

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	76848

*237-5+6 = 238

D-88-058-09

LIST OF STRUCTURAL WORK

05-24-13 SPECIAL LETTING ITEM 045 STATE OF ILLINOIS

RELOCATED IL ROUTE 3 OVER KCS AND UP RAILROADS
STR. NO. 082-0334 (NB) & STR. NO. 082-0335 (SB)

RELOCATED IL ROUTE 3 OVER TRRA RAILROAD
STR. NO. 082-0314 (NB) & STR. NO. 082-0315 (SB)

**DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

**FAP ROUTE 788 (RELOCATED IL RTE 3)
SECTION 520-1-2HVB, 520-1-2HVB-1
PROJECT ACF - 0788(006)
ST. CLAIR COUNTY
C-98-017-05**

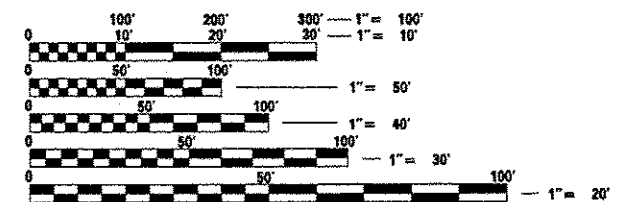
**PROPOSED RELOCATED
IL ROUTE 3 - RELOCATED MISSOURI AVENUE
TO ST. CLAIR AVENUE CONNECTOR**



INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3-13 SUMMARY OF QUANTITIES
- 14-15 TYPICAL SECTIONS
- 16-19 SCHEDULE OF QUANTITIES
- 20-23 ALIGNMENTS, TIES, AND BENCHMARKS
- 24-27 PLAN & PROFILES
- 28-31 EROSION AND SEDIMENT CONTROL PLANS
- 32-34 DRAINAGE PLAN & PROFILES
- 35 RAILROAD DITCH FLOW ANALYSIS
- 35A-35B GROUND IMPROVEMENT PLAN
- 36A-36G SUBSURFACE UNDERGROUND ENGINEERING PLANS
- 37A DRAINAGE BASIN D-11 LAYOUT (EXCAVATION)
- 37 DRAINAGE BASIN D-11 PLAN (FINAL GRADING)
- 38 DRAINAGE BASIN D-11 LAYOUT (FINAL GRADING)
- 39A-39B DRAINAGE BASIN E-1 LAYOUT (EXCAVATION)
- 39-40 DRAINAGE BASIN E-1 PLAN (FINAL GRADING)
- 41-43 DRAINAGE BASIN E-1 LAYOUT (FINAL GRADING)
- 44-48 PLAT OF HIGHWAYS
- 49-52 REMOVAL PLANS
- 53 PAVEMENT TRANSITION DETAILS
- 54-55 PAVEMENT MARKING PLAN
- 56 STABILIZED CONSTRUCTION ENTRANCE DETAIL
- 57 DRAINAGE DETAILS
- 58-133 STR. PLANS - REL. IL RTE 3 OVER KCS/UP RAILROADS
(STR. NO. 082-0334 & 082-0335)
- 134-183 STR. PLANS - REL. IL RTE 3 OVER TRRA & ST. CLAIR AVE.
(STR. NO. 082-0314 & 082-0315)
- 184-233 CROSS SECTIONS
- 234-237 SHEETS DELETED

FOR HIGHWAY STANDARDS, SEE SHEET NO. 2



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

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

PROJECT ENGINEER : TIMOTHY B. PADGETT (618) 346-3325
PROJECT MANAGER : DONALD R. HAYDEN (618) 346-3194

CONTRACT NO. 76848

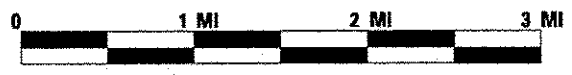
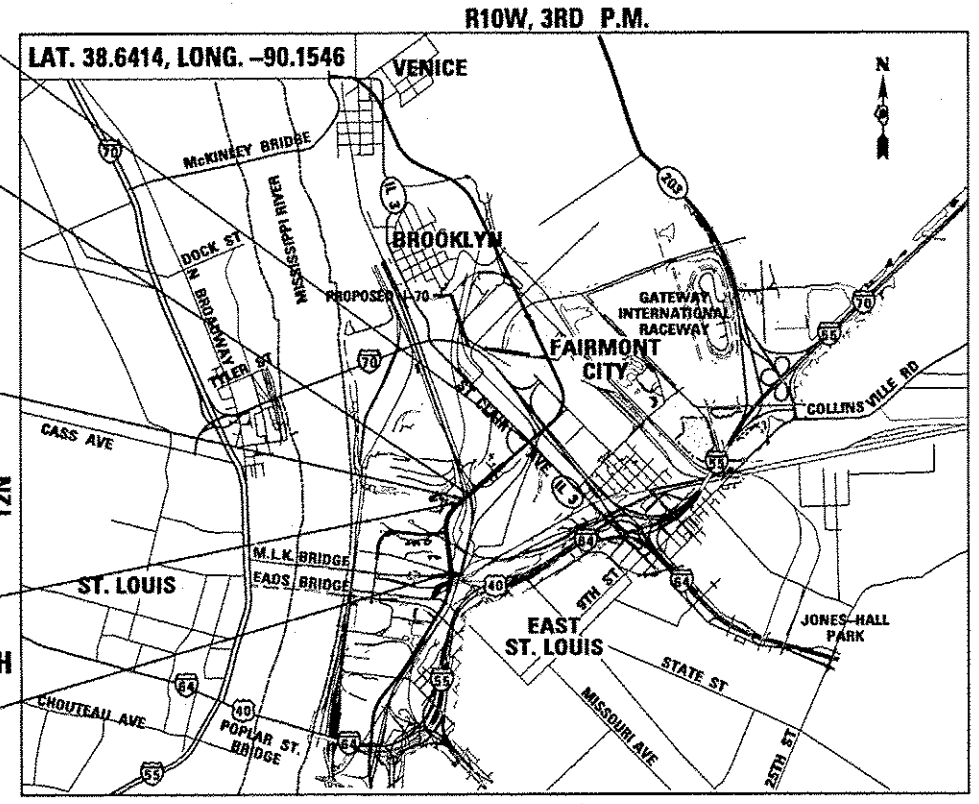
**END IMPROVEMENT
RELOCATED IL ROUTE 3
STA 1677 + 55.00**

**BRIDGE
SN 082-0314 (N.B.)
STA 1656 + 38.50 TO
STA 1658 + 38.50
SN 082-0315 (S.B.)
STA 1656 + 26.50 TO
STA 1658 + 26.50**

**BRIDGE
SN 082-0334 (NB)
STA 647 + 83.66 TO
STA 1654 + 33.89
SN 082-0335 (SB)
STA 648 + 56.34 TO
STA 1654 + 55.35**

**STATION EQUATION
STA 649 + 26.76 BK
= STA 1651 + 79.35 AH**

**BEGIN IMPROVEMENT
RELOCATED IL ROUTE 3
STA 625 + 10.00**



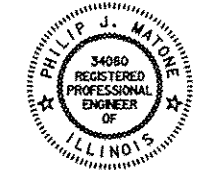
EAST ST. LOUIS TOWNSHIP

GROSS / NET = 4,992.41 FT. = 0.946 MILE

FINAL PLANS



SIGNATURE: *Joseph M. Lowrance*
EXPIRES: 11/30/2014
DATE: 2-7-13
SHEETS: 134-183



SIGNATURE: *Phillip J. Mabue*
EXPIRES: 11/30/2013
DATE: 2/7/13
SHEETS: 1-57, 184-237

**FUNCTIONAL CLASSIFICATION
URBAN EXPRESSWAY
ADT = 12,000 (2004), 16,000 (2024)
DESIGN SPEED = 50 MPH**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 5, 2013

Jeffrey A. Kem
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Feb 1 2013
John D. Baranzelli, PE, Ia
acting ENGINEER OF DESIGN AND ENVIRONMENT

Feb 1 2013
Omer Osman, PE, Ia
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**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
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
285001-02	FABRIC FORMED CONCRETE REVETMENT MATS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 m) JOINTED PCC PAVEMENT
420111-03	PCC PAVEMENT ROUNDOUTS
420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-03	INLET - TYPE A
602306-03	INLET - TYPE B
602401-03	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604006-04	FRAME AND GRATE TYPE 3
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-06	SHOULDER INLET WITH CURB
666001-01	RIGHT OF WAY MARKERS
667001-01	DRAINAGE MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-04	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782001	PRISMATIC CURB REFLECTORS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

GENERAL NOTES

- ILLINOIS STATE LAW REQUIRES A 48 - HOUR NOTICE BE GIVEN TO ALL UTILITIES 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:
 - AmerenCIPS - ELECTRIC
 - AmerenIP - GAS
 - AT&T ILLINOIS - COMMUNICATIONS
 - ILLINOIS AMERICAN WATER COMPANY - WATER
 - QWEST SOLUTIONS CENTER - COMMUNICATIONS
 - SHO-ME TECHNOLOGIES - COMMUNICATIONS
 - CHARTER COMMUNICATIONS
 - CLEARWAVE COMMUNICATIONS
 - CITY OF EAST ST. LOUIS
 - LEVEL 3 COMMUNICATIONS
 - SPRINT / NEXTEL
 - 360 NETWORKS INC.
 - EAST ST. LOUIS - SEWER
 - METRO EAST SANITARY DISTRICT (M.E.S.D.) - CAHOKIA CANAL
- MEMBERS OF J.U.L.I.E. (800-892-0123, OR 811) ARE INDICATED BY AN *.
- NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE SPECIAL PROVISIONS FOR POTENTIAL UTILITY CONFLICTS.
- THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT THERE ARE WATER MAINS MAINTAINED BY THE ILLINOIS AMERICAN WATER COMPANY (IAWC) AND/OR PRIVATE OWNERS WITHIN THE R.O.W. THE CONTRACTOR SHALL LOCATE THE WATER MAIN LOCATIONS IN CONJUNCTION WITH IAWC AND/OR PRIVATE OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION IN THESE AREAS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/ HER OWN EXPENSE. ANY UTILITY OR DISTRICT B ITS EQUIPMENT THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

GENERAL NOTES (CONTINUED)

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE CITY OF EAST ST. LOUIS FIRE AND POLICE DEPARTMENTS, AND MESD 14 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER TO REVIEW AND COORDINATE THE CONSTRUCTION SCHEDULE.
EAST ST. LOUIS FIRE DEPT. CHIEF THOMAS GRIMMETT (618) 482-6875.
EAST ST. LOUIS POLICE DEPT. CHIEF LENZIE STEWART (618) 482-6740 OR 482-6700.
METRO EAST SANITARY DISTRICT (MESD): BOB SHIPLEY - (618) 452-9400
- CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE STATE ARCHAEOLOGICAL COORDINATOR - JOSEPH M. GALLOP, Ph.D., RPA (618) 251-3922 - 14 WORKING DAYS PRIOR TO START OF ANY PAVEMENT OR FOUNDATION REMOVAL.
- THE EXISTING TOPOGRAPHY SHOWN ON THE PLANS REFLECTS THE FINAL CONDITION AFTER THE COMPLETION OF CONTRACT 76E06, AND DOES NOT NECESSARILY REFLECT CURRENT FIELD CONDITIONS.
- ALL MANHOLE LIDS OR INLET GRATES THAT ARE REMOVED DURING THIS CONTRACT SHALL REMAIN PROPERTY OF THE ILLINOIS DEPT. OF TRANSPORTATION AND SHALL BE REMOVED WITHOUT DAMAGE AND TRANSPORTED TO THE FOLLOWING ADDRESS: BOWMAN AVE. PUMP STATION, 728 EXCHANGE AVE., EAST ST. LOUIS, ILLINOIS - IF THERE ARE ANY QUESTIONS PLEASE CONTACT PETE SAWYER AT 618-346-3275.
- RIGHT OF WAY MARKERS SHALL BE INSTALLED SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. THE RIGHT OF WAY MARKER SHALL BE A WITNESS TO THE RIGHT OF WAY CORNER WHICH IS THE PROPERTY PIN. THE RIGHT OF WAY CORNER OR PROPERTY PIN IS A 3/8" IRON ROD WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED OR DISTURBED WHEN SETTING THE RIGHT OF WAY MARKERS AT THE TWELVE INCH (12") OFFSET.
- ABBREVIATIONS: T.E. = TEMPORARY EASEMENT, P.E. = PERMANENT EASEMENT, PROCES = PRECAST REINFORCED CONCRETE FLARED END SECTION, TBF = TRENCH BACKFILL, TM = TOP OF MASONRY.
- THE CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING NEAR ANY RAILROAD LINE. THE CONTRACTOR SHALL CHECK WITH RESPECTIVE RAILWAY COMPANY FOR THE MINIMUM REQUIREMENTS FOR EXCAVATION IN THE VICINITY OF ANY RAILROAD.
- IF THE CONTRACTOR ENCOUNTERS PREVIOUSLY UNIDENTIFIED UTILITIES DURING EXCAVATION, THE CONTRACTOR SHALL FIRST DETERMINE IF THE UTILITY IS ABANDONED. IF THE UTILITY IS ABANDONED, THE CONTRACTOR SHALL REMOVE THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS AND DISPOSE OF THE REMOVED UTILITY OUTSIDE OF THE STATE RIGHT OF WAY. THIS WORK SHALL BE PAID FOR PER ARTICLE 109.04. IF THE UTILITY IS NOT ABANDONED, THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY AND REQUEST THAT THE SERVICE BE TERMINATED OR RELOCATED TO THE SATISFACTION OF THE ENGINEER SO THAT THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS CAN BE REMOVED. THE DISPOSAL OF THE REMOVED UTILITY SHALL BE OUTSIDE OF THE STATE RIGHT OF WAY. THIS WORK SHALL BE PAID FOR PER ARTICLE 109.04.
- THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, 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 THE 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.

PLEASE 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 FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGH OUT THE CONSTRUCTION PROJECT. THE EMBANKMENT SURFACES SHALL BE SLOPED TO DRAIN OFF THE EMBANKMENT TO SIDE SLOPES OR MEDIAN DITCHES. MEDIAN DITCHES SHALL BE GRADED TO DRAIN ACROSS THE EMBANKMENT UNTIL SUCH TIME AS THE MEDIAN INLETS ARE INSTALLED AND FUNCTIONAL. DITCHES ALONG THE SIDES OF THE EMBANKMENT SHALL BE GRADED TO DRAIN THROUGH THE EMBANKMENT UNTIL SUCH TIME THAT PIPE CULVERTS ARE INSTALLED AND FUNCTIONAL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN EARTH EXCAVATION AND/OR FURNISHED EXCAVATION.
- THE WORK DESCRIBED ON THE EROSION CONTROL AND SEDIMENT CONTROL SHEETS IS AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN THE NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
- ACCESS FOR WORK ON THE SOUTH ABUTMENTS AND AREAS SOUTH OF THE KCS & UP RAILROADS SHALL BE OBTAINED FROM EXISTING MISSOURI AVENUE AND THE CLEARING PATH.
- THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ARTICLE 280.03 OF THE STANDARD SPECIFICATIONS WHICH STATES THAT "NO MORE THAN A TOTAL OF 10 ACRES ARE DISTURBED AT A TIME". GROUND WHICH IS DISTURBED SHALL BE GRADED AND PROTECTED BY PERMANENT OR TEMPORARY EROSION CONTROL MEASURES TO ALLOW OTHER AREAS OF WORK TO PROCEED WITHOUT EXCEEDING THE 10 ACRE LIMIT.

GENERAL NOTES (CONTINUED)

- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL INCLUDE THE EXCAVATION OF INSITU MATERIAL WHICH WILL BE UNSUITABLE TO SUPPORT THE PROPOSED EMBANKMENT. THE LOCATIONS AND DEPTHS OF REMOVAL HAVE BEEN ESTIMATED FROM BORING LOGS BUT FINAL LOCATIONS AND DEPTHS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. GRANULAR EMBANKMENT SPECIAL IS INCLUDED TO REPLACE THE REMOVED UNSUITABLE MATERIAL.
- THE CONTRACTOR WILL NOT BE ALLOWED TO USE THE FLORIDA RSA (US CELLULAR) DRIVEWAY AS A MAIN ACCESS ROADWAY. THIS DRIVEWAY TO BE USED ONLY FOR WORK IN THE IMMEDIATE AREA AND ONLY WITH AUTHORIZATION FROM THE RESIDENT ENGINEER.
- WHEN USING THE FLORIDA RSA (US CELLULAR) DRIVEWAY FOR CONSTRUCTION AS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR SHALL NOT IMPEDE TRAFFIC TO OR FROM FLORIDA RSA (US CELLULAR). TRAFFIC TO OR FROM FLORIDA RSA (US CELLULAR) SHALL HAVE THE RIGHT OF WAY AND THE CONTRACTOR SHALL USE FLAGMAN TO CONTROL HIS/HER OPERATIONS TO AVOID DELAY TO THE INGRESS OR EGRESS TO FLORIDA RSA (US CELLULAR).
- THE CONTRACTOR MUST COMPLY WITH THE REQUIREMENTS OF THE GSA WHEN ACCESSING ANY OF THE RAILROAD PROPERTY OR WORKING ON, OVER, OR BENEATH ANY OF THE RAILROAD PROPERTIES.
- THE CONTRACTOR MAY BE ASKED TO ACQUIRE SOIL SAMPLES AND PERFORM SOIL TESTING FOR THIS PROJECT OR THE DEPARTMENT MAY CHOOSE TO OBTAIN AND TEST SAMPLES ON ITS OWN. ANY WORK REGARDING SOIL SAMPLING AND TESTING SHALL BE PAID FOR PER ARTICLE 109.04.
- NON SPECIAL WASTE EXCAVATION AND CLEAN EXCAVATION MATERIAL ARE BOTH ON SITE. THE CONTRACTOR SHALL TAKE CARE NOT TO INTERMIX THE TWO SOIL TYPES TO PREVENT CONTAMINATION OF CLEAN EXCAVATED MATERIAL. THE AREAS OF NON-SPECIAL WASTE MATERIAL ARE NOTED IN THE SPECIAL PROVISION REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES.

ARCHAEOLOGICAL EXCAVATION PITS

- THE CONTRACTOR SHALL BE ADVISED THAT ARCHAEOLOGICAL EXPLORATORY EXCAVATION MAY BE ONGOING WITHIN THE RELOCATED IL ROUTE 3 INTERCHANGE RIGHT OF WAY DURING THIS CONTRACT.
- SOME VARIATIONS IN REMOVAL QUANTITIES AND FURNISHED EMBANKMENT QUANTITIES DUE TO ONGOING ADJACENT CONTRACT CONSTRUCTION AND/OR ENVIRONMENTAL/ ARCHAEOLOGICAL INVESTIGATION IS TO BE EXPECTED. ADJUSTMENTS FOR SUCH VARIATIONS SHALL BE MADE IN THE FIELD BY THE ENGINEER. ALL REMOVAL ITEMS THAT HAVE BEEN DISPLACED DUE TO ONGOING ADJACENT CONTRACT CONSTRUCTION AND/OR ENVIRONMENTAL/ ARCHAEOLOGICAL INVESTIGATION, BUT REMAIN ON SITE, MUST BE REMOVED BY THE CONTRACTOR PER THE CONTRACT PLANS. QUANTITIES FOR REMOVAL ITEMS THAT NO LONGER REMAIN ON SITE SHALL BE SUBTRACTED FROM THE CONTRACT IN ACCORDANCE WITH ARTICLE 104.02.
- ARCHAEOLOGICAL EXCAVATION PITS WHICH HAVE BEEN PREVIOUSLY EXCAVATED AND BACKFILLED BY OTHERS MAY BE PRESENT WITHIN THE CONTRACT LIMITS. ANY SUCH ARCHAEOLOGICAL EXCAVATION PIT AREAS WHICH LIE UNDER FUTURE ROADWAY EMBANKMENT WILL BE IDENTIFIED BY THE ENGINEER FOR RE-EXCAVATION AND RE-COMPACTION PER THE SPECIAL PROVISION FOR "EARTH EXCAVATION (SPECIAL)". UNUSED QUANTITY OF EARTH EXCAVATION (SPECIAL) SHALL BE SUBTRACTED FROM THE CONTRACT IN ACCORDANCE WITH 104.02.

COMMITMENTS

- ANY WATER WELLS FOUND DURING CONSTRUCTION WILL BE SEALED ACCORDING TO IEPA TO PREVENT GROUNDWATER POLLUTION FROM CONSTRUCTION AND FROM FUTURE ROADWAY MAINTENANCE.
- THE TREE REMOVALS WILL BE MITIGATED IN A FUTURE CONTRACT AS PART OF THE IDOT TREE REPLACEMENT PROGRAM UNDER DEPARTMENT POLICY D & E-18.
- IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT: www.AGR.STATE.IL.US/EAB.
- IDOT DISTRICT 8 CONSTRUCTION SHALL PROVIDE UNITED STATES CELLULAR CORPORATION (USCOC) THE NAME AND FULL CONTACT INFORMATION FOR THE RESIDENT ENGINEER FOR THE PROJECT AS SOON AS THAT PERSON IS IDENTIFIED.
- UPON REQUEST, THE RESIDENT ENGINEER SHALL PROVIDE USCOC A LINK TO THE IDOT WEBSITE FOR OBTAINING AN ELECTRONIC COPY OF THE CONTRACT BID PLANS AND SPECIFICATIONS FOR THE PROJECT.
- IT IS ANTICIPATED THAT NO UTILITIES WILL BE RELOCATED ALONG USCOC ENTRANCE. THE CONTRACTOR SHALL PROVIDE A MINIMUM FIFTEEN (15) BUSINESS DAYS WRITTEN NOTICE TO USCOC AND THE RESIDENT ENGINEER PRIOR TO RELOCATION OF USCOC FACILITIES (IF ANY). THE CONTRACTOR SHALL EXERCISE THE HIGHEST DEGREE OF CARE FOR ANY USCOC FACILITY RELOCATIONS (IF ANY).
- THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT TO ADVERSELY IMPACT USCOC FACILITIES.
- IDOT SHALL BE RESPONSIBLE FOR RELOCATION COSTS OF USCOC FACILITIES (IF ANY). IDOT SHALL NEGOTIATE IN GOOD FAITH REGARDING THE RELOCATION OF USCOC FACILITIES (IF ANY).
- ALL CORRESPONDENCE WITH USCOC REGARDING THE AFOREMENTIONED COMMITMENTS SHALL BE DIRECTED TO:
UNITED STATES CELLULAR CORPORATION
ATTN: CORPORATE REAL ESTATE DEPARTMENT, DIRECTOR OF REAL ESTATE
8410 WEST BYRN MAWR
CHICAGO, ILLINOIS 60631
TELEPHONE: (773) 399-8900



USER NAME: *USER*
DESIGNED: JJO
DRAWN: JJO
PLOT SCALE: *SCALE*
PLOT DATE: *DATE*

DESIGNED: JJO
DRAWN: JJO
CHECKED: PJM
DATE: 12/10/12

REVISED: 02/06/13
REVISED: 03/15/13
REVISED: 03/29/13
REVISED: 04/26/13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	520-1-2HV8, 520-1-2HV8-1	ST. CLAIR	237	2
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

1/18
1/17

80% FED.
20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001 URBAN	0008 S. N. 082-0334	0008 S. N. 082-0335	0008 S. N. 082-0314 & S. N. 082-0315
20200100	EARTH EXCAVATION	CU YD	143,742	143,742			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	6,193	6,193			
20400800	FURNISHED EXCAVATION	CU YD	240,957	240,957			
20800150	TRENCH BACKFILL	CU YD	838	838			
21000310	GRANULAR EMBANKMENT, SPECIAL	CU YD	16,120	16,120			
21301060	EXPLORATION TRENCH 60" DEPTH	FOOT	500	500			
* 25000210	SEEDING, CLASS 2A	ACRE	1.0	1.0			
* 25000305	SEEDING, CLASS 3A	ACRE	14.4	14.4			
* 25000310	SEEDING, CLASS 4	ACRE	0.3	0.3			
* 25000312	SEEDING, CLASS 4A	ACRE	11.5	11.5			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2403	2403			
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2403	2403			
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2403	2403			
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	53.4	53.4			

*SPECIALTY ITEM

FILE NAME: P:\001-DNA\2014\010134.27_IL3_Plan11.dwg	USER NAME: jjo	DESIGNED: JJQ	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
PROJECT: 76848	DATE: 10/18/12	DRAWN: JJQ	CHECKED: PJM		SCALE:	SHEET NO.:	OF SHEETS:	STA. TO STA.:	788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	3
PLANT DATE: 10/18/12	DATE: 10/18/12	CHECKED: PJM	REVISIONS:						CONTRACT NO. 76848				
									ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001 URBAN	0008 S. N. 082-0334	0008 S. N. 082-0335	0008 S. N. 082-0314 & S. N. 082-0315
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	982	982			
31200800	STABILIZED SUBBASE - CEMENT AGGREGATE MIXTURE II, 4"	SO YD	9,985	9,985			
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SO YD	1,221	1,221			
40200800	AGGREGATE SURFACE COURSE TYPE B	TON	200	200			
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	150	150			
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SO YD	8600	8600			
42001300	PROTECTIVE COAT	SO YD	10,216	10,216			
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	788	788			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	267	267			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	1,489	1,489			
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	SO YD	4950	4950			
48301000	PROTECTIVE COAT	SO YD	4,950	4,950			
50200100	STRUCTURE EXCAVATION	CU YD	5096		2146	2116	834
50300225	CONCRETE STRUCTURES	CU YD	2492.5		969.4	969.4	553.7

FILE NAME: P:\DOT\08\2010\080124.27 R.I.P. Final.dgn	DESIGNED: JJO	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE. 788	SECTION 520-1-2HVB, 520-1-2HVB-1	COUNTY ST. CLAIR	TOTAL SHEETS 237	SHEET NO. 5
DESIGNED DATE: 10/18/12	DRAWN: JJO	REVISIONS:		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 76848				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001	0008	0008	0008
				URBAN	S. N. 082-0334	S. N. 082-0335	S. N. 082-0314 & S. N. 082-0315
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2111.3		665.5	606.7	839.1
50300260	BRIDGE DECK GROOVING	SQ YD	5064		1578	1400	2086
50300280	CONCRETE ENCASEMENT	CU YD	13.2				13.2
50300300	PROTECTIVE COAT	SQ YD	7079		2329	2098	2652
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.4	0.3	0.3
50500505	STUD SHEAR CONNECTORS	EACH	20967		5460	5355	10152
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	924950		329120	313900	281930
50800515	BAR SPLICERS	EACH	348		86	86	176
50800530	MECHANICAL SPLICERS	EACH	960		208	208	544
51100100	SLOPE WALL 4 INCH	SQ YD	330		120	38	172
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	13595		4379	5030	4186
51201800	FURNISHING STEEL PILES HP14X73	FOOT	5,300		2,660	2,640	
51202100	FURNISHING STEEL PILES HP14X117	FOOT	2,000				2,000

13

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001	0008	0008	0008
				URBAN	S. N. 082-0334	S. N. 082-0335	S. N. 082-0314 & S. N. 082-0315
51202305	DRIVING PILES	FOOT	20895		7039	7670	6186
51203200	TEST PILE METAL SHELLS	EACH	8		2	2	4
51203800	TEST PILE STEEL HP14X73	EACH	4		2	2	
51204100	TEST PILE STEEL HP14X117	EACH	4				4
51204650	PILE SHOES	EACH	190		95	95	
51500100	NAME PLATES	EACH	4		1	1	2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	177.2		88.6	88.6	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	20		10	10	
52100510	ANCHOR BOLTS, 3/4"	EACH	40		20	20	
52100520	ANCHOR BOLTS, 1"	EACH	96				96
52100560	ANCHOR BOLTS, 2"	EACH	40		20	20	
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	26	26			
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	67	67			

90% FED
20% STATE
URBAN

FILE NAME -
P:\MS07-08\2010-01\0134.27 IL'S Final Plan

USER NAME - j.dwyer
Contract: 76848\0\11876848\ent\500.dwg
PLOT SCALE - 3/8"=1'-0"
PLOT DATE - 10/18/2012

DESIGNED - JJD
DRAWN - JJD
CHECKED - PJM
DATE - 10/18/12

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	7
CONTRACT NO. 76848				

ILLINOIS FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001 URBAN	0008 S. N. 082-0334	0008 S. N. 082-0335	0008 S. N. 082-0314 & S. N. 082-0315
550A1010	STORM SEWERS, CLASS A, TYPE 4 24"	FOOT	88	88			
58700300	CONCRETE SEALER	SO FT	1721		861	860	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	140				140
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	45	45			
60100945	PIPE DRAINS 12"	FOOT	860	860			
60107600	PIPE UNDERDRAINS 4"	FOOT	5,585	5,585			
60107700	PIPE UNDERDRAINS 6"	FOOT	620	620			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	320	320			
60218300	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4			
60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
60221000	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60221100	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3			

12

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001	0008	0008	0008
				URBAN	S. N. 082-0334	S. N. 082-0335	S. N. 082-0314 & S. N. 082-0315
60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	8	8			
60602800	CONCRETE GUTTER, TYPE B	FOOT	424		212	212	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,110	1,110			
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	50 FT	11,088	11,088			
60801015	FLAP GATE 15"	EACH	1	1			
60801024	FLAP GATE 24"	EACH	1	1			
60900515	CONCRETE THRUST BLOCKS	EACH	10	10			
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	10	10			
66201120	CONCRETE SHOULDER CURB	FOOT	3,020	3,020			
66400205	CHAIN LINK FENCE, 5'	FOOT	424		212	212	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	30	30			
66700705	FURNISHING AND ERECTING DRAINAGE MARKERS	EACH	4	4			
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	8000	8000			

80% FED.
20% STATE
URBAN

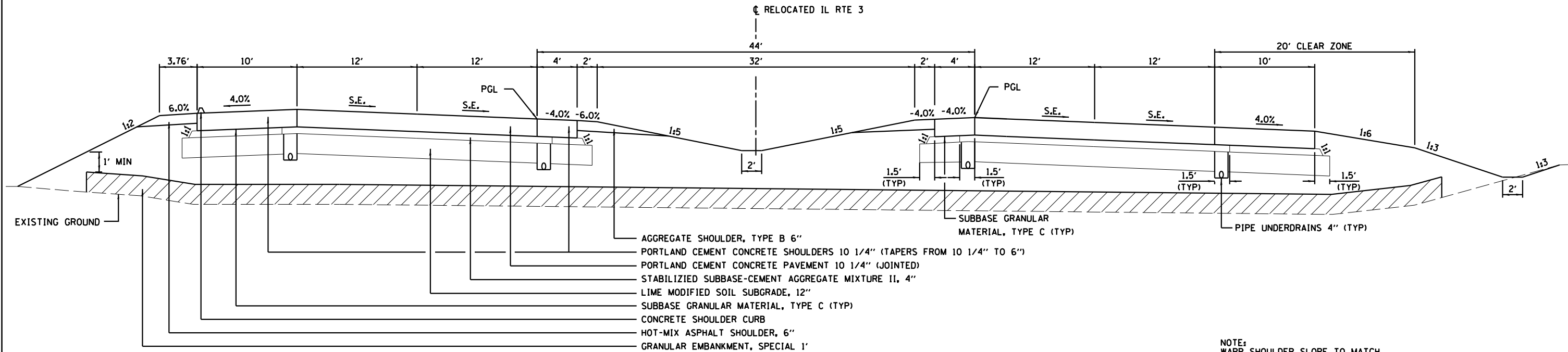
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001 URBAN	0008 S. N. 082-0334	0008 S. N. 082-0335	0008 S. N. 082-0314 & S. N. 082-0315
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	8		4	4	
Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SO FT	8106		4053	4053	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	1014		313	312	389
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
Z0056100	SAND DRAINAGE BLANKET	CU YD	27570	27570			
Z0065200	SHOT ROCK	TON	5799	5799			
Z0065704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SO YD	1566				1566
+ Z0076600	TRAINEES	HR	4,000	4,000			
+ Z0076602	TRAINEES (SPECIAL)	HR	500	500			
+ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HR	4,000	4,000			
Z0076870	UNDERDRAIN CONNECTION TO STRUCTURE	EACH	6	6			
X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	3	3			
X0324775	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SO YD	750	750			
X0325833	WICK DRAINS	FOOT	297,164	297,164			
X0327139	AGGREGATE COLUMN GROUND IMPROVEMENT	L SUM	1		0.5	0.5	
X2010507	CLEARING, SPECIAL	ACRE	33.2	33.2			

+0042

FILE NAME: PEN001-0812010-D10134.27 11.3 Final Plan	USER NAME: dmeyer	DESIGNED: JJO	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:	
	CONTRACT: 76848	DRAWN: JJO	REVISIONS:			788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	12	
	PLAT SCALE: 1"=400'	CHECKED: PJM	REVISIONS:			CONTRACT NO. 76848					
	PLAT DATE: 10/19/2012	DATE: 10/18/12	REVISIONS:			ILLINOIS FED. AID PROJECT					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
				0001	0008	0008	0008
				URBAN	S. N. 082-0334	S. N. 082-0335	S. N. 082-0314 & S. N. 082-0315
X2020410	EARTH EXCAVATION (SPECIAL)	CU YD	100	100			
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	248				248
X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	2405		851	762	792
X6022230	MANHOLES, TYPE A, 4' -DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	1	1			
X6022930	MANHOLES, TYPE A, 5' -DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	4	4			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X7800200	PAINT PAVEMENT MARKING CURB	FOOT	180	180			
X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	SO FT	240	240			
X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	11,356	11,356			

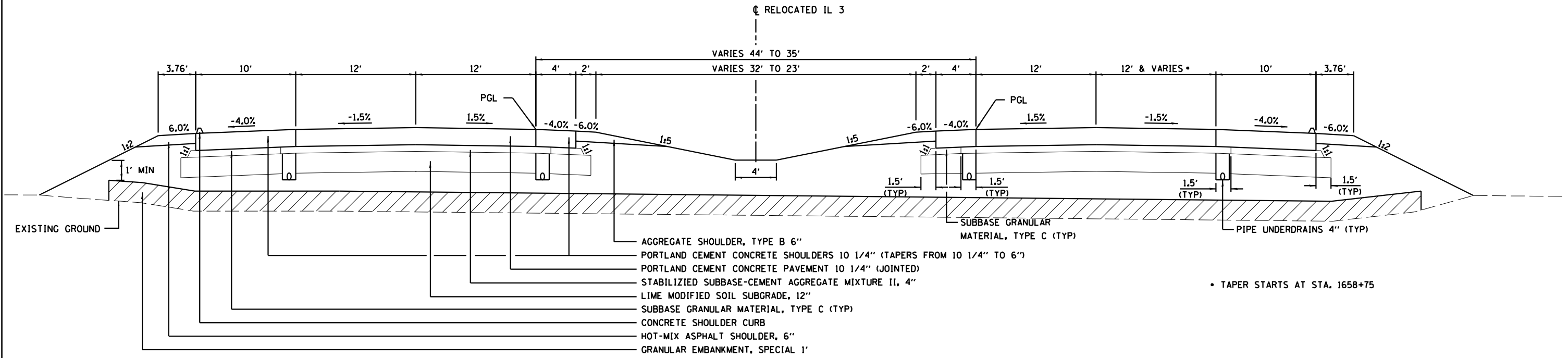
9



RELOCATED IL 3 - SUPERELEVATION RIGHT
 STA 641+50.00 TO STA 647+12.35

SUPERELEVATION	END N.C. STATION	S.E. 1.5% STATION	BEGIN FULL S.E. STATION	END FULL S.E. STATION	S.E. 1.5% STATION	BEGIN N.C. STATION
6.00%	636+22.32	636+58.32	638+02.32	645+32.35	646+76.35	647+12.35

NOTE:
 WARP SHOULDER SLOPE TO MATCH
 BRIDGE APPROACH PAVEMENT SLOPE
 OF 2% IN 20 FEET. TRANSITION
 SHOULDER CURB TO MATCH BRIDGE
 APPROACH PAVEMENT IN 20 FEET.



RELOCATED IL 3 - TYPICAL SECTION
 STA 647+12.35 TO STA 1656+00.49
 STA 1658+64.51 TO STA 1662+50.00

• TAPER STARTS AT STA. 1658+75



USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 10.0000' / in.	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

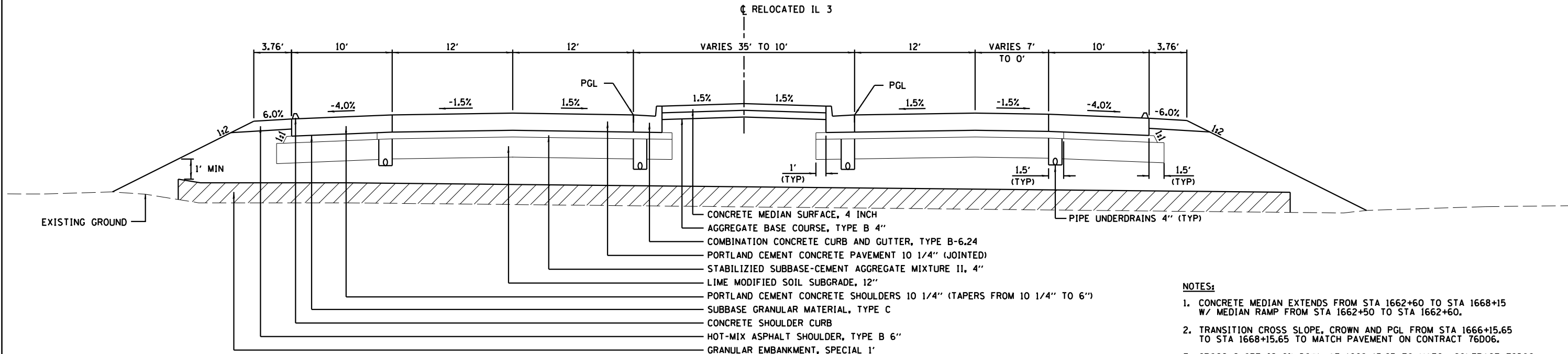
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

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

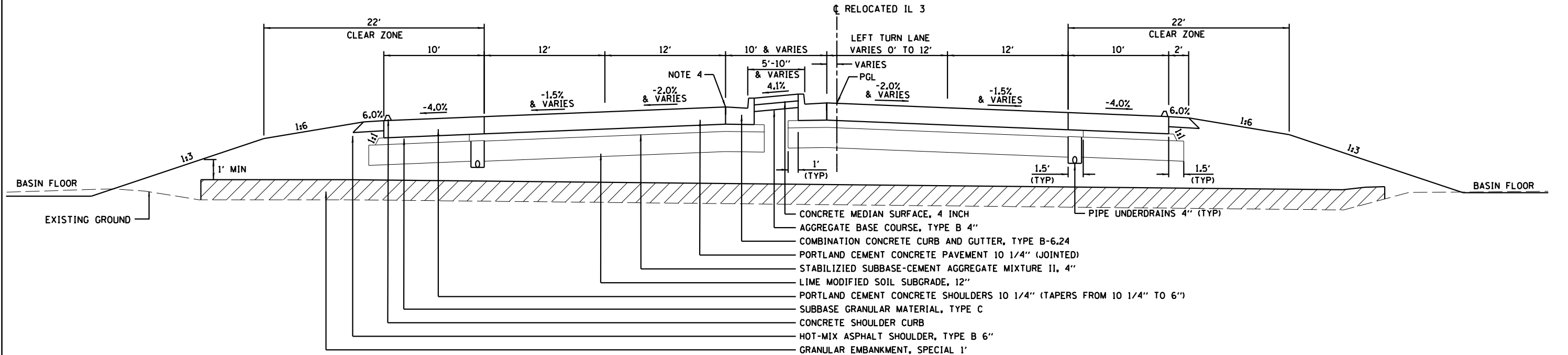
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	14
CONTRACT NO. 76848				

ILLINOIS FED. AID PROJECT



RELOCATED IL 3 - TYPICAL SECTION
STA 1662+50 TO STA 1666+15.00

- NOTES:**
1. CONCRETE MEDIAN EXTENDS FROM STA 1662+60 TO STA 1668+15 W/ MEDIAN RAMP FROM STA 1662+50 TO STA 1662+60.
 2. TRANSITION CROSS SLOPE, CROWN AND PGL FROM STA 1666+15.65 TO STA 1668+15.65 TO MATCH PAVEMENT ON CONTRACT 76D06.
 3. CROSS SLOPE IS 2% DOWN AT 1668+15.65 TO MATCH CONTRACT 76D06.
 4. EDGE OF PAVEMENT IS 0.18' BELOW PGL.



RELOCATED IL 3 - TYPICAL SECTION
STA 1666+15.00 TO STA 1668+15.00



USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 10.0000' / in.	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	15
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

EARTHWORK									
LOCATION	EARTH EXCAVATION	ESTIMATED VOLUME OF UNSUITABLE MATERIAL	VOLUME OF UNSUITABLE MATERIAL ADJUSTED FOR SHRINKAGE (15%)	REMAINING SUITABLE EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	VOLUME AVAILABLE TO PLACE UNSUITABLE FILL MATERIAL	GRANULAR EMBANKMENT, SPECIAL	EMBANKMENT ADJUSTED BY GRANULAR EMBANKMENT	BALANCE WASTE (+) SHORTAGE (-) = FURNISHED EX	NON-SPECIAL WASTE DISPOSAL WASTE (+) AVAILABLE (-)
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
STA 625+10.00 TO STA 1668+15.00	2,866	573 (20%)	487	1,720	-	16,120	315,189 *	-313,469	+487
D-11 BASIN	52,652	10,530 (20%)	8,951	31,591	17,395		95	+31,496	-8,444
E-1B BASIN	27,510	5,502 (20%)	4,677	16,506	8,495		4,694	+11,812	-3,818
E-1C BASIN	32,828	6,566 (20%)	5,581	19,697	17,855		4,287	+15,410	-12,274
E-1D BASIN	7,520	1,504 (20%)	1,278	4,512	-		2	+4,510	+1,278
E-1E BASIN	20,366	8,000 **	**	10,025	-		741	+9,284	**
TOTAL	143,742	32,675 **	20,974 **	84,051	43,745	16,120	325,008	-240,957	-22,771 ***

* INCLUDES 2670 CU YD FOR CALCULATED SETTLEMENT.

** 8000 CU YD OF UNSUITABLE MATERIAL FROM BASIN E-1E SHALL BE REMOVED AND DISPOSED OF AS NON-SPECIAL WASTE. THIS VOLUME IS NOT ADJUSTED FOR SHRINKAGE AS IT WILL BE REMOVED AND THE VOLUME IS NOT SHOWN IN THE COLUMN FOR NON-SPECIAL WASTE REMOVAL VOLUME. THE 8,000 CU YD IN BASIN E-1E WILL BE DISPOSED OF OFF SITE, LEAVING 22,771 CU YD AVAILABLE FOR DISPOSAL OF UNSUITABLE MATERIAL FROM CONTRACT 76F70.

*** 22,771 CU YD OF MATERIAL FROM ADJACENT CONTRACT 76F70 SHALL BE USED ON THIS PROJECT TO COMPLETE THE FINAL BASIN ELEVATIONS AS NOTED ON THE BASIN FINAL GRADING PLANS.

SCHEDULE OF SEEDING													
FROM		TO		SEEDING, CLASS 2A	SEEDING, CLASS 3A	SEEDING, CLASS 4	SEEDING, CLASS 4A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	TEMPORARY EROSION CONTROL SEEDING
STA	OFFSET	STA	OFFSET	ACRE	ACRE	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE	POUND
638+35	LT	664+00	LT & RT										396
639+00	LT	649+27	LT		4.9			441	441	441	9.8		1,470
641+50	LT & RT	648+40	LT & RT	0.6				54	54	54	1.2	0.6	180
645+50	LT	649+25	LT			0.3		27	27	27	0.6	0.3	90
648+00	LT						2.4	216	216	216	4.8	2.4	720
664+00	LT & RT	649+27	LT & RT										237
1654+00	LT & RT	1677+70	LT & RT		9.5			855	855	855	19.0		2,850
1654+55	LT & RT	1662+50	LT & RT	0.4				36	36	36	0.8	0.4	120
1654+58	LT & RT	1668+15	LT & RT										417
1656+00	RT					0.3		27	27	27	0.6	0.3	90
1657+35	LT	1669+75	LT			3.4		306	306	306	6.8	3.4	1,020
1659+35	RT	1667+00	RT			2.3		207	207	207	4.6	2.3	690
1676+00	LT					2.6		234	234	234	5.2	2.6	780
TOTAL				1.0	14.4	0.3	11.0	2,403	2,403	2,403	53.4	12.3	9,060

SCHEDULE OF CLEARING				
FROM		TO		CLEARING, SPECIAL ACRE
STA	OFFSET	STA	OFFSET	
625+10	LT & RT	648+50	LT & RT	9.9
1651+90	LT & RT	1653+50	LT & RT	1.3
1654+55	LT & RT	1668+15	LT & RT	22.0
TOTAL				33.2

LIME	
STATION TO STATION	TON
625+10 - 1668+15	14,656
TOTAL	14,656

FOR EMBANKMENT

SCHEDULE OF PCC PAVEMENT															
FROM	TO	PROCESSING MODIFIED SOIL 12"	LIME	STABILIZED SUBBASE - CEMENT AGGREGATE MIXTURE II, 4"	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS, 6"	SUBBASE GRANULAR MATERIAL, TYPE C	AGGREGATE SURFACE COURSE TYPE B	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	AGGREGATE BASE COURSE, TYPE B 4"	CONCRETE MEDIAN SURFACE, 4"	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6, 24	PROTECTIVE COAT PVM' T/C&G/ MEDIAN	PROTECTIVE COAT SHOULDERS
		SQ YD	TON	SQ YD	SQ YD	TON	SQ YD	TON	TON	SQ YD	SQ YD	SQ FT	FOOT	SQ YD	SQ YD
641+50	1662+50	10,416	312.5	5,768	3,660	267	1053	650	200	6,050				6,050	3,660
1662+50	1668+15	4,418	132.5	4,217	1,290		436	332		2,550	1,221	11,088	1,110	4,166	1,290
TOTAL		14,834	445	9,985	4,950	267	1,489	982	200	8,600	1,221	11,088	1,110	10,216	4,950

RIPRAP AND FILTER FABRIC				
STA	OFFSET	STONE DUMPED RIPRAP, CLASS A3	STONE DUMPED RIPRAP, CLASS A4	FILTER FABRIC
		SQ YD	SQ YD	SQ YD
641+55	LT	12		
645+27	LT		12	12
646+18	RT		36	36
648+31	LT		12	12
648+70	LT		16	16
649+15	LT		14	14
1654+10	RT		18	18
1654+36	RT		21	21
1655+00	LT		18	18
1655+81	LT	12		
1656+00	RT		21	21
1656+16	RT		18	18
1657+70	LT		21	21
1659+35	RT		48	48
1661+85	LT & RT	24		
1662+15	RT		30	30
1662+95	LT	14		
1664+51	LT & RT	36		
1666+05	LT		30	30
1667+00	RT		12	12
1667+70	RT	12		
1668+14	LT	12		
1671+40	RT	12		
TOTAL		134	327	327

SCHEDULE OF PAVEMENT MARKING												
FROM	TO	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	PRISMATIC CURB REFLECTOR	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING 5"	PAINT PAVEMENT MARKING CURB	TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING LETTERS & SYMBOLS	WORK ZONE PAVEMENT MARKING REMOVAL
STA	STA	SQ FT	FOOT	EACH	EACH	EACH	SQ FT	FOOT	FOOT	FOOT	SQ FT	SQ FT
641+50	1668+15	240	11,288	36	13	28	240	11,288	180	11,288	240	5,899
1668+15	1676+05		68	4				68		68		448
TOTAL		240	11,356	40	13	28	240	11,356	180	11,356	240	6,347



USER NAME : *USER*
 DESIGNED - JJO
 DRAWN - JJO
 CHECKED - PJM
 DATE - 12/10/12

REVISOR - JJO
 REVISION - 02/06/13
 REVISION - 03/15/13
 REVISION - 03/29/13
 REVISION - 04/26/13

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.
 788 520-1-2HVB, 520-1-2HVB-1 ST. CLAIR 237 16
 ILLINOIS FED. AID PROJECT CONTRACT NO. 76848

SCHEDULE OF EROSION CONTROL													
FROM		TO		AGGREGATE FOR TEMPORARY ACCESS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS	FABRIC FORMED CONCRETE REVETMENT MAT	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	
STA	OFFSET	STA	OFFSET										TON
638+30	LT	643+00	LT		525								
639+00	LT & RT	649+27	LT & RT				11,710	11,936					
639+35	LT & RT				405								
641+50	CL, LT, & RT					2			7				
641+30	RT	647+70	RT										
642+00	CL								7				
643+00	RT	646+00	LT		265								
643+00	CL & RT								14				
644+00	CL								7				
645+00	LT	1644+25	LT										
645+00	CL & RT								14				
645+27	LT					1							
646+00	CL								7				
646+18	RT					1							
647+20	RT								7				
648+31	LT					1							
647+00	CL								7				
648+76	LT									60			
1652+00	LT								7				
1651+79	LT					1							
1652+48	LT					1							
1652+75	LT								7				
1653+75	LT & RT	1677+70	LT & RT				21,062	22,208					
1654+25	RT	1657+30	RT										
1654+36	RT					1							
1655+00	LT	1666+90	LT										
1655+81	LT					1							
1656+00	CL, LT, & RT					3							
1656+16	RT					1							
1656+30	LT								7				
1656+75	LT					1							
1657+26	RT					1							
1657+50	LT	1668+65	LT										
1658+00	RT	1667+00	RT										
1658+49	RT					1							
1661+85	LT					1							
1661+85	RT					1							
1662+15	CL & RT					2							
1662+95	LT					1							
1664+20	RT	1665+95	RT	150									
1664+51	RT					1							
1665+00	LT, RT & CL					3							
1666+00	LT, RT & CL					3							
1666+05	LT					1							
1667+00	CL, LT, & RT					3							
1667+00	LT	1670+00	LT		453								
1667+80						1							
1668+13	CL, LT, & RT					4							
1670+45	LT										250	1	
1677+50	RT										250	1	
1677+50	LT										250	1	
TOTAL				150	1,648	37	32,772	34,144	91	60	750	3	

SCHEDULE OF ROADWAY APPURTENANCES					
STA	OFFSET	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	FURNISHING AND ERECTING DRAINAGE MARKERS	SEALING ABANDONED MONITORING WELLS	BARRICADES, TYPE III
		EACH	EACH	EACH	EACH
643+50.00	150.00' LT	1			
644+61.39	287.32' LT	1			
645+48.40	170.00' RT	1			
645+64.40	431.15' LT	1			
646+19.00	188' LT			1	
646+23.00	170.00' RT	1			
647+15.00	RT				
647+90.00	253' LT			1	
1651+77.00	360' LT			1	
1652+33.28	170.00' RT	1			
1652+94.00	220.00' LT	1			
1653+04.00	RT				
1653+08.51	200.15' RT	1			
1653+23.00	RT				
1654+29.55	195.08' RT	1			
1654+54.58	473.08' LT	1			
1655+01.68	224.76' RT	1			
1655+05.32	220.00' LT	1			
1655+50.00	220.00' LT	1			
1656+78.00	270.00' LT	1			
1657+01.68	223.86' RT	1			
1657+80.00	RT				
1657+78.09	270.00' LT	1			
1658+30.00	169' LT			1	
1658+36.91	209.72' RT	1			
1658+41.46	253.25' RT	1			
1658+61.42	407.35' LT	1			
1659+27.97	480.00' LT	1			
1659+57.00	457.00' LT	1			
1659+68.14	244.98' RT	1			
1660+00.13	272.95' RT	1			
1661+79.73	429.96' RT	1			
1662+69.99	427.00' LT	1			
1662+82.35	195.00' LT	1			
1663+53.00	135' LT			1	
1664+97.62	528.31' RT	1			
1665+28.00	388' RT			1	
1669+33.62	211.97' RT	1			
1669+63.25	211.97' RT	1			
1670+17.10	466.54' RT	1			
1664+97.94	240.45' RT		1		
1664+95.00	210.57' RT		1		
1665+25.00	208.61' RT		1		
1665+27.69	238.50' RT		1		
1667+53.00	124' RT			1	
1670+00.00	LT				8
1670+00.00	RT				6
TOTAL		30	4	7	14



USER NAME = dmeyer
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 3/15/2013

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - PJM
 DATE - 12/10/12

REVISED - 02/06/13
 REVISED - 03/15/13
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 788 520-1-2HVB, 520-1-2HVB-1 ST. CLAIR 237 17
 CONTRACT NO. 76848
 ILLINOIS FED. AID PROJECT

SCHEDULE OF PIPE CULVERTS									
STA	OFFSET	PIPE CULVERTS, CLASS A, TYPE 1 15"	PIPE CULVERTS, CLASS A, TYPE 2 24"	PIPE CULVERTS, CLASS A, TYPE 3 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	TRENCH BACKFILL
		FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	CU YD
649+00	LT					1			
1654+36	RT						1		
1656+00	RT						1		
1657+26	RT							1	
1657+70	LT						1		
1659+35	RT							1	
1662+15	RT						1		
1662+95	LT	26				1			
1664+51	LT & RT			189			2		431
1666+05	LT		67				1		
1667+00	RT				1				
TOTAL		26	67	189	1	2	7	2	431

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	
STATION TO STATION	CU YD
RELOCATED ILLINOIS ROUTE 3	
645+00, CL	259
BASIN E-1	
1660+00, RT	787
1660+80, RT - 1668+80, RT	5147
TOTAL	6,193

GRANULAR EMBANKMENT, SPECIAL	
STATION TO STATION	CU YD
638+50.00 - 649+00.00	8,225
1654+00.00 - 1656+50.00	1,540
1658+00.00 - 1668+15.00	6,355
TOTAL	16,120

SHOT ROCK	
STATION TO STATION	TON
639+00, LT - 643+80, LT	3,854
1658+35, LT	145
1661+80 RT - 1664+25, RT	1,800
TOTAL	5,799

SCHEDULE OF STORM SEWER PIPING AND STRUCTURES																				
FROM		TO		STORM SEWERS, CLASS A, TYPE 2 12"	STORM SEWERS, CLASS A, TYPE 2 15"	STORM SEWERS, CLASS A, TYPE 2 24"	STORM SEWERS, CLASS A, TYPE 2 36"	STORM SEWERS, CLASS A, TYPE 3 15"	STORM SEWERS, CLASS A, TYPE 3 24"	STORM SEWERS, CLASS A, TYPE 3 36"	STORM SEWERS, CLASS A, TYPE 4 24"	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	MANHOLES, TYPE A, 4' DIAMETER, WITH SPECIAL FRAME AND GRATE	MANHOLES, TYPE A, 5' DIAMETER, WITH SPECIAL FRAME AND GRATE	TRENCH BACKFILL	
STA	OFFSET	STA	OFFSET																	FOOT
649+00	LT	1651+82	LT					56												
1651+82	LT	1652+48	LT		62															
1651+82	LT												1							
1652+48	LT																1			
1654+36	RT					30												1		
1656+00	RT									57					1					
1656+00	RT					64								1						79
1656+00	CL																	1		
1656+75	LT	1657+70	LT					94												
1656+75	LT																	1		
1657+26	RT	1658+49	RT				127													
1658+49	RT	1659+35	RT							78										
1658+49	RT													1						
1662+15	CL																	1		
1662+15	RT							65		31					1					126
1665+00	CL	1666+00	CL	96																35
1665+00	LT			9												1				3
1665+00	CL										1									
1665+00	RT			8												1				3
1666+00	CL	1667+00	LT	96																33
1666+00	LT			11												1				4
1666+00	CL										1									
1666+00	RT			10												1				4
1667+00	LT	1667+80	LT	77																54
1667+00	LT			4							1						1			3
1667+00	RT			66							1									57
1667+80	LT	1668+13	LT	30																4
1667+80	LT																1			
1668+13	LT			5													2			2
TOTAL				412	62	94	127	56	159	78	88	4	1	1	3	8	1	4		407



USER NAME = dmeyer
 DESIGNED - JJO
 DRAWN - JJO
 PLOT SCALE = 2.0000' / in.
 CHECKED - PJM
 PLOT DATE = 3/15/2013

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - PJM
 DATE - 12/10/12

REVISED - 02/06/13
 REVISED - 03/15/13
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	18
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF GROUND IMPROVEMENT							
FROM		TO		CONCRETE HEADWALLS FOR PIPE DRAINS	PIPE UNDERDRAINS 6"	SAND DRAINAGE BLANKET	WICK DRAINS
STA	OFFSET	STA	OFFSET				
				EACH	FOOT	CU YD	FOOT
639+00.00	LT	648+00.00	LT			12,430	144,906
640+00.00	LT/RT			2	40		
641+00.00	LT/RT			2	40		
641+50.00	LT/RT			4			
642+00.00	LT			1	20		
643+00.00	LT/RT			2	40		
644+00.00	LT			1	20		
645+50.00	LT/RT			2	40		
645+75.00	LT/RT			4			
646+00.00	LT/RT			2	40		
648+00.00	LT			1	20		
1654+84.00	RT	1657+00.00	RT			2,370	31,848
1655+88.00	LT			1			
1655+95.00	RT			1	20		
1656+00.00	LT			1	20		
1656+17.00	RT			1			
1657+00.00	RT			1	20		
1657+76.00	LT	1668+15.00	RT			12,770	120,410
1658+50.00	LT			1	20		
1659+50.00	LT/RT			2	40		
1661+00.00	LT/RT			2	40		
1662+50.00	LT/RT			2	40		
1663+45.00	LT/RT			2			
1663+50.00	RT			1	20		
1664+50.00	LT			1	20		
1665+00.00	RT			1	20		
1665+50.00	LT			1	20		
1667+00.00	LT/RT			2	40		
1668+00.00	LT/RT			2	40		
1668+15.00	LT/RT			2			
TOTAL				45	620	27,570	297,164

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	
STATION TO STATION	SQ YD
RELOCATED ILLINOIS ROUTE 3	
647+20.31 - 647+53.84, RT	103
647+99.48 - 648+33.26, LT	103
1654+47.31 - 1654+80.85, RT	103
1654+83.41 - 1655+16.94, LT	103
1655+69.12 - 1655+96.50, LT	94
1655+92.04 - 1656+20.87, RT	94
1658+44.12 - 1658+73.29, LT	94
1658+68.50 - 1658+95.84, RT	94
TOTAL	788

SCHEDULE OF MISCELLANEOUS DRAINAGE													
FROM		TO		END SECTIONS 12"	UNDERDRAIN CONNECTION TO STRUCTURE	PIPE UNDERDRAINS 4"	PIPE UNDERDRAINS 4" (SPECIAL)	PIPE DRAINS 12"	CONCRETE SHOULDER CURB	FLAP GATE 15"	FLAP GATE 24"	CONCRETE THRUST BLOCKS	TYPE F INLET BOX, STANDARD 610001
STA	OFFSET	STA	OFFSET										
				EACH	EACH	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
641+50.00	LT	645+75.00	LT			850	32						
641+50.00	RT	645+75.00	RT			850	32						
641+50.00	LT	648+34.91	LT						685				
641+55.00	LT			1				71				1	1
645+27.00	LT							128				1	1
645+48.50	LT			1									
645+75.00	LT	648+17.00	LT			242							
645+75.00	LT	648+30.03	LT			255	32						
645+75.00	RT	647+40.74	RT			166	32						
645+75.00	RT	647+52.00	RT			177							
646+18.00	RT	647+35.87	RT						118				
646+18.00	RT			1				80				1	1
648+31.00	LT			1				122				1	1
1654+46.76	RT	1656+50.87	RT						205				
1654+51.64	RT	1656+17.00	RT			165							
1654+64.00	RT	1655+95.00	RT			131							
1654+85.00	LT	1655+92.00	LT			107							
1654+96.51	LT	1655+88.00	LT			92							
1655+01.39	LT	1656+06.89	LT						106				
1655+81.00	LT			1				67				1	1
1655+92.00	LT/RT							64					
1656+00.00	LT/RT				2								
1656+16.00	RT			1			16	85				1	1
1658+43.97	LT	1668+15.00	LT						972				
1658+47.76	LT	1663+45.00	LT			497							
1658+57.00	LT	1662+00.00	LT			343							
1658+68.00	RT	1662+00.00	RT			332							
1658+77.24	RT	1663+45.00	RT			468							
1658+81.03	RT	1668+15.00	RT						934				
1661+85.00	LT			1				84				1	1
1661+85.00	RT			1				75				1	1
1662+00.00	LT/RT							48					
1662+15.00	LT/RT				2								
1662+00.00	LT/RT	1665+00.00	LT/RT			600							
1662+95.00	LT								1				
1663+45.00	LT/RT	1668+00.00	LT/RT			310	32						
1665+00.00	LT/RT				2		32						
1666+05.00	LT									1			
1667+69.70	RT			1									
1667+69.70	RT	1668+14.00	RT					90					
1668+14.00	LT			1				58				1	1
1668+14.00	RT											1	1
TOTAL				10	6	5,585	320	860	3,020	1	1	10	10



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

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - PJM
 DATE - 12/10/12

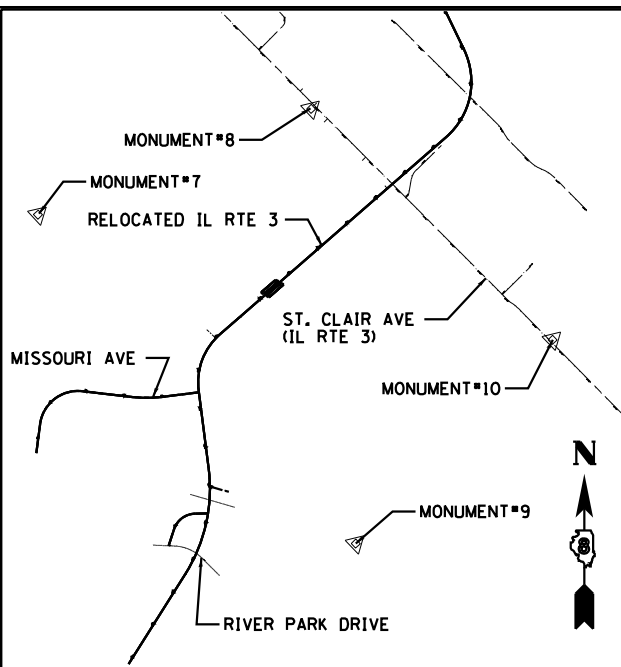
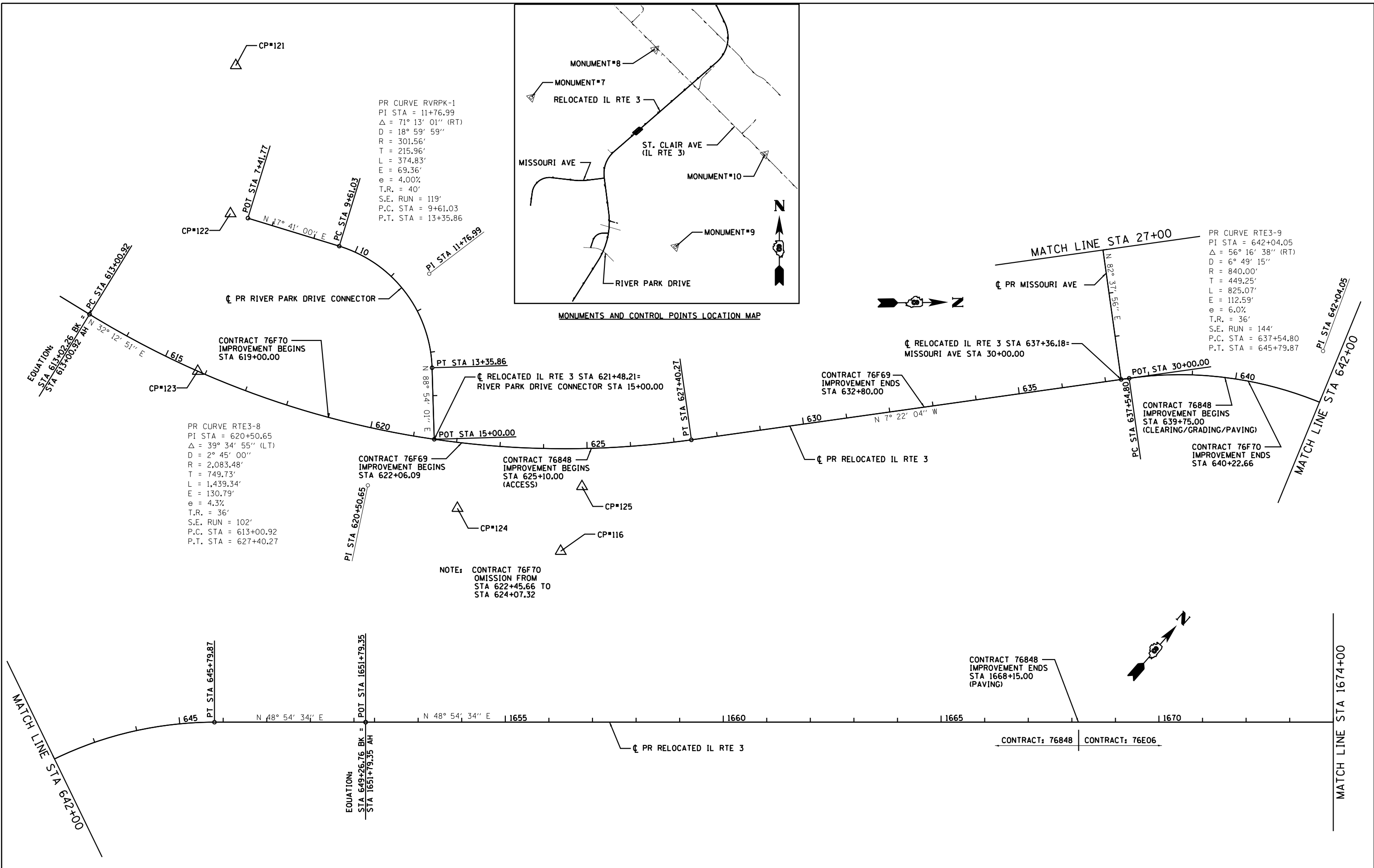
REVISED - 02/06/13
 REVISED - 03/15/13
 REVISED - 03/29/13
 REVISED - 04/26/13

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	19
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



MONUMENTS AND CONTROL POINTS LOCATION MAP

PR CURVE RVRPK-1
 PI STA = 11+76.99
 $\Delta = 71^\circ 13' 01''$ (RT)
 D = 18° 59' 59"
 R = 301.56'
 T = 215.96'
 L = 374.83'
 E = 69.36'
 e = 4.00%
 T.R. = 40'
 S.E. RUN = 119'
 P.C. STA = 9+61.03
 P.T. STA = 13+35.86

PR CURVE RTE3-9
 PI STA = 642+04.05
 $\Delta = 56^\circ 16' 38''$ (RT)
 D = 6° 49' 15"
 R = 840.00'
 T = 449.25'
 L = 825.07'
 E = 112.59'
 e = 6.0%
 T.R. = 36'
 S.E. RUN = 144'
 P.C. STA = 637+54.80
 P.T. STA = 645+79.87

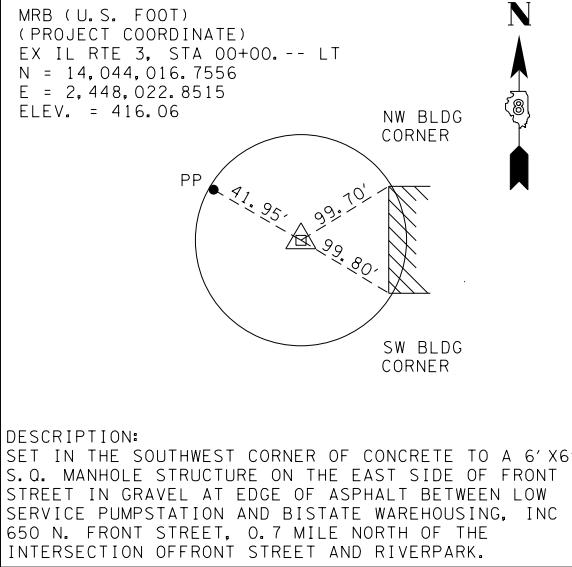
PR CURVE RTE3-8
 PI STA = 620+50.65
 $\Delta = 39^\circ 34' 55''$ (LT)
 D = 2° 45' 00"
 R = 2,083.48'
 T = 749.73'
 L = 1,439.34'
 E = 130.79'
 e = 4.3%
 T.R. = 36'
 S.E. RUN = 102'
 P.C. STA = 613+00.92
 P.T. STA = 627+40.27

NOTE: CONTRACT 76F70
 OMISSION FROM
 STA 622+45.66 TO
 STA 624+07.32

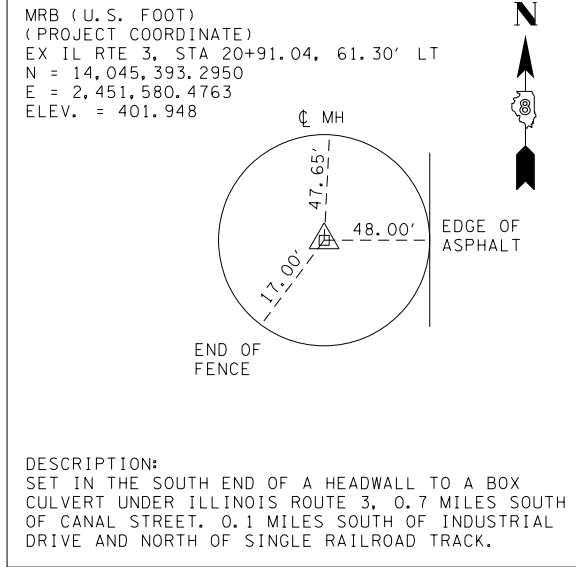
FILE NAME = P:\IDOT-DB\2010\010134.27 IL3 Final Plans\Contract 76848\Dgn\0876848-sh1-ATB.dgn	USER NAME = dmeyer	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES, AND BENCHMARKS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 200.0000' / in.	CHECKED - PJM	REVISIED -	REVISIED -					788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	20
PLOT DATE = 10/18/2012	DATE - 10/18/12	REVISIED -	REVISIED -		SCALE: SHEET NO. OF SHEETS STA. 613+00 TO STA. 1674+00			CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT												

MONUMENT #8
CP#200

MONUMENT NO. 7



MONUMENT NO. 8



COORDINATE SYSTEM

THE MISSISSIPPI RIVER BRIDGE (MRB) COORDINATE SYSTEM IS BASED ON A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM. THE MRB PROJECT COORDINATE SYSTEM HAS CONVERTED FROM UTM ZONE 15 NORTH BY AN AVERAGE PROJECTION FACTOR AND ALSO CONVERTED FROM METERS TO U.S. SURVEY FEET.

HORIZONTAL DATUM

THE DATUM USED IS NAD-83
THE MRB PROJECT COORDINATES HAVE BEEN TRANSFORMED FROM UTM BY USING AN AVERAGE PROJECTION FACTOR IN THE PROJECT AREA.

AVERAGE GRID FACTOR = 1.000339495
PROJECTION FACTOR = 1/GRID = 0.999660620

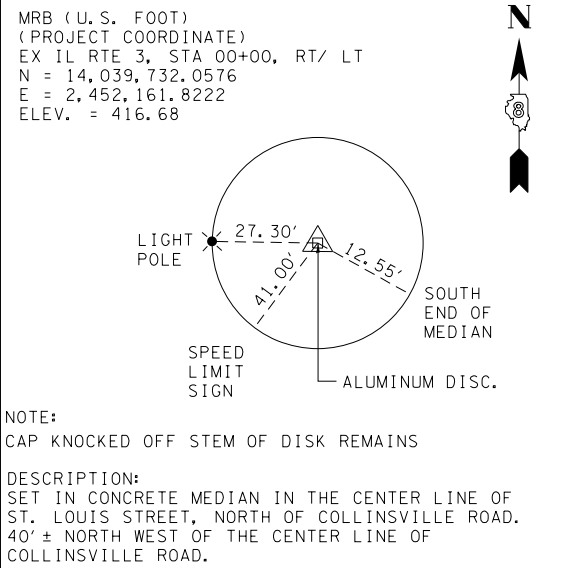
THE BASE POINT THAT ALL UTM COORDINATES WERE SCALED FROM WAS THE CENTRALLY LOCATED MONUMENT NO. 10. EACH VECTOR FROM MONUMENT NO. 10 TO ALL OTHER MONUMENTS WAS MULTIPLIED BY THE PROJECTION FACTOR TO CALCULATE A SURFACE VECTOR AND THEN THIS SURFACE VECTOR WAS USED TO CALCULATE THE SURFACE COORDINATE (MRB). (NOTE: 1 METER EQUALS 3.28083333 U.S. SURVEY FOOT).

UTM ZONE 15 NORTH (METERS) = PROJECTED GRID COORDINATES
MRB (FEET) = PROJECT SURFACE COORDINATES

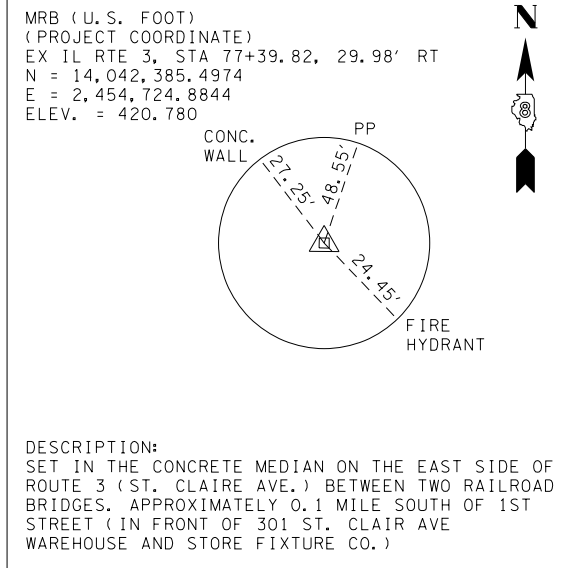
VERTICAL DATUM

THE DATUM USED IS NAVD 1988

MONUMENT NO. 9



MONUMENT NO. 10



ALIGNMENT COORDINATES - RELOCATED IL RTE 3			
STATION	NORTHING	EASTING	
PC	613+00.92	14039337.3396	2449941.8130
PI	620+50.65	14039971.6573	2450341.4813
PT	627+40.27	14040715.1960	2450245.3362
PC	637+54.80	14041721.3548	2450115.2322
PI	642+04.05	14042166.8927	2450057.6208
PT	645+79.87	14042462.1608	2450396.2058
POT	1651+79.35	14042690.1546	2450657.6471
PC	1687+40.68	14045030.8377	2453341.7169
PI	1694+63.93	14045506.1999	2453886.8164
PT	1699+77.51	14046158.6071	2453574.6187

ALIGNMENT COORDINATES - RIVER PARK DRIVE CONNECTOR			
STATION	NORTHING	EASTING	
POT	7+41.77	14039703.2264	2449725.1400
PC	9+61.03	14039912.1259	2449791.7411
PI	11+76.99	14040117.8849	2449857.3409
PT	13+35.86	14040122.0301	2450073.2643
POT	15+00.00	14040125.1806	2450237.3755

ALIGNMENT COORDINATES - PR MISSOURI AVE			
STATION	NORTHING	EASTING	
POT	3+17.75	14040909.0744	2448002.0571
PC	6+94.56	14041282.9978	2448048.6307
PI	11+92.09	14041776.7073	2448110.1241
PT	14+77.48	14041717.6652	2448604.1328
PC	20+80.60	14041646.0911	2449202.9964
PI	23+29.42	14041616.5634	2449450.0563
PT	25+75.70	14041648.4718	2449696.8200
POT	30+00.00	14041702.8845	2450117.6205

ALIGNMENT COORDINATES - EX IL RTE 3			
STATION	NORTHING	EASTING	
PC	83+34.12	14042787.9481	2454286.5585
PI	83+86.24	14042825.0872	2454249.9910
PRC	84+37.98	14042853.8847	2454206.5526
PI	84+88.85	14042881.9915	2454164.1558
PT	85+39.37	14042918.0631	2454128.2863

PR CURVE RTE3-10
PI STA = 1694+63.93
Δ = 74° 28' 55" (LT)
D = 6° 01' 19"
R = 951.44'
T = 723.26'
L = 1,236.83'
E = 243.69'
e = BY OTHERS
T.R. = BY OTHERS
S.E. RUN = BY OTHERS
P.C. STA = 1687+40.68
P.T. STA = 1699+77.51

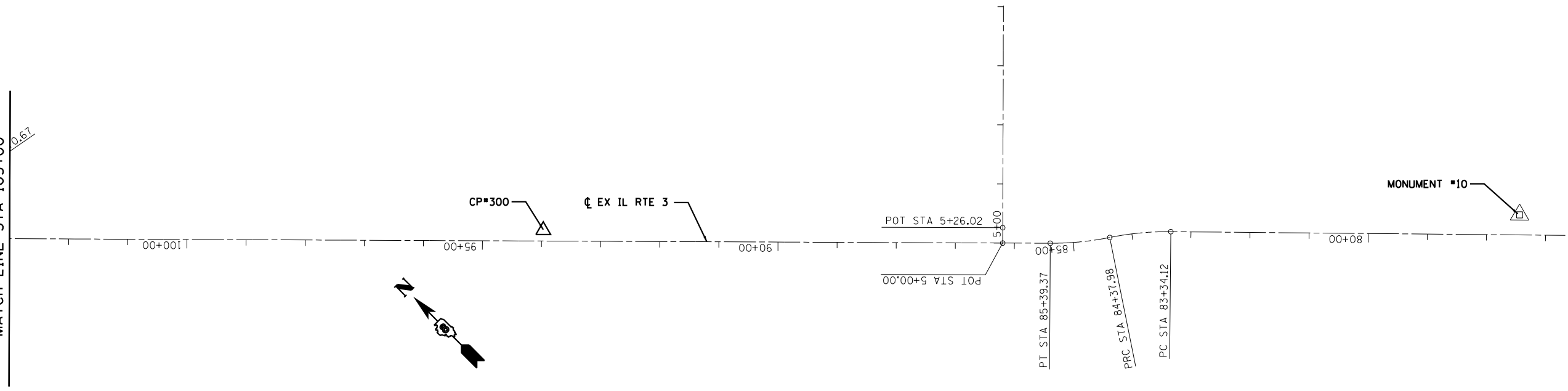
MATCH LINE STA 1674+00

RELOCATED IL RTE 3
STA 1678+06.67=
EX IL RTE 3 STA 106+53.21

CONTRACT 76848
IMPROVEMENT ENDS
STA 1677+55.00
(CLEARING/GRADING)

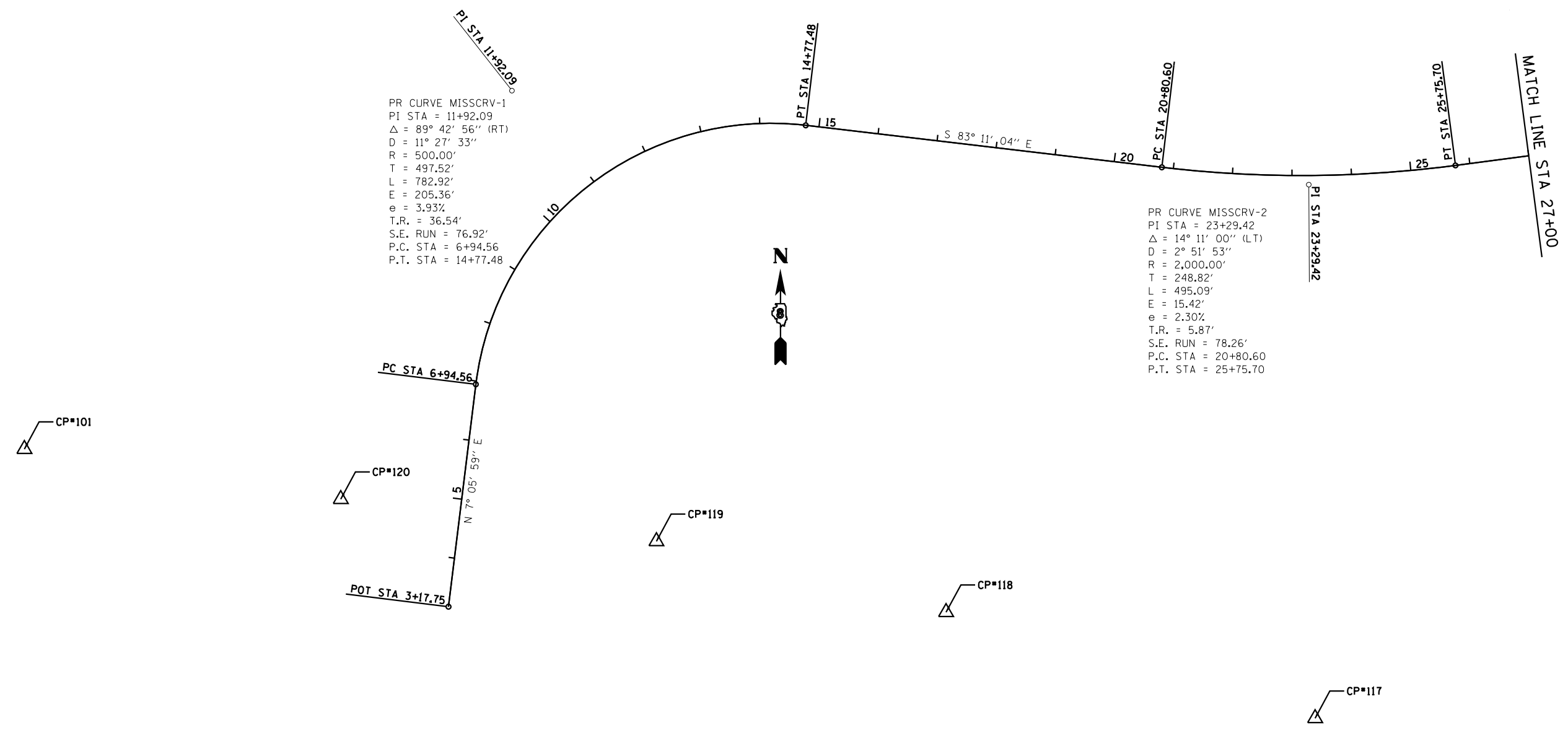
MATCH LINE STA 103+00

MATCH LINE STA 103+00



PR CURVE MISSCRV-1
 PI STA = 11+92.09
 $\Delta = 89^\circ 42' 56''$ (RT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 497.52'$
 $L = 782.92'$
 $E = 205.36'$
 $e = 3.93\%$
 $T.R. = 36.54'$
 $S.E. RUN = 76.92'$
 $P.C. STA = 6+94.56$
 $P.T. STA = 14+77.48$

PR CURVE MISSCRV-2
 PI STA = 23+29.42
 $\Delta = 14^\circ 11' 00''$ (LT)
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 248.82'$
 $L = 495.09'$
 $E = 15.42'$
 $e = 2.30\%$
 $T.R. = 5.87'$
 $S.E. RUN = 78.26'$
 $P.C. STA = 20+80.60$
 $P.T. STA = 25+75.70$

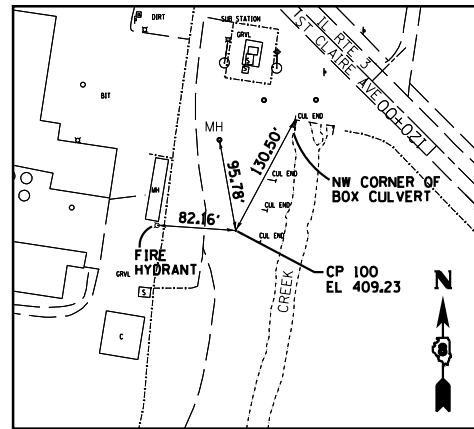


FILE NAME =	USER NAME = dmeyer	DESIGNED - JJO	REVISED -
P:\IDOT-DB\2010\010134.27 IL3 Final Plans\Contract 76848\Dgn\0876848-shr-ATB.dgn		DRAWN - JJO	REVISED -
		CHECKED - PJM	REVISED -
		DATE - 10/18/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES, AND BENCHMARKS			
SCALE:	SHEET NO.	OF SHEETS	STA. 3+17 TO STA. 27+00

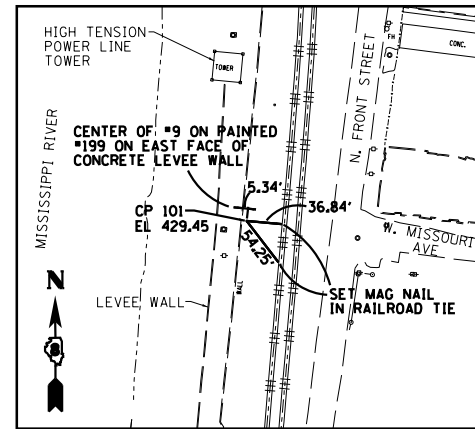
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	22
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



CONTROL POINT #100

FOUND IRON ROD WITH IDOT CAP
FLUSH WITH GROUND

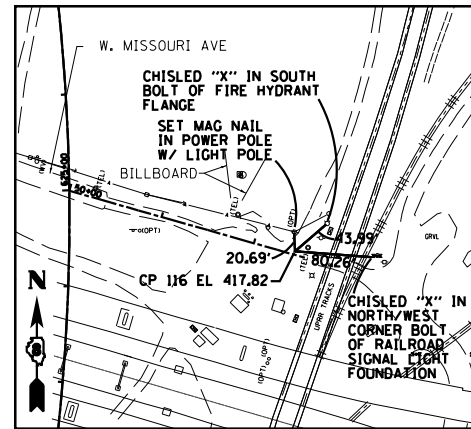
N 14045283.692
E 2451478.950
EL 409.23



CONTROL POINT #101

FOUND IRON PIN WITH IDOT CAP
FLUSH WITH GROUND

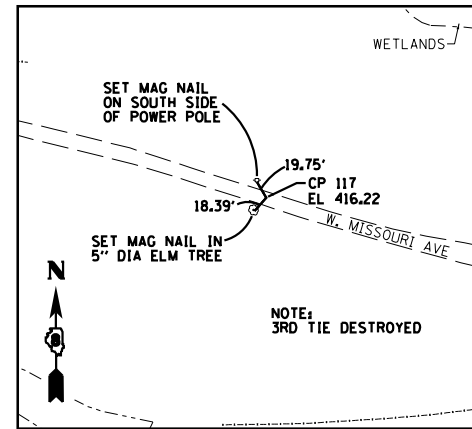
N 14041174.100
E 2447288.901
EL 429.45



CONTROL POINT #116

FOUND IRON PIN WITH IDOT CAP
FLUSH WITH GROUND

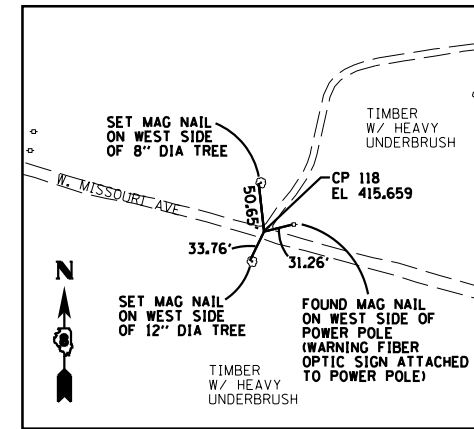
N 14040412.250
E 2450497.479
EL 417.82



CONTROL POINT #117

FOUND IRON PIN WITH IDOT CAP
FLUSH WITH GROUND

N 14040721.310
E 2449459.781
EL 416.22



CONTROL POINT #118

FOUND IRON PIN WITH IDOT CAP
FLUSH WITH GROUND

N 14040899.709
E 2448839.233
EL 415.66

BENCHMARK #101

EL 419.30

FOUND CUT "X" ON THE SOUTH HEX BOLT ON A HYDRANT LOCATED ON THE NORTH SIDE OF MISSOURI AVENUE, ALONG THE WEST SIDE OF THE TRIPLE AMTRAK TRACKS, JUST NORTH OF THE MLK BRIDGE, 0.6 MILES EAST OF FRONT STREET

BENCHMARK #130

EL 426.66

SET CHISLED "X" ON THE NORTH HEX BOLT ON A FIRE HYDRANT LOCATED ON THE SOUTH SIDE OF RIVER PARK DRIVE, AT THE INTERSECTION OF RIVER PARK DRIVE AND DIVISION STREET

BENCHMARK #131

EL 426.59

SET CHISLED "X" ON THE SOUTH HEX BOLT ON A FIRE HYDRANT LOCATED ON THE INTERSECTION OF RIVER PARK DRIVE AND ENTRANCE RAMP OF EADS BRIDGE WEST BOUND

BENCHMARK #132

EL 422.17

SET CHISLED "X" ON THE SOUTH HEX BOLT ON A FIRE HYDRANT LOCATED #225' SOUTH OF THE INTERSECTION OF RIVER PARK DRIVE AND NORTH B STREET, ON THE EAST SIDE OF NORTH B STREET

BENCHMARK #133

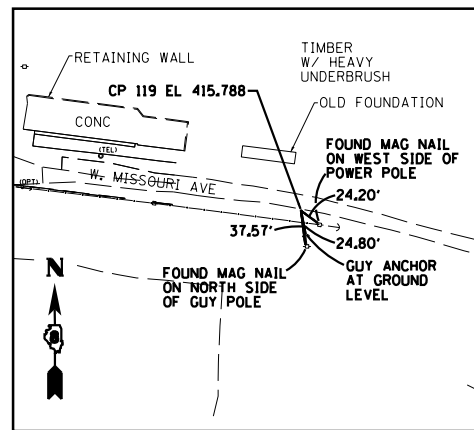
EL 418.37

SET RAILROAD SPIKE IN 2ND POWER POLE WEST OF THE INTERSECTION OF MISSOURI AVE AND NORTH B STREET ON THE SOUTH SIDE OF MISSOURI AVENUE. SET ON NORTH SIDE OF POWER POLE.

BENCHMARK #103

EL 419.23

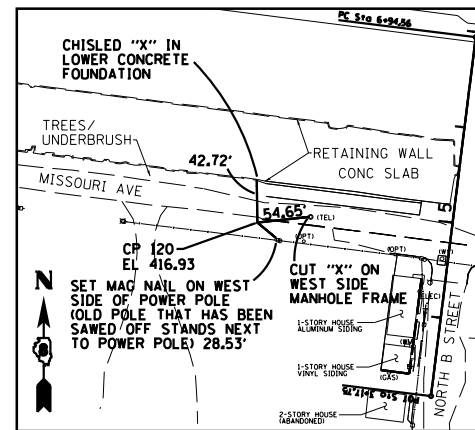
FOUND CUT "X" ON WEST RIM OF A MANHOLE AT THE INTERSECTION OF FRONT STREET AND SPARSELY TRAVELED WEST END OF MISSOURI AVENUE.



CONTROL POINT #119

FOUND IRON PIN WITH IDOT CAP
FLUSH WITH GROUND

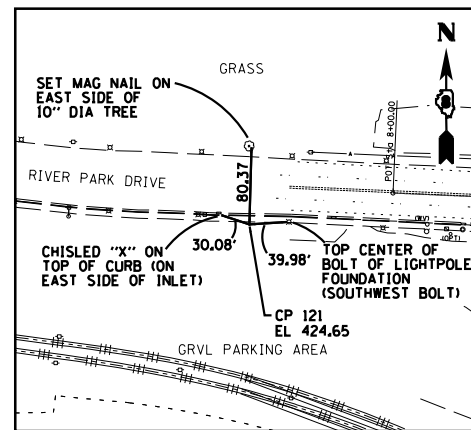
N 14041018.908
E 2448351.921
EL 415.79



CONTROL POINT #120

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

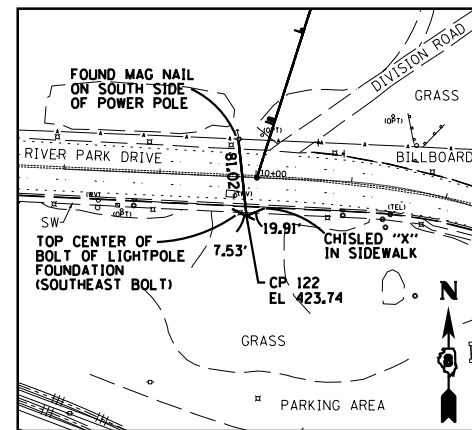
N 14041089.920
E 2447821.011
EL 416.93



CONTROL POINT #121

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

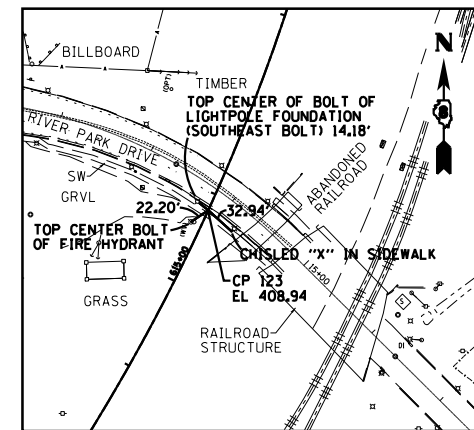
N 14039679.270
E 2449374.533
EL 424.65



CONTROL POINT #122

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

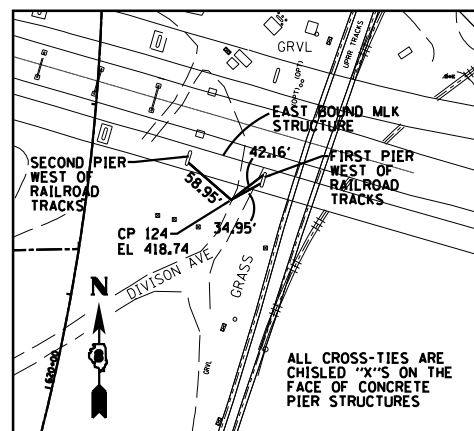
N 14039663.230
E 2449714.358
EL 423.74



CONTROL POINT #123

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

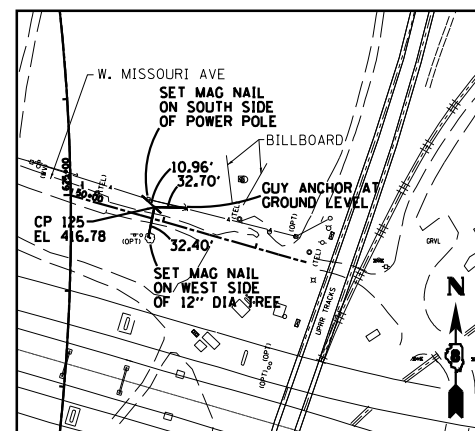
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E 2450075.058
EL 408.94



CONTROL POINT #124

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

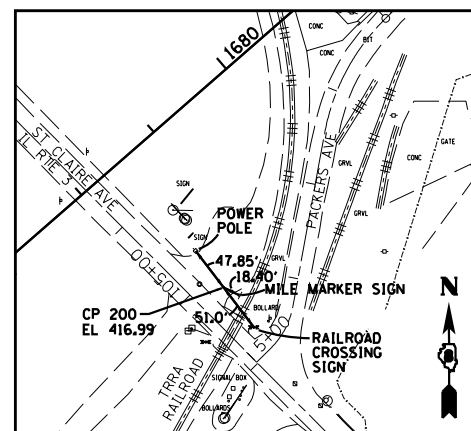
N 14040176.350
E 2450396.257
EL 418.74



CONTROL POINT #125

SET 5/8" REBAR W/ CAP
FLUSH WITH GROUND

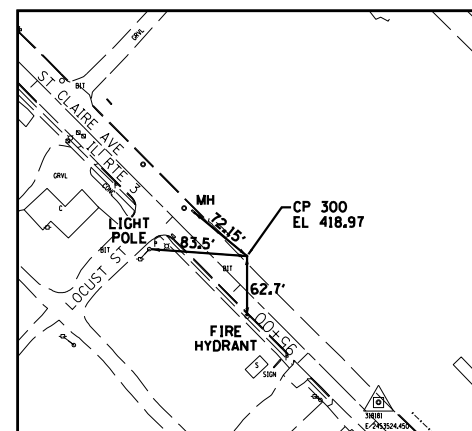
N 14040462.940
E 2450349.614
EL 416.78



CONTROL POINT #200

FOUND IRON ROD WITH IDOT CAP
FLUSH WITH GROUND

N 14044316.431
E 2452780.630
EL 416.99



CONTROL POINT #300

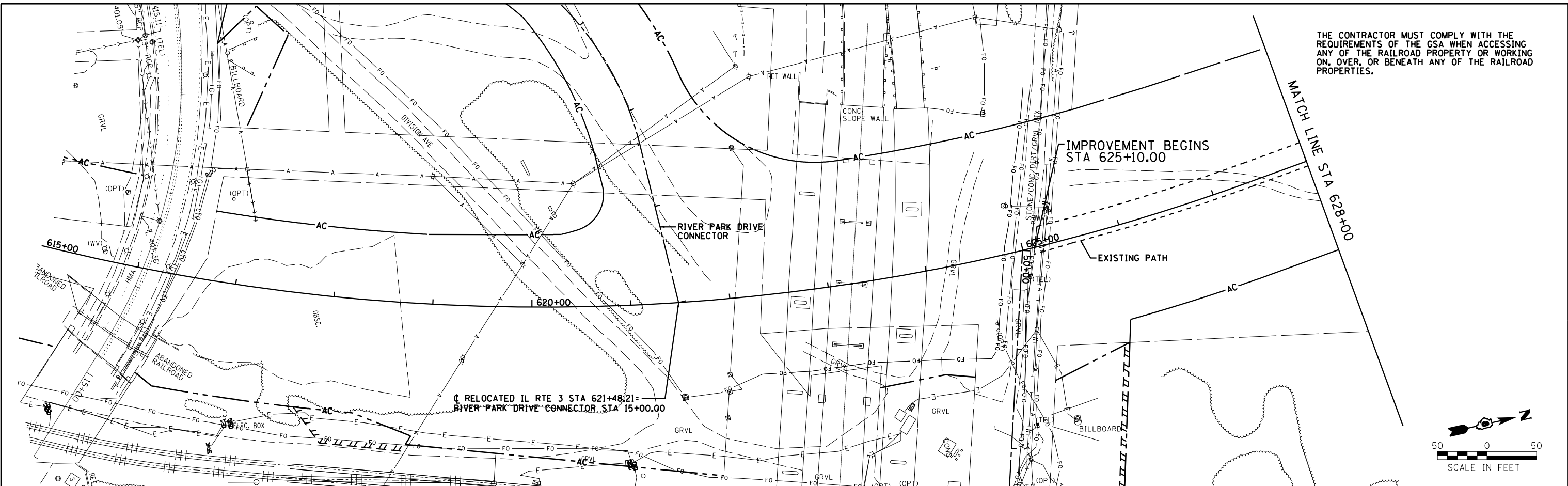
FOUND IRON ROD WITH IDOT CAP
FLUSH WITH GROUND

N 14043700.040
E 2453387.437
EL 418.97

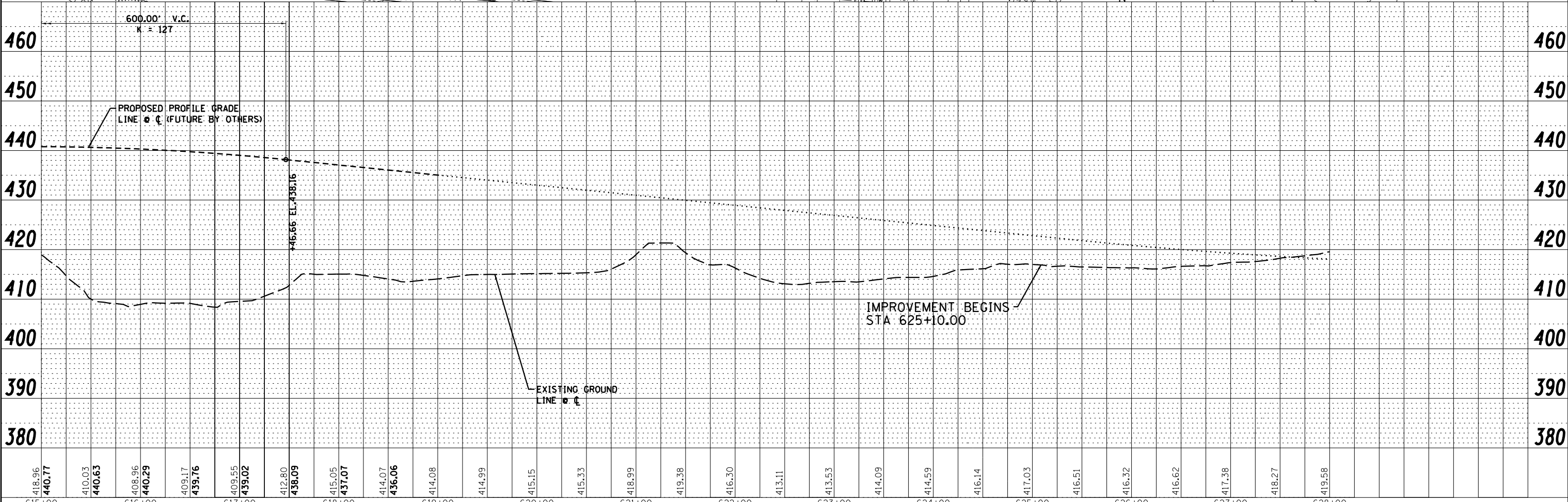
FILE NAME = P:\IDOT-DB\2010\1010134.27 IL3 Final Plans\Contract 76848\Dgn\0876848-shr-ATB.dgn	USER NAME = dmeyer	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES, AND BENCHMARKS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 200.0000' / in.	CHECKED - PJM	REVISED -	REVISED -					788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	23
PLOT DATE = 10/18/2012	DATE - 10/18/12	REVISED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT												

THE CONTRACTOR MUST COMPLY WITH THE REQUIREMENTS OF THE GSA WHEN ACCESSING ANY OF THE RAILROAD PROPERTY OR WORKING ON, OVER, OR BENEATH ANY OF THE RAILROAD PROPERTIES.

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	



418.96	440.77	410.03	440.63	408.96	440.29	409.17	439.76	409.55	439.02	412.80	438.09	415.05	437.07	414.07	436.06	414.08	414.99	415.15	415.33	418.99	419.38	416.30	413.11	413.53	414.09	414.59	416.14	417.03	416.51	416.32	416.62	417.38	418.27	419.58
615+00	616+00	617+00	618+00	619+00	620+00	621+00	622+00	623+00	624+00	625+00	626+00	627+00	628+00																					

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

USER NAME = dmeyer	DESIGNED - JJ0	REVISED - 02/06/13
	DRAWN - JJ0	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1"	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE

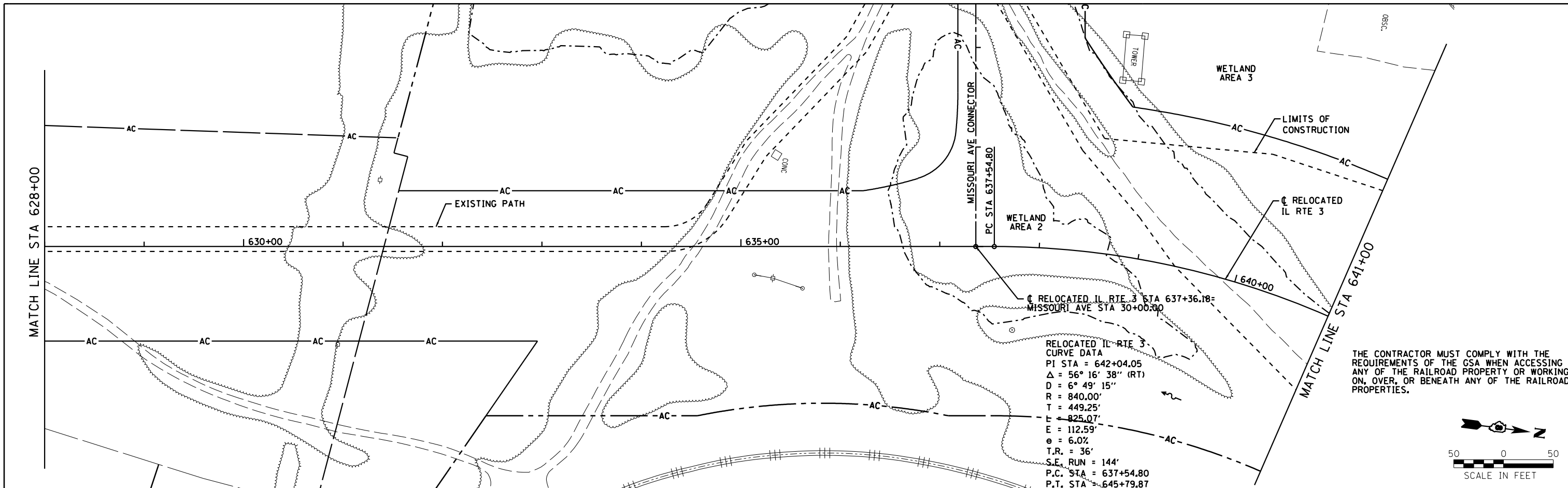
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	24
CONTRACT NO. 76848				

ILLINOIS FED. AID PROJECT

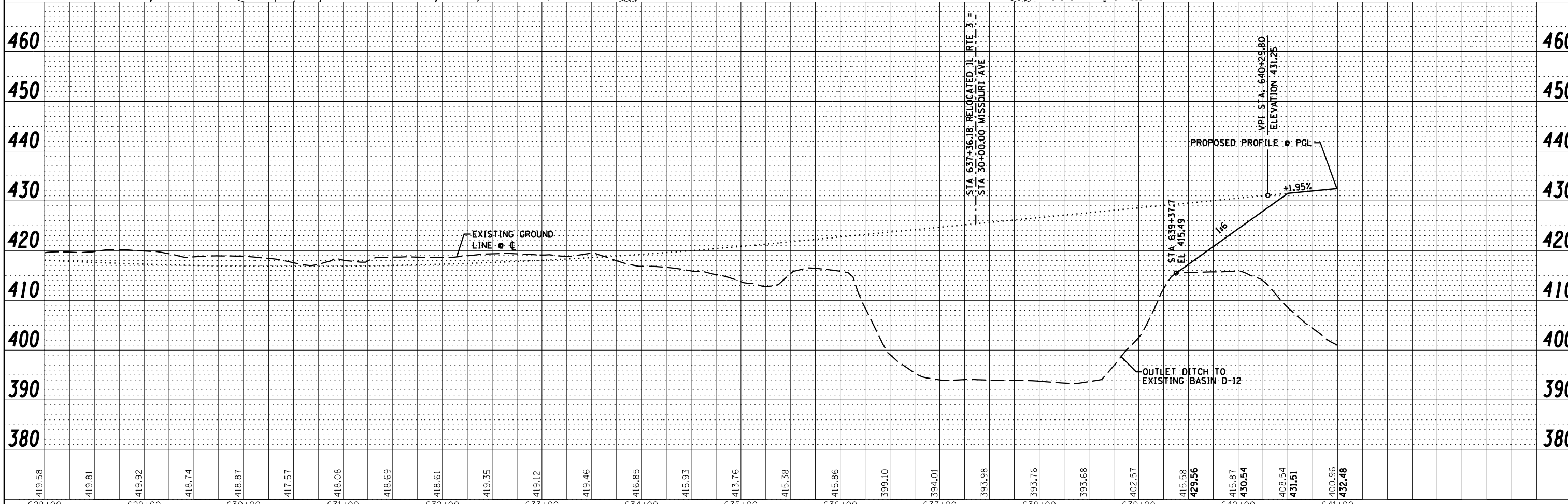
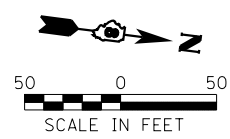
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	PLOTTED	BY
	ALIGNMENT CHECKED	
	STRUCTURE CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



RELOCATED IL RTE 3
 CURVE DATA
 PI STA = 642+04.05
 $\Delta = 56^\circ 16' 38''$ (RT)
 $D = 6^\circ 49' 15''$
 $R = 840.00'$
 $T = 449.25'$
 $L = 825.07'$
 $E = 112.59'$
 $e = 6.0\%$
 $T.R. = 36'$
 $S.E. RUN = 144'$
 $P.C. STA = 637+54.80$
 $P.T. STA = 645+79.87$

THE CONTRACTOR MUST COMPLY WITH THE REQUIREMENTS OF THE GSA WHEN ACCESSING ANY OF THE RAILROAD PROPERTY OR WORKING ON, OVER, OR BENEATH ANY OF THE RAILROAD PROPERTIES.



419.58	419.81	419.92	418.74	418.87	417.57	418.08	418.69	418.61	419.35	419.12	419.46	416.85	415.93	413.76	415.38	415.86	399.10	394.01	393.98	393.76	393.68	402.57	415.58	429.56	415.87	430.54	408.54	431.51	400.96	432.48	
628+00	629+00	630+00	631+00	632+00	633+00	634+00	635+00	636+00	637+00	638+00	639+00	640+00	641+00																		

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

USER NAME = dmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1"	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

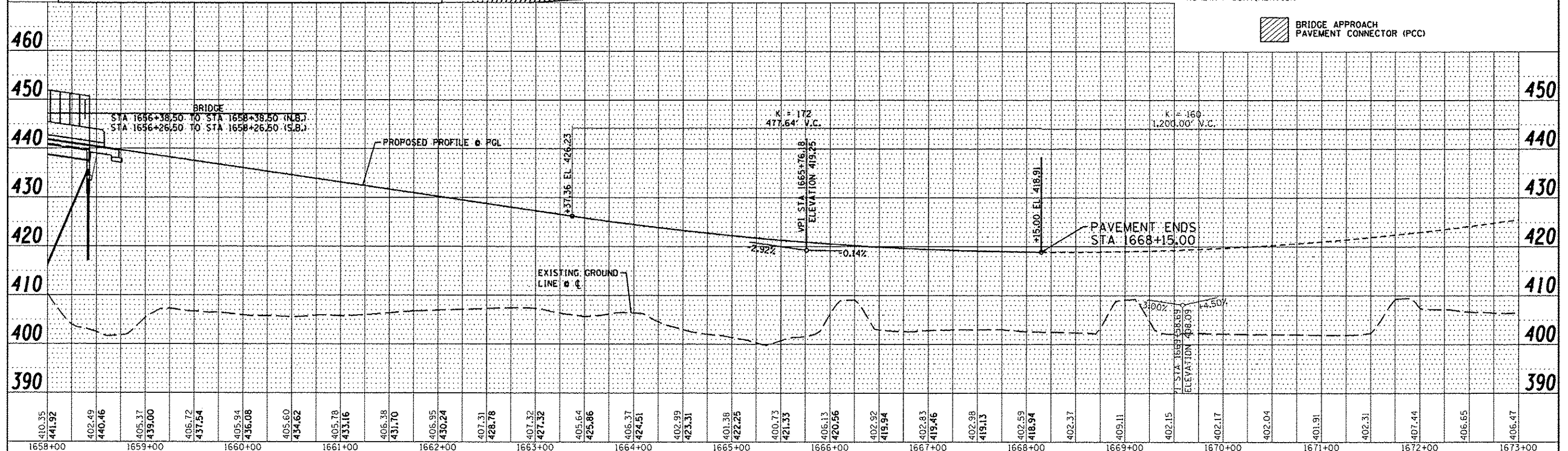
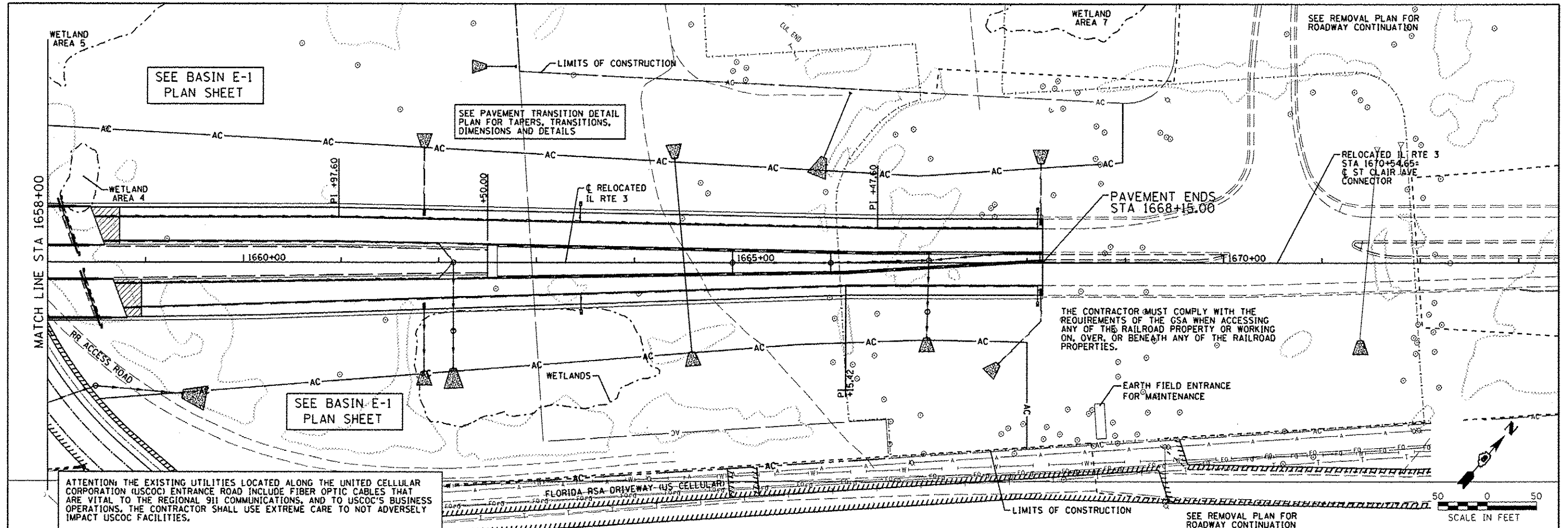
PLAN & PROFILE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	25
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
REVISIONS	
PLANNED	
DESIGNED	
CHECKED	
DRAWN	
NOTED	
DATE	
NO.	

DATE	
BY	
REVISIONS	
PLANNED	
DESIGNED	
CHECKED	
DRAWN	
NOTED	
DATE	
NO.	



1658+00	1659+00	1660+00	1661+00	1662+00	1663+00	1664+00	1665+00	1666+00	1667+00	1668+00	1669+00	1670+00	1671+00	1672+00	1673+00																																				
410.35	441.92	402.49	440.46	405.37	439.00	406.72	437.54	405.94	436.08	405.60	434.62	405.78	433.16	406.38	431.70	406.95	430.24	407.31	428.78	407.32	427.32	405.64	425.86	406.37	424.51	402.99	423.31	401.38	422.25	400.73	421.35	406.13	420.56	402.92	419.94	402.83	419.46	402.98	419.13	402.59	418.94	402.37	409.11	402.15	402.17	402.04	401.91	402.31	407.44	406.65	406.47

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

USER NAME : #USER#	DESIGNED - JJO	REVISED - 02/06/13
PLAT SCALE : #SCALE#	DRAWN - JJO	REVISED - 03/15/13
PLAT DATE : #DATE#	CHECKED - PJM	REVISED - 03/29/13
	DATE - 12/10/12	REVISED - 04/26/13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

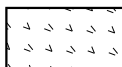
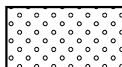





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	27
CONTRACT NO. 76848			ILLINOIS FED. AID PROJECT	

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

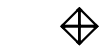
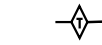
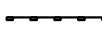

EROSION AND SEDIMENT CONTROL

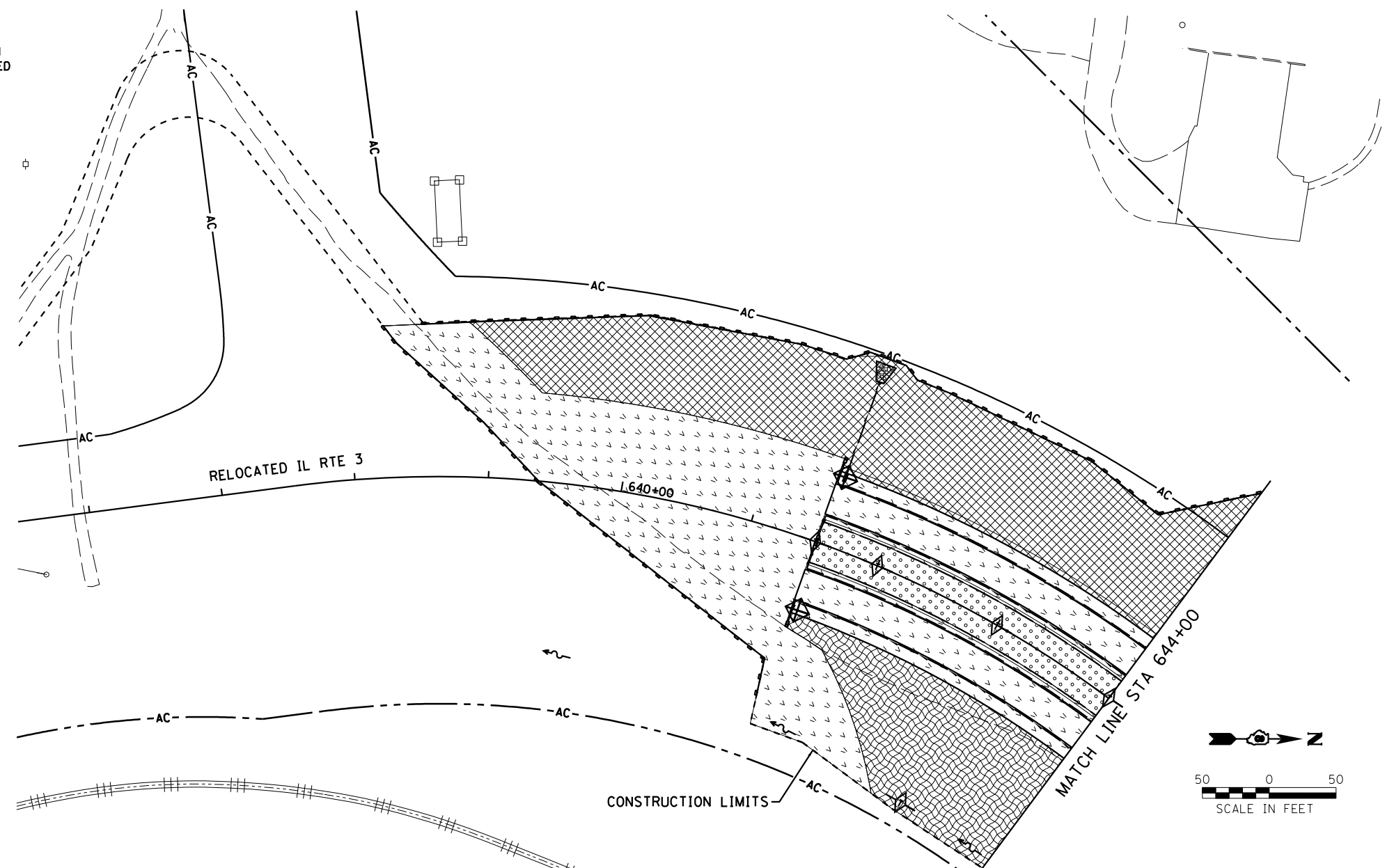
1. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORTED OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
3. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
5. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING/DISTURBANCE AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED/DISTURBED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES (PERMANENT MEASURES BY OTHERS). WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN (BY OTHERS) IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.
6. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE - PERMANENT MEASURES BY OTHERS). TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, TEMPORARY SEEDING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS, THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
7. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.
8. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTERS".
9. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
10. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.
11. SEE EROSION AND SEDIMENT CONTROL PLANS FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.
12. AT THE DIRECTION OF THE ENGINEER, ANY SUITABLE EXISTING EROSION CONTROL DEVICES (SUCH AS PERIMETER EROSION BARRIER) THAT IS LEFT IN PLACE FROM A PREVIOUS (OR CONCURRENT) CONTRACT MAY BE UTILIZED IN LIEU OF THE EROSION CONTROL DEVICES AS SHOWN IN THE CONTRACT PLANS. IN THIS INSTANCE, THE QUANTITY FOR THE UNUSED EROSION CONTROL DEVICES SHALL BE DELETED FROM THE CONTRACT.

LEGEND

-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 2A & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 3A & HEAVY DUTY EROSION CONTROL BLANKET
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4 & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4A & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 3A & EROSION CONTROL BLANKET
-  STABILIZED CONSTRUCTION ENTRANCE (30'x75' TYP)

LEGEND CONTINUED

-  INLET & PIPE PROTECTION
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  RIPRAP



Farnsworth
GROUP, INC.
2705 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

USER NAME = dmeyer
PLOT SCALE = 100.0000' / 1" = 100'
PLOT DATE = 3/15/2013

DESIGNED - JJ0
DRAWN - JJ0
CHECKED - PJM
DATE - 12/10/12

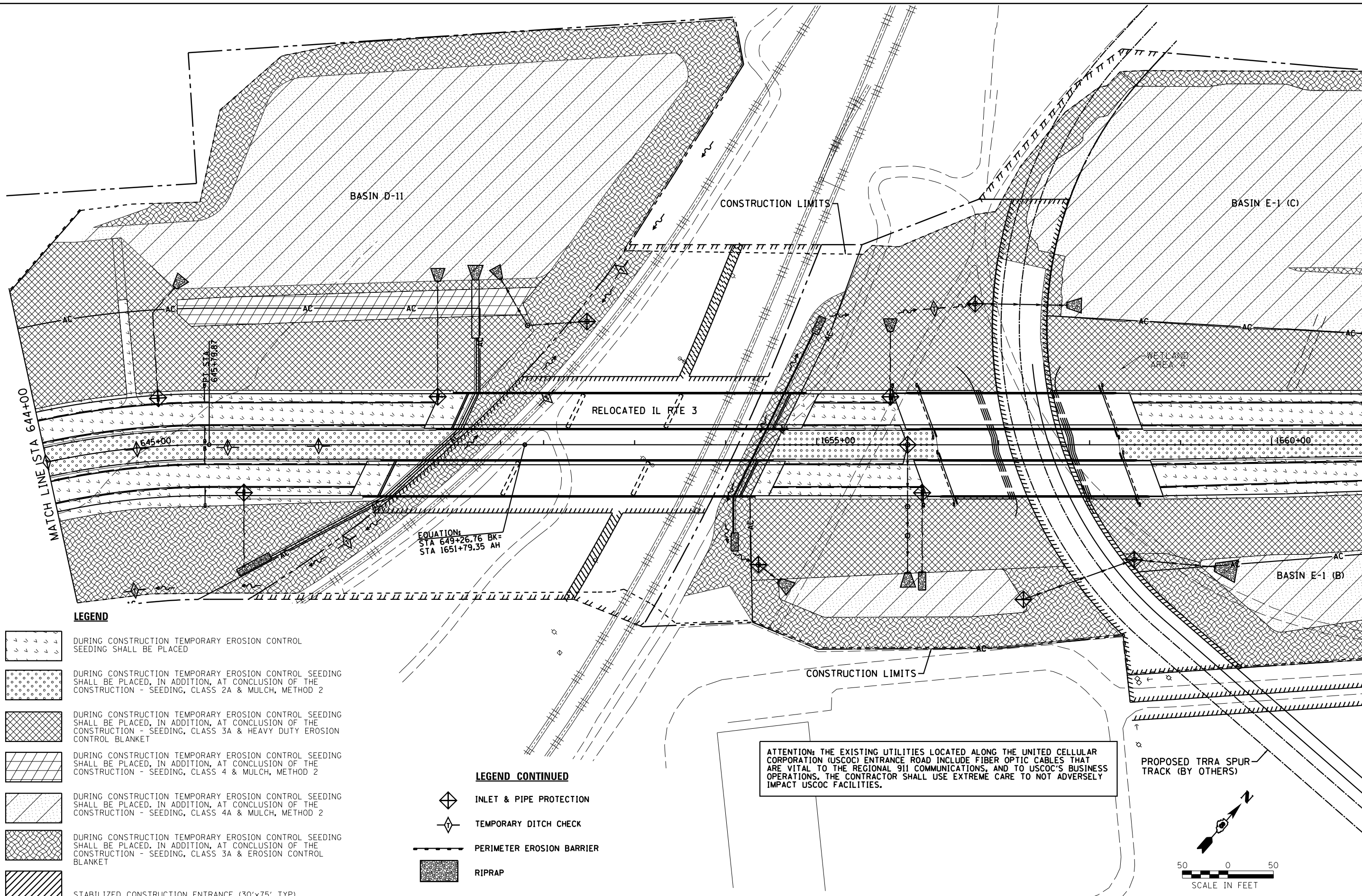
REVISED - 02/06/13
REVISED - 03/15/13
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

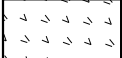
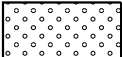

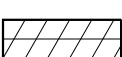
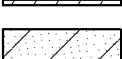


EROSION AND SEDIMENT CONTROL PLAN

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





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	28
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



LEGEND

-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 2A & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 3A & HEAVY DUTY EROSION CONTROL BLANKET
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4 & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4A & MULCH, METHOD 2
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 3A & EROSION CONTROL BLANKET
-  STABILIZED CONSTRUCTION ENTRANCE (30'x75' TYP)

LEGEND CONTINUED

-  INLET & PIPE PROTECTION
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  RIPRAP

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.

MATCH LINE STA 644+00

MATCH LINE STA 1661+00



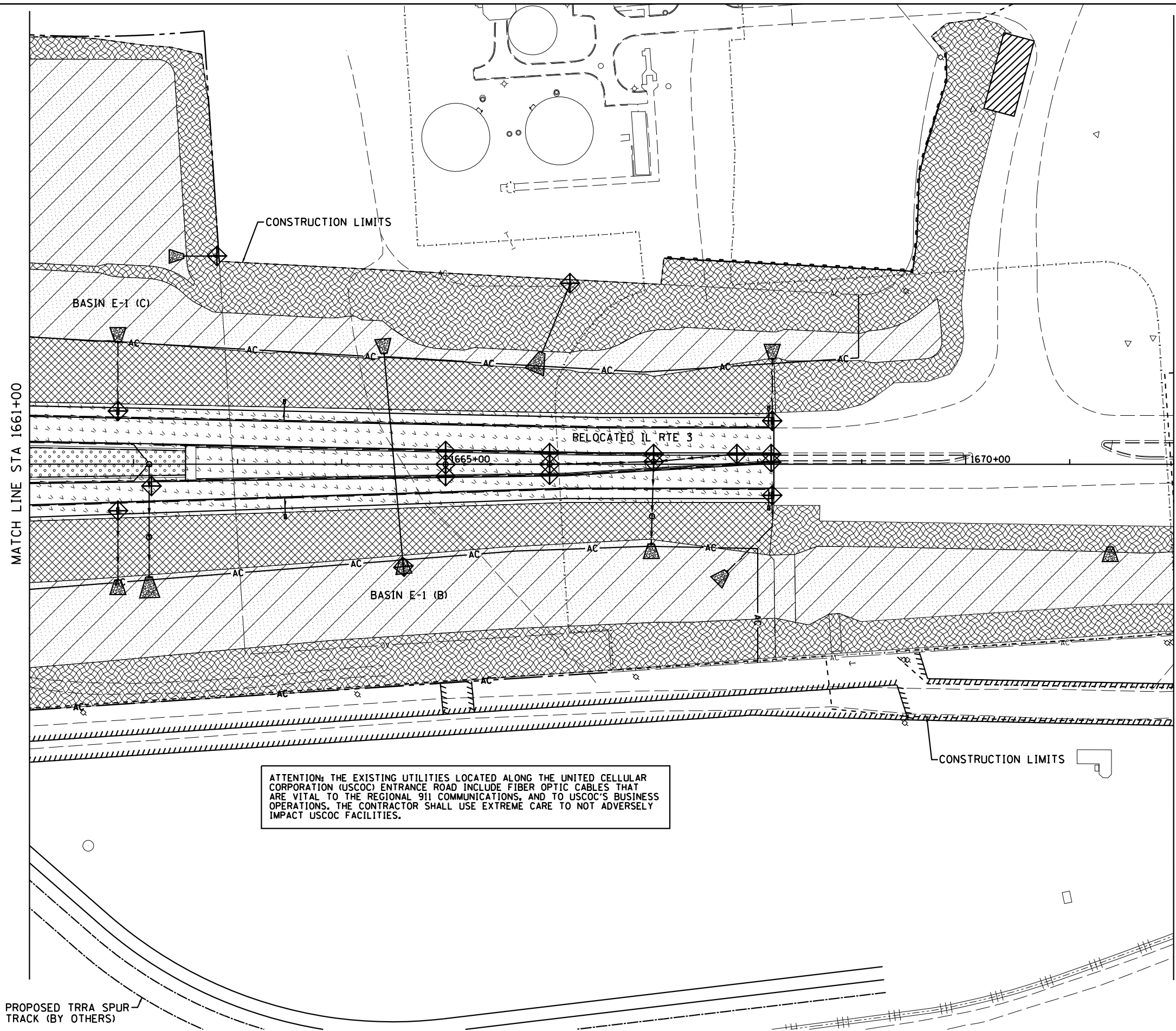
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	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1" =	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	29
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



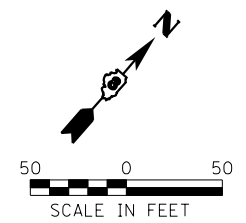
ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.

LEGEND

- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED
- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 2A & MULCH, METHOD 2
- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 3A & HEAVY DUTY EROSION CONTROL BLANKET
- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4 & MULCH, METHOD 2
- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 4A & MULCH, METHOD 2
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- STABILIZED CONSTRUCTION ENTRANCE (30'x75' TYP)

LEGEND CONTINUED

- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- RIPRAP



PROPOSED TRRA SPUR TRACK (BY OTHERS)

Farnsworth GROUP, INC.
2705 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

USER NAME = dmeyer	DESIGNED - JJ0	REVISED - 02/06/13
	DRAWN - JJ0	REVISED - 03/15/13
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PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

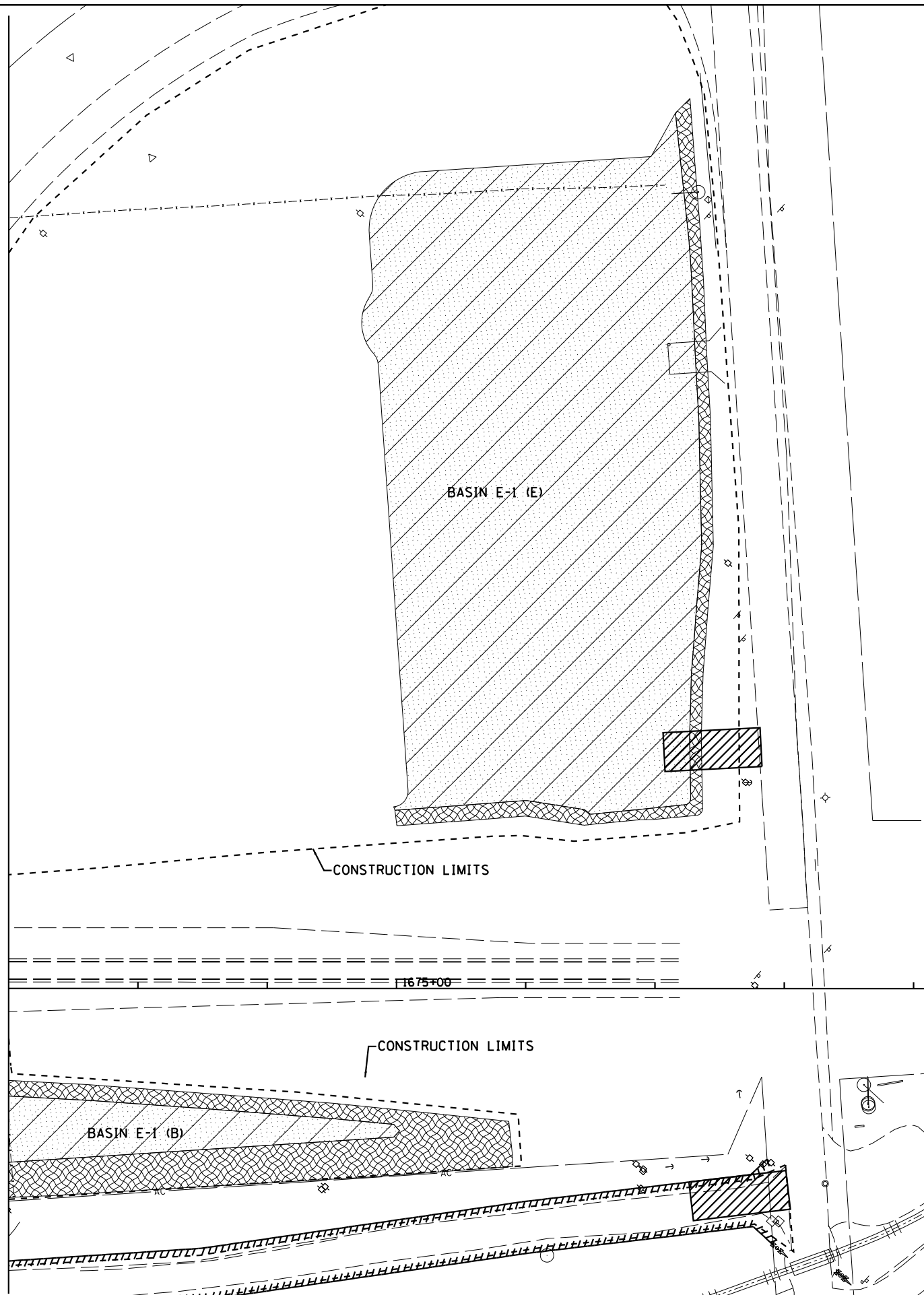
EROSION AND SEDIMENT CONTROL PLAN

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

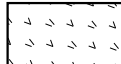
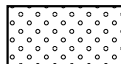


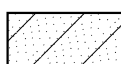


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	30
CONTRACT NO. 76848				

ILLINOIS FED. AID PROJECT

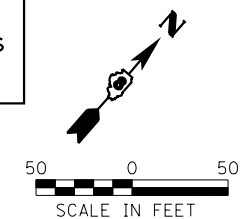
MATCH LINE STA 1672+00



LEGEND

-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED
-  DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED, IN ADDITION, AT CONCLUSION OF THE CONSTRUCTION - SEEDING, CLASS 2A & MULCH, METHOD 2
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-  STABILIZED CONSTRUCTION ENTRANCE (30'x75' TYP)

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1" =	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

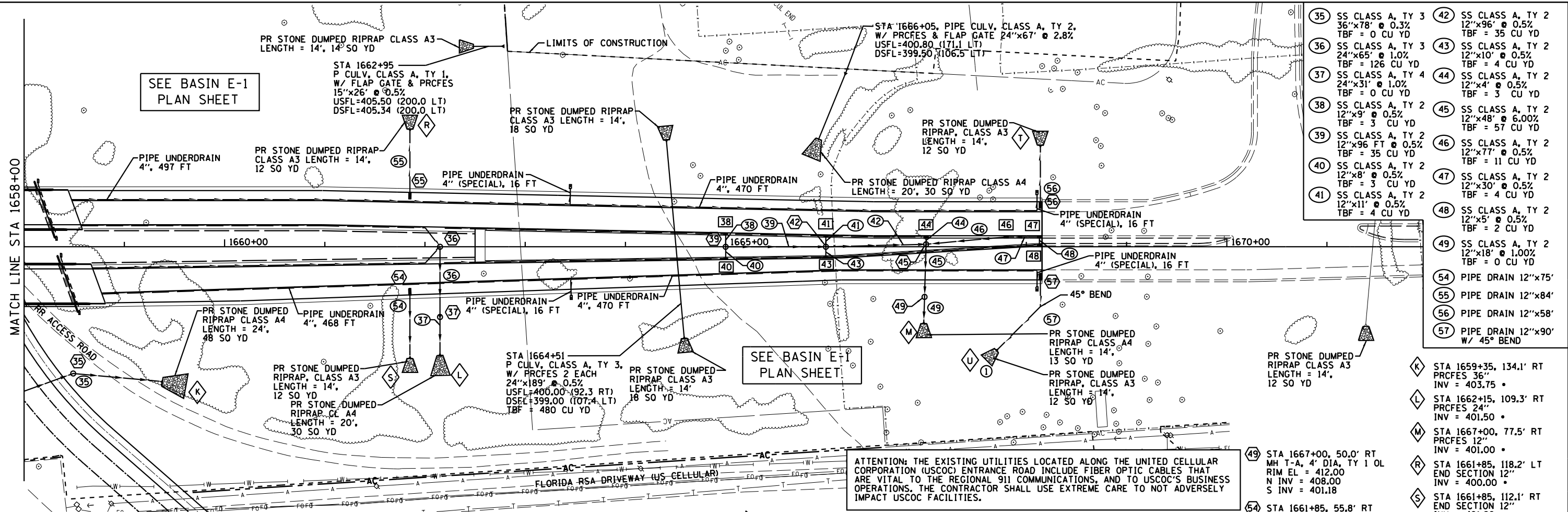
EROSION AND SEDIMENT CONTROL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	31
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
NOTE BOOK NO.	
FILE NAME	

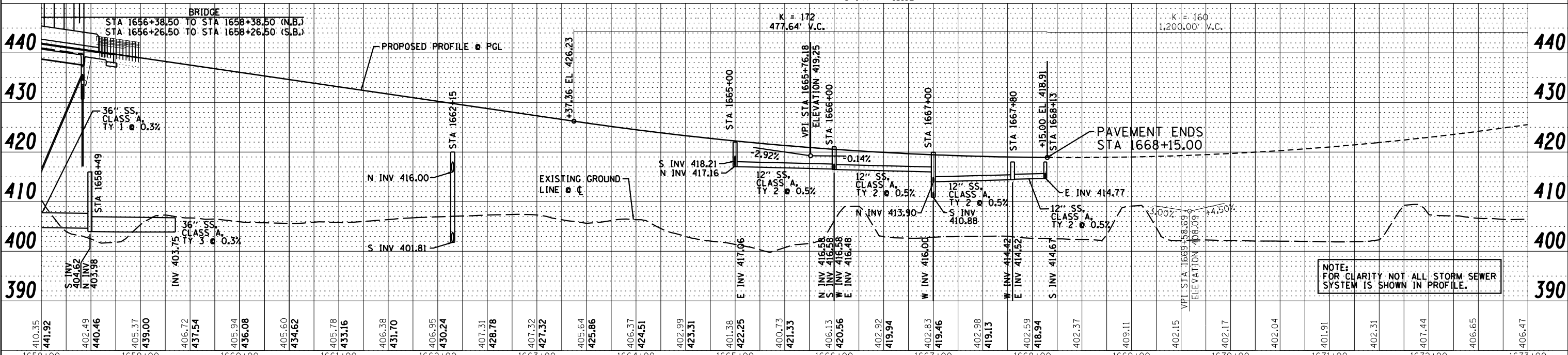
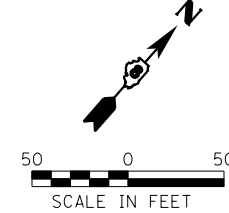
DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
NOTE BOOK NO.	
FILE NAME	



- 35 SS CLASS A, TY 3 36"x78" @ 0.3% TBF = 0 CU YD
- 36 SS CLASS A, TY 3 24"x65" @ 1.0% TBF = 126 CU YD
- 37 SS CLASS A, TY 4 24"x31" @ 1.0% TBF = 0 CU YD
- 38 SS CLASS A, TY 2 12"x9" @ 0.5% TBF = 3 CU YD
- 39 SS CLASS A, TY 2 12"x96 FT @ 0.5% TBF = 35 CU YD
- 40 SS CLASS A, TY 2 12"x8" @ 0.5% TBF = 3 CU YD
- 41 SS CLASS A, TY 2 12"x11" @ 0.5% TBF = 4 CU YD
- 42 SS CLASS A, TY 2 12"x96" @ 0.5% TBF = 35 CU YD
- 43 SS CLASS A, TY 2 12"x10" @ 0.5% TBF = 4 CU YD
- 44 SS CLASS A, TY 2 12"x4" @ 0.5% TBF = 3 CU YD
- 45 SS CLASS A, TY 2 12"x48" @ 6.00% TBF = 57 CU YD
- 46 SS CLASS A, TY 2 12"x77" @ 0.5% TBF = 11 CU YD
- 47 SS CLASS A, TY 2 12"x30" @ 0.5% TBF = 4 CU YD
- 48 SS CLASS A, TY 2 12"x5" @ 0.5% TBF = 2 CU YD
- 49 SS CLASS A, TY 2 12"x18" @ 1.00% TBF = 0 CU YD
- 54 PIPE DRAIN 12"x75'
- 55 PIPE DRAIN 12"x84'
- 56 PIPE DRAIN 12"x58'
- 57 PIPE DRAIN 12"x90' W/ 45° BEND

- 35 STA 1658+49, 126.3' RT MH T-A 5' DIA, TY 1 FR&OLID RIM EL = 416.00 N INV = 403.98 S INV = 404.62
- 36 STA 1662+15, 0.0' LT MH T-A 5' DIA, SP F&G RIM EL = 427.34 S INV = 416.66
- 37 STA 1662+15, 70.0' RT MH T-A 5' DIA, TY 1 CLID RIM EL = 420.00 N INV = 416.00 S INV = 401.81
- 38 STA 1665+00, 11.4' LT INLET T-B, TY 3 F&G TC EL = 422.63 S INV = 417.21
- 39 STA 1665+00, 0.0' LT MH-TA 4' DIA, TY 1 OL RIM EL = 422.75 N INV = 417.16 E INV = 417.06 S INV = 418.21
- 40 STA 1665+00, 10.1' RT INLET T-B, TY 3 F&G TC EL = 422.63 N INV = 418.25
- 41 STA 1666+00, 9.4' LT INLET T-B, TY 3 F&G RIM EL = 420.94 TC EL = 420.94 S INV = 416.61
- 42 STA 1666+00, 0.0' LT MH T-A 4' DIA, TY 1 OL RIM EL = 421.06 N INV = 416.58 E INV = 416.48 S INV = 416.58 W INV = 416.58
- 43 STA 1666+00, 8.6' RT INLET T-B, TY 3 F&G TC EL = 420.94 N INV = 416.61
- 44 STA 1667+00, 8.4' LT INLET T-B, TY 3 F&G TC EL = 419.84 S INV = 413.92
- 45 STA 1667+00, 2.5' LT MH T-A 4' DIA, TY 1 OL RIM EL = 419.96 N INV = 413.90 S INV = 410.88 E INV = 414.02
- 46 STA 1667+80, 8.4' LT INLET T-B, TY 3 F&G TC EL = 419.11 E INV = 414.52 W INV = 414.42
- 47 STA 1668+13, 8.4' LT INLET T-B, TY 3 F&G TC EL = 419.02 E INV = 414.77 S INV = 414.67
- 48 STA 1668+13, 1.4' LT INLET T-B, TY 3 F&G TC EL = 419.02 N INV = 414.80
- 49 STA 1667+00, 50.0' RT MH T-A, 4' DIA, TY 1 OL RIM EL = 412.00 N INV = 408.00 S INV = 401.18
- 54 STA 1661+85, 55.8' RT TYPE F INLET BOX, STANDARD 610001
- 55 STA 1661+85, 54.3' LT TYPE F INLET BOX, STANDARD 610001
- 56 STA 1668+14, 45.0' LT TYPE F INLET BOX, STANDARD 610001
- 57 STA 1668+14, 33' RT TYPE F INLET BOX, STANDARD 610001
- MATCH BASIN FLOOR

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



NOTE: FOR CLARITY NOT ALL STORM SEWER SYSTEM IS SHOWN IN PROFILE.

Farnsworth GROUP, INC.
2705 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1"	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

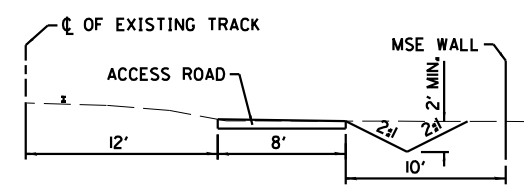
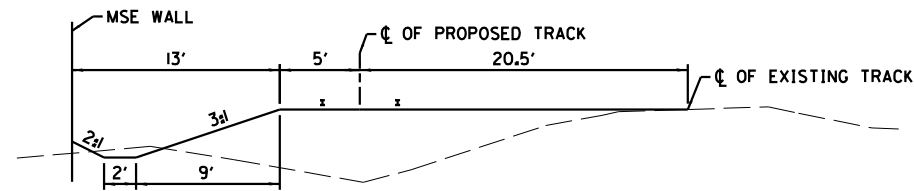
DRAINAGE PLAN & PROFILE

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

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	34
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

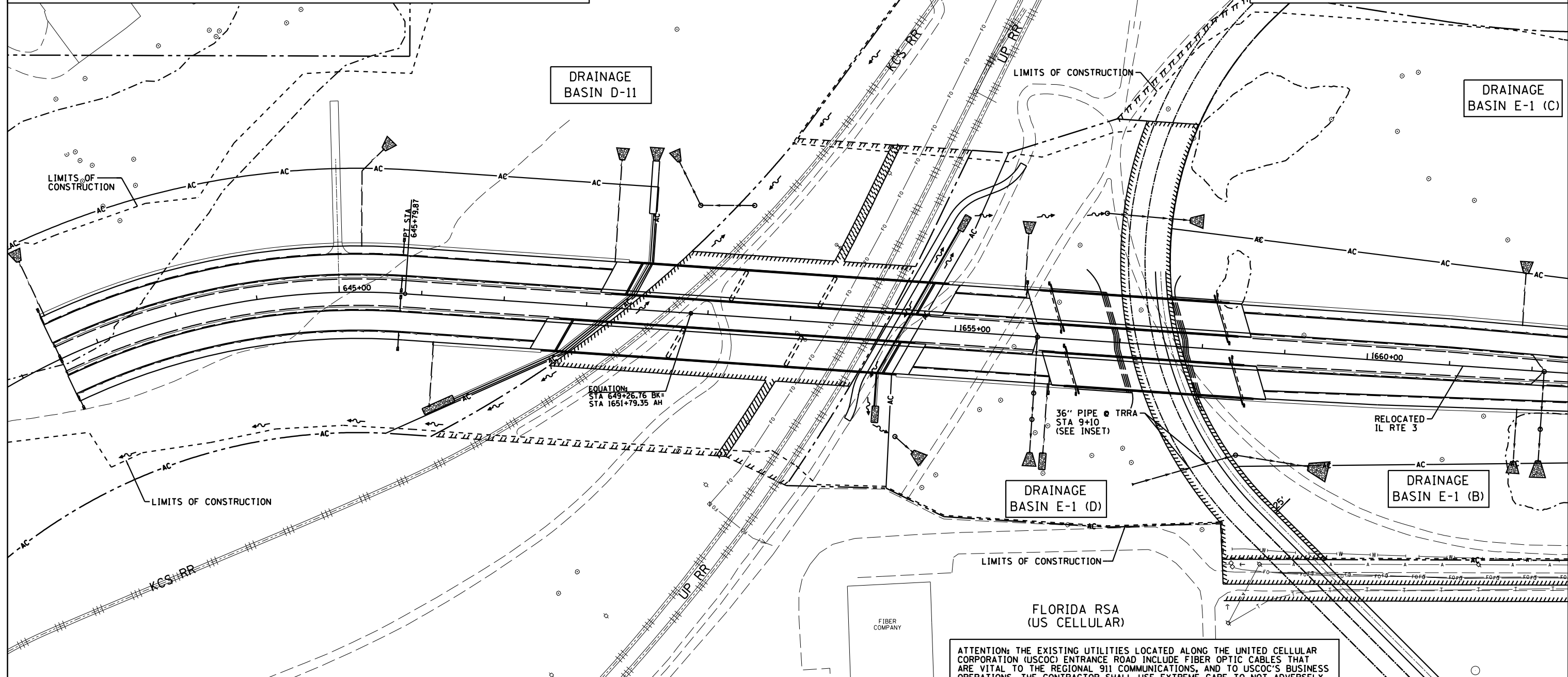
KCS TYPICAL SECTION FOR DITCH BETWEEN FUTURE TRACK AND S. ABUTMENT

UPRR TYPICAL SECTION FOR DITCH BETWEEN ACCESS ROAD AND N. ABUTMENT



NOT TO SCALE

NOT TO SCALE



DRAINAGE BASIN D-11

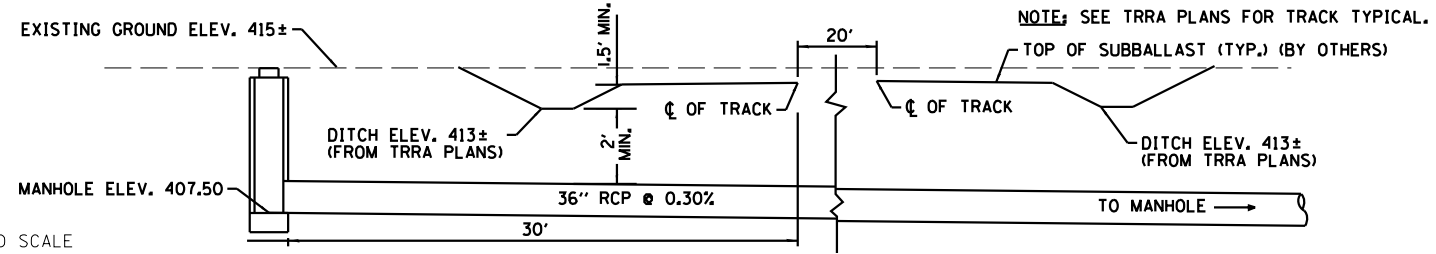
DRAINAGE BASIN E-1 (C)

DRAINAGE BASIN E-1 (D)

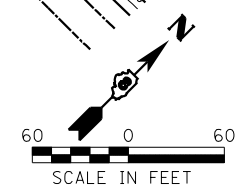
DRAINAGE BASIN E-1 (B)

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TRRA SECTION AT PIPE CULVERT



NOT TO SCALE



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

USER NAME = dmeyer
PLOT SCALE = 1/200000' / 1" = 1000'
PLOT DATE = 3/15/2013

DESIGNED - JJO
DRAWN - JJO
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DATE - 12/10/12

REVISED - 02/06/13
REVISED - 03/15/13
REVISED -
REVISED -

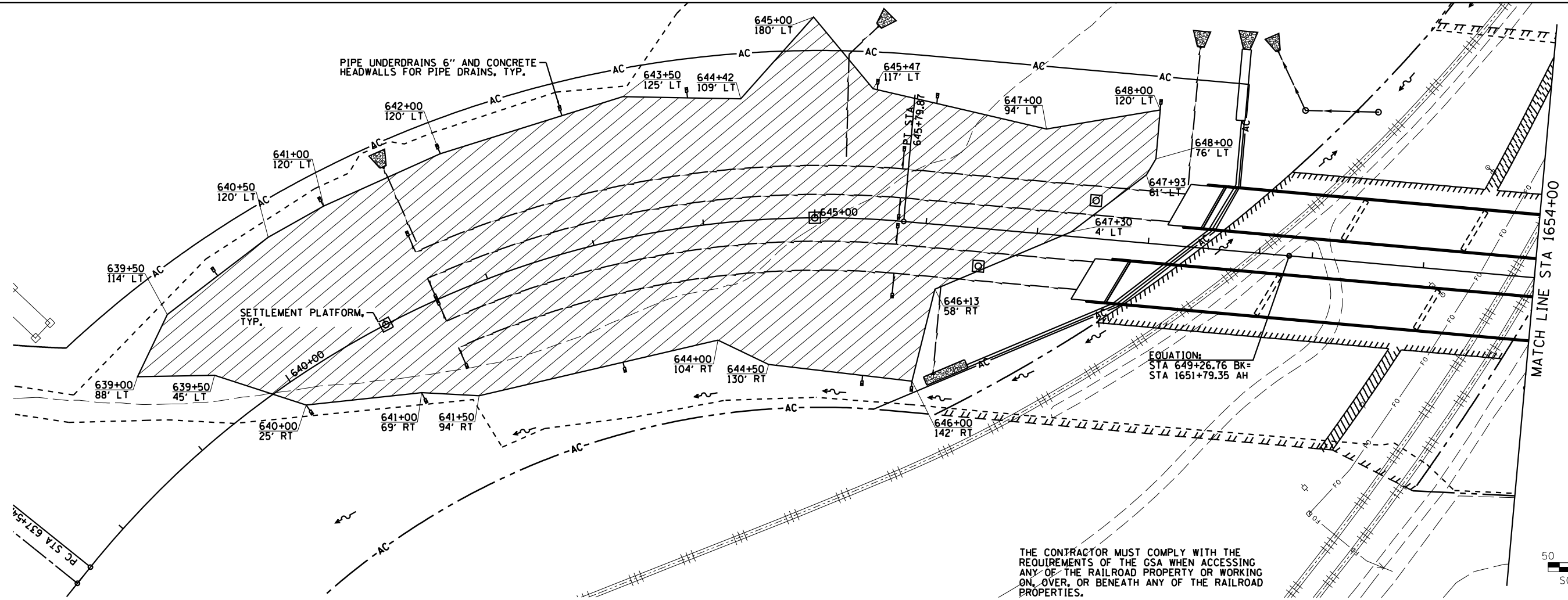
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

RAILROAD DITCH FLOW ANALYSIS

SCALE: 1"=60' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	35

CONTRACT NO. 76848
ILLINOIS FED. AID PROJECT



THE CONTRACTOR MUST COMPLY WITH THE REQUIREMENTS OF THE GSA WHEN ACCESSING ANY OF THE RAILROAD PROPERTY OR WORKING ON, OVER, OR BENEATH ANY OF THE RAILROAD PROPERTIES.

NOTES:

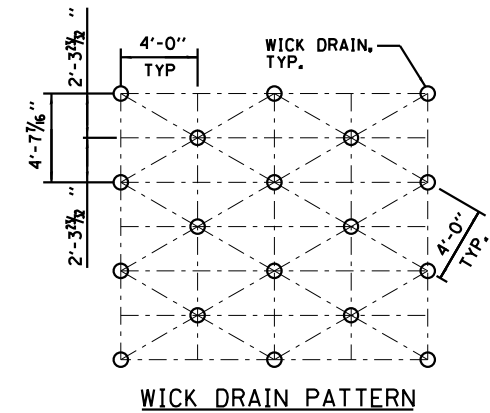
- 1.) WITHIN THE LIMITS SHOWN IN THE PLANS, CONSTRUCT A TWO-FOOT-THICK LAYER OF SAND DRAINAGE BLANKET ON TOP OF THE ONE-FOOT-THICK LAYER OF GRANULAR EMBANKMENT. SPECIAL OR AT THE ELEVATION REQUIRED TO FACILITATE DRAINAGE TO AN ADJACENT PIPE UNDERDRAIN, WHICHEVER ELEVATION IS HIGHER. CONSTRUCT EMBANKMENT AS NEEDED TO RAISE THE ELEVATION OF THE SAND DRAINAGE BLANKET. PROVIDE A MINIMUM 9-FOOT-WIDE BARRIER OF EMBANKMENT BETWEEN THE LIMITS OF THE SAND DRAINAGE BLANKET AND THE FACE OF THE FORESLOPE.
- 2.) IN PLAN, INSTALL THE WICK DRAINS A MINIMUM 10 FEET INSIDE THE LIMITS OF THE SAND DRAINAGE BLANKET. THE WICK DRAINS SHALL BE INSTALLED TO THE TIP ELEVATION SHOWN IN THE "WICK DRAIN TIP ELEVATIONS" TABLE, AND THE TOP CUTOFF SHALL BE ACCORDING TO THE SPECIAL PROVISIONS.
- 3.) PIPE UNDERDRAINS USED TO OUTLET THE SAND DRAINAGE BLANKET SHALL BE EMBEDDED AT LEAST THREE FEET INSIDE THE LIMITS OF THE SAND DRAINAGE BLANKET, SHALL BE CAPPED AT THE UPSTREAM END, AND SHALL HAVE A CONCRETE HEADWALL FOR PIPE DRAINS AT THE EMBANKMENT FORESLOPE. THE COST OF THE CAP SHALL BE INCLUDED IN THE UNDERDRAIN ITEMS. THE HEADWALLS SHALL BE PAID FOR SEPARATELY.
- 4.) THE CONTRACTOR SHALL INSTALL SETTLEMENT PLATFORMS AT THE LOCATIONS AS SHOWN IN THE PLANS AND NOTED BELOW. THE WORK SHALL BE DONE ACCORDING TO THE SPECIAL PROVISIONS AND SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR FURNISHED EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 5.) NO PILE DRIVING AT THE ABUTMENTS OF STRUCTURES 082-0314 & 082-0315 WILL BE ALLOWED UNTIL THE EMBANKMENT HAS REACHED 90% CONSOLIDATION. SEE THE SPECIAL PROVISION FOR "SETTLEMENT PLATFORMS" FOR REQUIRED SETTLEMENT TIMES.

SETTLEMENT PLATFORM LOCATIONS		
STATION	OFFSET	DAYS REQUIRED FOR 90% CONSOLIDATION
641+00	0'	56
645+00	0'	84
646+50	34' RT	84
647+50	34' LT	84

PIPE UNDERDRAIN OUTLET ELEVATIONS		
STATION	INVERT ELEVATION	
	LT	RT
640+00	398.00	417.00
641+00	398.00	417.50
642+00	398.00	
643+00	398.50	418.00
644+00	407.00	
645+50	407.50	410.00
646+00	411.00	410.50
648+00	410.50	

WICK DRAIN TIP ELEVATIONS			
STATION	TO	STATION	TIP ELEVATION
639+00		642+50	390.00
642+50		648+00	395.00

LEGEND
 LIMITS OF SAND DRAINAGE BLANKET



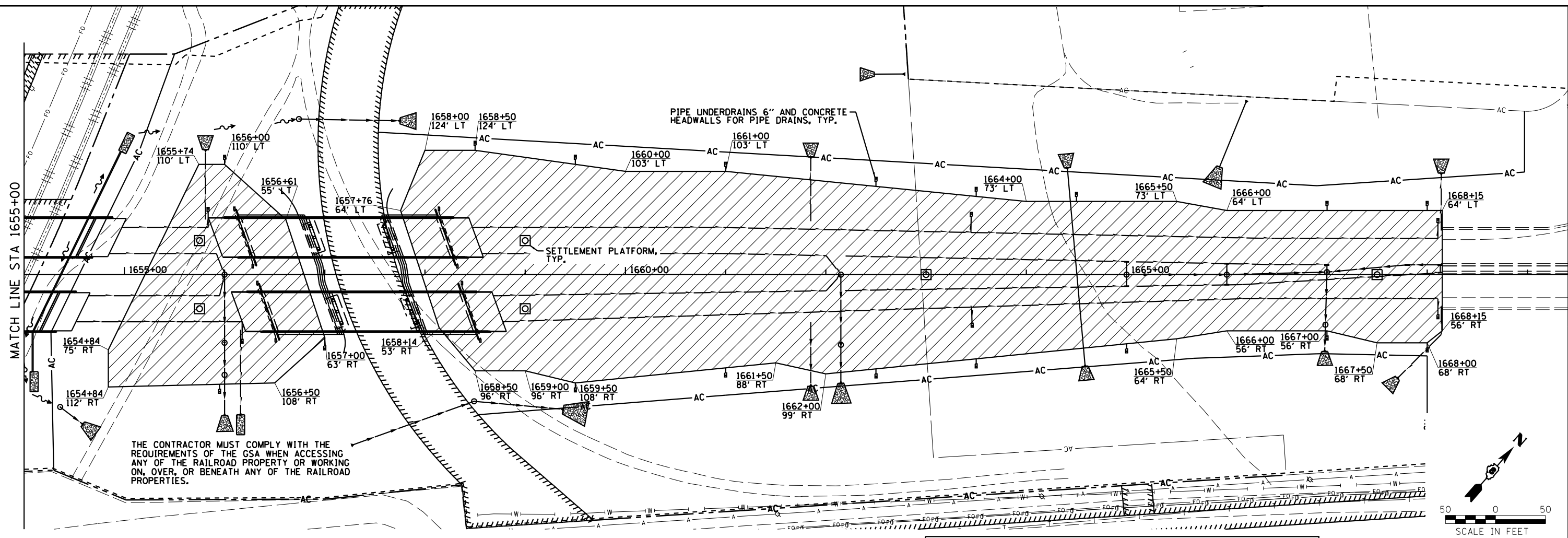
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PLOT SCALE = *SCALE*	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = *DATE*	CHECKED - PJM	REVISED -
	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GROUND IMPROVEMENT PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	35A
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



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NOTES:

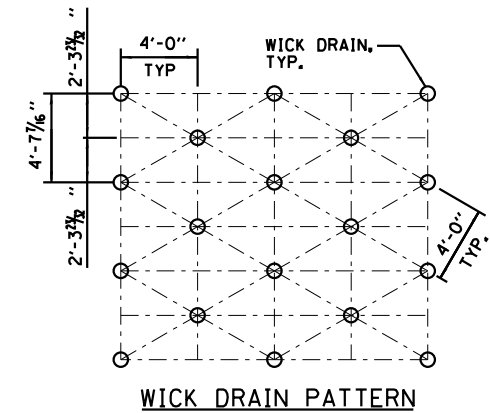
- 1.) WITHIN THE LIMITS SHOWN IN THE PLANS, CONSTRUCT A TWO-FOOT-THICK LAYER OF SAND DRAINAGE BLANKET ON TOP OF THE ONE-FOOT-THICK LAYER OF GRANULAR EMBANKMENT. SPECIAL OR AT THE ELEVATION REQUIRED TO FACILITATE DRAINAGE TO AN ADJACENT PIPE UNDERDRAIN, WHICHEVER ELEVATION IS HIGHER. CONSTRUCT EMBANKMENT AS NEEDED TO RAISE THE ELEVATION OF THE SAND DRAINAGE BLANKET. PROVIDE A MINIMUM 9-FOOT-WIDE BARRIER OF EMBANKMENT BETWEEN THE LIMITS OF THE SAND DRAINAGE BLANKET AND THE FACE OF THE FORESLOPE.
- 2.) IN PLAN, INSTALL THE WICK DRAINS A MINIMUM 10 FEET INSIDE THE LIMITS OF THE SAND DRAINAGE BLANKET. THE WICK DRAINS SHALL BE INSTALLED TO THE TIP ELEVATION SHOWN IN THE "WICK DRAIN TIP ELEVATIONS" TABLE, AND THE TOP CUTOFF SHALL BE ACCORDING TO THE SPECIAL PROVISIONS.
- 3.) PIPE UNDERDRAINS USED TO OUTLET THE SAND DRAINAGE BLANKET SHALL BE EMBEDDED AT LEAST THREE FEET INSIDE THE LIMITS OF THE SAND DRAINAGE BLANKET, SHALL BE CAPPED AT THE UPSTREAM END, AND SHALL HAVE A CONCRETE HEADWALL FOR PIPE DRAINS AT THE EMBANKMENT FORESLOPE. THE COST OF THE CAP SHALL BE INCLUDED IN THE UNDERDRAIN ITEMS. THE HEADWALLS SHALL BE PAID FOR SEPARATELY.
- 4.) THE CONTRACTOR SHALL INSTALL SETTLEMENT PLATFORMS AT THE LOCATIONS AS SHOWN IN THE PLANS AND NOTED BELOW. THE WORK SHALL BE DONE ACCORDING TO THE SPECIAL PROVISIONS AND SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR FURNISHED EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 5.) NO PILE DRIVING AT THE ABUTMENTS OF STRUCTURES 082-0314 & 082-0315 WILL BE ALLOWED UNTIL THE EMBANKMENT HAS REACHED 90% CONSOLIDATION. SEE THE SPECIAL PROVISION FOR "SETTLEMENT PLATFORMS" FOR REQUIRED SETTLEMENT TIMES.

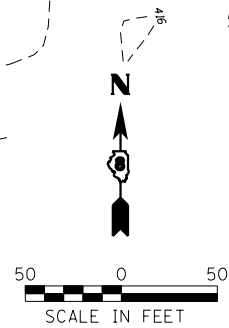
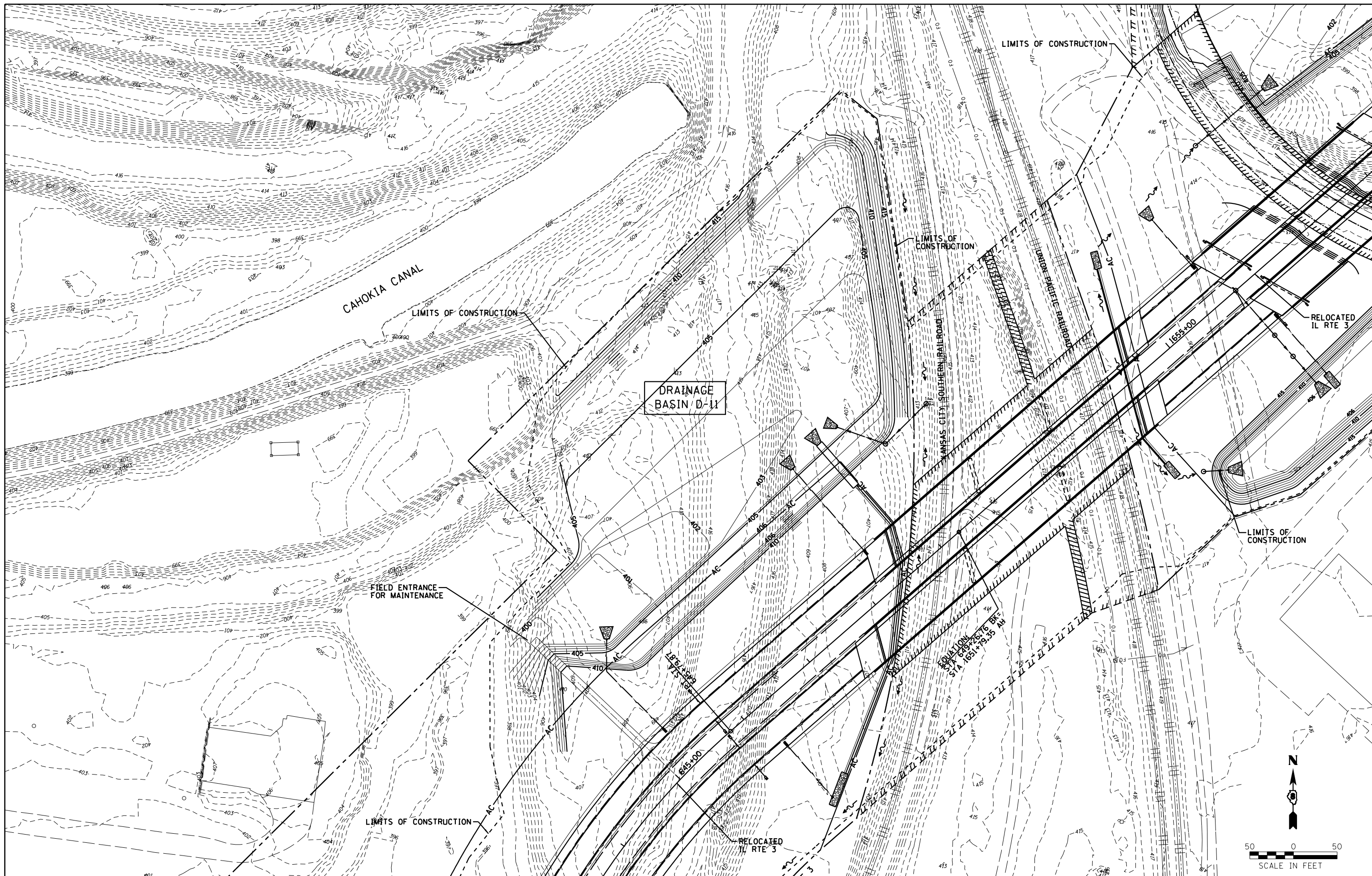
SETTLEMENT PLATFORM LOCATIONS		
STATION	OFFSET	DAYS REQUIRED FOR 90% CONSOLIDATION
1655+75	34' LT	85
1655+75	34' RT	85
1659+00	34' LT	45
1659+00	34' RT	45
1663+00	0'	56
1667+50	0'	70

PIPE UNDERDRAIN OUTLET ELEVATIONS		
STATION	INVERT ELEVATION	
	LT	RT
1655+95		415.50
1656+00	416.50	416.00
1657+00		416.00
1658+50	403.00	416.00
1659+50	405.00	407.50
1661+00	406.00	408.00
1662+50	407.50	403.00
1663+50		402.00
1664+50	406.50	
1665+00		401.00
1665+50	402.50	
1667+00	405.00	403.50
1668+00	404.50	404.00

WICK DRAIN TIP ELEVATIONS			
STATION	TO	STATION	TIP ELEVATION
1654+84		1657+00	395.00
1657+76		1663+00	395.00
1663+00		1668+15	390.00

LEGEND
 LIMITS OF SAND DRAINAGE BLANKET





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

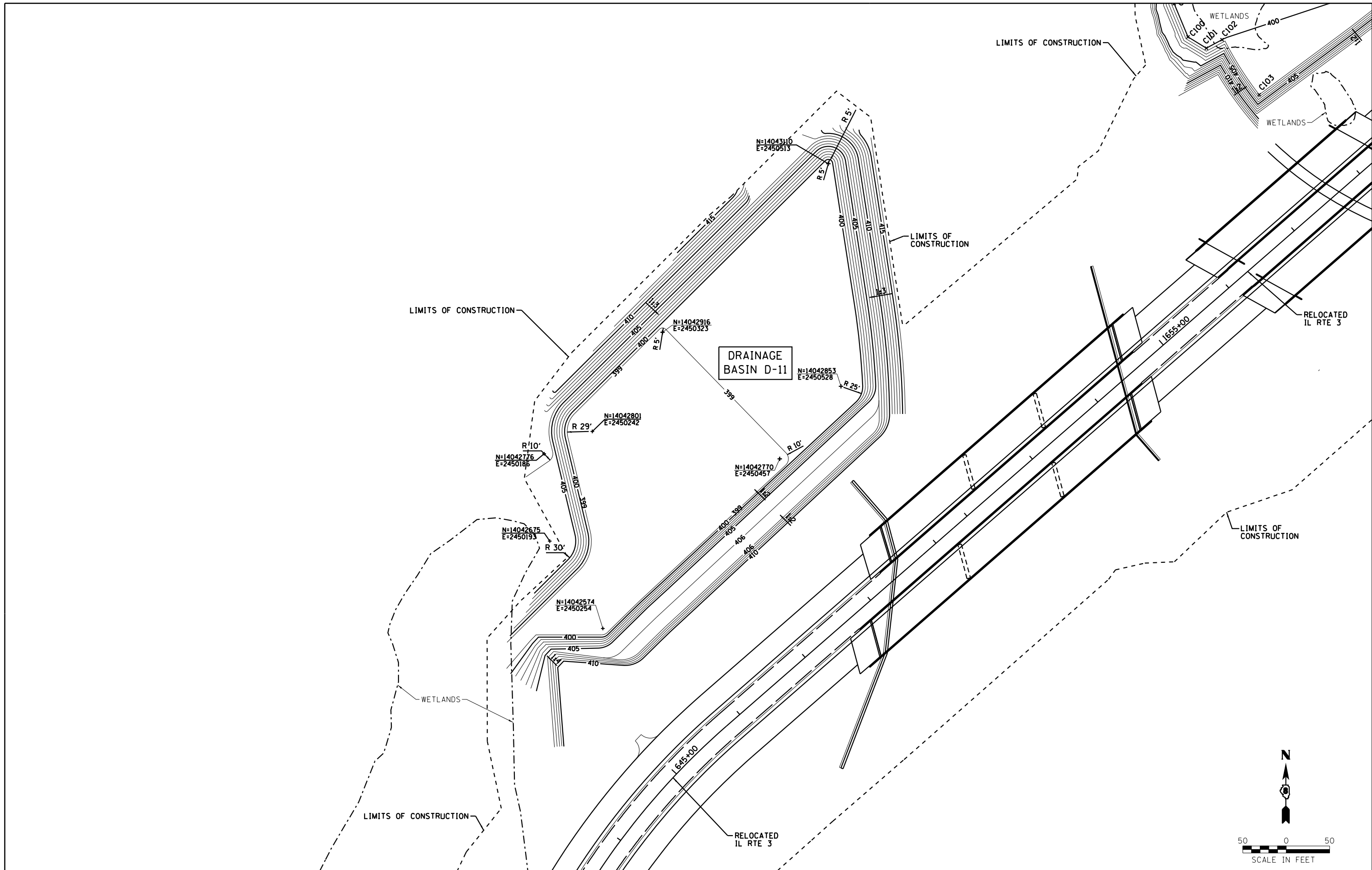
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PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE BASIN D-11 PLAN
 (FINAL GRADING)**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	37
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



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

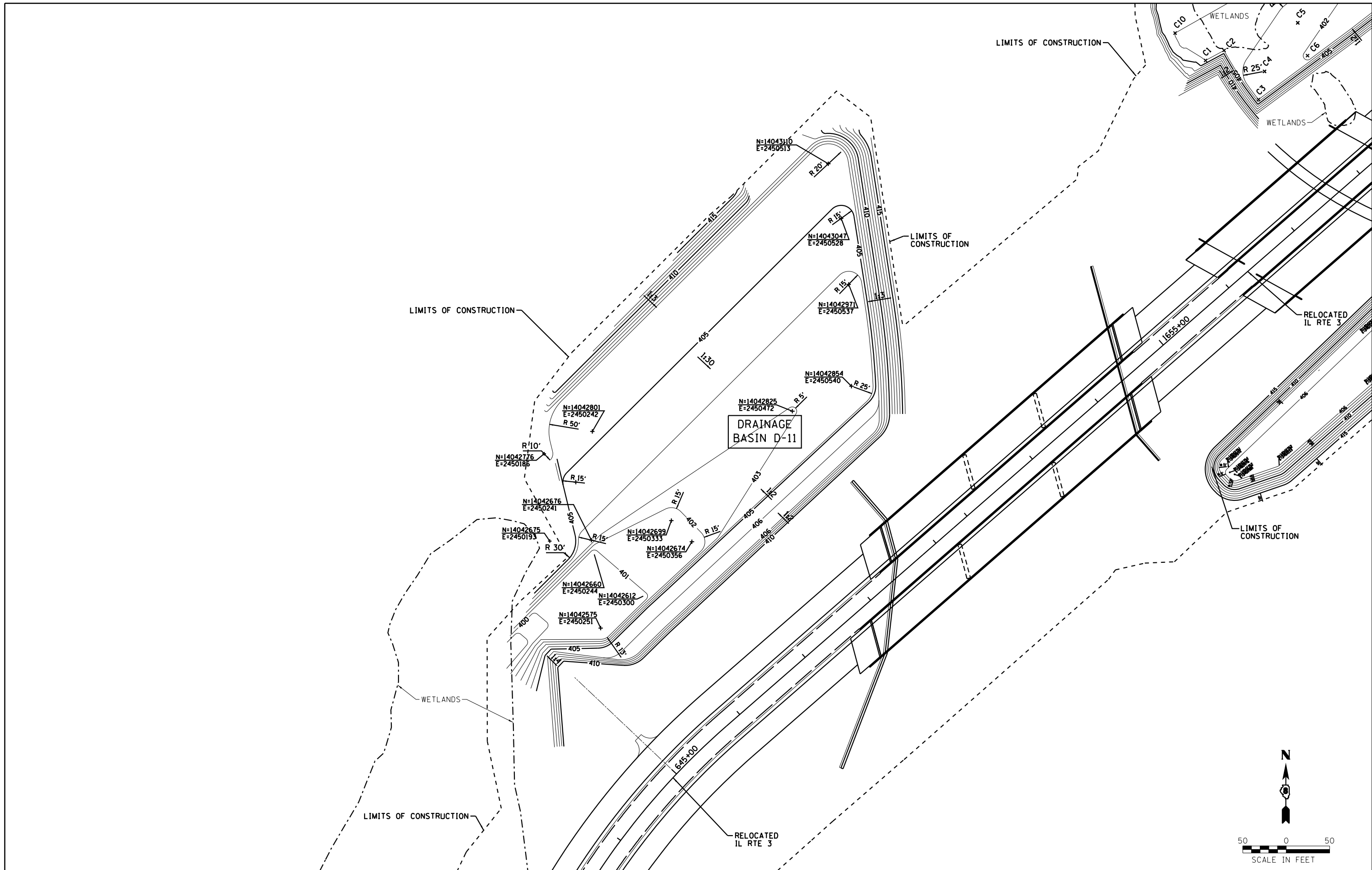
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	DRAWN - JJO	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - PJM	REVISED -
PLOT DATE = 2/7/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE BASIN D-11 LAYOUT
(EXCAVATION)**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	37A
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



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

USER NAME = dmeyer
PLOT SCALE = 100.0000' / 1" = 100'
PLOT DATE = 2/7/2013

DESIGNED - JJO
DRAWN - JJO
CHECKED - PJM
DATE - 12/10/12

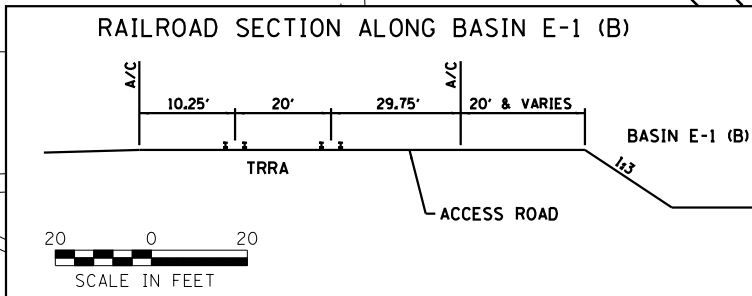
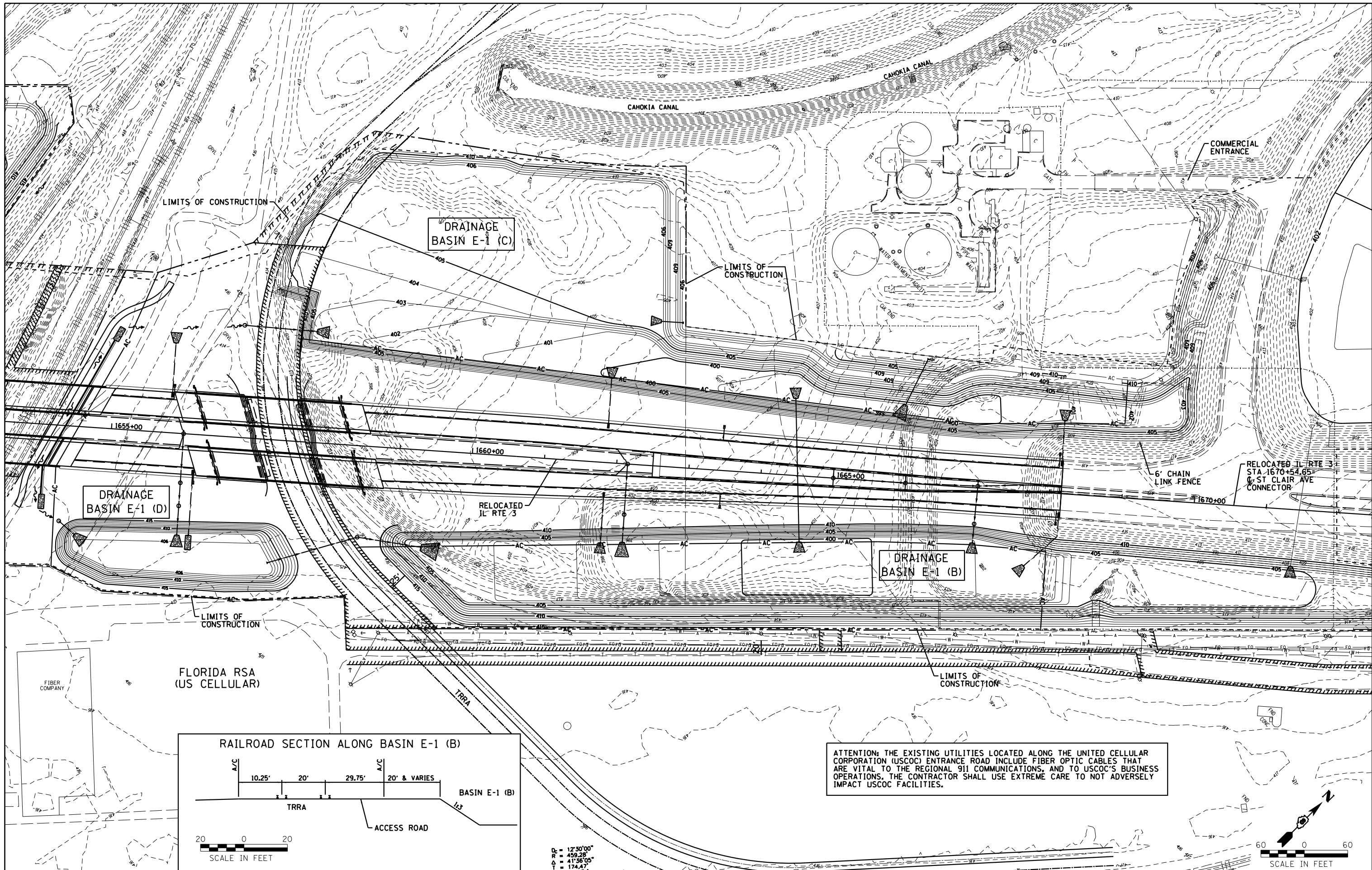
REVISED - 02/06/13
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

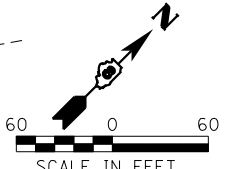
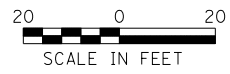
**DRAINAGE BASIN D-11 LAYOUT
(FINAL GRADING)**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	38
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



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

USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
PLOT SCALE = 1/20,000" = 1"	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = 3/15/2013	CHECKED - PJM	REVISED -
	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE BASIN E-1 PLAN (FINAL GRADING)	
SCALE: 1"=60'	STATIONING: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	39
CONTRACT NO. 76848				

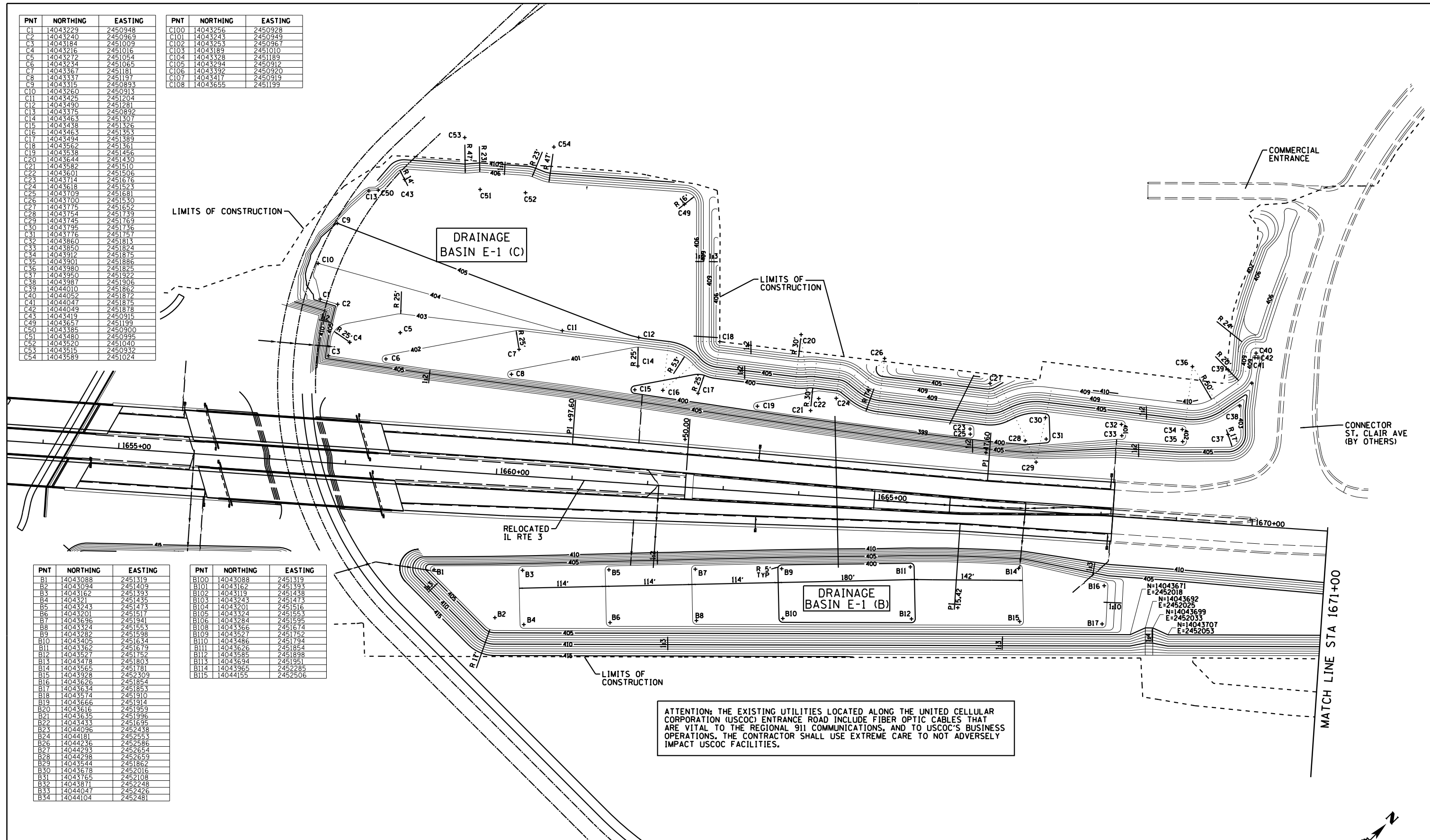
ILLINOIS FED. AID PROJECT

PNT	NORTHING	EASTING
C1	14043229	2450948
C2	14043240	2450969
C3	14043184	2451009
C4	14043216	2451016
C5	14043272	2451054
C6	14043234	2451065
C7	14043367	2451181
C8	14043337	2451197
C9	14043315	2450893
C10	14043260	2450913
C11	14043425	2451204
C12	14043490	2451281
C13	14043375	2450892
C14	14043463	2451307
C15	14043438	2451326
C16	14043463	2451353
C17	14043494	2451389
C18	14043562	2451361
C19	14043538	2451456
C20	14043644	2451430
C21	14043582	2451510
C22	14043601	2451506
C23	14043714	2451676
C24	14043618	2451523
C25	14043709	2451681
C26	14043700	2451530
C27	14043775	2451652
C28	14043754	2451739
C29	14043745	2451769
C30	14043795	2451736
C31	14043776	2451757
C32	14043860	2451813
C33	14043850	2451824
C34	14043912	2451875
C35	14043901	2451886
C36	14043980	2451825
C37	14043950	2451922
C38	14043987	2451906
C39	14044010	2451862
C40	14044052	2451872
C41	14044047	2451875
C42	14044049	2451878
C43	14043419	2450915
C49	14043657	2451199
C50	14043385	2450900
C51	14043480	2450995
C52	14043520	2451040
C53	14043515	2450932
C54	14043589	2451024

PNT	NORTHING	EASTING
C100	14043256	2450928
C101	14043243	2450949
C102	14043253	2450967
C103	14043189	2451010
C104	14043328	2451189
C105	14043294	2450912
C106	14043392	2450920
C107	14043417	2450919
C108	14043655	2451199

PNT	NORTHING	EASTING
B1	14043088	2451319
B2	14043094	2451409
B3	14043162	2451393
B4	14043321	2451435
B5	14043243	2451473
B6	14043201	2451516
B7	14043296	2451941
B8	14043324	2451553
B9	14043282	2451598
B10	14043405	2451634
B11	14043362	2451679
B12	14043521	2451752
B13	14043478	2451803
B14	14043565	2451781
B15	14043928	2452309
B16	14043626	2451854
B17	14043634	2451853
B18	14043574	2451910
B19	14043666	2451914
B20	14043616	2451959
B21	14043635	2451996
B22	14043433	2451695
B23	14044096	2452438
B24	14044181	2452553
B26	14044236	2452586
B27	14044295	2452654
B28	14044298	2452659
B29	14043544	2451862
B30	14043678	2452016
B31	14043765	2452108
B32	14043871	2452248
B33	14044047	2452426
B34	14044104	2452481

PNT	NORTHING	EASTING
B100	14043088	2451319
B101	14043162	2451393
B102	14043119	2451438
B103	14043243	2451473
B104	14043201	2451516
B105	14043324	2451553
B106	14043284	2451595
B108	14043366	2451674
B109	14043527	2451752
B110	14043486	2451794
B111	14043626	2451854
B112	14043595	2451898
B113	14043694	2451951
B114	14043965	2452285
B115	14044155	2452506



ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



USER NAME = *USER*	DESIGNED - JJO	REVISED - 02/06/13
PLOT SCALE = *SCALE*	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = *DATE*	CHECKED - PJM	REVISED -
	DATE -	REVISED -

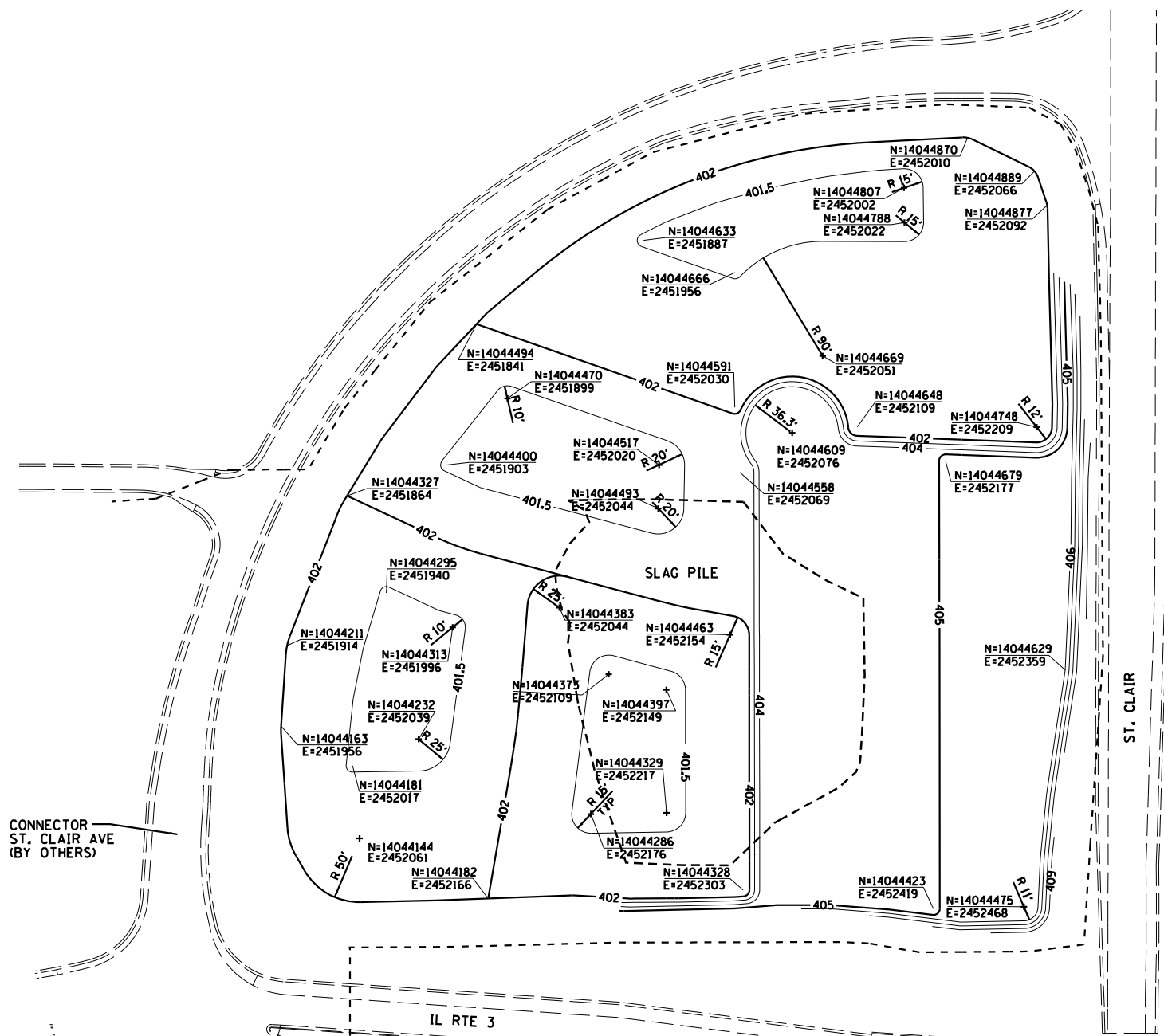
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE BASIN E-1 LAYOUT
(EXCAVATION)

SCALE: 1"=60' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	39A

CONTRACT NO. 76848
ILLINOIS FED. AID PROJECT



CONNECTOR
ST. CLAIR AVE
(BY OTHERS)

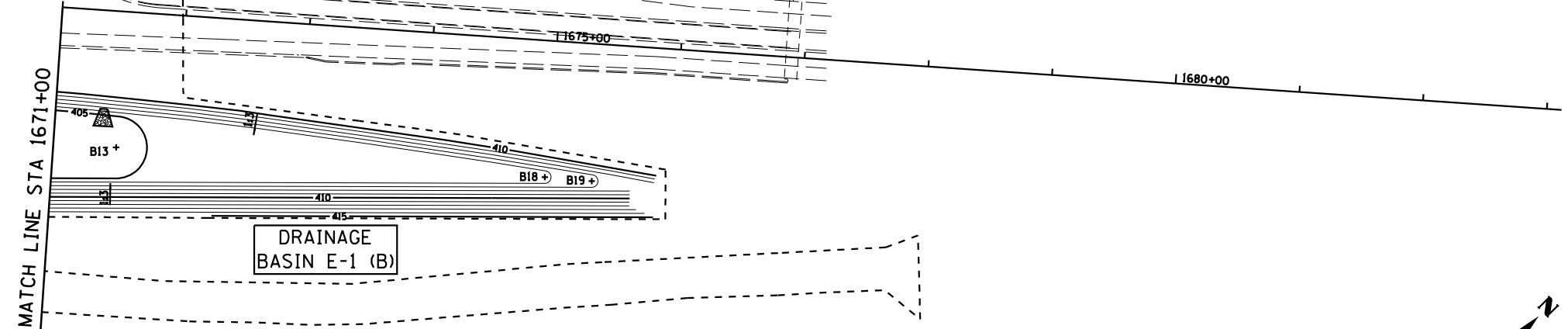
SLAG PILE

ST. CLAIR

IL RTE 3

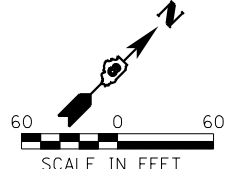
PNT	NORTHING	EASTING
B1	14043088	2451319
B2	14043094	2451402
B3	14043162	2451393
B4	1404321	2451435
B5	14043243	2451473
B6	14043201	2451516
B7	14043696	2451941
B8	14043324	2451553
B9	14043282	2451598
B10	14043405	2451634
B11	14043362	2451679
B12	14043527	2451752
B13	14043478	2451803
B14	14043565	2451781
B15	14043928	2452309
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B20	14043616	2451959
B21	14043635	2451996
B22	14043433	2451695
B23	14044096	2452438
B24	14044181	2452553
B26	14044236	2452586
B27	14044293	2452654
B28	14044298	2452659
B29	14043544	2451862
B30	14043678	2452016
B31	14043765	2452108
B32	14043871	2452248
B33	14044047	2452426
B34	14044104	2452481

PNT	NORTHING	EASTING
B100	14043088	2451319
B101	14043162	2451393
B102	14043119	2451438
B103	14043243	2451473
B104	14043201	2451516
B105	14043324	2451553
B106	14043284	2451595
B108	14043366	2451674
B109	14043527	2451752
B110	14043486	2451794
B111	14043626	2451854
B112	14043585	2451898
B113	14043694	2451951
B114	14043965	2452285
B115	14044155	2452506



DRAINAGE
BASIN E-1 (B)

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



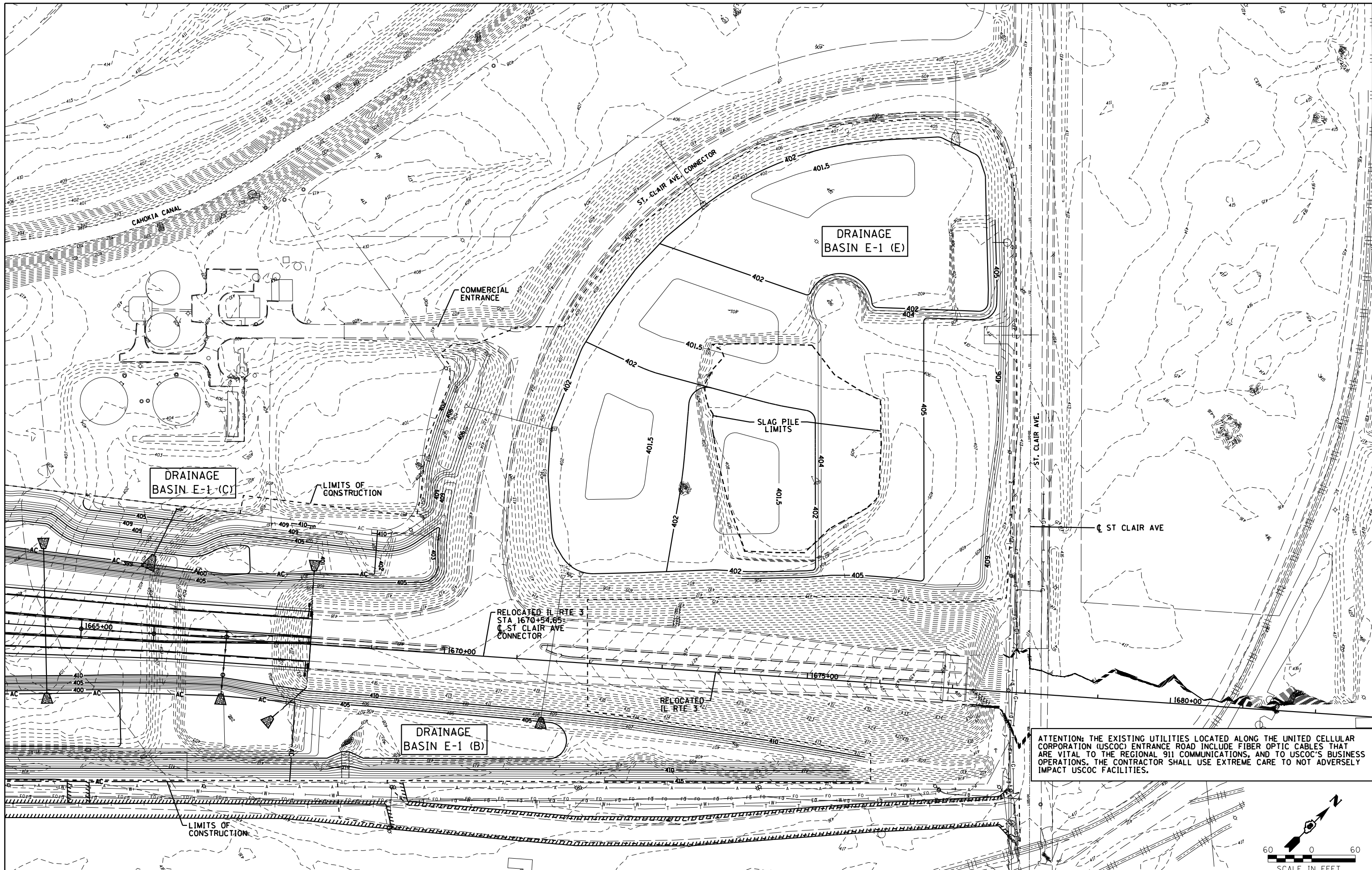
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PLOT SCALE = *SCALE*	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = *DATE*	CHECKED - PJM	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

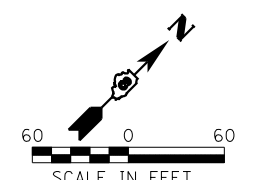
DRAINAGE BASIN E-1 LAYOUT
(EXCAVATION)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	39B
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



Farnsworth GROUP, INC.
 2705 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 1/200000' = 1"	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

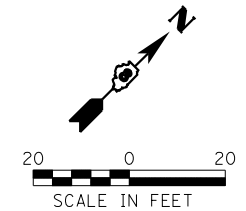
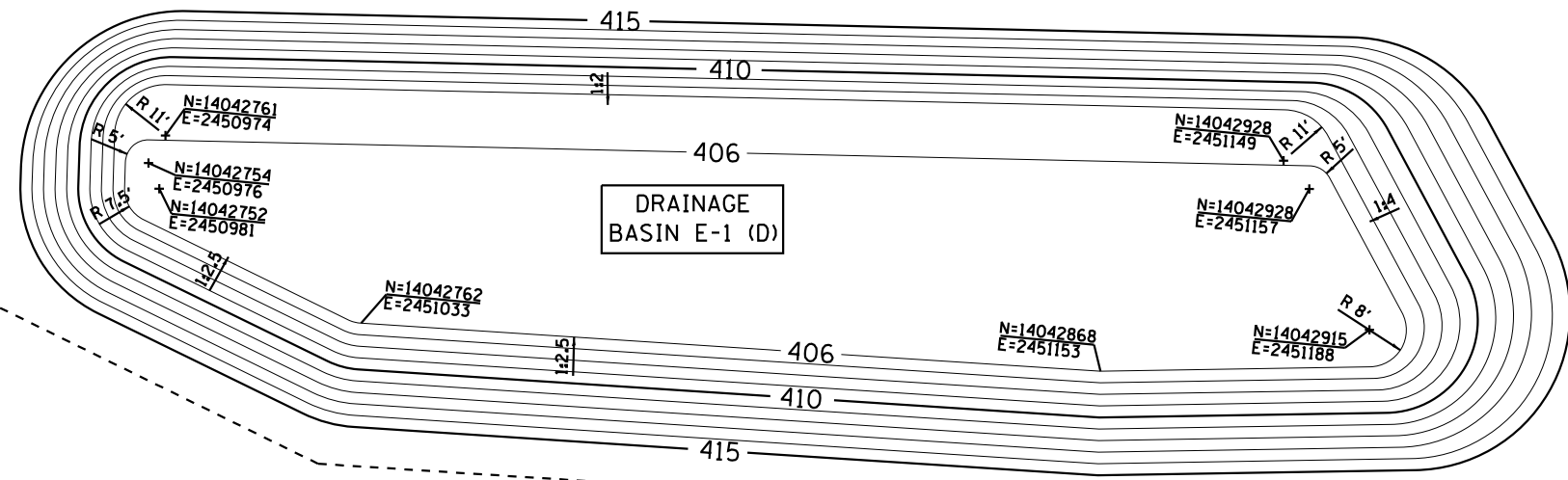
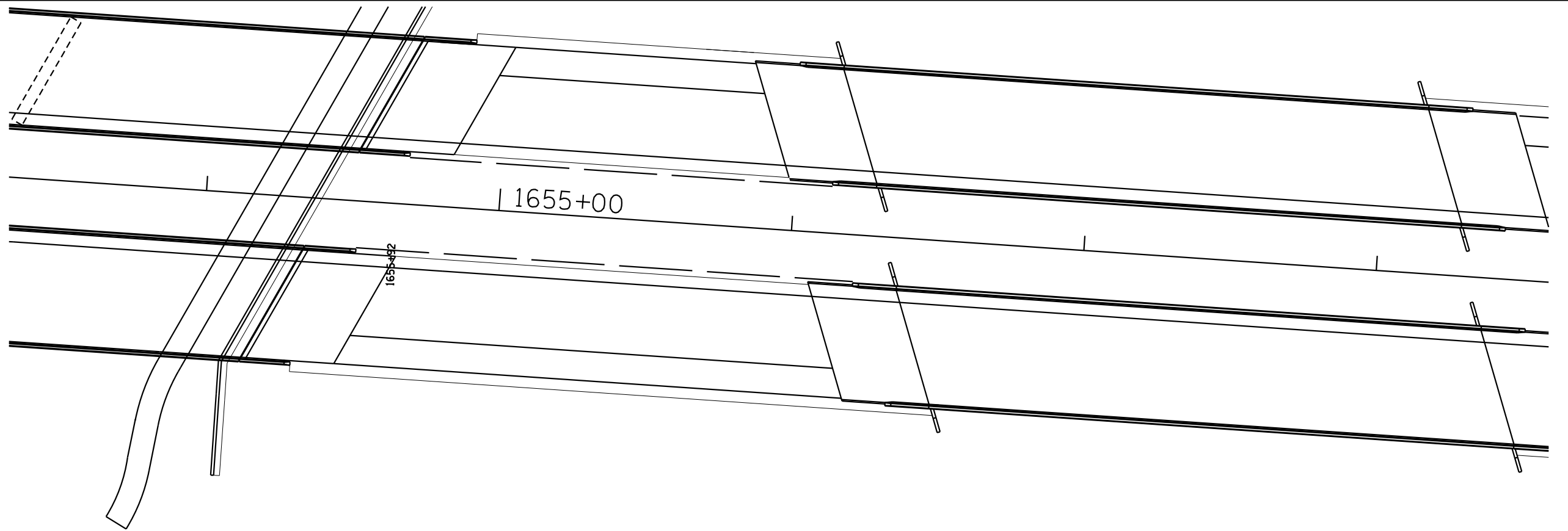
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE BASIN E-1 PLAN
 (FINAL GRADING)**

SCALE: 1"=60' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	40
CONTRACT NO. 76848				

ILLINOIS FED. AID PROJECT



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

USER NAME = dmeyer	DESIGNED - JJ0	REVISED - 02/06/13
	DRAWN - JJ0	REVISED - 03/15/13
PLOT SCALE = 40.0000' / in.	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

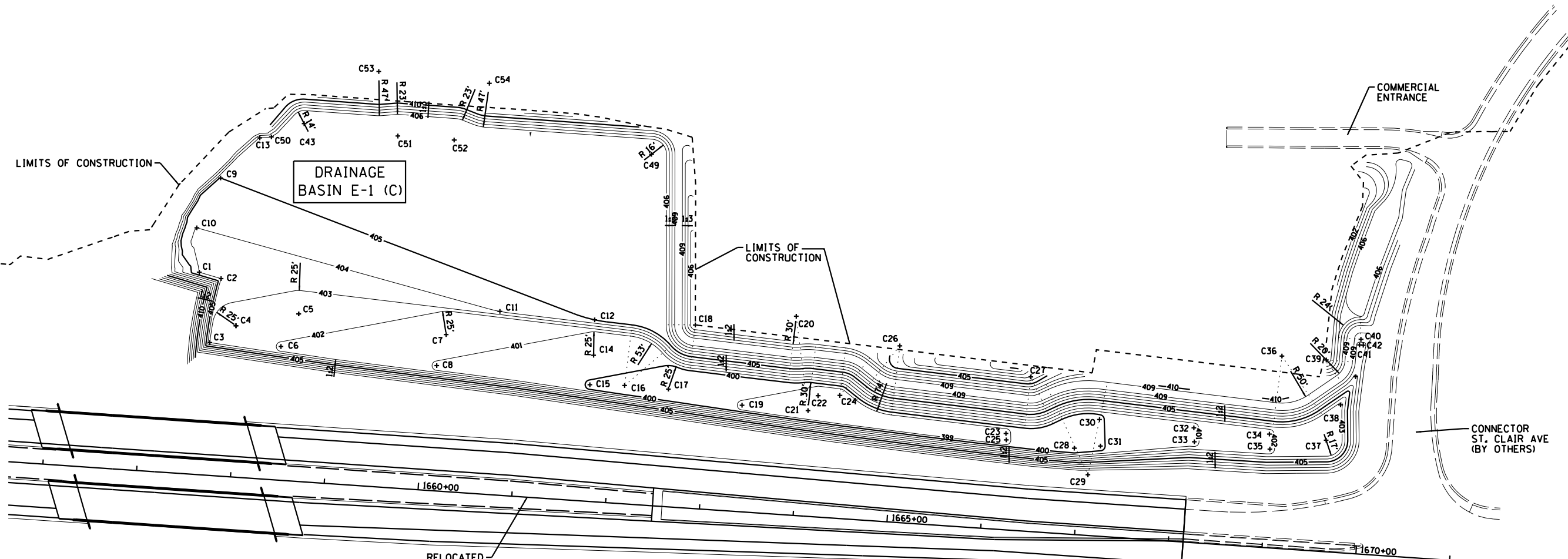
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE BASIN E-1 LAYOUT
(FINAL GRADING)

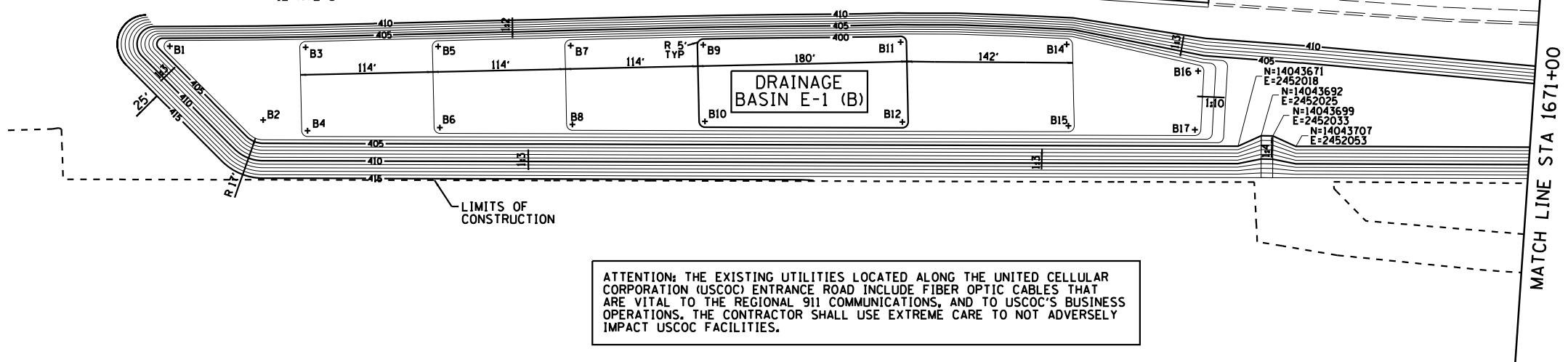
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	41
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

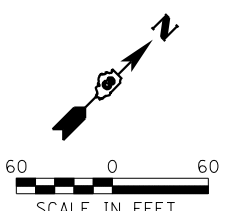
PNT	NORTHING	EASTING
C1	14043229	2450948
C2	14043240	2450969
C3	14043184	2451009
C4	14043216	2451016
C5	14043272	2451054
C6	14043234	2451065
C7	14043367	2451181
C8	14043337	2451197
C9	14043315	2451089
C10	14043260	2450913
C11	14043425	2451204
C12	14043490	2451281
C13	14043375	2450892
C14	14043463	2451307
C15	14043438	2451326
C16	14043463	2451353
C17	14043494	2451389
C18	14043562	2451361
C19	14043538	2451456
C20	14043644	2451430
C21	14043582	2451510
C22	14043601	2451506
C23	14043714	2451676
C24	14043618	2451623
C25	14043709	2451681
C26	14043700	2451530
C27	14043775	2451652
C28	14043754	2451739
C29	14043745	2451769
C30	14043795	2451736
C31	14043776	2451757
C32	14043860	2451813
C33	14043850	2451824
C34	14043912	2451875
C35	14043901	2451886
C36	14043980	2451825
C37	14043950	2451922
C38	14043987	2451906
C39	14044010	2451862
C40	14044052	2451872
C41	14044047	2451875
C42	14044049	2451878
C43	14043419	2450915
C49	14043657	2451199
C50	14043385	2450900
C51	14043480	2450995
C52	14043520	2451040
C53	14043515	2450932
C54	14043589	2451024



PNT	NORTHING	EASTING
B1	14043082	2451307
B2	14043094	2451409
B3	14043164	2451390
B4	14043115	2451442
B5	14043245	2451470
B6	14043197	2451521
B7	14043327	2451551
B8	14043280	2451600
B9	14043408	2451631
B10	14013362	2451678
B11	14043529	2451749
B12	14043482	2451799
B13	14043903	2452215
B14	14043629	2451851
B15	14043581	2451902
B16	14043693	2451948
B17	14043655	2451982
B18	14044131	2452477
B19	14044155	2452506



ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
PLOT SCALE = 1/20,000' = 1"	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = 3/15/2013	CHECKED - PJM	REVISED -
	DATE - 12/10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

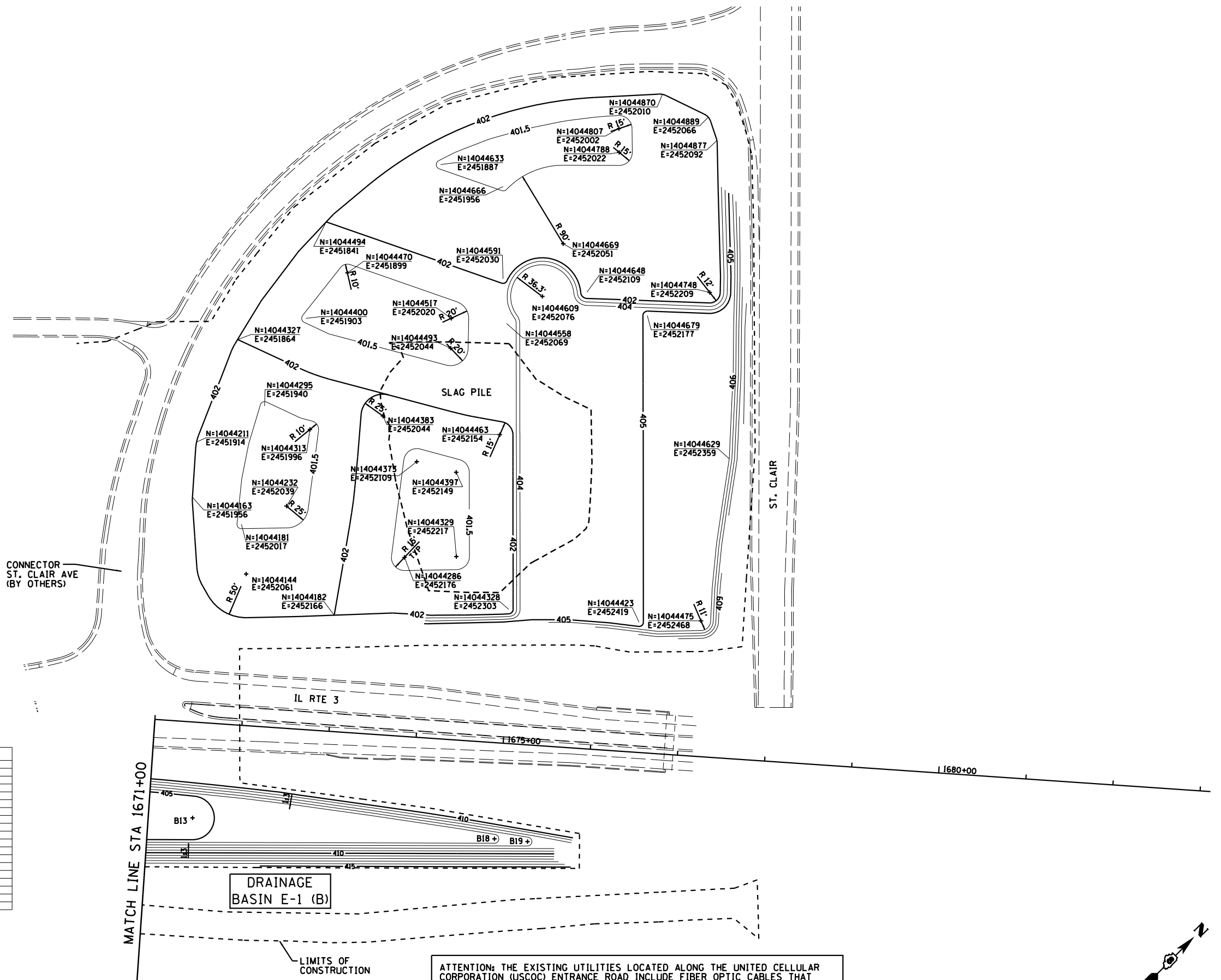
DRAINAGE BASIN E-1 LAYOUT
(FINAL GRADING)

SCALE: 1"=60' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	42

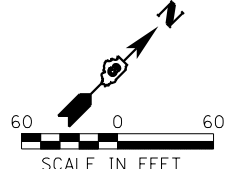
CONTRACT NO. 76848

ILLINOIS FED. AID PROJECT



PNT	NORTHING	EASTING
B1	14043082	2451307
B2	14043094	2451409
B3	14043164	2451390
B4	14043115	2451442
B5	14043245	2451470
B6	14043197	2451521
B7	14043327	2451551
B8	14043280	2451600
B9	14043408	2451631
B10	14013362	2451678
B11	14043529	2451749
B12	14043482	2451799
B13	14043903	2452215
B14	14043629	2451851
B15	14043581	2451902
B16	14043693	2451948
B17	14043655	2451982
B18	14044131	2452477
B19	14044155	2452506

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



USER NAME = dmeyer	DESIGNED - JJO	REVISED - 02/06/13
PLOT SCALE = 1/20000' = 1" = 100'	DRAWN - JJO	REVISED - 03/15/13
PLOT DATE = 3/15/2013	CHECKED - PJM	REVISED -
	DATE - 12/10/12	REVISED -

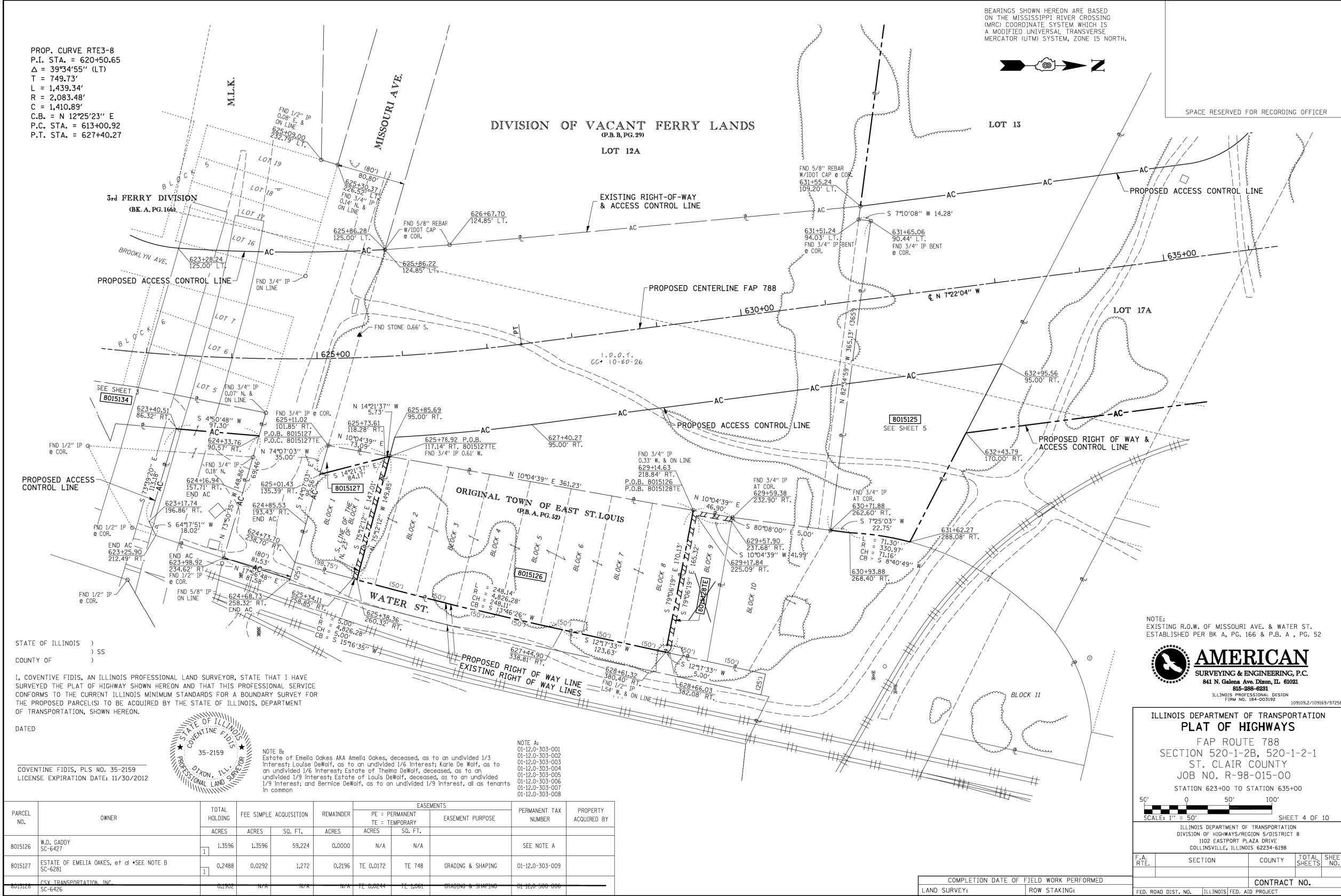
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE BASIN E-1 LAYOUT
(FINAL GRADING)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	43
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

PART OF SEC. 12 & 13, T2N, R10W OF THE 3RD P.M. ST. CLAIR COUNTY, ILLINOIS



PROP. CURVE RTE3-8
 P.I. STA. = 620+50.65
 $\Delta = 39^{\circ}34'55''$ (LT)
 T = 749.73'
 L = 1,439.34'
 R = 2,083.48'
 C = 1,410.89'
 C.B. = N 12°25'23" E
 P.C. STA. = 613+00.92
 P.T. STA. = 627+40.27

BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.

SPACE RESERVED FOR RECORDING OFFICER

STATE OF ILLINOIS)
 COUNTY OF)

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.



DATED
 COVENTINE FIDIS, PLS NO. 35-2159
 LICENSE EXPIRATION DATE: 11/30/2012

NOTE A:
 Estate of Emelia Oakes AKA Amelia Oakes, deceased, as to an undivided 1/3 Interest; Louise DeWolf, as to an undivided 1/6 Interest; Karle De Wolf, as to an undivided 1/6 Interest; Estate of Thelma DeWolf, deceased, as to an undivided 1/9 Interest; Estate of Louis DeWolf, deceased, as to an undivided 1/9 Interest; and Bernice DeWolf, as to an undivided 1/9 Interest, all as tenants in common

NOTE B:
 01-12-0-303-001
 01-12-0-303-002
 01-12-0-303-003
 01-12-0-303-004
 01-12-0-303-005
 01-12-0-303-006
 01-12-0-303-007
 01-12-0-303-008

PARCEL NO.	OWNER	TOTAL HOLDING		FEE SIMPLE ACQUISITION		REMAINDER		EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	SO. FT.	ACRES	SO. FT.	ACRES	SO. FT.	PE = PERMANENT	TE = TEMPORARY		
8015126	W.D. GADDY SC-6427	1.3596	59,224	1.3596	59,224	0.0000	0.0000	N/A	N/A	SEE NOTE A	
8015127	ESTATE OF EMELIA OAKES, et al *SEE NOTE B SC-6281	0.2488	1,272	0.0292	1,272	0.2196	0.0172	TE 748	GRADING & SHAPING	01-12-0-303-009	
8015128	CSX TRANSPORTATION, INC SC-6426	0.1302	N/A	N/A	N/A	N/A	TE 1,061	TE 1,061	GRADING & SHAPING	01-12-0-303-006	

NOTE:
 EXISTING R.O.W. OF MISSOURI AVE. & WATER ST. ESTABLISHED PER BK A, PG. 166 & P.B. A, PG. 52



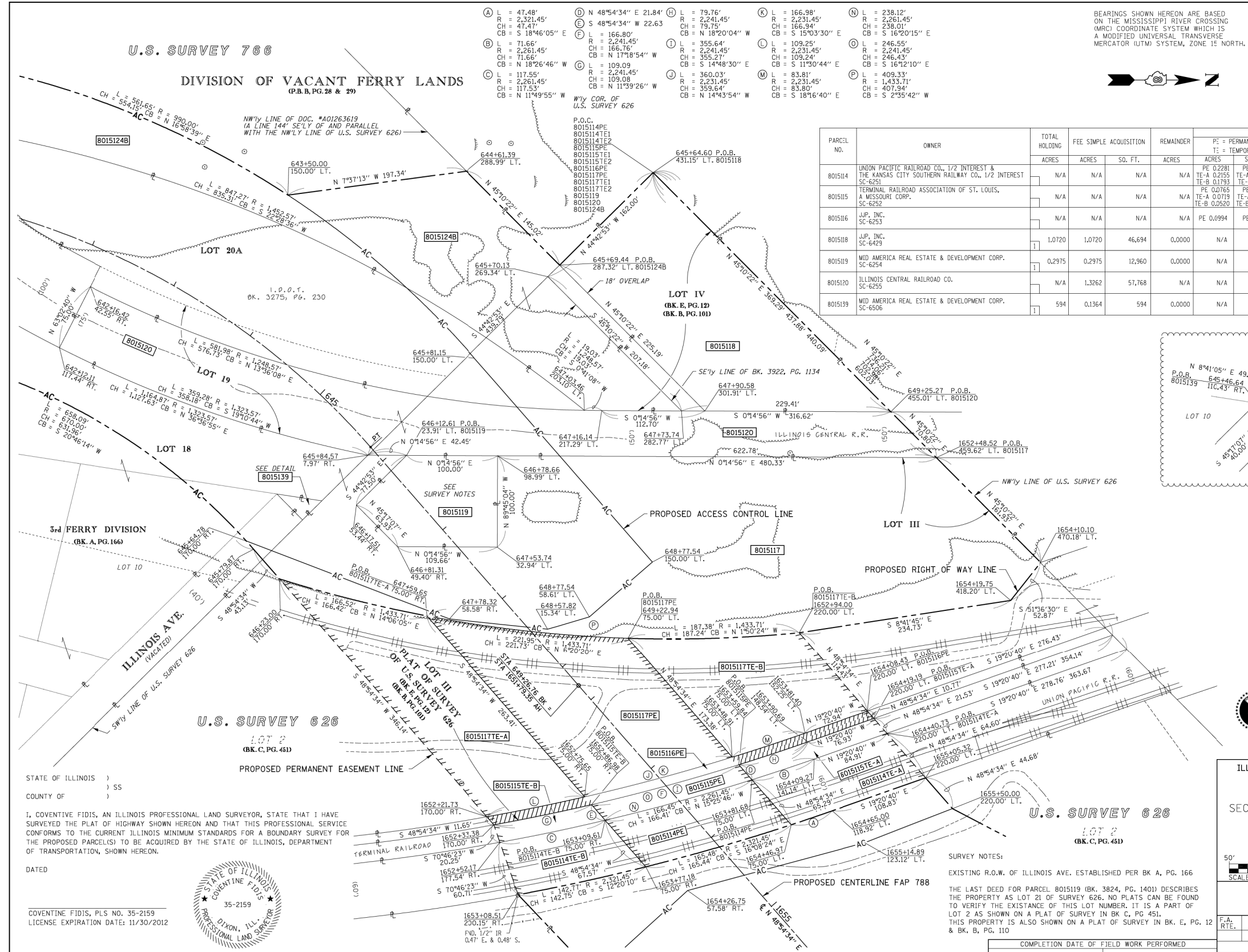
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 788
 SECTION 520-1-2B, 520-1-2-1
 ST. CLAIR COUNTY
 JOB NO. R-98-015-00
 STATION 623+00 TO STATION 635+00
 SCALE: 1" = 50'
 SHEET 4 OF 10

ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINGSVILLE, ILLINOIS 62234-6198			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	44
CONTRACT NO.			SHEET NO.
CONTRACT NO.			76848

FAP ROUTE 788 CONSTRUCTION SECTION 520-1-2B, 520-1-2-1 ST. CLAIR COUNTY JOB # R-98-015-00 PART OF SEC. 12 & 13, T2N, R10W OF THE 3RD P.M. ST. CLAIR COUNTY, ILLINOIS

FILE NAME =	USER NAME = #USER*	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W. PLAT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JJO	REVISED -			788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	44	
	PLOT SCALE = #SCALE*	CHECKED - PJM	REVISED -			CONTRACT NO. 76848					
	PLOT DATE = #DATE*	DATE - 10/18/12	REVISED -			ILLINOIS FED. AID PROJECT					

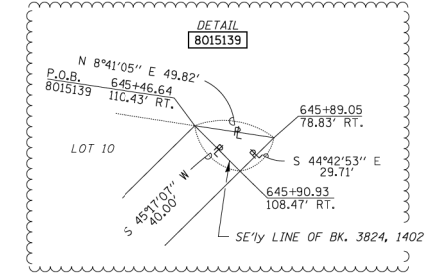
PART OF U.S. SURVEY 626 & 766, T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION ACRES	REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
					PERMANENT ACRES	TEMPORARY ACRES		
801514	UNION PACIFIC RAILROAD CO., 1/2 INTEREST & THE KANSAS CITY SOUTHERN RAILWAY CO., 1/2 INTEREST	N/A	N/A	N/A	PE 0.2281	PE 9.937	01-12-0-506-005	
801515	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS, A MISSOURI CORP.	N/A	N/A	N/A	TE-A 0.2153	TE-A 9.386	01-12-0-512-003	
801516	J.P. INC. SC-6253	N/A	N/A	N/A	PE 0.0765	PE 3.332	01-12-0-300-005	
801518	J.P. INC. SC-6429	1.0720	1.0720	46,694	TE-B 0.0719	TE-A 3.133	01-12-0-304-001	
801519	MID AMERICA REAL ESTATE & DEVELOPMENT CORP. SC-6254	0.2975	0.2975	12,960	TE-B 0.2520	TE-B 2.266	01-12-0-300-002	
801520	ILLINOIS CENTRAL RAILROAD CO. SC-6255	N/A	1.3262	57,768	N/A	N/A	01-12-0-514-007	
801519	MID AMERICA REAL ESTATE & DEVELOPMENT CORP. SC-6506	594	0.1364	594	N/A	N/A	01-12-0-300-006	



PROP. CURVE RTE3-9
 P.I. STA. = 642+04.05
 Δ = 56°16'38" (RT)
 T = 449.25'
 L = 825.07'
 R = 840.00'
 C = 792.30'
 C.B. = N 20°46'15" E
 P.C. STA = 637+54.80
 P.T. STA = 645+79.87



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 788
 SECTION 520-1-2HVB, 520-1-2HVB-1
 ST. CLAIR COUNTY
 JOB NO. R-98-015-00
 STATION 642+00 TO STATION 649+26.76
 STATION 1651+79.35 TO STATION 1655+00
 SCALE: 1" = 50'

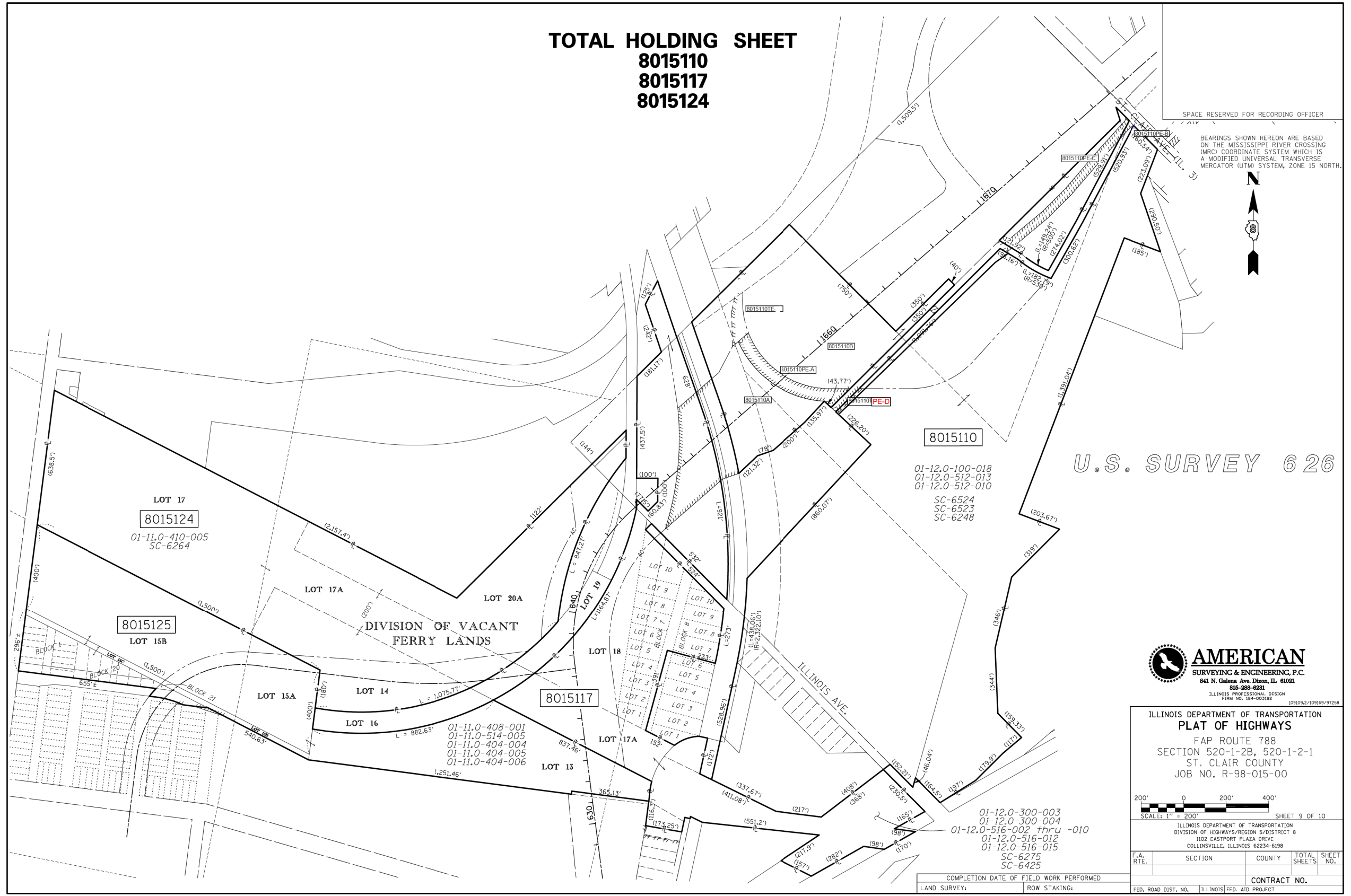
STATE OF ILLINOIS)
 COUNTY OF) SS
 I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.
 DATED _____
 COVENTINE FIDIS, PLS NO. 35-2159
 LICENSE EXPIRATION DATE: 11/30/2012



SURVEY NOTES:
 EXISTING R.O.W. OF ILLINOIS AVE. ESTABLISHED PER BK A, PG. 166
 THE LAST DEED FOR PARCEL 801519 (BK. 3824, PG. 1401) DESCRIBES THE PROPERTY AS LOT 21 OF SURVEY 626. NO PLATS CAN BE FOUND TO VERIFY THE EXISTENCE OF THIS LOT NUMBER. IT IS A PART OF LOT 2 AS SHOWN ON A PLAT OF SURVEY IN BK C, PG. 451. THIS PROPERTY IS ALSO SHOWN ON A PLAT OF SURVEY IN BK. E, PG. 12 & BK. B, PG. 110

FILE NAME =	USER NAME = *USER*	DESIGNED - JJO	REVISED -	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN - JJO	REVISED -	788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	45
		PLOT SCALE = *SCALE*	REVISED -	CONTRACT NO. 76848				
		PLOT DATE = *DATE*	REVISED -	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
				ILLINOIS FED. AID PROJECT				

TOTAL HOLDING SHEET
8015110
8015117
8015124



SPACE RESERVED FOR RECORDING OFFICER

BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.



U.S. SURVEY 626



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 788
 SECTION 520-1-2B, 520-1-2-1
 ST. CLAIR COUNTY
 JOB NO. R-98-015-00

SCALE: 1" = 200'

SHEET 9 OF 10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198

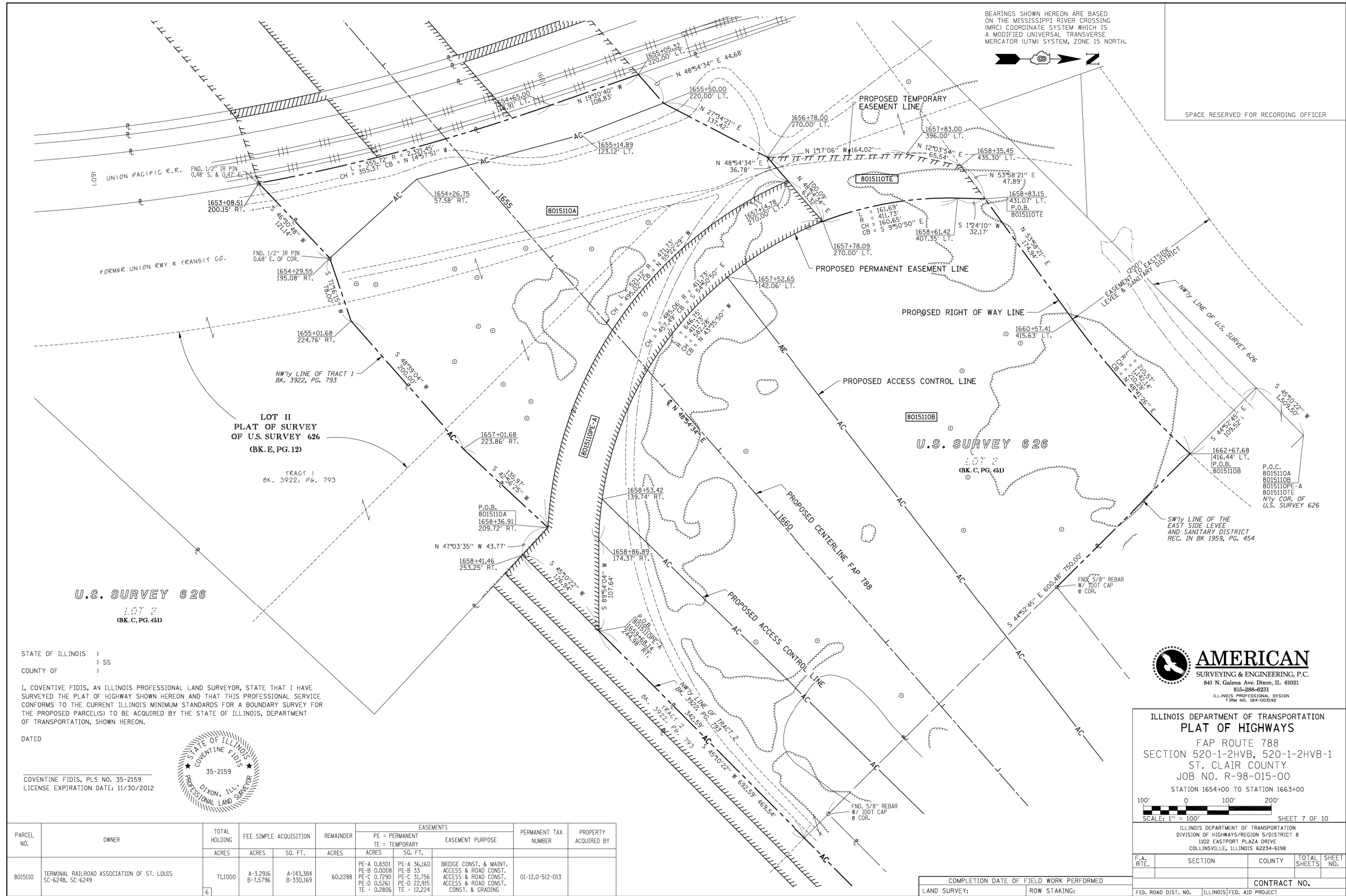
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	46

CONTRACT NO.

FAP ROUTE 788 CONSTRUCTION SECTION 520-1-2B, 520-1-2-1 ST. CLAIR COUNTY JOB # R-98-015-00 PART OF U.S. SURVEY 626, T. 2 N., R. 10 W. OF THE 3RD P.M. REV: 1/27/12

FILE NAME =	USER NAME = *USER*	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W. PLAT				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#		DRAWN - JJO	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	46
		CHECKED - PJM	REVISED -		CONTRACT NO. 76848									
		DATE - 10/18/12	REVISED -		ILLINOIS FED. AID PROJECT									

PART OF U.S. SURVEY 626, T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.

SPACE RESERVED FOR RECORDING OFFICER

STATE OF ILLINOIS)
COUNTY OF) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED _____
COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2012



PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION		REMAINDER	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SO. FT.		ACRES	ACRES		
8015110	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS SC-6248, SC-6249	71.1000	A-3.2916 B-7.5796	A-143.384 B-330.169	60.2288	PE-A 0.8301 PE-B 0.0008 PE-C 0.7290 PE-D 0.5261 TE - 0.2806	PE-A 36.160 PE-B 33 PE-C 31.756 PE-D 22.915 TE - 12.224	01-12.0-512-013	

FAP ROUTE 788 CONSTRUCTION SECTION 520-1-2HVB, 520-1-2HVB-1 ST. CLAIR COUNTY JOB # R-98-015-00 PART OF U.S. SURVEY 626, T. 2 N., R. 10 W. OF THE 3RD P.M. REV: 10/10/12



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 788
SECTION 520-1-2HVB, 520-1-2HVB-1
ST. CLAIR COUNTY
JOB NO. R-98-015-00
STATION 1654+00 TO STATION 1663+00

SCALE: 1" = 100'

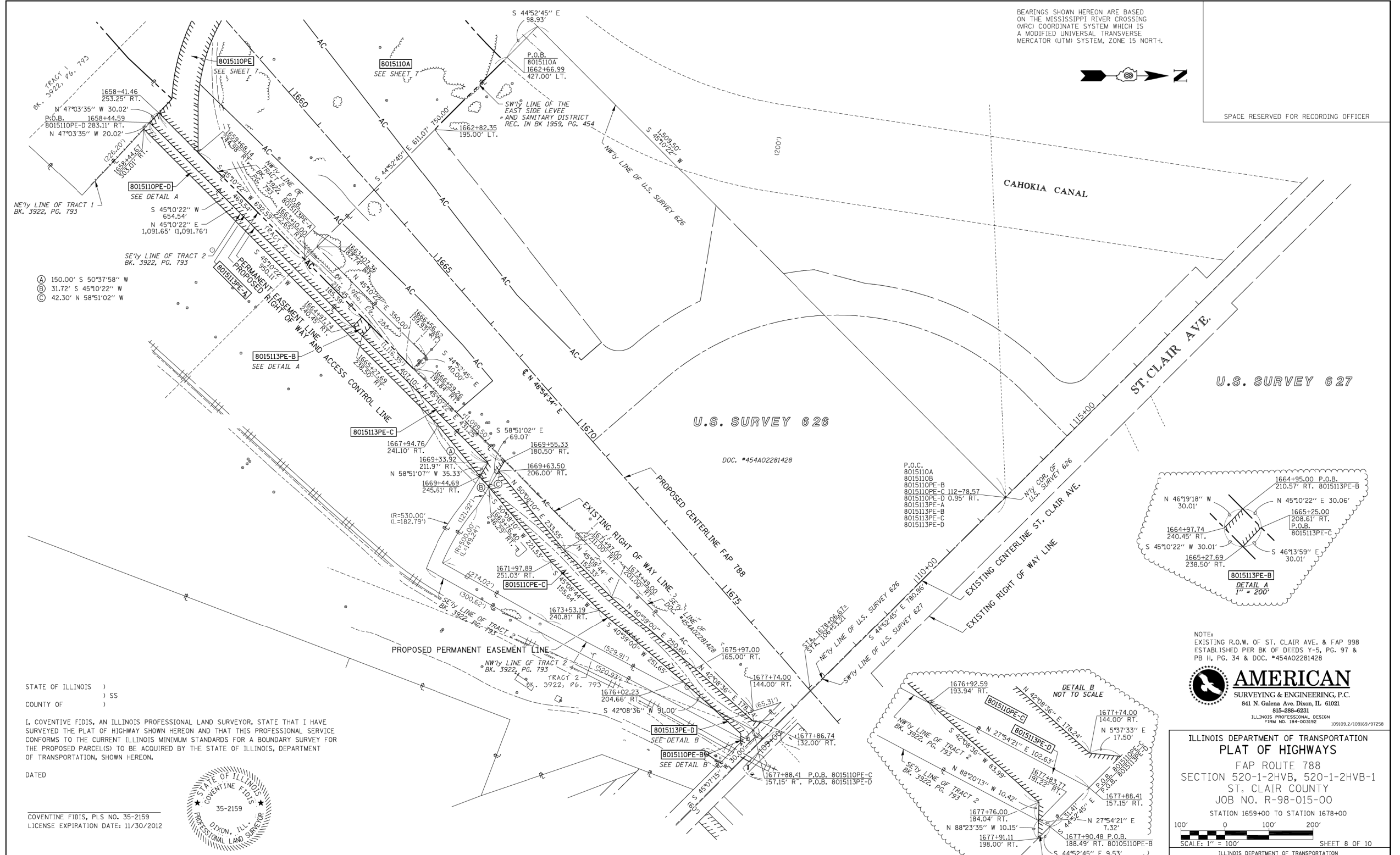
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	47

CONTRACT NO. 76848

FILE NAME =	USER NAME = *USER*	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W. PLAT				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN - JJO	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	47
		CHECKED - PJM	REVISED -		CONTRACT NO. 76848									
		DATE - 10/18/12	REVISED -		ILLINOIS FED. AID PROJECT									

PART OF U.S. SURVEY 626, T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.



SPACE RESERVED FOR RECORDING OFFICER

- A 150.00' S 50°37'58" W
- B 31.72' S 45°10'22" W
- C 42.30' N 58°51'02" W

STATE OF ILLINOIS)
) SS
 COUNTY OF)

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

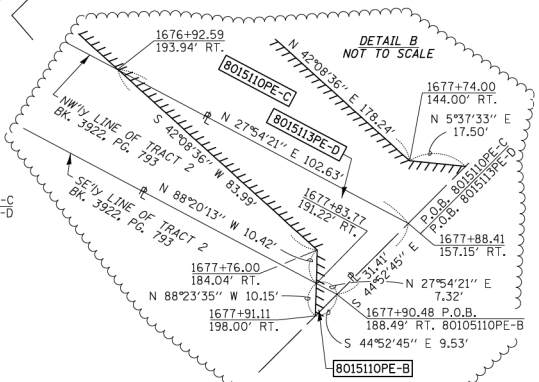
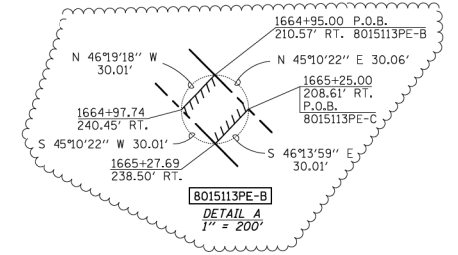
DATED

COVENTINE FIDIS, PLS NO. 35-2159
 LICENSE EXPIRATION DATE: 11/30/2012



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION		REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SO. FT.		PE = PERMANENT ACRES	TE = TEMPORARY SO. FT.		
8015113	FLORIDA RSA #8, LLC, A DELAWARE LIMITED LIABILITY CO. SC-6250	6.7000	N/A	N/A	N/A	PE-A 0.4509 PE-B 0.0207 PE-C 0.3246 PE-D 0.0302	PE-A 19,642 PE-B 301 PE-C 14,141 PE-D 1,311	01-12.0-305-003	

FAP ROUTE 788 CONSTRUCTION SECTION 520-1-2HVB, 520-1-2HVB-1 ST. CLAIR COUNTY JOB # R-98-015-00 PART OF U.S. SURVEY 626, T. 2 N., R. 10 W. OF THE 3RD P.M.



NOTE: EXISTING R.O.W. OF ST. CLAIR AVE. & FAP 998 ESTABLISHED PER BK OF DEEDS Y-5, PG. 97 & PB H, PG. 34 & DOC. #454A02281428

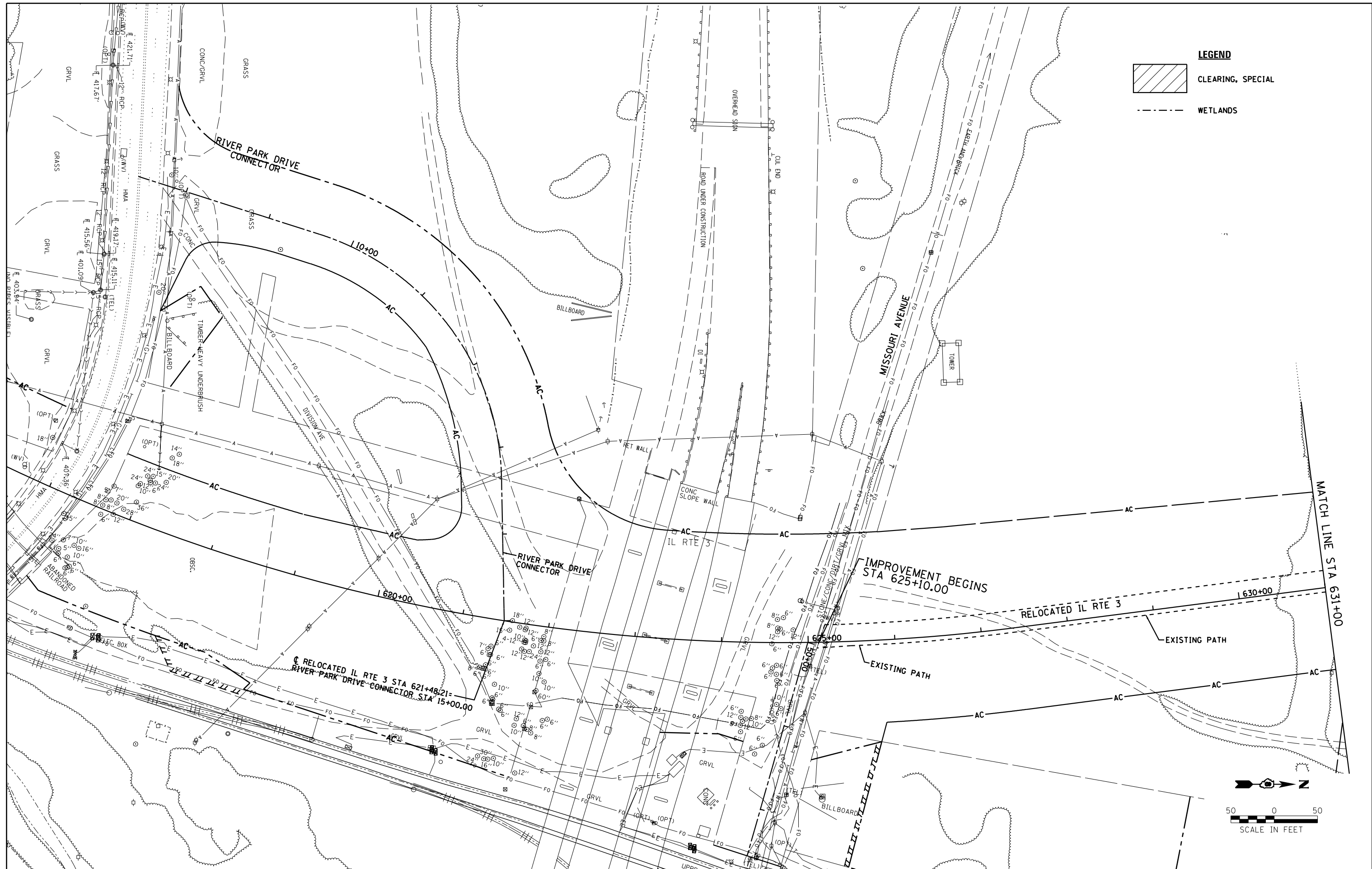


ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 788
 SECTION 520-1-2HVB, 520-1-2HVB-1
 ST. CLAIR COUNTY
 JOB NO. R-98-015-00
 STATION 1659+00 TO STATION 1678+00
 SCALE: 1" = 100' SHEET 8 OF 10

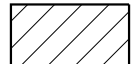
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	788	ST. CLAIR	237	48
CONTRACT NO.			76848	

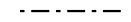
COMPLETION DATE OF FIELD WORK PERFORMED	LAND SURVEY:	ROW STAKING:	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
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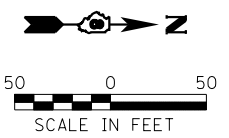
FILE NAME =	USER NAME = *USER*	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W. PLAT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN - JJO	REVISED -		788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	48		
	PLOT SCALE = *SCALE*	CHECKED - PJM	REVISED -		CONTRACT NO. 76848						
	PLOT DATE = *DATE*	DATE - 10/18/12	REVISED -		ILLINOIS FED. AID PROJECT						



LEGEND

 CLEARING, SPECIAL

 WETLANDS



Farnsworth GROUP, INC.
 2705 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

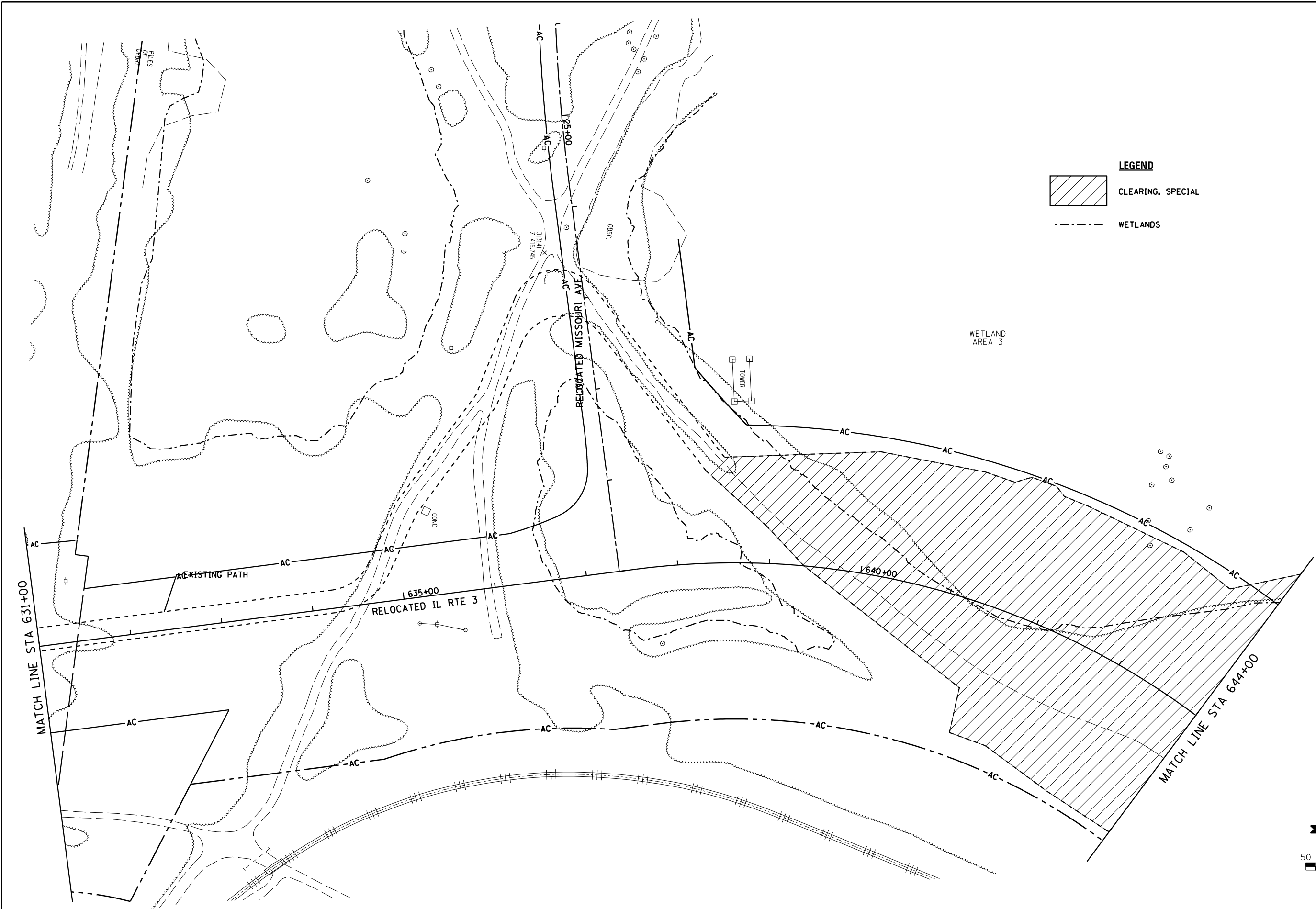
USER NAME = dmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED - 03/15/13
PLOT SCALE = 100.0000' / 1"	CHECKED - PJM	REVISED -
PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**


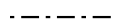
REMOVAL PLAN

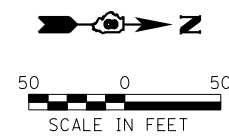
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	49
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



LEGEND

	CLEARING, SPECIAL
	WETLANDS



Farnsworth
GROUP, INC.
2705 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

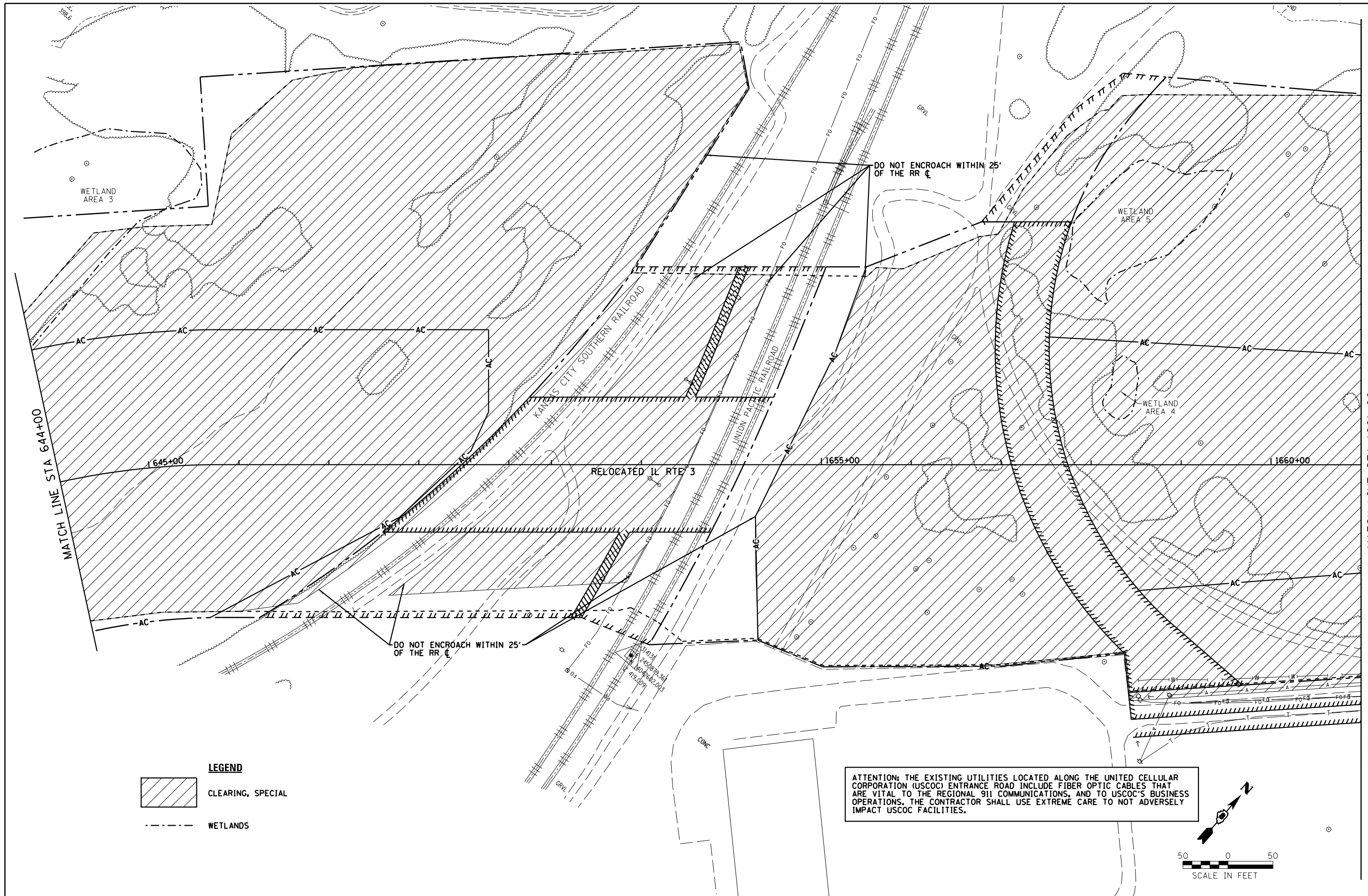
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PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



REMOVAL PLAN

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

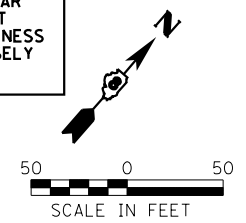
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	50
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



LEGEND

	CLEARING, SPECIAL
	WETLANDS

ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.



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

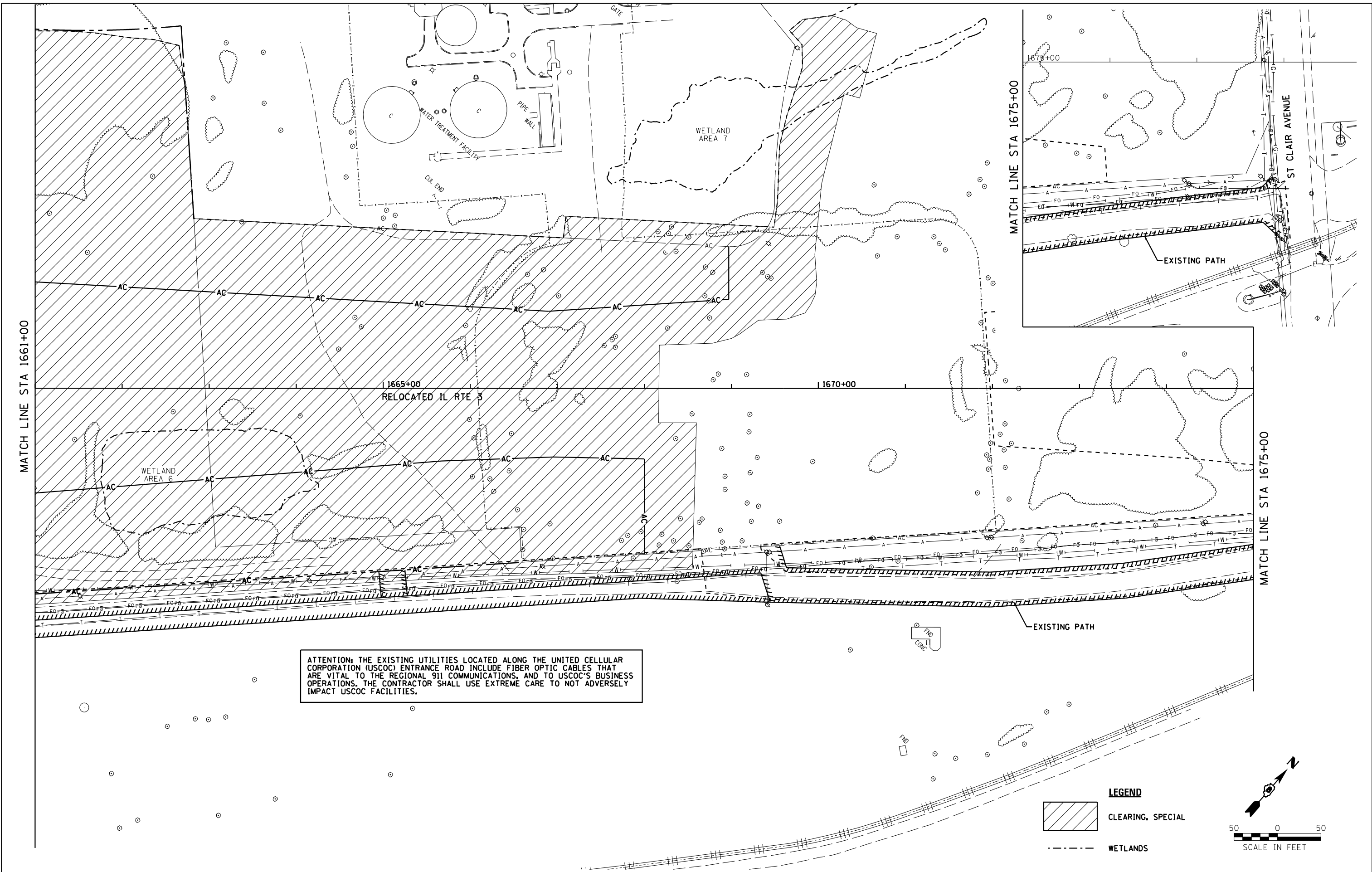
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PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	51
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



ATTENTION: THE EXISTING UTILITIES LOCATED ALONG THE UNITED CELLULAR CORPORATION (USCOC) ENTRANCE ROAD INCLUDE FIBER OPTIC CABLES THAT ARE VITAL TO THE REGIONAL 911 COMMUNICATIONS, AND TO USCOC'S BUSINESS OPERATIONS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT ADVERSELY IMPACT USCOC FACILITIES.

LEGEND

 CLEARING, SPECIAL

 WETLANDS

Farnsworth GROUP, INC.
 2705 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

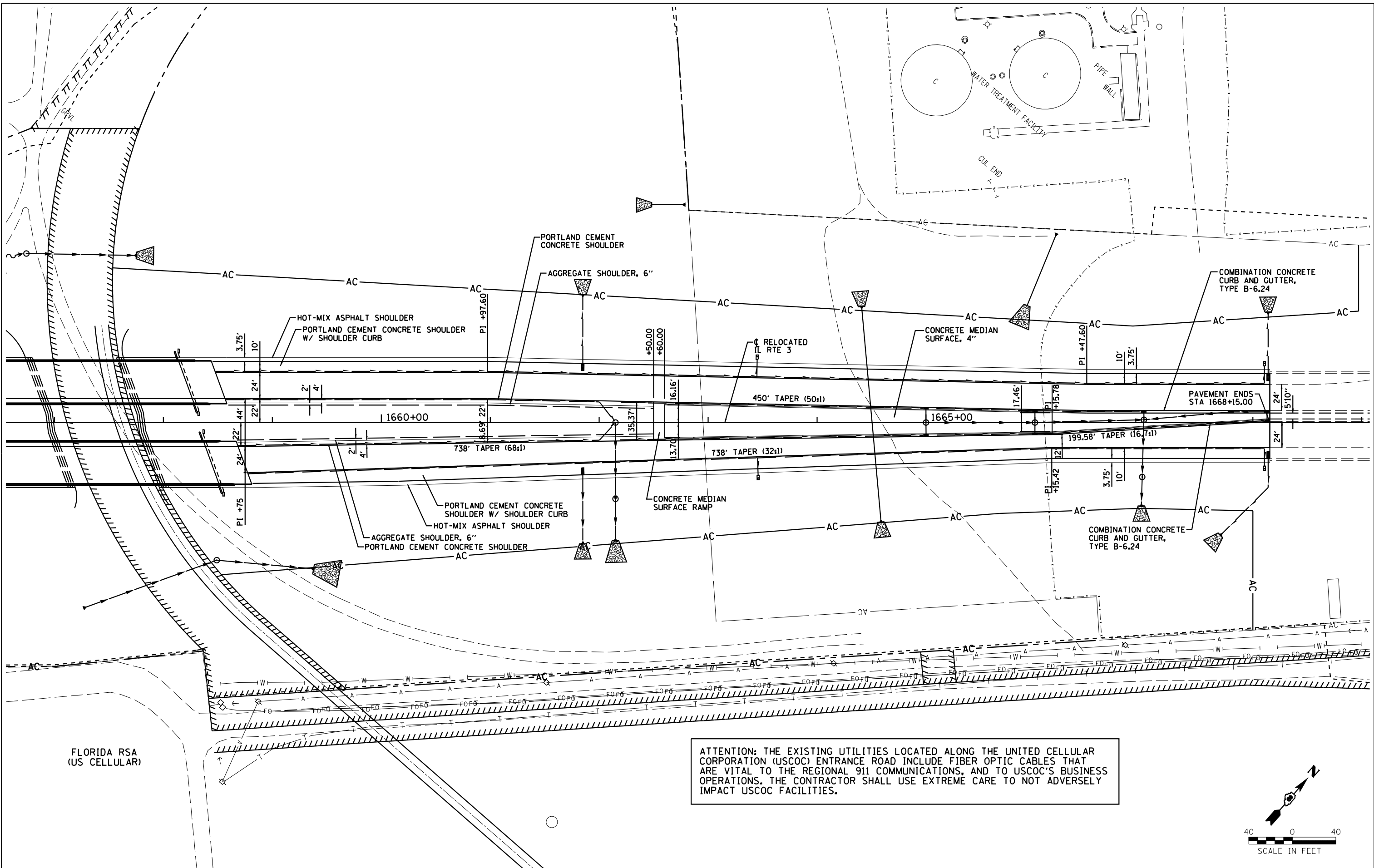
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PLOT DATE = 3/15/2013	DATE - 12/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	52
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



Farnsworth
GROUP, INC.
2705 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

USER NAME = dmeyer
PLOT SCALE = 80.0000' / in.
PLOT DATE = 3/15/2013

DESIGNED - JJO
DRAWN - JJO
CHECKED - PJM
DATE - 12/10/12

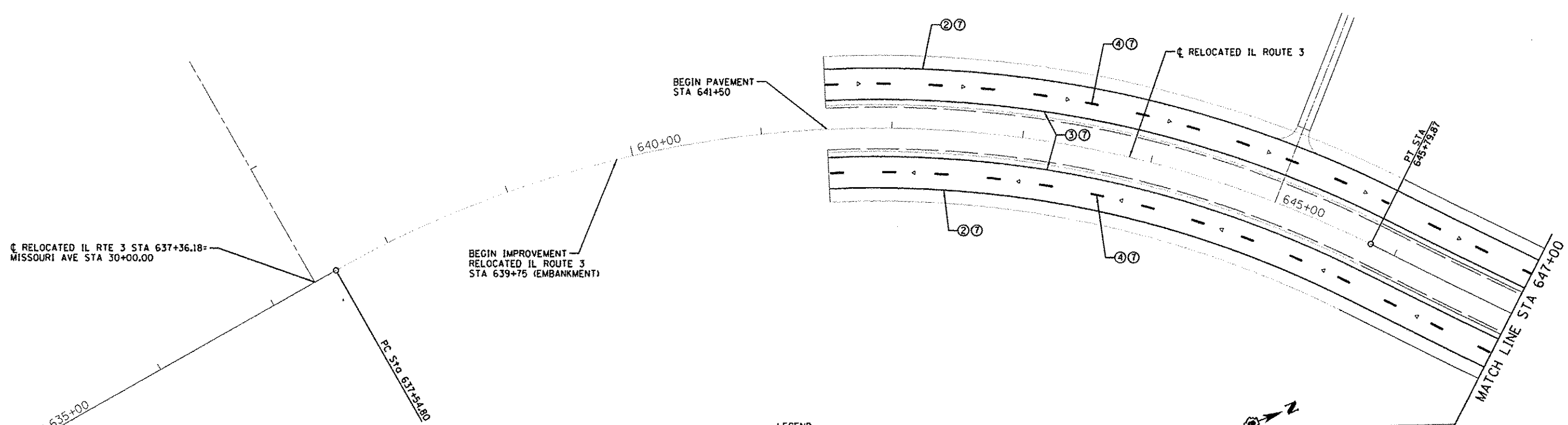
REVISED -
REVISED - 03/15/13
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT TRANSITION DETAILS

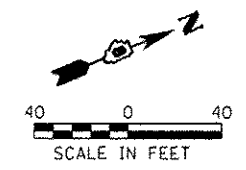
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	53
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



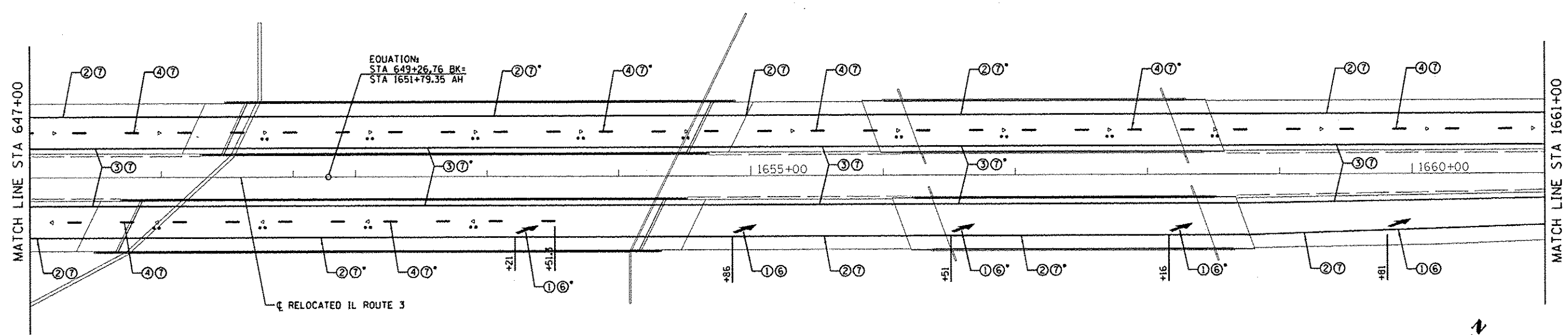
LEGEND

①	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	WHITE SYMBOLS
②	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	SOLID WHITE LINE
③	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	SOLID YELLOW LINE
④	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	WHITE SKIP DASH
⑤	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	WHITE DOTTED LINE
⑥	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	
⑦	GROOVING FOR RECESSED PAVEMENT MARKING 5"	

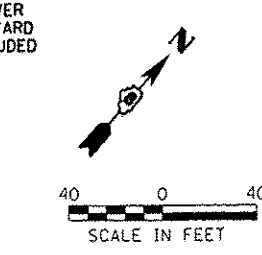
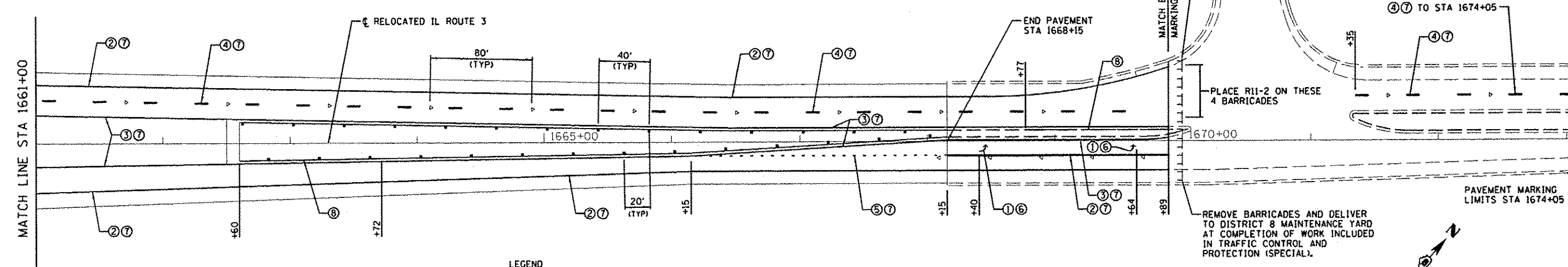
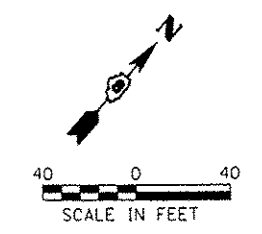


RAISED REFLECTIVE PAVEMENT MARKERS LEGEND
▷ ONE-WAY CRYSTAL MARKER

- GENERAL NOTES:**
1. PROPOSED PAVEMENT MARKINGS AND PROPOSED RAISED REFLECTIVE MARKERS ARE TO BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 780001.
 2. PROPOSED PRISMATIC CURB REFLECTORS ARE TO BE SPACED 40' ON CENTER, THE PROPOSED REFLECTORS SHALL BE OFFSET 20' FROM ONE SIDE TO THE OTHER.



NOTE:
 • WITHIN THE BRIDGE LOCATIONS, GROOVING SHOULD BE TO THE DEPTH OF THE CONCRETE DECK TINNING / GROOVING (1/4") OR AS DIRECTED BY THE ENGINEER. THIS WORK IS TO BE INCLUDED IN THE GROOVING PAY ITEM OF THE SIZE SPECIFIED.
 • RAISED REFLECTIVE MARKERS TO BE PAID AS RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE).



GENERAL NOTES:
 1. PROPOSED PAVEMENT MARKINGS AND PROPOSED RAISED REFLECTIVE MARKERS ARE TO BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 780001.
 2. PROPOSED PRISMATIC CURB REFLECTORS ARE TO BE SPACED 40' ON CENTER. THE PROPOSED REFLECTORS SHALL BE OFFSET 20' FROM ONE SIDE TO THE OTHER.

LEGEND

①	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	WHITE SYMBOLS
②	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	SOLID WHITE LINE
③	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	SOLID YELLOW LINE
④	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	WHITE SKIP DASH
⑤	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	WHITE DOTTED LINE
⑥	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	
⑦	GROOVING FOR RECESSED PAVEMENT MARKING 5"	
⑧	PAINT PAVEMENT MARKING, CURB - LINE 6" (16' LINE 8' GAP)	SOLID YELLOW LINE

RAISED REFLECTIVE PAVEMENT MARKERS LEGEND
 ▷ ONE-WAY CRYSTAL MARKER
 • PRISMATIC CURB REFLECTOR

Farnsworth
 GROUP, INC.
 2709 McDermott Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1971 fax

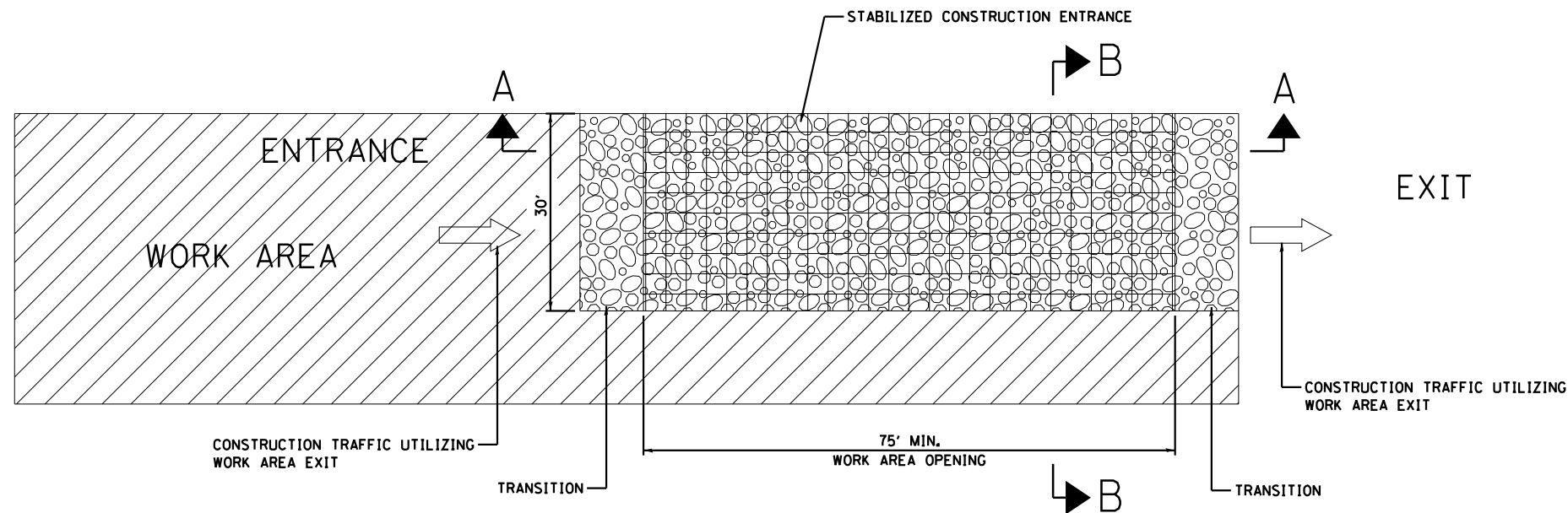
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

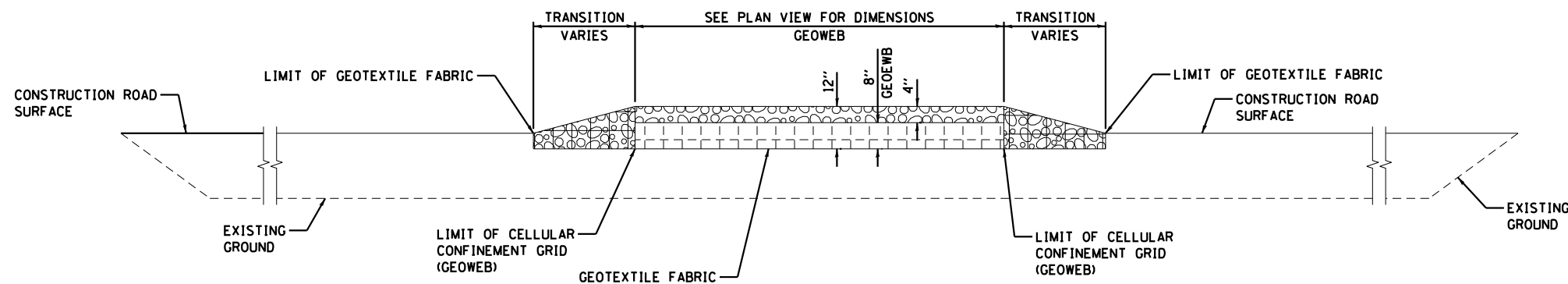
PAVEMENT MARKING PLAN
RELOCATED IL RTE 3

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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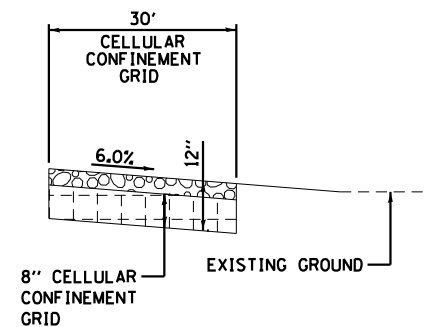
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	55
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				



ROADWAY PLAN
(NOT TO SCALE)







SECTION A-A
(NOT TO SCALE)



SECTION B-B
(NOT TO SCALE)

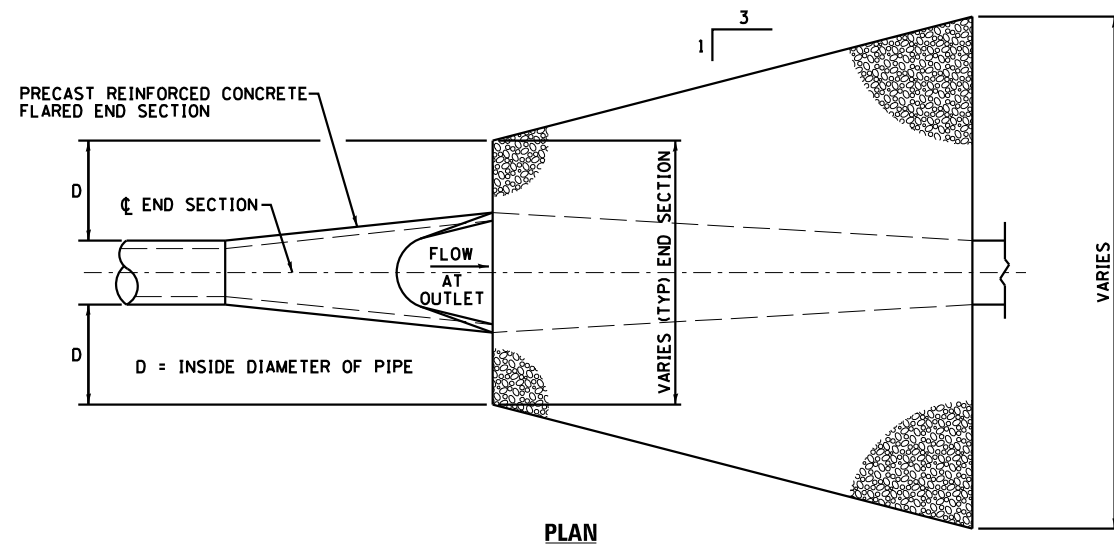
LEGEND:

-  DIRECTION OF TRAFFIC
-  WORK AREA
-  STABILIZED CONSTRUCTION ENTRANCE (CA 3 AND GEOWEB)
-  COARSE AGGREGATE, CA-3

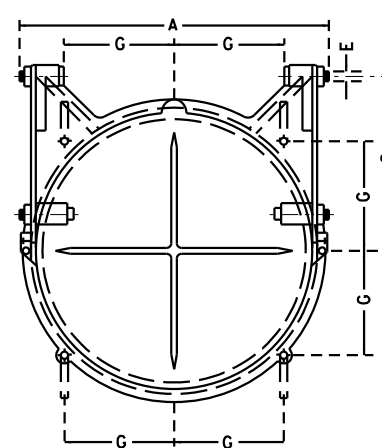
NOTES:

1. EXISTING DITCH DRAINAGE TO BE MAINTAINED. THE COST OF PIPE CULVERTS USED TO MAINTAIN EXISTING DITCH DRAINAGE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STABILIZED CONSTRUCTION ENTRANCE.
2. THE COST OF ANY COARSE AGGREGATE CA-3 USED FOR TRANSITION FROM THE CONSTRUCTION ROAD TO THE STABILIZED CONSTRUCTION ENTRANCE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STABILIZED CONSTRUCTION ENTRANCE.
3. STABILIZED CONSTRUCTION ENTRANCE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.

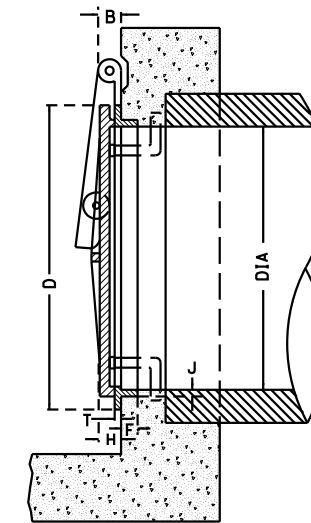
FILE NAME =	USER NAME = \$USER*	DESIGNED - JJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STABILIZED CONSTRUCTION ENTRANCE DETAIL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - JJO	REVISED -		788	520-1-2HVB, 520-1-2HVB-1	ST. CLAIR	237	56			
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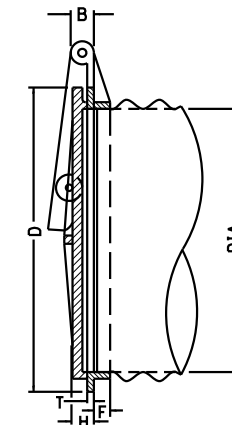
PLAN
RIPRAP APRON



FRONT ELEVATION



SECTION

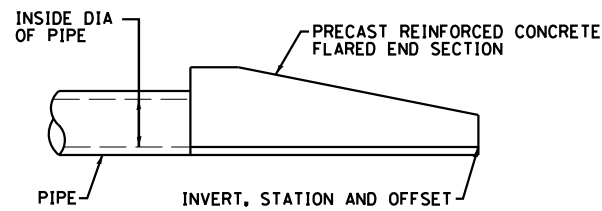


SECTION SHOWING METHOD OF APPLICATION TO CORRUGATED METAL PIPE

IT IS INTENDED THAT THE AUTOMATIC FLAP GATES SHALL BE A COMMERCIAL PRODUCT PRODUCED BY A RELIABLE MANUFACTURER. THE GATE MAY BE MADE OF CAST IRON, CAST STEEL OR OTHER SUITABLE MATERIALS. THE DESIGN MAY DIFFER FROM THE DRAWING IF IT WILL WORK IN A SATISFACTORY, TROUBLE FREE MANNER AND WILL WITHSTAND THE WATER PRESSURE AT THE INSTALLATION LOCATION. THE GATE SHALL BE APPROVED BY THE ENGINEER.

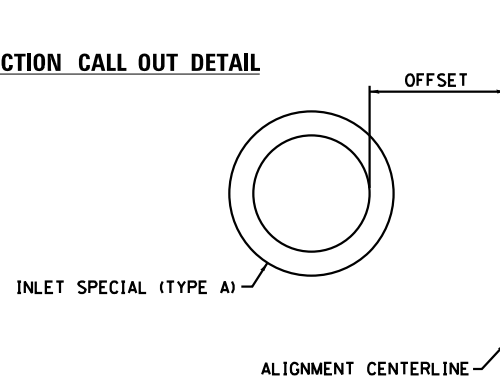
THE SIZE OF AUTOMATIC FLAP GATES SHALL REFER TO THE DIAMETER OF THE OUTLET PIPE OR OPENING.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FLAP GATES OF THE SIZE SPECIFIED AND SHALL INCLUDE ALL MATERIALS AND COMPLETE INSTALLATION.

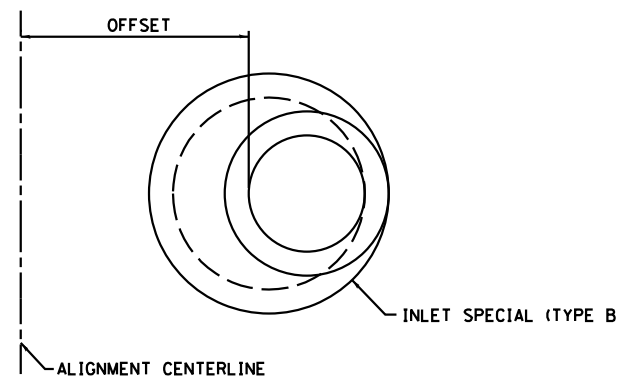


NOTE:
ALL PIPE STATIONS, OFFSETS, AND INVERTS ARE MEASURED FROM THE INVERT OF THE END SECTION.

END SECTION CALL OUT DETAIL



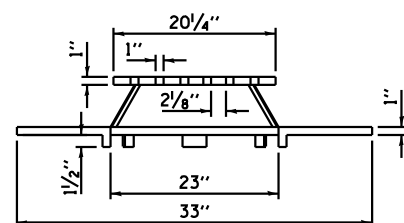
INLET SPECIAL (TYPE A)



INLET SPECIAL (TYPE B)

NOTE:
ALL INLET OFFSETS ARE MEASURED FROM THE C TO THE NEAREST INSIDE EDGE OF THE INLET. THE INLET STATIONS ARE MEASURED TO THE CENTER OF THE INLET.

INLET CALL OUT DETAIL

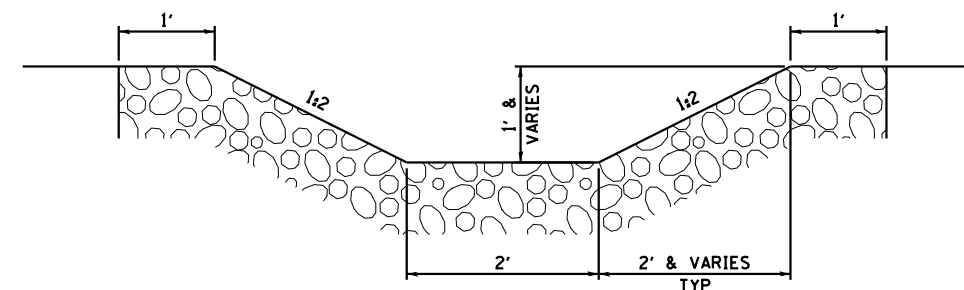


SPECIAL FRAME AND GRATE DETAIL

TABLE OF DIMENSIONS

DIA	A	B	C	D	E	F	G	H	J	T
8"	10 3/4"	1 3/8"	5 1/16"	10"	1/2"	1 1/8"	3 9/16"	1 1/4"	3/8"	3/8"
10"	12 3/4"	1 3/8"	7 1/8"	12 1/4"	1/2"	1 1/8"	4 3/8"	1 1/2"	1/2"	1/8"
12"	14 3/4"	1 3/8"	8 1/2"	14 1/2"	1/2"	1 1/8"	5 1/8"	1 1/2"	1/2"	1/2"
14"	17 1/4"	1 3/8"	9 7/8"	16 3/4"	1/2"	1 1/4"	5 5/8"	1 1/2"	1/2"	3/8"
15"	17 3/4"	1 3/8"	10 5/8"	17 3/4"	1/2"	1 1/4"	6 1/4"	1 1/2"	1/2"	3/8"
16"	19 1/4"	1 3/8"	11 1/4"	18 3/4"	1/2"	1 1/4"	6 5/8"	1 1/2"	1/2"	3/8"
18"	22 1/4"	2"	12 5/8"	21"	3/4"	1 3/16"	7 1/16"	1 3/4"	3/8"	3/8"
20"	24 3/4"	2"	14 1/8"	23 3/4"	3/4"	1 3/16"	8 1/4"	1 3/4"	5/8"	5/8"
21"	25 1/4"	2"	14 7/8"	24 1/4"	3/4"	1 3/8"	8 9/16"	1 3/4"	5/8"	5/8"
24"	28 1/4"	2"	17"	27 1/2"	3/4"	1 1/2"	9 3/4"	1 3/4"	5/8"	5/8"

AUTOMATIC FLAP GATES



RIPRAP DETAIL

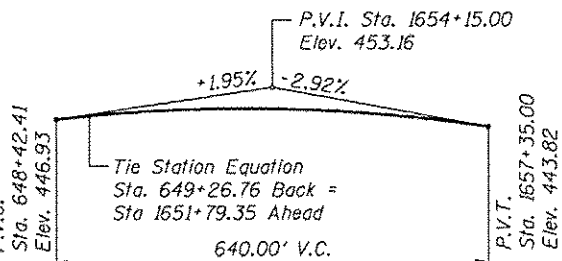
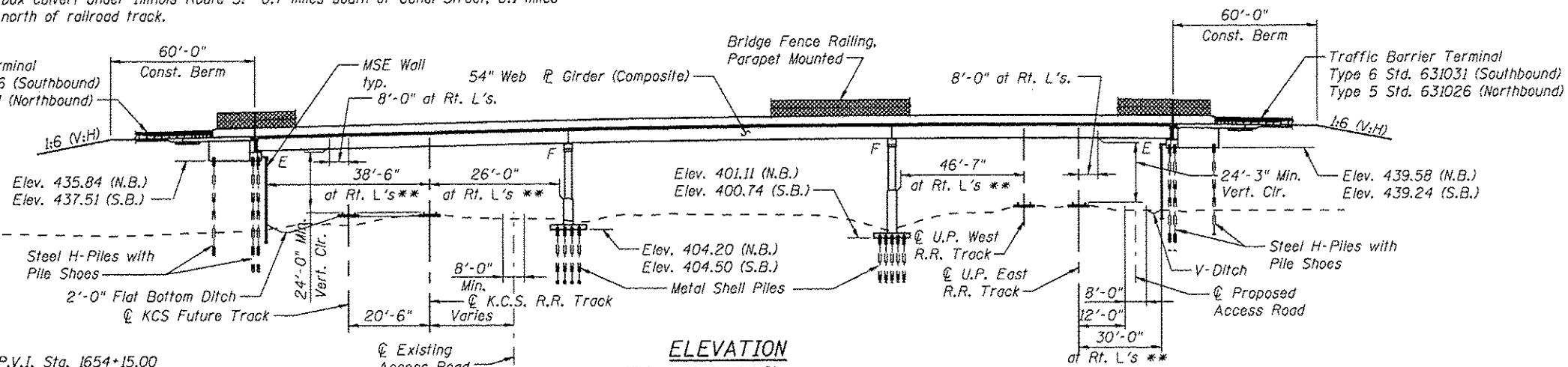
LENGTH AS NOTED ON PLAN SHEETS.

Bench Mark: MRC Horizontal/Vertical Control Monument No. 8 (Elevation 401.95) Aluminum disc set in the south end of a headwall to a box culvert under Illinois Route 3: 0.7 miles south of Canal Street; 0.1 miles south of Industrial Drive and north of railroad track.

Existing Structure: None

Traffic Barrier Terminal
Type 5 Std. 631026 (Southbound)
Type 6 Std. 631031 (Northbound)

Approximate Existing Groundline



DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications,
Customary U.S. Units, 5th Edition (Bridge)
2002 AASHTO (MSE Wall)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 3
Design Spectral Acc. at 1.0 sec (S_{D1}) = 0.35g
Design Spectral Acc. at 0.2 sec (S_{D5}) = 0.77g
Soil Site Class E

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

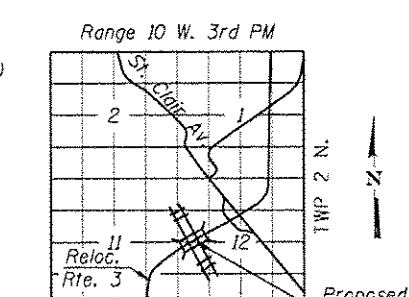
f'_c = 3,500 psi (Field Units)
 f'_c = 4,500 psi (Precast Panels)
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (M270 Grade 50)
 f_y = 36,000 psi (M270 Grade 36)

STATION 648+98.83
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. ROUTE 788 SEC. 520-1-2HVB
LOADING HL-93
STRUCTURE NO. 082-0334

NAME PLATE - N.B.
See Std. 515001

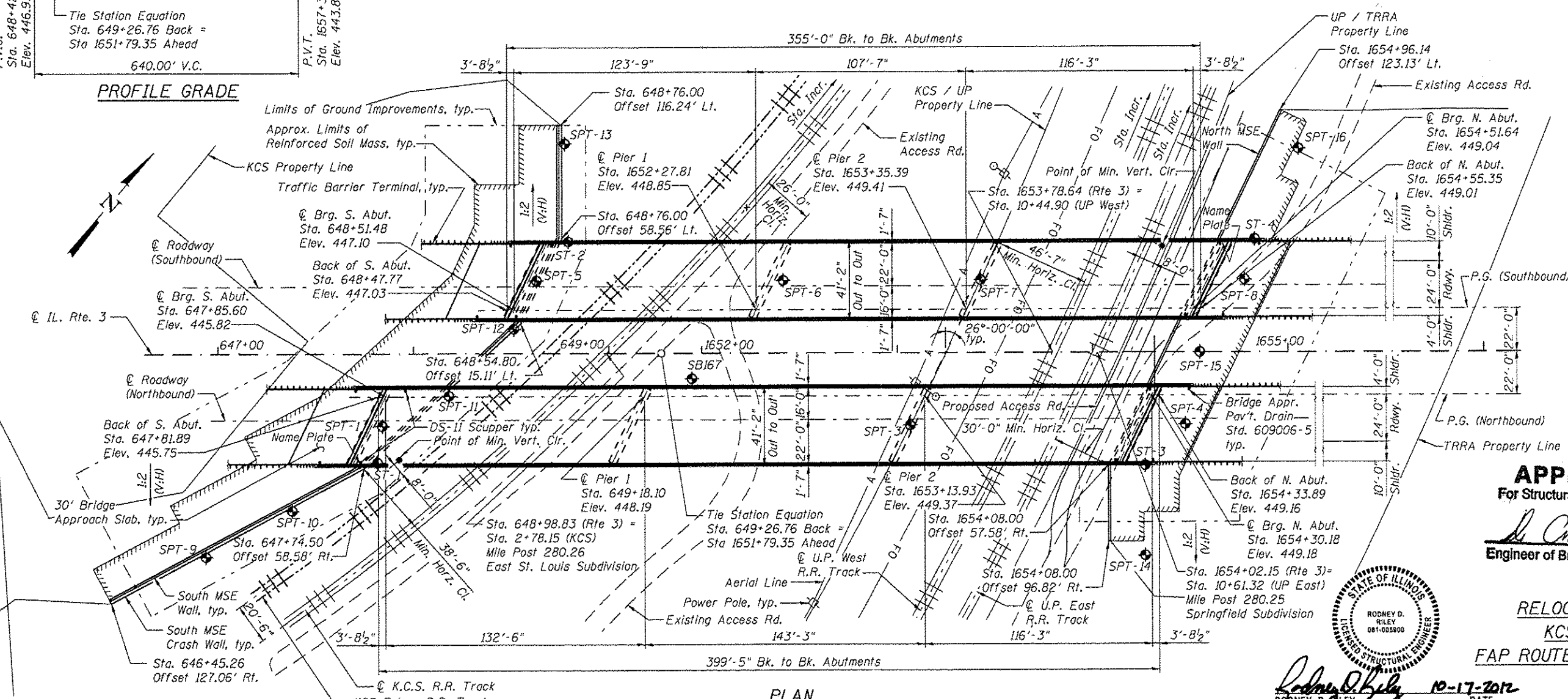
STATION 648+98.83
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. ROUTE 788 SEC. 520-1-2HVB
LOADING HL-93
STRUCTURE NO. 082-0335

NAME PLATE - S.B.
See Std. 515001



25-JAN-2013 P:\C\31000\T00\cadd\T09str\FINAL PLANS\0820334-76848-001-Plan & Elev.dgn

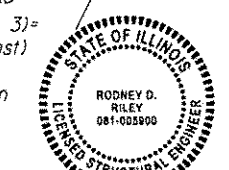
10:41



Note: Wall offsets are measured from the @ IL. Rte. 3 to the front face of precast panels (North Wall) or crash wall (South Wall).

APPROVED
For Structural Adequacy Only

Carl P. Riley
Engineer of Bridges & Structures

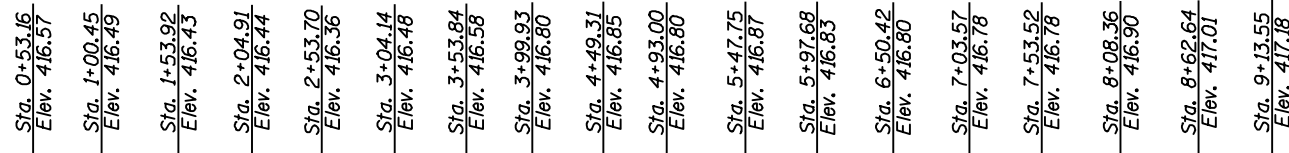


GENERAL PLAN
RELOCATED IL ROUTE 3 OVER
KCS AND UP RAILROADS
FAP ROUTE 788 - SECTION 520-1-2HVB
ST. CLAIR COUNTY
STATION 648+98.83
STRUCTURE NO. 082-0334 (NB)
STRUCTURE NO. 082-0335 (SB)

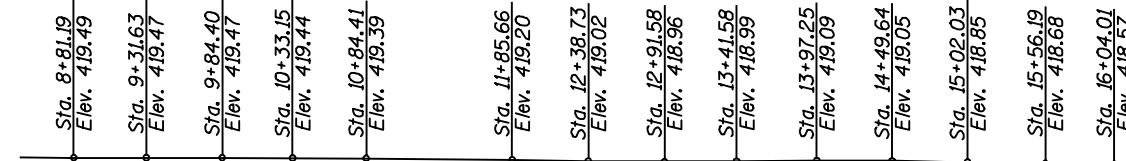
♦ Indicates location of Soil Boring.

JACOBS	USER NAME =	DESIGNED - D. HOWELL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
	PLOT DATE = 25-JAN-2013	CHECKED - R. RILEY	REVISED -			788	520-1-2HVB	ST. CLAIR	237
FILE NAME = 0820334-76848-001-Plan & Elev.dgn	DRAWN - C. SALLADE	REVISED -		SHEET NO. C1 OF 76 SHEETS		CONTRACT NO. 76848			ILLINOIS FED. AID PROJECT
	CHECKED - R. RILEY	REVISED -							

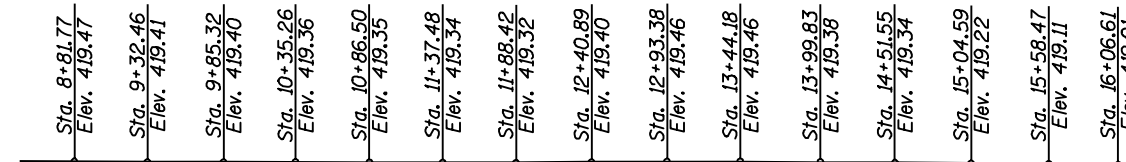
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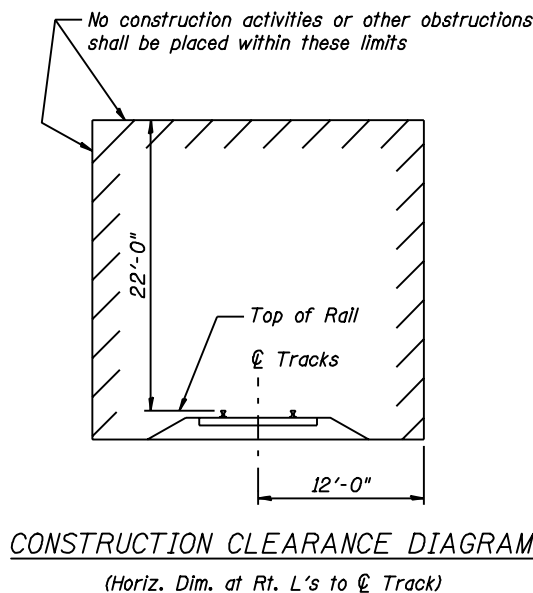
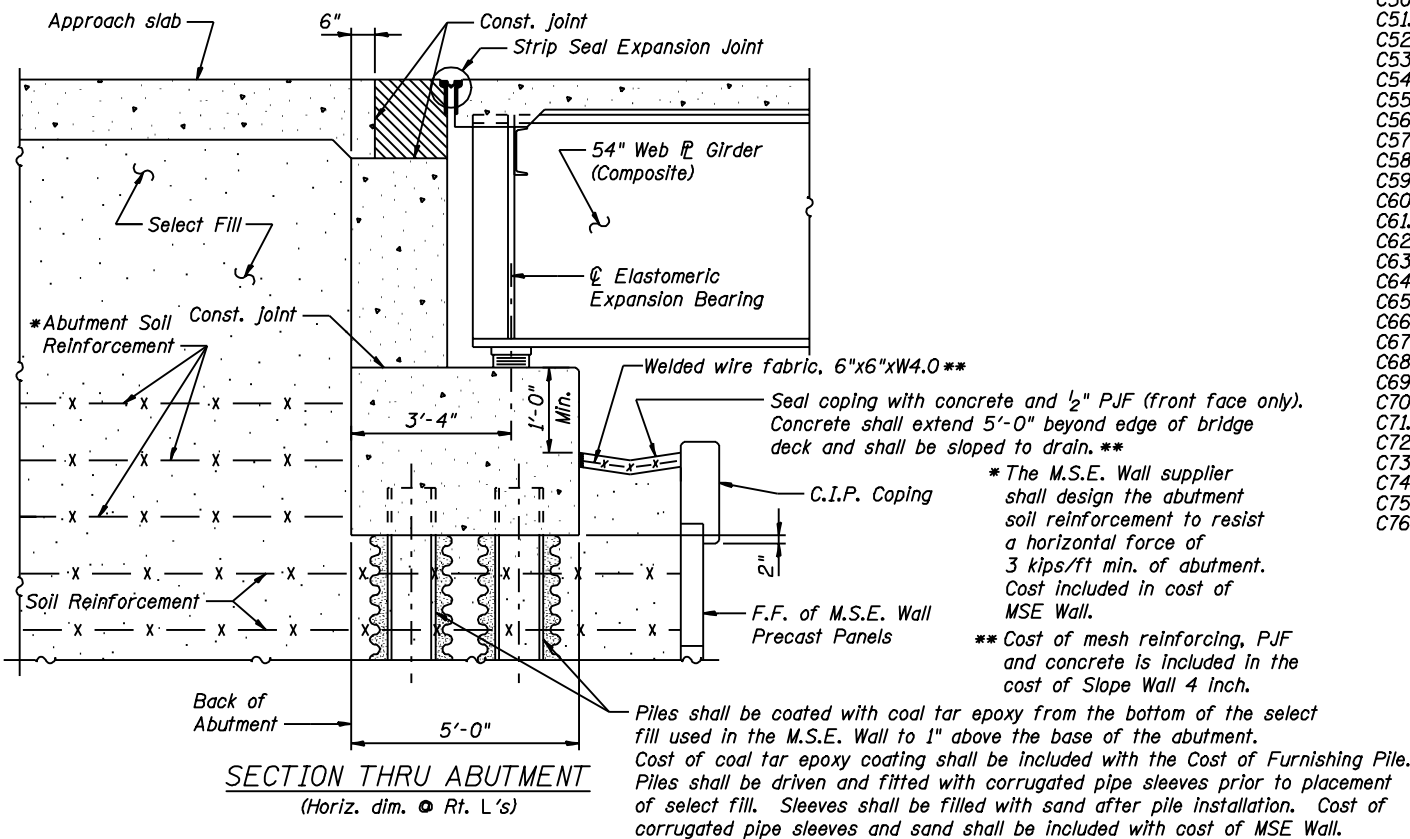
PROFILE GRADE K.C.S. R.R.
(Top of Rail along \varnothing Tracks)



PROFILE GRADE U.P. WEST R.R.
(Top of Rail along \varnothing Tracks)



PROFILE GRADE U.P. EAST R.R.
(Top of Rail along \varnothing Tracks)



INDEX OF SHEETS

- C1. General Plan and Elevation
- C2. General Structure Data
- C3. Foundation Layout
- C4. Top of Slab Elevations N.B.
- C5. Top of Slab Elevations N.B.
- C6. Top of Slab Elevations N.B.
- C7. Top of Slab Elevations N.B.
- C8. Top of Slab Elevations S.B.
- C9. Top of Slab Elevations S.B.
- C10. Top of Slab Elevations S.B.
- C11. Top of Slab Elevations S.B.
- C12. Top of South Approach Slab Elevations N.B.
- C13. Top of North Approach Slab Elevations N.B.
- C14. Top of South Approach Slab Elevations S.B.
- C15. Top of North Approach Slab Elevations S.B.
- C16. Superstructure Plan and Section N.B.
- C17. Superstructure Plan and Section S.B.
- C18. Parapet Details N.B.
- C19. Parapet Details S.B.
- C20. Bridge Fence Railing Details
- C21. Bridge Fence Railing Details
- C22. Bridge Fence Railing Details
- C23. Bridge Approach Slab Details (N.B.)
- C24. Bridge Approach Slab Details S.B.
- C25. Bridge Approach Slab Details (N.B.) & (S.B.)
- C26. Drainage Scupper, DS-11
- C27. Preformed Joint Strip Seal
- C28. Framing Plan and Design Data N.B.
- C29. Framing Plan and Design Data S.B.
- C30. Girder Details N.B.
- C31. Girder Details S.B.
- C32. Cross Frame Details
- C33. Girder Camber & Top of Girder Web Elevations N.B.
- C34. Girder Camber & Top of Girder Web Elevations S.B.
- C35. Bearing Details
- C36. South Abutment N.B.
- C37. South Abutment Details N.B.
- C38. North Abutment N.B.
- C39. North Abutment Details N.B.
- C40. South Abutment S.B.
- C41. South Abutment Details S.B.
- C42. North Abutment S.B.
- C43. North Abutment Details S.B.
- C44. Pier No. 1 Plan and Elevation N.B.
- C45. Pier No. 2 Plan and Elevation N.B.
- C46. Pier Details N.B.
- C47. Pier No. 1 Plan and Elevation S.B.
- C48. Pier No. 2 Plan and Elevation S.B.
- C49. Pier Details S.B.
- C50. Bar Splicer Assembly and Mechanical Splicer Details
- C51. HP Pile Details
- C52. Metal Shell Pile Details
- C53. North MSE Wall General Plan and Elevation
- C54. South MSE Wall General Plan and Elevation
- C55. MSE Wall Sections and Details
- C56. Drainage Details
- C57. South MSE Wall - Crashwall
- C58. South MSE Wall - Crashwall
- C59. South MSE Wall - Crashwall Details
- C60. Ground Improvement
- C61. Boring Logs
- C62. Boring Logs
- C63. Boring Logs
- C64. Boring Logs
- C65. Boring Logs
- C66. Boring Logs
- C67. Boring Logs
- C68. Boring Logs
- C69. Boring Logs
- C70. Boring Logs
- C71. Boring Logs
- C72. Boring Logs
- C73. Boring Logs
- C74. Boring Logs
- C75. Boring Logs
- C76. Boring Logs

TOTAL BILL OF MATERIAL

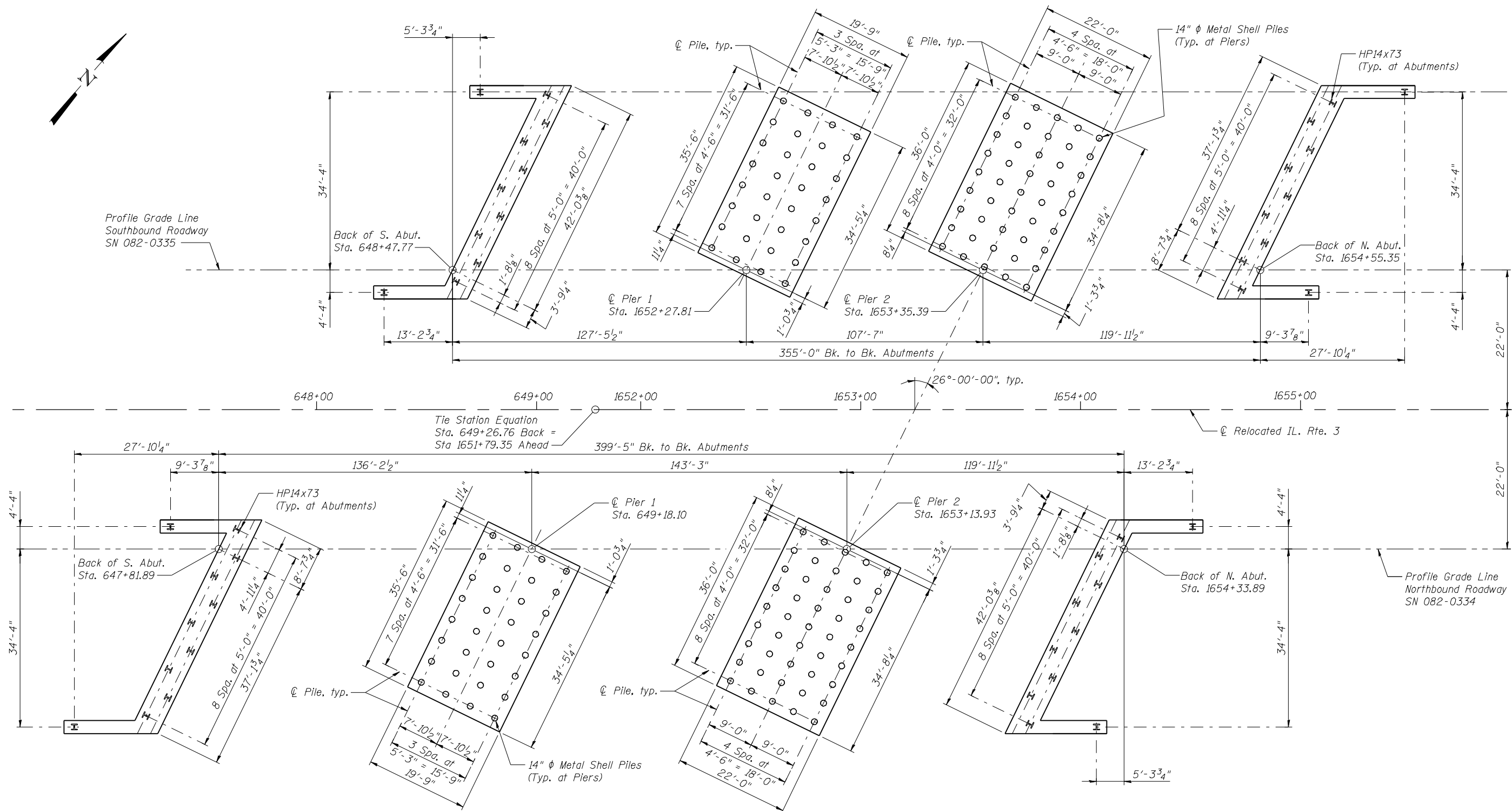
ITEM	UNIT	N.B. ROADWAY SN 082-0334		S.B. ROADWAY SN 082-0335		TOTAL
		SUPER	SUB	SUPER	SUB	
Structure Excavation	Cu. Yd.		2,146		2,116	4,262
Concrete Structures	Cu. Yd.		969.4		969.4	1,938.8
Concrete Superstructure	Cu. Yd.	665.5		606.7		1,272.2
Bridge Deck Grooving	Sq. Yd.	1,578		1,400		2,978
Protective Coat	Sq. Yd.	2,329		2,098		4,427
Furnishing and Erecting Structural Steel	L. Sum	0.4		0.3		0.7
Stud Shear Connectors	Each	5,460		5,355		10,815
Reinforcement Bars, Epoxy Coated	Pound	184,850	144,270	169,630	144,270	643,020
Bar Splicers	Each		86		86	172
Mechanical Splicers	Each		208		208	416
Slope Wall 4 inch	Sq. Yd.		120		38	158
Furnishing Metal Shell Piles 14"x0.312"	Foot	4,379.0		5,030.0		9,409.0
Furnishing Steel Piles HP14x73	Foot	2,660.0		2,640.0		5,300.0
Driving Piles	Foot	7,039.0		7,670.0		14,709.0
Test Pile Metal Shells	Each	2		2		4
Test Pile Steel HP14x73	Each	2		2		4
Pile Shoes	Each		95		95	190
Name Plates	Each	1		1		2
Preformed Joint Strip Seal	Foot	88.6		88.6		177.2
Elastomeric Bearing Assembly, Type II	Each	10		10		20
Anchor Bolts, 3/4"	Each	20		20		40
Anchor Bolts, 2"	Each	20		20		40
Concrete Sealer	Sq. Ft.		861		860	1,721
Concrete Gutter, Type B	Foot		212		212	424
Chain Link Fence, 5'	Foot		212		212	424
Aggregate Column Ground Improvement	L. Sum		0.50		0.50	1
Drainage Scuppers, DS-11	Each	4		4		8
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.		4,053		4,053	8,106
Pipe Underdrain for Structures 4"	Foot		313		312	625
Bridge Fence Railing (Special)	Foot	851		762		1,613

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. \varnothing , holes 1 1/8 in. \varnothing unless otherwise noted.
- Calculated weight of Structural Steel: Grade 50 = 922,010 lbs. Grade 36 = 78,760 lbs.
- All structural steel shall be AASHTO M270 Grade 50 unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specification. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the North and South Abutments.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments. Embankment construction shall be coordinated with MSE Wall construction.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Slip-forming of parapets is not allowed.
- The elevations of the existing top of rail shall be verified prior to beginning construction.
- Proposed Structures do not change the quantity or characteristics of the flow in the railway ditches or drainage structures.
- See Sheet C7 for additional railroad notes.

JACOBS	USER NAME =	DESIGNED - D. HOWELL	REVISED - 02/06/13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL STRUCTURE DATA STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT DATE = 25-JAN-2013	CHECKED - R. RILEY	REVISOR -			788	520-1-2HVB	ST. CLAIR	237	59
FILE NAME = 0820334-76848-002-Structure Data.dgn	CHECKED - R. RILEY	DRAWN - C. SALLADE	REVISOR -	SHEET NO. C2 OF 76 SHEETS		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76848		

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FOUNDATION LAYOUT



USER NAME =	DESIGNED - N. KHATRI	REVISED -
	CHECKED - S. HENNING, R. RILEY	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - C. SALLADE	REVISED -
	CHECKED - N. KHATRI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

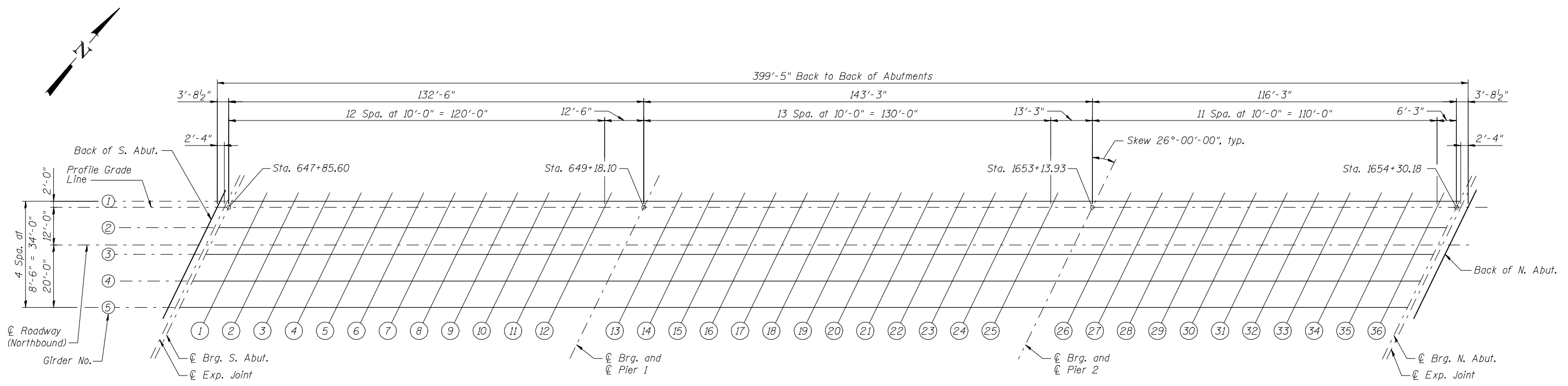
FOUNDATION LAYOUT
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

SHEET NO. C3 OF 76 SHEETS

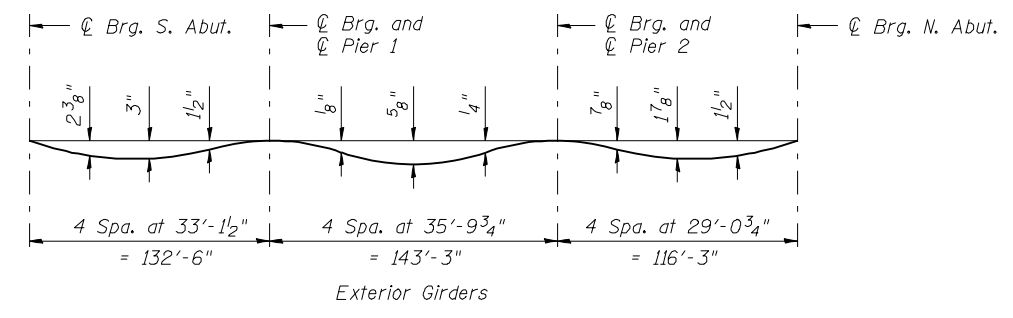
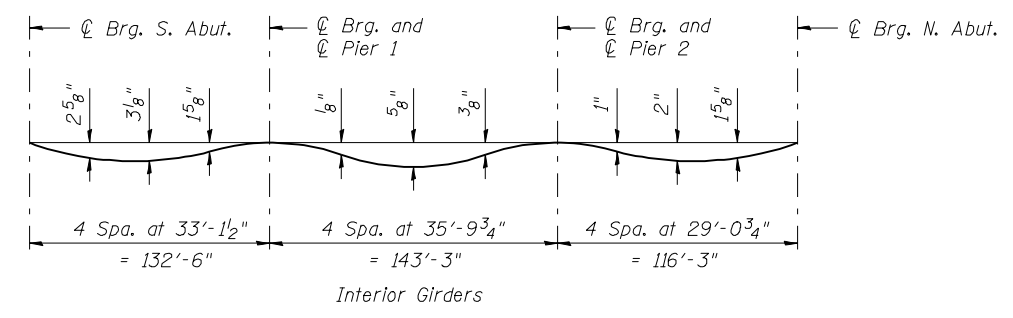
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	60
CONTRACT NO. 76848				
ILLINOIS FED. AID PROJECT				

FILE NAME = 0820334-76848-003-Foundation_Plan.dgn

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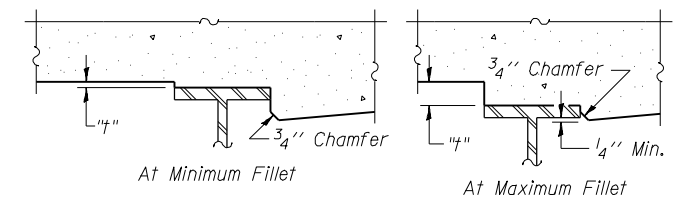


PLAN-N.B.



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
 The above deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" as shown on sheets C5 thru C7.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets C5 thru C7, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - R. RILEY	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	61
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76848	

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+82.87	-2	445.73	-
CL Exp. Joint	647+85.21	-2	445.77	-
CL Brg. S. Abut	647+86.58	-2	445.80	445.80
1	647+96.58	-2	446.00	446.07
2	648+06.58	-2	446.19	446.33
3	648+16.58	-2	446.39	446.57
4	648+26.58	-2	446.58	446.81
5	648+36.58	-2	446.77	447.02
6	648+46.58	-2	446.97	447.22
7	648+56.58	-2	447.16	447.39
8	648+66.58	-2	447.34	447.55
9	648+76.58	-2	447.51	447.68
10	648+86.58	-2	447.67	447.79
11	648+96.58	-2	447.83	447.91
12	649+06.58	-2	447.98	448.02
CL Pier 1	649+19.08	-2	448.16	448.16
13	1651+81.67	-2	448.29	448.28
14	1651+91.67	-2	448.41	448.41
15	1652+01.67	-2	448.53	448.53
16	1652+11.67	-2	448.64	448.66
17	1652+21.67	-2	448.74	448.77
18	1652+31.67	-2	448.84	448.88
19	1652+41.67	-2	448.93	448.98
20	1652+51.67	-2	449.01	449.06
21	1652+61.67	-2	449.08	449.12
22	1652+71.67	-2	449.14	449.18
23	1652+81.67	-2	449.20	449.22
24	1652+91.67	-2	449.25	449.26
25	1653+01.67	-2	449.29	449.29
CL Pier 2	1653+14.92	-2	449.33	449.33
26	1653+24.92	-2	449.36	449.37
27	1653+34.92	-2	449.37	449.42
28	1653+44.92	-2	449.38	449.46
29	1653+54.92	-2	449.38	449.49
30	1653+64.92	-2	449.37	449.51
31	1653+74.92	-2	449.36	449.51
32	1653+84.92	-2	449.34	449.50
33	1653+94.92	-2	449.31	449.46
34	1654+04.92	-2	449.27	449.39
35	1654+14.92	-2	449.23	449.31
36	1654+24.92	-2	449.17	449.21
CL Brg. N. Abut	1654+31.17	-2	449.14	449.14
CL Exp Joint	1654+32.52	-2	449.13	-
Back N Abut	1654+34.87	-2	449.12	-

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+81.89	0	445.75	-
CL Exp. Joint	647+84.23	0	445.79	-
CL Brg. S. Abut	647+85.60	0	445.82	445.82
1	647+95.60	0	446.02	446.10
2	648+05.60	0	446.21	446.36
3	648+15.60	0	446.41	446.61
4	648+25.60	0	446.60	446.84
5	648+35.60	0	446.80	447.06
6	648+45.60	0	446.99	447.25
7	648+55.60	0	447.18	447.43
8	648+65.60	0	447.36	447.58
9	648+75.60	0	447.53	447.71
10	648+85.60	0	447.70	447.82
11	648+95.60	0	447.86	447.94
12	649+05.60	0	448.01	448.05
CL Pier 1	649+18.10	0	448.19	448.19
13	1651+80.69	0	448.32	448.31
14	1651+90.69	0	448.44	448.44
15	1652+00.69	0	448.56	448.56
16	1652+10.69	0	448.67	448.69
17	1652+20.69	0	448.78	448.81
18	1652+30.69	0	448.87	448.92
19	1652+40.69	0	448.96	449.01
20	1652+50.69	0	449.04	449.09
21	1652+60.69	0	449.11	449.16
22	1652+70.69	0	449.18	449.21
23	1652+80.69	0	449.23	449.26
24	1652+90.69	0	449.28	449.29
25	1653+00.69	0	449.33	449.33
CL Pier 2	1653+13.93	0	449.37	449.37
26	1653+23.93	0	449.40	449.41
27	1653+33.93	0	449.41	449.46
28	1653+43.93	0	449.42	449.50
29	1653+53.93	0	449.42	449.54
30	1653+63.93	0	449.42	449.56
31	1653+73.93	0	449.40	449.57
32	1653+83.93	0	449.38	449.55
33	1653+93.93	0	449.35	449.51
34	1654+03.93	0	449.32	449.44
35	1654+13.93	0	449.27	449.36
36	1654+23.93	0	449.22	449.26
CL Brg. N. Abut	1654+30.18	0	449.18	449.18
CL Exp Joint	1654+31.55	0	449.18	-
Back N Abut	1654+33.89	0	449.16	-

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+78.72	6.5	445.79	-
CL Exp. Joint	647+81.06	6.5	445.83	-
CL Brg. S. Abut	647+82.43	6.5	445.86	445.86
1	647+92.43	6.5	446.06	446.14
2	648+02.43	6.5	446.25	446.40
3	648+12.43	6.5	446.45	446.65
4	648+22.43	6.5	446.64	446.89
5	648+32.43	6.5	446.84	447.11
6	648+42.43	6.5	447.03	447.30
7	648+52.43	6.5	447.22	447.48
8	648+62.43	6.5	447.41	447.63
9	648+72.43	6.5	447.58	447.76
10	648+82.43	6.5	447.75	447.88
11	648+92.43	6.5	447.91	447.99
12	649+02.43	6.5	448.06	448.10
CL Pier 1	649+14.93	6.5	448.24	448.24
13	649+24.93	6.5	448.38	448.37
14	1651+87.52	6.5	448.51	448.50
15	1651+97.52	6.5	448.63	448.63
16	1652+07.52	6.5	448.74	448.76
17	1652+17.52	6.5	448.85	448.88
18	1652+27.52	6.5	448.94	448.99
19	1652+37.52	6.5	449.03	449.09
20	1652+47.52	6.5	449.12	449.17
21	1652+57.52	6.5	449.19	449.24
22	1652+67.52	6.5	449.26	449.30
23	1652+77.52	6.5	449.32	449.34
24	1652+87.52	6.5	449.37	449.38
25	1652+97.52	6.5	449.42	449.41
CL Pier 2	1653+10.77	6.5	449.46	449.46
26	1653+20.77	6.5	449.49	449.51
27	1653+30.77	6.5	449.51	449.56
28	1653+40.77	6.5	449.52	449.61
29	1653+50.77	6.5	449.52	449.65
30	1653+60.77	6.5	449.52	449.67
31	1653+70.77	6.5	449.51	449.68
32	1653+80.77	6.5	449.49	449.67
33	1653+90.77	6.5	449.47	449.63
34	1654+00.77	6.5	449.43	449.56
35	1654+10.77	6.5	449.39	449.48
36	1654+20.77	6.5	449.34	449.38
CL Brg. N. Abut	1654+27.02	6.5	449.31	449.31
CL Exp Joint	1654+28.38	6.5	449.30	-
Back N Abut	1654+30.72	6.5	449.28	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	62
CONTRACT NO. 76848				

SHEET NO. C5 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820334-76848-005-TOS Elev(NB).dgn

CENTERLINE ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+76.04	12	445.83	-
CL Exp. Joint	647+78.38	12	445.87	-
CL Brg. S. Abut	647+79.75	12	445.89	445.89
1	647+89.75	12	446.09	446.17
2	647+99.75	12	446.29	446.44
3	648+09.75	12	446.48	446.69
4	648+19.75	12	446.68	446.93
5	648+29.75	12	446.87	447.14
6	648+39.75	12	447.07	447.34
7	648+49.75	12	447.26	447.51
8	648+59.75	12	447.44	447.67
9	648+69.75	12	447.62	447.80
10	648+79.75	12	447.79	447.92
11	648+89.75	12	447.95	448.04
12	648+99.75	12	448.11	448.15
CL Pier 1	649+12.25	12	448.29	448.29
13	649+22.25	12	448.43	448.42
14	1651+84.84	12	448.56	448.55
15	1651+94.84	12	448.68	448.68
16	1652+04.84	12	448.80	448.81
17	1652+14.84	12	448.90	448.94
18	1652+24.84	12	449.00	449.05
19	1652+34.84	12	449.10	449.15
20	1652+44.84	12	449.18	449.24
21	1652+54.84	12	449.26	449.31
22	1652+64.84	12	449.33	449.37
23	1652+74.84	12	449.39	449.41
24	1652+84.84	12	449.44	449.45
25	1652+94.84	12	449.49	449.49
CL Pier 2	1653+08.09	12	449.54	449.54
26	1653+18.09	12	449.57	449.59
27	1653+28.09	12	449.59	449.64
28	1653+38.09	12	449.60	449.69
29	1653+48.09	12	449.61	449.73
30	1653+58.09	12	449.61	449.76
31	1653+68.09	12	449.60	449.77
32	1653+78.09	12	449.58	449.76
33	1653+88.09	12	449.56	449.72
34	1653+98.09	12	449.53	449.66
35	1654+08.09	12	449.49	449.58
36	1654+18.09	12	449.44	449.48
CL Brg. N. Abut	1654+24.34	12	449.41	449.41
CL Exp Joint	1654+25.7	12	449.40	-
Back N Abut	1654+28.04	12	449.39	-

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+74.57	15	445.75	-
CL Exp. Joint	647+76.92	15	445.79	-
CL Brg. S. Abut	647+78.28	15	445.82	445.82
1	647+88.28	15	446.02	446.10
2	647+98.28	15	446.21	446.36
3	648+08.28	15	446.41	446.61
4	648+18.28	15	446.60	446.85
5	648+28.28	15	446.80	447.07
6	648+38.28	15	446.99	447.26
7	648+48.28	15	447.18	447.44
8	648+58.28	15	447.37	447.60
9	648+68.28	15	447.55	447.73
10	648+78.28	15	447.72	447.85
11	648+88.28	15	447.88	447.97
12	648+98.28	15	448.04	448.08
CL Pier 1	649+10.78	15	448.22	448.22
13	649+20.78	15	448.36	448.35
14	1651+83.37	15	448.49	448.49
15	1651+93.37	15	448.62	448.62
16	1652+03.37	15	448.73	448.75
17	1652+13.37	15	448.84	448.87
18	1652+23.37	15	448.94	448.99
19	1652+33.37	15	449.04	449.09
20	1652+43.37	15	449.12	449.18
21	1652+53.37	15	449.20	449.25
22	1652+63.37	15	449.27	449.31
23	1652+73.37	15	449.33	449.36
24	1652+83.37	15	449.39	449.40
25	1652+93.37	15	449.44	449.44
CL Pier 2	1653+06.62	15	449.49	449.49
26	1653+16.62	15	449.52	449.54
27	1653+26.62	15	449.54	449.59
28	1653+36.62	15	449.56	449.64
29	1653+46.62	15	449.56	449.69
30	1653+56.62	15	449.56	449.72
31	1653+66.62	15	449.55	449.73
32	1653+76.62	15	449.54	449.72
33	1653+86.62	15	449.52	449.68
34	1653+96.62	15	449.49	449.62
35	1654+06.62	15	449.45	449.54
36	1654+16.62	15	449.40	449.44
CL Brg. N. Abut	1654+22.87	15	449.37	449.37
CL Exp Joint	1654+24.23	15	449.36	-
Back N Abut	1654+26.57	15	449.35	-

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+70.43	23.5	445.53	-
CL Exp. Joint	647+72.77	23.5	445.58	-
CL Brg. S. Abut	647+74.14	23.5	445.60	445.60
1	647+84.14	23.5	445.80	445.88
2	647+94.14	23.5	446.00	446.15
3	648+04.14	23.5	446.19	446.40
4	648+14.14	23.5	446.39	446.64
5	648+24.14	23.5	446.58	446.85
6	648+34.14	23.5	446.78	447.05
7	648+44.14	23.5	446.97	447.23
8	648+54.14	23.5	447.16	447.39
9	648+64.14	23.5	447.34	447.52
10	648+74.14	23.5	447.52	447.65
11	648+84.14	23.5	447.68	447.77
12	648+94.14	23.5	447.84	447.88
CL Pier 1	649+06.64	23.5	448.03	448.03
13	649+16.64	23.5	448.17	448.16
14	649+26.64	23.5	448.31	448.30
15	1651+89.23	23.5	448.43	448.44
16	1651+99.23	23.5	448.55	448.57
17	1652+09.23	23.5	448.67	448.70
18	1652+19.23	23.5	448.77	448.82
19	1652+29.23	23.5	448.87	448.92
20	1652+39.23	23.5	448.95	449.01
21	1652+49.23	23.5	449.04	449.09
22	1652+59.23	23.5	449.11	449.15
23	1652+69.23	23.5	449.18	449.20
24	1652+79.23	23.5	449.23	449.24
25	1652+89.23	23.5	449.29	449.28
CL Pier 2	1653+02.48	23.5	449.34	449.34
26	1653+12.48	23.5	449.37	449.39
27	1653+22.48	23.5	449.40	449.45
28	1653+32.48	23.5	449.42	449.50
29	1653+42.48	23.5	449.43	449.55
30	1653+52.48	23.5	449.43	449.58
31	1653+62.48	23.5	449.43	449.60
32	1653+72.48	23.5	449.41	449.59
33	1653+82.48	23.5	449.39	449.55
34	1653+92.48	23.5	449.37	449.50
35	1654+02.48	23.5	449.33	449.42
36	1654+12.48	23.5	449.29	449.32
CL Brg. N. Abut	1654+18.73	23.5	449.26	449.26
CL Exp Joint	1654+20.09	23.5	449.25	-
Back N Abut	1654+22.43	23.5	449.24	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	63
CONTRACT NO. 76848				

SHEET NO. C6 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820334-76848-006-TOS Elev(NB).dgn

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+66.28	32	445.28	-
CL Exp. Joint	647+68.62	32	445.32	-
CL Brg. S. Abut	647+69.99	32	445.35	445.35
1	647+79.99	32	445.55	445.62
2	647+89.99	32	445.74	445.88
3	647+99.99	32	445.94	446.13
4	648+09.99	32	446.13	446.36
5	648+19.99	32	446.33	446.58
6	648+29.99	32	446.52	446.77
7	648+39.99	32	446.72	446.95
8	648+49.99	32	446.91	447.12
9	648+59.99	32	447.09	447.26
10	648+69.99	32	447.27	447.39
11	648+79.99	32	447.44	447.52
12	648+89.99	32	447.60	447.64
CL Pier 1	649+02.49	32	447.80	447.80
13	649+12.49	32	447.94	447.93
14	649+22.49	32	448.08	448.07
15	1651+85.08	32	448.21	448.21
16	1651+95.08	32	448.33	448.34
17	1652+05.08	32	448.45	448.47
18	1652+15.08	32	448.55	448.59
19	1652+25.08	32	448.65	448.70
20	1652+35.08	32	448.74	448.79
21	1652+45.08	32	448.83	448.87
22	1652+55.08	32	448.91	448.94
23	1652+65.08	32	448.98	449.00
24	1652+75.08	32	449.04	449.05
25	1652+85.08	32	449.09	449.09
CL Pier 2	1652+98.33	32	449.15	449.15
26	1653+08.33	32	449.19	449.21
27	1653+18.33	32	449.22	449.26
28	1653+28.33	32	449.24	449.32
29	1653+38.33	32	449.25	449.36
30	1653+48.33	32	449.26	449.39
31	1653+58.33	32	449.25	449.41
32	1653+68.33	32	449.25	449.41
33	1653+78.33	32	449.23	449.38
34	1653+88.33	32	449.20	449.33
35	1653+98.33	32	449.17	449.25
36	1654+08.33	32	449.13	449.17
CL Brg. N. Abut	1654+14.58	32	449.10	449.10
CL Exp Joint	1654+15.94	32	449.10	-
Back N Abut	1654+18.28	32	449.09	-

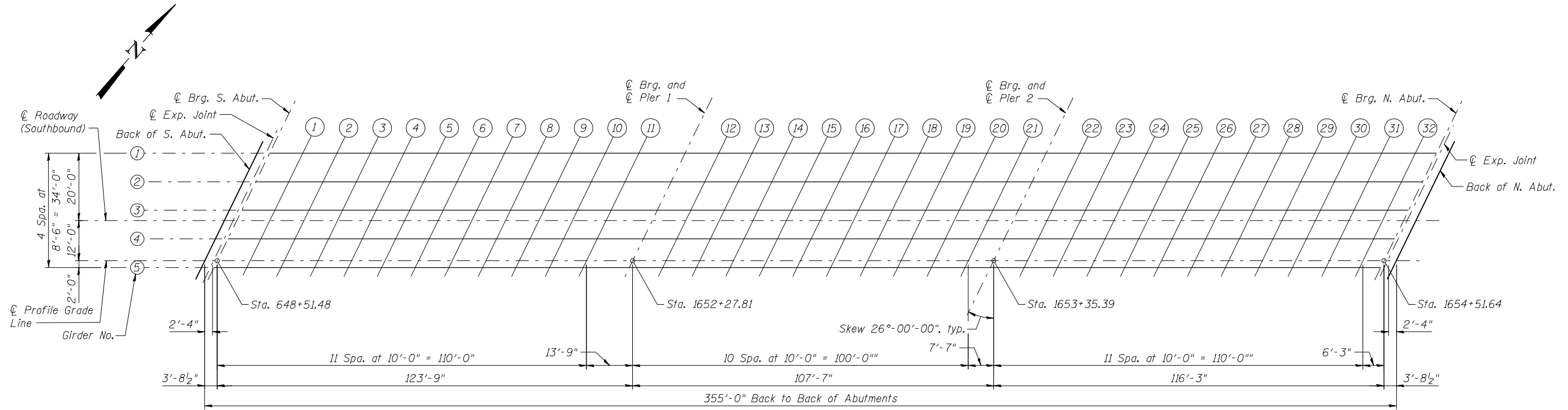
RAILROAD GENERAL NOTES

- The proposed grade separation shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guides for Temporary Shoring.
- All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's track or operations shall be in compliance with the Railroad's Demolition Guidelines.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
- All permanent clearances shall be verified before project closing.
- The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
- False-work clearances shall comply with the minimum construction clearances.

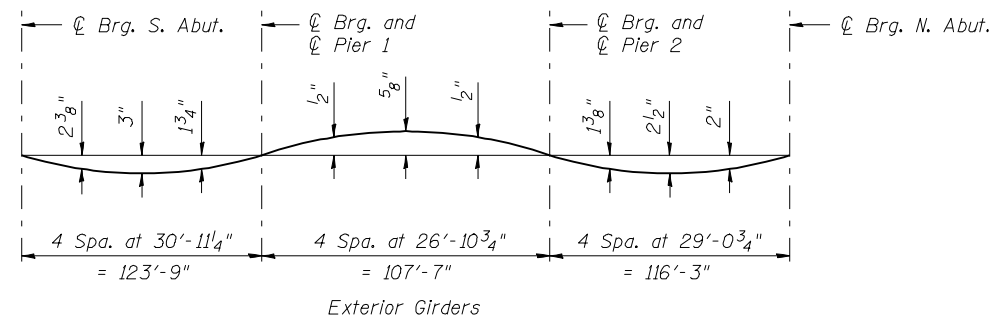
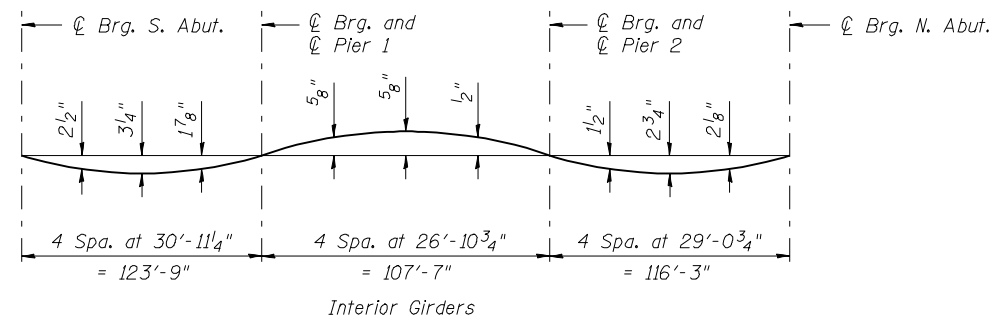
Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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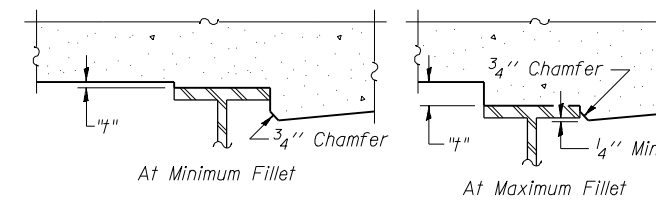
PLAN-S.B.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
 The above deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" as shown on sheets C9 thru C11.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets C9 thru C11, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - R. RILEY	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	65
CONTRACT NO. 76848				

SHEET NO. C8 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+63.38	-32	447.16	-
CL Exp. Joint	648+65.72	-32	447.20	-
CL Brg. S. Abut	648+67.09	-32	447.24	447.24
1	648+77.09	-32	447.39	447.47
2	648+87.09	-32	447.56	447.69
3	648+97.09	-32	447.72	447.90
4	649+07.09	-32	447.87	448.09
5	649+17.09	-32	448.01	448.26
6	1651+79.68	-32	448.14	448.39
7	1651+89.68	-32	448.27	448.50
8	1651+99.68	-32	448.39	448.58
9	1652+09.68	-32	448.50	448.65
10	1652+19.68	-32	448.60	448.71
11	1652+29.68	-32	448.70	448.76
CL Pier 1	1652+43.43	-32	448.82	448.82
12	1652+53.43	-32	448.90	448.87
13	1652+63.43	-32	448.97	448.93
14	1652+73.43	-32	449.03	448.98
15	1652+83.43	-32	449.09	449.04
16	1652+93.43	-32	449.13	449.08
17	1653+03.43	-32	449.17	449.13
18	1653+13.43	-32	449.21	449.16
19	1653+23.43	-32	449.23	449.19
20	1653+33.43	-32	449.25	449.22
21	1653+43.43	-32	449.26	449.24
CL Pier 2	1653+51.01	-32	449.26	449.26
22	1653+61.01	-32	449.26	449.29
23	1653+71.01	-32	449.25	449.32
24	1653+81.01	-32	449.23	449.35
25	1653+91.01	-32	449.20	449.36
26	1654+01.01	-32	449.17	449.36
27	1654+11.01	-32	449.13	449.33
28	1654+21.01	-32	449.08	449.29
29	1654+31.01	-32	449.02	449.21
30	1654+41.01	-32	448.96	449.11
31	1654+51.01	-32	448.88	448.99
32	1654+61.01	-32	448.80	448.85
CL Brg. N. Abut	1654+67.26	-32	448.75	448.75
CL Exp Joint	1654+68.62	-32	448.74	-
Back N Abut	1654+70.96	-32	448.72	-

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+59.23	-23.5	447.26	-
CL Exp. Joint	648+61.57	-23.5	447.30	-
CL Brg. S. Abut	648+62.94	-23.5	447.33	447.33
1	648+72.94	-23.5	447.50	447.58
2	648+82.94	-23.5	447.67	447.81
3	648+92.94	-23.5	447.83	448.03
4	649+02.94	-23.5	447.98	448.23
5	649+12.94	-23.5	448.12	448.39
6	649+22.94	-23.5	448.26	448.53
7	1651+85.53	-23.5	448.39	448.64
8	1651+95.53	-23.5	448.51	448.73
9	1652+05.53	-23.5	448.63	448.79
10	1652+15.53	-23.5	448.73	448.85
11	1652+25.53	-23.5	448.83	448.90
CL Pier 1	1652+39.28	-23.5	448.96	448.96
12	1652+49.28	-23.5	449.04	449.01
13	1652+59.28	-23.5	449.11	449.07
14	1652+69.28	-23.5	449.18	449.13
15	1652+79.28	-23.5	449.24	449.18
16	1652+89.28	-23.5	449.29	449.24
17	1652+99.28	-23.5	449.33	449.28
18	1653+09.28	-23.5	449.37	449.32
19	1653+19.28	-23.5	449.40	449.35
20	1653+29.28	-23.5	449.42	449.38
21	1653+39.28	-23.5	449.43	449.41
CL Pier 2	1653+46.87	-23.5	449.44	449.44
22	1653+56.87	-23.5	449.43	449.47
23	1653+66.87	-23.5	449.43	449.51
24	1653+76.87	-23.5	449.41	449.54
25	1653+86.87	-23.5	449.39	449.56
26	1653+96.87	-23.5	449.36	449.57
27	1654+06.87	-23.5	449.32	449.54
28	1654+16.87	-23.5	449.27	449.50
29	1654+26.87	-23.5	449.22	449.42
30	1654+36.87	-23.5	449.16	449.32
31	1654+46.87	-23.5	449.09	449.20
32	1654+56.87	-23.5	449.01	449.06
CL Brg. N. Abut	1654+63.12	-23.5	448.96	448.96
CL Exp Joint	1654+64.47	-23.5	448.95	-
Back N Abut	1654+66.81	-23.5	448.93	-

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+55.09	-15	447.31	-
CL Exp. Joint	648+57.43	-15	447.35	-
CL Brg. S. Abut	648+58.80	-15	447.38	447.38
1	648+68.80	-15	447.56	447.64
2	648+78.80	-15	447.73	447.88
3	648+88.80	-15	447.89	448.10
4	648+98.80	-15	448.05	448.30
5	649+08.80	-15	448.20	448.47
6	649+18.80	-15	448.34	448.61
7	1651+81.39	-15	448.47	448.72
8	1651+91.39	-15	448.60	448.81
9	1652+01.39	-15	448.71	448.88
10	1652+11.39	-15	448.82	448.94
11	1652+21.39	-15	448.93	448.99
CL Pier 1	1652+35.14	-15	449.06	449.06
12	1652+45.14	-15	449.14	449.11
13	1652+55.14	-15	449.22	449.17
14	1652+65.14	-15	449.29	449.23
15	1652+75.14	-15	449.35	449.29
16	1652+85.14	-15	449.40	449.35
17	1652+95.14	-15	449.45	449.39
18	1653+05.14	-15	449.49	449.44
19	1653+15.14	-15	449.52	449.47
20	1653+25.14	-15	449.54	449.51
21	1653+35.14	-15	449.56	449.54
CL Pier 2	1653+42.72	-15	449.57	449.57
22	1653+52.72	-15	449.57	449.61
23	1653+62.72	-15	449.56	449.65
24	1653+72.72	-15	449.55	449.69
25	1653+82.72	-15	449.53	449.71
26	1653+92.72	-15	449.50	449.71
27	1654+02.72	-15	449.47	449.70
28	1654+12.72	-15	449.43	449.65
29	1654+22.72	-15	449.37	449.58
30	1654+32.72	-15	449.32	449.48
31	1654+42.72	-15	449.25	449.36
32	1654+52.72	-15	449.18	449.22
CL Brg. N. Abut	1654+58.97	-15	449.13	449.13
CL Exp Joint	1654+60.32	-15	449.12	-
Back N Abut	1654+62.67	-15	449.10	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

CENTERLINE ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+53.62	-12	447.33	-
CL Exp. Joint	648+55.96	-12	447.37	-
CL Brg. S. Abut	648+57.33	-12	447.40	447.40
1	648+67.33	-12	447.58	447.66
2	648+77.33	-12	447.75	447.90
3	648+87.33	-12	447.92	448.12
4	648+97.33	-12	448.07	448.32
5	649+07.33	-12	448.22	448.49
6	649+17.33	-12	448.36	448.64
7	1651+79.92	-12	448.50	448.75
8	1651+89.92	-12	448.62	448.84
9	1651+99.92	-12	448.74	448.91
10	1652+09.92	-12	448.86	448.97
11	1652+19.92	-12	448.96	449.02
CL Pier 1	1652+33.67	-12	449.09	449.09
12	1652+43.67	-12	449.18	449.15
13	1652+53.67	-12	449.25	449.21
14	1652+63.67	-12	449.32	449.27
15	1652+73.67	-12	449.39	449.33
16	1652+83.67	-12	449.44	449.39
17	1652+93.67	-12	449.49	449.44
18	1653+03.67	-12	449.53	449.48
19	1653+13.67	-12	449.56	449.52
20	1653+23.67	-12	449.59	449.55
21	1653+33.67	-12	449.60	449.59
CL Pier 2	1653+41.26	-12	449.61	449.61
22	1653+51.26	-12	449.62	449.65
23	1653+61.26	-12	449.61	449.70
24	1653+71.26	-12	449.60	449.73
25	1653+81.26	-12	449.58	449.76
26	1653+91.26	-12	449.56	449.76
27	1654+01.26	-12	449.52	449.75
28	1654+11.26	-12	449.48	449.71
29	1654+21.26	-12	449.43	449.64
30	1654+31.26	-12	449.37	449.54
31	1654+41.26	-12	449.31	449.42
32	1654+51.26	-12	449.24	449.28
CL Brg. N. Abut	1654+57.51	-12	449.19	449.19
CL Exp Joint	1654+58.86	-12	449.18	-
Back N Abut	1654+61.20	-12	449.16	-

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+50.94	-6.5	447.20	-
CL Exp. Joint	648+53.28	-6.5	447.24	-
CL Brg. S. Abut	648+54.65	-6.5	447.26	447.26
1	648+64.65	-6.5	447.45	447.53
2	648+74.65	-6.5	447.62	447.77
3	648+84.65	-6.5	447.79	447.99
4	648+94.65	-6.5	447.95	448.19
5	649+04.65	-6.5	448.10	448.37
6	649+14.65	-6.5	448.24	448.51
7	649+24.65	-6.5	448.38	448.63
8	1651+87.24	-6.5	448.51	448.72
9	1651+97.24	-6.5	448.63	448.79
10	1652+07.24	-6.5	448.74	448.85
11	1652+17.24	-6.5	448.85	448.91
CL Pier 1	1652+30.99	-6.5	448.98	448.98
12	1652+40.99	-6.5	449.07	449.04
13	1652+50.99	-6.5	449.15	449.10
14	1652+60.99	-6.5	449.22	449.17
15	1652+70.99	-6.5	449.28	449.23
16	1652+80.99	-6.5	449.34	449.29
17	1652+90.99	-6.5	449.39	449.34
18	1653+00.99	-6.5	449.43	449.38
19	1653+10.99	-6.5	449.47	449.42
20	1653+20.99	-6.5	449.49	449.46
21	1653+30.99	-6.5	449.51	449.50
CL Pier 2	1653+38.57	-6.5	449.52	449.52
22	1653+48.57	-6.5	449.53	449.57
23	1653+58.57	-6.5	449.53	449.61
24	1653+68.57	-6.5	449.52	449.65
25	1653+78.57	-6.5	449.50	449.68
26	1653+88.57	-6.5	449.48	449.69
27	1653+98.57	-6.5	449.44	449.67
28	1654+08.57	-6.5	449.41	449.63
29	1654+18.57	-6.5	449.36	449.56
30	1654+28.57	-6.5	449.30	449.47
31	1654+38.57	-6.5	449.24	449.35
32	1654+48.57	-6.5	449.17	449.21
CL Brg. N. Abut	1654+54.82	-6.5	449.12	449.12
CL Exp Joint	1654+56.18	-6.5	449.11	-
Back N Abut	1654+58.52	-6.5	449.09	-

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+47.77	0	447.03	-
CL Exp. Joint	648+50.11	0	447.08	-
CL Brg. S. Abut	648+51.48	0	447.10	447.10
1	648+61.48	0	447.29	447.36
2	648+71.48	0	447.46	447.61
3	648+81.48	0	447.63	447.83
4	648+91.48	0	447.80	448.03
5	649+01.48	0	447.95	448.21
6	649+11.48	0	448.10	448.35
7	649+21.48	0	448.23	448.47
8	1651+84.07	0	448.36	448.57
9	1651+94.07	0	448.49	448.65
10	1652+04.07	0	448.60	448.71
11	1652+14.07	0	448.71	448.77
CL Pier 1	1652+27.82	0	448.85	448.85
12	1652+37.82	0	448.94	448.91
13	1652+47.82	0	449.02	448.98
14	1652+57.82	0	449.10	449.05
15	1652+67.82	0	449.16	449.11
16	1652+77.82	0	449.22	449.17
17	1652+87.82	0	449.28	449.22
18	1652+97.82	0	449.32	449.27
19	1653+07.82	0	449.36	449.31
20	1653+17.82	0	449.39	449.35
21	1653+27.82	0	449.41	449.39
CL Pier 2	1653+35.40	0	449.41	449.41
22	1653+45.40	0	449.43	449.46
23	1653+55.40	0	449.43	449.51
24	1653+65.40	0	449.42	449.55
25	1653+75.40	0	449.41	449.57
26	1653+85.40	0	449.38	449.58
27	1653+95.40	0	449.35	449.57
28	1654+05.40	0	449.32	449.54
29	1654+15.40	0	449.27	449.47
30	1654+25.40	0	449.22	449.38
31	1654+35.40	0	449.16	449.27
32	1654+45.40	0	449.09	449.13
CL Brg. N. Abut	1654+51.65	0	449.04	449.04
CL Exp Joint	1654+53.01	0	449.03	-
Back N Abut	1654+55.35	0	449.01	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

17-OCT-2012 16:22 P:\CX31000\T00cadd\T095tr\FINAL PLANS\0820335-76848-010-TOS Elev(SB).dgn



USER NAME =	DESIGNED - S HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	67
			CONTRACT NO. 76848	

SHEET NO. C10 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820335-76848-010-TOS Elev(SB).dgn

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+46.79	2	446.97	-
CL Exp. Joint	648+49.14	2	447.02	-
CL Brg. S. Abut	648+50.50	2	447.04	447.04
1	648+60.50	2	447.23	447.30
2	648+70.50	2	447.41	447.54
3	648+80.50	2	447.58	447.76
4	648+90.50	2	447.74	447.97
5	649+00.50	2	447.89	448.14
6	649+10.50	2	448.04	448.29
7	649+20.50	2	448.18	448.41
8	1651+83.09	2	448.31	448.51
9	1651+93.09	2	448.43	448.59
10	1652+03.09	2	448.55	448.66
11	1652+13.09	2	448.66	448.72
CL Pier 1	1652+26.84	2	448.80	448.80
12	1652+36.84	2	448.89	448.86
13	1652+46.84	2	448.97	448.93
14	1652+56.84	2	449.05	449.00
15	1652+66.84	2	449.12	449.07
16	1652+76.84	2	449.18	449.13
17	1652+86.84	2	449.23	449.18
18	1652+96.84	2	449.27	449.23
19	1653+06.84	2	449.31	449.27
20	1653+16.84	2	449.34	449.31
21	1653+26.84	2	449.36	449.35
CL Pier 2	1653+34.43	2	449.38	449.38
22	1653+44.43	2	449.38	449.42
23	1653+54.43	2	449.39	449.46
24	1653+64.43	2	449.38	449.50
25	1653+74.43	2	449.37	449.53
26	1653+84.43	2	449.34	449.54
27	1653+94.43	2	449.32	449.53
28	1654+04.43	2	449.28	449.49
29	1654+14.43	2	449.24	449.43
30	1654+24.43	2	449.18	449.34
31	1654+34.43	2	449.12	449.23
32	1654+44.43	2	449.06	449.10
CL Brg. N. Abut	1654+50.68	2	449.01	449.01
CL Exp Joint	1654+52.03	2	449.00	-
Back N Abut	1654+54.37	2	448.98	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	647+54.40	-4.00	445.13
A1	647+64.40	-4.00	445.33
A2	647+74.40	-4.00	445.52
N. End of South Appr. Slab	647+84.40	-4.00	445.72

WEST EDGE OF ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	647+52.45	0.00	445.18
A1	647+62.45	0.00	445.37
A2	647+72.45	0.00	445.57
N. End of South Appr. Slab	647+82.45	0.00	445.76

☉ ROADWAY

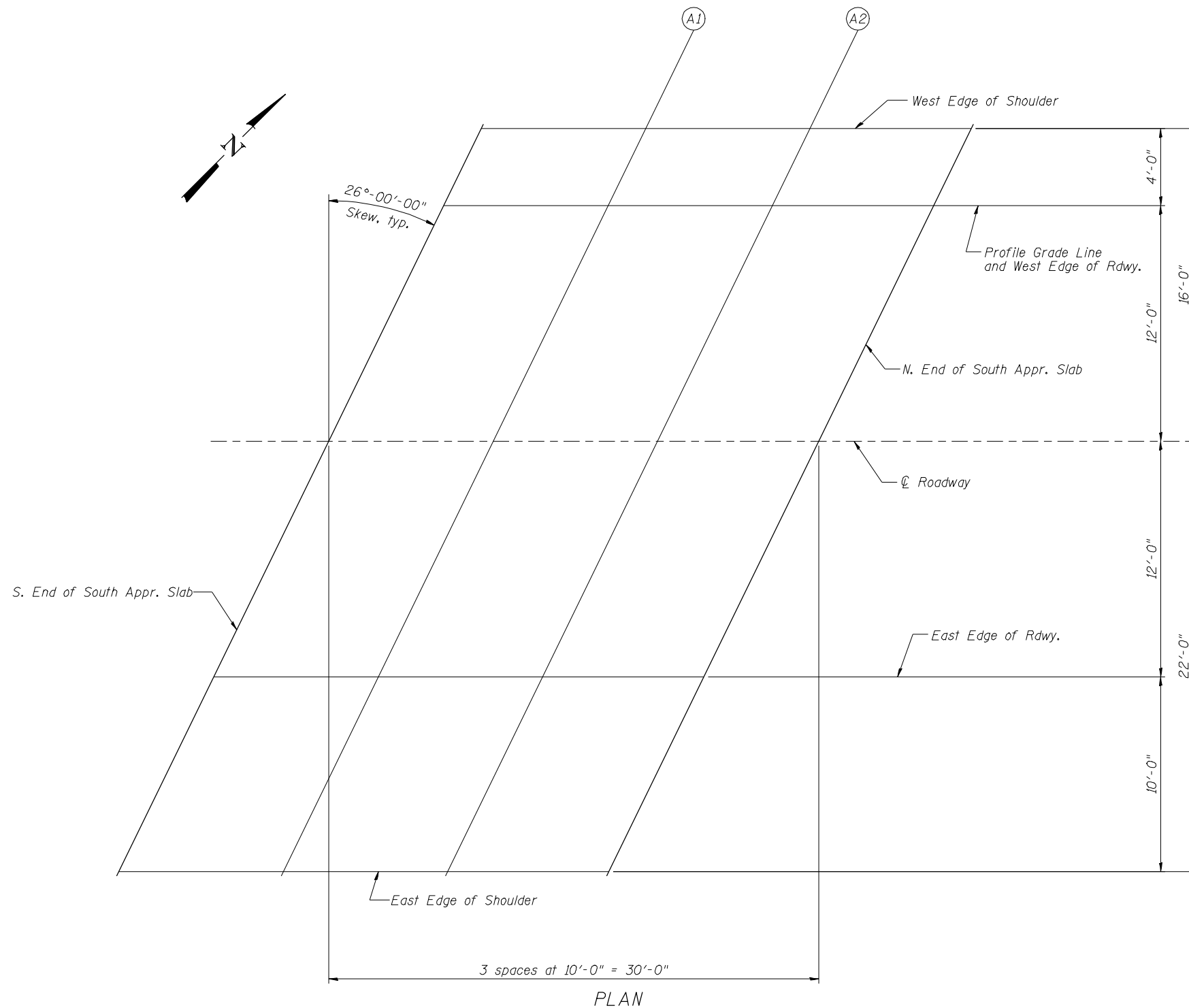
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	647+46.60	12.00	445.25
A1	647+56.60	12.00	445.45
A2	647+66.60	12.00	445.64
N. End of South Appr. Slab	647+76.60	12.00	445.84

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	647+40.74	24.00	444.95
A1	647+50.74	24.00	445.15
A2	647+60.74	24.00	445.34
N. End of South Appr. Slab	647+70.74	24.00	445.53

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	647+35.87	34.00	444.65
A1	647+45.87	34.00	444.84
A2	647+55.87	34.00	445.04
N. End of South Appr. Slab	647+65.87	34.00	445.23



Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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 17-OCT-2012 16:23



USER NAME =	DESIGNED - S. HENNING	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - N. KHATRI	REVISED -
	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	69
CONTRACT NO. 76848				

FILE NAME = 0820334-16848-02-Appr Slab Elev(NB).dgn

SHEET NO. C12 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+35.29	-4.00	449.07
A3	1654+45.29	-4.00	449.00
A4	1654+55.29	-4.00	448.93
N. End of North Appr. Slab	1654+65.29	-4.00	448.84

WEST EDGE OF ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+33.34	0.00	449.17
A3	1654+43.34	0.00	449.10
A4	1654+53.34	0.00	449.03
N. End of North Appr. Slab	1654+63.34	0.00	448.94

☉ ROADWAY

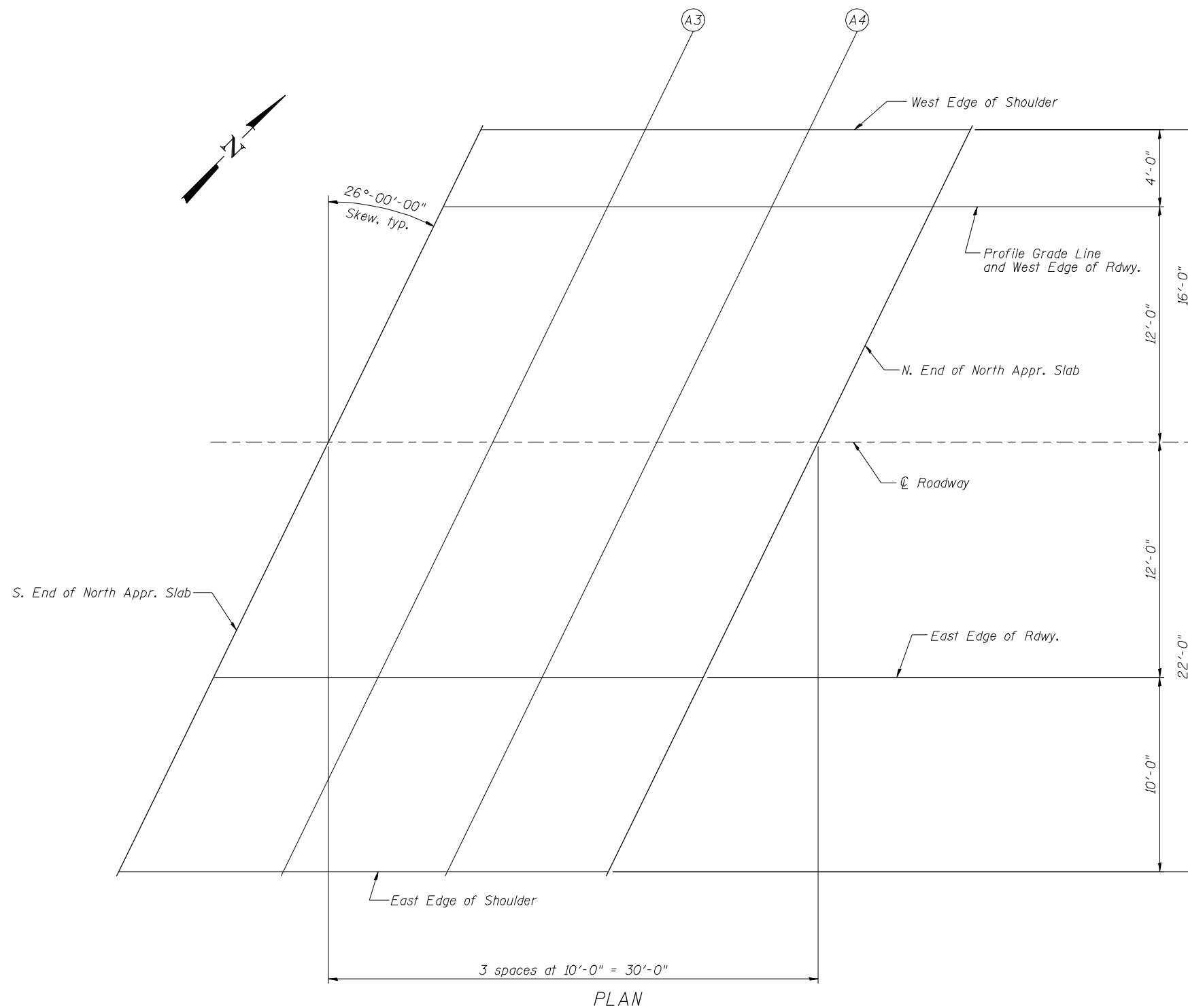
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+27.49	12.00	449.39
A3	1654+37.49	12.00	449.33
A4	1654+47.49	12.00	449.26
N. End of North Appr. Slab	1654+57.49	12.00	449.18

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+21.64	24.00	449.23
A3	1654+31.64	24.00	449.18
A4	1654+41.64	24.00	449.11
N. End of North Appr. Slab	1654+51.64	24.00	449.04

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+16.76	34.00	449.05
A3	1654+26.76	34.00	449.00
A4	1654+36.76	34.00	448.94
N. End of North Appr. Slab	1654+46.76	34.00	448.87



Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

17-OCT-2012 16:23 P:\CX\31000\100cadd\1095tr\FINAL PLANS\0820334-16848-013-Appr Slab Elev(NB).dgn



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	70
			CONTRACT NO. 76848	

FILE NAME = 0820334-16848-013-Appr Slab Elev(NB).dgn

SHEET NO. C13 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	648+34.91	-34.00	446.58
A5	648+44.91	-34.00	446.77
A6	648+54.91	-34.00	446.96
N. End of South Appr. Slab	648+64.91	-34.00	447.14

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	648+30.03	-24.00	446.69
A5	648+40.03	-24.00	446.88
A6	648+50.03	-24.00	447.08
N. End of South Appr. Slab	648+60.03	-24.00	447.26

CL ROADWAY

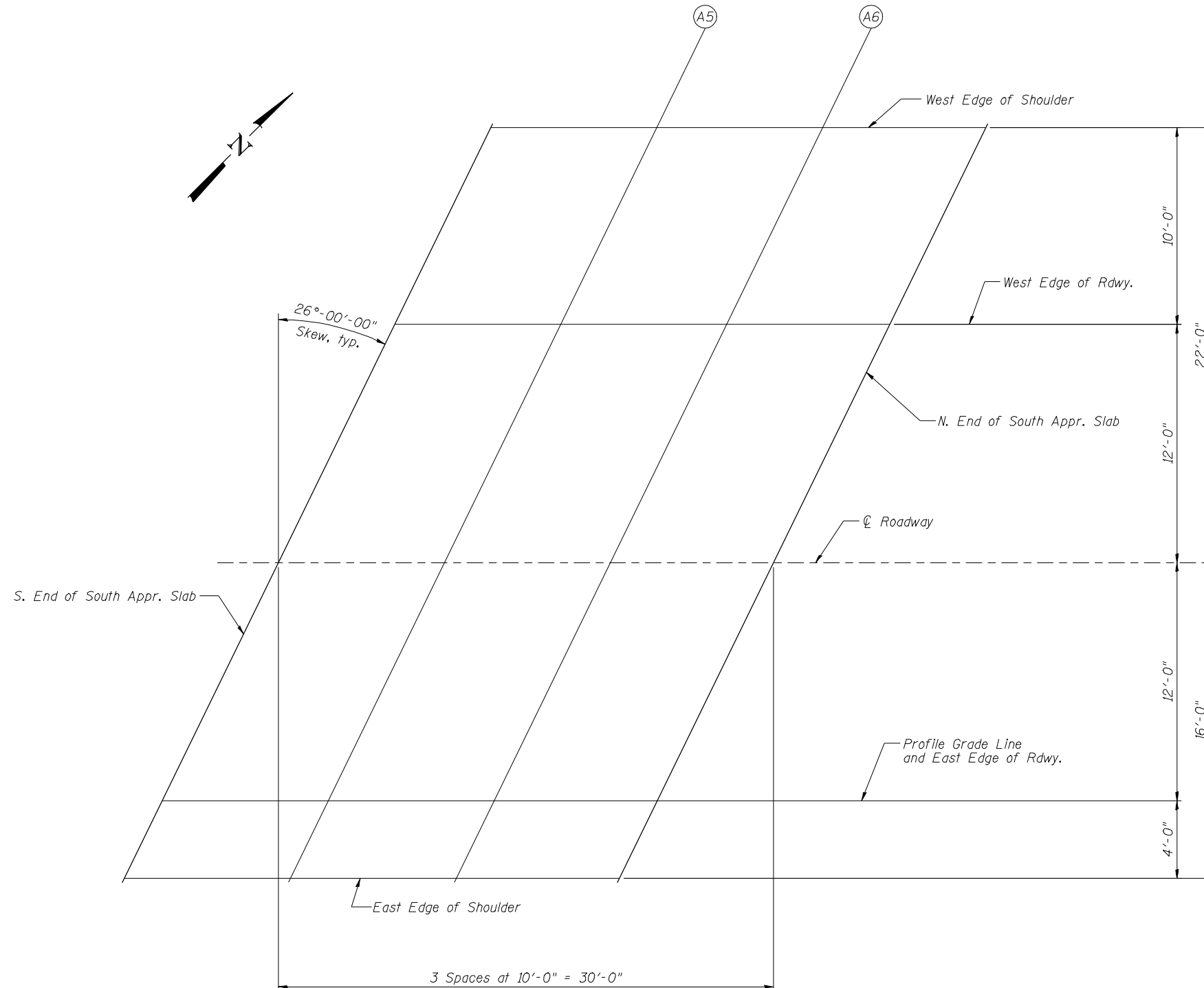
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	648+24.18	-12.00	446.76
A5	648+34.18	-12.00	446.96
A6	648+44.18	-12.00	447.15
N. End of South Appr. Slab	648+54.18	-12.00	447.34

EAST EDGE OF ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	648+18.33	0.00	446.46
A5	648+28.33	0.00	446.66
A6	648+38.33	0.00	446.85
N. End of South Appr. Slab	648+48.33	0.00	447.04

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	648+16.38	4.00	446.34
A5	648+26.38	4.00	446.53
A6	648+36.38	4.00	446.73
N. End of South Appr. Slab	648+46.38	4.00	446.92



PLAN

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

17-OCT-2012 16:23 P:\CX\31000\700cadd\7096tr\FINAL PLANS\0820335-76848-014-Appr_Slab_Elev(SB).dgn



USER NAME =	DESIGNED - S. HENNING	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - N. KHATRI	REVISED -
	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	71
			CONTRACT NO. 76848	

SHEET NO. C14 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820335-76848-014-Appr_Slab_Elev(SB).dgn

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+71.39	-34.00	448.66
A7	1654+81.39	-34.00	448.57
A8	1654+91.39	-34.00	448.47
N. End of North Appr. Slab	1655+01.39	-34.00	448.36

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+66.51	-24.00	448.92
A7	1654+76.51	-24.00	448.82
A8	1654+86.51	-24.00	448.73
N. End of North Appr. Slab	1654+96.51	-24.00	448.62

☉ ROADWAY

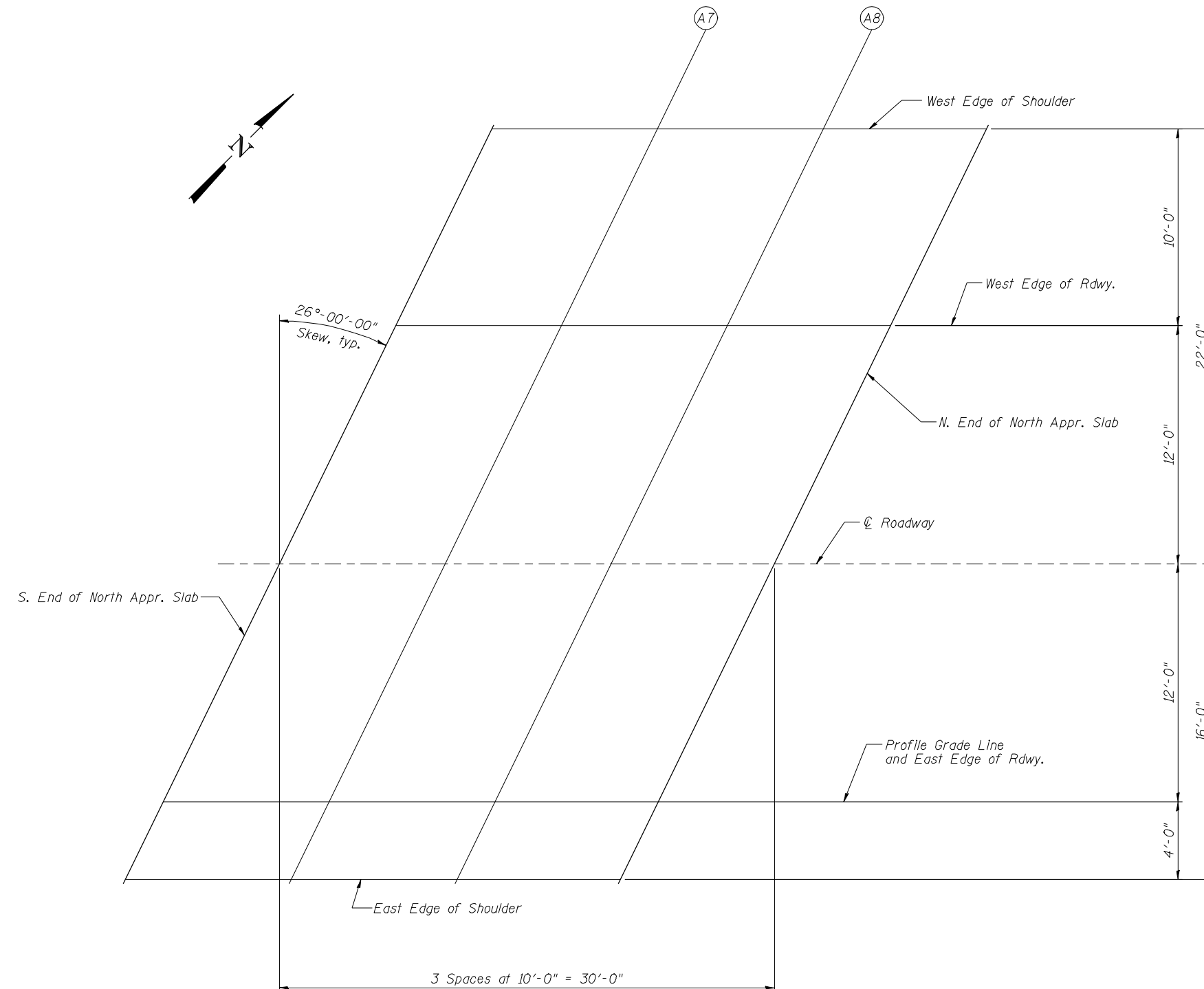
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+60.66	-12.00	449.15
A7	1654+70.66	-12.00	449.07
A8	1654+80.66	-12.00	448.97
N. End of North Appr. Slab	1654+90.66	-12.00	448.87

EAST EDGE OF ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+54.80	0.00	449.01
A7	1654+64.80	0.00	448.93
A8	1654+74.80	0.00	448.84
N. End of North Appr. Slab	1654+84.80	0.00	448.74

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1654+52.85	4.00	448.95
A7	1654+62.85	4.00	448.86
A8	1654+72.85	4.00	448.78
N. End of North Appr. Slab	1654+82.85	4.00	448.68



PLAN

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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 17-OCT-2012
 16:24



USER NAME =	DESIGNED - S. HENNING	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - N. KHATRI	REVISED -
	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

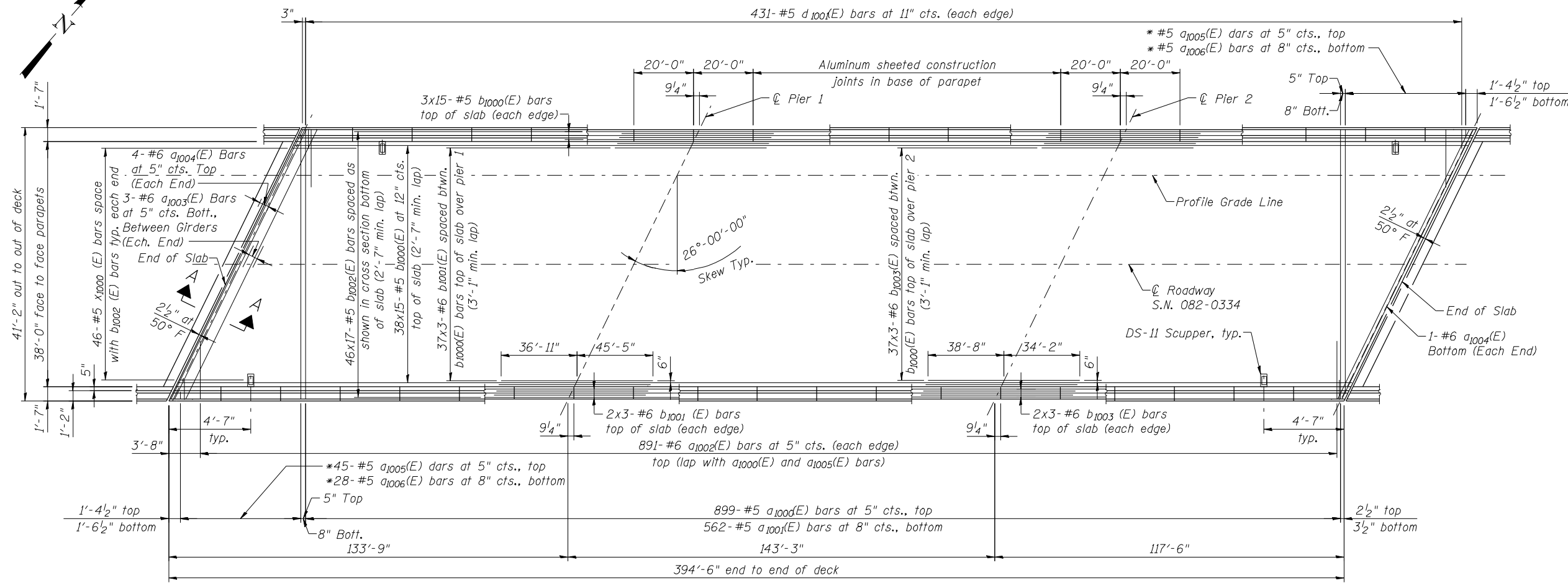
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	72
CONTRACT NO. 76848				

SHEET NO. C15 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

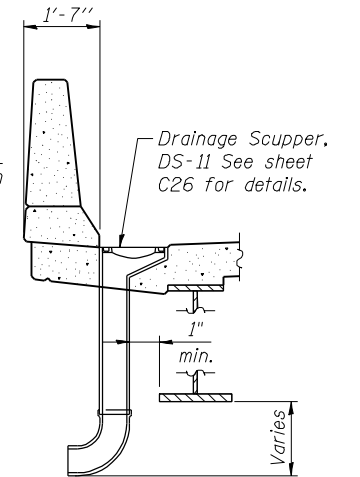
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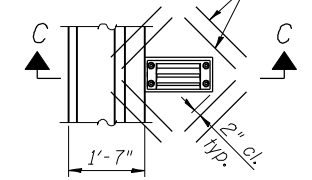
PLAN

* Order $a_{1005}(E)$ & $a_{1006}(E)$ bars full length. Cut bars in field to fit skew and use remainder of bars at other end of deck.



SECTION C-C

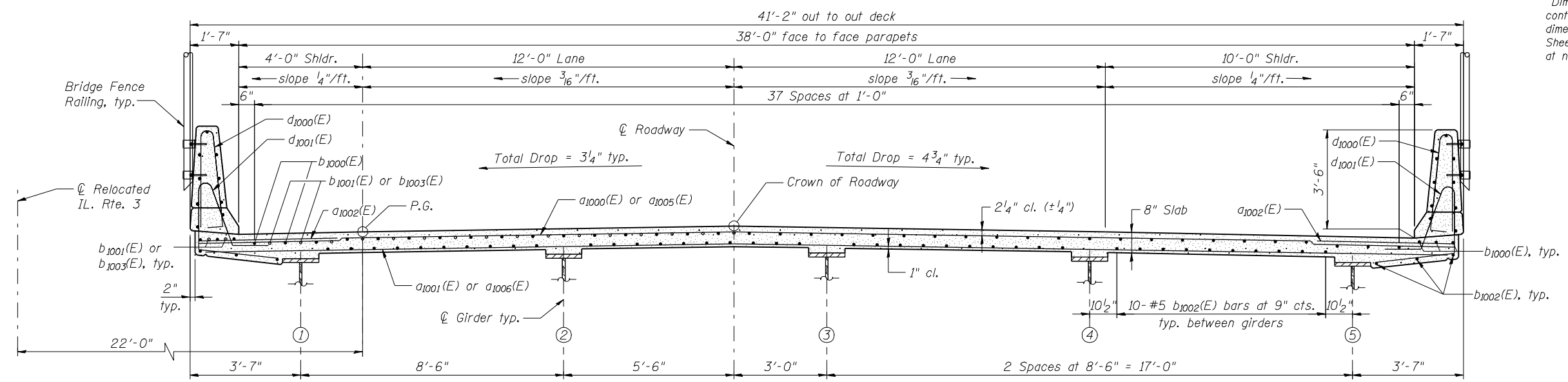
1- #5 $a_{1008}(E)$ bars at 4" cts. (1'-6" long) tied to bottom of top reinforcement mat typ.



PLAN OF SCUPPER

Note: Cut longitudinal reinforcement to clear drainage scuppers.

Notes:
 See sheet C18 for superstructure details and bill of materials. Bars indicated thus 41x15-#5 etc. indicates 41 lines of bars with 15 lengths per line.
 See sheet C18 for parapet reinforcing and Section A-A. Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ (Sheet C27). Required modifications shall be made at no additional costs to the State.



CROSS SECTION
(Looking Ahead Station)



USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - S. HENNING	REVISED -
	DRAWN - E. BAZZELL	REVISED -
	CHECKED - J. SMITH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN AND SECTION - N.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

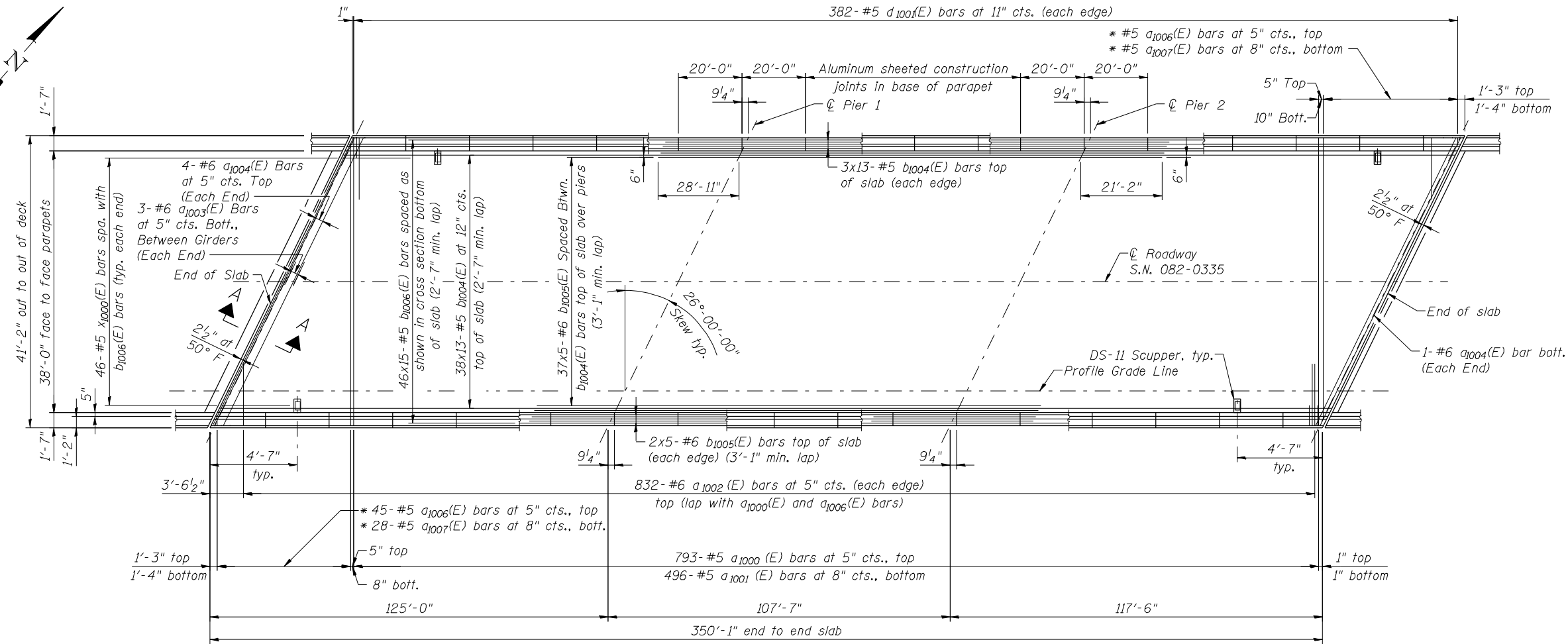
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	73
CONTRACT NO. 76848				

SHEET NO. C16 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

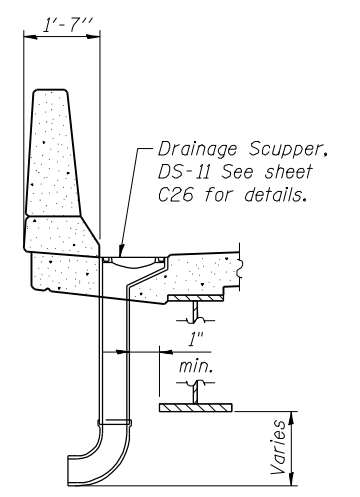
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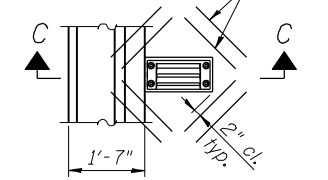
PLAN

* Order a₁₀₀₆(E) & a₁₀₀₇(E) bars full length. Cut bars in field to fit skew and use remainder of bars at other end of deck.



SECTION C-C

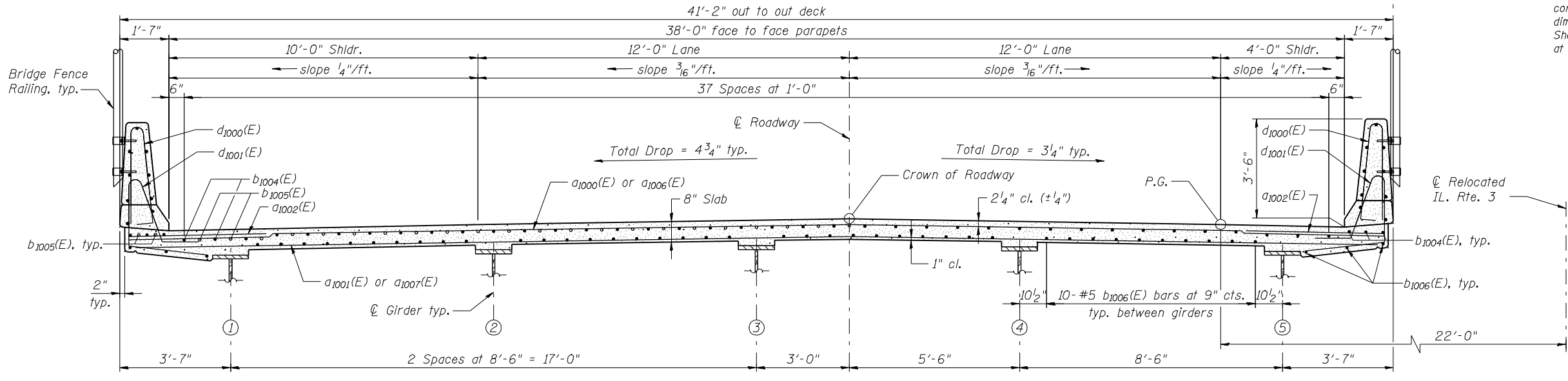
1-#5 a₁₀₀₈(E) bars at 4" cts. (1'-6" long) tied to bottom of top reinforcement mat. typ.



PLAN OF SCUPPER

Notes:
Cut longitudinal reinforcement to clear drainage scuppers.

Notes:
See sheet C19 for superstructure details and bill of materials. Bars indicated thus 41x15-#5 etc. indicates 41 lines of bars with 15 lengths per line
See sheet C19 for parapet reinforcing and Section A-A. Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet E-J-SSJ (Sheet C27). Required modifications shall be made at no additional costs to the State.



CROSS SECTION
(Looking Ahead Station)



USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - S. HENNING	REVISED -
	DRAWN - E. BAZZELL	REVISED -
	CHECKED - J. SMITH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN AND SECTION - S.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

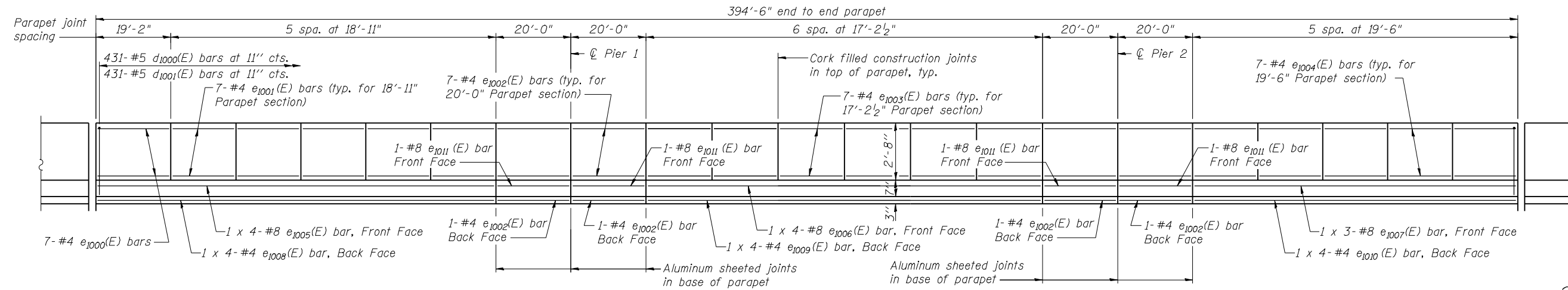
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	74
CONTRACT NO. 76848				

FILE NAME = 0820335-76848-017-Superstructure(SB).dgn

SHEET NO. C17 OF 76 SHEETS

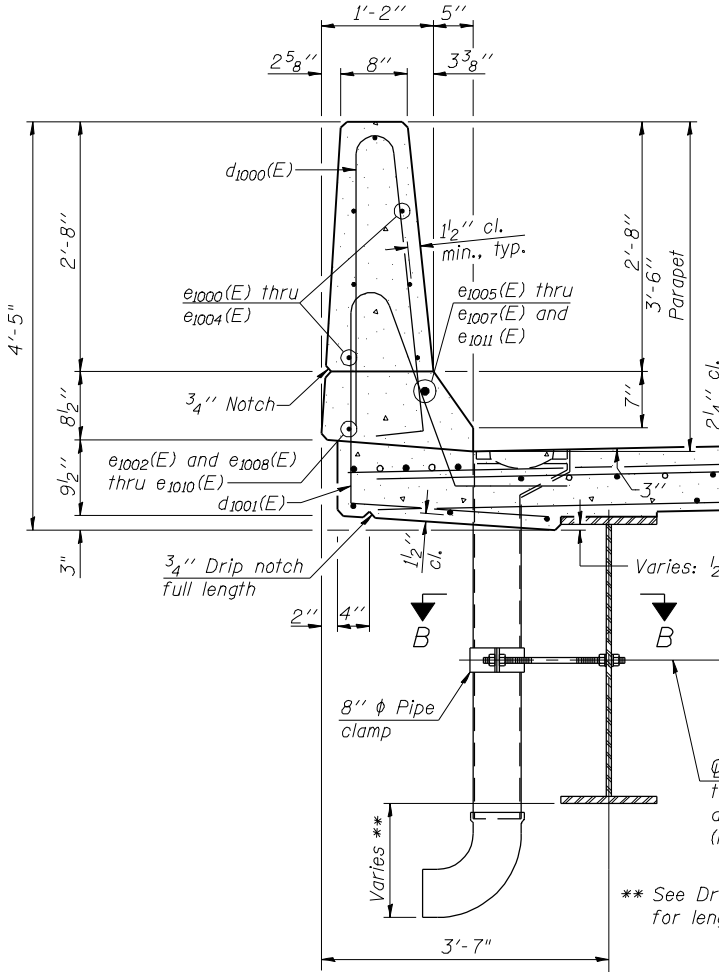
ILLINOIS FED. AID PROJECT

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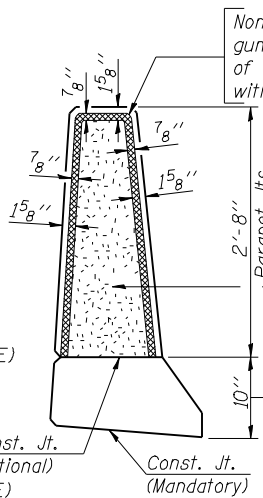


INSIDE ELEVATION OF NORTH AND SOUTH PARAPET

MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"



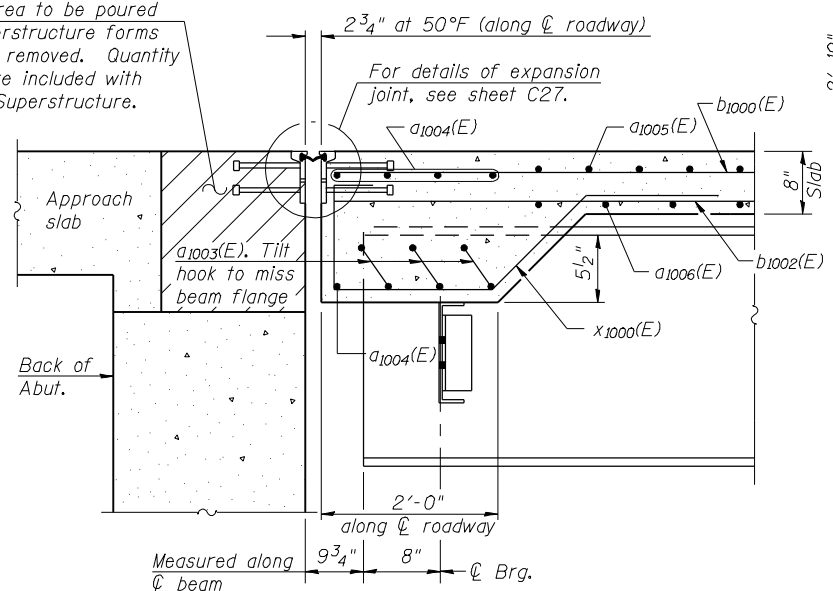
SECTION THRU PARAPET



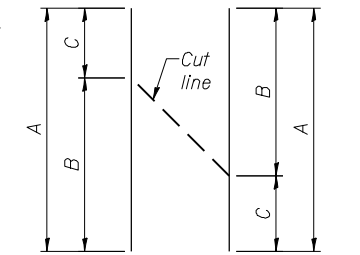
PARAPET JOINT DETAILS

Notes:
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Drainage Scuppers, DS-11.

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

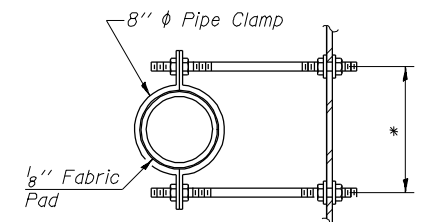


SECTION A-A



BAR a1005(E) AND a1006(E)

Bar	A	B	C
a1005(E)	42'-1"	39'-10"	2'-3"
a1006(E)	41'-6"	39'-3"	2'-3"



SECTION B-B
 * Dimension as required by Pipe Clamp

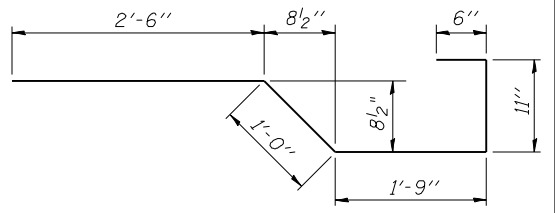
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1000(E)	899	#5	40'-6"	
a1001(E)	562	#5	39'-10"	
a1002(E)	1782	#6	6'-6"	
a1003(E)	24	#6	10'-6"	
a1004(E)	10	#6	45'-0"	
a1005(E)	45	#5	42'-1"	
a1006(E)	28	#5	41'-6"	
a1008(E)	32	#5	1'-6"	
b1000(E)	660	#5	28'-9"	
b1001(E)	123	#6	29'-6"	
b1002(E)	782	#5	25'-8"	
b1003(E)	123	#6	26'-4"	
d1000(E)	862	#5	6'-10"	
d1001(E)	862	#5	8'-1"	
e1000(E)	14	#4	18'-10"	
e1001(E)	70	#4	18'-7"	
e1002(E)	64	#4	19'-8"	
e1003(E)	84	#4	16'-11"	
e1004(E)	70	#4	19'-2"	
e1005(E)	8	#8	32'-3"	
e1006(E)	8	#8	29'-8"	
e1007(E)	6	#8	35'-10"	
e1008(E)	8	#4	29'-11"	
e1009(E)	8	#4	27'-3"	
e1010(E)	8	#4	25'-10"	
e1011(E)	8	#8	19'-8"	
x1000(E)	92	#5	6'-8"	
Reinforcement Bars, Epoxy Coated		Pound	154590	
Concrete Superstructure		Cu. Yds.	524.4	

Bars indicated thus 1 x 5 -#8 etc. indicates 1 line of bars with 5 lengths per line.

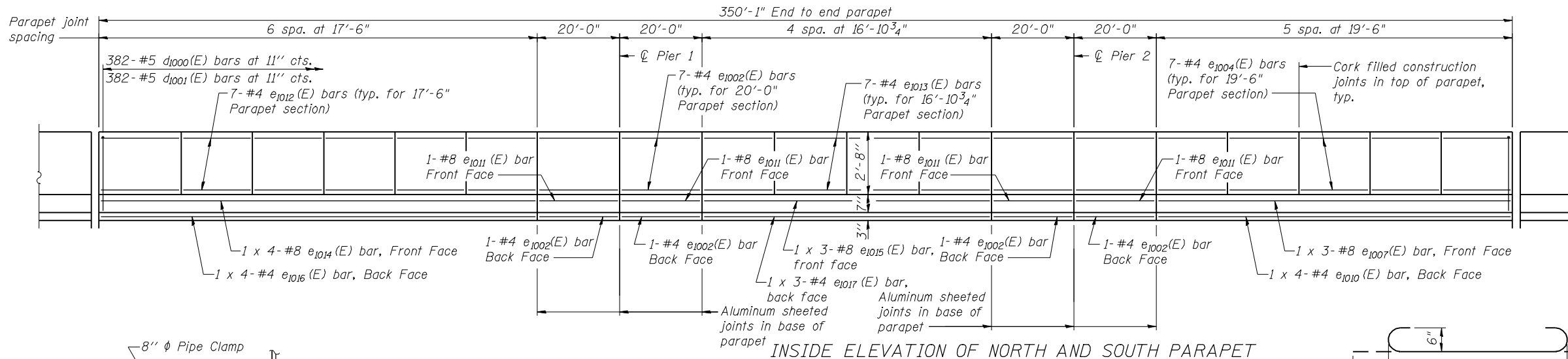
BAR d1001(E)

BAR d1000(E)



BAR x1000(E)

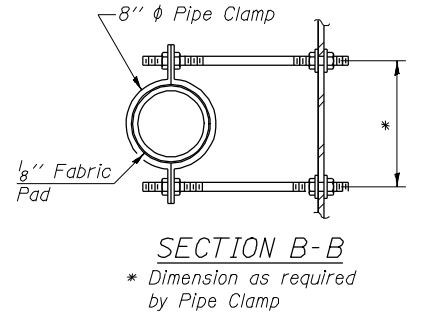
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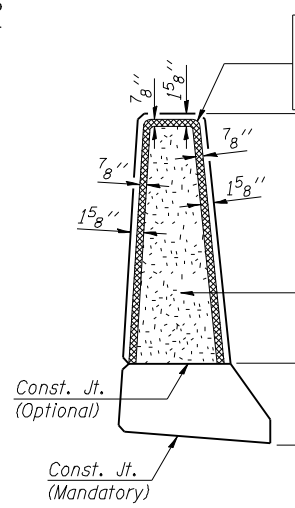
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1000(E)	793	#5	40'-6"	—
a1001(E)	496	#5	39'-10"	—
a1002(E)	1664	#6	6'-6"	—
a1003(E)	24	#6	10'-6"	—
a1004(E)	10	#6	45'-0"	—
a1006(E)	45	#5	41'-6"	—
a1007(E)	28	#5	40'-7"	—
a1008(E)	32	#5	1'-6"	—
b1004(E)	572	#5	29'-4"	—
b1005(E)	205	#6	34'-0"	—
b1006(E)	690	#5	25'-9"	—
d1000(E)	764	#5	6'-10"	—
d1001(E)	764	#5	8'-1"	—
e1002(E)	64	#4	19'-8"	—
e1004(E)	70	#4	19'-2"	—
e1007(E)	6	#8	35'-10"	—
e1010(E)	8	#4	25'-10"	—
e1011(E)	8	#8	19'-8"	—
e1012(E)	84	#4	17'-2"	—
e1013(E)	56	#4	16'-7"	—
e1014(E)	8	#8	30'-1"	—
e1015(E)	6	#8	25'-11"	—
e1016(E)	8	#4	27'-8"	—
e1017(E)	6	#4	23'-10"	—
x1000(E)	92	#5	6'-8"	—
Reinforcement Bars, Epoxy Coated		Pound	139370	
Concrete Superstructure		Cu. Yds.	465.6	

Bars indicated thus 1 x 5 -#8 etc. indicates 1 line of bars with 5 lengths per line.



MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



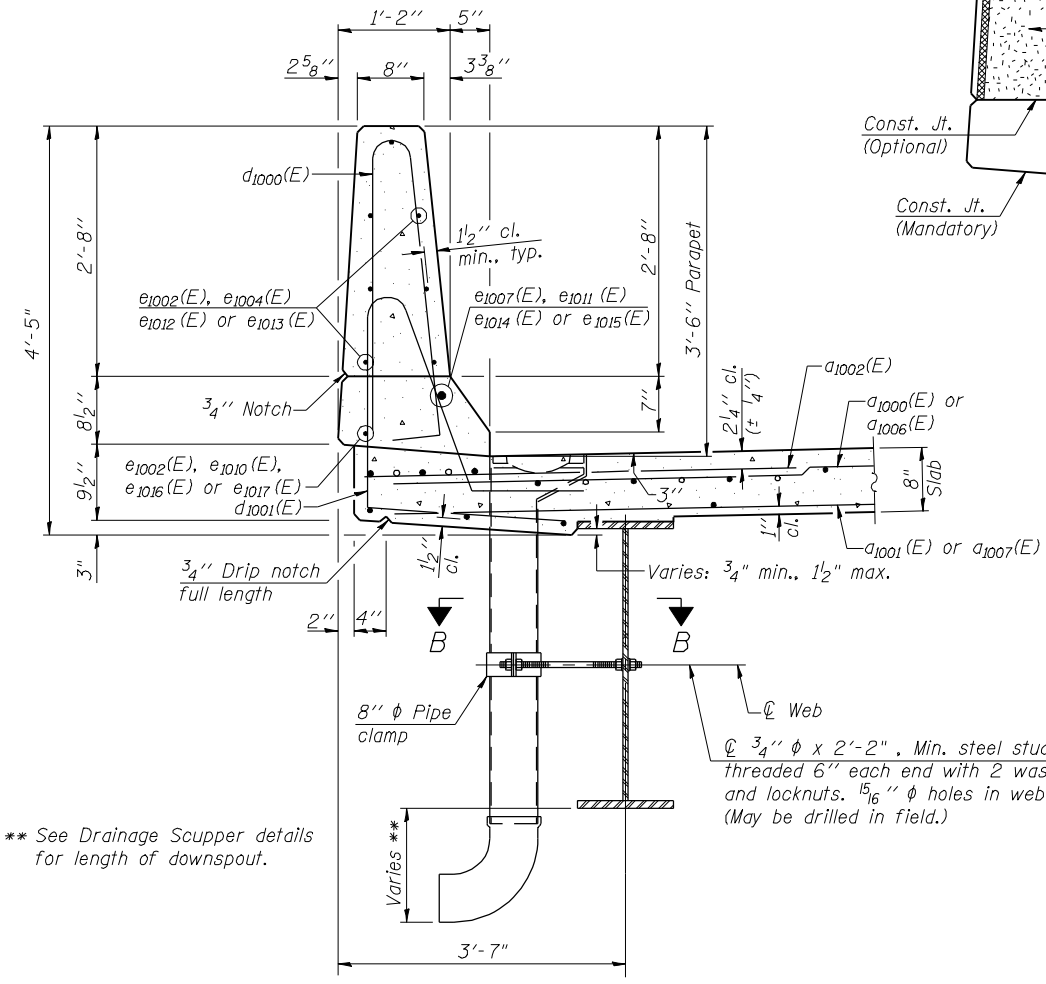
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

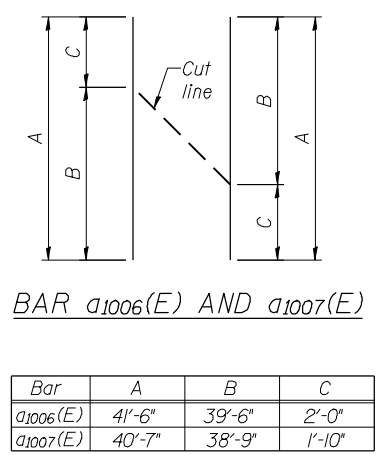
Const. Jts. at Piers 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure

PARAPET JOINT DETAILS

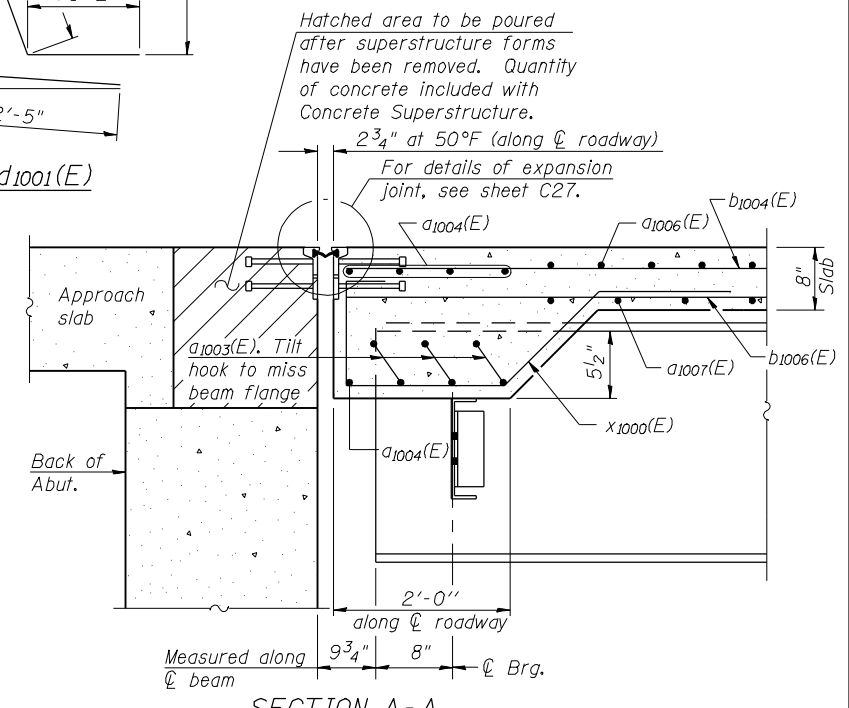
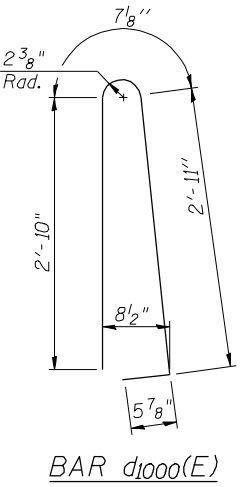
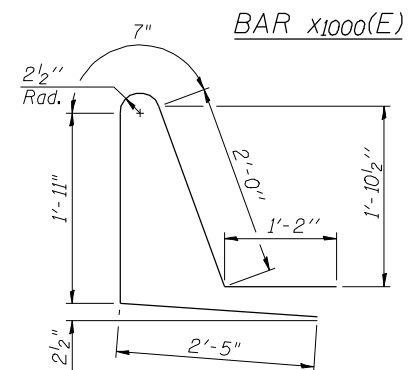
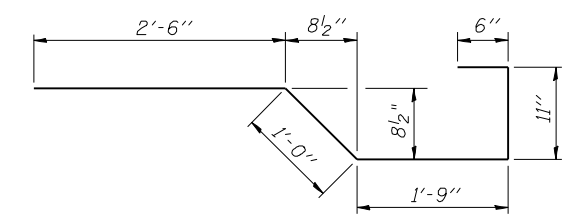
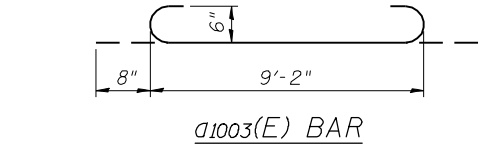
Notes:
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Drainage Scuppers, DS-11.



SECTION THRU PARAPET



Bar	A	B	C
a1006(E)	41'-6"	39'-6"	2'-0"
a1007(E)	40'-7"	38'-9"	1'-10"



SECTION A-A



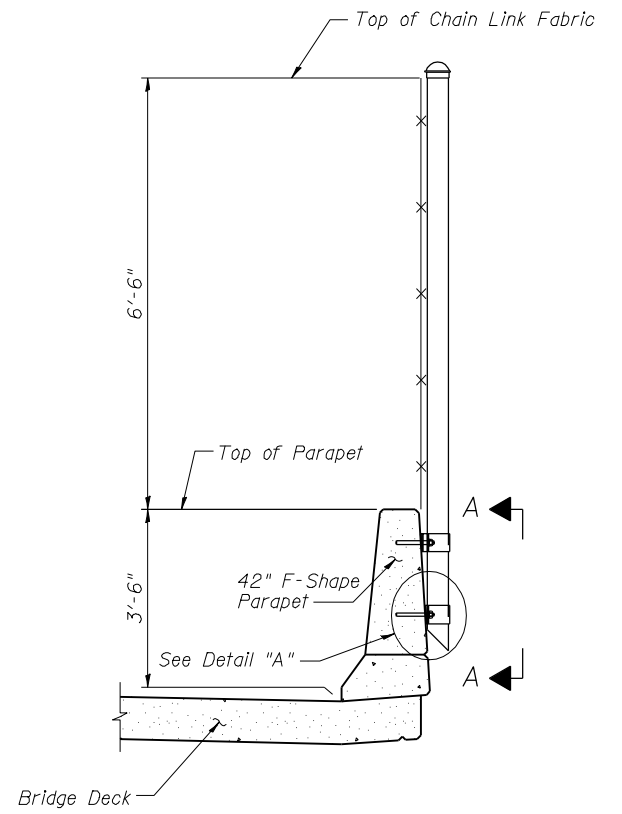
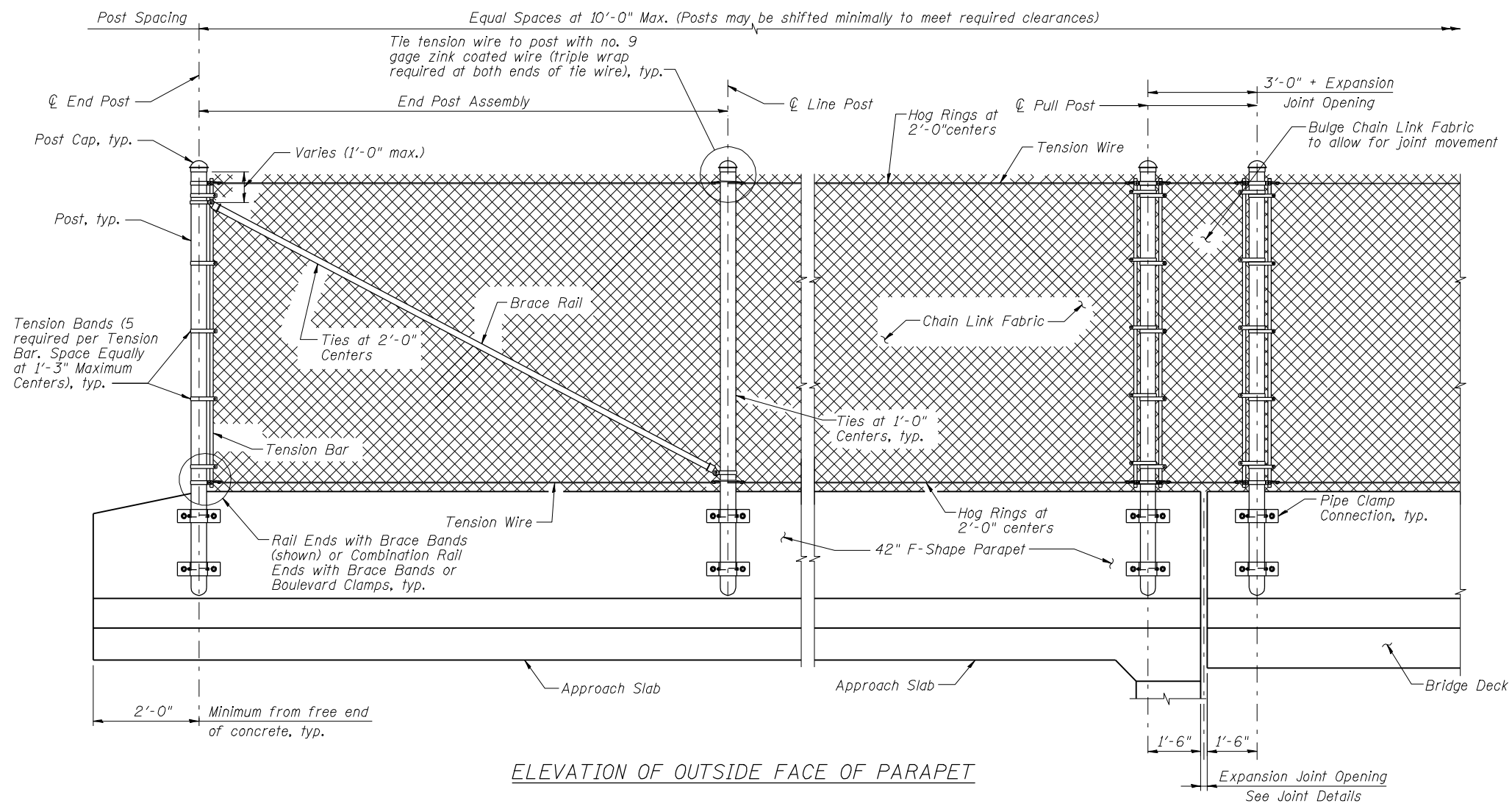
USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - S. HENNING	REVISED -
	DRAWN - E. BAZZELL	REVISED -
	CHECKED - J. SMITH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET DETAILS - S.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	76
CONTRACT NO. 76848				

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ELEVATION OF OUTSIDE FACE OF PARAPET

FENCING NOTES

All work and materials shall be in accordance with Section 509, 664 and 1006.27 of the Standard Specifications.
 Install posts plumb (within a tolerance of $\pm 1/2$ "). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F 567 as applicable.
 Limits of fencing are from begin of parapet on approach slab at Begin Bridge to end of parapet on approach slab at End Bridge, unless otherwise shown in the plans.
 Payment will be made under Bridge Fence Railing. Payment includes posts, tension wire, ties, hog rings, brace rails and bands, rail ends, combination rail ends, boulevard clamps, chain link fabric, ties, tension bars and bands, post caps, pipe clamps, anchor rods, bolts, nuts, washers, shim plates, spacers, elastomeric pads, miscellaneous fence fittings and hardware and all incidental materials and labor required to complete installation of the fence.
 See sheets C18, C19, C37, C39, C41 and C43 for parapet details.
 For Table of Fence Components, Table of Post Attachment Components, View A-A and Detail "A" see sheet C22.
 For Pull Post Assembly Detail see sheet C21.



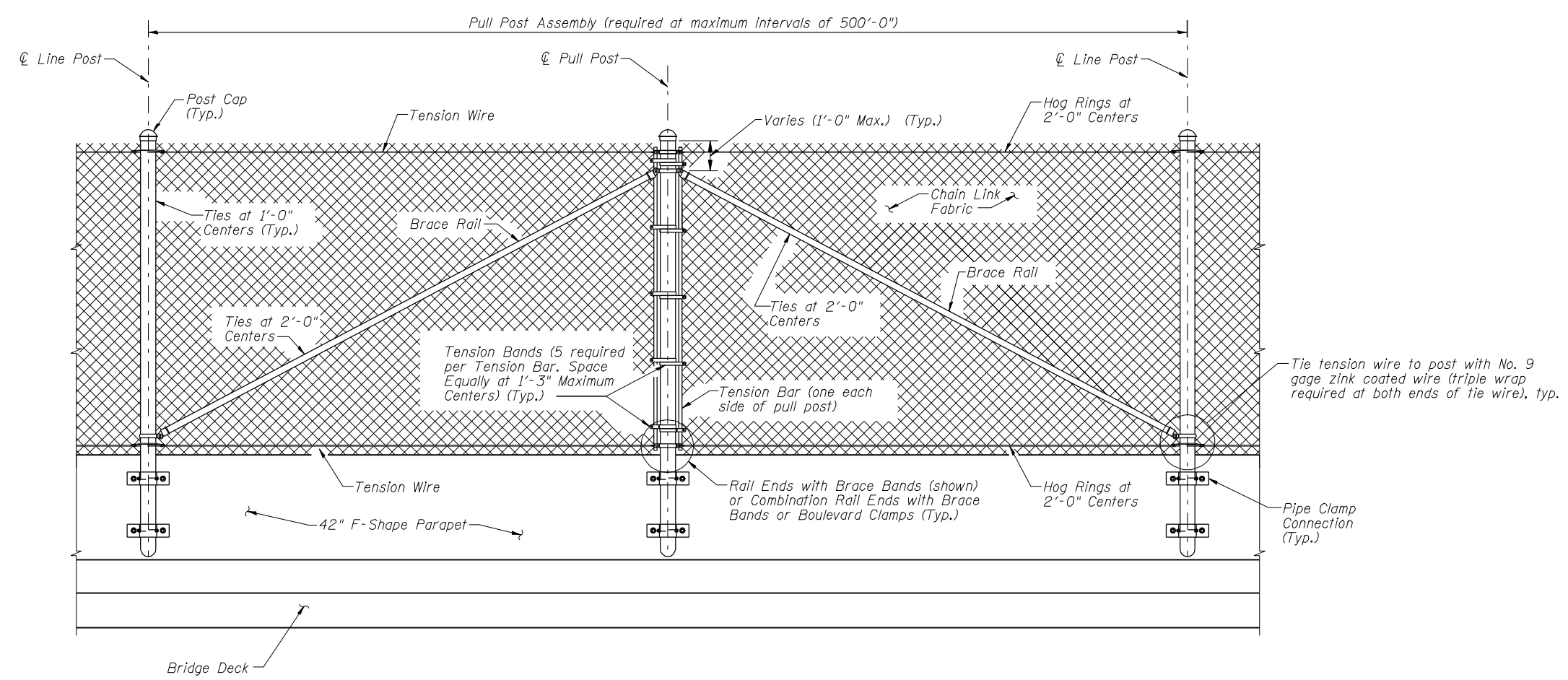
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	CHECKED - R. RILEY	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - E. BAZZELL	REVISED -
	CHECKED - R. RILEY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

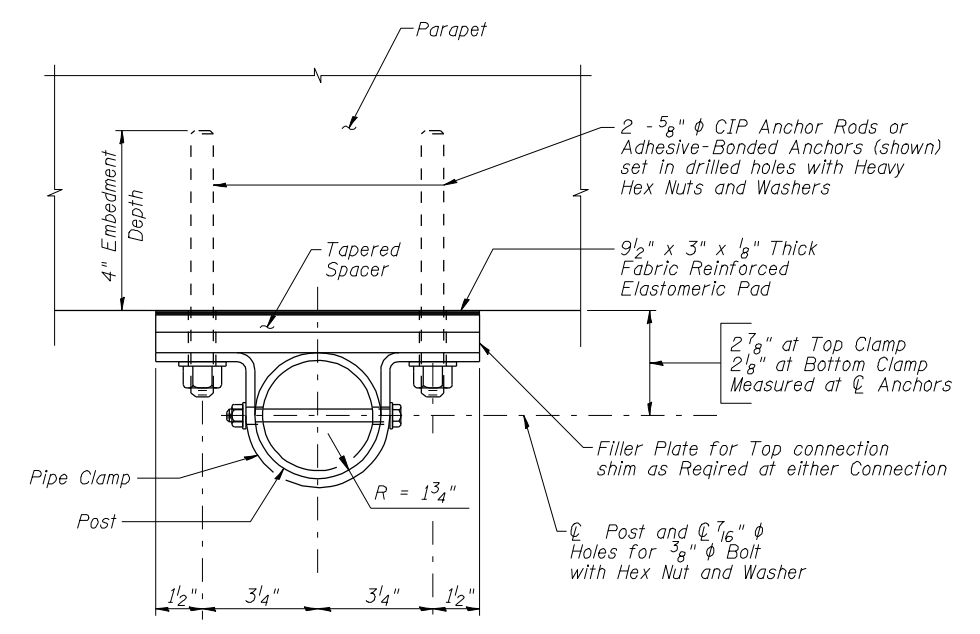
BRIDGE FENCE RAILING DETAILS
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	77
			CONTRACT NO. 76848	

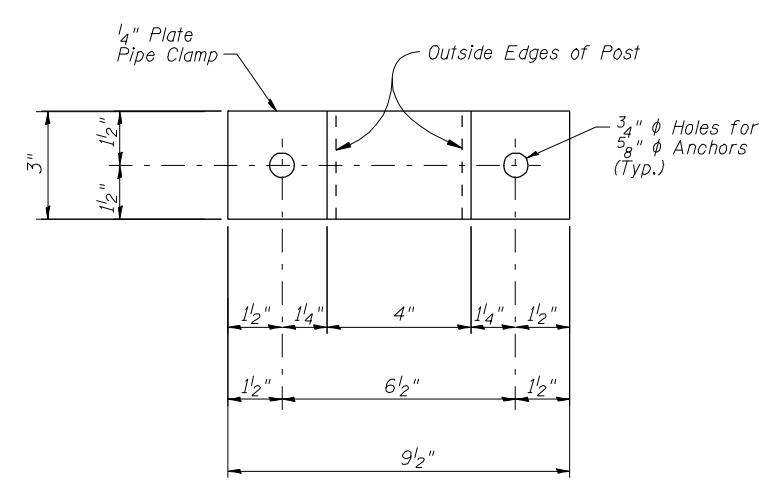
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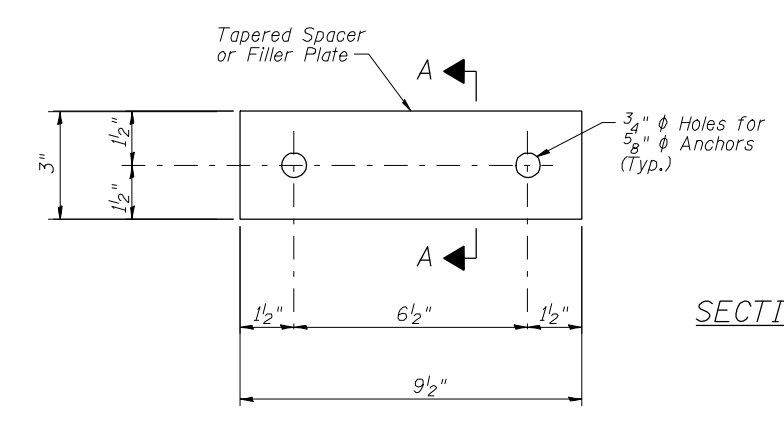
PULL POST ASSEMBLY DETAIL



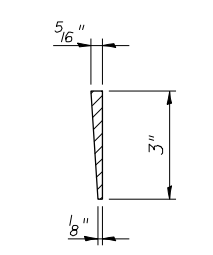
PIPE CLAMP CONNECTION DETAIL



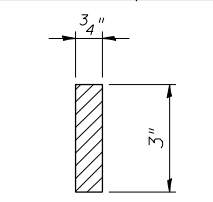
PIPE CLAMP DETAIL



SPACER DETAIL



SECTION A-A (Tapered Spacer)



SECTION A-A (Filler P)



USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - R. RILEY	REVISED -
	DRAWN - E. BAZZELL	REVISED -
	CHECKED - R. RILEY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING DETAILS
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

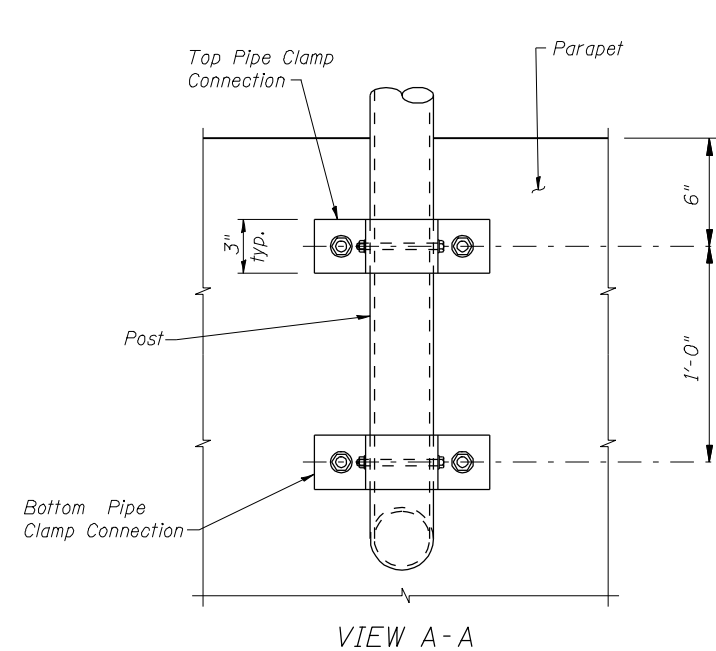
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788	520-1-2HVB	ST. CLAIR	237	78
			CONTRACT NO. 76848	

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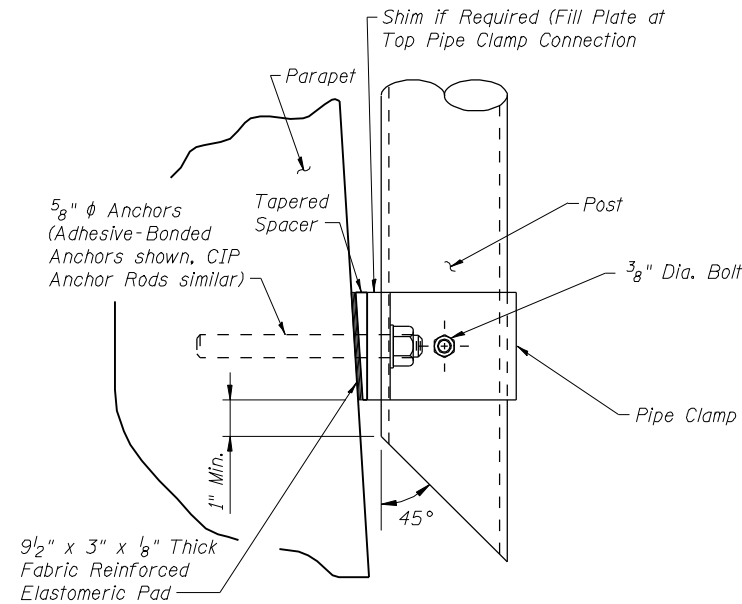
TABLE OF CHAIN LINK FENCE COMPONENTS		
COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Posts	F 1083	Galvanized Steel Pipe - 3" NPS, Schedule 40 (3.500" Outside Diameter, 0.216" Wall Thickness)
Chain Link Fabric (2" mesh with twisted top and knuckled bottom selvage)	A 392	Zinc Coated Steel - No. 9 gage (coated wire diameter), Class 2 Coating
	A 491	Aluminum Coated Steel - No. 9 gage (coated wire diameter)
	F 668	Polyvinyl Chloride (PVC) Coated Steel - No. 9 gage Zinc Coated Wire (metallic-coated core wire diameter), Gray
Tie Wires	F 626	Zinc Coated Steel Wire - No. 9 gage
Brace Bands	F 626	No. 12 Gage (min. thickness) x 3/4" (min. width) Steel Bands (Beveled or Heavy)
Tension Bars	F 626	1/4" (min. thickness) x 3/4" (min. width) x 5'-10" (min. height) Steel Bars
Tension Bands	F 626	1/8" (min. thickness) x 1" (min. width) Steel Bands
Miscellaneous Fence Components	F 626	Zinc Coated Steel - (includes post caps, horizontal and brace rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings & hardware)
Tension Wire	A 824 and A 817	Typ II (Zinc coated steel wire) - No. 7 gage, class 4 coating
		Type I (Aluminum coated steel wire) - No. 7 gage
Hog Rings	F 626	Zinc coated steel wire - No. 12 gage
Brace Rails	F 1083	Galvanized Steel Pipe - 1 1/4" NPS, Schedule 40 (1.660" outside diameter, 0.0140" wall thickness)

LEGEND: NPS = Nominal Pipe Size

TABLE OF POST ATTACHMENT COMPONENTS		
COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Pipe Clamps	A 36 or A 709 Grade 36	1/4" Galvanized Steel Plate
Shim Plates	A 36 or A 709 Grade 36	Plate thicknesses as required; Holes in shim plates will be 3/4" Dia.
Spacers	A36 or A709 Grade 36	Galvanized Plate for all materials. See Detail for thickness and taper.
Adhesive Anchor Rods	F 1554 Grade 36	Fully threaded Headless Anchor Rods - 5/8" Dia.
CIP Anchor Rods	F 1554 Grade 36	Hex Head Anchor Rods - 5/8" Dia.
Bolts	A 307	3/8" Dia. x 4 3/4" Hex Head Bolts for Pipe Clamp Connections to Posts
Nuts	A 563	Hex Nuts for Pipe Clamp Connections
Washers	F 436	Flat Washers for Pipe Clamp Connections
Fabric Reinforced Elastomeric Pads	-	In accordance with Section 1028 of the Standard Specifications



VIEW A-A



DETAIL "A"

Bottom connection shown, top connection similar.

POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:

After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with one coat of aluminum epoxy mastic paint.

COATINGS:

Hot-dip galvanize all Nuts, Washers, Bolts, CIP Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates, Pipe Clamps and Spacers) in accordance with Section 1006.27 of the Standard Specifications. Hot-dip galvanize Fence Framework after fabrication.

ADHESIVE-BONDED ANCHORS AND DOWELS:

Adhesive Bonding Material Systems for Anchors and Dowels will comply with and be installed in accordance with Section 509.06 of the Standard Specifications. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:

All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.



USER NAME =	DESIGNED - N. KHATRI	REVISED -
	CHECKED - R. RILEY	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - E. BAZZELL	REVISED -
	CHECKED - R. RILEY	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING DETAILS
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

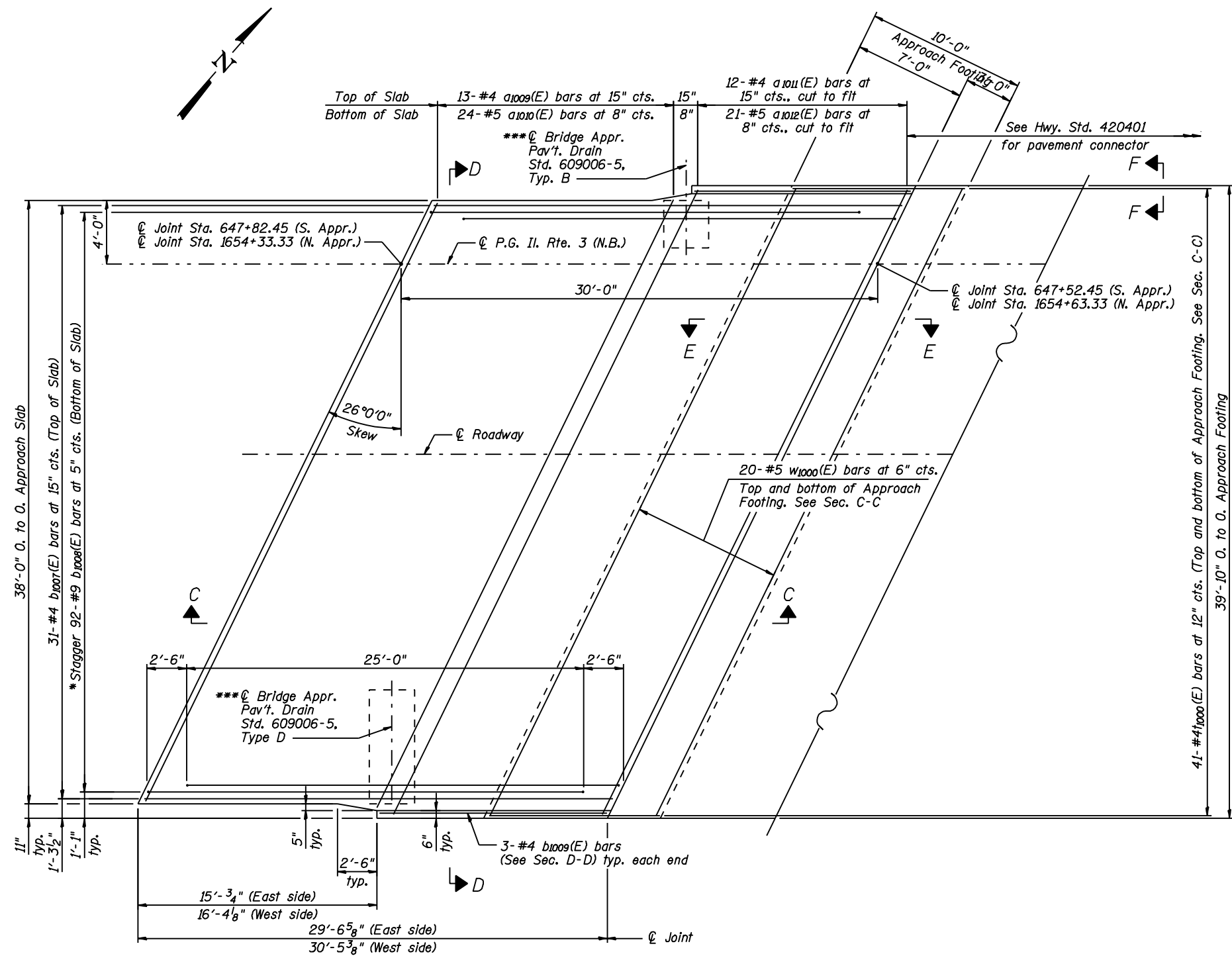
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	79
CONTRACT NO. 76848				

SHEET NO. C22 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820334-76848-022-Fence_Details.dgn

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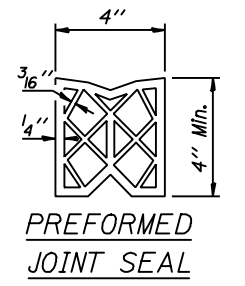
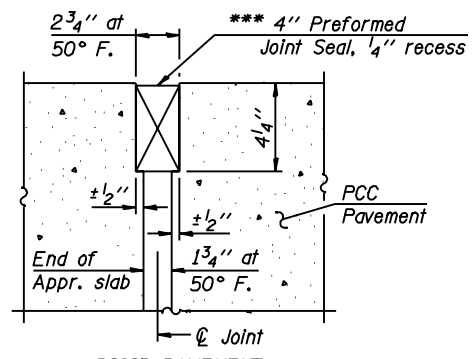
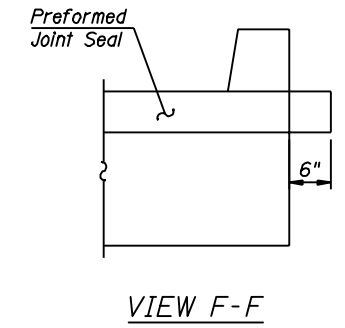


PLAN

(North Approach Slab shown, South Approach similar)

- * Tilt #9 #1008(E) bars as required to maintain clearance.
- ** Closed cell joint filler according to Article 1051.09 of the Std. Specifications; full depth of slab, full length of parapet. Typ. each parapet.
- *** Order #1009(E), #1010(E), #1011(E), #1012(E), #1007(E) and #1008(E) bars full length. Cut bars in field to clear Bridge Approach Pavement Drain.

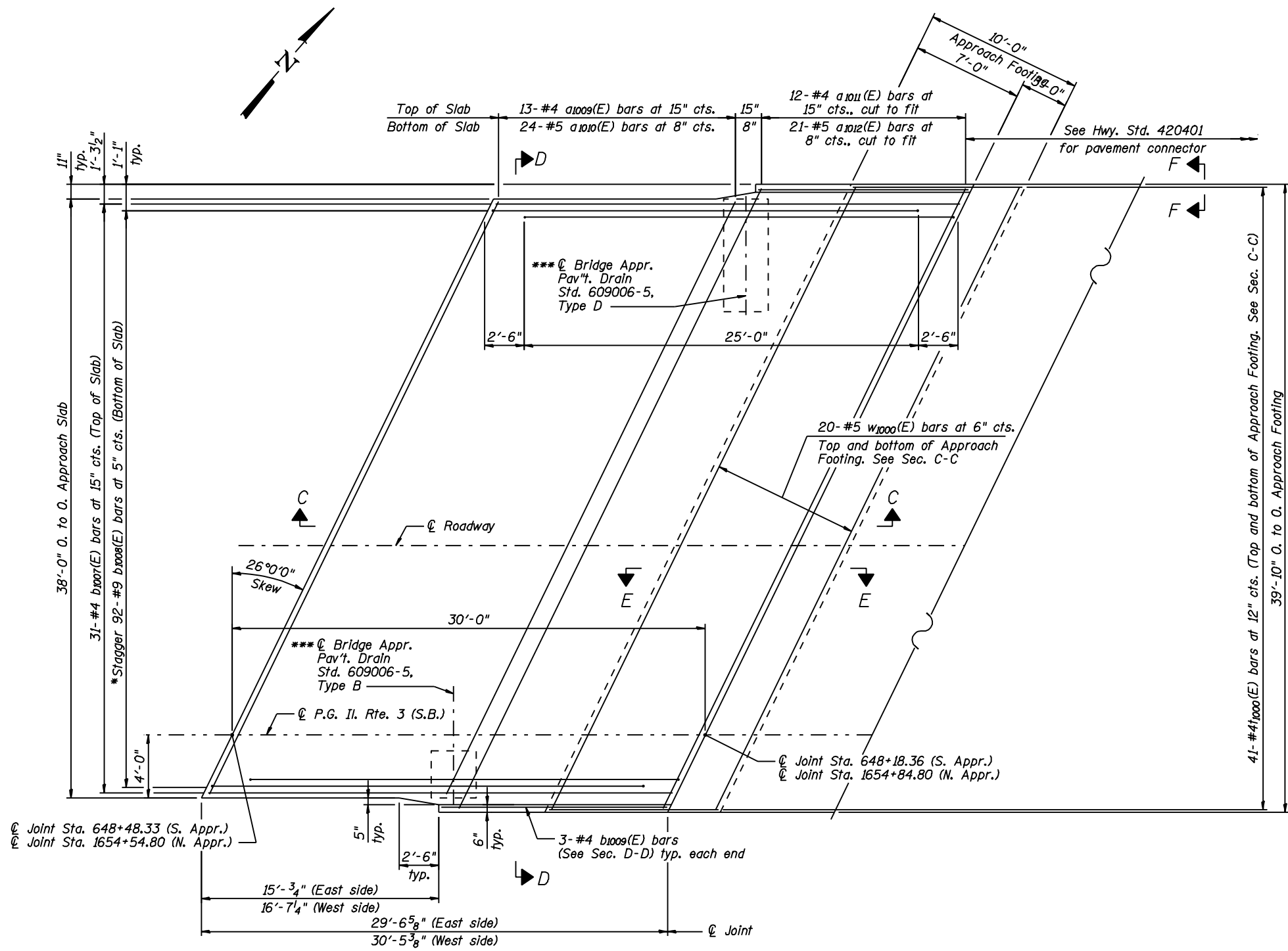
Notes:
See sheet C25 for Sections C-C & D-D and View E-E. #1009(E), #1010(E), #1011(E) and #1012(E) bar spacings measured along \varnothing Rdwy. The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.



*** Cost Included with Concrete Superstructure.

JACOBS	USER NAME =	DESIGNED - N. KHATRI	REVISED - 02/06/13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS (N.B.) STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT DATE = 06-FEB-2013	CHECKED - S. HENNING	REVISED -			788	520-1-2HVB	ST. CLAIR	237	80
	FILE NAME = 0820334-76848-023-Appr_Slab_Plan(NB).dgn	DRAWN - M. MEYER	REVISED -			ILLINOIS FED. AID PROJECT				

Notes:
 See sheet C25 for Sections C-C & D-D and View E-E.
 #4, #5, #8, #9, #10, #11, #12, #13, #20, #21, #24, #31, #92 bars measured along \varnothing Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$ " for installation purposes.



\varnothing Joint Sta. 648+48.33 (S. Appr.)
 \varnothing Joint Sta. 1654+54.80 (N. Appr.)

3- #4 #4 bars (See Sec. D-D) typ. each end

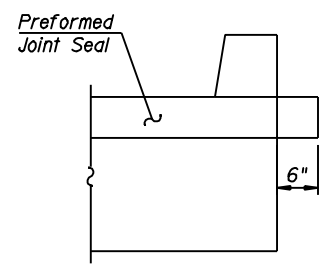
15'- $\frac{3}{4}$ " (East side)
 16'- $\frac{7}{4}$ " (West side)
 29'- $6\frac{5}{8}$ " (East side)
 30'- $5\frac{3}{8}$ " (West side)

5" typ.
 2'-6" typ.
 6" typ.

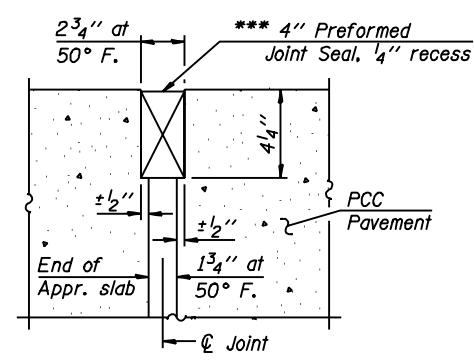
PLAN

(North Approach Slab shown, South Approach similar)

- * Tilt #9 #9 bars as required to maintain clearance.
- ** Closed cell joint filler according to Article 1051.09 of the Std. Specifications; full depth of slab, full length of parapet. Typ. each parapet.
- *** Order #4, #5, #8, #9, #10, #11, #12, #13, #20, #21, #24, #31, #92 bars full length. Cut bars in field to clear Bridge Approach Pavement Drain.



VIEW F-F



RIGID PAVEMENT

DETAIL A

*** Cost Included with Concrete Superstructure.

06-FEB-2013 P:\CX31000\100cadd\709str\FINAL_PLANS\0820335-76848-024-Appr_Slab_Plan(SB).dgn



USER NAME =	DESIGNED - N. KHATRI	REVISED - 02/06/13
PLOT DATE = 06-FEB-2013	CHECKED - S. HENNING	REVISED -
FILE NAME = 0820335-76848-024-Appr_Slab_Plan(SB).dgn	DRAWN - M. MEYER	REVISED -
	CHECKED - S. HENNING	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

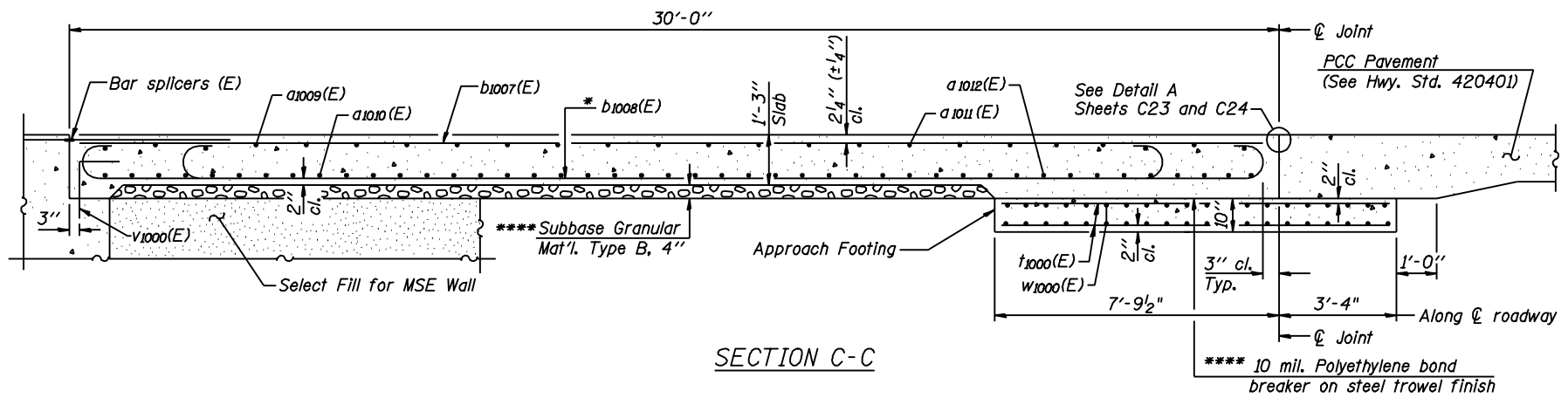
**BRIDGE APPROACH SLAB DETAILS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	81
CONTRACT NO. 76848				

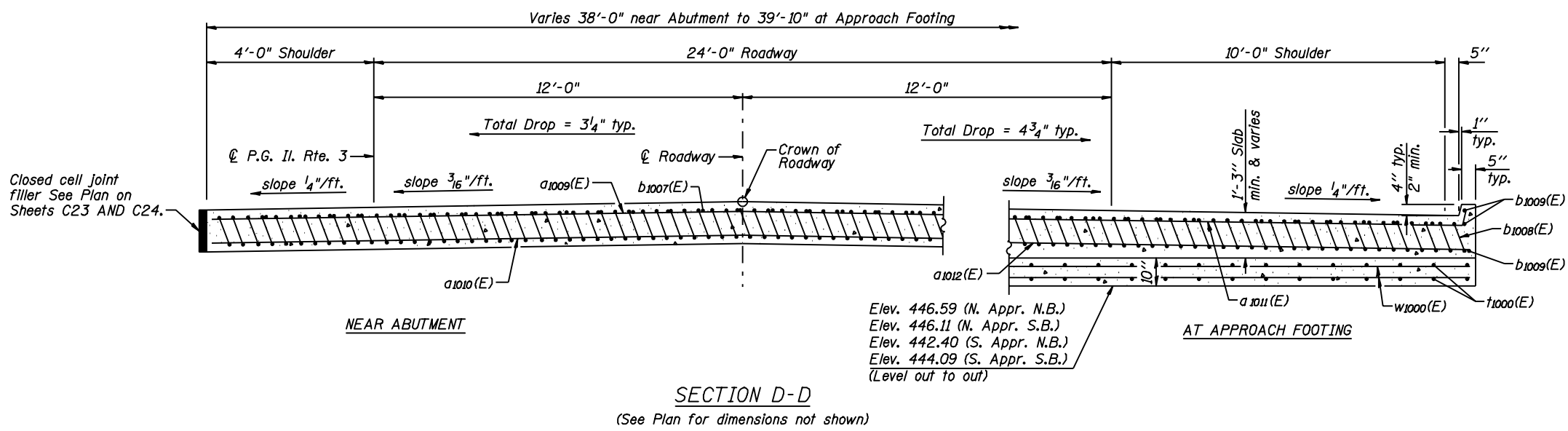
SHEET NO. C24 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

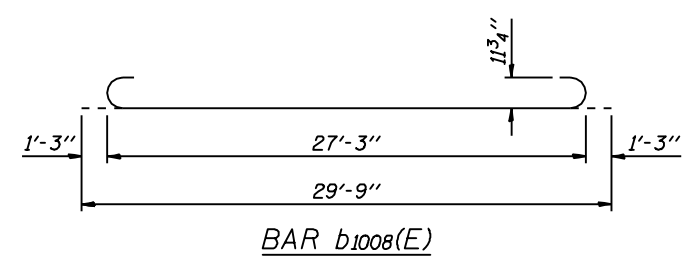
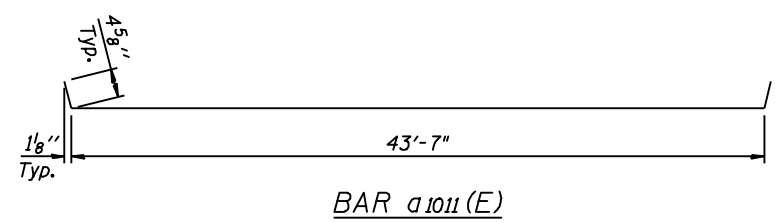
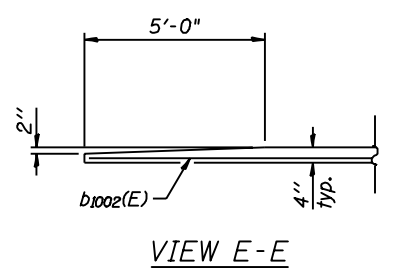
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Notes:
 See Sheets C23 and C24 for Detail A.
 Approach Slab shall be paid for as Concrete Superstructure.
 Approach Footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For w1000(E) bar details, see Sheets C36 thru C43.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet C50.



* Tilt #9 b1008(E) bars as required to maintain clearance.
 **** Cost included with Concrete Superstructure.



**APPROACH SLAB
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1009(E)	13	#4	41'-11"	—
a1010(E)	24	#5	41'-11"	—
a1011(E)	12	#4	44'-5"	—
a1012(E)	21	#5	43'-9"	—
b1007(E)	31	#4	29'-8"	—
b1008(E)	92	#9	29'-9"	—
b1009(E)	6	#4	14'-4"	—
t1000(E)	82	#4	10'-9"	—
w1000(E)	40	#5	44'-0"	—
Concrete Superstructure			Cu. Yd.	62.3
Concrete Structures			Cu. Yd.	13.8
Reinforcement Bars, Epoxy Coated			Pound	15,130

Note:
 Quantities shown are for one approach slab.
 Four approach slabs required.



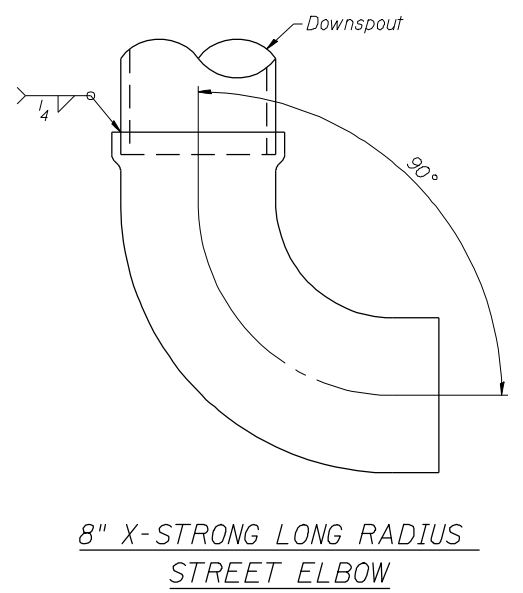
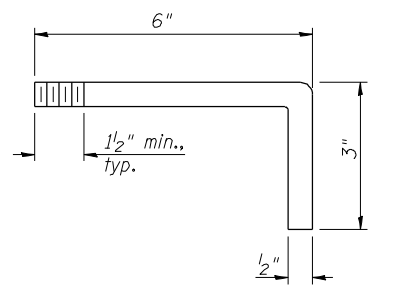
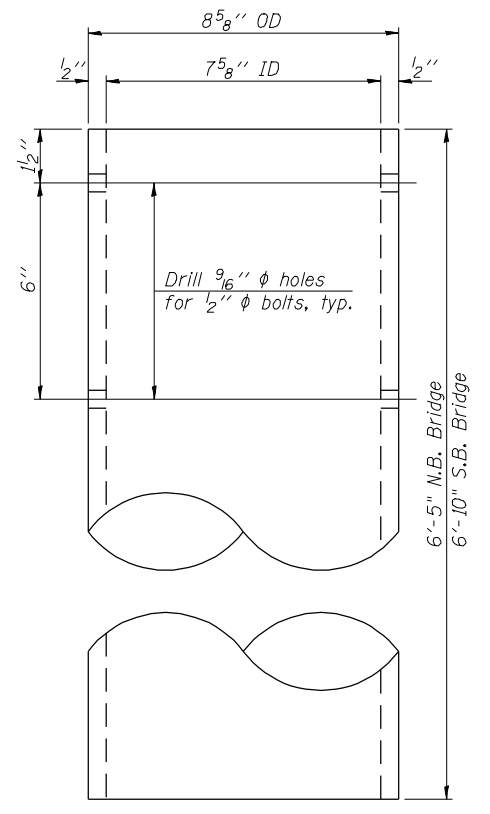
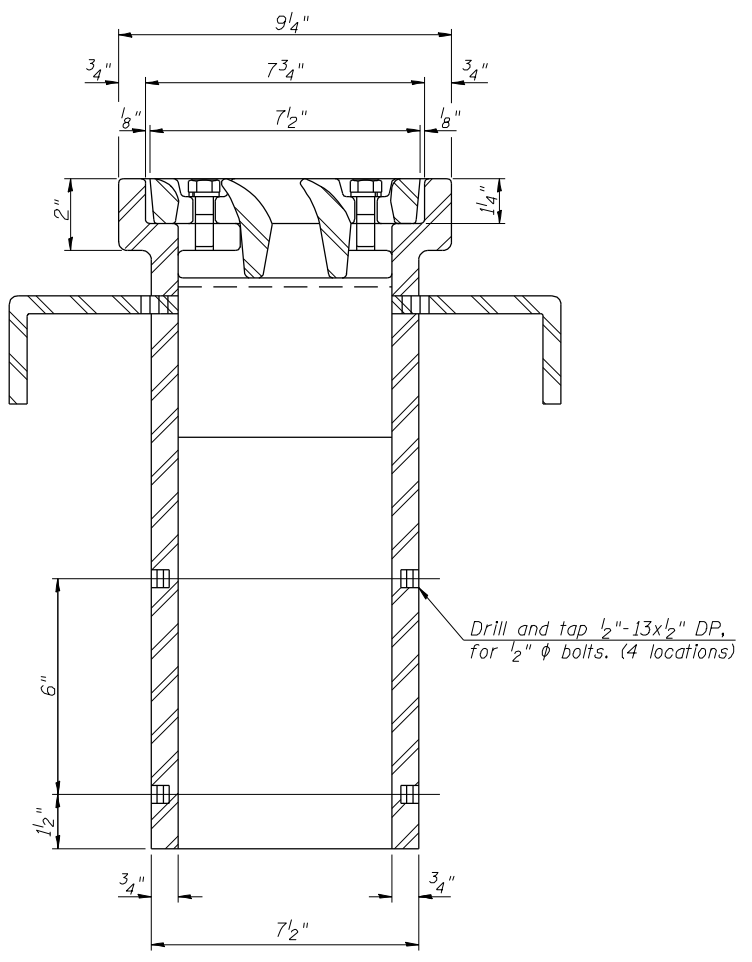
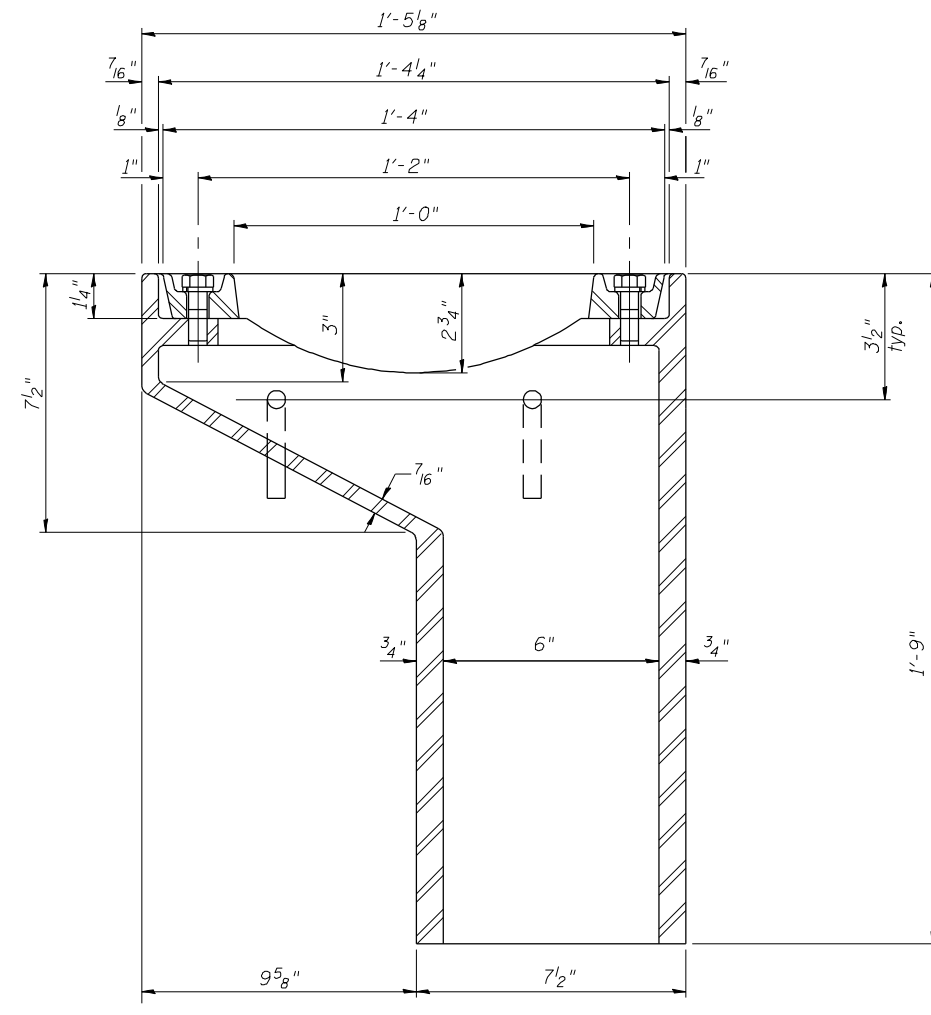
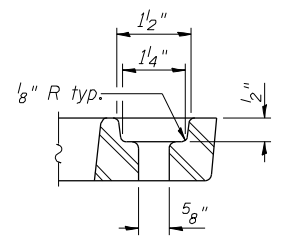
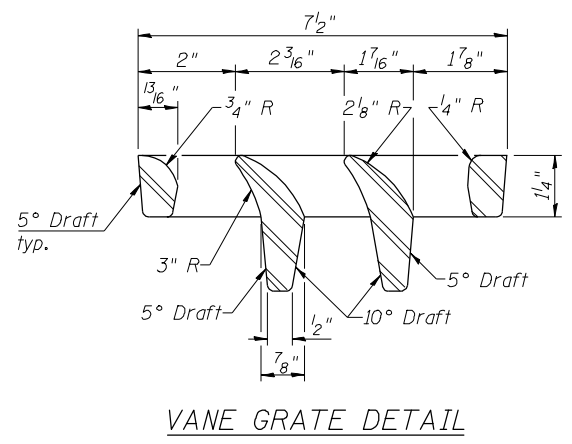
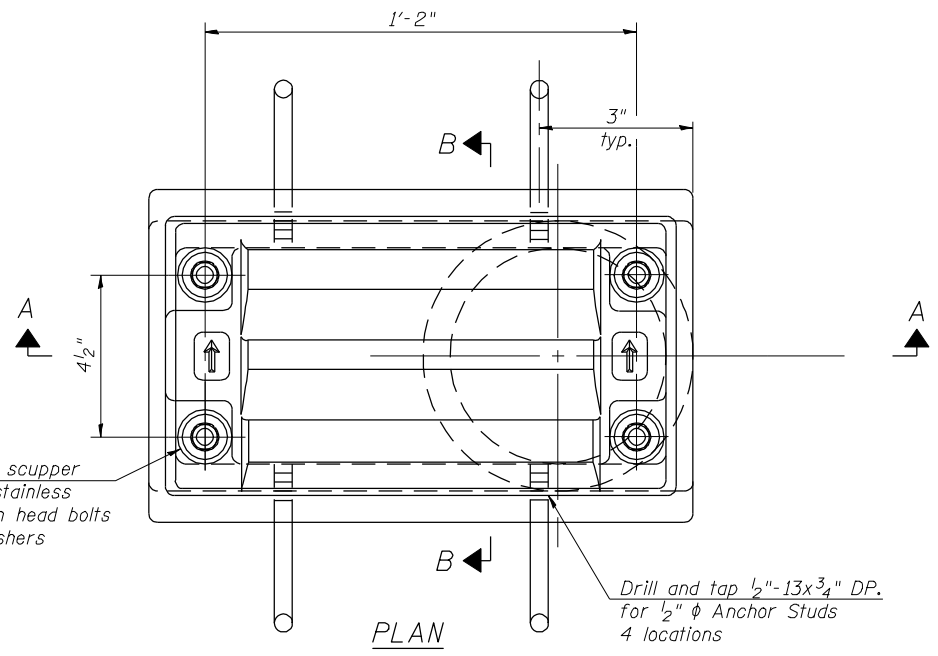
USER NAME =	DESIGNED - N. KHATRI	REVISED - 02/06/13
PLOT DATE = 06-FEB-2013	CHECKED - S. HENNING	REVISED -
FILE NAME = 0820334-76848-025-Appr Slab Details.dgn	DRAWN - M. MEYER	REVISED -
	CHECKED - S. HENNING	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS (N.B.) & (S.B.)
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	82
CONTRACT NO. 76848			ILLINOIS FED. AID PROJECT	

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BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

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, Elbow, 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.



USER NAME =	DESIGNED - N. KHATRI	REVISED -
	CHECKED - S. HENNING	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - C. SALLADE	REVISED -
	CHECKED - S. HENNING	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

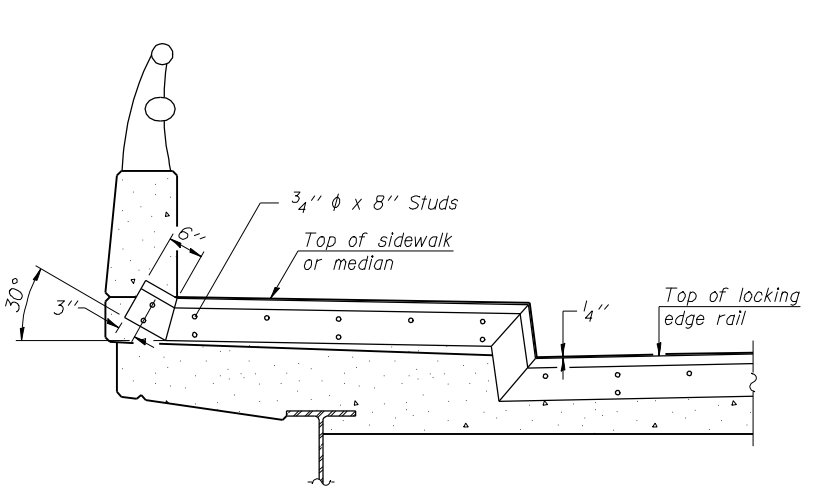
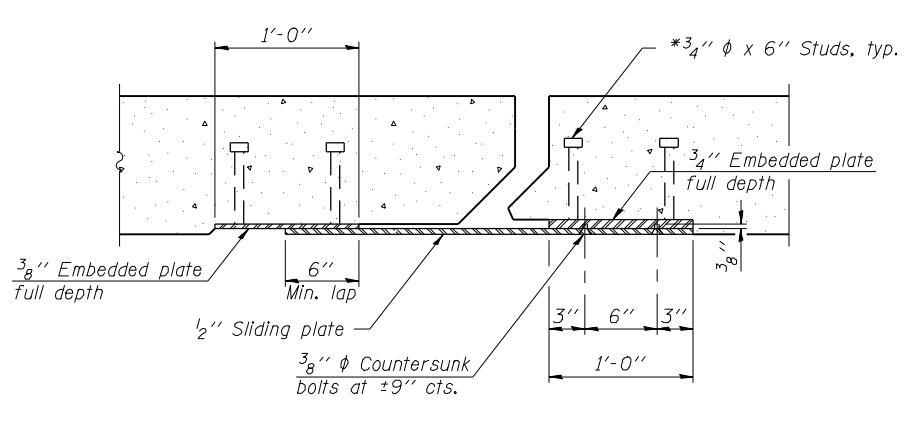
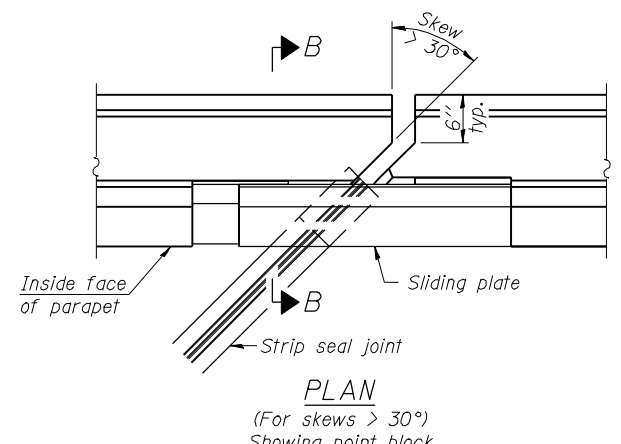
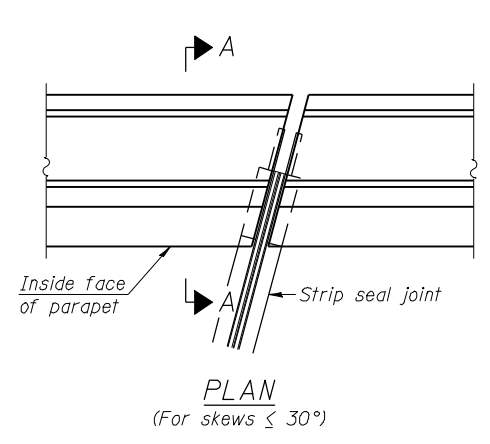
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	83
CONTRACT NO. 76848				

SHEET NO. C26 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

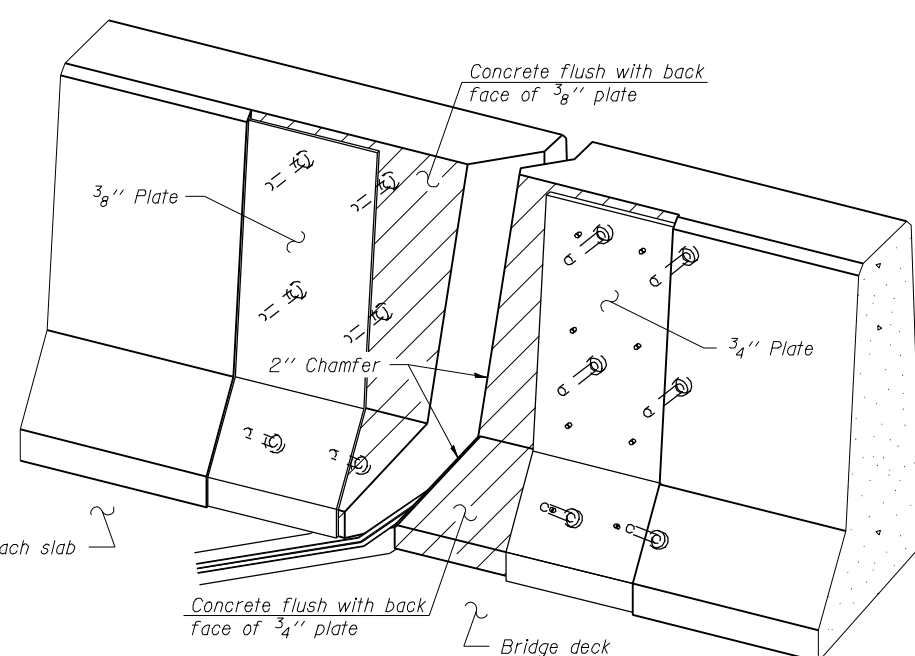
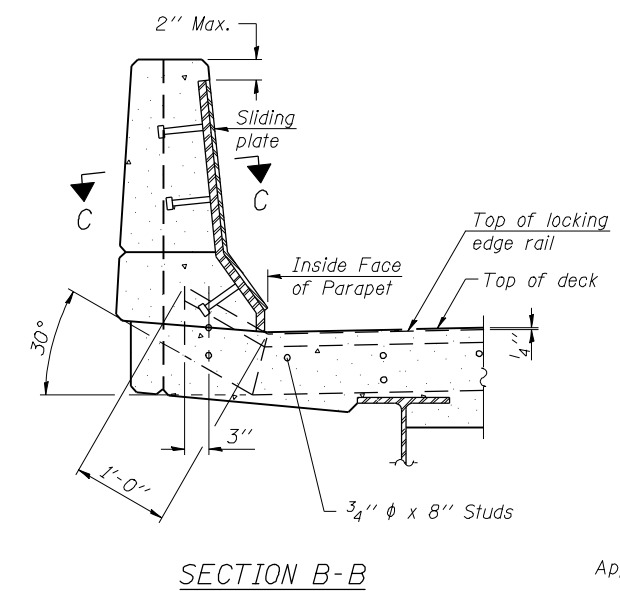
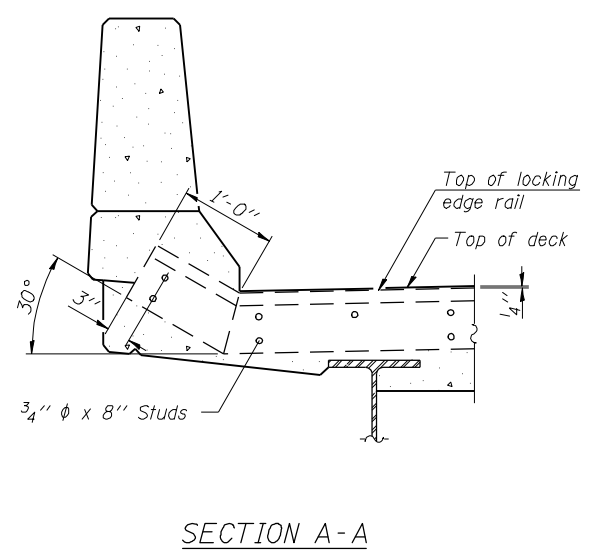
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TYPICAL END TREATMENT
AT SIDEWALK OR MEDIAN

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



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

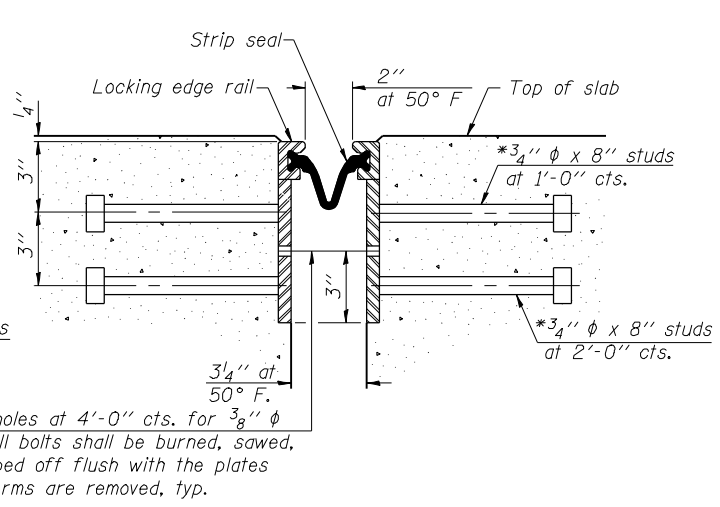
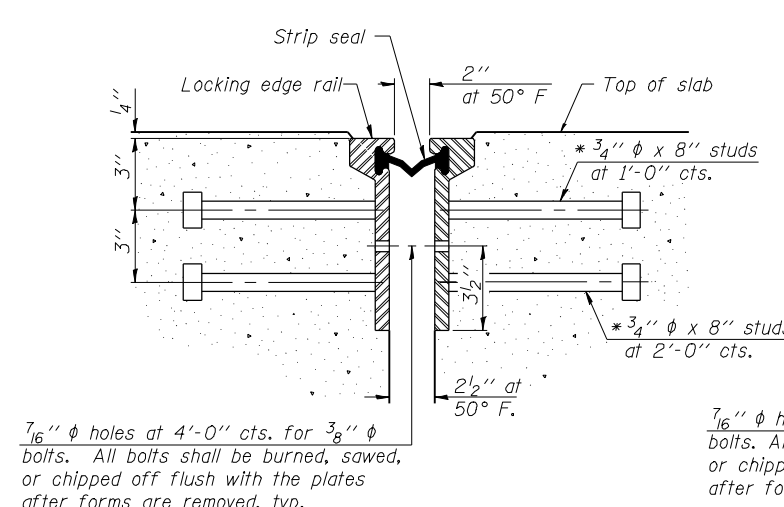
The manufacturer's recommended installation methods shall be followed.

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

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

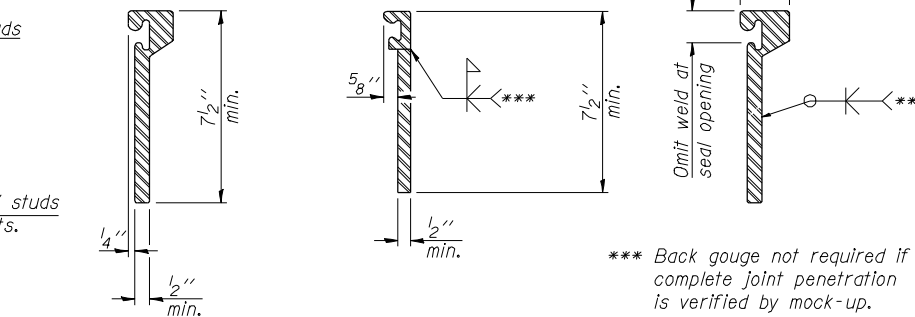
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



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

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



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

LOCKING EDGE
RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	177.2

EJ-SSJ 1-27-12



USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - S. HENNING	REVISED -
	DRAWN - C. SALLADE	REVISED -
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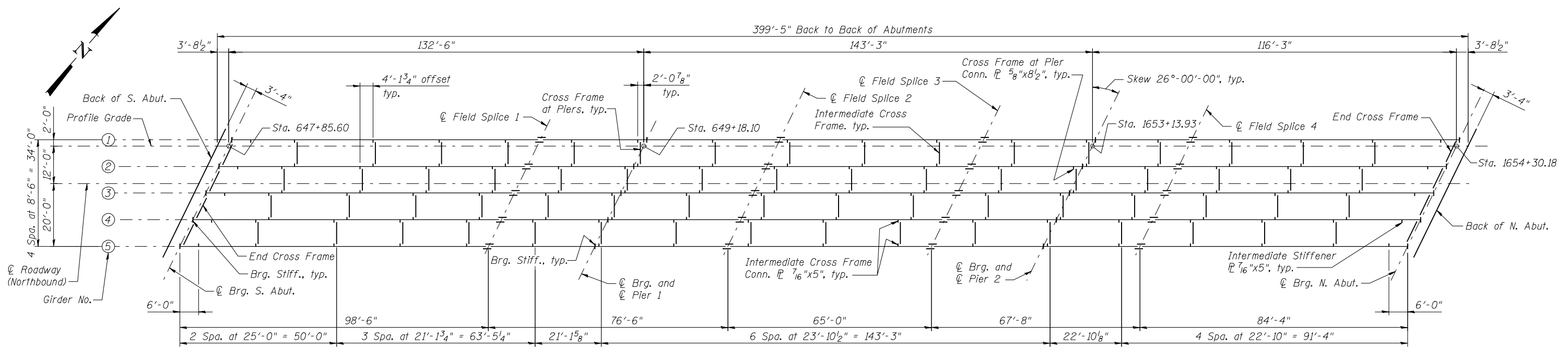
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	84
			CONTRACT NO. 76848	

SHEET NO. C27 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

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FRAMING PLAN

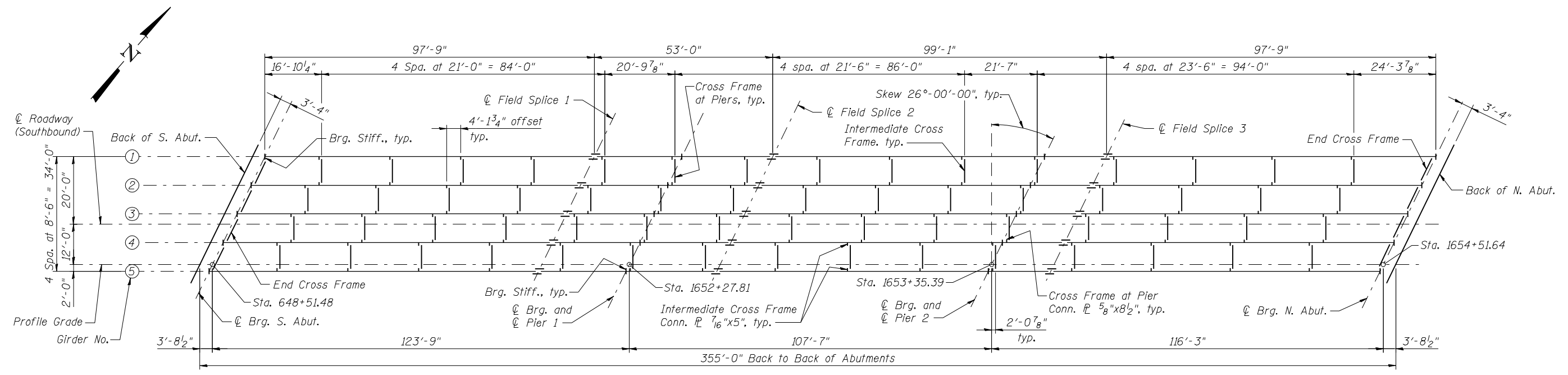
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	28547	61621	31920	50413	25993
$I_c(n)$	81602	71372	96160	60200	71491
$I_c(3n)$	58705	71372	67403	60200	52402
$I_c(cr)$	35075	71557	39432	60166	31806
S_s	1218	2007	1496	1647	1025
$S_c(n)$	1727	2550	2107	2191	1469
$S_c(3n)$	1585	2550	1936	2191	1345
$S_c(cr)$	1321	2570	1620	2200	1115
DC1	1.08	1.22	1.11	1.17	1.07
M _{DC1}	1284	2675	601	2032	965
DC2	0.2116	0.2116	0.2116	0.2116	0.2116
M _{DC2}	265	460	132	368	198
DW	0.38	0.38	0.38	0.38	0.38
M _{DW}	475	825	236	660	355
M _{LL + IM}	2051	2515	1885	2281	1748
M _u (Strength I)	6238	9558	4569	7982	5045
$\phi_r M_n$	8360	10711	10111.1	9141	7183
f_s DC1	12.7	16.0	4.8	14.8	11.3
f_s DC2	2.0	2.2	0.8	2.0	1.8
f_s DW	3.6	3.9	1.5	3.6	3.2
f_s (LL + IM)	14.3	11.8	10.7	12.5	14.3
f_s (Service II)	36.8	37.4	21.1	36.7	34.8
0.95R _n F _{yf}	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	48.7	49.2	28.0	48.3	46.1
$\phi_r F_n$	50.0	50.0	50.0	50.0	50.0
V _r	27.0	29.5	24.3	30.0	26.8

	S. Abut.	Pier 1	Pier 2	N. Abut.
R _{DC1}	55.0	186.2	162.1	47.2
R _{DC2}	10.7	33.5	30.1	9.1
R _{DW}	19.2	60.1	54.1	16.4
R _{LL + IM}	94.7	182.6	181.2	102.1
R _{Total}	179.6	462.4	427.5	174.8

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.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-Strength I, and Service II) in uncracked sections 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-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
 DC1: Unfactored non-composite dead load (kips/ft.).
 M_{DC1}: Unfactored moment due to non-composite dead load (kip-ft.).
 DC2: Unfactored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2}: Unfactored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Unfactored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW}: Unfactored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 M_{LL + IM}: Unfactored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{LL + IM}$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Unfactored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_c
 f_s DC2: Unfactored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
 f_s DW: Unfactored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s (LL + IM): Unfactored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{LL + IM} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (LL + IM)$
 0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (LL + IM)$
 $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 V_r: Maximum factored shear range in span computed according to Article 6.10.10.
 Note:
 M_{LL} and R_{LL} include the effects of centrifugal force and superelevation.

Notes:
 For Structural Steel Notes, see sheet C32.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

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FRAMING PLAN

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	29007	45007	25665	45007	26837
$I_c(n)$	81701	54884	69599	54884	73704
$I_c(3n)$	58640	54884	50959	54884	53604
$I_c(cr)$	35343	54922	31169	54922	32628
S_s	1194	1450	979	1450	1051
$S_c(n)$	1724	1986	1431	1986	1528
$S_c(3n)$	1571	1986	1300	1986	1391
$S_c(cr)$	1298	1999	1067	1999	1145
DC1	1.10	1.16	1.08	1.16	1.08
M_{DC1}	1364	1731	-16	1547	1175
DC2	0.21	0.21	0.21	0.21	0.21
M_{DC2}	266	313	9	287	231
DW	0.38	0.38	0.38	0.38	0.38
M_{DW}	477	560	17	515	414
$M_L + IM$	1916	2032	1296	1990	1725
M_u (Strength I)	6106	6951	2285	6548	5397
$\phi_r M_n$	8223	8300	7622	8315	7295
f_s DC1	13.7	14.3	-0.2	12.8	13.4
f_s DC2	2.0	1.9	0.1	1.7	2.0
f_s DW	3.6	3.4	0.2	3.1	3.6
f_s (\pm +IM)	13.3	12.3	10.9	12.0	13.5
f_s (Service II)	36.7	35.6	14.2	33.3	36.6
$0.95R_n F_y f$	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	48.5	46.8	19.1	43.9	48.3
$\phi_r F_n$	50.0	50.0	50.0	50.0	50.0
V_f	26.9	30.4	24.7	29.6	26.3

	S. Abut.	Pier 1	Pier 2	N. Abut.
R_{DC1}	56.7	147.4	137.8	52.1
R_{DC2}	10.7	27.4	26.2	9.8
R_{DW}	19.2	49.2	46.9	17.6
$R_{LL + IM}$	93.2	167.7	174.0	102.1
R_{Total}	179.8	391.7	384.9	181.6

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
 DC1: Un-factored non-composite dead load (kips/ft.).
 M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (\pm +IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (\pm + IM)$
 $0.95R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (\pm + IM)$
 $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 V_f : Maximum factored shear range in span computed according to Article 6.10.10.

Notes:

M_L and R_L include the effects of centrifugal force and superelevation.

Notes:

For Structural Steel notes, see sheet C32.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



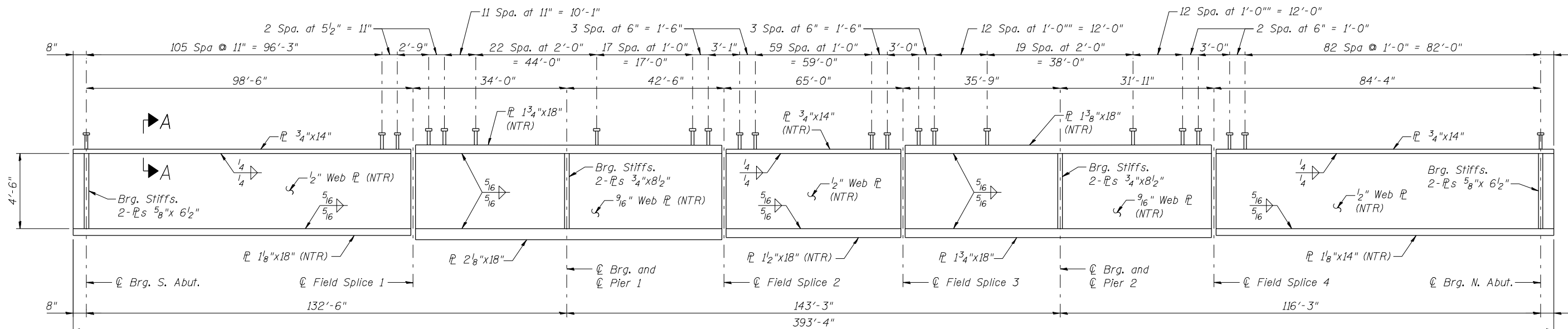
USER NAME =	DESIGNED - M. CRONIN	REVISED -
	CHECKED - R. RILEY	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - E. KRACK	REVISED -
	CHECKED - J. SMITH	REVISED -

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FRAMING PLAN AND DESIGN DATA - S.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

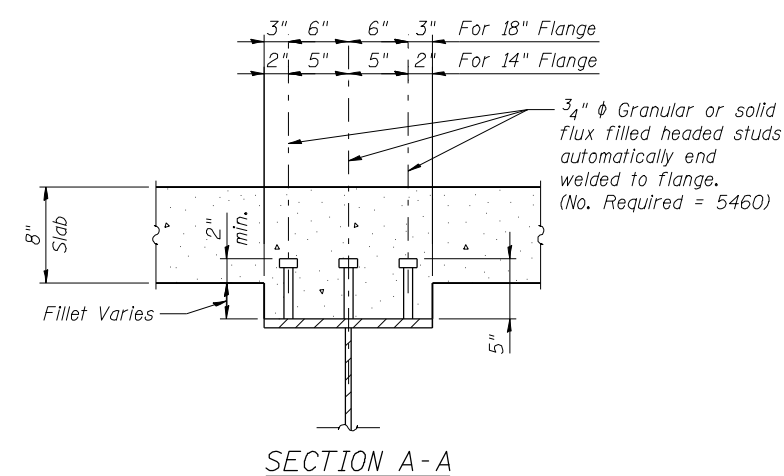
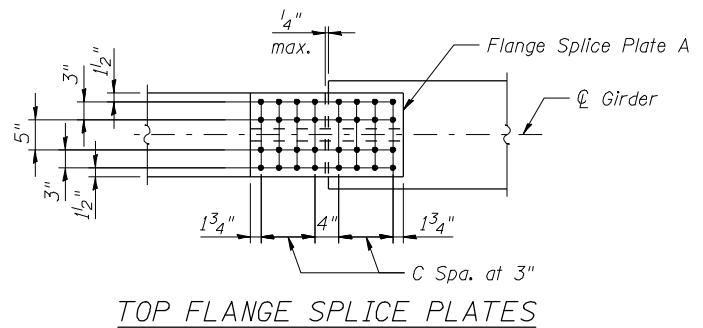
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	86
				CONTRACT NO. 76848

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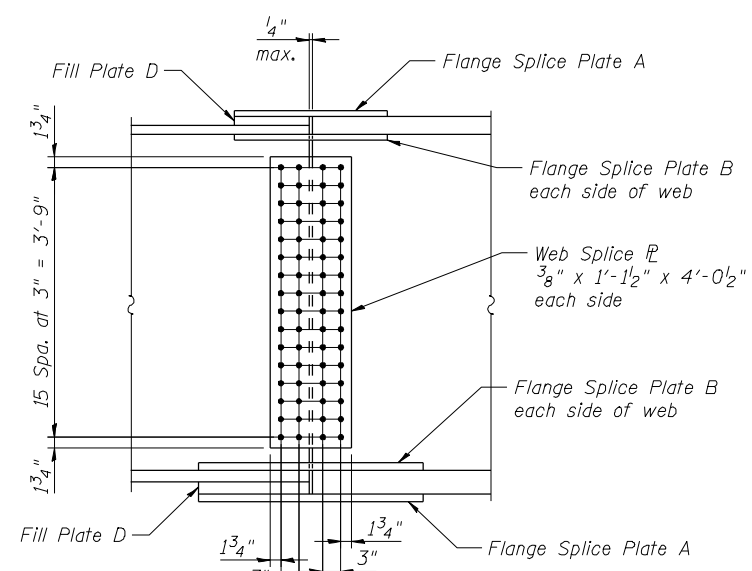
GIRDER ELEVATION

"NTR" denotes plates that shall conform to the supplemental requirements for Notch Toughness, Zone 2.

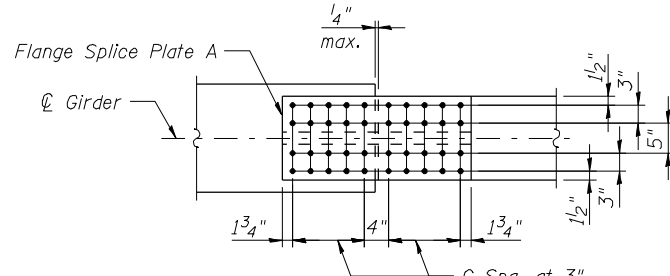
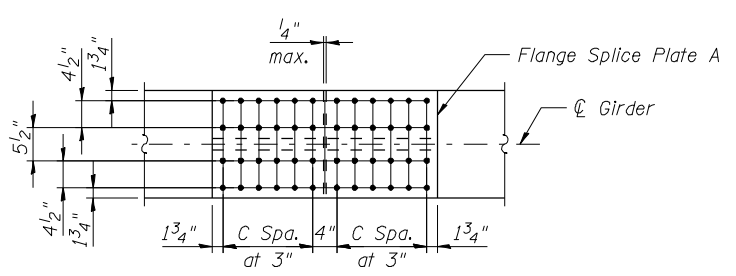


Splice No.	Top Flange Splice			
	Plate A	Plate B	Fill Plate D	C Spaces
1	1/2" x 1'-2" x 2'-1 1/2"	5/8" x 6" x 2'-1 1/2"	1" x 1'-2" x 1'-0 5/8"	3
2	1/2" x 1'-2" x 2'-1 1/2"	5/8" x 6" x 2'-1 1/2"	1" x 1'-2" x 1'-0 5/8"	3
3	1/2" x 1'-2" x 2'-1 1/2"	5/8" x 6" x 2'-1 1/2"	5/8" x 1'-2" x 1'-0 5/8"	3
4	1/2" x 1'-2" x 2'-1 1/2"	5/8" x 6" x 2'-1 1/2"	5/8" x 1'-2" x 1'-0 5/8"	3
Splice No.	Bottom Flange Splice			
	Plate A	Plate B	Fill Plate D	C Spaces
1	5/8" x 1'-6" x 3'-7 1/2"	3/4" x 8" x 3'-7 1/2"	1" x 1'-6" x 1'-9 5/8"	6
2	3/4" x 1'-6" x 4'-1 1/2"	3/4" x 8" x 4'-1 1/2"	5/8" x 1'-6" x 2'-0 5/8"	7
3	3/4" x 1'-6" x 3'-7 1/2"	7/8" x 8" x 3'-7 1/2"	1/4" x 1'-6" x 1'-9 5/8"	6
4	1/2" x 1'-2" x 2'-7 1/2"	5/8" x 6" x 2'-7 1/2"	1/8" x 1'-2" x 1'-3 5/8"	4

TABLE OF FLANGE SPLICE VARIABLES



All splice plates, except fill plates, shall conform to the supplemental requirements for Notch Toughness, Zone 2.



Notes:
 Structural steel shall conform to the requirements of AASHTO M270 Grade 50 except as noted.
 All bolts are 7/8" phi ASTM A325 high strength bolts in 15/16" phi holes.



USER NAME =	DESIGNED - S. STEIB	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - R. RILEY	REVISED -
	DRAWN - E. KRACK	REVISED -
	CHECKED - J. SMITH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GIRDER DETAILS - N.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

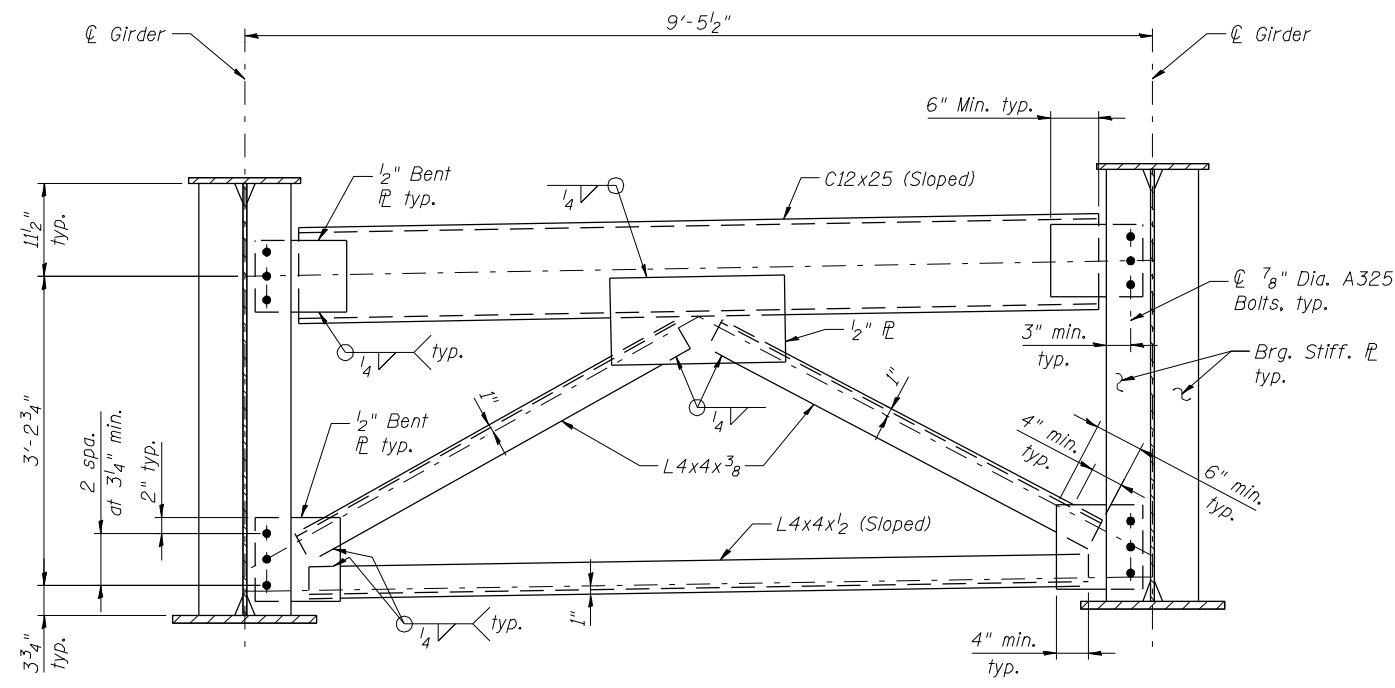
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	87
CONTRACT NO. 76848				

SHEET NO. C30 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

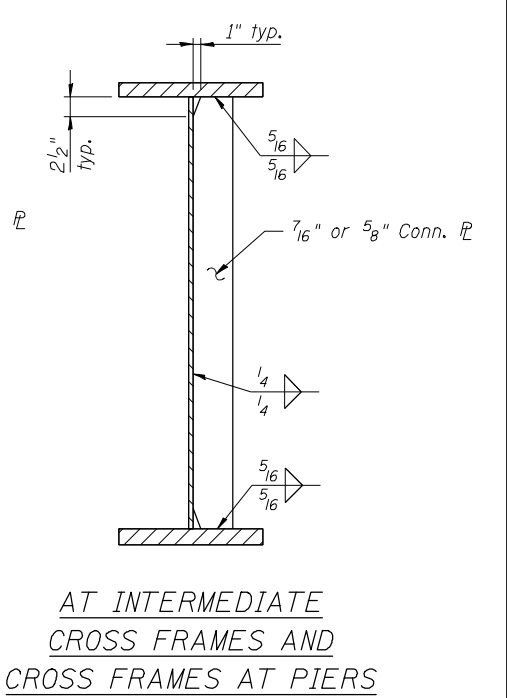
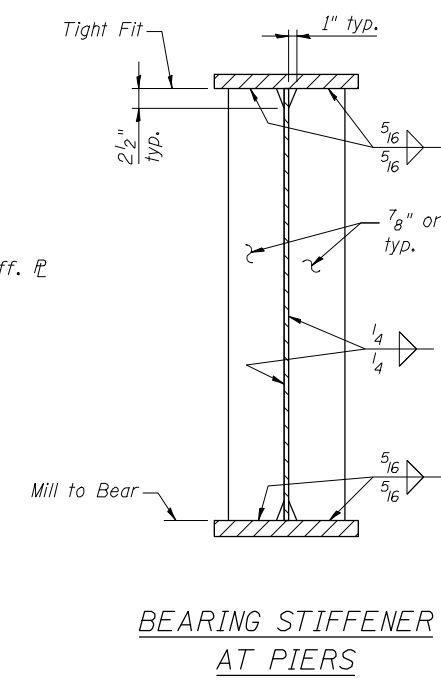
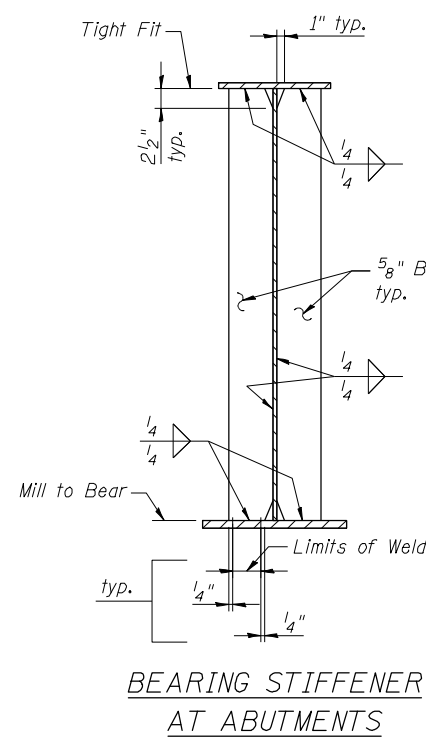
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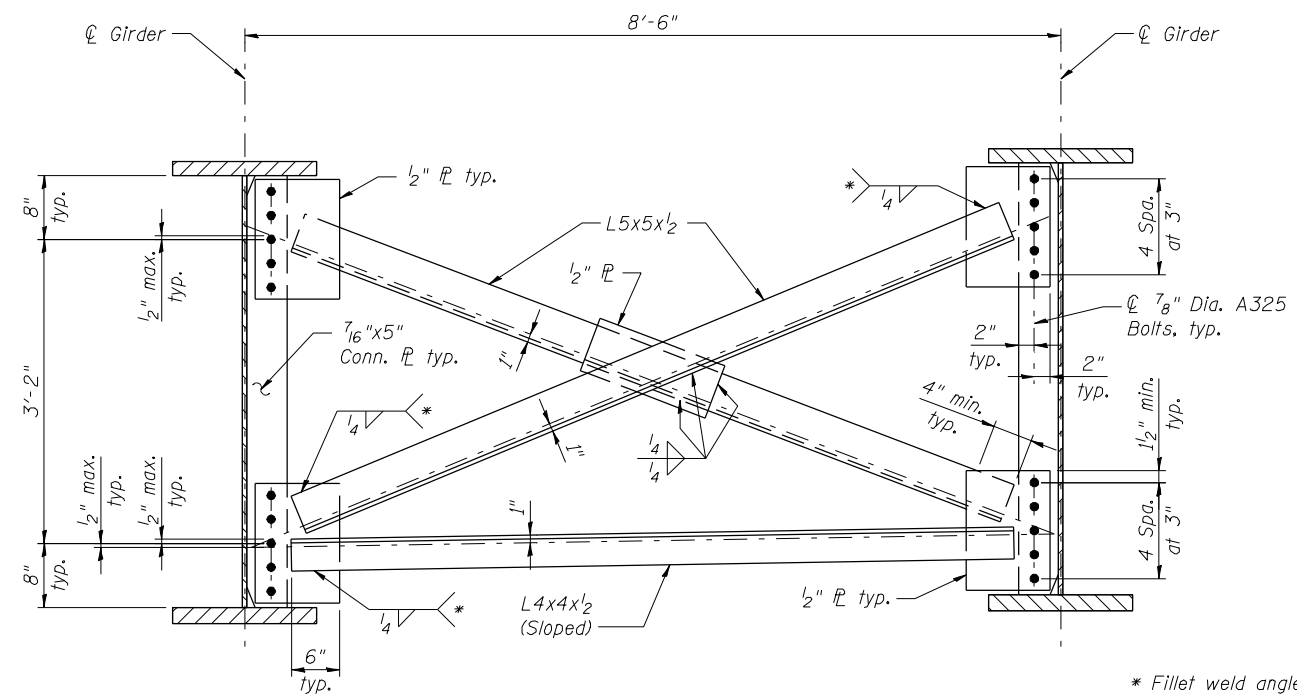
END CROSS FRAME AT ABUTMENTS

Place C12 flanges and outstanding angle legs facing away from abutment backwall.



CONNECTION PLATE DETAILS

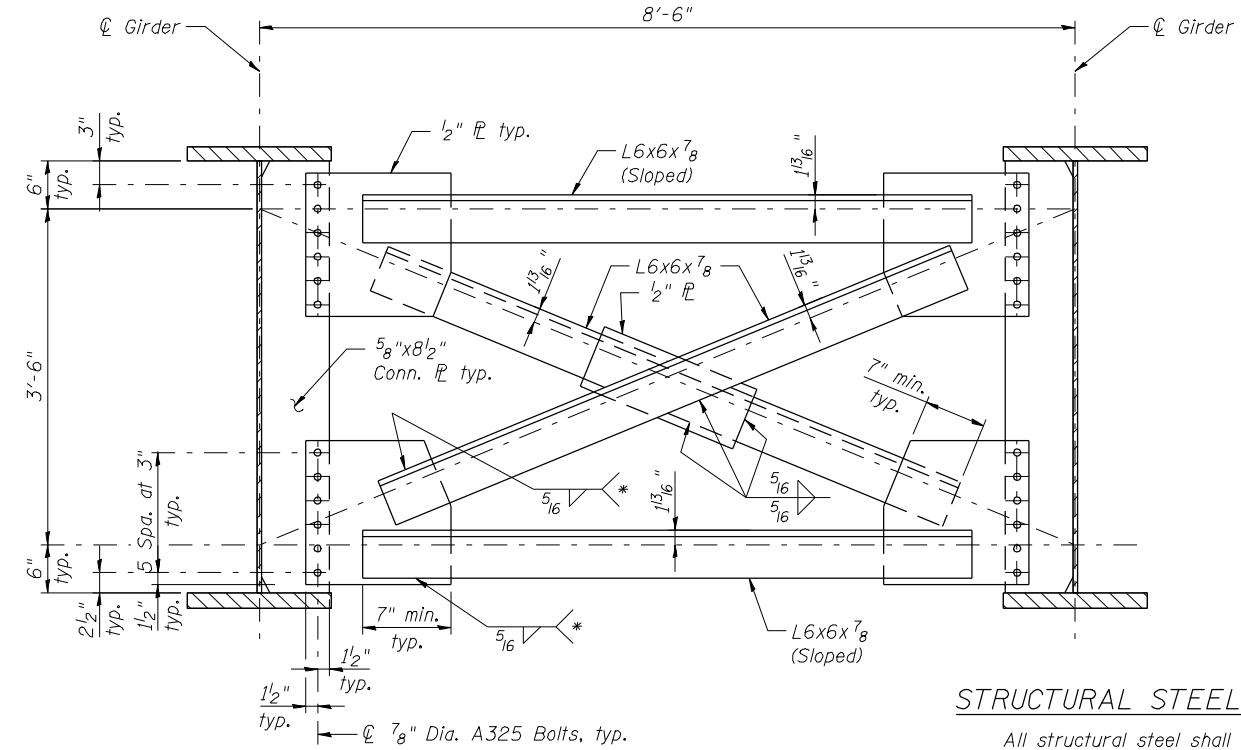
Where connection plate extends beyond girder flange, chamfer outside corners of connection plates 45° beginning at the outside edge of the flange plate.



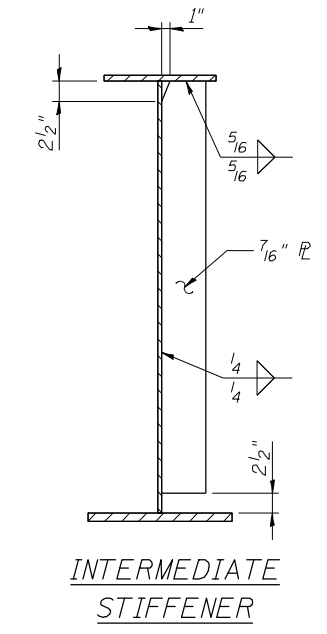
TYPICAL INTERMEDIATE CROSS FRAME

* Fillet weld angles along 3 sides on one face of gusset plate.

Note: "NTR" denotes members that shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



CROSS FRAME AT PIERS



INTERMEDIATE STIFFENER

STRUCTURAL STEEL NOTES

- All structural steel shall be AASHTO M270, Grade 50 unless otherwise noted.
- All cross frames and connecting plates shall conform to the requirements of AASHTO M270, Grade 36.
- Fasteners shall be 7/8" diameter high strength bolts with 1 1/16" diameter open holes unless otherwise noted.
- Two hardened washers shall be required for all oversized holes.
- High strength bolts are designed for a Class A contact surface in a standard hole for a slip-critical connection.
- The contact surface of joints with oversized holes shall be free of paint or lacquer.
- All bearing stiffeners shall be vertical in the completed structure.



USER NAME =	DESIGNED - M. CRONIN	REVISED -
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	DRAWN - E. KRACK	REVISED -
	CHECKED - J. SMITH	REVISED -

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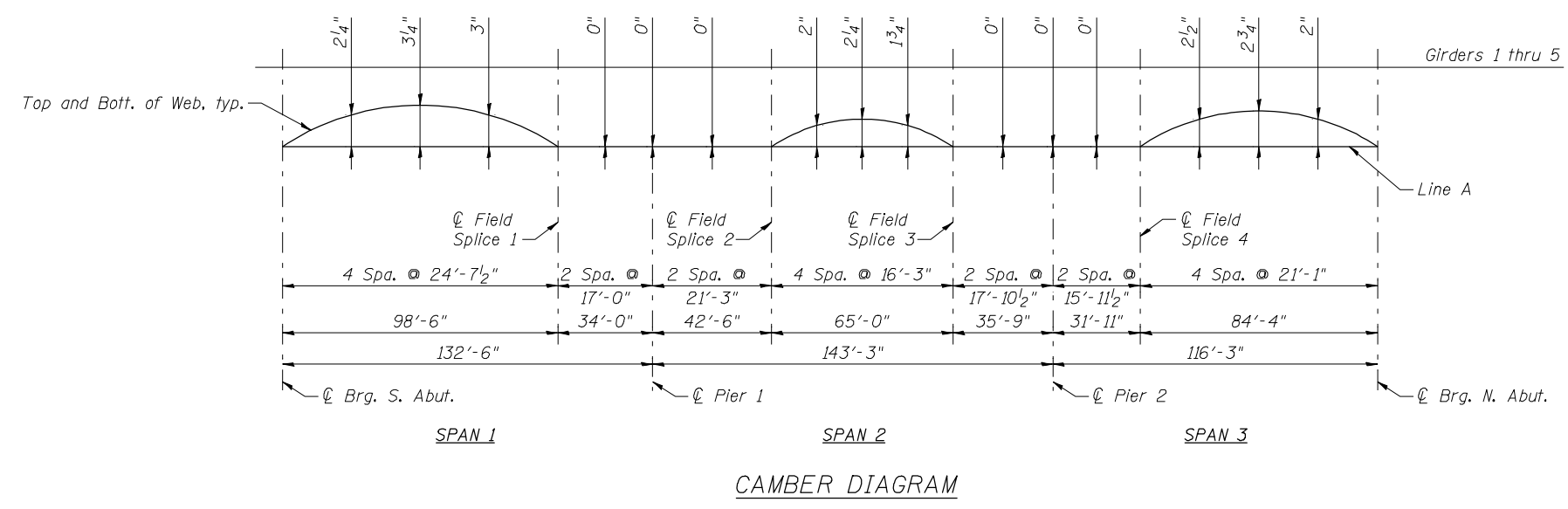
**CROSS FRAME DETAILS
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	89
CONTRACT NO. 76848				

SHEET NO. C32 OF 76 SHEETS

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* TOP OF GIRDER WEB ELEVATIONS

Location Girder	℄ Brg. South Abut.	℄ Field Splice 1	℄ Brg. and ℄ Pier 1	℄ Field Splice 2	℄ Field Splice 3	℄ Brg. and ℄ Pier 2	℄ Field Splice 4	℄ Brg. North Abut.
Girder 1	445.01	446.88	447.28	447.78	448.34	448.47	448.58	448.35
Girder 2	445.07	446.96	447.37	447.88	448.46	448.61	448.74	448.51
Girder 3	445.03	446.93	447.35	447.88	448.47	448.63	448.77	448.58
Girder 4	444.81	446.73	447.16	447.70	448.31	448.48	448.63	448.47
Girder 5	444.56	446.47	446.92	447.47	448.11	448.29	448.44	448.31

* For fabrication only.

Notes:
 Line A is a straight line at the top of web plates between ℄ bearing and ℄ field splice or from ℄ field splice to ℄ field splice.



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - E. KRACK	REVISED -
	CHECKED - S. HENNING	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER CAMBER & TOP OF GIRDER WEB ELEVATIONS - N.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

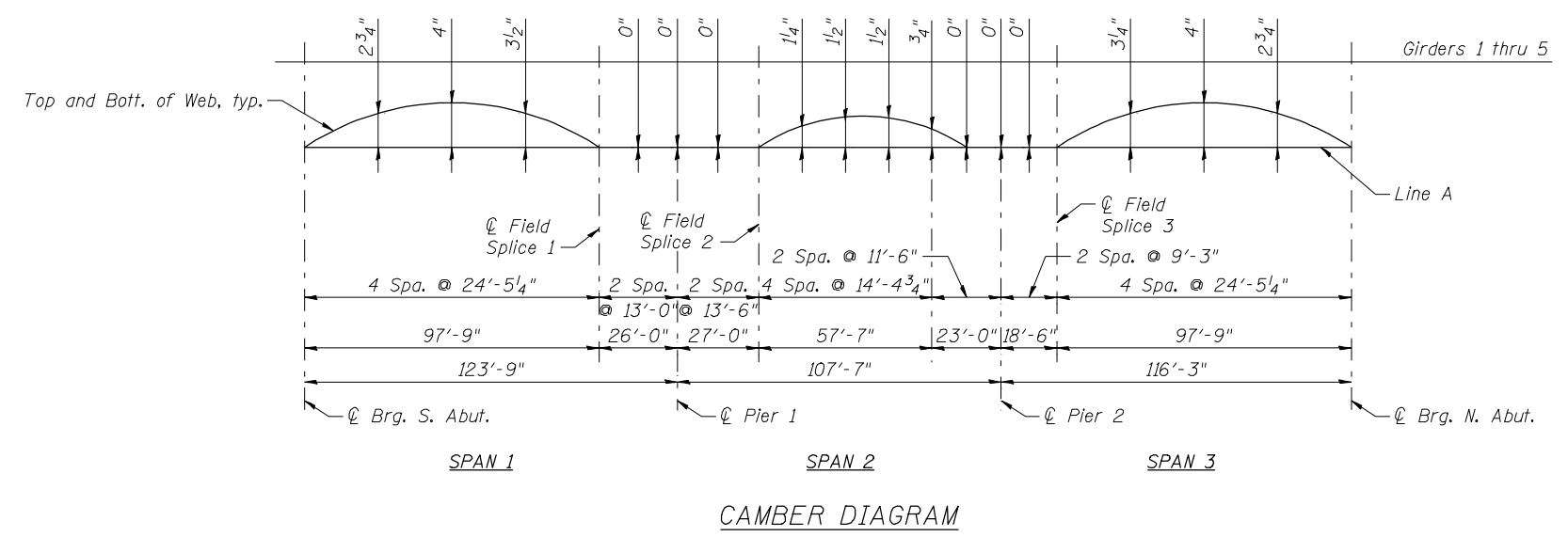
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	90
CONTRACT NO. 76848				

SHEET NO. C33 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

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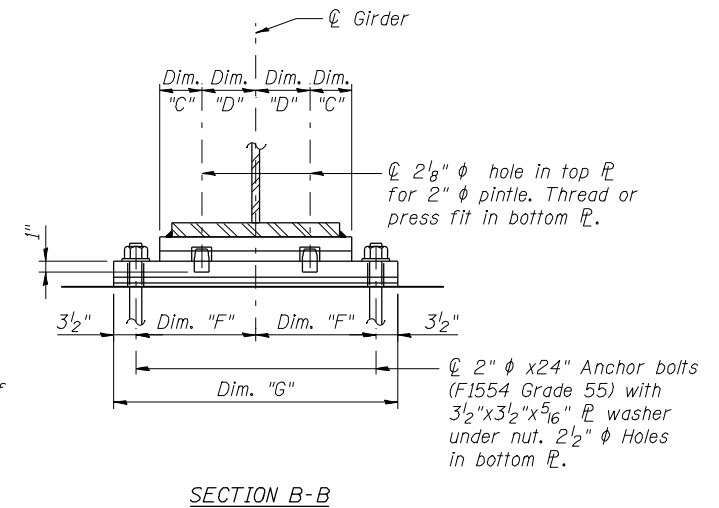
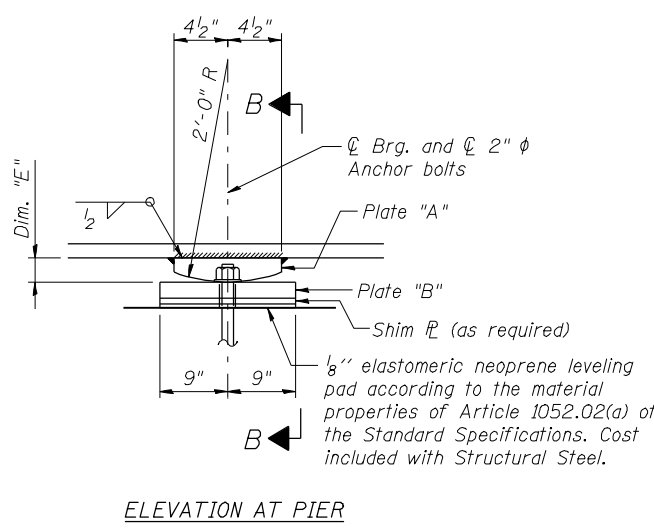
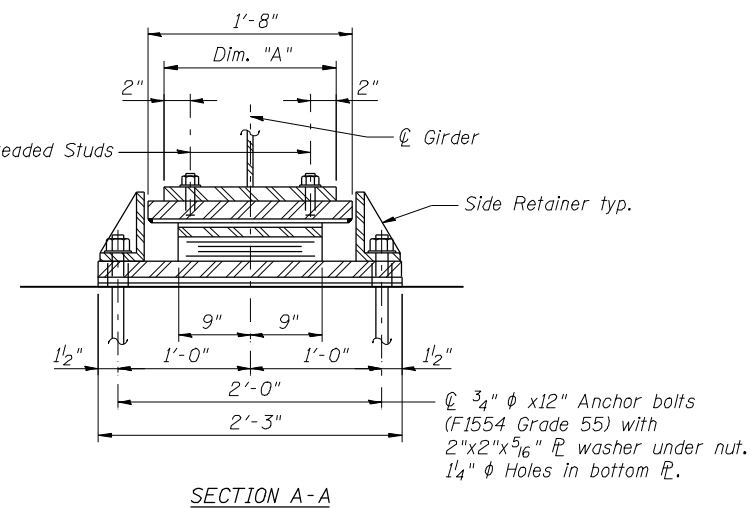
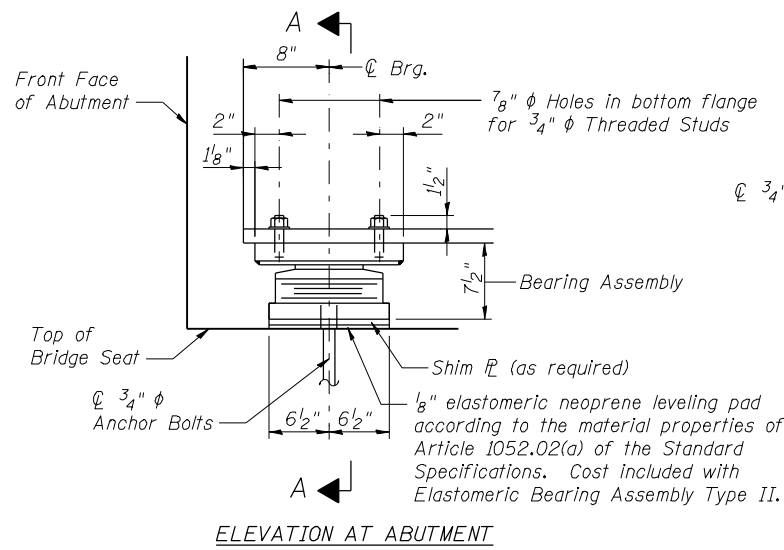
* TOP OF GIRDER WEB ELEVATIONS

Location Girder	℄ Brg. South Abut.	℄ Field Splice 1	℄ Brg. and ℄ Pier 1	℄ Field Splice 2	℄ Brg. and ℄ Pier 2	℄ Field Splice 3	℄ Brg. North Abut.
Girder 1	446.45	447.82	447.94	448.07	448.36	448.43	447.96
Girder 2	446.54	447.96	448.08	448.21	448.54	448.62	448.17
Girder 3	446.59	448.05	448.18	448.31	448.67	448.76	448.34
Girder 4	446.47	447.96	448.10	448.25	448.63	448.72	448.33
Girder 5	446.25	447.76	447.92	448.08	448.48	448.57	448.22

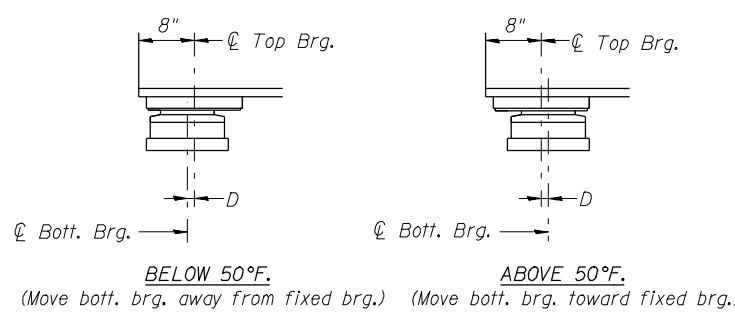
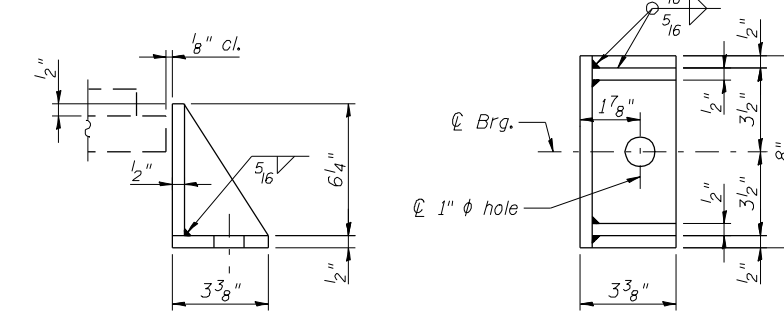
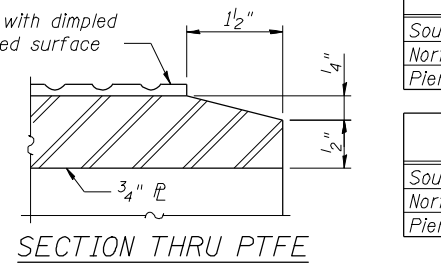
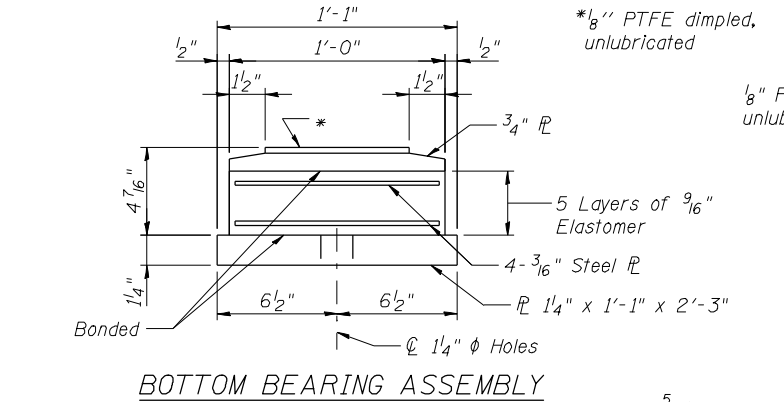
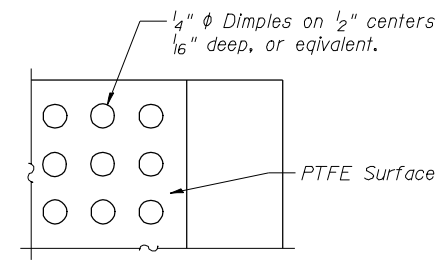
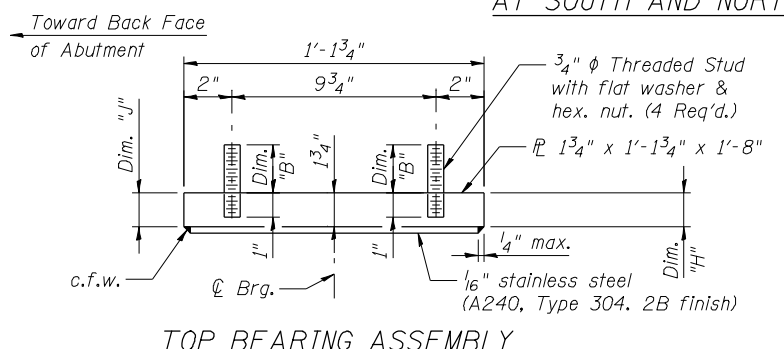
* For fabrication only.

Notes:
 Line A is a straight line at the top of web plates between ℄ bearing and ℄ field splice or from ℄ field splice to ℄ field splice.

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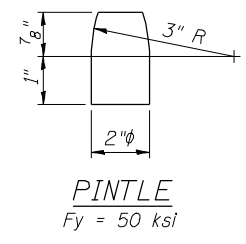
TYPE II ELASTOMERIC EXPANSION BEARING AT SOUTH AND NORTH ABUTMENTS



FIXED BEARING AT PIER 1 AND PIER 2 (20 Required Total)

BEARING PLATE TABLE

Structure No.	Plate "A"	Plate "B"
082-0334 (N.B.)	2 1/4" x 9" x 1'-7 1/2"	2 3/4" x 1'-6" x 2'-7 1/4"
082-0335 (S.B.)	1 1/2" x 9" x 1'-3 1/2"	2 3/4" x 1'-6" x 2'-3 1/4"



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.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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

The structural steel of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

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

VARIABLE DIMENSIONS TABLES

Location	Structure No. 082-0334 (N.B.)									
	Dim. "A"	Dim. "B"	Dim. "C"	Dim. "D"	Dim. "E"	Dim. "F"	Dim. "G"	Dim. "H"	Dim. "J"	
South Abutment	1'-6"	2 1/2"	-	-	-	-	-	1 7/8"	1 5/8"	
North Abutment	1'-2"	2 5/8"	-	-	-	-	-	1 3/4"	1 3/4"	
Pier 1 and 2	-	-	5 1/4"	4 1/2"	2 1/4"	1'-0 1/8"	2'-7 1/4"	-	-	

Location	Structure No. 082-0335 (S.B.)									
	Dim. "A"	Dim. "B"	Dim. "C"	Dim. "D"	Dim. "E"	Dim. "F"	Dim. "G"	Dim. "H"	Dim. "J"	
South Abutment	1'-2"	2 3/4"	-	-	-	-	-	1 7/8"	1 5/8"	
North Abutment	1'-2"	2 1/2"	-	-	-	-	-	1 3/4"	1 3/4"	
Pier 1 and 2	-	-	4 1/4"	3 1/2"	1 1/2"	10 1/8"	2'-3 1/4"	-	-	

PLANNED SHIMS TABLES

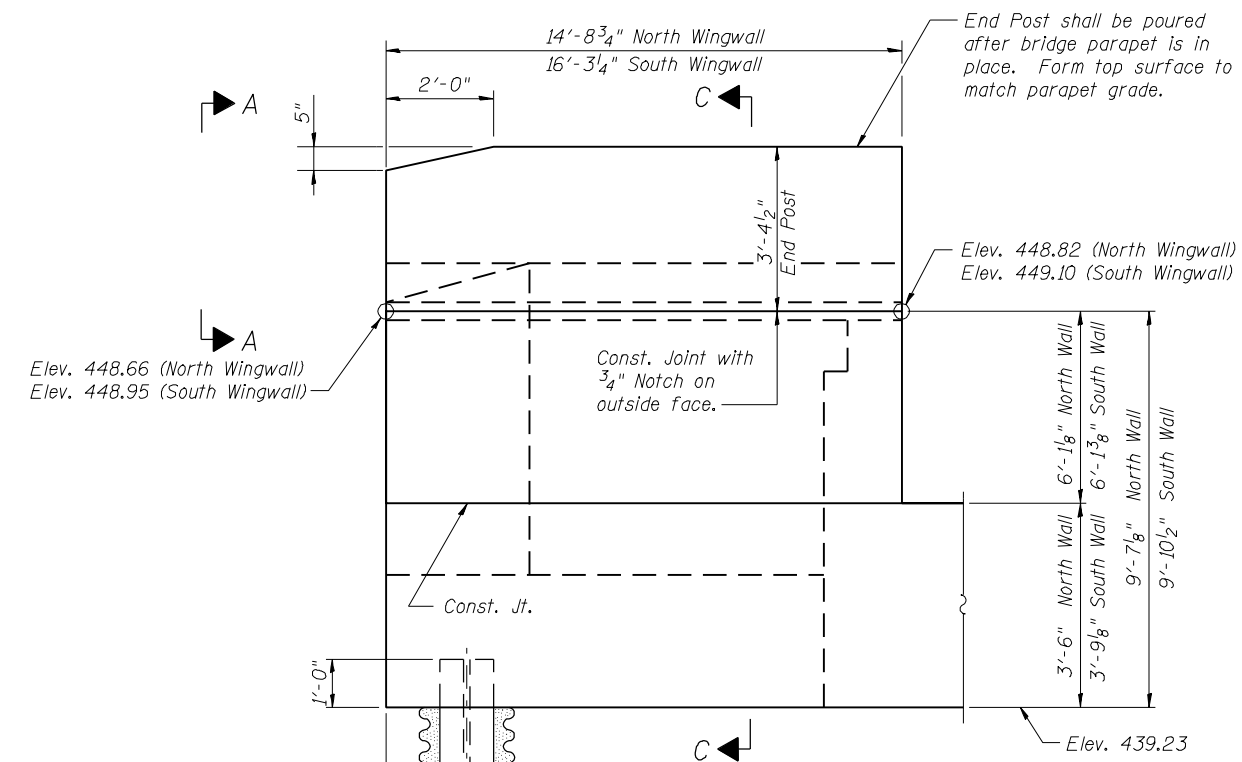
Location	Structure No. 082-0334 (N.B.)				
	G1	G2	G3	G4	G5
South Abutment	-	-	1/4"	-	-
Pier 1	-	1/4"	-	-	-
Pier 2	-	-	3/8"	-	-
North Abutment	-	-	-	-	-

Location	Structure No. 082-0335 (S.B.)				
	G1	G2	G3	G4	G5
South Abutment	-	-	5/8"	-	-
Pier 1	-	-	-	-	-
Pier 2	-	-	1/2"	-	-
North Abutment	-	-	1/8"	-	-

BILL OF MATERIAL

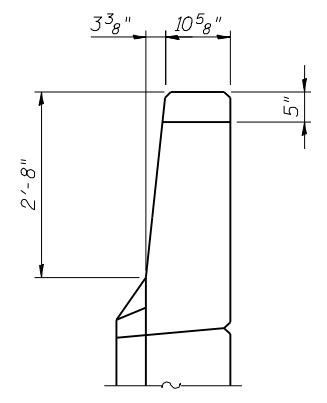
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	20
Anchor Bolts, 3/4"	Each	40
Anchor Bolts, 2"	Each	40

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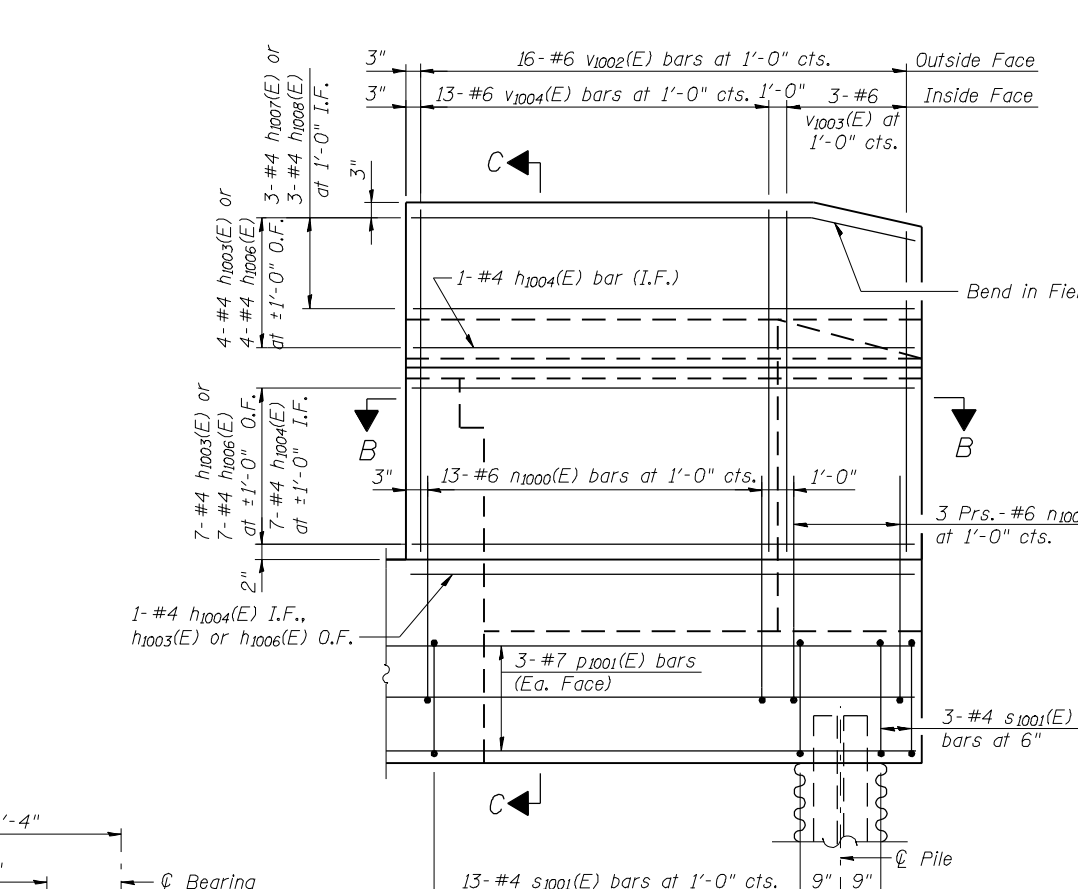


WINGWALL ELEVATION
Showing Dimensions

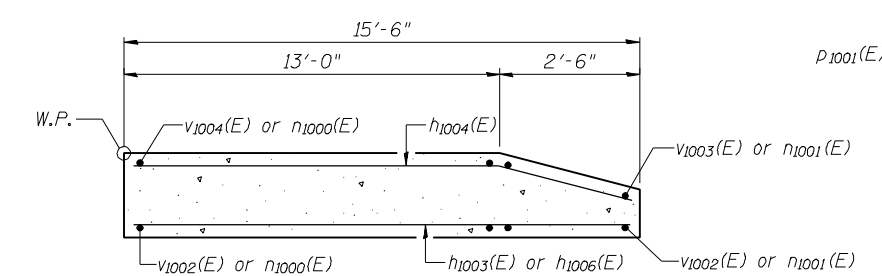
Note: Elevations shown are at outside face of Wingwall.



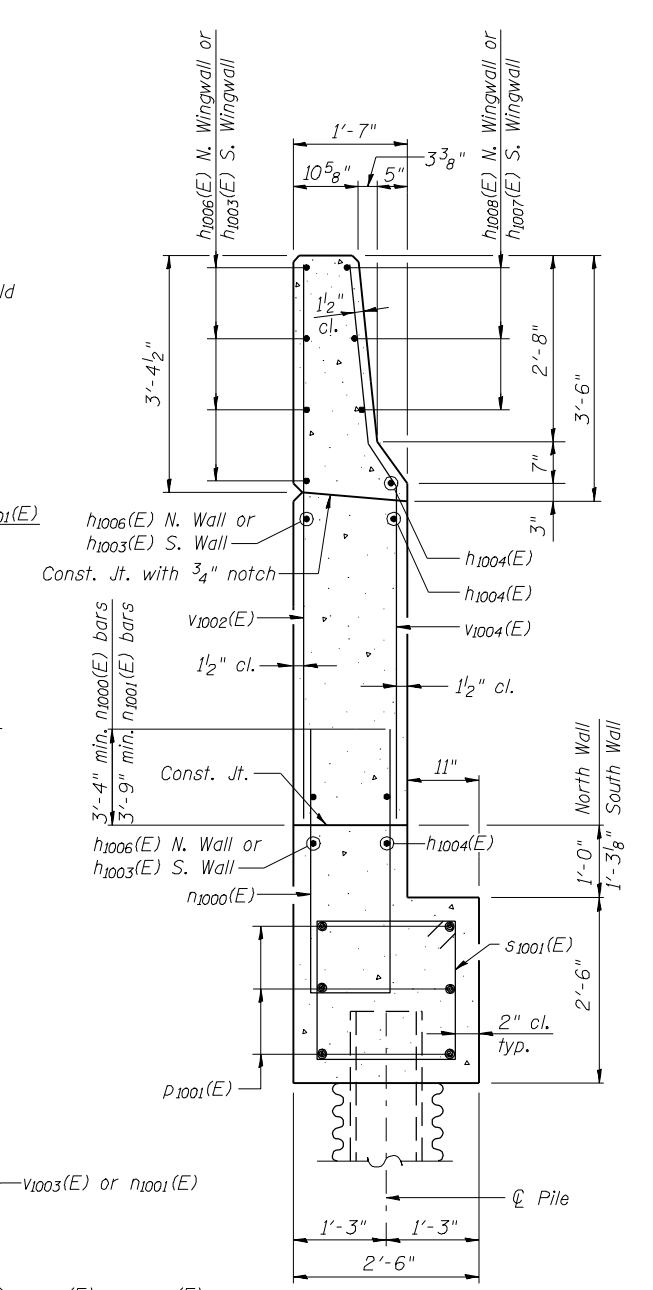
VIEW A-A



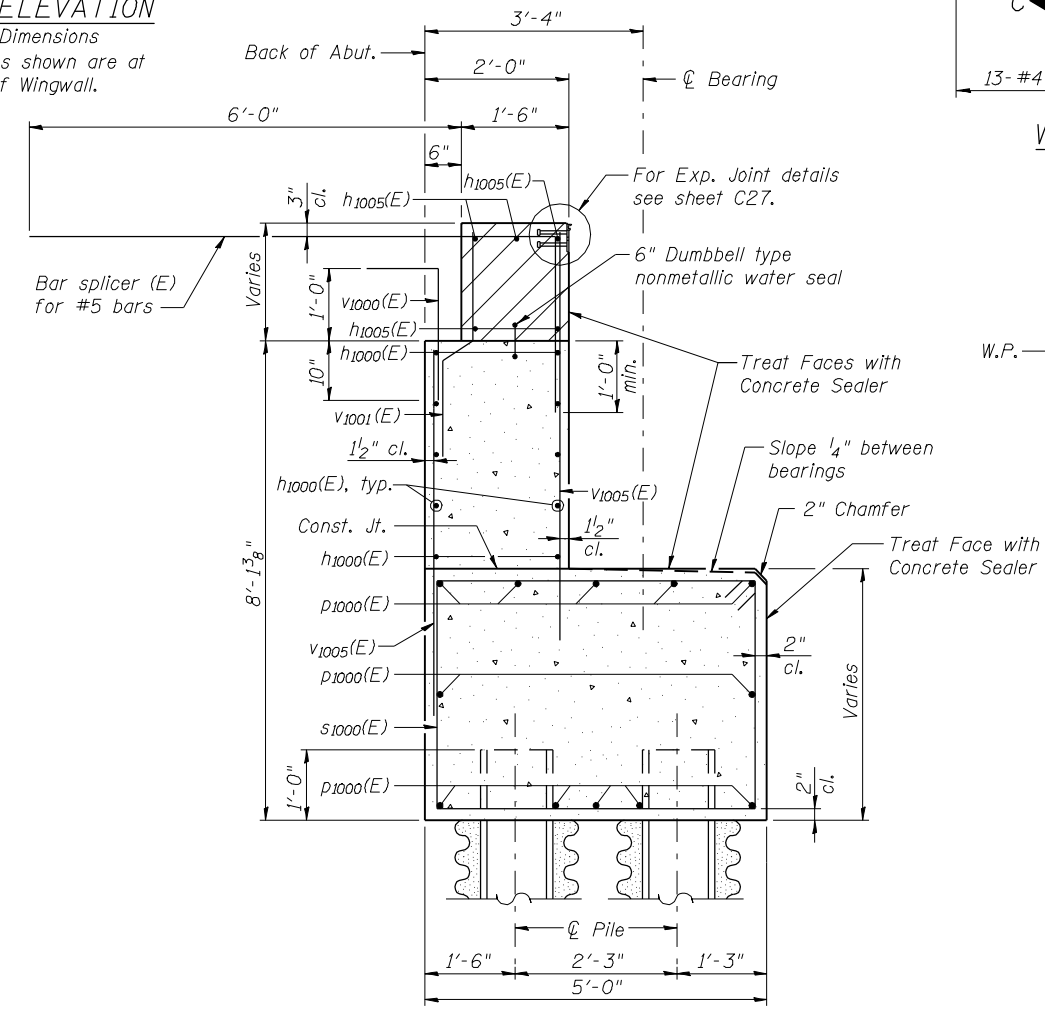
WINGWALL ELEVATION
Showing Reinforcement



SECTION B-B



SECTION C-C



SECTION THRU ABUTMENT

NOTES
Hatched area to be poured after superstructure false work has been removed.
Quantity of concrete included with Concrete Superstructure.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet C2.
For Abutment Soil Reinforcing and Pile Coating requirements, see Sheet C2.



USER NAME =	DESIGNED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	CHECKED - S. HENNING	REVISED -
	DRAWN - C. SALLADE	REVISED -
	CHECKED - N. KHATRI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS- S.B.
STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

SHEET NO. C43 OF 76 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	100
CONTRACT NO. 76848				

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