRATE TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-02	OUTLETS FOR CONC. CURB AND GUTTER TYPE B-6.24 (B-15.60)
630001-08	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 2' (600 mm) FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

REVIEWED BY: *Dave Benoit*  
ACTING DISTRICT STUDIES & PLANS ENGINEER

DATE: 08/17/10

EXAMINED BY: *Herbert K. Dugas*  
DISTRICT CONSTRUCTION ENGINEER

*Wayne L. Phillips*  
DISTRICT MATERIALS ENGINEER

*James A. Huchson*  
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JJO	REVISED -			317	(25)BR-2	LIVINGSTON	58	2	
		CHECKED - MSW	REVISED -			CONTRACT NO. 66823					
		DATE - 08/13/10	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					

CODE NUMBER	ITEM	UNIT	80% FED. 20% STATE		STRUCTURE NO. 053-0188 0011
			TOTAL	ROADWAY 0005	
2010010	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	75	75	
2010020	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	90	90	
2010030	TEMPORARY FENCE	FOOT	300	300	
2020000	EARTH EXCAVATION	CU YD	630	630	
2030000	CHANNEL EXCAVATION	CU YD	1,328	1,328	
2040000	FURNISHED EXCAVATION	CU YD	1,245	1,245	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	98		98
20800150	TRENCH BACKFILL	CU YD	64	64	
25000100	SEEDING, CLASS 1	ACRE	0.75	0.75	
25000300	SEEDING, CLASS 3	ACRE	0.75	0.75	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	136	136	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	136	136	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	136	136	
25100630	EROSION CONTROL BLANKET	SQ YD	6,288	6,288	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4,050	4,050	
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
28000400	PERIMETER EROSION BARRIER	FOOT	1,491	1,491	
28000500	INLET AND PIPE PROTECTION	EACH	16	16	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1,920		1,920
28200200	FILTER FABRIC	SQ YD	1,920		1,920
31100500	SUB-BASE GRANULAR MATERIAL, TYPE A 6"	SQ YD	255	255	
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	1,543	1,543	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	131	131	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	706	706	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	290	290	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	346	346	
40600990	TEMPORARY RAMP	SQ YD	60	60	
40601080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	789	789	
40601335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	219	219	

• SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	80% FED. 20% STATE		STRUCTURE NO. 053-0188 0011
			TOTAL	ROADWAY 0005	
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	108	108	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	48	48	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	42	42	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	75	75	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	293	293	
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	210	210	
44000100	PAVEMENT REMOVAL	SQ YD	1,536	1,536	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	255	255	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,705	1,705	
44000600	SIDEWALK REMOVAL	SQ FT	159	159	
44000400	GUTTER REMOVAL	FOOT	91	91	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	128	128	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	185		185
50300100	FLOOR DRAINS	EACH	10		10
50300225	CONCRETE STRUCTURES	CU YD	150.8		150.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	375.6		375.6
50300260	BRIDGE DECK GROOVING	SQ YD	898		898
50300280	CONCRETE ENCASEMENT	CU YD	17.6		17.6
50300300	PROTECTIVE COAT	SQ YD	1,188		1,188
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	4,986		4,986
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	96,780		96,780
50800515	BAR SPLICERS	EACH	1,026		1,026
51201800	FURNISHING STEEL PILES HP14x73	FOOT	1,051		1,051
51202305	DRIVING PILES	FOOT	1,051		1,051
51203800	TEST PILE STEEL HP14x73	EACH	2		2
51204650	PILE SHOES	EACH	7		7
51500100	NAME PLATES	EACH	1		1

• SPECIALTY ITEM

FILE NAME	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE	CHECKED - MSW	REVISED -				317	(25)BR-2	LIVINGSTON	EB	3
DATE	DATE - 08/13/10	REVISED -				CONTRACT NO. 66823				
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

80% FED.  
20% STATE

CODE NUMBER	ITEM	UNIT	TOTAL	ROADWAY 0005	STRUCTURE NO. 053-0188 0011
52100520	ANCHOR BOLTS, 1"	EACH	48		48
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	36	36	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	169	169	
55100500	STORM SEWER REMOVAL 12"	FOOT	97	97	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	56		56
<del>Z0046304</del>	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	142		142
60218500	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1	
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1	
60240200	INLETS, TYPE A, SPECIAL	EACH	1	1	
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	4	4	
60262510	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)	EACH	1	1	
60263100	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	2	2	
60404300	FRAMES AND GRATES, TYPE 3	EACH	1	1	
60500060	REMOVING INLETS	EACH	3	3	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	24.3	24.3	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,430	1,430	
60605500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	FOOT	70	70	
60614600	PAVED DITCH (SPECIAL)	FOOT	76	76	
• 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	125	125	
• 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
• 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	250	250	
66503200	BARBED WIRE FENCE, FIVE STRAND	FOOT	513	513	
66503400	BARBED WIRE FENCE REMOVAL	FOOT	517	517	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	6	6	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	

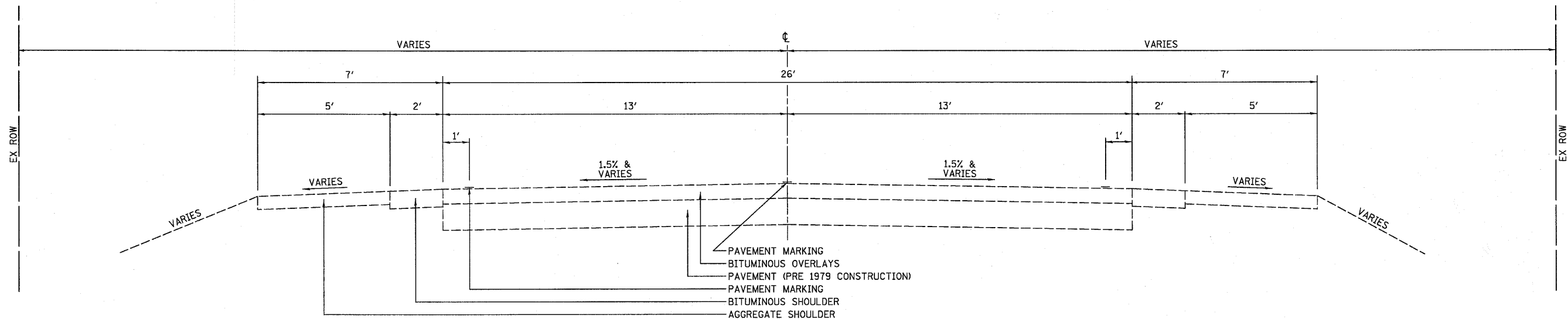
• SPECIALTY ITEM

80% FED.  
20% STATE

CODE NUMBER	ITEM	UNIT	TOTAL	ROADWAY 0005	STRUCTURE NO. 053-0188 0011
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
• 70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,380	1,380	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10,102	10,102	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	26	26	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,879	3,879	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,387.5	1,387.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,375	1,375	
• 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	2,346	2,346	
• 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	300	300	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16	
• 78200405	GUARDRAIL MARKERS	EACH	12	12	
• 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	16	16	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	18		18
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
X0322208	TEMPORARY STORM SEWER PLUGS	EACH	1	1	
<del>Z0073002</del>	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	498		498
<del>X1660410</del>	REMOVE RIGHT-OF-WAY MARKERS	EACH	1	1	
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	300	300	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
X5080600	MECHANICAL SPLICERS	EACH	36		36

• SPECIALTY ITEM

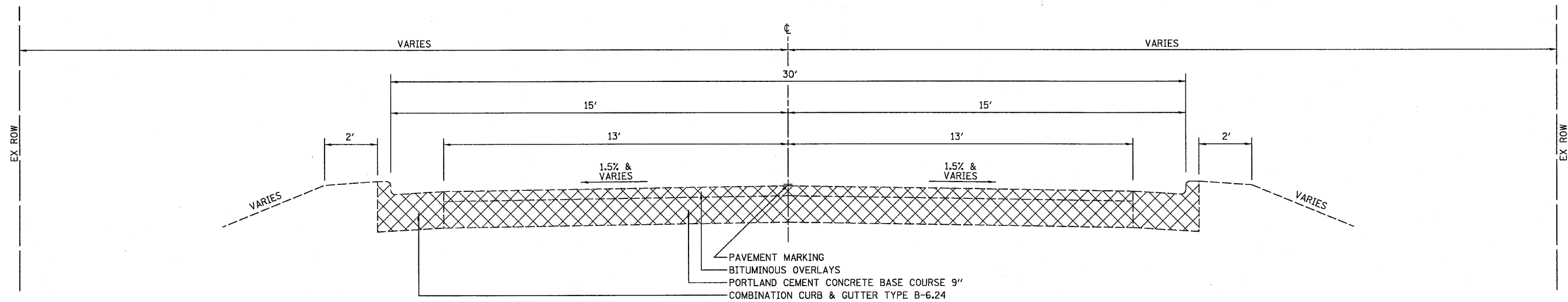
FILE NAME =	USER NAME = \$USER\$	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL\$		DRAWN - JJO	REVISED -		317	(25)BR-2	LIVINGSTON	58	4				
	PLOT SCALE = \$SCALE\$	CHECKED - MSW	REVISED -		CONTRACT NO. 66823								
	PLOT DATE = \$DATE\$	DATE - 08/13/10	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL CROSS SECTION**

F.A.P. 317 (US 24)

STA 468+65.00 TO STA 469+76.00



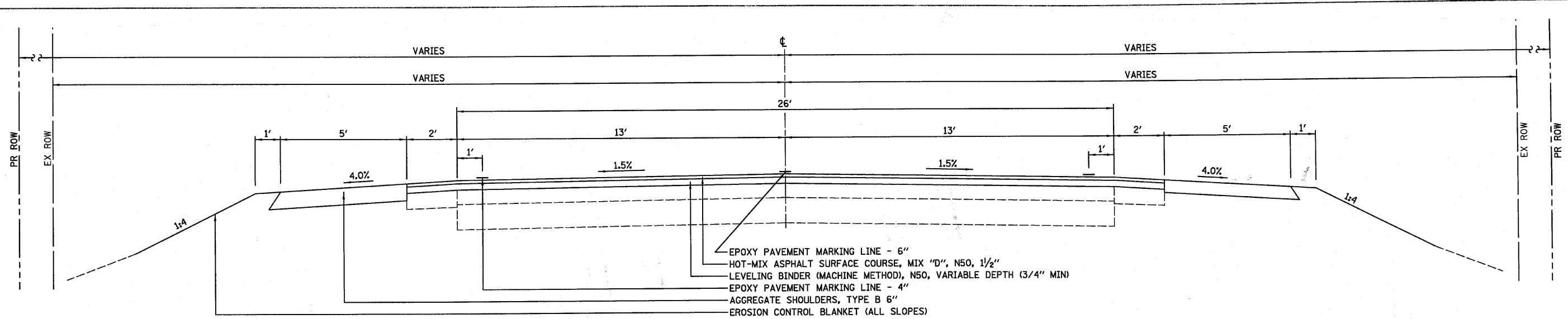
**EXISTING TYPICAL CROSS SECTION**

F.A.P. 317 (US 24)

STA 469+76.00 TO STA 472+69.44  
STA 475+04.56 TO STA 480+38.00

 PAVEMENT AND COMBINATION CURB AND GUTTER REMOVAL  
SEE PLAN & PROFILE SHEET FOR LOCATION

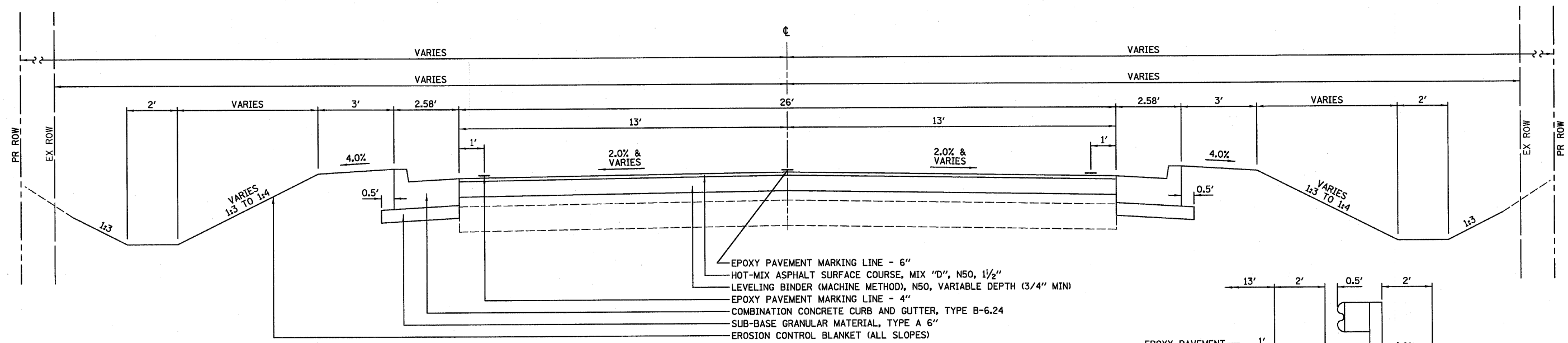
FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -					317	(25)BR-2	LIVINGSTON	58	5
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66823				
		DATE - 08/13/10	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



**PROPOSED TYPICAL CROSS SECTION ①**

F.A.P. 317 (US 24)

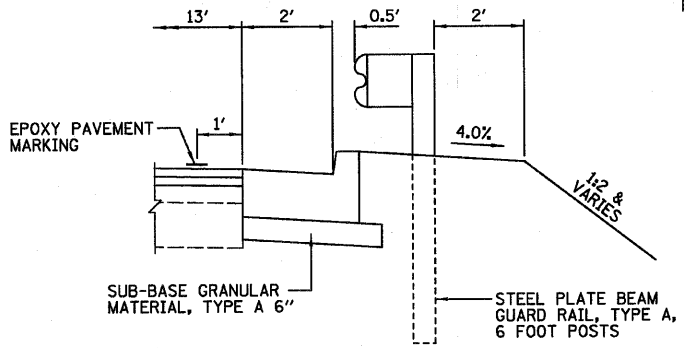
STA 468+65.00 TO STA 469+76.00



**PROPOSED TYPICAL CROSS SECTION ②**

F.A.P. 317 (US 24)

STA 469+76.00 TO STA 470+72.00  
STA 477+92.00 TO STA 480+38.00



**DETAIL AT GUARDRAIL**

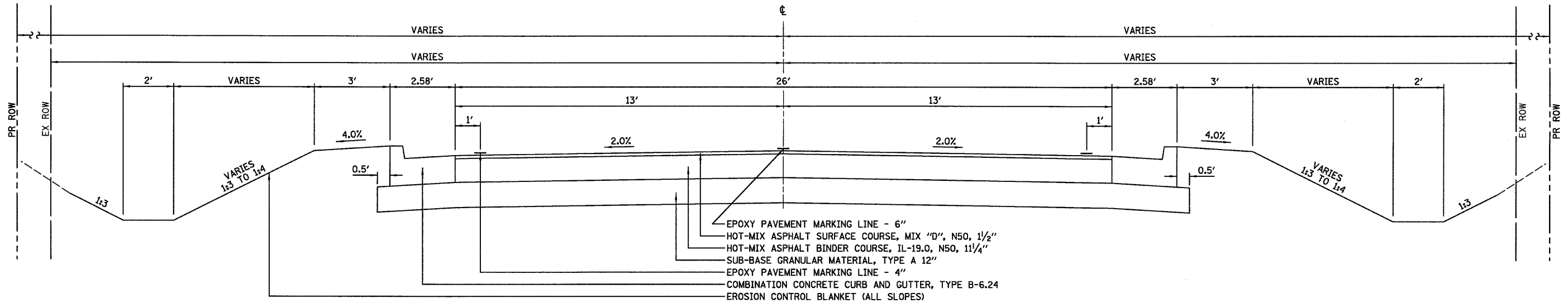
F.A.P. 317 (US 24)

STA 471+60.51 RT TO STA 472+10.51 RT  
STA 472+06.47 LT TO STA 472+18.97 LT  
STA 475+54.84 RT TO STA 475+67.27 RT  
STA 475+63.75 LT TO STA 476+14.02 LT

	HMA BINDER	HMA LEVEL BINDER	HMA SURFACE
PG GRADE	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5
FRICTION AGGREGATE	-	-	MIXTURE D
DESITY CONTROL METHOD	CORES	SATISFACTION OF THE ENGINEER	CORES

\* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE, THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>		F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 6		
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -				SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 66823				
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 08/13/10	REVISED -										



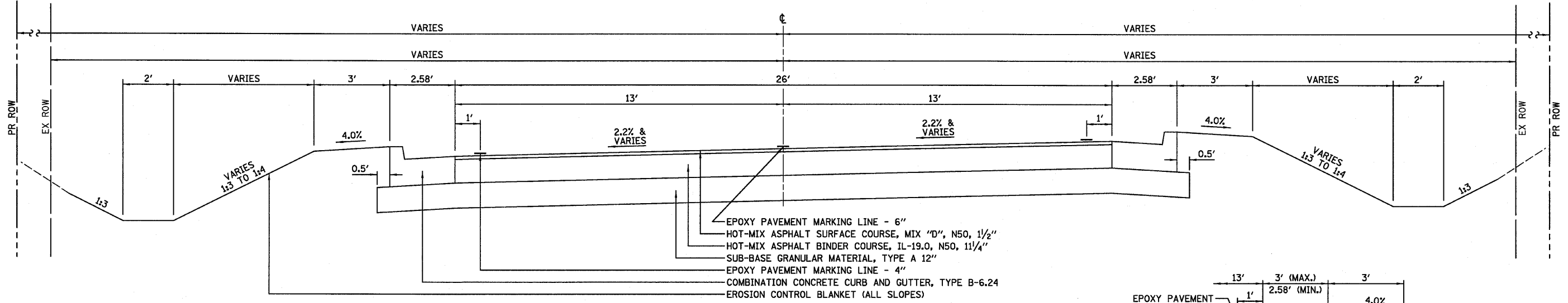
**PROPOSED TYPICAL CROSS SECTION 3**

F.A.P. 317 (US 24)

STA 470+72.00 TO STA 472+38.50

SEE STATE STANDARD 420401 BRIDGE APPROACH PAVEMENT CONNECTOR

STA 472+38.50 TO STA 472+42.71  
STA 475+31.29 TO STA 475+35.50

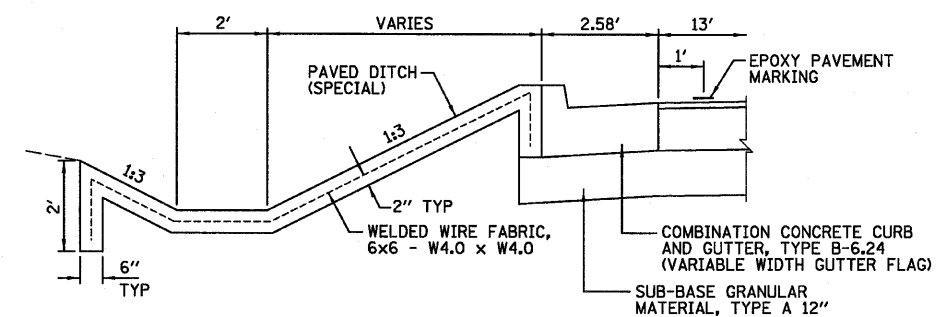


**PROPOSED TYPICAL CROSS SECTION 4**

F.A.P. 317 (US 24)

STA 475+35.50 TO STA 477+92.00

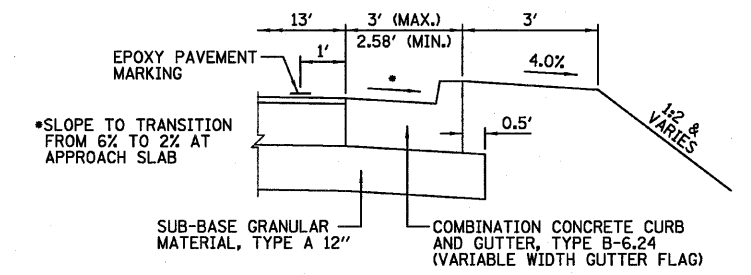
PROPOSED SE TRANSITION DATA	
TAN RUNOUT:	STA 475+05.20 TO STA 475+41.34
SE RUNOFF:	STA 475+41.34 TO STA 475+81.09
FULL SE:	STA 475+81.09 TO STA 478+14.91
SE RUNOFF:	STA 478+14.91 TO STA 478+54.66
TAN RUNOUT:	STA 478+54.66 TO STA 478+90.80



**DETAIL AT PAVED DITCH (SPECIAL)**

F.A.P. 317 (US 24)

STA 477+25 LT TO STA 478+00 LT



**DETAIL AT VARIABLE WIDTH CURB & GUTTER**

F.A.P. 317 (US 24)

STA 472+30.17 LT TO WEST APPROACH SLAB  
STA 472+21.92 RT TO WEST APPROACH SLAB  
EAST APPROACH SLAB TO STA 475+46.50 LT  
EAST APPROACH SLAB TO STA 475+51.92 RT

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 7	
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -								
		DATE - 08/13/10	REVISED -								

TREE REMOVAL		
LOCATION	6 TO 15 UNITS DIAMETER	OVER 15 UNITS DIAMETER
STA 472+01 52' RT		50
STA 474+26 45' LT	8	
STA 474+38 40' RT	12	
STA 474+45 40' RT	6	
STA 474+52 41' RT	10	
STA 474+56 42' RT	6	
STA 474+59 43' RT	6	
STA 474+61 43' RT	9	
STA 474+64 44' RT	6	
STA 474+75 46' RT	12	
STA 474+84 41' LT		24
STA 475+05 48' RT		16
TOTAL	75	90

EARTHWORK				
LOCATION	EARTH EXCAVATION	TOTAL EXCAVATION ADJUSTED FOR 25% SHRINKAGE	EMBANKMENT	BALANCE WASTE (+) SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STA 468+65 TO STA 480+38	630	470	1,715	-1,245

CHANNEL EXCAVATION	
LOCATION	CU YD
STRUCTURE NO. 053-0188	1,328
TOTAL	1,328

TRENCH BACKFILL	
LOCATION	CU YD
STA 476+60 15' LT TO STA 477+35 15' LT	10
STA 476+89 15' LT TO STA 476+95 29' RT	17
STA 476+89 15' LT TO STA 477+34 27' LT	17
STA 476+95 29' RT TO STA 477+35 15' LT	17
STA 477+18 49' LT TO STA 477+35 15' LT	1
STA 477+35 15' LT TO STA 477+75 25' LT	2
TOTAL	64

EROSION CONTROL			
LOCATION	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
	FOOT	FOOT	EACH
STA 469+00 51' LT TO STA 473+50 70' LT		451	
STA 468+60 42' RT TO STA 473+10 60' RT		452	
STA 469+50 41' LT AND 40' RT	10		
STA 472+50 53' LT AND 52' RT	10		
STA 475+18 42' LT TO STA 480+58 24' LT		111	
STA 475+60 60' RT TO STA 477+97 42' RT		243	
STA 478+25 42' RT TO STA 480+58 40' RT		234	
STA 475+50 37' LT	5		
STA 475+62 15' LT			1
STA 475+64 15' RT			1
STA 475+73 46' RT	5		
STA 476+20 38' RT	5		
STA 476+47 46' RT	5		
STA 476+60 15' LT			1
STA 477+18 49' LT			1
STA 477+35 15' LT			1
STA 477+75 25' LT			1
STA 478+10 15' LT			1
STA 479+16 27' LT			1
STA 479+16 15' LT			1
STA 479+17 30' RT			1
STA 479+17 15' RT			1
STA 480+31 15' RT			1
STA 480+31 24' LT			1
STA 480+31 15' LT			1
STA 480+32 35' RT			1
STA 480+32 28' RT			1
TOTAL	40	1,491	16

SEEDING/FERTILIZING							
LOCATION	SEEDING, CLASS 1	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
	ACRE	ACRE	POUND	POUND	POUND	SQ YD	POUND
STA 468+65 LT TO STA 474+54 LT		0.50	45	45	45	1,783	1,350
STA 468+65 RT TO STA 473+30 RT		0.25	23	23	23	1,679	675
STA 475+05 RT TO STA 480+52 RT	0.50		45	45	45	1,828	1,350
STA 475+18 LT TO STA 480+53 LT	0.25		23	23	23	998	675
TOTAL	0.75	0.75	136	136	136	6,288	4050

PAVING MATERIALS												
LOCATION	SUB-BASE GRAN MATL TY A 6"	SUB-BASE GRAN MATL TY A 12"	BIT MATLS PRIME COAT	LEVELING BINDER (MACHINE METHOD), N50	HMA SURFACE REMOVAL - BUTT JOINT	HMA BINDER CSE, IL-19.0, N50	HMA SURF CSE, MIX "D", N50	BR APPR PVT CON (FLX)	AGG SHLD, TYPE B 6"	PCC DRIVEWAY PVT, 6"	PCC DRIVEWAY PVT, 8"	PCC SIDEWALK 4"
	SQ YD	SQ YD	GALLON	TON	SQ YD	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ FT
STA 468+65 TO STA 469+25					173							
STA 468+65 TO STA 469+76			48	139			32		128			
STA 469+76 TO STA 470+72	87		36				23					
STA 470+72 TO STA 472+42.71		611	210			313	41					
STA 472+38.50 TO STA 472+42.71								21				
STA 475+31.29 TO STA 475+35.50								21				
STA 475+31.29 TO STA 477+92		932	320			476	63					
STA 476+12 LT TO STA 476+72 LT												210
STA 476+97 LT											115	
STA 477+92 TO STA 480+38	168		92	151			60					
STA 478+10 RT									75			
STA 478+35 LT											97	
STA 479+58 LT											81	
STA 479+78 TO STA 480+38					173							
TOTAL	255	1,543	706	290	346	789	219	42	128	75	293	210

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#FILE#		DRAWN - JJO	REVISED -			317	(25)BR-2	LIVINGSTON	58	8
	PLOT SCALE = #SCALE#	CHECKED - MSW	REVISED -			CONTRACT NO. 66823				
	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



TEMPORARY PAVING MATERIALS		
LOCATION	AGGREGATE FOR TEMPORARY ACCESS	TEMPORARY RAMP
	TON	SQ YD
STA 468+65		15
STA 472+42.71		15
STA 475+31.29		15
STA 477+17 40' LT TO STA 479+71 38' LT	131	
STA 480+38		15
TOTAL	131	60

REMOVAL OF PAVING MATERIALS					
LOCATION	PAVEMENT REMOVAL	DRIVEWAY PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	GUTTER OUTLET REMOVAL
	SQ YD	SQ YD	FOOT	SQ FT	FOOT
STA 469+54 LT TO STA 470+00 LT					
STA 469+54 RT TO STA 470+00 RT					46
STA 470+00 LT TO STA 473+00 LT					46
STA 470+00 RT TO STA 472+89 RT			300		
STA 470+72 TO STA 472+93	638		289		
STA 474+75 RT TO STA 480+38 RT			563		
STA 474+81 TO STA 477+92	898				
STA 474+85 LT TO STA 480+38 LT			553		
STA 476+12 LT TO STA 476+65 LT					
STA 477+10 LT				159	
STA 478+10 RT					48
STA 478+35 LT					91
STA 479+58 LT					58
TOTAL	1,536	255	1,705	159	92

DRAINAGE							
LOCATION	STORM SEWER REMOVAL 12"	STORM SEWERS, CLASS A, 12"		TEMPORARY STORM SEWER PLUGS	CLASS SI CONCRETE (OUTLET)	COMBINATION CONCRETE CURB AND GUTTER	PAVED DITCH (SPECIAL)
	FOOT	FOOT		EACH	CU YD	FOOT	
		TY 1	TY 2			TY B-6.24	TY B-6.24 (VARIABLE WIDTH GUTTER FLAG)
STA 469+50 TO STA 470+00					24.3		
STA 470+00 LT TO STA 472+30 LT						230	
STA 470+00 RT TO STA 472+22 RT						222	
STA 472+22 RT TO STA 472+39 RT							17
STA 472+30 LT TO STA 472+47 LT							17
STA 475+46 LT TO STA 475+57 LT							11
STA 475+46 LT TO STA 480+38 LT						492	
STA 475+52 RT TO STA 475+77 RT							25
STA 475+52 RT TO STA 480+38 RT						486	
STA 475+61.50 LT TO STA 475+62 LT	12						
STA 476+60 LT TO STA 477+35 LT			72				
STA 476+89 LT TO STA 476+93 RT	42						
STA 476+89 LT TO STA 477+31.50 LT	43						
STA 476+95.21 RT TO STA 477+35 LT			56				
STA 477+18 LT TO STA 477+35 LT		36					
STA 477+23 2' LT				1			
STA 477+25 LT TO STA 478+00 LT							76
STA 477+35 LT TO STA 477+75 LT			41				
TOTAL	97	36	169	1	24.3	1,430	70

GUARDRAIL				
LOCATION	GUARDRAIL REMOVAL	SPBGR, TYPE A, 6 FT POSTS	TRAF BAR TERM TY 6	TRAF BAR TERM TY 1 SPL TAN
	FOOT	FOOT	EACH	EACH
STA 471+10.51 RT TO STA 471+60.51 RT				1
STA 471+56.47 LT TO STA 472+06.47 LT				1
STA 471+60.51 RT TO STA 472+10.51 RT		50		
STA 472+06.47 LT TO STA 472+18.97 LT		12.5		
STA 472+10.51 RT TO STA 472+54.26 RT			1	
STA 472+18.97 LT TO STA 472+62.72 LT			1	
STA 472+28 RT TO STA 472+90.50 RT	62			
STA 472+38 LT TO STA 473+00.50 LT	62			
STA 474+73.50 RT TO STA 475+36 RT	63			
STA 474+84 LT TO STA 475+46.50 LT	63			
STA 475+10.74 RT TO STA 475+54.49 RT			1	
STA 475+20.53 LT TO STA 475+64.28 LT			1	
STA 475+54.49 RT TO STA 475+66.99 RT		12.5		
STA 475+64.28 LT TO STA 476+14.28 LT		50		
STA 475+66.99 RT TO STA 476+16.99 RT				1
STA 476+14.28 LT TO STA 476+64.28 LT				1
TOTAL	250	125	4	4

INCIDENTAL PAVING MATERIALS		
LOCATION	BIT MATLS PRIME COAT	INCIDENTAL HMA SURFACING
	GALLON	TON
STA 477+17 40' LT TO STA 479+71 38' LT	108	48
TOTAL	108	48

FENCING			
LOCATION	BARBED WIRE FENCE REMOVAL	BARBED WIRE FENCE, FIVE STRAND	TEMPORARY FENCE
	FOOT	FOOT	FOOT
STA 468+10 RT TO STA 473+22.50 RT		513	
STA 468+10 RT TO STA 473+27 RT	517		
STA 470+00 54' LT TO STA 473+00 68' LT			300
TOTAL	517	513	300

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#FILE#		DRAWN - JJO	REVISED -			317	(25)BR-2	LIVINGSTON	98	9	
		CHECKED - MSW	REVISED -			CONTRACT NO. 66823		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			
		DATE - 08/13/10	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

INLETS AND MANHOLES										
LOCATION	REMOVING INLETS	INLETS, TY A			INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE		INLETS TO BE RECONSTRUCTED WITH NEW TY 3 FRAME AND GRATE	FRAMES AND GRATES, TYPE 3	MANHOLES, TY A, 4' -DIAM, TY 3 FRAME AND GRATE	MANHOLES TO BE ADJUSTED WITH NEW TY 1 FRAME, CLOSED LID
		EACH	EACH			EACH		EACH	EACH	EACH
			TY 1 FRAME, OPEN LID	TY 8 GRATE	SPECIAL	TY 3	SPECIAL			
STA 475+61.50 LT	1									
STA 475+62.17 15' LT							1			
STA 475+63.97 15' RT							1			
STA 475+66 34' RT									1	
STA 476+60 15' LT				1				1		
STA 476+89 LT	1									
STA 476+95 29' RT									1	
STA 477+18 49' LT			1							
STA 477+31.50 LT	1									
STA 477+35 15' LT								1		
STA 477+75 25' LT		1								
STA 478+10.12 15' LT						1				
STA 479+16.08 15' LT						1				
STA 479+17.20 15' RT						1				
STA 480+31.10 15' LT						1				
STA 480+30.79 15' RT						1				
TOTAL	3	1	1	1	4	1	2	1	2	

EPOXY PAVEMENT MARKING LINE		
LOCATION	4"	6"
	FOOT	FOOT
STA 468+65 TO STA 480+38		300
STA 468+65 LT TO STA 480+38 LT	1,173	
STA 468+65 RT TO STA 480+38 RT	1,173	
TOTAL	2,346	300

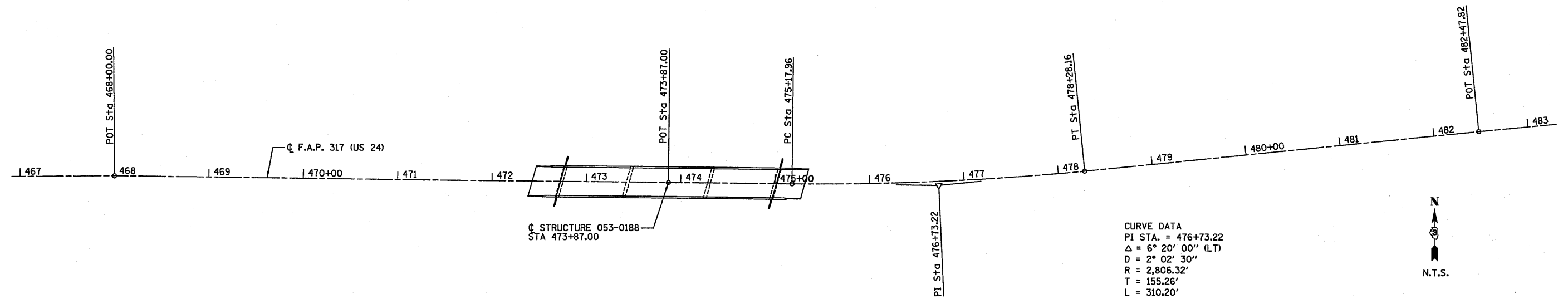
TRAFFIC CONTROL - ALL STAGES		
ITEM	UNIT	TOTAL
TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
SHORT-TERM PAVEMENT MARKING	FOOT	1,380
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10,102
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	26
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,879
TEMPORARY CONCRETE BARRIER	FOOT	1,387.5
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,375

IMPACT ATTENUATORS, TEST LEVEL 3				
LOCATION	TEMPORARY		RELOCATE	
	EACH		EACH	
	(NON-REDIRECTIVE)	(FULLY REDIRECTIVE)	(NON-REDIRECTIVE)	(FULLY REDIRECTIVE)
STA 467+26.41	1			
STA 467+51.62			1	
STA 467+76.72				1
STA 468+14.80				1
STA 479+16.33		1		
STA 479+92.17		1		
STA 481+57.40			1	
STA 481+82.00	1			
TOTAL	2	2	2	2

REFLECTORS/MARKERS				
LOCATION	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	GUARDRAIL MARKERS	TERMINAL MARKER - DIRECT APPLIED
	EACH	EACH	EACH	EACH
	STA 468+65 TO STA 480+38	16	16	
STA 471+10.51 RT				1
STA 471+10.51 RT TO STA 472+54.26 RT			3	
STA 471+56.47 LT				1
STA 471+56.47 LT TO STA 472+62.72 LT			3	
STA 475+10.74 RT TO STA 476+16.99 RT			3	
STA 475+20.53 LT TO STA 476+64.28 LT			3	
STA 476+16.99 RT				1
STA 476+64.28 LT				1
TOTAL	16	16	12	4

RIGHT-OF-WAY MARKERS		
LOCATION	REMOVE	FURNISHING AND ERECTING
	EACH	EACH
STA 470+00 60' RT		1
STA 475+17.95 70' RT		1
STA 476+01 30' LT	1	
STA 476+50 42' LT		1
STA 476+50 65' RT		1
STA 476+75 30' LT		1
STA 478+50 40' RT		1
TOTAL	1	6

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -					317	(25)BR-2	LIVINGSTON	58	10	
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823	
		DATE - 08/13/10	REVISED -										

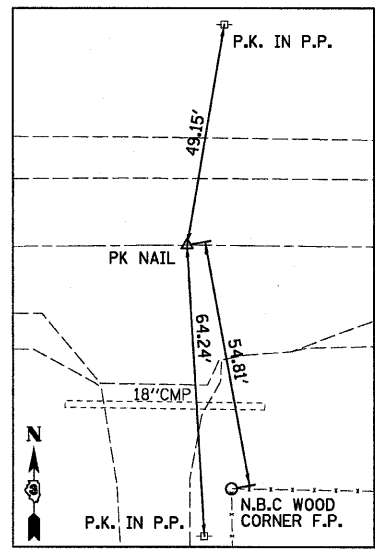


**CURVE DATA**  
 PI STA. = 476+73.22  
 $\Delta$  = 6° 20' 00" (LT)  
 D = 2° 02' 30"  
 R = 2,806.32'  
 T = 155.26'  
 L = 310.20'  
 E = 4.29'  
 e = 2.2%  
 T.R. = 36.14'  
 S.E. RUN = 39.75'  
 P.C. STA. = 475+17.96  
 P.T. STA. = 478+28.16

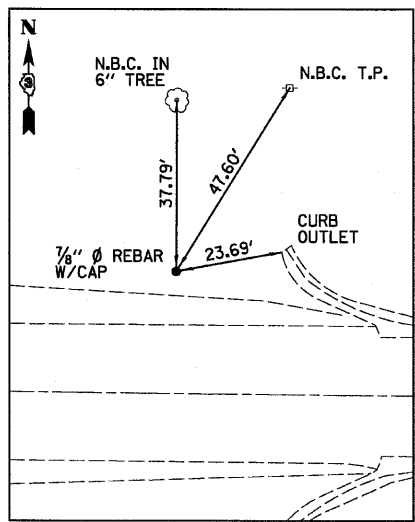
**BENCHMARK #1**  
 STA 468+07, 48' LT  
 R.R. SPIKE IN P.P.  
 ELEV=680.48

**BENCHMARK #2**  
 STA 472+89, 19' RT  
 CHISELED "X" ON  
 S.W. WINGWALL  
 ELEV=682.81

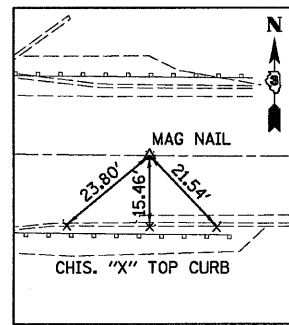
**BENCHMARK #3**  
 STA 475+76, 51' RT  
 R.R. SPIKE IN P.P.  
 ELEV=680.91



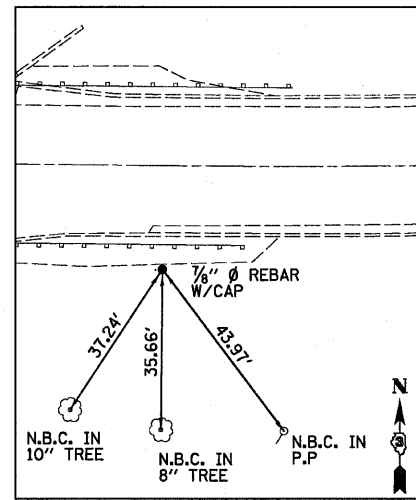
US 24  
 STA 468+00.00 (P.O.T.)  
 N = 1486657.815  
 E = 960847.553



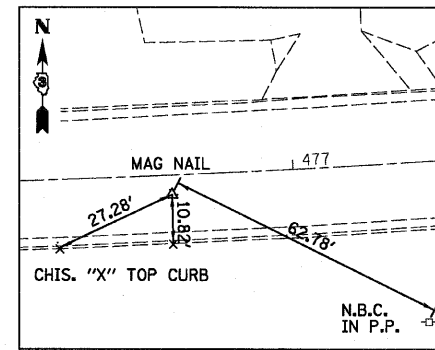
CONTROL POINT #3  
 STA 469+29.16, 29.17' LT  
 N = 1486683.651  
 E = 960976.988  
 ELEV = 678.858



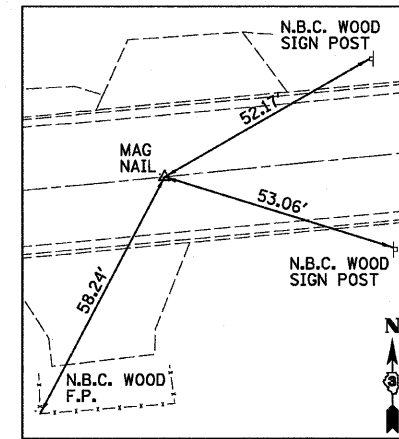
US 24  
 STA 475+17.96 (P.C.)  
 N = 1486650.323  
 E = 961565.472



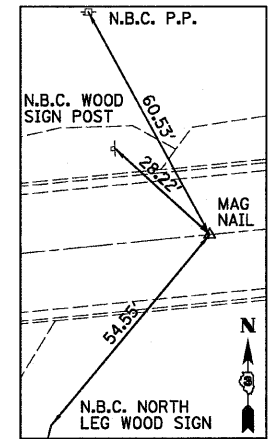
CONTROL POINT #7  
 STA 475+42.12, 22.96' RT  
 N = 1486627.214  
 E = 961589.591  
 ELEV = 680.582



US 24  
 STA 476+73.22, 4.29' RT (P.I.)  
 N = 1486648.702  
 E = 961720.723



US 24  
 STA 478+28.16 (P.T.)  
 N = 1486664.218  
 E = 961875.206

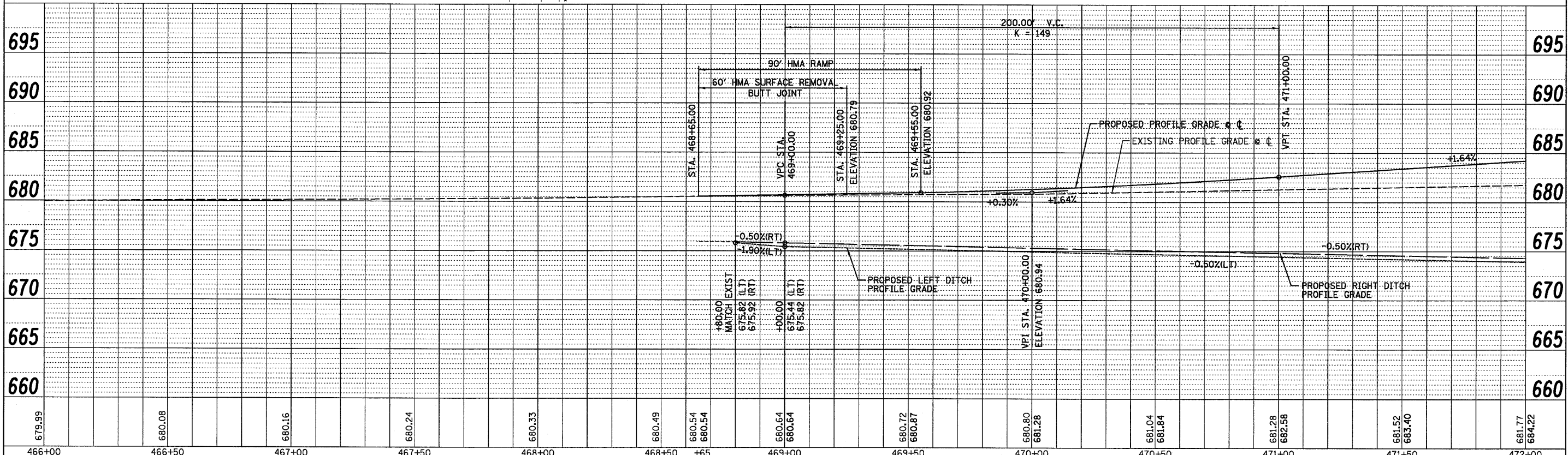
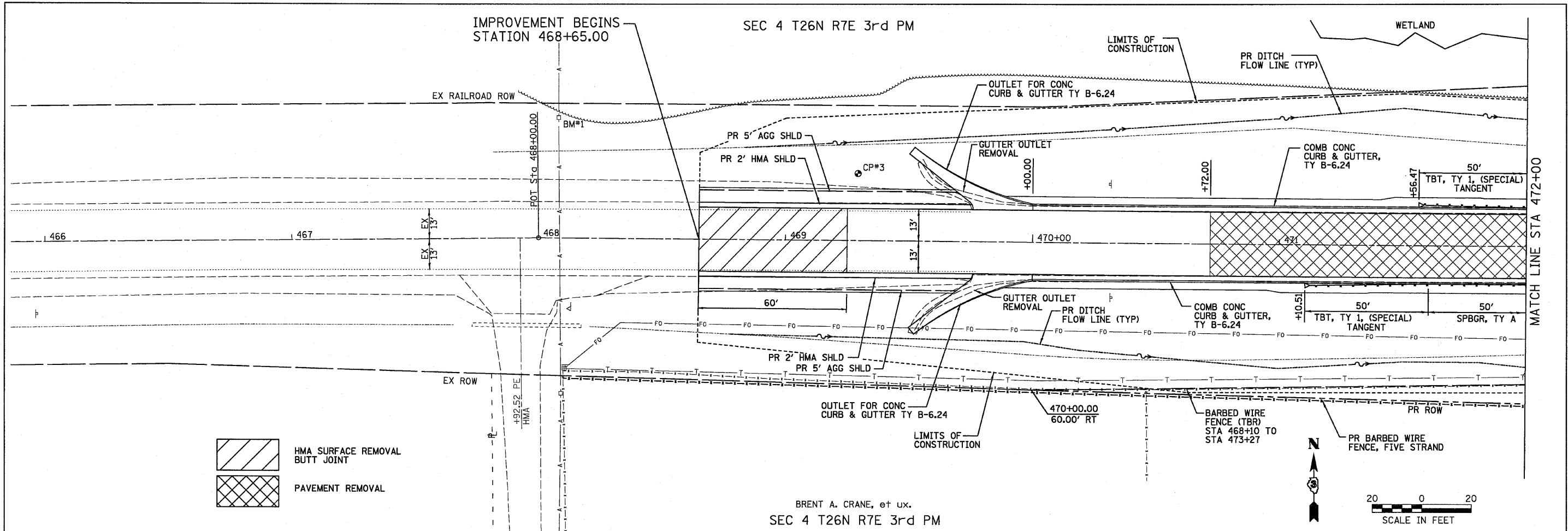


US 24  
 STA 482+47.82 (P.O.T.)  
 N = 1486706.156  
 E = 962292.765

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#FILE#		DRAWN - JJO	REVISED -			317	(25)BR-2	LIVINGSTON	58	11	
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	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	RT. OF WAY CHECKED		
	NO. OF WAY CHECKED		
	NO. OF FILE NAME		

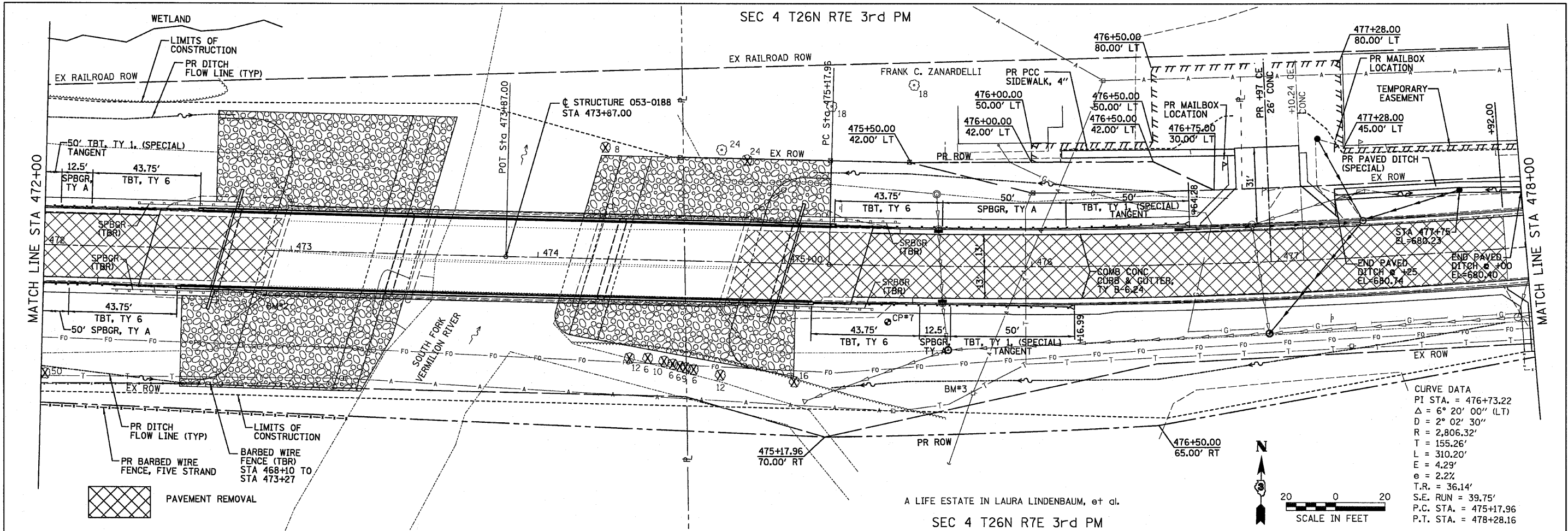
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	GRADED		
	STRUCTURE NOTATION CHKD		
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	NO. OF FILE NAME		



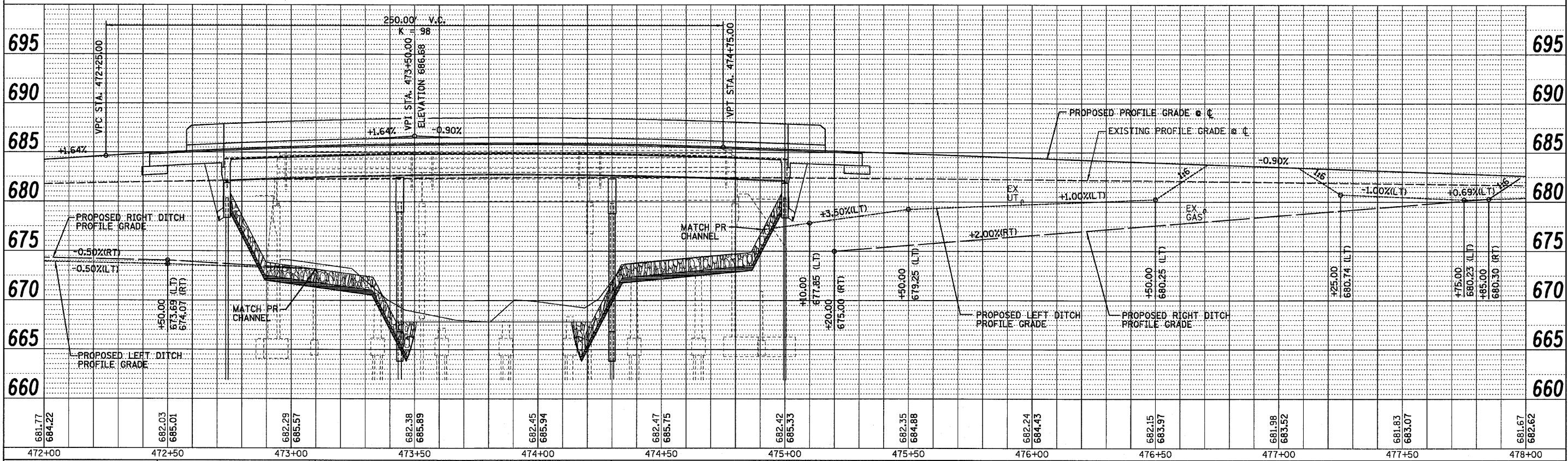
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466+00	466+50	467+00	467+50	468+00	468+50	469+00	469+50	470+00	470+50	471+00	471+50	472+00										

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN AND PROFILE				F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 12
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	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -	FARNSWORTH GROUP, INC.				CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX								

PLAN  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ALIGNED CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 FILE NAME: \_\_\_\_\_



PROFILE  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ALIGNED CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 FILE NAME: \_\_\_\_\_



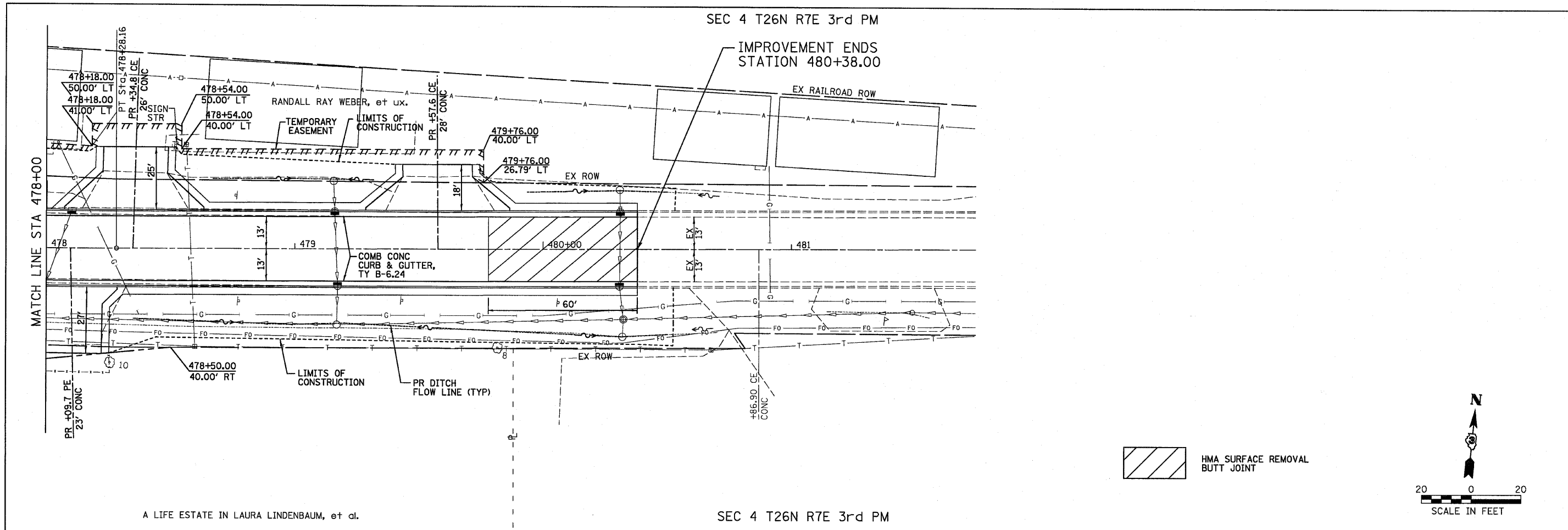
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		DATE - 08/13/10	REVISED -								

FARNSWORTH GROUP, INC.

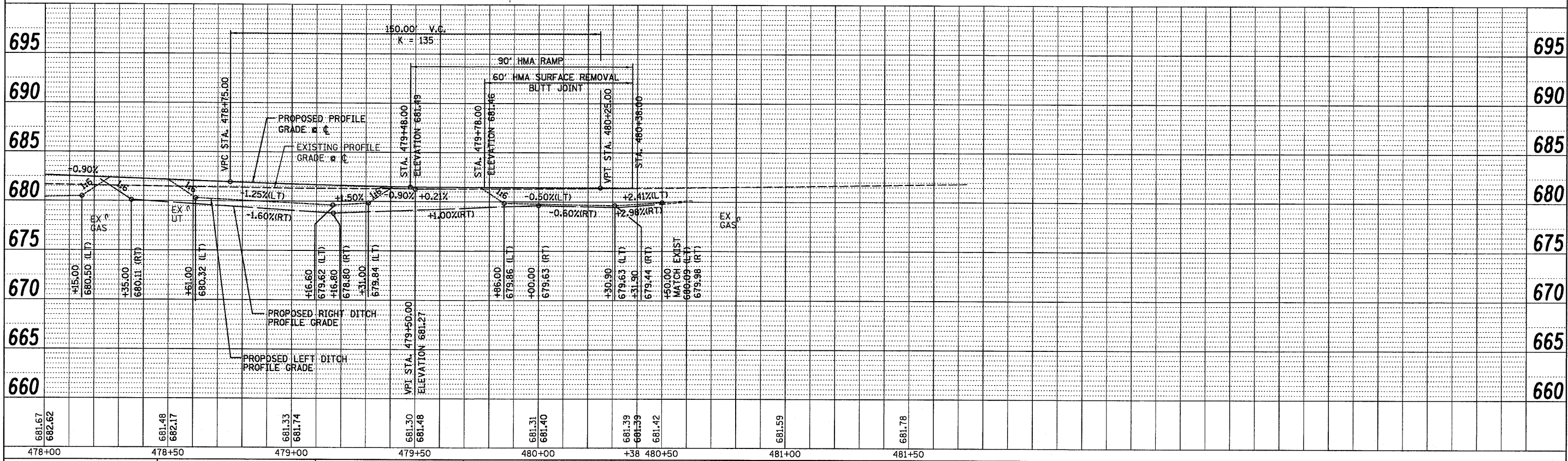
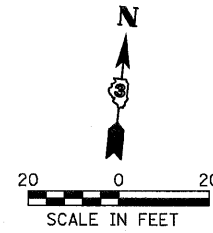
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

PLAN	SURVEYED	DATE
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	NOTED	
	CHECKED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
	BY	
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	BY	
	DATE	



 HMA SURFACE REMOVAL BUTT JOINT



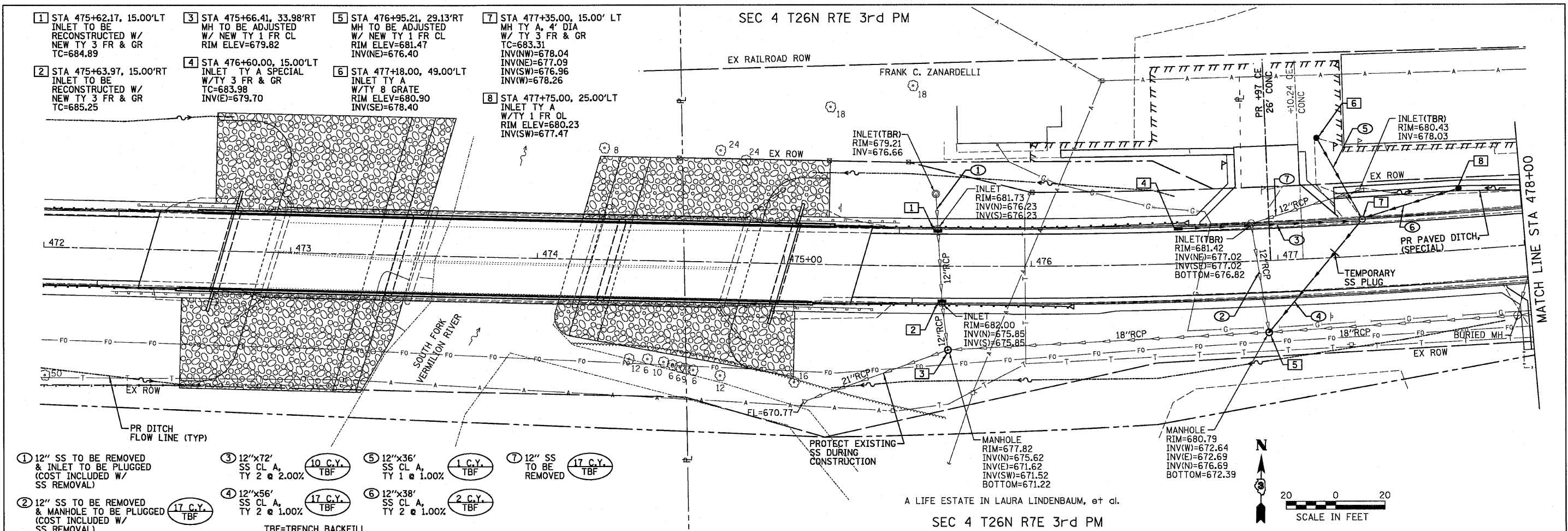
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						SCALE:	SHEET NO. OF SHEETS STA. TO STA.			

FARNSWORTH GROUP, INC.

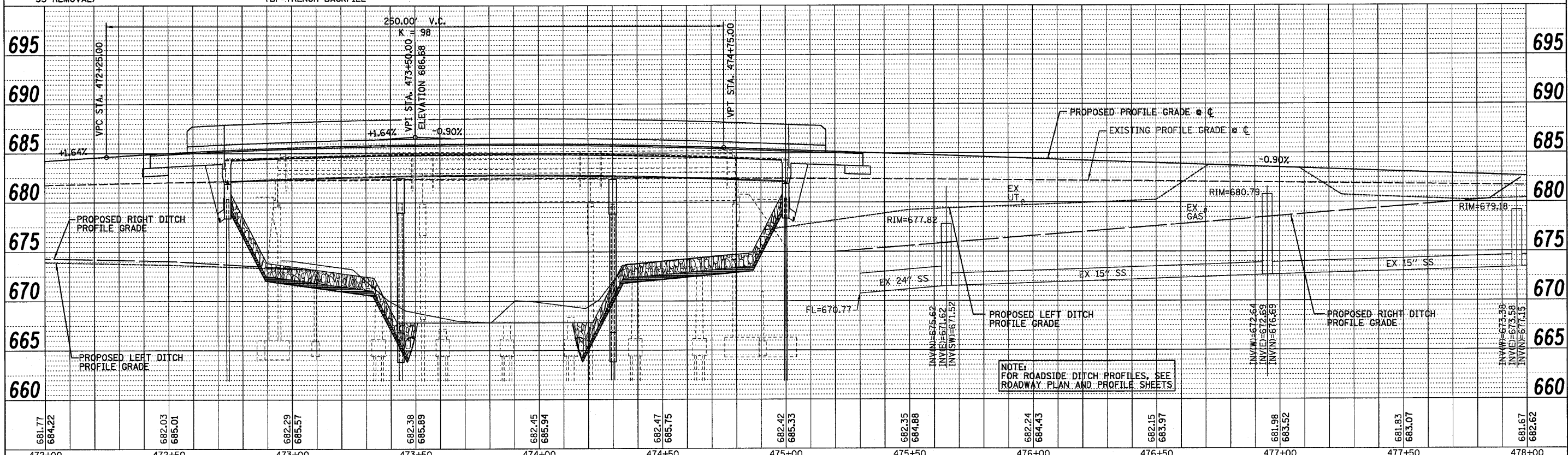
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

DATE	
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- ① 12" SS TO BE REMOVED & INLET TO BE PLUGGED (COST INCLUDED W/ SS REMOVAL)
  - ② 12" SS TO BE REMOVED & MANHOLE TO BE PLUGGED (COST INCLUDED W/ SS REMOVAL)
  - ③ 12"x72' SS CL A, TY 2 @ 2.00% **10 C.Y. TBF**
  - ④ 12"x56' SS CL A, TY 2 @ 1.00% **17 C.Y. TBF**
  - ⑤ 12"x36' SS CL A, TY 1 @ 1.00% **1 C.Y. TBF**
  - ⑥ 12"x38' SS CL A, TY 2 @ 1.00% **2 C.Y. TBF**
  - ⑦ 12" SS TO BE REMOVED **17 C.Y. TBF**
- TBF=TRENCH BACKFILL



FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 15
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	PLOT DATE = #DATE#	CHECKED - JML	REVISED -					
		DATE - 08/13/10	REVISED -					

FARNSWORTH GROUP, INC.

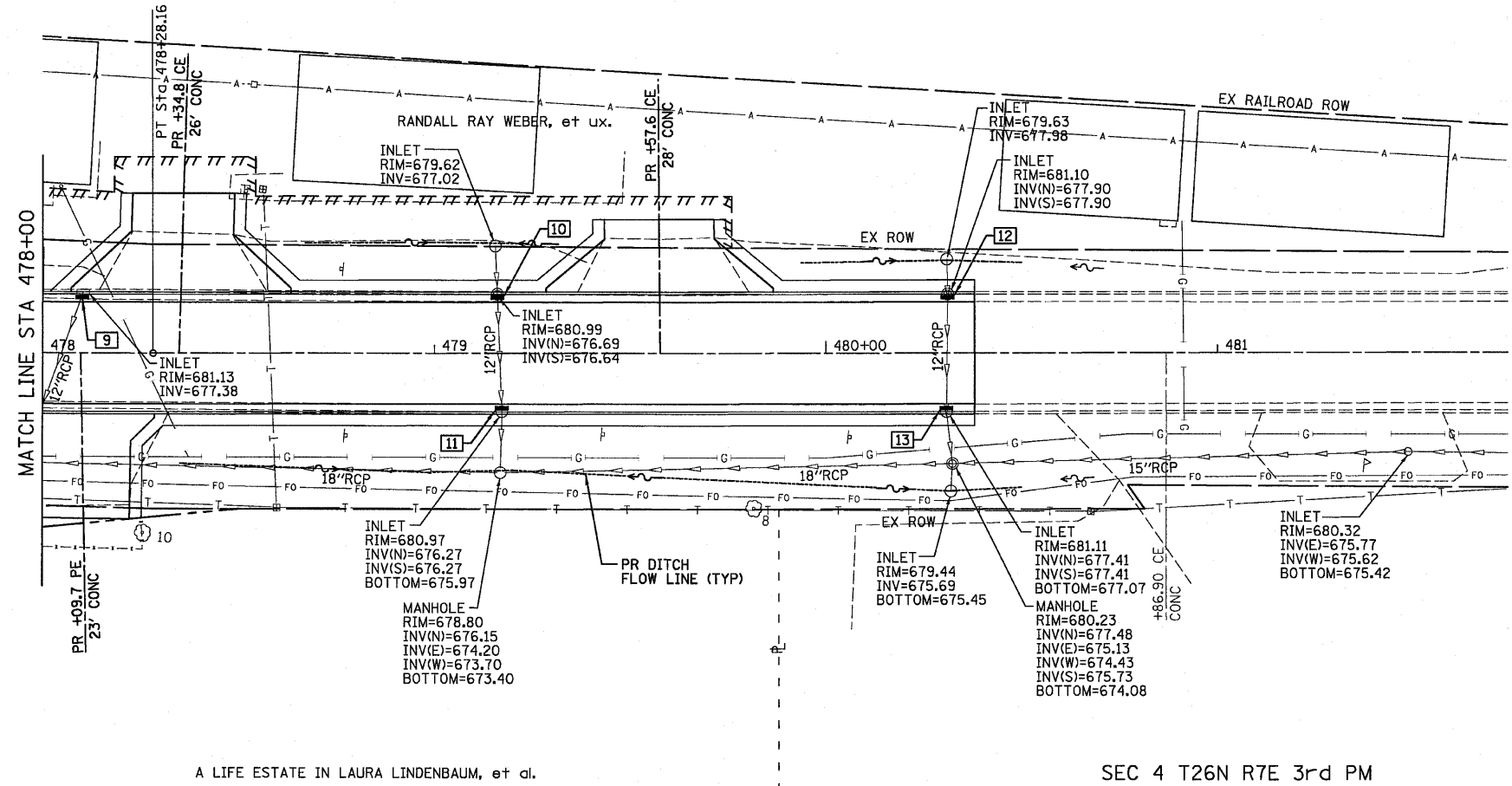
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

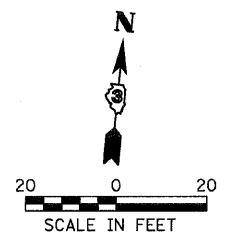
DRAINAGE  
PLAN AND PROFILE

SEC 4 T26N R7E 3rd PM

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	RT. OF WAY		
	CHECKED		
	NO.		



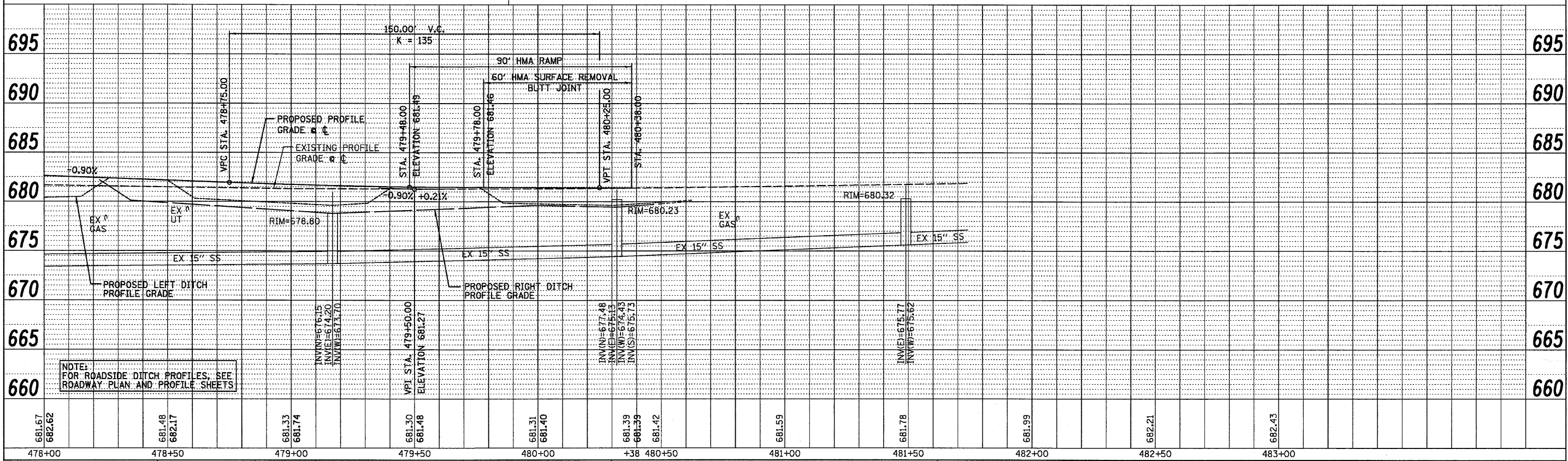
- 9 STA 478+10.12, 15.00'LT INLET TO BE ADJUSTED W/ NEW FR & GR (SPECIAL) TC=682.26 (DEPRESSED)
- 10 STA 479+16.08, 15.00'LT INLET TO BE ADJUSTED W/ NEW TY 3 FR & GR TC=681.78
- 11 STA 479+17.20, 15.00'RT INLET TO BE ADJUSTED W/ NEW TY 3 FR & GR TC=681.77
- 12 STA 480+31.10, 15.00'LT INLET TO BE ADJUSTED W/ NEW TY 3 FR & GR TC=681.53
- 13 STA 480+30.79, 15.00'RT INLET TO BE ADJUSTED W/ NEW TY 3 FR & GR TC=681.53



A LIFE ESTATE IN LAURA LINDENBAUM, et al.

SEC 4 T26N R7E 3rd PM

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	B.M. NOTED		
	STRUCTURE		
	NOTATIONS		
	CHKD		

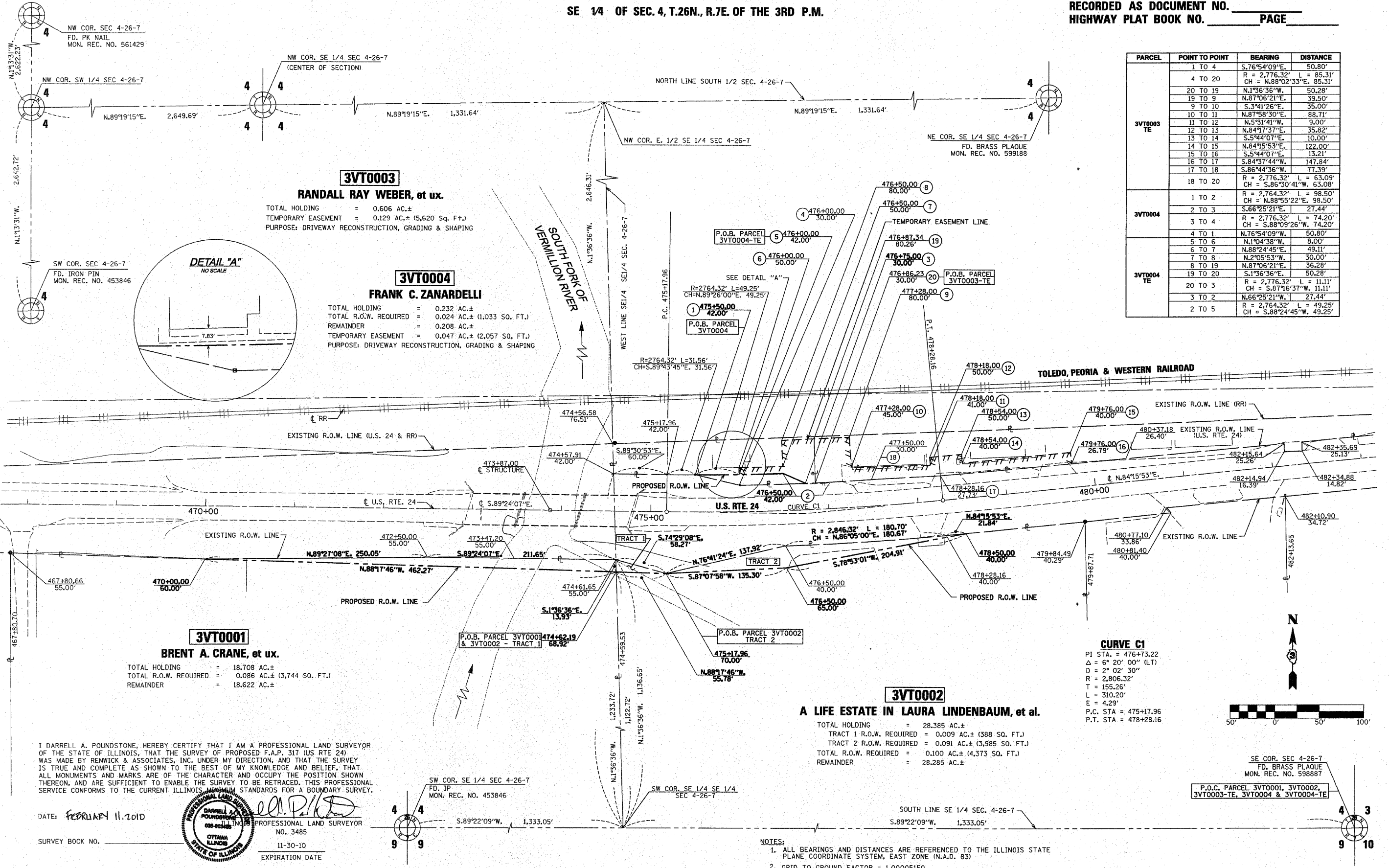


FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE</b> <b>PLAN AND PROFILE</b>	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 16	
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 66823			
	PLOT DATE = #DATE#	CHECKED - JML	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
		DATE - 08/13/10	REVISED -								

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

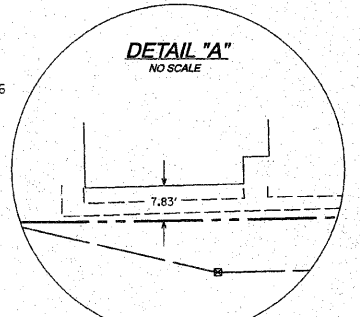




PARCEL	POINT TO POINT	BEARING	DISTANCE	
3VT0003 TE	1 TO 4	S.76°54'09"E.	50.80'	
	4 TO 20	R = 2,776.32' L = 85.31' CH = N.88°02'33"E. 85.31'		
	20 TO 19	N.1°36'36"W.	50.28'	
	19 TO 9	N.87°06'21"E.	39.50'	
	9 TO 10	S.3°41'26"E.	35.00'	
	10 TO 11	N.87°58'30"E.	88.71'	
	11 TO 12	N.5°31'41"W.	9.00'	
	12 TO 13	N.84°17'37"E.	35.82'	
	13 TO 14	S.5°44'07"E.	10.00'	
	14 TO 15	N.84°15'53"E.	122.00'	
	15 TO 16	S.5°44'07"E.	13.21'	
	16 TO 17	S.84°37'44"W.	147.84'	
	17 TO 18	S.86°44'36"W.	77.39'	
	18 TO 20	R = 2,776.32' L = 63.09' CH = S.86°30'41"W. 63.08'		
	3VT0004	1 TO 2	R = 2,764.32' L = 98.50' CH = N.88°55'22"E. 98.50'	
		2 TO 3	S.66°25'21"E.	27.44'
		3 TO 4	R = 2,776.32' L = 74.20' CH = S.88°09'26"W. 74.20'	
	3VT0004 TE	4 TO 1	N.76°54'09"W.	50.80'
5 TO 6		N.1°04'38"W.	8.00'	
6 TO 7		N.88°24'45"E.	49.11'	
7 TO 8		N.2°05'53"W.	30.00'	
8 TO 19		N.87°06'21"E.	36.28'	
19 TO 20		S.1°36'36"E.	50.28'	
20 TO 3		R = 2,776.32' L = 11.11' CH = S.87°16'37"W. 11.11'		
3 TO 2		N.66°25'21"W.	27.44'	
2 TO 5		R = 2,764.32' L = 49.25' CH = S.88°24'45"W. 49.25'		

**3VT0003**  
**RANDALL RAY WEBER, et ux.**  
TOTAL HOLDING = 0.606 AC.±  
TEMPORARY EASEMENT = 0.129 AC.± (5,620 Sq. Ft.)  
PURPOSE: DRIVEWAY RECONSTRUCTION, GRADING & SHAPING

**3VT0004**  
**FRANK C. ZANARDELLI**  
TOTAL HOLDING = 0.232 AC.±  
TOTAL R.O.W. REQUIRED = 0.024 AC.± (1,033 SQ. FT.)  
REMAINDER = 0.208 AC.±  
TEMPORARY EASEMENT = 0.047 AC.± (2,057 SQ. FT.)  
PURPOSE: DRIVEWAY RECONSTRUCTION, GRADING & SHAPING



**3VT0001**  
**BRENT A. CRANE, et ux.**  
TOTAL HOLDING = 18.708 AC.±  
TOTAL R.O.W. REQUIRED = 0.086 AC.± (3,744 SQ. FT.)  
REMAINDER = 18.622 AC.±

**3VT0002**  
**A LIFE ESTATE IN LAURA LINDENBAUM, et al.**  
TOTAL HOLDING = 28.385 AC.±  
TRACT 1 R.O.W. REQUIRED = 0.009 AC.± (388 SQ. FT.)  
TRACT 2 R.O.W. REQUIRED = 0.091 AC.± (3,985 SQ. FT.)  
TOTAL R.O.W. REQUIRED = 0.100 AC.± (4,373 SQ. FT.)  
REMAINDER = 28.285 AC.±

**CURVE C1**  
PI STA. = 476+73.22  
Δ = 6° 20' 00" (LT)  
D = 2° 02' 30"  
R = 2,806.32'  
T = 155.26'  
L = 310.20'  
E = 4.29'  
P.C. STA = 475+17.96  
P.T. STA = 478+28.16

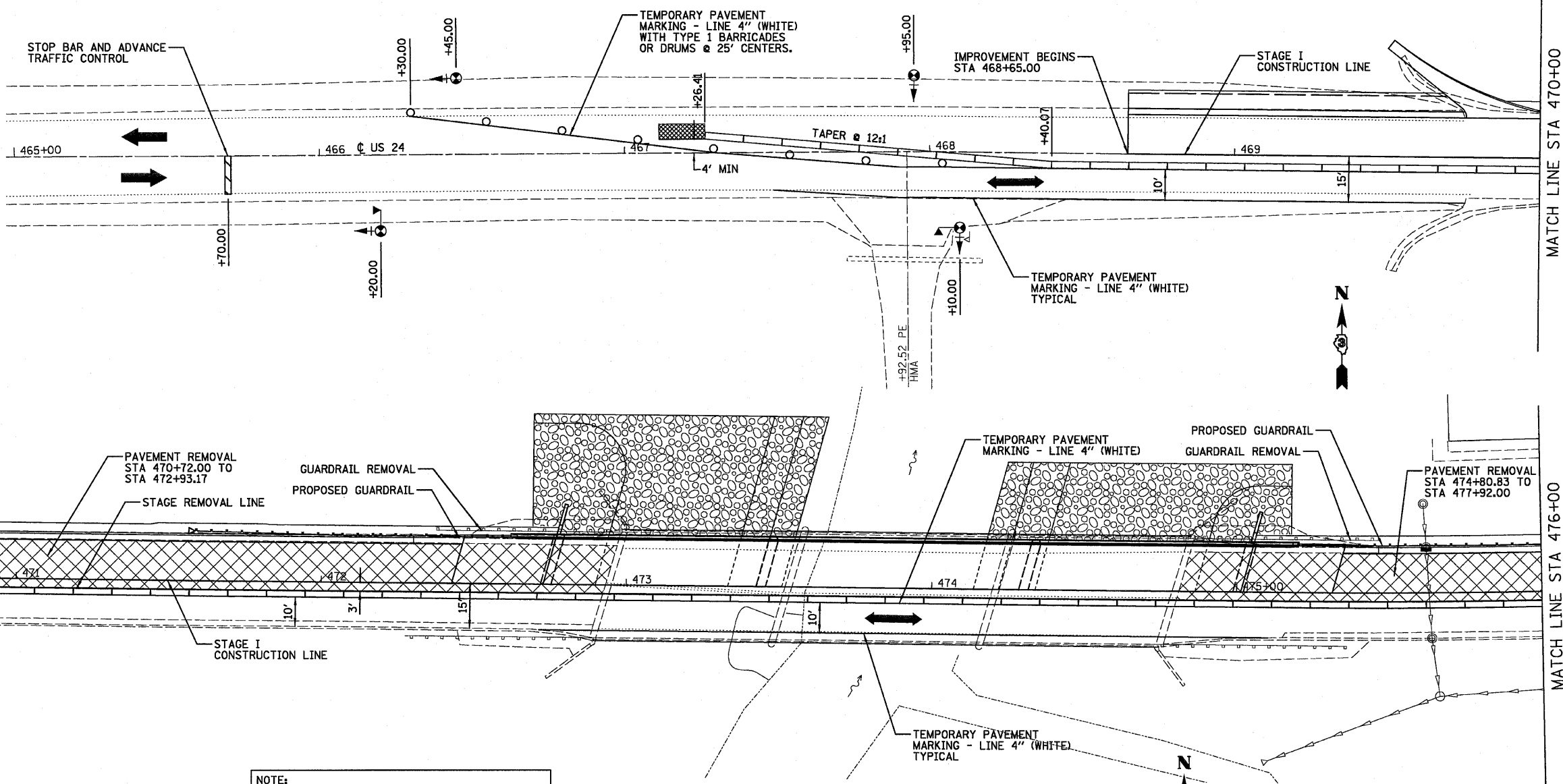
I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 317 (US RTE 24) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS STANDARDS FOR A BOUNDARY SURVEY.



DATE: FEBRUARY 11, 2010  
SURVEY BOOK NO. \_\_\_\_\_

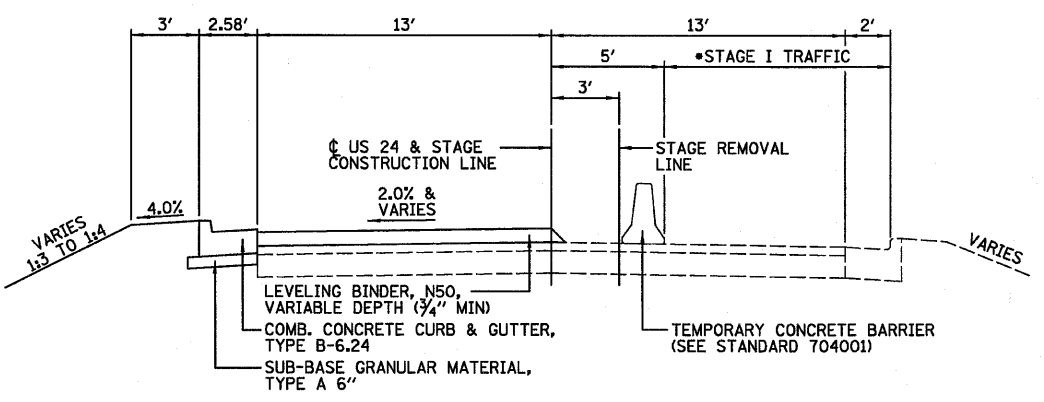
- NOTES:  
1. ALL BEARINGS AND DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83)  
2. GRID TO GROUND FACTOR = 1.00005150

FILE NAME: D366823-SHT-ROWPLAN.DGN	USER NAME = POUNDSTONE	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RIGHT OF WAY PLANS</b>		F.A.P. RTE. 317US24	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 56	SHEET NO. 17	
PLOT SCALE = 1" = 50'	DRAWN -	REVISOR -	PROJECT _____		JOB NO. R-93-011-09	CONTRACT NO. 66823						
PLOT DATE = FEBRUARY 11, 2010	CHECKED -	REVISOR -	SCALE: 1"=50'		SHEET NO. 1 OF 1 SHEETS	STA. 468+00 TO STA. 482+00						
	DATE -	REVISOR -	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT									
	EXPIRATION DATE 11-30-10											

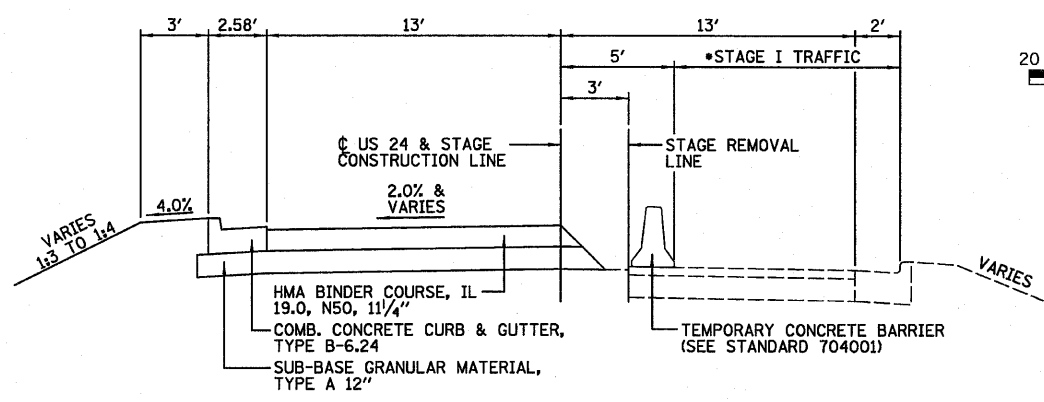


**NOTE:**  
HMA SURFACE COURSE TO BE CONSTRUCTED AFTER STAGE II WORK IS COMPLETED USING TRAFFIC CONTROL AND PROTECTION STANDARD 701501-05

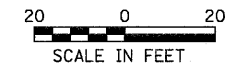
- NOTES:**
- SEE FOLLOWING SHEET FOR STAGE I NOTES.
  - FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321



**STAGE I ROADWAY OVERLAY TYPICAL SECTION - LOOKING EAST**  
\*STAGE I TRAFFIC WIDTH IS 10.00' AND VARIES.

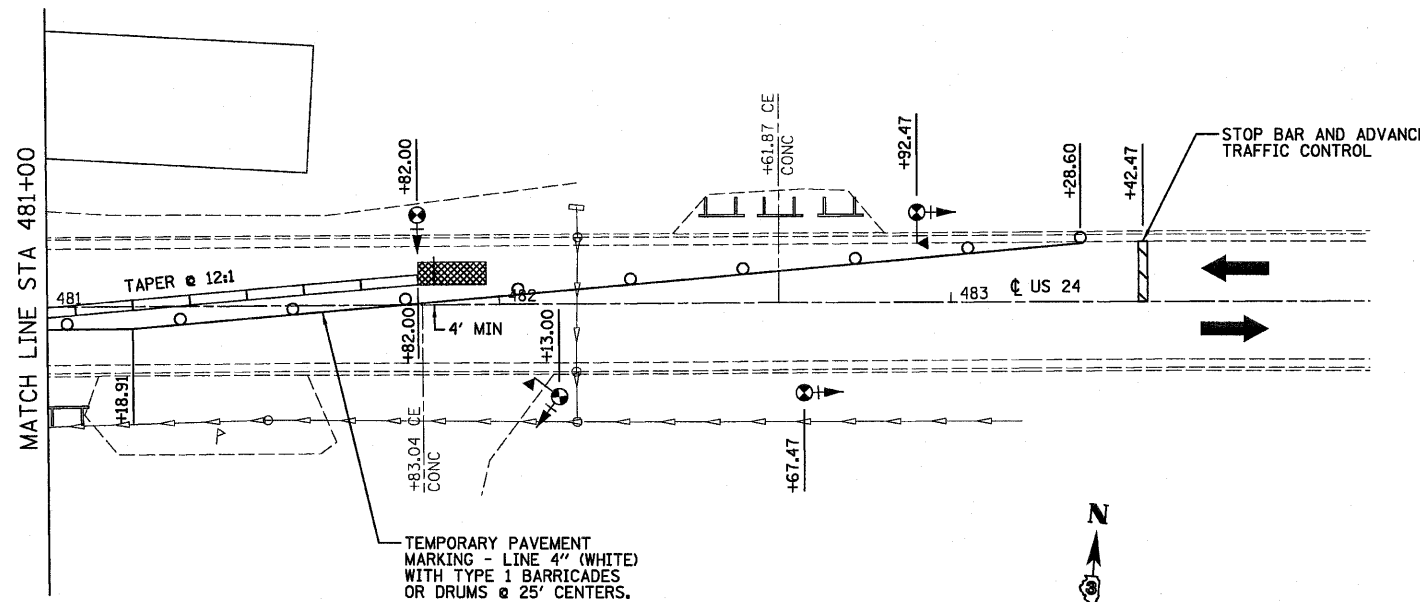
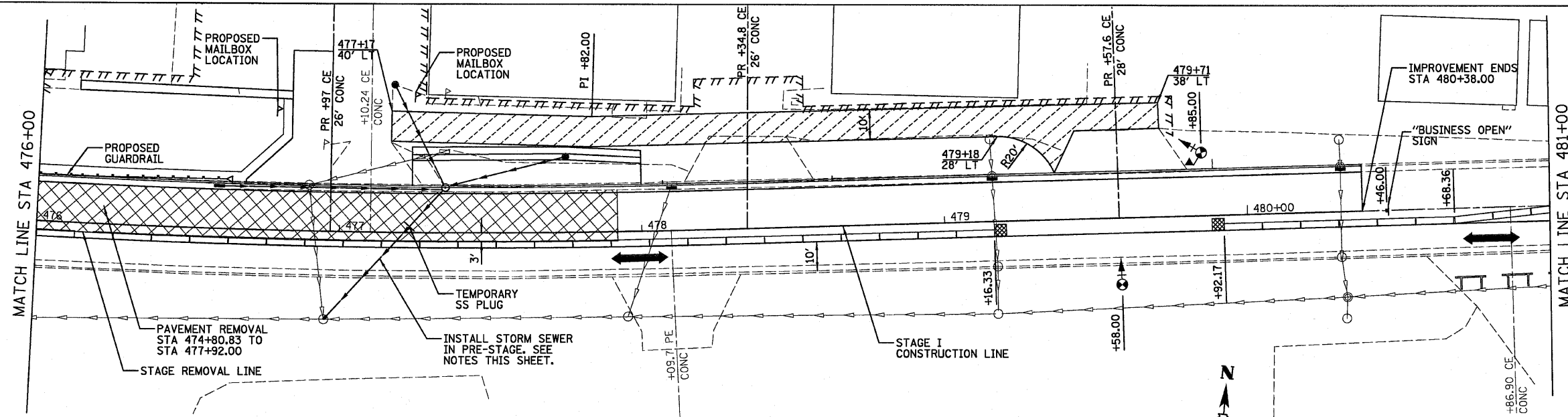


**STAGE I FULL DEPTH ROADWAY TYPICAL SECTION - LOOKING EAST**  
\*STAGE I TRAFFIC WIDTH IS 10.00' AND VARIES.



LEGEND	
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	MAINLINE TRAFFIC
	PAVEMENT REMOVAL
	STONE RIPRAP, CLASS A4
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT

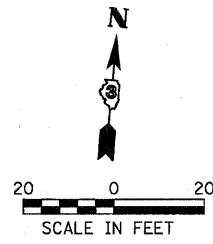
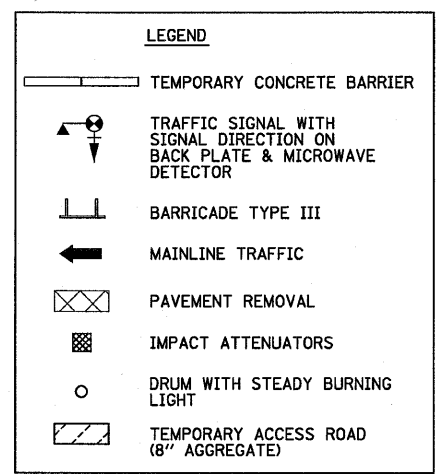
FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE I CONSTRUCTION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JJO	REVISED -			317	(25)BR-2	LIVINGSTON	58	18	
	PLOT SCALE = #SCALE#	CHECKED - MSW	REVISED -			CONTRACT NO. 68823					
	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



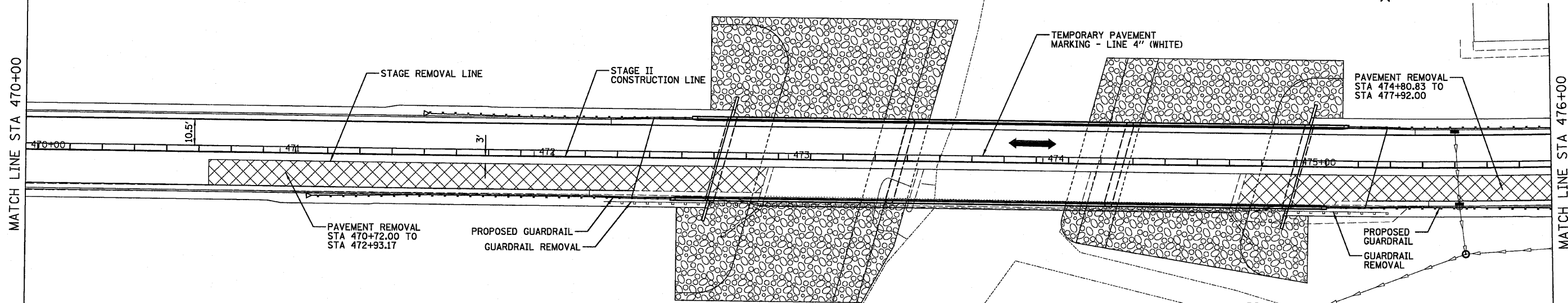
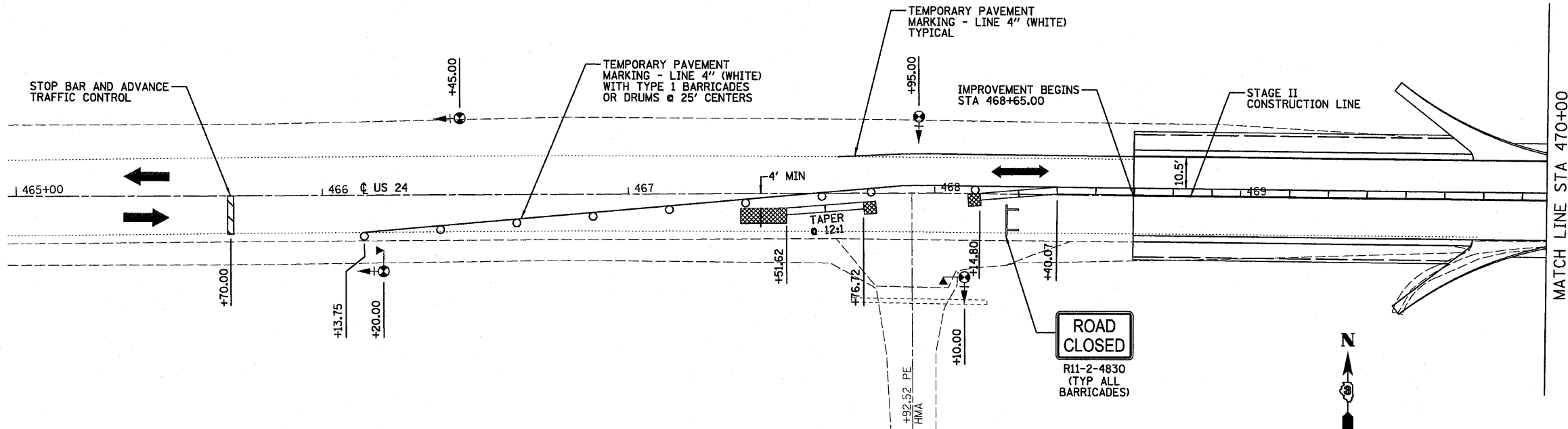
- PRE-STAGE**
- PERFORM STORM SEWER INSTALLATION BETWEEN STA 476+95.21, 29' RT TO STA. 477+23.12, 2' LT AND INSTALL A TEMPORARY STORM SEWER PLUG AT THE UPSTREAM END OF THE PIPE. THIS WORK SHALL BE DONE UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701501. COMPLETELY BACK FILL STORM SEWER TRENCHES AT THE END OF WORK DAY AND OPEN TRAFFIC TO BOTH LANES.
  - RELOCATE THE MAILBOX AT STA 476+94.00 LT TO THE PROPOSED MAILBOX LOCATION.
  - CONSTRUCT THE TEMPORARY ACCESS ROAD.

- STAGE I**
- TRAFFIC CONTROL SHALL BE PROVIDED AS SHOWN HEREIN AND IN ACCORDANCE WITH THE TRAFFIC CONTROL STANDARD 701321. THE COST OF THE TYPE III BARRICADES AND DRUMS WITH STEADY BURNING LIGHTS SHALL BE INCLUDED WITH STANDARD 701321.
  - ACCESS TO THE EXISTING BUSINESS AND RESIDENCE SHALL BE MAINTAINED BY THE USE OF THE TEMPORARY ACCESS ROAD.
  - THE WIDTH RESTRICTION SIGNS SHALL BE POSTED AT 8'-6".
  - PROVIDE TEMPORARY BRIDGE TRAFFIC SIGNALS.
  - PROVIDE TEMPORARY CONCRETE BARRIERS.
  - ACTIVATE TEMPORARY BRIDGE TRAFFIC SIGNALS AND DIVERT TRAFFIC TO THE STAGE I TRAFFIC LANE.
  - REMOVE THE PORTION OF THE EXISTING BRIDGE NORTH OF THE STAGE REMOVAL LINE.
  - REMOVE THE PORTION OF THE EXISTING PAVEMENT NORTH OF THE STAGE REMOVAL LINE IN ACCORDANCE WITH THE APPROPRIATE STAGE.
  - CONSTRUCT THE PORTION OF THE BRIDGE NORTH OF THE STAGE CONSTRUCTION LINE.
  - CONSTRUCT THE PORTION OF THE APPROACH SLAB AND FOOTING NORTH OF THE STAGE CONSTRUCTION LINE.
  - CONSTRUCT THE PORTION OF THE PROJECT (ROADWAY, DRAINAGE ELEMENTS, ETC.) NORTH OF THE STAGE CONSTRUCTION LINE.
  - CONSTRUCT THE WEST HALF OF THE ENTRANCE AT STA 476+97 LT.
  - PLACE TEMPORARY RAMPS AT THE ENDS OF THE NEW BRIDGE APPROACH SLABS PRIOR TO SWITCHING THE STAGE II TRAFFIC LANE.
- POST-STAGE**
- REMOVE 3" OF THE TEMPORARY ACCESS ROAD AGGREGATE AND PLACE 3" OF ASPHALT. PAID FOR AS INCIDENTAL HMA SURFACING. COORDINATE WITH DRIVE LOCATION.
  - CONSTRUCT THE ENTRANCES AT STA 476+97 (EAST), STA 478+34.8 AND STA 479+57.6.

- NOTES:**
- SEE PREVIOUS SHEET FOR STAGE I ROADWAY TYPICAL SECTIONS.
  - FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321

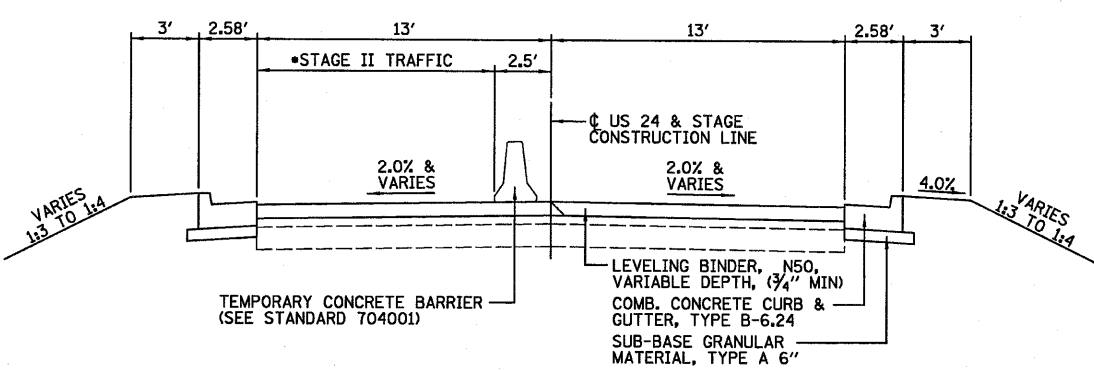


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		DATE - 08/13/10	REVISED -												

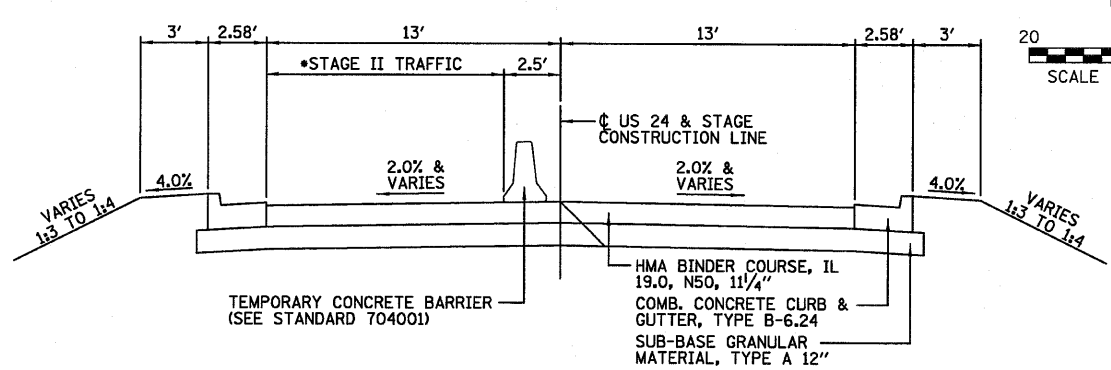


**NOTE:**  
HMA SURFACE COURSE TO BE CONSTRUCTED AFTER STAGE II WORK IS COMPLETED USING TRAFFIC CONTROL AND PROTECTION STANDARD 701501-05

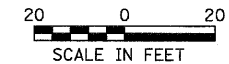
**NOTES:**  
1. SEE FOLLOWING SHEET FOR STAGE II NOTES.  
2. FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321



**STAGE II ROADWAY OVERLAY TYPICAL SECTION - LOOKING EAST**  
\*STAGE II TRAFFIC WIDTH IS 10.50' AND VARIES.

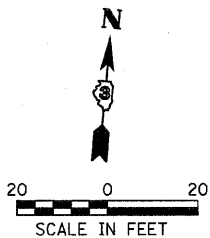
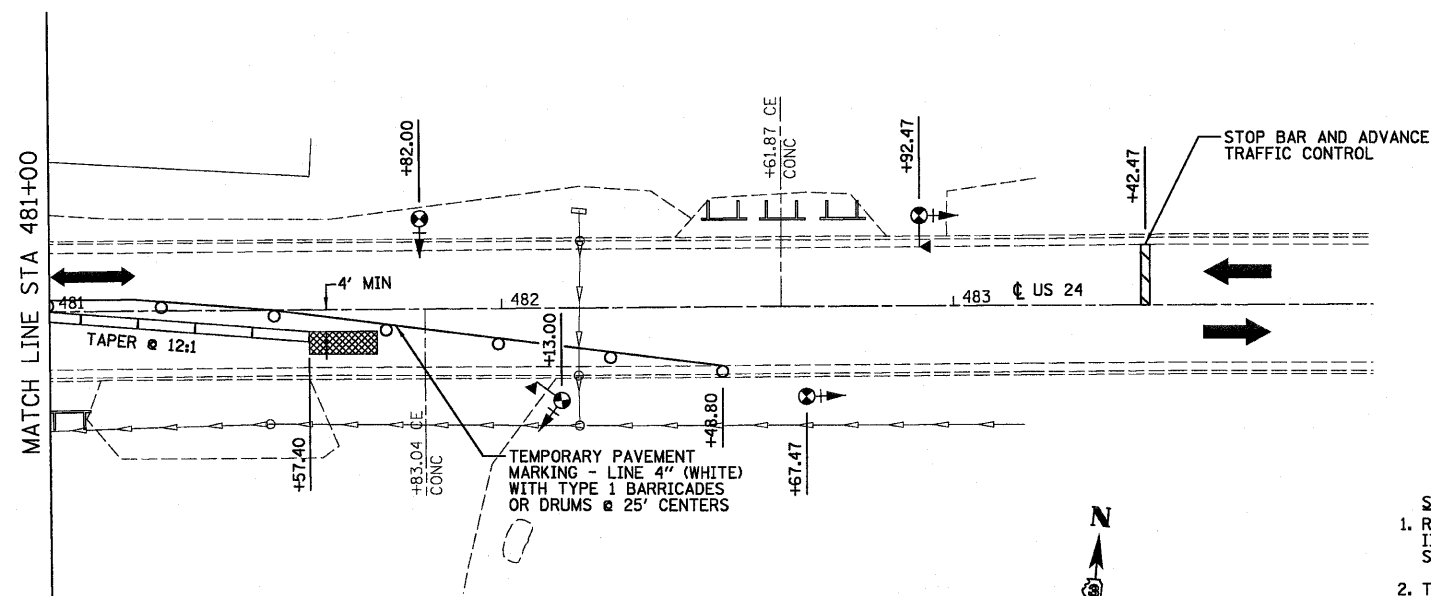
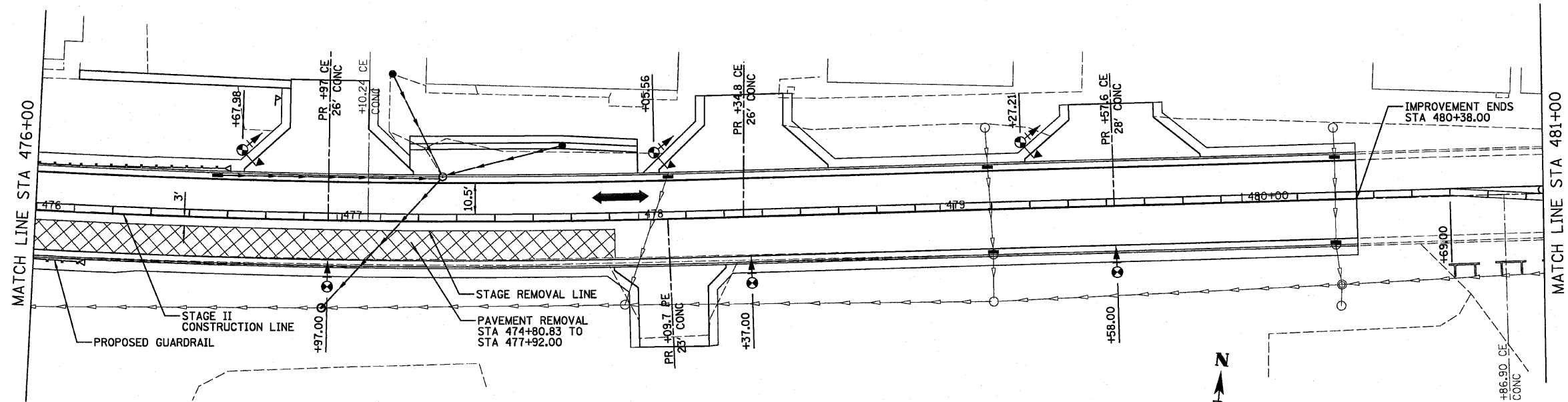


**STAGE II FULL DEPTH ROADWAY TYPICAL SECTION - LOOKING EAST**  
\*STAGE II TRAFFIC WIDTH IS 10.50' AND VARIES.



LEGEND	
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	MAINLINE TRAFFIC
	PAVEMENT REMOVAL
	STONE RIPRAP, CLASS A4
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE II CONSTRUCTION</b>	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 20		
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	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -			CONTRACT NO. 66823						
		DATE - 08/13/10	REVISED -			24-8319						

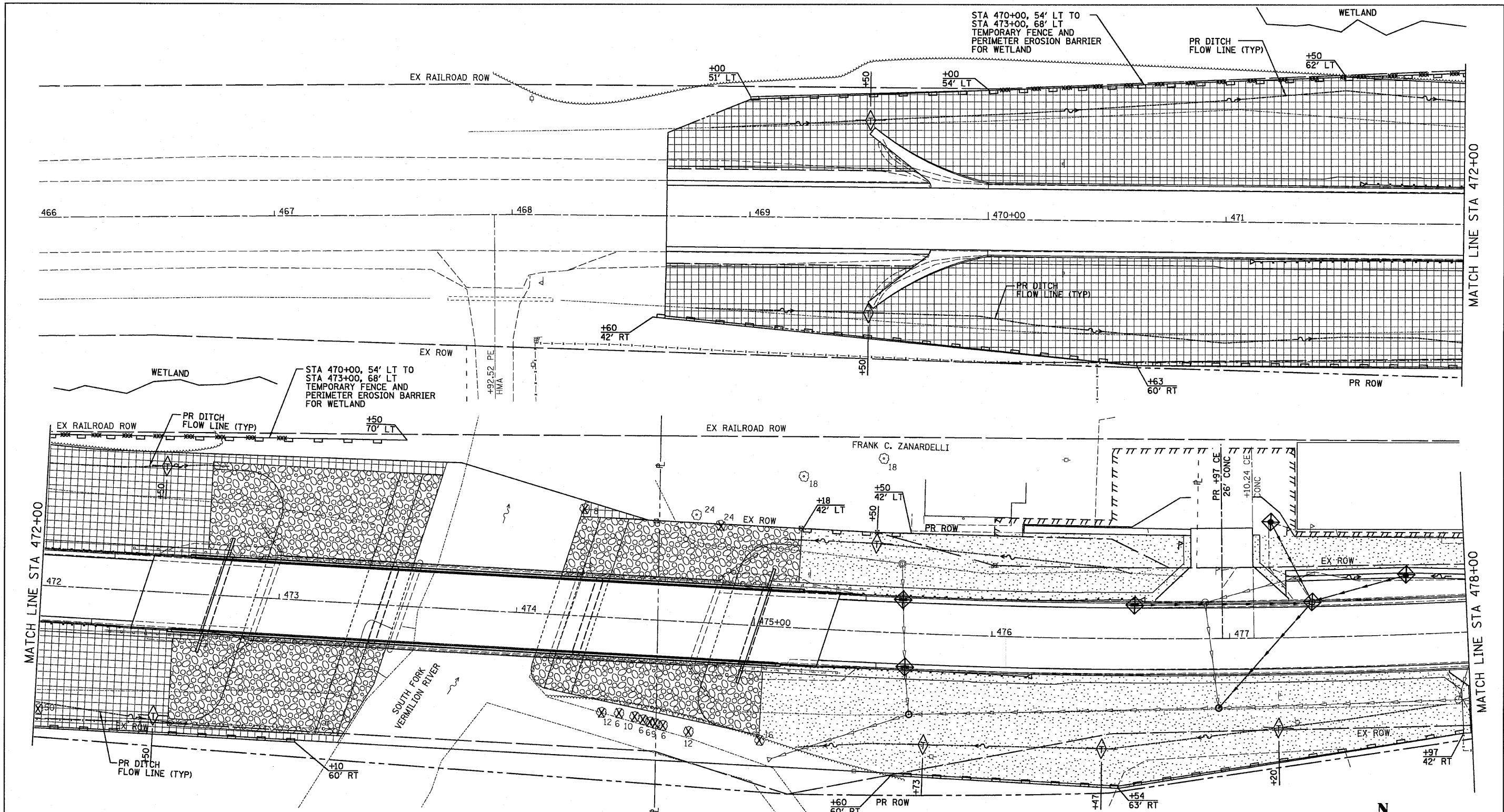


- STAGE II**
1. RELOCATE TEMPORARY CONCRETE BARRIERS AND IMPACT ATTENUATORS TO STAGE II LOCATION IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND DIVERT TRAFFIC TO THE STAGE II LANE.
  2. THE WIDTH RESTRICTION SIGNS SHALL BE POSTED AT 9'-0".
  3. REMOVE THE PORTION OF THE EXISTING BRIDGE SOUTH OF THE STAGE REMOVAL LINE.
  4. REMOVE THE PORTION OF THE EXISTING PAVEMENT SOUTH OF THE STAGE REMOVAL LINE.
  5. CONSTRUCT THE PORTION OF THE BRIDGE SOUTH OF THE STAGE CONSTRUCTION LINE.
  6. CONSTRUCT THE PORTION OF THE APPROACH SLAB AND FOOTING SOUTH OF THE STAGE CONSTRUCTION LINE.
  7. CONSTRUCT THE PORTION OF THE PROJECT (ROADWAY, DRAINAGE ELEMENTS, ETC.) SOUTH OF THE STAGE CONSTRUCTION LINE.
  8. PLACE TEMPORARY RAMPS AT THE ENDS OF THE NEW BRIDGE APPROACH SLABS.
- FINAL STAGE**
1. REMOVE THE TEMPORARY CONCRETE BARRIERS, IMPACT ATTENUATORS AND TRAFFIC SIGNALS.
  2. PROVIDE HOT-MIX ASPHALT SURFACE REMOVAL WITHIN THE LIMITS INDICATED ON THE PLANS UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701501.
  3. PLACE HOT-MIX ASPHALT SURFACE COURSE UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701501.
  4. PROVIDE PAVEMENT MARKINGS UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701501.

- NOTES:**
1. SEE PREVIOUS SHEET FOR STAGE II ROADWAY TYPICAL SECTIONS.
  2. FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321

LEGEND	
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	BARRICADE TYPE III
	MAINLINE TRAFFIC
	PAVEMENT REMOVAL
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT

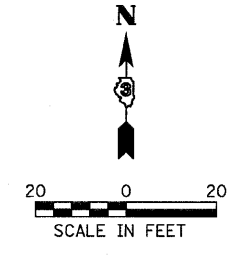
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	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



**LEGEND**

	TEMPORARY DITCH CHECK		TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET & SEEDING, CLASS 1
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS A4 & FILTER FABRIC
	PERIMETER EROSION BARRIER		LIMITS OF CONSTRUCTION
	TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET & SEEDING, CLASS 3		TREE REMOVAL (SIZE)
	TEMPORARY FENCE AND PERIMETER EROSION BARRIER		

- NOTES:**
1. TEMPORARY FENCE SHALL BE A HIGH VISIBILITY FENCE TO PROTECT WETLAND AREA.
  2. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE CONSTRUCTED WITHIN THE RIGHT-OF-WAY OR TEMPORARY EASEMENT.
  3. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH 1/2" OR GREATER RAIN EVENT.

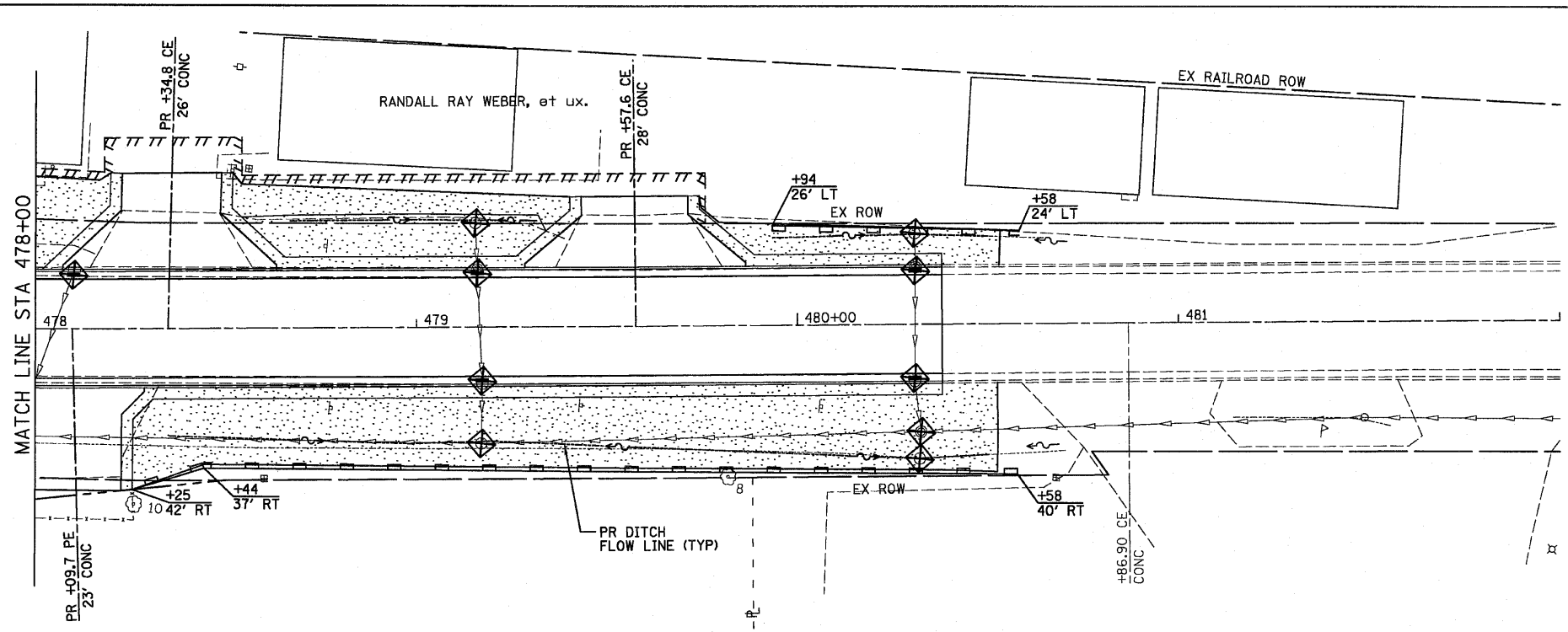


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		DATE - 08/13/10	REVISED -									

FARNSWORTH GROUP, INC.

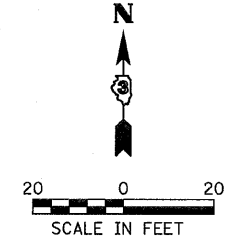
CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

24-8319



LEGEND	
	INLET AND PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET & SEEDING, CLASS 1
	LIMITS OF CONSTRUCTION

- NOTES:**
1. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE CONSTRUCTED WITHIN THE RIGHT-OF-WAY OR PROPOSED RIGHT-OF-WAY.
  2. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH 1/2 " OR GREATER RAIN EVENT.



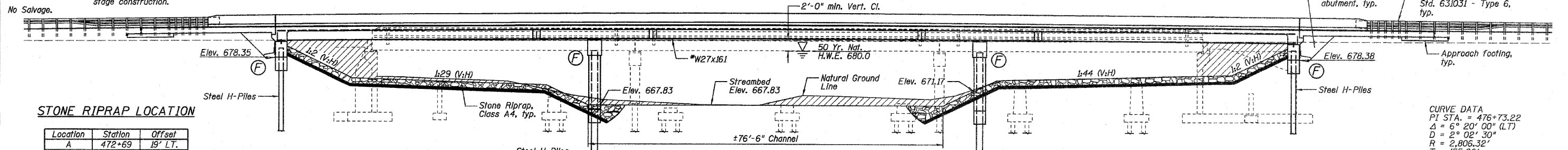
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	PLOT DATE = #DATE#	DATE - 08/13/10	REVISED -			CONTRACT NO. 66823					
						FARNSWORTH GROUP, INC. CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX					

Benchmarks: BM #1 Railroad spike in power pole, Station 468+07/48' RT., Elevation = 680.48.  
 BM #2 Chiseled "□" on top of Southwest wingwall of bridge S.N. 053-0152, Station 472+89/19' RT., Elevation = 682.81.

Existing Structure: Structure No. 053-0152, built in 1980 as Section 25 B-1. The superstructure consists of precast prestressed concrete deck beams with a Type T steel railing attached to the exterior beams and bituminous wearing surface. The substructure consists of concrete closed abutments supported on spread footings and two concrete solid shaft pile bent piers supported by precast concrete piles. The back-to-back of abutments dimension measures 185'-6" and the out-to-out dimension measures 36'-0". The span lengths are 58'-9", 68'-0" and 58'-9" with a 16° left forward skew. One lane of traffic will be maintained utilizing stage construction.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FOR INDEX OF SHEETS, SEE SHEET B2

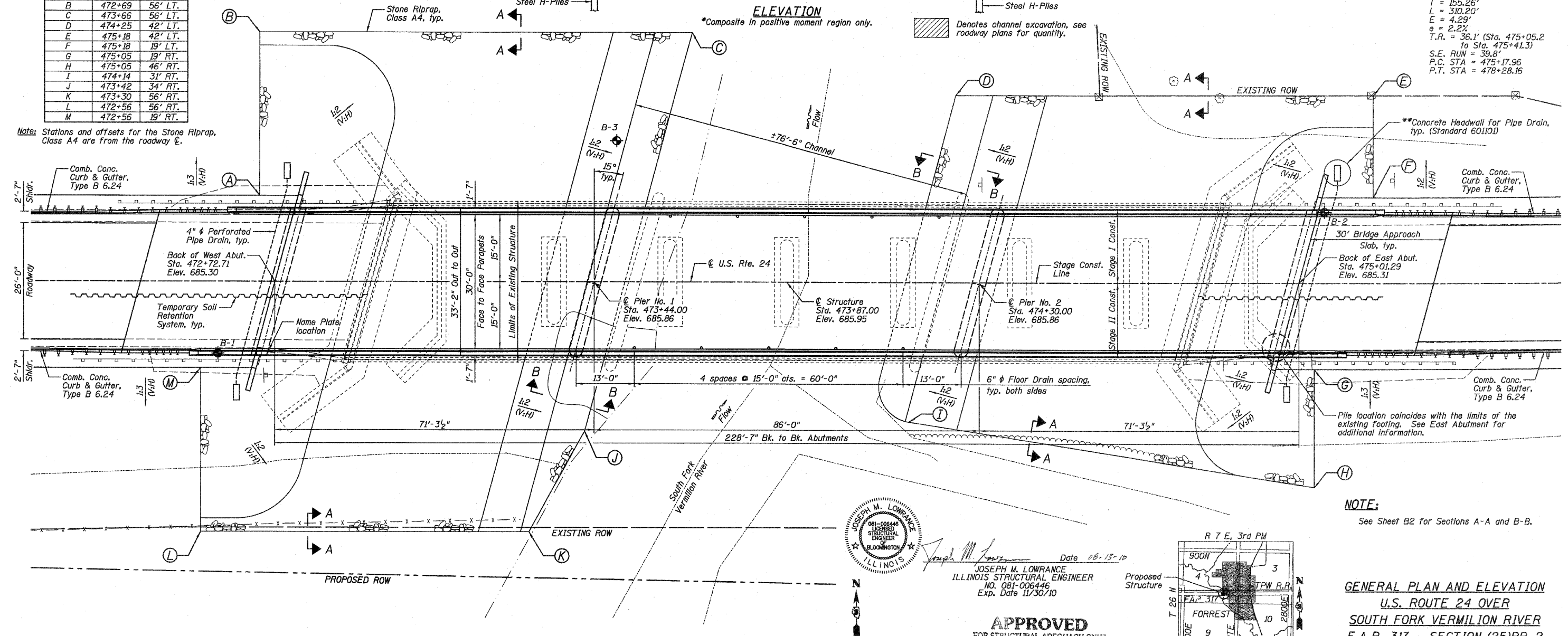


STONE RIPRAP LOCATION

Location	Station	Offset
A	472+69	19' LT.
B	472+69	56' LT.
C	473+66	56' LT.
D	474+25	42' LT.
E	475+18	42' LT.
F	475+18	19' LT.
G	475+05	19' RT.
H	475+05	46' RT.
I	474+14	31' RT.
J	473+42	34' RT.
K	473+30	56' RT.
L	472+56	56' RT.
M	472+56	19' RT.

Note: Stations and offsets for the Stone Riprap, Class A4 are from the roadway centerline.

CURVE DATA  
 P.I. STA. = 476+73.22  
 Δ = 6° 20' 00" (LT)  
 D = 2° 02' 30"  
 R = 2,806.32'  
 T = 155.26'  
 L = 310.20'  
 E = 4.29'  
 e = 2.22'  
 T.R. = 36.1' (Sta. 475+05.2 to Sta. 475+41.3)  
 S.E. RUN = 39.8'  
 P.C. STA = 475+17.96  
 P.T. STA = 478+28.16



PLAN

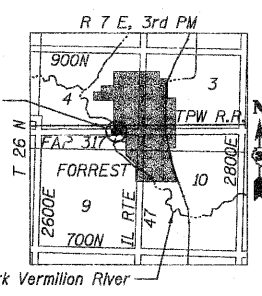
\*\*Included in the cost of Pipe Underdrains For Structures.



JOSEPH M. LOWRANCE  
 ILLINOIS STRUCTURAL ENGINEER  
 NO. 081-008446  
 Exp. Date 11/30/10

APPROVED  
 FOR STRUCTURAL ADEQUACY ONLY

Reid E. Anderson (T)D  
 ENGINEER OF BRIDGES AND STRUCTURES



NOTE:  
 See Sheet B2 for Sections A-A and B-B.

GENERAL PLAN AND ELEVATION  
 U.S. ROUTE 24 OVER  
 SOUTH FORK VERMILION RIVER  
 F.A.P. 317 - SECTION (25)BR-2  
 LIVINGSTON COUNTY  
 STATION 473+87.00  
 STRUCTURE NO. 053-0188

DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW
DATE 08/13/10

LOADING HL-93  
 Allow 50#/sq. ft. for future wearing surface.  
 DESIGN SPECIFICATIONS  
 2007 AASHTO LRFD Bridge Design Specifications, 4th Edition (2008 & 2009 Interim Revisions)

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

SEISMIC DATA  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.115 g  
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.189 g  
 Soil Site Class = D

Farnsworth GROUP, INC.  
 2709 McGraw Drive  
 Bloomington, Illinois 61704  
 309/663-8435, 309/663-1571 fax

SHEET NO. B1  
 26 SHEETS

F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 24
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 66823



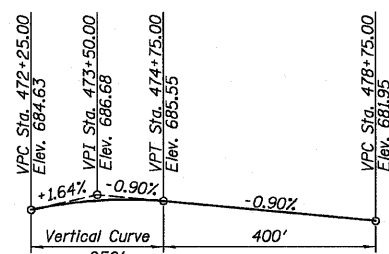
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

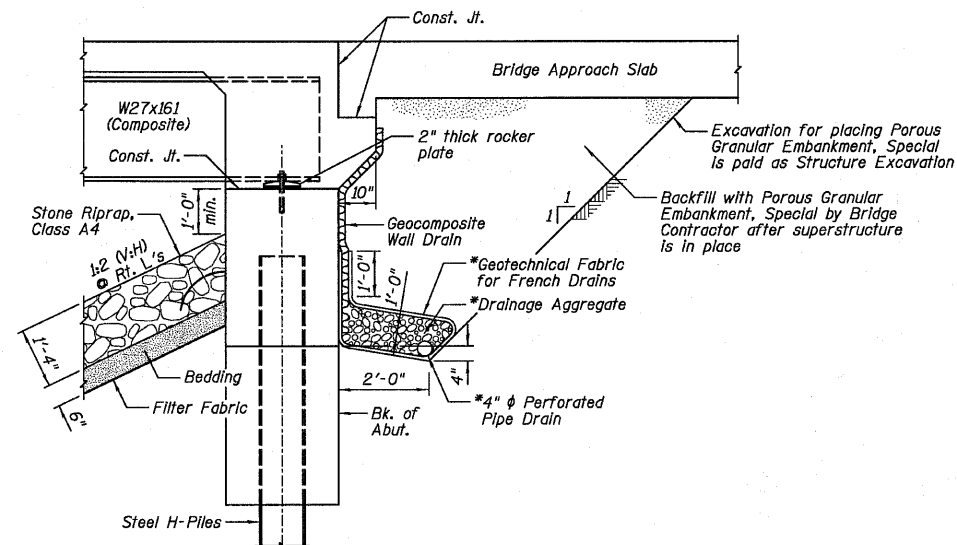
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		98	98
Stone Riprap, Class A4	Sq. Yd.		1,920	1,920
Filter Fabric	Sq. Yd.		1,920	1,920
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		185	185
Floor Drains	Each	10		10
Concrete Structures	Cu. Yd.	20.4	130.4	150.8
Concrete Superstructure	Cu. Yd.	375.6		375.6
Bridge Deck Grooving	Sq. Yd.	898		898
Concrete Encasement	Cu. Yd.		17.6	17.6
Protective Coat	Sq. Yd.	1,188		1,188
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	4,986		4,986
Reinforcement Bars, Epoxy Coated	Pound	83,650	13,130	96,780
Bar Splacers	Each	906	120	1,026
Furnishing Steel Piles HP14x73	Foot		1,051	1,051
Driving Piles	Foot		1,051	1,051
Test Pile Steel HP14x73	Each		2	2
Pile Shoes	Each		7	7
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		56	56
Pipe Underdrains for Structures 4"	Foot		142	142
Asbestos Bearing Pad Removal	Each	18		18
Temporary Soil Retention System	Sq. Ft.	498		498
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Mechanical Splacers	Each		36	36

STATION 473+87.00  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 317 SEC. (25)BR-2  
LOADING HL-93  
STRUCTURE NO. 053-0188

NAME PLATE  
See Std. 515001



PROFILE GRADE  
(Along & Roadway)

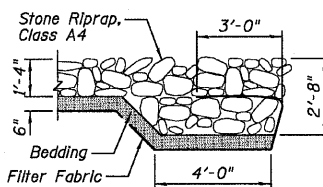


SECTION THRU EAST ABUTMENT  
(Similar for West Abutment)

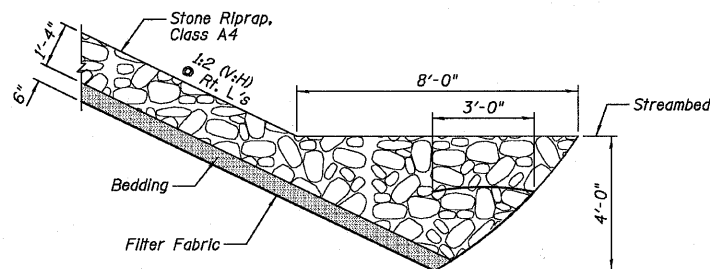
- NOTES:
- 1.) Horizontal dimensions @ Rt. L's to Abutment.
  - 2.) \*Included in the cost of Pipe Underdrains for Structures 4".
  - 3.) All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110)

GENERAL NOTES:

- 1.) Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts 5/8" in.  $\phi$ , holes 3/4" in.  $\phi$ , unless otherwise noted.
- 2.) Calculated weight of Structural Steel = 245,690 lb.
- 3.) All structural steel shall be AASHTO M270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- 4.) No field welding is permitted except as specified in the contract documents.
- 5.) Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- 6.) Reinforcement bars designated (E) shall be epoxy coated.
- 7.) 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 the 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 bracket locations.
- 8.) Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- 9.) Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- 10.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 11.) Slipforming of parapets is not allowed.
- 12.) The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure.



SECTION A-A



SECTION B-B

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exlst.	Prop.		Exlst.	Prop.	Exlst.	Prop.
Design	10	3850	1256	1370	678.3	0.2	0.1	678.5	678.4
Base	100	7040	1480	1852	680.6	0.5	0.2	681.1	680.8
Ex. Overtop	75	6600	1480	-	680.2	0.4	-	680.6	-
Pr. Overtop	75	6600	-	1788	680.3	-	0.2	-	680.5

10 Yr. Velocity = 3.1 ft/sec. (Existing)  
10 Yr. Velocity = 2.8 ft/sec. (Proposed)

SCOUR INFORMATION

Design Scour Elevation	West Abutment	Pier 1	Pier 2	East Abutment
	678.35	659.83	659.83	678.38

INDEX OF SHEETS

SHEET NO.	TITLE
B1	GENERAL PLAN AND ELEVATION
B2	GENERAL DATA
B3	STAGE CONSTRUCTION
B4	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
B5	TOP OF SLAB ELEVATION LOCATIONS
B6-B7	TOP OF SLAB ELEVATIONS
B8	TOP OF APPROACH SLAB ELEVATIONS
B9	SUPERSTRUCTURE DECK
B10	SUPERSTRUCTURE DETAILS
B11	DIAPHRAGM DETAILS
B12-B13	BRIDGE APPROACH SLAB DETAILS
B14-B15	STRUCTURAL STEEL
B16	FIXED BEARING DETAILS
B17	WEST ABUTMENT
B18	EAST ABUTMENT
B19	PIER NO. 1
B20	PIER NO. 2
B21	HP PILE DETAILS
B22	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
B23	CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH W27 BEAMS AND SMALLER
B24-B26	SOIL BORING LOGS

GENERAL DATA  
STRUCTURE NO. 053-0188

DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW

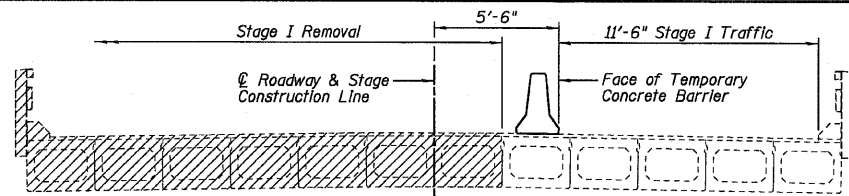
DATE 08/13/10

**Farnsworth**  
GROUP, INC.  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

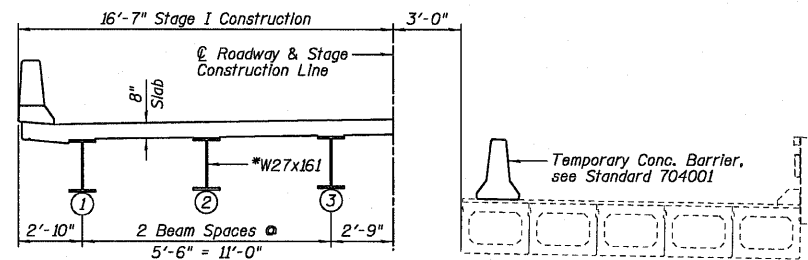
SHEET NO. B2  
26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66823				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

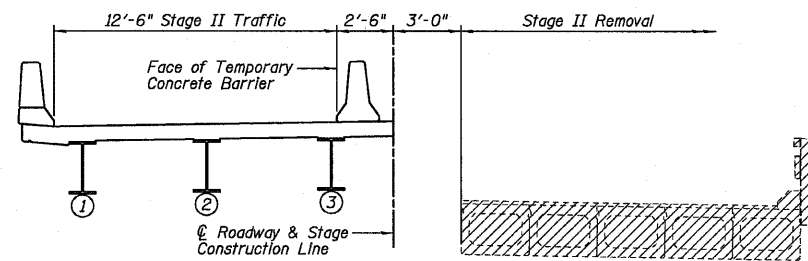
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



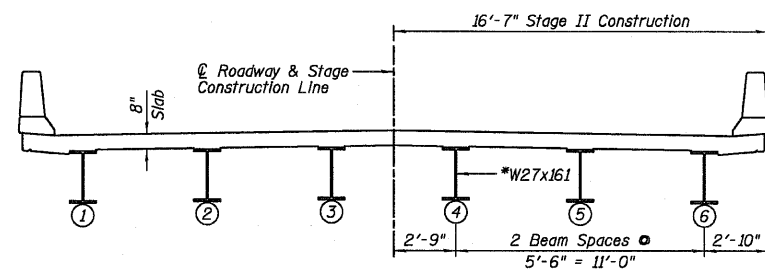
**STAGE I REMOVAL**  
(Looking East •  $\odot$  of Bridge)



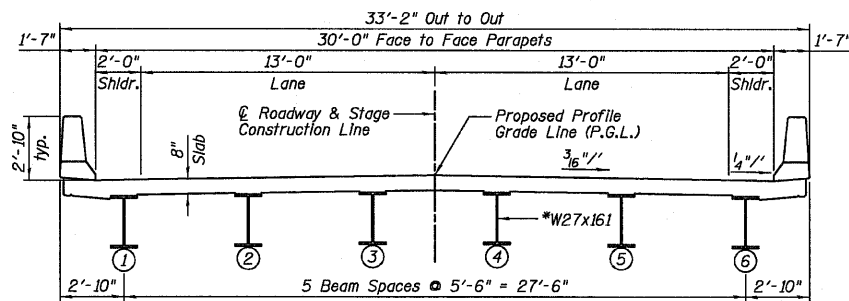
**STAGE I CONSTRUCTION**  
(Looking East •  $\odot$  of Bridge)



**STAGE II REMOVAL**  
(Looking East •  $\odot$  of Bridge)



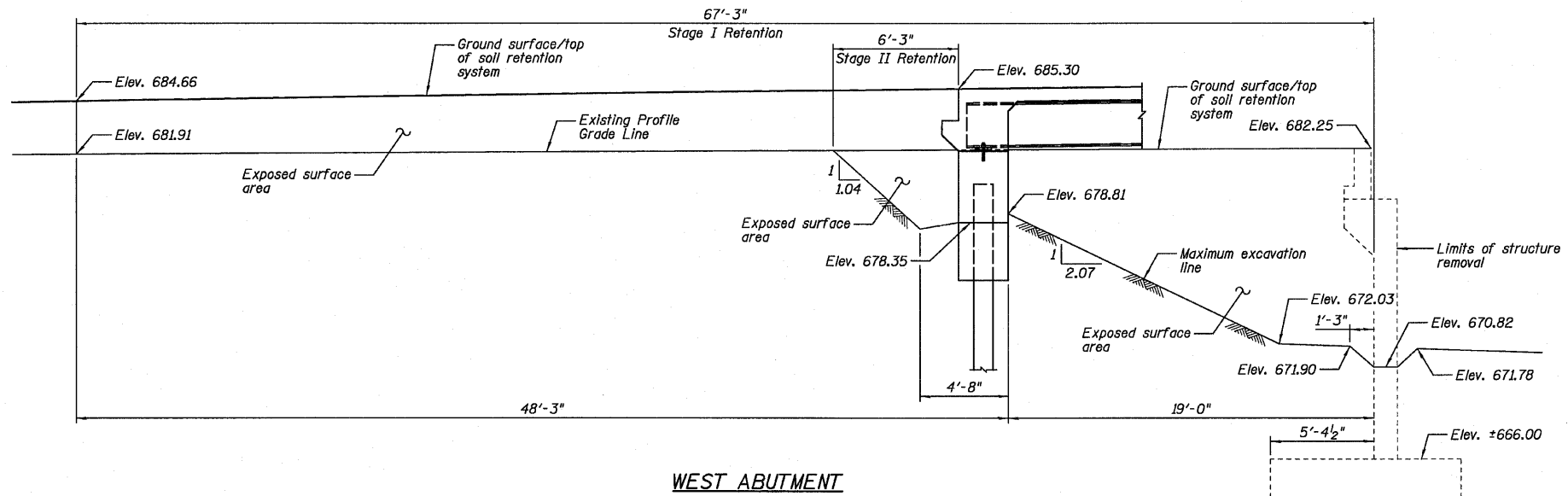
**STAGE II CONSTRUCTION**  
(Looking East •  $\odot$  of Bridge)



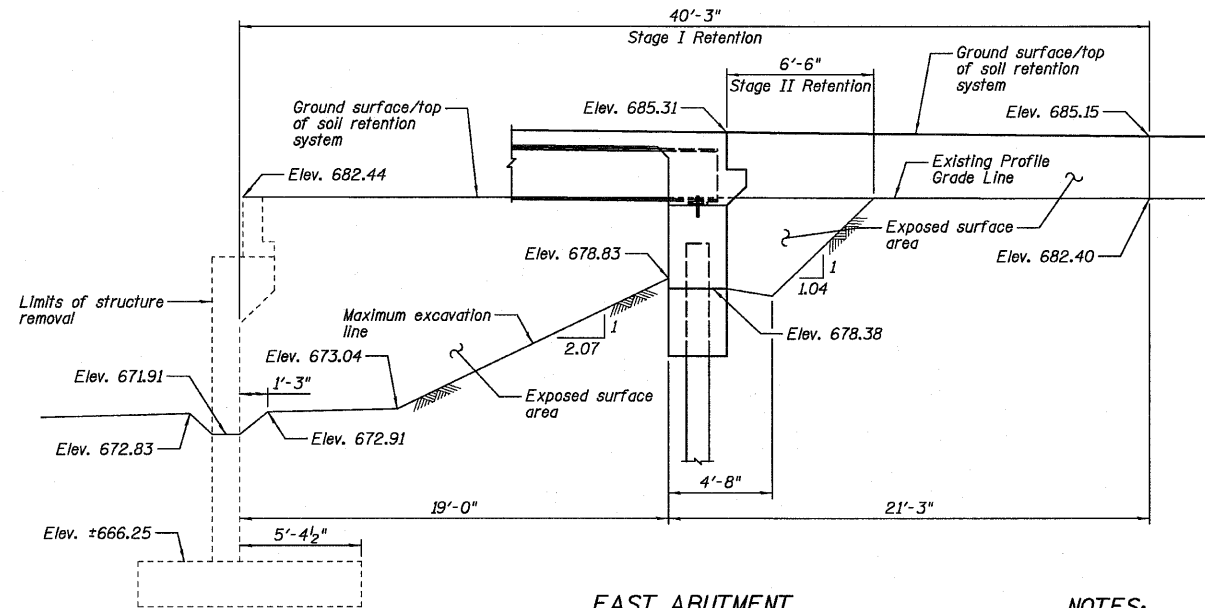
**CROSS SECTION**  
(Looking East •  $\odot$  of Bridge)

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10



**WEST ABUTMENT**



**EAST ABUTMENT**

**TEMPORARY SOIL RETENTION SYSTEM**

**NOTES:**

- 1.) A cantilever sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
- 2.) All dimensions are along roadway unless otherwise noted.

**BILL OF MATERIAL**

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	498

**NOTES:**

- 1.) \*Composite in positive moment region only.
- 2.) Hatched area indicates Removal of Existing PPC Deck Beam Superstructure. Removal of the existing bituminous wearing surface shall be included with Removal of Existing Structures.
- 3.) See Sheet B4 for Temporary Concrete Barrier (Standard 704001). See roadway plans for quantity.

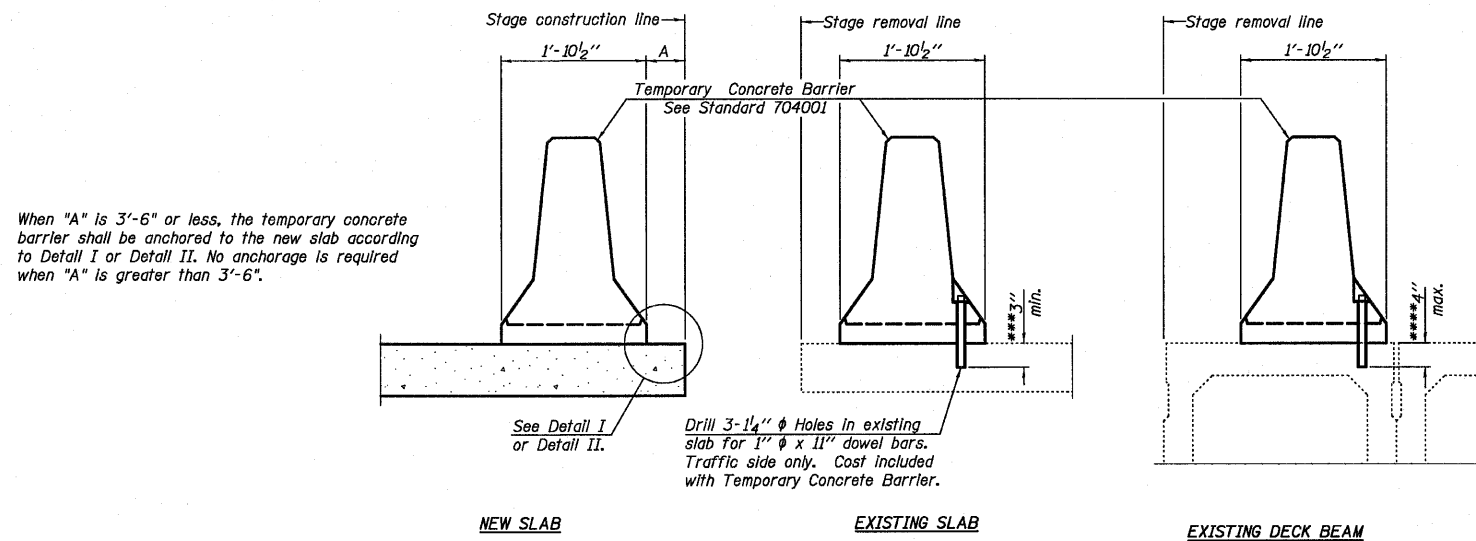
**Farnsworth GROUP, INC.**  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B3  
26 SHEETS

**STAGE CONSTRUCTION  
STRUCTURE NO. 053-0188**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	26
CONTRACT NO. 66823				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



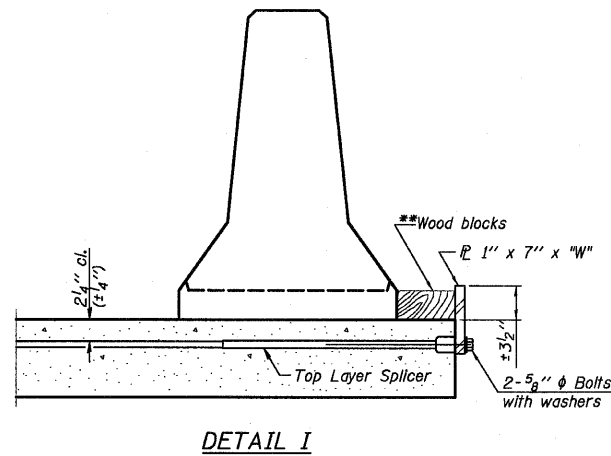
SECTIONS THRU SLAB OR DECK BEAM

NOTES

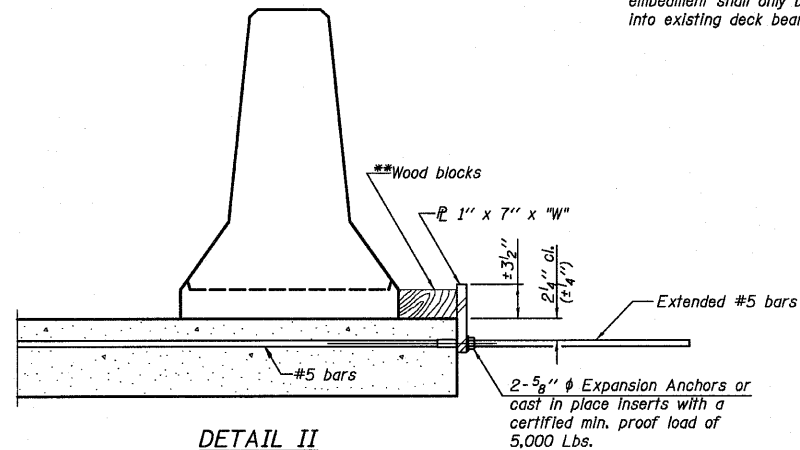
- Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.
- Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



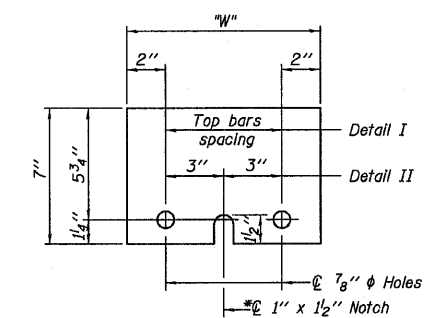
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER  $\bar{P}$  1" x 7" x "W"

\* Required only with Detail II

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

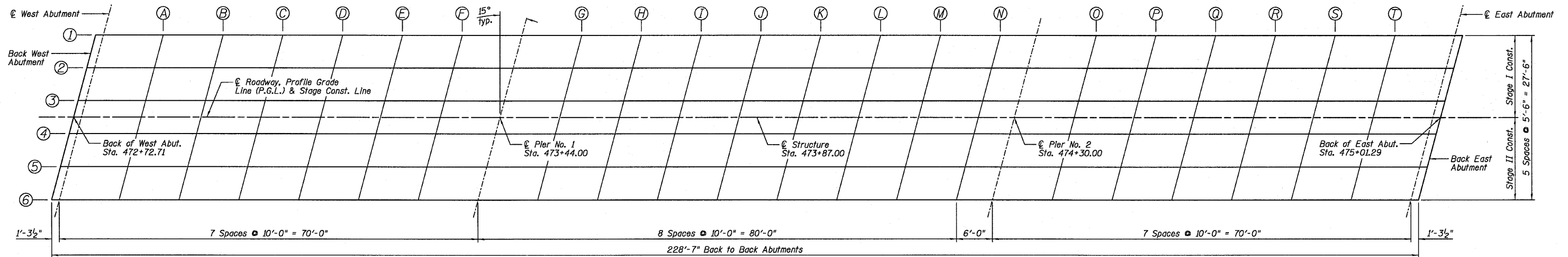
R-27

7-1-10

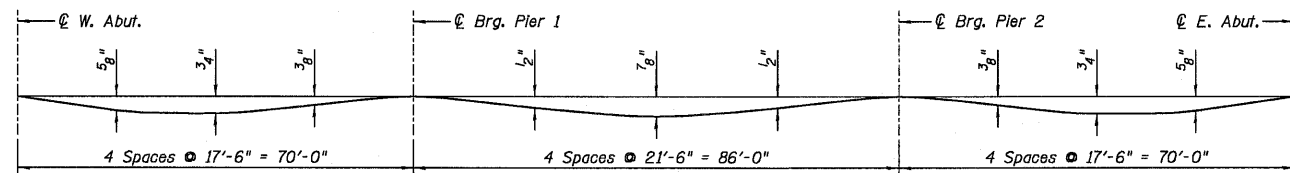
TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 053-0188

<b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B4	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	27
CONTRACT NO. 66823						
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



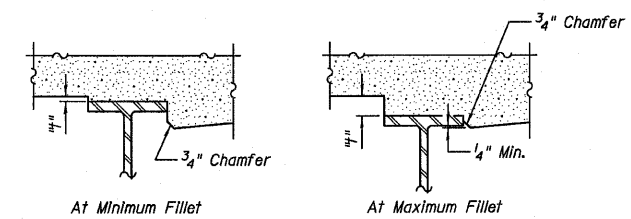
PLAN



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection".



To determine "4": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the plans. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the plans, minus slab thickness, equals the fillet heights "4" above top flange of beams.

**FILLET HEIGHTS**

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

**TOP OF SLAB  
ELEVATION LOCATIONS  
STRUCTURE NO. 053-0188**

<b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	28
CONTRACT NO. 66823						
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+76.39	-13.75	685.12	685.12
☉ West Abut.	472+77.69	-13.75	685.13	685.13
A	472+87.69	-13.75	685.24	685.27
B	472+97.69	-13.75	685.34	685.39
C	473+07.69	-13.75	685.42	685.49
D	473+17.69	-13.75	685.50	685.55
E	473+27.69	-13.75	685.56	685.60
F	473+37.69	-13.75	685.61	685.63
☉ Brg. Pier 1	473+47.69	-13.75	685.66	685.66
G	473+57.69	-13.75	685.69	685.71
H	473+67.69	-13.75	685.72	685.76
I	473+77.69	-13.75	685.73	685.79
J	473+87.69	-13.75	685.74	685.81
K	473+97.69	-13.75	685.73	685.80
L	474+07.69	-13.75	685.71	685.77
M	474+17.69	-13.75	685.69	685.71
N	474+27.69	-13.75	685.65	685.66
☉ Brg. Pier 2	474+33.69	-13.75	685.62	685.62
O	474+43.69	-13.75	685.57	685.58
P	474+53.69	-13.75	685.51	685.54
Q	474+63.69	-13.75	685.43	685.49
R	474+73.69	-13.75	685.35	685.41
S	474+83.69	-13.75	685.25	685.31
T	474+93.69	-13.75	685.16	685.20
☉ East Abut.	475+03.69	-13.75	685.07	685.07
Bk. of East Abut.	475+04.98	-13.75	685.06	685.06

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+74.92	-8.25	685.19	685.19
☉ West Abut.	472+76.21	-8.25	685.21	685.21
A	472+86.21	-8.25	685.32	685.35
B	472+96.21	-8.25	685.41	685.47
C	473+06.21	-8.25	685.50	685.56
D	473+16.21	-8.25	685.57	685.63
E	473+26.21	-8.25	685.64	685.68
F	473+36.21	-8.25	685.70	685.71
☉ Brg. Pier 1	473+46.21	-8.25	685.74	685.74
G	473+56.21	-8.25	685.78	685.79
H	473+66.21	-8.25	685.80	685.84
I	473+76.21	-8.25	685.82	685.88
J	473+86.21	-8.25	685.83	685.90
K	473+96.21	-8.25	685.82	685.89
L	474+06.21	-8.25	685.81	685.86
M	474+16.21	-8.25	685.78	685.81
N	474+26.21	-8.25	685.74	685.75
☉ Brg. Pier 2	474+32.21	-8.25	685.72	685.72
O	474+42.21	-8.25	685.67	685.68
P	474+52.21	-8.25	685.61	685.64
Q	474+62.21	-8.25	685.53	685.59
R	474+72.21	-8.25	685.45	685.52
S	474+82.21	-8.25	685.36	685.41
T	474+92.21	-8.25	685.27	685.30
☉ East Abut.	475+02.21	-8.25	685.18	685.18
Bk. of East Abut.	475+03.51	-8.25	685.17	685.17

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+73.45	-2.75	685.26	685.26
☉ West Abut.	472+74.74	-2.75	685.28	685.28
A	472+84.74	-2.75	685.39	685.42
B	472+94.74	-2.75	685.48	685.54
C	473+04.74	-2.75	685.57	685.64
D	473+14.74	-2.75	685.65	685.71
E	473+24.74	-2.75	685.72	685.75
F	473+34.74	-2.75	685.78	685.79
☉ Brg. Pier 1	473+44.74	-2.75	685.82	685.82
G	473+54.74	-2.75	685.86	685.87
H	473+64.74	-2.75	685.89	685.93
I	473+74.74	-2.75	685.90	685.97
J	473+84.74	-2.75	685.91	685.99
K	473+94.74	-2.75	685.91	685.98
L	474+04.74	-2.75	685.89	685.95
M	474+14.74	-2.75	685.87	685.90
N	474+24.74	-2.75	685.84	685.84
☉ Brg. Pier 2	474+30.74	-2.75	685.81	685.81
O	474+40.74	-2.75	685.76	685.77
P	474+50.74	-2.75	685.70	685.74
Q	474+60.74	-2.75	685.63	685.69
R	474+70.74	-2.75	685.55	685.62
S	474+80.74	-2.75	685.46	685.51
T	474+90.74	-2.75	685.37	685.40
☉ East Abut.	475+00.74	-2.75	685.28	685.28
Bk. of East Abut.	475+02.03	-2.75	685.26	685.26

☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) &  
STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+72.71	0.00	685.30	685.30
☉ West Abut.	472+74.00	0.00	685.31	685.31
A	472+84.00	0.00	685.42	685.46
B	472+94.00	0.00	685.52	685.58
C	473+04.00	0.00	685.61	685.68
D	473+14.00	0.00	685.69	685.74
E	473+24.00	0.00	685.76	685.79
F	473+34.00	0.00	685.81	685.83
☉ Brg. Pier 1	473+44.00	0.00	685.86	685.86
G	473+54.00	0.00	685.90	685.91
H	473+64.00	0.00	685.93	685.97
I	473+74.00	0.00	685.95	686.01
J	473+84.00	0.00	685.95	686.03
K	473+94.00	0.00	685.95	686.02
L	474+04.00	0.00	685.94	685.99
M	474+14.00	0.00	685.92	685.94
N	474+24.00	0.00	685.88	685.89
☉ Brg. Pier 2	474+30.00	0.00	685.86	685.86
O	474+40.00	0.00	685.81	685.82
P	474+50.00	0.00	685.75	685.78
Q	474+60.00	0.00	685.68	685.74
R	474+70.00	0.00	685.60	685.67
S	474+80.00	0.00	685.51	685.56
T	474+90.00	0.00	685.42	685.45
☉ East Abut.	475+00.00	0.00	685.33	685.33
Bk. of East Abut.	475+01.29	0.00	685.31	685.31

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 053-0188

DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW

DATE 08/13/10

**Farnsworth**  
GROUP, INC.  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B6  
26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	29
CONTRACT NO. 66823				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+71.97	2.75	685.25	685.25
☉ West Abut.	472+73.27	2.75	685.26	685.26
A	472+83.27	2.75	685.37	685.40
B	472+93.27	2.75	685.47	685.53
C	473+03.27	2.75	685.56	685.63
D	473+13.27	2.75	685.64	685.70
E	473+23.27	2.75	685.71	685.74
F	473+33.27	2.75	685.77	685.78
☉ Brg. Pier 1	473+43.27	2.75	685.82	685.82
G	473+53.27	2.75	685.86	685.87
H	473+63.27	2.75	685.88	685.92
I	473+73.27	2.75	685.90	685.97
J	473+83.27	2.75	685.91	685.99
K	473+93.27	2.75	685.91	685.98
L	474+03.27	2.75	685.90	685.95
M	474+13.27	2.75	685.87	685.90
N	474+23.27	2.75	685.84	685.85
☉ Brg. Pier 2	474+29.27	2.75	685.82	685.82
O	474+39.27	2.75	685.77	685.78
P	474+49.27	2.75	685.71	685.75
Q	474+59.27	2.75	685.64	685.70
R	474+69.27	2.75	685.56	685.63
S	474+79.27	2.75	685.47	685.53
T	474+89.27	2.75	685.38	685.41
☉ East Abut.	474+99.27	2.75	685.29	685.29
Bk. of East Abut.	475+00.56	2.75	685.28	685.28

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+70.50	8.25	685.14	685.14
☉ West Abut.	472+71.79	8.25	685.16	685.16
A	472+81.79	8.25	685.27	685.30
B	472+91.79	8.25	685.37	685.43
C	473+01.79	8.25	685.46	685.53
D	473+11.79	8.25	685.54	685.60
E	473+21.79	8.25	685.61	685.65
F	473+31.79	8.25	685.67	685.69
☉ Brg. Pier 1	473+41.79	8.25	685.72	685.72
G	473+51.79	8.25	685.76	685.78
H	473+61.79	8.25	685.79	685.83
I	473+71.79	8.25	685.81	685.88
J	473+81.79	8.25	685.82	685.90
K	473+91.79	8.25	685.82	685.90
L	474+01.79	8.25	685.81	685.87
M	474+11.79	8.25	685.79	685.82
N	474+21.79	8.25	685.76	685.77
☉ Brg. Pier 2	474+27.79	8.25	685.74	685.74
O	474+37.79	8.25	685.69	685.70
P	474+47.79	8.25	685.63	685.67
Q	474+57.79	8.25	685.57	685.62
R	474+67.79	8.25	685.49	685.55
S	474+77.79	8.25	685.40	685.45
T	474+87.79	8.25	685.31	685.34
☉ East Abut.	474+97.79	8.25	685.22	685.22
Bk. of East Abut.	474+99.08	8.25	685.20	685.20


BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	472+69.03	13.75	685.04	685.04
☉ West Abut.	472+70.32	13.75	685.05	685.05
A	472+80.32	13.75	685.16	685.20
B	472+90.32	13.75	685.27	685.32
C	473+00.32	13.75	685.36	685.42
D	473+10.32	13.75	685.44	685.50
E	473+20.32	13.75	685.51	685.55
F	473+30.32	13.75	685.58	685.59
☉ Brg. Pier 1	473+40.32	13.75	685.63	685.63
G	473+50.32	13.75	685.67	685.68
H	473+60.32	13.75	685.70	685.74
I	473+70.32	13.75	685.72	685.79
J	473+80.32	13.75	685.73	685.81
K	473+90.32	13.75	685.73	685.81
L	474+00.32	13.75	685.73	685.78
M	474+10.32	13.75	685.71	685.74
N	474+20.32	13.75	685.68	685.68
☉ Brg. Pier 2	474+26.32	13.75	685.65	685.65
O	474+36.32	13.75	685.61	685.62
P	474+46.32	13.75	685.55	685.59
Q	474+56.32	13.75	685.49	685.54
R	474+66.32	13.75	685.41	685.48
S	474+76.32	13.75	685.32	685.38
T	474+86.32	13.75	685.23	685.26
☉ East Abut.	474+96.32	13.75	685.14	685.14
Bk. of East Abut.	474+97.61	13.75	685.13	685.13

DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW

DATE 08/13/10

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 053-0188

 <b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	30
			CONTRACT NO. 66823			
		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE/NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr.	472+46.84	-15.42	684.66
A	472+56.84	-15.42	684.82
B	472+66.73	-15.00	684.98
E. End of West Appr.	472+76.73	-15.00	685.10

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr.	472+46.19	-13.00	684.70
A	472+56.19	-13.00	684.86
B	472+66.19	-13.00	685.01
E. End of West Appr.	472+76.19	-13.00	685.13

Ⓞ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE

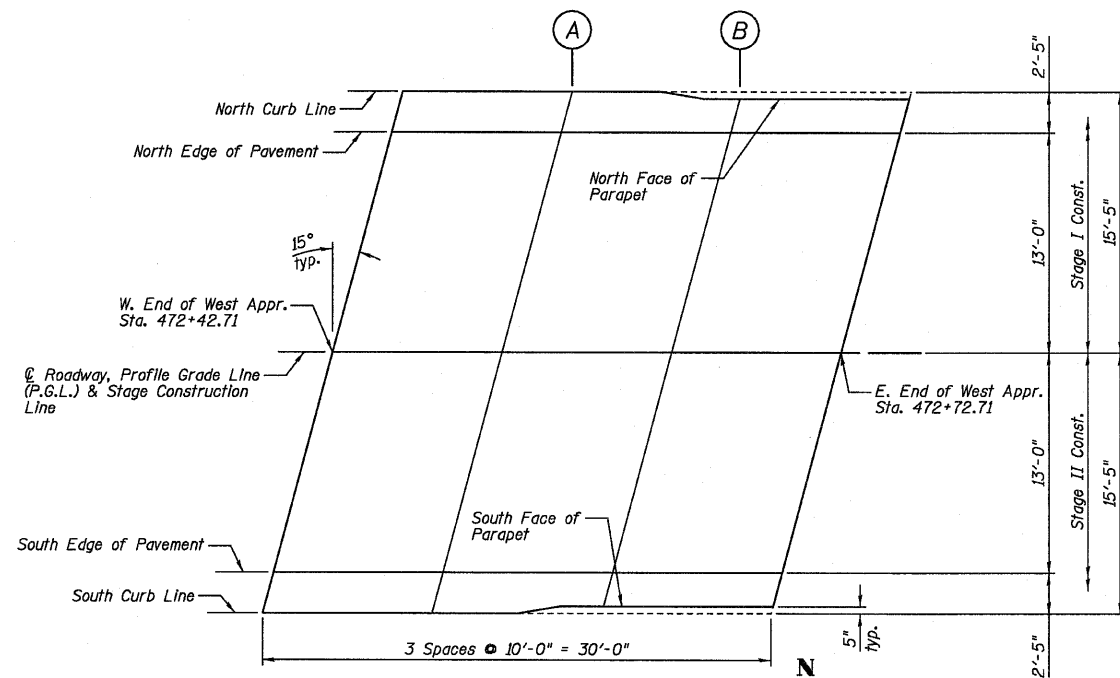
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr.	472+42.71	0.00	684.91
A	472+52.71	0.00	685.05
B	472+62.71	0.00	685.18
E. End of West Appr.	472+72.71	0.00	685.30

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr.	472+39.23	13.00	684.59
A	472+49.23	13.00	684.74
B	472+59.23	13.00	684.90
E. End of West Appr.	472+69.23	13.00	685.05

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr.	472+38.58	15.42	684.54
A	472+48.58	15.42	684.68
B	472+58.69	15.00	684.86
E. End of West Appr.	472+68.69	15.00	685.01



WEST APPROACH SLAB PLAN

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

NORTH CURB LINE/NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr.	475+05.31	-15.00	685.03
A	475+15.31	-15.00	684.92
B	475+25.43	-15.42	684.79
E. End of East Appr.	475+35.42	-15.42	684.70

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr.	475+04.78	-13.00	685.08
A	475+14.78	-13.00	684.96
B	475+24.78	-13.00	684.85
E. End of East Appr.	475+34.78	-13.00	684.75

Ⓞ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE

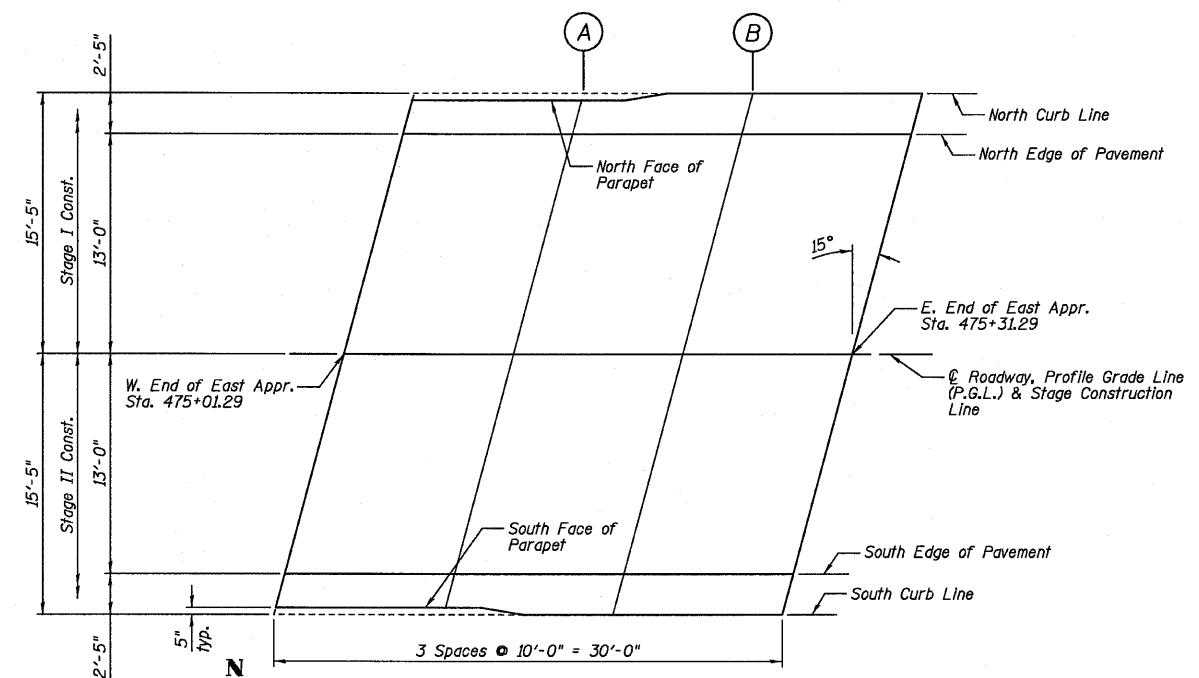
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr.	475+01.29	0.00	685.31
A	475+11.29	0.00	685.22
B	475+21.29	0.00	685.13
E. End of East Appr.	475+31.29	0.00	685.04

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr.	474+97.81	13.00	685.14
A	475+07.81	13.00	685.07
B	475+17.81	13.00	685.03
E. End of East Appr.	475+27.81	13.00	685.00

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr.	474+97.28	15.00	685.11
A	475+07.28	15.00	685.03
B	475+17.16	15.42	685.00
E. End of East Appr.	475+27.16	15.42	684.98



EAST APPROACH SLAB PLAN

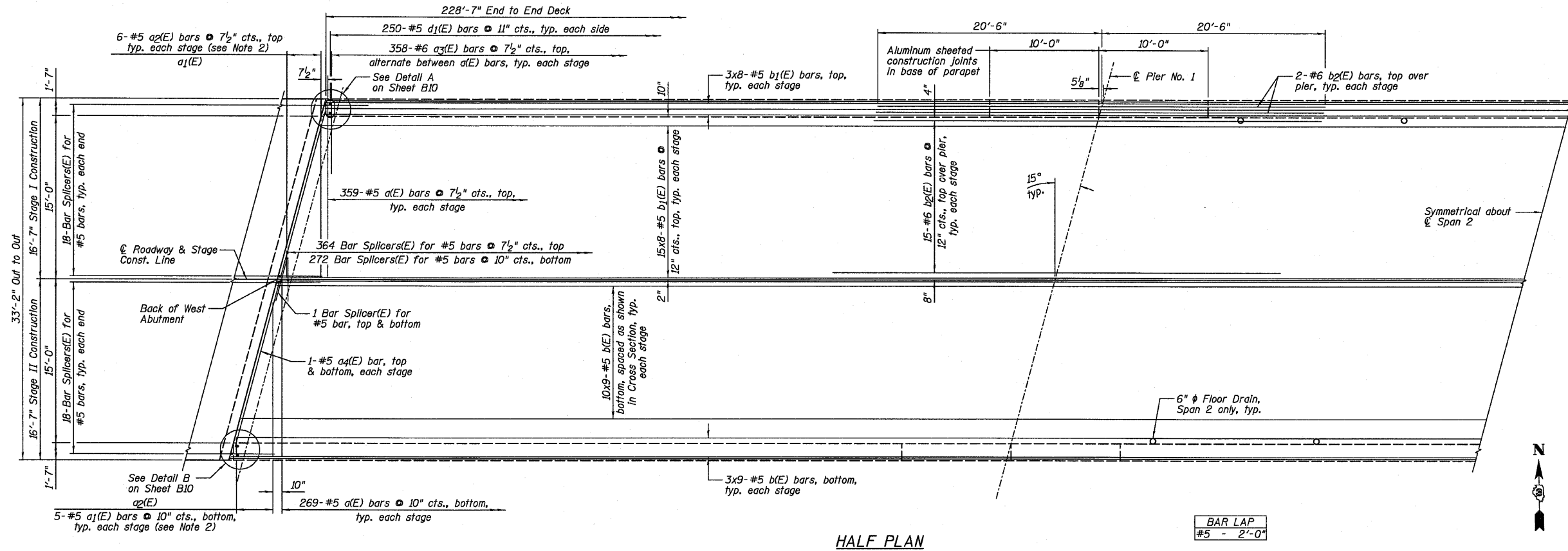
TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 053-0188

**Farnsworth**  
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2709 McGraw Drive  
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309/663-8435, 309/663-1571 fax

SHEET NO. B8  
26 SHEETS

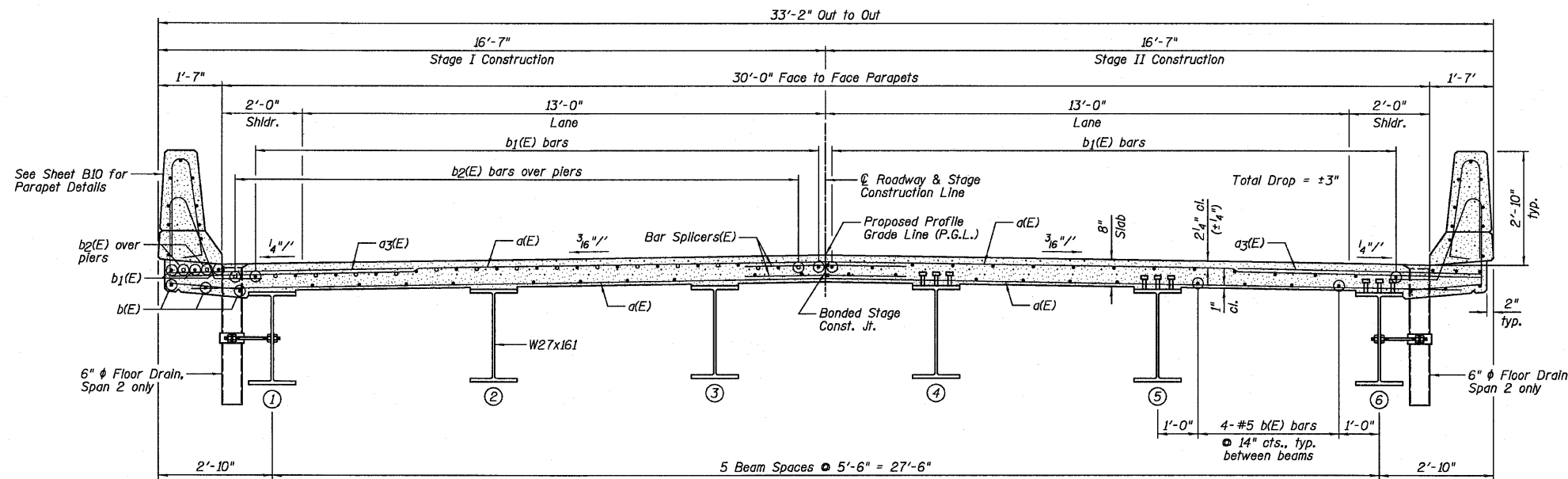
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	31
CONTRACT NO. 66823				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



HALF PLAN

BAR LAP  
#5 - 2'-0"



NEAR PIER

CROSS SECTION  
(Looking East @  $\phi$  of Bridge)

NEAR MIDSPAN

NOTES:

- 1.) See Sheet B10 for Superstructure Details and Bill of Material.
- 2.) Order a1(E) and a2(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B10. Use remainder of bars on opposite corner of deck.
- 3.) Bars Indicated thus 3x8-#5 etc. Indicates 3 lines of bars with 8 lengths per line.
- 4.) See Sheet B22 for Bar Splicer Details.

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

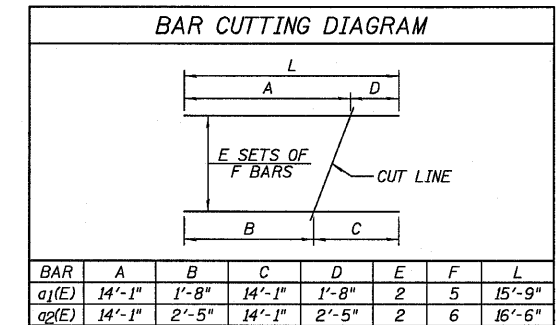
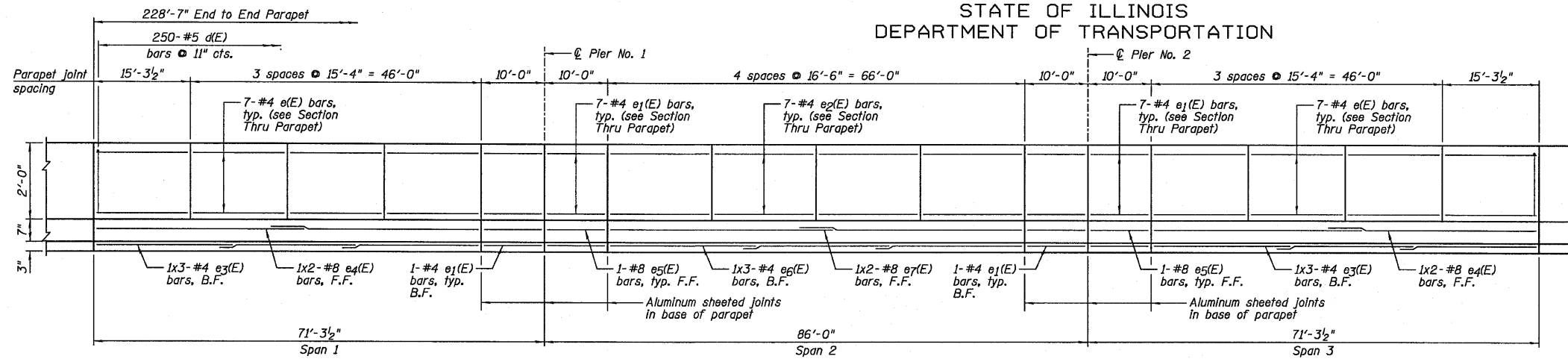
**Farnsworth**  
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SHEET NO. B9  
26 SHEETS

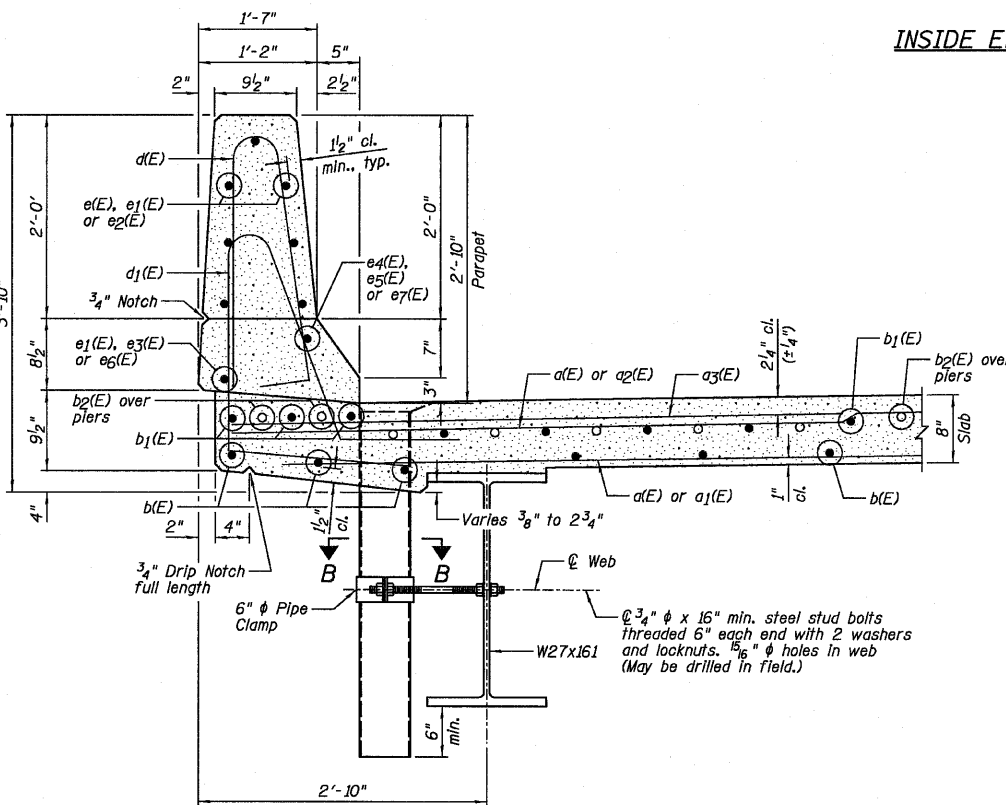
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	32
CONTRACT NO. 66823				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

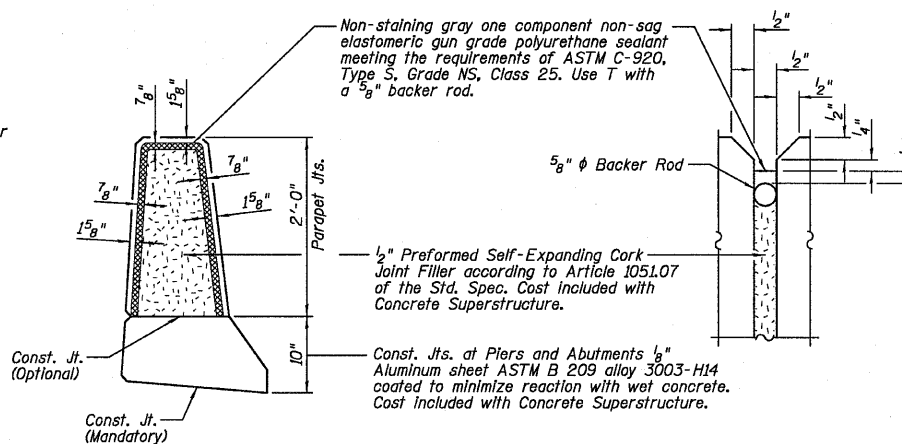


INSIDE ELEVATION OF PARAPET

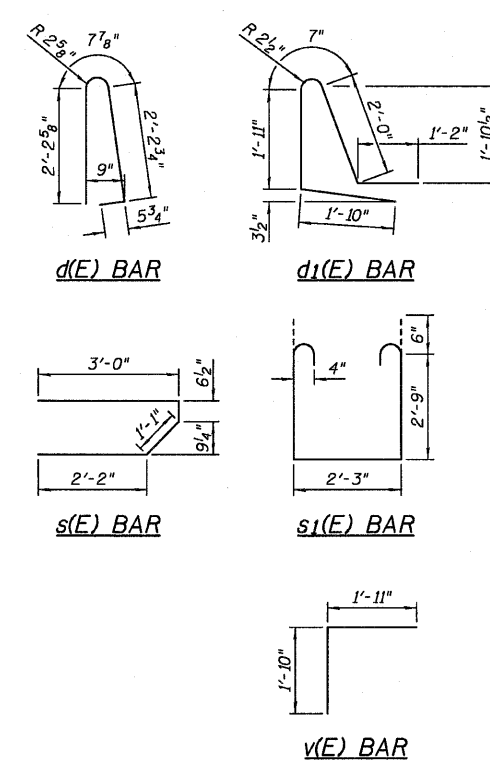


BAR LAP

#4	2'-0"
#8	5'-2"



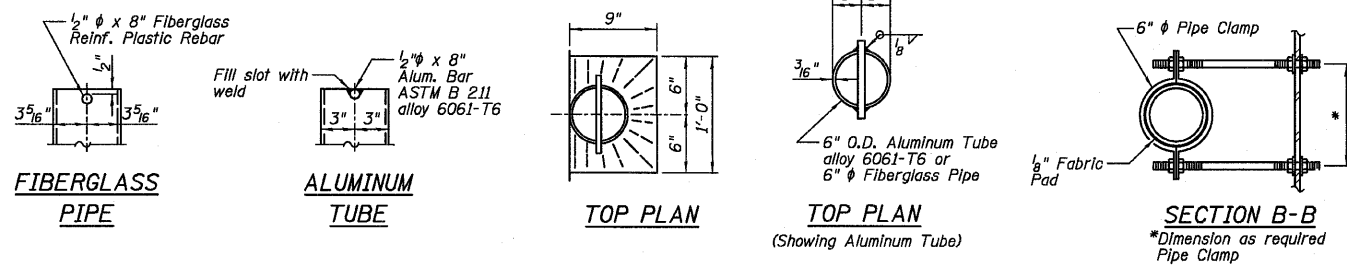
PARAPET JOINT DETAILS



SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1,256	#5	16'-1"	
a1(E)	10	#5	15'-9"	
a2(E)	12	#5	16'-6"	
a3(E)	716	#6	6'-6"	
a4(E)	8	#5	16'-10"	
b(E)	234	#5	27'-2"	
b1(E)	288	#5	30'-4"	
b2(E)	68	#6	41'-0"	
d(E)	500	#5	5'-7"	
d1(E)	500	#5	7'-6"	
e(E)	112	#4	15'-0"	
e1(E)	64	#4	9'-8"	
e2(E)	56	#4	16'-2"	
e3(E)	12	#4	21'-8"	
e4(E)	8	#8	33'-1"	
e5(E)	8	#8	9'-8"	
e6(E)	6	#4	23'-3"	
e7(E)	4	#8	35'-5"	
m(E)	8	#6	2'-6"	
m1(E)	8	#6	5'-3"	
m2(E)	24	#6	7'-10"	
m3(E)	20	#6	16'-10"	
s(E)	72	#5	6'-10"	
s1(E)	64	#4	8'-9"	
v(E)	68	#5	3'-9"	
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	272.2		
Reinforcement Bars, Epoxy Coated	Pound	61,060		
Bar Splicers	Each	724		

SECTION THRU PARAPET



FIBERGLASS PIPE

ALUMINUM TUBE

TOP PLAN

TOP PLAN

SECTION B-B

DETAIL A

DETAIL B

SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 053-0188

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

Notes:  
Drains shall be located clear of all diaphragms.  
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings' Spec. SSPC-SP1 prior to painting.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

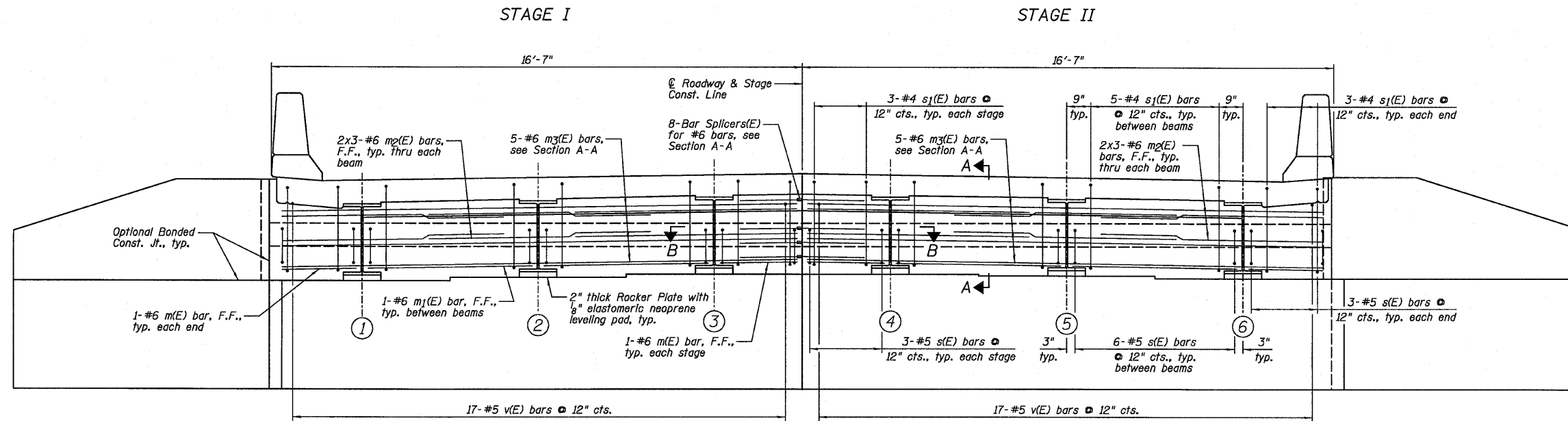
NOTES:

- 1.) B.F. denotes Back Face and F.F. denotes Front Face.
- 2.) Inside elevation of parapet view is exaggerated vertically to show reinforcement.
- 3.) Bars indicated thus 1x3-#4 etc. indicates 1 line of bars with 3 lengths per line.
- 4.) For location of Detail A and Detail B, see Sheet B9.

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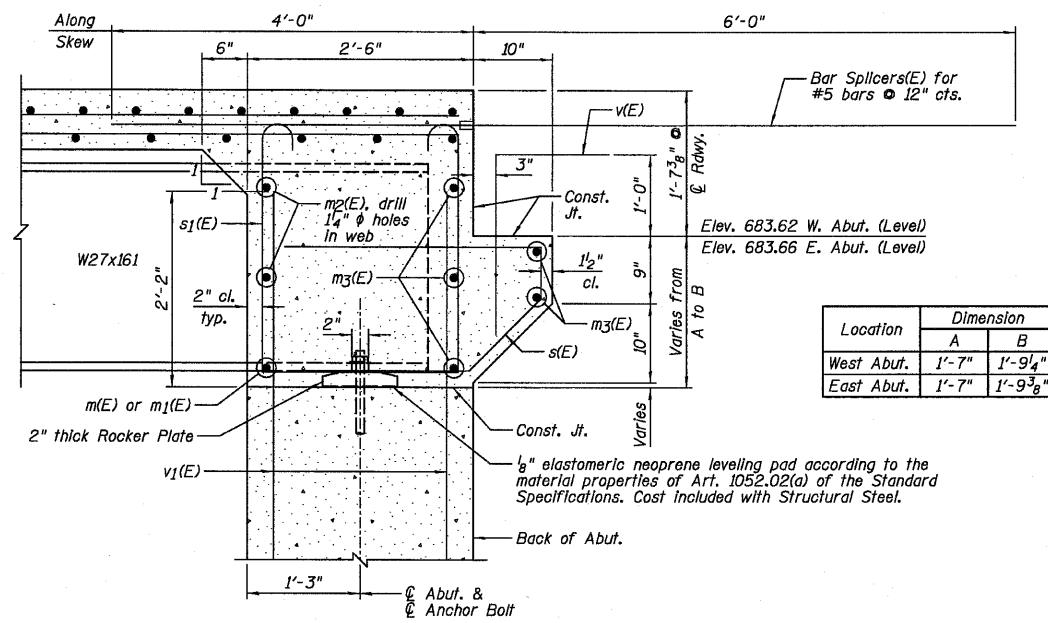
SHEET NO. B10	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 33
26 SHEETS	CONTRACT NO. 66823		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION OF DIAPHRAGM AT EAST ABUTMENT**  
(Similar for West Abutment)

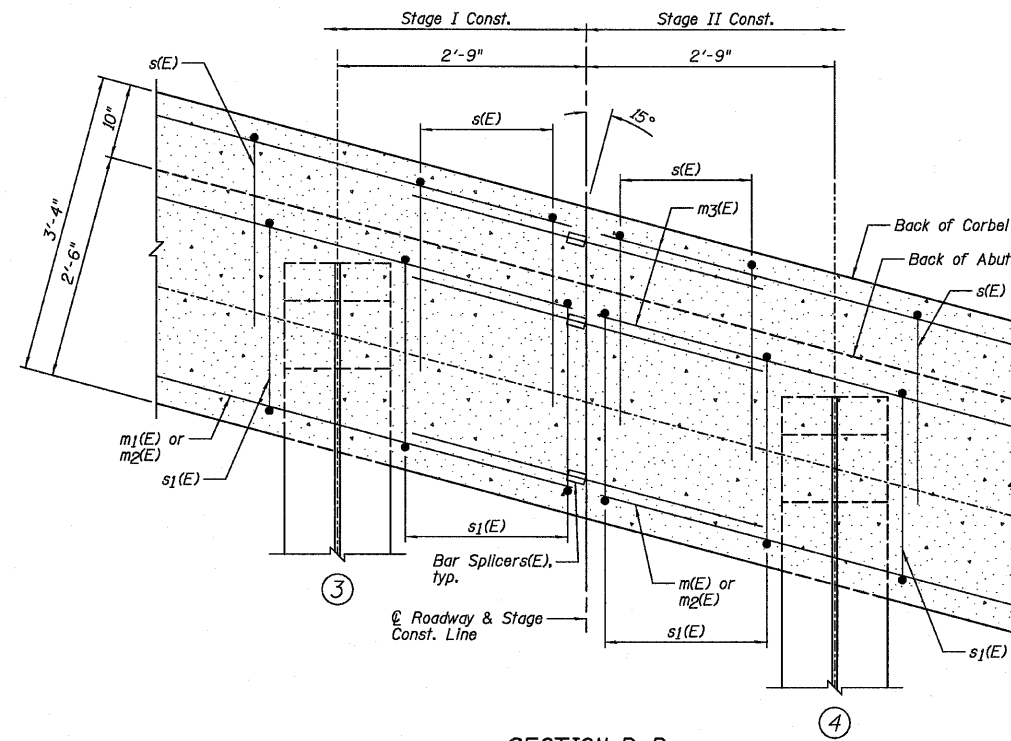
BAR LAP  
#6 - 3'-4"



**SECTION A-A**

Dimensions • Rt. L's except as noted.

Location	Dimension	
	A	B
West Abut.	1'-7"	1'-9 1/4"
East Abut.	1'-7"	1'-9 3/8"



**SECTION B-B**

**DIAPHRAGM DETAILS  
STRUCTURE NO. 053-0188**

**NOTES:**

- 1.) See Sheet B10 for Superstructure Details and Bill of Material.
- 2.) See Sheet B16 for Fixed Bearing Details.
- 3.) F.F. denotes Front Face.
- 4.) See Sheet B22 for Bar Splicer Details.
- 5.) Bars indicated thus 2x3-#6 indicates 2 lines of bars with 3 lengths per line.

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

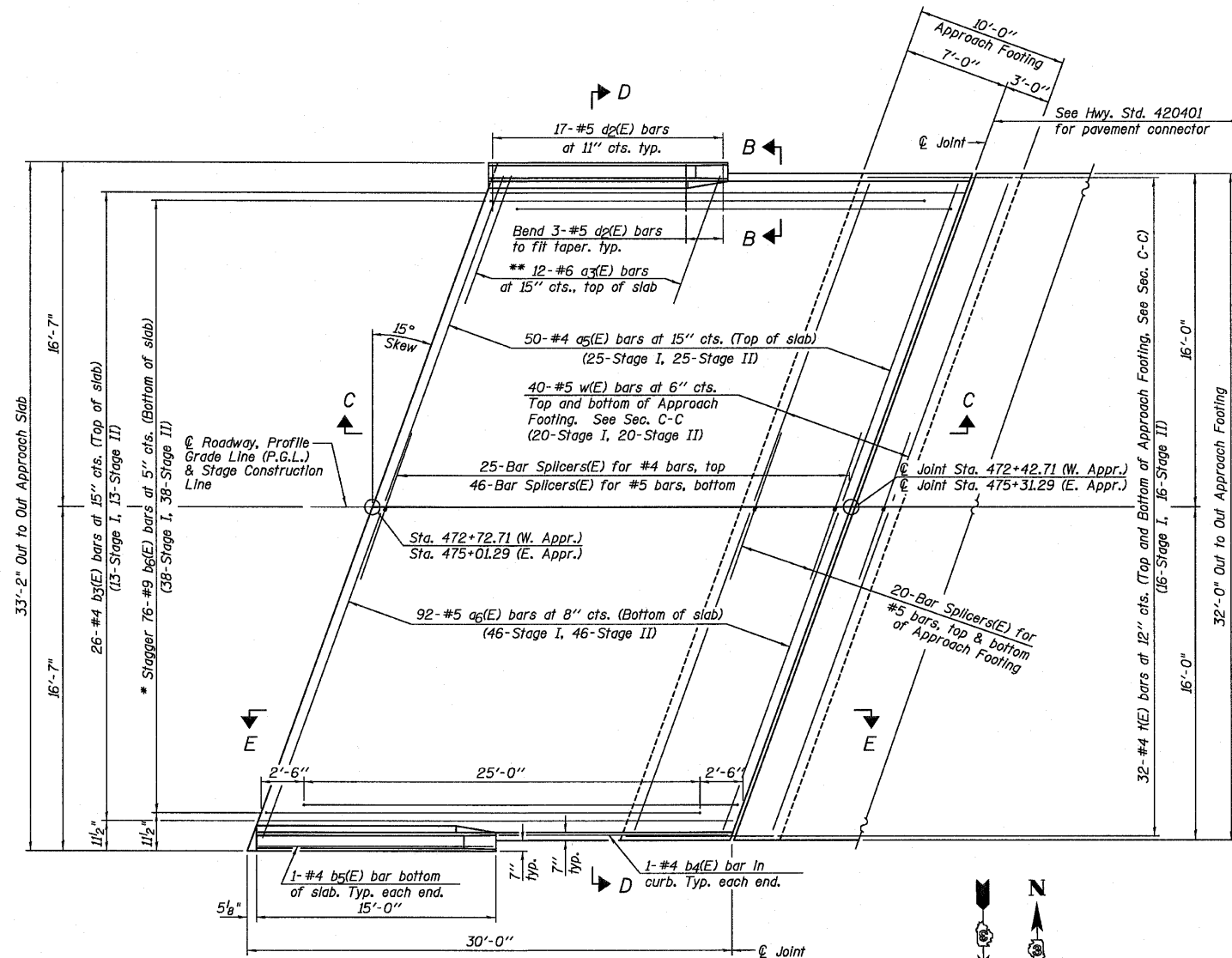
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SHEET NO. B11  
26 SHEETS

F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 34
CONTRACT NO. 66823				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

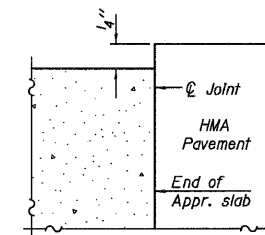
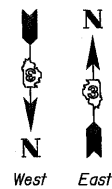
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See Sheet B13 for Sections C-C & D-D and View E-E.  
a5(E) and a6(E) bar spacings measured along  $\varnothing$  Rdwy.



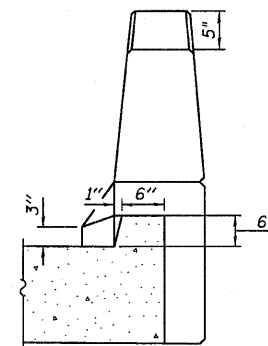
PLAN

\* Tilt #9 b6(E) bars as required to maintain clearance.  
\*\* Space between a5(E) bars, typ. each parapet.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

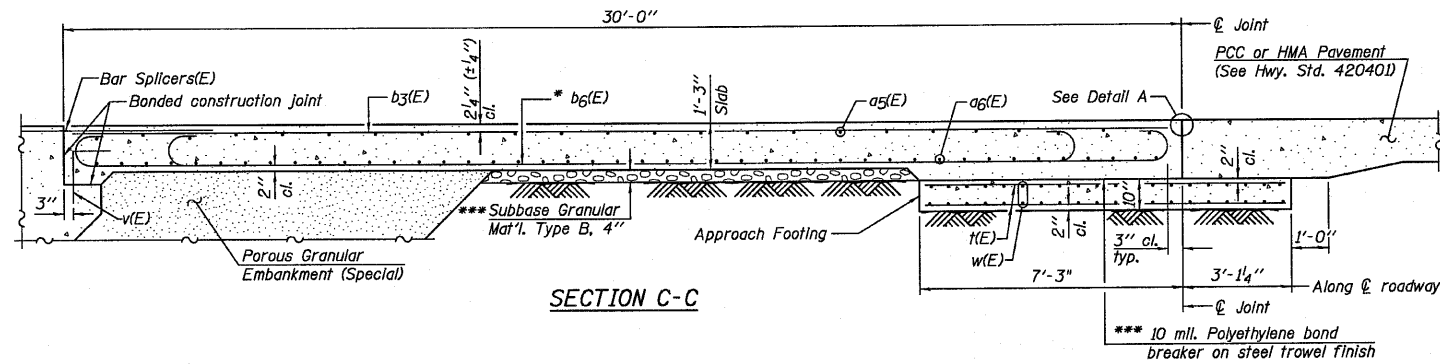
DATE 08/13/10

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 053-0188

<b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B12	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	35
CONTRACT NO. 66823						
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		

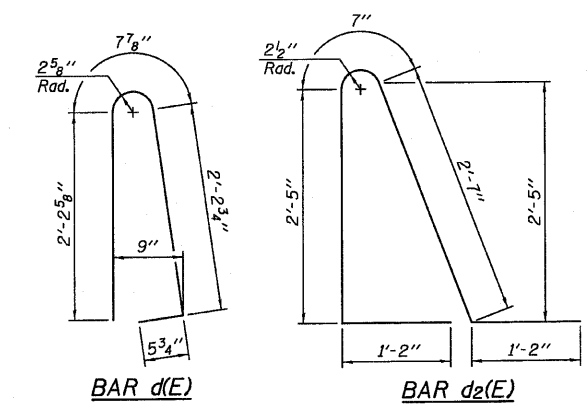
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See Sheet B12 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For w(E) bar details, see Sheets B11.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see Sheet B22.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see Sheet B2.  
For additional parapet details, see Sheet B10.



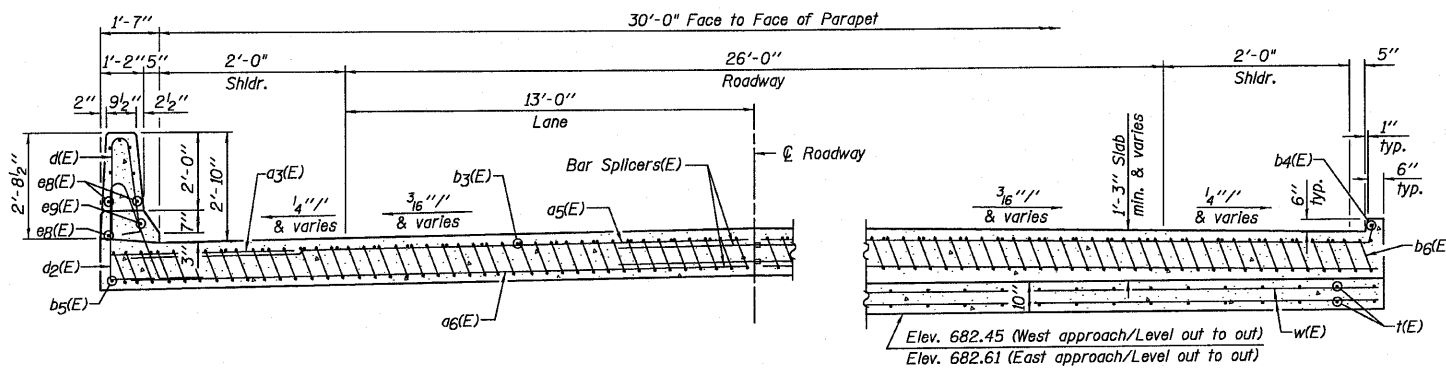
SECTION C-C

\* Tilt #9 b6(E) bars as required to maintain clearance.  
\*\*\* Cost included with Concrete Superstructure.



BAR d(E)

BAR d2(E)



NEAR ABUTMENT

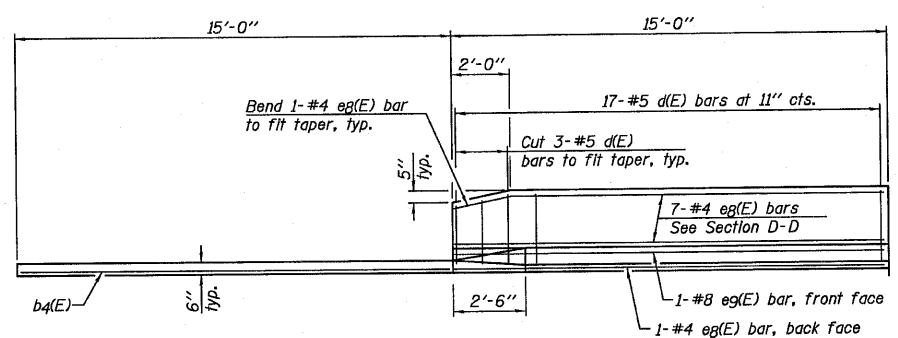
AT APPROACH FOOTING

SECTION D-D

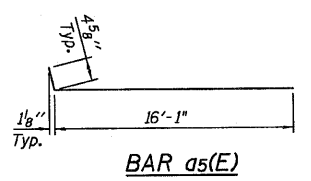
(See Plan for dimensions not shown)

TWO APPROACHES  
BILL OF MATERIAL

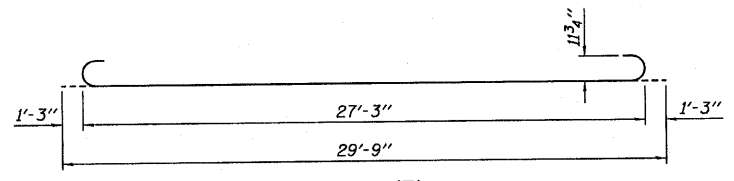
Bar	No.	Size	Length	Shape
a3(E)	48	#6	6'-6"	—
a5(E)	100	#4	16'-5"	—
a6(E)	184	#5	16'-3"	—
b3(E)	52	#4	29'-8"	—
b4(E)	4	#4	14'-5"	—
b5(E)	4	#4	14'-8"	—
b6(E)	152	#9	29'-9"	—
d(E)	68	#5	5'-7"	U
d2(E)	68	#5	7'-11"	U
e(E)	32	#4	14'-8"	—
e2(E)	4	#8	14'-8"	—
f(E)	128	#4	10'-0"	—
w(E)	160	#5	16'-3"	—
Item		Unit	Quantity	
Concrete Superstructure		Cu. Yd.	103.4	
Concrete Structures		Cu. Yd.	20.4	
Reinforcement Bars, Epoxy Coated		Pound	26,160	



VIEW E-E



BAR a5(E)



BAR b6(E)

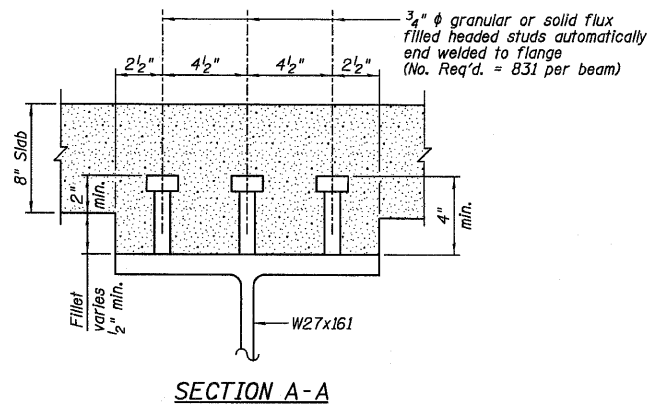
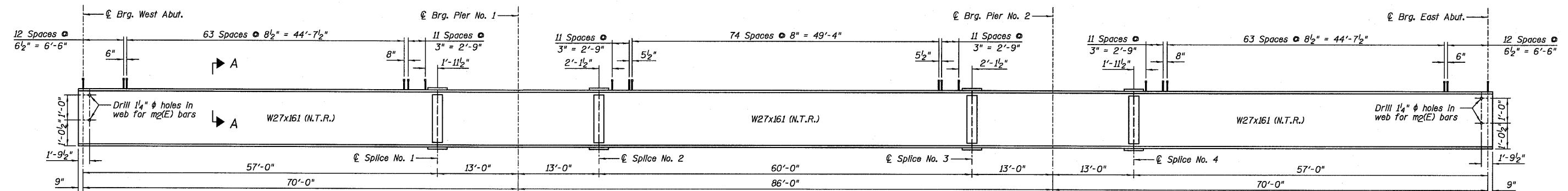
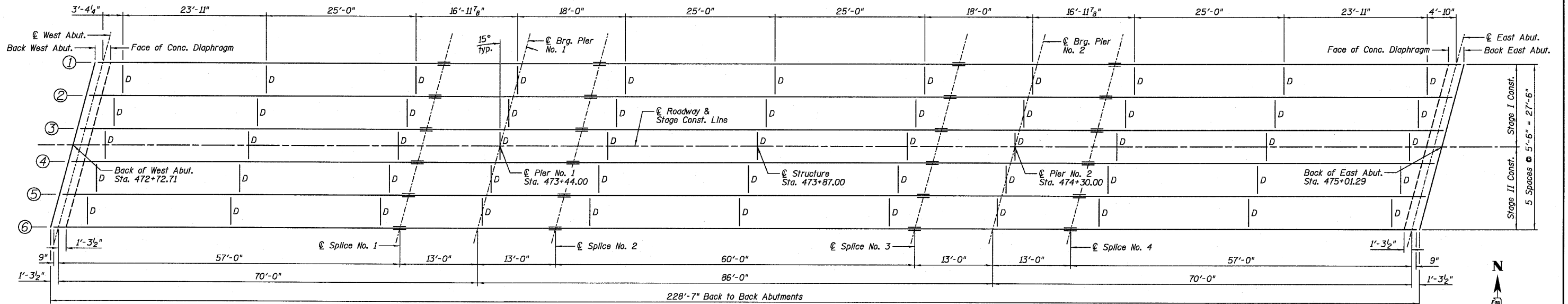
DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW

DATE 08/13/10

<p>Farnsworth GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax</p>	SHEET NO. B13	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 36
	26 SHEETS	CONTRACT NO. 66823		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 053-0188

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



FABRICATED TOP OF BEAM ELEVATION TABLE

Location	Beam No. 1	Beam No. 2	Beam No. 3	Beam No. 4	Beam No. 5	Beam No. 6
⊙ Brg. W. Abut.	684.42	684.49	684.56	684.54	684.44	684.33
⊙ Splice No. 1	684.82	684.90	684.98	684.97	684.87	684.78
⊙ Brg. Pier No. 1	684.87	684.95	685.03	685.03	684.94	684.84
⊙ Splice No. 2	684.92	685.01	685.09	685.08	685.00	684.90
⊙ Splice No. 3	684.90	684.99	685.08	685.09	685.01	684.92
⊙ Brg. Pier No. 2	684.83	684.93	685.02	685.03	684.95	684.87
⊙ Splice No. 4	684.77	684.87	684.96	684.97	684.89	684.81
⊙ Brg. E. Abut.	684.35	684.46	684.56	684.57	684.50	684.42

For fabrication use only.

NOTES:

- See Sheet B15 for Splice Details and Diaphragm Details.
- Load carrying components designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

STRUCTURAL STEEL  
STRUCTURE NO. 053-0188

F.A.P. RTE. 317	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(25)BR-2	LIVINGSTON	58	37
CONTRACT NO. 66823				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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SHEET NO. B14  
26 SHEETS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INTERIOR BEAM MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
$I_s$	(in <sup>4</sup> )	6310	6310
$I_c(n)$	(in <sup>4</sup> )	15423	15423
$I_c(3n)$	(in <sup>4</sup> )	11056	11056
$S_s$	(in <sup>3</sup> )	458	458
$S_c(n)$	(in <sup>3</sup> )	645	645
$S_c(3n)$	(in <sup>3</sup> )	578	578
$Z$	(in <sup>3</sup> )		515
DC1	(k/ft)	0.742	0.742
M <sub>DC1</sub>	(k)	256	235
DC2	(k/ft)	0.150	0.150
M <sub>DC2</sub>	(k)	56	59
DW	(k/ft)	0.250	0.250
M <sub>DW</sub>	(k)	94	98
M <sub>l + IM</sub>	(k)	754	794
M <sub>u</sub> (Strength I)	(k)	1851	1904
$\phi_r M_n$ , $\phi_r M_{nc}$	(k)	2956	2956
$f_s$ DC1	(ksi)	6.7	6.2
$f_s$ DC2	(ksi)	1.2	1.2
$f_s$ DW	(ksi)	2.0	2.0
$f_s$ 1.3(l+IM)	(ksi)	18.2	19.2
$f_s$ (Service II)	(ksi)	28.1	28.6
$f_s$ (Total/Strength I)	(ksi)		
V <sub>r</sub>	(k)	23.8	20.2

\* Compact Sections  
\*\* Non-Compact and Slender Sections

INTERIOR BEAM REACTION TABLE		
	Abut.	Pier 1 or Pier 2
R <sub>DC1</sub>	(k)	26.5
R <sub>DC2</sub>	(k)	4.1
R <sub>DW</sub>	(k)	6.9
R <sub>l + IM</sub>	(k)	68.1
R <sub>Total</sub>	(k)	105.6

$I_s$ ,  $S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n)$ ,  $S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n)$ ,  $S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$Z$ : Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

M<sub>DC1</sub>: 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.).

M<sub>DC2</sub>: 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.).

M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M<sub>l + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>l + IM</sub>

$\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_r M_{nc}$ : Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

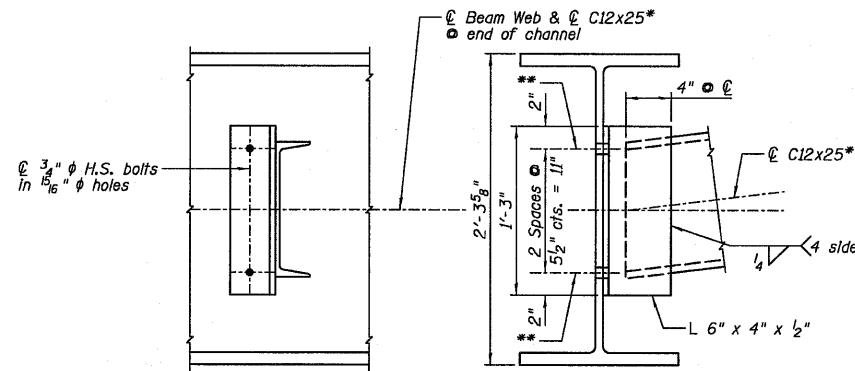
$f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
M<sub>DC1</sub> + M<sub>DC2</sub> + M<sub>DW</sub> + 1.3 M<sub>l + IM</sub>

$f_s$  (Total/Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>l + IM</sub>

V<sub>r</sub>: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10



DIAPHRAGM D  
(55 - Required)

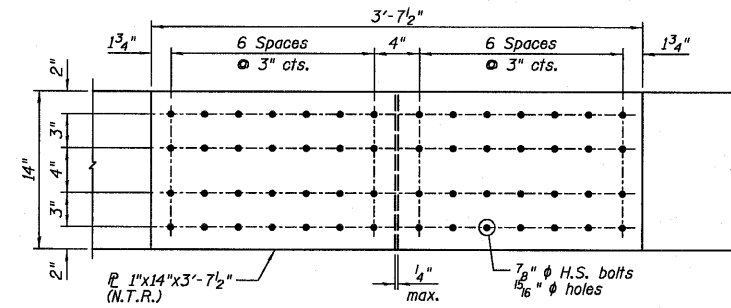
Note:  
Two hardened washers required for each set of oversized holes.

\*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25 section. The C12x30, if utilized, shall be provided at no extra cost to the department.

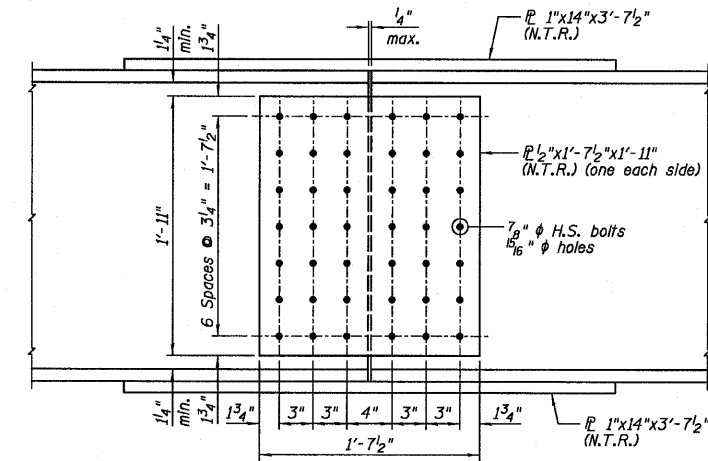
\*\*The connection angles on Beam 4 near the Stage Construction Line shall have 3/8" x 1 1/8" vertical slotted holes. The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the connection angles shall be positioned to allow the bolts to move 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. No slotted holes are allowed on the beams.

NOTES:

- See Sheet B14 for Splice and Diaphragm Locations.
- Load carrying components designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



TOP AND BOTTOM FLANGE



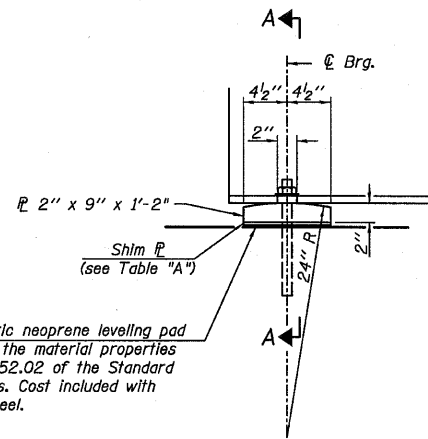
WEB

SPLICE DETAILS  
(24 - Required)

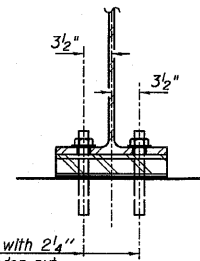
STRUCTURAL STEEL  
STRUCTURE NO. 053-0188

Farnsworth GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B15	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	38
CONTRACT NO. 66823						
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ELEVATION AT ABUTMENTS

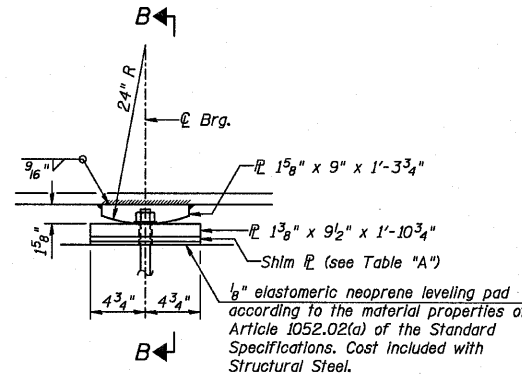


SECTION A-A

1"  $\phi$  x 12" anchor bolts with 2 1/4" x 2 1/4" x 5/16"  $\phi$  washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2"  $\phi$  holes in bearing plate.

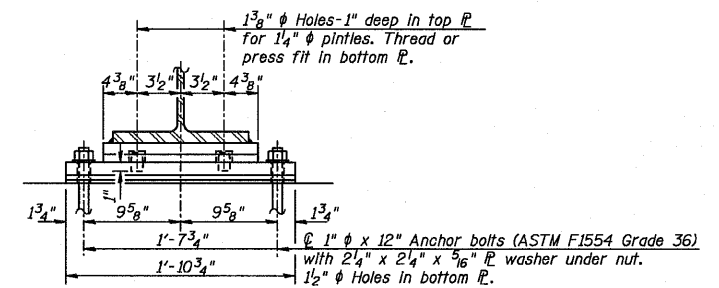
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.

**FIXED BEARING**  
(At West Abutment - 6 Required)  
(At East Abutment - 6 Required)

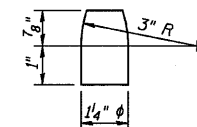


ELEVATION AT PIERS

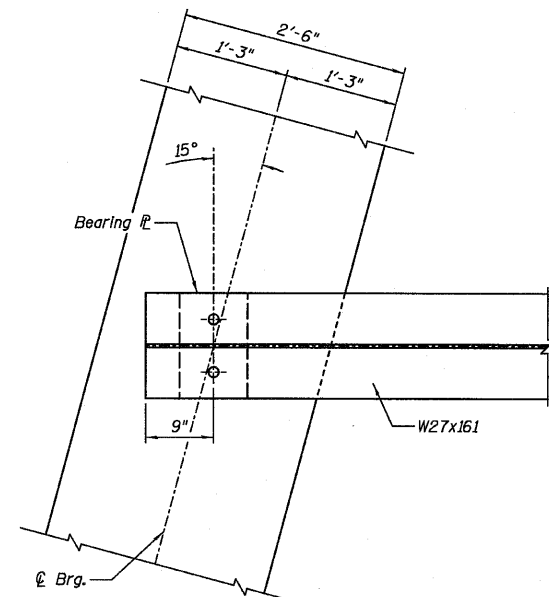
**FIXED BEARING**  
(At Pier No. 1 - 6 Required)  
(At Pier No. 2 - 6 Required)



SECTION B-B

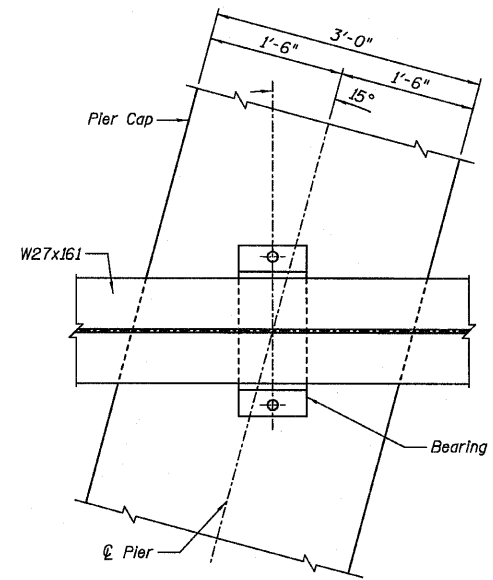


PINTLE



BEARING PLAN AT ABUTMENTS

**Notes:**  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



BEARING PLAN AT PIERS

TABLE "A"

Beam No.	Shim Thickness
West Abut. - 2	1/2"
West Abut. - 3	1/4"
Pier No. 2 - 4	1/8"
East Abut. - 4	1/8"

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

**NOTE:**

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

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Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B16  
26 SHEETS

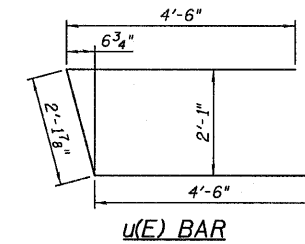
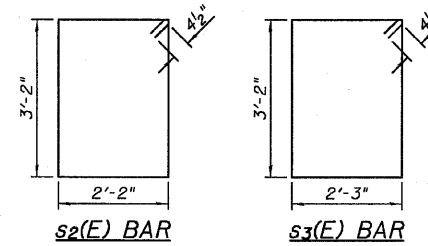
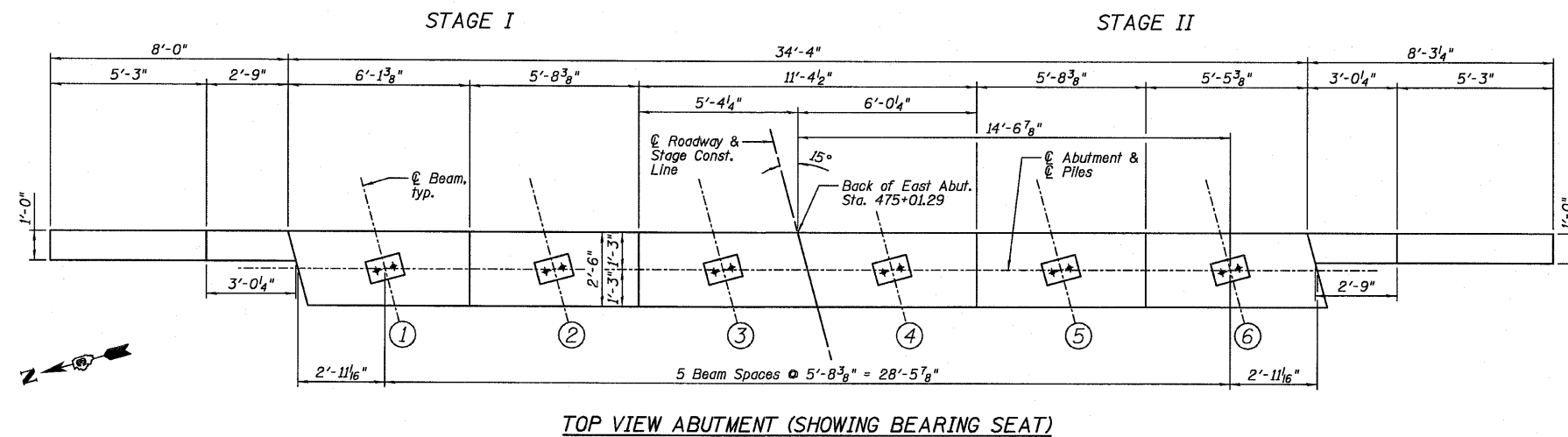
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	39
CONTRACT NO. 66823				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**FIXED BEARING DETAILS**  
**STRUCTURE NO. 053-0188**





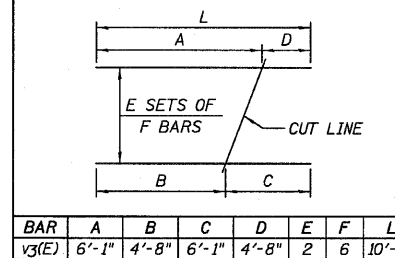
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



EAST ABUTMENT  
BILL OF MATERIAL

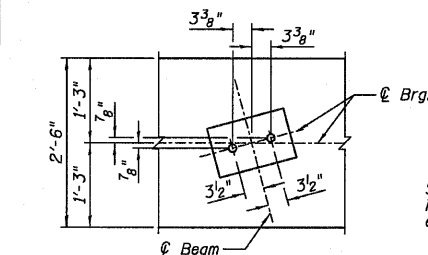
Bar	No.	Size	Length	Shape
h(E)	20	#5	10'-1"	—
h1(E)	20	#5	10'-4"	—
p(E)	20	#7	16'-10"	—
sp2(E)	32	#4	11'-5"	□
s3(E)	4	#4	11'-7"	□
u(E)	6	#6	11'-2"	—
v1(E)	63	#5	4'-4"	—
v2(E)	12	#5	6'-5"	—
v3(E)	12	#5	10'-9"	—
Item	Unit	Quantity		
Porous Granular Embankment, Special	Cu. Yd.	49		
Structure Excavation	Cu. Yd.	64		
Concrete Structures	Cu. Yd.	15.3		
Concrete Encasement	Cu. Yd.	3.3		
Reinforcement Bars, Epoxy Coated	Pound	1,990		
Bar Splicers	Each	10		
Furnishing Steel Piles HP14x73	Foot	138		
Driving Piles	Foot	138		
Pile Shoes	Each	1		
Geocomposite Wall Drain	Sq. Yd.	28		
Pipe Underdrains for Structures 4"	Foot	71		

BAR CUTTING DIAGRAM



EXISTING FOOTING INFORMATION

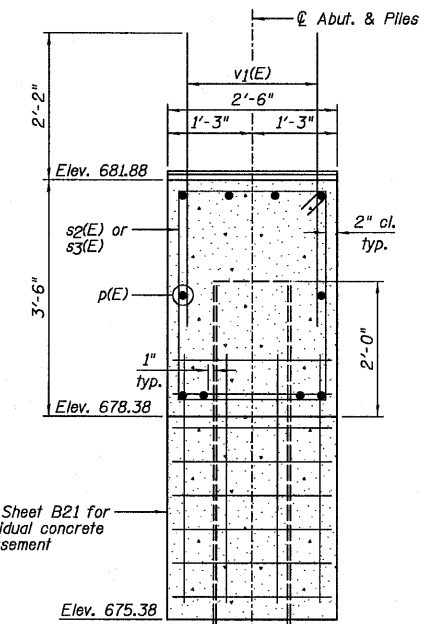
Footing Thickness	2 Feet
Top Reinforcement	#5 bars @ 12" cts.
	#5 bars @ 10" cts.
Bottom Reinforcement	#5 bars @ 12" cts.
	#7 bars @ 10" cts.



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

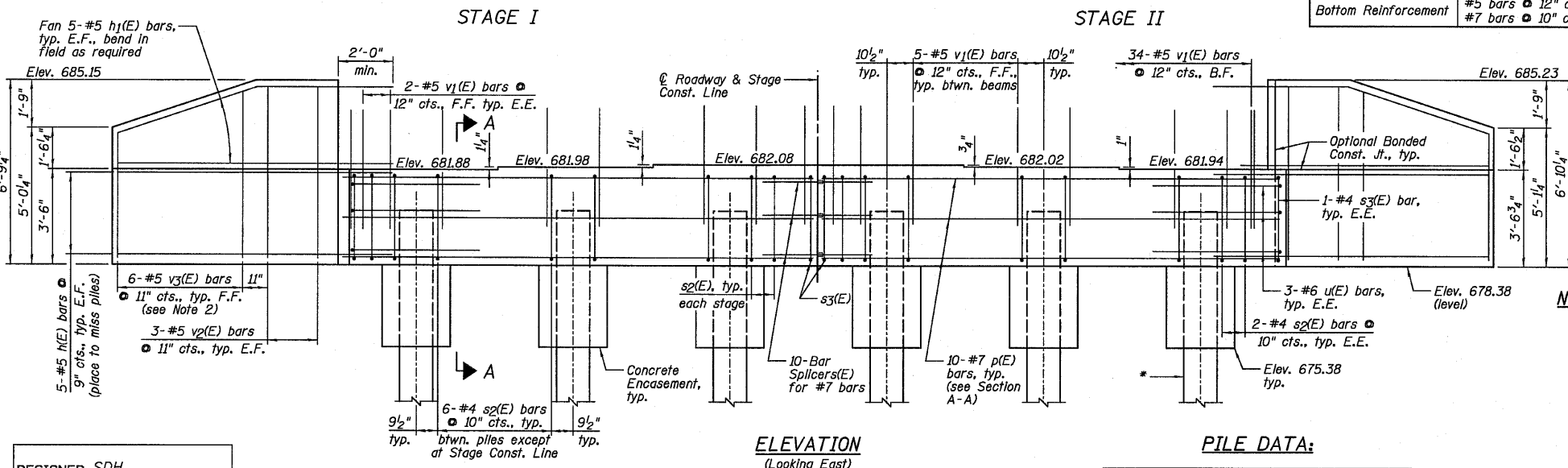
NOTES:

- 1.) Pour steps monolithically with cap.
- 2.) Order v3(E) bars full length. Cut according to Bar Cutting Diagram. Use remainder of bars in opposite face of wingwall.
- 3.) Bend or cut h(E) bars to miss piles.
- 4.) E.E. denotes Each End, F.F. denotes Front Face, B.F. denotes Back Face and E.F. denotes Each Face.
- 5.) See Sheet B22 for Bar Splicer Details.
- 6.) \*Pile location coincides with the limits of the existing footing. This pile should be driven through a 2' diameter precored hole in the existing footing extending to elevation 663.50 according to Article 512.09(c). Cost included in Driving Piles. A pile shoe is required for this pile.



SECTION A-A

EAST ABUTMENT  
STRUCTURE NO. 053-0188



ELEVATION (Looking East)

PILE DATA:

Pile Type and Size	Steel - HP14x73
Nominal Required Bearing	302 kips
Factored Resistance Available	166 kips
Estimated Pile Length	23 Feet
Number of Production Piles	6
Number of Test Piles	0

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

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2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B18  
26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	41
CONTRACT NO. 66823				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

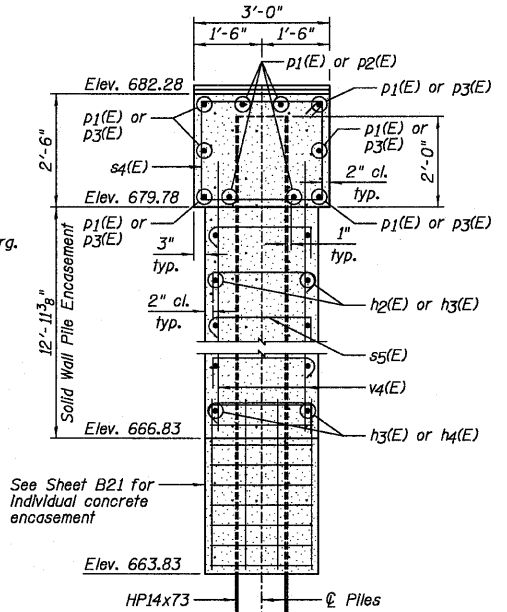
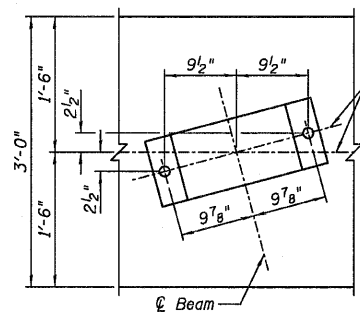
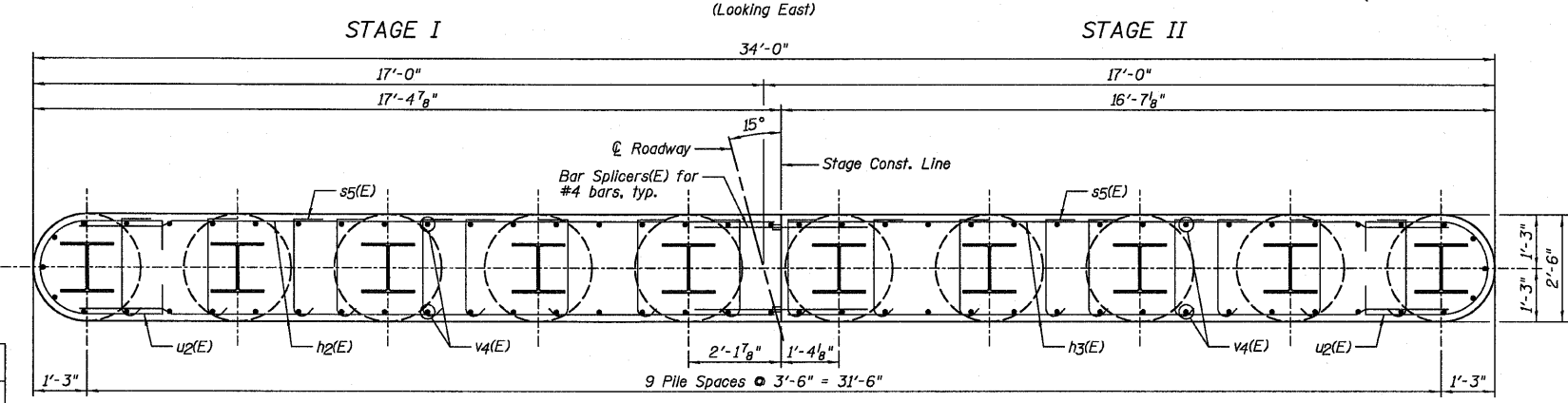
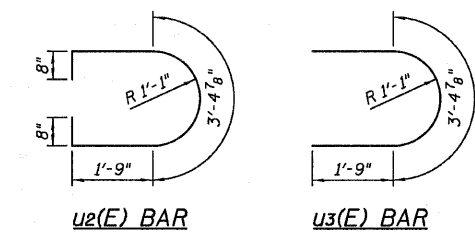
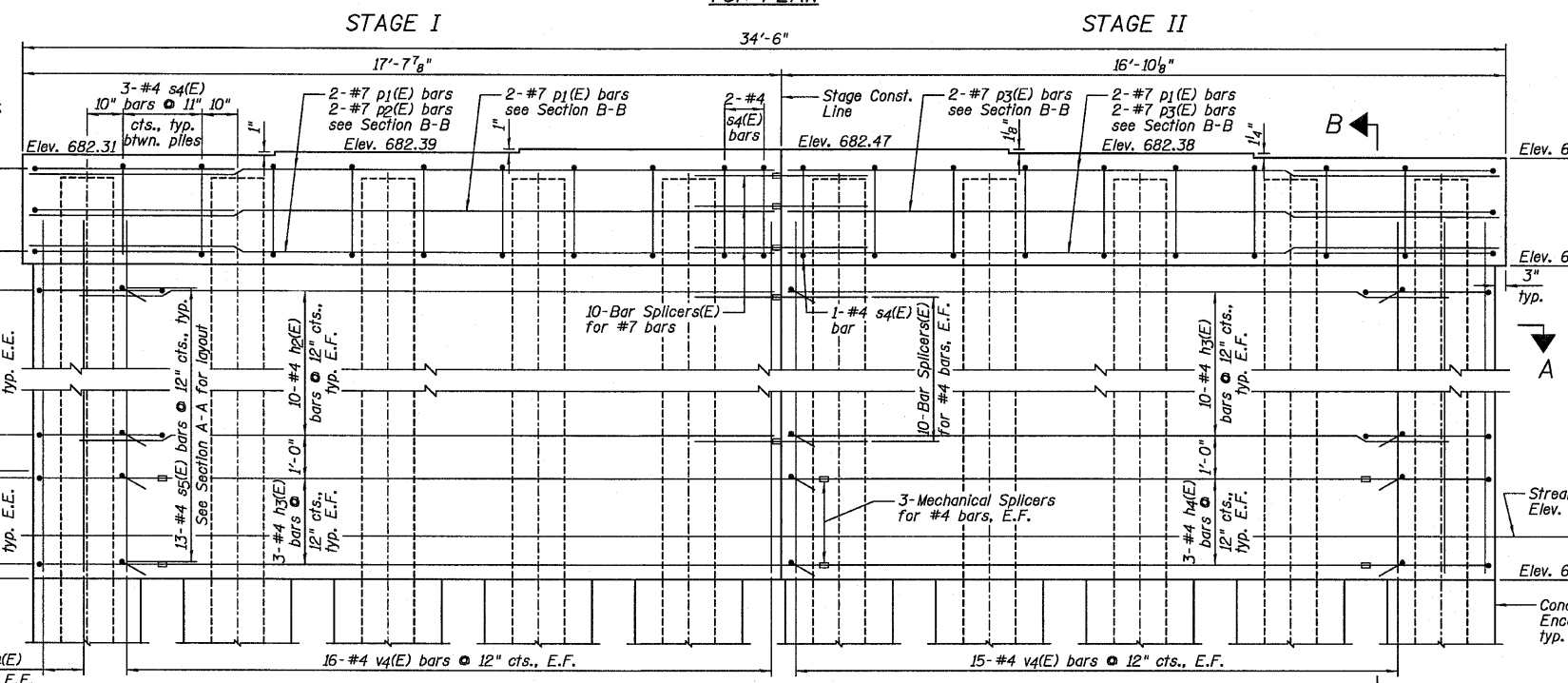
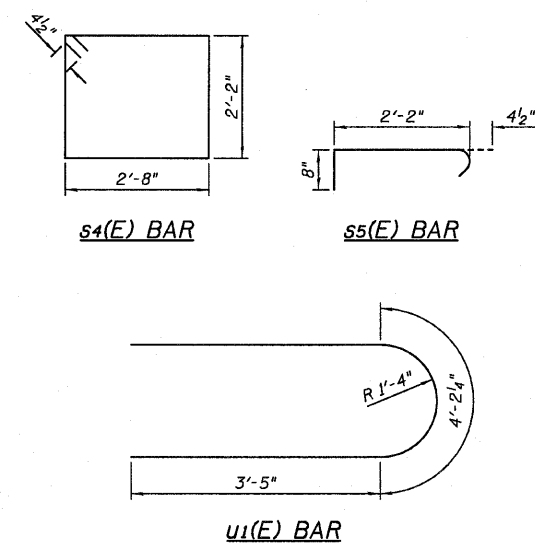
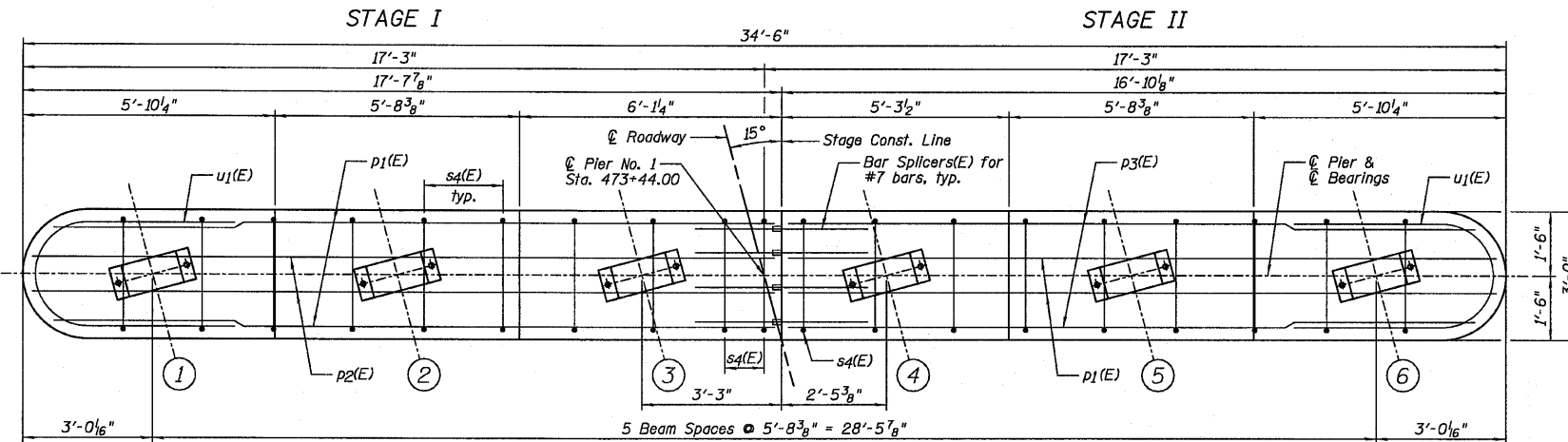
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER NO. 1  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	20	#4	16'-3"	—
h3(E)	26	#4	15'-5"	—
h4(E)	6	#4	12'-7"	—
p1(E)	10	#7	16'-4"	—
p2(E)	4	#7	17'-3"	—
p3(E)	6	#7	15'-6"	—
s4(E)	27	#4	10'-5"	□
s5(E)	234	#4	3'-3"	—
u1(E)	6	#6	11'-0"	C
u2(E)	18	#4	8'-3"	C
u3(E)	6	#4	6'-11"	C
v4(E)	72	#4	13'-9"	—
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	11		
Concrete Structures	Cu. Yd.	49.9		
Concrete Encasement	Cu. Yd.	5.5		
Reinforcement Bars, Epoxy Coated	Pound	2,790		
Furnishing Steel Piles HP14x73	Foot	420		
Driving Piles	Foot	420		
Bar Splicers	Each	30		
Underwater Structure Excavation Protection - Location 1	Each	1		
Mechanical Splicers	Each	18		

PILE DATA:

Pile Type and Size	Steel - HP14x73
Nominal Required Bearing	415 kips
Factored Resistance Available	191 kips
Estimated Pile Length	42 Feet
Number of Production Piles	10
Number of Test Piles	0



- NOTES:
- 1.) Pour steps monolithically with cap.
  - 2.) If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed under water into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation 1'-0" above the water line at the time of construction.
  - 3.) E.F. denotes Each Face and E.E. denotes Each End.
  - 4.) See Sheet B22 for Bar Splicer Details.

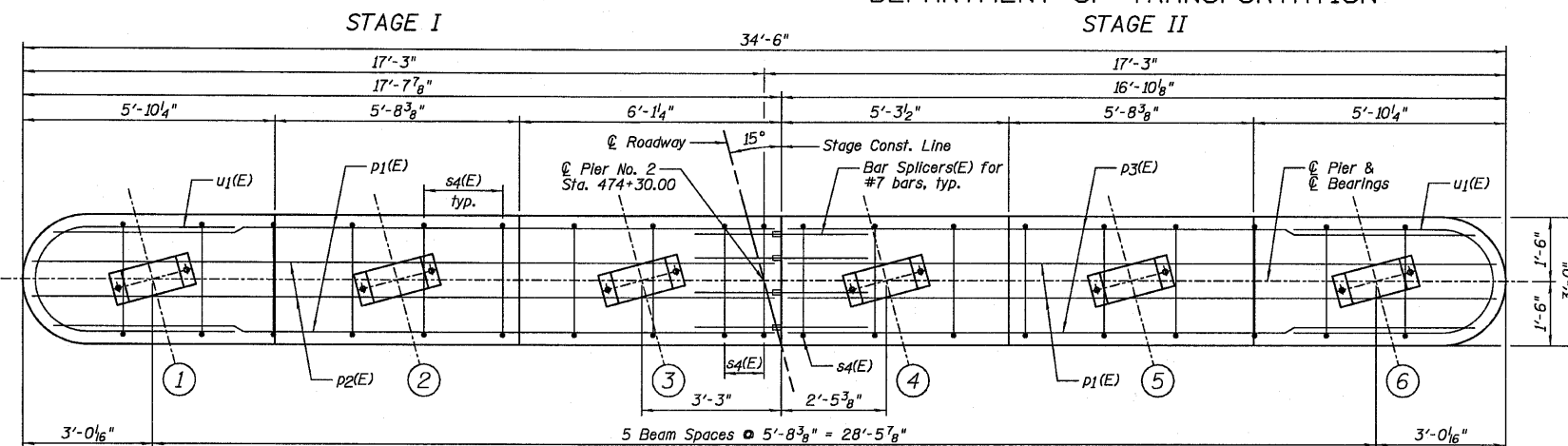
PIER NO. 1  
STRUCTURE NO. 053-0188

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW
DATE	08/13/10

<b>Farnsworth GROUP, INC.</b> 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B19	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 42
	26 SHEETS	CONTRACT NO. 66823				
		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

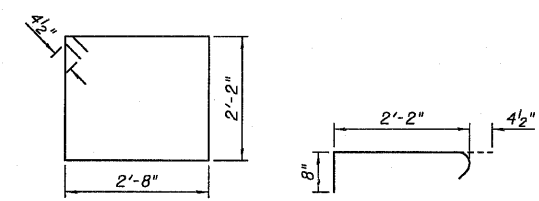
PIER NO. 2  
BILL OF MATERIAL



TOP PLAN

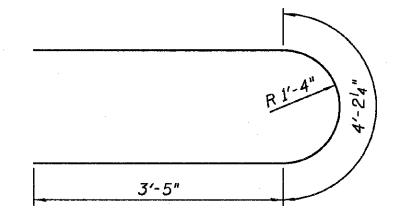
Bar	No.	Size	Length	Shape
h2(E)	20	#4	16'-3"	—
h3(E)	26	#4	15'-5"	—
h4(E)	6	#4	12'-7"	—
p1(E)	10	#7	16'-4"	—
p2(E)	4	#7	17'-3"	—
p3(E)	6	#7	15'-6"	—
s4(E)	27	#4	10'-5"	□
s5(E)	234	#4	3'-3"	□
u1(E)	6	#6	11'-0"	U
u2(E)	18	#4	8'-3"	U
u3(E)	6	#4	6'-11"	U
v4(E)	72	#4	13'-9"	—

Item	Unit	Quantity
Structure Excavation	Cu. Yd.	46
Concrete Structures	Cu. Yd.	49.9
Concrete Encasement	Cu. Yd.	5.5
Reinforcement Bars, Epoxy Coated	Pound	2,790
Furnishing Steel Piles HP14x73	Foot	378
Driving Piles	Foot	378
Test Pile Steel HP14x73	Each	1
Bar Splicers	Each	30
Underwater Structure Excavation Protection - Location 2	Each	1
Mechanical Splicers	Each	18

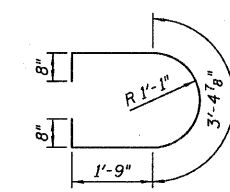


s4(E) BAR

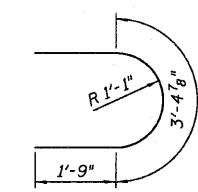
s5(E) BAR



u1(E) BAR



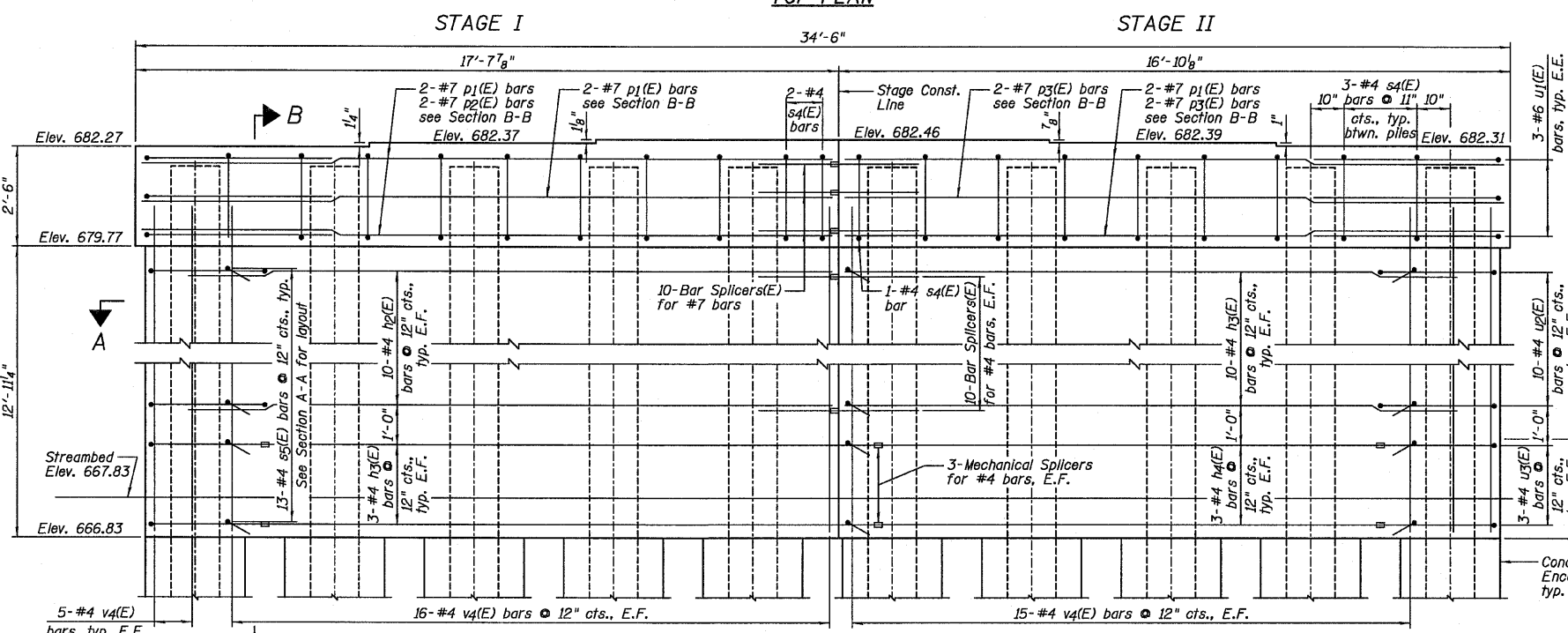
u2(E) BAR



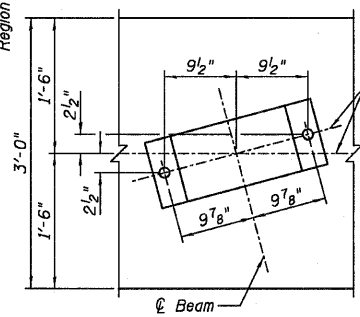
u3(E) BAR

PILE DATA:

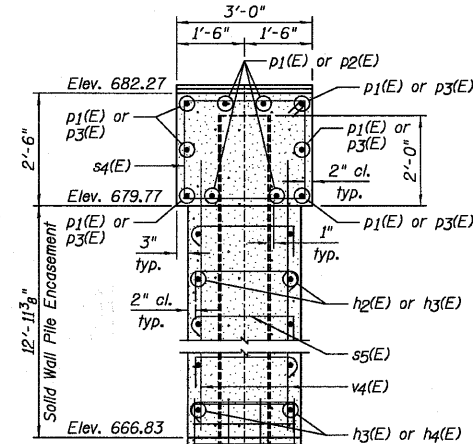
Pile Type and Size	Steel - HP14x73
Nominal Required Bearing	415 kips
Factored Resistance Available	191 kips
Estimated Pile Length	42 Feet
Number of Production Piles	9
Number of Test Piles	1



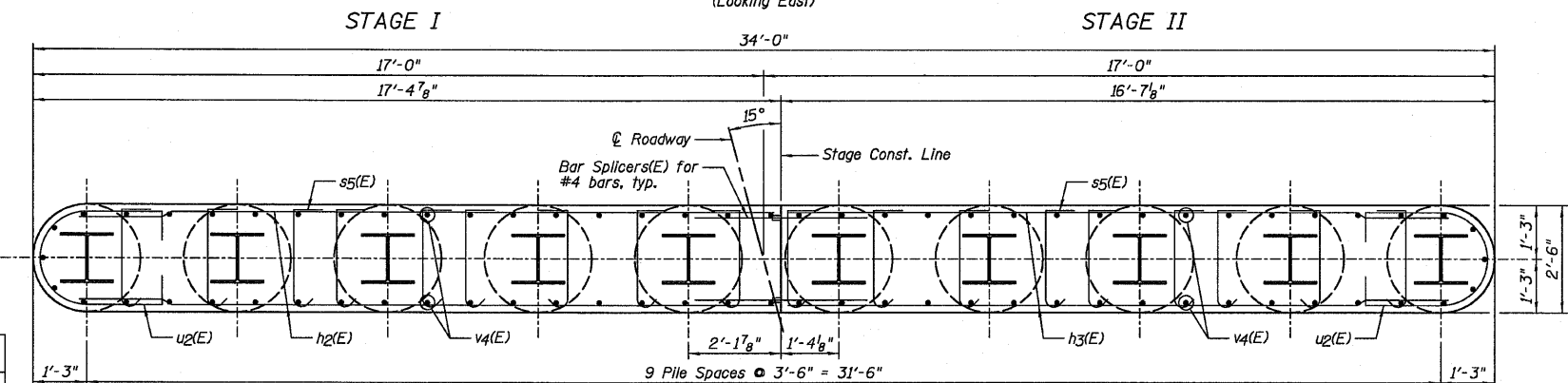
ELEVATION (Looking East)



TYPICAL ANCHOR BOLT PLACEMENT DETAIL



SECTION B-B



SECTION A-A

NOTES:

- 1.) Pour steps monolithically with cap.
- 2.) If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed under water into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation 1'-0" above the water line at the time of construction.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.
- 4.) See Sheet B22 for Bar Splicer Details.

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

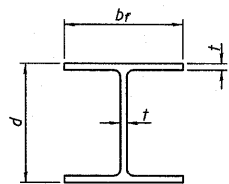
DATE 08/13/10

**Farnsworth GROUP, INC.**  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B20  
26 SHEETS

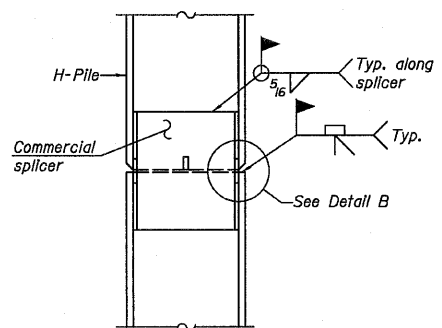
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	43
CONTRACT NO. 66823				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

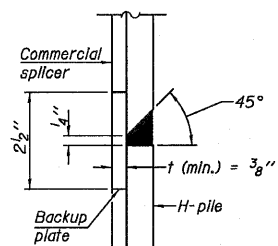


STEEL PILE TABLE

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

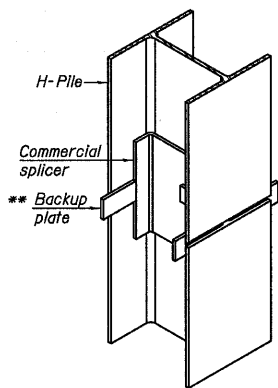


ELEVATION

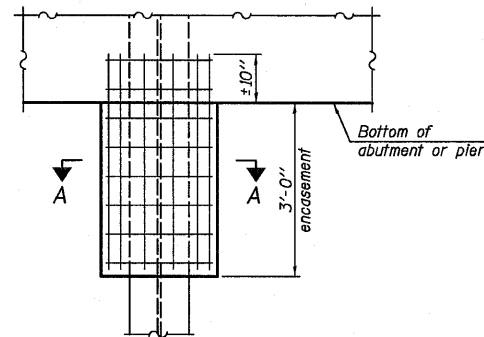


DETAIL "B"

WELDED COMMERCIAL SPLICE

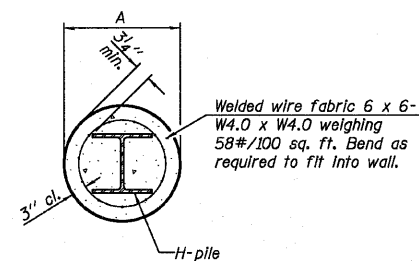


ISOMETRIC VIEW



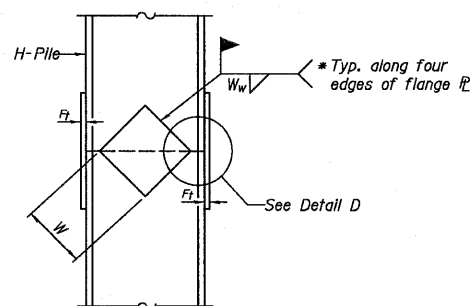
ELEVATION

PILE ENCASEMENT

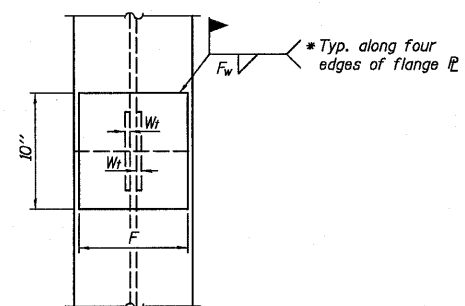


SECTION A-A

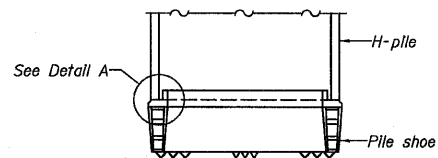
Note:  
Forms for encasement may be omitted when soil conditions permit.



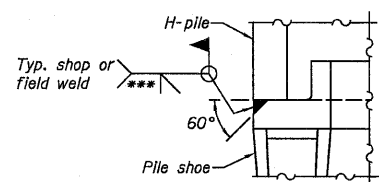
ELEVATION



END VIEW

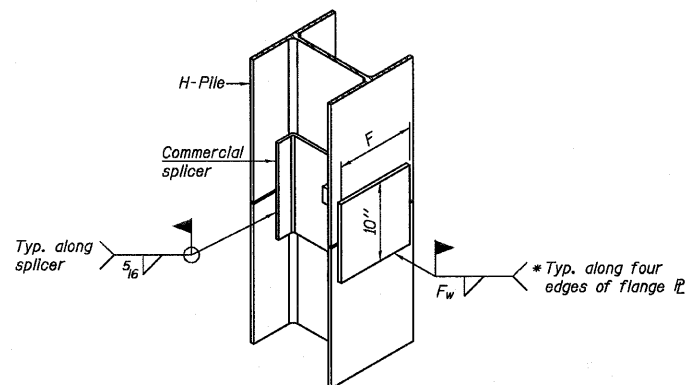


ELEVATION

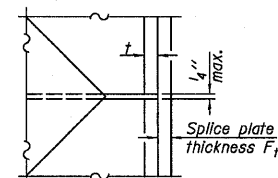


DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 3/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 3/8"	1/2"
x89	12 1/2"	3/4"	1/6"	7 3/4"	5 3/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 3/8"	1/2"
HP 12x84	10"	7/8"	1/6"	6 1/2"	5 3/8"	1/2"
x74	10"	7/8"	1/6"	6 1/2"	5 3/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

DESIGNED SDH
CHECKED JML
DRAWN D.JM
CHECKED MSW

DATE 08/13/10

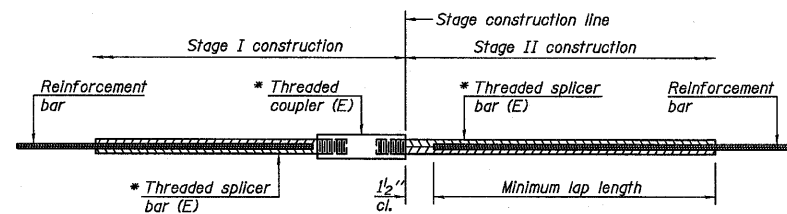
F-HP

7-1-10

HP PILE DETAILS  
STRUCTURE NO. 053-0188

<p>Farnsworth GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax</p>	SHEET NO. B21	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	44
CONTRACT NO. 66823						
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

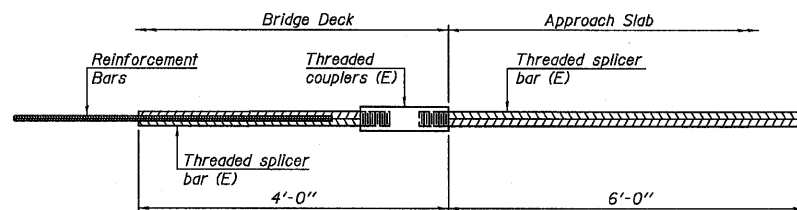
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

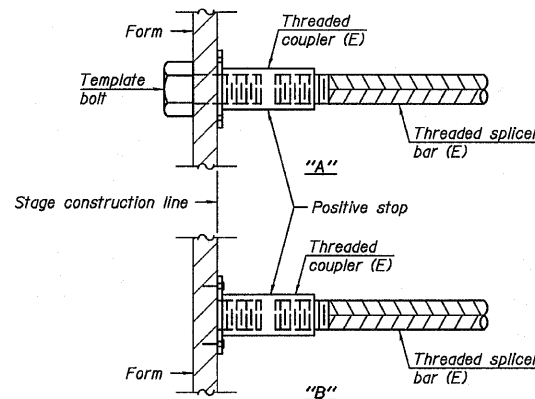
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Slab	#5	364	Table 3
Bottom of Slab	#5	272	Table 3
West Diaphragm	#6	8	Table 4
East Diaphragm	#6	8	Table 4
West Approach	#4	25	Table 4
West Approach	#5	86	Table 3
East Approach	#4	25	Table 4
East Approach	#5	86	Table 3
West Abutment	#7	10	Table 4
Pier No. 1	#7	10	Table 4
Pier No. 1	#4	20	Table 4
Pier No. 2	#7	10	Table 4
Pier No. 2	#4	20	Table 4
East Abutment	#7	10	Table 4



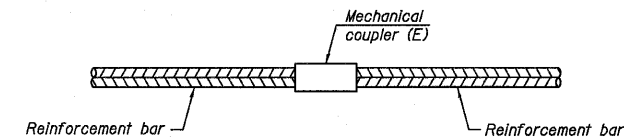
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 72



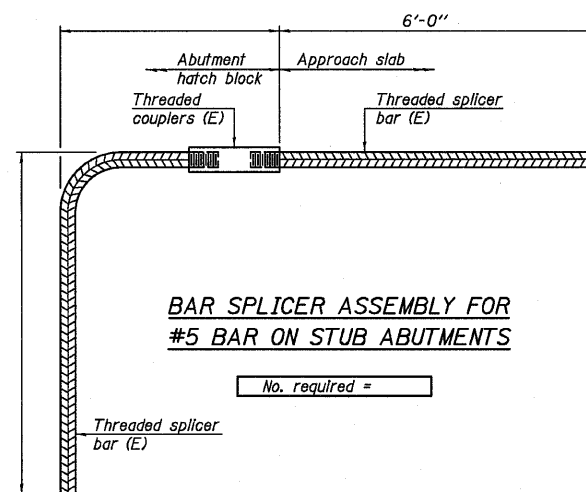
**INSTALLATION AND SETTING METHODS**

"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
Pier No. 1	#4	18
Pier No. 2	#4	18



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

No. required =

**NOTES**

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 053-0188**

DESIGNED SDH
CHECKED JML
DRAWN DJM
CHECKED MSW

DATE 08/13/10

BSD-1

7-1-10

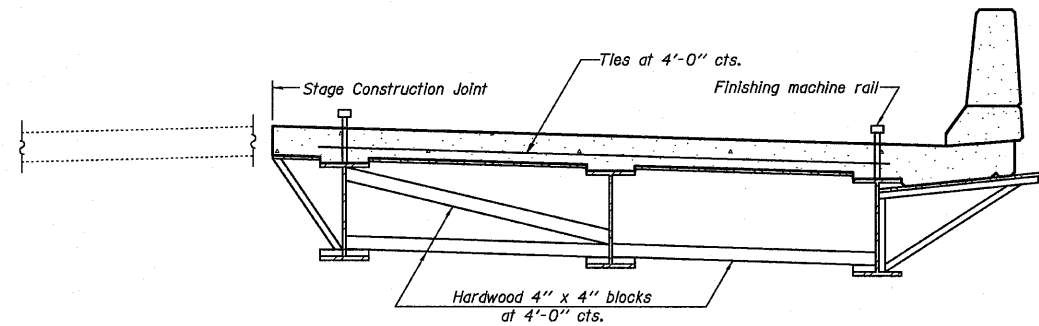
**Farnsworth**  
GROUP, INC.  
2709 McGraw Drive  
Bloomington, Illinois 61704  
309/663-8435, 309/663-1571 fax

SHEET NO. B22

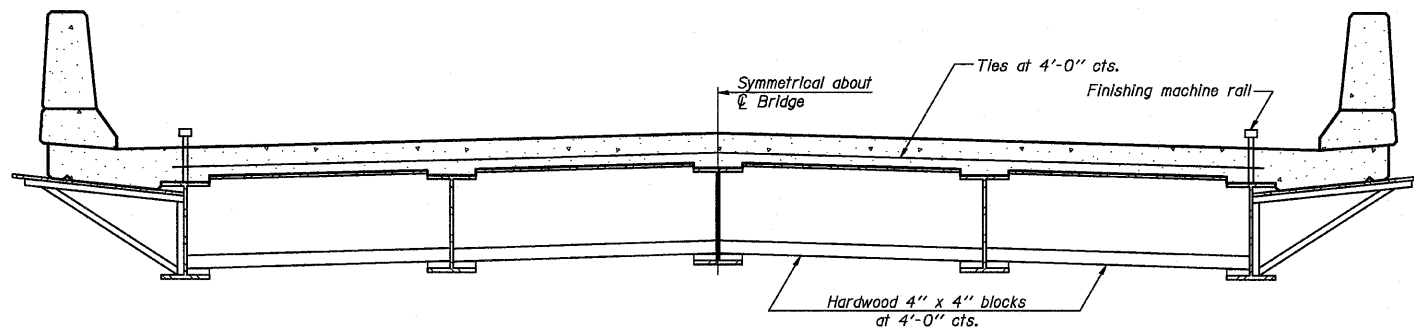
26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	45
CONTRACT NO. 66823				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**FORM BRACES FOR  
STAGE CONSTRUCTION**



**FORM BRACES FOR  
STANDARD CONSTRUCTION**

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

DESIGNED	SDH
CHECKED	JML
DRAWN	DJM
CHECKED	MSW

DATE 08/13/10

SB-1

11-1-09

**CANTILEVER FORMING BRACKETS  
FOR SUPERSTRUCTURES WITH  
W27 BEAMS AND SMALLER  
STRUCTURE NO. 053-0188**

<b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B23	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	46
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					CONTRACT NO. 66823	







STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**Illinois Department of Transportation**  
Division of Highways  
District #3, Ottawa

## SOIL BORING LOG

Page 1 of 1

Date 12/16/77

ROUTE FAP 317 (US 24) DESCRIPTION US 24 over South Fork of Vermilion River, 0.3 miles West of IL 47 at Forrest LOGGED BY W. Beck  
SECTION (25)BR-2 LOCATION SE 1/4, SEC. 4, TWP. 26N, RNG. 7E  
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT	BUL	UCS	MOS	Surface Water Elev.	DEPT	BUL	UCS	MOS
Station	H S	S	Qu	T		H S	Qu	T	
BORING NO.	(ft)	(6")	(tsf)	(%)	ft	(ft)	(6")	(tsf)	(%)
Station									
Offset					Groundwater Elev.:				
Ground Surface Elev.					First Encounter				
673.4					Upon Completion				
					After				
Black, Silty Clay					669.6	13			
					Stream Bed Elev. 667.9				
					Medium, Gray, Clean, Fine to Medium Gravel ( <i>continued</i> )	30	5.7		12
					Hard Brownish Gray, Silty Clay Loam Till				11
670.90									
Stiff, Yellowish Brown, Silty Clay	2					17			
	3	1.2	25			16	7.4		10
	4	B				25	B		
668.90									
Very Loose, Brown, Loam to Silty Clay Loam Till	2					19			
	3					15	9.5		9
667.90					Hard, Dark Brown, Clay Loam Till	19			14
Very Stiff, Gray, Silty Clay Loam Till	4	2.1	17				5.4		
	B						B		
	5					17			
	7	3.7	14			19	5.4		13
	10	B				42	S		
683.90									
Hard, Gray, Silty Clay Loam Till	7				Very Dense, Brown, Clean, Fine Sand	9			
	8	6.0	14			91/11	.5		18
	10	B					P		
	7								
	9	4.7	16						
	12	B							
658.90					End of Boring				
Very Stiff, Gray, Silty Clay Loam Till	5								
	9	3.1	17						
	11	B							
	4								
	5	2.5	18						
	77	B							
653.90									

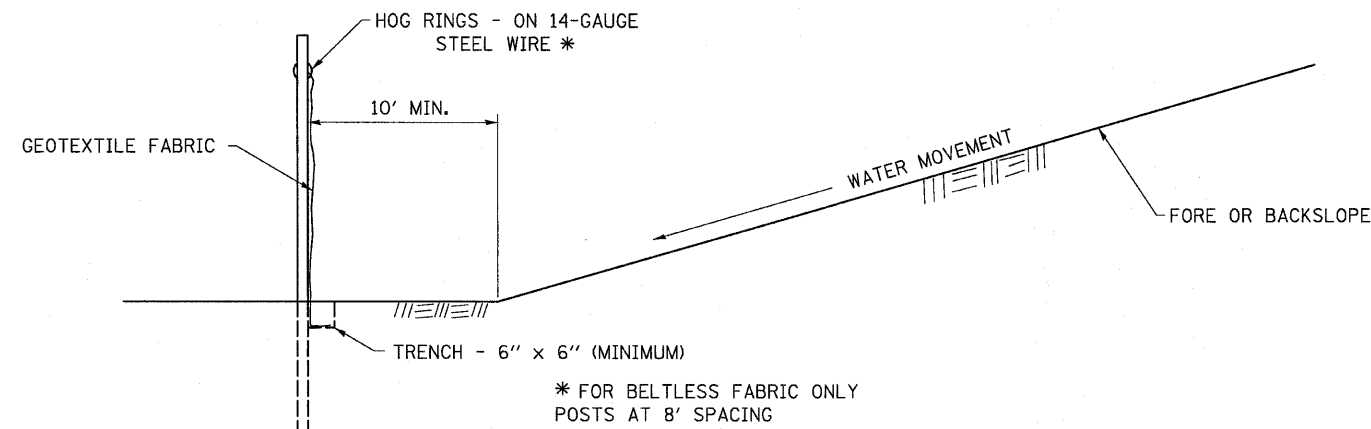
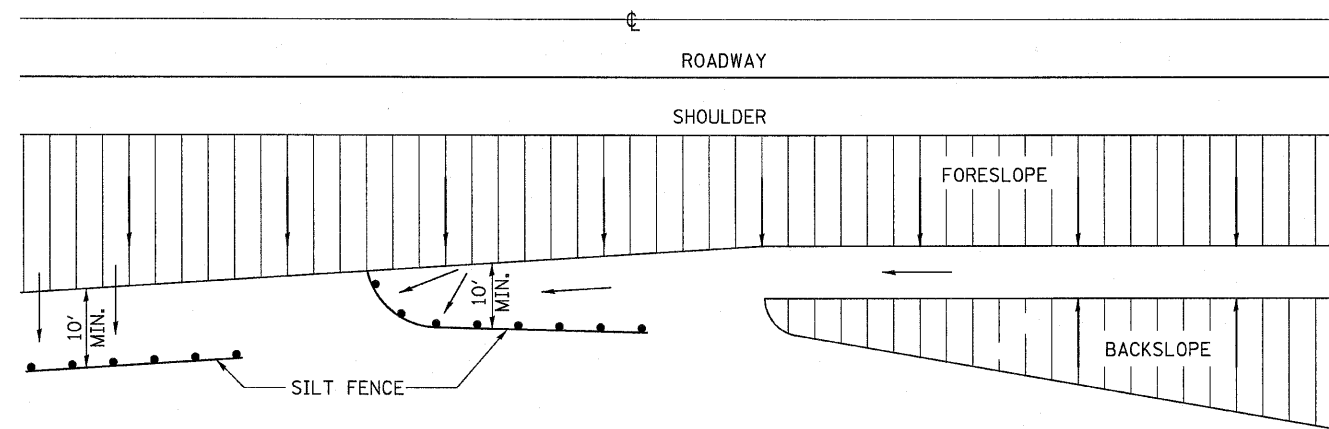
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrator)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

DESIGNED <i>SDH</i>
CHECKED <i>JML</i>
DRAWN <i>DJM</i>
CHECKED <i>MSW</i>

DATE 08/13/10

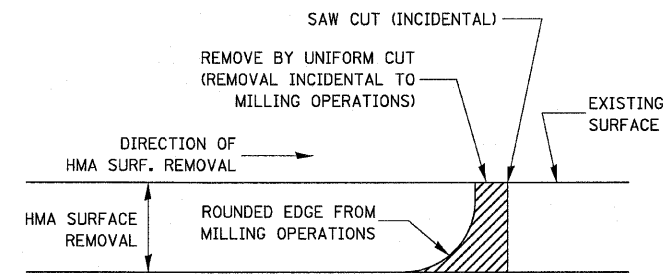
SOIL BORING LOGS  
STRUCTURE NO. 053-0188

 <b>Farnsworth</b> GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	SHEET NO. B28	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26 SHEETS	317	(25)BR-2	LIVINGSTON	58	49
CONTRACT NO. 66823					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



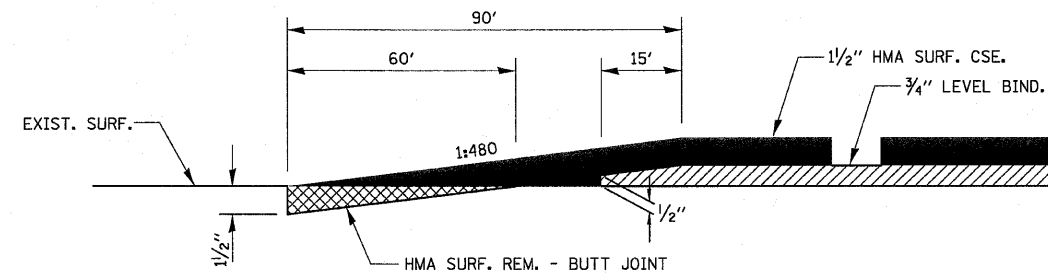
DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS  
FOR SILT FENCE**



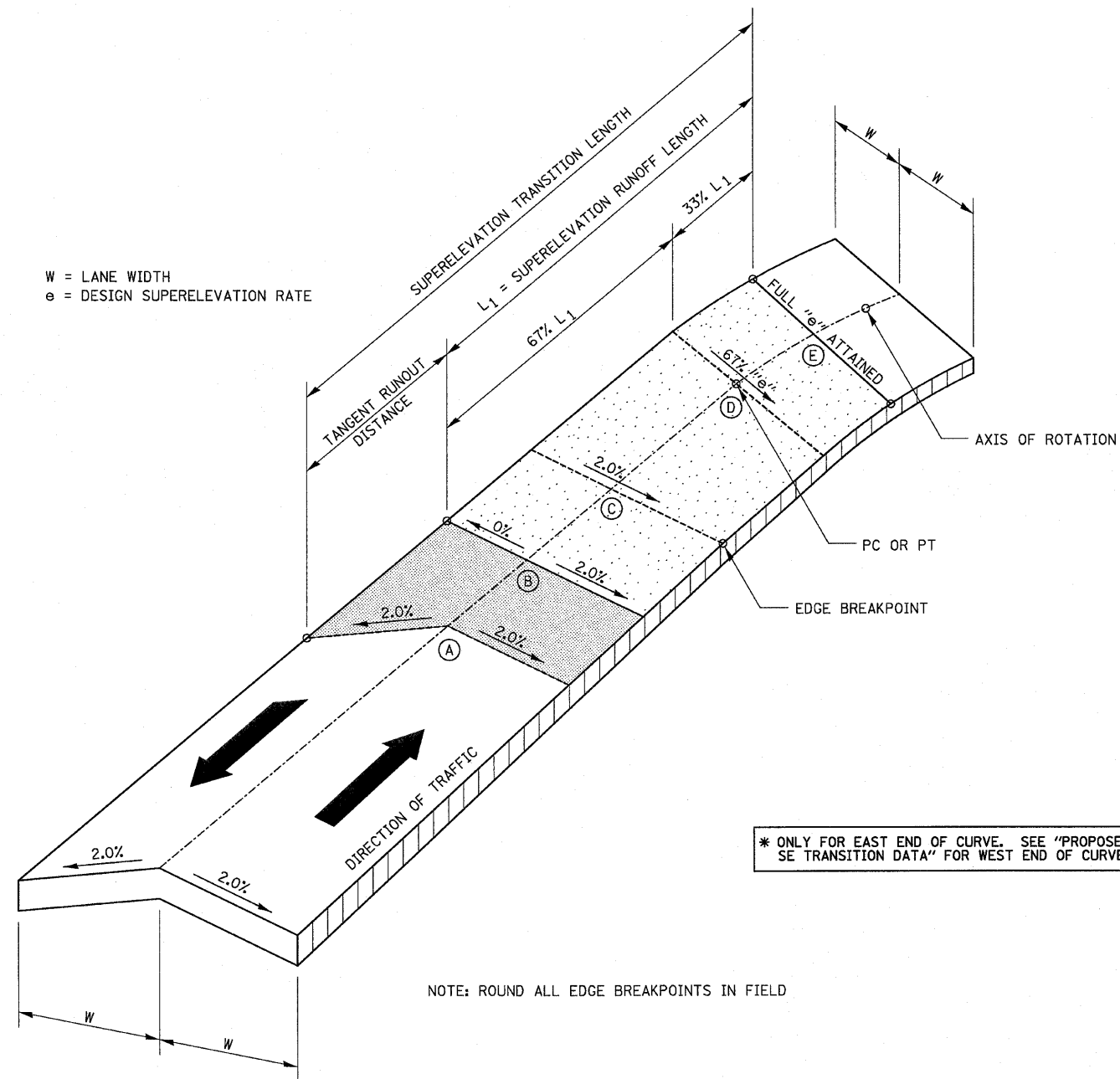
NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

**HMA DETAIL AT BUTT JOINTS**



**HMA DETAIL AT BUTT JOINTS**

FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>			F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 50
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823		
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		DATE - 08/13/10	REVISED -									

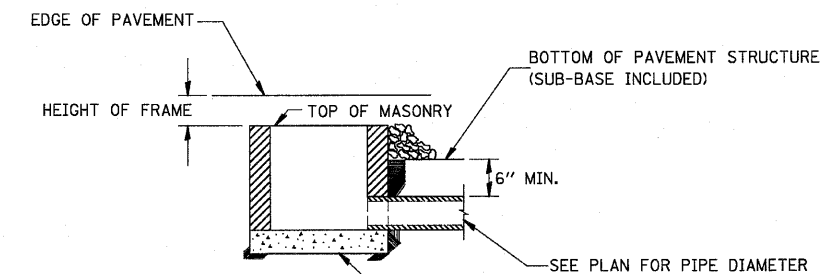
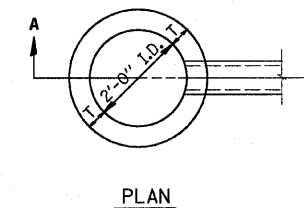


**TRANSITION CURVE TABLE**

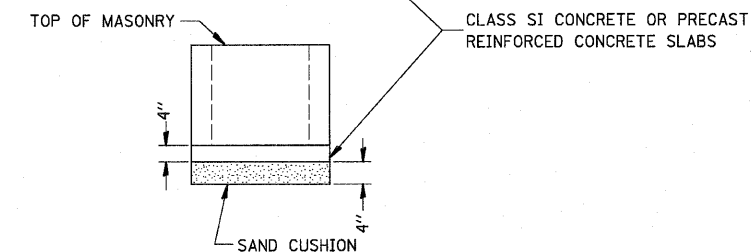
CURVE PI STA.	SUPERELEVATION "e"	W	SUPERELEVATION TRANSITION LENGTH	TANGENT RUNOUT DISTANCE	SUPERELEVATION RUNOUT LENGTH
* 476+73.22	2.20%	12.0	75.89	36.14	39.75

**SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY**

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	3"
CONCRETE MASONRY UNITS	5"
CAST-IN-PLACE CONCRETE	6"
BUILDING BRICK, GRADE SW, FROM CLAY OR SHALE	8"



**SEC. A-A**



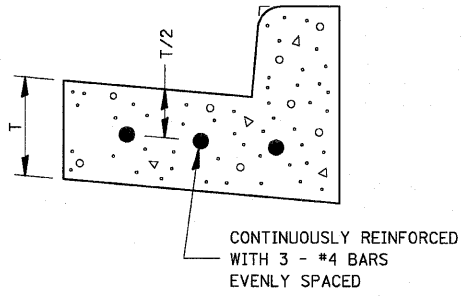
NOTE:

1. THE CONTRACT UNIT PRICE FOR INLETS TYPE A (SPECIAL) SHALL NOT INCLUDE THE FRAME AND LID OR GRATE.
2. FURNISHING AND INSTALLING SAND CUSHION IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TYPE A (SPECIAL) INLETS.
3. THE TYPE A (SPECIAL) INLET SHOULD NOT BE USED AS A RECEIVER OF STORM WATER FROM ANOTHER INLET.

**FOR INLET TYPE A (SPECIAL)**

(TO BE USED AT PAVED SECTION WITH CURB & GUTTER)  
NO SCALE

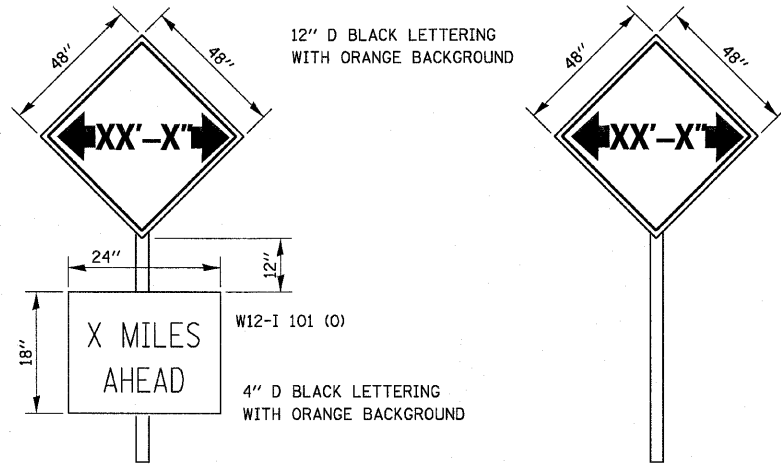
FILE NAME =	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	317	(25)BR-2	LIVINGSTON	58 51
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -									
		DATE - 08/13/10	REVISED -									



CONTINUOUSLY REINFORCED WITH 3 - #4 BARS EVENLY SPACED

REINFORCEMENT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CC&G.

**REINFORCEMENT DETAIL  
FOR  
COMBINATION CONCRETE  
CURB AND GUTTER  
TYPE B-6.24**



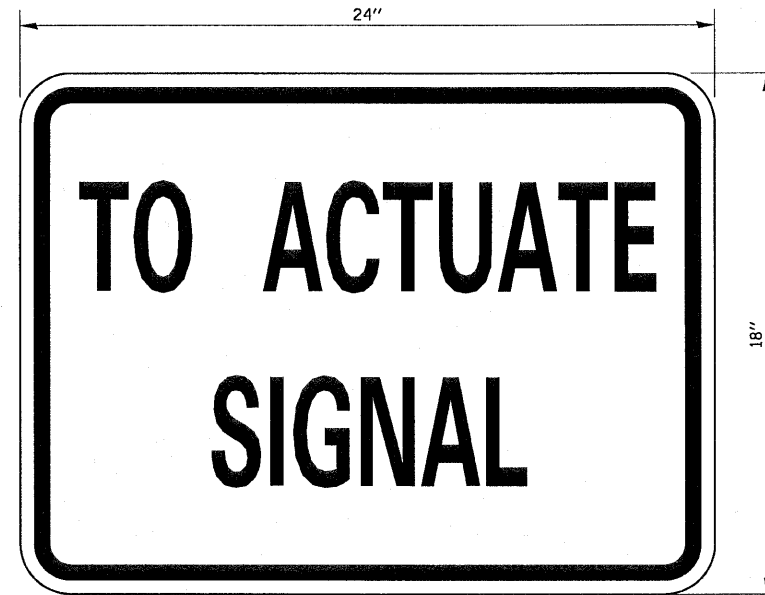
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

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

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

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

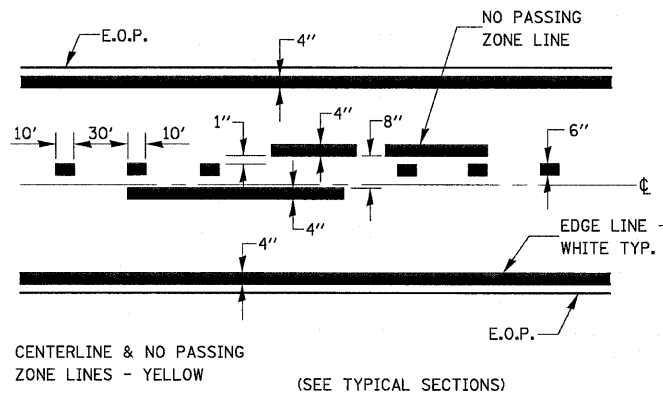
**WIDTH RESTRICTION SIGNING DETAILS**



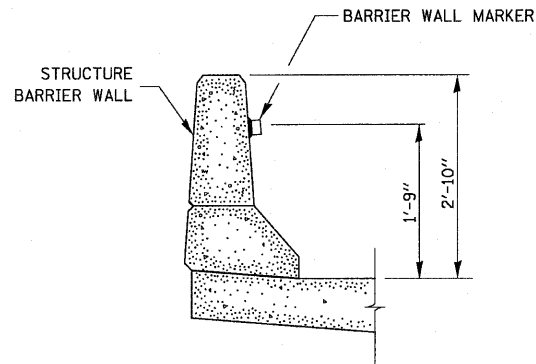
SIZE: 24" x 18"  
4" CAPITAL LETTERS - BLACK  
1/2" BORDER - BLACK  
WHITE REFLECTIVE - TYPE B ENGINEERING GRADE SHEETING

**GENERAL NOTE:**  
THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY THE ENGINEER.

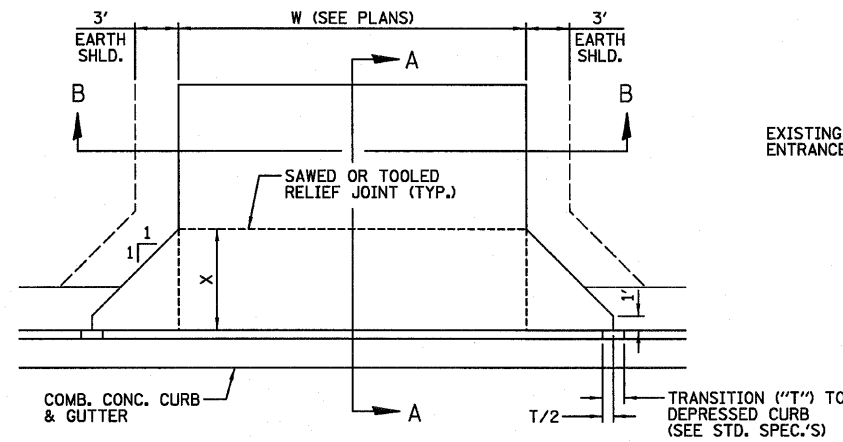
**STOP LINE SIGN FOR TEMPORARY SIGNALS**



**PAVEMENT MARKING**

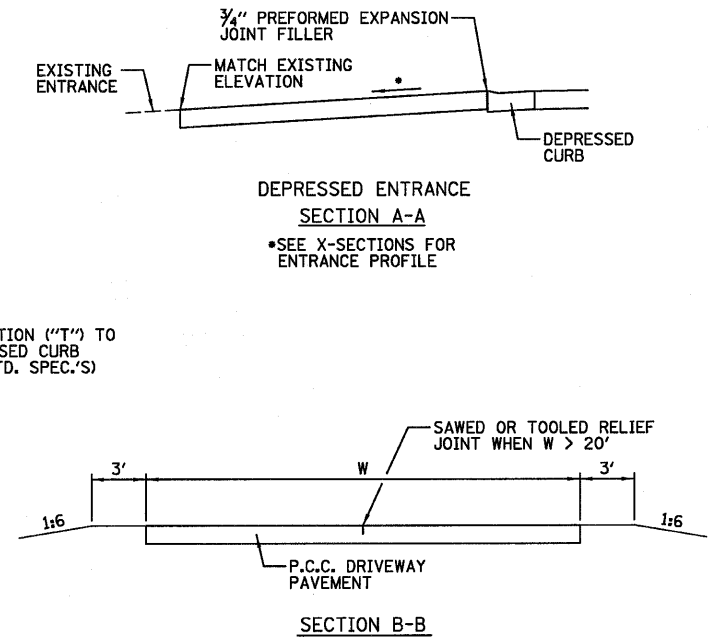


**BARRIER WALL MARKER**



**GENERAL NOTES:**

- X = 7' (NON-COMMERCIAL) X = 15' (COMMERCIAL)
- COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT.

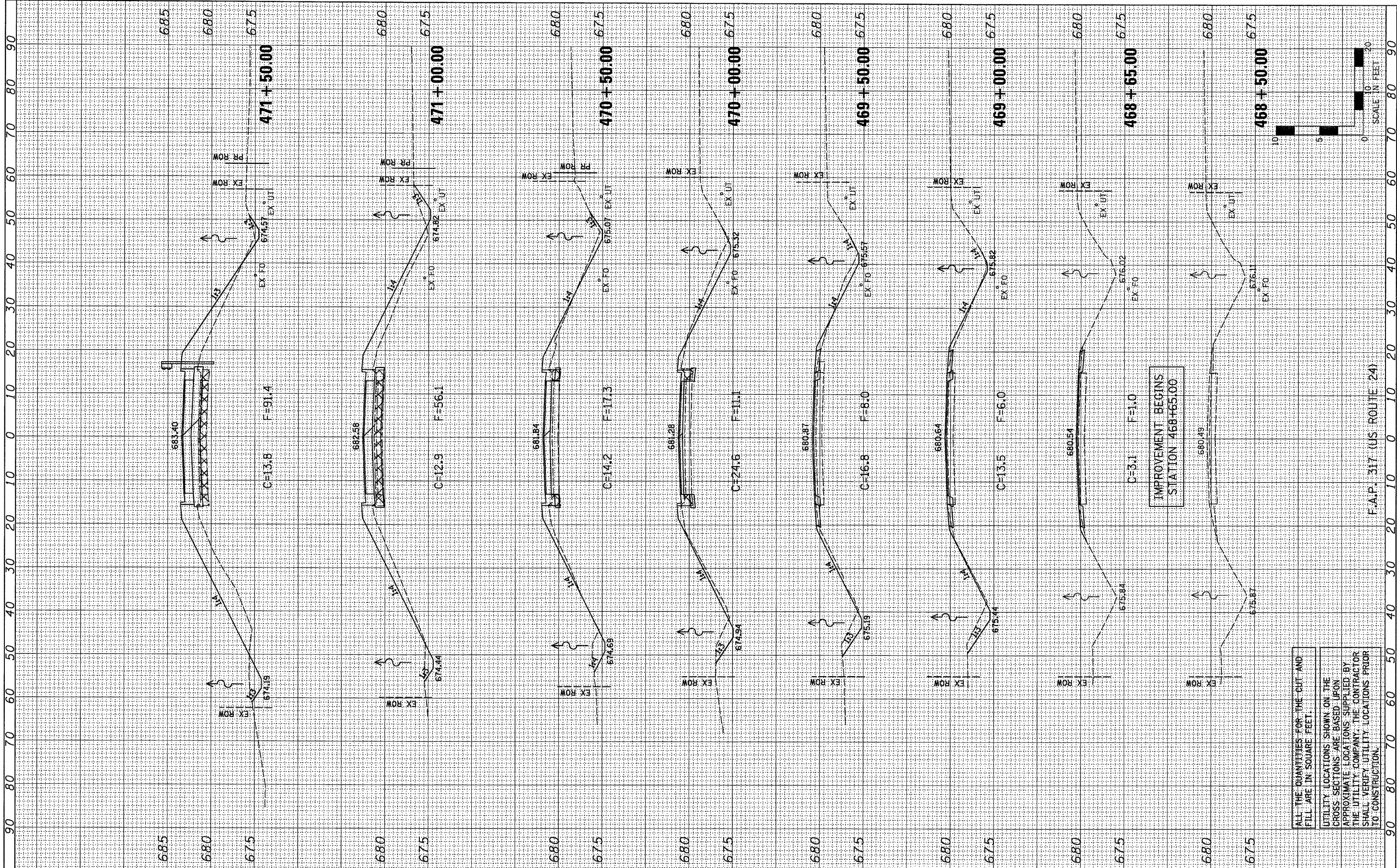


**PCC URBAN ENTRANCE**

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>			F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 52
	PLOT SCALE = #SCALE#	DRAWN - JJO	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823		
	PLOT DATE = #DATE#	CHECKED - MSW	REVISED -									
		DATE - 08/13/10	REVISED -									

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

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

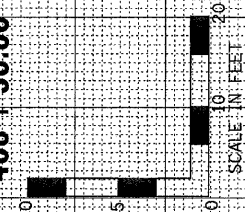


ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET

UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

IMPROVEMENT BEGINS  
STATION 468+65.00

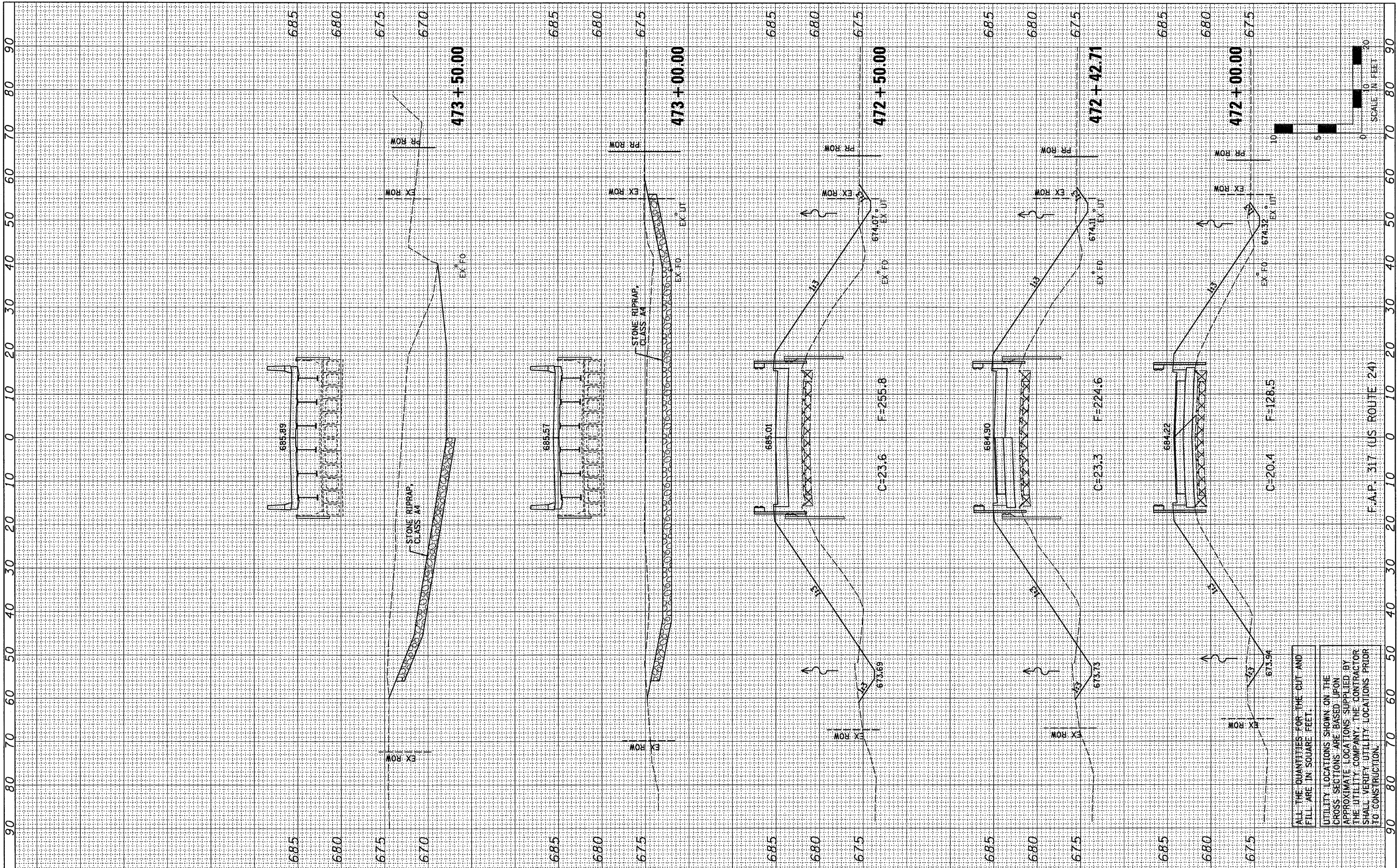
F.A.P. 317 (US ROUTE 24)



FILE NAME =	USER NAME = *USER*	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>	F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 53	
#FILE#	PLOT SCALE = *SCALE*	DRAWN - JJO	REVISED -			SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. 468+50.00 TO STA. 471+50.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823	
	PLOT DATE = *DATE*	CHECKED - MSW	REVISED -								
		DATE - 08/13/10	REVISED -								

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

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



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.

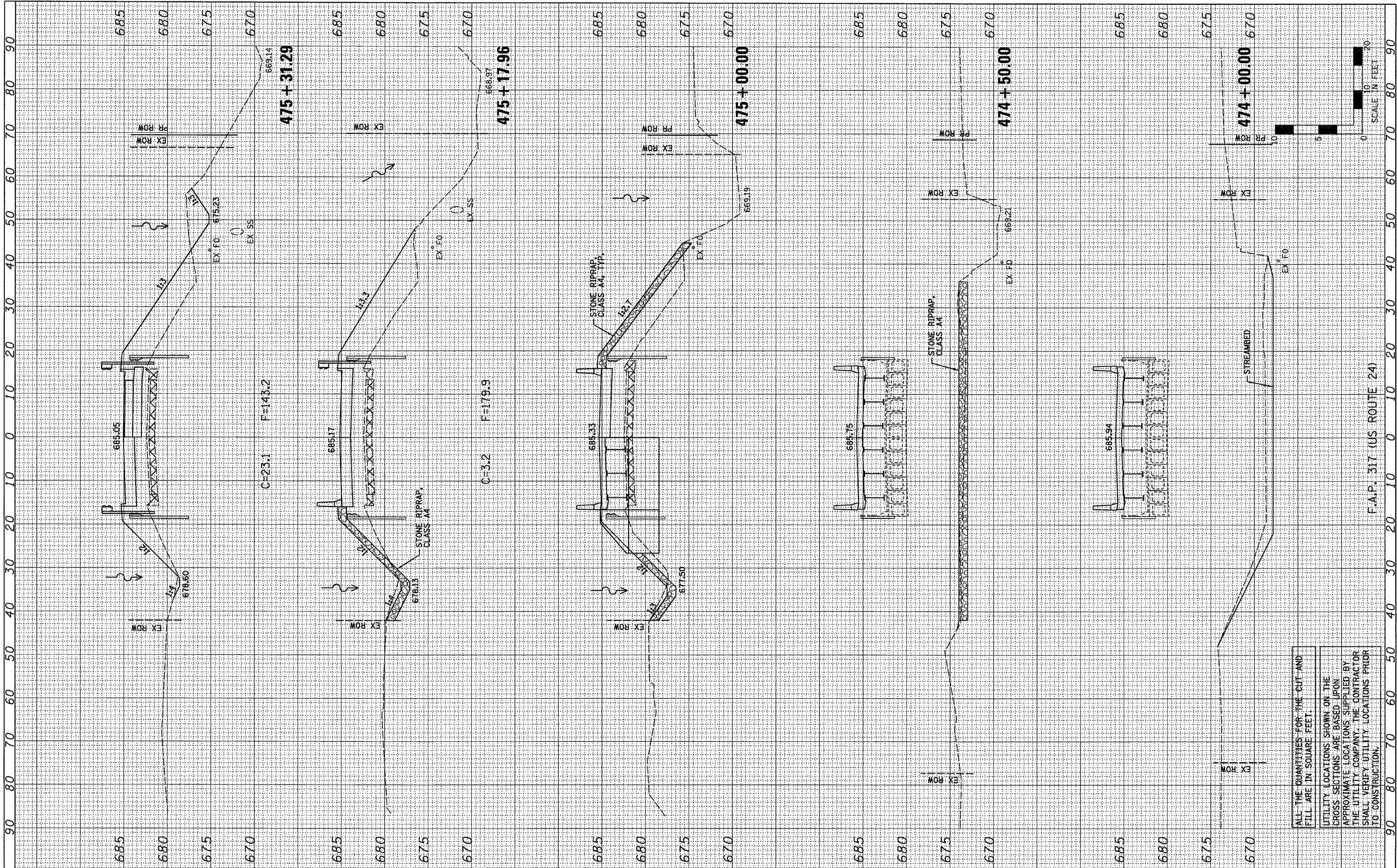
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.



FILE NAME =	USER NAME = *USER*	DESIGNED - JML	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>		F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 54
*FILEL*	PLLOT SCALE = *SCALE*	DRAWN - JJO	REVISED -		SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. 472+00.00 TO STA. 473+50.00	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 66823		
	PLLOT DATE = *DATE*	CHECKED - MSW	REVISED -								
		DATE - 08/13/10	REVISED -								

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

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



FILE NAME =	USER NAME = *USER*
#FILE#	
	PLOT SCALE = *SCALE*
	PLOT DATE = *DATE*

DESIGNED - JML	REVISED -
DRAWN - JJO	REVISED -
CHECKED - MSW	REVISED -
DATE - 08/13/10	REVISED -

DESIGNED - JML	REVISED -
DRAWN - JJO	REVISED -
CHECKED - MSW	REVISED -
DATE - 08/13/10	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**

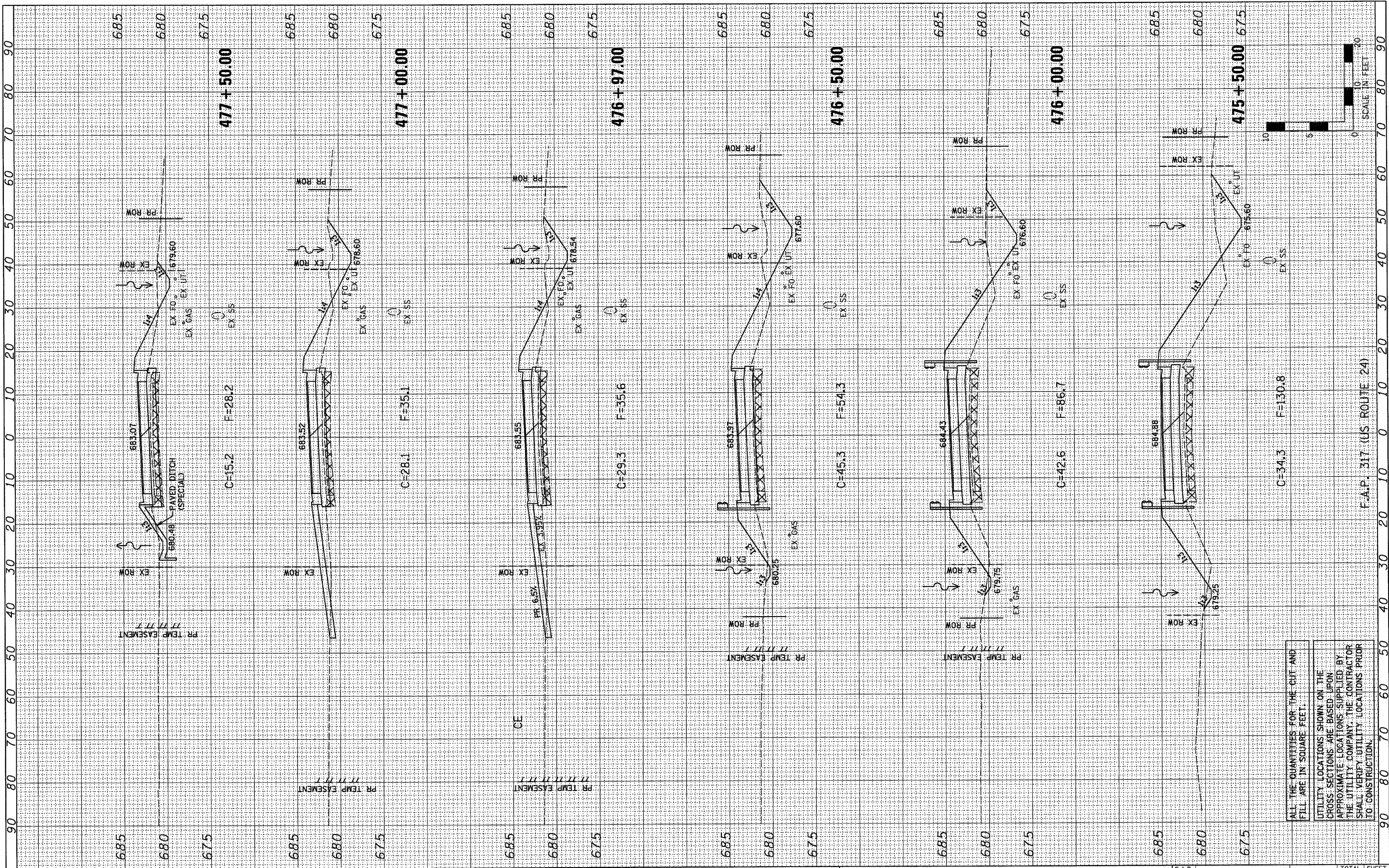
SCALE: 1"=10' SHEET NO. OF SHEETS STA. 474+00.00 TO STA. 475+31.29

F.A.P. RTE. 317	SECTION (25)BR-2	COUNTY LIVINGSTON	TOTAL SHEETS 58	SHEET NO. 55
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 66823		

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.  
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

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

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



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.  
 UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FILE NAME -  
 #FILE#

USER NAME = USER\*  
 PLLOT SCALE = #SCALE\*  
 PLLOT DATE = #DATE\*

DESIGNED - JML  
 DRAWN - JJO  
 CHECKED - MSW  
 DATE - 08/13/10

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=10' SHEET NO. OF SHEETS STA. 475+50.00 TO STA. 477+50.00

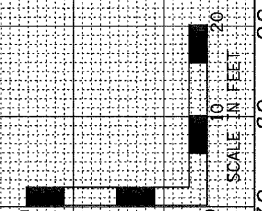
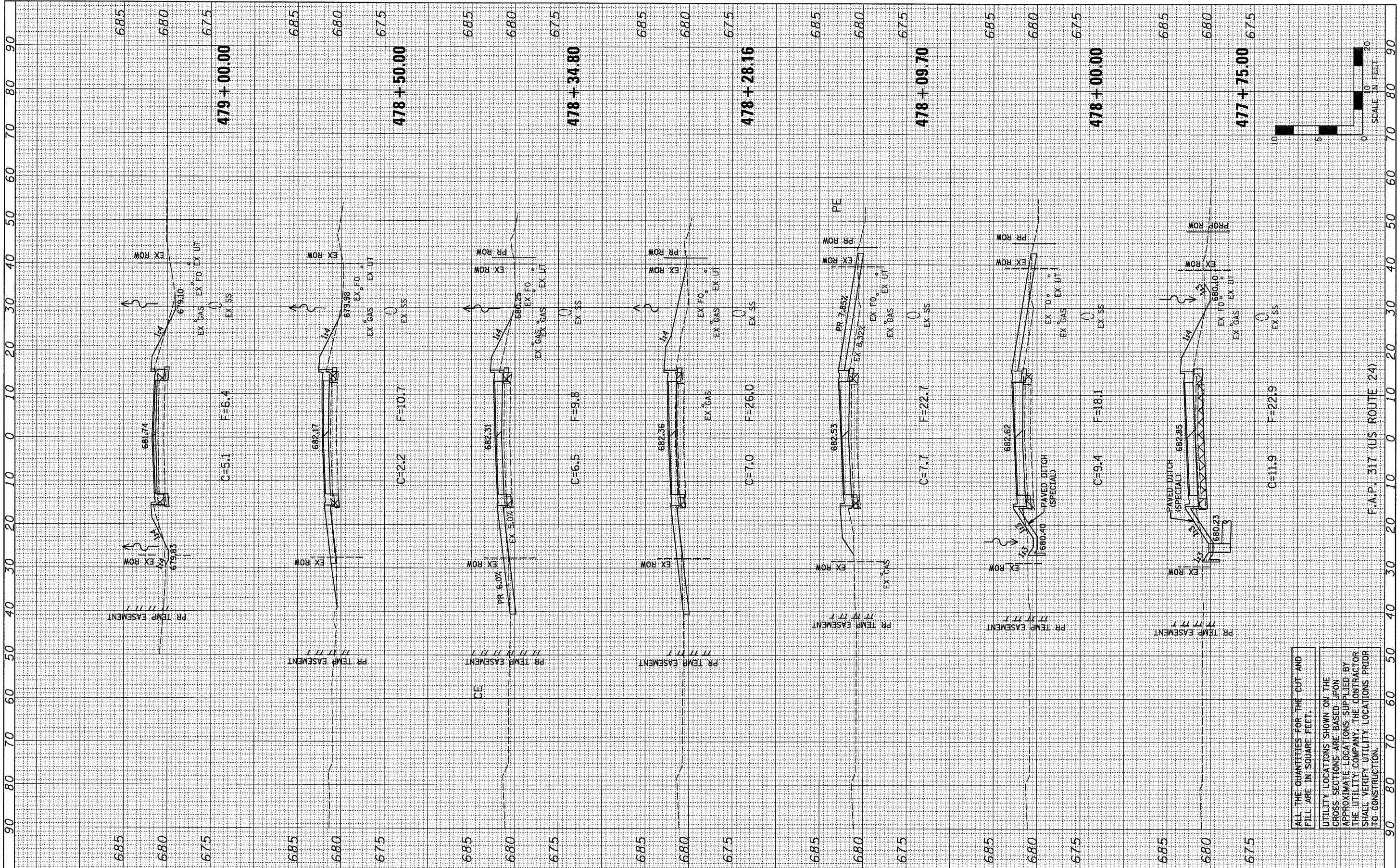
**CROSS SECTIONS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	56
CONTRACT NO.			66823	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

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



FILE NAME =  
#FILE#

USER NAME = #USER#  
DESIGNED - JML  
DRAWN - JJO  
CHECKED - MSW  
DATE - 08/13/10

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=10'  
SHEET NO. OF SHEETS STA. 477+75.00 TO STA. 479+00.00

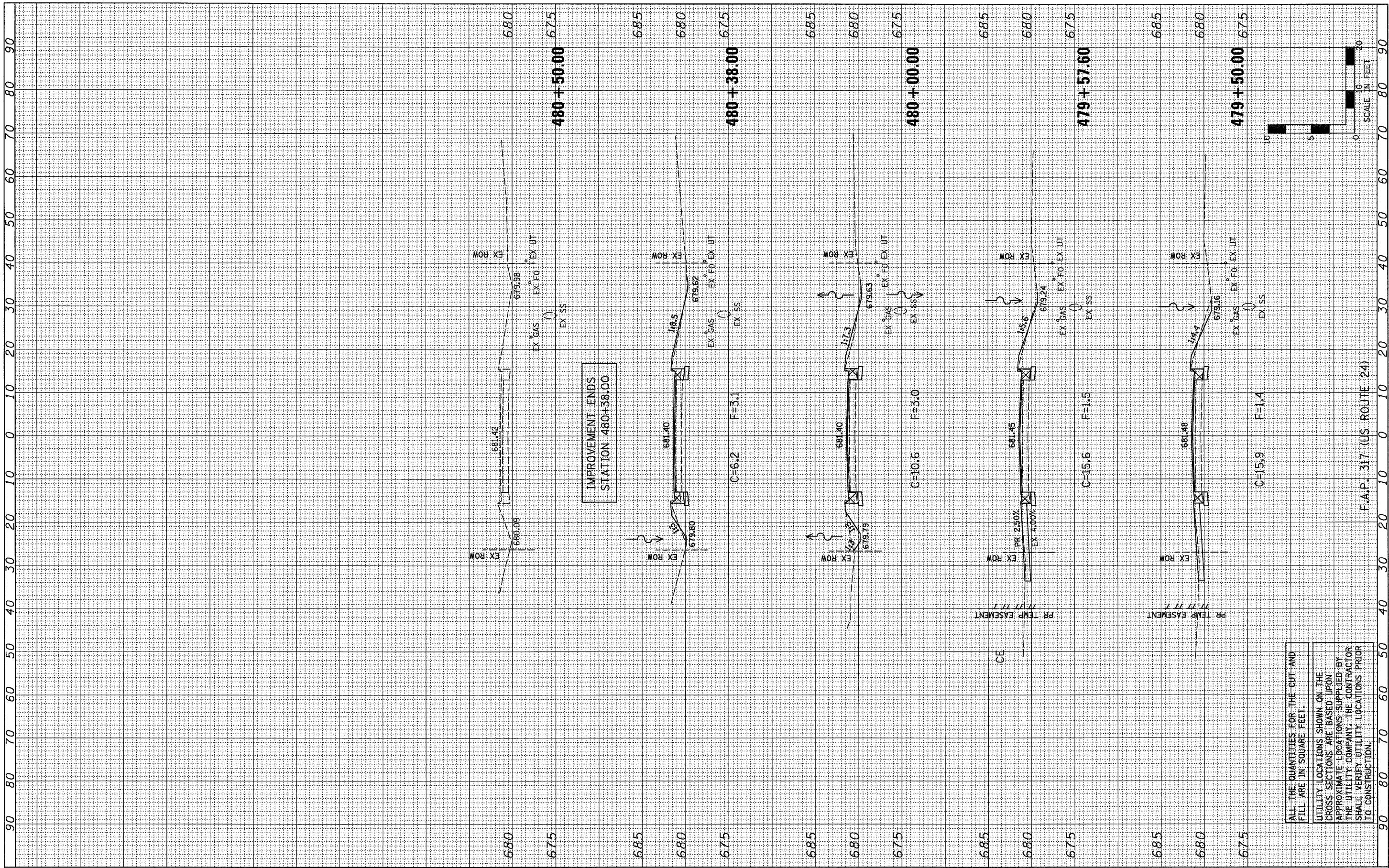
**CROSS SECTIONS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	57
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66823		

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.  
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

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

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



FILE NAME = #FILE#

USER NAME = #USER#  
 PLOT SCALE = #SCALE#  
 PLOT DATE = #DATE#

DESIGNED - JML  
 DRAWN - JJD  
 CHECKED - MSW  
 DATE - 08/13/10

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=10' SHEET NO. OF SHEETS STA. 479+50.00 TO STA. 480+50.00

**CROSS SECTIONS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(25)BR-2	LIVINGSTON	58	58
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 68823	

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.  
 UTILITY LOCATIONS SHOWN ON THE GROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.