

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	1
		ILLINOIS	CONTRACT NO. 76J11	

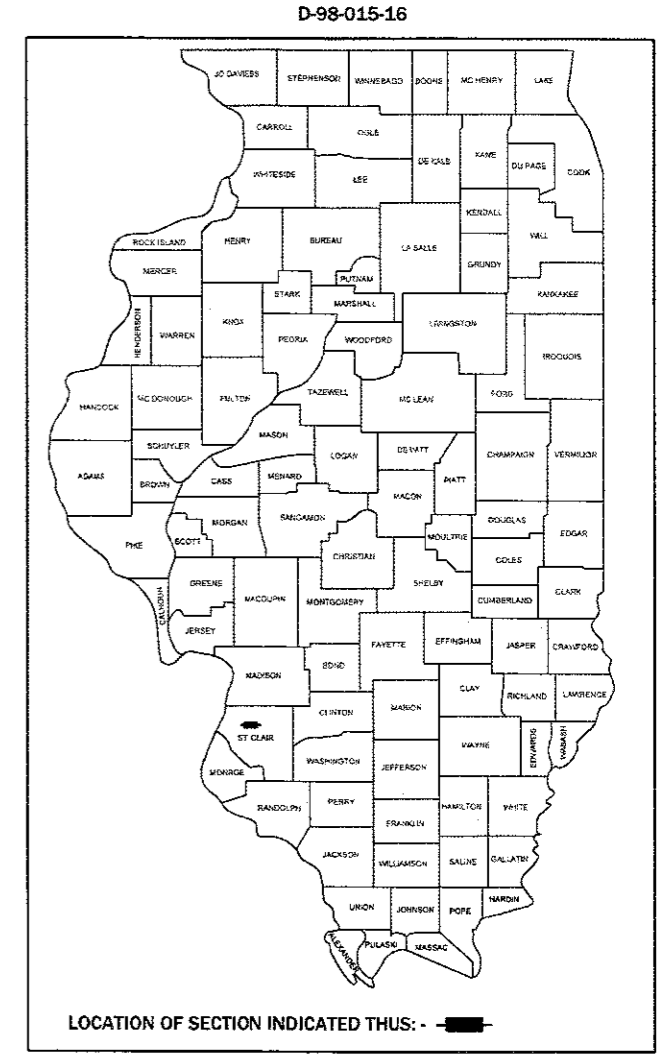
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**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 103 (IL 15)
SECTION 27-1BR-1
DECK REPLACEMENT
ST. CLAIR COUNTY
FEDERAL PROJECT NHPP-SFEN(566)

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2



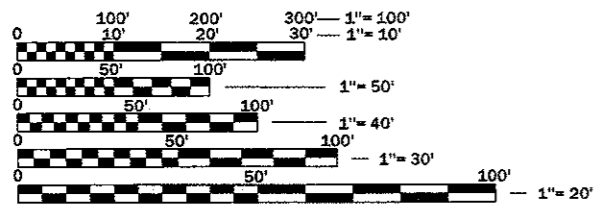
BEGIN IMPROVEMENT
WB STA 685+00.00
BEGIN IMPROVEMENT
EB STA 686+25.00

WB BRIDGE DECK REPLACEMENT
STA 688+22.84
EX SN 082-0049
PR SN 082-0049

END IMPROVEMENT
WB STA 691+75.00
END IMPROVEMENT
EB STA 693+00.00

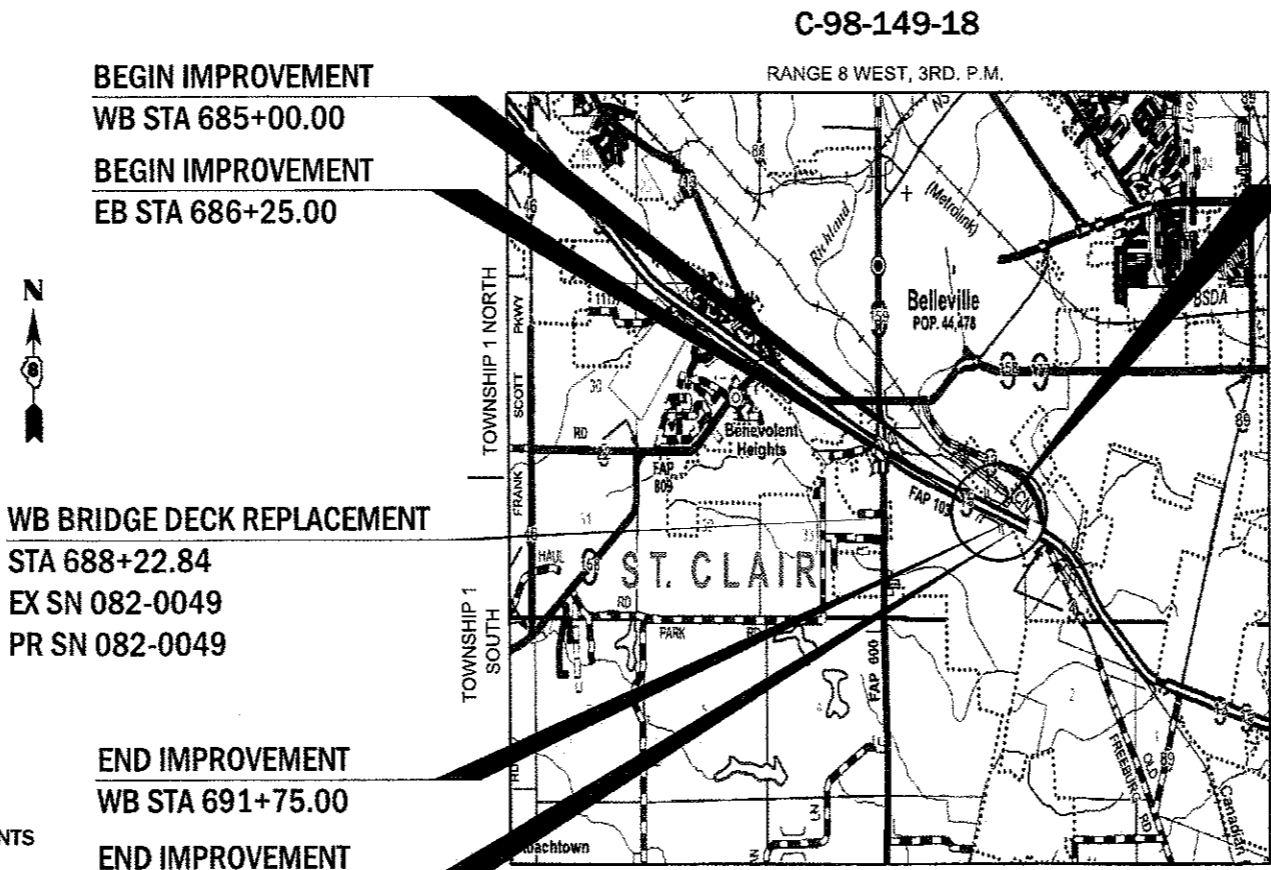
EB BRIDGE DECK
REPLACEMENT
STA 689+59.75
EX SN 082-0050
PR SN 082-0050

FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL
2015 ADT = 13,500
P.V.=87.5% S.U.=7.7% M.U.=4.8%

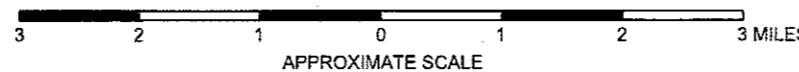


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

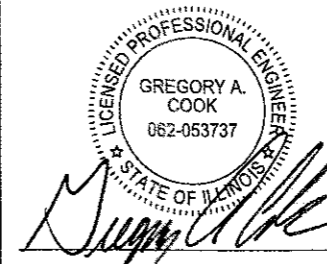
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



LOCATION MAP



GROSS LENGTH = 675 FT. = 0.128 MILE
NET LENGTH = 675 FT. = 0.128 MILE



SEALED: 10/30/2017
EXPIRES: 11/30/2017
SHEETS: ROADWAY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED: Nov 6 20 17
Regional Engineer: Jeffery K. K...
Nov 30 20 17
Maurice M. J... PE
Nov 30 20 17
Director of Office of Program Development

PROJECT ENGINEER: TIMOTHY PADGETT, PE (618) 346-3325
PROJECT MANAGER: DONALD HAYDEN, PE (618) 346-3181

CONTRACT NO. 76J11

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

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
421001-03	BAR REINFORCEMENT FOR CRC PAVEMENT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542401-03	METAL END SECTIONS FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
610001-08	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-08	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-07	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
643001-02	SAND MODULE IMPACT ATTENUATORS
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15'(4.5M) TO 24'(600MM) FROM PAVEMENT EDGE
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701416-11	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701901-07	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - A. CITY OF BELLEVILLE*
 - B. CHARTER COMMUNICATIONS, INC.*
 - C. ILLINOIS AMERICAN WATER CO.*
 - D. CLEARWAVE COMMUNICATIONS*
 - E. AT&T ILLINOIS*

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING AS DIRECTED BY THE ENGINEER.
- ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
- CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE AND SHALL REMAIN UP FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL REMOVE AND TRANSFER EXISTING (STATE OWNED) TEMPORARY CONCRETE BARRIERS AND ATTENUATORS TO AN IDOT MAINTENANCE FACILITY AFTER THE CONSTRUCTION PROJECT. CONTACT TIM PRICE, 618-346-3284 (OFFICE) / 618-301-8825 (CELL), TO COORDINATE DELIVERY.
- MIXTURE REQUIREMENT

COMMITMENTS:

NONE

HMA MIXTURE REQUIREMENT TABLE

LOCATION(S):	FAP ROUTE 103 (IL 15)	FAP ROUTE 103 (IL 15)	FAP ROUTE 103 (IL 15)	FAP ROUTE 103 (IL 15)
MIXTURE USE(S):	SURFACE	LEVEL BINDER	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"
BINDER GRADE (PG):	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=30	4.0% @ Ndes=30
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL-9.5	IL-9.5 FG	IL-19.0L	IL-9.5L
FRICTION AGGREGATE:	MIXTURE "D"	MIXTURE "C"		
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

- THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITIES. WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- A QUANTITY OF 11,963 FEET OF TEMPORARY PAVEMENT MARKING LINE 6" WHITE AND YELLOW HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
- THE CONTRACTOR SHALL REMOVE THE CONCRETE THAT ENCASES THE EXISTING CORRUGATED STEEL PIPE AS PART OF THE SLOTTED DRAIN REMOVAL. THE CONCRETE IS APPROXIMATELY 6 INCHES THICK ON EACH SIDE AND BOTTOM OF THE EXISTING CORRUGATED STEEL PIPE. THIS WORK IS INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN REMOVAL.



USER NAME = jxofoot	DESIGNED - GAC/JJO	REVISED - MJS 11-29-2017
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2.0000" / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	2
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FEDERAL 20% STATE	CONSTR. CODE
					BRIDGE 0013 082-0049/50
20200100	EARTH EXCAVATION	CU YD	4,586		4,586
20700220	POROUS GRANULAR EMBANKMENT	CU YD	571		571
25000200	SEEDING, CLASS 2	ACRE	3		3
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	272		272
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	272		272
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	272		272
25100630	EROSION CONTROL BLANKET	SQ YD	14,621		14,621
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	906		906
28000305	TEMPORARY DITCH CHECKS	FOOT	276		276
28000400	PERIMETER EROSION BARRIER	FOOT	980		980
28000500	INLET AND PIPE PROTECTION	EACH	6		6
28100105	STONE RIPRAP, CLASS A3	SQ YD	55		55
28100109	STONE RIPRAP, CLASS A5	SQ YD	5,105		5,105
28200200	FILTER FABRIC	SQ YD	5,105		5,105

14

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FEDERAL 20% STATE	CONSTR. CODE
					BRIDGE 0013 082-0049/50
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	872		872
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 10"	SQ YD	41		41
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	9,043		9,043
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,904		1,904
40600647	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N90	TON	63		63
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	72		72
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	872		872
44000100	PAVEMENT REMOVAL	SQ YD	9,990		9,990
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	848		848
44004250	PAVED SHOULDER REMOVAL	SQ YD	985		985
44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	116		116
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	133		133
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,241		1,241
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	2,636		2,636

14

URBAN
80% FEDERAL
20% STATE

CONSTR. CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0013 082-0049/50
50102400	CONCRETE REMOVAL	CU YD	120.9	120.9
50104650	SLOPE WALL REMOVAL	SQ YD	4,345	4,345
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2	2
50105220	PIPE CULVERT REMOVAL	FOOT	781	781
50200100	STRUCTURE EXCAVATION	CU YD	672	672
50300225	CONCRETE STRUCTURES	CU YD	336.5	336.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	913.4	913.4
50300260	BRIDGE DECK GROOVING	SQ YD	2,968	2,968
50300300	PROTECTIVE COAT	SQ YD	3,823	3,823
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	215.3	215.3
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	54,750	54,750
50500505	STUD SHEAR CONNECTORS	EACH	7,956	7,956
* 50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	LSUM	1	1
* 50606702	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 2	LSUM	1	1

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* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				URBAN 80% FEDERAL 20% STATE	BRIDGE 0013 082-0049/50
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	375,900		375,900
50800515	BAR SPLICERS	EACH	371		371
51500100	NAME PLATES	EACH	2		2
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24
52100520	ANCHOR BOLTS, 1"	EACH	48		48
542C0223	PIPE CULVERTS, CLASS C, TYPE 1, 18"	FOOT	8		8
54213447	END SECTIONS 12"	EACH	2		2
54213453	END SECTIONS 18"	EACH	1		1
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	8		8
58700300	CONCRETE SEALER	SQ FT	3,253		3,253
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	346		346
60100945	PIPE DRAINS 12"	FOOT	63		63
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	3		3
60259905	MANHOLES TO BE RECONSTRUCTED WITH NEW MEDIAN INLET (604106)	EACH	1		1

14

URBAN
80% FEDERAL
20% STATE

CONSTR. CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0013 082-0049/50
61000050	CONCRETE THRUST BLOCKS	EACH	2	2
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2
61100500	EXPLORATION TRENCH 52" DEPTH	FOOT	100	100
61100605	MISCELLANEOUS CONCRETE	CU YD	6	6
61133100	FIELD TILE JUNCTION VAULTS, 2' DIA.	EACH	1	1
61133300	FIELD TILE JUNCTION VAULTS, 4' DIA.	EACH	1	1
61140200	STORM SEWERS (SPECIAL), 12"	FOOT	150	150
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	837.5	837.5
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	1,098	1,098
66201120	CONCRETE SHOULDER CURB	FOOT	35	35
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1,200	1,200

14

* SPECIALTY ITEM



USER NAME = dmeyer
PLOT SCALE = 2.0000' / in.
PLOT DATE = 11/22/2017

DESIGNED - GAGJJQ
DRAWN - DRRJDKJJQ
CHECKED - ERB
DATE - 10/30/17

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
SUMMARY OF QUANTITIES
SCALE: NTS SHEET 5 OF 9 SHEETS STA. TO STA.

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76J11	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FEDERAL 20% STATE	CONSTR. CODE
					BRIDGE 0013 082-0049/50
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1		1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1		1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18		18
67100100	MOBILIZATION	LSUM	1		1
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	4		4
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	23,140		23,140
70300100	SHORT TERM PAVEMENT MARKING	FOOT	952		952
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	317		317
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	42,363		42,363
70400100	TEMPORARY CONCRETE BARRIER	FOOT	6,375		6,375
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	7,837.5		7,837.5
70400600	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	1,812.5		1,812.5
70600251	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4		4
70600352	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4		4

14

* SPECIALTY ITEM



USER NAME = dmeyer
PLOT SCALE = 2.0000" / in.
PLOT DATE = 11/2/2017

DESIGNED - GACUJO
DRAWN - DRRUDKJJO
CHECKED - ERS
DATE - 10/30/17

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
SUMMARY OF QUANTITIES
SCALE: NTS SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	8
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FEDERAL 20% STATE	CONSTR. CODE
					BRIDGE 0013 082-0049/50
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	2,324		2,324
* 78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	14,337		14,337
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	93		93
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	20		20
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	16		16
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	16		16
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	93		93
X0100003	CLEARING AND GRUBBING	SQ YD	3,531		3,531
X0323992	HELICAL GROUND ANCHORS	EACH	8		8
X0325088	PLACEMENT OF CEMENT GROUT	CU FT	32		32
X0325734	SLOTTED DRAIN REMOVAL	FOOT	1,225		1,225
X0326519	STEEL RAILING REMOVAL	FOOT	126		126
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	27,197		27,197

14

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FEDERAL 20% STATE	CONSTR. CODE
					BRIDGE 0013 082-0049/50
X5091755	PARAPET RAILING, SPECIAL	FOOT	115		115
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	338		338
X6430110	REMOVE IMPACT ATTENUATORS, SALVAGE	EACH	2		2
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	25,319		25,319
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	144		144
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	2,324		2,324
Z0000300	ADJUST ROCKER AND SOLE PLATE	EACH	18		18
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24		24
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	25,120		25,120
Z0004552	APPROACH SLAB REMOVAL	SQ YD	427		427
* Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	LSUM	1		1
* Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	359		359
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	21		21

* SPECIALTY ITEM

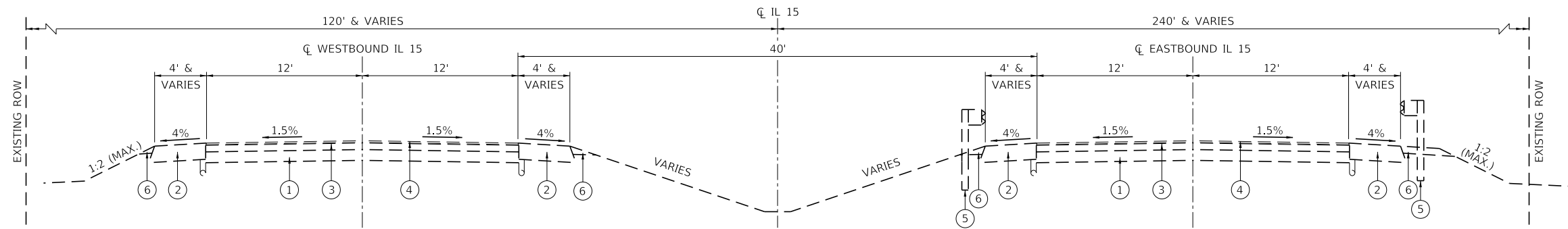


USER NAME = dmeyer	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15) SUMMARY OF QUANTITIES	
SCALE: NTS	SHEET 8 OF 9 SHEETS STA. TO STA.

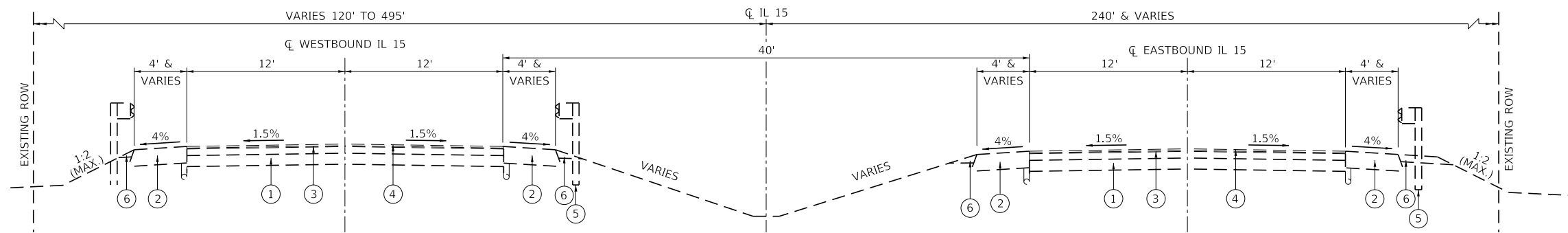
F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76J11	



EXISTING TYPICAL CROSS SECTION

(WEST OF STRUCTURES)
 F.A.P. RTE. 103 (IL 15)
 WB STA 685+00.00 TO STA 686+54.01
 EB STA 686+25.00 TO STA 687+90.91

- EXISTING LEGEND**
- ① EXIST. PCC PAVEMENT 10"
 - ② EXIST. HMA SHOULDER
 - ③ EXIST. HMA BINDER COURSE 1 1/4" & VARIES
 - ④ EXIST. HMA SURFACE COURSE 1 1/4" & VARIES
 - ⑤ EXIST. GUARDRAIL
 - ⑥ EXIST. AGGREGATE SHOULDER 6" & VARIES



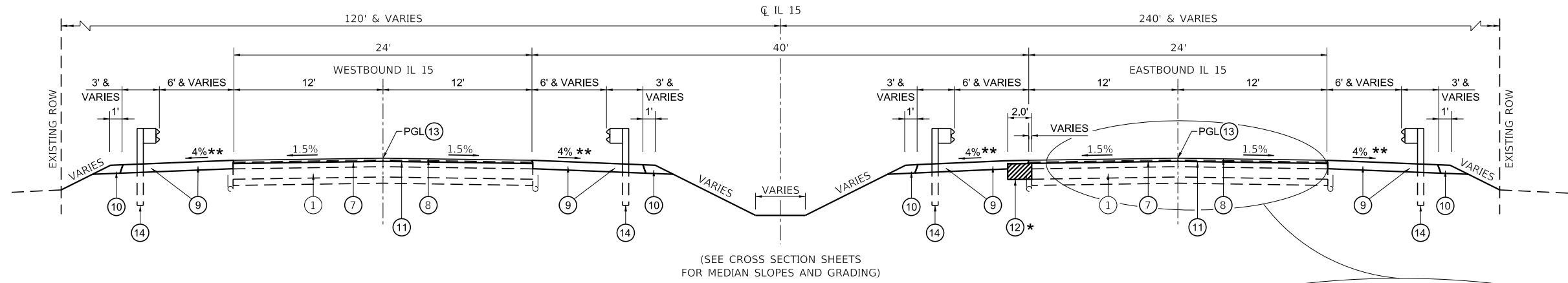
EXISTING TYPICAL CROSS SECTION

(EAST OF STRUCTURES)
 F.A.P. RTE. 103 (IL 15)
 WB STA 689+91.67 TO STA 691+75.00
 EB STA 691+28.55 TO STA 693+00.00

NOTE
 SEE PLAN AND PROFILE SHEET FOR LOCATIONS OF EXISTING GUARDRAIL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 10,000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	12
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



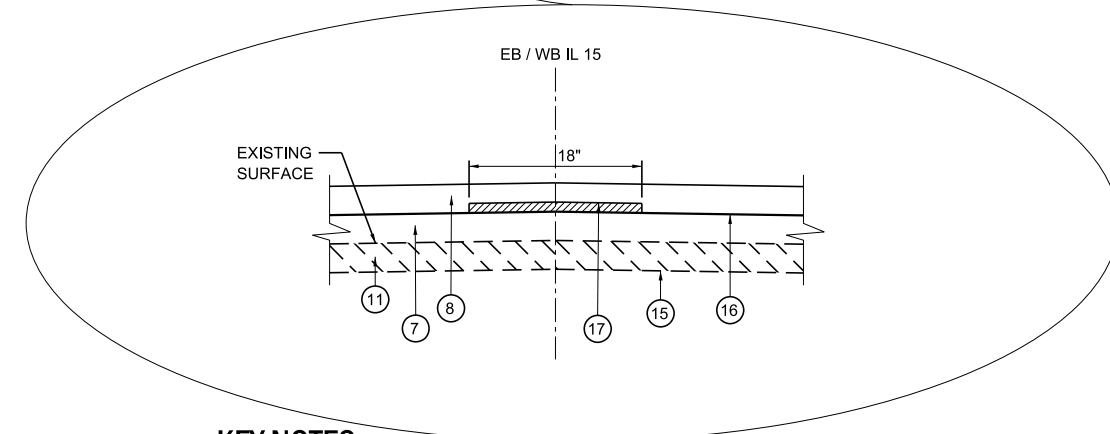
PROPOSED TYPICAL CROSS SECTION

**** NOTE:**

STRUCTURE DECKS, BRIDGE APPROACH PAVEMENT, AND PAVEMENT CONNECTORS PCC FOR BRIDGE APPROACH SLABS HAVE PROPOSED SHOULDER AREAS WITH CROSS SLOPE OF 1.56%

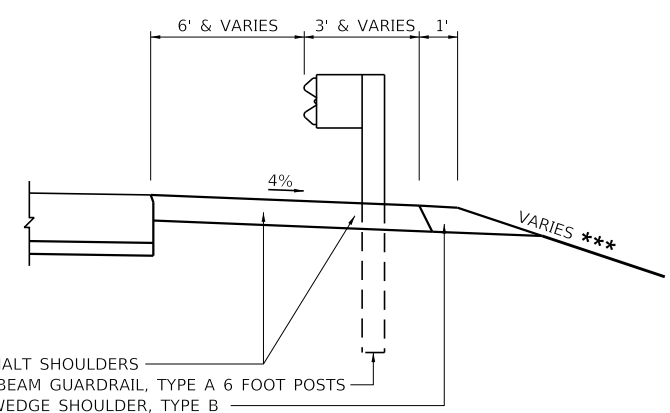
ROADWAY HMA SHOULDER APPROACHES HAVE A TYPICAL 4.0% CROSS SLOPE. TRANSITION SHOULDER CROSS SLOPE FROM 4.0% TO 1.56% WITHIN 20' LENGTH APPROACHING TO AND DEPARTING FROM THE PAVEMENT CONNECTOR PCC FOR BRIDGE APPROACH SLAB.

(LOOKING EAST)
 F.A.P. RTE. 103 (IL 15)
 EASTBOUND
 STA 686+25.00 TO STA 687+02.13
 STA 692+18.09 TO STA 693+00.00
 WESTBOUND
 STA 685+00.00 TO STA 685+64.44
 STA 690+80.52 TO STA 691+75.00



KEY NOTES

- ① EXIST. PCC PAVEMENT 10"
- ② EXIST. HMA SHOULDER 6"
- ③ EXIST. HMA BINDER COURSE 1 1/4" & VARIES
- ④ EXIST. HMA SURFACE COURSE 1 1/4" & VARIES
- ⑤ EXIST. GUARDRAIL
- ⑥ EXIST. AGGREGATE SHOULDER 6"
- ⑦ PROP. LEVELING BINDER (MACHINE METHOD), N90, DEPTH VARIES
- ⑧ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90, 1 1/2"
- ⑨ PROP. HOT-MIX ASPHALT SHOULDERS, 8"
- ⑩ PROP. AGGREGATE WEDGE SHOULDER TYPE B
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⑫ * PROP. PCC BASE COURSE WIDENING, 10" (SEE PLAN & PROFILE SHEET FOR LOCATIONS, ON EASTBOUND & WESTBOUND MAINLINE PAVEMENT)
- ⑭ PROP. GUARDRAIL
- ⑮ BITUMINOUS MATERIALS (PRIME COAT)
- ⑯ BITUMINOUS MATERIALS (TACK COAT)
- ⑰ LONGITUDINAL JOINT SEALANT



DETAIL AT GUARDRAIL

F.A.P. RTE. 103 (IL 15)

*** SEE CROSS SECTION SHEETS

NOTE

SEE PLAN AND PROFILE SHEET FOR LOCATIONS OF PROPOSED GUARDRAIL AND SHOULDER IMPROVEMENTS

GUARDRAIL	ROUTE	LOCATION
STEEL PLATE BEAM GUARDRAIL, TYPE A	EASTBOUND	STA 684+73.7 RT TO STA 687+73.7 RT
		STA 685+70.6 LT TO STA 686+95.6 LT
	WESTBOUND	STA 691+22.9 LT TO STA 691+60.4 LT
		STA 692+01.0 RT TO STA 693+01.0 RT
TRAFFIC BARRIER TERMINAL, TY 5	EASTBOUND	STA 690+08.8 LT TO STA 691+46.3 LT
	WESTBOUND	STA 690+87.0 RT TO STA 692+24.5 RT
TRAFFIC BARRIER TERMINAL, TY 6	EASTBOUND	STA 691+09.6 LT TO STA 691+22.9 LT
		STA 691+87.7 RT TO STA 692+01.0 RT
	WESTBOUND	STA 686+95.6 LT TO STA 687+35.0 LT
		STA 687+73.7 RT TO STA 688+13.1 RT
TRAFFIC BARRIER TERMINAL, TY 1 (SPECIAL) TANGENT	EASTBOUND	STA 689+69.4 LT TO STA 690+08.8 LT
		STA 690+47.6 RT TO STA 690+87.0 RT
	WESTBOUND	STA 684+23.7 RT TO STA 684+73.7 RT
		STA 685+20.6 LT TO STA 685+70.6 LT
	WESTBOUND	STA 691+60.4 LT TO STA 692+10.4 LT
		STA 692+24.5 RT TO STA 692+74.5 RT

SCHEDULE OF EARTHWORK			
	EARTH EXCAVATION	ESTIMATED CUT MATERIAL FOR EMBANKMENT ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT
STATION TO STATION	CU YD	CU YD	CU YD
WEST CROSSOVER	1,489	1,117	2
EAST CROSSOVER	2,074	1,556	4
WESTBOUND MAINLINE	480	360	41

LANDSCAPING ITEMS								
LOCATION					SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
STATION	OFFSET	TO	STATION	OFFSET	ACRE	POUND	POUND	POUND
670+48	LT/RT		685+00	LT/RT	1.21	110	110	110
685+00	LT/RT		687+47	LT/RT	0.13	14	14	14
690+33	LT/RT		693+00	LT/RT	0.16	15	15	15
727+00	LT/RT		742+40	LT/RT	1.47	133	133	133
TOTAL					3.0	272	272	272

PAVEMENT ITEMS														
LOCATION					PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 10"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	LEVELING BINDER (MACINE METHOD), N90	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	HOT-MIX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 10"	CONCRETE SHOULDER CURB	LONGITUDINAL JOINT SEALANT
STATION	OFFSET	TO	STATION	OFFSET	SQ YD	POUND	POUND	TON	TON	SQ YD	SQ YD	SQ YD	FOOT	FOOT
EASTBOUND														
670+74.7	LT		685+00.0	LT		1,425	285					633		
684+06.9	RT		687+02.1	RT		820	164				368			
685+03.8	LT		687+02.1	LT		469	94				214			
686+25.0			687+02.1			93	46	19	17					77
686+53.5	LT		687+02.1	LT	11									
687+02.1			687+96.1						218					
687+70.6	RT		685+77.3	RT									10	
691+24.1			692+18.1						218					
692+18.1	LT		693+00.0	LT		197	27				99			
692+18.1	RT		693+00.0	RT		235	40				102			
692+18.1	RT		692+60.0	RT	9									
692+18.1			693+00.0			98	49	7	18					82
727+00.0	LT		742+40.4	LT		1,540	308					685		
WESTBOUND														
670+74.7	RT		685+00.0	RT		1,425	285					633		
685+00.0			685+64.4			97	39	10	15					64
685+00.0	LT		685+64.4	LT		77	24				53			
685+00.0	RT		685+64.4	RT		120	19				43			
685+25.0	LT		685+64.4	LT	9									
685+64.4			686+58.4						218					
685+67.3	LT		687+95.6	LT									25	
690+80.5	LT		691+75.0	LT		284	59				135			
689+86.5			690+80.5			124			218					
690+80.5	RT		692+91.4	RT		499	100				227			
690+80.5	RT		691+34.0	RT	12									
690+80.5			691+75.0				57	27	22					95
727+00.0	RT		742+40.4	RT		1,540	308					685		
TOTAL					41	9,043	1,904	63	72	872	1,241	2,636	35	318



USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2,000' = 1" IN.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	14
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF EROSION CONTROL					
LOCATION		EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
STATION TO STATION	OFFSET	SQ YD	POUND	FOOT	FOOT
670+74.7 TO 687+46.7	LT/RT	5,857	363		
673+00.0 TO 692+50.0	CL			144	
683+76.0 TO 688+17.3	RT	630	39		
684+20.0 TO 688+16.0	RT				434
684+83.0 TO 685+96.0	LT				164
684+90.0 TO 685+96.6	LT	194	12		
689+65.0 TO 691+85.0	LT	339	21		
689+65.0 TO 693+10.0					250
690+33.4 TO 693+40.0	LT/RT	775	48		
692+26.0 TO 693+00.0	RT	146	9		
692+29.0 TO 693+10.0	RT				132
727+00.0 TO 742+40.4	LT/RT	6,680	414		
727+00.0 TO 741+50.0	CL			132	
TOTAL		14,621	906	276	980

REMOVAL ITEMS								
LOCATION				PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	PAVED SHOULDER REMOVAL	APPROACH SLAB REMOVAL	
STATION	OFFSET	TO	STATION	OFFSET	SQ YD	SQ YD	SQ YD	SQ YD
EASTBOUND								
670+74.7			675+69.0		513			
681+20.0			686+15.0		516			
684+06.9	RT		688+18.0	RT			328	
686+15.0	LT		687+56.0	LT			64	
686+25.0			687+02.1			206		
687+02.1			688+13.5		230			107
691+05.9			692+18.1		233			107
691+00.0	LT		693+00.0	LT			90	
691+60.0	RT		693+00.0	RT			107	
692+18.1			693+00.0			218		
727+00.0			731+95.0		544			
737+45.0			742+40.0		513			
WESTBOUND								
670+74.7			675+69.0		513			
681+20.0			686+15.0		516			
685+00.0	LT		686+20.0	LT			96	
686+15.0	RT		686+80.0	RT			28	
685+00.0			685+64.4			172		
685+64.4			686+76.3		232			107
689+63.0	LT		691+75.0	LT			152	
689+68.6			690+80.5		232			106
690+23.0	RT		692+91.0	RT			120	
690+80.5			691+75.0			252		
727+00.0			731+95.0		543			
737+45.0			742+40.0		513			
MEDIAN								
675+69.0			681+20.0		2,448			
731+95.0			737+45.0		2,444			
TOTAL					9,990	848	985	427

TEMPORARY PAVEMENT MARKING										
LOCATION				PAVEMENT MARKING BLACKOUT TAPE, 6"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 4"	PAVEMENT MARKING REMOVAL - WATER BLASTING	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	
STATION	OFFSET	TO	STATION	OFFSET	FOOT	FOOT	SQ FT	FOOT	SQ FT	FOOT
STAGE I										
657+75.0	RT		670+75.0	RT	2,925					
657+75.0	44.0' RT		744+45.0	44.0' RT			5,385	2,890	3,285	
664+35.0	20.0' RT		742+40.4	20.0' RT			4,725	2,602	3,080	
673+48.7	44.0' LT		750+45.0	44.0' LT			4,555	2,522	3,011	
673+49.0	20.0' LT		757+05.0	20.0' LT			5,345	2,825	3,131	
691+75.0	LT		727+00.0	LT	7,930					
742+40.0	LT		757+05.0	LT	3,300					
742+40.0	RT		744+45.0	RT	465					
STAGE II										
656+10.0	20' RT		742+40.4	21.0' RT			5,330	2,876	3,301	
656+55.0	RT		657+75.0	RT	370					
662+70.0	44.0' RT		739+65.9	44.8' RT			4,670	2,566	3,027	
668+55.0	LT		670+75.0	LT	500					
668+55.0	44.0' LT		739+26.8	24.5' LT			4,085	2,358	2,988	
670+67.8	19.0' LT		748+89.3	20.0' LT			4,732	2,607	3,088	
670+75.0	LT		691+75.0	LT		270		90	1,163	
670+75.0	RT		693+00.0	RT		286		95	1,163	
693+00.0	RT		727+00.0	RT	7,650					
718+70.9	58.6' LT		739+26.5	26.5' LT			2,068	689		
722+00.8	65.5' LT		723+70.4	44.0' LT			170	57		
727+00.0	LT/RT		742+40.0	LT/RT		396	132		2,310	
738+32.5	43' LT		755+49.0	44' LT			1,298	569	408	
TOTAL					23,140	952	317	42,363	27,197	25,319

TEMPORARY TRAFFIC CONTROL									
LOCATION				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	PINNING TEMPORARY CONCRETE BARRIER	*TEMPORARY PAVEMENT MARKING - LINE 6"	
STATION	OFFSET	TO	STATION	OFFSET	FOOT	FOOT	FOOT	EACH	FOOT
STAGE I CONSTRUCTION									
672+29.1	19.0' LT		742+40.0	19.0' RT	5,200.0			18	10,400
673+45.6			683+19.9				975		
684+15.0	8.6' LT		686+80.0	16.0' LT	262.5			18	262.5
700+41.0	16.5' LT		703+06.0	16.5' LT	262.5			18	262.5
721+05.5	18.0' LT		723+70.0	18.0' LT	262.5			18	262.5
729+73.3			733+13.3				312.5		
733+68.3			739+13.8				525		
STAGE II CONSTRUCTION									
670+67.8	19.0' LT		745+47.2	14.0' RT	387.5	7,137.5		18	775
692+10.0	16.5' RT		693+87.0	16.5' RT		175		18	
712+06.0	16.5' RT		714+72.0	15.2' RT		262.5		18	
724+76.0	15.0' RT		727+43.0	15.0' RT		262.5		18	
TOTAL					6,375	7,837.5	1,812.5	144	11,962.5

*THIS WORK IS INCLUDED FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER. SEE TRAFFIC CONTROL/STAGING PLANS FOR DETAILS. THIS WORK IS INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER AND WILL NOT BE PAID FOR SEPERATELY.



USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2,000' = 1" in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	15
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

AGGREGATE ITEMS		
LOCATION	SUBBASE GRANULAR MATERIAL, TYPE B, 4"	AGGREGATE WEDGE SHOULDER, TYPE B
STATION TO STATION	SQ YD	TON
EASTBOUND		
684+06.9 RT TO 687+02.1 RT		36
685+03.8 LT TO 687+02.1 RT		24
687+02.1 TO 687+96.1	218	
691+24.1 TO 692+18.1	218	
692+18.1 LT TO 693+00.0 LT		10
692+18.1 RT TO 693+00.0 RT		10
WESTBOUND		
685+00.0 LT TO 685+64.4 LT		8
685+00.0 RT TO 685+64.4 RT		8
685+64.4 TO 686+58.4	218	
689+86.5 TO 690+80.5	218	
690+80.5 LT TO 691+75.0 LT		11
690+80.5 RT TO 692+91.4 RT		26
TOTAL	872	133

INLET AND PIPE PROTECTION	
STATION	EACH
685+76.8 LT	1
686+41.2 LT	1
687+03.8 RT	1
687+78.1 RT	1
672+51.3 CL	1
679+00.0 CL	1
TOTAL	6

CLEARING AND GRUBBING	
LOCATION	SQ YD
NORTHWEST	257
SOUTHWEST	485
NORTHEAST	1,342
SOUTHEAST	1,447
TOTAL	3,531

IMPACT ATTENUATOR ITEMS			
LOCATION	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	REMOVE IMPACT ATTENUATORS, SALVAGE
STATION	EACH	EACH	EACH
672+29.0, LT	1		
684+15.0, LT	1		
693+87.0, RT		1	
700+41.0, LT	1		
714+72.0, RT		1	
721+05.0, LT	1		
727+43.0, RT		1	
733+50.0, CL			1
734+00.0, CL			1
745+47.0, RT		1	
TOTAL	4	4	2

RIPRAP					
LOCATION					STONE RIPRAP, CLASS A3
STATION	OFFSET	TO	STATION	OFFSET	SQ YD
EASTBOUND					
686+98.8	LT		687+08.8	LT	16
687+73.1	RT		687+83.1	RT	12
WESTBOUND					
685+71.8	LT		685+81.8	LT	11
686+36.2	RT		686+46.2	RT	16
TOTAL					55

TEMPORARY DRAINAGE FOR MOT CROSSOVER							
LOCATION				CLASS C PATCHES, TYPE IV, 10 INCH	STORM SEWERS, CLASS A, TYPE 1, 12"	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	
STATION	OFFSET	TO	STATION	OFFSET	SQ YD	FOOT	EACH
MEDIAN							
678+96.0	LT		679+01.2	LT		3	1
691+02.0	CL				116		
679+01.2	LT		683+05.0	LT		3	2
679+01.2	LT		EX STR.			11	
TOTAL					116	17	3

DRAINAGE REMOVAL ITEMS					
LOCATION				PIPE CULVERT REMOVAL	SLOTTED DRAIN REMOVAL
STATION	TO	STATION	DESCRIPTION	FOOT	FOOT
675+60.0		679+01.2	18"		341
679+01.2		679+45.0	18"		44
679+55.0		681+47.5	15"		193
681+47.5		683+75.4	15"	228	
728+00.0		731+25.0	30"	325	
737+72.4		740+00.0	24"	228	
731+25.0		737+72.4	30"		647
TOTAL				781	1,225

GUARDRAIL ITEMS													
LOCATION					STEEL PLATE GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 5	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARDRAIL REMOVAL	TERMINAL MARKER, DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE B	BARRIER WALL REFLECTORS, TYPE C
STATION	OFFSET	TO	STATION	OFFSET	FOOT	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	
EASTBOUND													
684+21.86	20.08' RT		684+71.82	18.06' RT				1		1			
684+21.86	20.08' RT		693+00.96	20.8' RT						6	4	4	
684+71.80	18.1' RT		687+71.80	17.8' RT	300.0								
685+14.41	23.3' LT		687+50.24	17.3' LT					236				
685+18.77	19.9' LT		685+68.73	17.95' LT				1		1			
685+18.77	19.9' LT		692+09.61	17.20' LT						6	4	4	
685+68.70	18.0' LT		686+93.70	18.6' LT	125.0								
685+82.28	22.2' RT		688+19.17	15.9' RT					237				
686+93.73	18.6' LT		687+33.13	18.7' LT			1						
687+71.82	17.8' RT		688+11.22	17.9' RT			1						
690+97.30	15.6' LT		691+24.20	15.4' LT					27				
691+09.61	17.52' LT		691+22.88	17.5' LT		1							
691+22.90	17.5' LT		691+59.60	17.4' LT	37.5								
691+59.61	17.36' LT		692+09.61	17.20' LT				1		1			
691+66.70	17.5' RT		693+00.96	20.8' RT					134				
691+87.70	19.2' RT		692+00.97	19.3' RT		1							
692+01.00	19.3' RT		693+00.96	20.8' RT	100.0								
WESTBOUND													
685+88.00	16.0' LT		686+20.00	16.0' LT					32				
685+92.34	19.2' LT		691+48.20	21.2' LT						4	4	4	
686+73.04	17.6' RT		692+76.38	19.9' RT						4	4	4	
689+60.02	15.8' LT		691+48.20	21.2' LT					190				
689+71.32	17.9' LT		690+10.71	17.8' LT			1						
690+10.70	17.8' LT		691+48.15	21.2' LT	137.5								
690+26.10	16.3' RT		692+67.90	21.5' RT					242				
690+49.51	18.7' RT		690+88.91	18.6' RT			1						
690+88.90	18.6' RT		692+26.40	17.9' RT	137.5								
692+26.42	17.93' RT		692+76.38	19.9' RT				1		1			
TOTAL					837.5	2	4	4	1,098	4	20	16	16



USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2,000' = 1" in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
SCHEDULE OF QUANTITIES**

SCALE: NTS SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	17
			CONTRACT NO. 76J11	
		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING ITEMS										
LOCATION						PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	RAISED REFLECTIVE PAVMENT MARKER	RAISED REFLECTIVE PAVMENT MARKER REMOVAL	GROOVING FOR RECESSED PAVEMENT MARKING 5"
STATION	OFFSET	TO	STATION	OFFSET	DESCRIPTION	FOOT	FOOT	EACH	EACH	FOOT
EASTBOUND										
670+75.0	CL		687+02.0	CL	WHITE SKIP		407	20	20	
670+75.0	LT		687+02.0	LT	YELLOW EDGE		1627			
670+75.0	RT		687+02.0	RT	WHITE EDGE		1627			
687+02.0	CL		692+18.0	CL	WHITE SKIP	129		6	6	129
687+02.0	LT		692+18.0	LT	YELLOW EDGE	516				516
687+02.0	RT		692+18.0	RT	WHITE EDGE	516				516
692+18.0	CL		693+00.0	CL	WHITE SKIP		20	1	1	
692+18.0	LT		693+00.0	LT	YELLOW EDGE		82			
692+18.0	RT		693+00.0	RT	WHITE EDGE		82			
727+00.0	CL		742+40.0	CL	WHITE SKIP		385	20	20	
727+00.0	LT		742+40.0	LT	YELLOW EDGE		1540			
727+00.0	RT		742+40.0	RT	WHITE EDGE		1540			
WESTBOUND										
670+75.0	CL		685+64.0	CL	WHITE SKIP		372	19	19	
670+75.0	LT		685+64.0	LT	WHITE EDGE		1489			
670+75.0	RT		685+64.0	RT	YELLOW EDGE		1489			
685+64.0	CL		690+81.0	CL	WHITE SKIP	129		6	6	129
685+64.0	LT		690+81.0	LT	WHITE EDGE	517				517
685+64.0	RT		690+81.0	RT	YELLOW EDGE	517				517
690+81.0	CL		691+75.0	CL	WHITE SKIP		24	1	1	
690+81.0	LT		691+75.0	LT	WHITE EDGE		94			
690+81.0	RT		691+75.0	RT	YELLOW EDGE		94			
727+00.0	CL		742+40.0	CL	WHITE SKIP		385	20	20	
727+00.0	LT		742+40.0	LT	WHITE EDGE		1540			
727+00.0	RT		742+40.0	RT	YELLOW EDGE		1540			
TOTAL						2,324	14,337	93	93	2,324

DRAINAGE ITEMS											
LOCATION					PIPE CULVERTS, CLASS C, TYPE I, 18"	END SECTIONS 12"	END SECTIONS 18"	PIPE DRAINS 12"	MANHOLES TO BE RECONSTRUCTED WITH NEW MEDIAN INLET (604106)	CONCRETE THRUST BLOCKS	TYPE G INLET BOX, STANDARD 610001
STATION	OFFSET	TO	STA	OFFSET	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH
EASTBOUND											
679+01.2	LT								1		
687+78.1	18.0' LT		687+78.1	44.6' RT		1		28	1	1	
692+97.8	22.0' LT		691+97.8	30.0' LT	8		1				
WESTBOUND											
685+74.4	18.0' LT		685+74.4	51.1' LT		1		35	1	1	
TOTAL					8	2	1	63	1	2	2



USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2,000' = 1" in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
SCHEDULE OF QUANTITIES

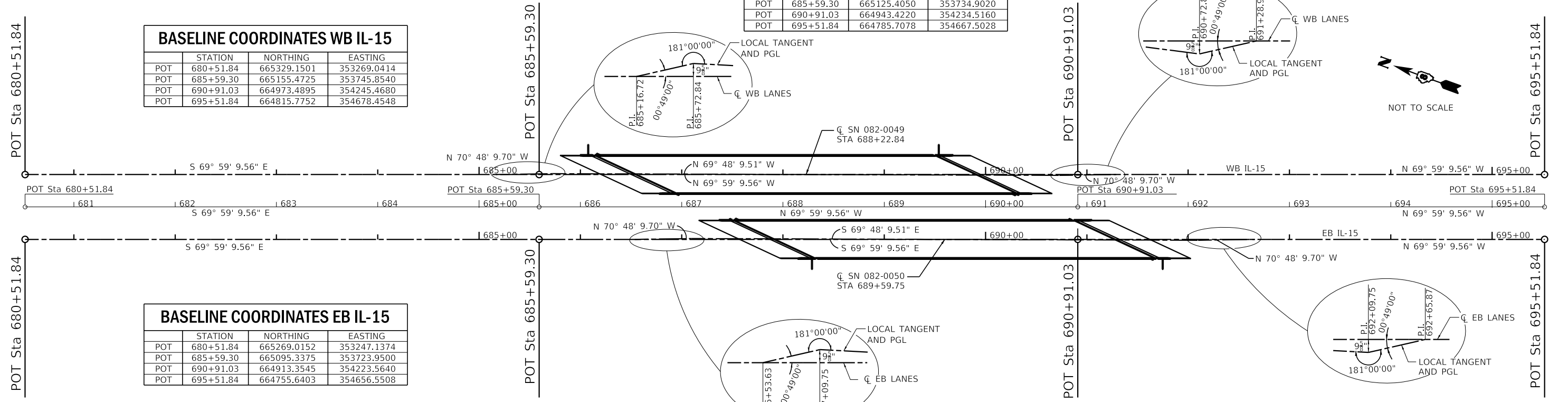
SCALE: NTS SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	18
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

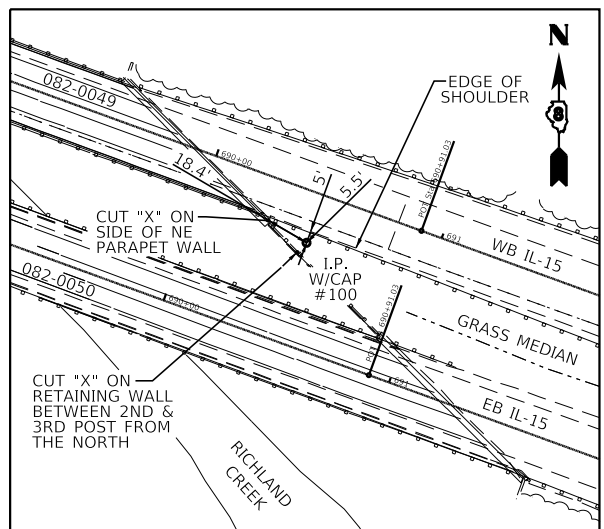
IDOT ALIGNMENT COORDINATES			
	STATION	NORTHING	EASTING
POT	680+51.84	665299.0827	353258.0894
POT	685+59.30	665125.4050	353734.9020
POT	690+91.03	664943.4220	354234.5160
POT	695+51.84	664785.7078	354667.5028

BASELINE COORDINATES WB IL-15			
	STATION	NORTHING	EASTING
POT	680+51.84	665329.1501	353269.0414
POT	685+59.30	665155.4725	353745.8540
POT	690+91.03	664973.4895	354245.4680
POT	695+51.84	664815.7752	354678.4548

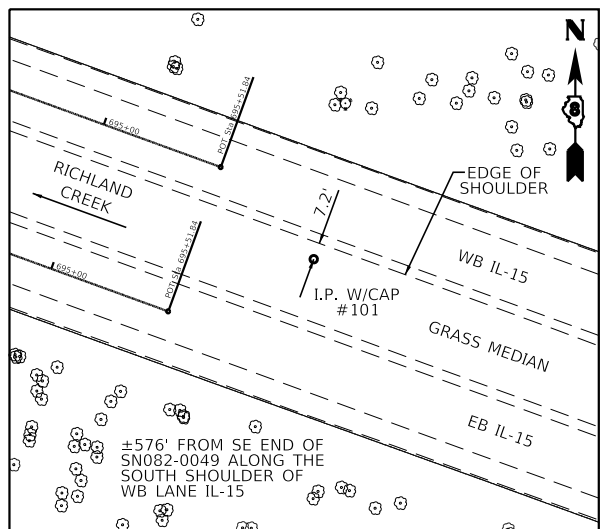
BASELINE COORDINATES EB IL-15			
	STATION	NORTHING	EASTING
POT	680+51.84	665269.0152	353247.1374
POT	685+59.30	665095.3375	353723.9500
POT	690+91.03	664913.3545	354223.5640
POT	695+51.84	664755.6403	354656.5508



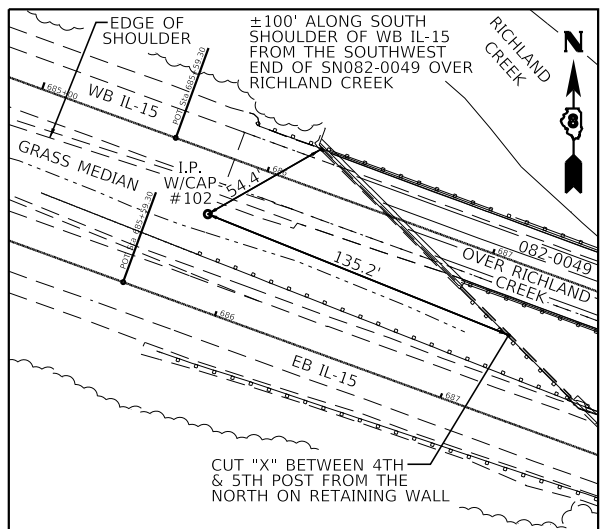
NOTE:
SEE OFFSET SKETCH FOR ALIGNMENTS
IN THE STRUCTURE PLANS FOR ADDITIONAL
DETAILS AND INFORMATION.



CONTROL POINT #100
IRON PIN W/CAP
STA. 690+47.72/21.07' RT.
N 664968.514
E 354197.564
ELEV. 477.055



CONTROL POINT #101
IRON PIN W/CAP
STA. 696+01.40/22.80' RT.
N 664777.390
E 354717.213
ELEV. 482.311



CONTROL POINT #102
IRON PIN W/CAP
STA. 696+01.40/22.80' RT.
N 665123.697
E 353759.235
ELEV. 471.801

BENCHMARK #5
ELEV=477.291
FOUND CUT "X" ON SOUTH END
OF NORTHEAST WINGWALL OF IL-15
WB BRIDGE (SN 082-0049) OVER
RICHLAND CREEK.
STA 687+50.67, 18.0' LT
(FROM JOB#D98-021-05,
CONTRACT #76884)

BENCHMARK #6
ELEV=487.227
FOUND CUT "X" ON LIGHT POLE
FOUNDATION (LIGHT POLE #10) @
NORTHEAST SIDE OF WB IL-15
RAMP TO IL-159.
(ACTUAL CLOSURE = 487.251')

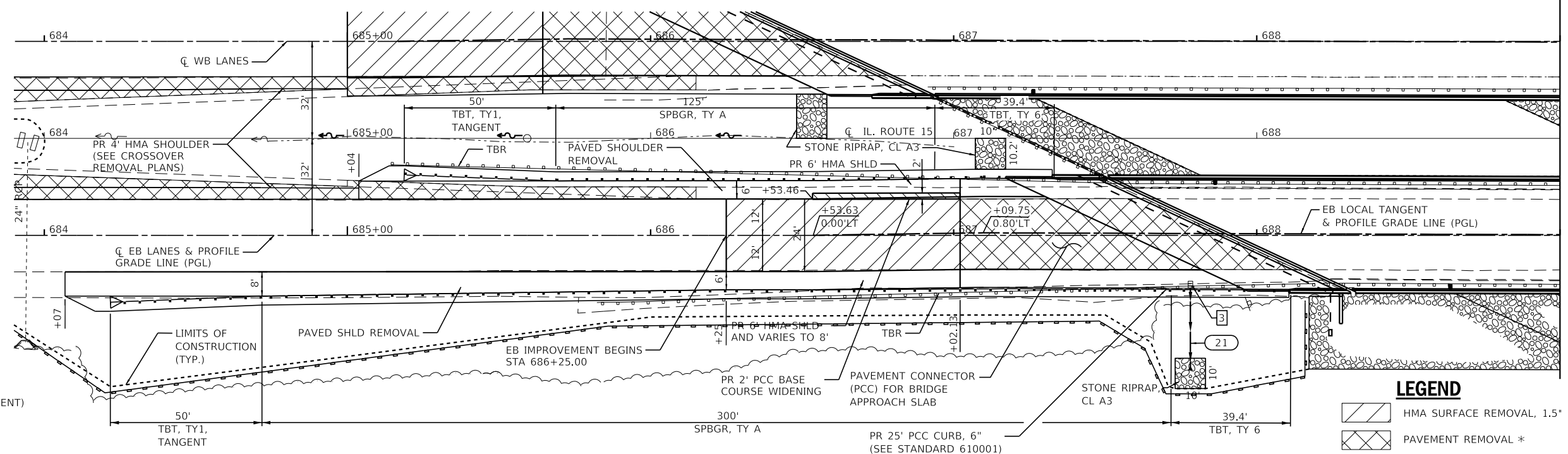


USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
ALIGNMENT, TIES AND BENCHMARKS
SCALE: NTS SHEET 1 OF 1 SHEETS STA. 685+00.00 TO STA. 693+00.00

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 19
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



* NOTE:
PAVEMENT REMOVAL HATCHING SHOWN IN CROSSOVER PAVEMENT FOR CLARITY. SEE CROSSOVER REMOVAL PLANS FOR PAVEMENT TO BE REMOVED AFTER BRIDGES AND APPROACH ROADWAY MAINLINE PAVEMENT ARE CONSTRUCTED. THE EB APPROACH LT AREA OF APPROACH ROADWAY SHOULDER AND PORTION OF GUARDRAIL WILL NEED TO BE SUB-STAGE CONSTRUCTED AFTER STAGE 2 TRAFFIC DUE TO LOCATION OF CROSSOVER PAVEMENT WITHIN GUARDRAIL AND SHOULDER IMPROVEMENT LIMITS. (SEE STAGING PLANS)

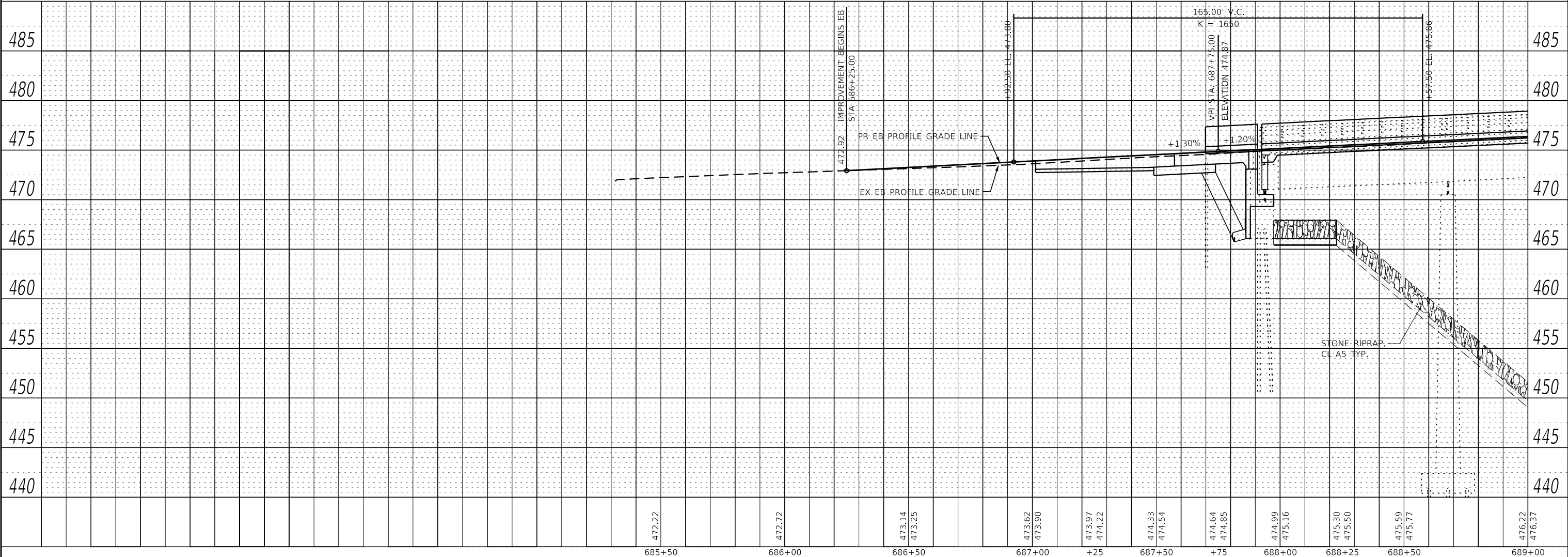
- 3 STA. 687+78.11, 18' RT (TO EDGE SHOULDER FROM LOCAL TANGENT) TYPE G INLET BOX, STANDARD 610001
- 21 PIPE DRAINS 12" W/ METAL FLARED END SECTIONS 12"

LEGEND

	HMA SURFACE REMOVAL, 1.5"
	PAVEMENT REMOVAL *
	PCC BASE COURSE WIDENING, 10"

DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
CHECKED	
NO.	
DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
CHECKED	
NO.	

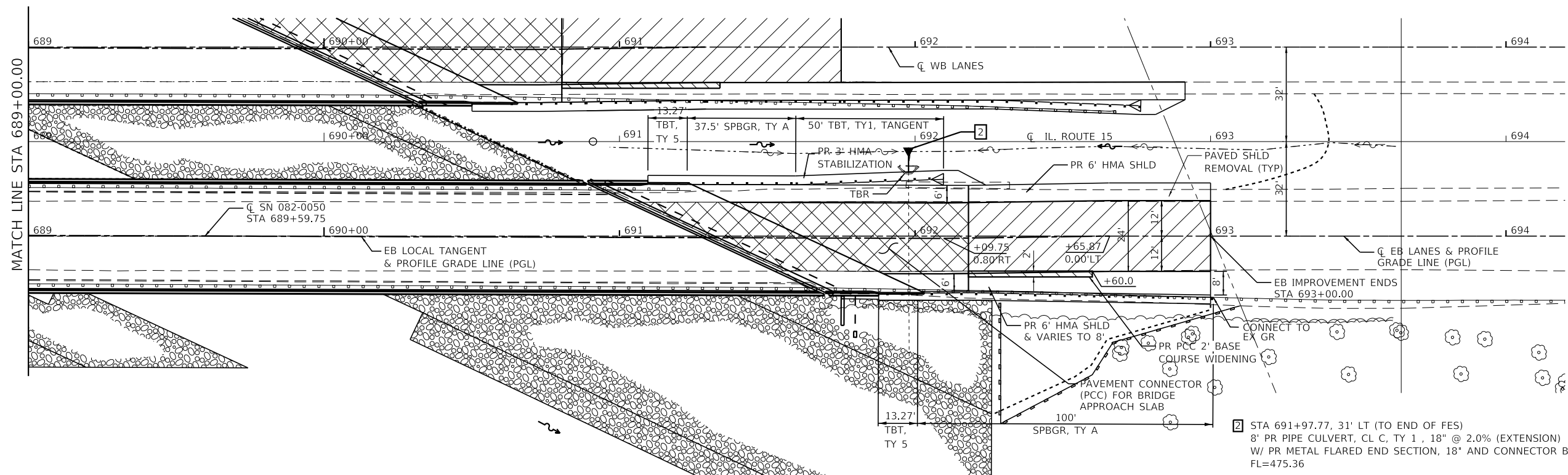
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REVIEWED	
PLANNED	
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NO.	
DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
CHECKED	
NO.	



 2709 McGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-9435 / info@f-w.com	USER NAME = jkofoot PLOT SCALE = 40,000' / in. PLOT DATE = 11/2/2017	DESIGNED - GAC/JJO DRAWN - JJO/JDK CHECKED - ERB DATE - 10/30/17	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP ROUTE 103 (IL 15) EASTBOUND PLAN AND PROFILE	F.A.P. RTE. 103 SECTION 27-1BR-1 COUNTY ST. CLAIR CONTRACT NO. 76J11	TOTAL SHEETS 125 SHEET NO. 20	SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 684+04.07 TO STA. 689+00	ILLINOIS FED. AID PROJECT

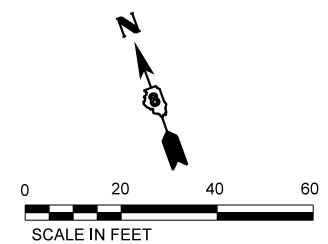
DATE	
BY	
PLAN	
NO.	
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NO.	
NO.	
NO.	
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DATE	
BY	
PROFILE	
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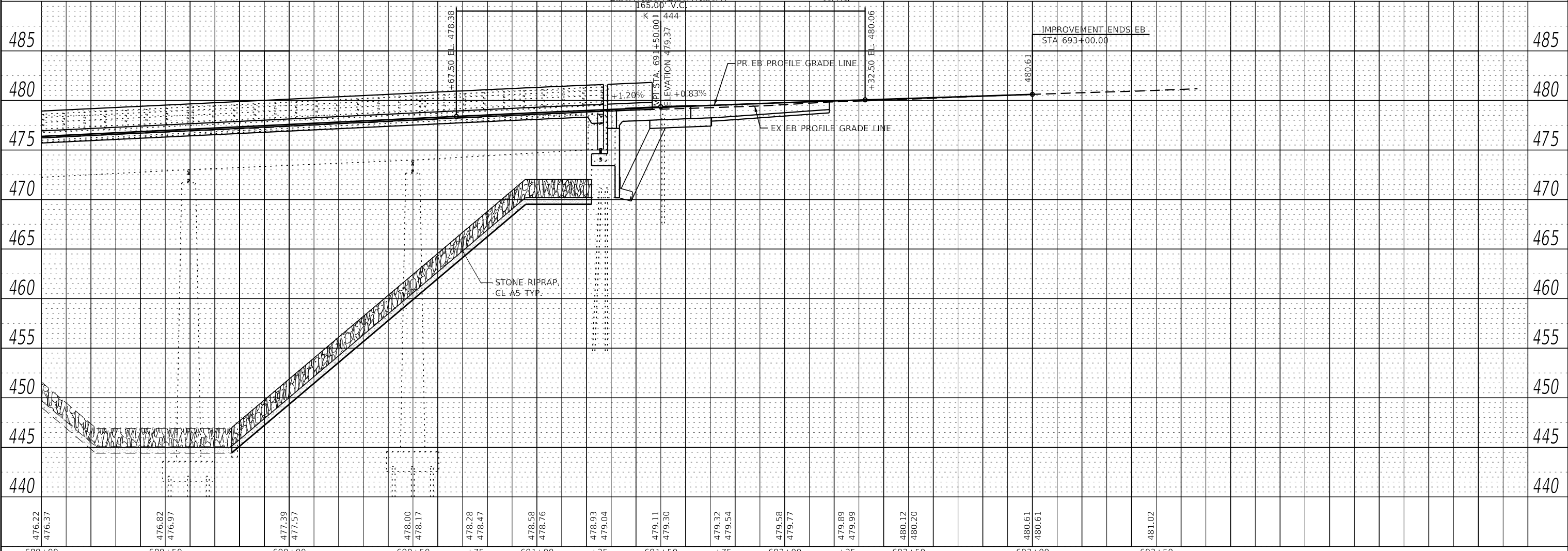


LEGEND

	HMA SURFACE REMOVAL, 1.5"
	PAVEMENT REMOVAL
	PCC BASE COURSE WIDENING, 10"



2 STA 691+97.77, 31' LT (TO END OF FES)
 8" PR PIPE CULVERT, CL C, TY 1, 18" @ 2.0% (EXTENSION)
 W/ PR METAL FLARED END SECTION, 18" AND CONNECTOR BAND
 FL=475.36



689+00	689+50	690+00	690+50	+75	691+00	+25	691+50	+75	692+00	+25	692+50	693+00	693+50													
476.22	476.37	476.82	476.97	477.39	477.57	478.00	478.17	478.28	478.47	478.58	478.76	478.93	479.04	479.11	479.30	479.32	479.54	479.58	479.77	479.89	479.99	480.12	480.20	480.61	480.61	481.02

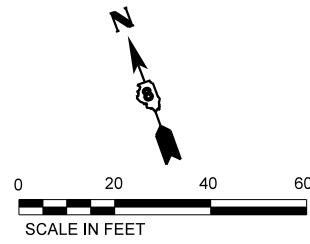
Farnsworth GROUP
 2708 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-9435 / info@f-w.com

USER NAME = jkfofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - JJO/JDK	REVISED -
PLOT SCALE = 40,000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)	
EASTBOUND PLAN AND PROFILE	
SCALE: 1"=20'	SHEET 2 OF 2 SHEETS
STA. 689+00	TO STA. 693+00

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 21
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



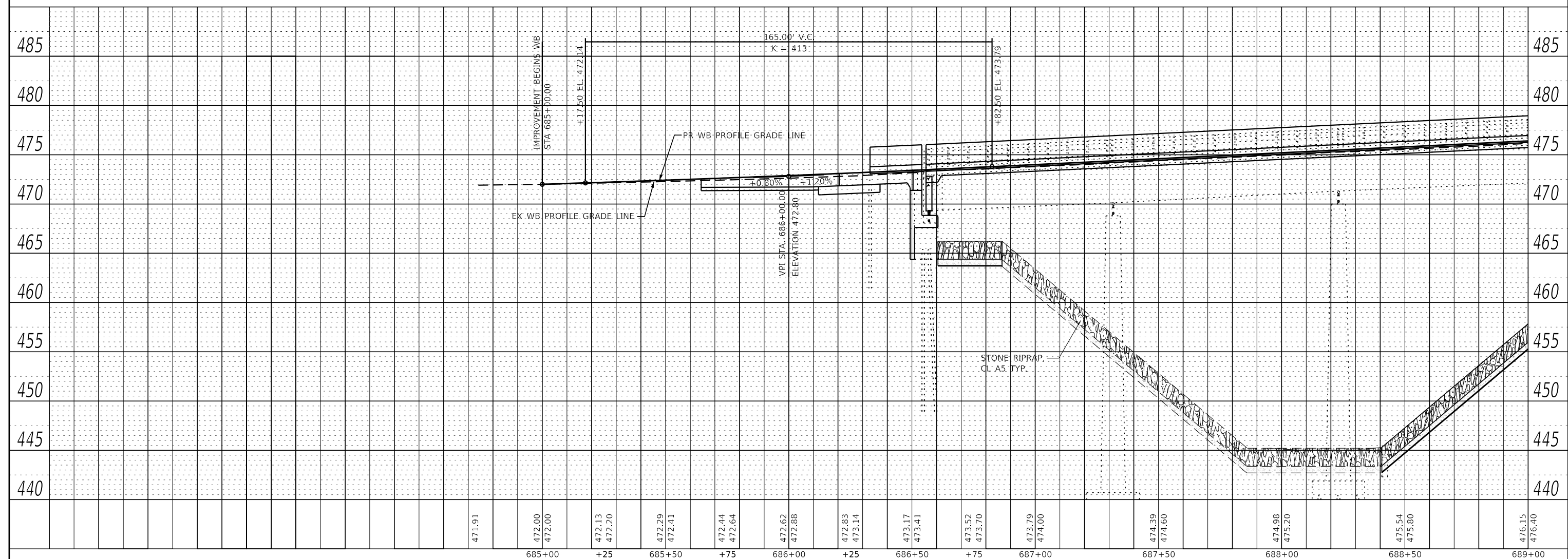
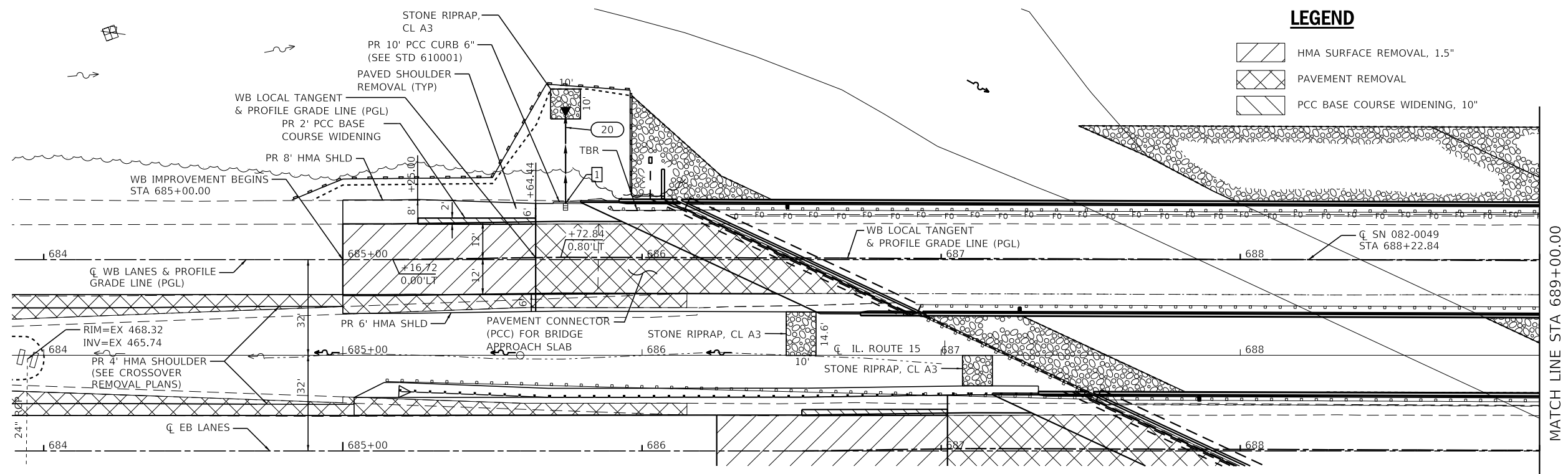
LEGEND

- HMA SURFACE REMOVAL, 1.5"
- PAVEMENT REMOVAL
- PCC BASE COURSE WIDENING, 10"

DATE	
BY	
REVISIONS	
NO.	
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REVISIONS	
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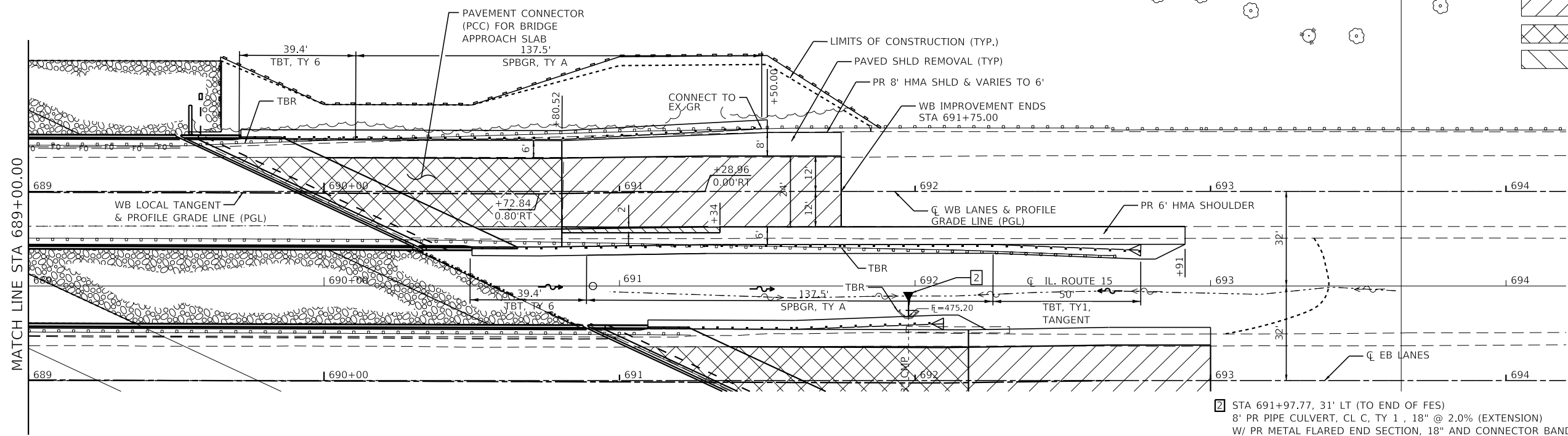
- 1 STA. 685+74.44, 18' LT (TO EDGE SHOULDER FROM LOCAL TANGENT) PR TYPE G INLET BOX, STANDARD 610001
- 20 PIPE DRAINS 12" W/ METAL FLARED END SECTION 12"



<p>Farnsworth GROUP 2708 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-9435 / info@f-w.com</p>	USER NAME = jkofoot PLOT SCALE = 40,000" / in. PLOT DATE = 11/2/2017	DESIGNED - GAC/JJO DRAWN - JJO/JDK CHECKED - ERB DATE - 10/30/17	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP ROUTE 103 (IL 15) WESTBOUND PLAN AND PROFILE	SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 685+00 TO STA. 689+00	F.A.P. RTE. 103 SECTION 27-1BR-1 COUNTY ST. CLAIR TOTAL SHEETS 125 SHEET NO. 22 CONTRACT NO. 76J11	ILLINOIS FED. AID PROJECT
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DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
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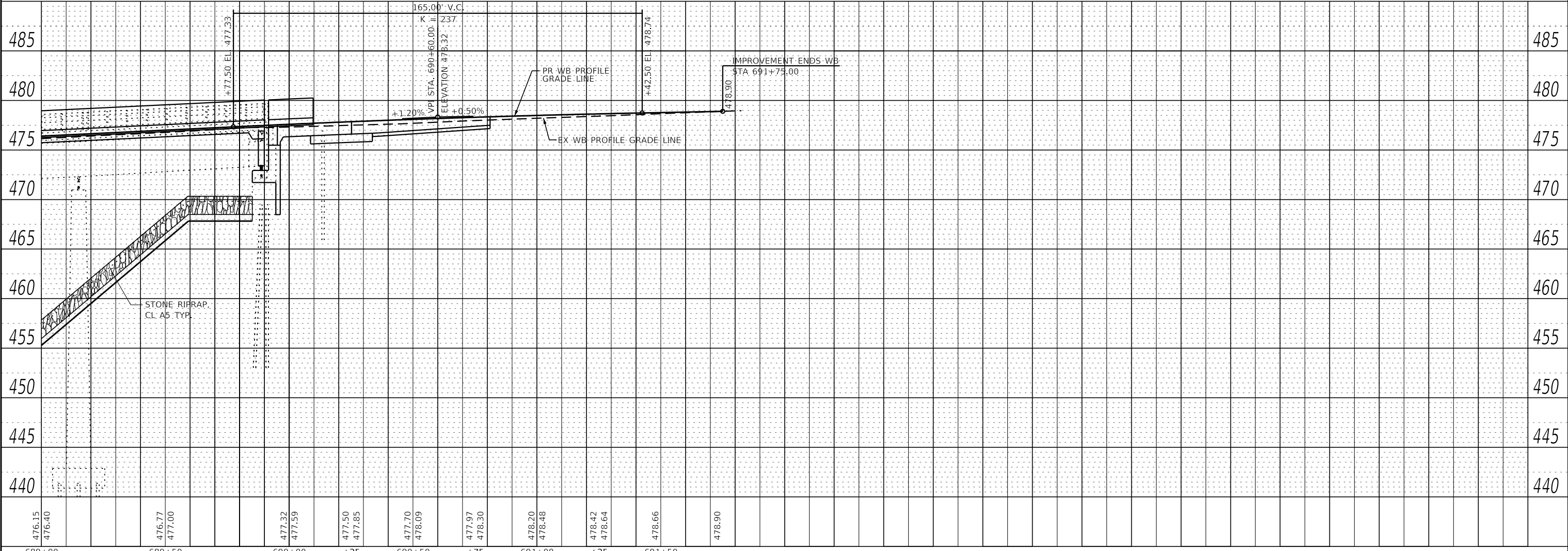
DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	



LEGEND

	HMA SURFACE REMOVAL, 1.5"
	PAVEMENT REMOVAL
	PCC BASE COURSE WIDENING, 10"

2 STA 691+97.77, 31' LT (TO END OF FES)
 8' PR PIPE CULVERT, CL C, TY 1, 18" @ 2.0% (EXTENSION)
 W/ PR METAL FLARED END SECTION, 18" AND CONNECTOR BAND
 FL=475.36



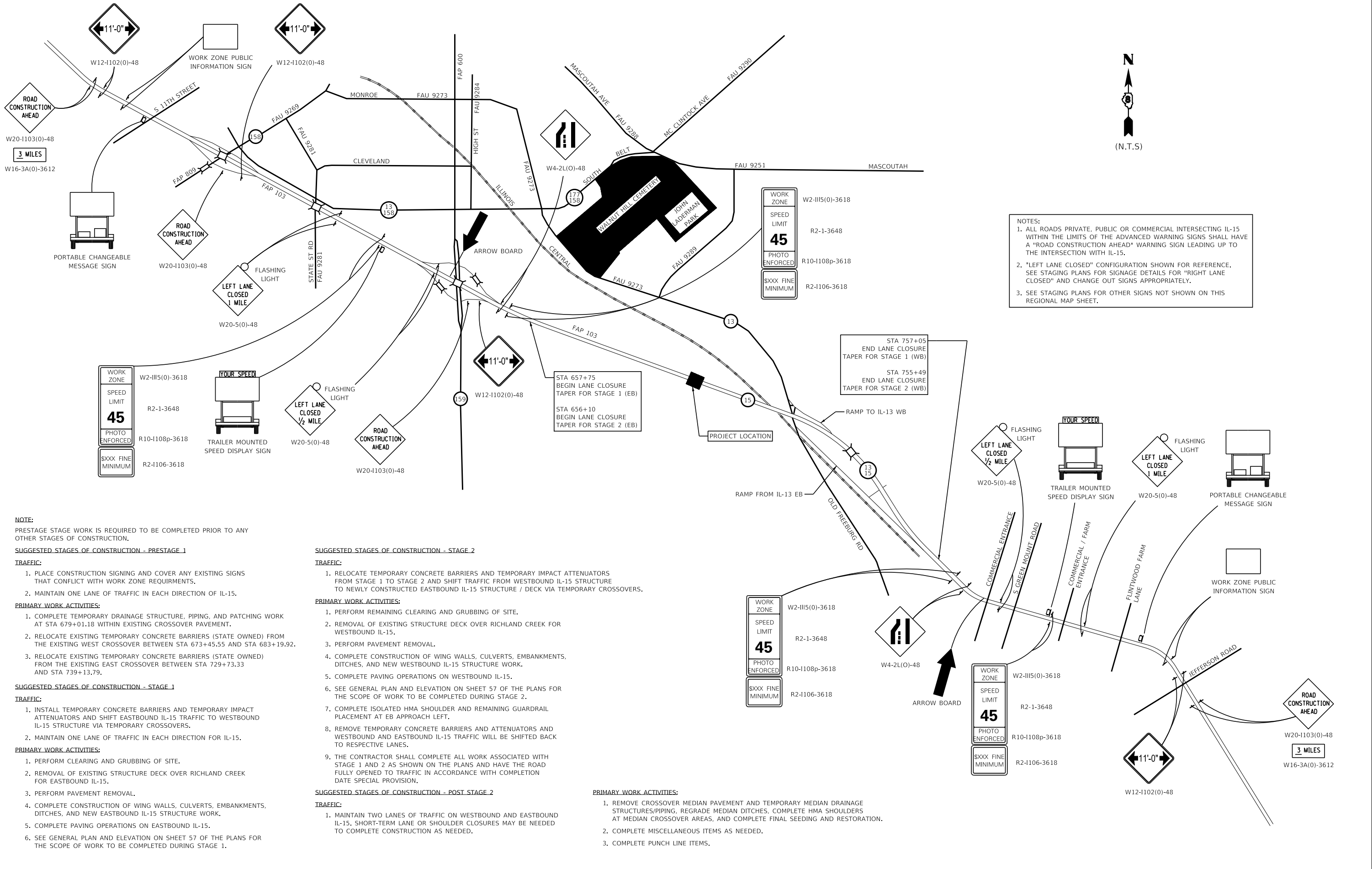
Farnsworth GROUP
 2708 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-9435 / info@f-w.com

USER NAME = jkfoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - JJO/JDK	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 WESTBOUND PLAN AND PROFILE**
 SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 689+00 TO STA. 691+75

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 23
CONTRACT NO. 76J11				ILLINOIS FED. AID PROJECT



NOTES:
 1. ALL ROADS PRIVATE, PUBLIC OR COMMERCIAL INTERSECTING IL-15 WITHIN THE LIMITS OF THE ADVANCED WARNING SIGNS SHALL HAVE A "ROAD CONSTRUCTION AHEAD" WARNING SIGN LEADING UP TO THE INTERSECTION WITH IL-15.
 2. "LEFT LANE CLOSED" CONFIGURATION SHOWN FOR REFERENCE. SEE STAGING PLANS FOR SIGNAGE DETAILS FOR "RIGHT LANE CLOSED" AND CHANGE OUT SIGNS APPROPRIATELY.
 3. SEE STAGING PLANS FOR OTHER SIGNS NOT SHOWN ON THIS REGIONAL MAP SHEET.

NOTE:
 PRESTAGE STAGE WORK IS REQUIRED TO BE COMPLETED PRIOR TO ANY OTHER STAGES OF CONSTRUCTION.

SUGGESTED STAGES OF CONSTRUCTION - PRESTAGE 1

- TRAFFIC:**
1. PLACE CONSTRUCTION SIGNING AND COVER ANY EXISTING SIGNS THAT CONFLICT WITH WORK ZONE REQUIREMENTS.
 2. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION OF IL-15.

- PRIMARY WORK ACTIVITIES:**
1. COMPLETE TEMPORARY DRAINAGE STRUCTURE, PIPING, AND PATCHING WORK AT STA 679+01.18 WITHIN EXISTING CROSSOVER PAVEMENT.
 2. RELOCATE EXISTING TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE EXISTING WEST CROSSOVER BETWEEN STA 673+45.55 AND STA 683+19.92.
 3. RELOCATE EXISTING TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE EXISTING EAST CROSSOVER BETWEEN STA 729+73.33 AND STA 739+13.79.

SUGGESTED STAGES OF CONSTRUCTION - STAGE 1

- TRAFFIC:**
1. INSTALL TEMPORARY CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATORS AND SHIFT EASTBOUND IL-15 TRAFFIC TO WESTBOUND IL-15 STRUCTURE VIA TEMPORARY CROSSOVERS.
 2. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION FOR IL-15.

- PRIMARY WORK ACTIVITIES:**
1. PERFORM CLEARING AND GRUBBING OF SITE.
 2. REMOVAL OF EXISTING STRUCTURE DECK OVER RICHLAND CREEK FOR EASTBOUND IL-15.
 3. PERFORM PAVEMENT REMOVAL.
 4. COMPLETE CONSTRUCTION OF WING WALLS, CULVERTS, EMBANKMENTS, DITCHES, AND NEW EASTBOUND IL-15 STRUCTURE WORK.
 5. COMPLETE PAVING OPERATIONS ON EASTBOUND IL-15.
 6. SEE GENERAL PLAN AND ELEVATION ON SHEET 57 OF THE PLANS FOR THE SCOPE OF WORK TO BE COMPLETED DURING STAGE 1.

SUGGESTED STAGES OF CONSTRUCTION - STAGE 2

- TRAFFIC:**
1. RELOCATE TEMPORARY CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATORS FROM STAGE 1 TO STAGE 2 AND SHIFT TRAFFIC FROM WESTBOUND IL-15 STRUCTURE TO NEWLY CONSTRUCTED EASTBOUND IL-15 STRUCTURE / DECK VIA TEMPORARY CROSSOVERS.

- PRIMARY WORK ACTIVITIES:**
1. PERFORM REMAINING CLEARING AND GRUBBING OF SITE.
 2. REMOVAL OF EXISTING STRUCTURE DECK OVER RICHLAND CREEK FOR WESTBOUND IL-15.
 3. PERFORM PAVEMENT REMOVAL.
 4. COMPLETE CONSTRUCTION OF WING WALLS, CULVERTS, EMBANKMENTS, DITCHES, AND NEW WESTBOUND IL-15 STRUCTURE WORK.
 5. COMPLETE PAVING OPERATIONS ON WESTBOUND IL-15.
 6. SEE GENERAL PLAN AND ELEVATION ON SHEET 57 OF THE PLANS FOR THE SCOPE OF WORK TO BE COMPLETED DURING STAGE 2.
 7. COMPLETE ISOLATED HMA SHOULDER AND REMAINING GUARDRAIL PLACEMENT AT EB APPROACH LEFT.
 8. REMOVE TEMPORARY CONCRETE BARRIERS AND ATTENUATORS AND WESTBOUND AND EASTBOUND IL-15 TRAFFIC WILL BE SHIFTED BACK TO RESPECTIVE LANES.
 9. THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH STAGE 1 AND 2 AS SHOWN ON THE PLANS AND HAVE THE ROAD FULLY OPENED TO TRAFFIC IN ACCORDANCE WITH COMPLETION DATE SPECIAL PROVISION.

SUGGESTED STAGES OF CONSTRUCTION - POST STAGE 2

- TRAFFIC:**
1. MAINTAIN TWO LANES OF TRAFFIC ON WESTBOUND AND EASTBOUND IL-15. SHORT-TERM LANE OR SHOULDER CLOSURES MAY BE NEEDED TO COMPLETE CONSTRUCTION AS NEEDED.

- PRIMARY WORK ACTIVITIES:**
1. REMOVE CROSSOVER MEDIAN PAVEMENT AND TEMPORARY MEDIAN DRAINAGE STRUCTURES/PIPING, REGRADE MEDIAN DITCHES, COMPLETE HMA SHOULDERS AT MEDIAN CROSSOVER AREAS, AND COMPLETE FINAL SEEDING AND RESTORATION.
 2. COMPLETE MISCELLANEOUS ITEMS AS NEEDED.
 3. COMPLETE PUNCH LINE ITEMS.

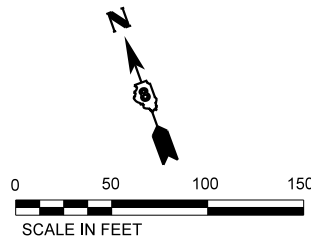


USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 1800,0000" / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -









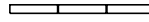



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

FAP ROUTE 103 (IL 15)	
REGIONAL MAP - MAINTENANCE OF TRAFFIC	
SCALE: NONE	SHEET 1 OF 1 SHEETS
STA. TO STA.	

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 24
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

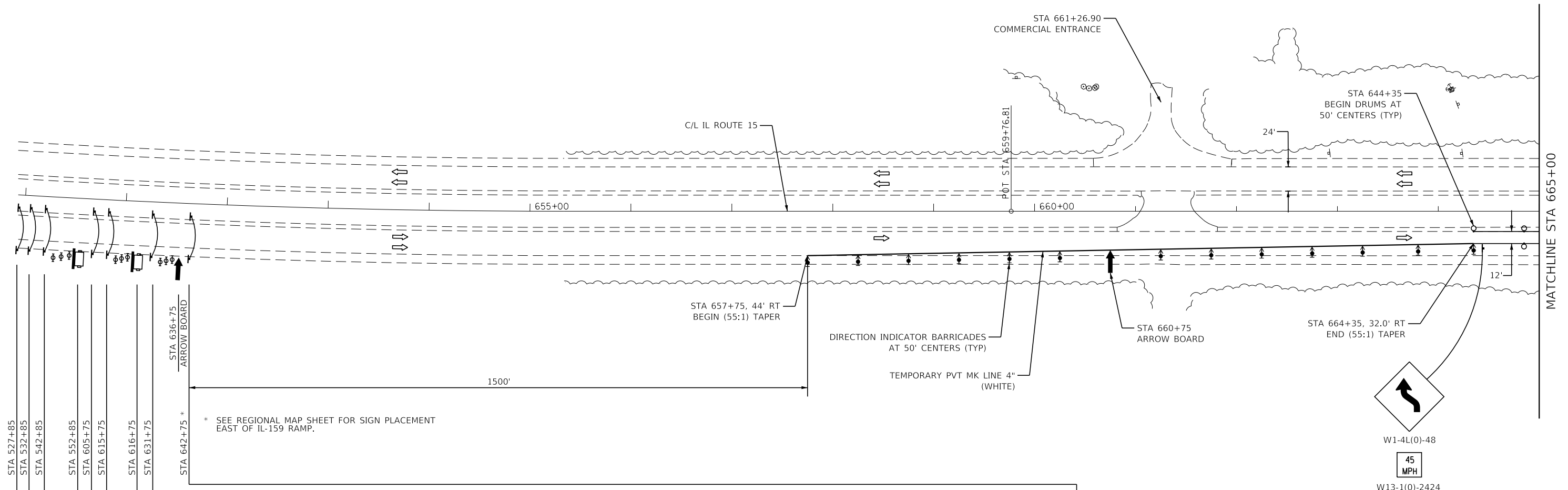
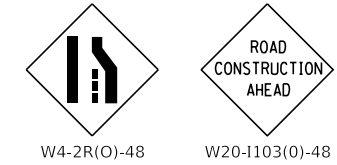


LEGEND

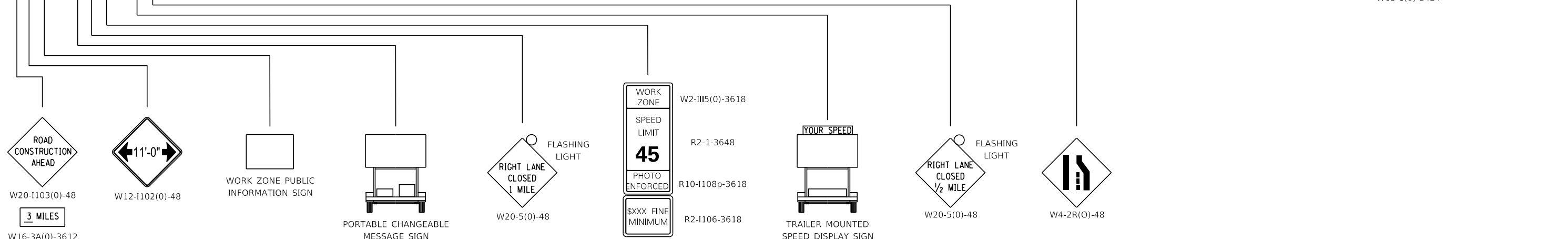
-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

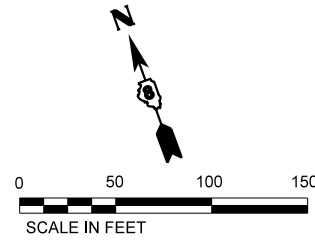
- NOTES:
1. CONTRACTOR SHALL ADJUST LOCATION OF ADVANCED WARNING SIGNS AS DIRECTED BY THE ENGINEER.
 2. IN ADDITION TO THE SIGNS SHOWN, ALL SIDEROADS SHALL HAVE "ROAD CONSTRUCTION AHEAD" SIGNS. THE COST SHALL BE INCLUDED IN THE LUMP SUM COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

ADVANCED WARNING SIGNS:



* SEE REGIONAL MAP SHEET FOR SIGN PLACEMENT EAST OF IL-159 RAMP.

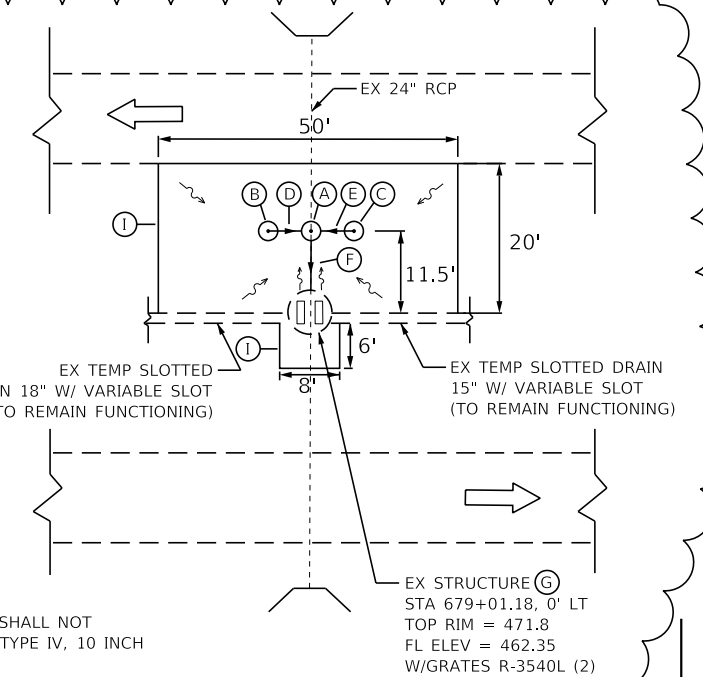




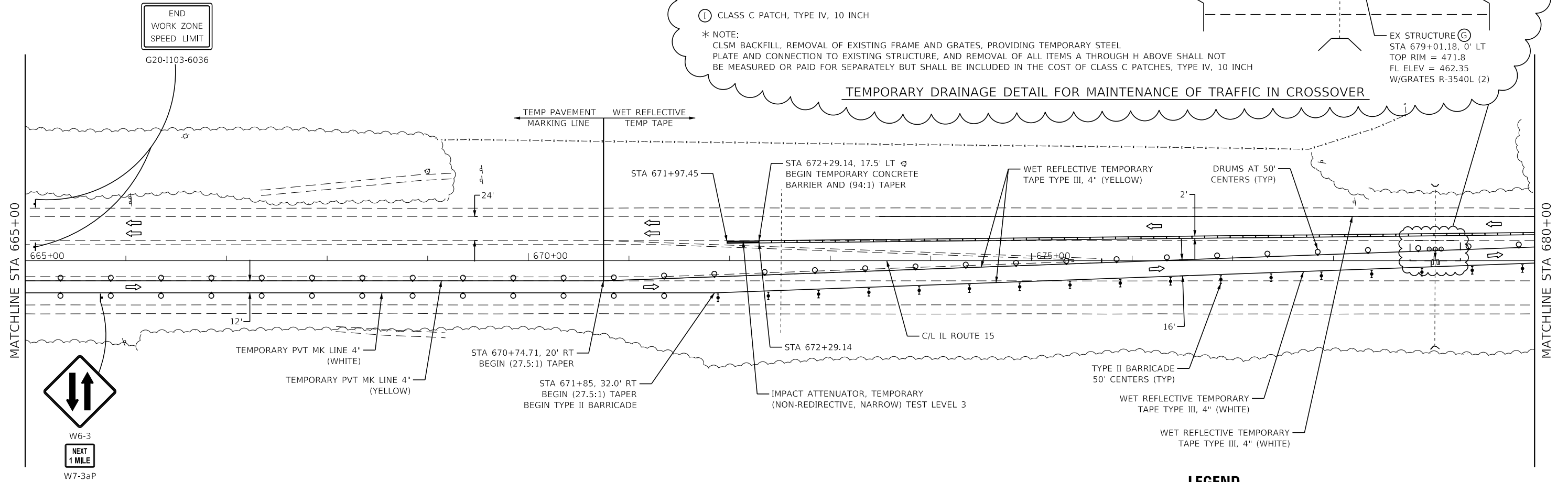
NOTE:
 PROVIDE TEMPORARY DRAINAGE INLET STRUCTURES AND PIPING AS SHOWN
 ALONG WITH PAVEMENT PATCHING PRIOR TO SHIFTING INTO STAGE 1 TRAFFIC.
 TOP OF PAVEMENT PATCHING SHALL BE BLENDED/WARPED FROM EXISTING
 EDGES OF PAVEMENT TO DRAIN INTO INLETS TYPE A. EXISTING TOPS OF
 SLOTTED DRAINS SHALL REMAIN EXPOSED. EXISTING FRAME AND GRATE AT
 EXISTING STRUCTURE SHALL BE REMOVED AND STEEL PLATE PROVIDED SO IT
 CAN BE PAVED OVER IN PLACE.

- (A) STA 679+01.18 / 11.5' LT.
PR INLET TYPE A WITH TYPE 1 FR AND OLID
TOP LID = 471.70; FL(S) = 469.52, F(W&E) = 469.57
- (B) STA 678+97 / 11.5' LT
PR INLET TYPE A WITH TYPE 1 FR AND OLID
TOP LID = 471.72; FL(E) = 469.63
- (C) STA 679+05 / 11.5' LT
PR INLET TYPE A WITH TYPE 1 FR AND OLID
TOP LID = 471.72; FL(W) = 469.63
- (D) STORM SEWER CLASS A, TYPE 1, 12" @ 2.0% (3 FT)
- (E) STORM SEWER CLASS A, TYPE 1, 12" @ 2.0% (3 FT)
- (F) STORM SEWER CLASS A, TYPE 1, 12" @ 2.0% (11 FT)
- (G) REMOVE EXISTING FRAME AND GRATES AND PROVIDE TEMPORARY STEEL PLATE OVER EXISTING*
STRUCTURE TOP AND SEAL TO ALLOW PATCHING TO BE PLACED. CONNECT PROPOSED, TEMPORARY
STORM SEWER TO EXISTING STRUCTURE AT ELEV = 469.30.
- (H) PROVIDE CLSM BACKFILL AROUND STRUCTURES AND PIPING.*
- (I) CLASS C PATCH, TYPE IV, 10 INCH

* NOTE:
 CLSM BACKFILL, REMOVAL OF EXISTING FRAME AND GRATES, PROVIDING TEMPORARY STEEL
 PLATE AND CONNECTION TO EXISTING STRUCTURE, AND REMOVAL OF ALL ITEMS A THROUGH H ABOVE SHALL NOT
 BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF CLASS C PATCHES, TYPE IV, 10 INCH



TEMPORARY DRAINAGE DETAIL FOR MAINTENANCE OF TRAFFIC IN CROSSOVER



NOTE:
 UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
 BEGINNING AT STA 670+74.71 AND ENDING AT STA 686+15.

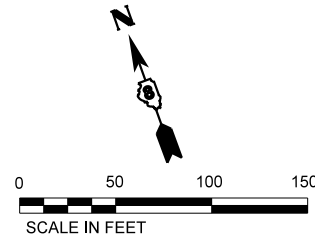
NOTE:
 PRIOR TO BEGINNING STAGE 1 TRAFFIC CONTROL, RELOCATE EXISTING
 TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE WEST
 CROSSOVER BETWEEN STA 673+45.55 AND STA 683+19.92 AND UTILIZE
 WITHIN STAGING LIMITS OF TEMPORARY CONCRETE BARRIERS.
 (SEE SPECIAL PROVISIONS)

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

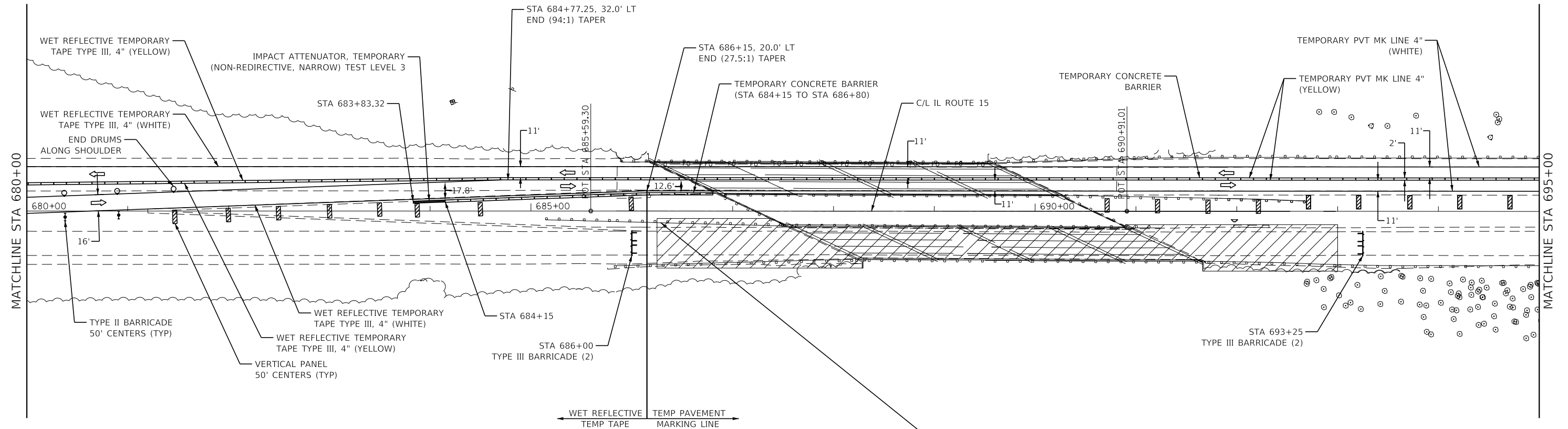
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	26
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



NOTE:
PRIOR TO BEGINNING STAGE 1 TRAFFIC CONTROL, RELOCATE EXISTING
TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE WEST
CROSSOVER BETWEEN STA 673+45.55 AND STA 683+19.92 AND UTILIZE
WITHIN STAGING LIMITS OF TEMPORARY CONCRETE BARRIERS.
(SEE SPECIAL PROVISIONS)

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL



NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
BEGINNING AT STA 670+74.71 AND ENDING AT STA 686+15.

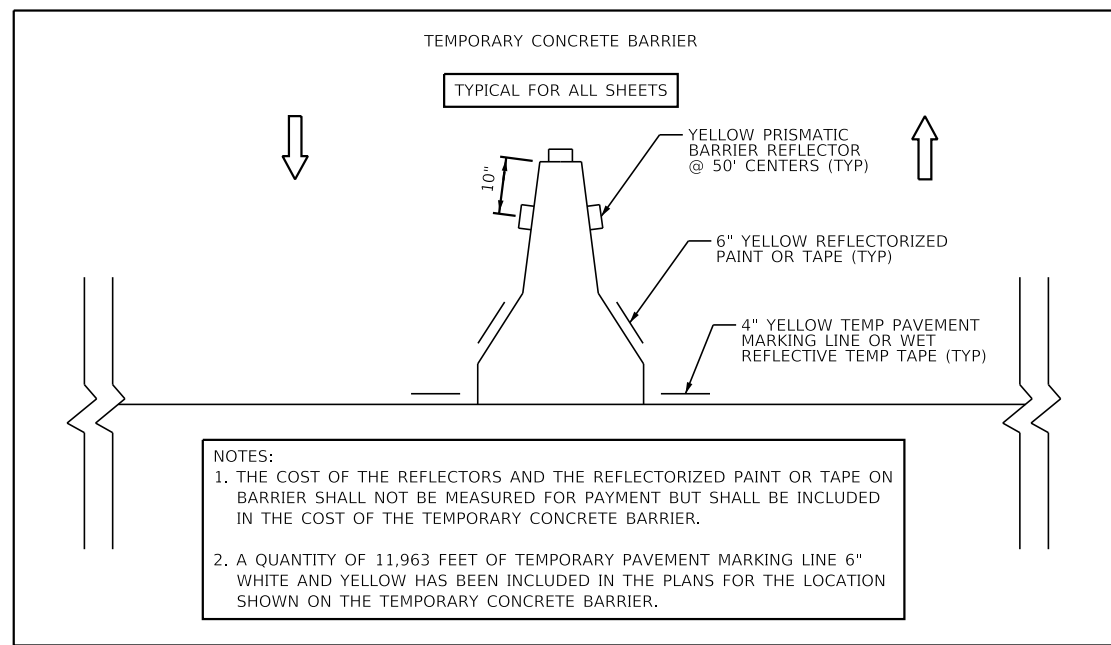
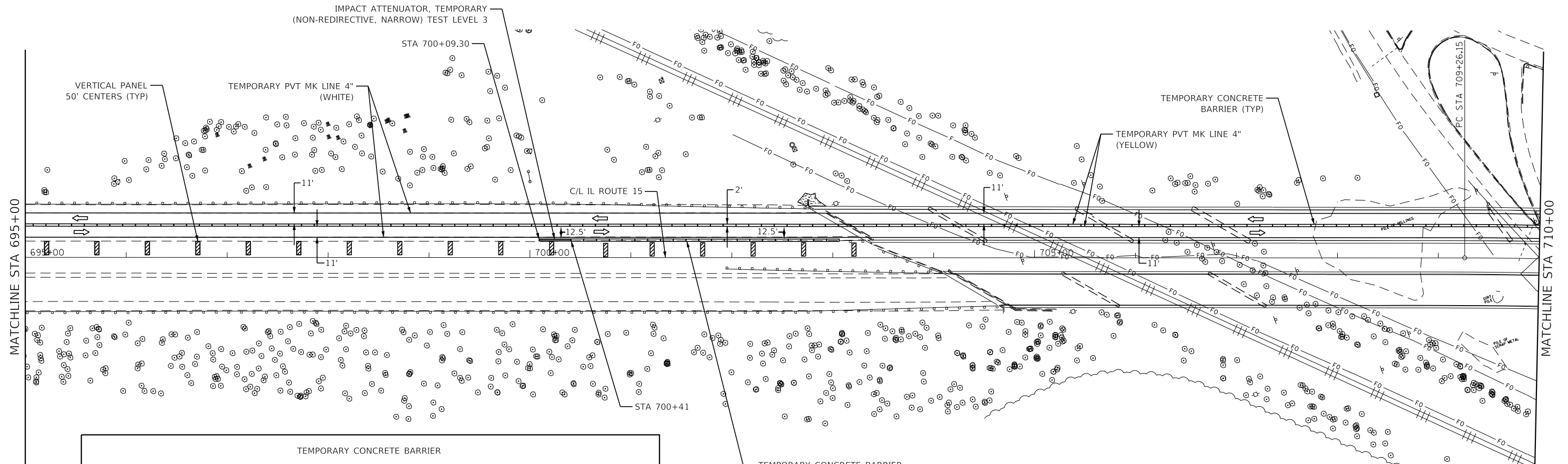
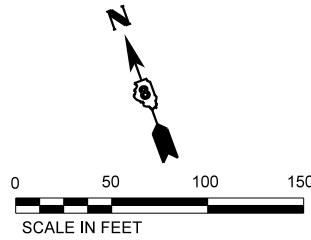
NOTE:
DURING STAGE 1 CONSTRUCTION AT THE EB APPROACH / LEFT; ONLY THE NEW
TBT TYPE 6 AND 62.5' OF SPBGR WILL BE CONSTRUCTED. FURNISH AND INSTALL
AN END SECTION PIECE (27 1/2") AS SHOWN ON SHEET 3 OF STD. 630001 AT
END OF SPBGR.

THE REMAINDER OF THE PROPOSED SHOULDER, SPBGR, AND TBT TYPE 1 TANGENT
WILL BE CONSTRUCTED AFTER STAGE 2 WB TRAFFIC HAS BEEN SHIFTED BACK TO
WB STRUCTURE AND PRIOR TO OPENING EB STRUCTURE TO 2 LANES OF EB TRAFFIC
AND REMOVING TEMPORARY CONCRETE BARRIERS.

THE END SECTION PIECE SHALL NOT BE MEASURED AND PAID FOR SEPARATELY BUT
IT SHALL BE INCLUDED IN THE COST OF STEEL PLATE BEAM GUARDRAIL TYPE A.

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	27
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



NOTES:
 1. THE COST OF THE REFLECTORS AND THE REFLECTORIZED PAINT OR TAPE ON BARRIER SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.
 2. A QUANTITY OF 11,963 FEET OF TEMPORARY PAVEMENT MARKING LINE 6\"/>

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

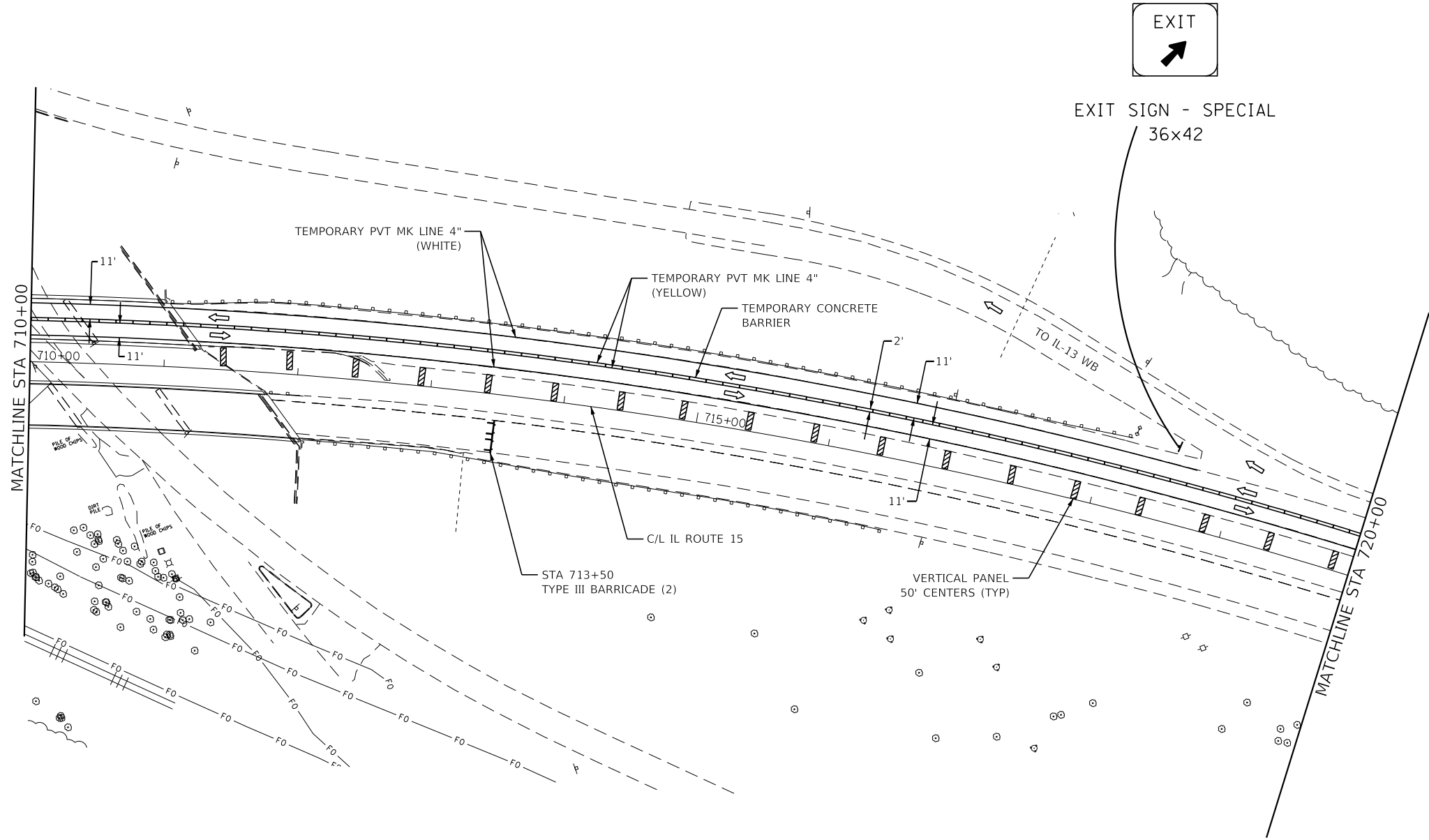
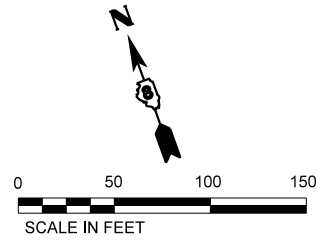
Farnsworth GROUP
 2709 MCGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-9435 / info@f-w.com

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -













**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 STAGE 1 CONSTRUCTION**
 SCALE: 1"=50' SHEET 4 OF 16 SHEETS STA. 695+00 TO STA. 710+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	28
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

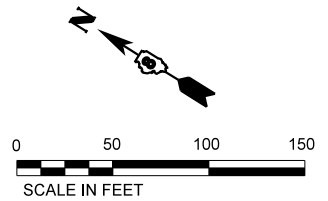


LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	29
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



NOTE:
STANDARD 701416-10 CALLS FOR THE MINIMUM LENGTH
OF THIS TANGENT TO BE (3 X L), WHERE L = 1,430'.
THEREFORE THE MINIMUM TANGENT LENGTH SHOULD BE 4,290'.
AS INDICATED IN THE STANDARD, DUE TO EXISTING COMMERCIAL
ACCESS ROADS THAT LENGTH HAS BEEN SHORTENED TO 2,200'.

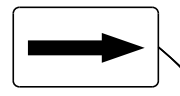
NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
BEGINNING AT STA 727+00 AND ENDING AT STA 744+45.

CONTRACTOR SHALL NOTIFY THE
PROPERTY OWNER A MIN. 48 HOURS
PRIOR TO ANY CHANGES IN ACCESS,
LANE CHANGES/RESTRICTIONS.
CONTRACTOR TO MAINTAIN ACCESS TO
IL-15 DURING CONSTRUCTION.

NO DIRECT EASTBOUND ACCESS TO BE
PROVIDED DURING CONSTRUCTION.

STA 733+78.32 PRIVATE ENTRANCE

STA 733+71.33
TYPE III BARRICADE (1)



W1-6R(0)-7236
(ABOVE BARRICADE)

STA 732+50
TYPE III BARRICADE (1)

WET REFLECTIVE TEMPORARY
TAPE TYPE III, 4" (WHITE)

WET REFLECTIVE TEMPORARY
TAPE TYPE III, 4" (YELLOW)

SEE NOTE (ABOVE)

STA 728+45, 32' LT
BEGIN (27.5:1) TAPER

BEGIN DRUMS AT 50'
CENTERS (TYP)

TEMPORARY PVT MK LINE 4"
(YELLOW)

TEMPORARY CONCRETE
BARRIER

TEMPORARY PVT MK LINE 4"
(WHITE)

TEMPORARY CONCRETE BARRIER
(STA 721+05 TO STA 723+70)

STA 720+74

C/L IL ROUTE 15

STA 728+00
TYPE III BARRICADE (2)

STA 727+00, 20' LT
BEGIN (27.5:1) TAPER

WET REFLECTIVE TEMPORARY
TAPE TYPE III, 4" (YELLOW)

WET REFLECTIVE TEMPORARY
TAPE TYPE III, 4" (WHITE)

EXIST SIGN REMOVED

STA 733+76
TYPE III BARRICADE (1)

STA 733+78 ACCESS ROAD
EXIST STOP SIGN

EXIST STATE PROPERTY
NO TRESPASSING SIGN



W20-1103(0)-48

NOTE:
PRIOR TO BEGINNING STAGE 1 TRAFFIC CONTROL, RELOCATE EXISTING
TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE WEST
CROSSOVER BETWEEN STA 729+73.33 AND STA 739+13.79 AND UTILIZE
WITHIN STAGING LIMITS OF TEMPORARY CONCRETE BARRIERS.
(SEE SPECIAL PROVISIONS)

LEGEND

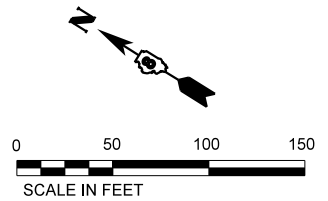
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

MATCHLINE STA 720+00

MATCHLINE STA 735+00

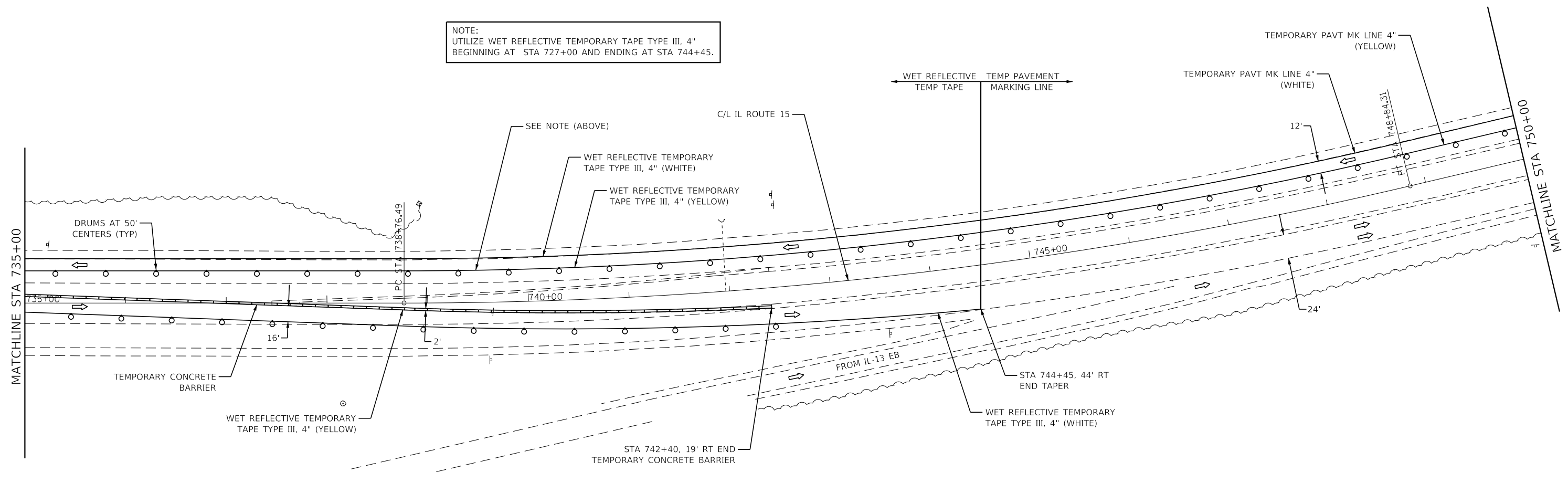
USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 1/100,000" = 1/100,000' in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	30
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				















NOTE:
 STANDARD 701416-10 CALLS FOR THE MINIMUM LENGTH
 OF THIS TANGENT TO BE $(3 \times L)$, WHERE $L = 1,430'$.
 THEREFORE THE MINIMUM TANGENT LENGTH SHOULD BE 4,290'
 AS INDICATED IN THE STANDARD. DUE TO EXISTING COMMERCIAL
 ACCESS ROADS THAT LENGTH HAS BEEN SHORTENED TO 2,200'.

NOTE:
 UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
 BEGINNING AT STA 727+00 AND ENDING AT STA 744+45.



NOTE:
 PRIOR TO BEGINNING STAGE 1 TRAFFIC CONTROL, RELOCATE EXISTING
 TEMPORARY CONCRETE BARRIERS (STATE OWNED) FROM THE WEST
 CROSSOVER BETWEEN STA 729+73.33 AND STA 739+13.79 AND UTILIZE
 WITHIN STAGING LIMITS OF TEMPORARY CONCRETE BARRIERS.
 (SEE SPECIAL PROVISIONS)

LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

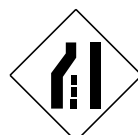
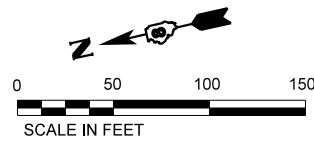


USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
DRAWN - DRR/JDK/JJO	CHECKED - ERB	REVISED -
PLOT SCALE = 100,0000' / in.	DATE - 10/30/17	REVISED -
PLOT DATE = 11/2/2017		

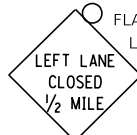
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 STAGE 1 CONSTRUCTION**
 SCALE: 1"=50' SHEET 7 OF 16 SHEETS STA. 735+00 TO STA. 750+00

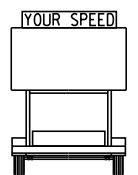
F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 31
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



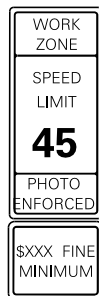
W4-2L(O)-48



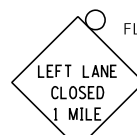
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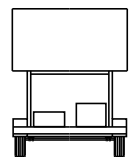
TRAILER MOUNTED
SPEED DISPLAY SIGN



WORK ZONE
SPEED LIMIT
45
PHOTO ENFORCED
R2-1106-3618



W20-5(O)-48



PORTABLE CHANGEABLE
MESSAGE SIGN



WORK ZONE PUBLIC
INFORMATION SIGN



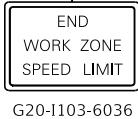
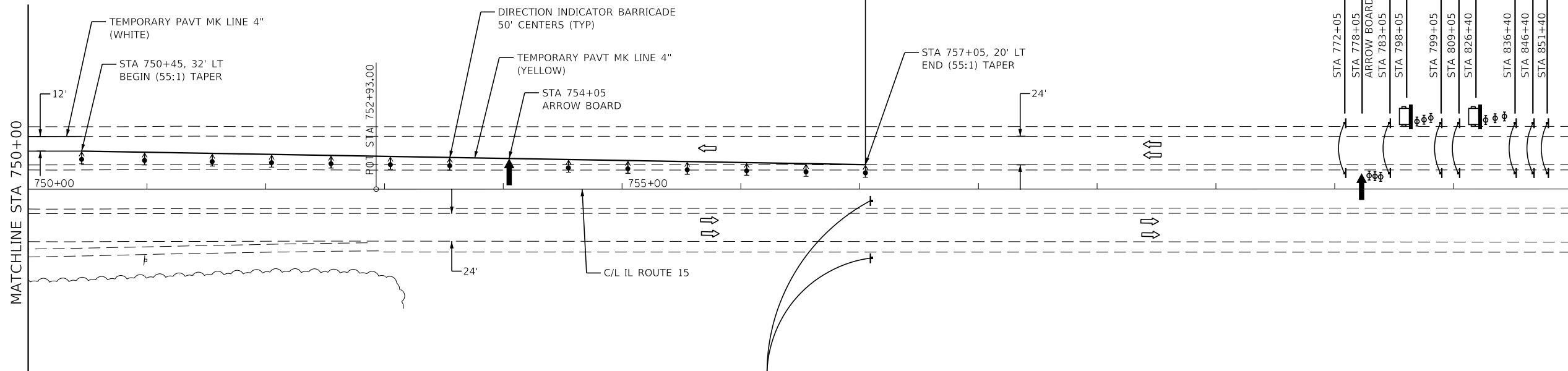
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W20-1103(O)-48

3 MILES

W16-3A(O)-3612



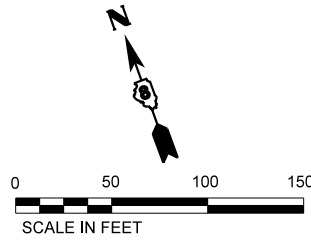
G20-1103-6036

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	32
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



LEGEND

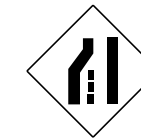
- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT

- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

NOTES:
1. CONTRACTOR SHALL ADJUST LOCATION OF ADVANCED WARNING SIGNS AS DIRECTED BY THE ENGINEER.

2. IN ADDITION TO THE SIGNS SHOWN, ALL SIDEROADS SHALL HAVE "ROAD CONSTRUCTION AHEAD" SIGNS. THE COST SHALL BE INCLUDED IN THE LUMP SUM COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

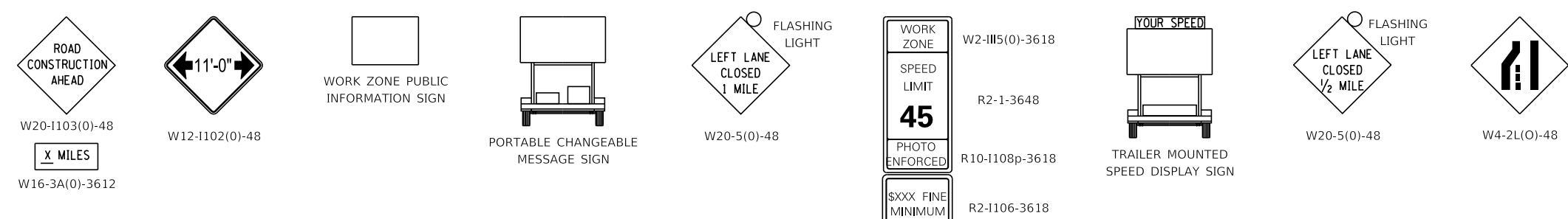
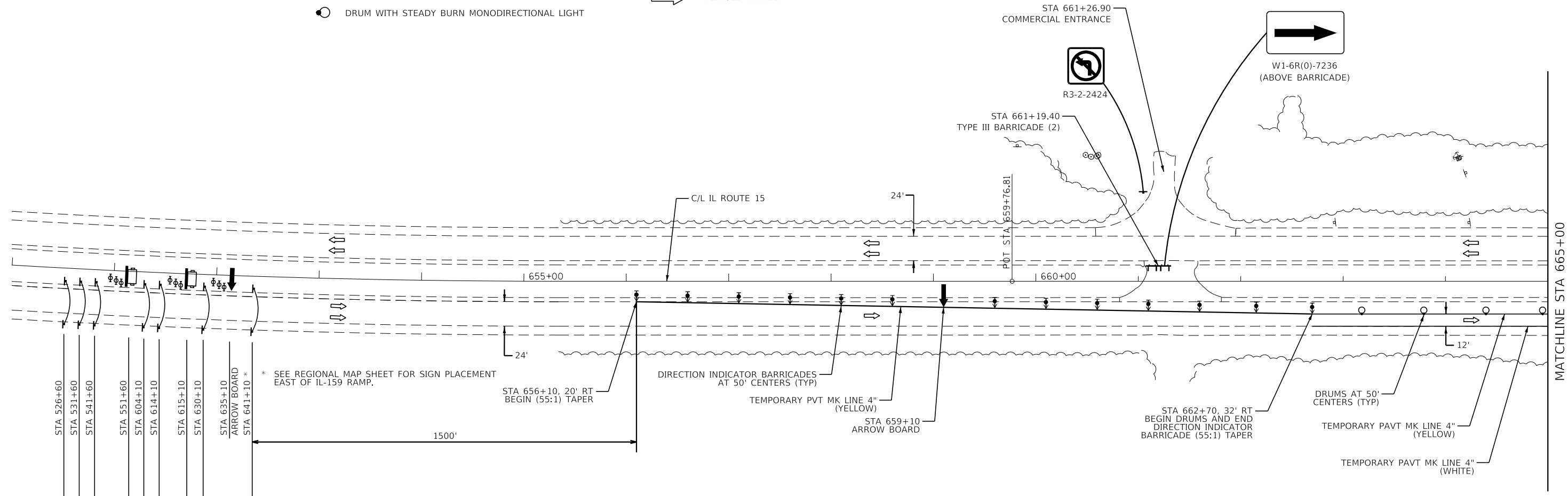
ADVANCED WARNING SIGNS:



W4-2L(O)-48

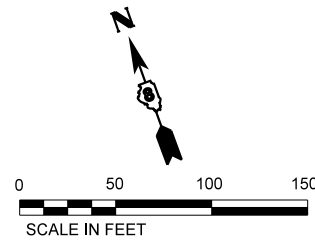


W20-1103(O)-48

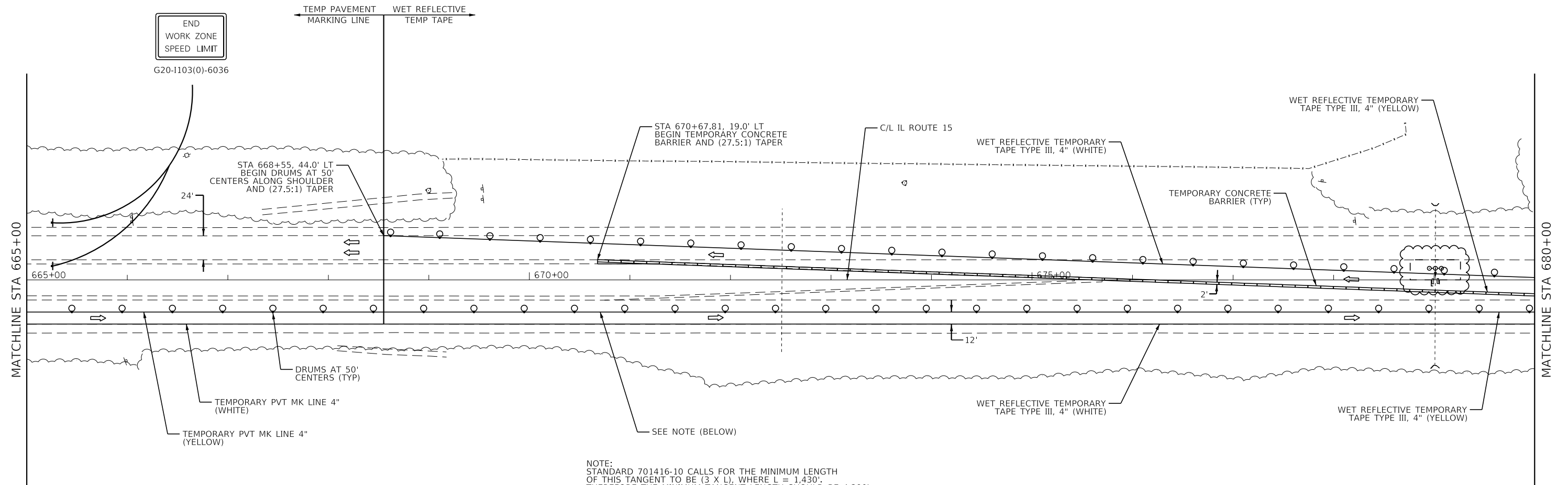


USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	33
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" BEGINNING AT STA 668+55 AND ENDING AT STA 686+15.53.



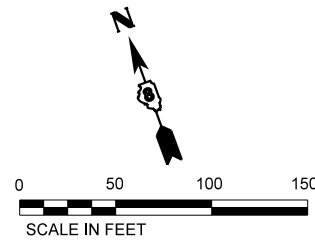
NOTE:
STANDARD 701416-10 CALLS FOR THE MINIMUM LENGTH OF THIS TANGENT TO BE $(3 \times L)$, WHERE $L = 1,430'$. THEREFORE THE MINIMUM TANGENT LENGTH SHOULD BE 4,290' AS INDICATED IN THE STANDARD. DUE TO EXISTING COMMERCIAL ACCESS ROADS THAT LENGTH HAS BEEN SHORTENED TO 2,200'.

LEGEND













- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- PORTABLE CHANGEABLE MESSAGE SIGN
- IMPACT ATTENUATOR, TEMPORARY
- VEHICLE TRAVEL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

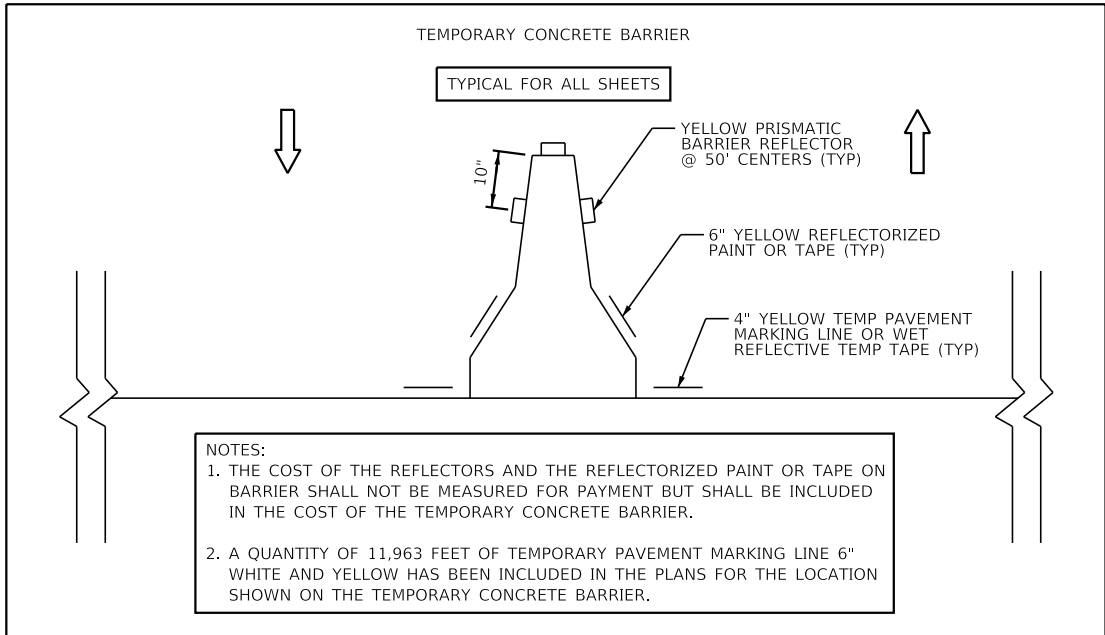
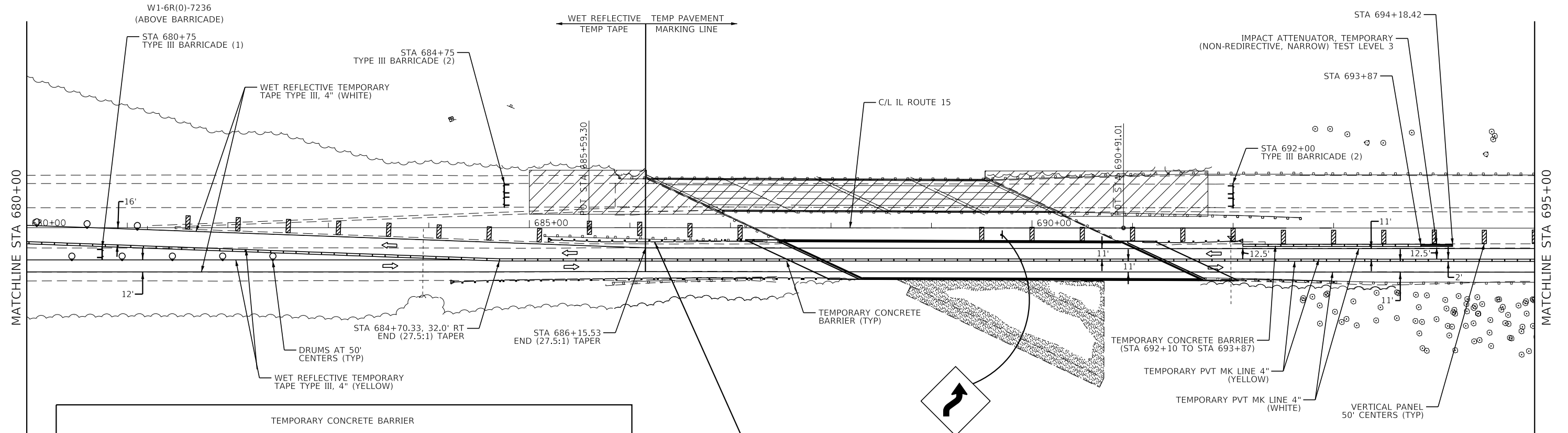
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	34
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
BEGINNING AT STA 668+55 AND ENDING AT STA 686+15.53.



- NOTES:
1. THE COST OF THE REFLECTORS AND THE REFLECTORIZED PAINT OR TAPE ON BARRIER SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.
 2. A QUANTITY OF 11,963 FEET OF TEMPORARY PAVEMENT MARKING LINE 6" WHITE AND YELLOW HAS BEEN INCLUDED IN THE PLANS FOR THE LOCATION SHOWN ON THE TEMPORARY CONCRETE BARRIER.

NOTE:
DURING STAGE 1 CONSTRUCTION AT THE EB APPROACH / LEFT; ONLY THE NEW TBT TYPE 6 AND 62.5' OF SPBGR WILL BE CONSTRUCTED. FURNISH AND INSTALL AN END SECTION PIECE (27 1/2") AS SHOWN ON SHEET 3 OF STD. 630001 AT END OF SPBGR.

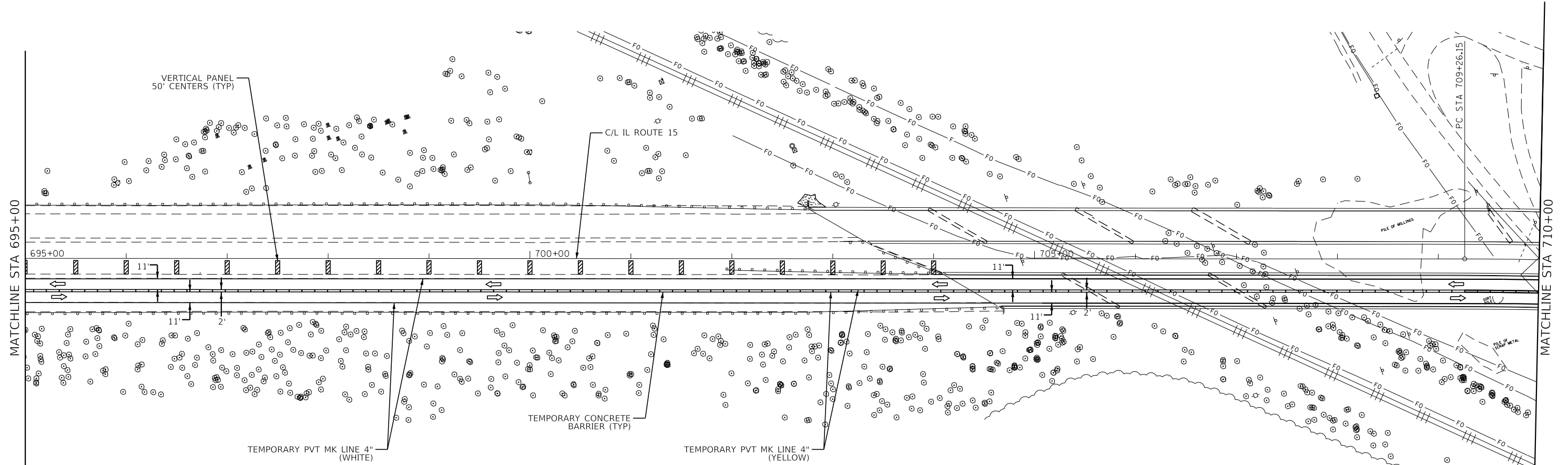
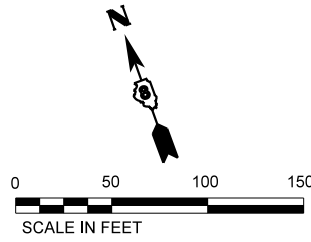
THE REMAINDER OF THE PROPOSED SHOULDER, SPBGR, AND TBT TYPE 1 TANGENT WILL BE CONSTRUCTED AFTER STAGE 2 WB TRAFFIC HAS BEEN SHIFTED BACK TO WB STRUCTURE AND PRIOR TO OPENING EB STRUCTURE TO 2 LANES OF EB TRAFFIC AND REMOVING TEMPORARY CONCRETE BARRIERS.

THE END SECTION PIECE SHALL NOT BE MEASURED AND PAID FOR SEPARATELY BUT IT SHALL BE INCLUDED IN THE COST OF STEEL PLATE BEAM GUARDRAIL TYPE A.









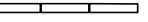



USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

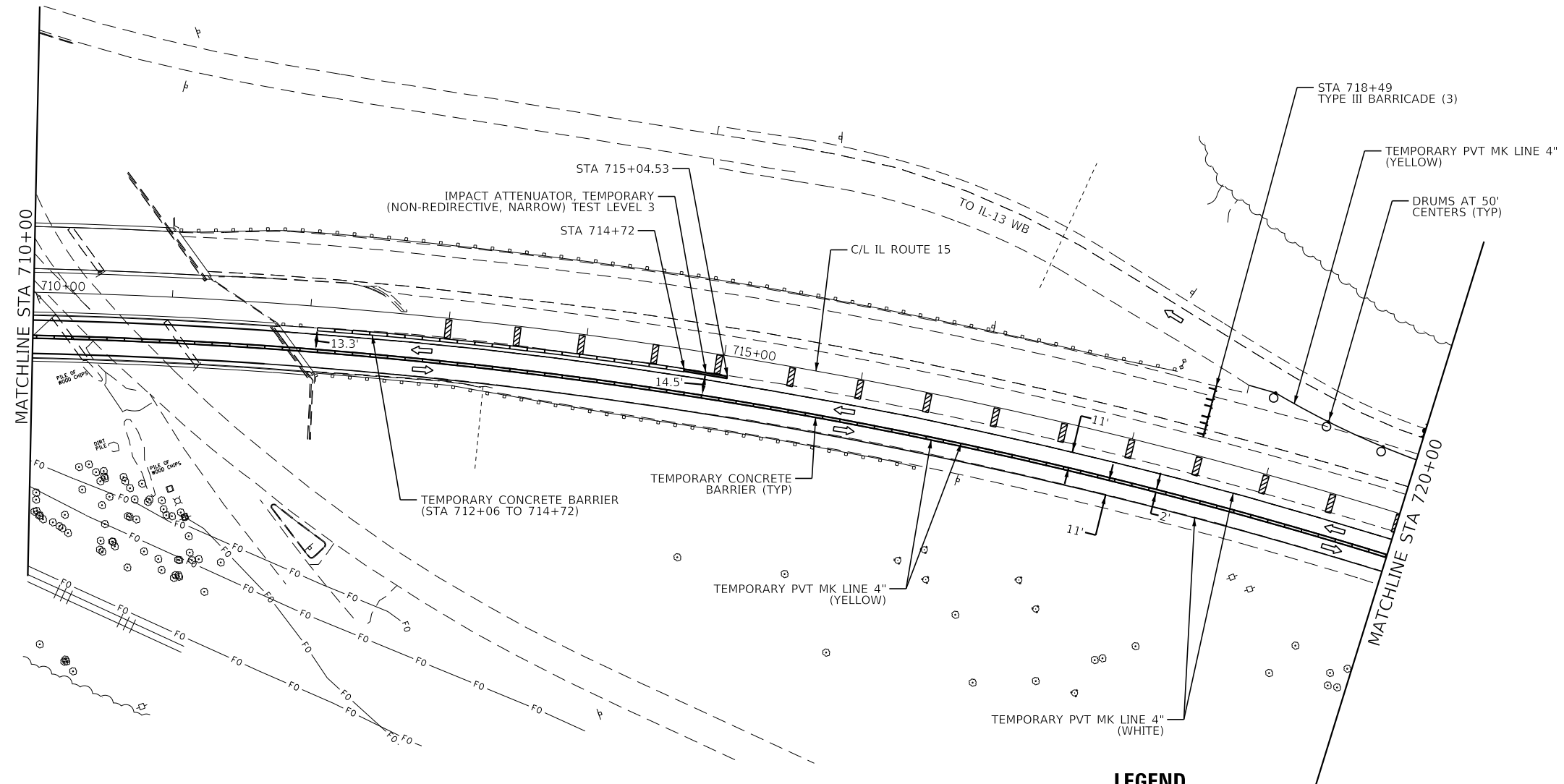
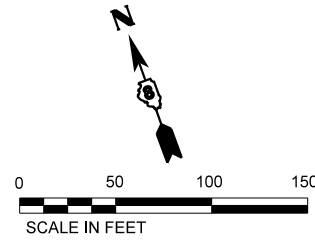
FAP ROUTE 103 (IL 15) STAGE 2 CONSTRUCTION	
SCALE: 1"=50'	SHEET 11 OF 16 SHEETS
STA. 680+00	TO STA. 695+00

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 35
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				









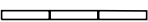





LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

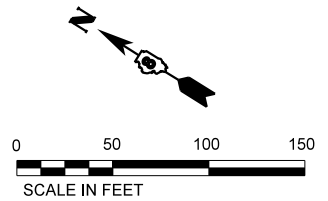


LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
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-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

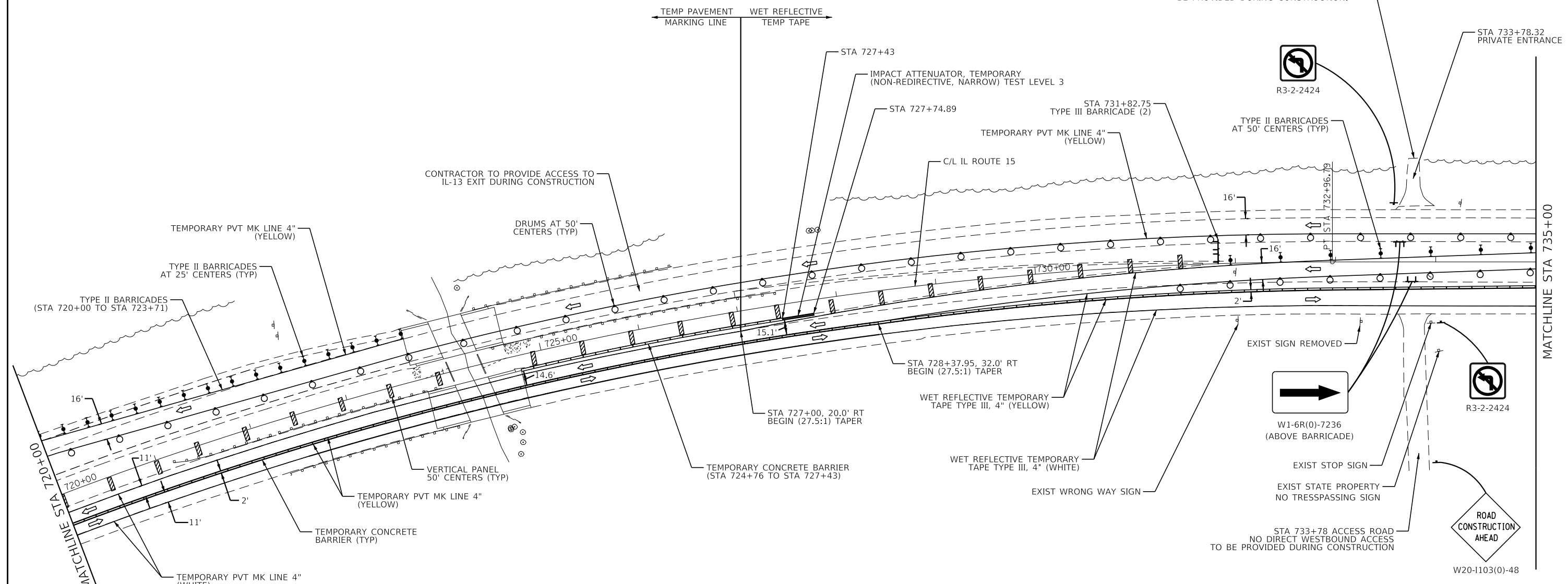
F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 37
CONTRACT NO. 76J11			ILLINOIS FED. AID PROJECT	








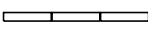






NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
BEGINNING AT STA 727+00 AND ENDING AT STA 742+40.38.

CONTRACTOR SHALL NOTIFY THE
PROPERTY OWNER A MIN. 48 HOURS
PRIOR TO ANY CHANGES IN ACCESS,
LANE CHANGES/RESTRICTIONS.
CONTRACTOR TO MAINTAIN ACCESS
TO IL-15 DURING CONSTRUCTION.

NO DIRECT EASTBOUND ACCESS TO
BE PROVIDED DURING CONSTRUCTION.



LEGEND

-  ARROW BOARD
-  VERTICAL PANEL (BACK TO BACK)
-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  SIGN
-  TEMPORARY CONCRETE BARRIER
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  IMPACT ATTENUATOR, TEMPORARY
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VEHICLE TRAVEL

Farnsworth GROUP
2709 MCGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-9435 / info@f-w.com

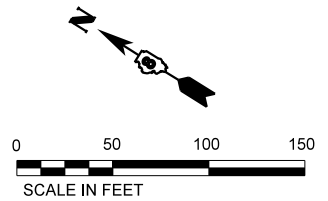
USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
STAGE 2 CONSTRUCTION**

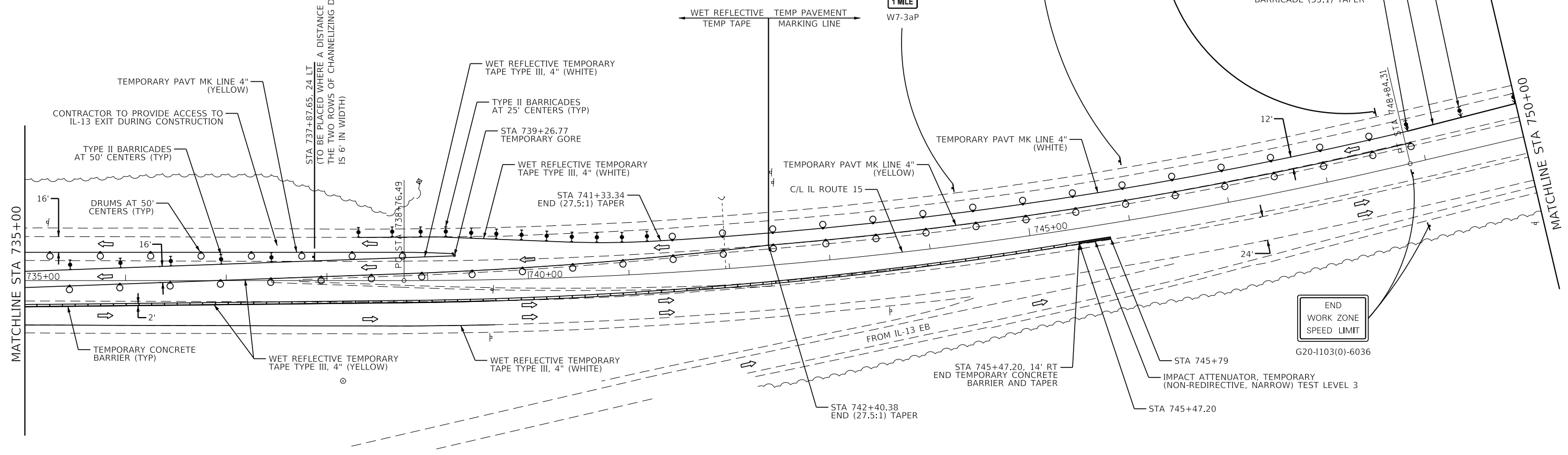
SCALE: 1"=50' SHEET 14 OF 16 SHEETS STA. 720+00 TO STA. 735+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	38
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				









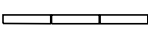





EXIT
EXIT SIGN - SPECIAL
36x42

NOTE:
UTILIZE WET REFLECTIVE TEMPORARY TAPE TYPE III, 4"
BEGINNING AT STA 727+00 AND ENDING AT STA 742+40.38.



LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  VERTICAL PANEL (BACK TO BACK)
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  IMPACT ATTENUATOR, TEMPORARY
-  VEHICLE TRAVEL

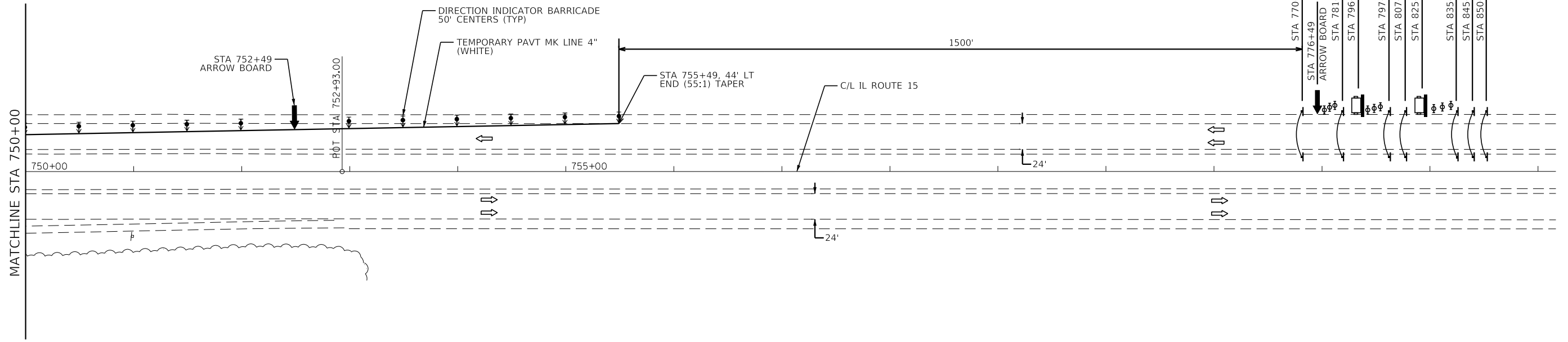
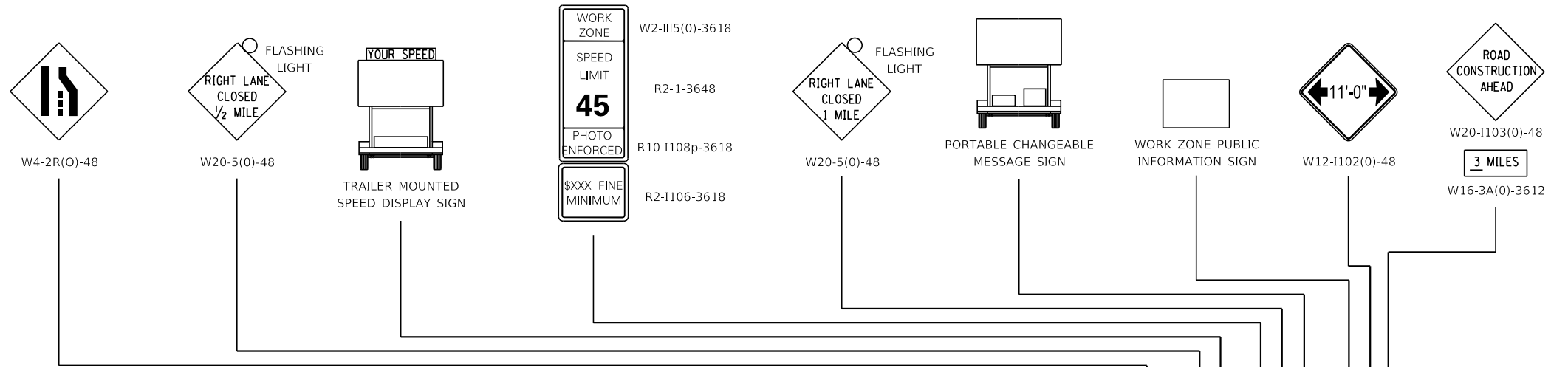
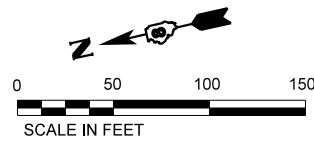
Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-9435 / info@f-w.com

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

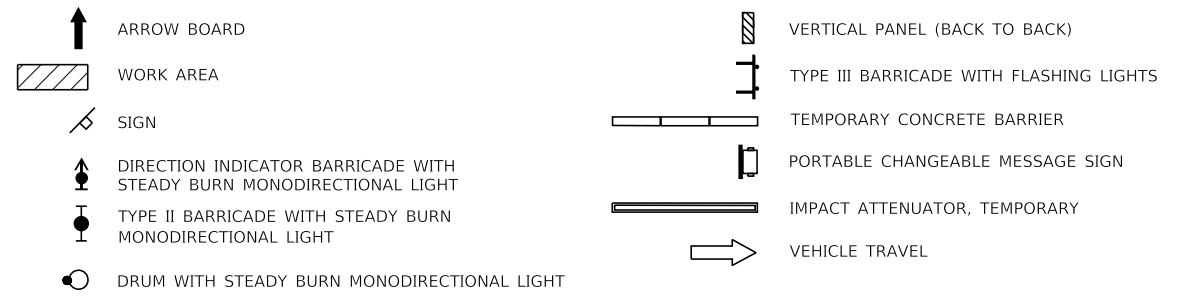
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAP ROUTE 103 (IL 15) STAGE 2 CONSTRUCTION	
SCALE: 1"=50'	SHEET 15 OF 16 SHEETS
STA. 735+00	TO STA. 750+00

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 39
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



LEGEND



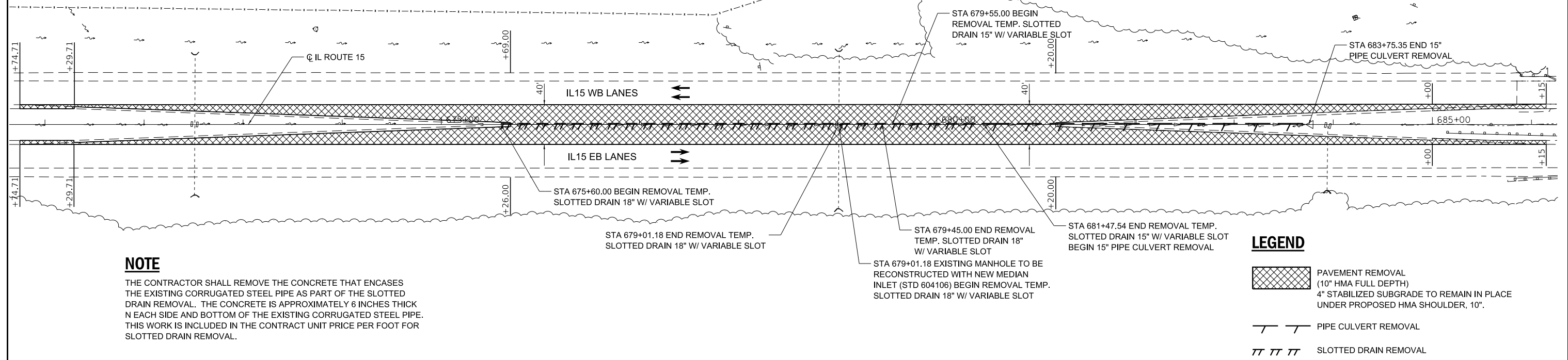
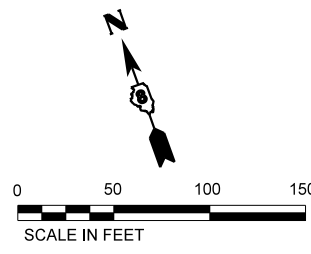
Farnsworth GROUP
 2709 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-9435 / info@f-w.com

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 STAGE 2 CONSTRUCTION**
 SCALE: 1"=50' SHEET 16 OF 16 SHEETS STA. 750+00 TO STA. 755+49

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 40
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

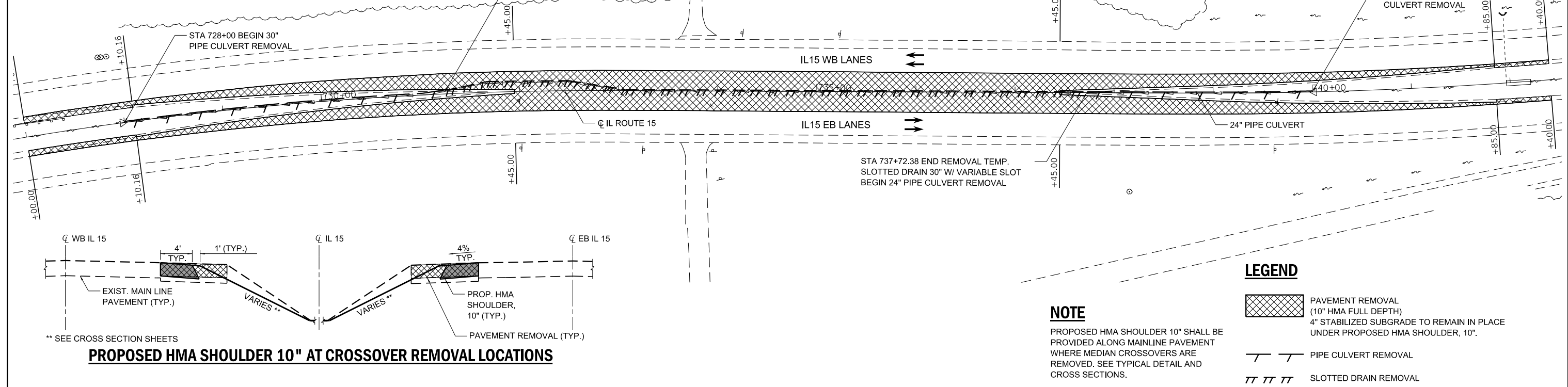
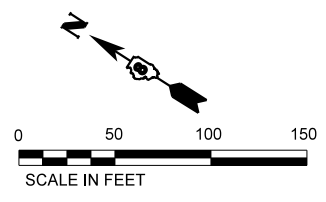


NOTE

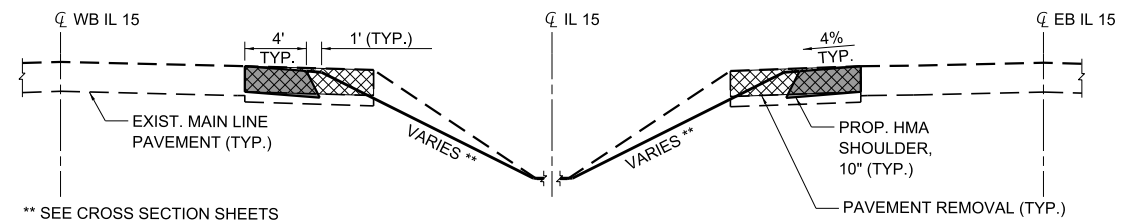
THE CONTRACTOR SHALL REMOVE THE CONCRETE THAT ENCASES THE EXISTING CORRUGATED STEEL PIPE AS PART OF THE SLOTTED DRAIN REMOVAL. THE CONCRETE IS APPROXIMATELY 6 INCHES THICK N EACH SIDE AND BOTTOM OF THE EXISTING CORRUGATED STEEL PIPE. THIS WORK IS INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN REMOVAL.

LEGEND

- PAVEMENT REMOVAL (10" HMA FULL DEPTH)
4" STABILIZED SUBGRADE TO REMAIN IN PLACE UNDER PROPOSED HMA SHOULDER, 10".
- PIPE CULVERT REMOVAL
- SLOTTED DRAIN REMOVAL



PROPOSED HMA SHOULDER 10" AT CROSSOVER REMOVAL LOCATIONS



** SEE CROSS SECTION SHEETS

NOTE

PROPOSED HMA SHOULDER 10" SHALL BE PROVIDED ALONG MAINLINE PAVEMENT WHERE MEDIAN CROSSOVERS ARE REMOVED. SEE TYPICAL DETAIL AND CROSS SECTIONS.

LEGEND

- PAVEMENT REMOVAL (10" HMA FULL DEPTH)
4" STABILIZED SUBGRADE TO REMAIN IN PLACE UNDER PROPOSED HMA SHOULDER, 10".
- PIPE CULVERT REMOVAL
- SLOTTED DRAIN REMOVAL

Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-9435 / info@f-w.com

USER NAME = jkofoot
PLOT SCALE = 100,0000' / in.
PLOT DATE = 11/2/2017

DESIGNED - GAC/JJO
DRAWN - DRR/JDK/JJO
CHECKED - ERB
DATE - 10/30/17

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

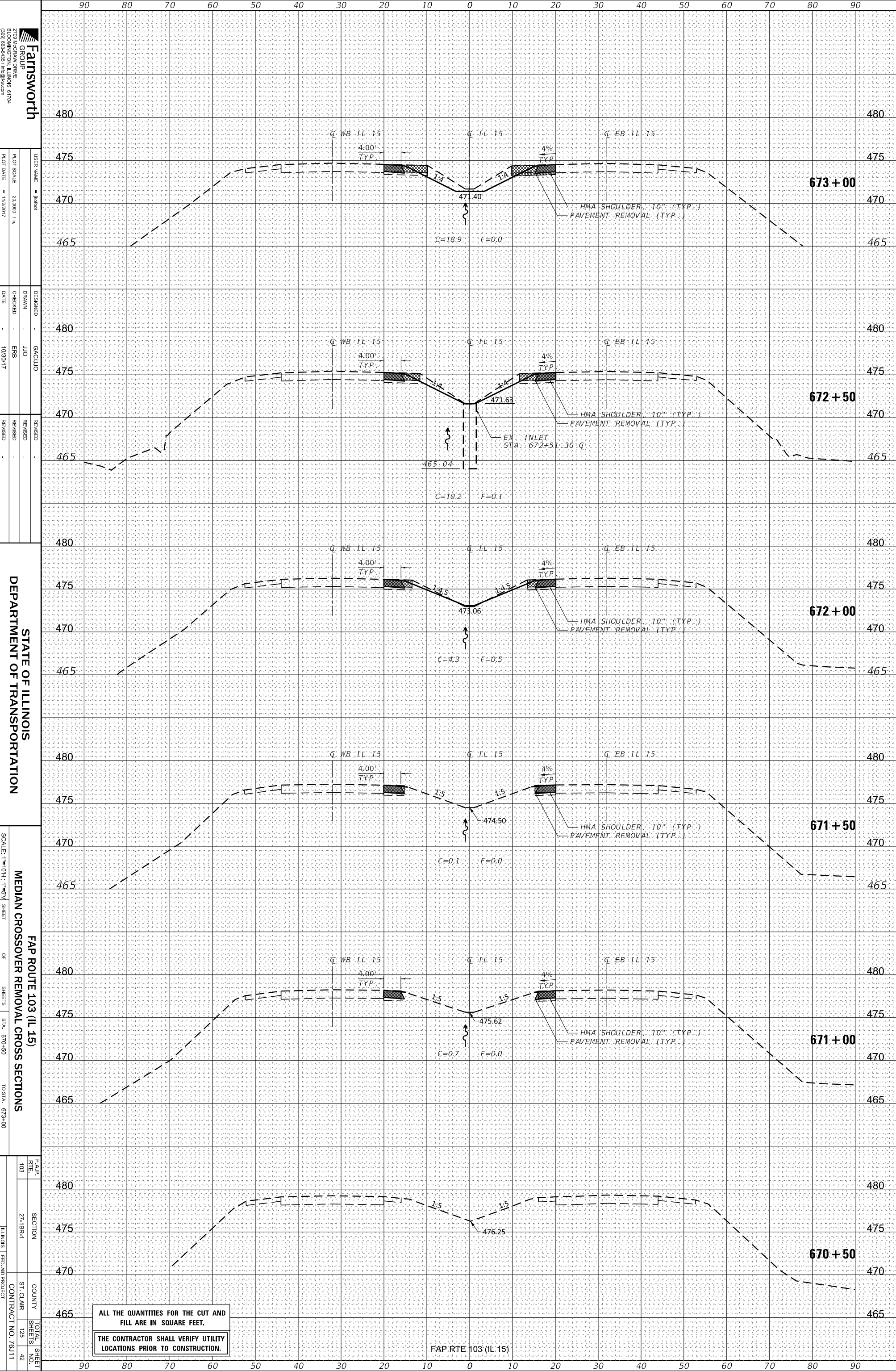
**FAP ROUTE 103 (IL 15)
MEDIAN CROSSOVER REMOVAL PLANS**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 670+74.71 TO STA. 742+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	41
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	CHECKED _____		



Farnsworth GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 | info@faw.com

USER NAME = jacobd
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISION NO. | DESCRIPTION | DATE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET NO. 103 OF 125 SHEETS
 STA. 670+50 TO STA. 673+00

FAP ROUTE 103 (IL 15)
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

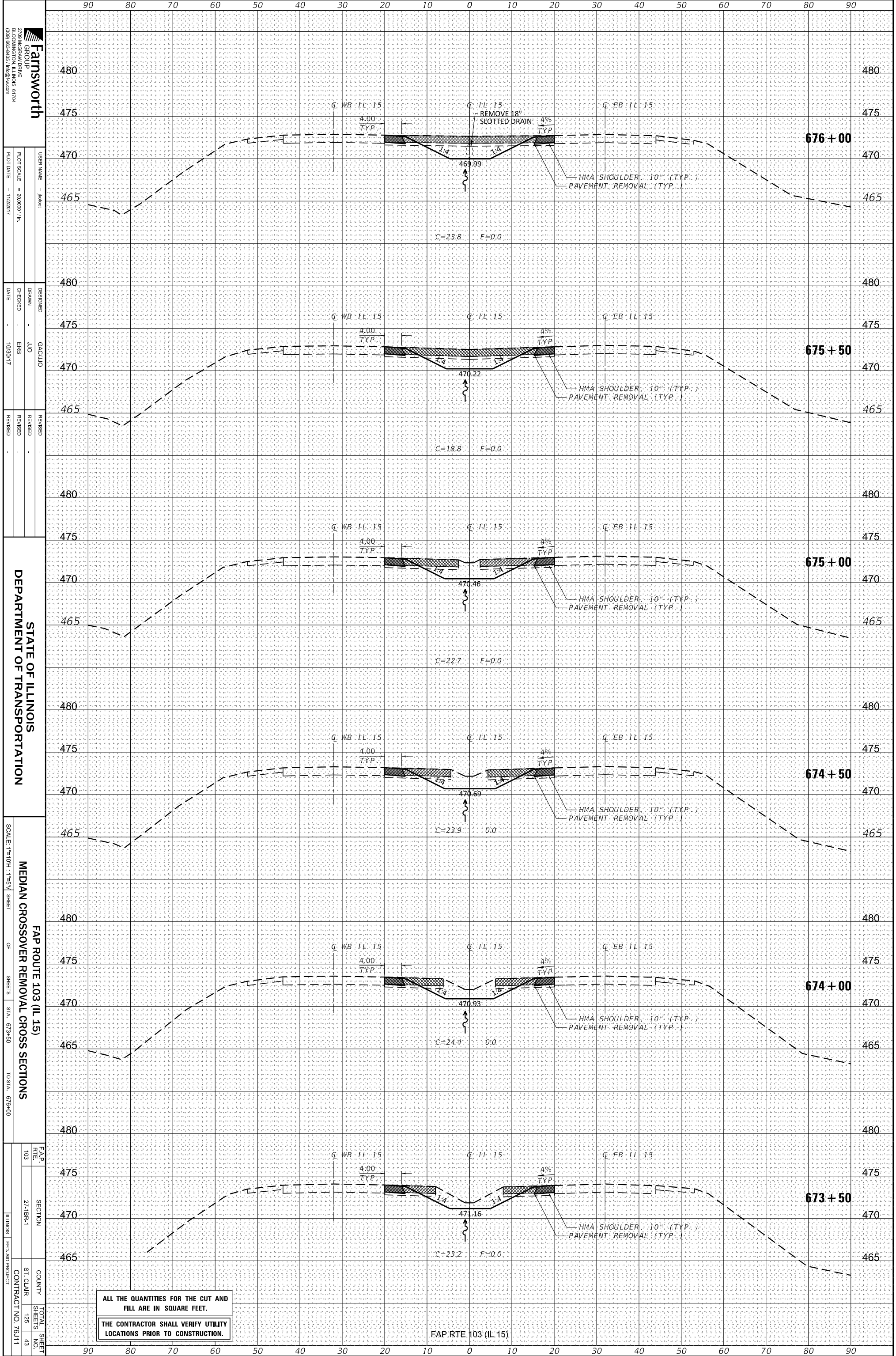
TOTAL SHEET NO. 42

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth
 GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 info@farnsworth.com

USER NAME = jacobd
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISION NO. DESCRIPTION DATE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET 673+50 OF 673+50 SHEETS STA. 673+50 TO STA. 676+00

FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			43

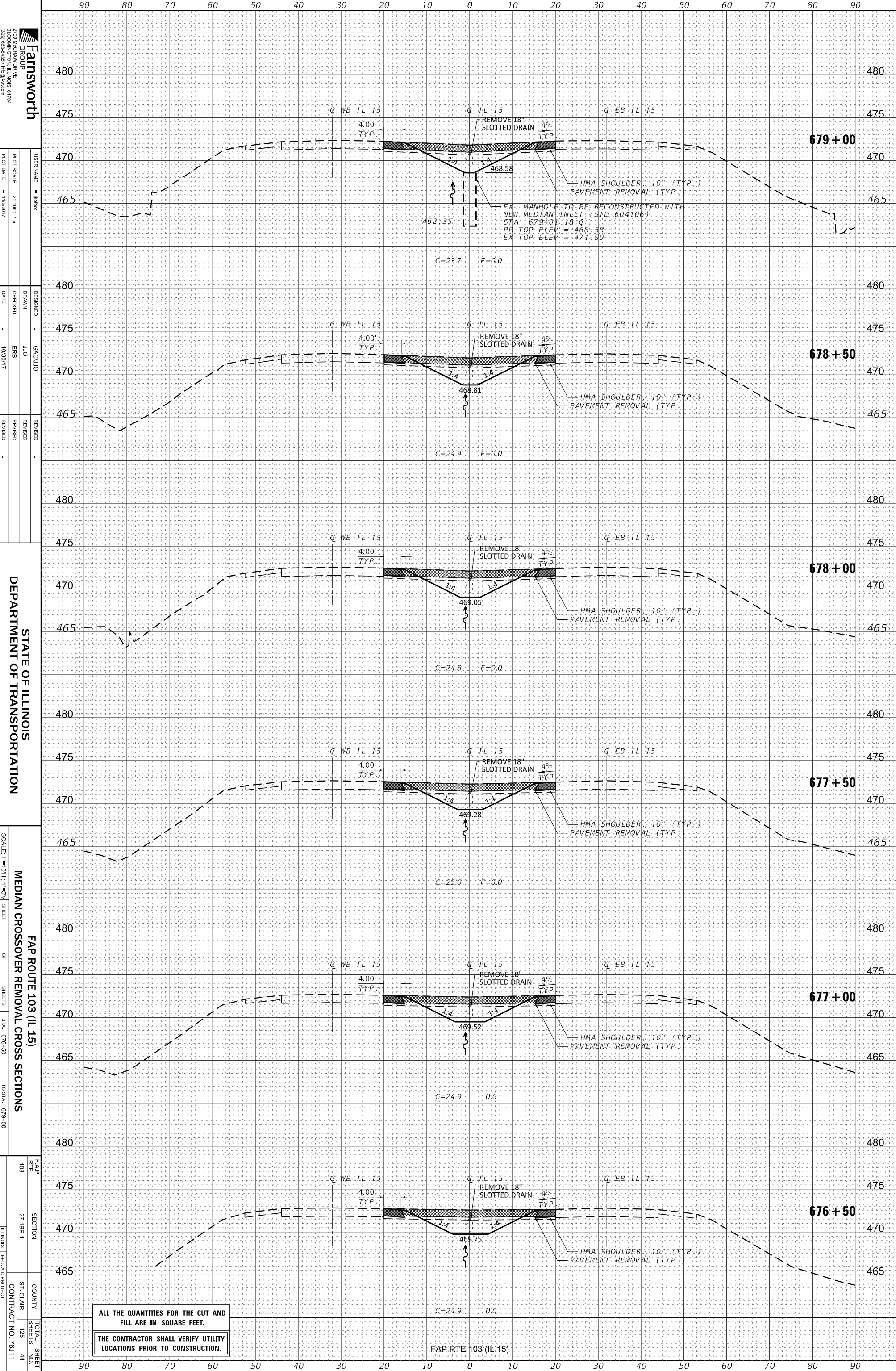
ILLINOIS | FED. AID PROJECT | CONTRACT NO. 76J/1

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

Farnsworth
 GROUP, INC.
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhn@fwn.com

DESIGNED: GAC/JJO
 DRAWN: JJO
 CHECKED: ERB
 DATE: 10/20/17

REVISIONS:
 REVISION NO. 1: [Blank]
 REVISION NO. 2: [Blank]
 REVISION NO. 3: [Blank]

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' 1"=5' SHEET
 OF SHEETS STA. 676+50 TO STA. 679+00

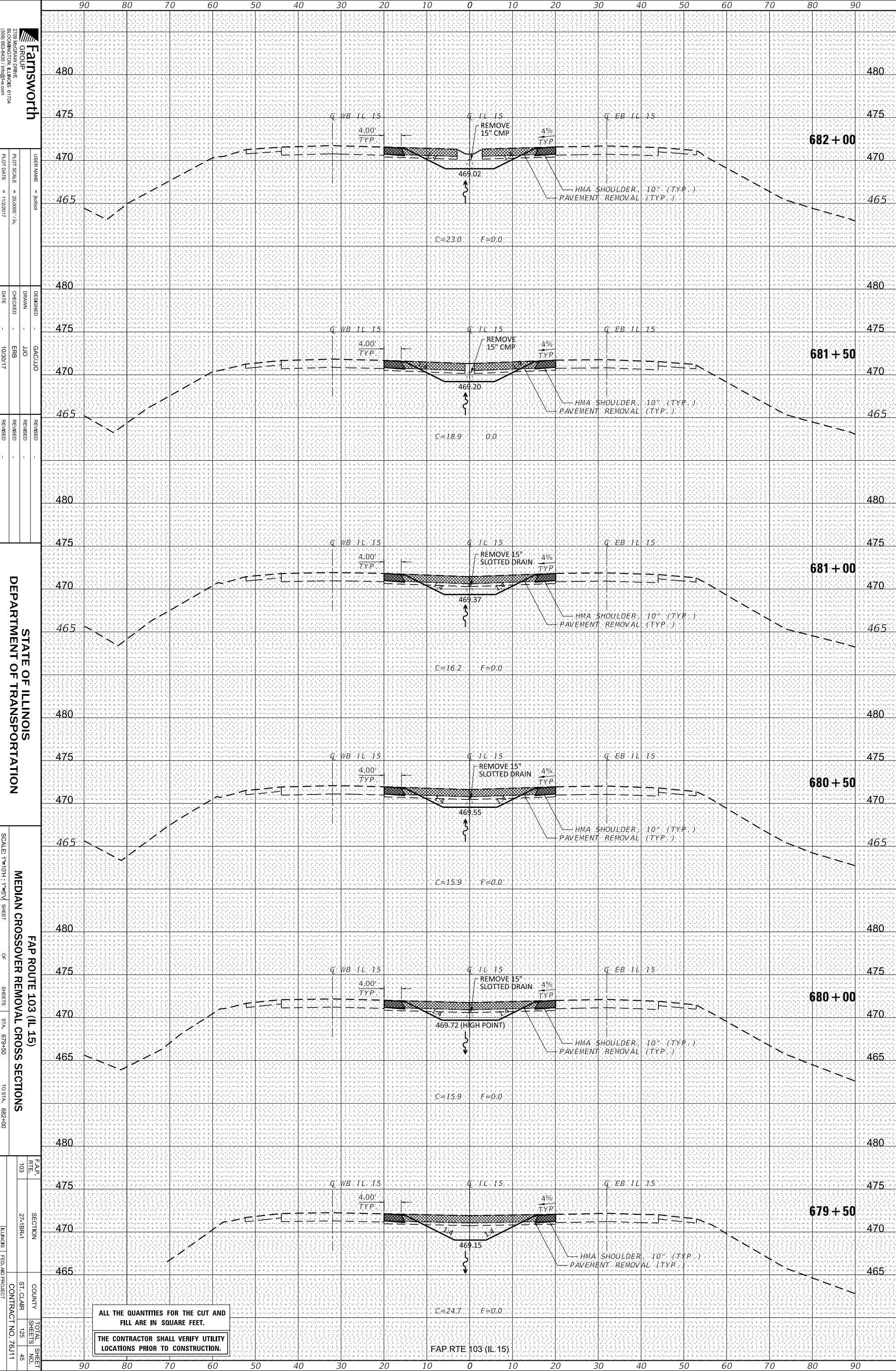
FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			44

CONTRACT NO. 76J11
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhw@fhw.com

USER NAME = fhw
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISION NO. 1
 REVISION DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET NO. 103 OF 125
 STA. 679+50 TO STA. 682+00

FAP ROUTE 103 (IL 15)
MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

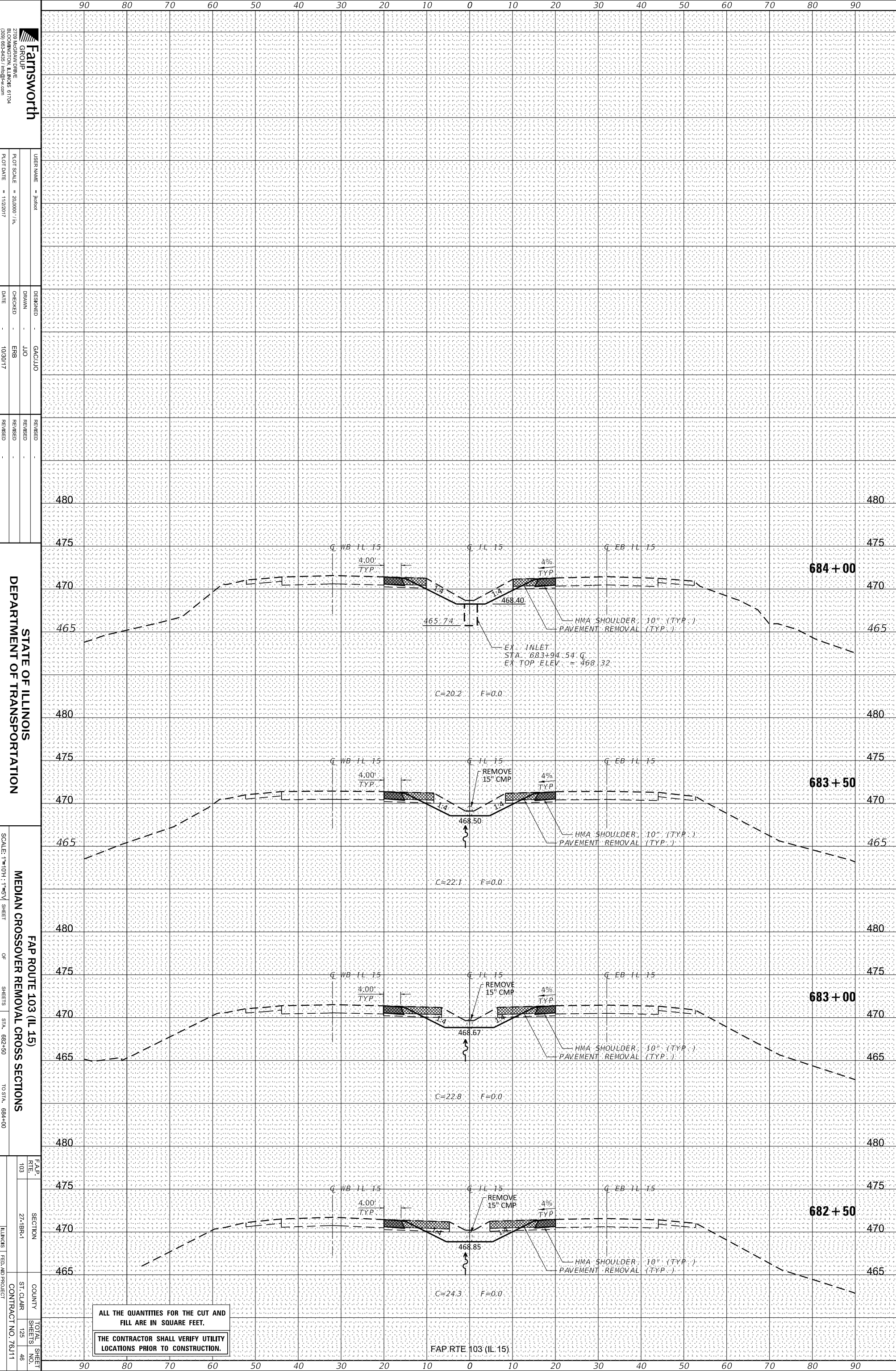
F.A.P. RTE. NO. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 TOTAL SHEETS 125
 SHEETS NO. 45
 ILLINOIS FED. AID PROJECT CONTRACT NO. 76J11

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

Farnsworth
GROUP
2709 HARRISON DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 863-9435 farn@faw.com

DESIGNED BY: JAC/JAC
DRAWN BY: JJO
CHECKED BY: ERB
DATE: 10/20/17

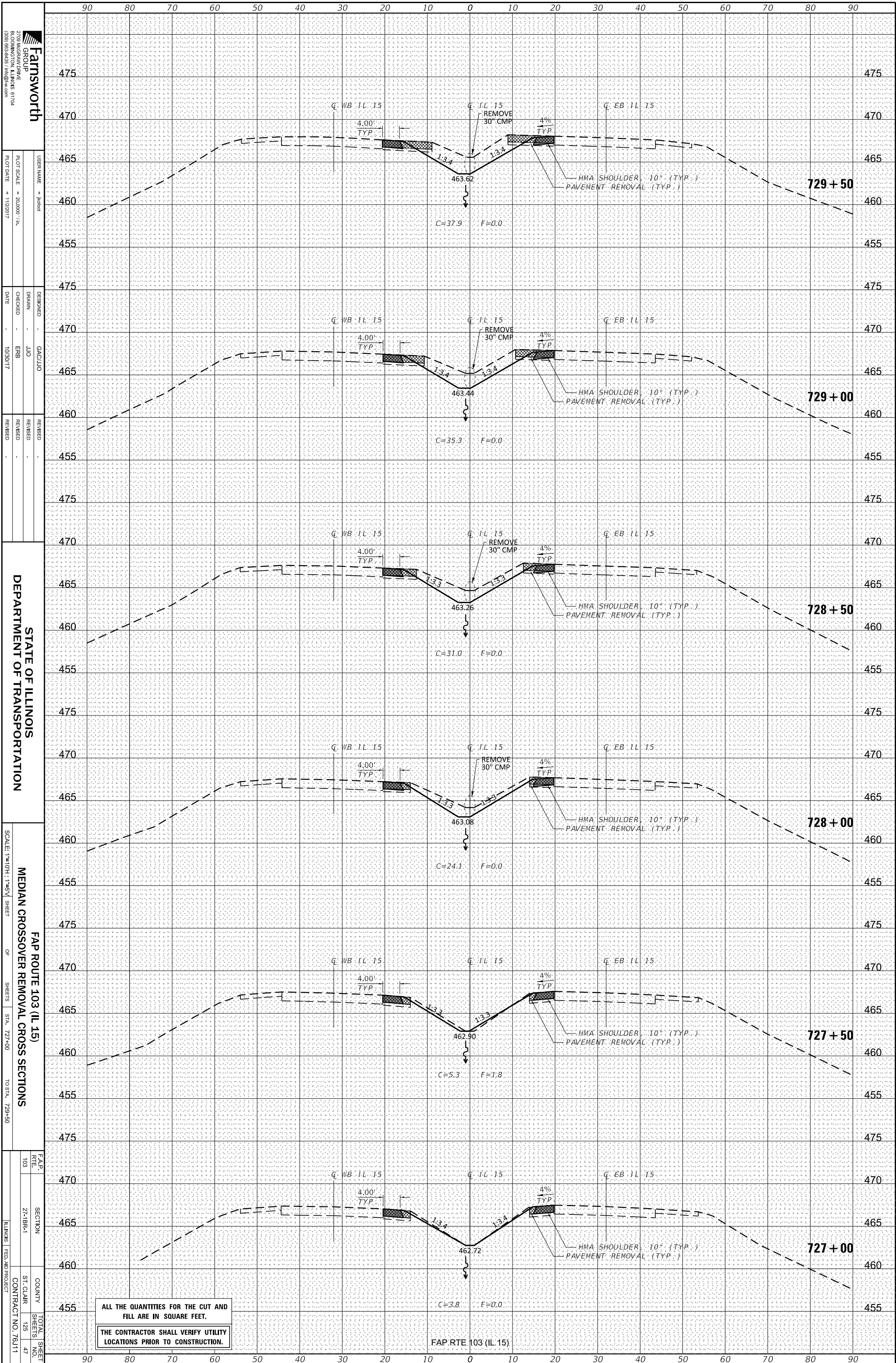
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
MEDIAN CROSSOVER REMOVAL CROSS SECTIONS
SCALE: 1"=101' : 1"=51' SHEET
OF SHEETS STA. 682+50 TO STA. 684+00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			46
		CONTRACT NO. 76J11	

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth
 GROUP
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhw@farnsworth.com

USER NAME = fhw@farnsworth.com
 DRAWN = JJO
 CHECKED = ERB
 DATE = 10/20/17

DESIGNED = GAC/JJO
 REVISIONS:
 1. REVISED
 2. REVISED
 3. REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

SCALE: 1"=101' : 1"=51'
 SHEET NO. 727+00 OF 729+50

FAP RTE. NO. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

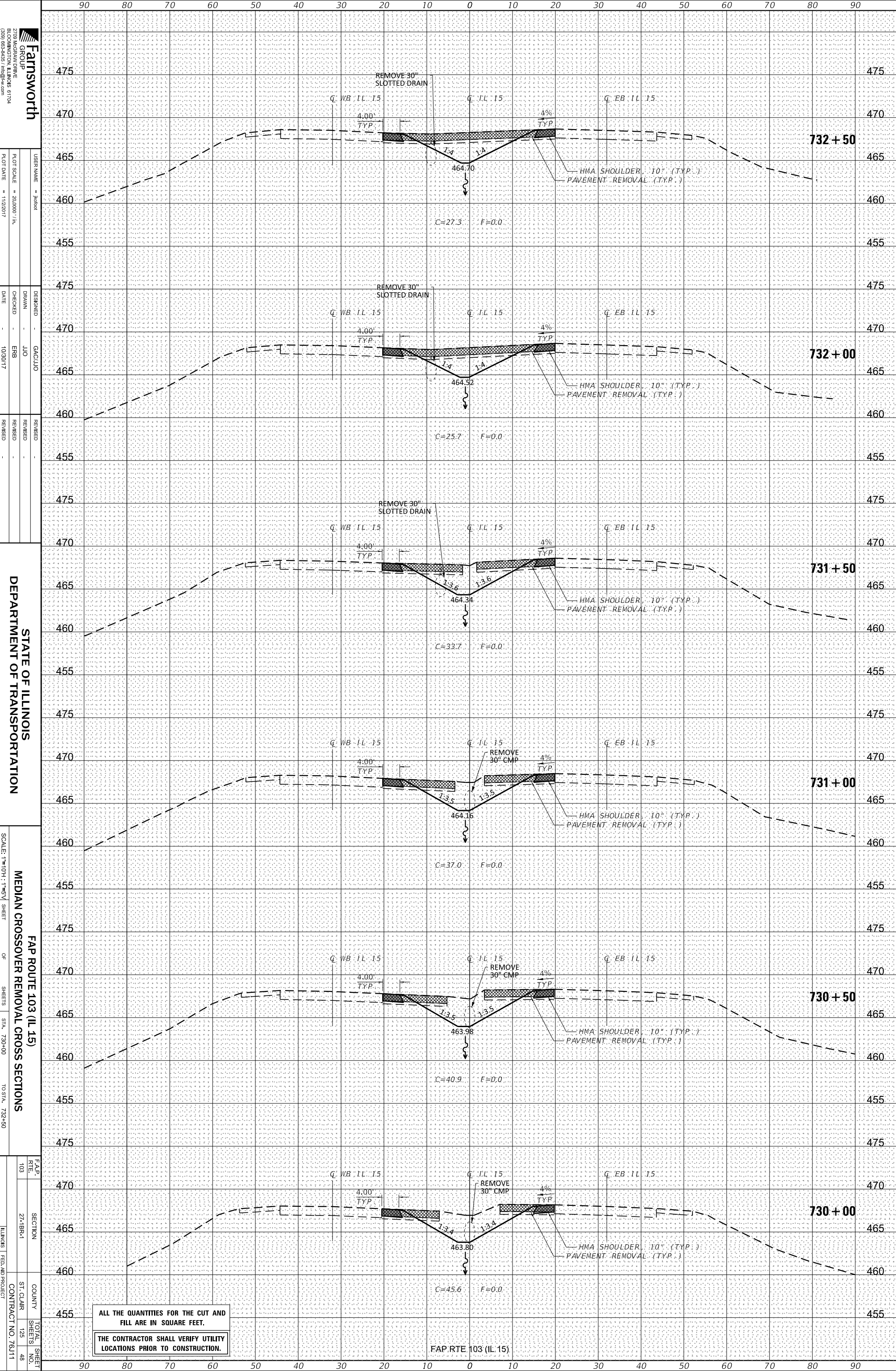
TOTAL SHEET NO. 125
 SHEETS 47

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhw@fhw.com

USER NAME = fhw
 DESIGNED BY GAC/JJO
 DRAWN BY JJO
 CHECKED BY ERB
 DATE 10/20/17

REVISIONS
 REVISION NO. 1
 REVISION DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET NO. 730+00
 OF SHEETS STA. 730+00 TO STA. 732+50

FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			48

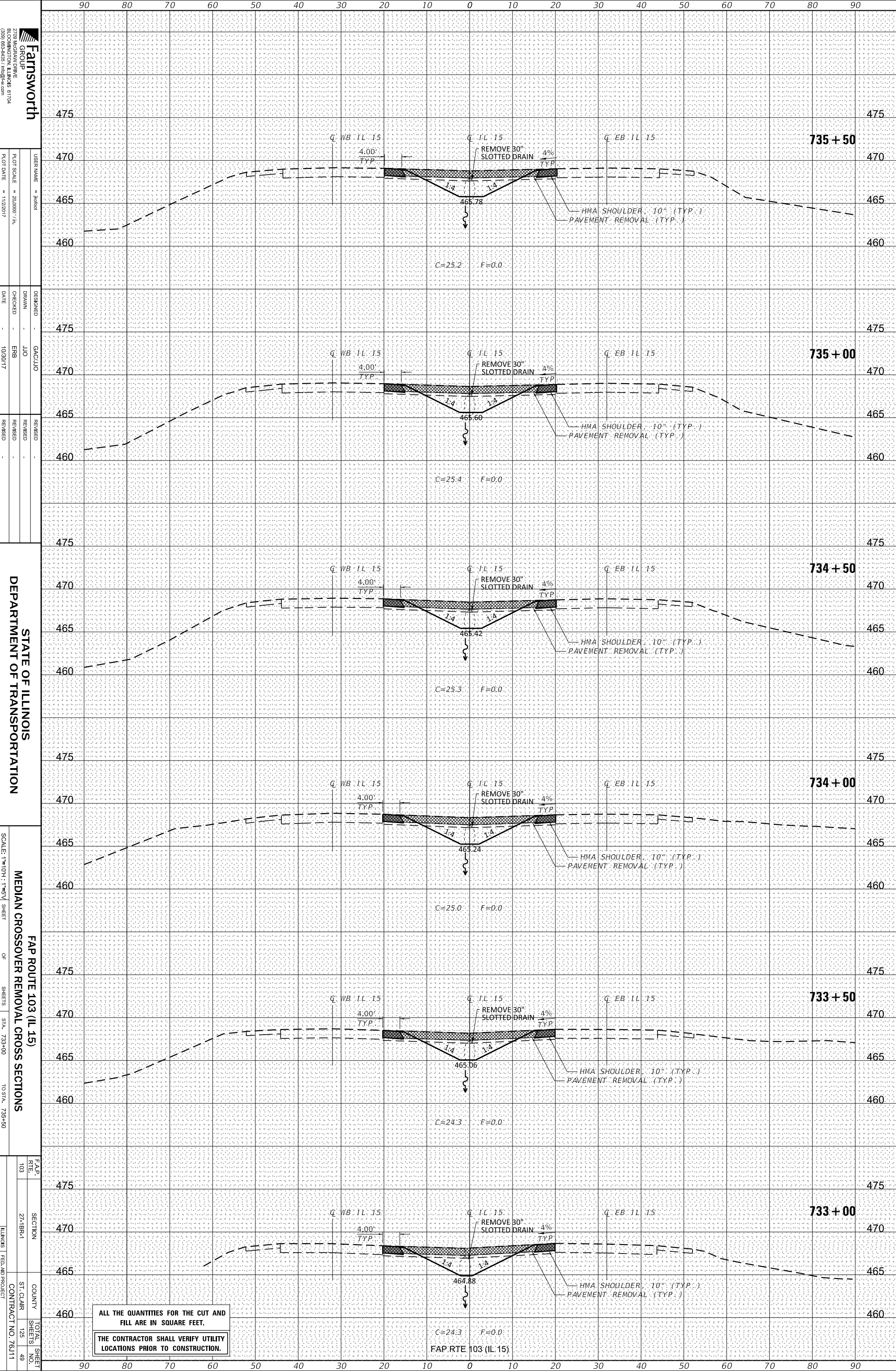
ILLINOIS FED. AID PROJECT CONTRACT NO. 76J11

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth GROUP
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 farn@faw.com

USER NAME = jacob
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISIONS
 1
 2
 3

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET
 OF SHEETS STA. 733+00 TO STA. 735+50

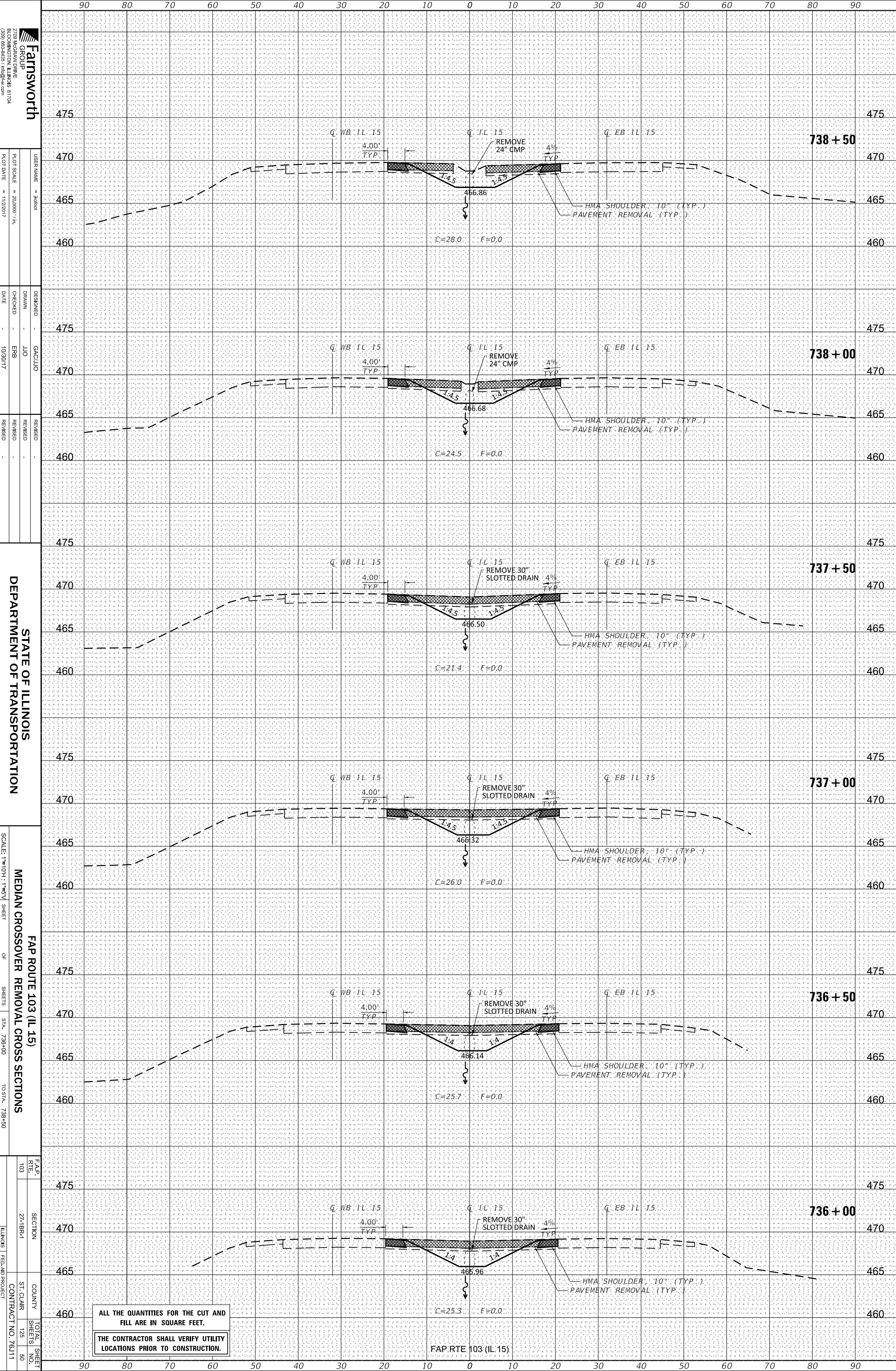
FAP ROUTE 103 (IL 15)
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 TOTAL SHEET NO. 49
 SHEETS 125

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

Farnsworth GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhw@fhw.com

USER NAME = jacobd
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISION NO. REVISION DATE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

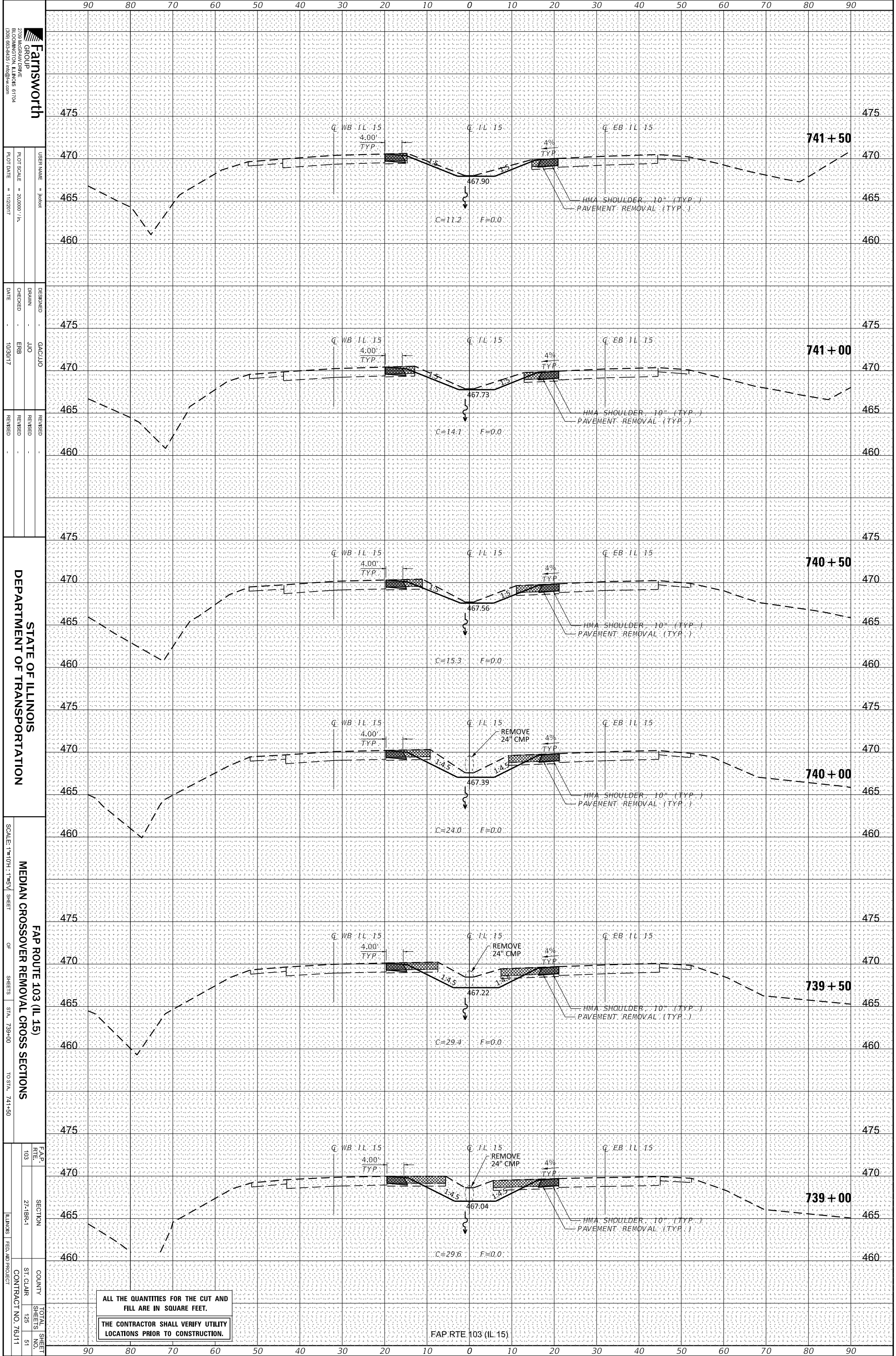
SCALE: 1"=10' H, 1"=5' V SHEET
 OF SHEETS STA. 736+00 TO STA. 738+50

FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

FAP RTE. NO. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 TOTAL SHEET NO. 125 OF 50
 ILLINOIS FED. AID PROJECT CONTRACT NO. 76J11

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	CHECKED _____		



Farnsworth GROUP
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 farn@farn.com

USER NAME = jacobd
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISION NO. | DESCRIPTION | DATE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' 1"=51' SHEET
 OF SHEETS STA. 739+00 TO STA. 741+50

FAP ROUTE 103 (IL 15)
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS

FAP RTE. NO. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 ILLINOIS FED. AID PROJECT CONTRACT NO. 76J11

TOTAL SHEET NO. 125 OF 51

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)

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

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

Farnsworth
 GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 farn@faw.com

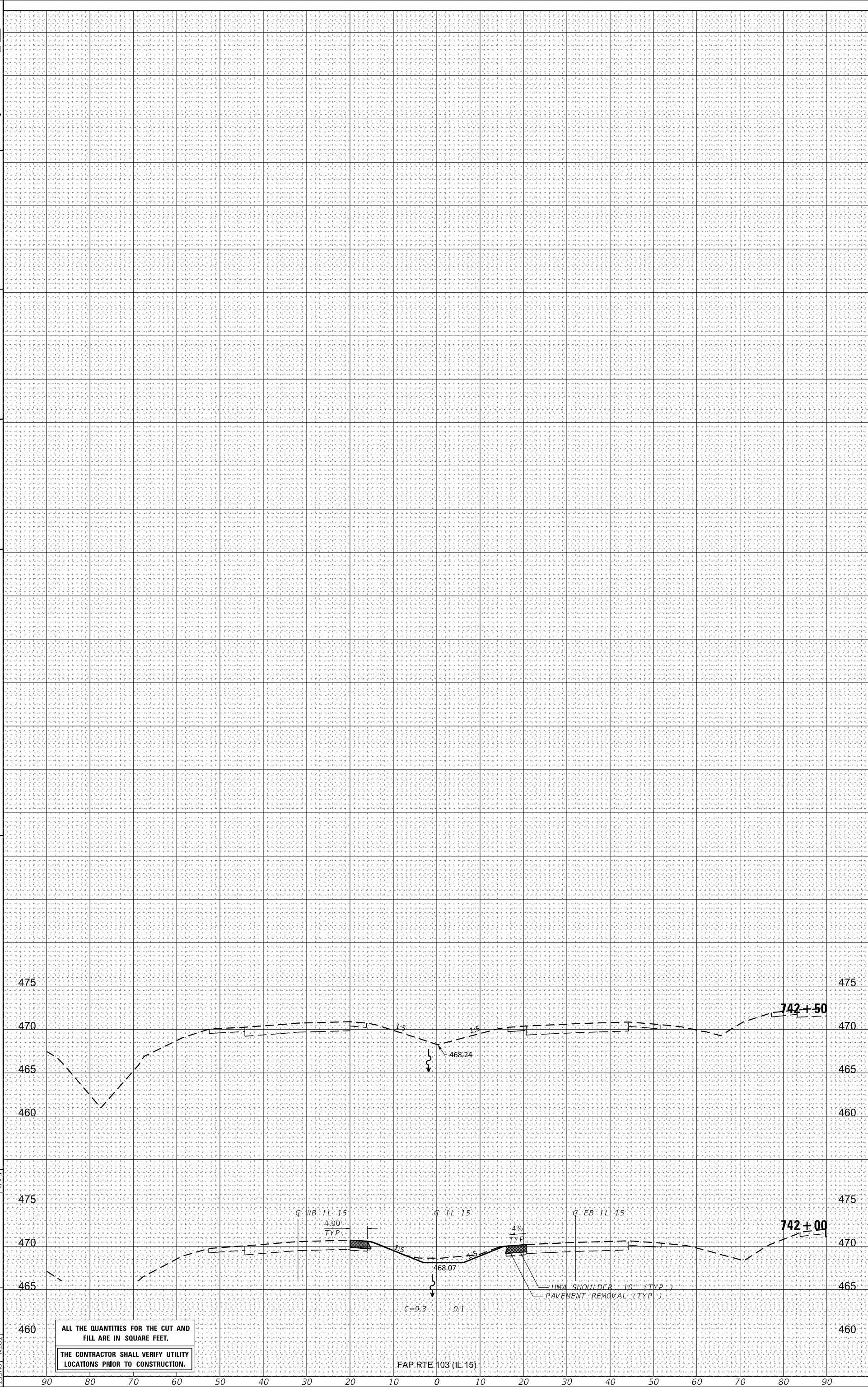
USER NAME = jacobd
 DESIGNED - GAC/JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

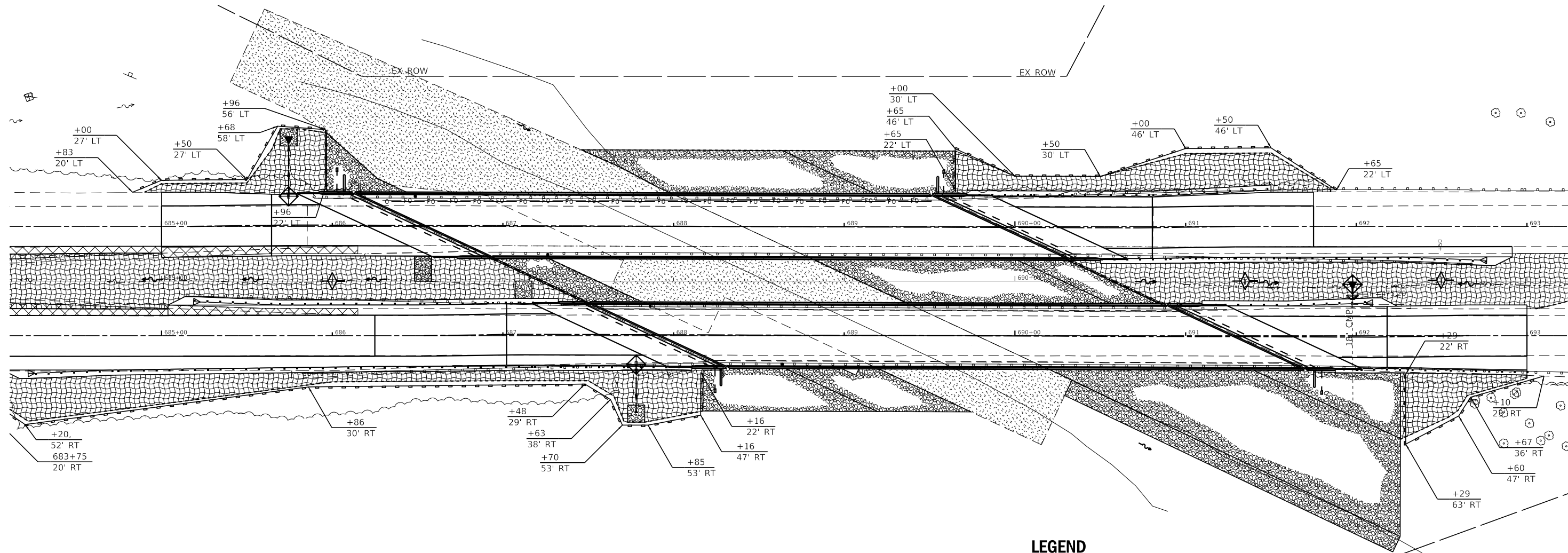
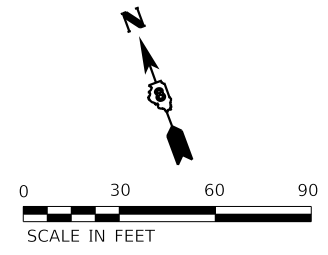
SCALE: 1"=101' : 1"=51'
 SHEET
 MEDIAN CROSSOVER REMOVAL CROSS SECTIONS
 OF
 SHEETS STA. 742+00
 TO STA. 742+50

FAP RTE. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 TOTAL SHEET NO. 125
 SHEETS 52
 ILLINOIS FED. AID PROJECT CONTRACT NO. 76J11



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15)



NOTE:
 * STONE RIPRAP, CLASS A3 AT ALL PIPE DRAIN OUTLET LOCATIONS AND ISOLATED LOCATIONS WHERE SHOWN ON CENTER MEDIAN

- LEGEND**
- TEMPORARY DITCH CHECK
 - INLET PROTECTION
 - PERIMETER EROSION BARRIER
 - STONE RIPRAP, CLASS A5 *
 - EROSION CONTROL BLANKET
 - EXISTING RIPRAP

Farnsworth GROUP
 2709 MCGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-8435 / info@f-w.com

USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 60,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

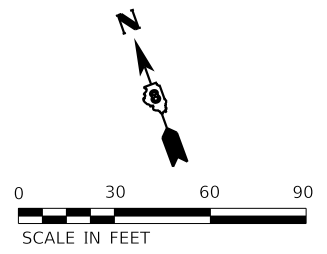
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=30'

SHEET 1 OF 3 SHEETS	STA. 685+00.00	TO STA. 693+00.00
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





F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 53
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

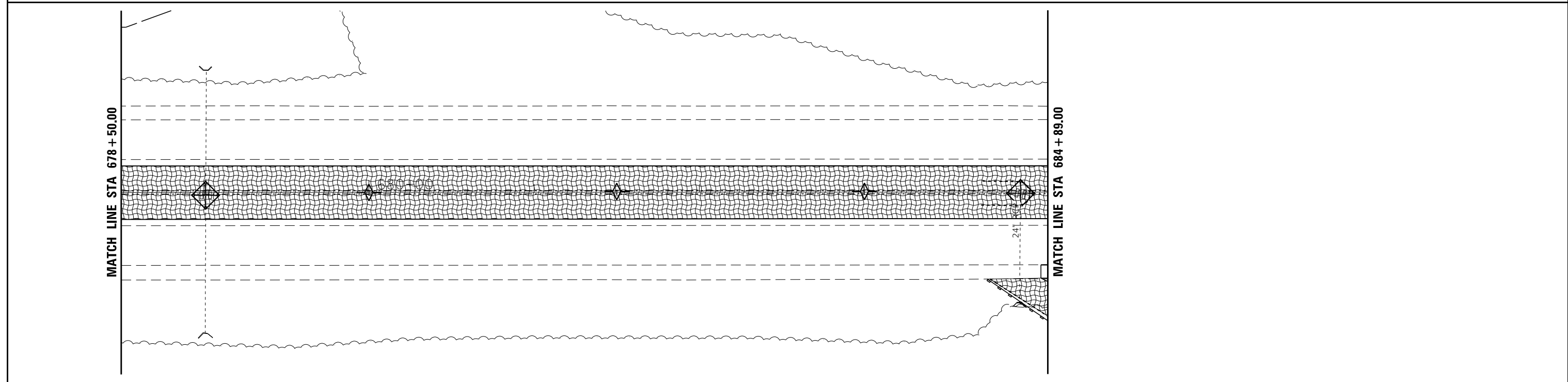
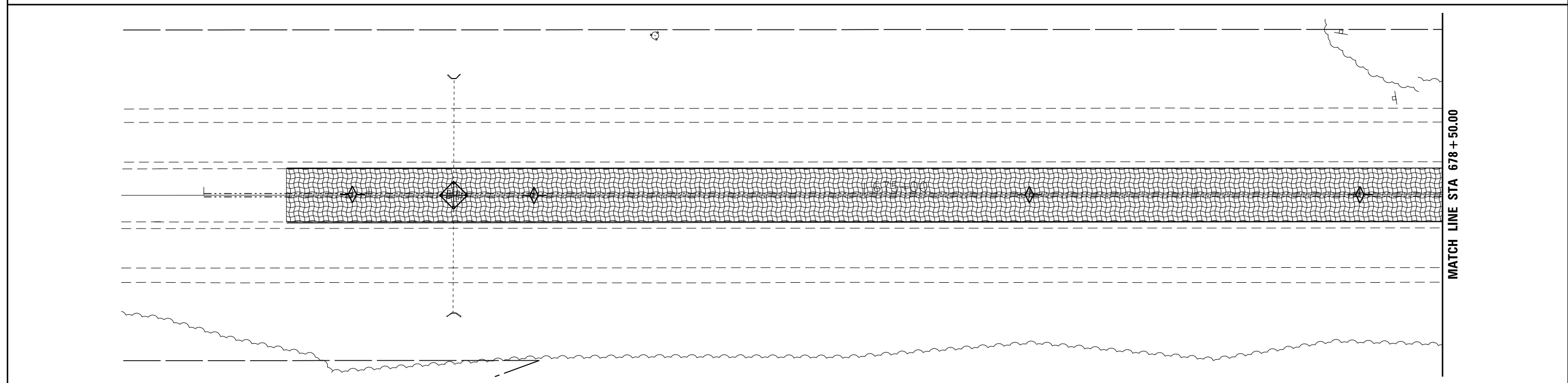


NOTE:

* STONE RIPRAP, CLASS A3 AT ALL PIPE DRAIN OUTLET LOCATIONS AND ISOLATED LOCATIONS WHERE SHOWN ON CENTER MEDIAN

LEGEND

-  TEMPORARY DITCH CHECK
-  INLET PROTECTION
-  PERIMETER EROSION BARRIER
-  STONE RIPRAP, CLASS A5
-  EROSION CONTROL BLANKET
-  EXISTING RIPRAP



Farnsworth GROUP
 2709 McGRAW DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 663-9435 / info@f-w.com

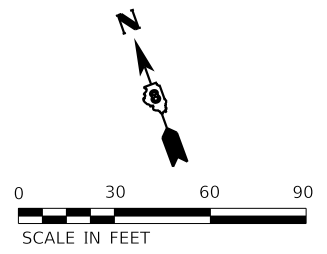
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DRAWN - DRR/JDK/JJO	CHECKED - ERB	REVISED -
PLOT SCALE = 60,0000' / in.	DATE - 10/30/17	REVISED -
PLOT DATE = 11/2/2017		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
 WEST EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=30' SHEET 2 OF 3 SHEETS STA. 671+50.00 TO STA. 684+89.00







F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	54
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

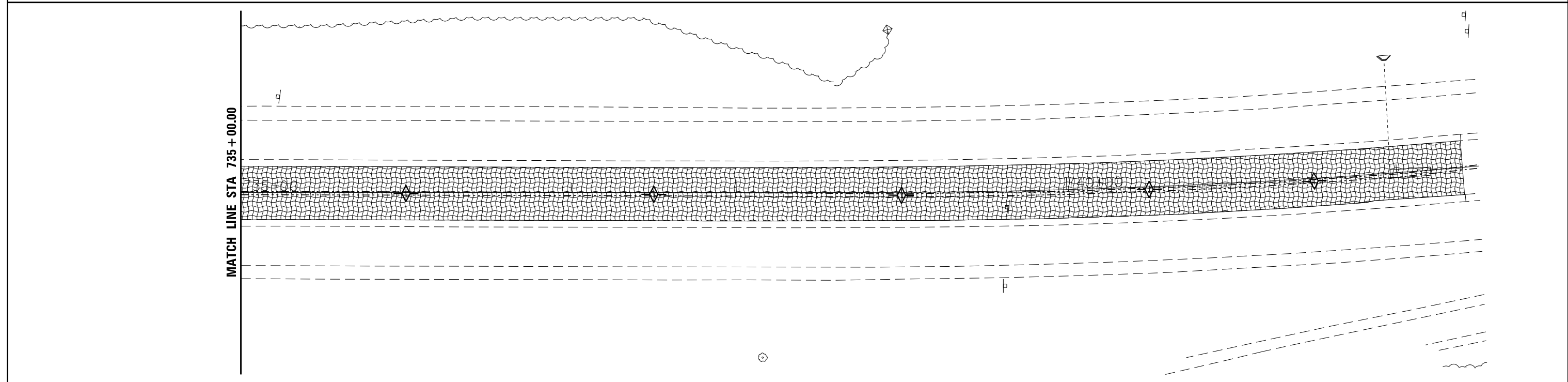
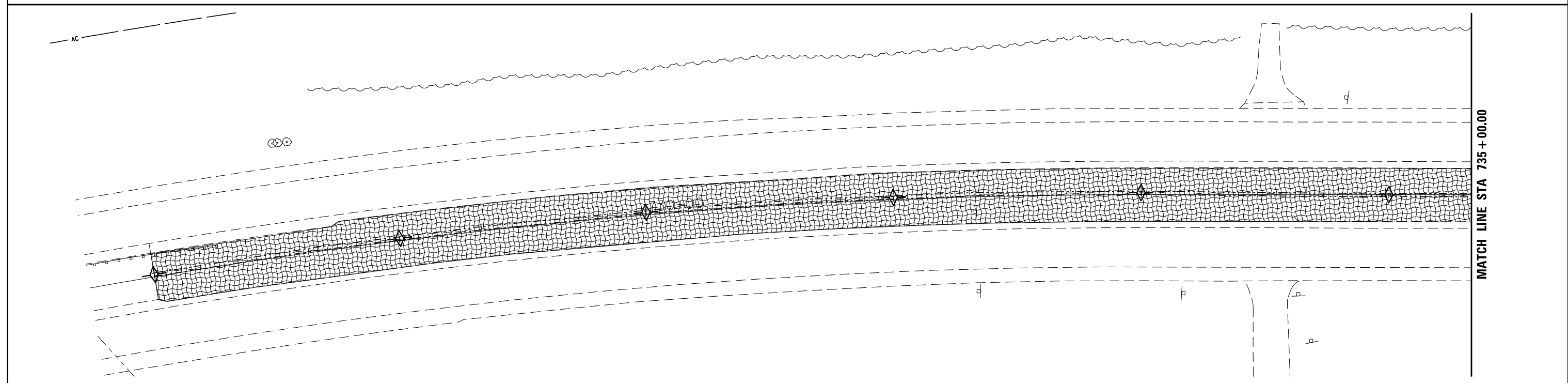


NOTE:

* STONE RIPRAP, CLASS A3 AT ALL PIPE DRAIN OUTLET LOCATIONS AND ISOLATED LOCATIONS WHERE SHOWN ON CENTER MEDIAN

LEGEND

-  TEMPORARY DITCH CHECK
-  INLET PROTECTION
-  PERIMETER EROSION BARRIER
-  STONE RIPRAP, CLASS A5
-  EROSION CONTROL BLANKET
-  EXISTING RIPRAP



Farnsworth GROUP
2709 McGRAW DRIVE
BLOOMINGTON, ILLINOIS 61704
(309) 663-9435 / info@f-w.com

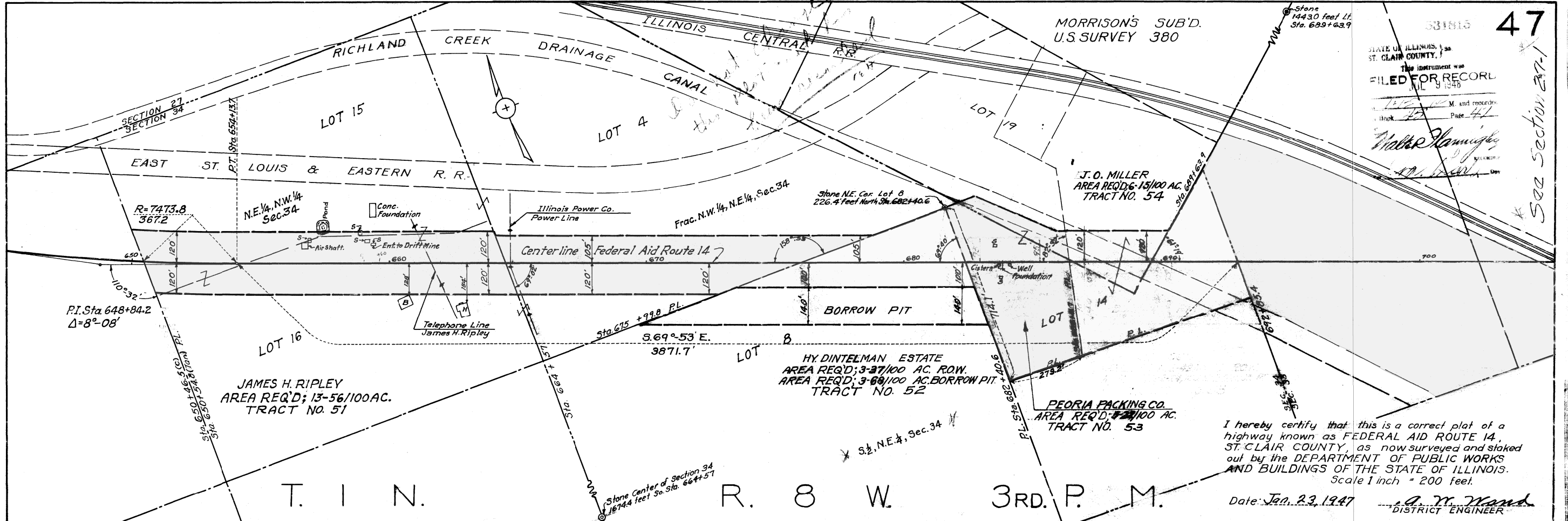
USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 60,0000' / in.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP ROUTE 103 (IL 15)
EAST EROSION AND SEDIMENT CONTROL PLAN**
SCALE: 1"=30' SHEET 3 OF 3 SHEETS STA. 727+00.00 TO STA. 742+42.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	55
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

ST. CLAIR COUNTY, FEDERAL AID ROUTE 14, CONST. SEC. 26-1



381815 **47**
 STATE OF ILLINOIS, ss
 ST. CLAIR COUNTY, ss
 This instrument was
FILED FOR RECORD
 JUL 9 1948
 M. and records
 Book 47 Page 47
 Walter Hamigley
 DISTRICT ENGINEER

I hereby certify that this is a correct plot of a highway known as FEDERAL AID ROUTE 14, ST. CLAIR COUNTY, as now surveyed and staked out by the DEPARTMENT OF PUBLIC WORKS AND BUILDINGS OF THE STATE OF ILLINOIS.
 Scale 1 inch = 200 feet.
 Date: Jan. 23, 1947
 A. M. Ward
 DISTRICT ENGINEER

SECTION 34 - 4

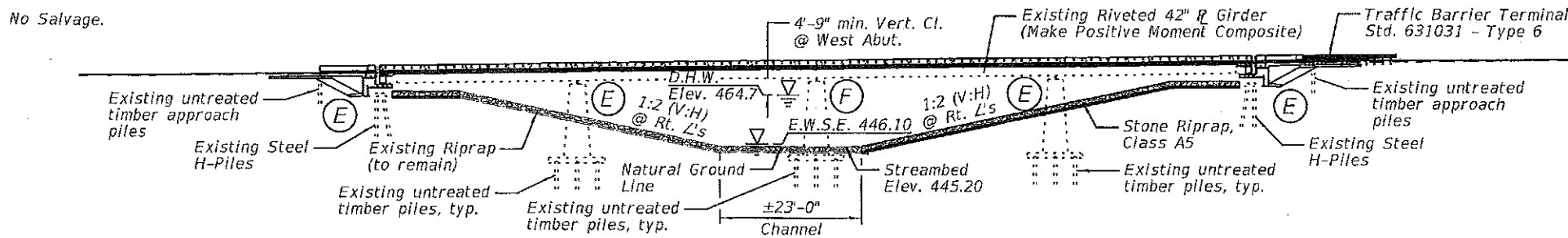
USER NAME = jkofoot	DESIGNED - GAC/JJO	REVISED -
PLOT SCALE = 2,000' = 1" in.	DRAWN - DRR/JDK/JJO	REVISED -
PLOT DATE = 11/2/2017	CHECKED - ERB	REVISED -
	DATE - 10/30/17	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	56
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

Benchmark: #5: Chiseled "□" on South end of Northeast wingwall of IL. Rte. 15 Westbound Bridge (S.N. 082-0049). Elev. = 477.29, Sta. 689+54.24, 51.02' LT.
 #15-100: Chiseled "□" on Southwest corner of Northwest wingwall of IL. Rte. 15 Eastbound Bridge (S.N. 082-0050). Elev. = 474.94, Sta. 687+50.79, 13.98' RT.

Existing Structures: Structure No. 082-0049 & 082-0050 were originally constructed in 1956 as FA 14, Section 27-1-B. In 1986, deck repairs and a concrete overlay were performed as FA 103, Section 27(1B1 & 1VHB-1). In 1999, the slope walls on the West side were removed from the stream to Pier No. 1 and replaced with RR-5 riprap. The superstructure consists of four-span continuous non-composite riveted plate girder bridge with a 7" reinforced concrete deck. The substructure consists of stub abutments supported by steel H-piles and solid wall piers on spread footings supported by untreated timber piles. The existing plans show the span lengths as 73'-2", 93'-8", 93'-8" and 73'-2". The bridges are skewed ±65° right forward. One lane of traffic in each direction will be maintained using a median crossover. (11' lanes for Stage I, 11' lanes for Stage II).

No Salvage.



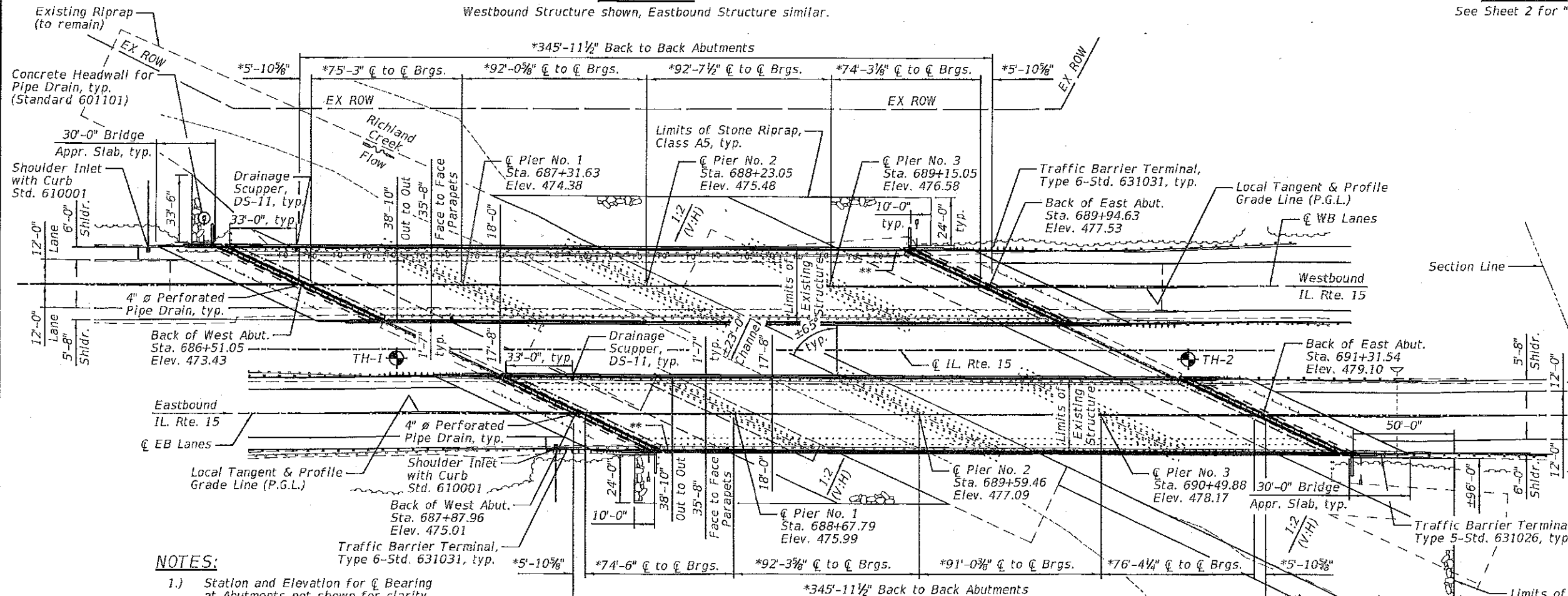
ELEVATION

Westbound Structure shown, Eastbound Structure similar.

- SCOPE OF WORK**
- 1.) Maintain one lane of traffic in each direction, utilizing a median crossover. Rehabilitate each structure independently.
 - 2.) Remove and replace the existing concrete deck.
 - 3.) Remove and replace the existing concrete approach pavement.
 - 4.) Repair structural steel as required, including new end cross frames and new bearing stiffeners. Zone clean and paint the existing structural steel at each abutment, up to but not including the first interior cross frames.
 - 5.) Install stud shear connectors in the positive moment regions in order to make the existing riveted plate girders composite with the cast-in-place, reinforced concrete deck.
 - 6.) Remove and replace the existing rocker bearings with elastomeric bearings at the abutments. Remove and replace a portion of the abutment to accommodate the new bearings and provide the necessary seismic seat width.
 - 7.) Jack and reposition the existing pier rocker bearings.
 - 8.) Remove and replace the existing abutment backwalls and the existing horizontal cantilever wingwalls. Remove portions of the existing retaining walls to accommodate the widened concrete deck.
 - 9.) Stabilize the existing retaining walls with helical ground anchors.
 - 10.) Remove the existing slope wall and replace with Stone Riprap, Class A5. Repair the channel banks as required.
 - 11.) Concrete repair of the existing abutments and piers as required.

INDEX OF SHEETS

See Sheet 2 for "Index of Sheets".



NOTES:

- 1.) Station and Elevation for ϕ Bearing at Abutments not shown for clarity.
- 2.) Substructure stationing is measured along ϕ Roadway.
- 3.) **Name Plate Location.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges
 1995 FHWA Seismic Retrofitting Manual for Highway Bridges

EXISTING DESIGN STRESSES

$f_c = 1,400$ psi (Superstructure)
 $f_c = 800$ psi (Substructure)
 $f_s = 20,000$ psi (Reinforcement)
 $f_s = 18,000$ psi (Structural Steel)
 $n = 10$

PROPOSED DESIGN STRESSES

FIELD UNITS:
 $f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f'_c = 4,000$ psi (Restraining Anchor Grout)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)
 $f_y = 60,000$ psi (Restraining Anchors)

LOADING HS20-44

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

PLAN

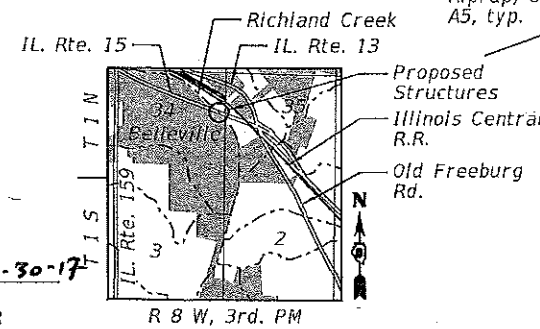
(*Dimension per field survey measured along Local Tangent)

SEISMIC DATA

(Standard Bridge Importance)
 Seismic Performance Zone (SPC) = B
 Bedrock Acceleration Coefficient (A) = 0.113
 Site Coefficient (S) = 1.0



Joseph M. Lowrance
 JOSEPH M. LOWRANCE
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-006446
 Exp. Date 11/30/18



LOCATION SKETCH

APPROVED
 For Structural Adequacy Only
 [Signature]
 Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
 IL. ROUTE 15 OVER
 RICHLAND CREEK
 F.A.P. 103 - SECTION 27-1BR-1
 ST. CLAIR COUNTY
 STATION 688+91.30
 STRUCTURE NO. 082-0049 (WB)
 AND 082-0050 (EB)



DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
DATE - 10/30/17	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 57
CONTRACT NO. 76J11				

INDEX OF SHEETS

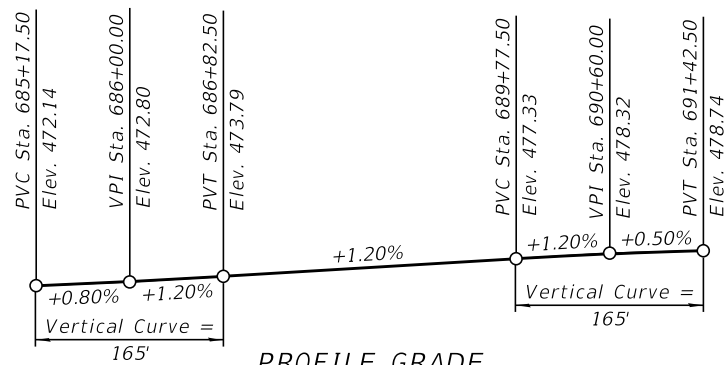
SHEET NO.	TITLE
1	GENERAL PLAN AND ELEVATION
2-3	GENERAL DATA
4	SLOPE WALL REMOVAL & RIPRAP PLACEMENT DETAILS
5-6	RETAINING WALL STABILIZATION DETAILS
7	TRAFFIC STAGING DETAILS
8	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
9	TOP OF DECK ELEVATION LOCATIONS
10-17	TOP OF DECK ELEVATIONS
18-21	TOP OF APPROACH SLAB ELEVATIONS
22-24	SUPERSTRUCTURE DECK
25-26	SUPERSTRUCTURE CROSS SECTION
27-28	SUPERSTRUCTURE DETAILS
29-30	BRIDGE APPROACH SLAB DETAILS
31	DRAINAGE SCUPPER, DS-11
32	MODULAR EXPANSION JOINT DETAILS
33-38	STRUCTURAL STEEL
39	BEARING DETAILS
40	WEST ABUTMENT REMOVAL (SN 082-0049)
41-43	WEST ABUTMENT (SN 082-0049)
44	EAST ABUTMENT REMOVAL (SN 082-0049)
45-47	EAST ABUTMENT (SN 082-0049)
48	WEST ABUTMENT REMOVAL (SN 082-0050)
49-51	WEST ABUTMENT (SN 082-0050)
52	EAST ABUTMENT REMOVAL (SN 082-0050)
53-55	EAST ABUTMENT (SN 082-0050)
56	PIER REPAIRS
57	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
58	CONCRETE PARAPET SLIPFORMING OPTION
59-60	SOIL BORING LOGS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		571	571
Stone Riprap, Class A5	Sq. Yd.		5,105	5,105
Filter Fabric	Sq. Yd.		5,105	5,105
Concrete Removal	Cu. Yd.		120.9	120.9
Slope Wall Removal	Sq. Yd.		4,345	4,345
Removal of Existing Concrete Deck	Each	2		2
Structure Excavation	Cu. Yd.		672	672
Concrete Structures	Cu. Yd.	109.6	226.9	336.5
Concrete Superstructure	Cu. Yd.	913.4		913.4
Bridge Deck Grooving	Sq. Yd.	2,968		2,968
Protective Coat	Sq. Yd.	3,823		3,823
Concrete Superstructure (Approach Slab)	Cu. Yd.	215.3		215.3
Furnishing and Erecting Structural Steel	Pound	54,750		54,750
Stud Shear Connectors	Each	7,956		7,956
Cleaning and Painting Structural Steel, Location 1	L Sum	1		1
Cleaning and Painting Structural Steel, Location 2	L Sum	1		1
Reinforcement Bars, Epoxy Coated	Pound	347,650	28,250	375,900
Bar Splicers	Each		371	371
Name Plates	Each	2		2
Elastomeric Bearing Assembly, Type I	Each	24		24
Anchor Bolts, 1"	Each	48		48
Concrete Sealer	Sq. Ft.		3,253	3,253
Geocomposite Wall Drain	Sq. Yd.		346	346
Helical Ground Anchors	Each		8	8
Placement of Cement Grout	Cu. Ft.		32	32
Steel Railing Removal	Foot		126	126
Parapet Railing, Special	Foot		115	115
Granular Backfill for Structures	Cu. Yd.		338	338
Adjust Rocker and Sole Plate	Each	18		18
Jack and Remove Existing Bearings	Each	24		24
Structural Steel Removal	Pound	25,120		25,120
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L Sum	1		1
Containment and Disposal of Lead Paint Cleaning Residues No. 2	L Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		359	359
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.		21	21
Drainage Scuppers, DS-11	Each	4		4
Modular Expansion Joint-Swivel 6"	Foot	338		338
Pipe Underdrains for Structures 4"	Foot		462	462

GENERAL NOTES:

- 1.) Fasteners shall be high strength bolts. Bolts 3/4" ø, open holes 13/16" ø, unless otherwise noted. Bolts 7/8" ø, open holes 15/16" ø, unless otherwise noted.
- 2.) No field welding is permitted except as specified in the contract documents.
- 3.) The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the ends of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.
- 4.) Reinforcement bars designated (E) shall be epoxy coated.
- 5.) Prior to pouring the new concrete deck, all heavy or loose rust, 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 in. 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.
- 6.) 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 materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 7.) Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- 8.) Concrete Sealer shall be applied to new concrete at the exposed surfaces of the back walls, bearing seats, and front faces of caps at the abutments.
- 9.) The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 10.) Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". The pay for "Location 1" refers to SN 082-0050 (EB), and the pay item for "Location 2" refers to SN 082-0049 (WB). All girders, bearings and other structural steel at each abutment up to but not including the first interior cross frame shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia girders shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15. The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
- 11.) All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
- 12.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 13.) The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- 14.) Prior to the placement of the joint block-out, the Contractor shall coordinate with the Modular Joint Manufacturer to ensure that the joint will be properly supported and that the reinforcement bars and structural steel members will not interfere with the joint components. Any necessary adjustments to the reinforcement layout shall be submitted to the Engineer for approval.



PROFILE GRADE

(Along Westbound Local Tangent @ \bar{C} S.N. 082-0049 Sta. 688+22.84)

DESIGN SCOUR ELEVATION TABLE S.N. 082-0049 (WB)

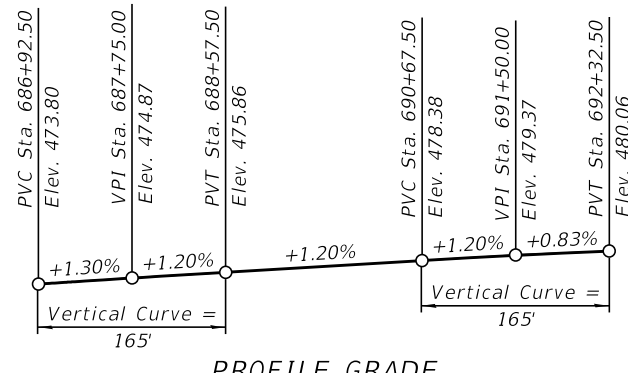
Event/Limit State	Design Scour Elevations (ft.)					Item 113
	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.	
Q100	464.7	445.6	433.1	450.2	468.8	7
Q500	464.7	443.3	431.6	448.0	468.8	
Design	464.7	439.0	440.2	441.2	468.8	
Check	464.7	439.0	440.2	441.2	468.8	

STATION 688+91.30
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 103 SEC. 27-1BR-1
LOADING HS20-44
STRUCTURE NO. 082-0049

NAME PLATE
See Std. 515001

NOTE:

Existing Name Plates shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



PROFILE GRADE

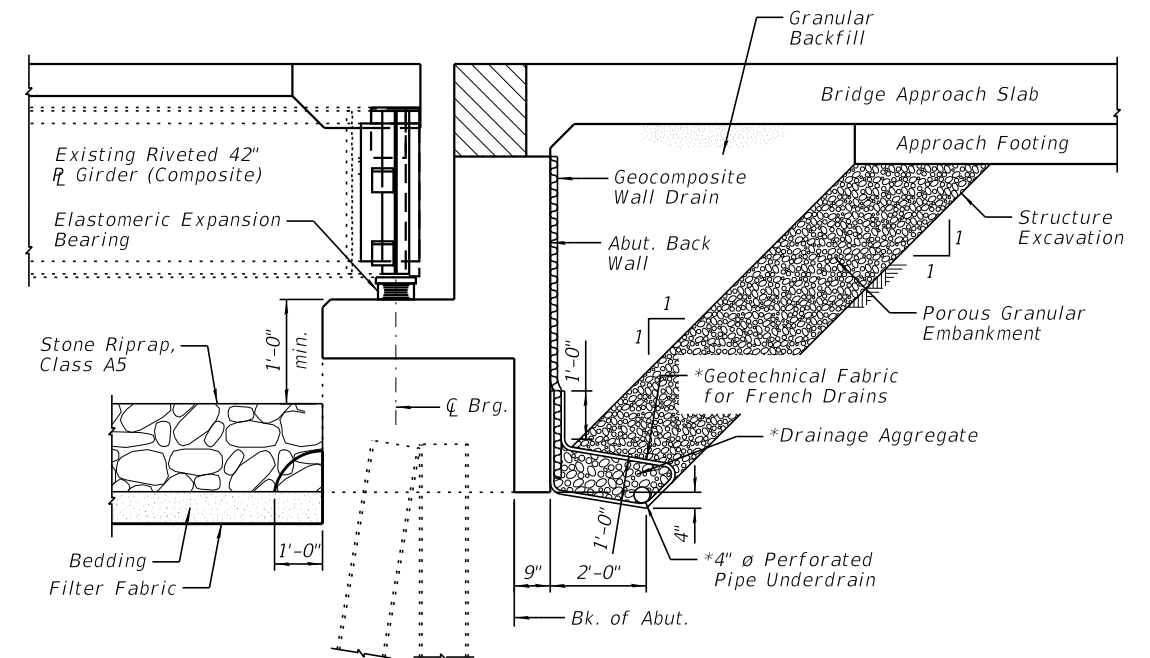
(Along Eastbound Local Tangent @ \bar{C} S.N. 082-0050 Sta. 689+59.75)

DESIGN SCOUR ELEVATION TABLE S.N. 082-0050 (EB)

Event/Limit State	Design Scour Elevations (ft.)					Item 113
	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.	
Q100	466.4	445.6	433.1	450.2	470.4	7
Q500	466.4	443.3	431.6	448.0	470.4	
Design	466.4	440.6	441.8	442.8	470.4	
Check	466.4	440.6	441.8	442.8	470.4	

STATION 688+91.30
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 103 SEC. 27-1BR-1
LOADING HS20-44
STRUCTURE NO. 082-0050

NAME PLATE
See Std. 515001

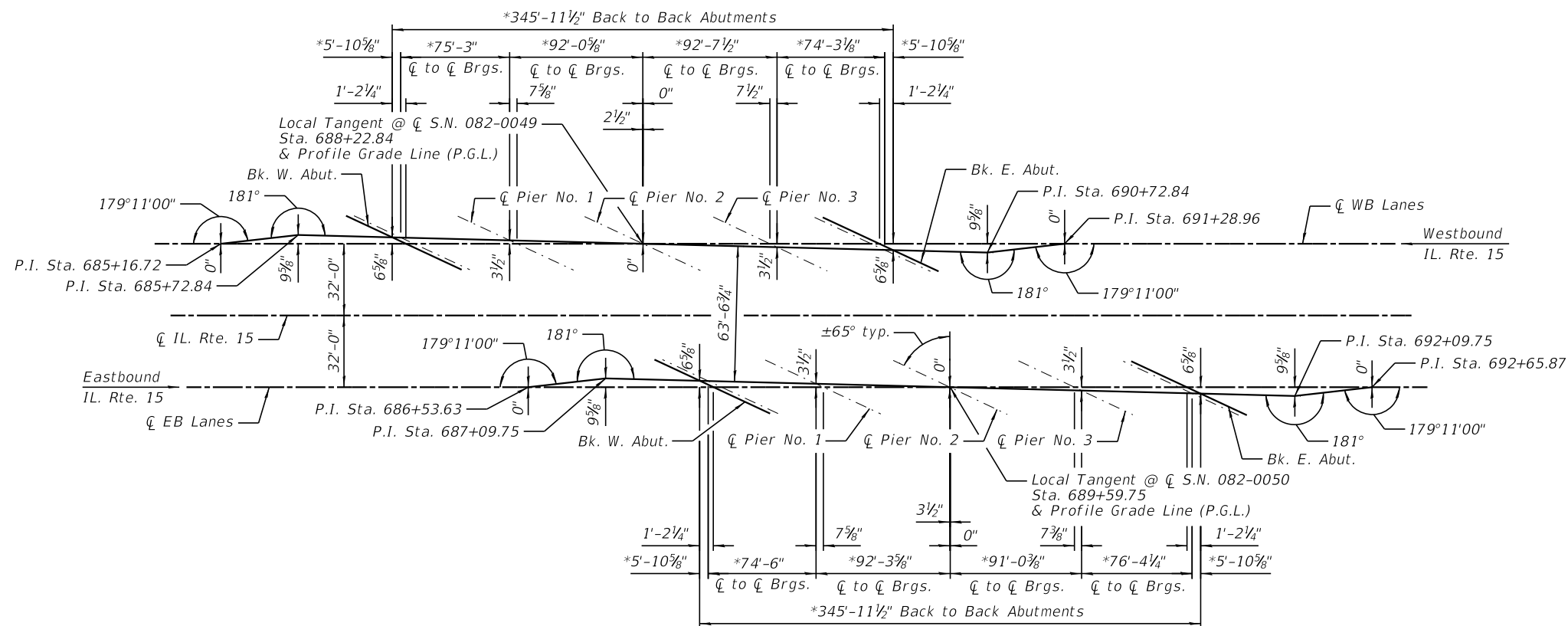


SECTION THRU ABUTMENT

(Horiz. dimensions @ Rt. L's)

NOTES:

- *Included in cost of Pipe Underdrains for Structures.
- All drainage system components shall extend to 2'-0" from the ends of each wingwall except an outlet pipe shall extend until intersecting with the exterior side slopes (median outlets are not allowed). The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



OFFSET SKETCH

(*Dimension per field survey measured along Local Tangent)



DESIGNED - PMG	REVIS
CHECKED - JCZ	REVIS
DRAWN - DJM/JCZ	REVIS
CHECKED - JML	REVIS

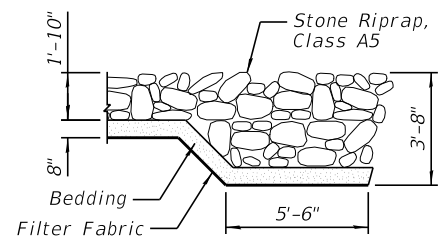
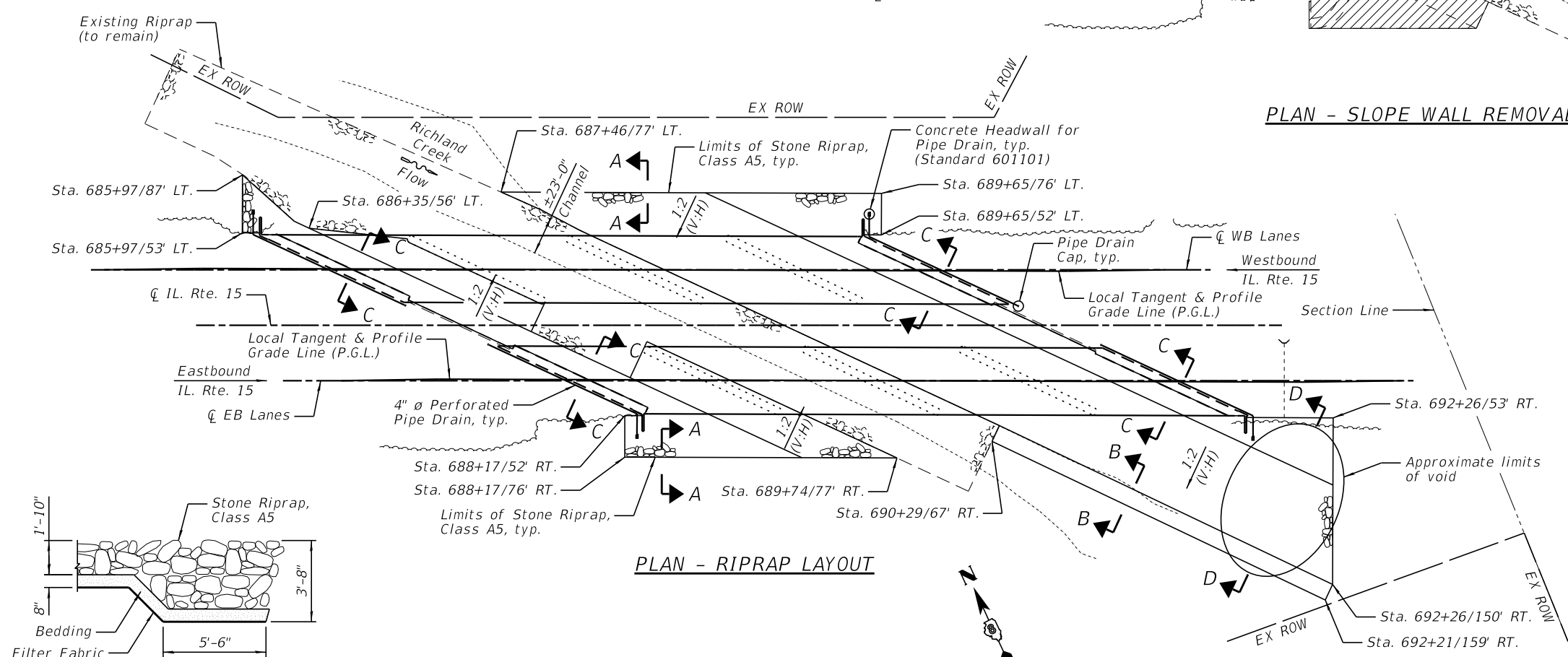
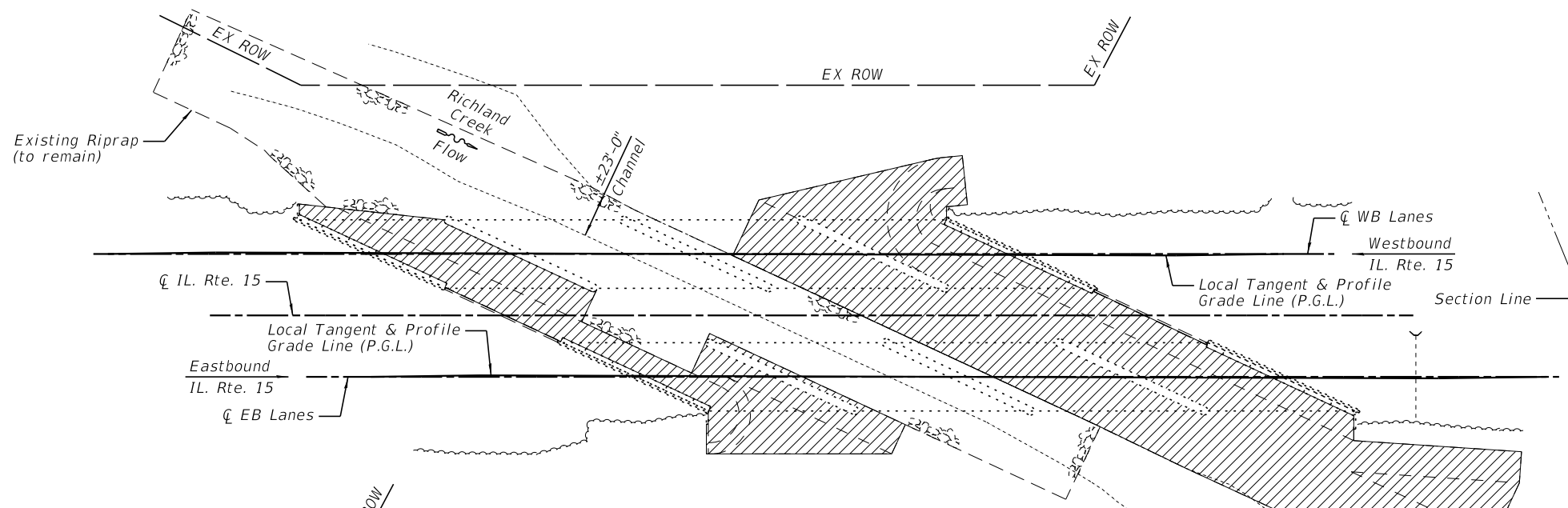
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

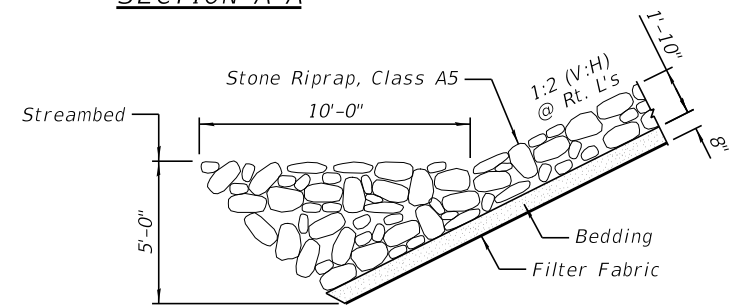
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	59
CONTRACT NO. 76J11				

SHEET NO. 3 OF 60 SHEETS

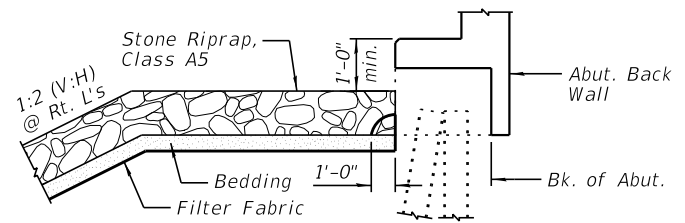
ILLINOIS FED. AID PROJECT



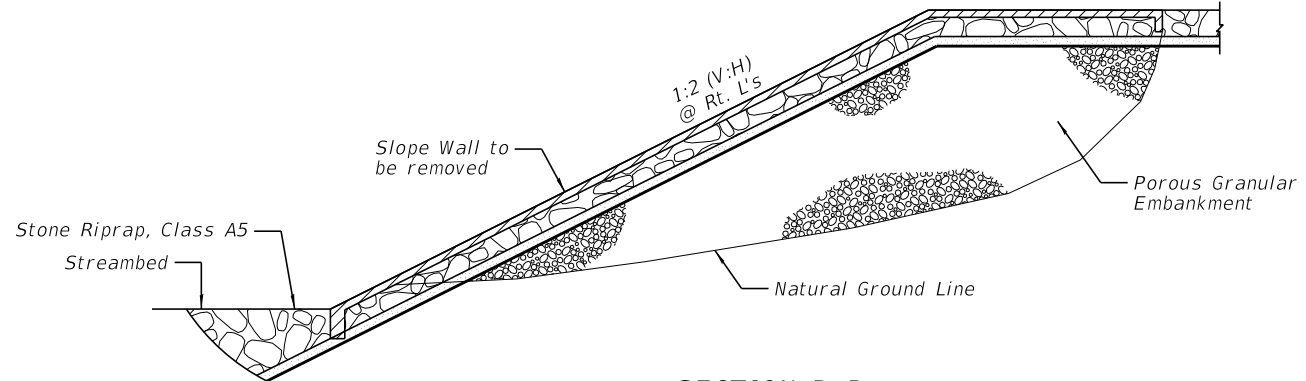
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

LEGEND

	Slope Wall Removal
--	--------------------

BILL OF MATERIAL

Item	Unit	Total
Porous Granular Embankment	Cu. Yd.	267
Stone Riprap, Class A5	Sq. Yd.	5,105
Filter Fabric	Sq. Yd.	5,105
Slope Wall Removal	Sq. Yd.	4,345



DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

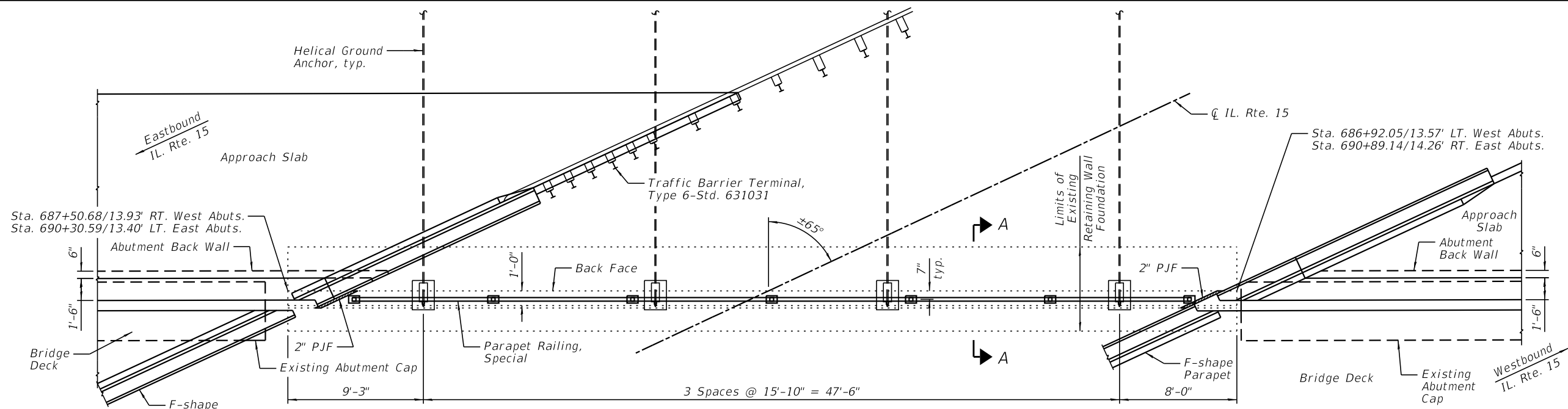
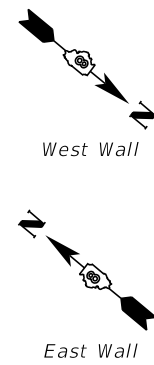
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REMOVAL & RIPRAP PLACEMENT DETAILS
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

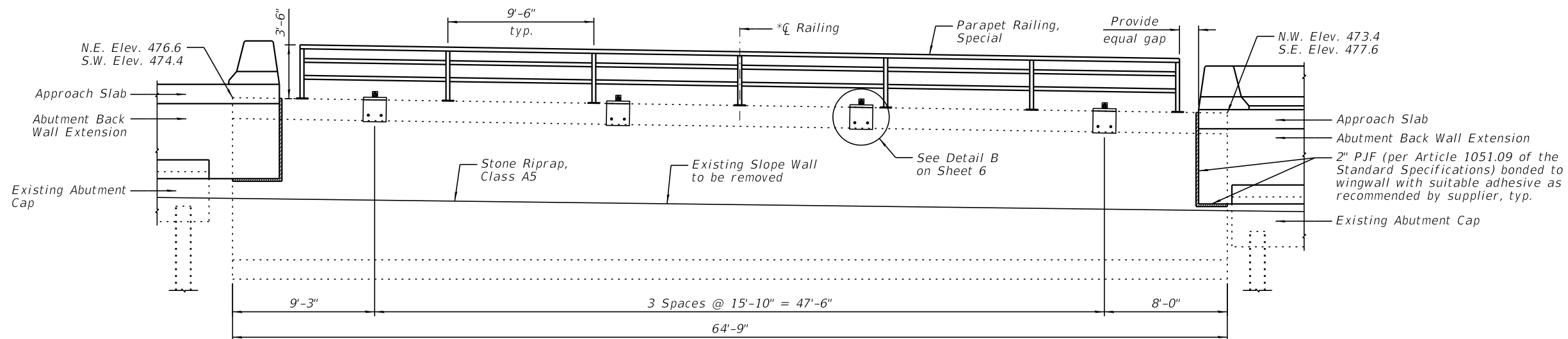
SHEET NO. 4 OF 60 SHEETS

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 60
CONTRACT NO. 76J11				

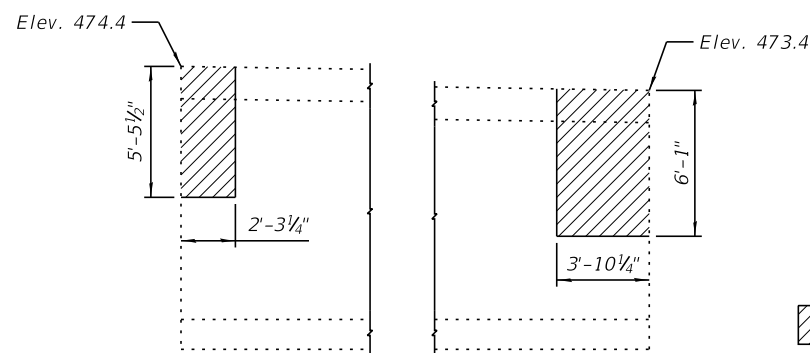
ILLINOIS FED. AID PROJECT



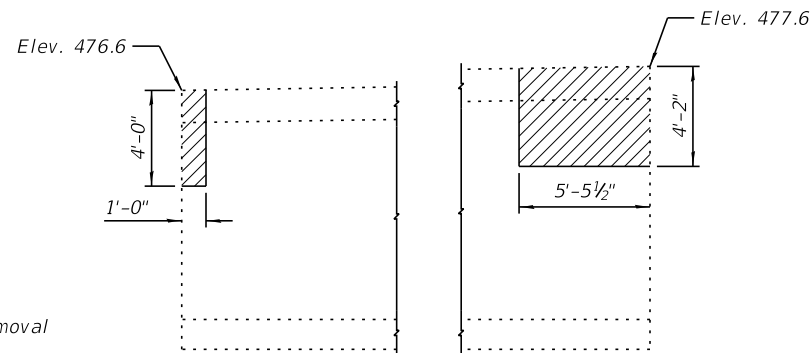
PLAN
(West Wall, East Wall similar)



ELEVATION
(West Wall, East Wall similar)
*Install center railing post to provide an equal gap at each end.



PARTIAL ELEVATION EXISTING WEST RETAINING WALL



PARTIAL ELEVATION EXISTING EAST RETAINING WALL

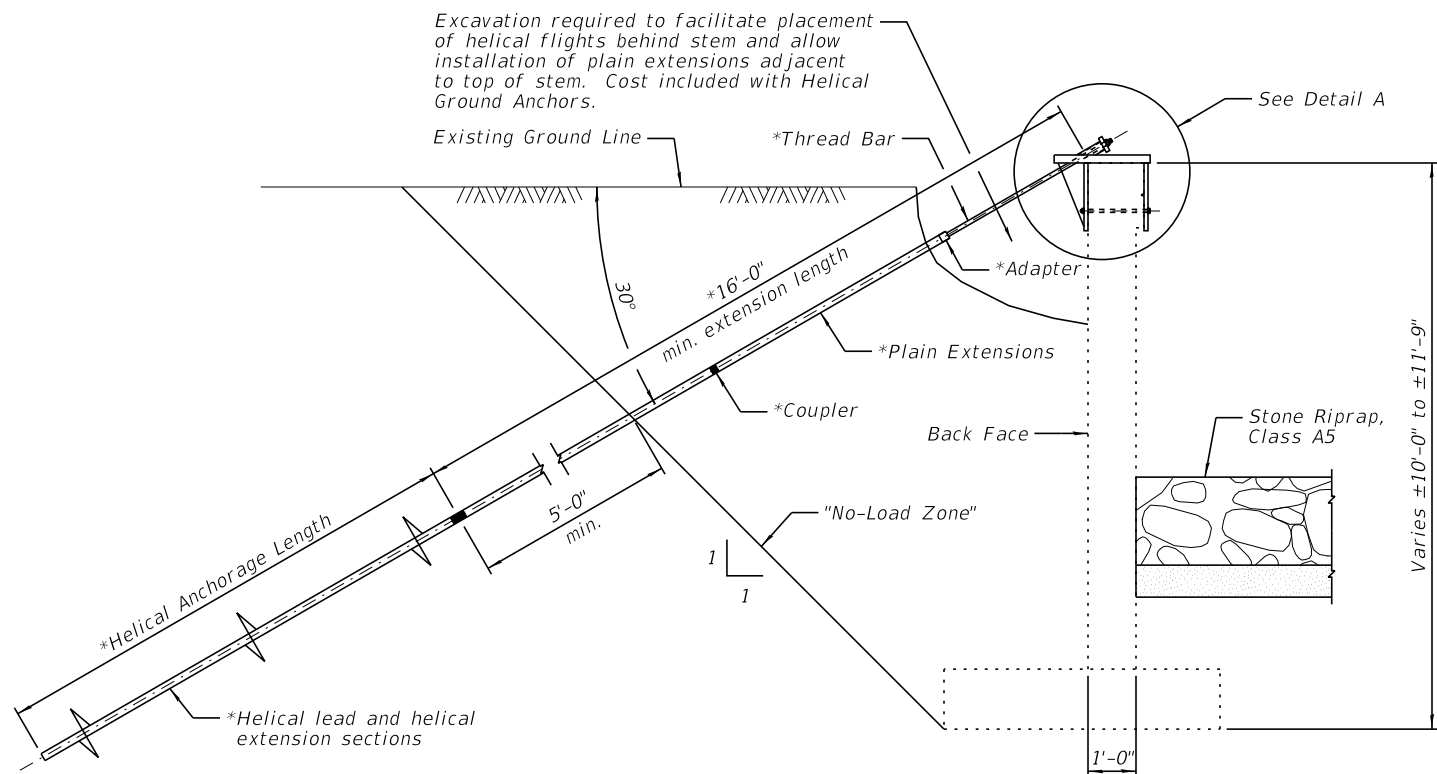
Concrete Removal

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	2.7
Helical Ground Anchors	Each	8
Steel Railing Removal	Foot	126
Parapet Railing, Special	Foot	115

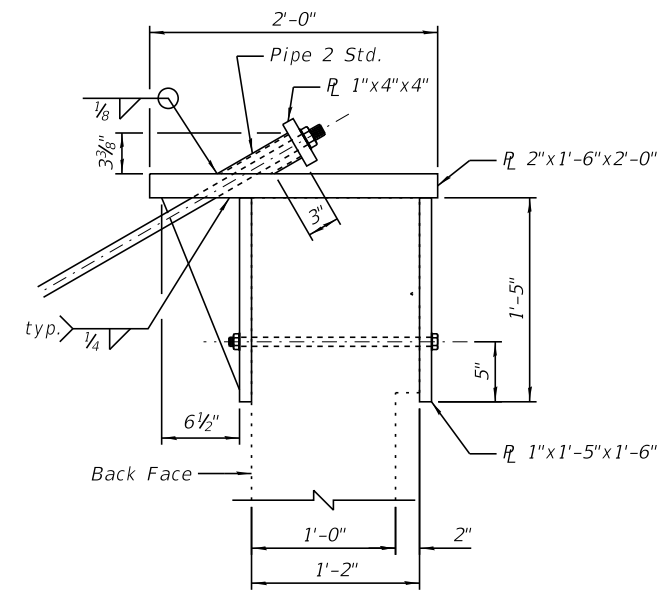
NOTES:

- 1.) Helical Anchor shall be designed by the manufacturer. (See Special Provisions).
- 2.) The Contractor shall submit design calculations and shop drawing for the proposed Helical Ground Anchor to the Engineer for review and approval.
- 3.) Helical anchor design load (Service) = 22 kips per anchor.
- 4.) All Helical Ground Anchor components and Parapet Railing, Special elements shall be galvanized according to Article 509.05 of the Standard Specifications.
- 5.) For Parapet Railing, Special Details, see Sheet 6.

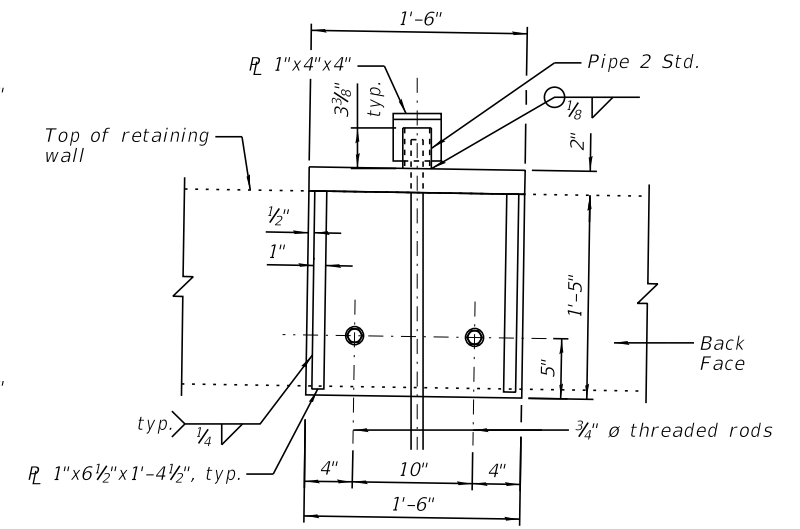


SECTION A-A

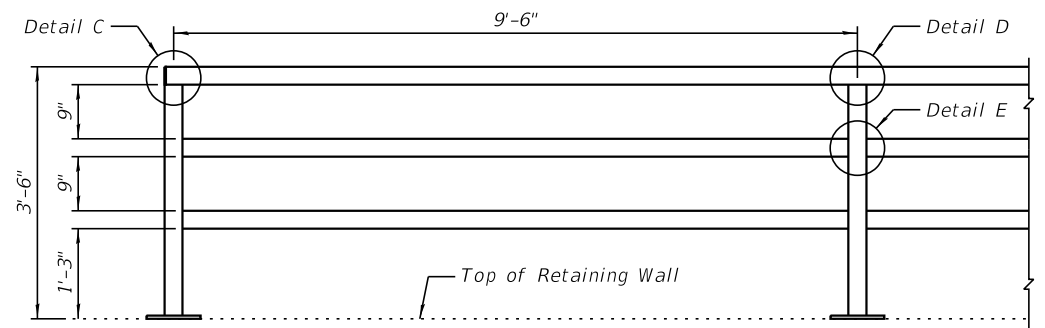
*See Helical Anchor Supplier for design and details.



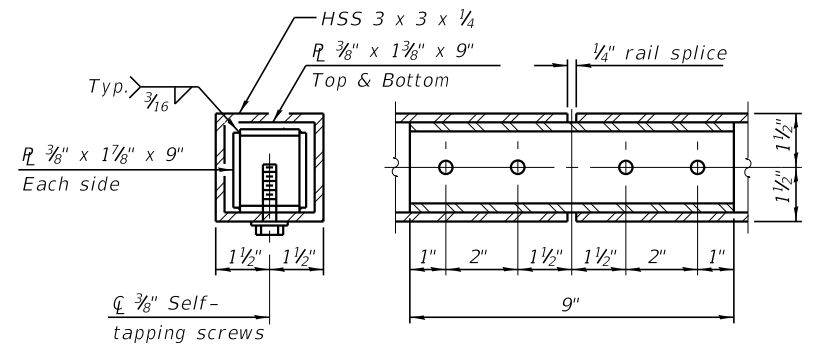
DETAIL A



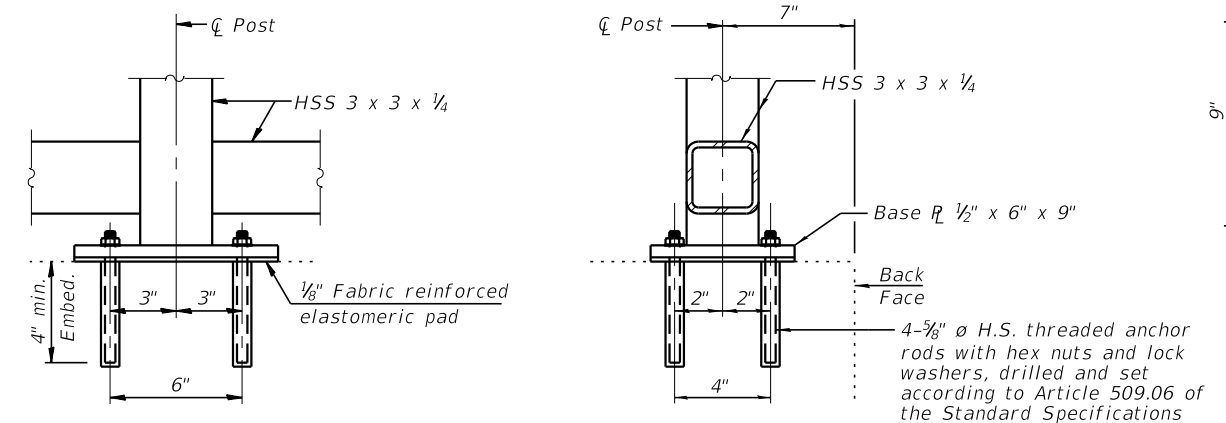
DETAIL B



RAILING ELEVATION

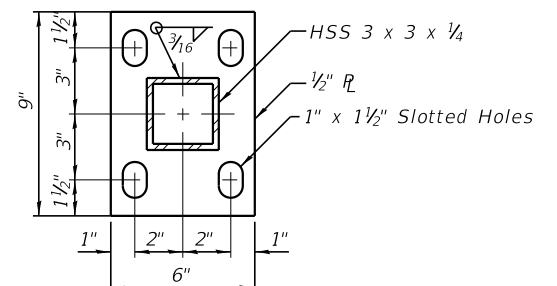


RAIL SPLICE

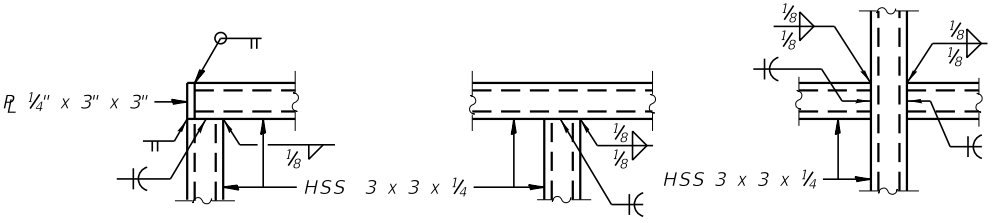


ANCHOR BOLT DETAILS

Embedment shall be according to the manufacturer's specifications.



BASE PLATE



DETAIL C

DETAIL D

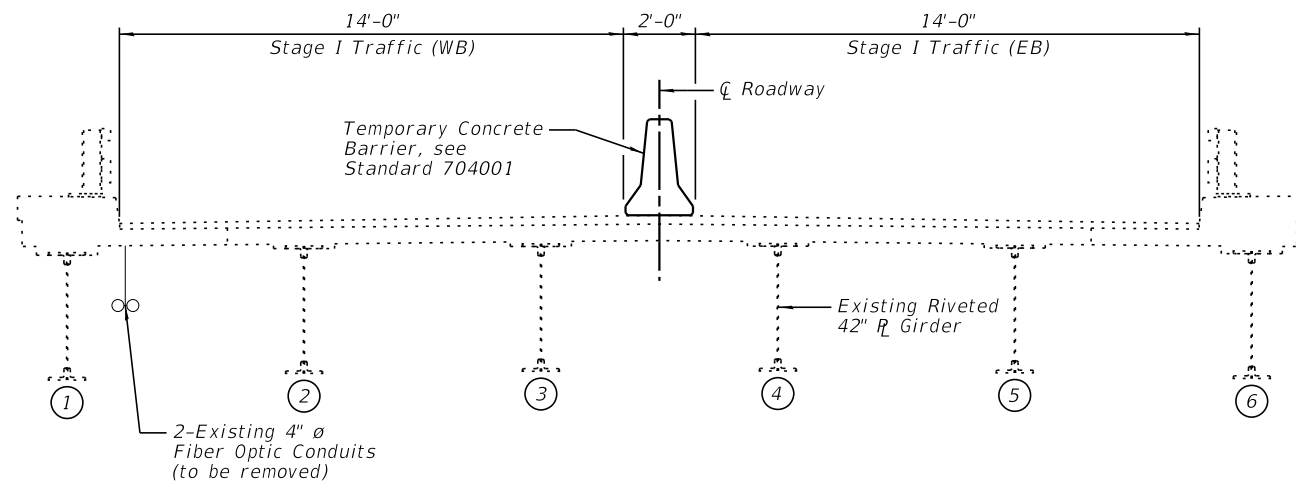
DETAIL E

NOTES:

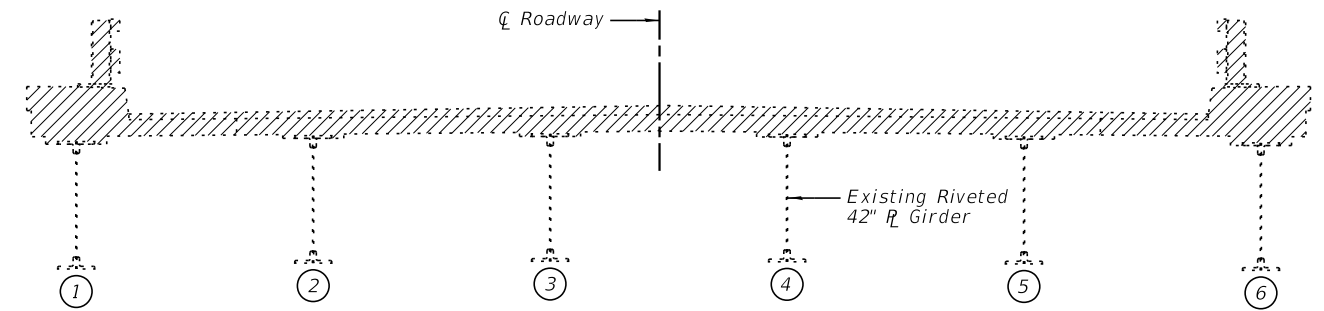
- 1.) For locations of Section A-A and Detail B, see Sheet 5.
- 2.) All Helical Ground Anchor components and Parapet Railing, Special elements shall be galvanized according to Article 509.05 of the Standard Specifications.

DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-IBR-1	ST. CLAIR	125	62
CONTRACT NO. 76J11				

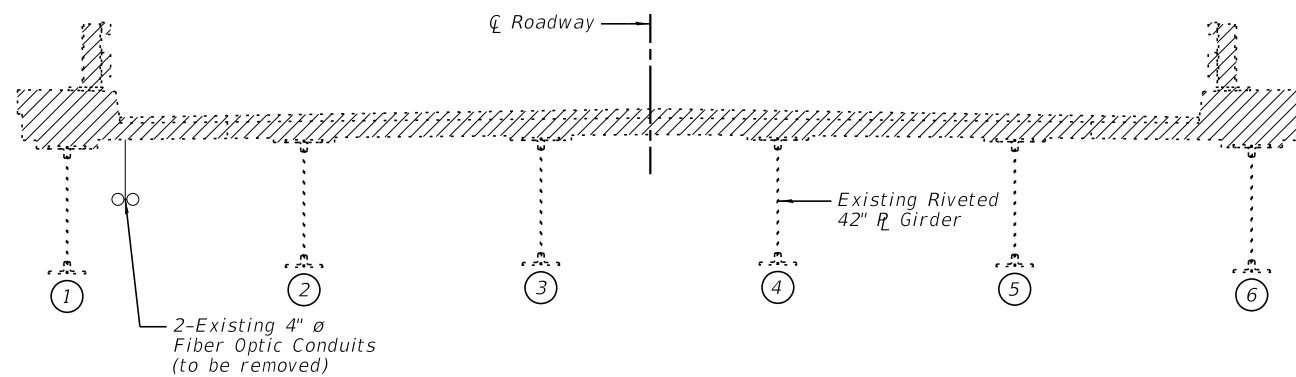


CROSS SECTION S.N. 082-0049 (WB)

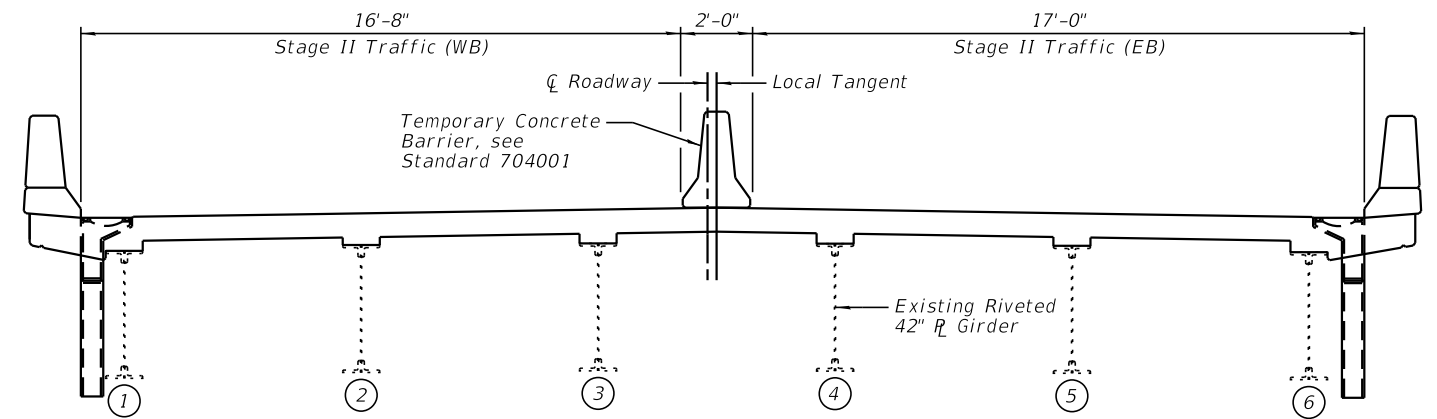


CROSS SECTION S.N. 082-0050 (EB)

STAGE I TRAFFIC
(Looking East)



CROSS SECTION S.N. 082-0049 (WB)



CROSS SECTION S.N. 082-0050 (EB)

STAGE II TRAFFIC
(Looking East)

LEGEND

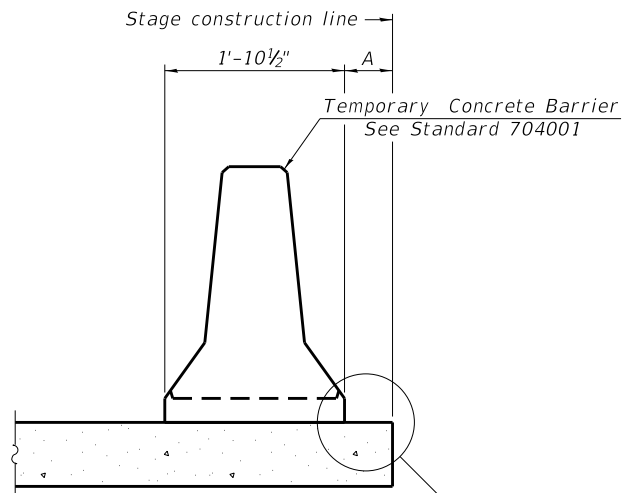
Removal of Existing Concrete Deck

NOTES:

- 1.) For Temporary Concrete Barrier (Standard 704001), see Sheet 8. See Roadway Plans for quantities.
- 2.) Removal of steel bridge railing and removal of existing fiber optic conduits and appurtenances shall be included with Removal of Existing Concrete Deck.

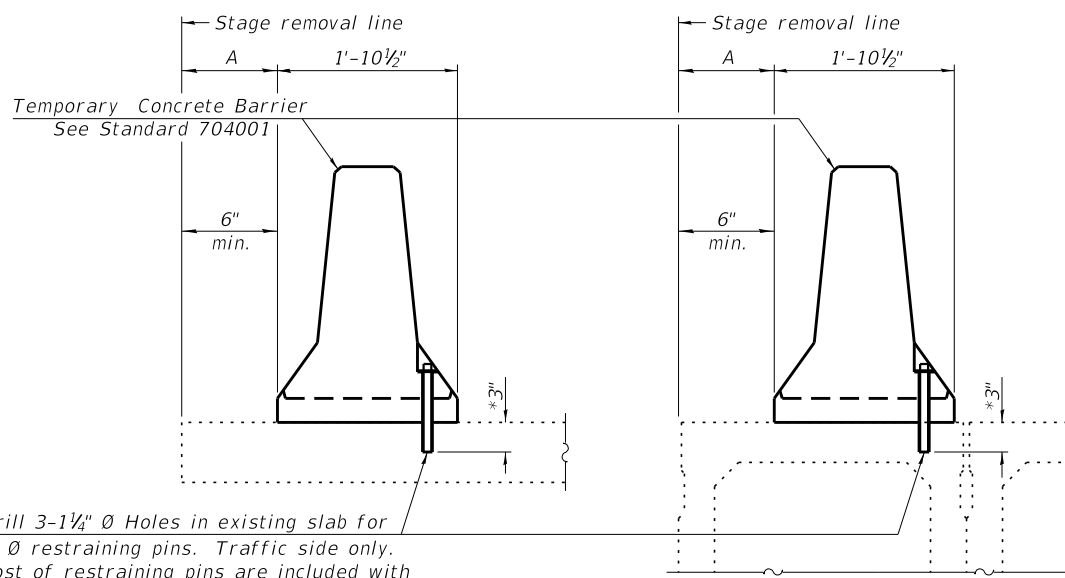
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
DATE - 10/30/17	CHECKED - JML
	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	63
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



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

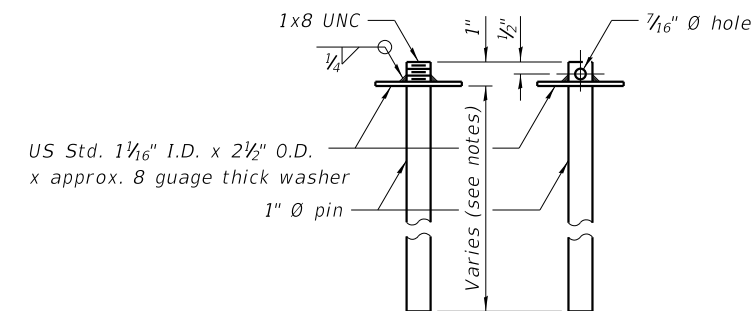
NEW SLAB OR NEW DECK BEAM



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

EXISTING SLAB

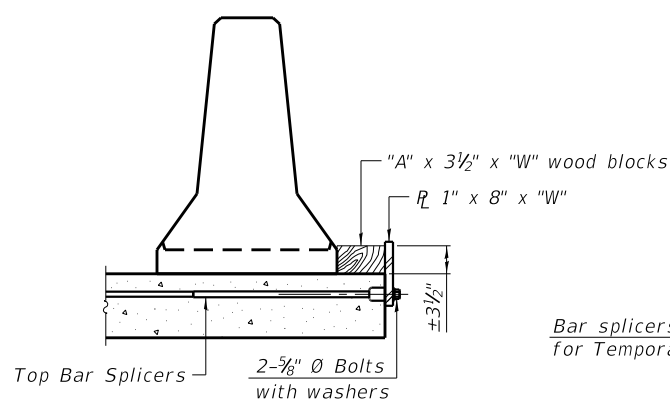
EXISTING DECK BEAM



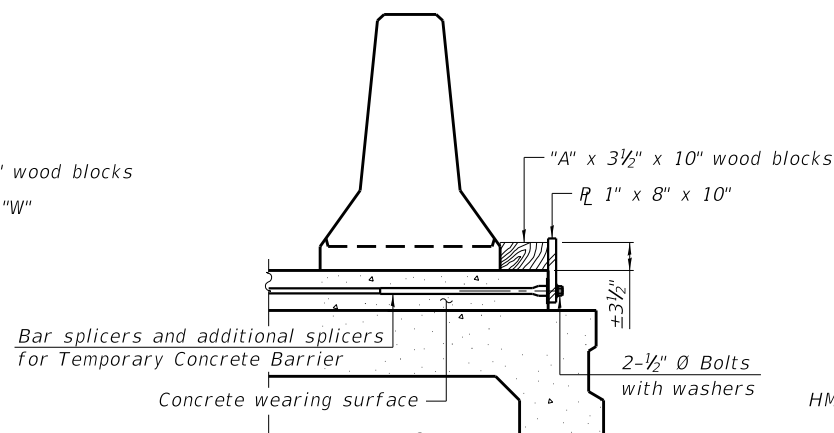
US Std. 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

RESTRAINING PIN

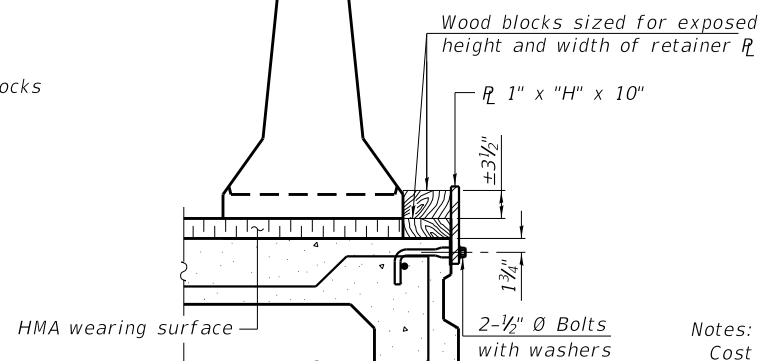
SECTIONS THRU SLAB OR DECK BEAM



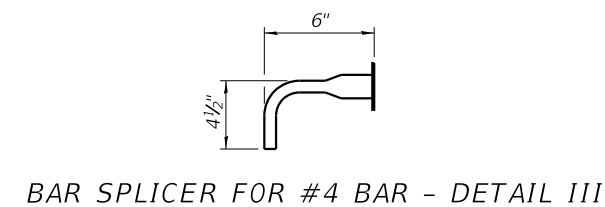
DETAIL I



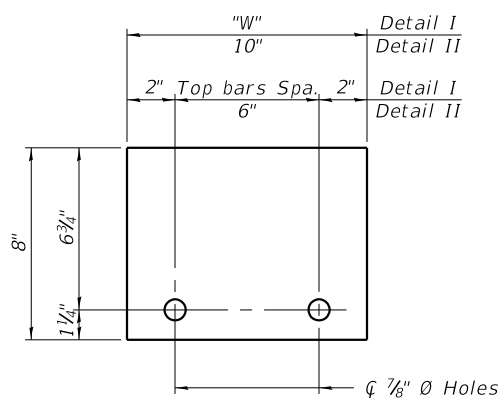
DETAIL II



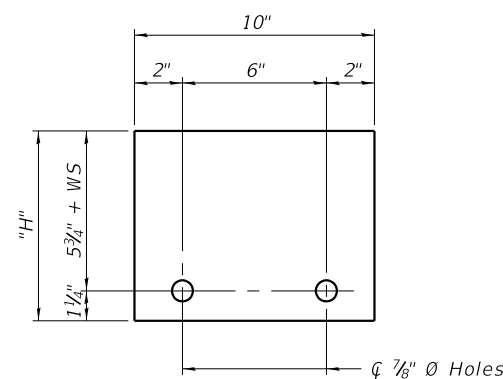
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

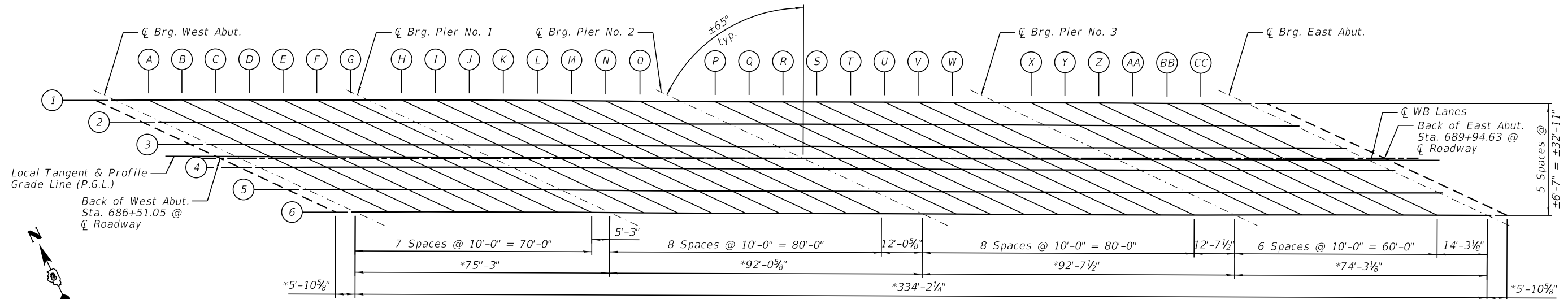
Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications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

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

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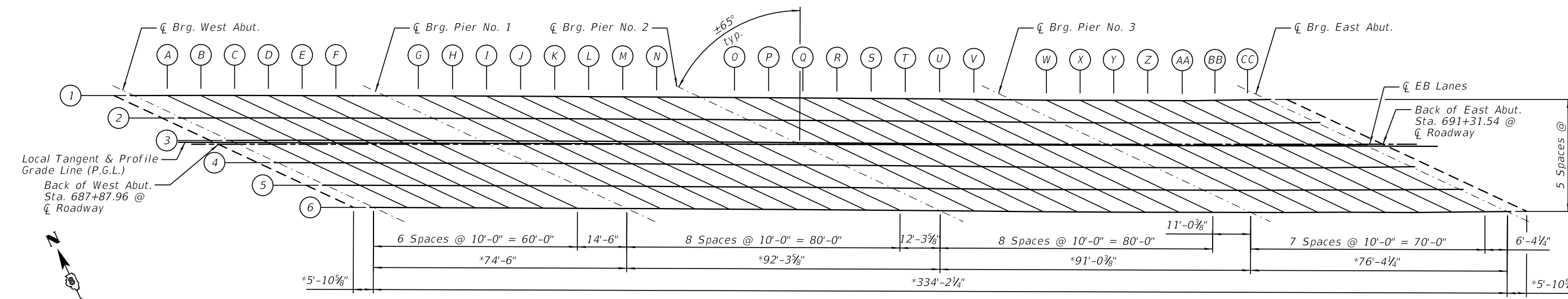
DESIGNED - PMG	REVISION
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
CHECKED - JML	REVISION
DATE - 10/30/17	REVISION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-IBR-1	ST. CLAIR	125	64
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



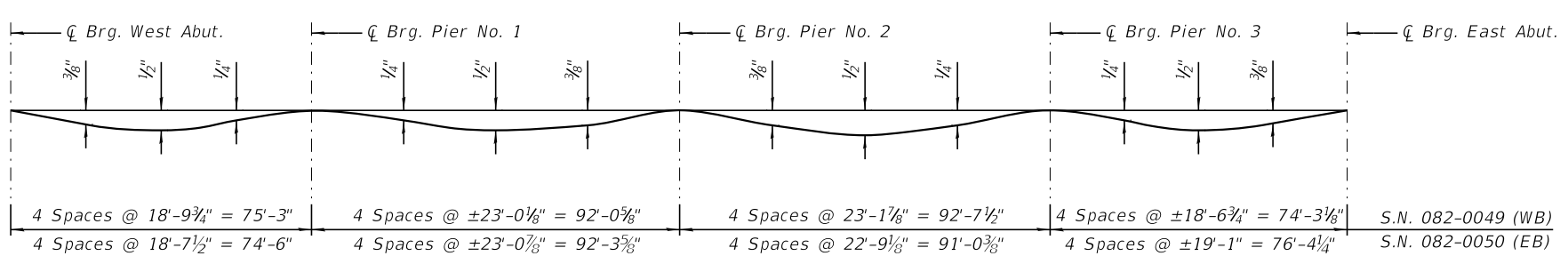
PLAN S.N. 082-0049 (WB)

(*Dimension per field survey measured along Local Tangent)



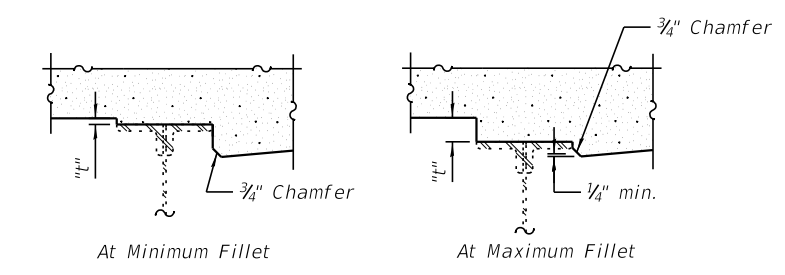
PLAN S.N. 082-0050 (EB)

(*Dimension per field survey measured along Local Tangent)



DEAD LOAD DEFLECTION DIAGRAM

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



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

FILLET HEIGHTS

GIRDER 1

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+14.33	-16.43	472.77	472.77
☉ Brg. West Abut.	686+20.12	-16.48	472.83	472.83
A	686+29.94	-16.56	472.93	472.95
B	686+39.77	-16.64	473.04	473.07
C	686+49.63	-16.70	473.15	473.19
D	686+59.61	-16.71	473.26	473.30
E	686+69.59	-16.72	473.38	473.40
F	686+79.56	-16.73	473.49	473.51
G	686+89.49	-16.77	473.61	473.62
☉ Brg. Pier No. 1	686+94.67	-16.80	473.67	473.67
H	687+04.56	-16.85	473.79	473.80
I	687+14.55	-16.86	473.91	473.93
J	687+24.54	-16.86	474.03	474.06
K	687+34.57	-16.85	474.15	474.19
L	687+44.63	-16.82	474.27	474.31
M	687+54.70	-16.79	474.39	474.43
N	687+64.81	-16.74	474.52	474.54
O	687+74.92	-16.69	474.64	474.65
☉ Brg. Pier No. 2	687+87.04	-16.65	474.78	474.78
P	687+97.09	-16.63	474.91	474.91
Q	688+07.09	-16.63	475.03	475.05
R	688+17.09	-16.63	475.15	475.18
S	688+27.08	-16.63	475.27	475.31
T	688+37.05	-16.65	475.38	475.43
U	688+47.02	-16.66	475.50	475.54
V	688+56.98	-16.68	475.62	475.65
W	688+67.07	-16.64	475.75	475.75
☉ Brg. Pier No. 3	688+80.29	-16.61	475.90	475.90
X	688+90.32	-16.60	476.02	476.03
Y	689+00.30	-16.61	476.14	476.16
Z	689+10.27	-16.63	476.26	476.30
AA	689+20.34	-16.59	476.39	476.43
BB	689+30.41	-16.56	476.51	476.55
CC	689+40.38	-16.57	476.63	476.65
☉ Brg. East Abut.	689+54.06	-16.59	476.79	476.79
Bk. of East Abut.	689+59.93	-16.60	476.86	476.86

GIRDER 2

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+28.13	-10.05	473.02	473.02
☉ Brg. West Abut.	686+34.00	-10.06	473.08	473.08
A	686+43.96	-10.08	473.19	473.21
B	686+53.92	-10.09	473.30	473.33
C	686+63.88	-10.11	473.41	473.45
D	686+73.84	-10.13	473.53	473.57
E	686+83.80	-10.15	473.65	473.67
F	686+93.76	-10.17	473.77	473.78
G	687+03.70	-10.20	473.89	473.89
☉ Brg. Pier No. 1	687+08.91	-10.22	473.95	473.95
H	687+18.85	-10.25	474.07	474.07
I	687+28.88	-10.23	474.19	474.20
J	687+38.92	-10.21	474.31	474.34
K	687+48.96	-10.19	474.43	474.47
L	687+59.06	-10.15	474.55	474.59
M	687+69.15	-10.10	474.67	474.71
N	687+79.24	-10.06	474.79	474.82
O	687+89.32	-10.03	474.92	474.92
☉ Brg. Pier No. 2	688+01.35	-10.04	475.06	475.06
P	688+11.32	-10.05	475.18	475.19
Q	688+21.29	-10.06	475.30	475.32
R	688+31.27	-10.07	475.42	475.45
S	688+41.25	-10.08	475.54	475.58
T	688+51.27	-10.07	475.66	475.70
U	688+61.29	-10.06	475.78	475.81
V	688+71.31	-10.06	475.90	475.92
W	688+81.31	-10.06	476.02	476.03
☉ Brg. Pier No. 3	688+94.35	-10.01	476.18	476.18
X	689+04.45	-9.97	476.30	476.30
Y	689+14.45	-9.97	476.42	476.44
Z	689+24.46	-9.96	476.54	476.57
AA	689+34.41	-9.99	476.66	476.70
BB	689+44.35	-10.01	476.78	476.82
CC	689+54.35	-10.01	476.90	476.92
☉ Brg. East Abut.	689+68.28	-10.02	477.06	477.06
Bk. of East Abut.	689+74.16	-10.02	477.13	477.13

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0049 (WB)

GIRDER 3

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+42.33	-3.48	473.27	473.27
☉ Brg. West Abut.	686+48.20	-3.49	473.34	473.34
A	686+58.16	-3.51	473.45	473.47
B	686+68.13	-3.52	473.57	473.60
C	686+78.10	-3.54	473.68	473.72
D	686+88.08	-3.55	473.80	473.84
E	686+98.01	-3.58	473.92	473.95
F	687+07.92	-3.62	474.04	474.05
G	687+17.88	-3.64	474.16	474.16
☉ Brg. Pier No. 1	687+23.14	-3.63	474.22	474.22
H	687+33.15	-3.63	474.34	474.35
I	687+43.07	-3.67	474.46	474.48
J	687+53.12	-3.65	474.58	474.61
K	687+63.26	-3.58	474.70	474.74
L	687+73.38	-3.52	474.83	474.87
M	687+83.44	-3.50	474.95	474.98
N	687+93.50	-3.47	475.07	475.09
O	688+03.58	-3.43	475.19	475.20
☉ Brg. Pier No. 2	688+15.53	-3.48	475.33	475.33
P	688+25.44	-3.52	475.45	475.46
Q	688+35.45	-3.51	475.57	475.59
R	688+45.46	-3.51	475.69	475.72
S	688+55.47	-3.51	475.81	475.85
T	688+65.53	-3.48	475.93	475.97
U	688+75.59	-3.45	476.05	476.09
V	688+85.64	-3.42	476.17	476.20
W	688+95.70	-3.40	476.30	476.30
☉ Brg. Pier No. 3	689+08.45	-3.39	476.45	476.45
X	689+18.46	-3.39	476.57	476.58
Y	689+28.38	-3.43	476.69	476.71
Z	689+38.30	-3.46	476.81	476.84
AA	689+48.24	-3.49	476.92	476.97
BB	689+58.21	-3.51	477.04	477.08
CC	689+68.18	-3.52	477.16	477.19
☉ Brg. East Abut.	689+82.33	-3.52	477.33	477.33
Bk. of East Abut.	689+88.22	-3.52	477.40	477.40

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+49.86	0.00	473.41	473.41
☉ Brg. West Abut.	686+55.75	0.00	473.48	473.48
A	686+65.75	0.00	473.59	473.61
B	686+75.75	0.00	473.71	473.74
C	686+85.75	0.00	473.83	473.87
D	686+95.75	0.00	473.95	473.99
E	687+05.75	0.00	474.07	474.10
F	687+15.75	0.00	474.19	474.20
G	687+25.75	0.00	474.31	474.31
☉ Brg. Pier No. 1	687+31.00	0.00	474.37	474.37
H	687+41.00	0.00	474.49	474.50
I	687+51.00	0.00	474.61	474.63
J	687+61.00	0.00	474.73	474.76
K	687+71.00	0.00	474.85	474.89
L	687+81.00	0.00	474.97	475.01
M	687+91.00	0.00	475.09	475.13
N	688+01.00	0.00	475.21	475.24
O	688+11.00	0.00	475.33	475.34
☉ Brg. Pier No. 2	688+23.05	0.00	475.48	475.48
P	688+33.05	0.00	475.60	475.60
Q	688+43.05	0.00	475.72	475.74
R	688+53.05	0.00	475.84	475.87
S	688+63.05	0.00	475.96	476.00
T	688+73.05	0.00	476.08	476.12
U	688+83.05	0.00	476.20	476.23
V	688+93.05	0.00	476.32	476.34
W	689+03.05	0.00	476.44	476.45
☉ Brg. Pier No. 3	689+15.68	0.00	476.59	476.59
X	689+25.68	0.00	476.71	476.71
Y	689+35.68	0.00	476.83	476.85
Z	689+45.68	0.00	476.95	476.98
AA	689+55.68	0.00	477.07	477.11
BB	689+65.68	0.00	477.19	477.23
CC	689+75.68	0.00	477.31	477.34
☉ Brg. East Abut.	689+89.93	0.00	477.48	477.48
Bk. of East Abut.	689+95.82	0.00	477.54	477.54

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0049 (WB)

 <p>2709 McGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@fw.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JCZ	REVISED			103	27-IBR-1	ST. CLAIR	125	67
	DRAWN - DJM/JCZ	REVISED			CONTRACT NO. 76J11				
	DATE - 10/30/17	CHECKED - JML			REVISED	ILLINOIS FED. AID PROJECT			

GIRDER 4

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+56.83	3.22	473.44	473.44
☉ Brg. West Abut.	686+62.65	3.19	473.51	473.51
A	686+72.52	3.13	473.62	473.64
B	686+82.39	3.07	473.74	473.78
C	686+92.31	3.04	473.86	473.90
D	687+02.23	3.00	473.98	474.02
E	687+12.15	2.96	474.10	474.13
F	687+22.11	2.94	474.22	474.23
G	687+32.13	2.95	474.34	474.34
☉ Brg. Pier No. 1	687+37.42	2.97	474.40	474.40
H	687+47.50	3.01	474.52	474.53
I	687+57.56	3.04	474.64	474.66
J	687+67.63	3.06	474.76	474.80
K	687+77.70	3.10	474.88	474.92
L	687+87.81	3.15	475.01	475.05
M	687+97.79	3.14	475.12	475.16
N	688+07.78	3.14	475.24	475.27
O	688+17.77	3.13	475.36	475.37
☉ Brg. Pier No. 2	688+29.75	3.10	475.51	475.51
P	688+39.69	3.07	475.63	475.64
Q	688+49.73	3.09	475.75	475.77
R	688+59.78	3.11	475.87	475.90
S	688+69.83	3.13	475.99	476.03
T	688+79.88	3.16	476.11	476.15
U	688+89.92	3.18	476.23	476.26
V	688+99.90	3.17	476.35	476.37
W	689+09.87	3.16	476.47	476.48
☉ Brg. Pier No. 3	689+22.44	3.18	476.62	476.62
X	689+32.49	3.20	476.74	476.75
Y	689+42.43	3.17	476.86	476.88
Z	689+52.38	3.15	476.98	477.01
AA	689+62.33	3.12	477.10	477.14
BB	689+72.28	3.10	477.22	477.26
CC	689+82.25	3.09	477.34	477.37
☉ Brg. East Abut.	689+96.56	3.06	477.50	477.50
Bk. of East Abut.	690+02.42	3.05	477.57	477.57

GIRDER 5

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+70.77	9.67	473.50	473.50
☉ Brg. West Abut.	686+76.60	9.65	473.57	473.57
A	686+86.51	9.60	473.69	473.71
B	686+96.39	9.55	473.81	473.84
C	687+06.42	9.56	473.93	473.97
D	687+16.46	9.58	474.05	474.09
E	687+26.42	9.56	474.17	474.20
F	687+36.35	9.53	474.29	474.30
G	687+46.37	9.54	474.41	474.41
☉ Brg. Pier No. 1	687+51.68	9.57	474.47	474.47
H	687+61.80	9.62	474.59	474.60
I	687+71.92	9.68	474.71	474.73
J	687+82.01	9.72	474.83	474.86
K	687+92.03	9.72	474.95	474.99
L	688+02.04	9.73	475.07	475.11
M	688+12.02	9.72	475.19	475.23
N	688+21.99	9.71	475.31	475.34
O	688+31.96	9.69	475.43	475.44
☉ Brg. Pier No. 2	688+44.00	9.69	475.58	475.58
P	688+53.99	9.69	475.70	475.70
Q	688+64.02	9.70	475.82	475.84
R	688+74.05	9.71	475.94	475.97
S	688+84.07	9.72	476.06	476.10
T	688+94.10	9.74	476.18	476.22
U	689+04.13	9.75	476.30	476.33
V	689+14.17	9.77	476.42	476.44
W	689+24.21	9.79	476.54	476.55
☉ Brg. Pier No. 3	689+36.44	9.75	476.69	476.69
X	689+46.34	9.71	476.80	476.81
Y	689+56.29	9.68	476.92	476.94
Z	689+66.21	9.64	477.04	477.08
AA	689+76.23	9.65	477.16	477.21
BB	689+86.26	9.67	477.28	477.32
CC	689+96.24	9.66	477.40	477.43
☉ Brg. East Abut.	690+10.67	9.59	477.56	477.56
Bk. of East Abut.	690+16.50	9.57	477.62	477.62

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0049 (WB)

 <p>2709 McGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@f-w.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JCZ	REVISED			103	27-IBR-1	ST. CLAIR	125	68
	DRAWN - DJM/JCZ	REVISED			CONTRACT NO. 76J11				
	DATE - 10/30/17	CHECKED - JML			REVISED	ILLINOIS FED. AID PROJECT			

GIRDER 6

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	686+85.08	16.29	473.57	473.57
☉ Brg. West Abut.	686+90.90	16.26	473.64	473.64
A	687+00.77	16.20	473.76	473.78
B	687+10.64	16.14	473.88	473.91
C	687+20.62	16.13	474.00	474.04
D	687+30.61	16.12	474.12	474.15
E	687+40.61	16.13	474.24	474.26
F	687+50.63	16.13	474.36	474.37
G	687+60.70	16.17	474.48	474.48
☉ Brg. Pier No. 1	687+66.02	16.19	474.54	474.54
H	687+76.13	16.25	474.66	474.67
I	687+86.19	16.27	474.78	474.80
J	687+96.27	16.31	474.90	474.93
K	688+06.25	16.30	475.02	475.06
L	688+16.23	16.29	475.14	475.18
M	688+26.22	16.29	475.26	475.29
N	688+36.20	16.28	475.38	475.40
O	688+46.19	16.27	475.50	475.51
☉ Brg. Pier No. 2	688+58.24	16.28	475.65	475.65
P	688+68.24	16.28	475.77	475.77
Q	688+78.32	16.31	475.89	475.91
R	688+88.40	16.35	476.01	476.04
S	688+98.45	16.37	476.13	476.17
T	689+08.48	16.39	476.25	476.29
U	689+18.51	16.40	476.37	476.40
V	689+28.48	16.39	476.49	476.51
W	689+38.47	16.38	476.61	476.61
☉ Brg. Pier No. 3	689+50.41	16.31	476.75	476.75
X	689+60.28	16.25	476.87	476.88
Y	689+70.24	16.23	476.99	477.01
Z	689+80.19	16.21	477.11	477.14
AA	689+90.17	16.20	477.23	477.27
BB	690+00.14	16.18	477.34	477.38
CC	690+10.12	16.18	477.45	477.47
☉ Brg. East Abut.	690+24.88	16.16	477.60	477.60
Bk. of East Abut.	690+30.76	16.16	477.66	477.66

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

 <p>2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@f-w.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	S.N. 082-0049 (WB)				
	CHECKED - JCZ	REVISED			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DJM/JCZ	REVISED			103	27-IBR-1	ST. CLAIR	125	69
	DATE - 10/30/17	CHECKED - JML			REVISED	CONTRACT NO. 76J11			
				SHEET NO. 13 OF 60 SHEETS		ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	687+51.59	-16.29	474.30	474.30
☉ Brg. West Abut.	687+57.42	-16.32	474.38	474.38
A	687+67.32	-16.36	474.50	474.52
B	687+77.23	-16.40	474.62	474.66
C	687+87.16	-16.43	474.75	474.79
D	687+97.13	-16.45	474.87	474.91
E	688+07.09	-16.47	474.99	475.02
F	688+17.05	-16.49	475.11	475.13
☉ Brg. Pier No. 1	688+31.43	-16.52	475.29	475.29
G	688+41.39	-16.54	475.41	475.42
H	688+51.44	-16.52	475.53	475.55
I	688+61.49	-16.50	475.65	475.68
J	688+71.53	-16.47	475.77	475.81
K	688+81.58	-16.45	475.89	475.94
L	688+91.63	-16.43	476.02	476.05
M	689+01.68	-16.41	476.14	476.16
N	689+11.73	-16.38	476.26	476.27
☉ Brg. Pier No. 2	689+24.66	-16.34	476.41	476.41
O	689+34.74	-16.30	476.53	476.54
P	689+44.81	-16.27	476.66	476.68
Q	689+54.89	-16.23	476.78	476.81
R	689+64.96	-16.20	476.90	476.94
S	689+75.04	-16.16	477.02	477.06
T	689+85.12	-16.12	477.14	477.17
U	689+95.21	-16.08	477.26	477.28
V	690+05.39	-16.00	477.39	477.39
☉ Brg. Pier No. 3	690+16.51	-15.90	477.52	477.52
W	690+26.73	-15.79	477.65	477.65
X	690+36.68	-15.82	477.77	477.79
Y	690+46.63	-15.84	477.88	477.92
Z	690+56.64	-15.84	478.00	478.05
AA	690+66.69	-15.81	478.13	478.17
BB	690+76.46	-15.92	478.24	478.27
CC	690+86.08	-16.10	478.35	478.36
☉ Brg. East Abut.	690+91.86	-16.20	478.41	478.41
Bk. of East Abut.	690+97.51	-16.31	478.48	478.48

GIRDER 2

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	687+65.77	-9.73	474.58	474.58
☉ Brg. West Abut.	687+71.58	-9.76	474.66	474.66
A	687+81.47	-9.81	474.78	474.80
B	687+91.32	-9.88	474.90	474.94
C	688+01.31	-9.89	475.02	475.07
D	688+11.29	-9.89	475.15	475.18
E	688+21.30	-9.89	475.27	475.30
F	688+31.36	-9.86	475.39	475.40
☉ Brg. Pier No. 1	688+45.80	-9.88	475.57	475.57
G	688+55.75	-9.90	475.69	475.69
H	688+65.74	-9.91	475.81	475.82
I	688+75.72	-9.91	475.93	475.96
J	688+85.77	-9.89	476.05	476.09
K	688+95.85	-9.85	476.17	476.21
L	689+05.93	-9.81	476.29	476.33
M	689+15.97	-9.80	476.41	476.44
N	689+26.00	-9.78	476.53	476.54
☉ Brg. Pier No. 2	689+38.76	-9.72	476.69	476.69
O	689+48.89	-9.66	476.81	476.81
P	689+58.95	-9.63	476.93	476.95
Q	689+69.01	-9.60	477.05	477.08
R	689+79.10	-9.56	477.17	477.21
S	689+89.20	-9.51	477.29	477.33
T	689+99.29	-9.47	477.42	477.45
U	690+09.45	-9.40	477.54	477.56
V	690+19.60	-9.32	477.66	477.67
☉ Brg. Pier No. 3	690+30.71	-9.26	477.80	477.80
W	690+40.84	-9.19	477.92	477.93
X	690+50.79	-9.22	478.04	478.06
Y	690+60.73	-9.24	478.16	478.19
Z	690+70.74	-9.24	478.28	478.32
AA	690+80.91	-9.16	478.40	478.44
BB	690+90.64	-9.29	478.51	478.54
CC	691+00.38	-9.41	478.62	478.63
☉ Brg. East Abut.	691+06.37	-9.48	478.68	478.68
Bk. of East Abut.	691+12.09	-9.56	478.75	478.75

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0050 (EB)

 <p style="font-size: 8px;">2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@fw.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JCZ	REVISED			103	27-IBR-1	ST. CLAIR	125	70
	DRAWN - DJM/JCZ	REVISED			CONTRACT NO. 76J11				
	DATE - 10/30/17	CHECKED - JML			REVISED	ILLINOIS FED. AID PROJECT			

GIRDER 3

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	687+80.00	-3.14	474.87	474.87
☉ Brg. West Abut.	687+85.79	-3.18	474.94	474.94
A	687+95.65	-3.24	475.06	475.08
B	688+05.51	-3.31	475.18	475.21
C	688+15.46	-3.33	475.30	475.34
D	688+25.48	-3.32	475.42	475.46
E	688+35.49	-3.32	475.54	475.57
F	688+45.49	-3.32	475.67	475.68
☉ Brg. Pier No. 1	688+59.99	-3.31	475.84	475.84
G	688+70.00	-3.31	475.96	475.97
H	688+80.01	-3.31	476.08	476.10
I	688+89.99	-3.32	476.20	476.23
J	689+00.09	-3.27	476.32	476.36
K	689+10.20	-3.22	476.44	476.49
L	689+20.29	-3.17	476.57	476.60
M	689+30.31	-3.16	476.69	476.71
N	689+40.31	-3.17	476.81	476.82
☉ Brg. Pier No. 2	689+52.88	-3.09	476.96	476.96
O	689+63.01	-3.03	477.08	477.09
P	689+73.12	-2.97	477.20	477.22
Q	689+83.24	-2.92	477.33	477.36
R	689+93.35	-2.87	477.45	477.49
S	690+03.46	-2.82	477.57	477.61
T	690+13.57	-2.76	477.69	477.72
U	690+23.68	-2.71	477.81	477.83
V	690+33.76	-2.67	477.94	477.94
☉ Brg. Pier No. 3	690+44.87	-2.63	478.07	478.07
W	690+54.97	-2.58	478.19	478.20
X	690+64.94	-2.60	478.31	478.33
Y	690+74.91	-2.61	478.43	478.46
Z	690+84.84	-2.65	478.55	478.59
AA	690+94.76	-2.68	478.66	478.70
BB	691+04.53	-2.79	478.77	478.80
CC	691+14.21	-2.94	478.87	478.88
☉ Brg. East Abut.	691+20.29	-3.04	478.94	478.94
Bk. of East Abut.	691+25.98	-3.13	479.00	479.00

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	687+86.77	0.00	475.00	475.00
☉ Brg. West Abut.	687+92.65	0.00	475.07	475.07
A	688+02.65	0.00	475.19	475.22
B	688+12.65	0.00	475.32	475.35
C	688+22.65	0.00	475.44	475.48
D	688+32.65	0.00	475.56	475.60
E	688+42.65	0.00	475.68	475.71
F	688+52.65	0.00	475.80	475.82
☉ Brg. Pier No. 1	688+67.15	0.00	475.98	475.98
G	688+77.15	0.00	476.10	476.10
H	688+87.15	0.00	476.22	476.24
I	688+97.15	0.00	476.34	476.37
J	689+07.15	0.00	476.46	476.50
K	689+17.15	0.00	476.58	476.62
L	689+27.15	0.00	476.70	476.73
M	689+37.15	0.00	476.82	476.84
N	689+47.15	0.00	476.94	476.95
☉ Brg. Pier No. 2	689+59.46	0.00	477.09	477.09
O	689+69.46	0.00	477.21	477.21
P	689+79.46	0.00	477.33	477.35
Q	689+89.46	0.00	477.45	477.48
R	689+99.46	0.00	477.57	477.61
S	690+09.46	0.00	477.69	477.73
T	690+19.46	0.00	477.81	477.84
U	690+29.46	0.00	477.93	477.94
V	690+39.46	0.00	478.05	478.05
☉ Brg. Pier No. 3	690+50.49	0.00	478.18	478.18
W	690+60.49	0.00	478.30	478.31
X	690+70.49	0.00	478.42	478.44
Y	690+80.49	0.00	478.54	478.57
Z	690+90.49	0.00	478.65	478.69
AA	691+00.49	0.00	478.77	478.81
BB	691+10.49	0.00	478.88	478.91
CC	691+20.49	0.00	478.99	479.00
☉ Brg. East Abut.	691+26.85	0.00	479.05	479.05
Bk. of East Abut.	691+32.73	0.00	479.12	479.12

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0050 (EB)

 <p>2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@fw.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JCZ	REVISED			103	27-1BR-1	ST. CLAIR	125	71
	DRAWN - DJM/JCZ	REVISED			CONTRACT NO. 76J11				
	DATE - 10/30/17	CHECKED - JML			REVISED	ILLINOIS FED. AID PROJECT			

GIRDER 4

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	687+94.04	3.37	475.04	475.04
☉ Brg. West Abut.	687+99.88	3.35	475.11	475.11
A	688+09.82	3.32	475.23	475.25
B	688+19.77	3.30	475.35	475.39
C	688+29.80	3.31	475.48	475.52
D	688+39.84	3.33	475.60	475.64
E	688+49.80	3.31	475.72	475.74
F	688+59.77	3.30	475.84	475.85
☉ Brg. Pier No. 1	688+74.27	3.29	476.01	476.01
G	688+84.28	3.30	476.13	476.14
H	688+94.33	3.32	476.25	476.27
I	689+04.38	3.34	476.37	476.40
J	689+14.50	3.39	476.49	476.53
K	689+24.63	3.46	476.61	476.65
L	689+34.71	3.49	476.73	476.77
M	689+44.73	3.51	476.85	476.88
N	689+54.76	3.52	476.97	476.98
☉ Brg. Pier No. 2	689+67.06	3.57	477.12	477.12
O	689+77.16	3.62	477.24	477.25
P	689+87.30	3.69	477.36	477.38
Q	689+97.45	3.76	477.48	477.52
R	690+07.62	3.84	477.60	477.64
S	690+17.79	3.92	477.72	477.76
T	690+27.89	3.96	477.85	477.88
U	690+37.87	3.95	477.96	477.98
V	690+47.85	3.94	478.08	478.09
☉ Brg. Pier No. 3	690+58.95	3.96	478.22	478.22
W	690+68.99	3.98	478.34	478.35
X	690+78.96	3.96	478.46	478.48
Y	690+88.93	3.95	478.57	478.61
Z	690+98.87	3.92	478.69	478.73
AA	691+08.74	3.86	478.80	478.84
BB	691+18.42	3.71	478.91	478.94
CC	691+28.09	3.56	479.01	479.03
☉ Brg. East Abut.	691+34.32	3.46	479.08	479.08
Bk. of East Abut.	691+40.01	3.37	479.14	479.14

GIRDER 5

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	688+08.27	9.96	475.11	475.11
☉ Brg. West Abut.	688+14.14	9.95	475.18	475.18
A	688+24.12	9.94	475.30	475.32
B	688+34.10	9.93	475.42	475.46
C	688+44.08	9.92	475.55	475.59
D	688+54.06	9.92	475.67	475.70
E	688+64.04	9.91	475.79	475.81
F	688+74.02	9.89	475.91	475.92
☉ Brg. Pier No. 1	688+88.57	9.90	476.08	476.08
G	688+98.61	9.92	476.20	476.21
H	689+08.71	9.97	476.32	476.34
I	689+18.81	10.02	476.44	476.47
J	689+28.85	10.04	476.56	476.60
K	689+38.92	10.06	476.68	476.72
L	689+49.00	10.10	476.80	476.84
M	689+59.07	10.14	476.92	476.95
N	689+69.15	10.17	477.04	477.05
☉ Brg. Pier No. 2	689+81.29	10.25	477.19	477.19
O	689+91.45	10.33	477.31	477.32
P	690+01.61	10.40	477.43	477.45
Q	690+11.77	10.48	477.55	477.58
R	690+21.97	10.57	477.67	477.71
S	690+31.92	10.55	477.79	477.83
T	690+41.87	10.52	477.91	477.94
U	690+51.87	10.52	478.03	478.05
V	690+61.92	10.55	478.15	478.16
☉ Brg. Pier No. 3	690+73.09	10.57	478.28	478.28
W	690+83.13	10.59	478.40	478.41
X	690+92.99	10.53	478.52	478.54
Y	691+02.85	10.46	478.63	478.66
Z	691+12.73	10.40	478.74	478.78
AA	691+22.60	10.34	478.85	478.89
BB	691+32.38	10.24	478.95	478.98
CC	691+42.17	10.14	479.06	479.07
☉ Brg. East Abut.	691+48.60	10.07	479.12	479.12
Bk. of East Abut.	691+54.36	10.02	479.18	479.18

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

S.N. 082-0050 (EB)

 <p>2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@fw.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - JCZ	REVISED			103	27-1BR-1	ST. CLAIR	125	72
	DRAWN - DJM/JCZ	REVISED			CONTRACT NO. 76J11				
	DATE - 10/30/17	CHECKED - JML			REVISED	ILLINOIS FED. AID PROJECT			

GIRDER 6

Location	Station	Local Tangent Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of West Abut.	688+22.27	16.44	475.18	475.18
☉ Brg. West Abut.	688+28.16	16.44	475.25	475.25
A	688+38.18	16.45	475.37	475.39
B	688+48.20	16.46	475.49	475.53
C	688+58.22	16.47	475.61	475.65
D	688+68.24	16.48	475.73	475.77
E	688+78.28	16.50	475.85	475.88
F	688+88.33	16.52	475.97	475.99
☉ Brg. Pier No. 1	689+02.91	16.53	476.15	476.15
G	689+12.92	16.54	476.27	476.27
H	689+23.00	16.58	476.39	476.41
I	689+33.08	16.62	476.51	476.54
J	689+43.16	16.65	476.63	476.67
K	689+53.24	16.69	476.75	476.79
L	689+63.32	16.73	476.87	476.91
M	689+73.40	16.77	476.99	477.01
N	689+83.49	16.80	477.11	477.12
☉ Brg. Pier No. 2	689+95.41	16.88	477.25	477.25
O	690+05.57	16.96	477.37	477.38
P	690+15.75	17.04	477.49	477.52
Q	690+25.86	17.09	477.62	477.65
R	690+35.90	17.12	477.74	477.78
S	690+45.95	17.14	477.86	477.90
T	690+55.94	17.13	477.98	478.01
U	690+65.90	17.12	478.10	478.11
V	690+75.87	17.10	478.21	478.22
☉ Brg. Pier No. 3	690+87.03	17.09	478.35	478.35
W	690+97.03	17.09	478.46	478.47
X	691+06.88	17.02	478.57	478.59
Y	691+16.77	16.97	478.68	478.71
Z	691+26.77	16.97	478.79	478.83
AA	691+36.73	16.95	478.89	478.93
BB	691+46.45	16.82	479.00	479.03
CC	691+56.17	16.69	479.10	479.11
☉ Brg. East Abut.	691+62.70	16.60	479.16	479.16
Bk. of East Abut.	691+68.42	16.53	479.22	479.22

NOTES:

- 1.) Stationing is based on ☉ Roadway.
- 2.) Local Tangent Offset is based on field survey of ☉ Girder.

 <p>2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / info@f-w.com</p>	DESIGNED - PMG	REVISED - JCZ 11/09/17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)	S.N. 082-0050 (EB)				
	CHECKED - JCZ	REVISED			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DJM/JCZ	REVISED			103	27-1BR-1	ST. CLAIR	125	73
	DATE - 10/30/17	CHECKED - JML			REVISED	CONTRACT NO. 76J11			
				SHEET NO. 17 OF 60 SHEETS		ILLINOIS FED. AID PROJECT			

NORTH CURB LINE / NORTH FACE OF PARAPET

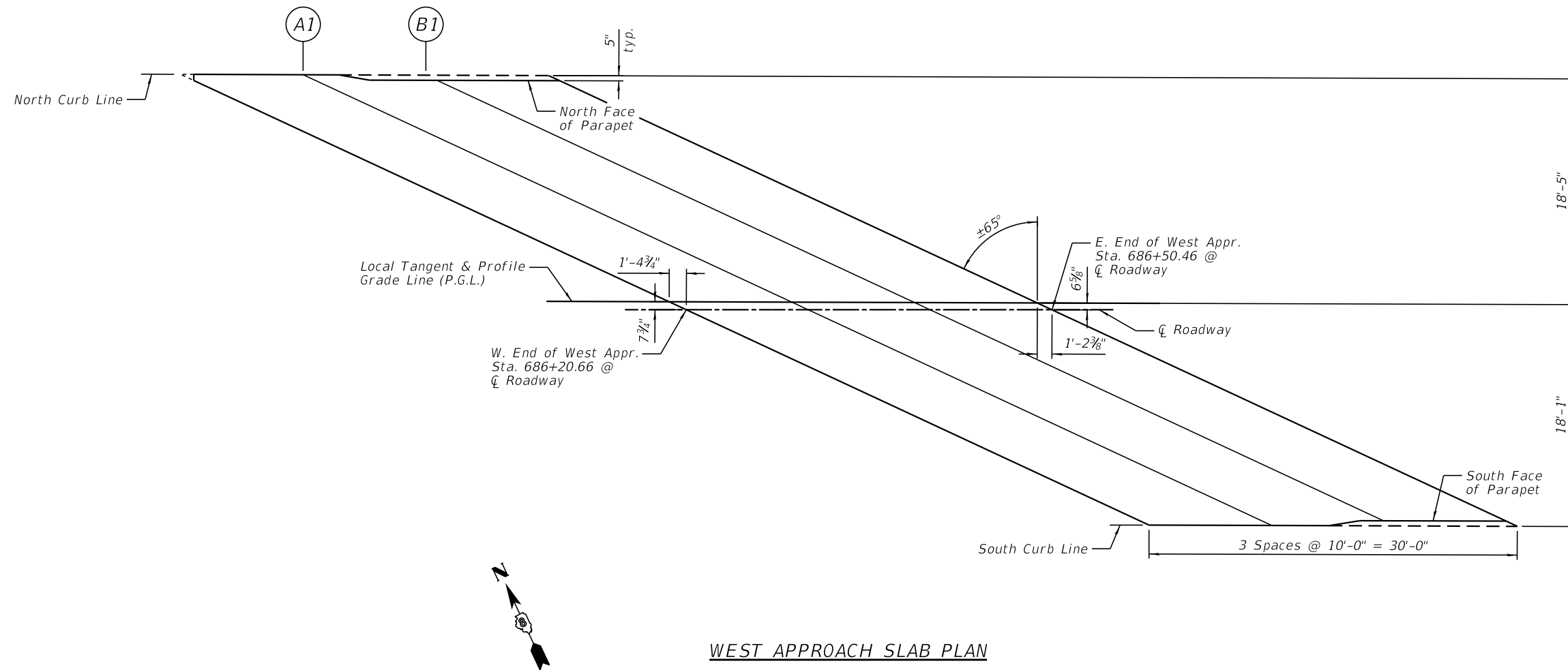
Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	685+79.44	-18.42	472.39
A1	685+89.44	-18.42	472.49
B1	686+00.34	-18.00	472.61
E. End of West Appr.	686+10.34	-18.00	472.71

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	686+19.26	0.00	473.08
A1	686+29.26	0.00	473.19
B1	686+39.26	0.00	473.29
E. End of West Appr.	686+49.26	0.00	473.41

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	686+58.36	18.08	473.23
A1	686+68.36	18.08	473.34
B1	686+77.46	17.67	473.45
E. End of West Appr.	686+87.46	17.67	473.57



WEST APPROACH SLAB PLAN

NOTE:

Stationing is based on CL Roadway.

S.N. 082-0049 (WB)

NORTH CURB LINE / NORTH FACE OF PARAPET

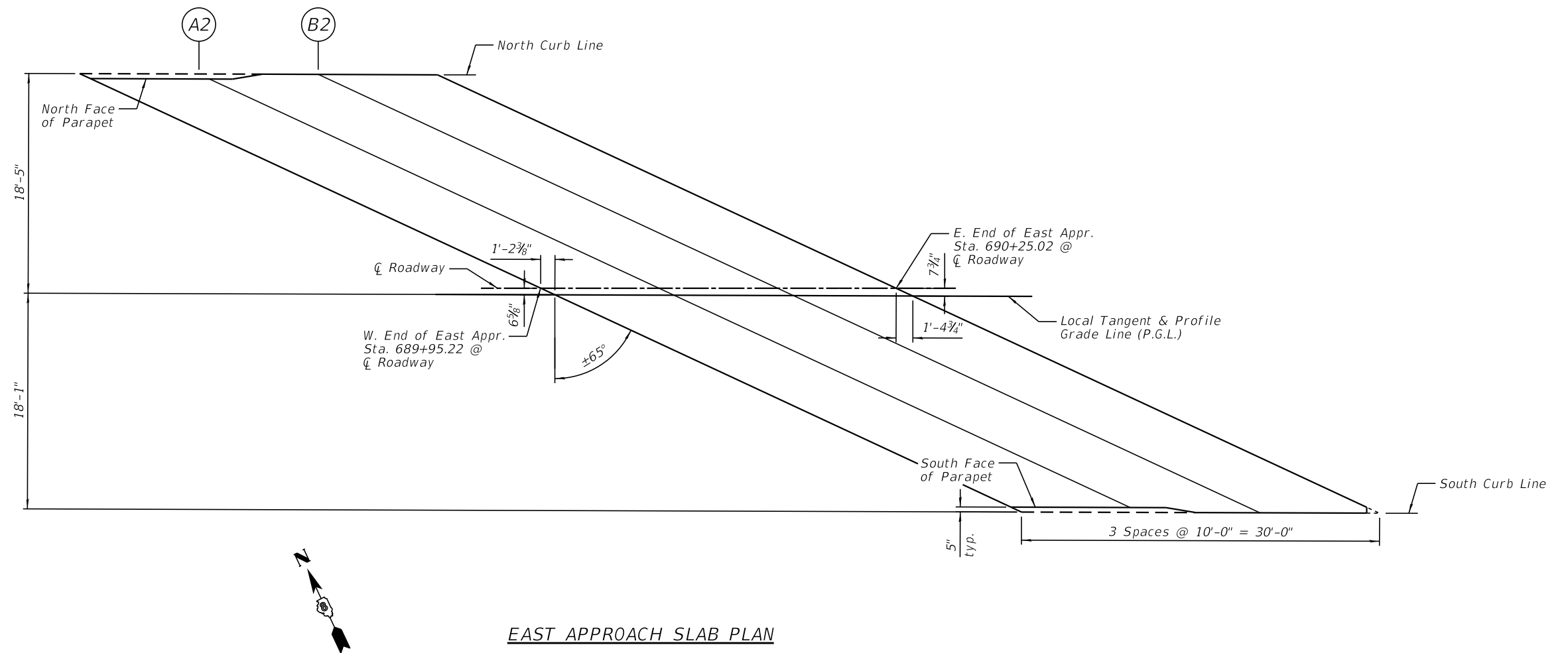
Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	689+57.50	-18.00	476.81
A2	689+67.50	-18.00	476.93
B2	689+76.59	-18.42	477.03
E. End of East Apr.	689+86.59	-18.42	477.15

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	689+96.42	0.00	477.55
A2	690+06.42	0.00	477.66
B2	690+16.42	0.00	477.77
E. End of East Apr.	690+26.42	0.00	477.87

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	690+34.61	17.67	477.67
A2	690+44.61	17.67	477.76
B2	690+55.52	18.08	477.86
E. End of East Apr.	690+65.52	18.08	477.94



EAST APPROACH SLAB PLAN

NOTE:

Stationing is based on \varnothing Roadway.

S.N. 082-0049 (WB)



DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED

DATE - 10/30/17

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

SHEET NO. 19 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	75
CONTRACT NO. 76J11				

ILLINOIS FED. AID PROJECT

NORTH CURB LINE / NORTH FACE OF PARAPET

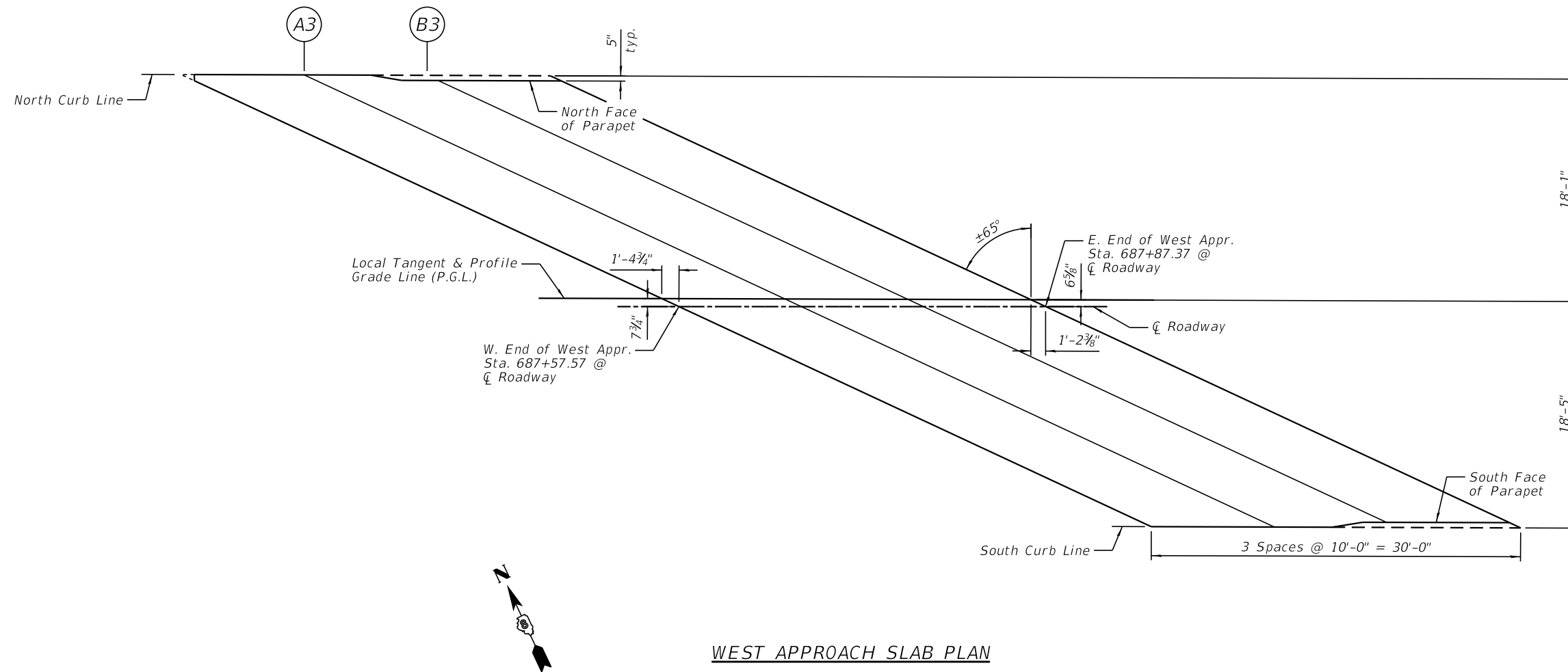
Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	687+17.13	-18.08	473.84
A3	687+27.13	-18.08	473.96
B3	687+38.03	-17.67	474.11
E. End of West Appr.	687+48.03	-17.67	474.24

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	687+56.17	0.00	474.62
A3	687+66.17	0.00	474.74
B3	687+76.17	0.00	474.87
E. End of West Appr.	687+86.17	0.00	474.99

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of West Appr.	687+95.94	18.42	474.82
A3	688+05.94	18.42	474.95
B3	688+15.04	18.00	475.07
E. End of West Appr.	688+25.04	18.00	475.19



NOTE:
Stationing is based on ζ Roadway.

NORTH CURB LINE / NORTH FACE OF PARAPET

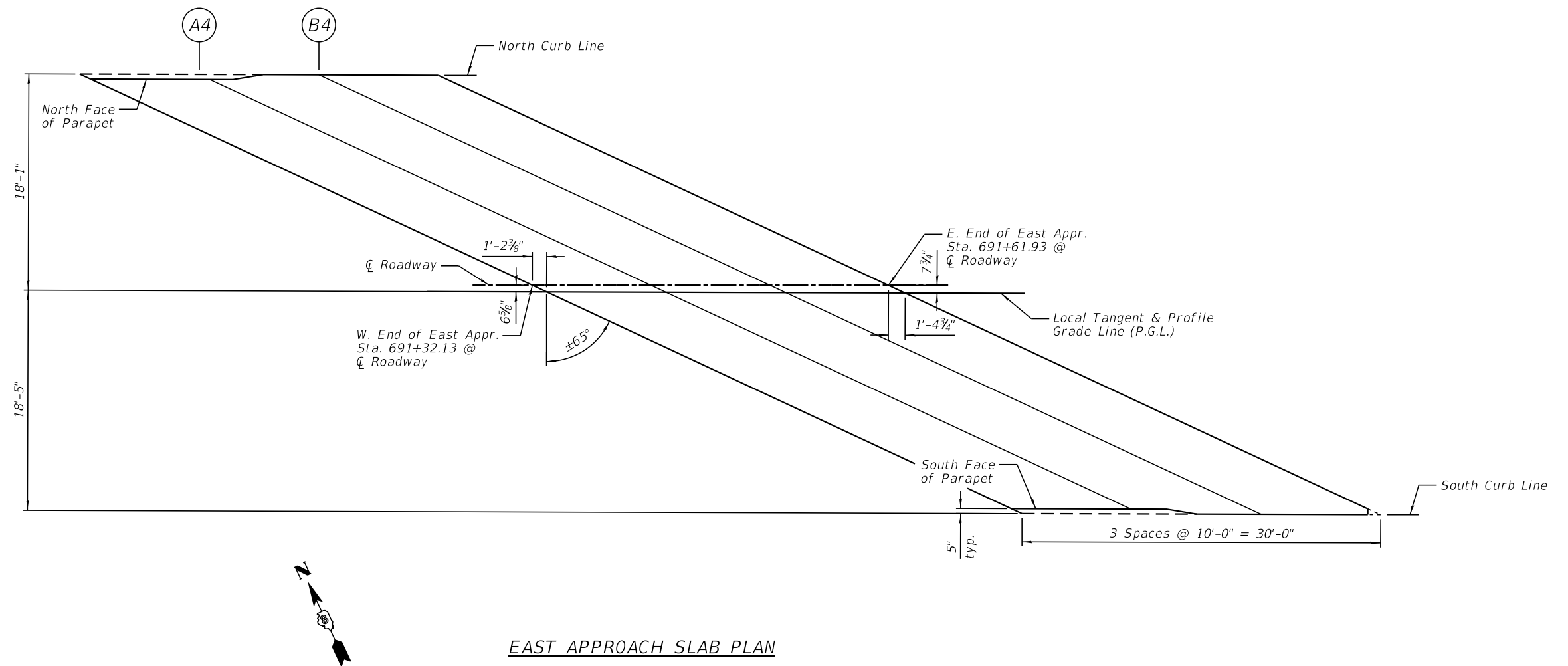
Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	690+95.18	-17.67	478.43
A4	691+05.18	-17.67	478.54
B4	691+14.28	-18.08	478.64
E. End of East Apr.	691+24.28	-18.08	478.74

LOCAL TANGENT & PROFILE GRADE LINE (P.G.L.)

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	691+33.33	0.00	479.12
A4	691+43.33	0.00	479.23
B4	691+53.33	0.00	479.33
E. End of East Apr.	691+63.32	0.00	479.43

SOUTH CURB LINE / SOUTH FACE OF PARAPET

Location	Station	Local Tangent Offset	Theoretical Grade Elevation
W. End of East Apr.	691+72.19	18.00	479.23
A4	691+82.19	18.00	479.33
B4	691+93.09	18.42	479.42
E. End of East Apr.	692+03.09	18.42	479.51



EAST APPROACH SLAB PLAN

NOTE:

Stationing is based on CL Roadway.

S.N. 082-0050 (EB)



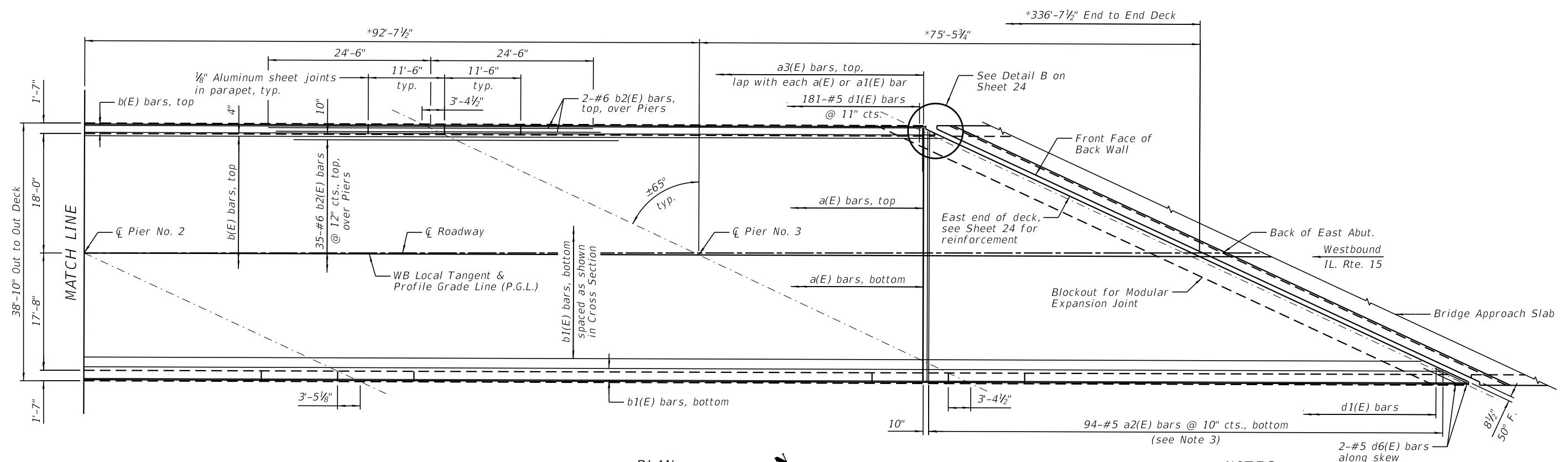
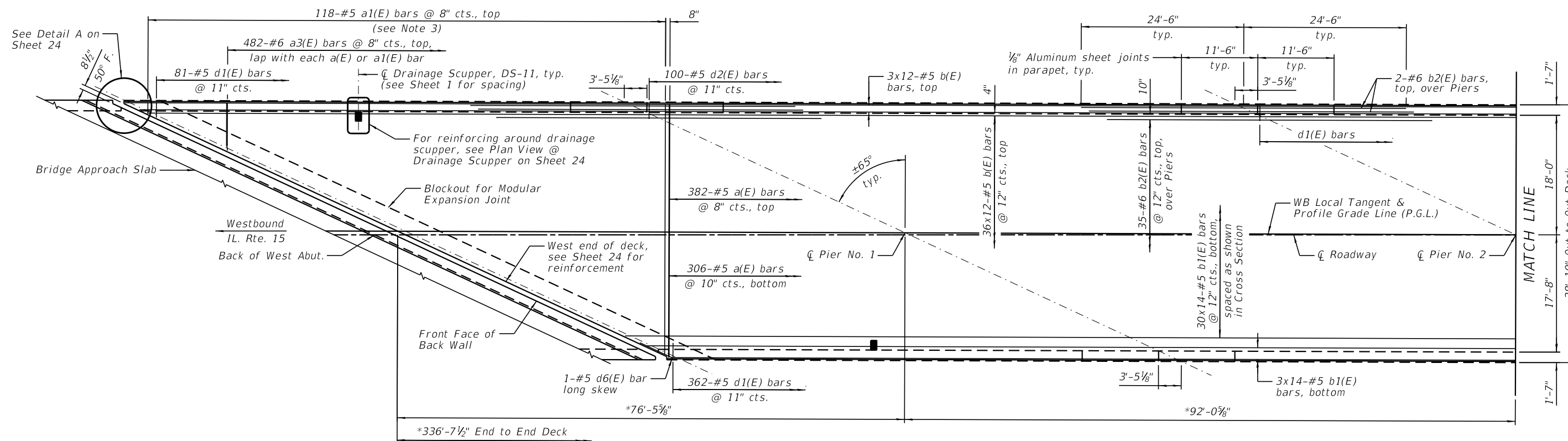
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

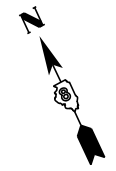
TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 21 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	77
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



PLAN
(*Dimension per field survey measured along Local Tangent)



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

- NOTES:**
- 1.) For Superstructure Details, see Sheets 27 & 28.
 - 2.) For Bill of Material, see Sheet 28.
 - 3.) Order a1(E) & a2(E) bars full length. Cut according to Bar Cutting Diagram on Sheet 28. Use remainder of bars in opposite end of deck.
 - 4.) Bars indicated thus 36x12-#5 etc. indicates 36 lines of bars with 12 lengths per line.
 - 5.) Space Drainage Scuppers to miss stud shear connectors and transverse reinforcing bars.



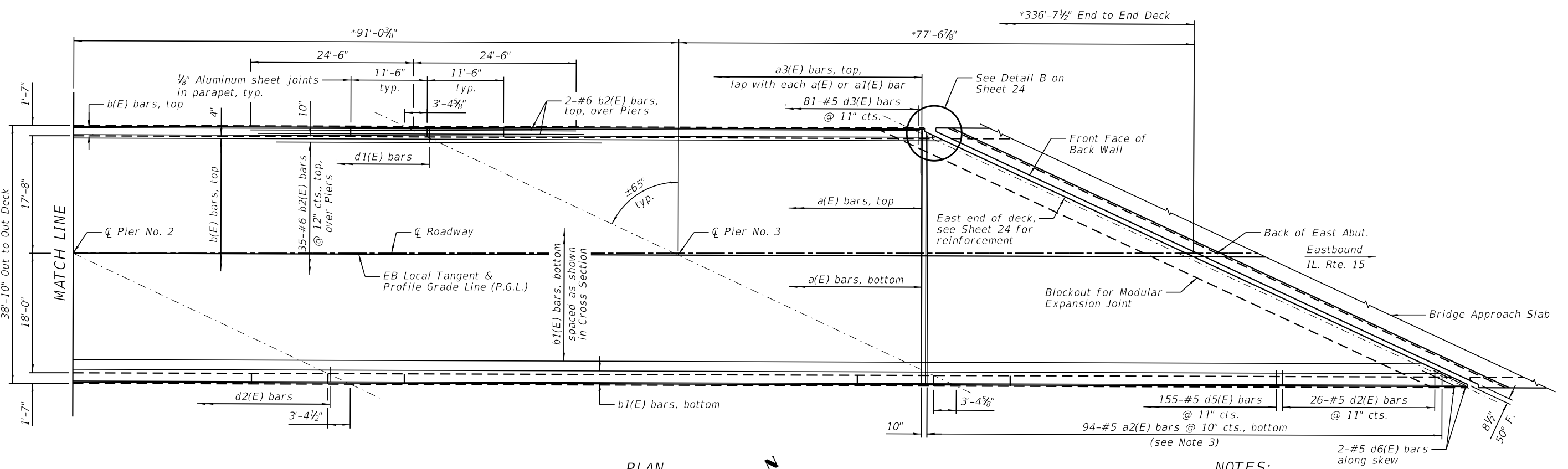
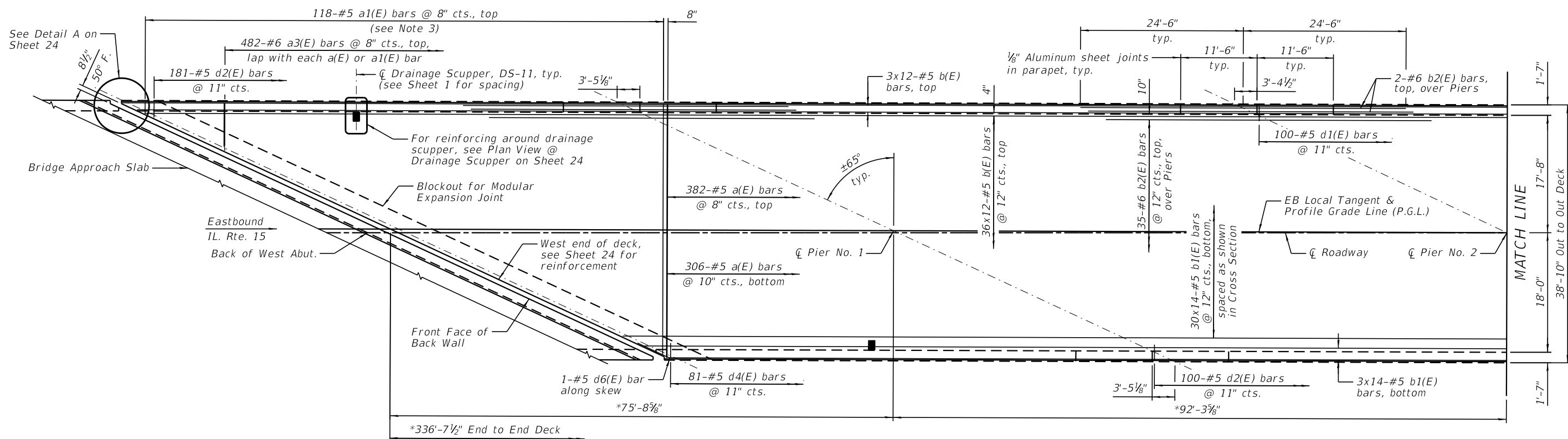
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DECK
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

SHEET NO. 22 OF 60 SHEETS

S.N. 082-0049 (WB)				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	78
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



PLAN

(*Dimension per field survey measured along Local Tangent)



MINIMUM BAR LAP

#5 bar = 3'-6"

NOTES:

- 1.) For Superstructure Details, see Sheets 27 & 28.
- 2.) For Bill of Material, see Sheet 28.
- 3.) Order a1(E) & a2(E) bars full length. Cut according to Bar Cutting Diagram on Sheet 28. Use remainder of bars in opposite end of deck.
- 4.) Bars indicated thus 36x12-#5 etc. indicates 36 lines of bars with 12 lengths per line.
- 5.) Space Drainage Scuppers to miss stud shear connectors and transverse reinforcing bars.



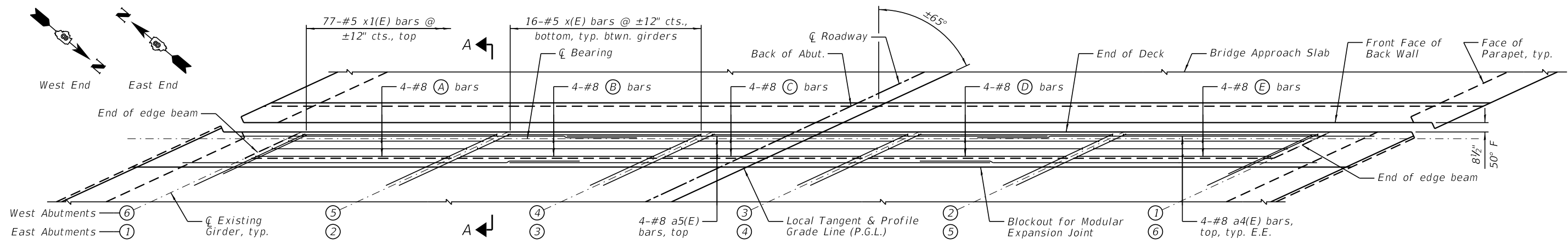
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DECK
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

SHEET NO. 23 OF 60 SHEETS

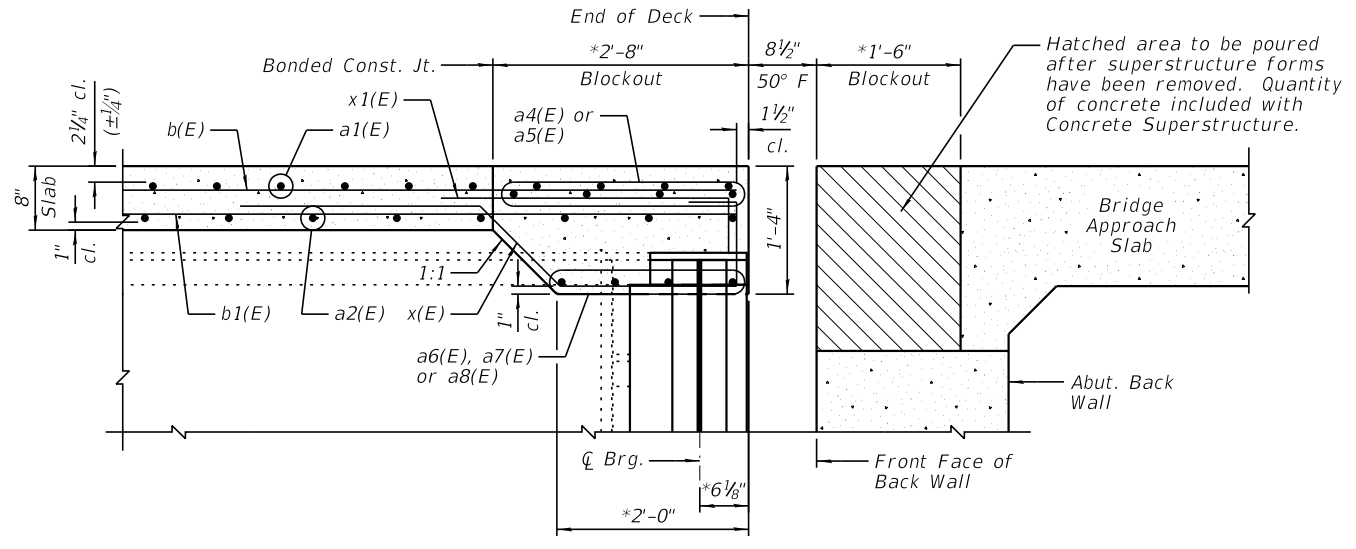
S.N. 082-0050 (EB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			SHEET NO. 79
CONTRACT NO. 76J11			
ILLINOIS FED. AID PROJECT			



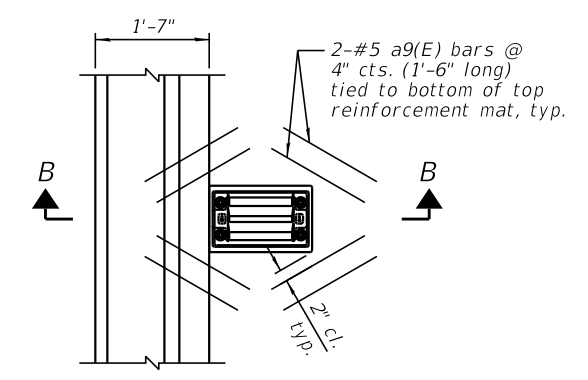
END OF DECK REINFORCEMENT PLAN

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

	WB W. End	WB E. End	EB W. End	EB E. End
(A)	a7(E)	a7(E)	a6(E)	a8(E)
(B)	a6(E)	a7(E)	a8(E)	a6(E)
(C)	a8(E)	a8(E)	a7(E)	a7(E)
(D)	a7(E)	a7(E)	a7(E)	a8(E)
(E)	a6(E)	a7(E)	a7(E)	a7(E)

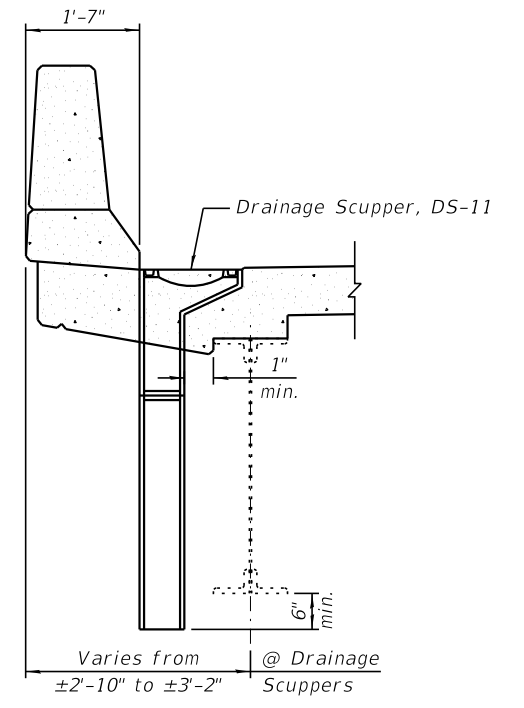


SECTION A-A
*Perpendicular to joint

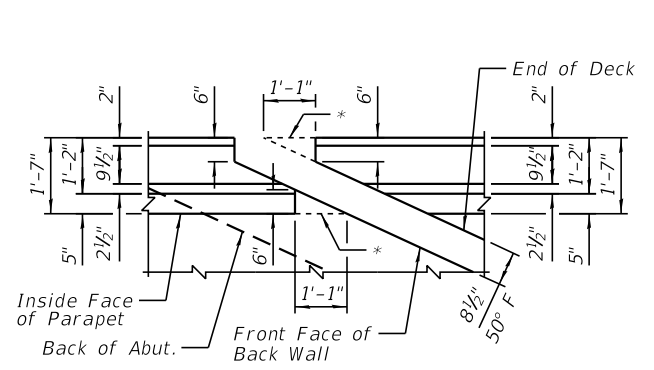


PLAN VIEW @ DRAINAGE SCUPPER

Note: Cut longitudinal reinforcement to clear drainage scuppers.

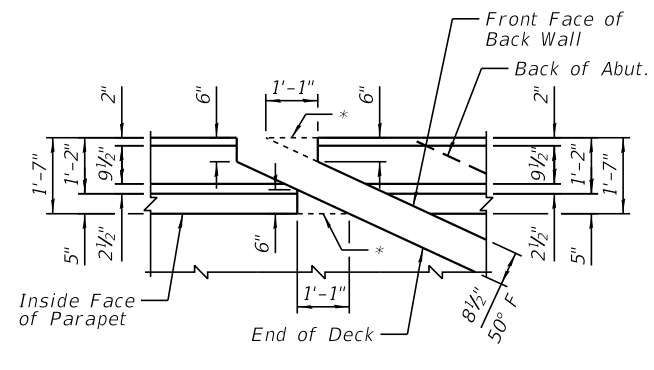


SECTION B-B



DETAIL A

*Omitted during construction

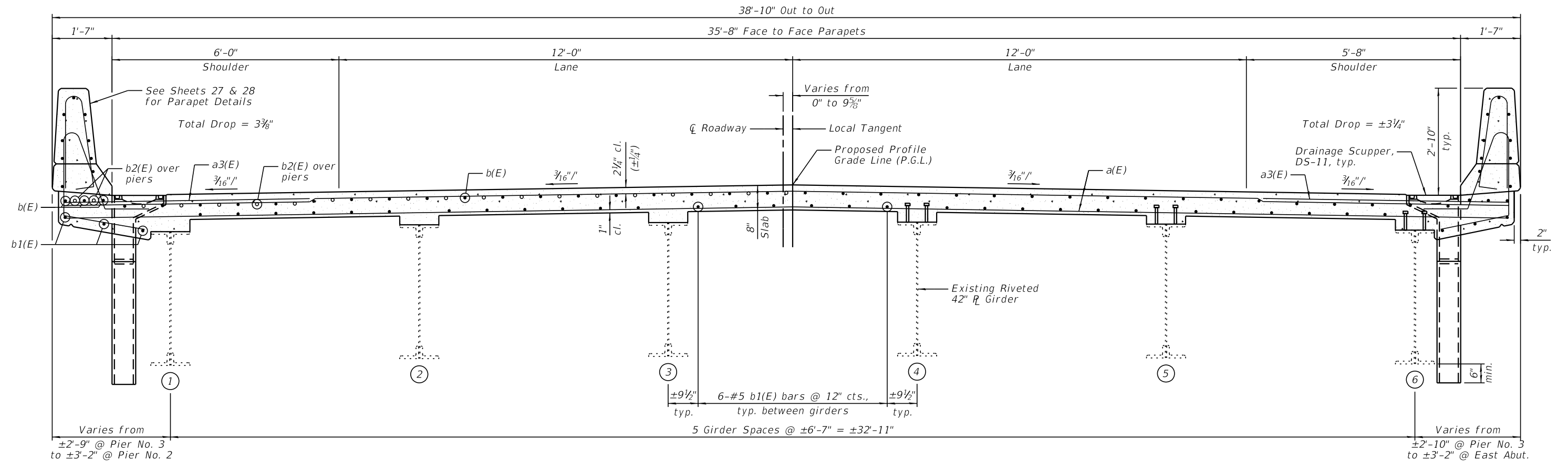


DETAIL B

*Omitted during construction

NOTES:

- 1.) For complete Deck Plans and locations of Detail A and Detail B, see Sheets 22 & 23.
- 2.) For Deck Cross Sections, see Sheets 25 & 26.
- 3.) For Superstructure Details, see Sheets 27 & 28.
- 4.) For Bill of Material, see Sheet 28.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

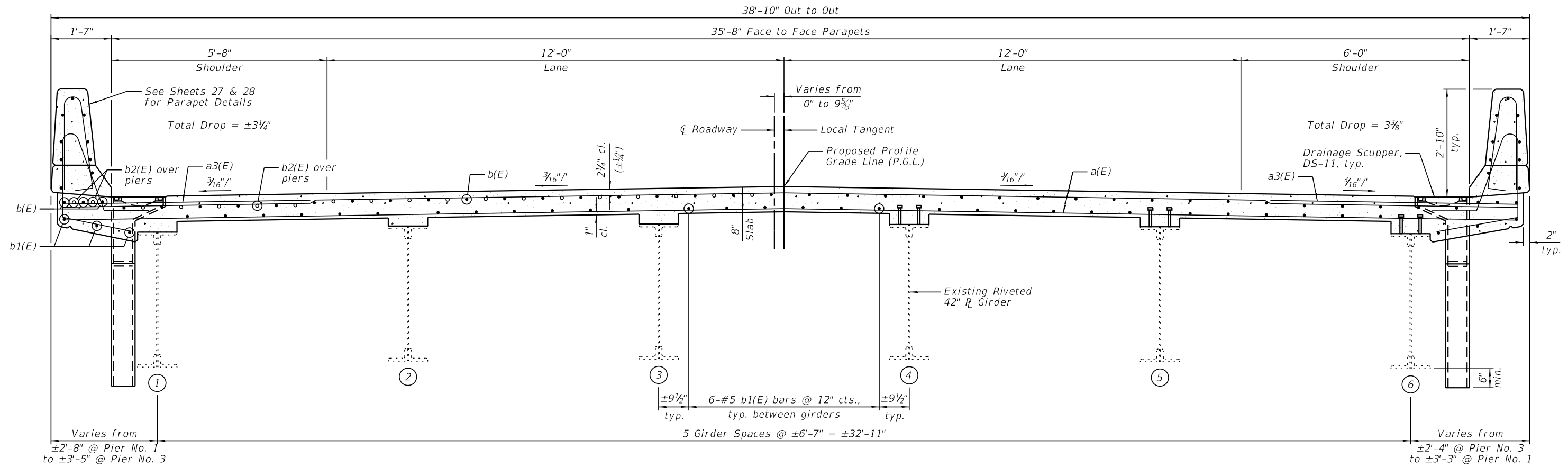
(Looking East)

NOTES:

- 1.) For Superstructure Details, see Sheets 27 & 28.
- 2.) For Bill of Material, see Sheet 28.
- 3.) Space Drainage Scuppers to miss stud shear connectors and transverse reinforcing bars.

DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

S.N. 082-0049 (WB)		TOTAL SHEETS		SHEET NO.	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	81	81
CONTRACT NO. 76J11					
ILLINOIS FED. AID PROJECT					



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

NOTES:

- 1.) For Superstructure Details, see Sheets 27 & 28.
- 2.) For Bill of Material, see Sheet 28.
- 3.) Space Drainage Scuppers to miss stud shear connectors and transverse reinforcing bars.



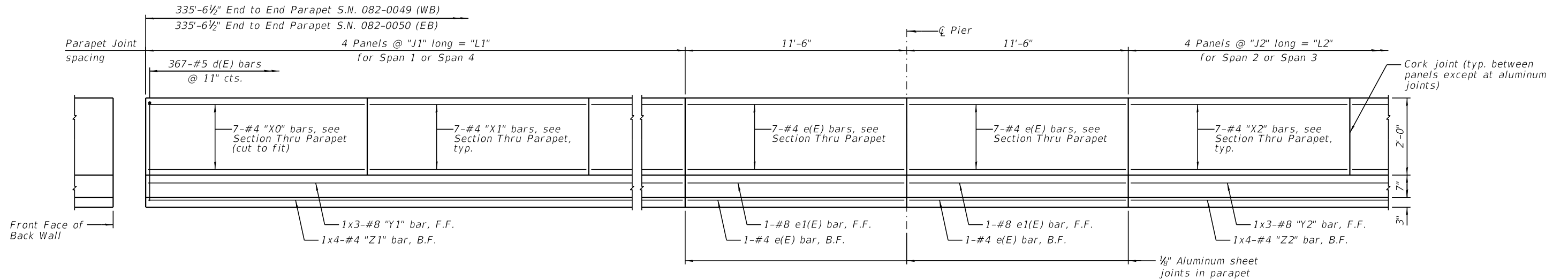
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 26 OF 60 SHEETS

S.N. 082-0050 (EB)		TOTAL SHEETS	SHEET NO.
F.A.P. RTE.	SECTION	COUNTY	
103	27-1BR-1	ST. CLAIR	125 82
CONTRACT NO. 76J11			
ILLINOIS FED. AID PROJECT			



MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"

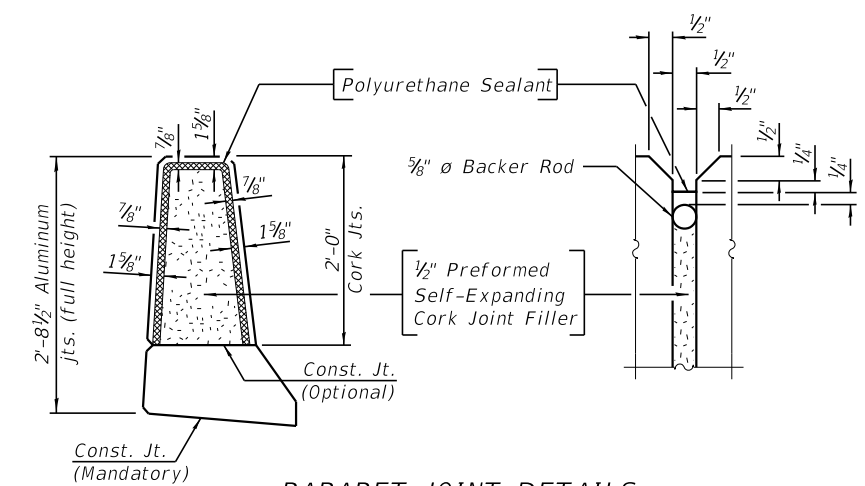
INSIDE ELEVATION OF PARAPET

S.N. 082-0049 (WB)						
Location	Item					
	X0	J1	L1	X1	Y1	Z1
North (LT) Parapet						
Span 1	e2(E)	±16'-2 ⁷ / ₈ "	64'-11 ⁵ / ₈ "	e3(E)	e11(E)	e12(E)
Span 4	e7(E)	±15'-6 ⁷ / ₈ "	62'-3 ⁵ / ₈ "	e7(E)	e17(E)	e18(E)
South (RT) Parapet						
Span 1	e4(E)	±15'-11 ⁵ / ₈ "	63'-10 ³ / ₈ "	e4(E)	e13(E)	e14(E)
Span 4	e2(E)	±16'-1 ⁵ / ₈ "	64'-6 ⁵ / ₈ "	e3(E)	e11(E)	e12(E)

S.N. 082-0049 (WB)						
Location	Item					
	J2	L2	X2	Y2	Z2	
North (LT) Parapet						
Span 2	±17'-3 ¹ / ₈ "	69'-0 ⁵ / ₈ "	e5(E)	e15(E)	e16(E)	
Span 3	±17'-6 ⁵ / ₈ "	70'-2 ⁵ / ₈ "	e6(E)	e15(E)	e16(E)	
South (RT) Parapet						
Span 2	±17'-3 ¹ / ₈ "	69'-0 ⁰ / ₈ "	e5(E)	e15(E)	e16(E)	
Span 3	±17'-3 ¹ / ₈ "	69'-0 ⁰ / ₈ "	e5(E)	e15(E)	e16(E)	

S.N. 082-0050 (EB)						
Location	Item					
	X0	J1	L1	X1	Y1	Z1
North (LT) Parapet						
Span 1	e2(E)	16'-0 ¹ / ₂ "	64'-2"	e3(E)	e11(E)	e12(E)
Span 4	e3(E)	±16'-1 ³ / ₄ "	64'-7 ¹ / ₄ "	e3(E)	e13(E)	e14(E)
South (RT) Parapet						
Span 1	e4(E)	±15'-9 ¹ / ₂ "	63'-2 ³ / ₈ "	e4(E)	e13(E)	e14(E)
Span 4	e10(E)	16'-7 ³ / ₈ "	66'-5 ¹ / ₂ "	e9(E)	e19(E)	e12(E)

S.N. 082-0050 (EB)						
Location	Item					
	J2	L2	X2	Y2	Z2	
North (LT) Parapet						
Span 2	17'-5 ⁵ / ₈ "	69'-10 ¹ / ₂ "	e5(E)	e15(E)	e16(E)	
Span 3	±16'-11 ⁵ / ₈ "	67'-10 ³ / ₄ "	e8(E)	e11(E)	e12(E)	
South (RT) Parapet						
Span 2	17'-2 ¹ / ₈ "	68'-8 ¹ / ₂ "	e8(E)	e19(E)	e12(E)	
Span 3	±17'-0 ¹ / ₂ "	68'-2 ¹ / ₈ "	e8(E)	e19(E)	e12(E)	



PARAPET JOINT DETAILS

NOTES:

- 1.) The 1/8" Aluminum sheet shall be ASTM B 209 Alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- 2.) The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

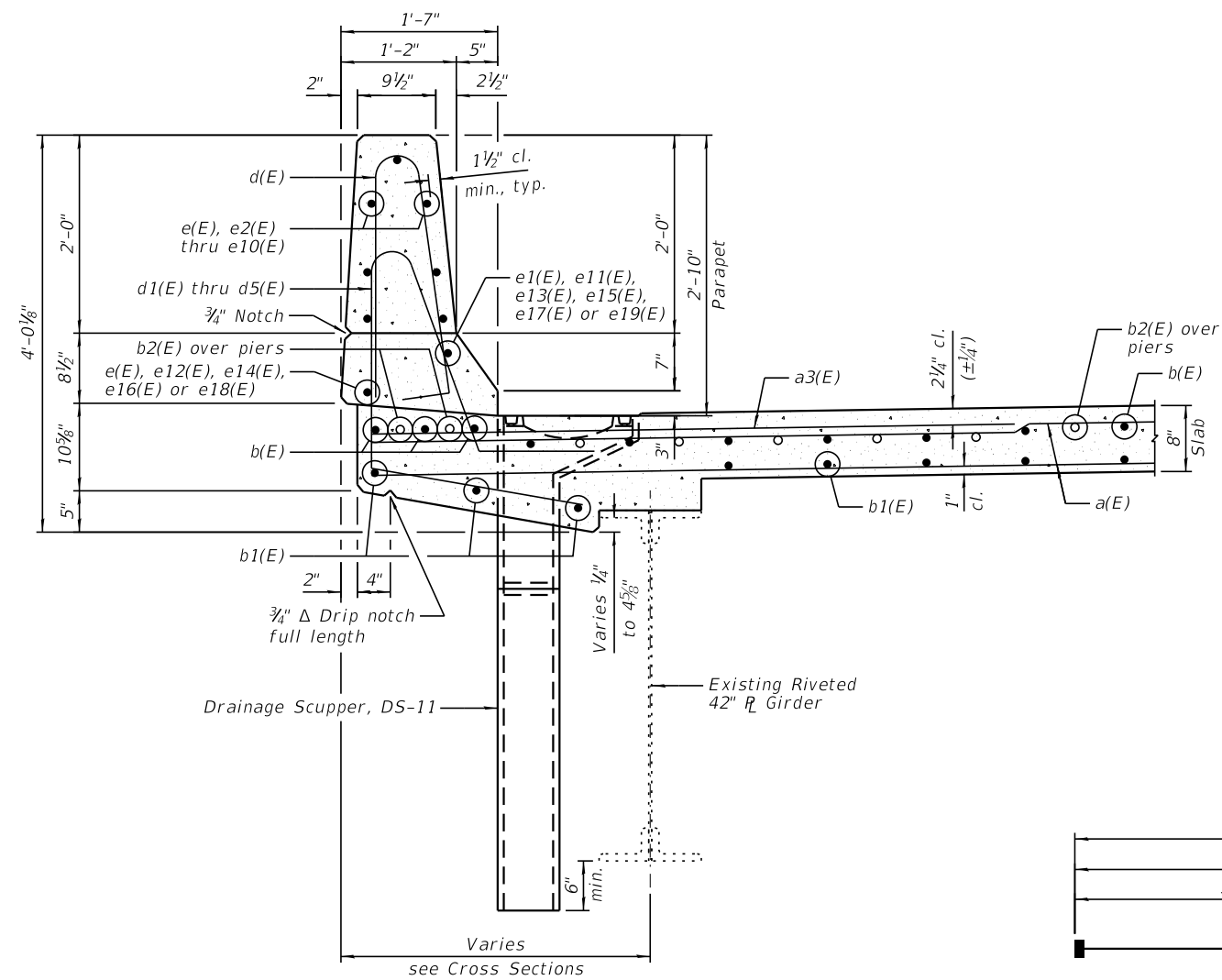
NOTES:

- 1.) Bars indicated thus 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.
- 2.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 3.) B.F. denotes Back Face and F.F. denotes Front Face.
- 4.) For Bill of Material, see Sheet 28.

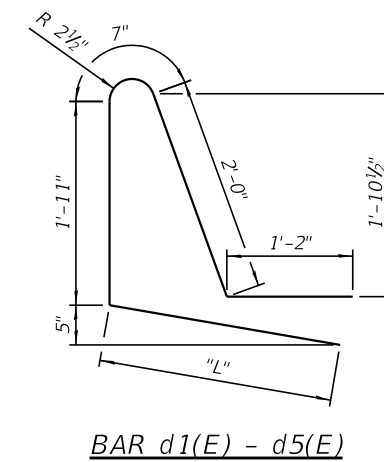
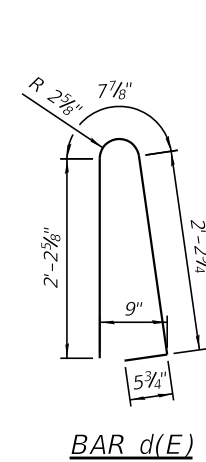
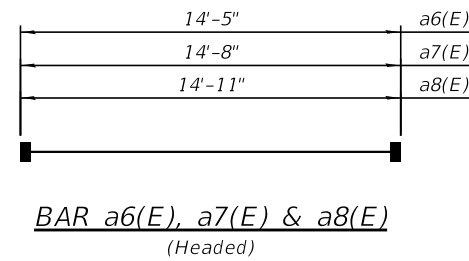
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1,376	#5	38'-2"	—
a1(E)	236	#5	39'-3"	—
a2(E)	188	#5	39'-3"	—
a3(E)	1,928	#5	6'-6"	—
a4(E)	32	#8	30'-2"	—
a5(E)	16	#8	36'-6"	—
a6(E)	16	#8	14'-5"	—
a7(E)	44	#8	14'-8"	—
a8(E)	20	#8	14'-11"	—
a9(E)	32	#5	1'-6"	—
b(E)	1,008	#5	31'-3"	—
b1(E)	1,008	#5	27'-3"	—
b2(E)	234	#6	49'-0"	—
d(E)	1,468	#5	5'-7"	⌋
d1(E)	724	#5	7'-6"	⌋
d2(E)	407	#5	7'-4"	⌋
d3(E)	81	#5	7'-9"	⌋
d4(E)	81	#5	7'-8"	⌋
d5(E)	155	#5	7'-1"	⌋
d6(E)	6	#5	12'-2"	⌋
e(E)	192	#4	11'-2"	—
e1(E)	24	#8	11'-2"	—
e2(E)	21	#4	18'-3"	—
e3(E)	91	#4	15'-11"	—
e4(E)	56	#4	15'-7"	—
e5(E)	112	#4	16'-11"	—
e6(E)	28	#4	17'-2"	—
e7(E)	28	#4	15'-3"	—
e8(E)	84	#4	16'-7"	—
e9(E)	21	#4	16'-3"	—
e10(E)	7	#4	18'-8"	—
e11(E)	12	#8	26'-6"	—
e12(E)	28	#4	18'-11"	—
e13(E)	9	#8	25'-5"	—
e14(E)	12	#4	17'-11"	—
e15(E)	15	#8	27'-3"	—
e16(E)	20	#4	19'-4"	—
e17(E)	3	#8	24'-8"	—
e18(E)	4	#4	17'-4"	—
e19(E)	9	#8	26'-9"	—
x(E)	320	#5	6'-9"	⌋
x1(E)	308	#5	4'-4"	⌋
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	897.4		
Bridge Deck Grooving	Sq. Yd.	2,516		
Protective Coat	Sq. Yd.	3,232		
Reinforcement Bars, Epoxy Coated	Pound	206,010		

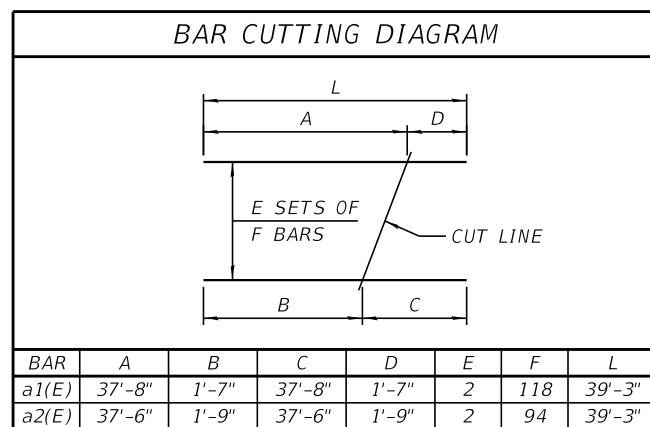
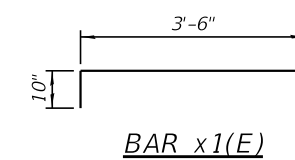
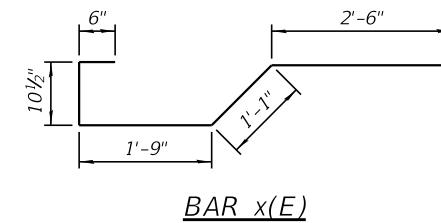
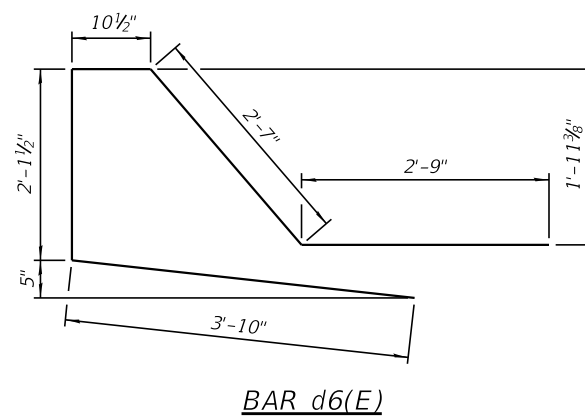
Note: Quantities are totals for the WB and EB bridges.



SECTION THRU PARAPET

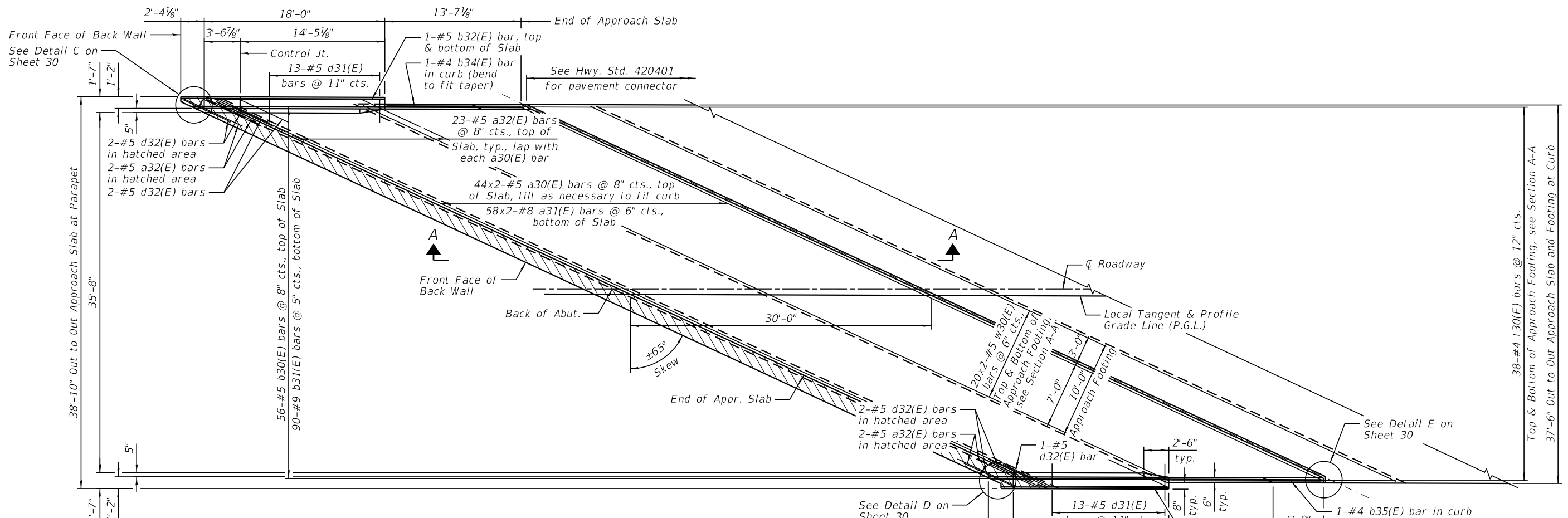


BAR	L
d1(E)	1'-10"
d2(E)	1'-8"
d3(E)	2'-1"
d4(E)	2'-0"
d5(E)	1'-5"



NOTES:

- 1.) For Superstructure Deck, see Sheets 22 thru 24.
- 2.) For Superstructure Cross Section, see Sheets 25 & 26.
- 3.) Space Drainage Scuppers to miss stud shear connectors and transverse reinforcing bars.
- 4.) Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



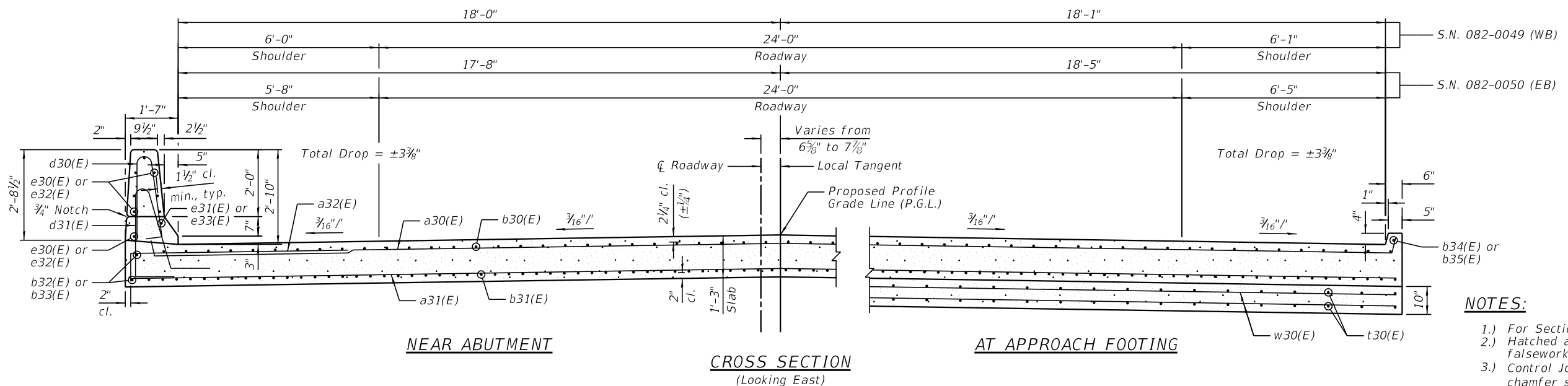
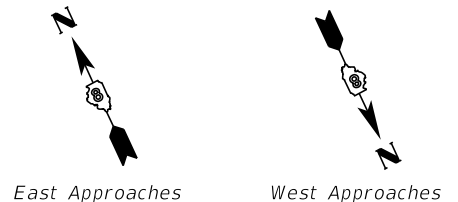
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

End of Footing	Location	WB W. Approach		WB E. Approach		EB W. Approach		EB E. Approach	
		Top	Bottom	Top	Bottom	Top	Bottom	Top	Bottom
West	N. Edge of Footing	471.06	470.23	475.68	474.85	472.47	471.64	477.29	476.46
	Local Tangent	471.76	470.92	476.45	475.61	473.27	472.44	478.01	477.18
	S. Edge of Footing	471.90	471.07	476.55	475.71	473.49	472.66	478.11	477.28
East	N. Edge of Footing	471.29	470.45	475.96	475.13	472.78	471.94	477.55	476.72
	Local Tangent	472.01	471.17	476.69	475.85	473.57	472.74	478.25	477.42
	S. Edge of Footing	472.17	471.34	476.75	475.92	473.79	472.95	478.33	477.50

PLAN

APPROACH STATION LOCATIONS @ CL ROADWAY

End of Approach	WB W. Approach	WB E. Approach	EB W. Approach	EB E. Approach
West	686+20.66	689+95.22	687+57.57	691+32.13
East	686+50.46	690+25.02	687+87.37	691+61.93



MINIMUM BAR LAP
 #5 bar = 3'-4"
 #8 bar = 4'-9"

- NOTES:**
- 1.) For Section A-A and Bill of Material, see Sheet 30.
 - 2.) Hatched area to be poured after Superstructure falsework has been removed.
 - 3.) Control Joints in the parapets shall consist of 3/4" chamfer strips on all faces.



DESIGNED - PMG	REVISION
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
CHECKED - JML	REVISION
DATE - 10/30/17	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

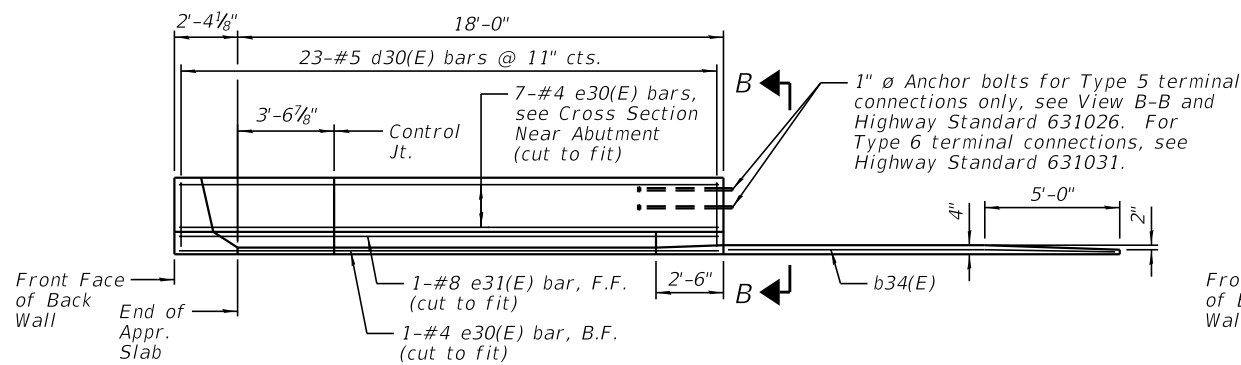
SHEET NO. 29 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	85
CONTRACT NO. 76J11				

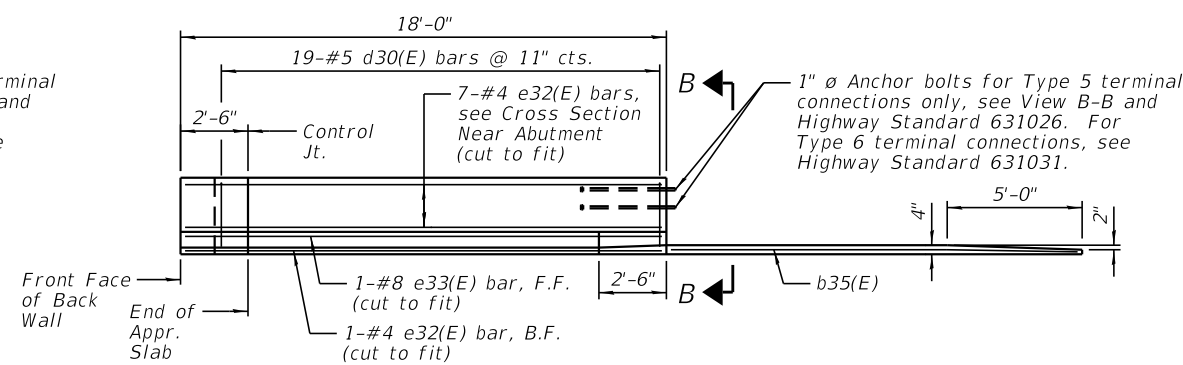
ILLINOIS FED. AID PROJECT

FOUR APPROACHES BILL OF MATERIAL

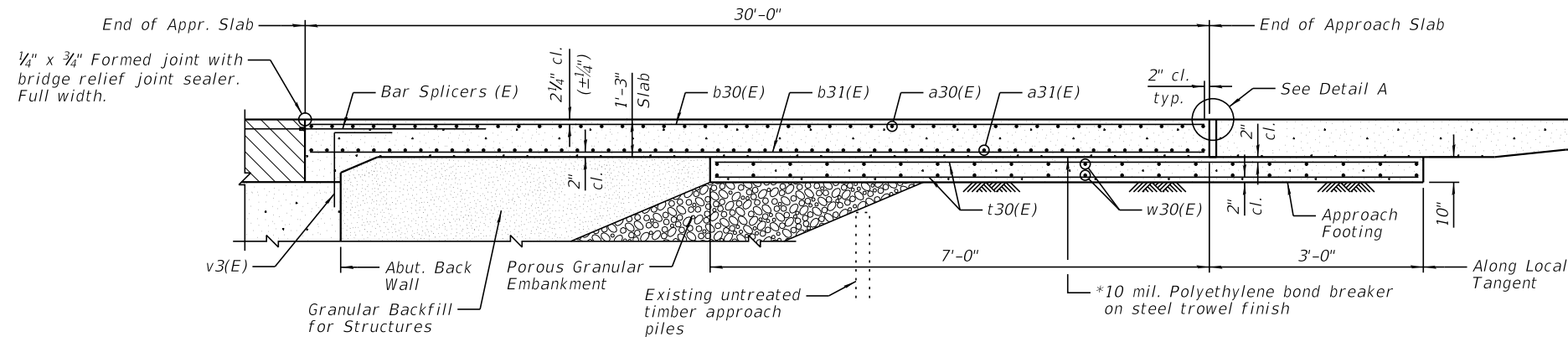
Bar	No.	Size	Length	Shape
a30(E)	352	#5	46'-1"	┌───┐
a31(E)	464	#8	46'-3"	┌───┐
a32(E)	184	#5	7'-4"	┌───┐
b30(E)	224	#5	29'-2"	───
b31(E)	360	#9	29'-2"	───
b32(E)	8	#5	17'-1"	───
b33(E)	8	#5	11'-2"	───
b34(E)	4	#4	13'-0"	───
b35(E)	4	#4	15'-0"	───
d30(E)	168	#5	5'-7"	┆
d31(E)	104	#5	7'-8"	┆
d32(E)	28	#5	11'-11"	┆
e30(E)	32	#4	20'-0"	───
e31(E)	4	#8	20'-0"	───
e32(E)	32	#4	17'-8"	───
e33(E)	4	#8	17'-8"	───
t30(E)	304	#4	22'-10"	───
w30(E)	320	#5	45'-6"	───
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	109.6		
Concrete Superstructure	Cu. Yd.	16.0		
Bridge Deck Grooving	Sq. Yd.	452		
Protective Coat	Sq. Yd.	591		
Concrete Superstructure (Approach Slab)	Cu. Yd.	215.3		
Reinforcement Bars, Epoxy Coated	Pound	141,640		



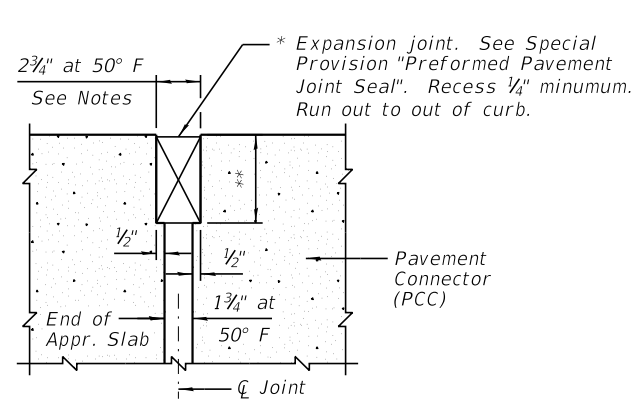
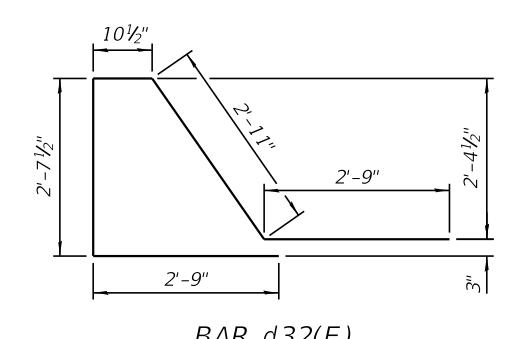
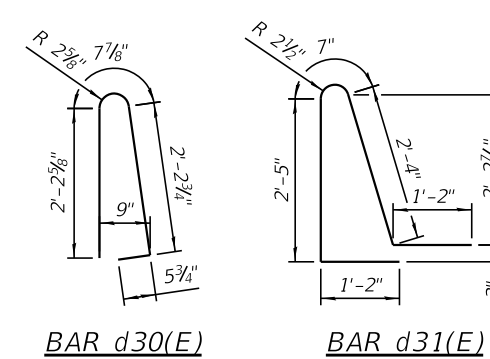
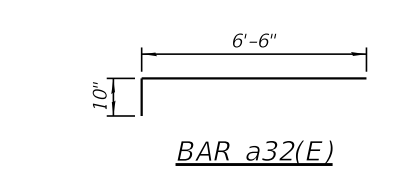
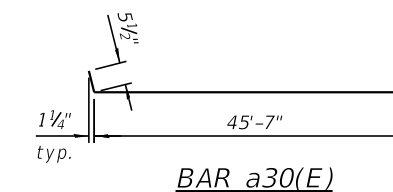
INSIDE ELEVATION OF PARAPET AND CURB
South Side of W. Approach & North Side of E. Approach



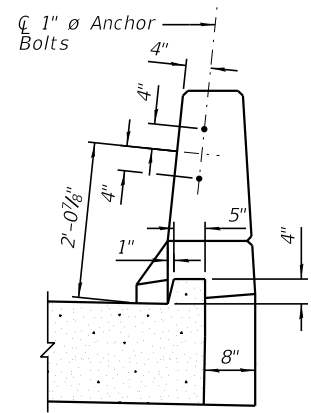
INSIDE ELEVATION OF PARAPET AND CURB
North Side of W. Approach & South Side of E. Approach



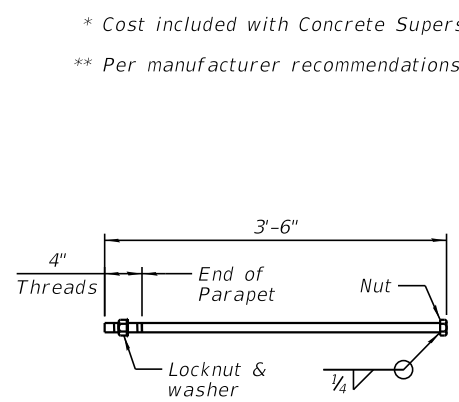
SECTION A-A



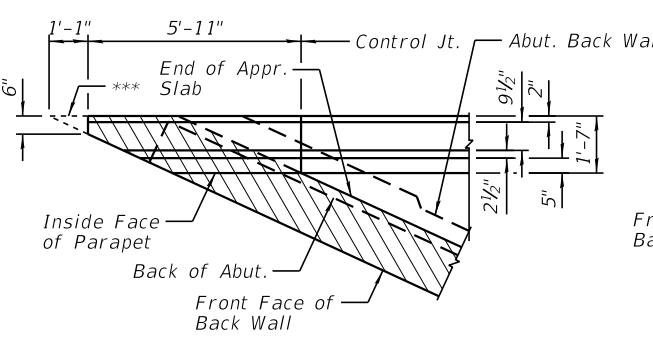
DETAIL A
(@ Rt. L's)



VIEW B-B

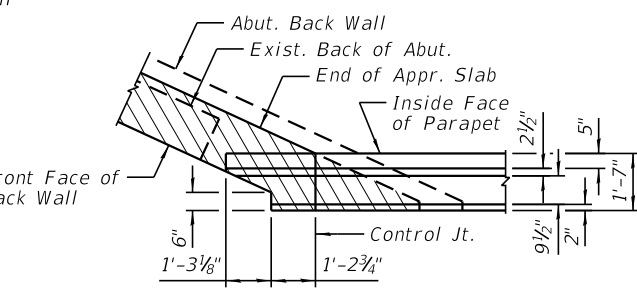


*** 1" Ø ANCHOR BOLT**
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

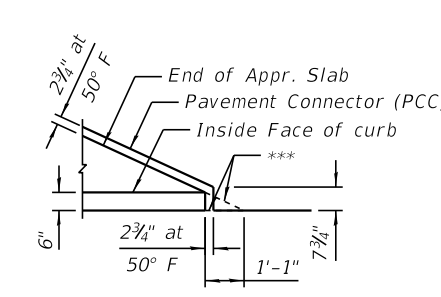


DETAIL C

***Omitted during construction



DETAIL D

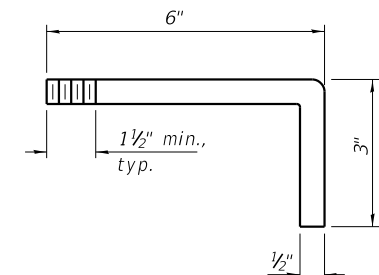
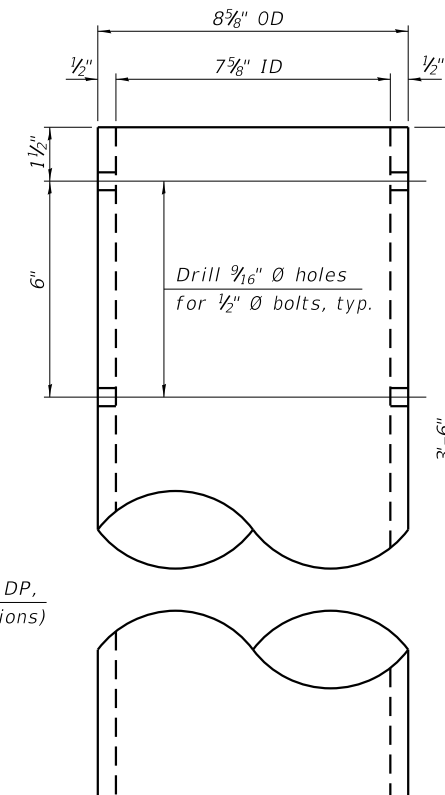
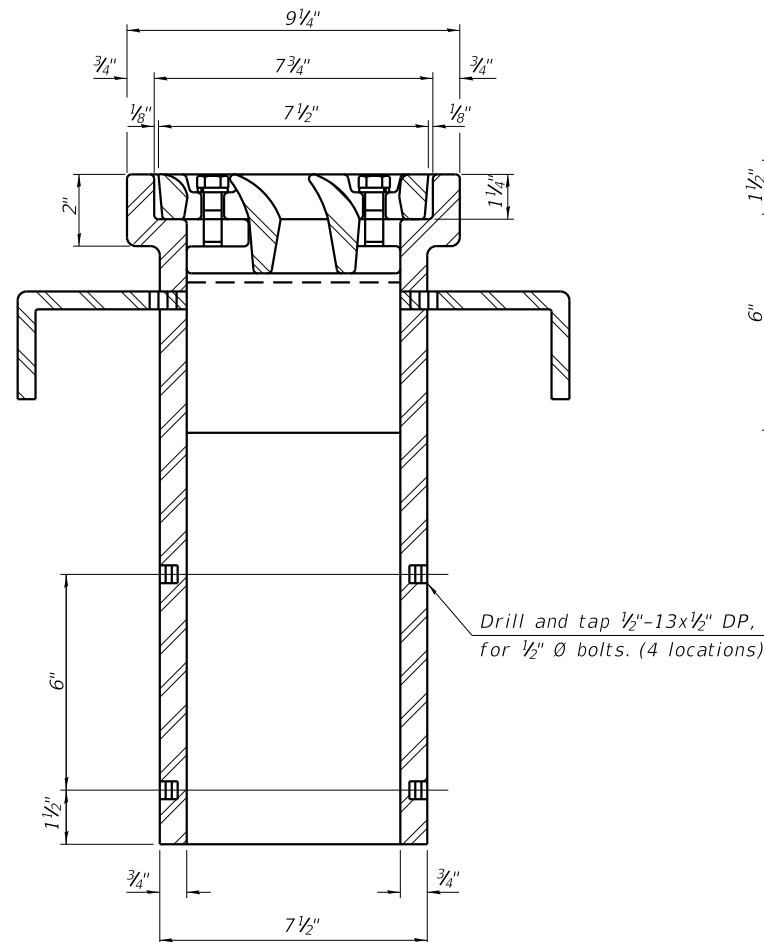
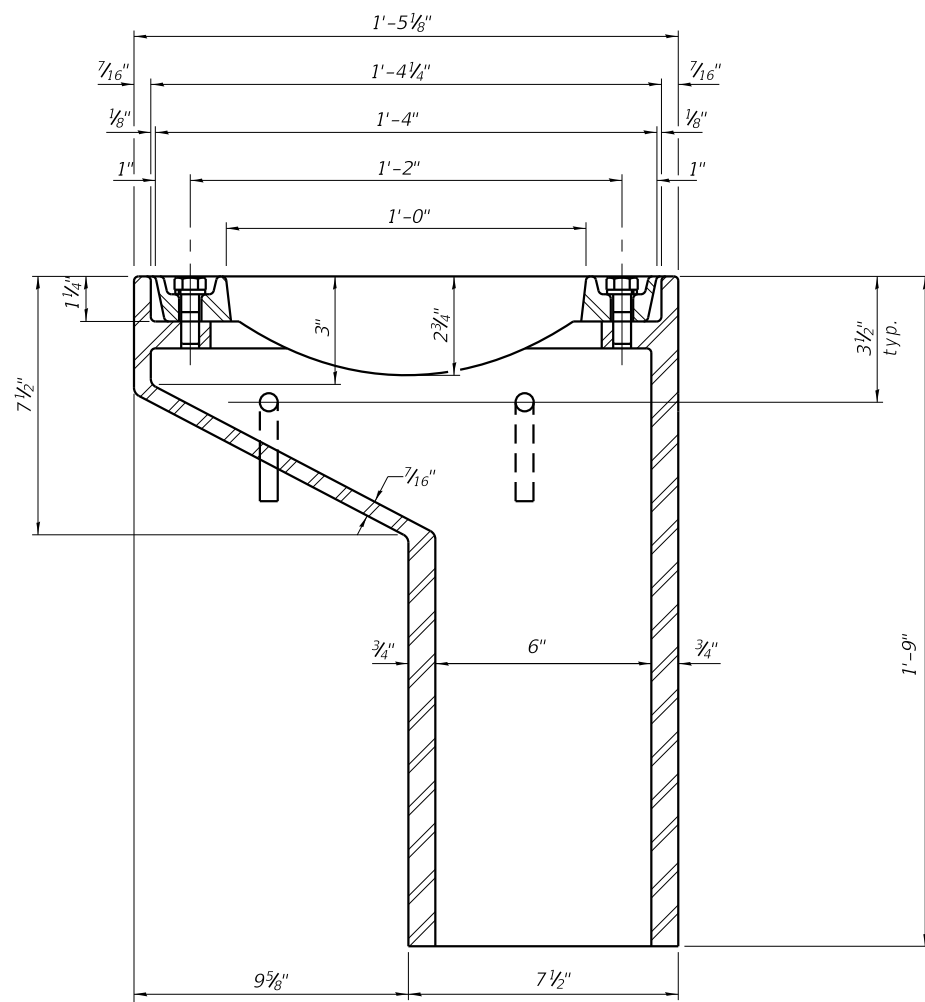
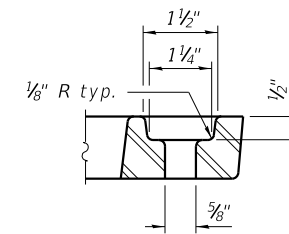
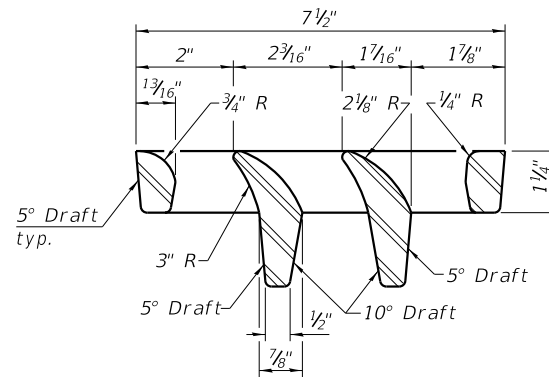
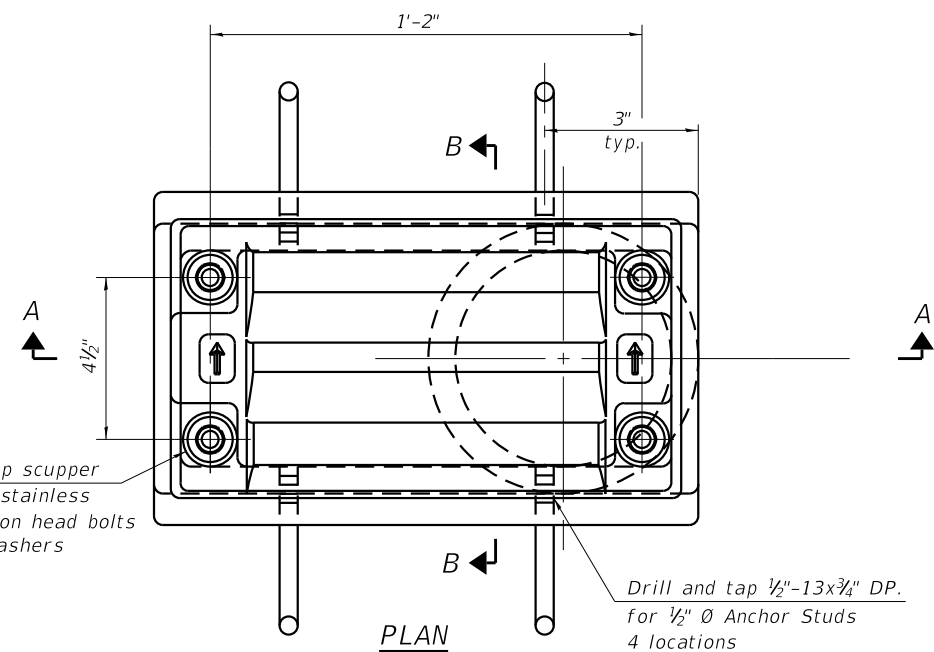


DETAIL E

***Omitted during construction

NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures, Porous Granular Embankment and drainage treatment details, see Sheet 3.
- For location of Detail C thru E, see Sheet 29.
- B.F. denotes Back Face and F.F. denotes Front Face.
- Control Joints in the parapets shall consist of 3/4" chamfer strips on all faces.
- Hatched area to be poured after Superstructure falsework has been removed.
- For v3(E) bar details, see Abutment Sheets.
- For Bar Splicers, see Sheet 57.



See Sheet 1 for scupper location relative to parapet.

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11 2-17-2017



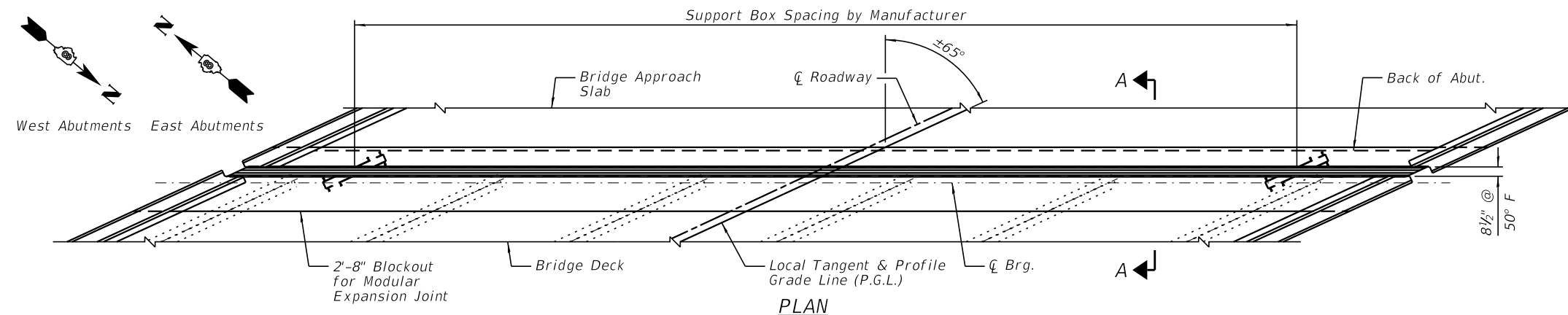
DESIGNED - PMG	REVIS
CHECKED - JCZ	REVIS
DRAWN - DJM/JCZ	REVIS
CHECKED - JML	REVIS
DATE - 10/30/17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

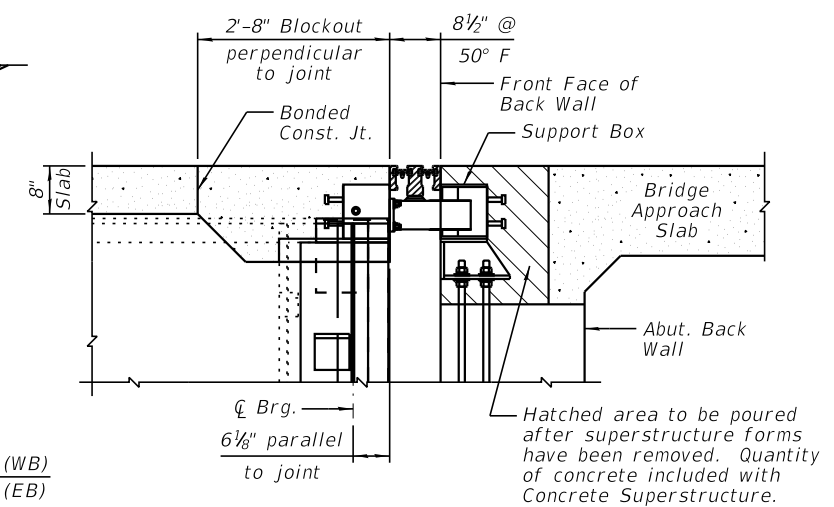
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 31 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	87
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

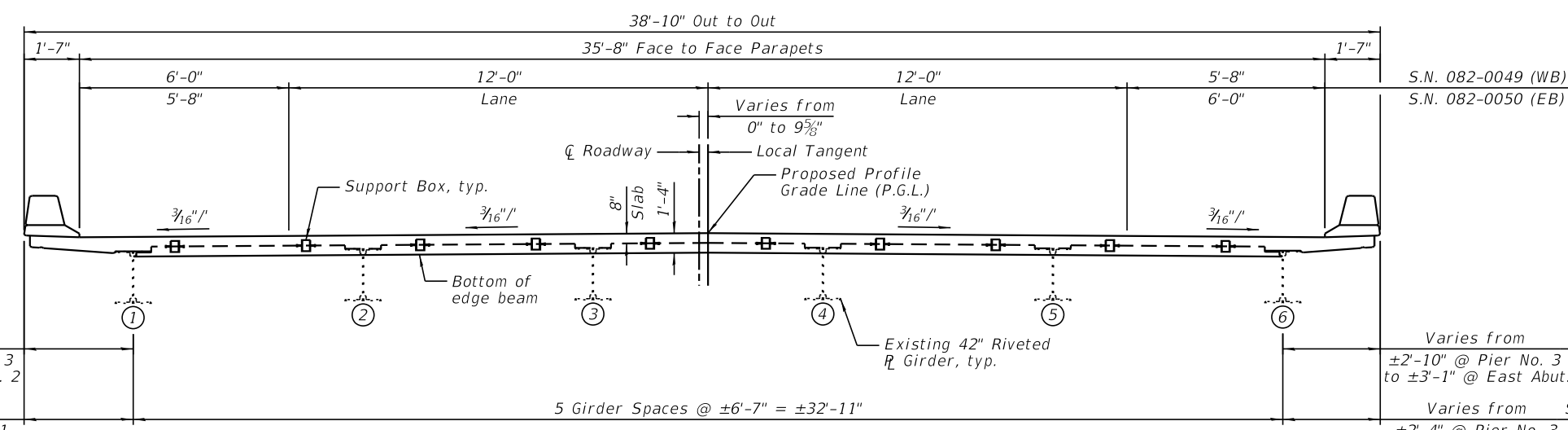


PLAN



SECTION A-A

Support boxes shall be rigidly attached to diaphragms and girders by adjustable brackets, stools or shims.



SECTION THRU JOINT

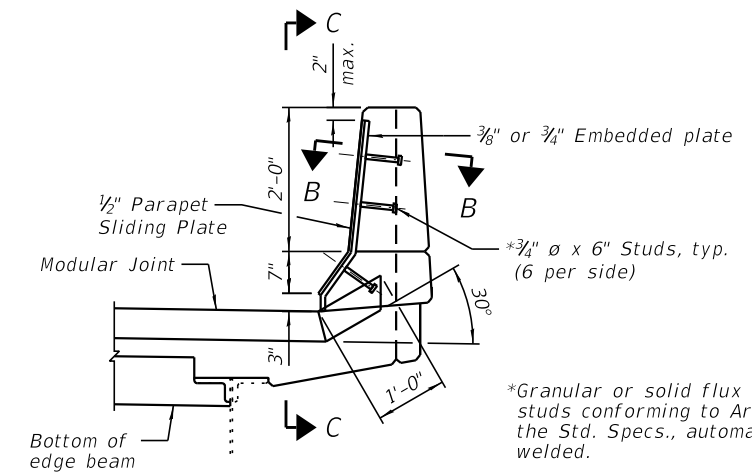
(Looking East)
Unless noted otherwise, horizontal dimensions are at right angles.

BILL OF MATERIAL

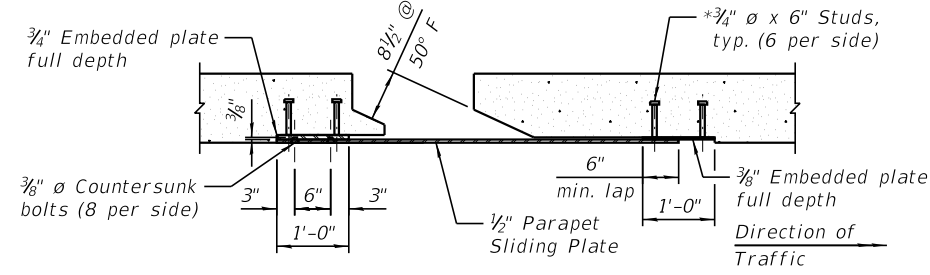
Item	Unit	Total
Modular Expansion Joint-Swivel 6"	Foot	338

NOTES:

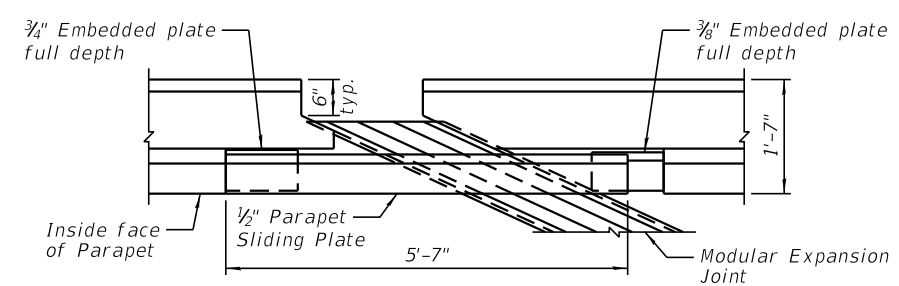
- 1.) The Modular Expansion Joint shall be designed in accordance with the latest AASHTO Specifications for HS20-44 truck loading with impact.
- 2.) The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
- 3.) The joint shall be fabricated and installed according to the manufacturer's recommendations and as described in the GBSP No. 18 for Modular Expansion Joint and as approved by the Engineer.
- 4.) The joint shall be fabricated to conform to the roadway profile and cross slope.
- 5.) All exposed structural steel elements such as separator and edge beam support bars and cover plate shall be fabricated with AASHTO M270, Grade 50 steel unless specified otherwise by the manufacturer.
- 6.) Bolts for the sliding plate assemblies shall be galvanized according to AASHTO M232.
- 7.) The steel plates for the sliding plate assemblies shall be AASHTO M270, Grade 50 and galvanized according to AASHTO M111.
- 8.) All materials, equipment and labor required to install the sliding plate assemblies in the parapets are included in the cost of Modular Expansion Joint-Swivel of the size specified.
- 9.) No aluminum components shall be allowed.
- 10.) All splices of center beams and edge beams shall be full penetration welds (upturn splices may be partial penetration welds).
- 11.) Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the blockout is cast at an ambient temperature other than 50° F.
- 12.) Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
- 13.) All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- 14.) The Modular Expansion Joint shall be either the Mauer System by the D.S. Brown Company, or the LG Swivel System by D.S. Techstar, Inc. The joint shall provide longitudinal movement (parallel to Local Tangent) equal to 2 1/4" and transverse movement (parallel to expansion joint) equal to 2".



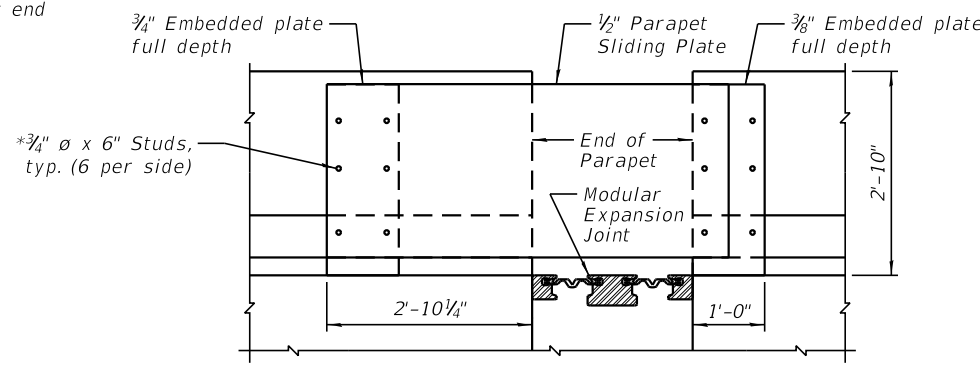
ELEVATION AT PARAPET



SECTION B-B



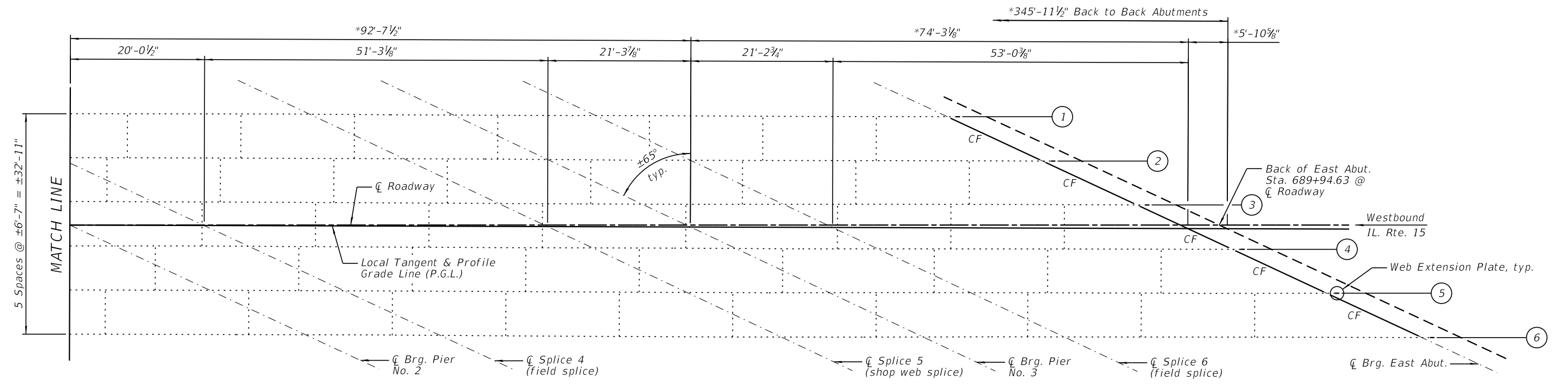
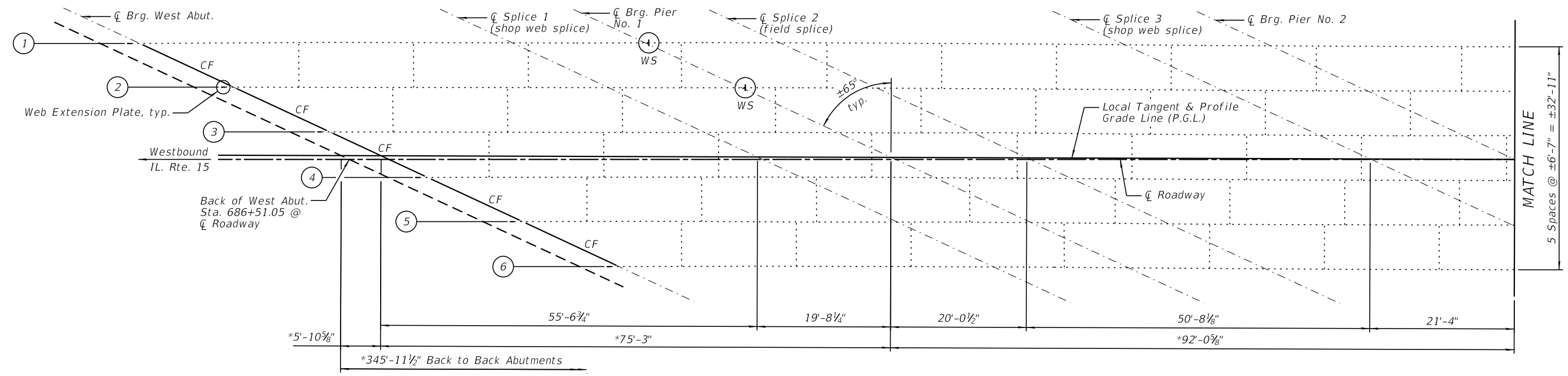
PLAN AT PARAPET



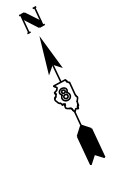
SECTION C-C

DESIGNED - PMG	REVISION
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
CHECKED - JML	REVISION
DATE - 10/30/17	

F.A.P. RTE. 103	SECTION 27-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 125	SHEET NO. 88
CONTRACT NO. 76J11				



PLAN
 (*Dimension per field survey measured along Local Tangent)



- NOTES:**
- 1.) For Cross Frame "CF" connections, see Sheets 36 thru 38.
 - 2.) For Web Stiffeners "WS", see Sheet 37.
 - 3.) For Web Extension Plate details, see Sheets 36 thru 38.



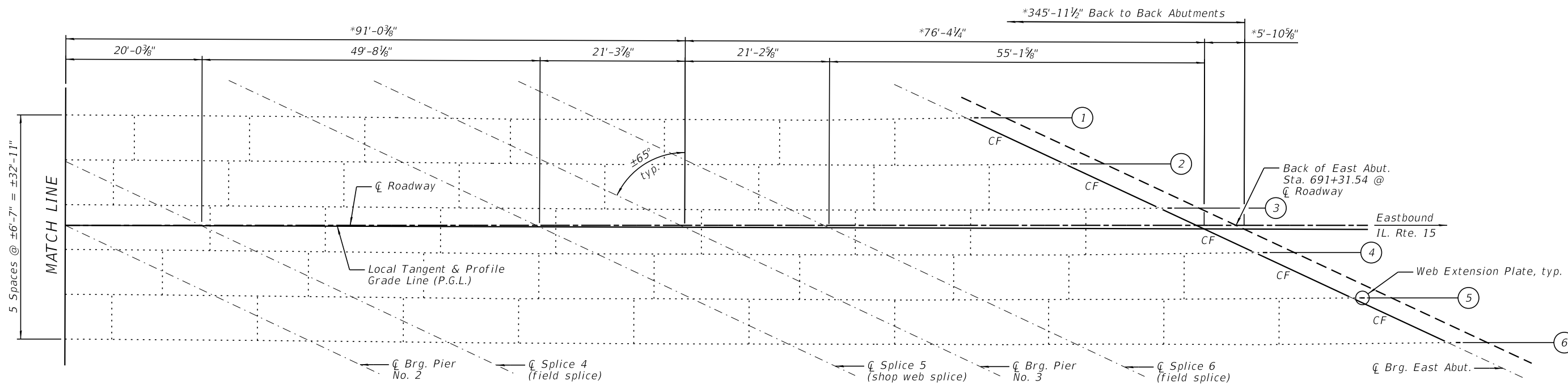
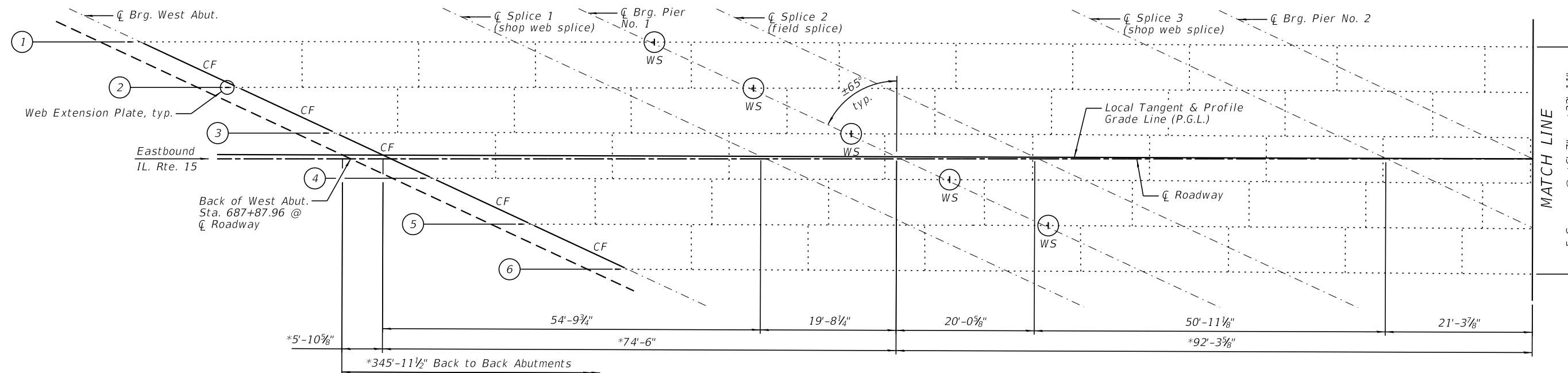
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
 STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

SHEET NO. 33 OF 60 SHEETS

S.N. 082-0049 (WB)				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	89
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



PLAN
 (*Dimension per field survey measured along Local Tangent)

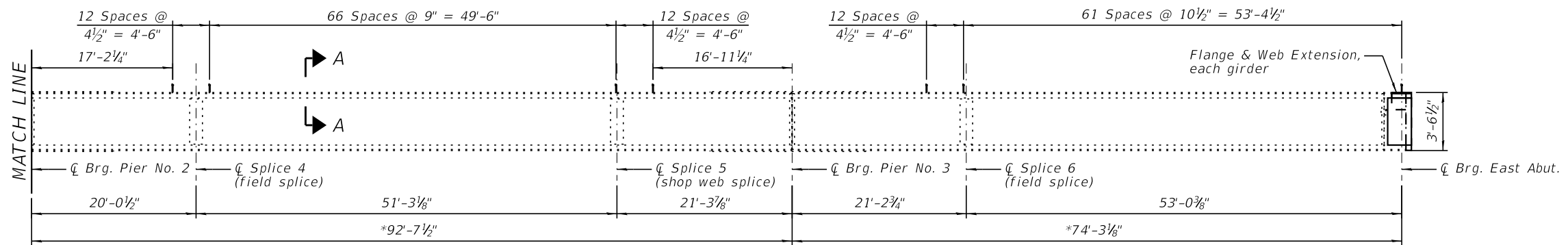
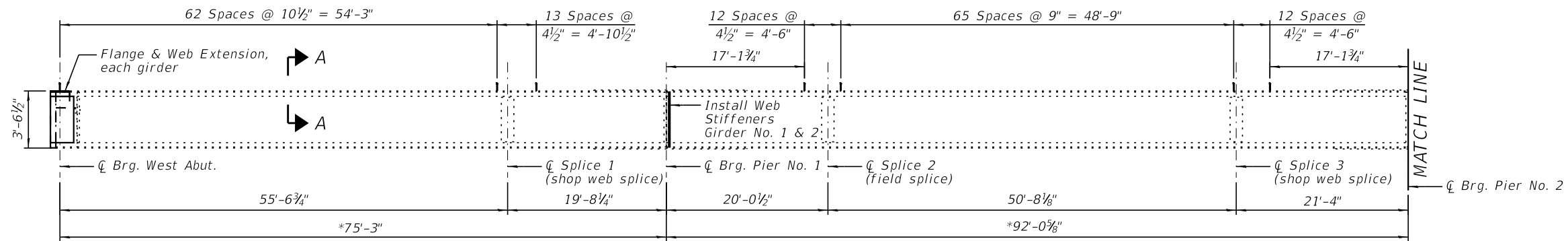


NOTES:

- 1.) For Cross Frame "CF" connections, see Sheets 36 thru 38.
- 2.) For Web Stiffeners "WS", see Sheet 37.
- 3.) For Web Extension Plate details, see Sheets 36 thru 38.

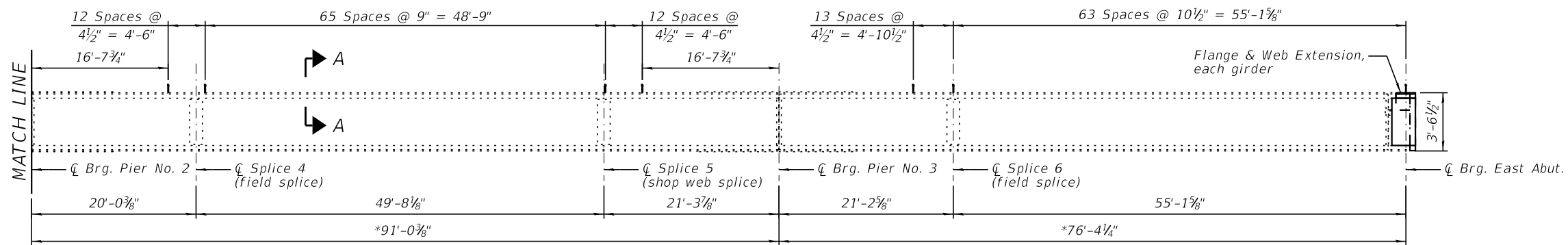
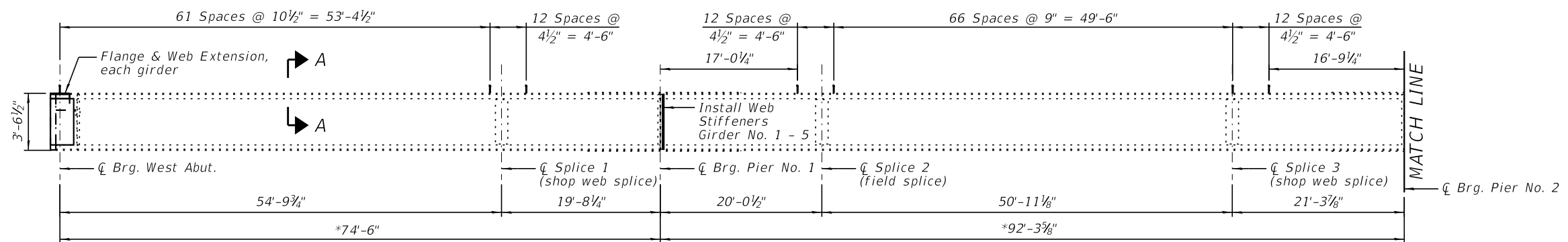
DESIGNED - PMG	REVISION
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
DATE - 10/30/17	REVISION
CHECKED - JML	REVISION

S.N. 082-0050 (EB)		TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 103	SECTION 27-1BR-1	125	90
COUNTY ST. CLAIR		CONTRACT NO. 76J11	
ILLINOIS FED. AID PROJECT			



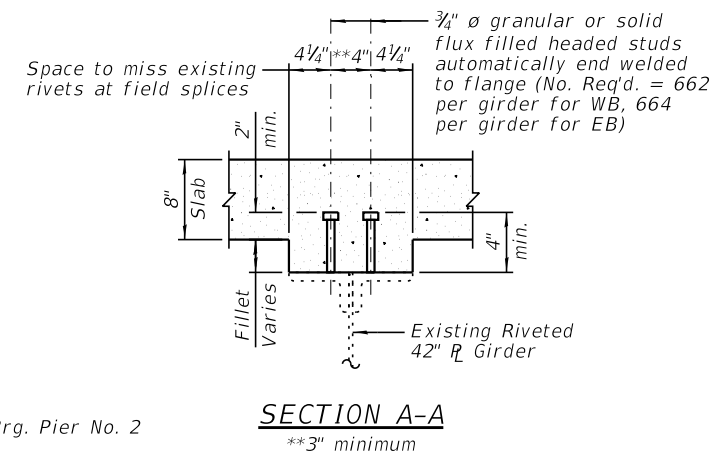
EXISTING GIRDER ELEVATION S.N. 082-0049 (WB)

(*Dimension per field survey measured along Local Tangent)



EXISTING GIRDER ELEVATION S.N. 082-0050 (EB)

(*Dimension per field survey measured along Local Tangent)



INTERIOR GIRDER MOMENT TABLE					
		0.4 Sp. 1 or 0.6 Sp. 4	Piers No. 1 or No. 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier No. 2
I_s	(in ⁴)	15,289	21,392	15,289	21,392
$I_c(n)$	(in ⁴)	35,808		35,808	
$I_c(3n)$	(in ⁴)	26,896		26,896	
S_s	(in ³)	720	978	720	978
$S_c(n)$	(in ³)	956		956	
$S_c(3n)$	(in ³)	882		882	
Z	(in ³)	813	1,096	813	1,096
ρ	(k/')	0.830	1.174	0.830	1.174
$M\rho$	(k)	332	854	298	833
$s\rho$	(k/')	0.299		0.299	
$M_s\rho$	(k)	134		124	
M_L	(k)	581	490	623	525
M_I	(k)	146	117	143	121
$S_3 [M_L + I]$	(k)	1,212	1,012	1,277	1,077
M_a	(k)	2,181	2,425	2,208	2,483
$f_s \rho$ non-comp	(ksi)	5.5	10.5	5.0	10.2
$f_s \rho$ (comp)	(ksi)	1.8		1.7	
$f_s S_3 [M_L + M_I]$	(ksi)	15.2	12.4	16.0	13.2
f_s (Overload)	(ksi)	22.6	22.9	22.7	23.4
f_s (Total)	(ksi)	29.3	29.8	29.5	30.5
VR	(k)	39.9		37.6	

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

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

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

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

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

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

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

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

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

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

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

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

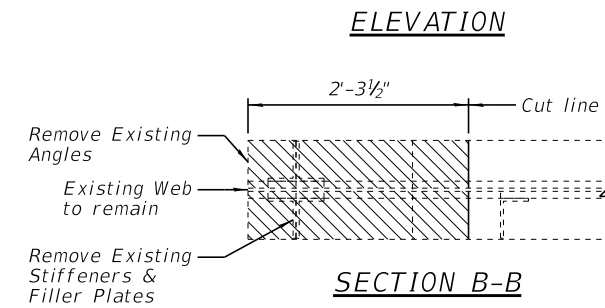
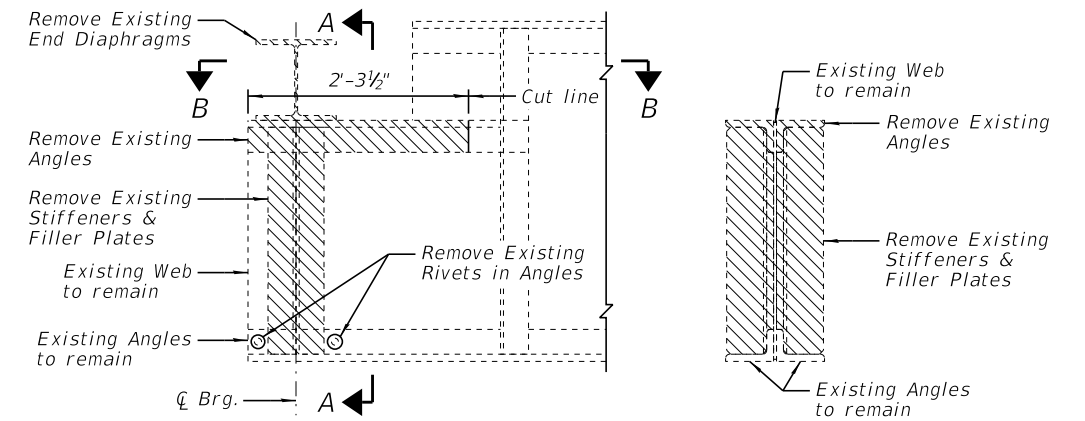
f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

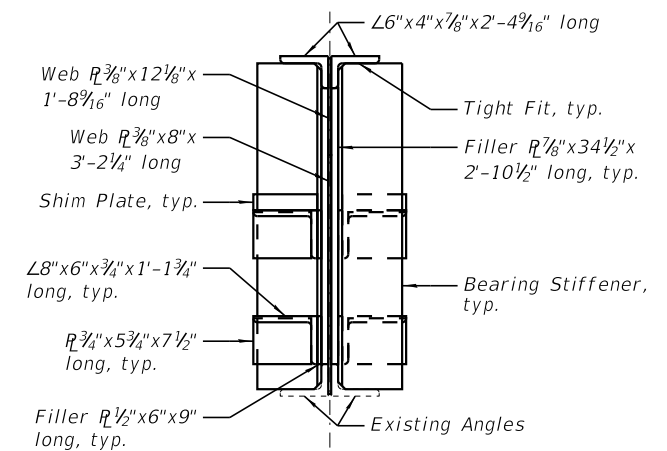
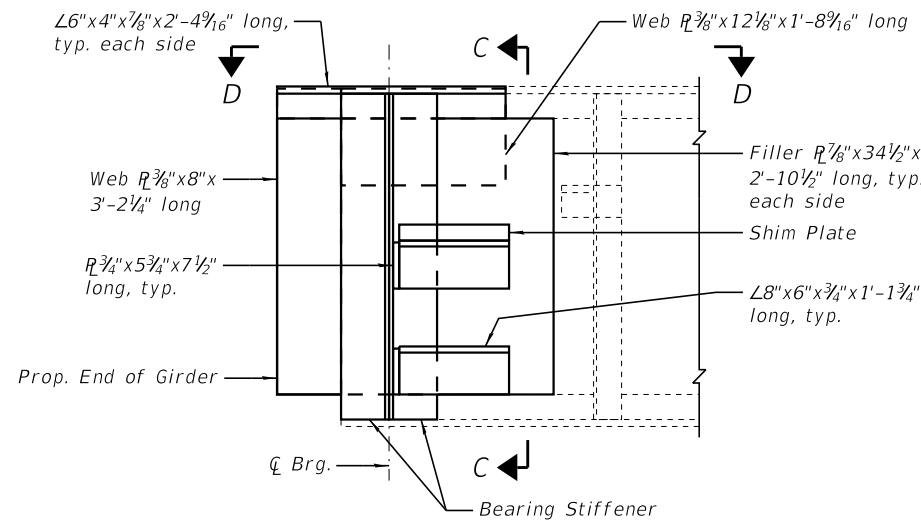
VR: Maximum τ + impact shear range within the composite portion of the span for stud shear connector design (kips).



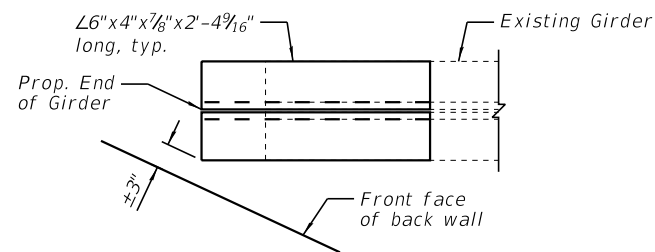
TYPICAL EXISTING GIRDER REMOVAL DETAILS

INTERIOR GIRDER REACTION TABLE				
		Abutments	Piers No. 1 or No. 3	Pier No. 2
$R\rho$	(k)	35.8	110.2	108.1
R_L	(k)	64.1	77.8	78.3
R_I	(k)	18.9	23.4	23.5
R_{Total}	(k)	118.8	211.4	209.9

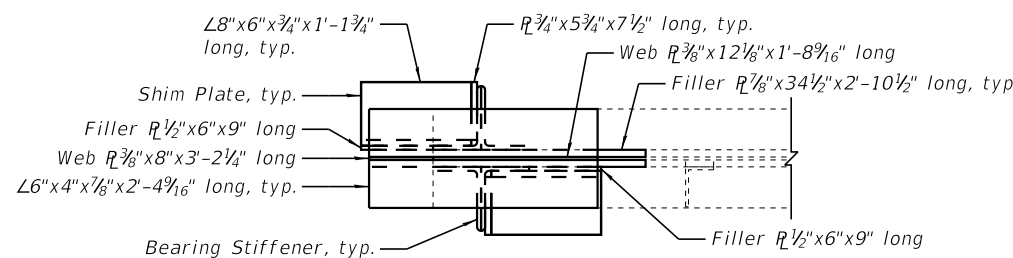
** Braced non-compact and partially braced section



SECTION C-C



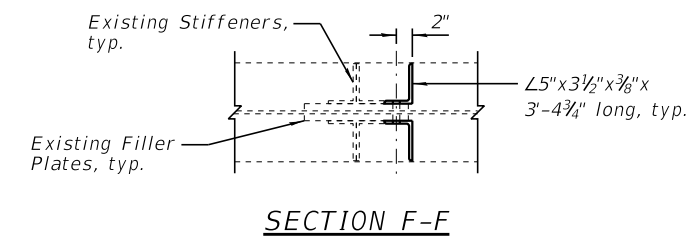
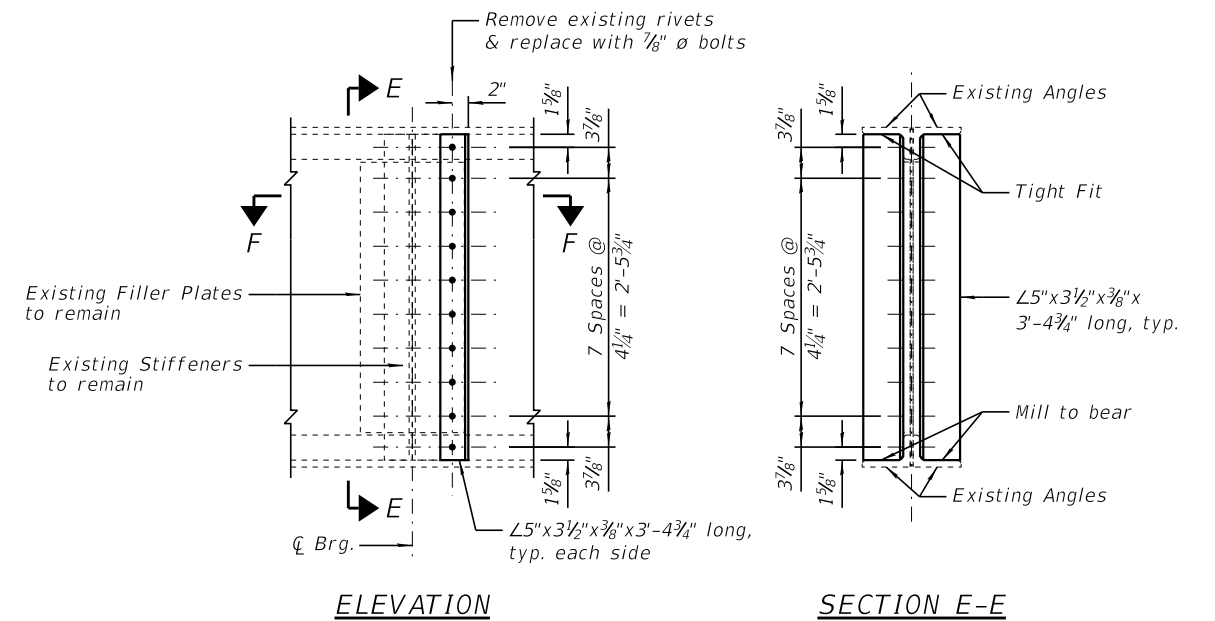
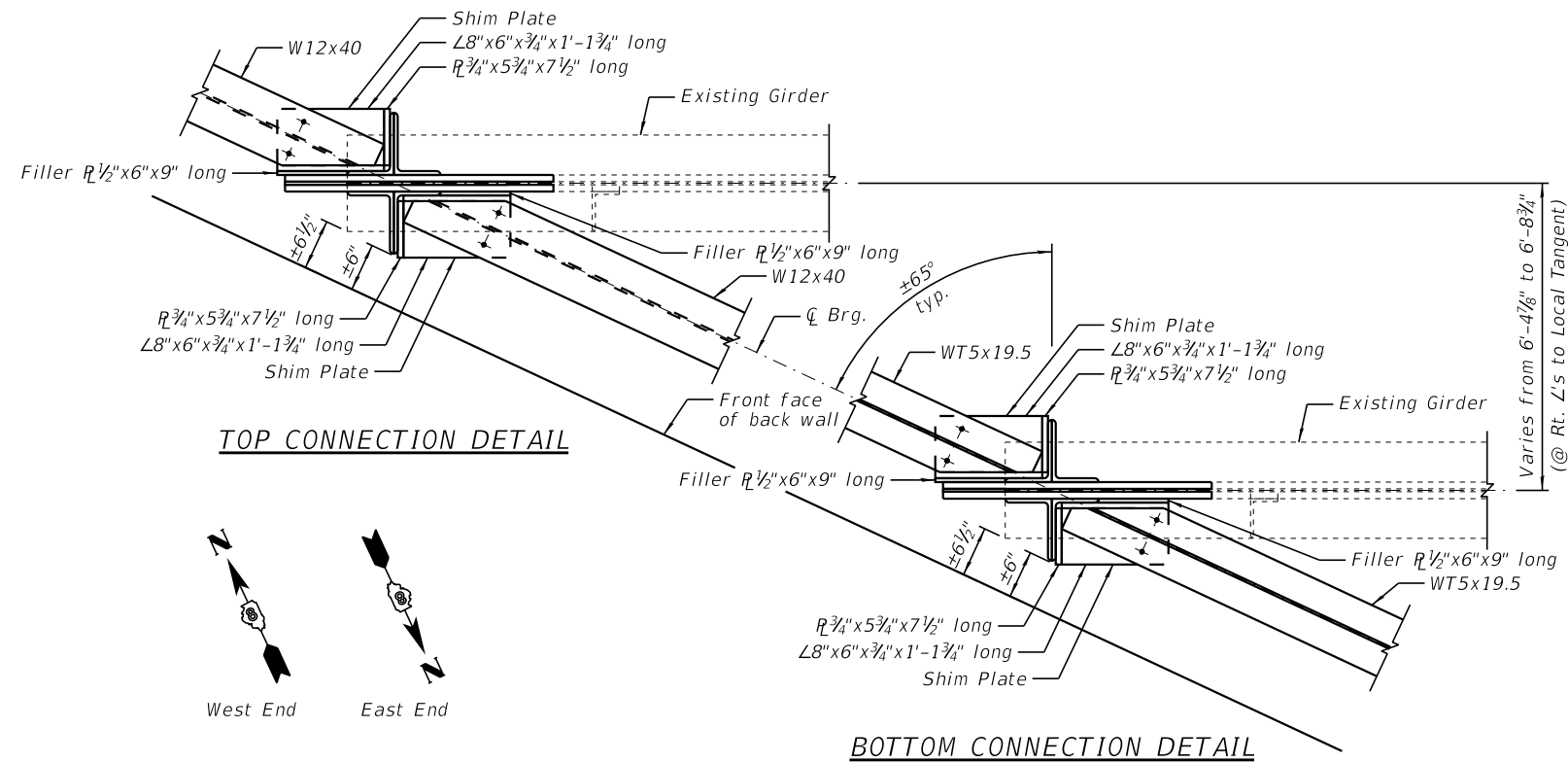
TOP OF GIRDER DETAIL



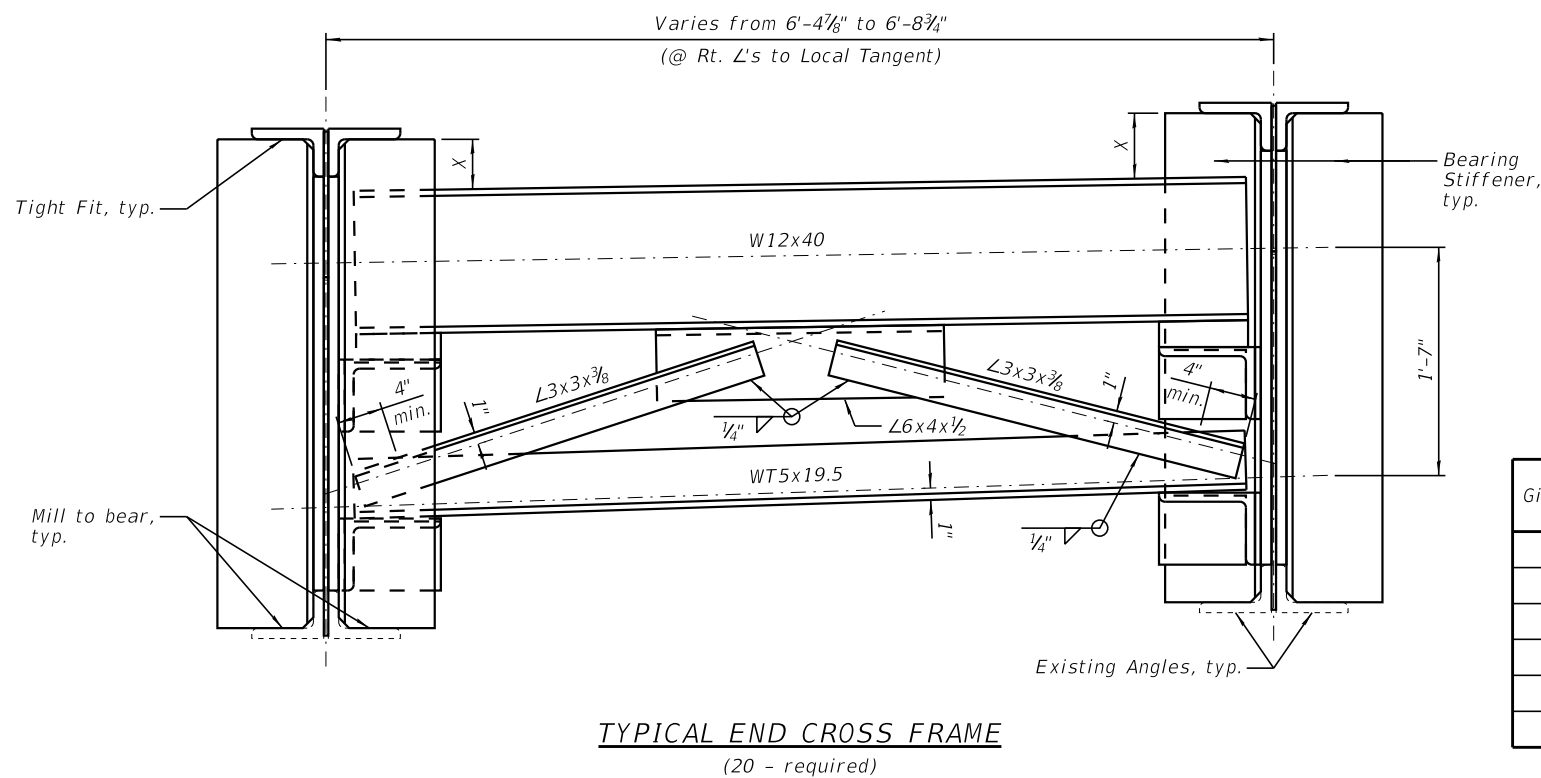
SECTION D-D

TYPICAL GIRDER DETAILS
(24 - Flange/Web Extensions required)

Girder No.	Shim Plate Thickness			
	WB W. End	WB E. End	EB W. End	EB E. End
①	3 3/8"	1 1/8"	1 1/8"	1"
②	3"	1 3/4"	1 1/8"	1 1/4"
③	2 3/4"	1 3/8"	1 1/4"	1 3/8"
④	2 7/8"	1 1/2"	1 7/8"	1 1/8"
⑤	2 1/2"	5/8"	1 5/8"	1/4"
⑥	1 3/8"	1 1/4"	2"	7/8"

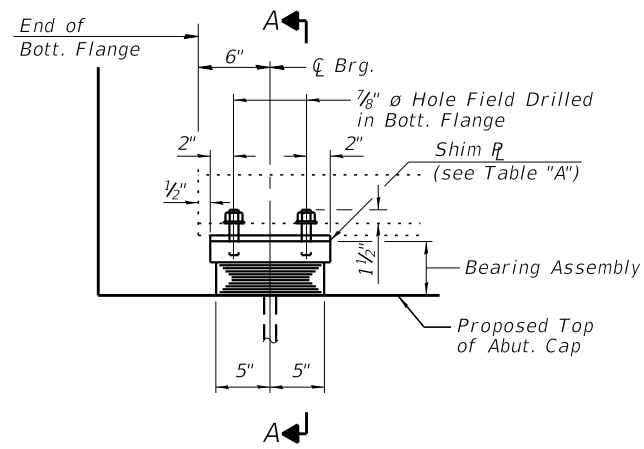


WEB STIFFENER DETAILS AT PIER BEARINGS
(7 - required)

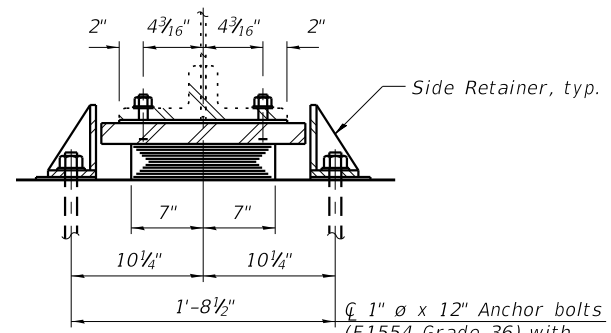


Girder No.	"X" Dimension			
	WB W. End	WB E. End	EB W. End	EB E. End
①	2 $\frac{3}{4}''$	5 $\frac{1}{4}''$	5 $\frac{1}{4}''$	5 $\frac{3}{8}''$
②	3 $\frac{3}{8}''$	4 $\frac{7}{8}''$	5 $\frac{1}{4}''$	5 $\frac{1}{8}''$
③	3 $\frac{7}{8}''$	4 $\frac{3}{4}''$	5 $\frac{1}{8}''$	5"
④	3 $\frac{1}{2}''$	4 $\frac{7}{8}''$	4 $\frac{1}{2}''$	5 $\frac{1}{4}''$
⑤	3 $\frac{1}{8}''$	5 $\frac{3}{4}''$	4 $\frac{3}{4}''$	6 $\frac{1}{8}''$
⑥	5"	5 $\frac{1}{8}''$	4 $\frac{3}{8}''$	5 $\frac{1}{2}''$

- NOTES:**
- Detail $\frac{15}{16}'' \varnothing$ holes for all $\frac{3}{4}'' \varnothing$ bolts.
 - Two hardened washers required for each set of oversized holes.

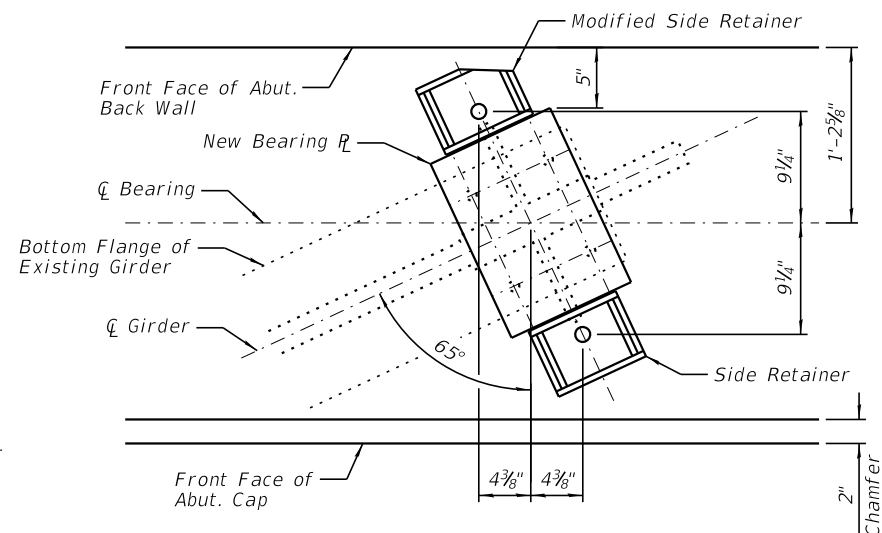


ELEVATION AT ABUT.



SECTION A-A

1" ϕ x 12" Anchor bolts (F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" R washer under nut

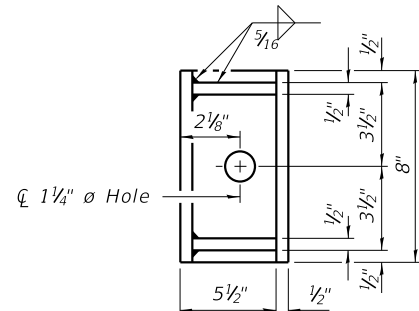
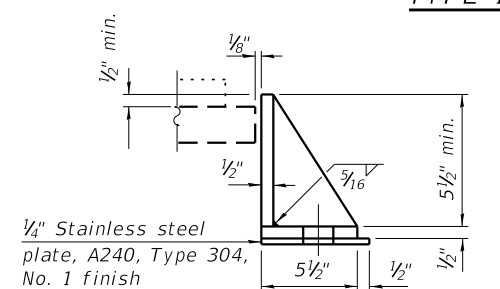


ANCHOR BOLT PLACEMENT DETAIL

TABLE "A"

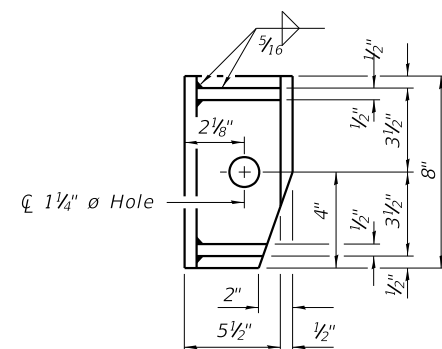
Girder No.	Shim Plate Thickness
EB W. Abut. - 6	1/2"

TYPE I ELASTOMERIC EXP. BRG.



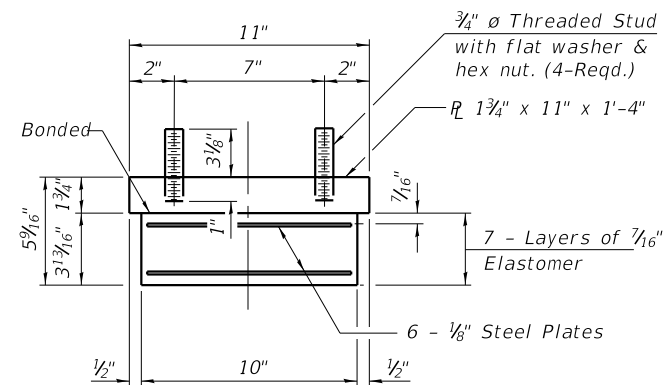
SIDE RETAINER

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



MODIFIED SIDE RETAINER

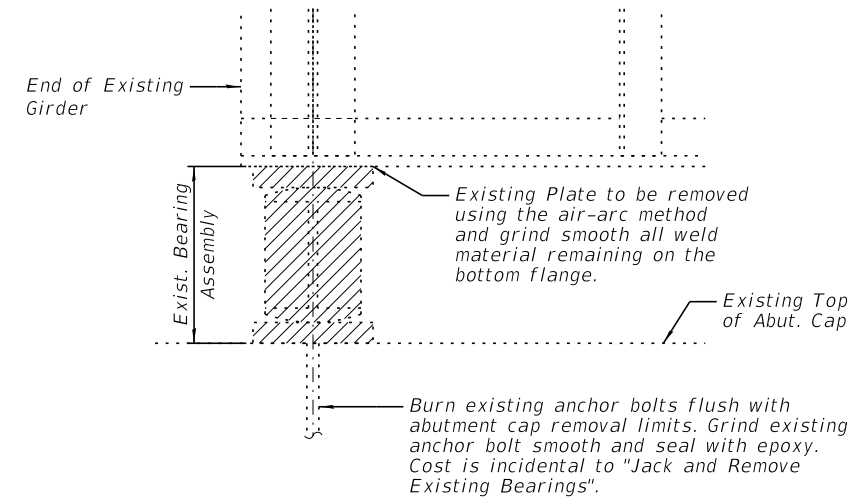
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



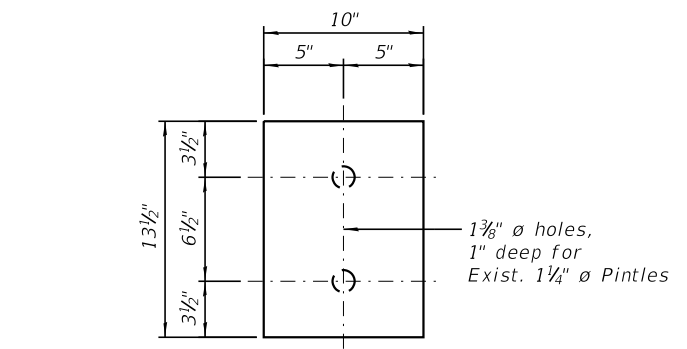
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

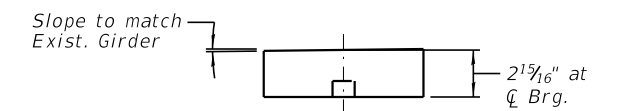
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
All existing abutment bearings shall be removed and replaced with Elastomeric Bearing Assembly, Type I.
The existing rocker bearings at WB Pier No. 1, EB Pier No. 1, and EB Pier No. 2 shall be adjusted according to the special provision "Adjust Rocker and Sole Plate". A continuous, 3/4" fillet weld shall be used to field weld the new sole plate to the existing girder.
Minimum jack capacity at Abutments = 7 tons.
Minimum jack capacity at Piers No. 1 & No. 3 = 19 tons.



EXISTING BEARING REMOVAL DETAIL



PLAN



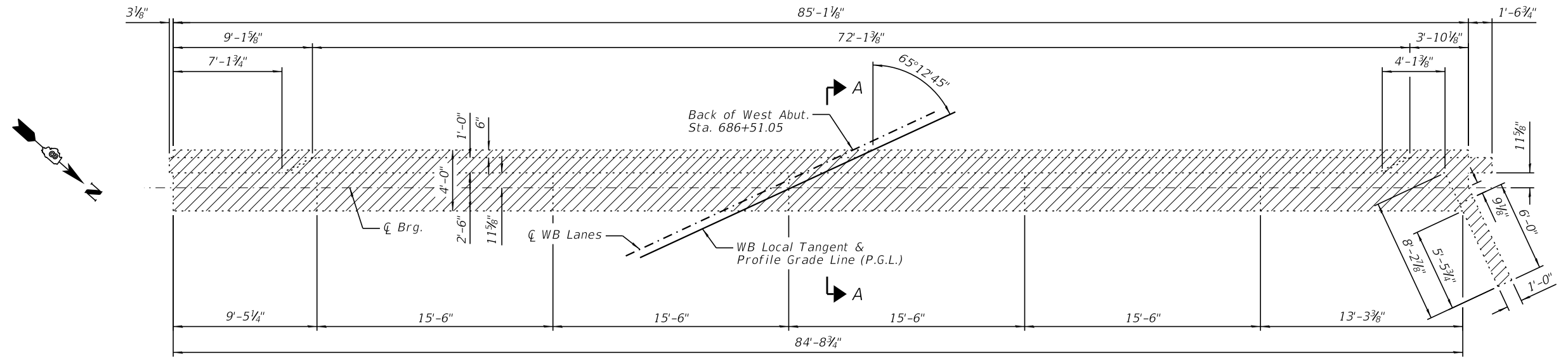
SIDE VIEW

REPLACEMENT SOLE PLATE

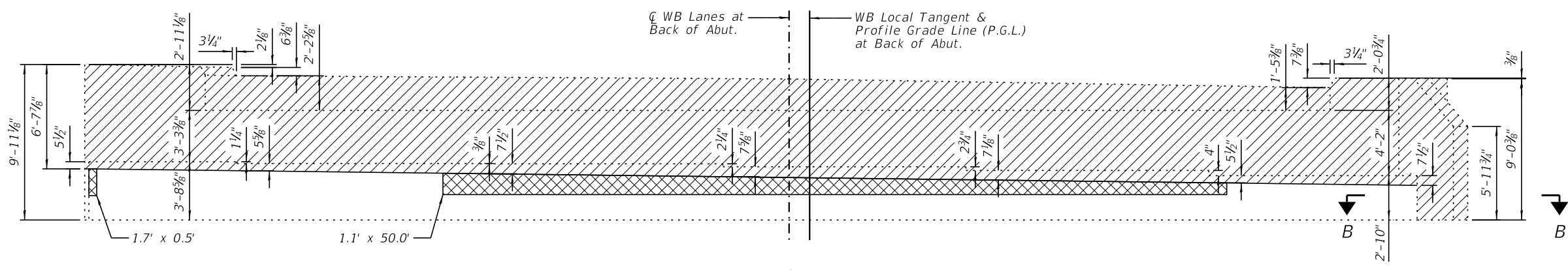
(Dimensions based on Existing Plans)

BILL OF MATERIAL

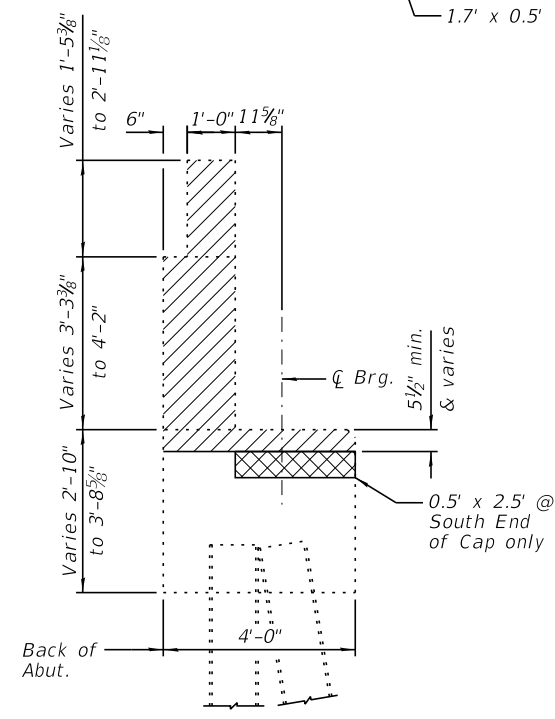
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Adjust Rocker and Sole Plate	Each	18
Jack and Remove Existing Bearings	Each	24



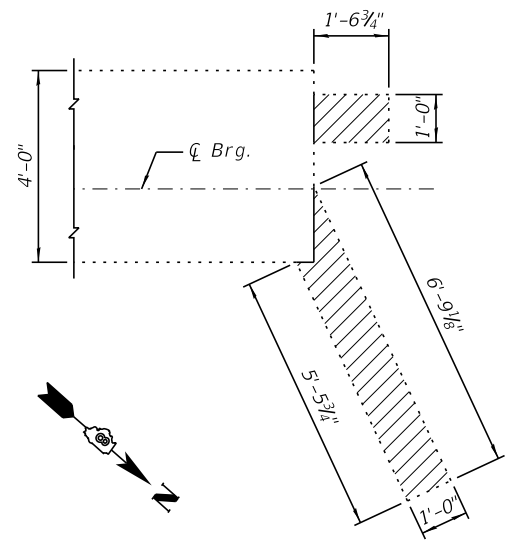
PLAN



ELEVATION
(Looking Southwest)

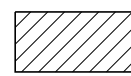
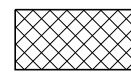


SECTION A-A
(Horiz. dimensions @ Rt. L's)



SECTION B-B

LEGEND

-  Concrete Removal
-  Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	27.7
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	57

NOTE:

Existing reinforcement bars shall be cut off flush with the removal limits.



DESIGNED - PMG
CHECKED - JCZ
DRAWN - DJM/JCZ
DATE - 10/30/17

REVIS
REVIS
REVIS
REVIS

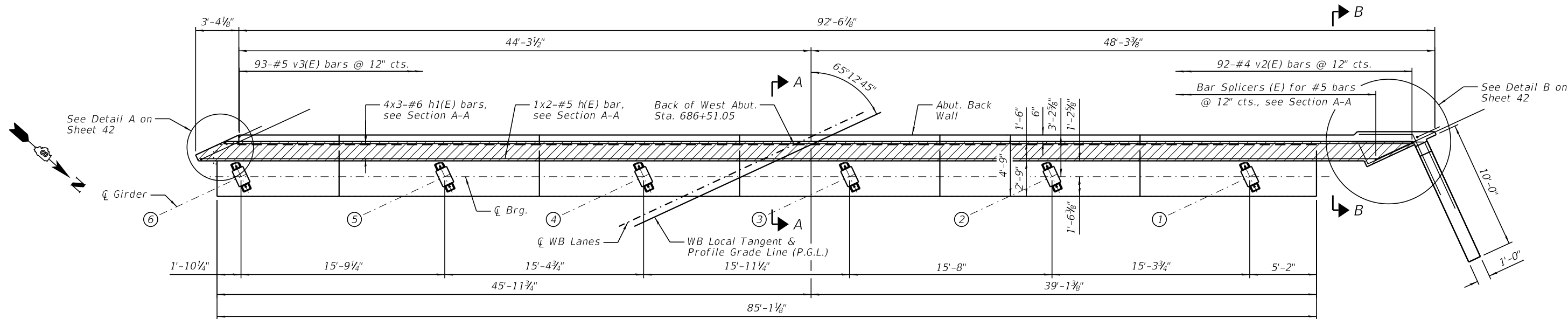
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REMOVAL
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

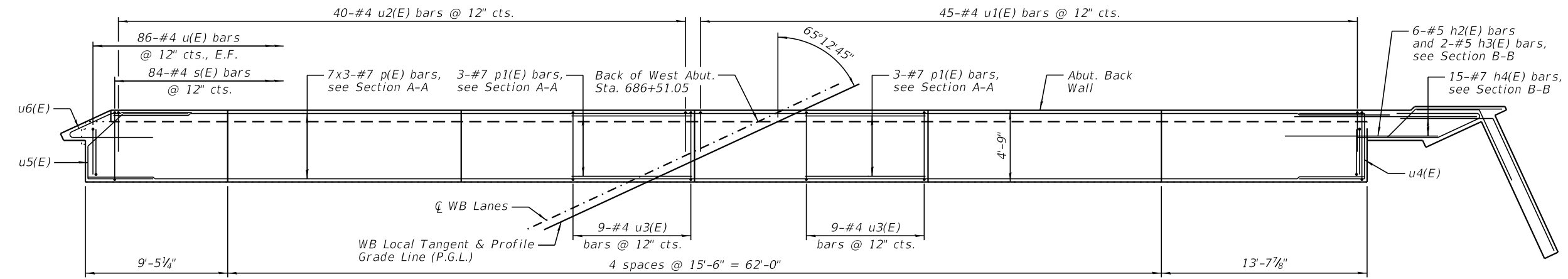
SHEET NO. 40 OF 60 SHEETS

S.N. 082-0049 (WB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
		SHEET NO.	96
CONTRACT NO. 76J11			

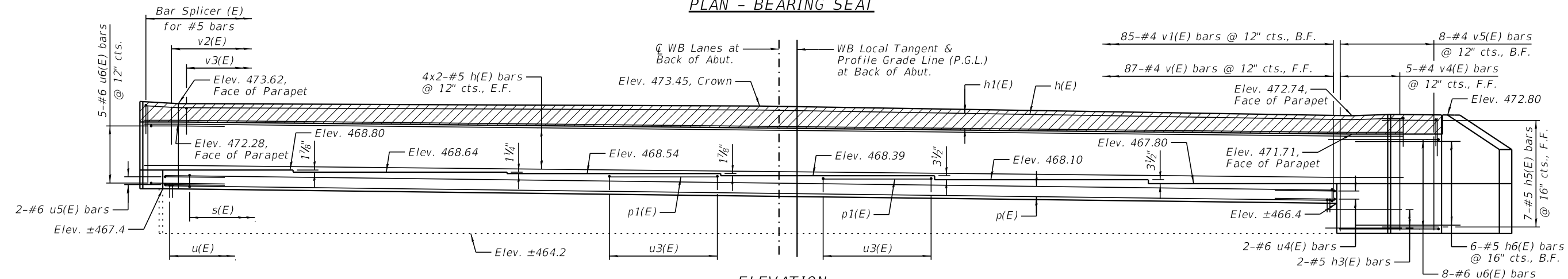
ILLINOIS FED. AID PROJECT



TOP VIEW



PLAN - BEARING SEAT



ELEVATION
(Looking Southwest)

NOTES:

- 1.) Elevations at top of hatched area are given at the front face of the back wall.
- 2.) At North end of abutment, cut front-face leg of u6(E) bars where they conflict with the existing cap.
- 3.) Bars indicated thus 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
- 4.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 5.) Space reinforcement in cap to miss anchor bolts.
- 6.) Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.
- 7.) Drill & grout h3(E), u(E), u1(E), and u2(E), bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 8.) For Bill of Material, see Sheet 43.

MINIMUM BAR LAP

- #5 bar = 3'-7"
- #6 bar = 4'-4"
- #7 bar = 5'-0"



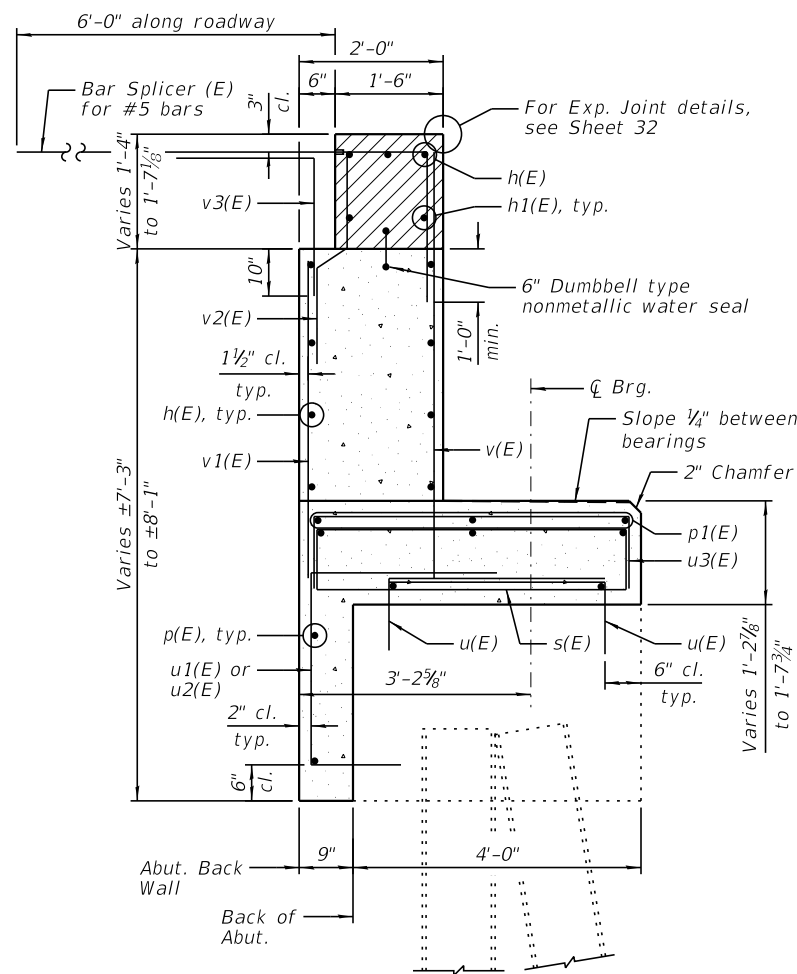
DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

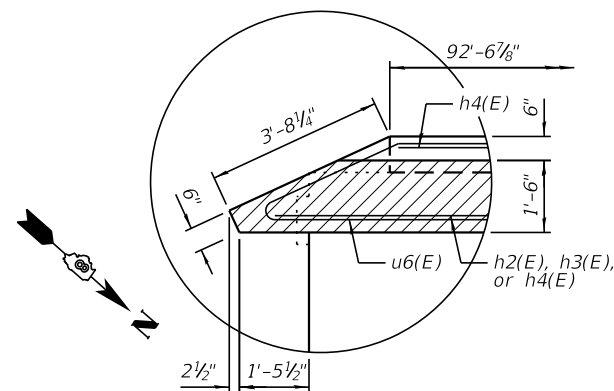
WEST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 41 OF 60 SHEETS

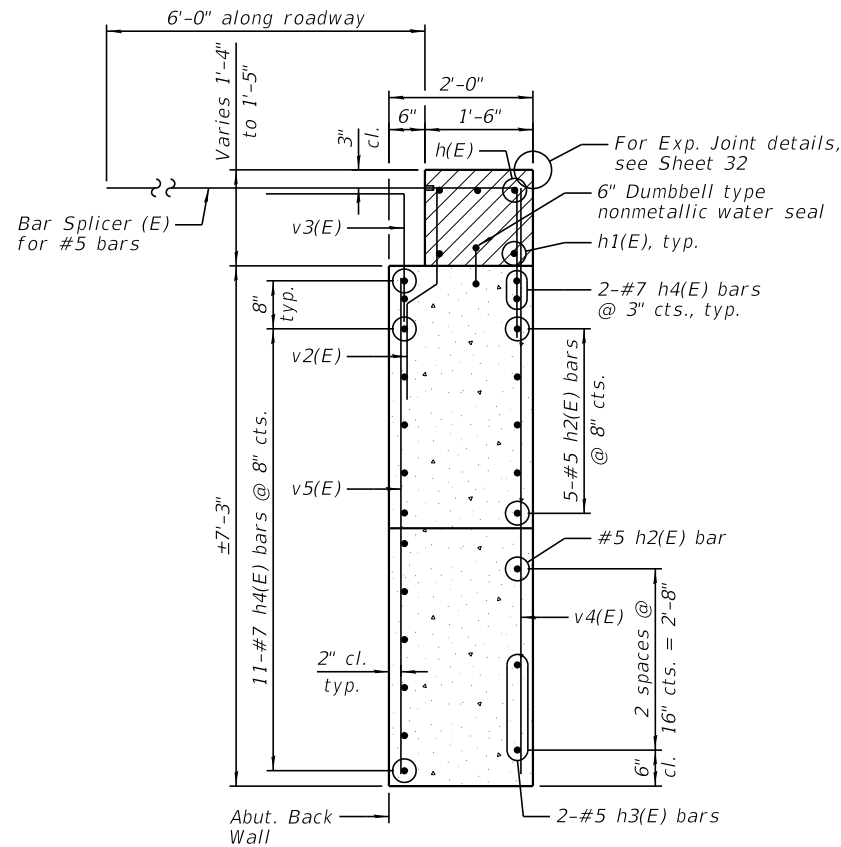
S.N. 082-0049 (WB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
DATE		CONTRACT NO.	SHEET NO.
10/30/17		76J11	97
ILLINOIS FED. AID PROJECT			



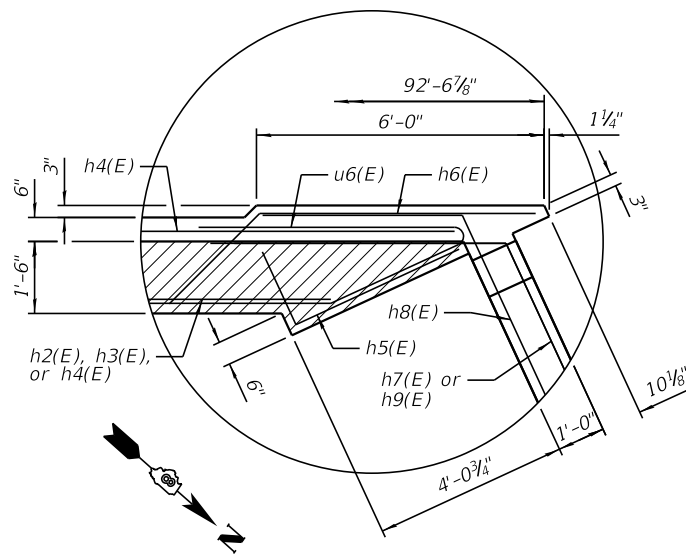
SECTION A-A
(Horiz. dimensions @ Rt. L's)



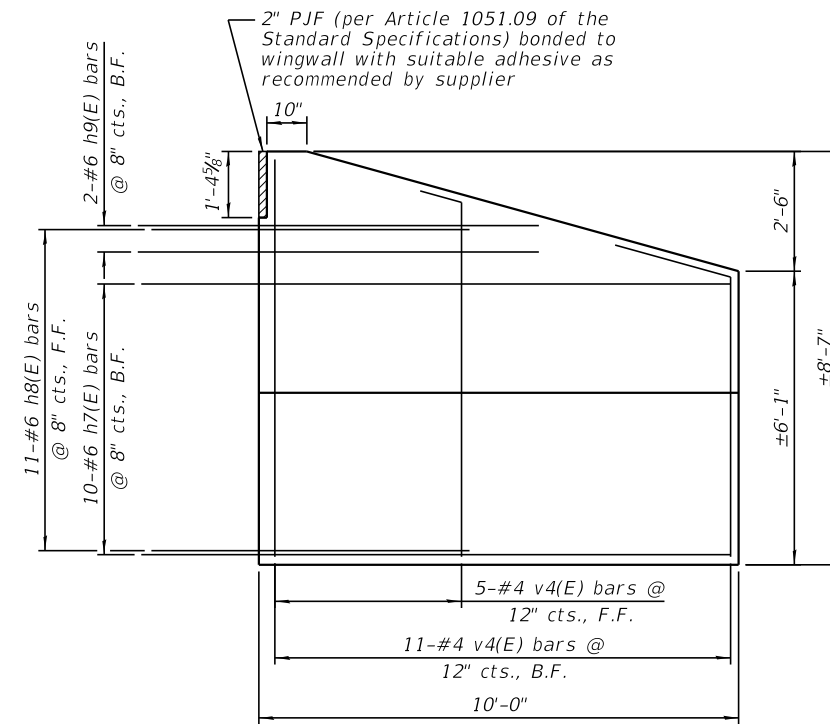
DETAIL A



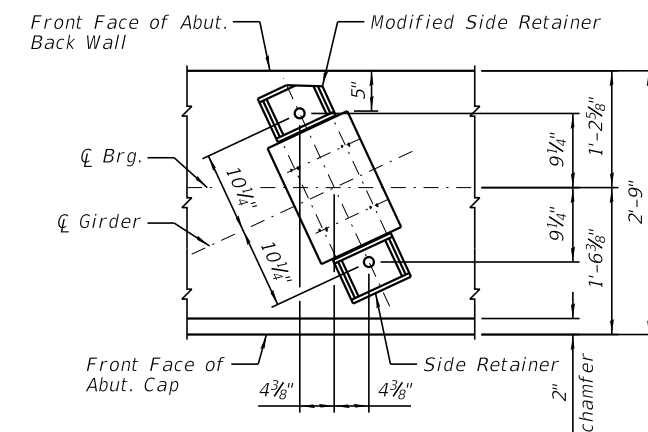
SECTION B-B
(Horiz. dimensions @ Rt. L's)



DETAIL B



ELEVATION - WING WALL
(Looking West)



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

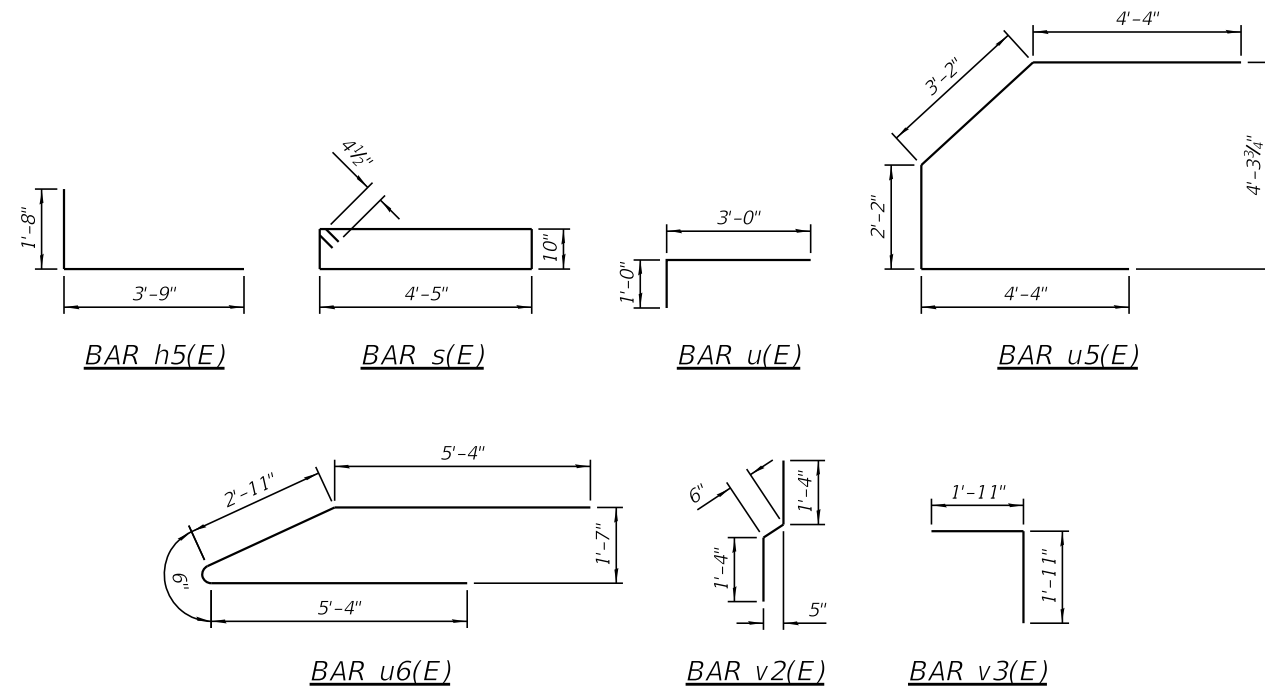
NOTES:

- 1.) For details of Bar Splicers, see Sheet 57.
- 2.) Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- 3.) Parapet reinforcement within the hatched area not shown for clarity. See the Bridge Approach Slab Details.
- 4.) Space reinforcement in cap to miss anchor bolts.
- 5.) Pour steps monolithically with cap.
- 6.) Drill & grout h3(E), u(E), u1(E), and u2(E) bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 7.) Bend v4(E) bars in field to fit in wing wall.
- 8.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 9.) For locations of Detail A and Detail B, see Sheet 41.

BAR BENDING DIAGRAMS

Bar	a	b	c	Diagram
h6(E)	5'-9"	2'-8"	1'-10 ³ / ₈ "	
h7(E)	9'-8"	6'-2"	2'-7"	
h8(E)	5'-2"	4'-2"	1'-9"	
h9(E)	5'-8"	5'-8"	2'-4 ¹ / ₂ "	

Bar	a	b	c	Diagram
u1(E)	2'-7"	2'-8"	1'-3"	
u2(E)	2'-7"	3'-2"	1'-3"	
u3(E)	1'-0"	4'-5"	1'-0"	
u4(E)	4'-4"	4'-4"	4'-4"	



WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	47'-5"	—
h1(E)	12	#6	33'-4"	—
h2(E)	6	#5	10'-10"	—
h3(E)	2	#5	6'-2"	—
h4(E)	15	#7	14'-3"	—
h5(E)	7	#5	5'-5"	L
h6(E)	6	#5	8'-5"	—
h7(E)	10	#6	15'-10"	—
h8(E)	11	#6	9'-4"	—
h9(E)	2	#6	11'-4"	—
p(E)	21	#7	31'-6"	—
p1(E)	6	#7	7'-9"	—
s(E)	84	#4	11'-3"	□
u(E)	172	#4	4'-0"	L
u1(E)	45	#4	6'-6"	□
u2(E)	40	#4	7'-0"	□
u3(E)	18	#4	6'-5"	□
u4(E)	2	#6	13'-0"	□
u5(E)	2	#6	14'-0"	□
u6(E)	13	#6	14'-1"	—
v(E)	87	#4	5'-7"	—
v1(E)	85	#4	4'-3"	—
v2(E)	92	#4	3'-2"	—
v3(E)	93	#5	3'-10"	L
v4(E)	21	#4	8'-2"	—
v5(E)	8	#4	6'-9"	—

Item	Unit	Quantity
Porous Granular Embankment	Cu. Yd.	73
Structure Excavation	Cu. Yd.	165
Concrete Structures	Cu. Yd.	57.6
Reinforcement Bars, Epoxy Coated	Pound	7,180
Concrete Sealer	Sq. Ft.	819
Geocomposite Wall Drain	Sq. Yd.	87
Granular Backfill for Structures	Cu. Yd.	85
Pipe Underdrains for Structures 4"	Foot	116

S.N. 082-0049 (WB)



DESIGNED - PMG	REVIS
CHECKED - JCZ	REVIS
DRAWN - DJM/JCZ	REVIS
CHECKED - JML	REVIS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

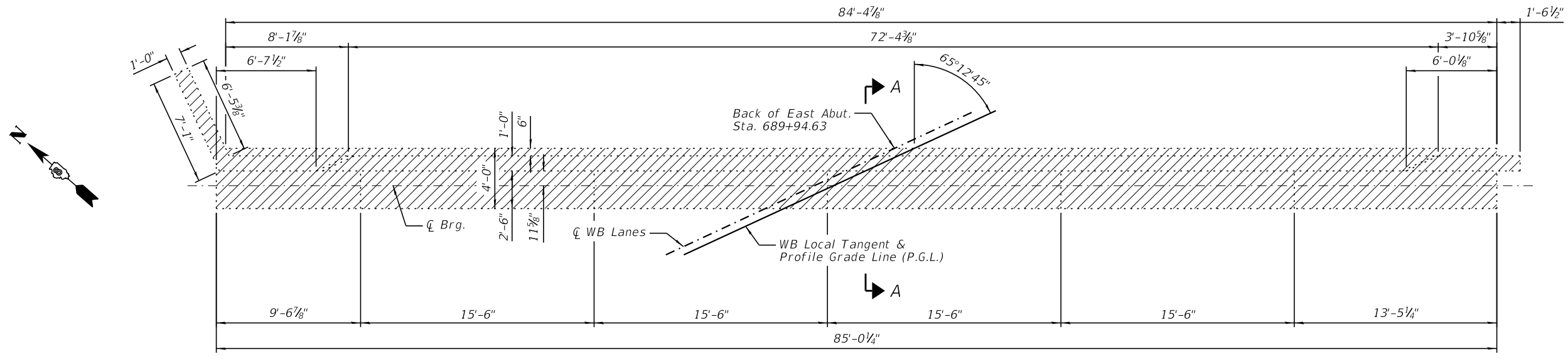
SHEET NO. 43 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	99
CONTRACT NO. 76J11				

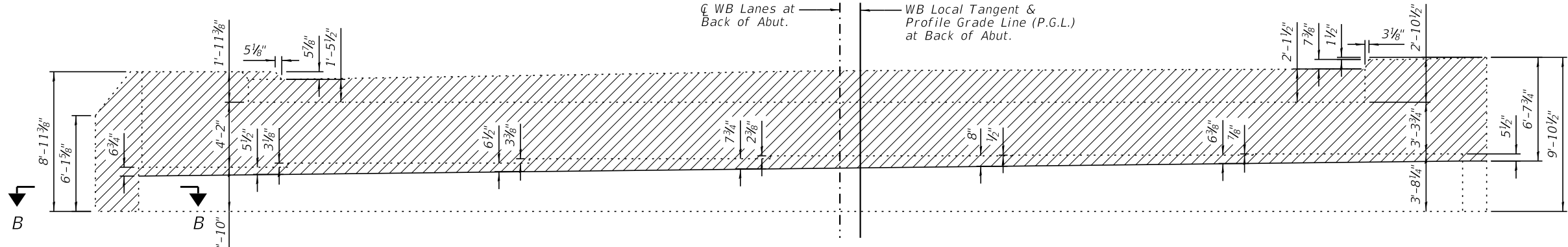
ILLINOIS FED. AID PROJECT

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BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / info@fw.com

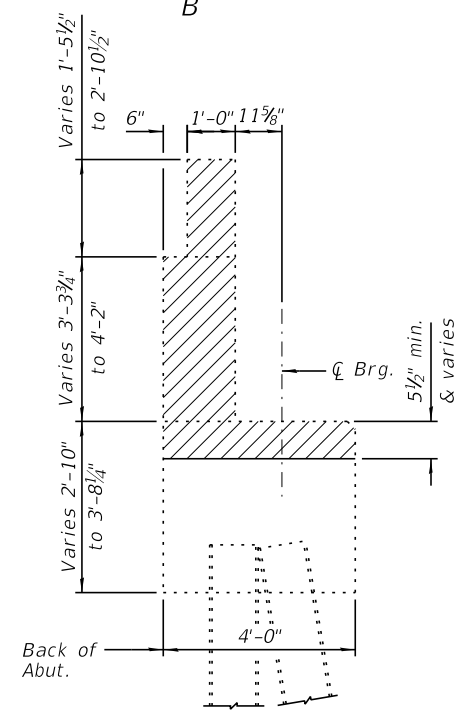
DATE - 10/30/17



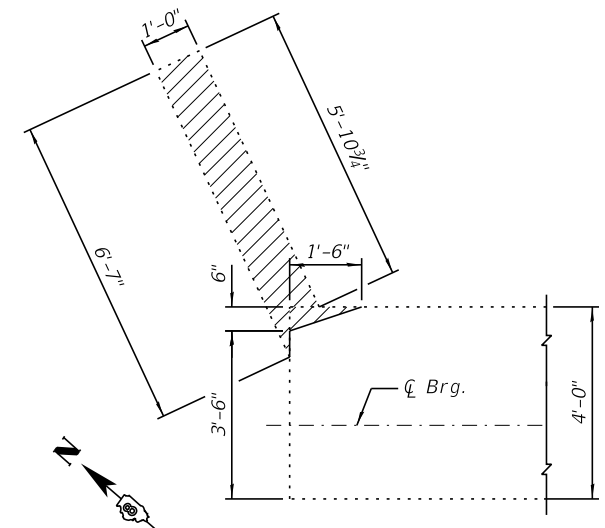
PLAN



ELEVATION
(Looking Northeast)



SECTION A-A
(Horiz. dimensions @ Rt. L's)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	30.1

LEGEND



NOTE:

Existing reinforcement bars shall be cut off flush with the removal limits.



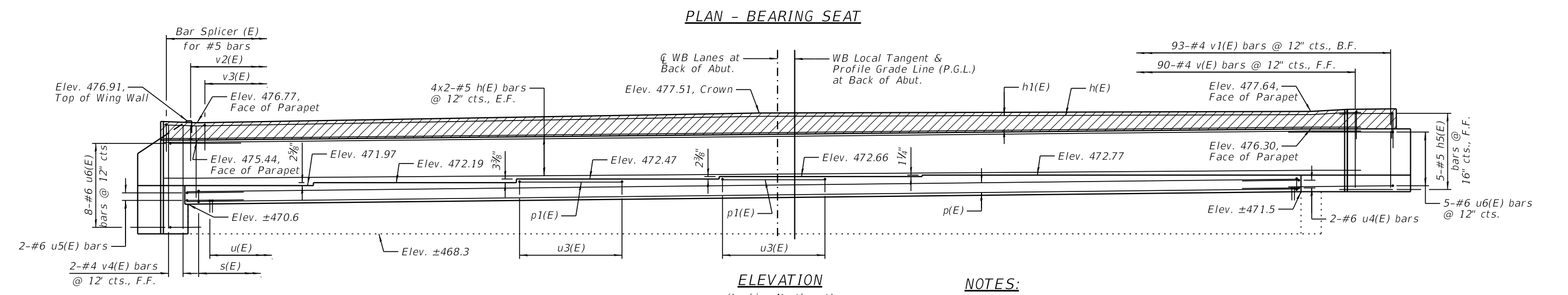
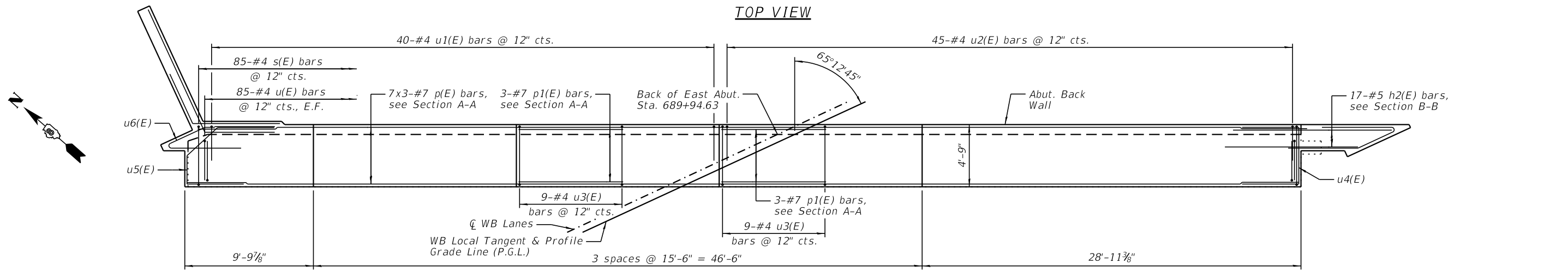
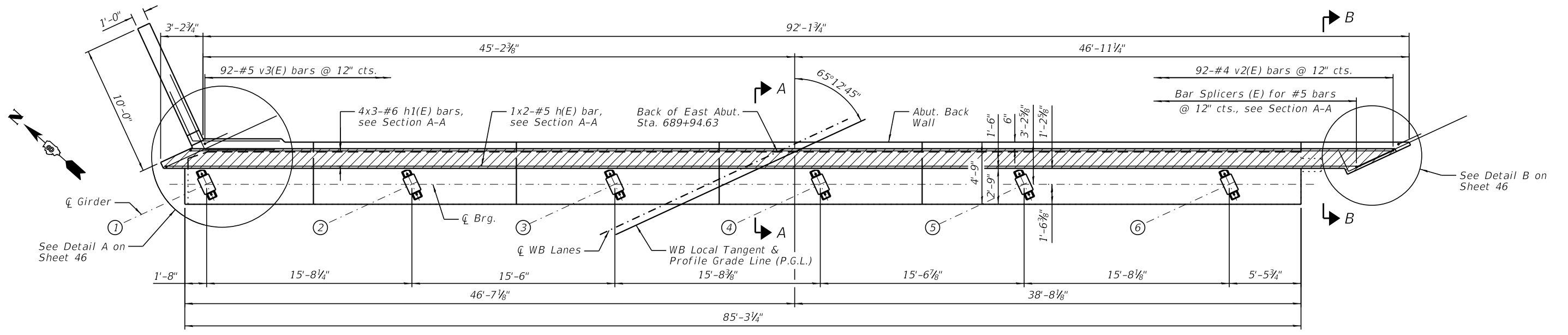
DESIGNED - PMG	REVISION
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
DATE - 10/30/17	REVISION
CHECKED - JML	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REMOVAL
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 44 OF 60 SHEETS

S.N. 082-0049 (WB)				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	100
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP

#5 bar = 3'-7"
 #6 bar = 4'-4"
 #7 bar = 5'-0"

- NOTES:**
- 1.) Elevations at top of hatched area are given at the front face of the back wall.
 - 2.) At North end of abutment, cut front-face leg of u6(E) bars to drill & grout into the existing cap.
 - 3.) Bars indicated thus 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
 - 4.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
 - 5.) Space reinforcement in cap to miss anchor bolts.
 - 6.) Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.
 - 7.) Drill & grout u(E), u1(E), and u2(E), bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
 - 8.) For Bill of Material, see Sheet 47.

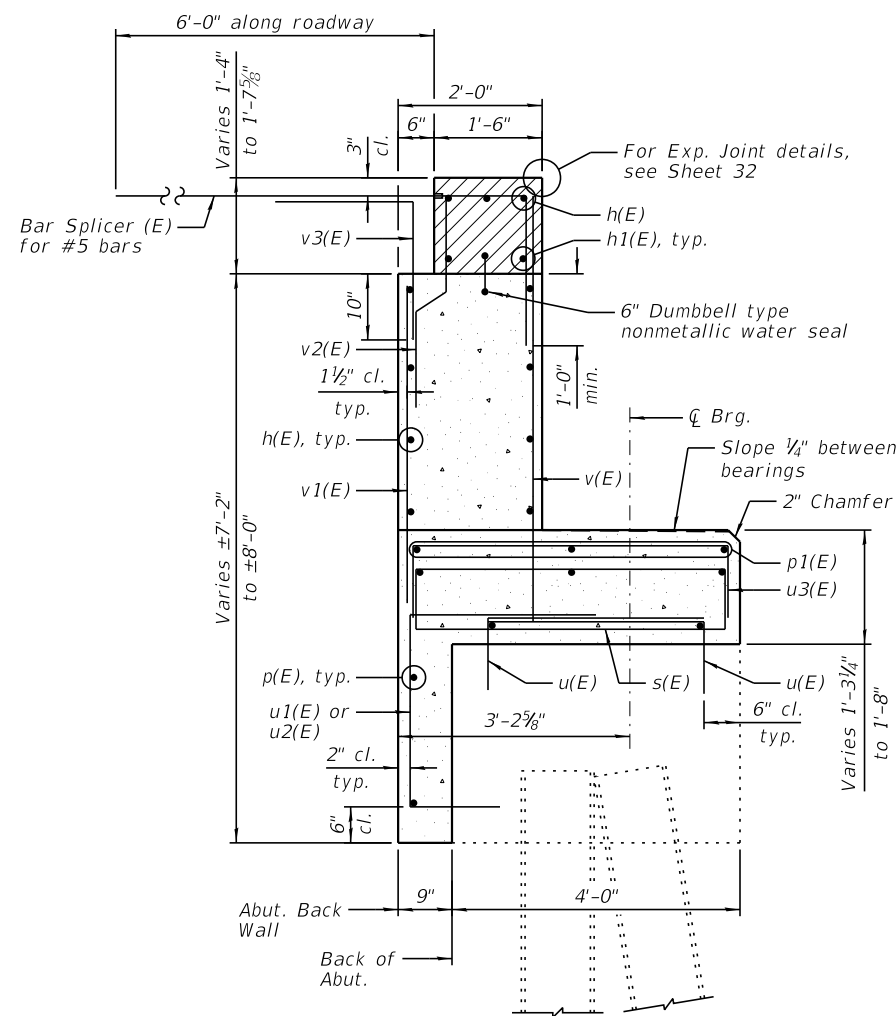


DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

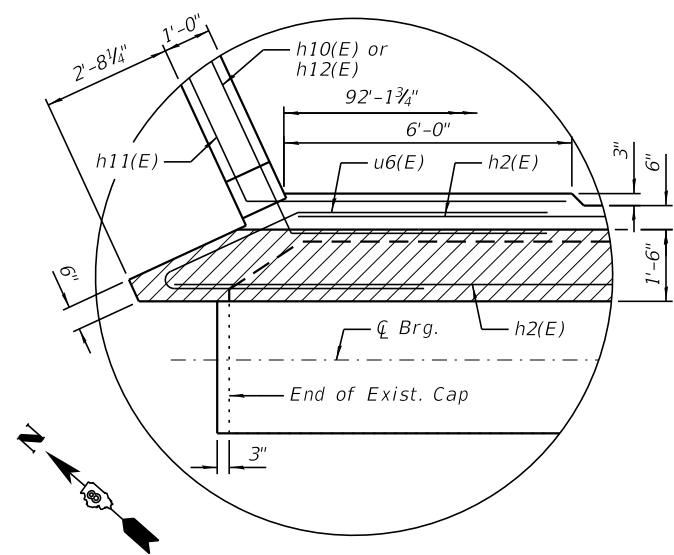
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
 STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)
 SHEET NO. 45 OF 60 SHEETS

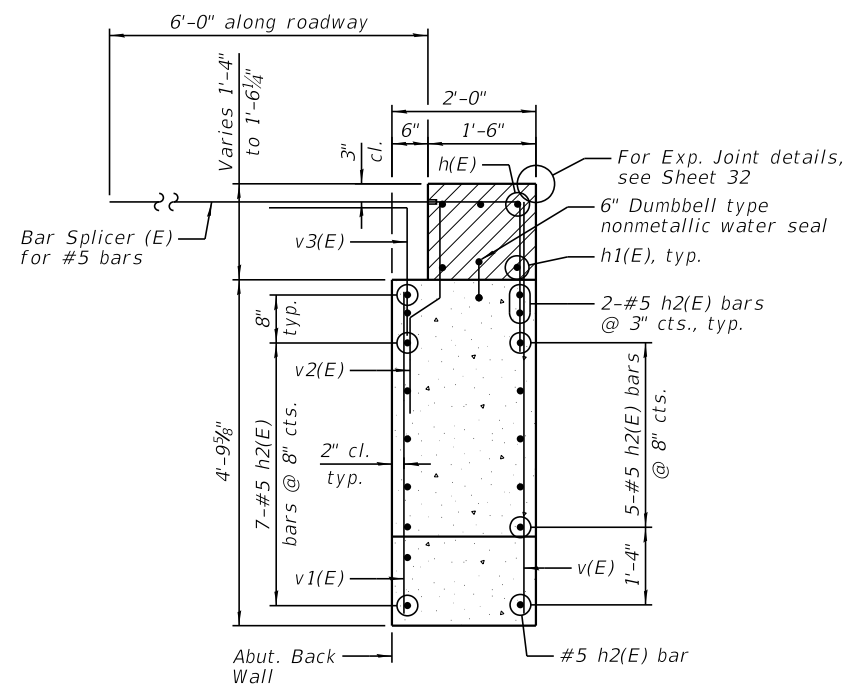
S.N. 082-0049 (WB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
		CONTRACT NO.	76J11
ILLINOIS FED. AID PROJECT			



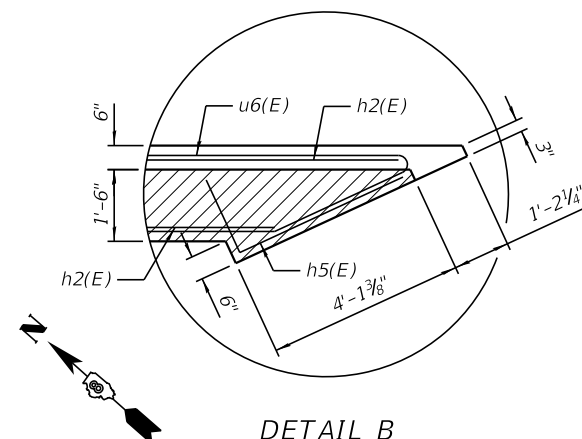
SECTION A-A
(Horiz. dimensions @ Rt. L's)



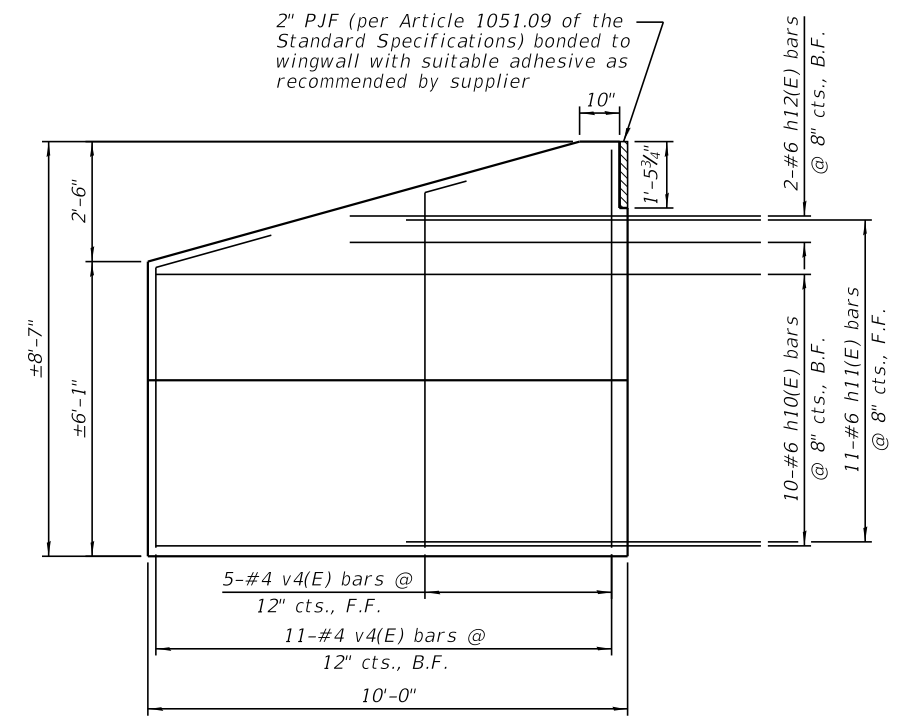
DETAIL A



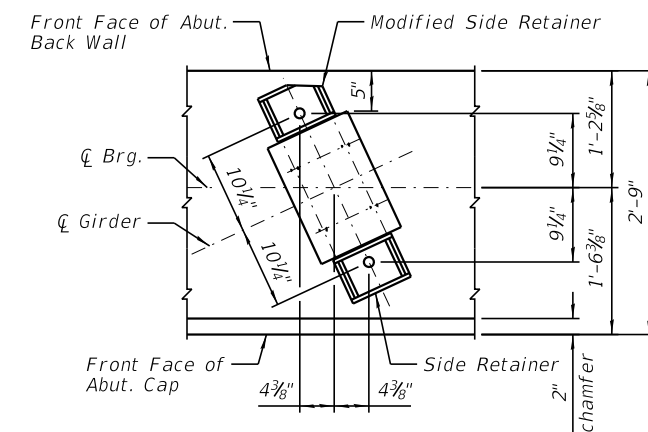
SECTION B-B
(Horiz. dimensions @ Rt. L's)



DETAIL B



ELEVATION - WING WALL
(Looking East)



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

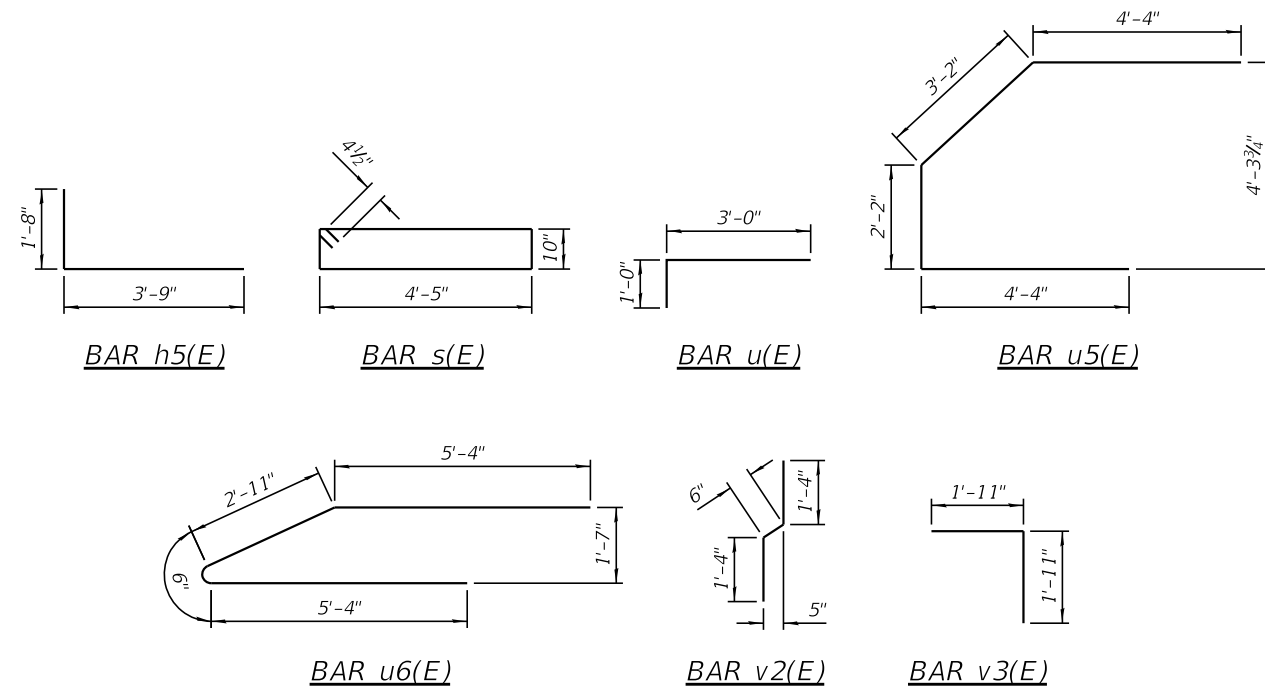
NOTES:

- 1.) For details of Bar Splicers, see Sheet 57.
- 2.) Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- 3.) Parapet reinforcement within the hatched area not shown for clarity. See the Bridge Approach Slab Details.
- 4.) Space reinforcement in cap to miss anchor bolts.
- 5.) Pour steps monolithically with cap.
- 6.) Drill & grout u(E), u1(E), u2(E), and u6(E) bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 7.) Bend v4(E) bars in field to fit in wing wall.
- 8.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 9.) For locations of Detail A and Detail B, see Sheet 45.

BAR BENDING DIAGRAMS

Bar	a	b	c	Diagram
h10(E)	10'-4"	5'-4"	2'-2 ⁷ / ₈ "	
h11(E)	6'-8"	4'-2"	1'-9"	
h12(E)	6'-4"	5'-4"	2'-2 ⁷ / ₈ "	

Bar	a	b	c	Diagram
u1(E)	2'-7"	2'-8"	1'-3"	
u2(E)	2'-7"	3'-2"	1'-3"	
u3(E)	1'-0"	4'-5"	1'-0"	
u4(E)	4'-4"	4'-4"	4'-4"	



EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	47'-5"	—
h1(E)	12	#6	33'-4"	—
h2(E)	17	#5	10'-10"	—
h5(E)	5	#5	5'-5"	L
h10(E)	10	#6	15'-8"	—
h11(E)	11	#6	10'-10"	—
h12(E)	2	#6	11'-8"	—
p(E)	21	#7	31'-6"	—
p1(E)	6	#7	7'-9"	—
s(E)	85	#4	11'-3"	□
u(E)	170	#4	4'-0"	L
u1(E)	40	#4	6'-6"	□
u2(E)	45	#4	7'-0"	□
u3(E)	18	#4	6'-5"	□
u4(E)	2	#6	13'-0"	□
u5(E)	2	#6	14'-0"	□
u6(E)	13	#6	14'-1"	□
v(E)	90	#4	5'-7"	—
v1(E)	93	#4	4'-3"	—
v2(E)	92	#4	3'-2"	—
v3(E)	92	#5	3'-10"	L
v4(E)	18	#4	8'-2"	—
Item	Unit	Quantity		
Porous Granular Embankment	Cu. Yd.	80		
Structure Excavation	Cu. Yd.	172		
Concrete Structures	Cu. Yd.	55.6		
Reinforcement Bars, Epoxy Coated	Pound	6,790		
Concrete Sealer	Sq. Ft.	816		
Geocomposite Wall Drain	Sq. Yd.	86		
Granular Backfill for Structures	Cu. Yd.	84		
Pipe Underdrains for Structures 4"	Foot	115		

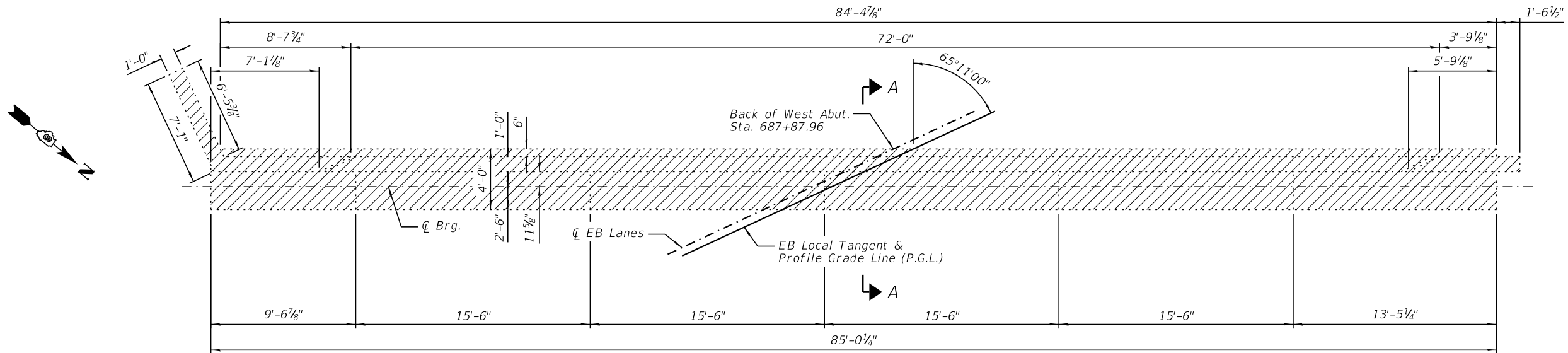


DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED

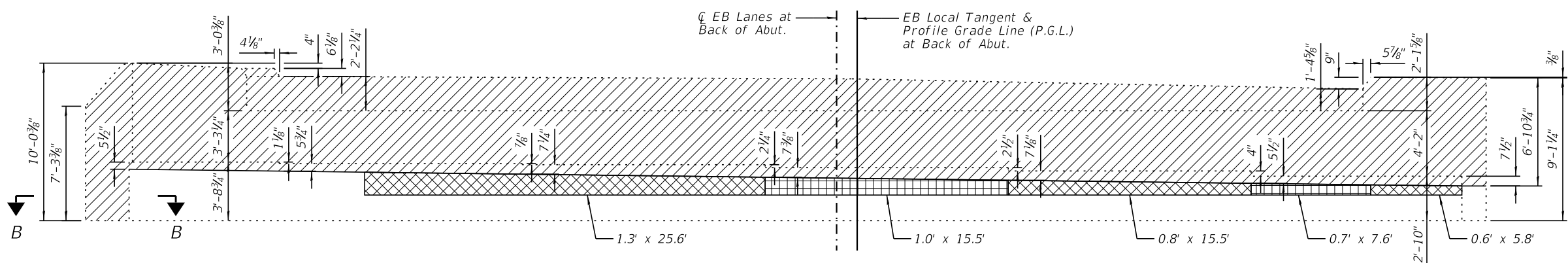
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

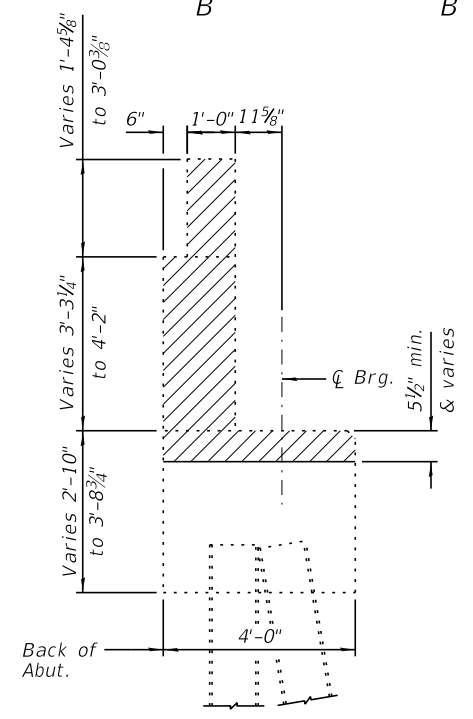
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-IBR-1	ST. CLAIR	125	103
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				



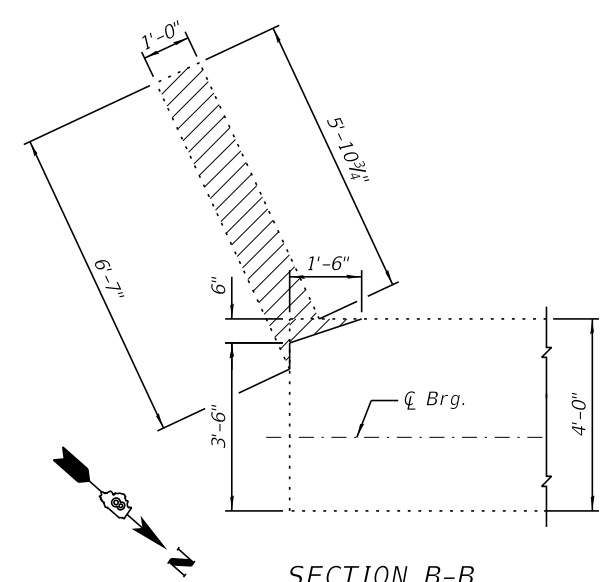
PLAN



ELEVATION
(Looking Southwest)



SECTION A-A
(Horiz. dimensions @ Rt. L's)



SECTION B-B

LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Structural Repair of Concrete (Depth Greater than 5 Inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	29.9
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	49
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	21

NOTE:

Existing reinforcement bars shall be cut off flush with the removal limits.



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DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

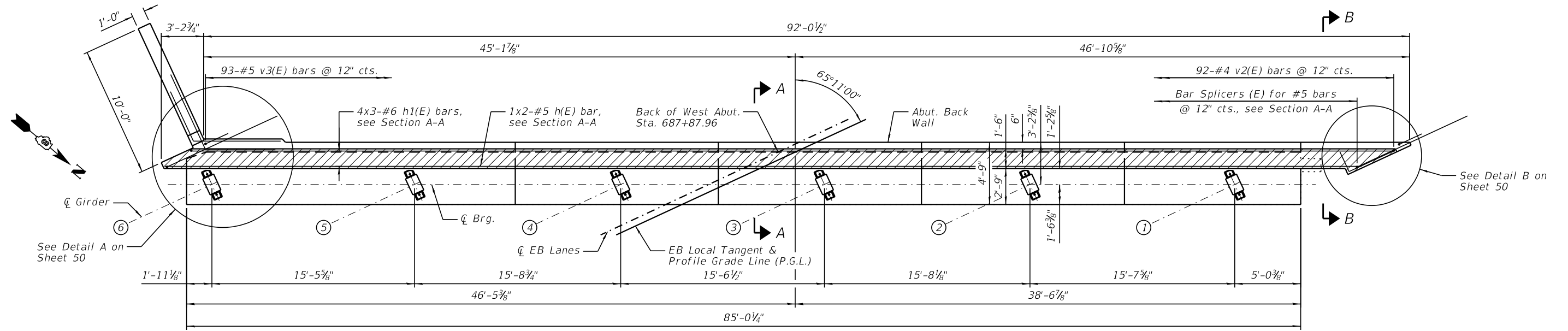
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REMOVAL
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

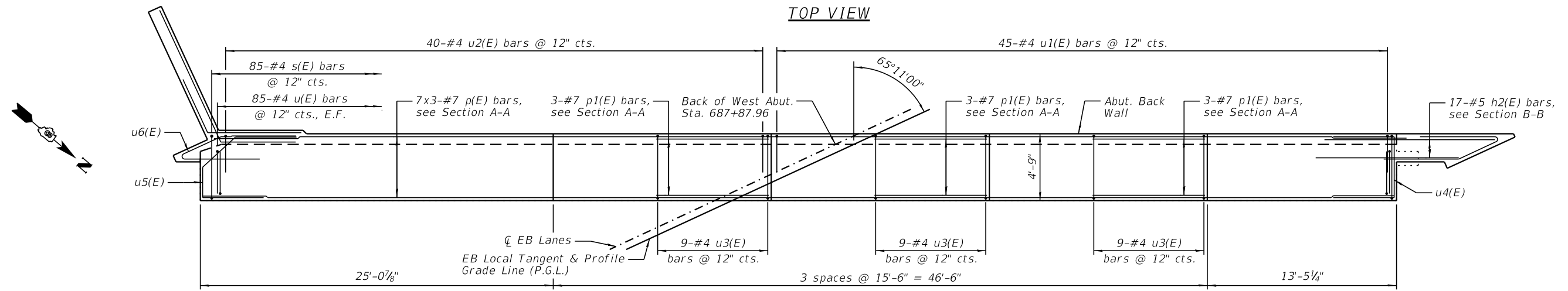
SHEET NO. 48 OF 60 SHEETS

S.N. 082-0050 (EB)				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	104
CONTRACT NO. 76J11				

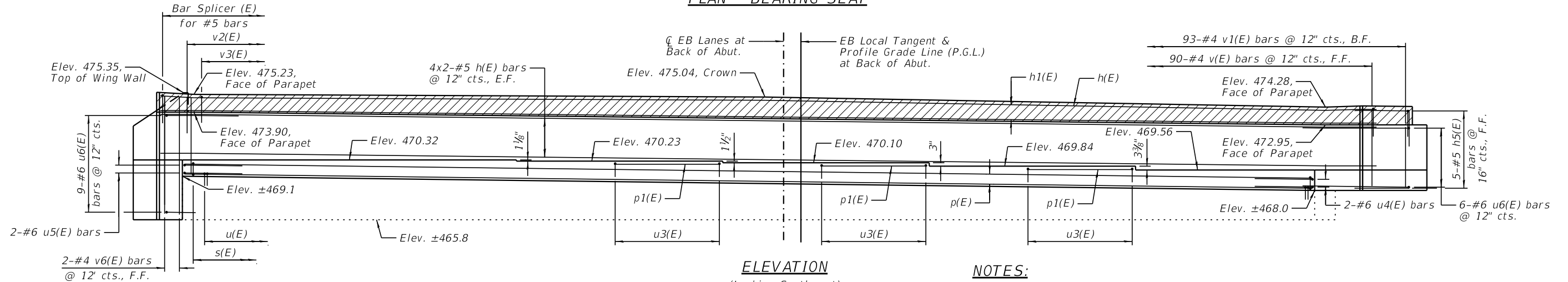
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TOP VIEW



PLAN - BEARING SEAT



ELEVATION
(Looking Southwest)

NOTES:

- 1.) Elevations at top of hatched area are given at the front face of the back wall.
- 2.) At South end of abutment, cut front-face leg of u6(E) bars to drill & grout into the existing cap.
- 3.) Bars indicated thus 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
- 4.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 5.) Space reinforcement in cap to miss anchor bolts.
- 6.) Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.
- 7.) Drill & grout u(E), u1(E), and u2(E), bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 8.) For Bill of Material, see Sheet 51.

MINIMUM BAR LAP

- #5 bar = 3'-7"
- #6 bar = 4'-4"
- #7 bar = 5'-0"



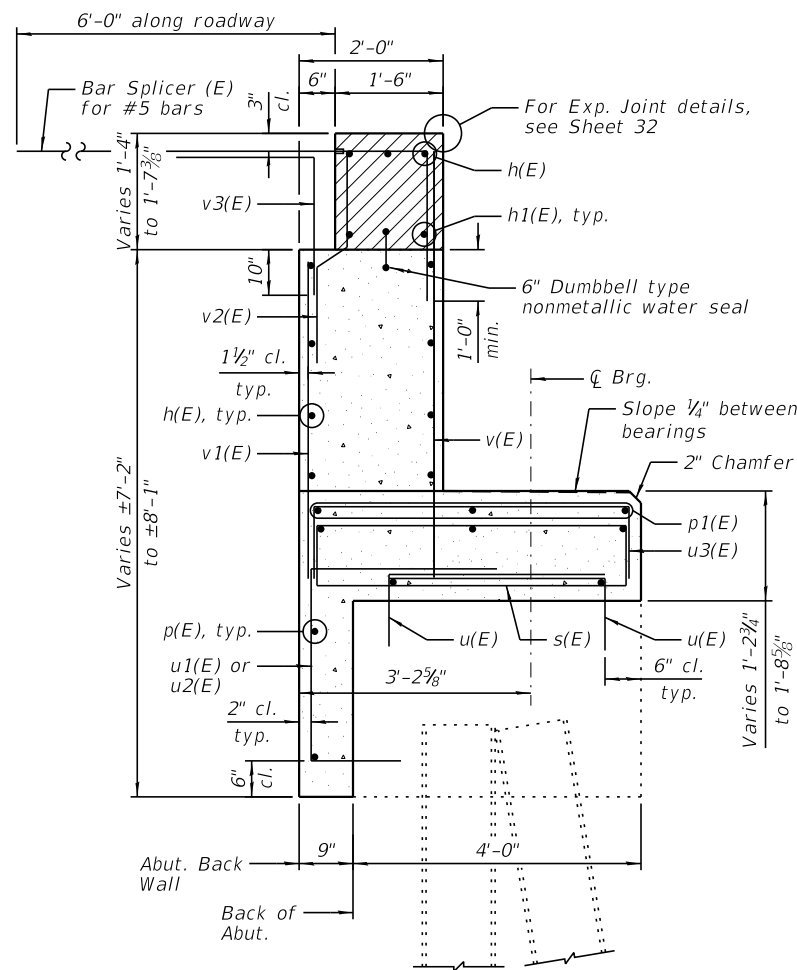
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CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

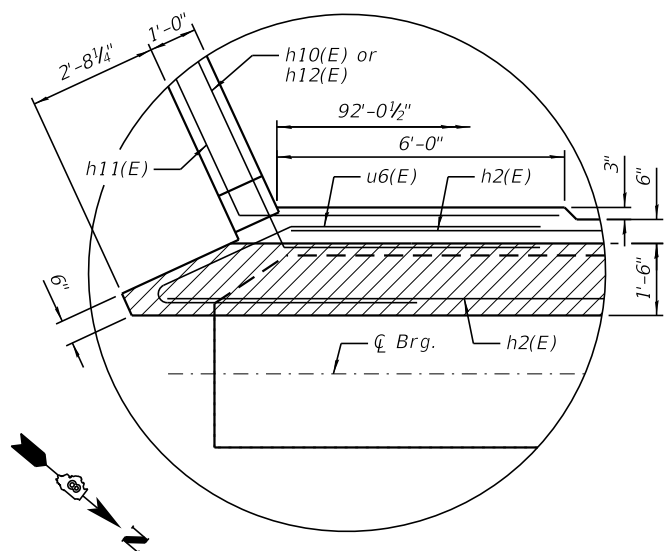
WEST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 49 OF 60 SHEETS

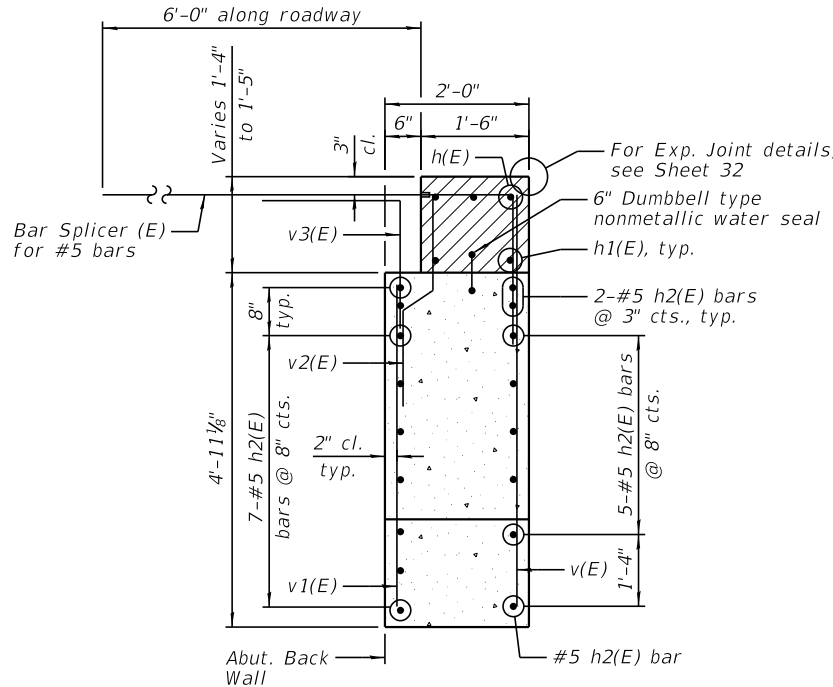
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			SHEET NO. 105
CONTRACT NO. 76J11			
ILLINOIS FED. AID PROJECT			



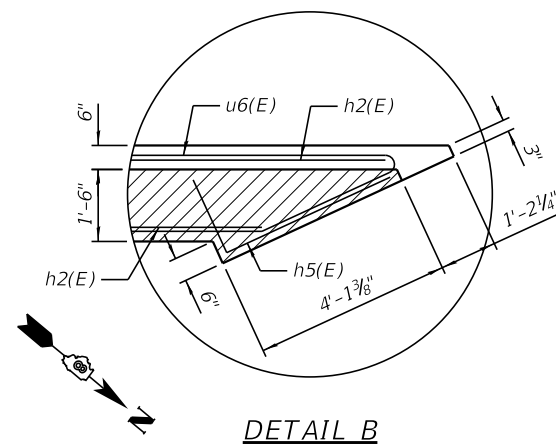
SECTION A-A
(Horiz. dimensions @ Rt. L's)



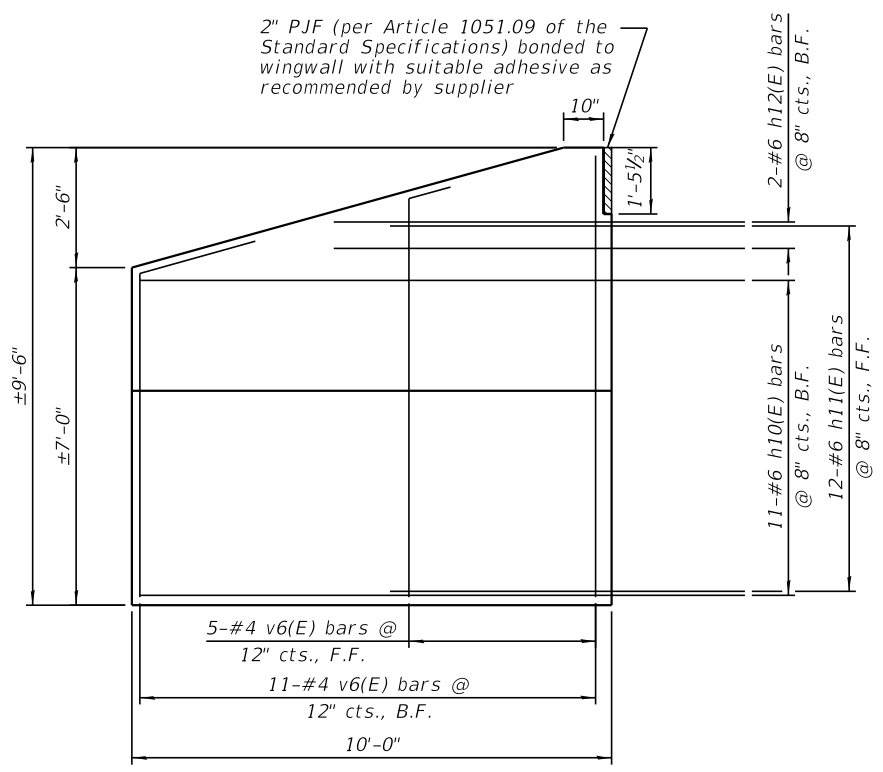
DETAIL A



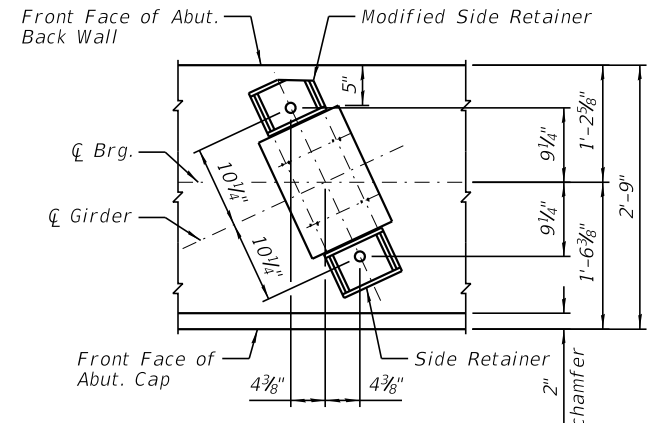
SECTION B-B
(Horiz. dimensions @ Rt. L's)



DETAIL B



ELEVATION - WING WALL
(Looking West)



TYPICAL ANCHOR BOLT PLACEMENT DETAIL

NOTES:

- 1.) For details of Bar Splicers, see Sheet 57.
- 2.) Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- 3.) Parapet reinforcement within the hatched area not shown for clarity. See the Bridge Approach Slab Details.
- 4.) Space reinforcement in cap to miss anchor bolts.
- 5.) Pour steps monolithically with cap.
- 6.) Drill & grout u(E), u1(E), u2(E), and u6(E) bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 7.) Bend v6(E) bars in field to fit in wing wall.
- 8.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 9.) For locations of Detail A and Detail B, see Sheet 49.



DESIGNED - PMG	REVISED
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DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED

STATE OF ILLINOIS
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WEST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

S.N. 082-0050 (EB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
			SHEET NO. 106
CONTRACT NO. 76J11			

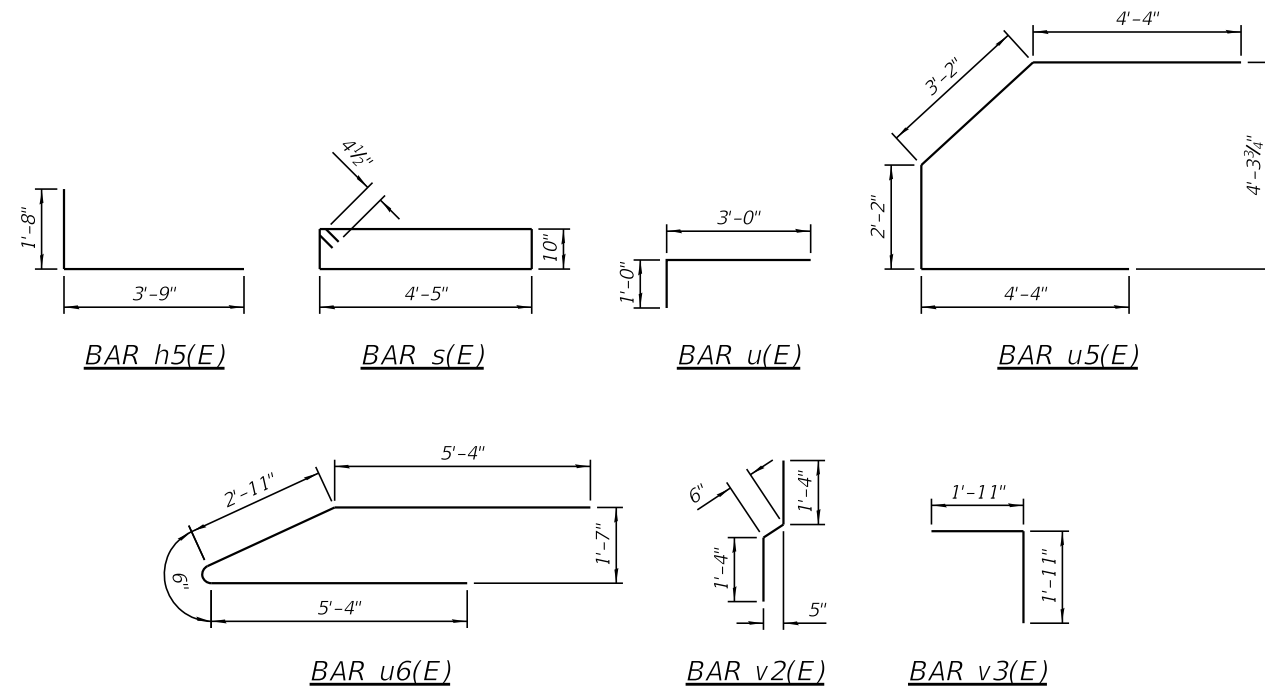
SHEET NO. 50 OF 60 SHEETS

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BAR BENDING DIAGRAMS

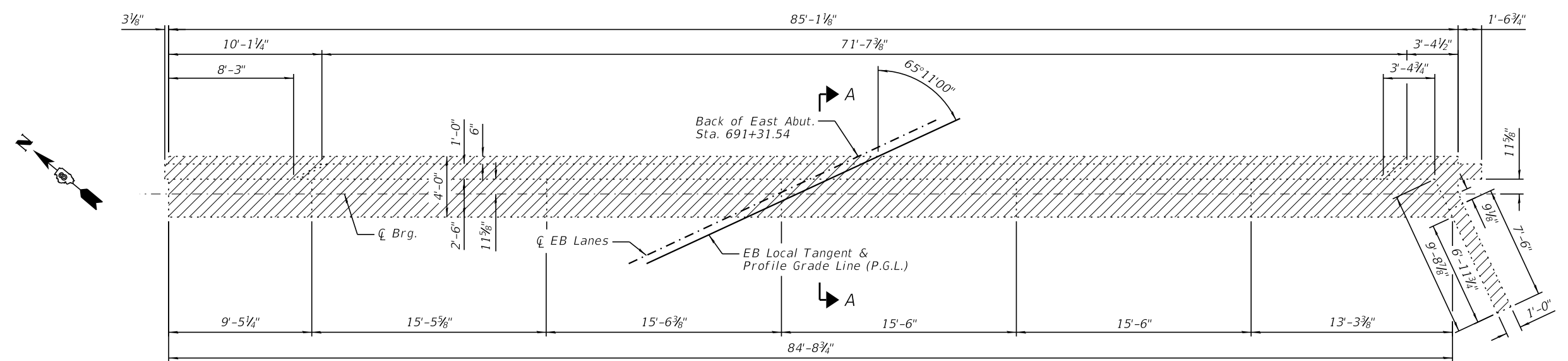
Bar	a	b	c	Diagram
h10(E)	10'-4"	5'-4"	2'-2 ⁷ / ₈ "	
h11(E)	6'-8"	4'-2"	1'-9"	
h12(E)	6'-4"	5'-4"	2'-2 ⁷ / ₈ "	

Bar	a	b	c	Diagram
u1(E)	2'-7"	2'-8"	1'-3"	
u2(E)	2'-7"	3'-2"	1'-3"	
u3(E)	1'-0"	4'-5"	1'-0"	
u4(E)	4'-4"	4'-4"	4'-4"	

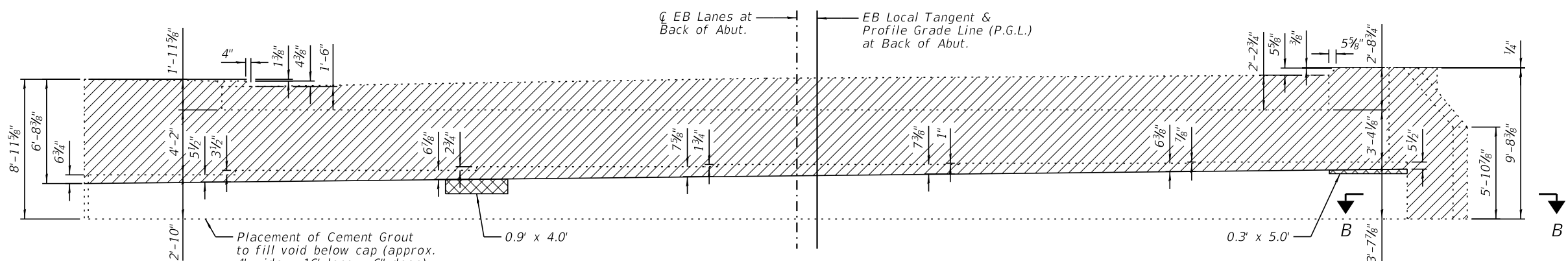


WEST ABUTMENT BILL OF MATERIAL

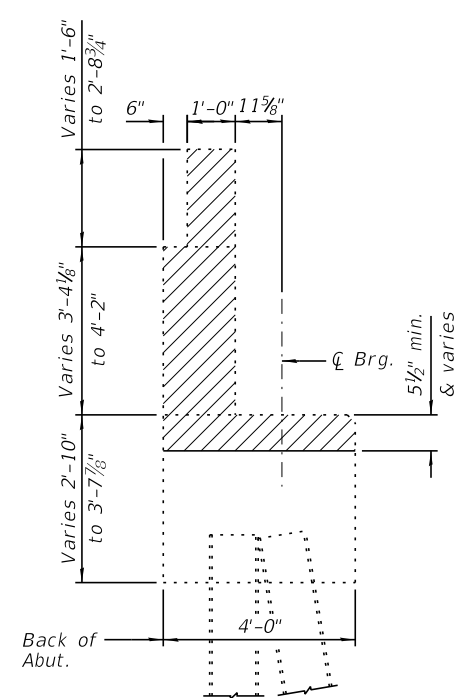
Bar	No.	Size	Length	Shape
h(E)	18	#5	47'-5"	—
h1(E)	12	#6	33'-4"	—
h2(E)	17	#5	10'-10"	—
h5(E)	5	#5	5'-5"	L
h10(E)	11	#6	15'-8"	┘
h11(E)	12	#6	10'-10"	┘
h12(E)	2	#6	11'-8"	┘
p(E)	21	#7	31'-6"	—
p1(E)	9	#7	7'-9"	—
s(E)	85	#4	11'-3"	□
u(E)	170	#4	4'-0"	L
u1(E)	45	#4	6'-6"	┘
u2(E)	40	#4	7'-0"	┘
u3(E)	27	#4	6'-5"	┘
u4(E)	2	#6	13'-0"	┘
u5(E)	2	#6	14'-0"	┘
u6(E)	15	#6	14'-1"	┘
v(E)	90	#4	5'-7"	—
v1(E)	93	#4	4'-3"	—
v2(E)	92	#4	3'-2"	┘
v3(E)	93	#5	3'-10"	L
v6(E)	18	#4	9'-1"	—
Item	Unit	Quantity		
Porous Granular Embankment	Cu. Yd.	71		
Structure Excavation	Cu. Yd.	163		
Concrete Structures	Cu. Yd.	56.2		
Reinforcement Bars, Epoxy Coated	Pound	6,980		
Concrete Sealer	Sq. Ft.	815		
Geocomposite Wall Drain	Sq. Yd.	87		
Granular Backfill for Structures	Cu. Yd.	84		
Pipe Underdrains for Structures 4"	Foot	115		



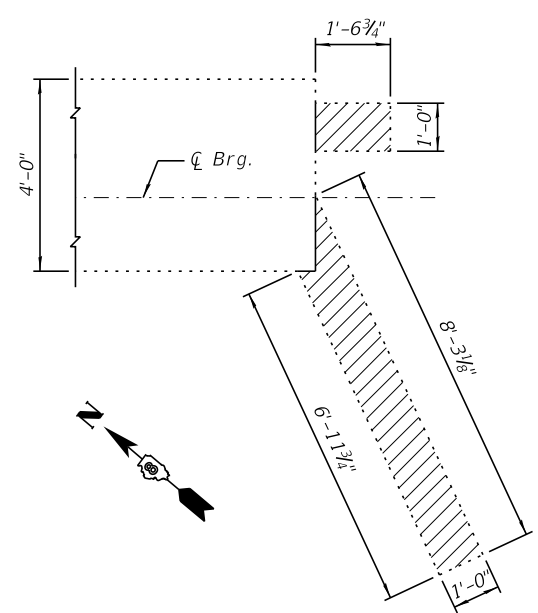
PLAN



ELEVATION
(Looking Northeast)



SECTION A-A
(Horiz. dimensions @ Rt. L's)



SECTION B-B

LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	30.5
Placement of Cement Grout	Cu. Ft.	32
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	5

NOTE:

Existing reinforcement bars shall be cut off flush with the removal limits.



DESIGNED - PMG	REVISION
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DRAWN - DJM/JCZ	REVISION
CHECKED - JML	REVISION
DATE - 10/30/17	

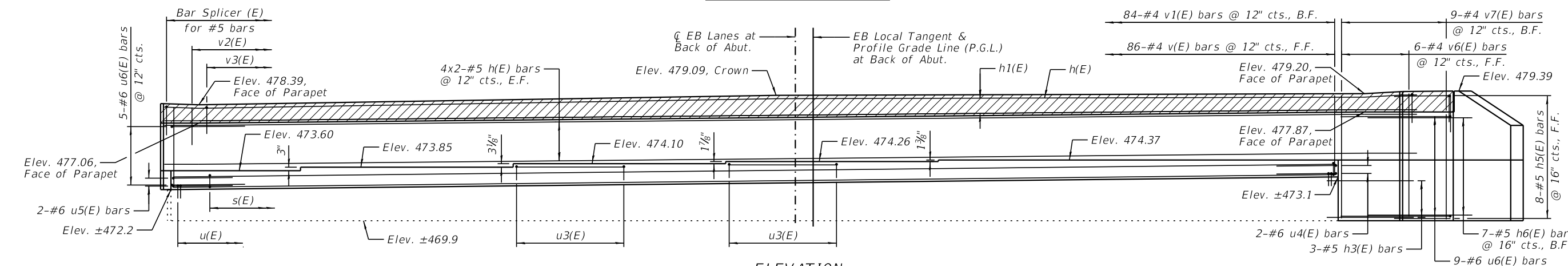
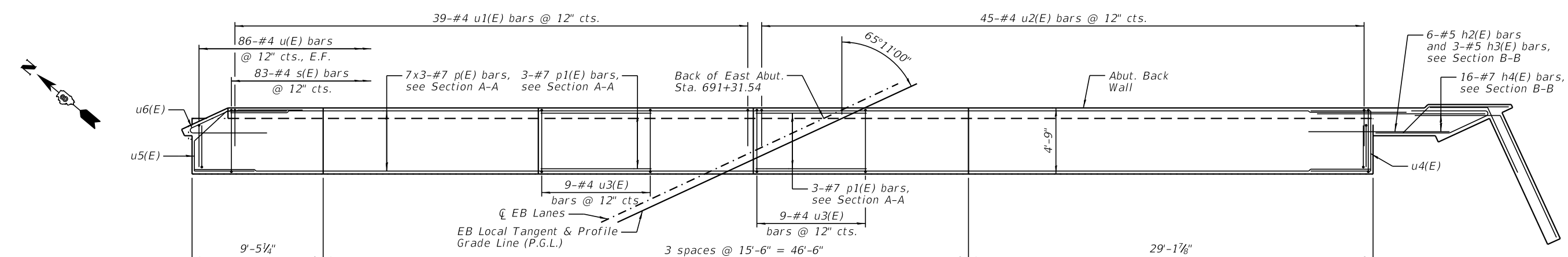
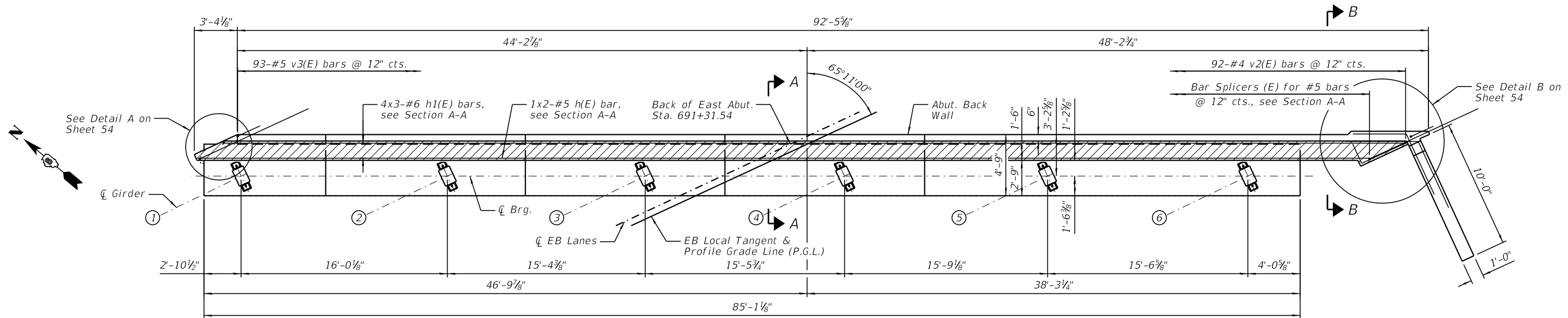
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REMOVAL
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 52 OF 60 SHEETS

S.N. 082-0050 (EB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
		SHEET NO.	108
CONTRACT NO. 76J11			

ILLINOIS FED. AID PROJECT



- NOTES:**
- 1.) Elevations at top of hatched area are given at the front face of the back wall.
 - 2.) At North end of abutment, cut front-face leg of u6(E) bars where they conflict with the existing cap.
 - 3.) Bars indicated thus 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
 - 4.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
 - 5.) Space reinforcement in cap to miss anchor bolts.
 - 6.) Bar Splicers extending from the back wall into the approach slab shall be placed parallel to the approach slab reinforcement.
 - 7.) Drill & grout h3(E), u(E), u1(E), and u2(E), bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
 - 8.) For Bill of Material, see Sheet 55.

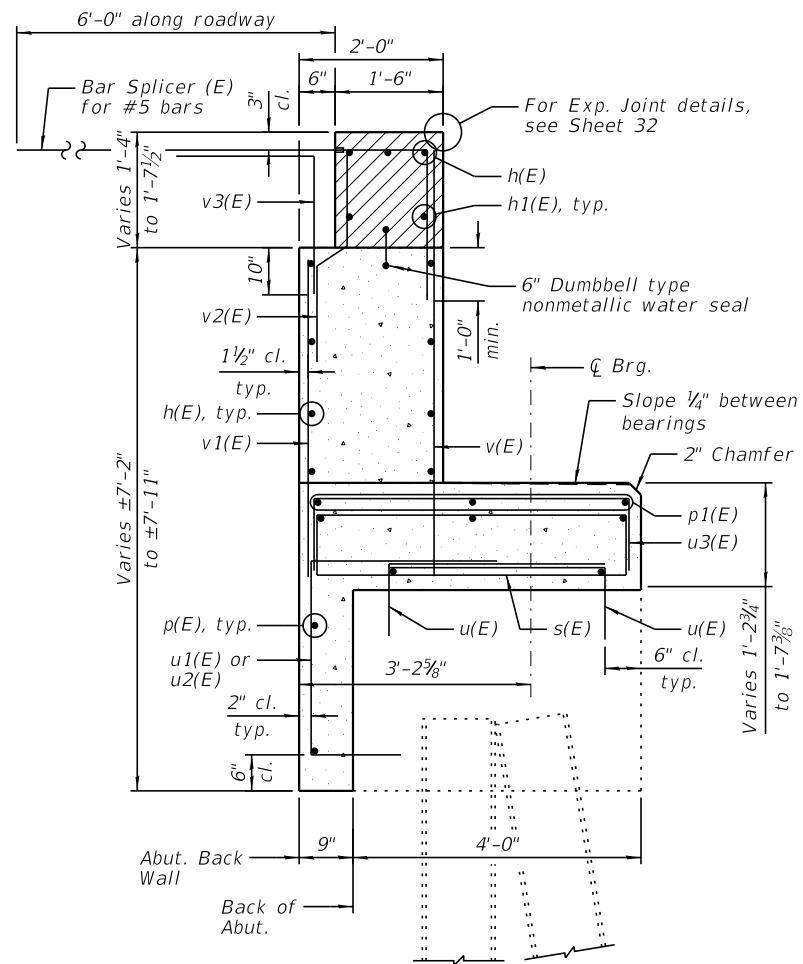


DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

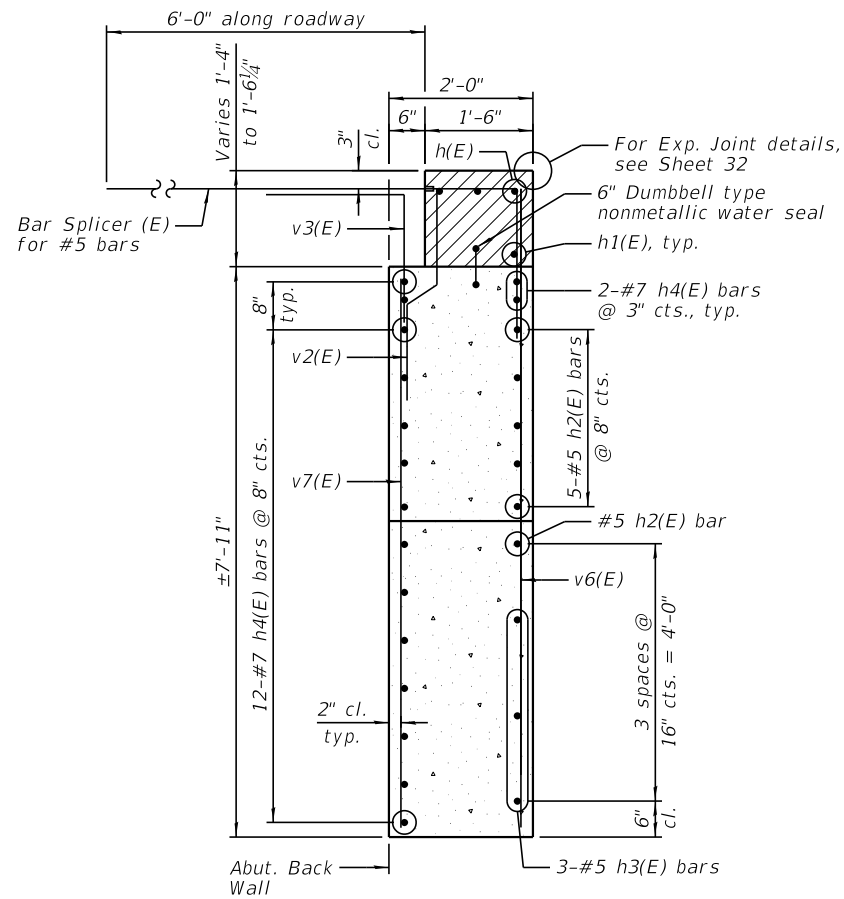
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

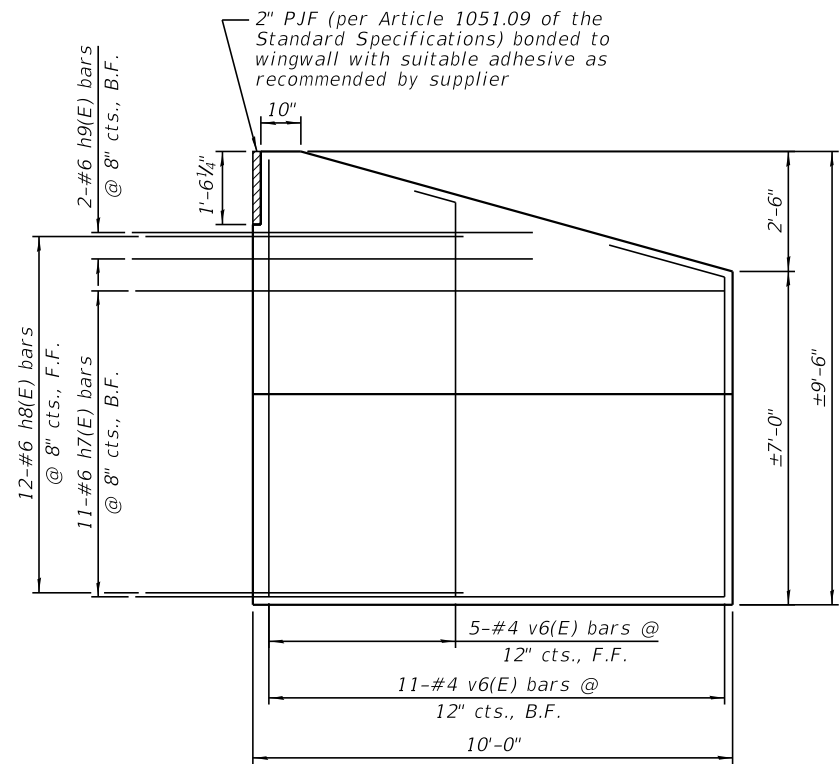
S.N. 082-0050 (EB)			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
103	27-1BR-1	ST. CLAIR	125
DATE		CONTRACT NO.	SHEET NO.
10/30/17		76J11	109
ILLINOIS FED. AID PROJECT			



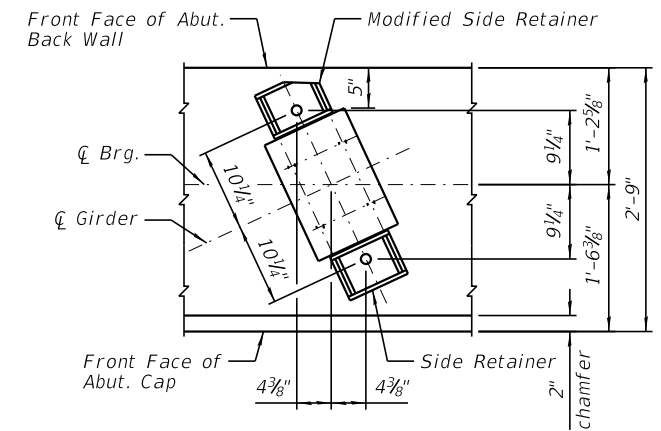
SECTION A-A
(Horiz. dimensions @ Rt. L's)



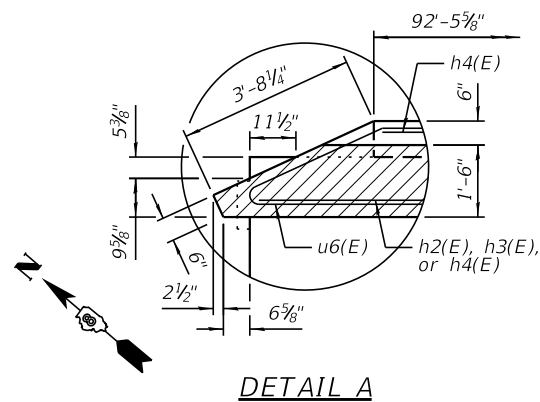
SECTION B-B
(Horiz. dimensions @ Rt. L's)



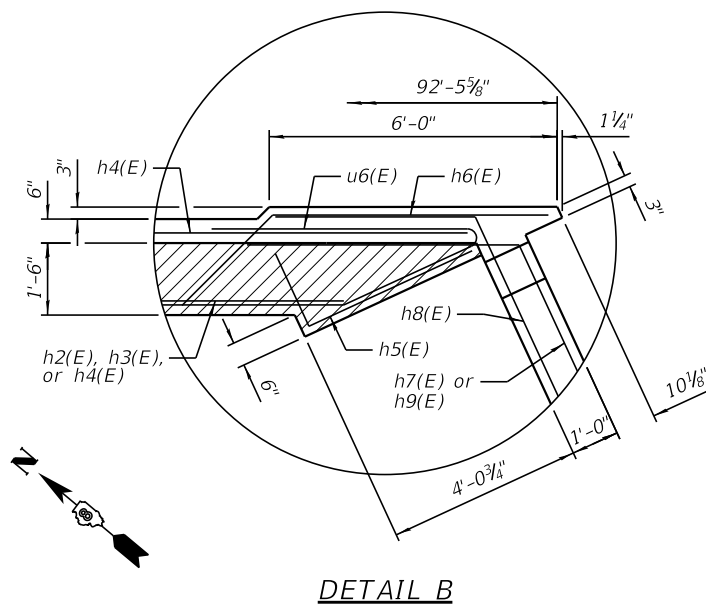
ELEVATION - WING WALL
(Looking East)



TYPICAL ANCHOR BOLT PLACEMENT DETAIL



DETAIL A



DETAIL B

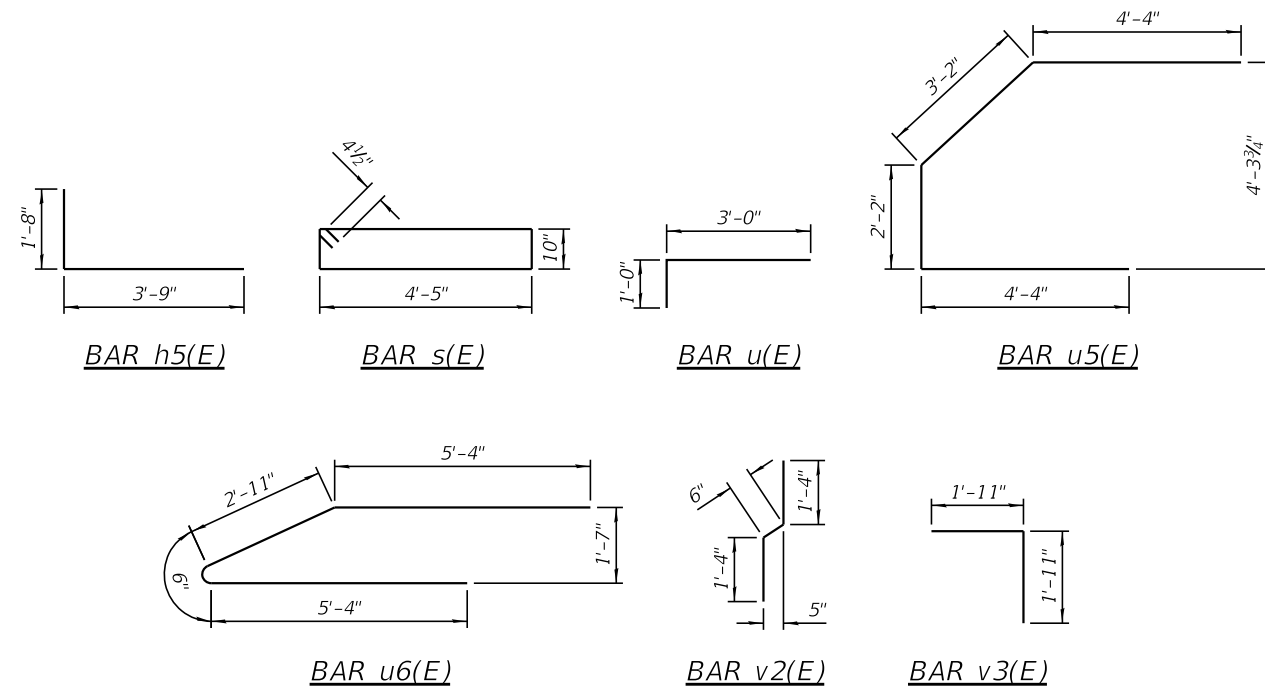
NOTES:

- 1.) For details of Bar Splicers, see sheet 57.
- 2.) Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- 3.) Parapet reinforcement within the hatched area not shown for clarity. See the Bridge Approach Slab Details.
- 4.) Space reinforcement in cap to miss anchor bolts.
- 5.) Pour steps monolithically with cap.
- 6.) Drill & grout h3(E), u(E), u1(E), and u2(E) bars into existing concrete according to Section 584 of the Standard Specifications. The type of chemical adhesive shall be approved by the Engineer.
- 7.) Bend v6(E) bars in field to fit in wing wall.
- 8.) F.F. denotes Front Face, B.F. denotes Back Face, and E.F. denotes Each Face.
- 9.) For locations of Detail A and Detail B, see Sheet 53.

BAR BENDING DIAGRAMS

Bar	a	b	c	Diagram
h6(E)	5'-9"	2'-8"	1'-10 ³ / ₈ "	
h7(E)	9'-8"	6'-2"	2'-7"	
h8(E)	5'-2"	4'-2"	1'-9"	
h9(E)	5'-8"	5'-8"	2'-4 ¹ / ₂ "	

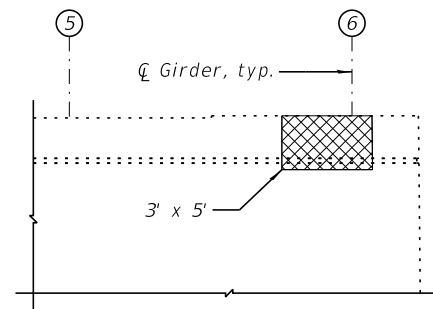
Bar	a	b	c	Diagram
u1(E)	2'-7"	2'-8"	1'-3"	
u2(E)	2'-7"	3'-2"	1'-3"	
u3(E)	1'-0"	4'-5"	1'-0"	
u4(E)	4'-4"	4'-4"	4'-4"	



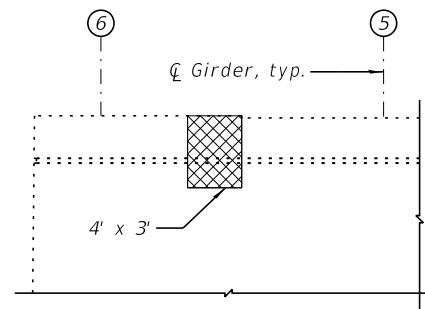
EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	47'-5"	—
h1(E)	12	#6	33'-4"	—
h2(E)	6	#5	10'-10"	—
h3(E)	3	#5	6'-2"	—
h4(E)	16	#7	14'-3"	—
h5(E)	8	#5	5'-5"	L
h6(E)	7	#5	8'-5"	—
h7(E)	11	#6	15'-10"	—
h8(E)	12	#6	9'-4"	—
h9(E)	2	#6	11'-4"	—
p(E)	21	#7	31'-6"	—
p1(E)	6	#7	7'-9"	—
s(E)	83	#4	11'-3"	—
u(E)	172	#4	4'-0"	L
u1(E)	39	#4	6'-6"	—
u2(E)	45	#4	7'-0"	—
u3(E)	18	#4	6'-5"	—
u4(E)	2	#6	13'-0"	—
u5(E)	2	#6	14'-0"	—
u6(E)	14	#6	14'-1"	—
v(E)	86	#4	5'-7"	—
v1(E)	84	#4	4'-3"	—
v2(E)	92	#4	3'-2"	—
v3(E)	93	#5	3'-10"	L
v6(E)	22	#4	9'-1"	—
v7(E)	9	#4	7'-6"	—

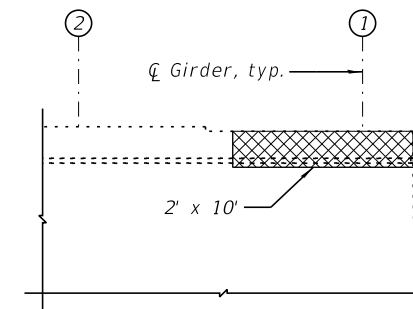
Item	Unit	Quantity
Porous Granular Embankment	Cu. Yd.	80
Structure Excavation	Cu. Yd.	172
Concrete Structures	Cu. Yd.	57.5
Reinforcement Bars, Epoxy Coated	Pound	7,300
Concrete Sealer	Sq. Ft.	803
Geocomposite Wall Drain	Sq. Yd.	86
Granular Backfill for Structures	Cu. Yd.	85
Pipe Underdrains for Structures 4"	Foot	116



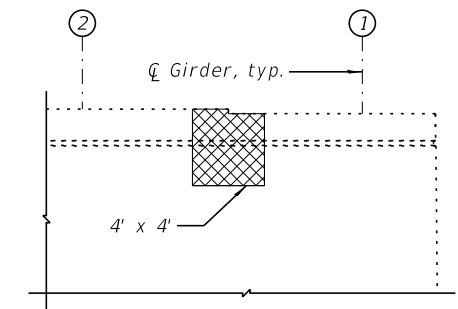
ELEVATION - WB PIER 2
(Looking East)



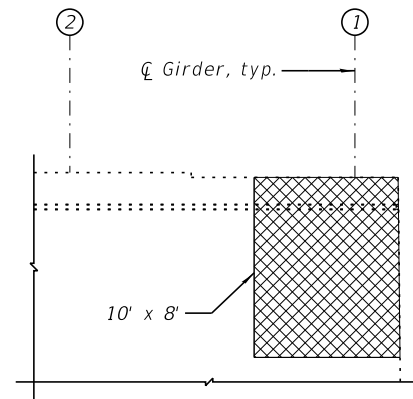
ELEVATION - WB PIER 2
(Looking West)



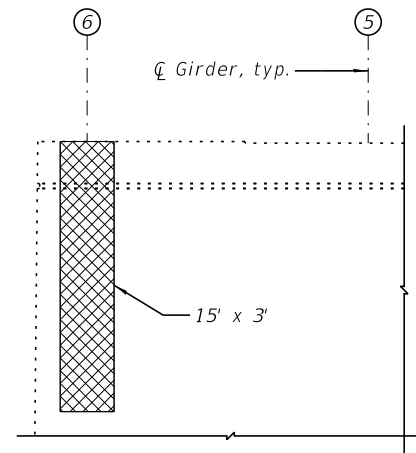
ELEVATION - WB PIER 2
(Looking West)



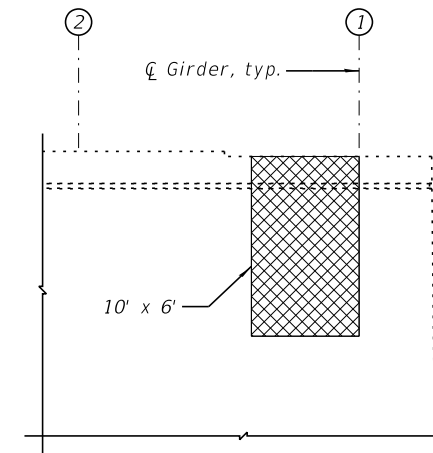
ELEVATION - WB PIER 3
(Looking West)



ELEVATION - EB PIER 1
(Looking West)



ELEVATION - EB PIER 2
(Looking West)



ELEVATION - EB PIER 2
(Looking West)

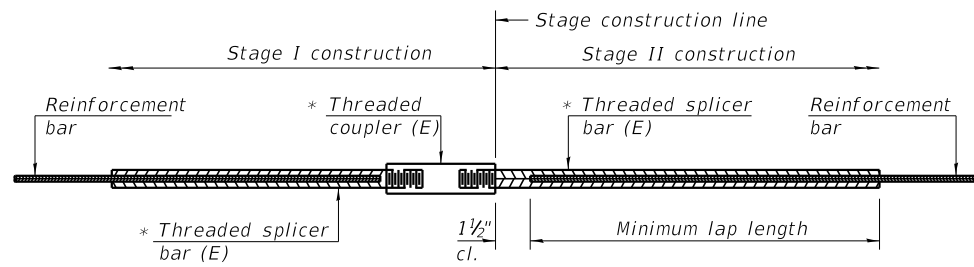
LEGEND



Structural Repair of Concrete
(Depth Equal to or Less than 5 Inches)

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	248

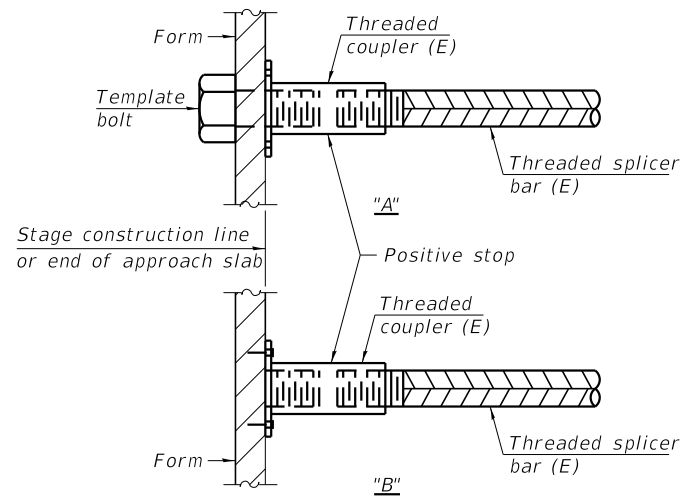


STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length

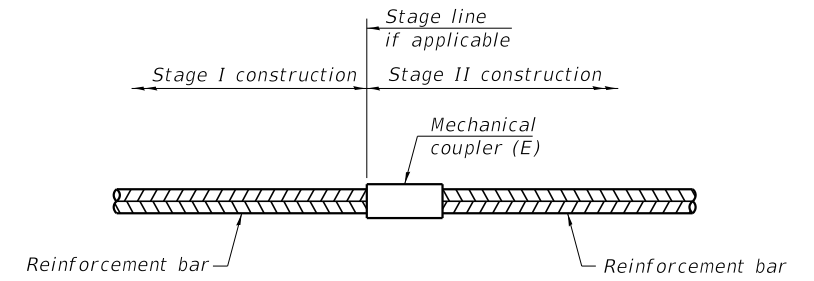


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

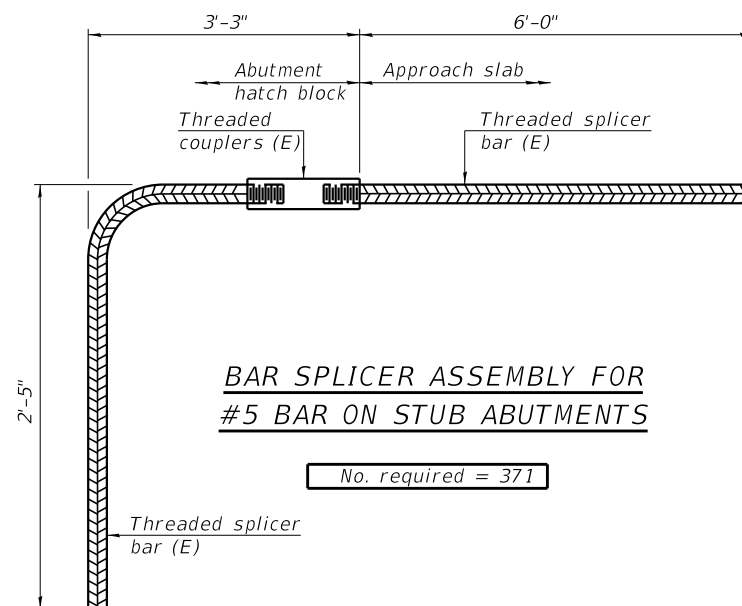
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 371

NOTES

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

BSD-1

2-17-2017



DESIGNED - PMG	REVISOR
CHECKED - JCZ	REVISION
DRAWN - DJM/JCZ	REVISION
CHECKED - JML	REVISION
DATE - 10/30/17	

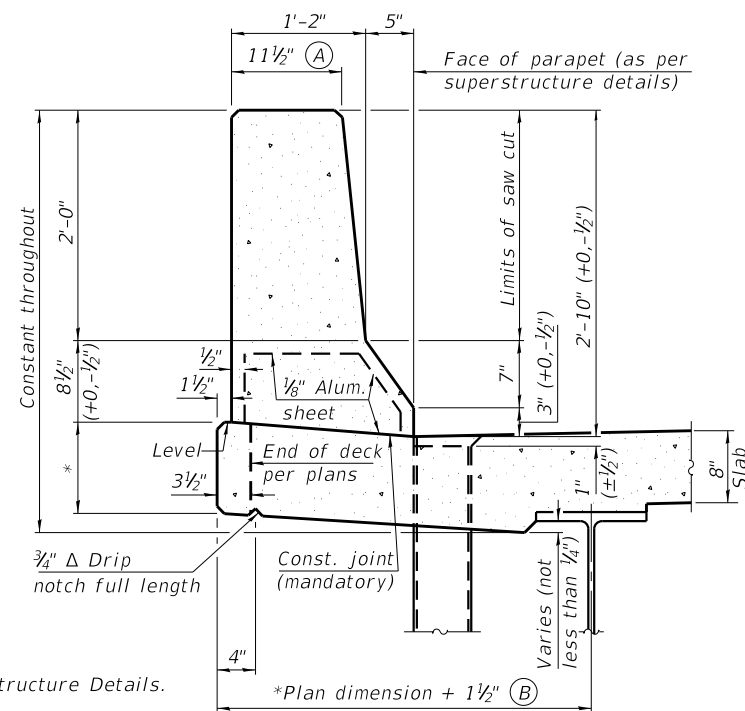
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

SHEET NO. 57 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	113
CONTRACT NO. 76J11				

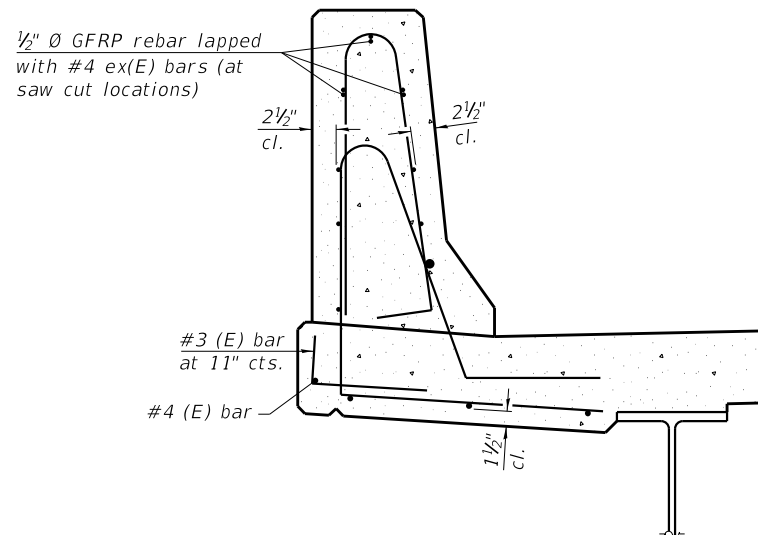
ILLINOIS FED. AID PROJECT



34" F SHAPE PARAPET SECTION
(Showing dimensions)

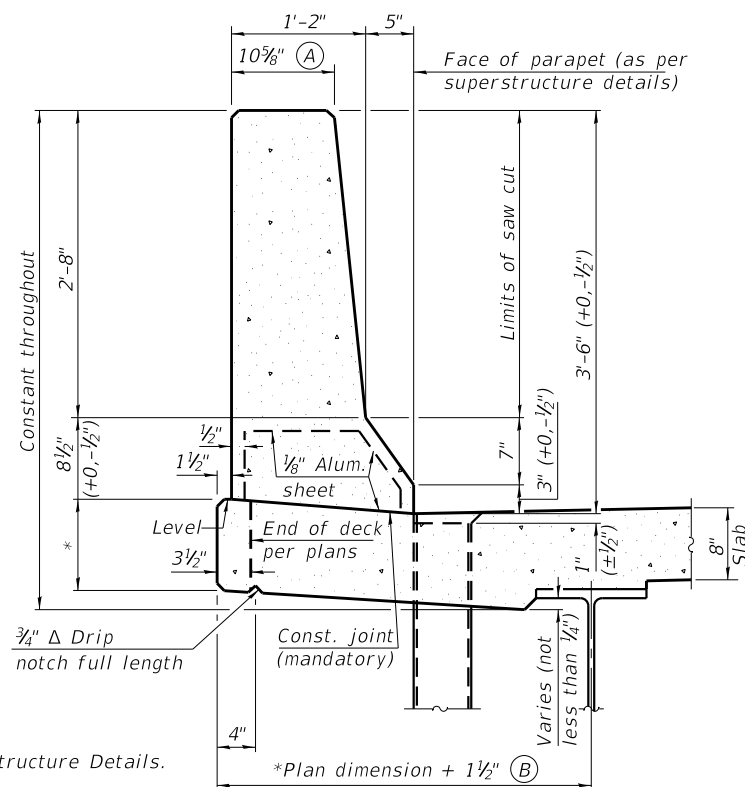
*See Superstructure Details.

*Plan dimension + 1 1/2" (B)



SECTION

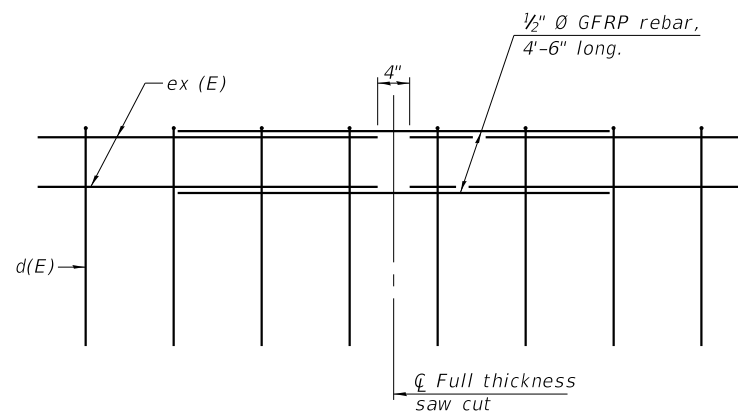
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

*Plan dimension + 1 1/2" (B)

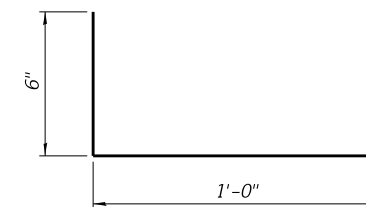


GFRP REBAR STIFFENING DETAIL

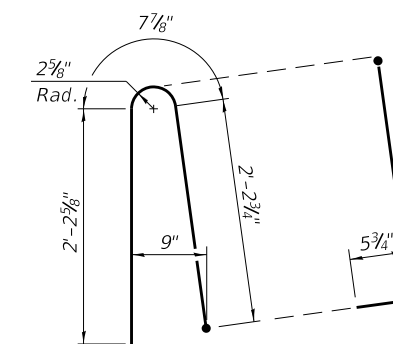
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

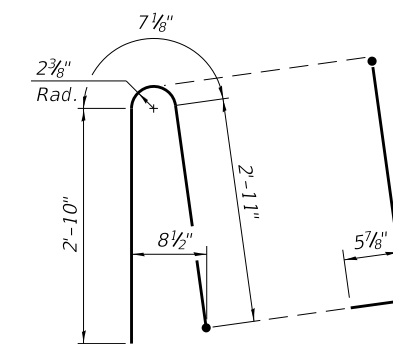
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

SFP 34-42

2-17-2017



DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED
DATE - 10/30/17	

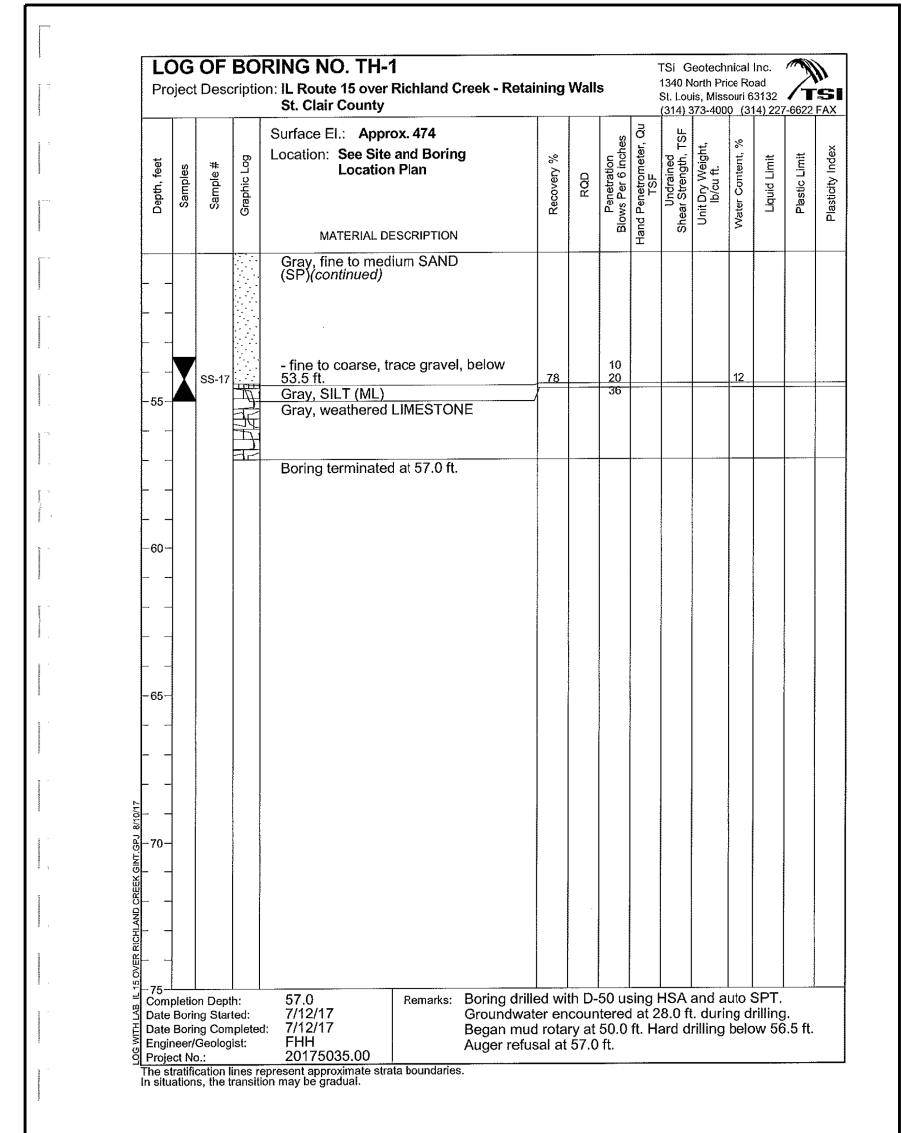
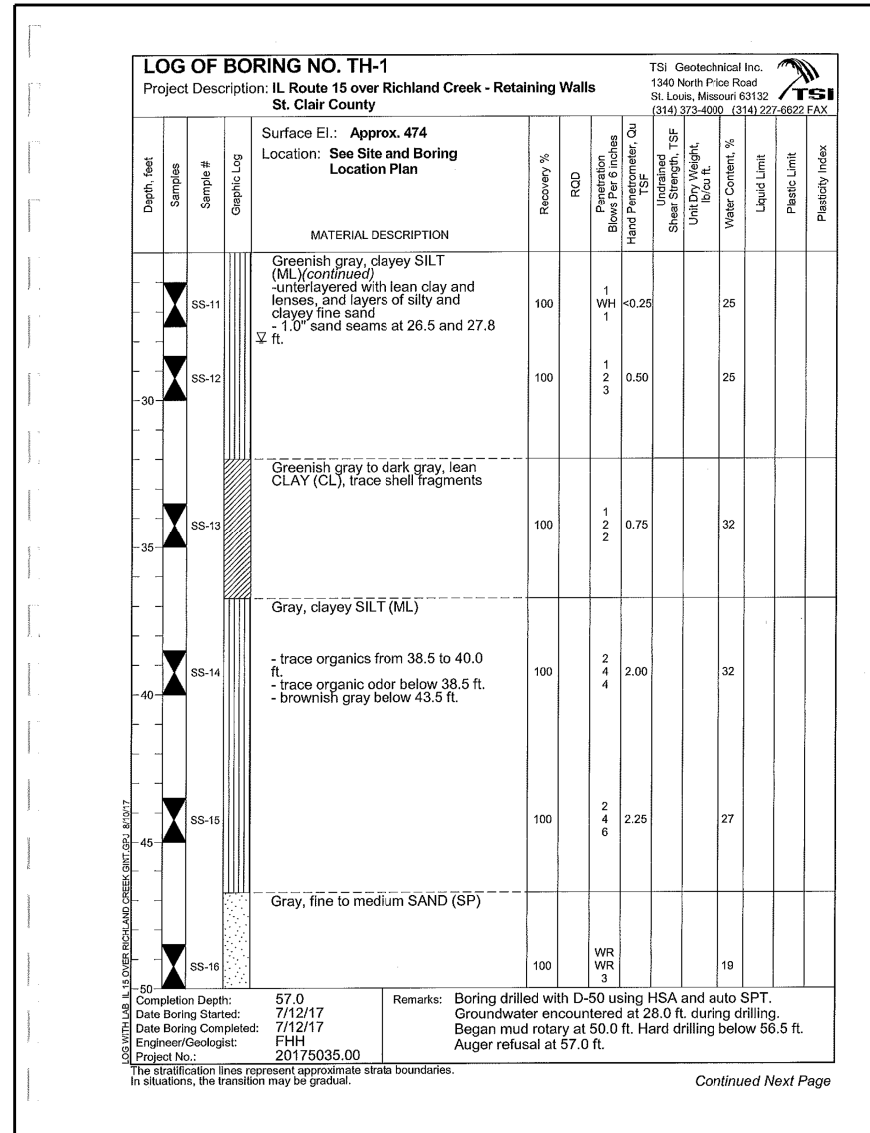
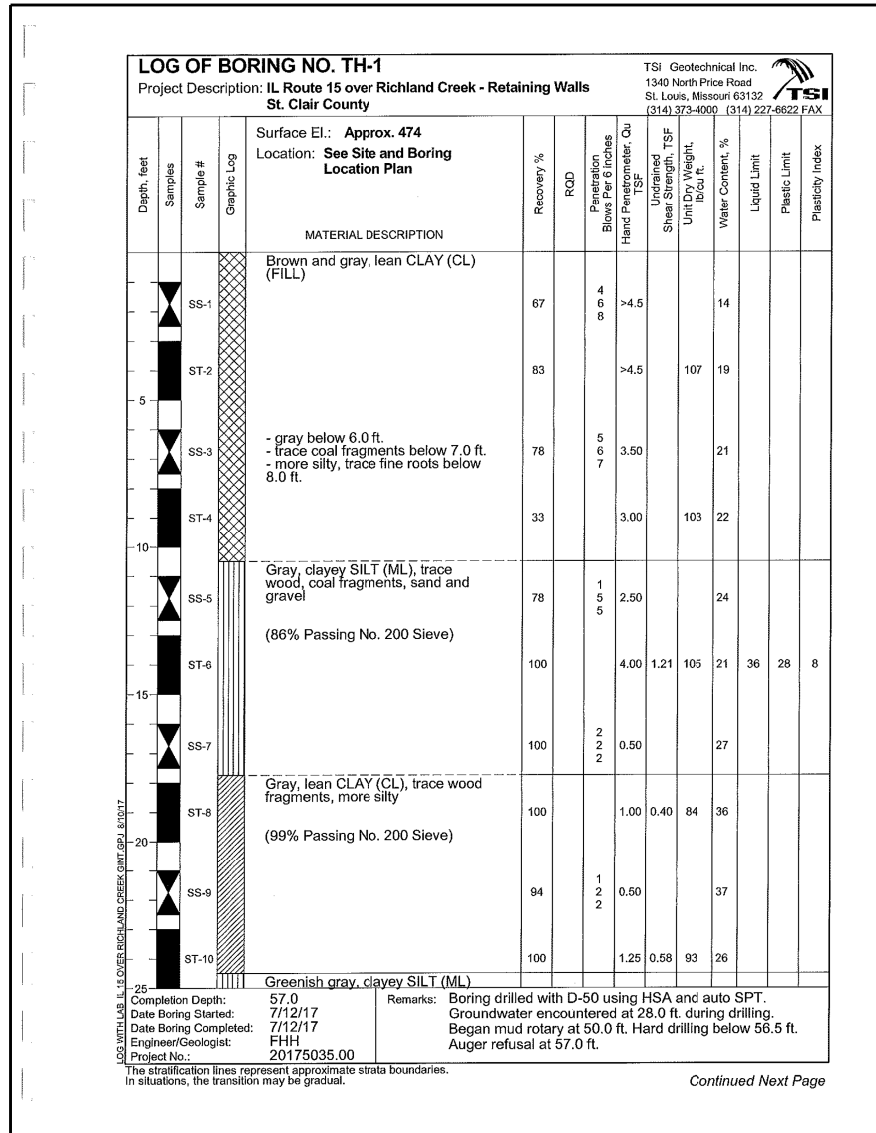
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)**

SHEET NO. 58 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	114
CONTRACT NO. 76J11				

ILLINOIS FED. AID PROJECT



NOTE:

The Standard Penetration Test (SPT) sampler for these borings was advanced by a CME automatic hammer having an efficiency rating of approximately 90%. To correct a given SPT Blow Count (N_{xx}) to the standard blow count (N_{60}), multiply the given blow count by the ratio of N_{xx}/N_{60} . The standard value (N_{60}) can then be used in correlations of various soil parameters including cohesion (undrained shear strength) for fine-grained soils such as clays and clayey silts, and friction angle (ϕ) for non-cohesive soils; mechanical silts, sands, and fine gravels. For the stiff upper fill soils at the site, it is suggested that correlations of N_{60} values to cohesion be limited to 3,000 pounds per square foot, because of the potential variability of the fill.

LOG OF BORING NO. TH-2										TSI Geotechnical Inc.		
Project Description: IL Route 15 over Richland Creek - Retaining Walls										1340 North Price Road		
St. Clair County										St. Louis, Missouri 63132		
										(314) 373-4000 (314) 227-6622 FAX		
Depth, feet	Samples	Graphic Log	Surface El.: Approx. 478	Recovery %	RQD	Penetration Blows Per 6 inches	Undrained Shear Strength, TSF	Unit Dry Weight, lb/cu ft.	Water Content, %	Liquid Limit	Plastic Limit	Plasticity Index
MATERIAL DESCRIPTION												
			Location: See Site and Boring Location Plan									
			Brown and gray, lean CLAY (CL) (FILL)	83		4	>4.5		15			
			- more silty below 3.5 ft.	44		3	>4.5		16			
			- gray below 6.3 ft.	67		4	>4.5		19			
			- gray and greenish gray, trace coal fragments below 11.0 ft.	83		2	>4.5	104	21			
			Gray and greenish gray, lean CLAY (CL)	100		4	>4.5	1.61	109	19		
			(97% Passing No. 200 Sieve)	72		4	2.75		22			
			- trace roots below 21.0 ft.	88		2	2.00	1.03	97	24		
			Brown and gray, lean CLAY (CL)	100		3	2.00		23			
				100		4			41	20	21	
25 Completion Depth: 71.1				Remarks: Boring drilled with D-50 using HSA and auto SPT.								
Date Boring Started: 7/11/17				Perched groundwater at 25.0 ft. Groundwater encountered at 43.0 ft. during drilling. Began mud rotary at 50.0 ft.								
Date Boring Completed: 7/12/17				Rough drilling from 62.0 to 68.5 ft.								
Engineer/Geologist: FHH				Hard drilling below 70.5 ft. Auger refusal at 71.1 ft.								
Project No.: 20175035.00												
The stratification lines represent approximate strata boundaries. In situations, the transition may be gradual.												

LOG OF BORING NO. TH-2										TSI Geotechnical Inc.		
Project Description: IL Route 15 over Richland Creek - Retaining Walls										1340 North Price Road		
St. Clair County										St. Louis, Missouri 63132		
										(314) 373-4000 (314) 227-6622 FAX		
Depth, feet	Samples	Graphic Log	Surface El.: Approx. 478	Recovery %	RQD	Penetration Blows Per 6 inches	Undrained Shear Strength, TSF	Unit Dry Weight, lb/cu ft.	Water Content, %	Liquid Limit	Plastic Limit	Plasticity Index
MATERIAL DESCRIPTION												
			Location: See Site and Boring Location Plan									
			Brown and gray, lean CLAY (CL) (continued)	100		2	1.00		27			
			- trace coal fragments and roots, more silty, from 26.0 to 30.0 ft.	100		2	1.25		27			
			- greenish gray, trace shell fragments, more silty, below 38.5 ft.	100		1	0.50		30			
			Greenish gray, clayey SILT (ML), trace shell fragments	100		1	0.50		27			
			- underlayered with lean clay, with wood pieces to 2 in., below 47 ft.	100		1	0.50		64			
25 Completion Depth: 71.1				Remarks: Boring drilled with D-50 using HSA and auto SPT.								
Date Boring Started: 7/11/17				Perched groundwater at 25.0 ft. Groundwater encountered at 43.0 ft. during drilling. Began mud rotary at 50.0 ft.								
Date Boring Completed: 7/12/17				Rough drilling from 62.0 to 68.5 ft.								
Engineer/Geologist: FHH				Hard drilling below 70.5 ft. Auger refusal at 71.1 ft.								
Project No.: 20175035.00												
The stratification lines represent approximate strata boundaries. In situations, the transition may be gradual.												

LOG OF BORING NO. TH-2										TSI Geotechnical Inc.		
Project Description: IL Route 15 over Richland Creek - Retaining Walls										1340 North Price Road		
St. Clair County										St. Louis, Missouri 63132		
										(314) 373-4000 (314) 227-6622 FAX		
Depth, feet	Samples	Graphic Log	Surface El.: Approx. 478	Recovery %	RQD	Penetration Blows Per 6 inches	Undrained Shear Strength, TSF	Unit Dry Weight, lb/cu ft.	Water Content, %	Liquid Limit	Plastic Limit	Plasticity Index
MATERIAL DESCRIPTION												
			Location: See Site and Boring Location Plan									
			Greenish gray, clayey SILT (ML), trace shell fragments (continued)									
			Gray, lean CLAY (CL)	78		9	>4.5		24			
			Gray, fine to coarse clayey SAND (SC)			11						
			Gray, SILT (ML), trace shell fragments	94		2	1.00		31	37	30	7
			Gray, coarse SAND (SP), trace gravel	6		5						
			Gray, clayey SILT (ML)	72		4	0.25		20			
			Gray, weathered LIMESTONE	17		4	0.5					
Boring terminated at 71.1 ft.												
25 Completion Depth: 71.1				Remarks: Boring drilled with D-50 using HSA and auto SPT.								
Date Boring Started: 7/11/17				Perched groundwater at 25.0 ft. Groundwater encountered at 43.0 ft. during drilling. Began mud rotary at 50.0 ft.								
Date Boring Completed: 7/12/17				Rough drilling from 62.0 to 68.5 ft.								
Engineer/Geologist: FHH				Hard drilling below 70.5 ft. Auger refusal at 71.1 ft.								
Project No.: 20175035.00												
The stratification lines represent approximate strata boundaries. In situations, the transition may be gradual.												

NOTE:

The Standard Penetration Test (SPT) sampler for these borings was advanced by a CME automatic hammer having an efficiency rating of approximately 90%. To correct a given SPT Blow Count (N_{xx}) to the standard blow count (N₆₀), multiply the given blow count by the ratio of N_{xx}/N₆₀. The standard value (N₆₀) can then be used in correlations of various soil parameters including cohesion (undrained shear strength) for fine-grained soils such as clays and clayey silts, and friction angle (phi) for non-cohesive soils; mechanical silts, sands, and fine gravels. For the stiff upper fill soils at the site, it is suggested that correlations of N₆₀ values to cohesion be limited to 3,000 pounds per square foot, because of the potential variability of the fill.

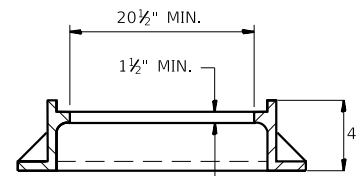
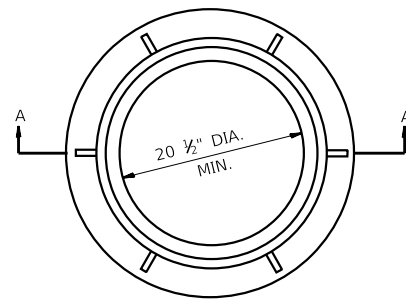
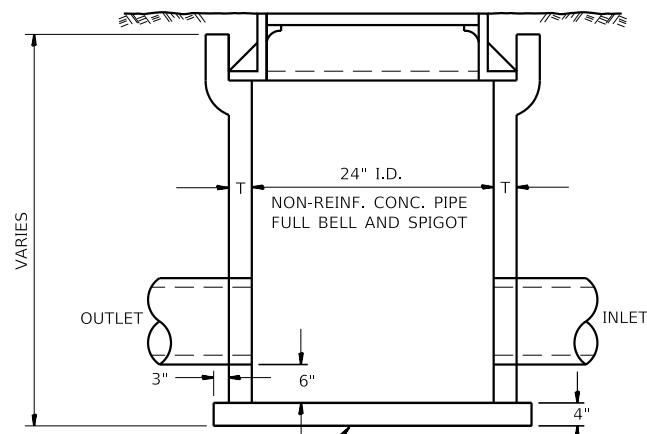


DESIGNED - PMG	REVISED
CHECKED - JCZ	REVISED
DRAWN - DJM/JCZ	REVISED
CHECKED - JML	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

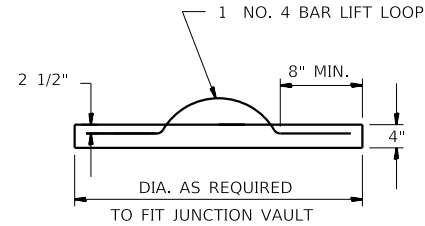
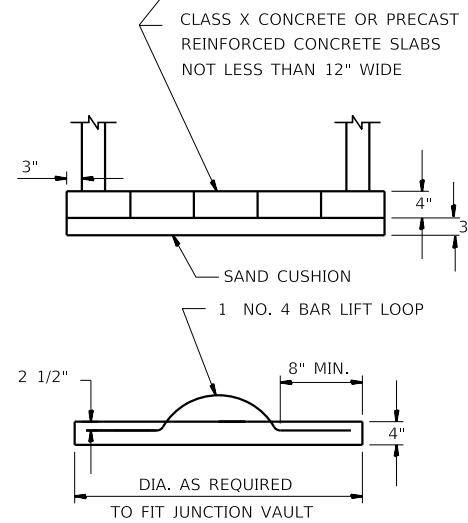
SOIL BORING LOGS
STRUCTURE NO. 082-0049 (WB) & 082-0050 (EB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	116
CONTRACT NO. 76J11				



SECTION A-A

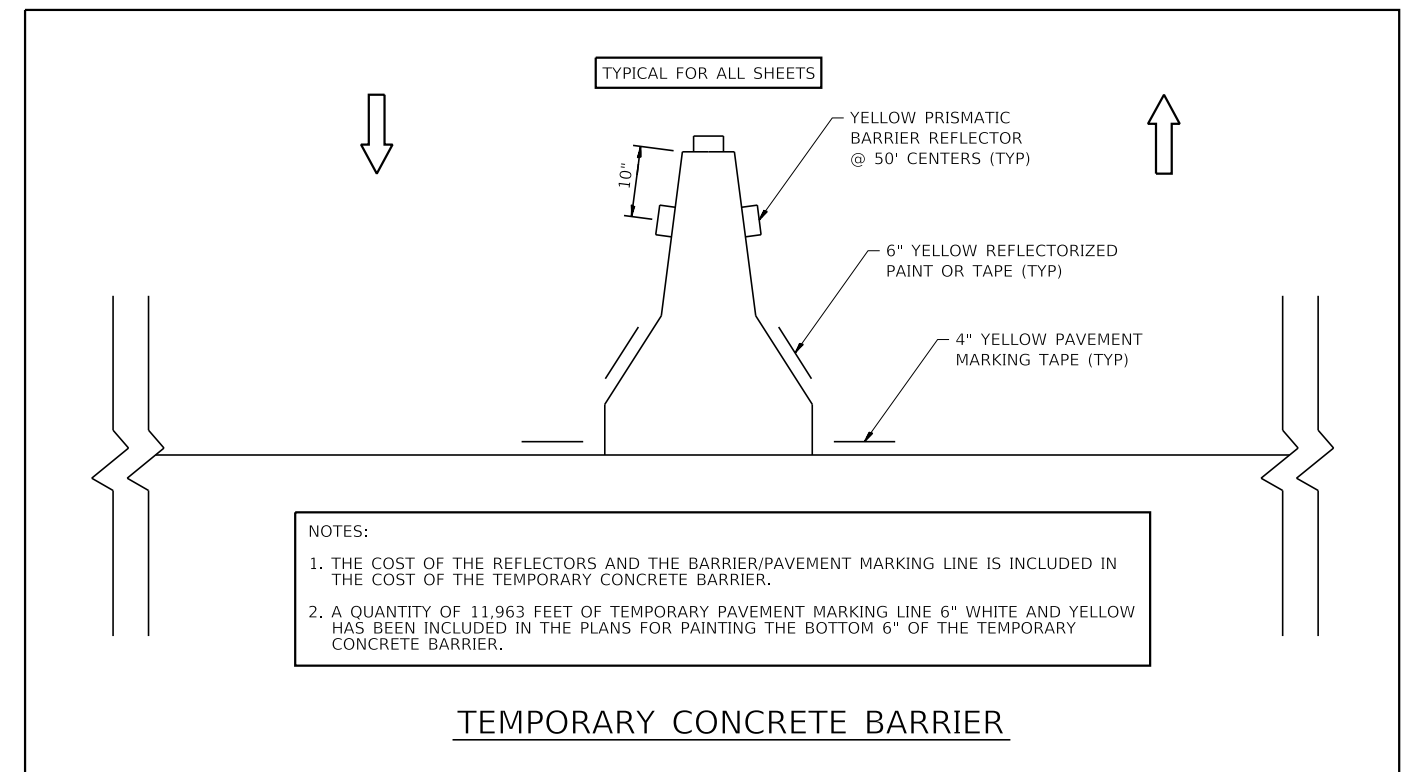
FIELD TILE JUNCTION VAULT



ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.



- NOTES:
1. THE COST OF THE REFLECTORS AND THE BARRIER/PAVEMENT MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.
 2. A QUANTITY OF 11,963 FEET OF TEMPORARY PAVEMENT MARKING LINE 6" WHITE AND YELLOW HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.

TEMPORARY CONCRETE BARRIER

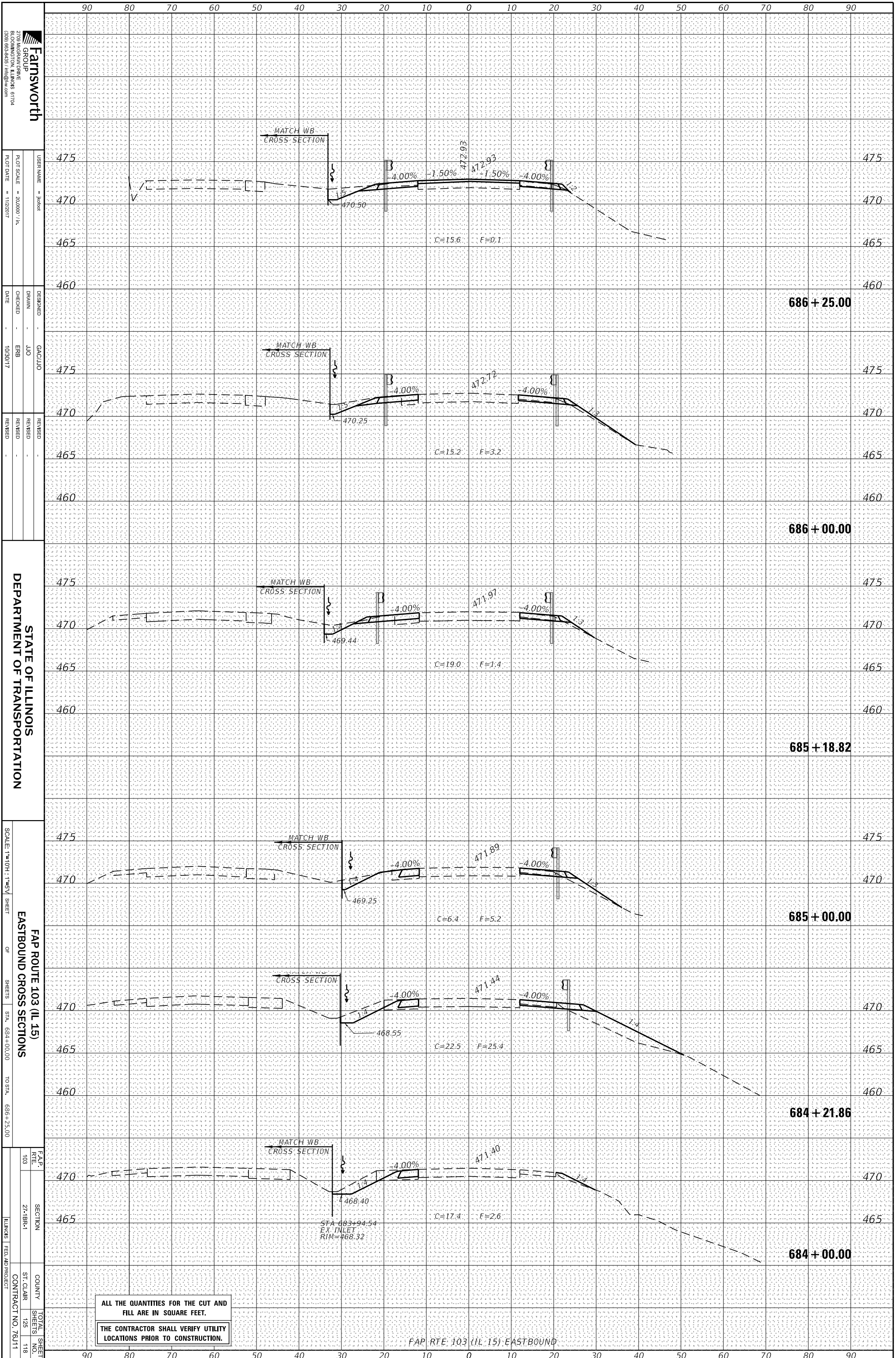
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	DRAWN - DRR/JDK/JJO	REVISED -
PLOT SCALE = 2,000' = 1" IN.	CHECKED - ERB	REVISED -
PLOT DATE = 11/2/2017	DATE - 10/30/17	REVISED -

FAP ROUTE 103 (IL 15) DETAILS	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
103	27-1BR-1	ST. CLAIR	125	117
CONTRACT NO. 76J11				
ILLINOIS FED. AID PROJECT				

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 info@faw.com

USER NAME = jacobd
 DESIGNED = JAC/JLD
 DRAWN = JLD
 CHECKED = ERB
 DATE = 10/20/17

DESIGNED = JAC/JLD
 DRAWN = JLD
 CHECKED = ERB
 DATE = 10/20/17

REVISIONS
 REVISED
 REVISED
 REVISED

SCALE = 20,000/1" = 1/4" = 1/4" = 1/4"
 PLOT DATE = 11/2/2017

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET EASTBOUND CROSS SECTIONS
 OF SHEETS STA. 684+00.00 TO STA. 686+25.00

FAP ROUTE 103 (IL 15)
 SECTION 27-18R-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

FAP RTE. 103
 SECTION 27-18R-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

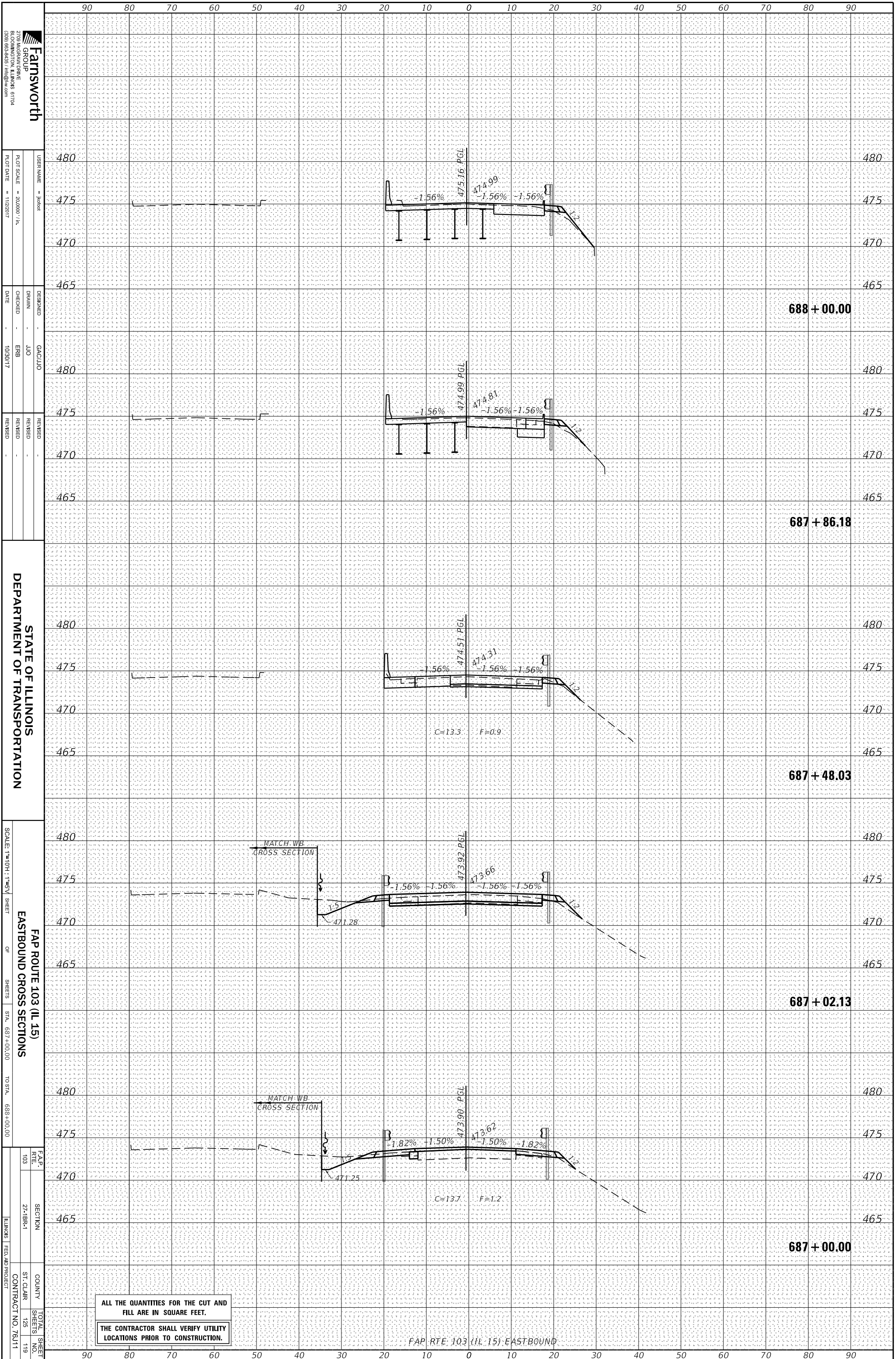
TOTAL SHEET NO. 118
 SHEETS 125

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE. 103 (IL 15) EASTBOUND

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth
 GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 info@fw.com

DESIGNED	JLD
CHECKED	ERB
DATE	10/20/17

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
 EASTBOUND CROSS SECTIONS

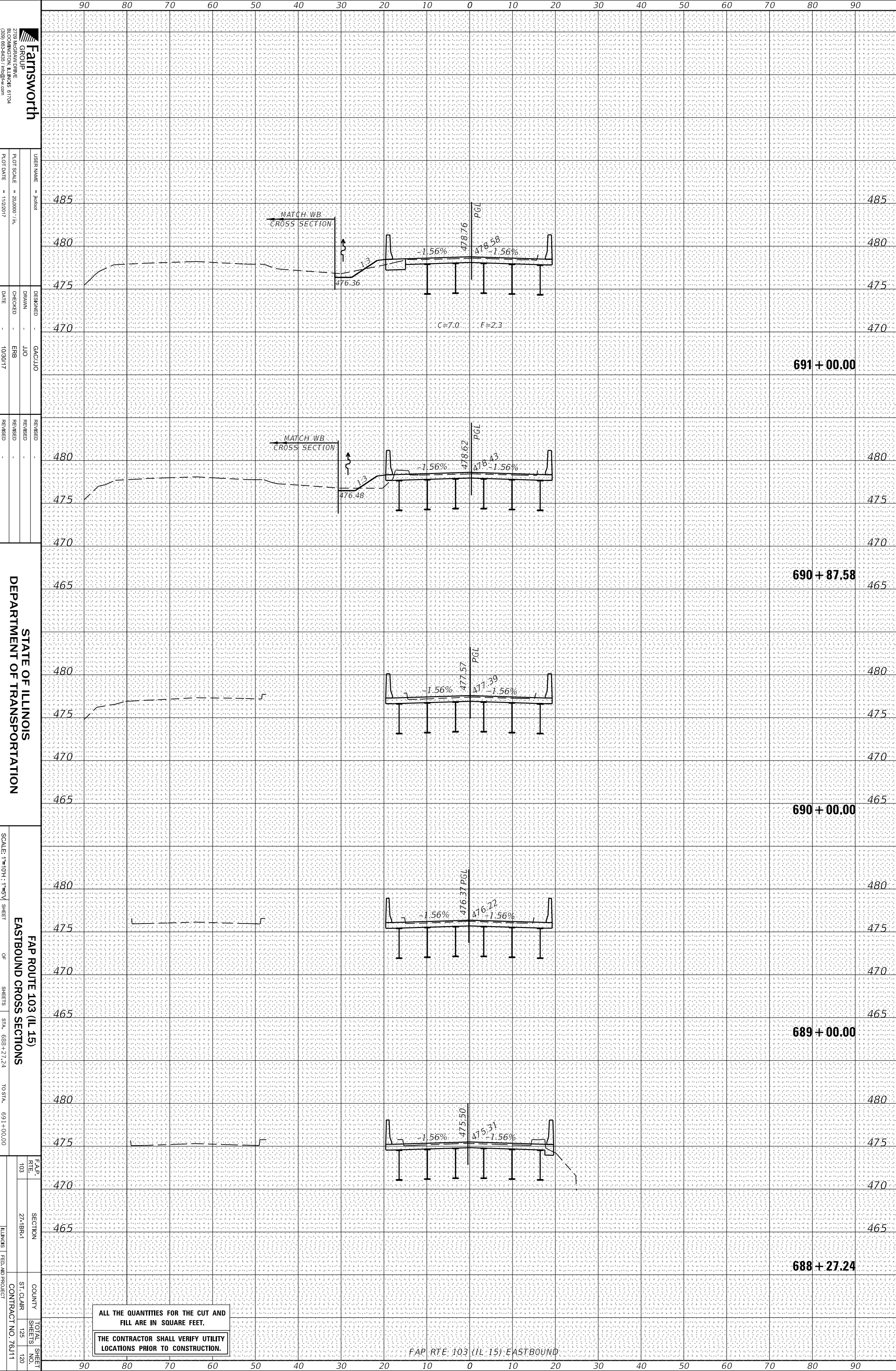
FAP RTE.	103
SECTION	27-18R-1
COUNTY	ST. CLAIR
SHEETS	125
TOTAL SHEETS	119
CONTRACT NO.	76J11

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15) EASTBOUND

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



Farnsworth GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 | info@fw.com

USER NAME = jacobd
 DESIGNED = JAC/JAC
 DRAWN = JJO
 CHECKED = ERB
 DATE = 10/20/17

DESIGNED = JAC/JAC
 DRAWN = JJO
 CHECKED = ERB
 DATE = 10/20/17

REVISIONS
 REVISION NO. | DATE | DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
 EASTBOUND CROSS SECTIONS

SCALE: 1"=100' (1"=5') SHEET OF SHEETS STA. 688+27.24 TO STA. 691+00.00

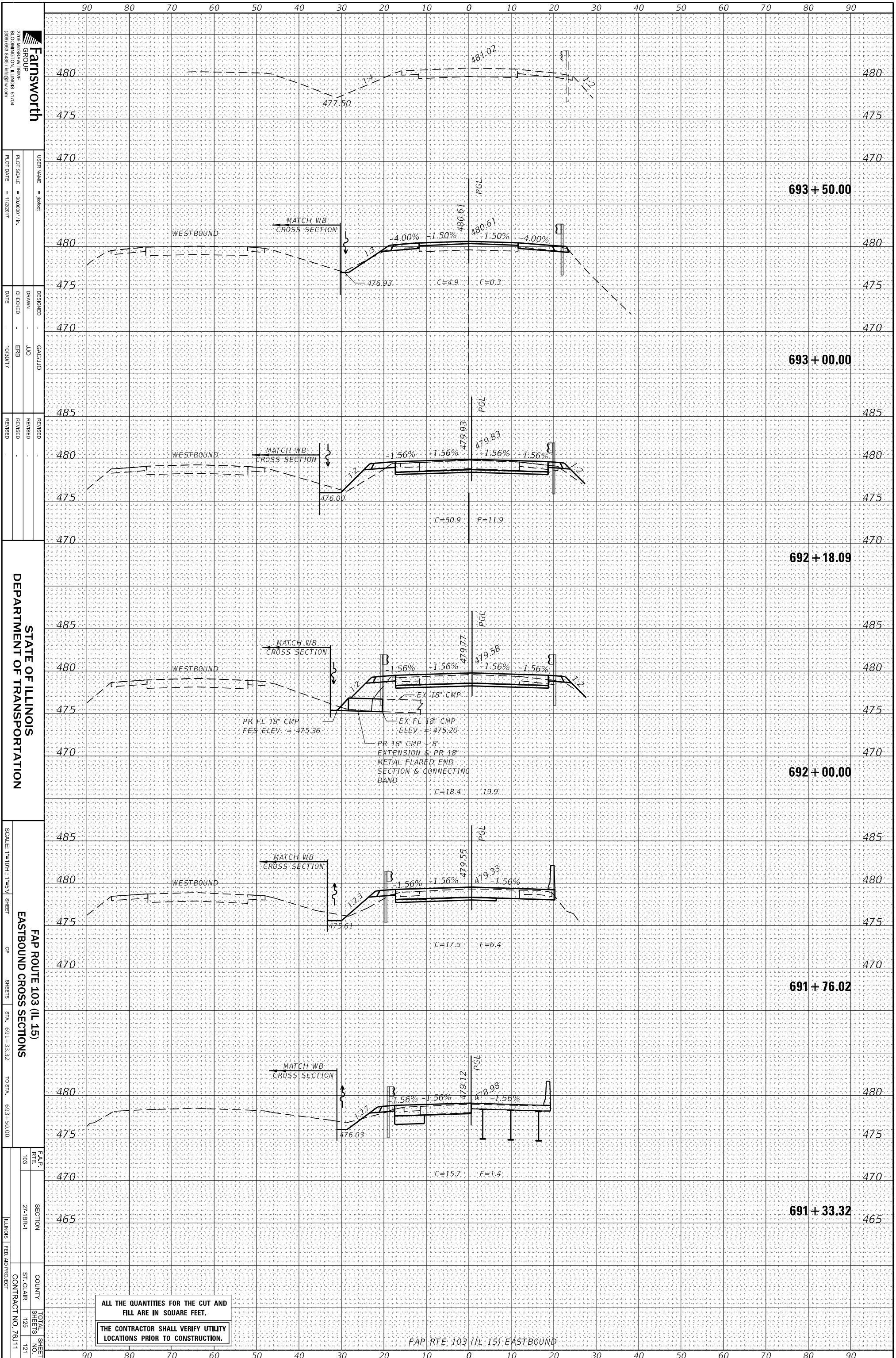
FAP RTE. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 TOTAL SHEETS 125
 SHEETS NO. 120
 CONTRACT NO. 76J11
 ILLINOIS | FED. AID PROJECT

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE. 103 (IL 15) EASTBOUND

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15) EASTBOUND

Farnsworth GROUP
 2709 HANCOCK DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 info@faw.com

USER NAME = jacobd
 DESIGNED = JLD
 DRAWN = JLD
 CHECKED = ERB
 DATE = 10/20/17

REVISIONS
 REVISION NO. DATE BY

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
 EASTBOUND CROSS SECTIONS

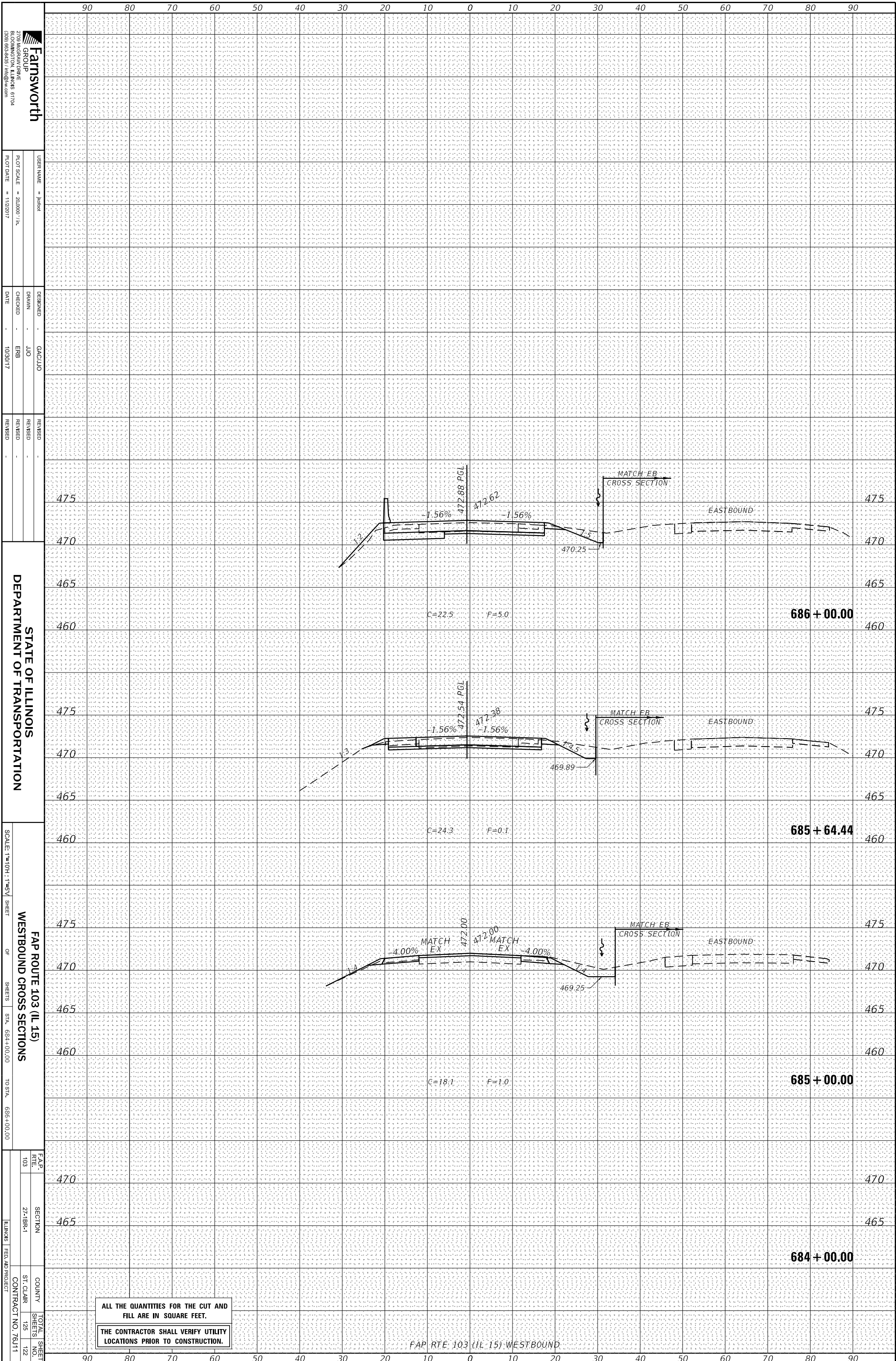
SCALE: 1"=10' (1"=5') SHEET OF SHEETS STA. 691+33.32 TO STA. 693+50.00

FAP RTE 103 SECTION 27-18R-1 COUNTY ST. CLAIR CONTRACT NO. 76J11

TOTAL SHEET NO. 125 SHEETS 121

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		



Farnsworth
 GROUP
 2709 HARRISON DRIVE
 BLOOMINGTON, ILLINOIS 61704
 (309) 863-9435 fhn@fwn.com

USER NAME = jfoed
 DRAWN = JJO
 CHECKED = ERB
 DATE = 10/20/17

DESIGNED = GAC/JJO
 REVISIONS:
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=100' : 1"=50'
 SHEET
 WESTBOUND CROSS SECTIONS
 OF
 SHEETS STA. 684+00.00 TO STA. 686+00.00

FAP ROUTE 103 (IL 15)
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

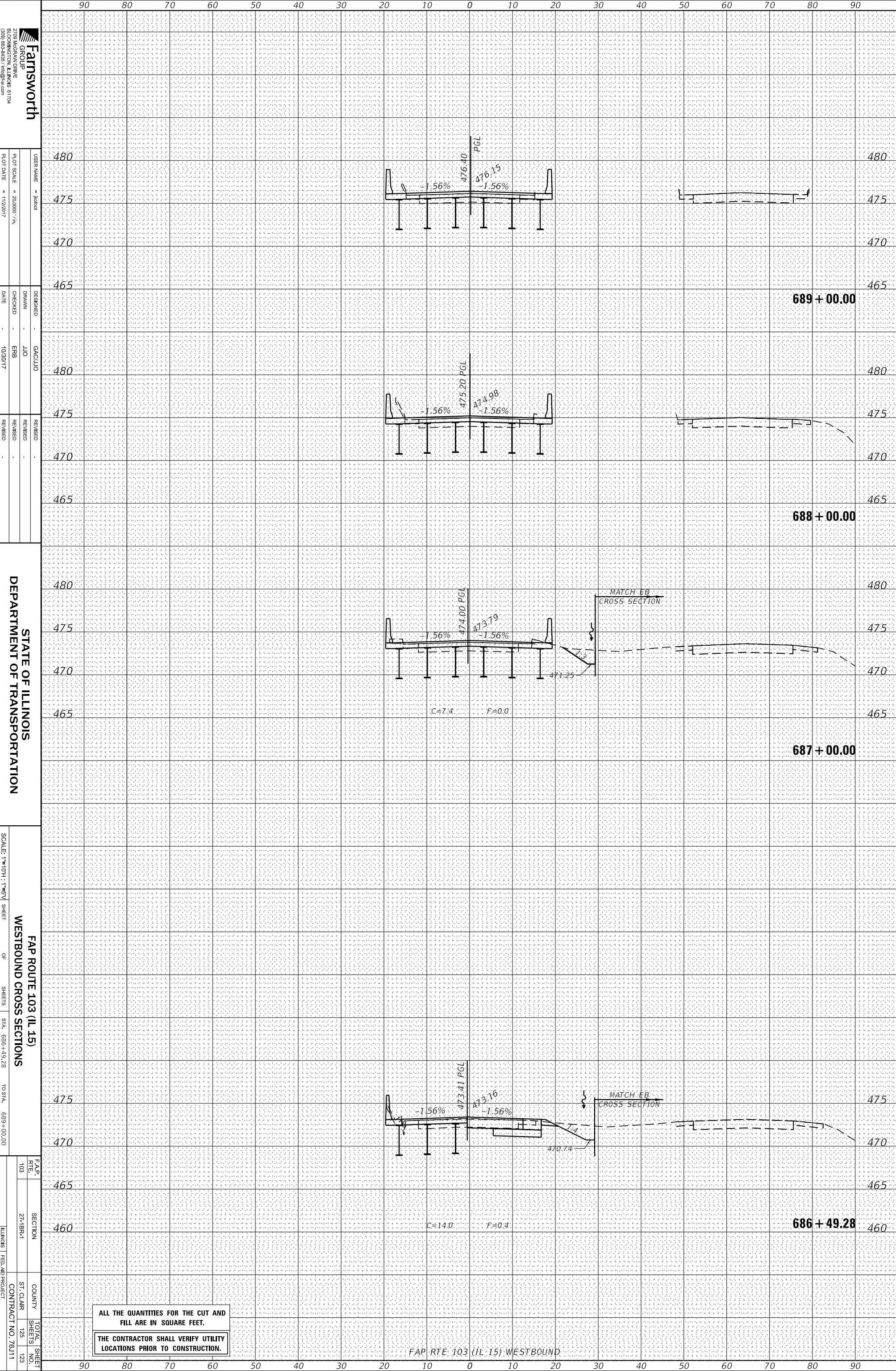
ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15) WESTBOUND

TOTAL SHEET NO. 122
 SHEETS 125

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



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 GROUP
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 (309) 863-9435 | info@fw.com

USER NAME = jfohnd
 DESIGNED - JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISED -
 REVISED -
 REVISED -

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - ERB
 DATE - 10/20/17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=101' : 1"=51'
 SHEET
FAP ROUTE 103 (IL 15)
WESTBOUND CROSS SECTIONS
 OF SHEETS STA. 686+49.28 TO STA. 689+00.00

FAP RTE. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J1-1

TOTAL SHEET NO. 125
 SHEETS 123

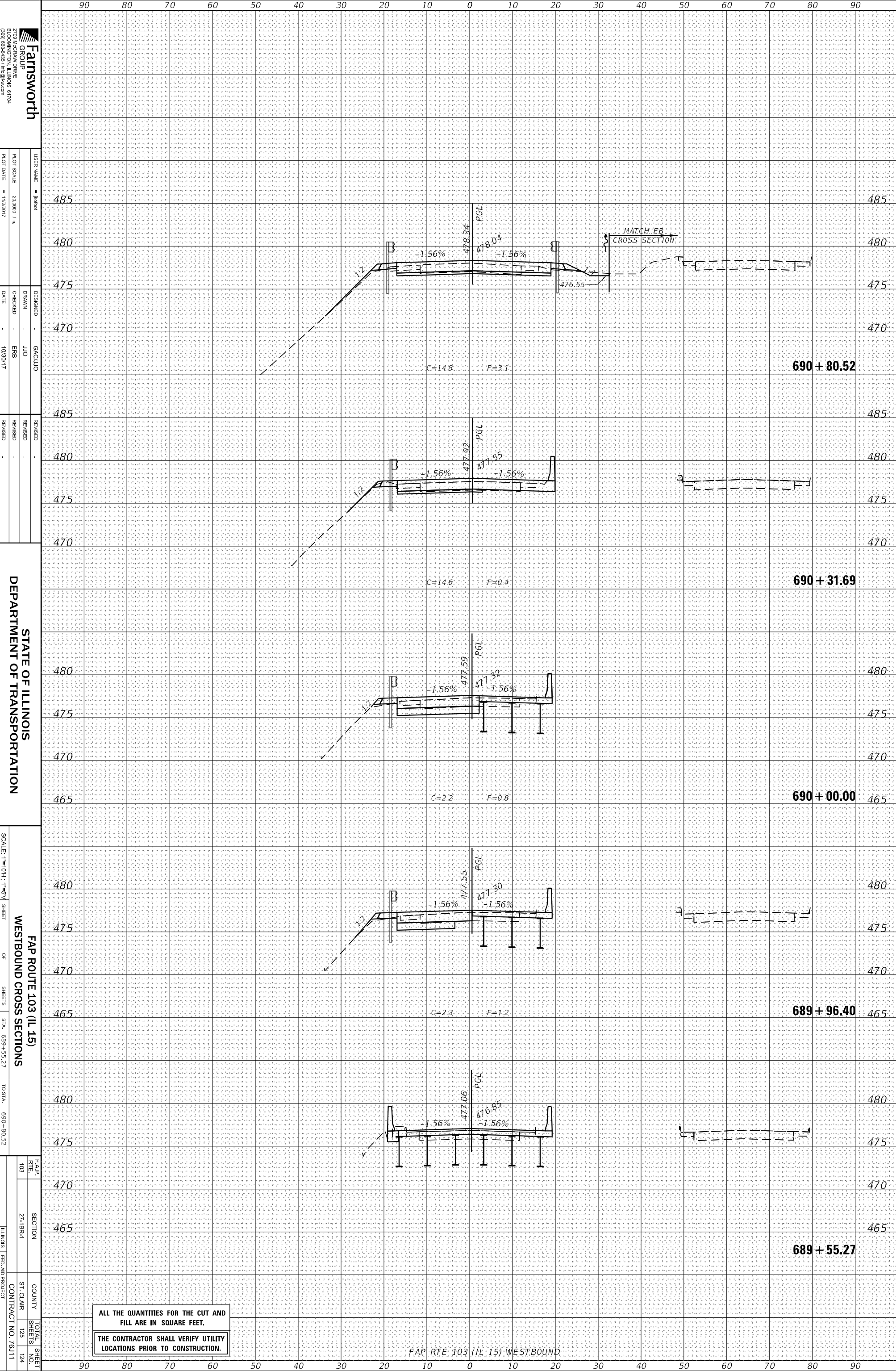
ILLINOIS | FED. AID PROJECT

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE 103 (IL 15) WESTBOUND

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



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USER NAME = jacobd
 DESIGNED - JLD
 DRAWN - JLD
 CHECKED - ERB
 DATE - 10/20/17

DESIGNED - JLD
 DRAWN - JLD
 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=100' : 1"=50'
 SHEET
 WESTBOUND CROSS SECTIONS
 OF
 SHEETS STA. 689+55.27 TO STA. 690+80.52

FAP RTE. 103 (IL 15)
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

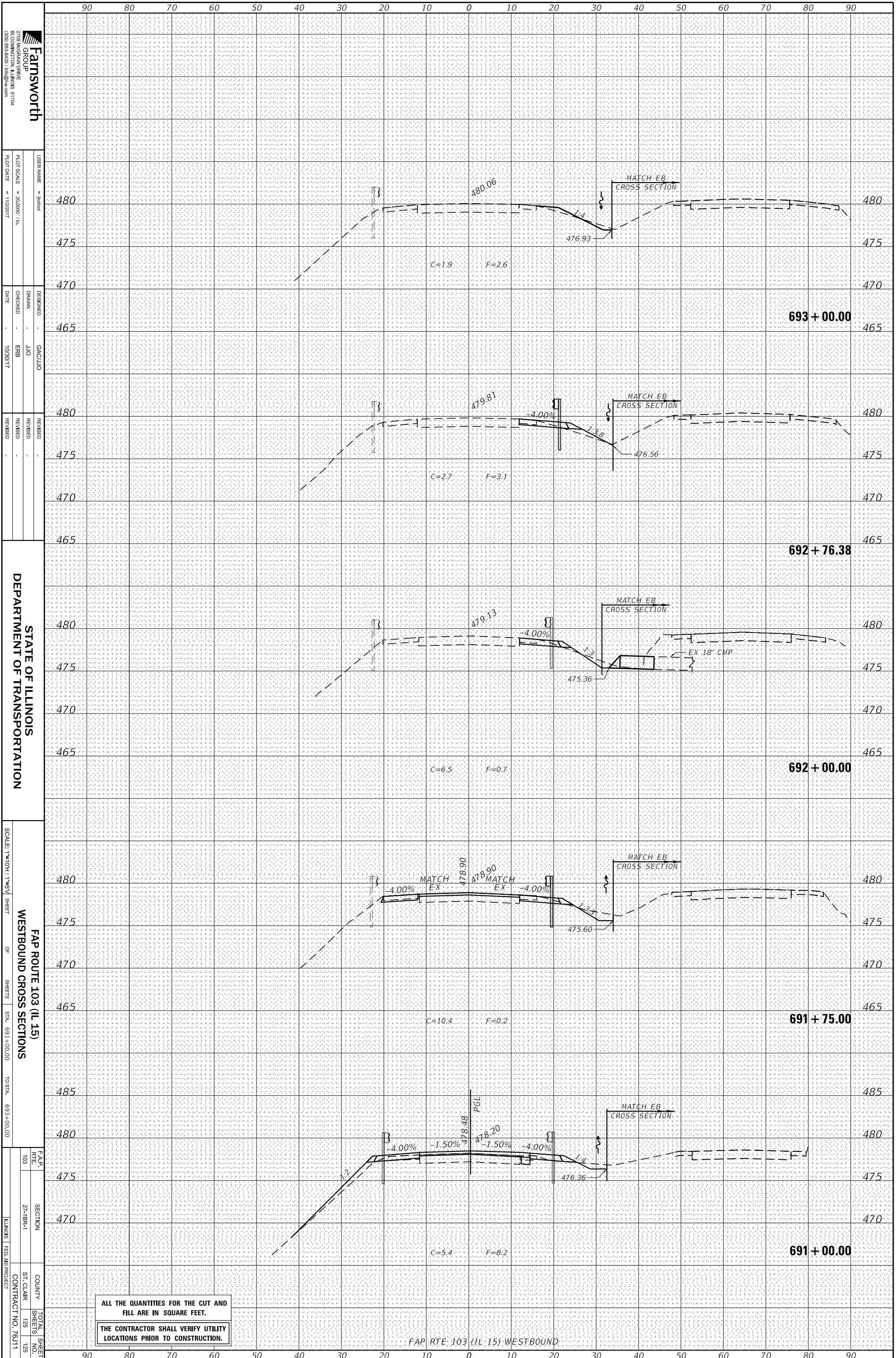
TOTAL SHEET NO. 125
 SHEETS 124

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FAP RTE. 103 (IL 15) WESTBOUND

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



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USER NAME = jacobd
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 CHECKED - ERB
 DATE - 10/20/17

REVISIONS
 1
 2
 3

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP ROUTE 103 (IL 15)
 WESTBOUND CROSS SECTIONS

SCALE: 1"=101' : 1"=51'
 SHEET 103 OF 125 SHEETS
 STA. 691+00.00 TO STA. 693+00.00

FAP RTE. 103
 SECTION 27-1BR-1
 COUNTY ST. CLAIR
 CONTRACT NO. 76J11

TOTAL SHEET NO. 125

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FAP RTE 103 (IL 15) WESTBOUND