F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4) R&I	LIVINGSTON	242	1
	ILLINOIS	CONTRACT NO. 66F23		

06-16-2017 LETTING ITEM 196

INDEX OF SHEETS:

HIGHWAY STANDARDS

SEE PAGE 2 FOR LIST OF HIGHWAY STANDARDS

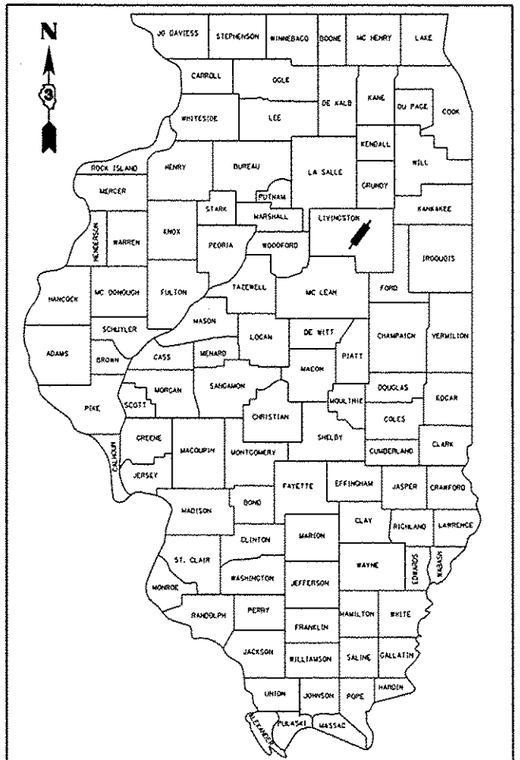
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI 55(I–55)
PROJECT NHPP-0055(460)
SECTION (53–4) R&I
RUBBLIZATION / OVERLAY
LIVINGSTON COUNTY

C–93–034–16

P–93–017–16
D–93–031–16



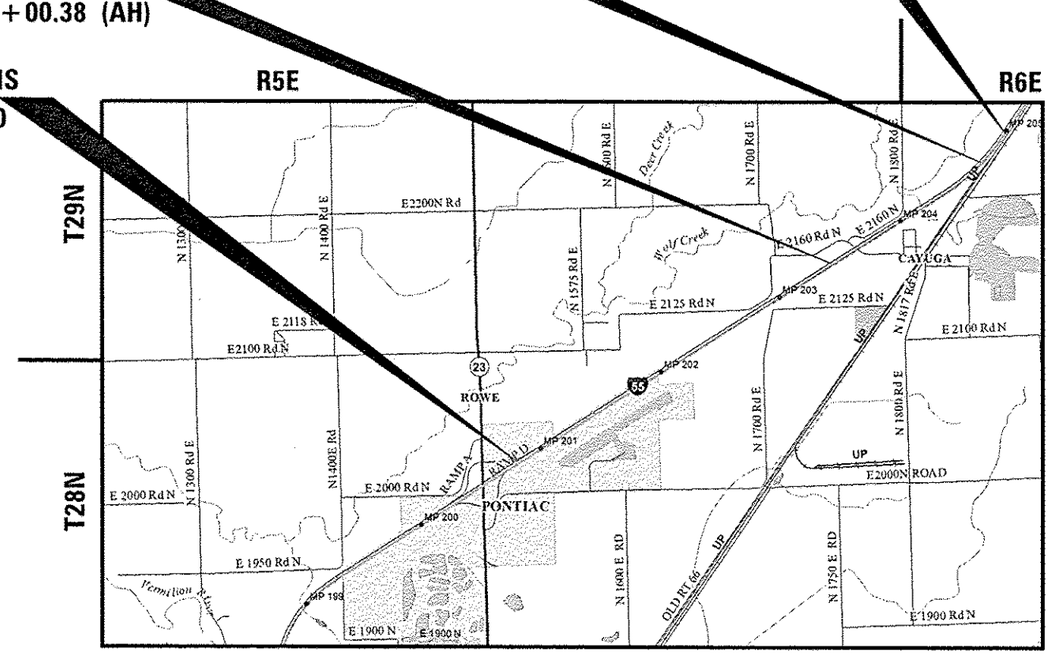
LOCATION OF SECTION INDICATED THUS:–

STATION EQUATION
STA. 552 + 08.35 (BK) – STA. 121 + 28.60 (AH)

PROJECT ENDS
STA 533 + 50.00

STATION EQUATION.
STA. 452 + 99.5 (BK) – 453 + 00.38 (AH)

PROJECT BEGINS
STA 348 + 00.00



GROSS LENGTH = 22,683.7 FT. = 4.30 MILE
NET LENGTH = 18,905.0 FT. = 3.58 MILE

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
50' 100' — 1" = 50'
50' 100' — 1" = 40'
50' 100' — 1" = 30'
50' 100' — 1" = 20'

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

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

INTERSTATE (URBAN)
2016 ADT = 21,210
PV = 68.1% SU = 5.6% MU = 26.3%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 04/07 20 17
REGIONAL ENGINEER
May 12 20 17
ENGINEER OF DESIGN AND ENVIRONMENT
May 12 20 17
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: DAVE ALEXANDER, P.E.
UNIT CHIEF: PATRICK BRABOY, P.E.
DISTRICT 3 NO. (815) 434–6131

CONTRACT NO. 66F23

GENERAL NOTES

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

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

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

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

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

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

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT OF WAY DUE TO ENVIRONMENTAL DOCUMENTATION REQUIREMENTS.

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

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

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

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

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

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

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD

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

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

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

COMMITMENTS

NO EXCAVATED EARTHEN MATERIAL SHALL BE REMOVED FROM PROJECT SITE WITHIN STATION 479+00 TO STATION 486+00

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

BLR 21-9	TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420101-05	24' (7.2 m) JOINTED PCC PAVEMENT
421001-03	BAR REINFORCEMENT FOR CRC PAVEMENT
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-02	METAL END SECTION FOR PIPE CULVERTS
542511-02	INLET BOX TYPE 24 (600) C
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
635001-02	DELINEATORS
642001-02	SHOULDER RUMBLE STRIPS, 16 INCH
665001-02	WOVEN WIRE FENCE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ÿþe" 45 MPH
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-10	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-11	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS ÿþe" 45 MPH
701426-09	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ÿþe" 45 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701901-06	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
825001-03	LIGHTING CONTROLLER, POLE MOUNTED, 240V
830026	TEMPORARY ROADWAY LIGHTING
701601-02	
701006-05	
701011-04	
701101-05	
701106-02	
701402-12	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: DISTRICT STUDIES & PLANS ENGINEER
DATE: 4-7-17

EXAMINED BY: DISTRICT CONSTRUCTION ENGINEER

DISTRICT MATERIALS ENGINEER

DISTRICT OPERATIONS ENGINEER

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DRAWINGS\Data\EAOsheets\D366F23-sht-cover.dgn Default	USER NAME = hartld	DESIGNED -	REVISED -
			REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & HIGHWAY STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4) R&I	LIVINGSTON	242	2
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0009 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135 053	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
X0322348	IMPACT ATTENUATOR (NON-REDIRECTIVE). TEST LEVEL 3. (SPECIAL)	EACH	25	10	15		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	64		64		
20101000	TEMPORARY FENCE	FOOT	160	112	48		
20200100	EARTH EXCAVATION	CU YD	2732	779	1953		
20300100	CHANNEL EXCAVATION	CU YD	587		587		
20400800	FURNISHED EXCAVATION	CU YD	25828	6346	19482		
20700220	POROUS GRANULAR EMBANKMENT	CU YD	44				44
20800150	TRENCH BACKFILL	CU YD	135	135			
25000210	SEEDING, CLASS 2A	ACRE	36.5	8.6	27.9		
25000312	SEEDING, CLASS 4A	ACRE	0.18		0.18		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3287	772	2515		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3287	772	2515		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3287	772	2515		
25100115	MULCH, METHOD 2	ACRE	35	7.5	27.5		
25100630	EROSION CONTROL BLANKET	SQ YD	7666	5115	2551		

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△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	7314	1720	5594		
28000305	TEMPORARY DITCH CHECKS	FOOT	11440	2680	8760		
28000400	PERIMETER EROSION BARRIER	FOOT	30621	8595	22026		
28000500	INLET AND PIPE PROTECTION	EACH	23	18	5		
28100107	STONE RIPRAP, CLASS A4	SQ YD	587				587
28200200	FILTER FABRIC	SQ YD	587				587
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	17630	3685	13945		
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	50	50			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	134180	30647	103533		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	4		4		
40600725	POLYMERIZED LEVELING BINDER (HAND METHOD), N50	TON	4		4		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	16041	3578	12463		
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	38651	9011	29640		
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	7195	1572	5623		

△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0009 URBAN	90% FEDERAL 10% STATE ROADWAY 0009 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	12800	3014	9786		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	5566	1263	4303		
40603515	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	3443	1228	2215		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	59	36	23		
42000521	PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)	SQ YD	7303	3522	3781		
42001300	PROTECTIVE COAT	SQ YD	16814	3522	13292		
42100320	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11"	SQ YD	9511		9511		
42100615	PAVEMENT REINFORCEMENT	SQ YD	9511		9511		
44000100	PAVEMENT REMOVAL	SQ YD	5707		5707		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1961		1961		
44000194	HOT-MIX ASPHALT SURFACE REMOVAL, 11 1/4"	SQ YD	19425	4303	15122		
44200982	CLASS B PATCHES, TYPE II, 11 INCH	SQ YD	91	27	64		
44201299	DOWEL BARS 1 1/2"	EACH	200	60	140		
44213200	SAW CUTS	FOOT	564	168	396		

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△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
44213204	TIE BARS 3/4"	EACH	802		802		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3768	1035	2733		
48203042	HOT-MIX ASPHALT SHOULDERS, 11 1/4"	SQ YD	13550	3293	10257		
50102400	CONCRETE REMOVAL	CU YD	14.5			12.5	2
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2			
50105220	PIPE CULVERT REMOVAL	FOOT	456	424	32		
50157300	PROTECTIVE SHIELD	SQ YD	298			298	
50200100	STRUCTURE EXCAVATION	CU YD	60	6			54
50300225	CONCRETE STRUCTURES	CU YD	2.5				2.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	13.4			13.4	
50300260	BRIDGE DECK GROOVING	SQ YD	719			719	
50300300	PROTECTIVE COAT	SQ YD	29			29	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2565	355		1890	320
52000110	PREFORMED JOINT STRIP SEAL	FOOT	61			61	

△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
52200010	TEMPORARY SHEET PILING	SQ FT	524				524
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	242	152	90		
54210184	PIPE ELBOW, 15"	EACH	4	2	2		
54213450	END SECTIONS 15"	EACH	2	1	1		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	7	2	5		
54245205	INLET BOX, STANDARD 542511	EACH	3		3		
54246405	INLET BOX, STANDARD 542531	EACH	2		2		
54248510	CONCRETE COLLAR	CU YD	10	2	8		
55000410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	93	13	80		
55005100	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 30"	FOOT	400	400			
59000200	EPOXY CRACK INJECTION	FOOT	132			31	101
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	9	9			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	182	46	136		
60100905	PIPE DRAINS 4"	FOOT	10		10		

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△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
60100915	PIPE DRAINS 6"	FOOT	10		10		
60100925	PIPE DRAINS 8"	FOOT	10		10		
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	2756	716	2040		
60108501	PIPE UNDERDRAINS, TYPE 3	FOOT	75716	18648	57068		
61100605	MISCELLANEOUS CONCRETE	CU YD	5.7	3.7	2		
61133100	FIELD TILE JUNCTION VAULTS, 2' DIA.	EACH	2		2		
61139800	STORM SEWERS (SPECIAL), 4"	FOOT	80		80		
61139900	STORM SEWERS (SPECIAL), 6"	FOOT	60		60		
61140000	STORM SEWERS (SPECIAL), 8"	FOOT	60		60		
61140200	STORM SEWERS (SPECIAL), 12"	FOOT	160		160		
63500105	DELINEATORS	EACH	130	46	84		
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	43650	10400	33250		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	84057	18677	65380		
66500105	WOVEN WIRE FENCE, 4'	FOOT	263		263		

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△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	2	16		
67100100	MOBILIZATION	LSUM	1	0.1	0.9		
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1			1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	LSUM	1	0.1	0.9		
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	LSUM	1			1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	259	26	233		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8820	2204	6616		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2910	727	2183		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	177508	44074	133434		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	250	250			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	21975	5350	16625		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	21675	5050	16625		
△ 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	11553	3209	8344		
△ 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	276390	75235	201155		

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△ SPECIALTY ITEMS

REV

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
△	78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	1564	1564			
△	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1212	380	832		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1212	380	832		
	X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	12				12
	X0324589	PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE	EACH	6		6		
	X0326208	ALTERNATE ROUTE SIGNING	LSUM	1	0.1	0.9		
	X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	2000	200	1800		
	X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	16	2	14		
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	52041	14597	37444		
	X0556100	PARTIAL DEPTH PATCHING (SPECIAL)	SQ YD	668	20	648		
	X2140100	GRADING AND SHAPING DITCHES, SPECIAL	FOOT	2950		2950		
	X4060006	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT 12.5	NTO TON	12806	2916	9890		
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	109292	24840	84452		
	X5010523	REMOVE CONCRETE END SECTION	EACH	13	4	9		
	X6300235	WOOD POSTS	EACH	48	24	24		

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△ SPECIALTY ITEMS

REV

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
	X6350120	DELINEATOR REMOVAL	EACH	130	46	84		
	X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	263		263		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	0.1	0.9		
	X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	LSUM	1	0.1	0.9		
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	1090	500	500	90	
△	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	88754	22037	66717		
△	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	11553	3209	8344		
△	X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	632	632			
	X8410102	TEMPORARY LIGHTING SYSTEM	LSUM	1	0.5	0.5		
	X1200108	INLET BOX, SPECIAL	EACH	1	1			
	Z0004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	778			778	
	Z0005300	BOX CULVERTS TO BE CLEANED	EACH	1		1		
	Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	778			778	
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	750			750	
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	13			9	4

△ SPECIALTY ITEMS

REV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN)	CONSTRUCTION CODE: 90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE ROADWAY 0004 URBAN	90% FEDERAL 10% STATE BRIDGE 0014 503-0135	90% FEDERAL 10% STATE BOX CULVERT 0014 053-2017
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	22				22
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	0.1	0.9		
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	2			2	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	21	21		
Z0034105	MATERIAL TRANSFER DEVICE	TON	95377	21808	73569		
Z0055605	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	SQ YD	102400	23909	78491		
Z0065600	SLOPE REPAIR (SPECIAL)	SQ YD	240			240	
Ø Z0076600	TRAINEES	HOUR	1000	1000			
Z0065767	SLOTTED DRAIN 15" WITH 1 3/4" SLOT	FOOT	210	80	130		
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1000	1000			
Z0077803	REMOVE WOOD POST	EACH	48	24	24		

9

△ SPECIALTY ITEMS

Ø 0042

FILE NAME = pw:\\IL004EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DESIGNdata\GADsheets\D366F23-sht-500.dgn	USER NAME = dunaembd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I RTE. 55	SECTION (53-4) R&I	COUNTY LIVINGSTON	TOTAL SHEETS 242 / SHEET NO. 12
			REVISED -					CONTRACT NO. 66F23	
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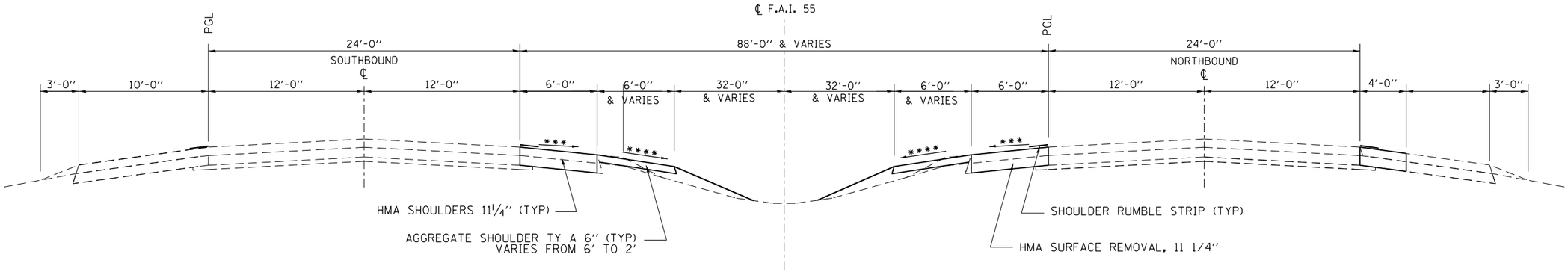
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -						

REV

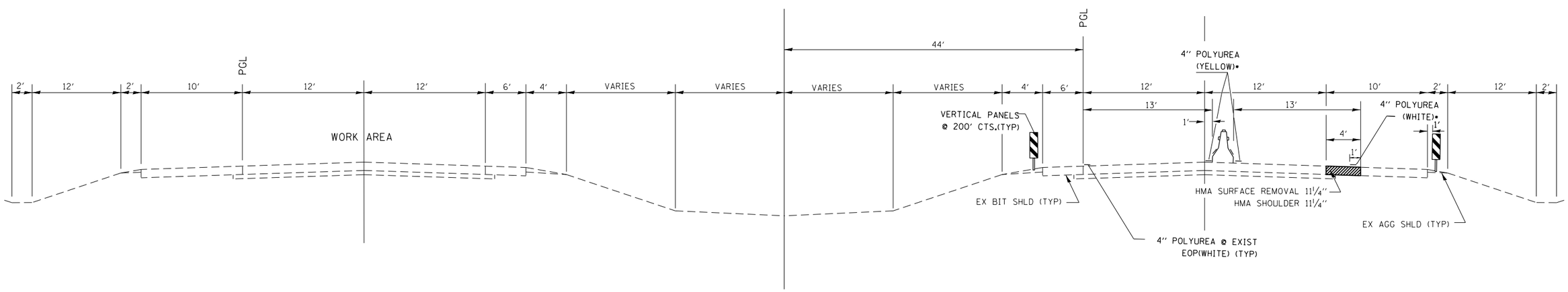


*** TRANSITION EXISTING TO 2.0% AT MEDIAN CROSS OVER CROSS SLOPE

**** 6.0% AGGREGATE SHOULDER TY A (TYP)

MEDIAN CROSS OVER TRANSITION TYPICAL SECTION

STA. 336+00 TO STA. 337+11 & STA. 344+69 TO 346+00
STA. 548+00 TO STA. 549+63 & STA. 126+79 TO 128+00
(TO BE CONSTRUCTED AT TIME OF JOINTED PAVEMENT CROSSOVERS)



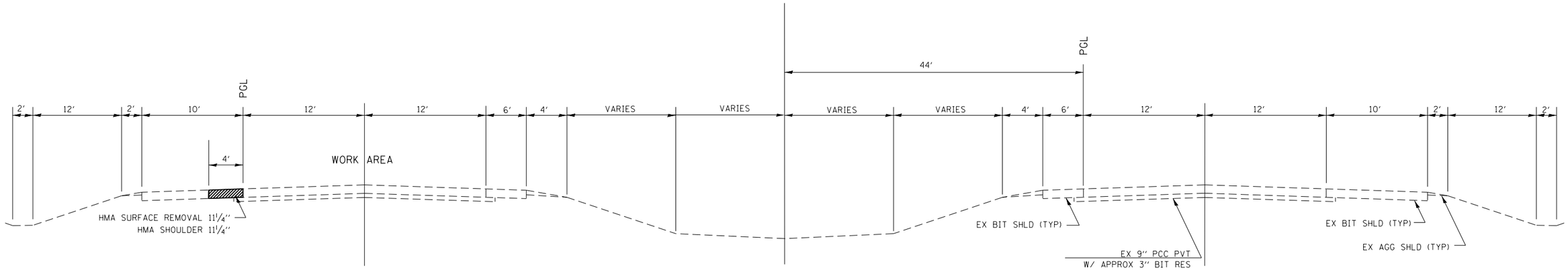
**** SEE STAGE I CONSTRUCTION SHEETS FOR TRANSITIONS THROUGH CROSSOVERS

BETWEEN MEDIAN CROSSOVERS
STAGE I
MAINLINE

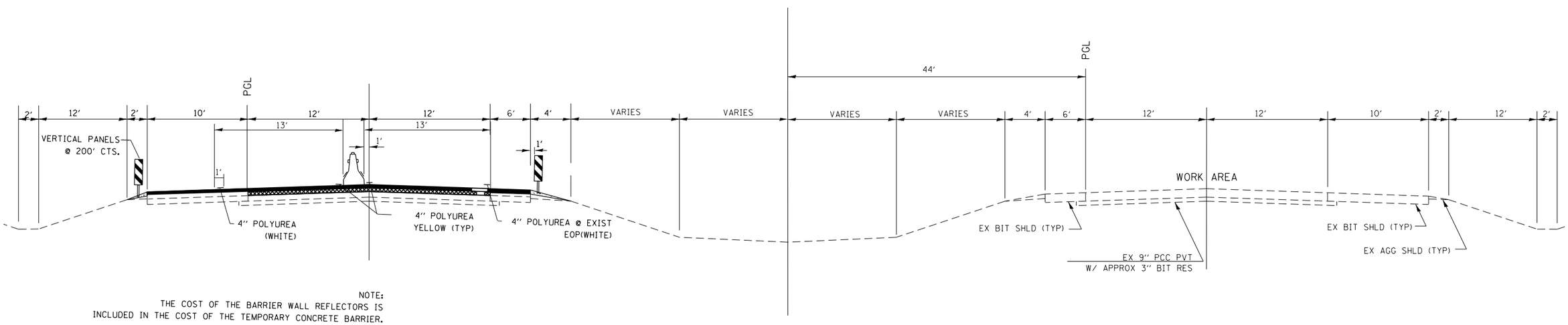
STA. 344+69 TO 123+56

NOTE:
THE COST OF THE BARRIER WALL REFLECTORS IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DRAWING Default	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	REVISED -			55	(53-4)R&I	LIVINGSTON	242	13
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 66F23				
	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				



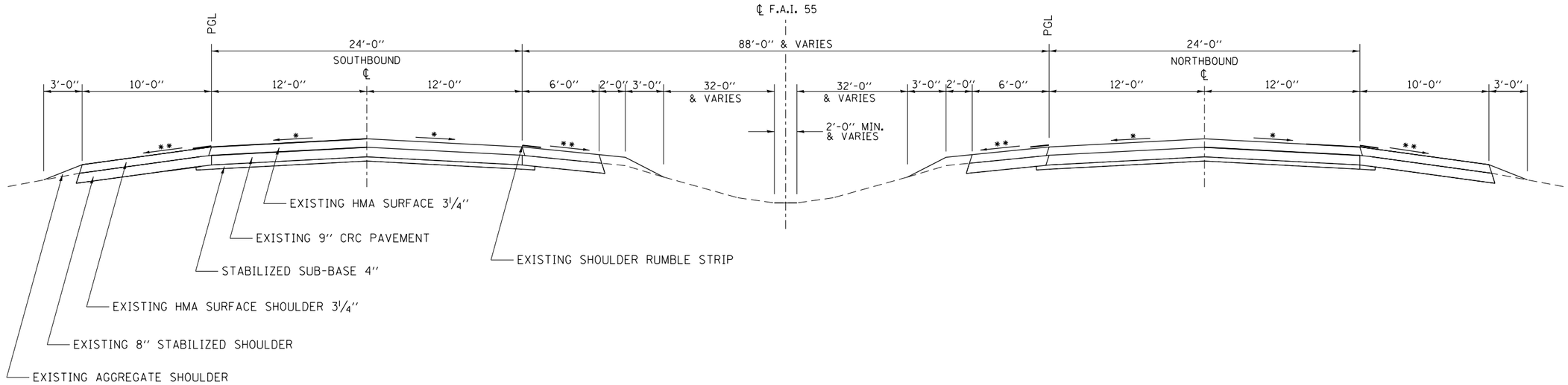
STA. 336+00 TO 348+00
STA 548+00 TO 128+00



NOTE:
THE COST OF THE BARRIER WALL REFLECTORS IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

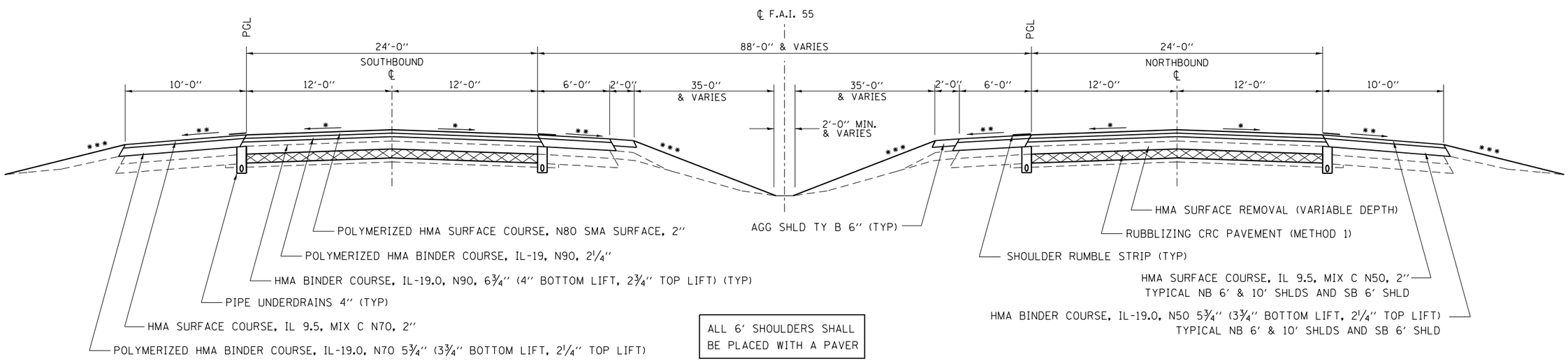
BETWEEN MEDIAN CROSSOVERS
STAGE II
MAINLINE

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\KMData\CADsheets\D366F23-sht-typical.dgn		DRAWN -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	14
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 66F23		
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA. 344+69.38 TO STA. 472+80
STA. 483+50 TO STA.514+16.19



ALL 6' SHOULDERS SHALL
BE PLACED WITH A PAVER

PROPOSED TYPICAL SECTION

STA. 344+69.38 TO STA. 472+80
STA. 483+50 TO STA.514+16.19

* 1.5% PAVEMENT CROSS SLOPE
** 4.0% SHOULDER CROSS SLOPE
*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DWG\Data\CADsheets\D366F23-sht-typical.dwg		DRAWN -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	15
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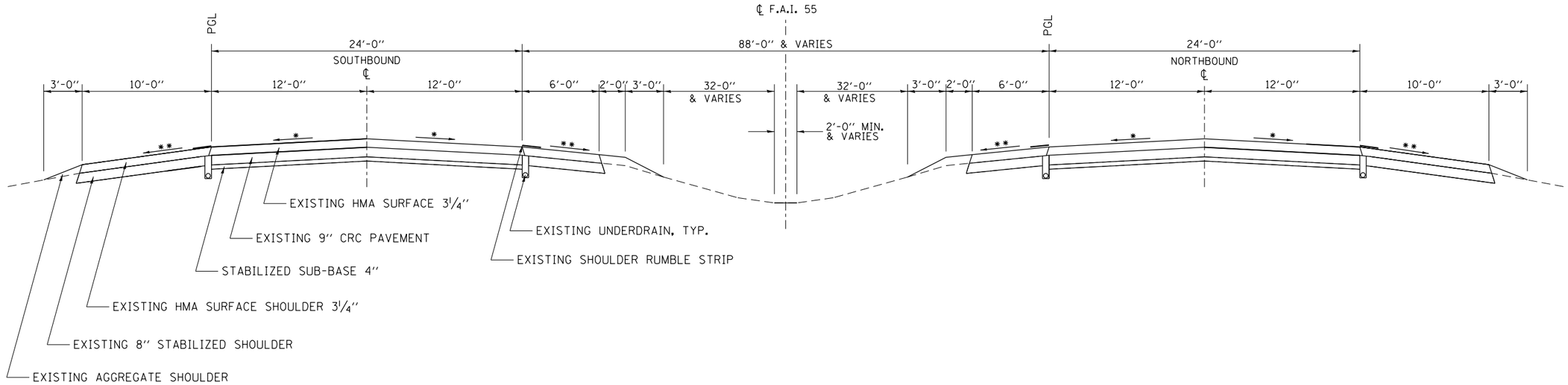
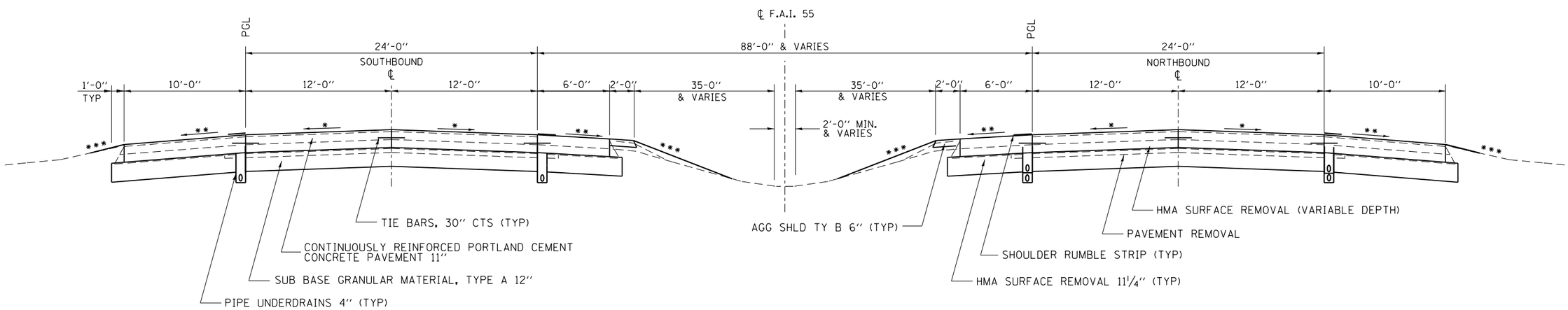
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA. 344+69.38 TO STA. 472+80
STA. 483+50 TO STA.514+16.19



PROPOSED TYPICAL SECTION

STA. 472+80 TO STA. 483+50

* 1.5% PAVEMENT CROSS SLOPE
** 4.0% SHOULDER CROSS SLOPE
*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DRAWINGs\Data\CADsheets\D366F23-sht-typical.dgn		DRAWN -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	16
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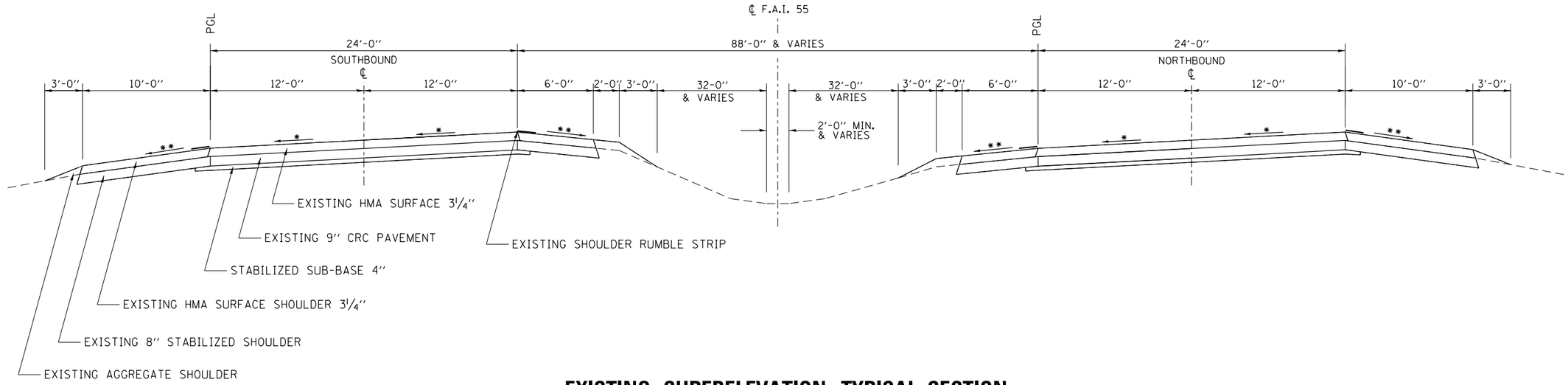
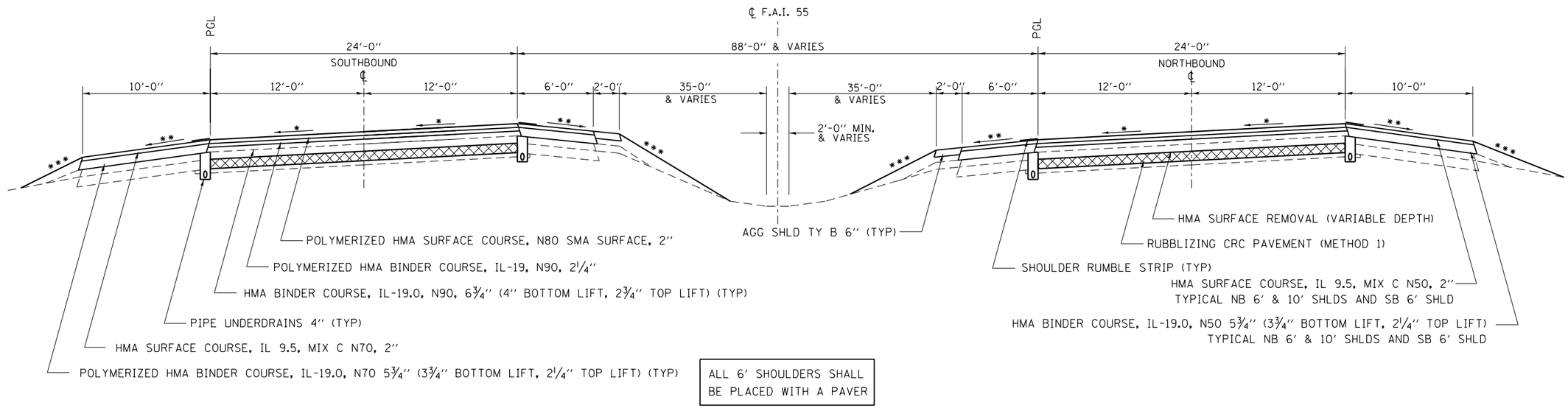
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



EXISTING SUPERELEVATION TYPICAL SECTION

STA. 514+16.19 TO STA. 533+50



ALL 6' SHOULDERS SHALL
BE PLACED WITH A PAVER

PROPOSED SUPERELEVATION TYPICAL SECTION

STA. 514+16.19 TO STA. 533+50

* SLOPE VARIES FOR SUPERELEVATION (SEE SUPERELEVATION DETAILS p. 130)

** SLOPE VAIRES IN SUPERELEVATION WITH MAXIMUM OF 8.0% DIFFERENCE

*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DrawingData\CADsheets\D366F23-sht-typical.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
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Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

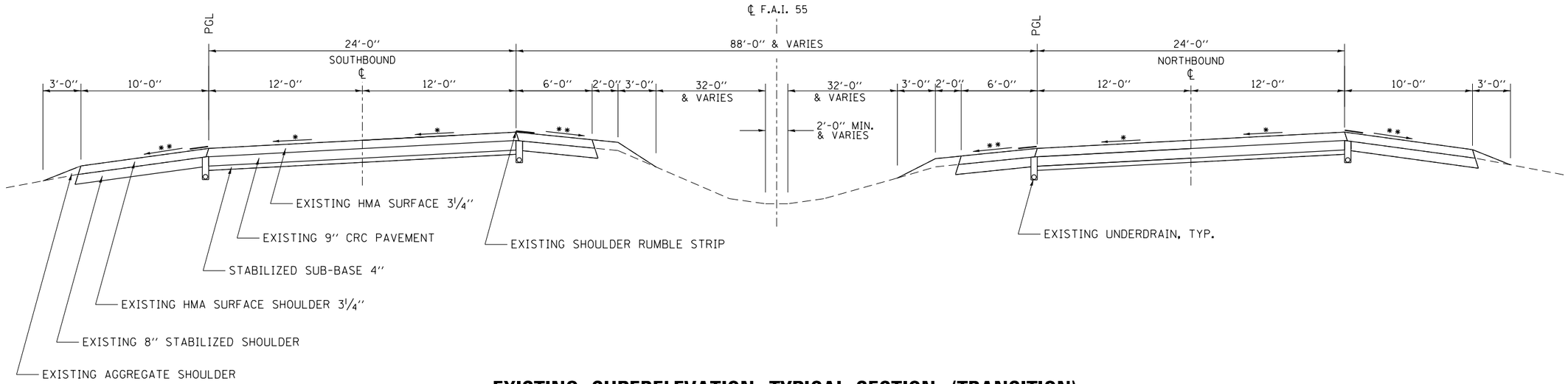
TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	17

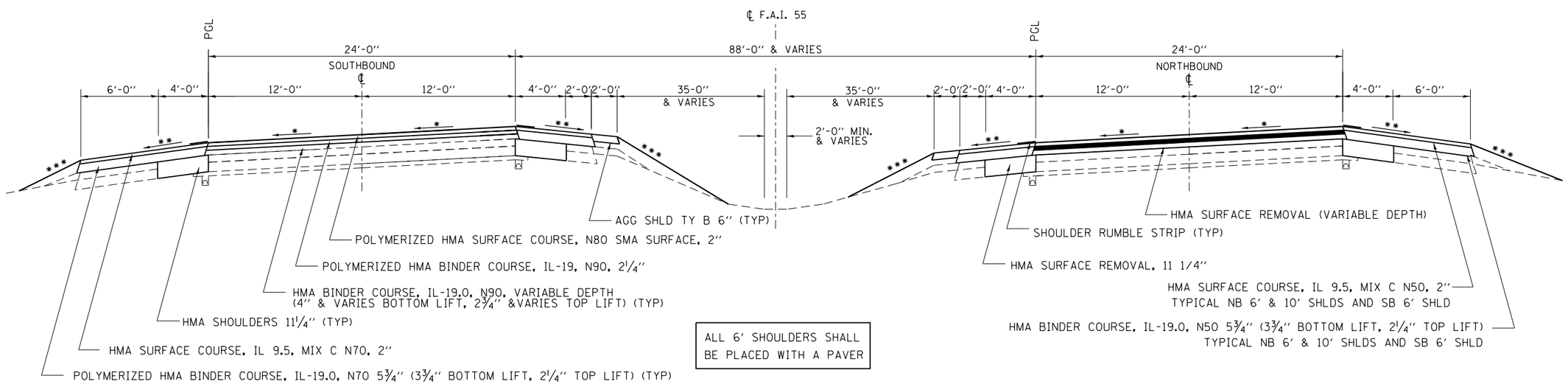
CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



EXISTING SUPERELEVATION TYPICAL SECTION (TRANSITION)

STA. 533+50.00 TO STA. 535+94.00



ALL 6' SHOULDERS SHALL BE PLACED WITH A PAVER

PROPOSED SUPERELEVATION TYPICAL SECTION (TRANSITION)

STA. 533+50.00 TO STA. 535+94.00

* SLOPE VARIES FOR SUPERELEVATION (SEE SUPERELEVATION DETAILS p. 130)

** SLOPE VAIRES IN SUPERELEVATION WITH MAXIMUM OF 8.0% DIFFERENCE

*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

NOTE: SUPERELEVATION SLOPE CORRECTION FROM 2.0% TO 2.8% AT FULL SUPER

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DRAWINGs\Data\CADsheets\D366F23-sht-typical.dgn		DRAWN -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	18
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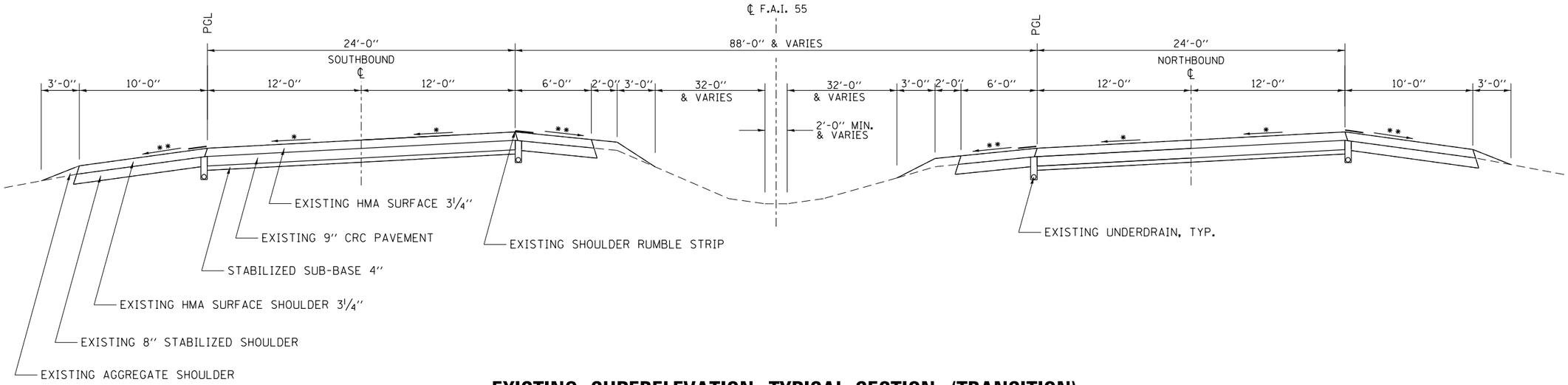
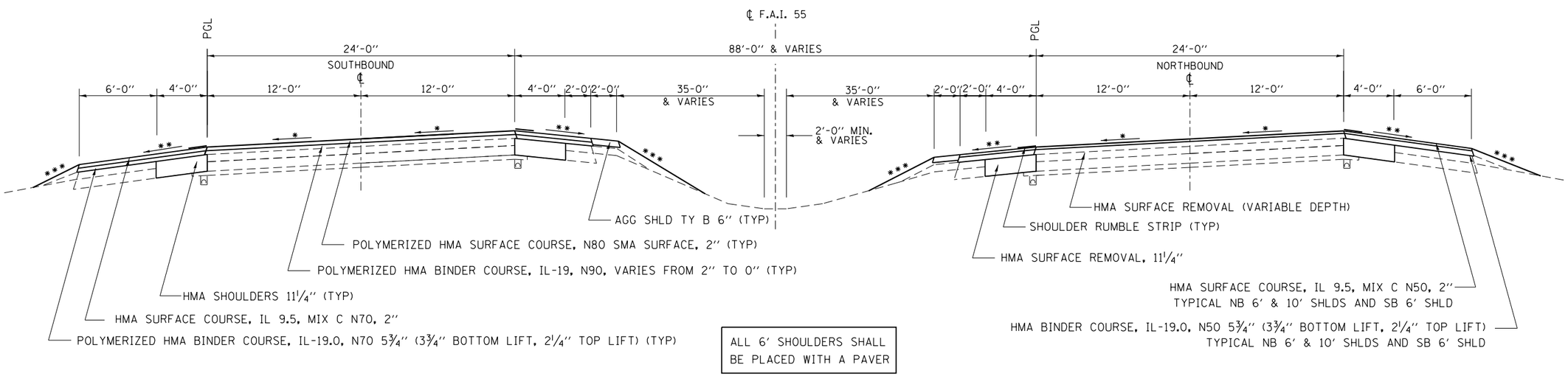
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



EXISTING SUPERELEVATION TYPICAL SECTION (TRANSITION)

STA. 535+94.00 TO STA. 538+00.00



ALL 6' SHOULDERS SHALL BE PLACED WITH A PAVER

PROPOSED SUPERELEVATION TYPICAL SECTION (TRANSITION)

STA. 535+94.00 TO STA. 538+00.00

* SLOPE VARIES FOR SUPERELEVATION (SEE SUPERELEVATION DETAILS p. 130)

** SLOPE VAIRES IN SUPERELEVATION WITH MAXIMUM OF 8.0% DIFFERENCE

*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

NOTE: SUPERELEVATION SLOPE CORRECTION FROM 2.0% TO 2.8% AT FULL SUPER

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DrawingData\CADsheets\D366F23-sht-typical.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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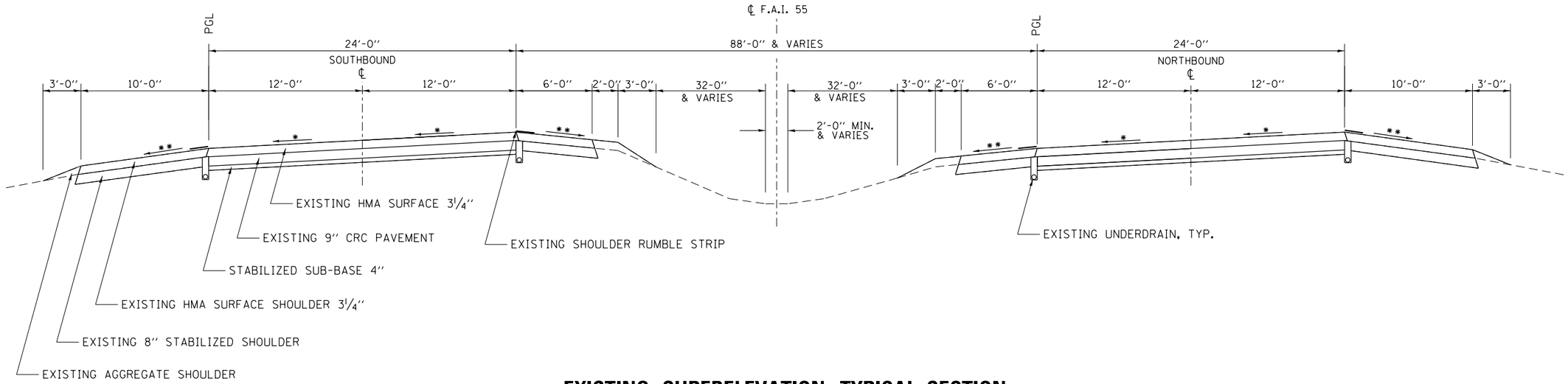
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

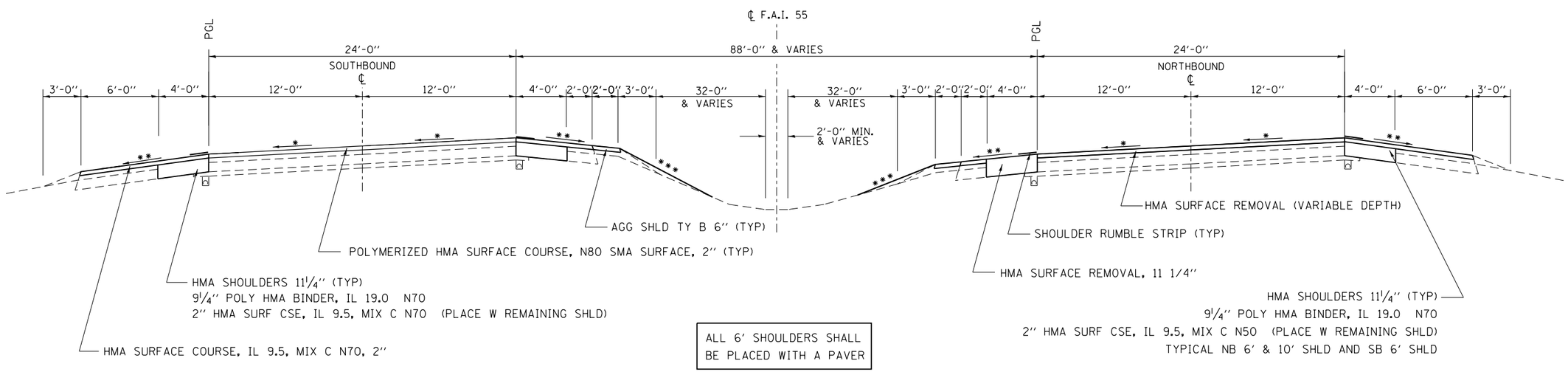
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	19
		CONTRACT NO. 66F23		
	ILLINOIS	FED. AID PROJECT		



EXISTING SUPERELEVATION TYPICAL SECTION

STA. 538+00.00 TO STA. 546+52.94



ALL 6' SHOULDERS SHALL
BE PLACED WITH A PAVER

PROPOSED SUPERELEVATION TYPICAL SECTION

STA. 538+00.00 TO STA. 546+52.94

* SLOPE VARIES FOR SUPERELEVATION (SEE SUPERELEVATION DETAILS p. 130)

** SLOPE VAIRES IN SUPERELEVATION WITH MAXIMUM OF 8.0% DIFFERENCE

*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

NOTE: SUPERELEVATION SLOPE CORRECTION FROM 2.0% TO 2.8% AT FULL SUPER

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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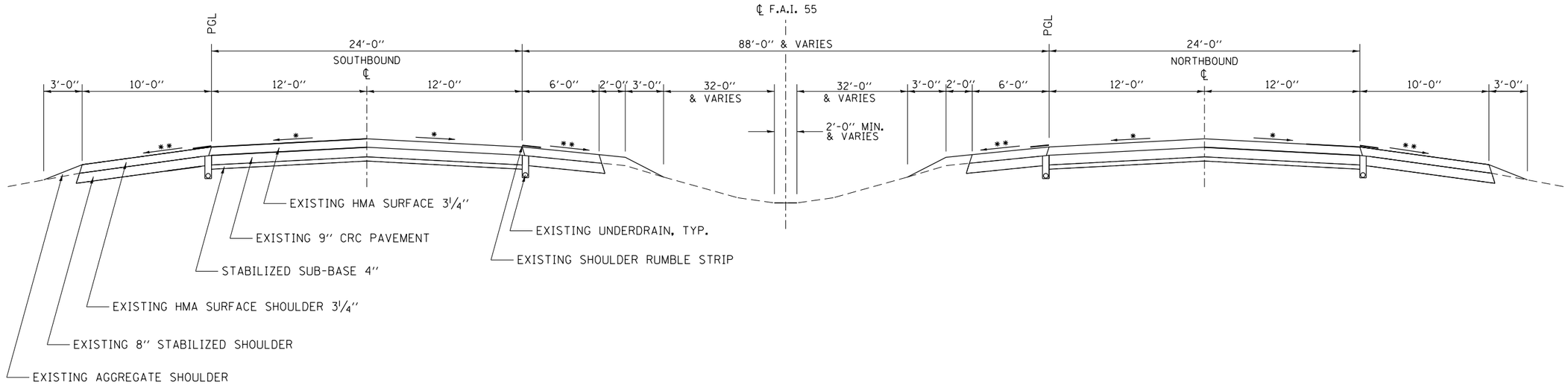
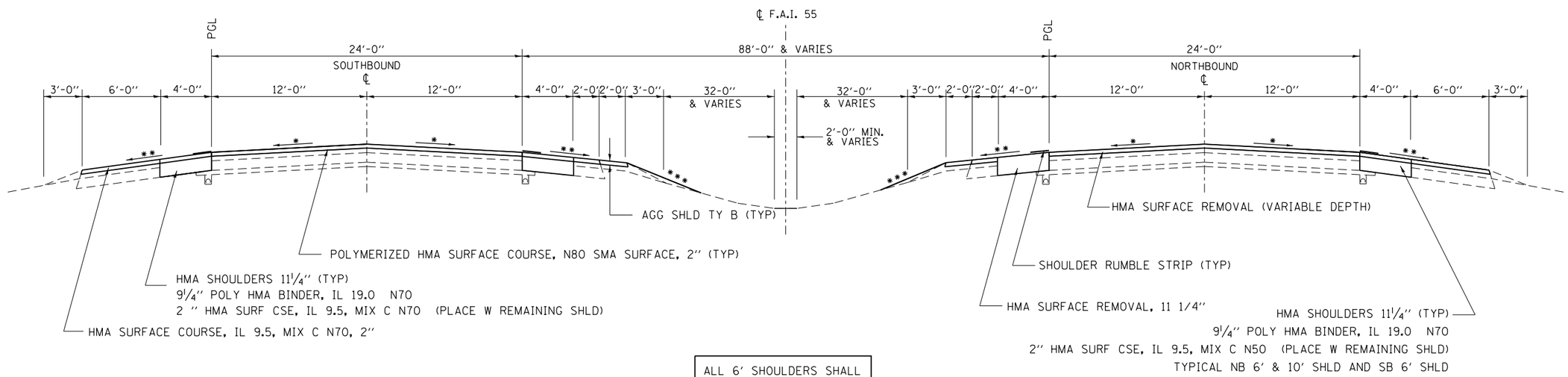
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 66F23		
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA. 546+52.94 TO STA. 548+00.00



ALL 6' SHOULDERS SHALL
BE PLACED WITH A PAVER

PROPOSED TYPICAL SECTION

STA. 546+52.94 TO STA.548+00.00

* 1.5% PAVEMENT CROSS SLOPE

** 4.0% SHOULDER CROSS SLOPE

*** GRADING TO MATCH EXISTING FORESLOPE (1:5 AND VARIES)

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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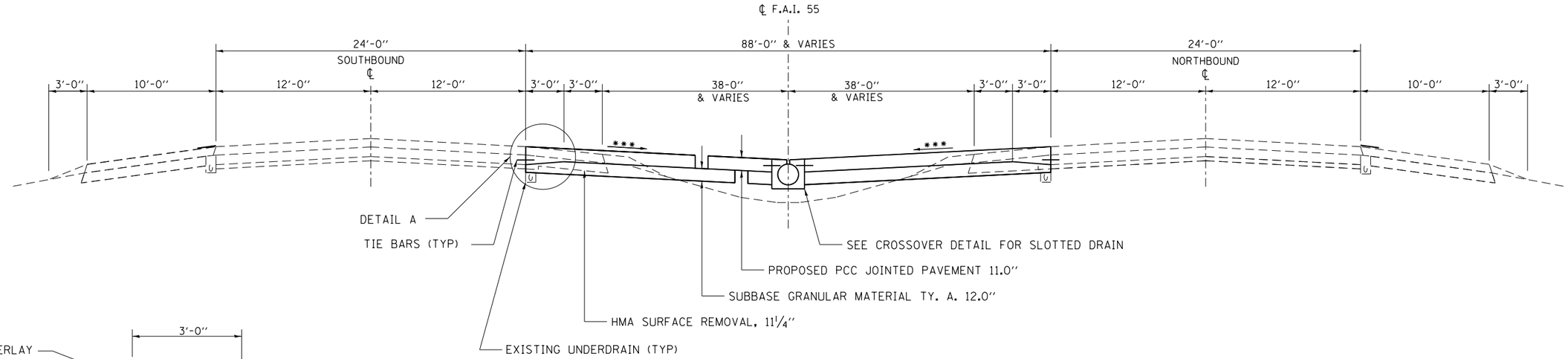
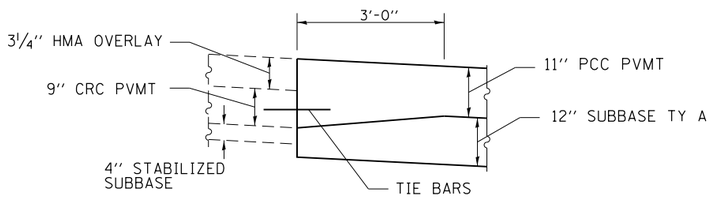


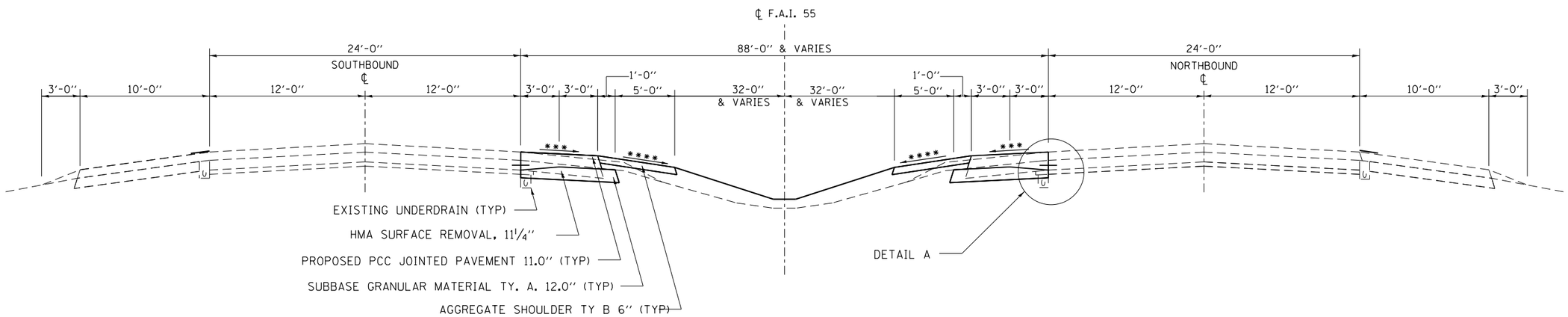


DETAIL A

NOTE: THICKENED EDGE ONLY REQUIRED AT NORTH CROSS OVER TO INSTALL TIE BARS
COST OF THICKENED EDGE INCLUDED IN CROSS OVER CONSTRUCTION.

MEDIAN CROSS OVER TYPICAL SECTION

STA. 122+06 TO 123+56

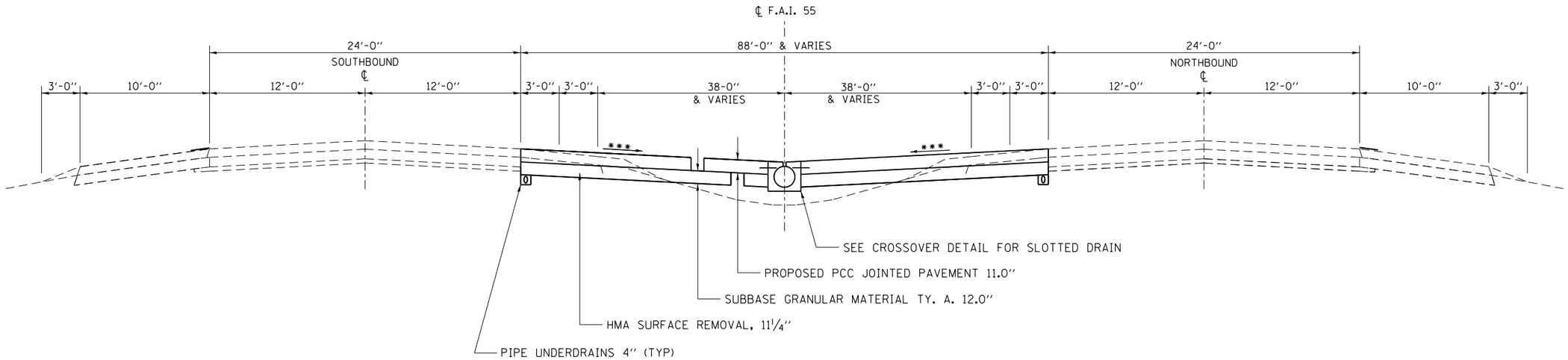


MEDIAN CROSS OVER TYPICAL SECTION

STA. 549+63 TO 122+06 AND 123+56 TO 126+79

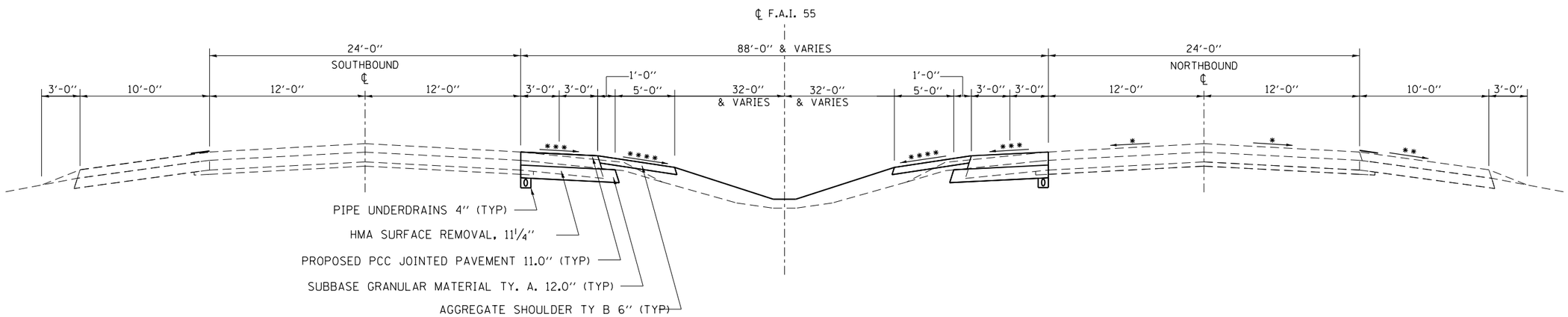
*** 2.0% MEDIAN CROSS OVER CROSS SLOPE
**** 6.0% AGGREGATE SHOULDER TY A (TYP)

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DrawingData\CADsheets\D366F23-sht-typical.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -					55	(53-4)R&I	LIVINGSTON	242 / 22
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO. 66F23	
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT		



MEDIAN CROSS OVER TYPICAL SECTION

STA. 340+34 TO STA. 341+46



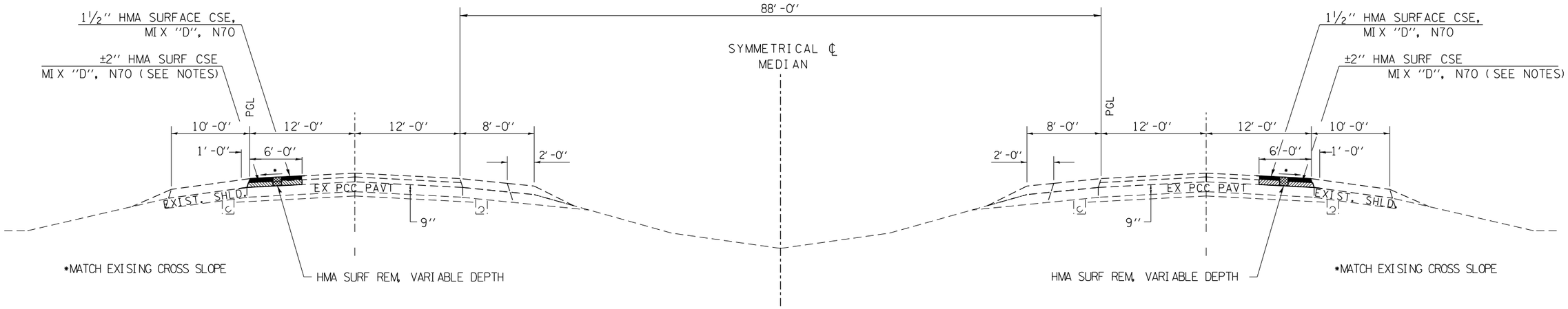
MEDIAN CROSS OVER TYPICAL SECTION

STA. 337+11 TO 340+34 AND STA. 341+46 TO 344+69

*** 2.0% MEDIAN CROSS OVER CROSS SLOPE

**** 6.0% AGGREGATE SHOULDER TY A (TYP)

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\D366F23\DrawingData\CADsheets\D366F23-sht-typical.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					55	(53-4)R&I	LIVINGSTON	242	23
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO. 66F23		
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT			



NOTES:

CONTRACTOR TO MILL DOWN TO BARE CONCRETE.
EXISTING HMA THICKNESS VARIES FROM 2.75" TO 3.5".
AVERAGE HMA REMOVAL ASSUMED TO BE APPROXIMATELY 3.25".
PROPOSED SURFACE SHALL BE PLACED IN 2 LIFTS, ALLOWING 1.5" FOR THE TOP LIFT.

TYPICAL SECTION

NORTHBOUND
STA. 314+20 TO 368+11
STA. 512+16 TO 533+50

TO BE COMPLETED PRIOR TO STAGE 1

HMA MIXTURE REQUIREMENT TABLE

LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER BOTTOM LIFT(S)	POLYMER HMA BINDER	POLYMER SMA SURFACE	NB & SB HMA SHLD 6' BOTTOM LIFT (S)	NB & SB HMA SHLD 6' SURFACE	NB HMA SHLD 10' BOTTOM LIFT (S)	NB HMA SHLD 10' SURFACE	11.25" HMA SHLD & SB HMA SHLD 10' BOTTOM LIFT(S)	1/2 LANE RESURFACING & SB HMA SHLD 10' SURFACE & PARTIAL DEPTH PATCHING	MAINTENANCE CROSSOVER BINDER	INCIDENTAL HMA SURFACE
BINDER GRADE (PG):	PG 64-22	SBS PG 70-28	SBS PG 76-28	PG 64-22	PG 64-22	PG 64-22	PG 64-22	SBS PG 70-28	SBS PG 70-28	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N90	4.0% @ N90	4.0% @ N80	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 19.0	IL 12.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE:			MIXTURE E		MIXTURE C		MIXTURE C		MIXTURE D		MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	PFP	PFP	PFP	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	1000 TONS	1000 TONS	1000 TONS	NA	NA	NA	NA	NA	NA	NA	NA
DENSITY TEST METHOD:	CORES	CORES	CORES	CORES	CORES/CORRELATION	CORES	CORES/CORRELATION	CORES	CORES/CORRELATION	SATISFACTION OF THE ENGINEER	SATISFACTION OF THE ENGINEER

MAINLINE SCHEDULE

	LOCATION			LENGTH	WIDTH	AREA	INSIDE SHLD WIDTH	OUTSIDE SHLD WIDTH	6'SHLD AREA	10' SHLD AREA	SHLD AREA	BINDER THICKNESS	POLY BIND THICKNESS	POLY SURF THICKNESS	SHLD THICKNESS	HMA SURF REMOVAL VARIABLE DEPTH	HMA SURF REMOVAL 2 INCH	RUBBLIZED CONC	BIT MAT TACK COAT
		FROM	TO	FT	FT	SQ YD	FT	FT	SQ YD	SQ YD	SQ YD	IN	IN	IN	IN	SQ YD	SQ YD	SQ YD	POUND
NORTHBOUND	STATIONS (URBAN)	336+00.00	337+11.00	111.00	24.0	296.00	6.0	10.0	74.0	123.3	197.3	-	-	-	VARIES	-	-	-	-
	STATIONS (URBAN)	337+11.00	344+69.38	758.38	24.0	2022.35	6.0	10.0	505.6	842.6	1348.2	-	-	-	VARIES	-	-	-	-
	STATIONS (URBAN)	344+69.38	346+00.00	130.82	24.0	348.85	6.0	10.0	87.2	145.4	232.6	-	VARIES	2.0	VARIES	581.42	-	-	392.5
	STATIONS (URBAN)	346+00.00	348+00.00	200.00	24.0	533.33	6.0	10.0	133.3	222.2	355.6	VARIES	2.25	2.0	VARIES	533.33	-	533.3	600.0
	STATIONS (URBAN)	348+00.00	390+83.00	4283.00	24.0	11421.33	6.0	10.0	2855.3	4758.9	7614.2	6.75	2.25	2.0	7.75	11421.33	-	11421.3	12849.0
	STATIONS (RURAL)	390+83.00	472+80.00	8197.00	24.0	21858.67	6.0	10.0	5464.7	9107.8	14572.4	6.75	2.25	2.0	7.75	21858.67	-	21858.7	24591.0
	STATIONS (RURAL)	472+80.00	483+50.00	1070.00	24.0	2853.33	6.0	10.0	713.3	1188.9	1902.2	6.75	2.25	2.0	7.75	2853.33	-	2853.3	3210.0
	STATIONS (RURAL)	483+50.00	514+19.06	3069.06	24.0	8184.16	6.0	10.0	2046.0	3410.1	5456.1	6.75	2.25	2.0	7.75	8184.16	-	8184.2	9207.2
	TRANSITION (RURAL)	514+19.06	515+11.16	92.10	24.0	245.60	6.0	10.0	61.4	102.3	163.7	6.75	2.25	2.0	7.75	245.60	-	245.6	276.3
	TRANSITION (RURAL)	515+11.16	533+50.00	1838.84	24.0	4903.57	6.0	10.0	1225.9	2043.2	3269.0	6.75 to 9.3	2.25	2.0	7.75	4903.57	-	4903.6	5516.5
	STATIONS (RURAL)	533+50.00	535+94.00	244.00	24.0	650.67	6.0	10.0	162.7	271.1	433.8	3.75 to 6.0	2.25	2.0	7.75	650.67	-	650.7	732.0
	STATIONS (RURAL)	535+94.00	536+97.00	103.00	24.0	274.67	6.0	10.0	68.7	114.4	183.1	0.0	2.25	2.0	7.75	274.67	-	274.7	309.0
	STATIONS (RURAL)	536+97.00	538+00.00	103.00	24.0	274.67	6.0	10.0	68.7	114.4	183.1	0.0	0.0	2.0	7.75	457.78	68.67	274.7	309.0
	STATIONS (RURAL)	538+00.00	546+52.94	852.94	24.0	2274.51	6.0	10.0	568.6	947.7	1516.3	0.0	0.0	2.0	7.75	2274.51	568.63	-	2558.8
	STATIONS (RURAL)	546+52.94	548+00.00	147.06	24.0	392.16	6.0	10.0	98.0	163.4	261.4	0.0	0.0	2.0	7.75	555.56	98.04	-	441.2
	STATIONS (RURAL)	548+00.00	552+08.35	408.35	24.0	1088.93	6.0	10.0	272.2	453.7	726.0	-	-	-	-	-	-	-	-
	STATIONS (RURAL)	121+08.35	122+07.00	98.65	24.0	263.07	6.0	10.0	65.8	109.6	175.4	-	-	-	-	-	-	-	-
	STATIONS (RURAL)	123+86.00	128+00.00	414.00	24.0	1104.00	6.0	10.0	276.0	460.0	736.0	-	-	-	-	-	-	-	-
SOUTHBOUND	STATIONS (RURAL)	123+86.00	128+00.00	414.00	24.0	1104.00	6.0	10.0	276.0	460.0	736.0	-	-	-	-	-	-	-	-
	STATIONS (RURAL)	121+08.35	122+07.00	98.65	24.0	263.07	6.0	10.0	65.8	109.6	175.4	-	-	-	-	-	-	-	-
	STATIONS (RURAL)	548+00.00	552+08.35	408.35	24.0	1088.93	6.0	10.0	272.2	453.7	726.0	-	-	-	-	-	-	-	-
	STATIONS (RURAL)	548+00.00	546+52.94	147.06	24.0	392.16	6.0	10.0	98.0	163.4	261.4	0.0	0.0	2.0	7.75	490.20	163.40	-	441.2
	STATIONS (RURAL)	546+52.94	538+00.00	852.94	24.0	2274.51	6.0	10.0	568.6	947.7	1516.3	0.0	0.0	2.0	7.75	2274.51	947.71	-	2558.8
	STATIONS (RURAL)	538+00.00	536+97.00	103.00	24.0	274.67	6.0	10.0	68.7	114.4	183.1	0.0	0.0	2.0	7.75	457.78	114.44	274.7	309.0
	STATIONS (RURAL)	536+97.00	535+94.00	103.00	24.0	274.67	6.0	10.0	68.7	114.4	183.1	0.0	2.25	2.0	7.75	274.67	-	274.7	309.0
	STATIONS (RURAL)	535+94.00	533+50.00	244.00	24.0	650.67	6.0	10.0	162.7	271.1	433.8	3.75 to 6.0	2.25	2.0	7.75	650.67	-	650.7	732.0
	TRANSITION (RURAL)	533+50.00	515+11.16	1838.84	24.0	4903.57	6.0	10.0	1225.9	2043.2	3269.0	6.75 to 9.3	2.25	2.0	7.75	4903.57	-	4903.6	5516.5
	TRANSITION (RURAL)	515+11.16	514+19.06	92.10	24.0	245.60	6.0	10.0	61.4	102.3	163.7	6.75	2.25	2.0	7.75	245.60	-	245.6	276.3
	STATIONS (RURAL)	514+19.06	483+50.00	3069.06	24.0	8184.16	6.0	10.0	2046.0	3410.1	5456.1	6.75	2.25	2.0	7.75	8184.16	-	8184.2	9207.2
	STATIONS (RURAL)	483+50.00	472+80.00	1070.00	24.0	2853.33	6.0	10.0	713.3	1188.9	1902.2	6.75	2.25	2.0	7.75	2853.33	-	2853.3	3210.0
	STATIONS (RURAL)	472+80.00	390+83.00	8197.00	24.0	21858.67	6.0	10.0	5464.7	9107.8	14572.4	6.75	2.25	2.0	7.75	21858.67	-	21858.7	24591.0
	STATIONS (URBAN)	390+83.00	348+00.00	4283.00	24.0	11421.33	6.0	10.0	2855.3	4758.9	7614.2	6.75	2.25	2.0	7.75	11421.33	-	11421.3	12849.0
	STATIONS (URBAN)	348+00.00	346+00.00	200.00	24.0	533.33	6.0	10.0	133.3	222.2	355.6	VARIES	2.25	2.0	VARIES	533.33	-	533.3	600.0
	STATIONS (URBAN)	346+00.00	344+69.38	130.82	24.0	348.85	6.0	10.0	87.2	145.4	232.6	-	VARIES	2.0	VARIES	348.85	-	-	392.5
	STATIONS (URBAN)	344+69.38	337+11.00	758.38	24.0	2022.35	6.0	10.0	505.6	842.6	1348.2	-	-	-	VARIES	-	-	-	-
	STATIONS (URBAN)	337+11.00	336+00.00	111.00	24.0	296.00	6.0	10.0	74.0	123.3	197.3	-	-	-	VARIES	-	-	-	-
	URBAN TOTALS															24840	-	23909	27683
	RURAL TOTALS															84452	1961	78491	94302
				GRAND TOTALS												109291	1961	102400	121985

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60[AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)
•• ALL SHOULDER RUMBLE STRIPS SHALL BE PLACED AFTER ALL SHOULDER HMA SURFACE COURSE MIXES PLACED

MAINLINE SCHEDULE (CONT.)

	LOCATION	FROM	TO	HOT-MIX ASPHALT BINDER COURSE IL 19.0, N90	POLYMERIZED HMA BINDER CSE, IL 19.0, N90	POLYMERIZED HMA SURFACE CSE SMA, N80	HOT MIX ASPHALT BINDER COURSE IL 19.0, N50	HOT MIX ASPHALT SURFACE COURSE MIX C, N50	POLYMERIZED HMA BINDER CSE IL 19.0, N70	POLYMERIZED HMA SURFACE CSE MIX D, N70	SHLD RUMB STRIPS, 16" ••	AGG SHLD TYP B
				TON	TON	TON	TON	TON	TON	TON	FOOT	TON
NORTHBOUND	STATIONS (URBAN)	336+00.00	337+11.00	-	-	-	-	-			111.0	16.9
NORTHBOUND	STATIONS (URBAN)	337+11.00	344+69.38	-	-	-	-	-			-	140.6
NORTHBOUND	STATIONS (URBAN)	344+69.38	346+00.00	83.6	0.9	39.1	26.1	26.0	-	-	261.6	19.9
NORTHBOUND	STATIONS (URBAN)	346+00.00	348+00.00	104.5	67.2	59.7	37.4	39.8	-	-	400.0	15.2
NORTHBOUND	STATIONS (URBAN)	348+00.00	390+83.00	4317.3	1439.1	1279.2	2451.8	852.8	-	-	8566.0	325.2
NORTHBOUND	STATIONS (RURAL)	390+83.00	472+80.00	8262.6	2754.2	2448.2	4692.3	1632.1	-	-	16394.0	622.4
NORTHBOUND	STATIONS (RURAL)	472+80.00	483+50.00	1078.6	359.5	319.6	612.5	213.0	-	-	2140.0	81.2
NORTHBOUND	STATIONS (RURAL)	483+50.00	514+19.06	3093.6	1031.2	916.6	1756.9	611.1	-	-	6138.1	233.0
NORTHBOUND	TRANSITION (RURAL)	514+19.06	515+11.16	92.8	30.9	27.5	52.7	18.3	-	-	184.2	7.0
NORTHBOUND	TRANSITION (RURAL)	515+11.16	533+50.00	2203.7	617.9	549.2	1052.6	366.1	-	-	3677.7	139.6
NORTHBOUND	STATIONS (RURAL)	533+50.00	535+94.00	88.8	82.0	72.9	139.7	48.6	-	-	488.0	18.5
NORTHBOUND	STATIONS (RURAL)	535+94.00	536+97.00	0.0	17.3	30.8	59.0	20.5	-	-	206.0	7.8
NORTHBOUND	STATIONS (RURAL)	536+97.00	538+00.00	0.0	0.0	15.4	59.0	20.5	-	-	206.0	7.8
NORTHBOUND	STATIONS (RURAL)	538+00.00	546+52.94	0.0	0.0	254.7	488.3	169.8	-	-	1705.9	64.8
NORTHBOUND	STATIONS (RURAL)	546+52.94	548+00.00	0.0	0.0	43.9	84.2	29.3	-	-	294.1	11.2
NORTHBOUND	STATIONS (RURAL)	548+00.00	552+08.35	-	-	-	-	-	-	-	816.7	80.7
NORTHBOUND	STATIONS (RURAL)	121+08.35	122+07.00	-	-	-	-	-	-	-	197.3	7.5
NORTHBOUND	STATIONS (RURAL)	123+86.00	128+00.00	-	-	-	-	-	-	-	242.0	85.1
SOUTHBOUND	STATIONS (RURAL)	123+86.00	128+00.00	-	-	-	-	-			242.0	85.1
SOUTHBOUND	STATIONS (RURAL)	121+08.35	122+07.00	-	-	-	-	-			197.3	7.5
SOUTHBOUND	STATIONS (RURAL)	548+00.00	552+08.35	-	-	-	-	-			816.7	80.7
SOUTHBOUND	STATIONS (RURAL)	548+00.00	546+52.94	0.0	0.0	43.9	31.6	11.0	52.6	18.3	294.1	11.2
SOUTHBOUND	STATIONS (RURAL)	546+52.94	538+00.00	0.0	0.0	254.7	183.1	63.7	305.2	106.1	1705.9	64.8
SOUTHBOUND	STATIONS (RURAL)	538+00.00	536+97.00	0.0	0.0	15.4	22.1	7.7	36.9	12.8	206.0	7.8
SOUTHBOUND	STATIONS (RURAL)	536+97.00	535+94.00	0.0	17.3	30.8	22.1	7.7	36.9	12.8	206.0	7.8
SOUTHBOUND	STATIONS (RURAL)	535+94.00	533+50.00	88.8	82.0	72.9	52.4	18.2	87.3	30.4	488.0	18.5
SOUTHBOUND	TRANSITION (RURAL)	533+50.00	515+11.16	2203.7	617.9	617.9	394.7	137.3	657.9	228.8	3677.7	139.6
SOUTHBOUND	TRANSITION (RURAL)	515+11.16	514+19.06	92.8	30.9	30.9	19.8	6.9	33.0	11.5	184.2	7.0
SOUTHBOUND	STATIONS (RURAL)	514+19.06	483+50.00	3093.6	1031.2	1031.2	658.8	229.2	1098.0	381.9	6138.1	233.0
SOUTHBOUND	STATIONS (RURAL)	483+50.00	472+80.00	1078.6	359.5	359.5	229.7	79.9	382.8	133.2	2140.0	81.2
SOUTHBOUND	STATIONS (RURAL)	472+80.00	390+83.00	8262.6	2754.2	2754.2	1759.6	612.0	2932.7	1020.1	16394.0	622.4
SOUTHBOUND	STATIONS (URBAN)	390+83.00	348+00.00	4317.3	1439.1	1439.1	919.4	319.8	1532.4	533.0	8566.0	325.2
SOUTHBOUND	STATIONS (URBAN)	348+00.00	346+00.00	104.5	67.2	59.7	14.0	14.9	23.4	24.9	400.0	15.2
SOUTHBOUND	STATIONS (URBAN)	346+00.00	344+69.38	83.6	0.9	39.1	9.8	9.8	16.3	16.3	261.6	19.9
SOUTHBOUND	STATIONS (URBAN)	344+69.38	337+11.00	-	-	-	-	-			-	140.6
SOUTHBOUND	STATIONS (URBAN)	337+11.00	336+00.00	-	-	-	-	-			111.0	16.9
SOUTHBOUND	URBAN TOTALS			9011	3014	2916	3458	1263	1572	574	18677	1035
SOUTHBOUND	RURAL TOTALS			29640	9786	9890	12371	4303	5623	1956	65380	2733
GRAND TOTALS				38651	12800	12806	15830	5566	7195	2530	84057	3769

PAVEMENT REMOVAL AND REPLACEMENT

LOCATION STA	LOCATION STA	OFFSET	LENGTH	LOCATION WIDTH P.L. SHLD	LOCATION WIDTH D.L. SHLD	LOCATION WIDTH MAINLINE	HMA SURFACE REMOVAL 11 1/4"	HMA SHOULDERS 11 1/4"	BITUMINOUS MATERIAL TACK COAT	PAVEMENT REMOVAL	PCC PAVT. JOINTED 11"	TIE BARS	CRC PAVT 11"	PAVT REINF	SUB-BASE GRANULAR MATL TY A 12"	PROTECTIVE COAT
			FOOT	FOOT	FOOT	FOOT	SQ YD	SQ YD	POUND	SQ YD	SQ YD	EACH	SQ YD	SQ YD	SQ YD	SQ YD
NORTHBOUND																
URBAN																
337+11.60	344+69.38	NB	757.8	6' & VARIES			505.2				1745.0				1831.3	1745.0
RURAL																
472+80.00	483+50.00	NB	1070.0	6.0	10.0	24.0	1902.2			2853.3			4755.6	4755.6	4993.3	4755.6
533+50.00	538+00.00	NB	450.0	4.0			200.0	200.0	180							
538+00.00	548+00.00	NB	1000.0	4.0			444.4	444.4	400							
549+63.48	552+08.35	NB	244.9	6' &VARIES			163.2				302.8	124			330.2	302.8
STA EQ 552+08.35BK	121+28.60 AH															
121+28.60	126+78.93	NB	550.3	6' &VARIES			366.9				1569.4	277			1633.2	1569.4
SOUTHBOUND																
RURAL																
121+28.60	126+78.93	SB	550.3	6' &VARIES			366.9				1585.2	277			1643.7	1585.2
STA EQ 552+08.35BK	121+28.60 AH	SB														
549+63.48	552+08.35	SB	244.9	6' &VARIES			163.2				323.6	124			350.9	323.6
538+00.00	548+00.00	SB	1000.0	4.0	4.0		888.9	888.9	800							
533+50.00	538+00.00	SB	450.0	4.0	4.0		400.0	400.0	360							
472+80.00	483+50.00	SB	1070.0	6.0	10.0	24.0	1902.2			2853.3			4755.6	4755.6	4993.3	4755.6
URBAN																
337+11.60	344+69.38	SB	757.8	6' &VARIES			505.2				1776.6				1853.7	1776.6
URBAN TOTALS							1010	0	0	0	3522	0	0	0	3685	3522
RURAL TOTALS							6798	1933	1740	5707	3781	802	9511	9511	13945	13292
TOTAL							7808	1933	1740	5707	7303	802	9511	9511	17630	16814

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)

DRAINAGE SCHEDULE

LOCATION STATION	LOCATION SIDE	DESCRIPTION	PIPE CULVERT REMOVAL	REMOVE CONCRETE END SECTION	MISC CONCRETE	REBAR EPOXY COATED	STORM SEWER CLASS A, TY 2 24"	STORM SEWER CLASS A, TY 2 30" ERS	PRECAST REINF. FLARED END SEC 24"	INLET BOX TY C 24 542511 1:6	INLET BOX SPECIAL 542531	INLET BOX TY G 542531	CONCRETE COLLAR	CONCRETE HEADWALL REMOVAL	TRENCH BACKFILL	CONTROLLED LOW STRENGTH MATERIAL	PIPE CULVERT CL D TY 1 15"	PIPE ELBOW 15"	END SECTION 15"	SLOTTED DRAIN 15" WITH 1-3/4" SLOT
			FOOT	EACH	CU YD	POUND	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	CU YD	CU YD	FOOT	EACH	EACH	FOOT
339+00 TO 340+52	MEDIAN	15" SLOTTED DRAIN OUTLET															152		1	
339+00 (URBAN)	NB	REM MEDIAN INLET & PIPE TO EOP PLUG REMAINING PIPE	24	1											13	9				
340+52.48 TO 341+32	MEDIAN	SLOTTED DRAIN																2		79.5
373+00 (URBAN)	NB/SB	RCCP, ENTIRE XROAD CULVERT RELACE INLET BOX LOCATION 3	200	1	3.7	355		200			1			2	61					
373+00 (URBAN)	NB/SB	RCCP, ENTIRE XROAD CULVERT	200					200							61					
377+50 (URBAN)	SB	EXTEND PIPE, REPLACE END SECTION LT		1			9		1				1							
382+00 (URBAN)	NB	EXTEND PIPE, REPLACE END SECTION RT		1			3.5		1				1							
394+00 (RURAL)	NB	EXTEND PIPE, REPLACE MEDIAN INLET		1			14			1			1							
404+00 (RURAL)	MEDIAN	EXTEND PIPE, REPLACE MEDIAN INLET		1			13			1			1							
416+00 (RURAL)	NB	EXTEND PIPE, REPLACE END SECTION RT		1			4.5		1				1							
440+55 (RURAL)	SB	REPL WEST END SECTION AND 8' PIPE	8	1			8		1				1							
440+55 (RURAL)	MEDIAN	REPLACE MEDIAN INLETS, LOCATION 1 & 2	16	1			20					2	2							
471+50 (RURAL)	SB	REPLACE END SECTION LT		1					1											
519+00 (RURAL)	SB	REPLACE END SECTION AND 8' PIPE	8	1			8		1				1							
519+00 (RURAL)	MEDIAN	EXTEND PIPE, REPLACE MEDIAN INLET		1			12.5			1			1							
529+00 (RURAL)	SB	REPLACE END SECTION LT		1					1											
552+00 TO 122+10	MEDIAN	15" SLOTTED DRAIN OUTLET															90		1	
122+10 TO 123+40.1	MEDIAN	SLOTTED DRAIN																2		130.1
URBAN TOTALS			424	4	3.7	355	12.5	400	2	0	1	0	2	2	135	9	152	2	1	79.5
RURAL TOTALS			32	9	0	0	80	0	5	3	0	2	8	0	0	0	90	2	1	130.1
TOTALS			456	13	3.7	355	93	400	7	3	1	2	10	2	135	9	242	4	2	210

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)

SHOULDER STAGING

LOCATION STA	LOCATION STA		OFFSET	LENGTH FOOT	WIDTH FOOT	HMA SURFACE REMOVAL 11 1/4" SQ YD	HMA SHOULDERS 11 1/4" SQ YD	BITUMINOUS MATERIAL TACK COAT POUND
336+00.00	390+83.00	URBAN	NBDL	5483	4	2437	2437	2193
390+83.00	552+08.35	RURAL	NBDL	16125.35	4	7167	7167	6450
121+28.60	128+00.00	RURAL	NBDL	671.4	4	298	298	269
336+00.00	337+11.00	URBAN	NBPL	111	6	74	74	67
344+69.00	346+00.00	URBAN	NBPL	131	6	87	87	79
548+00.00	549+63.00	RURAL	NBPL	163	6	109	109	98
126+79.00	128+00.00	RURAL	NBPL	121	6	81	81	73
336+00.00	337+11.00	URBAN	SBPL	111	6	74	74	67
344+69.00	346+00.00	URBAN	SBPL	131	6	87	87	79
548+00.00	549+63.00	RURAL	SBPL	163	6	109	109	98
126+79.00	128+00.00	RURAL	SBPL	121	6	81	81	73
336+00.00	348+00.00	URBAN	SBDL	1200	4	533	533	480
548+00.00	552+08.35	RURAL	SBDL	408.35	4	181	181	163
121+28.60	128+00.00	RURAL	SBDL	671.4	4	298	298	269
URBAN TOTAL						3293	3293	2964
RURAL TOTAL						8324	8324	7491
TOTAL						11617	11617	10455

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO
(STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)
ALL WORK TO BE PERFORMED PRIOR TO STAGE I CONSTRUCTION

STAGE CONSTRUCTION ITEMS

LOCATION STA	LENGTH	TEMPORARY CONCRETE BARRIER FOOT	TEMPORARY CONC BARRIER RELOCATE FOOT	TEMP MODULAR GLARE SCREENS(3) FOOT	PAVT MARK REMOVAL (2) WATER BLAST SQ FT	POLYUREA PAVT MARKING 4" WHITE FOOT	POLYUREA PAVT MARKING 4" YELLOW FOOT	POLYUREA PVT MK 8" WHITE FOOT
STAGE I								
NBL								
URBAN								
301+39.00 TO 336+00.00	3461.0				432.6	649.0	3461.0	
336+00.00 TO 337+11.00	111.0				13.9	649.0	111.0	
337+11.00 TO 344+69.57	758.6	380.4		380.4	159.5		758.6	
344+69.57 TO 346+00.00	130.4	130.4		130.4	103.3	260.9	260.9	
346+00.00 TO 390+83.00	4483.0	4483.0		4483.0	3549.0	8966.0	8966.0	
RURAL								
390+83.00 TO 548+00.00	15716.1	15716.1		15716.1	12441.9	31432.2	31432.2	
548+00.00 TO 549+63.00	163.0	163.0		163.0	129.0	326.0	326.0	
549+63.00 TO 550+04.00	41.0	41.0		41.0	32.5	82.0	82.0	
550+04.00 TO 552+08.35	204.3	204.3		204.3	161.8	408.7	408.7	
121+28.60 TO 126+79.00	550.4					550.4	550.4	
126+79.00 TO 128+00.00	121				15.1			
128+00 TO 136+63.00	863				107.9			
SBL								
URBAN								
301+39.00 TO 336+00.00	3461.0				432.6	649.0	3461.0	59
336+00.00 TO 337+11.00	111.0				13.9	649.0	111.0	
337+11.00 TO 344+69.57	758.6	351.2		351.2		758.6	758.6	
344+69.57 TO 346+00.00	130.4							
346+00.00 TO 390+83.00	4483.0							
RURAL								
390+83.00 TO 550+04.00	15920.1							
550+04.00 TO 552+08.35	204.3							
121+28.60 TO 126+63.00	534.4	498.4			72.7	369.4	369.4	
126+63.00 TO 136+63.00	1000				125.0	1000.0		
STAGE II								
NBL								
URBAN								
301+39.00 TO 337+38.00	3599.0					4274.7		872.2
337+38.00 TO 344+69.57	731.6				72.7			
344+69.57 TO 390+83.00	4613.4							
RURAL								
390+83.00 TO 550+04.00	15920.1							
550+04.00 TO 552+08.35	204.3							
121+28.60 TO 126+63.00	534.4		498.4	498.4	73.3	534.4	534.4	
126+63.00 TO 136+63.00	1000							
SBL								
URBAN								
301+39.00 TO 337+38.00	3599.0							
337+38.00 TO 344+69.57	731.6		435.6	435.6				
344+69.57 TO 390+83.00	4613.4		4613.4	4613.4		9226.9	9226.9	
RURAL								
390+83.00 TO 550+04.00	15920.1		15920.1	15920.1		31840.2	31840.2	
550+04.00 TO 552+08.35	204.3		204.3	204.3		408.7	408.7	
121+28.60 TO 126+63.00	534.4						534.4	
126+63.00 TO 136+63.00	1000						1000.0	
URBAN TOTALS		5350.0	5050.0	10400.0	4777.5	26083.0	27114.9	931.2
RURAL TOTALS		16625.0	16625.0	33250.0	13159.2	66952.1	67486.5	0.0
TOTALS		21975	21675	43650	17937	93035	94601	931

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+08.35 [AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)
(1)TO BE PERFORMED PRIOR TO STAGE I CONSTRUCTION
(2) PAVEMENT MARKING REMOVAL IS TO REMOVE EXISTING PAVEMENT MARKINGS PRIOR TO STAGE I AND STAGE II CONSTRUCTION AS WELL AS SOME TEMPORARY POLYUREA PAVEMENT MARKING
(3) GLARE SCREENS TO BE USED DURING STAGE I AND STAGE II CONSTRUCTION
USE A 24" HEIGHT FOR GLARE SCREENS, SPACED AT 22" CENTERS. MAX. INSTALLATION ANGLE IS 70 DEGREES.

TREE REMOVAL

STATION	OFFSET	6 to 15 UNITS
NORTHBOUND		
506+90	119' RT	6
506+70	119' RT	11
506+43	124' RT	7
507+10	150' RT	10
SOUTHBOUND		
507+00	115' LT	8
507+45	150' LT	7
507+50	118' LT	7
507+70	148' LT	8
TOTAL		**64**

INLET AND PIPE PROTECTION

STATION	OFFSET	EACH
351+00	MEDIAN	2
351+00	LEFT	1
359+80	MEDIAN	1
373+00	LEFT	1
373+00	MEDIAN	1
377+50	LEFT	1
377+50	MEDIAN	1
382+00	MEDIAN	1
394+00	MEDIAN	1
404+00	MEDIAN	1
416+00	MEDIAN	1
440+55	LT	1
440+55	MEDIAN	2
459+00	MEDIAN	1
471+50	MEDIAN	1
483+85	MEDIAN	1
493+00	MEDIAN	1
507+11	MEDIAN	2
519+00	MEDIAN	1
529+00	MEDIAN	1
URBAN TOTAL		18
RURAL TOTAL		5
TOTAL		23

EROSION CONTROL SCHEDULE

LOCATION STA TO STA			OFFSET	TEMP DITCH CHECKS FOOT	PERIMETER EROSION BARRIER FOOT
URBAN					
SOUTHBOUND					
344+69.40	TO	372+00.00	LT		2731
372+00.00	TO	374+00.00	LT	40	
374+00.00	TO	377+00.00	LT		300
377+00.00	TO	378+00.00	LT	40	
378+00.00	TO	390+83.00	LT		1283
336+00.00	TO	340+20.00	LT MEDIAN	120	
341+63.00	TO	344+69.00	LT MEDIAN	80	
344+69.00	TO	358+78.00	LT MEDIAN	320	
359+50.00	TO	373+00.00	LT MEDIAN	320	
373+00.00	TO	390+83.00	LT MEDIAN	400	
NORTHBOUND					
344+69.40	TO	372+00.00	RT		2731
372+00.00	TO	374+00.00	RT	40	
374+00.00	TO	381+50.00	RT		750
381+50.00	TO	382+50.00	RT	40	
382+50.00	TO	390+50.00	RT		800
390+50.00	TO	390+83.00		40	
336+00.00	TO	340+20.00	RT MEDIAN	120	
341+63.00	TO	344+69.00	RT MEDIAN	80	
344+69.00	TO	358+78.00	RT MEDIAN	320	
359+50.00	TO	373+00.00	RT MEDIAN	320	
373+00.00	TO	390+83.00	RT MEDIAN	400	
URBAN TOTALS				2680	8595

EROSION CONTROL SCHEDULE

LOCATION STA TO STA			OFFSET	TEMP DITCH CHECKS FOOT	PERIMETER EROSION BARRIER FOOT
RURAL					
SOUTHBOUND			LT		
390+83.00	TO	401+50.00	LT		1067
401+50.00	TO	406+50.00	LT	80	
406+50.00	TO	414+00.00	LT		750
414+00.00	TO	417+50.00	LT	80	
417+50.00	TO	419+50.00	LT		200
419+50.00	TO	421+50.00	LT	40	
421+50.00	TO	423+50.00	LT		200
423+50.00	TO	430+50.00	LT	160	
430+50.00	TO	440+00.00	LT		950
440+00.00	TO	441+00.00	LT	40	
441+00.00	TO	471+00.00	LT		3000
471+00.00	TO	472+00.00	LT	40	
472+00.00	TO	494+00.00	LT		2200
494+00.00	TO	501+00.00	LT	160	
501+00.00	TO	506+00.00	LT		500
506+00.00	TO	508+41.00	LT	80	
508+41.00	TO	512+50.00	LT		409
512+50.00	TO	515+00.00	LT	40	
515+00.00	TO	518+50.00	LT		350
518+50.00	TO	519+50.00	LT	40	
519+50.00	TO	528+50.00	LT		900
528+50.00	TO	529+50.00	LT	40	
529+50.00	TO	536+50.00	LT		700
390+83.00	TO	394+00.00	LT MEDIAN	80	
394+00.00	TO	404+00.00	LT MEDIAN	240	
404+00.00	TO	440+55.00	LT MEDIAN	800	
440+55.00	TO	452+99.50	LT MEDIAN	280	
453+00.38	TO	507+11.00	LT MEDIAN	1200	
507+11.00	TO	519+00.00	LT MEDIAN	280	
519+00.00	TO	538+00.00	LT MEDIAN	440	
548+00.00	TO	552+08.35	LT MEDIAN	80	
123+64.00	TO	128+00.00	LT MEDIAN	80	
NORTHBOUND					
390+83.00	TO	391+50.00	RT	40	
391+50.00	TO	413+50.00	RT		2200
413+50.00	TO	432+50.00	RT	440	
432+50.00	TO	453+50.00	RT		2100
453+50.00		455+50.00	RT	80	
455+50.00		459+50.00	RT		400
459+50.00		462+50.00	RT	80	
462+50.00		480+00.00	RT		1750
480+00.00		483+00.00	RT	80	
483+00.00		506+00.00	RT		2300
506+00.00		517+50.00	RT	280	
517+50.00		538+00.00	RT		2050
390+83.00	TO	394+00.00	RT MEDIAN	80	
394+00.00	TO	404+00.00	RT MEDIAN	240	
404+00.00	TO	440+55.00	RT MEDIAN	800	
440+55.00	TO	452+99.50	RT MEDIAN	280	
453+00.38	TO	507+11.00	RT MEDIAN	1200	
507+11.00	TO	538+00.00	RT MEDIAN	280	
548+00.00	TO	552+08.35	RT MEDIAN	440	
121+28.60	TO	122+00.90	RT MEDIAN	80	
123+64.00	TO	128+00.00	RT MEDIAN	80	
RURAL TOTALS				8760.00	22026.00
GRAND TOTAL				**11440**	**30621**

PATCHING SCHEDULE - NORTHBOUND LANES

LOCATION BY STATION	LENGTH DRIVE LANE (FT)	LENGTH PASS LANE (FT)	WIDTH DRIVE LANE (FT)	WIDTH PASS LANE (FT)	DRIVING LANE CLASS B PATCHING TYPE II SQ YD	DRIVING LANE DOWEL BARS EACH	DRIVING LANE SAW CUTS FOOT	PASSING LANE CLASS B PATCHING TYPE II SQ YD	PASSING LANE DOWEL BARS EACH	PASSING LANE SAW CUTS FOOT
URBAN										
380+00		6		12				8	20	54
340+00	6		12		8	20	54			
345+00	8		12		10.7	20	60			
RURAL										
416+20	6		12		8	20	54			
427+00		6		12				8	20	54
435+50	8		12		10.7	20	60			
443+00	10		12		13.3	20	66			
465+00	6		12		8	20	54			
481+00		6		12				8	20	54
502+00		6		12				8	20	54
TOTAL URBAN					**18.7**	**40**	**114**	**8**	**20**	**54**
TOTAL RURAL					**40**	**80**	**234**	**24**	**60**	**162**
TOTAL					**59**	**120**	**348**	**32**	**80**	**216**

EARTH EXCAVATION SCHEDULE

(1) LOCATION STA. TO STA.	(2) EARTH EXCAVATION	(3) CHANNEL EXCAVATION	(4) RIP RAP EXCAVATION	(5) EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	(6) EMBANKMENT	(7) EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
337+00 to 390+83 (URBAN)	779			585	6931	-6346
390+83+00 TO 452+99.5 (RURAL)	205			154	8960	-8806
453+00.38 TO 552+08.35 (RURAL)	1403			1052	10932	-9880
121+28.60 TO 128+00 (RURAL)	345			259	348	-89
SN 053-2017		587	358	708		-708
URBAN TOTALS	779			585	6931	-6346
RURAL TOTALS	1953	587	358	2173	20239	-19482
GRAND TOTALS	**2733**			**2758**	**27170**	**-25829**

COLUMNS 2-4, AND 6-LOCATION AND QUANTITIES FROM CROSS SECTIONS
COLUMN 5 - QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR SHRINKAGE FACTOR OF 25% (1-SHRINKAGE FACTOR)
COLUMN 7 - EARTHWORK REQUIRED (PAY FOR AS FURNISHED EXCAVATION)

NOTE: ALL MATERIAL EXCAVATED ON THIS PROJECT MUST BE USED AS FILL. NO MATERIAL WILL BE ALLOWED TO BE REMOVED FROM PROJECT

HALF LANE HMA RESURFACING SCHEDULE

STA TO STA		OFFSET	LENGTH FOOT	WIDTH FOOT	BIT MAT TACK COAT POUND	POLY HMA SURF CSE MIX D, N70 TON
URBAN						
314+20	368+11	NBDL	5391	6	2426	654
RURAL						
512+16	533+50	NBDL	2134	6	960	259
URBAN TOTAL					2426	654
RURAL TOTAL					960	259
TOTAL					3386	913

PARTIAL DEPTH PATCHING (SPECIAL) - NORTHBOUND LANES

STATION TO STATION		LENGTH	WIDTH	PASSING LANE WHEEL LANE LEFT	DRIVING LANE WHEEL LANE LEFT
		(FT)	(FT)	SQ YD	SQ YD
URBAN					
321+12	321+27	15	6		10
326+40	326+55	15	6		10
URBAN SUBTOTAL					20
RURAL					
400+32	400+77	45	6		30
405+60	405+72	12	6	8	
405+60	405+75	15	6		10
410+88	411+63	75	6		50
416+16	416+91	75	6		50
421+44	421+74	30	6		20
426+72	427+32	60	6		40
432+00	432+60	60	6		40
437+28	437+58	30	6		20
442+56	442+86	30	6		20
447+84	448+14	30	6		20
463+68	464+13	45	6		30
468+96	469+11	15	6	10	10
479+52	479+67	15	6	10	
479+52	479+82	30	6		20
484+80	484+95	15	6		10
490+08	490+38	30	6	20	20
495+36	495+51	15	6		10
500+64	500+79	15	6		10
505+92	506+82	90	6		60
505+92	507+12	120	6	80	
516+48	516+63	15	6		10
532+32	532+92	60	6		40
RURAL SUBTOTAL				128	520
TOTALS				128	540

FENCE SCHEDULE

LOCATION			OFFSET	WOVEN WIRE FENCE REMOVAL	WOVEN WIRE FENCE 4'	TEMPORARY FENCE
				FOOT	FOOT	FOOT
URBAN						
366+10.00			MEDIAN			16
388+00.00			MEDIAN			16
410+00.00			MEDIAN			16
432+00.00			MEDIAN			16
453+00.00			MEDIAN			16
477+50.00			MEDIAN			16
478+50.00			MEDIAN			16
RURAL						
500+00.00			MEDIAN			16
506+95.00	TO	507+28.00	SB	60	60	
507+76.00	TO	508+42.00	SB	79	79	
505+57.00	TO	506+03.00	NB	73	73	
506+98.00	TO	507+35.00	NB	51	51	
515+49.52			MEDIAN			16
531+01.20			MEDIAN			16
TOTAL URBAN				0	0	112
TOTAL RURAL				263	263	48
TOTAL				263	263	160

GRADING AND SHAPING DITCHES, SPECIAL

STA. TO STA.		OFFSET	LENGTH
			FOOT
401+50	406+50	LEFT	500
414+00	417+50	LEFT	350
418+50	421+50	RIGHT	300
480+00	483+00	RIGHT	300
498+50	501+00	RIGHT	250
507+50	517+50	RIGHT	1000
512+50	515+00	LEFT	250
TOTAL			2950

WOOD POST

STATION	WOOD POST REMOVAL	WOOD POST
	EACH	EACH
URBAN		
35100	6	6
37300	6	6
37750	6	6
38200	6	6
RURAL		
44055	6	6
48332	6	6
49300	6	6
52900	6	6
URBAN TOTAL	24	24
RURAL TOTAL	24	24
TOTAL	48	48

FIELD TILE TREATMENT

LOCATION	OFFSET	STORM SEWER SPECIAL 4"	STORM SEWER SPECIAL 6"	STORM SEWER SPECIAL 8"	STORM SEWER SPECIAL 12"	FIELD TILE JUNCTION VAULT 2' DIA	PIPE DRAINS 4"	PIPE DRAINS 6"	PIPE DRAINS 8"	MISC CONCRETE
		FOOT	FOOT	FOOT	FOOT	EACH	FOOT	FOOT	FOOT	CU YD
412+19	RIGHT						10			0.5
421+35	RIGHT							10		0.5
422+03	LEFT								10	0.5
506+00					100					0.5
517+69		10								
518+18		10								
487+85	RIGHT	10	10	10	10					
494+20	RIGHT	10	10	10	10					
495+96	RIGHT	10	10	10	10					
498+22	RIGHT	10	10	10	10					
517+69	RIGHT	10	10	10	10	1				
518+18	RIGHT	10	10	10	10	1				
TOTAL		80	60	60	160	2	10	10	10	2

MAINTENANCE CROSSOVER RESURFACING

STATION	OFFSET	BIT MAT TACK COAT	INCIDENTAL HMA SURFACING	HMA BINDER CSE IL-19.0 N50	AGG BSE CSE TYPE A, 8"
		POUND	TON	TON	SQ YD
URBAN					
359+18	LT	92	18	61	25
359+18	RT	89	18	59	25
RURAL					
541+45	LT	111	12	47	
541+45	RT	109	11	45	
TOTAL URBAN		180	36	120	50
TOTAL RURAL		220	23	332	
TOTAL		400	59	212	50

SH TERM PVT MK REMOVAL SCHEDULE

LOCATION	SHORT TERM PAVEMENT MARKING
I-55	SQ FT
URBAN TOTALS	727.0
RURAL TOTALS	2183.0
GRAND TOTALS	2910

BOX CULVERT TO BE CLEANED

STATION	BOX CULVERT TO BE CLEANED
	EACH
RURAL	
507+10 (SN 053-2017)	1
TOTAL RURAL	1
TOTAL	1

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00
•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)
SEE PAVEMENT MARKING SCHEDULE FOR LOCATIONS

PIPE UNDERDRAINS - LT (SBDL)

STATION	PIPE UNDERDRAINS TYPE 3	PIPE UNDERDRAINS 4'' (SPECIAL)	CONCRETE HEADWALLS	PIPE UNDERDRAIN EXTENSION
	FOOT	FOOT	EACH	EACH
I-55 / LIVINGSTON COUNTY				
348+00 TO 390+83	4283			
349+00 TO 349+00		16	1	
351+25 TO 351+25		16	1	
354+50 TO 354+50		16	1	
356+00 TO 356+00		16	1	
361+00 TO 361+00		16	1	
366+00 TO 366+00		16	1	
371+00 TO 371+00		16	1	
376+00 TO 376+00		16	1	
381+00 TO 381+00		16	1	
386+00 TO 386+00		16	1	
390+83 TO 533+50	14267			
391+00 TO 391+00		16	1	
396+00 TO 396+00		16	1	
401+00 TO 401+00		16	1	
406+00 TO 406+00		16	1	
411+00 TO 411+00		16	1	
416+00 TO 416+00		16	1	
421+00 TO 421+00		16	1	
426+00 TO 426+00		16	1	
431+00 TO 431+00		16	1	
433+50 TO 433+50		16	1	
435+50 TO 435+50		16	1	
438+00 TO 438+00		16	1	
442+00 TO 442+00		16	1	
444+50 TO 444+50		16	1	
447+00 TO 447+00		16	1	
449+50 TO 449+50		16	1	
452+50 TO 452+50		16	1	
456+00 TO 456+00		16	1	
461+00 TO 461+00		16	1	
466+00 TO 466+00		16	1	
471+00 TO 471+00		16	1	
476+00 TO 476+00		16	1	
481+00 TO 481+00		16	1	
486+00 TO 486+00		16	1	
491+00 TO 491+00		16	1	
496+00 TO 496+00		16	1	
501+00 TO 501+00		16	1	
506+00 TO 506+00		16	1	
509+00 TO 509+00		16	1	
511+00 TO 511+00		16	1	
515+00 TO 515+00		16	1	
520+00 TO 520+00		16	1	
525+00 TO 525+00		16	1	
530+00 TO 530+00		16	1	
533+43 533+43				1
URBAN TOTAL	4283	160	10	0
RURAL TOTAL	14267	544	34	1
SBDL TOTAL	18550	704	44	1

PIPE UNDERDRAINS - MED-LT (SBPL)

STATION	PIPE UNDERDRAINS TYPE 3	PIPE UNDERDRAINS 4'' (SPECIAL)	CONCRETE HEADWALLS	PIPE UNDERDRAIN EXTENSION
	FOOT	FOOT	EACH	EACH
I-55 / LIVINGSTON COUNTY				
337+11.60 TO 344+69	758			
348+00 TO 390+83	4283			
337+12.00 TO 337+12		14	1	
343+00 TO 343+00		30	1	
349+00 TO 349+00		14	1	
351+25 TO 351+25		14	1	
354+50 TO 354+50		14	1	
356+00 TO 356+00		14	1	
361+00 TO 361+00		14	1	
366+00 TO 366+00		14	1	
371+00 TO 371+00		14	1	
376+00 TO 376+00		14	1	
381+00 TO 381+00		14	1	
386+00 TO 386+00		14	1	
390+83 TO 533+50	14267			
391+00 TO 391+00		14	1	
396+00 TO 396+00		14	1	
401+00 TO 401+00		14	1	
406+00 TO 406+00		14	1	
411+00 TO 411+00		14	1	
416+00 TO 416+00		14	1	
421+00 TO 421+00		14	1	
426+00 TO 426+00		14	1	
431+00 TO 431+00		14	1	
433+50 TO 433+50		14	1	
435+50 TO 435+50		14	1	
438+00 TO 438+00		14	1	
442+00 TO 442+00		14	1	
444+50 TO 444+50		14	1	
447+00 TO 447+00		14	1	
449+50 TO 449+50		14	1	
452+50 TO 452+50		14	1	
456+00 TO 456+00		14	1	
461+00 TO 461+00		14	1	
466+00 TO 466+00		14	1	
471+00 TO 471+00		14	1	
476+00 TO 476+00		14	1	
481+00 TO 481+00		14	1	
486+00 TO 486+00		14	1	
491+00 TO 491+00		14	1	
496+00 TO 496+00		14	1	
501+00 TO 501+00		14	1	
506+00 TO 506+00		14	1	
509+00 TO 509+00		14	1	
511+00 TO 511+00		14	1	
515+00 TO 515+00		14	1	
520+00 TO 520+00		14	1	
525+00 TO 525+00		14	1	
530+00 TO 530+00		14	1	
533+43 TO 533+43				1
552+09 TO 552+09				1
126+32 TO 126+32				1
URBAN TOTAL	5041	198	13	0
RURAL TOTAL	14267	476	34	3
SBDL TOTAL	19308	674	47	3

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00

•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)

PIPE UNDERDRAINS - RT (NBDL)

STATION	PIPE UNDERDRAINS TYPE 3	PIPE UNDERDRAINS 4'' (SPECIAL)	CONCRETE HEADWALLS	PIPE UNDERDRAIN EXTENSION
	FOOT	FOOT	EACH	EACH
I-55 / LIVINGSTON COUNTY				
348+00 TO 390+83	4283			
348+00 TO 348+00		16	1	
350+75 TO 350+75		16	1	
353+00 TO 353+00		16	1	
355+50 TO 355+50		16	1	
360+50 TO 360+50		16	1	
365+50 TO 365+50		16	1	
370+50 TO 370+50		16	1	
375+50 TO 375+50		16	1	
380+50 TO 380+50		16	1	
385+50 TO 385+50		16	1	
390+83 TO 533+50	14267			
390+50 TO 390+50		16	1	
395+50 TO 395+50		16	1	
400+50 TO 400+50		16	1	
405+50 TO 405+50		16	1	
410+50 TO 410+50		16	1	
415+50 TO 415+50		16	1	
420+50 TO 420+50		16	1	
425+50 TO 425+50		16	1	
430+50 TO 430+50		16	1	
433+00 TO 433+00		16	1	
436+50 TO 436+50		16	1	
439+00 TO 439+00		16	1	
441+00 TO 441+00		16	1	
444+00 TO 444+00		16	1	
447+00 TO 447+00		16	1	
449+00 TO 449+00		16	1	
451+00 TO 451+00		16	1	
456+00 TO 456+00		16	1	
461+00 TO 461+00		16	1	
466+00 TO 466+00		16	1	
471+00 TO 471+00		16	1	
476+00 TO 476+00		16	1	
481+00 TO 481+00		16	1	
486+00 TO 486+00		16	1	
491+00 TO 491+00		16	1	
496+00 TO 496+00		16	1	
501+00 TO 501+00		16	1	
506+00 TO 506+00		16	1	
509+00 TO 509+00		16	1	
511+00 TO 511+00		16	1	
515+00 TO 515+00		16	1	
520+00 TO 520+00		16	1	
525+00 TO 525+00		16	1	
530+00 TO 530+00		16	1	
URBAN TOTAL	4283	160	10	
RURAL TOTAL	14267	544	34	
SBDL TOTAL	18550	704	44	0

PIPE UNDERDRAINS - MED-RT (NBPL)

STATION	PIPE UNDERDRAINS TYPE 3	PIPE UNDERDRAINS 4'' (SPECIAL)	CONCRETE HEADWALLS	PIPE UNDERDRAIN EXTENSION
	FOOT	FOOT	EACH	EACH
I-55 / LIVINGSTON COUNTY				
337+11.60 TO 344+69	758			
348+00 TO 390+83	4283			
337+12 TO 337+12		14	1	
343+00 TO 343+00		30	1	
348+00 TO 348+00		14	1	
350+75 TO 350+75		14	1	
353+00 TO 353+00		14	1	
355+50 TO 355+50		14	1	
360+50 TO 360+50		14	1	
365+50 TO 365+50		14	1	
370+50 TO 370+50		14	1	
375+50 TO 375+50		14	1	
380+50 TO 380+50		14	1	
385+50 TO 385+50		14	1	
390+83 TO 533+50	14267			
390+50 TO 390+50		14	1	
395+50 TO 395+50		14	1	
400+50 TO 400+50		14	1	
405+50 TO 405+50		14	1	
410+50 TO 410+50		14	1	
415+50 TO 415+50		14	1	
420+50 TO 420+50		14	1	
425+50 TO 425+50		14	1	
430+50 TO 430+50		14	1	
433+00 TO 433+00		14	1	
436+50 TO 436+50		14	1	
439+00 TO 439+00		14	1	
441+00 TO 441+00		14	1	
444+00 TO 444+00		14	1	
447+00 TO 447+00		14	1	
449+00 TO 449+00		14	1	
451+00 TO 451+00		14	1	
456+00 TO 456+00		14	1	
461+00 TO 461+00		14	1	
466+00 TO 466+00		14	1	
471+00 TO 471+00		14	1	
476+00 TO 476+00		14	1	
481+00 TO 481+00		14	1	
486+00 TO 486+00		14	1	
491+00 TO 491+00		14	1	
496+00 TO 496+00		14	1	
501+00 TO 501+00		14	1	
506+00 TO 506+00		14	1	
509+00 TO 509+00		14	1	
511+00 TO 511+00		14	1	
515+00 TO 515+00		14	1	
520+00 TO 520+00		14	1	
525+00 TO 525+00		14	1	
530+00 TO 530+00		14	1	
552+09 TO 552+09				1
126+33 TO 126+33				1
URBAN TOTAL	5041	198	13	
RURAL TOTAL	14267	476	34	2
SBDL TOTAL	19308	674	47	2
URBAN GRAND TOTAL	18648	716	46	0
RURAL GRAND TOTAL	57068	2040	136	6
GRAND TOTALS	**75716**	**2756**	**182**	**6**

PAVEMENT MARKING SCHEDULE

LOCATION	URBAN/ RURAL	LENGTH	POLYUREA MARKING - TY 1 4" WHITE	POLYUREA MARKING - TY 1 4" YELLOW	POLYUREA MARKING - TY 1 8" WHITE	PREFORMED PLASTIC - B 6" WHITE	GROOVING FOR RECESSED PAVT MARKING 5"	GROOVING FOR RECESSED PAVT MARKING 7"	GROOVING FOR RECESSED PAVT MARKING 9"	TEMPORARY PAVT MARKING 4" WHITE	TEMPORARY PAVT MARKING 4" YELLOW	TEMPORARY PAVT MARKING 6" WHITE	RAISED REFL PAVT MARK	RAISED REFL PAVT MK REM	SHORT TERM PAVEMENT MARKING WHITE	SHORT TERM PAVEMENT MARKING YELLOW	PAVT MARK REMOVAL WATER BLAST	DELINEATOR	DELINEATOR REMOVAL
I-55		FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	FOOT	FOOT	SQ FT	EACH	EACH
NORTHBOUND																			
301+39.00 TO 328+50.13	URBAN	2711.1		0.0	161.5	250.0		250.0	161.5			250.0	68.0	68.0	0.0	0.0	1134.7	7.0	7.0
328+50.13 TO 335+00.00	URBAN	649.9		649.9			649.9				1299.7		16.0	16.0	0.0	65.0	216.6	2.0	2.0
335+00.00 TO 344+45.00	URBAN	945.0		945.0		237.0	945.0	237.0			1890.0		24.0	24.0	0.0	94.5	157.5	2.0	2.0
344+45.00 TO 347+70.74	URBAN	325.7	325.7	325.7		82.0	651.5	82.0		651.5	651.5		8.0	8.0	32.6	32.6		1.0	1.0
347+70.74 TO 390+83.00	URBAN	4312.3	4312.3	4312.3		1079.0	8624.5	1079.0		8624.5	8624.5		108.0	108.0	431.2	431.2		11.0	11.0
390+83.00 TO 452+99.50	RURAL	6216.5	6216.5	6216.5		1555.0	12433.0	1555.0		12433.0	12433.0		155.0	155.0	621.7	621.7		16.0	16.0
453+00.38 TO 533+50.00	RURAL	8049.6	8049.6	8049.6		2013.0	16099.2	2013.0		16099.2	16099.2		201.0	201.0	805.0	805.0		20.0	20.0
533+50 .00 TO 552+08.35	RURAL	1858.4	1858.4	1858.4		465.0	3716.7	465.0		3716.7	3716.7		46.0	46.0	185.8	185.8	2477.8	5.0	5.0
121+08.35 TO 126+63.00	RURAL	554.7	554.7	554.7		139.0	1109.3	139.0		1109.3	1109.3		14.0	14.0	55.5	55.5	122.2	1.0	1.0
126+63.00 TO 136+63.00	RURAL	1000.0	1000.0	1000.0			2000.0			2000.0	2000.0		25.0	25.0	100.0	100.0	0.0	3.0	3.0
SOUTHBOUND																			
136+63.00 TO 126+63.00	RURAL	1000.0	1000.0	1000.0		250.0	2000.0	250.0		2000.0	2000.0	250.0	25.0	25.0	0.0	100.0	564.3	3.0	3.0
126+63.00 TO 121+08.35	RURAL	554.7	554.7	554.7		139.0	1109.3	139.0		1109.3	1109.3		14.0	14.0	0.0	55.5	184.9	1.0	1.0
552+08.35 TO 533+50 .00	RURAL	1858.4	1858.4	1858.4		465.0	3716.7	465.0		3716.7	3716.7		46.0	46.0	185.8	185.8	2477.8	5.0	5.0
533+50.00 TO 453+00.38	RURAL	8049.6	8049.6	8049.6		2013.0	16099.2	2013.0		16099.2	16099.2		201.0	201.0	805.0	805.0	10732.8	20.0	20.0
452+99.50 TO 390+83.00	RURAL	6216.5	6216.5	6216.5		1555.0	12433.0	1555.0		12433.0	12433.0		155.0	155.0	621.7	621.7	8288.7	16.0	16.0
390+83.00 TO 347+70.74	URBAN	4312.3	4312.3	4312.3		1079.0	8624.5	1079.0		8624.5	8624.5		108.0	108.0	431.2	431.2	5749.7	11.0	11.0
347+70.74 TO 344+45.00	URBAN	325.7	325.7	325.7		82.0	651.5	82.0		651.5	651.5		8.0	8.0	32.6	32.6	434.3	1.0	1.0
344+45.00 TO 337+66.84	URBAN	678.2	678.2	678.2		170.0	1356.3	170.0		1356.3	1356.3		17.0	17.0	67.8	67.8	904.2	2.0	2.0
337+66.84 TO 328+50.13	URBAN	916.7	266.8	266.8	470.0	230.0	533.6	230.0	470.0	533.6	533.6		23.0	23.0	26.7	26.7	1222.3	2.0	2.0
328+50.13 TO 301+39.00	URBAN	2711.1																7.0	7.0
URBAN TOTALS		17888.0	10221.0	11815.8	631.5	3209.0	22036.8	3209.0	631.5	20441.9	23631.7	250.0	380.0	380.0	1022.1	1181.6	9819.3	46.0	46.0
RURAL TOTALS		33358.2	33358.2	33358.2	0.0	8344.0	66716.5	8344.0	0.0	66716.5	66716.5		832.0	832.0	3280.4	3335.8	24284.2	84.0	84.0
GRAND TOTALS			**88753**		**632**	**11553**	**88753**	**11553**	**632**	**87158**	**90348**	**250**	**1212**	**1212**	**4302**	**4517**	**34104**	**130**	**130**

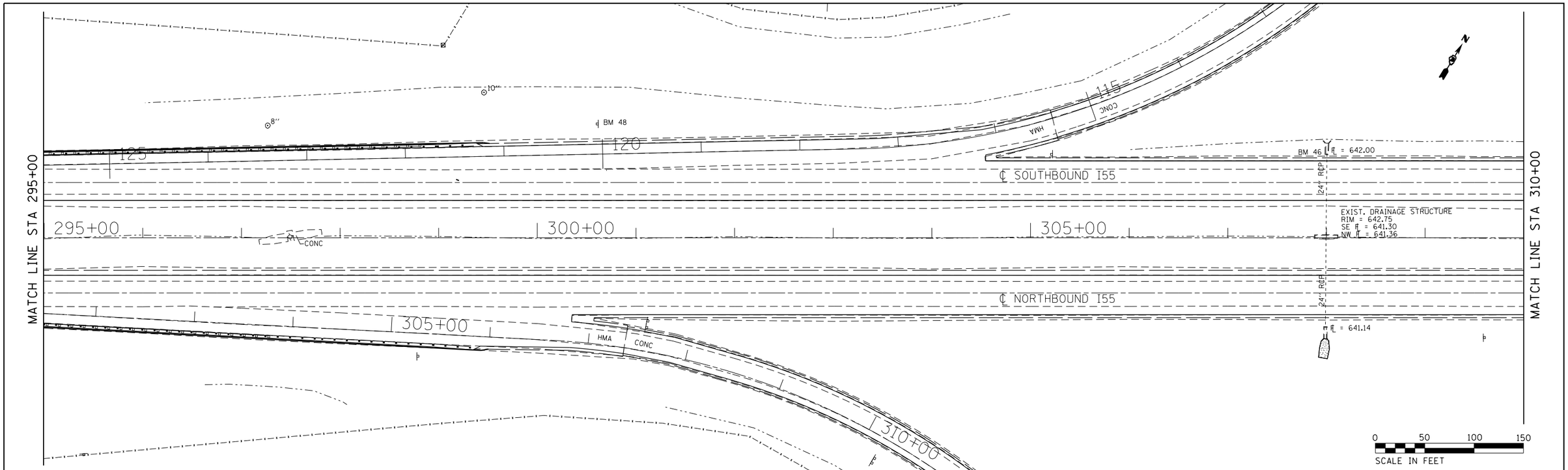
URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) 128+00
•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)

LANDSCAPING SCHEDULE

LOCATION			OFFSET	AREA	SEEDING CLASS 2A	SEEDING CLASS 4A	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	MULCH METHOD 2	EROSION CONTROL BLANKET	TEMP EROSION CONTROL SEEDING	RIP RAP CLASS A4	FILTER FABRIC
STA TO STA				SQ YD	ACRE	ACRE	POUND	POUND	POUND	ACRE	SQ YD	POUND	SQ YD	SQ YD
URBAN														
SOUTHBOUND														
344+69.40	TO	373+00.00	LT	5960.39	1.23		111	111	111	1.23		246		
373+00.00			LT	20.00							20.00	1		
373+00.00	TO	377+50.00	LT	1400.85	0.29		26	26	26	0.29		58		
377+50.00			LT	10.00							10.00	0		
377+50.00	TO	390+83.00	LT	3144.50	0.65		58	58	58	0.65		130		
336+00.00	TO	340+20.00	LT MEDIAN	608.19	0.13		11	11	11	0.13		25		
341+63.00	TO	344+69.00	LT MEDIAN	2512.37	0.52		47	47	47		2512.37	104		
344+69.00	TO	358+78.00	LT MEDIAN	471.49	0.10		9	9	9	0.10		19		
359+50.00	TO	373+00.00	LT MEDIAN	2453.61	0.51		46	46	46	0.51		101		
373+00.00			LT MEDIAN	40.00							40.00	2		
373+00.00	TO	390+83.00	LT MEDIAN	2987.54	0.62		56	56	56	0.62		123		
NORTHBOUND														
344+69.40	TO	373+00.00	RT	6647.42	1.37		124	124	124	1.37		275		
373+00.00			RT	20.00							20.00	1		
373+00.00	TO	382+00.00	RT	3156.68	0.65		59	59	59	0.65		130		
382+00.00			RT	10.00							10.00	0		
382+00.00	TO	390+83.00	RT	3026.40	0.63		56	56	56	0.63		125		
336+00.00	TO	340+20.00	RT MEDIAN	600.92	0.12		11	11	11	0.12		25		
341+63.00	TO	344+69.00	RT MEDIAN	2502.85	0.52		47	47	47		2502.85	103		
344+69.00	TO	358+78.00	RT MEDIAN	481.01	0.10		9	9	9	0.10		20		
359+50.00	TO	373+00.00	RT MEDIAN	2575.99	0.53		48	48	48	0.53		106		
373+00.00	TO	390+83.00	RT MEDIAN	2999.82	0.62		56	56	56	0.62		124		
RURAL														
SOUTHBOUND														
390+83.00	TO	440+55.00	LT	13420.08	2.77		250	250	250	2.77		555		
440+55.00			LT	10.00										
440+55.00		452+99.50	LT	3337.4	0.69		62	62	62	0.69		138		
453+00.38	TO	471+50.00	LT	5168.39	1.07		96	96	96	1.07		214		
471+50.00			LT	10.00							10.00			
471+50.00	TO	507+11.00	LT	7922.66	1.64		147	147	147	1.64		327		
507+00.00	TO	508+00.00	LT										293	293
507+11.00	TO	519+00.00	LT	2732.43	0.56		51	51	51	0.56		113		
519+00.00			LT	10.00							10.00			
519+00.00	TO	529+00.00	LT	3765.27	0.78		70	70	70	0.78		156		
529+00.00			LT	10.00							10.00			
529+00.00	TO	538+00.00	LT	4770.00	0.99		89	89	89	0.99		197		
390+83.00	TO	394+00.00	LT MEDIAN	600.44	0.12		11	11	11	0.12		25		
394+00.00			LT MEDIAN	24.00							24.00	1		
394+00.00	TO	404+00.00	LT MEDIAN	2204.56	0.46		41	41	41	0.46		91		
404+00.00			LT MEDIAN	24.00							24.00	1		
404+00.00	TO	440+55.00	LT MEDIAN	7386.90	1.53		137	137	137	1.53		305		
440+55.00			LT MEDIAN	48.00							48.00	2		
440+55.00	TO	452+99.50	LT MEDIAN	2177.95	0.45		40	40	40	0.45		90		
453+00.38	TO	507+11.00	LT MEDIAN	9278.37	1.92		173	173	173	1.92		383		
507+11.00	TO	519+00.00	LT MEDIAN	2516.90	0.52		47	47	47	0.52		104		
519+00.00			LT MEDIAN	24.00							24.00	1		
519+00.00	TO	538+00.00	LT MEDIAN	3580.51	0.74		67	67	67	0.74		148		
548+00.00	TO	552+08.35	LT MEDIAN	453.88	0.09		8	8	8		454	19		
121+28.60	TO	122+00.90	LT MEDIAN	43.60	0.01		1	1	1		44	2		
123+64.00	TO	128+00.00	LT MEDIAN	710.29	0.15		13	13	13		710	29		
NORTHBOUND														
390+83.00	TO	416+00.00	RT	7351.00	1.52		137	137	137	1.52		304		
416+00.00	TO	452+99.50	RT	9558.03	1.97		178	178	178	1.97		395		
453+00.38	TO	507+11.00	RT	12215.87	2.52		227	227	227	2.52		505		
506+00.00	TO	507+00.00	RT										294	294
507+11.00	TO	538+00.00	RT	5978.46	1.06		95	95	95	1.06		247		
* 530+60.00	TO	128+00.00	RT	871.20		0.18								
390+83.00	TO	394+00.00	RT MEDIAN	714.09	0.15		13	13	13	0.15		30		
394+00.00	TO	404+00.00	RT MEDIAN	2238.17	0.46		42	42	42	0.46		92		
404+00.00	TO	440+55.00	RT MEDIAN	7920.68	1.64		147	147	147	1.64		327		
440+55.00	TO	452+99.50	RT MEDIAN	2110.00	0.44		39	39	39	0.44		87		
453+00.38	TO	507+11.00	RT MEDIAN	10338.55	2.14		192	192	192	2.14		427		
507+11.00	TO	538+00.00	RT MEDIAN	5554.31	1.15		103	103	103	1.15		230		
548+00.00	TO	552+08.35	RT MEDIAN	456.34	0.09		8	8	8		456	19		
121+28.60	TO	122+00.90	RT MEDIAN	65.74	0.01		1	1	1		66	3		
123+64.00	TO	128+00.00	RT MEDIAN	671.26	0.14		12	12	12		671	28		
URBAN TOTALS				41630.03	8.58	0.00	772.25	772.25	772.25	7.54	5115.21	1720.25	0.00	0.00
RURAL TOTALS				136273.32	27.77	0.18	2499.06	2499.06	2499.06	27.27	2551.11	5593.48	587.00	587.00
GRAND TOTAL					**36.35**	**0.18**	**3271**	**3271**	**3271**	**34.82**	**7666**	**7314**	**587**	**587**

URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN: (Project Beginning) Sta. 336+00 TO 390+83
RURAL: STA. 390+83 TO (STA. EQUATION 452+99.50 [BK] = 453+00.38 [AH]) TO (STA EQUATION 552+08.35 [BK] = 121+28.60 [AH]) TO 128+00
•STA EQ - 452+99.50(BK) = 453+00.38(AH)
•STA EQ - 552+08.35 (BK) = 121+28.60 (AH)

* THIS AREA SHOWS WORK THAT IS NEEDED TO SEED THE AREAS DISTURBED WHEN PLACING FURNISHED EXCAVATION.
ANY AREAS DISTURBED OUTSIDE OF THE FURNISHED EXCAVATION AREA SHALL BE RESTORED WITH A CLASS 4A SEEDING AT THE CONTRACTORS EXPENSE.
SEE SPECIAL PROVISION.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

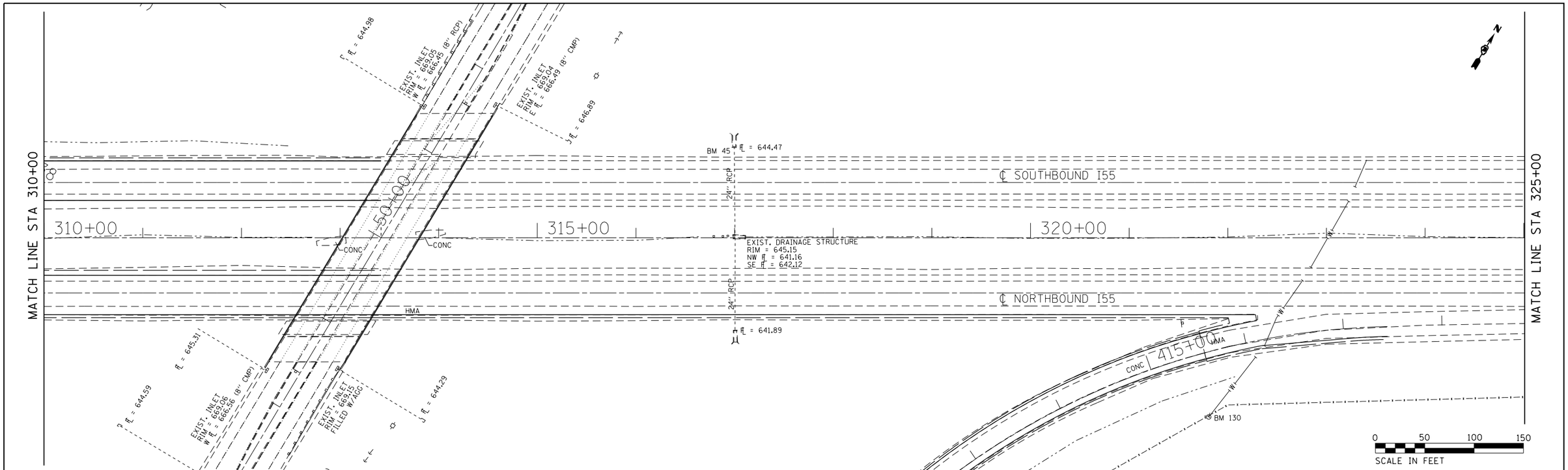
PLAN AND PROFILE

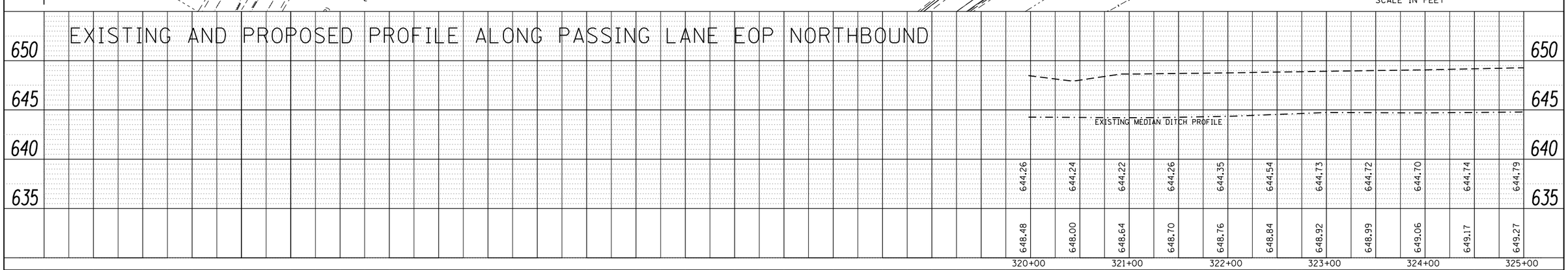
SCALE: | SHEET 1 OF 18 SHEETS | STA. 295+00 TO STA. 310+00

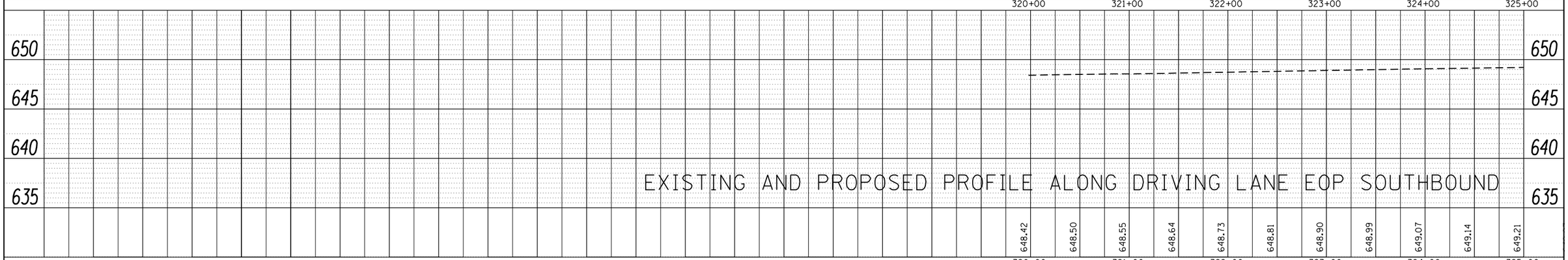
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	35

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT







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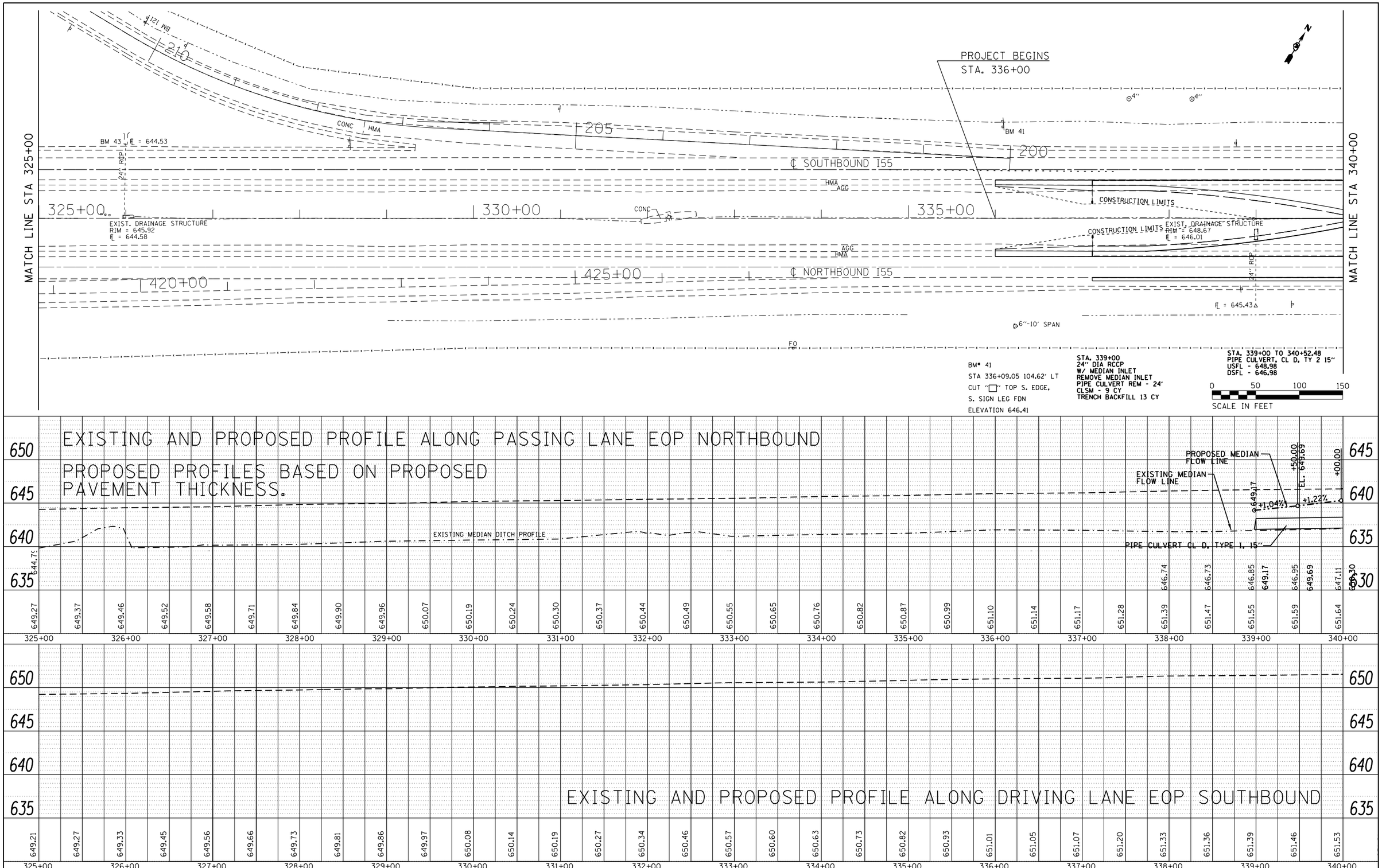
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: SHEET 2 OF 18 SHEETS STA. 310+00 TO STA. 325+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	36
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

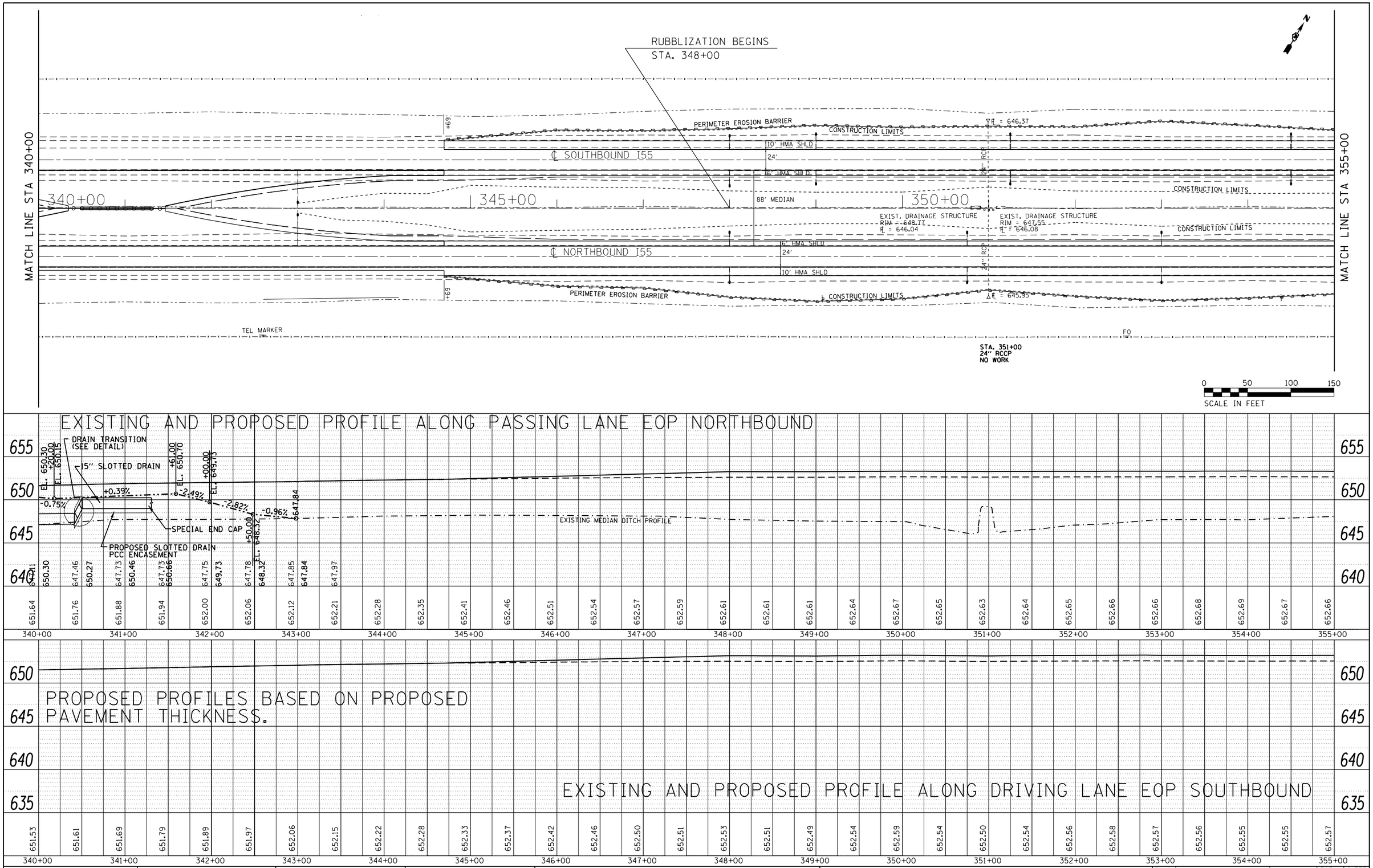
PLAN AND PROFILE

SCALE: SHEET 3 OF 18 SHEETS STA. 325+00 TO STA. 340+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	37

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

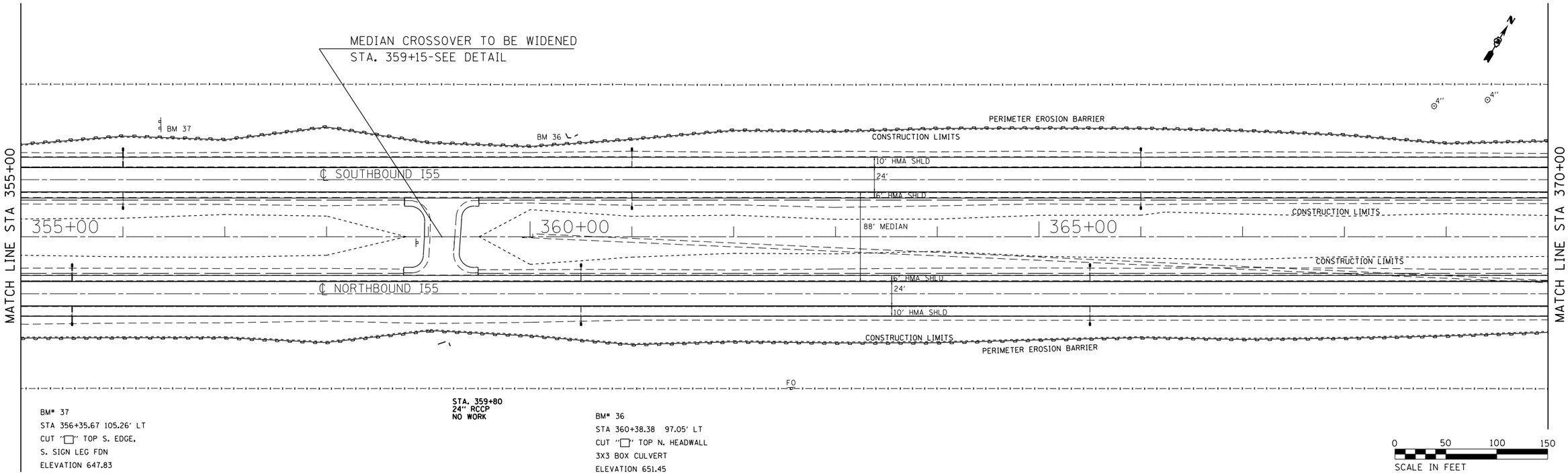
PLAN AND PROFILE

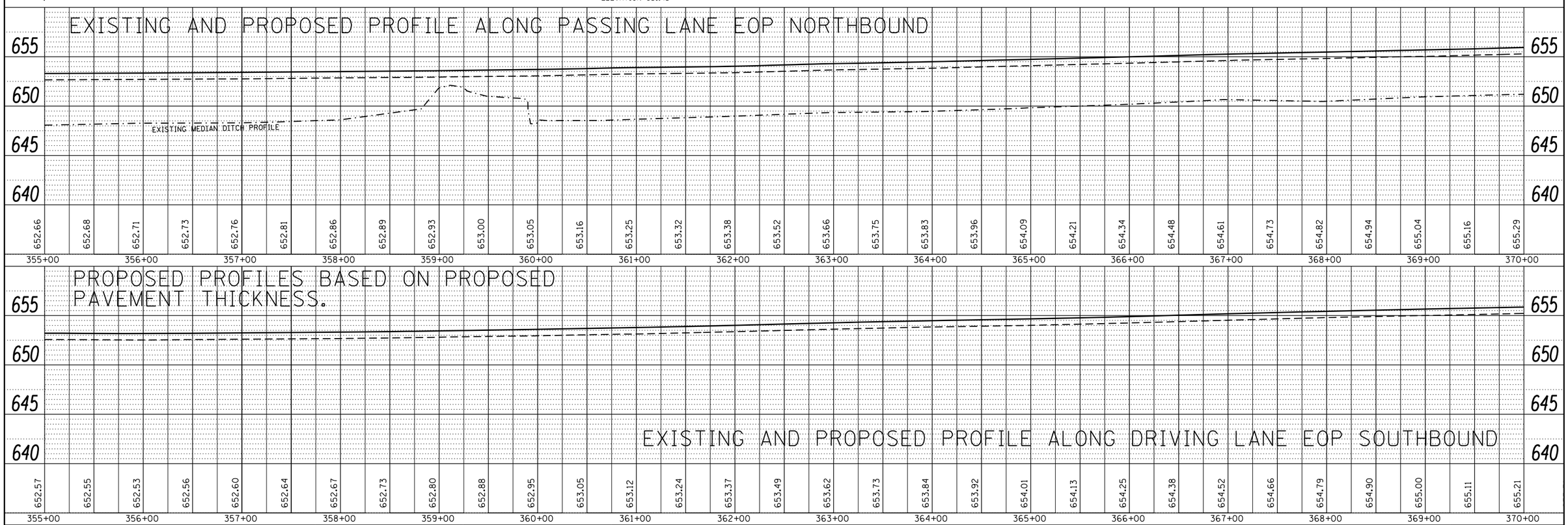
SCALE: | SHEET 4 OF 18 SHEETS | STA. 340+00 TO STA. 355+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	38

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

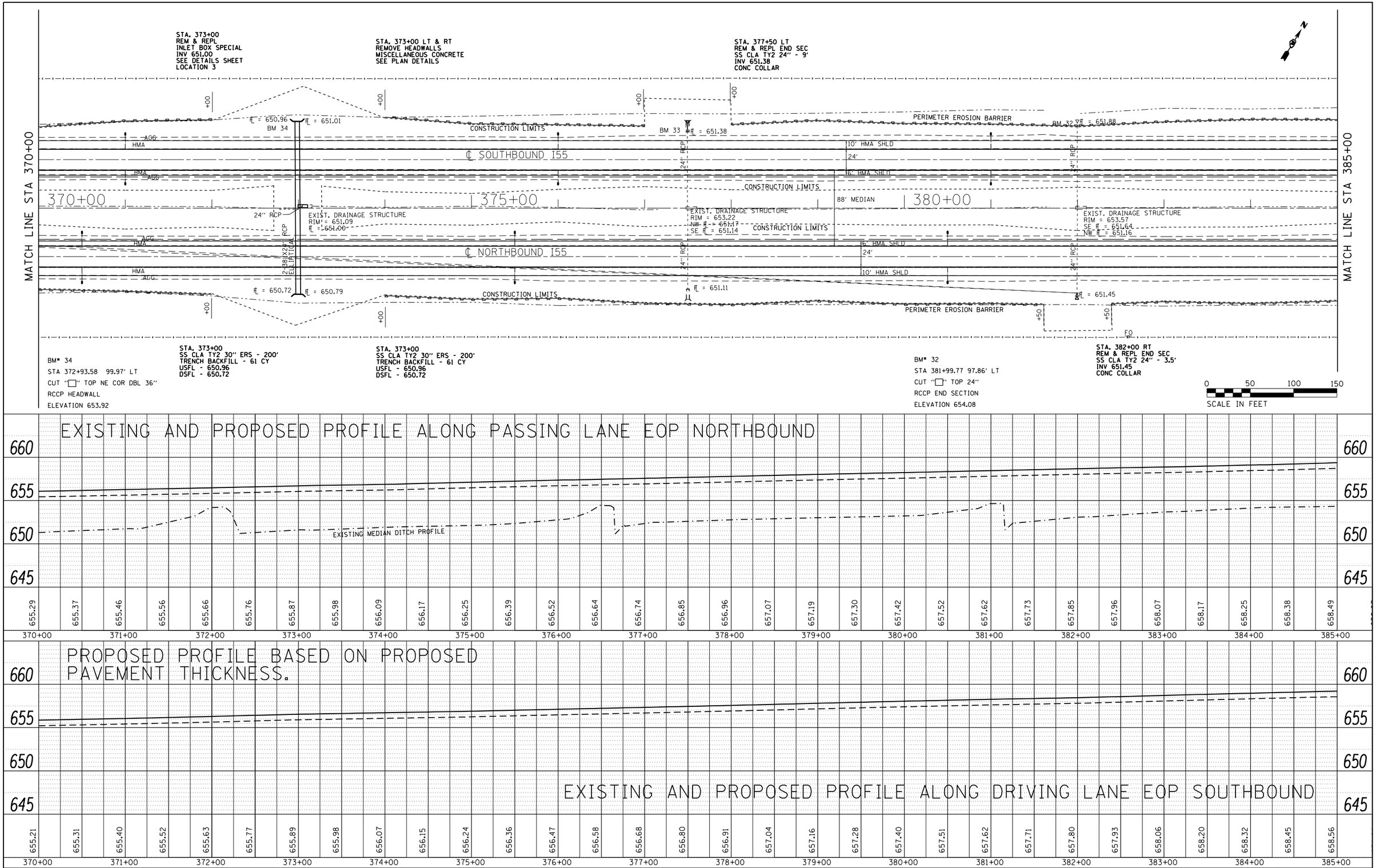
PLAN AND PROFILE

SCALE: SHEET 5 OF 18 SHEETS STA. 355+00 TO STA. 370+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	39

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

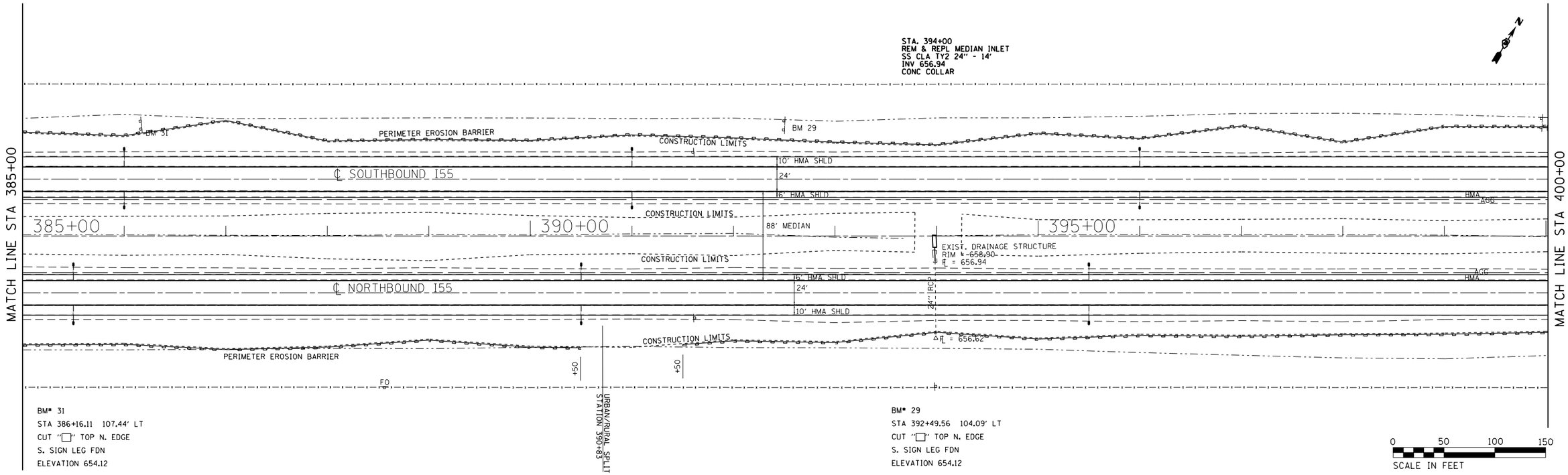
PLAN AND PROFILE

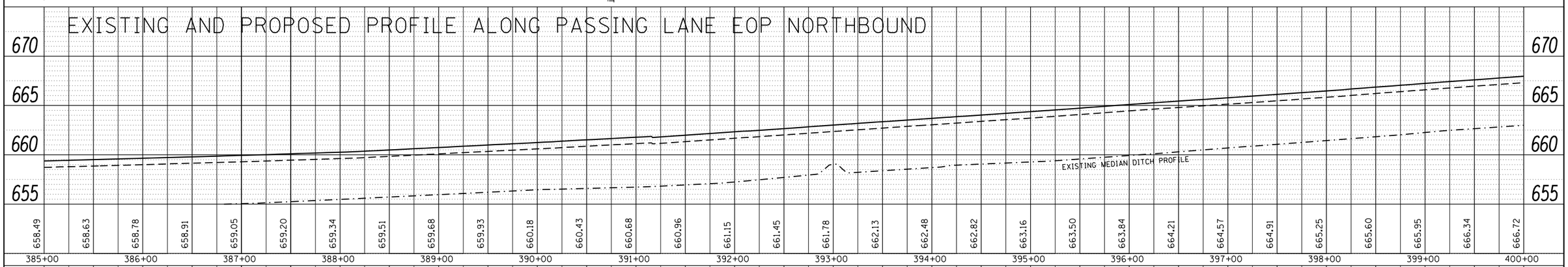
SCALE: SHEET 6 OF 18 SHEETS STA. 370+00 TO STA. 385+00

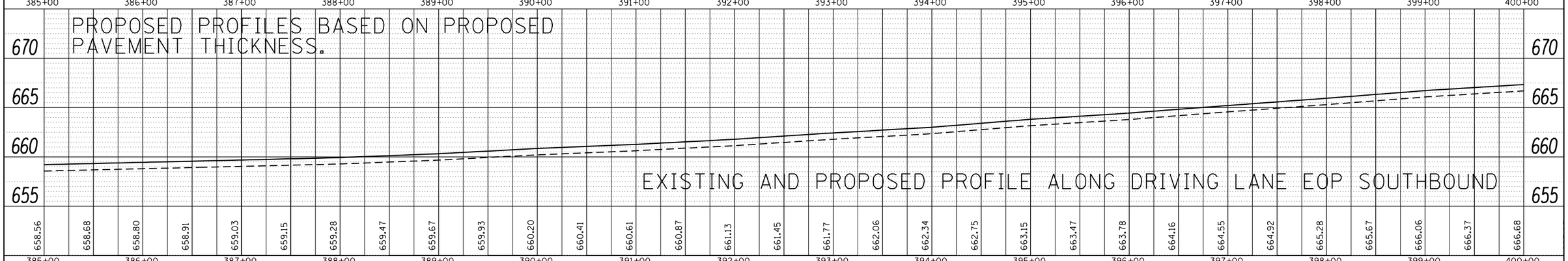
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	40

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT







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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

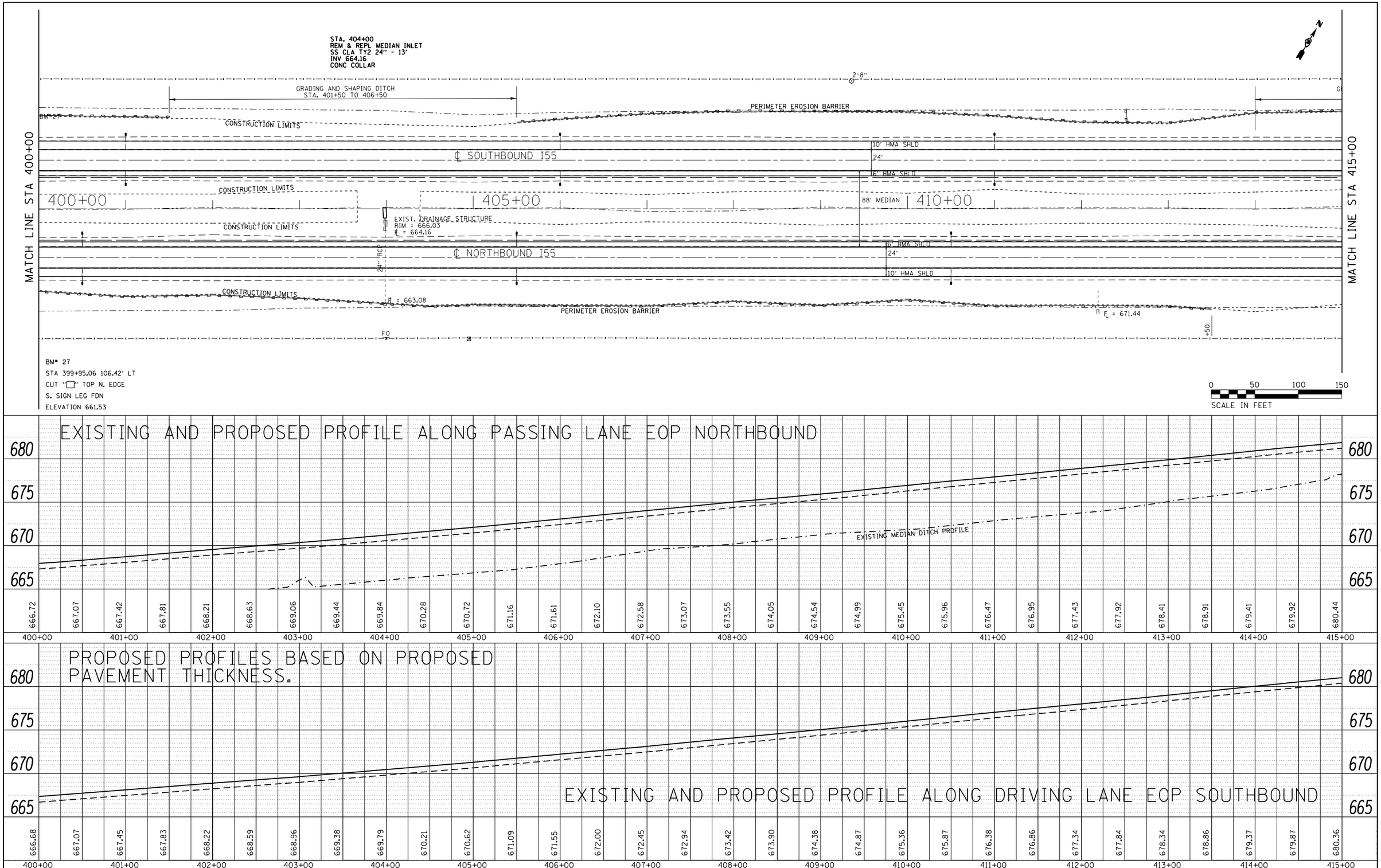
PLAN AND PROFILE

SCALE: SHEET 7 OF 18 SHEETS STA. 385+00 TO STA. 400+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	41

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

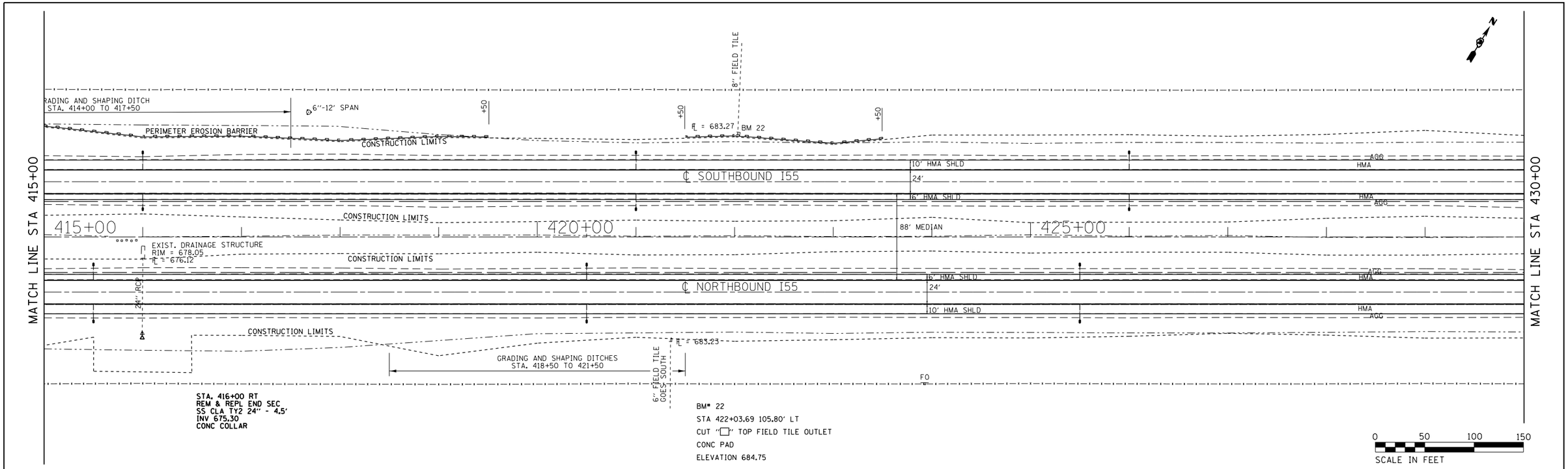
PLAN AND PROFILE

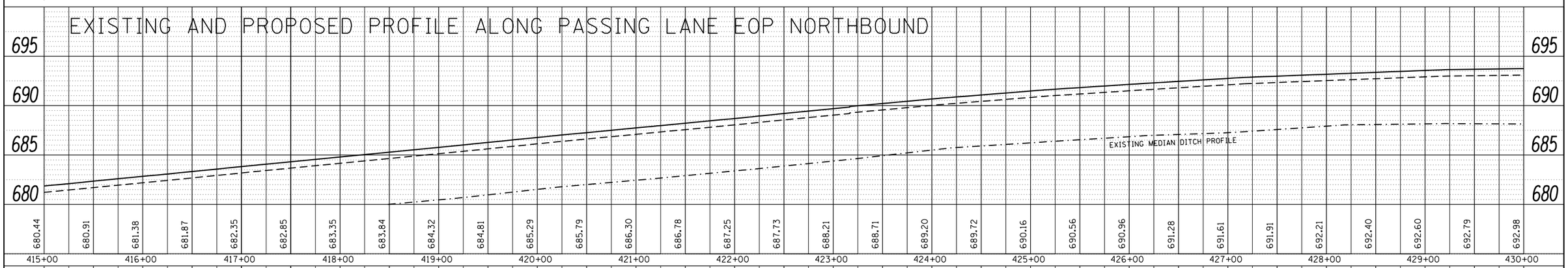
SCALE: SHEET 8 OF 18 SHEETS STA. 400+00 TO STA. 415+00

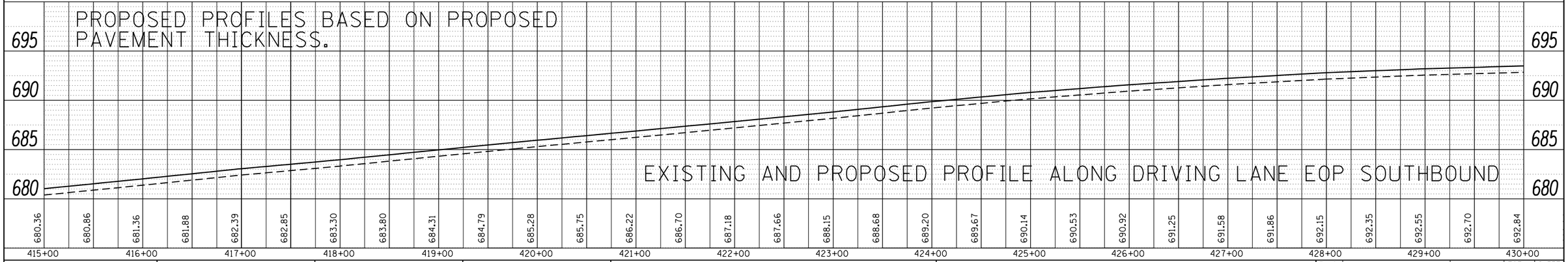
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	42

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT







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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

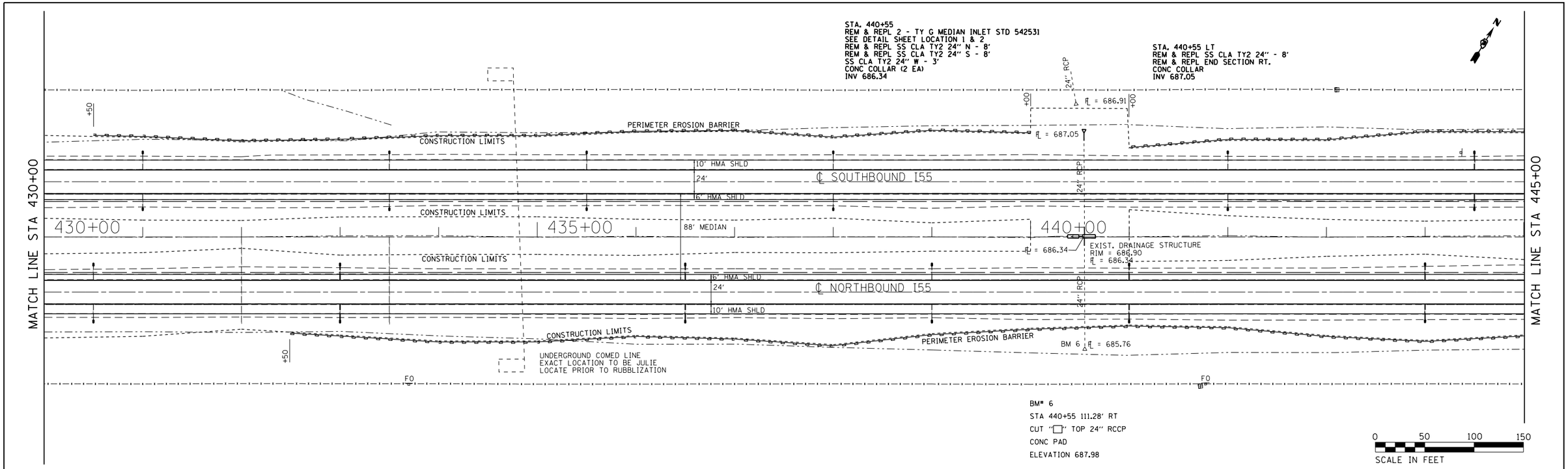
PLAN AND PROFILE

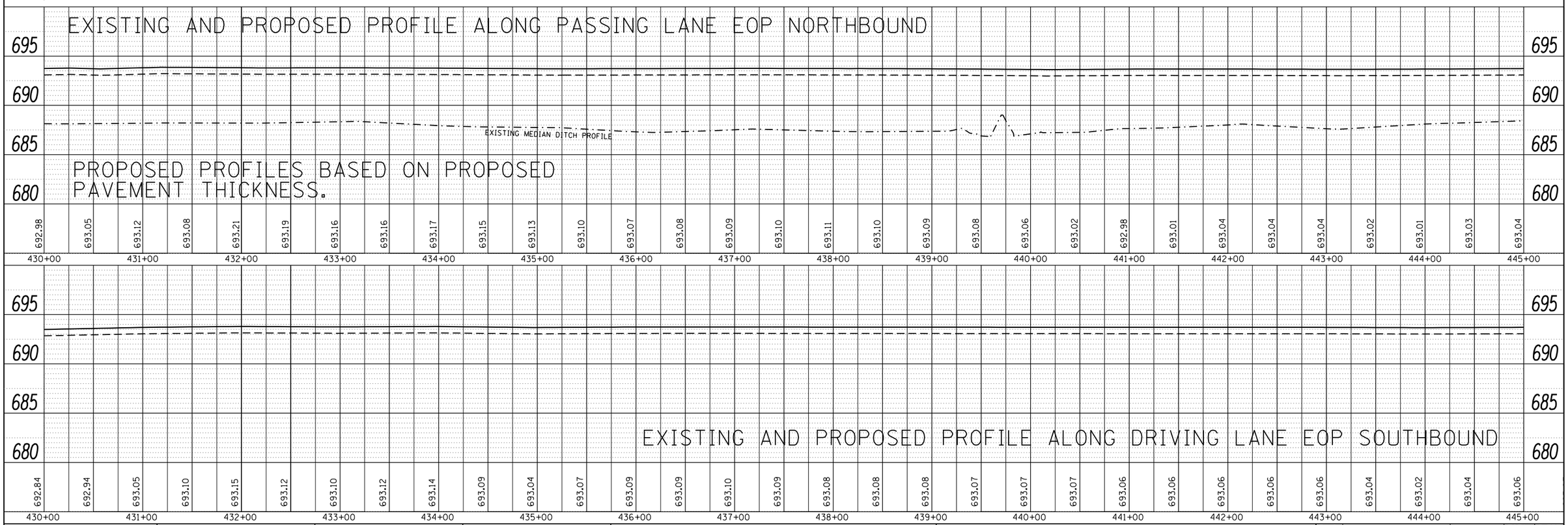
SCALE: | SHEET 9 OF 18 SHEETS | STA. 415+00 TO STA. 430+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	43

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

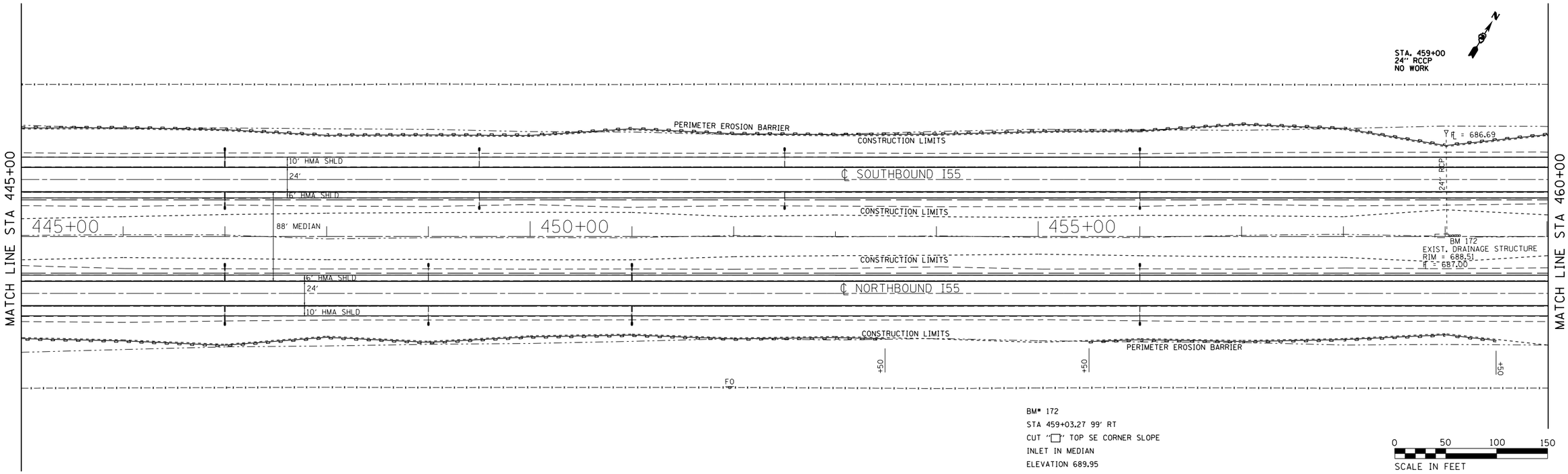
PLAN AND PROFILE

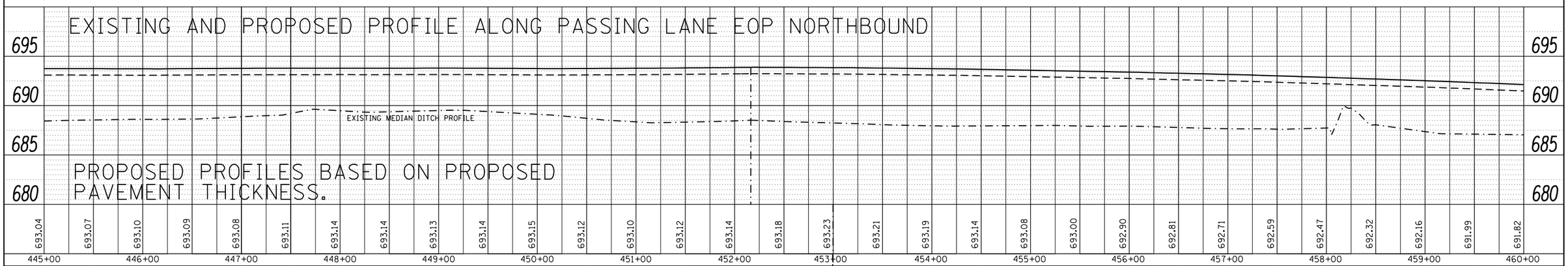
SCALE: | SHEET 10 OF 18 SHEETS | STA. 430+00 TO STA. 445+00

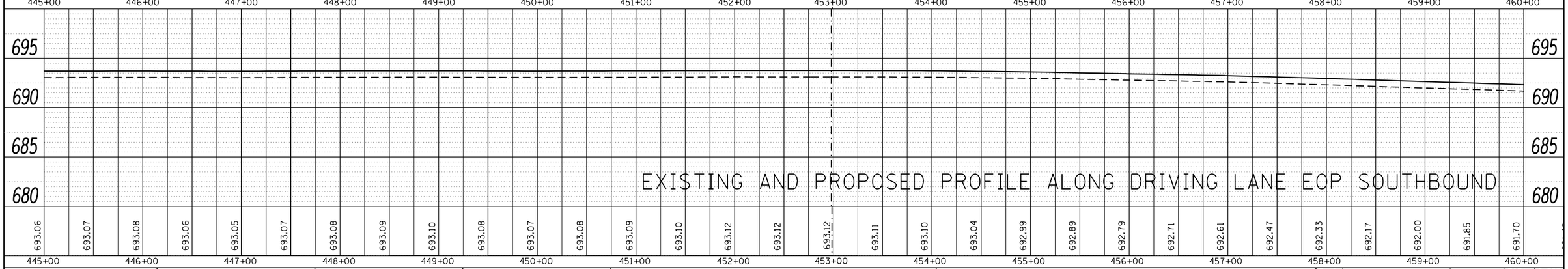
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	44

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT







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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

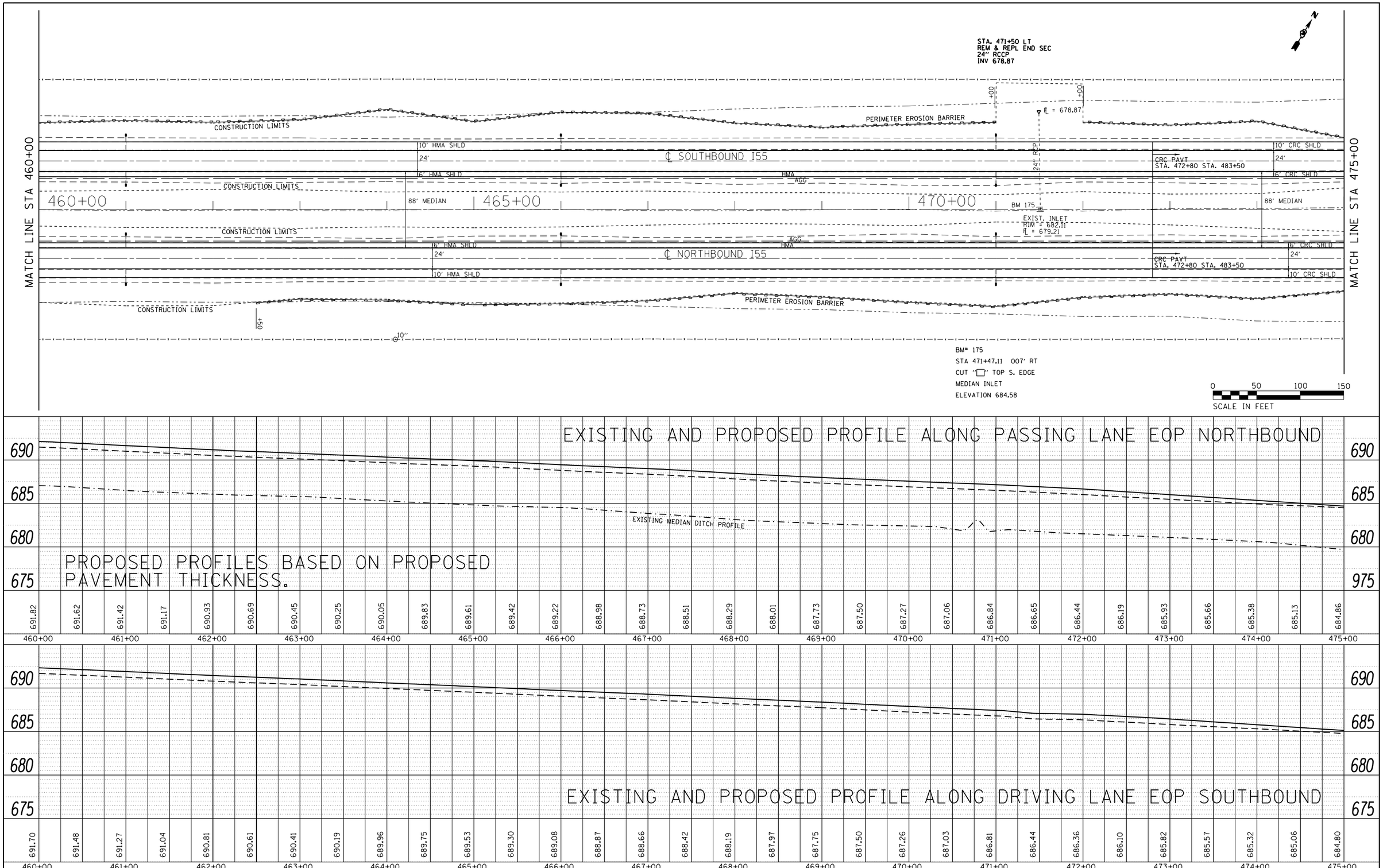
PLAN AND PROFILE

SCALE: | SHEET 11 OF 18 SHEETS | STA. 445+00 TO STA. 460+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	45

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

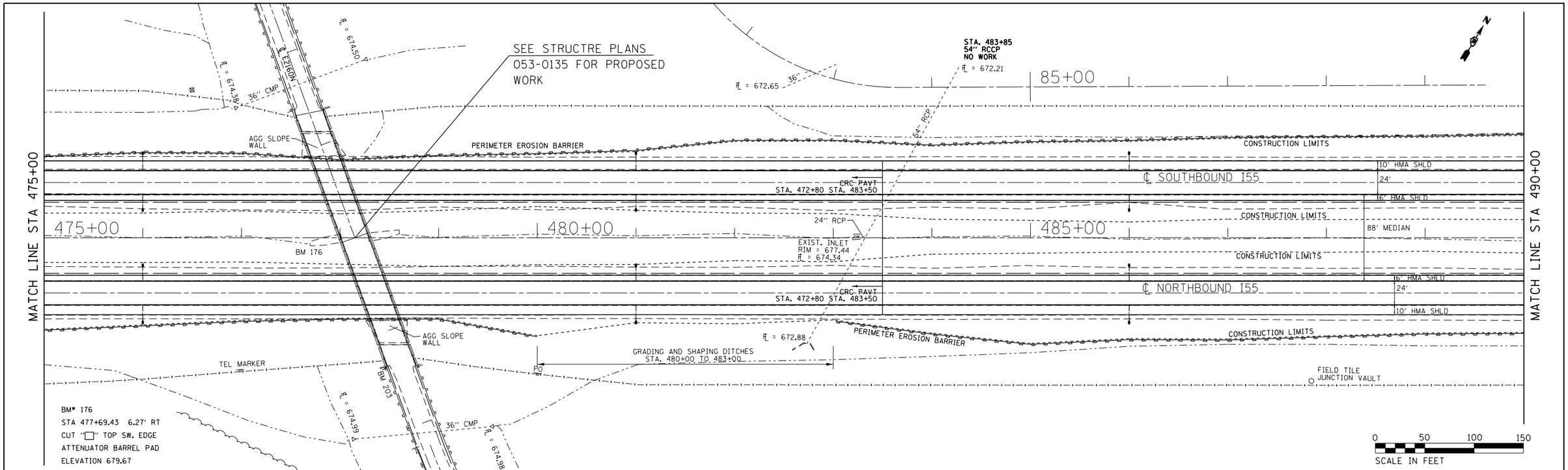
PLAN AND PROFILE

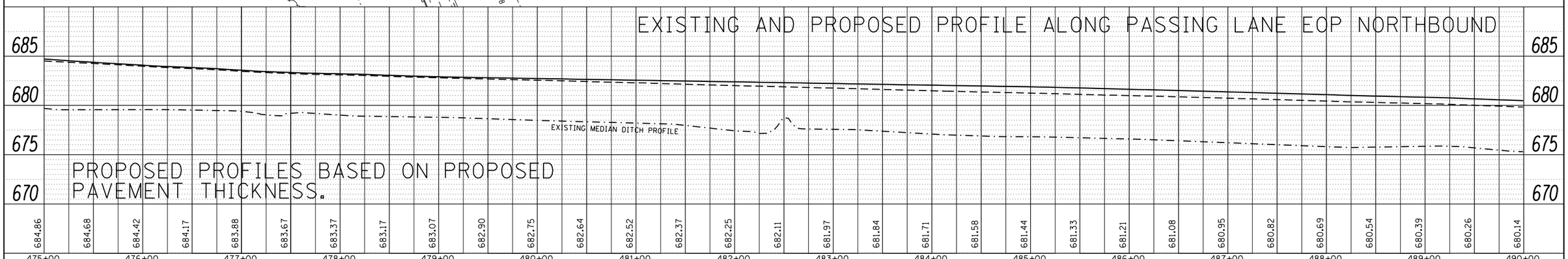
SCALE: | SHEET 12 OF 18 SHEETS | STA. 460+00 TO STA. 475+00

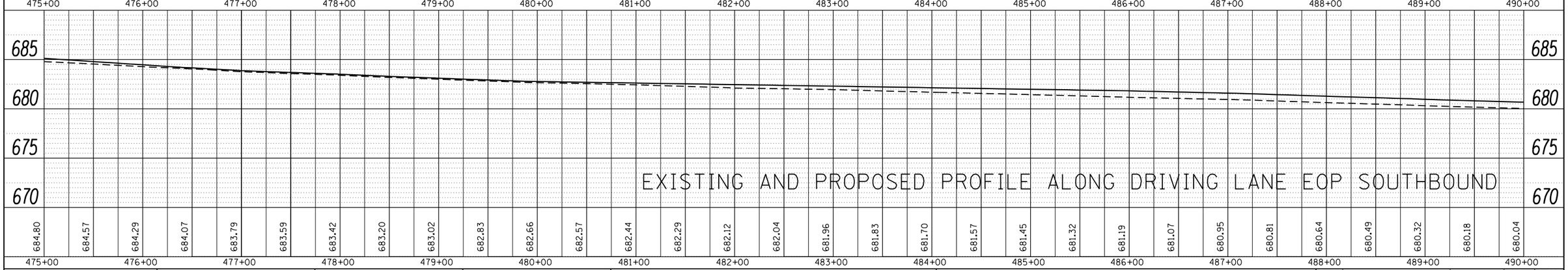
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	46

CONTRACT NO. 66F23

ILLINOIS | FED. AID PROJECT







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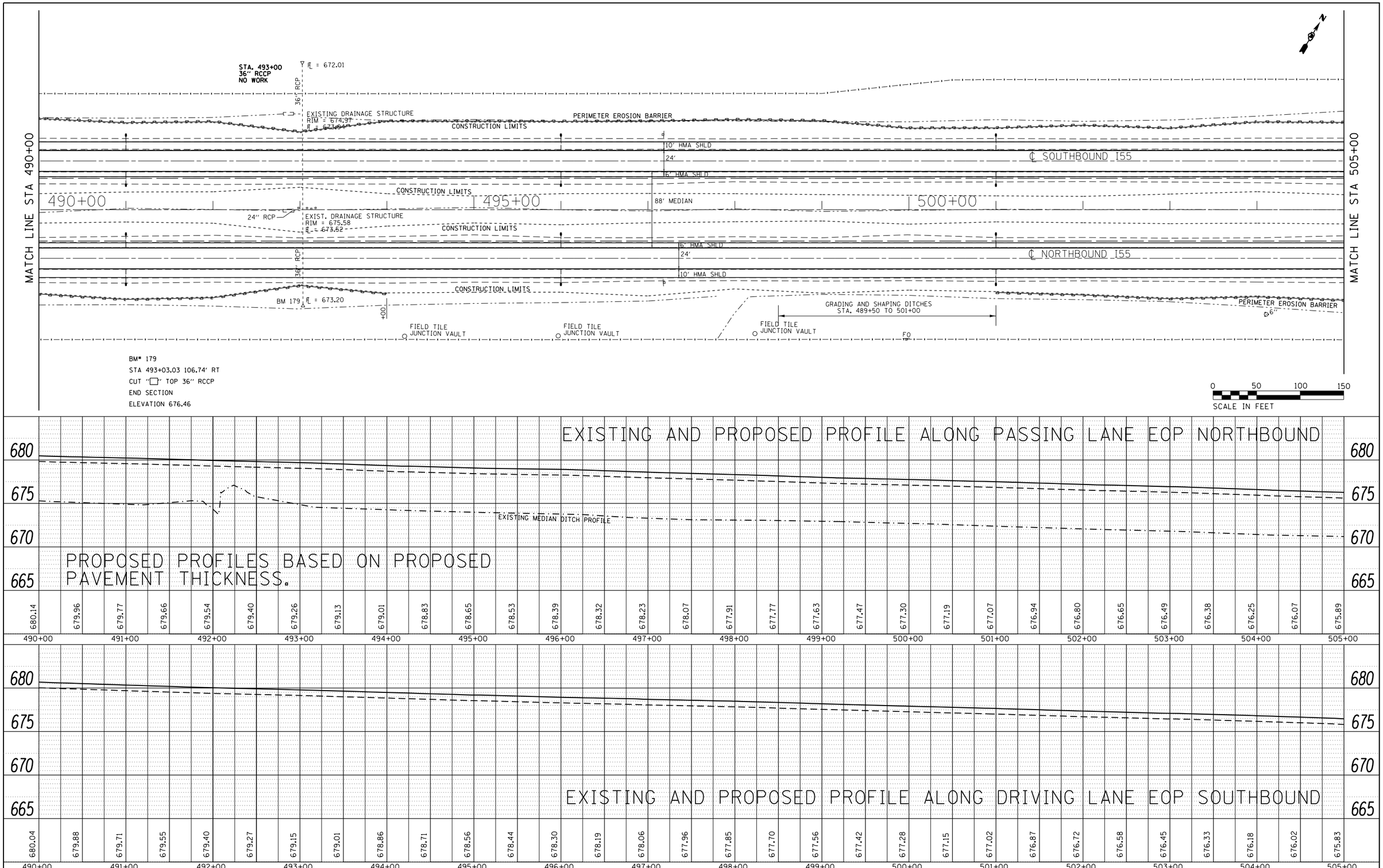
	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: SHEET 13 OF 18 SHEETS STA. 475+00 TO STA. 490+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	47
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		



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PROFILE
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STRUCTURE NOTATNS CHKD ____
BY
DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

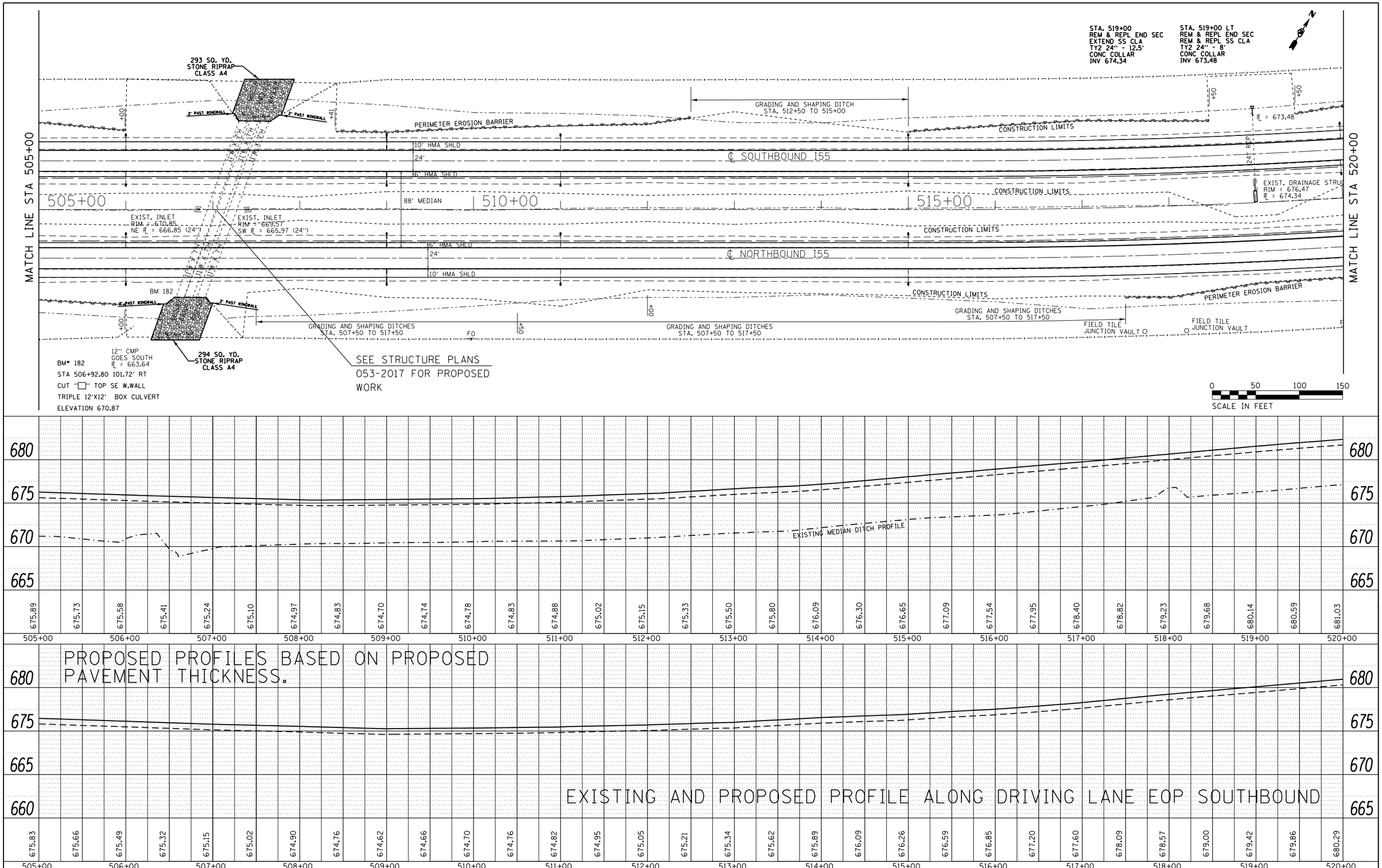
PLAN AND PROFILE

SCALE: | SHEET 14 OF 18 SHEETS | STA. 490+00 TO STA. 505+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	48

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

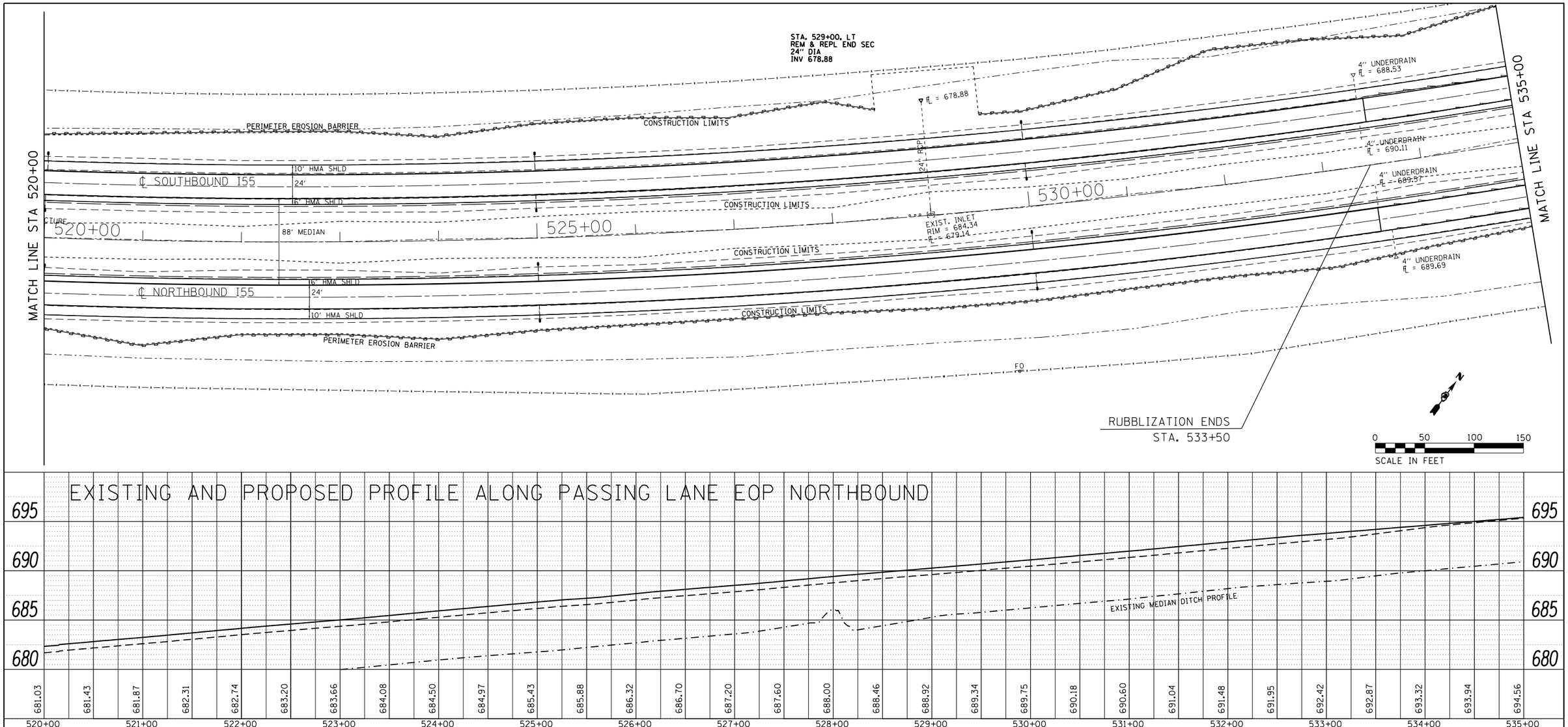
PLAN AND PROFILE

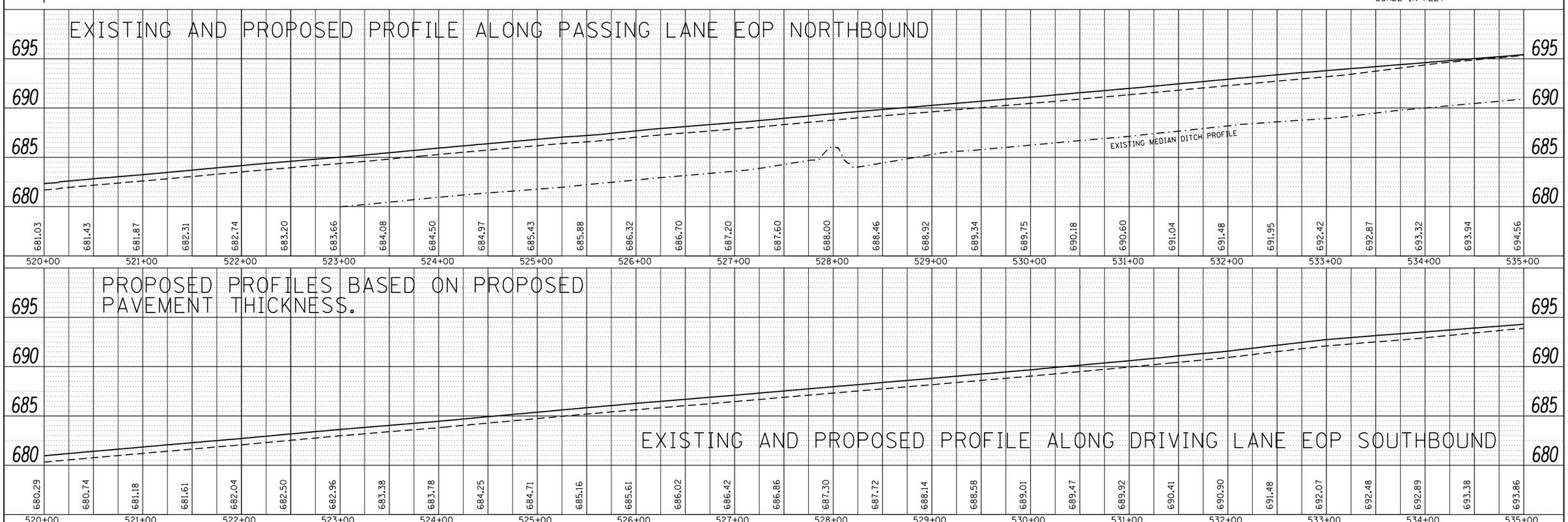
SCALE: SHEET 15 OF 18 SHEETS STA. 505+00 TO STA. 520+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	49

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





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PROFILE	BY	DATE
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GRADES CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

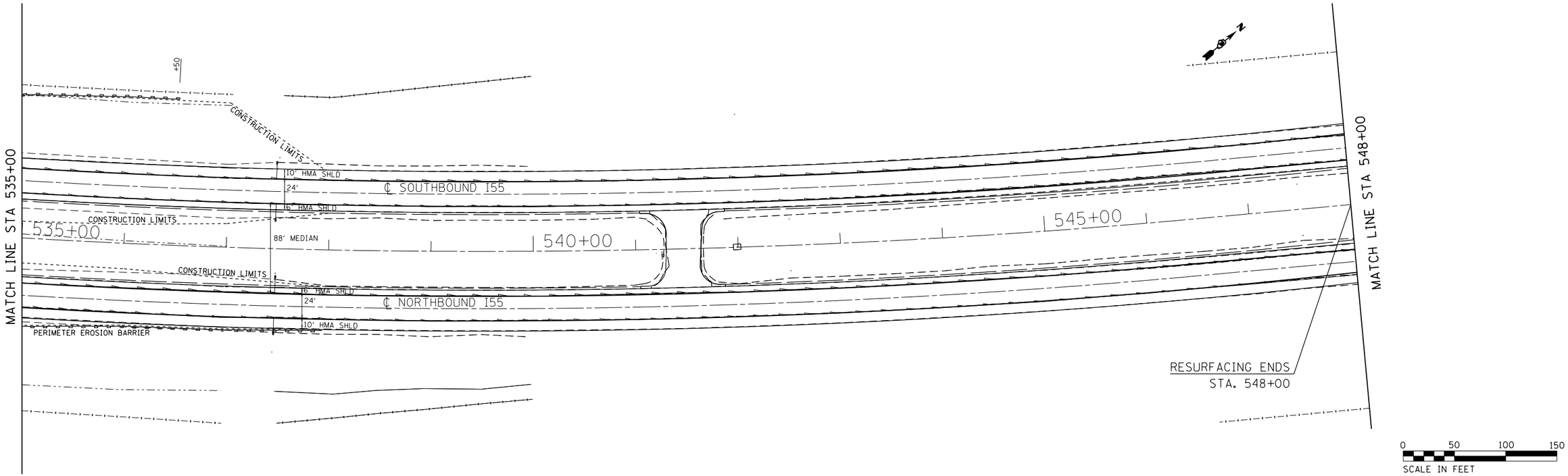
PLAN AND PROFILE

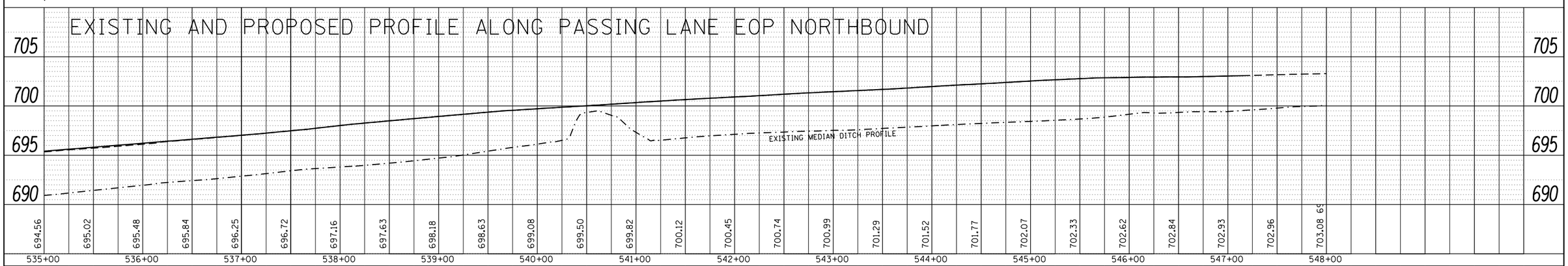
SCALE: SHEET 16 OF 18 SHEETS STA. 520+00 TO STA. 535+00

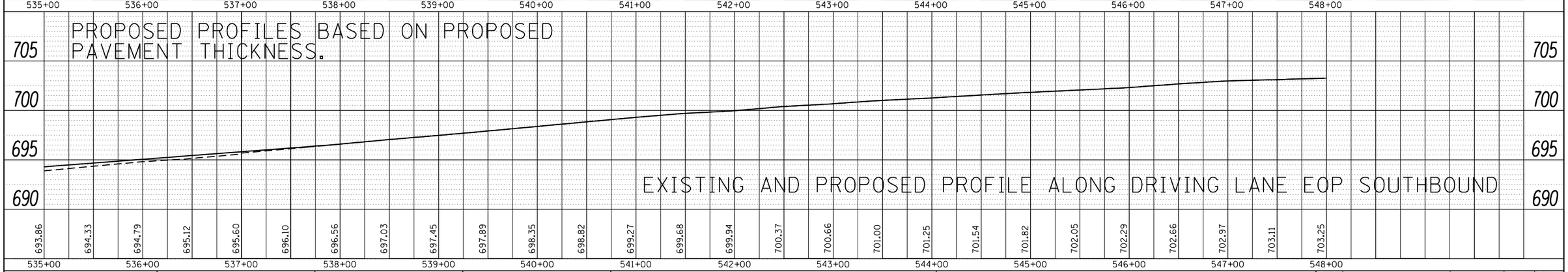
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	50

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT







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BM. NOTED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

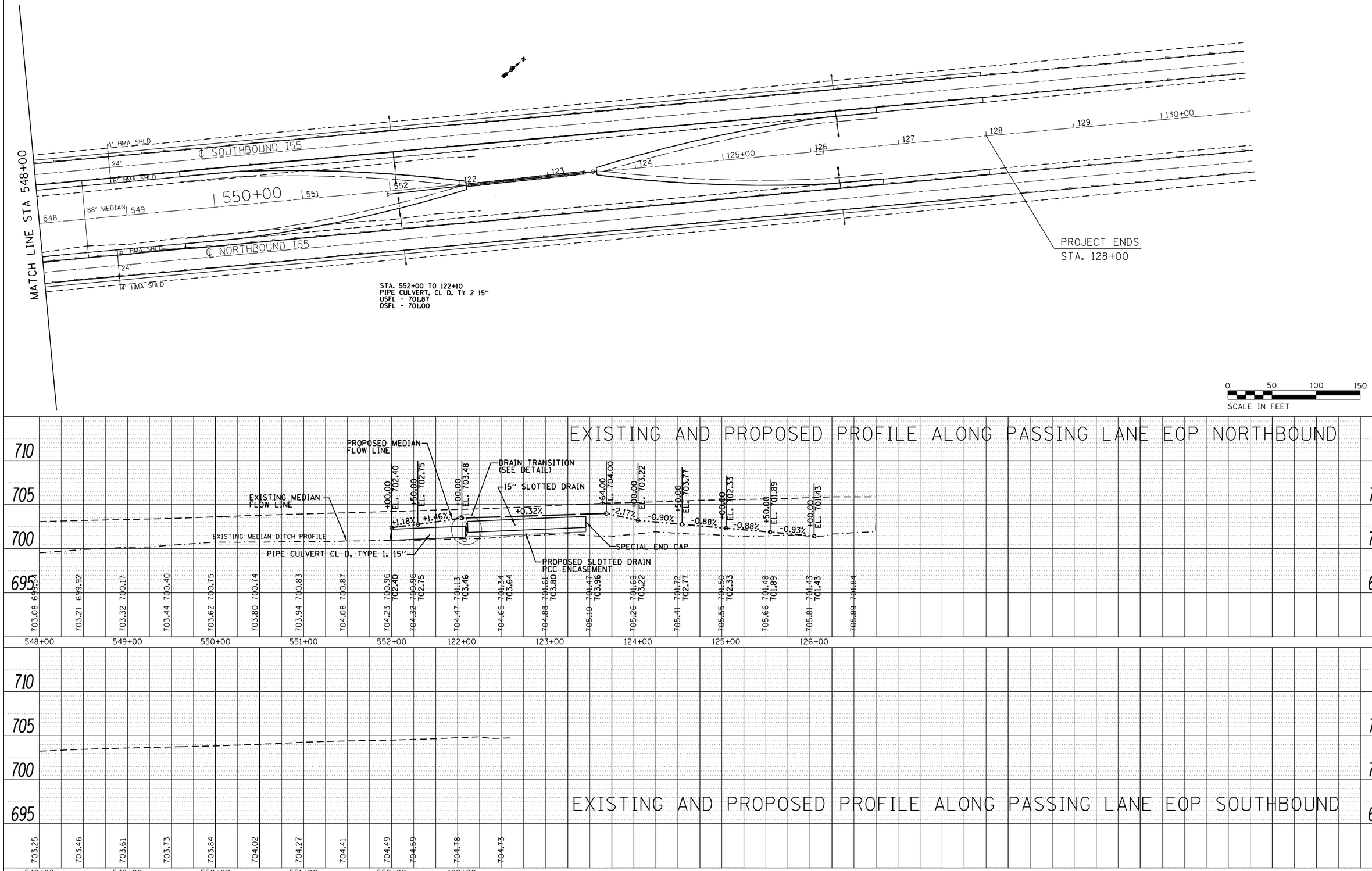
PLAN AND PROFILE

SCALE: SHEET 17 OF 18 SHEETS STA. 535+00 TO STA. 548+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	51

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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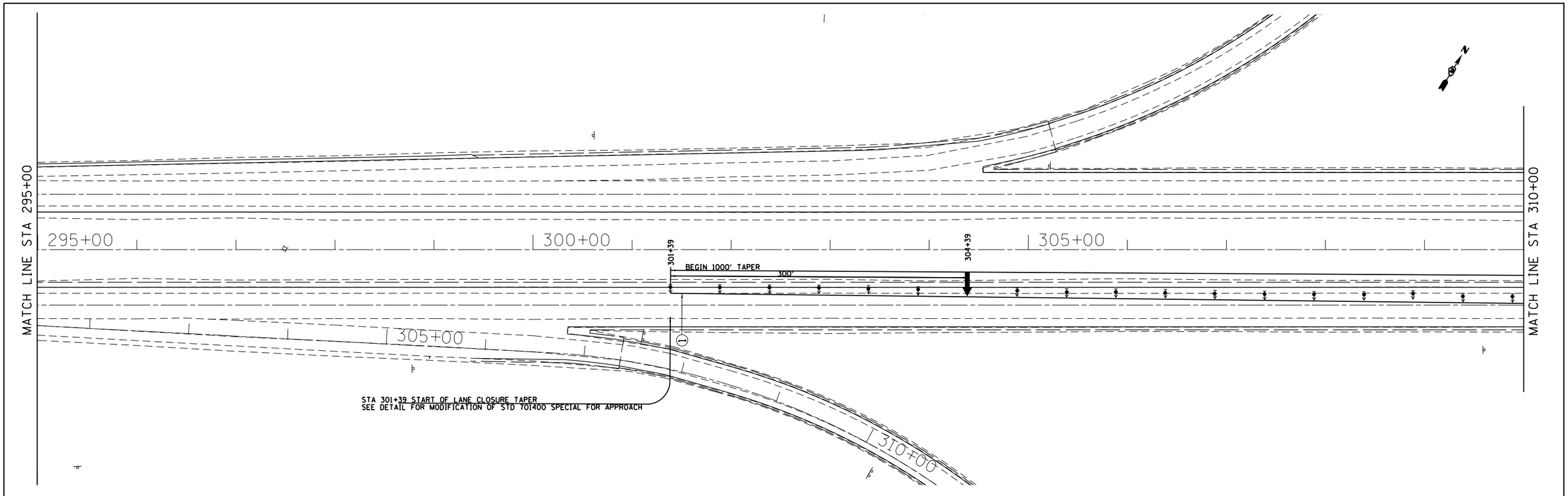
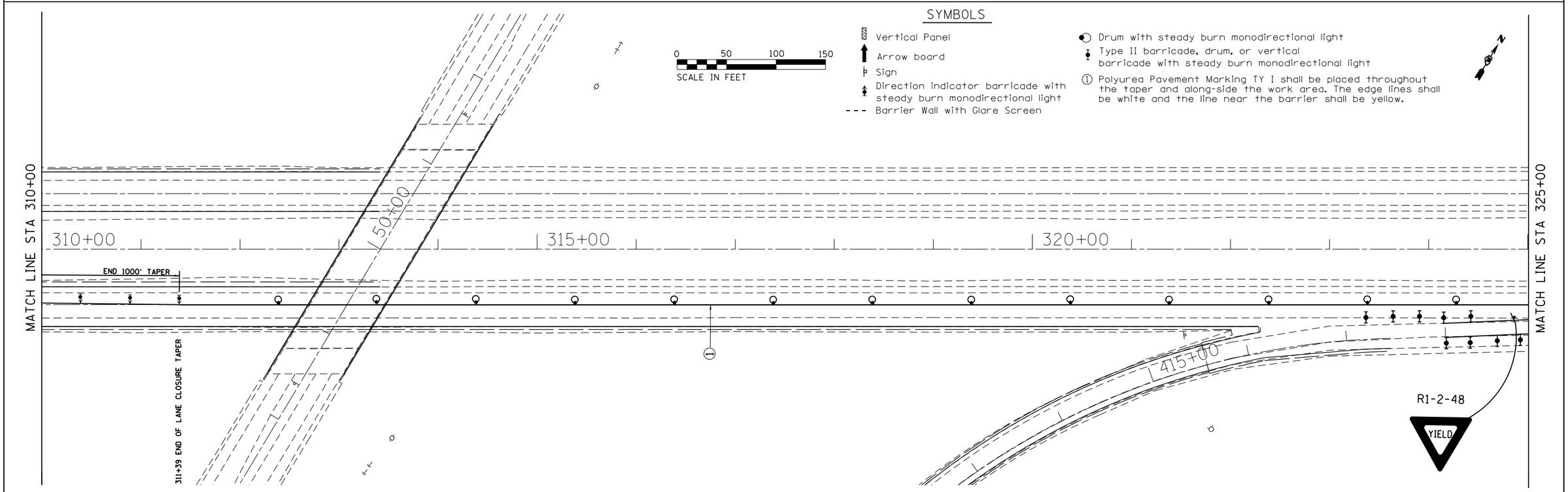
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: SHEET 18 OF 18 SHEETS STA. 548+00 TO STA. 131+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	52
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		





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		DRAWN -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	53
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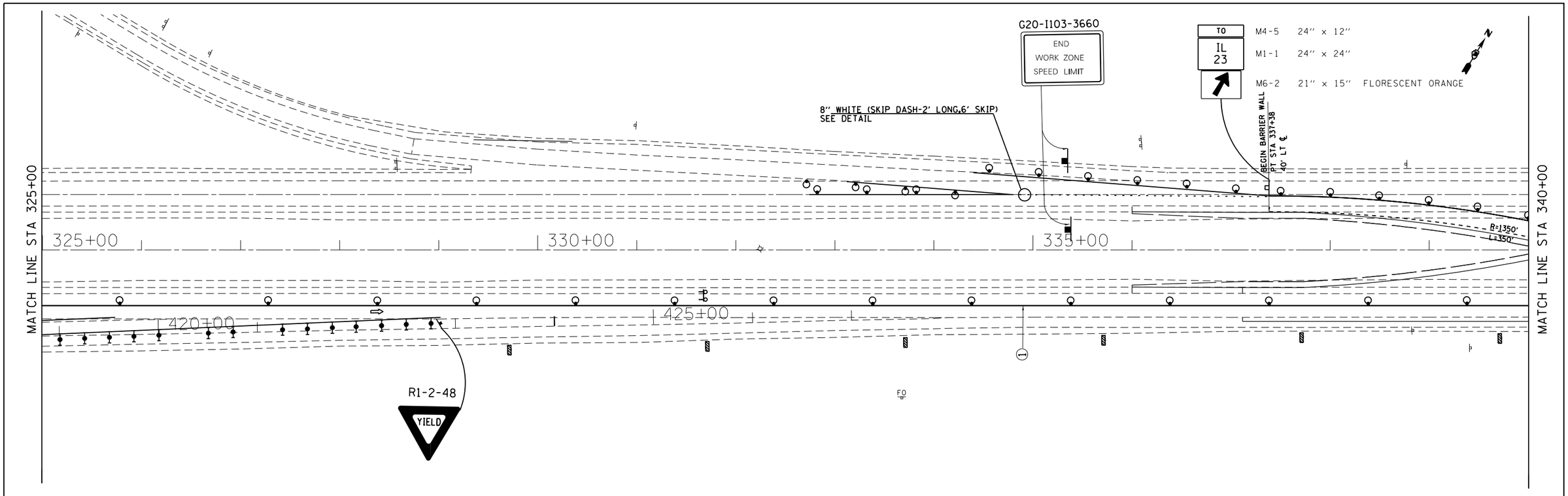
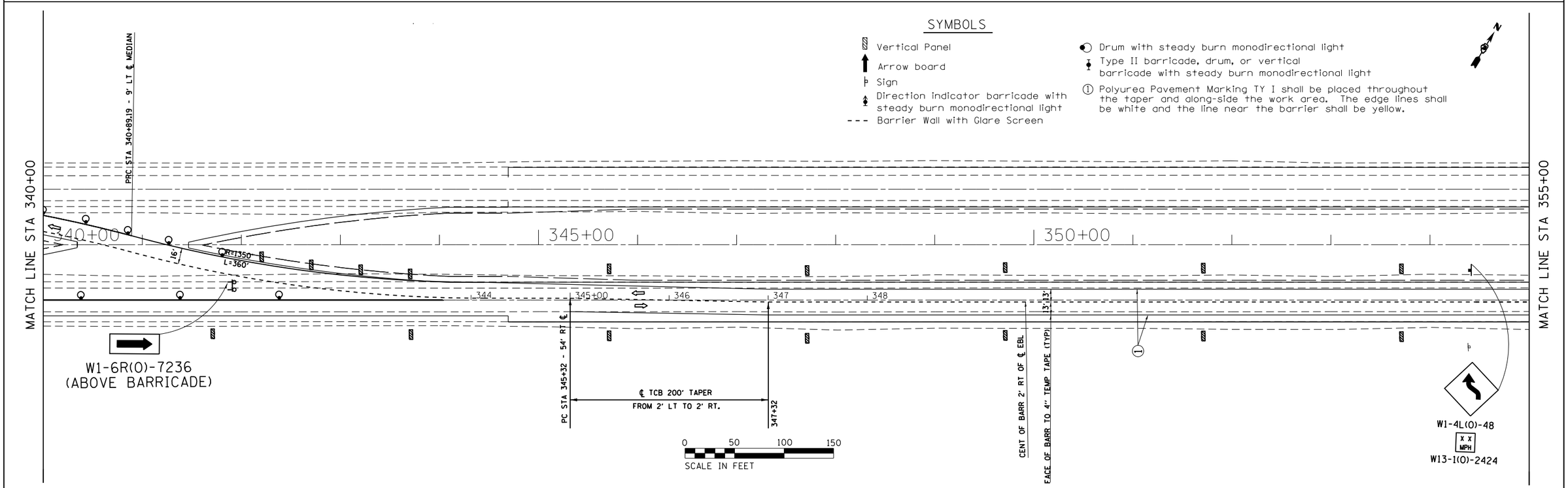
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET 1 OF 10 SHEETS STA. 295+00 TO STA. 325+00		ILLINOIS	FED. AID PROJECT		





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

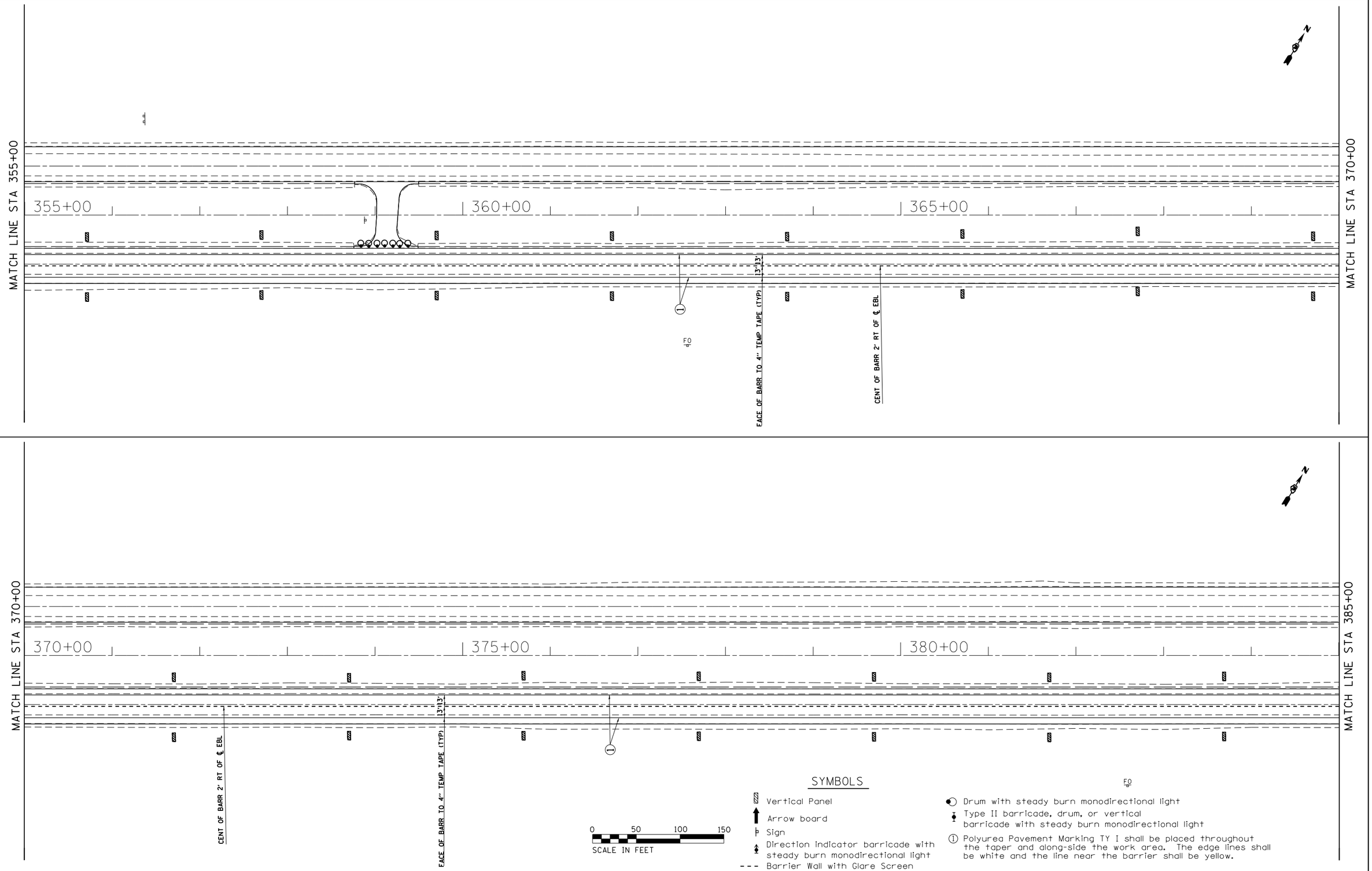
STAGE 1 CONSTRUCTION

SCALE: | SHEET 2 OF 10 SHEETS | STA. 325+00 TO STA. 355+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	54

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

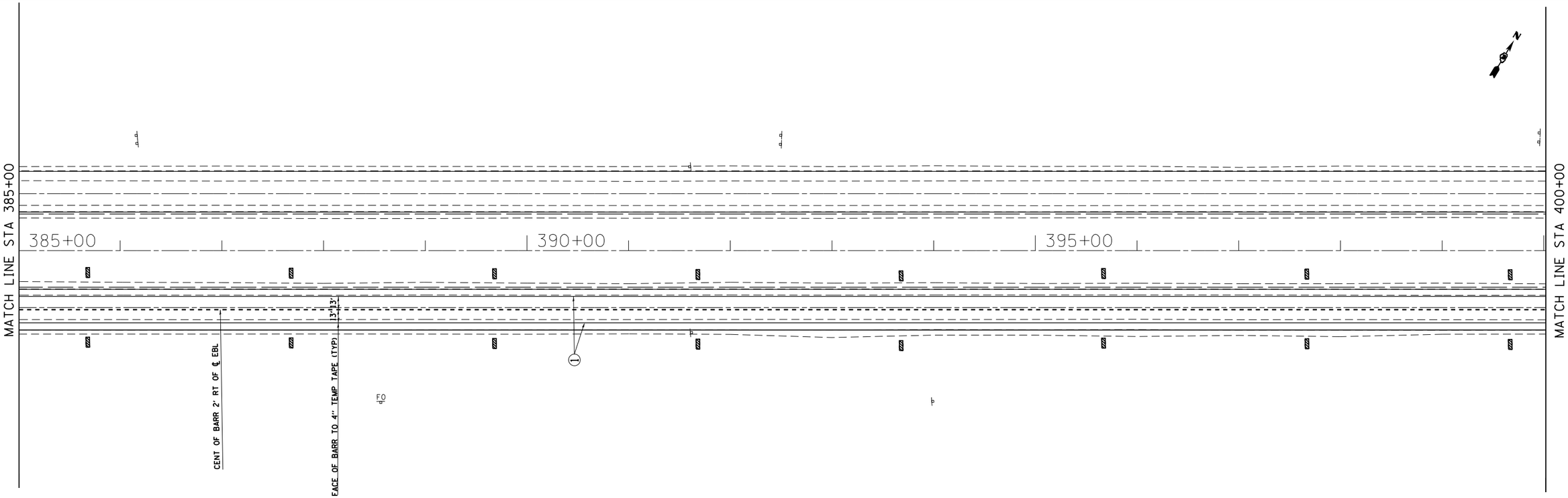
STAGE 1 CONSTRUCTION

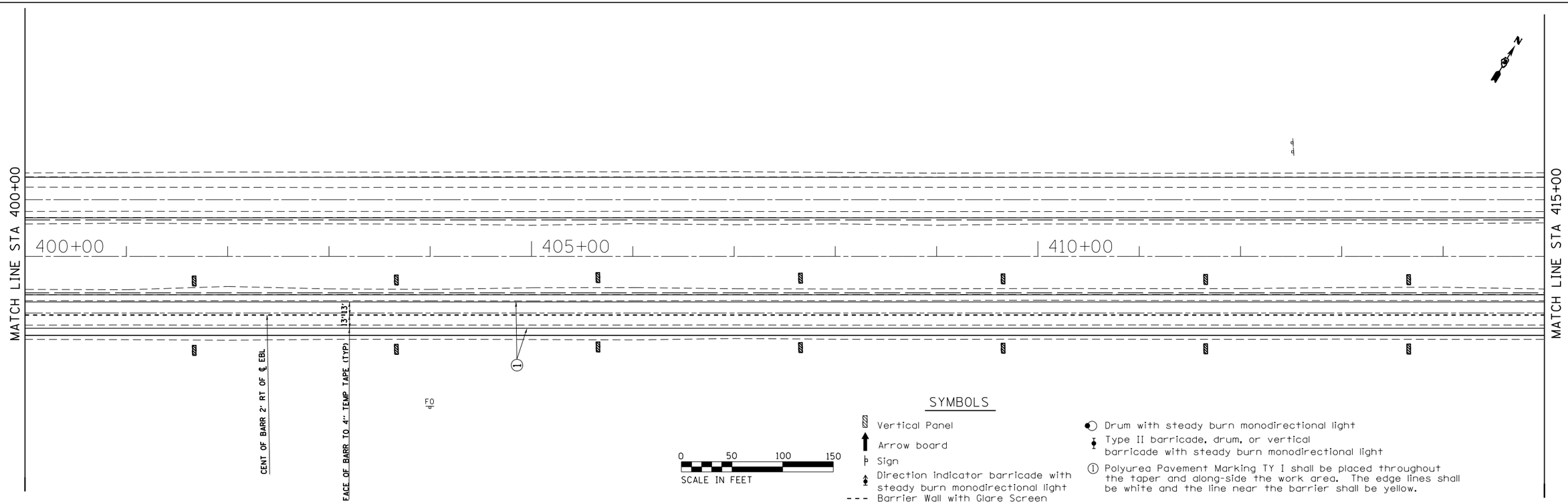
SCALE: | SHEET 3 OF 10 SHEETS | STA. 355+00 TO STA. 385+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	55

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

0 50 100 150
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

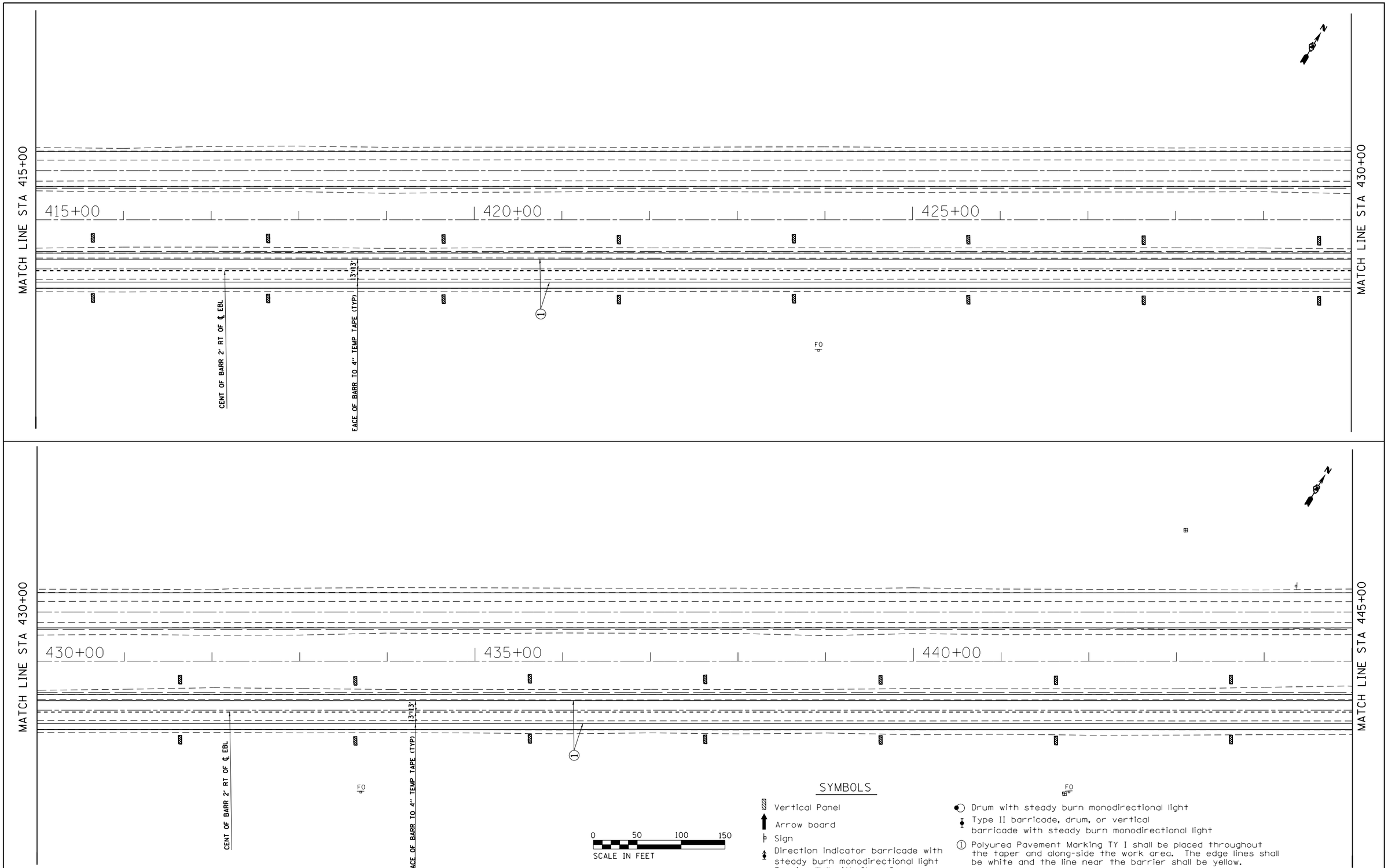
STAGE 1 CONSTRUCTION

SCALE: | SHEET 4 OF 10 SHEETS | STA. 385+00 TO STA. 415+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	56

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

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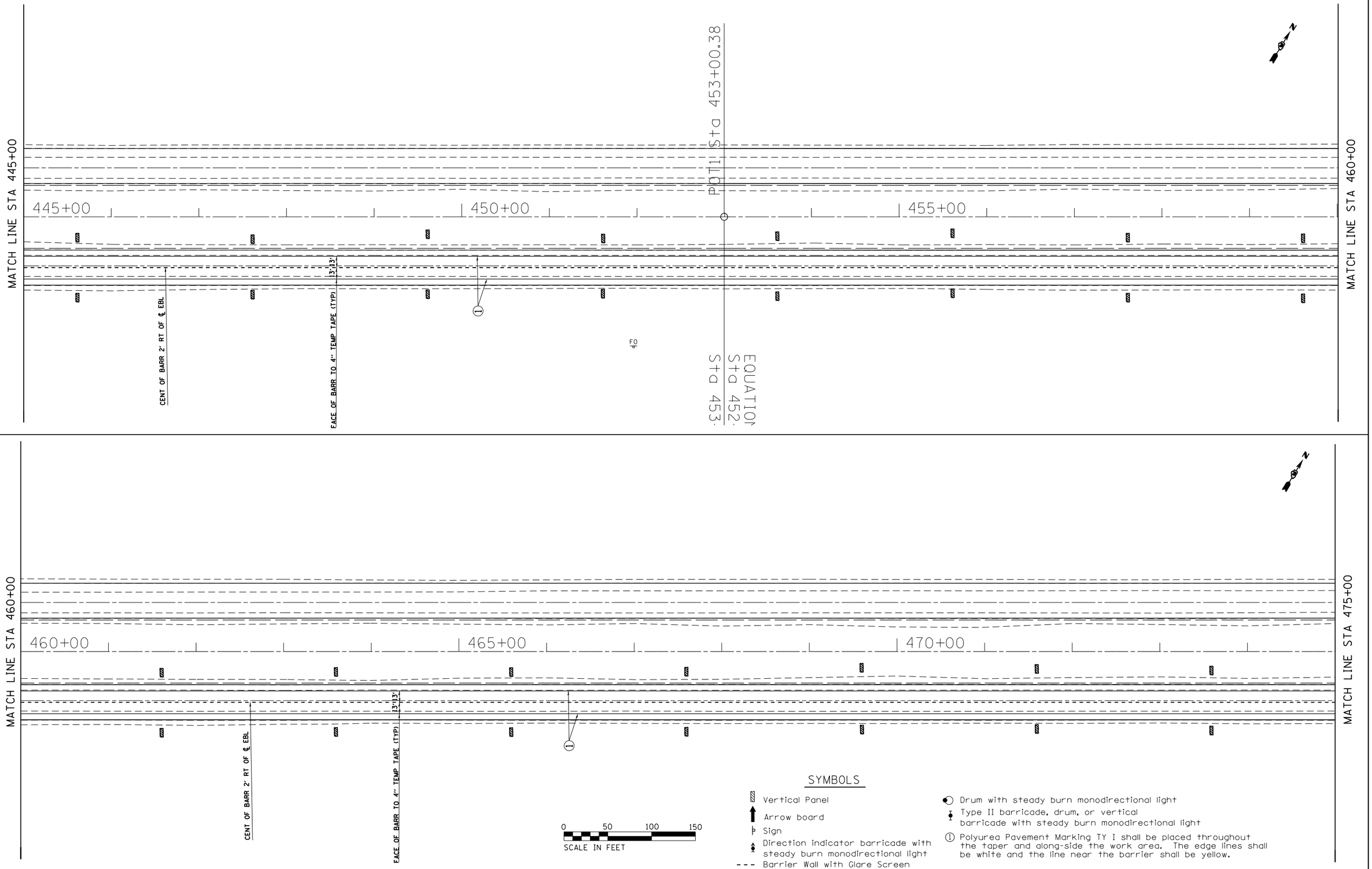
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION

SCALE: | SHEET 5 OF 10 SHEETS | STA. 415+00 TO STA. 445+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	57
		CONTRACT NO. 66F23		
	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

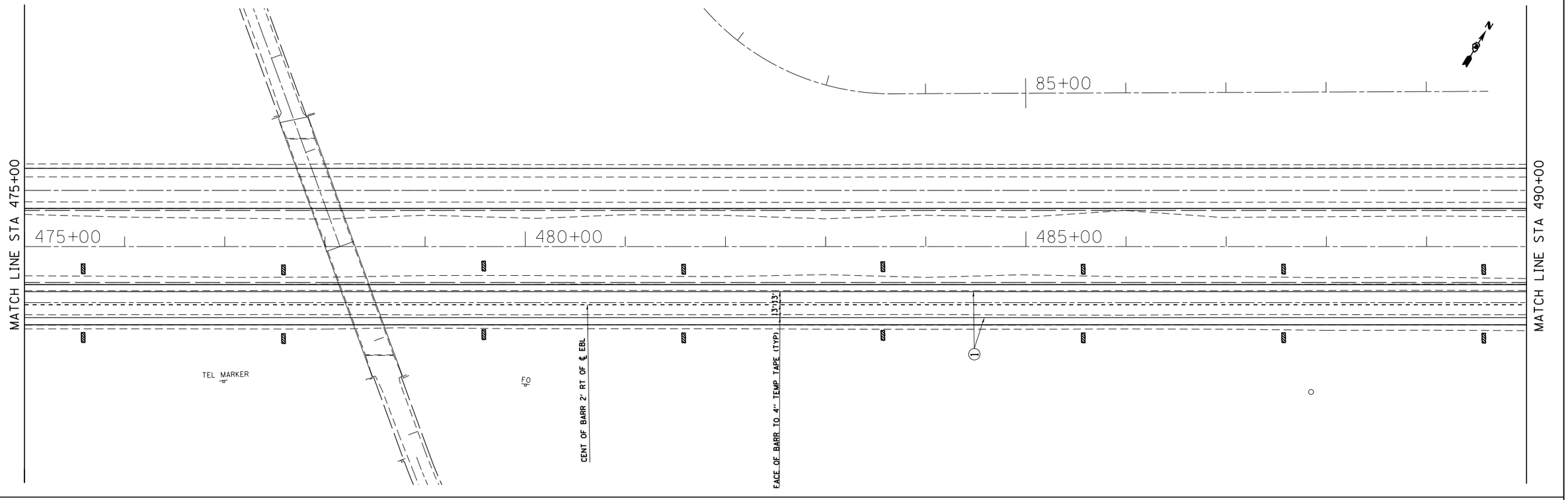
STAGE 1 CONSTRUCTION

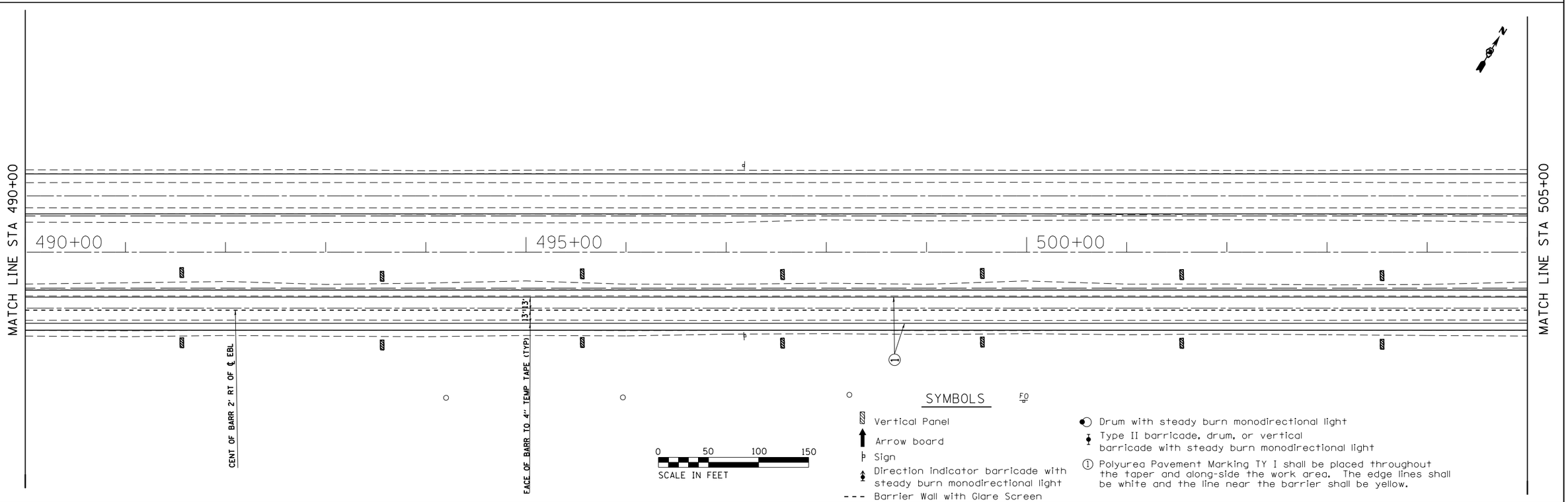
SCALE: | SHEET 6 OF 10 SHEETS | STA. 445+00 TO STA. 475+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	58

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

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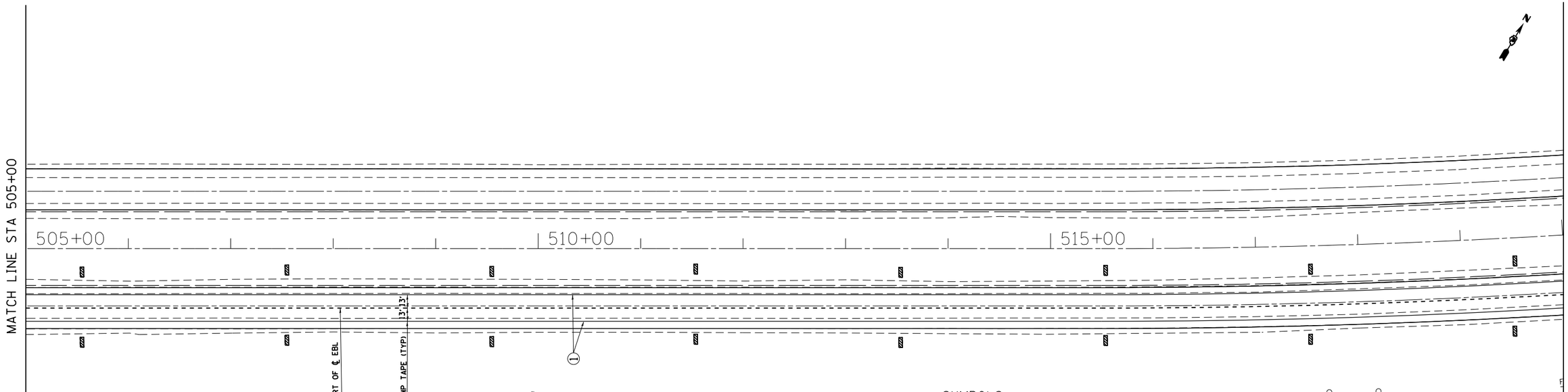
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION

SCALE: | SHEET 7 OF 10 SHEETS | STA. 475+00 TO STA. 505+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	59
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		



SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

0 50 100 150
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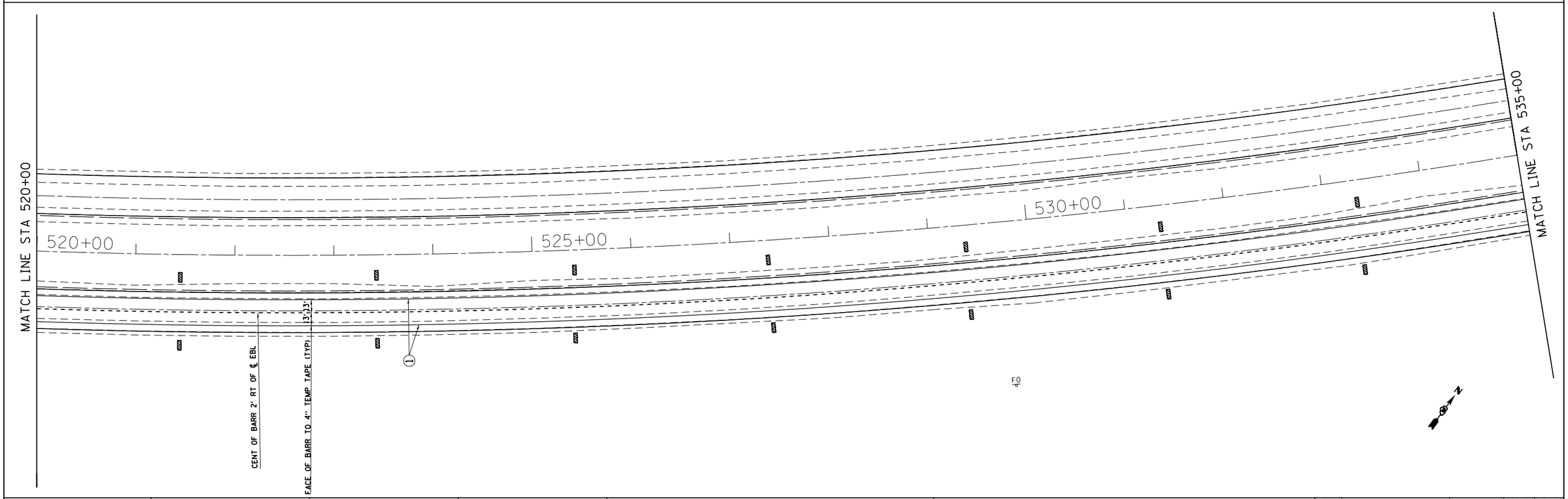

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

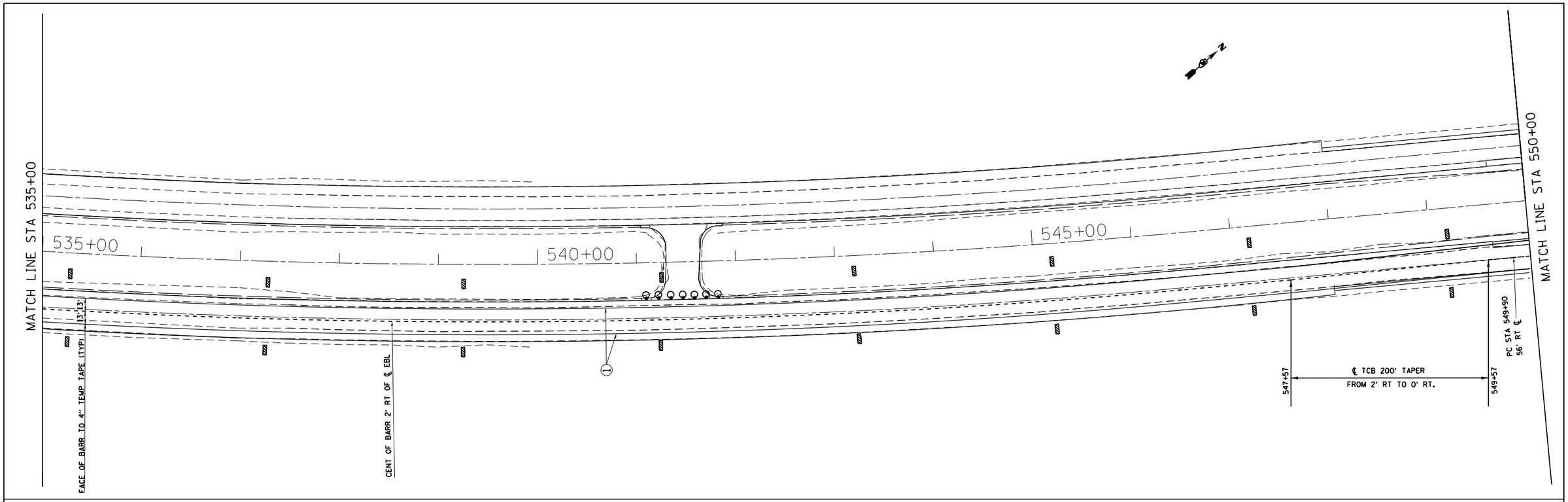
STAGE 1 CONSTRUCTION

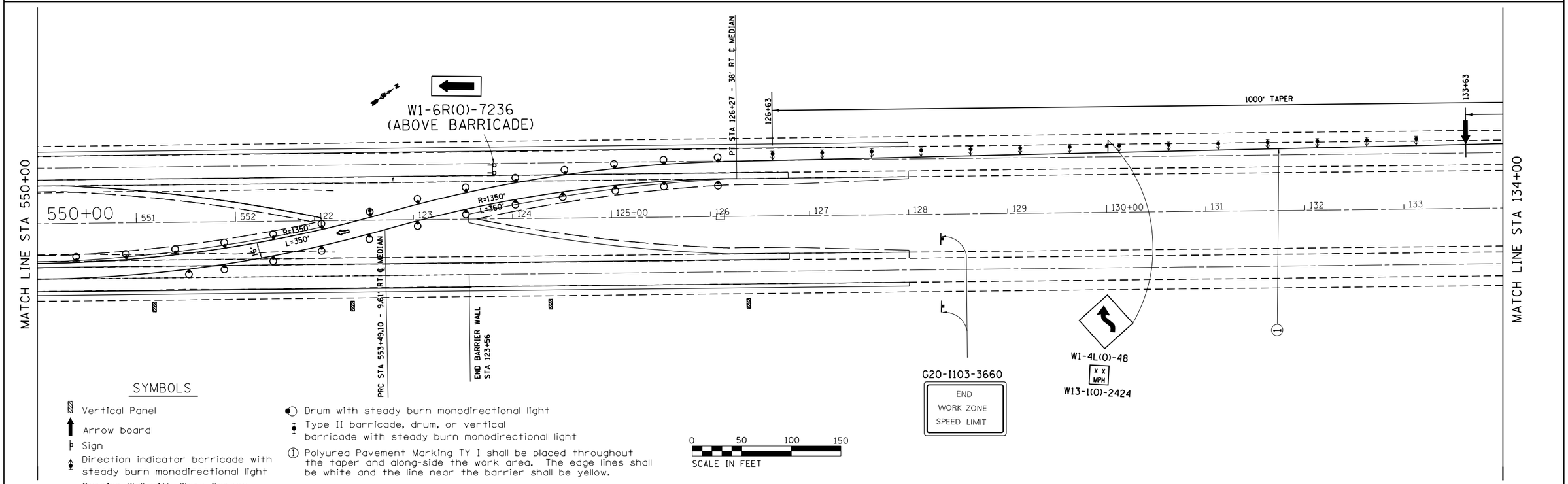
SCALE: | SHEET 8 OF 10 SHEETS | STA. 505+00 TO STA. 535+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	60

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Barrier Wall with Glare Screen
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- (1) Polyurea Pavement Marking TY I shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.

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Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

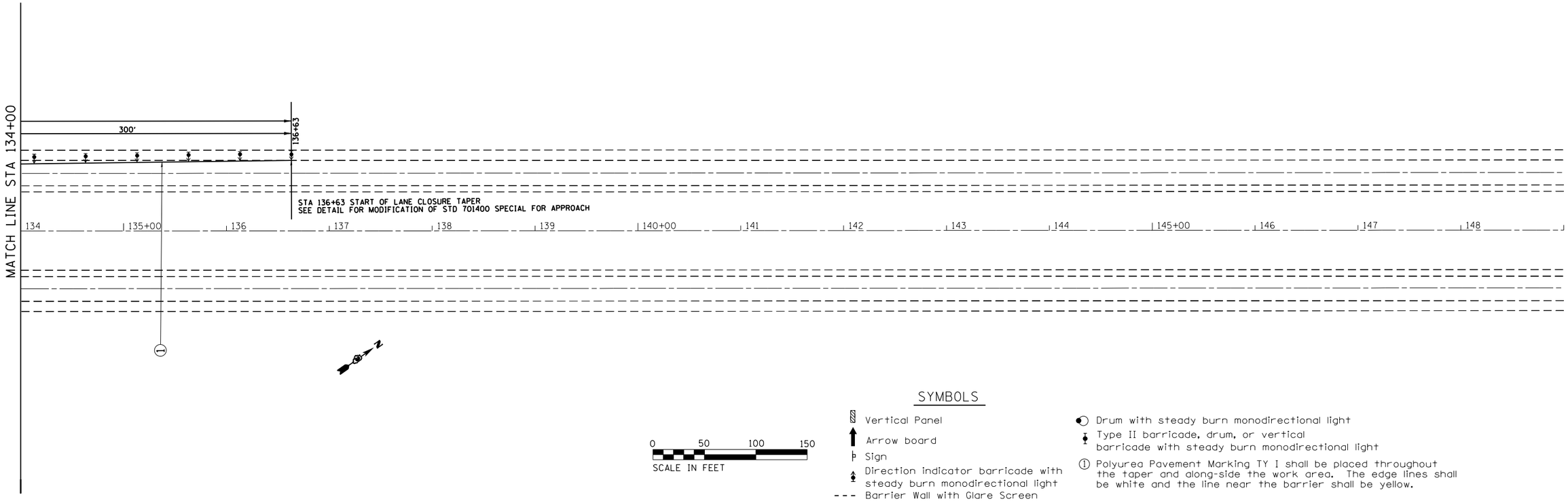
STAGE 1 CONSTRUCTION

SCALE: | SHEET 9 OF 10 SHEETS | STA. 535+00 TO STA. 134+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	61

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



SYMBOLS

- Vertical Panel
- Arrow board
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Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

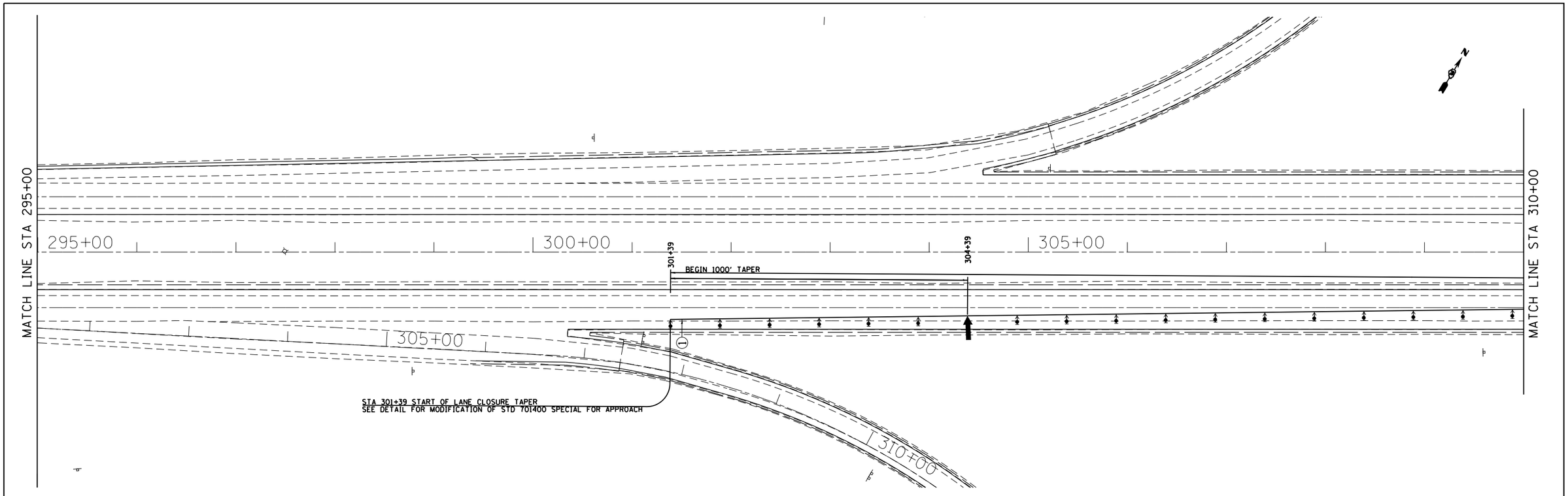
STAGE 1 CONSTRUCTION

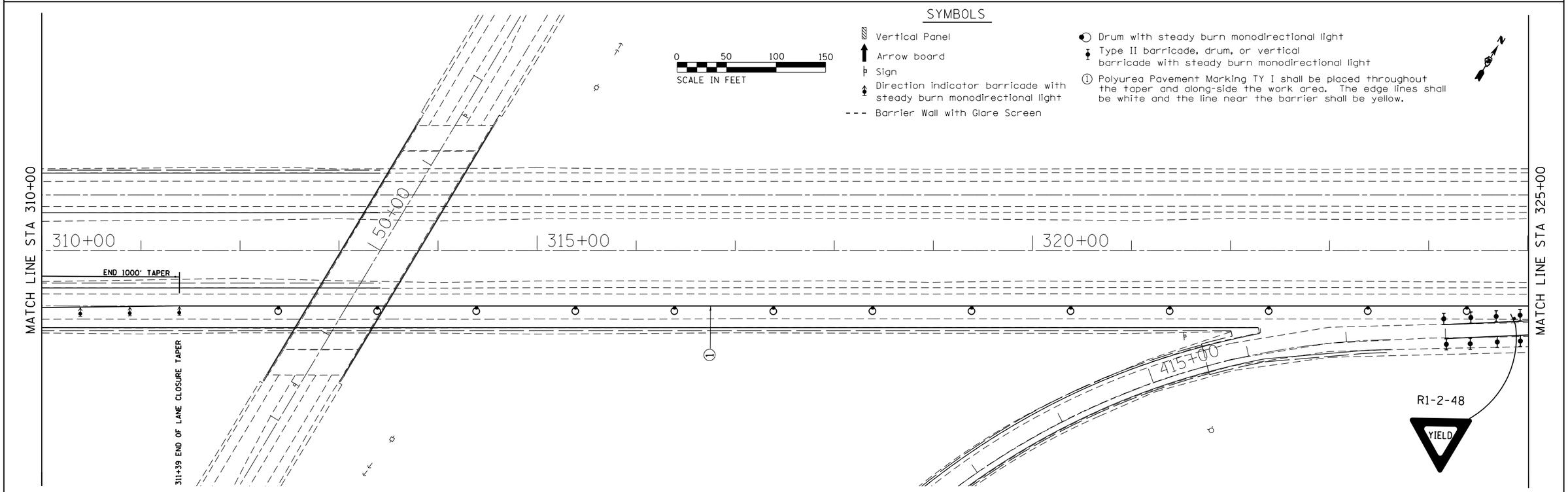
SCALE: | SHEET 10 OF 10 SHEETS | STA. 565+00 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	62

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





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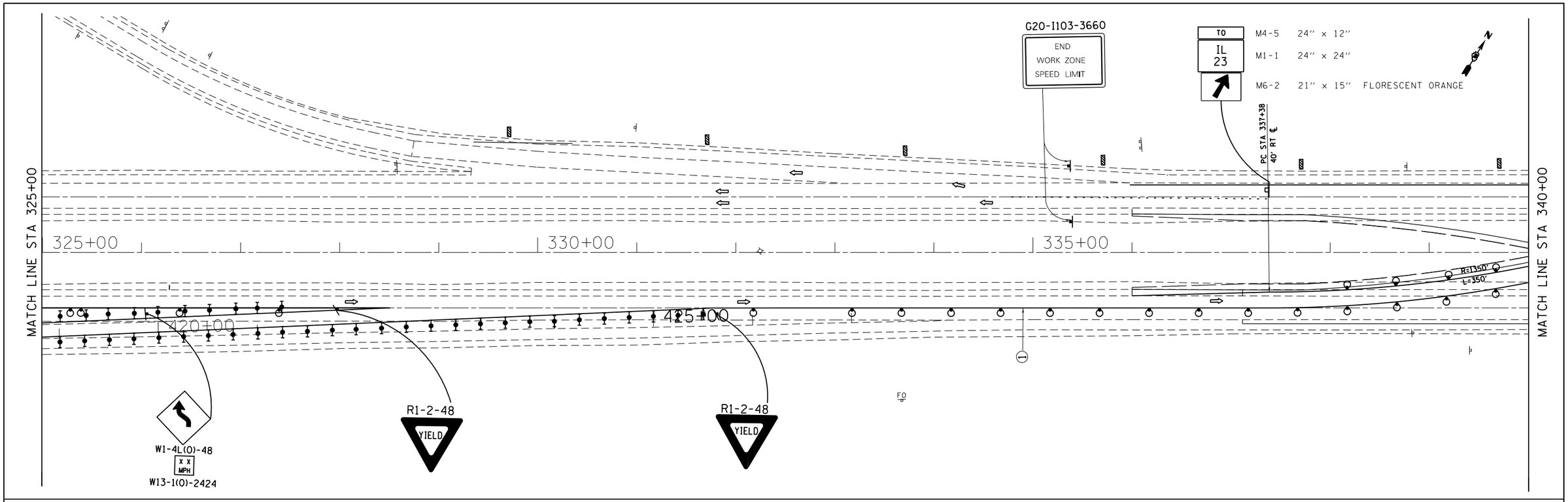
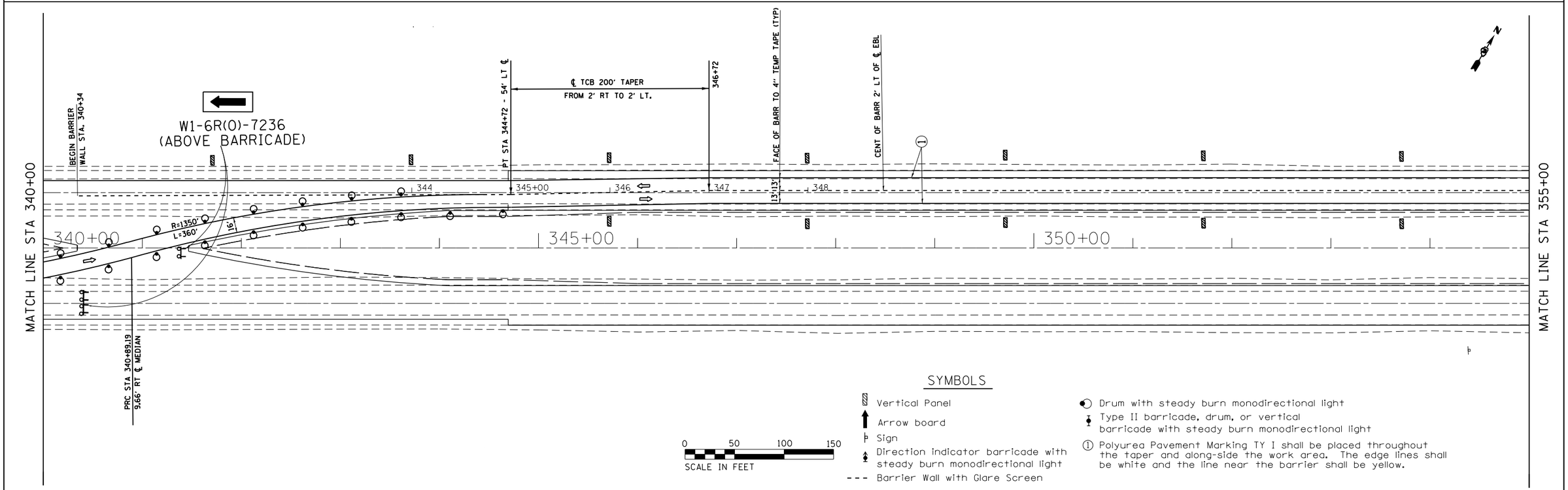
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			55	(53-4)R&I	LIVINGSTON	242	63
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -		SCALE: SHEET 1 OF 10 SHEETS STA. 295+00 TO STA. 325+00			CONTRACT NO. 66F23		
								ILLINOIS FED. AID PROJECT		





SYMBOLS

- Vertical Panel
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0 50 100 150
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

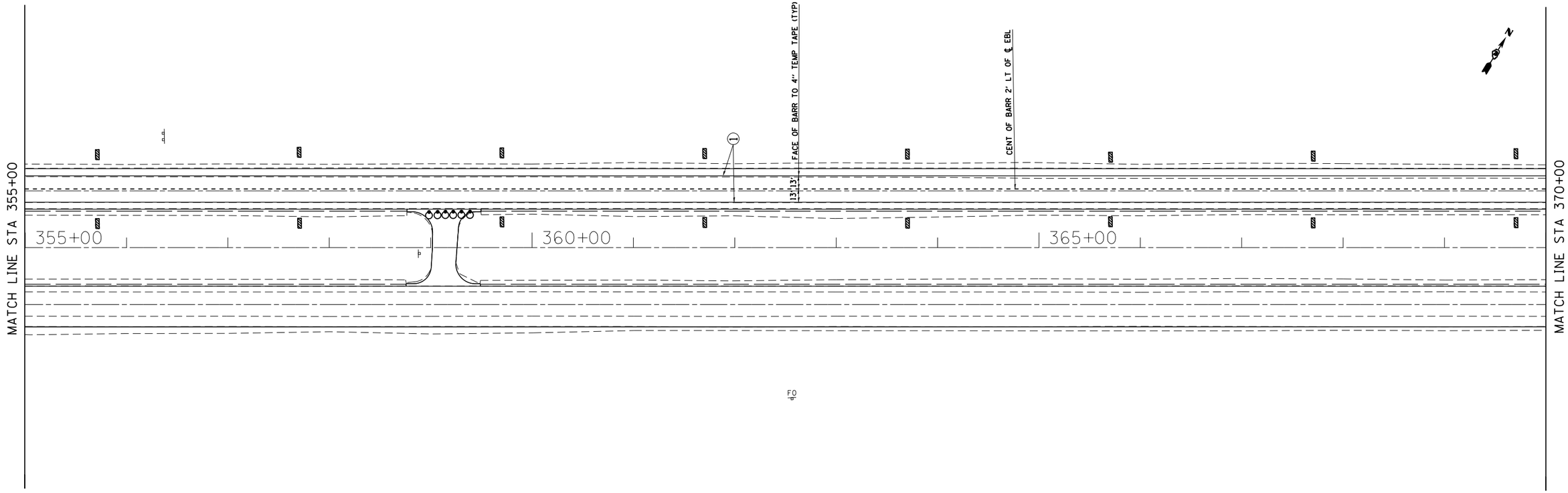
STAGE 2 CONSTRUCTION

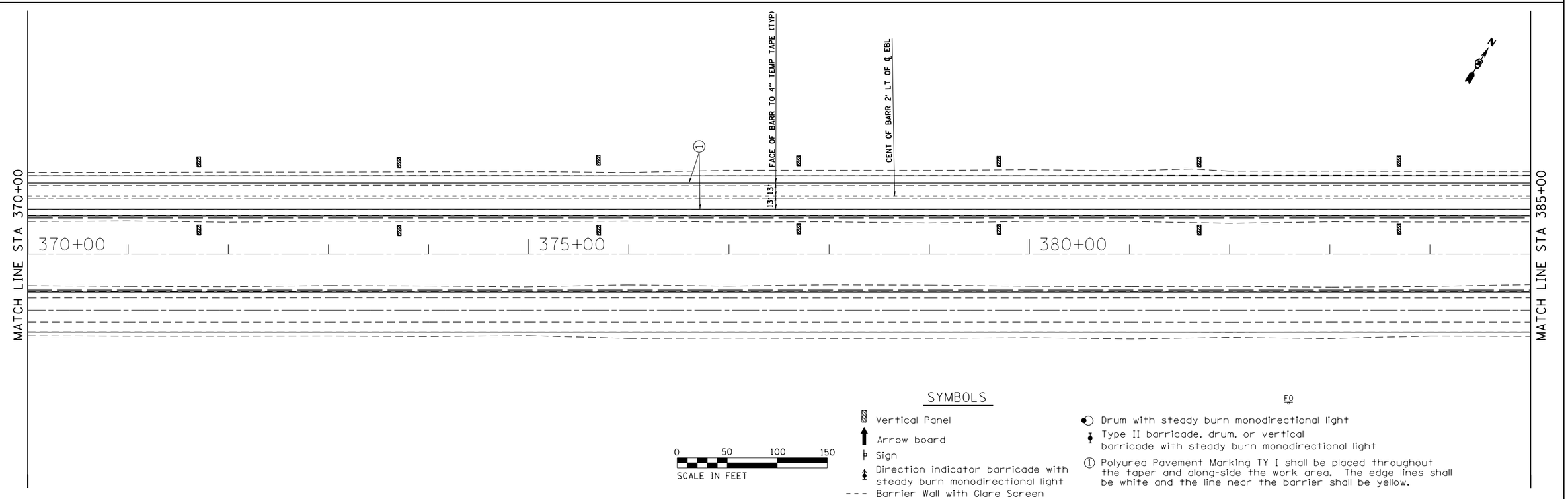
SCALE: SHEET 2 OF 10 SHEETS STA. 325+00 TO STA. 355+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	64

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

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0 50 100 150
SCALE IN FEET

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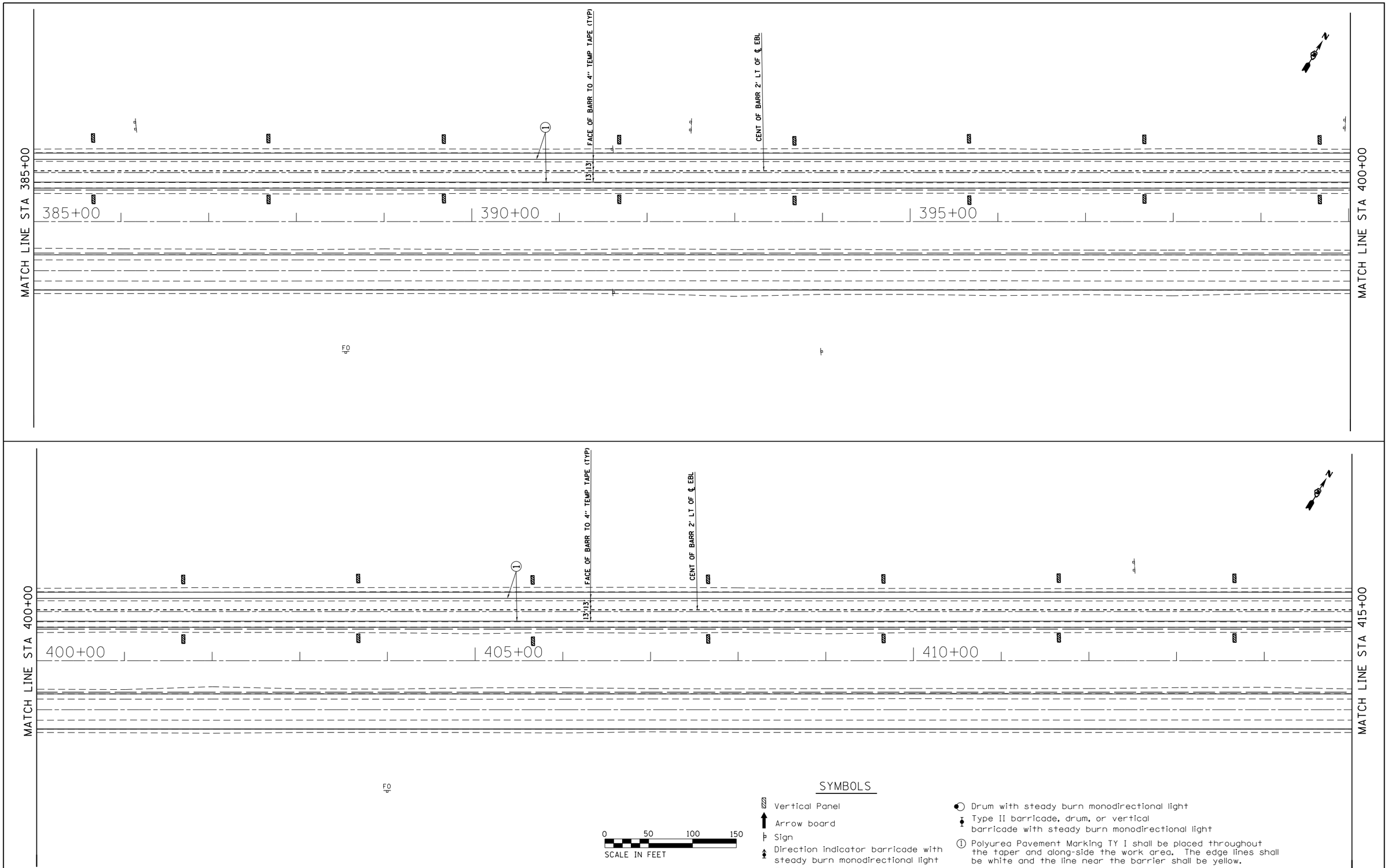
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

SCALE: | SHEET 3 OF 10 SHEETS | STA. 355+00 TO STA. 385+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	65
		CONTRACT NO. 66F23		
	ILLINOIS	FED. AID PROJECT		



SYMBOLS

- Vertical Panel
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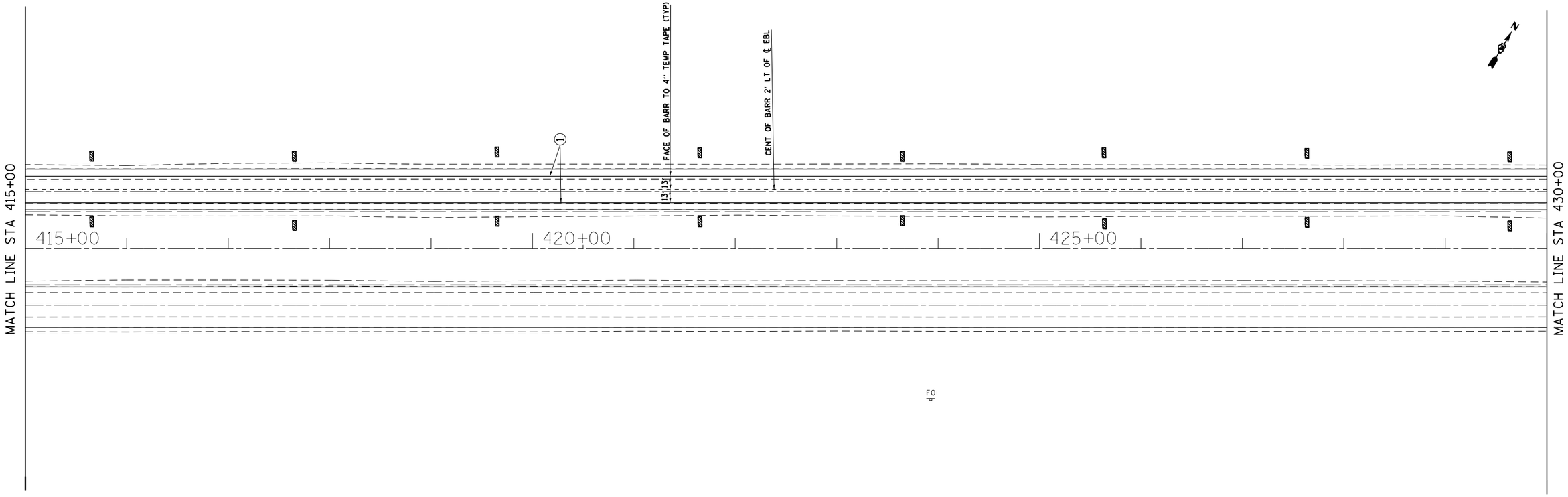
Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

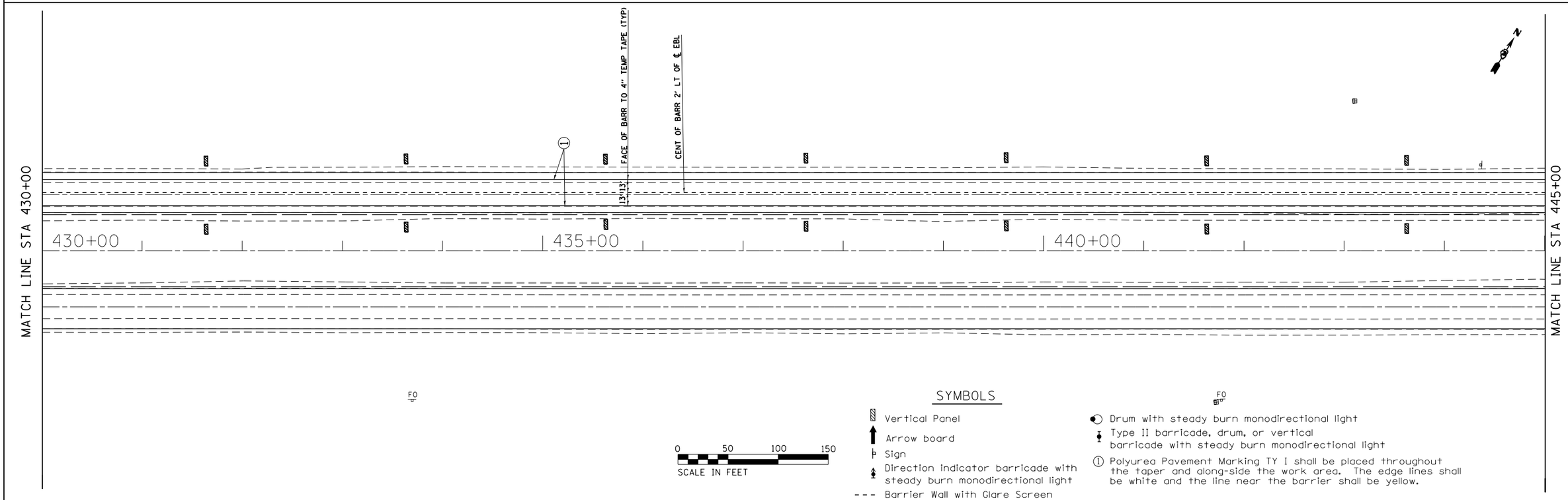
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

SCALE: | SHEET 4 OF 10 SHEETS | STA. 385+00 TO STA. 415+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	66
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		





SYMBOLS

- Vertical Panel
- Arrow board
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0 50 100 150
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

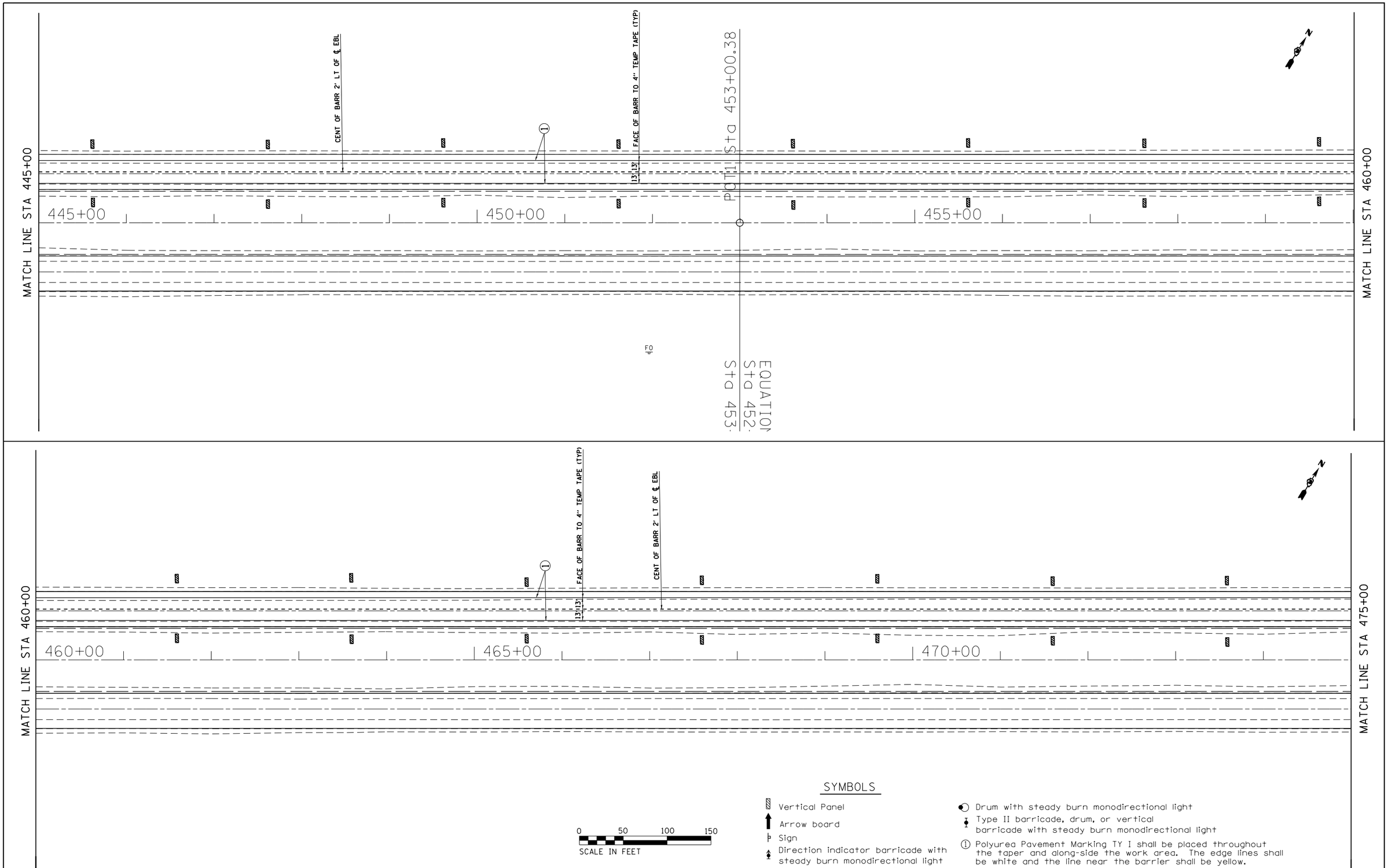
STAGE 2 CONSTRUCTION

SCALE: | SHEET 5 OF 10 SHEETS | STA. 415+00 TO STA. 445+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	67

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



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Default	PLOT DATE = 4/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

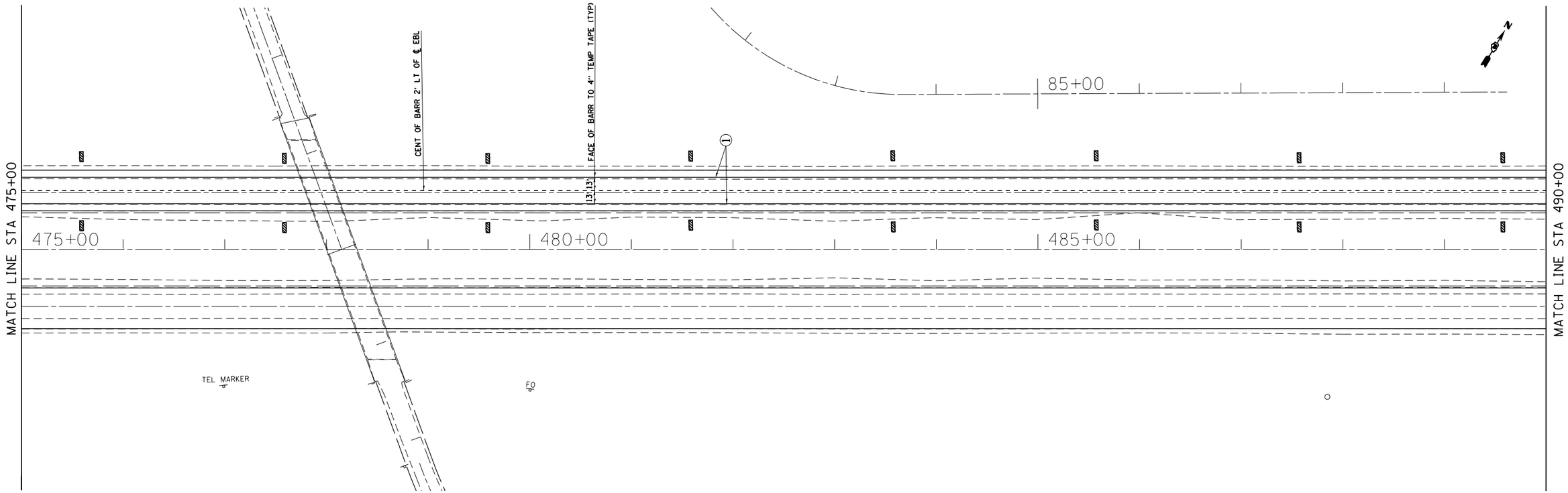
STAGE 2 CONSTRUCTION

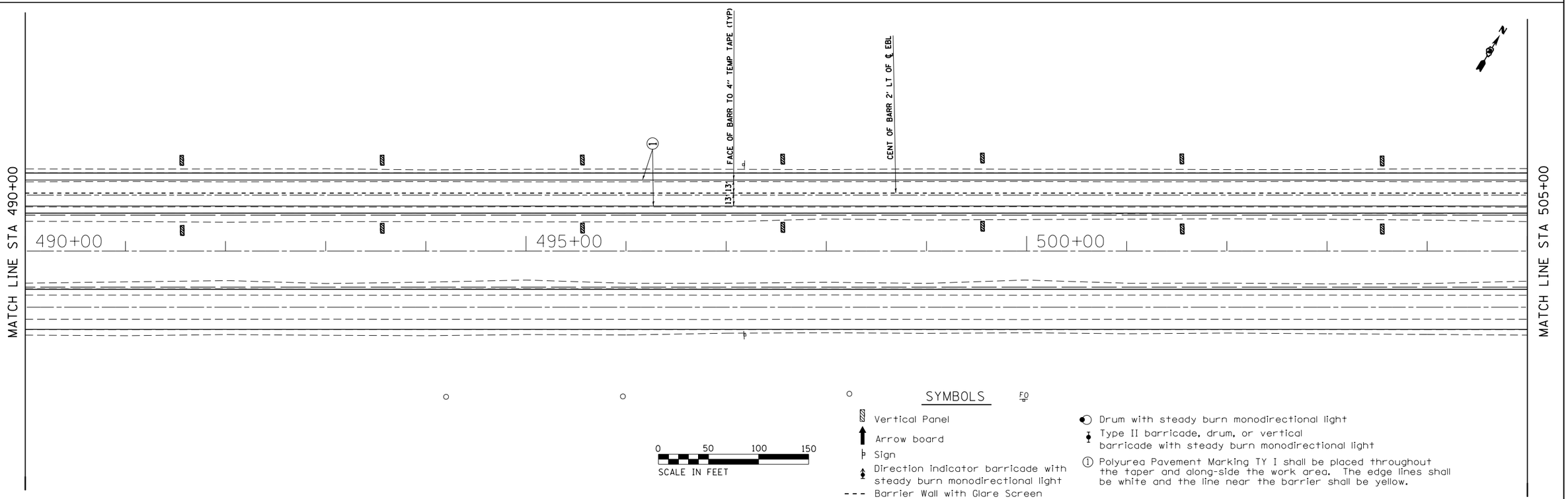
SCALE: | SHEET 6 OF 10 SHEETS | STA. 445+00 TO STA. 475+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	68

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

FO

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
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0 50 100 150
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

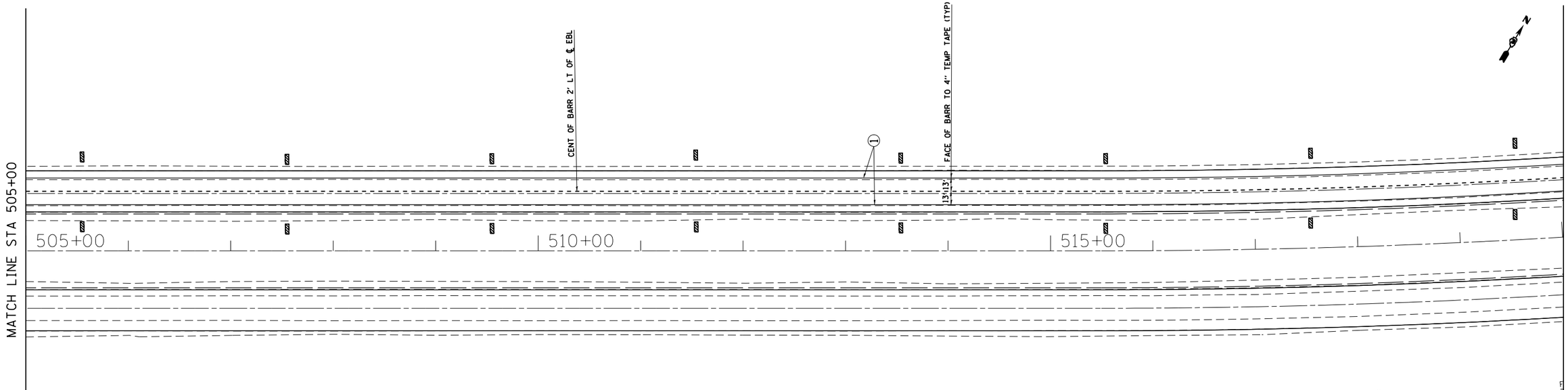
STAGE 2 CONSTRUCTION

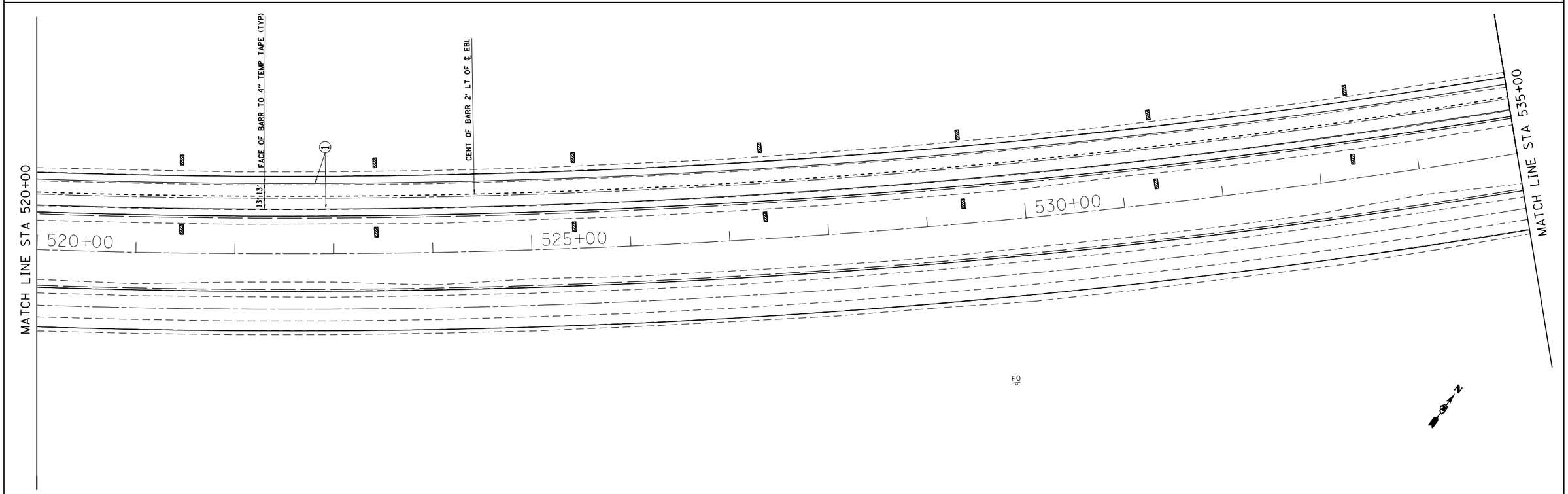
SCALE: | SHEET 7 OF 10 SHEETS | STA. 475+00 TO STA. 505+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	69

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

- Vertical Panel
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SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

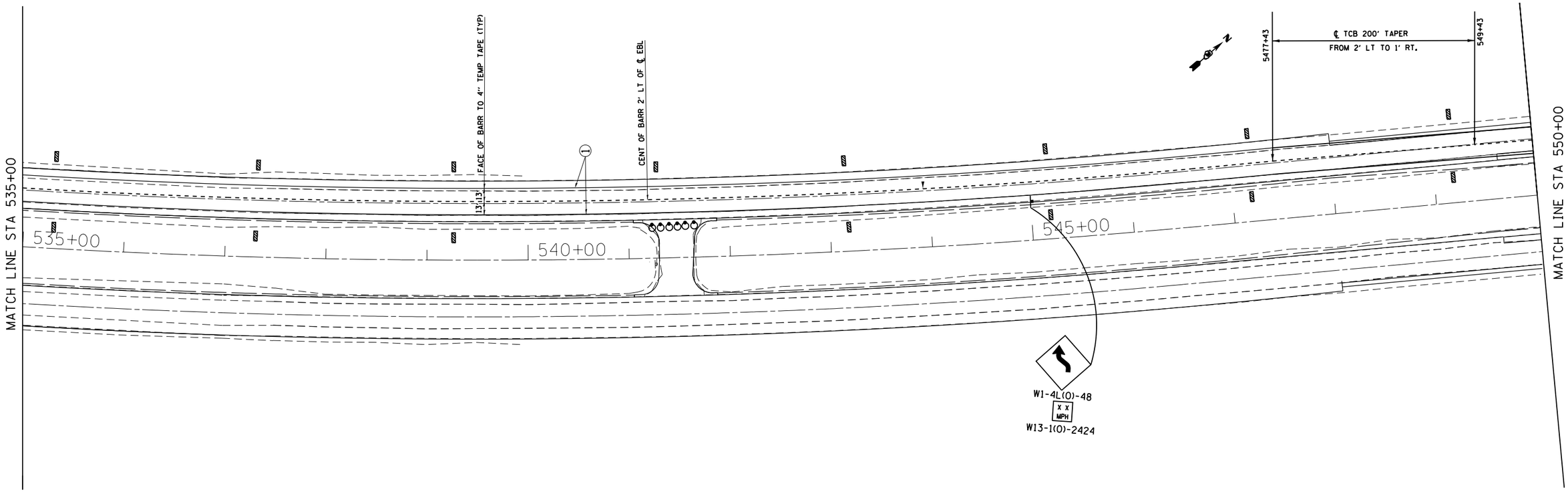
STAGE 2 CONSTRUCTION

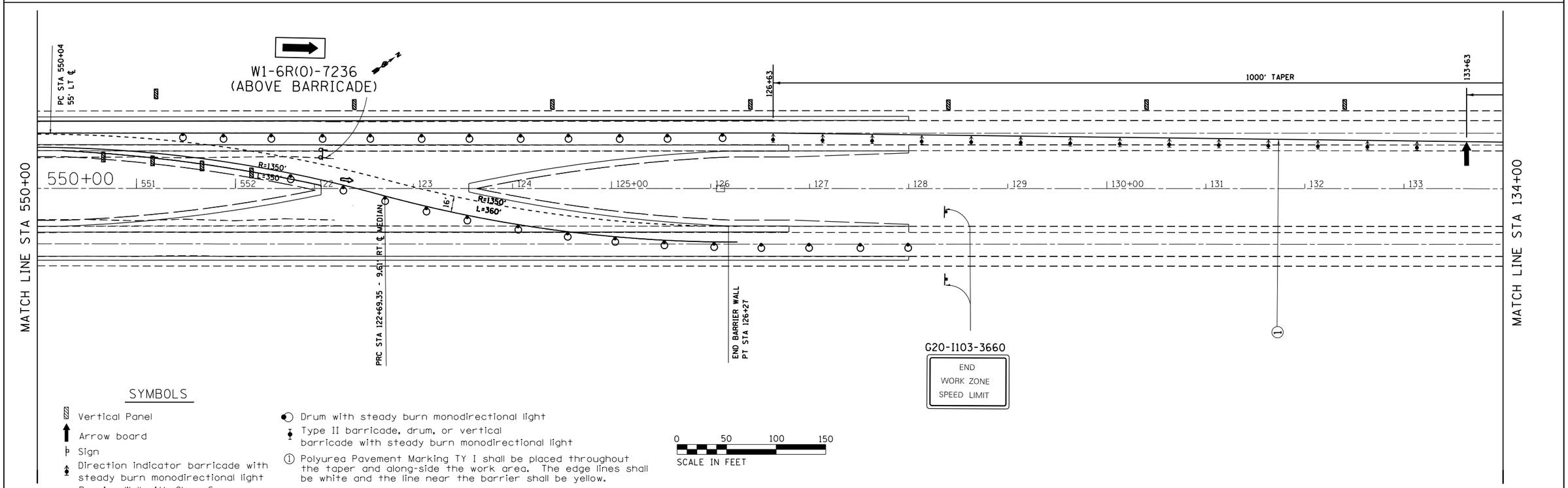
SCALE: | SHEET 8 OF 10 SHEETS | STA. 505+00 TO STA. 535+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	70

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT





SYMBOLS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

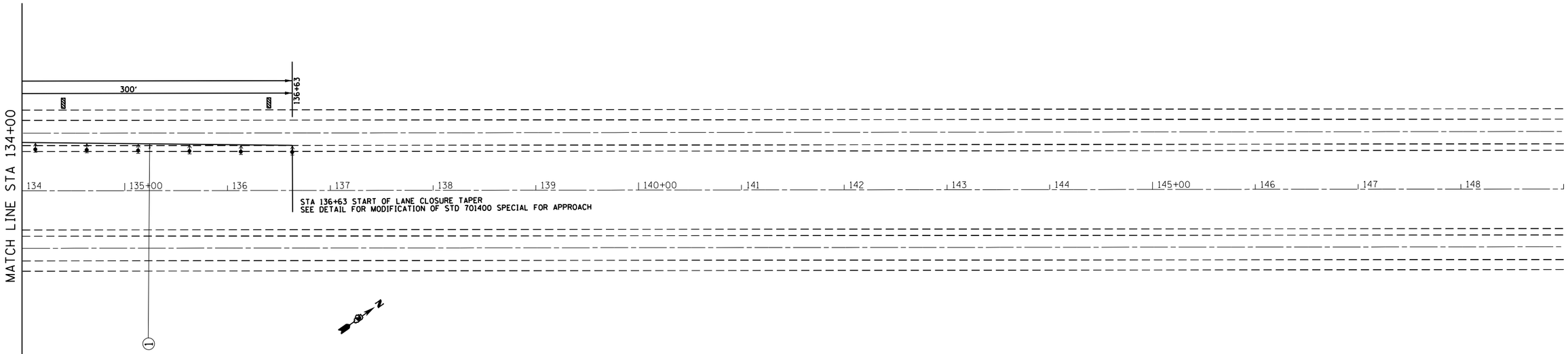
STAGE 2 CONSTRUCTION

SCALE: | SHEET 9 OF 10 SHEETS | STA. 535+00 TO STA. 134+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	71

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT



0 50 100 150
SCALE IN FEET

SYMBOLS

- Vertical Panel
- Arrow board
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- Direction indicator barricade with steady burn monodirectional light
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

SCALE: | SHEET 10 OF 10 SHEETS | STA. 565+00 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	72

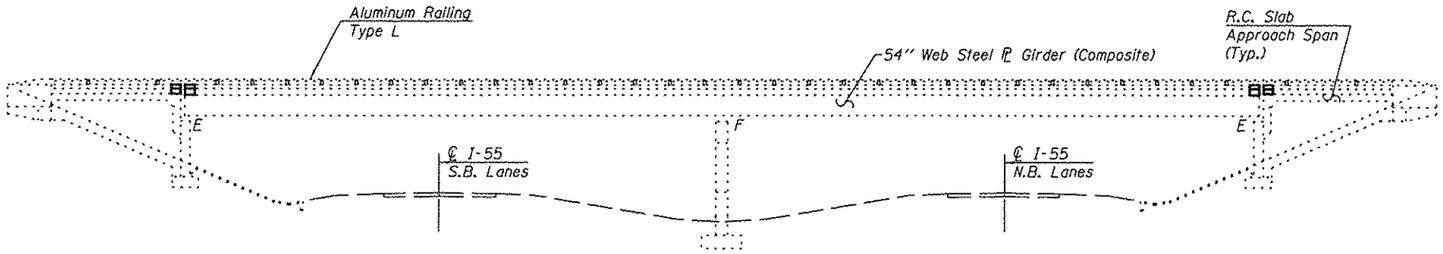
CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT

Existing Structure: S.N. 053-0135 is a 4-Span Bridge consisting of a two-span continous composite welded steel plate girder unit and two reinforced concrete slab approach spans on filled vault abutments. It was constructed in 1974 as section 53-4HB in Project I-55-5(49) 200. In 2000, the existing deck's bituminous wearing surface and waterproofing membrane was removed and replaced, deck patching, and replacement of P.J.S. gland material took place. The current overlay and W.P.M. will be removed, deck patching performed, expansion joints replaced, latex concrete overlay placed, and other items listed in the scope of work will be done. The structure will be closed to traffic during 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 and apply protective coat to main and approach spans.
8. Epoxy inject substructure cracks.
9. Construct concrete repairs to superstructure and substructure components.
10. Fill depressions and regrade aggregate slope walls at abutments, recoat aggregate with bituminous material.



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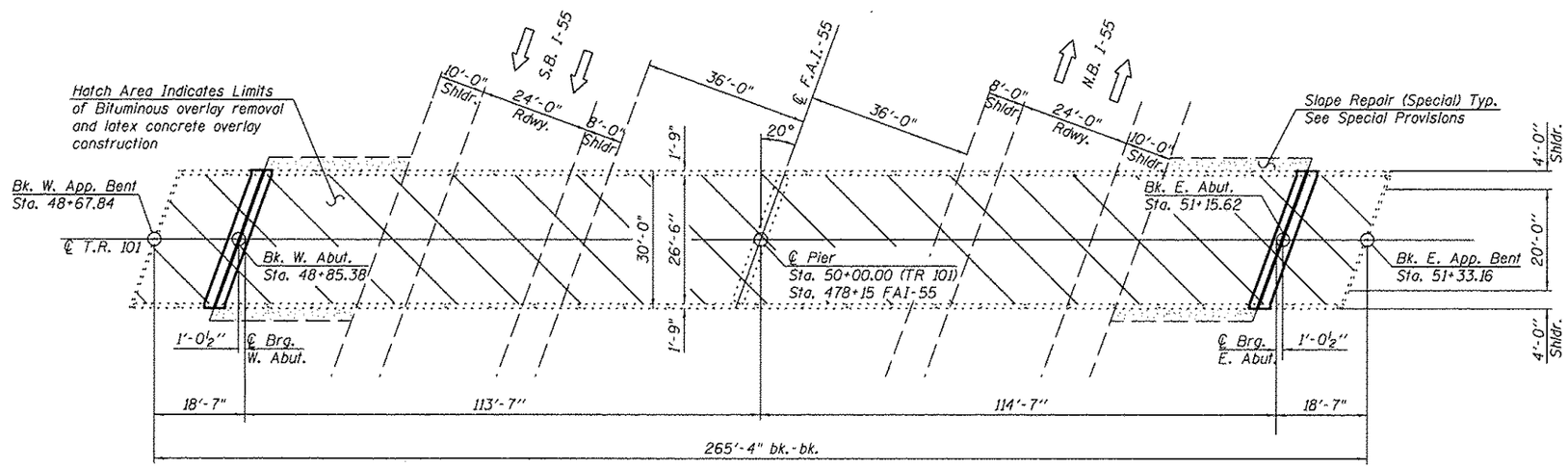
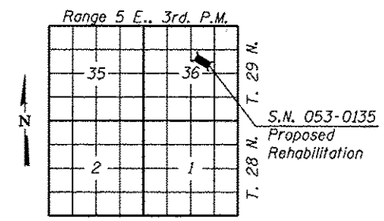


PLAN



LOCATION PLAN

INDEX OF SHEETS

LICENSED STRUCTURAL ENGINEER JOHN A. MORRIS NO. 81-4277 STATE OF ILLINOIS

John A. Morris 7/22/15
ILLINOIS STRUCTURAL NO. 4277 (Expires 11/30/16)

GENERAL PLAN
T.R. 101 OVER F.A.I.-55
SECTION (53-4,5) RS-1 & I
LIVINGSTON COUNTY
STATION 478+15
S.N. 053-0135

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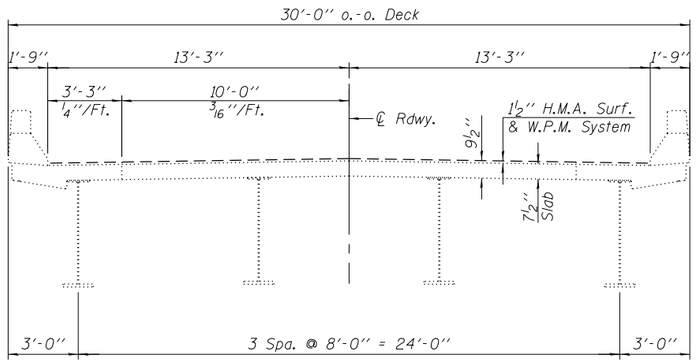
FEHR GRAHAM ENGINEERING & ENVIRONMENTAL ILLINOIS DESIGN FIRM NO. 184-003565 — ILLINOIS IOWA WISCONSIN

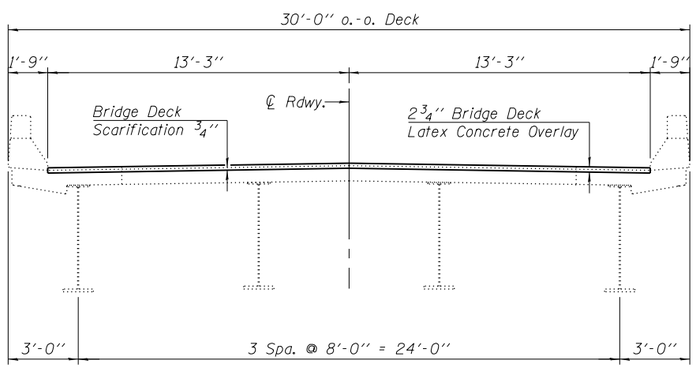
GENERAL PLAN
S.N. 053-0135
SHEET NO. 1 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4, 5) RS-1 & I	LIVINGSTON	242	73
		CONTRACT NO. 66R23		
		ILLINOIS FED. AID PROJECT		

*46810P



EXISTING TYPICAL CROSS SECTION THRU DECK



PROPOSED TYPICAL CROSS SECTION THRU DECK

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.

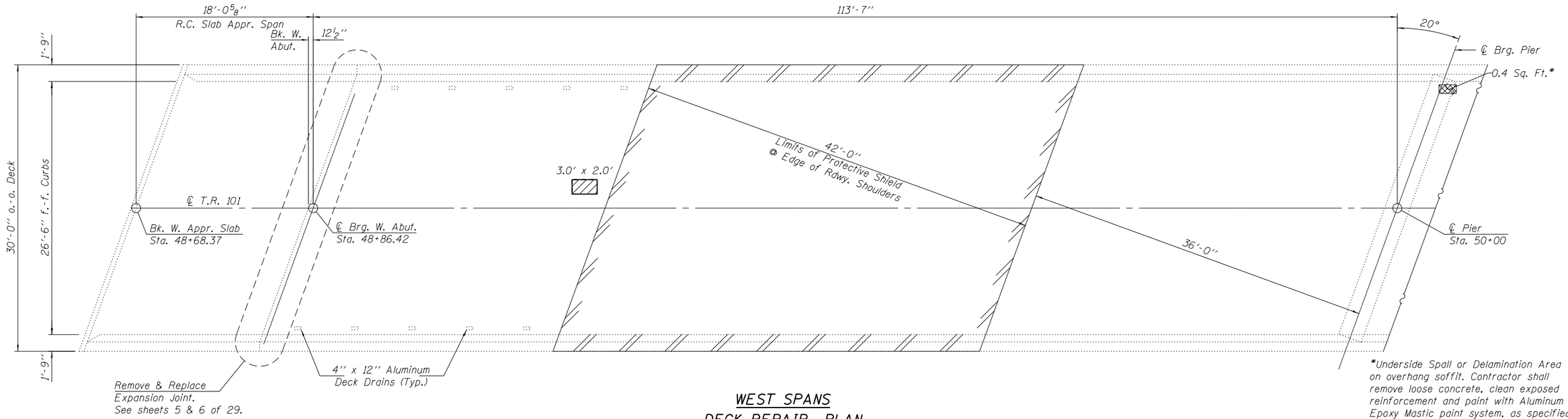
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall 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.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

TOTAL BILL OF MATERIAL

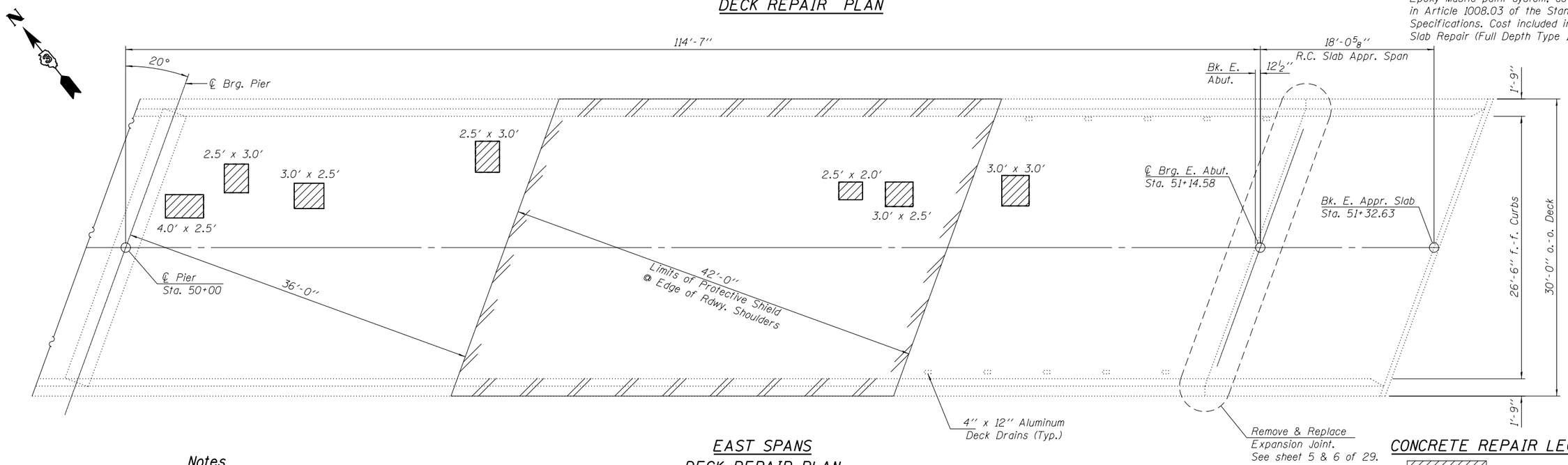
	ITEM	UNIT	SUPER	SUB	TOTAL
	Hot Mix Asphalt Surface Removal (Deck)	Sq. Yd.	778		778
	Concrete Superstructure	Cu. Yd.	13.4		13.4
	Reinforcement Bars, Epoxy Coated	Pound	1890		1890
	Bridge Deck Scarification 3/4"	Sq. Yd.	750		750
	Concrete Removal	Cu. Yd.	12.5		12.5
	Protective Shield	Sq. Yd.	298		298
	Deck Slab Repair (Full Depth Type I)	Sq. Yd.	2		2
	Preformed Joint Strip Seal	Foot	61		61
	Bridge Deck Latex Concrete Overlay, 2 3/4"	Sq. Yd.	778		778
	Bridge Deck Grooving	Sq. Yd.	719		719
*	Protective Coat	Sq. Yd.	29		29
	Epoxy Crack Injection	Foot		31	31
	Slope Repair (Special)	Sq. Yd.		240	240
	Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)	Sq. FT.	9		9

*Apply to new concrete superstructure areas at expansion joints.



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

WEST SPANS DECK REPAIR PLAN



EAST SPANS DECK REPAIR PLAN

Notes

1. Quantities and repair areas shown are estimated. Actual areas are to be determined by Resident Engineer and recorded on As-Built Plans.
2. Quantities shown for Deck Slab Repair (Partial) is for information only. (See Bridge Deck Latex Concrete Overlay Special Provision)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq. Yd.	7
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	2
Protective Shield	Sq. Yd.	298

CONCRETE REPAIR LEGEND

- Deck Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth)
- Protective Shield

FILE NAME = 0135_GEN-PLAN.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

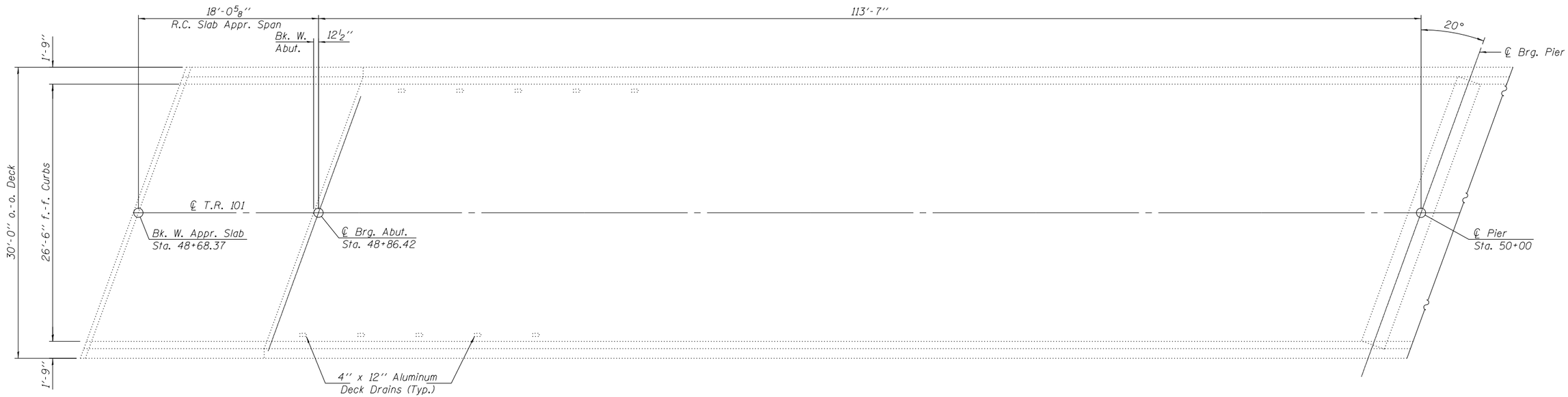
ILLINOIS
IOWA
WISCONSIN

DECK REPAIR PLAN
S.N. 053-0135
SHEET NO. 3 OF 29 SHEETS

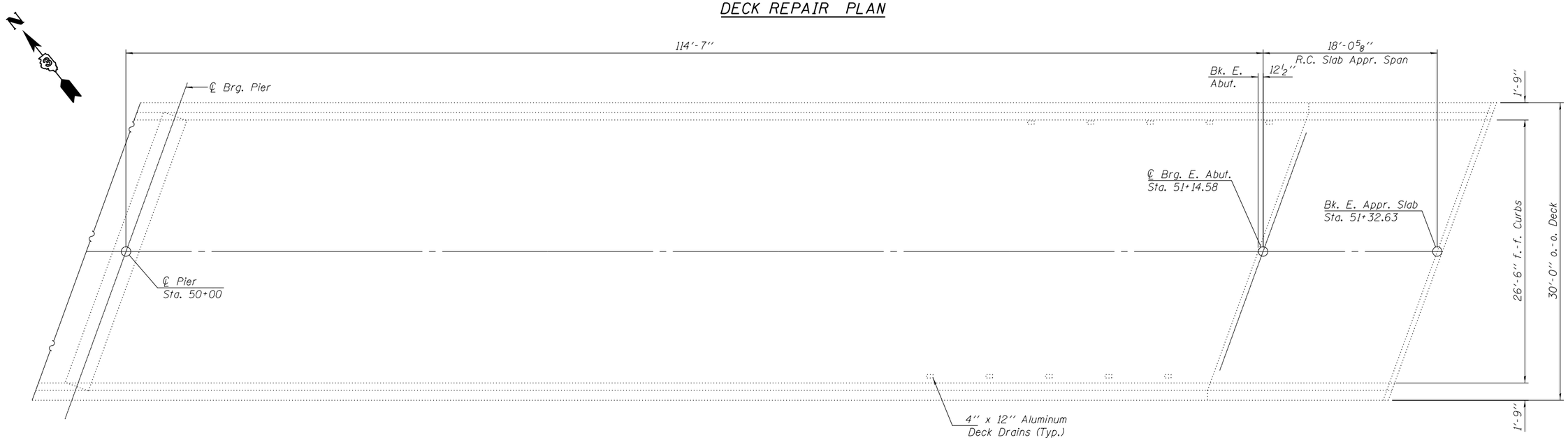
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	75

CONTRACT NO. 66F23
ILLINOIS FED. AID PROJECT

*46810P



WEST SPANS
DECK REPAIR PLAN



EAST SPANS
DECK REPAIR PLAN

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	

FILE NAME = 0135_GEN-PLAN.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

DECK REPAIR PLAN (AS BUILT)
S.N. 053-0135

SHEET NO. 4 OF 29 SHEETS

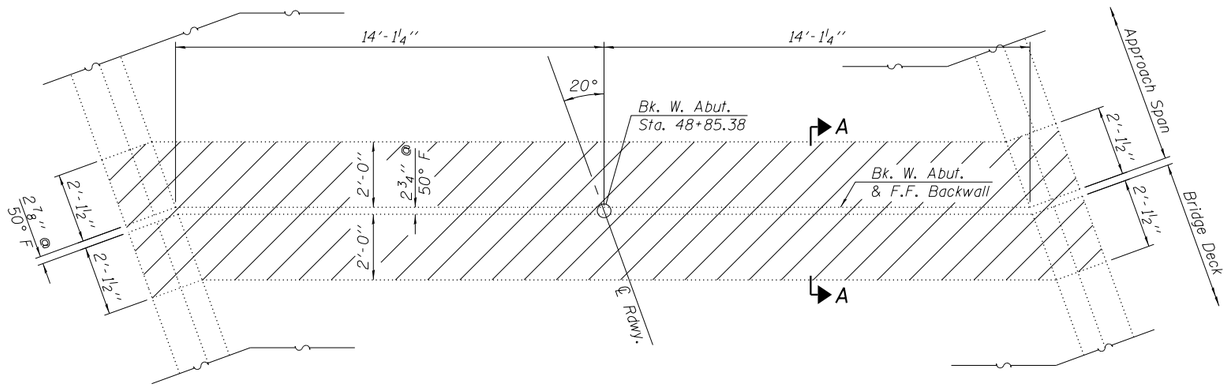
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	76

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT

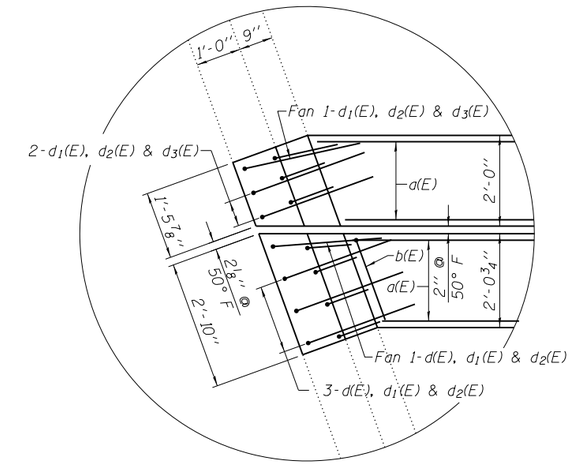
*46810P

Note: Hatched area indicates limits of Concrete Removal.



EXISTING PLAN AT EXPANSION JOINT

(W. Abut. Shown - E. Abut. Similar)

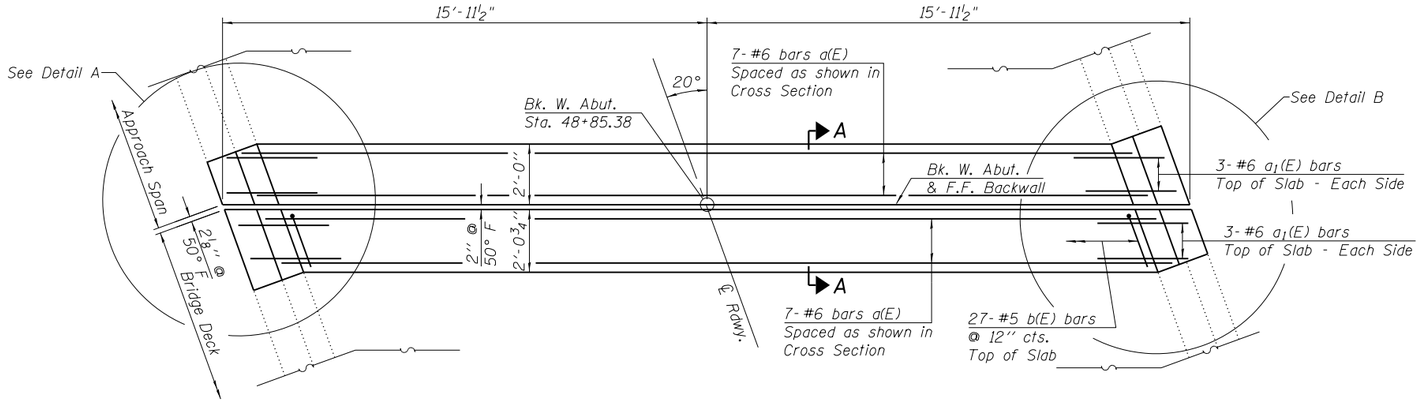


DETAIL A

(@ S.W. & N.E. Corners)

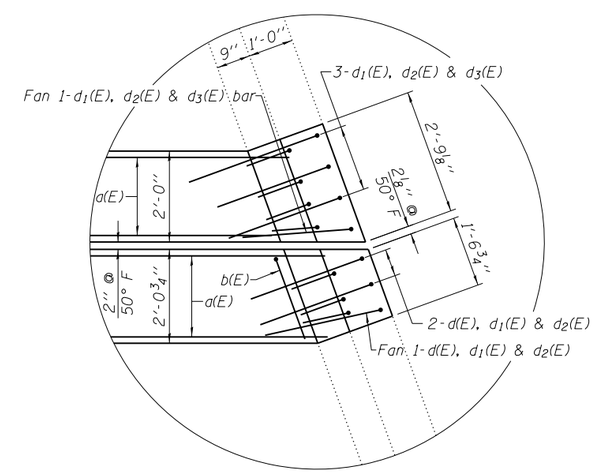
N

See Sheet 6 of 29 for
Section A-A & Sections Through Parapet/Soffit.



PROPOSED PLAN AT EXPANSION JOINT

(W. Abut. Shown - E. Abut. Similar)



DETAIL B

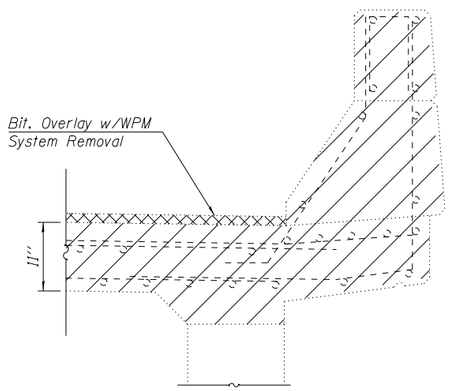
(@ N.W. & S.E. Corners)

Note: 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.

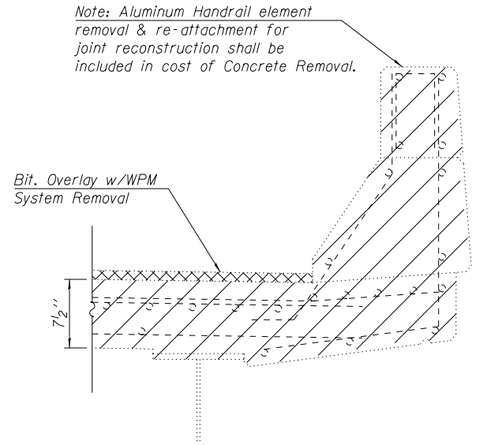
Work this sheet with sheet 6 of 29.

FILE NAME = 0135_REPLACEMENT-DTLS.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -	FEHR GRAHAM ENGINEERING & ENVIRONMENTAL ILLINOIS DESIGN FIRM NO. 184-003525	ILLINOIS IOWA WISCONSIN	EXPANSION JOINT REPLACEMENT DETAILS S.N. 053-0135	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - G.M. & S.F.M.	REVISED -				55	(53-4)R&I	LIVINGSTON	242	77
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -						CONTRACT NO. 66F23		
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -			SHEET NO. 5 OF 29 SHEETS		ILLINOIS FED. AID PROJECT			

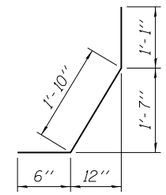
*46810P



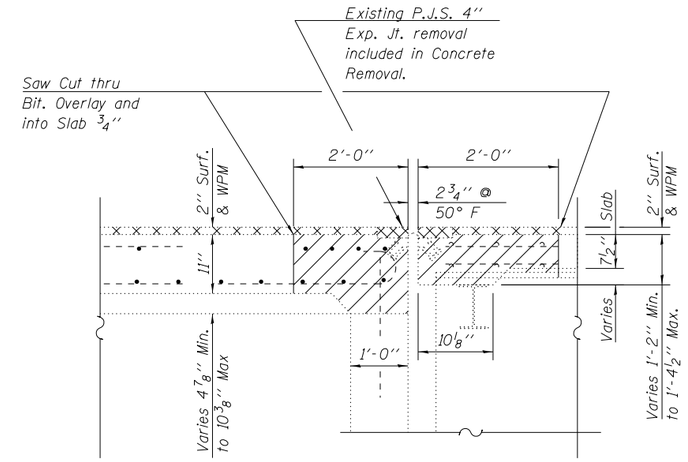
SECTION THROUGH PARAPET AND SOFFIT
APPROACH SPAN REMOVAL



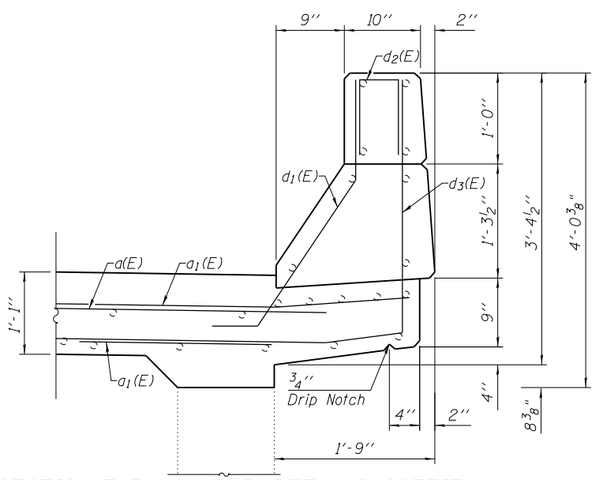
SECTION THROUGH PARAPET AND SOFFIT
MAIN SPAN REMOVAL



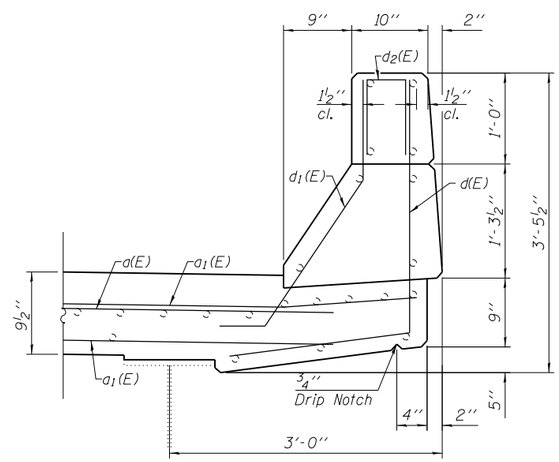
BAR $d_1(E)$



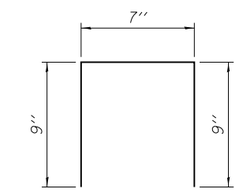
SECTION A-A
(Showing Removal)



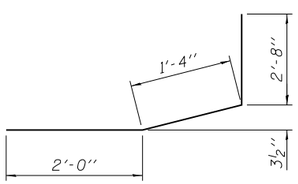
SECTION THROUGH PARAPET AND SOFFIT
APPROACH SPAN CONSTRUCTION



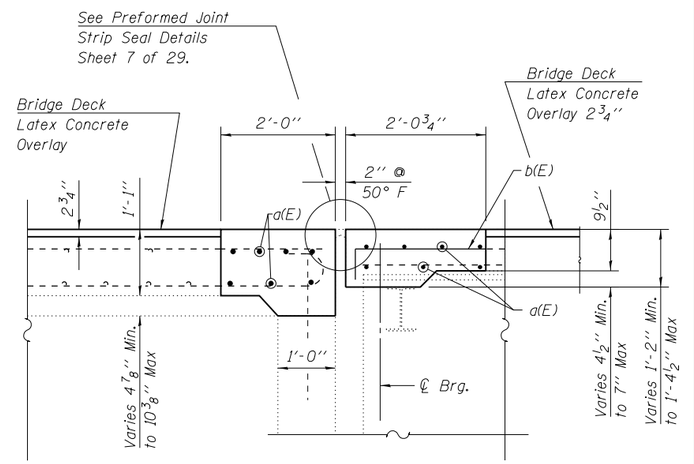
SECTION THROUGH PARAPET AND SOFFIT
MAIN SPAN CONSTRUCTION



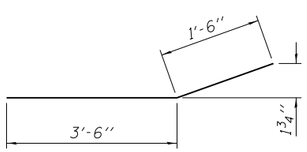
BAR $d_2(E)$



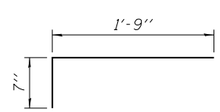
BAR $d_3(E)$



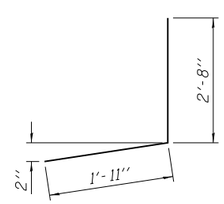
SECTION A-A
(Showing Proposed)



BAR $a_1(E)$



BAR b(E)



BAR d(E)

Note: 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)	28	#6	29'-10''	
$a_1(E)$	24	#6	5'-0''	
b(E)	54	#5	2'-4''	
d(E)	14	#5	4'-7''	
$d_1(E)$	28	#5	3'-5''	
$d_2(E)$	28	#5	2'-1''	
$d_3(E)$	16	#5	6'-0''	
Concrete Superstructure			Cu. Yd.	13.4
Concrete Removal			Cu. Yd.	12.5
Reinforcement Bars, Epoxy Coated			Pound	1890

Work this sheet with Sheet 5 of 29.

FILE NAME = 0135_REPLACEMENT-DTLS.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

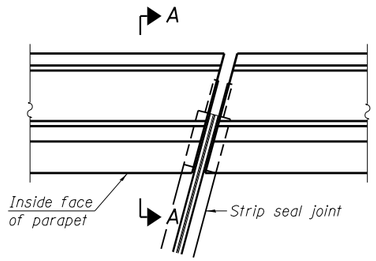
ILLINOIS
IOWA
WISCONSIN

EXPANSION JOINT REPLACEMENT DETAILS
S.N. 053-0135

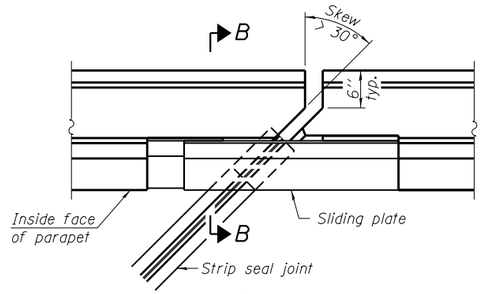
SHEET NO. 6 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	78
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

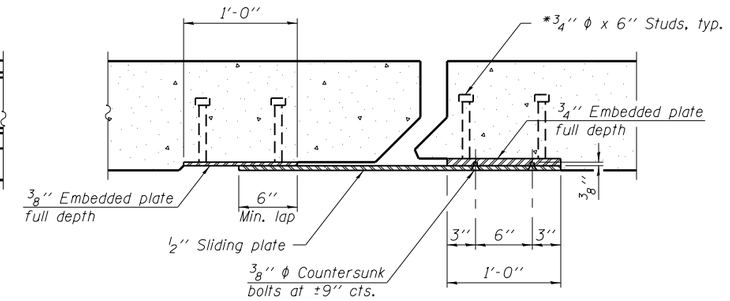
*46810P



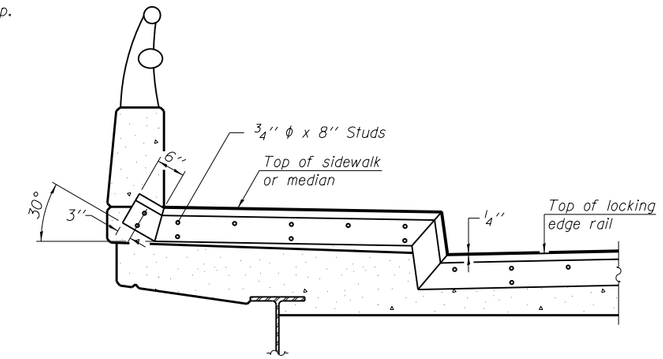
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

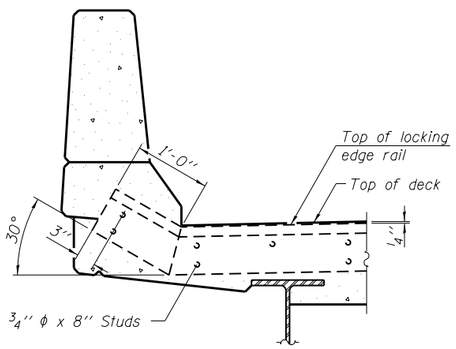


SECTION C-C

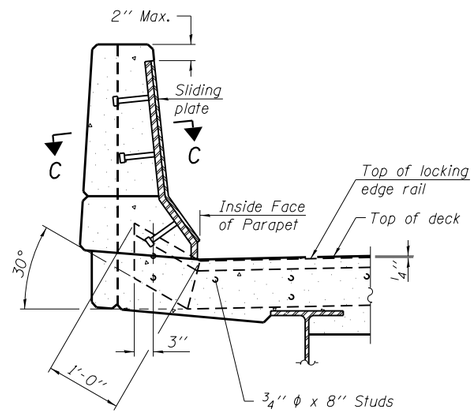


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

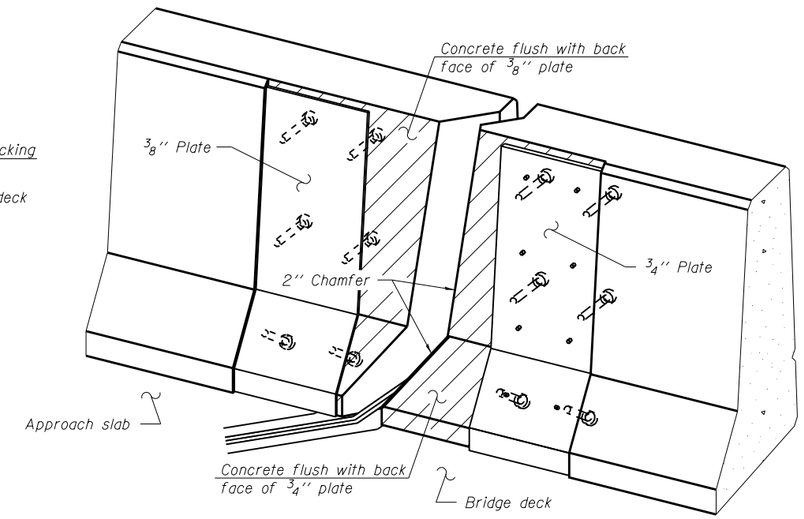
Shorter plates with a single row of studs at 12'' cts. may be necessary on medians which are shallower than 9''. See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 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 conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

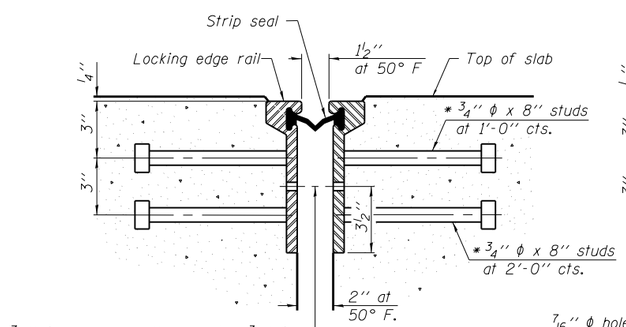
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

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

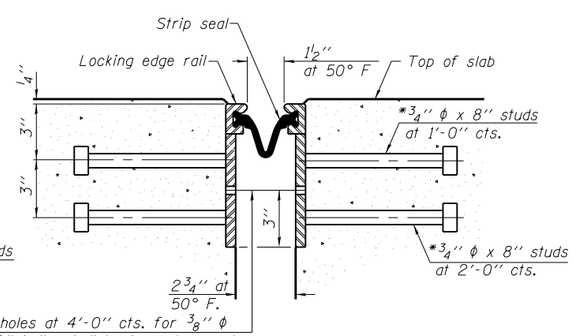
Maximum space between rail segments shall be 3/16'', sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



7/16'' ϕ holes at 4'-0'' cts. for 3/8'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

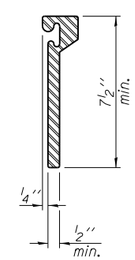
SECTION THRU ROLLED RAIL JOINT



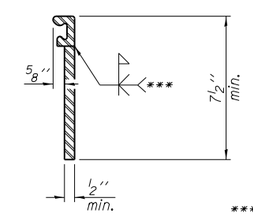
7/16'' ϕ holes at 4'-0'' cts. for 3/8'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

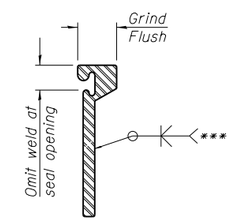
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



*** 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.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	61

EJ-SSJ

FILE NAME = 0135_PJF.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003523

ILLINOIS
IOWA
WISCONSIN

PREFORMED JOINT STRIP SEAL
S.N. 053-0135

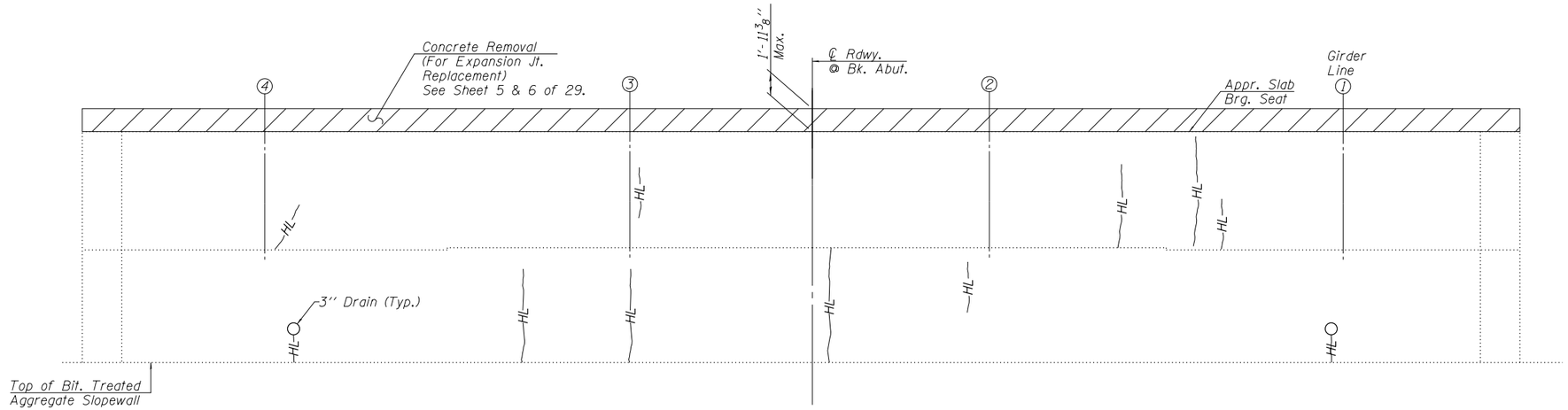
SHEET NO. 7 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	79

CONTRACT NO. 66F23

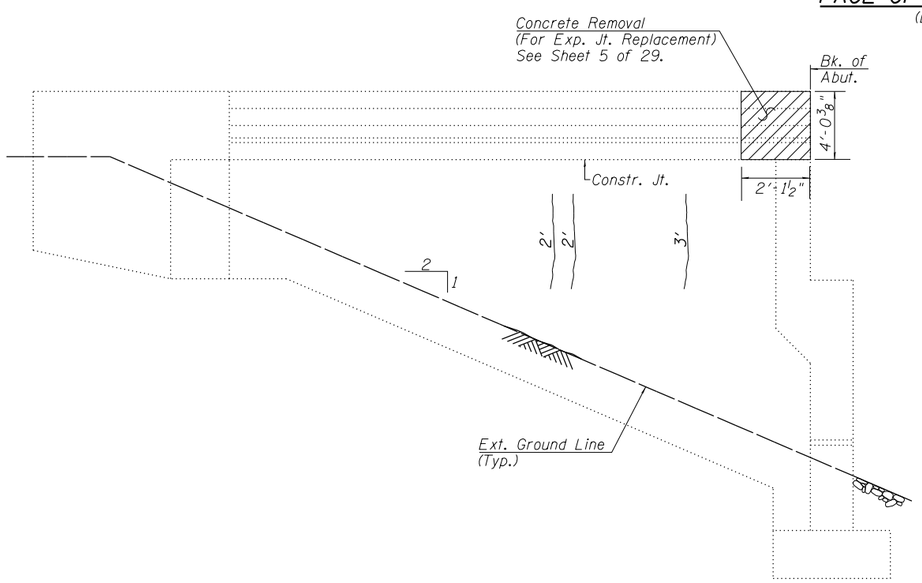
ILLINOIS FED. AID PROJECT

*46810P



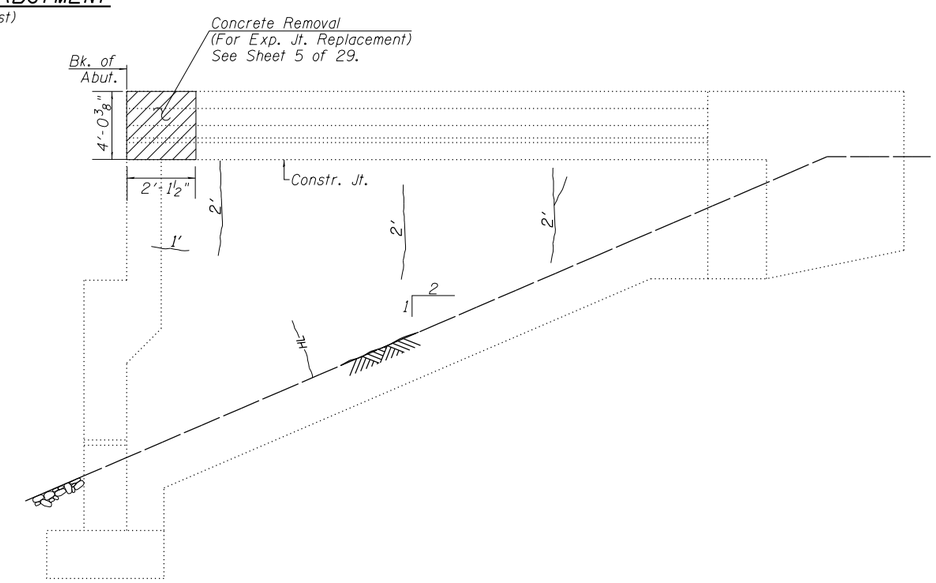
FACE OF WEST ABUTMENT

(Looking West)



SOUTH CURTAIN & WING WALL OF WEST ABUTMENT

(Looking North)



NORTH CURTAIN & WING WALL OF WEST ABUTMENT

(Looking South)

BILL OF MATERIAL - W. ABUT.

ITEM	UNIT	QTY
Epoxy Crack Injection	Foot	14

Note: Quantities and repair areas 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
- HL — Hairline Crack
- LC — Leached Crack
- EIC — Existing Epoxy Injected Crack (To be Reinjected)

FILE NAME = Ø135_SUB.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

WEST ABUTMENT REPAIRS
S.N. 053-0135

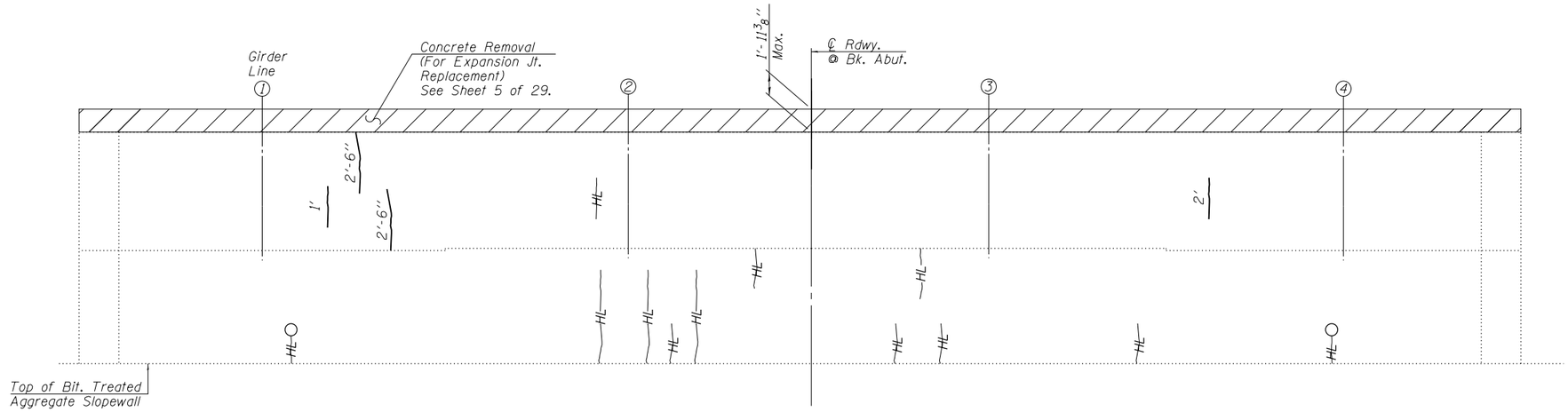
SHEET NO. 8 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	80

CONTRACT NO. 66F23

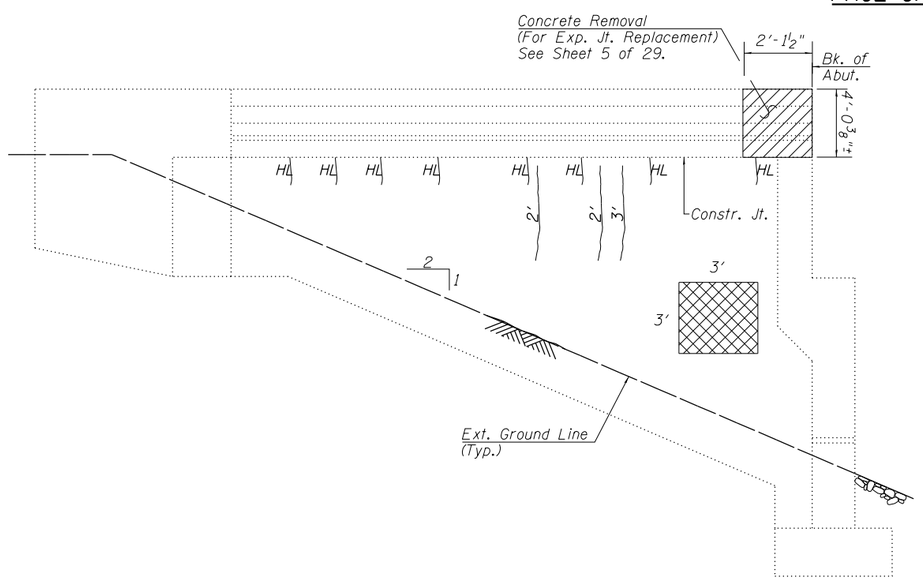
ILLINOIS FED. AID PROJECT

*46810P



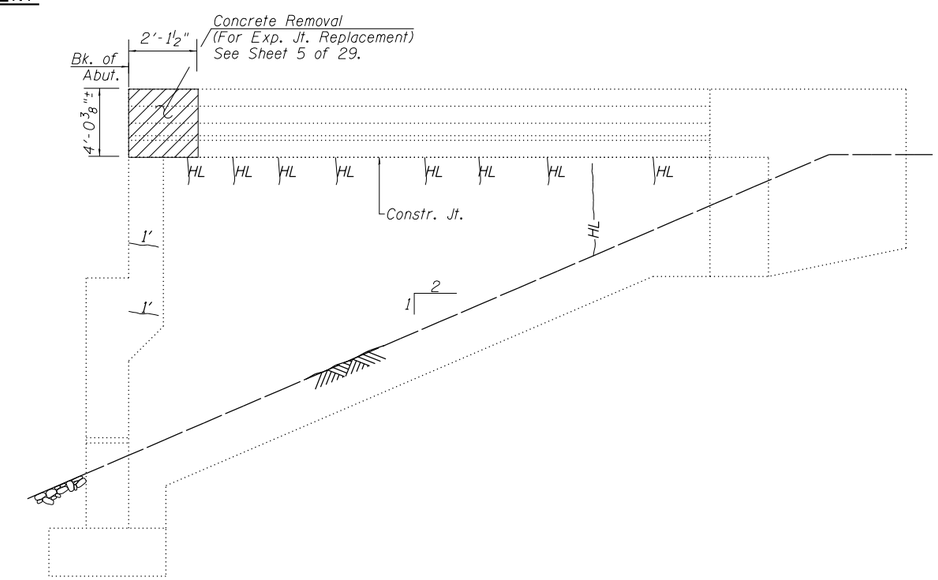
FACE OF EAST ABUTMENT

(Looking East)



NORTH CURTAIN & WING WALL OF EAST ABUTMENT

(Looking South)



SOUTH CURTAIN & WING WALL OF EAST ABUTMENT

(Looking North)

BILL OF MATERIAL - E. ABUT.

ITEM	UNIT	QTY
Structural Repair of Concrete (Depth Equal or Less Than 5")	Sq. Ft.	9
Epoxy Crack Injection	Foot	17

Note: Quantities and repair areas 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

HL — Hairline Crack

LC — Leached Crack

EIC — Existing Epoxy Injected Crack (To be Reinjected)

FILE NAME = 0135_SUB.DGN	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EAST ABUTMENT REPAIRS
S.N. 053-0135

SHEET NO. 9 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	81

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT

*46810P

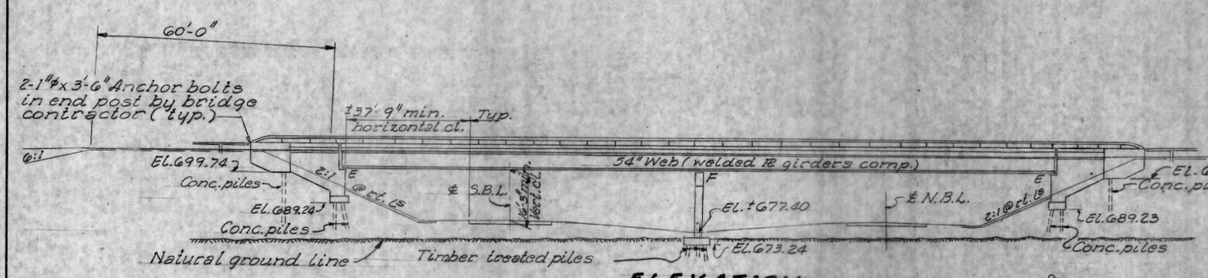
B.M.-Rail Road spike in power pole 700' left of main line. Sta. 461 + 91 El. 683.61

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

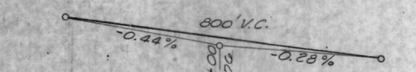
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A.I. 55	53-4HB	LIVINGSTON	36	9	14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:		

STATION 478+15
BUILT 1975 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 53-4HB
F.A. PROJ.-I-55-5(49)
LOADING HS15

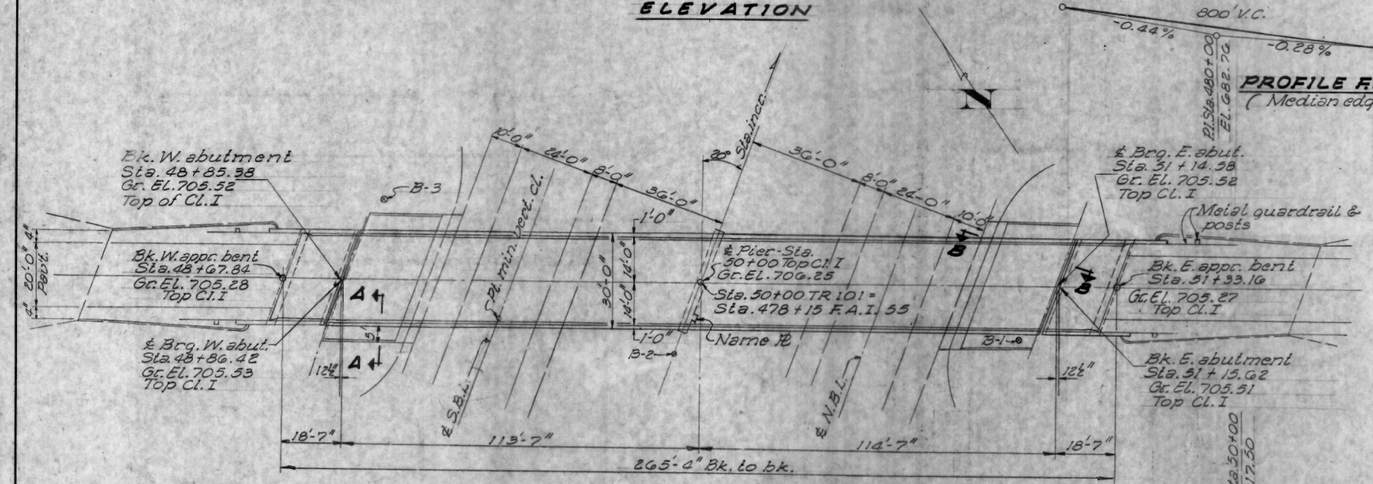
NAME PLATE
See Std. 2113



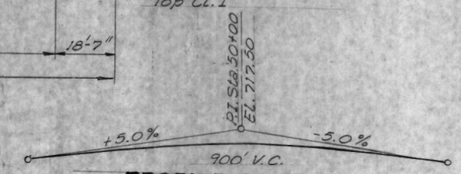
ELEVATION



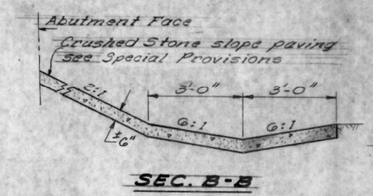
PROFILE F.A.I. RT. 55
(Median edge of pav't.)



PLAN



PROFILE RELOC. TR. 101



SEC. B-B

SEC. A-A

FOR INFORMATION ONLY

DESIGNED	John A. Morris	
CHECKED	Charles P. Green	
DRAWN	C. Mullenix	
CHECKED		

July 24 1972

EXAMINED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

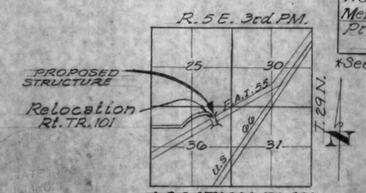
PASSED W. E. Baumann — ENGINEER OF DESIGN

APPROVED Richard H. Hollerman — CHIEF HIGHWAY ENGINEER

DESIGN STRESSES

fc	1,200 psi.	Deck Slab-Main Spans
fc	1,400 psi.	Curb, Parapet, Sub. and Appr. Slab
fs	20,000 psi.	Reinforcement
fs	20,000 psi.	Structural Steel
Vc	75 psi.	Footings
n		10

Allow 25#/sq. ft. Future W.S.
Design Specifications: AASHO, 1969 As Applicable
LOADING HS15-44



LOCATION PLAN

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Fasteners shall be high strength bolts. Bolts ¾"ø; open holes 13/16" unless otherwise noted.

Calculated weight of Structural Steel = 208,390#

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 of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports.

Field welds in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting cross frames over supports.

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

The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs and splice plates of the steel girders.

The contractor shall drive one creosoted timber test pile in a permanent location at the pier and one concrete test pile in a permanent location at the E. abut., as directed by the engineer before ordering the remainder of piles.

Concrete piles at abuts. shall be driven in holes precored thru the embankment in accordance with Article 513.09(c) of the Standard Specifications.

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 Waterproofing Membrane System is applied.

TOTAL BILL OF MATERIAL

ITEM	UNIT	Super.	Sub.	TOTAL
Sand Backfill	Cu.yds.		136	136
Structure Excavation	Cu.yds.		73	73
Bituminous Conc. Surface Course Cl. I	Tons	66		66
Protective Coat	Sq.yds.	207		207
Class X Concrete	Cu.yds.	262.4	184.6	447.0
Structural Steel	L.S.	1		1
Stud Shear Connectors	Ea.	1,308		1,308
Aluminum Railing	Lin.ft.	550		550
Reinforcement Bars	Lbs.	58,690	28,320	87,010
Concrete Piles	Lin.ft.		1,816	1,816
Test Piles (Concrete)	Ea.		1	1
Creosoted Piles 20.1 to 30'	Lin.ft.		1,225	1,225
Test Piles (Timber)	Ea.		1	1
Name Plates	Ea.		1	1
Slope Paving	Sq.yds.		326	326
Waterproofing Membrane System*	Sq.yds.	785		785
Preformed joint Sealer 4"	Lin.ft.	63.		63.

*See Special Provisions

F.A. PROJ. I-55-5(49)200
RELOCATED TR. 101 OVER F.A.I. 55
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15 F.A.I. 55 =
STATION 50+00 TR. 101

DIETZGEN

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -	
		CHECKED - G.M. & S.F.M.	REVISED -	
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -	
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -	

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 10 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	82
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	10

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

SHEET NO. 2 / 14 SHEETS

EXTERIOR FACE N. CURTAIN WALL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. appr. bent	4872.663	-13.250	705.125	705.125
a	4873.195	-13.250	705.133	705.133
b	4883.195	-13.250	705.268	705.268
Bk. W. abut.	4890.204	-13.250	705.356	705.356
Bk. E. abut.	5120.454	-13.250	705.220	705.220
c	5130.454	-13.250	705.081	705.081
d	5137.464	-13.250	704.976	704.976
Bk. E. appr. bent	5137.996	-13.250	704.968	704.968

N. EDGE OF PAV'MT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. appr. bent	4871.480	-10.000	705.176	705.176
a	4874.012	-10.000	705.184	705.184
b	4882.012	-10.000	705.320	705.320
Bk. W. abut	4889.021	-10.000	705.409	705.409
Bk. E. abut.	5119.271	-10.000	705.303	705.303
c	5129.271	-10.000	705.165	705.165
d	5136.281	-10.000	705.062	705.062
Bk. E. appr. bent	5136.813	-10.000	705.054	705.054

℄ ROADWAY

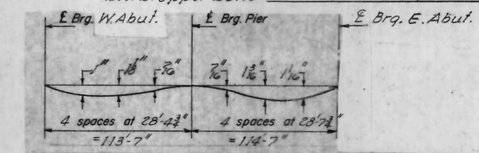
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. appr. bent	4867.840	0.0	705.280	705.280
a	4868.372	0.0	705.287	705.287
b	4878.372	0.0	705.428	705.428
Bk. W. abut.	4885.382	0.0	705.520	705.520
Bk. E. abut.	5115.632	0.0	705.507	705.507
c	5125.632	0.0	705.373	705.373
d	5132.641	0.0	705.273	705.273
Bk. E. appr. bent	5133.173	0.0	705.265	705.265

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. appr. bent	4864.200	10.000	705.069	705.069
a	4864.732	10.000	705.077	705.077
b	4874.732	10.000	705.222	705.222
Bk. W. abut.	4881.742	10.000	705.317	705.317
Bk. E. abut.	5111.992	10.000	705.377	705.377
c	5121.992	10.000	705.267	705.267
d	5129.002	10.000	705.169	705.169
Bk. E. appr. bent	5129.534	10.000	705.162	705.162

EXTERIOR FACE S. CURTAIN WALL

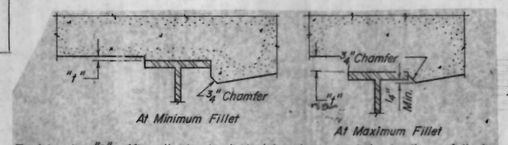
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. appr. bent.	4863.017	13.250	704.984	704.984
a	4863.549	13.250	704.992	704.992
b	4873.549	13.250	705.138	705.138
Bk. W. abut.	4880.559	13.250	705.236	705.236
Bk. E. abut.	5110.809	13.250	705.344	705.344
c	5120.809	13.250	705.215	705.215
d	5127.819	13.250	705.118	705.118
Bk. E. appr. bent	5128.351	13.250	705.111	705.111



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 above & on sh. #3

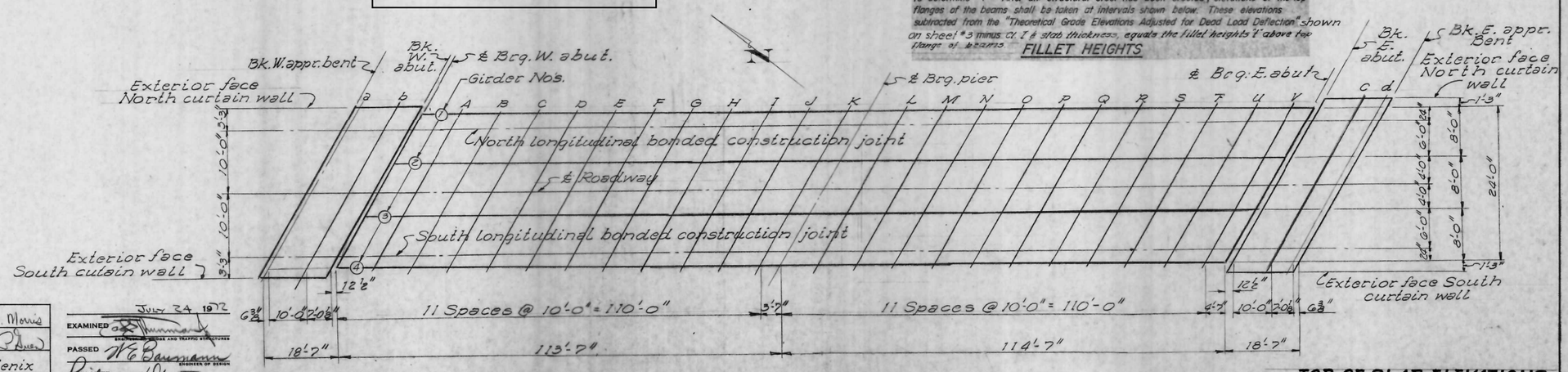


Elevations shown are at Top of Class I. To obtain Top of Slab Elev. subtract 1 1/2".

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet #3 minus Cl. I & slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

FOR INFORMATION ONLY



PLAN

DESIGNED	John A. Morris
CHECKED	Charles P. Nies
DRAWN	J. Mullenix
CHECKED	

EXAMINED — BRIDGE, ROADWAY AND TRAFFIC STRUCTURES
PASSED — W. E. Baumann, ENGINEER OF DESIGN
APPROVED — Richard H. Helterman, CHIEF HIGHWAY ENGINEER
JULY 24 1972

TOP OF SLAB ELEVATIONS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 +15

DIETZGEN

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
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	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 11 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	83

CONTRACT NO. 66F23
ILLINOIS FED. AID PROJECT

#46810P

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	13
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 3
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4890.791	-12.000	705.390	705.398
A	4900.791	-12.000	705.505	705.535
B	4910.791	-12.000	705.610	705.669
C	4920.791	-12.000	705.704	705.788
D	4930.791	-12.000	705.786	705.873
E	4940.791	-12.000	705.857	705.948
F	4950.791	-12.000	705.918	706.004
G	4960.791	-12.000	705.967	706.052
H	4970.791	-12.000	706.005	706.050
I	4980.791	-12.000	706.032	706.061
J	4990.791	-12.000	706.047	706.064
K	5000.791	-12.000	706.052	706.056
℄ Brg. Pier	5004.374	-12.000	706.051	706.051
L	5014.374	-12.000	706.041	706.054
M	5024.374	-12.000	706.019	706.046
N	5034.374	-12.000	705.986	706.028
O	5044.374	-12.000	705.943	705.986
P	5054.374	-12.000	705.888	705.972
Q	5064.374	-12.000	705.822	705.921
R	5074.374	-12.000	705.745	705.850
S	5084.374	-12.000	705.657	705.748
T	5094.374	-12.000	705.557	705.633
U	5104.374	-12.000	705.447	705.492
V	5114.374	-12.000	705.325	705.340
℄ Brg. E. abut.	5118.958	-12.000	705.266	705.266

N. LONGITUDINAL BONDED CONSTR. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4890.063	-10.000	705.422	705.422
A	4900.063	-10.000	705.519	705.567
B	4910.063	-10.000	705.644	705.703
C	4920.063	-10.000	705.759	705.822
D	4930.063	-10.000	705.822	705.884
E	4940.063	-10.000	705.894	705.945
F	4950.063	-10.000	705.955	706.001
G	4960.063	-10.000	706.005	706.051
H	4970.063	-10.000	706.044	706.084
I	4980.063	-10.000	706.072	706.104
J	4990.063	-10.000	706.088	706.109
K	5000.063	-10.000	706.094	706.098
℄ Brg. Pier	5003.646	-10.000	706.093	706.093
L	5013.646	-10.000	706.083	706.097
M	5023.646	-10.000	706.063	706.090
N	5033.646	-10.000	706.031	706.073
O	5043.646	-10.000	705.988	706.051
P	5053.646	-10.000	705.934	706.018
Q	5063.646	-10.000	705.869	705.968
R	5073.646	-10.000	705.792	705.888
S	5083.646	-10.000	705.705	705.795
T	5093.646	-10.000	705.606	705.683
U	5103.646	-10.000	705.497	705.542
V	5113.646	-10.000	705.376	705.390
℄ Brg. E. abut.	5118.236	-10.000	705.317	705.317

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4897.875	-4.000	705.489	705.489
A	4907.875	-4.000	705.608	705.618
B	4917.875	-4.000	705.716	705.775
C	4927.875	-4.000	705.813	705.897
D	4937.875	-4.000	705.899	705.986
E	4947.875	-4.000	705.973	706.063
F	4957.875	-4.000	706.037	706.123
G	4967.875	-4.000	706.089	706.155
H	4977.875	-4.000	706.128	706.176
I	4987.875	-4.000	706.156	706.189
J	4997.875	-4.000	706.174	706.196
K	5007.875	-4.000	706.187	706.192
℄ Brg. Pier	5011.463	-4.000	706.187	706.187
L	5021.463	-4.000	706.180	706.194
M	5031.463	-4.000	706.162	706.189
N	5041.463	-4.000	706.132	706.175
O	5051.463	-4.000	706.092	706.155
P	5061.463	-4.000	706.040	706.125
Q	5071.463	-4.000	705.978	706.077
R	5081.463	-4.000	705.904	705.989
S	5091.463	-4.000	705.819	705.910
T	5101.463	-4.000	705.723	705.719
U	5111.463	-4.000	705.616	705.693
V	5121.463	-4.000	705.497	705.511
℄ Brg. E. abut.	5126.046	-4.000	705.439	705.439

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4886.423	0.0	705.533	705.533
A	4896.423	0.0	705.654	705.663
B	4906.423	0.0	705.764	705.823
C	4916.423	0.0	705.862	705.946
D	4926.423	0.0	705.949	706.037
E	4936.423	0.0	706.025	706.116
F	4946.423	0.0	706.091	706.177
G	4956.423	0.0	706.145	706.219
H	4966.423	0.0	706.187	706.233
I	4976.423	0.0	706.219	706.248
J	4986.423	0.0	706.240	706.257
K	4996.423	0.0	706.249	706.254
℄ Brg. Pier	5000.007	0.0	706.250	706.250
L	5010.007	0.0	706.244	706.258
M	5020.007	0.0	706.228	706.255
N	5030.007	0.0	706.200	706.242
O	5040.007	0.0	706.161	706.224
P	5050.007	0.0	706.111	706.196
Q	5060.007	0.0	706.050	706.149
R	5070.007	0.0	705.978	706.073
S	5080.007	0.0	705.894	705.985
T	5090.007	0.0	705.800	705.876
U	5100.007	0.0	705.694	705.740
V	5110.007	0.0	705.578	705.592
℄ Brg. E. abut.	5114.590	0.0	705.521	705.521

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4894.968	4.000	705.452	705.452
A	4904.968	4.000	705.575	705.604
B	4914.968	4.000	705.686	705.745
C	4924.968	4.000	705.786	705.870
D	4934.968	4.000	705.875	705.962
E	4944.968	4.000	705.953	706.043
F	4954.968	4.000	706.019	706.105
G	4964.968	4.000	706.075	706.161
H	4974.968	4.000	706.119	706.165
I	4984.968	4.000	706.153	706.182
J	4994.968	4.000	706.175	706.192
K	4994.968	4.000	706.186	706.190
℄ Brg. Pier	4998.551	4.000	706.187	706.187
L	5008.551	4.000	706.183	706.197
M	5018.551	4.000	706.168	706.198
N	5028.551	4.000	706.142	706.164
O	5038.551	4.000	706.105	706.108
P	5048.551	4.000	706.057	706.141
Q	5058.551	4.000	705.997	706.096
R	5068.551	4.000	705.926	706.021
S	5078.551	4.000	705.845	705.918
T	5088.551	4.000	705.752	705.828
U	5098.551	4.000	705.648	705.633
V	5108.551	4.000	705.533	705.547
℄ Brg. E. abut.	5113.134	4.000	705.476	705.476

S. LONGITUDINAL BONDED CONSTR. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4892.784	10.000	705.330	705.330
A	4902.784	10.000	705.455	705.485
B	4912.784	10.000	705.569	705.625
C	4922.784	10.000	705.671	705.755
D	4932.784	10.000	705.762	705.850
E	4942.784	10.000	705.843	705.933
F	4952.784	10.000	705.912	705.998
G	4962.784	10.000	705.970	706.036
H	4972.784	10.000	706.017	706.062
I	4982.784	10.000	706.053	706.082
J	4992.784	10.000	706.077	706.094
K	4992.784	10.000	706.081	706.085
℄ Brg. Pier	4996.367	10.000	706.083	706.083
L	5006.367	10.000	706.081	706.085
M	5016.367	10.000	706.079	706.086
N	5026.367	10.000	706.065	706.067
O	5036.367	10.000	706.040	706.034
P	5046.367	10.000	705.974	706.054
Q	5056.367	10.000	705.917	705.012
R	5066.367	10.000	705.849	705.944
S	5076.367	10.000	705.770	705.861
T	5086.367	10.000	705.679	705.752
U	5096.367	10.000	705.578	705.623
V	5106.367	10.000	705.465	705.479
℄ Brg. E. abut.	5110.656	10.000	705.410	705.410

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. W. abut.	4892.056	12.000	705.279	705.279
A	4902.056	12.000	705.405	705.434
B	4912.056	12.000	705.519	705.578
C	4922.056	12.000	705.622	705.707
D	4932.056	12.000	705.715	705.802
E	4942.056	12.000	705.796	705.886
F	4952.056	12.000	705.864	705.952
G	4962.056	12.000	705.924	705.990
H	4972.056	12.000	705.972	706.018
I	4982.056	12.000	706.009	706.038
J	4992.056	12.000	706.034	706.051
K	4992.056	12.000	706.039	706.053
℄ Brg. Pier	4995.639	12.000	706.051	706.051
L	5005.639	12.000	706.050	706.064
M	5015.639	12.000	706.039	706.066
N	5025.639	12.000	706.018	706.058
O	5035.639	12.000	705.982	706.045
P	5045.639	12.000	705.936	706.021
Q	5055.639	12.000	705.880	705.979
R	5065.639	12.000	705.813	705.908
S	5075.639	12.000	705.734	705.825
T	5085.639	12.000	705.645	705.721
U	5095.639	12.000	705.544	705.589
V	5105.639	12.000	705.432	705.446
℄ Brg. E. abut.	5110.222	12.000	705.377	705.377

Elevations shown are at top of Class I.
To obtain Top of Slab Elev. Subtract 1'2"

FOR INFORMATION ONLY

DESIGNED John A. Morris
for CHECKED Charles Shaw
DRAWN J. Mullenix
CHECKED CS JM

JULY 24 1976
EXAMINED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED N E Baumann — ENGINEER OF DESIGN
APPROVED Richard H Gottemoeller — CHIEF HIGHWAY ENGINEER

TOP OF SLAB ELEVATIONS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478+13

DIETZGEN

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS IOWA WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 12 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	84
		CONTRACT NO. 66F23		
	ILLINOIS	FED. AID PROJECT		

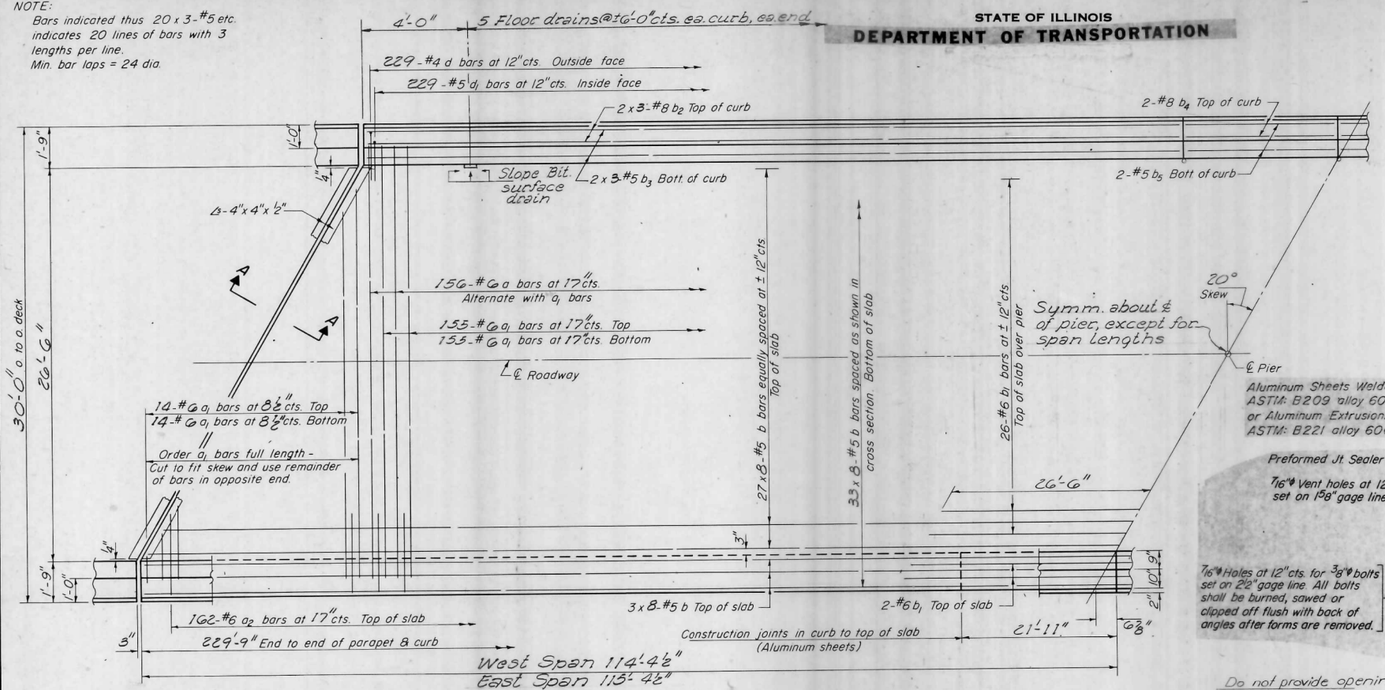
*46810P

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
14 SHEETS

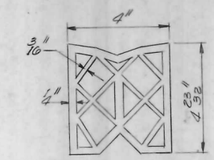
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTE:
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.

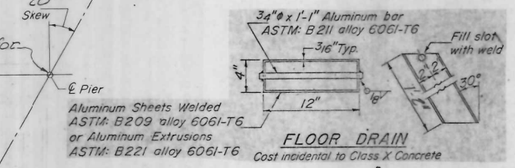


HALF PLAN

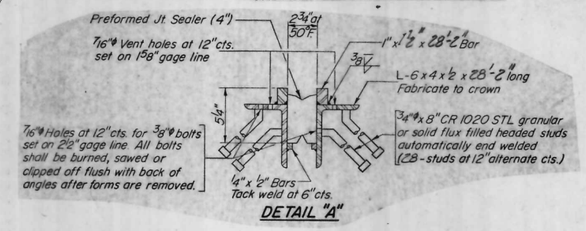
FOR INFORMATION ONLY



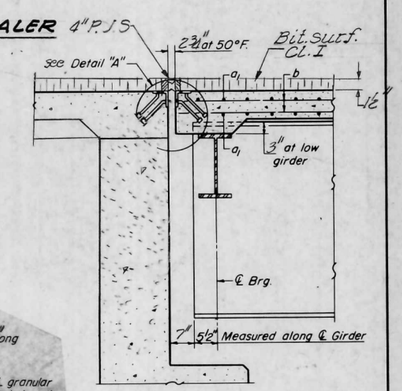
4" PREFORMED JT. SEALER



FLOOR DRAIN
Cost incidental to Class X Concrete



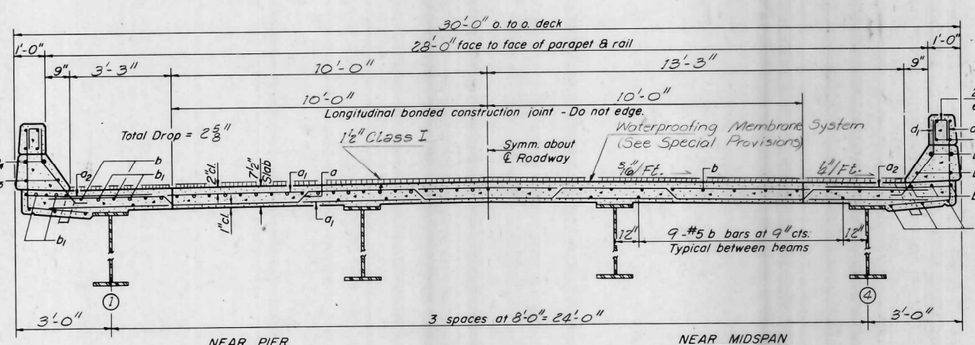
DETAIL "A"



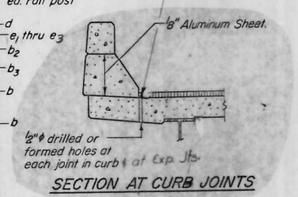
SECTION A-A

Do not provide opening in Waterproofing Membrane at aluminum sheeted curb joints. Do provide opening through membrane at expansion joints and other dammed low points.

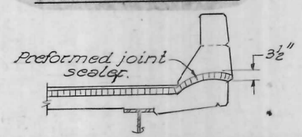
NOTE: For placement of bars d_4 and e_1 thru e_3 see sheet #6



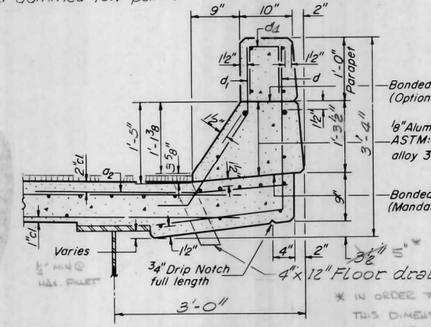
CROSS SECTION



SECTION AT CURB JOINTS



TYPICIAL END OF SEALER TREATMENT



CURB SECTION
Cost of Aluminum Sheets shall be incidental to Class X Concrete.

* IN ORDER TO KEEP THE ¼" MINIMUM ⊂ MINIMUM FILLET, THIS DIMENSION HAD TO BE CHANGED BECAUSE OF THE LARGE FILLETS ENCOUNTERED. APPROACH CURB WAS ALSO CHANGED TO MATCH THE SLOPE OF THE MAIN DECK.

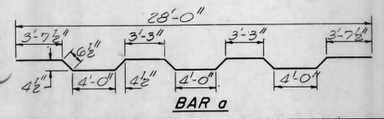
Parapet Reinforcement and Class X Concrete are billed on sheet #6

BILL OF MATERIAL

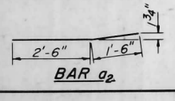
Bar	No.	Size	Length	Shape
a	156	#6	29'-0"	
a_1	338	#6	28'-0"	
a_2	324	#6	4'-0"	
b	528	#5	29'-10"	
b_1	30	#6	53'-0"	
b_2	24	#8	32'-5"	
b_3	24	#5	32'-0"	
b_4	8	#8	21'-8"	
b_5	8	#5	21'-8"	
d	458	#4	4'-8"	J
d_1	458	#5	3'-5"	J
Reinforcement Bars			Lbs.	48,360
Class X Concrete			Cu. Yds.	201.3

DESIGNED	John A. Morris	
CHECKED	Charles O. Bruce	
DRAWN	J. Mullenix	
CHECKED		

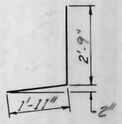
EXAMINED — July 24 1972 — Engineer of Bridge and Traffic Structures
PASSED — H. E. Baumann — Engineer of Design
APPROVED — Richard L. Hoffstetter — Chief Highway Engineer



BAR a



BAR a_2



BAR d

BAR d_1

SUPERSTRUCTURE
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15

S-4-L (>15° thru 30°) 4-22-68, 12-3-69

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 13 OF 29 SHEETS

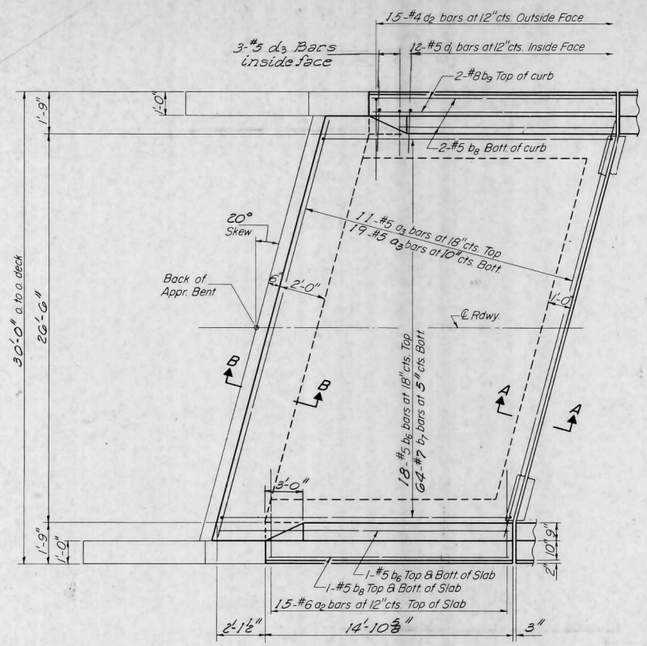
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	85
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

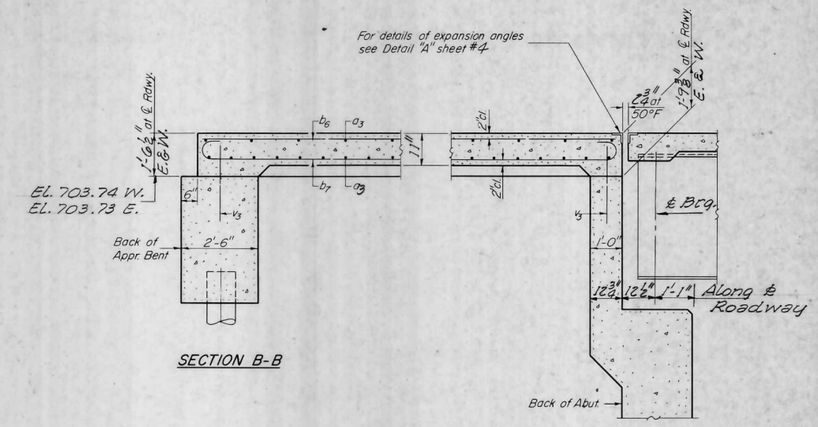
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..55	53-4HB	LIVINGSTON	36	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
14 SHEETS



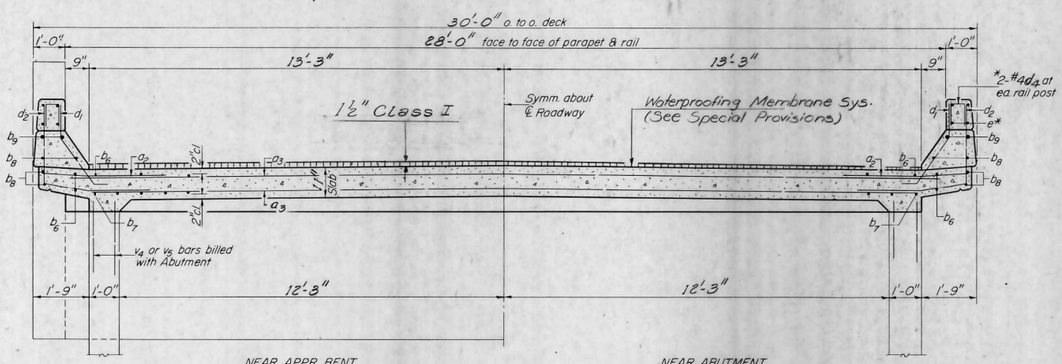
PLAN

FOR INFORMATION ONLY



SECTION B-B

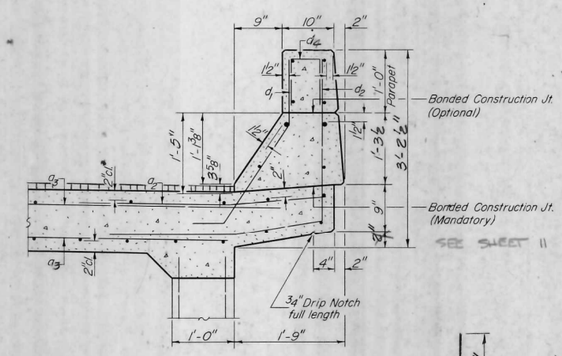
SECTION A-A



NEAR APPR. BENT

NEAR ABUTMENT

CROSS SECTION

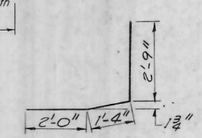


CURB SECTION

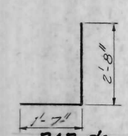
TWO APPR. SLABS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_2	60	#6	4'-0"	
a_3	60	#5	29'-6"	
b_6	44	#5	16'-9"	
b_7	128	#7	18'-5"	
b_8	16	#5	14'-6"	
b_9	8	#8	14'-6"	
d_1	48	#5	3'-5"	
d_2	60	#4	6'-1"	
d_3	12	#5	4'-3"	
Reinforcement Bars			Lbs.	8,810
Class X Concrete			Cu. Yds.	44.3

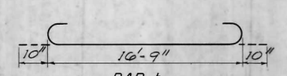
*Parapet Reinforcement and Class X Concrete are billed on sheet #6



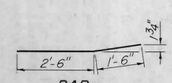
BAR d_2



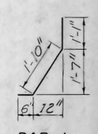
BAR d_3



BAR b_7



BAR a_2



BAR d_1

DESIGNED	John A. Morris	EXAMINED	July 24 1972
CHECKED	Charles R. Shuck	PASSED	W. E. Baumann, ENGINEER OF DESIGN
DRAWN	J. Mullenix	APPROVED	Richard H. Wolterman, CHIEF HIGHWAY ENGINEER
CHECKED	JM		

SAS-L (≤30°) 3-1-69

EAST & WEST APPROACH SPANS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 14 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	86
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

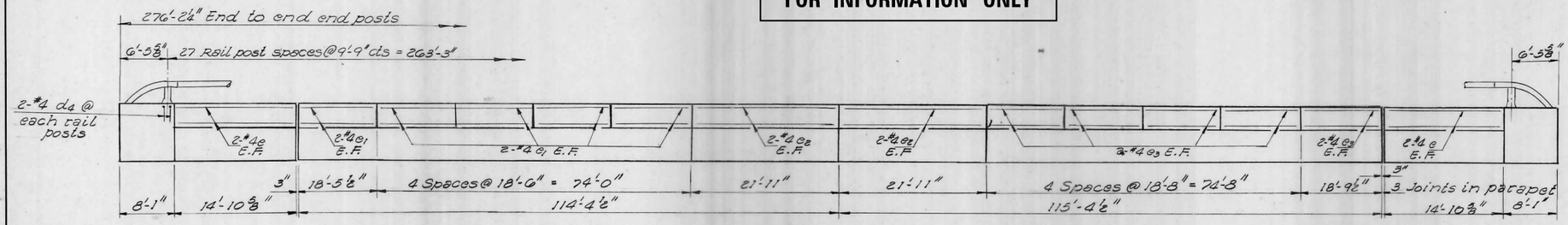
*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	14
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

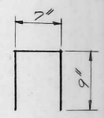
SHEET NO. 6
14 SHEETS

FOR INFORMATION ONLY

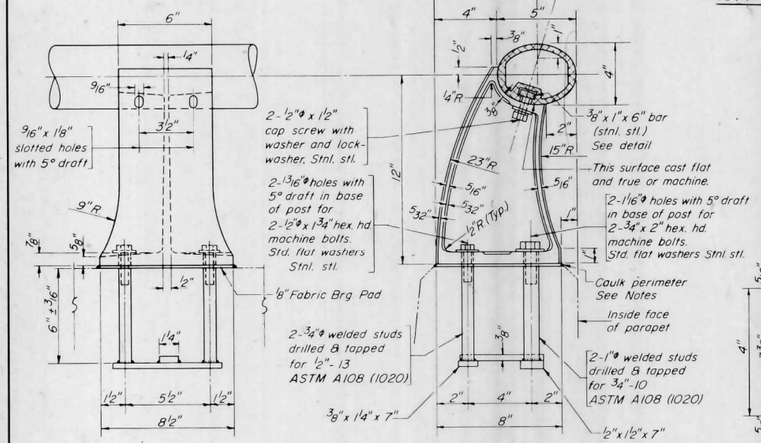


ELEVATION

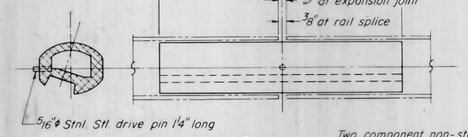
Showing inside face of North parapet & outside face of South parapet



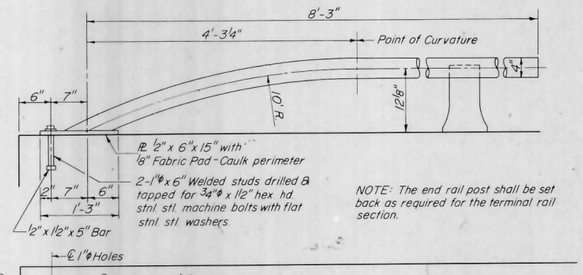
BAR d4



RAIL POST DETAILS

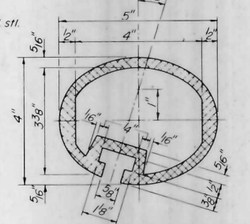


RAIL SPLICE

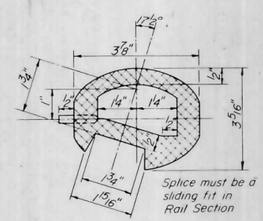


NOTE: The end rail post shall be set back as required for the terminal rail section.

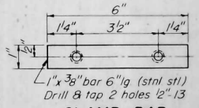
RAIL TERMINAL SECTION



SEC. THRU ELLIPTICAL RAIL SECTION



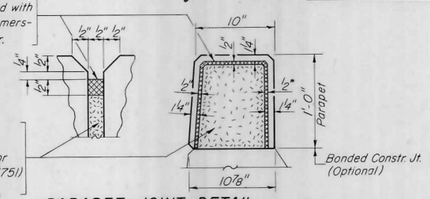
SEC. THRU SPLICE



CLAMP BAR

Two component non-staining gray sealing compound with polysulfide liquid polymers-gun grade with primer.

½" Preformed Cork Asphalt Joint Filler. (meets qualifications for ASTM: Designation D 1751) Cost incidental.



PARAPET JOINT DETAIL

Stainless steel machine bolts or cap screws shall be in accordance with Article 710.37(a) of the Standard Specifications except Grade B8 or B8M may be furnished.

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 - ⅛" and 2 - 1/16" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

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

PARAPETS & RAILS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	16	#4	14'-0"	
e1	40	#4	18'-3"	
e2	16	#4	21'-8"	
e3	40	#4	18'-5"	
d4	112	#4	2'-1"	
Reinforcement Bars			Lbs.	1,520
Class X Concrete			Cu. Yds.	16.8
Aluminum Railing			Lin. Ft.	550

DESIGNED	John A. Morris		
Mo. CHECKED	Charles P. Buck		
DRAWN	J. Mullenix		
CHECKED	CP JM		

JULY 24, 1972
EXAMINED — ASSISTANT BUREAU CHIEF, ROADWAY AND TRAFFIC STRUCTURES
PASSED — W. A. Baumann, ENGINEER OF DESIGN
APPROVED — Richard H. Gollerman, CHIEF HIGHWAY ENGINEER

R-17 4-22-68 9-18-69 3-3-71

ALUMINUM RAILING
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003529
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 15 OF 29 SHEETS

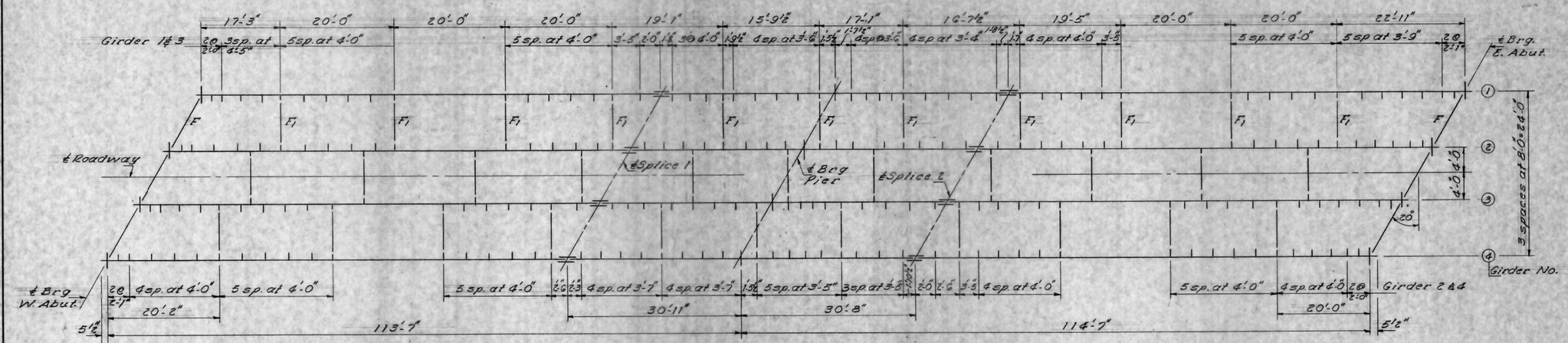
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	87
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

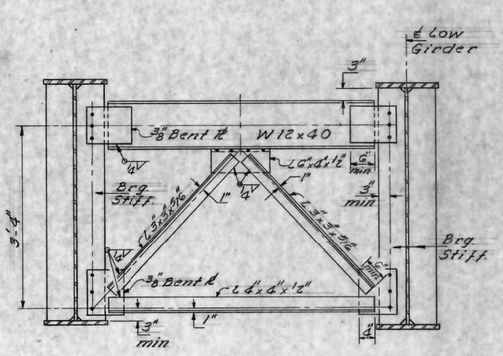
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	53-4HB	LIVINGSTON	36	15
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

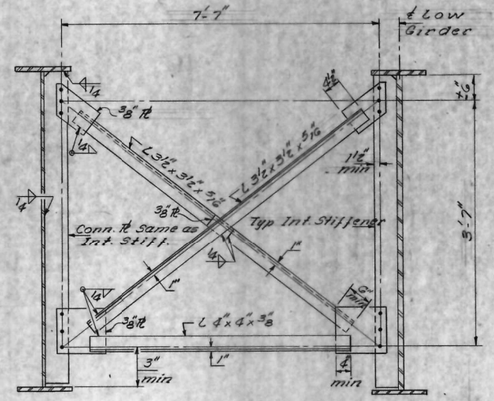
SHEET NO. 7
14 SHEETS



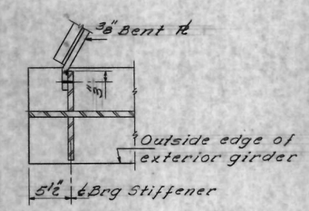
PLAN



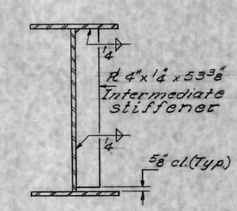
TYP. END CROSS FRAME F
(No. Req'd 6)



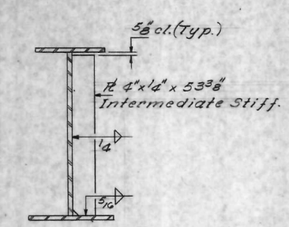
TYP. INTERIOR CROSS FRAME F1
(No. Req'd 33)



CROSS FRAME CONNECTION DETAILS AT ABUTMENTS



INTERMEDIATE STIFFENER DETAIL BETWEEN SPLICE AND ABUTMENT



INTERMEDIATE STIFFENER DETAIL BETWEEN SPLICES

FOR INFORMATION ONLY

DESIGNED	John A. Morris		
CHECKED	Charles P. Gum		
DRAWN	J. Kessler		
CHECKED	CG JM		

July 24 1972

EXAMINED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — N. E. Baumann, ENGINEER OF DESIGN
APPROVED — Richard H. Wolterman, CHIEF HIGHWAY ENGINEER

STRUCTURAL STEEL
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478+15

DIETZGEN

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 16 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	88
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8
14 SHEETS

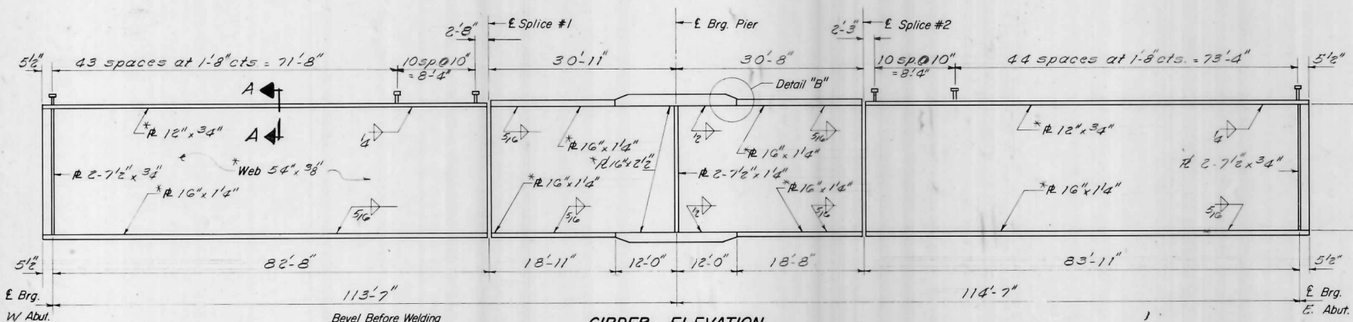
INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	℄ PIER	0.6 Sp. 2
Is	(in 4)	25028	68807	25028
Ic	(in 4)	67017		67017
Ss	(in 3)	1135.9	2332.5	1135.9
Sc	(in 3)	1516.5		1516.5
D.L.	(k/ft)	.958	1.169	.958
M ℄	(k')	737.0	1382.9	762.7
fs ℄	(ksi)	7.78	10.20	8.06
S ℄	(k/ft)	.566	.566	.566
Ms ℄	(k')	525.1	877.8	540.6
M ℄	(k')	795.9	746.1	801.2
M imp	(k')	167.1	156.7	168.2
Total	(k')	1488.1	1780.6	1510.0
fs ℄ + S ℄	(ksi)	11.78	9.16	11.95
fs total	(ksi)	19.56	19.36	20.01
VR	(k)	40.3	46.88	40.3

Is and Ss are the moment of inertia and section modulus of the steel section.
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs.
VR is the maximum ℄ + Impact shear range in span used to determine shear connector spacing.

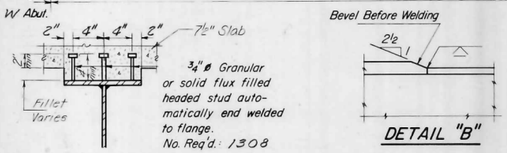
TOP OF WEB ELEVATIONS *				
	G1	G2	G3	G4
℄ Brg. W. Abut	704.54	704.64	704.60	704.43
℄ Splice 1	705.07	705.19	705.18	705.04
℄ Brg. Pier	705.05	705.19	705.19	705.05
℄ Splice 2	705.04	705.18	705.19	705.06
℄ Brg. E. Abut.	704.41	704.59	704.62	704.58

*For Fabrication Only

INTERIOR GIRDER REACTION TABLE			
	W. ABUT.	PIER	E. ABUT.
R ℄ + S ℄ (k)	63.10	227.43	64.04
R ℄ (k)	35.35	63.47	35.38
IMP (k)	7.42	13.33	7.43
R (Total) (k)	105.87	304.23	106.85

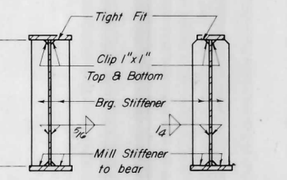


GIRDER ELEVATION



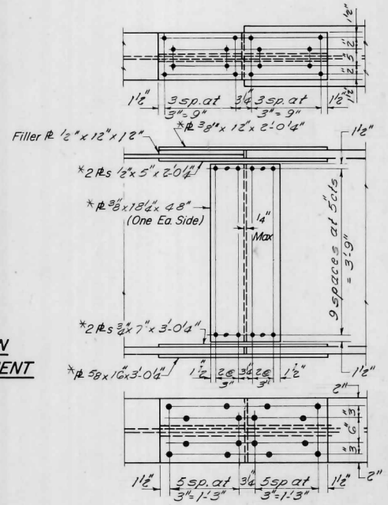
SECTION A-A

DETAIL "B"



SECTION AT PIER

SECTION AT ABUTMENT



FIELD SPLICE DETAIL

*Indicates Notch Toughness Requirements are applicable. See General Notes.

DESIGNED	John A. Morris	
CHECKED	Charles F. Gross	
DRAWN	J. Kessler	
CHECKED	JM	

G-1 3-29-71

EXAMINED — July 24, 1972 — Structure and Traffic Structures
PASSED — W. E. Baumann — Engineer of Design
APPROVED — Richard A. Holtzman — Chief Highway Engineer

FOR INFORMATION ONLY

STRUCTURAL STEEL
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478+15

*K & E CO. 19-1253

FILE NAME = Ø135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS IOWA WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 17 OF 29 SHEETS

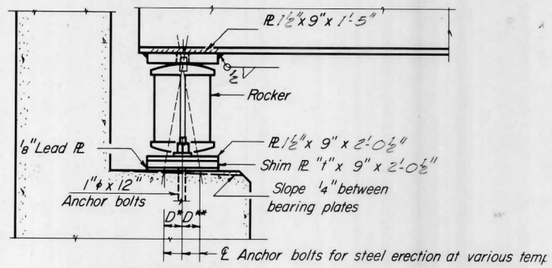
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	89
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

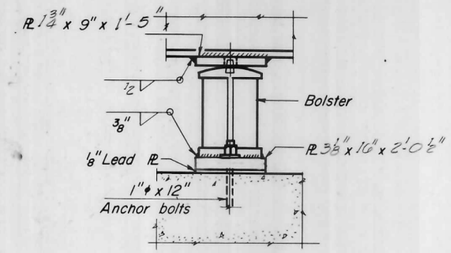
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

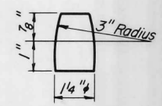
SHEET NO. 9
14 SHEETS



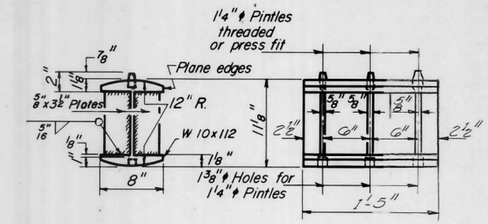
SECTION



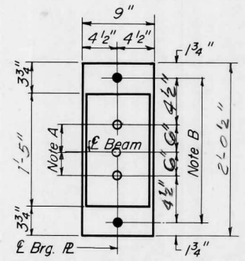
ELEVATION



PINTLE



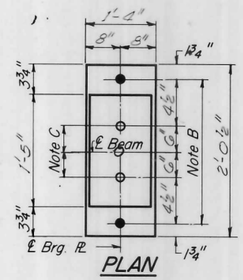
ROCKER



PLAN

AT ABUTMENT
No. req'd 8

NOTE A
1⅜"ϕ Holes – 1" deep in top PL for pintles. Thread or press fit pintles into bottom PL.

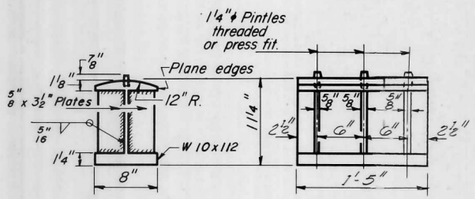


PLAN

AT PIER
No. Req'd. 4

NOTE B
1½"ϕ Holes for 1"ϕ anchor bolts. 3"x 2½" x 2½" PL. Washers under nut.

NOTE C
1⅜"ϕ Holes 1" deep in top PL only for 1¼"ϕ pintles.



BOLSTER

NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.

a) D* (Side of brg. away from fixed brg.)
D* = ⅛" per each 100' of expansion for every 15° fall below the normal temp. of 50°F.
D** (Side of brg. toward fixed brg.)
D** = ⅛" per each 100' of expansion for every 15° rise above the normal temp. of 50°F.

b) After beams have been erected and dimensions D* or D** determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ± ⅛ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ⅛" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

FOR INFORMATION ONLY

SHIM PLATES "t"

	G-1	G-2	G-3	G-4
W. Abut.	0	½"	0	0
Pier	0	0	0	0
E. Abut.	0	0	⅜"	0

DESIGNED John A. Morris
CHECKED Charles Schmuck
DRAWN P.G. Barnett JM
CHECKED CS 7/11

EXAMINED June 24 1971 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Baumann — ENGINEER OF DESIGN
APPROVED Richard A. Hottenman — CHIEF HIGHWAY ENGINEER

I-2-B 9-1-65, 8-1-70

BEARINGS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15

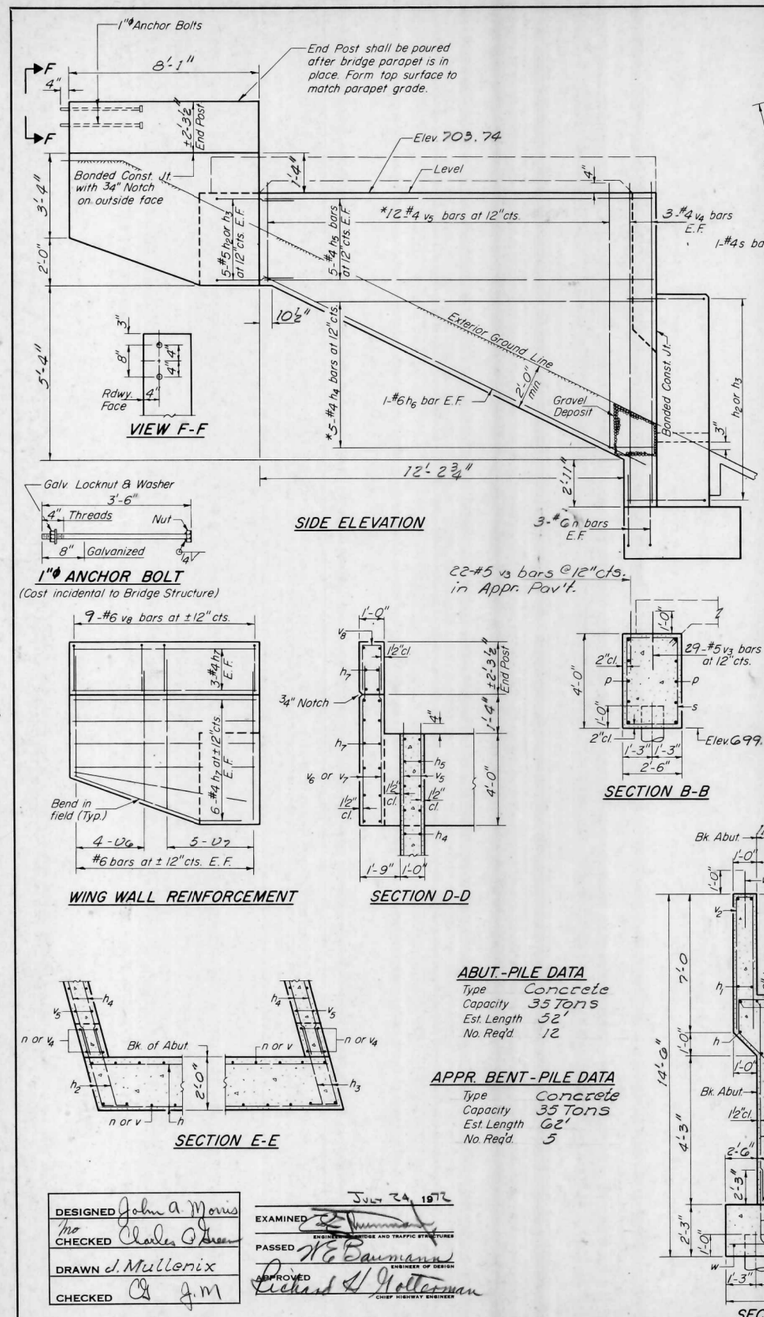
FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -	FEHR GRAHAM ENGINEERING & ENVIRONMENTAL ILLINOIS DESIGN FIRM NO. 184-003525	ILLINOIS IOWA WISCONSIN	EXISTING PLANS (FOR INFORMATION ONLY) S.N. 053-0135	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - G.M. & S.F.M.	REVISED -				55	(53-4)R&I	LIVINGSTON	242	90
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -						CONTRACT NO. 66F23		
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -			SHEET NO. 18 OF 29 SHEETS		ILLINOIS FED. AID PROJECT			

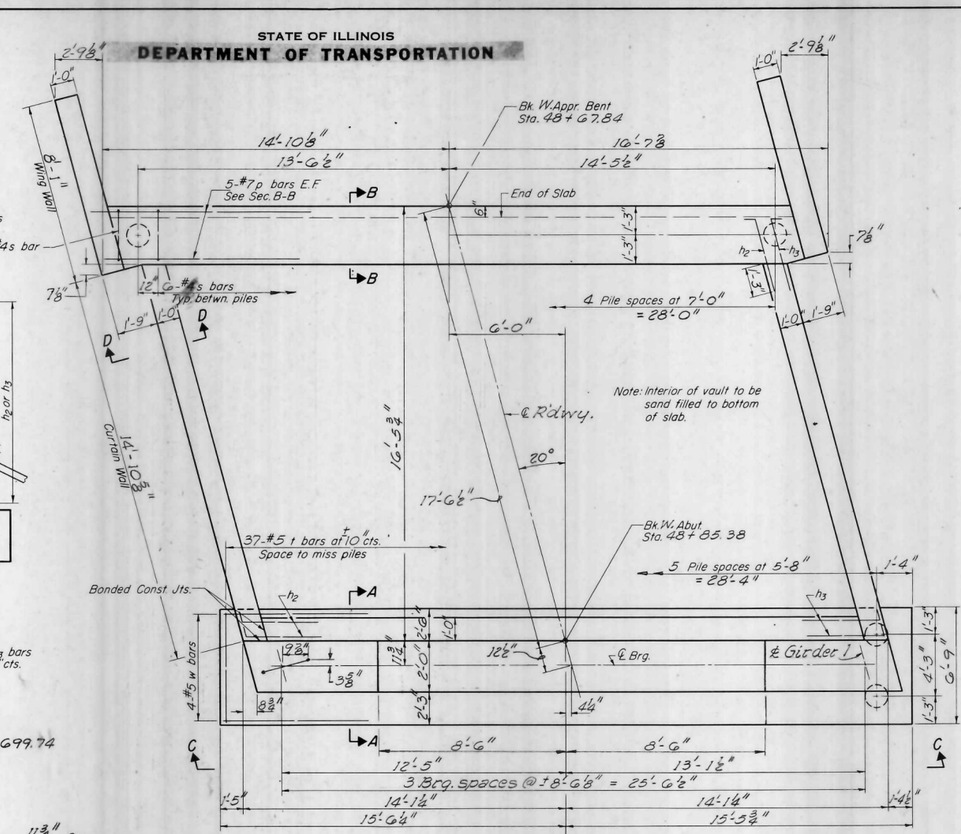
*46810P

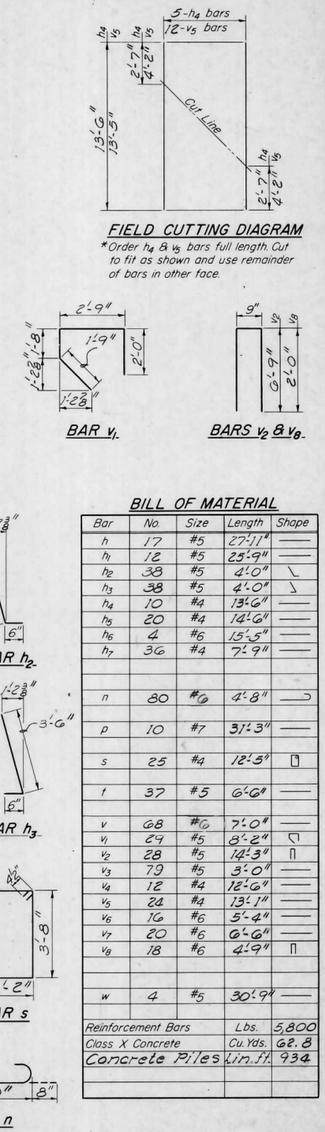
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	53-4HB	LIVINGSTON	36	18
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 10
14 SHEETS







BILL OF MATERIAL

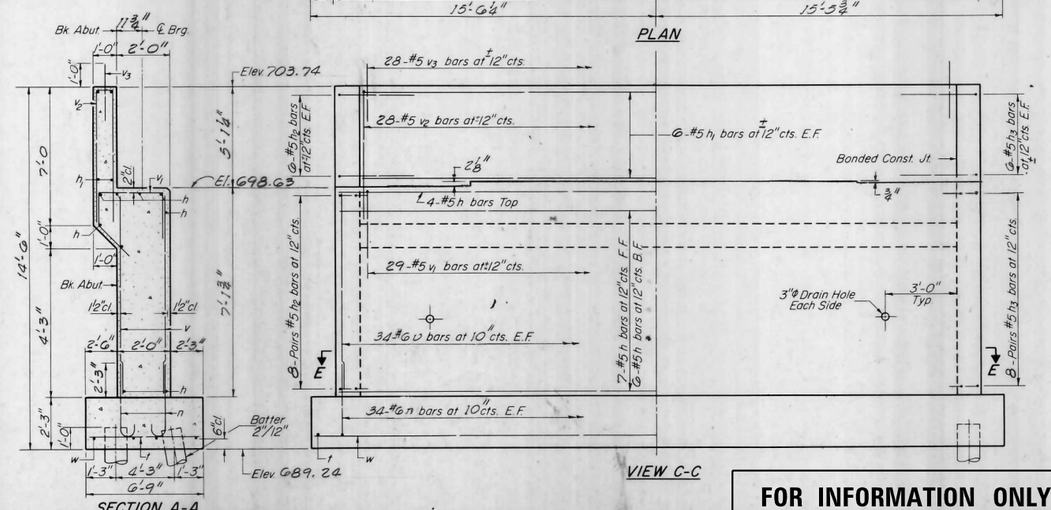
Bar	No.	Size	Length	Shape
h	17	#5	27'-11"	
h1	12	#5	25'-9"	
h2	38	#5	4'-0"	
h3	38	#5	4'-0"	
h4	10	#4	13'-6"	
h5	20	#4	14'-6"	
h6	4	#6	15'-5"	
h7	36	#4	7'-9"	
n	80	#6	4'-8"	
p	10	#7	31'-3"	
s	25	#4	12'-5"	
t	37	#5	6'-6"	
v	68	#6	7'-0"	
v1	29	#5	8'-2"	
v2	28	#5	14'-3"	
v3	79	#5	3'-0"	
v4	12	#4	12'-6"	
v5	24	#4	13'-1"	
v6	16	#6	5'-4"	
v7	20	#6	6'-6"	
v8	18	#6	4'-9"	
w	4	#5	30'-9"	
Reinforcement Bars			Lbs.	5,800
Class X Concrete			Cu. Yds.	62.8
Concrete Piles			Lin. Ft.	934

ABUT-PILE DATA

Type	Concrete
Capacity	35 Tons
Est. Length	32'
No. Req'd.	12

APPR. BENT-PILE DATA

Type	Concrete
Capacity	35 Tons
Est. Length	62'
No. Req'd.	5



DESIGNED	John A. Morris		
CHECKED	Charles A. Green		
DRAWN	J. Mullenix		
CHECKED	A.J.M.		

EXAMINED — July 24, 1972 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — H. E. Baumann — ENGINEER OF DESIGN
APPROVED — Richard H. Hottenman — CHIEF HIGHWAY ENGINEER

VAF-L 3-23-71

FOR INFORMATION ONLY

WEST ABUTMENT
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478+13

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 19 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	91
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

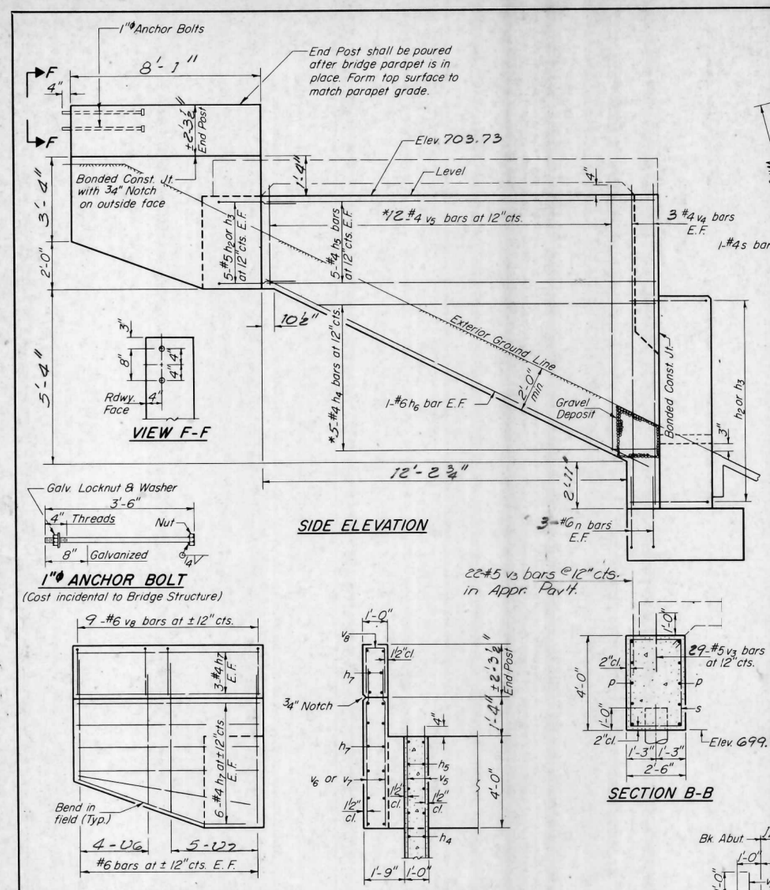
*46810P

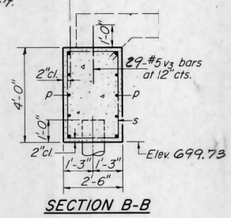
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

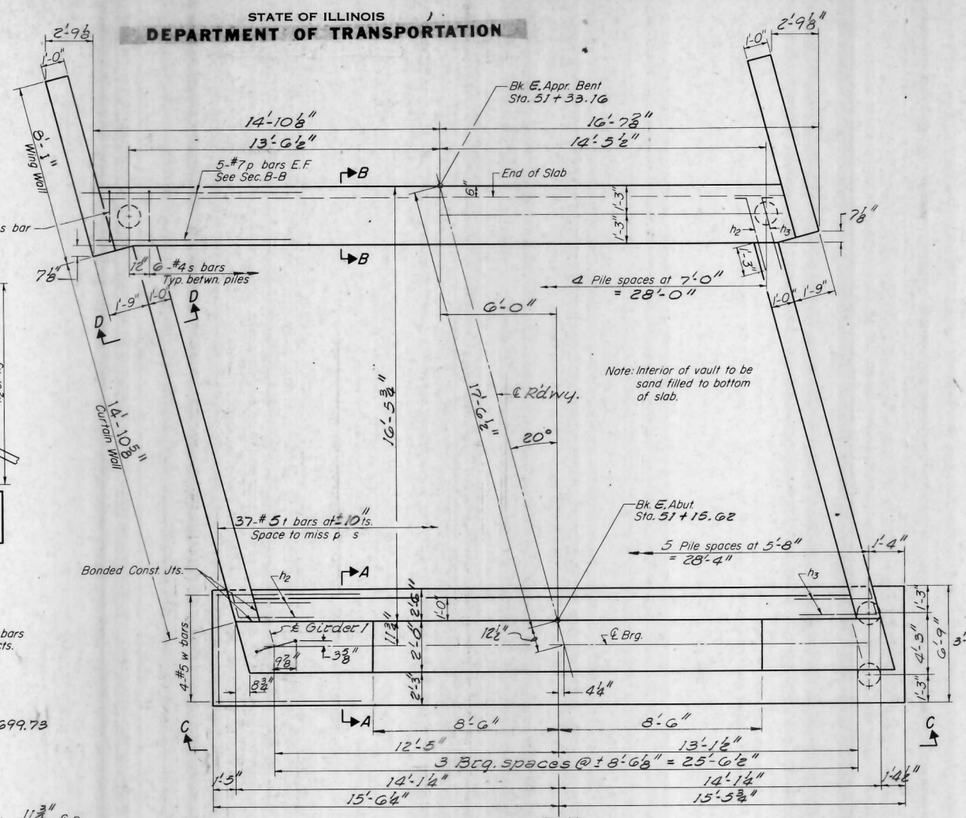
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	19

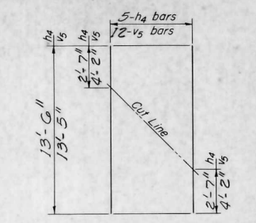
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT:

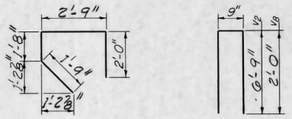
SHEET NO. 17
14 SHEETS

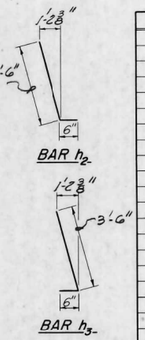






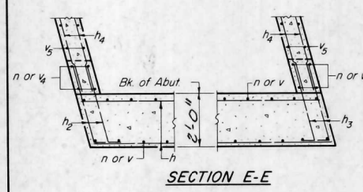






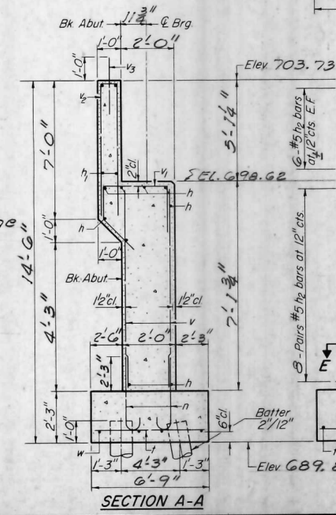
BILL OF MATERIAL

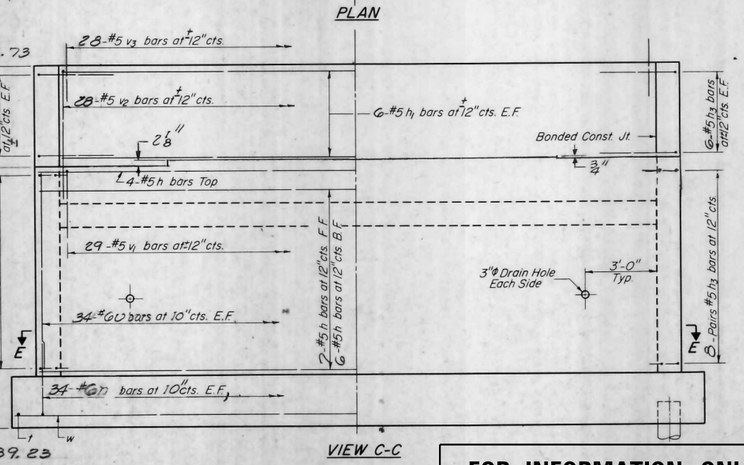
Bar	No.	Size	Length	Shape
h	17	#5	27'-11"	
h1	12	#5	25'-9"	
h2	38	#5	4'-0"	
h3	38	#5	4'-0"	
h4	10	#4	13'-6"	
h5	20	#4	14'-6"	
h6	4	#6	15'-5"	
h7	36	#4	7'-9"	
n	80	#6	4'-8"	
p	10	#7	31'-3"	
s	25	#4	12'-5"	
t	37	#5	6'-6"	
v	68	#6	7'-0"	
v1	29	#5	8'-2"	
v2	28	#5	14'-3"	
v3	79	#5	3'-0"	
v4	12	#4	12'-6"	
v5	24	#4	13'-1"	
v6	16	#6	5'-4"	
v7	20	#6	6'-6"	
v8	18	#6	4'-9"	
w	4	#5	30'-9"	
Reinforcement Bars			Lbs.	5,800
Class X Concrete			Cu. Yds.	62.8
Concrete Piles			Lin. Ft.	882
Test Piles (Conc.)			Each	1



ABUT-PILE DATA
Type Concrete
Capacity 35 Tons
Est. Length 52'
No. Req'd. 11 plus one test pile

APPR. BENT-PILE DATA
Type Concrete
Capacity 35 Tons
Est. Length 62'
No. Req'd. 5





DESIGNED	John A. Morris	
CHECKED	Charles O. Theis	
DRAWN	J. Mullenix	
CHECKED		

EXAMINED — July 24 1972 — Chief Bridge and Traffic Structures
PASSED — H. G. Baumann — Engineer of Design
APPROVED — Richard H. Wheltenman — Chief Highway Engineer

VAF-L 3-23-71

FOR INFORMATION ONLY

EAST ABUTMENT
F.A.I. RT. 55 SEC. 53-4 HB
LIVINGSTON COUNTY
STATION 478 + 15

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 20 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	92

CONTRACT NO. 66F23
ILLINOIS FED. AID PROJECT

*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	20
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

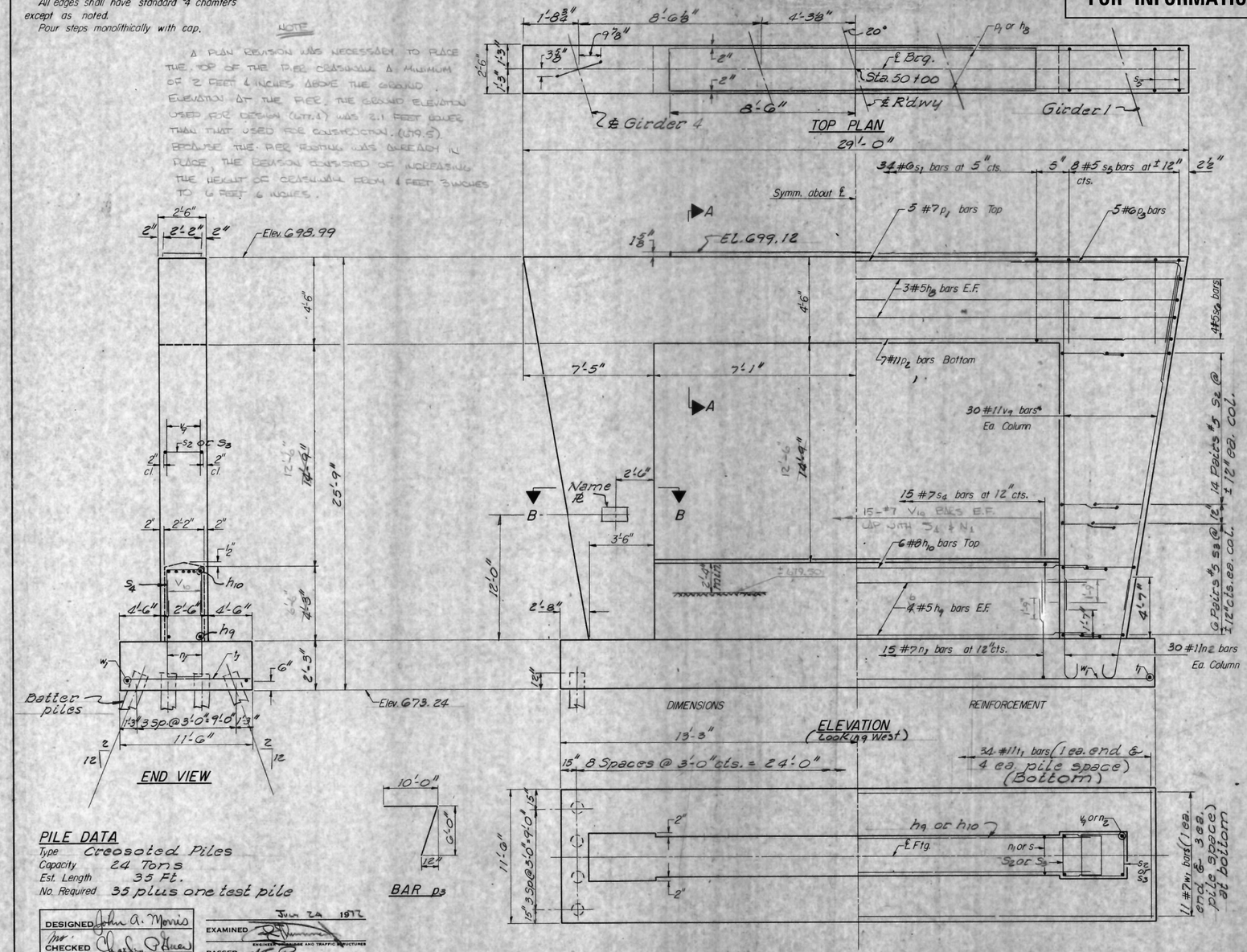
SHEET NO. 12
14 SHEETS

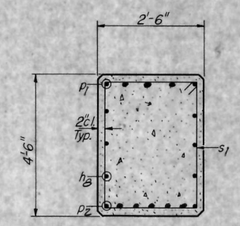
NOTES:

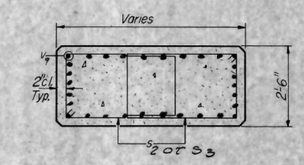
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard $\frac{3}{4}''$ chamfers except as noted.
Pour steps monolithically with cap.

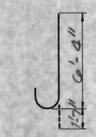
NOTE

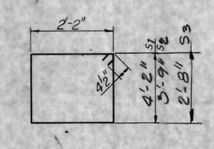
A PLAN REVISION WAS NECESSARY TO PLACE THE TOP OF THE PIER CRASHWALL A MINIMUM OF 2 FEET 6 INCHES ABOVE THE GROUND ELEVATION. AT THE PIER, THE GROUND ELEVATION USED FOR DESIGN (679.4) WAS 2.1 FEET LOWER THAN THAT USED FOR CONSTRUCTION. (679.5). BECAUSE THE PIER FOOTING WAS ALREADY IN PLACE, THE REVISION CONSISTED OF INCREASING THE HEIGHT OF CRASHWALL FROM 4 FEET 3 INCHES TO 6 FEET 6 INCHES.

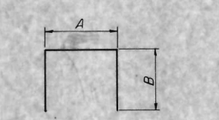












BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h8	6	#5	21'-6"	
h9	12.8	#5	18'-8"	
h10	6	#8	18'-8"	
n1	15	#7	17'-6"	
n2	60	#11	7'-11"	
p1	5	#7	28'-6"	
p2	7	#11	23'-0"	
p3	10	#6	36'-0"	
s1	34	#6	13'-5"	
s2	56	#5	12'-7"	
s3	24	#5	10'-5"	
s4	15	#7	8'-10"	
s5	16	#5	10'-6"	
s6	8	#5	12'-2"	
t1	34	#11	11'-3"	
v9	60	#11	22'-0"	
v10	30	#7	3'-3"	
w1	11	#7	26'-3"	
Class X Concrete			Cu. Yds.	59.0
Reinforcement Bars			Lbs.	10,980
Creosoted Piles			Lin. Ft.	1,225
Test Piles (Timber)			Each	1

A&B DIMENSIONS

Bar	A	B
n1	1'-10"	4'-10"
s4	1'-10"	3'-6"
s5	2'-2"	4'-2"
s6	2'-2"	5'-0"

PILE DATA

Type: Creosoted Piles
Capacity: 24 Tons
Est. Length: 35 Ft.
No. Required: 35 plus one test pile

DESIGNED	John A. Morris
CHECKED	Charles Oliver
DRAWN	J.C. Mullenix
CHECKED	CY JM

EXAMINED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — W.E. Baumann, ENGINEER OF DESIGN
APPROVED — Richard H. Wetterman, CHIEF HIGHWAY ENGINEER
JUN 24 1972

P-11 11-18-69

FOOTING & PIER
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478 + 15

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS IOWA WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 21 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	93
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 13 / 14 SHEETS

Boring No. 1
Station 478+95
Offset 101' RT. &

Surface Water El. ---
Groundwater El. at Completion 658.2
After 24 Hours 676.2

Ground Surface 678.13	Elevation	N	Qu t/s.f.	w (%)
STIFF YELLOWISH BROWN CLAY TILL	0			
		14	1.6 B	26
	-5	10	1.5 P	23
672.13				
VERY STIFF LIGHT BROWN CLAY TILL		18	2.7 B	18
669.63				
VERY STIFF YELLOWISH BROWN AND GRAY CLAY TILL	-10	25	3.3 B	16
		18	3.5 B	16
	-15	15	3.5 B	16
662.13				
VERY STIFF GRAY CLAY TILL		15	2.3 B	17
	-20	14	2.1 B	17
656.13				

STIFF GRAY CLAY TILL	Elevation	N	Qu t/s.f.	w (%)
		14	1.7 B	17
	-25	12	1.1 B	17
		14	1.5 B	18
649.63				
VERY STIFF GRAY CLAY TILL	-30	19	3.7 B	15
647.13				
MEDIUM GRAY SILT		19	2.9 S	16
	-35	21	--	16
		19	--	13
639.63				
STIFF TO VERY STIFF BROWNISH GRAY CLAY TILL	-40	26	2.3 B	16
		23	1.4 B	22
	-45	24	2.9 B	25
		---	---	--
	-50	21	2.1 B	25
627.63				

Boring No. 2
Station 479+92
Offset 8

Surface Water El. ---
Groundwater El. at Completion 674.2
After 18 Hours 674.2

Ground Surface 678.17	Elevation	N	Qu t/s.f.	w (%)
STIFF YELLOWISH BROWN CLAY TILL	0			
		13	1.4 B	26
674.17				
MEDIUM YELLOWISH BROWN CLAY TILL	-5	6	0.4 B	26
672.17				
LOOSE YELLOWISH BROWN SILT		4	0.4 B	22
669.67				
VERY STIFF GRAY CLAY TILL	-10	22	3.1 B	15
		17	2.7 S	15
664.67				
STIFF GRAY SILTY CLAY TILL	-15	14	1.6 S	16
		14	1.6 S	14
659.17				
VERY STIFF GRAY SILTY CLAY TILL	-20	15	2.4 S	15
656.17				

STIFF GRAY SILTY CLAY TILL	Elevation	N	Qu t/s.f.	w (%)
		11	1.5 B	14
654.17				
VERY STIFF GRAY SILTY CLAY TILL	-25	22	2.5 B	14
651.67				
STIFF GRAY SILTY CLAY TILL		25	1.8 B	17
	-30	21	1.9 B	14
		20	1.9 B	16
	-35	20	2.0 B	16
		21	1.6 B	19
639.17				
	-40	21	2.3 B	16
		21	3.1 B	22
	-45	21	2.[illegible] B	20
VERY STIFF GRAY CLAY TILL		31	3.5 B	22
	-50	22	2.0 B	26
		---	---	--
622.67	-55	37	2.0 B	22

Boring No. 3
Station 480+05
Offset 103' L. &

Surface Water El. ---
Groundwater El. at Completion
After --- Hours ---

Ground Surface 677.93	Elevation	N	Qu t/s.f.	w (%)
STIFF YELLOWISH BROWN CLAY TILL	0			
		10	1.8 P	25
	-5	14	1.4 S	24
671.93				
VERY STIFF TO HARD YELLOWISH BROWN & GRAY CLAY TILL		24	6.0 S	22
	-10	23	3.1 S	22
		16	4.3 B	15
	-15	16	2.7 B	15
661.93				
STIFF GRAY CLAY TILL		12	1.9 B	16
	-20	12	1.9 B	15

STIFF GRAY CLAY TILL	Elevation	N	Qu t/s.f.	w (%)
		12	1.4 B	16
	-25	12	1.3 B	16
		---	---	---
	-30	13	1.9 B	16
		---	---	---
643.93				
VERY STIFF GRAY CLAY TILL	-35	12	2.3 B	12
		---	---	---
	-40	10	2.3 B	16
636.93				
		---	---	---
STIFF TO VERY STIFF GRAY CLAY TILL	-45	16	1.4 B	24
		--	---	--
627.43	-50	23	2.3 B	22

FOR INFORMATION ONLY

N - Standard Penetration Test Blows per ft. to Drive 2" O.D. Split Spoon Sampler 12" with 140 lb. Hammer falling 30".

N. S. - No Sample

Qu - Unconfined Compressive Strength - t/sf
NP - Non Plastic
S.T. - Shelby Tube
w - Water Content - Percentage of Oven Dry Weight - %

Type Failure
B - Bulge Failure
S - Shear Failure
E - Est. Value

A.S. - Auger Sample

DESIGNED John A. Morris
CHECKED Charles E. Shea
DRAWN Leona Heeren
CHECKED JM

JULY 24 1972
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Gutterman
CHIEF HIGHWAY ENGINEER

BORINGS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STATION 478+15

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 22 OF 29 SHEETS

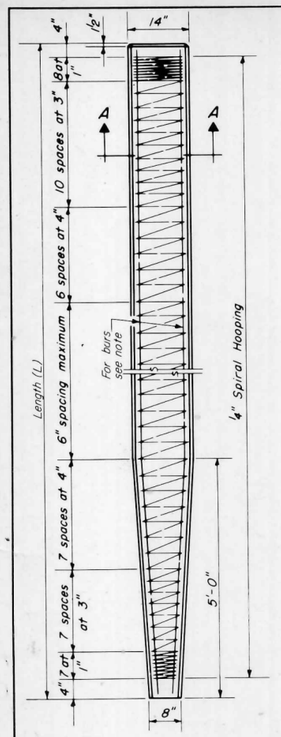
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	94
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

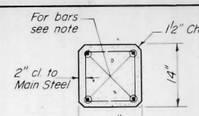
*46810P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

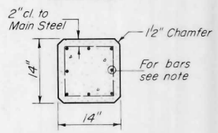
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	53-4HB	LIVINGSTON	36	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14
14 SHEETS





SECTION A-A
FOR PILES UNDER 45' LONG



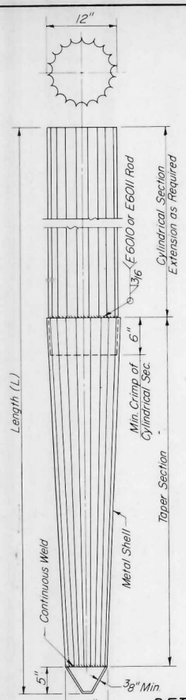
SECTION A-A
FOR PILES 45' OR MORE

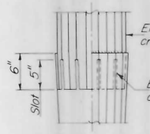
TIP

Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.

Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For Piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at mid point of pile.

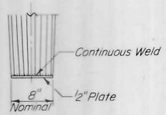
DETAIL OF PRECAST CONCRETE PILES





FIELD CRIMP DETAIL

Note: 6" Crimp shall either be supplied on the cylindrical section or made in the field as detailed.

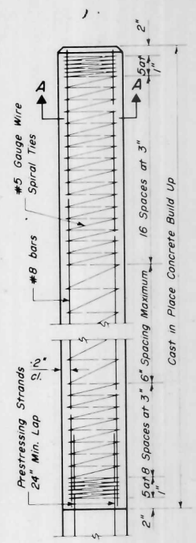


OPTIONAL FLAT END

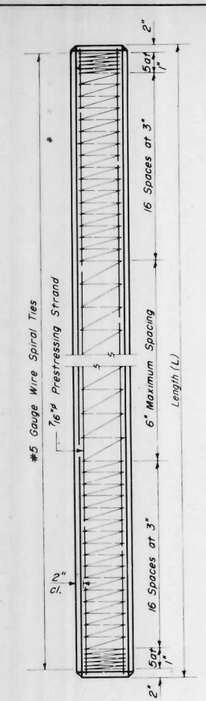
ALLOWABLE TAPER SECTIONS
10' Length - Taper 1" in 2'-6"
17' Length - Taper 1" in 4'-0"
25' Length - Taper 1" in 7'-0"
30' Length - Taper 1" in 7'-0"

NOTE:
The thickness of the shell shall be 0.1793 inches with a tolerance of 5%.

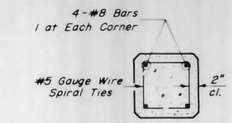
DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



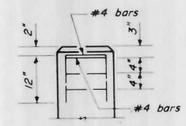
PILE BUILD UP



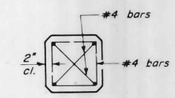
PILE PLAN



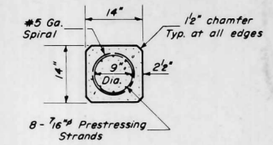
SECTION A-A



ELEVATION
(End Reinforcement)



PLAN
(End Reinforcement)

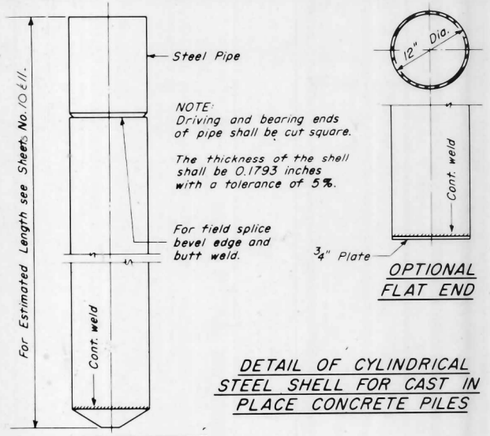


SECTION THRU PILE

DESIGN STRESSES
fc' = 5,000 psi.
f'c' = 4,000 psi.
fs' = 268,000 psi. (31,000 lbs.)
f's' = 188,000 psi. (21,700 lbs.)

NOTES
Prestressing steel shall be non-galvanized extra high strength stress-relieved 7-wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.
For Pile lengths up to 65', use two slings placed at a distance of 0.21 L * from each end. For Piles longer than 65', use three slings placed at a distance of 0.12 L * from each end and at mid-point of pile. * L = Over all length of pile to be handled.

PRECAST PRESTRESSED CONCRETE PILE



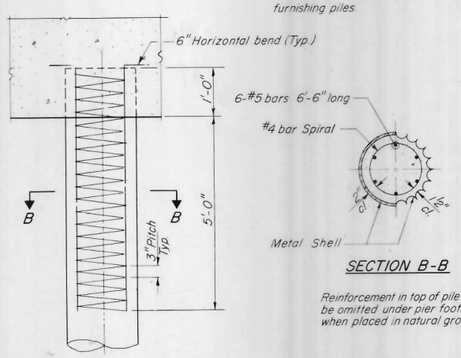
NOTE:
Driving and bearing ends of pipe shall be cut square.

The thickness of the shell shall be 0.1793 inches with a tolerance of 5%.

For field splice bevel edge and butt weld.

OPTIONAL FLAT END

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

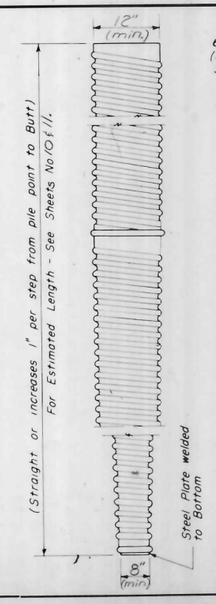


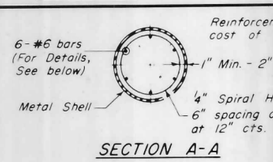
The cost of Reinforcement is incidental to the cost of furnishing piles.

SECTION B-B

Reinforcement in top of pile shall be omitted under pier footings when placed in natural ground.

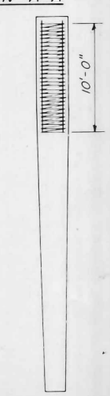
DETAIL OF REINFORCEMENT FOR METAL SHELLS





SECTION A-A

Reinforcement is incidental to the cost of furnishing piles.

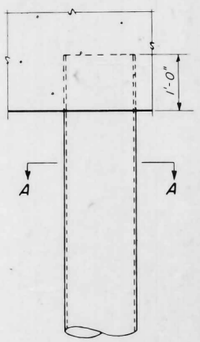


PILE REINFORCEMENT

At least 10% of the length of pile shall have a Butt diameter equal to or greater than 12"
Gauges are furnished to suit soil conditions (16 Gauge avg. min.)

BUTT

POINT
(Applies only to Step Taper type pile)



DETAIL OF MANDREL DRIVEN STRAIGHT OR STEP-TAPER PILES FOR CAST IN PLACE CONCRETE PILES

FOR INFORMATION ONLY

PILE DETAILS
F.A.I. RT. 55 SEC. 53-4HB
LIVINGSTON COUNTY
STA. 478+15.00

DESIGNED	Calvin A. Morris		
CHECKED	Charles P. Green		
DRAWN	R. Doty		
CHECKED	J.A.M.		

19
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
DIRECTOR OF HIGHWAYS

X-3 4-15-74

FILE NAME = Ø135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED - A.R.K.	REVISED -
		CHECKED - G.M. & S.F.M.	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN - A.D.S.	REVISED -
	PLOT DATE = 7/15/2015	CHECKED - A.R.K.	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

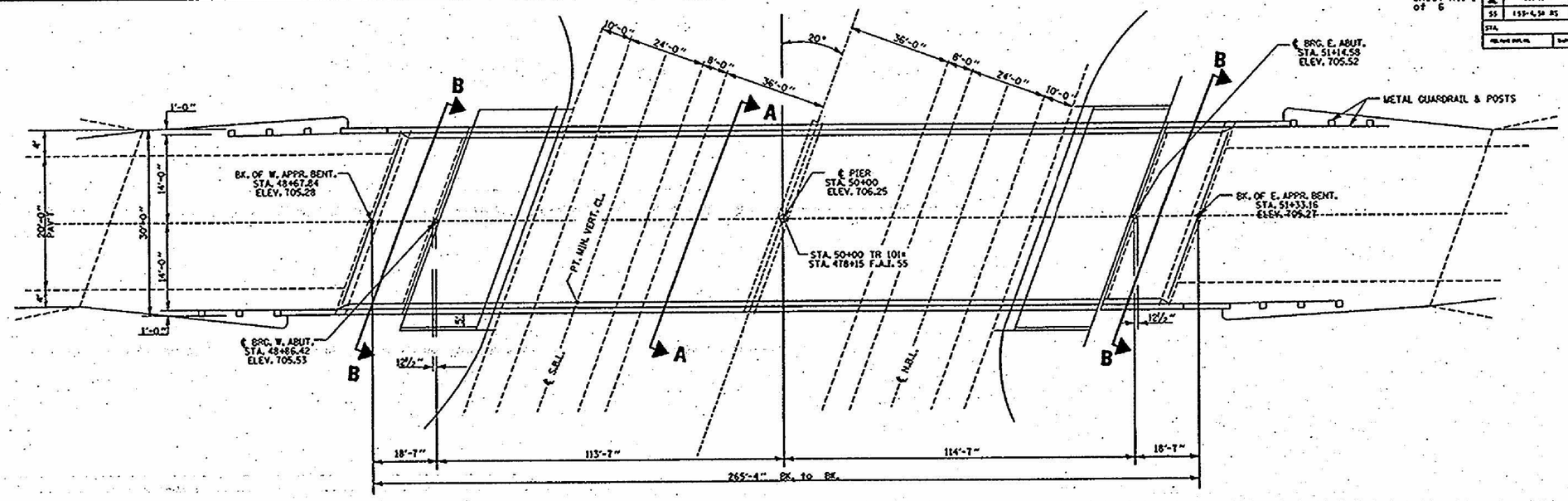
EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 23 OF 29 SHEETS

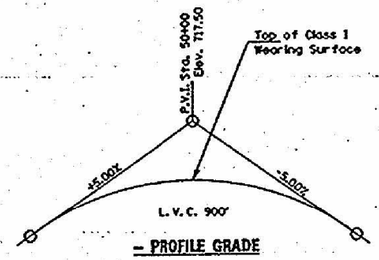
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	95
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

*46810P

Sheet No. 1 of 6

R.A.R. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	86	77
STA.		TO STA.		





– PROFILE GRADE
TR 101 –

DESIGN LOADING
Live HS 15-44 AASHO 1969 Specifications.
Allow 25#/sq.ft. for future wearing surfaces.

DESIGN STRESSES
fc = 1400 p.s.i. Substructure, Curbs, Parapets & Approach Slab Spans
fc = 1200 p.s.i. Superstructure Slab
vc = 75 p.s.i. Footings
fs = 20,000 p.s.i. Reinforcing Steel
fs = 20,000 p.s.i. Structural Steel (A-36)
n = 10

TOTAL BILL OF MATERIALS S.N. 053–0135

CODE NO.	ITEM	UNIT	QUANT.
Z0016200	DECK SLAB REPAIR (PARTIAL DEPTH)	SQ YD	78
Z0016001	DECK SLAB REPAIR (FULL DEPTH) TYPE I	SQ YD	29
Z0016002	DECK SLAB REPAIR (FULL DEPTH) TYPE II	SQ YD	10
X4066528	POLYMERIZED BITUMINOUS SURFACE COURSE MIX. D, CLASS I	TON	66
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	781
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	781
50300130	PREFORMED JOINT SEAL (4")	FT	63
50300530	FLOOR DRAIN EXTENSIONS	EA	20

NOTE:

1. 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 of 4 OF 6

GENERAL PLAN
S. N. 053–0135

JAN. 19, 2000
V:\00250\DETAILS.DGN

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
		CHECKED -	REVISED -
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	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

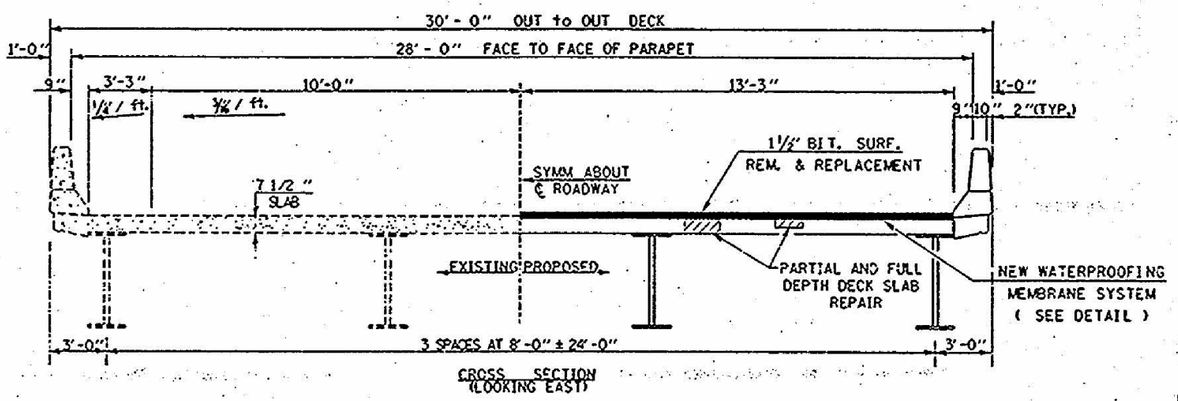
EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053–0135
SHEET NO. 24 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	96
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

*46810P

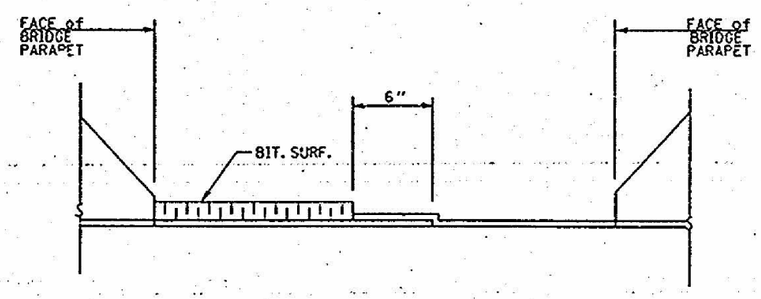
Sheet No. 2 of 6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	86	78
STA.		TO STA.		



CROSS SECTION
(LOOKING EAST)

SECTION A-A



WATERPROOFING TREATMENT DETAIL

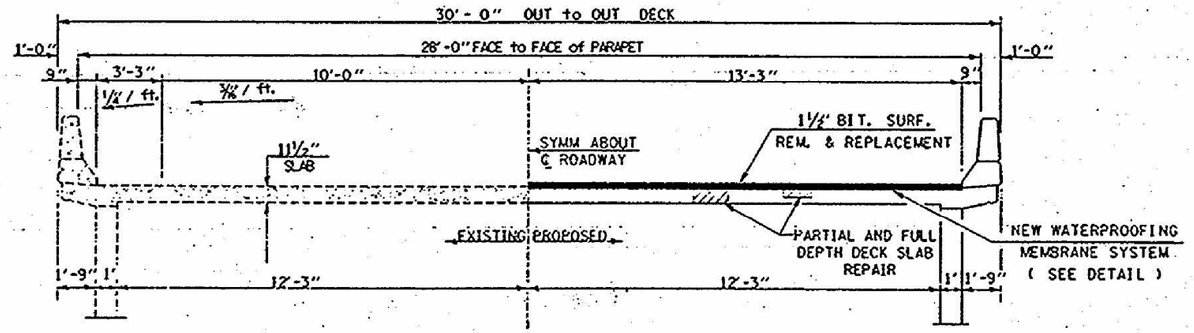
Note: Staging for traffic will not be required due to road closure. However for ease of construction the waterproofing membrane maybe lapped as detailed above.

Partial & FullDepth Median Repair will be paid for as Deck Slab Repair Partial & Fulldepth.

Areas of Deck Slab Repair will be field determined.

The Engineer Shall Show Actual Locations of Deck Repairs on As-Built Plans.

SEE SHEET 3&4 OF 6



CROSS SECTION

SECTION B-B

NOTE: Care shall be taken if extensive FullDepth Patching is required for section B-B.
Temporary support & bracing of the slab may be required.

FOR INFORMATION ONLY

BRIDGE DECK REPAIR DETAILS S. N. 053-0135

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN -	REVISED -
	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 25 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	97
		CONTRACT NO. 66F23		
		ILLINOIS FED. AID PROJECT		

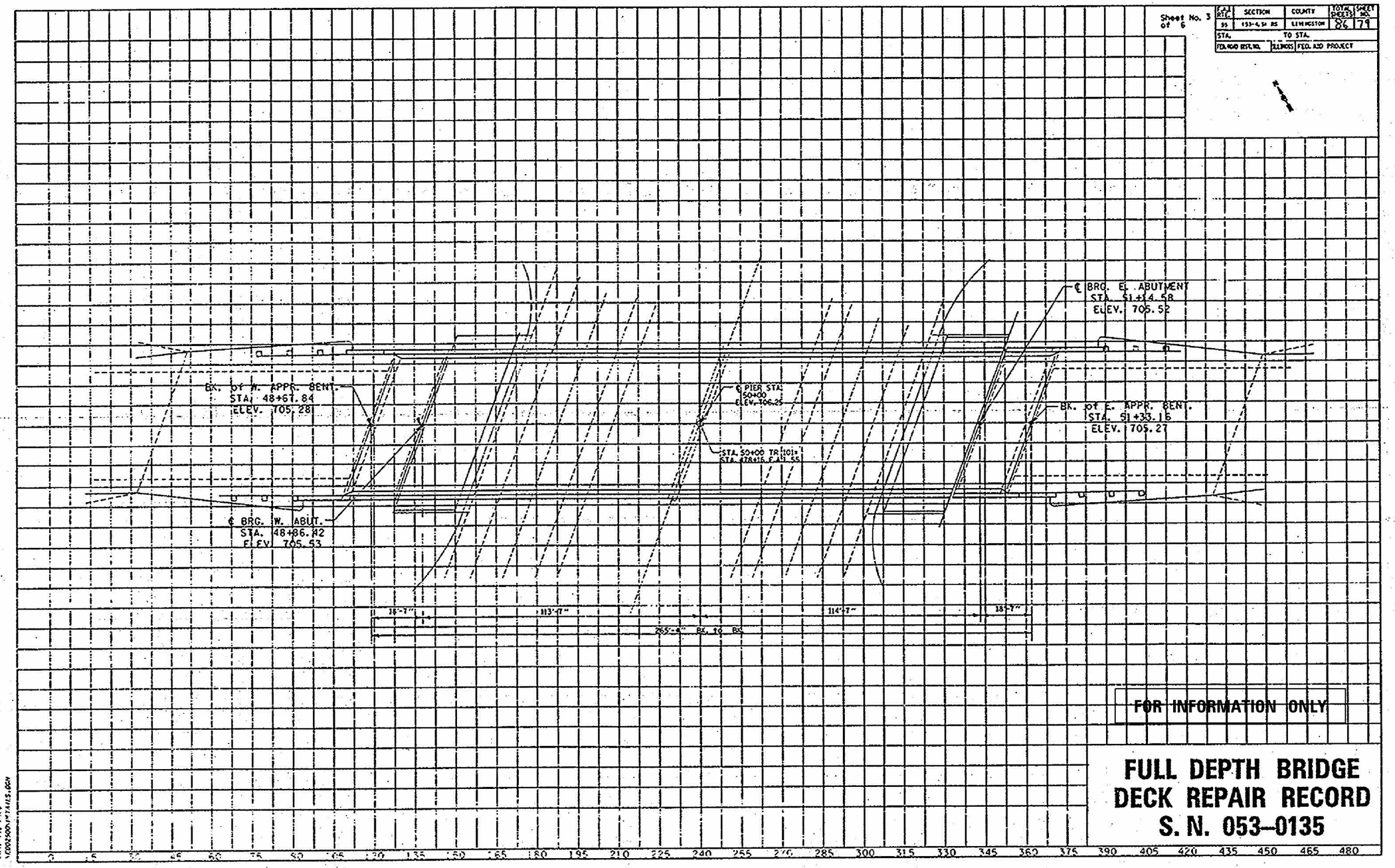
*46810P

Sheet No. 3 of 6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	86	79

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



FOR INFORMATION ONLY

FULL DEPTH BRIDGE DECK REPAIR RECORD
S. N. 053-0135

JAN. 14, 2000
\CD02500\MTALLS.DGN

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		CHECKED -	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN -	REVISED -
	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135

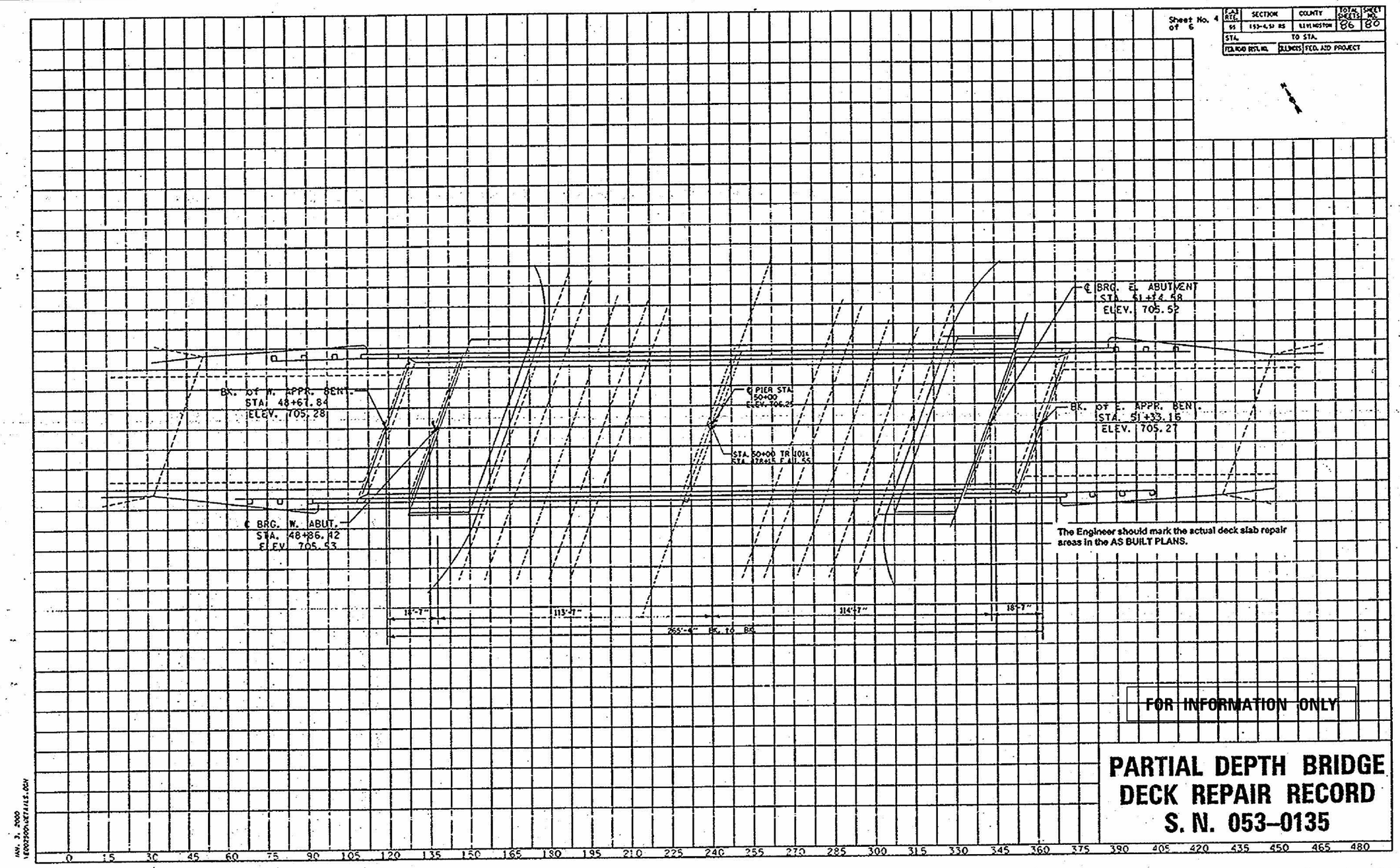
SHEET NO. 26 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	98

CONTRACT NO. 66F23

ILLINOIS FED. AID PROJECT

*46810P



FOR INFORMATION ONLY

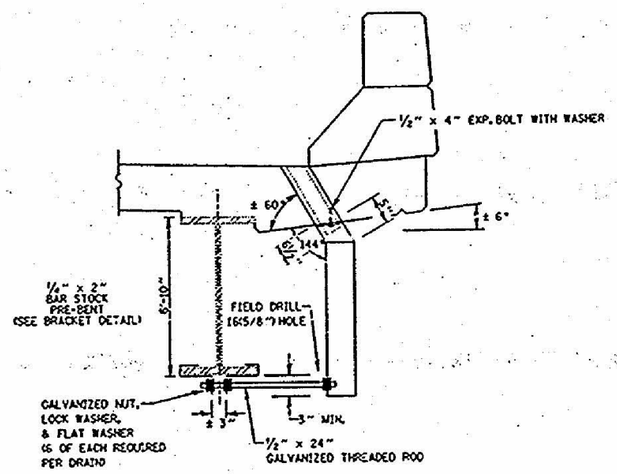
PARTIAL DEPTH BRIDGE DECK REPAIR RECORD S. N. 053–0135

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -	FEHR GRAHAM ENGINEERING & ENVIRONMENTAL ILLINOIS DESIGN FIRM NO. 184-003525	ILLINOIS IOWA WISCONSIN	EXISTING PLANS (FOR INFORMATION ONLY) S.N. 053–0135	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -				55	(53-4)R&I	LIVINGSTON	242	99
	PLOT SCALE = $SCALEL$	DRAWN -	REVISED -						CONTRACT NO. 66F23		
	PLOT DATE = 4/6/2017	CHECKED -	REVISED -			SHEET NO. 27 OF 29 SHEETS			ILLINOIS FED. AID PROJECT		

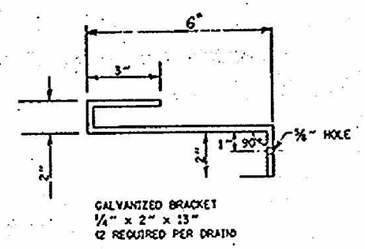
*46810P

Sheet No. 5 of 6

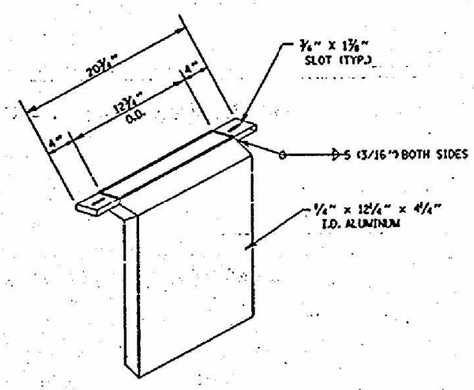
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	86	81
STA.		TO STA.		



SECTION AT DRAIN



BRACKET DETAIL



DRAIN EXTENTION

20 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. 053-0135

FILE NAME = 0135_EX-PLANS.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALEL$	DRAWN -	REVISED -
	PLOT DATE = 4/6/2017	CHECKED -	REVISED -

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
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EXISTING PLANS (FOR INFORMATION ONLY)
S.N. 053-0135
SHEET NO. 28 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4)R&I	LIVINGSTON	242	100
		CONTRACT NO. 66F23		
	ILLINOIS FED. AID PROJECT			

*46810P