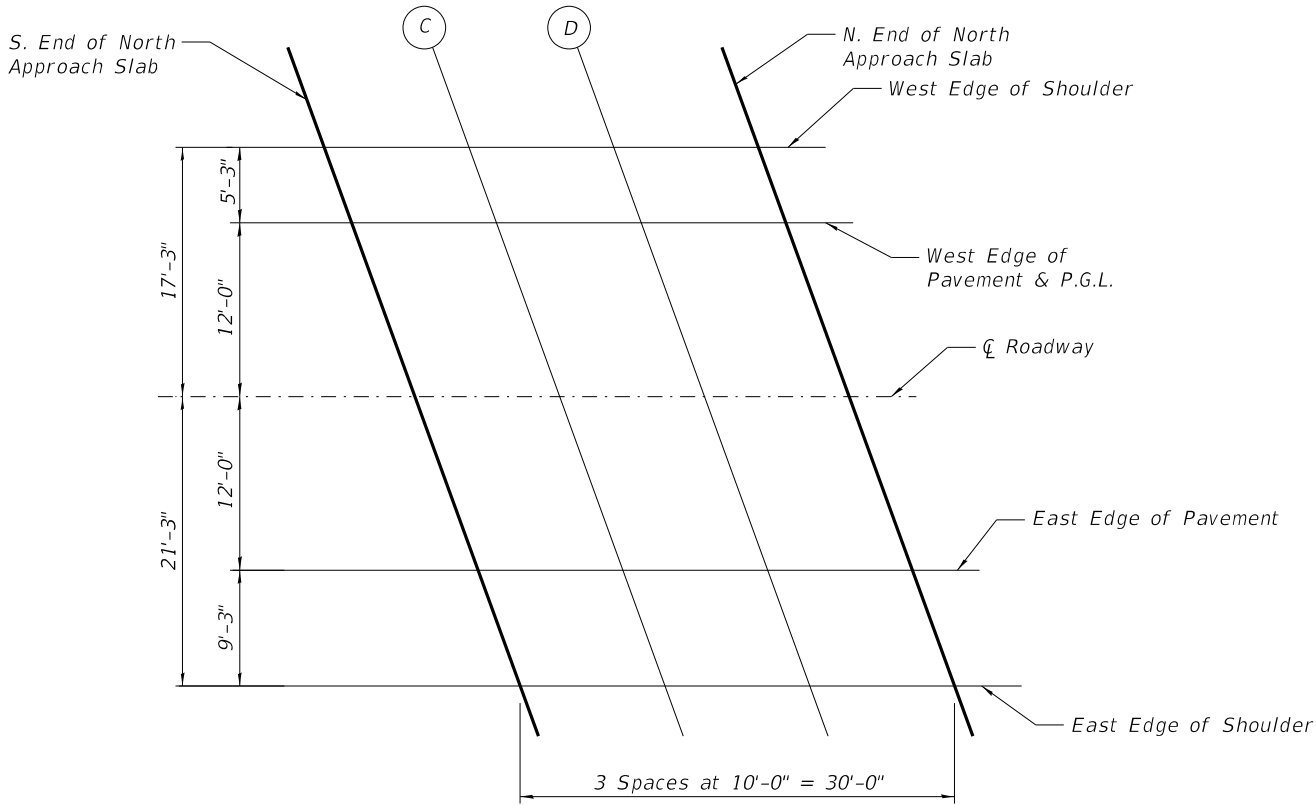


PLAN
(South Approach)



PLAN
(North Approach)

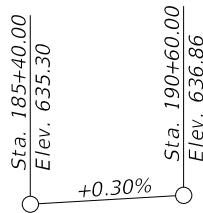
Note: Offsets measured from NB P.G.L.

WEST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------------|-----------|--------|------------------------------|
| S. End of S. Appr. Slab | 185+82.63 | -29.25 | 635.11 |
| A | 185+92.63 | -29.25 | 635.14 |
| B | 186+02.63 | -29.25 | 635.17 |
| N. End of S. Appr. Slab | 186+12.63 | -29.25 | 635.20 |
| S. End of N. Appr. Slab | 190+15.07 | -29.25 | 636.41 |
| C | 190+25.07 | -29.25 | 636.44 |
| D | 190+35.07 | -29.25 | 636.47 |
| N. End of N. Appr. Slab | 190+45.07 | -29.25 | 636.50 |

WEST EDGE OF PAVEMENT & P.G.L.

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------------|-----------|--------|------------------------------|
| S. End of S. Appr. Slab | 185+84.54 | -24.00 | 635.22 |
| A | 185+94.54 | -24.00 | 635.25 |
| B | 186+04.54 | -24.00 | 635.28 |
| N. End of S. Appr. Slab | 186+14.54 | -24.00 | 635.31 |
| S. End of N. Appr. Slab | 190+16.98 | -24.00 | 636.52 |
| C | 190+26.98 | -24.00 | 636.55 |
| D | 190+36.98 | -24.00 | 636.58 |
| N. End of N. Appr. Slab | 190+46.98 | -24.00 | 636.61 |



PROFILE GRADE

(Top of existing overlay along median edge of pavement)

Note: The top of approach slab elevations provided are intended to match the top of deck slab after scarification (2½" below finished top of overlay). The overlay constructed on the approach slabs shall match the slopes and grade of the bridge deck overlay and the concrete adjacent to the expansion joint.

ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------------|-----------|--------|------------------------------|
| S. End of S. Appr. Slab | 185+88.91 | -12.00 | 635.42 |
| A | 185+98.91 | -12.00 | 635.45 |
| B | 186+08.91 | -12.00 | 635.48 |
| N. End of S. Appr. Slab | 186+18.91 | -12.00 | 635.51 |
| S. End of N. Appr. Slab | 190+21.35 | -12.00 | 636.71 |
| C | 190+31.35 | -12.00 | 636.74 |
| D | 190+41.35 | -12.00 | 636.77 |
| N. End of N. Appr. Slab | 190+51.35 | -12.00 | 636.80 |

EAST EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------------|-----------|--------|------------------------------|
| S. End of S. Appr. Slab | 185+93.28 | 0.00 | 635.25 |
| A | 186+03.28 | 0.00 | 635.28 |
| B | 186+13.28 | 0.00 | 635.31 |
| N. End of S. Appr. Slab | 186+23.28 | 0.00 | 635.34 |
| S. End of N. Appr. Slab | 190+25.72 | 0.00 | 636.55 |
| C | 190+35.72 | 0.00 | 636.58 |
| D | 190+45.72 | 0.00 | 636.61 |
| N. End of N. Appr. Slab | 190+55.72 | 0.00 | 636.64 |

EAST EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------------|-----------|--------|------------------------------|
| S. End of S. Appr. Slab | 185+96.65 | 9.25 | 635.06 |
| A | 186+06.65 | 9.25 | 635.09 |
| B | 186+16.65 | 9.25 | 635.12 |
| N. End of S. Appr. Slab | 186+26.65 | 9.25 | 635.15 |
| S. End of N. Appr. Slab | 190+29.08 | 9.25 | 636.36 |
| C | 190+39.08 | 9.25 | 636.39 |
| D | 190+49.08 | 9.25 | 636.42 |
| N. End of N. Appr. Slab | 190+59.08 | 9.25 | 636.45 |



LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

| | | |
|----------------------------------|----------------|-----------|
| USER NAME = erkklaa | DESIGNED - MTH | REVISED - |
| PLOT SCALE = | CHECKED - VPT | REVISED - |
| PLOT DATE = 4/2/2018 12:57:29 PM | DRAWN - CGY | REVISED - |
| | CHECKED - MTH | REVISED - |

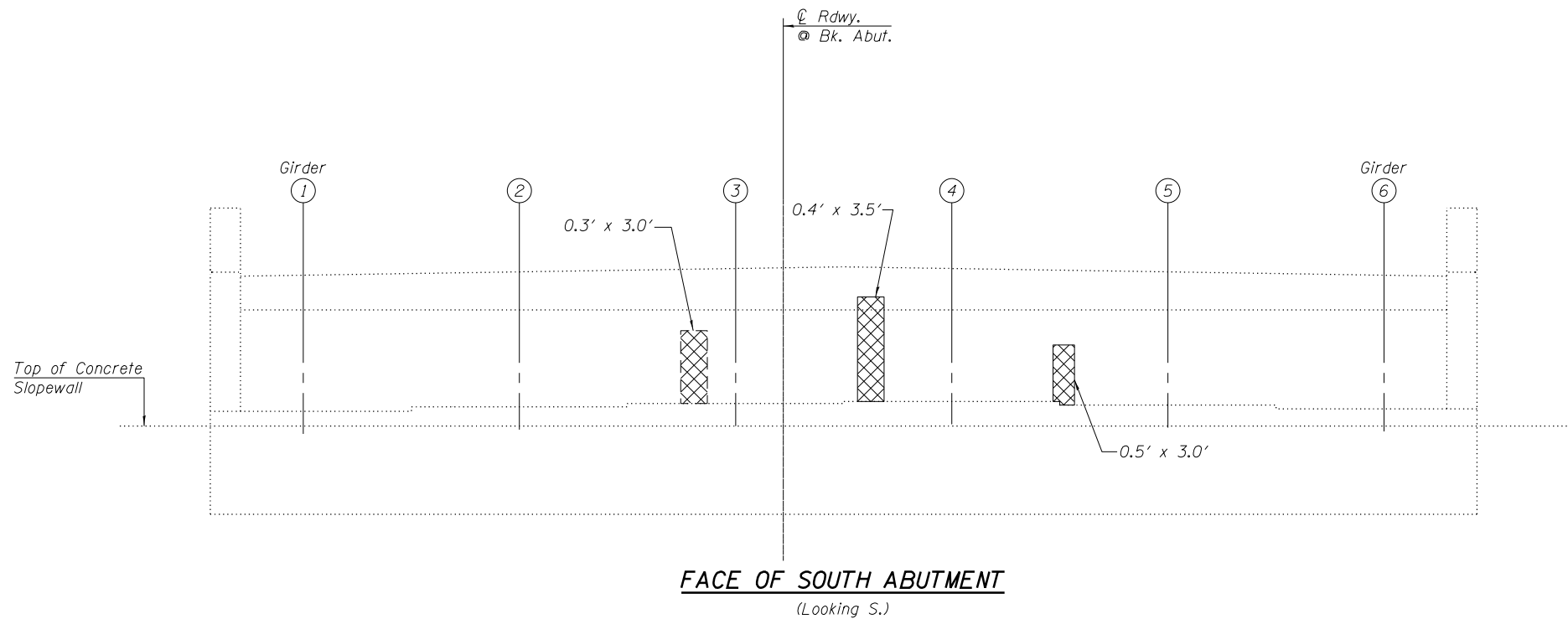
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 053-0129

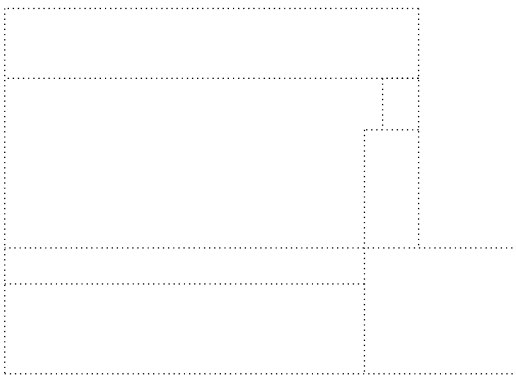
SHEET 19 OF 65 SHEETS

| | | | | |
|---------------------------|-----------|------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 201 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

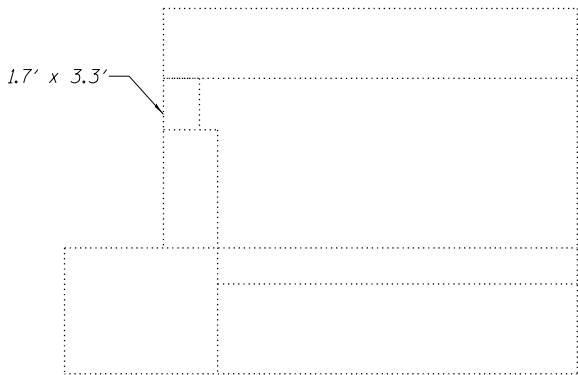
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Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.



EAST WINGWALL SOUTH ABUTMENT



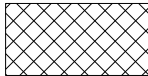
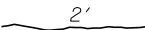
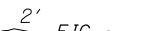
WEST WINGWALL SOUTH ABUTMENT

BILL OF MATERIAL - S. ABUT.

| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5') | Sq. Ft. | 4 |

Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND

| | | | | |
|---|---|---|----|--|
|  | Structural Repair of Concrete (Depth ≤5') |  | 2' | Epoxy Crack Injection |
| | |  | 2' | Existing Epoxy Injected Crack (To be Reinjected) |

| | | | | |
|------------------------------|--------------------------------------|---------------------------------|-------------------|-----------|
| ORIGINAL: FEHR GRAHAM | UPDATED: LIJ ENGINEERING LTD. | USER NAME = erkkila | DESIGNED - ARK | REVISED - |
| | | | CHECKED - SFM MTH | REVISED - |
| | | PLOT SCALE = | DRAWN - ADS RDF | REVISED - |
| | | PLOT DATE = 4/2/2018 1:14:06 PM | CHECKED - ARK MTH | REVISED - |

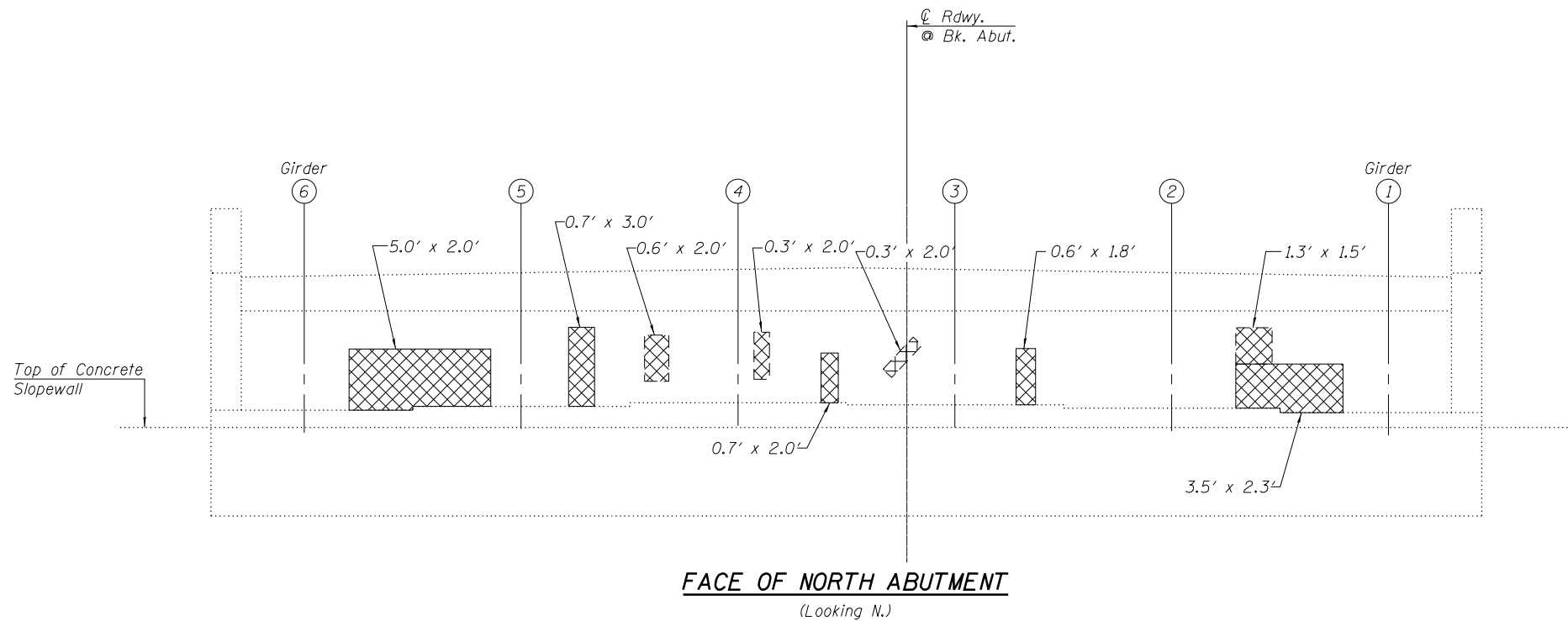
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REPAIRS
S.N. 053-0128

SHEET NO. 20 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 202 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

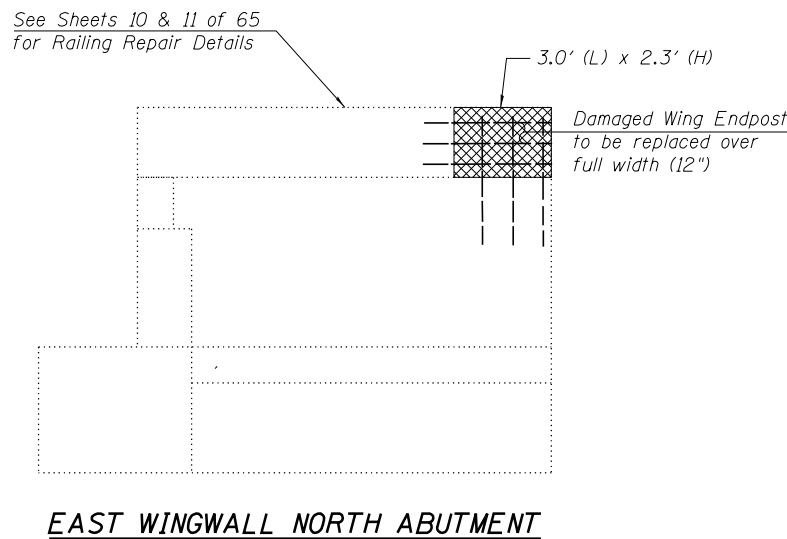
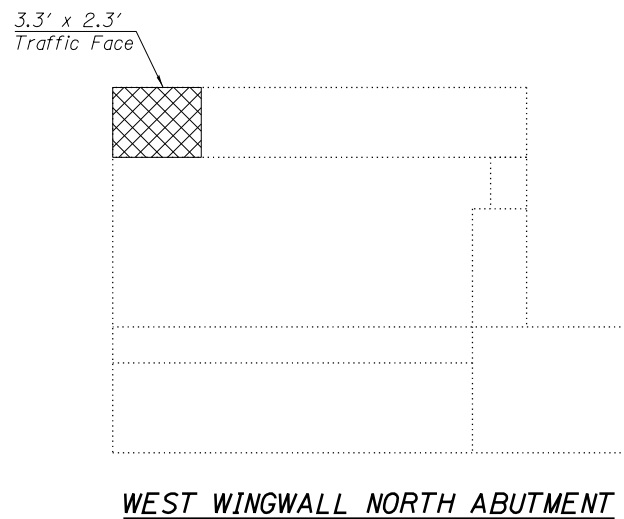
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Notes:

Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.

Existing longitudinal and vertical reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Structural Repair of Concrete.



BILL OF MATERIAL - N. ABUT.

| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5') | Sq. Ft. | 35 |
| Structural Repair of Concrete (Depth Greater than 5') | Sq. Ft. | 7 |

Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND

| | | | |
|--|---|--|--|
| | Structural Repair of Concrete (Depth > 5'') | | Epoxy Crack Injection |
| | Structural Repair of Concrete (Depth ≤ 5'') | | Existing Epoxy Injected Crack (To be Reinjected) |

| | | | | |
|--------------------|--|---------------------------------|-------------------|-----------|
| ORIGINAL: | UPDATED: | USER NAME = erkkl00a | DESIGNED - ARK | REVISED - |
| FEHR GRAHAM | ENGINEERING & ENVIRONMENTAL | | CHECKED - SFM MTH | REVISED - |
| | | PLOT SCALE = | DRAWN - ADS RDF | REVISED - |
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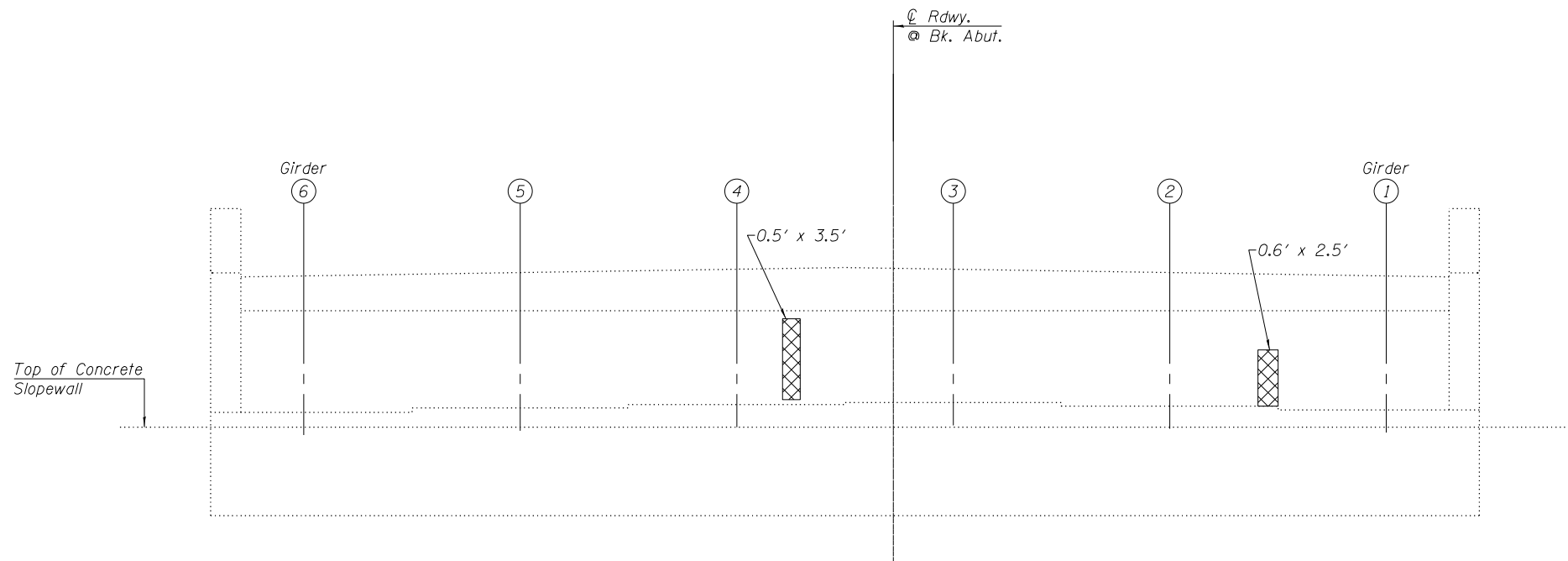
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REPAIRS
S.N. 053-0128

SHEET NO. 21 OF 65 SHEETS

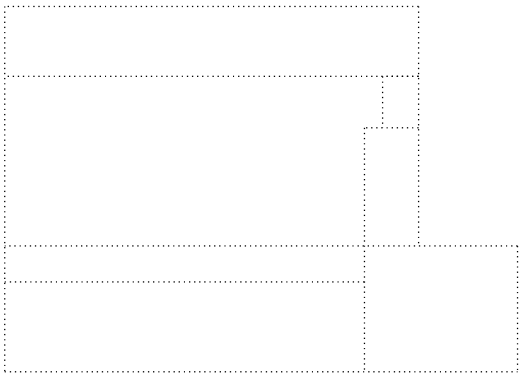
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 203 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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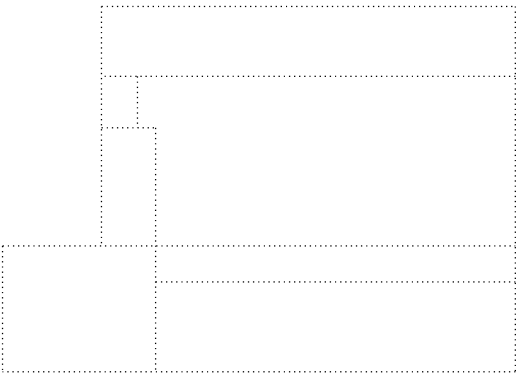


FACE OF SOUTH ABUTMENT
(Looking S.)

Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.



EAST WINGWALL SOUTH ABUTMENT



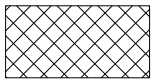
WEST WINGWALL SOUTH ABUTMENT

BILL OF MATERIAL - S. ABUT.

| ITEM | UNIT | QTY |
|--|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5') | Sq. Ft. | 4 |

Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND



Structural Repair of
Concrete (Depth $\leq 5'$)

2'

Epoxy Crack
Injection

2' EIC

Existing
Epoxy Injected Crack
(To be Reinjected)

| | | | | |
|-----------------------------|-------------------------|---------------------------------|-------------------|-----------|
| ORIGINAL: | UPDATED: | USER NAME = erkkila | DESIGNED - ARK | REVISED - |
| FEHR GRAHAM | ENGINEERING LTD. | | CHECKED - SFM MTH | REVISED - |
| ENGINEERING & ENVIRONMENTAL | Consulting Engineers | | DRAWN - ADS RDF | REVISED - |
| | | | CHECKED - ARK MTH | REVISED - |
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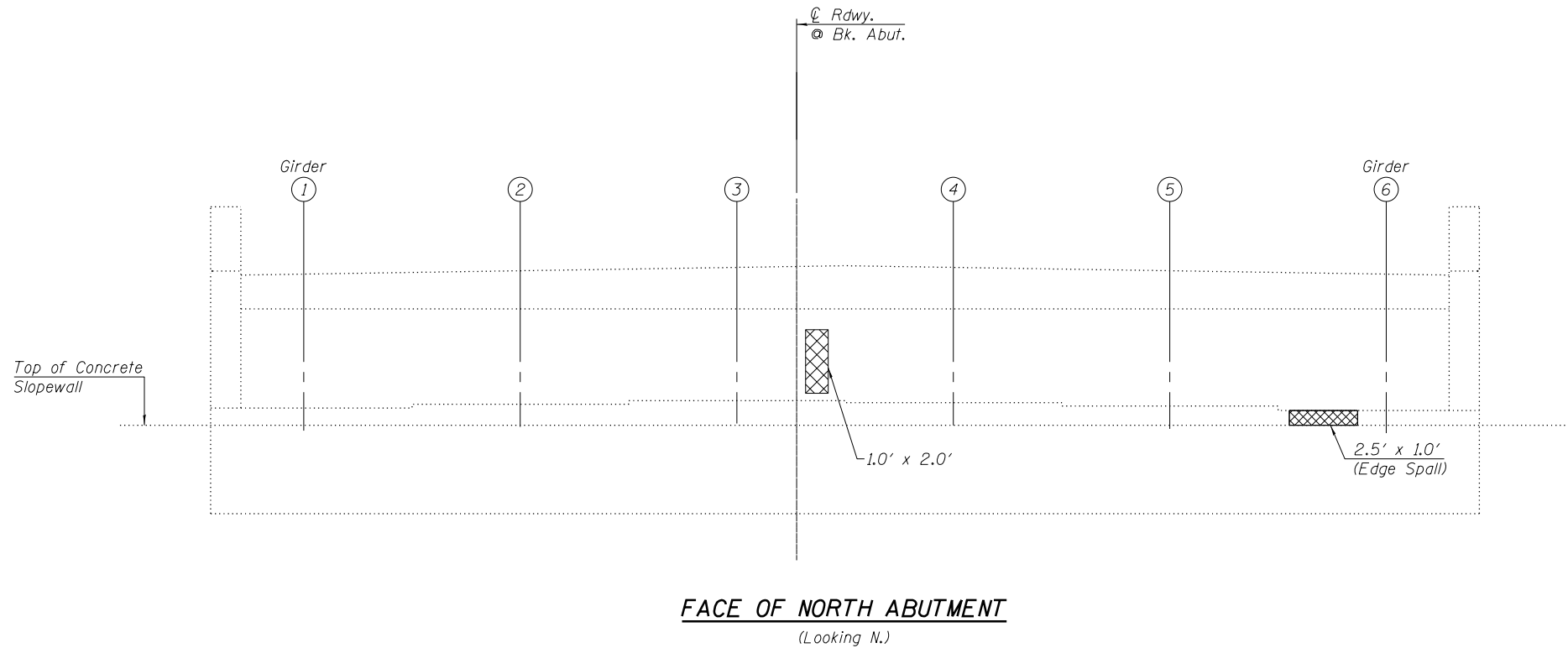
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REPAIRS
S.N. 053-0129

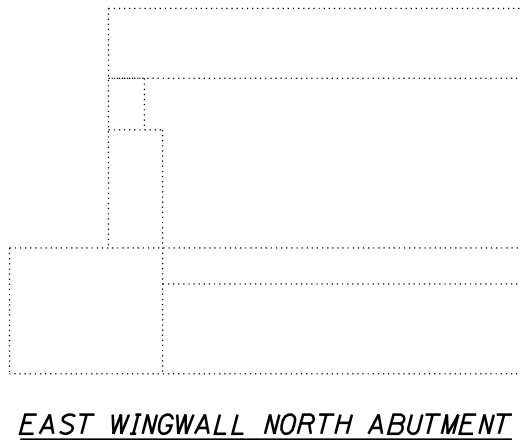
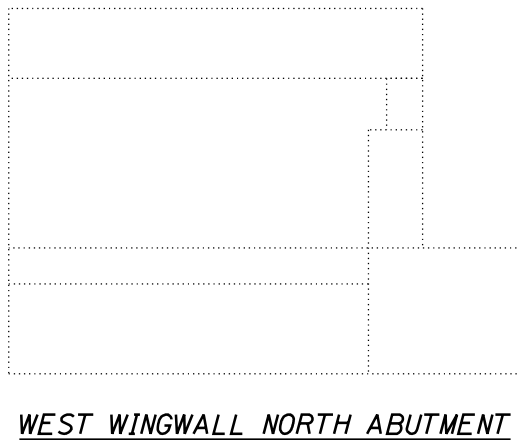
SHEET NO. 22 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 55 | (53-5)R&I | LIVINGSTON | 722 | 204 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.

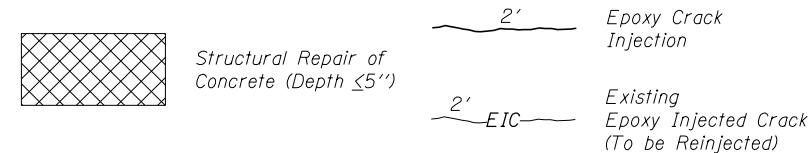


BILL OF MATERIAL - N. ABUT.

| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5') | Sq. Ft. | 5 |

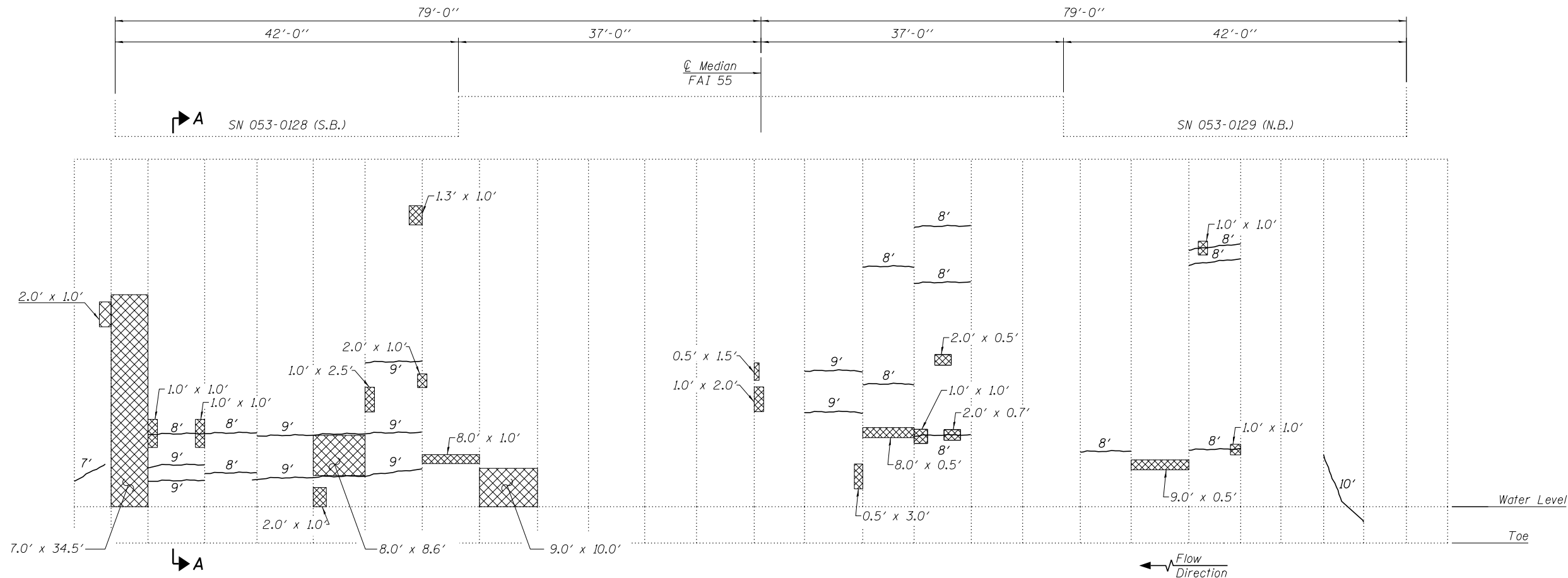
Note: Quantities and repair areas shown are estimated. Actual areas & lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND

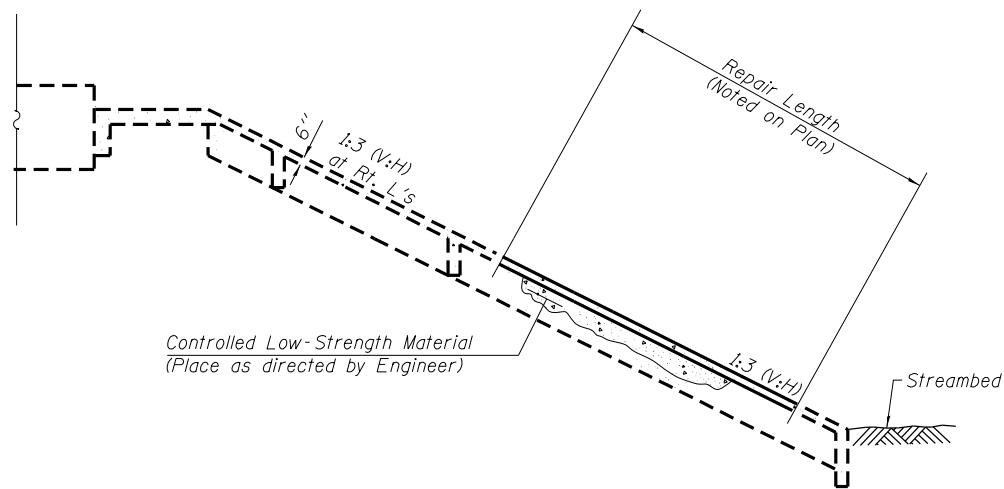


| | | | | | | | | | | |
|---|---------------------------------|-------------------|-----------|---|---|---------------------------|-----------|------------|--------------|-----------|
| <div>ORIGINAL:</div> <div><div><div>FEHR GRAHAM</div><div>ENGINEERING & ENVIRONMENTAL</div></div><div><div>UPDATED:</div><div><div>LI ENGINEERING, LTD.</div><div>Consulting Engineers</div><div>SINCE 1964</div></div></div></div> | USER NAME = erkila | DESIGNED - ARK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | NORTH ABUTMENT REPAIRS S.N. 053-0129 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - SFM MTH | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 205 |
| | PLOT SCALE = | DRAWN - ADS RDF | REVISED - | | | CONTRACT NO. 66B64 | | | | |
| | PLOT DATE = 4/2/2018 1:14:59 PM | CHECKED - ARK MTH | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | SHEET NO. 23 OF 65 SHEETS | | | | | | | | | |

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NORTH ABUTMENT SLOPEWALL PLAN



SECTION A-A

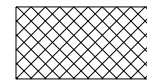
BILL OF MATERIAL - N. ABUT. SLOPE WALL

| ITEM | UNIT | QUANTITY |
|----------------------------------|---------|----------|
| * Slope Wall Crack Sealing | Foot | 194 |
| * Slope Wall Repair | Sq. Yd. | 49 |
| Controlled Low-Strength Material | Cu. Yd. | 9 |

Note: Quantities and repair areas shown are estimated. Actual areas and lengths to be determined by the Resident Engineer.

*See Special Provisions

CONCRETE REPAIR LEGEND



Slope Wall Repair



Crack Sealing

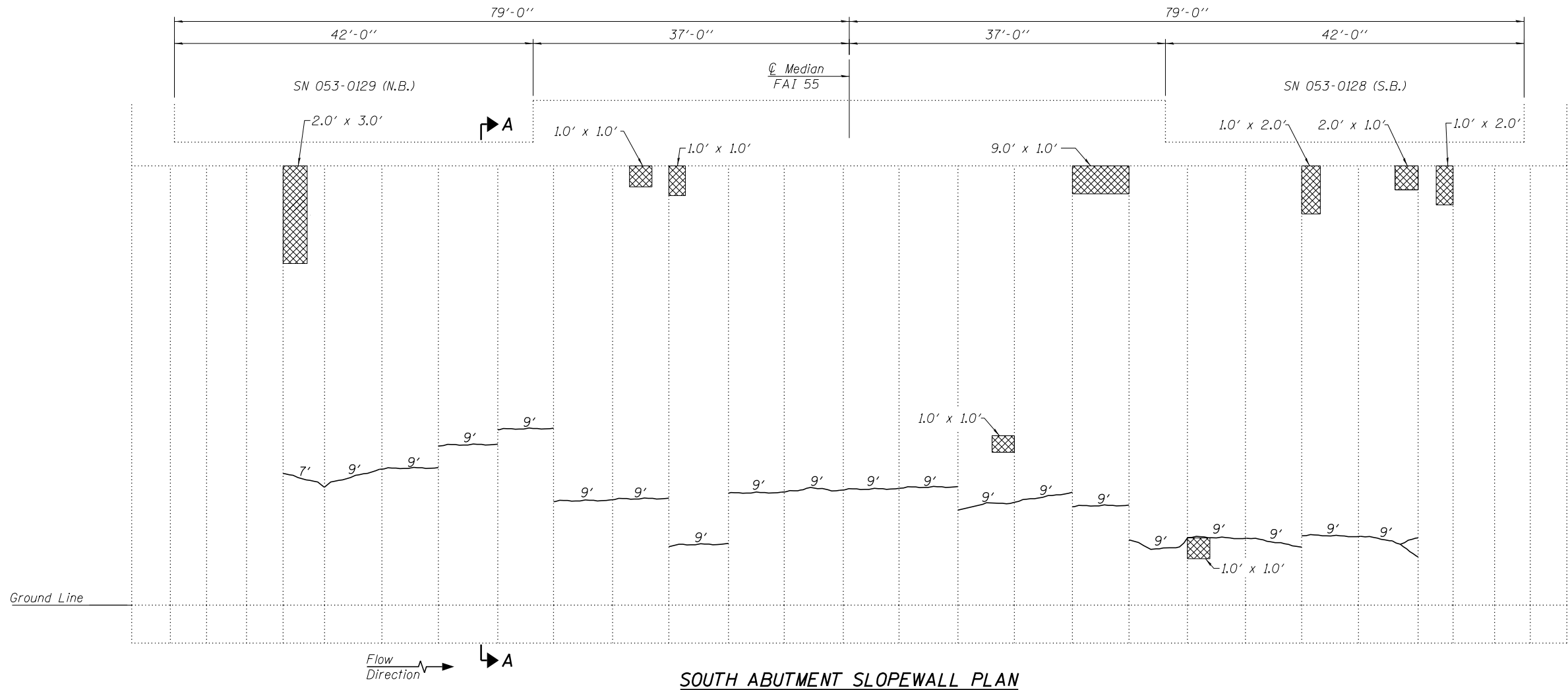
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH SLOPEWALL REPAIRS
STRUCTURE NOS. 053-0128 & 053-0129**

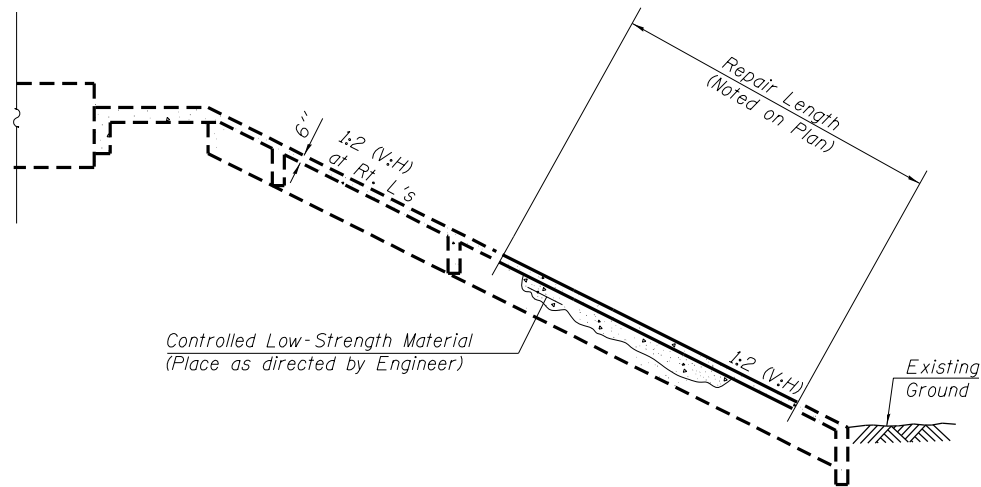
SHEET NO. 24 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 206 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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SOUTH ABUTMENT SLOPEWALL PLAN



SECTION A-A

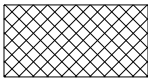
BILL OF MATERIAL - S. ABUT. SLOPE WALL

| ITEM | UNIT | QUANTITY |
|----------------------------------|---------|----------|
| * Slope Wall Crack Sealing | Foot | 178 |
| * Slope Wall Repair | Sq. Yd. | 3 |
| Controlled Low-Strength Material | Cu. Yd. | 1 |

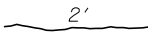
Note: Quantities and repair areas shown are estimated. Actual areas and lengths to be determined by the Resident Engineer.

*See Special Provisions

CONCRETE REPAIR LEGEND



Slope Wall Repair



Crack Sealing

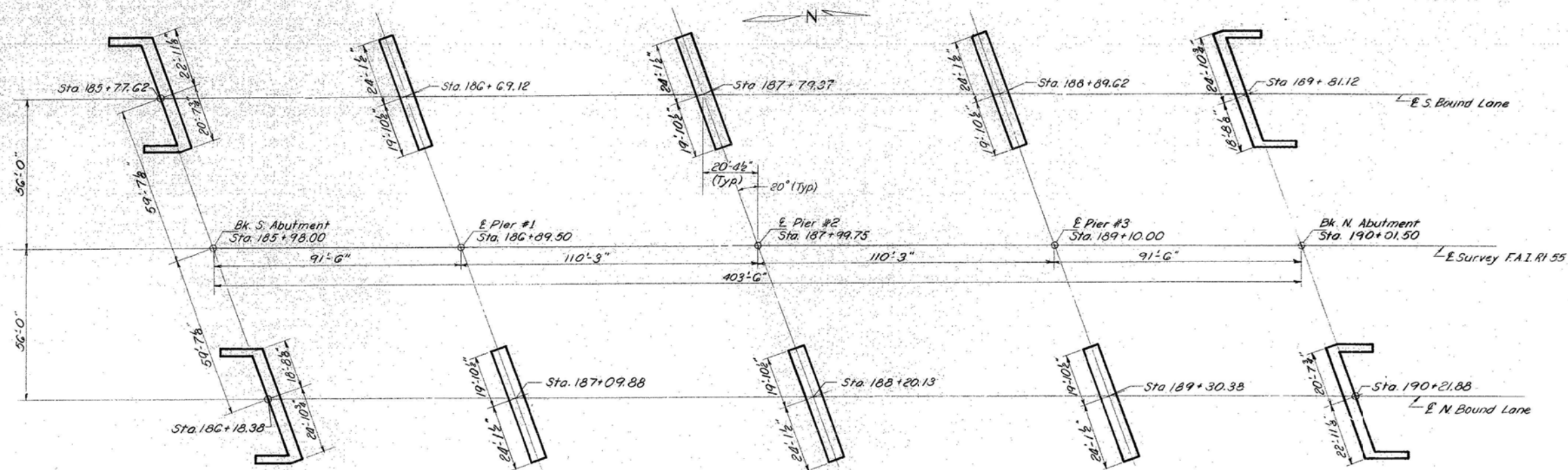
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| ORIGINAL: | UPDATED: | USER NAME = erkkllea | DESIGNED - ARK | REVISED - |
| FEHR GRAHAM | ENGINEERING & ENVIRONMENTAL | | CHECKED - SFM MTH | REVISED - |
| PLOT SCALE = | | | DRAWN - ADS RDF | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

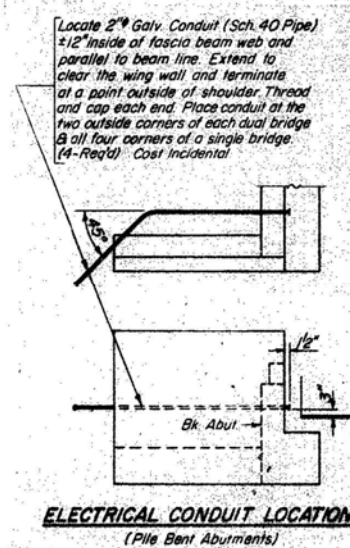
SOUTH SLOPEWALL REPAIRS
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 25 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 207 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |



FOOTING LAYOUT



ELECTRICAL CONDUIT LOCATION
(Pile Bent Abutments)

DESIGNED *W. H. Henry*
CHECKED R. F. Rodkey
DRAWN *Paul Barnett*
CHECKED *R. Rodkey*

June 17 1971
EXAMINED *[Signature]*
PASSED
APPROVED

TOTAL BILL OF MATERIAL

[illegible]

* BY OTHERS

GENERAL NOTES

All reinforcement bars shall be lapped 24 Diameters unless otherwise noted.

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ ;
open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

The basic-lead silico chromate paint system shall be used for shop & field painting of Structural Steel.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Slope wall shall be reinforced with welded wire fabric 6"x6" mesh weighing 56# per 100 sq. ft.

The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

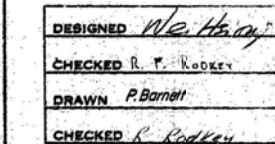
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

The contractor shall drive 4 Steel test piles in permanent locations (See Sp #7, #10 & #11) as directed by the Engineer before ordering the remainder of Piles.

FOR INFORMATION ONLY

FOOTING LAYOUT
F.A.I RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STATION 188+90



June 17 1971

EXAMINED *[Signature]*

PASSED

APPROVED

ENGINEER OF DESIGN

CHIEF HIGHWAY ENGINEER

FOR INFORMATION ONLY

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

SUPERSTRUCTURE
I. RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188+90

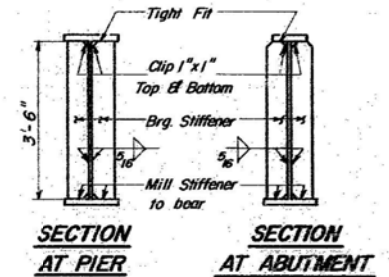


Diagram illustrating the Camber Diagram for a bridge deck, showing the profile and spacing of the deck sections.

The diagram is divided into three main sections by vertical lines, each labeled with a span number (E. Spl. #):

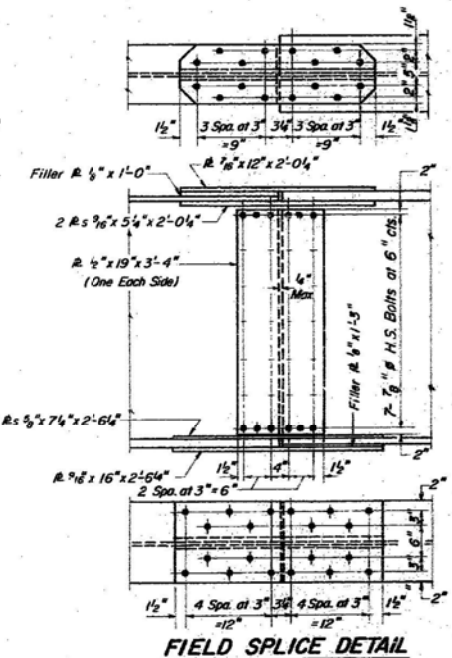
- Left Section:** E. Spl. # 1 or 6. The profile is labeled "10 Spaces at $\pm 8'-10\frac{1}{2}"$ 88'-10".
- Middle Section:** E. Spl. # 2 or 5. The profile is labeled "10 Spaces at $\pm 11'-0\frac{1}{4}"$ 110'-3".
- Right Section:** E. Spl. # 3 or 4. The profile is labeled "10 Spaces at $\pm 11'-0\frac{1}{4}"$ 110'-3".

The diagram also includes labels for the bridge structure:

- Left End:** E. Brg. Abut.
- Right End:** Symm. about E. Brg. P-2

The diagram shows the camber profile (solid line) and the deck elevation (dashed line). The camber profile is labeled with points 1 through 15, indicating the specific locations of the camber measurements.

CAMBER DIAGRAM



*For fabrication only.**

| GIRDER | LDC. | E. BRG. S. ABUT. | E. SPL. #1 | E. PIER #1 | E. SPL. #2 | E. SPL. #3 | E. PIER #2 | E. SPL. #4 | E. SPL. #5 | E. PIER #3 | E. SPL. #6 | E. BRG. N. ABUT. |
|------------------|------------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| | SOUTH BOUND LANE | | | | | | | | | | | |
| 1 | 634.50 | 634.65 | 634.69 | 634.78 | 634.95 | 635.00 | 635.09 | 635.30 | 635.35 | 635.43 | 635.69 | |
| 2 | 634.62 | 634.77 | 634.81 | 634.90 | 635.07 | 635.12 | 635.21 | 635.42 | 635.47 | 635.55 | 635.81 | |
| 3 | 634.73 | 634.88 | 634.92 | 635.01 | 635.18 | 635.23 | 635.32 | 635.53 | 635.58 | 635.66 | 635.92 | |
| 4 | 634.66 | 634.81 | 634.85 | 634.94 | 635.11 | 635.16 | 635.25 | 635.46 | 635.51 | 635.59 | 635.85 | |
| 5 | 634.83 | 634.98 | 634.92 | 634.98 | 635.15 | 635.20 | 635.32 | 635.53 | 635.58 | 635.66 | 635.92 | |
| 6 | 634.38 | 634.53 | 634.57 | 634.66 | 634.83 | 634.88 | 634.97 | 635.18 | 635.23 | 635.31 | 635.57 | |
| NORTH BOUND LANE | | | | | | | | | | | | |
| 1 | 634.58 | 634.73 | 634.77 | 634.86 | 635.03 | 635.08 | 635.17 | 635.38 | 635.43 | 635.51 | 635.77 | |
| 2 | 634.72 | 634.87 | 634.91 | 635.00 | 635.17 | 635.22 | 635.31 | 635.52 | 635.57 | 635.65 | 635.91 | |
| 3 | 634.84 | 634.99 | 635.03 | 635.12 | 635.29 | 635.34 | 635.43 | 635.64 | 635.69 | 635.77 | 636.03 | |
| 4 | 634.79 | 634.94 | 634.98 | 635.07 | 635.24 | 635.29 | 635.38 | 635.59 | 635.64 | 635.72 | 635.98 | |
| 5 | 634.68 | 634.83 | 634.87 | 634.96 | 635.13 | 635.18 | 635.27 | 635.48 | 635.53 | 635.61 | 635.87 | |
| 6 | 634.84 | 634.99 | 634.73 | 634.82 | 634.99 | 635.04 | 635.13 | 635.34 | 635.39 | 635.47 | 635.73 | |

*Elev. have been adjusted for camber

STRUCTURAL STEEL

F.A.I.R.T. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188+90

| | |
|----------|--------------|
| DESIGNED | W. H. H. H. |
| CHECKED | R. F. ROBERT |
| DRAWN | P. Barnett |
| CHECKED | R. Rodkey |

June 17 1971

EXAMINED *[Signature]*
ENGINEER-IN-CHARGE AND TRAFFIC STRUCTURE

PASSED

APPROVED *[Signature]*
ENGINEER OF DESIGN

STATE HIGHWAY RECORD

DETAIL "B"



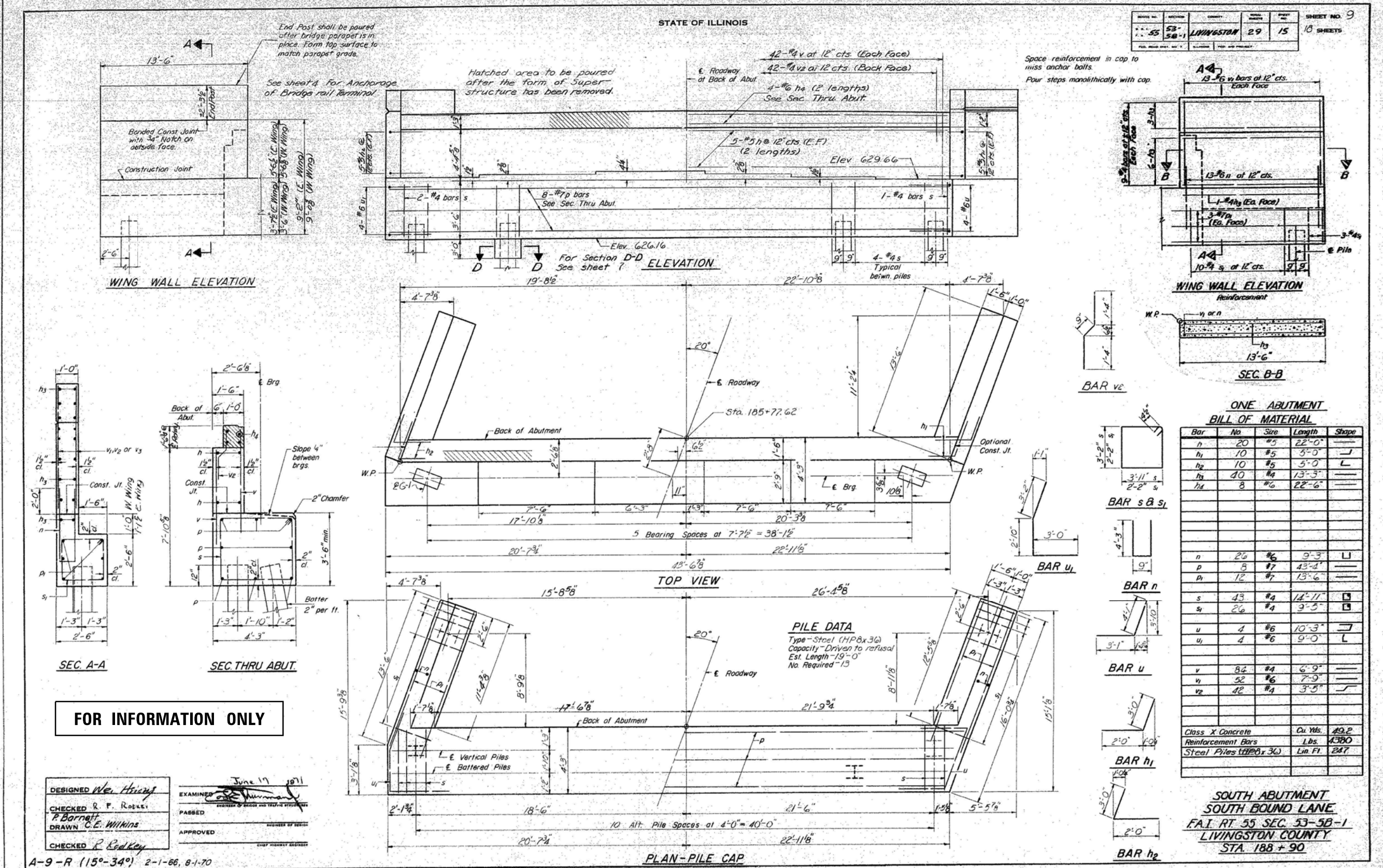
| Loc. \ Bm. | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------|------|------|------|------|------|---|
| South Bound | 0 | 0 | 0 | 1/2" | 3/8" | 0 |
| North Bound | 1/2" | 1/2" | 5/8" | 0 | 0 | 0 |



| Bar | No | Size | Length | Shape |
|---------------------------|----|------|---------|-------|
| n | 20 | #5 | 22'-0" | — |
| n ₁ | 10 | #5 | 5'-0" | — |
| n ₂ | 10 | #5 | 5'-0" | — |
| n ₃ | 40 | #4 | 13'-3" | — |
| n ₄ | 8 | #6 | 22'-6" | — |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| n | 26 | #6 | 9'-3" | □ |
| p | 8 | #7 | 43'-8" | — |
| p ₁ | 12 | #7 | 13'-6" | — |
| | | | | |
| s | 43 | #4 | 14'-11" | □ |
| s ₁ | 26 | #4 | 9'-5" | □ |
| | | | | |
| u | 4 | #6 | 10'-3" | — |
| u ₁ | 4 | #6 | 9'-0" | — |
| | | | | |
| | | | | |
| v | 84 | #4 | 6'-9" | — |
| v ₁ | 52 | #6 | 7'-9" | — |
| v ₂ | 42 | #4 | 3'-5" | — |
| | | | | |
| | | | | |
| Class X Concrete | | | Cu Yds. | 49.6 |
| Reinforcement Bars | | | Lbs. | 4380 |
| Steel Piles (HP6x36) | | | Lin Ft. | 228 |
| Test Piles Steel (HP6x36) | | | Ea. | 1 |

SOUTH ABUTMENT
NORTH BOUND LANE
F.A.I. RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188 + 90

MODEL: Default
FILE NAME: pw:\3\108484EBID\INTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\366B64\CADD\Drawings\Lin Engineering 3-29-2018\Structure Plans\012860129_Exist Plans.dgn



MODEL: Default
FILE NAME: pw:\3\108484EBID\INTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\366B64\CADD\Drawings\Lin Engineering 3-29-2018\Structure Plans\012860129_Exist Plans.dgn

ORIGINAL: **FEHR GRAHAM**

UPDATED: **LIN ENGINEERING LTD.**

CONSULTING ENGINEER

USER NAME = erkklia

PLOT SCALE =

PLOT DATE = 4/2/2018 12:24 PM

DESIGNED - ARK

CHECKED - SFM MTH

DRAWN - ADS RDF

CHECKED - ARK MTH

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

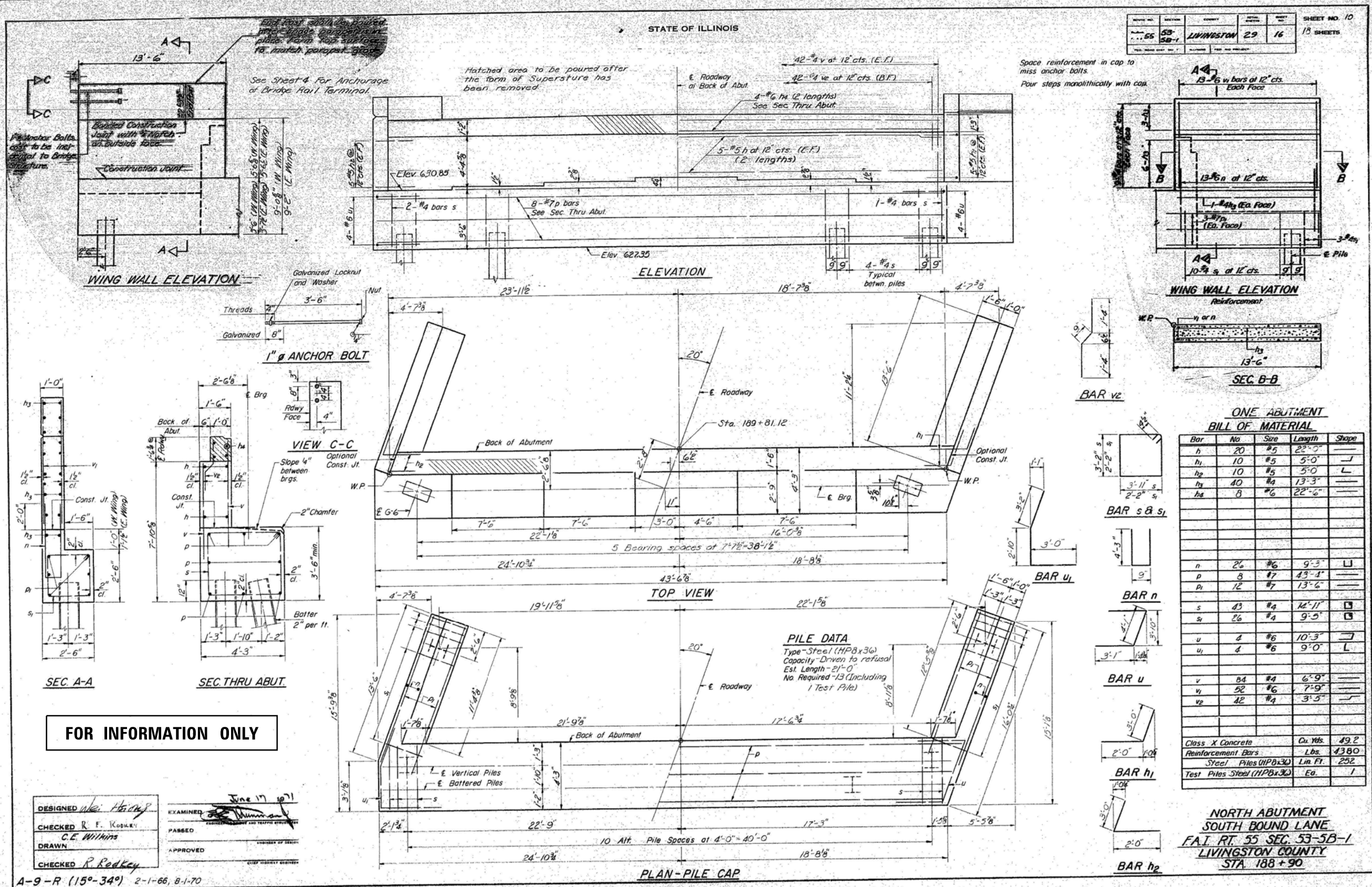
EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 34 OF 65 SHEETS

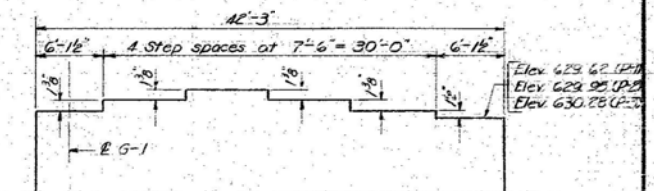
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 216 |
| CONTRACT NO. 66B64 | | | | |

ILLINOIS FED. AID PROJECT

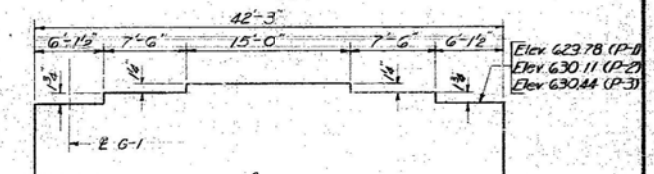
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Type-Steel (HP 8x36)
Capacity-driven to refusal
Est. Length-11'-0"
No. Regd-20 Each Pier (Including
Test pile)
Test Pile-1 in P-1 S.B.L.
1 in P-2 N.B.L.









STEP ELEVATION - SOUTH BOUND LANE

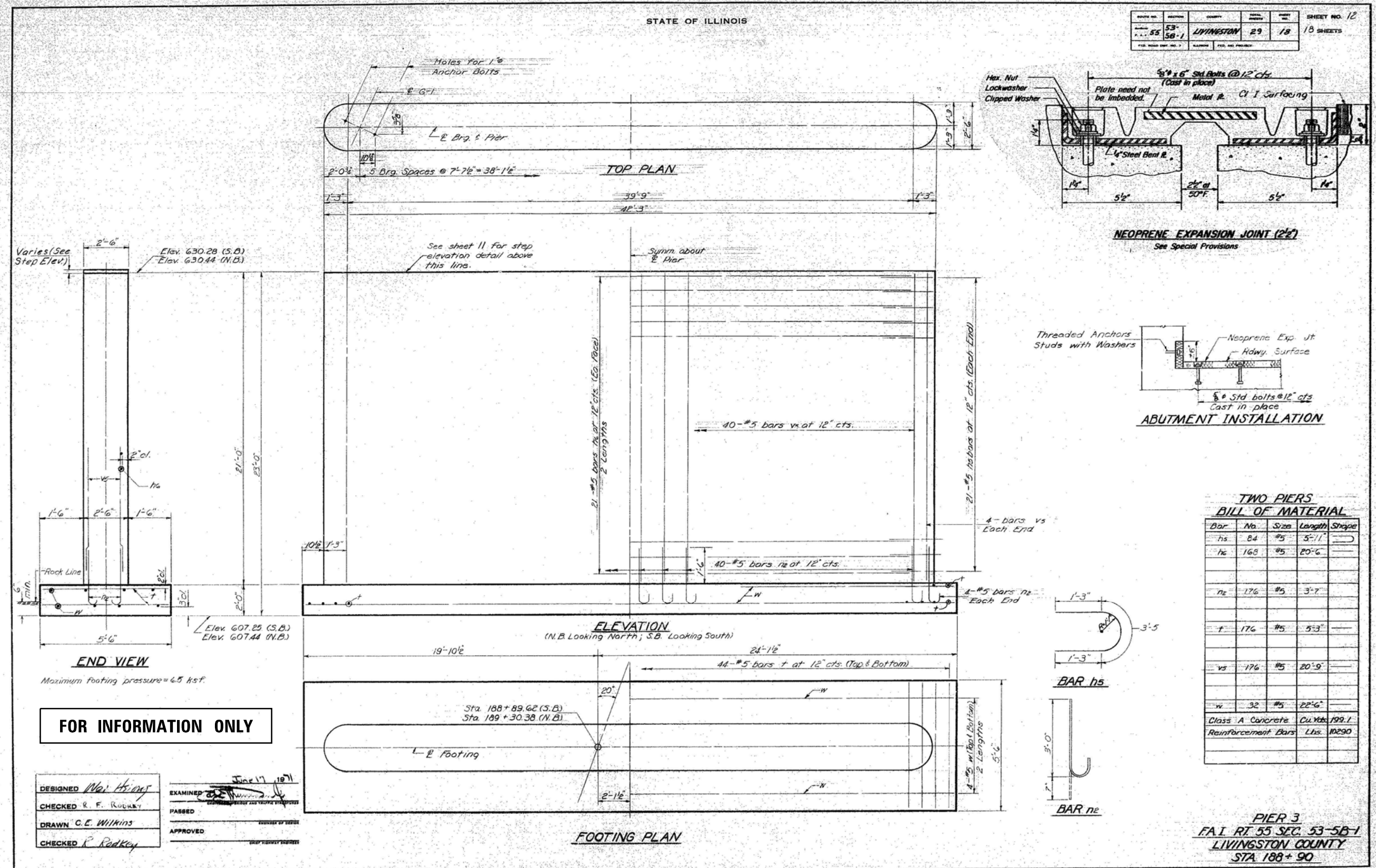


STEP ELEVATION - NORTH BOUND LANE

FOUR PIERS
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---------------------------|-----|------|--------|---|
| 13 | 72 | #5 | 5'-11" |  |
| 16 | 144 | #5 | 20'-6" |  |
| 11 | 352 | #5 | 3'-10" |  |
| 4 | 176 | #5 | 5'-3" |  |
| 13 | 352 | #5 | 8'-6" |  |
| 11 | 32 | #5 | 22'-6" |  |
| | | | | |
| Class A Concrete | | | Cu Yds | 217.9 |
| Reinforcement Bars | | | Lbs. | 9770 |
| Steel Piles (HP6x36) | | | Lin Ft | 858 |
| Test Piles Steel (HP6x36) | | | Each | 2 |

PIER 1 & 2
FAI RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA 188+90



| | |
|----------|---------------|
| DESIGNED | W. H. Hines |
| CHECKED | R. F. Rodkey |
| DRAWN | C. E. Wilkins |
| CHECKED | R. Rodkey |

June 17 1971


EXAMINED *[Signature]*

PASSED

APPROVED

ENGINEER OF DESIGN

CHIEF HIGHWAY ENGINEER

| <u>TWO PIERS</u> | | | | |
|-------------------------|------------|-------------|---------------|---|
| <u>BILL OF MATERIAL</u> | | | | |
| <u>Bar</u> | <u>No.</u> | <u>Size</u> | <u>Length</u> | <u>Shape</u> |
| hs | 84 | #5 | 5'-11" |  |
| hc | 168 | #5 | 20'-6" | — |
| | | | | |
| nz | 176 | #5 | 3'-7" | — |
| | | | | |
| f | 176 | #5 | 5'-3" | — |
| | | | | |
| ws | 176 | #5 | 20'-9" | — |
| | | | | |
| w | 32 | #5 | 22'-6" | — |
| Class A Concrete | | | Cu. Yds. | 199.1 |
| Reinforcement Bars | | | Lbs. | 10290 |

PIER 3
FAI RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA 188+90

MODEL: Default
FILE NAME: p:\3\11084EBID\INTEG\Illinois\gov\PWD\DOT\Documents\DOT - Offices\District 3\Projects\30366B6\CAD\Drawings\Lin Engineering 3-29-2018\Structure Plans\53-01286\129\Design Plans\0128.0129_EXIST PLANS.dgn

STATE OF ILLINOIS

| SHEET NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 13 |
|-----------|---------|------------|--------------|-----------|--------------|
| 55 | 53-5B-1 | LIVINGSTON | 29 | 19 | 18 SHEETS |

| BEAM 1 | | | | |
|----------------|-----------|---------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| Brig. S. Abut. | 18615.257 | -15.917 | 635.317 | 635.317 |
| A | 18625.257 | -15.917 | 635.347 | 635.377 |
| B | 18635.257 | -15.917 | 635.377 | 635.407 |
| C | 18645.257 | -15.917 | 635.407 | 635.437 |
| D | 18655.257 | -15.917 | 635.437 | 635.467 |
| E | 18665.257 | -15.917 | 635.467 | 635.497 |
| F | 18675.257 | -15.917 | 635.497 | 635.527 |
| G | 18685.257 | -15.917 | 635.527 | 635.557 |
| H | 18695.257 | -15.917 | 635.557 | 635.587 |
| Pier 1 | 18705.257 | -15.917 | 635.587 | 635.587 |
| I | 18715.257 | -15.917 | 635.617 | 635.617 |
| J | 18725.257 | -15.917 | 635.647 | 635.647 |
| K | 18735.257 | -15.917 | 635.677 | 635.677 |
| L | 18745.257 | -15.917 | 635.707 | 635.707 |
| M | 18755.257 | -15.917 | 635.737 | 635.737 |
| N | 18765.257 | -15.917 | 635.767 | 635.767 |
| O | 18775.257 | -15.917 | 635.797 | 635.797 |
| P | 18785.257 | -15.917 | 635.827 | 635.827 |
| Q | 18795.257 | -15.917 | 635.857 | 635.857 |
| R | 18805.257 | -15.917 | 635.887 | 635.887 |
| S | 18815.257 | -15.917 | 635.917 | 635.917 |
| Pier 2 | 18825.257 | -15.917 | 635.947 | 635.947 |
| T | 18835.257 | -15.917 | 635.977 | 635.977 |
| U | 18845.257 | -15.917 | 636.007 | 636.007 |
| V | 18855.257 | -15.917 | 636.037 | 636.037 |
| W | 18865.257 | -15.917 | 636.067 | 636.067 |
| X | 18875.257 | -15.917 | 636.097 | 636.097 |
| Y | 18885.257 | -15.917 | 636.127 | 636.127 |
| AA | 18895.257 | -15.917 | 636.157 | 636.157 |
| AB | 18905.257 | -15.917 | 636.187 | 636.187 |
| AC | 18915.257 | -15.917 | 636.217 | 636.217 |
| AD | 18925.257 | -15.917 | 636.247 | 636.247 |
| Pier 3 | 18935.257 | -15.917 | 636.277 | 636.277 |
| EE | 18945.257 | -15.917 | 636.307 | 636.307 |
| FF | 18955.257 | -15.917 | 636.337 | 636.337 |
| GG | 18965.257 | -15.917 | 636.367 | 636.367 |
| HH | 18975.257 | -15.917 | 636.397 | 636.397 |
| II | 18985.257 | -15.917 | 636.427 | 636.427 |
| JJ | 18995.257 | -15.917 | 636.457 | 636.457 |
| KK | 19005.257 | -15.917 | 636.487 | 636.487 |
| LL | 19015.257 | -15.917 | 636.517 | 636.517 |
| Brig. N. Abut. | 19025.257 | -15.917 | 636.547 | 636.547 |

| LONGITUDINAL BONDED JOINT (WEST) | | | | |
|----------------------------------|-----------|---------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| Brig. S. Abut. | 18616.682 | -12.000 | 635.403 | 635.403 |
| A | 18626.682 | -12.000 | 635.433 | 635.433 |
| B | 18636.682 | -12.000 | 635.463 | 635.463 |
| C | 18646.682 | -12.000 | 635.493 | 635.493 |
| D | 18656.682 | -12.000 | 635.523 | 635.523 |
| E | 18666.682 | -12.000 | 635.553 | 635.553 |
| F | 18676.682 | -12.000 | 635.583 | 635.583 |
| G | 18686.682 | -12.000 | 635.613 | 635.613 |
| H | 18696.682 | -12.000 | 635.643 | 635.643 |
| Pier 1 | 18705.512 | -12.000 | 635.669 | 635.669 |
| I | 18715.512 | -12.000 | 635.699 | 635.699 |
| J | 18725.512 | -12.000 | 635.729 | 635.729 |
| K | 18735.512 | -12.000 | 635.759 | 635.759 |
| L | 18745.512 | -12.000 | 635.789 | 635.789 |
| M | 18755.512 | -12.000 | 635.819 | 635.819 |
| N | 18765.512 | -12.000 | 635.849 | 635.849 |
| O | 18775.512 | -12.000 | 635.879 | 635.879 |
| P | 18785.512 | -12.000 | 635.909 | 635.909 |
| Q | 18795.512 | -12.000 | 635.939 | 635.939 |
| R | 18805.512 | -12.000 | 635.969 | 635.969 |
| S | 18815.512 | -12.000 | 635.999 | 635.999 |
| Pier 2 | 18825.512 | -12.000 | 636.029 | 636.029 |
| T | 18835.512 | -12.000 | 636.059 | 636.059 |
| U | 18845.512 | -12.000 | 636.089 | 636.089 |
| V | 18855.512 | -12.000 | 636.119 | 636.119 |
| W | 18865.512 | -12.000 | 636.149 | 636.149 |
| X | 18875.512 | -12.000 | 636.179 | 636.179 |
| Y | 18885.512 | -12.000 | 636.209 | 636.209 |
| AA | 18895.512 | -12.000 | 636.239 | 636.239 |
| AB | 18905.512 | -12.000 | 636.269 | 636.269 |
| AC | 18915.512 | -12.000 | 636.299 | 636.299 |
| AD | 18925.512 | -12.000 | 636.329 | 636.329 |
| Pier 3 | 18935.512 | -12.000 | 636.359 | 636.359 |
| EE | 18945.512 | -12.000 | 636.389 | 636.389 |
| FF | 18955.512 | -12.000 | 636.419 | 636.419 |
| GG | 18965.512 | -12.000 | 636.449 | 636.449 |
| HH | 18975.512 | -12.000 | 636.479 | 636.479 |
| II | 18985.512 | -12.000 | 636.509 | 636.509 |
| JJ | 18995.512 | -12.000 | 636.539 | 636.539 |
| KK | 19005.512 | -12.000 | 636.569 | 636.569 |
| LL | 19015.512 | -12.000 | 636.599 | 636.599 |
| Brig. N. Abut. | 19025.512 | -12.000 | 636.629 | 636.629 |

| BEAM 2 | | | | |
|----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| Brig. S. Abut. | 18617.865 | -8.750 | 635.457 | 635.457 |
| A | 18627.865 | -8.750 | 635.487 | 635.487 |
| B | 18637.865 | -8.750 | 635.517 | 635.517 |
| C | 18647.865 | -8.750 | 635.547 | 635.547 |
| D | 18657.865 | -8.750 | 635.577 | 635.577 |
| E | 18667.865 | -8.750 | 635.607 | 635.607 |
| F | 18677.865 | -8.750 | 635.637 | 635.637 |
| G | 18687.865 | -8.750 | 635.667 | 635.667 |
| H | 18697.865 | -8.750 | 635.697 | 635.697 |
| Pier 1 | 18706.695 | -8.750 | 635.723 | 635.723 |
| I | 18716.695 | -8.750 | 635.753 | 635.753 |
| J | 18726.695 | -8.750 | 635.783 | 635.783 |
| K | 18736.695 | -8.750 | 635.813 | 635.813 |
| L | 18746.695 | -8.750 | 635.843 | 635.843 |
| M | 18756.695 | -8.750 | 635.873 | 635.873 |
| N | 18766.695 | -8.750 | 635.903 | 635.903 |
| O | 18776.695 | -8.750 | 635.933 | 635.933 |
| P | 18786.695 | -8.750 | 635.963 | 635.963 |
| Q | 18796.695 | -8.750 | 635.993 | 635.993 |
| R | 18806.695 | -8.750 | 636.023 | 636.023 |
| S | 18816.695 | -8.750 | 636.053 | 636.053 |
| Pier 2 | 18826.695 | -8.750 | 636.083 | 636.083 |
| T | 18836.695 | -8.750 | 636.113 | 636.113 |
| U | 18846.695 | -8.750 | 636.143 | 636.143 |
| V | 18856.695 | -8.750 | 636.173 | 636.173 |
| W | 18866.695 | -8.750 | 636.203 | 636.203 |
| X | 18876.695 | -8.750 | 636.233 | 636.233 |
| Y | 18886.695 | -8.750 | 636.263 | 636.263 |
| AA | 18896.695 | -8.750 | 636.293 | 636.293 |
| AB | 18906.695 | -8.750 | 636.323 | 636.323 |
| AC | 18916.695 | -8.750 | 636.353 | 636.353 |
| AD | 18926.695 | -8.750 | 636.383 | 636.383 |
| Pier 3 | 18927.195 | -8.750 | 636.385 | 636.385 |
| EE | 18937.195 | -8.750 | 636.415 | 636.415 |
| FF | 18947.195 | -8.750 | 636.445 | 636.445 |
| GG | 18957.195 | -8.750 | 636.475 | 636.475 |
| HH | 18967.195 | -8.750 | 636.505 | 636.505 |
| II | 18977.195 | -8.750 | 636.535 | 636.535 |
| JJ | 18987.195 | -8.750 | 636.565 | 636.565 |
| KK | 18997.195 | -8.750 | 636.595 | 636.595 |
| LL | 19007.195 | -8.750 | 636.625 | 636.625 |
| Brig. N. Abut. | 19016.025 | -8.750 | 636.651 | 636.651 |

| BEAM 3 | | | | |
|----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| Brig. S. Abut. | 18620.474 | -1.563 | 635.517 | 635.517 |
| A | 18630.474 | -1.563 | 635.607 | 635.607 |
| B | 18640.474 | -1.563 | 635.637 | 635.637 |
| C | 18650.474 | -1.563 | 635.667 | 635.667 |
| D | 18660.474 | -1.563 | 635.697 | 635.697 |
| E | 18670.474 | -1.563 | 635.727 | 635.727 |
| F | 18680.474 | -1.563 | 635.757 | 635.757 |
| G | 18690.474 | -1.563 | 635.787 | 635.787 |
| H | 18700.474 | -1.563 | 635.817 | 635.817 |
| Pier 1 | 18709.304 | -1.563 | 635.843 | 635.843 |
| I | 18719.304 | -1.563 | 635.873 | 635.873 |
| J | 18729.304 | -1.563 | 635.903 | 635.903 |
| K | 18739.304 | -1.563 | 635.933 | 635.933 |
| L | 18749.304 | -1.563 | 635.963 | 635.963 |
| M | 18759.304 | -1.563 | 635.993 | 635.993 |
| N | 18769.304 | -1.563 | 636.023 | 636.023 |
| O | 18779.304 | -1.563 | 636.053 | 636.053 |
| P | 18789.304 | -1.563 | 636.083 | 636.083 |
| Q | 18799.304 | -1.563 | 636.113 | 636.113 |
| R | 18809.304 | -1.563 | 636.143 | 636.143 |
| S | 18819.304 | -1.563 | 636.173 | 636.173 |
| Pier 2 | 18829.554 | -1.563 | 636.204 | 636.204 |
| T | 18839.554 | -1.563 | 636.234 | 636.234 |
| U | 18849.554 | -1.563 | 636.264 | 636.264 |
| V | 18859.554 | -1.563 | 636.294 | 636.294 |
| W | 18869.554 | -1.563 | 636.324 | 636.324 |
| X | 18879.554 | -1.563 | 636.354 | 636.354 |
| Y | 18889.554 | -1.563 | 636.384 | 636.384 |
| AA | 18899.554 | -1.563 | 636.414 | 636.414 |
| AB | 18909.554 | -1.563 | 636.444 | 636.444 |
| AC | 18919.554 | -1.563 | 636.474 | 636.474 |
| AD | 18929.554 | -1.563 | 636.504 | 636.504 |
| Pier 3 | 18929.804 | -1.563 | 636.505 | 636.505 |
| EE | 18939.804 | -1.563 | 636.535 | 636.535 |
| FF | 18949.804 | -1.563 | 636.565 | 636.565 |
| GG | 18959.804 | -1.563 | 636.595 | 636.595 |
| HH | 18969.804 | -1.563 | 636.625 | 636.625 |
| II | 18979.804 | -1.563 | 636.655 | 636.655 |
| JJ | 18989.804 | -1.563 | 636.685 | 636.685 |
| KK | 18999.804 | -1.563 | 636.715 | 636.715 |
| LL | 19009.804 | -1.563 | 636.745 | 636.745 |
| Brig. N. Abut. | 19018.634 | -1.563 | 636.771 | 636.771 |

FOR INFORMATION ONLY

DESIGNED: W. H.
CHECKED: R. F. Koulak
DRAWN: C. E. Wilkins
CHECKED: R. Rodkey

EXAMINED: June 17, 1971
PASSED: [Signature]
APPROVED: [Signature]

| E ROADWAY | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18621.050 | -0.000 | 635.463 | 635.463 |
| | 18631.050 | -0.000 | 635.493 | 635.493 |
| | 18641.050 | -0.000 | 635.523 | 635.523 |
| | 18651.050 | -0.000 | 635.553 | 635.553 |
| | 18661.050 | -0.000 | 635.583 | 635.583 |
| | 18671.050 | -0.000 | 635.613 | 635.613 |
| | 18681.050 | -0.000 | 635.643 | 635.643 |
| | 18691.050 | -0.000 | 635.673 | 635.673 |
| | 18701.050 | -0.000 | 635.703 | 635.703 |
| | 18709.880 | -0.000 | 635.733 | 635.733 |
| | 18719.880 | -0.000 | 635.763 | 635.763 |
| | 18729.880 | -0.000 | 635.793 | 635.793 |
| E Pier 1 | 18739.880 | -0.000 | 635.823 | 635.823 |
| | 18749.880 | -0.000 | 635.853 | 635.853 |
| | 18759.880 | -0.000 | 635.883 | 635.883 |
| | 18769.880 | -0.000 | 635.913 | 635.913 |
| | 18779.880 | -0.000 | 635.943 | 635.943 |
| | 18789.880 | -0.000 | 635.973 | 635.973 |
| | 18799.880 | -0.000 | 636.003 | 636.003 |
| | 18809.880 | -0.000 | 636.033 | 636.033 |
| | 18819.880 | -0.000 | 636.063 | 636.063 |
| | 18829.880 | -0.000 | 636.093 | 636.093 |
| | 18839.880 | -0.000 | 636.123 | 636.123 |
| | 18849.880 | -0.000 | 636.153 | 636.153 |
| E Pier 2 | 18859.880 | -0.000 | 636.183 | 636.183 |
| | 18869.880 | -0.000 | 636.213 | 636.213 |
| | 18879.880 | -0.000 | 636.243 | 636.243 |
| | 18889.880 | -0.000 | 636.273 | 636.273 |
| | 18899.880 | -0.000 | 636.303 | 636.303 |
| | 18909.880 | -0.000 | 636.333 | 636.333 |
| | 18919.880 | -0.000 | 636.363 | 636.363 |
| | 18929.880 | -0.000 | 636.393 | 636.393 |
| | 18939.880 | -0.000 | 636.423 | 636.423 |
| | 18949.880 | -0.000 | 636.453 | 636.453 |
| | 18959.880 | -0.000 | 636.483 | 636.483 |
| | 18969.880 | -0.000 | 636.513 | 636.513 |
| E Pier 3 | 18979.880 | -0.000 | 636.543 | 636.543 |
| | 18989.880 | -0.000 | 636.573 | 636.573 |
| | 18999.880 | -0.000 | 636.603 | 636.603 |
| | 19009.880 | -0.000 | 636.633 | 636.633 |
| | 19019.880 | -0.000 | 636.663 | 636.663 |
| | 19029.880 | -0.000 | 636.693 | 636.693 |
| | 19039.880 | -0.000 | 636.723 | 636.723 |
| | 19049.880 | -0.000 | 636.753 | 636.753 |
| | 19059.880 | -0.000 | 636.783 | 636.783 |
| | 19069.880 | -0.000 | 636.813 | 636.813 |
| | 19079.880 | -0.000 | 636.843 | 636.843 |
| | 19089.880 | -0.000 | 636.873 | 636.873 |
| E Brg. N. Abut | 19099.880 | -0.000 | 636.903 | 636.903 |
| | 19109.880 | -0.000 | 636.933 | 636.933 |
| | 19119.880 | -0.000 | 636.963 | 636.963 |
| | 19129.880 | -0.000 | 636.993 | 636.993 |
| | 19139.880 | -0.000 | 637.023 | 637.023 |
| | 19149.880 | -0.000 | 637.053 | 637.053 |
| | 19159.880 | -0.000 | 637.083 | 637.083 |
| | 19169.880 | -0.000 | 637.113 | 637.113 |
| | 19179.880 | -0.000 | 637.143 | 637.143 |
| | 19189.880 | -0.000 | 637.173 | 637.173 |
| | 19199.880 | -0.000 | 637.203 | 637.203 |
| | 19209.880 | -0.000 | 637.233 | 637.233 |

BEAM 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| E Brg. S. Abut. | 18629.299 | 19.917 | 635.273 | 635.273 |
| A | 18638.299 | 19.917 | 635.303 | 635.313 |
| B | 18648.299 | 19.917 | 635.333 | 635.393 |
| C | 18658.299 | 19.917 | 635.363 | 635.433 |
| D | 18668.299 | 19.917 | 635.393 | 635.469 |
| E | 18678.299 | 19.917 | 635.423 | 635.499 |
| F | 18688.299 | 19.917 | 635.453 | 635.561 |
| G | 18698.299 | 19.917 | 635.483 | 635.512 |
| H | 18708.299 | 19.917 | 635.513 | 635.527 |
| E Pier 1 | 18711.129 | 19.917 | 635.539 | 635.539 |
| I | 18727.129 | 19.917 | 635.569 | 635.587 |
| J | 18737.129 | 19.917 | 635.599 | 635.616 |
| K | 18747.129 | 19.917 | 635.629 | 635.681 |
| L | 18757.129 | 19.917 | 635.659 | 635.725 |
| M | 18767.129 | 19.917 | 635.689 | 635.769 |
| N | 18777.129 | 19.917 | 635.719 | 635.799 |
| O | 18787.129 | 19.917 | 635.749 | 635.815 |
| P | 18797.129 | 19.917 | 635.779 | 635.830 |
| Q | 18807.129 | 19.917 | 635.809 | 635.843 |
| R | 18817.129 | 19.917 | 635.839 | 635.877 |
| S | 18827.129 | 19.917 | 635.869 | 635.870 |
| E Pier 2 | 18827.379 | 19.917 | 635.870 | 635.870 |
| T | 18837.379 | 19.917 | 635.900 | 635.917 |
| U | 18847.379 | 19.917 | 635.930 | 635.966 |
| V | 18857.379 | 19.917 | 635.960 | 636.010 |
| W | 18867.379 | 19.917 | 635.990 | 636.055 |
| X | 18877.379 | 19.917 | 636.020 | 636.100 |
| Y | 18887.379 | 19.917 | 636.050 | 636.131 |
| Z | 18897.379 | 19.917 | 636.080 | 635.146 |
| AA | 18907.379 | 19.917 | 636.110 | 636.162 |
| BB | 18917.379 | 19.917 | 636.140 | 636.175 |
| CC | 18927.379 | 19.917 | 636.170 | 636.188 |
| DD | 18937.379 | 19.917 | 636.200 | 636.236 |
| E Pier 3 | 19937.629 | 19.917 | 636.201 | 636.231 |
| EE | 18947.629 | 19.917 | 636.231 | 636.246 |
| FF | 18957.629 | 19.917 | 636.261 | 636.292 |
| GG | 18967.629 | 19.917 | 636.291 | 636.336 |
| HH | 18977.629 | 19.917 | 636.321 | 636.380 |
| II | 18987.629 | 19.917 | 636.351 | 636.426 |
| JJ | 18997.629 | 19.917 | 636.381 | 636.421 |
| KK | 19007.629 | 19.917 | 636.411 | 636.467 |
| LL | 19017.629 | 19.917 | 636.441 | 636.467 |
| E Brg. N. Abut. | 19226.459 | 19.917 | 636.467 | 636.467 |



| | |
|----------------------------|---|
| DESIGNED <i>W. H.</i> | EXAMINED <i>[Signature]</i> ENGINEER IN CHARGE AND TRAFFIC SECTION |
| CHECKED <i>R. F. ROUSE</i> | PASSED |
| DRAWN <i>C. E. Wilkins</i> | APPROVED |
| CHECKED <i>R. Radkey</i> | CHIEF HIGHWAY ENGINEER |

TOP OF SLAB ELEVATION
NORTH BOUND LANE
FAL. RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188+90

MODEL: Default
FILE NAME: pw:\08484EBID\INTEG\Illinois.gov\PWIDOT\Documents\IDOT_Offices\District_3\Projects\ID366B64\CADDrawings\Lin_Engineering_3-29-2018\Structure_Plans\53-01286\0129Design_Plans\0128.0129_EXIST_PLANS.dgn

STATE OF ILLINOIS

| ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------|---------|------------|--------------|-----------|
| 55 | 53-5B-1 | LIVINGSTON | 29 | 21 |
| SHEET NO. 16 | | | | |
| 18 SHEETS | | | | |

| BEAM 1 | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18580.083 | 15.917 | 635.229 | 635.229 |
| A | 18596.083 | 15.917 | 635.259 | 635.259 |
| B | 18606.083 | 15.917 | 635.289 | 635.289 |
| C | 18616.083 | 15.917 | 635.319 | 635.319 |
| D | 18626.083 | 15.917 | 635.349 | 635.349 |
| E | 18636.083 | 15.917 | 635.379 | 635.379 |
| F | 18646.083 | 15.917 | 635.409 | 635.409 |
| G | 18656.083 | 15.917 | 635.439 | 635.439 |
| H | 18666.083 | 15.917 | 635.469 | 635.469 |
| E Pier 1 | 18674.913 | 15.917 | 635.496 | 635.496 |
| I | 18684.913 | 15.917 | 635.526 | 635.526 |
| J | 18694.913 | 15.917 | 635.556 | 635.556 |
| K | 18704.913 | 15.917 | 635.586 | 635.586 |
| L | 18714.913 | 15.917 | 635.616 | 635.616 |
| M | 18724.913 | 15.917 | 635.646 | 635.646 |
| N | 18734.913 | 15.917 | 635.676 | 635.676 |
| O | 18744.913 | 15.917 | 635.706 | 635.706 |
| P | 18754.913 | 15.917 | 635.736 | 635.736 |
| Q | 18764.913 | 15.917 | 635.766 | 635.766 |
| R | 18774.913 | 15.917 | 635.796 | 635.796 |
| S | 18784.913 | 15.917 | 635.826 | 635.826 |
| E Pier 2 | 18785.163 | 15.917 | 635.827 | 635.827 |
| T | 18795.163 | 15.917 | 635.857 | 635.857 |
| U | 18805.163 | 15.917 | 635.887 | 635.887 |
| V | 18815.163 | 15.917 | 635.917 | 635.917 |
| W | 18825.163 | 15.917 | 635.947 | 635.947 |
| X | 18835.163 | 15.917 | 635.977 | 635.977 |
| Y | 18845.163 | 15.917 | 636.007 | 636.007 |
| Z | 18855.163 | 15.917 | 636.037 | 636.037 |
| AA | 18865.163 | 15.917 | 636.067 | 636.067 |
| AB | 18875.163 | 15.917 | 636.097 | 636.097 |
| CC | 18885.163 | 15.917 | 636.127 | 636.127 |
| DD | 18895.163 | 15.917 | 636.157 | 636.157 |
| E Pier 3 | 18895.413 | 15.917 | 636.157 | 636.157 |
| EE | 18905.413 | 15.917 | 636.187 | 636.187 |
| FF | 18915.413 | 15.917 | 636.217 | 636.217 |
| GG | 18925.413 | 15.917 | 636.247 | 636.247 |
| HH | 18935.413 | 15.917 | 636.277 | 636.277 |
| II | 18945.413 | 15.917 | 636.307 | 636.307 |
| JJ | 18955.413 | 15.917 | 636.337 | 636.337 |
| KK | 18965.413 | 15.917 | 636.367 | 636.367 |
| LL | 18975.413 | 15.917 | 636.397 | 636.397 |
| E Brg. N. Abut. | 18984.243 | 15.917 | 636.424 | 636.424 |

| LONGITUDINAL BONDED JT. (EAST) | | | | |
|--------------------------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18584.658 | 12.000 | 635.306 | 635.306 |
| A | 18594.658 | 12.000 | 635.336 | 635.336 |
| B | 18604.658 | 12.000 | 635.366 | 635.366 |
| C | 18614.658 | 12.000 | 635.396 | 635.396 |
| D | 18624.658 | 12.000 | 635.426 | 635.426 |
| E | 18634.658 | 12.000 | 635.456 | 635.456 |
| F | 18644.658 | 12.000 | 635.486 | 635.486 |
| G | 18654.658 | 12.000 | 635.516 | 635.516 |
| H | 18664.658 | 12.000 | 635.546 | 635.546 |
| E Pier 1 | 18673.488 | 12.000 | 635.573 | 635.573 |
| I | 18683.488 | 12.000 | 635.603 | 635.603 |
| J | 18693.488 | 12.000 | 635.633 | 635.633 |
| K | 18703.488 | 12.000 | 635.663 | 635.663 |
| L | 18713.488 | 12.000 | 635.693 | 635.693 |
| M | 18723.488 | 12.000 | 635.723 | 635.723 |
| N | 18733.488 | 12.000 | 635.753 | 635.753 |
| O | 18743.488 | 12.000 | 635.783 | 635.783 |
| P | 18753.488 | 12.000 | 635.813 | 635.813 |
| Q | 18763.488 | 12.000 | 635.843 | 635.843 |
| R | 18773.488 | 12.000 | 635.873 | 635.873 |
| S | 18783.488 | 12.000 | 635.903 | 635.903 |
| E Pier 2 | 18783.738 | 12.000 | 635.904 | 635.904 |
| T | 18793.738 | 12.000 | 635.934 | 635.934 |
| U | 18803.738 | 12.000 | 635.964 | 635.964 |
| V | 18813.738 | 12.000 | 635.994 | 635.994 |
| W | 18823.738 | 12.000 | 636.024 | 636.024 |
| X | 18833.738 | 12.000 | 636.054 | 636.054 |
| Y | 18843.738 | 12.000 | 636.084 | 636.084 |
| Z | 18853.738 | 12.000 | 636.114 | 636.114 |
| AA | 18863.738 | 12.000 | 636.144 | 636.144 |
| AB | 18873.738 | 12.000 | 636.174 | 636.174 |
| CC | 18883.738 | 12.000 | 636.204 | 636.204 |
| DD | 18893.738 | 12.000 | 636.234 | 636.234 |
| E Pier 3 | 18893.988 | 12.000 | 636.234 | 636.234 |
| EE | 18903.988 | 12.000 | 636.264 | 636.264 |
| FF | 18913.988 | 12.000 | 636.294 | 636.294 |
| GG | 18923.988 | 12.000 | 636.324 | 636.324 |
| HH | 18933.988 | 12.000 | 636.354 | 636.354 |
| II | 18943.988 | 12.000 | 636.384 | 636.384 |
| JJ | 18953.988 | 12.000 | 636.414 | 636.414 |
| KK | 18963.988 | 12.000 | 636.444 | 636.444 |
| LL | 18973.988 | 12.000 | 636.474 | 636.474 |
| E Brg. N. Abut. | 18982.616 | 12.000 | 636.501 | 636.501 |

| BEAM 2 | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18583.475 | 8.750 | 635.354 | 635.354 |
| A | 18593.475 | 8.750 | 635.384 | 635.384 |
| B | 18603.475 | 8.750 | 635.414 | 635.414 |
| C | 18613.475 | 8.750 | 635.444 | 635.444 |
| D | 18623.475 | 8.750 | 635.474 | 635.474 |
| E | 18633.475 | 8.750 | 635.504 | 635.504 |
| F | 18643.475 | 8.750 | 635.534 | 635.534 |
| G | 18653.475 | 8.750 | 635.564 | 635.564 |
| H | 18663.475 | 8.750 | 635.594 | 635.594 |
| E Pier 1 | 18672.305 | 8.750 | 635.620 | 635.620 |
| I | 18682.305 | 8.750 | 635.650 | 635.650 |
| J | 18692.305 | 8.750 | 635.680 | 635.680 |
| K | 18702.305 | 8.750 | 635.710 | 635.710 |
| L | 18712.305 | 8.750 | 635.740 | 635.740 |
| M | 18722.305 | 8.750 | 635.770 | 635.770 |
| N | 18732.305 | 8.750 | 635.800 | 635.800 |
| O | 18742.305 | 8.750 | 635.830 | 635.830 |
| P | 18752.305 | 8.750 | 635.860 | 635.860 |
| Q | 18762.305 | 8.750 | 635.890 | 635.890 |
| R | 18772.305 | 8.750 | 635.920 | 635.920 |
| S | 18782.305 | 8.750 | 635.950 | 635.950 |
| E Pier 2 | 18782.555 | 8.750 | 635.951 | 635.951 |
| T | 18792.555 | 8.750 | 635.981 | 635.981 |
| U | 18802.555 | 8.750 | 636.011 | 636.011 |
| V | 18812.555 | 8.750 | 636.041 | 636.041 |
| W | 18822.555 | 8.750 | 636.071 | 636.071 |
| X | 18832.555 | 8.750 | 636.101 | 636.101 |
| Y | 18842.555 | 8.750 | 636.131 | 636.131 |
| Z | 18852.555 | 8.750 | 636.161 | 636.161 |
| AA | 18862.555 | 8.750 | 636.191 | 636.191 |
| AB | 18872.555 | 8.750 | 636.221 | 636.221 |
| CC | 18882.555 | 8.750 | 636.251 | 636.251 |
| DD | 18892.555 | 8.750 | 636.281 | 636.281 |
| E Pier 3 | 18892.805 | 8.750 | 636.282 | 636.282 |
| EE | 18902.805 | 8.750 | 636.312 | 636.312 |
| FF | 18912.805 | 8.750 | 636.342 | 636.342 |
| GG | 18922.805 | 8.750 | 636.372 | 636.372 |
| HH | 18932.805 | 8.750 | 636.402 | 636.402 |
| II | 18942.805 | 8.750 | 636.432 | 636.432 |
| JJ | 18952.805 | 8.750 | 636.462 | 636.462 |
| KK | 18962.805 | 8.750 | 636.492 | 636.492 |
| LL | 18972.805 | 8.750 | 636.522 | 636.522 |
| E Brg. N. Abut. | 18981.635 | 8.750 | 636.548 | 636.548 |

| BEAM 3 | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18580.865 | 1.583 | 635.458 | 635.458 |
| A | 18590.865 | 1.583 | 635.488 | 635.488 |
| B | 18600.865 | 1.583 | 635.518 | 635.518 |
| C | 18610.865 | 1.583 | 635.548 | 635.548 |
| D | 18620.865 | 1.583 | 635.578 | 635.578 |
| E | 18630.865 | 1.583 | 635.608 | 635.608 |
| F | 18640.865 | 1.583 | 635.638 | 635.638 |
| G | 18650.865 | 1.583 | 635.668 | 635.668 |
| H | 18660.865 | 1.583 | 635.698 | 635.698 |
| E Pier 1 | 18669.695 | 1.583 | 635.724 | 635.724 |
| I | 18679.695 | 1.583 | 635.754 | 635.754 |
| J | 18689.695 | 1.583 | 635.784 | 635.784 |
| K | 18699.695 | 1.583 | 635.814 | 635.814 |
| L | 18709.695 | 1.583 | 635.844 | 635.844 |
| M | 18719.695 | 1.583 | 635.874 | 635.874 |
| N | 18729.695 | 1.583 | 635.904 | 635.904 |
| O | 18739.695 | 1.583 | 635.934 | 635.934 |
| P | 18749.695 | 1.583 | 635.964 | 635.964 |
| Q | 18759.695 | 1.583 | 635.994 | 635.994 |
| R | 18769.695 | 1.583 | 636.024 | 636.024 |
| S | 18779.695 | 1.583 | 636.054 | 636.054 |
| E Pier 2 | 18779.945 | 1.583 | 636.055 | 636.055 |
| T | 18789.945 | 1.583 | 636.085 | 636.085 |
| U | 18799.945 | 1.583 | 636.115 | 636.115 |
| V | 18809.945 | 1.583 | 636.145 | 636.145 |
| W | 18819.945 | 1.583 | 636.175 | 636.175 |
| X | 18829.945 | 1.583 | 636.205 | 636.205 |
| Y | 18839.945 | 1.583 | 636.235 | 636.235 |
| Z | 18849.945 | 1.583 | 636.265 | 636.265 |
| AA | 18859.945 | 1.583 | 636.295 | 636.295 |
| AB | 18869.945 | 1.583 | 636.325 | 636.325 |
| CC | 18879.945 | 1.583 | 636.355 | 636.355 |
| DD | 18889.945 | 1.583 | 636.385 | 636.385 |
| E Pier 3 | 18889.195 | 1.583 | 636.386 | 636.386 |
| EE | 18899.195 | 1.583 | 636.416 | 636.416 |
| FF | 18909.195 | 1.583 | 636.446 | 636.446 |
| GG | 18919.195 | 1.583 | 636.476 | 636.476 |
| HH | 18929.195 | 1.583 | 636.506 | 636.506 |
| II | 18939.195 | 1.583 | 636.536 | 636.536 |
| JJ | 18949.195 | 1.583 | 636.566 | 636.566 |
| KK | 18959.195 | 1.583 | 636.596 | 636.596 |
| LL | 18969.195 | 1.583 | 636.626 | 636.626 |
| E Brg. N. Abut. | 18979.025 | 1.583 | 636.652 | 636.652 |

Elevations are given at top of Concrete Slab.

FOR INFORMATION ONLY

| | |
|----------|---------------|
| DESIGNED | W. H. |
| CHECKED | R. F. ROSEKEY |
| DRAWN | C. E. WILKINS |
| CHECKED | R. RADKEY |

| | |
|----------|--------------|
| EXAMINED | June 17 1971 |
| PASSED | |
| APPROVED | |

| E. ROADWAY | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18580.290 | 0.000 | 635.481 | 635.481 |
| A | 18590.290 | 0.000 | 635.511 | 635.511 |
| B | 18600.290 | 0.000 | 635.541 | 635.541 |
| C | 18610.290 | 0.000 | 635.571 | 635.571 |
| D | 18620.290 | 0.000 | 635.601 | 635.601 |
| E | 18630.290 | 0.000 | 635.631 | 635.631 |
| F | 18640.290 | 0.000 | 635.661 | 635.661 |
| G | 18650.290 | 0.000 | 635.691 | 635.691 |
| H | 18660.290 | 0.000 | 635.721 | 635.721 |
| E Pier 1 | 18669.120 | 0.000 | 635.747 | 635.747 |
| I | 18679.120 | 0.000 | 635.777 | 635.777 |
| J | 18689.120 | 0.000 | 635.807 | 635.807 |
| K | 18699.120 | 0.000 | 635.837 | 635.837 |
| L | 18709.120 | 0.000 | 635.867 | 635.867 |
| M | 18719.120 | 0.000 | 635.897 | 635.897 |
| N | 18729.120 | 0.000 | 635.927 | 635.927 |
| O | 18739.120 | 0.000 | 635.957 | 635.957 |

MODEL: Default
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STATE OF ILLINOIS

| SHEET NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------|---------|------------|--------------|-----------|
| 55 | 53-5B-1 | LIVINGSTON | 29 | 22 |
| SHEET NO. 16 | | | | |
| 18 SHEETS | | | | |

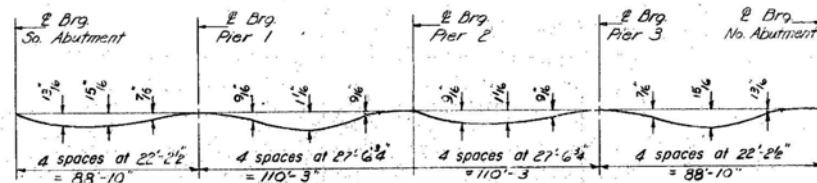
| BEAM 4 | | | | |
|-----------------|-----------|--------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18578.258 | -5.583 | 635.388 | 635.388 |
| A | 18598.258 | -5.583 | 635.418 | 635.448 |
| B | 18598.258 | -5.583 | 635.448 | 635.508 |
| C | 18598.258 | -5.583 | 635.478 | 635.548 |
| D | 18618.258 | -5.583 | 635.508 | 635.588 |
| E | 18618.258 | -5.583 | 635.538 | 635.605 |
| F | 18638.258 | -5.583 | 635.568 | 635.615 |
| G | 18638.258 | -5.583 | 635.598 | 635.627 |
| H | 18658.258 | -5.583 | 635.628 | 635.641 |
| E Pier 1 | 18657.088 | -5.583 | 635.654 | 635.654 |
| I | 18677.088 | -5.583 | 635.684 | 635.702 |
| J | 18677.088 | -5.583 | 635.714 | 635.749 |
| K | 18697.088 | -5.583 | 635.744 | 635.796 |
| L | 18697.088 | -5.583 | 635.774 | 635.840 |
| M | 18717.088 | -5.583 | 635.804 | 635.884 |
| N | 18717.088 | -5.583 | 635.834 | 635.914 |
| O | 18737.088 | -5.583 | 635.864 | 635.920 |
| P | 18737.088 | -5.583 | 635.894 | 635.945 |
| Q | 18757.088 | -5.583 | 635.924 | 635.958 |
| R | 18757.088 | -5.583 | 635.954 | 635.971 |
| S | 18777.088 | -5.583 | 635.984 | 635.984 |
| E Pier 2 | 18777.338 | -5.583 | 635.985 | 635.985 |
| T | 18797.338 | -5.583 | 636.015 | 636.032 |
| U | 18797.338 | -5.583 | 636.045 | 636.079 |
| V | 18807.338 | -5.583 | 636.075 | 636.125 |
| W | 18817.338 | -5.583 | 636.105 | 636.170 |
| X | 18837.338 | -5.583 | 636.135 | 636.215 |
| Y | 18837.338 | -5.583 | 636.165 | 636.245 |
| Z | 18847.338 | -5.583 | 636.195 | 636.261 |
| AA | 18857.338 | -5.583 | 636.225 | 636.277 |
| BB | 18867.338 | -5.583 | 636.255 | 636.290 |
| CC | 18877.338 | -5.583 | 636.285 | 636.303 |
| DD | 18887.338 | -5.583 | 636.315 | 636.315 |
| E Pier 3 | 18887.588 | -5.583 | 636.316 | 636.316 |
| EE | 18897.588 | -5.583 | 636.346 | 636.361 |
| FF | 18907.588 | -5.583 | 636.376 | 636.407 |
| GG | 18917.588 | -5.583 | 636.406 | 636.455 |
| HH | 18927.588 | -5.583 | 636.436 | 636.505 |
| II | 18937.588 | -5.583 | 636.466 | 636.541 |
| JJ | 18947.588 | -5.583 | 636.496 | 636.566 |
| KK | 18957.588 | -5.583 | 636.526 | 636.582 |
| LL | 18967.588 | -5.583 | 636.556 | 636.592 |
| E Brg. N. Abut. | 18976.418 | -5.583 | 636.582 | 636.592 |

| BEAM 5 | | | | |
|-----------------|-----------|---------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18575.649 | -12.750 | 635.264 | 635.264 |
| A | 18585.649 | -12.750 | 635.294 | 635.324 |
| B | 18595.649 | -12.750 | 635.324 | 635.384 |
| C | 18605.649 | -12.750 | 635.354 | 635.425 |
| D | 18615.649 | -12.750 | 635.384 | 635.460 |
| E | 18625.649 | -12.750 | 635.414 | 635.481 |
| F | 18635.649 | -12.750 | 635.444 | 635.492 |
| G | 18645.649 | -12.750 | 635.474 | 635.504 |
| H | 18655.649 | -12.750 | 635.504 | 635.518 |
| E Pier 1 | 18664.479 | -12.750 | 635.530 | 635.530 |
| I | 18674.479 | -12.750 | 635.560 | 635.578 |
| J | 18684.479 | -12.750 | 635.590 | 635.625 |
| K | 18694.479 | -12.750 | 635.620 | 635.672 |
| L | 18704.479 | -12.750 | 635.650 | 635.716 |
| M | 18714.479 | -12.750 | 635.680 | 635.761 |
| N | 18724.479 | -12.750 | 635.710 | 635.801 |
| O | 18734.479 | -12.750 | 635.740 | 635.808 |
| P | 18744.479 | -12.750 | 635.770 | 635.821 |
| Q | 18754.479 | -12.750 | 635.800 | 635.839 |
| R | 18764.479 | -12.750 | 635.830 | 635.848 |
| S | 18774.479 | -12.750 | 635.860 | 635.861 |
| E Pier 2 | 18774.729 | -12.750 | 635.861 | 635.861 |
| T | 18784.729 | -12.750 | 635.891 | 635.908 |
| U | 18794.729 | -12.750 | 635.921 | 635.955 |
| V | 18804.729 | -12.750 | 635.951 | 636.001 |
| W | 18814.729 | -12.750 | 635.981 | 636.046 |
| X | 18824.729 | -12.750 | 636.011 | 636.091 |
| Y | 18834.729 | -12.750 | 636.041 | 636.132 |
| Z | 18844.729 | -12.750 | 636.071 | 636.137 |
| AA | 18854.729 | -12.750 | 636.101 | 636.153 |
| BB | 18864.729 | -12.750 | 636.131 | 636.167 |
| CC | 18874.729 | -12.750 | 636.161 | 636.170 |
| DD | 18884.729 | -12.750 | 636.191 | 636.192 |
| E Pier 3 | 18884.979 | -12.750 | 636.192 | 636.192 |
| EE | 18894.979 | -12.750 | 636.222 | 636.238 |
| FF | 18904.979 | -12.750 | 636.252 | 636.283 |
| GG | 18914.979 | -12.750 | 636.282 | 636.312 |
| HH | 18924.979 | -12.750 | 636.312 | 636.352 |
| II | 18934.979 | -12.750 | 636.342 | 636.417 |
| JJ | 18944.979 | -12.750 | 636.372 | 636.462 |
| KK | 18954.979 | -12.750 | 636.402 | 636.498 |
| LL | 18964.979 | -12.750 | 636.432 | 636.498 |
| E Brg. N. Abut. | 18973.809 | -12.750 | 636.458 | 636.458 |

| LONGITUDINAL BONDED JOINT (WEST) | | | | |
|----------------------------------|-----------|---------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18574.375 | -16.250 | 635.167 | 635.167 |
| A | 18584.375 | -16.250 | 635.217 | 635.247 |
| B | 18594.375 | -16.250 | 635.247 | 635.307 |
| C | 18604.375 | -16.250 | 635.277 | 635.348 |
| D | 18614.375 | -16.250 | 635.307 | 635.383 |
| E | 18624.375 | -16.250 | 635.337 | 635.425 |
| F | 18634.375 | -16.250 | 635.367 | 635.415 |
| G | 18644.375 | -16.250 | 635.397 | 635.427 |
| H | 18654.375 | -16.250 | 635.427 | 635.440 |
| E Pier 1 | 18663.205 | -16.250 | 635.454 | 635.454 |
| I | 18673.205 | -16.250 | 635.484 | 635.501 |
| J | 18683.205 | -16.250 | 635.514 | 635.549 |
| K | 18693.205 | -16.250 | 635.544 | 635.596 |
| L | 18703.205 | -16.250 | 635.574 | 635.640 |
| M | 18713.205 | -16.250 | 635.604 | 635.684 |
| N | 18723.205 | -16.250 | 635.634 | 635.714 |
| O | 18733.205 | -16.250 | 635.664 | 635.729 |
| P | 18743.205 | -16.250 | 635.694 | 635.744 |
| Q | 18753.205 | -16.250 | 635.724 | 635.758 |
| R | 18763.205 | -16.250 | 635.754 | 635.771 |
| S | 18773.205 | -16.250 | 635.784 | 635.784 |
| E Pier 2 | 18773.455 | -16.250 | 635.784 | 635.784 |
| T | 18783.455 | -16.250 | 635.814 | 635.831 |
| U | 18793.455 | -16.250 | 635.844 | 635.878 |
| V | 18803.455 | -16.250 | 635.874 | 635.925 |
| W | 18813.455 | -16.250 | 635.904 | 635.970 |
| X | 18823.455 | -16.250 | 635.934 | 636.015 |
| Y | 18833.455 | -16.250 | 635.964 | 636.045 |
| Z | 18843.455 | -16.250 | 635.994 | 636.061 |
| AA | 18853.455 | -16.250 | 636.024 | 636.077 |
| BB | 18863.455 | -16.250 | 636.054 | 636.090 |
| CC | 18873.455 | -16.250 | 636.084 | 636.102 |
| DD | 18883.455 | -16.250 | 636.114 | 636.115 |
| E Pier 3 | 18883.705 | -16.250 | 636.115 | 636.115 |
| EE | 18893.705 | -16.250 | 636.145 | 636.161 |
| FF | 18903.705 | -16.250 | 636.175 | 636.207 |
| GG | 18913.705 | -16.250 | 636.205 | 636.255 |
| HH | 18923.705 | -16.250 | 636.235 | 636.315 |
| II | 18933.705 | -16.250 | 636.265 | 636.361 |
| JJ | 18943.705 | -16.250 | 636.295 | 636.385 |
| KK | 18953.705 | -16.250 | 636.325 | 636.382 |
| LL | 18963.705 | -16.250 | 636.355 | 636.382 |
| E Brg. N. Abut. | 18972.535 | -16.250 | 636.382 | 636.382 |

| BEAM 6 | | | | |
|-----------------|-----------|---------|------------------------------|--|
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
| E Brg. S. Abut. | 18573.041 | -19.917 | 635.107 | 635.117 |
| A | 18583.041 | -19.917 | 635.137 | 635.167 |
| B | 18593.041 | -19.917 | 635.167 | 635.227 |
| C | 18603.041 | -19.917 | 635.197 | 635.258 |
| D | 18613.041 | -19.917 | 635.227 | 635.303 |
| E | 18623.041 | -19.917 | 635.257 | 635.324 |
| F | 18633.041 | -19.917 | 635.287 | 635.335 |
| G | 18643.041 | -19.917 | 635.317 | 635.347 |
| H | 18653.041 | -19.917 | 635.347 | 635.361 |
| E Pier 1 | 18661.871 | -19.917 | 635.373 | 635.373 |
| I | 18671.871 | -19.917 | 635.403 | 635.421 |
| J | 18681.871 | -19.917 | 635.433 | 635.469 |
| K | 18691.871 | -19.917 | 635.463 | 635.515 |
| L | 18701.871 | -19.917 | 635.493 | 635.559 |
| M | 18711.871 | -19.917 | 635.523 | 635.604 |
| N | 18721.871 | -19.917 | 635.553 | 635.646 |
| O | 18731.871 | -19.917 | 635.583 | 635.689 |
| P | 18741.871 | -19.917 | 635.613 | 635.696 |
| Q | 18751.871 | -19.917 | 635.643 | 635.678 |
| R | 18761.871 | -19.917 | 635.673 | 635.693 |
| S | 18771.871 | -19.917 | 635.703 | 635.724 |
| E Pier 2 | 18772.121 | -19.917 | 635.704 | 635.724 |
| T | 18782.121 | -19.917 | 635.734 | 635.751 |
| U | 18792.121 | -19.917 | 635.764 | 635.798 |
| V | 18802.121 | -19.917 | 635.794 | 635.844 |
| W | 18812.121 | -19.917 | 635.824 | 635.890 |
| X | 18822.121 | -19.917 | 635.854 | 635.914 |
| Y | 18832.121 | -19.917 | 635.884 | 635.955 |
| Z | 18842.121 | -19.917 | 635.914 | 635.981 |
| AA | 18852.121 | -19.917 | 635.944 | 635.996 |
| BB | 18862.121 | -19.917 | 635.974 | 636.010 |
| CC | 18872.121 | -19.917 | 636.004 | 636.022 |
| DD | 18882.121 | -19.917 | 636.034 | 636.035 |
| E Pier 3 | 18882.371 | -19.917 | 636.035 | 636.035 |
| EE | 18892.371 | -19.917 | 636.065 | 636.081 |
| FF | 18902.371 | -19.917 | 636.095 | 636.126 |
| GG | 18912.371 | -19.917 | 636.125 | 636.175 |
| HH | 18922.371 | -19.917 | 636.155 | 636.225 |
| II | 18932.371 | -19.917 | 636.185 | 636.280 |
| JJ | 18942.371 | -19.917 | 636.215 | 636.285 |
| KK | 18952.371 | -19.917 | 636.245 | 636.301 |
| LL | 18962.371 | -19.917 | 636.275 | 636.301 |
| E Brg. N. Abut. | 18971.201 | -19.917 | 636.301 | 636.301 |

Elevations are given at top of Concrete Slab.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

| | |
|----------|---------------|
| DESIGNED | W. H. |
| CHECKED | R. F. ROSE |
| DRAWN | C. E. WILKINS |
| CHECKED | R. REDKEY |

| | |
|----------|---------------|
| EXAMINED | June 17, 2011 |
| PASSED | |
| APPROVED | |

FOR INFORMATION ONLY

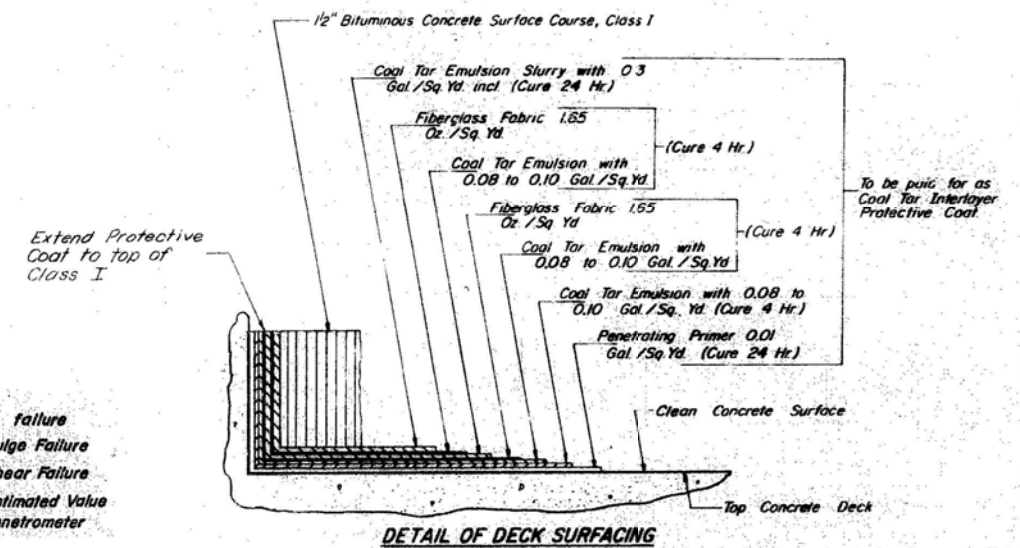
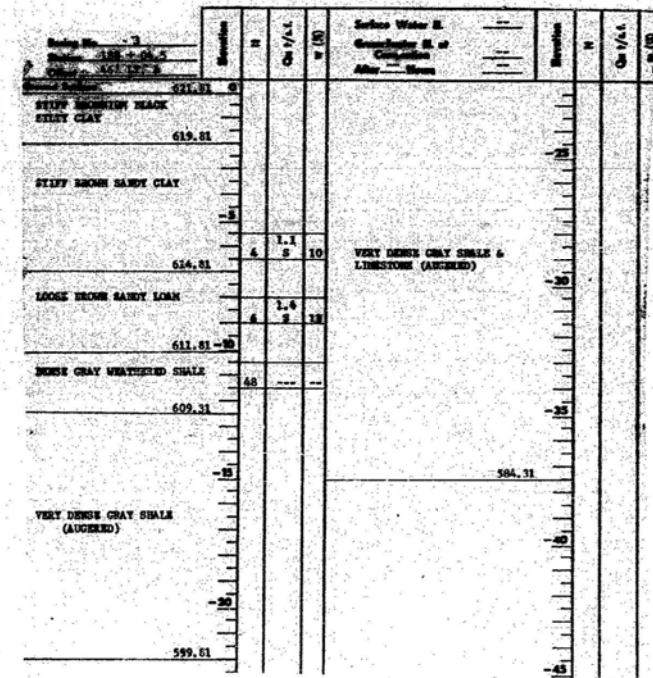
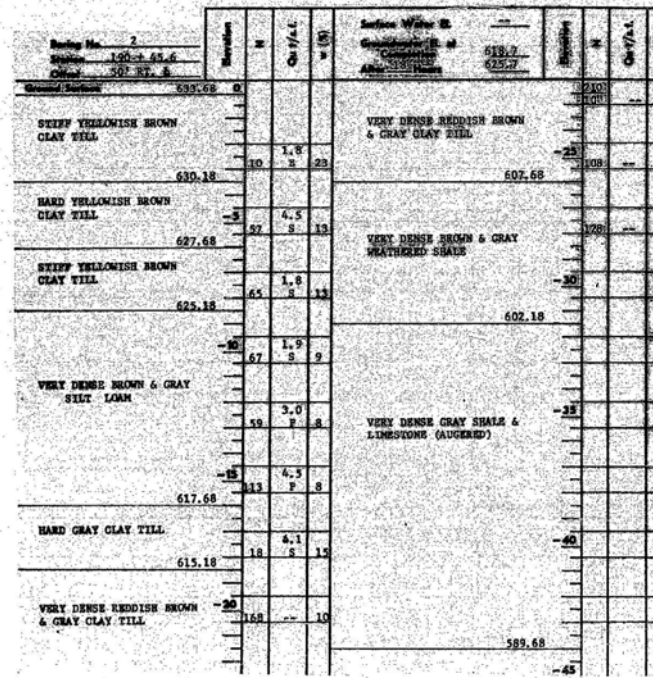
TOP OF SLAB ELEVATION
SOUTH BOUND LANE
FAT. RT. 55 SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188+90

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 41 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5B-1) | LIVINGSTON | 722 | 223 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



FOR INFORMATION ONLY

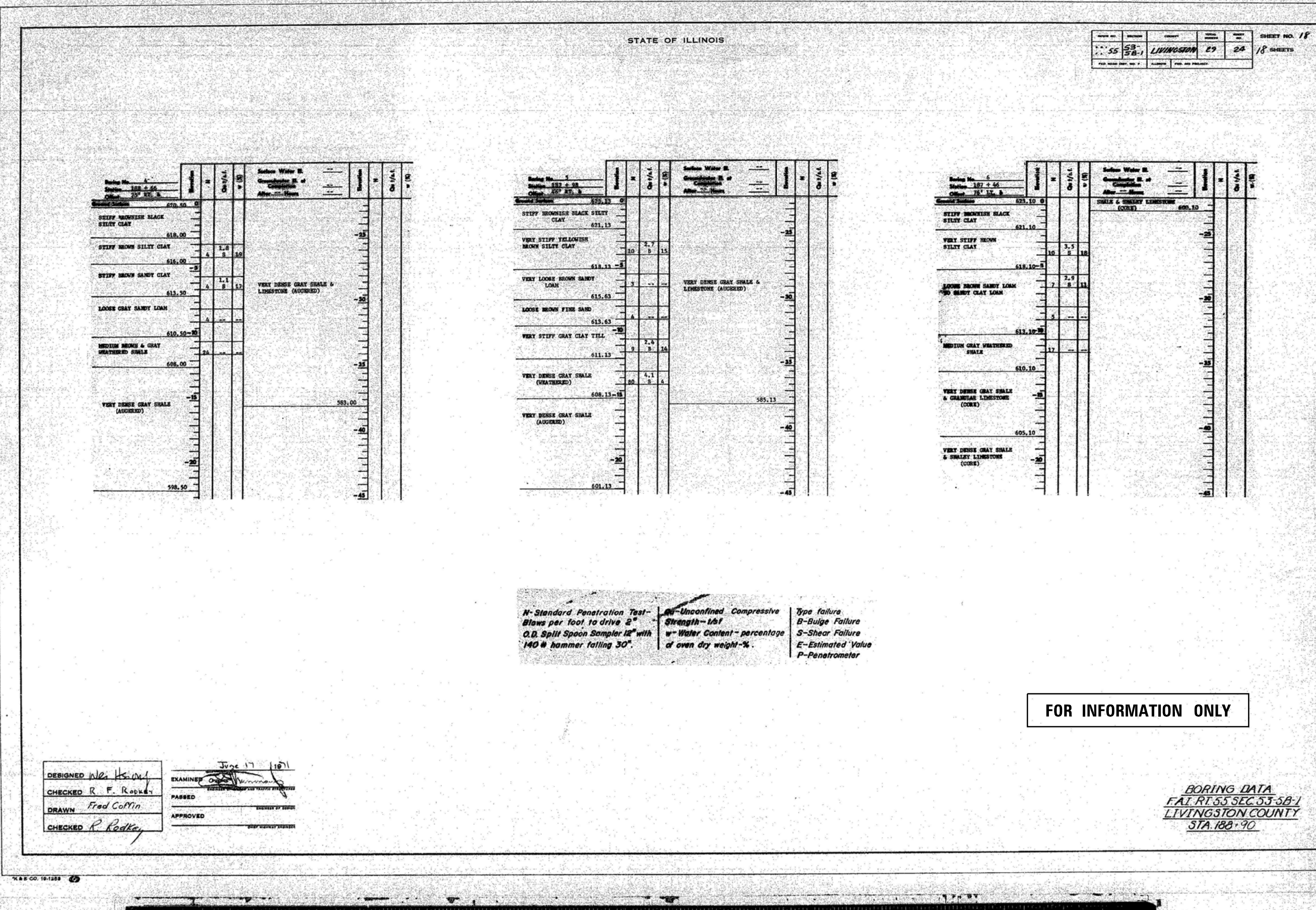
BORING DATA
FAI RT. 55, SEC. 53-5B-1
LIVINGSTON COUNTY
STA. 188 + 90

| | | |
|---|---|-------------------|
| N-Standard Penetration Test - Blow per foot or three ft | Qu-Unconfined Compressive Strength - ksf | Type failure |
| Cu - 28 Day Compressive Strength | w - Water Content - percentage | B-Bulge Failure |
| MO - Number of blows falling 30" | Sh - Shrinkage - % | S-Shear Failure |
| | Gr - Gravel Content - % | E-Estimated Value |
| | | P-Penetrometer |

| | |
|----------|--------------|
| DESIGNED | W. H. Hark |
| CHECKED | R. F. Rodkey |
| P.B. | |
| DRAWN | Fred Coffin |
| CHECKED | R. Rodkey |

| |
|-------------------------------------|
| June 17 1971 |
| EXAMINED <i>[Signature]</i> |
| DESIGNED, DRAWN AND TRACING SECTION |
| PASSED |
| ENGINEER OF DESIGN |
| APPROVED |
| CHIEF ENGINEER, DESIGN |

MODEL: Default
FILE NAME: pw:\IL084EBID\INTEG\Illinois\gov\PW\DOT\Documents\DOT Offices\District 3\Projects\ID366B64\CADData\CADDrawings\Lin Engineering 3-29-2018\Structure Plans\0128-0129_EXIST PLANS.dgn



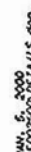
FD 1 14 22 26 23-28-1
Livingston Co Dist 3



| TOTAL BILL OF MATERIALS S.N. 053-0129 | | | |
|---------------------------------------|--|-------|--------|
| CODE NO. | ITEM | UNIT | QUANT. |
| 50500715 | JACK & REMOVE EXISTING BEARINGS | EA | 12 |
| 50300320 | ELASTOMERIC BEARING ASSEMBLY TYPE II | EA | 12 |
| 59000100 | EPOXY CRACK SEALING | FT | 87 |
| 50301245 | FORMED CONCRETE REPAIR (<= 5") | SQ FT | 119 |
| 28100109 | RIPRAP CLASS A5 | SQ YD | 264 |
| X0321468 | PLUG EXISTING DECK DRAINS | EA | 1 |
| 50500405 | FURNISHING & ERECTING STRUCTURAL STEEL | LB | 7180 |

4. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

GENERAL PLAN
S.N. 053-0128
S.N. 053-0129



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

DEPARTMENT OF TRANSPORTATION

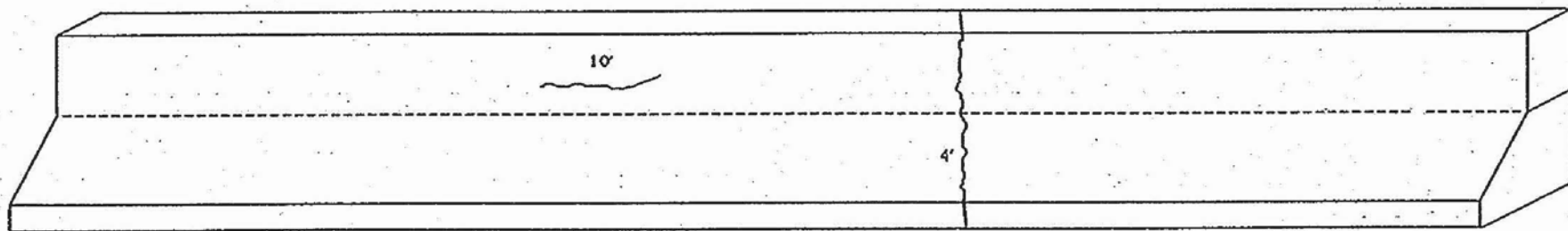
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 45 OF 65 SHEETS

| | | | | |
|----|-----------|--------------------|-----|-----|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 227 |
| | | CONTRACT NO. 66R64 | | |

| | | |
|----------|------------------|----------|
| | | CONTRACT |
| ILLINOIS | FED. AID PROJECT | |

| | | | | |
|------------------|-------------|------------|------------------|-------------|
| LA 1 200 | SECTION | COUNTY | TOTAL SHEET | SHEET OF |
| 55 | 153-6-51-85 | LIVINGSTON | 86 | 56 |
| STA. | | PD STA. | | |
| POLYMER CONCRETE | | QUANTITY | POLYMER CONCRETE | |



CRACKS TO BE EPOXY SEALED

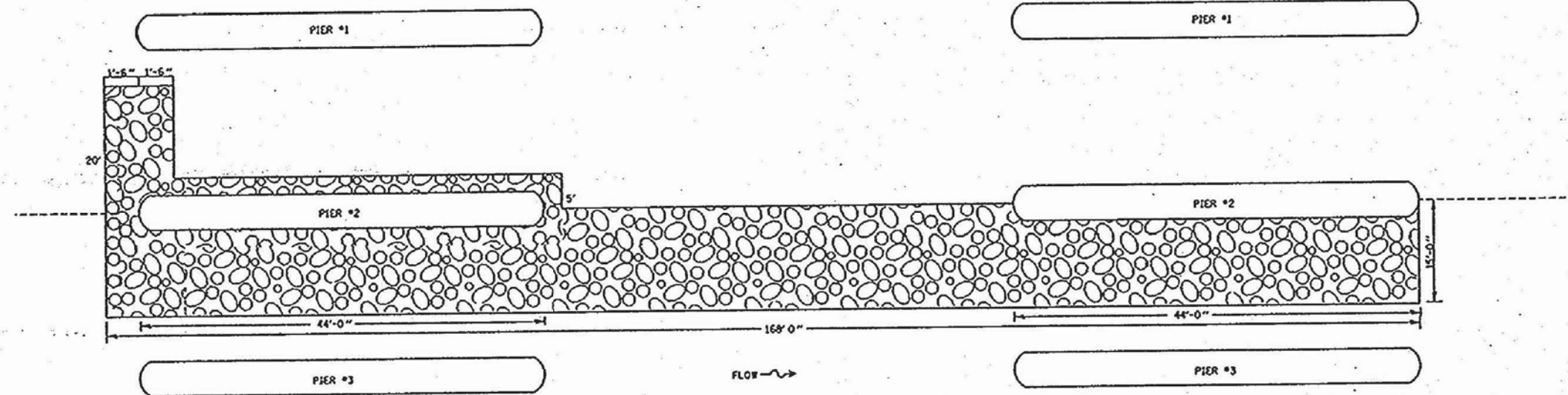
**BRIDGE RAIL
REPAIR DETAIL
S.N. 053-0129**

| | |
|----------|------------------|
| ILLINOIS | FED. AID PROJECT |
|----------|------------------|

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Sheet No. 4
of 6

| PLAN | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|--------------------|--------------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 86 | 57 |
| STA. | PO STA. | | | |
| RELATIVE ELEVATION | RELATIVE ELEVATION | RELATIVE ELEVATION | | |

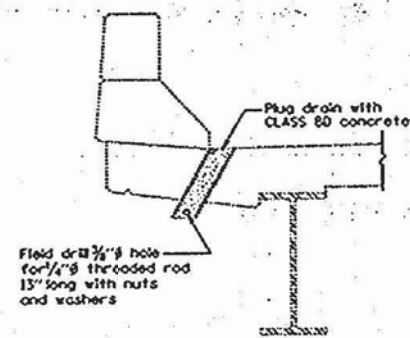


S.N. 053-0129

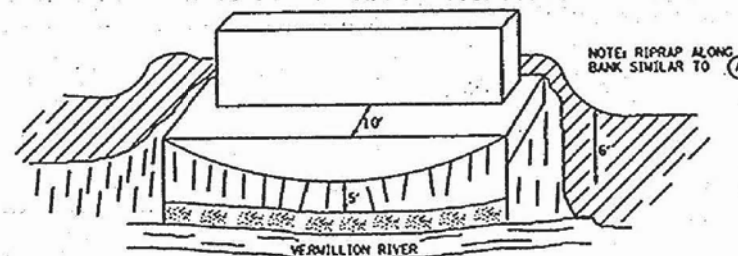
RIPRAP DETAIL

S.N. 053-0128

NOTE: AREA OF RIPRAP LOCATED BETWEEN STRUCTURES WILL BE PAID FOR ON S.N. 053-0129.

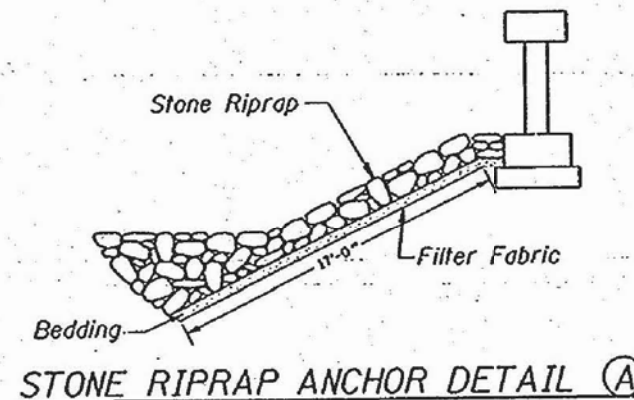


SECTION AT DRAIN (NEXT TO PIER #2)
DRAIN ELIMINATION DETAIL



S.N. 053-0129
PIER #2

EXISTING SCOUR AREA



STONE RIPRAP ANCHOR DETAIL (A)

SCOUR REPAIR &
DRAIN ELIMINATION DETAILS
S. N. 053-0128
S. N. 053-0129

FOR INFORMATION ONLY

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

USER NAME = erkklia
PLOT SCALE =
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CHECKED - SFM MTH
DRAWN - ADS RDF
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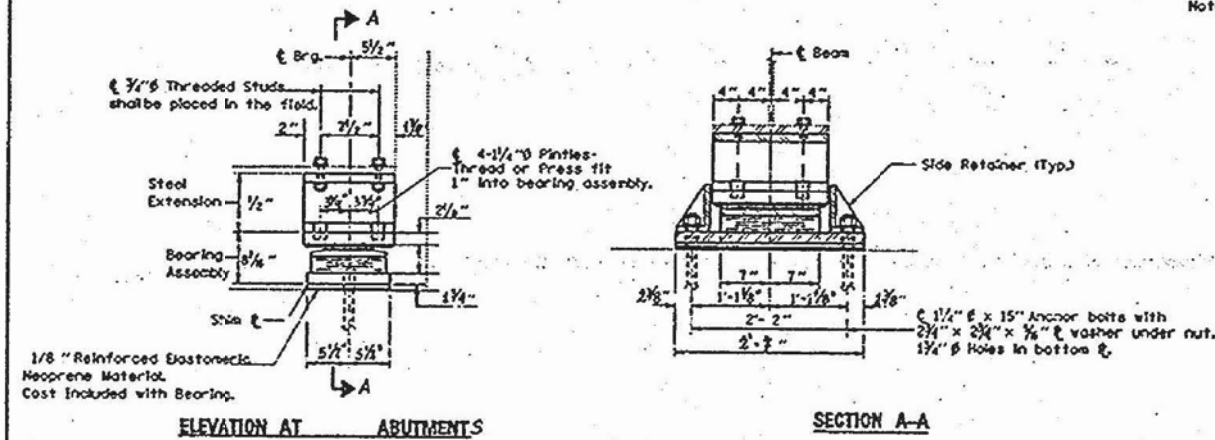
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 47 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-----------|------------|---------------------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 229 |
| | | | CONTRACT NO. 66B64 | |
| | | | ILLINOIS FED. AID PROJECT | |



Notes

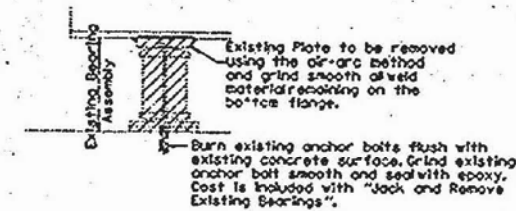
Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".

New steel extensions, side retainers, shims (a connection bolts, and anchor bolts are included in "Furnishing and Erecting Structural Steel".

See Sheet 6 of 6 for Anchor Bolt Installation.

Prior to ordering any material, the Contractor shall verify in the field all bearing and shim thickness dimensions. Min. jack capacity = 55 Tons.

Two 1/4" shims of the dimensions of the bottom bearing plate shall be provided for each bearing in addition to all other plates or shims.

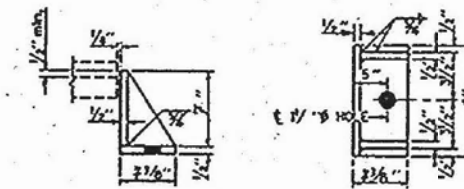


EXISTING BEARING REMOVAL DETAIL

| | | | | | |
|---------------------|---------------------|------------|-----------|------------------|-----------|
| Sheet No. 5 of 6 | P.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | SS | CS-4.50 RS | LYNCHSTON | 86 | 58 |
| | STA. | | TO STA. | | |
| | FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

GIRDER REACTIONS

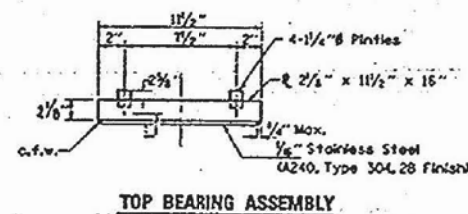
| | | |
|-----------|----|------|
| NP | OK | 47.4 |
| RI | OK | 41.2 |
| Ind. | OK | 9.6 |
| R (Total) | OK | 98.2 |



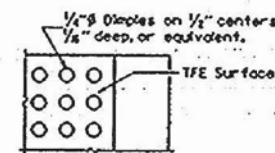
SIDE RETAINER

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

TYPE II TFE ELASTOMERIC EXP. BRO.



TOP BEARING ASSEMBLY

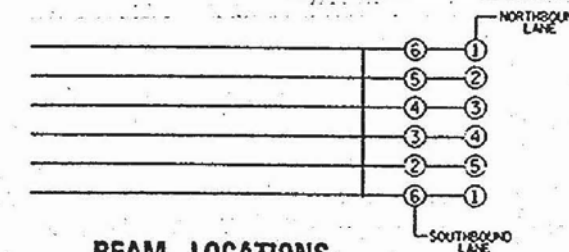


PLAN-TFE SURFACE

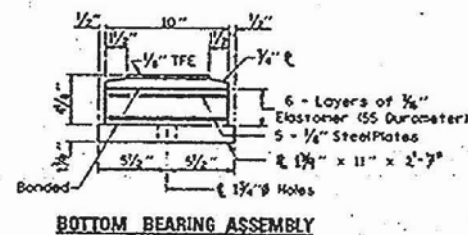
| *BILL OF MATERIAL | | |
|--|------|-------|
| ITEM | UNIT | TOTAL |
| Elastomeric Bearing Assembly Type II | EACH | 12 |
| Jack and Remove Existing Bearings | EACH | 12 |
| Furnishing & Erecting Structural Steel | LBS. | 7980 |

* FOR EACH STRUCTURE.

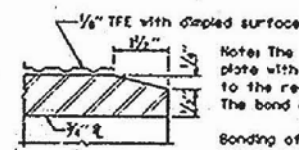
| | BEAM | | | | | |
|------------|-------|-------|--------|-------|-------|-------|
| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 |
| NORTHBOUND | 1/16" | 1/16" | 1/16" | 9/16" | 7/16" | 1/16" |
| SOUTHBOUND | 9/16" | 9/16" | 11/16" | 1/16" | 1/16" | 1/16" |



BEAM LOCATIONS



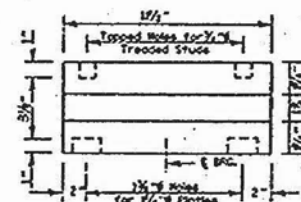
BOTTOM BEARING ASSEMBLY



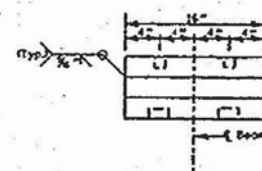
SECTION THRU TFE

Note: The 1/8" TFE 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 MM-A-134, Type 1. The bond agent shall be applied on the flared end of the contact surfaces.

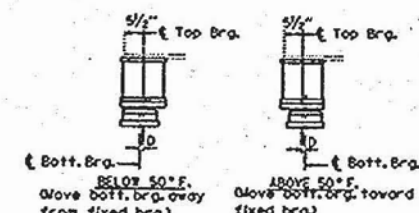
Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



ELEVATION STEEL EXTENSION



END VIEW STEEL EXTENSION



SETTING ANCHOR BOLTS AT EXP. BRG.

D $\frac{1}{2}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

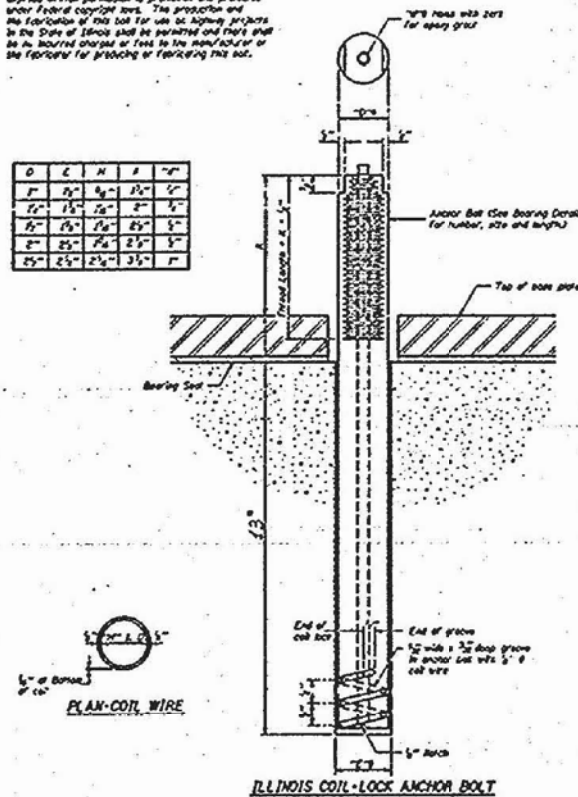
FOR INFORMATION ONLY

BEARING REPLACEMENT

S.N. 053-0128

S.N. 053-0129

| ϕ | ϵ | η | β | γ |
|---------|------------|----------|----------|----------|
| π^+ | $2\pi^+$ | $3\pi^+$ | $4\pi^+$ | $5\pi^+$ |
| π^- | $1\pi^-$ | $2\pi^-$ | $3\pi^-$ | $4\pi^-$ |
| π^0 | $1\pi^0$ | $2\pi^0$ | $3\pi^0$ | $4\pi^0$ |
| π^+ | $2\pi^+$ | $3\pi^+$ | $4\pi^+$ | $5\pi^+$ |
| π^- | $1\pi^-$ | $2\pi^-$ | $3\pi^-$ | $4\pi^-$ |
| π^0 | $1\pi^0$ | $2\pi^0$ | $3\pi^0$ | $4\pi^0$ |



The anchor bolt shall be fabricated from cold drawn or hot finished stainless carbon steel anchor having minimum yield strength as ASTM A 55, Grade 302, "and the nut and the washers shall be cold drawn stainless steel. The cold wire shall be 1/2" of any suitable bolt size wire. The finished anchor bolt shall be coated with rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C-881, Type I, Grade 1 or of a Class suitable for the temperature of installation.

1. With the cell wire in place, the bar shall be inserted into the hole and turned clockwise to a snug fit in the hole. And another hole be placed on the bar. The rail shall be removed until the steel base plate is held securely to the concrete bearing base.

The Contractor may use, at his option, the capsule of the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall ensure these anchor rods are in strict compliance according to the manufacturer's recommendations and procedures.

The capsule of the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.

| Location | Type |
|----------|------|
| N. ASUT | A307 |
| S. ASUT | A307 |
| | |
| | |

ASTM F 1554 Grade 305, ASTM A 449 and AASHTO M 306 Grade 305 anchor bolts may be substituted for the anchor bolts shown above.

Notes in the margin for anchor bolts shall be filled through the hole
holes by the supplier and design shown as required by the manufacturer's
instructions and shall be included in the contract documents.

Prior to setting the bolts, the holes shall be dry and free of dirt and other
portions shall be removed by the use of compressed air or vacuuming.

The anchor bolts furnished and installed including the entire grade of
capacities shall not be paid for separately but shall be included in the unit
price for "Furnishing and Erecting Structural Steel".

ANCHOR BOLT DETAILS
FOR BEARINGS

FOR INFORMATION ONLY

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Date: 08/31/04
mchd05/053-0128/053-0128.dgn

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
3. SUMMARY OF QUANTITIES
4. TYPICAL ROADWAY SECTION
5. GENERAL PLAN DETAILS - S.N. 053-0128 SB
6. REPAIR DETAILS
7. DECK SLAB REPAIR DETAILS
8. RAIL TERMINAL SECTION DETAILS
9. TRAFFIC BARRIER TERMINAL TYPE 5 ANCHORING DETAILS

STANDARDS

- 630001-05 STEEL PLATE BEAM GUARDRAIL
631026-02 TRAFFIC BARRIER TERMINAL, TYPE 5 AND 5A
701101-01 OFF-ROAD OPERATIONS, MULTILANE LESS THAN 4.5 m (15') AWAY
FOR SPEEDS > 45 MPH
701106-01 OFF-ROAD OPERATIONS, MULTILANE MORE THAN 4.5 m (15') AWAY
FOR SPEEDS > 45 MPH
701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
702001-05 TRAFFIC CONTROL DEVICES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROPOSED HIGHWAY PLANS FAI 55 (I-55) SECTION (53-5B-1)I

LIVINGSTON COUNTY

C - 93 - 012 - 05

BRIDGE REPAIR

MCHD CLAIM NO. 707528

PROJECT LOCATION
FAI 55 (SB)
S.N. 053-0128



LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 140 FT. = 0.03 MI.
NET LENGTH = 140 FT. = 0.03 MI.

FOR INFORMATION ONLY

CONTRACT NO. 66536

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------|----------|------------|--------------|-----------|
| 55 | 53-5B-1I | LIVINGSTON | 9 | 1 |
| TOTAL SHEETS | | | | |



FUNCTION CLASSIFICATION
RURAL INTERSTATE

2003 ADT = 22800

P.V. = 76.8% S.U. = 2.6% M.U. = 20.6%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 20, 2004
John P. Kane DISTRICT ENGINEER
December 10, 2004
Mike Hine ENGINEER OF DESIGN AND ENVIRONMENT
December 10, 2004
Victor Mader DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL
UPDATED: **LI** ENGINEERING LTD.
CONSULTING ENGINEERS
DATE: 10/1/04

| | | |
|---------------------------------|-------------------|-----------|
| USER NAME = erkkila | DESIGNED - ARK | REVISED - |
| CHECKED - SFM MTH | REVISED - | |
| PLOT SCALE = | DRAWN - ADS RDF | REVISED - |
| PLOT DATE = 4/2/2018 1:28:19 PM | CHECKED - ARK MTH | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 50 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 232 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| | | | | | |
|---------------------|------------|------------|--------------|-----------|--|
| CONTRACT NO. 66536 | | | | | |
| F.A.I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| 55 | (53-5B-11) | LIVINGSTON | 9 | 3 | |
| STA. | 185+78 | TO STA. | 189+80 | | |
| FED. ROAD DIST. NO. | | BLANKS | | | |

SUMMARY OF QUANTITIES

CONSTRUCTION CODE:

RURAL
100% STATE
SFTY-2A
TOTAL
QUANTITY

| CODE NO. | ITEM | UNIT | QUANTITY |
|----------|--|--------|----------|
| 50104000 | BRIDGE RAIL REMOVAL | FOOT | 9 |
| 50301245 | FORMED CONCRETE REPAIR, (DEPTH EQUAL TO OR LESS THEN 5") | SQ FT | 18 |
| 63000000 | STEEL PLATE BEAM GUARDRAIL TYPE A | FOOT | 13 |
| 63100201 | TRAFFIC BARRIER TERMINAL TYPE 5 (SPECIAL) | EACH | 1 |
| 63200305 | STEEL PLATE BEAM GUARDRAIL REMOVAL | FOOT | 13 |
| 63304700 | TRAFFIC BARRIER TERMINAL REMOVAL TYPE 5 | EACH | 1 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70100305 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 | L SUM | 1 |
| 70100800 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 | L SUM | 1 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 21 |
| X0322919 | CLEAN EXISTING STRUCTURE | EACH | 1 |
| Z0007100 | BRIDGE RAIL (SPECIAL) | FOOT | 9 |
| Z0016300 | DECK SLAB REPAIR (SPECIAL) | SQ YD | 20 |

FOR INFORMATION ONLY

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT.
HORIZ.
DATE 08/31/04

DRAWN BY: RLW
CHECKED BY:

LIVINGSTON COUNTY

SECTION: (53-5B-11)

ROUTE: FAI 55 (I-55)

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LI** BY ENGINEERING LTD.
Consulting Engineers
SINCE 1961

| | | | | | |
|--------------|---------------------|------------|---------|-----------|--|
| USER NAME : | erkkila | DESIGNED - | ARK | REVISED - | |
| | | CHECKED - | SFM MTH | REVISED - | |
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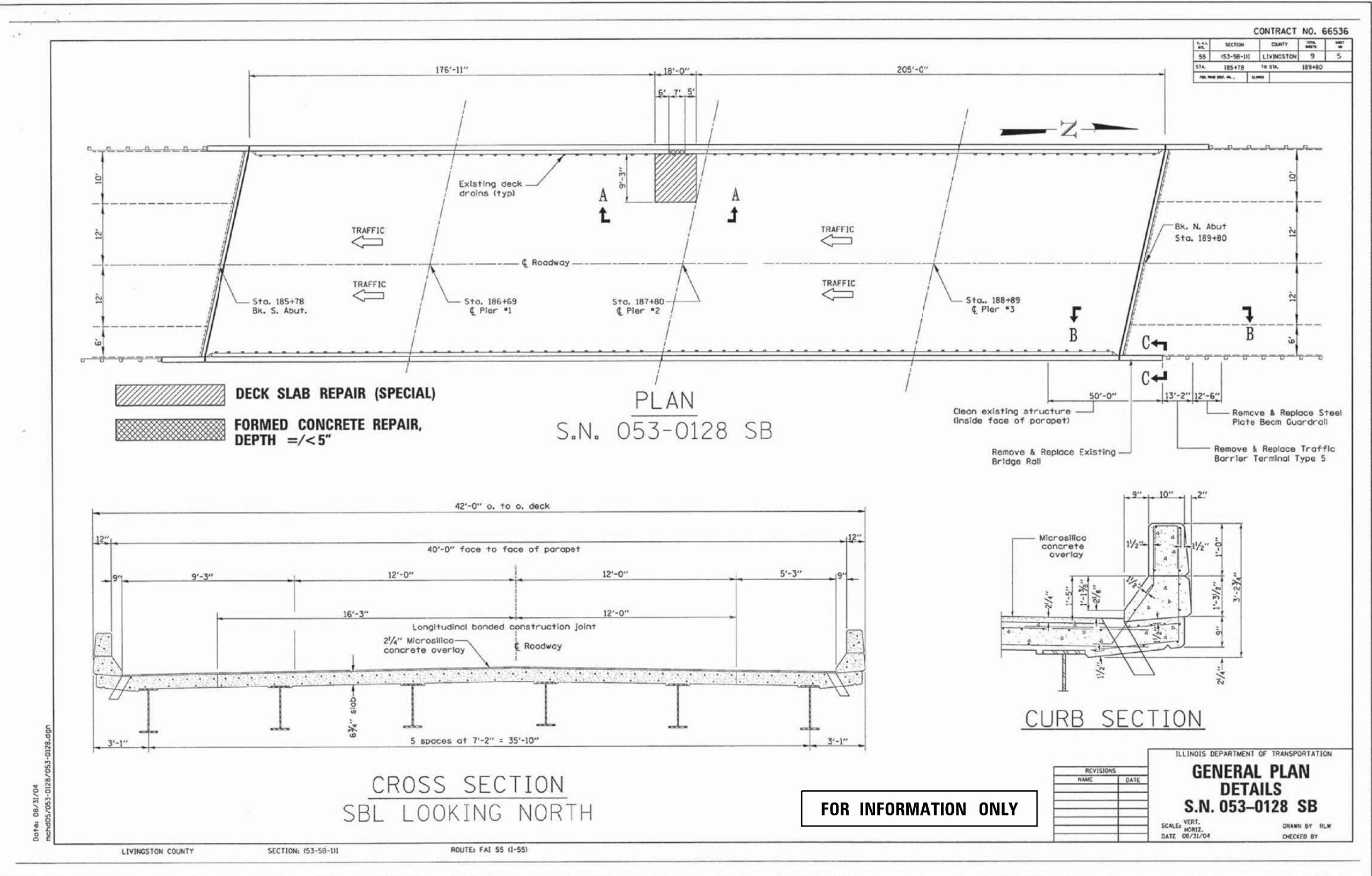
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 51 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 233 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LLN ENGINEERING LTD.**
Consulting Engineers
10/1/01 100-0

| | | | | | |
|--------------|---------------------|------------|---------|-----------|--|
| USER NAME = | erkkila | DESIGNED - | ARK | REVISED - | |
| CHECKED - | SFM MTH | REVISIED - | | | |
| PLOT SCALE = | | DRAWN - | ADS RDF | REVISED - | |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

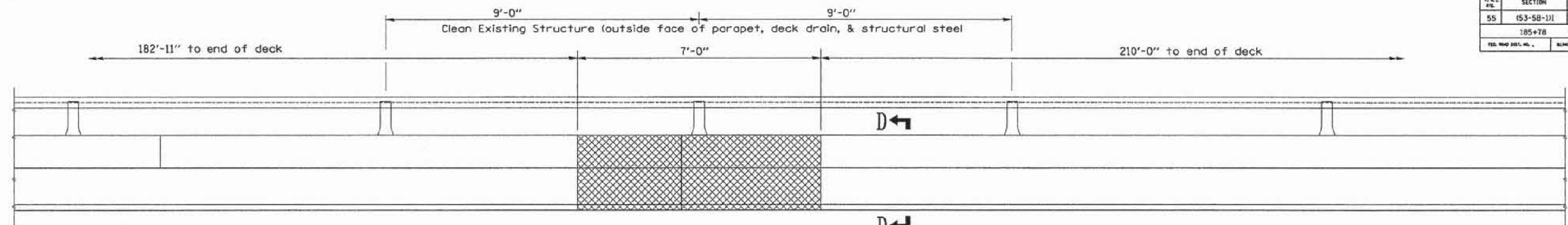
SHEET NO. 52 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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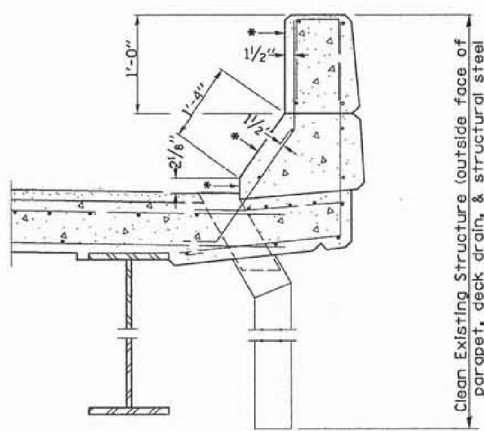
CONTRACT NO. 66536

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 55 | (53-58-11) | LIVINGSTON | 9 | 6 |
| 185+78 | | TO STA. | 189+80 | |
| FED. ROAD DIST. NO. | | REMARKS | | |



VIEW A-A

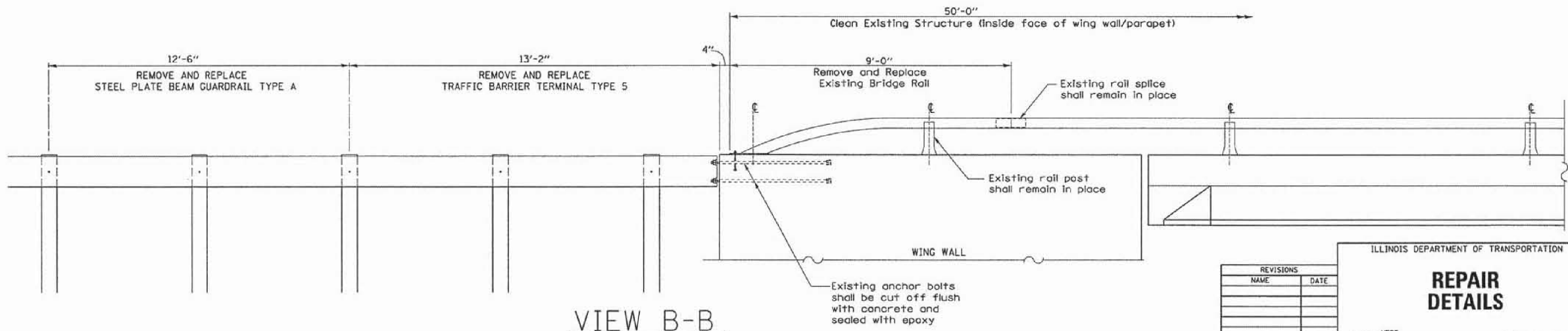
FORMED CONCRETE REPAIR,
DEPTH \approx 5"



SECTION D-D

*Areas of Formed Concrete Repair

FOR INFORMATION ONLY



VIEW B-B

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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| ILLINOIS DEPARTMENT OF TRANSPORTATION | |
|---------------------------------------|----------------------------|
| REPAIR DETAILS | |
| SCALE: VERT. DATE 08/31/04 | DRAWN BY RLW CHECKED BY |

LIVINGSTON COUNTY SECTION: (53-58-11) ROUTE: FAI 55 (I-55)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 53 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|------------|--------------|---------------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 235 |
| CONTRACT NO. 66B64 | | | | ILLINOIS FED. AID PROJECT |

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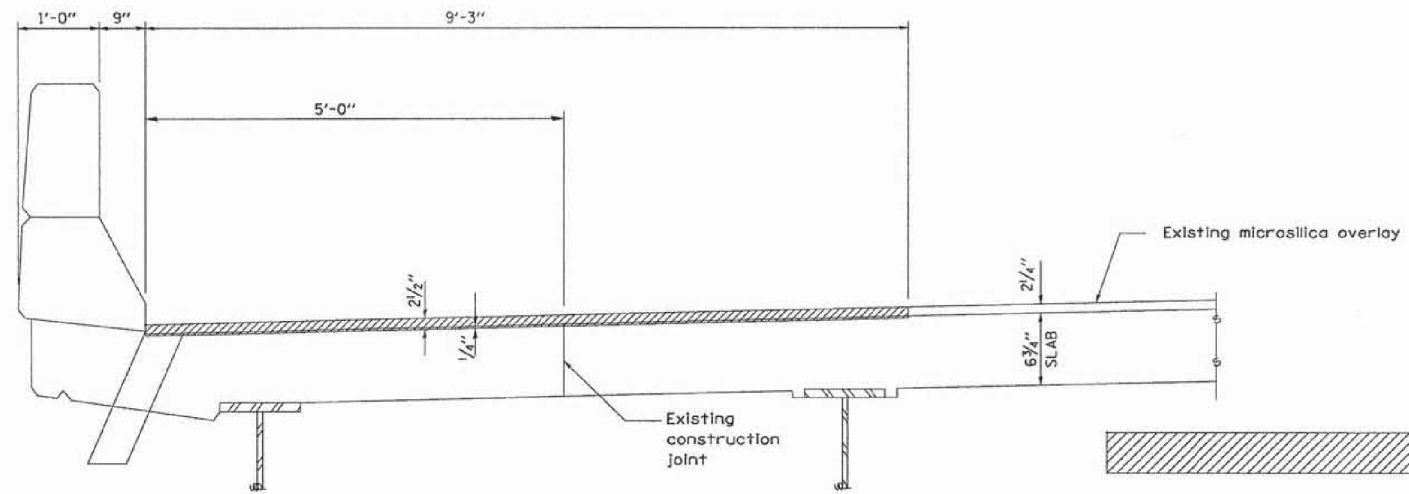
LIVINGSTON COUNTY

SECTION: (53-SB-11)

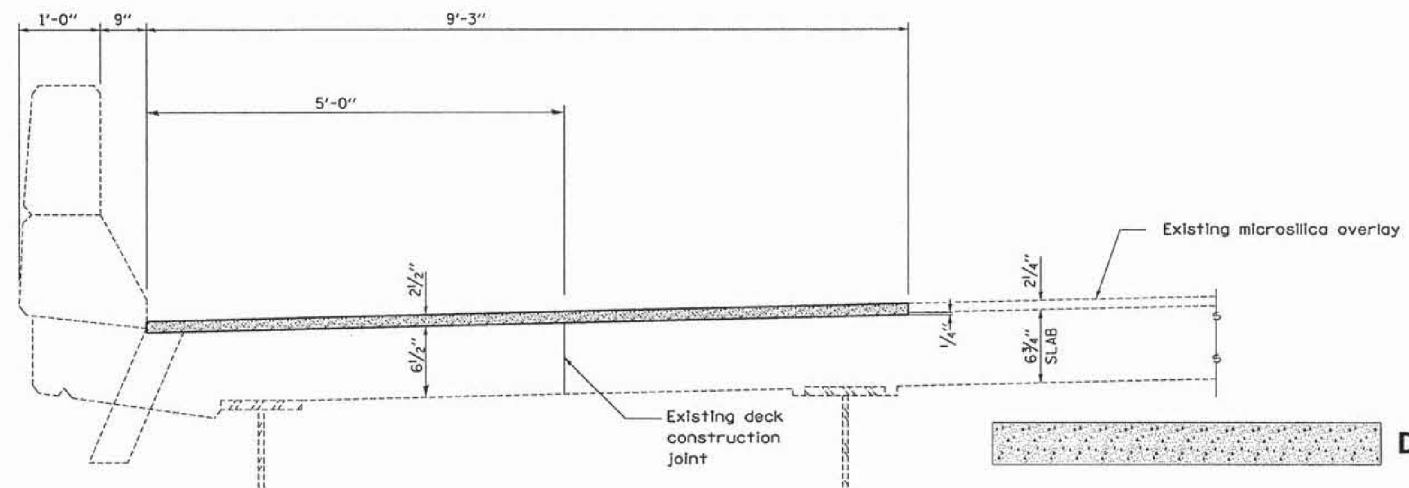
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CONTRACT NO. 66536

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| 55 | (53-SB-11) | LIVINGSTON | 9 | 7 |
| STA. 185+78 | TO STA. 189+80 | | | |
| FED. AID PROJ. NO. | ILLINOIS | | | |



EXISTING SECTION



PROPOSED SECTION

FOR INFORMATION ONLY

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK SLAB REPAIR
DETAILS

SCALE: VERT.
HORIZ.
DATE 08/31/04

DRAWN BY RLW
CHECKED BY

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LYN ENGINEERING LTD.**
Consulting Engineers
101/101 101-101

USER NAME = erkkila
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

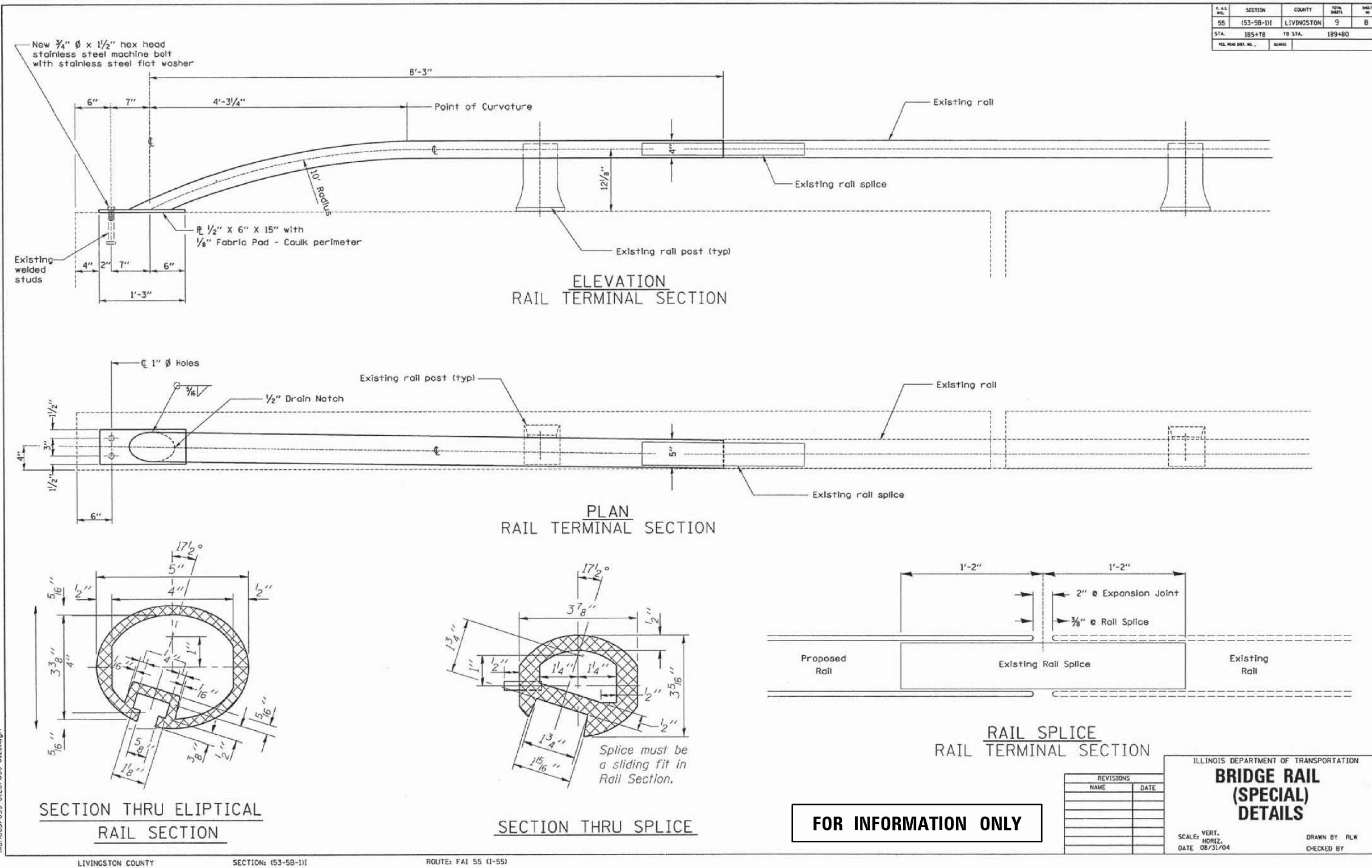
EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 54 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|------------|--------------|-----------|
| 55 | (53-SB-11) | LIVINGSTON | 722 | 236 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **BY ENGINEERING/ILTO**
Consulting Engineers
10/1/01 100-0

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PLOT SCALE: DRAWN: ADS RDF
PLOT DATE: 4/2/2018 1:30:07 PM

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CHECKED: SFM MTH
DRAWN: ADS RDF
CHECKED: ARK MTH

REVISED: -
REVISED: -
REVISED: -
REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 55 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 237 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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Date: 08/31/04
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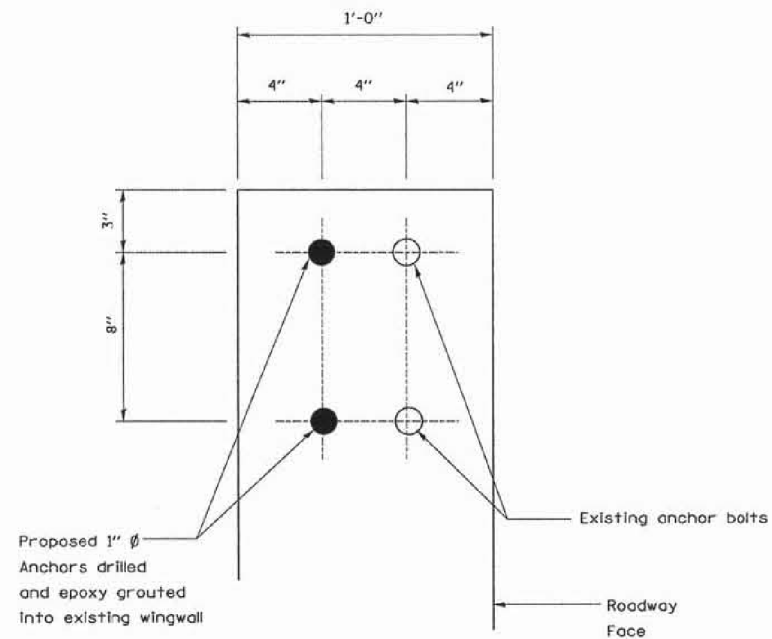
LIVINGSTON COUNTY

SECTION: (53-SB-11)

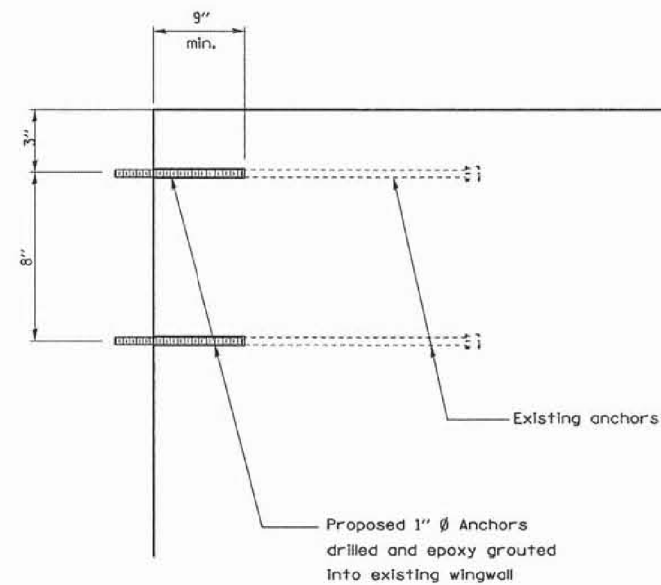
ROUTE: FAI 55 (I-55)

CONTRACT NO. 66536

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|------------|------------|-----------------|--------------|
| 55 | (53-SB-11) | LIVINGSTON | 9 | 9 |
| STA. | 185+78 | TO STA. | 189+80 | |
| FED. ROAD DIST. NO. | | KLING | | |



VIEW C-C



WING WALL ELEVATION

FOR INFORMATION ONLY

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC BARRIER
TERMINAL TYPE 5
ANCHORING DETAILS**

SCALE: VERT.
HORIZ.
DATE 08/31/04

DRAWN BY RLW
CHECKED BY

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LYN ENGINEERING LTD.**
Consulting Engineers
1015 Mt. St. Louis

| | | | | | |
|--------------|---------------------|------------|---------|-----------|--|
| USER NAME = | erkkila | DESIGNED - | ARK | REVISED - | |
| | | CHECKED - | SFM MTH | REVISED - | |
| PLOT SCALE = | | DRAWN - | ADS RDF | REVISED - | |
| PLOT DATE = | 4/2/2018 1:31:54 PM | CHECKED - | ARK MTH | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 56 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|-----------------|--------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 238 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | |
|----------|------------------|
| ILLINOIS | FED. AID PROJECT |
|----------|------------------|

MODEL: Default
FILE NAME: pw:\3\IL084EBID\INTEG\Illinois.gov\PW\DOT\Documents\DOT Offices\District 3\Projects\ID366B64\CADData\CADDrawings\Lin Engineering 3-29-2018\Structure Plans\SN 053-012860129\Design Plans\0128.0129_EXIST PLANS.dgn

| CODE NO. | ITEM | UNIT | CONSTR. CODE |
|----------|--|--------|--------------|
| | | | MCHD FUNDS |
| | | | 100% STATE |
| | | | ROADWAY |
| | | | 0014 |
| | | | RURAL |
| 25000210 | SEEDING, CLASS 2A | ACRE | 0.34 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 31 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 31 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 31 |
| 25100115 | MULCH, METHOD 2 | ACRE | 0.34 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 135 |
| 50102400 | CONCRETE REMOVAL | CU YD | 26.9 |
| 50300100 | FLOOR DRAINS | EACH | 4 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 4.7 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 22.3 |
| 50300260 | BRIDGE DECK GROOVING | SO YD | 62.5 |
| 50500405 | FURNISHING AND ERECTING STRUCTURAL STEEL | POUND | 23810 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 7040 |
| 50800530 | MECHANICAL SPLICERS | EACH | 240 |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 4 |
| 59200101 | BRIDGE WASHING NO. 1 | EACH | 1 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 600 |
| 70600350 | IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3 | EACH | 1 |
| 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 50 |
| 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 250 |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 125 |
| X0325969 | PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD | CAL DA | 40 |
| X0326867 | RADAR SPEED TRAILER | CAL MO | 1 |
| X0326880 | MESSAGE BOARD VEHICLE DRIVER | HOURL | 320 |
| X5870015 | BRIDGE DECK CONCRETE SEALER | SQ FT | 715 |
| X7010208 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL) | EACH | 1 |
| Z0001903 | STRUCTURAL STEEL REMOVAL | POUND | 34810 |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 24 |
| Z0050100 | REMOVE AND RE-ERECT EXISTING HANDRAIL | FOOT | 46 |
| Z0073300 | TEMPORARY SHORING AND CRIBBING | L SUM | 1 |

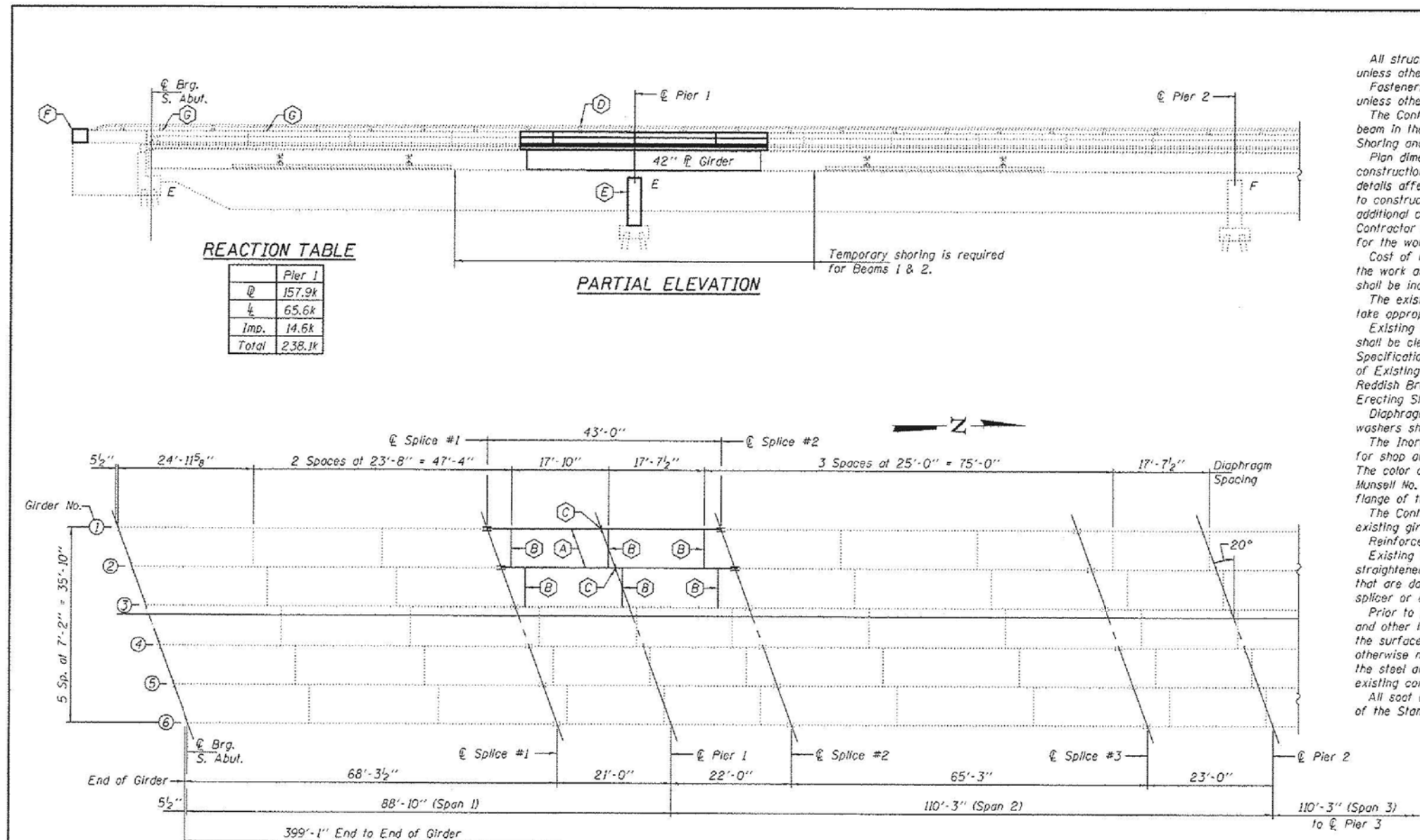
• SPECIALITY ITEM

| | | | | | | | | | | | | | | |
|---|------------------------------|--------------------------|---------------------|---|-----------------------|---------------------------|--------------|------------|----|---|---------|--------|-----------------|--------------|
| FILE NAME : | USER NAME : woodshankr1 | DESIGNED - RON WOODSHANK | REVISED - 8/29/2013 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.I. RTE. | | | | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\pw\work\pawido\woodshankr1\02347307 | 0368016-shr-detail.dgn | DRAWN - RON WOODSHANK | REVISED - | | | 55 | (53-58-111-3 | LIVINGSTON | 15 | 3 | | | | |
| MODEL NAME : | PLOT SCALE : 100.0000' / in. | CHECKED - YOGESH PATEL | REVISED - | | | CONTRACT NO. 66D16 | | | | | | | | |
| | PLOT DATE : 9/3/2013 | DATE - 8/5/2013 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| SCALE: | | | | | | SHEET 1 OF 1 SHEETS | | | | | | | | |

FOR INFORMATION ONLY

| | | | | | | | | | | | |
|--|--|---------------------------------|-------------------|-----------|---|---|---------------------------|-----------|------------|-----------------|--------------|
| ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL | UPDATED: UN ENGINEERING LTD Consulting Engineers U-11011-100-0 | USER NAME = erkkl0a | DESIGNED - ARK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS (FOR INFORMATION ONLY) STRUCTURE NOS. 053-0128 & 053-0129 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | CHECKED - SFM MTH | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 240 |
| | | PLOT SCALE = | DRAWN - ADS RDF | REVISED - | | | CONTRACT NO. 66B64 | | | | |
| | | PLOT DATE = 4/2/2018 1:34:10 PM | CHECKED - ARK MTH | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | | SHEET NO. 58 OF 65 SHEETS | | | | | | | | | |

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318\Structure Plans\053-0128&0129\Design Plans\0128.0129_EXIST PLANS.dgn



REACTION TABLE

| | Pier 1 |
|-------|--------|
| Q | 157.9k |
| L | 65.6k |
| Imp. | 14.6k |
| Total | 238.1k |

PARTIAL ELEVATION

PARTIAL FRAMING PLAN (N.B. LANES)

- (A) - Remove and Replace Girder Segment
- (B) - Replace Diaphragm and top and bottom clip L's
- (C) - Remove & Replace Bearing
- (D) - Re-erect Handrail
- (E) - Pier Reconstruction
- (F) - Wingwall Reconstruction
- (G) - Structural Repair of Concrete (Depth $\leq 5"$). Actual location & quantities to be determined by the engineer in the field



EXPIRES 11-30-2014

FOR INFORMATION ONLY

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
Fasteners shall be high strength bolts. Bolts $\frac{1}{2}$ " ϕ , open holes $\frac{1}{8}$ " ϕ , unless otherwise noted.
The Contractor shall provide support and/or shoring systems for the slab and beam in the area of existing beam removal. See Special Provisions "Temporary Shoring and Cribbing" and "Temporary Slab Support System."
Plan dimensions and details relative to existing plans are 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.
Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Standard Specifications and the GBSP "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5YR 3/4. Cost included with Furnishing and Erecting Structural Steel.
Diaphragm connection holes shall be $\frac{1}{8}$ " ϕ for $\frac{3}{4}$ " ϕ bolts. Two hardened washers shall be required at diaphragm connections.
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. 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 Reddish Brown, Munsell No. 2.5YR 3/4.
The Contractor is responsible for the method of supporting the portion of existing girder to be removed prior to removal operations.
Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splitter or anchorage system. Cost included with Concrete Removal.
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. 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 included in the pay item covering removal of the existing concrete.
All soot on the underside of the bridge shall be removed according to Article 592 of the Standard Specifications to the satisfaction of the Engineer.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|---------|----------|
| Furnishing and Erecting Structural Steel | Pound | 23810 |
| Structural Steel Removal | Pound | 34810 |
| Temporary Shoring and Cribbing | L.S. | 1 |
| Concrete Removal | Cu. Yd. | 26.9 |
| Concrete Structures | Cu. Yd. | 4.7 |
| Concrete Superstructure | Cu. Yd. | 22.3 |
| Reinforcement Bars, Epoxy Coated | Pound | 7040 |
| Bridge Deck Grooving | Sq. Yd. | 62.5 |
| Bridge Deck Concrete Sealer | Sq. Ft. | 715 |
| Floor Drains | Each | 4 |
| Mechanical Splicers | Each | 240 |
| Remove and Re-Erect Existing Handrail | Foot | 46 |
| Structural Repair of Concrete (Depth $\leq 5"$) | Sq. Ft. | 24 |
| Bridge Washing No. 1 | Each | 1 |
| Anchor Bolt 1" ϕ | Each | 4 |

| | | |
|----------|--------------------|-----------------|
| DESIGNED | EXAMINED | DATE |
| CHECKED | Timothy A. Doherty | AUGUST 30, 2013 |
| DRAWN | DAVID CARL PUZEY | REVISED |
| CHECKED | DAVID CARL PUZEY | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
F.A.I. ROUTE 55 OVER THE VERMILION RIVER
SN 053-0129 (NB)

SHEET NO. 1 OF 7 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|--------------|------------|--------------|-----------|
| 55 | (53-59-11-5) | LIVINGSTON | 15 | 2 |
| CONTRACT NO. 66D16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

ORIGINAL: F. GRAHAM
UPDATED: LIN ENGINEERING LTD.
ENGINEERING & ENVIRONMENTAL

| | | | | | |
|--------------|---------------------|------------|---------|-----------|--|
| USER NAME = | erkhila | DESIGNED - | ARK | REVISED - | |
| | | CHECKED - | SFM MTH | REVISED - | |
| PLOT SCALE = | | DRAWN - | ADS RDF | REVISED - | |
| PLOT DATE = | 4/2/2018 1:38:24 PM | CHECKED - | ARK MTH | REVISED - | |

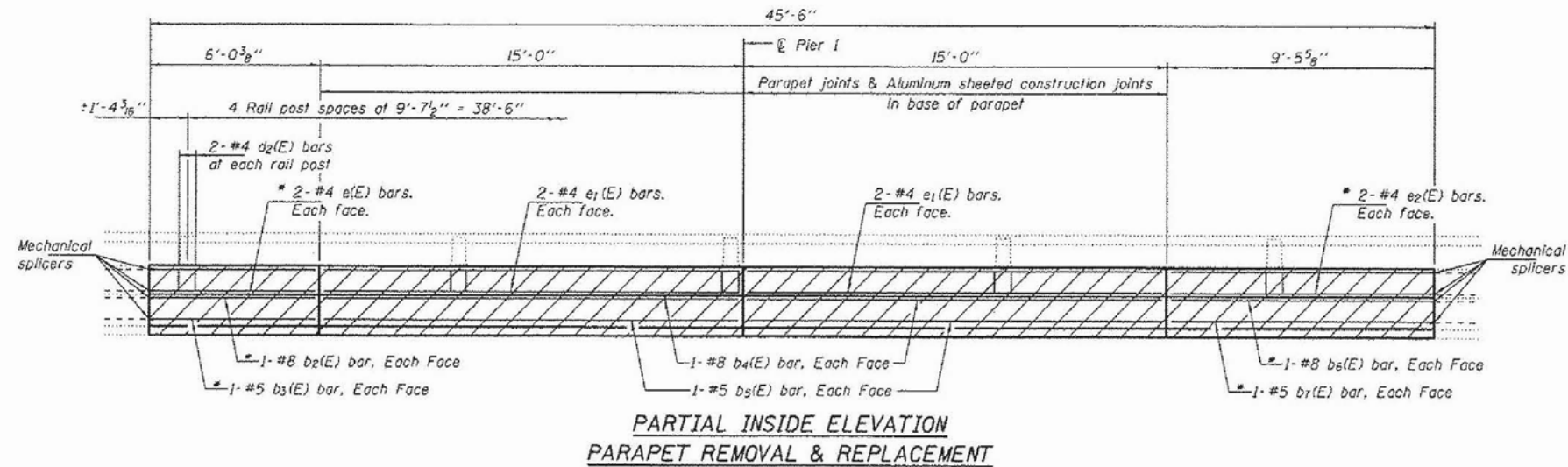
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

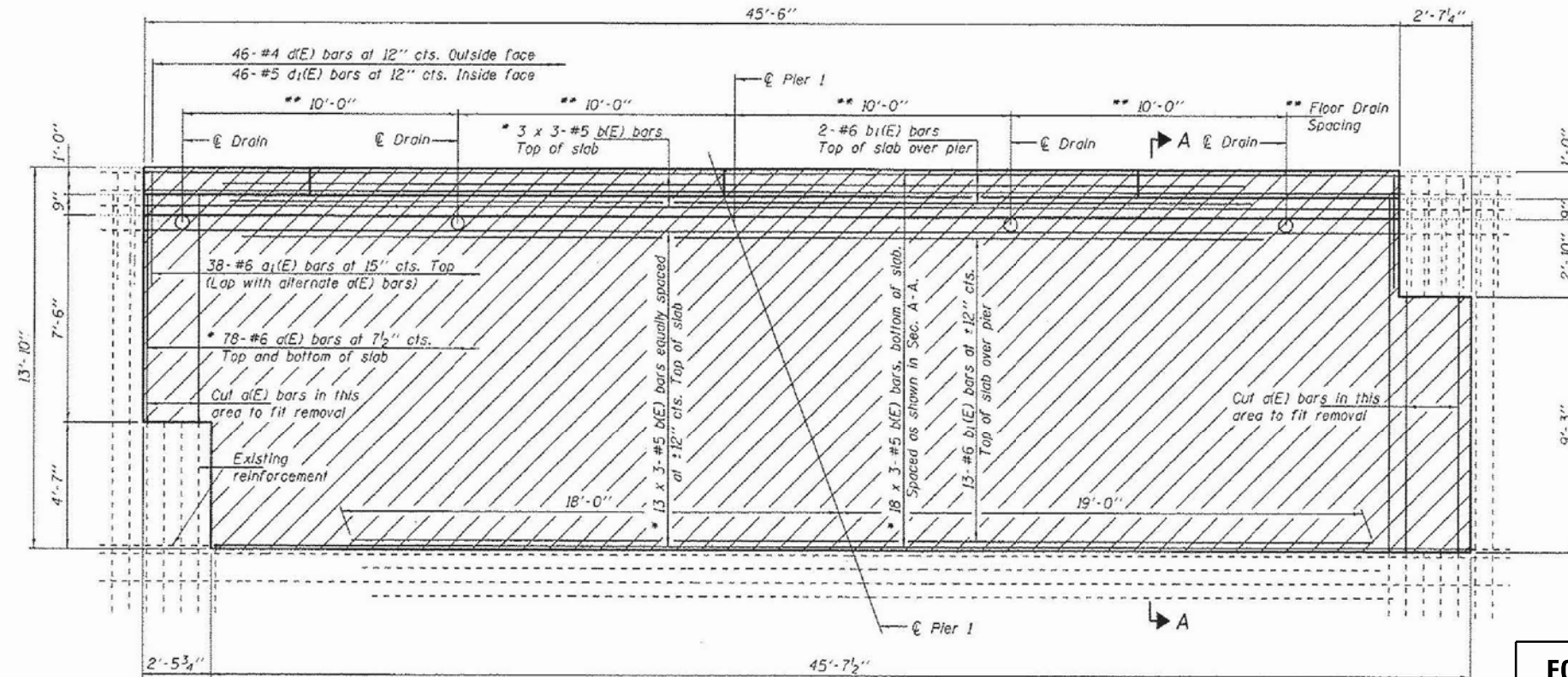
SHEET NO. 59 OF 65 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|--------------|------------|--------------|-----------|
| 55 | (53-59-11-5) | LIVINGSTON | 722 | 241 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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MINIMUM BAR LAP
#5 bar = 2'-7"



FOR INFORMATION ONLY

- * Attach to existing reinforcement with mechanical splicers. Existing reinforcement to extend 6" min. into the removal area to allow attachment of the mechanical splicers.
- ** 10'-0" spacing measured from \varnothing Pier on both sides. Space drains to miss diaphragms.

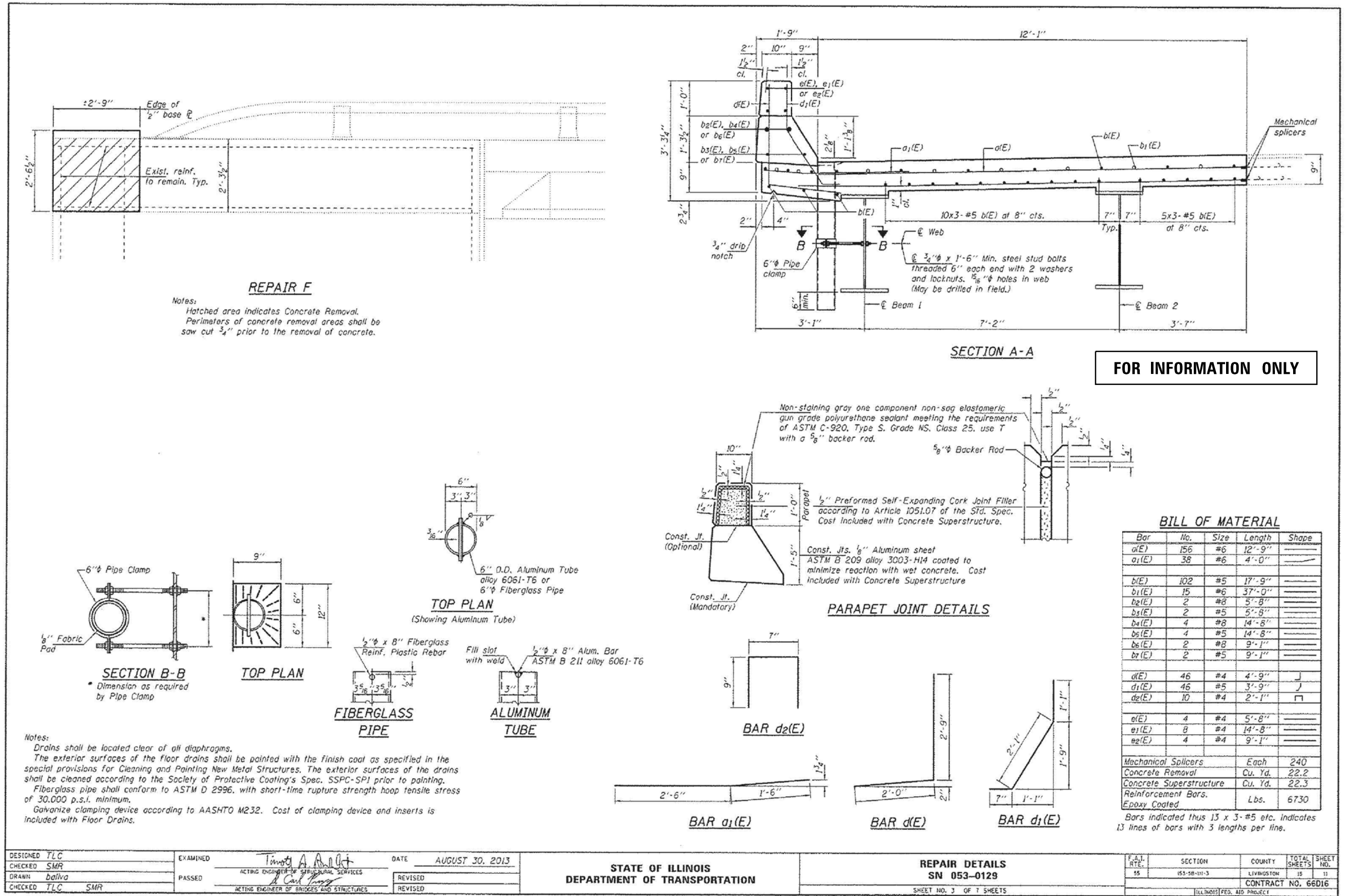
PARTIAL PLAN
CONCRETE REMOVAL & REPLACEMENT

Notes:
See sheet 3 of 7 for Section A-A, superstructure details and Bill of Material.
Bars indicated thus 13 x 3-#5 etc. indicates 13 lines of bars with 3 lengths per line.
Hatched areas indicate Concrete Removal and Concrete Superstructure.
Perimeters of concrete removal areas shall be saw cut 3/4" prior to the removal of concrete.

| | | | | | | | | | |
|-------------------------|----------|----------------------|---|-------------------------------|---------------------------|---------|------------|-----------------|--------------|
| DESIGNED TLC | EXAMINED | DATE AUGUST 30, 2013 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | REPAIR DETAILS SN 053-0129 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| CHECKED SMR | PASSED | REVISED | | | 55 | 53-5R&I | LIVINGSTON | 15 | 10 |
| DRAWN baliva | | REVISED | | | | | | | |
| CHECKED TLC SMR | | | | | | | | | |
| SHEET NO. 2 OF 7 SHEETS | | | | | CONTRACT NO. 66016 | | | | |
| | | | | | ILLINOIS FED. AID PROJECT | | | | |

| | | | | | | | | | | | |
|---------------------------|-------------------------------|--------------------|--------------------------------|------------|---|---|----------------|-----------|------------|-----------------|--------------|
| ORIGINAL: FEHR GRAHAM | UPDATED: LIN ENGINEERING LTD. | USER NAME: erkklia | DESIGNED: ARK | REVISED: - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS (FOR INFORMATION ONLY) STRUCTURE NOS. 053-0128 & 053-0129 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | CHECKED: SFM MTH | REVISED: - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 242 |
| | | | PLOT SCALE: - | REVISED: - | | | | | | | |
| | | | DRAWN: ADS RDF | REVISED: - | | | | | | | |
| | | | CHECKED: ARK MTH | REVISED: - | | | | | | | |
| | | | PLOT DATE: 4/2/2018 1:38:44 PM | | | | | | | | |
| SHEET NO. 60 OF 65 SHEETS | | | | | | CONTRACT NO. 66B64 | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **IN ENGINEERING**
CONSULTING ENGINEERS

USER NAME = erkklia
DESIGNED - ARK
CHECKED - SFM MTH
DRAWN - ADS RDF
CHECKED - ARK MTH
PLOT SCALE =
PLOT DATE = 4/2/2018 1:39:07 PM

DESIGNED - ARK
CHECKED - SFM MTH
DRAWN - ADS RDF
CHECKED - ARK MTH

REVISED -
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REVISED -
REVISED -

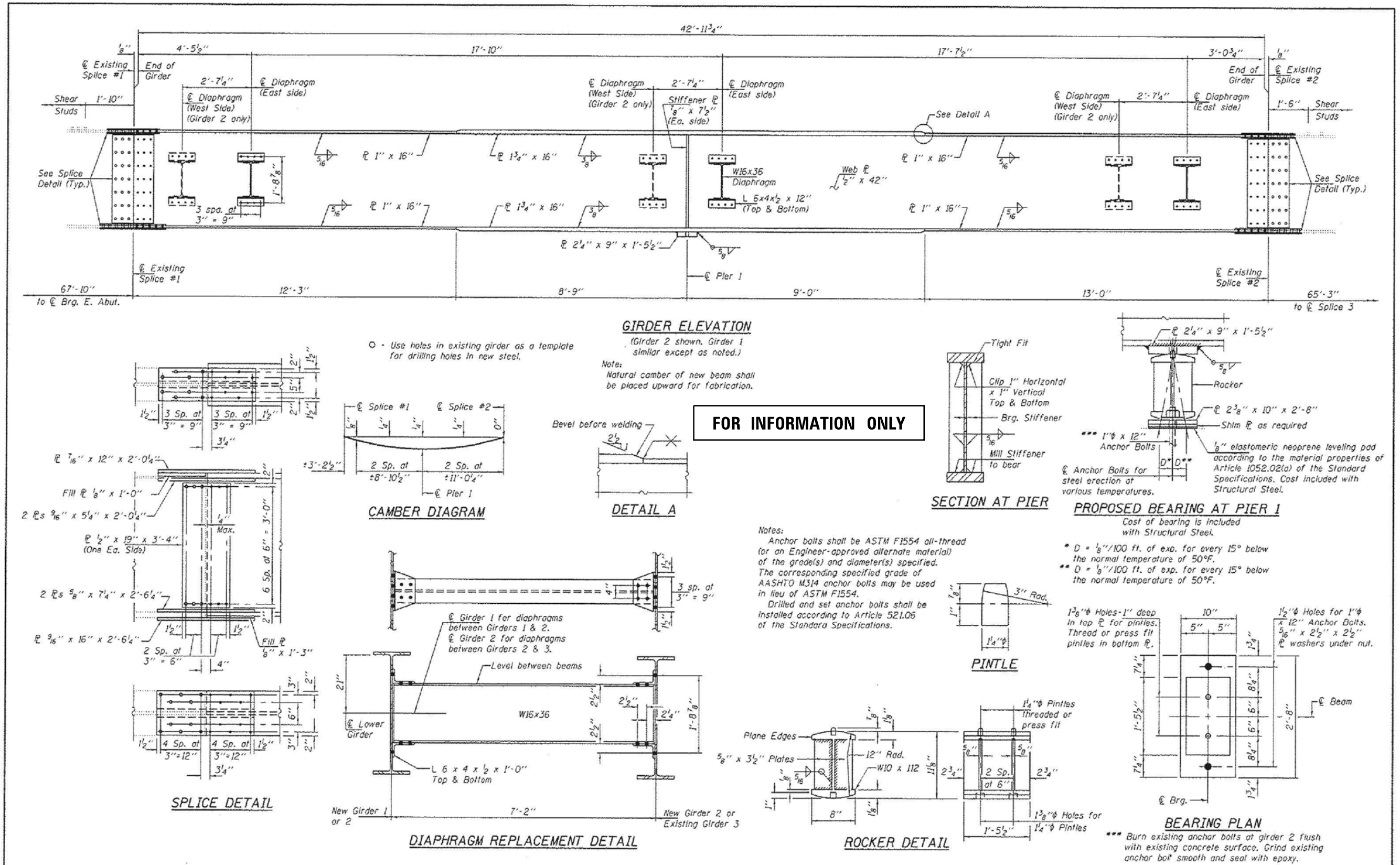
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

SHEET NO. 61 OF 65 SHEETS

F.A.I. RTE. 55
SECTION (53-5R&I)
COUNTY LIVINGSTON
TOTAL SHEETS 722
SHEET NO. 243
CONTRACT NO. 66B64
ILLINOIS FED. AID PROJECT

MODEL: Default
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| | | | | | | | | | | | |
|----------------------|--|-----------------------------|---|--|--|--|---------------------------|------------|------------|-----------------|--------------|
| DESIGNED TLC | EXAMINED Timothy A. Smith | DATE AUGUST 30, 2013 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | GIRDER, DIAPHRAGM & BEARING REPLACEMENT DETAILS SN 053-0129 | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| CHECKED SMR | PASSED ACTING ENGINEER OF STRUCTURAL SERVICES | REVISED | | | | | 55 | (53-51R-1) | LIVINGSTON | 15 | 12 |
| DRAWN Steffen | ACTING ENGINEER OF BRIDGES AND STRUCTURES | REVISED | SHEET NO. 4 OF 7 SHEETS | | CONTRACT NO. 66D16 | | ILLINOIS FED. AID PROJECT | | | | |

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL
UPDATED: **LIN ENGINEERING LTD.**
CONSULTING ENGINEERS
SINCE 1984

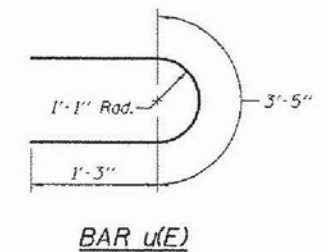
| | | |
|--|--------------------------|-----------|
| USER NAME = erkklia | DESIGNED - ARK | REVISED - |
| PLOT SCALE = | CHECKED - SFM MTH | REVISED - |
| PLOT DATE = 4/2/2018 1:39:26 PM | DRAWN - ADS RDF | REVISED - |
| | CHECKED - ARK MTH | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

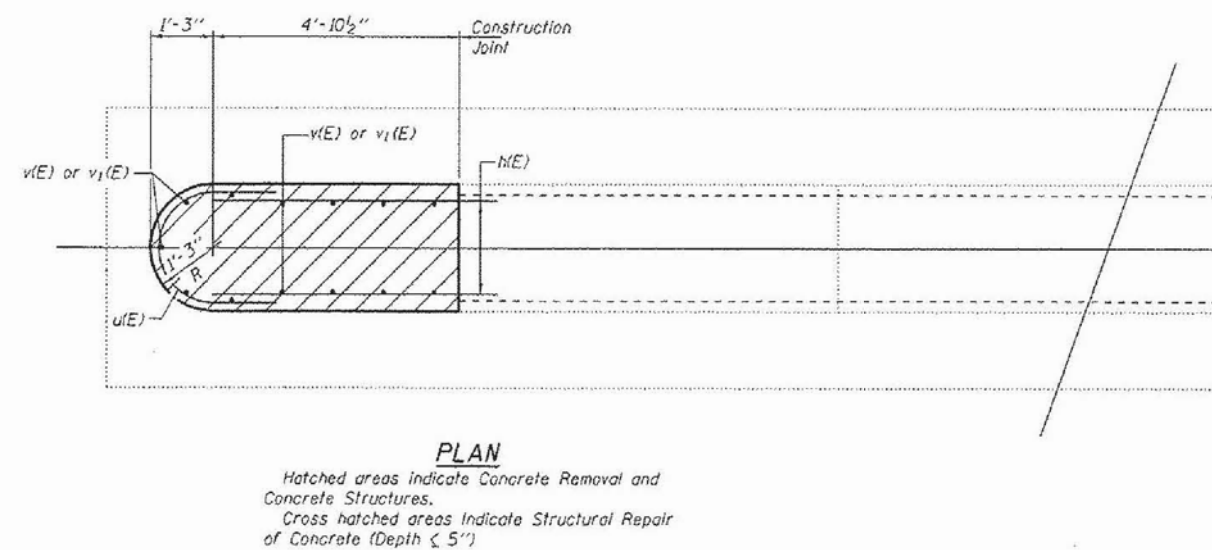
**EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129**

SHEET NO. 62 OF 65 SHEETS

| | | | | |
|---------------------------|------------|------------|-----------------|--------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-51R-1) | LIVINGSTON | 722 | 244 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



* Epoxy grout h(E) & v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



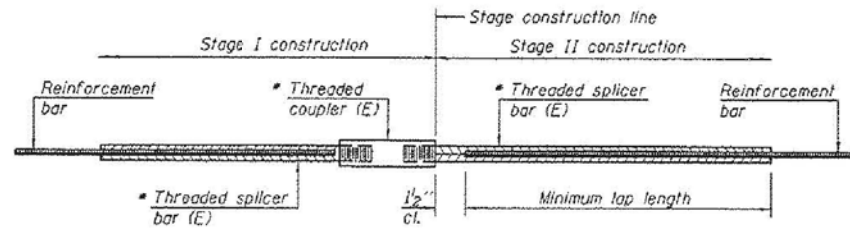
| Bar | No. | Size | Length | Shape |
|---|-----|------|---------|-------|
| h(E) | 18 | #5 | 5'-8" | — |
| u(E) | 9 | #5 | 5'-11" | U |
| v(E) | 13 | #5 | 2'-3" | — |
| v ₁ (E) | 13 | #5 | 8'-6" | — |
| | | | | |
| Concrete Removal | | | Cu. Yd. | 4.7 |
| Concrete Structures | | | Cu. Yd. | 4.7 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 310 |
| Structural Repair of Concrete (Depth ≤ 5") | | | Sq. Ft. | 24 |

*** Dimensions are approximate. Actual areas to be repaired & quantity to be established in the field by the engineer.

| | | | | | | |
|-------------------------------|--|-----------------------------|---|--------------------------------------|--|---------|
| DESIGNED <i>TLC</i> | EXAMINED <i>Timothy A. Ando</i> ACTING ENGINEER OF STRUCTURAL SERVICES | DATE <i>AUGUST 30, 2013</i> | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PIER 1 REPAIR DETAILS SN 053-0129 | F.A.I. RTE. _____ COUNTY _____ 95 153-50-114-3 LIVINGSTON 15 14 SHEET NO. 6 OF 7 SHEETS UNDESIGNED AND PROJECT CONTRACT NO. 66D16 | |
| CHECKED <i>SMR</i> | | PASSED | | | | REVISED |
| DRAWN <i>baliva</i> | | | | | | REVISED |
| CHECKED <i>TLC</i> <i>SMR</i> | | | | | | |

| | | | | | | | | | | | |
|--|---|---------------------------------|-------------------|-----------|---|---|---------------------------|-----------|---------------------------|--------------|-----------|
| <div>ORIGINAL:</div> <div><div>FEHR GRAHAM</div><div>ENGINEERING & ENVIRONMENTAL</div></div> | <div>UPDATED:</div> <div><div>LE</div><div>LIN ENGINEERING LTD.</div><div>Consulting Engineers</div><div>INCORPORATED IN CANADA</div></div> | USER NAME = erkklao | DESIGNED - ARK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS (FOR INFORMATION ONLY) STRUCTURE NOS. 053-0128 & 053-0129 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | CHECKED - SFM MTH | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 246 |
| | | PLOT SCALE = | DRAWN - ADS RDF | REVISED - | | | | | CONTRACT NO. 66B64 | | |
| | | PLOT DATE = 4/2/2018 1:40:07 PM | CHECKED - ARK MTH | REVISED - | | | SHEET NO. 64 OF 65 SHEETS | | ILLINOIS FED. AID PROJECT | | |

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ENGINEERING 3-29-2018\Structure Plans\053-012860\129\Design Plans\0128.0129_EXIST PLANS.dgn



STANDARD BAR SPLICER ASSEMBLY

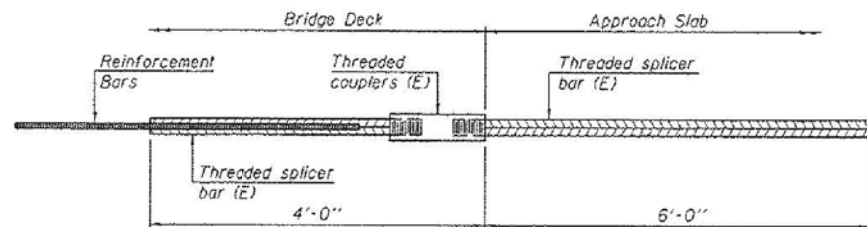
| Bar size to be spliced | Minimum Lap Lengths | | | | | |
|------------------------|---------------------|---------|---------|---------|---------|---------|
| | Table 1 | Table 2 | Table 3 | Table 4 | Table 5 | Table 6 |
| 3, 4 | 1'-5" | 1'-11" | 2'-1" | 2'-4" | 2'-7" | 2'-11" |
| 5 | 1'-9" | 2'-5"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

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar lap, Class C

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

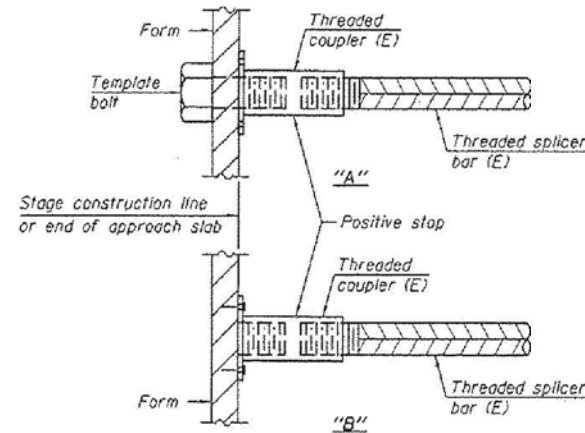
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar size | No. assemblies required | Table for minimum lap length |
|----------|----------|-------------------------|------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |



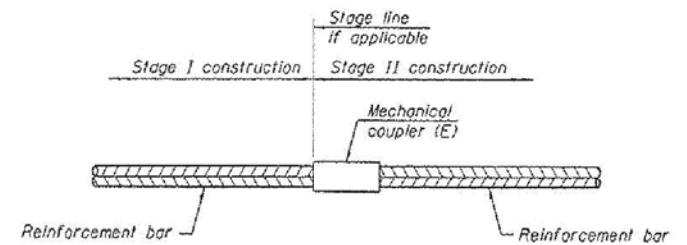
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



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 |
|----------|----------|-------------------------|
| Parapet | #4 | 8 |
| Parapet | #5 | 4 |
| Parapet | #6 | 4 |
| Deck | #5 | 68 |
| Deck | #6 | 156 |

FOR INFORMATION ONLY

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.

BSD-1 1-27-12

| | | | | | | | | | |
|-----------------|----------|----------------------|---|---|----------------|----------------------|-------------------|--------------------|--------------|
| DESIGNED TLC | EXAMINED | DATE AUGUST 30, 2013 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS | F.A.I. RTE. 55 | SECTION 153-50-111-3 | COUNTY LIVINGSTON | TOTAL SHEETS 15 | SHEET NO. 15 |
| CHECKED SMR | PASSED | REVISOR | | SN 053-0129 | | | | CONTRACT NO. 66D16 | |
| DRAWN baliva | | REVISOR | | | | | | | |
| CHECKED TLC SMR | | REVISOR | | | | | | | |

ORIGINAL: FEHR GRAHAM
UPDATED: LIN ENGINEERING LTD.
CONSULTING ENGINEERS
10/1/2018

USER NAME: erkklia
DESIGNED: ARK
CHECKED: SFM MTH
DRAWN: ADS RDF
PLOT DATE: 4/2/2018 1:40:27 PM

DESIGNED: ARK
CHECKED: SFM MTH
DRAWN: ADS RDF
CHECKED: ARK MTH

REVISOR
REVISOR
REVISOR
REVISOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NOS. 053-0128 & 053-0129

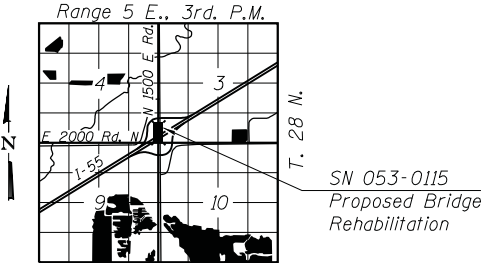
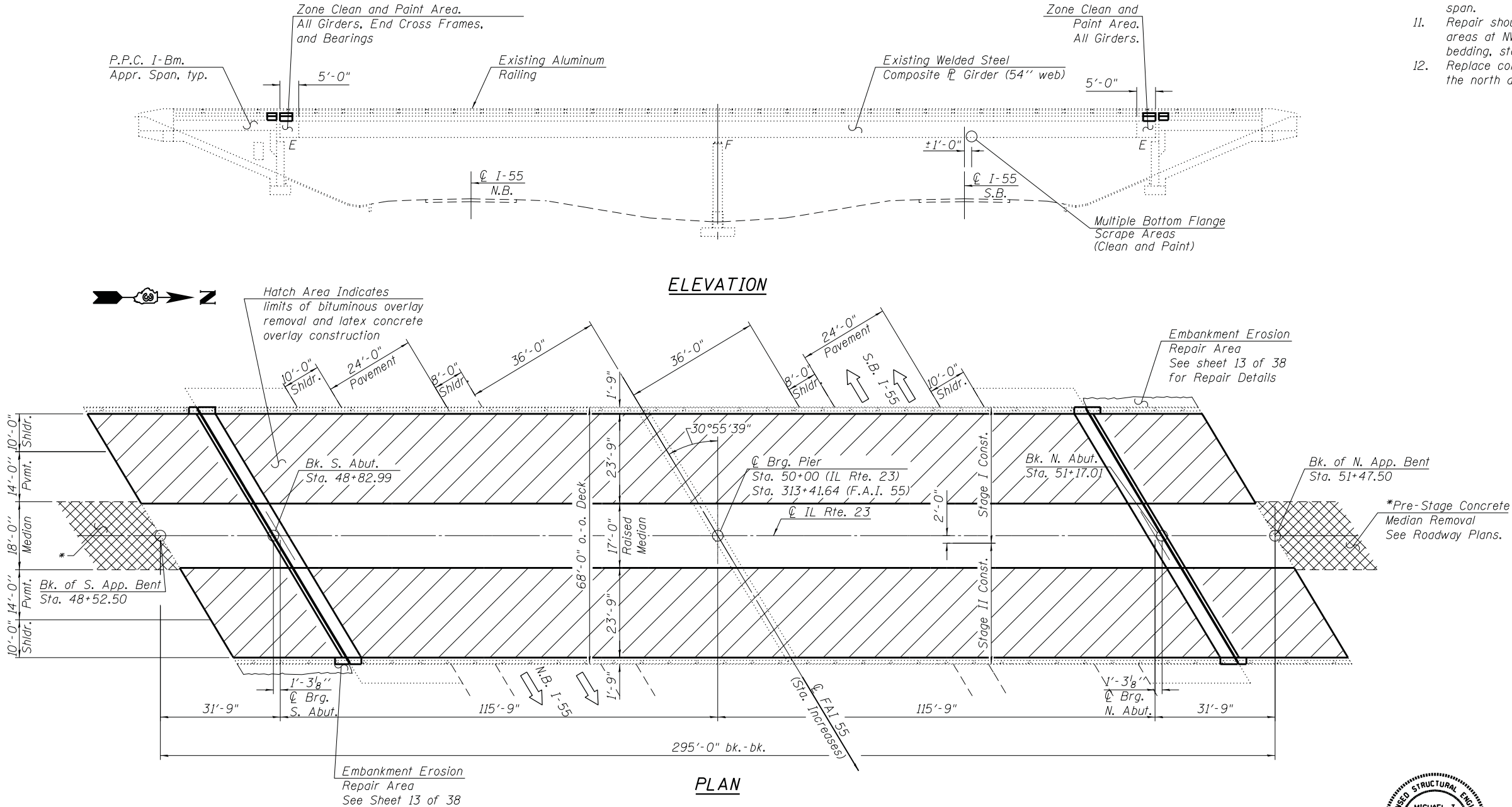
SHEET NO. 65 OF 65 SHEETS

F.A.I. RTE. 55
SECTION (53-5)R&I
COUNTY LIVINGSTON
TOTAL SHEETS 722
SHEET NO. 247
CONTRACT NO. 66B64
ILLINOIS FED. AID PROJECT

Existing Structure: S.N. 053-0115 is a 4-span bridge consisting of a two-span continuous welded steel composite plate girder unit (54" Web) and two precast prestressed concrete I-beam (36" depth) single span approach units with reinforced concrete decks on open vaulted concrete abutments and multi-column pile supported pier. It was constructed in 1972 as Section 53-5HB in Project I-55-5(48)197. In 2000, the existing deck's bituminous wearing surface and waterproofing membrane (W.P.M.) was removed and replaced, deck slab repairs performed, PJS gland material replaced, formed concrete repair and epoxy crack sealing at abutments, along with drain extensions. In 2001, structural steel framing was cleaned and painted; extension of pier crashwall height was done in 2013. See Scope of work for proposed rehabilitation. Traffic will be maintained by Stage Construction.

SCOPE OF WORK

1. Remove existing bituminous concrete overlay & waterproofing membrane system from deck and approach spans.
2. Remove superstructure concrete and P.J.S. expansion joints at abutments.
3. Scarify deck surface of main and approach spans.
4. Perform deck slab repairs.
5. Install new superstructure concrete and preformed joint strip seal expansion joints at abutments.
6. Place latex concrete overlay on main and approach spans.
7. Perform bridge deck grooving to main and approach spans.
8. Epoxy inject parapets and substructure cracks.
9. Perform concrete repairs to superstructure, median, and substructure components.
10. Zone clean and paint structural steel framing and bearings 5 feet from deck expansion joints and girder bottom flange rake areas in north span.
11. Repair shoulder drain undermine area at NW Wing and fill slope erosion areas at NW & SE Curtain walls and protect with filter fabric, aggregate bedding, stone riprap.
12. Replace corrosion damaged conduit & junction box for electric wiring at the north abutment.



LOCATION SKETCH

INDEX OF SHEETS

1. General Plan & Elevation
2. General Notes, Bill of Material and Stage Construction Details
3. Deck Repair Plan
4. Deck Repair Plan (As Built Record)
5. Parapet Repair Details
- 6-8. Expansion Joint Replacement Details
9. Preformed Joint Strip Seal
10. South Abutment Repairs
11. North Abutment Repairs
12. Pier Repairs
13. Miscellaneous Repairs
14. Bar Splicer Assembly & Mechanical Splicer Details
- 15-38. Existing Plans (For Information Only)

GENERAL PLAN & ELEVATION
IL. ROUTE 23 OVER I-55
F.A.I. ROUTE 55 - SECTION (53-5)R&I
LIVINGSTON COUNTY
STATION 313+41.64
STRUCTURE NO. 053-0115



Michael T. Haley 4-2-2018
Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2018

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

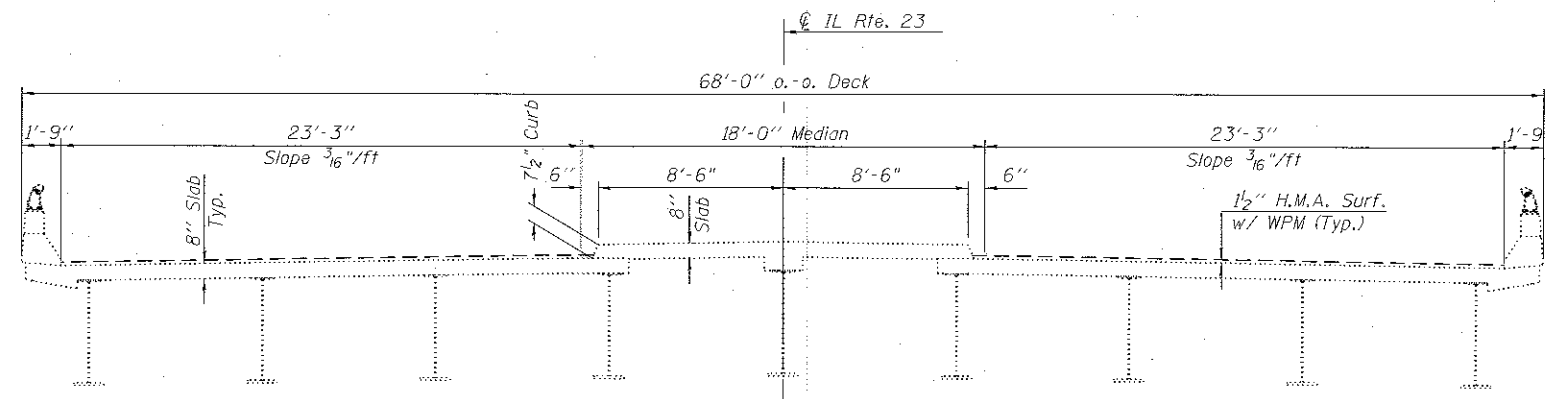
SHEET NO. 1 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
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| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

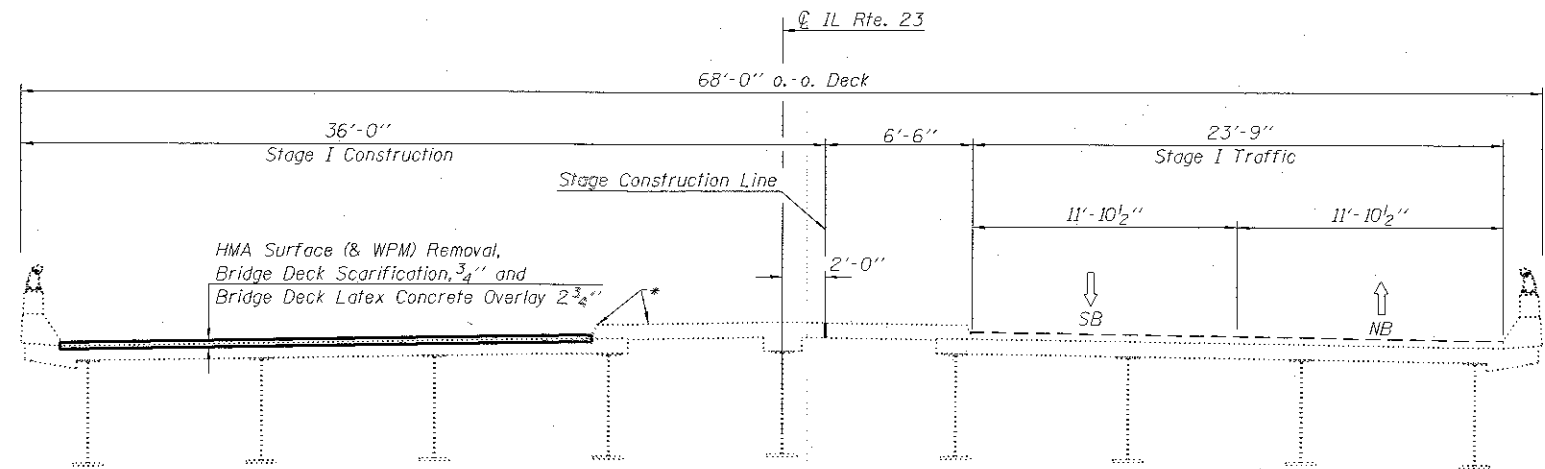
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| | | PLOT SCALE: | DRAWN: ADS JCS | REVISED: |
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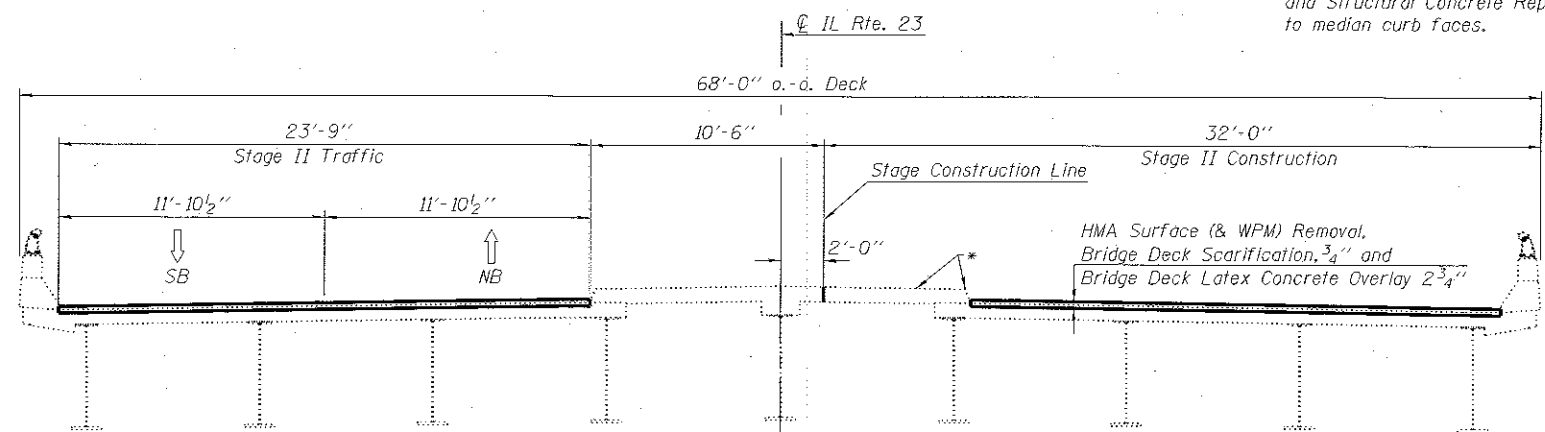


EXISTING CROSS SECTION
(Looking North)



PROPOSED CROSS SECTION - STAGE I CONSTRUCTION
(Looking North)

*Median Deck Slab Repairs and Structural Concrete Repairs to median curb faces.



PROPOSED CROSS SECTION - STAGE II CONSTRUCTION
(Looking North)

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. 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 included in the pay item covering removal of the existing concrete.

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 inch deep shall be identified and reported to the Bureau of Bridges and 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.

Plan dimensions and details relative to existing plans are 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.

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 within 5 ft (measured along the beam) of either side of deck joints shall be cleaned Near White Blast Cleaning-SSPC-SPI0. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning-SSPC-SPJ5.

The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1-OZ/E/U. The color of the final finish coat for all steel surfaces shall be Interstate Green, Munsell No. 7.5 G4/8.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|---|---------|-------|-----|-------|
| Hot Mix Asphalt Surface Removal (Deck) | Sq. Yd. | 1555 | | 1555 |
| Concrete Superstructure | Cu. Yd. | 26.9 | | 26.9 |
| Reinforcement Bars, Epoxy Coated | Pound | 5220 | | 5220 |
| Bridge Deck Scarification 3/4" | Sq. Yd. | 1504 | | 1504 |
| Concrete Removal | Cu. Yd. | 24.5 | | 24.5 |
| Deck Slab Repair (Partial) | Sq. Yd. | 11 | | 11 |
| Deck Slab Repair (Full Depth Type I) | Sq. Yd. | 1 | | 1 |
| Deck Slab Repair (Full Depth Type II) | Sq. Yd. | 2 | | 2 |
| Stone Riprap, Class A3 | Ton | | 72 | 72 |
| Preformed Joint Strip Seal | Foot | 158 | | 158 |
| Bridge Deck Latex Concrete Overlay, 2 3/4" | Sq. Yd. | 1504 | | 1504 |
| Bridge Deck Grooving | Sq. Yd. | 1405 | | 1405 |
| Cleaning and Painting STRUCTURAL STEEL, LOCATION 1 | L. Sum | 1 | | 1 |
| ** Protective Coat | Sq. Yd. | 93 | | 93 |
| Structural Repair of Concrete (Depth Equal or Less Than 5") | Sq. Ft. | 80 | 172 | 252 |
| Structural Repair of Concrete (Depth Greater than 5") | Sq. Ft. | 124 | | 124 |
| Conduit Attached to Structure 3" Dia., Galvanized Steel | Foot | | 73 | 73 |
| Controlled Low Strength Material | Cu. Yd. | | 3 | 3 |
| Epoxy Crack Injection | Foot | 11 | 157 | 168 |
| Protective Shield | Sq. Yd. | 740 | | 740 |
| Bar Splicers | Each | 42 | | 42 |

Note: Quantity for Deck Slab Repair (Partial) is for median slab repairs performed in accordance with Special Provision for Deck Slab Repair.

**Apply to new concrete superstructure areas of expansion joints, parapet repair areas, median curb repair areas, and median deck slab repair areas.

GENERAL NOTES, BILL OF MATERIAL & STAGE CONSTRUCTION DETAILS

STRUCTURE NO. 053-0115

SHEET NO. 2 OF 38 SHEETS

| | | | | | |
|---|---------------------------|-----------|------------|-----------------|--------------|
| S | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 55 | (53-5)R&I | LIVINGSTON | 722 | 249 |
| | CONTRACT NO. 66B64 | | | | |
| | ILLINOIS FED. AID PROJECT | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-------------------------|--------------------------------|---------------------|-----------------------|-----------|
| ORIGINAL: | UPDATED: | USER NAME = erkilaa | DESIGNED - ARK | REVISED - |
| FEHR GRAHAM | UN ENGINEERING LTD. | | CHECKED - GM SFM MTH | REVISED - |
| ENGINEERING CONSULTANTS | Consulting Engineers Surveyors | | DRAWN - ADS JCS | REVISED - |
| | | | CHECKED - ARK SFM MTH | REVISED - |
| | | | | |

PLOT DATE = 4/27/2018 1:43:41 PM

**Underside Spall or Delamination Area on overhang soffit. Contractor shall remove loose concrete, clean exposed reinforcement and paint reinforcement with Aluminum Epoxy Mastic paint system as specified in Article 1008.03 of the Standard Specifications. Cost included in Deck Slab Repair (Full Depth).*

BILL OF MATERIAL



| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Deck Slab Repair (Partial) | Sq. Yd. | 11 |
| Deck Slab Repair (Full Depth Type I) | Sq. Yd. | 1 |
| Deck Slab Repair (Full Depth Type II) | Sq. Yd. | 2 |
| Protective Shield | Sq. Yd. | 740 |
| Structural Repair of Concrete (Depth Equal or Less Than 5") | Sq. Ft. | 25 |
| Structural Repair of Concrete (Depth Greater Than 5") | Sq. Ft. | 124 |

Quantity listed for Deck Slab Repair (Partial) is for estimated repairs done in median area in accordance with Special Provision for Deck Slab Repair.

Estimated quantity for Deck Slab Repair (Partial) in roadway areas to be overlayed is 46 Sq. Yd. for information only. See Special Provision for Bridge Deck Latex Concrete Overlay.

*Note: Quantities and repair areas shown are estimated.
Actual areas are to be determined by the Resident Engineer
and recorded on As-Built Plans. See Sheet 4 of 38.*

CONCRETE REPAIR LEGEND

| | |
|--|---|
|  | Structural Repair of Concrete (Depth $\leq 5"$) @ Curb Face |
| (>)  | Structural Repair of Concrete (Depth $> 5"$) @ Curb Face |

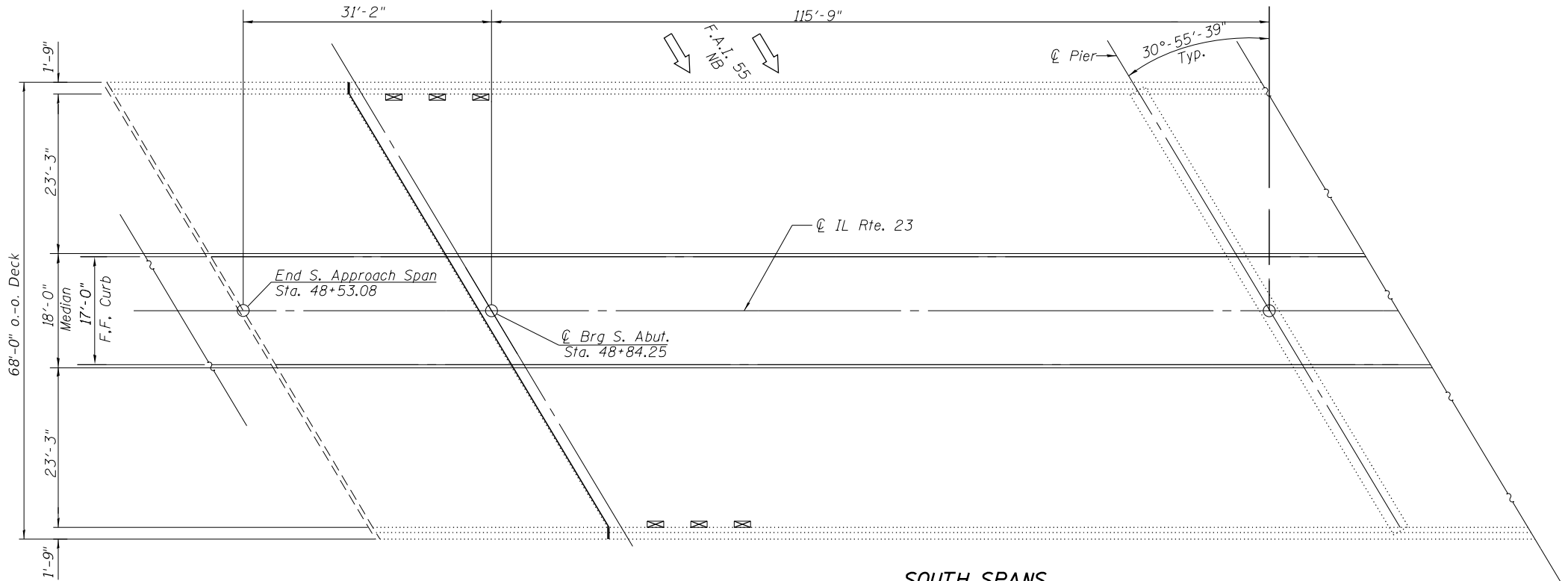
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Protective
Shield

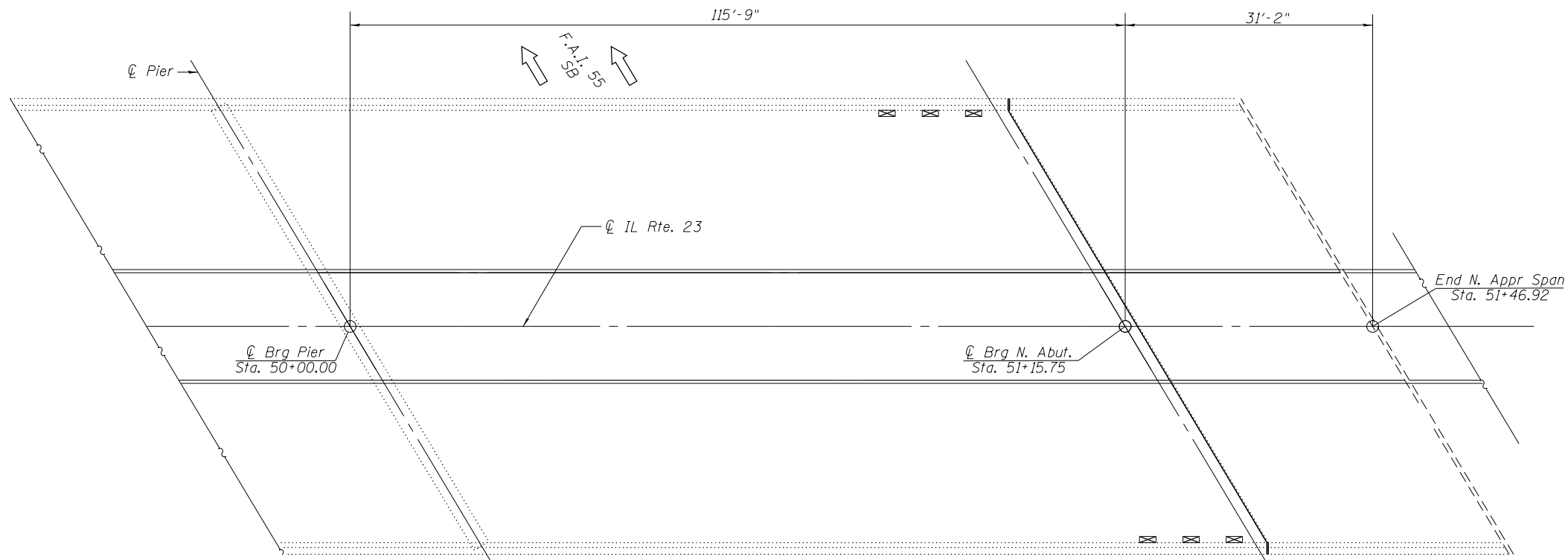
Deck Slab Repair (Partial)

Deck Slab Repair (Full Depth)

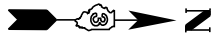
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**SOUTH SPANS
DECK REPAIR PLAN**



**NORTH SPANS
DECK REPAIR PLAN**

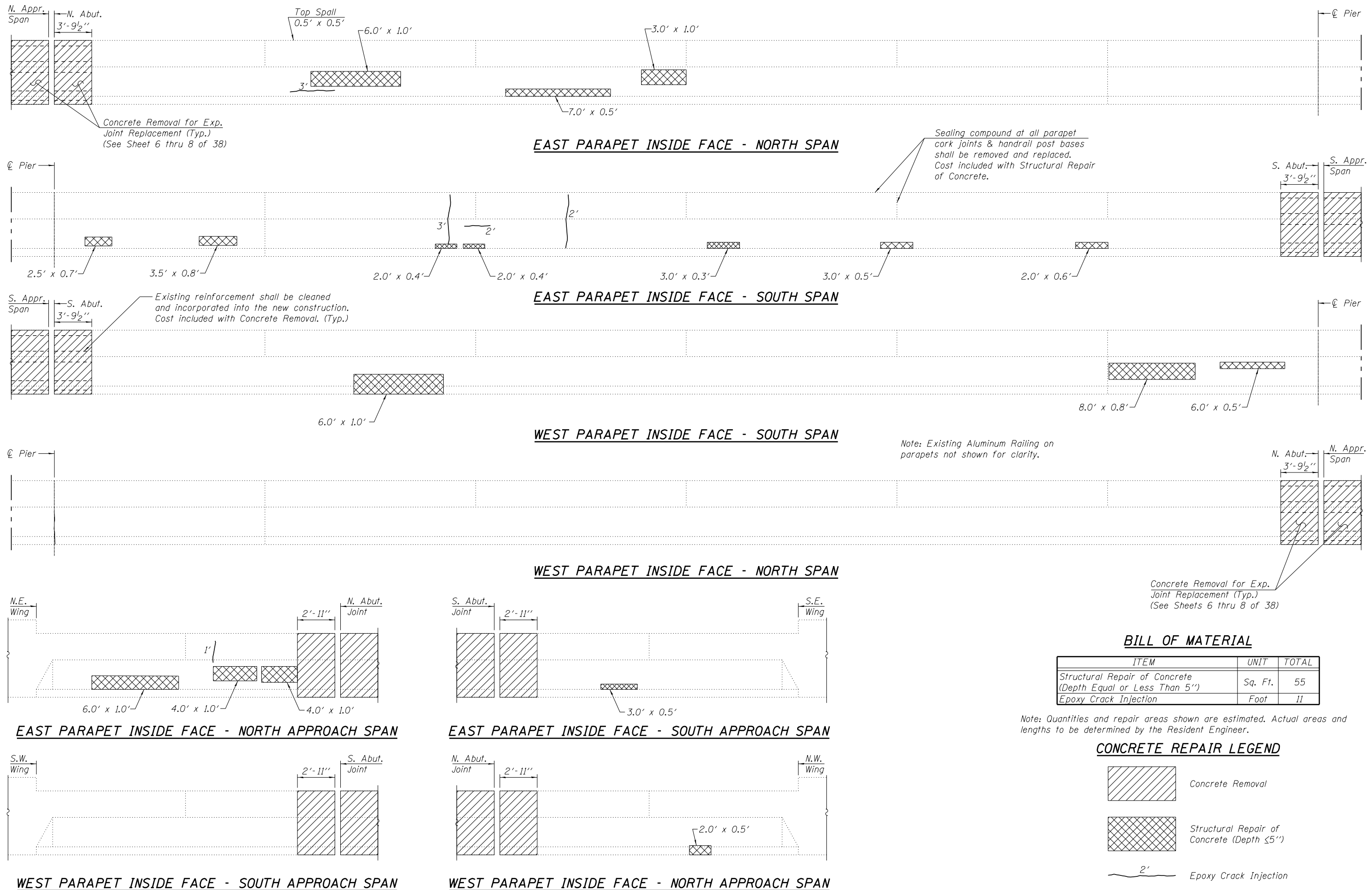


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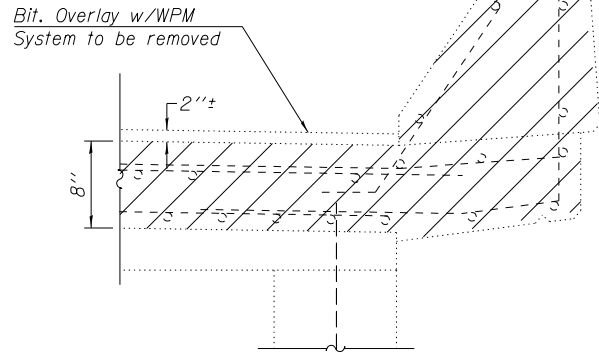
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| Deck Slab Repair (Partial) | Sq. Yd. | |
| Deck Slab Repair (Full Depth Type I) | Sq. Yd. | |
| Deck Slab Repair (Full Depth Type II) | Sq. Yd. | |
| Structural Repair of Concrete (Depth Equal or Less Than 5") | Sq. Ft. | |
| Structural Repair of Concrete (Depth Greater Than 5") | Sq. Ft. | |
| Epoxy Crack Injection | Foot | |

| | | | | | | | | | | | |
|---|---|---------------------------------|-----------------------|--------------------|--|---|---------------------------|-----------|------------|--------------|-----------|
| <div>ORIGINAL:</div> <div>FEHR GRAHAM</div> <div>ENGINEERING & ENVIRONMENTAL</div> | <div>UPDATED:</div> <div>LI ENGINEERING LTD.</div> <div>Consulting Engineers</div> <div>Copyright © 2018</div> | USER NAME = erkklia | DESIGNED - ARK | REVISED - | <div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div> | <div>DECK REPAIR PLAN (AS-BUILT RECORD)</div> <div>STRUCTURE NO. 053-0115</div> <div>SHEET NO. 4 OF 38 SHEETS</div> | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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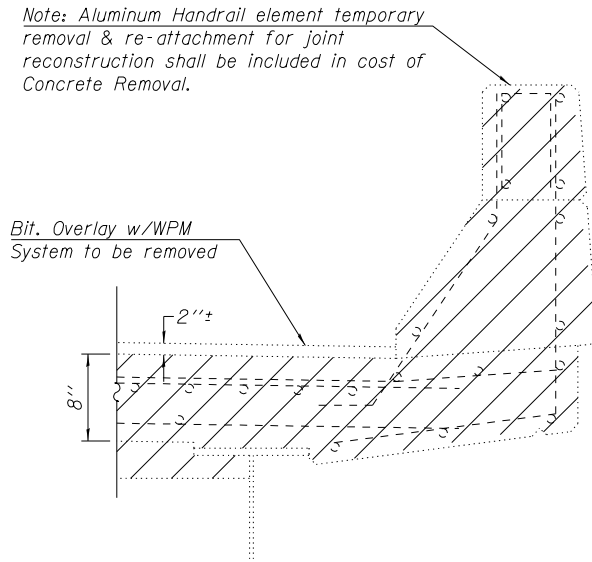
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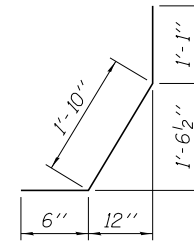
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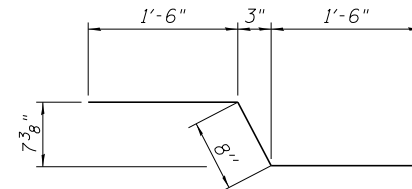
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APPROACH SPAN REMOVAL**



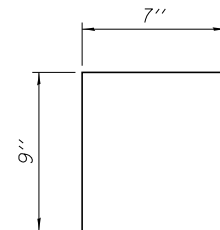
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MAIN SPAN REMOVAL**



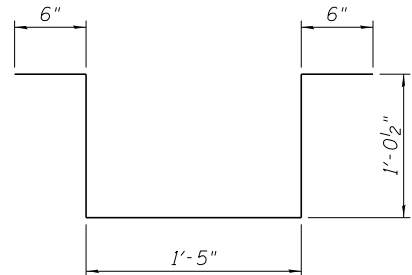
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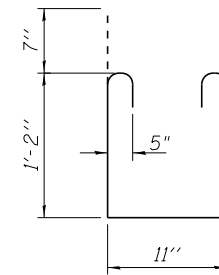
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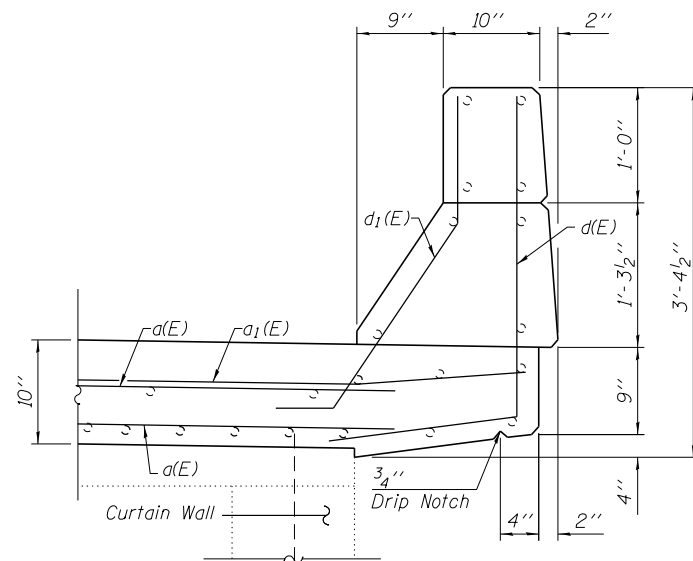
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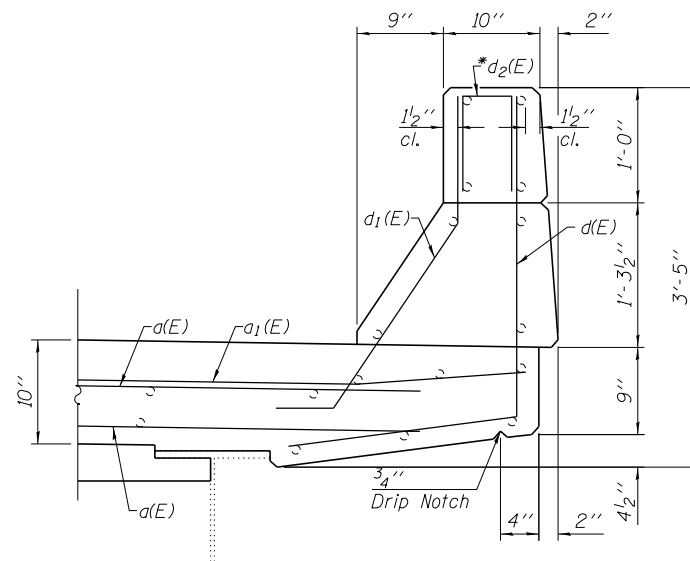
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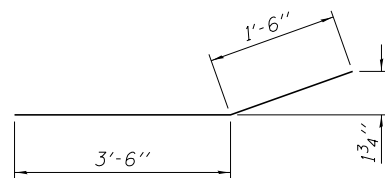
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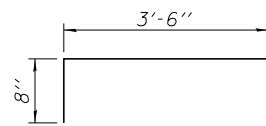
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APPROACH SPAN CONSTRUCTION**



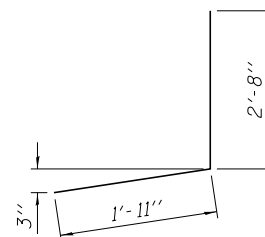
**SECTION THROUGH PARAPET AND SOFFIT
MAIN SPAN CONSTRUCTION**



BAR a1(E)



BAR b(E)



BAR d(E)

Notes: Hatched areas indicate limits of Concrete Removal.

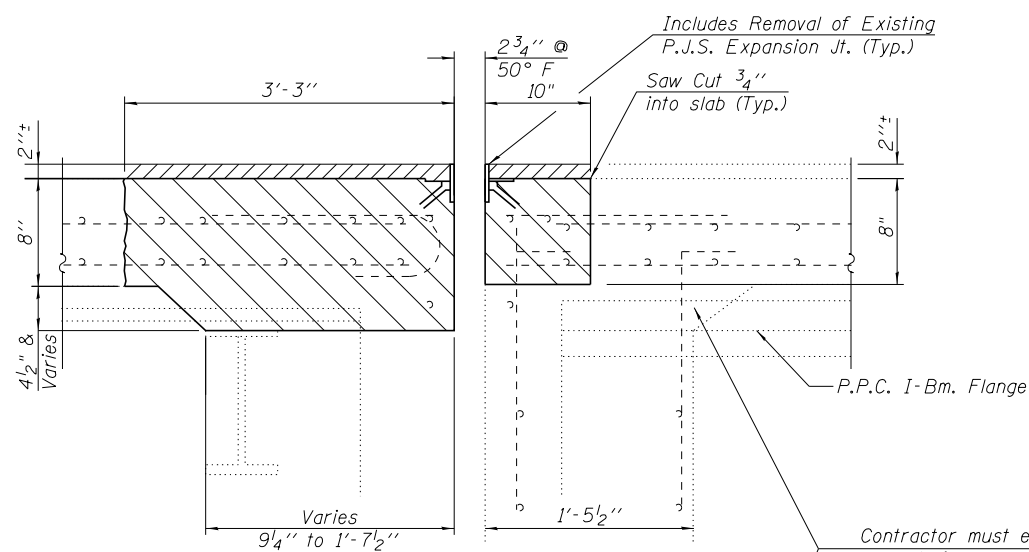
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| a(E) | 64 | #6 | 29'-11" | |
| a1(E) | 20 | #6 | 5'-0" | |
| a2(E) | 32 | #6 | 11'-5" | |
| a3(E) | 32 | #6 | 6'-9" | |
| a4(E) | 6 | #5 | 11'-5" | |
| a5(E) | 10 | #5 | 6'-9" | |
| a6(E) | 4 | #5 | 8'-8" | |
| a7(E) | 4 | #5 | 2'-2" | |
| b(E) | 140 | #5 | 4'-2" | |
| c(E) | 32 | #5 | 3'-8" | |
| d(E) | 24 | #5 | 4'-7" | |
| d1(E) | 24 | #5 | 3'-5" | |
| d2(E) | 8 | #5 | 2'-1" | |
| s(E) | 6 | #5 | 4'-6" | |
| s1(E) | 32 | #5 | 4'-5" | |
| Concrete Superstructure | | | Cu. Yd. | 26.9 |
| Concrete Removal | | | Cu. Yd. | 24.5 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 5220 |

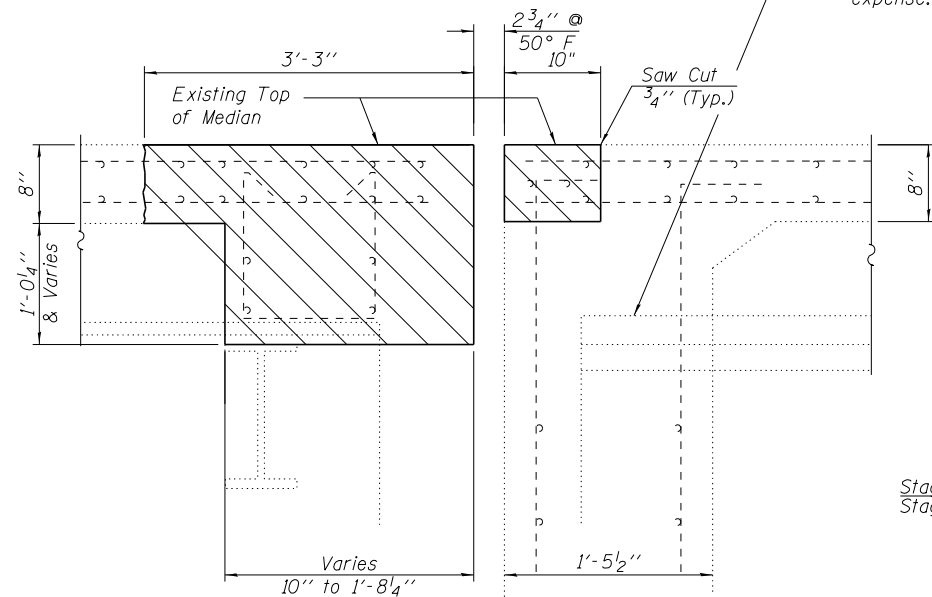
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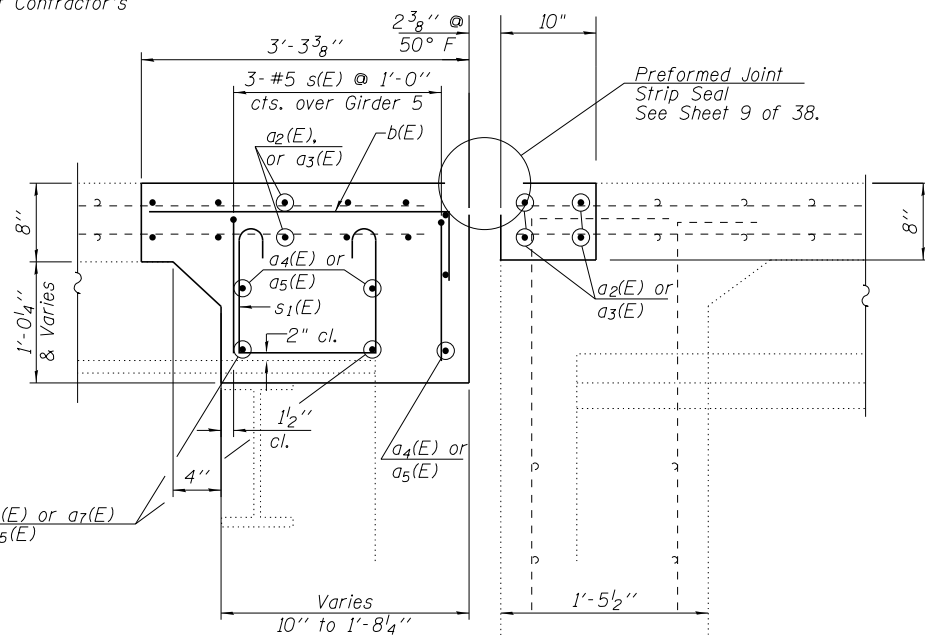


SECTION A-A
(Showing Removal)

Contractor must exercise extreme care during concrete removal operations to not damage PPC I-Bm flanges. Damage to beams will be repaired at Contractor's expense.



SECTION B-B
(Showing Removal)

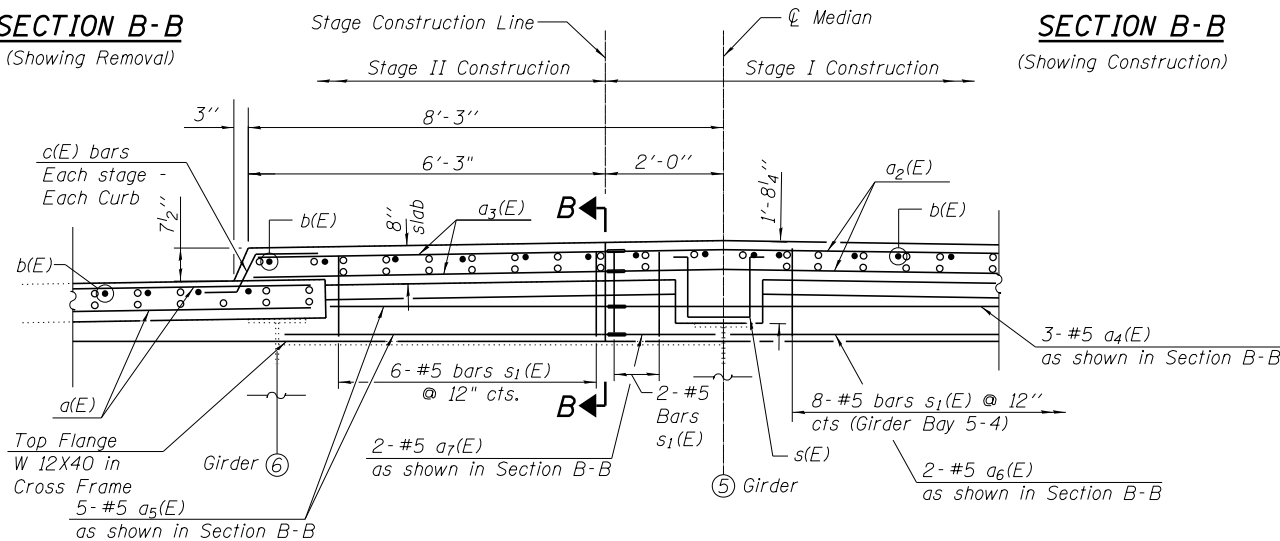


SECTION A-A
(Showing Construction)

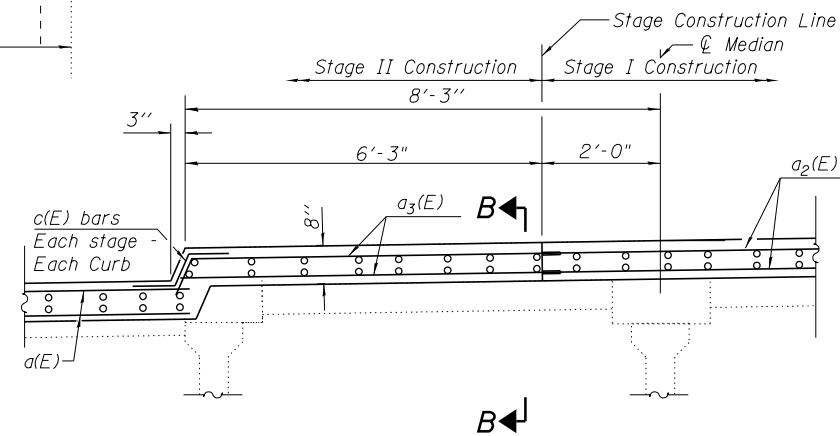
Note: b(E) bars are to be placed parallel to Steel Girders.

Notes: Hatched areas indicate limits of Concrete Removal.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



SECTION B-B
(Showing Construction)



SECTION THRU DECK AND RAISED MEDIAN

Approach Spans - Looking S.
Dimensions @ Rt. L's to Girders

Work this sheet with sheets 6 & 7 of 38.

| | |
|-----------------------------|------------------------|
| ORIGINAL: | UPDATED: |
| FEHR GRAHAM | LIU ENGINEERING |
| ENGINEERING & ENVIRONMENTAL | CONSULTING ENGINEERS |

| | |
|--------------|---------------------|
| USER NAME = | erkkilaa |
| PLOT SCALE = | |
| PLOT DATE = | 4/2/2018 1:51:09 PM |

| | |
|------------|-------------|
| DESIGNED - | ARK |
| CHECKED - | GM SFM MTH |
| DRAWN - | ADS JCS |
| CHECKED - | ARK SFM MTH |

| | |
|-----------|--|
| REVISED - | |
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| REVISED - | |
| REVISED - | |

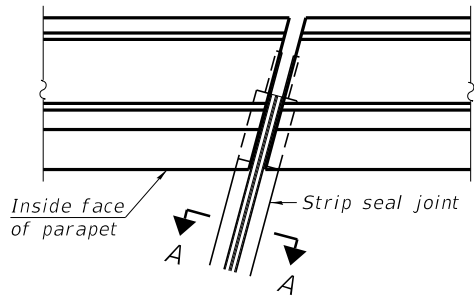
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
STRUCTURE NO. 053-0115

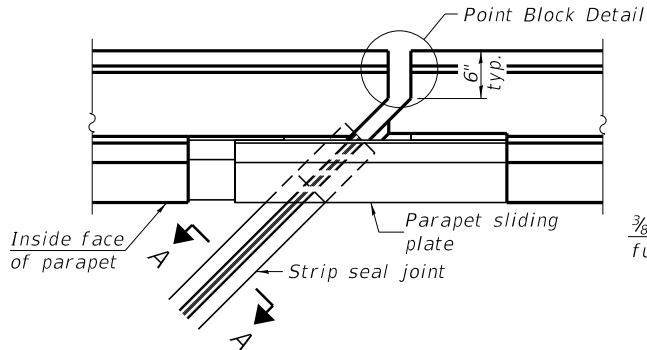
SHEET NO. 8 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 255 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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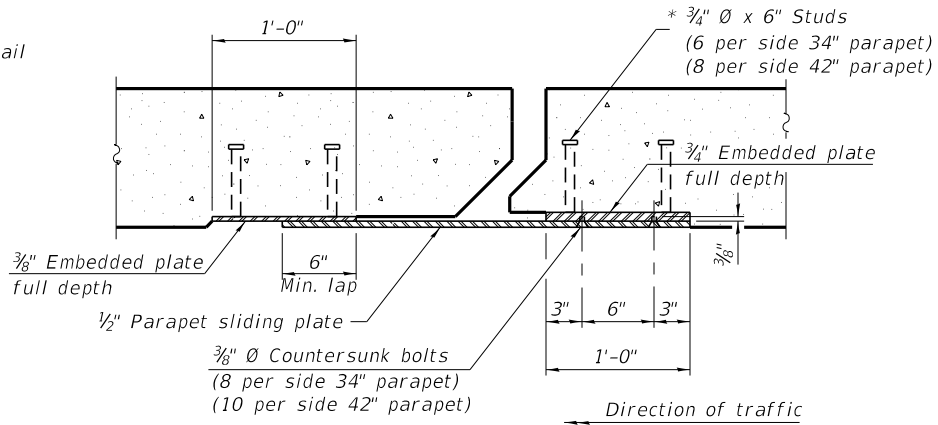


FOR SKEWS $\leq 30^\circ$

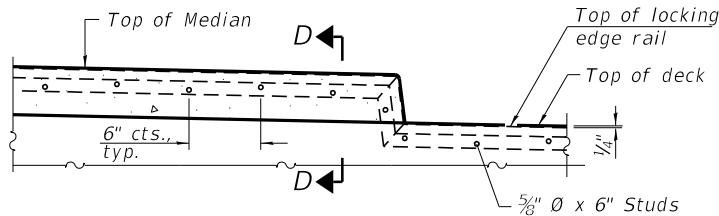


FOR SKEWS $> 30^\circ$

PLAN AT PARAPET



SECTION B-B



ELEVATION AT MEDIAN

For skews $> 30^\circ$, chamfer acute corners 2".

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

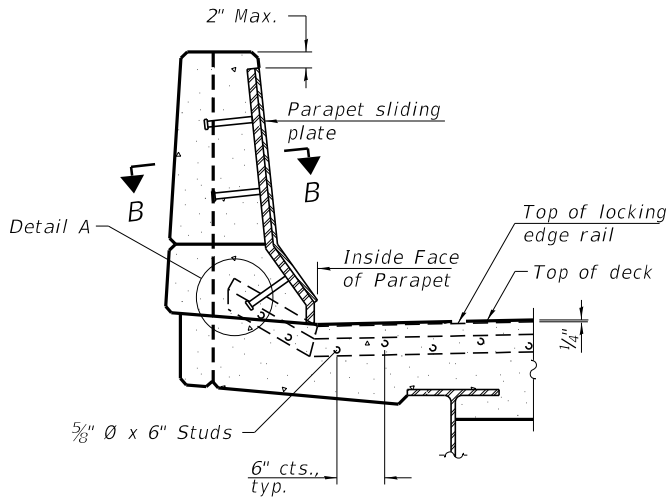
The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be $\frac{3}{16}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

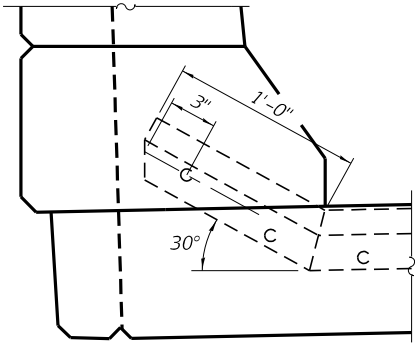
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal. 34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

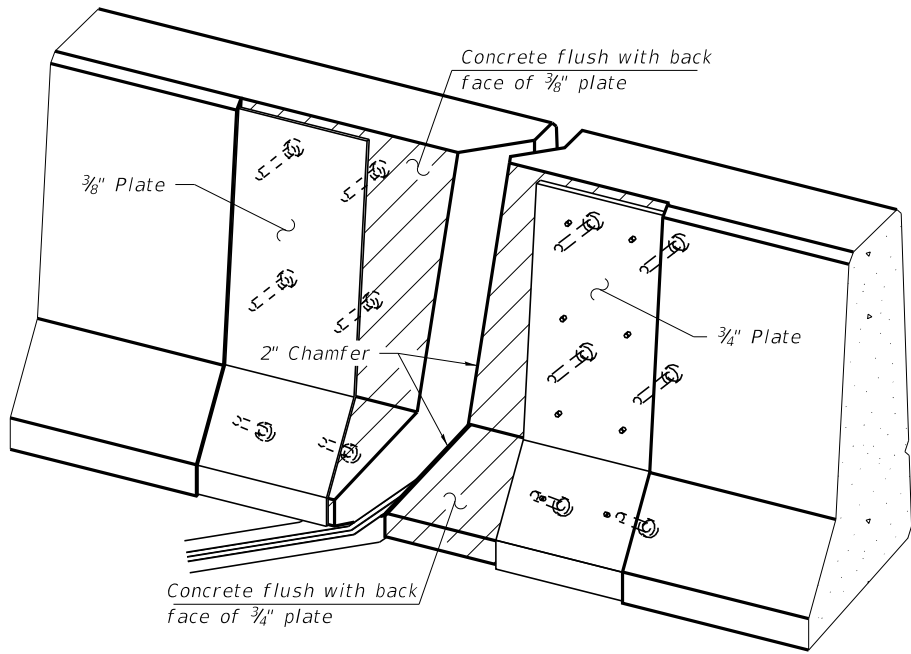


ELEVATION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

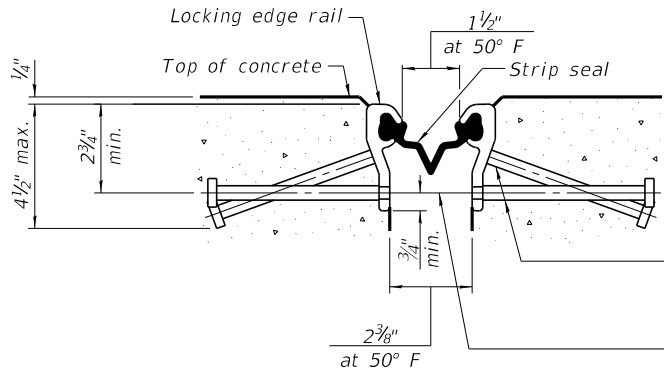


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



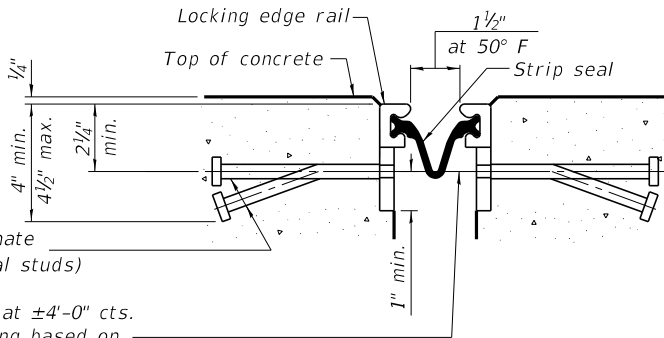
SHOWING ROLLED RAIL JOINT

* $\frac{5}{8}$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

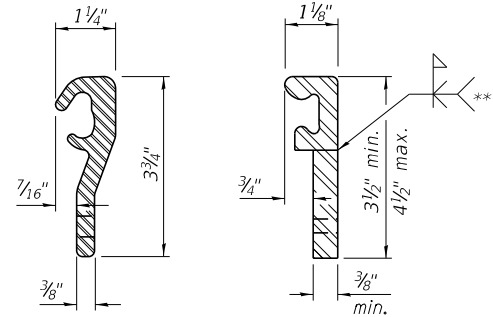
$\frac{3}{8}$ " \varnothing threaded rods in $\frac{7}{16}$ " \varnothing holes at ± 4 '-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT

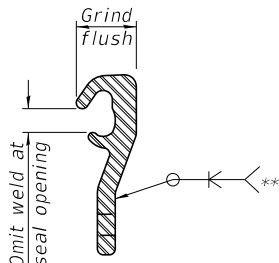


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 158 |



| | | | | | |
|--------------|---------------------|------------|-----|-----------|--|
| USER NAME = | erkkila | DESIGNED - | MTH | REVISED - | |
| CHECKED - | VPT | REVIS | | REVISED - | |
| PLOT SCALE = | | DRAWN - | CGY | REVISED - | |
| PLOT DATE = | 4/2/2018 1:50:06 PM | CHECKED - | MTH | REVISED - | |

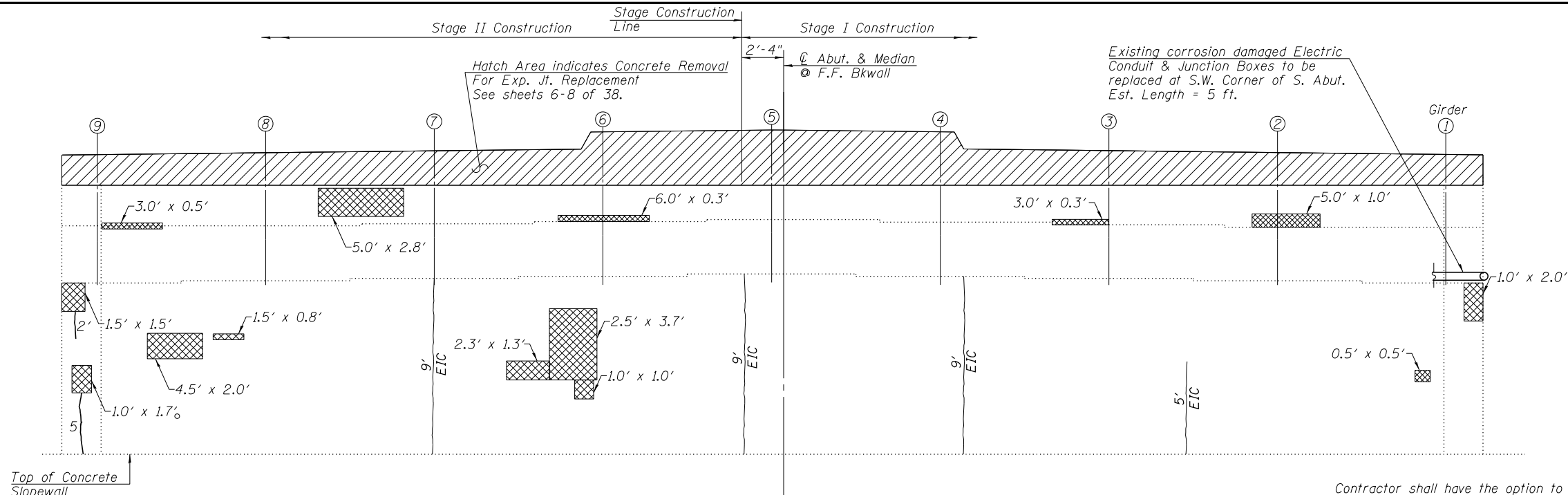
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 053-0115

SHEET 9 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 256 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

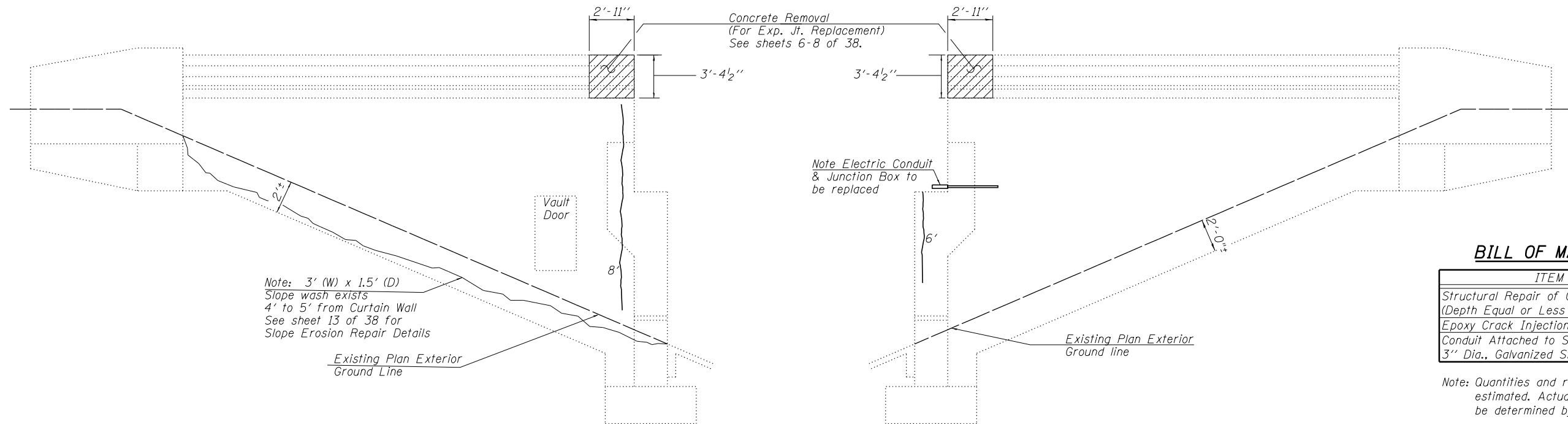
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FACE OF SOUTH ABUTMENT

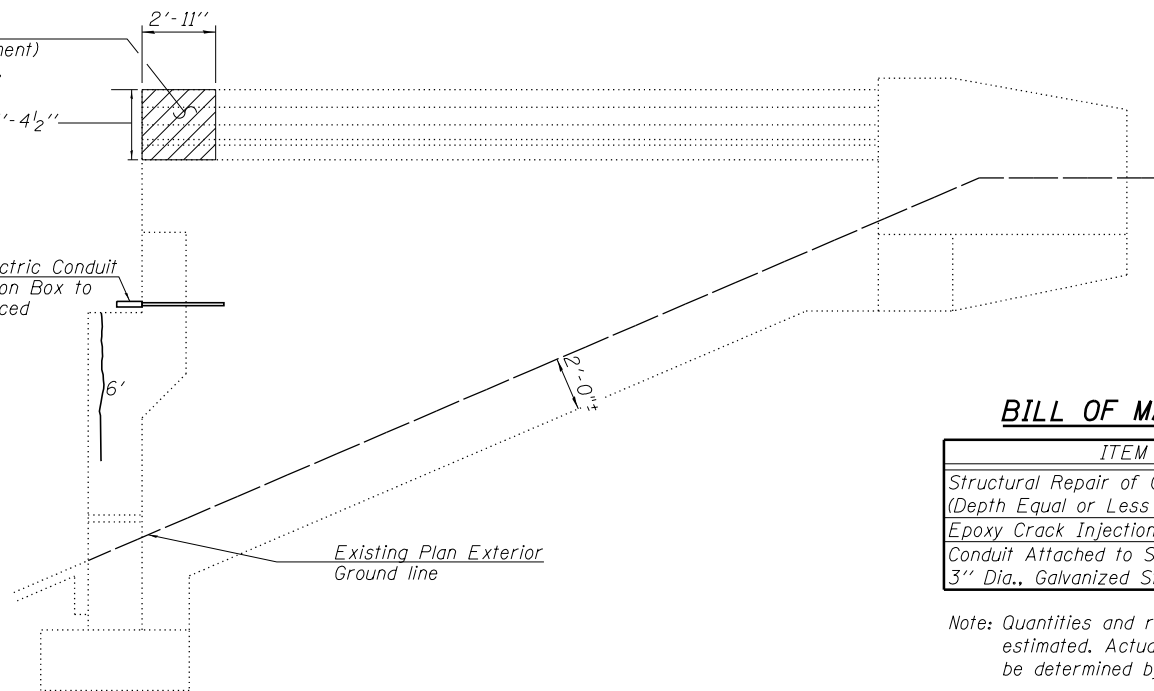
(Looking South)

Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.



EAST CURTAIN & WING WALL OF SOUTH ABUTMENT

(Looking West)



WEST CURTAIN & WING WALL OF SOUTH ABUTMENT

(Looking East)

BILL OF MATERIAL - S. ABUT.

| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5") | Sq. Ft. | 53 |
| Epoxy Crack Injection | Foot | 53 |
| Conduit Attached to Structure 3" Dia., Galvanized Steel | Foot | 5 |

Note: Quantities and repair areas shown are estimated. Actual areas and lengths to be determined by the Resident Engineer.

CONCRETE REPAIR LEGEND

| | | | |
|--|--|--|--|
| | Concrete Removal | | Epoxy Crack Injection |
| | Structural Repair of Concrete (Depth ≤ 5") | | Existing Epoxy Injected Crack (To be Reinjected) |

| | | | | |
|------------------------------|--------------------------------------|---------------------------------|-----------------------|-----------|
| ORIGINAL: FEHR GRAHAM | UPDATED: LIJ ENGINEERING LTD. | USER NAME = erkkllea | DESIGNED - ARK | REVISED - |
| ENGINEERING & ENVIRONMENTAL | Consulting Engineers | | CHECKED - GM SFM MTH | REVISED - |
| | | PLOT SCALE = | DRAWN - ADS JCS | REVISED - |
| | | PLOT DATE = 4/2/2018 1:52:03 PM | CHECKED - ARK SFM MTH | REVISED - |

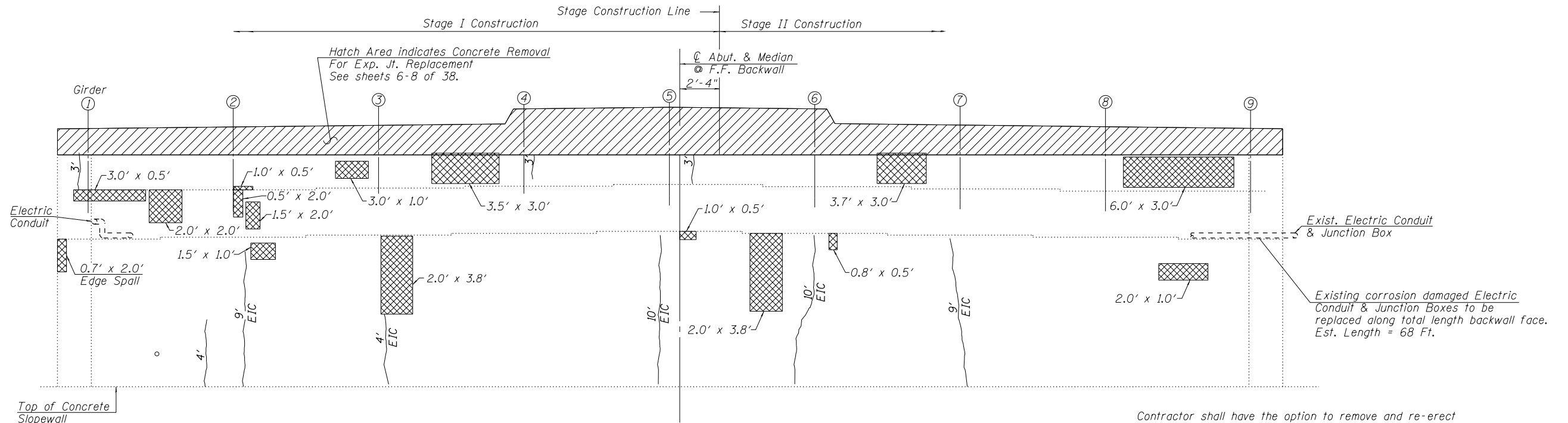
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 053-0115

SHEET NO. 10 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 257 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

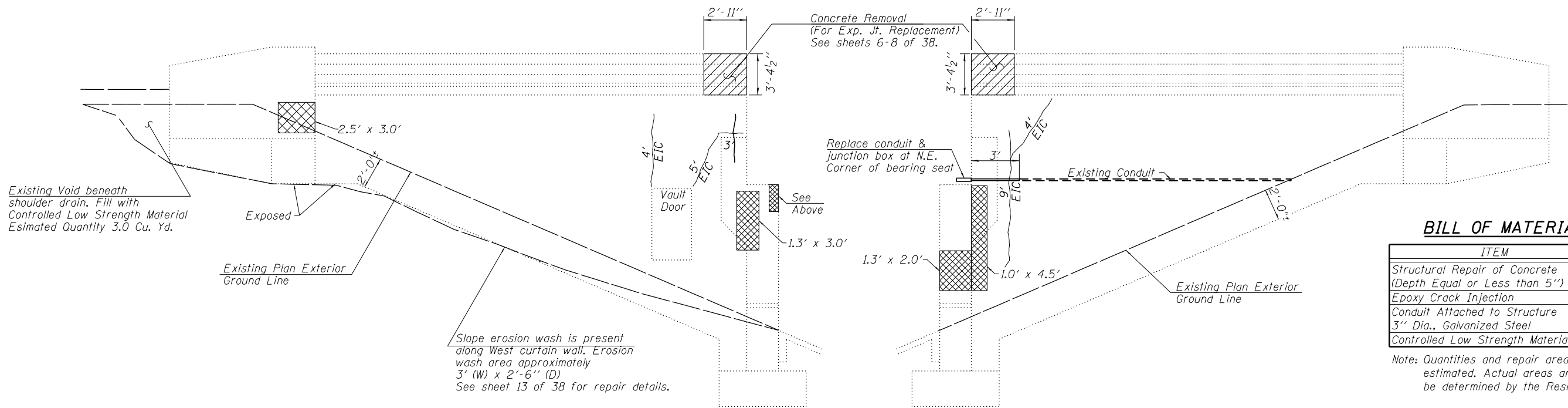
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Engineering 3-29-2018\Structure Plans\0115 SUB.DGN



FACE OF NORTH ABUTMENT

(Looking North)

Contractor shall have the option to remove and re-erect end cross frames from girder bays to permit temporary access to abutment backwall areas for proposed structural concrete repair during stage construction. Existing connection bolts shall not be re-used. End cross frames shall be re-erected with new 3/4" Dia. H.S. Bolts. This work shall be included in the contract unit price bid for Structural Repair of Concrete.



WEST CURTAIN & WING WALL OF NORTH ABUTMENT

(Looking East)

EAST CURTAIN & WING WALL OF NORTH ABUTMENT

(Looking West)

BILL OF MATERIAL - N. ABUT.

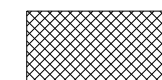
| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5") | Sq. Ft. | 92 |
| Epoxy Crack Injection | Foot | 80 |
| Conduit Attached to Structure 3" Dia., Galvanized Steel | Foot | 68 |
| Controlled Low Strength Material | Cu. Yd. | 3 |

Note: Quantities and repair areas shown are estimated. Actual areas and lengths to be determined by the Resident Engineer.

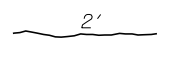
CONCRETE REPAIR LEGEND



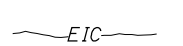
Concrete Removal



Structural Repair of Concrete (Depth ≤ 5")



2' Epoxy Crack Injection



EIC Existing Epoxy Injected Crack (To be Reinject)

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

USER NAME = erkkila
PLOT SCALE =
PLOT DATE = 4/2/2018 1:52:17 PM

DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH

REVISED -
REVISED -
REVISED -
REVISED -

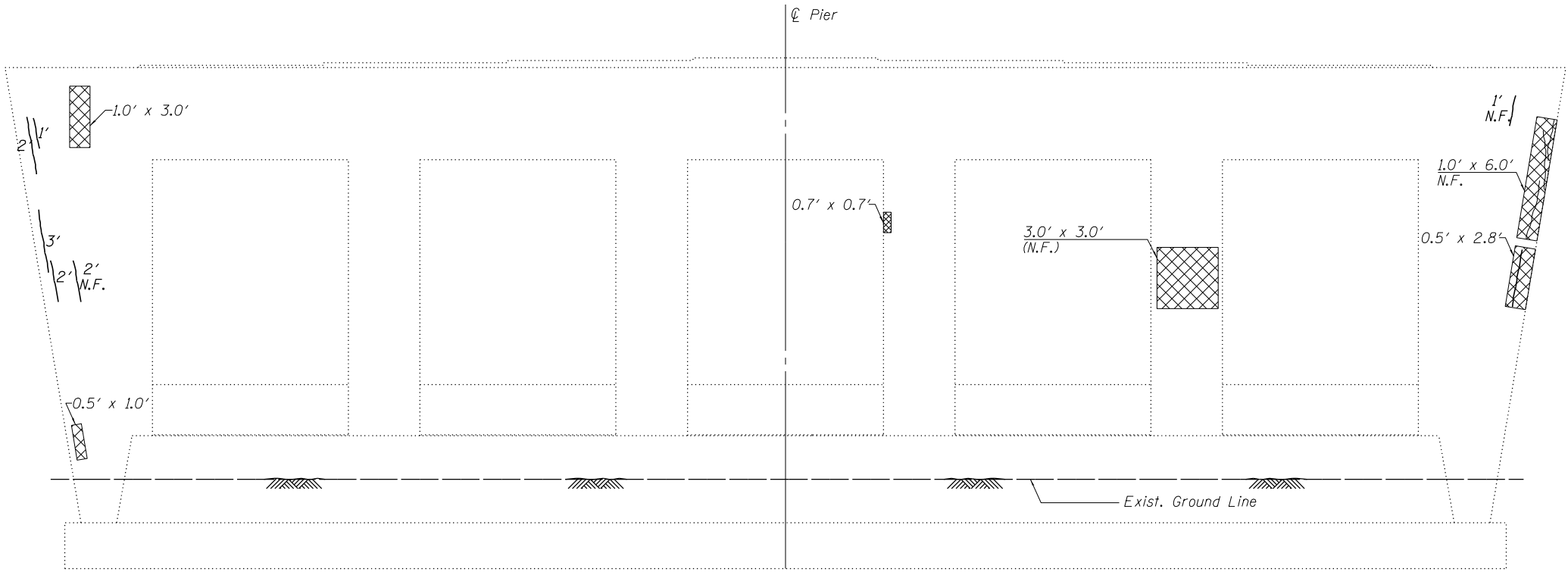
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REPAIRS
STRUCTURE NO. 053-0115

SHEET NO. 11 OF 38 SHEETS

| | | | | |
|---------------------------|-----------|------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 258 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

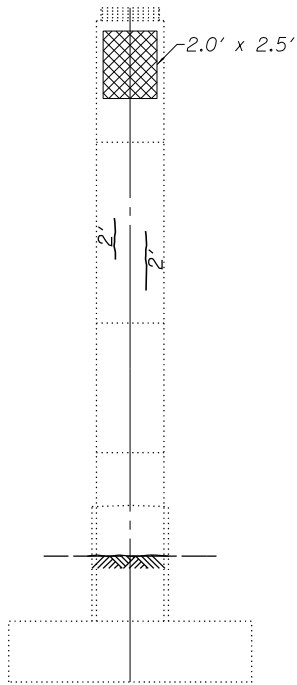
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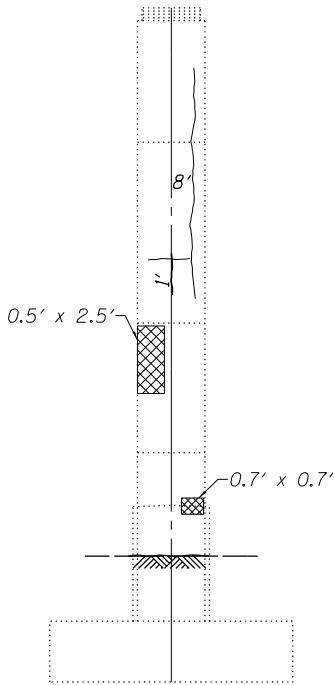
SOUTH FACE OF PIER

(Looking North)

Note: Repairs on North Face are listed as (N.F.).



WEST END VIEW



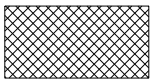
EAST END VIEW

BILL OF MATERIAL - PIER

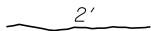
| ITEM | UNIT | QTY |
|---|---------|-----|
| Structural Repair of Concrete (Depth Equal or Less than 5'') | Sq. Ft. | 27 |
| Epoxy Crack Injection | Foot | 24 |

Note: Quantities and repair areas shown are estimated. Actual areas and lengths to be determined by the Resident Engineer.

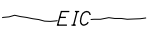
CONCRETE REPAIR LEGEND



Structural Repair of
Concrete (Depth ≤ 5'')



Epoxy Crack Injection



Existing Epoxy Injected
Crack (To be Reinjectd)

| | | | | |
|---------------------------------|-----------------------------|----------------------|-----------------------|-----------|
| ORIGINAL: | UPDATED: | USER NAME = erkkilaa | DESIGNED - ARK | REVISED - |
| FEHR GRAHAM | ENGINEERING & ENVIRONMENTAL | | CHECKED - GM SFM MTH | REVISED - |
| PLOT SCALE = | | | DRAWN - ADS JCS | REVISED - |
| PLOT DATE = 4/2/2018 1:52:28 PM | | | CHECKED - ARK SFM MTH | REVISED - |

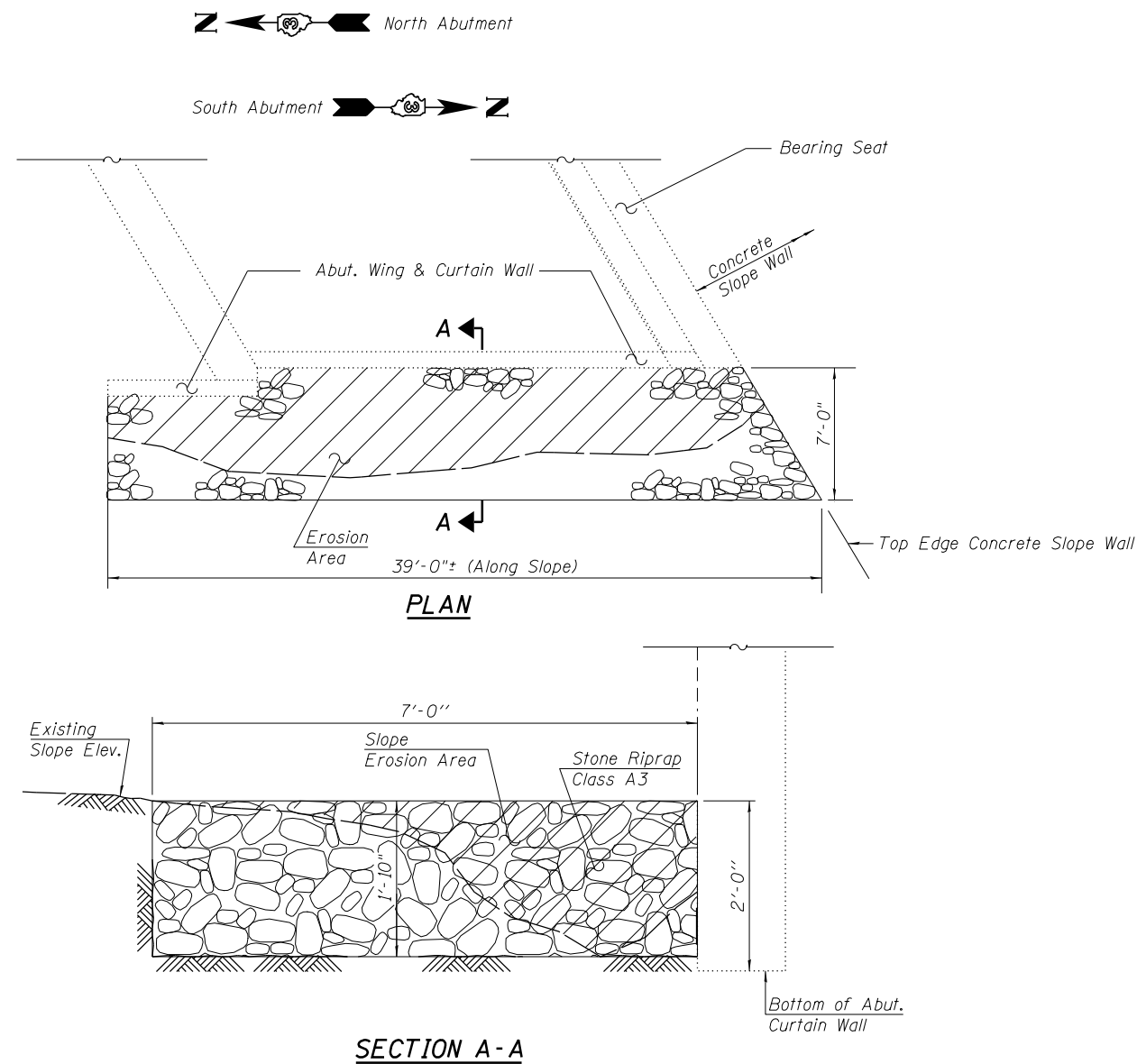
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
STRUCTURE NO. 053-0115

SHEET NO. 12 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|------------|---------------------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 259 |
| CONTRACT NO. 66B64 | | | ILLINOIS FED. AID PROJECT | |

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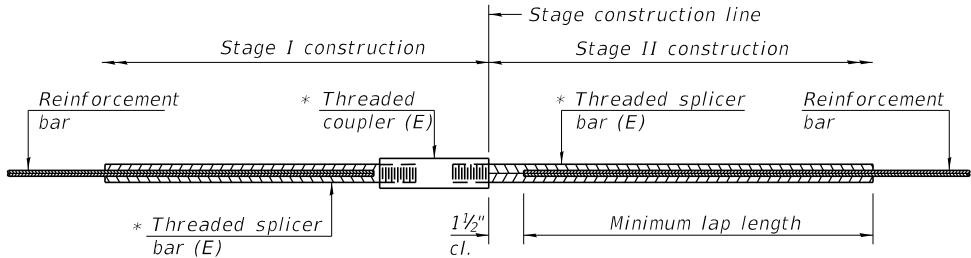
SLOPE EROSION REPAIR
(Reqd. @ NW & SE Wings)

BILL OF MATERIAL

| ITEM | UNIT | QTY |
|-----------------------|------|-----|
| Stone Riprap Class A3 | Ton | 72 |

| | | | | | | | | | | | | |
|--|--|---------------------------------|-----------------------|-----------|---|---|---------------------------|---------------------------|-----------|------------|-----------------|--------------|
| ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL | UPDATED: LEY ENGINEERING, LTD. Consulting Engineers since 1961 | USER NAME = erkkllea | DESIGNED - ARK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | MISCELLANEOUS REPAIRS STRUCTURE NO. 053-0115 | SHEET NO. 13 OF 38 SHEETS | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | PLOT SCALE = | CHECKED - GM SFM MTH | REVISED - | | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 260 |
| | | PLOT DATE = 4/2/2018 1:48:03 PM | DRAWN - ADS JCS | REVISED - | | | | CONTRACT NO. 66B64 | | | | |
| | | | CHECKED - ARK SFM MTH | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
FILE NAME: pw:\3\IL084EBID\INTEG.illinois.gov\PW\DOT\Documents\DOT Offices\District 3\Projects\ID366B64\CADData\CADdrawings\Lin Engineering 3-29-2018\Structure Plans\SN 053-0115\Design Plans\0115_SPLICER.dgn

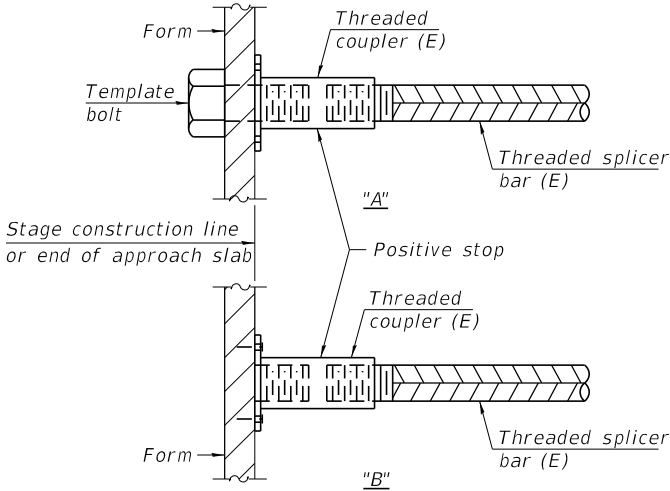


STANDARD BAR SPLICER ASSEMBLY

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

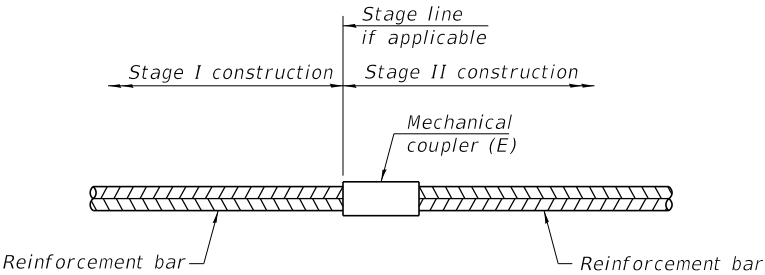
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar size | No. assemblies required | Minimum lap length |
|----------|----------|-------------------------|--------------------|
| Median | #6 | 32 | 3'-2" |
| Median | #5 | 10 | 3'-10" |
| | | | |
| | | | |
| | | | |



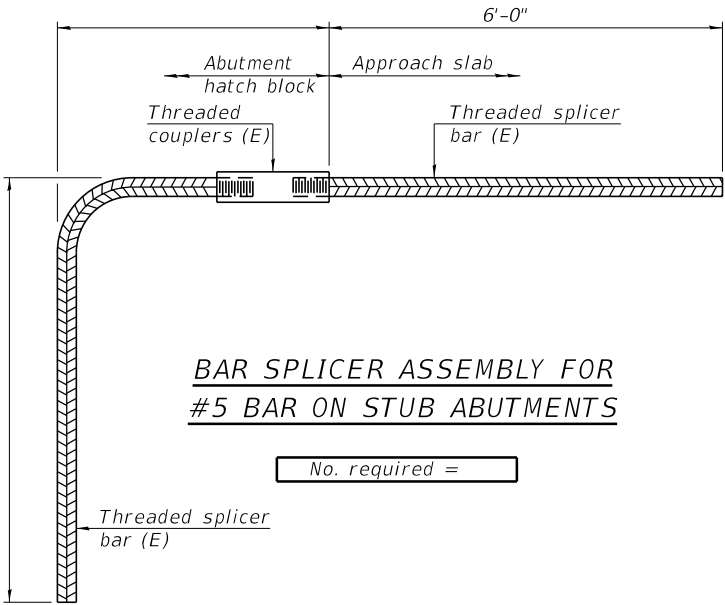
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|----------|-------------------------|
| | | |
| | | |
| | | |
| | | |



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

2-17-2017



| | | | | | |
|--------------|---------------------|------------|-----|-----------|--|
| USER NAME = | erkkila | DESIGNED - | MTH | REVISED - | |
| | | CHECKED - | VPT | REVISED - | |
| PLOT SCALE = | | DRAWN - | CGY | REVISED - | |
| PLOT DATE = | 4/2/2018 1:51:39 PM | CHECKED - | MTH | REVISED - | |

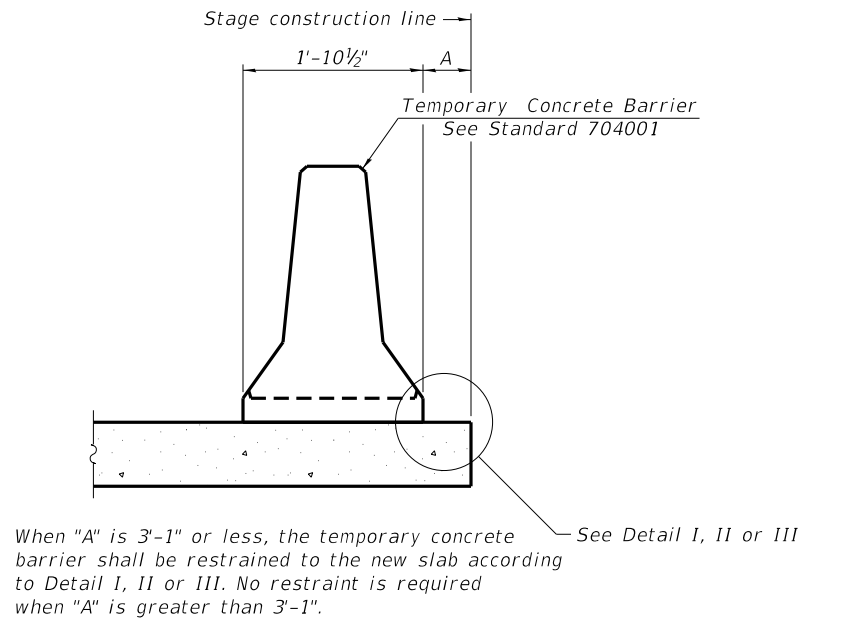
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 053-0115

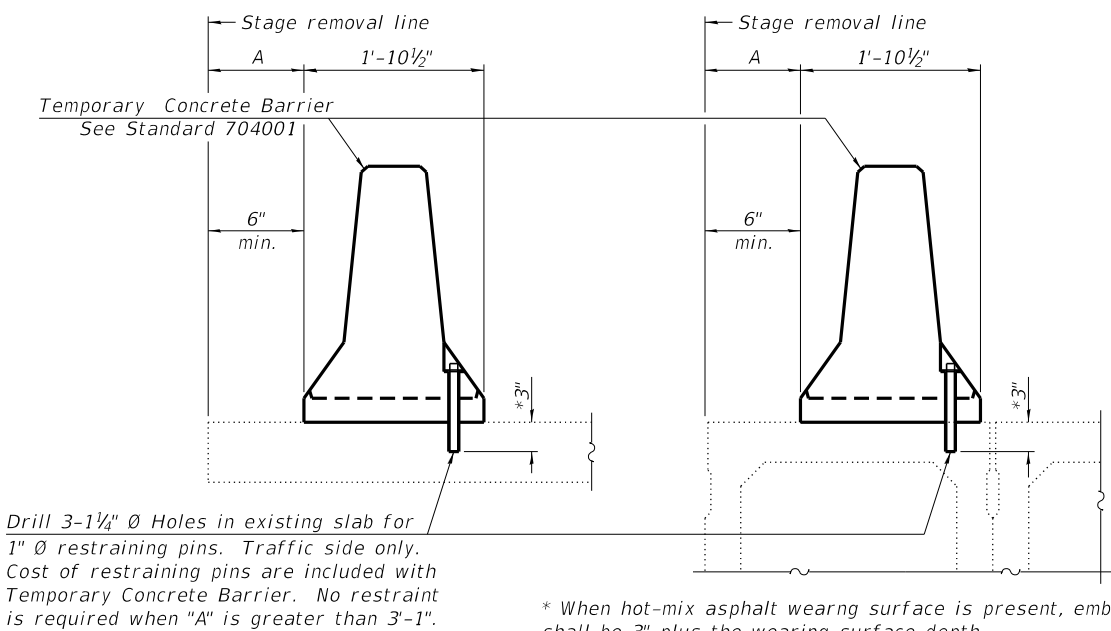
SHEET 14 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|------------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 261 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS | | FED. AID PROJECT | | |

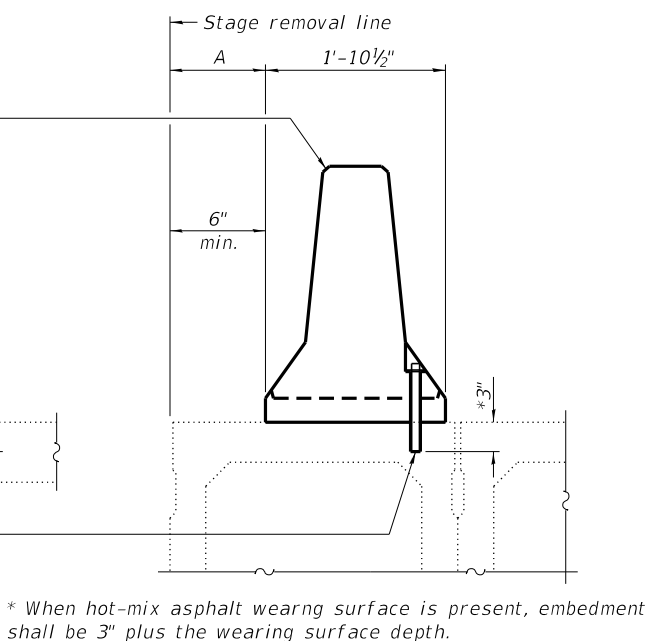
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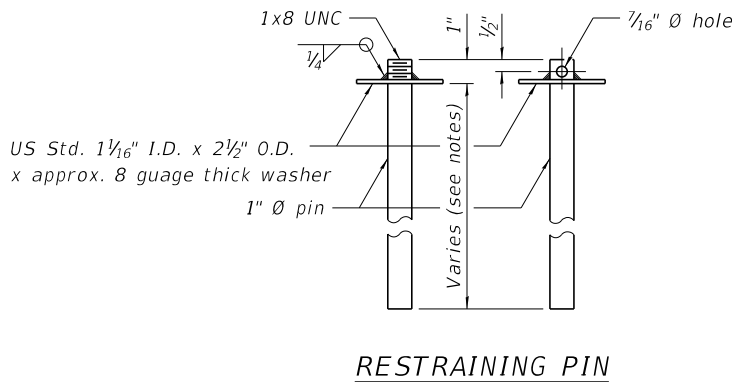
NEW SLAB OR NEW DECK BEAM



EXISTING SLAB

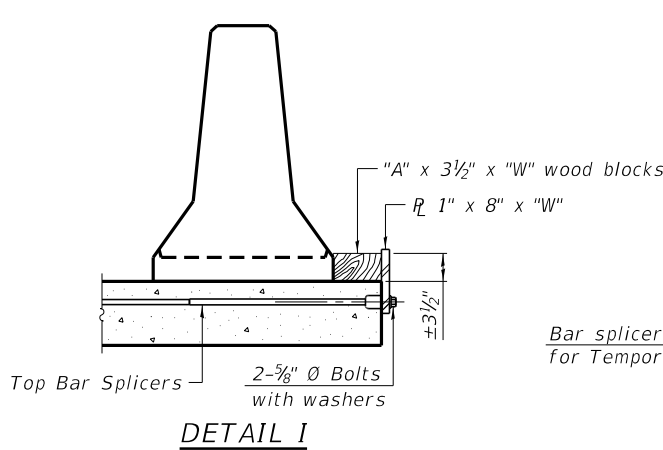


EXISTING DECK BEAM

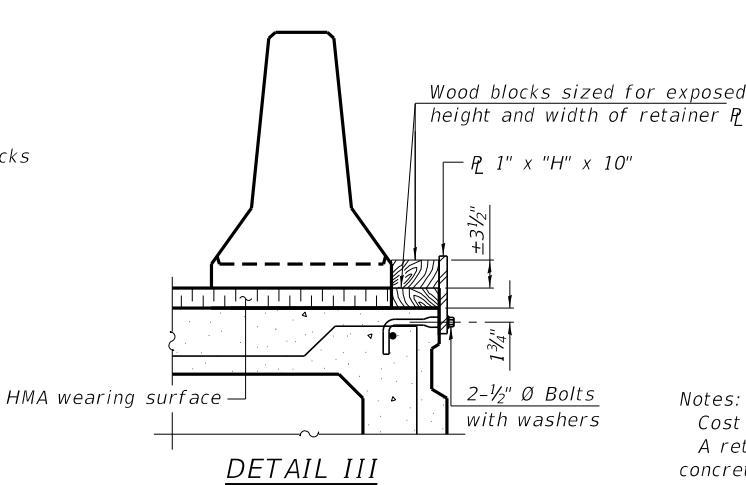
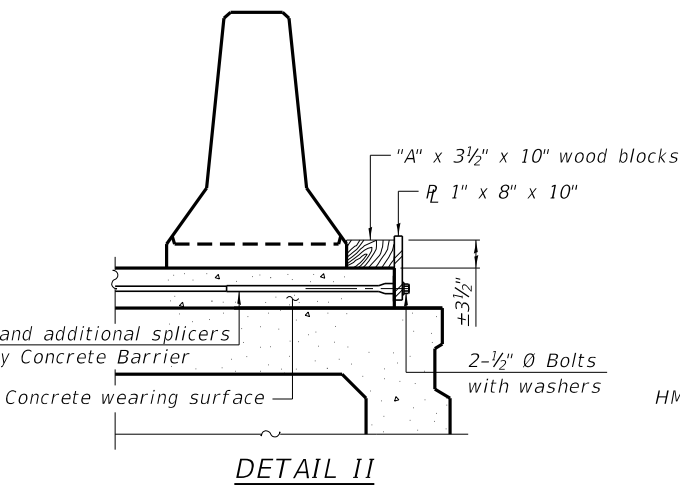


RESTRAINING PIN

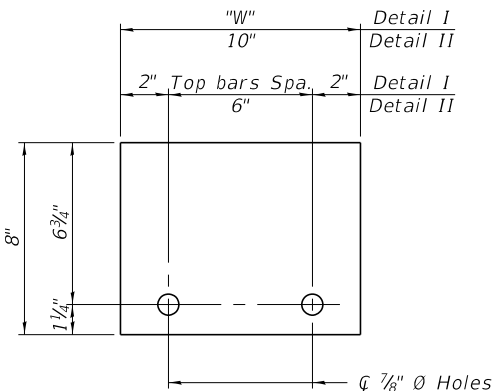
SECTIONS THRU SLAB OR DECK BEAM



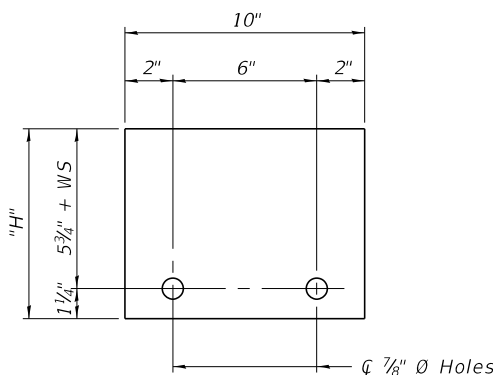
Bar splicers and additional splicers for Temporary Concrete Barrier



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate \bar{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.

R-27

8-11-2017



| | | | | | |
|--------------|---------------------|------------|-----|-----------|--|
| USER NAME = | erkkila | DESIGNED - | MTH | REVISED - | |
| CHECKED - | VPT | REVIS | | | |
| PLOT SCALE = | | DRAWN - | CGY | REVISED - | |
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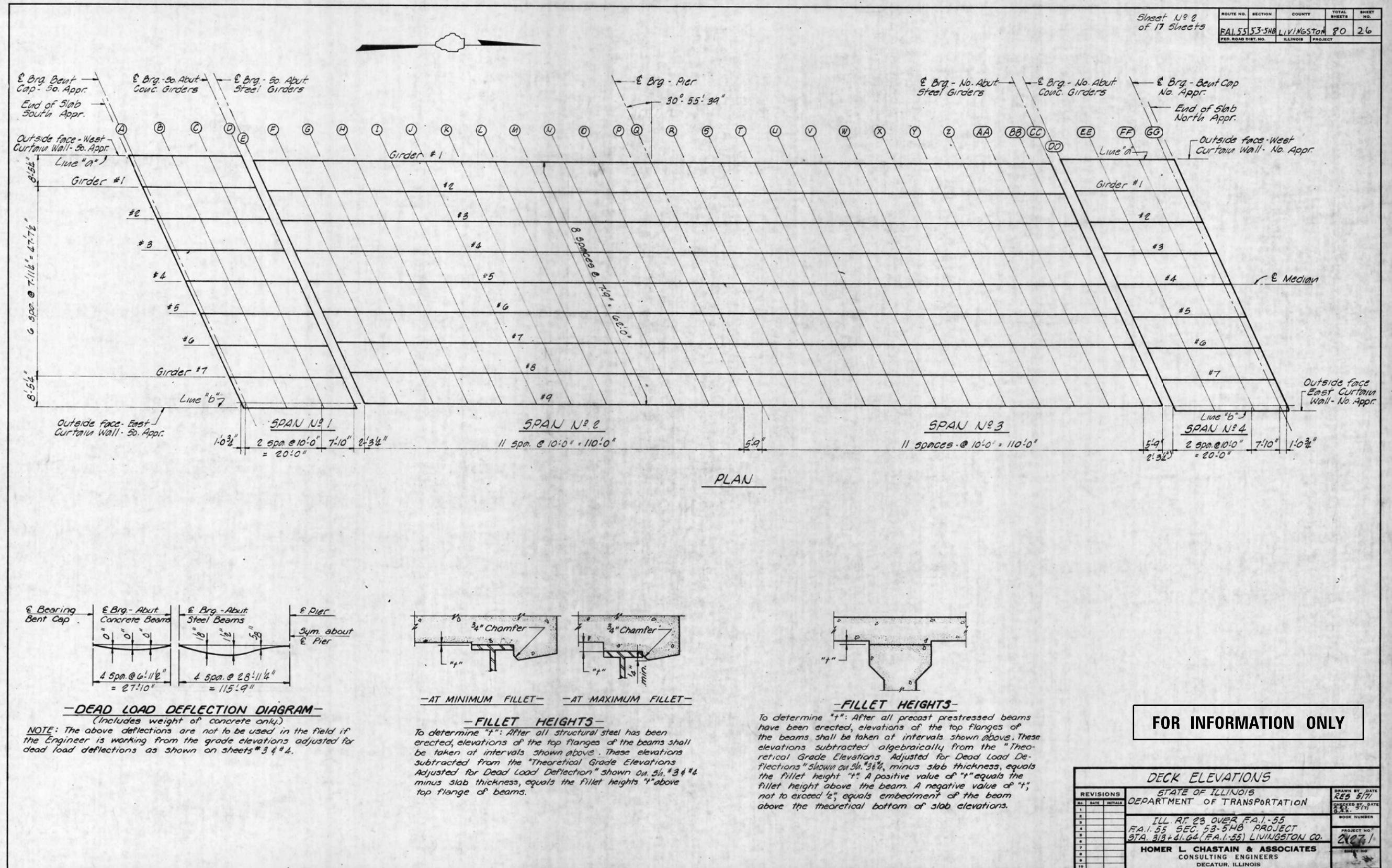
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 053-0115

SHEET 15 OF 38 SHEETS

| | | | | |
|---------------------------|-----------|------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 262 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LIN ENGINEERING LTD.**
CONSULTING ENGINEERS
LIVINGSTON, ILLINOIS

USER NAME: erkklia
PLOT SCALE: 1"=20'-0"
PLOT DATE: 4/2/2018 1:56:08 PM

| | | | |
|------------|-------------|-----------|--|
| DESIGNED - | ARK | REVISED - | |
| CHECKED - | GM SFM MTH | REVISED - | |
| DRAWN - | ADS JCS | REVISED - | |
| CHECKED - | ARK SFM MTH | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 16 OF 38 SHEETS

| | | | | |
|---------------------------|-----------|------------|--------------|--------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 263 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
FILE NAME: pw:\3\1084848\BID\INTEG\Illinois\gov\PW\DOT\Documents\DOT Offices\District 3\Projects\3-29-2018\Structure Plans\0115_EXST PLANS.dgn

Sheet No 3
of 17 Sheets

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------|------------|---------|--------------|-----------|
| FAI.55-53-5HB | LIVINGSTON | 80 | 27 | |
| FED ROAD DIST NO. | ILLINOIS | PROJECT | | |

SPAN NO. 1

| LINE a | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|--------|-----------|---------------|-----------|-------------|------------|
| A | 4834.8235 | 32.2500 | 669.1881 | 669.1881 | 0.0000 |
| B | 4844.8236 | 32.2500 | 669.2243 | 669.2243 | 0.0000 |
| C | 4854.8237 | 32.2500 | 669.2583 | 669.2583 | 0.0000 |
| D | 4862.6568 | 32.2500 | 669.2833 | 669.2833 | 0.0000 |

| GIRDER 1 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4839.8787 | 23.8125 | 669.3386 | 669.3386 | 0.0000 |
| B | 4849.8789 | 23.8125 | 669.3736 | 669.3788 | 0.0052 |
| C | 4859.8790 | 23.8125 | 669.4065 | 669.4110 | 0.0045 |
| D | 4867.7121 | 23.8125 | 669.4306 | 669.4306 | 0.0000 |

| GIRDER 2 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4844.6344 | 15.8750 | 669.4795 | 669.4795 | 0.0000 |
| B | 4854.6345 | 15.8750 | 669.5135 | 669.5187 | 0.0052 |
| C | 4864.6346 | 15.8750 | 669.5453 | 669.5498 | 0.0045 |
| D | 4872.4677 | 15.8750 | 669.5686 | 669.5686 | 0.0000 |

| GIRDER 3 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4849.3901 | 7.9375 | 669.6200 | 669.6200 | 0.0000 |
| B | 4859.3902 | 7.9375 | 669.6530 | 669.6581 | 0.0052 |
| C | 4869.3903 | 7.9375 | 669.6836 | 669.6881 | 0.0045 |
| D | 4877.2234 | 7.9375 | 669.7061 | 669.7061 | 0.0000 |

| GIRDER 4 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4854.1458 | 0.0000 | 669.7385 | 670.3850 | 0.0000 |
| B | 4864.1459 | 0.0000 | 670.4169 | 670.4221 | 0.0052 |
| C | 4874.1460 | 0.0000 | 670.4464 | 670.4509 | 0.0045 |
| D | 4881.9791 | 0.0000 | 670.4680 | 670.4680 | 0.0000 |

| GIRDER 5 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4858.9014 | -7.9375 | 669.6514 | 669.6514 | 0.0000 |
| B | 4868.9015 | -7.9375 | 669.6822 | 669.6874 | 0.0052 |
| C | 4878.9017 | -7.9375 | 669.7107 | 669.7152 | 0.0045 |
| D | 4886.7348 | -7.9375 | 669.7314 | 669.7314 | 0.0000 |

| GIRDER 6 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4863.6571 | -15.8750 | 669.5423 | 669.5423 | 0.0000 |
| B | 4873.6572 | -15.8750 | 669.5720 | 669.5772 | 0.0052 |
| C | 4883.6573 | -15.8750 | 669.5994 | 669.6039 | 0.0045 |
| D | 4891.4904 | -15.8750 | 669.6194 | 669.6194 | 0.0000 |

| GIRDER 7 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| A | 4868.4128 | -23.8125 | 669.4327 | 669.4327 | 0.0000 |
| B | 4878.4129 | -23.8125 | 669.4613 | 669.4665 | 0.0052 |
| C | 4888.4130 | -23.8125 | 669.4877 | 669.4922 | 0.0045 |
| D | 4896.2461 | -23.8125 | 669.5067 | 669.5067 | 0.0000 |

| LINE b | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|--------|-----------|---------------|-----------|-------------|------------|
| A | 4873.4680 | -32.2500 | 669.3156 | 669.3156 | 0.0000 |
| B | 4883.4681 | -32.2500 | 669.3431 | 669.3431 | 0.0000 |
| C | 4893.4682 | -32.2500 | 669.3683 | 669.3683 | 0.0000 |
| D | 4901.3013 | -32.2500 | 669.3865 | 669.3865 | 0.0000 |

* These Elevations refer to
Top of the Median Slab.

SPAN NO. 2

| GIRDER 1 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4865.6766 | 31.0000 | 669.3122 | 669.3122 | 0.0000 |
| F | 4875.6766 | 31.0000 | 669.3414 | 669.3414 | 0.0000 |
| G | 4885.6766 | 31.0000 | 669.3684 | 669.3684 | 0.0000 |
| H | 4895.6766 | 31.0000 | 669.3931 | 669.3931 | 0.0000 |
| I | 4905.6766 | 31.0000 | 669.4156 | 669.4156 | 0.0000 |
| J | 4915.6766 | 31.0000 | 669.4358 | 669.4358 | 0.0000 |
| K | 4925.6766 | 31.0000 | 669.4537 | 669.4537 | 0.0000 |
| L | 4935.6766 | 31.0000 | 669.4694 | 669.4694 | 0.0000 |
| M | 4945.6766 | 31.0000 | 669.4828 | 669.4828 | 0.0000 |
| N | 4955.6766 | 31.0000 | 669.4940 | 669.4940 | 0.0000 |
| O | 4965.6766 | 31.0000 | 669.5029 | 669.5029 | 0.0000 |
| P | 4975.6766 | 31.0000 | 669.5095 | 669.5095 | 0.0000 |
| Q | 4981.4266 | 31.0000 | 669.5123 | 669.5123 | 0.0000 |

| GIRDER 2 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4870.3200 | 23.2500 | 669.4471 | 669.4471 | 0.0000 |
| F | 4880.3200 | 23.2500 | 669.4753 | 669.4753 | 0.0000 |
| G | 4890.3200 | 23.2500 | 669.5013 | 669.5013 | 0.0000 |
| H | 4900.3200 | 23.2500 | 669.5249 | 669.5249 | 0.0000 |
| I | 4910.3200 | 23.2500 | 669.5464 | 669.5464 | 0.0000 |
| J | 4920.3200 | 23.2500 | 669.5655 | 669.5655 | 0.0000 |
| K | 4930.3200 | 23.2500 | 669.5824 | 669.5824 | 0.0000 |
| L | 4940.3200 | 23.2500 | 669.5970 | 669.5970 | 0.0000 |
| M | 4950.3200 | 23.2500 | 669.6094 | 669.6094 | 0.0000 |
| N | 4960.3200 | 23.2500 | 669.6195 | 669.6195 | 0.0000 |
| O | 4970.3200 | 23.2500 | 669.6273 | 669.6273 | 0.0000 |
| P | 4980.3200 | 23.2500 | 669.6329 | 669.6329 | 0.0000 |
| Q | 4986.0700 | 23.2500 | 669.6351 | 669.6351 | 0.0000 |

| GIRDER 3 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4874.9633 | 15.5000 | 669.5816 | 669.5816 | 0.0000 |
| F | 4884.9633 | 15.5000 | 669.6088 | 669.6088 | 0.0000 |
| G | 4894.9633 | 15.5000 | 669.6336 | 669.6336 | 0.0000 |
| H | 4904.9633 | 15.5000 | 669.6563 | 669.6563 | 0.0000 |
| I | 4914.9633 | 15.5000 | 669.6766 | 669.6766 | 0.0000 |
| J | 4924.9633 | 15.5000 | 669.6947 | 669.6947 | 0.0000 |
| K | 4934.9633 | 15.5000 | 669.7106 | 669.7106 | 0.0000 |
| L | 4944.9633 | 15.5000 | 669.7241 | 669.7241 | 0.0000 |
| M | 4954.9633 | 15.5000 | 669.7355 | 669.7355 | 0.0000 |
| N | 4964.9633 | 15.5000 | 669.7445 | 669.7445 | 0.0000 |
| O | 4974.9633 | 15.5000 | 669.7513 | 669.7513 | 0.0000 |
| P | 4984.9633 | 15.5000 | 669.7558 | 669.7558 | 0.0000 |
| Q | 4990.7133 | 15.5000 | 669.7574 | 669.7574 | 0.0000 |

| GIRDER 4 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4879.6066 | 7.7500 | 669.7156 | 669.7156 | 0.0000 |
| F | 4889.6066 | 7.7500 | 669.7417 | 669.7417 | 0.0000 |
| G | 4899.6066 | 7.7500 | 669.7655 | 669.7655 | 0.0000 |
| H | 4909.6066 | 7.7500 | 669.7871 | 669.7871 | 0.0000 |
| I | 4919.6066 | 7.7500 | 669.8064 | 669.8064 | 0.0000 |
| J | 4929.6066 | 7.7500 | 669.8235 | 669.8235 | 0.0000 |
| K | 4939.6066 | 7.7500 | 669.8382 | 669.8382 | 0.0000 |
| L | 4949.6066 | 7.7500 | 669.8508 | 669.8508 | 0.0000 |
| M | 4959.6066 | 7.7500 | 669.8610 | 669.8610 | 0.0000 |
| N | 4969.6066 | 7.7500 | 669.8690 | 669.8690 | 0.0000 |
| O | 4979.6066 | 7.7500 | 669.8748 | 669.8748 | 0.0000 |
| P | 4989.6066 | 7.7500 | 669.8783 | 669.8783 | 0.0000 |
| Q | 4995.3566 | 7.7500 | 669.8792 | 669.8792 | 0.0000 |

| GIRDER 5 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4884.2500 | 0.0000 | 670.4740 | 670.4740 | 0.0000 |
| F | 4894.2500 | 0.0000 | 670.4991 | 670.4991 | 0.0000 |
| G | 4904.2500 | 0.0000 | 670.5219 | 670.5219 | 0.0000 |
| H | 4914.2500 | 0.0000 | 670.5424 | 670.5424 | 0.0000 |
| I | 4924.2500 | 0.0000 | 670.5607 | 670.5607 | 0.0000 |
| J | 4934.2500 | 0.0000 | 670.5767 | 670.5767 | 0.0000 |
| K | 4944.2500 | 0.0000 | 670.5904 | 670.5904 | 0.0000 |
| L | 4954.2500 | 0.0000 | 670.6019 | 670.6019 | 0.0000 |
| M | 4964.2500 | 0.0000 | 670.6111 | 670.6111 | 0.0000 |
| N | 4974.2500 | 0.0000 | 670.6181 | 670.6181 | 0.0000 |
| O | 4984.2500 | 0.0000 | 670.6227 | 670.6227 | 0.0000 |
| P | 4994.2500 | 0.0000 | 670.6252 | 670.6252 | 0.0000 |
| Q | 5000.0000 | 0.0000 | 670.6256 | 670.6256 | 0.0000 |

| GIRDER 6 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4888.8933 | -7.7500 | 669.7399 | 669.7399 | 0.0000 |
| F | 4898.8933 | -7.7500 | 669.7619 | 669.7619 | 0.0000 |
| G | 4908.8933 | -7.7500 | 669.7856 | 669.7856 | 0.0000 |
| H | 4918.8933 | -7.7500 | 669.8051 | 669.8051 | 0.0000 |
| I | 4928.8933 | -7.7500 | 669.8223 | 669.8223 | 0.0000 |
| J | 4938.8933 | -7.7500 | 669.8373 | 669.8373 | 0.0000 |
| K | 4948.8933 | -7.7500 | 669.8499 | 669.8499 | 0.0000 |
| L | 4958.8933 | -7.7500 | 669.8604 | 669.8604 | 0.0000 |
| M | 4968.8933 | -7.7500 | 669.8684 | 669.8684 | 0.0000 |
| N | 4978.8933 | -7.7500 | 669.8744 | 669.8744 | 0.0000 |
| O | 4988.8933 | -7.7500 | 669.8781 | 669.8781 | 0.0000 |
| P | 4998.8933 | -7.7500 | 669.8795 | 669.8795 | 0.0000 |
| Q | 5004.6433 | -7.7500 | 669.8792 | 669.8792 | 0.0000 |

| GIRDER 7 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4903.5366 | -15.5000 | 669.6302 | 669.6302 | 0.0000 |
| F | 4913.5366 | -15.5000 | 669.6532 | 669.6532 | 0.0000 |
| G | 4923.5366 | -15.5000 | 669.6739 | 669.6739 | 0.0000 |
| H | 4933.5366 | -15.5000 | 669.6923 | 669.6923 | 0.0000 |
| I | 4943.5366 | -15.5000 | 669.7084 | 669.7084 | 0.0000 |
| J | 4953.5366 | -15.5000 | 669.7223 | 669.7223 | 0.0000 |
| K | 4963.5366 | -15.5000 | 669.7340 | 669.7340 | 0.0000 |
| L | 4973.5366 | -15.5000 | 669.7424 | 669.7424 | 0.0000 |
| M | 4983.5366 | -15.5000 | 669.7505 | 669.7505 | 0.0000 |
| N | 4993.5366 | -15.5000 | 669.7553 | 669.7553 | 0.0000 |
| O | 5003.5366 | -15.5000 | 669.7579 | 669.7579 | 0.0000 |
| Q | 5009.2866 | -15.5000 | 669.7582 | 669.7582 | 0.0000 |

| GIRDER 8 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4898.1800 | -23.2500 | 669.5201 | 669.5201 | 0.0000 |
| F | 4908.1800 | -23.2500 | 669.5420 | 669.5420 | 0.0000 |
| G | 4918.1800 | -23.2500 | 669.5616 | 669.5616 | 0.0000 |
| H | 4928.1799 | -23.2500 | 669.5750 | 669.5750 | 0.0000 |
| I | 4938.1799 | -23.2500 | 669.5941 | 669.5941 | 0.0000 |
| J | 4948.1799 | -23.2500 | 669.6089 | 669.6089 | 0.0000 |
| K | 4958.1799 | -23.2500 | 669.6175 | 669.6175 | 0.0000 |
| L | 4968.1799 | -23.2500 | 669.6258 | 669.6258 | 0.0000 |
| M | 4978.1799 | -23.2500 | 669.6319 | 669.6319 | 0.0000 |
| N | 4988.1799 | -23.2500 | 669.6357 | 669.6357 | 0.0000 |
| O | 4998.1799 | -23.2500 | 669.6373 | 669.6373 | 0.0000 |
| P | 5008.1799 | -23.2500 | 669.6365 | 669.6365 | 0.0000 |
| Q | 5013.9300 | -23.2500 | 669.6351 | 669.6351 | 0.0000 |

| GIRDER 9 | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION |
|----------|-----------|---------------|-----------|-------------|------------|
| E | 4902.8233 | -31.0000 | 669.4094 | 669.4094 | 0.0000 |
| F | 4912.8233 | -31.0000 | 669.4303 | 669.4303 | 0.0000 |
| G | 4922.8233 | -31.0000 | 669.4489 | 669.4489 | 0.0000 |
| H | 4932.8233 | -31.0000 | 669.4652 | 669.4681 | 0.1020 |
| I | 4942.8233 | -31.0000 | 669.4792 | 669.4975 | 0.1180 |
| J | 4952.8233 | -31.0000 | 669.4910 | 669.6123 | 0.1210 |
| K | 4962.8233 | -31.0000 | 669.5006 | 669.6130 | 0.1120 |
| L | 4972.8233 | -31.0000 | 669.5079 | 669.6014 | 0.0930 |
| M | 4982.8233 | -31.0000 | 669.5129 | 669.5807 | 0.0670 |
| N | 4992.8233 | -31.0000 | 669.5156 | 669.5557 | 0.0400 |
| O | 5002.8233 | -31.0000 | 669.5166 | 669.5325 | 0.0160 |
| P | 5012.8233 | -31.0000 | 669.5163 | 669.5167 | 0.0020 |
| Q | 5018.5733 | -31.0000 | 669.5123 | 669.5123 | 0.0000 |

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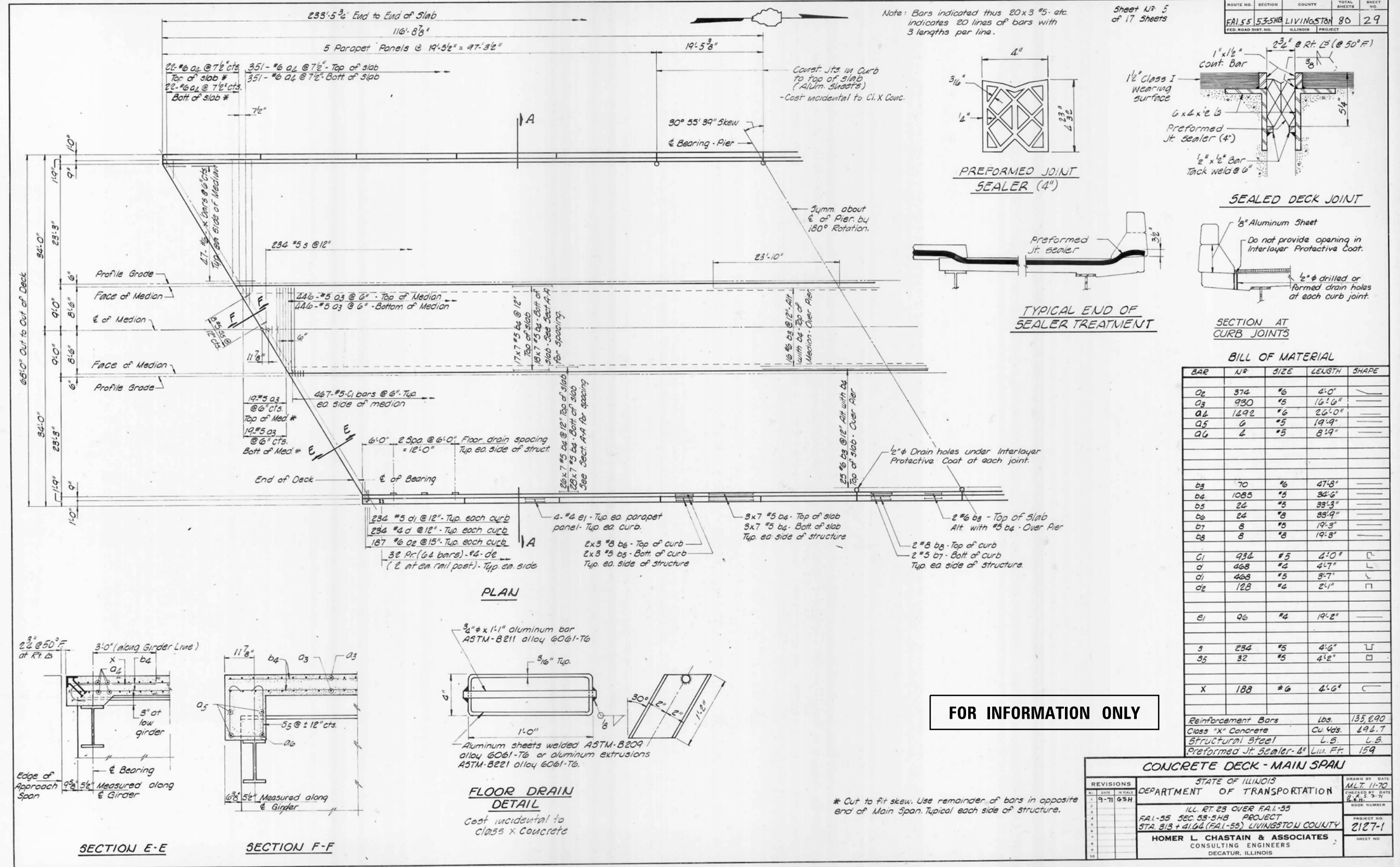
Sheet 18 of 17 Sheets

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|------------|---------|--------------|-----------|
| FA 155-53-5HB | LIVINGSTON | 80 | 28 | |
| FED. ROAD DIST. NO. | ILLINOIS | PROJECT | | |

| SPAN NO. 3 | | | | | | | | | |
|------------|-----------|---------------|-----------|-------------|------------|--|-----------|---------------|-----------|
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| Q | 4981.4266 | 31.0000 | 669.5123 | 669.5123 | 0.0000 | Q | 5004.6433 | -7.7500 | 669.8792 |
| R | 4991.4266 | 31.0000 | 669.5154 | 669.5219 | 0.0065 | R | 5014.6433 | -7.7500 | 669.8836 |
| S | 5001.4266 | 31.0000 | 669.5162 | 669.5413 | 0.0251 | S | 5024.6433 | -7.7500 | 669.8977 |
| T | 5011.4266 | 31.0000 | 669.5147 | 669.5661 | 0.0513 | T | 5034.6433 | -7.7500 | 669.9173 |
| U | 5021.4266 | 31.0000 | 669.5110 | 669.5900 | 0.0789 | U | 5044.6433 | -7.7500 | 669.9359 |
| V | 5031.4266 | 31.0000 | 669.5050 | 669.6074 | 0.1023 | V | 5054.6433 | -7.7500 | 669.9457 |
| W | 5041.4266 | 31.0000 | 669.4968 | 669.6141 | 0.1173 | W | 5064.6433 | -7.7500 | 669.9496 |
| X | 5051.4266 | 31.0000 | 669.4863 | 669.6076 | 0.1213 | X | 5074.6433 | -7.7500 | 669.9378 |
| Y | 5061.4266 | 31.0000 | 669.4735 | 669.5866 | 0.1130 | Y | 5084.6433 | -7.7500 | 669.9116 |
| Z | 5071.4266 | 31.0000 | 669.4585 | 669.5513 | 0.0927 | Z | 5094.6433 | -7.7500 | 669.8782 |
| AA | 5081.4266 | 31.0000 | 669.4412 | 669.5032 | 0.0619 | AA | 5104.6433 | -7.7500 | 669.8176 |
| BB | 5091.4266 | 31.0000 | 669.4217 | 669.4454 | 0.0236 | BB | 5114.6433 | -7.7500 | 669.7546 |
| CC | 5097.1766 | 31.0000 | 669.4094 | 669.4094 | 0.0000 | CC | 5120.3933 | -7.7500 | 669.7156 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| Q | 4986.0700 | 23.2500 | 669.6351 | 669.6351 | 0.0000 | Q | 5009.2866 | -15.5000 | 669.7574 |
| R | 4996.0700 | 23.2500 | 669.6371 | 669.6437 | 0.0065 | R | 5019.2866 | -15.5000 | 669.7608 |
| S | 5006.0700 | 23.2500 | 669.6369 | 669.6620 | 0.0251 | S | 5029.2866 | -15.5000 | 669.7487 |
| T | 5016.0700 | 23.2500 | 669.6344 | 669.6858 | 0.0513 | T | 5039.2866 | -15.5000 | 669.7923 |
| U | 5026.0700 | 23.2500 | 669.6296 | 669.7088 | 0.0789 | U | 5049.2866 | -15.5000 | 669.7306 |
| V | 5036.0700 | 23.2500 | 669.6226 | 669.7249 | 0.1023 | V | 5059.2866 | -15.5000 | 669.7186 |
| W | 5046.0700 | 23.2500 | 669.6133 | 669.7306 | 0.1173 | W | 5069.2866 | -15.5000 | 669.7041 |
| X | 5056.0700 | 23.2500 | 669.6017 | 669.7231 | 0.1213 | X | 5079.2866 | -15.5000 | 669.6873 |
| Y | 5066.0700 | 23.2500 | 669.5879 | 669.7010 | 0.1130 | Y | 5089.2866 | -15.5000 | 669.6682 |
| Z | 5076.0700 | 23.2500 | 669.5719 | 669.6646 | 0.0927 | Z | 5099.2866 | -15.5000 | 669.6469 |
| AA | 5086.0700 | 23.2500 | 669.5535 | 669.6155 | 0.0619 | AA | 5109.2866 | -15.5000 | 669.6233 |
| BB | 5096.0700 | 23.2500 | 669.5329 | 669.5566 | 0.0236 | BB | 5119.2866 | -15.5000 | 669.5975 |
| CC | 5101.8200 | 23.2500 | 669.5201 | 669.5201 | 0.0000 | CC | 5129.0366 | -15.5000 | 669.5816 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| Q | 4990.7133 | 15.5000 | 669.7574 | 669.7574 | 0.0000 | Q | 5013.9300 | -23.2500 | 669.6351 |
| R | 5000.7133 | 15.5000 | 669.7584 | 669.7650 | 0.0065 | R | 5023.9300 | -23.2500 | 669.6308 |
| S | 5010.7133 | 15.5000 | 669.7571 | 669.7822 | 0.0251 | S | 5033.9300 | -23.2500 | 669.6243 |
| T | 5020.7133 | 15.5000 | 669.7535 | 669.8049 | 0.0513 | T | 5043.9299 | -23.2500 | 669.6155 |
| U | 5030.7133 | 15.5000 | 669.7477 | 669.8267 | 0.0789 | U | 5053.9299 | -23.2500 | 669.6044 |
| V | 5040.7133 | 15.5000 | 669.7396 | 669.8420 | 0.1023 | V | 5063.9299 | -23.2500 | 669.5911 |
| W | 5050.7133 | 15.5000 | 669.7293 | 669.8466 | 0.1173 | W | 5073.9299 | -23.2500 | 669.5755 |
| X | 5060.7133 | 15.5000 | 669.7167 | 669.8381 | 0.1213 | X | 5083.9299 | -23.2500 | 669.5576 |
| Y | 5070.7133 | 15.5000 | 669.7018 | 669.8149 | 0.1130 | Y | 5093.9299 | -23.2500 | 669.5375 |
| Z | 5080.7133 | 15.5000 | 669.6847 | 669.7775 | 0.0927 | Z | 5103.9299 | -23.2500 | 669.5152 |
| AA | 5090.7133 | 15.5000 | 669.6653 | 669.7273 | 0.0619 | AA | 5113.9299 | -23.2500 | 669.4905 |
| BB | 5100.7133 | 15.5000 | 669.6437 | 669.6674 | 0.0236 | BB | 5123.9299 | -23.2500 | 669.4636 |
| CC | 5106.4633 | 15.5000 | 669.6302 | 669.6302 | 0.0000 | CC | 5129.6800 | -23.2500 | 669.4471 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| Q | 4995.3566 | 7.7500 | 669.8792 | 669.8792 | 0.0000 | Q | 5018.5733 | -31.0000 | 669.5123 |
| R | 5005.3566 | 7.7500 | 669.8792 | 669.8857 | 0.0065 | R | 5028.5733 | -31.0000 | 669.5070 |
| S | 5015.3566 | 7.7500 | 669.8768 | 669.9019 | 0.0251 | S | 5038.5733 | -31.0000 | 669.4994 |
| T | 5025.3566 | 7.7500 | 669.8722 | 669.9236 | 0.0513 | T | 5048.5733 | -31.0000 | 669.4895 |
| U | 5035.3566 | 7.7500 | 669.8653 | 669.9443 | 0.0789 | U | 5058.5733 | -31.0000 | 669.4774 |
| V | 5045.3566 | 7.7500 | 669.8562 | 669.9589 | 0.1023 | V | 5068.5733 | -31.0000 | 669.4630 |
| W | 5055.3566 | 7.7500 | 669.8448 | 669.9622 | 0.1173 | W | 5078.5733 | -31.0000 | 669.4464 |
| X | 5065.3566 | 7.7500 | 669.8312 | 669.9525 | 0.1213 | X | 5088.5733 | -31.0000 | 669.4275 |
| Y | 5075.3566 | 7.7500 | 669.8153 | 669.9284 | 0.1130 | Y | 5098.5733 | -31.0000 | 669.4063 |
| Z | 5085.3566 | 7.7500 | 669.7971 | 669.8899 | 0.0927 | Z | 5108.5733 | -31.0000 | 669.3829 |
| AA | 5095.3566 | 7.7500 | 669.7767 | 669.8386 | 0.0619 | AA | 5118.5733 | -31.0000 | 669.3572 |
| BB | 5105.3566 | 7.7500 | 669.7540 | 669.7777 | 0.0236 | BB | 5128.5733 | -31.0000 | 669.3293 |
| CC | 5111.1066 | 7.7500 | 669.7399 | 669.7399 | 0.0000 | CC | 5134.3233 | -31.0000 | 669.3122 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | * These Elevations refer to top of the Median Slope. | | | |
| Q | 5000.0000 | 0.0000 | 670.6256 | 670.6256 | 0.0000 | | | | |
| R | 5010.0000 | 0.0000 | 670.6244 | 670.6310 | 0.0065 | | | | |
| S | 5020.0000 | 0.0000 | 670.6210 | 670.6461 | 0.0251 | | | | |
| T | 5030.0000 | 0.0000 | 670.6154 | 670.6668 | 0.0513 | | | | |
| U | 5040.0000 | 0.0000 | 670.6075 | 670.6864 | 0.0789 | | | | |
| V | 5050.0000 | 0.0000 | 670.5973 | 670.6996 | 0.1023 | | | | |
| W | 5060.0000 | 0.0000 | 670.5848 | 670.7022 | 0.1173 | | | | |
| X | 5070.0000 | 0.0000 | 670.5701 | 670.6915 | 0.1213 | | | | |
| Y | 5080.0000 | 0.0000 | 670.5532 | 670.6663 | 0.1130 | | | | |
| Z | 5090.0000 | 0.0000 | 670.5340 | 670.6267 | 0.0927 | | | | |
| AA | 5100.0000 | 0.0000 | 670.5125 | 670.5744 | 0.0619 | | | | |
| BB | 5110.0000 | 0.0000 | 670.4887 | 670.5126 | 0.0236 | | | | |
| CC | 5115.7500 | 0.0000 | 670.4740 | 670.4740 | 0.0000 | | | | |

| SPAN NO. 4 | | | | | | | | | |
|------------|-----------|---------------|-----------|-------------|------------|--------|-----------|---------------|-----------|
| LINE | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | LINE | STATION | NORMAL OFFSET | ELEVATION |
| DD | 5098.6986 | 32.2500 | 669.3865 | 669.3865 | 0.0000 | DD | 5109.7538 | 23.8125 | 669.5067 |
| EE | 5108.6987 | 32.2500 | 669.3630 | 669.3630 | 0.0000 | EE | 5113.7539 | 23.8125 | 669.4821 |
| FF | 5118.6988 | 32.2500 | 669.3373 | 669.3373 | 0.0000 | FF | 5123.7540 | 23.8125 | 669.4553 |
| GG | 5126.5319 | 32.2500 | 669.3156 | 669.3156 | 0.0000 | GG | 5131.5871 | 23.8125 | 669.4327 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| DD | 5108.5095 | 15.8750 | 669.6194 | 669.6194 | 0.0000 | DD | 5113.2652 | 7.9375 | 669.7314 |
| EE | 5118.5096 | 15.8750 | 669.5937 | 669.5989 | 0.0052 | EE | 5123.2653 | 7.9375 | 669.7047 |
| FF | 5128.5097 | 15.8750 | 669.5657 | 669.5702 | 0.0045 | FF | 5133.2654 | 7.9375 | 669.6757 |
| GG | 5136.3428 | 15.8750 | 669.5423 | 669.5423 | 0.0000 | GG | 5141.0985 | 7.9375 | 669.6514 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| DD | 5118.0208 | 0.0000 | 670.4680 | 670.4680 | 0.0000 | DD | 5122.7765 | -7.9375 | 669.7061 |
| EE | 5128.0209 | 0.0000 | 670.4402 | 670.4454 | 0.0052 | EE | 5132.7766 | -7.9375 | 669.6772 |
| FF | 5138.0211 | 0.0000 | 670.4101 | 670.4146 | 0.0045 | FF | 5142.7767 | -7.9375 | 669.6460 |
| GG | 5145.8542 | 0.0000 | 670.3850 | 670.3850 | 0.0000 | GG | 5150.6098 | -7.9375 | 669.6200 |
| | | | | | | | | | |
| GIRDER | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | GIRDER | STATION | NORMAL OFFSET | ELEVATION |
| DD | 5127.5322 | -15.8750 | 669.5686 | 669.5686 | 0.0000 | DD | 5132.2878 | -23.8125 | 669.4306 |
| EE | 5137.5323 | -15.8750 | 669.5386 | 669.5438 | 0.0052 | EE | 5142.2880 | -23.8125 | 669.3995 |
| FF | 5147.5324 | -15.8750 | 669.5084 | 669.5109 | 0.0045 | FF | 5152.2881 | -23.8125 | 669.3682 |
| GG | 5155.3655 | -15.8750 | 669.4795 | 669.4795 | 0.0000 | GG | 5160.1212 | -23.8125 | 669.3386 |
| | | | | | | | | | |
| LINE | STATION | NORMAL OFFSET | ELEVATION | DEFL + ELEV | DEFLECTION | LINE | STATION | NORMAL OFFSET | ELEVATION |
| DD | 5137.3431 | -32.2500 | 669.2833 | 669.2833 | 0.0000 | DD | 5137.3431 | -32.2500 | 669.2833 |
| EE | 5147.3432 | -32.2500 | 669.2511 | 669.2511 | 0.0000 | EE | 5147.3432 | -32.2500 | 669.2511 |
| FF | 5157.3433 | -32.2500 | 669.2167 | 669.2167 | 0.0000 | FF | 5157.3433 | -32.2500 | 669.2167 |
| GG | 5165.1764 | -32.2500 | 669.1881 | 669.1881 | 0.0000 | GG | 5165.1764 | -32.2500 | 669.1881 |

| | | | | | | | | | |
|---|--|--|--|--|---------------------------|--|--|--|--|
| DECK ELEVATIONS | | | | | | | | | |
| STATE OF ILLINOIS | | | | | | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | | | | | | |
| ILL. RT 23 OVER FA.1-55 | | | | | DRAWN BY DATE: RES 6-71 | | | | |
| FA.1-55 SEC. 53-54B PROJECT | | | | | CHECKED BY DATE: RES 6-71 | | | | |
| STA. 313+41.64 (FA.1-55) LIVINGSTON CO. | | | | | BOOK NUMBER | | | | |
| HOMER L. CHASTAIN & ASSOCIATES | | | | | PROJECT NO. 2127-1 | | | | |
| CONSULTING ENGINEERS | | | | | SHEET NO. | | | | |
| DECATUR, ILLINOIS | | | | | | | | | |



| | | | | |
|---|--|---------------------------------|-----------------------|-----------------|
| ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL CONSULTING ENGINEERS 1001 W. Main | UPDATED: | USER NAME = erkkila | DESIGNED - ARK | REVISED - _____ |
| | E LIN ENGINEERING, LTD. Consulting Engineers 1001 W. Main | PLOT SCALE = | CHECKED - GM SFM MTH | REVISED - _____ |
| | | PLOT DATE = 4/2/2018 1:57:58 PM | DRAWN - ADS JCS | REVISED - _____ |
| | | | CHECKED - ARK SFM MTH | REVISED - _____ |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 19 OF 38 SHEETS

| | | | | |
|----------------|-----------|---------------------------|-----------------|--------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 266 |
| | | CONTRACT NO. 66B64 | | |
| | | ILLINOIS FED. AID PROJECT | | |

| | | |
|----------|------------------|----------|
| | | CONTRACT |
| ILLINOIS | FED. AID PROJECT | |

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------|----------|------------|--------------|-----------|
| FA-55 | 53-54B | LIVINGSTON | 80 | 30 |
| FED ROAD DIST NO. | ILLINOIS | PROJECT | | |

SECTION D-D

NOTE: V3 are included in substructure, see sheet #14

DETAIL A

FOR INFORMATION ONLY

-BILL OF MATERIALS-
2 APPROACH SPANS

| BAR | N ^o | SIZE | LENGTH | SHAPE |
|--------------------|----------------|------|----------|--------|
| 01 | 376 | #6 | 25'9" | — |
| 02 | 88 | #6 | 4'0" | — |
| 03 | 232 | #5 | 16'6" | — |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| b | 306 | #5 | 29'6" | — |
| 01 | 8 | #8 | 27'3" | — |
| 02 | 16 | #5 | 27'3" | — |
| c | 236 | #5 | 3'7" | ┘ |
| d | 112 | #4 | 4'7" | ┘ |
| 01 | 112 | #5 | 3'7" | ┘ |
| 02 | 32 | #4 | 2'1" | ┘ |
| e | 32 | #4 | 13'6" | — |
| | | | | |
| m | 32 | #5 | 7'3" | — |
| m1 | 64 | #4 | 8'3" | — |
| m2 | 18 | #5 | 26'6" | — |
| m3 | 18 | #5 | 25'0" | — |
| | | | | |
| s | 60 | #5 | 4'6" | ┘ |
| 51 | 76 | #4 | 7'9" | ┘ |
| 32 | 24 | #4 | 8'5" | ┘ |
| 53 | 76 | #4 | 8'11" | ┘ |
| 54 | 24 | #4 | 10'3" | ┘ |
| | | | | |
| | | | | |
| Reinforcement Bars | | | Lbs. | 34,580 |
| Class "X" Concrete | | | Cu. Yds. | 180.4 |

CONCRETE DECK-APPROACH SPANS

| | | |
|-----------|--|------------------------------|
| REVISIONS | STATE OF ILLINOIS DEPT OF TRANSPORTATION | DATE BY DATE MLT 11-10-70 |
| 9-71 GSH | ILL RT 23 OVER FAI-55 FAI-55 SEC 53-54B PROJECT STA 313 + 0.64 (FAI-55) LIVINGSTON CO. | BY 5-8-71 |
| | HOMER L CHASTAIN & ASSOCIATES CONSULTING ENGINEERS CHASTAIN BLDG | BOOK NUMBER |
| | | PROJECT NO 2127-1 |
| | | DRAWN BY ME |

* Cut to fit skew. Use remainder of bars in opposite end of Approach Span. Typical each side of structure.

| | | | | |
|---|--|---------------------------------|-----------------------|-----------------|
| ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL CONSULTING | UPDATED: | USER NAME = erkki100 | DESIGNED - ARK | REVISED - _____ |
| | LIN ENGINEERING, LTD. Consulting Engineers 1010 161 Street | PLOT SCALE = | CHECKED - GM SFM MTH | REVISED - _____ |
| | | PLOT DATE = 4/2/2018 2:01:44 PM | DRAWN - ADS JCS | REVISED - _____ |
| | | | CHECKED - ARK SFM MTH | REVISED - _____ |

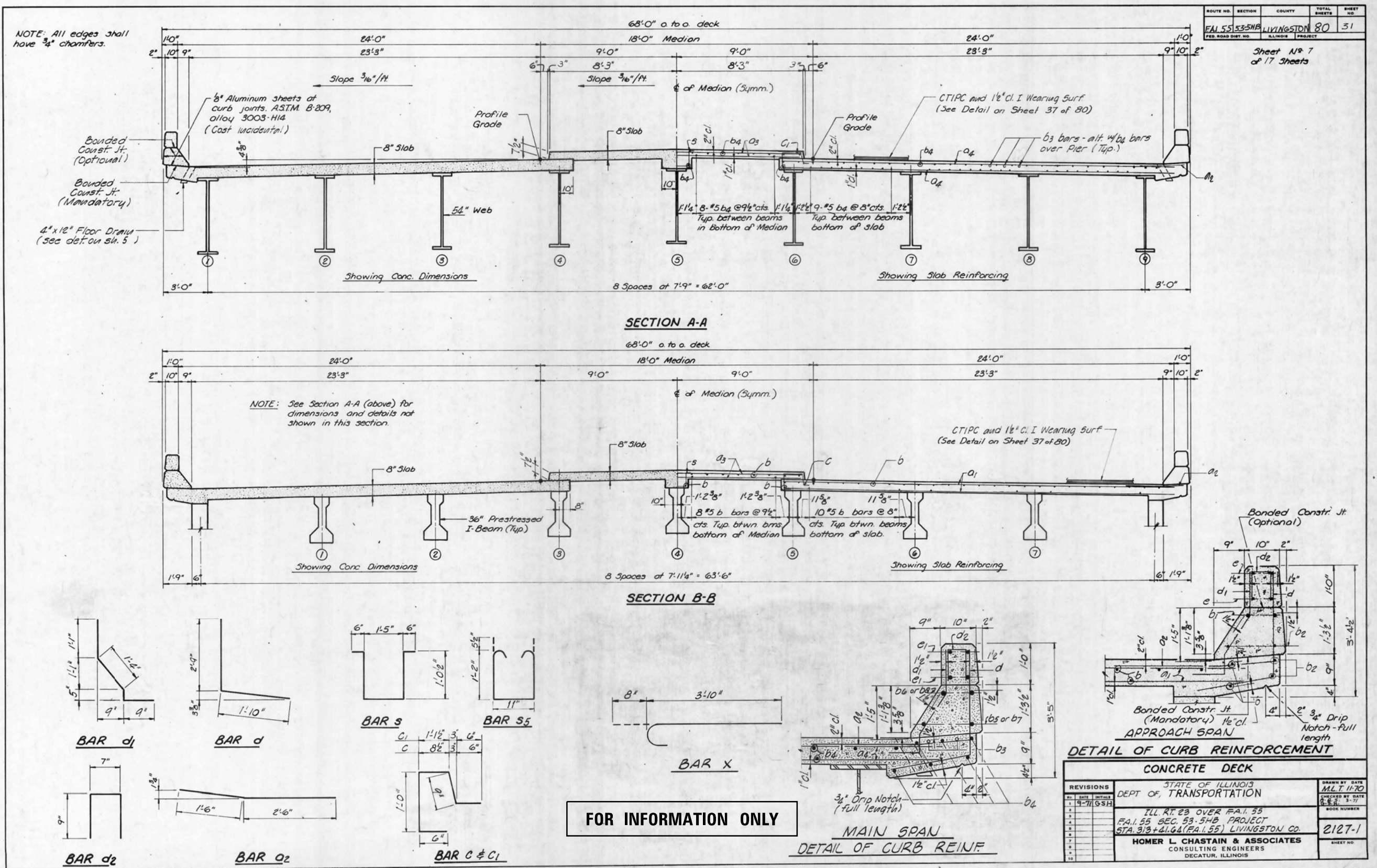
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 20 OF 38 SHEETS

| | | | | |
|---------------------------|-----------|------------|-----------------|--------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 267 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
FILE NAME: pw:\3\IL084EBID\INTEG\Illinois.gov\PW\DOT\Documents\DOT Offices\District 3\Projects\366B64\CADData\CADDrawings\Lin Engineering 3-29-2018\Structure Plans\0115_EXIST PLANS.dgn
ORIGINAL: FEHR GRAHAM
UPDATED: LIN ENGINEERING LTD.
CONSULTING ENGINEERS
PLOT SCALE: 1"=10'-0"
PLOT DATE: 4/2/2018 2:02:31 PM
DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

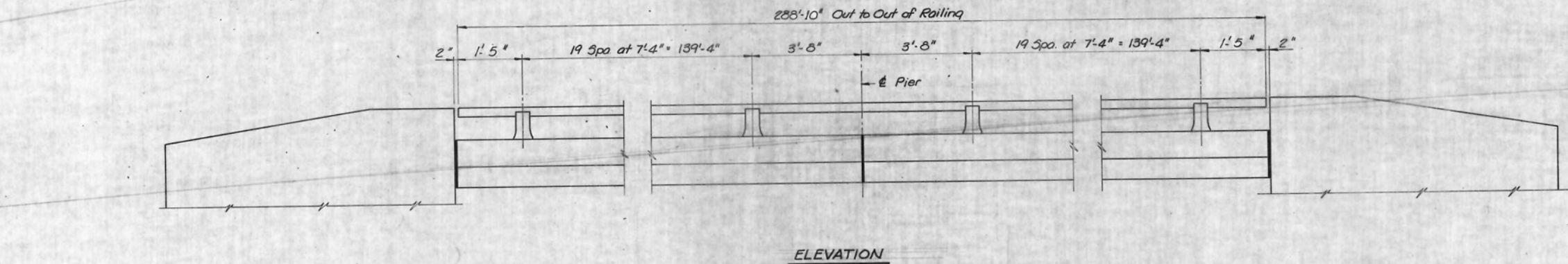
SHEET NO. 21 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 268 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
FILE NAME: pw:\3\IL084EBID\INTEG\Illinois.gov\PW\DOT\Documents\DOT Offices\District 3\Projects\366B64\CAD\Drawings\Lin Engineering 3-29-2018\Structure Plans\53-0115\EXIST PLANS.dgn

Bridge Sheet No. 8
of 17 Sheets

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------|--------------|-----------|
| FAI 55 | 53-5HB | LIVINGSTON | 80 | 32 |
| FED. ROAD DIST. NO. | ILLINOIS | PROJECT | | |



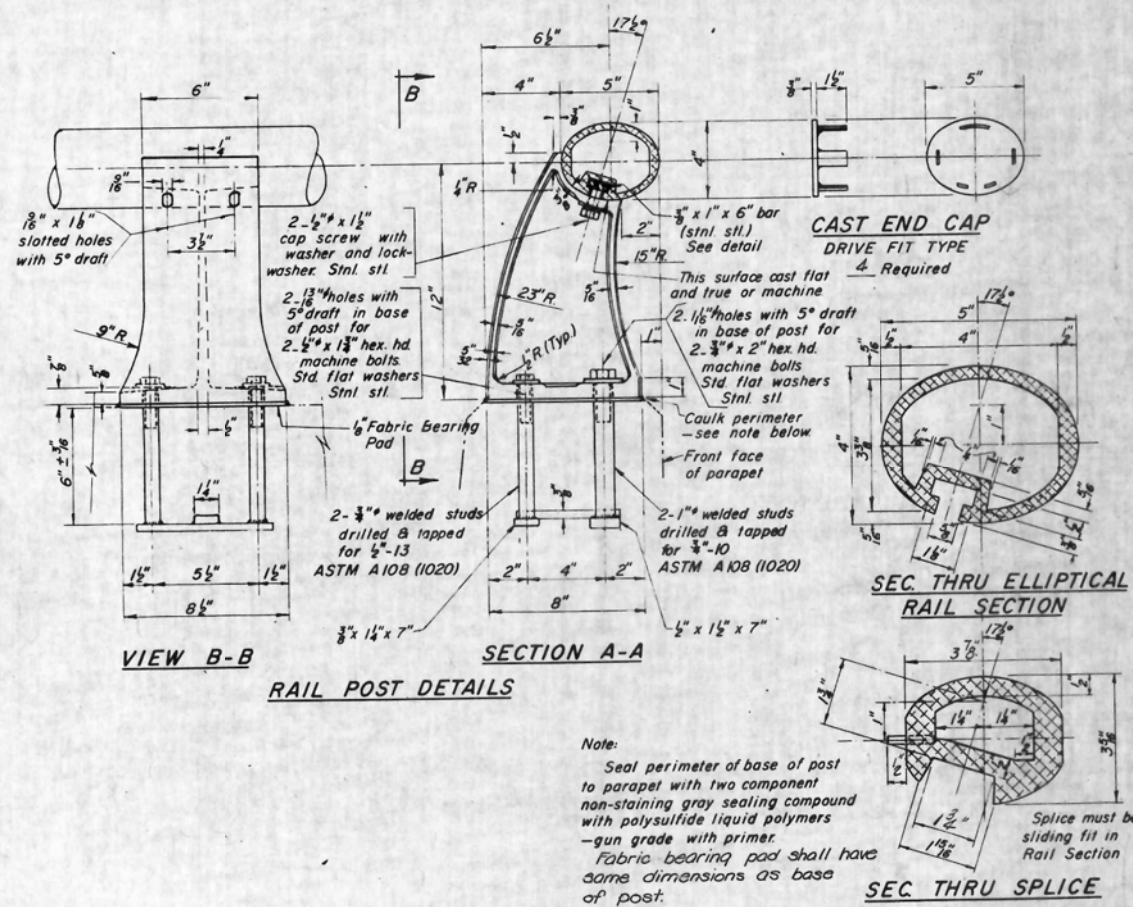
NOTES

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

All joints in rail shall be spliced per detail.

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

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



FOR INFORMATION ONLY

BILL OF MATERIAL

| Item | Unit | Quantity |
|------------------|----------|----------|
| ALUMINUM RAILING | Lin. Ft. | 578 |

| ALUMINUM RAILING | | | |
|---|---------|-----|-----|
| STATE OF ILLINOIS | | | |
| DEPT. OF TRANSPORTATION | | | |
| ILL. RT. 23 OVER FAI-55 | | | |
| FAI-55 SEC. 53-5HB PROJECT | | | |
| STA. 313+41.64 (FAI-55) LIVINGSTON COUNTY | | | |
| HOMER L. CHASTAIN & ASSOCIATES | | | |
| CONSULTING ENGINEERS | | | |
| DECATUR, ILLINOIS | | | |
| REVISIONS | DATE | BY | NO. |
| 1 | 4-11-18 | GSN | |
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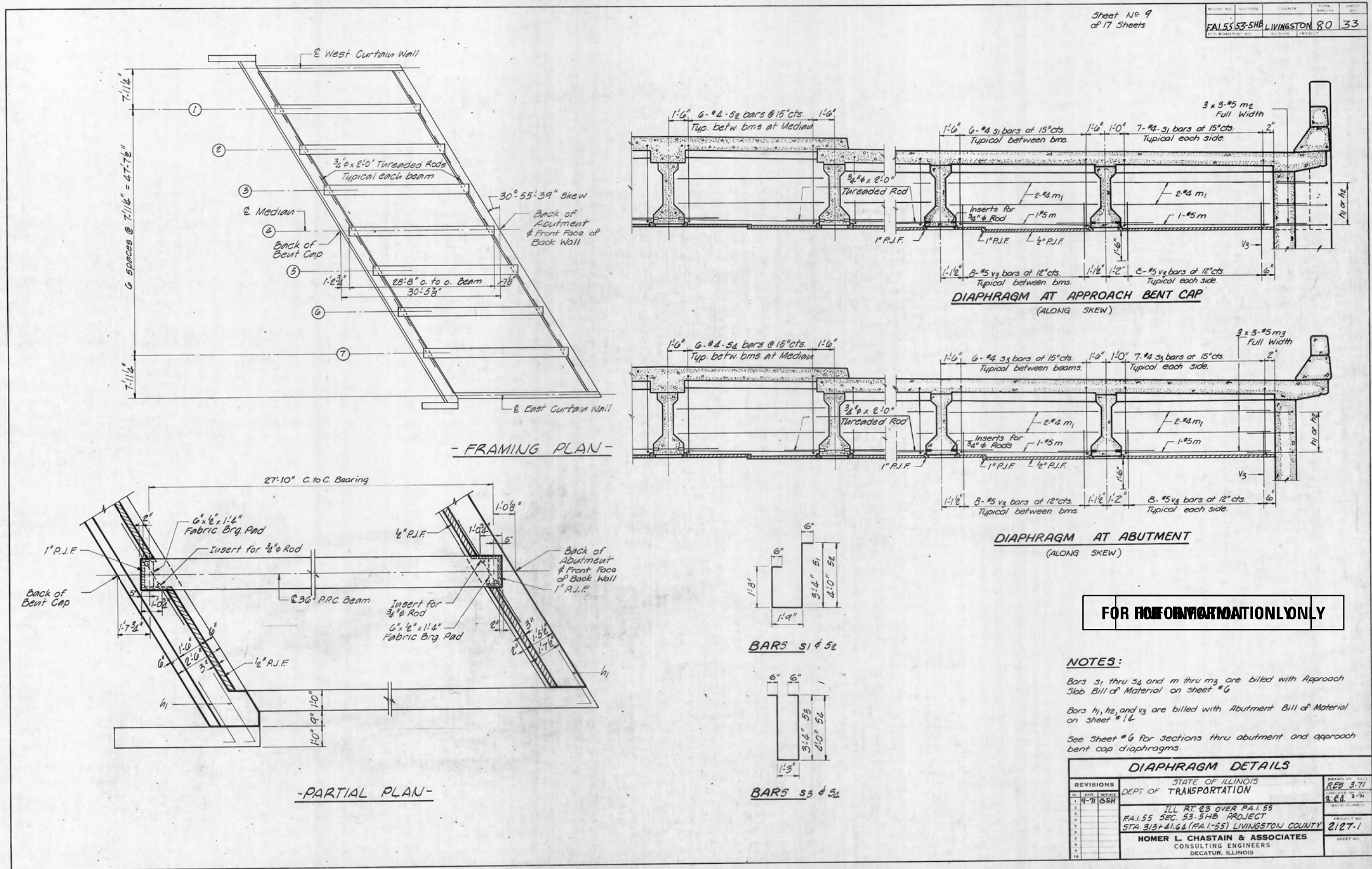
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 22 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 269 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LYN ENGINEERING LTD.**
CONSULTING ENGINEERS
LIVINGSTON, ILLINOIS

| USER NAME | DESIGNED | REVISIONS |
|-----------|-------------|-------------|
| erkklia | ARK | ARK |
| | GM SFM MTH | GM SFM MTH |
| | ADS JCS | ADS JCS |
| | ARK SFM MTH | ARK SFM MTH |

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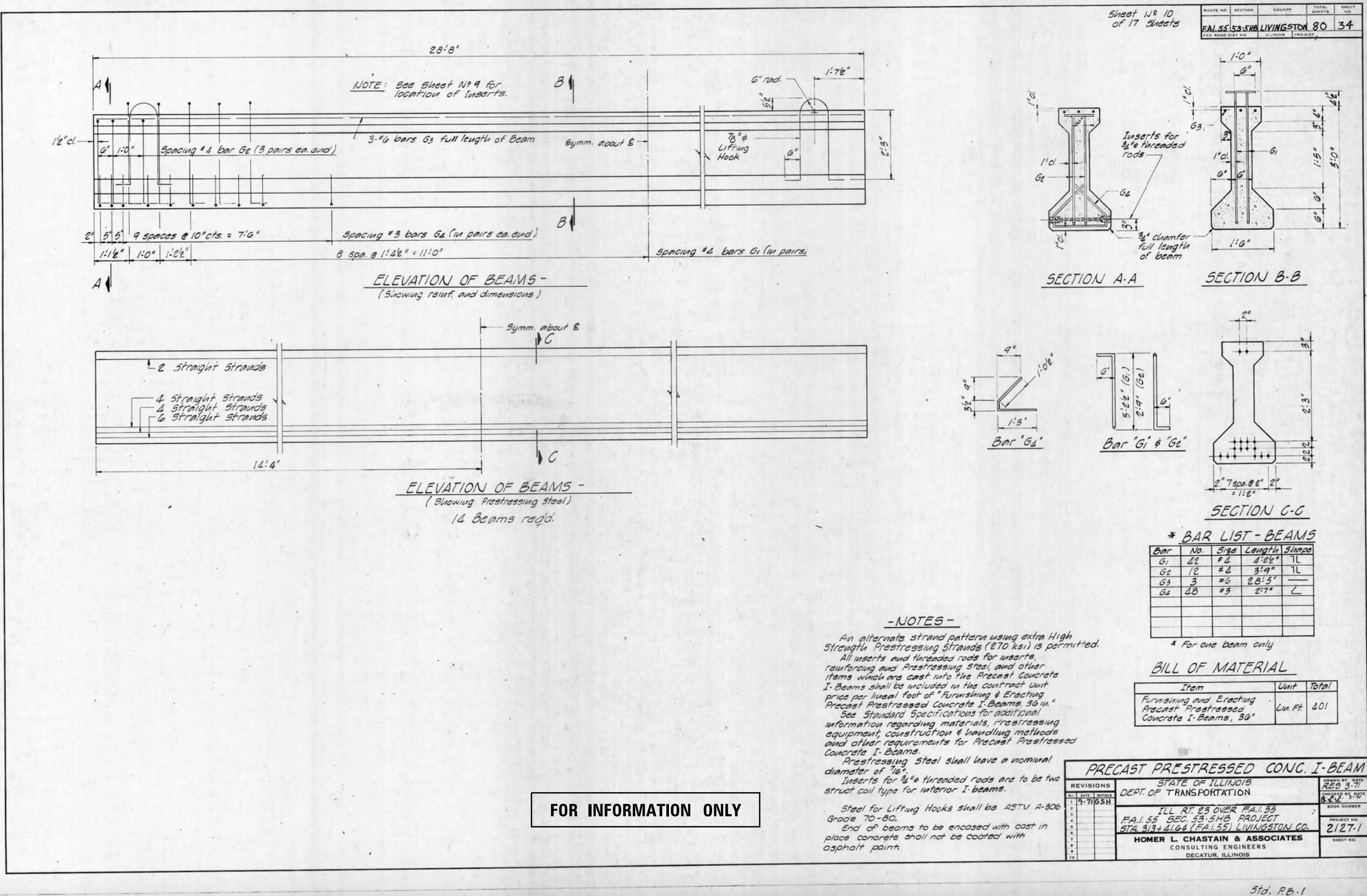
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 23 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 270 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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PROJECT: 3-29-2018\Structure Plans\SN 053-0115\Design Plans\0115 EXIST PLANS.dgn



ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **FEHR GRAHAM**
CONSULTING ENGINEERS

USER NAME = erkkliaa

DESIGNED - ARK

CHECKED - GM SFM MTH

PLOT SCALE =

DRAWN - ADS JCS

PLOT DATE = 4/2/2018 2:04:45 PM

CHECKED - ARK SFM MTH

REVISD -

REVISD -

REVISD -

REVISD -

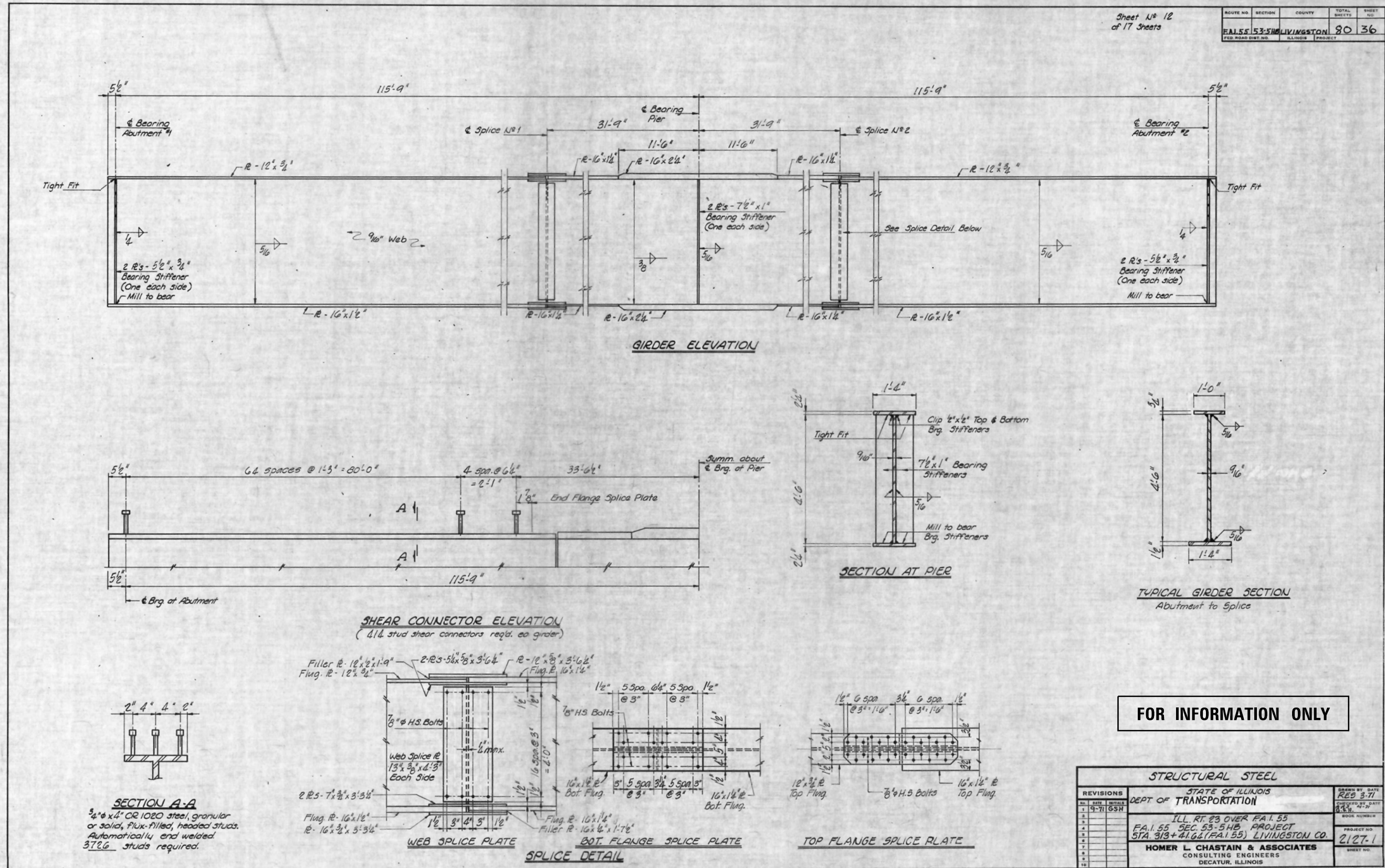
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

SHEET NO. 24 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|------------|--------------|-----------|
| 55 | (53-54B&I) | LIVINGSTON | 722 | 271 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LI ENGINEERING, LTD.**
Consulting Engineers
10/1/81 MS-8

| | | | | | |
|--------------|---------------------|------------|-------------|-----------|--|
| USER NAME = | erkklia | DESIGNED - | ARK | REVISED - | |
| CHECKED - | GM SFM MTH | REVISOR - | | REVISED - | |
| PLOT SCALE = | | DRAWN - | ADS JCS | REVISED - | |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

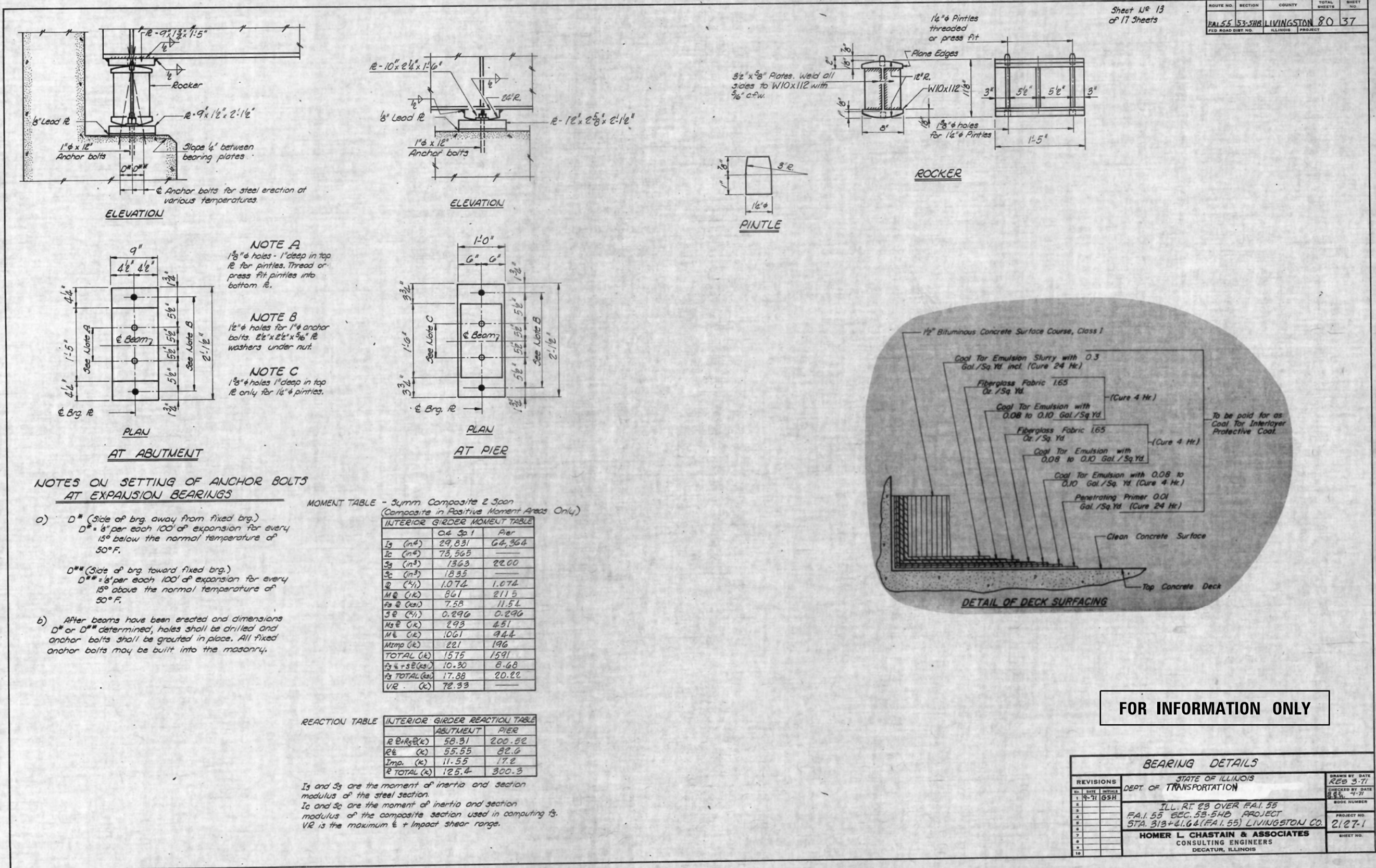
EXISTING PLANS (FOR INFORMATION ONLY)

STRUCTURE NO. 053-0115

SHEET NO. 26 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|------------|--------------|-----------|
| 55 | (53-5H&I | LIVINGSTON | 722 | 273 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL
CONSULTING ENGINEERS
1011 N. 18th St.
MILWAUKEE, WI 53233

| | | |
|---------------------------------|-----------------------|-----------|
| USER NAME = erkkliaa | DESIGNED - ARK | REVISED - |
| PLOT SCALE = | CHECKED - GM SFM MTH | REVISED - |
| PLOT DATE = 4/2/2018 2:06:16 PM | DRAWN - ADS JCS | REVISED - |
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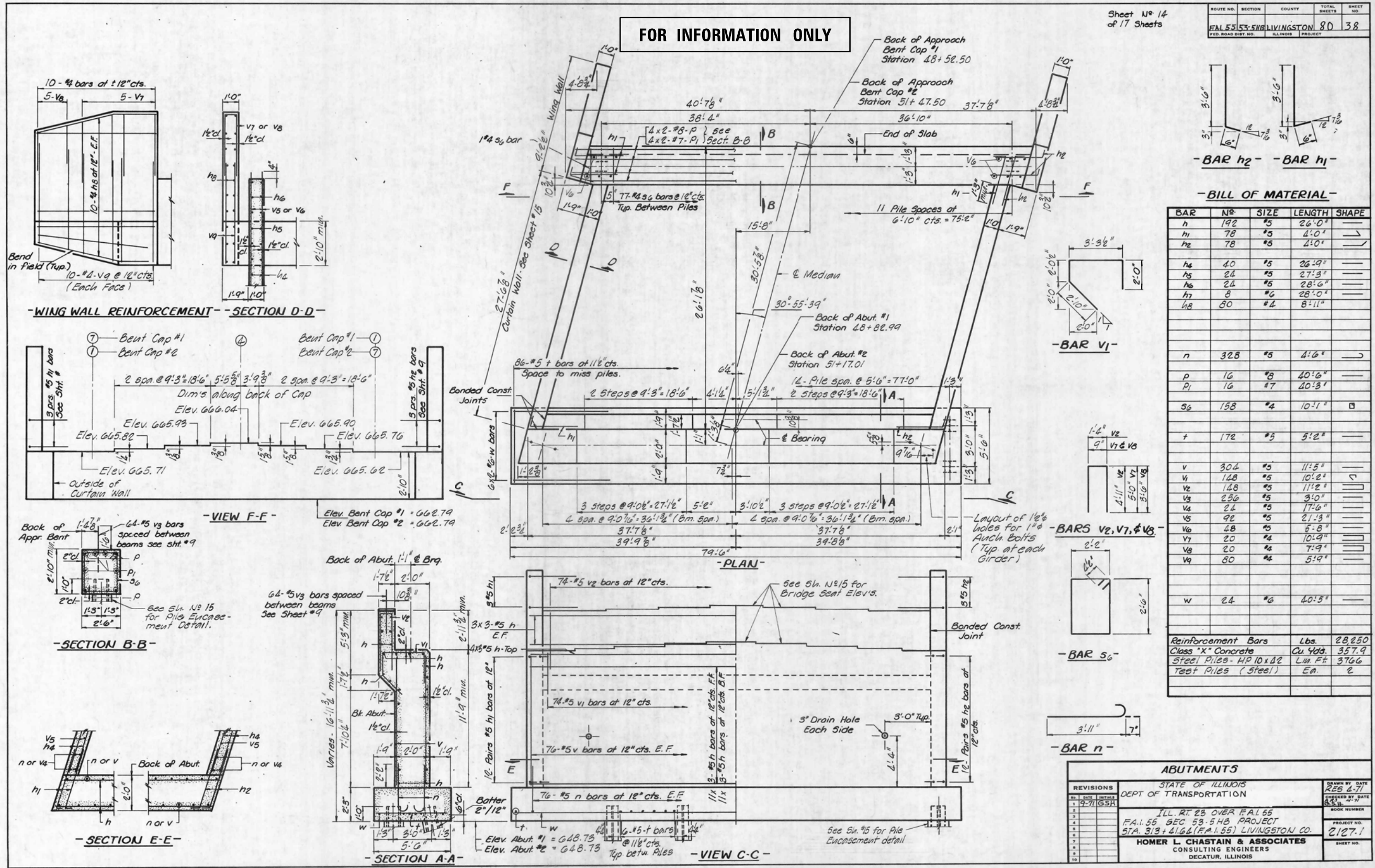
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115

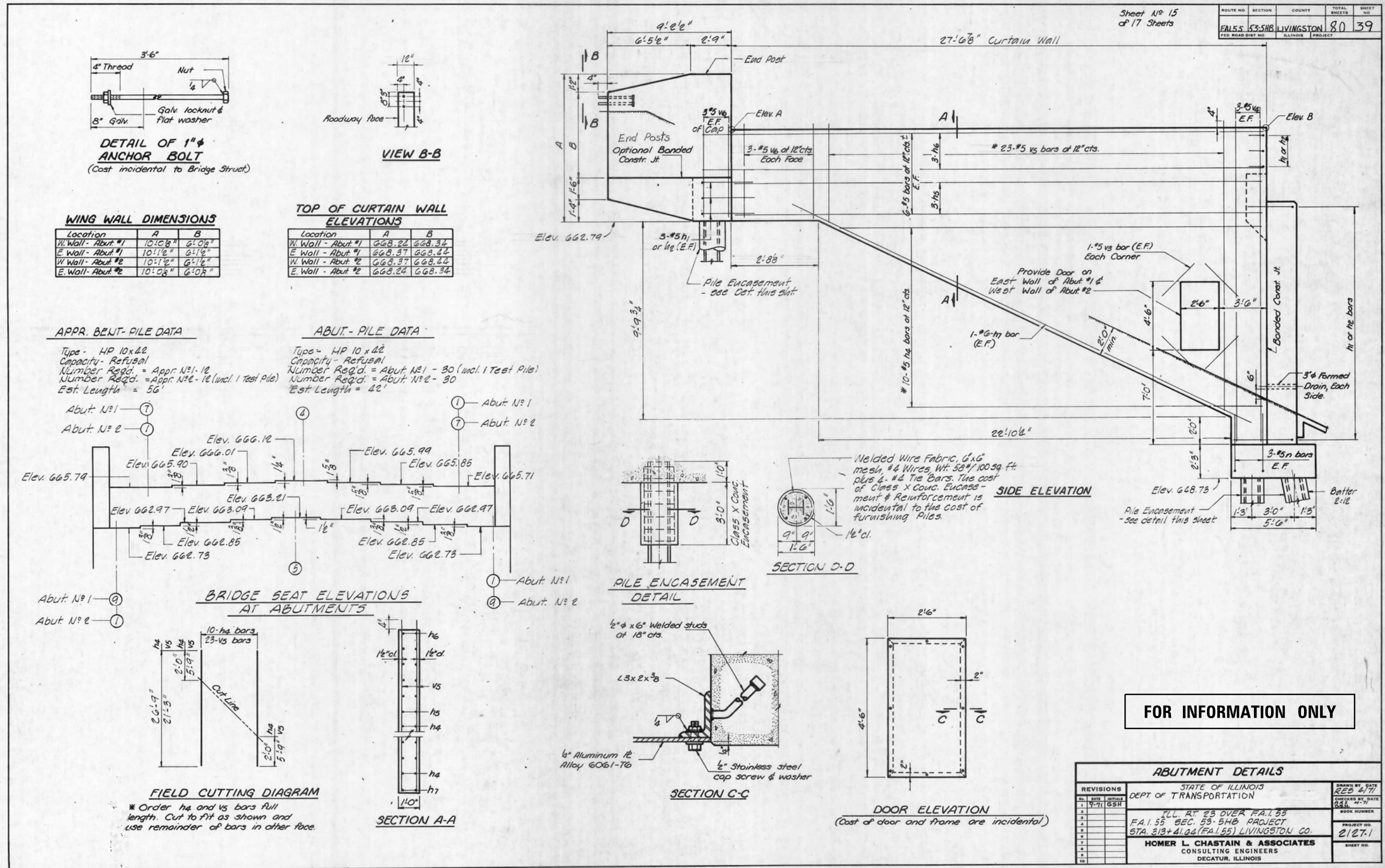
SHEET NO. 27 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 274 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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DATE: 3/29/2018 2:06:39 PM



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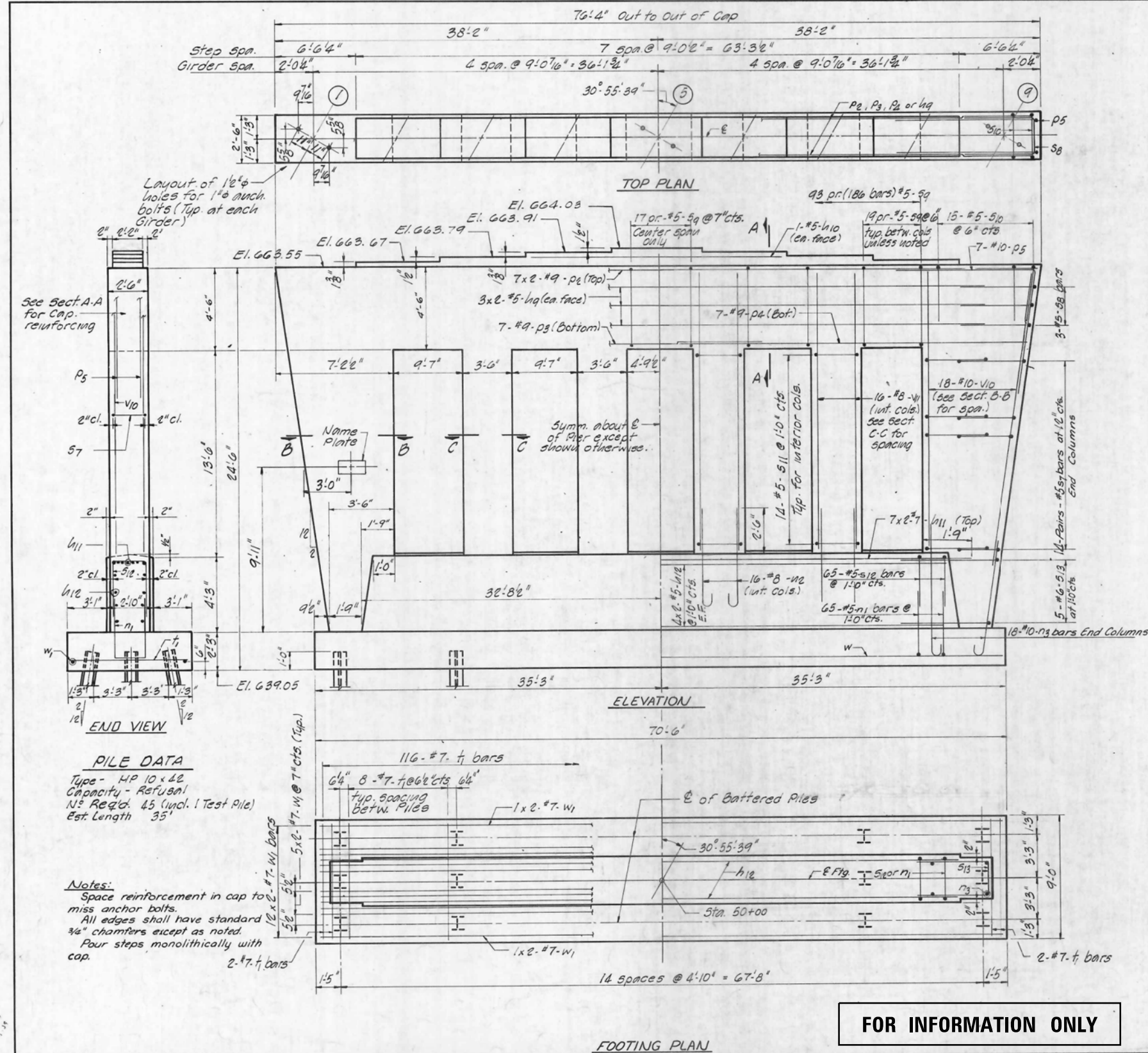
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)

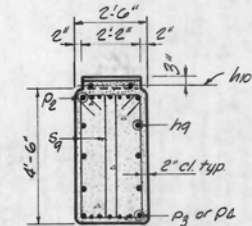
STRUCTURE NO. 053-0115

SHEET NO. 29 OF 38 SHEETS

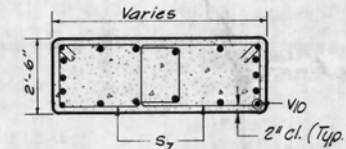
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 276 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



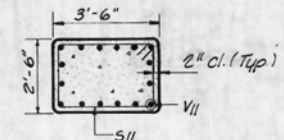
FOR INFORMATION ONLY



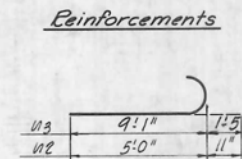
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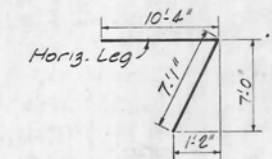
Section B-B



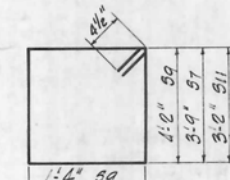
Section C-C



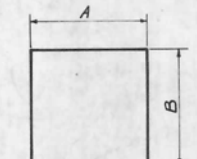
Bar n3 & ne



Bar p5



Bars 57, 59 & 511



Bars n1, 58, 510, 512 & 513

A-B DIMENSIONS

| Bar | A | B |
|-----|-------|-------|
| n1 | 2'-0" | 4'-6" |
| s8 | 2'-2" | 4'-0" |
| s12 | 2'-6" | 2'-8" |
| s13 | 2'-2" | 4'-6" |
| s10 | 2'-2" | 4'-0" |
| | | |
| | | |
| | | |

| | | | | |
|-----------|--------|---------|---|---------------------------|
| REVISIONS | | | PIER | DRAWN BY DATE RES 3-71 |
| NO. | DATE | DETAILS | STATE OF ILLINOIS | CHECKED BY DATE |
| 1 | 9-7-71 | CSH | DEPT. OF TRANSPORTATION | CSH 4-7-71 |
| 2 | | | ILL RT. 28 OVER FA.1.55 | BOOK NUMBER |
| 3 | | | FA.1.55 SEC. 53-54E PROJECT | PROJECT NO. |
| 4 | | | STA. 313+41.64 (FA.1.55) LIVINGSTON CO. | 1127-1 |
| 5 | | | HOMER L CHASTAIN & ASSOCIATES | SHEET NO. |
| 6 | | | CONSULTING ENGINEERS | |
| 7 | | | ILLINOIS | |
| 8 | | | | |

| BILL OF MATERIAL | | | | |
|---------------------------------------|-----|------|----------|--------|
| Bar | No. | Size | Length | Shape |
| h9 | 12 | #5 | 35'-9" | — |
| h10 | 2 | #5 | 26'-8" | — |
| h11 | 12 | #7 | 33'-9" | — |
| h12 | 16 | #5 | 33'-0" | — |
| n1 | 65 | #5 | 11'-6" | U |
| ne | 64 | #8 | 5'-11" | U |
| n3 | 36 | #10 | 10'-6" | U |
| pe | 14 | #9 | 39'-3" | — |
| p3 | 7 | #9 | 28'-0" | — |
| p6 | 7 | #9 | 31'-11" | — |
| p5 | 14 | #10 | 17'-5" | 7 |
| s7 | 56 | #5 | 12'-7" | □ |
| s8 | 6 | | 11'-8" | □ |
| s9 | 186 | | 11'-9" | □ |
| s10 | 30 | | 10'-2" | □ |
| s11 | 56 | | 11'-5" | □ |
| s12 | 63 | #5 | 7'-10" | □ |
| s13 | 10 | #6 | 11'-2" | □ |
| t1 | 116 | #7 | 8'-8" | — |
| v10 | 36 | #10 | 17'-9" | — |
| v11 | 62 | #8 | 17'-9" | — |
| w1 | 24 | #7 | 36'-1" | — |
| Class "X" Concrete Reinforcement Bars | | | Cu. yds. | 147.4 |
| Steel Piles - 40 10 x 42 | | | Lbs. | 24,570 |
| Test Piles (Steel) | | | Lw. Ft. | 1540 |
| Struct. Excavation | | | Ea. | 1 |
| | | | Cu. Yds. | 215 |

| | | | |
|---|---------------------------------|-----------------------|-----------------|
| ORIGINAL: FEHR GRAHAM ENGINEERING & ENVIRONMENTAL UPDATED: E LIN ENGINEERING, LTD. Consulting Engineers 300 West Main | USER NAME = erkklao | DESIGNED - ARK | REVISED - _____ |
| | PLOT SCALE = | CHECKED - GM SFM MTH | REVISED - _____ |
| | PLOT DATE = 4/2/2018 2:07:29 PM | DRAWN - ADS JCS | REVISED - _____ |
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (FOR INFORMATION ONLY)

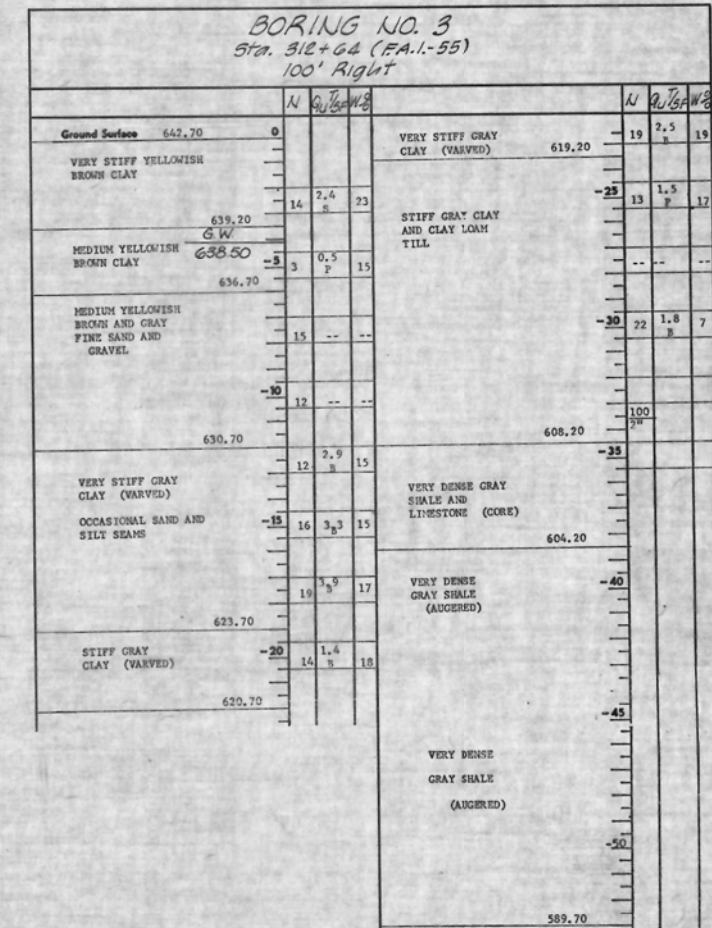
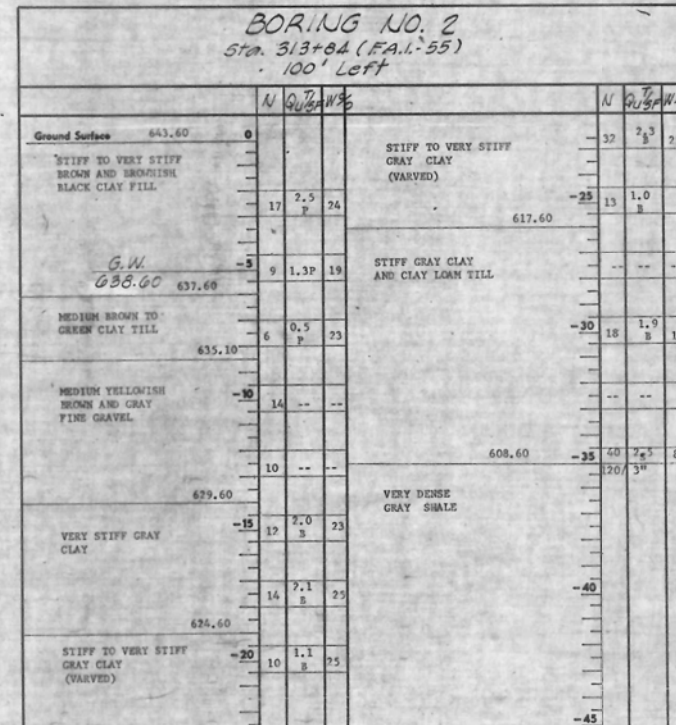
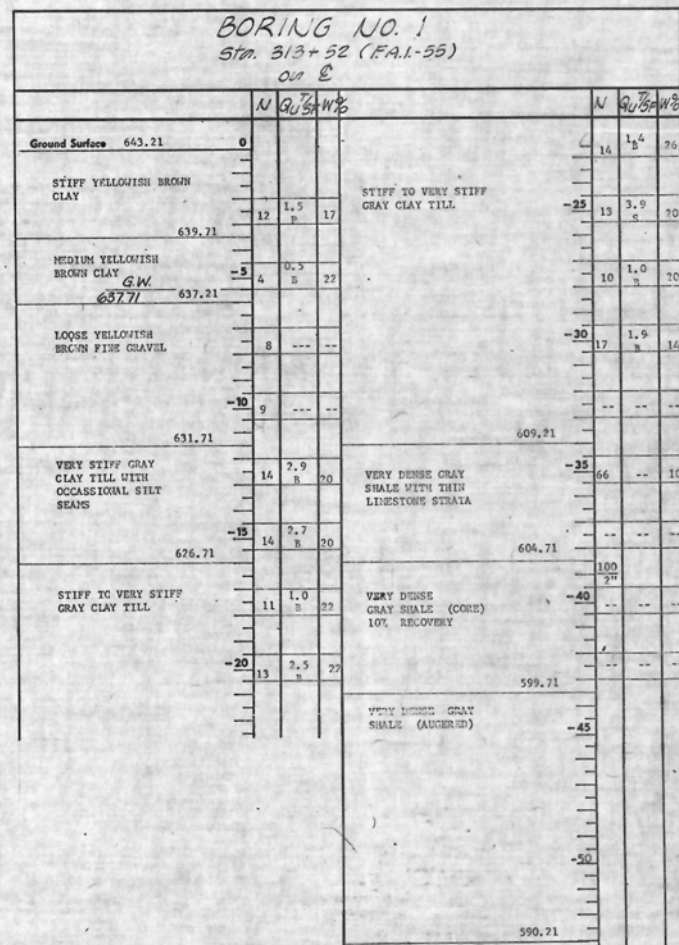
STRUCTURE NO. 053-0115

SHEET NO. 30 OF 38 SHEETS

| | | | | |
|---------------------------|-----------|--------------------|-----------------|--------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5)R&I | LIVINGSTON | 722 | 277 |
| | | CONTRACT NO. 66B64 | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | |
|----------|------------------|
| ILLINOIS | FED. AID PROJECT |
|----------|------------------|

| ROUTE NO | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------|------------|--------------|-----------|
| EA1.55 | 53.5HB | LIVINGSTON | 80 | 41 |
| ED. ROAD DIST. NO. | ILLINOIS | PROJECT | | |



G.W. = Ground Water Elevation

| | |
|---|--|
| N-Standard Penetration Test = Blows per foot to drive 2" | Qu-Unconfined Compressive Strength - t/sf |
| O.D. Split Spoon Sampler 12" with 140# hammer falling 30". | w-Water Content - percentage of oven dry weight - % |

Type failure:
B—Bulge Failure
S—Shear Failure
E—Estimated Value
P—Penetrometer

FOR INFORMATION ONLY

| REVISIONS | | DRAWN BY DATE | |
|-----------|------|---------------|------|
| N | DATE | REVISIONS | DATE |
| 1 | | 2 | |
| 2 | | 3 | |
| 3 | | 4 | |
| 4 | | 5 | |
| 5 | | 6 | |
| 6 | | 7 | |
| 7 | | 8 | |
| 8 | | 9 | |

BORING LOGS

STATE OF ILLINOIS
DEPT. OF TRANSPORTATION

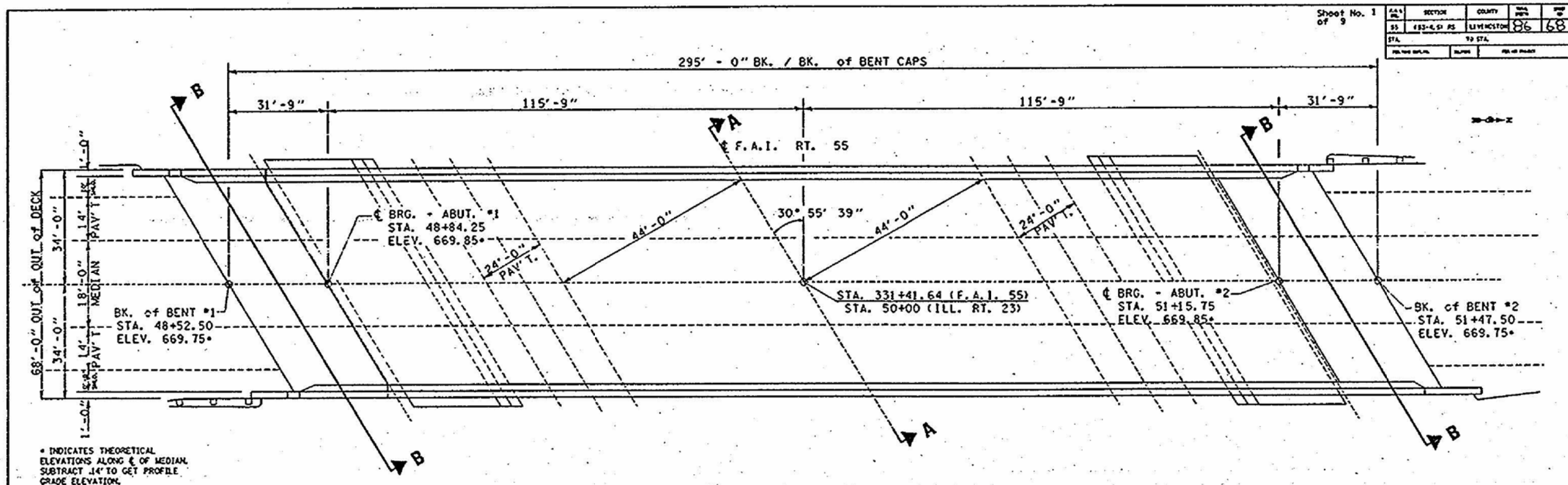
ILL. RT 23 OVER FAI-55
FAI-1-55 SEC 53-54B PROJECT
STA 313+41.6 (FAI-55) LIVINGSTON COUNTY

HOMER L. CHAINSTAIN & ASSOCIATES
CONSULTING ENGINEERS
DECATUR, ILLINOIS

PROJECT NO.
2127-1

SHEET NO.

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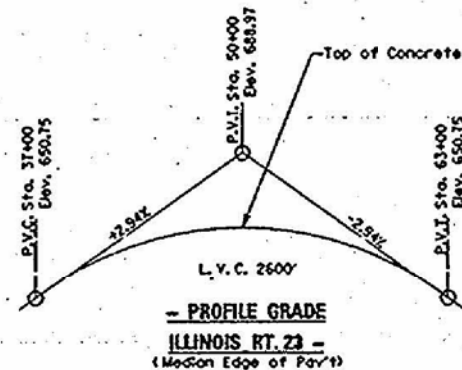


DESIGN LOADING
Live HS 20-44 AASHTO 1969 Specifications.
Dead Load Includes 25'±/sq.ft. of Roadway for future wearing surfaces.

DESIGN STRESSES
f_c = 1400 p.s.i. Substructure, Curb & Parapets
f_c = 1200 p.s.i. Superstructure Slab
v_c = 75 p.s.i. Footings
f_s = 20,000 p.s.i. Reinforcing Steel
f_s = 20,000 p.s.i. Structural Steel (A-36)
n = 10

LIVE LOAD DEFLECTION
L/1200 for Composite Construction

PRESTRESSED BEAMS
f_c = 5000 p.s.i.
f_{ci} = 4000 p.s.i.
f_s = 248,000 p.s.i.
f_{sy} = 173,600 p.s.i.



TOTAL BILL OF MATERIALS S.N. 053-0115

| CODE NO. | ITEM | UNIT | QUANT. |
|----------|---|-------|--------|
| X4066528 | POLYMERIZED BITUMINOUS SURFACE COURSE MIX. D. CLASS I | TON | 128 |
| 44000910 | BITUMINOUS CONCRETE REMOVAL (DECK) | SO YD | 1524 |
| 58100200 | WATERPROOFING MEMBRANE SYSTEM | SO YD | 1524 |
| Z0016200 | DECK SLAB REPAIR (PARTIAL DEPTH) | SO YD | 223 |
| Z0016001 | DECK SLAB REPAIR (FULL DEPTH) TYPE I | SO YD | 84 |
| Z0016002 | DECK SLAB REPAIR (FULL DEPTH) TYPE II | SO YD | 28 |
| 50300130 | PREFORMED JOINT SEAL (4") | FOOT | 159 |
| 50301245 | FORMED CONCRETE REPAIR (<=5") | SO FT | 157 |
| 59000100 | EPOXY CRACK SEALING | FOOT | 118 |
| 50300530 | FLOOR DRAIN EXTENSIONS | EA | 12 |

NOTE:

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

FOR INFORMATION ONLY

NOTE: USE THIS SHEET WITH SHEETS 2-1 OF 9.

**GENERAL PLAN
S. N. 053-0115**

ORIGINAL: **FEHR GRAHAM**
CONSULTING ENGINEERS
P.C.

UPDATED: **LEN ENGINEERING LTD.**
CONSULTING ENGINEERS
LLC

| | | |
|---------------------------------|-----------------------|-----------|
| USER NAME = erkklia | DESIGNED - ARK | REVISED - |
| | CHECKED - GM SFM MTH | REVISED - |
| PLOT SCALE = | DRAWN - ADS JCS | REVISED - |
| PLOT DATE = 4/2/2018 2:13:37 PM | CHECKED - ARK SFM MTH | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)

STRUCTURE NO. 053-0115

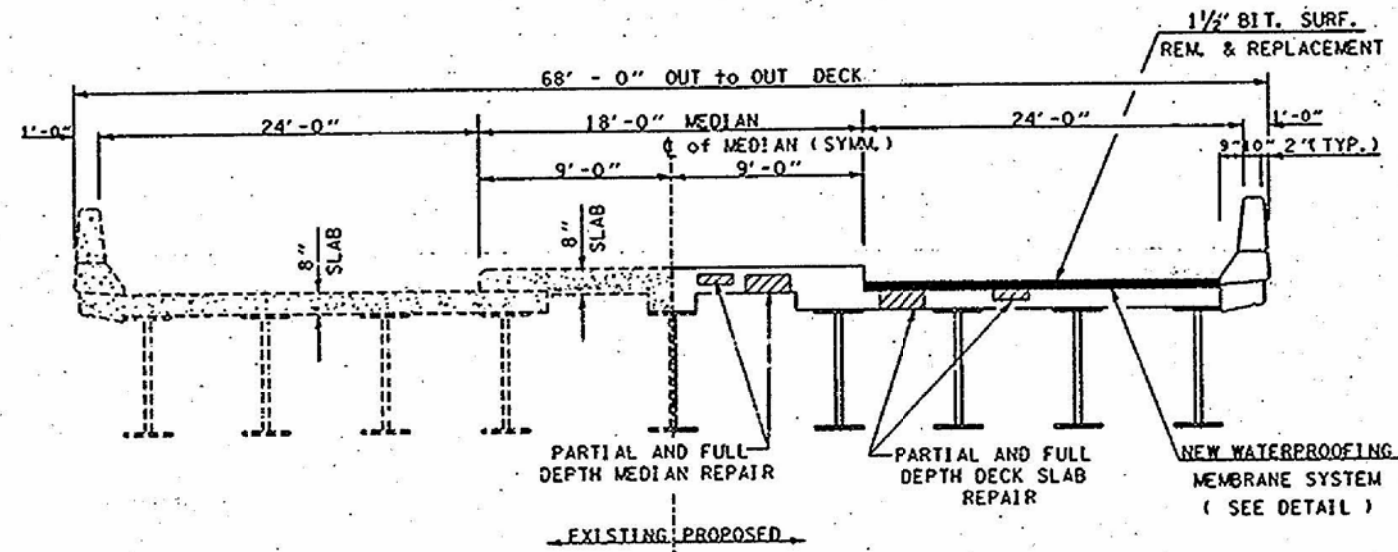
SHEET NO. 32 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 279 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

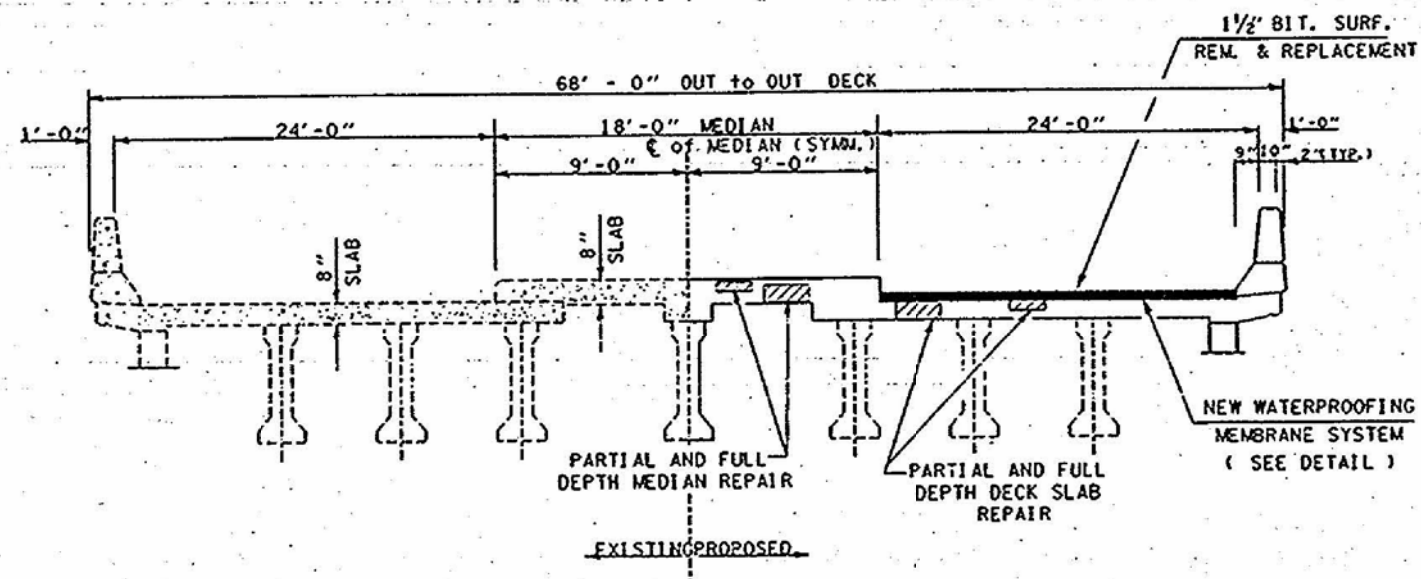
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Sheet No. 2
of 9

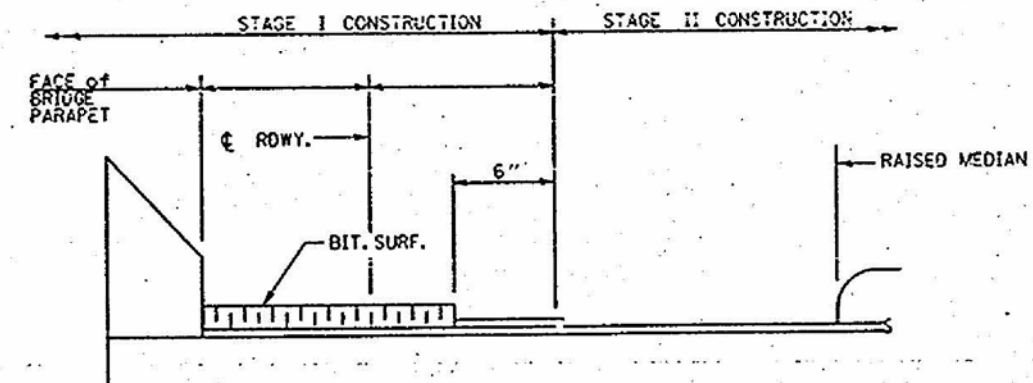
| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|--------------|-----------|
| 55 | (53-4) R&I | LIVINGSTON | 86 |
| 55 | (53-5) R&I | LIVINGSTON | 280 |
| CONTRACT NO. 66B64 | | | |



SECTION A-A



SECTION B-B



WATERPROOFING TREATMENT
DETAIL

SEE STAGING DETAILS SHEET
332 OF 333

Note: Partial & Full Depth Median Repair will be paid for as Deck Slab Repair Partial & Full Depth.
Areas of Deck Slab Repair will be field determined.
The Engineer Shall Show Actual Locations of Deck Repairs on As-Built Plans.
SEE SHEET
334 OF 333

FOR INFORMATION ONLY

BRIDGE DECK REPAIR DETAILS S. N. 053-0115

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

USER NAME = erkkila
PLOT SCALE =
PLOT DATE = 4/2/2018 2:14:05 PM

DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115
SHEET NO. 33 OF 38 SHEETS

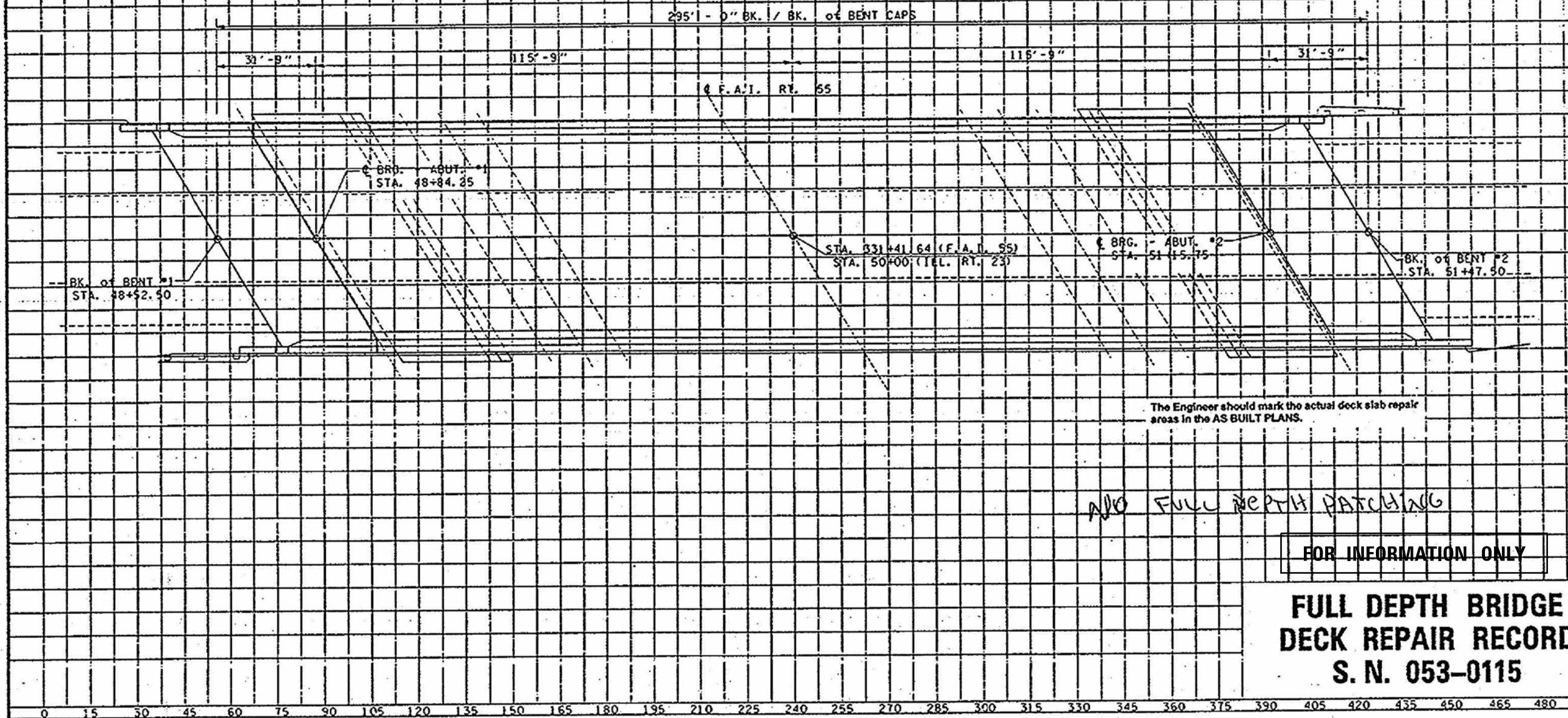
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|-----------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 280 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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Sheet No. 3
of 9

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|-------------|---------------------------|-----------------|--------------|
| 55 | 153-6.50 RS | LIVINGSTON | 86 | 70 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



NO FULL DEPTH PATCHING

FOR INFORMATION ONLY

**FULL DEPTH BRIDGE
DECK REPAIR RECORD
S. N. 053-0115**

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LN ENGINEERING LTD.**
Consulting Engineers
10/1/11 18-11

USER NAME = erkiloo
PLOT SCALE =
PLOT DATE = 4/2/2018 2:14:26 PM

DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (FOR INFORMATION ONLY)

STRUCTURE NO. 053-0115

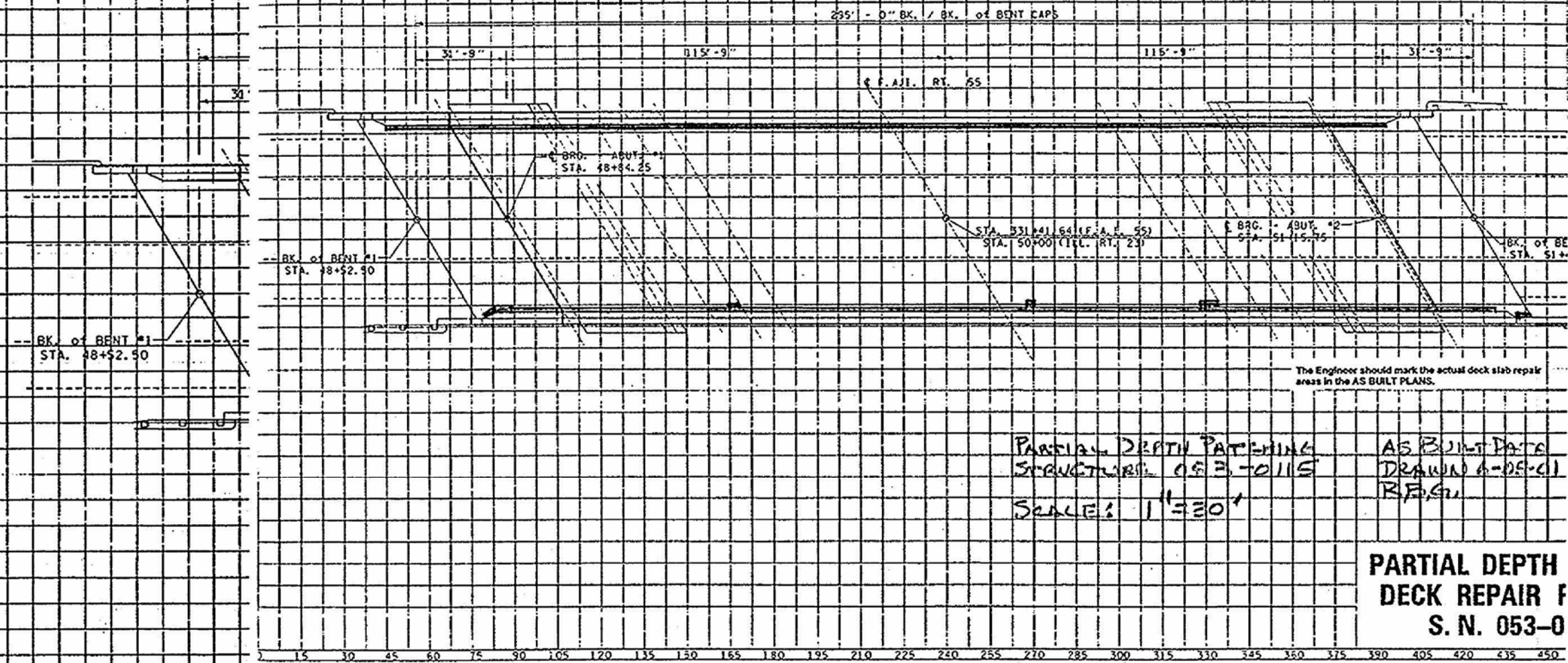
SHEET NO. 34 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|-----------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 281 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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Sheet No. 4
of 9

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|-------------|------------------|-----------------|--------------|
| 55 | (53-4.5) RS | LIVINGSTON | 282 | 282 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



PARTIAL DEPTH PATCHING
STRUCTURE NO. 053-0115
SCALE: 1\"/>

AS BUILT DATA
DRAWN 6-05-01
R.F.S.

PARTIAL DEPTH
DECK REPAIR F
S. N. 053-0

FOR INFORMATION ONLY

PARTIAL DEPTH BRIDGE
DECK REPAIR RECORD
S. N. 053-0115

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LN ENGINEERING LTD.**
Consulting Engineers
SINCE 1984

USER NAME: erkiloe
PLOT SCALE: 1\"/>

DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)

STRUCTURE NO. 053-0115

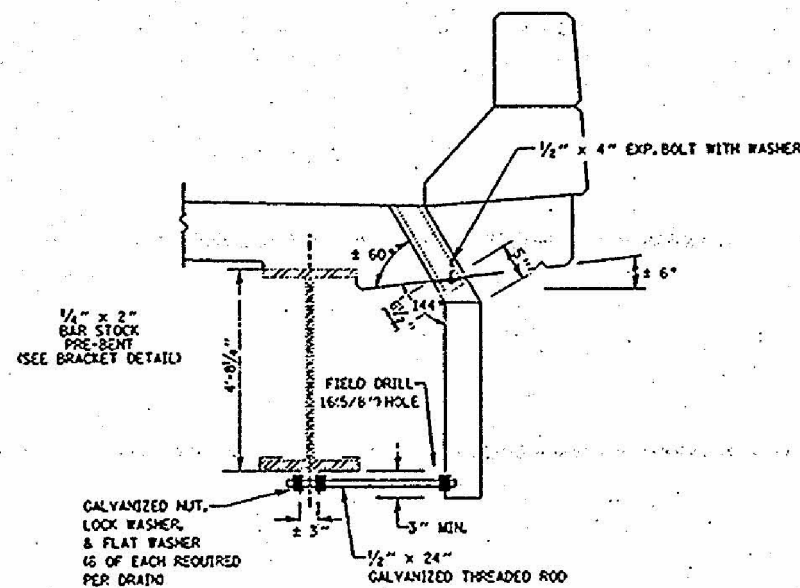
SHEET NO. 35 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|-----------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 282 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

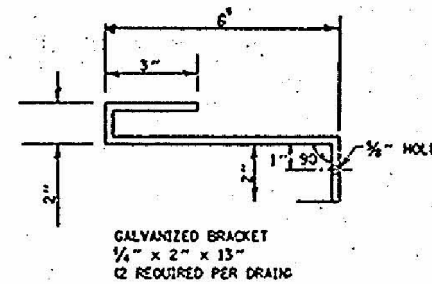
MODEL: Default
FILE NAME: pw:\3\10848ED\INTEG\Illinois.gov\PW\DOT\Documents\DOT_Offices\District_3\Projects\366B64\CADD\Drawings\Lin_Engineering_3-29-2018\Structure_Plans\053-0115\Design_Plans\0115_EXIST_PLANS.dgn
4/25/2018 11:16:20 AM
1/200-500-00115.dgn

Sheet No. 5
of 9

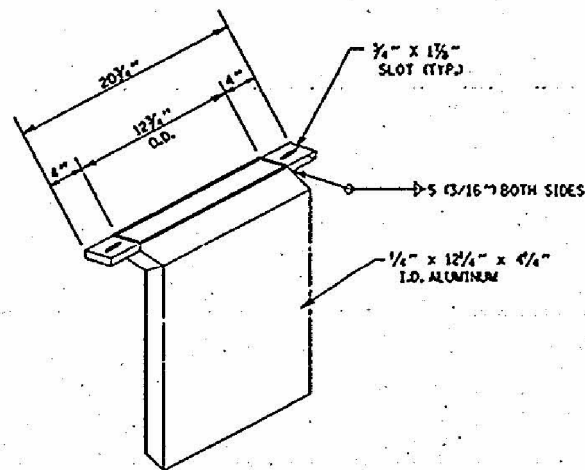
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|-------------|---------------------------|--------------|-----------|
| 55 | 183-4.54 RS | LIVINGSTON | 286 | 72 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



SECTION AT DRAIN



BRACKET DETAIL



DRAIN EXTENSION

12 REQUIRED

NOTE:
EXPANSION BOLTS, WASHERS, NUTS, THREADED RODS, AND BRACKETS
WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN
THE COST FOR "FLOOR DRAIN EXTENSION".

FOR INFORMATION ONLY

FLOOR DRAIN EXTENSION DETAILS S.N. 053-0115

ORIGINAL: **FEHR GRAHAM**
ENGINEERING & ENVIRONMENTAL

UPDATED: **LI ENGINEERING**
CONSULTING ENGINEERS
SINCE 1984

USER NAME = erkklia
PLOT SCALE =
PLOT DATE = 4/2/2018 2:15:42 PM

DESIGNED - ARK
CHECKED - GM SFM MTH
DRAWN - ADS JCS
CHECKED - ARK SFM MTH

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)

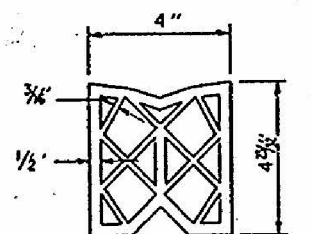
STRUCTURE NO. 053-0115

SHEET NO. 36 OF 38 SHEETS

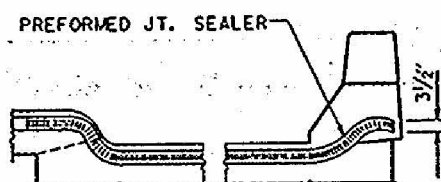
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|------------|--------------|--------------------|
| 55 | (53-5)R&I | LIVINGSTON | 722 | 283 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

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FILE NAME: pw:\3\11084EBID\INTEG\Illinois.gov\PWIDOT\Documents\DOT - Offices\District 3\Projects\053-0115\Design Plans\0115_EXIST PLANS.dgn
12/20/2018 11:11 AM

| | | | | | | |
|-------------|--|---------|---------|------------|-------|-------|
| Sheet No. 6 | | DATE | SECTION | COUNTY | TOTAL | SHEET |
| of 9 | | 55 | 53-5R&I | LIVINGSTON | 722 | 284 |
| STA | | 79 STA. | | | | |
| F.A.I. RTE. | | 55 | 53-5R&I | LIVINGSTON | 722 | 284 |

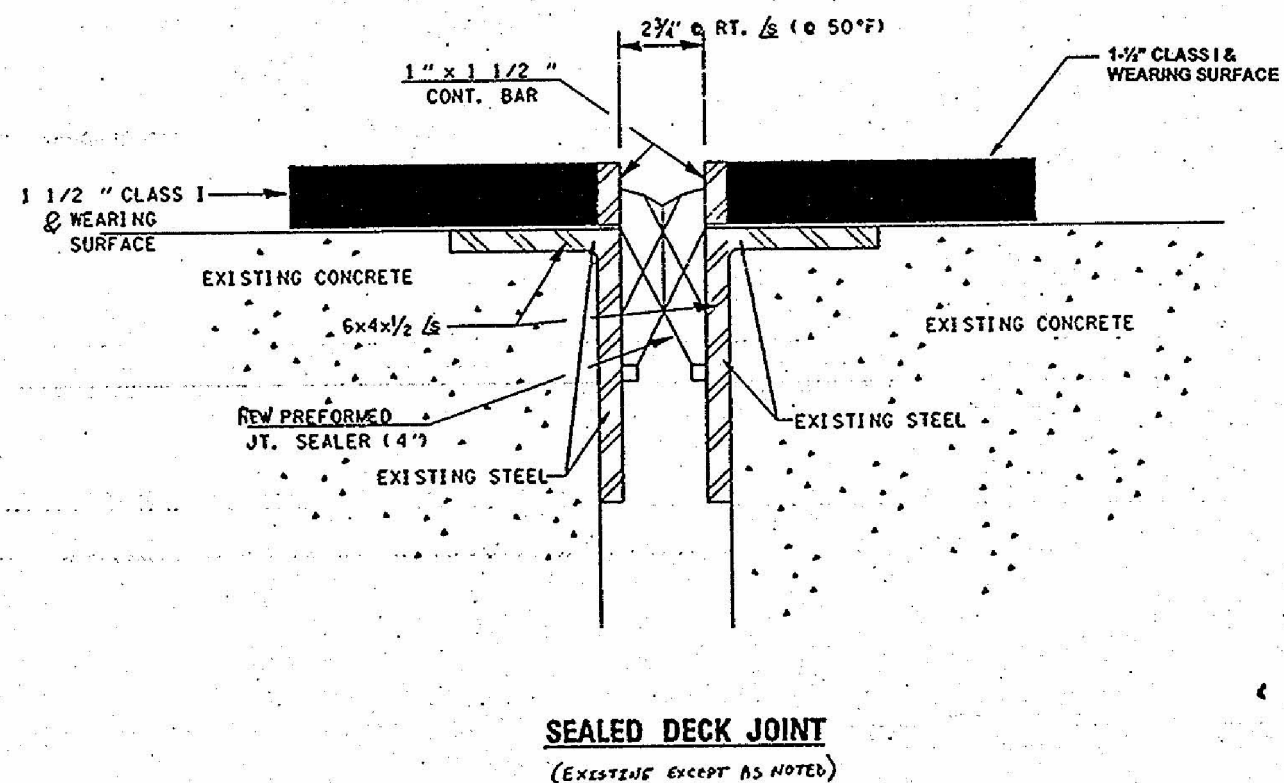


PREFORMED JOINT SEALER (4")



TYPICAL END OF SEALER TREATMENT

Notes: Removal of existing preformed joint sealer shall be included in the cost of the preformed joint sealer (4").



FOR INFORMATION ONLY

EXPANSION JOINT RESEALING DETAIL S. N. 053-0115

| | |
|-----------------------------|-----------------------------|
| ORIGINAL: | UPDATED: |
| FEHR GRAHAM | LYN ENGINEERING LTD. |
| ENGINEERING & ENVIRONMENTAL | Consulting Engineers |

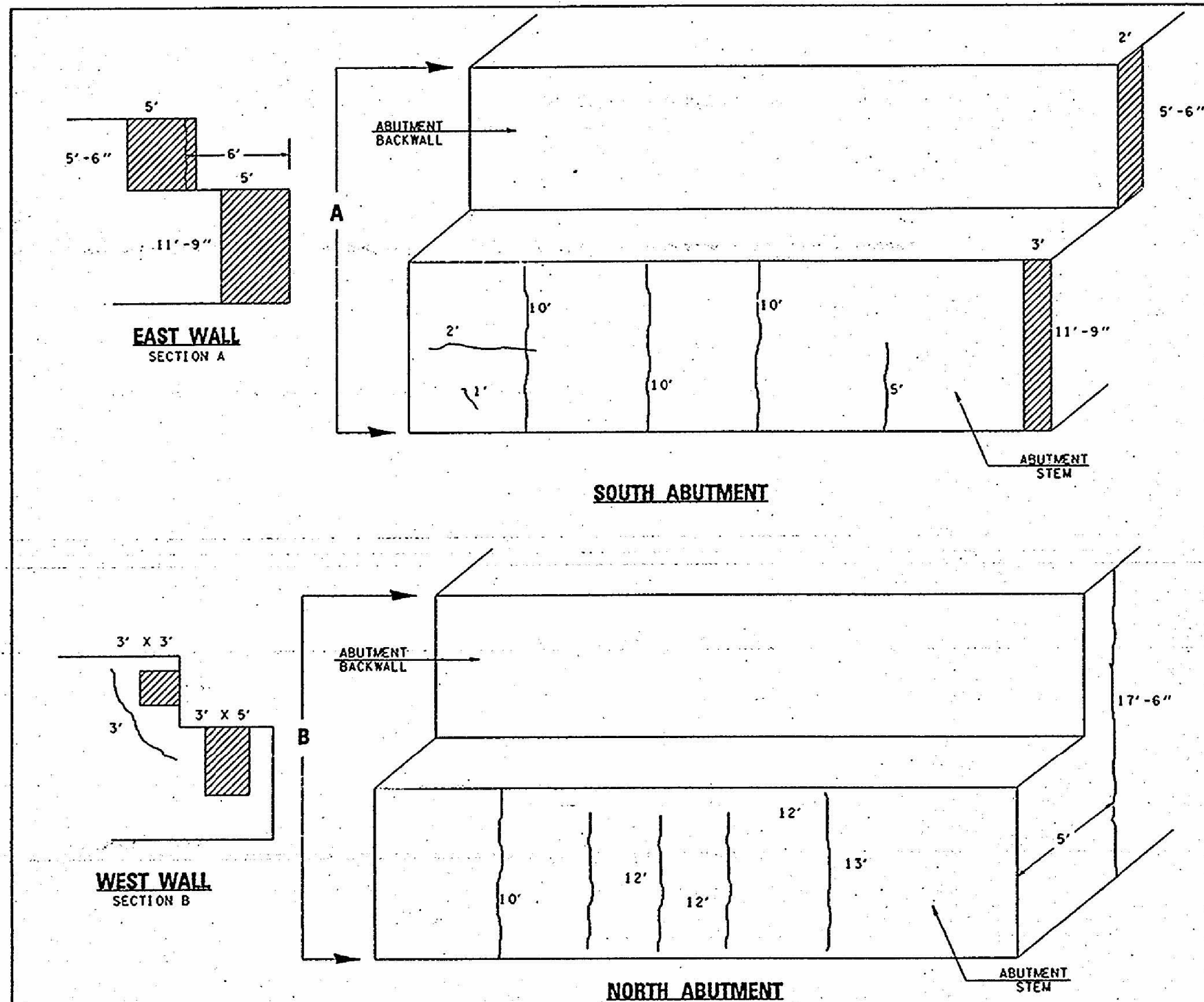
| | | | | | |
|--------------|---------------------|------------|-------------|-----------|--|
| USER NAME = | erkkila | DESIGNED - | ARK | REVISED - | |
| | | CHECKED - | GM SFM MTH | REVISED - | |
| PLOT SCALE = | | DRAWN - | ADS JCS | REVISED - | |
| PLOT DATE = | 4/2/2018 2:16:02 PM | CHECKED - | ARK SFM MTH | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| |
|---------------------------------------|
| EXISTING PLANS (FOR INFORMATION ONLY) |
| STRUCTURE NO. 053-0115 |
| SHEET NO. 37 OF 38 SHEETS |

| | | | | |
|---------------------------|----------|------------|--------------|--------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | (53-5R&I | LIVINGSTON | 722 | 284 |
| | | | | CONTRACT NO. 66B64 |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Default
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Sheet No. 7
of 9

| FILE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|------------|--------------|-----------|
| 55 | 53-5R&I | LIVINGSTON | 722 | 285 |
| STA. | 722 | 722 | | |
| RELATIVE ELEVATION | FEET | FEET | | |

DELAMINATED, CRACKED & or SPALLED AREAS REQUIRING FORMED CONCRETE REPAIR

CRACKS TO BE EPOXY SEALED

FOR INFORMATION ONLY

**REPAIR DETAIL FOR
ABUTMENT CRACKS
AND SPALLS
S. N. 053-0115**

| | | | | |
|-------------|-----------------------------|--------------------|----------------------|----------------|
| ORIGINAL: | UPDATED: | USER NAME: erkklia | DESIGNED: ARK | REVISED: _____ |
| FEHR GRAHAM | ENGINEERING & ENVIRONMENTAL | | CHECKED: GM SFM MTH | REVISED: _____ |
| | | | DRAWN: ADS JCS | REVISED: _____ |
| | | | CHECKED: ARK SFM MTH | REVISED: _____ |
| | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

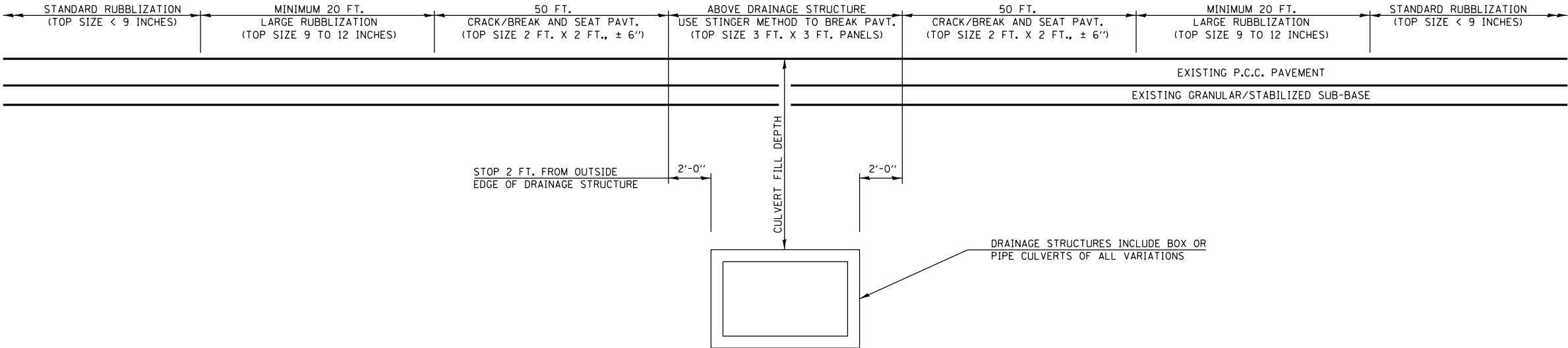
EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 053-0115
SHEET NO. 38 OF 38 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------|------------|--------------|-----------|
| 55 | (53-5R&I | LIVINGSTON | 722 | 285 |
| | | | | |
| | | | | |

CONTRACT NO. 66B64
ILLINOIS FED. AID PROJECT

RUBBLIZATION AT DRAINAGE STRUCTURES
FOR CULVERT FILL DEPTH EQUAL TO OR LESS THAN 8 FT.

(USE STANDARD RUBBLIZATION WITH C.F.D. GREATER THAN 8 FT.)



NOTES

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL DRAINAGE STRUCTURES PRIOR TO AND DURING THE RUBBLIZATION OPERATIONS. ANY DAMAGE TO A DRAINAGE STRUCTURE RESULTING FROM THE RUBBLIZATION OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE TABLE PROVIDED ON THIS SHEET IS A LIST OF STRUCTURES KNOWN TO EXIST AT THE TIME THE PLANS WERE COMPLETED THAT LIE WITHIN THE LIMITS OF THIS SECTION AND HAVE FILL DEPTHS EQUAL TO OR LESS THAN 8 FEET.

ESTIMATED FILL DEPTHS PROVIDED REPRESENT THE DIFFERENCE IN ELEVATION FROM THE EXISTING TOP OF EDGE OF PAVEMENT TO THE TOP OF THE CULVERT.

USE OF VIBRATORY ROLLERS IS ALLOWED OVER ALL DRAINAGE STRUCTURES.

THIS WORK TO BE PAID BY THE SQUARE YARD AS RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT. SEE SPECIAL PROVISIONS.

CULVERTS AT STATION 373+00 WERE OMITTED FROM THE TABLE BECAUSE THEY ARE TO BE REMOVED OR REPLACED.

| STRUCTURE TABLE | | | | |
|------------------|---------|----------|---------------------------|----------------|
| STRUCTURE NUMBER | STATION | LOCATION | ESTIMATED FILL DEPTH (FT) | DESCRIPTION |
| 053-2504 | 834+00 | NB & SB | 5.3 | 6' X 2' BOX |
| | 28+88 | NB | 10.1 | 10" FIELD TILE |
| | 29+07 | SB | | |
| | 29+45 | NB & SB | 7.3 | 1 @ 36" RCP |
| | 29+52 | NB & SB | 7.2 | 1 @ 36" RCP |
| | 30+82 | SB | 8.7 | 8" FIELD TILE |
| | 31+29 | NB | | |
| | 42+12 | NB & SB | 7.2 | 8" FIELD TILE |
| | 43+00 | SB | 4.5 | 1 @ 24" RCP |
| | 57+19 | NB & SB | 3.3 | 1 @ 48" RCP |
| | 63+20 | NB & SB | 9.9 | 8" FIELD TILE |
| | 69+00 | NB | 3.5 | 1 @ 24" RCP |
| | 76+98 | NB & SB | 4.6 | 8" FIELD TILE |
| | 83+00 | NB | 3.2 | 1 @ 24" RCP |
| | 83+87 | SB | 5.0 | 8" FIELD TILE |
| | 85+75 | NB | | |
| | 95+00 | NB | 4.1 | 1 @ 24" RCP |
| | 108+51 | NB & SB | 8.4 | 1 @ 48" CONC |
| | 108+57 | NB & SB | 6.4 | 1 @ 48" CONC |
| | 123+00 | NB | 3.8 | 1 @ 24" RCP |
| 053-2505 | 129+57 | SB | 1.8 | 1 @ 12" RCP |
| | 129+79 | NB | 6.6 | 1 @ 12" RCP |
| | 146+27 | SB | 5.9 | 1 @ 12" RCP |
| | 146+45 | NB | 6.7 | 1 @ 12" RCP |
| | 150+00 | SB | 6.7 | 1 @ 24" RCP |
| | 163+22 | NB & SB | 8.2 | 8" FIELD TILE |
| | 163+90 | SB | 4.7 | 1 @ 24" RCP |
| | 178+00 | SB | 9.2 | 1 @ 24" RCP |
| | 192+50 | SB | 3.3 | 1 @ 24" RCP |
| | | | | |

| STRUCTURE TABLE | | | | |
|------------------|---------|----------|---------------------------|----------------|
| STRUCTURE NUMBER | STATION | LOCATION | ESTIMATED FILL DEPTH (FT) | DESCRIPTION |
| 053-2505 | 200+00 | SB | 3.2 | 1 @ 24" RCP |
| | 205+97 | SB | 7.2 | 8" FIELD TILE |
| | 206+11 | NB | | |
| | 210+34 | SB | 8.2 | 8" FIELD TILE |
| | 210+56 | NB | | |
| | 213+06 | SB | 7.4 | 8" FIELD TILE |
| | 213+34 | NB | | |
| | 219+00 | SB | 4.5 | 1 @ 24" RCP |
| | 221+08 | NB | 8.1 | 8" FIELD TILE |
| | 22134 | SB | | |
| | 231+35 | NB & SB | 10.4 | 7'X5' BOX |
| | 237+60 | NB | 10.4 | 8" FIELD TILE |
| | 238+43 | SB | 12.0 | |
| | 239+00 | SB | 8.0 | 1 @ 24" RCP |
| | 251+77 | NB & SB | 5.2 | 1 @ 36" RCP |
| | 253+00 | NB | 9.4 | 10" FIELD TILE |
| | 253+29 | SB | | |
| | 274+00 | SB | 4.8 | 1 @ 24" RCP |
| | 274+51 | NB | 9.0 | 8" FIELD TILE |
| | 275+35 | SB | 10.6 | |
| 053-2506 | 278+21 | NB | 14.9 | 8" FIELD TILE |
| | 278+35 | SB | | |
| | 282+64 | SB | 29.8 | 24" FIELD TILE |
| | 283+87 | NB | | |
| | 284+20 | NB & SB | 26.2 | 7'X3' BOX |
| | 308+00 | NB & SB | 2.5 | 1 @ 24" RCP |
| | 317+00 | NB & SB | 2.3 | 1 @ 24" RCP |
| | 322+44 | SB&NB | 7.5 | 10" FIELD TILE |
| | 325+98 | SB | 2.4 | 1 @ 24" RCP |
| | 339+00 | NB | 3.3 | 1 @ 24" RCP |

- CONTRACTOR SHALL LOCATE UTILITY PRIOR TO RUBBLIZATION. LIMITS OF RUBBLIZATION SHALL VARY BASED ON JULIE LOCATE.

| | | | | | | | | | | | | | |
|--|------------------------------|------------|-----------|---|----------------------------|--------|------|---------|--------------------|-----------|------------|-----------------|--------------|
| FILE NAME = | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | RUBBLIZATION AT STRUCTURES | | | | F&I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11\084EBID\INTEG\Illinois.gov\PI\DOT\Documents\IDOT Offices\District 3\Projects\0366B64\BROWNDATA\EA0\Sheets\0366B64-sht-detail-REVISED.dwg | | CHECKED - | REVISED - | | | | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 286 |
| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | | CONTRACT NO. 66B64 | | | | |
| | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | SCALE: | SHEET | | OF | SHEETS | STA. | TO STA. | | | | | |

Plan view of the proposed road layout. The diagram shows the alignment of the road, including the stationing (STA. 158+06, STA. 262+86) and the emergency turnout. The turnout is shown as a 3' wide area, with a 300' distance from the main road and a 2300' distance from the turnout. The turnout is labeled "EMERGENCY TURNOUT 1/2 MILE". The road is shown with a 20:1 slope and a 3' wide shoulder. The alignment is labeled "AGG. SURFACE CSE. TY. B".

STA 158+06 EB & WB/ STAGE I & STAGE II
STA 262+86 EB & WB/ STAGE I & STAGE II

WESTBOUND OUTSIDE LANE SHOWN-EASTBOUND AND MEDIAN SIDES SIMILAR-SEE SECTION A-A

- 1) THE CONTRACTOR SHALL PROVIDE FOR TEMPORARY EMERGENCY TURNOUTS AS SHOWN FOR BOTH EAST & WEST BOUND TRAFFIC DURING STAGES I AND II.
- 2) THERE WILL BE A TOTAL OF EIGHT EMERGENCY TURNOUTS THAT WILL BE CONSTRUCTED: 2 PER LANE PER STAGE. THE TURNOUTS SHALL BE SPACED AT NO LESS THAN 2.5 MILES CTS. EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER. THE ENGINEER RESERVES THE RIGHT TO SELECT ALTERNATIVE LOCATIONS.**
- 3) ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO CONSTRUCT, MAINTAIN AND REMOVE THE TEMPORARY EMERGENCY TURNOUTS AND SIGNING AS SHOWN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR AGGREGATE SURFACE COURSE, TY. B.



APPROXIMATE LOCATIONS ARE AS FOLLOWS:

STA 158+06 EB & WB/ STAGE I & STAGE II
STA 262+86 EB & WB/ STAGE I & STAGE II

| | | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|------------------------------|--------------------|-----------|------------|--------------|---------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY EMERGENCY TURNOUTS | F.A.I. RTE. | | | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw\N\084EBID\INTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 3\Projects\036864\Drawings\036864\036864.sht-details | | CHECKED - | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 287 | | | |
| | PLOT SCALE = 100.0000' / in. | DATE - | REVISED - | | | CONTRACT NO. 66B64 | | | | | | | |
| Default | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | | SCALE: | SHEET OF | SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | | |

GENERAL NOTES:

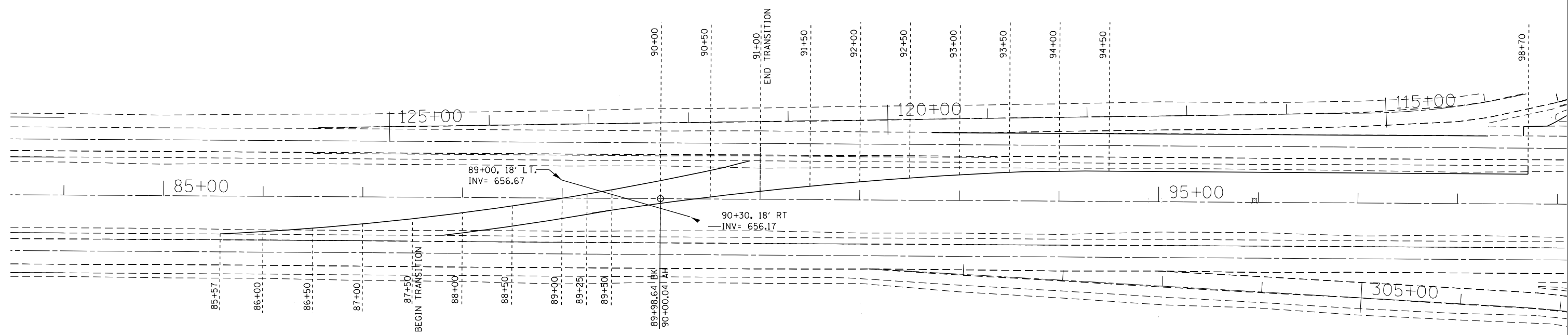
TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

DRUMS SHALL BE USED TO PREVENT TRAFFIC MOVEMENT ACROSS TEMPORARY CROSSOVERS AT STA 91+50 AND STA 127+50 WHEN NOT IN USE.

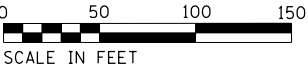
TEMPORARY CONCRETE BARRIER WITH IMPACT ATTENUATORS SHALL BE USED AT THE PERMANENT CROSSOVER AT STA 826+50 AT THE END OF STAGE II.

| TABLE OF STAGE 1 OFFSETS AND ELEVATIONS | | | | | | | | | | | | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| STATION | 085+57 | 086+00 | 086+50 | 087+00 | 087+50 | 088+00 | 088+50 | 089+00 | 089+25 | 089+50 | 090+00 | 090+50 | 091+00 | 091+50 | 092+00 | 092+50 | 093+00 | 093+50 | 094+00 | 094+50 | 099+00 |
| LEFT OFFSETS FROM NORTHBOUND EOP | 6.00 | 8.54 | 12.38 | 16.97 | 22.55 | 28.99 | 36.13 | 44.13 | 48.44 | 52.96 | | | | | | | | | | | |
| PR SLOPE | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 2.86% | 1.71% | 0.57% | 0.00% | 0.00% | | | | | | | | | | | |
| RIGHT OFFSETS FROM NORTHBOUND EOP TO PGL | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 8.81 | 15.91 | 23.85 | 28.13 | 32.50 | | | | | | | | | | | |
| PR PGL ELEVATION | | 660.75 | 660.60 | 660.44 | 660.32 | 660.19 | 660.04 | 659.88 | 659.65 | 659.73 | | | | | | | | | | | |
| LEFT OFFSETS FROM SOUTHBOUND EOP TO PGL | | | | | | | | | | 35.56 | 26.24 | 15.78 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 |
| PR PGL ELEVATION | | | | | | | | | | 659.73 | 659.57 | 659.36 | 659.24 | 659.17 | 659.00 | 658.84 | 658.69 | 658.51 | 658.35 | 658.27 | |
| RIGHT OFFSETS FROM SOUTHBOUND EOP | | | | | | | | | | 56.02 | 49.00 | 42.43 | 36.51 | 31.13 | 26.39 | 22.29 | 18.79 | 15.94 | 14.61 | 14.00 | 14.00 |
| PR SLOPE | | | | | | | | | | 0.00% | 0.00% | 1.71% | 2.86% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

8% CHANGE IN 350 FEET OF TANSITION = 0.0229%



STATION EQUATION: 89+98.64 BK= 90+00.04 AH



| | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|--|-------|----|--------|--------------------|-----------|---------------------------|--------------|-----------|
| FILE NAME = p:\11\084EBID\INTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\03666B64\DATA\03666B64-sht-detail.dwg | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGE 1 TEMPORARY CROSSOVER STA. 91 + 50 | | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - | REVISED - | | | | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 288 |
| | | DATE - | REVISED - | | | | | | CONTRACT NO. 66B64 | | | | |
| Default | PLOT DATE = 4/2/2018 | | | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

GENERAL NOTES:

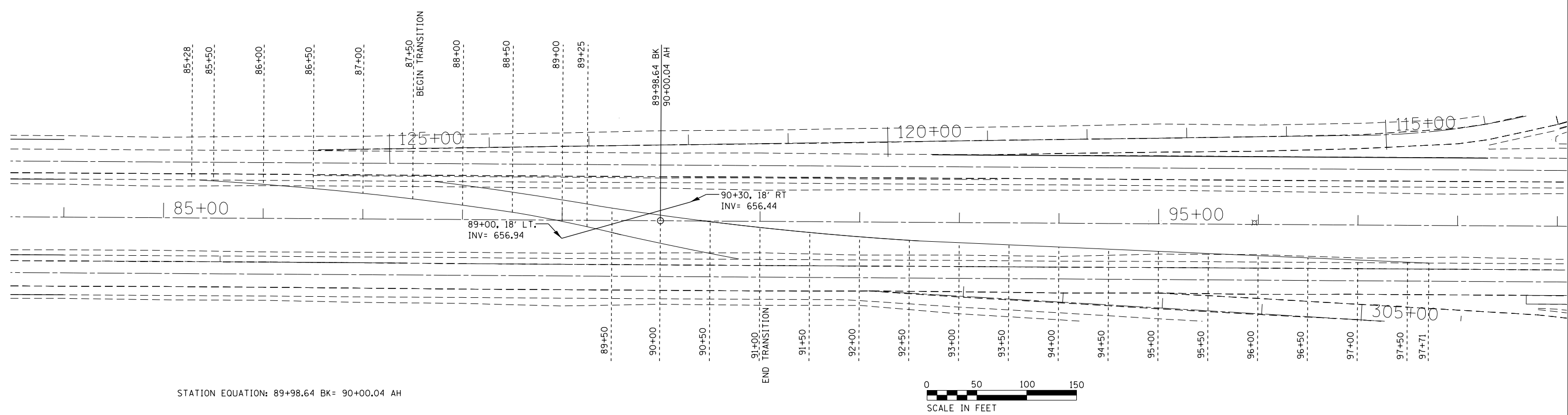
TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

DRUMS SHALL BE USED TO PREVENT TRAFFIC MOVEMENT ACROSS TEMPORARY CROSSOVERS AT STA 91+50 AND STA 127+50 WHEN NOT IN USE.

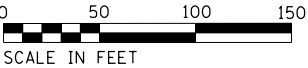
TEMPORARY CONCRETE BARRIER WITH IMPACT ATTENUATORS SHALL BE USED AT THE PERMANENT CROSSOVER AT STA 826+50 AT THE END OF STAGE II.

| TABLE OF STAGE 2 OFFSETS AND ELEVATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| STATION | 085+28 | 085+50 | 086+00 | 086+50 | 087+00 | 087+50 | 088+00 | 088+50 | 089+00 | 089+25 | 089+50 | 090+00 | 090+50 | 091+00 | 091+50 | 092+00 | 092+50 | 093+00 | 093+50 | 094+00 | 094+50 | 095+00 | 095+50 | 096+00 | 096+50 | 097+00 | 097+50 | 097+71 |
| RIGHT OFFSETS FROM SOUTHBOUND EOP | 6.00 | 7.13 | 10.29 | 14.09 | 18.62 | 23.92 | 29.95 | 36.70 | 45.52 | 50.07 | 56.40 | | | | | | | | | | | | | | | | | |
| PR SLOPE | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 2.86% | 1.71% | 0.57% | 0.00% | 0.00% | | | | | | | | | | | | | | | | | |
| LEFT OFFSETS FROM SOUTHBOUND EOP TO PGL | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 9.79 | 16.50 | 23.95 | 27.95 | 31.90 | | | | | | | | | | | | | | | | | |
| PR PGL ELEVATION | | | 660.75 | 660.60 | 660.44 | 660.32 | 660.19 | 660.04 | 659.88 | 659.65 | 659.73 | | | | | | | | | | | | | | | | | |
| RIGHT OFFSETS FROM NORTHBOUND EOP TO PGL | | | | | | | | | | | 32.22 | 21.68 | 11.81 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 |
| PR PGL ELEVATION | | | | | | | | | | | 659.73 | 659.57 | 659.36 | 659.24 | 659.17 | 659.00 | 658.84 | 658.69 | 658.51 | 658.35 | 658.27 | 658.06 | 657.90 | 657.76 | | | | |
| LEFT OFFSETS FROM NORTHBOUND EOP | | | | | | | | | | | 56.71 | 49.90 | 43.69 | 38.21 | 33.42 | 29.37 | 26.02 | 23.88 | 22.04 | 20.20 | 18.21 | 16.22 | 14.36 | 12.50 | 10.61 | 8.72 | 6.84 | 6.00 |
| PR SLOPE | | | | | | | | | | | 0.00% | 0.00% | 1.71% | 2.86% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

8% CHANGE IN 350 FEET OF TANSITION = 0.0229%



STATION EQUATION: 89+98.64 BK= 90+00.04 AH



| | | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|--|--|--|--|--------------------|-----------|---------------------------|--------------|-----------|
| FILE NAME = p:\11\084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366B64\Drawings\0366B64-shr-detail.dwg Default | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGE 2 TEMPORARY CROSSOVER STA. 91 + 50 | | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 289 |
| | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | SCALE: SHEET OF SHEETS STA. TO STA. | | | | CONTRACT NO. 66B64 | | | | |
| | | | | | | | | | | | ILLINOIS FED. AID PROJECT | | |

GENERAL NOTES:

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

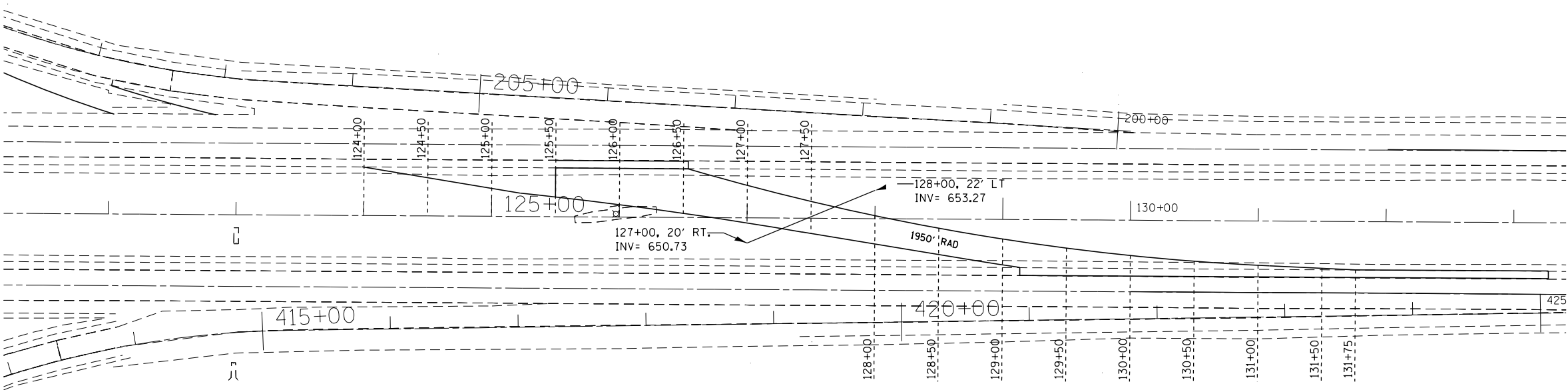
DRUMS SHALL BE USED TO PREVENT TRAFFIC MOVEMENT ACROSS TEMPORARY CROSSOVERS AT STA 91+50 AND STA 127+50 WHEN NOT IN USE.

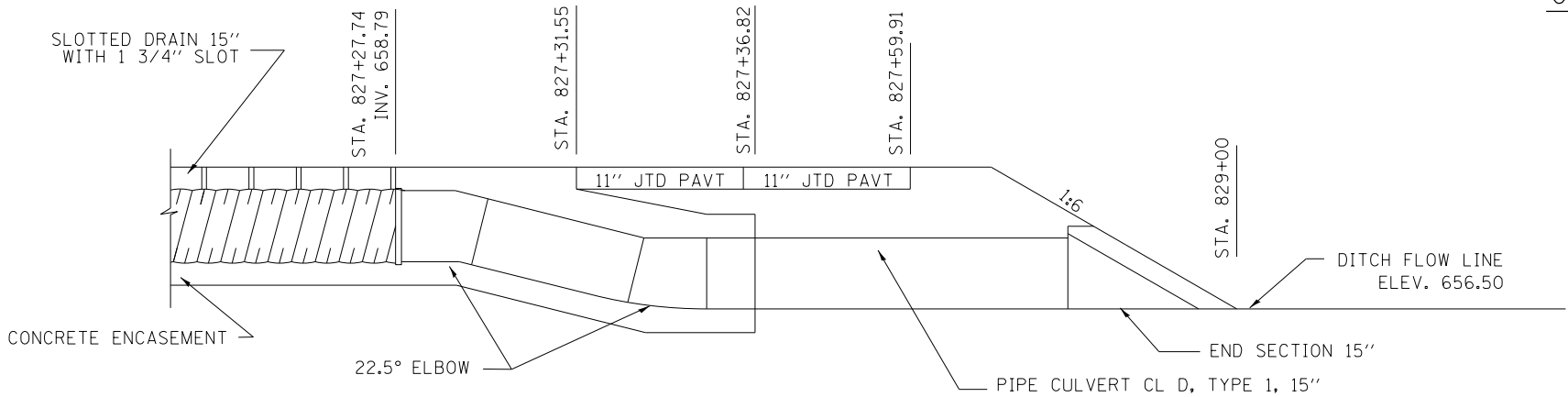
TEMPORARY CONCRETE BARRIER WITH IMPACT ATTENUATORS SHALL BE USED AT THE PERMANENT CROSSOVER AT STA 826+50 AT THE END OF STAGE II.

| TABLE OF OFFSETS AND ELEVATIONS | | | | | | | | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| STATION | 124+00 | 124+50 | 125+00 | 125+50 | 126+00 | 126+50 | 127+00 | 127+50 | 128+00 | 128+50 | 129+00 | 129+50 | 130+00 | 130+50 | 131+00 | 131+50 | 131+75 |
| RIGHT OFFSETS FROM SOUTHBOUND EOP | 6.00 | 14.22 | 22.22 | 28.72 | 34.53 | 40.95 | 48.17 | 56.06 | | | | | | | | | |
| PR SLOPE | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 2.50% | 0.00% | | | | | | | | | |
| LEFT OFFSETS FROM SOUTHBOUND EOP TO PGL | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 18.82 | 30.96 | | | | | | | | | |
| PR PGL ELEVATION | 650.51 | 650.80 | 651.09 | 651.68 | 652.26 | 653.17 | 654.08 | 655.29 | | | | | | | | | |
| RIGHT OFFSETS FROM NORTHBOUND EOP TO PGL | | | | | | | | | 23.78 | 16.00 | 8.32 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 |
| PR PGL ELEVATION | | | | | | | | | 656.49 | 658.00 | 659.51 | 660.82 | 662.13 | 663.29 | 664.44 | 665.40 | 665.87 |
| LEFT OFFSETS FROM NORTHBOUND EOP | | | | | | | | | 45.92 | 36.55 | 28.54 | 21.85 | 16.48 | 12.41 | 9.64 | 7.73 | 6.00 |
| PR SLOPE | | | | | | | | | -0.49% | -1.99% | -3.49% | -4.00% | -4.00% | -4.00% | -4.00% | -4.00% | -4.00% |

STA. 124+00 - 125+50 CONSTRUCTED IN STAGE 1B

8% CHANGE IN 267 FEET OF TANSITION = 0.0300%





SLOTTED DRAIN TRANSITION DETAIL
(SEE SPECIAL PROVISION FOR BASIS OF PAYMENT)

GENERAL NOTES: JOINTS SHALL BE SAWED ACCORDING TO STANDARD 420101 AND THE DETAILS SPECIFIED IN THE PLANS. ALL JOINTS SHALL BE SEALED.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

WORK PAID UNDER "SLOTTED DRAIN 15" WITH 1 3/4" SLOT" WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR AND SHALL INCLUDE DRILLING HOLES IN GRATING, SUPPLYING AND PLACING A1(e) and U(e) BARS, CONCRETE ENCASEMENT, TIE BARS AND GRATING AS SPECIFIED ON PLANS. SEE SPECIAL PROVISIONS.

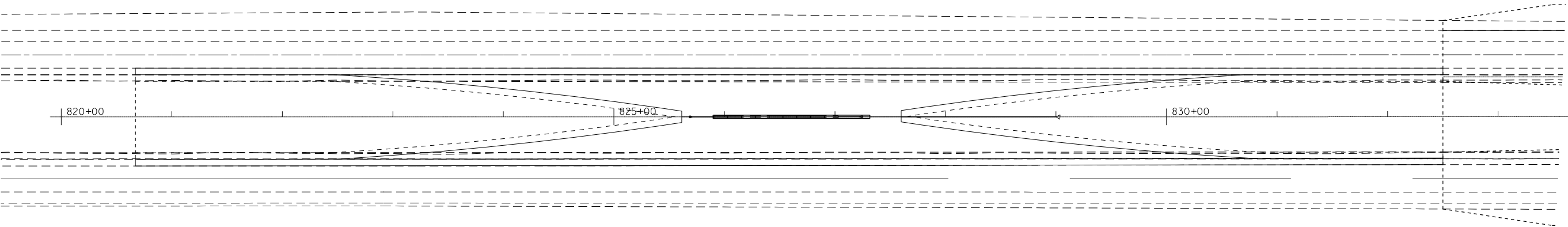
SUPPLYING AND INSTALLING DOWEL BARS AND TIE BARS SHALL BE INCLUDED IN THE COST OF "PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED) EXCEPT FOR THE FOLLOWING:
TIE BARS SHALL BE PAID FOR SEPARATELY AT THE LOCATIONS WHERE TIE BARS WILL BE INSERTED INTO EXISTING PAVEMENT AS SHOWN IN THE PLAN DETAILS

DRUMS SHALL BE USED TO PREVENT TRAFFIC MOVEMENT ACROSS TEMPORARY CROSSOVERS AT STA 91+50 AND STA 127+50 WHEN NOT IN USE.

TEMPORARY CONCRETE BARRIER WITH IMPACT ATTENUATORS SHALL BE USED AT THE PERMANENT CROSSOVER AT STA 826+50 AT THE END OF STAGE II.

| TABLE OF OFFSETS AND DROPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| DISTANCE FROM LOCATION STATION | 822+48 | 822+87 | 823+12 | 823+37 | 823+62 | 823+87 | 824+12 | 824+37 | 824+62 | 824+87 | 825+12 | 825+37 | 825+62 | 826+11 | 826+61 | 827+11 | 827+60 | 827+85 | 828+10 | 828+35 | 828+60 | 828+85 | 829+10 | 829+35 | 829+60 | 829+85 | 830+10 | 830+35 | 830+75 |
| OFFSETS FROM INSIDE EOP NORTHBOUND | 6.00 | 8.52 | 10.36 | 12.39 | 14.60 | 16.99 | 19.56 | 22.31 | 25.24 | 28.36 | 31.66 | 35.14 | 44.02 | 42.43 | 42.38 | 42.33 | 43.81 | 35.45 | 31.95 | 28.63 | 25.48 | 22.55 | 19.78 | 17.19 | 14.78 | 12.55 | 10.51 | 8.64 | 6.00 |
| ELEVATION @ OFFSET | 662.22 | 662.06 | 661.96 | 661.87 | 661.75 | 661.61 | 661.50 | 661.44 | 661.36 | 661.23 | 661.12 | 661.05 | 660.92 | 660.85 | 660.76 | 660.63 | 660.52 | 660.57 | 660.57 | 660.62 | 660.65 | 660.65 | 660.65 | 660.66 | 660.67 | 660.69 | 660.71 | 660.74 | 660.78 |
| OFFSETS FROM INSIDE EOP SOUTHBOUND | 6.00 | 8.59 | 10.44 | 12.48 | 14.69 | 17.09 | 19.66 | 22.42 | 25.37 | 28.49 | 31.80 | 35.29 | 44.00 | 42.54 | 42.54 | 42.53 | 44.00 | 34.76 | 31.30 | 28.02 | 24.92 | 22.01 | 19.27 | 16.72 | 14.35 | 12.16 | 10.15 | 8.33 | 6.00 |
| ELEVATION @ OFFSET | 662.28 | 662.06 | 661.86 | 661.58 | 661.48 | 661.54 | 661.52 | 661.43 | 661.31 | 661.17 | 661.05 | 661.00 | 660.88 | 660.81 | 660.72 | 660.60 | 660.48 | 660.55 | 660.56 | 660.58 | 660.60 | 660.62 | 660.63 | 660.64 | 660.66 | 660.71 | 660.72 | 660.71 | 660.73 |

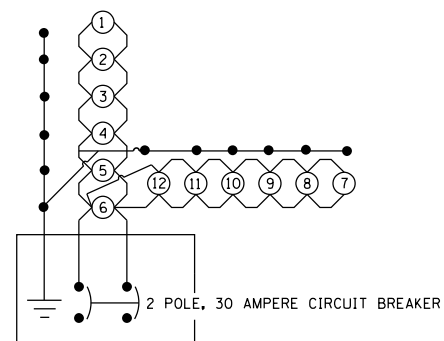
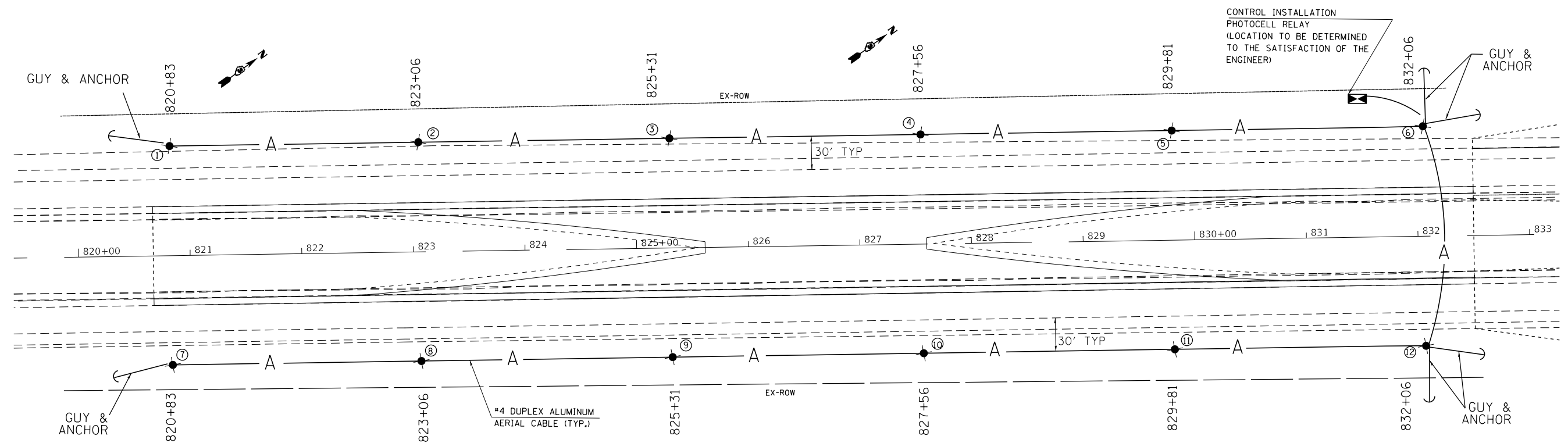
- % SLOPE FROM EOP TO SLOTTED DRAIN ENCASEMENT.
FIRST 8' PANEL AT 4% SLOPE
SECOND 12' PANEL AT 3% SLOPE
THIRD 12' PANEL AT 2% SLOPE
FOURTH VARIABLE WIDTH PANEL AT VARIABLE AND 1% SLOPE



CROSSOVER AT 830 + 02




| | | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|-----------------------------------|-------|----|--------|--------------------|-----------|---------------------------|--------------|-----------|
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| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 291 |
| | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | | | | | CONTRACT NO. 66B64 | | | | |
| Default | | | | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

| | | | | | | | | | | |
|--|------------------------|------------|-----------|---|-----------------------------------|--------------------|-----------|------------|--------------|-----------|
| FILE NAME = | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PERMANENT CROSSOVER STA. 826 + 50 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\IL084EBIDINTEGallinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\0366B64\DATA\GAD\Drawings\0366B64-shr-detail.dwg | | CHECKED - | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 292 |
| PLOT SCALE = 100.0000 ' / in. | | | | | | CONTRACT NO. 66B64 | | | | |
| PLOT DATE = 4/2/2018 | | DATE | REVISED | | | SCALE: | SHEET | OF | SHEETS | STA. |

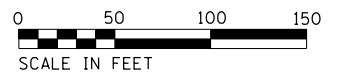


CONTROL INSTALLATION - PHOTOCELL RELAY WIRING DIAGRAM

LEGEND

- 
 TEMPORARY LIGHTING UNIT, 50 FT
 WOOD POLE, CLASS 3 WITH 250W HPS
 MULTI MOUNT LUMINAIRE AS PER HIGHWAY
 STANDARD 830026-03 OR AN LED COBRA HEAD
 LUMINAIRE MOUNTED ON WOOD POLE
- 
 AERIAL CABLE, 2-1/2 NO.4 ALUMINUM
 WITH MESSAGE WIRE.
- 
 TEMPORARY LIGHTING CONTROLLER 30A, 240V,
 AS PER HIGHWAY STANDARD 825001-03
- ELECTRIC SERVICE
 1 PHASE, 3 WIRE
 AS PER HIGHWAY STANDARD 825001-03

PAY FOR AS TEMPORARY LIGHTING SYSTEM ON A LUMP SUM BASIS



| | | |
|-------------------------------|------------|-----------|
| USER NAME = corcoranlm | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100,0000 ' / in. | CHECKED - | REVISED - |
| PLOT DATE = 4/2/2018 | DATE - | REVISED - |

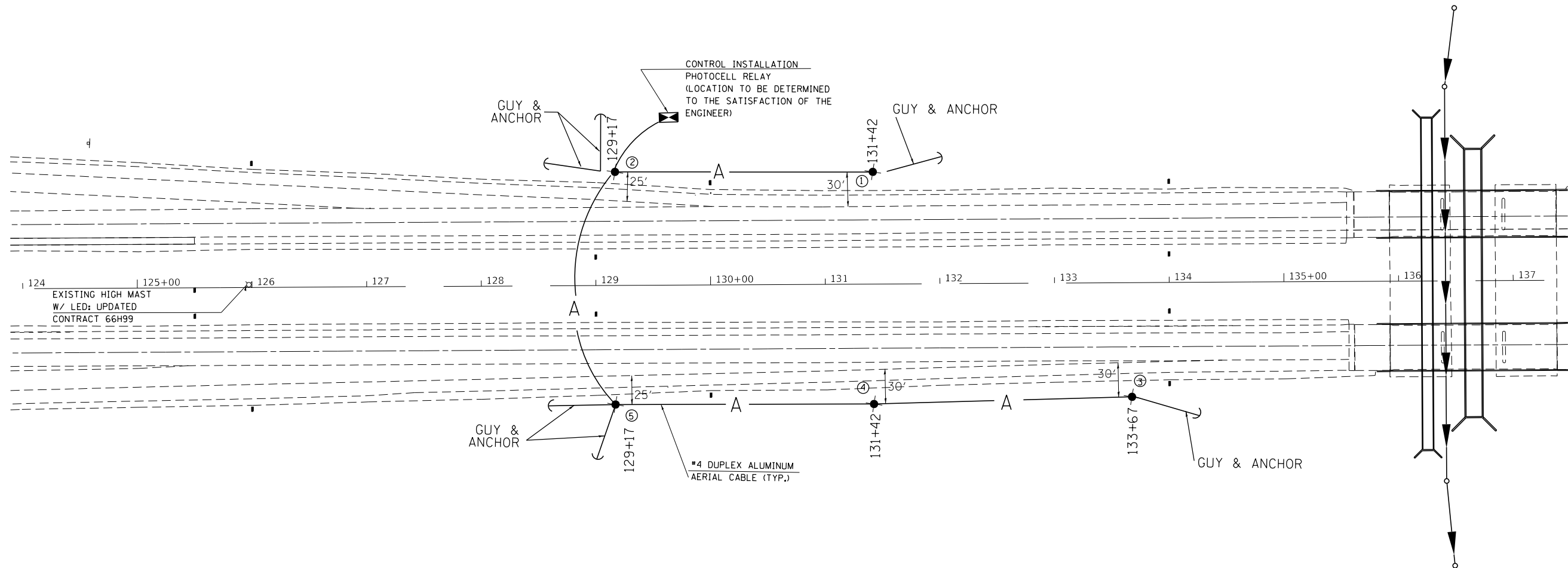
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY LIGHTING SYSTEM CROSSOVER STA. 826 + 50

| | | | | | |
|--------|-------|----|--------|------|---------|
| SCALE: | SHEET | OF | SHEETS | STA. | TO STA. |
|--------|-------|----|--------|------|---------|

| | | | | |
|--------------|-----------|--------------------|------------------|--------------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | (53-5)R&I | LIVINGSTON | 722 | 293 |
| | | CONTRACT NO. 66B64 | | |
| | | ILLINOIS | FED. AID PROJECT | |

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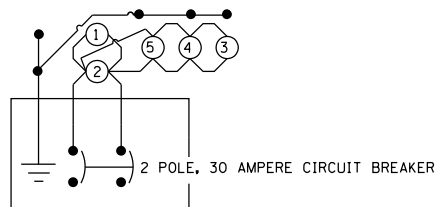
NOTES:

1. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN A MINIMUM CLEARANCE OF 20' OF AERIAL CABLE OVER ROADWAY AT ALL TIMES

2. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.

3. TEMPORARY WOOD POLES SHALL BE SET BACK MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE.

4. TRAFFIC MAY NOT USE MEDIAN CROSSEVERS UNTIL TEMPORARY LIGHTING IS OPERATIONAL



CONTROL INSTALLATION - PHOTOCELL RELAY
WIRING DIAGRAM

LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT WOOD POLE, CLASS 3 WITH 250W HPS MULTI MOUNT LUMINAIRE AS PER HIGHWAY STANDARD 830026-03 OR AN LED COBRA HEAD LUMINAIRE MOUNTED ON WOOD POLE
- AERIAL CABLE, 2-1/2 INCH NO.4 ALUMINUM WITH MESSAGE WIRE.
- TEMPORARY LIGHTING CONTROLLER 30A, 240V, AS PER HIGHWAY STANDARD 825001-03
- ELECTRIC SERVICE
1 PHASE, 3 WIRE
AS PER HIGHWAY STANDARD 825001-03

PAY FOR AS TEMPORARY LIGHTING SYSTEM ON A LUMP SUM BASIS



MODEL: Default
FILE: \\nrcs-pw\ulb084\BID\NTEC\Illinois.gov\PIV\DOT\Documents\DOT_Offices\Illinois\DOT\Projects\U366B64\CADD\B64-CAD\Sheet\U366B64-SP-detail.klg

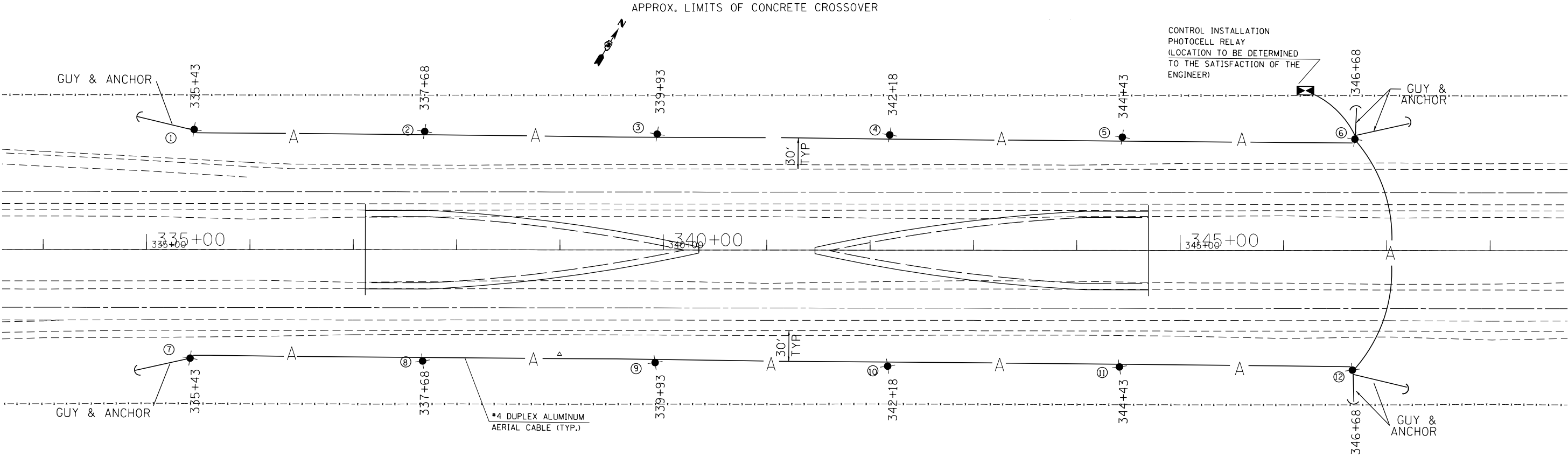
| | | |
|-------------------------------|------------|-----------|
| USER NAME = corcoranlm | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 100,0000 ' / in. | CHECKED - | REVISED - |
| PLOT DATE = 4/2/2018 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING SYSTEM CROSSOVER STA.127 + 50

SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|-----------|------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | (53-5)R&I | LIVINGSTON | 722 | 294 |
| CONTRACT NO. 66B64 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

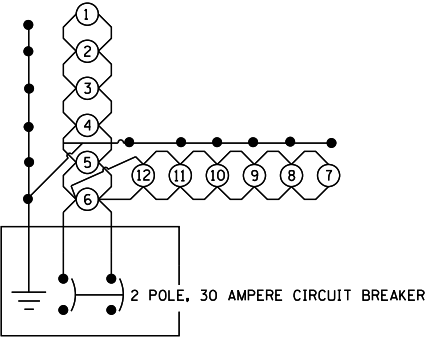


- NOTES:
1. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN A MINIMUM CLEARANCE OF 20' OF AERIAL CABLE OVER ROADWAY AT ALL TIMES

2. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.

3. TEMPORARY WOOD POLES SHALL BE SET BACK MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE.

4. TRAFFIC MAY NOT USE MEDIAN CROSSOVERS UNTIL TEMPORARY LIGHTING IS OPERATIONAL



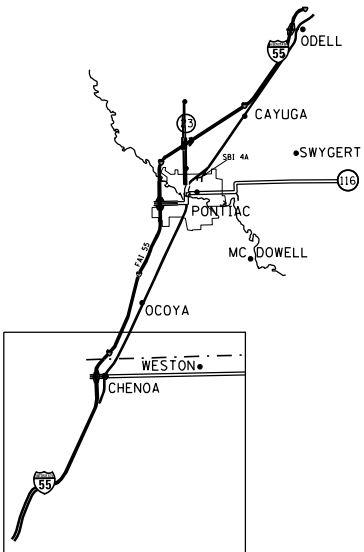
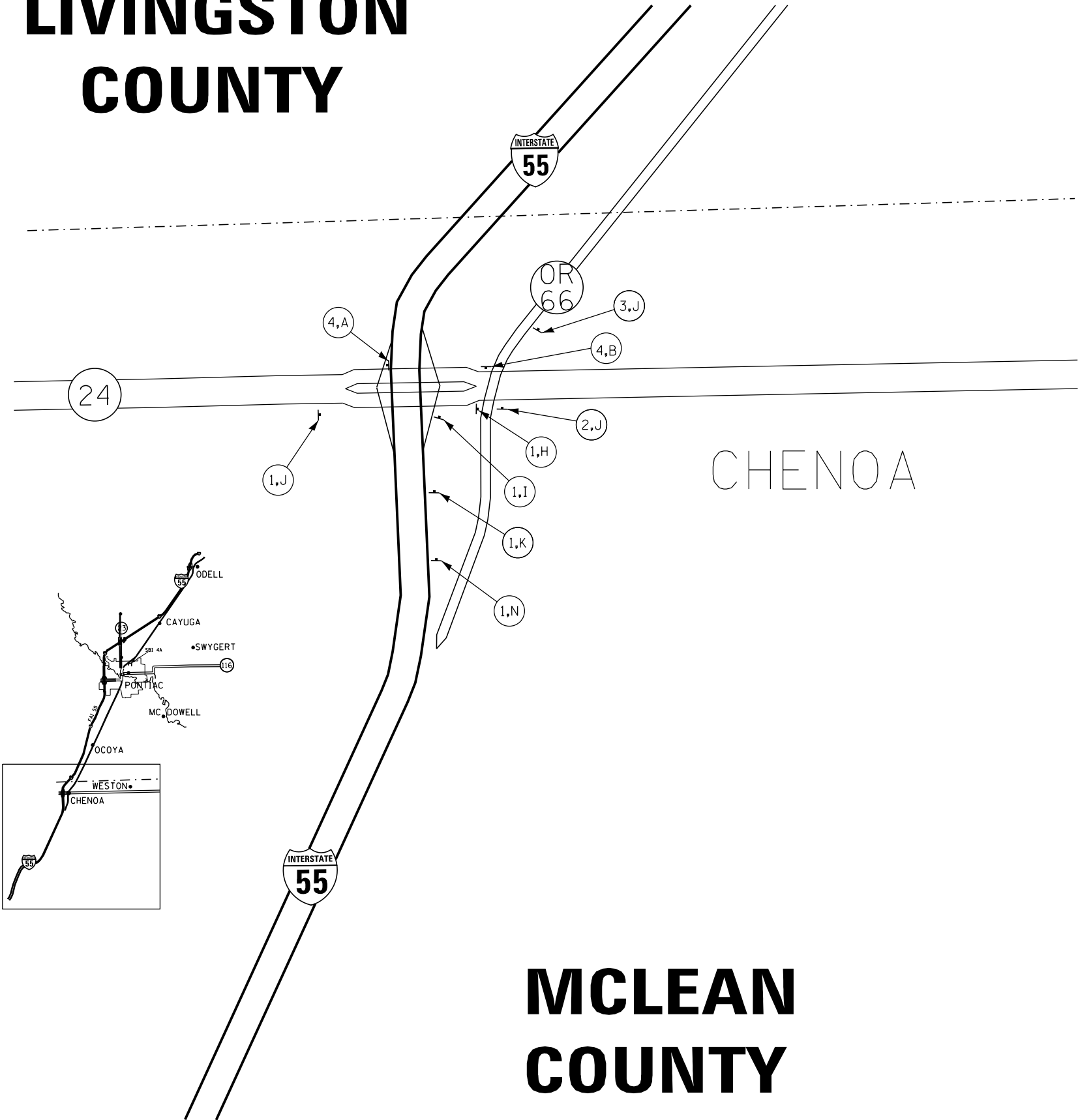
CONTROL INSTALLATION - PHOTOCELL RELAY
WIRING DIAGRAM

- LEGEND
- TEMPORARY LIGHTING UNIT, 50 FT WOOD POLE, CLASS 3 WITH 250W HPS MULTI MOUNT LUMINAIRE AS PER HIGHWAY STANDARD 830026-03 OR AN LED COBRA HEAD LUMINARE MOUNTED ON WOOD POLE
 - AERIAL CABLE, 2-1/C NO.4 ALUMINUM WITH MESSAGE WIRE.
 - TEMPORARY LIGHTING CONTROLLER 30A, 240V, AS PER HIGHWAY STANDARD 825001-03
 - ELECTRIC SERVICE
1 PHASE, 3 WIRE
AS PER HIGHWAY STANDARD 825001-03

PAY FOR AS TEMPORARY LIGHTING SYSTEM ON A LUMP SUM BASIS

| | | | | | | | | | | | | | |
|--|------------------------------|------------|-----------|---|--|--------------------|----|--------|-------------|---------|---------------------------|--------------|-----------|
| FILE NAME = p:\11\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366864\0366864-sht-detail.dwg Default | USER NAME = corcoranlm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY LIGHTING SYSTEM SOUTH CROSSOVER STA. 340+90 | | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | | | | | | | 55 | (53-5)R&I | LIVINGSTON | 722 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | CONTRACT NO. 66B64 | | | | | | | |
| | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

LIVINGSTON
COUNTY



| SIGN NO. | LOCATION |
|----------|--|
| 1,A | END OF I-55 SB OFF RAMP TO ODELL ROAD |
| 2,A | ON WB CH 1 (ODELL ROAD), AT THE OR 66 INTERSECTION |
| 3,A | END OF I-55 SB OFF RAMP TO IL 116 |
| 4,A | ON WB IL 24 AT THE SB I-55 OFF RAMP |
| 1,B | ON EB CH 1 (ODELL ROAD), AT THE OR 66 INTERSECTION |
| 2,B | ON SB IL 23, AT INTERSECTION OF OR 66 |
| 3,B | ON EB IL 116, AT THE OR 66 INTERSECTION |
| 4,B | ON SB OR 66 AT THE INTERSECTION WITH IL 24 |
| 1,C | ON EB CH 1 (ODELL ROAD), BEFORE THE I-55 SB ON-RAMP |
| 2,C | ON SB OR66, AT THE CH 1 (ODELL RD) INTERSECTION |
| 3,C | ON SB OR 66, MIDWAY BETWEEN CH 1 (ODELL RD) AND IL 116 |
| 4,C | ON SB OR 66, AT THE IL 23 INTERSECTION |
| 5,C | ON SB IL 23 AT THE INTERSECTION WITH WEST IL 116 |
| 6,C | ON SB OR 66, AT THE IL 116 INTERSECTION |
| 7,C | ON SB IL 23, JUST NORTH OF THE I-55 SB ON-RAMP |
| 1,D | ON I-55 SB, AT THE I-55 OFF RAMP TO CH 1 (ODELL RD) |
| 2,D | ON SB I-55 AT THE IL 116 OFF-RAMP |
| 1,E | ON SB IL 23, 250' NORTH OF OR 66 INTERSECTION |
| 2,E | ON EB IL 116, 500' WEST OF OR 66 |
| 1,G | ON SB I-55 ADJACENT TO "ODELL EXIT 1/2 MILE" SIGN |
| 2,G | ON SB I-55 ADJACENT TO "IL 116 EXIT 1/2 MILE" SIGN |
| 1,H | ON EB IL 24, AT THE OR 66 INTERSECTION |
| 2,H | ON EB IL 116, AT THE OR 66 INTERSECTION |
| 3,H | ON NB OR66, AT THE CH 1 (ODELL ROAD) INTERSECTION |
| 1,I | END OF I-55 NB OFF RAMP TO IL 24 |
| 2,I | END OF I-55 NB OFF RAMP TO IL 116 |
| 3,I | ON WB IL 116, AT THE IL 23 INTERSECTION |
| 4,I | ON WB CH 1 (ODELL ROAD) AT END OF I-55 NB OFF RAMP |
| 5,I | ON SB IL 23, AT INTERSECTION OF OR 66 |
| 1,J | ON EB IL 24, JUST WEST OF THE I-55 SB ON-RAMP |
| 2,J | ON NB OR 66, SOUTH OF INTERSECTION WITH IL 24 |
| 3,J | ON NB OR 66, 500' NORTH OF INTERSECTION WITH IL 24 |
| 4,J | ON EB IL 116, JUST WEST OF THE I-55 SB ON-RAMP |
| 5,J | ON NB OR 66, AT THE IL 116 INTERSECTION |
| 6,J | ON NB OR 66, 500' NORTH OF WEST IL 116 |
| 7,J | ON SB IL 23, JUST NORTH OF THE I-55 SB ON-RAMP |
| 8,J | ON NB OR 66, 500' NORTH OF IL 23 INTERSECTION |
| 9,J | ON NB OR 66, MIDWAY BETWEEN CH 1 (ODELL RD) AND IL 116 |
| 1,K | ON NB I-55 AT THE IL 24 OFF-RAMP |
| 2,K | ON NB I-55 AT THE IL 116 OFF-RAMP |
| 3,K | ON NB OR 66, 100' SOUTH OF THE IL 23 JCT |
| 1,M | ON EB IL 116, 500' WEST OF OR 66 |
| 2,M | ON OR 66, 1000' S OF THE CH 1 (ODELL RD) INTERSECTION |
| 3,M | ON SB IL 23, 250' NORTH OF OR 66 INTERSECTION |
| 1,N | ON NB I-55 ONE MILE SOUTH OF THE THE IL 24 OFF-RAMP |
| 2,N | ON NB I-55 ONE MILE SOUTH OF THE THE IL 116 OFF-RAMP |

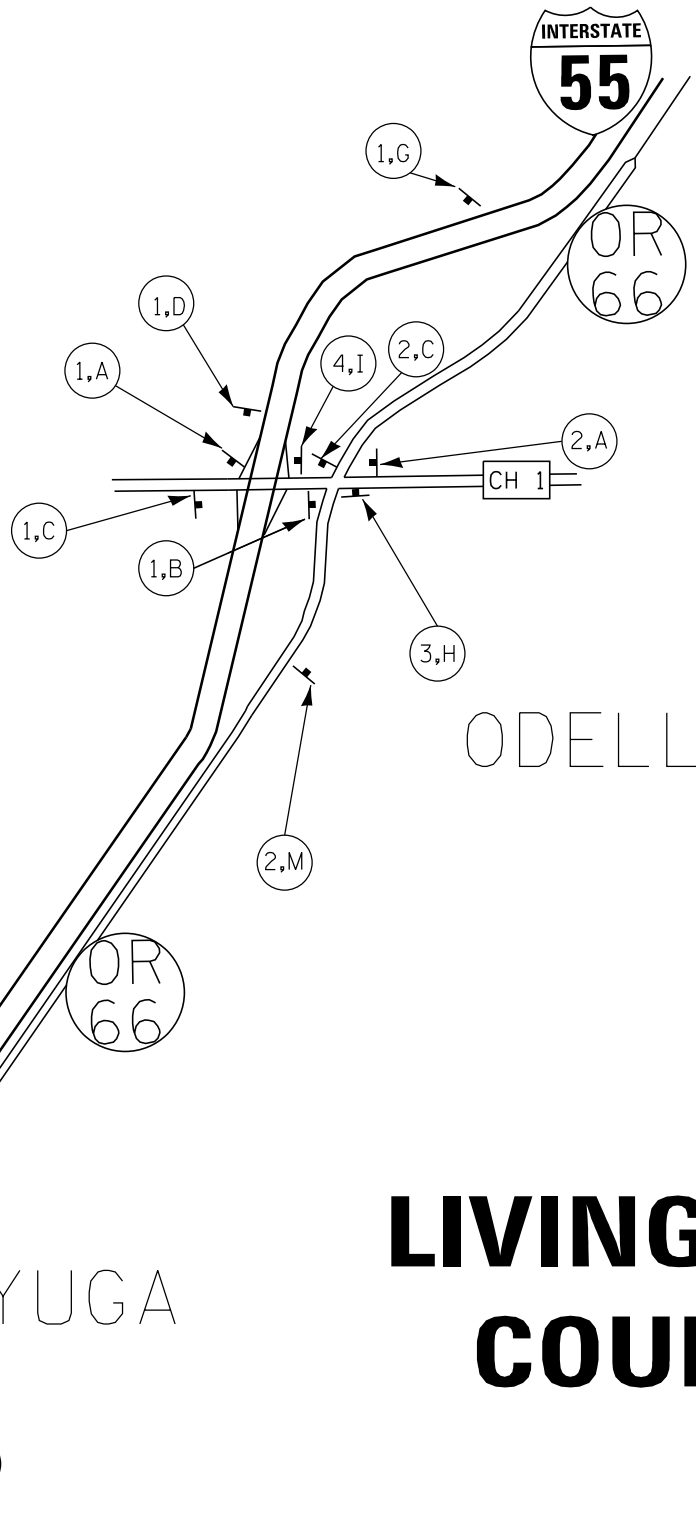
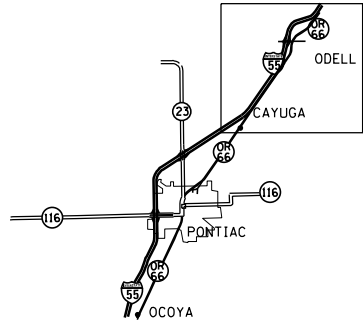
| | | | | | | | | | | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT |
| SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH |
| INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 |
| ← | → | ↑ | ↗ | ↘ | ↖ | ↗ | ← | → | ↑ | ↗ | ↘ | ↖ | ↗ |
| M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-2 |

SOUTH & **NORTH** SIGNS ARE BLUE WITH WHITE, **ALT** & ALL DIRECTIONAL ARROWS **→** ARE FLUORESCENT ORANGE



| A | B | C | D | E | F | G | H | I | J | K | L | M | N |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT |
| SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH |
| INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 |
| ← | → | ↑ | ↗ | ↘ | ↖ | ↗ | ← | → | ↑ | ↗ | ↘ | ↖ | ↗ |
| M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-2 |

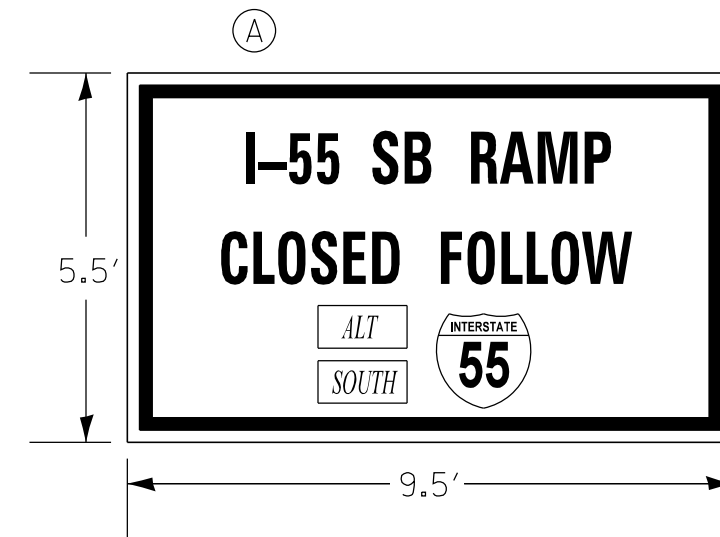
| | | | | | | | | | | |
|--|-------------------------------|------------|-----------|---|-----------------|--------------------|-----------|------------|-----------------|--------------|
| FILE NAME : | USER NAME : corcoranle | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALTERNATE ROUTE | F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| per\\IL084EBID\IDEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\03686\BROWNDATA\CAD\sheet\036864-sh1-data1.dwg | | REVISED - | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 298 |
| | PLOT SCALE : 100.0000 ' / in. | CHECKED - | REVISED - | | | CONTRACT NO. 66B64 | | | | |
| Default | PLOT DATE : 4/2/2018 | DATE - | REVISED - | | | SCALE: | SHEET | OF | SHEETS | STA. |



| SIGN NO. | LOCATION |
|----------|--|
| 1,A | END OF I-55 SB OFF RAMP TO ODELL ROAD |
| 2,A | ON WB CH 1 (ODELL ROAD), AT THE OR 66 INTERSECTION |
| 3,A | END OF I-55 SB OFF RAMP TO IL 116 |
| 4,A | ON WB IL 24 AT THE SB I-55 OFF RAMP |
| 1,B | ON EB CH 1 (ODELL ROAD), AT THE OR 66 INTERSECTION |
| 2,B | ON SB IL 23, AT INTERSECTION OF OR 66 |
| 3,B | ON EB IL 116, AT THE OR 66 INTERSECTION |
| 4,B | ON SB OR 66 AT THE INTERSECTION WITH IL 24 |
| 1,C | ON EB CH 1 (ODELL ROAD), BEFORE THE I-55 SB ON-RAMP |
| 2,C | ON SB OR66, AT THE CH 1 (ODELL RD) INTERSECTION |
| 3,C | ON SB OR 66, MIDWAY BETWEEN CH 1 (ODELL RD) AND IL 116 |
| 4,C | ON SB OR 66, AT THE IL 23 INTERSECTION |
| 5,C | ON SB IL 23 AT THE INTERSECTION WITH WEST IL 116 |
| 6,C | ON SB OR 66, AT THE IL 116 INTERSECTION |
| 7,C | ON SB IL 23, JUST NORTH OF THE I-55 SB ON-RAMP |
| 1,D | ON I-55 SB, AT THE I-55 OFF RAMP TO CH 1 (ODELL RD) |
| 2,D | ON SB I-55 AT THE IL 116 OFF-RAMP |
| 1,E | ON SB IL 23, 250' NORTH OF OR 66 INTERSECTION |
| 2,E | ON EB IL 116, 500' WEST OF OR 66 |
| 1,G | ON SB I-55 ADJACENT TO "ODELL EXIT 1/2 MILE" SIGN |
| 2,G | ON SB I-55 ADJACENT TO "IL 116 EXIT 1/2 MILE" SIGN |
| 1,H | ON EB IL 24, AT THE OR 66 INTERSECTION |
| 2,H | ON EB IL 116, AT THE OR 66 INTERSECTION |
| 3,H | ON NB OR66, AT THE CH 1 (ODELL ROAD) INTERSECTION |
| 1,I | END OF I-55 NB OFF RAMP TO IL 24 |
| 2,I | END OF I-55 NB OFF RAMP TO IL 116 |
| 3,I | ON WB IL 116, AT THE IL 23 INTERSECTION |
| 4,I | ON WB CH 1 (ODELL ROAD) AT END OF I-55 NB OFF RAMP |
| 5,I | ON SB IL 23, AT INTERSECTION OF OR 66 |
| 1,J | ON EB IL 24, JUST WEST OF THE I-55 SB ON-RAMP |
| 2,J | ON NB OR 66, SOUTH OF INTERSECTION WITH IL 24 |
| 3,J | ON NB OR 66, 500' NORTH OF INTERSECTION WITH IL 24 |
| 4,J | ON EB IL 116, JUST WEST OF THE I-55 SB ON-RAMP |
| 5,J | ON NB OR 66, AT THE IL 116 INTERSECTION |
| 6,J | ON NB OR 66, 500' NORTH OF WEST IL 116 |
| 7,J | ON SB IL 23, JUST NORTH OF THE I-55 SB ON-RAMP |
| 8,J | ON NB OR 66, 500' NORTH OF IL 23 INTERSECTION |
| 9,J | ON NB OR 66, MIDWAY BETWEEN CH 1 (ODELL RD) AND IL 116 |
| 1,K | ON NB I-55 AT THE IL 24 OFF-RAMP |
| 2,K | ON NB I-55 AT THE IL 116 OFF-RAMP |
| 3,K | ON NB OR 66, 100' SOUTH OF THE IL 23 JCT |
| 1,M | ON EB IL 116, 500' WEST OF OR 66 |
| 2,M | ON OR 66, 1000' S OF THE CH 1 (ODELL RD) INTERSECTION |
| 3,M | ON SB IL 23, 250' NORTH OF OR 66 INTERSECTION |
| 1,N | ON NB I-55 ONE MILE SOUTH OF THE THE IL 24 OFF-RAMP |
| 2,N | ON NB I-55 ONE MILE SOUTH OF THE THE IL 116 OFF-RAMP |

| | | | | | | | | | | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT | ALT |
| SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | SOUTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH | NORTH |
| INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 | INTERSTATE 55 |
| ← | → | ↑ | ↗ | ↘ | ↖ | ↗ | ← | → | ↑ | ↗ | ↘ | ↖ | ↗ |
| M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-1 | M3-4 M1-1 M6-3 | M3-4 M1-1 M6-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-1 | M3-4 M1-1 M5-2 |

SOUTH & **NORTH** SIGNS ARE BLUE WITH WHITE, **ALT** & ALL DIRECTIONAL ARROWS **→** ARE FLUORESCENT ORANGE



| SIGN NO. | LOCATION |
|----------|---|
| 1,A | ON SB IL 23, 1500' NORTH OF THE I-55 SB ON-RAMP |

| | | | | | | | | | | | |
|--|------------------------------|------------|-----------|---|------------------------|--------------------|-----------|------------|-----------------|--------------|---------|
| FILE NAME : | USER NAME = corcoranm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGE 1 DETOUR SIGNAGE | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| per\\IL084EIDINTEGillinois.gov\PI\DOT Documents\DOT Offices\District 3\Projects\0366864\BIDDING\0366864-shd-detailed | | | REVISED - | | | 55 | (53-5)R&I | LIVINGSTON | 722 | 300 | |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | CONTRACT NO. 66B64 | | | | | |
| Default | PLOT DATE = 4/2/2018 | DATE - | REVISED - | | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. |