

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	1
		LIVINGSTON	CONTRACT NO. 66M85	

D-93-080-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**PROPOSED
HIGHWAY PLANS**

**FAP ROUTE 68 (IL 23)
SECTION [(37,101)BVB]BR
PROJECT NO.: BR-CP7F(249)
IL 23 OVER VERMILION RIVER AND BNSF RAILROAD
DECK REPLACEMENT
LIVINGSTON COUNTY**



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

**PROJECT LOCATION
EXISTING SN 053-0149
CL STRUCTURE STA 106 + 39.00
IL 23 OVER VERMILION RIVER AND
BNSF RAILROAD
816"-2" BK. TO BK. ABUTS**

C-93-118-24

**BEGIN IMPROVEMENT
STA 99 + 40.00**

**END IMPROVEMENT
STA 117 + 50.00**



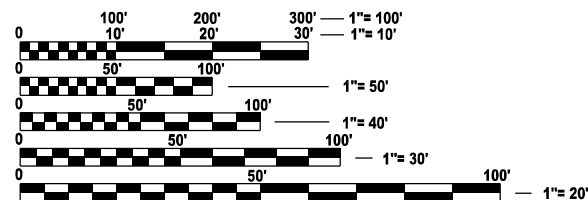
Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
1 South Church, Suite 200
Belleville, IL 62220
618.416.4688
www.oatesassociates.com

St. Charles
820 South Main, Suite 309
St. Charles, MO 63301
636.493.6277

ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

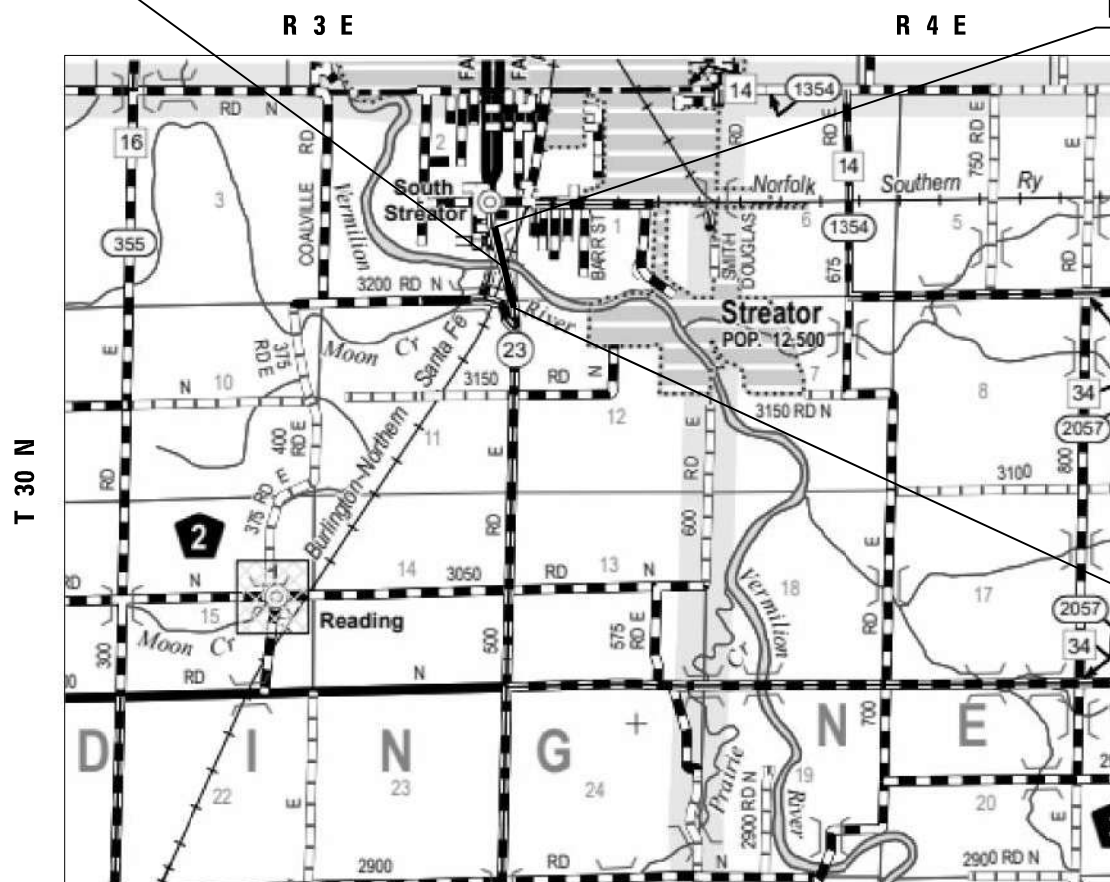


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

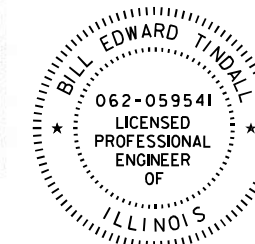
**PROJECT ENGINEER: DAVID A. ALEXANDER, P.E.
SQUAD LEADER: DARCY MITCHELL**

CONTRACT NO. 66M85



**LOCATION MAP
(NOT TO SCALE)**

GROSS LENGTH = 1,810.00 FT. = 0.343 MILE
NET LENGTH = 1,810.00 FT. = 0.343 MILE



Bill Tindall
BILL TINDALL, P.E.
License Expires 11/30/2027
3/19/26
Date

TRAFFIC DATA

ROADWAY CLASSIFICATION = MINOR ARTERIAL
DESIGN SPEED = 55 MPH
CURRENT ADT (2024) = 3850
PV = 92.46%
SU = 3.38%
MU = 4.16%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 20, 2026

Triha Thompson
REGIONAL ENGINEER

May 8, 2026

Scott Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2026

Gregory
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS**

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HIGHWAY STANDARDS

- 000001-09 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-11 PAVEMENT JOINTS
- 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-04 NAME PLATES FOR BRIDGES
- 601001-05 PIPE UNDERDRAINS
- 606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 610001-09 SHOULDER INLET WITH CURB
- 630001-13 STEEL PLATE BEAM GUARDRAIL
- 631031-18 TRAFFIC BARRIER TERMINAL TYPE 6
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-05 LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701206-05 LANE CLOSURE, 2L, 2W NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
- 701306-04 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY 45 MPH OR MORE
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701321-19 LANE CLOSURE, 2L 2W, BRIDGE REPAIR WITH BARRIER
- 701501-06 URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
- 701901-11 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 731001-01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

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.

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

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

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

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8506) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

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

BNSF EMERGENCY PHONE NUMBER: 1-800-832-5452

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

- COMED
- FRONTIER
- METRO COMM
- NICOR
- IL AMERICAN WATER
- BUCKEYE
- READING TOWNSHIP
- MEDIACOM

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

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

COMMITMENTS

TREE REMOVAL ACTIVITIES WILL BE LIMITED TO THE PERIOD BETWEEN OCTOBER 1ST AND MARCH 31ST.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION: _____

INSPECTORS: _____

HMA MIXTURE REQUIREMENT TABLE

LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE	HMA SHOULDER BOTTOM LIFT(S)	HMA SHOULDER TOP LIFT
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICITION AGGREGATE:		MIXTURE C		MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED):	NO	NO	NO	NO

MODEL: General Notes (Sheet)
FILE NAME: H:\P\224065 - D3 V-Y PTB 214-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0368M85-sht-gennotes.dgn



USER NAME = kevin.botterbush
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND HIGHWAY STANDARDS
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV8]BR	LIVINGSTON	93	2
			CONTRACT NO. 66M85	
ILLINOIS FED. AID PROJECT				

MODEL: SOC-1 [Sheet]
 FILE NAME: H:\P\24065 - D3 V-VY PTB 211-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sht-SOC.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				NHPP 80% FED 20% STATE
				BRIDGE
				0013 053-0149
20200100	EARTH EXCAVATION	CU YD	28	28
28100109	STONE RIPRAP, CLASS A5	SQ YD	1,077	1,077
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	373	373
28200200	FILTER FABRIC	SQ YD	1,077	1,077
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	53	53
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	62	62
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	621	621
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2,999	2,999
40600370	LONGITUDINAL JOINT SEALANT	FOOT	809	809
40600990	TEMPORARY RAMP	SQ YD	330	330
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	393	393
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	554	554
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	124	124
44000100	PAVEMENT REMOVAL	SQ YD	124	124

OATES ASSOCIATES
 www.oatesassociates.com
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

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PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET 1	OF 7 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVBJBR	LIVINGSTON	93	3
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

[(37,101)BVBJBR

MODEL: SOC-4 [Sheet]
 FILE NAME: H:\P24055 - D3 V-VY PTB 211-23\224055.002 - L 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-shit-SOC.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				NHPP 80% FED 20% STATE
				BRIDGE
				0013 053-0149
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2,424	2,424
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	1,586	1,586
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	631	631
50102400	CONCRETE REMOVAL	CU YD	35.5	35.5
50104650	SLOPE WALL REMOVAL	SQ YD	1,361	1,361
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1
50157300	PROTECTIVE SHIELD	SQ YD	962	962
50200100	STRUCTURE EXCAVATION	CU YD	193	193
50300225	CONCRETE STRUCTURES	CU YD	65.3	65.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1227.7	1227.7
50300260	BRIDGE DECK GROOVING	SQ YD	3,975	3,975
50300300	PROTECTIVE COAT	SQ YD	4,941	4,941
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	128.1	128.1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	384,740	384,740



USER NAME = kevin.botterbush
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVBJBR	LIVINGSTON	93	4
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

[(37,101)BVBJBR

MODEL: SOQ-5 [Sheet]
 FILE NAME: H:\P224055 - D3 V-VY PTB 211-23\224055.002 - L 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-shit-SOQ.dgn

CONSTRUCTION CODE

NHPP
 80% FED
 20% STATE

BRIDGE

0013

053-0149

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
50800515	BAR SPLICERS	EACH	5,496	5,496
51100300	SLOPE WALL 6 INCH	SQ YD	256	256
51500100	NAME PLATES	EACH	1	1
52000208	FINGER PLATE EXPANSION JOINT, 3"	FOOT	46	46
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	43	43
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	101	101
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	12	12
52100520	ANCHOR BOLTS, 1"	EACH	48	48
52200010	TEMPORARY SHEET PILING	SQ FT	251	251
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	207	207
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	193	193
58700300	CONCRETE SEALER	SQ FT	665	665
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	631	631



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 PLOT DATE = 3/5/2026

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVBJBR	LIVINGSTON	93	5
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: SQC-6 [Sheet]
 FILE NAME: H:\P224055 - D3 V-VY PTB 211-23\224055.002 - L 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-shit-SQC.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				NHPP 80% FED 20% STATE	
				BRIDGE	
				0013	053-0149
* 6300001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	450	450	
* 6310085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	585	585	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	529	529	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	2	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	

* = SPECIALTY ITEM



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 PLOT DATE = 3/5/2026

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV8]BR	LIVINGSTON	93	6
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: SOC-7 [Sheet]
 FILE NAME: H:\P24055 - D3 VAY PTB 211-23\24055.002 - I. 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sht-SOC.dgn

CONSTRUCTION CODE
 NHPP
 80% FED
 20% STATE
 BRIDGE
 0013
 053-0149

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	12	12
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	100	100
70300100	SHORT TERM PAVEMENT MARKING	FOOT	434	434
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	144	144
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" PAINT	FOOT	6,543	6,543
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,475	1,475
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	567	567
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,425	1,425
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
* 72000100	SIGN PANEL - TYPE 1	SQ FT	19.0	19.0
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4

* = SPECIALTY ITEM



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PLOT DATE = 2/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV8]BR	LIVINGSTON	93	7
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: SOC-8 [Sheet] FILE NAME: H:\P24055 - D3 V-VY PTB 211-23\224055.002 - L 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-shit-SOC.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				NHPP 80% FED 20% STATE	
				BRIDGE	
				0013	053-0149
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	9.0	9.0	
* 73000100	WOOD SIGN SUPPORT	FOOT	50	50	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	13,086	13,086	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	24	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	18	18	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	24	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12	12	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	251	251	
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1	
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
X1200234	SHOULDER INLET WITH CURB	EACH	4	4	

* = SPECIALTY ITEM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

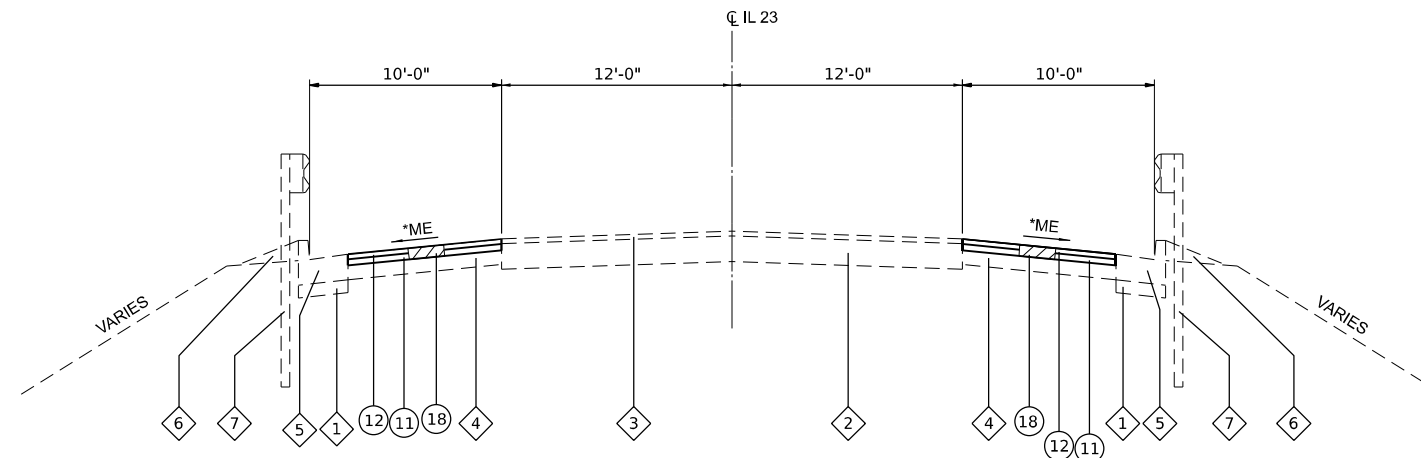
SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVBJ]BR	LIVINGSTON	93	#
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

TYPICAL SECTION LEGEND

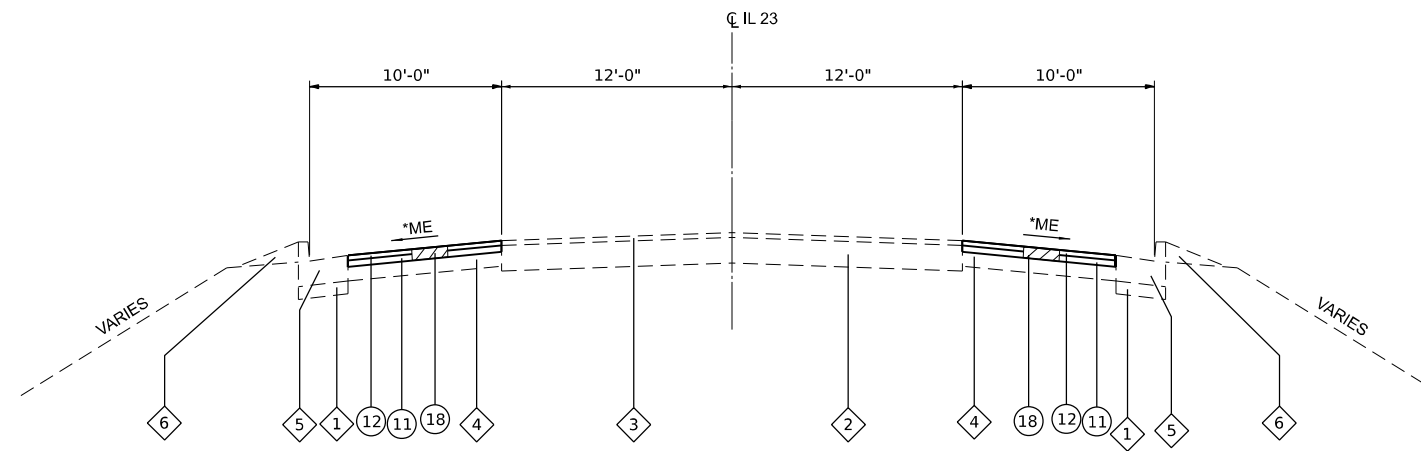
- ① EXIST. SUBBASE GRANULAR MATERIAL, 4"
- ② EXIST. HMA BASE COURSE, 8"
- ③ EXIST. HMA PAVEMENT, VARIES (1½" TO 4½")
- ④ EXIST. HMA SHOULDER, 8"
- ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
- ⑥ EXIST. AGG WEDGE SHOULDER
- ⑦ EXIST. GUARDRAIL, 6'-0" POSTS
- ⑧ PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ⑨ PROP. HMA BINDER COURSE, IL-19.0, N50, 2.25" AND VARIES
- ⑩ PROP. HMA SURFACE COURSE, IL-9.5, N50, 1.50", AND VARIES
- ⑪ PROP. HMA BINDER COURSE, IL-19.0, N50, 2.25"
- ⑫ PROP. HMA SURFACE COURSE, IL-9.5, N50, 1.50"
- ⑬ PROP. HMA STABILIZATION 6IN AT SPBGR
- ⑭ PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24
- ⑮ PROP. GUARDRAIL 6'-0" POSTS
- ⑯ PROP. HMA SURFACE REMOVAL, 1.50"
- ⑰ PROP. HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑱ PROP. HMA SURFACE REMOVAL, 3.75"

* ME = MATCH EXISTING



EX ROADWAY TYPICAL

STA. 100+00.00 TO STA. 103+56.17
 APPROACH SLAB STA. 103+56.17 TO 103+86.17
 STRUCTURE OMISSION STA. 103+86.17 TO STA. 112+02.33
 APPROACH SLAB STA. 112+02.33 TO STA. 112+32.33
 STA. 112+32.33 TO STA. 117+50.00



EX ROADWAY TYPICAL

STA. 99+40,00 TO STA. 100+00,00

MODEL: Typical-Existing (Sheet) FILE NAME: H:\P\24065 - D3 VAV PTB 21-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-std-typical.s.dgn



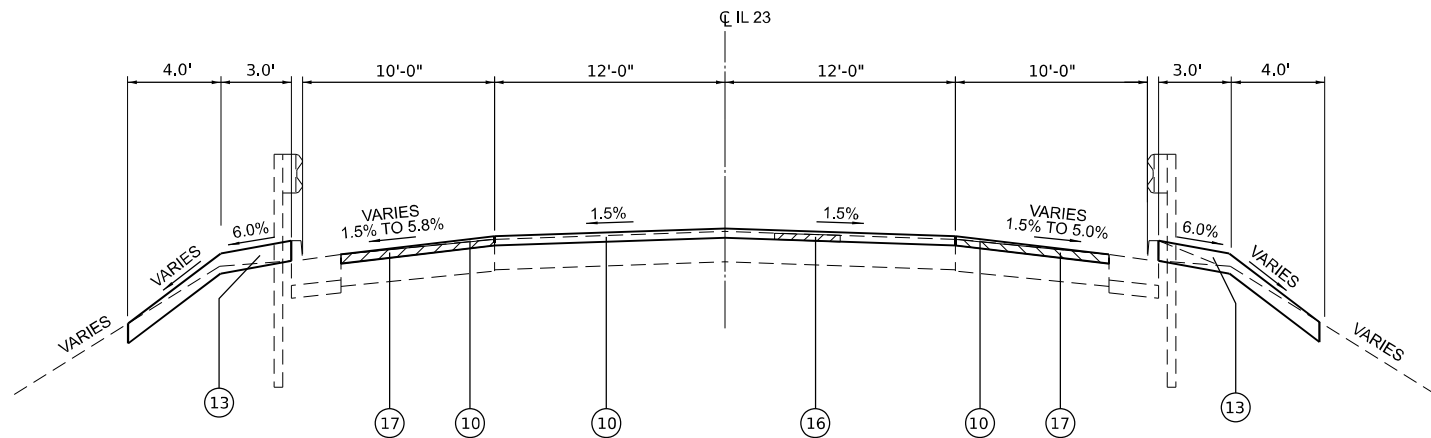
USER NAME = kevin.botarbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 3/19/2026		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

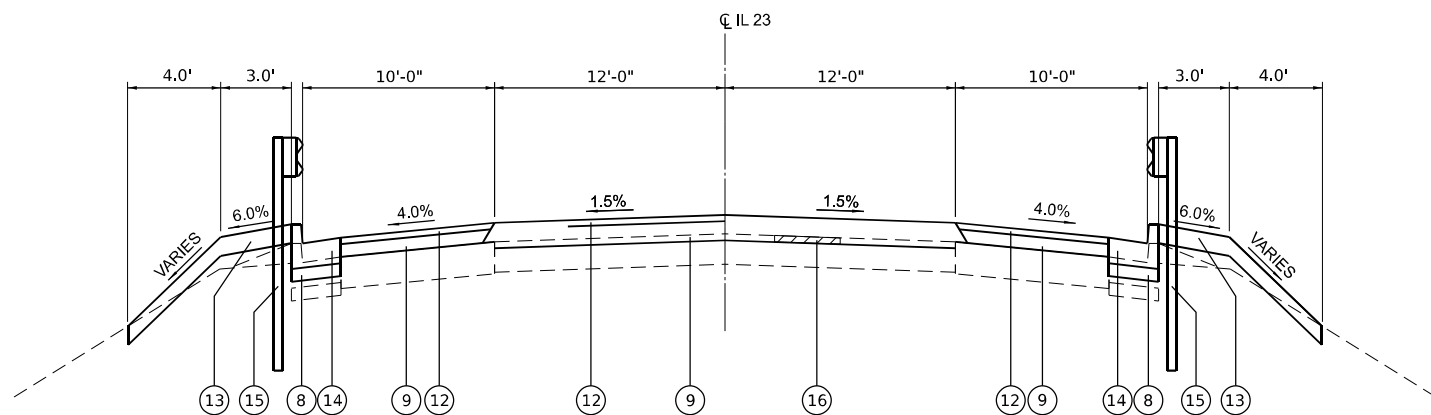
TYPICAL SECTIONS

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

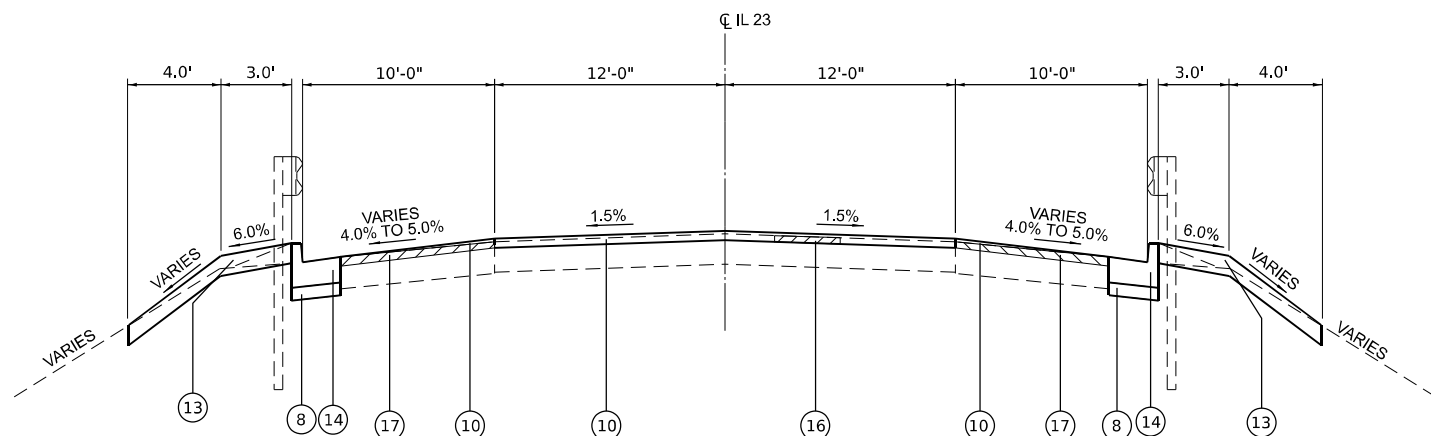
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	10
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



PR ROADWAY TYPICAL
 STA. 99+40.00 TO 101+40.00
 STA. 113+00.00 TO STA. 117+50.00



PR ROADWAY TYPICAL
 STA. 102+00.00 TO STA. 103+38.66
 PAVEMENT CONNECTOR STA. 103+38.66 TO STA. 103+56.17
 APPROACH SLAB STA. 103+56.17 TO STA. 103+86.17
 STRUCTURE OMISSION STA. 103+86.17 TO STA. 112+02.33
 APPROACH SLAB STA. 112+02.33 TO STA. 112+29.67
 PAVEMENT CONNECTOR STA. 112+29.67 TO STA. 112+39.67



PR ROADWAY TYPICAL
 STA. 101+40.00 TO STA. 102+00.00
 STA. 112+39.67 TO STA. 113+00.00

TYPICAL SECTION LEGEND

- 1 EXIST. SUBBASE GRANULAR MATERIAL, 4"
- 2 EXIST. HMA BASE COURSE, 8"
- 3 EXIST. HMA PAVEMENT, VARIES (1½" TO 4½")
- 4 EXIST. HMA SHOULDER, 8"
- 5 EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.24
- 6 EXIST. AGG WEDGE SHOULDER
- 7 EXIST. GUARDRAIL, 6'-0" POSTS
- 8 PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4"
- 9 PROP. HMA BINDER COURSE, IL-19.0, N50, 2.25" AND VARIES
- 10 PROP. HMA SURFACE COURSE, IL-9.5, N50, 1.50", AND VARIES
- 11 PROP. HMA BINDER COURSE, IL-19.0, N50, 2.25"
- 12 PROP. HMA SURFACE COURSE, IL-9.5, N50, 1.50"
- 13 PROP. HMA STABILIZATION 6IN AT SPBGR
- 14 PROP. COMBINATION CURB AND GUTTER, TYPE B-6.24
- 15 PROP. GUARDRAIL 6'-0" POSTS
- 16 PROP. HMA SURFACE REMOVAL, 1.50"
- 17 PROP. HMA SURFACE REMOVAL, VARIABLE DEPTH
- 18 PROP. HMA SURFACE REMOVAL, 3.75"

* ME = MATCH EXISTING

NOTES:

- 1 LONGITUDINAL JOINT SEALANT TO BE PLACED UNDER THE SURFACE COURSE AT CENTERLINE.
- 2 VARIABLE DEPTH MILLING MAINTAIN 1.50" SURFACE BETWEEN TRAVEL LANE AND CURB AND GUTTER.

MODEL: Typical-Proposed (Sheet)
 FILE NAME: H:\P224065 - D3 VAV\PTB 211-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0365M85-std-typical.sgn



USER NAME = kevin.botarbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
DATE -		REVISED -
PLOT DATE = 3/19/2026		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	11
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

CURB & GUTTER SCHEDULE

STATION	STATION	OFFSET	SUB GRAN MAT B 4 (SQ YD)	COMB CURB GUTTER REM (FOOT)	COMB CC&G TY B-6.24 (FOOT)	SH INLET WITH CURB (EACH)
99+40	101+40	LT/RT				2
101+40	103+79	LT	24	239	239	
101+40	103+63	RT	22	223	223	
112+16	113+00	LT	8	84	84	
112+16	113+00	RT	8	85	85	
113+00	117+50	LT/RT				2
TOTAL			62	631	631	4

EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION (CU YD)
103+39	103+64	16
112+30	112+40	10
TOTAL		28

GUARDRAIL SCHEDULE

STATION	STATION	OFFSET	SPBGR TY A 6FT POSTS (FOOT)	TRAF BAR TERM T6 (EACH)	GUARDRAIL REMOV (FOOT)	GUARDRAIL REF TYPE A (EACH)	LINEAR DELIN PANELS 4 (EACH)	LINEAR DELIN PANELS 6 (EACH)
101+16	103+79	LT	225	1	262	4	4	
101+12	103+63	RT	225	1	251	4	4	
103+79	112+16	LT/RT						20
112+16	112+52	LT		1	35	4	2	
112+16	112+53	RT		1	37	4	2	
TOTAL			450	4	585	16	12	20

STAGING SCHEDULE

STATION	STATION	OFFSET	TEMP BRIDGE TRAF SIG (EACH)	TEMP RUMBLE STRIPS (EACH)	TEMP CONC BARRIER (FOOT)	PIN TEMP CONC BARRIER (EACH)	REL TEMP CONC BARRIER (FOOT)	IMP ATTN TEMP NRD TL3 (EACH)	IMP ATTN REL NRD TL3 (EACH)	BARR WALL REF TYPE C (EACH)	TEMP INFO SIGNING (SQ FT)
99+82	114+44	LT/RT	1	12	1,475	567	1,425	2	2	18	42
TOTAL			1	12	1,475	567	1,425	2	2	18	42

PAVEMENT SCHEDULE

STATION	STATION	OFFSET	SUB GRAN MAT B (TON)	BIT MATLS PR CT (POUND)	BIT MATLS TACK CT (POUND)	LONG JOINT SEALANT (FOOT)	TEMPORARY RAMP (SQ YD)	HMA BC IL-19.0 N50 (TON)	HMA SC IL-9.5 C N50 (TON)	PVT CON HMA BR APP SL (SQ YD)	PAVEMENT REM (SQ YD)	HMA SURF REM 1.50 (SQ YD)	HMA SURF REM 3.75 (SQ YD)	APPROACH SLAB REM (SQ YD)	HMA STAB 6IN AT SPBGR (SQ YD)	HMA SURF REM VAR. DEPTH (SQ YD)
99+40	101+40	LT/RT			699	100	65	43	103			693	343		386	173
102+00	103+39	LT/RT			680	199	100	236	118			370	347		380	277
101+40	103+63	RT														
101+40	103+79	LT														
101+40	103+93	LT/RT		399										126		
103+39	103+64	LT/RT	34							80	80					
112+00	117+50	LT/RT					100							125		
112+16	113+00	LT														
112+16	113+00	RT														
112+30	112+40	LT/RT	19	222						44	44					
112+40	113+00	LT/RT			192	60		14	44			161	107		116	108
113+00	117+50	LT/RT			1,428	450	65	100	289			1,200	789		866	783
TOTAL			53	621	2,999	809	330	393	554	124	124	2,424	1,586	251	1,748	1,341

PAVEMENT MARKING SCHEDULE

STATION	STATION	OFFSET	SHORT TERM PVMT MKING (FOOT)	SHORT TERM PVMT MKING REM (SQ FT)	TEMP PVMT MKING LINE 4 (FOOT)		MOD URETH PVMT MKING LINE 4 (FOOT)		RAISED REFL PVMT MKR (EACH)	RAISED REFL PVMT MKR REM (EACH)
					WHITE	YELLOW	WHITE	YELLOW		
99+40	117+50	LT/RT	434	144	3620	2923	7240	5846	24	24
TOTAL			434	144	6,543		13,086		24	24

PAVEMENT MARKING NOTES:

- 2 COATS OF MODIFIED URETHANE REQUIRED PER SPECIAL PROVISION.
- QUANTITY HAS BEEN DOUBLED TO REFLECT TWO COATS.

SIGN SCHEDULE

STATION	OFFSET	TYPE	DESCRIPTION	SIZE (IN X IN)	SIGN PANEL T1 (SQ FT)	REM SIGN PAN ASSY TA (EACH)	RELOC SIGN PANEL T1 (SQ FT)	WOOD SIN SUPPORT (FOOT)
103+46	LT	1	SPEED LIMIT - 35 MPH	24 X 30	5.0	1		18
	LT	1	STREATOR			1	9.0	
	RT	1	SPEED LIMIT - 55 MPH	24 X 30	5.0	1		16
114+39	LT	1		36 X 36	9.0	1		16
TOTAL					19.0	4	9.0	50

MODEL: Schedule (Sheet) FILE NAME: H:\124065 - D3 VAV PTB 21-23\224065.002 - L 23 over Vermillion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0365\85-sh-sched.dgn



USER NAME = kevin.botarbush
DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISOR -
REVISION -
REVISION -
REVISION -

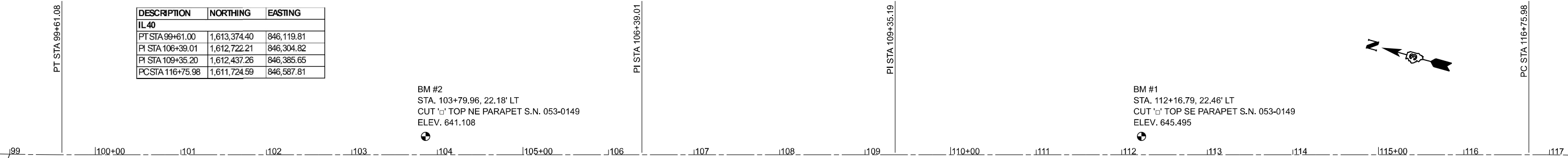
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	12
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

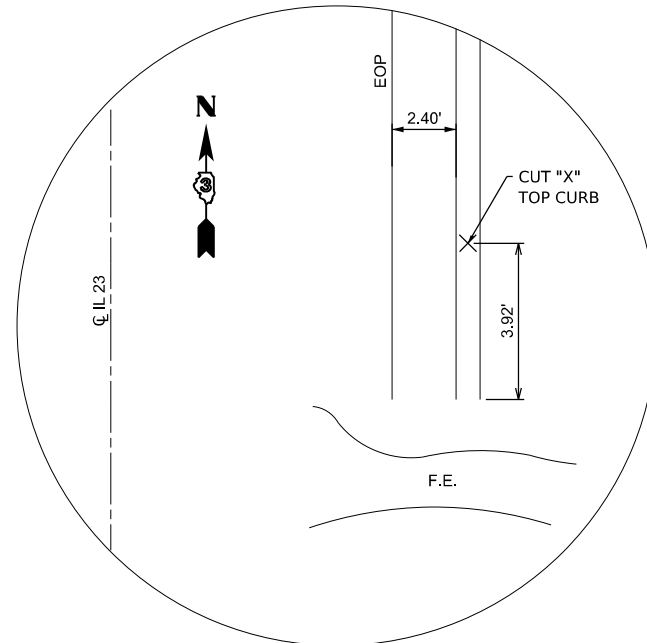
DESCRIPTION	NORTHING	EASTING
IL40		
PT STA 99+61.00	1,613,374.40	846,119.81
PI STA 106+39.01	1,612,722.21	846,304.82
PI STA 109+35.20	1,612,437.26	846,385.65
PC STA 116+75.98	1,611,724.59	846,587.81



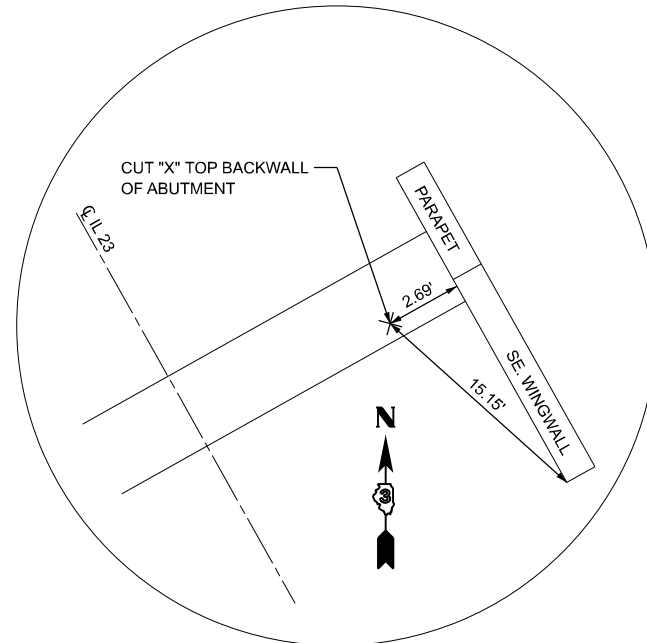
BM #3
 STA. 96+88.97, 62.44' RT
 CH 'X' NE BOLT F.H. @ N.W.
 QUAD BLOOMINGTON
 & ADAMS ST.
 ELEV. 620.545

EX CURVE
 PI STA = 95+68.94
 $\Delta = 15^\circ 47' 10''$ (LT)
 $D = 02^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 397.17'$
 $L = 789.30'$
 $E = 27.40'$
 PC STA = 91+71.77
 PT STA = 99+61.08

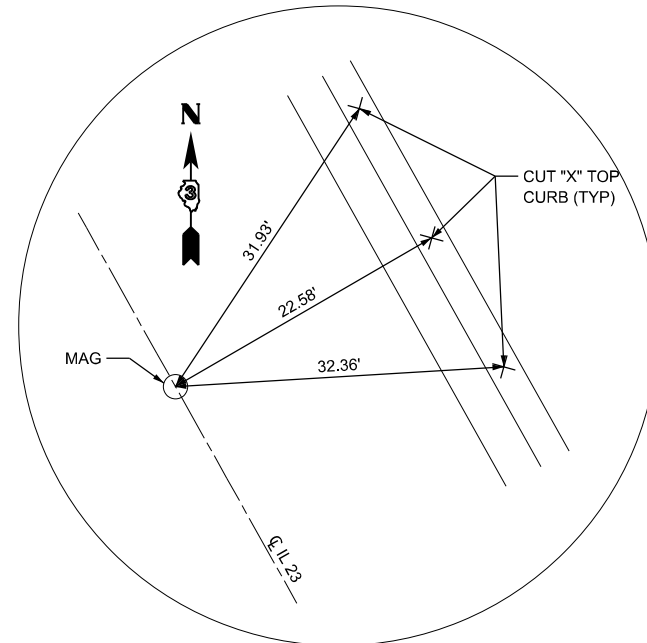
EX CURVE
 PI STA = 121+10.09
 $\Delta = 17^\circ 14' 00''$ (RT)
 $D = 02^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 434.11'$
 $L = 861.66'$
 $E = 32.70'$
 PC STA = 116+75.98
 PT STA = 125+37.65



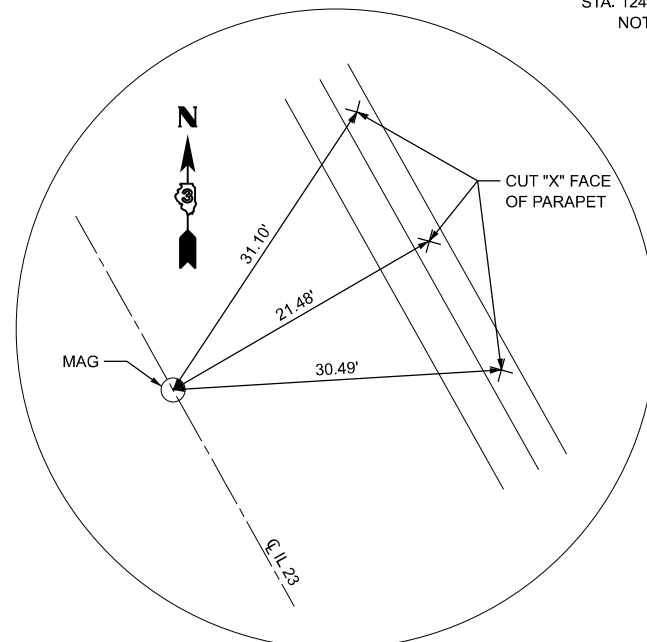
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 NOT TO SCALE



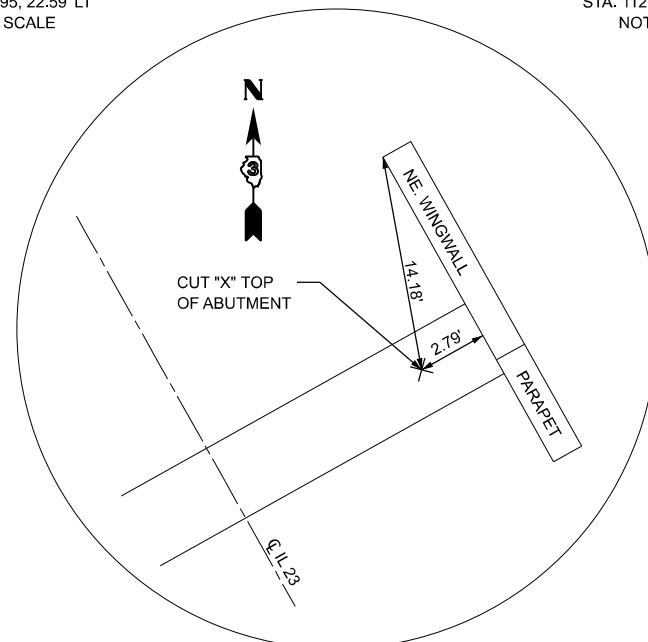
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 NOT TO SCALE



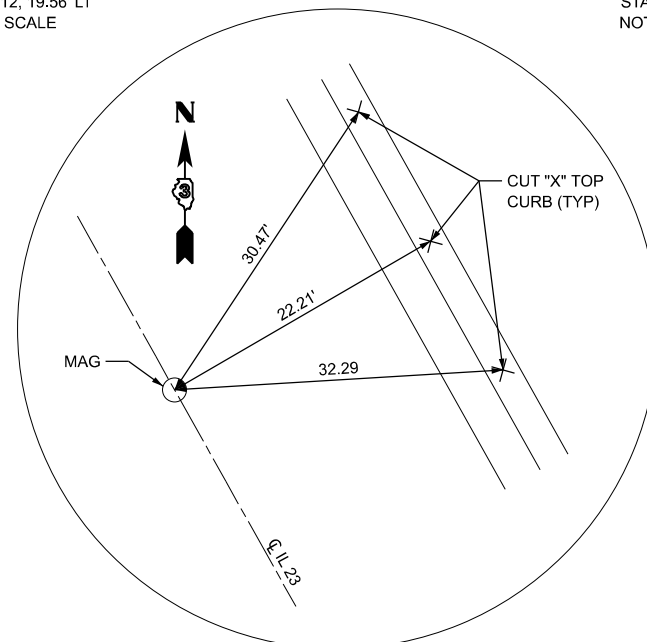
PC
 STA. 116+75.97
 NOT TO SCALE



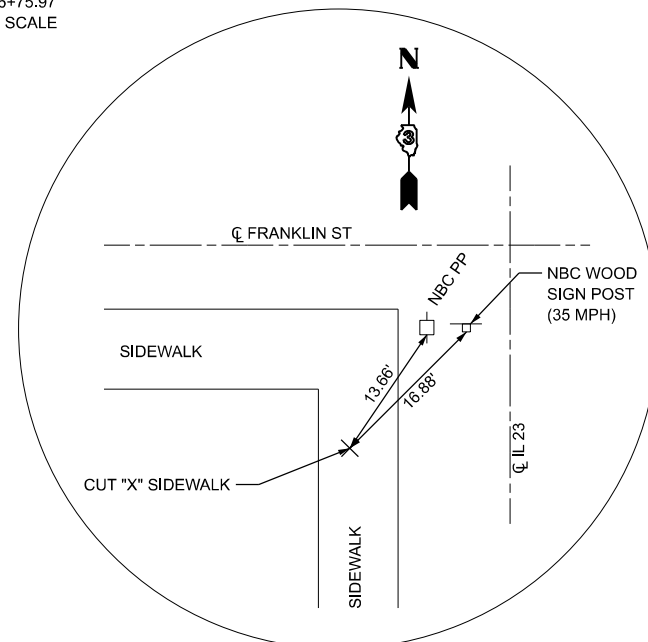
POT
 STA. 106+39.00
 NOT TO SCALE



CP3
 STA. 103+93.69, 19.24' LT
 NOT TO SCALE



PT
 STA. 99+61.08
 NOT TO SCALE



CP4
 STA. 93+94.81, 34.92' RT
 NOT TO SCALE

MODEL: Unlabeled-1 [Sheet]
 FILE NAME: H:\P\224065 - D3 VAV PTB 211-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sh-41TB.dgn
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
DATE = 2/18/2026	DATE -	REVISED -


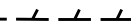



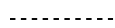
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

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

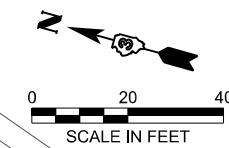
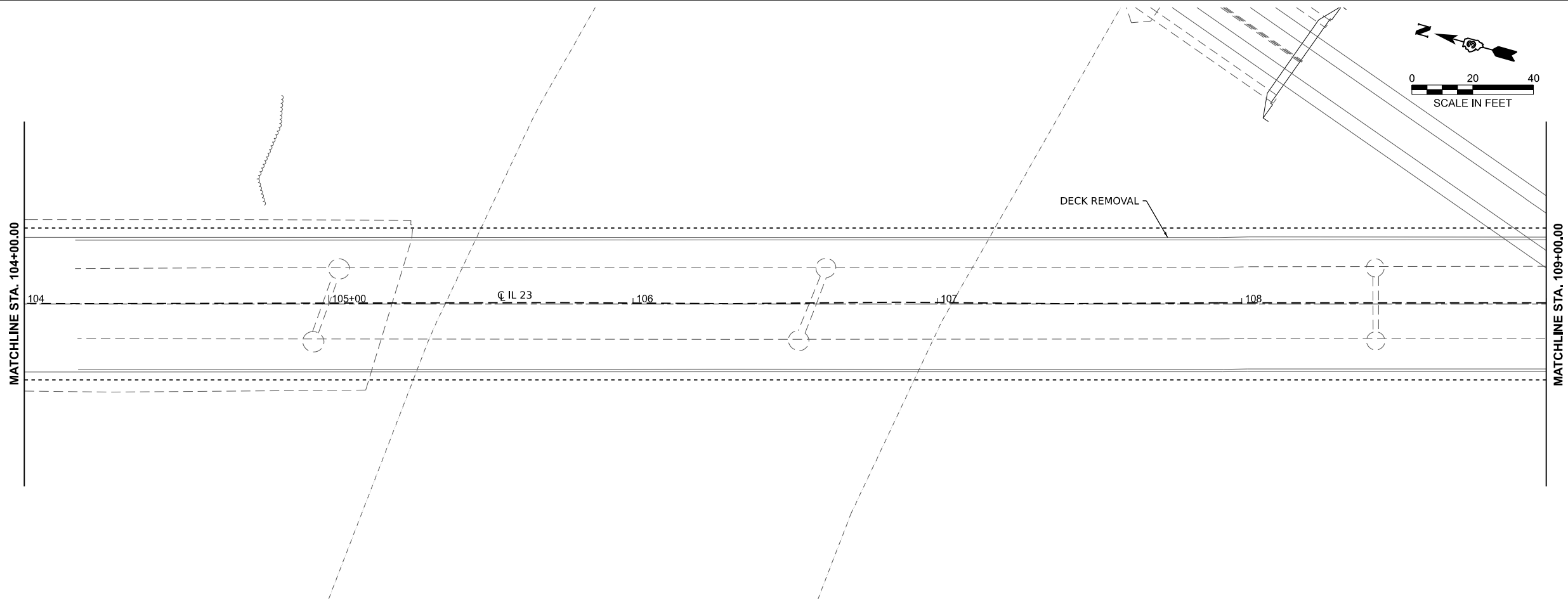
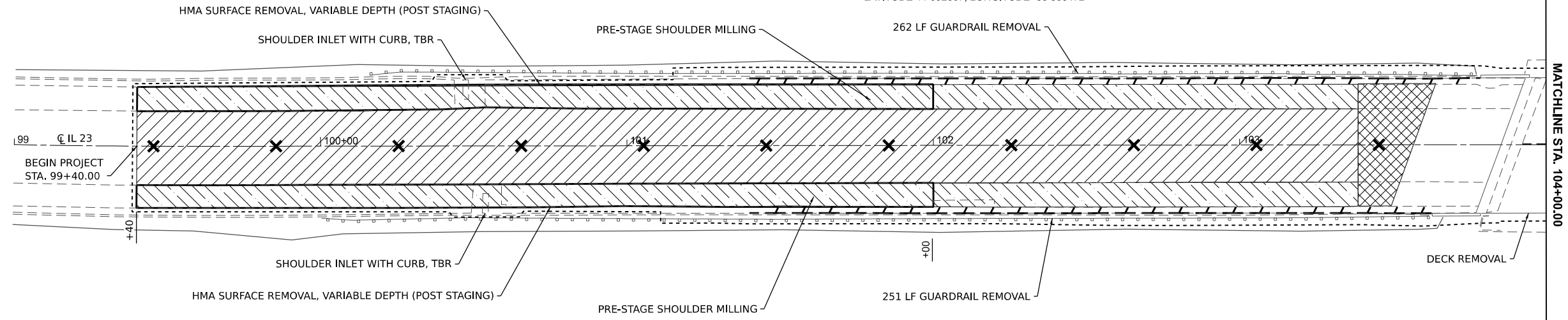
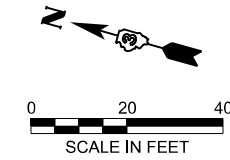
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	13
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		

LEGEND

	HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"		CURB AND GUTTER REMOVAL
	PAVEMENT REMOVAL		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" (PRE-STAGE)		CONSTRUCTION LIMITS

NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" AND PRE-STAGE SHOULDER RESURFACING TO BE COMPLETED BEFORE STAGING AND DECK REPLACEMENT.
- BOXED AREA IS POST STAGE HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH.
- RAILROAD MILEPOST 91.750, SUBDIVISION CHILlicoTHE. LATITUDE 41.092867, LONGITUDE -88.833472.



MODEL: Removals (Sheet) FILE NAME: H:\P\224065 - D3 VAV PTB 21-23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sht-rem.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -


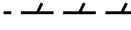



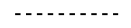
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 99+00.00 TO STA. 109+00.00

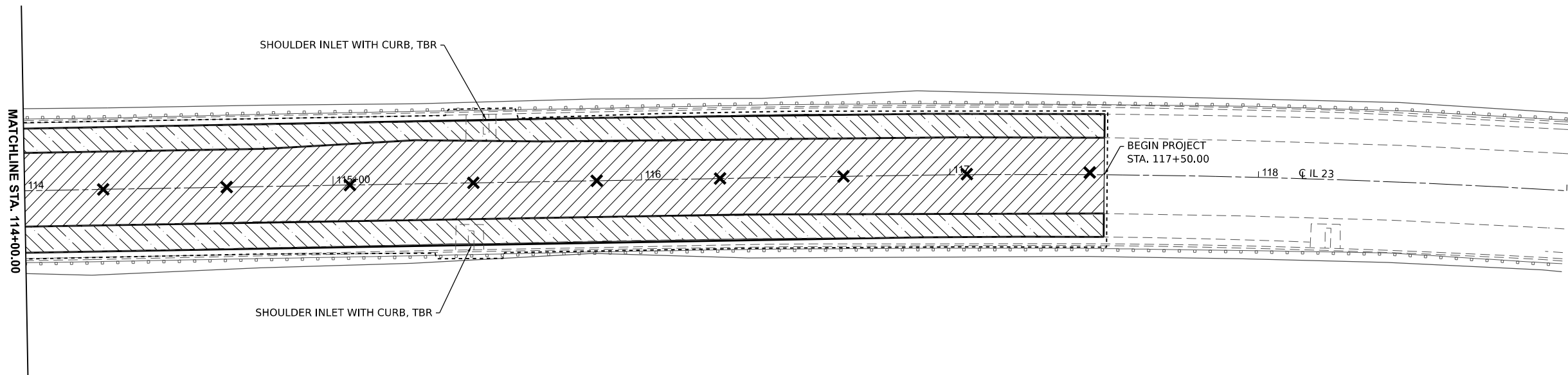
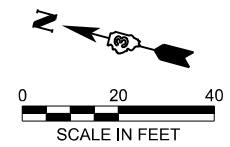
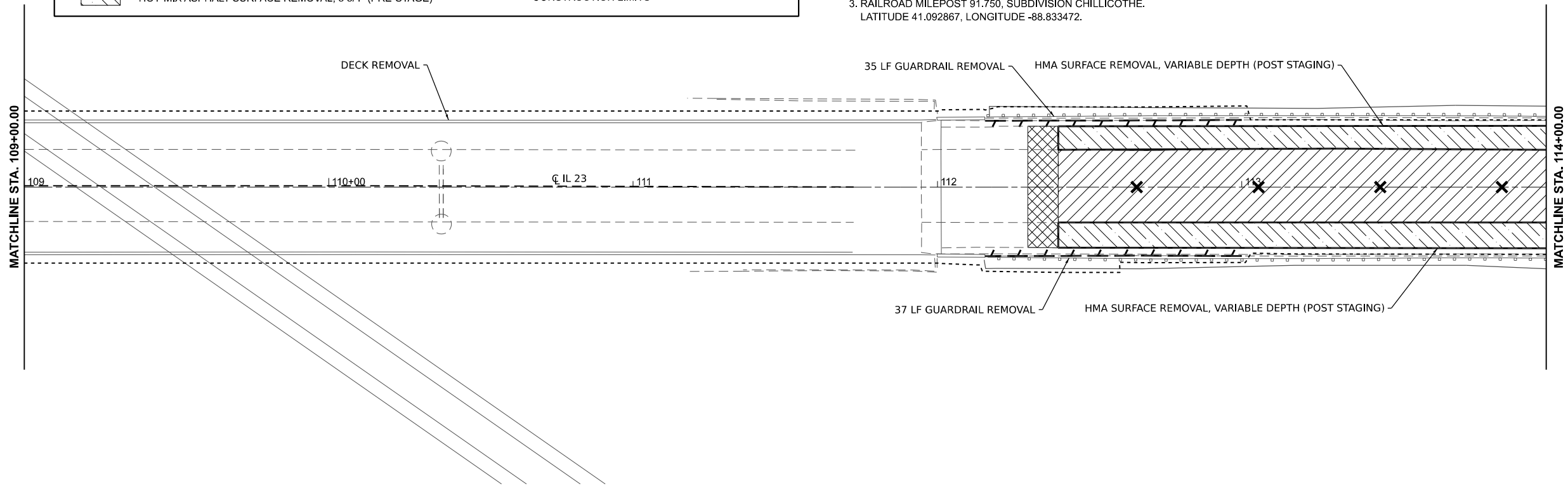
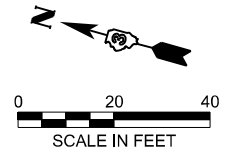
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68	[(37,101)BV(B)BR	LIVINGSTON	93	14
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

LEGEND

	HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"		CURB AND GUTTER REMOVAL
	PAVEMENT REMOVAL		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" (PRE-STAGE)		CONSTRUCTION LIMITS

NOTES:

- HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" AND PRE-STAGE SHOULDER RESURFACING TO BE COMPLETED BEFORE STAGING AND DECK REPLACEMENT.
- BOXED AREA IS POST STAGE HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH.
- RAILROAD MILEPOST 91.750, SUBDIVISION CHILLICOTHE. LATITUDE 41.092867, LONGITUDE -88.833472.



MODEL: Removale-1 [Sheet] FILE NAME: H:\P\224055 - D3 VAV PTB 21-23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-shr-rem.dgn



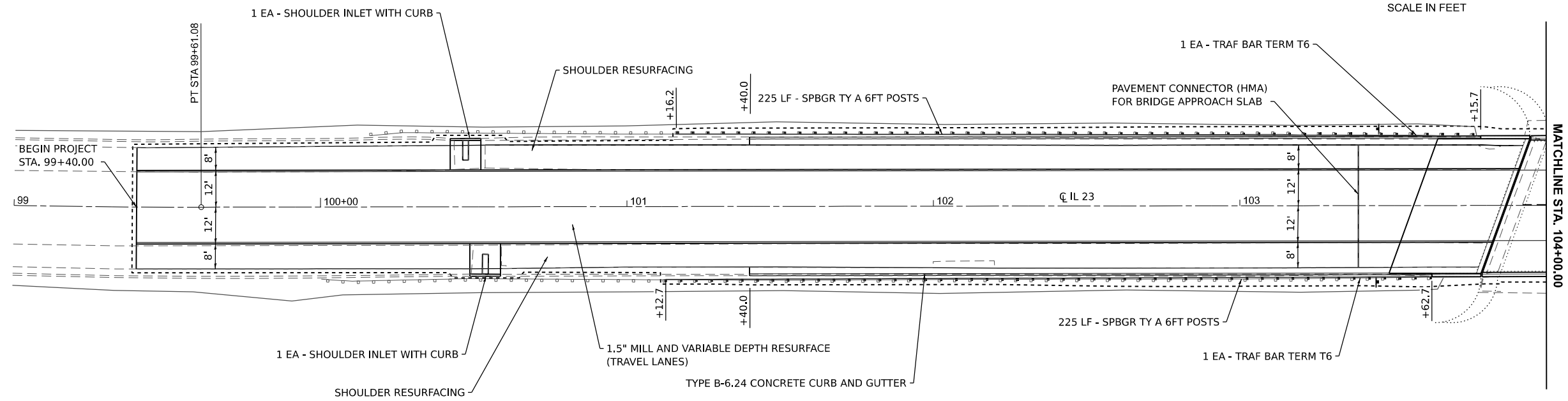
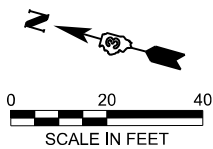
USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

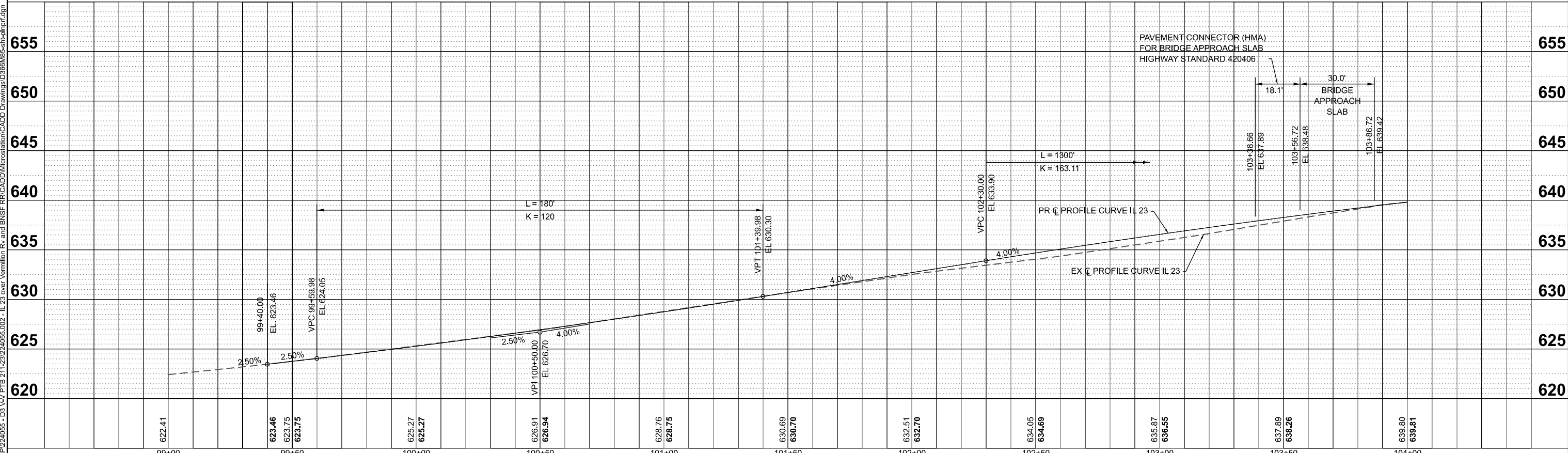
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	15
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



LEGEND

----- LIMITS OF CONSTRUCTION



MODEL: EXCL IL 23 - Plan-1 (Sheet)
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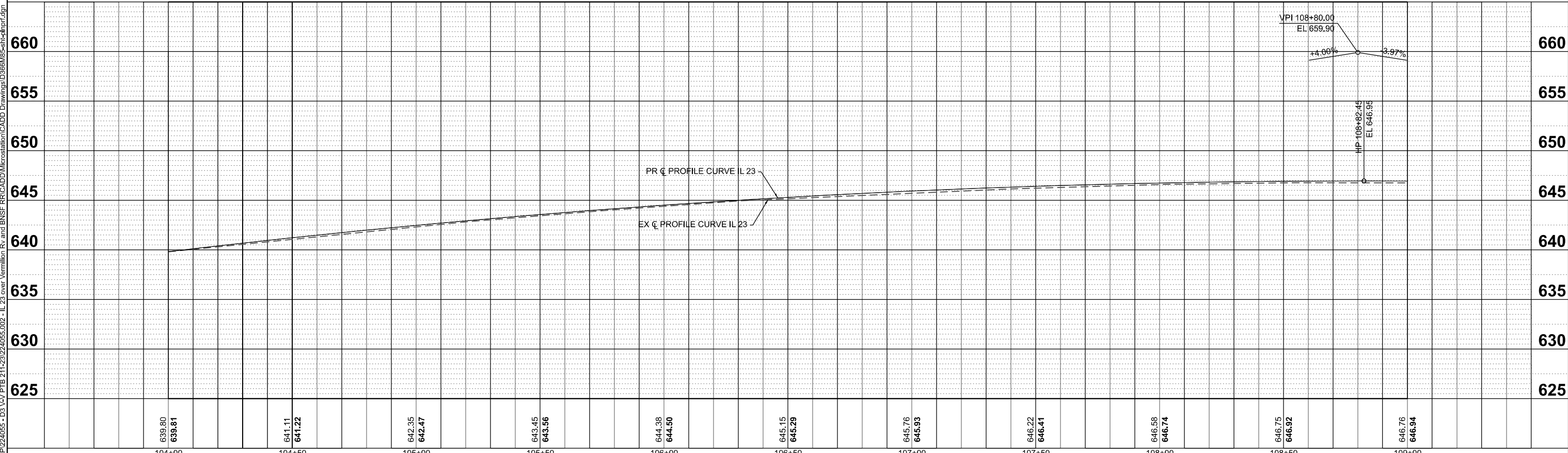
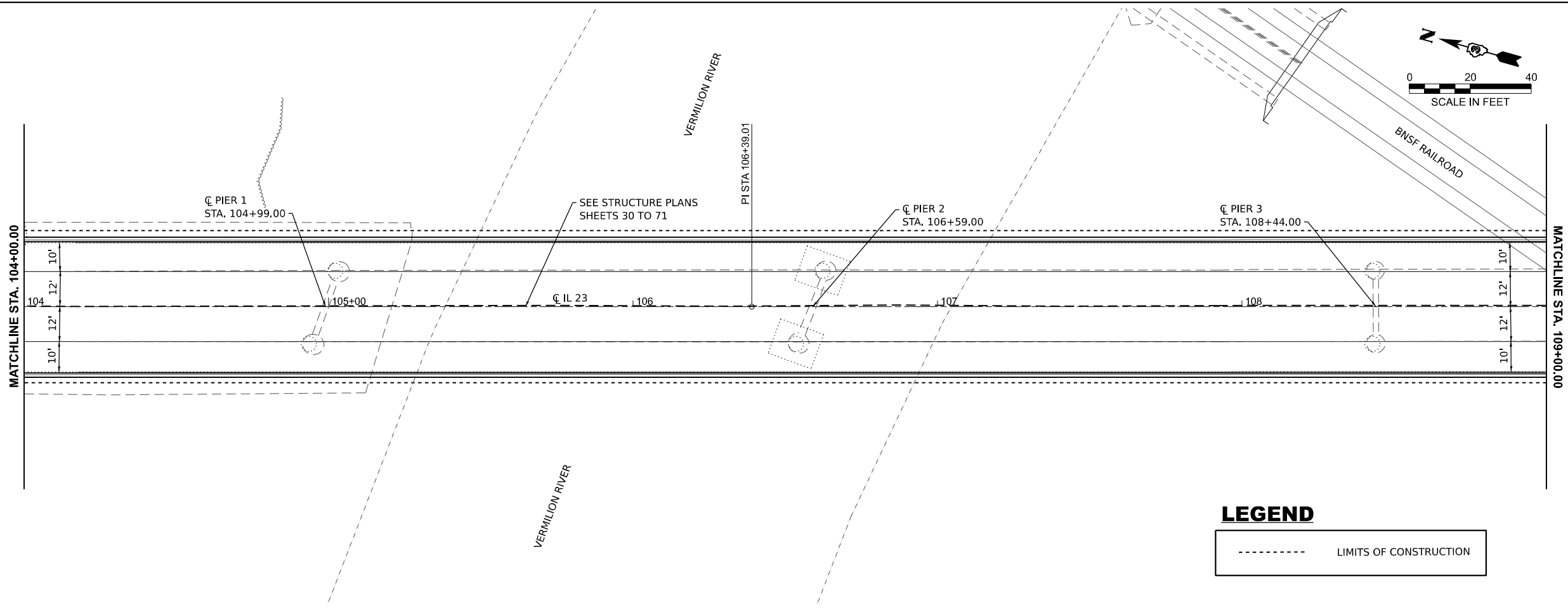


USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 3/17/2026		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS
 SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE. 68	SECTION [(37,101)BV]BR	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 16
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



MODEL: EXCL IL 23 - Plan-2 (Sheet)
 FILE NAME: H:\P\224055 - D3\A\PTB 211-23\224055.002 - IL 23 over Vermilion Rv. and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sh1-dmprof.dgn



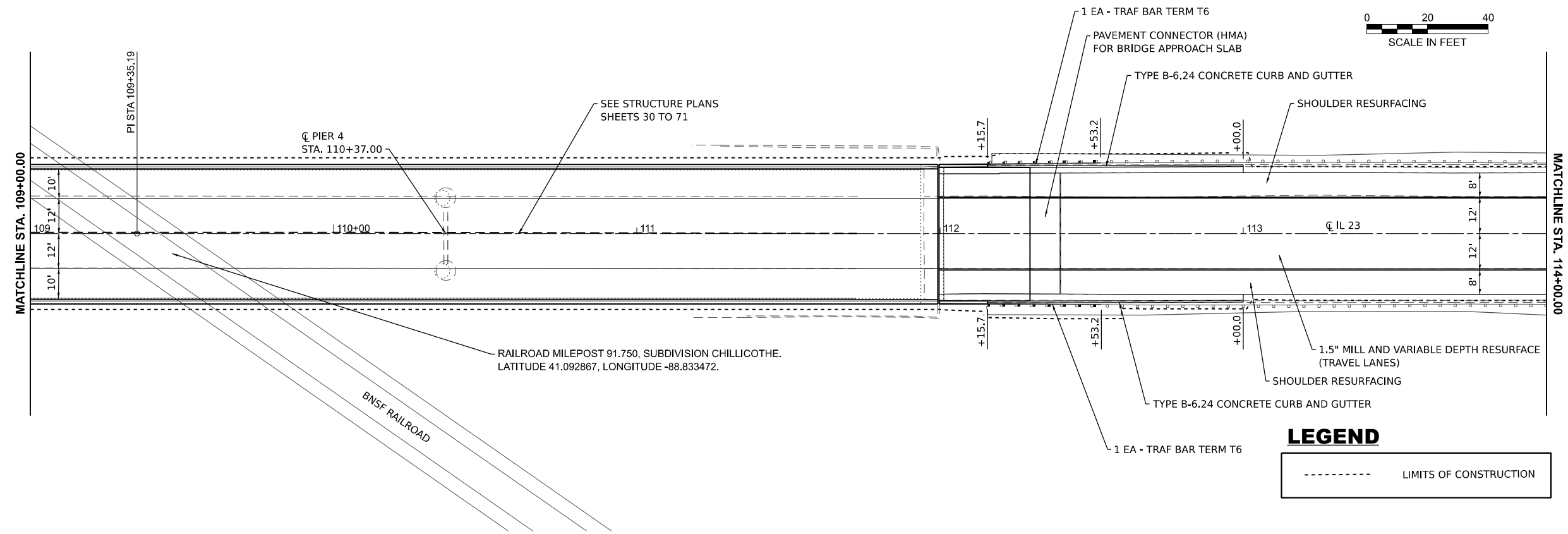
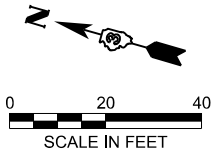
USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/17/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE SHEETS

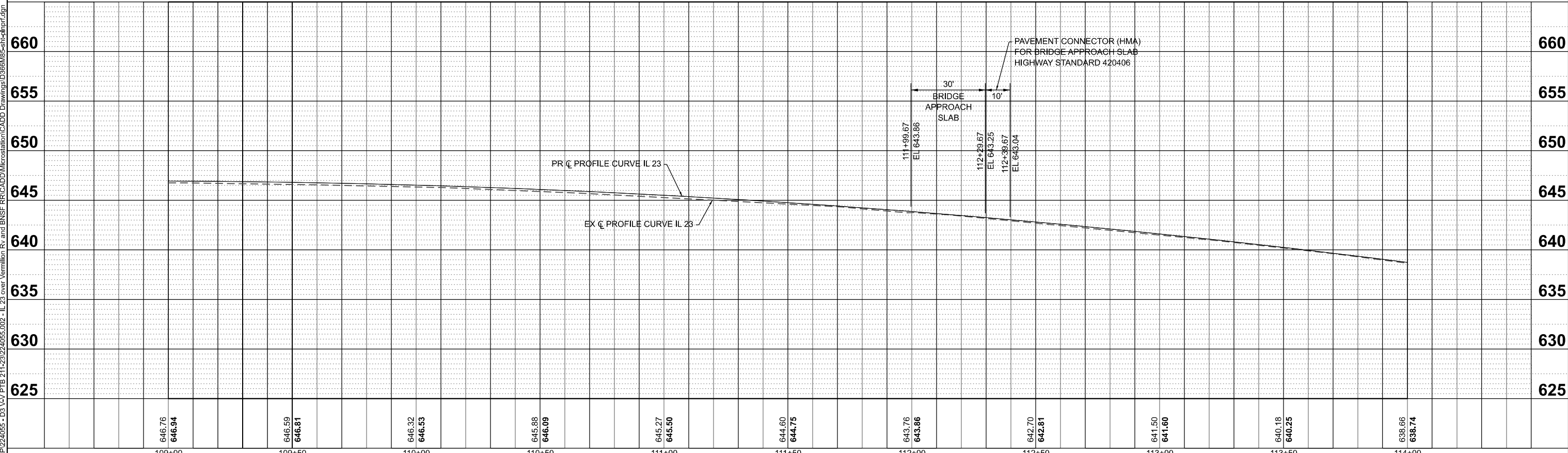
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE. 68	SECTION [(37,101)BV(B)BR]	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 17
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	



LEGEND

----- LIMITS OF CONSTRUCTION



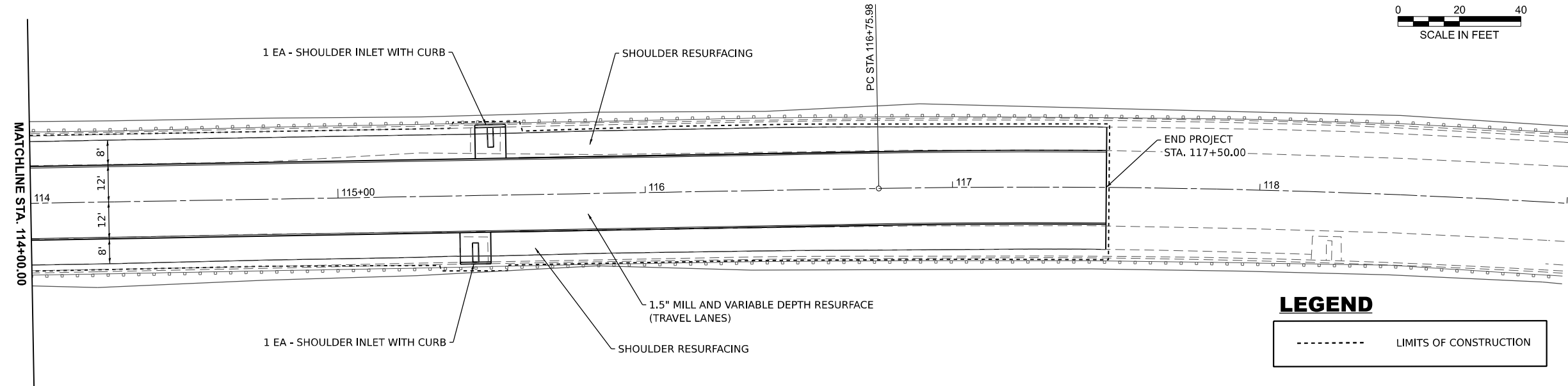
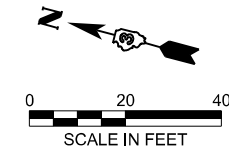
MODEL: EXCL IL 23 - Plan-3 (Sheet)
 FILE NAME: H:\P\224055 - D3\1\1\PTB 211-23\224055.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sh1-dmprof.dgn

646.76 646.94	646.59 646.81	646.32 646.53	645.88 646.09	645.27 645.50	644.60 644.75	643.76 643.86	642.70 642.81	641.50 641.60	640.18 640.25	638.66 638.74
109+00	109+50	110+00	110+50	111+00	111+50	112+00	112+50	113+00	113+50	114+00

USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 3/17/2026		

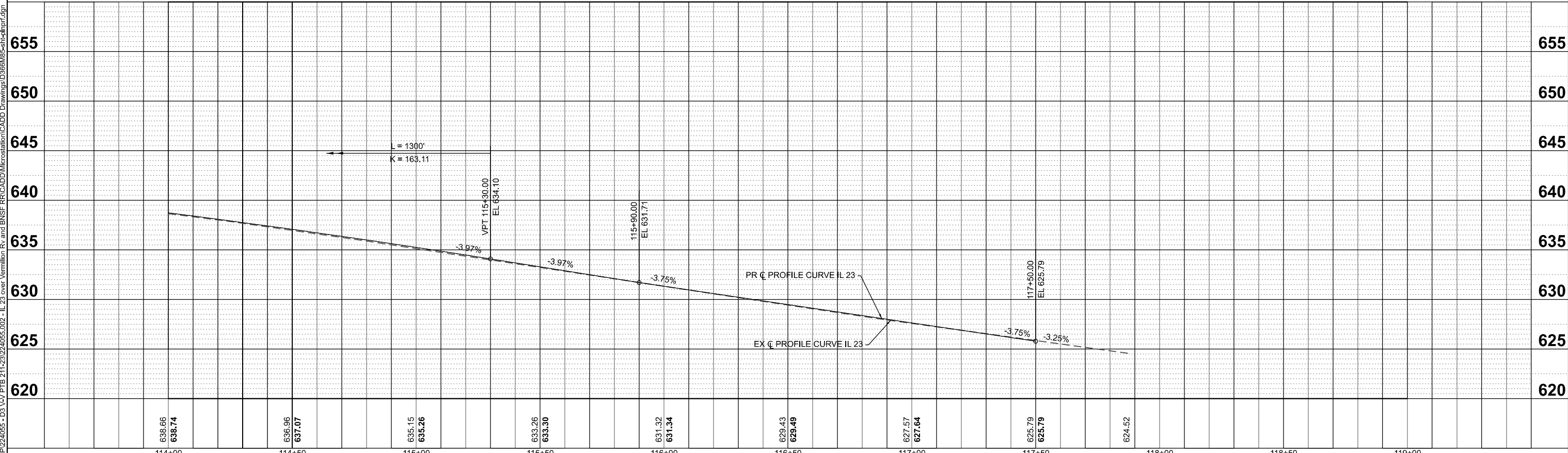
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE SHEETS	
SCALE:	SHEET 3 OF 4 SHEETS	STA.	TO STA.
F.A.P. RTE. 68		SECTION [(37,101)BVB]BR	COUNTY LIVINGSTON
		TOTAL SHEETS 93	SHEET NO. 18
		CONTRACT NO. 66M85	
		ILLINOIS FED. AID PROJECT	





LEGEND

----- LIMITS OF CONSTRUCTION



MODEL: EXCL IL 23 - Plan-4 (Sheet)
 FILE NAME: H:\P\224055 - D3 VAV\PTB 211-23\224055.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sh-4.dgn



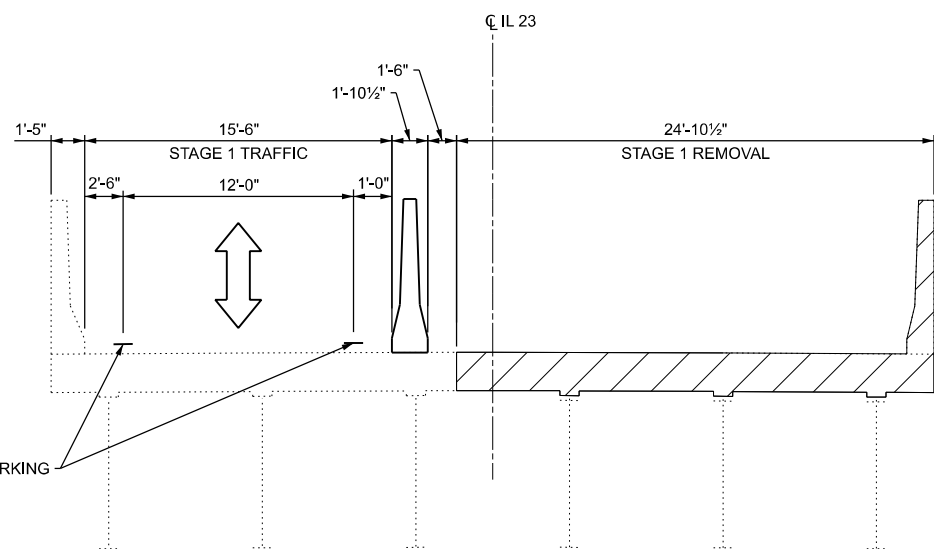
USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/17/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE SHEETS

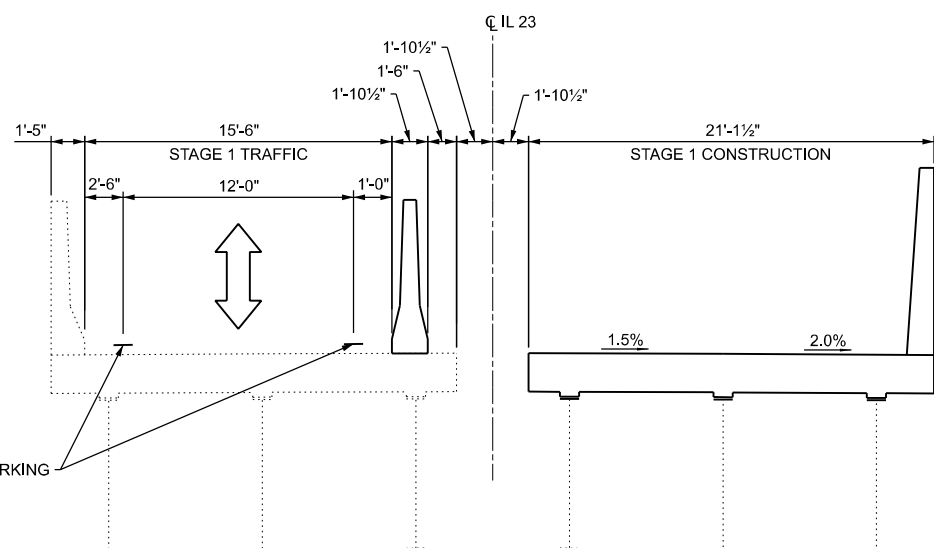
SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	19
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	



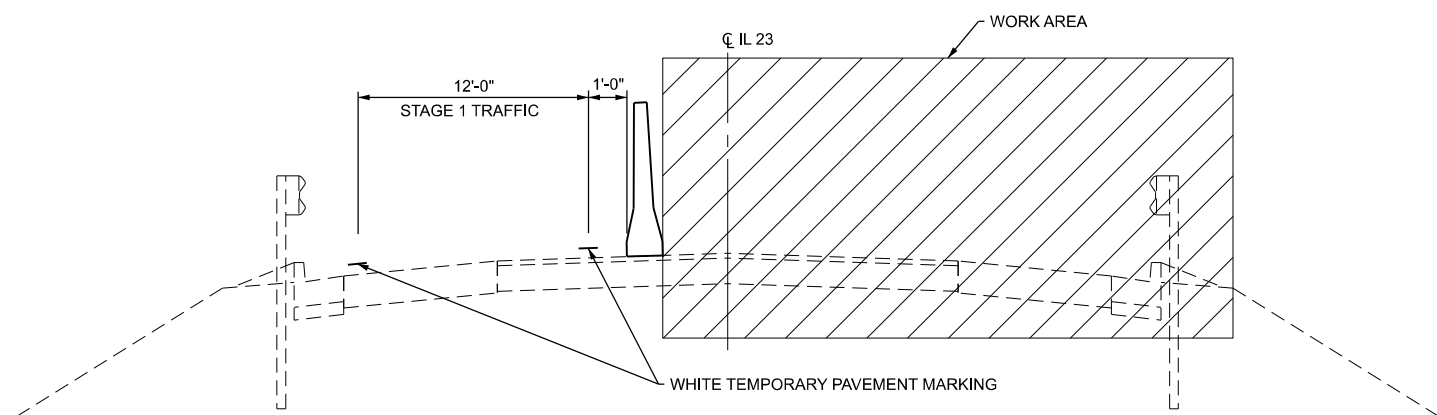
WHITE TEMPORARY PAVEMENT MARKING

STAGE 1 REMOVAL



WHITE TEMPORARY PAVEMENT MARKING

STAGE 1 CONSTRUCTION

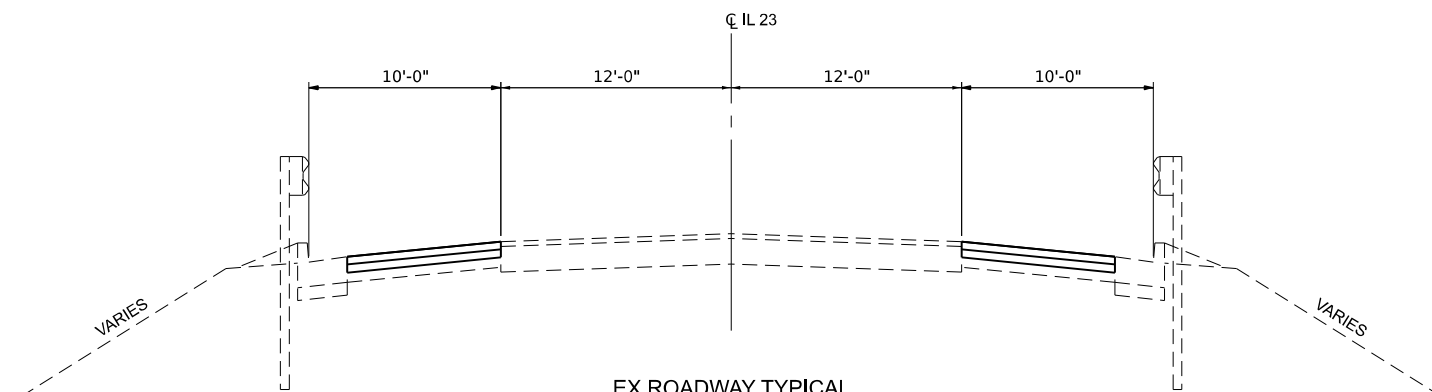


WHITE TEMPORARY PAVEMENT MARKING

STAGE 1 CONSTRUCTION

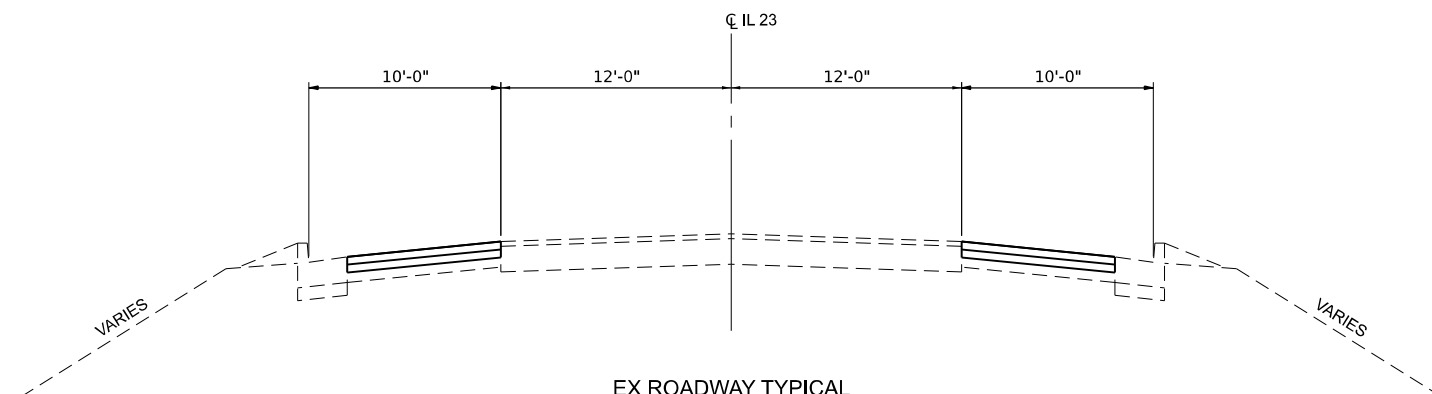
PRE-STAGE CONSTRUCTION

- MILL AND RESURFACE SHOULDERS
REMOVAL SHEETS USING TRAFFIC CONTROL AND PROTECTION STANDARD 701306.



EX ROADWAY TYPICAL

STA. 100+00.00 TO STA. 103+56.17
 APPROACH SLAB STA. 103+56.17 TO 103+86.17
 STRUCTURE OMISSION STA. 103+86.18 TO STA. 112+02.33
 APPROACH SLAB STA. 112+02.33 TO STA. 112+32.33
 STA. 112+32.33 TO STA. 117+50.00



EX ROADWAY TYPICAL

STA. 99+40.00 TO STA. 100+00.00

MODEL: Stage 1 Typical (Sheet)
 FILE NAME: H:\P\224065 - D3 V\1\PTB 21-23\224065.002 - IL 23 over Vermillion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-Stage1-typical.dgn
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -








STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE 1 - TYPICAL SECTIONS
 TRAFFIC CONTROL PLAN

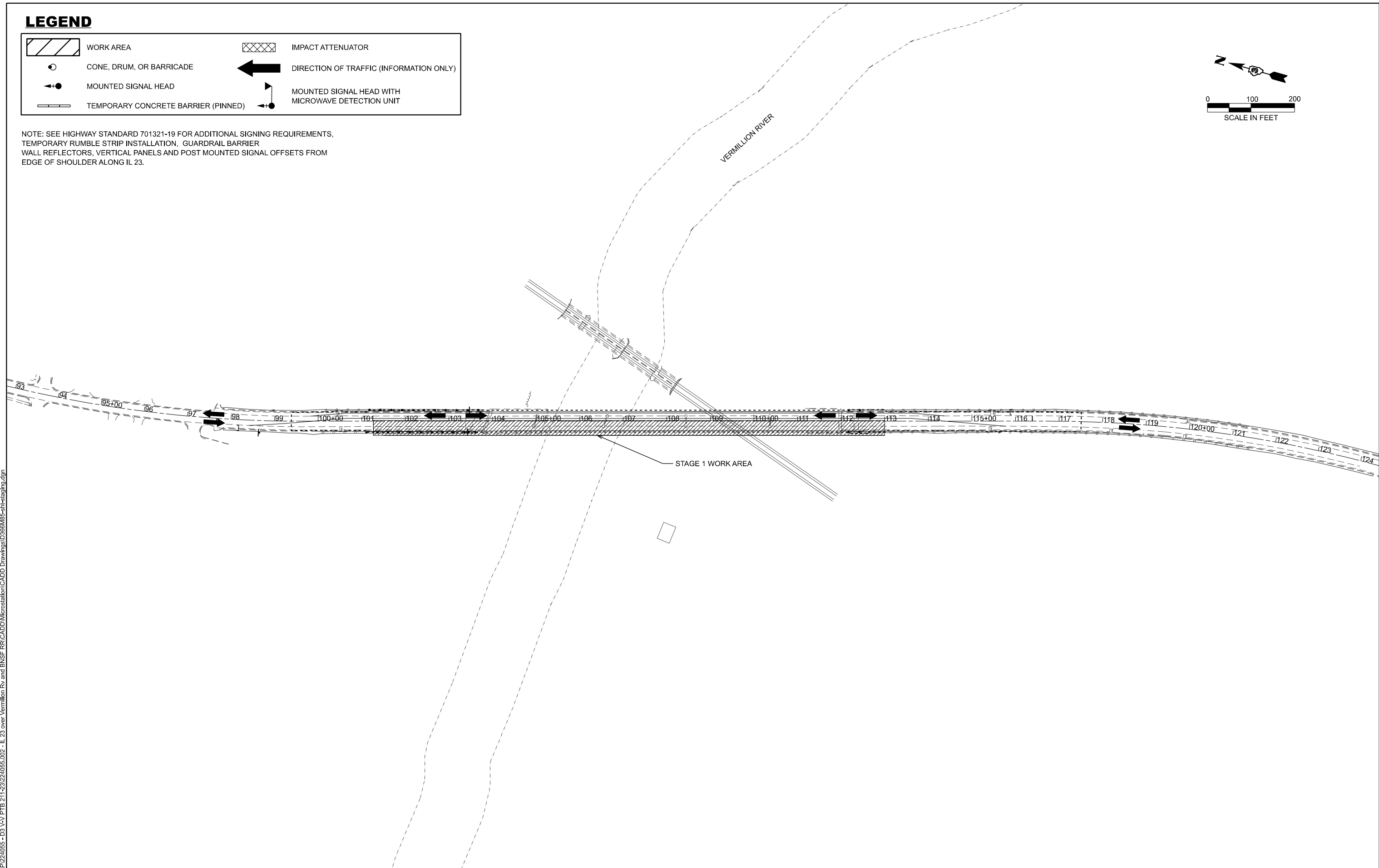
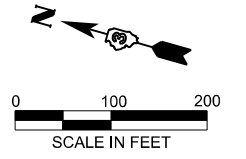
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	20
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

LEGEND

	WORK AREA		IMPACT ATTENUATOR
	CONE, DRUM, OR BARRICADE		DIRECTION OF TRAFFIC (INFORMATION ONLY)
	MOUNTED SIGNAL HEAD		MOUNTED SIGNAL HEAD WITH MICROWAVE DETECTION UNIT
	TEMPORARY CONCRETE BARRIER (PINNED)		

NOTE: SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS, TEMPORARY RUMBLE STRIP INSTALLATION, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.



MODEL: stage_1_overview (Sheet) FILE NAME: H:\P\224065 - D3 V\PTB 21-23\224065.002 - IL 23 over Vermillion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-stage1.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/5/2026	DATE -	REVISED -







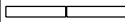
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 - OVERVIEW
TRAFFIC CONTROL PLAN**

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

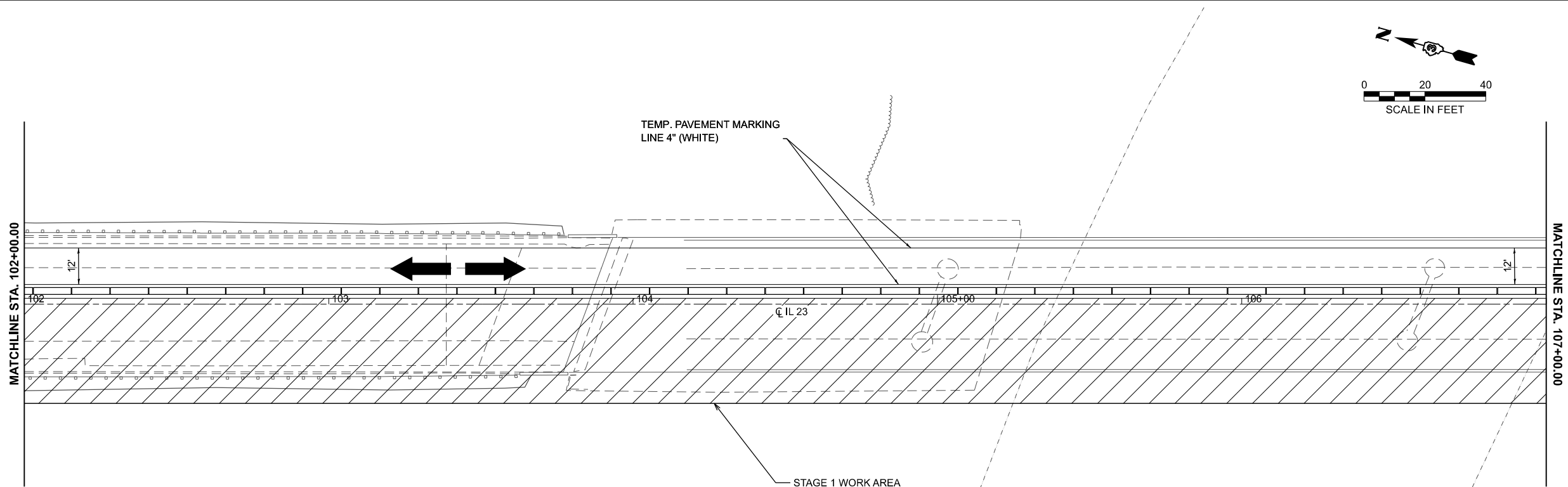
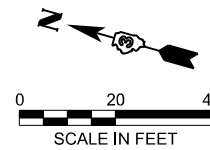
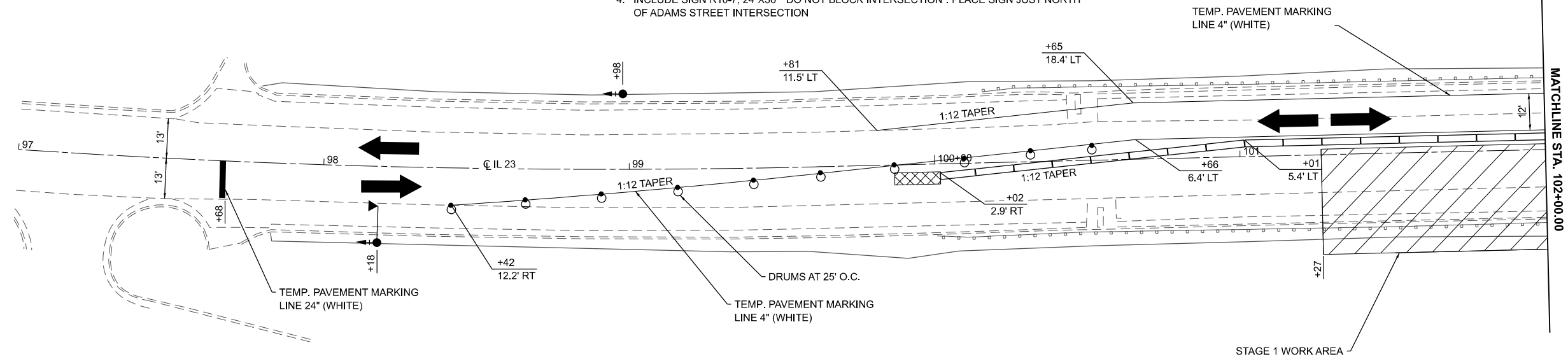
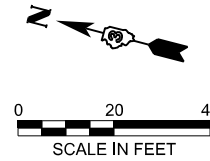
F.A.P. RTE. 68	SECTION [(37,101)BVB]BR	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 21
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

LEGEND

	WORK AREA		IMPACT ATTENUATOR
	CONE, DRUM, OR BARRICADE		DIRECTION OF TRAFFIC (INFORMATION ONLY)
	MOUNTED SIGNAL HEAD		MOUNTED SIGNAL HEAD WITH MICROWAVE DETECTION UNIT
	TEMPORARY CONCRETE BARRIER (PINNED)		

NOTES:

1. SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS. TEMPORARY RUMBLE STRIP INSTALLATION, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.
2. ALL STATION OFFSETS FOR TEMPORARY CONCRETE BARRIER ARE TO THE TRAFFIC SIDE.
3. SEE HIGHWAY STANDARD 701321-19 FOR SIGNAGE AND RUMBLE STRIP INFORMATION BEFORE AND AFTER PROJECT LIMITS.
4. INCLUDE SIGN R10-7, 24"X36" "DO NOT BLOCK INTERSECTION". PLACE SIGN JUST NORTH OF ADAMS STREET INTERSECTION



MODEL: Stage 1 - Stage 1 - Plan 1 (Sheet)
FILE NAME: H:\P\224065 - D3 V\PTB 21-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-stage1.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 - PLAN SHEETS
TRAFFIC CONTROL PLAN**

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

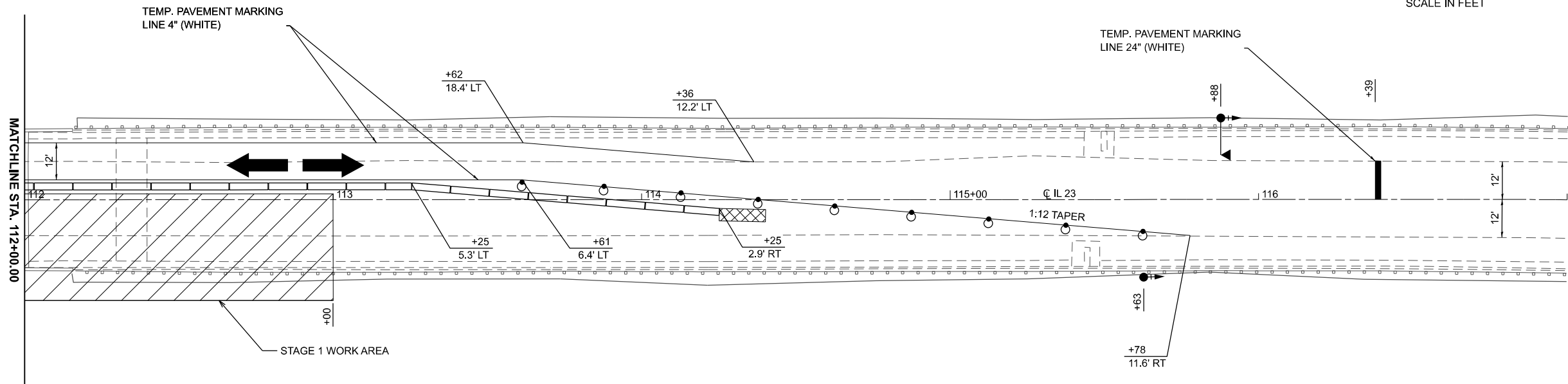
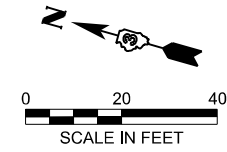
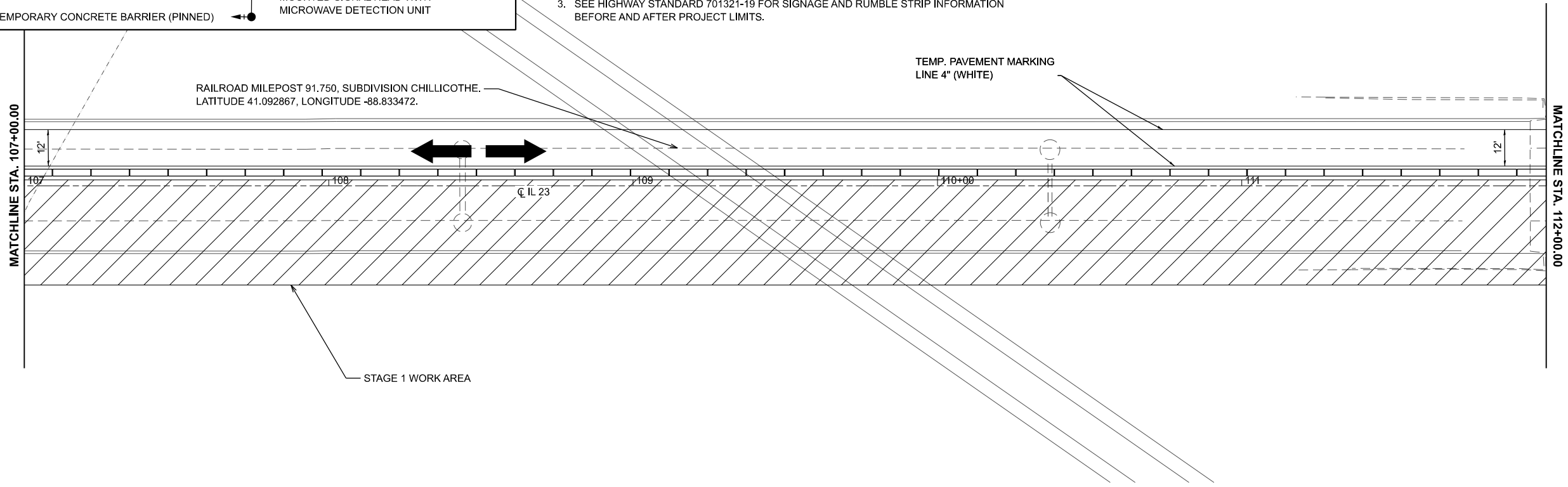
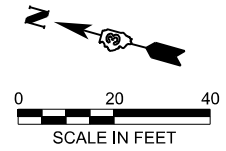
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV(B)BR	LIVINGSTON	93	22
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

LEGEND

	WORK AREA		IMPACT ATTENUATOR
	CONE, DRUM, OR BARRICADE		DIRECTION OF TRAFFIC (INFORMATION ONLY)
	MOUNTED SIGNAL HEAD		MOUNTED SIGNAL HEAD WITH MICROWAVE DETECTION UNIT
	TEMPORARY CONCRETE BARRIER (PINNED)		

NOTES:

1. SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS, TEMPORARY RUMBLE STRIP INSTALLATION, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.
2. ALL STATION OFFSETS FOR TEMPORARY CONCRETE BARRIER ARE TO THE TRAFFIC SIDE.
3. SEE HIGHWAY STANDARD 701321-19 FOR SIGNAGE AND RUMBLE STRIP INFORMATION BEFORE AND AFTER PROJECT LIMITS.



MODEL: Stage 1 - Stage 1 - Plan 3 (Sheet)
 FILE NAME: H:\P\224065 - D3 V\PTB 21-23\224065.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-stage1.dgn



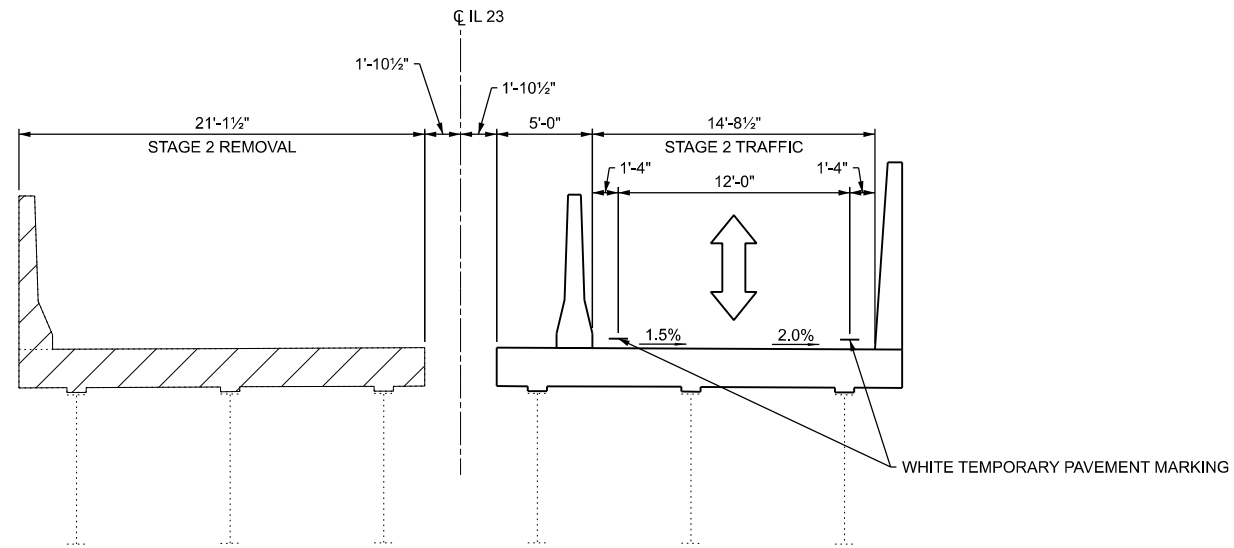
USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

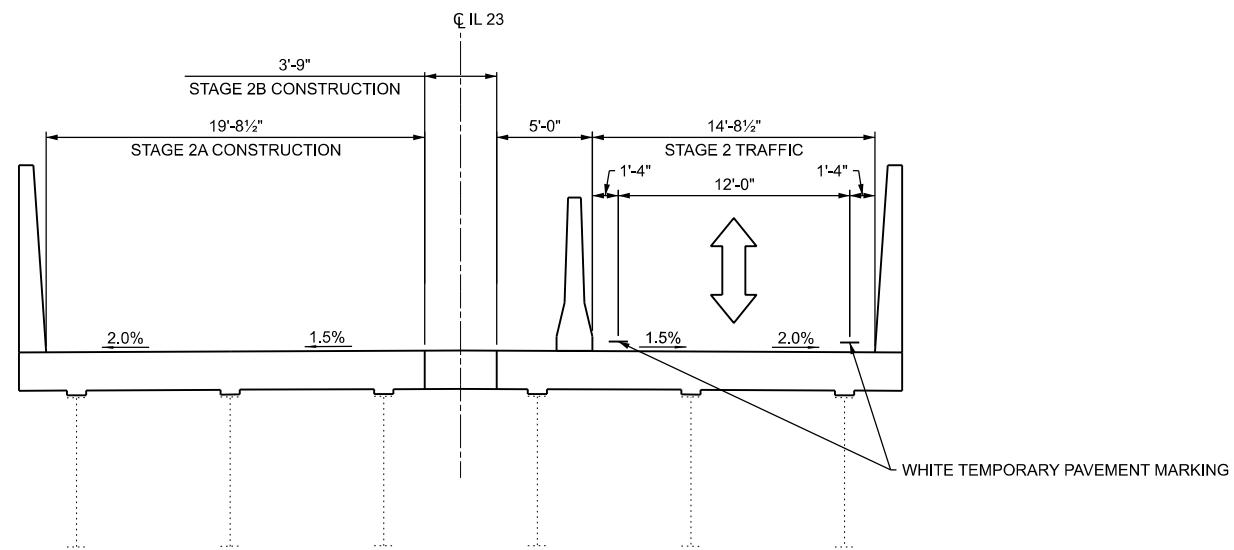
**STAGE 1 - PLAN SHEETS
TRAFFIC CONTROL PLAN**

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

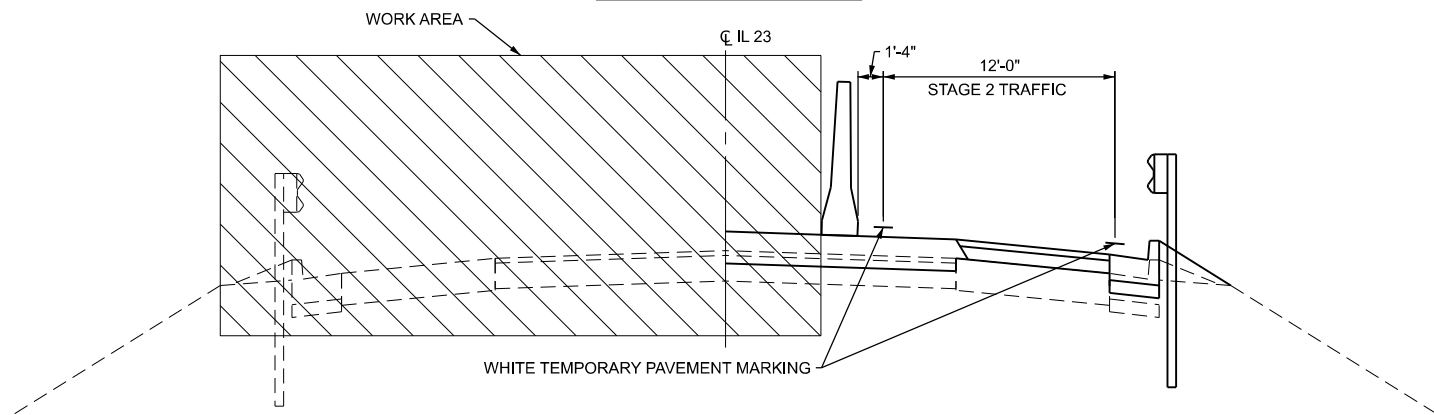
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	23
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



STAGE 2 REMOVAL



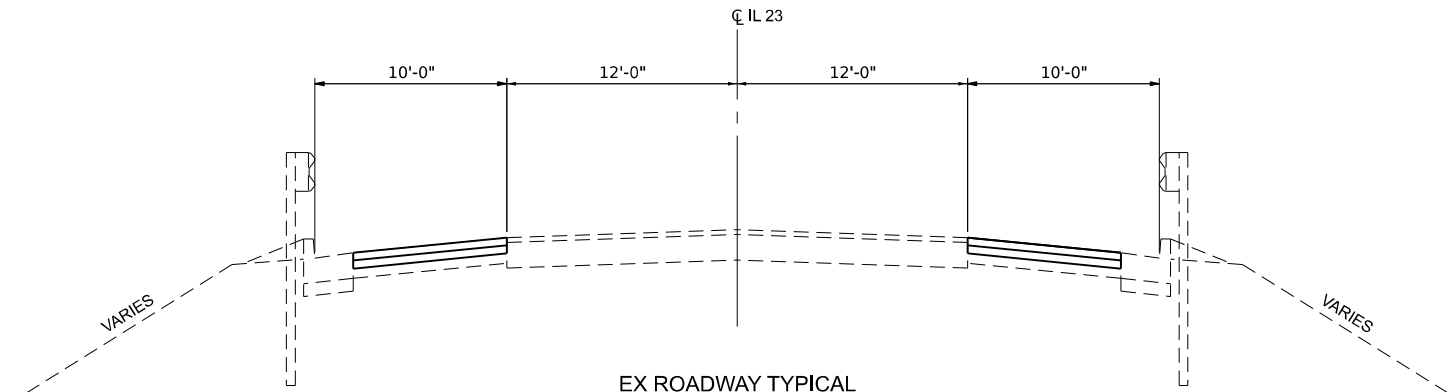
STAGE 2 CONSTRUCTION



STAGE 2 CONSTRUCTION

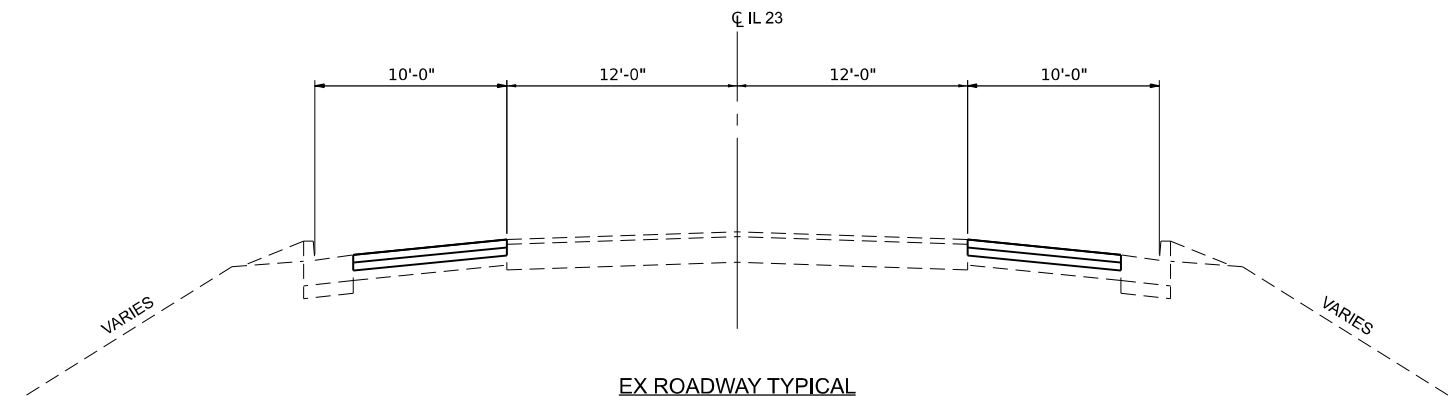
PRE-STAGE CONSTRUCTION

1. MILL AND RESURFACE SHOULDERS REMOVAL SHEETS USING TRAFFIC CONTROL AND PROTECTION STANDARD 701306.



EX ROADWAY TYPICAL

STA. 100+00.00 TO STA. 103+56.17
 APPROACH SLAB STA. 103+56.17 TO 103+86.17
 STRUCTURE OMISSION STA. 103+86.18 TO STA. 112+02.33
 APPROACH SLAB STA. 112+02.33 TO STA. 112+32.33
 STA. 112+32.33 TO STA. 117+50.00



EX ROADWAY TYPICAL

STA. 99+40.00 TO STA. 100+00.00

MODEL: Stage 2 Typical (Sheet) [Sheet]
 FILE NAME: H:\P\224065 - D3 V\4\PTB 211-23\224065.002 - IL 23 over Vermilion Rv and BNSF RRC\ADD\Microstation\CADD Drawings\0366M85-sh-stage2-typical.dgn
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -








STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE 2 - TYPICAL SECTIONS
 TRAFFIC CONTROL PLAN

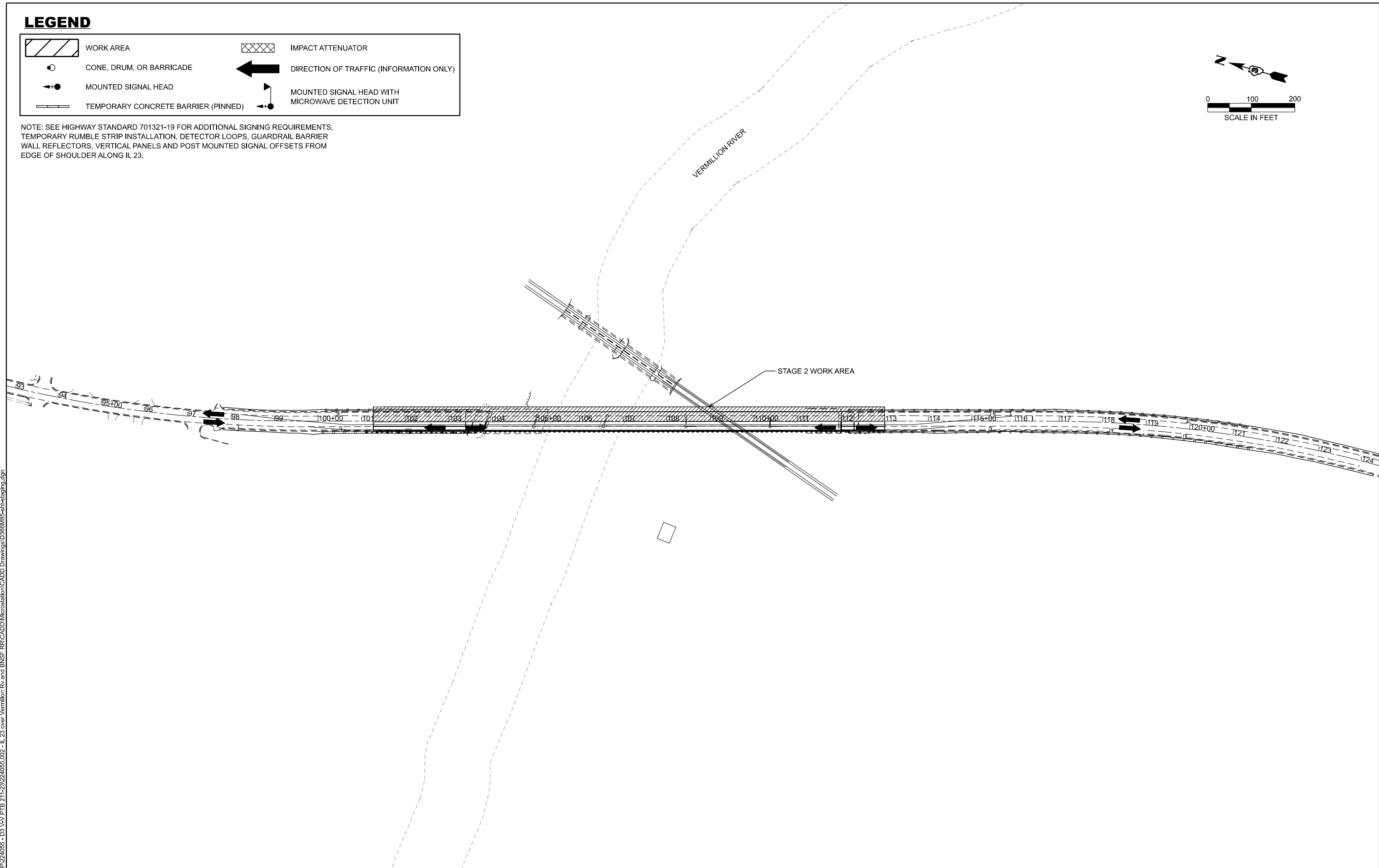
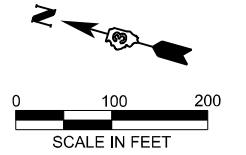
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	24
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

LEGEND

	WORK AREA		IMPACT ATTENUATOR
	CONE, DRUM, OR BARRICADE		DIRECTION OF TRAFFIC (INFORMATION ONLY)
	MOUNTED SIGNAL HEAD		MOUNTED SIGNAL HEAD WITH MICROWAVE DETECTION UNIT
	TEMPORARY CONCRETE BARRIER (PINNED)		

NOTE: SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS, TEMPORARY RUMBLE STRIP INSTALLATION, DETECTOR LOOPS, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.



MODEL: stage_2_overview (Sheet)
FILE NAME: H:\P\224065 - D3 1\1\PTB 211-23\224065.002 - IL 23 over Vermillion Rv and BNSF RR\CADD\Microstation\CADD Drawings\366M85-sh-staging.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/5/2026	DATE -	REVISED -

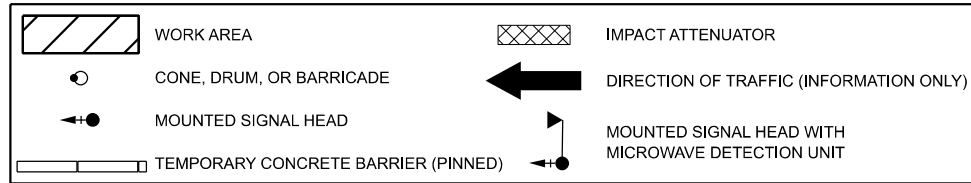
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 - OVERVIEW
TRAFFIC CONTROL PLAN**

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

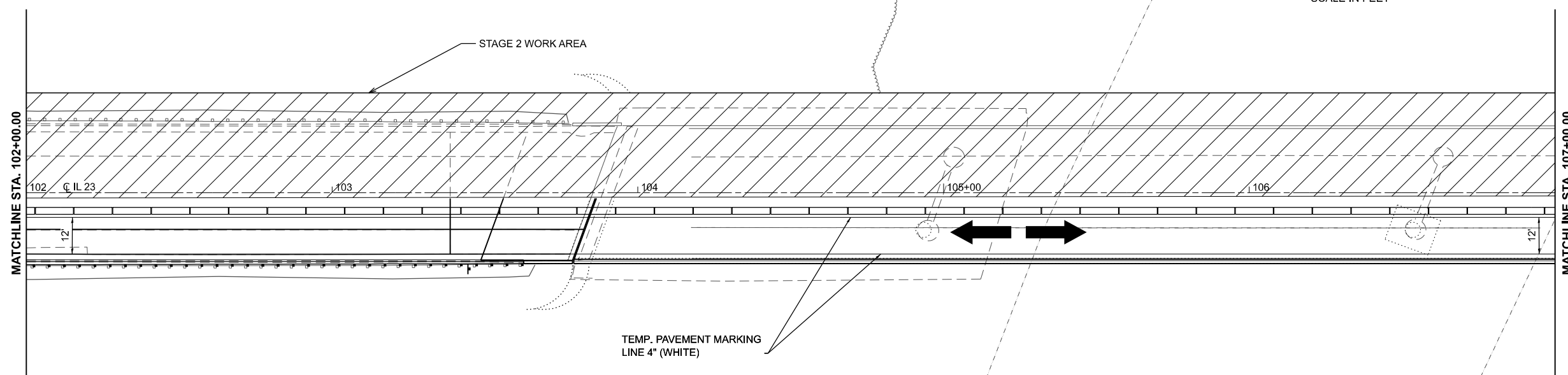
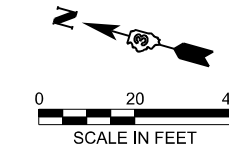
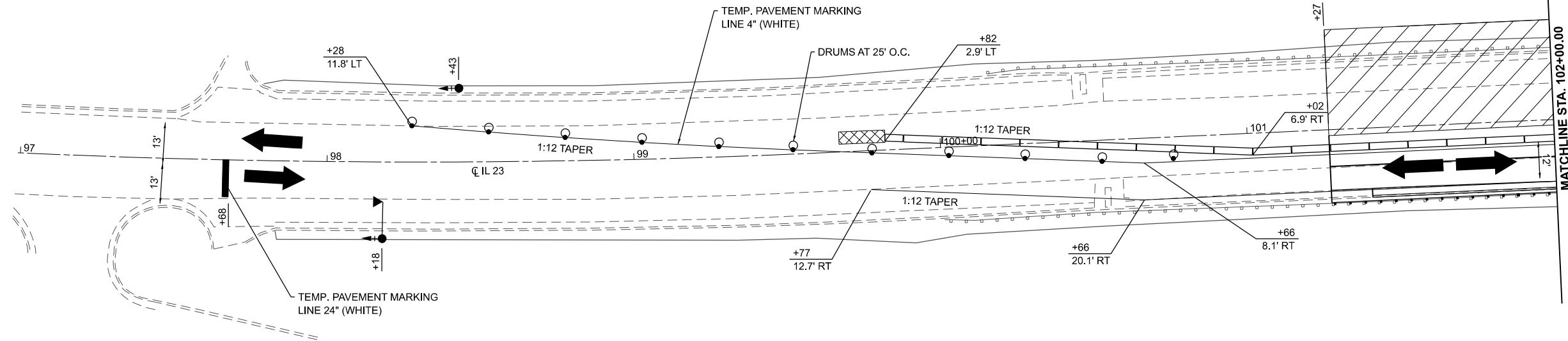
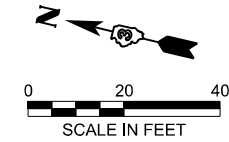
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	25
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

LEGEND



NOTES:

1. SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS, TEMPORARY RUMBLE STRIP INSTALLATION, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.
2. ALL STATION OFFSETS FOR TEMPORARY CONCRETE BARRIER ARE TO THE TRAFFIC SIDE.
3. SEE HIGHWAY STANDARD 701321-19 FOR SIGNAGE AND RUMBLE STRIP INFORMATION BEFORE AND AFTER PROJECT LIMITS.
4. INCLUDE SIGN R10-7, 24"X36" "DO NOT BLOCK INTERSECTION". PLACE SIGN JUST NORTH OF ADAMS STREET INTERSECTION



MODEL: EXCL_IL23 - Plan 2-1 (Sheet)
 FILE NAME: H:\P\224055 - D3 V\PTB 211-23\224055.002 - IL 23 over Vermillion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-traffic.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -

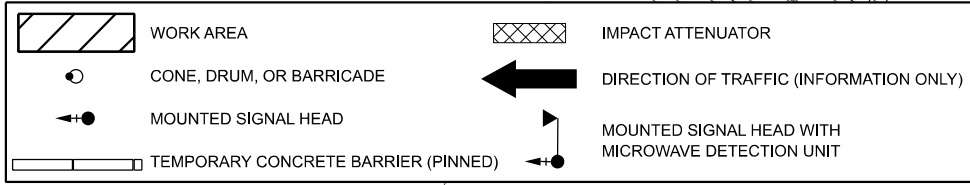
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 - PLAN SHEETS
TRAFFIC CONTROL PLAN

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 96+00.00 TO STA. 106+00.00

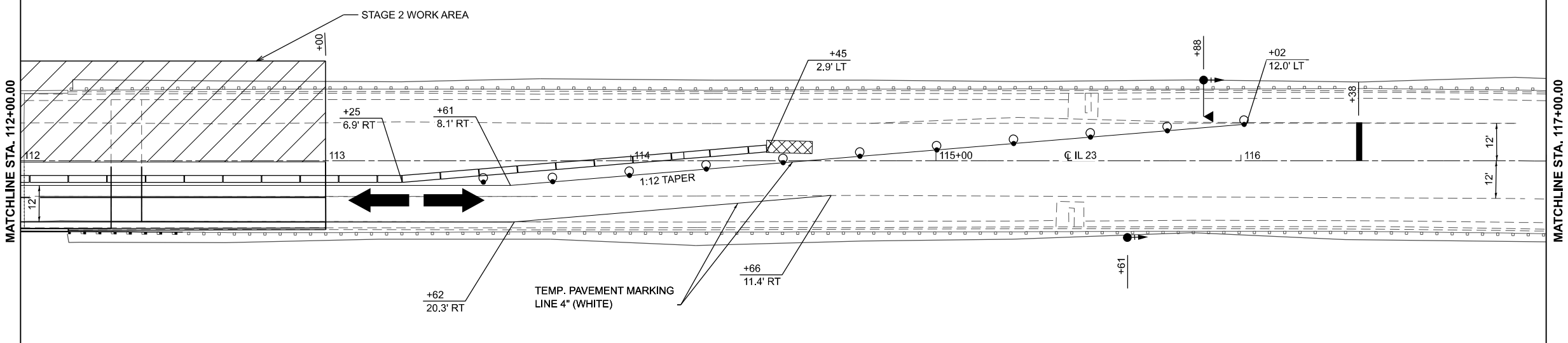
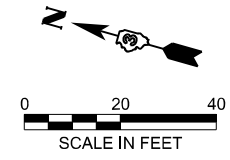
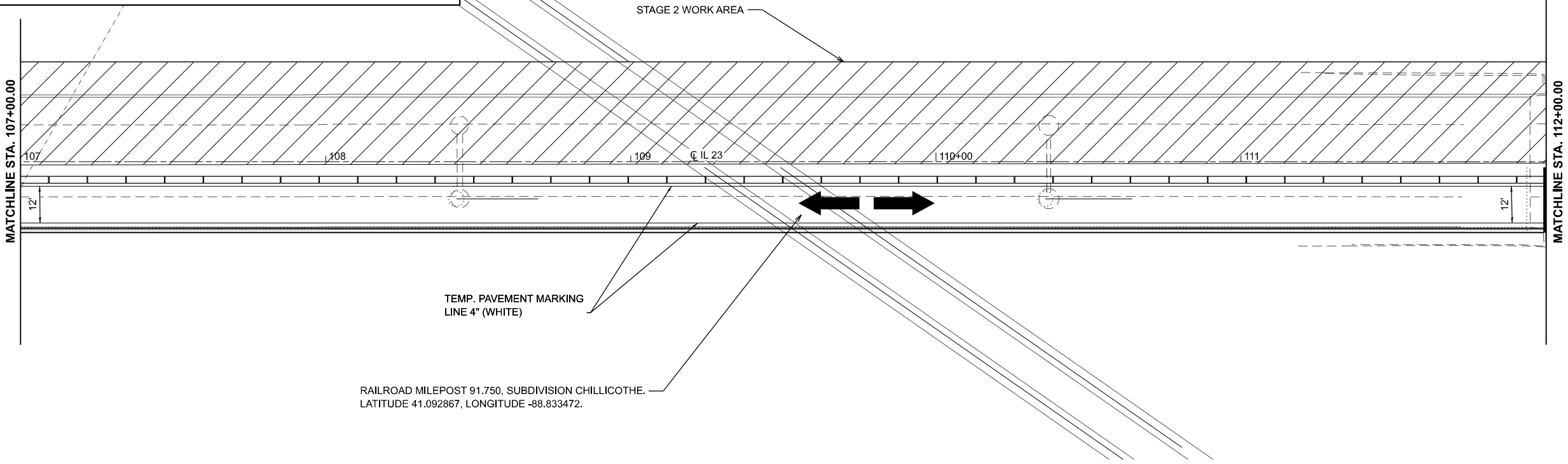
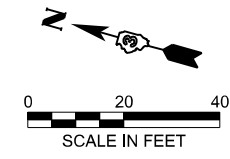
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	26
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

LEGEND



NOTES:

1. SEE HIGHWAY STANDARD 701321-19 FOR ADDITIONAL SIGNING REQUIREMENTS, TEMPORARY RUMBLE STRIP INSTALLATION, GUARDRAIL BARRIER WALL REFLECTORS, VERTICAL PANELS AND POST MOUNTED SIGNAL OFFSETS FROM EDGE OF SHOULDER ALONG IL 23.
2. ALL STATION OFFSETS FOR TEMPORARY CONCRETE BARRIER ARE TO THE TRAFFIC SIDE.
3. SEE HIGHWAY STANDARD 701321-19 FOR SIGNAGE AND RUMBLE STRIP INFORMATION BEFORE AND AFTER PROJECT LIMITS.



MODEL: EXCL IL23 - Plan 2-3 (Sheet) FILE NAME: H:\P\224055 - D3 \V\PTB 211-23\224055.002 - IL 23 over Vermilion Rv and BNSF RR\CADD\Microstation\CADD Drawings\0366M85-sh-2stage2.dgn



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/25/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

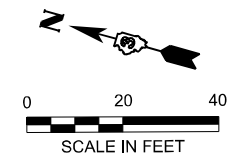
**STAGE 2 - PLAN SHEETS
TRAFFIC CONTROL PLAN**

SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 106+00.00 TO STA. 116+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV(B)BR	LIVINGSTON	93	27
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

SPEED LIMIT 35

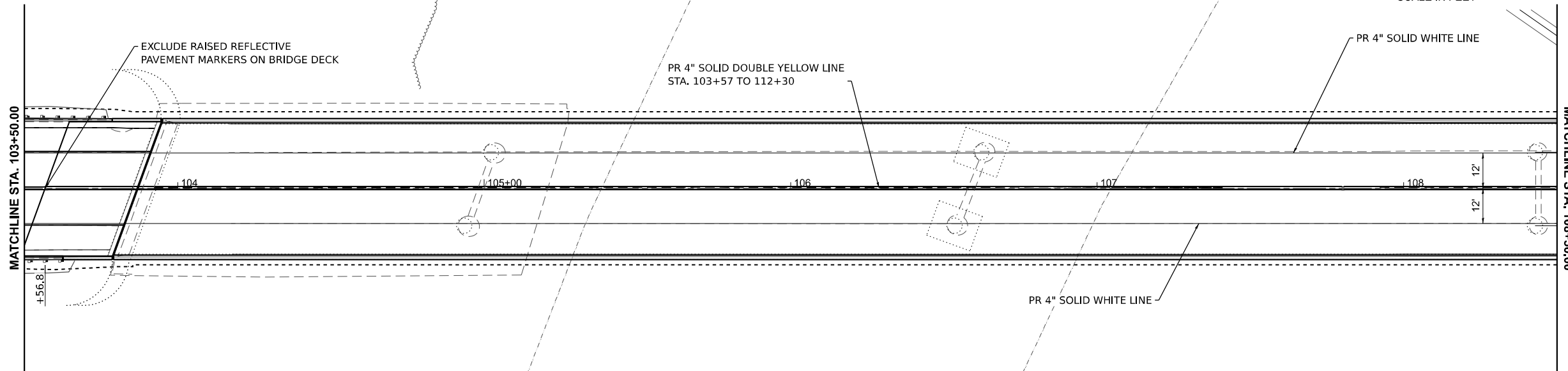
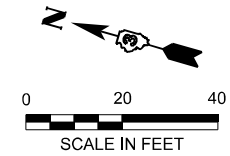
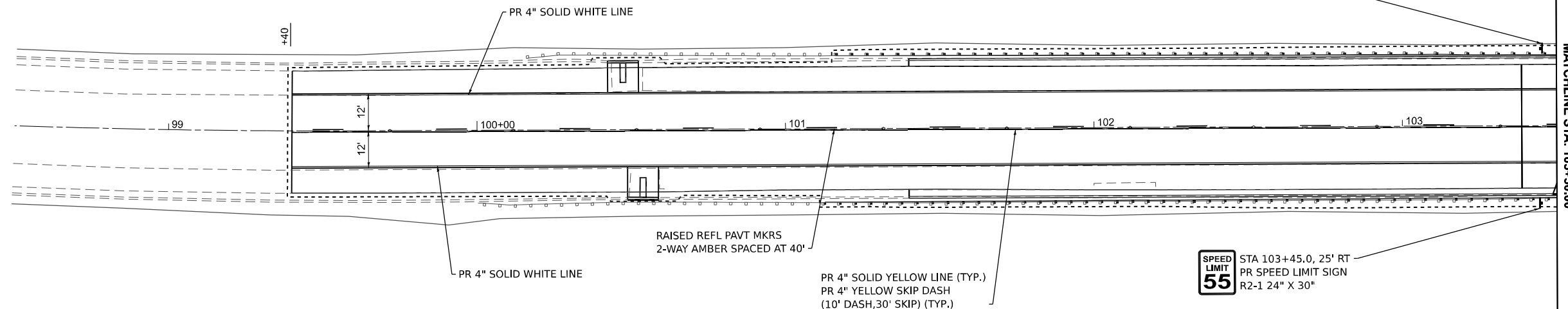
STA 103+45.0, 25' LT
PR SPEED LIMIT SIGN
R2-1 24" X 30"



STA 103+45.0, 25' LT
EX "SOUTH STREATOR"
(REMOVE AND RELOCATE)

SPEED LIMIT 55

STA 103+45.0, 25' RT
PR SPEED LIMIT SIGN
R2-1 24" X 30"



MODEL: EXCL_IL23_PMK-1 [Sheet]
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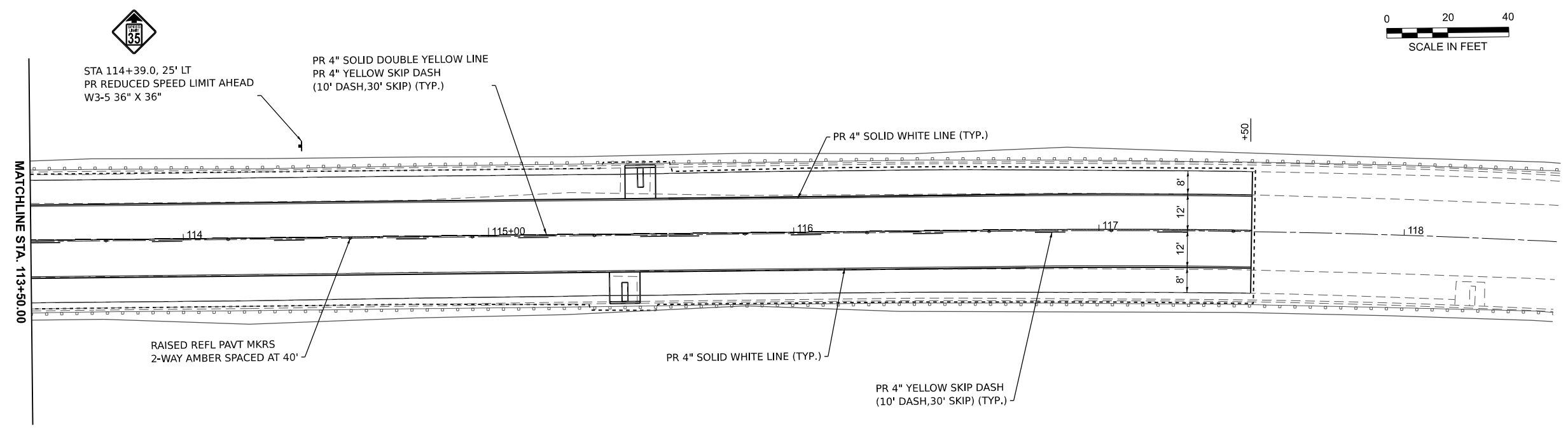
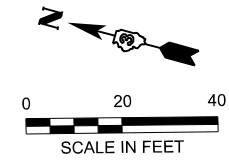
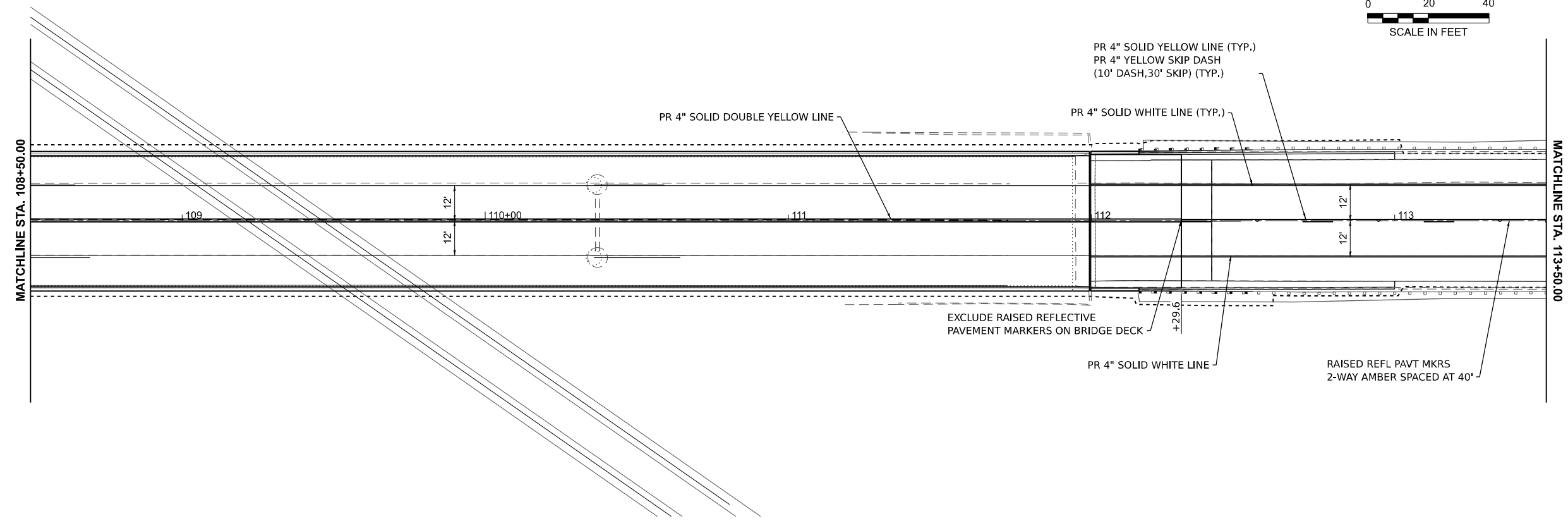
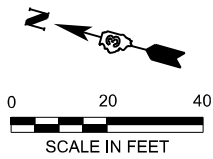
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	CHECKED -	REVISED -
DATE = 3/6/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE SHEETS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BV]BR	LIVINGSTON	93	28
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



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	DRAWN -	REVISED -
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PLOT DATE = 2/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE SHEETS
 SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	29
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

Bench Mark: BM 1, Cut square on top of south east parapet, Sta. 112+16.79, 22.46' Lt., Elev. 645.50.

Existing Structure: SN. 053-0149 was originally built in 1981 as F.A.P 68 Section (37,101) BVB. The back-to-back abutment length is 816'-2" and the out-to-out deck width is 46'-0". The structure consists of a five span steel variable depth plate girder superstructure supported on stub abutments founded on drilled caisson piles and dual column/drilled shaft piers. Drilled shafts for piers 1, 3, and 4 have belled bottoms. The columns for pier 2 are founded on spread footings. The south abutment, and piers 4 and 3 have no skew. Piers 2 and 1, and the north abutment are skewed ahead left 20 degrees.

Traffic Control: One lane of traffic will be maintained by utilizing staged construction.

Salvage: None

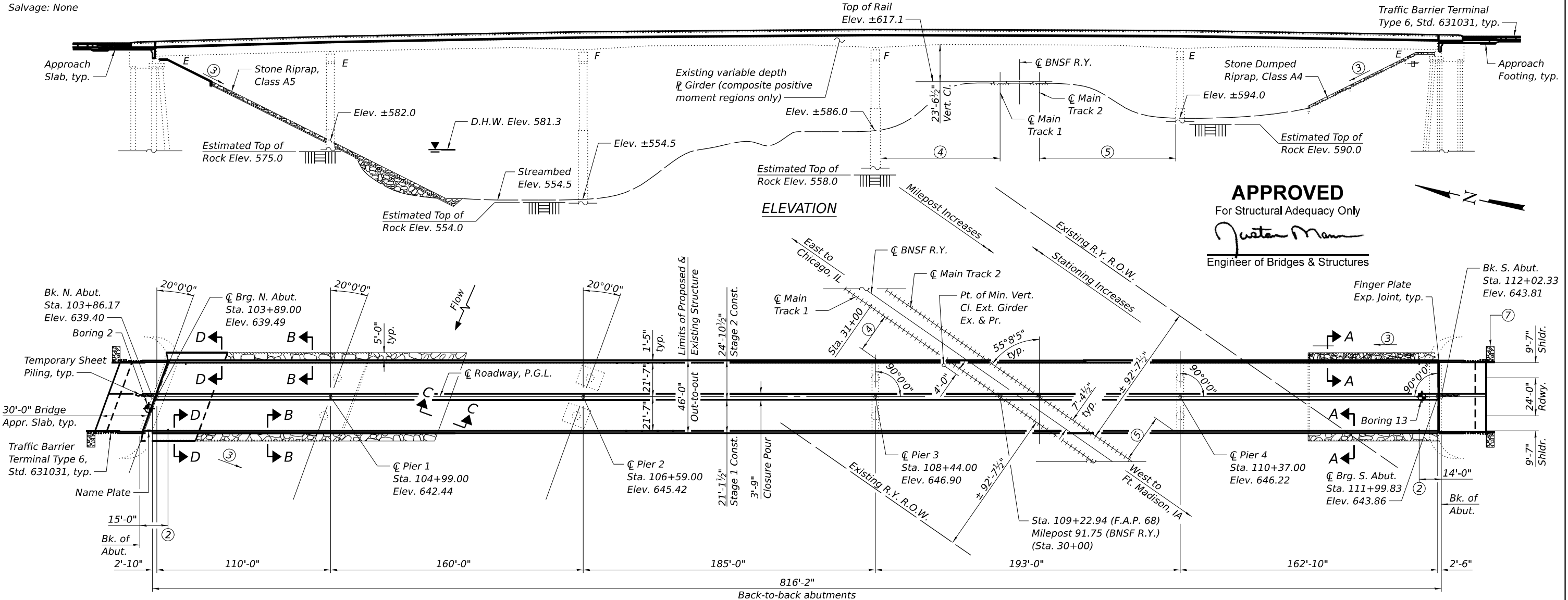
WATERWAY INFORMATION

Drainage Area = 1085.8 sq. mi.		Low Grade Elev. 639.6 at Sta. 104+00							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	15,600	3,934	3,934	577.9	0.0	0.0	577.9	577.9
Design	50	22,700	4,670	4,670	581.3	0.1	0.1	581.3	581.3
Base	100	25,700	4,955	4,955	582.5	0.1	0.1	582.5	582.5
Scour Check	200	28,600	5,212	5,212	583.6	0.1	0.1	583.6	583.6
Max. Calc.	500	32,400	5,556	5,556	585.0	0.1	0.1	584.1	584.1

Existing & Proposed 10 Year Average Velocity = 3.9 ft/s

SCOPE OF WORK

- 1 Remove and replace deck, approach slabs, and abutment bearings.
- 2 Cut existing wingwalls below proposed approach slabs.
- 3 Minor substructure repair as needed including structural repair of concrete (depth equal to or less than 5 inches).
- 4 Clean and paint all structural steel, including bearings at pier locations.
- 5 Reconstruct backwall to provide 1 foot approach seats.
- 6 Break up existing south abutment concrete slopewall and overlay with stone dumped riprap.
- 7 Remove existing north abutment concrete slopewall and replace with stone riprap.



APPROVED
For Structural Adequacy Only
Justin Mann
Engineer of Bridges & Structures

DESIGN STRESSES

FIELD UNITS (New Construction)

$f_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

FIELD UNITS (Exist. Construction)

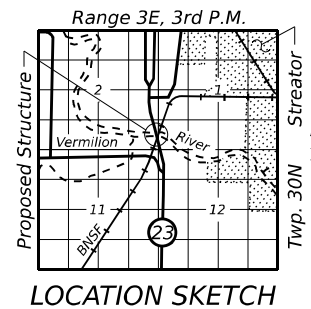
$f_c = 3,500$ psi (Substructure)
 $f_y = 40,000$ psi
 $f_y = 60,000$ psi (Pier 4 only)
 $f_s = 20,000$ psi (M183)

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec (SD1) = 0.074g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.128g
Soil Site Class = D
Performance Level = 1

STA. 106+39.00
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 68
Sec. ((37,101)BVB)ES
LOADING HS20-44
STR. NO. 053-0149

NAME PLATE ⑧
See Std. 515001



PLAN

- Notes:
- ① No free fall deck drains will be permitted in the span over the tracks or within 10 feet of cross arms of a railroad pole line.
 - ② Drainage Scupper, DS-11. Typical both sides of structure.
 - ③ Match Existing Slope - 1:2 (V:H) at Rt. L's.
 - ④ $\pm 24'-10\frac{3}{8}"$ Cl. to Pier (Ex. & Pr.)
 - ⑤ $\pm 31'-0\frac{3}{8}"$ Cl. to Pier (Ex. & Pr.)
 - ⑥ For Sections A-A, B-B and C-C, D-D, see sheet 2 of 42.
 - ⑦ Stone dumped chute, typ. (See Roadway Plans).
 - ⑧ Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

STATE OF ILLINOIS
LICENSED STRUCTURAL ENGINEER
DANIEL GEORGE LUTZ
081006772

DATE: 4/27/2026
EXPIRATION: 11/30/2026

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 Seismic Retrofitting Manual for Highway Structures: Part 1 - Bridges (FHWA-HRT-06-032)

LOADING HS20-44

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

GENERAL PLAN & ELEVATION
IL-23 OVER VERMILION RIVER & BNSF RAILWAY
F.A.P. RTE. 68 - SEC. ((37,101)BVB)ES
LIVINGSTON COUNTY
STA. 106+39.00
STRUCTURE NO. 053-0149



USER NAME = khol.pham	DESIGNED - KP	REVISED -
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PLOT DATE = 5/1/2026	DRAWN - KP	REVISED -
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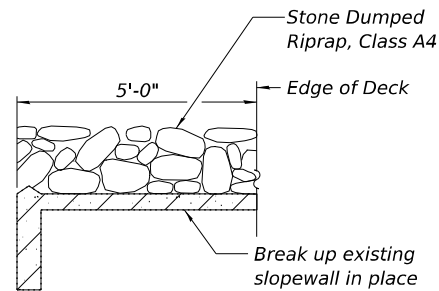
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 053-0149

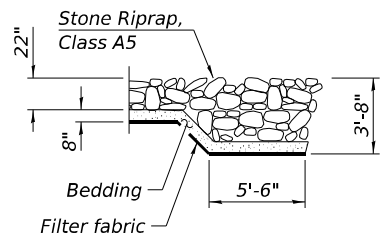
SHEET 1 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	30
CONTRACT NO. 66M85				

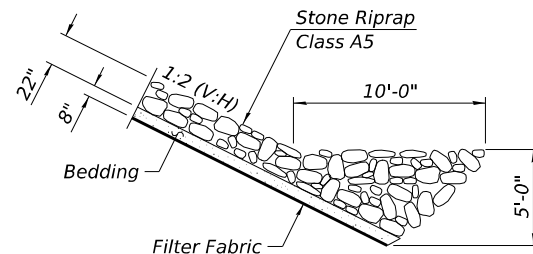
ILLINOIS FED. AID PROJECT



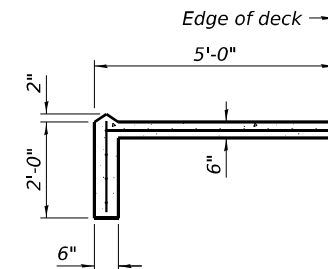
SECTION A-A



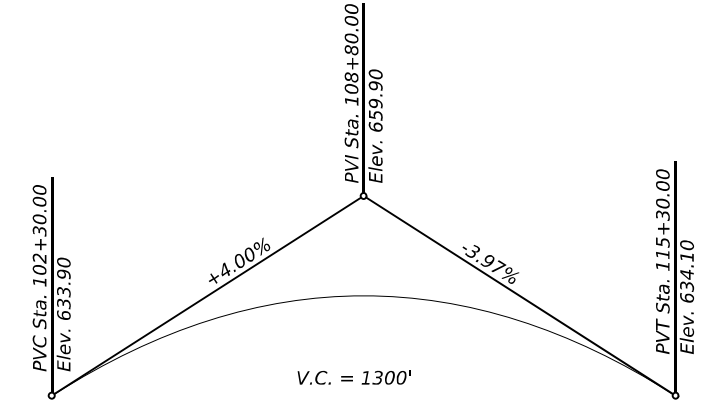
SECTION B-B



SECTION C-C



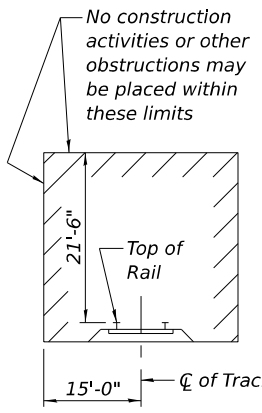
SECTION D-D



PROFILE GRADE - F.A.P. RTE. 68
(Along C of roadway)

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)						Item 113
	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.	
Q100	625.30	552.46	552.46	N/A	N/A	N/A	5
Q200	625.30	552.40	552.40	N/A	N/A	N/A	
Design	625.30	552.46	552.46	N/A	N/A	N/A	



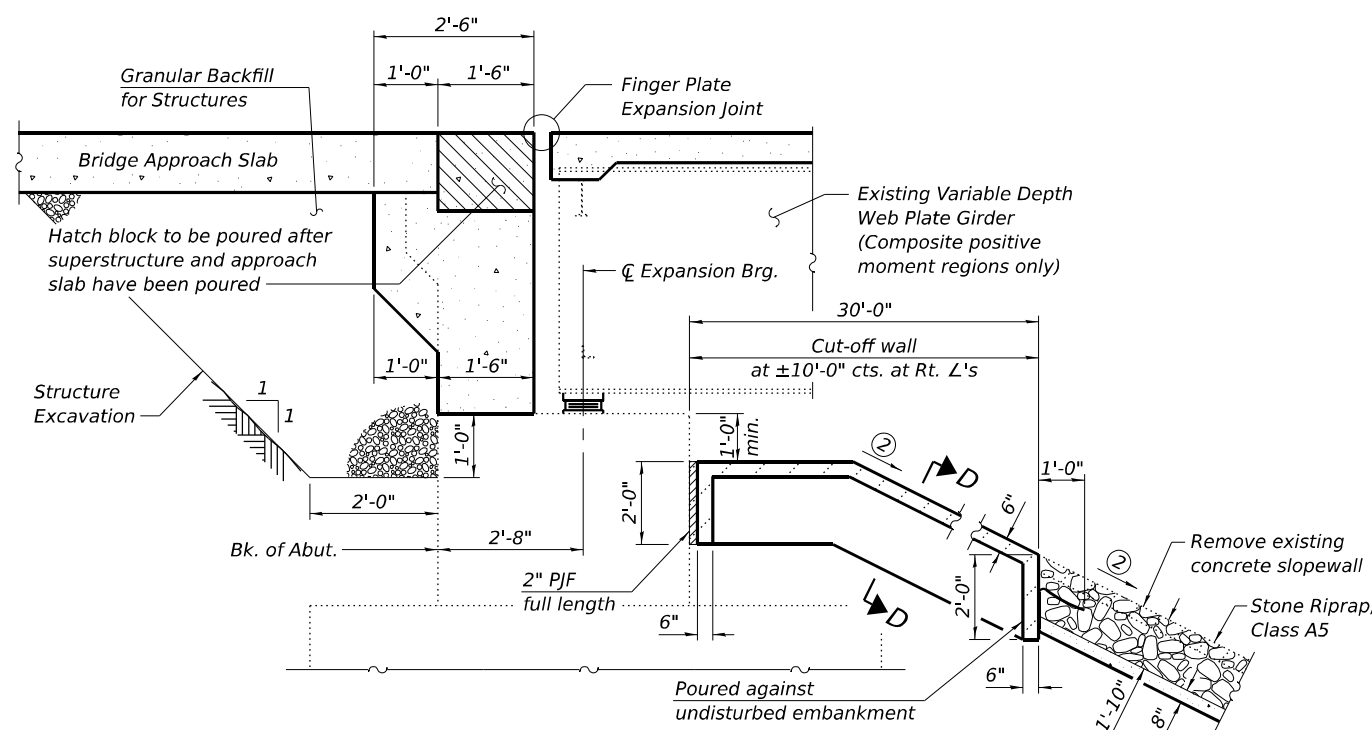
MINIMUM CONSTRUCTION CLEARANCES
(Normal to railroad)

TOP OF RAIL ELEVATION
BNSF RAILWAY

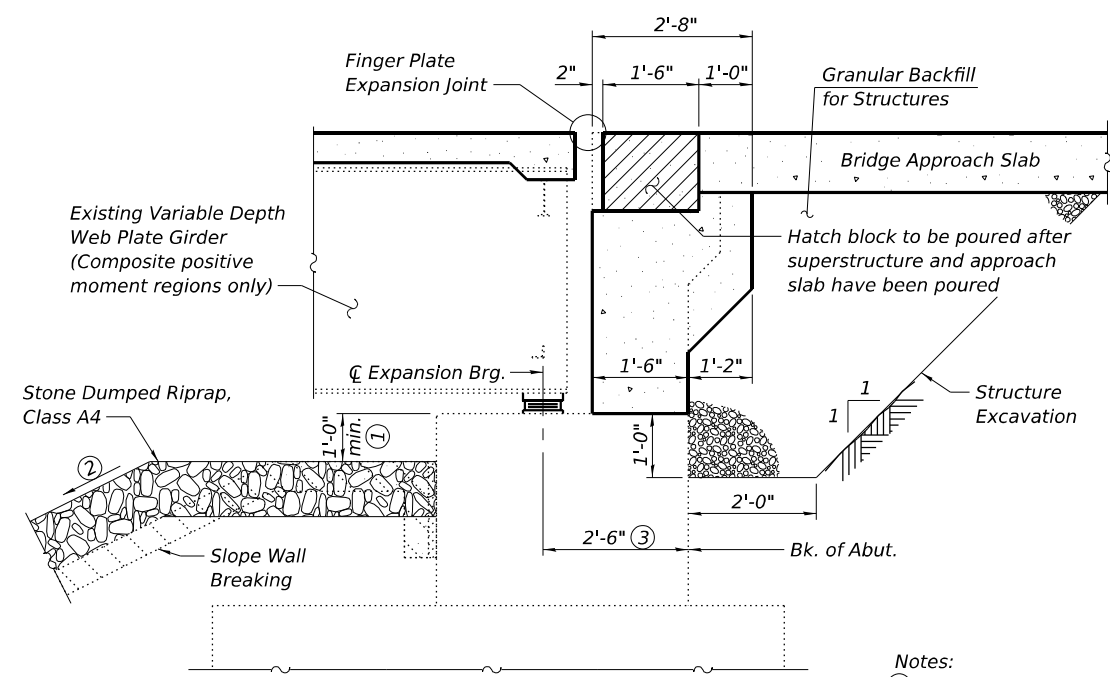
Station	Elevation	
	Main Track 1	Main Track 2
27+00	616.11	616.20
28+00	616.35	616.44
29+00	616.61	616.72
30+00	616.94	616.95
31+00	617.32	617.21
32+00	617.69	617.55
33+00	618.03	617.92
34+00	618.32	618.31
35+00	618.57	618.68

BYPASS FLOW RATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY

Q (C.F.S)	NW Curbline	SW Curbline	NE Curbline	SE Curbline
	1.134	0.706	1.089	0.706



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



SECTION THRU
SOUTH ABUTMENT

- Notes:
- Remove existing concrete slopewall as required.
 - Match Existing Slope - 1:2 (V:H) at Rt. L's.
 - C Bearing was originally constructed 2'-4" from back of abutment and was relocated during the joint and bearing replacement in 2000.
 - Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

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GENERAL NOTES

No field welding is permitted except as specified in the contract documents.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Concrete Sealer shall be applied to the designated areas of the abutments. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.

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

Plan dimensions and details relative to the existing structure have been taken from existing plans and subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel shall be cleaned per Near White Blast Cleaning -SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15.

The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of the Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U) paint system. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No 7.5G 4/8.

A minimum of 3 air monitor(s) will be required to monitor abrasive blasting operations at this site. See special provision for "Containment and Disposal of Lead Paint Cleaning Residues."

A flagman is required when any work is performed within 25 feet of track centerline. If the Railroad provides flagging or other services, the Contractor shall not be relieved of any responsibilities or liabilities as set forth in any document authorizing the work. No work is allowed within 50 feet of track centerline when a train passes the work site, and all personnel must clear the area within 25 feet of track centerline and secure all equipment when trains are present.

All work within the Railroad right-of-way and/or work that may impact Railroad tracks or operations shall comply with Railroad requirements.

Any shoring system that impact the Railroad operations and/or supports Railroad embankment shall be designed and constructed per the Railroad temporary Shoring requirements.

All demolition within the Railroad right-of-way and/or demolition that may impact the Railroad tracks or operations shall comply with the Railroad demolition requirements.

Erection over the Railroad right-of-way shall be designed to cause no interruption to all Railroad operations.

The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction. The Resident Engineer shall coordinate directly with BNSF RR to collect this survey data, as specified.

The proposed grade separation project shall not change the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.

The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad prior to beginning any grading on the project site.

For Railroad coordination please refer to the Railroad's Coordination Requirements as part of the Specifications or Special Provisions of the project.

Temporary Construction Clearances, including falsework clearances, shall comply with Temporary Construction Clearances detail.

All permanent clearances shall be verified before project closeout. The Resident Engineer shall coordinate directly with BNSF RR to collect this survey data, as specified.

INDEX OF SHEETS

Sheet No.	Description
1	General plan & Elevation
2-3	General Data
4	Stage Construction Details
5	Temporary Concrete Barrier
6-12	Top of Slab Elevations
13-14	Top of Approach Slab Elevations
15-16	Superstructure Plan
17	Superstructure Cross Section
18	Superstructure Details
19-21	Bridge Approach Slab Details
22-25	Finger Plate Expansion Joint Details
26	Drainage Scupper, DS-11
27	Framing Plan
28	Moment Table
29-30	Bearing Details
31-32	Abutment Removal
33-34	Abutment Repair
35-37	Abutment Details
38-39	Pier Repairs
40	Concrete Slipforming Option
41	Bar Splicer Assembly and Mechanical Splicer Details
42	Soil Boring Log

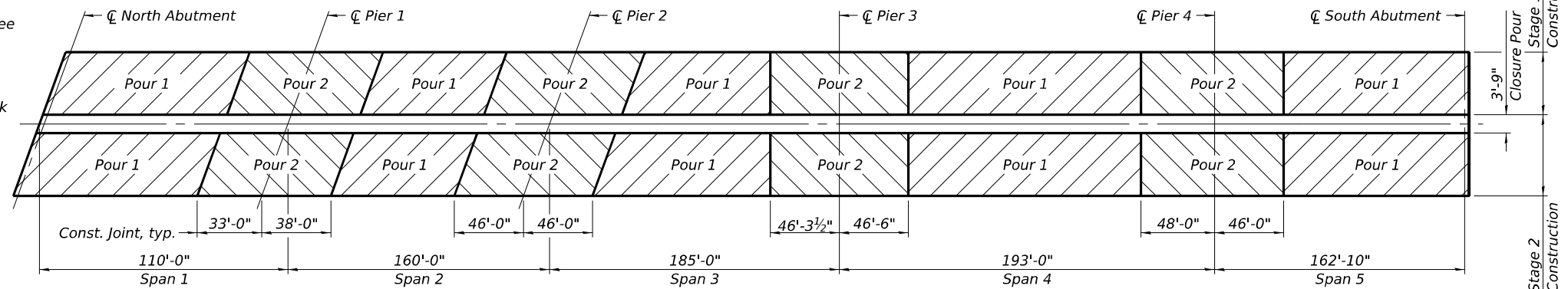
Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

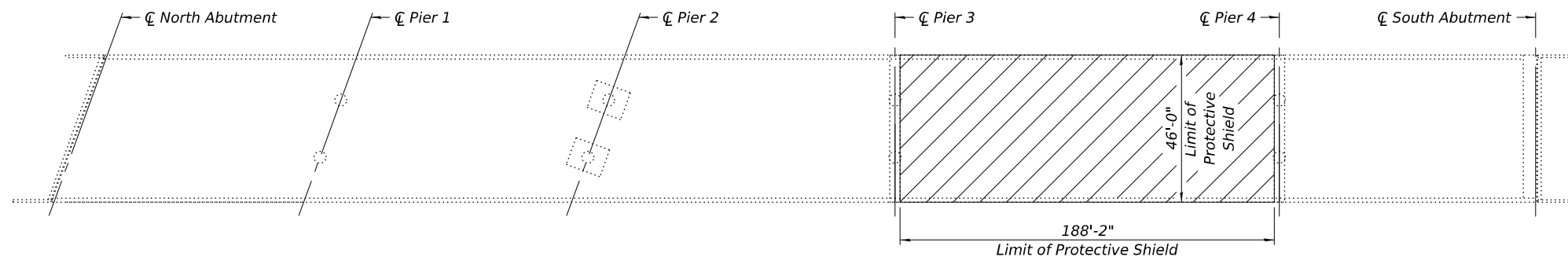
- At least 72 hours shall have elapsed from the end of the previous pour.
- The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	1,077	1,077
Stone Dumped Riprap, Class A4	Ton	-	373	373
Filter Fabric	Sq. Yd.	-	1,077	1,077
Concrete Removal	Cu. Yd.	-	47.8	47.8
Slope Wall Removal	Sq. Yd.	-	1,361	1,361
Removal of Existing Concrete Deck	Each	1	-	1
Protective Shield	Sq. Yd.	962	-	962
Structure Excavation	Cu. Yd.	-	193	193
Concrete Structures	Cu. Yd.	-	65.3	65.3
Concrete Superstructure	Cu. Yd.	1,227.7	-	1,227.7
Bridge Deck Grooving	Sq. Yd.	3,975	-	3,975
Protective Coat	Sq. Yd.	4,941	-	4,941
Concrete Superstructure (Approach Slab)	Cu. Yd.	128.1	-	128.1
Reinforcement Bars, Epoxy Coated	Pound	376,170	8,570	384,740
Bar Splicers	Each	5,378	118	5,496
Slope Wall 6 Inch	Sq. Yd.	-	256	256
Name Plates	Each	1	-	1
Finger Plate Expansion Joint, 3"	Foot	46	-	46
Finger Plate Expansion Joint, 4"	Foot	43	-	43
Fabric Reinforcement Elastomeric Trough	Foot	101	-	101
Elastomeric Bearing Assembly, Type III	Each	12	-	12
Anchor Bolts, 1"	Each	48	-	48
Temporary Sheet Piling	Sq. Ft.	-	251	251
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	-	207	207
Granular Backfill for Structures	Cu. Yd.	-	193	193
Concrete Sealer	Sq. Ft.	665	665	665
Jack and Remove Existing Bearings	Each	12	-	12
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L Sum	1	-	1
Cleaning and Painting Steel Bridge No. 1	L Sum	1	-	1
Drainage Scuppers, DS-11	Each	4	-	4
Slope Wall Breaking	Sq. Yd.	-	559	559



MANDATORY DECK POURING SEQUENCE



PROTECTIVE SHIELD DETAIL

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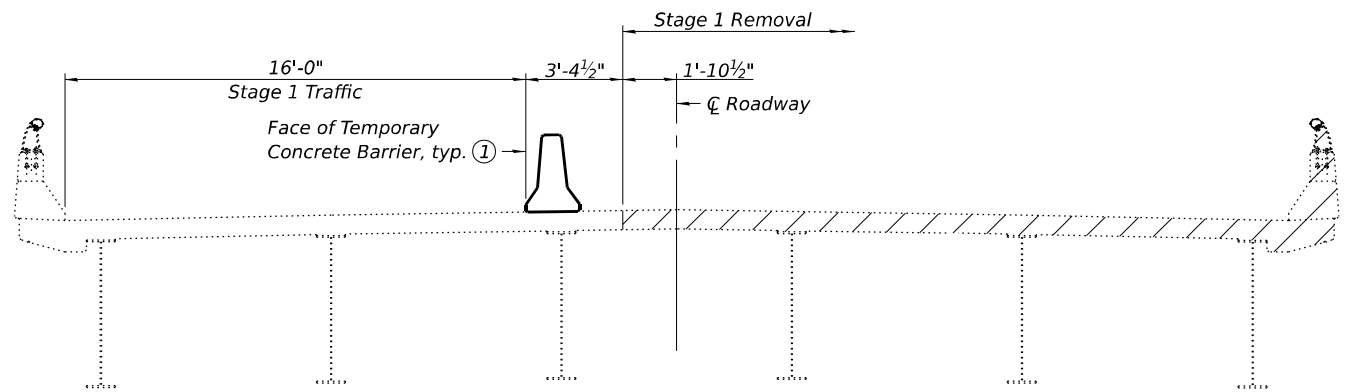
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

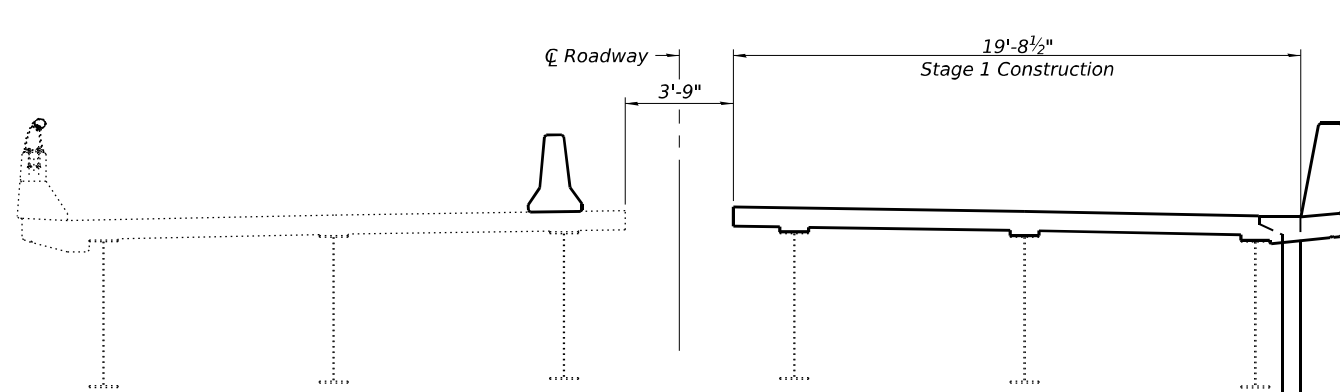
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STRUCTURE NO. 053-0149**

SHEET 3 OF 42 SHEETS

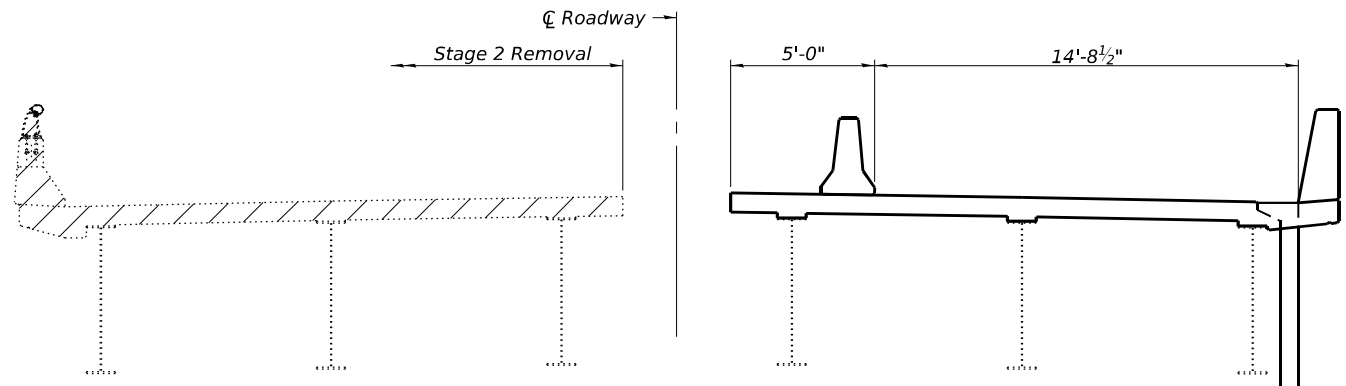
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 66M85	



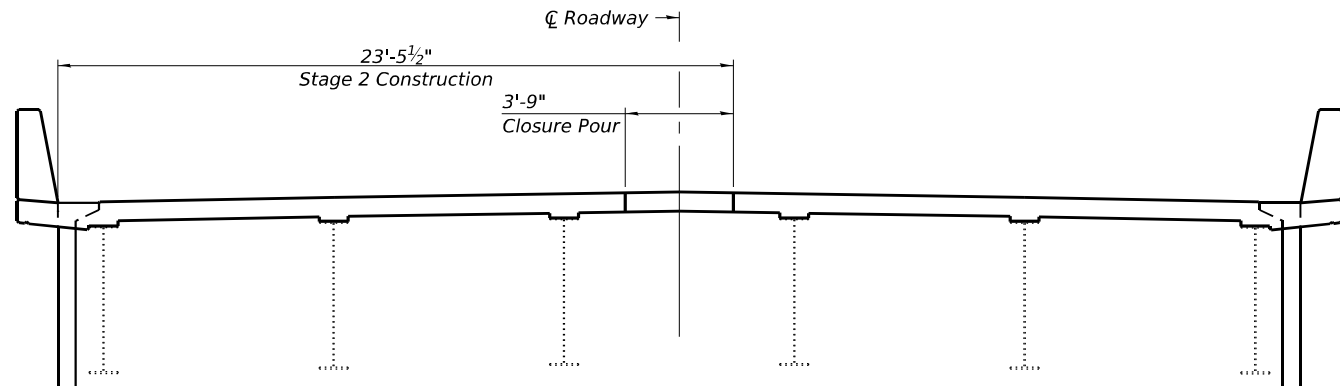
STAGE 1 REMOVAL
(Looking South)



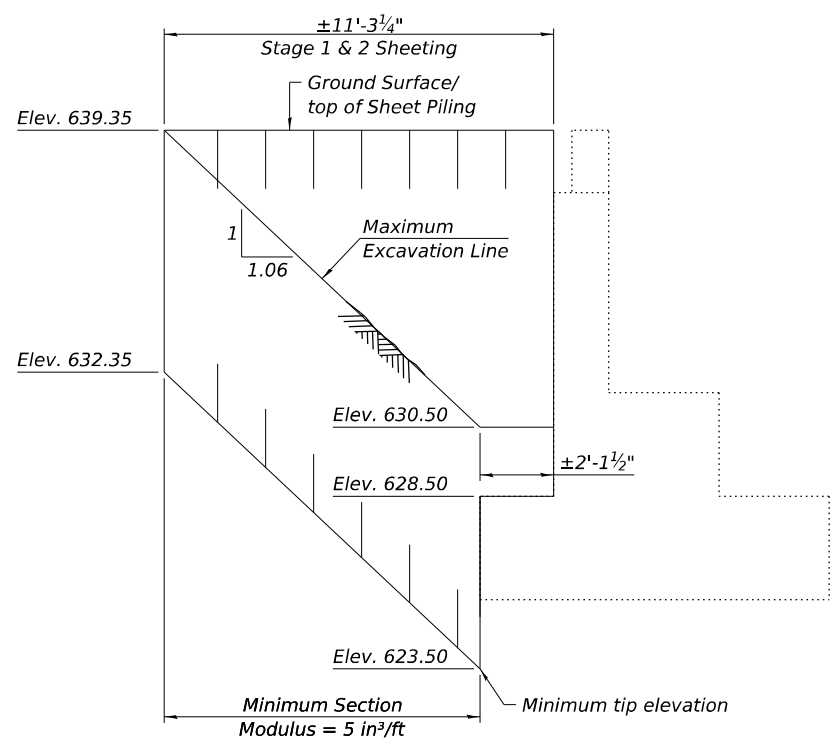
STAGE 1 CONSTRUCTION
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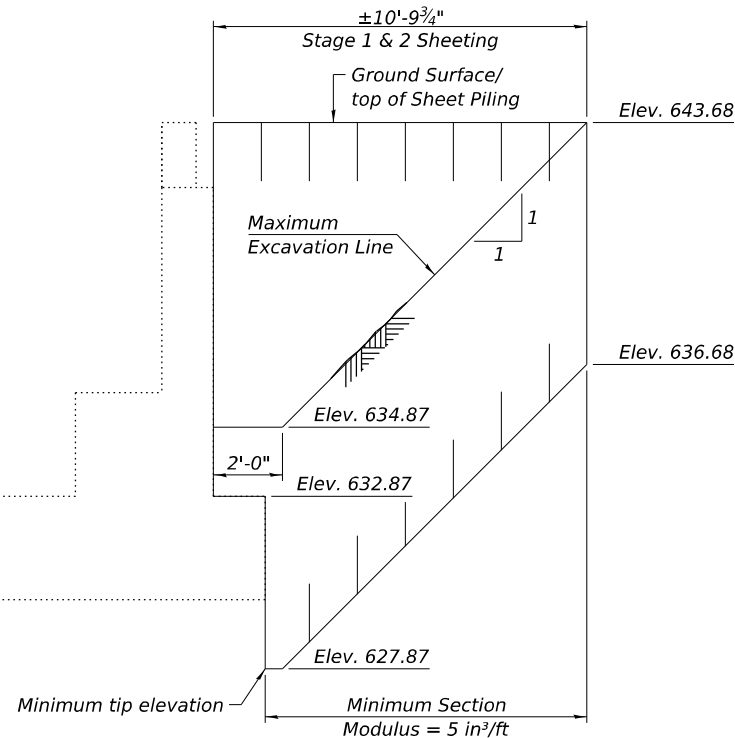
STAGE 2 REMOVAL
(Looking South)



STAGE 2 CONSTRUCTION
(Looking South)



NORTH ABUTMENT ④



SOUTH ABUTMENT ④

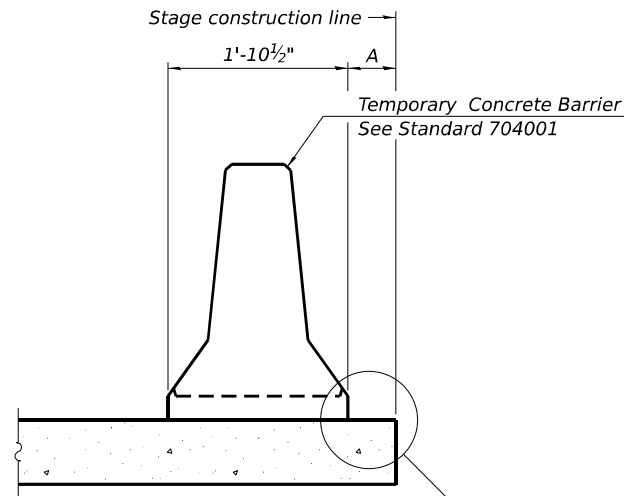
Notes:

- ① For details of Temporary Concrete Barrier, see sheet 5 of 42. For quantity of Temporary Concrete Barrier and related traffic control, see roadway plans.
- ② Hatched area indicates Removal of Existing Superstructures.
- ③ If the Contractor chooses to alter the temporary cantilevered sheet piling design requirement shown, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- ④ The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

FILE NAME: H:\P\224055-03-14\PTB 21-2024\055-002-IL 23 over\Warmian.Rv and BASF RB\Bkg\Microstation\05301-14-28185-004-Stage Construction Details.dgn

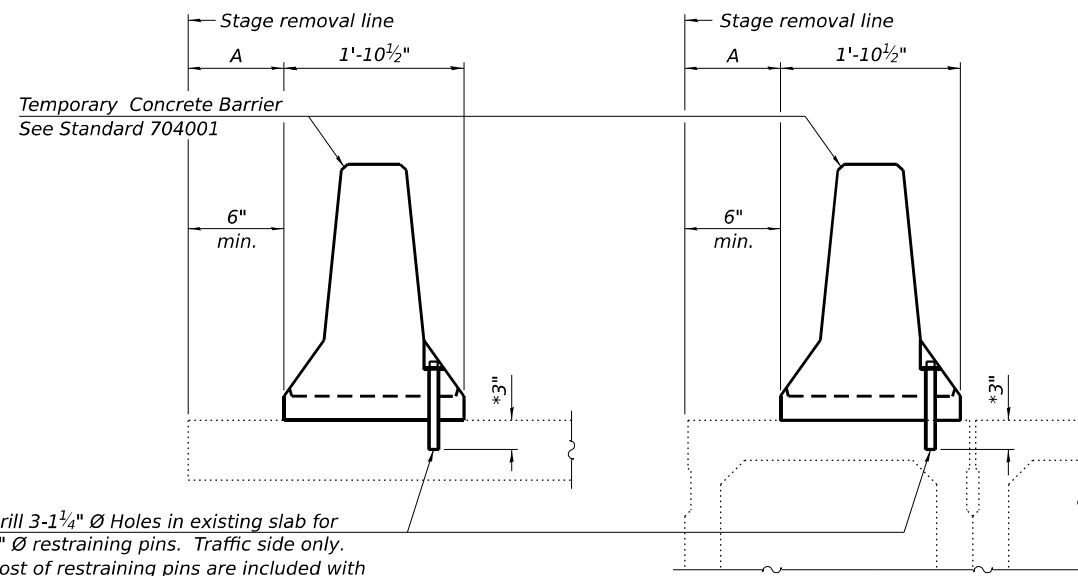
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	33
CONTRACT NO. 66M85				



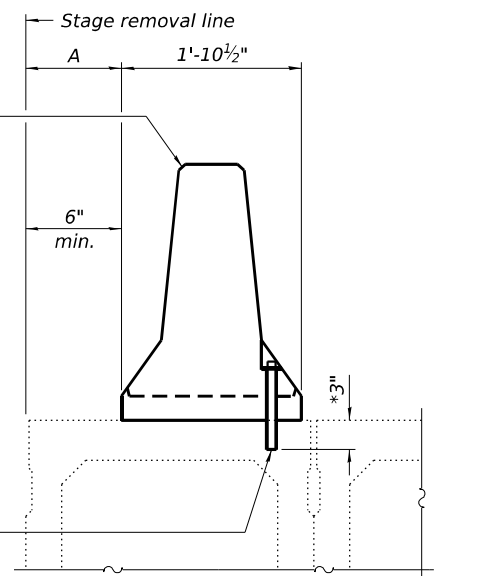
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



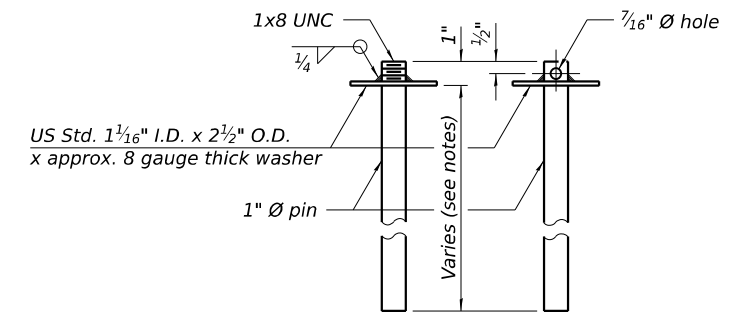
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



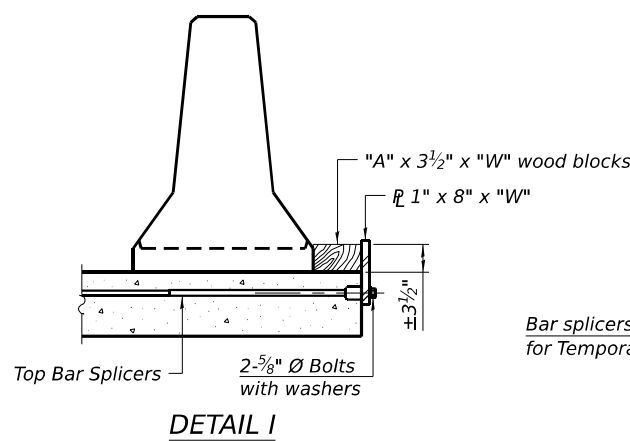
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

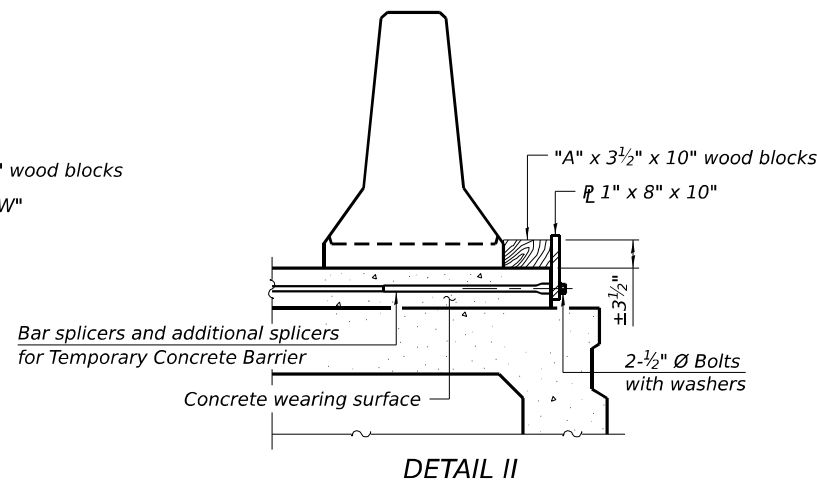


RESTRAINING PIN

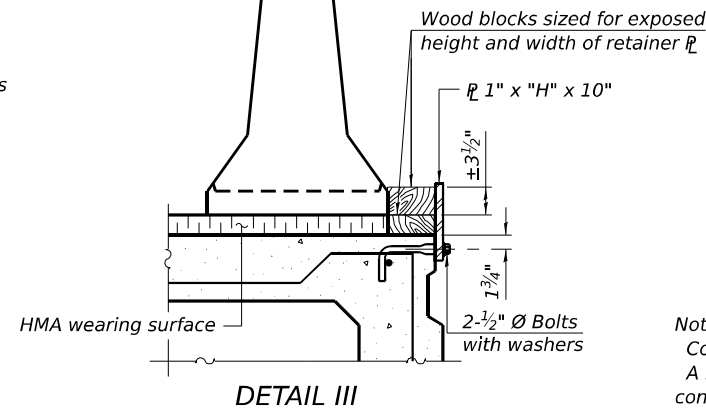
SECTIONS THRU SLAB OR DECK BEAM



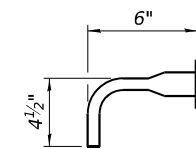
DETAIL I



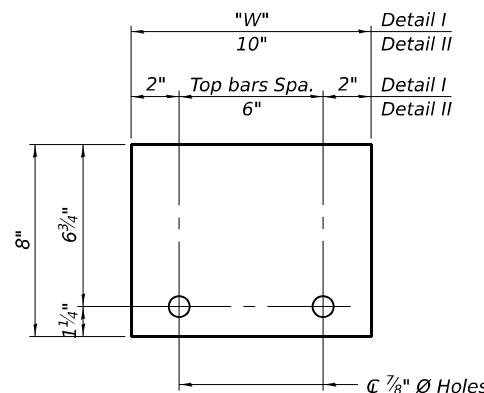
DETAIL II



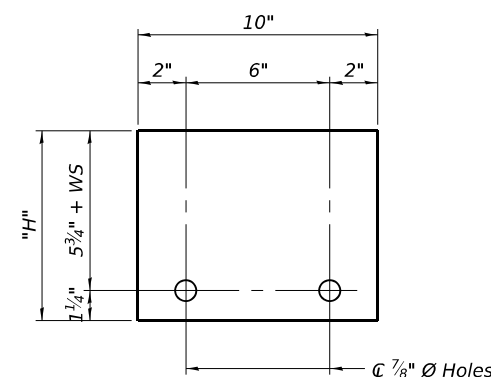
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

FILE NAME: H:\P22\055-03\4\ P12 21-2023\055-002 - IL 23 over\varm\Barr Ry and BANSF RPB\Barr\Microstation\05301-04\48185-005-Temporary Concrete Barrier.dwg



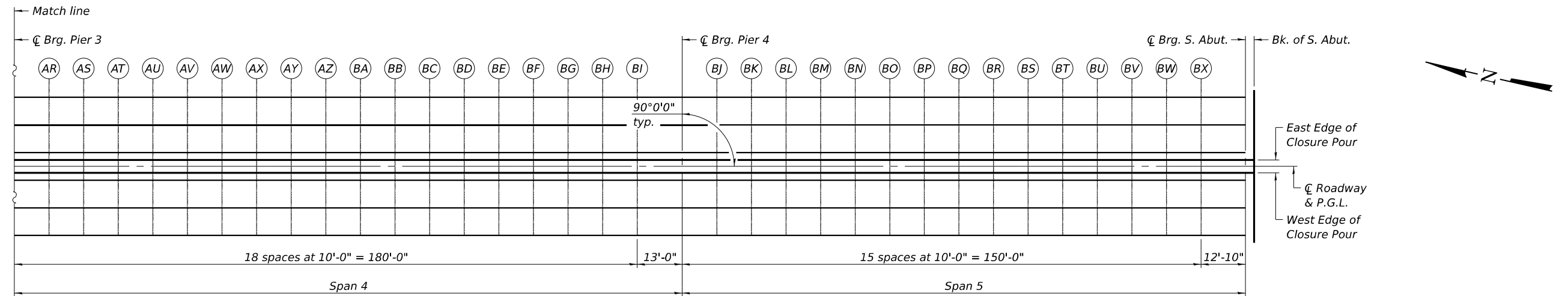
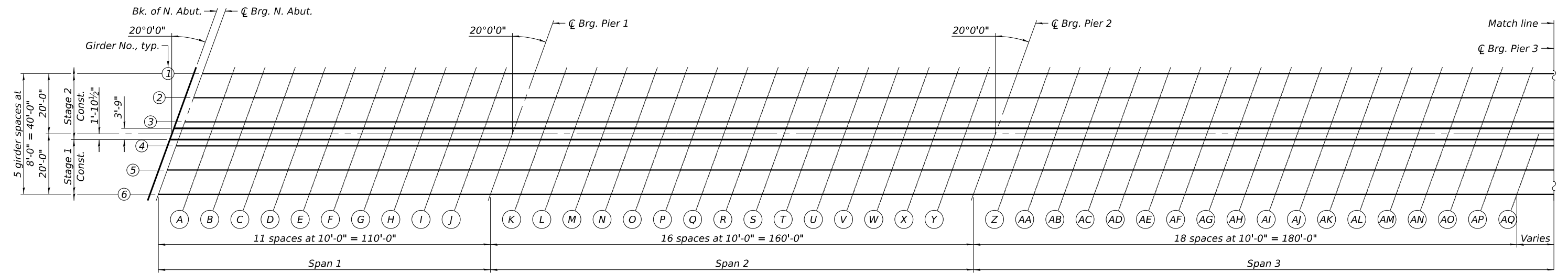
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PLOT DATE = 3/19/2026	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

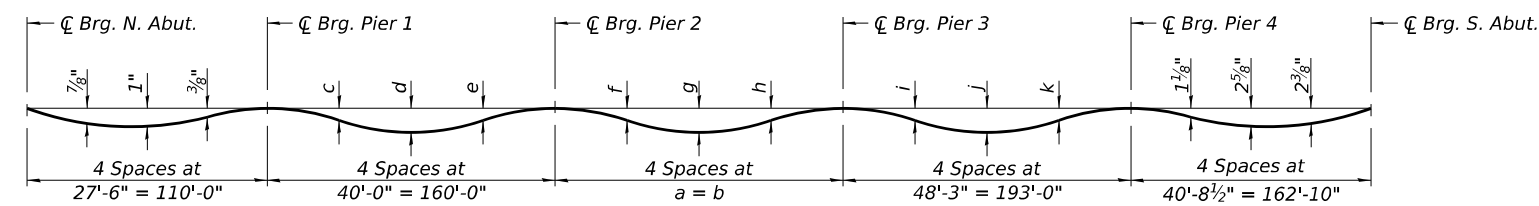
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 053-0149

SHEET 5 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	34
CONTRACT NO. 66M85				
ILLINOIS FED.AID PROJECT				



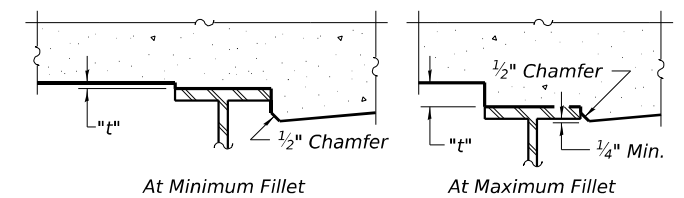
PLAN



DEAD LOAD DEFLECTION DIAGRAM ②

(Includes weight of concrete only.)

	a	b	c	d	e	f	g	h	i	j	k
Girder 1	177'-8 3/8"	44'-5 1/8"	1"	1 1/2"	5/8"	5/8"	1 3/8"	5/8"	1"	1 3/4"	5/8"
Girder 2	180'-7 5/8"	45'-1 1/8"	7/8"	1 1/2"	5/8"	7/8"	1 5/8"	3/4"	7/8"	1 3/4"	5/8"
Girder 3	183'-6 1/2"	45'-10 5/8"	7/8"	1 3/8"	1/2"	1"	1 1/8"	7/8"	7/8"	1 5/8"	5/8"
Girder 4	186'-5 1/2"	46'-7 3/8"	7/8"	1 1/4"	3/8"	1 1/8"	2 1/8"	1 1/8"	3/4"	1 5/8"	1/2"
Girder 5	189'-4 3/8"	47'-4 1/8"	3/4"	1 1/4"	3/8"	1 3/8"	2 3/8"	1 1/4"	5/8"	1 1/2"	1/2"
Girder 6	192'-3 3/8"	48'-0 7/8"	3/4"	1 1/8"	1/4"	1 1/2"	2 7/8"	1 3/8"	1/2"	1 3/8"	1/2"



FILLET HEIGHTS ①

Notes:

- To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals as shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of girders.
- The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown.

FILE NAME: H:\P22055-03\44_PTB_21-2020\05\002-IL_23.dwg; User: karmann, Rv and BASF; PRR:R:\g\p\microstation\05301-14-2018\05-002-Top of Slab Elevation.dgn

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+93.44	-20.00	639.28	639.28
☉ Brg. N. Abut.	103+96.28	-20.00	639.36	639.36
A	104+06.28	-20.00	639.66	639.69
B	104+16.28	-20.00	639.95	640.00
C	104+26.28	-20.00	640.23	640.30
D	104+36.28	-20.00	640.51	640.59
E	104+46.28	-20.00	640.78	640.85
F	104+56.28	-20.00	641.04	641.11
G	104+66.28	-20.00	641.30	641.35
H	104+76.28	-20.00	641.55	641.58
I	104+86.28	-20.00	641.80	641.81
J	104+96.28	-20.00	642.04	642.04
☉ Brg. Pier 1	105+06.28	-20.00	642.27	642.27
K	105+16.28	-20.00	642.50	642.51
L	105+26.28	-20.00	642.72	642.75
M	105+36.28	-20.00	642.94	642.99
N	105+46.28	-20.00	643.14	643.22
O	105+56.28	-20.00	643.35	643.45
P	105+66.28	-20.00	643.54	643.66
Q	105+76.28	-20.00	643.74	643.86
R	105+86.28	-20.00	643.92	644.05
S	105+96.28	-20.00	644.10	644.22
T	106+06.28	-20.00	644.27	644.37
U	106+16.28	-20.00	644.44	644.52
V	106+26.28	-20.00	644.60	644.65
W	106+36.28	-20.00	644.75	644.79
X	106+46.28	-20.00	644.90	644.92
Y	106+56.28	-20.00	645.04	645.05
☉ Brg. Pier 2	106+66.28	-20.00	645.18	645.18
Z	106+76.28	-20.00	645.31	645.31
AA	106+86.28	-20.00	645.43	645.44
AB	106+96.28	-20.00	645.55	645.57
AC	107+06.28	-20.00	645.66	645.70
AD	107+16.28	-20.00	645.76	645.83
AE	107+26.28	-20.00	645.86	645.95
AF	107+36.28	-20.00	645.95	646.06
AG	107+46.28	-20.00	646.04	646.15
AH	107+56.28	-20.00	646.12	646.23
AI	107+66.28	-20.00	646.20	646.30
AJ	107+76.28	-20.00	646.26	646.36
AK	107+86.28	-20.00	646.33	646.40
AL	107+96.28	-20.00	646.38	646.44
AM	108+06.28	-20.00	646.43	646.47
AN	108+16.28	-20.00	646.47	646.49
AO	108+26.28	-20.00	646.51	646.52
AP	108+36.28	-20.00	646.54	646.55
AQ	N/A	N/A	N/A	N/A

GIRDER 1 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	-20.00	646.56	646.56
AR	108+54.00	-20.00	646.58	646.59
AS	108+64.00	-20.00	646.60	646.62
AT	108+74.00	-20.00	646.61	646.65
AU	108+84.00	-20.00	646.61	646.67
AV	108+94.00	-20.00	646.60	646.69
AW	109+04.00	-20.00	646.59	646.71
AX	109+14.00	-20.00	646.58	646.71
AY	109+24.00	-20.00	646.56	646.70
AZ	109+34.00	-20.00	646.53	646.68
BA	109+44.00	-20.00	646.49	646.64
BB	109+54.00	-20.00	646.45	646.59
BC	109+64.00	-20.00	646.41	646.52
BD	109+74.00	-20.00	646.35	646.45
BE	109+84.00	-20.00	646.29	646.36
BF	109+94.00	-20.00	646.23	646.27
BG	110+04.00	-20.00	646.16	646.18
BH	110+14.00	-20.00	646.08	646.09
BI	110+24.00	-20.00	645.99	646.00
☉ Brg. Pier 4	110+37.00	-20.00	645.88	645.88
BJ	110+47.00	-20.00	645.78	645.79
BK	110+57.00	-20.00	645.68	645.71
BL	110+67.00	-20.00	645.56	645.62
BM	110+77.00	-20.00	645.45	645.53
BN	110+87.00	-20.00	645.33	645.44
BO	110+97.00	-20.00	645.20	645.35
BP	111+07.00	-20.00	645.06	645.24
BQ	111+17.00	-20.00	644.92	645.12
BR	111+27.00	-20.00	644.78	644.99
BS	111+37.00	-20.00	644.62	644.84
BT	111+47.00	-20.00	644.46	644.68
BU	111+57.00	-20.00	644.30	644.49
BV	111+67.00	-20.00	644.13	644.29
BW	111+77.00	-20.00	643.95	644.07
BX	111+87.00	-20.00	643.77	643.84
☉ Brg. S. Abut.	111+99.83	-20.00	643.52	643.52
Bk. of S. Abut.	112+02.33	-20.00	643.48	643.48

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+90.53	-12.00	639.35	639.35
☉ Brg. N. Abut.	103+93.37	-12.00	639.44	639.44
A	104+03.37	-12.00	639.73	639.76
B	104+13.37	-12.00	640.02	640.08
C	104+23.37	-12.00	640.31	640.38
D	104+33.37	-12.00	640.59	640.67
E	104+43.37	-12.00	640.86	640.94
F	104+53.37	-12.00	641.13	641.19
G	104+63.37	-12.00	641.39	641.44
H	104+73.37	-12.00	641.64	641.67
I	104+83.37	-12.00	641.89	641.90
J	104+93.37	-12.00	642.13	642.13
☉ Brg. Pier 1	105+03.37	-12.00	642.36	642.36
K	105+13.37	-12.00	642.59	642.60
L	105+23.37	-12.00	642.82	642.84
M	105+33.37	-12.00	643.03	643.09
N	105+43.37	-12.00	643.24	643.32
O	105+53.37	-12.00	643.45	643.55
P	105+63.37	-12.00	643.65	643.76
Q	105+73.37	-12.00	643.84	643.97
R	105+83.37	-12.00	644.03	644.15
S	105+93.37	-12.00	644.21	644.32
T	106+03.37	-12.00	644.38	644.48
U	106+13.37	-12.00	644.55	644.62
V	106+23.37	-12.00	644.71	644.76
W	106+33.37	-12.00	644.87	644.90
X	106+43.37	-12.00	645.02	645.03
Y	106+53.37	-12.00	645.16	645.16
☉ Brg. Pier 2	106+63.37	-12.00	645.30	645.30
Z	106+73.37	-12.00	645.43	645.44
AA	106+83.37	-12.00	645.55	645.57
AB	106+93.37	-12.00	645.67	645.71
AC	107+03.37	-12.00	645.79	645.84
AD	107+13.37	-12.00	645.89	645.97
AE	107+23.37	-12.00	645.99	646.10
AF	107+33.37	-12.00	646.09	646.21
AG	107+43.37	-12.00	646.18	646.31
AH	107+53.37	-12.00	646.26	646.40
AI	107+63.37	-12.00	646.33	646.47
AJ	107+73.37	-12.00	646.40	646.52
AK	107+83.37	-12.00	646.47	646.57
AL	107+93.37	-12.00	646.53	646.60
AM	108+03.37	-12.00	646.58	646.63
AN	108+13.37	-12.00	646.62	646.65
AO	108+23.37	-12.00	646.66	646.68
AP	108+33.37	-12.00	646.70	646.70
AQ	N/A	N/A	N/A	N/A

FILE NAME: H:\P22\055-03\4\ PTE 21-2022\055-002 - IL 23 over\Main\Brg and BNSF RBR\Brg\Girder\Girder1.dwg Top of Slab Elevation.dgn

OATES ASSOCIATES
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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

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	CHECKED - ETH	REVISED -
PLOT SCALE = 0:2,0000 "/>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 7 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 36
CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	

GIRDER 2 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	-12.00	646.72	646.72
AR	108+54.00	-12.00	646.74	646.75
AS	108+64.00	-12.00	646.76	646.78
AT	108+74.00	-12.00	646.77	646.80
AU	108+84.00	-12.00	646.77	646.83
AV	108+94.00	-12.00	646.76	646.85
AW	109+04.00	-12.00	646.75	646.86
AX	109+14.00	-12.00	646.74	646.87
AY	109+24.00	-12.00	646.72	646.86
AZ	109+34.00	-12.00	646.69	646.83
BA	109+44.00	-12.00	646.65	646.80
BB	109+54.00	-12.00	646.61	646.75
BC	109+64.00	-12.00	646.57	646.68
BD	109+74.00	-12.00	646.51	646.60
BE	109+84.00	-12.00	646.45	646.52
BF	109+94.00	-12.00	646.39	646.43
BG	110+04.00	-12.00	646.32	646.34
BH	110+14.00	-12.00	646.24	646.25
BI	110+24.00	-12.00	646.15	646.15
☉ Brg. Pier 4	110+37.00	-12.00	646.04	646.04
BJ	110+47.00	-12.00	645.94	645.95
BK	110+57.00	-12.00	645.84	645.87
BL	110+67.00	-12.00	645.72	645.78
BM	110+77.00	-12.00	645.61	645.70
BN	110+87.00	-12.00	645.49	645.61
BO	110+97.00	-12.00	645.36	645.51
BP	111+07.00	-12.00	645.22	645.41
BQ	111+17.00	-12.00	645.08	645.29
BR	111+27.00	-12.00	644.94	645.16
BS	111+37.00	-12.00	644.78	645.01
BT	111+47.00	-12.00	644.62	644.84
BU	111+57.00	-12.00	644.46	644.66
BV	111+67.00	-12.00	644.29	644.45
BW	111+77.00	-12.00	644.11	644.24
BX	111+87.00	-12.00	643.93	644.00
☉ Brg. S. Abut.	111+99.83	-12.00	643.68	643.68
Bk. of S. Abut.	112+02.33	-12.00	643.64	643.64

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+87.62	-4.00	639.38	639.38
☉ Brg. N. Abut.	103+90.45	-4.00	639.47	639.47
A	104+00.45	-4.00	639.77	639.80
B	104+10.45	-4.00	640.06	640.12
C	104+20.45	-4.00	640.35	640.42
D	104+30.45	-4.00	640.63	640.71
E	104+40.45	-4.00	640.90	640.98
F	104+50.45	-4.00	641.17	641.24
G	104+60.45	-4.00	641.43	641.48
H	104+70.45	-4.00	641.69	641.72
I	104+80.45	-4.00	641.94	641.95
J	104+90.45	-4.00	642.18	642.18
☉ Brg. Pier 1	105+00.45	-4.00	642.42	642.42
K	105+10.45	-4.00	642.65	642.66
L	105+20.45	-4.00	642.87	642.90
M	105+30.45	-4.00	643.09	643.14
N	105+40.45	-4.00	643.30	643.38
O	105+50.45	-4.00	643.51	643.60
P	105+60.45	-4.00	643.71	643.82
Q	105+70.45	-4.00	643.91	644.02
R	105+80.45	-4.00	644.09	644.21
S	105+90.45	-4.00	644.28	644.38
T	106+00.45	-4.00	644.45	644.54
U	106+10.45	-4.00	644.62	644.69
V	106+20.45	-4.00	644.78	644.83
W	106+30.45	-4.00	644.94	644.97
X	106+40.45	-4.00	645.09	645.10
Y	106+50.45	-4.00	645.24	645.24
☉ Brg. Pier 2	106+60.45	-4.00	645.38	645.38
Z	106+70.45	-4.00	645.51	645.52
AA	106+80.45	-4.00	645.64	645.66
AB	106+90.45	-4.00	645.76	645.80
AC	107+00.45	-4.00	645.87	645.94
AD	107+10.45	-4.00	645.98	646.08
AE	107+20.45	-4.00	646.08	646.21
AF	107+30.45	-4.00	646.18	646.32
AG	107+40.45	-4.00	646.27	646.43
AH	107+50.45	-4.00	646.35	646.51
AI	107+60.45	-4.00	646.43	646.59
AJ	107+70.45	-4.00	646.50	646.65
AK	107+80.45	-4.00	646.57	646.69
AL	107+90.45	-4.00	646.63	646.73
AM	108+00.45	-4.00	646.68	646.75
AN	108+10.45	-4.00	646.73	646.78
AO	108+20.45	-4.00	646.77	646.80
AP	108+30.45	-4.00	646.81	646.82
AQ	N/A	N/A	N/A	N/A

GIRDER 3 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	-4.00	646.84	646.84
AR	108+54.00	-4.00	646.86	646.87
AS	108+64.00	-4.00	646.88	646.89
AT	108+74.00	-4.00	646.89	646.92
AU	108+84.00	-4.00	646.89	646.94
AV	108+94.00	-4.00	646.88	646.96
AW	109+04.00	-4.00	646.87	646.97
AX	109+14.00	-4.00	646.86	646.98
AY	109+24.00	-4.00	646.84	646.97
AZ	109+34.00	-4.00	646.81	646.95
BA	109+44.00	-4.00	646.77	646.91
BB	109+54.00	-4.00	646.73	646.86
BC	109+64.00	-4.00	646.69	646.80
BD	109+74.00	-4.00	646.63	646.72
BE	109+84.00	-4.00	646.57	646.64
BF	109+94.00	-4.00	646.51	646.55
BG	110+04.00	-4.00	646.44	646.46
BH	110+14.00	-4.00	646.36	646.36
BI	110+24.00	-4.00	646.27	646.27
☉ Brg. Pier 4	110+37.00	-4.00	646.16	646.16
BJ	110+47.00	-4.00	646.06	646.07
BK	110+57.00	-4.00	645.96	645.99
BL	110+67.00	-4.00	645.84	645.90
BM	110+77.00	-4.00	645.73	645.82
BN	110+87.00	-4.00	645.61	645.73
BO	110+97.00	-4.00	645.48	645.64
BP	111+07.00	-4.00	645.34	645.53
BQ	111+17.00	-4.00	645.20	645.42
BR	111+27.00	-4.00	645.06	645.29
BS	111+37.00	-4.00	644.90	645.13
BT	111+47.00	-4.00	644.74	644.97
BU	111+57.00	-4.00	644.58	644.78
BV	111+67.00	-4.00	644.41	644.58
BW	111+77.00	-4.00	644.23	644.36
BX	111+87.00	-4.00	644.05	644.12
☉ Brg. S. Abut.	111+99.83	-4.00	643.80	643.80
Bk. of S. Abut.	112+02.33	-4.00	643.76	643.76

FILE NAME: H:\P22\055-03\4\ PTE 21-2022\055-002 - IL 23 over\varm\Brg. and BNSF RB\Brg\GIRDER3\GIRDER3.dgn

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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted_harms	DESIGNED - KP	REVISED -
	CHECKED - ETH	REVISED -
PLOT SCALE = 0:2,0000 "/>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 8 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 37
			CONTRACT NO. 66M85	
		ILLINOIS FED. AID PROJECT		

EAST EDGE OF CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+86.85	-1.92	639.39	639.39
☉ Brg. N. Abut.	103+89.68	-1.92	639.48	639.48
A	103+99.68	-1.92	639.78	639.81
B	104+09.68	-1.92	640.07	640.13
C	104+19.68	-1.92	640.36	640.43
D	104+29.68	-1.92	640.64	640.72
E	104+39.68	-1.92	640.91	640.99
F	104+49.68	-1.92	641.18	641.25
G	104+59.68	-1.92	641.44	641.50
H	104+69.68	-1.92	641.70	641.73
I	104+79.68	-1.92	641.95	641.97
J	104+89.68	-1.92	642.19	642.20
☉ Brg. Pier 1	104+99.68	-1.92	642.43	642.43
K	105+09.68	-1.92	642.66	642.67
L	105+19.68	-1.92	642.89	642.91
M	105+29.68	-1.92	643.11	643.15
N	105+39.68	-1.92	643.32	643.39
O	105+49.68	-1.92	643.53	643.62
P	105+59.68	-1.92	643.73	643.84
Q	105+69.68	-1.92	643.92	644.04
R	105+79.68	-1.92	644.11	644.23
S	105+89.68	-1.92	644.29	644.40
T	105+99.68	-1.92	644.47	644.56
U	106+09.68	-1.92	644.64	644.71
V	106+19.68	-1.92	644.80	644.85
W	106+29.68	-1.92	644.96	644.99
X	106+39.68	-1.92	645.11	645.12
Y	106+49.68	-1.92	645.26	645.26
☉ Brg. Pier 2	106+59.68	-1.92	645.40	645.40
Z	106+69.68	-1.92	645.53	645.54
AA	106+79.68	-1.92	645.66	645.68
AB	106+89.68	-1.92	645.78	645.82
AC	106+99.68	-1.92	645.90	645.96
AD	107+09.68	-1.92	646.01	646.10
AE	107+19.68	-1.92	646.11	646.23
AF	107+29.68	-1.92	646.21	646.35
AG	107+39.68	-1.92	646.30	646.45
AH	107+49.68	-1.92	646.38	646.54
AI	107+59.68	-1.92	646.46	646.62
AJ	107+69.68	-1.92	646.53	646.67
AK	107+79.68	-1.92	646.60	646.72
AL	107+89.68	-1.92	646.66	646.76
AM	107+99.68	-1.92	646.71	646.78
AN	108+09.68	-1.92	646.76	646.80
AO	108+19.68	-1.92	646.80	646.83
AP	108+29.68	-1.92	646.84	646.85
AQ	N/A	N/A	N/A	N/A

EAST EDGE OF CLOSURE POUR (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	-1.92	646.88	646.88
AR	108+54.00	-1.92	646.90	646.90
AS	108+64.00	-1.92	646.91	646.92
AT	108+74.00	-1.92	646.92	646.95
AU	108+84.00	-1.92	646.92	646.97
AV	108+94.00	-1.92	646.92	646.99
AW	109+04.00	-1.92	646.91	647.01
AX	109+14.00	-1.92	646.89	647.01
AY	109+24.00	-1.92	646.87	647.00
AZ	109+34.00	-1.92	646.84	646.98
BA	109+44.00	-1.92	646.80	646.94
BB	109+54.00	-1.92	646.76	646.89
BC	109+64.00	-1.92	646.72	646.83
BD	109+74.00	-1.92	646.66	646.75
BE	109+84.00	-1.92	646.60	646.67
BF	109+94.00	-1.92	646.54	646.58
BG	110+04.00	-1.92	646.47	646.49
BH	110+14.00	-1.92	646.39	646.40
BI	110+24.00	-1.92	646.31	646.31
☉ Brg. Pier 4	110+37.00	-1.92	646.19	646.19
BJ	110+47.00	-1.92	646.09	646.10
BK	110+57.00	-1.92	645.99	646.02
BL	110+67.00	-1.92	645.88	645.94
BM	110+77.00	-1.92	645.76	645.85
BN	110+87.00	-1.92	645.64	645.76
BO	110+97.00	-1.92	645.51	645.67
BP	111+07.00	-1.92	645.38	645.57
BQ	111+17.00	-1.92	645.23	645.45
BR	111+27.00	-1.92	645.09	645.32
BS	111+37.00	-1.92	644.93	645.17
BT	111+47.00	-1.92	644.78	645.00
BU	111+57.00	-1.92	644.61	644.81
BV	111+67.00	-1.92	644.44	644.61
BW	111+77.00	-1.92	644.26	644.39
BX	111+87.00	-1.92	644.08	644.15
☉ Brg. S. Abut.	111+99.83	-1.92	643.83	643.83
Bk. of S. Abut.	112+02.33	-1.92	643.79	643.79

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+86.17	0.00	639.40	639.40
☉ Brg. N. Abut.	103+89.00	0.00	639.49	639.49
A	103+99.00	0.00	639.78	639.82
B	104+09.00	0.00	640.08	640.14
C	104+19.00	0.00	640.37	640.44
D	104+29.00	0.00	640.65	640.73
E	104+39.00	0.00	640.92	641.00
F	104+49.00	0.00	641.19	641.26
G	104+59.00	0.00	641.45	641.51
H	104+69.00	0.00	641.71	641.74
I	104+79.00	0.00	641.96	641.98
J	104+89.00	0.00	642.20	642.21
☉ Brg. Pier 1	104+99.00	0.00	642.44	642.44
K	105+09.00	0.00	642.67	642.68
L	105+19.00	0.00	642.90	642.93
M	105+29.00	0.00	643.12	643.17
N	105+39.00	0.00	643.33	643.40
O	105+49.00	0.00	643.54	643.63
P	105+59.00	0.00	643.74	643.85
Q	105+69.00	0.00	643.94	644.05
R	105+79.00	0.00	644.13	644.24
S	105+89.00	0.00	644.31	644.41
T	105+99.00	0.00	644.49	644.57
U	106+09.00	0.00	644.66	644.72
V	106+19.00	0.00	644.82	644.86
W	106+29.00	0.00	644.98	645.00
X	106+39.00	0.00	645.13	645.14
Y	106+49.00	0.00	645.28	645.28
☉ Brg. Pier 2	106+59.00	0.00	645.42	645.42
Z	106+69.00	0.00	645.55	645.56
AA	106+79.00	0.00	645.68	645.70
AB	106+89.00	0.00	645.80	645.84
AC	106+99.00	0.00	645.92	645.98
AD	107+09.00	0.00	646.03	646.12
AE	107+19.00	0.00	646.13	646.25
AF	107+29.00	0.00	646.23	646.37
AG	107+39.00	0.00	646.32	646.47
AH	107+49.00	0.00	646.40	646.56
AI	107+59.00	0.00	646.48	646.64
AJ	107+69.00	0.00	646.55	646.70
AK	107+79.00	0.00	646.62	646.75
AL	107+89.00	0.00	646.68	646.78
AM	107+99.00	0.00	646.74	646.81
AN	108+09.00	0.00	646.78	646.83
AO	108+19.00	0.00	646.83	646.85
AP	108+29.00	0.00	646.86	646.87
AQ	108+39.00	0.00	646.89	646.89

FILE NAME: H:\P22\055-03\44_PTB_21-2022\055-002-IL_23_cover\MainPlan.Rvt and BNSF RR Bridge\Microstation\05501-14-2022\055-002-Top of Slab Elevations.dgn



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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted_harms	DESIGNED - KP	REVISED -
	CHECKED - ETH	REVISED -
PLOT SCALE = 0:2,0000 "/> <td>DRAWN - KP</td> <td>REVISED -</td>	DRAWN - KP	REVISED -
PLOT DATE = 3/19/2026	CHECKED - ETH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 9 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 38
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		

☉ ROADWAY & P.G.L. (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	0.00	646.90	646.90
AR	108+54.00	0.00	646.92	646.93
AS	108+64.00	0.00	646.94	646.95
AT	108+74.00	0.00	646.95	646.98
AU	108+84.00	0.00	646.95	647.00
AV	108+94.00	0.00	646.94	647.02
AW	109+04.00	0.00	646.93	647.04
AX	109+14.00	0.00	646.92	647.04
AY	109+24.00	0.00	646.90	647.03
AZ	109+34.00	0.00	646.87	647.01
BA	109+44.00	0.00	646.83	646.97
BB	109+54.00	0.00	646.79	646.92
BC	109+64.00	0.00	646.75	646.85
BD	109+74.00	0.00	646.69	646.78
BE	109+84.00	0.00	646.63	646.69
BF	109+94.00	0.00	646.57	646.61
BG	110+04.00	0.00	646.50	646.52
BH	110+14.00	0.00	646.42	646.42
BI	110+24.00	0.00	646.33	646.33
☉ Brg. Pier 4	110+37.00	0.00	646.22	646.22
BJ	110+47.00	0.00	646.12	646.13
BK	110+57.00	0.00	646.02	646.05
BL	110+67.00	0.00	645.90	645.96
BM	110+77.00	0.00	645.79	645.88
BN	110+87.00	0.00	645.67	645.79
BO	110+97.00	0.00	645.54	645.70
BP	111+07.00	0.00	645.40	645.59
BQ	111+17.00	0.00	645.26	645.48
BR	111+27.00	0.00	645.12	645.35
BS	111+37.00	0.00	644.96	645.19
BT	111+47.00	0.00	644.80	645.03
BU	111+57.00	0.00	644.64	644.84
BV	111+67.00	0.00	644.47	644.64
BW	111+77.00	0.00	644.29	644.42
BX	111+87.00	0.00	644.11	644.18
☉ Brg. S. Abut.	111+99.83	0.00	643.86	643.86
Bk. of S. Abut.	112+02.33	0.00	643.82	643.82

WEST EDGE OF CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+85.48	1.92	639.35	639.35
☉ Brg. N. Abut.	103+88.32	1.92	639.44	639.44
A	103+98.32	1.92	639.74	639.77
B	104+08.32	1.92	640.03	640.09
C	104+18.32	1.92	640.32	640.40
D	104+28.32	1.92	640.60	640.69
E	104+38.32	1.92	640.87	640.96
F	104+48.32	1.92	641.14	641.22
G	104+58.32	1.92	641.41	641.46
H	104+68.32	1.92	641.66	641.70
I	104+78.32	1.92	641.91	641.93
J	104+88.32	1.92	642.16	642.16
☉ Brg. Pier 1	104+98.32	1.92	642.40	642.40
K	105+08.32	1.92	642.63	642.64
L	105+18.32	1.92	642.86	642.88
M	105+28.32	1.92	643.08	643.12
N	105+38.32	1.92	643.29	643.36
O	105+48.32	1.92	643.50	643.59
P	105+58.32	1.92	643.70	643.80
Q	105+68.32	1.92	643.90	644.01
R	105+78.32	1.92	644.09	644.19
S	105+88.32	1.92	644.27	644.37
T	105+98.32	1.92	644.45	644.52
U	106+08.32	1.92	644.62	644.67
V	106+18.32	1.92	644.78	644.82
W	106+28.32	1.92	644.94	644.96
X	106+38.32	1.92	645.09	645.10
Y	106+48.32	1.92	645.24	645.24
☉ Brg. Pier 2	106+58.32	1.92	645.38	645.38
Z	106+68.32	1.92	645.52	645.53
AA	106+78.32	1.92	645.64	645.67
AB	106+88.32	1.92	645.77	645.82
AC	106+98.32	1.92	645.88	645.96
AD	107+08.32	1.92	645.99	646.10
AE	107+18.32	1.92	646.10	646.23
AF	107+28.32	1.92	646.19	646.35
AG	107+38.32	1.92	646.28	646.46
AH	107+48.32	1.92	646.37	646.55
AI	107+58.32	1.92	646.45	646.63
AJ	107+68.32	1.92	646.52	646.69
AK	107+78.32	1.92	646.59	646.73
AL	107+88.32	1.92	646.65	646.77
AM	107+98.32	1.92	646.70	646.79
AN	108+08.32	1.92	646.75	646.81
AO	108+18.32	1.92	646.79	646.83
AP	108+28.32	1.92	646.83	646.85
AQ	108+38.32	1.92	646.86	646.87

WEST EDGE OF CLOSURE POUR (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	1.92	646.88	646.88
AR	108+54.00	1.92	646.90	646.90
AS	108+64.00	1.92	646.91	646.92
AT	108+74.00	1.92	646.92	646.94
AU	108+84.00	1.92	646.92	646.96
AV	108+94.00	1.92	646.92	646.98
AW	109+04.00	1.92	646.91	647.00
AX	109+14.00	1.92	646.89	647.00
AY	109+24.00	1.92	646.87	646.99
AZ	109+34.00	1.92	646.84	646.97
BA	109+44.00	1.92	646.80	646.94
BB	109+54.00	1.92	646.76	646.89
BC	109+64.00	1.92	646.72	646.82
BD	109+74.00	1.92	646.66	646.75
BE	109+84.00	1.92	646.60	646.66
BF	109+94.00	1.92	646.54	646.58
BG	110+04.00	1.92	646.47	646.49
BH	110+14.00	1.92	646.39	646.39
BI	110+24.00	1.92	646.31	646.30
☉ Brg. Pier 4	110+37.00	1.92	646.19	646.19
BJ	110+47.00	1.92	646.09	646.10
BK	110+57.00	1.92	645.99	646.02
BL	110+67.00	1.92	645.88	645.94
BM	110+77.00	1.92	645.76	645.85
BN	110+87.00	1.92	645.64	645.77
BO	110+97.00	1.92	645.51	645.67
BP	111+07.00	1.92	645.38	645.57
BQ	111+17.00	1.92	645.23	645.45
BR	111+27.00	1.92	645.09	645.32
BS	111+37.00	1.92	644.93	645.17
BT	111+47.00	1.92	644.78	645.00
BU	111+57.00	1.92	644.61	644.82
BV	111+67.00	1.92	644.44	644.61
BW	111+77.00	1.92	644.26	644.39
BX	111+87.00	1.92	644.08	644.15
☉ Brg. S. Abut.	111+99.83	1.92	643.83	643.83
Bk. of S. Abut.	112+02.33	1.92	643.79	643.79

FILE NAME: H:\P22\055-03\44_PTB_21-2023\055-002-IL_23_cvr_1\main\rv_and_BASF_PFB\Bkg\Microstation\05301-0488185-10_Top of Slab Elevations.dgn

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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted harms	DESIGNED - KP	REVISED -
	CHECKED - ETH	REVISED -
PLOT SCALE = 0:2,000 = 1" = 11'	DRAWN - KP	REVISED -
PLOT DATE = 3/19/2026	CHECKED - ETH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 10 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 39
			CONTRACT NO. 66M85	
		ILLINOIS FED. AID PROJECT		

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+84.71	4.00	639.29	639.29
☉ Brg. N. Abut.	103+87.54	4.00	639.38	639.38
A	103+97.54	4.00	639.68	639.71
B	104+07.54	4.00	639.98	640.03
C	104+17.54	4.00	640.26	640.34
D	104+27.54	4.00	640.55	640.63
E	104+37.54	4.00	640.82	640.91
F	104+47.54	4.00	641.09	641.16
G	104+57.54	4.00	641.35	641.41
H	104+67.54	4.00	641.61	641.65
I	104+77.54	4.00	641.86	641.88
J	104+87.54	4.00	642.11	642.11
☉ Brg. Pier 1	104+97.54	4.00	642.35	642.35
K	105+07.54	4.00	642.58	642.59
L	105+17.54	4.00	642.81	642.83
M	105+27.54	4.00	643.03	643.07
N	105+37.54	4.00	643.24	643.31
O	105+47.54	4.00	643.45	643.54
P	105+57.54	4.00	643.65	643.76
Q	105+67.54	4.00	643.85	643.96
R	105+77.54	4.00	644.04	644.15
S	105+87.54	4.00	644.22	644.32
T	105+97.54	4.00	644.40	644.48
U	106+07.54	4.00	644.57	644.63
V	106+17.54	4.00	644.74	644.77
W	106+27.54	4.00	644.90	644.92
X	106+37.54	4.00	645.05	645.06
Y	106+47.54	4.00	645.20	645.20
☉ Brg. Pier 2	106+57.54	4.00	645.34	645.34
Z	106+67.54	4.00	645.47	645.48
AA	106+77.54	4.00	645.60	645.63
AB	106+87.54	4.00	645.72	645.77
AC	106+97.54	4.00	645.84	645.92
AD	107+07.54	4.00	645.95	646.06
AE	107+17.54	4.00	646.06	646.19
AF	107+27.54	4.00	646.15	646.31
AG	107+37.54	4.00	646.25	646.42
AH	107+47.54	4.00	646.33	646.51
AI	107+57.54	4.00	646.41	646.59
AJ	107+67.54	4.00	646.48	646.65
AK	107+77.54	4.00	646.55	646.70
AL	107+87.54	4.00	646.61	646.73
AM	107+97.54	4.00	646.67	646.76
AN	108+07.54	4.00	646.72	646.78
AO	108+17.54	4.00	646.76	646.80
AP	108+27.54	4.00	646.80	646.81
AQ	108+37.54	4.00	646.83	646.83

GIRDER 4 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	4.00	646.84	646.84
AR	108+54.00	4.00	646.86	646.87
AS	108+64.00	4.00	646.88	646.89
AT	108+74.00	4.00	646.89	646.91
AU	108+84.00	4.00	646.89	646.93
AV	108+94.00	4.00	646.88	646.95
AW	109+04.00	4.00	646.87	646.97
AX	109+14.00	4.00	646.86	646.97
AY	109+24.00	4.00	646.84	646.96
AZ	109+34.00	4.00	646.81	646.94
BA	109+44.00	4.00	646.77	646.90
BB	109+54.00	4.00	646.73	646.85
BC	109+64.00	4.00	646.69	646.79
BD	109+74.00	4.00	646.63	646.71
BE	109+84.00	4.00	646.57	646.63
BF	109+94.00	4.00	646.51	646.54
BG	110+04.00	4.00	646.44	646.45
BH	110+14.00	4.00	646.36	646.36
BI	110+24.00	4.00	646.27	646.27
☉ Brg. Pier 4	110+37.00	4.00	646.16	646.16
BJ	110+47.00	4.00	646.06	646.07
BK	110+57.00	4.00	645.96	645.99
BL	110+67.00	4.00	645.84	645.91
BM	110+77.00	4.00	645.73	645.82
BN	110+87.00	4.00	645.61	645.73
BO	110+97.00	4.00	645.48	645.64
BP	111+07.00	4.00	645.34	645.54
BQ	111+17.00	4.00	645.20	645.42
BR	111+27.00	4.00	645.06	645.29
BS	111+37.00	4.00	644.90	645.14
BT	111+47.00	4.00	644.74	644.97
BU	111+57.00	4.00	644.58	644.78
BV	111+67.00	4.00	644.41	644.58
BW	111+77.00	4.00	644.23	644.36
BX	111+87.00	4.00	644.05	644.12
☉ Brg. S. Abut.	111+99.83	4.00	643.80	643.80
Bk. of S. Abut.	112+02.33	4.00	643.76	643.76

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+81.80	12.00	639.09	639.09
☉ Brg. N. Abut.	103+84.63	12.00	639.17	639.17
A	103+94.63	12.00	639.47	639.51
B	104+04.63	12.00	639.77	639.83
C	104+14.63	12.00	640.06	640.14
D	104+24.63	12.00	640.34	640.43
E	104+34.63	12.00	640.62	640.71
F	104+44.63	12.00	640.89	640.97
G	104+54.63	12.00	641.16	641.22
H	104+64.63	12.00	641.42	641.46
I	104+74.63	12.00	641.67	641.69
J	104+84.63	12.00	641.92	641.92
☉ Brg. Pier 1	104+94.63	12.00	642.16	642.16
K	105+04.63	12.00	642.39	642.40
L	105+14.63	12.00	642.62	642.64
M	105+24.63	12.00	642.84	642.89
N	105+34.63	12.00	643.06	643.13
O	105+44.63	12.00	643.27	643.35
P	105+54.63	12.00	643.47	643.57
Q	105+64.63	12.00	643.67	643.78
R	105+74.63	12.00	643.86	643.96
S	105+84.63	12.00	644.05	644.14
T	105+94.63	12.00	644.23	644.30
U	106+04.63	12.00	644.40	644.45
V	106+14.63	12.00	644.57	644.60
W	106+24.63	12.00	644.73	644.74
X	106+34.63	12.00	644.89	644.89
Y	106+44.63	12.00	645.04	645.03
☉ Brg. Pier 2	106+54.63	12.00	645.18	645.18
Z	106+64.63	12.00	645.31	645.33
AA	106+74.63	12.00	645.45	645.48
AB	106+84.63	12.00	645.57	645.63
AC	106+94.63	12.00	645.69	645.77
AD	107+04.63	12.00	645.80	645.92
AE	107+14.63	12.00	645.91	646.05
AF	107+24.63	12.00	646.01	646.18
AG	107+34.63	12.00	646.10	646.29
AH	107+44.63	12.00	646.19	646.39
AI	107+54.63	12.00	646.27	646.47
AJ	107+64.63	12.00	646.34	646.53
AK	107+74.63	12.00	646.41	646.58
AL	107+84.63	12.00	646.48	646.62
AM	107+94.63	12.00	646.53	646.64
AN	108+04.63	12.00	646.58	646.66
AO	108+14.63	12.00	646.63	646.68
AP	108+24.63	12.00	646.67	646.69
AQ	108+34.63	12.00	646.70	646.71

FILE NAME: H:\P22\055-03\44_PTB_21-2022\055-03-11-23\overhaul\main\rv and BNSF RRB\Brg\Girder\Girder05301-14-48485-011-Top of Slab Elevations.dgn

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted.harms	DESIGNED - KP	REVISED -
	CHECKED - ETH	REVISED -
PLOT SCALE = 02,0000 '"/td> <td>DRAWN - KP</td> <td>REVISED -</td>	DRAWN - KP	REVISED -
PLOT DATE = 3/19/2026	CHECKED - ETH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 11 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 40
CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	

GIRDER 5 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	12.00	646.72	646.72
AR	108+54.00	12.00	646.74	646.74
AS	108+64.00	12.00	646.76	646.77
AT	108+74.00	12.00	646.77	646.79
AU	108+84.00	12.00	646.77	646.81
AV	108+94.00	12.00	646.76	646.82
AW	109+04.00	12.00	646.75	646.84
AX	109+14.00	12.00	646.74	646.84
AY	109+24.00	12.00	646.72	646.83
AZ	109+34.00	12.00	646.69	646.81
BA	109+44.00	12.00	646.65	646.77
BB	109+54.00	12.00	646.61	646.72
BC	109+64.00	12.00	646.57	646.66
BD	109+74.00	12.00	646.51	646.59
BE	109+84.00	12.00	646.45	646.51
BF	109+94.00	12.00	646.39	646.42
BG	110+04.00	12.00	646.32	646.33
BH	110+14.00	12.00	646.24	646.24
BI	110+24.00	12.00	646.15	646.15
☉ Brg. Pier 4	110+37.00	12.00	646.04	646.04
BJ	110+47.00	12.00	645.94	645.95
BK	110+57.00	12.00	645.84	645.87
BL	110+67.00	12.00	645.72	645.79
BM	110+77.00	12.00	645.61	645.70
BN	110+87.00	12.00	645.49	645.62
BO	110+97.00	12.00	645.36	645.52
BP	111+07.00	12.00	645.22	645.42
BQ	111+17.00	12.00	645.08	645.30
BR	111+27.00	12.00	644.94	645.17
BS	111+37.00	12.00	644.78	645.02
BT	111+47.00	12.00	644.62	644.85
BU	111+57.00	12.00	644.46	644.66
BV	111+67.00	12.00	644.29	644.46
BW	111+77.00	12.00	644.11	644.24
BX	111+87.00	12.00	643.93	644.00
☉ Brg. S. Abut.	111+99.83	12.00	643.68	643.68
Bk. of S. Abut.	112+02.33	12.00	643.64	643.64

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	103+78.89	20.00	638.84	638.84
☉ Brg. N. Abut.	103+81.72	20.00	638.92	638.92
A	103+91.72	20.00	639.23	639.26
B	104+01.72	20.00	639.52	639.58
C	104+11.72	20.00	639.82	639.89
D	104+21.72	20.00	640.10	640.19
E	104+31.72	20.00	640.38	640.47
F	104+41.72	20.00	640.65	640.73
G	104+51.72	20.00	640.92	640.98
H	104+61.72	20.00	641.18	641.22
I	104+71.72	20.00	641.44	641.46
J	104+81.72	20.00	641.69	641.69
☉ Brg. Pier 1	104+91.72	20.00	641.93	641.93
K	105+01.72	20.00	642.17	642.17
L	105+11.72	20.00	642.40	642.42
M	105+21.72	20.00	642.62	642.66
N	105+31.72	20.00	642.84	642.90
O	105+41.72	20.00	643.05	643.13
P	105+51.72	20.00	643.26	643.35
Q	105+61.72	20.00	643.46	643.55
R	105+71.72	20.00	643.65	643.74
S	105+81.72	20.00	643.84	643.92
T	105+91.72	20.00	644.02	644.08
U	106+01.72	20.00	644.19	644.23
V	106+11.72	20.00	644.36	644.39
W	106+21.72	20.00	644.53	644.53
X	106+31.72	20.00	644.68	644.68
Y	106+41.72	20.00	644.83	644.83
☉ Brg. Pier 2	106+51.72	20.00	644.98	644.98
Z	106+61.72	20.00	645.12	645.13
AA	106+71.72	20.00	645.25	645.28
AB	106+81.72	20.00	645.37	645.44
AC	106+91.72	20.00	645.49	645.59
AD	107+01.72	20.00	645.61	645.74
AE	107+11.72	20.00	645.72	645.88
AF	107+21.72	20.00	645.82	646.01
AG	107+31.72	20.00	645.91	646.12
AH	107+41.72	20.00	646.00	646.22
AI	107+51.72	20.00	646.09	646.30
AJ	107+61.72	20.00	646.16	646.37
AK	107+71.72	20.00	646.23	646.42
AL	107+81.72	20.00	646.30	646.46
AM	107+91.72	20.00	646.36	646.49
AN	108+01.72	20.00	646.41	646.50
AO	108+11.72	20.00	646.46	646.52
AP	108+21.72	20.00	646.50	646.53
AQ	108+31.72	20.00	646.53	646.55

GIRDER 6 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	108+44.00	20.00	646.56	646.56
AR	108+54.00	20.00	646.58	646.58
AS	108+64.00	20.00	646.60	646.60
AT	108+74.00	20.00	646.61	646.62
AU	108+84.00	20.00	646.61	646.64
AV	108+94.00	20.00	646.60	646.66
AW	109+04.00	20.00	646.59	646.67
AX	109+14.00	20.00	646.58	646.67
AY	109+24.00	20.00	646.56	646.66
AZ	109+34.00	20.00	646.53	646.64
BA	109+44.00	20.00	646.49	646.60
BB	109+54.00	20.00	646.45	646.55
BC	109+64.00	20.00	646.41	646.49
BD	109+74.00	20.00	646.35	646.42
BE	109+84.00	20.00	646.29	646.34
BF	109+94.00	20.00	646.23	646.26
BG	110+04.00	20.00	646.16	646.17
BH	110+14.00	20.00	646.08	646.08
BI	110+24.00	20.00	645.99	645.99
☉ Brg. Pier 4	110+37.00	20.00	645.88	645.88
BJ	110+47.00	20.00	645.78	645.79
BK	110+57.00	20.00	645.68	645.71
BL	110+67.00	20.00	645.56	645.63
BM	110+77.00	20.00	645.45	645.54
BN	110+87.00	20.00	645.33	645.46
BO	110+97.00	20.00	645.20	645.36
BP	111+07.00	20.00	645.06	645.26
BQ	111+17.00	20.00	644.92	645.14
BR	111+27.00	20.00	644.78	645.01
BS	111+37.00	20.00	644.62	644.86
BT	111+47.00	20.00	644.46	644.69
BU	111+57.00	20.00	644.30	644.50
BV	111+67.00	20.00	644.13	644.30
BW	111+77.00	20.00	643.95	644.08
BX	111+87.00	20.00	643.77	643.84
☉ Brg. S. Abut.	111+99.83	20.00	643.52	643.52
Bk. of S. Abut.	112+02.33	20.00	643.48	643.48

FILE NAME: H:\P22\055-03\44_PTB_21-2023\055-002-IL_23_cvr_1\main\Brg and BNSF RB\Brg\GIRDER 5 (CONT.)_TOP OF SLAB ELEVATION.dgn

OATES ASSOCIATES
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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted.harms	DESIGNED - KP	REVISED -
	CHECKED - ETH	REVISED -
PLOT SCALE = 0:2,000 = 1" = 11'	DRAWN - KP	REVISED -
PLOT DATE = 3/19/2026	CHECKED - ETH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION
STRUCTURE NO. 053-0149**

SHEET 12 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 41
			CONTRACT NO. 66M85	
		ILLINOIS	FED. AID PROJECT	

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+64.02	-21.58	638.34
A1	103+74.02	-21.58	638.65
A2	103+84.02	-21.58	638.96
S. End N. Aprrch. Slab	103+94.02	-21.58	639.26

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+60.53	-12.00	638.42
A1	103+70.53	-12.00	638.74
A2	103+80.53	-12.00	639.05
S. End N. Aprrch. Slab	103+90.53	-12.00	639.35

EAST EDGE OF CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+56.84	-1.88	638.45
A1	103+66.84	-1.88	638.77
A2	103+76.84	-1.88	639.08
S. End N. Aprrch. Slab	103+86.84	-1.88	639.39

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+56.16	0.00	638.46
A1	103+66.16	0.00	638.78
A2	103+76.16	0.00	639.09
S. End N. Aprrch. Slab	103+86.16	0.00	639.40

WEST EDGE OF CLOSURE POUR

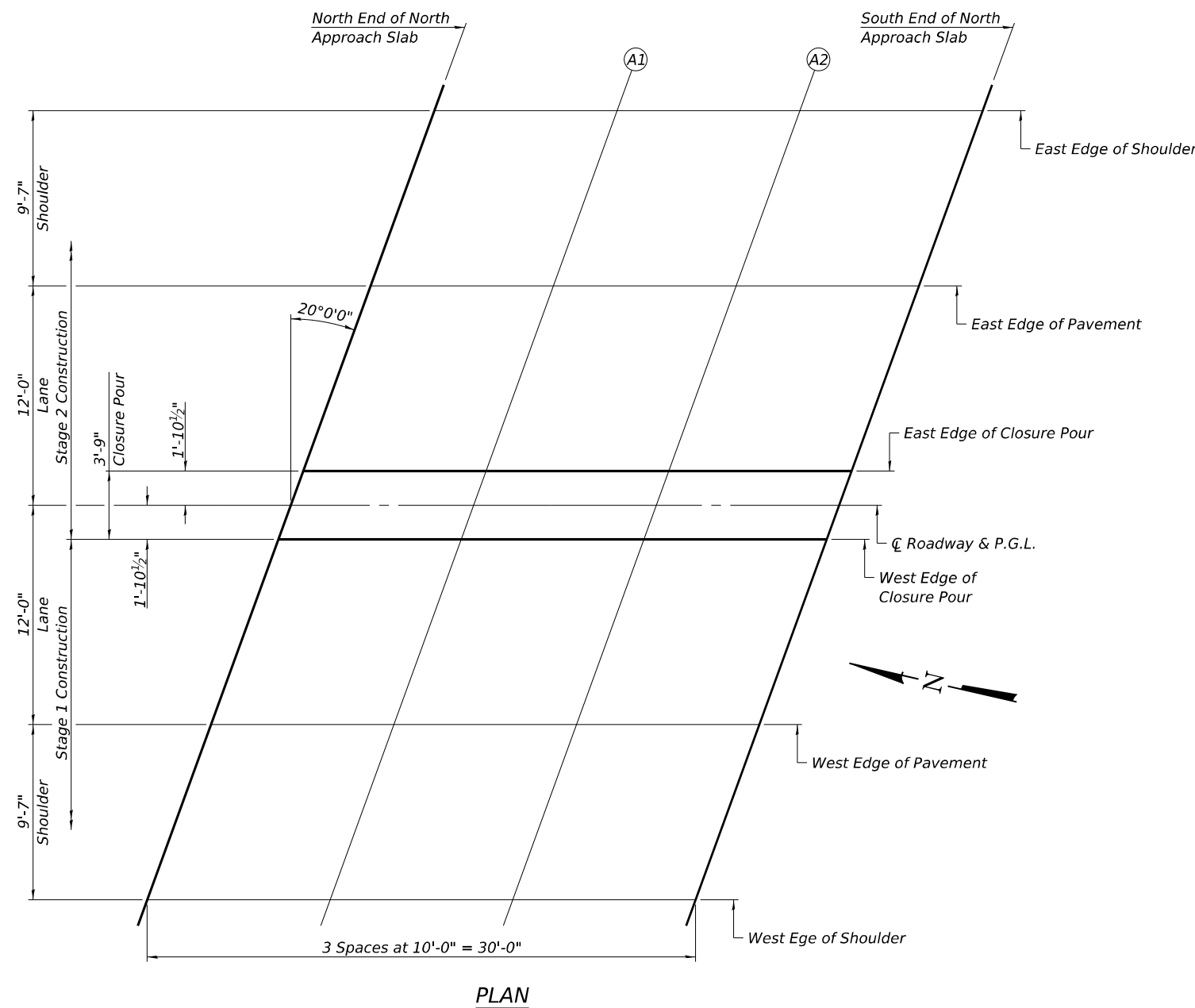
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+55.48	1.88	638.41
A1	103+65.48	1.88	638.73
A2	103+75.48	1.88	639.04
S. End N. Aprrch. Slab	103+85.48	1.88	639.35

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+51.79	12.00	638.14
A1	103+61.79	12.00	638.46
A2	103+71.79	12.00	638.78
S. End N. Aprrch. Slab	103+81.79	12.00	639.09

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Aprrch. Slab	103+48.30	21.58	637.83
A1	103+58.30	21.58	638.16
A2	103+68.30	21.58	638.47
S. End N. Aprrch. Slab	103+78.30	21.58	638.79



PLAN

FILE NAME: H:\P22\055-03\44_PTB_21-2020\055-002-IL_23_001_Vermilion Rv and BASF RB\Bkgnd\Microstation\053014-048485-013_Top of North Approach Slab Elevation.dgn

OATES ASSOCIATES
www.oatesassociates.com
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

USER NAME = ted_harms	DESIGNED - KP	REVISD -
PLOT SCALE = 02.0000 1"=10'	CHECKED - ETH	REVISD -
PLOT DATE = 3/19/2026	DRAWN - KP	REVISD -
	CHECKED - ETH	REVISD -

STATE OF ILLINOIS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DEPARTMENT OF TRANSPORTATION	68	((37,101)BVB) ES	LIVINGSTON	93	42
	CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	

TOP OF NORTH APPROACH SLAB ELEVATION
STRUCTURE NO. 053-0149

SHEET 13 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	42
CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	-21.58	643.44
A3	112+12.33	-21.58	643.24
A4	112+22.33	-21.58	643.04
S. End S. Apprch. Slab	112+32.33	-21.58	642.82

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	-12.00	643.63
A3	112+12.33	-12.00	643.43
A4	112+22.33	-12.00	643.23
S. End S. Apprch. Slab	112+32.33	-12.00	643.02

EAST EDGE OF CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	-1.88	643.78
A3	112+12.33	-1.88	643.59
A4	112+22.33	-1.88	643.38
S. End S. Apprch. Slab	112+32.33	-1.88	643.17

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	0.00	643.81
A3	112+12.33	0.00	643.61
A4	112+22.33	0.00	643.41
S. End S. Apprch. Slab	112+32.33	0.00	643.20

WEST EDGE OF CLOSURE POUR

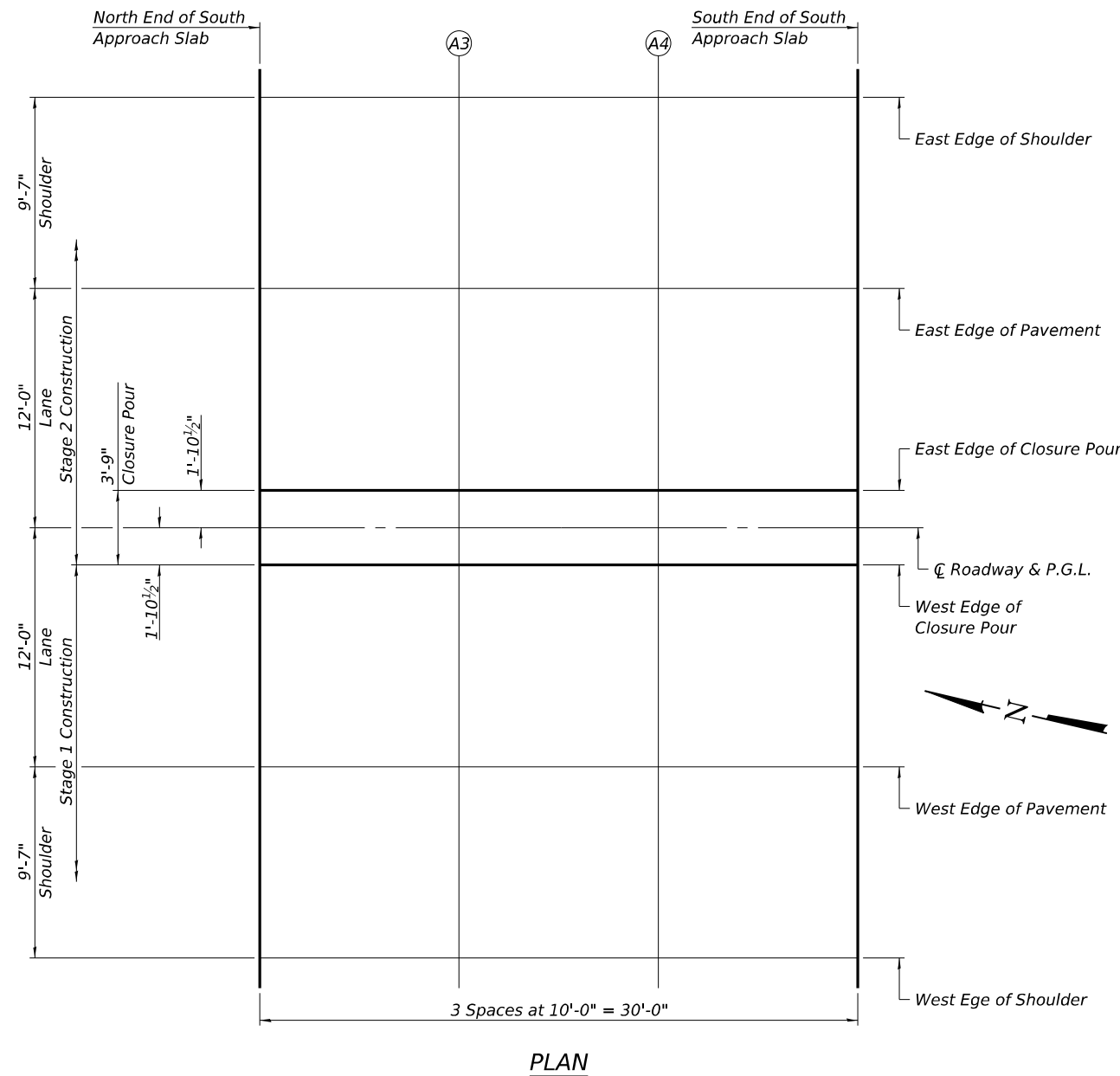
Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	1.88	643.78
A3	112+12.33	1.88	643.59
A4	112+22.33	1.88	643.38
S. End S. Apprch. Slab	112+32.33	1.88	643.17

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	12.00	643.63
A3	112+12.33	12.00	643.43
A4	112+22.33	12.00	643.23
S. End S. Apprch. Slab	112+32.33	12.00	643.02

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Apprch. Slab	112+02.33	21.58	643.44
A3	112+12.33	21.58	643.24
A4	112+22.33	21.58	643.04
S. End S. Apprch. Slab	112+32.33	21.58	642.82



PLAN

FILE NAME: H:\P22\055-03\44_PTB_21-2020\055-002-IL_23.cwr; YearMain.Rvt and BASF_PPB\Bkg\Plan\Microstation\05301\44885-01-Top of South Approach Slab Elevation.dgn

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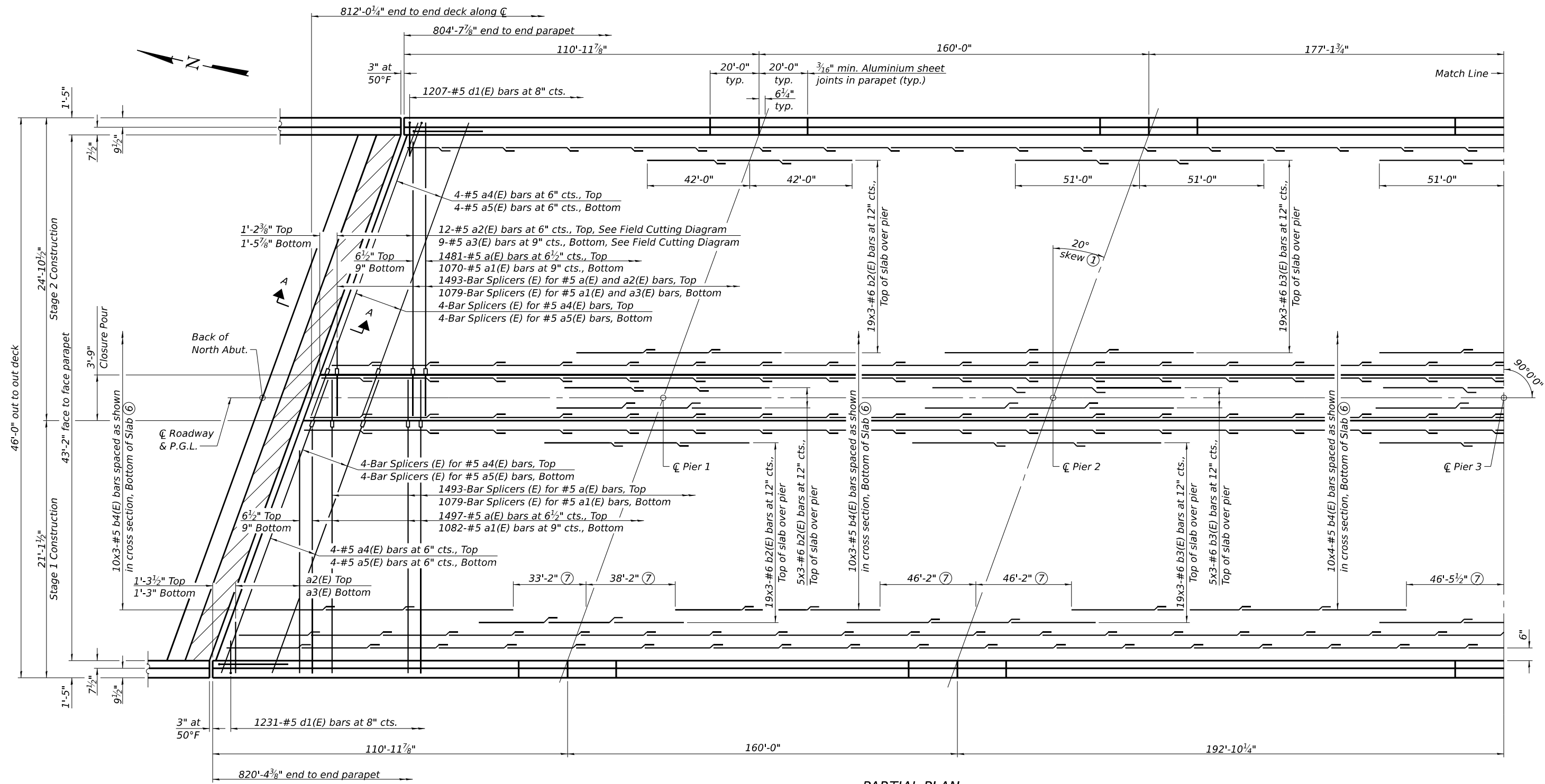
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	CHECKED - ETH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATION
STRUCTURE NO. 053-0149**

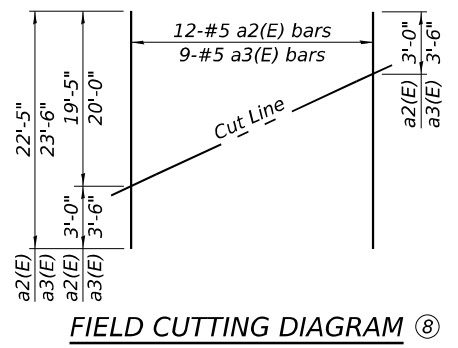
SHEET 14 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 43
CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	



PARTIAL PLAN

MINIMUM BAR LAP
 #5 bar = 3'-10"
 #6 bar = 3'-1"



- Notes:
- ① Typical at North Abutment, Pier 1, and Pier 2.
 - ② Bars included thus 19x3-#6 etc. indicates 19 lines of bars with 3 lengths per line.
 - ③ For details of Bar Splicers, see sheets 41 of 42.
 - ④ For superstructure details, bar details, scupper details, parapet reinforcement and bill of material, see sheets 18 and 26 of 42.
 - ⑤ For Section A-A, see sheet 17 of 42.
 - ⑥ Increase lap length to fit.
 - ⑦ Distance from end reinforcement line to \bar{C} girder at Pier.
 - ⑧ Order a2(E) and a3(E) bars full length. Cut as shown and use remainder of bars in stage 2 Construction.
 - ⑨ For location of drainage scuppers, see sheet 1 of 42.

FILE NAME: H:\P22\055-03\44_PTB 21-2022\055-002 - IL 23 over\WarmBarron.Rvt and BASF PER\Bkgp\Microstation\0530144\48185-015-Superstructure.dgn
 ILLINOIS DESIGN FIRM LICENSE NO. 184.001115
 3/19/2026 9:37:30 AM



USER NAME = tedharms
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 CHECKED - BB
 PLOT DATE = 3/19/2026

DESIGNED - KP
 CHECKED - BB
 REVISIONS -

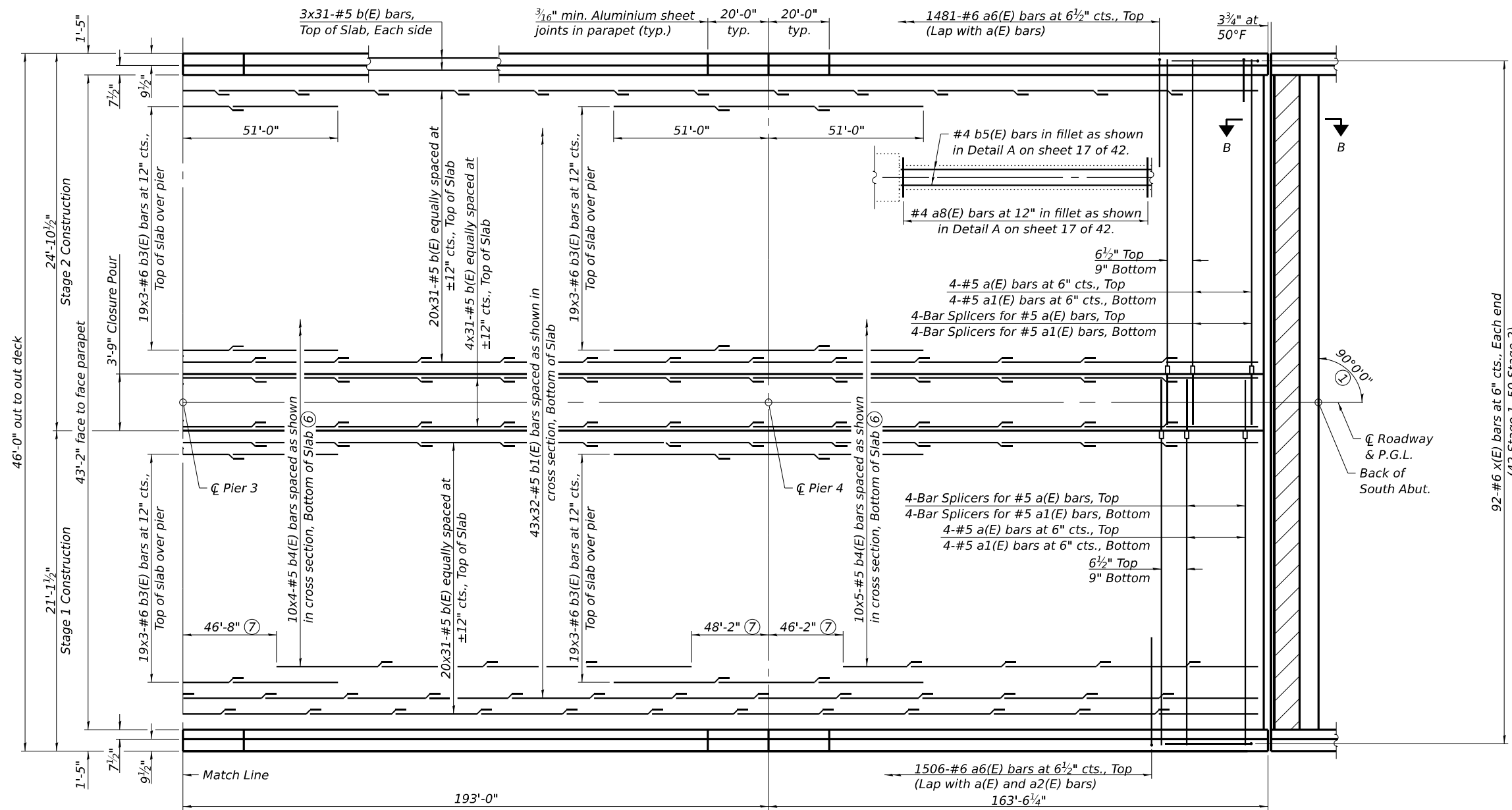
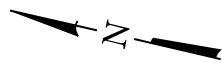
REVISIONS -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**SUPERSTRUCTURE
 STRUCTURE NO. 053-0149**

SHEET 15 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	44
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"
 #6 bar = 3'-1"

Notes:

- ① Typical at South Abutment, Pier 3, and Pier 4.
- ② Bars included thus 19x3-#6 etc. indicates 19 lines of bars with 3 lengths per line.
- ③ For details of Bar Splicers, see sheets 41 of 42.
- ④ For superstructure details, bar details, scupper details, parapet reinforcement and bill of material, see sheets 18 and 26 of 42.
- ⑤ For Section B-B, see sheet 17 of 42.
- ⑥ Increase lap length to fit.
- ⑦ Distance from end reinforcement to \bar{C} adjacent girder at Pier.
- ⑧ For location of drainage scuppers, see sheet 1 of 42.

FILE NAME: H:\P224055-03\44_PTB 21-2024\05.002 - IL 23 over\Warmian.Rv and BASF RB\Bkgp\Misc\0531-14-48185-2\16Superstructure.dgn
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115
 5/1/2026 3:10:43 PM



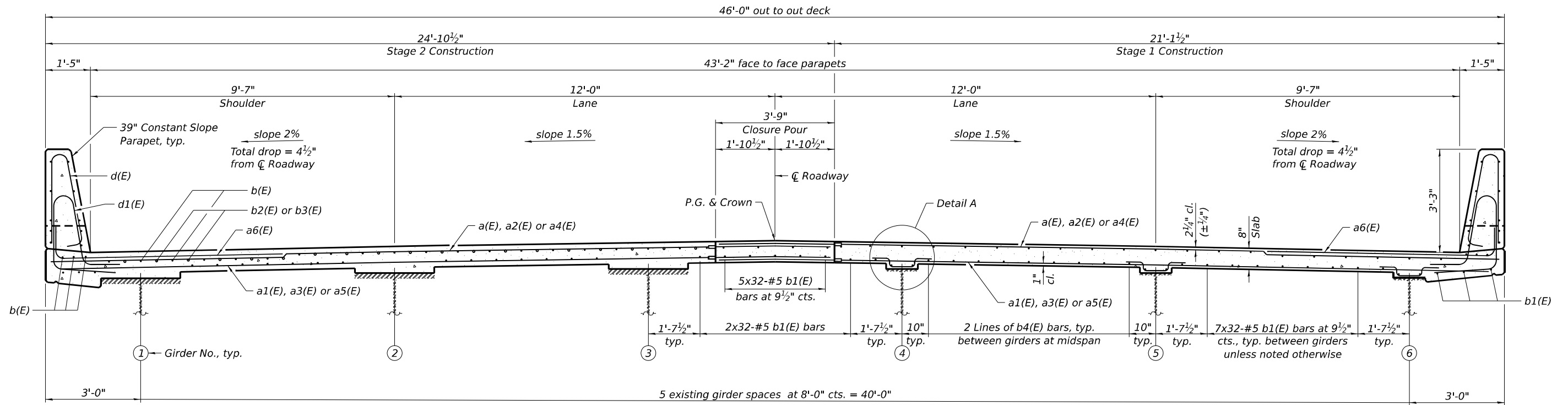
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PLOT DATE = 5/1/2026	DRAWN - KP	REVISED -
	CHECKED - BB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE
 STRUCTURE NO. 053-0149**

SHEET 16 OF 42 SHEETS

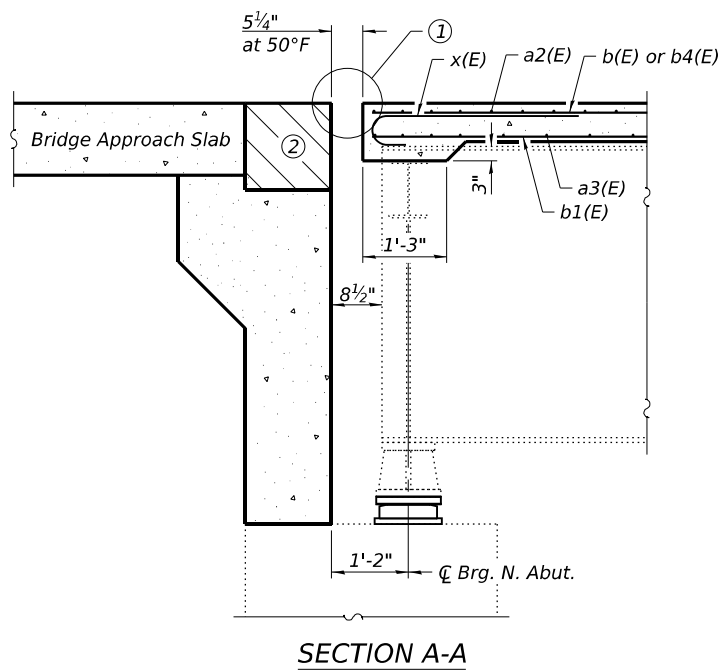
F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 45
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



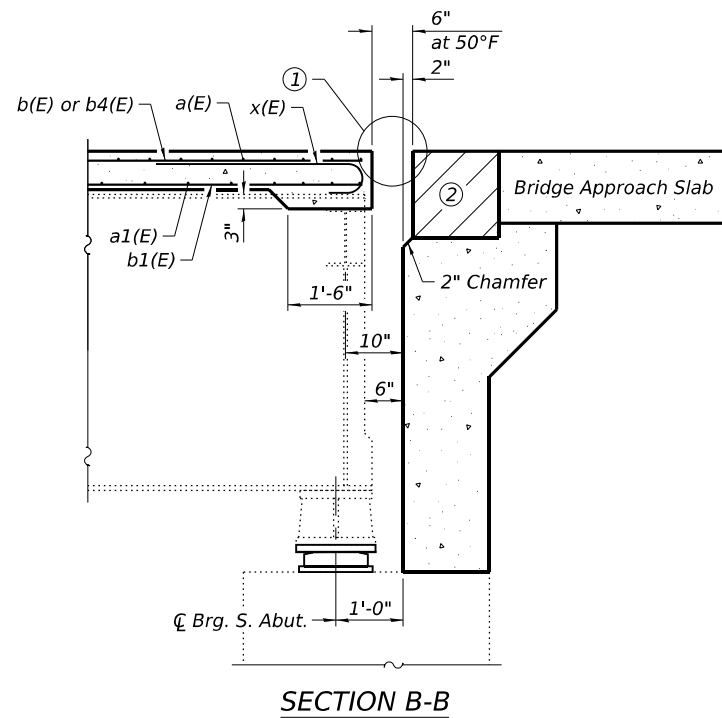
NEAR PIER

NEAR MIDSPAN

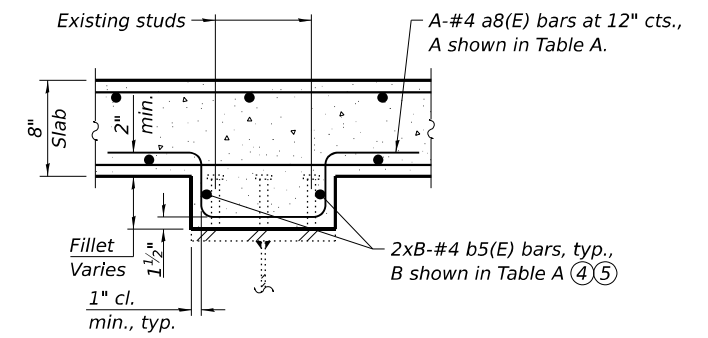
CROSS SECTION
(Looking South)



SECTION A-A



SECTION B-B



DETAILED VIEW A

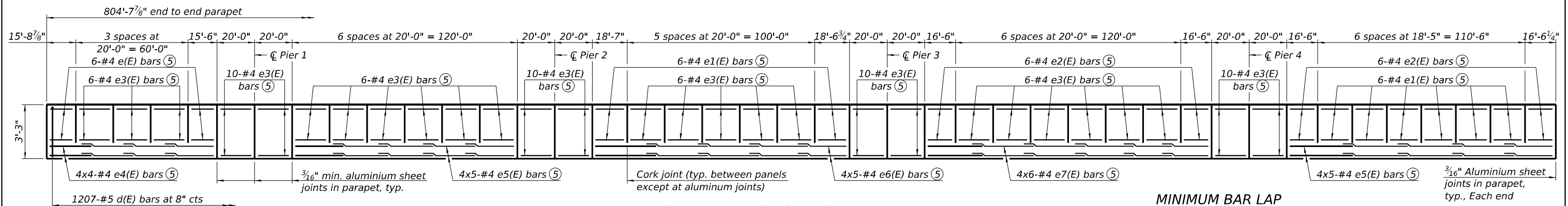
TABLE A

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	
	A	A	A	A	A	A	B
Span 1	78	78	78	78	78	78	3
Span 2	77	77	77	77	77	77	3
Span 3	86	89	92	95	98	101	4
Span 4	99	99	99	99	99	99	4
Span 5	118	118	118	118	118	118	5

Notes:

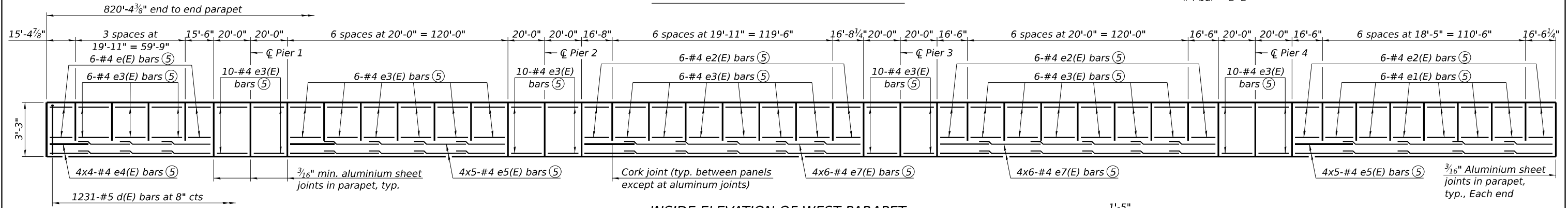
- ① For details of expansion joint, see sheet 22 through 25 of 42.
- ② Hatched area to be poured after superstructure forms have been removed. Quantities of Concrete included with Concrete Superstructure.
- ③ Bars included thus 2xA-#4 etc. indicates 2 lines of bars with A lengths per line.
- ④ This bar may be placed inside the shear stud when minimum clearances cannot be satisfied.
- ⑤ Increase lap length to fit.
- ⑥ Any studs that are damaged by the Contractor's deck removal operations shall be replaced in kind or as directed by the Engineer. Cost included in Removal of Existing Concrete Deck.
- ⑦ Girder depth varies from ±5'-3" to ±7'-4" in Span 4.

FILE NAME: H:\P22\055-03-14\PTB 21-2023\055-002-11_23.dwg; USER: ted.harms; PLOT DATE: 3/19/2026; ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

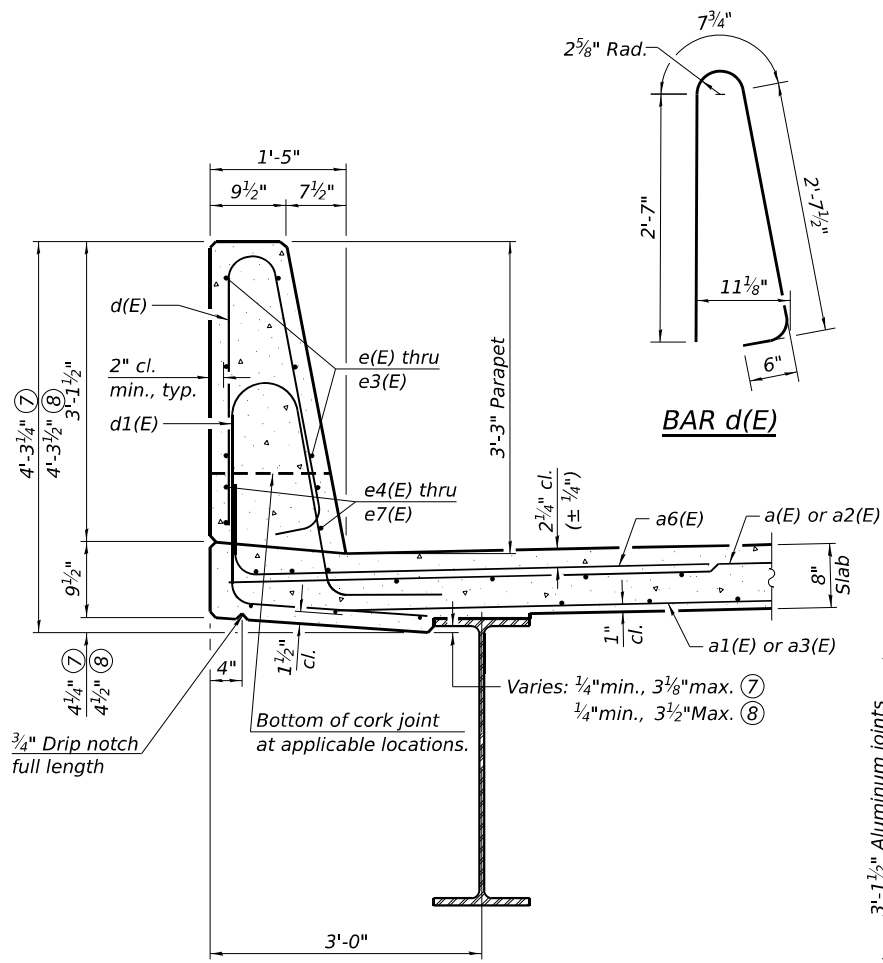


INSIDE ELEVATION OF EAST PARAPET

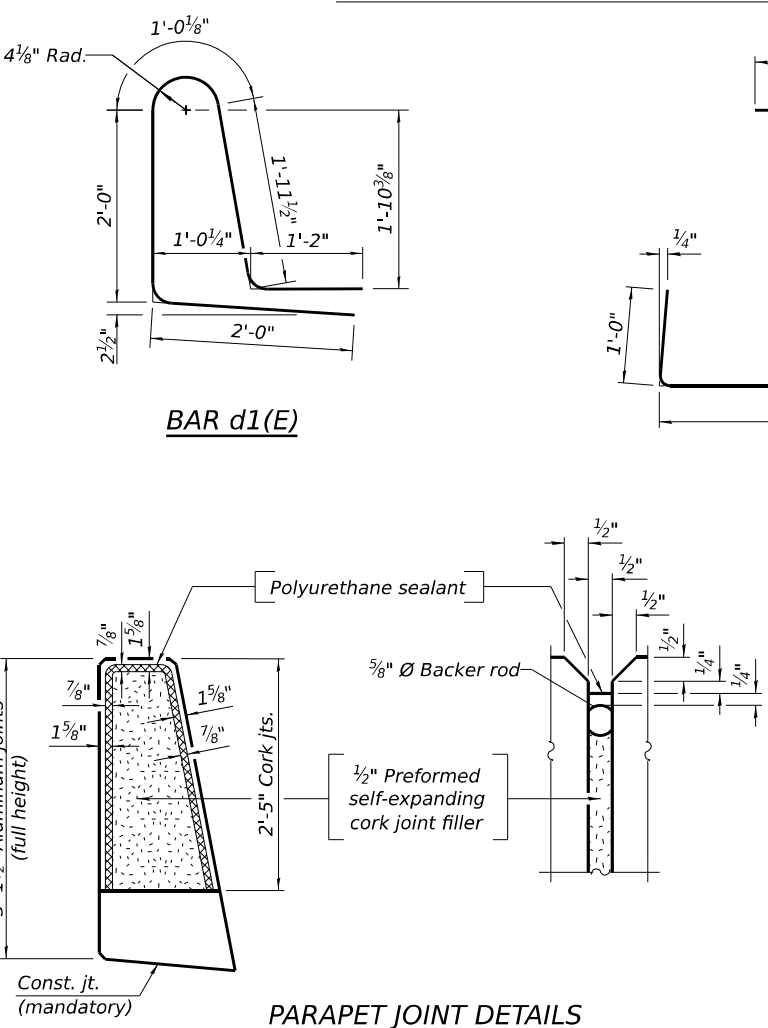
MINIMUM BAR LAP
#4 bar = 2'-2"



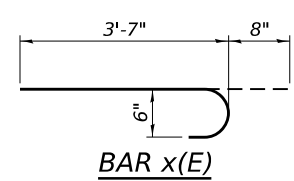
INSIDE ELEVATION OF WEST PARAPET



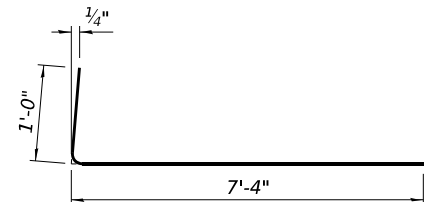
SECTION THRU PARAPET



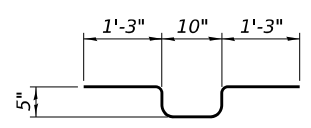
PARAPET JOINT DETAILS



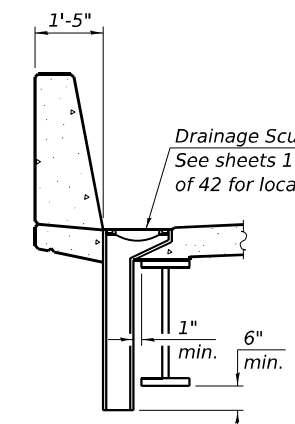
BAR x(E)



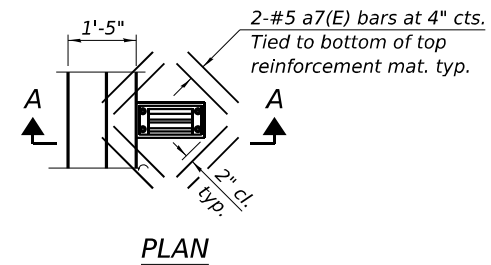
BAR a6(E)



BAR a8(E)



SECTION A-A



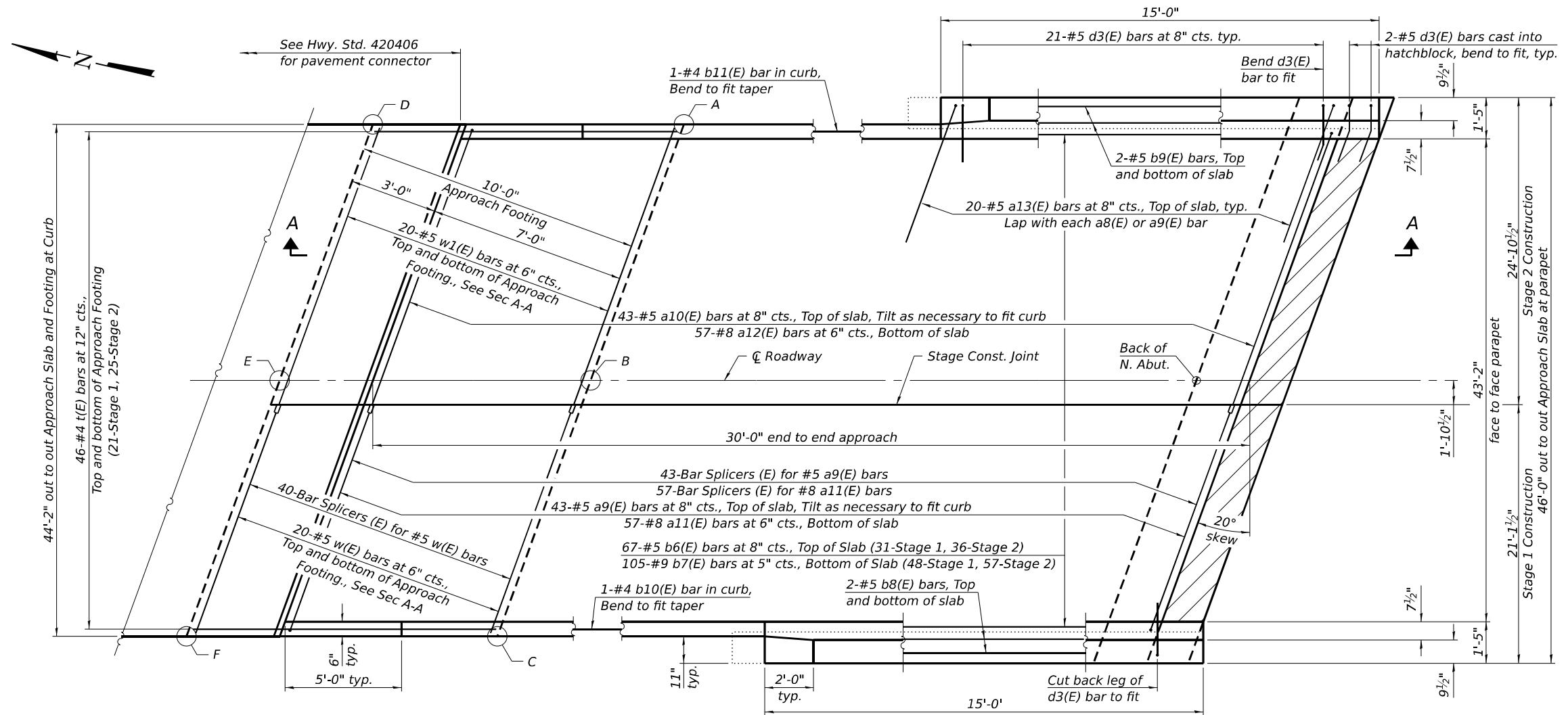
PLAN

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	2987	#5	20'-10"	—
a1(E)	2161	#5	20'-5"	—
a2(E)	12	#5	22'-5"	—
a3(E)	9	#5	23'-6"	—
a4(E)	8	#5	22'-2"	—
a5(E)	8	#5	21'-10"	—
a6(E)	2988	#6	8'-4"	—
a7(E)	32	#5	2'-0"	—
a8(E)	2793	#4	3'-9"	—
b(E)	1550	#5	30'-2"	—
b1(E)	1312	#5	29'-4"	—
b2(E)	129	#6	30'-1"	—
b3(E)	387	#6	36'-1"	—
b4(E)	190	#5	28'-6"	—
b5(E)	190	#4	27'-8"	—
d(E)	2438	#5	6'-5"	—
d1(E)	2438	#5	8'-2"	—
e(E)	24	#4	15'-3"	—
e1(E)	84	#4	18'-2"	—
e2(E)	60	#4	16'-3"	—
e3(E)	374	#4	19'-8"	—
e4(E)	32	#4	24'-4"	—
e5(E)	80	#4	25'-9"	—
e6(E)	20	#4	29'-2"	—
e7(E)	72	#4	27'-4"	—
x(E)	184	#6	4'-3"	—
Reinforcement Bars, Epoxy Coated		Lbs.		329,810
Concrete Superstructure		Cu. Yds.		1,219.9

- Notes:
- The 3/16" minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 - The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 - Bar terminators, paid for separately. See Total Bill of Material.
 - Bars indicated thus 4x4-#4 etc. indicates 4 lines of bars with 4 lengths per line.
 - See Section Thru Parapet.
 - Cut longitudinal reinforcement to clear drainage scuppers.
 - East Abutment.
 - West Abutment.

FILE NAME: H:\P224055-03\44_PTB 21-20324055-002 - IL 23.cwr\varmbar.rvt and BNSF RB\BNSF\Microstation\0530144488485015\Superstructure Detail.dgn

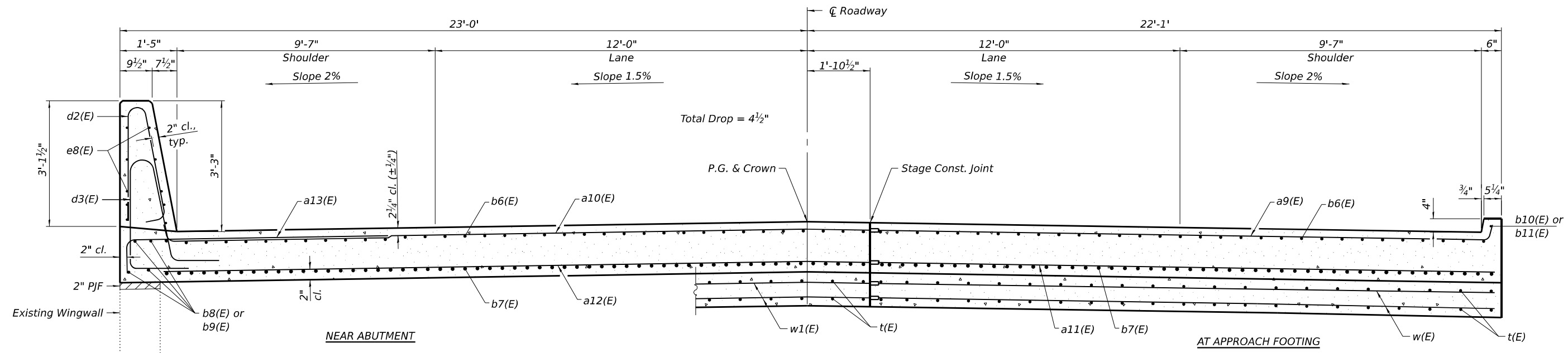


PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach		
Point/Location	Top	Bottom
A	637.32	636.49
B	637.45	636.62
C	636.81	635.98
D	636.98	636.15
E	637.11	636.28
F	636.46	635.63

- Notes:
- ① For Section A-A, see sheet 21 of 42.
 - ② For details of Bar Splicers, see sheet 41 of 42.



CROSS SECTION
(Looking South)

FILE NAME: H:\P224055-03-144-PTB 21-2024055-002-IL 23 over\Warmian Rv and BASF RB\Bkg\Microstation\053014448185-2015-North Bridge Approach Slab.dgn

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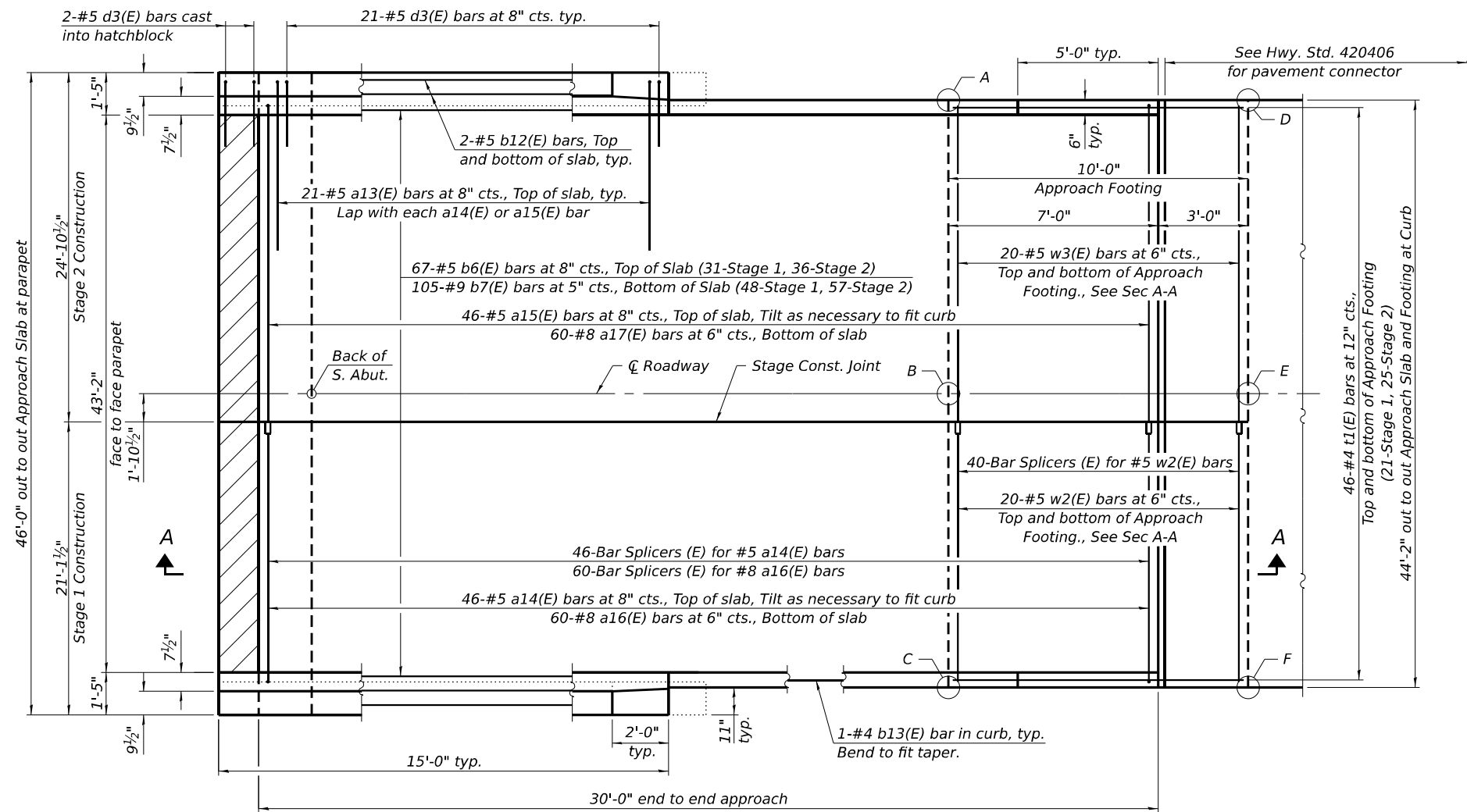
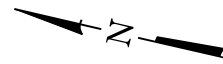
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0149

SHEET 19 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BV) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 48
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

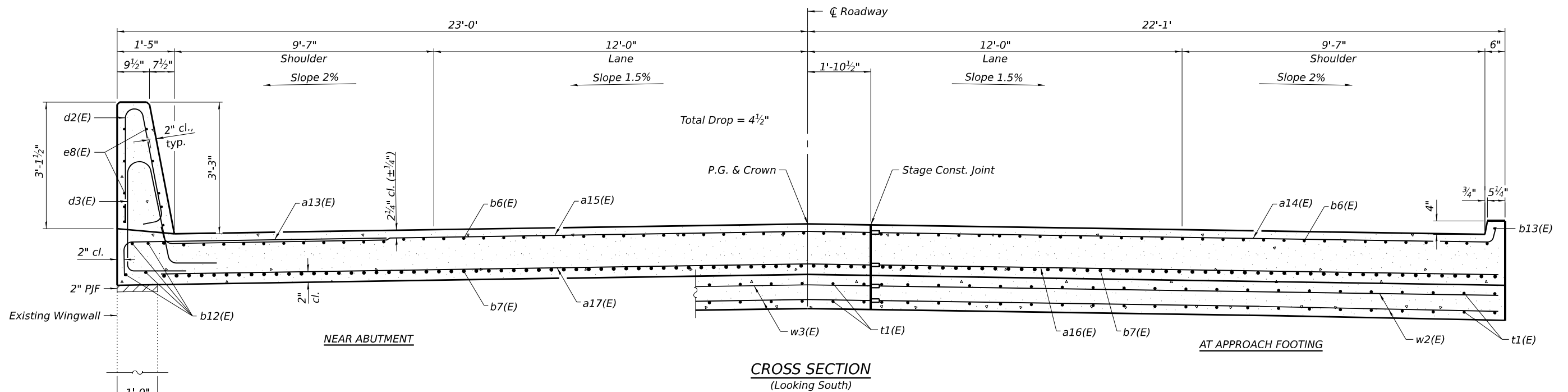


PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point/Location	Top	Bottom
A	641.71	640.88
B	642.09	641.26
C	641.71	640.88
D	641.50	640.67
E	641.88	641.05
F	641.50	640.67

- Notes:
- ① For Section A-A, see sheet 21 of 42.
 - ② For details of Bar Splicers, see sheet 41 of 42.



CROSS SECTION
(Looking South)

FILE NAME: H:\P224055-03-14-PTB 21-2024055-002-IL 23 over\Warmian Rv and BASF RFB\Bridges\Microstation\053014-48185-205-South Bridge Approach Slab.dgn



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 PLOT DATE = 5/1/2026

DESIGNED - KP	REVISED -
CHECKED - BB	REVISED -
DRAWN - KP	REVISED -
CHECKED - BB	REVISED -

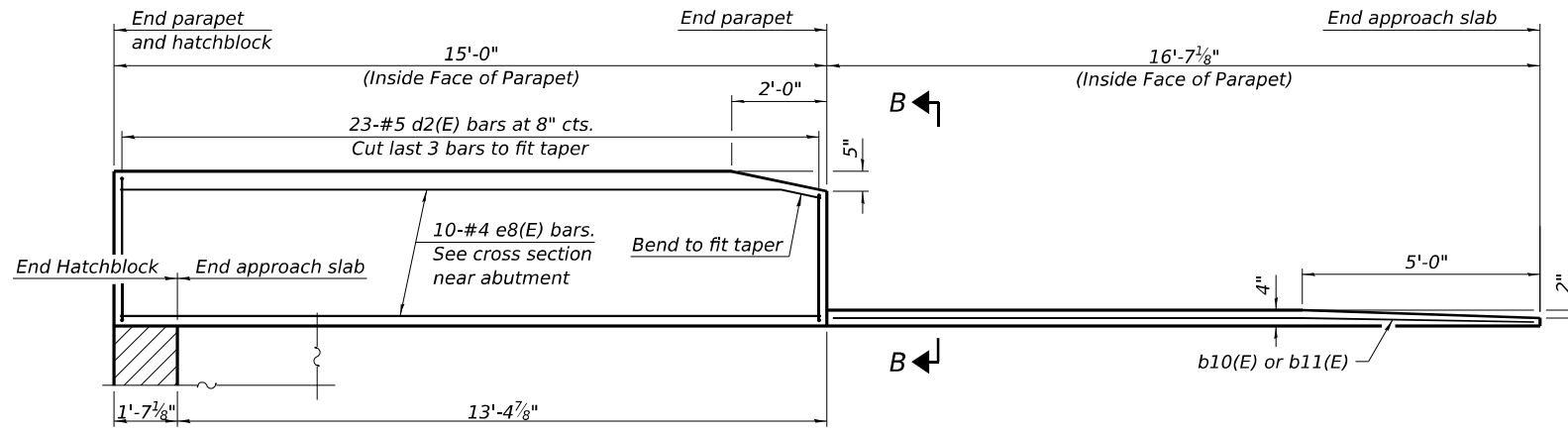
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0149

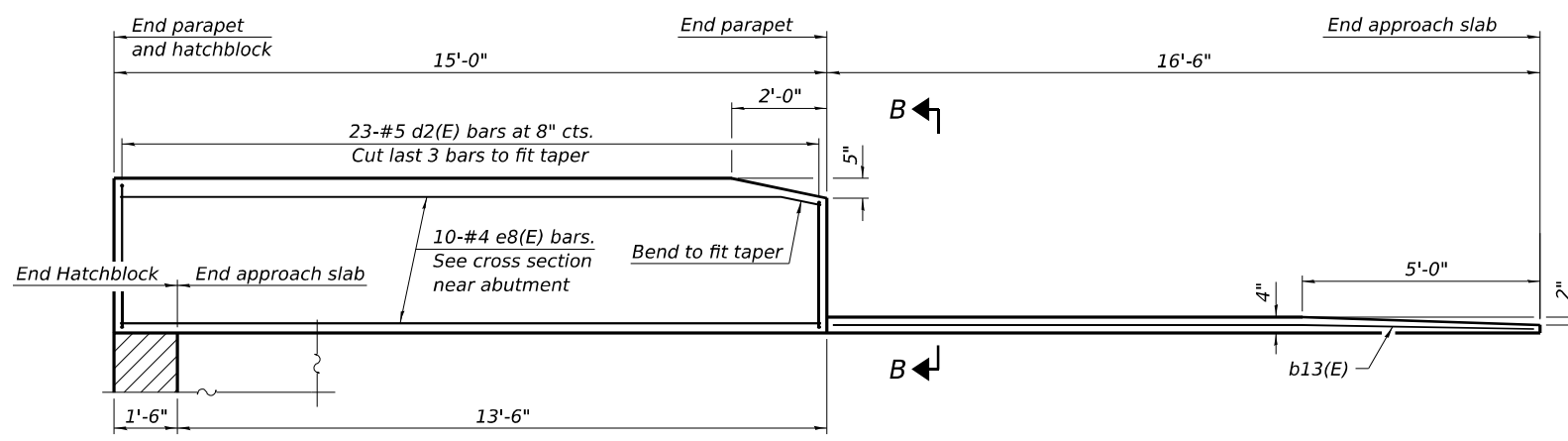
SHEET 20 OF 42 SHEETS

F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 49
CONTRACT NO. 66M85				

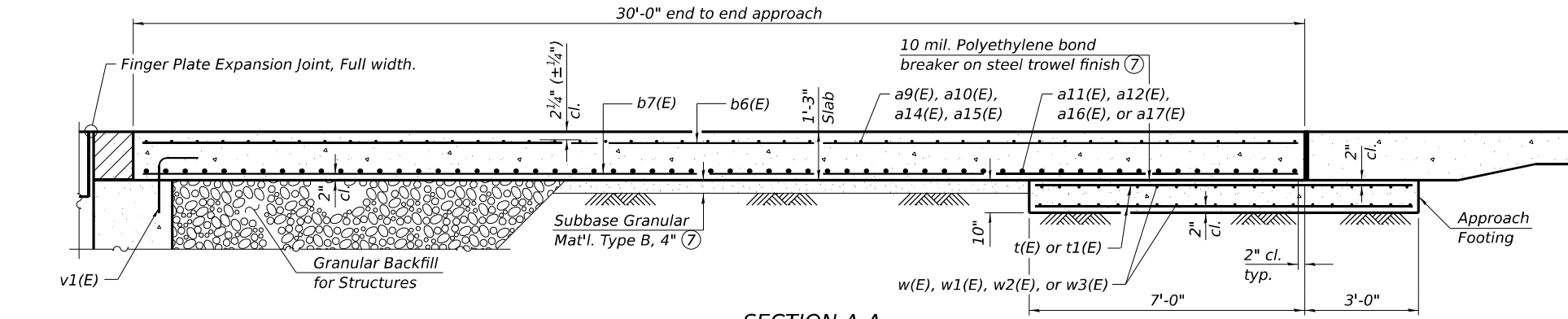
ILLINOIS FED. AID PROJECT



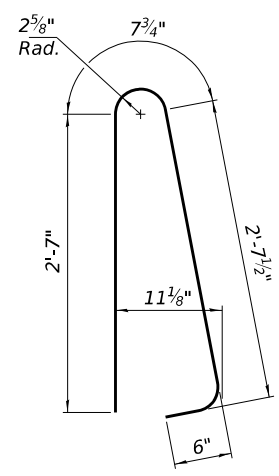
INSIDE ELEVATION OF NORTH APPROACH SLAB PARAPET AND CURB



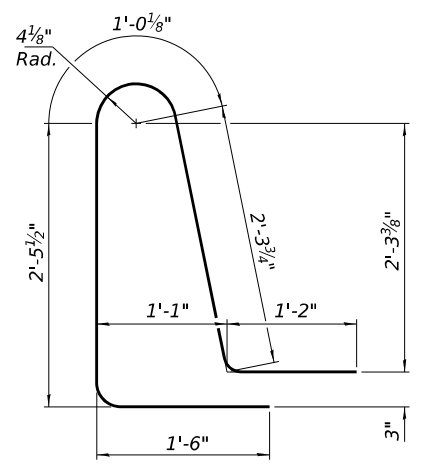
INSIDE ELEVATION OF SOUTH APPROACH SLAB PARAPET AND CURB



SECTION A-A



BAR d2(E)

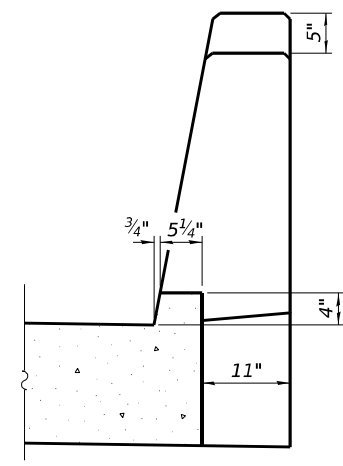


BAR d3(E)

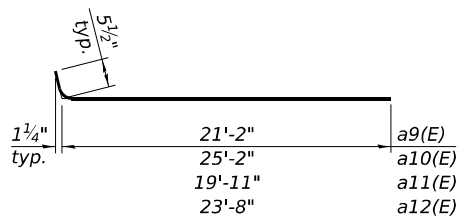
- Notes:**
- Parapet concrete shall be paid for as Concrete Superstructure.
 - Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 - Approach footing concrete shall be paid for as Concrete Structures.
 - The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 - Cost of excavation for approach footing included with Concrete Structures.
 - For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 42.
 - Cost include with Concrete Superstructure (Approach Slab).
 - Calculated weight of Reinforcement Bars, Epoxy Coated = 4,980 (Substructure)
46,350 (Superstructure)

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a9(E)	43	#5	21'-8"	┌───┐
a10(E)	43	#5	25'-8"	┌───┐
a11(E)	57	#8	21'-2"	┌───┐
a12(E)	57	#8	25'-2"	┌───┐
a13(E)	82	#5	7'-4"	┌───┐
a14(E)	46	#5	20'-4"	┌───┐
a15(E)	46	#5	24'-2"	┌───┐
a16(E)	60	#8	19'-11"	┌───┐
a17(E)	60	#8	23'-8"	┌───┐
b6(E)	134	#5	29'-8"	┌───┐
b7(E)	210	#9	29'-8"	┌───┐
b8(E)	4	#5	14'-3"	┌───┐
b9(E)	4	#5	15'-0"	┌───┐
b10(E)	1	#4	16'-3"	┌───┐
b11(E)	1	#4	15'-11"	┌───┐
b12(E)	8	#5	14'-8"	┌───┐
b13(E)	2	#4	16'-4"	┌───┐
d2(E)	92	#5	6'-5"	┌───┐
d3(E)	92	#5	8'-6"	┌───┐
e8(E)	40	#4	14'-8"	┌───┐
t(E)	92	#4	10'-3"	┌───┐
t1(E)	92	#4	9'-8"	┌───┐
w(E)	40	#5	21'-2"	┌───┐
w1(E)	40	#5	25'-2"	┌───┐
w2(E)	40	#5	19'-11"	┌───┐
w3(E)	40	#5	23'-8"	┌───┐
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	128.1
Concrete Structures			Cu. Yd.	28.1
Reinforcement Bars, Epoxy Coated			Pound	51,330



VIEW B-B



**BARS a9(E), a10(E),
a14(E) and a15(E)**



BAR a13(E)

FILE NAME: H:\P22\055-03\4\ P12 21-2022\055-002 - IL 23 over\Warmian.Rv and BASF RB\Bkgp\Microstation\05301-4-48185-02-Approach_Slab_Details.dgn 3/19/2026 9:37:39 AM



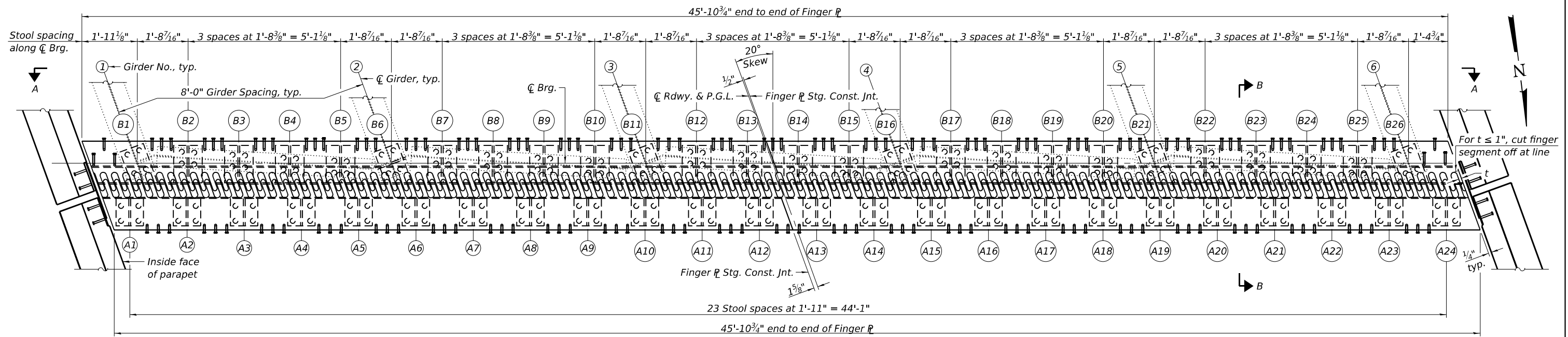
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PLOT DATE = 3/19/2026	DRAWN - KP	REVISED -
	CHECKED - BB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

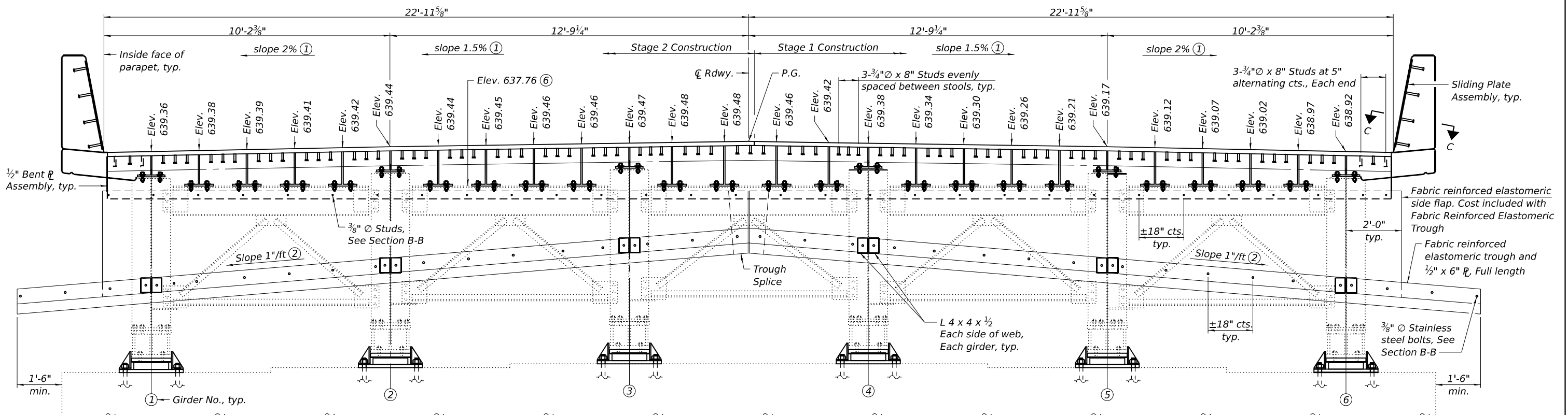
**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 053-0149**

SHEET 21 OF 42 SHEETS

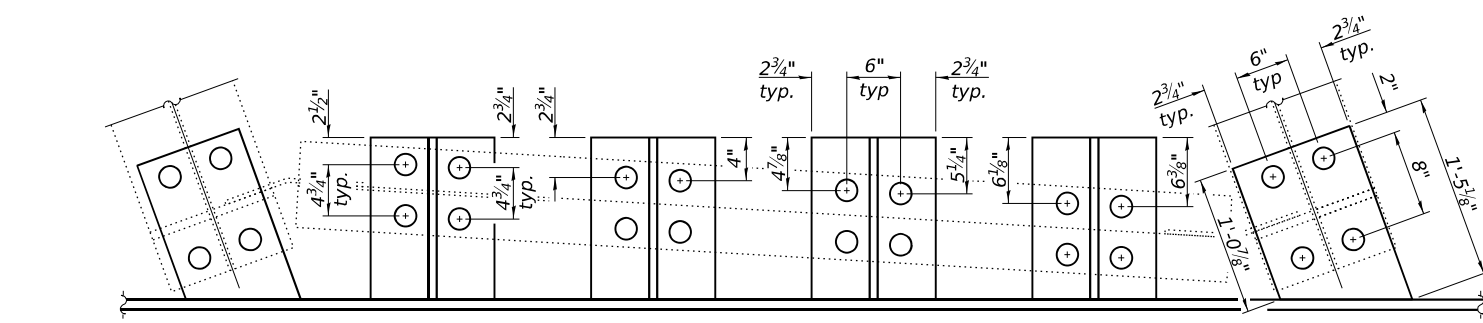
F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 50
CONTRACT NO. 66M85			ILLINOIS FED.AID PROJECT	



PLAN



SECTION A-A

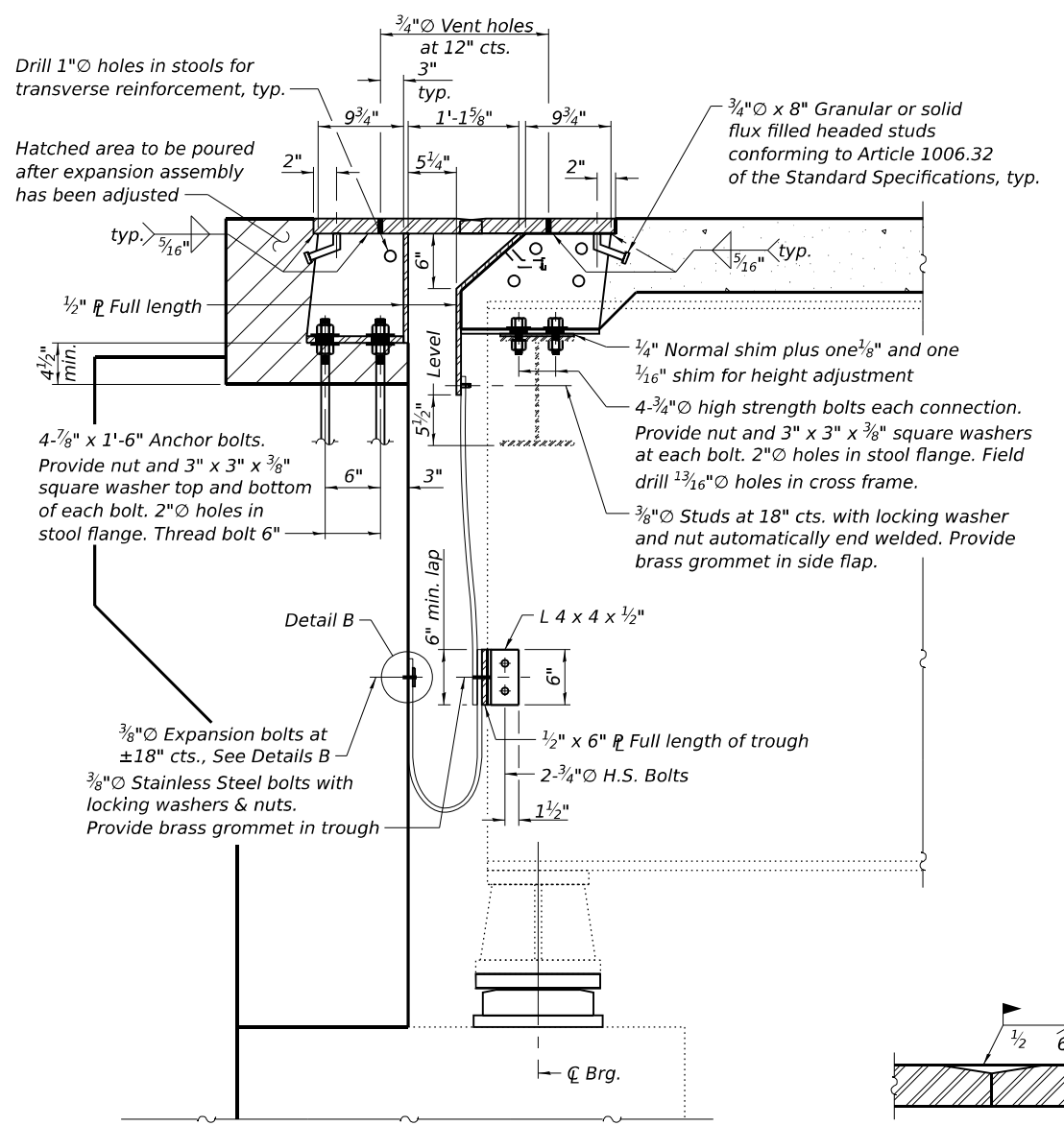


PARTIAL PLAN
(Showing typical B Stool Layout)

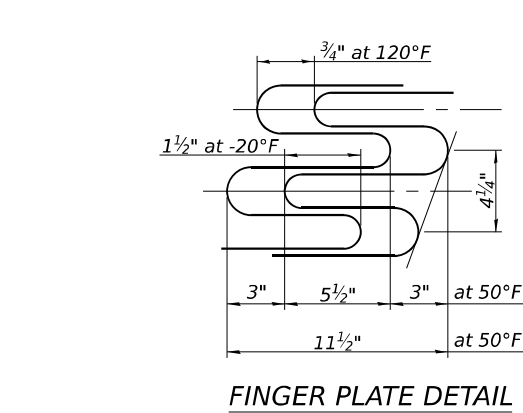
Notes:

- ① Slopes are at right angles to C Roadway.
- ② Slope may be reduced to $\frac{3}{8}$ "/ft min.
- ③ The webs of girder mounted stools shall be parallel to the girder webs. The webs of cross frame mounted stools shall be perpendicular to C Brg.
- ④ For Section B-B, Stool Detail, Flame Cutting Diagram, Finger Plate Setting Diaphragm, Trough Splice Detail, Sliding Plate Assembly Detail, and Bill of Material, see sheet 23 of 42.
- ⑤ Finger plate expansion joint shall be assembled in its final relative position with the ends in place for shop inspection and acceptance.
- ⑥ According to existing plans, the end of girders and bearing stiffeners are vertical and the diaphragms are level. The Contractor shall verify in the field before ordering materials.
- ⑦ Elevation shown are taken at C N. Abut. Brg. at top of Finger P.

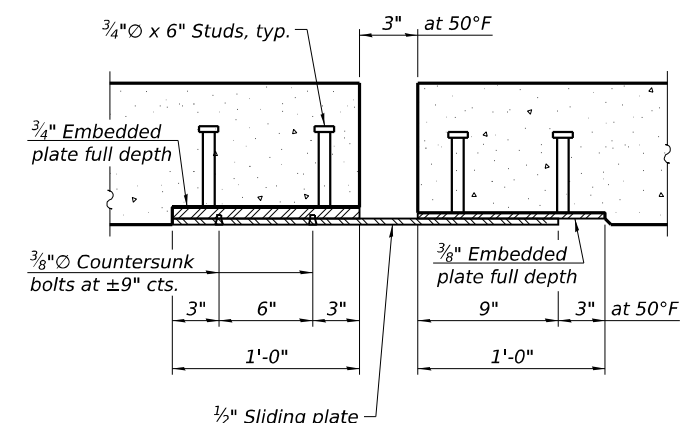
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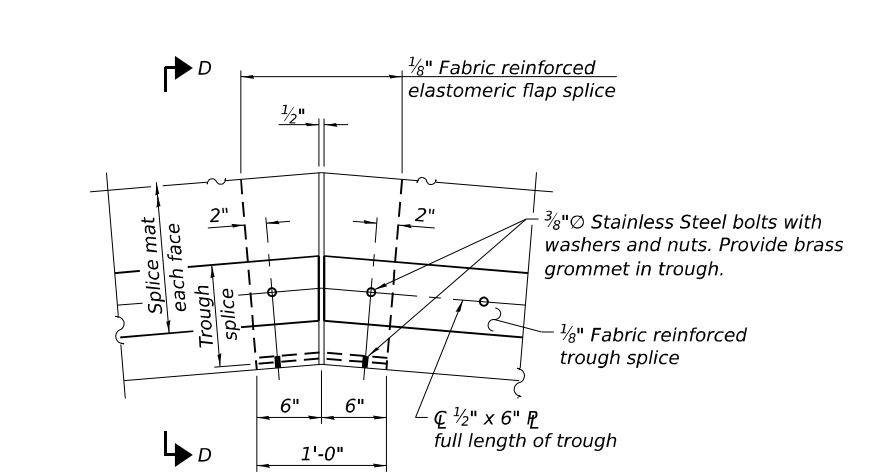
SECTION B-B
(Horizontal dimensions shown at right angles and at 50°F)



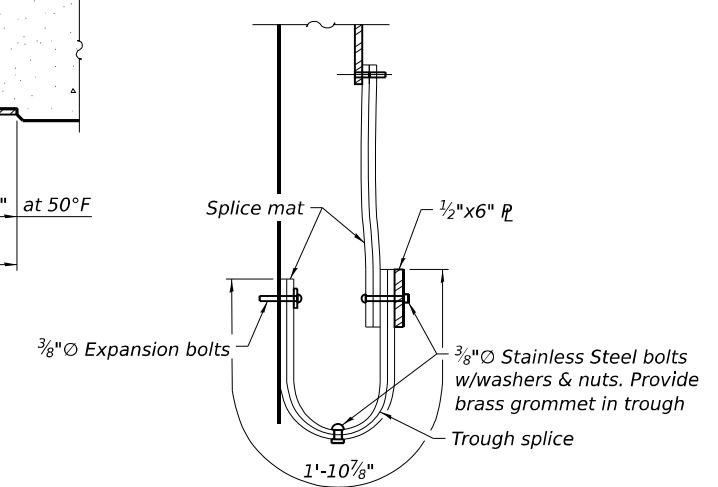
FINGER PLATE DETAIL



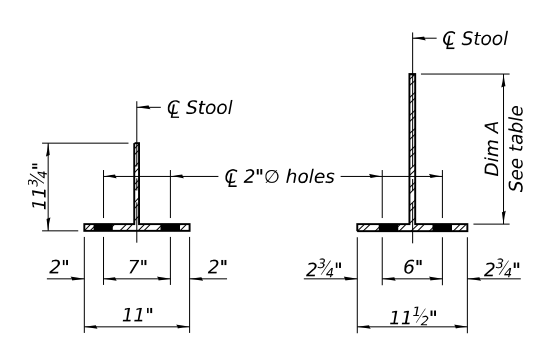
SECTION C-C



TROUGH SPLICE DETAILS

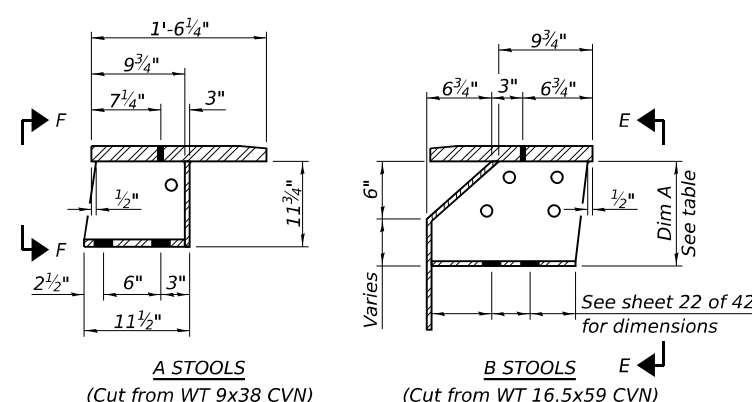


SECTION D-D

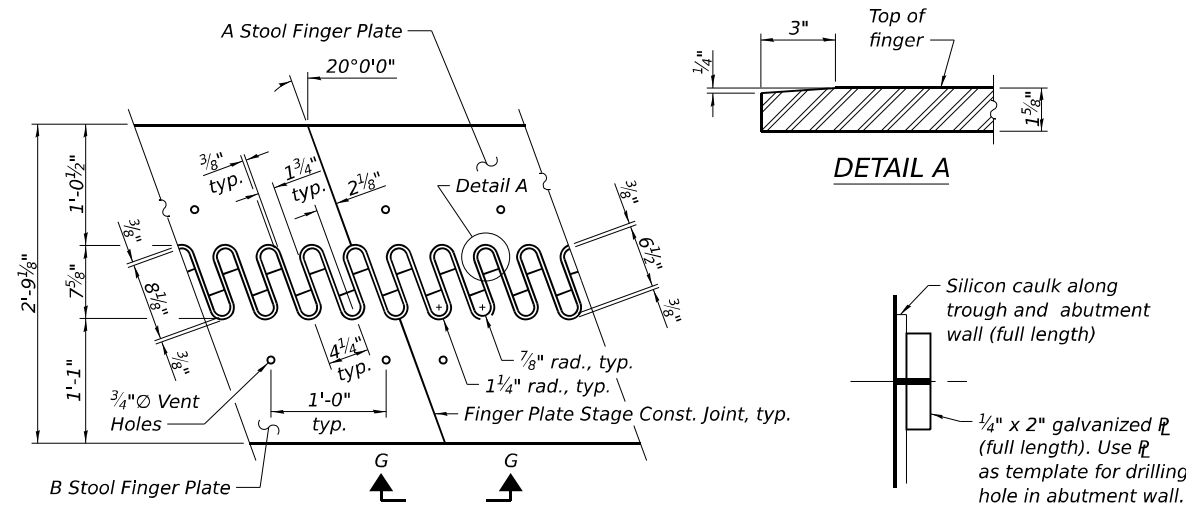


SECTION F-F

SECTION D-D



STOOL DETAILS



FLAME CUTTING DIAGRAM
(Cut from 1 3/8" x 2'-9 1/8")

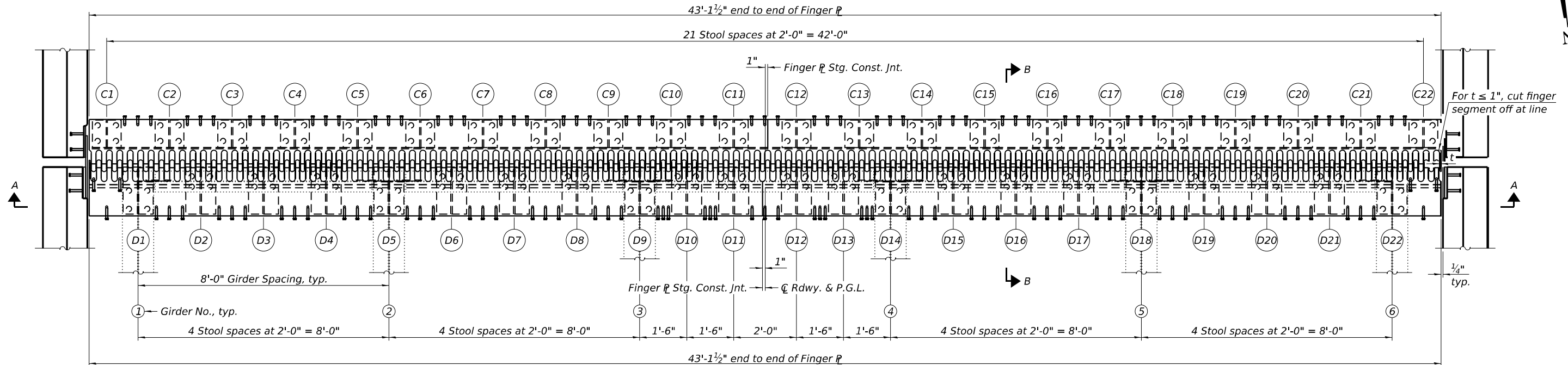
DETAIL B

Stool No.	Dim. A
A1	9 3/4"
A2	1'-7"
A3	1'-7 1/8"
A4	1'-7 3/8"
A5	1'-7 1/2"
A6	9 3/4"
A7	1'-7 3/4"
A8	1'-7 3/4"
A9	1'-7 7/8"
A10	1'-7 7/8"
A11	9 5/8"
A12	1'-8 1/8"
A13	1'-8 3/8"
A14	1'-7 7/8"
A15	1'-7 1/2"
A16	9 5/8"
A17	1'-6 1/2"
A18	1'-6"
A19	1'-5 1/2"
A20	1'-4 7/8"
A21	9 5/8"
A22	1'-3 7/8"
A23	1'-3 1/4"
A24	1'-2 5/8"
A25	1'-2"
A26	9 3/4"

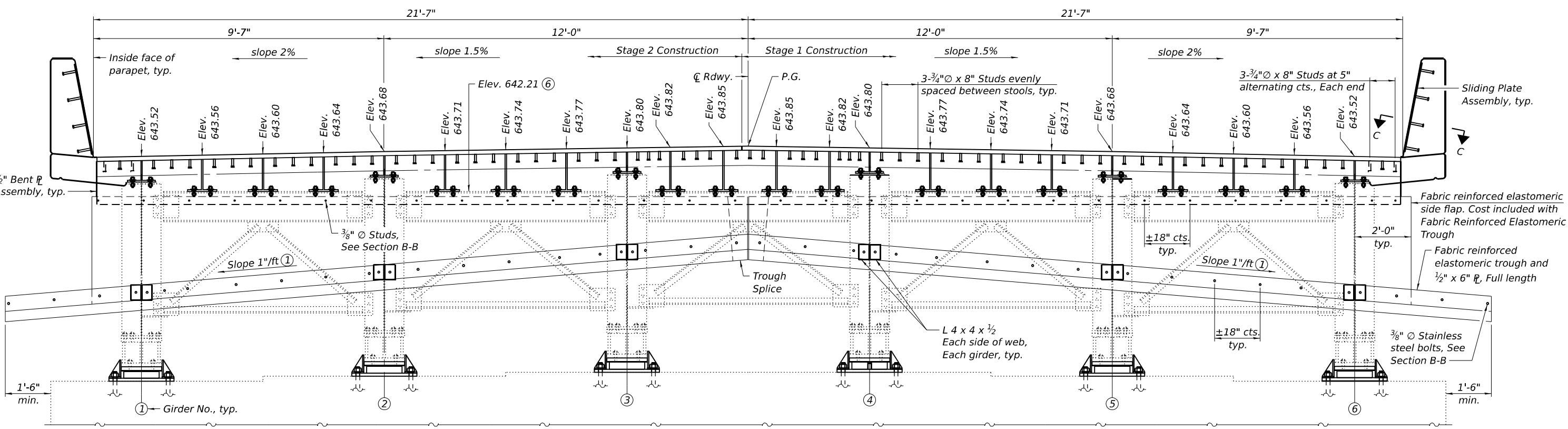
Item	Unit	Total
Finger Plate Expansion Joint, 3"	Foot	46

- Notes:**
- Finger plate expansion joints shall be AASHTO M270 Grade 50 (CVN)
 - All new steel components of the expansion joint, including hardware associated with the trough system and sliding plates, shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.
 - Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 - The cost of all new materials for finger plates, trough support brackets and elastomeric troughs shall be included in the cost of Finger Plate Expansion Joint, 3".
 - Tapered shims shall be added under the stools, as required by the Engineer, to make a smooth finger joint. Cost shall be included with Finger Plate Expansion Joint.
 - Finger plates shall be thermally cut in accordance with Article 505.04(k) of the standard Specifications.

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PLAN



SECTION A-A ⑤

- Notes:
- ① Slope may be reduced to 5/8"/ft min.
 - ② For Section B-B, Stool Detail, Flame Cutting Diagram, Finger Plate Setting Diaphragm, Trough Splice Detail, Sliding Plate Assembly Detail, and Bill of Material, see sheet 25 of 42.
 - ③ Finger plate expansion joint shall be assembled in its final relative position with the ends in place for shop inspection and acceptance.
 - ④ According to existing plans, the end of girders and bearing stiffeners are vertical and the diaphragms are level. The Contractor shall verify in the field before ordering materials.
 - ⑤ Elevation shown are taken at \bar{C} S. Abut. Brg. at top of Finger P.

FILE NAME: H:\P22\055-03\14\PTB 21-2024\055-002-11_23.cwr\Iam\Bv and BNSF RRB\Bv\Microstation\05501-14-24\055-024-Finger Plate South.dgn
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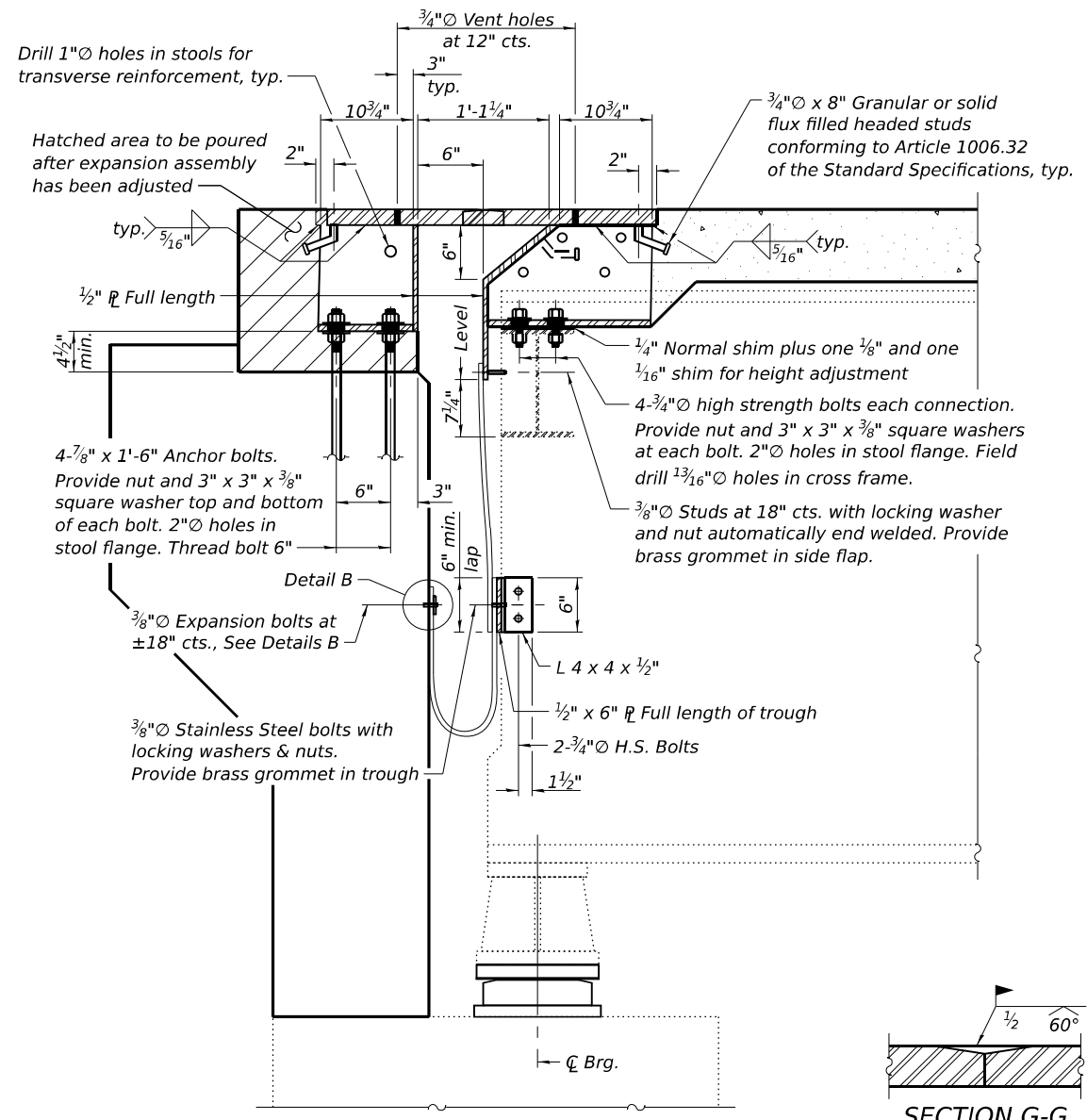
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

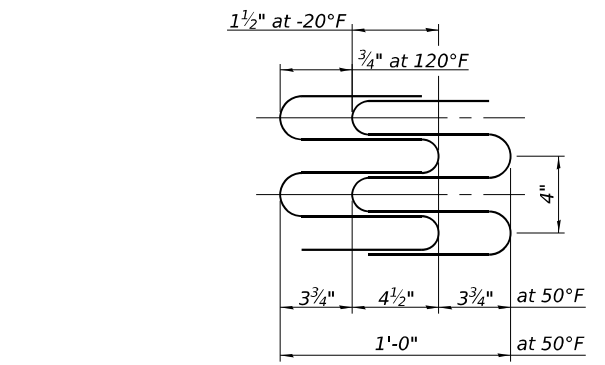
FINGER PLATE EXPANSION JOINT SOUTH ABUTMENT
STRUCTURE NO. 053-0149

SHEET 24 OF 42 SHEETS

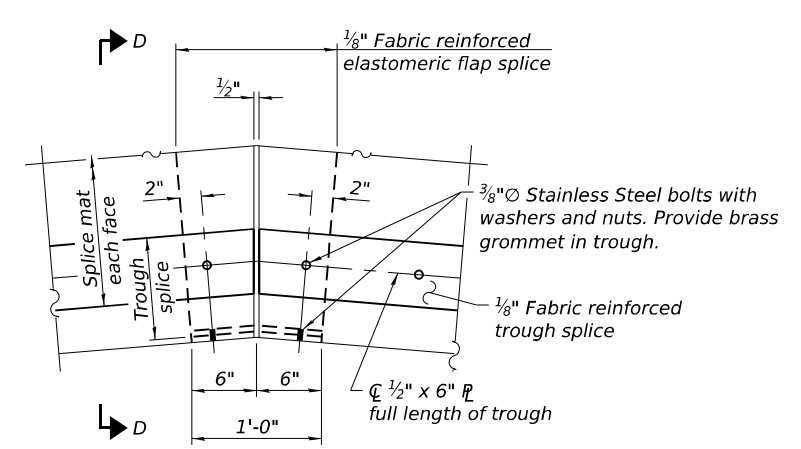
F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 53
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



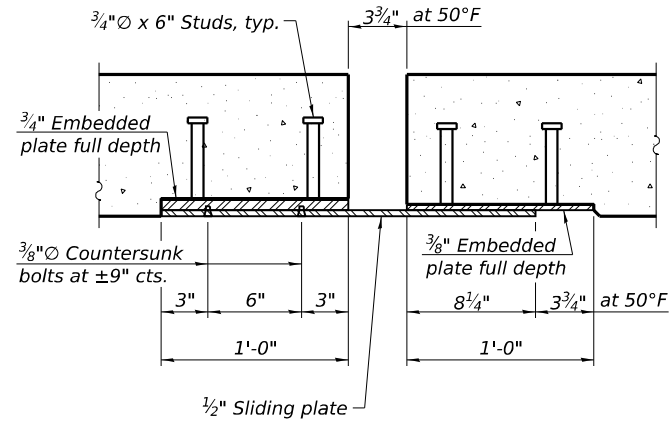
SECTION B-B
(Horizontal dimensions shown at 50°F)



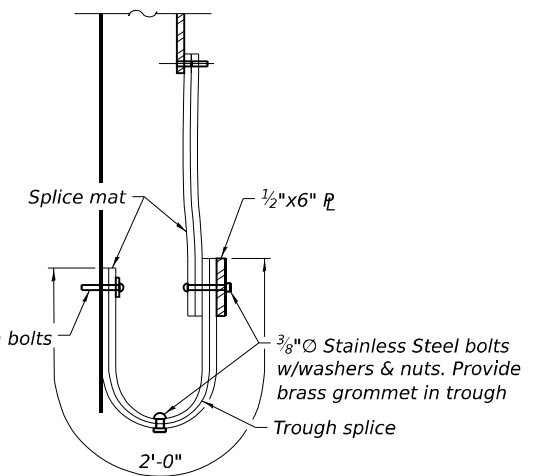
FINGER PLATE DETAIL



TROUGH SPLICE DETAILS



SECTION C-C

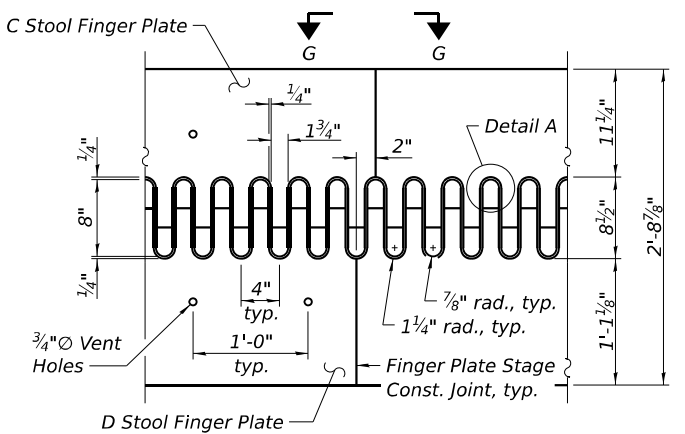


SECTION D-D

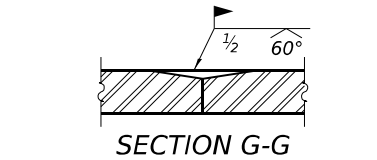
Stool No.	Dim. B
B1	11"
B2	1'-3 3/4"
B3	1'-4 1/4"
B4	1'-4 5/8"
B5	10 7/8"
B6	1'-5 1/2"
B7	1'-5 7/8"
B8	1'-6 1/4"
B9	10 7/8"
B10	1'-6 7/8"
B11	1'-7 1/4"
B12	1'-7 1/4"
B13	1'-6 7/8"
B14	10 7/8"
B15	1'-6 1/4"
B16	1'-5 7/8"
B17	1'-5 1/2"
B18	10 7/8"
B19	1'-4 5/8"
B20	1'-4 1/4"
B21	1'-3 3/4"
B22	11"

Item	Unit	Total
Finger Plate Expansion Joint, 4"	Foot	43

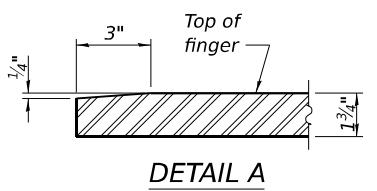
- Notes:**
- Finger plate expansion joints shall be AASHTO M270 Grade 50 (CVN)
 - All new steel components of the expansion joint, including hardware associated with the trough system and sliding plates, shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.
 - Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 - The cost of all new materials for finger plates, trough support brackets and elastomeric troughs shall be included in the cost of Finger Plate Expansion Joint, 4".
 - Tapered shims shall be added under the stools, as required by the Engineer, to make a smooth finger joint. Cost shall be included with Finger Plate Expansion Joint.
 - Finger plates shall be thermally cut in accordance with Article 505.04(k) of the Standard Specifications.



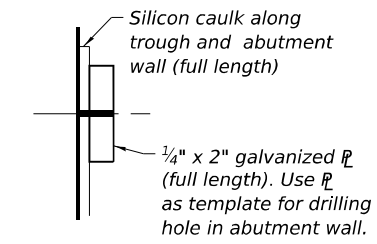
FLAME CUTTING DIAGRAM
(Cut from 1/2" x 2'-8 7/8")



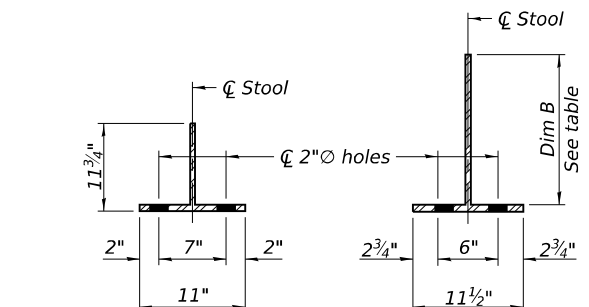
SECTION G-G



DETAIL A

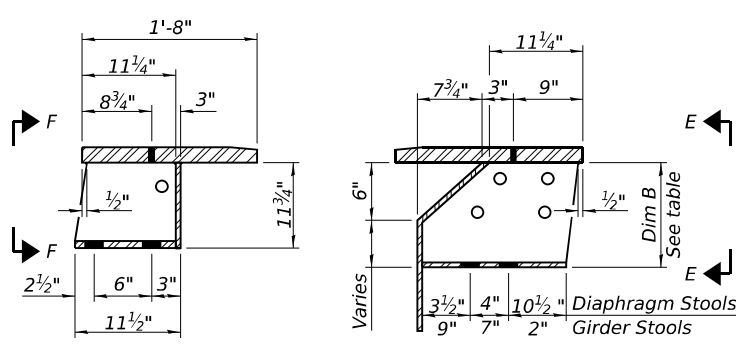


DETAIL B



SECTION F-F

SECTION E-E

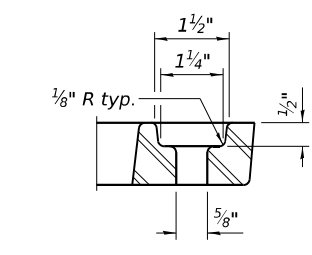
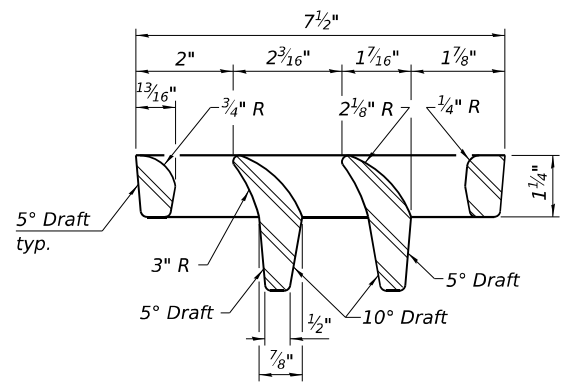
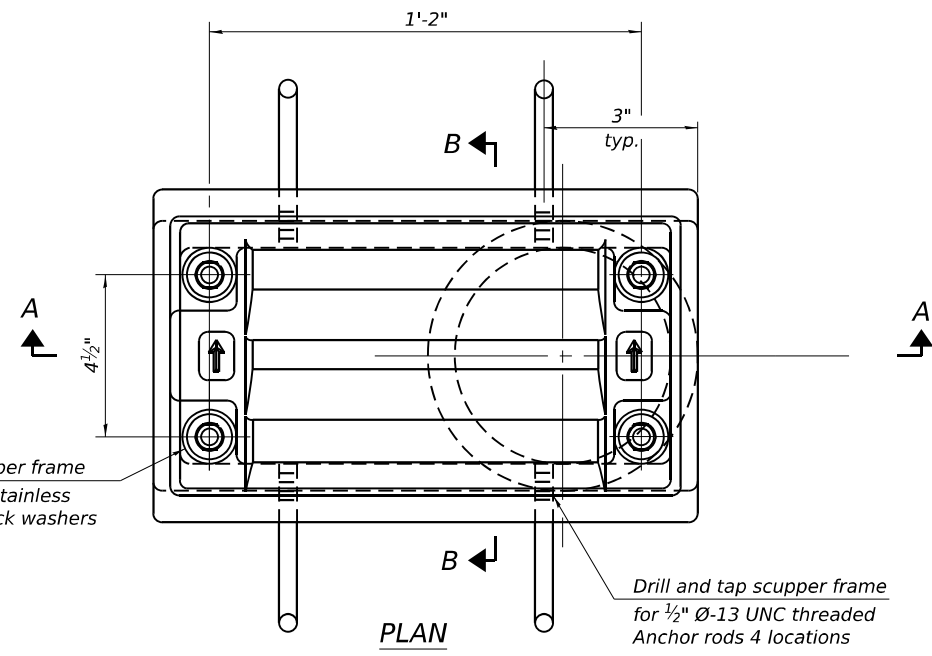


C STOOLS
(Cut from WT 9x38 CVN)

D STOOLS
(Cut from WT 16.5x59 CVN)

STOOL DETAILS

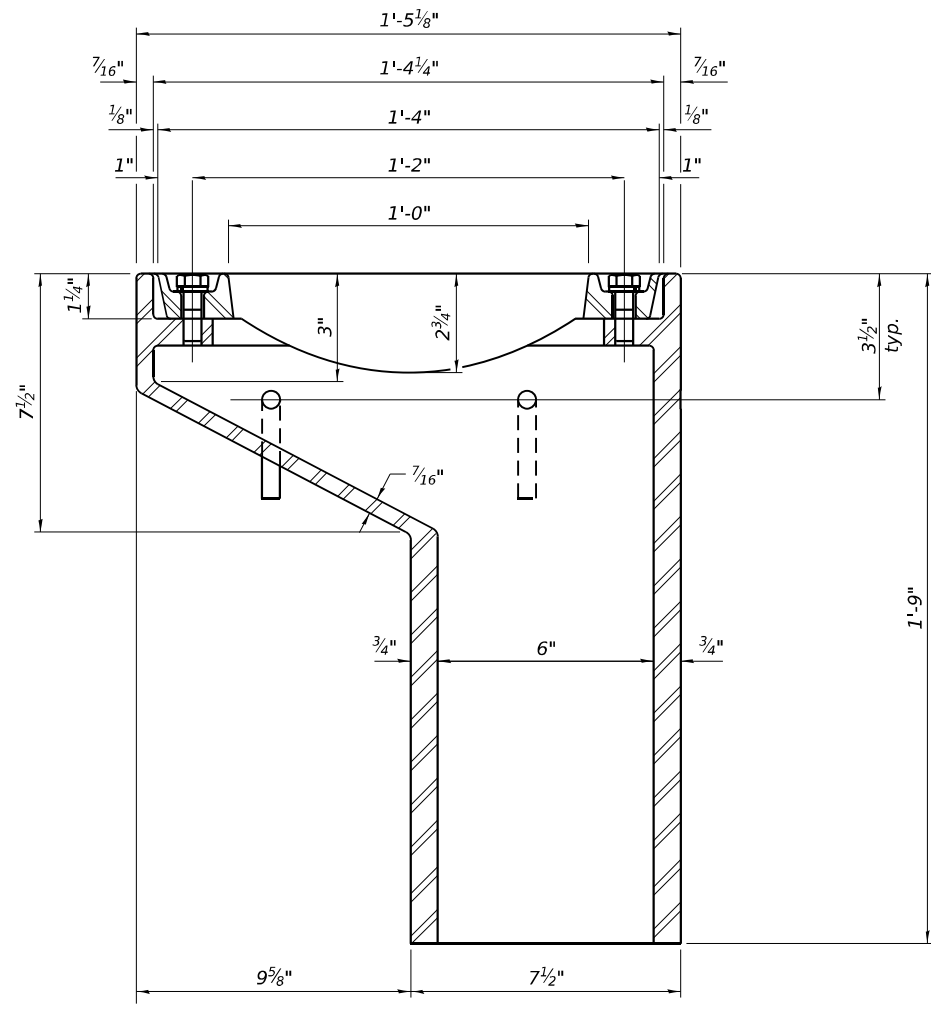
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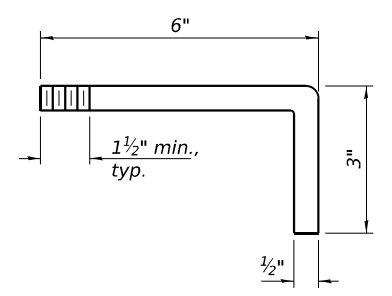
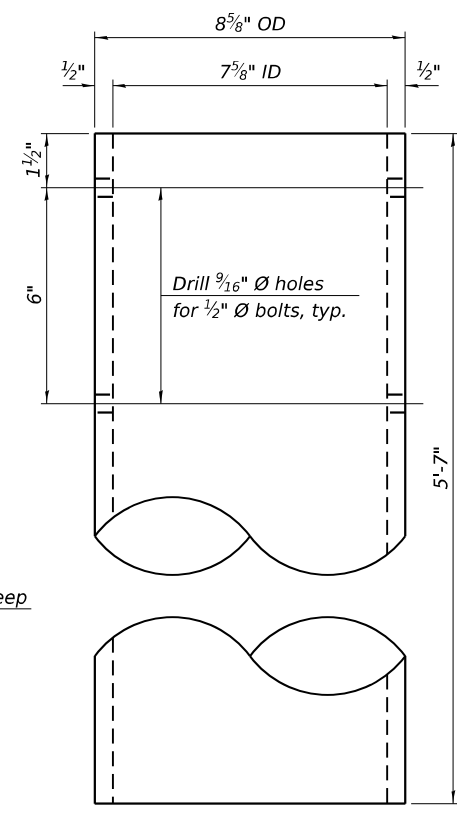
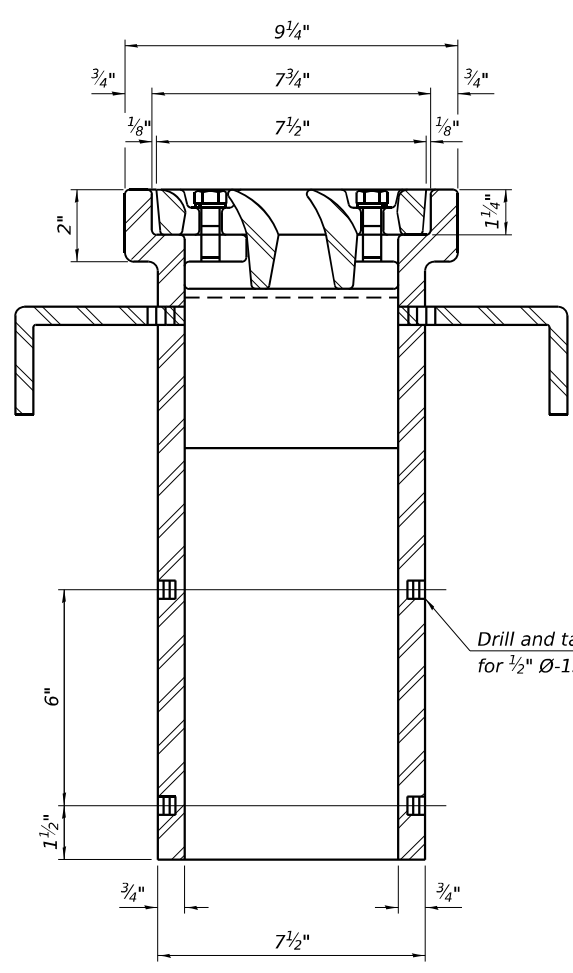
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent girder.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations



SECTION A-A
 See sheet 18 of 42 for scupper location relative to parapet.



BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	4

FILE NAME: H:\P\22055-03\44_PTB 21-2023\055.002 - IL 23 over\varm\Bn.Rv and BASF RRB\Bkgp\Misc\05301\4488185-2025\Drainage Scupper DS-11.dwg

DS-11

4-4-2025

OATES ASSOCIATES
 www.oatesassociates.com
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

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 CHECKED -
 PLOT SCALE = 0:2,0000 :1/1in.
 DRAWN -
 CHECKED -
 PLOT DATE = 5/1/2026

DESIGNED -
 CHECKED -
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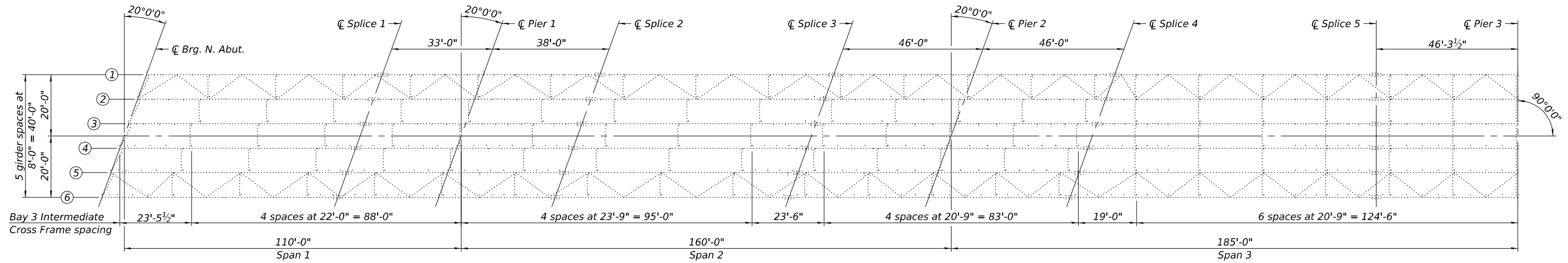
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

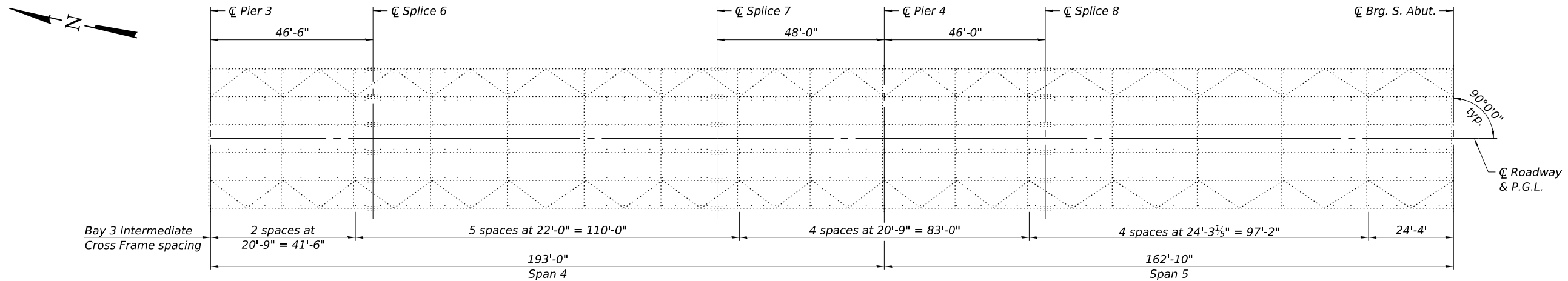
**DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 053-0149**

SHEET 26 OF 42 SHEETS

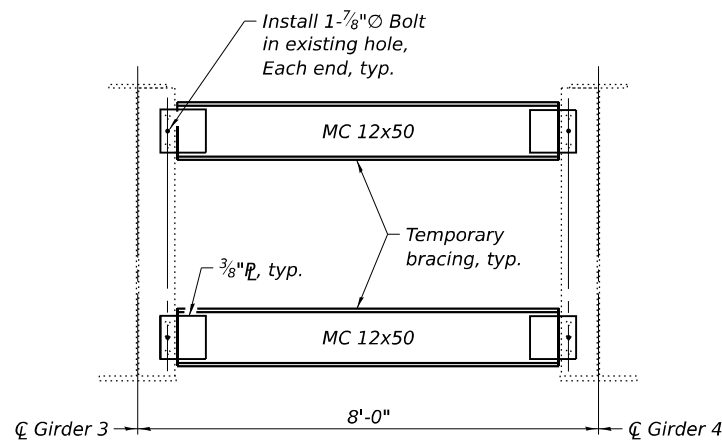
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	55
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



EXISTING FRAMING PLAN - SPANS 1 THRU 3

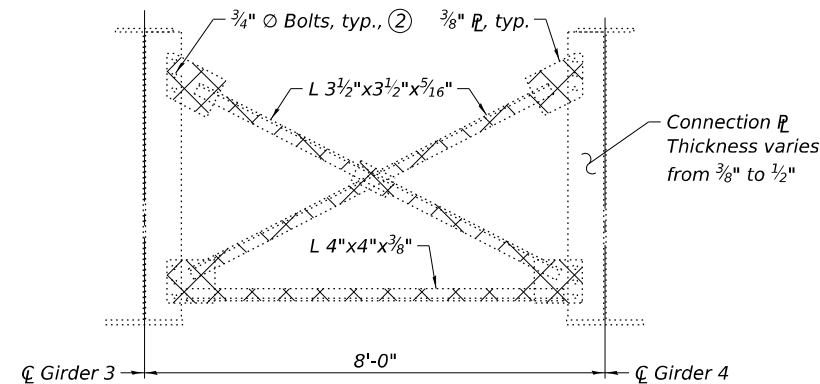


EXISTING FRAMING PLAN - SPANS 4 & 5



TEMPORARY BRACING DETAIL

Install temporary intermediate diaphragms between girder lines 3 & 4 prior to Stage 1 deck installation (32 Locations). Cost included with Removal of Existing Concrete Deck. Remove braces and install stored cross frames after Stage 2 deck slab is poured.



INTERMEDIATE CROSS FRAME DETAIL

Remove the intermediate cross frames between girder lines 3 & 4 prior to Stage 1 deck removal (32 Locations). Cost included with Removal of Existing Concrete Deck. Store the intermediate cross frames and reinstall after Stage 2 deck slab is poured. (2)

Notes:

- ① Crosshatch area indicates removal of existing cross frame.
- ② Contractor shall install new 3/4" diameter bolts using the existing holes.

FILE NAME: H:\P22055-03\44_PTB_21-2020\20200502 - IL 23 over\Warmian.Rv and BNSF RRB\Bkgnd\Microstation\05301-14-48185-027-Framing_Plan.dgn

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PLOT DATE = 5/1/2026	DRAWN - KP	REVISED -
	CHECKED - ETH	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	56
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

	INTERIOR GIRDER MOMENT TABLE																		
	Span 1 0.4 PT.	Pier 1	Span 2 0.5 PT.	Pier 2				Span 3 - 0.5 PT.				Pier 3				Span 4 0.5 PT.	Pier 4	Span 5 0.6 PT.	
				G1 & G2	G3	G4	G5 & G6	G1 & G2	G3	G4	G5 & G6	G1 & G2	G3	G4	G5 & G6				
I_s	(in ⁴)	30,166	86,862	31,556	198,116	198,116	198,116	198,116	64,912	64,912	64,912	64,912	217,027	217,027	217,027	217,027	47,730	246,616	60,082
$I_c(n)$	(in ⁴)	81,337	-	86,724	-	-	-	-	176,545	176,545	176,545	176,545	-	-	-	-	140,135	-	144,649
$I_c(3n)$	(in ⁴)	60,205	-	63,623	-	-	-	-	123,625	123,625	123,625	123,625	-	-	-	-	96,314	-	103,499
S_s	(in ³)	1,125	2,725	1,217	4,490	4,490	4,490	4,490	1,896	1,896	1,896	1,896	4,932	4,932	4,932	4,932	2,291	5,605	2,448
$S_c(n)$	(in ³)	1,558	-	1,680	-	-	-	-	2,838	2,838	2,838	2,838	-	-	-	-	3,029	-	3,058
$S_c(3n)$	(in ³)	1,441	-	1,555	-	-	-	-	2,525	2,525	2,525	2,525	-	-	-	-	2,814	-	2,855
Z	(in ³)	1,127	2,946	1,171	4,908	4,908	4,908	4,908	1,912	1,912	1,912	1,912	5,354	5,354	5,354	5,354	1,552	6,042	1,994
ρ	(k/')	0.994	1.220	1.002	1.324	1.324	1.324	1.324	1.100	1.100	1.100	1.100	1.366	1.366	1.366	1.366	1.100	1.428	1.130
M ρ	(k)	684.8	2,121.2	637.5	3,389.4	3,468.7	3,549.8	3,718.3	981.7	1,052.7	1,123.8	1,267.2	3,815.1	3,892.6	3,971.8	4,137.1	993.2	4,917.7	1,754.5
s ρ	(k/')	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355
M _s ρ	(k)	267.1	650.0	327.5	985.1	1,025.2	1,023.5	1,063.9	417.2	473.4	473.8	531.6	1,075.6	1,115.8	1,113.8	1,153.8	448.5	1,351.5	604.6
M _i	(k)	1,025.6	1,320.0	1,205.9	1,997.7	2,020.4	2,043.5	2,091.6	1,681.6	1,722.6	1,765.0	1,848.5	2,200.9	2,223.2	2,245.9	2,293.2	1,649.9	2,349.1	1,719.0
MIM	(k)	218.5	253.4	211.0	339.6	343.5	347.4	355.6	277.5	284.2	291.1	305.0	354.3	357.9	361.6	369.2	259.0	387.6	299.1
$^5_3 [M_k + I]$	(k)	2,073.5	2,622.5	2,361.5	3,895.5	3,939.7	3,984.8	4,078.7	3,265.1	3,344.7	3,425.0	3,589.1	4,258.8	4,301.9	4,345.9	4,437.3	3,181.5	4,561.3	3,363.5
Ma	(k)	3,933.1	7,011.8	4,324.4	10,751.0	10,963.7	11,125.4	11,519.2	6,063.2	6,332.1	6,529.5	7,004.2	11,894.2	12,103.4	12,261.0	12,646.7	6,010.3	14,079.5	7,439.4
* Mu	(k)	4,318.8	-	4,770.6	-	-	-	-	8,514.0	8,514.0	8,514.0	8,514.0	-	-	-	-	9,087.0	-	9,174.0
f _s ρ (non-comp)	(ksi)	7.31	9.34	6.29	9.06	9.27	9.49	9.97	6.21	6.66	7.11	8.02	9.28	9.47	9.66	10.07	5.20	10.53	8.60
f _s ρ (comp)	(ksi)	2.22	2.86	2.53	2.63	2.74	2.74	2.84	1.98	2.25	2.25	2.53	2.62	2.71	2.71	2.81	1.91	2.89	2.54
f _s $^5_3 [M_k + M_i]$	(ksi)	15.97	11.55	16.87	10.41	10.53	10.65	10.90	13.81	14.14	14.48	15.18	10.36	10.47	10.57	10.80	12.60	9.77	13.20
f _s (Overload)	(ksi)	25.50	23.75	25.68	22.10	22.54	22.87	23.68	22.00	23.06	23.85	25.72	22.23	22.65	22.95	23.67	19.72	23.19	24.34
** f _s (Total)	(ksi)	-	30.88	-	28.73	29.30	29.73	30.79	-	-	-	-	28.94	29.45	29.83	30.77	-	30.14	-
VR	(k)	76.2	-	60.0	-	-	-	-	67.9	67.9	67.9	68.0	-	-	-	-	64.1	-	75.1

INTERIOR GIRDER REACTION TABLE							
	North Abutment	Pier 1	Pier 2	Pier 3	Pier 4	South Abutment	
R ρ	(k)	52.27	213.07	280.34	299.21	332.30	84.75
R _i	(k)	51.71	95.00	115.53	121.57	120.58	53.83
R _l	(k)	11.01	18.24	19.18	19.09	19.90	9.37
R _{Total}	(k)	114.99	326.30	415.05	439.87	472.77	147.96

* Compact section
 ** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

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

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

Z: Plastic Section Modulus of the steel section in non-composite areas (in.³).

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

M ρ : Un-factored moment due to non-composite dead load (kip-ft.).

s ρ : Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_s ρ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_i: Un-factored live load moment (kip-ft.).

M_l: Un-factored moment due to impact (kip-ft.).

Ma: Factored design moment (kip-ft.).

1.3 [M ρ + M_s ρ + $^5_3 (M_k + M_i)$]

Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 M ρ + M_s ρ + $^5_3 (M_k + M_i)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 1.3 [M ρ + M_s ρ + $^5_3 (M_k + M_i)$]

VR: Maximum ξ + impact shear range within the composite portion of the span for stud shear connector design (kips).

FILE NAME: H:\P22\055-03\4\ PTE 21-2022\055-002 - IL 23 over\varmham.Rv and BANSF RB\Bkgp\InteriorMomentTables & Reaction Tables.dgn



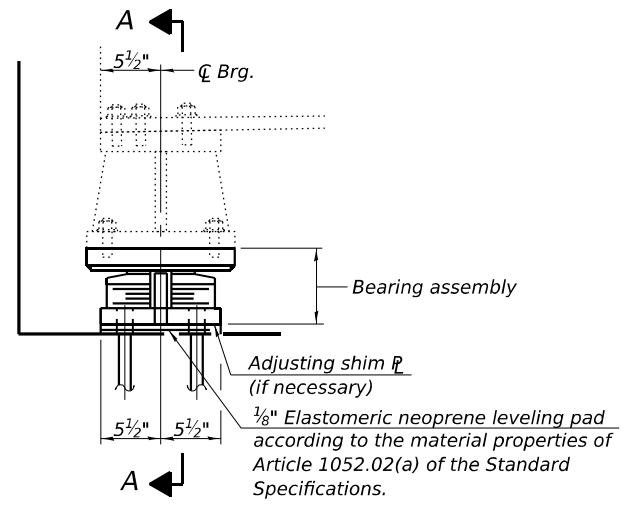
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

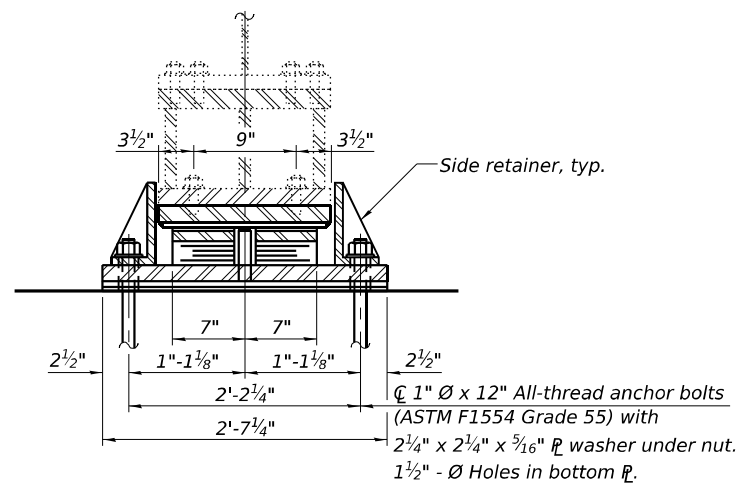
GIRDER MOMENT AND REACTION TABLES
 STRUCTURE NO. 053-0149

SHEET 28 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	57
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

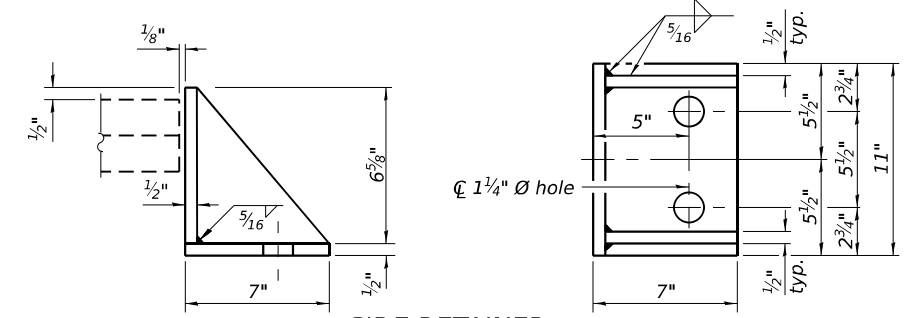


ELEVATION AT ABUT.



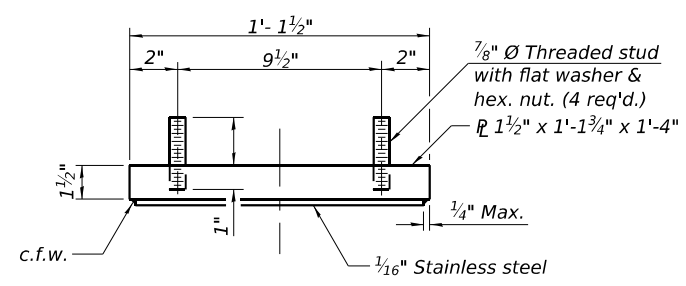
SECTION A-A

TYPE III ELASTOMERIC EXP. BRG.

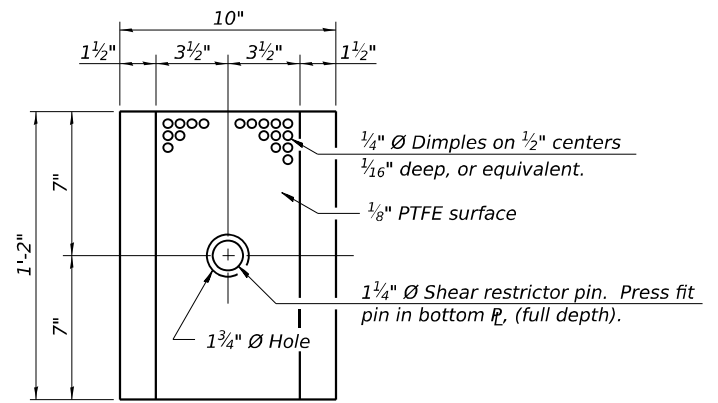


SIDE RETAINER

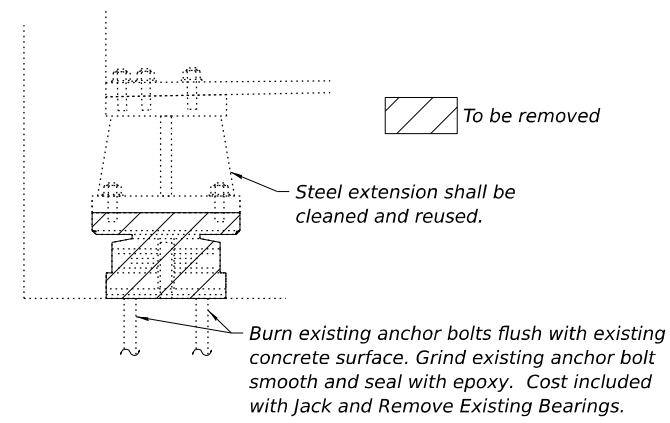
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



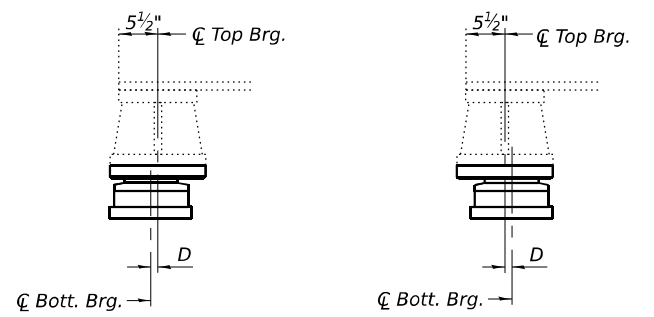
TOP BEARING ASSEMBLY



PLAN-PTFE ELASTOMERIC BRG.



EXISTING BEARING REMOVAL DETAIL



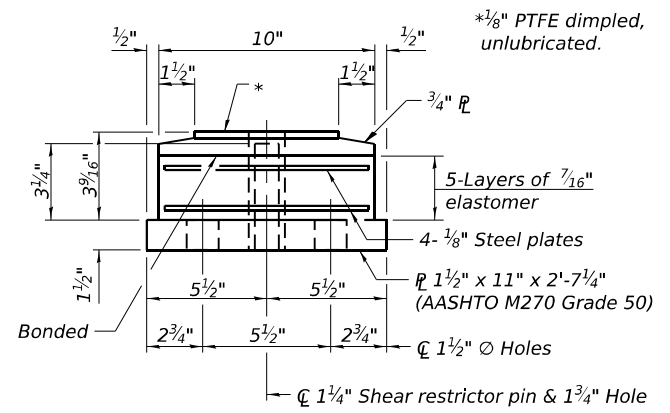
BELOW 50°F.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

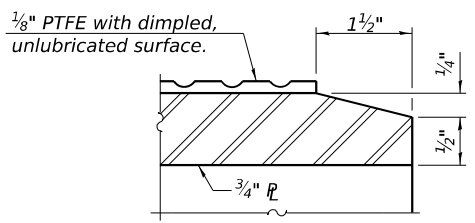
ABOVE 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearing prior to commencing any work at the bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before the new deck is poured.
3. The new bearings shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.

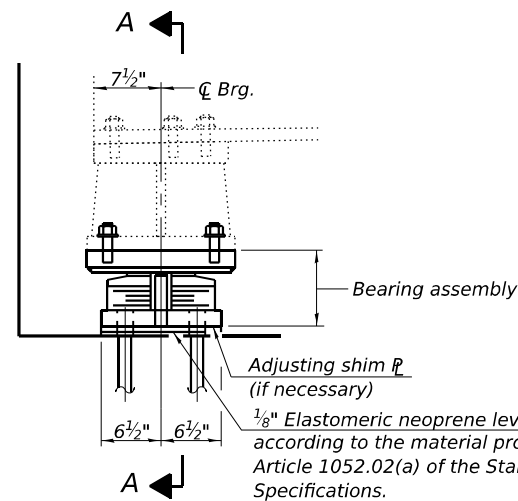
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type III	Each	6
Anchor Bolts, 1"	Each	24
Jack and Remove Existing Bearings	Each	6

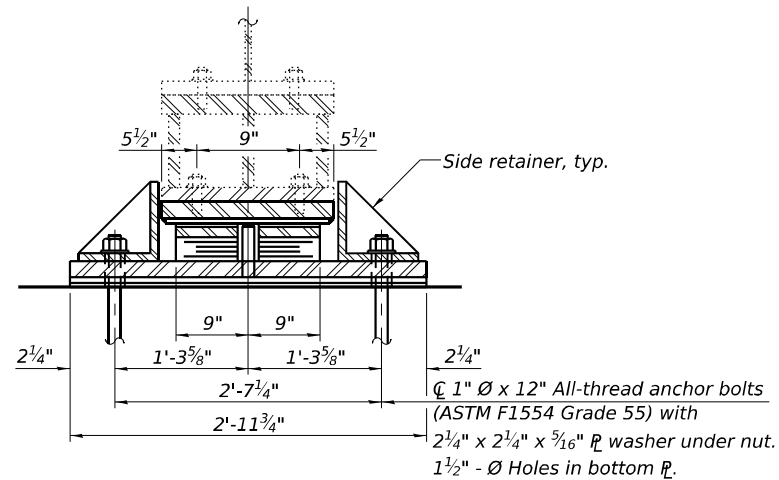
Notes:

1. Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type III.
2. The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
3. Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
4. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
5. Cost included with Jack and Remove Existing Bearings.
6. Anchor bolts shall be ASTM F1554 all-thread or an Engineer-approved alternate material of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
7. Anchorbolts for side retainers shall be installed in drilled holes according to Article 521.06 of the Standard Specification.
8. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
9. Minimum jack capacity = 15 Tons (weight of steel only). Girder reaction = 7.86 kips (weight of steel only).
10. The existing steel cross frames shall not be used as load carrying members in the jacking and cribbing system.
11. 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.

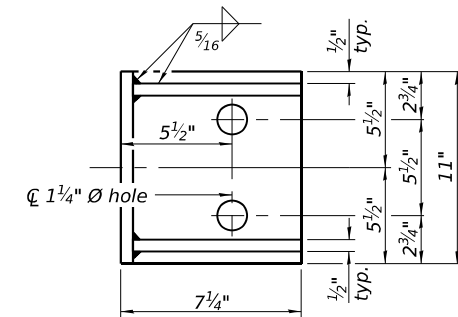
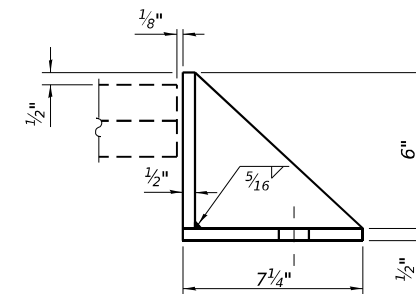
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ELEVATION AT ABUT.



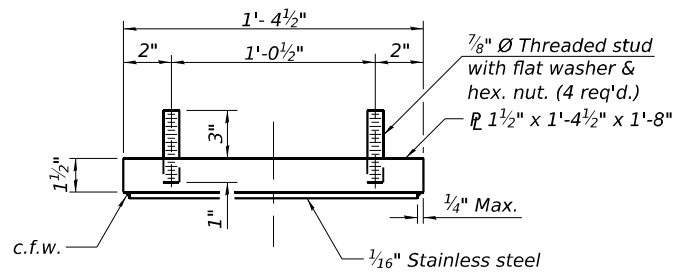
SECTION A-A



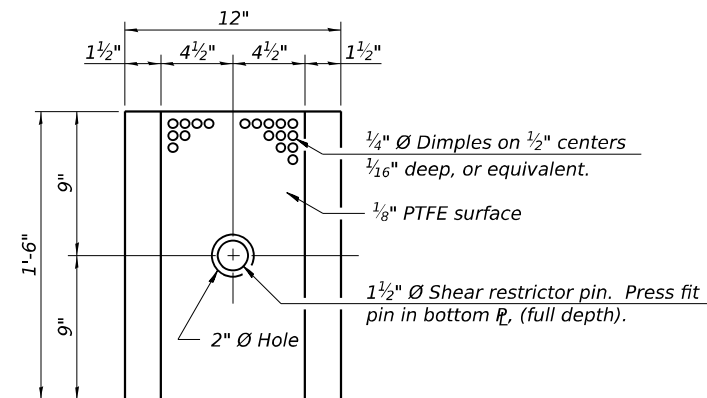
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

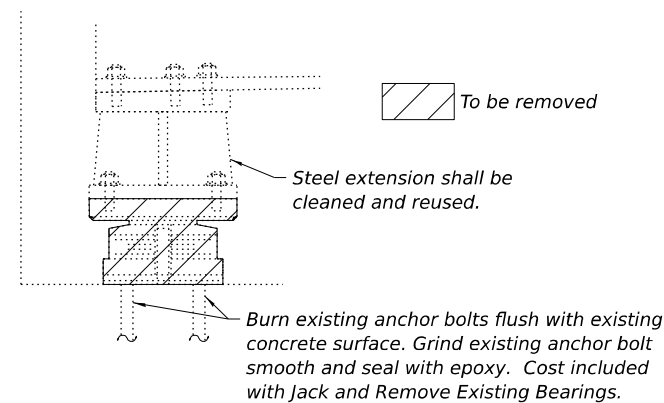
TYPE III ELASTOMERIC EXP. BRG.



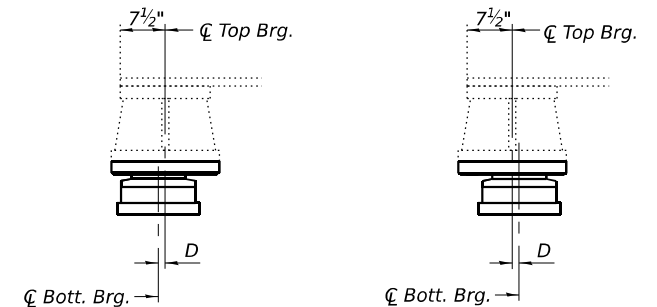
TOP BEARING ASSEMBLY



PLAN-PTFE ELASTOMERIC BRG.



EXISTING BEARING REMOVAL DETAIL



BELOW 50°F. D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

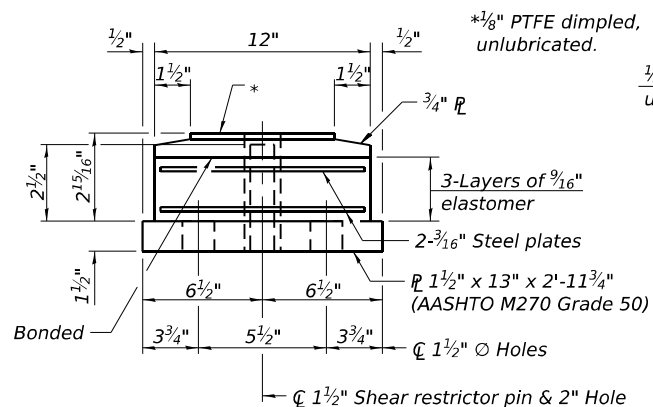
EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

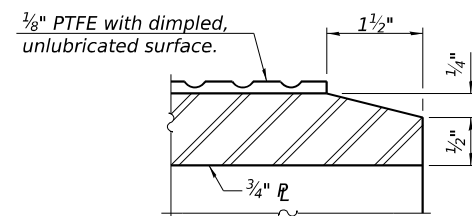
JACK AND REMOVE

EXISTING BEARINGS PROCEDURE

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearing prior to commencing any work at the bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before the new deck is poured.
3. The new bearings shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

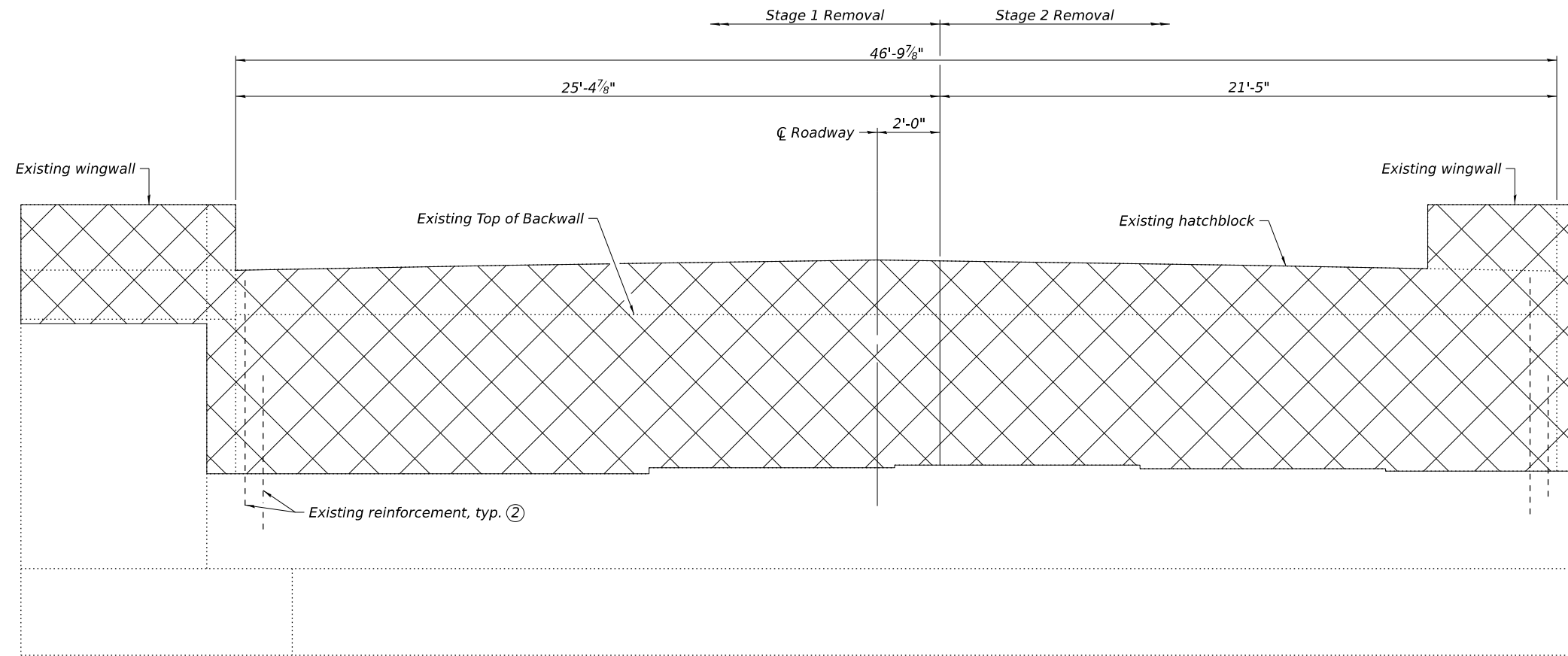
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type III	Each	6
Anchor Bolts, 1"	Each	24
Jack and Remove Existing Bearings	Each	6

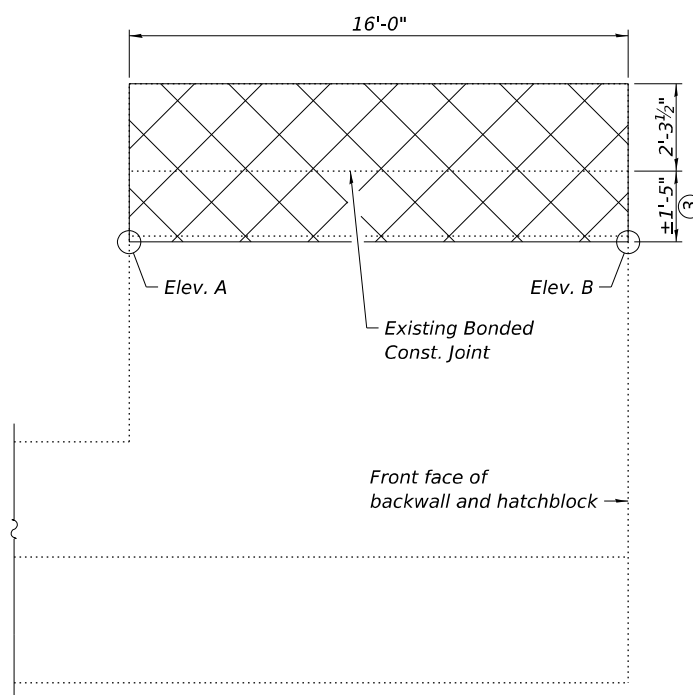
Notes:

1. Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type III.
2. The 3/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
3. Bonding of 3/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
4. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
5. Cost included with Jack and Remove Existing Bearings.
6. Anchor bolts shall be ASTM F1554 all-thread or an Engineer-approved alternate material of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
7. Anchorbolts for side retainers shall be installed in drilled holes according to Article 521.06 of the Standard Specification.
8. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
9. Minimum jack capacity = 15 Tons (weight of steel only). Girder RDL = 17.84 kips (weight of steel only).
10. The existing steel cross frames shall not be used as load carrying members in the jacking and cribbing system.
11. Two 3/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

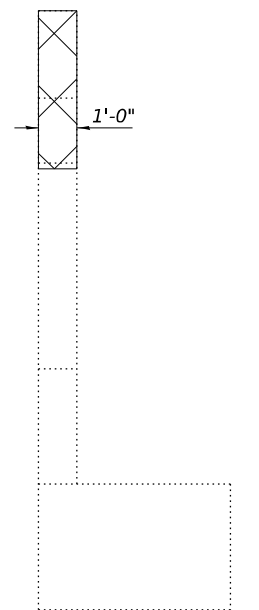
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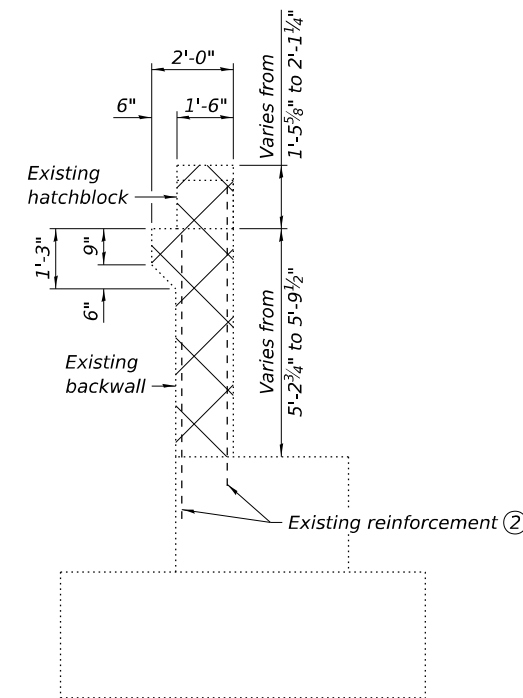
NORTH ABUTMENT REMOVAL
(Looking North)



TYPICAL WINGWALL ELEVATION



SECTION THRU TYPICAL WINGWALL



SECTION THRU ABUTMENT

WINGWALL REMOVAL ELEVATION TABLE

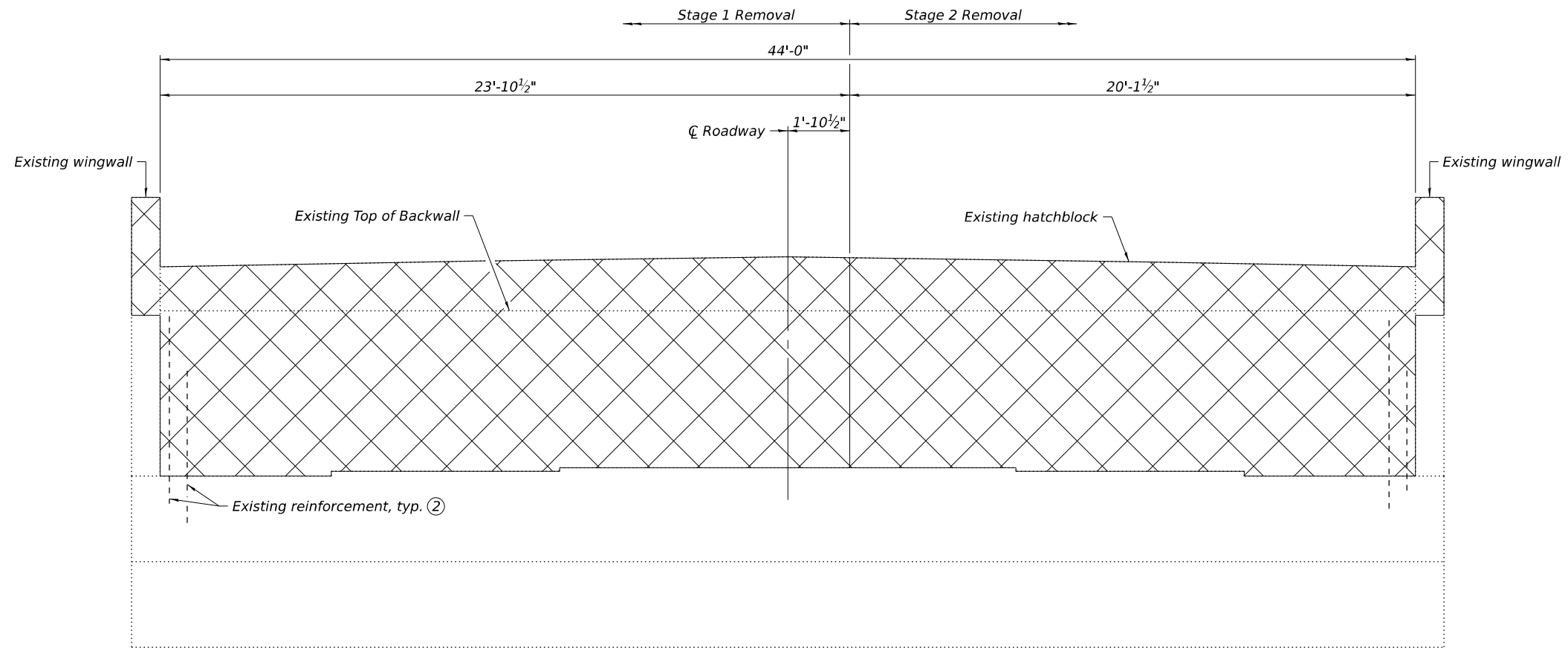
Location	Elev. A	Elev. B
East Wingwall	635.11	634.61
West Wingwall	635.60	635.11

BILL OF MATERIAL

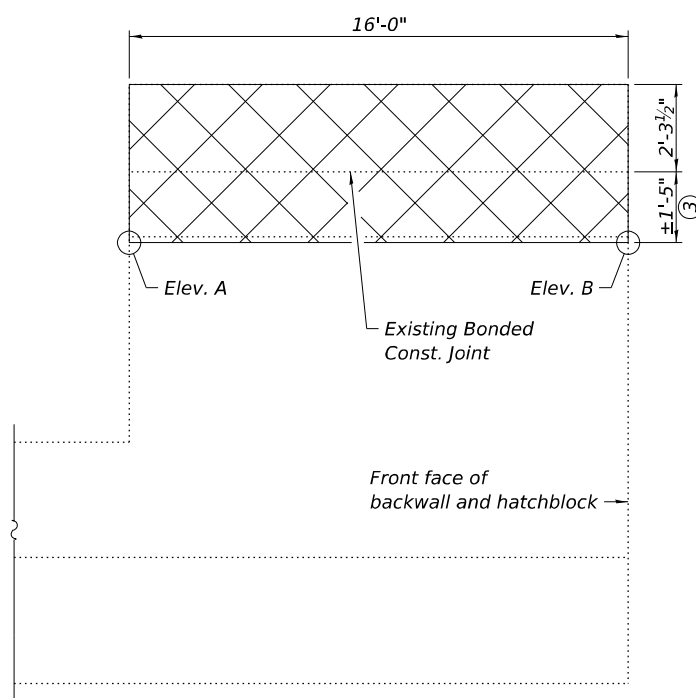
Item	Unit	Total
Concrete Removal	Cu. Yd.	25.2

- Notes:
- ① Crosshatched areas shown are to be removed.
 - ② Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Any reinforcements bars that are damaged during concrete removal shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete removal.
 - ③ Wingwall to be removed 2" below bottom of proposed approach slab.

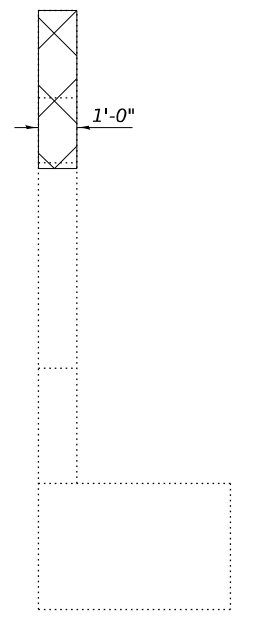
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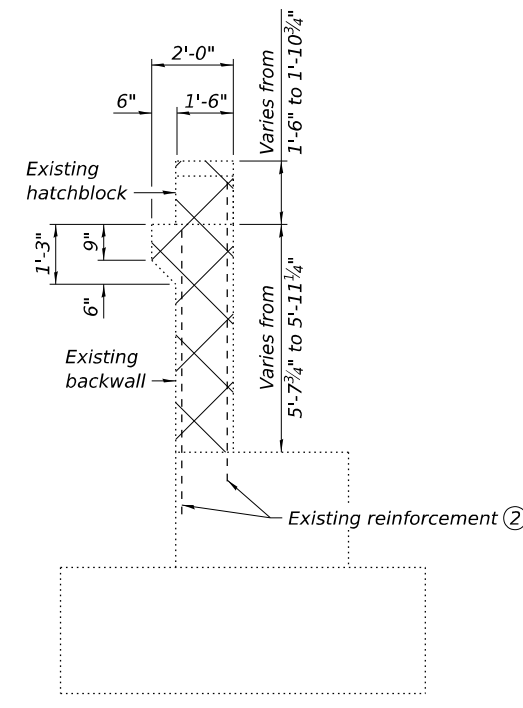
SOUTH ABUTMENT REMOVAL
(Looking South)



TYPICAL WINGWALL ELEVATION



SECTION THRU TYPICAL WINGWALL



SECTION THRU ABUTMENT

WINGWALL REMOVAL ELEVATION TABLE

Location	Elev. A	Elev. B
East Wingwall	639.75	639.43
West Wingwall	639.75	639.43

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	22.6

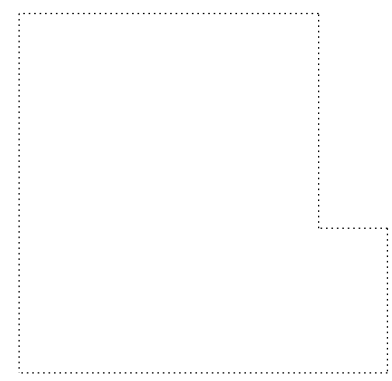
Notes:

- ① Crosshatched areas shown are to be removed.
- ② Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Any reinforcements bars that are damaged during concrete removal shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete removal.
- ③ Wingwall to be removed 2" below bottom of proposed approach slab.

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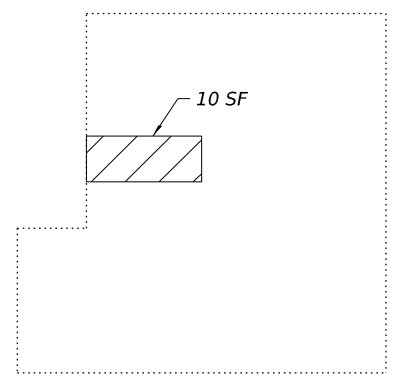
PLAN



WEST WINGWALL ELEVATION
(Looking East)



NORTH ABUTMENT ELEVATION
(Looking North)



EAST WINGWALL ELEVATION
(Looking West)

LEGEND

Structural Repair of Concrete
(Depth Equal To or Less Than 5")

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	14

Notes:
 ① The Resident Engineer will determine final repair locations and quantities in the field after loose and spalled concrete has been removed.

FILE NAME: H:\P\22065-03\4\PTB 21-2022\05\02 - IL 23 over\varmbar.Rv and BASF RB\Bkgp\Misc\053014\48185-033-North Abutments Repair.dgn

OATES ASSOCIATES
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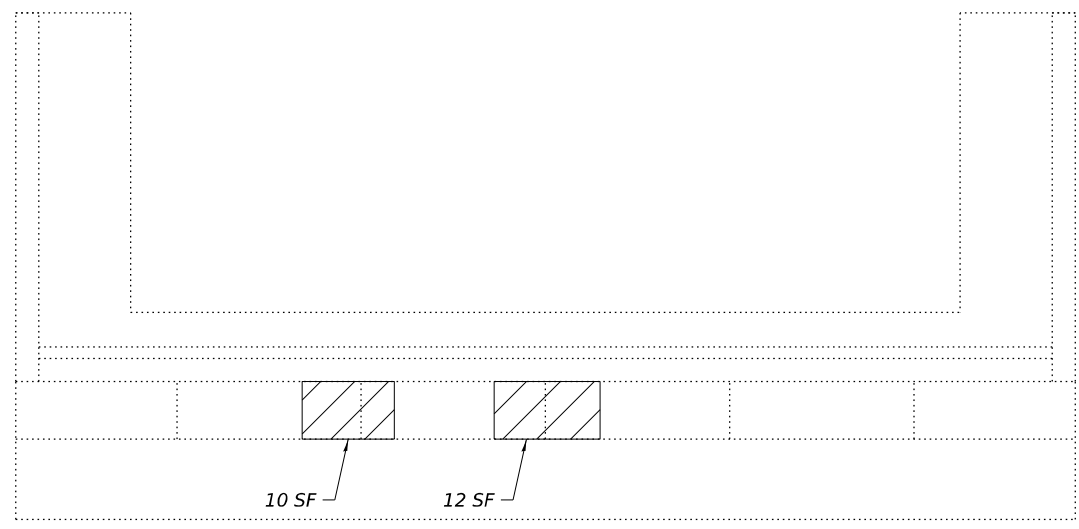
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REPAIR
STRUCTURE NO. 053-0149

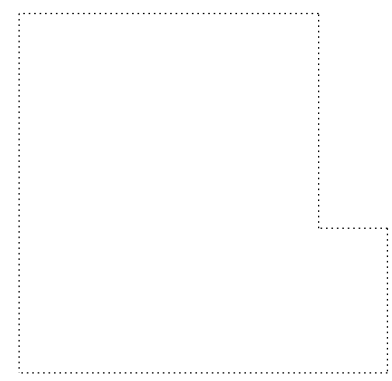
SHEET 33 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	62
CONTRACT NO. 66M85			ILLINOIS FED. AID PROJECT	

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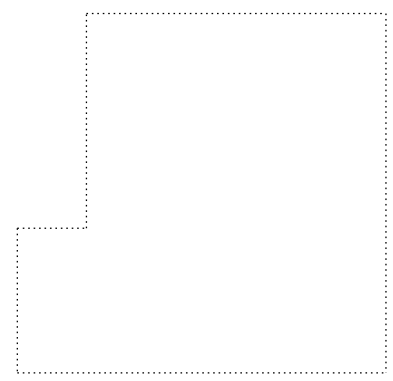
PLAN



SOUTHEAST WINGWALL ELEVATION
(Looking West)



SOUTH ABUTMENT ELEVATION
(Looking South)



SOUTHWEST WINGWALL ELEVATION
(Looking East)

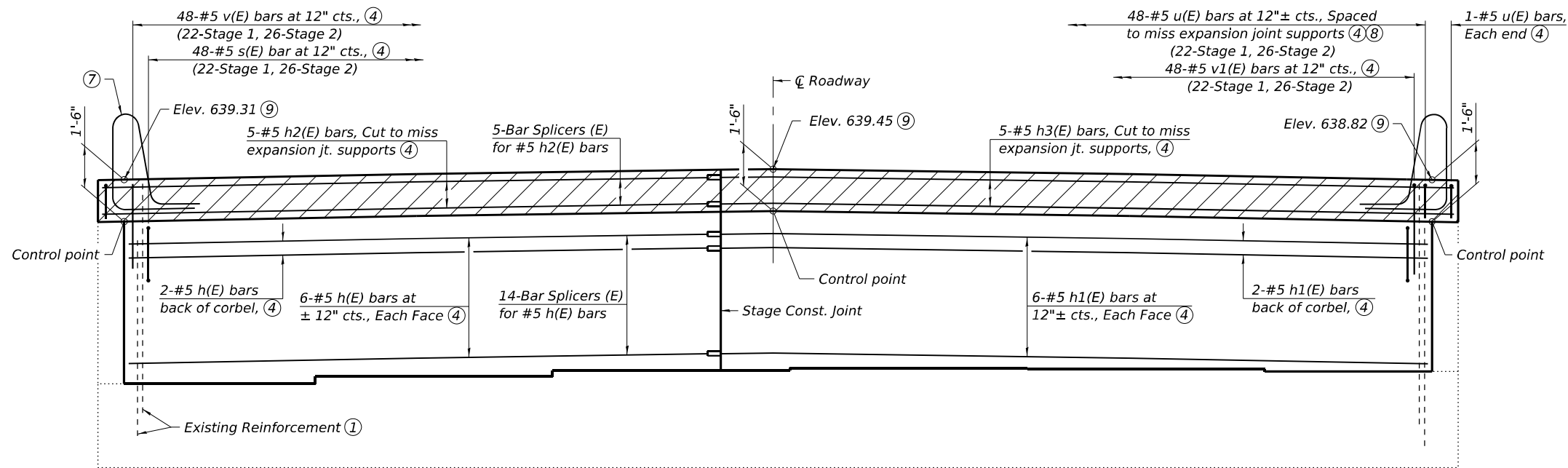
LEGEND

Structural Repair of Concrete
(Depth Equal To or Less Than 5")

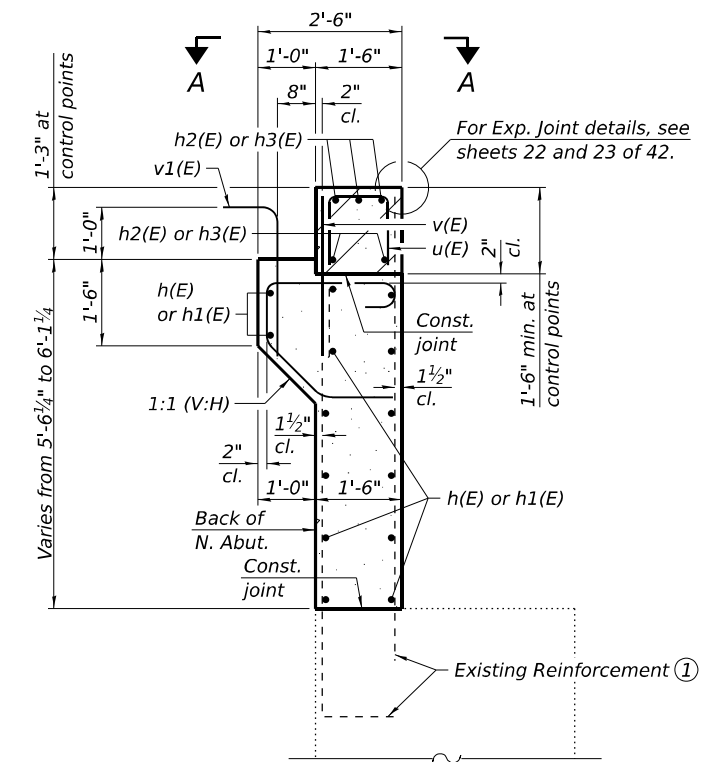
BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	25

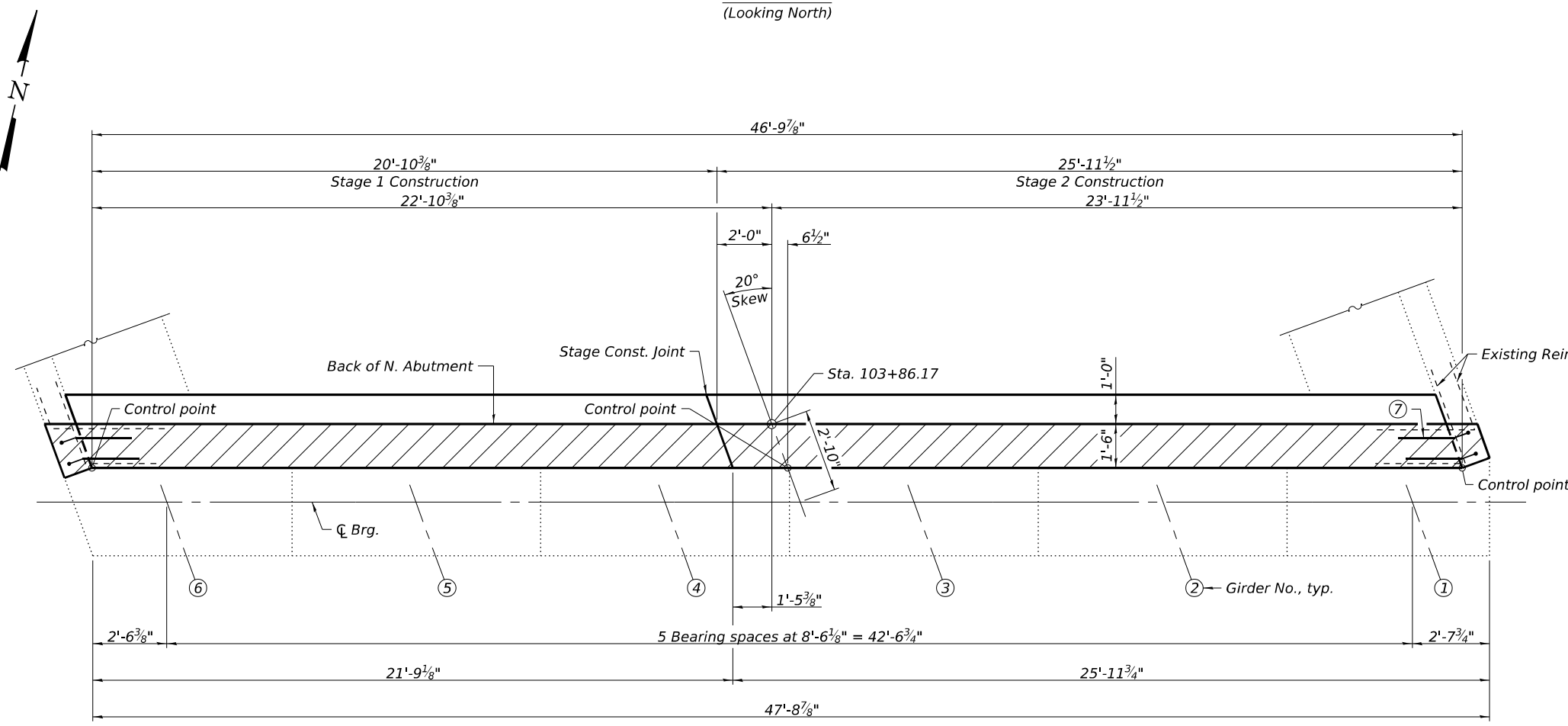
Notes:
 ① The Resident Engineer will determine final repair locations and quantities in the field after loose and spalled concrete has been removed.



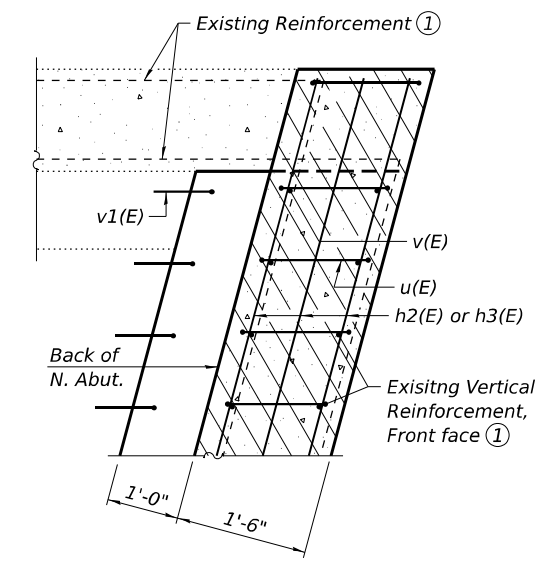
ELEVATION
(Looking North)



SECTION THRU ABUTMENT



PLAN



SECTION A-A

- Notes:**
- ① Existing reinforcement shall be cleaned, straightend and incorporated into the new construction. Any reinforcement bars are that are damaged during concrete removal shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete removal.
 - ② Hatchblock to be poured after superstructure forms have been removed.
 - ③ See sheet 37 of 42 for reinforcement details and Bill of Material.
 - ④ See Section thru Abutment.
 - ⑤ Concrete Sealer shall be applied to all exposed surfaces of new concrete.
 - ⑥ The top of backwall and approach slab seat shall have a constant slope determined from the control point shown.
 - ⑦ d3(E) bars for parapets on approach slab, see sheets 19 of 42.
 - ⑧ Spaced to miss expansion joint supports or members according to the approved shop drawings and as approved by the Engineer.
 - ⑨ Elevation at front face of backwall.

FILE NAME: H:\P224055-03\44_PTB 21-2024\055\002 - IL 23 over\Warmian Rv and BASF PFB\Bkg\Microstation\0530144\48185-025-North Abutment Details.dgn
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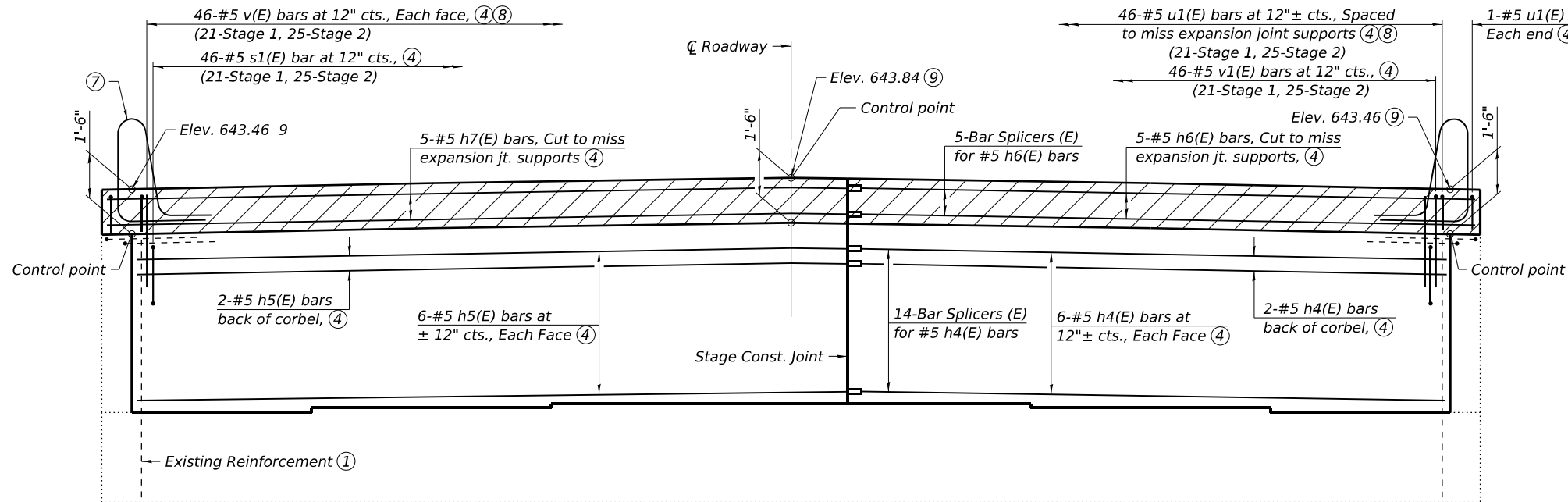
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

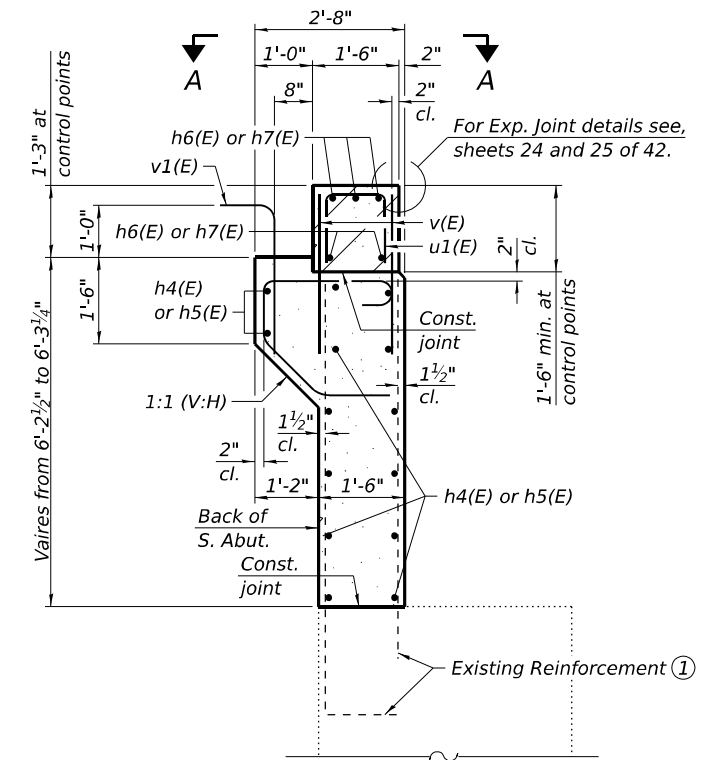
NORTH ABUTMENT DETAILS
STRUCTURE NO. 053-0149

SHEET 35 OF 42 SHEETS

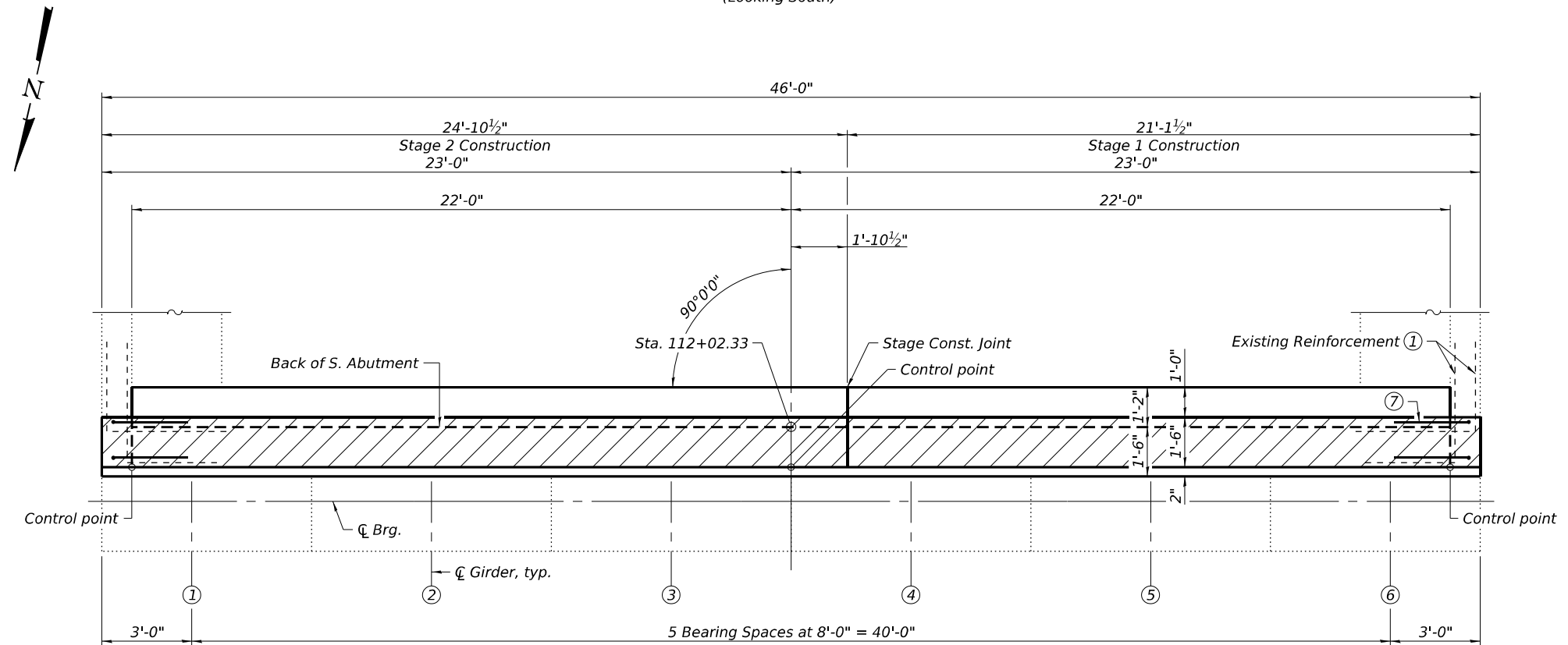
F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 64
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



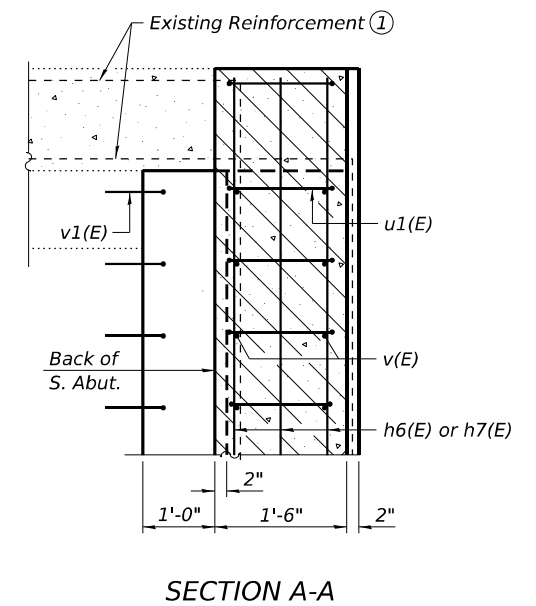
ELEVATION
(Looking South)



SECTION THRU ABUTMENT



PLAN



SECTION A-A

Notes:

- ① Existing reinforcement shall be cleaned, straightend and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete removal.
- ② Hatchblock to be poured after superstructure forms have been removed.
- ③ See sheet 37 of 42 for reinforcement details and Bill of Material.
- ④ See Section thru Abutment.
- ⑤ Concrete Sealer shall be applied to all exposed surfaces of new concrete.
- ⑥ The top of backwall and approach slab seat shall have a constant slope determined from the control point shown.
- ⑦ d3(E) bars for parapets on approach slab, see sheets 20 of 42.
- ⑧ Spaced to miss expansion joint supports or members according to the approved shop drawings and as approved by the Engineer.
- ⑨ Elevation at front face of backwall.

FILE NAME: H:\P22\055-03\44_PTB 21-23\24\055\002 - IL 23 over\Warmian Rv and BASF RB\Bkg\Microstation\0530144\48185-208-South Abutment Details.dgn



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CHECKED - BB

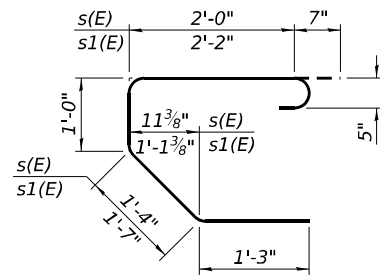
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

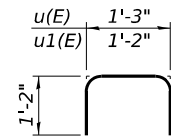
**SOUTH ABUTMENT DETAILS
STRUCTURE NO. 053-0149**

SHEET 36 OF 42 SHEETS

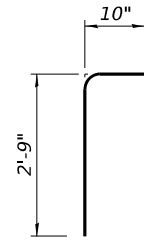
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	65
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



BARS s(E) and s1(E)



BARS u(E) and u1(E)



BAR v1(E)

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	14	#5	21'-1"	—
h1(E)	14	#5	25'-1"	—
h2(E)	5	#5	22'-2"	—
h3(E)	5	#5	26'-1"	—
s(E)	48	#5	6'-2"	C
u(E)	50	#5	3'-7"	U
v(E)	48	#5	3'-1"	—
v1(E)	48	#5	3'-7"	Γ
Structure Excavation			Cu. Yd.	101
Concrete Structures			Cu. Yd.	18.5
Reinforcement Bars, Epoxy Coated			Pound	1,760
Concrete Sealer			Sq. Ft.	339

**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h4(E)	14	#5	19'-10"	—
h5(E)	14	#5	23'-7"	—
h6(E)	5	#5	20'-10"	—
h7(E)	5	#5	24'-7"	—
s1(E)	46	#5	6'-7"	C
u1(E)	48	#5	3'-6"	U
v(E)	92	#5	3'-1"	—
v1(E)	46	#5	3'-7"	Γ
Structure Excavation			Cu. Yd.	92
Concrete Structures			Cu. Yd.	18.7
Reinforcement Bars, Epoxy Coated			Pound	1,830
Concrete Sealer			Sq. Ft.	326

FILE NAME: H:\P22\055-03\44_PTB 21-2022\055.002 - IL 23 over\armbar Riv and BASF RB\Bkgp\Microstation\05301-14-26\85-207-Abutment Details.dgn



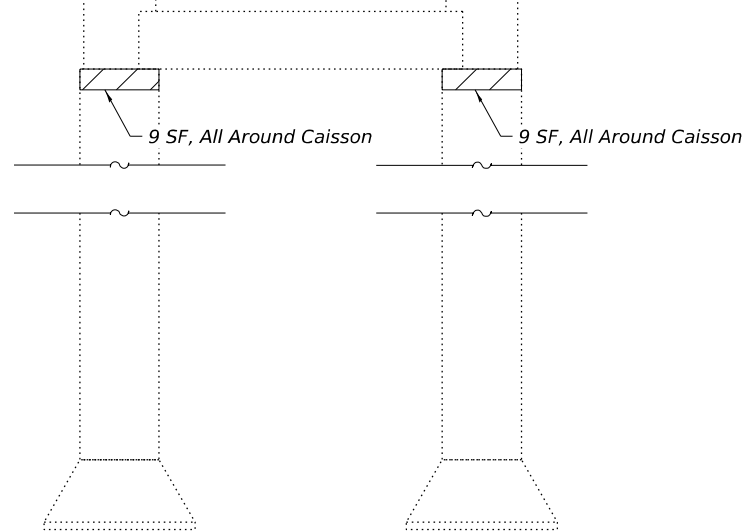
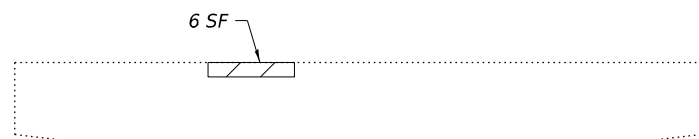
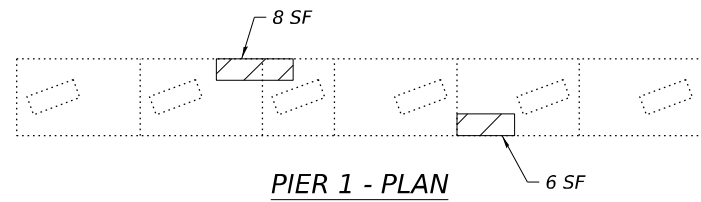
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DETAILS
STRUCTURE NO. 053-0149**

SHEET 37 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	66
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

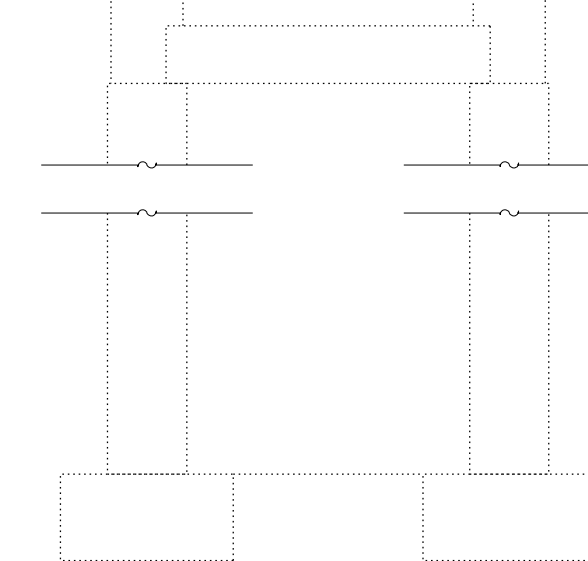
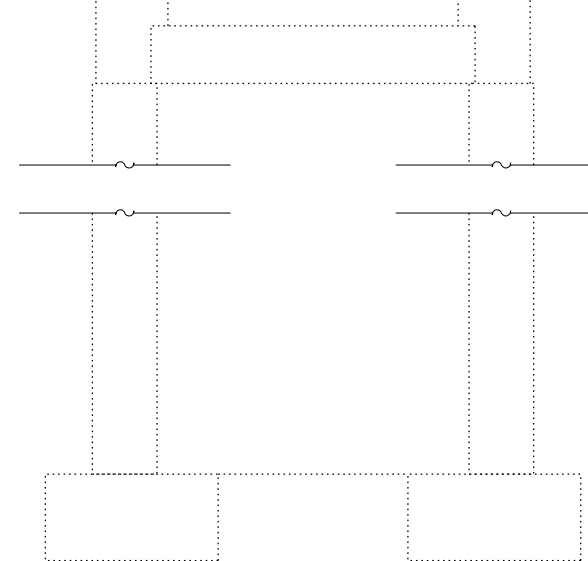
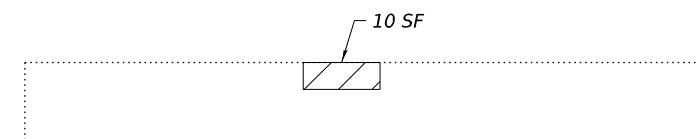
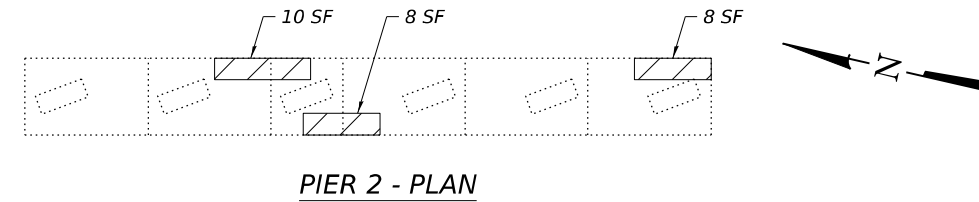


PIER 1 - ELEVATION
(Looking South)

PIER 1 - ELEVATION
(Looking North)

BILL OF MATERIAL

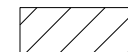
Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	43



PIER 2 - ELEVATION
(Looking South)

PIER 2 - ELEVATION
(Looking North)

LEGEND



Structural Repair of Concrete
(Depth Equal To or Less Than 5")

Notes:

① The Resident Engineer will determine final repair locations and quantities in the field after loose and spalled concrete has been removed.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	42

FILE NAME: H:\P22\055-03\A4_PTB_21-2022\055.002 - IL 23 over\main\Rev and BASF RB\Bkg\Microstation\053014-48185-2038-Pier 1 & 2 Repairs.dgn



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DESIGNED - KP
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REVISIONS

REVISIONS

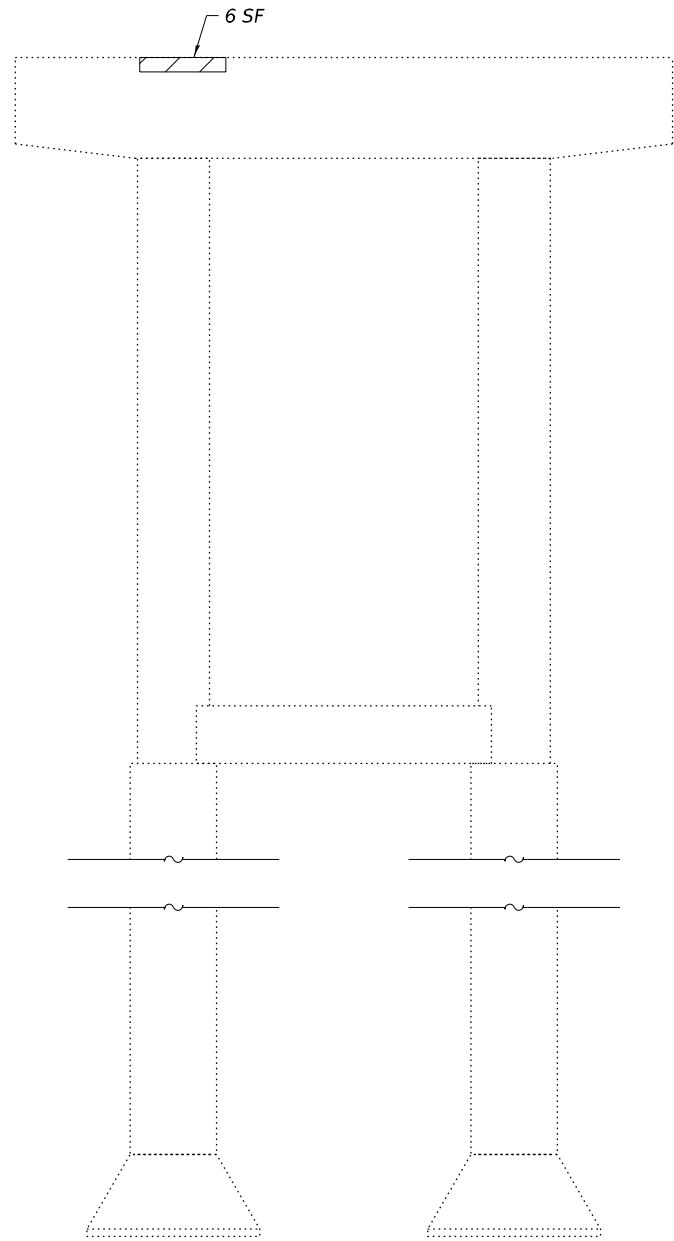
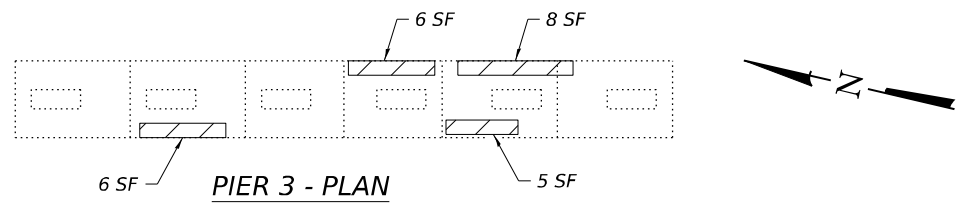
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 1 AND PIER 2 REPAIRS
STRUCTURE NO. 053-0149**

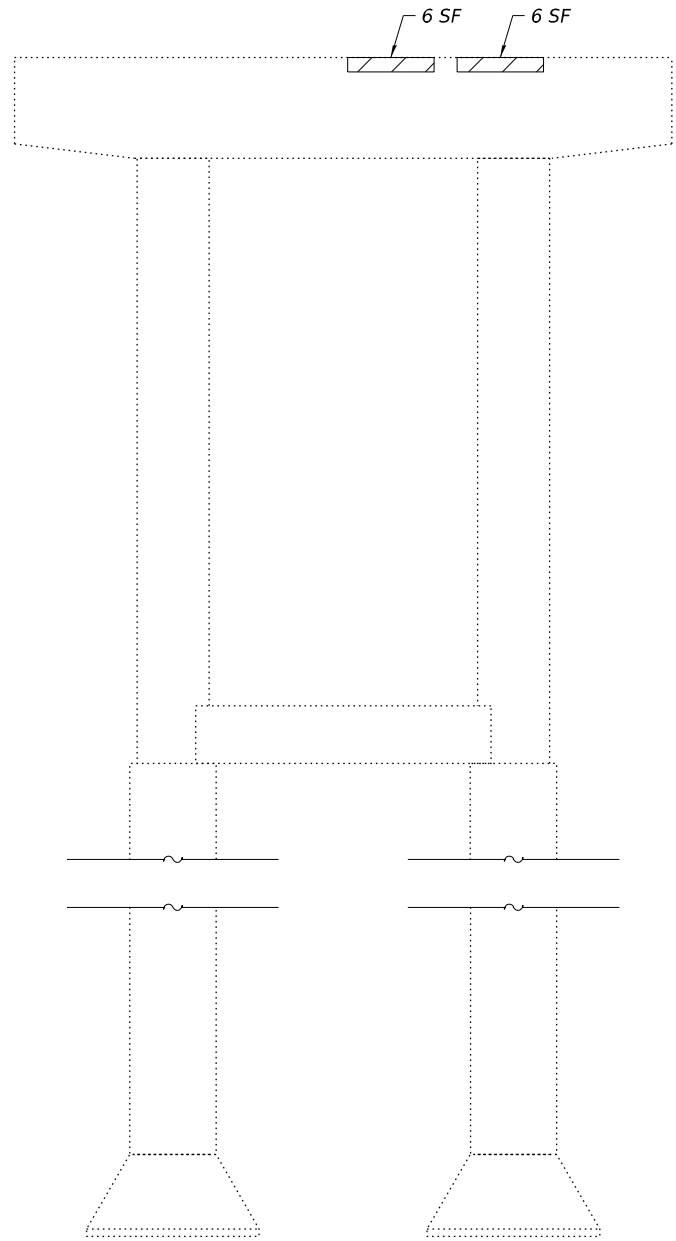
SHEET 38 OF 42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	67
CONTRACT NO. 66M85				

ILLINOIS FED. AID PROJECT



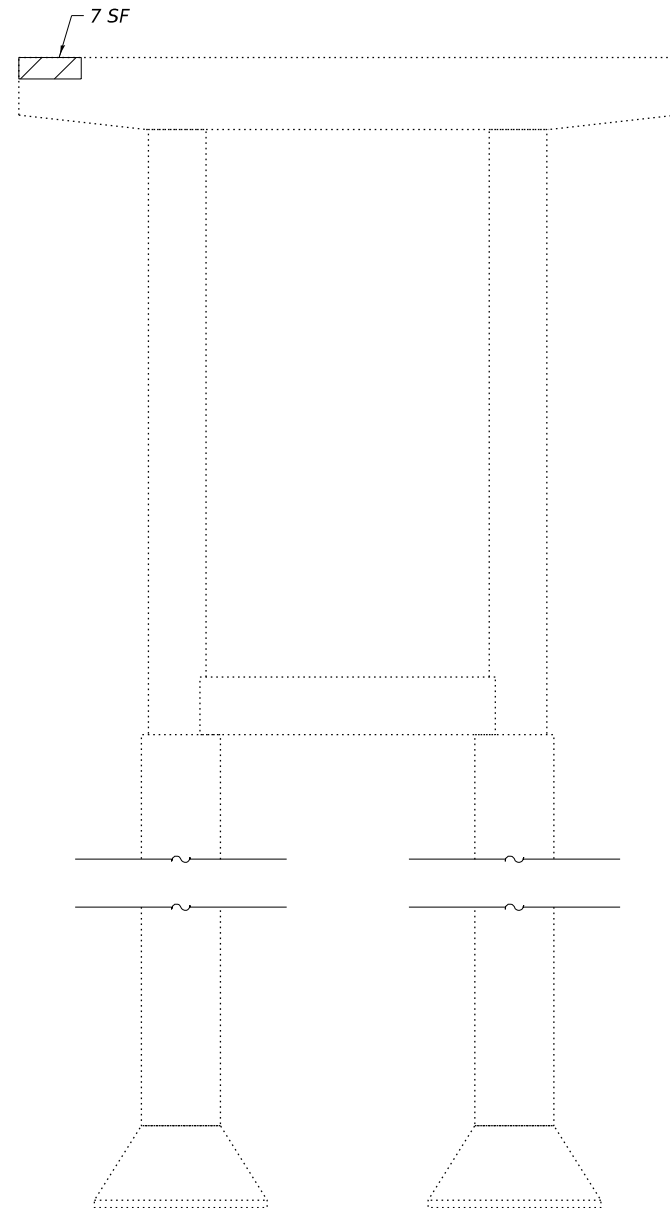
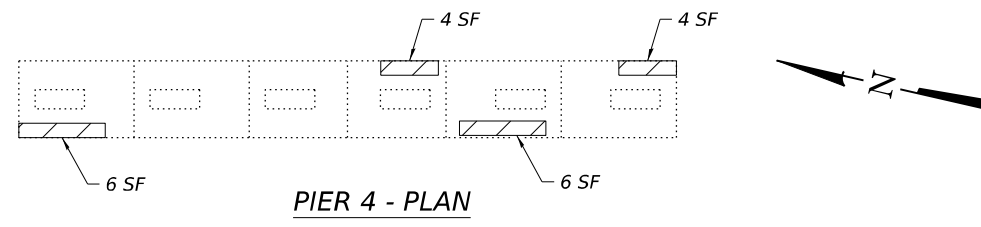
PIER 3 - ELEVATION
(Looking South)



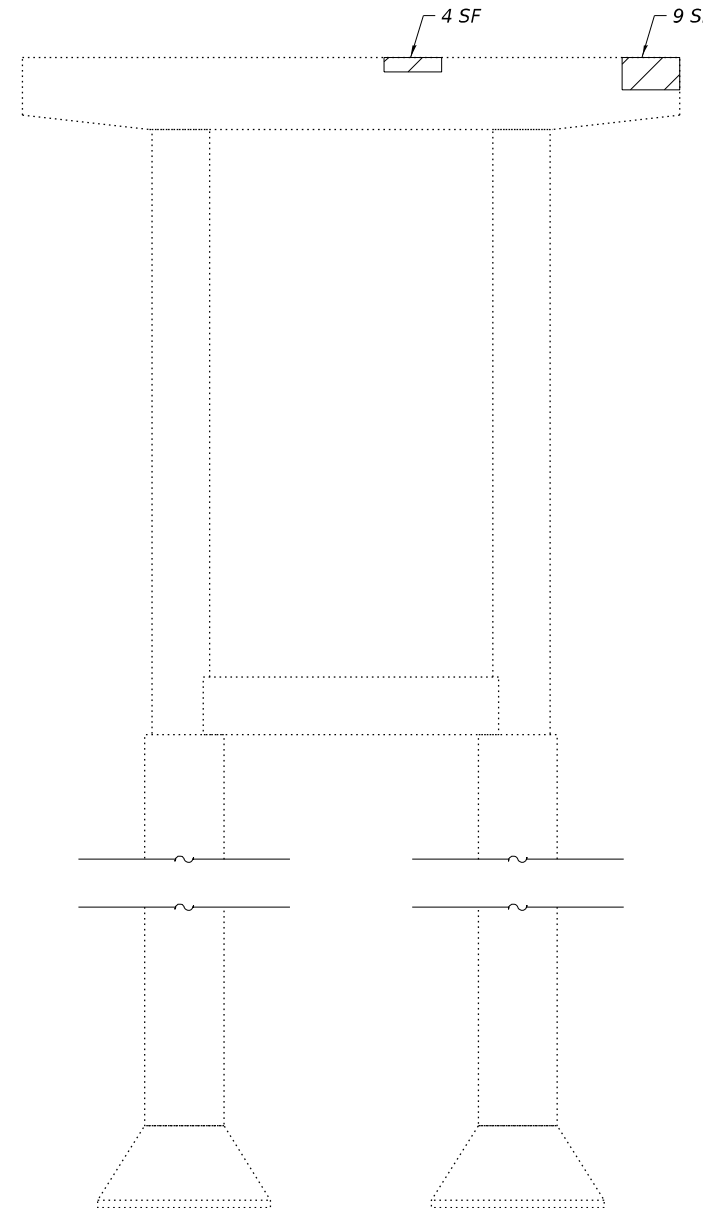
PIER 3 - ELEVATION
(Looking North)

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	43



PIER 4 - ELEVATION
(Looking South)



PIER 4 - ELEVATION
(Looking North)

LEGEND

	Structural Repair of Concrete (Depth Equal To or Less Than 5")
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Notes:
 ① The Resident Engineer will determine final repair locations and quantities in the field after loose and spalled concrete has been removed.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	40

FILE NAME: H:\P22\055-03\A4_PTB_21-2020\055.002 - IL 23 over\main\Rev and BASF RB\Bkg\Microstation\05301-14-2018\055-035-Plan 3 & 4.dwg; User: khol.pham

OATES ASSOCIATES
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115
 5/1/2026 3:11:09 PM

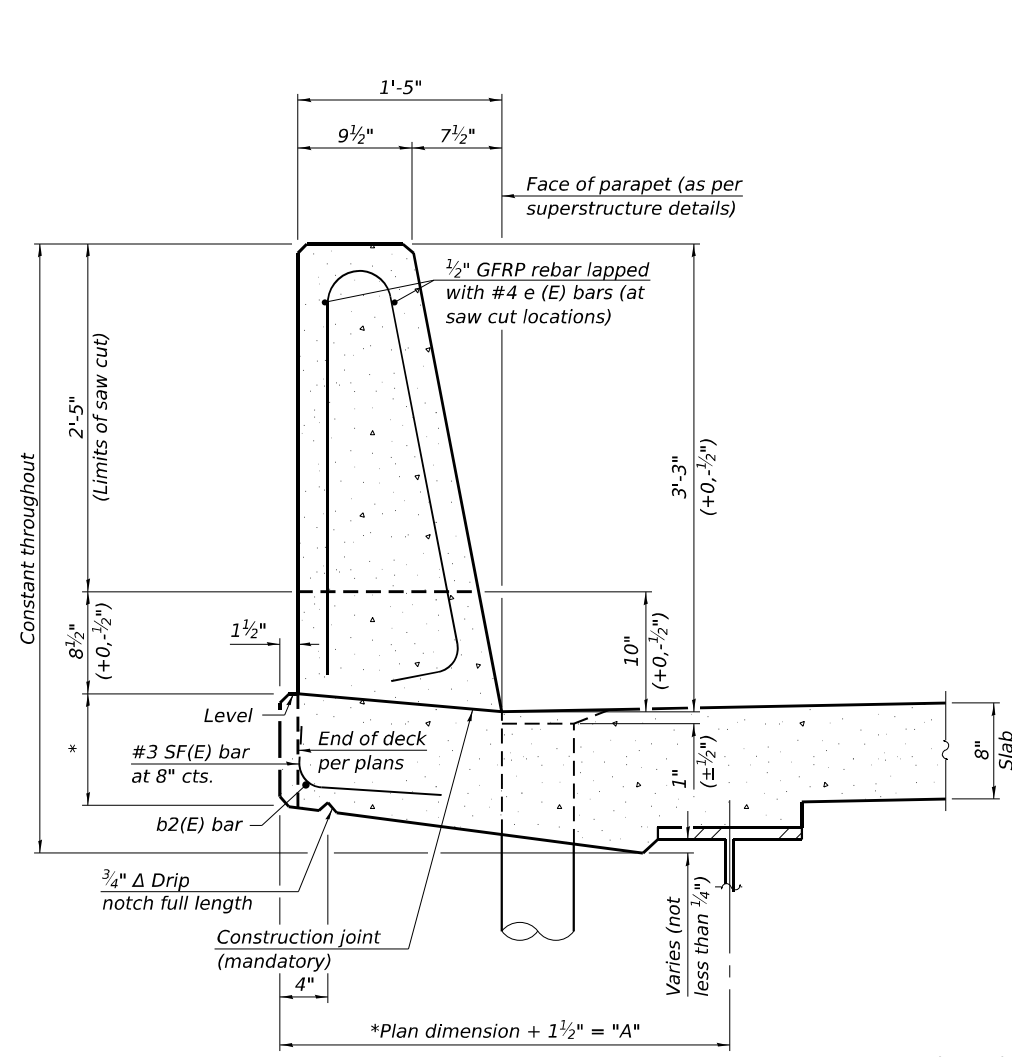
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

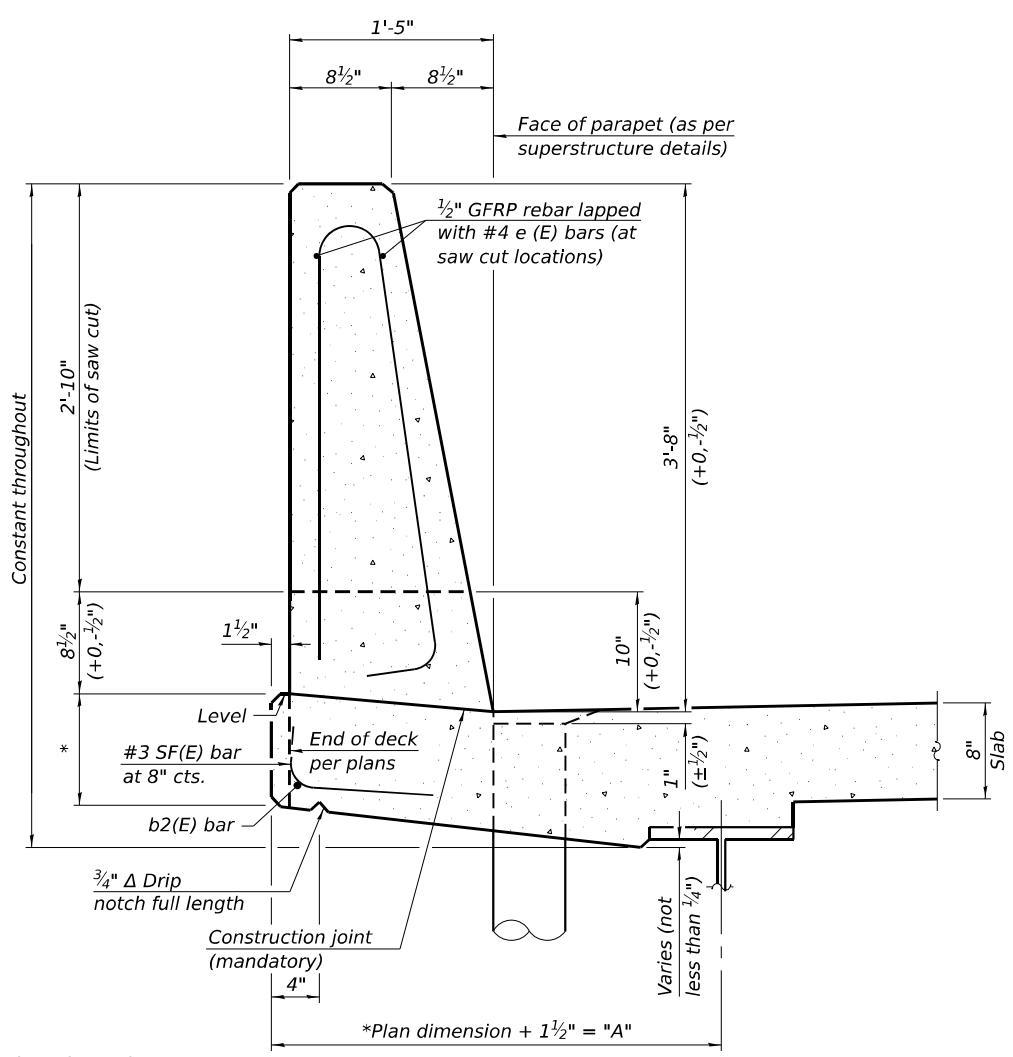
**PIER 1 AND PIER 2 REPAIRS
STRUCTURE NO. 053-0149**

SHEET 39 OF 42 SHEETS

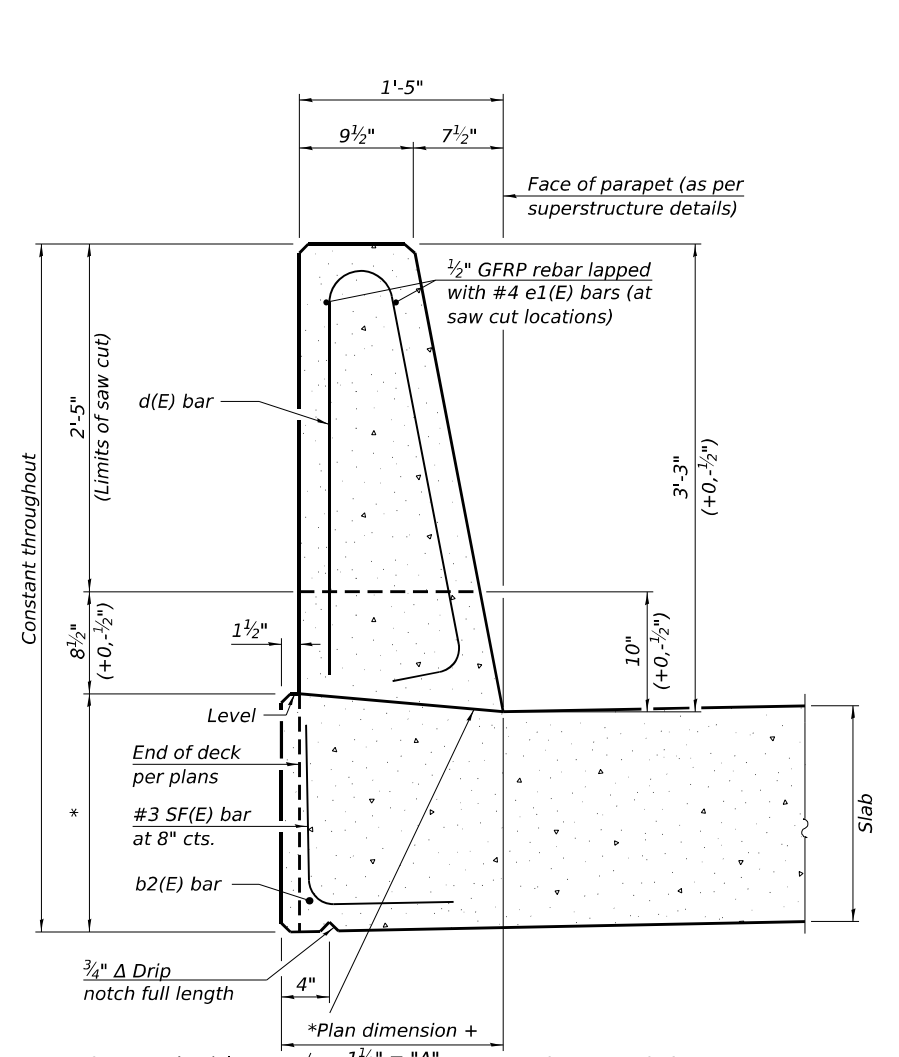
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	68
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



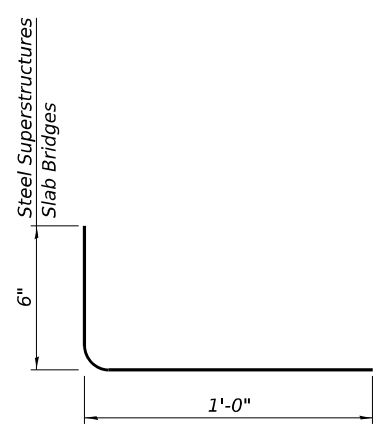
**39" CONSTANT-SLOPE
PARAPET SECTION**
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



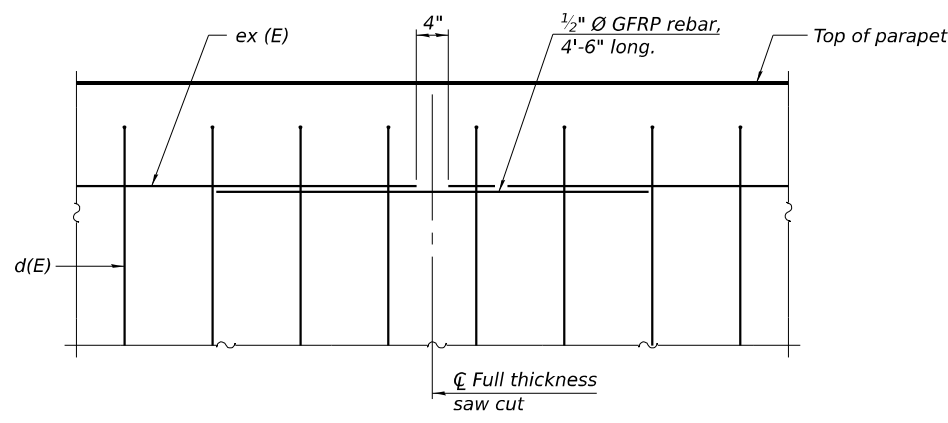
STEEL SUPERSTRUCTURES
*See Superstructure Details.



SLAB BRIDGES
**39" CONSTANT-SLOPE
PARAPET SECTION**
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION
(Place as shown in parapet section at each parapet joint location.)

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

FILE NAME: H:\P22\055-03\44_PTB 21-2023\055-002 - IL 23.cwr\WarmBarr.Rv and BASF RB\Bkgp\Microstation\05301-14-48185-04-C-Concrete Parapet_Slipforming.dgn 3/19/2026 9:38:04 AM

SFP 39-44

10/27/2023



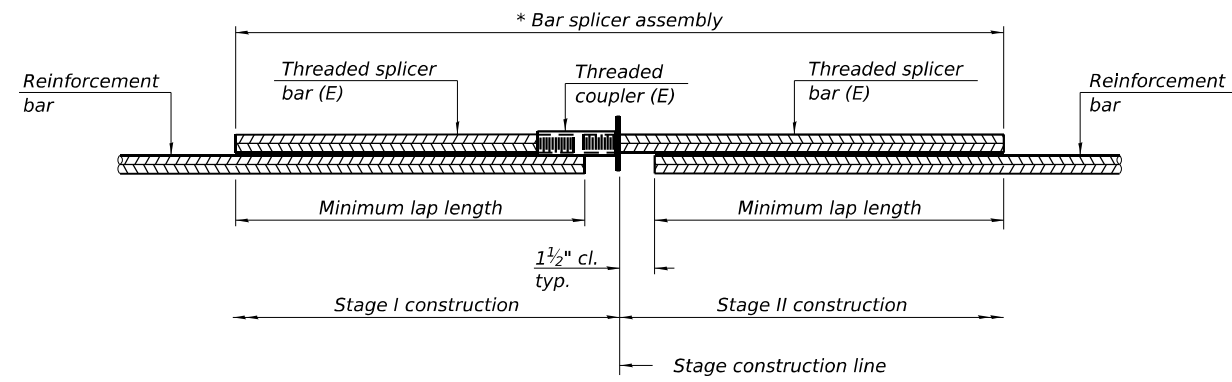
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	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 053-0149**

SHEET 40 OF 42 SHEETS

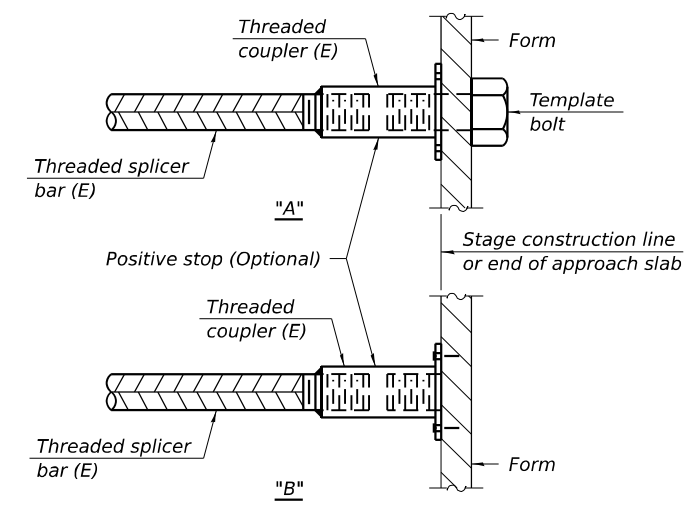
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	((37,101)BVB) ES	LIVINGSTON	93	69
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



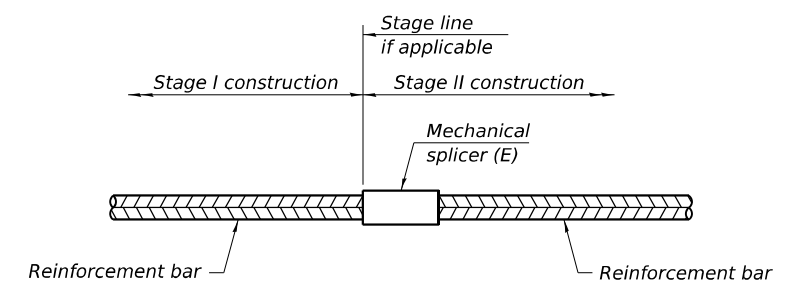
STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length
 * Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	5172	3'-6"
Top of Approach Slab	#5	89	2'-6"
Bottom of Approach Slab	#8	117	5'-2"
Approach Footing	#5	80	2'-0"
North Abutment	#5	19	3'-2"
South Abutment	#5	19	3'-2"

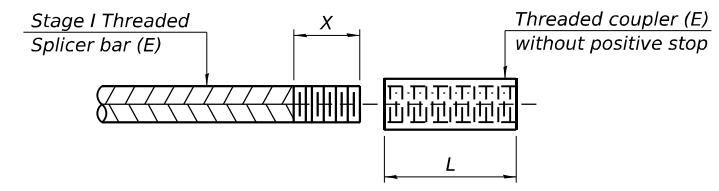


INSTALLATION AND SETTING METHODS
 "A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES
 The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

FILE NAME: H:\P22\055-03\44_PTB 21-2020\055\002-IL 23 over\varm\Bar Splicer Assembly Detail.dgn
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115
 3/19/2026 9:38:05 AM

BSD-1

4-4-2025

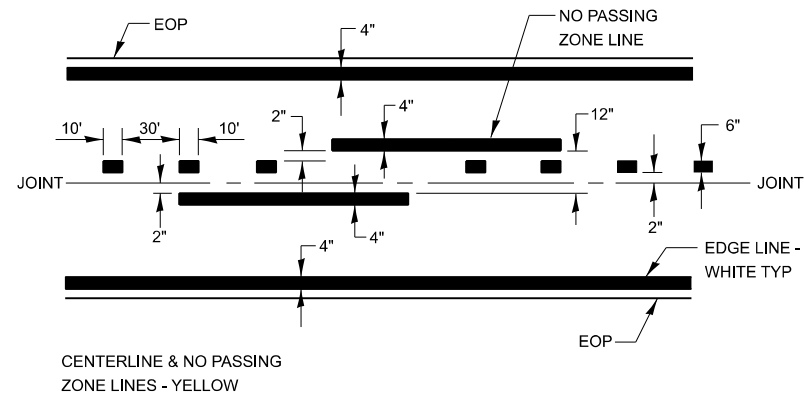


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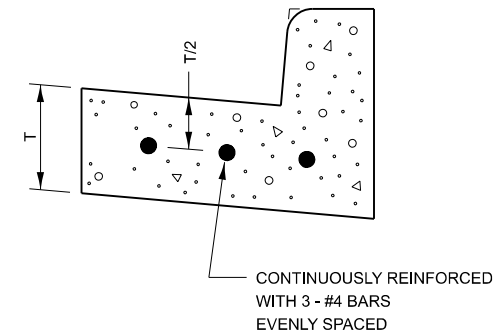
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 053-0149**

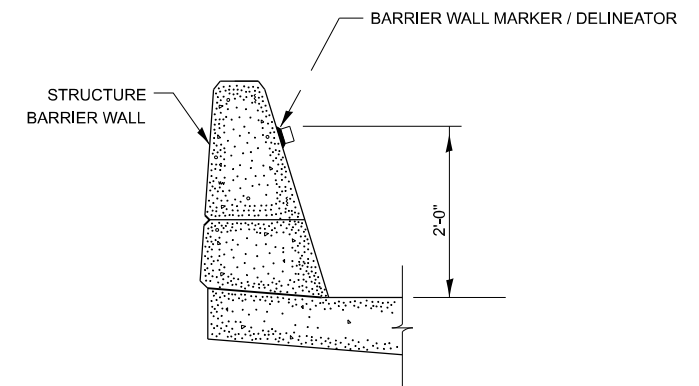
F.A.P. RTE. 68	SECTION ((37,101)BVB) ES	COUNTY LIVINGSTON	TOTAL SHEETS 93	SHEET NO. 70
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING



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



BARRIER WALL MARKER

MODEL: Unlabeled45 [Sheet]
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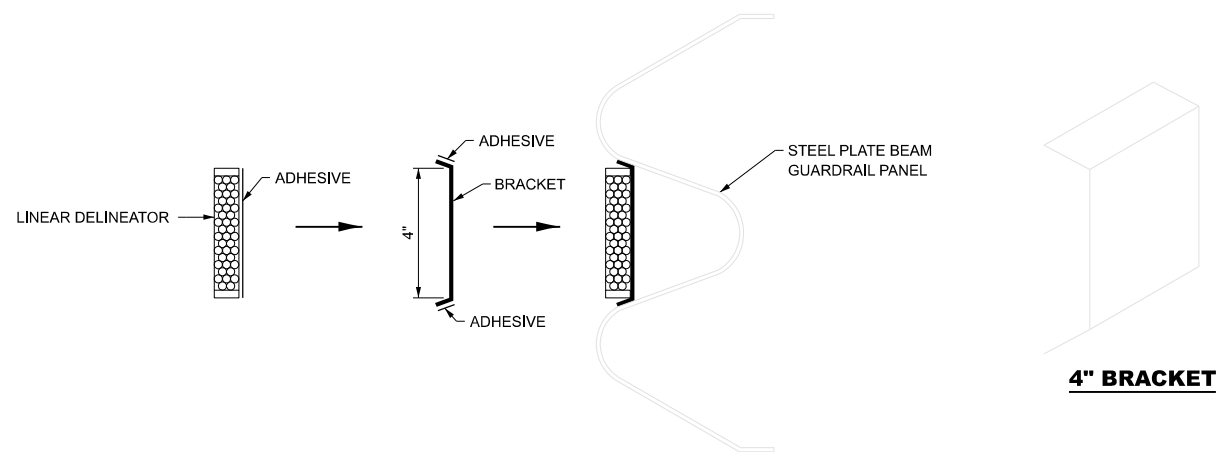
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

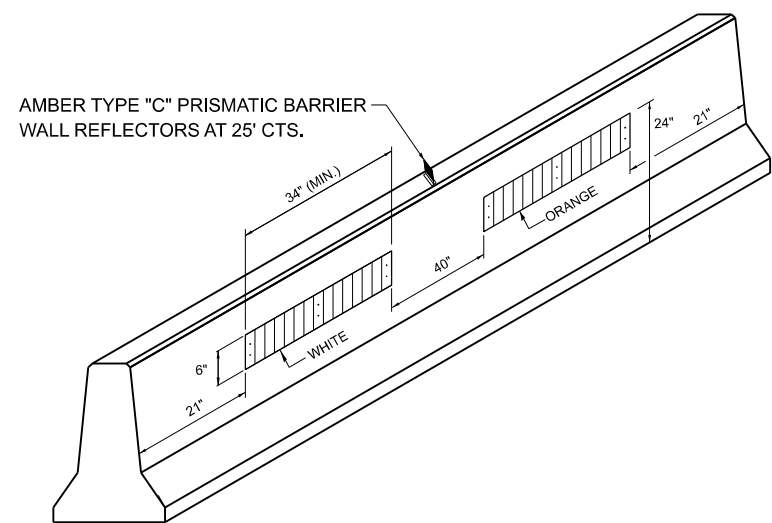
CONSTRUCTION DETAILS

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

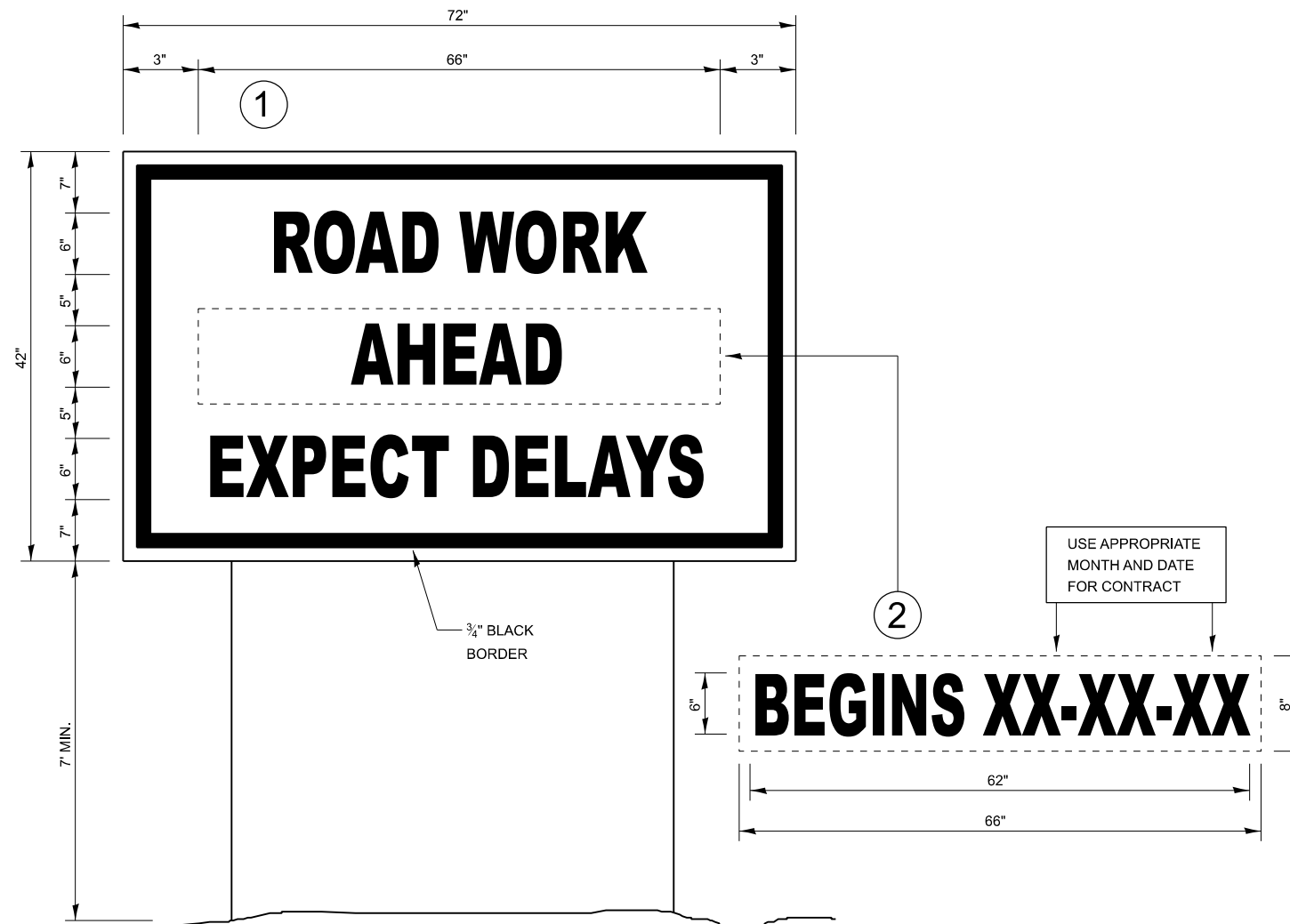
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68	[(37,101)BVB]BR	LIVINGSTON	93	72
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		



LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL
 LINEATOR DELINEATOR SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS



LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN①WITH INSTALLED PANEL②A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL②ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL②WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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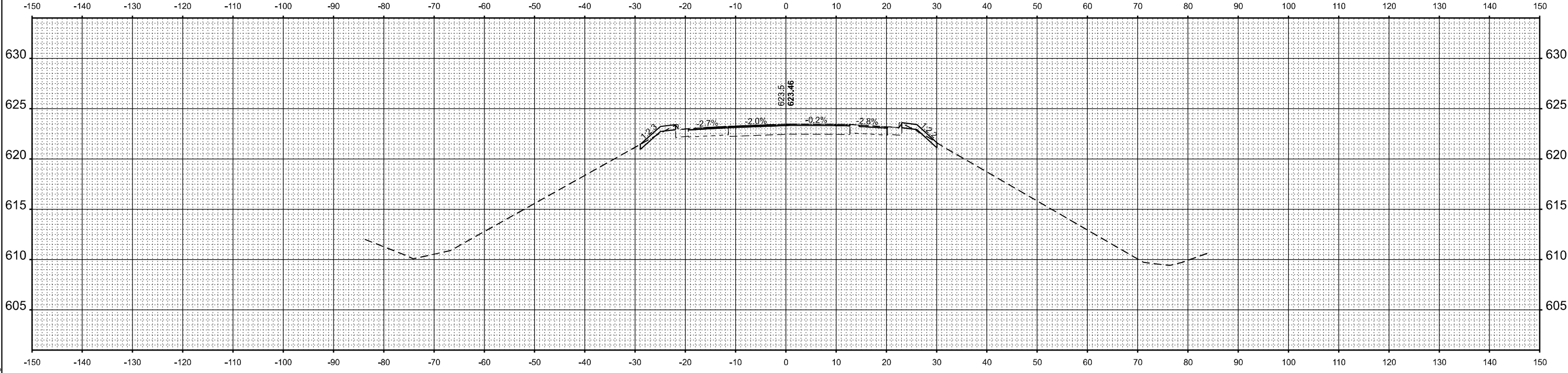
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	DATE -	REVISED -
PLOT DATE = 2/18/2026		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

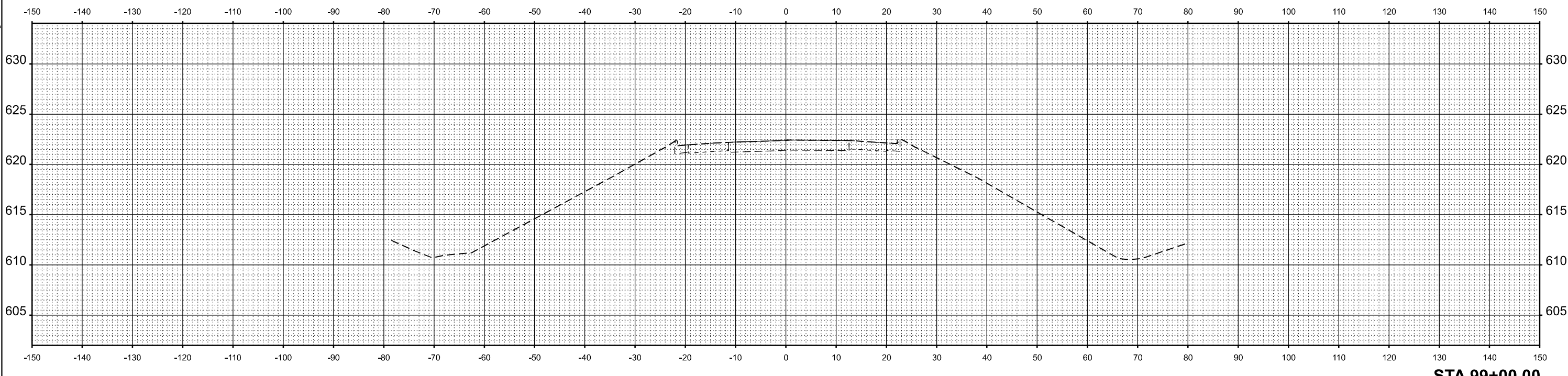
CONSTRUCTION DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	73
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				



STA 99+40.00



STA 99+00.00

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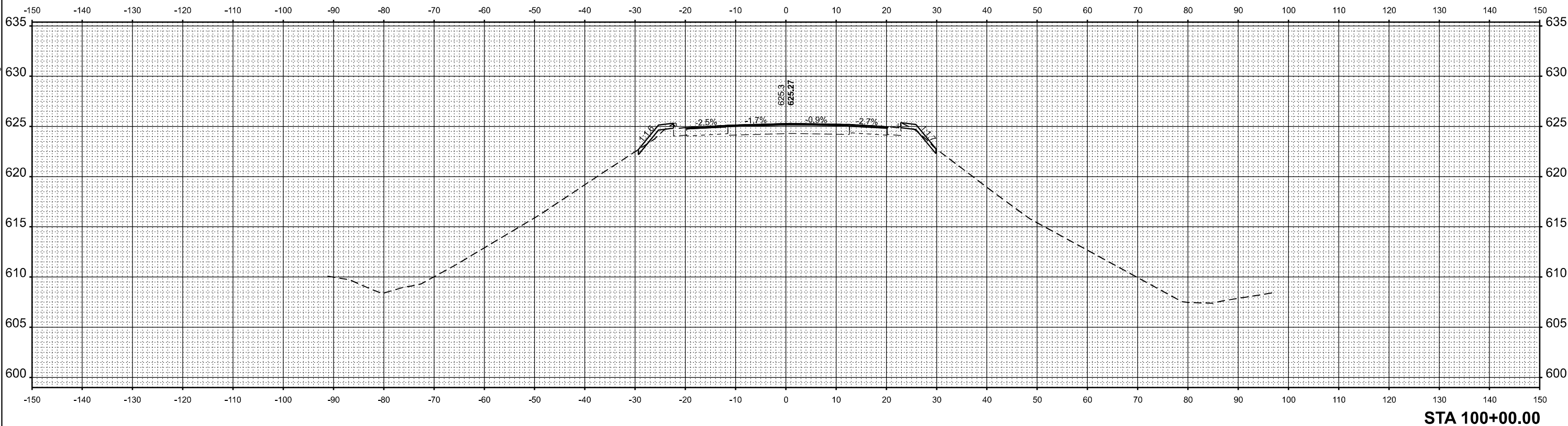
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	74
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

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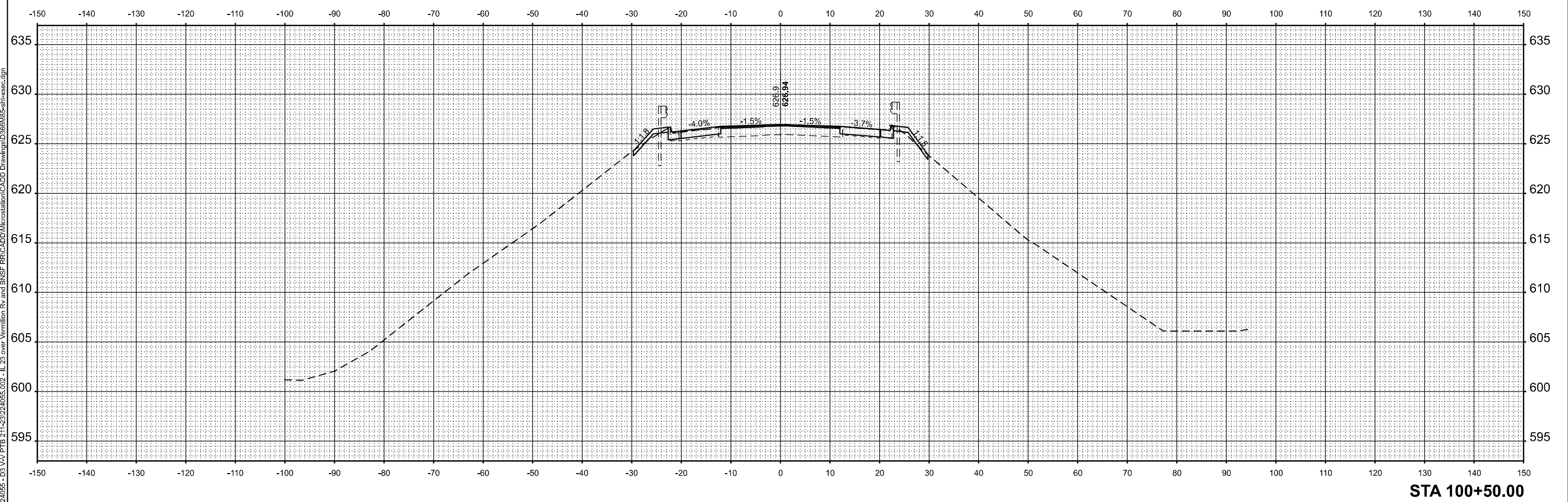
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 2 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	75
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

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STA 100+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
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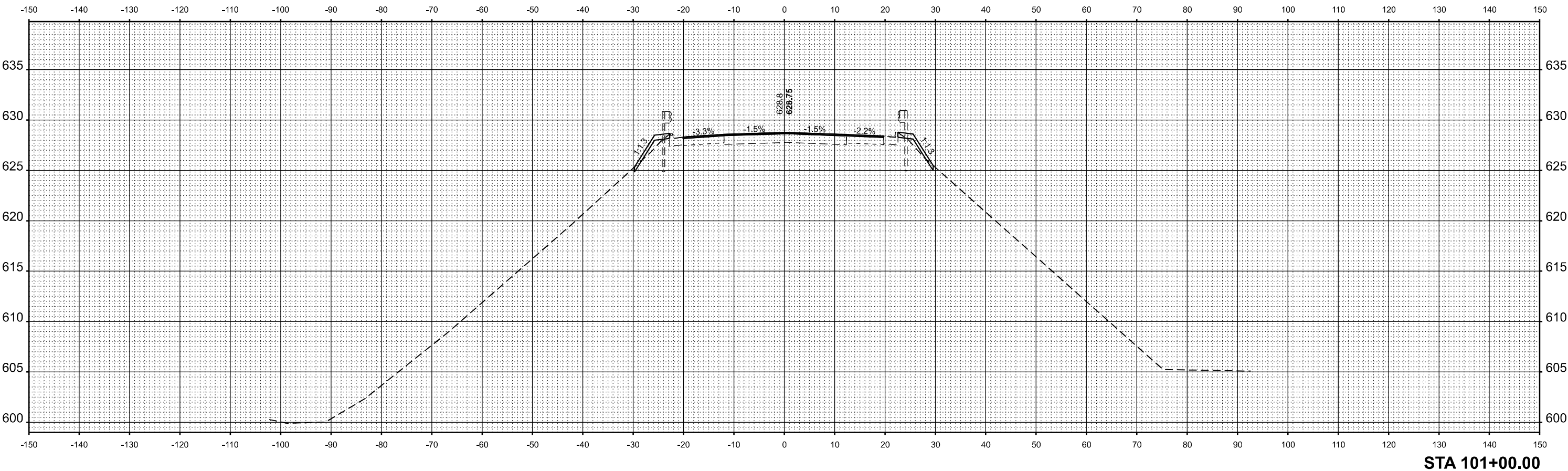
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 3 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	76
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

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STA 101+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 2/18/2026		

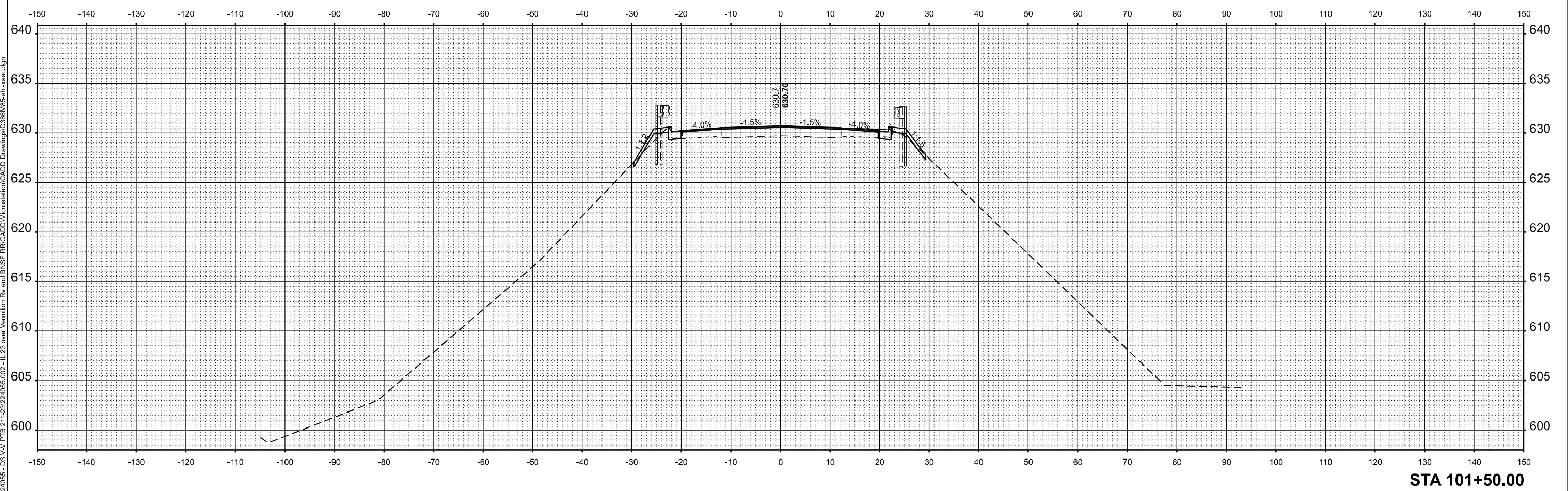
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 4 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	77
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-101+50.00 [Sheet]
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STA 101+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	DATE -	REVISED -
PLOT DATE = 2/18/2026		

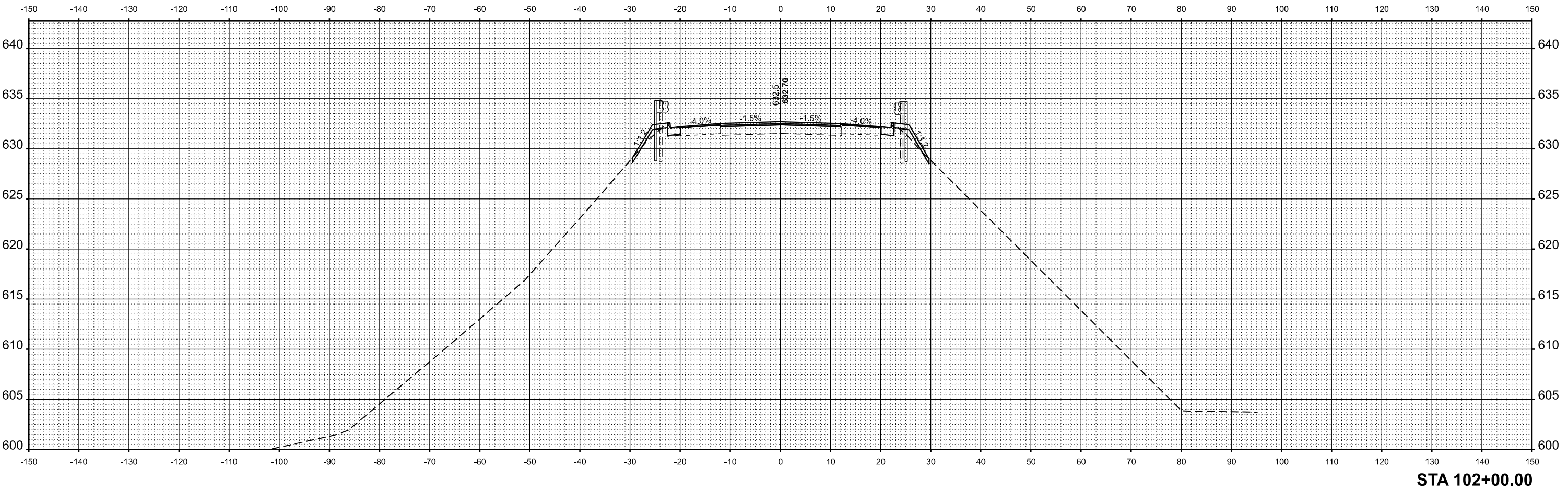
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 5 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	78
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-102+00.00 [Sheet]
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STA 102+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 2/18/2026		

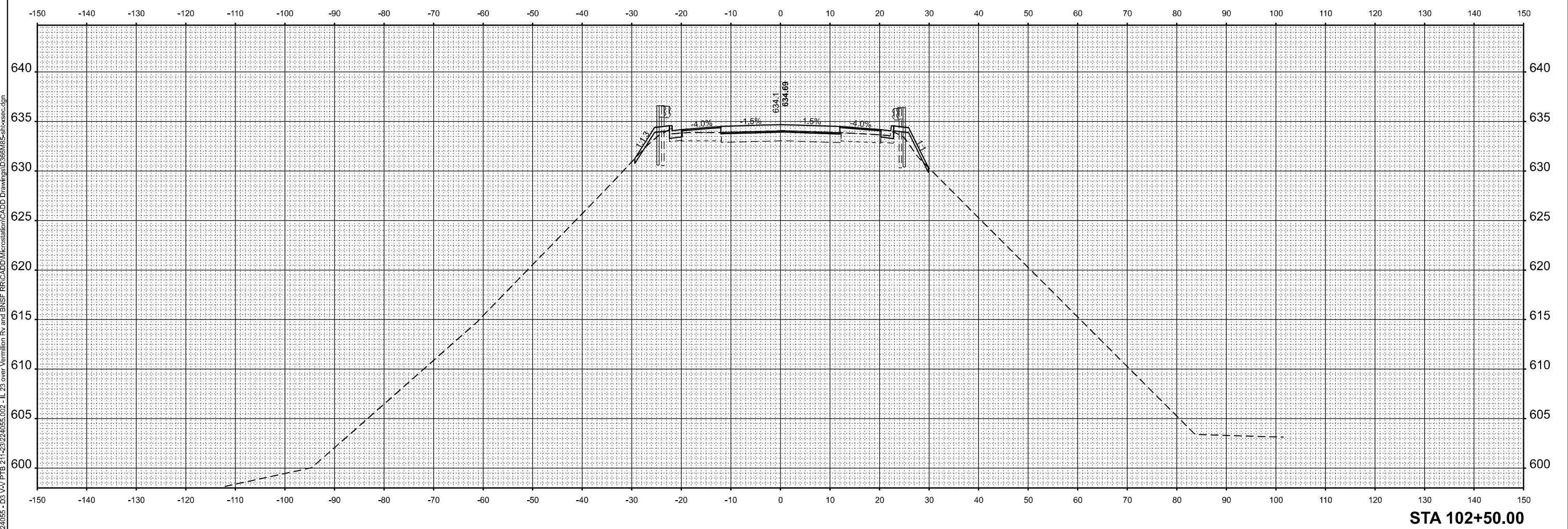
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 6 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	79
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

MODEL: EXCL_IL23_102+50.00 [Sheet]
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STA 102+50.00



USER NAME = ryne.wirtjes
 PLOT DATE = 3/6/2026

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

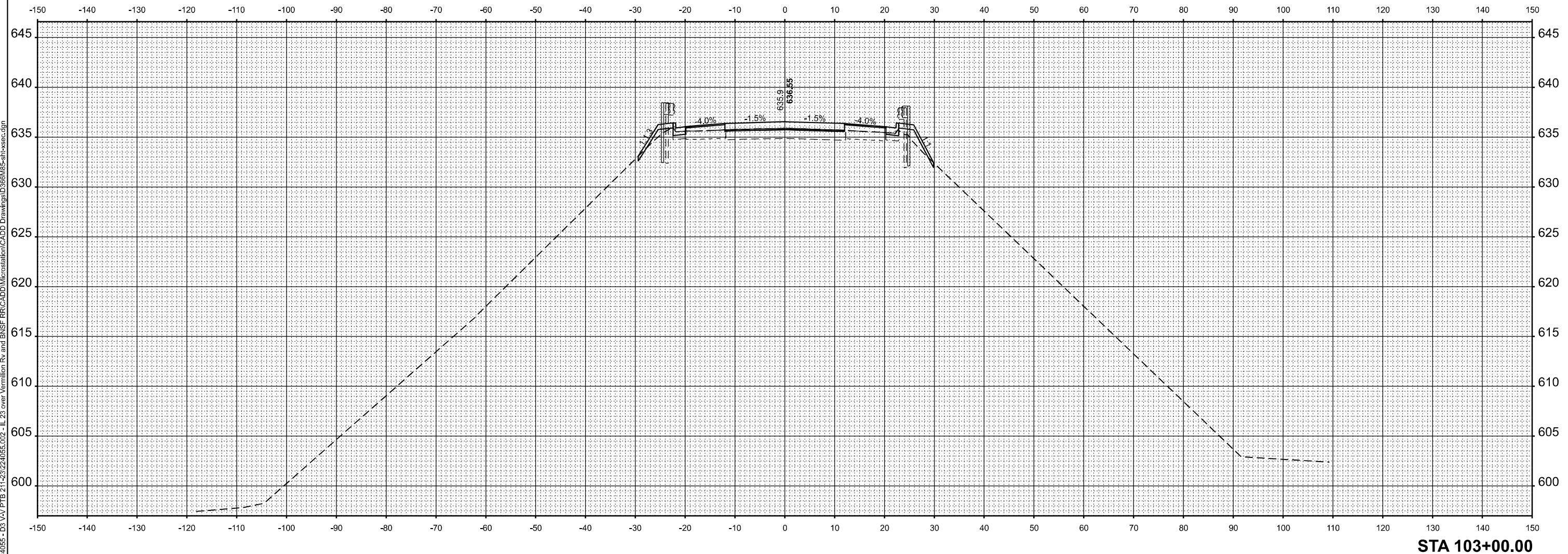
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 7 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	80
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		

STRUCTURE OMISSION STA. 103+56.17 TO STA. 112+29.67



MODEL: EXCL_IL23-103+00.00 [Sheet]
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USER NAME = ben.grapperhaus
 PLOT DATE = 2/18/2026

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

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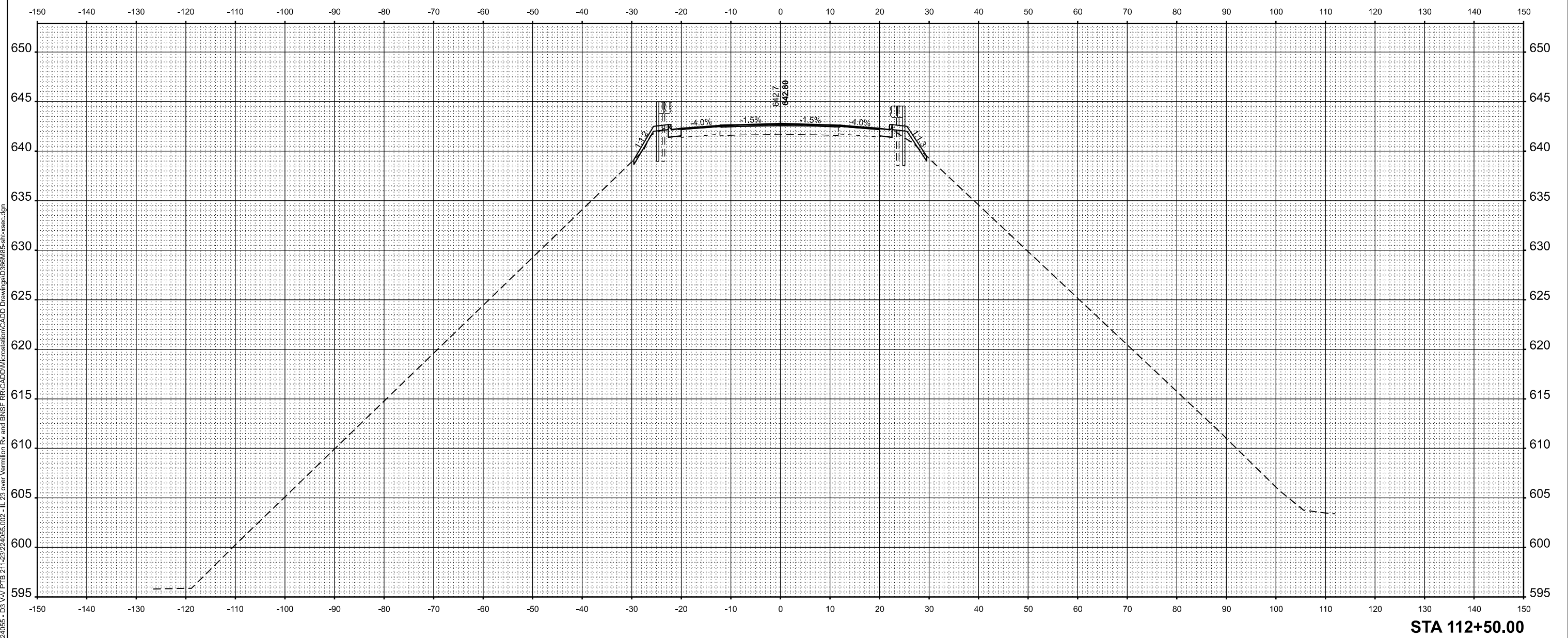
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: 1"=10' SHEET 8 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	81
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-112+50.00 [Sheet]
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STA 112+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 2/18/2026	DATE -	REVISED -

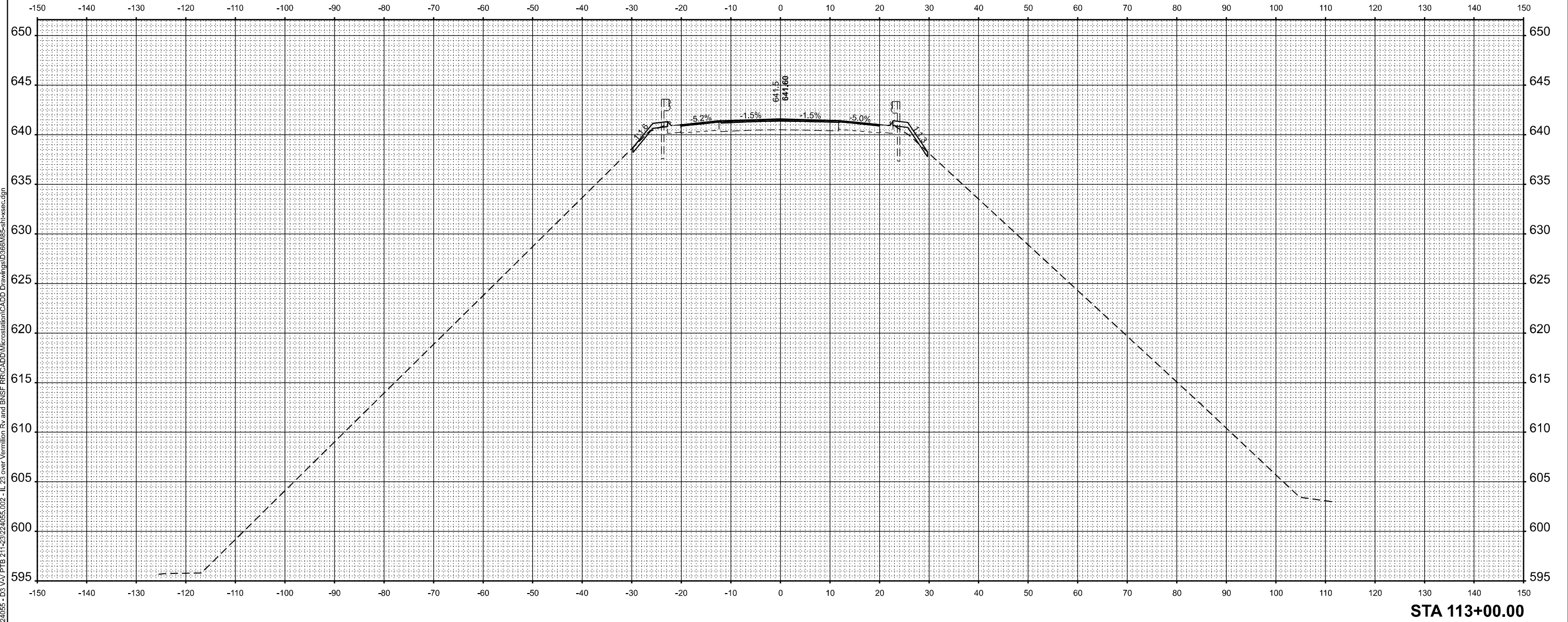
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 9 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	82
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-113+00.00 [Sheet]
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STA 113+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 2/18/2026	DATE -	REVISED -

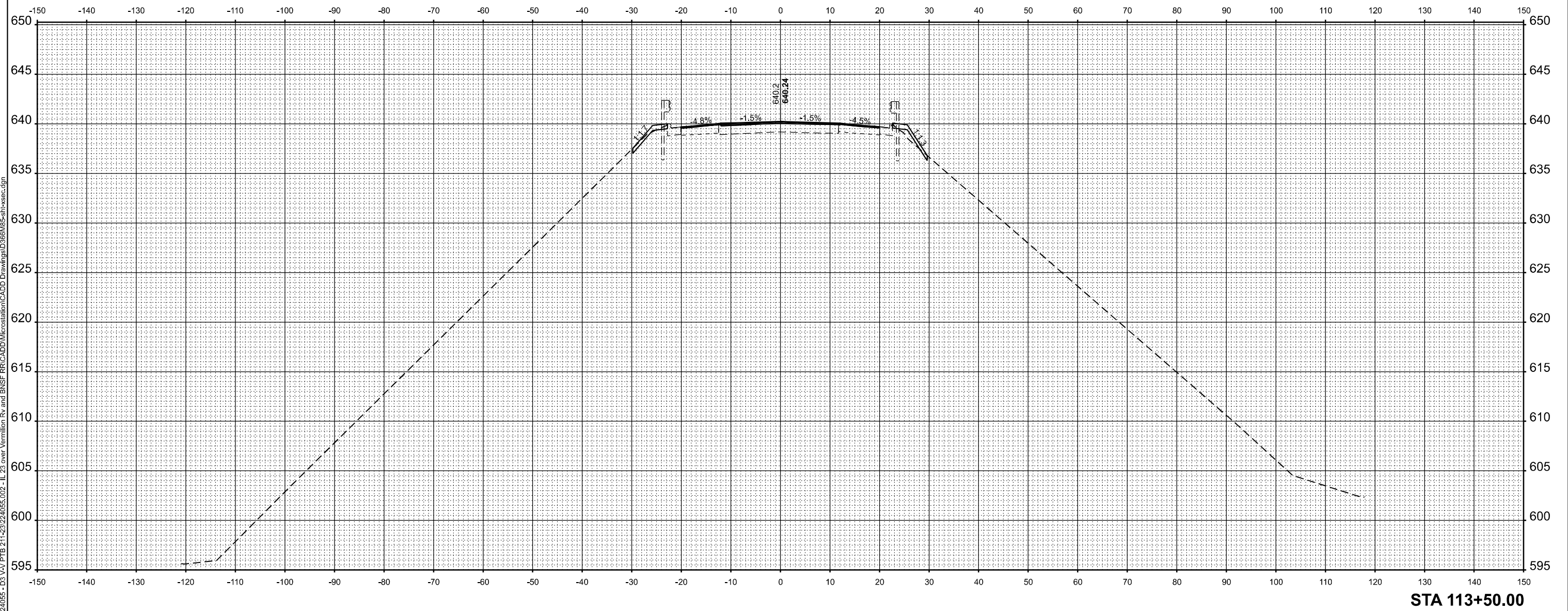
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 10 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	83
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		

MODEL: EXCL_IL23-113+50.00 [Sheet]
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STA 113+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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DATE -		REVISED -
PLOT DATE = 2/18/2026		

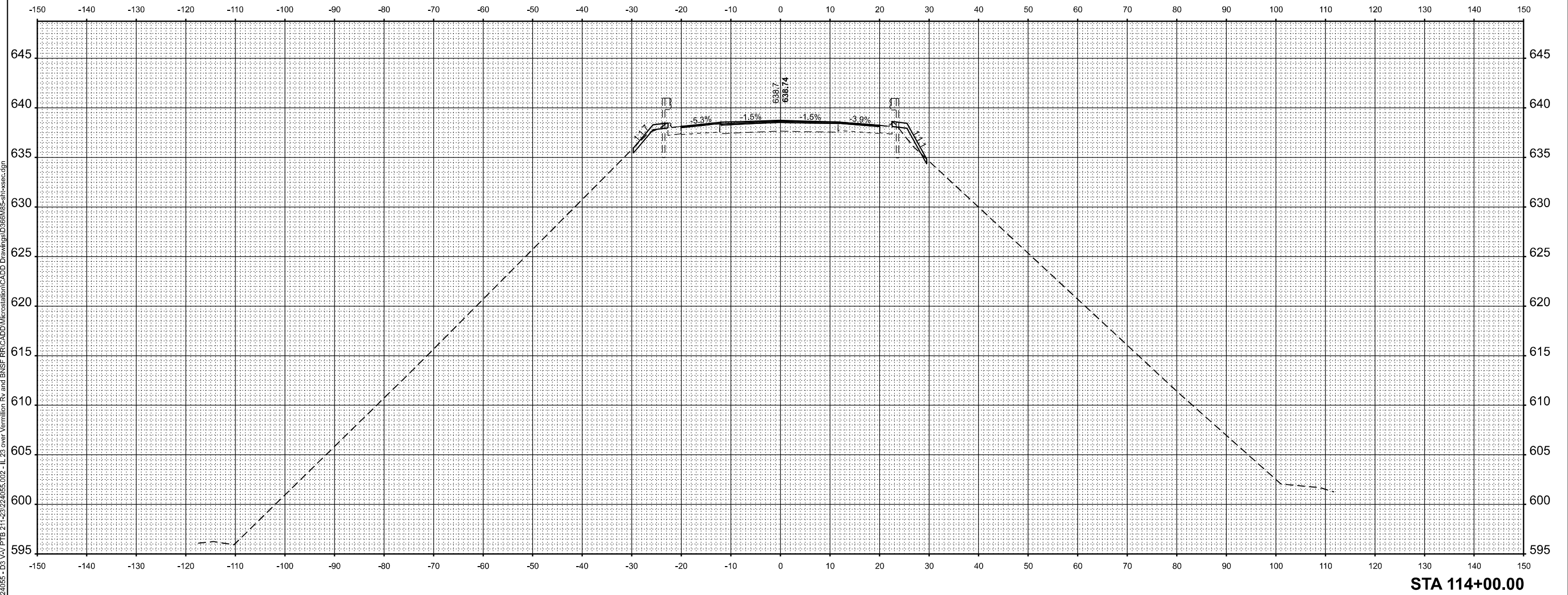
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 11 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	84
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-114+00.00 [Sheet]
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STA 114+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	DATE -	REVISED -
PLOT DATE = 2/18/2026		

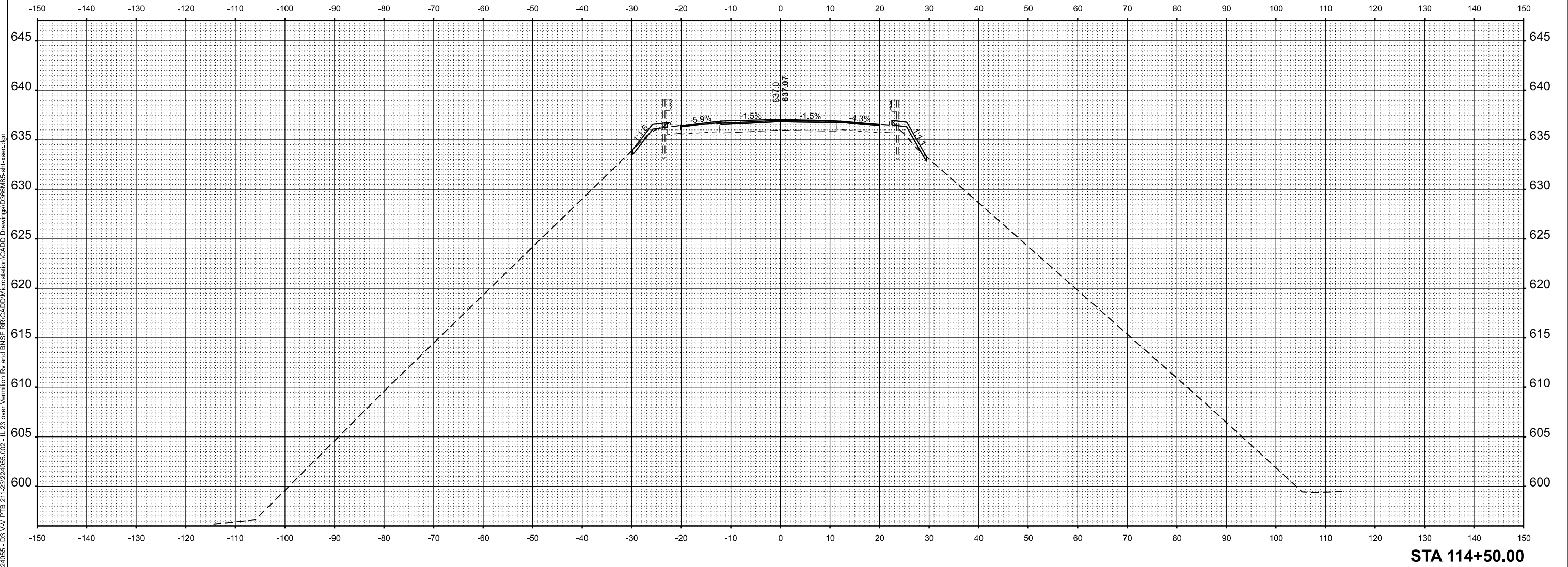
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: 1"=10' SHEET 12 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	85
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

MODEL: EXCL_IL23_114+50.00 [Sheet]
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STA 114+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 2/18/2026		

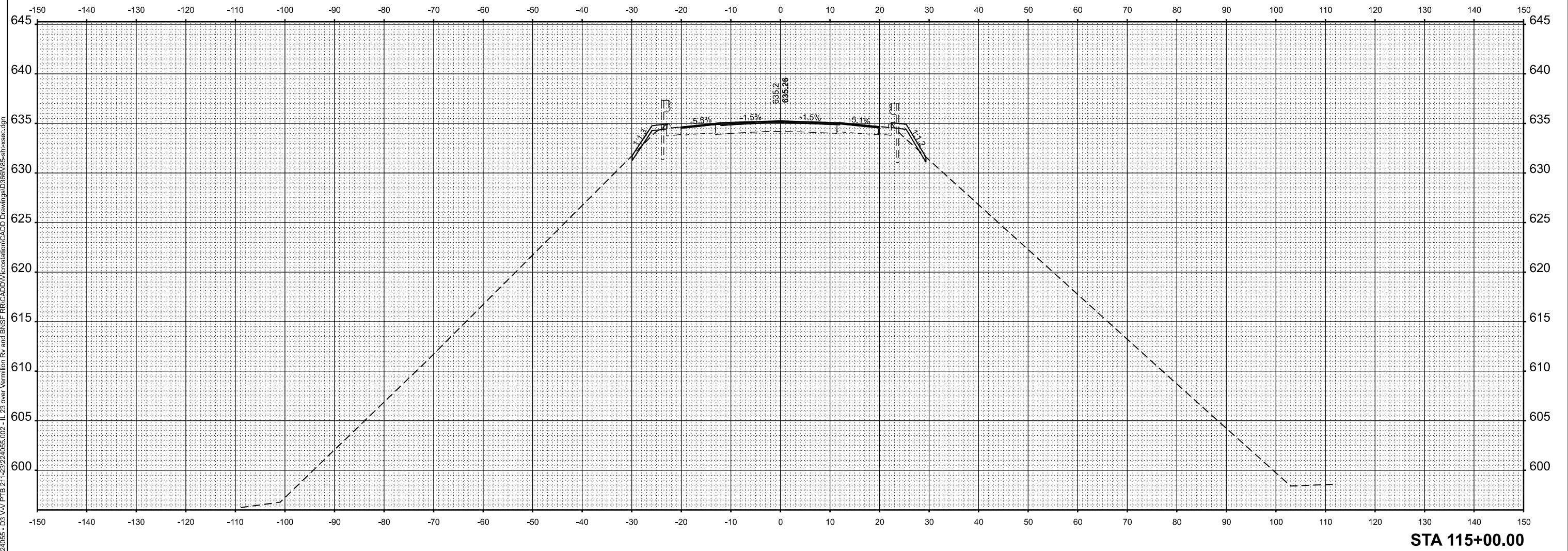
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 13 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	86
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23_115+00.00 [Sheet]
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STA 115+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 2/18/2026	DATE -	REVISED -

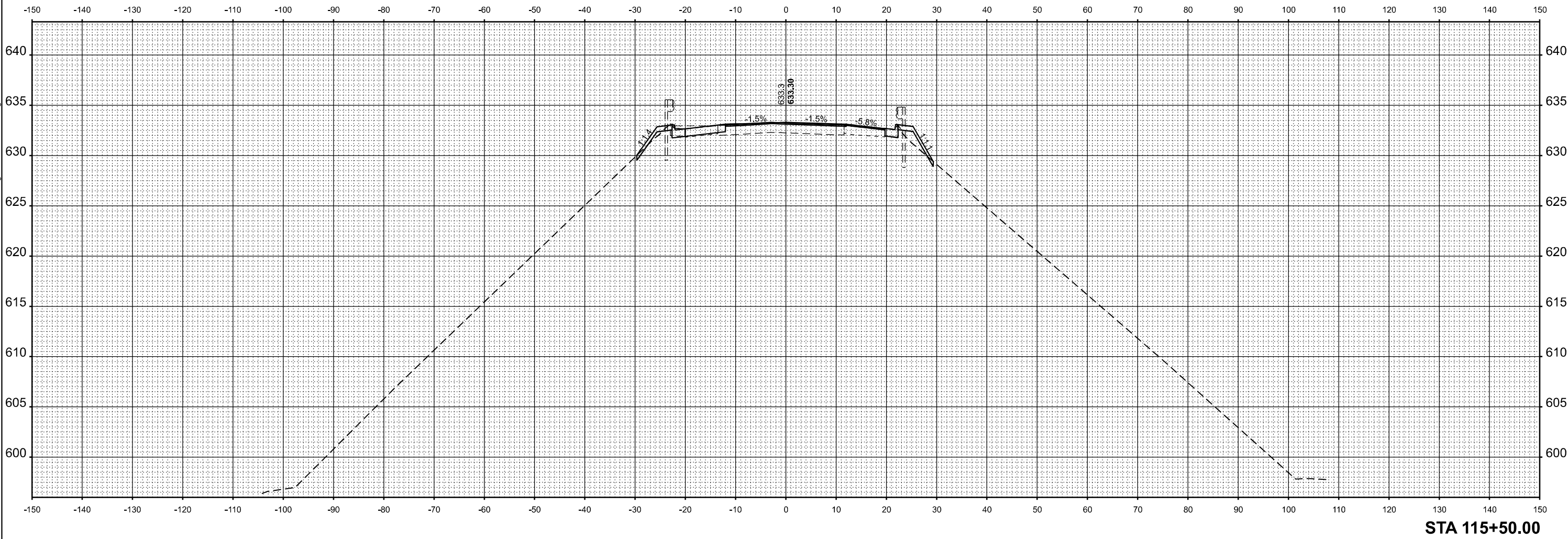
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: 1"=10' SHEET 14 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	87
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23_115+50.00 [Sheet]
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STA 115+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
DATE -	DATE -	REVISED -
PLOT DATE = 2/18/2026		

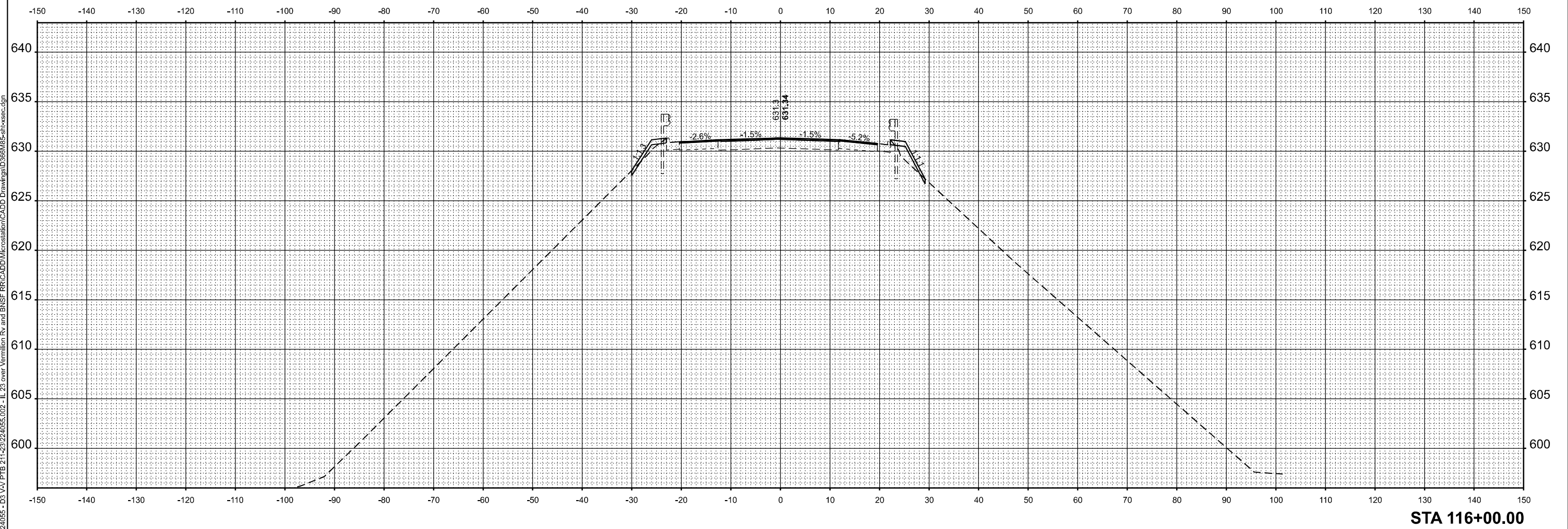
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 15 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	88
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-116+00.00 [Sheet]
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STA 116+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/18/2026	DATE -	REVISED -

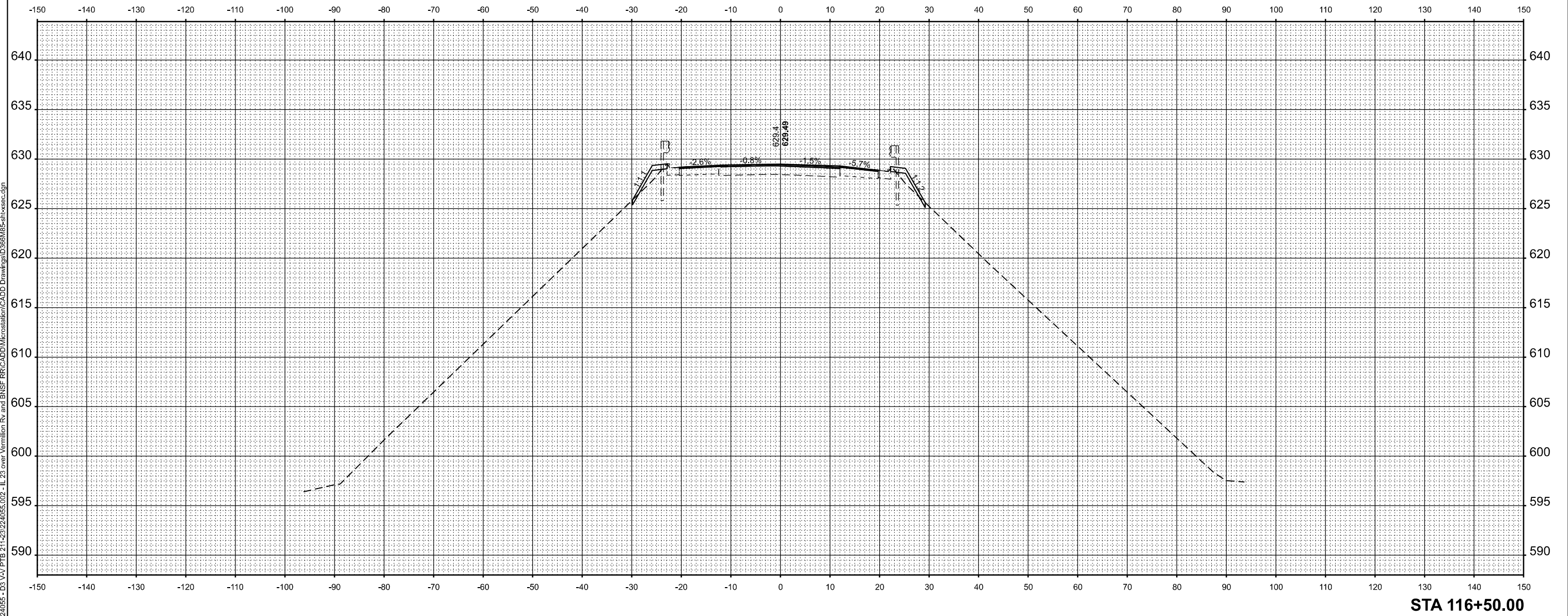
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 16 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	89
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-116+50.00 [Sheet]
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STA 116+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/18/2026	DATE -	REVISED -

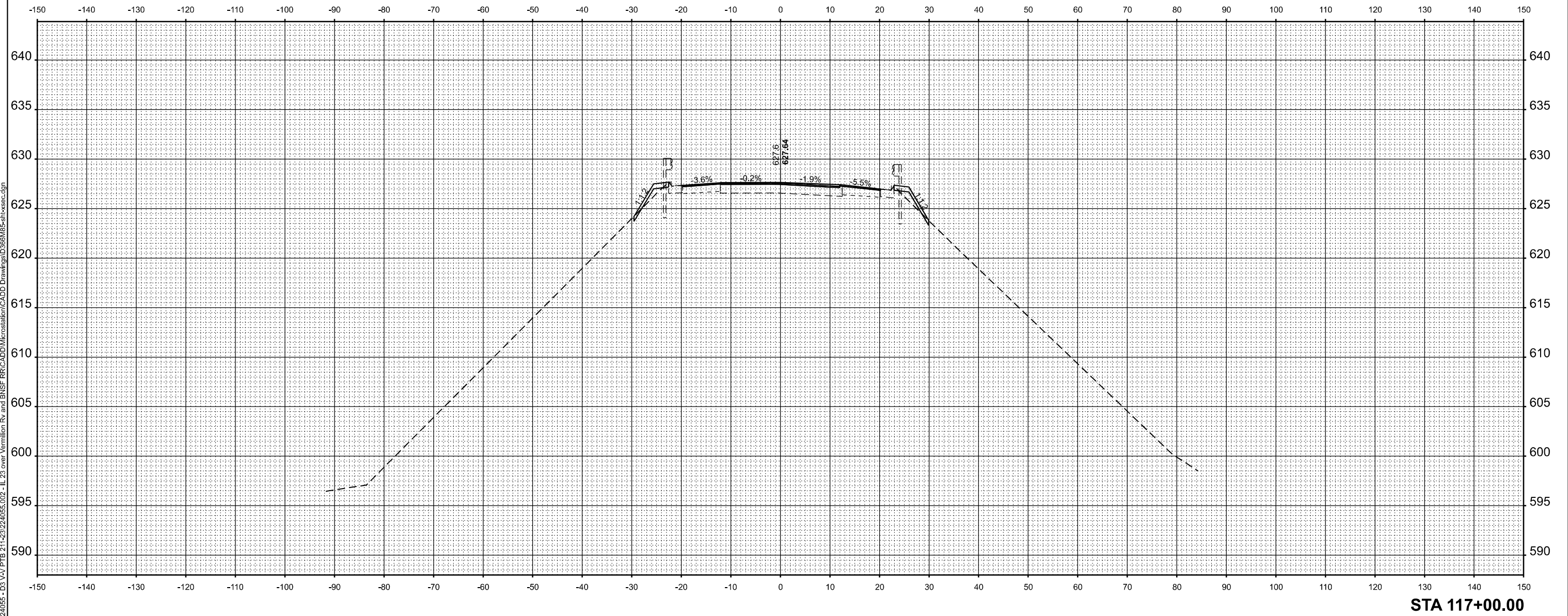
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 17 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	90
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-117+00.00 [Sheet]
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STA 117+00.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 2/18/2026		

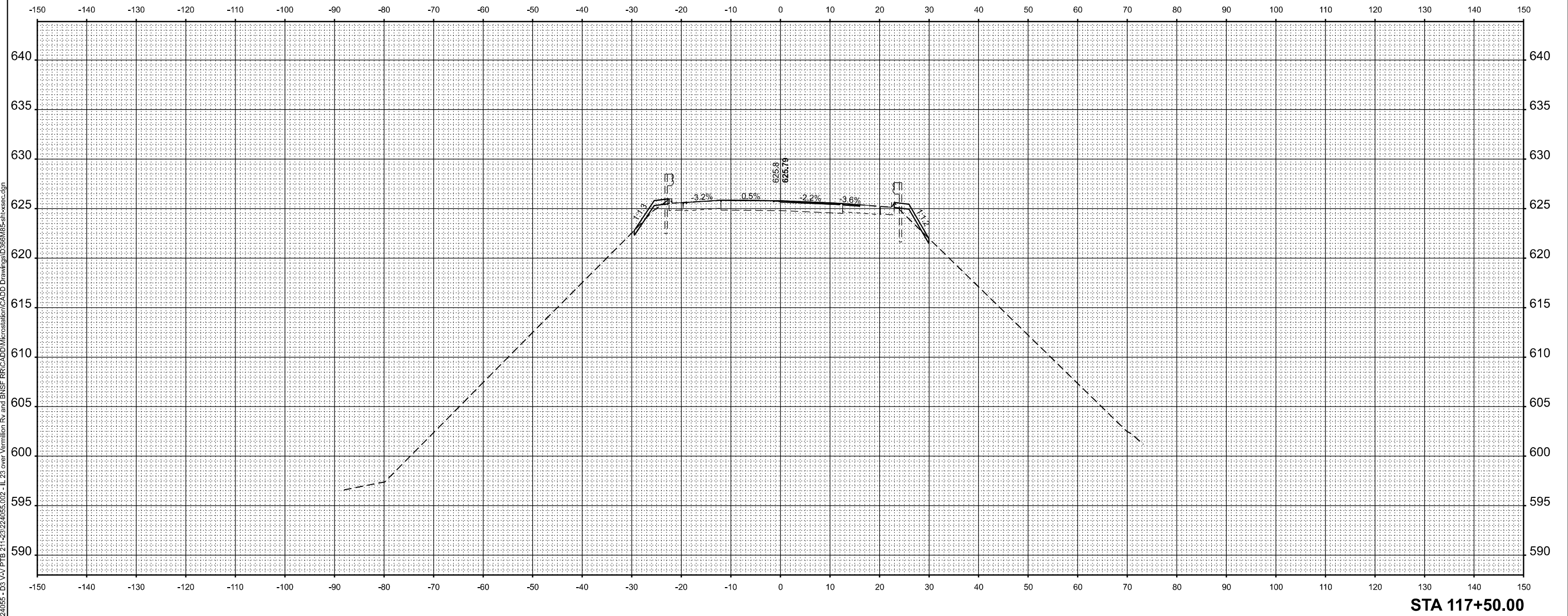
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 18 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	91
CONTRACT NO. 66M85				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23-117+50.00 [Sheet]
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STA 117+50.00



USER NAME = ben.grapperhaus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	DATE -	REVISED -
PLOT DATE = 2/18/2026		

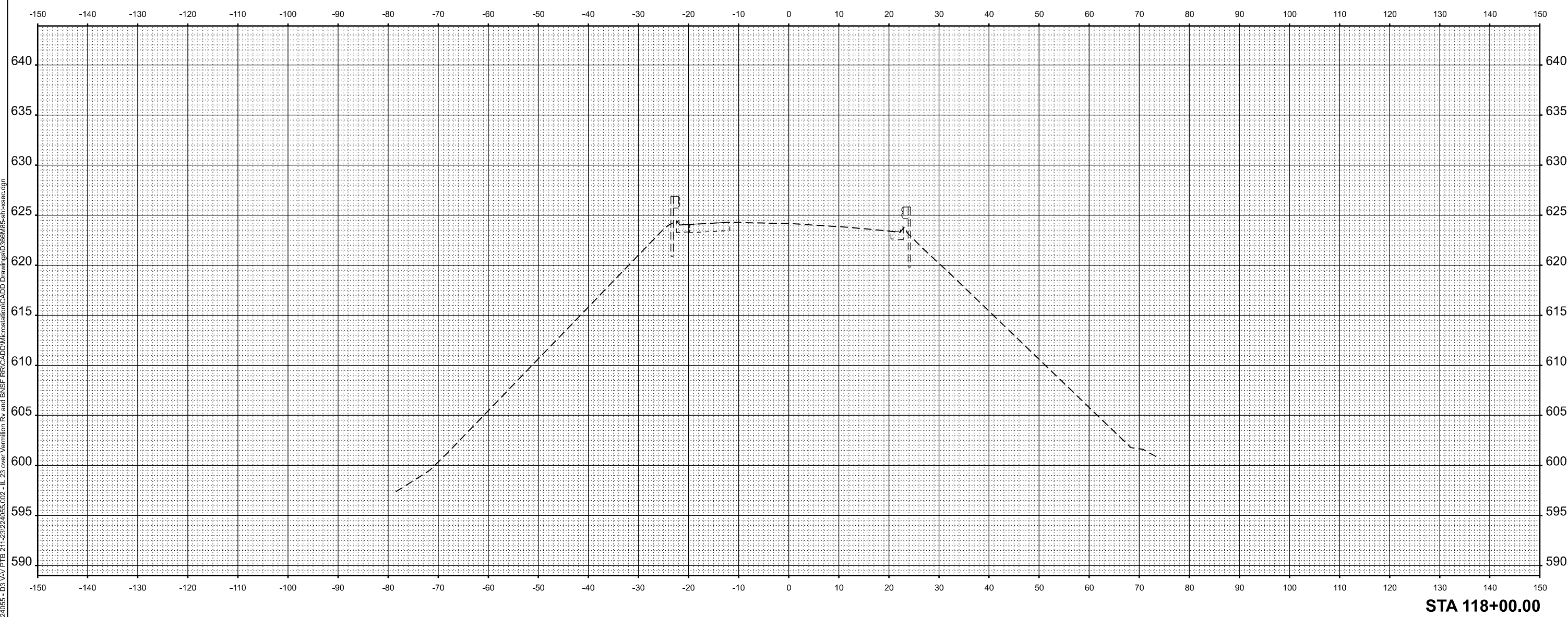
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 19 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	92
CONTRACT NO. 66M85				
		ILLINOIS	FED. AID PROJECT	

MODEL: EXCL_IL23-118+00.00 [Sheet]
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STA 118+00.00



USER NAME = kevin.botterbush	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
DATE -		REVISED -
PLOT DATE = 2/26/2026		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 20 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	[(37,101)BVB]BR	LIVINGSTON	93	93
CONTRACT NO. 66M85				
ILLINOIS		FED. AID PROJECT		