D74175-sht-cover-fl.dgn 1/27/2014 4:28:09 PM kbarstein

SEE SHEET NO. 2 FOR INDEX OF SHEETS

04-25-14 LETTING ITEM 063

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277*	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74175		

* 277 + 6 = 284

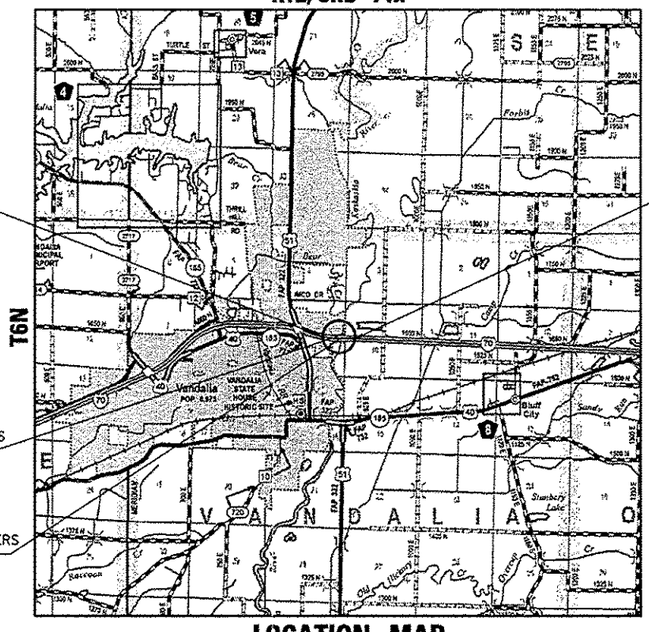
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAI ROUTE 70 (I–70)
SECTION (26–3B–1, 3B–1(3))BR
PROJECT ACNHPP-0070(400)
FAYETTE COUNTY
C – 97 – 087 – 06

BRIDGE REPLACEMENT
OVER KASKASKIA RIVER

R1E, 3RD PM



LOCATION MAP

SCALE
0 1 2 3 4 5 6 MILES
0 5000 10000 15000 20000 25000 30000 FEET

P-97-036-06
D-97-048-06

LOCATION OF SECTION INDICATED THUS: ■

FUNCTIONAL CLASSIFICATION: INTERSTATE

DESIGN SPEED:	70 mph
POSTED SPEED:	70 mph
ADT:	24740 (2014), 35330 (2034)
DIRECTIONAL DISTRIBUTION	53% WB, 47% EB
PV:	55.1%
SU:	3.9%
MU:	41.0%

0' 100' 200' 300' — 1" = 100'
0 10 20 30
0' 50' 100' — 1" = 50'
0' 40' 80' — 1" = 40'
0' 30' 60' 90' — 1" = 30'
0' 20' 40' 60' 80' 100' — 1" = 20'

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

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

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

DISTRICT 7 NO. (217) 342–3951
PROJECT ENGINEER: MARK DAUGHERTY
PROJECT MANAGER:
TOWNSHIP: VANDALIA
CONTRACT NO.: 74175

ESCA
CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

ESCA JOB NO. 1000.05

RICHARD D. PAYNE
37421
LICENSED PROFESSIONAL ENGINEER
OF
STATE OF ILLINOIS

EXPIRES 11-30-2015

SIGNATURE

01/28/14
DATE

THIS SEAL APPLIES ONLY TO SHEETS 1-47, 69-71, 76-80, & 245-277

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 30 20 14
Roger L Driskell (GS)
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 21 20 14
John D. Baranzelli P.E. bz
acting ENGINEER OF DESIGN AND ENVIRONMENT
March 21 20 14
Omer Osman P.E. bz
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

GROSS LENGTH = 1350 FT. = 0.26 MI.
NET LENGTH = 1350 FT. = 0.26 MI.

DESIGN DESIGNATION
N.A.

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	INDEX OF SHEETS AND HIGHWAY STANDARDS
3.	GENERAL NOTES AND COMMITMENTS
4.-13.	SUMMARY OF QUANTITIES
14.-16.	I-70 EXISTING TYPICAL SECTIONS
17.	I-70 PROPOSED TYPICAL SECTIONS
18.	WEST MEDIAN CROSSOVER - EB PROPOSED TYPICAL CROSS SECTIONS
19.	WEST MEDIAN CROSSOVER - WB PROPOSED TYPICAL CROSS SECTIONS
20.	EAST MEDIAN CROSSOVERS PROPOSED TYPICAL CROSS SECTIONS
21.	TEMPORARY ENTRANCE RAMP PROPOSED TYPICAL CROSS SECTIONS
22.-25.	SCHEDULES OF QUANTITIES
26.	ALIGNMENT AND BENCHMARKS
27.	TRAVERSE TIES
28.-30.	I-70 PLAN AND WB PROFILE
31.-33.	I-70 PLAN AND EB PROFILE
34.	WEST MEDIAN CROSSOVER-EB PLAN AND PROFILE
35.	WEST MEDIAN CROSSOVER-EB ELEVATIONS AND OFFSETS
36.	WEST MEDIAN CROSSOVER-WB PLAN AND PROFILE
37.	WEST MEDIAN CROSSOVER-WB ELEVATIONS AND OFFSETS
38.	EAST MEDIAN CROSSOVERS PLAN AND PROFILE
39.	EAST MEDIAN CROSSOVERS ELEVATIONS AND OFFSETS
40.	TEMPORARY ENTRANCE RAMP PLAN
41.	TEMPORARY ENTRANCE RAMP PROFILE
42.-43.	TEMPORARY ENTRANCE RAMP ELEVATIONS AND OFFSETS
44.-45.	CROSSOVER DETAILS
46.-47C	TEMPORARY ENTRANCE RAMP DETAILS
48.-51.	STAGE I TRAFFIC CONTROL
52.-55A.	STAGE II TRAFFIC CONTROL
56.-59.	STAGE III TRAFFIC CONTROL
60.-66.	STAGE IV TRAFFIC CONTROL
67.-68.	STAGE V TRAFFIC CONTROL
69.	ENTRANCE RAMP CLOSURE PLAN
70.-71.	EROSION AND SEDIMENT CONTROL PLANS
72.-75.	TEMPORARY LIGHTING DETAILS
76.	BRIDGE APPROACH SLAB DRAINAGE DETAILS
77.	BUTT JOINT DETAILS
78.-80.	DETAILS
80A.	TYPICAL APPLICATIONS OF INTERSTATE PAVEMENT MARKING
* 81.-193.	SN 026-0106 & 026-0107 OVER KASKASKIA RIVER BRIDGE PLANS
194.-221.	SN 026-0018 EXISTING BRIDGE PLANS (WB)
222.-244.	SN 026-0085 EXISTING BRIDGE PLANS (EB)
244A.	EXISTING INTERCHANGE LIGHTING PLAN
245.-248.	I-70 CROSS SECTIONS WEST CROSSOVER - EB
249.-254.	I-70 CROSS SECTIONS WEST CROSSOVER - WB CONSTRUCTION
255.-263.	I-70 CROSS SECTIONS WEST CROSSOVER - WB REMOVAL & TEMPORARY ENTRANCE RAMP
264.-273.	I-70 CROSS SECTIONS AT BRIDGES
274.-277.	I-70 CROSS SECTIONS EAST CROSSOVERS

* INCLUDES 85A

LIST OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
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
420001-07	PAVEMENT JOINTS
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
420601-05	24' (7.2m) PCC PAVEMENT
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
542546-01	FLUSH INLET BOX FOR MEDIAN
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-02	SHOULDER RUMBLE STRIPS, 16 In.
667101-02	PERMANENT SURVEY MARKERS
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701400-07	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701416-07	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701451-02	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
830026	TEMPORARY ROADWAY LIGHTING
701406-08	LANE CLOSURE, FREEWAY / EXPRESSWAY, DAY OPERATIONS ONLY

ESCA CONSULTANTS, INC.	USER NAME = has	DESIGNED - ELH	REVISED -
	ESCA PROJECT NO.1008.05	DRAWN - HAS	REVISED -
	PLOT SCALE = 0.1667 '/ IN.	CHECKED - RDP	REVISED -
	PLOT DATE = 1/29/2014 1:28:25 PM	DATE - 11/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-38-1, 38-1(3))BR	FAYETTE	277	2
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

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

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

3. ALL SAWCUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCLUDED IN THE PAY ITEMS INVOLVED. THE MINIMUM SAW DEPTH IN THE PAVEMENT SHALL BE 1½" UNLESS OTHERWISE NOTED.

4. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

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

6. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

7. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITES:

ALL HOT-MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL/SQ YD
ON AGGREGATE SURFACE	0.32 GAL/SQ YD

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

9. ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2A ACCORDING TO THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. THE TOP SIX INCHES OF SOIL SHALL BE CAPABLE OF SUSTAINING VEGETATION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.

11. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

12. TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION EXCEPT AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

13. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.

14. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION ON THE COMPLETED SURFACE COURSE. SHORT TERM PAVEMENT MARKING ON HMA SURFACE COURSE OR PCC SHALL BE TAPE.

15. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE EMAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

16. THE TOP 6 IN. OF TOPSOIL SHALL BE STRIPPED FROM THE CONSTRUCTION LIMITS AT THE WEST MEDIAN CROSSOVER - WESTBOUND AND THE TEMPORARY ENTRANCE RAMP AS SHOWN IN THE PLANS. THIS MATERIAL SHALL BE STOCKPILED AT A LOCATION APPROVED BY THE ENGINEER AND REPLACED AFTER THE CROSSOVER AND RAMP ARE REMOVED AND MAJOR GRADING OPERATIONS ARE COMPLETED. THIS WORK WILL BE PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT.

17. THE CONTRACTOR SHALL USE EITHER RC-70, SS-1h, OR SS-1hP, APPLIED AT THE RATE DIRECTED BY THE ENGINEER, FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT).

18. HMA SHOULDERS SHALL BE MILLED TO THE SAME DEPTH AS ADJACENT ROADWAY TO FACILITATE PLACEMENT OF NEW HOT-MIX ASPHALT SHOULDERS.

19. EXISTING TRAFFIC BARRIER TERMINALS TO BE REMOVED SHALL BE PAID FOR AS GUARDRAIL REMOVAL.

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

21. THE WEST MEDIAN CROSSOVER - EASTBOUND AND THE EAST MEDIAN CROSSOVERS WILL REMAIN IN PLACE UPON COMPLETION OF THIS CONTRACT. THESE CROSSOVERS SHALL BE CLOSED USING FLEXIBLE DELINEATORS AND BREAKAWAY SIGN SUPPORT COUPLERS.

22. REMOVAL OF THE GEOTECHNICAL FABRIC DURING CROSSOVER AND RAMP REMOVAL SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

23. CA-6 CRUSHED STONE WITH A MIN. IBR OF 80 SHALL BE USED FOR AGGREGATE BASE COURSE, TYPE B FOR THE MEDIAN CROSSOVER AND TEMPORARY ENTRANCE RAMP EMBANKMENTS. REMOVAL OF THE AGGREGATE BASE COURSE, TYPE B AT THE TEMPORARY LOCATIONS IS PAID FOR AS EARTH EXCAVATION. PART OF THIS MATERIAL MAY BE REUSED FOR THE CONSTRUCTION OF AGGREGATE SHOULDERS TYPE B.

24. RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL NEW SHOULDERS ON I-70. SHOULDER RUMBLE STRIPS SHALL BE CUT INTO THE CROSSOVER PAVEMENT AT SHOULDER LOCATIONS ON I-70 AFTER THE CROSSOVERS ARE NO LONGER REQUIRED. RUMBLE STRIPS WILL BE PAID PER FOOT AS SHOULDER RUMBLE STRIPS 16 INCH.

25. RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

26. REFER TO HIGHWAY STANDARD 420601 FOR CONSTRUCTION DETAILS OF PCC PAVEMENT FOR CROSSOVERS.

27. THE TEMPORARY PAVEMENT MARKING USED WITH HIGHWAY STANDARD 701416 IN STAGES II & IV SHALL BE PAINT. SUPPLY, INSTALLATION, AND REMOVAL OF REFLECTORIZED PAVEMENT MARKING PAINT AND TAPE USED FOR TRAFFIC CONTROL AS SHOWN ON THE TRAFFIC CONTROL DRAWINGS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

COMMITMENTS

1. THE CONTRACTOR SHALL BE AWARE OF THE WETLAND AREAS SHOWN ON THE PLANS AND SHALL BE RESPONSIBLE FOR PROTECTING THESE AREAS FROM DISTURBANCE. PARKING OF EQUIPMENT OR PLACING OF MATERIALS WILL NOT BE PERMITTED IN THESE AREAS. TEMPORARY FENCE SHALL BE CONSTRUCTED TO HELP PROTECT THESE AREAS AS SHOWN IN THE PLANS.

2. REFER TO COMMITMENT FILE FOR ANY COMMITMENTS AFTER JANUARY 31, 2014.

HMA MIXTURES REQUIREMENTS

MIXTURE USE	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT BRIDGE APPROACH CONNECTOR PAVEMENT	HOT-MIX ASPHALT SHOULDERS (BOTTOM LIFTS)	HOT-MIX ASPHALT SHOULDERS (TOP LIFT)	TEMPORARY RAMP HOT-MIX ASPHALT SURFACE COURSE	TEMPORARY RAMP HOT-MIX ASPHALT BINDER COURSE	TEMPORARY RAMP HOT-MIX ASPHALT BASE COURSE
AC/PG	SBS PG 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=30	4.0% @ Ndes=30	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=70
MIX COMPOSITION	IL-9.5	IL-19.0	IL-19.0L	IL-9.5L	IL-9.5	IL-19.0	IL-19.0
FRICTION AGGREGATE	MIX D	N/A	N/A	MIX C	MIX D	N/A	N/A

PLOT DRIVEN = 1.00 E.M.M=1
PEN TABLE = ESCA 2011.TBL
PEN NAME = 0714175-sht-general02.tbl

ESCA CONSULTANTS, INC.

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1888.85	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.1667 ' / IN.	CHECKED - RDP	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	(26-3B-1, 3B-1(3))BR	FAYETTE	277	3
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
20101000	TEMPORARY FENCE	FOOT	2950	2950	
20200100	EARTH EXCAVATION	CU YD	9280	9280	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	19400	19400	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1020	1020	
25000210	SEEDING, CLASS 2A	ACRE	8.5	8.5	
25000350	SEEDING, CLASS 7	ACRE	8.5	8.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	765	765	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	765	765	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	765	765	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	17	17	
25100115	MULCH, METHOD 2	ACRE	16.5	16.5	
25100630	EROSION CONTROL BLANKET	SQ YD	2906	2906	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1700	1700	
28000305	TEMPORARY DITCH CHECKS	FOOT	420	420	

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SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
28000400	PERIMETER EROSION BARRIER	FOOT	1310	1310	
28000500	INLET AND PIPE PROTECTION	EACH	4	4	
28100107	STONE RIPRAP, CLASS A4	SQ YD	3600		3600
28200200	FILTER FABRIC	SQ YD	3600		3600
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	11980	11980	
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	2114	2114	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2188	2188	
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	40	40	
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	1008	1008	
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	208	208	
42000515	PORTLAND CEMENT CONCRETE PAVEMENT 10 3/4"	SQ YD	5375	5375	
42001200	PAVEMENT FABRIC	SQ YD	5375	5375	
42001300	PROTECTIVE COAT	SQ YD	5375	5375	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	288	288	

ESCA CONSULTANTS, INC.

USER NAME = hoa	DESIGNED - ELH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE | SHEET NO. 2 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	126-3B-1, 3B-1(3))BR	FAYETTE	277	5
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S.N. 026-0106 & 0107
44000100	PAVEMENT REMOVAL	SQ YD	4140	4140	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	11451	11451	
44004250	PAVED SHOULDER REMOVAL	SQ YD	2454	2454	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	135	135	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1084	1084	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	9	9	
50200100	STRUCTURE EXCAVATION	CU YD	2390		2390
50200300	COFFERDAM EXCAVATION	CU YD	5370		5370
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1		1
50201124	COFFERDAM (TYPE 2) (LOCATION - 4)	EACH	1		1

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE: ROADWAY 0004 RURAL	CONSTRUCTION CODE: BRIDGE 0011 S.N. 026-0106 & 0107
50300100	FLOOR DRAINS	EACH	87		87
50300225	CONCRETE STRUCTURES	CU YD	3186.2		3186.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	3516.1		3516.1
50300260	BRIDGE DECK GROOVING	SQ YD	10182		10182
50300265	SEAL COAT CONCRETE	CU YD	659.1		659.1
50300280	CONCRETE ENCASEMENT	CU YD	32.8		32.8
50300300	PROTECTIVE COAT	SQ YD	12831		12831
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	37692		37692
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1391470		1391470
50800515	BAR SPLICERS	EACH	168		168
50800530	MECHANICAL SPLICERS	EACH	1252		1252
51201800	FURNISHING STEEL PILES HP14X73	FOOT	5625		5625
51201900	FURNISHING STEEL PILES HP14X89	FOOT	25768		25768

14

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 000H RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
51202305	DRIVING PILES	FOOT	31393		31393
51500100	NAME PLATES	EACH	2		2
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	18		18
52100510	ANCHOR BOLTS, 3/4"	EACH	60		60
52100520	ANCHOR BOLTS, 1"	EACH	72		72
52100530	ANCHOR BOLTS, 1 1/4"	EACH	192		192
54213459	END SECTIONS 24"	EACH	5	5	
54215547	METAL END SECTIONS 12"	EACH	7	7	
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	1	1	
54248510	CONCRETE COLLAR	CU YD	0.6	0.6	
58700300	CONCRETE SEALER	SQ FT	2891		2891
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	194		194
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	10	10	
60100945	PIPE DRAINS 12"	FOOT	217	217	

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	85	85	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	3	3	
60500060	REMOVING INLETS	EACH	1	1	
60900240	TYPE C INLET BOX, STANDARD 609006	EACH	4	4	
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	3	3	
60900515	CONCRETE THRUST BLOCKS	EACH	3	3	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	691	691	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	1216	1216	
63302700	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	1	1	
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	11775	11775	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	4715	4715	

(14)

ESCA CONSULTANTS, INC.

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.1667 ' / IN.	CHECKED - ROP	REVISED -	
PLOT DATE = 1/29/2014 1:32:03 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE | SHEET NO. 6 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(13))BR	FAYETTE	277	9
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	32	32	
67100100	MOBILIZATION	L SUM	1	1	
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	6	6	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	35	35	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2602	2602	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27860	27860	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	8510	8510	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	8962.5	8962.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4187.5	4187.5	
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	830	830	
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	21100	21100	

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S.N. 026-0106 & 0107
78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	970	970	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22	
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	56	56	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	21	21	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4325	4325	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	22	22	
5421D024	PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY)	FOOT	300	300	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	10	10	
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	49	49	
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	864	864	
X0301993	REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN	EACH	1	1	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1603	1603	
X5210120	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 250K	EACH	6		6

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
X5210180	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	EACH	48		48
~~X5210210~~	~~HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 700K~~	~~EACH~~	~~12~~		~~12~~
X5210345	HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 550K	EACH	12		12
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	515		515
X6330104	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL, FLARED	EACH	1	1	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	56	56	
X7050169	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED)	EACH	2	2	
X7270008	BREAKAWAY SIGN SUPPORT COUPLER	EACH	85	85	
X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	1008	1008	
X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	21100	21100	
X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	970	970	
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1	1	
Z0016702	DETOUR SIGNING	L SUM	1	1	

90% FED 10% STATE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 RURAL	CONSTRUCTION CODE BRIDGE 0011 S. N. 026-0106 & 0107
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	27		27
Z0024478	FLEXIBLE DELINEATORS	EACH	85	85	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	9669		9669
Z0034393	MODULAR EXPANSION JOINT 9"	FOOT	168		168
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	300		300
Z0076600	TRAINEES	HOUR	1500	1500	
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500	

Ø 0042

ESCA CORPORATION, INC.

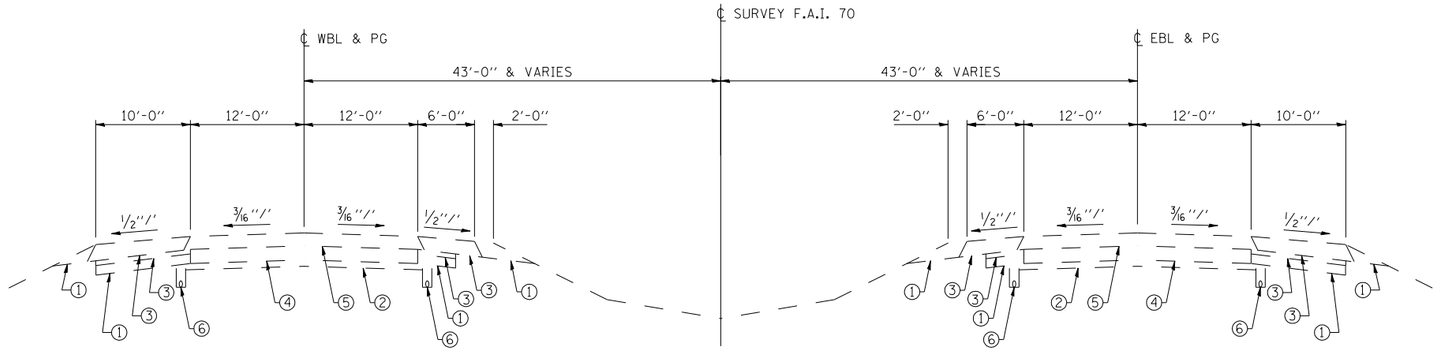
USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1008.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.1667 ' / IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 11:33:05 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

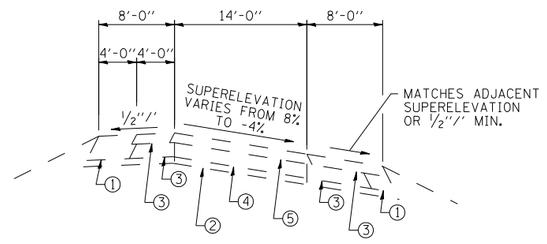
SUMMARY OF QUANTITIES

SCALE | SHEET NO. 10 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	13
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

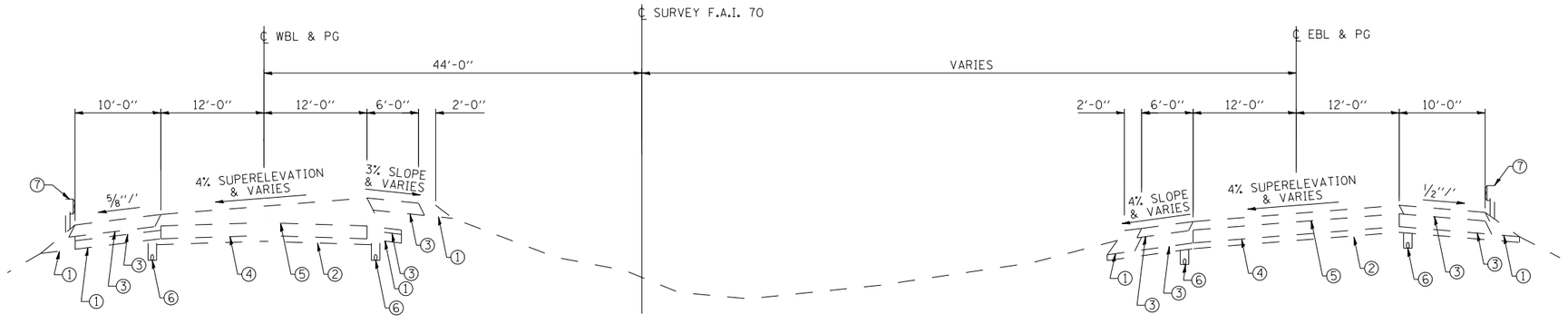


EXISTING TYPICAL SECTION
STATION 485+00.00 TO STATION 499+00.00



EXISTING TYPICAL SECTION
EASTBOUND I-70 ENTRANCE RAMP AT INTERCHANGE 63

① AGGREGATE SHOULDERS
② 4'' SUBBASE GRANULAR MATERIAL
③ HMA SHOULDERS
④ 9'' CRPCC PAVEMENT
⑤ HMA OVERLAY
⑥ 4'' PIPE UNDERDRAINS
⑦ STEEL PLATE BEAM GUARDRAIL



EXISTING TYPICAL SECTION
STATION 522+00.00 TO STATION 537+81.02

EXISTING TYPICAL SECTION
STATION 1522+00.00 TO STATION 1538+03.16

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ESCA CORPORATION, INC. CIVIL & STRUCTURAL ENGINEERS

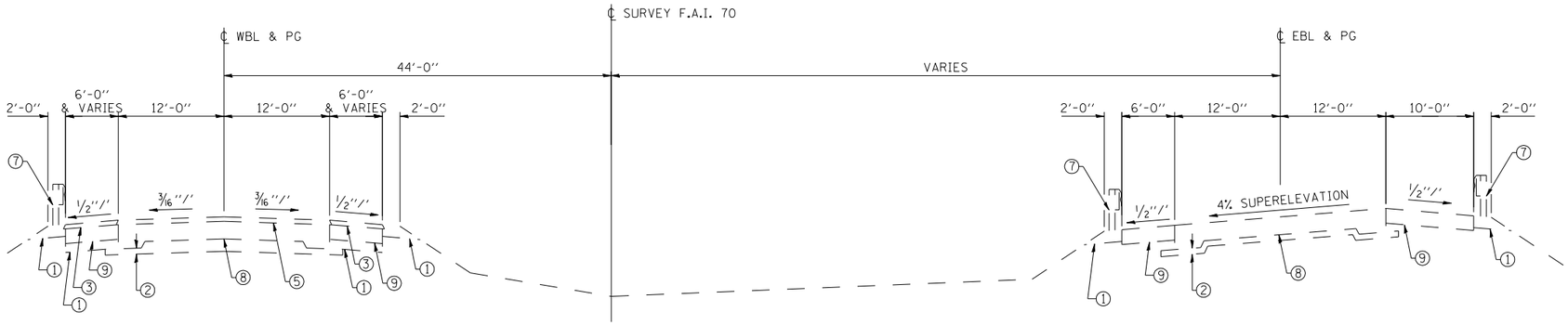
USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 1:34:10 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 EXISTING TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

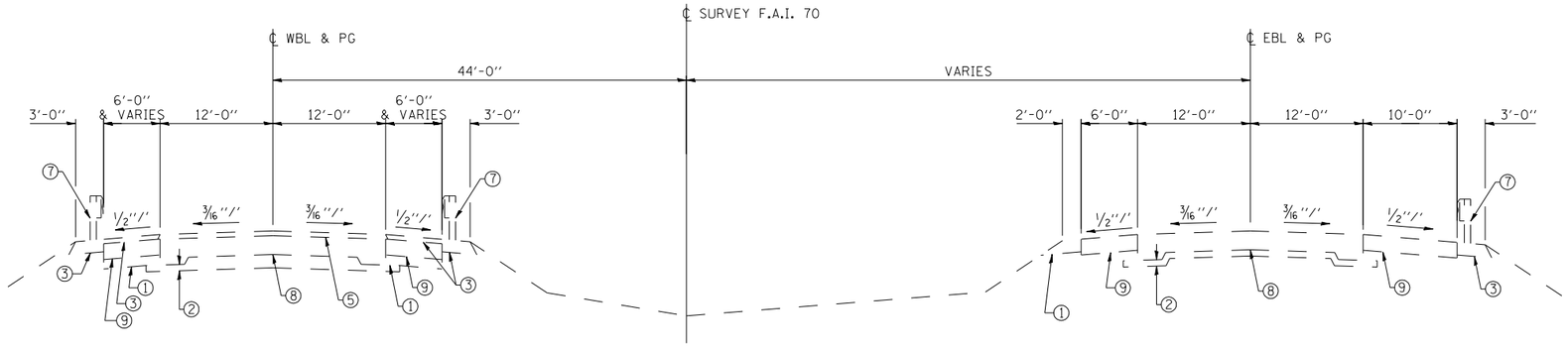
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	14
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STATION 537+81.02 TO STATION 538+21.02

EXISTING TYPICAL SECTION
STATION 1538+03.16 TO STATION 1538+44.40

① AGGREGATE SHOULDERS
② 4'' SUBBASE GRANULAR MATERIAL
③ HMA SHOULDERS
④ 9'' CRPCC PAVEMENT
⑤ HMA OVERLAY
⑥ 4'' PIPE UNDERDRAINS
⑦ STEEL PLATE BEAM GUARDRAIL
⑧ 16½''-12''-16½'' PCC PAVEMENT
⑨ 10'' PCC BASE COURSE



EXISTING TYPICAL SECTION
STATION 549+17.02 TO STATION 549+57.02

EXISTING TYPICAL SECTION
STATION 1549+40.77 TO STATION 1549+97.83

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ESCA CORPORATION, INC. CIVIL & STRUCTURAL ENGINEERS

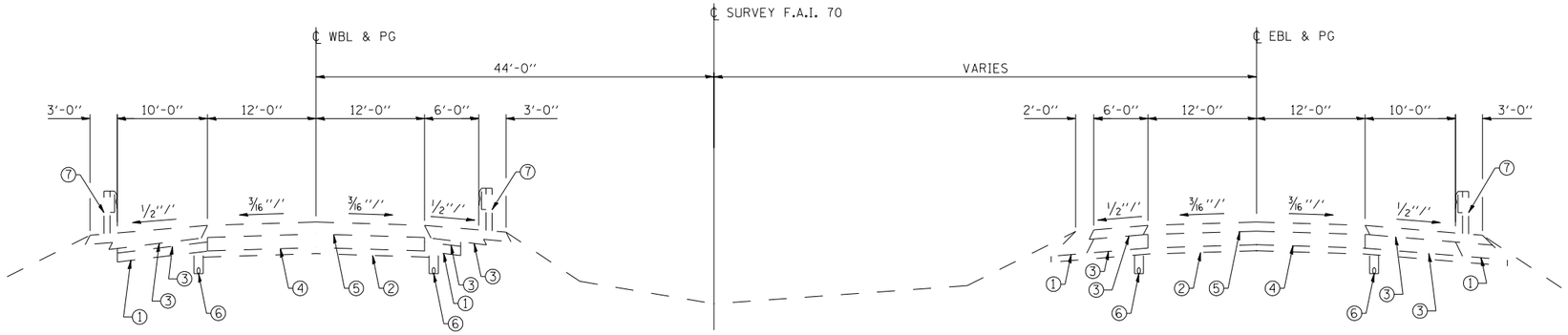
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:34:32 PM	DATE - 08/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 EXISTING TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

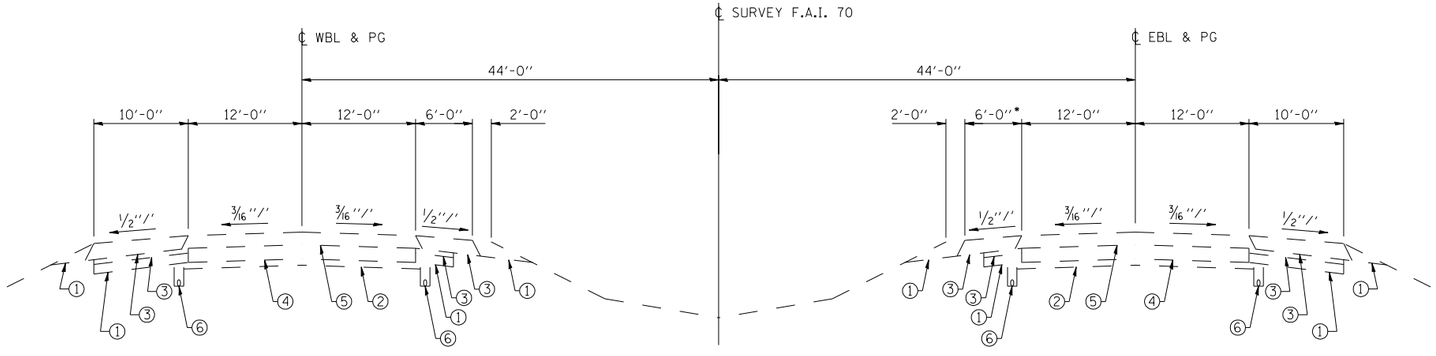
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	15
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STATION 549+57.02 TO STATION 566+26.53

EXISTING TYPICAL SECTION
STATION 1549+97.83 TO STATION 1566+50.77

① AGGREGATE SHOULDERS
② 4'' SUBBASE GRANULAR MATERIAL
③ HMA SHOULDERS
④ 9'' CRPCC PAVEMENT
⑤ HMA OVERLAY
⑥ 4'' PIPE UNDERDRAINS
⑦ STEEL PLATE BEAM GUARDRAIL



EXISTING TYPICAL SECTION
STATION 566+26.53 TO STATION 587+00.00

* SHOULDER NARROWS TO 4'-0'' BEYOND STA 567+00

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PEN TABLE = IDOT_VER02.TBL
PLOT MODE = 0 (BW)
FILE NAME = D:\74175-sht-typ03.dgn

ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL DIVISIONS

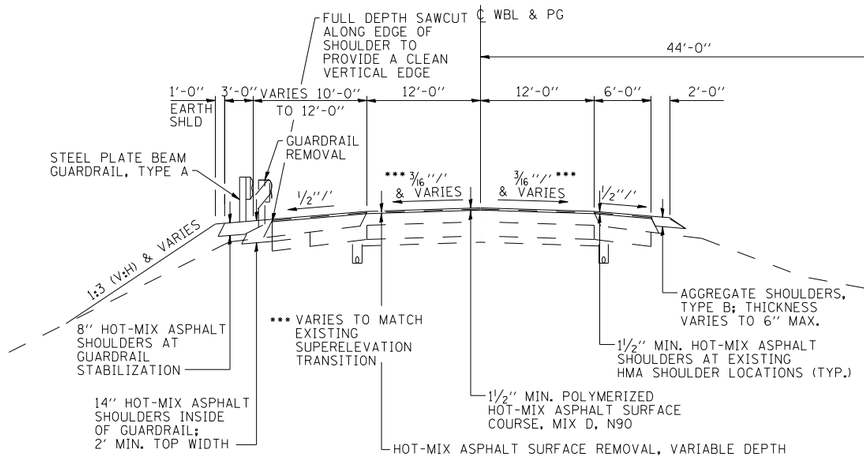
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:34:46 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

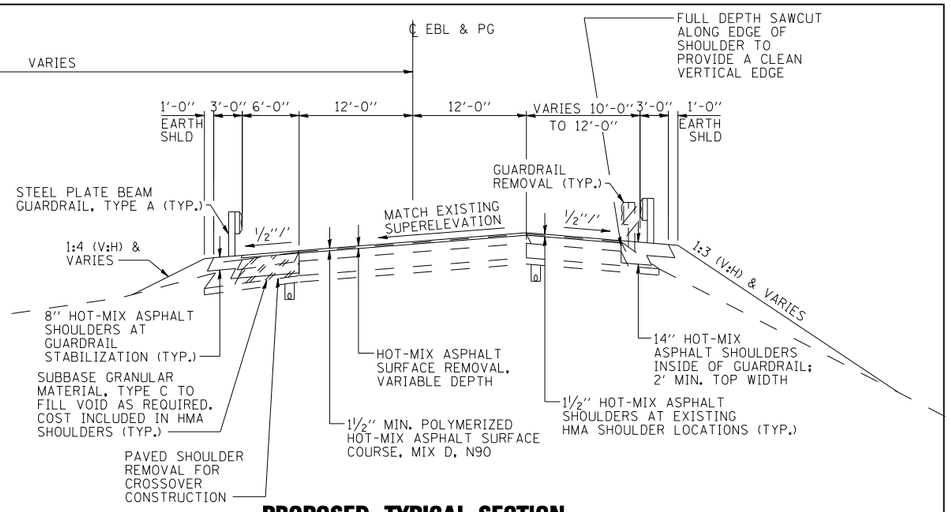
I-70 EXISTING TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

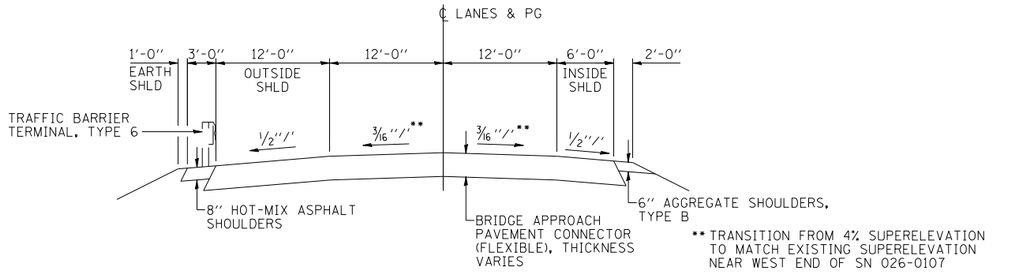
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	16
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
STATION 537+00.00 TO STATION 537+90.68

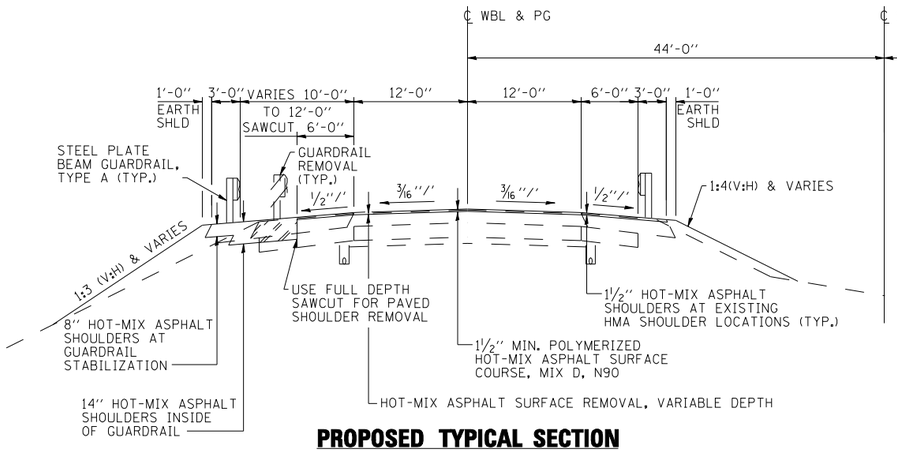


PROPOSED TYPICAL SECTION
STATION 1537+50.00 TO STATION 1538+03.18

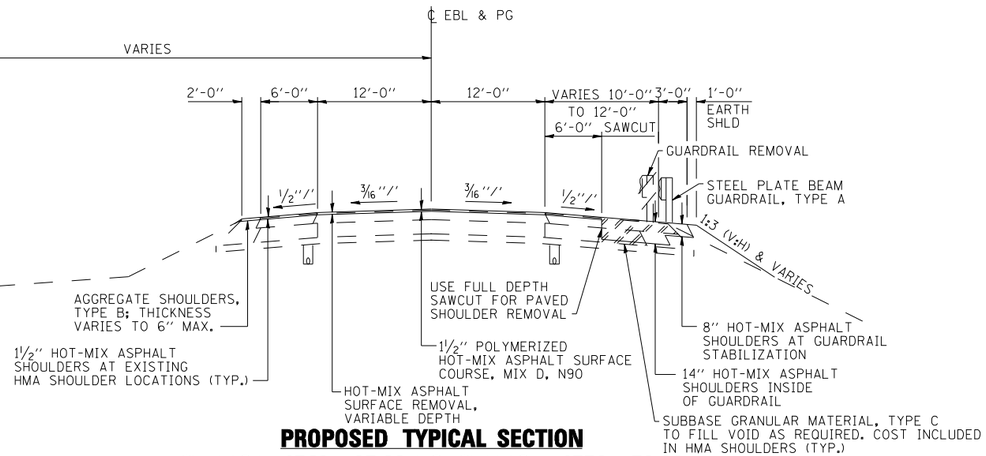


AT GUARDRAIL **NO GUARDRAIL**

PROPOSED TYPICAL SECTION
STATION 537+90.68 TO STATION 537+96.68
STATION 549+41.35 TO STATION 549+47.35
STATION 1538+03.18 TO STATION 1538+20.07
STATION 1549+65.10 TO STATION 1549+97.82



PROPOSED TYPICAL SECTION
STATION 549+47.35 TO STATION 550+50.00



PROPOSED TYPICAL SECTION
STATION 1549+97.82 TO STATION 1550+50.00

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SCALE = * * * * * * * *
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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

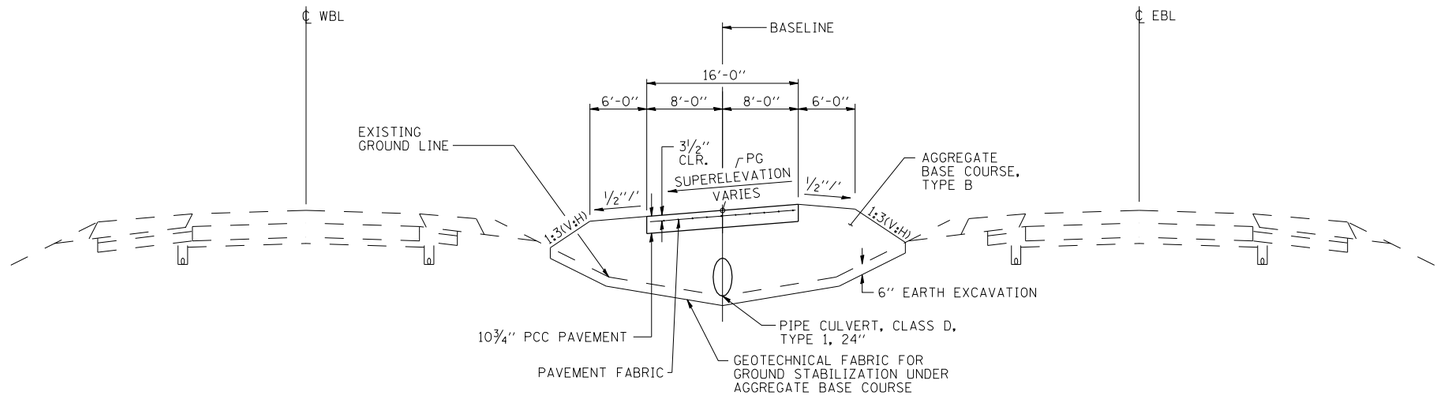
USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 1:35:04 PM	DATE - 11/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PROPOSED TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

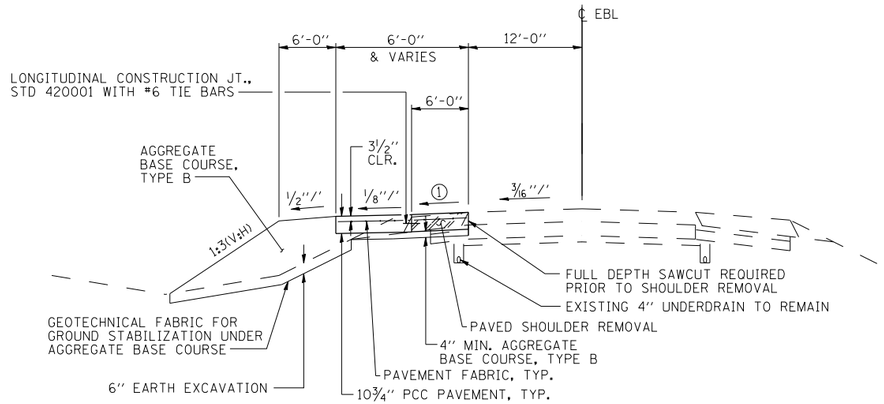
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	17
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
STATION 491+00.15 TO STATION 494+01.78

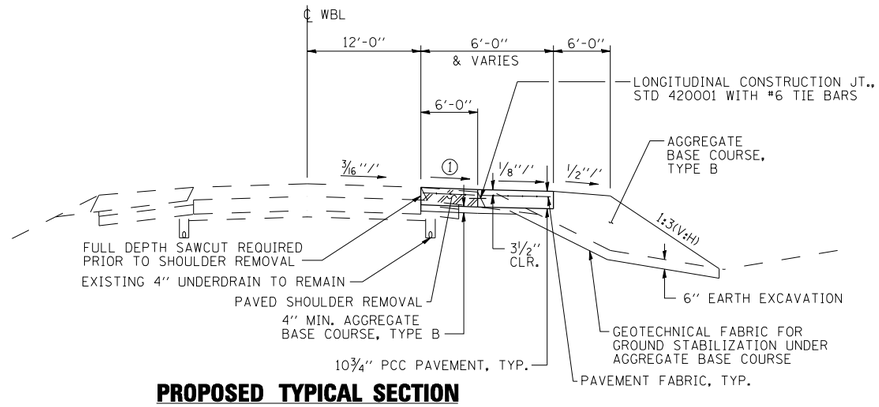
(ALL SLOPES AND DIMENSIONS AT RIGHT ANGLES TO BASELINE)

PAVED SHOULDER REMOVAL



① 1/4"/' SLOPE; TRANSITION FROM 1/4"/' TO EXISTING SHOULDER SLOPE WITHIN 10 FEET

PROPOSED TYPICAL SECTION
STATION 487+00.00 TO STATION 491+00.15



PROPOSED TYPICAL SECTION
STATION 494+01.78 TO STATION 498+00.00

PRINT DRIVER = LPD_E_B.pdrv
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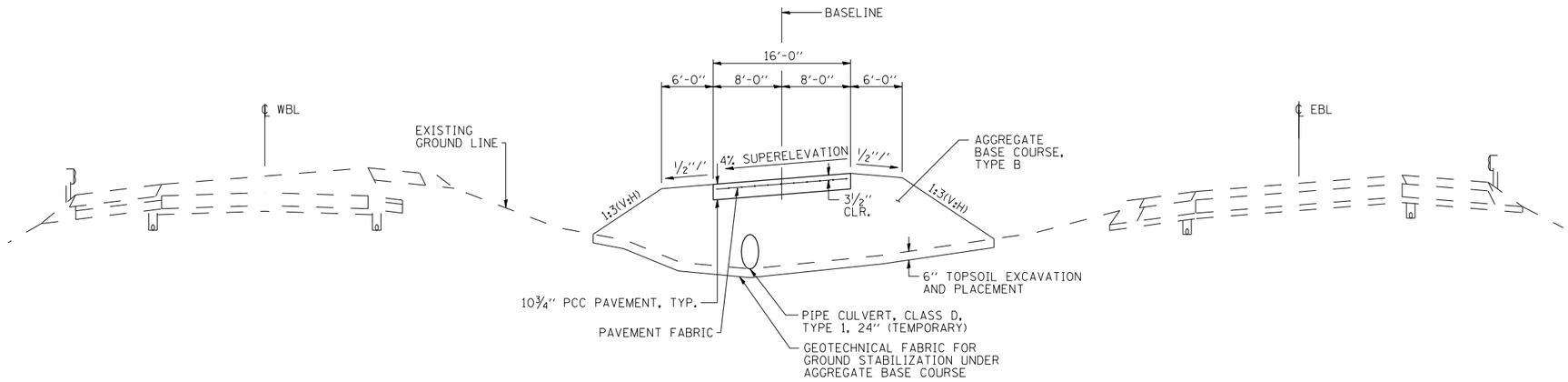
ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
	PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -	
	PLOT DATE = 1/29/2014 1:35:23 PM	DATE - 08/13	REVISED -	

WEST MEDIAN CROSSOVER – EB
PROPOSED TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

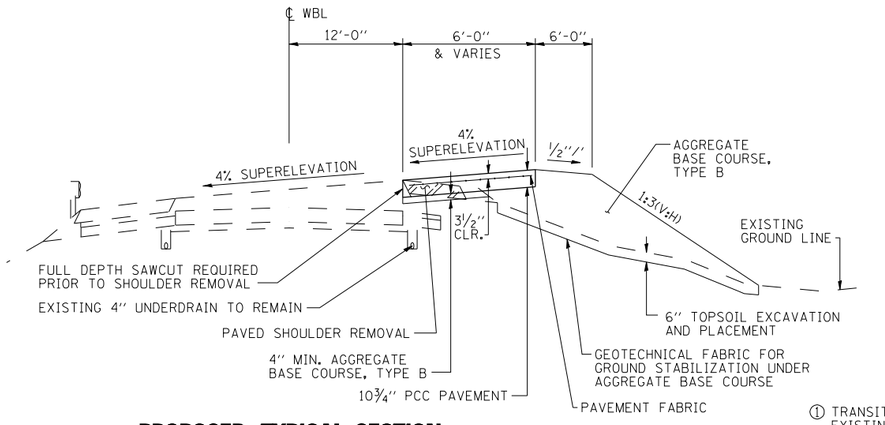
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	18
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
STATION 531+79.12 TO STATION 535+13.94

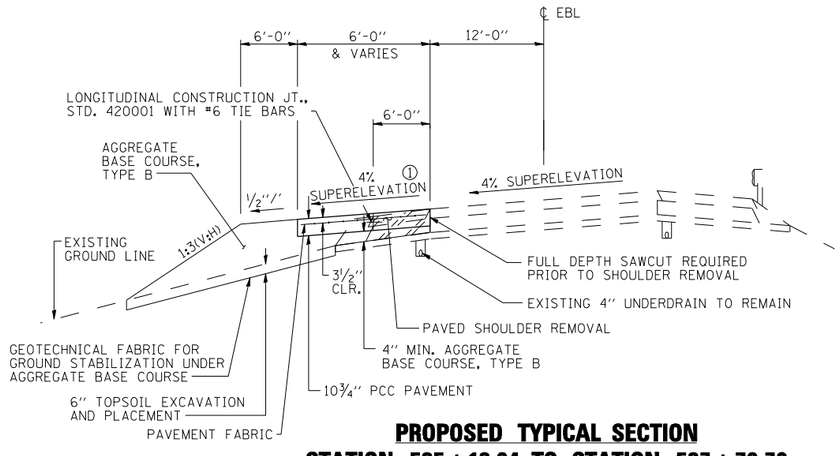
(ALL SLOPES AND DIMENSIONS AT RIGHT ANGLES TO BASELINE)

PAVED SHOULDER REMOVAL



PROPOSED TYPICAL SECTION
STATION 529+05.11 TO STATION 531+79.12

① TRANSITION TO EXISTING SHOULDER SLOPE IN 10 FEET



PROPOSED TYPICAL SECTION
STATION 535+13.94 TO STATION 537+79.78

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
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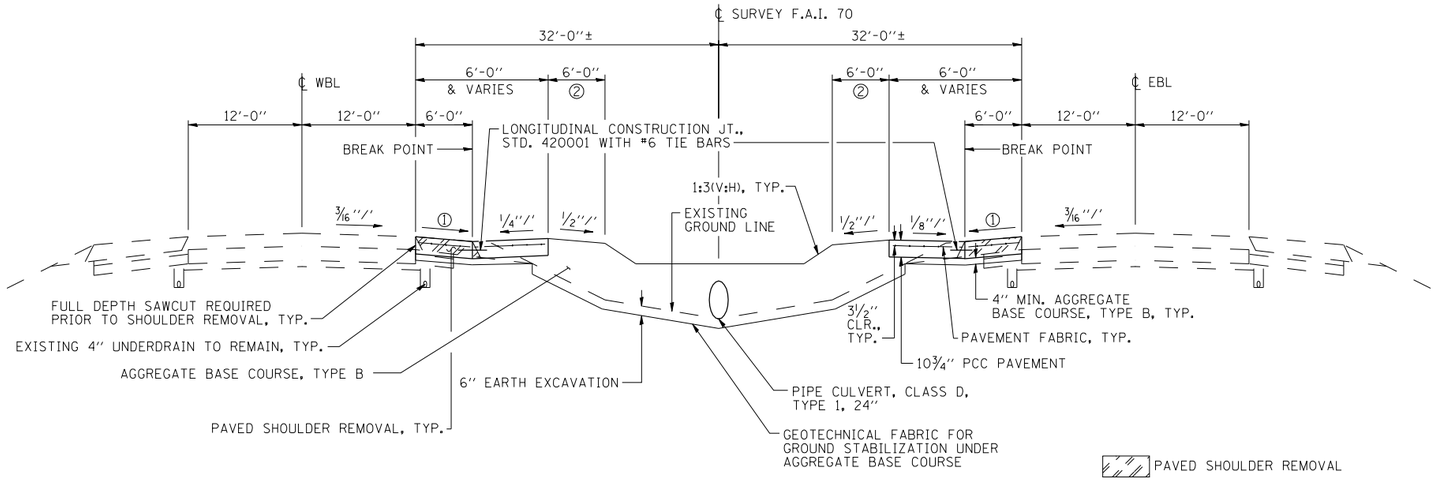
PLOT DATE = 1/29/2014 1:35:38 PM	DATE - 04/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST MEDIAN CROSSOVER – WB
PROPOSED TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

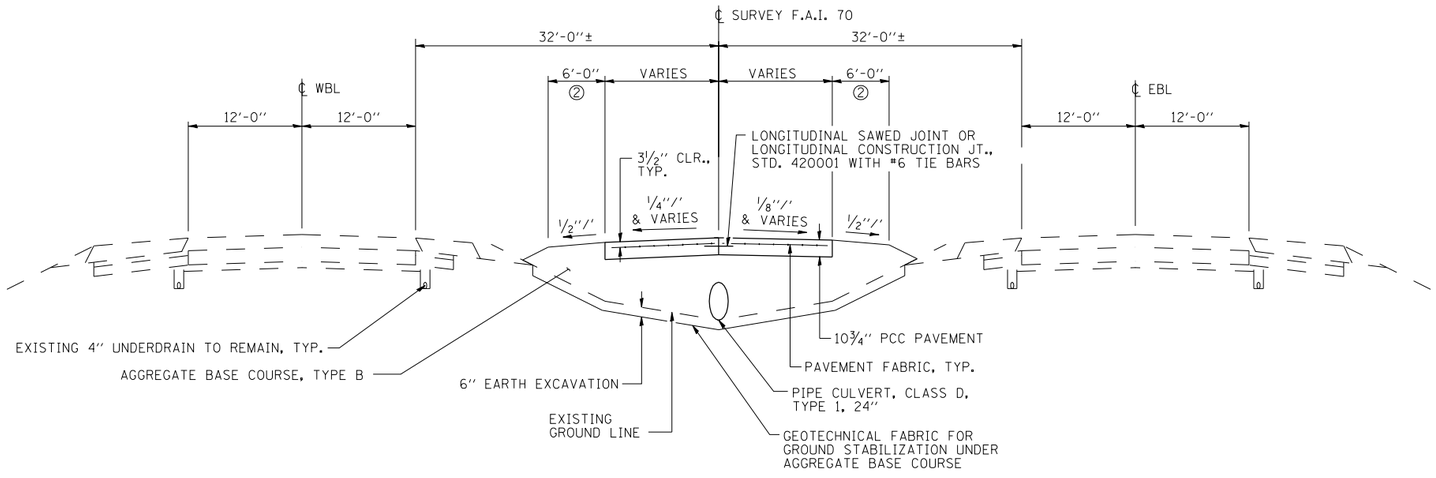
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	19
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
STATION 570+49.95 TO STATION 575+13.46
STATION 576+86.54 TO STATION 581+50.05

① 1/4"/" SLOPE; TRANSITION FROM 1/4"/" TO EXISTING SHOULDER SLOPE WITHIN 10 FEET

② AT RIGHT ANGLES TO PAVEMENT EDGE



PROPOSED TYPICAL SECTION
STATION 575+13.46 TO STATION 576+86.54

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ESCA CONSULTANTS, INC.

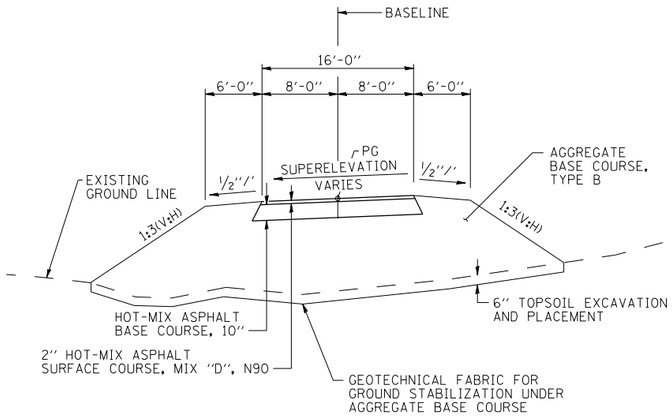
USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.2 '/' / IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 1:35:52 PM	DATE - 08/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

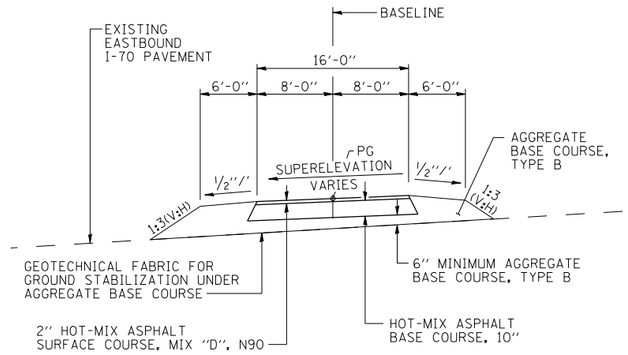
EAST MEDIAN CROSSOVERS
PROPOSED TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

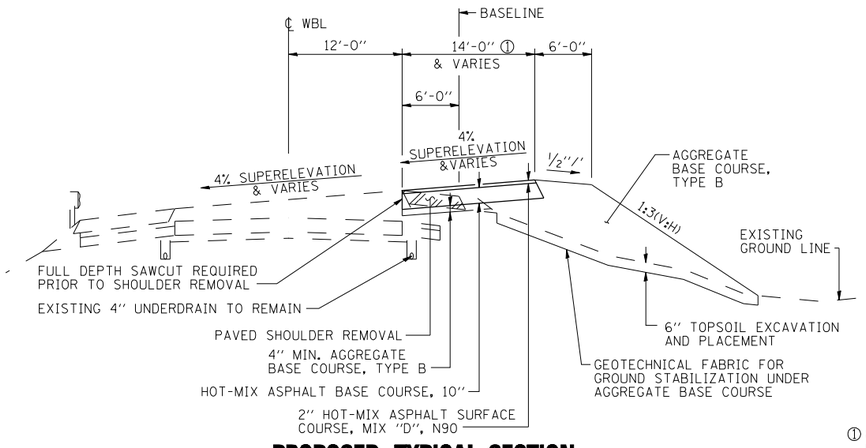
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	20
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
STATION 523+67.73 TO STATION 524+15.34
STATION 525+31.47 TO STATION 527+66.83
(ALL SLOPES AND DIMENSIONS AT RIGHT ANGLES TO BASELINE)

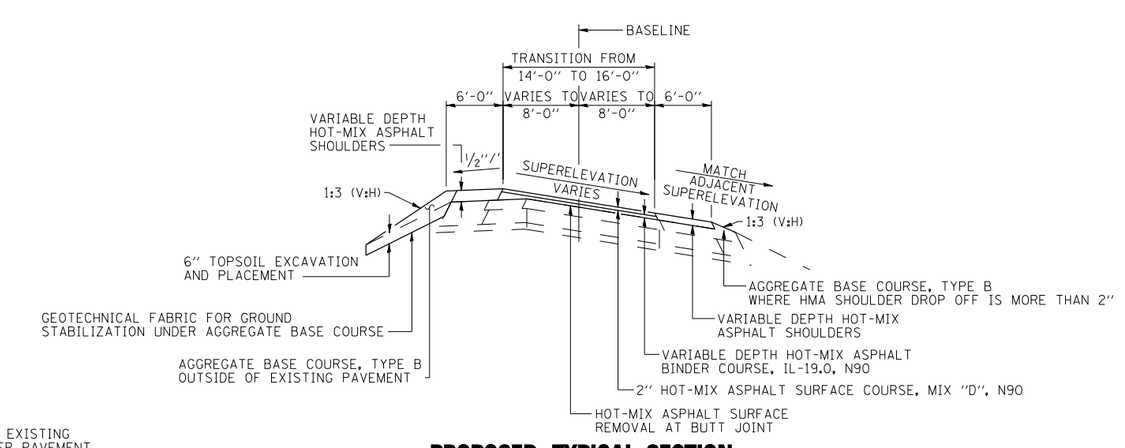


PROPOSED TYPICAL SECTION
STATION 524+15.34 TO STATION 525+31.47
(ALL SLOPES AND DIMENSIONS AT RIGHT ANGLES TO BASELINE)



PROPOSED TYPICAL SECTION
STATION 527+66.83 TO STATION 537+00.00

① 8'-0" AT EXISTING CROSSOVER PAVEMENT STA 529+05.11 TO STA 531+79.12 6'-0" WIDTH OF EXISTING CROSSOVER PAVEMENT SHALL REMAIN IN PLACE



PROPOSED TYPICAL SECTION
AT EXISTING EASTBOUND I-70 ENTRANCE RAMP
STATION 522+02.20 TO STATION 523+67.73
(ALL SLOPES AND DIMENSIONS AT RIGHT ANGLES TO BASELINE)

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ESCA CORPORATION, INC.

USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '/ IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:36:05 PM	DATE - 11/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ENTRANCE RAMP
PROPOSED TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	21
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGGREGATE SCHEDULE

LOCATION	AGGREGATE BASE COURSE TYPE B	AGGREGATE SHOULDERS TYPE B
	CU YD	TON
WEST CROSSOVER - EB	2490	
WEST CROSSOVER - WB	2600	
TEMPORARY ENTRANCE RAMP	3770	
STA 527+35 TO SN 026-0106, LT		110
SN 026-0107 TO STA 1550+50, LT		10
EAST CROSSOVERS	3120	
STA 512+70, LT		15
TOTALS	11980	135

MEDIAN CROSSOVER & TEMPORARY ENTRANCE RAMP SCHEDULE

LOCATION	PCC PAVEMENT 10¾"	PAVEMENT FABRIC	PROTECTIVE COAT	GEOTECHNICAL FABRIC	TOPSOIL EXCAVATION & PLACEMENT	HMA BASE COURSE 10"	HMA SURFACE COURSE MIX "D", N90	HMA BINDER COURSE IL-19.0, N90	FLEXIBLE DELINEATORS	BREAKAWAY SIGN SUPPORT COUPLER
	SQ YD	SQ YD	SQ YD	SQ YD	CU YD	SQ YD	TON	TON	EACH	EACH
WEST CROSSOVER - EB	1425	1425	1425	4300					39	39
WEST CROSSOVER - WB	1210	1210	1210	3400	440					
TEMPORARY ENTRANCE RAMP				5100	580	2114	270	40		
EAST CROSSOVERS	2740	2740	2740	6600					46	46
TOTALS	5375	5375	5375	19400	1020	2114	270	40	85	85

PAVEMENT & SHOULDER REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL
	SQ YD	SQ YD
WEST CROSSOVER - EB		534
WEST CROSSOVER - WB	1016	368
TEMPORARY ENTRANCE RAMP	2398	447
EAST CROSSOVERS		897
WEST OF SN 026-0106	125	
EAST OF SN 026-0106	133	123
WEST OF SN 026-0107	195	
EAST OF SN 026-0107	273	85
TOTALS	4140	2454

PAVING SCHEDULE

LOCATION	HMA SHOULDERS	BITUMINOUS MATERIALS (PRIME COAT)	POLYMERIZED HMA SURFACE COURSE, MIX "D", N90	HMA SURFACE COURSE, MIX "D", N90
	TON	GALLON	TON	TON
WEST OF SN 026-0106	602	64	23	
EAST OF SN 026-0106	127	99	24	
WEST OF SN 026-0107	250	141	149	
EAST OF SN 026-0107	78	57	12	
TEMPORARY ENTRANCE RAMP	27	1036		
SN 026-0085		420		392
SN 026-0018		371		346
TOTALS	1084	2188	208	738

HMA SURFACE REMOVAL SCHEDULE

LOCATION	HMA SURFACE REMOVAL, VARIABLE DEPTH	HMA SURFACE REMOVAL, 1½"
	SQ YD	SQ YD
WEST OF SN 026-0106	298	
EAST OF SN 026-0106	436	
WEST OF SN 026-0107	243	2664
EAST OF SN 026-0107	210	
TEMPORARY ENTRANCE RAMP CONSTRUCTION	194	
TEMPORARY ENTRANCE RAMP REMOVAL	222	
SN 026-0085		4667
SN 026-0018		4120
TOTALS	1603	11451

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE

LOCATION	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
	SQ YD
SN 026-0106 WEST APPROACH	28
SN 026-0106 EAST APPROACH	28
SN 026-0107 WEST APPROACH	79
SN 026-0107 EAST APPROACH	153
TOTAL	288

ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.1667 ' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 2/19/2014 1:13:54 PM	DATE - 02/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	22
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DRAINAGE SCHEDULE

LOCATION	METAL END SECTIONS 12''	END SECTIONS 24''	PIPE CULV CLASS D, TY 1 15''	PIPE CULV CLASS D, TY 1 24''	PIPE CULV CLASS D, TY 1 24'' (TEMP)	PIPE CULV CLASS A, TY 1 24''	PIPE DRAINS 12''	TYPE C INLET BOX STD 609006	TYPE D INLET BOX STD 609006	FLUSH INLET BOX FOR MEDIAN STD 542546	CONCRETE THRUST BLOCKS	INLET TY A TY 8 GRATE	MANHOLE TY A 4' DIA, TY 1 FRAME CLOSED LID
	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
WEST CROSSOVER - EB		2	16	594								1	2
WEST CROSSOVER - WB		2			300								
TEMPORARY ENTRANCE RAMP						10				1			
SN 026-0106 WEST APPROACH SLAB	2						68	1	1		1		
SN 026-0106 EAST APPROACH SLAB	2						68	1	1		1		
SN 026-0107 WEST APPROACH SLAB	1						13	1					
SN 026-0107 EAST APPROACH SLAB	2						68	1	1		1		
EAST CROSSOVERS		1	33	270								2	1
TOTALS	7	5	49	864	300	10	217	4	3	1	3	3	3

PIPE UNDERDRAIN SCHEDULE

LOCATION	CONCRETE HEADWALL REMOVAL	CONCRETE HEADWALLS FOR PIPE DRAINS	REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN	PIPE UNDERDRAINS 4'' (SPECIAL)	PIPE UNDERDRAINS FOR STRUCTURES 4''
	EACH	EACH	EACH	FOOT	FOOT
WEST CROSSOVER - EB	3	1		35	
WEST CROSSOVER - WB					
TEMPORARY ENTRANCE RAMP	1	1	1	15	
SN 026-0106 WEST ABUTMENT		1			75
SN 026-0106 EAST ABUTMENT		1			75
SN 026-0107 WEST ABUTMENT	1	2		5	75
SN 026-0107 EAST ABUTMENT	1	2			75
EAST CROSSOVERS	3	2		30	
TOTALS	9	10	1	85	300

PERMANENT SURVEY MARKERS SCHEDULE

LOCATION	PERMANENT SURVEY MARKERS, TYPE II
	EACH
PT STA 535+86.34	1
POT STA 551+00.00	1
TOTAL	2

TEMPORARY FENCE SCHEDULE

LOCATION	TEMPORARY FENCE
	FOOT
NORTHWEST QUADRANT	810
NORTHEAST QUADRANT	690
SOUTHWEST QUADRANT	790
SOUTHEAST QUADRANT	660
TOTAL	2950

PAVEMENT MARKING SCHEDULE

LOCATION	DESCRIPTION	MODIFIED URETHANE PAVEMENT MARKING LINE 4"		MODIFIED URETHANE PAVEMENT MARKING LINE 8"	TEMPORARY PAVEMENT MARKING- LINE 4"		SHORT TERM PAVEMENT MARKING (1 APPLICATION)		PREFORMED PLASTIC PAVEMENT MARKING TYPE B- LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 5"		GROOVING FOR RECESSED PAVEMENT MARKING 9"
		FOOT		FOOT	FOOT		FOOT		FOOT	FOOT		FOOT
		WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE
BEFORE STAGE II												
SN 026-0085	SKIP DASH ℄				280		112					
SN 026-0085	EDGE LINE				1100	1100	48	48				
SN 026-0018	SKIP DASH ℄				280		112					
SN 026-0018	EDGE LINE				1100	1100	48	48				
AFTER STAGE II												
STA 529+05 TO STA 531+80, LT	EDGE LINE		280			280		16			280	
STA 535+10 TO STA 574+50, RT	EDGE LINE		3940			3940		164			3940	
STA 537+00 TO STA 550+50, LT	EDGE LINE	1350			1350		60			1350		
STA 537+00 TO STA 550+50	SKIP DASH ℄				340		136		340			
STA 577+50 TO STA 581+50, LT	EDGE LINE		400			400		20			400	
AFTER STAGE IV												
STA 487+00 TO STA 491+00, RT	EDGE LINE		400			400		16			400	
STA 487+00 TO STA 489+50	SKIP DASH ℄				70		28		70			
STA 494+00 TO STA 574+50, LT	EDGE LINE		8050			8050		328			8050	
STA 523+20 TO STA 526+50	SKIP DASH ℄				90		36		90			
STA 577+50 TO STA 581+50, RT	EDGE LINE		400			400		16			400	
EB ENTRANCE RAMP	EDGE LINE	1500		970	2470		1034			1500		970
EB ENTRANCE RAMP	EDGE LINE		300			300		16			300	
EB ENTRANCE RAMP	DOTTED LINE	170			170					170		
STA 1523+23 TO STA 1550+50, LT	EDGE LINE		2730			2730		116			2730	
STA 1523+23 TO STA 1550+50, RT	EDGE LINE	1580			1580		68			1580		
STA 1537+50 TO STA 1550+50	SKIP DASH ℄				330		132		330			
	SUBTOTALS	4600	16500	970	9160	18700	1814	788	830	4600	16500	970
	TOTALS	21100		970	27860		2602		830	21100		970

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION	RRPM	RRPM (BRIDGE)	RRPM REMOVAL
	EACH	EACH	EACH
WEST OF SN 026-0106	4		4
EAST OF SN 026-0106	2		2
WEST OF SN 026-0107	14		14
EAST OF SN 026-0107	2		2
SN 026-0106		28	
SN 026-0107		28	
TOTALS	22	56	22

WORK ZONE AND PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION	PAVEMENT MARKING DESCRIPTION	WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL
		SQ FT	SQ FT
THROUGHOUT PROJECT	TEMPORARY PAVEMENT MARKING	7640	
THROUGHOUT PROJECT	SHORT TERM PAVEMENT MARKING	870	
STAGE II TRAFFIC CONTROL			
STA 529+30 TO STA 531+25, LT	EDGE LINE		65
STA 535+60 TO STA 573+60, RT	EDGE LINE		1270
STA 578+40 TO STA 581+50, LT	EDGE LINE		105
STAGE IV TRAFFIC CONTROL			
STA 487+00 TO STA 490+20, RT	EDGE LINE		110
STA 487+00 TO STA 489+50, RT	SKIP DASH ℄		35
STA 494+80 TO STA 573+70, LT	EDGE LINE		2630
STA 578+30 TO STA 581+50, RT	EDGE LINE		110
TOTALS		8510	4325

TEMPORARY RAISED PAVEMENT MARKER SCHEDULE

LOCATION	TEMPORARY RAISED PAVEMENT MARKER	
	EACH	
STAGE IB TRAFFIC CONTROL	WHITE	YELLOW
WEST LANE SHIFT		51
EAST LANE SHIFT		51
STAGE II TRAFFIC CONTROL		
WEST LANE SHIFT		51
WEST CROSSOVER - WB	44	44
EAST CROSSOVERS	56	56
EAST LANE SHIFT		51
STAGE III TRAFFIC CONTROL		
WEST LANE SHIFT		51
EAST LANE SHIFT		51
STAGE IV TRAFFIC CONTROL		
WEST LANE SHIFT		51
WEST CROSSOVER - EB	56	56
TEMPORARY ENTRANCE RAMP	44	30
EAST CROSSOVERS	56	56
EAST LANE SHIFT		51
STAGE V TRAFFIC CONTROL		
WEST LANE SHIFT		51
EAST LANE SHIFT		51
SUBTOTALS	256	752
TOTAL	1008	

EROSION CONTROL SCHEDULE

LOCATION	EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL SEEDING (2 APPLICATIONS)	INLET & PIPE PROTECTION
	SQ YD	FOOT	FOOT	POUND	EACH
WEST CROSSOVER - EB		140		140	2
NEAR BRIDGES	2906	250	1310	1460	1
EAST CROSSOVERS		30		100	1
TOTALS	2906	420	1310	1700	4

SEEDING SCHEDULE

LOCATION	SEEDING, CLASS 2A	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
WEST CROSSOVER - EB	0.7	0.7	63	63	63	2	1.4
NEAR BRIDGES	7.3	7.3	657	657	657	14	14.1
EAST CROSSOVERS	0.5	0.5	45	45	45	1	1.0
TOTALS	8.5	8.5	765	765	765	17	16.5

GUARDRAIL SCHEDULE

LOCATION	TEMPORARY TRAFFIC BARRIER TERMINAL TYPE 1, SPL (FLARED)	TEMPORARY TRAFFIC BARRIER TERMINAL TYPE 6	GUARDRAIL MARKERS TYPE A	TERMINAL MARKER-DIRECT APPLIED	TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	STEEL PLATE BEAM GUARDRAIL TYPE A 6 FOOT POSTS	REMOVE AND REERECT TBT TYPE 1, SPL (FLARED)	REMOVE AND REERECT TBT TYPE 6
	EACH	EACH	EACH	EACH	EACH	EACH	FOOT	EACH	EACH
SN 026-0106 NORTHWEST CORNER			1			1	100		
SN 026-0106 SOUTHWEST CORNER								1	1
SN 026-0106 NORTHEAST CORNER			3			1	125		
SN 026-0106 SOUTHEAST CORNER			2			1	87.5		
SN 026-0107 NORTHWEST CORNER	1	1	5	2	1	1	178.125		
SN 026-0107 SOUTHWEST CORNER			2			1	100		
SN 026-0107 NORTHEAST CORNER	1	1	2	1					
SN 026-0107 SOUTHEAST CORNER			1			1	100		
STA 512+70, LT			5	1	1				
TOTALS	2	2	21	4	2	6	691	1	1

EARTHWORK SCHEDULE

LOCATION	SUITABLE EARTH EXCAVATION	SUITABLE EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	SUITABLE INCIDENTAL EXCAVATION MATERIAL	SUITABLE INCIDENTAL EXC. MATERIAL ADJUSTED FOR SHRINKAGE	EMBANKMENT (NOT A PAY ITEM)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
WEST CROSSOVER - EB	660	495				+495
WEST CROSSOVER - WB	2230	1672				+1672
TEMPORARY ENTRANCE RAMP	4370	3277				+3277
CUTS & FILLS WEST OF BRIDGES	260	195			353	-158
CUTS & FILLS EAST OF BRIDGES	80	60			221	-161
EAST CROSSOVERS	1050	787				+787
STRUCTURE EXCAVATION			1800	1350		+1350
STONE RIPRAP	630	472	1900	1425		+1897
TOTALS	9280	6958	3700	2775	574	+9159

EXCAVATION USED AS EMBANKMENT = (SUITABLE EARTH EXCAVATION + SUITABLE INCIDENTAL EXCAVATION) • 0.75

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
	FOOT	FOOT
STAGE II TRAFFIC CONTROL	4187.5	
STAGE IV TRAFFIC CONTROL	4775	4187.5
TOTALS	8962.5	4187.5

GUARDRAIL REMOVAL SCHEDULE

LOCATION	GUARDRAIL REMOVAL
	FOOT
SN 026-0106 NORTHWEST CORNER	155
SN 026-0106 NORTHEAST CORNER	182
SN 026-0106 SOUTHEAST CORNER	145
SN 026-0107 NORTHWEST CORNER	406
SN 026-0107 SOUTHWEST CORNER	166
SN 026-0107 SOUTHEAST CORNER	149
STA 512+70, LT	13
TOTAL	1216

MODULAR GLARE SCREEN SCHEDULE

LOCATION	MODULAR GLARE SCREEN SYSTEM, TEMPORARY
	FOOT
STAGE II TRAFFIC CONTROL, STA 534+92 TO STA 573+87	3900
STAGE IV TRAFFIC CONTROL, STA 495+21 TO STA 573+96	7875
TOTAL	11775

PRINT DRIVER = LPD.E.B.pdi
PEN TABLE = IDOT_VER02.tbl
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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

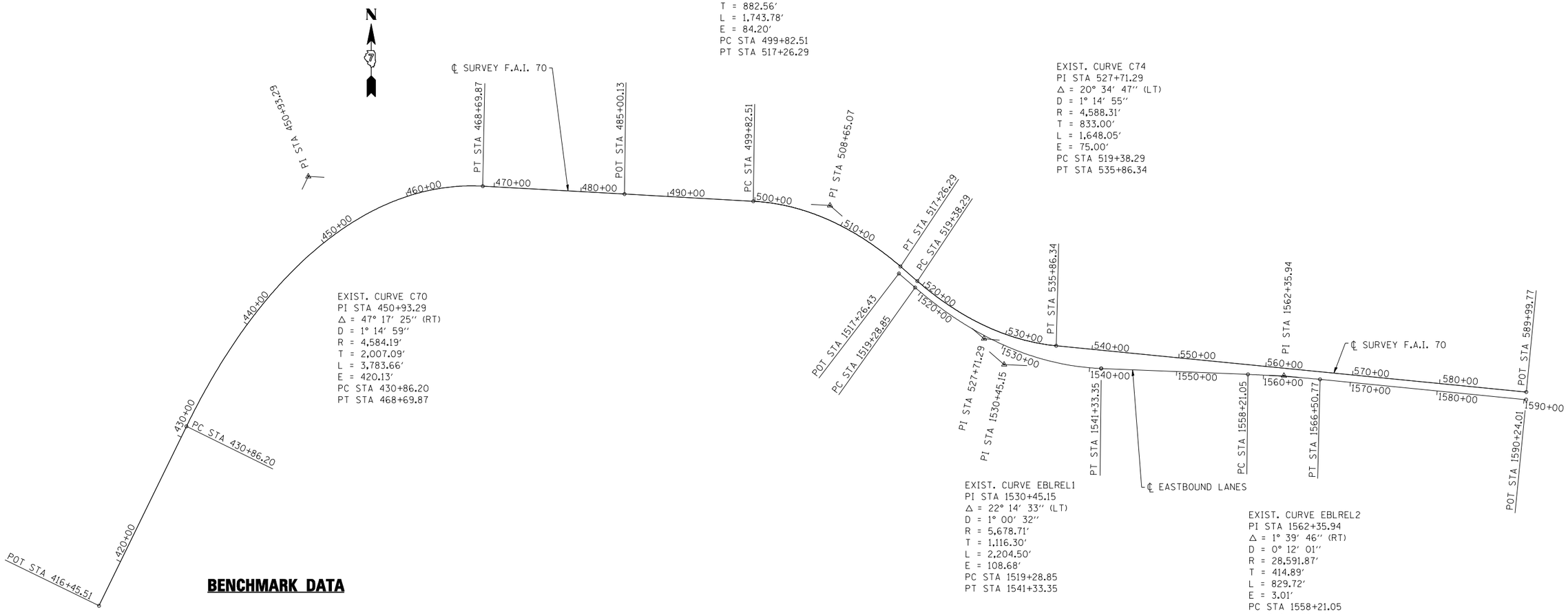
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.1667 ' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:37:40 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	25
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BENCHMARK DATA

BENCHMARK 600 CHISELED SQ. ON TOP OF SE CORNER OF SE WINGWALL EBL OF I-70 BRIDGE OVER KASKASKIA RIVER, SN 026-0085, ELEV. 498.372

BENCHMARK 601 CHISELED SQ. ON TOP OF SW CORNER OF NW WINGWALL WBL OF I-70 BRIDGE OVER KASKASKIA RIVER, SN 026-0018, ELEV. 498.425

BENCHMARK 602 CHISELED X ON TOP OF WEST BOLT OF LIGHT POLE BASE NO. 2, ELEV. 486.663

ALIGNMENT PLAN

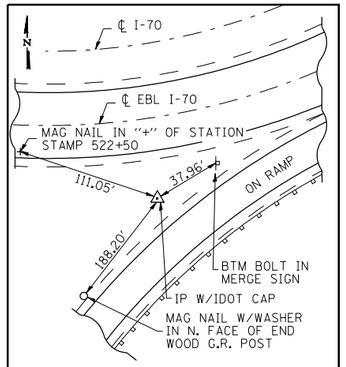
PRINT DRIVER = I_PD_E_8_4.pltPEN TABLE = ROD_YEROZ.tblPLOT SCALE = 0.1667 ' / IN.FILE NAME = D74175-sht-ali01.dgn

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	ESCA PROJECT NO. 1000.05	DRAWN - JPC	REVISED -	
	PLOT SCALE = 0.1667 ' / IN.	CHECKED - RDP	REVISED -	
	PLOT DATE = 1/29/2014 1:41:10 PM	DATE - 08/13	REVISED -	

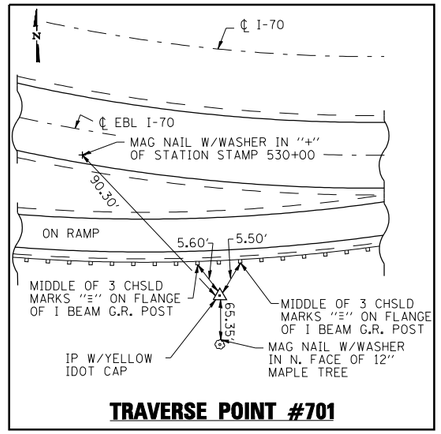
ALIGNMENT AND BENCHMARKS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

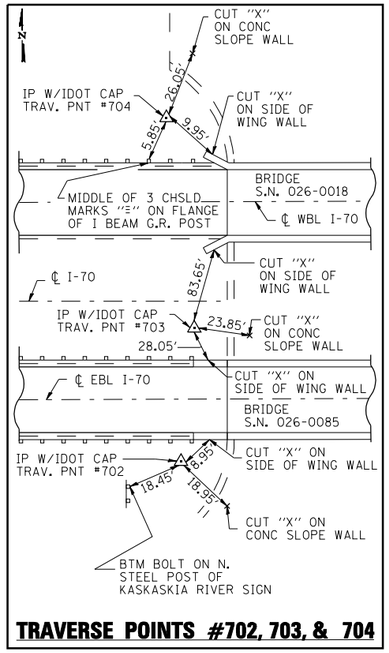
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	26
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



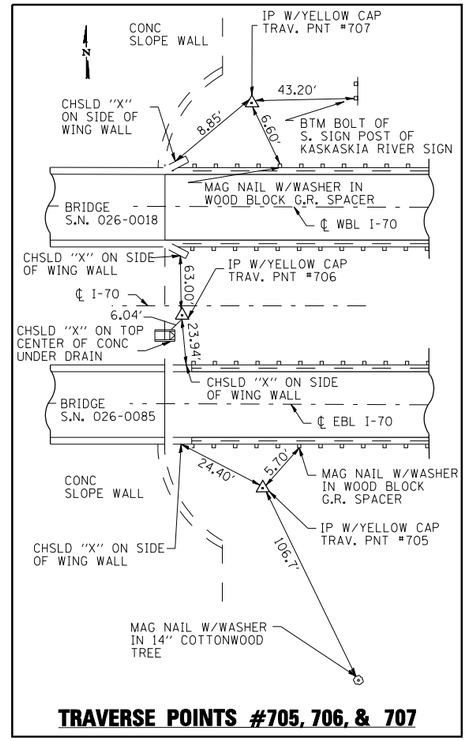
TRAVERSE POINT #700



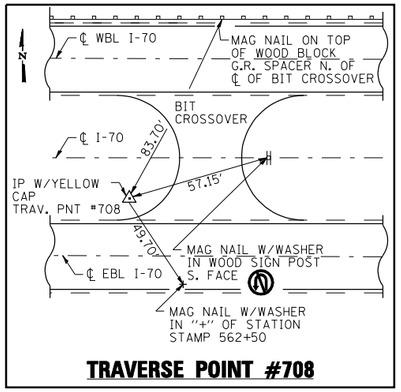
TRAVERSE POINT #701



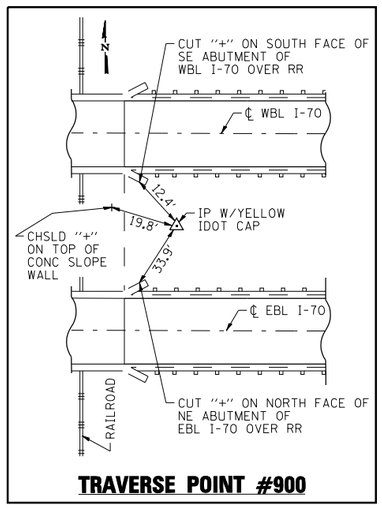
TRAVERSE POINTS #702, 703, & 704



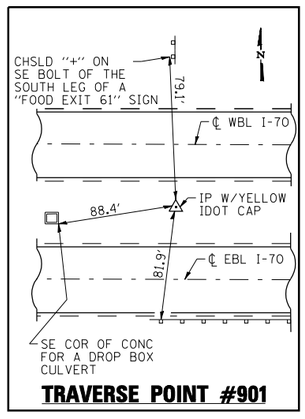
TRAVERSE POINTS #705, 706, & 707



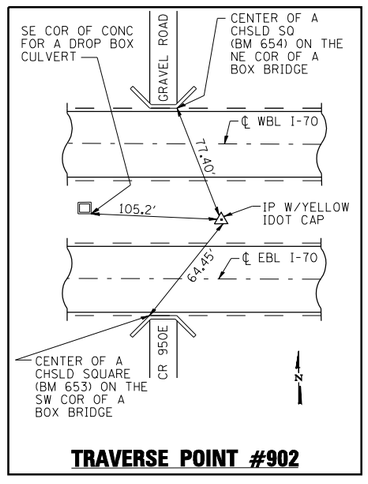
TRAVERSE POINT #708



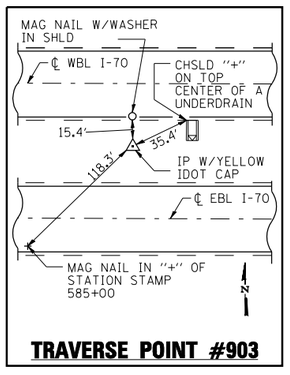
TRAVERSE POINT #900



TRAVERSE POINT #901



TRAVERSE POINT #902



TRAVERSE POINT #903

PRINT DRIVER = LPD_E_8.0.dll
PEN TABLE = IDOT_VER02.TBL
PLOT SCALE = 0.1667 ' / IN.
FILE NAME = c:\74175-sht-xsd2.dgn

ESCA CORPORATION, INC.

USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - JLF	REVISED -
PLOT SCALE = 0.1667 ' / IN.	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:41:33 PM	DATE - 08/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAVERSE TIES

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	27
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

50 0 50 100

SCALE

℄ SURVEY F.A.I. 70

PI STA 527+71.29
△ = 20° 34′ 47″ (LT)
D = 1° 14′ 55″
R = 4,588.31′
T = 833.00′
L = 1,648.05′
E = 75.00′
PC STA 519+38.29
PT STA 535+86.34

℄ EBL CURVE DATA

PI STA 1530+45.15
△ = 22° 14′ 33″ (LT)
D = 1° 00′ 32″
R = 5,678.71′
T = 1,116.30′
L = 2,204.50′
E = 108.68′
S.E. = 0.04′/′
S.E. TRANSITION STA 1540+93.35
TO STA 1542+60.23
T.R. = 46.88′
S.E. RUN = 120.00′
PC STA 1519+28.85
PT STA 1541+33.35

CONC PAVED DITCH
24″ RCP INV. 480.43
36″ RCP INV. 467.96
SECTION 9, T6N, R1E, 3RD PM
EX ROW
DITCH ℄
WETLANDS
I-70 WESTBOUND EXIT RAMP INTERCHANGE 63
EXISTING MED. INLET TOP 488.77 INV. 482.08
WOODED AREA
STA 536+65 IMPROVEMENTS BEGIN
PT STA 535+86.34
I-70 WB
℄ WBL
535+00
STA 537+00
℄ SURVEY F.A.I. 70
530+00
44′-0″
VARIES
GRASS MEDIAN
STA 1535+59 IMPROVEMENTS BEGIN
℄ EBL
1530+00
1535+00
I-70 EB
I-70 EASTBOUND ENTRANCE RAMP INTERCHANGE 63
PI STA 1530+45.15
STEEL POST REFLECTORS (TYP.)
PRECAST END SECTION FOR UNDERDRAINS (TYP.)
STA 527+63.67 210.13′ RT
STA 526+83.25 226.66′ RT
36″ RCP INV. 467.51
STA 530+30.49 210′ RT
STA 535+86.99 255′ RT
FO
EX ROW

MATCH LINE STA. 537+00
SEE SHT. 2 FOR CONT.

EX I-70 WB PGL

494.14 494.10 494.19 494.39 494.81 495.11 495.40 495.71 496.12 496.46 496.52 496.80

526+00 527+00 528+00 529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00

500 495 490 485 480 475 470 465 460

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R/T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO'S/NS CHKD, NOTE BOOK, NO., BY, DATE

PRINT DRIVER = DP5_E.B.D.ll
PRINT PORT = ISHARE_
PSIZE NAME = ISHARE_
PLOT SCALE = 0.571 '/ In.
PLOT DATE = 1/29/2014
FILE NAME = c:\projects\1000.05\plan\1000.05-plan-01.dgn

ESCA CONSULTANTS, INC.
ENGINEERING & ENVIRONMENTAL SERVICES

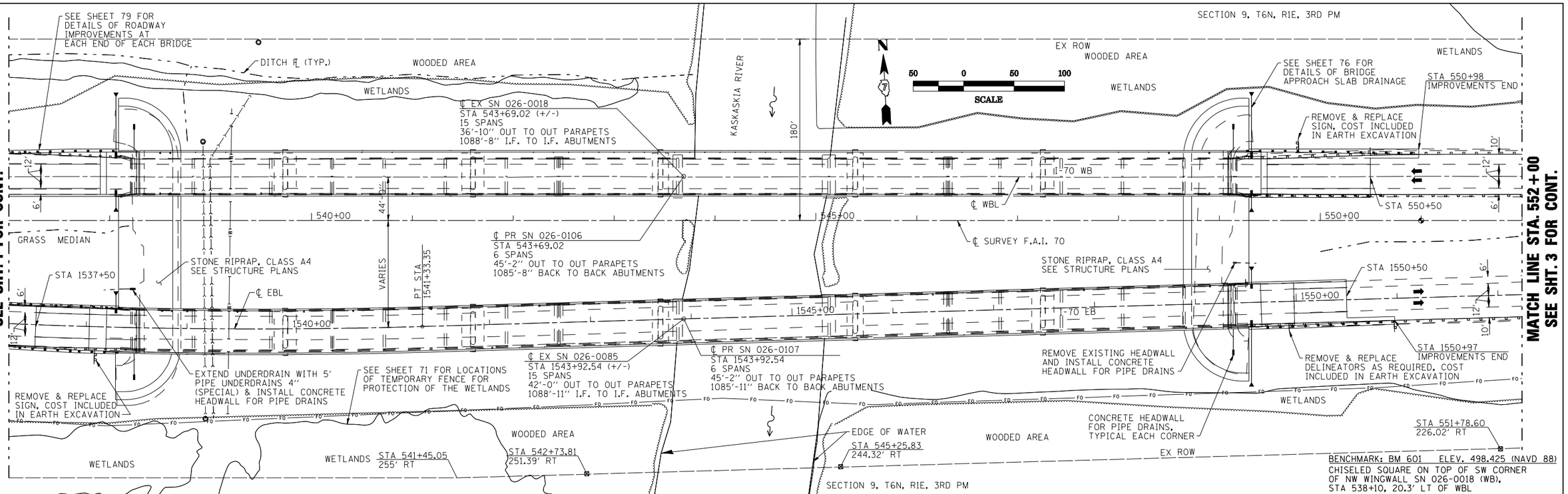
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:43:35 PM	DATE - 01/14	REVISED -

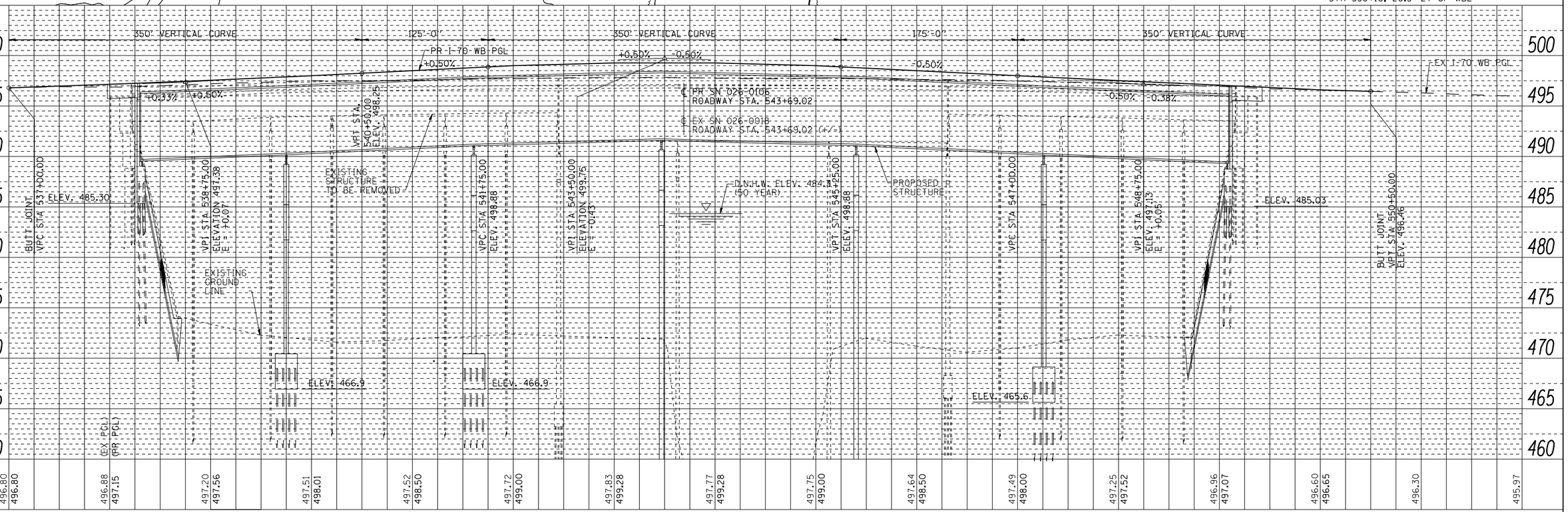
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PLAN AND WB PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 6 SHEETS | STA. 526+00.00 TO STA. 537+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	28
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		





PLAN: SURVEYED | BY | DATE
PLOTTED
CROSS SECTIONS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
RT. OF WAY CHECKED
CADD FILE NAME

PROFILE: SURVEYED | BY | DATE
PLOTTED
CROSS SECTIONS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

PRINT DRIVER = DD_E_R_D.pltPRINT PORT = LPT1:PAPER SIZE = D (22" x 34")MODEL NAME = PlotSizeD.plotcfgPLOT SCALE = 1.0000 '/ UnitsPLOT = Full bleed

ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

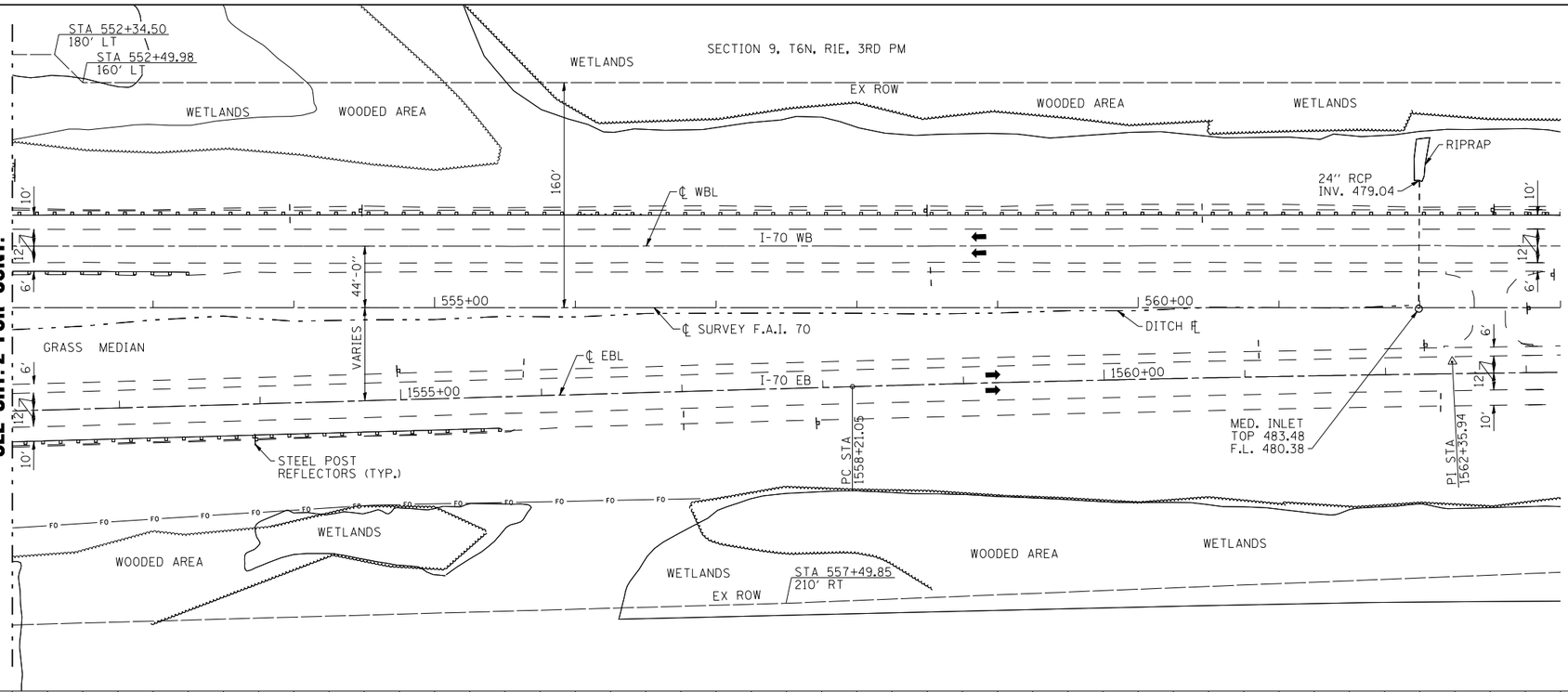
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:43:52 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

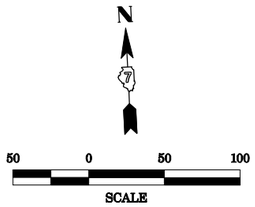
I-70 PLAN AND WB PROFILE

SCALE: 1"=50' | SHEET NO. 2 OF 6 SHEETS | STA. 537+00.00 TO STA. 552+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	29
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



MATCH LINE STA. 552+00
SEE SHT. 2 FOR CONT.

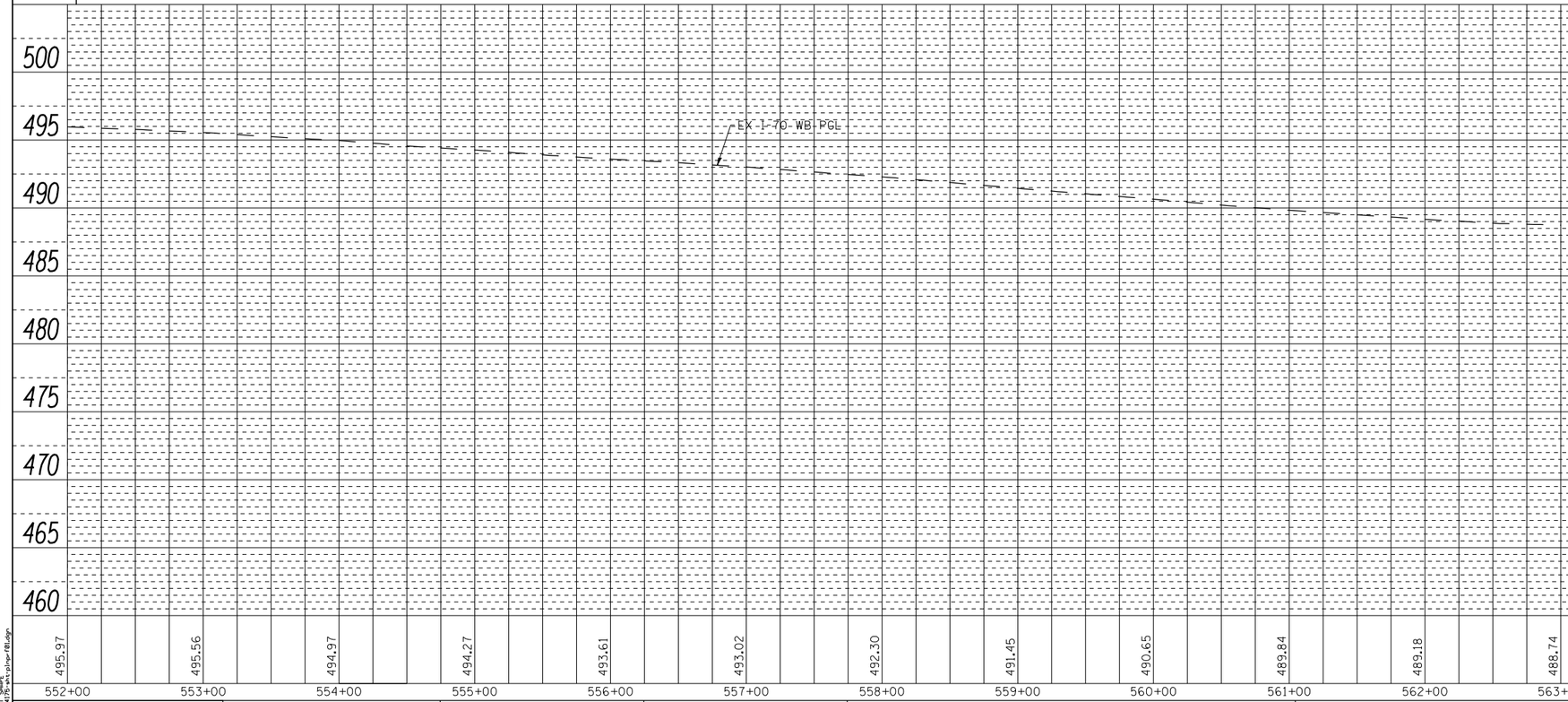


℄ EBL CURVE DATA

PI STA 1562+35.94
△ = 1° 39' 46" (RT)
D = 0° 12' 01"
R = 28,591.87'
T = 414.89'
L = 829.72'
E = 3.01'
PC STA 1558+21.05
PT STA 1566+50.77

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



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FILE NAME = c:\projects\1000.05\plan\01.dgn

ESCA CONSULTANTS, INC.
civil & environmental engineers

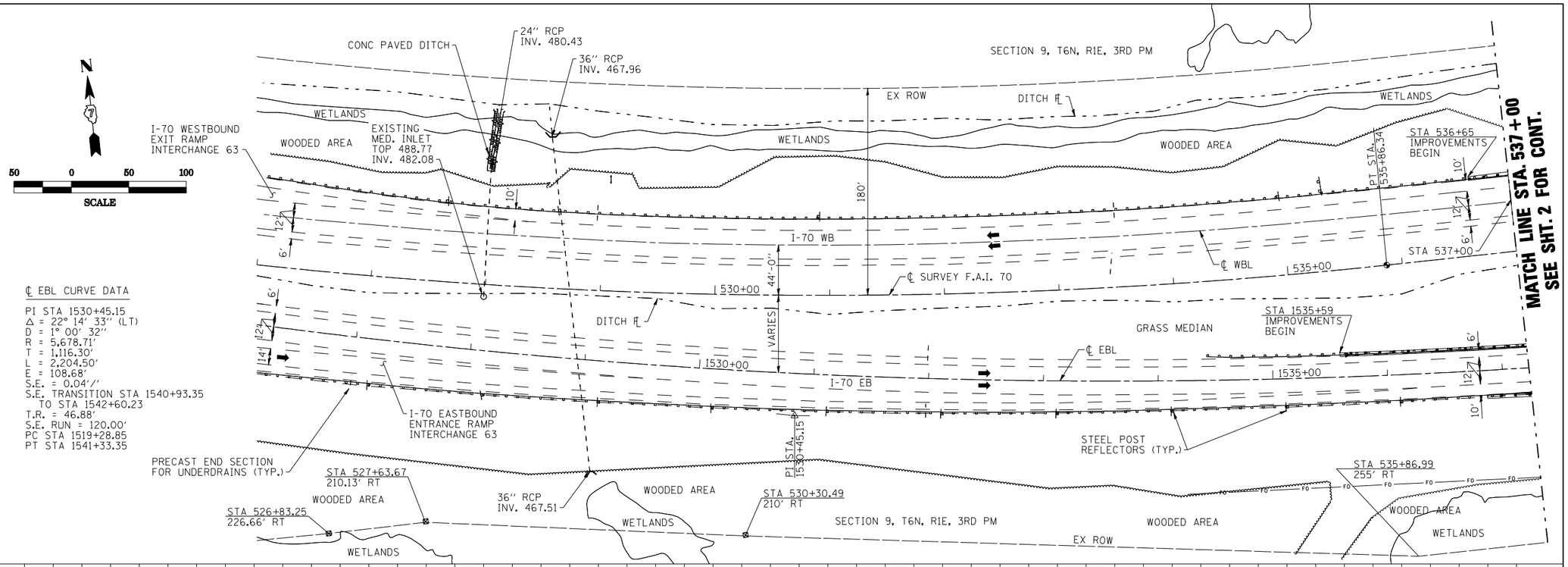
USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -	
PLOT DATE = 1/29/2014 1:44:08 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PLAN AND WB PROFILE

SCALE: 1"=50' | SHEET NO. 3 OF 6 SHEETS | STA. 552+00.00 TO STA. 563+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	30
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



℄ SURVEY F.A.I. 70

PI STA 527+71.29
△ = 20° 34' 47" (LT)
D = 1° 14' 55"
R = 4,588.31'
T = 833.00'
L = 1,648.05'
E = 75.00'
PC STA 519+38.29
PT STA 535+86.34

℄ EBL CURVE DATA

PI STA 1530+45.15
△ = 22° 14' 33" (LT)
D = 1° 00' 32"
R = 5,678.71'
T = 1,116.30'
L = 2,204.50'
E = 108.68'
S.E. = 0.04'/'
S.E. TRANSITION STA 1540+93.35
TO STA 1542+60.23
T.R. = 46.88'
S.E. RUN = 120.00'
PC STA 1519+28.85
PT STA 1541+33.35

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

PRINT DRIVER = DD_E_B.pltPRINT DRIVER = DD_E_B.pltPAPER SIZE = ARCH_D (24.00" X 36.00")FILE NAME = c:\projects\1000.05\plan\sht\1000_plan-sht.dgn

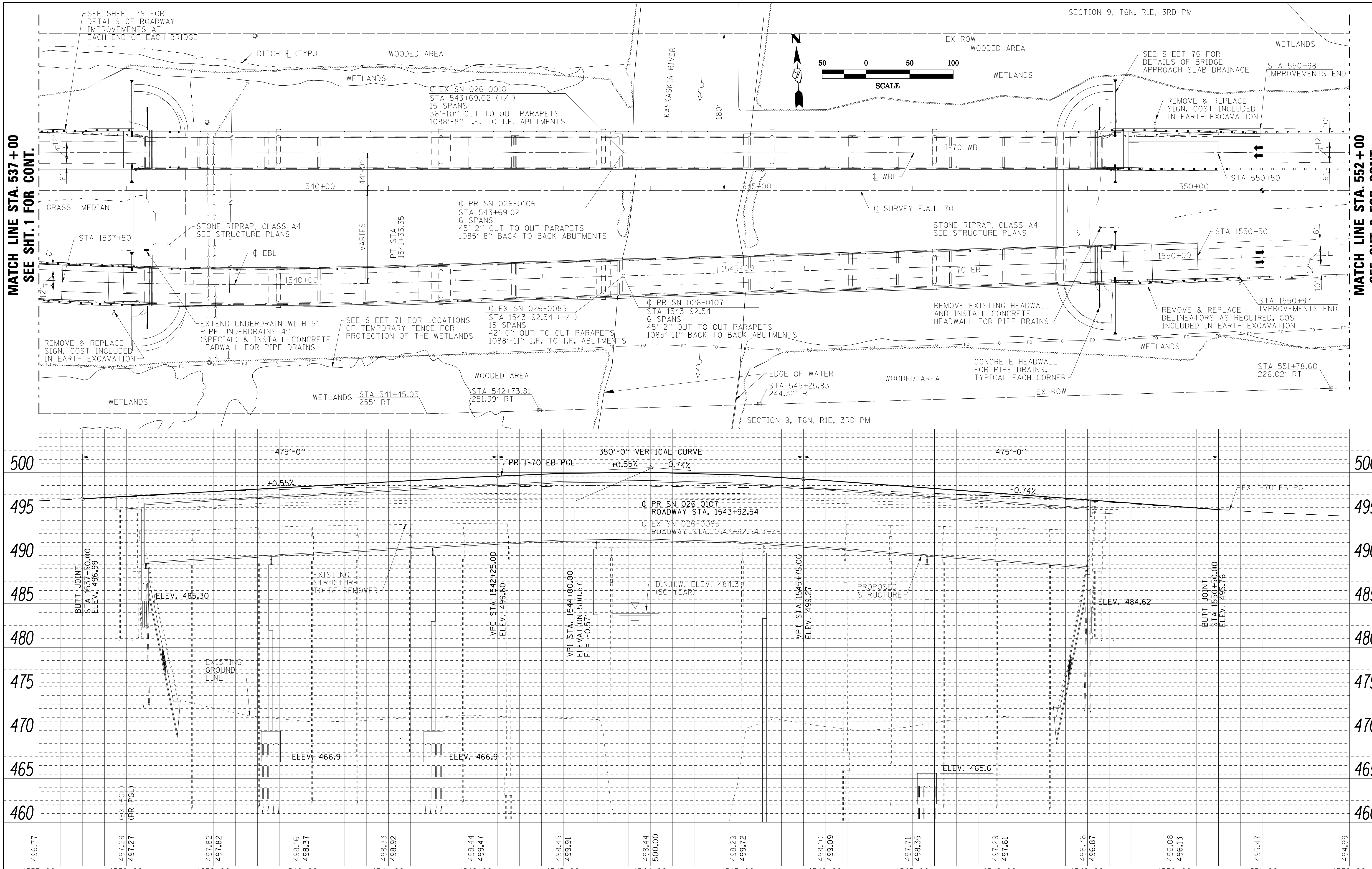
ESCA CONSULTANTS, INC.	USER NAME = has	DESIGNED - ELH	REVISED -
	ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
	SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -
	PLOT DATE = 1/29/2014 1:44:30 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PLAN & EB PROFILE

SCALE: 1"=50' | SHEET NO. 4 OF 6 SHEETS | STA. 1526+00.00 TO STA. 1537+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	31
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



PLAN		
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	
	CADD FILE NAME	

PROFILE		
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	GRADES CHECKED	
	B.M. NOTED	
	STRUCTURE NOTAT'NS CH'KD	

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

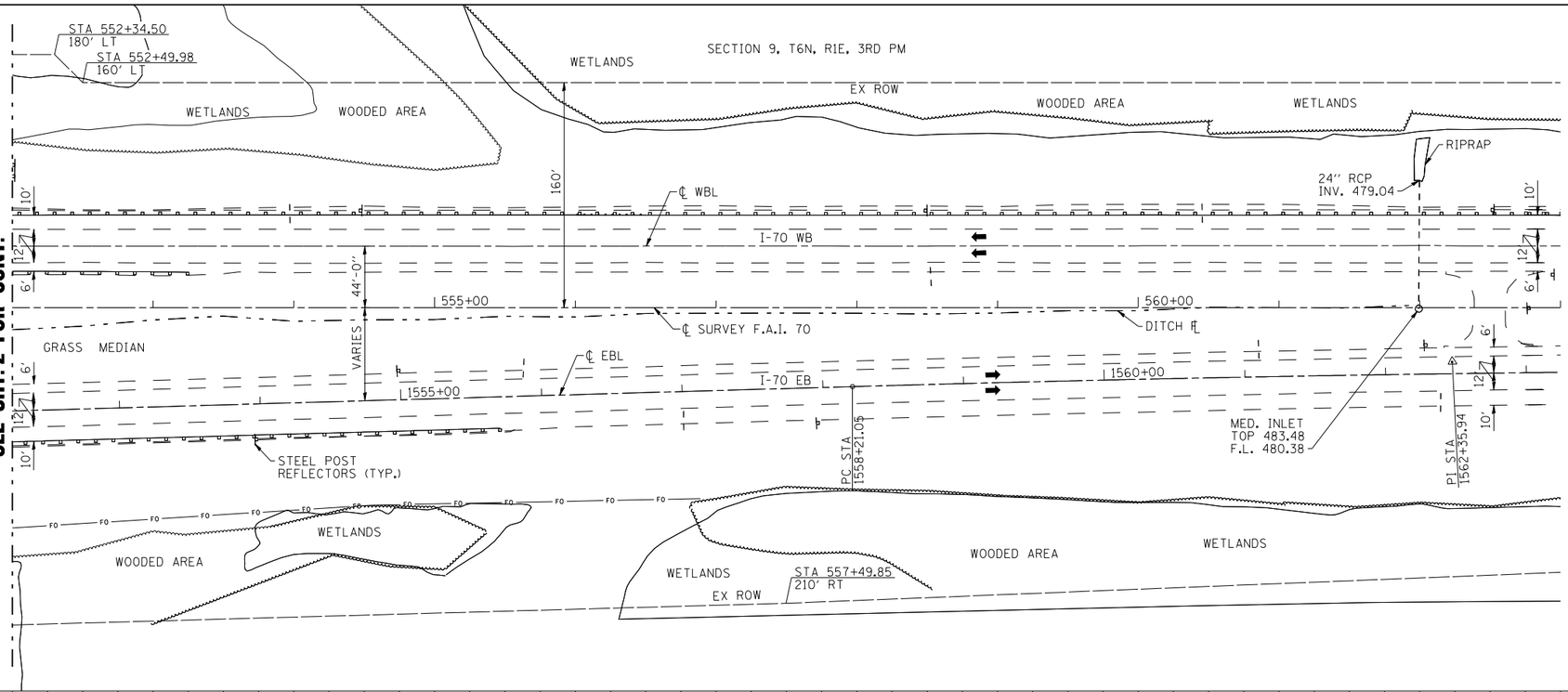
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:44:46 PM	DATE - 01/14	REVISED -

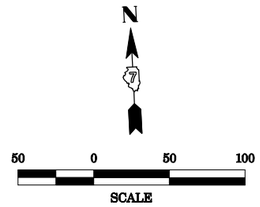
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PLAN & EB PROFILE

SCALE: 1"=50' | SHEET NO. 5 OF 6 SHEETS | STA. 1537+00.00 TO STA. 1552+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	32
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



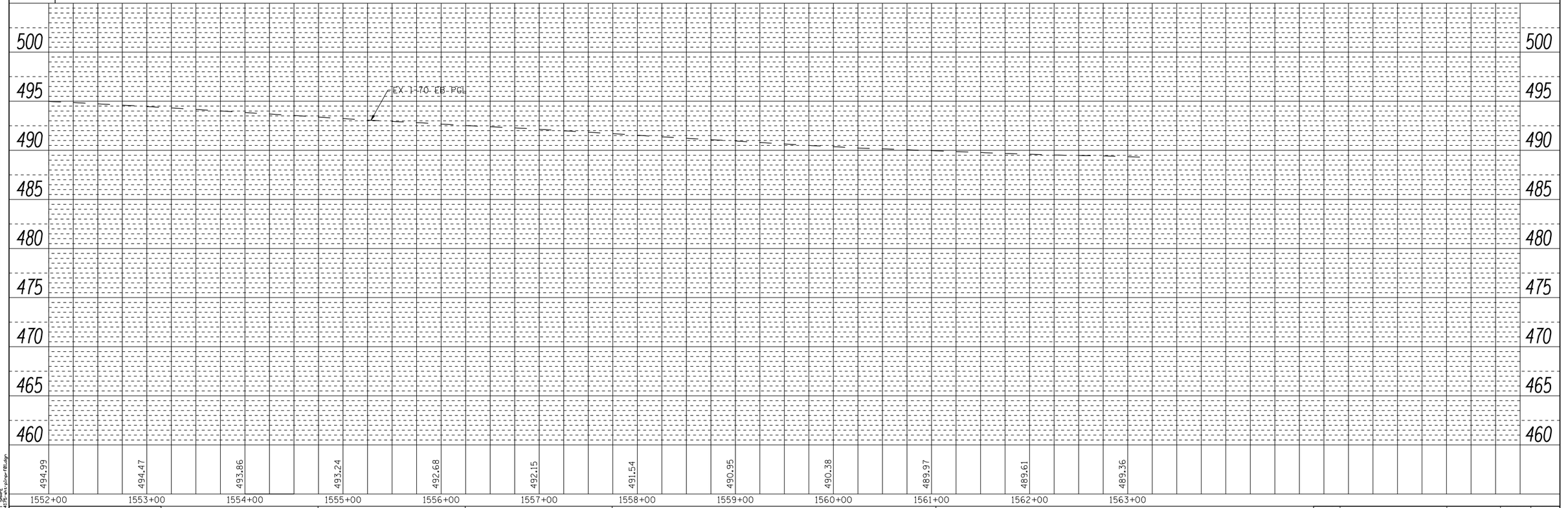


℄ EBL CURVE DATA

PI STA 1562+35.94
△ = 1° 39' 46" (RT)
D = 0° 12' 01"
R = 28,591.87'
T = 414.89'
L = 829.72'
E = 3.01'
PC STA 1558+21.05
PT STA 1566+50.77

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



PRINT DRIVER = DD_E_B.pltcfg
PRINTED BY = ELH
PRINTED = 1/29/2014 1:45:05 PM
FILE NAME = I:\DGN\Sheets\plan-profile-sht.dgn

ESCA CONSULTANTS, INC.
ENVIRONMENTAL & ENGINEERING SERVICES

USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=5'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:45:05 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-70 PLAN & EB PROFILE

SCALE: 1"=50' | SHEET NO. 6 OF 6 SHEETS | STA. 1552+00.00 TO STA. 1563+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	33
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		

SECTION 9, T6N, R1E, 3RD PM

N

SCALE 50 0 50 100

NOTES:

1. SEE SHEET 35 FOR CROSSOVER BASELINE AND EDGE OF PAVEMENT GEOMETRY.
2. THIS CROSSOVER WILL REMAIN IN PLACE UPON COMPLETION OF THE CONTRACT.
3. PROVIDE TRANSVERSE CONTRACTION JOINTS IN PCC PAVEMENT AT 20'-0" MIN. AND 40'-0" MAX. SPACING. COST OF ALL JOINTS INCLUDING TIE BARS AND DOWEL BARS IS INCLUDED IN PCC PAVEMENT.
4. SEE SHEETS 44 AND 45 FOR ADDITIONAL DETAILS.
5. NEAR STA 512+70 LT, REMOVE THE TRAFFIC BARRIER TERMINAL AND INSTALL TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT.

℄ WBL

℄ SURVEY F.A.I. 70

STA 487+13
EXTEND WITH 5' PIPE UNDERDRAINS 4" (SPECIAL) AND INSTALL CONCRETE HEADWALL FOR PIPE DRAINS

VARIABLE WIDTH CROSSOVER PAVEMENT (TYP.)

OVERHEAD ELECTRIC

STA 491+98
EXISTING UNDERDRAIN TO REMAIN

STA 492+25, 17.8' LT
INLET, TYPE A, TYPE 8 GRATE
RIM ELEV. 533.50
INV. ELEV. 531.84 15" OUT S

GRADE TO DRAIN (TYP.)
6'-0" WIDE AGGREGATE BASE COURSE, TYPE B SHOULDERS

CROSSOVER BASELINE

STA 494+01.78

STA 496+00
EXISTING MEDIAN INLET TO REMAIN, GRADE SLOPES SO AS NOT TO INTERFERE WITH INLET

230' PIPE CULVERT, CLASS D, TYPE 1, 24" AT 2.34%
STA 495+84
END SECTIONS 24"
℄ ELEV. 523.55

STA 496+27.58

TRANSITION AGG BSE CSE
TOP WIDTH FROM 6' TO 2'

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

STA 498+00.00

STA 498+75.00

EXISTING WB I-70 ENTRANCE RAMP AT INTERCHANGE 63

PC STA 499+82.51

485+00 | 490+00 | 495+00 | 500+00

2' | 6' | 6' | 2'

℄ EBL

STA 486+25.00 | STA 487+00.00 | STA 488+76.02 | STA 491+00.15

TRANSITION AGG BSE CSE
TOP WIDTH FROM 2' TO 6'

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

STA 489+76
END SECTIONS 24"
℄ ELEV. 535.62

176' PIPE CULVERTS, CLASS D, TYPE 1, 24" AT 1.52%

STA 491+57.27, 0' RT
MANHOLE, TYPE A, 4' DIA., TYPE 1 FRAME, CLOSED LID
PRC FLAT SLAB TOP
RIM ELEV. 537.06
INV. ELEV. 532.90 24" IN W
INV. ELEV. 532.70 24" OUT E

16' PIPE CULVERT, CLASS D, TYPE 1, 15" AT 0.5%
TIE INTO SIDE OF 24" CULVERT WITH A PREFABRICATED TEE AT ELEV. 531.76. COST OF TEE AND CONNECTION INCLUDED IN PIPE CULVERT

188' PIPE CULVERTS, CLASS D, TYPE 1, 24" AT 1.86%

STA 491+95
EXTEND WITH 15' PIPE UNDERDRAINS 4" (SPECIAL) AND TIE INTO SIDE OF PIPE CULVERT. COST OF CONNECTION INCLUDED IN PIPE UNDERDRAINS 4" (SPECIAL)

STA 493+48.51, 0' RT
MANHOLE, TYPE A, 4' DIA.
TYPE 1 FRAME, CLOSED LID
PRC FLAT SLAB TOP
RIM ELEV. 533.40
INV. ELEV. 529.20 24" IN W
INV. ELEV. 529.00 24" OUT E

STA 495+98 EXISTING UNDERDRAIN TO REMAIN

24" Ø RCP

STA 495+99
EXTEND WITH 15' PIPE UNDERDRAINS 4" (SPECIAL) AND TIE INTO SIDE OF EXISTING MEDIAN INLET BOX. COST OF CONNECTION INCLUDED IN PIPE UNDERDRAINS 4" (SPECIAL)

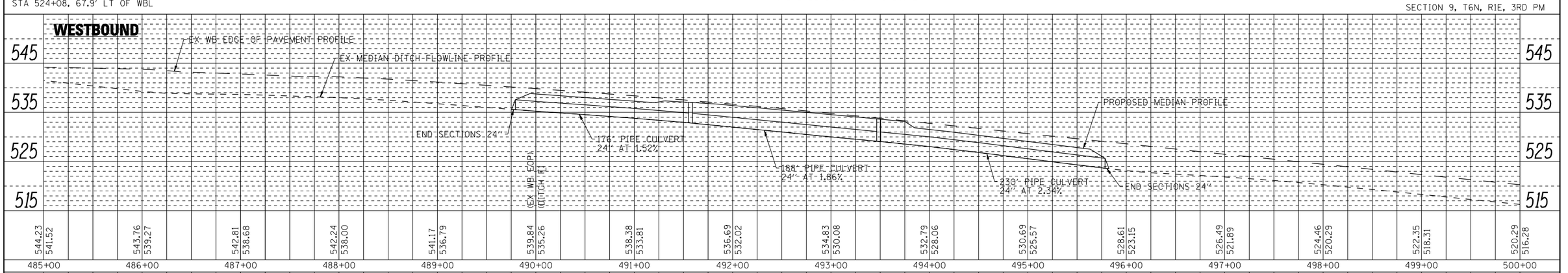
EXISTING EB I-70 EXIT RAMP AT INTERCHANGE 63

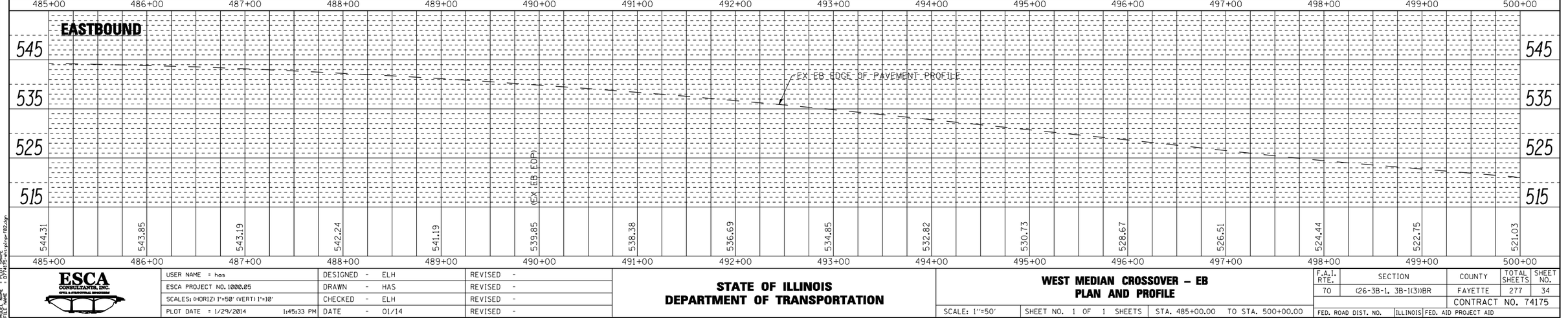
BENCHMARK: BM602 ELEV. 486.663 (NAVD 88)
CHISELED X ON TOP W BOLT OF LIGHT POLE BASE #2
STA 524+08, 67.9' LT OF WBL

SECTION 9, T6N, R1E, 3RD PM

PLAN: SURVEYED; PLOTTED; ALIGNMENT CHECKED; R/T. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED; PLOTTED; GRADES CHECKED; B.M. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE





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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

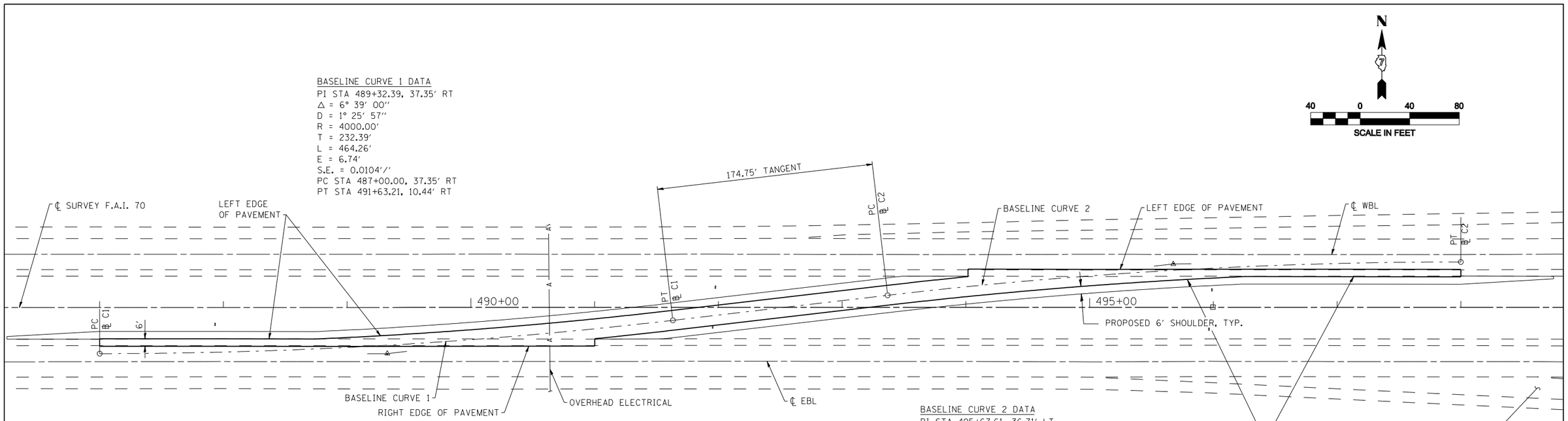
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=10'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:45:33 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST MEDIAN CROSSOVER – EB
PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 485+00.00 TO STA. 500+00.00

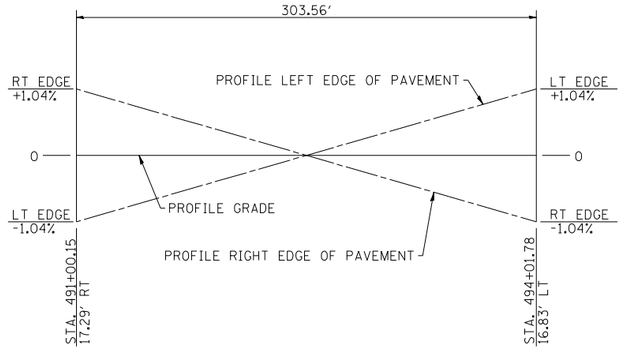
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	34
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



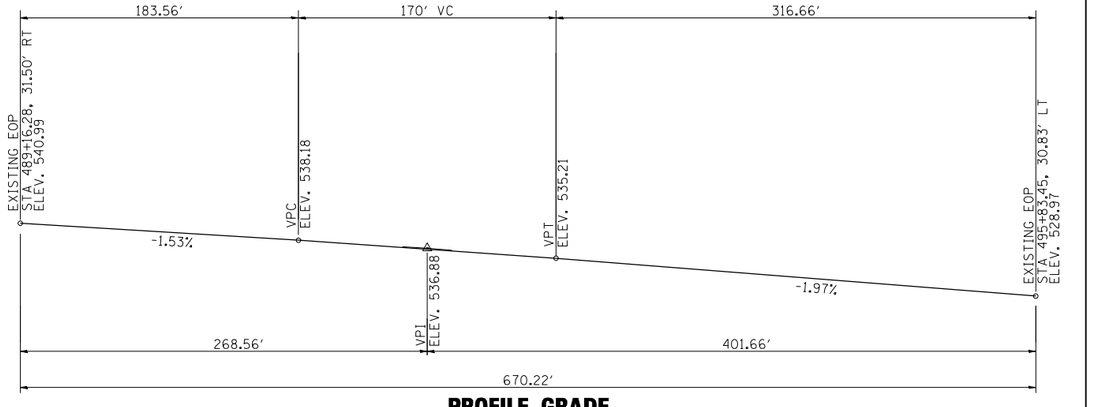
BASELINE CURVE 2 DATA
PI STA 495+67.61, 36.71' LT
Δ = 6° 39' 00"
D = 1° 25' 57"
R = 4000.00'
T = 232.39'
L = 464.26'
E = 6.74'
S.E. = 0.0104'/'
PC STA 493+36.79, 9.79' LT
PT STA 498+00.00, 36.71' LT

ELEVATION AND OFFSET DATA

℄ SURVEY F.A.I. 70 STATION	BASELINE		LEFT E.O.P.			RIGHT E.O.P.		
	OFFSET (FT)		OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION
487+00.00	37.35	RT	25.35	RT	543.06	31.35	RT	543.19
487+50.00	37.04	RT	25.35	RT	542.59	31.35	RT	542.71
488+00.00	36.10	RT	25.34	RT	542.11	31.34	RT	542.24
488+50.00	34.54	RT	25.43	RT	541.59	31.43	RT	541.71
489+00.00	32.35	RT	24.34	RT	541.05	31.51	RT	541.19
489+16.28	31.50	RT	23.49	RT	540.84	31.50	RT	540.98
489+50.00	29.53	RT	21.52	RT	540.36	31.46	RT	540.53
490+00.00	26.09	RT	18.07	RT	539.65	31.39	RT	539.85
490+50.00	22.01	RT	13.98	RT	538.88	31.36	RT	539.12
491+00.00	17.30	RT	9.26	RT	538.08	31.33	RT	538.38
491+00.15	17.29	RT	9.25	RT	538.09	25.33	RT	538.26
491+50.00	11.96	RT	3.91	RT	537.31	20.01	RT	537.42
491+63.21	10.44	RT	2.39	RT	537.09	18.50	RT	537.19
492+00.00	6.15	RT	1.90	LT	536.47	14.21	RT	536.52
492+50.00	0.32	RT	7.73	LT	535.56	8.38	RT	535.56
492+52.77	0	RT	8.05	LT	535.51	8.07	RT	535.51
493+00.00	5.51	LT	13.56	LT	534.61	2.55	RT	534.55
493+36.79	9.80	LT	17.85	LT	533.90	1.74	LT	533.80
493+50.00	11.31	LT	19.36	LT	533.64	3.26	LT	533.53
494+00.00	16.66	LT	24.70	LT	532.68	8.62	LT	532.51
494+01.78	16.83	LT	24.87	LT	532.63	8.80	LT	532.46
494+50.00	21.36	LT	30.81	LT	531.74	13.33	LT	531.50
495+00.00	25.44	LT	30.69	LT	530.67	17.42	LT	530.47
495+50.00	28.89	LT	30.76	LT	529.65	20.87	LT	529.49
495+83.45	30.83	LT	30.83	LT	528.96	22.83	LT	528.81
496+00.00	31.70	LT	30.87	LT	528.61	23.69	LT	528.48
496+50.00	33.89	LT	30.87	LT	527.55	24.94	LT	527.43
497+00.00	35.46	LT	30.86	LT	526.49	24.86	LT	526.37
497+50.00	36.39	LT	30.78	LT	525.47	24.78	LT	525.35
498+00.00	36.71	LT	30.71	LT	524.46	24.71	LT	524.33



SUPERELEVATION TRANSITION DETAIL



PROFILE GRADE
(ALONG CROSSOVER BASELINE)

NOTE:

THE CONTRACTOR SHALL CONSTRUCT THIS MEDIAN CROSSOVER USING THE ELEVATION AND OFFSET DATA TABLE FOUND ON THIS SHEET. THE PROFILE GRADE DETAIL SHOWN IS APPROXIMATE AND IS FOR INFORMATION ONLY. VALUES SHOWN ARE BASED ON THE ORIGINAL ROADWAY PLANS AND FIELD SURVEY. CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN THE FIELD AS APPROVED BY THE ENGINEER.

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 1:51:13 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST MEDIAN CROSSOVER – EB
ELEVATIONS AND OFFSETS

SCALE: AS SHOWN | SHEET NO. 1 OF 1 SHEETS | STA. 486+00.00 TO STA. 498+80.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	35
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SECTION 9, T6N, R1E, 3RD PM

NOTES:

1. SEE SHEET 37 FOR CROSSOVER BASELINE AND EDGE OF PAVEMENT GEOMETRY.
2. MOST OF THIS CROSSOVER SHALL BE REMOVED PRIOR TO CONSTRUCTING THE TEMPORARY ENTRANCE RAMP FOR EASTBOUND TRAFFIC. SEE SHEET 44.
3. PROVIDE TRANSVERSE CONTRACTION JOINTS IN PCC PAVEMENT AT 20'-0" MIN. AND 40'-0" MAX. SPACING. COST OF ALL JOINTS INCLUDING TIE BARS AND DOWEL BARS IS INCLUDED IN PCC PAVEMENT.
4. SEE SHEET 44 FOR ADDITIONAL DETAILS.
5. THE COST OF THE END SECTIONS SHALL INCLUDE REMOVAL.
6. CONSTRUCT TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6 ON 1:24 FLARE AND TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED) AT NORTHEAST CORNER OF SN 026-0085.
7. AFTER CONSTRUCTION OF SN 026-0106 AND PRIOR TO WINTER SHUTDOWN, CONSTRUCT TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6 ON 1:24 FLARE AND TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED) AT NORTHWEST CORNER OF SN 026-0085.

N

SCALE 50 0 50 100

TRANSITION AGG BSE CSE TOP WIDTH FROM 2' TO 6'

STA 528+54.85

STA 529+05.11

STA 530+41.35

STA 531+47, 13.6' RT
END SECTIONS 24"
℄ ELEV. 489.87

STA 531+79.12

300' PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY) AT 0.49%

STA 533+45
EXISTING UNDERDRAIN TO REMAIN

PT STA 535+86.34

SN 026-0018

EXISTING WB I-70 EXIT RAMP AT INTERCHANGE 63

℄ WBL

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

CROSSOVER BASELINE

525+00

℄ EBL

℄ SURVEY F.A.I. 70

24" Ø RCP

2'

6'

530+00

STA 534+52, 16.9' RT
END SECTIONS 24"
℄ ELEV. 491.37

16'

535+00

6'

2'

1525+00

1530+00

1535+00

EXISTING EB I-70 ENTRANCE RAMP AT INTERCHANGE 63

STA 527+99
MEDIAN INLET TO REMAIN

36" Ø RCP

PI STA 1530+45.15

6'-0" WIDE AGGREGATE BASE COURSE, TYPE B SHOULDERS

STA 531+85
EXISTING UNDERDRAIN TO REMAIN

GUARDRAIL REMOVAL

STA 535+13.94

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

STA 536+52.78

STA 537+79.78

STA 538+10.97

TRANSITION AGG BSE CSE TOP WIDTH FROM 6' TO 2'

SN 026-0085

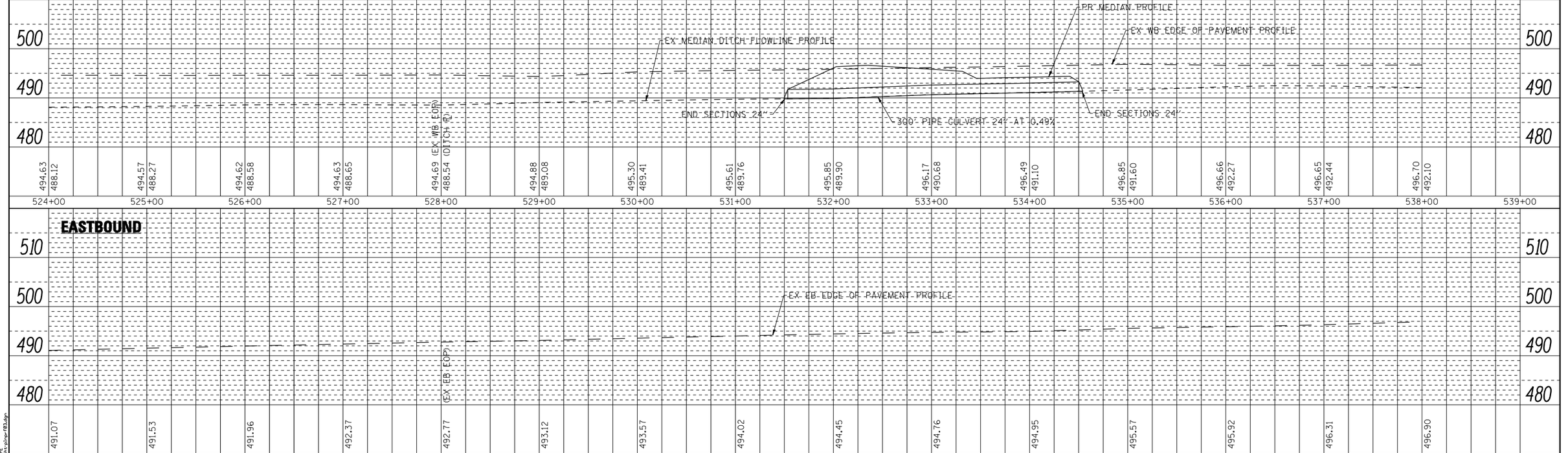
BENCHMARK: BM601 ELEV. 498.425 (NAVD 88)

CHISELED SQUARE ON TOP OF SW CORNER OF NW WINGWALL SN 026-0018 (WB), STA 538+10, 20.3' LT OF WBL

SECTION 9, T6N, R1E, 3RD PM

PLAN — SURVEYED, PLOTTED, JOB NO. CHECKED, R/T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO.; BY; DATE

PROFILE — SURVEYED, PLOTTED, JOB NO. CHECKED, BM. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO.; BY; DATE



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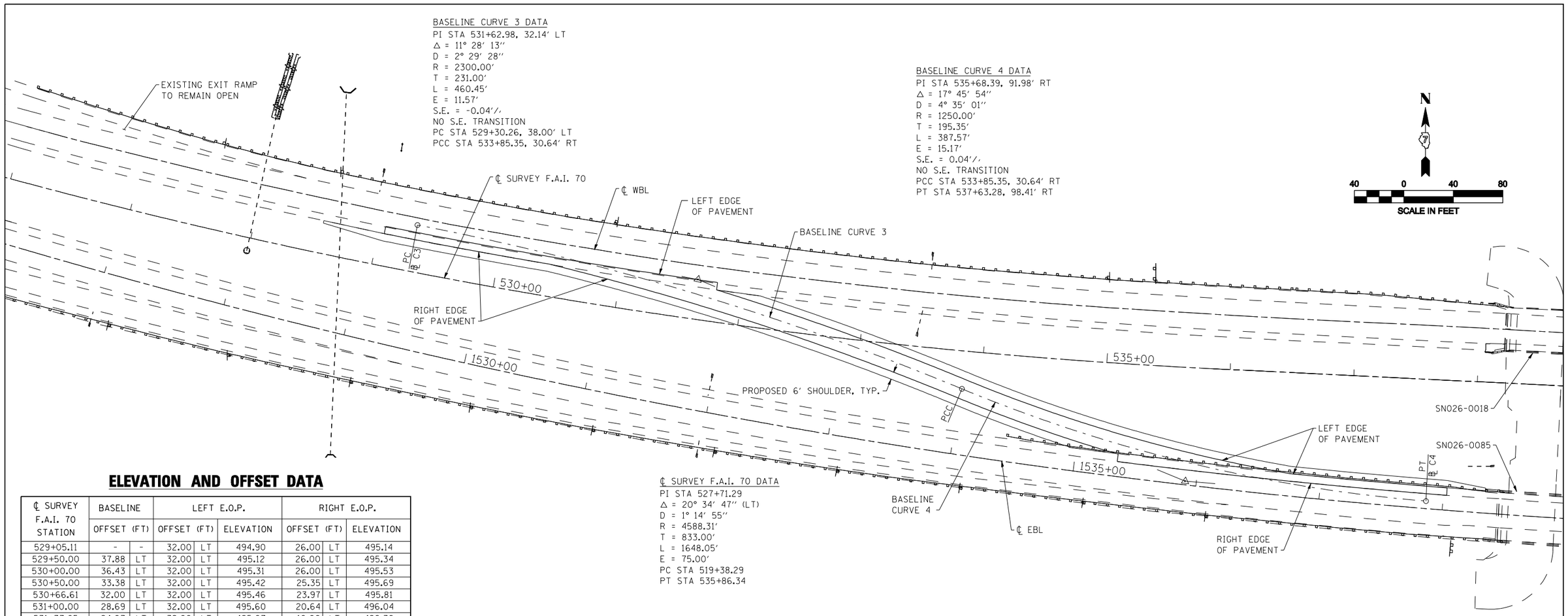
ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	REVISED -
	ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
	SCALES: (HORIZ) 1"=50' (VERT) 1"=10'	CHECKED - ELH	REVISED -
	PLOT DATE = 1/29/2014 1:51:57 PM	DATE - 08/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST MEDIAN CROSSOVER – WB
PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 524+00.00 TO STA. 539+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	36
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



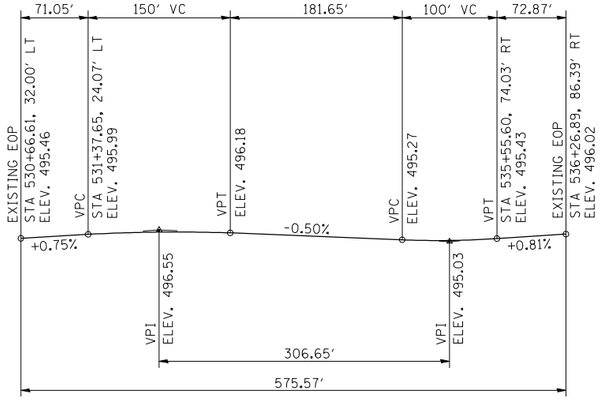
ELEVATION AND OFFSET DATA

℄ SURVEY F.A.I. 70 STATION	BASELINE		LEFT E.O.P.			RIGHT E.O.P.		
	OFFSET (FT)		OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION
529+05.11	-	-	32.00	LT	494.90	26.00	LT	495.14
529+50.00	37.88	LT	32.00	LT	495.12	26.00	LT	495.34
530+00.00	36.43	LT	32.00	LT	495.31	26.00	LT	495.53
530+50.00	33.38	LT	32.00	LT	495.42	25.35	LT	495.69
530+66.61	32.00	LT	32.00	LT	495.46	23.97	LT	495.81
531+00.00	28.69	LT	32.00	LT	495.60	20.64	LT	496.04
531+37.65	24.07	LT	32.00	LT	495.67	16.00	LT	496.30
531+50.00	22.35	LT	32.00	LT	495.70	14.27	LT	496.40
531+79.12	17.90	LT	26.00	LT	495.96	9.79	LT	496.62
532+00.00	14.34	LT	22.47	LT	495.98	6.22	LT	496.62
532+50.00	4.62	LT	12.80	LT	495.98	3.56	RT	496.62
533+00.00	6.85	RT	1.39	LT	495.79	15.09	RT	496.42
533+50.00	20.13	RT	11.82	RT	495.54	28.44	RT	496.15
534+00.00	35.12	RT	26.77	RT	495.28	43.47	RT	495.89
534+50.00	49.34	RT	41.06	RT	495.01	57.62	RT	495.63
535+00.00	61.93	RT	53.72	RT	494.86	70.14	RT	495.50
535+13.94	65.15	RT	56.95	RT	494.73	73.34	RT	495.37
535+50.00	73.02	RT	64.85	RT	495.06	81.67	RT	495.73
535+55.60	74.03	RT	65.88	RT	495.10	81.98	RT	495.75
536+00.00	82.23	RT	74.12	RT	495.50	84.81	RT	495.93
536+26.89	86.39	RT	78.31	RT	495.70	86.39	RT	496.02
536+50.00	89.49	RT	81.43	RT	495.85	87.65	RT	496.10
537+00.00	94.71	RT	84.07	RT	496.07	90.05	RT	496.31
537+50.00	97.90	RT	85.97	RT	496.26	92.00	RT	496.50
537+79.78	-	-	86.95	RT	496.56	92.96	RT	496.80

℄ SURVEY F.A.I. 70 DATA
PI STA 527+71.29
Δ = 20° 34' 47" (LT)
D = 1° 14' 55"
R = 4588.31'
T = 833.00'
L = 1648.05'
E = 75.00'
PC STA 519+38.29
PT STA 535+86.34

NOTE:

THE CONTRACTOR SHALL CONSTRUCT THIS MEDIAN CROSSOVER USING THE ELEVATION AND OFFSET DATA TABLE FOUND ON THIS SHEET. THE PROFILE GRADE DETAIL SHOWN IS APPROXIMATE AND IS FOR INFORMATION ONLY. VALUES SHOWN ARE BASED ON THE ORIGINAL ROADWAY PLANS AND FIELD SURVEY. CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN THE FIELD AS APPROVED BY THE ENGINEER.



PROFILE GRADE

(ALONG CROSSOVER BASELINE - WESTBOUND)

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
PLOT SCALE = 0.2 '/ IN.	CHECKED - RDP	REVISED -	
PLOT DATE = 1/29/2014 1:52:23 PM	DATE - 01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST MEDIAN CROSSOVER – WB
ELEVATIONS AND OFFSETS

SCALE: AS SHOWN | SHEET NO. 1 OF 1 SHEETS | STA. 526+00.00 TO STA. 538+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	37
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

SCALE 50 0 50 100

SECTION 10, T6N, R1E, 3RD PM

TRANSITION AGG BSE CSE TOP WIDTH FROM 2' TO 6'

℄ SURVEY F.A.I. 70

℄ WBL

STA 569+74.95

STA 570+49.95

CROSSOVER BASELINE #1

STA 572+28.60

24" Ø RCP

EXISTING UNDERPASS STRUCTURE

CR 950 E

STA 574+49.80

6'-0" WIDE AGGREGATE BASE COURSE, TYPE B SHOULDERS (TYP.)

STA 576+00, 19' LT
INLET, TYPE A, TYPE 8 GRATE
RIM ELEV. 484.50
INV. ELEV. 482.01 15" OUT S

16' PIPE CULVERTS, CLASS D, TYPE 1, 15" AT 1.00%

STA 577+50.20

STA 577+01
EXTEND WITH 20' PIPE UNDERDRAINS 4" (SPECIAL) AND TIE INTO SIDE OF PIPE CULVERT. COST OF CONNECTION INCLUDED IN PIPE UNDERDRAINS 4" (SPECIAL)

STA 579+71.40

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

CROSSOVER BASELINE #2

STA 581+62
EXTEND WITH 5' PIPE UNDERDRAINS 4" (SPECIAL) AND INSTALL CONCRETE HEADWALL FOR PIPE DRAINS

STA 581+50.05

STA 582+25.05

TRANSITION AGG BSE CSE TOP WIDTH FROM 6' TO 2'

2'

6'

16'

5%

570+00

575+00

580+00

4'

1570+00

1575+00

1580+00

CROSSOVER BASELINE #2

FULL DEPTH SAWCUT FOR PAVED SHOULDER REMOVAL

STA 573+00
EXISTING MEDIAN INLET TO REMAIN, GRADE SLOPES SO AS NOT TO INTERFERE WITH INLET

STA 575+13.46

STA 576+00, 0' RT
MANHOLE, TYPE A, 4' DIA.,
TYPE 1 FRAME, CLOSED LID,
PRC FLAT SLAB TOP
RIM ELEV. 486.23
INV. ELEV. 481.85 15" IN N
INV. ELEV. 481.85 15" IN S
INV. ELEV. 481.75 24" OUT E

STA 576+00, 20' RT
INLET, TYPE A,
TYPE 8 GRATE
RIM ELEV. 484.50
INV. ELEV. 482.02 15" OUT N

GRADE TO DRAIN (TYP.)

STA 576+86.54

17' PIPE CULVERTS, CLASS D, TYPE 1, 15" AT 1.00%

270' PIPE CULVERTS, CLASS D, TYPE 1, 24" AT 0.40%

END SECTIONS 24"
℄ ELEV. 480.67

6'-0" WIDE AGGREGATE BASE COURSE SHOULDER (TYP.)

STA 581+77
EXTEND WITH 5' PIPE UNDERDRAINS 4" (SPECIAL) AND INSTALL CONCRETE HEADWALL FOR PIPE DRAINS

CROSSOVER BASELINE #1

℄ EBL

TRANSITION AGG BSE CSE TOP WIDTH FROM 6' TO 4'

TRANSITION AGG BSE CSE TOP WIDTH FROM 4' TO 6'

BENCHMARK: BM601 ELEV. 498.425 (NAVD 88)

CHISELED SQUARE ON TOP OF SW CORNER OF NW WINGWALL SN 026-0018 (WB), STA 538+10, 20.3' LT OF WBL

NOTES:

1. SEE SHEET 39 FOR CROSSOVER BASELINES AND EDGE OF PAVEMENT GEOMETRY.
2. THESE CROSSOVERS WILL REMAIN IN PLACE UPON COMPLETION OF THE CONTRACT.
3. PROVIDE TRANSVERSE CONTRACTION JOINTS IN PCC PAVEMENT AT 20'-0" MIN. AND 40'-0" MAX. SPACING. COST OF ALL JOINTS INCLUDING TIE BARS AND DOWEL BARS IS INCLUDED IN PCC PAVEMENT.
4. SEE SHEET 45 FOR ADDITIONAL DETAILS.

SECTION 10, T6N, R1E, 3RD PM

PLAN
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.T. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
DATE
BY
SURVEYED
PLOTTED
PROFILE CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

WESTBOUND

EX MEDIAN DITCH FLOWLINE PROFILE

PROPOSED MEDIAN PROFILE

EX WB EDGE OF PAVEMENT PROFILE

270' PIPE CULVERT 24" AT 0.40%

END SECTIONS 24"

(EX WB EOP) (DITCH FL)

568+00	569+00	570+00	571+00	572+00	573+00	574+00	575+00	576+00	577+00	578+00	579+00	580+00	581+00	582+00	583+00
487.50 / 483.49	487.27 / 483.00	487.00 / 483.25	486.86 / 482.52	486.60 / 481.96	486.18 / 481.32	486.06 / 484.64	485.92 / 482.23	485.79 / 481.42	485.60 / 481.17	485.43 / 480.85	485.21 / 480.61	485.05 / 480.80	484.88 / 480.64	484.70 / 479.82	484.48 / 479.42

EASTBOUND

EX EB EDGE OF PAVEMENT PROFILE

(EX EB EOP)

568+00	569+00	570+00	571+00	572+00	573+00	574+00	575+00	576+00	577+00	578+00	579+00	580+00	581+00	582+00	583+00
487.79	487.55	487.35	487.20	486.97	486.69	486.40	486.20	486.08	485.95	485.78	485.53	485.36	485.22	484.95	484.77

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

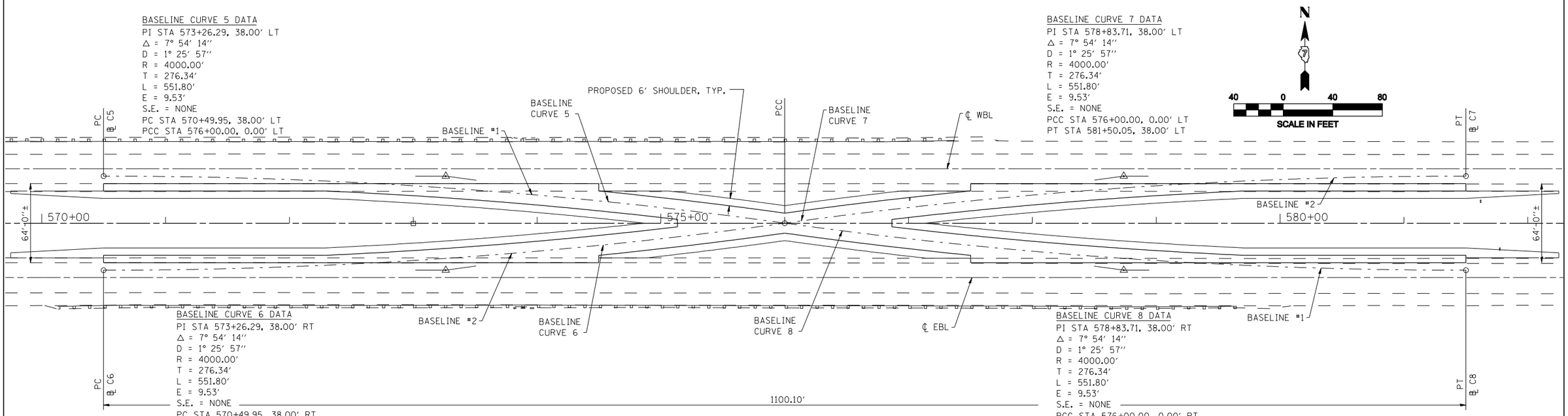
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=10'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:52:48 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST MEDIAN CROSSOVERS
PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 568+00.00 TO STA. 583+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	38
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



ELEVATION AND OFFSET DATA

℄ SURVEY F.A.I. 70 STATION	BASELINE #1		BASELINE #2		E.O.P. LEFT OF CL			E.O.P. LEFT OF CL			BREAK POINT LEFT			E.O.P. RIGHT OF CL			E.O.P. RIGHT OF CL			BREAK POINT RIGHT		
	OFFSET (FT)		OFFSET (FT)		OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION
570+49.95	38.00	LT	38.00	RT	32.00	LT	486.94	26.00	LT	486.70	-	-	-	26.00	RT	487.04	32.00	RT	487.28	-	-	-
571+00.00	37.69	LT	37.69	RT	32.00	LT	486.87	26.00	LT	486.75	-	-	-	26.00	RT	487.08	32.00	RT	487.20	-	-	-
571+50.00	36.75	LT	36.75	RT	32.00	LT	486.74	26.00	LT	486.62	-	-	-	26.00	RT	486.97	32.00	RT	487.09	-	-	-
572+00.00	35.19	LT	35.19	RT	32.00	LT	486.61	26.00	LT	486.49	-	-	-	26.00	RT	486.86	32.00	RT	486.98	-	-	-
572+50.00	32.99	LT	32.99	RT	32.00	LT	486.38	24.98	LT	486.28	26.00	LT	486.26	24.98	RT	486.72	32.00	RT	486.83	26.00	RT	486.71
573+00.00	30.18	LT	30.18	RT	32.00	LT	486.18	22.16	LT	486.14	26.00	LT	486.06	22.16	RT	486.61	32.00	RT	486.69	26.00	RT	486.57
573+50.00	26.73	LT	26.73	RT	32.00	LT	486.12	18.71	LT	486.15	26.00	LT	486.00	18.71	RT	486.49	32.00	RT	486.54	26.00	RT	486.42
574+00.00	22.65	LT	22.65	RT	32.00	LT	486.07	14.62	LT	486.18	26.00	LT	485.95	14.62	RT	486.39	32.00	RT	486.40	26.00	RT	486.28
574+49.80	17.96	LT	17.96	RT	32.00	LT	485.99	9.92	LT	486.20	26.00	LT	485.75	9.92	RT	486.34	32.00	RT	486.30	26.00	RT	486.06
575+00.00	12.60	LT	12.60	RT	20.65	LT	485.91	4.55	LT	486.24	-	-	-	4.55	RT	486.30	20.65	RT	486.13	-	-	-
575+13.46	11.05	LT	11.05	RT	19.11	LT	485.92	3.00	LT	486.25	0.00	RT	486.32	3.00	RT	486.30	19.11	RT	486.14	-	-	-
575+50.00	6.62	LT	6.62	RT	14.68	LT	485.97	-	-	-	0.00	RT	486.28	-	-	-	14.68	RT	486.13	-	-	-
576+00.00	0.00	RT	0.00	RT	8.08	LT	486.04	-	-	-	0.00	RT	486.21	-	-	-	8.08	RT	486.14	-	-	-
576+50.00	6.62	RT	6.62	LT	14.68	LT	485.81	-	-	-	0.00	RT	486.12	-	-	-	14.68	RT	486.01	-	-	-
576+86.54	11.05	RT	11.05	LT	19.11	LT	485.65	3.00	LT	485.98	0.00	RT	486.05	3.00	RT	486.08	19.11	RT	485.92	-	-	-
577+00.00	12.60	RT	12.60	LT	20.65	LT	485.60	4.55	LT	485.93	-	-	-	4.55	RT	486.05	20.65	RT	485.88	-	-	-
577+50.20	17.96	RT	17.96	LT	32.00	LT	485.52	9.92	LT	485.73	26.00	LT	485.28	9.92	RT	485.91	32.00	RT	485.87	26.00	RT	485.63
578+00.00	22.65	RT	22.65	LT	32.00	LT	485.43	14.62	LT	485.54	26.00	LT	485.31	14.62	RT	485.77	32.00	RT	485.78	26.00	RT	485.66
578+50.00	26.73	RT	26.73	LT	32.00	LT	485.32	18.71	LT	485.35	26.00	LT	485.20	18.71	RT	485.60	32.00	RT	485.65	26.00	RT	485.53
579+00.00	30.18	RT	30.18	LT	32.00	LT	485.22	22.16	LT	485.18	26.00	LT	485.10	22.16	RT	485.45	32.00	RT	485.53	26.00	RT	485.41
579.50.00	32.99	RT	32.99	LT	32.00	LT	485.14	24.98	LT	485.04	26.00	LT	485.02	24.98	RT	485.33	32.00	RT	485.44	26.00	RT	485.32
580+00.00	35.19	RT	35.19	LT	32.00	LT	485.05	26.00	LT	484.93	-	-	-	26.00	RT	485.24	32.00	RT	485.36	-	-	-
580+50.00	36.75	RT	36.75	LT	32.00	LT	484.94	26.00	LT	484.85	-	-	-	26.00	RT	485.18	32.00	RT	485.30	-	-	-
581+00.00	37.69	RT	37.69	LT	32.00	LT	484.88	26.00	LT	484.76	-	-	-	26.00	RT	485.10	32.00	RT	485.22	-	-	-
581+50.05	38.00	RT	38.00	LT	32.00	LT	484.78	26.00	LT	484.54	-	-	-	26.00	RT	484.84	32.00	RT	485.08	-	-	-

NOTE:

THE CONTRACTOR SHALL CONSTRUCT THIS MEDIAN CROSSOVER USING THE STATIONS AND OFFSETS FOUND ON THIS SHEET. VALUES SHOWN ARE BASED ON THE ORIGINAL ROADWAY PLANS AND FIELD SURVEY. CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN THE FIELD AS APPROVED BY THE ENGINEER.

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PEN TABLE = \\DOT_XER02\TBL
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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL DIVISIONS

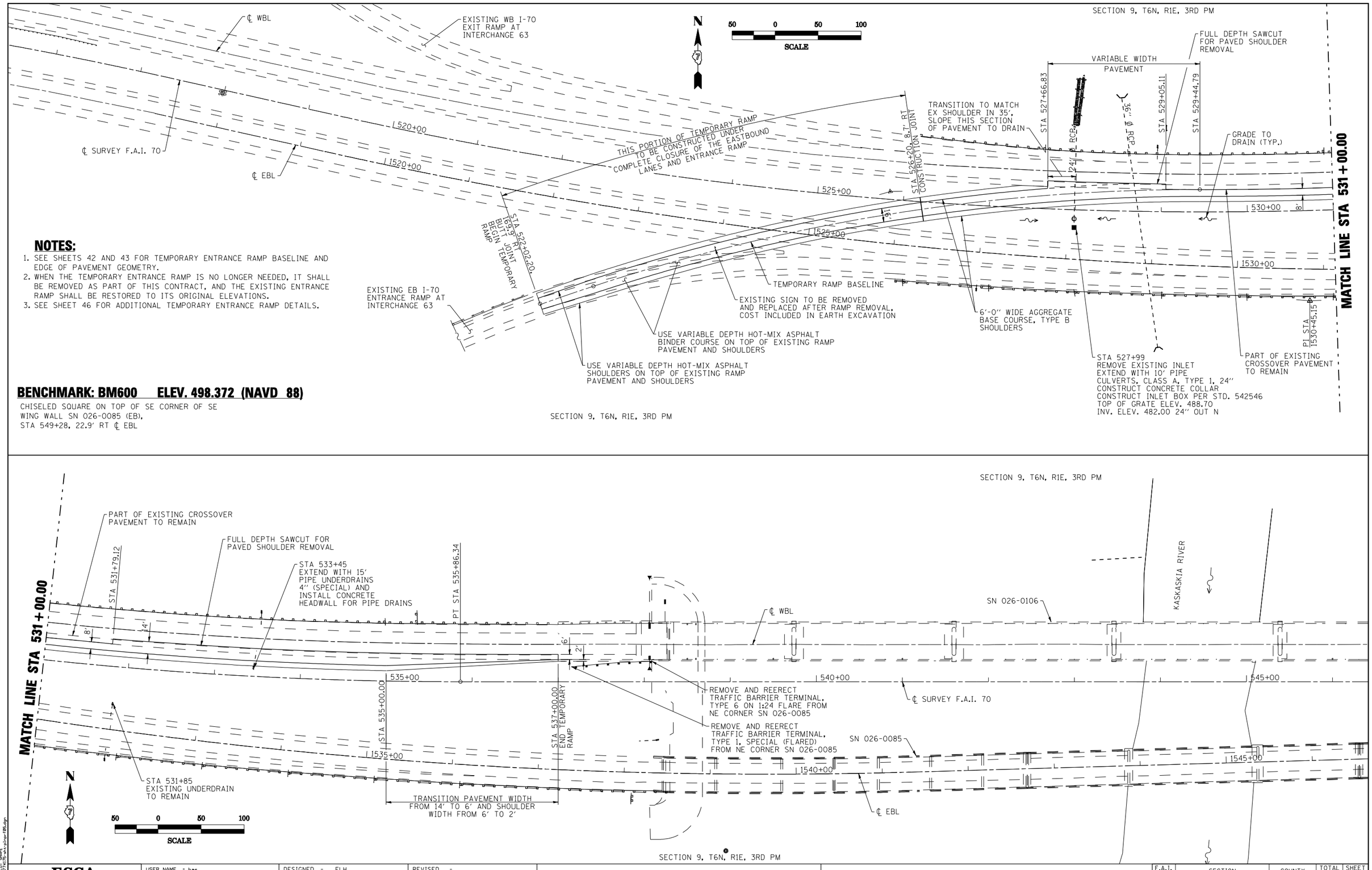
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '/ IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:53:20 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST MEDIAN CROSSOVERS
ELEVATIONS AND OFFSETS

SCALE: 1"=40'-0" | SHEET NO. 1 OF 1 SHEETS | STA. 569+50.00 TO STA. 581+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	39
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SEE SHEETS 42 AND 43 FOR TEMPORARY ENTRANCE RAMP BASELINE AND EDGE OF PAVEMENT GEOMETRY.
2. WHEN THE TEMPORARY ENTRANCE RAMP IS NO LONGER NEEDED, IT SHALL BE REMOVED AS PART OF THIS CONTRACT, AND THE EXISTING ENTRANCE RAMP SHALL BE RESTORED TO ITS ORIGINAL ELEVATIONS.
3. SEE SHEET 46 FOR ADDITIONAL TEMPORARY ENTRANCE RAMP DETAILS.

BENCHMARK: BM600 ELEV. 498.372 (NAVD 88)

CHISELED SQUARE ON TOP OF SE CORNER OF SE WING WALL SN 026-0085 (EB), STA 549+28, 22.9' RT ℄ EBL

PLAN: SURVEYED, PLOTTED, QUANTITY CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. ____, BY, DATE

PROFILE: SURVEYED, PLOTTED, CROSS SECTIONS CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO. ____, BY, DATE

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	REVISED -
	ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
	SCALES: (HORIZ) 1"=50' (VERT) 1"=10'	CHECKED - ELH	REVISED -
	PLOT DATE = 1/29/2014 1:53:55 PM	DATE - 11/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

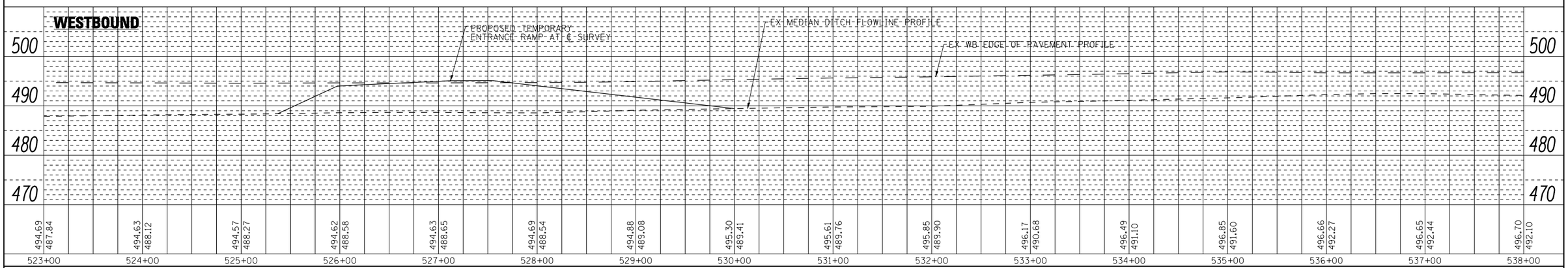
TEMPORARY ENTRANCE RAMP
PLAN

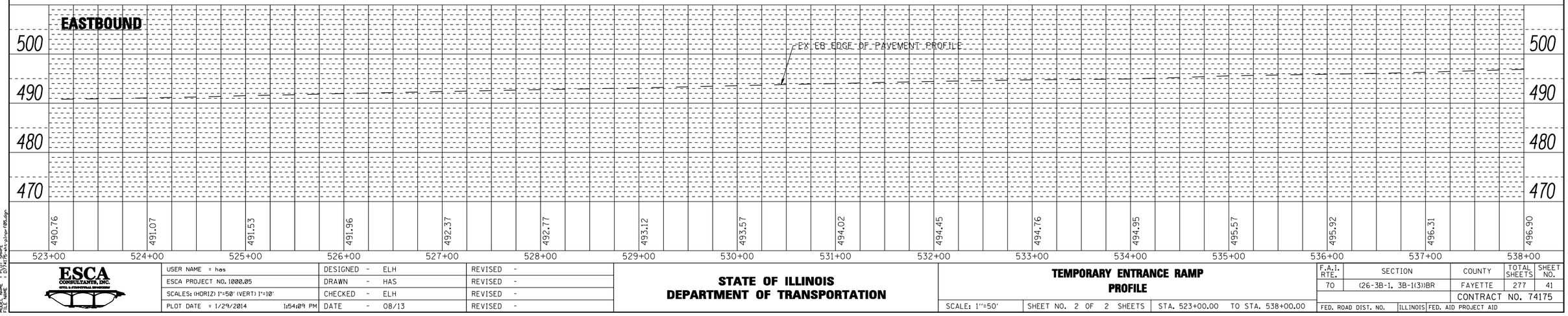
SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 516+00.00 TO STA. 546+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	40
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		

PLAN
SURVEYED
PLOTTED
PLANS CHECKED
R/T. OF WAY CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
PLANS CHECKED
R.M. NOTED
STRUCTURE NO(TATIN)S CHKD
NOTE BOOK
NO.
BY
DATE





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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

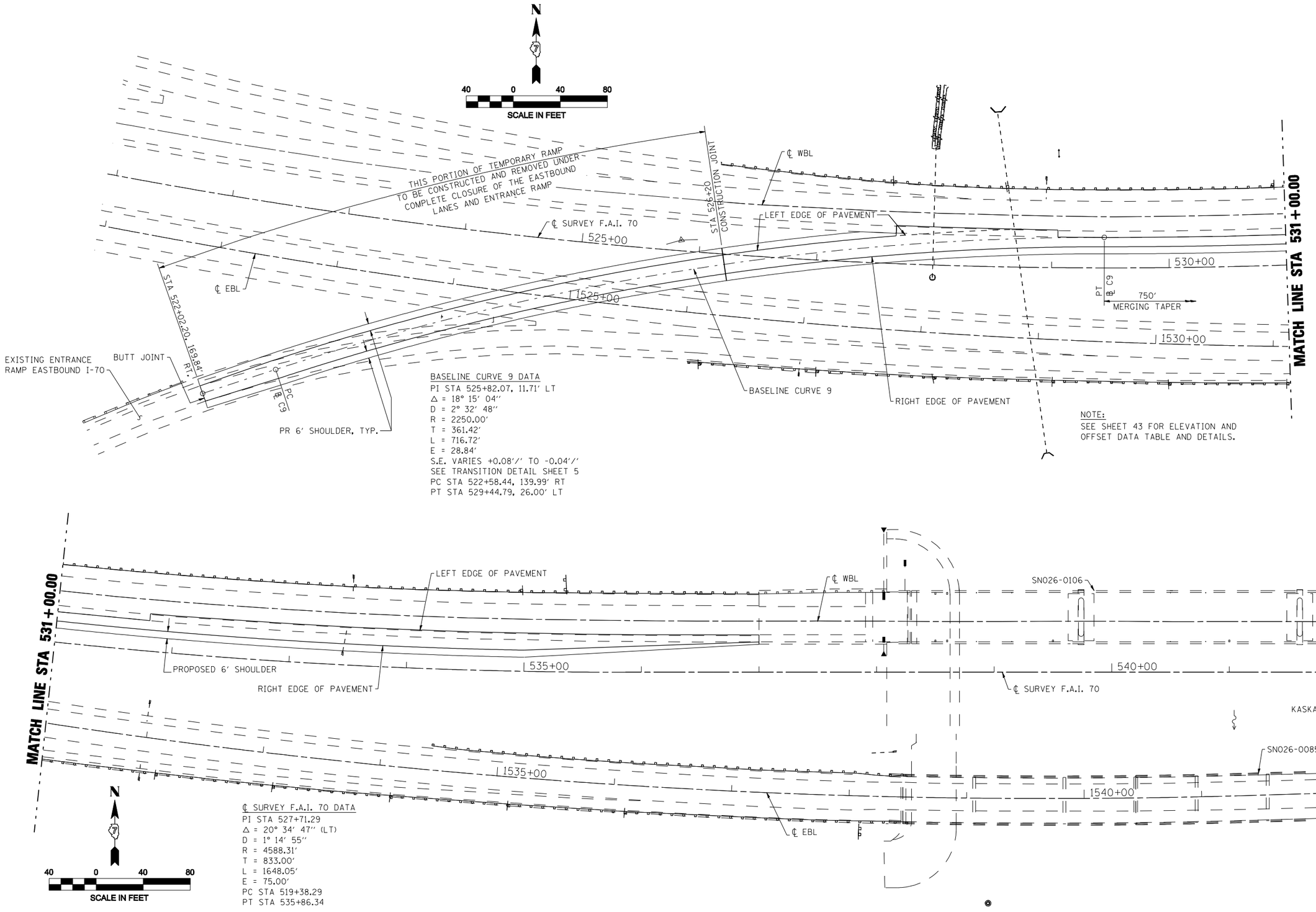
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
SCALES: (HORIZ) 1"=50' (VERT) 1"=10'	CHECKED - ELH	REVISED -
PLOT DATE = 1/29/2014 1:54:09 PM	DATE - 08/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ENTRANCE RAMP
PROFILE

SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. 523+00.00 TO STA. 538+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	41
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT AID		



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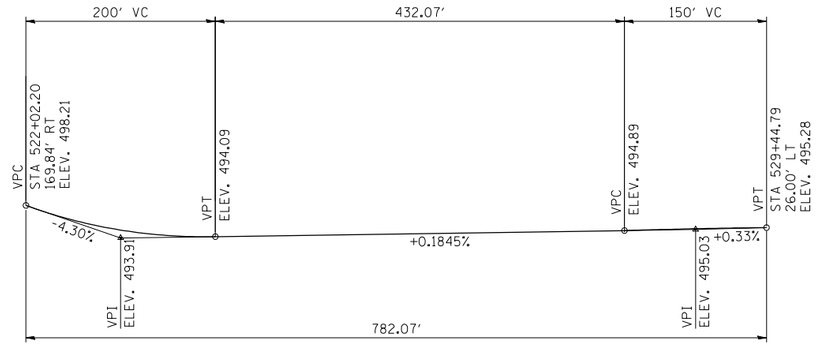
ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	REVISED -
	ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
	PLOT SCALE = 0.2 ′ / IN.	CHECKED - RDP	REVISED -
	PLOT DATE = 1/29/2014 1:54:38 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ENTRANCE RAMP
ELEVATIONS AND OFFSETS

SCALE: 1″=40′ | SHEET NO. 1 OF 2 SHEETS | STA. 521+00.00 TO STA. 542+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	42
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

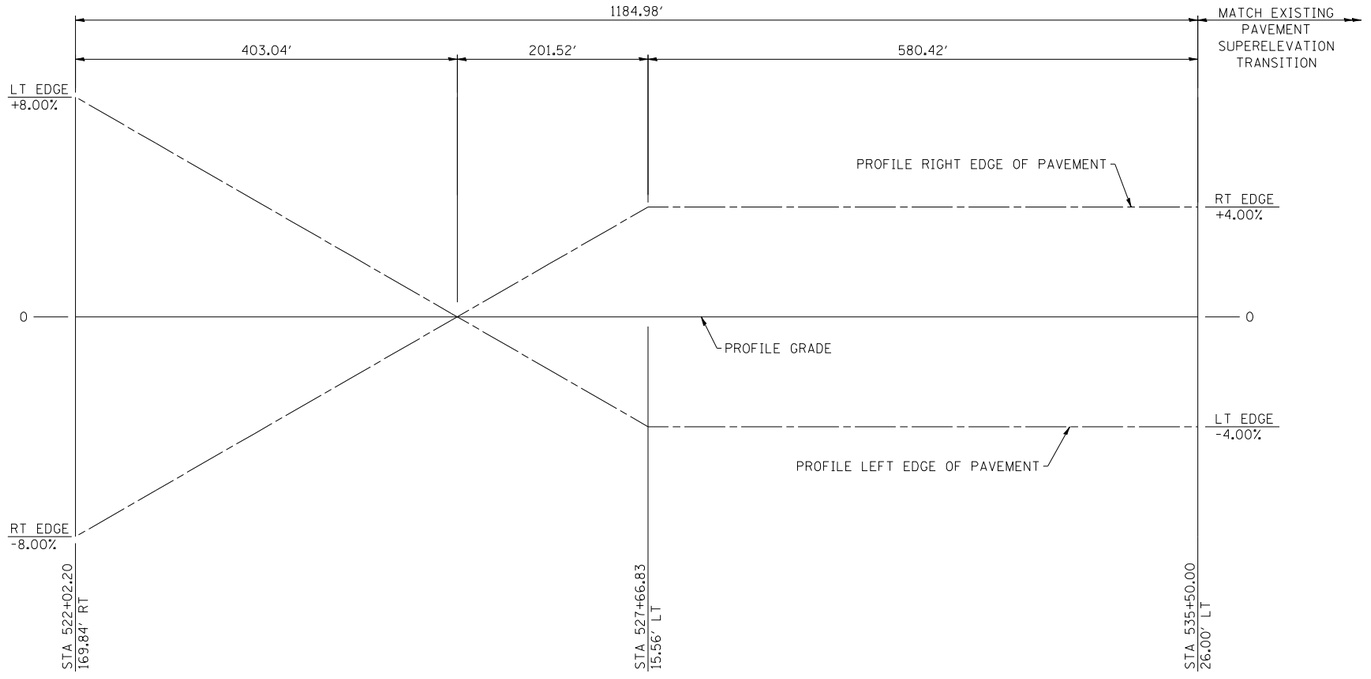


PROFILE GRADE
(ALONG TEMPORARY RAMP BASELINE)

NOTE:
THE CONTRACTOR SHALL CONSTRUCT THIS TEMPORARY RAMP USING THE ELEVATION AND OFFSET DATA TABLE FOUND ON THIS SHEET. THE PROFILE GRADE DETAIL SHOWN IS APPROXIMATE AND IS FOR INFORMATION ONLY. VALUES SHOWN ARE BASED ON THE ORIGINAL ROADWAY PLANS AND FIELD SURVEY. CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN THE FIELD AS APPROVED BY THE ENGINEER.

ELEVATION AND OFFSET DATA

℄ SURVEY F.A.I. 70 STATION	BASELINE		LEFT E.O.P.			RIGHT E.O.P.		
	OFFSET (FT)		OFFSET (FT)		ELEVATION	OFFSET (FT)		ELEVATION
522+00.00	-	-	163.27	RT	498.72	-	-	-
522+50.00	144.40	RT	135.54	RT	496.59	153.11	RT	495.75
523+00.00	119.19	RT	110.36	RT	495.18	128.03	RT	494.38
523+50.00	96.33	RT	87.64	RT	494.50	105.03	RT	493.78
524+00.00	75.72	RT	67.16	RT	494.42	84.30	RT	493.84
524+50.00	57.24	RT	48.78	RT	494.43	65.71	RT	494.03
525+00.00	40.79	RT	32.43	RT	494.45	49.16	RT	494.21
525+50.00	26.29	RT	18.01	RT	494.46	34.58	RT	494.39
526+00.00	13.67	RT	5.46	RT	494.48	21.89	RT	494.57
526+50.00	2.87	RT	5.29	LT	494.48	11.02	RT	494.75
527+00.00	6.17	LT	14.28	LT	494.49	1.93	RT	494.92
527+50.00	13.49	LT	21.55	LT	494.51	5.42	LT	495.09
527+66.83	15.57	LT	23.62	LT	494.51	7.51	LT	495.15
528+00.00	19.10	LT	27.13	LT	494.58	11.06	LT	495.22
528+50.00	23.05	LT	31.07	LT	494.69	15.03	LT	495.33
529+00.00	25.34	LT	32.11	LT	494.87	17.34	LT	495.46
529+44.79	26.00	LT	31.90	LT	495.05	18.00	LT	495.60
529+50.00	-	-	32.00	LT	495.07	18.00	LT	495.62
530+00.00	-	-	32.00	LT	495.29	18.00	LT	495.84
530+50.00	-	-	32.00	LT	495.40	18.00	LT	495.95
531+00.00	-	-	32.00	LT	495.60	18.00	LT	496.15
531+50.00	-	-	32.00	LT	495.69	18.00	LT	496.25
532+00.00	-	-	31.80	LT	495.83	18.00	LT	496.38
532+50.00	-	-	32.43	LT	495.96	18.00	LT	496.53
533+00.00	-	-	32.51	LT	496.16	18.00	LT	496.74
533+50.00	-	-	32.51	LT	496.36	18.00	LT	496.94
534+00.00	-	-	32.60	LT	496.47	18.00	LT	496.93
534+50.00	-	-	32.50	LT	496.67	18.00	LT	497.14
535+00.00	-	-	32.58	LT	496.83	18.00	LT	497.29
535+50.00	-	-	32.36	LT	496.72	20.41	LT	496.95
536+00.00	-	-	31.95	LT	496.65	22.30	LT	496.76
536+50.00	-	-	31.87	LT	496.60	24.05	LT	496.61
537+00.00	-	-	31.80	LT	496.66	25.80	LT	496.58



SUPERELEVATION TRANSITION DETAIL

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

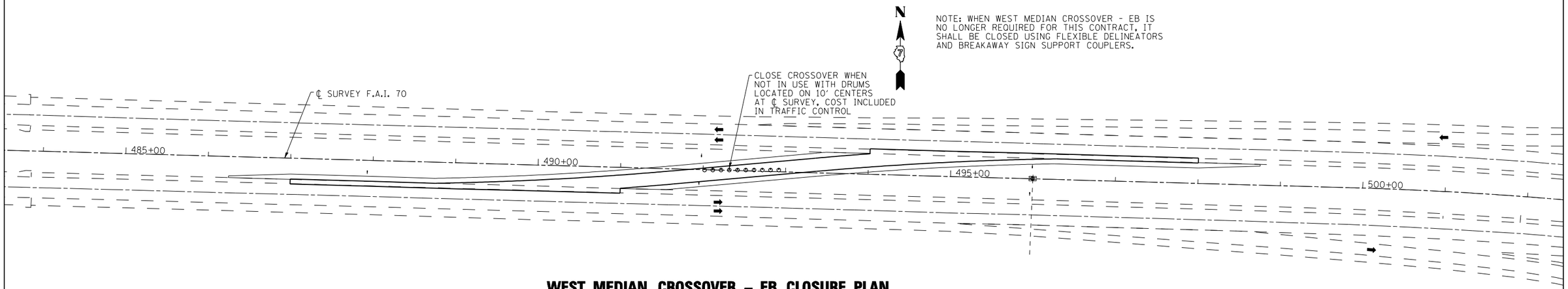
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.04	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:55:09 PM	DATE - 08/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

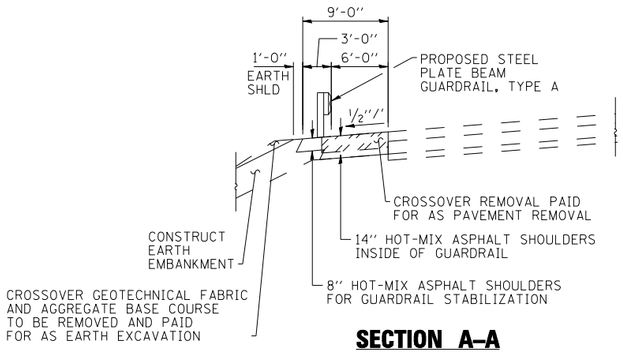
TEMPORARY ENTRANCE RAMP
ELEVATIONS AND OFFSETS

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

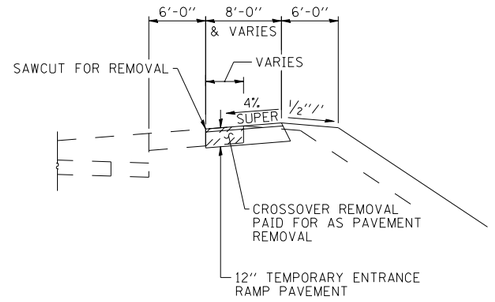
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	43
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



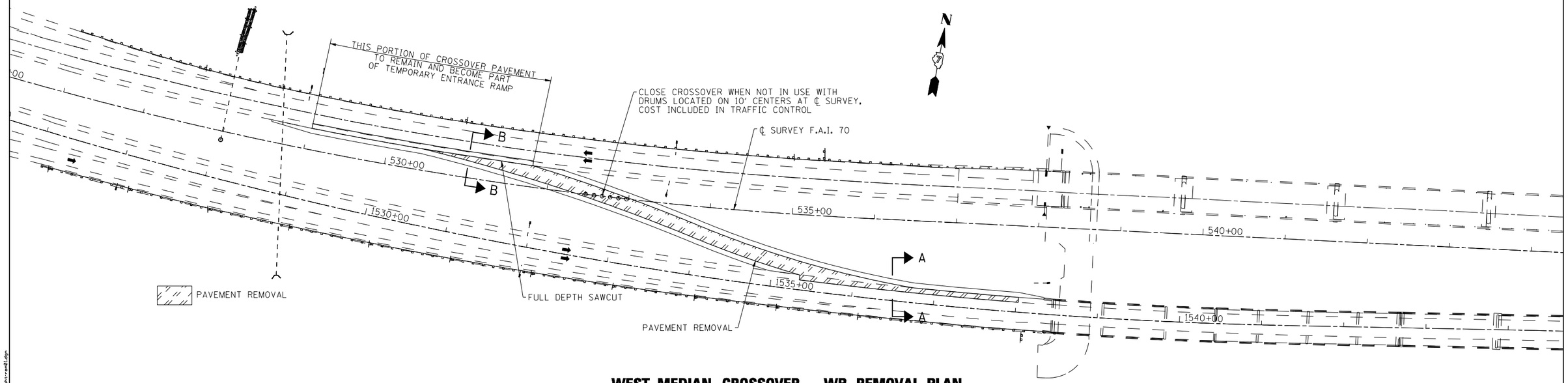
WEST MEDIAN CROSSOVER – EB CLOSURE PLAN



SECTION A–A



SECTION B–B



WEST MEDIAN CROSSOVER – WB REMOVAL PLAN

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

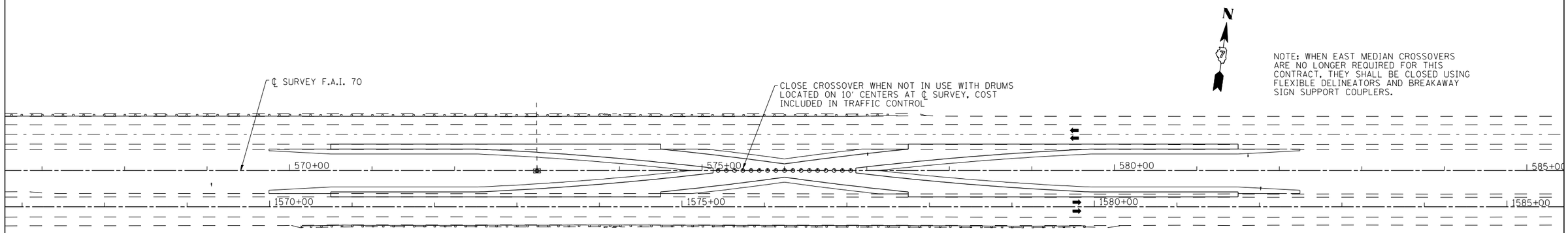
USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
PLOT SCALE = 0.2 '/' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 1/29/2014 1:55:37 PM	DATE - 01/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

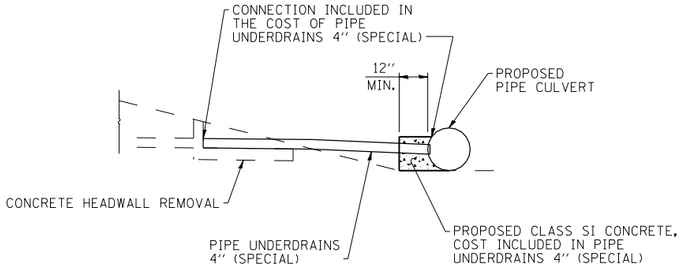
CROSSOVER DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

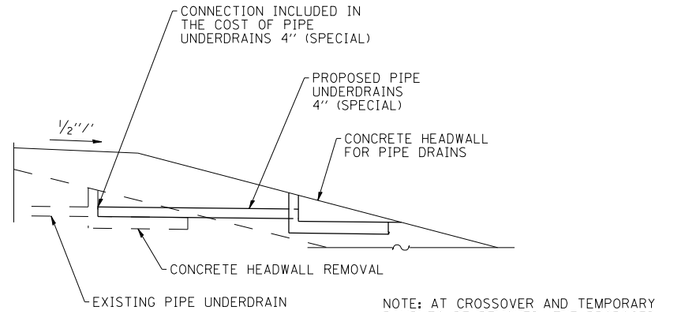
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	44
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EAST MEDIAN CROSSOVERS CLOSURE PLAN



UNDERDRAIN CONNECTION TO MEDIAN CULVERT



NOTE: AT CROSSOVER AND TEMPORARY RAMP TO BE REMOVED, THE PROPOSED PIPE UNDERDRAIN 4" (SPECIAL) EXTENSION SHALL BE REMOVED. THE CONCRETE HEADWALL FOR PIPE DRAINS SHALL BE REINSTALLED AT THE ORIGINAL END OF THE UNDERDRAIN. THIS WORK WILL BE PAID FOR AS REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN.

UNDERDRAIN EXTENSION AT CROSSOVERS

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ESCA CORPORATION, INC. CIVIL & STRUCTURAL ENGINEERS

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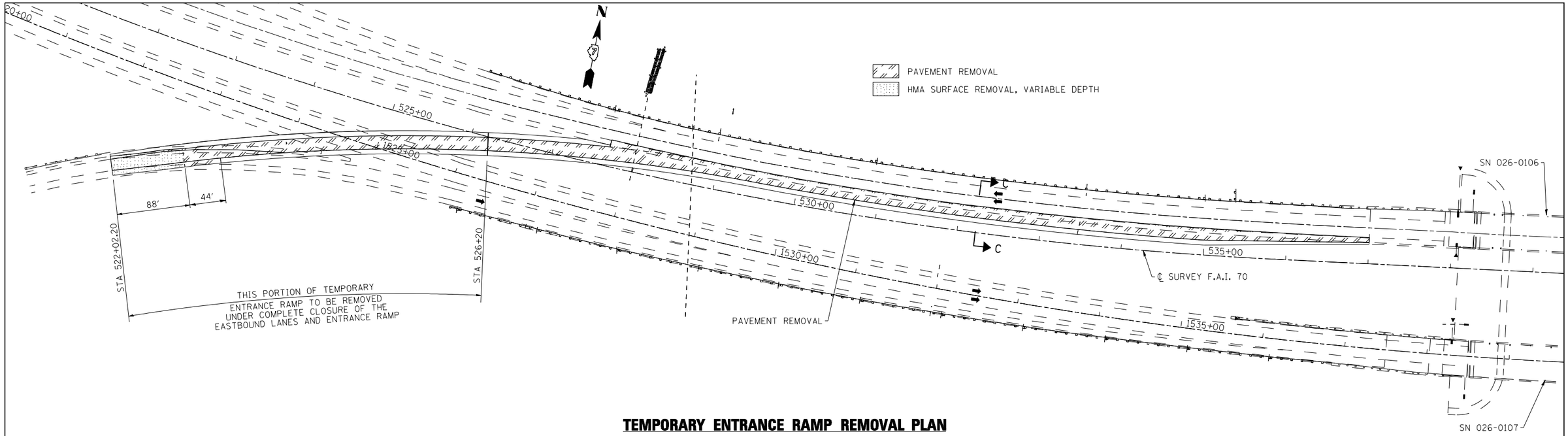
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

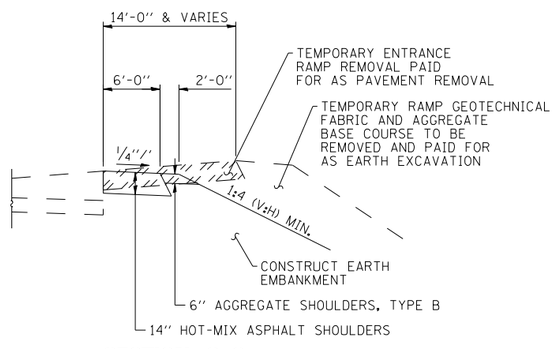
CROSSOVER DETAILS

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

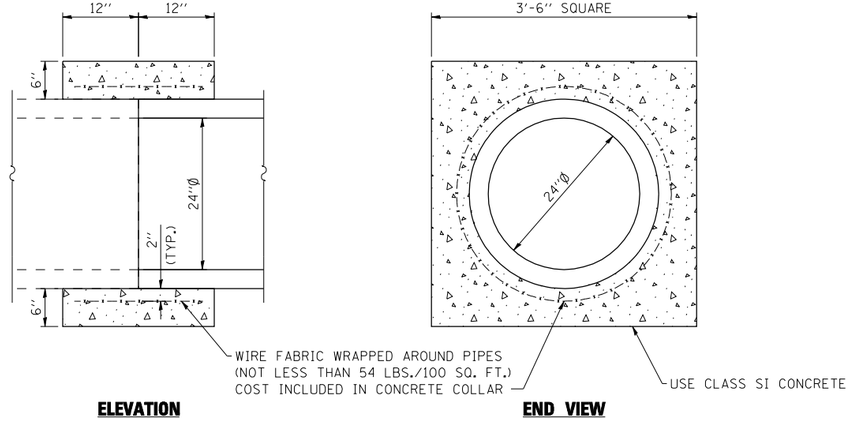
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	45
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TEMPORARY ENTRANCE RAMP REMOVAL PLAN



SECTION C-C



ELEVATION **END VIEW**

NOTE: COLLAR WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR

CONCRETE COLLAR DETAILS

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ESCA CORPORATION, INC. CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -	
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -	
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PLOT DATE = 1/29/2014 1:55:50 PM	DATE - 11/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

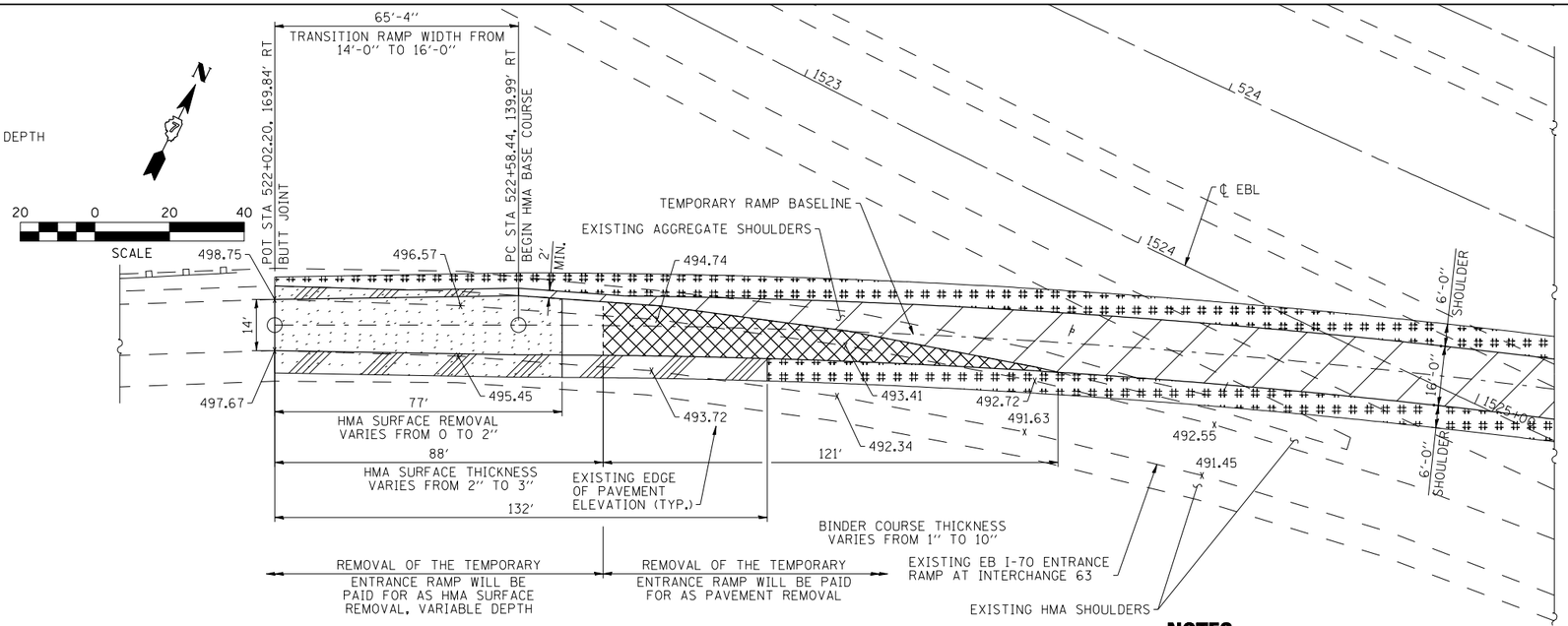
TEMPORARY ENTRANCE RAMP DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	46
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

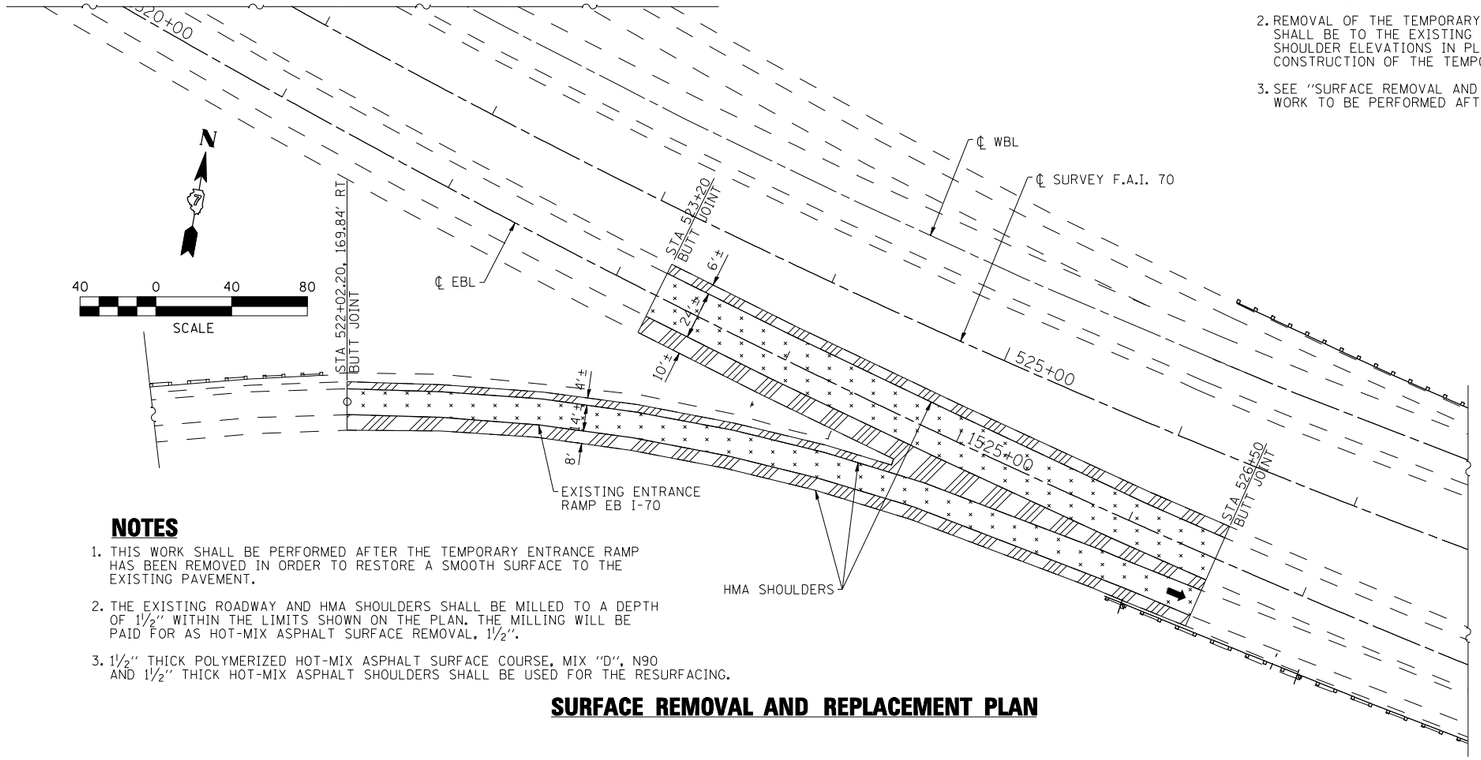
- AGGREGATE BASE COURSE, TYPE B SHOULDER
- HOT-MIX ASPHALT BASE COURSE, 10"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- HOT-MIX ASPHALT SHOULDERS
- HOT-MIX ASPHALT SURFACE COURSE
- X EXISTING EDGE OF PAVEMENT SPOT ELEVATION



TEMPORARY ENTRANCE RAMP CONSTRUCTION PLAN

NOTES

1. UPON COMPLETION OF SN 026-0107 CONSTRUCTION AND ASSOCIATED ROADWAY IMPROVEMENTS, THE TEMPORARY ENTRANCE RAMP SHALL BE REMOVED. THE REMOVAL OF THE HMA (SURFACE COURSE, BINDER COURSE, AND BASE COURSE) WILL BE PAID FOR AS HMA SURFACE REMOVAL, VARIABLE DEPTH OR PAVEMENT REMOVAL.
2. REMOVAL OF THE TEMPORARY ENTRANCE RAMP SHALL BE TO THE EXISTING PAVEMENT AND SHOULDER ELEVATIONS IN PLACE PRIOR TO CONSTRUCTION OF THE TEMPORARY ENTRANCE RAMP.
3. SEE "SURFACE REMOVAL AND REPLACEMENT PLAN" FOR WORK TO BE PERFORMED AFTER REMOVAL.



NOTES

1. THIS WORK SHALL BE PERFORMED AFTER THE TEMPORARY ENTRANCE RAMP HAS BEEN REMOVED IN ORDER TO RESTORE A SMOOTH SURFACE TO THE EXISTING PAVEMENT.
2. THE EXISTING ROADWAY AND HMA SHOULDERS SHALL BE MILLED TO A DEPTH OF 1½" WITHIN THE LIMITS SHOWN ON THE PLAN. THE MILLING WILL BE PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 1½".
3. 1½" THICK POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 AND 1½" THICK HOT-MIX ASPHALT SHOULDERS SHALL BE USED FOR THE RESURFACING.

SURFACE REMOVAL AND REPLACEMENT PLAN

PRINT DRIVER = LPD.E.B.pdf
PEN TABLE = IDOT_VERDANA
PLOT STYLE = FULL
FILE NAME = c:\74175-sht-rem04.dgn

ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1000.05	DRAWN - HAS	REVISED -
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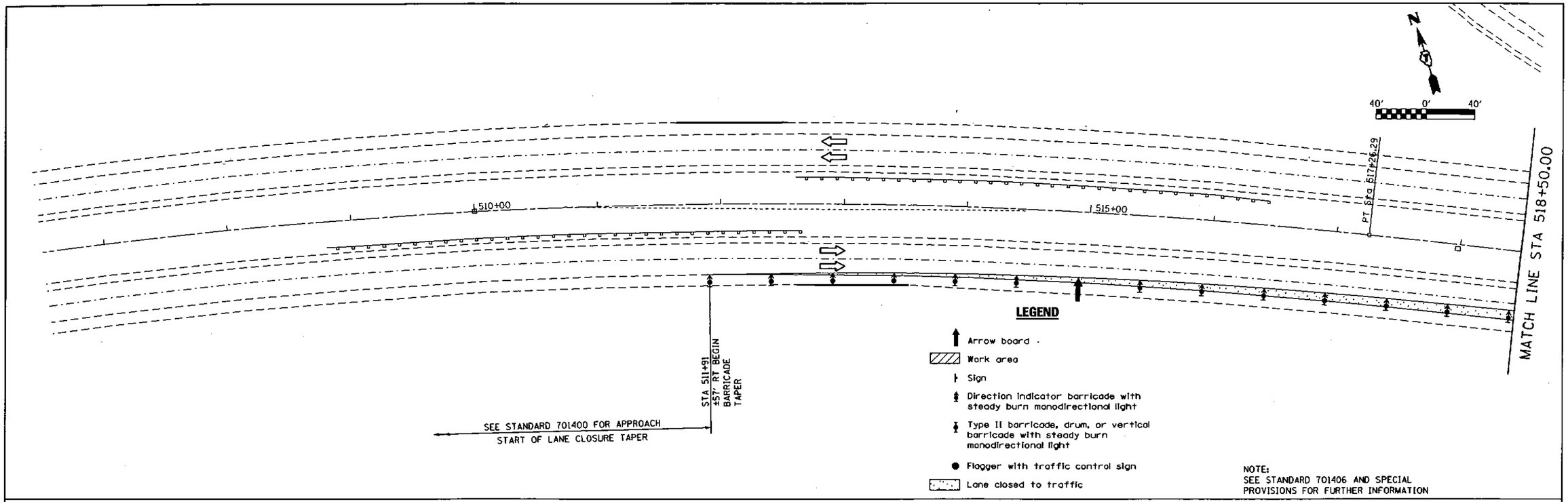
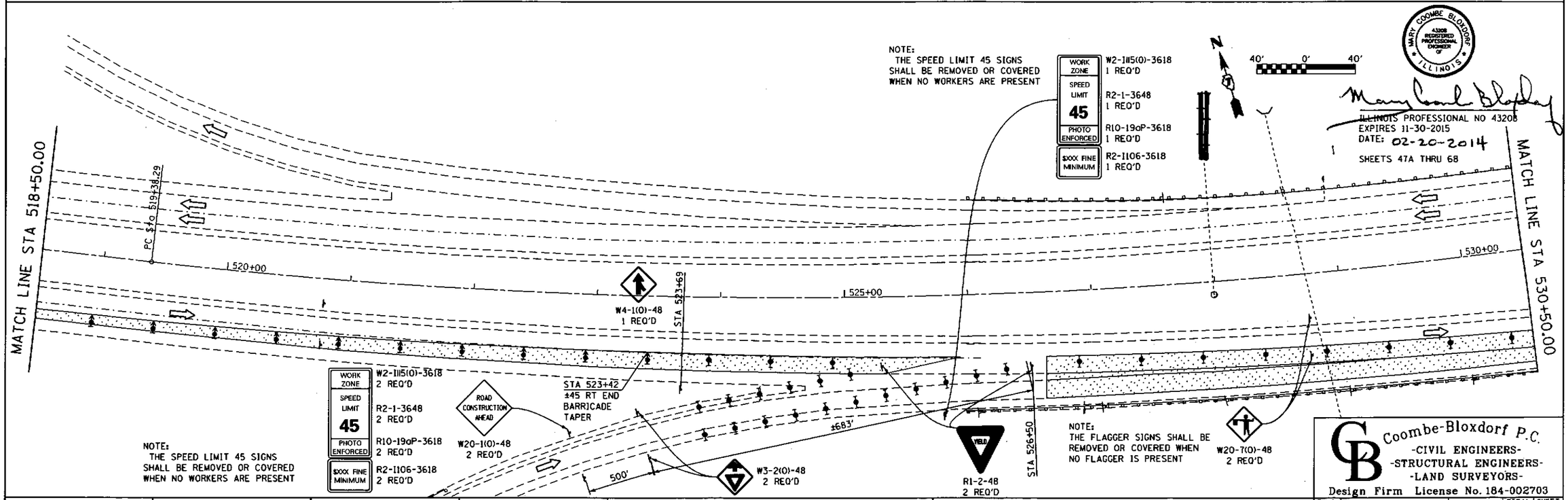
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ENTRANCE RAMP DETAILS

SCALE: AS SHOWN | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	47
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





Coombe-Bloxdorf P.C.
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-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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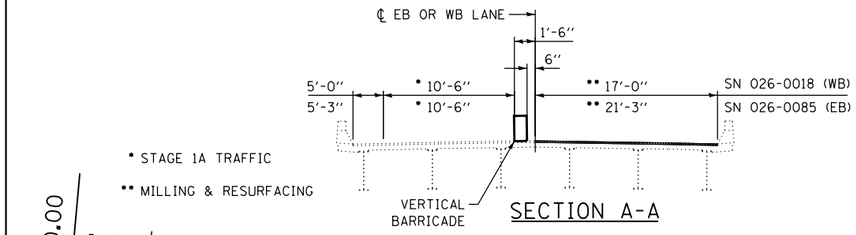
	PLOT DATE = 2/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

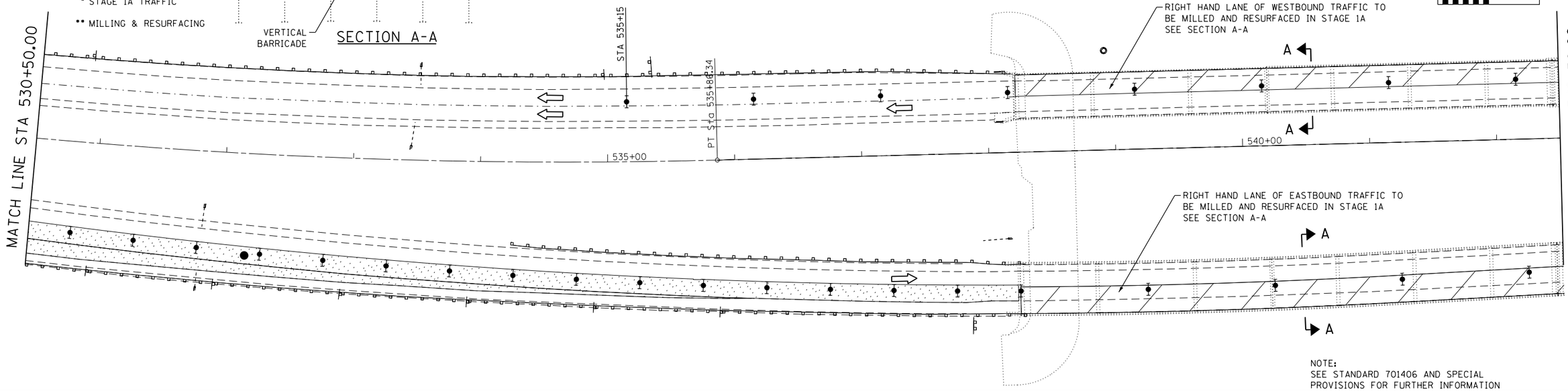
STAGE IA TRAFFIC CONTROL

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	47A
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



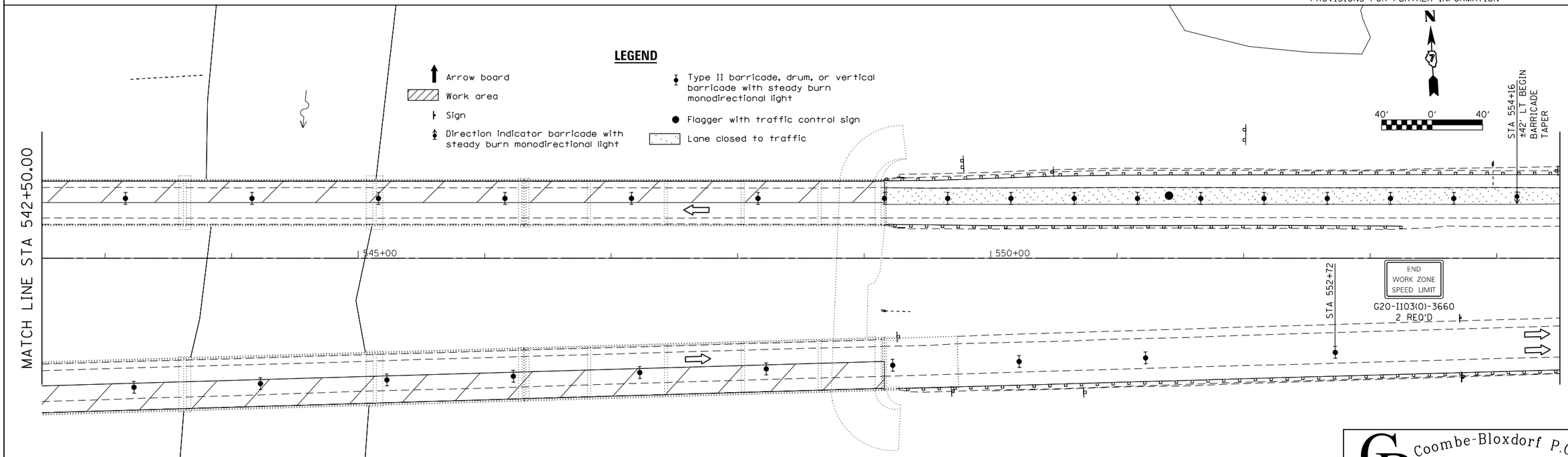
SECTION A-A



NOTE:
SEE STANDARD 701406 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION

LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic



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-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IA TRAFFIC CONTROL

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	47B
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

NOTE:
THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED WHEN NO FLAGGER IS PRESENT

W20-7(0)-48
2 REQ'D

NOTE:
THE SPEED LIMIT 45 SIGNS SHALL BE REMOVED OR COVERED WHEN NO WORKERS ARE PRESENT

WORK ZONE	W2-1115(0)-3618 2 REQ'D
SPEED LIMIT 45	R2-1-3648 2 REQ'D
PHOTO ENFORCED	R10-19aP-3618 2 REQ'D
$XXX FINE MINIMUM	R2-1106-3618 2 REQ'D

SEE STANDARD 701400 FOR APPROACH START OF LANE CLOSURE TAPER

N

40' 0' 40'

MATCH LINE STA 554+50.00

555+00

560+00

RIPRAP

565+00

STA 565+66
±56' LT END
BARRICADE
TAPER

LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic

NOTE:
SEE STANDARD 701406 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION

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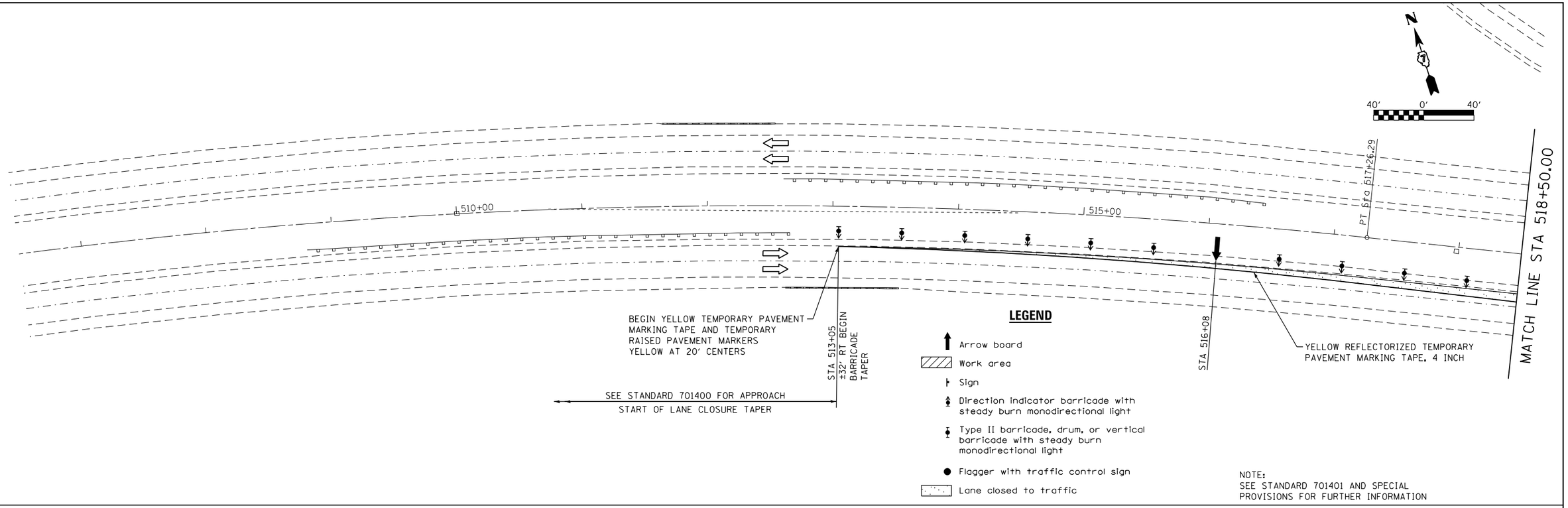
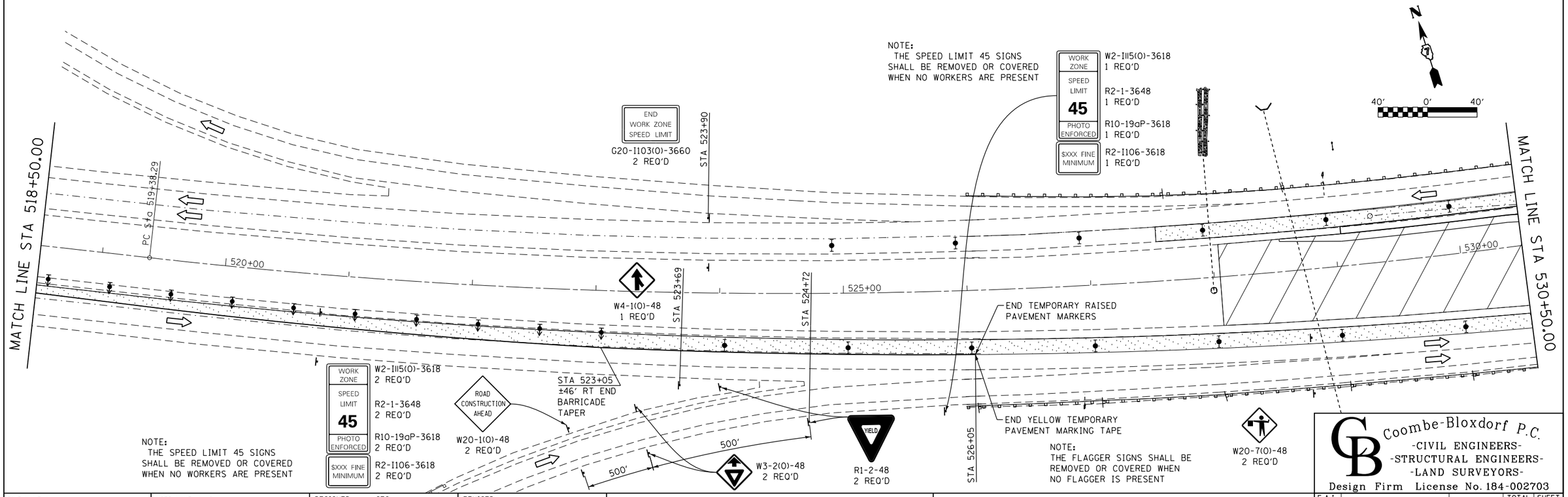
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IA TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	47C
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





Coombe-Bloxdorf P.C.
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-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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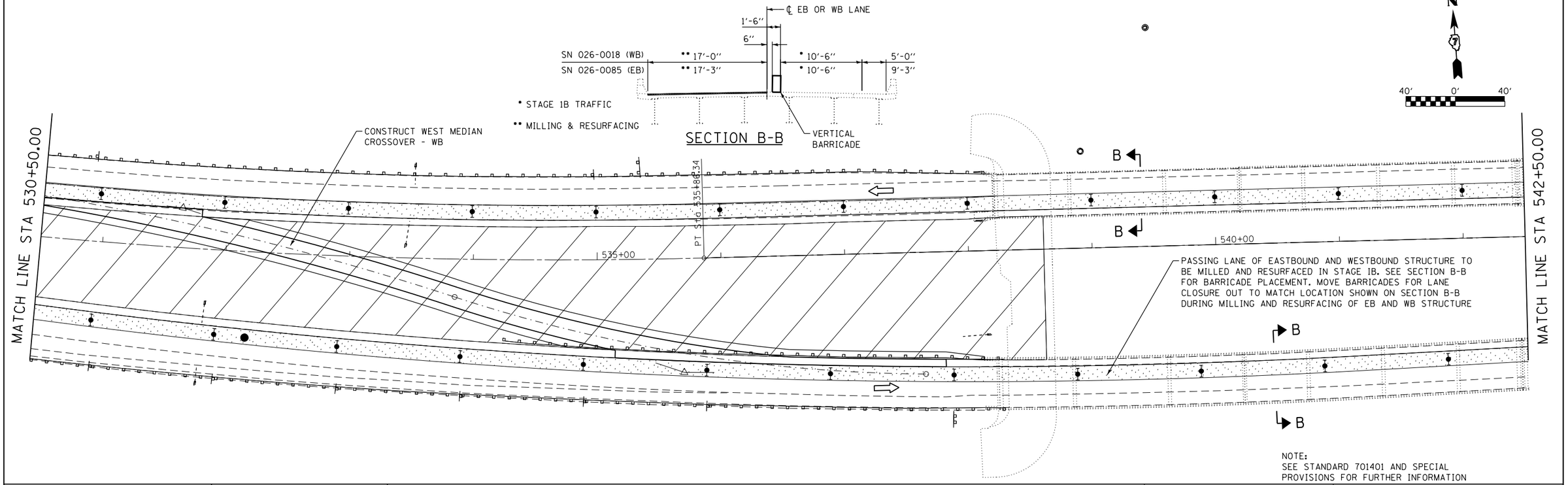
	PLOT DATE = 2/20/2014	DATE -	REVISED -

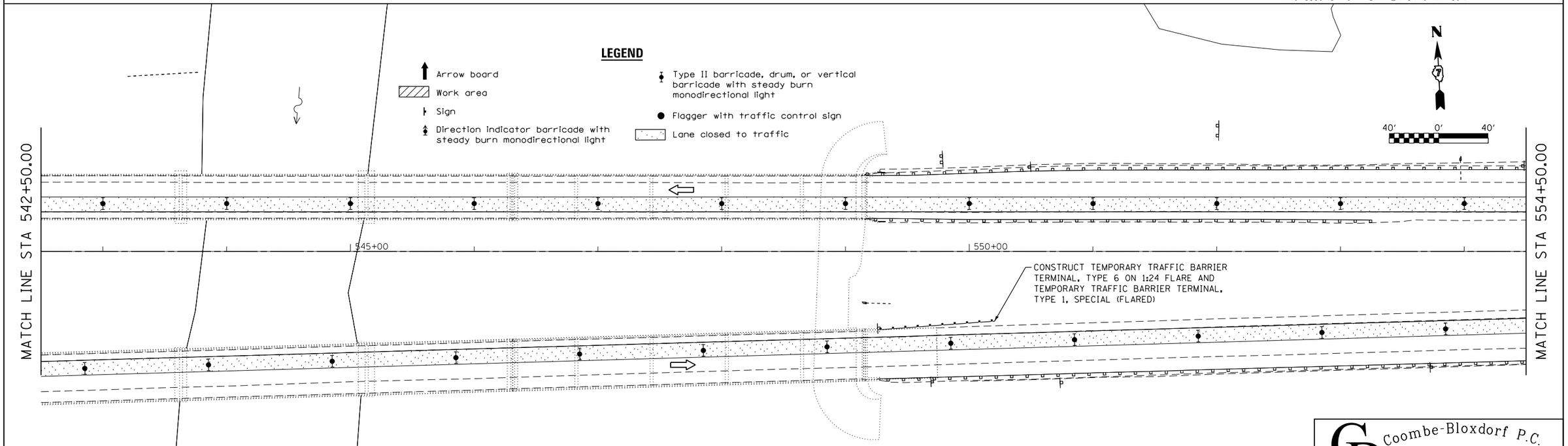
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IB TRAFFIC CONTROL

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	48
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





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-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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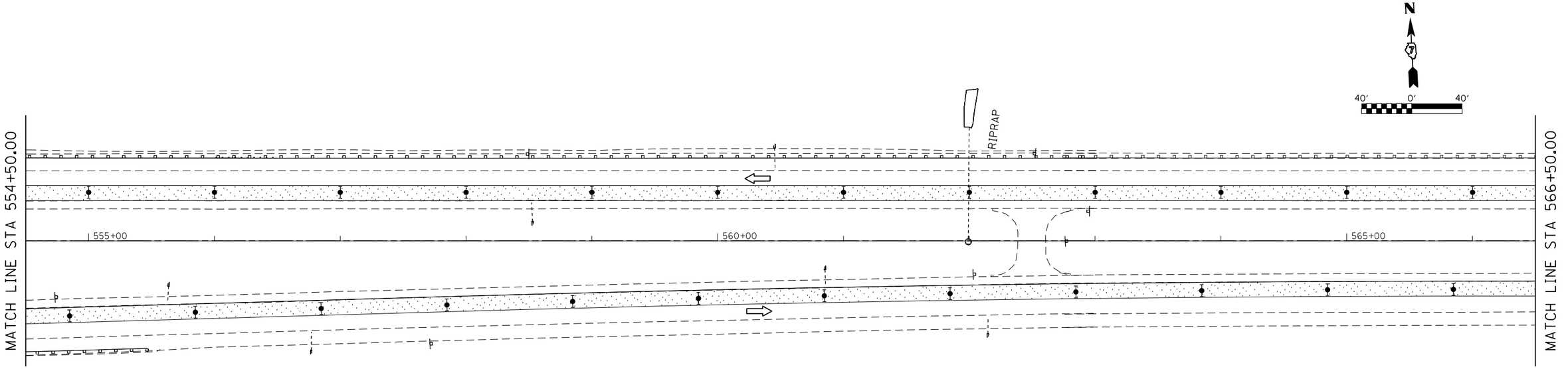
	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1B TRAFFIC CONTROL

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

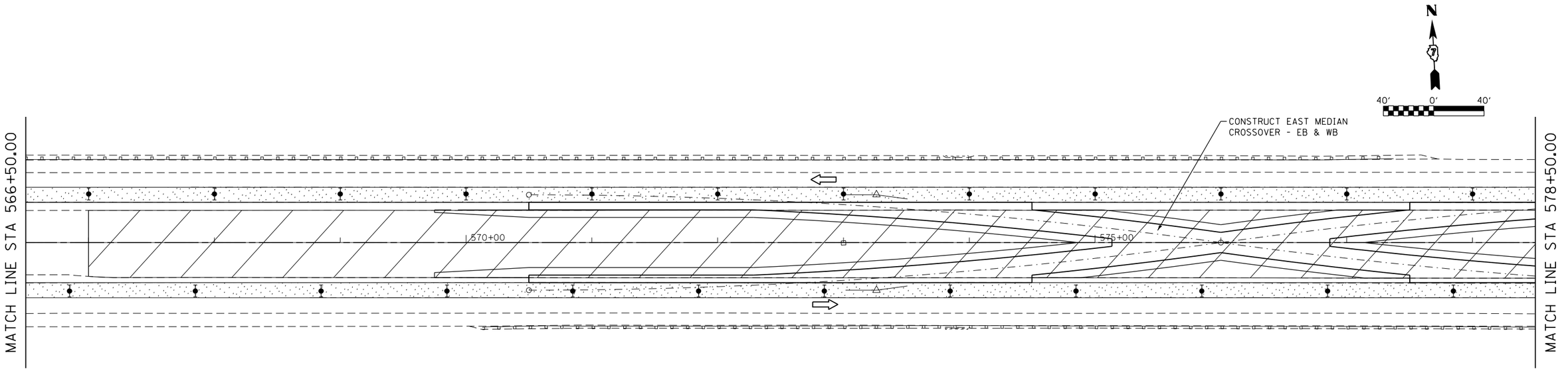
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	49
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic

NOTE:
SEE STANDARD 701401 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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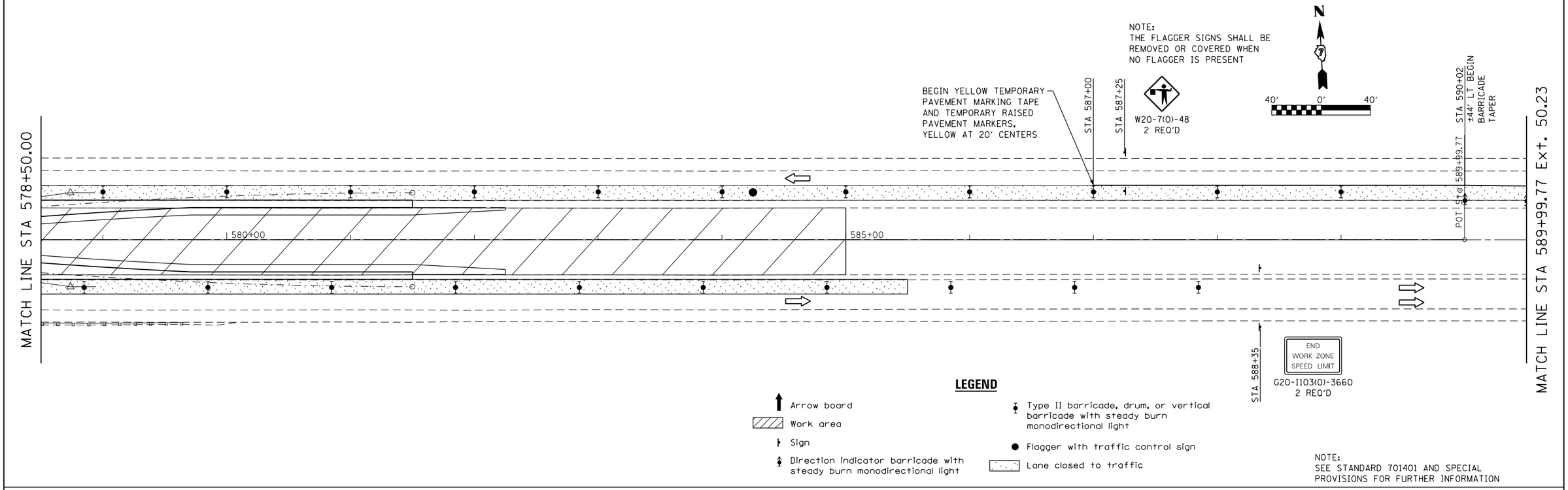
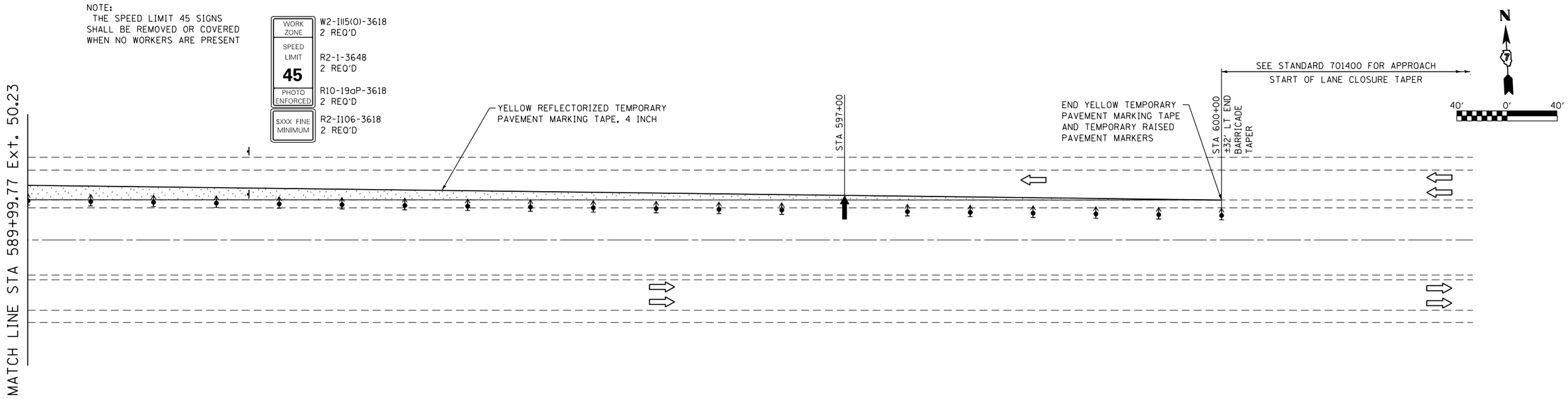
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IB TRAFFIC CONTROL

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	50
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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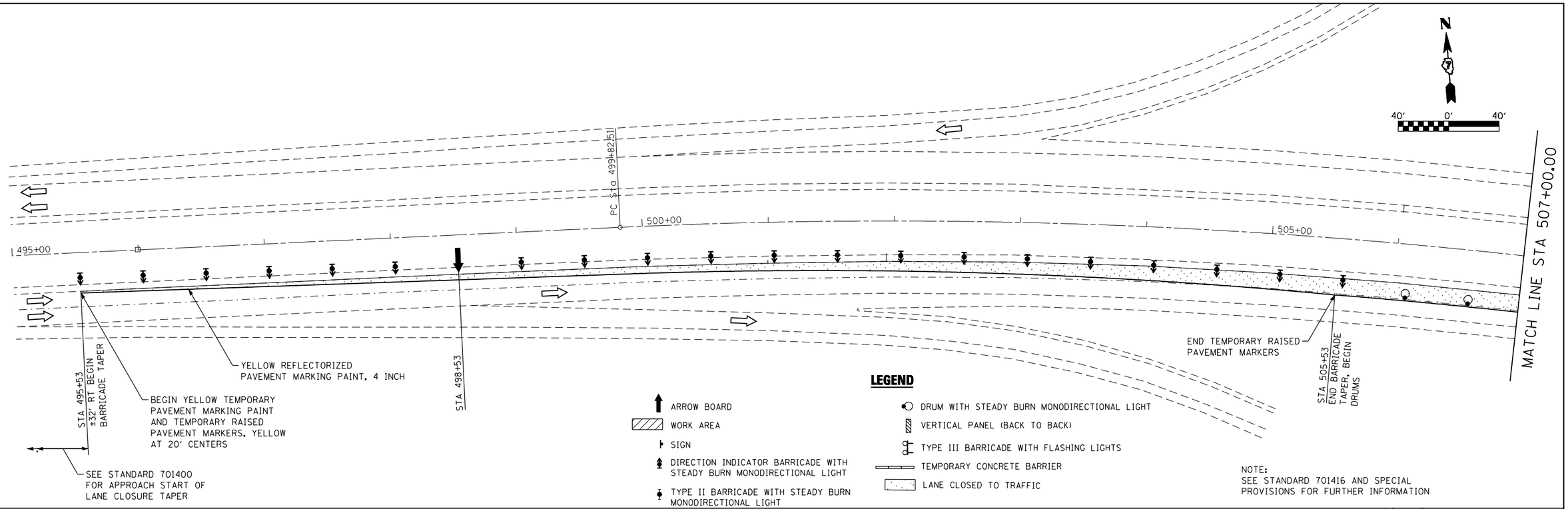
	PLOT DATE = 2/20/2014	DATE -	REVISED -

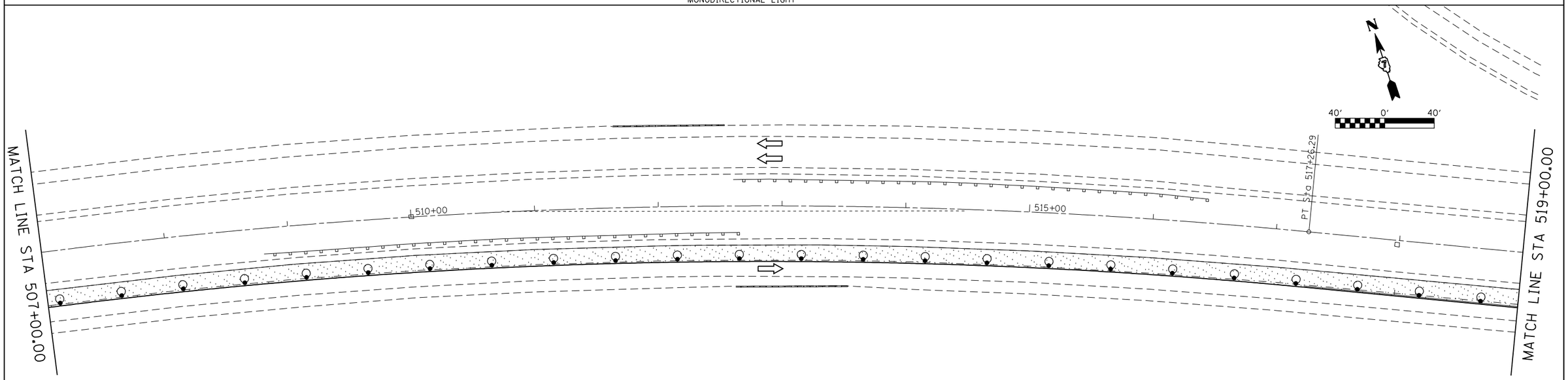
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IB TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	51
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

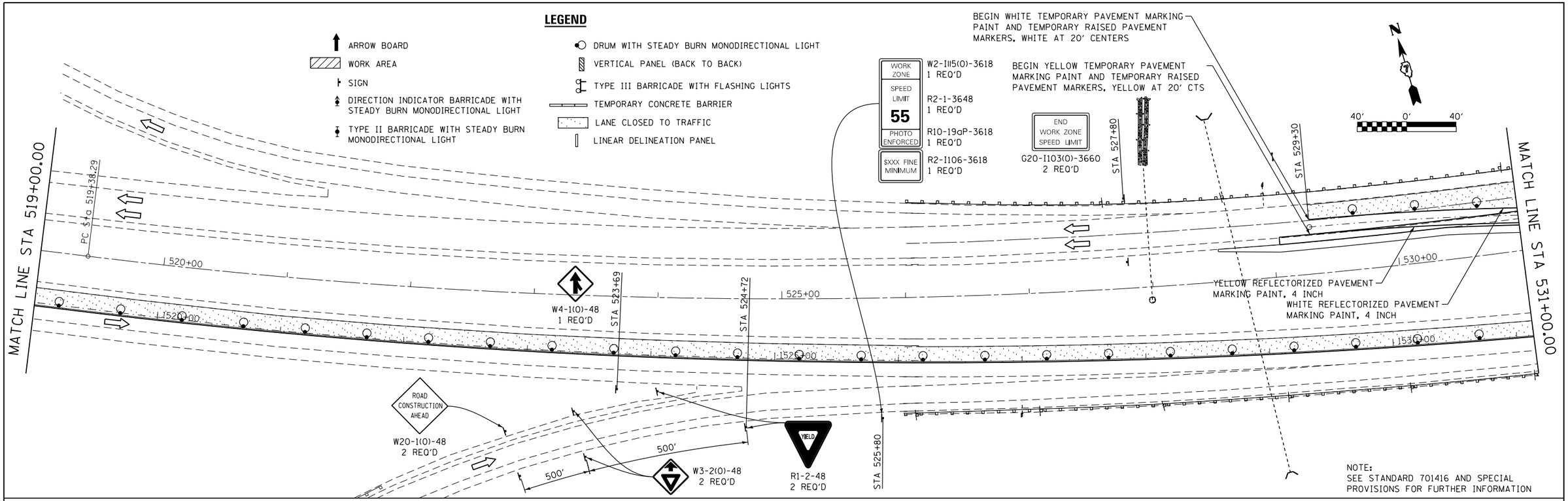
STAGE II TRAFFIC CONTROL

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

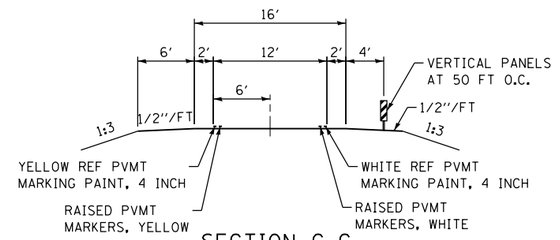
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	52
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC
- LINEAR DELINEATION PANEL



NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



SECTION C-C

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

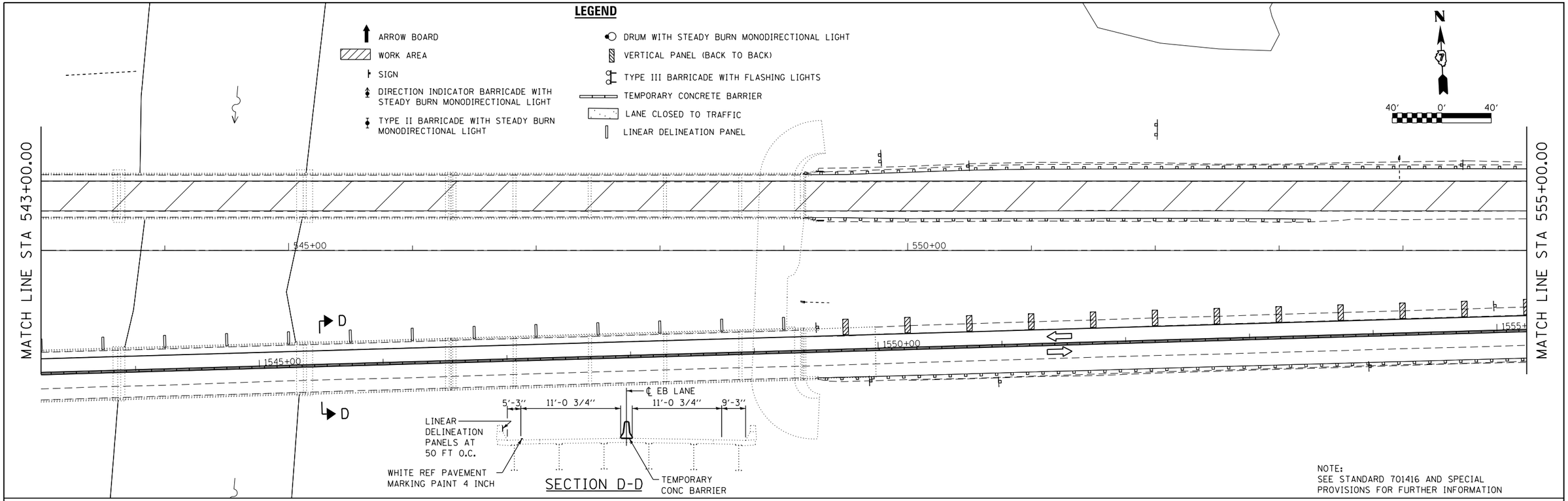
STAGE II TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	53
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

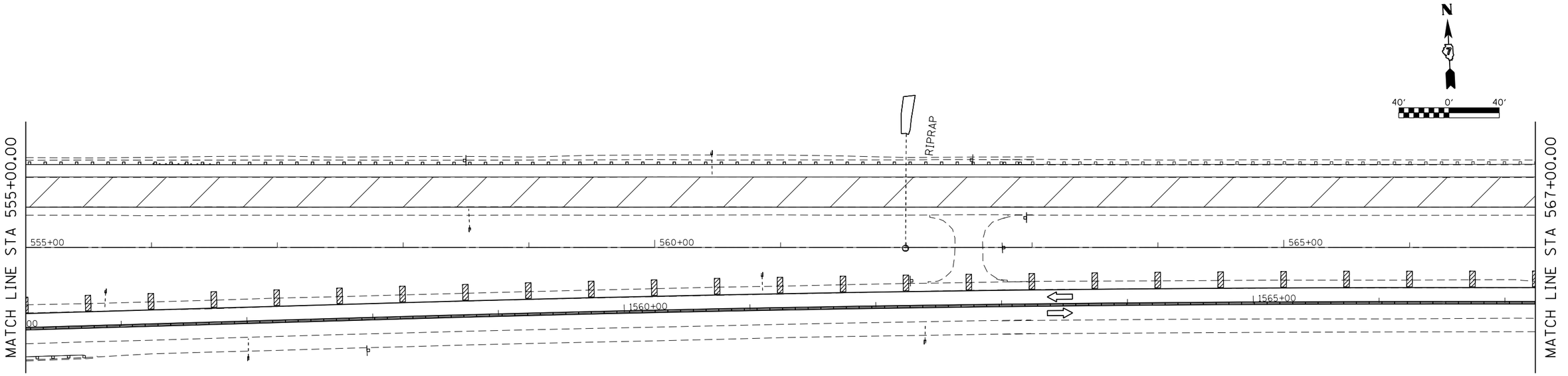
LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC
- LINEAR DELINEATION PANEL



SECTION D-D

NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



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-LAND SURVEYORS-
Design Firm License No. 184-002703

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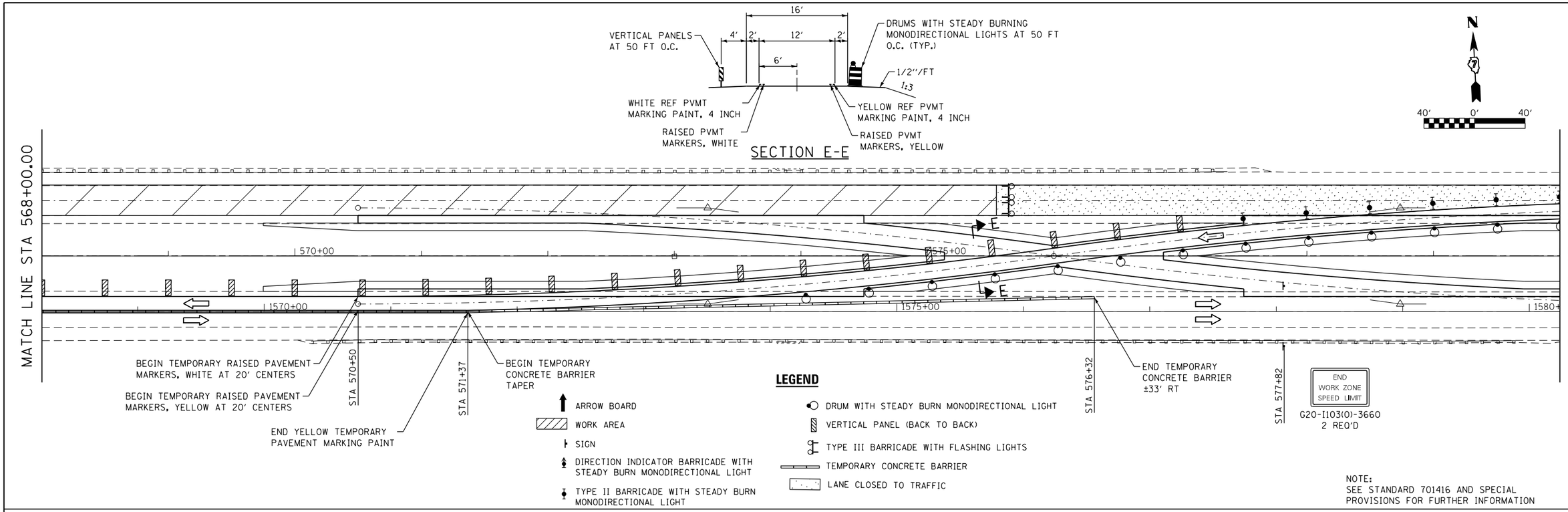
Default		DRAWN - CFC	REVISED -
CB PROJECT NO 10029-5	PLOT SCALE = 80.000000 ' / in.	CHECKED - MCB	REVISED -
	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	54
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



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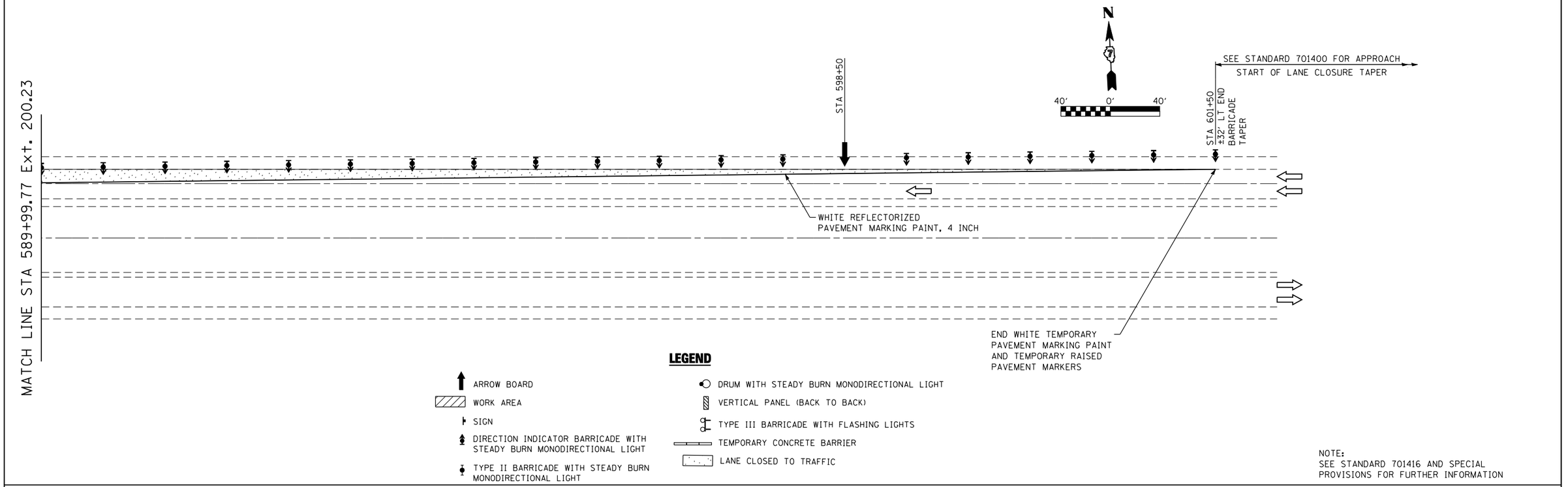
	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	55
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION

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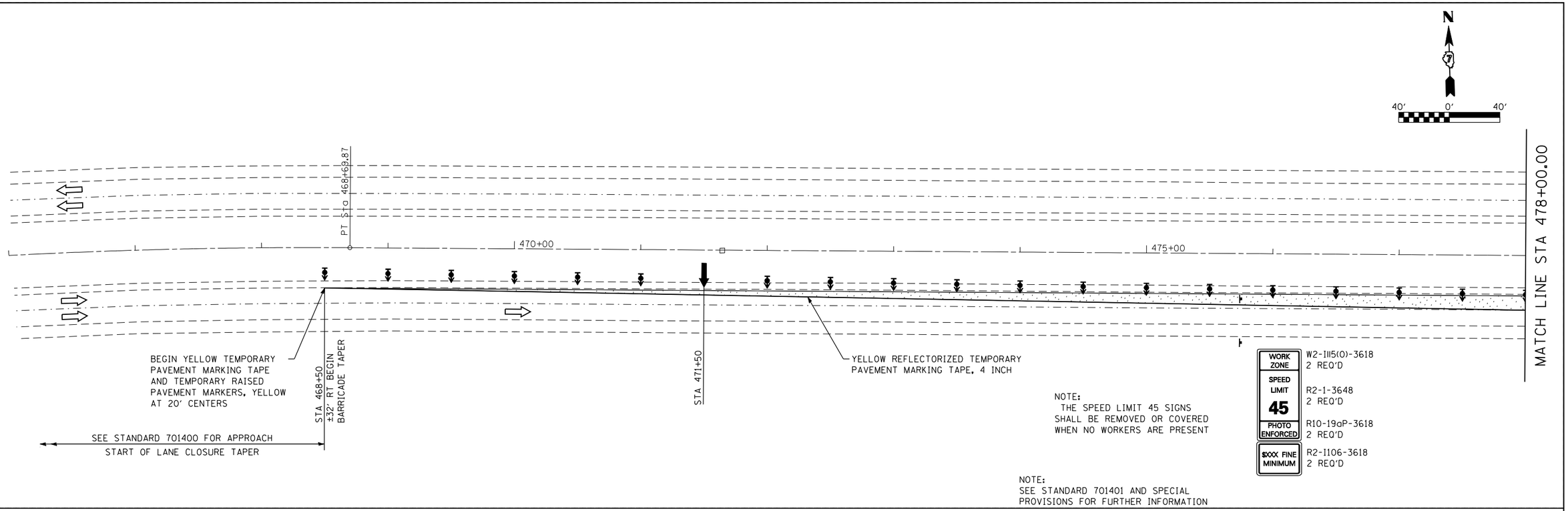
CB PROJECT NO 10029-5	PLOT DATE = 1/28/2014	DATE -	REVISED -

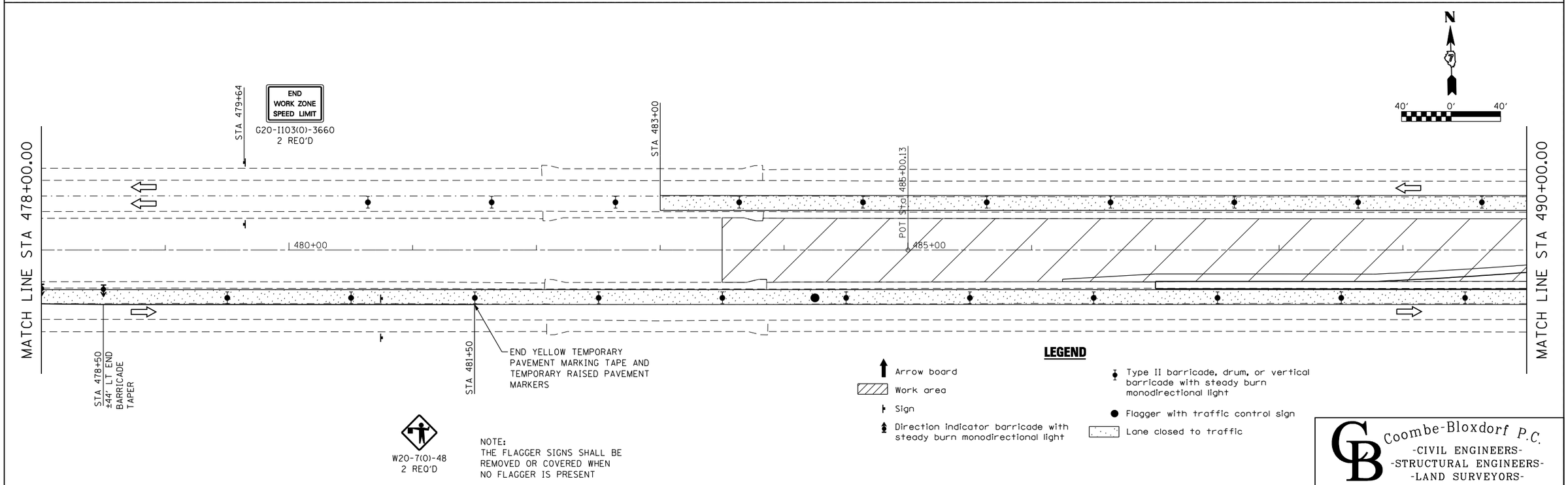
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	55A
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





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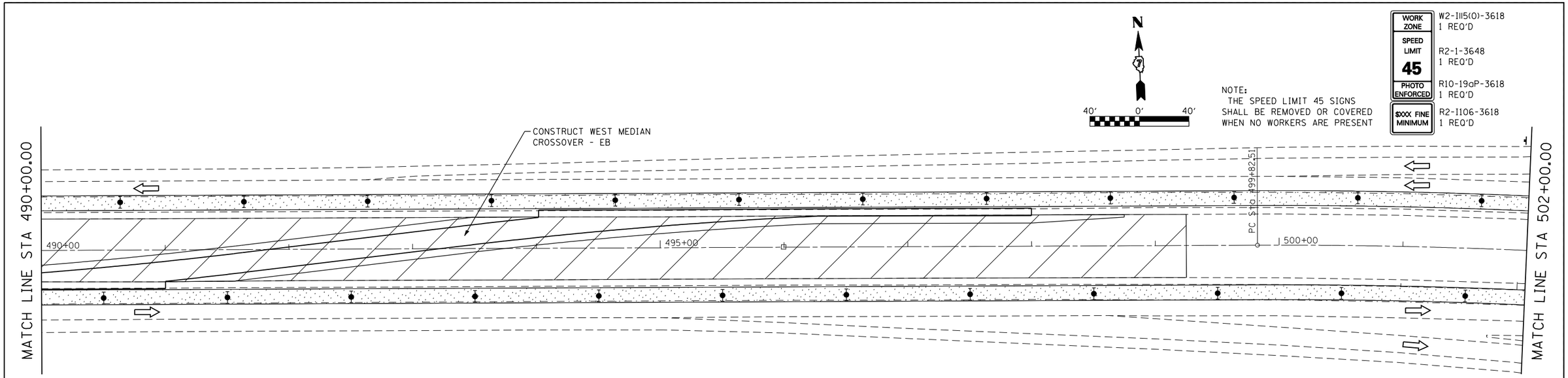
CB PROJECT NO 10029-5	PLOT SCALE = 80.000000 ' / IN.	CHECKED - MCB	REVISED -
	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

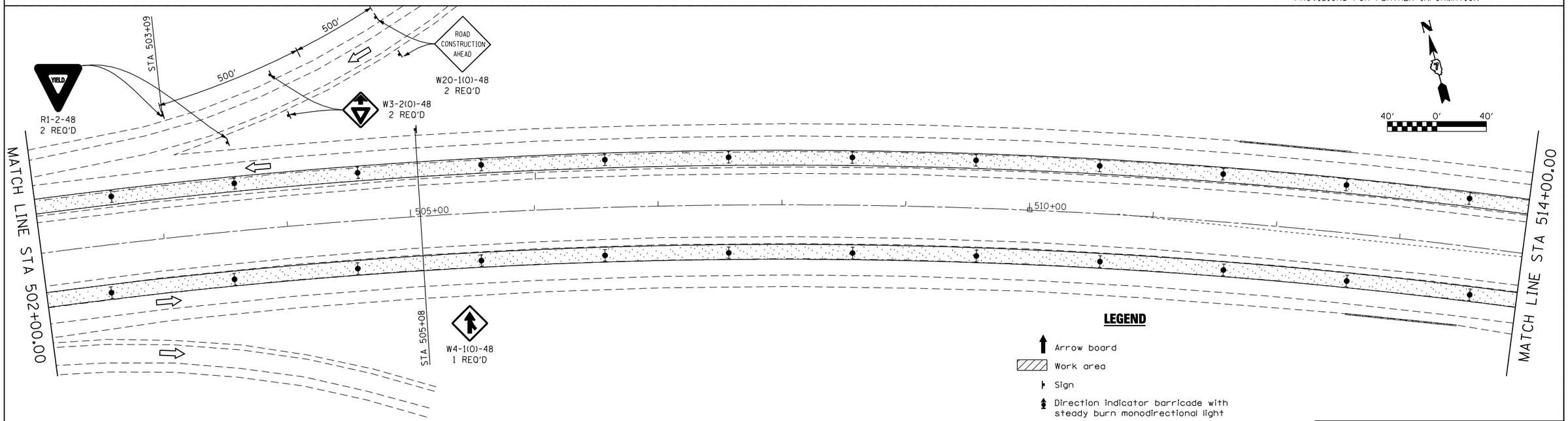
STAGE III TRAFFIC CONTROL

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	56
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STANDARD 701401 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic

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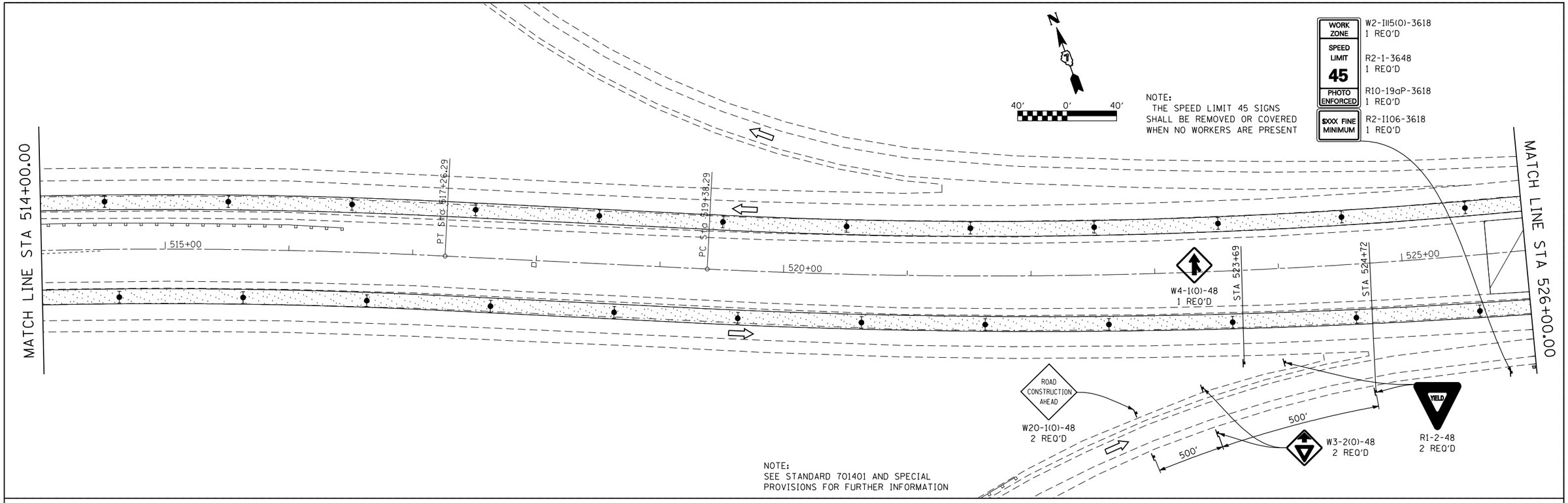
	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

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

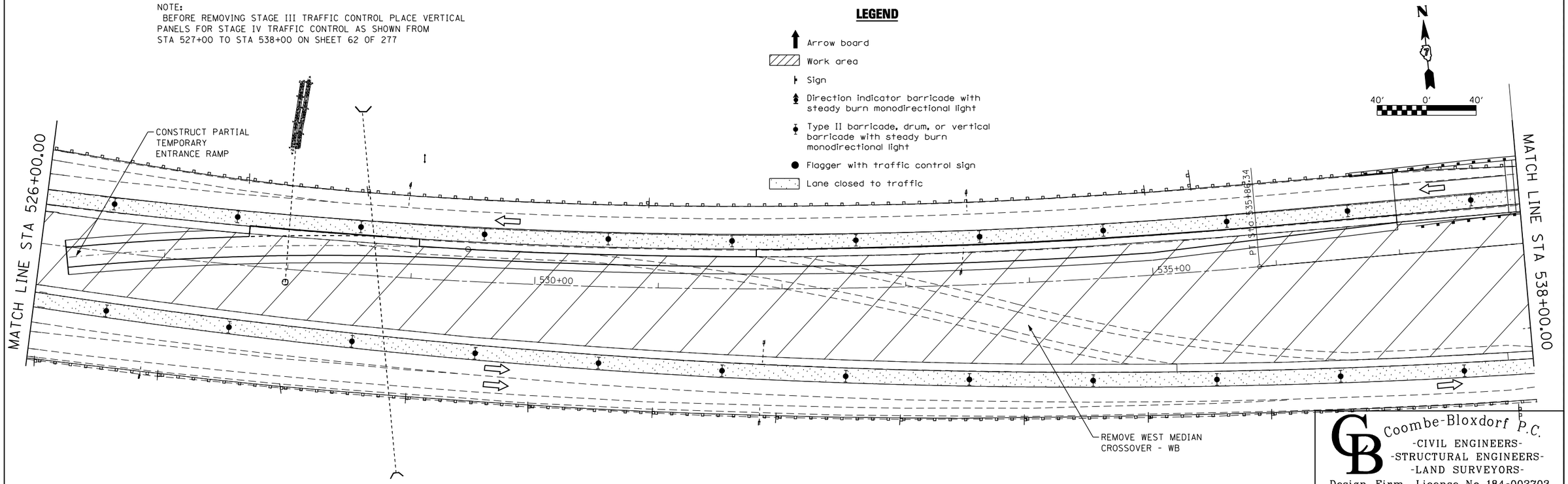
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	57
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



NOTE:
BEFORE REMOVING STAGE III TRAFFIC CONTROL PLACE VERTICAL PANELS FOR STAGE IV TRAFFIC CONTROL AS SHOWN FROM STA 527+00 TO STA 538+00 ON SHEET 62 OF 277

LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic



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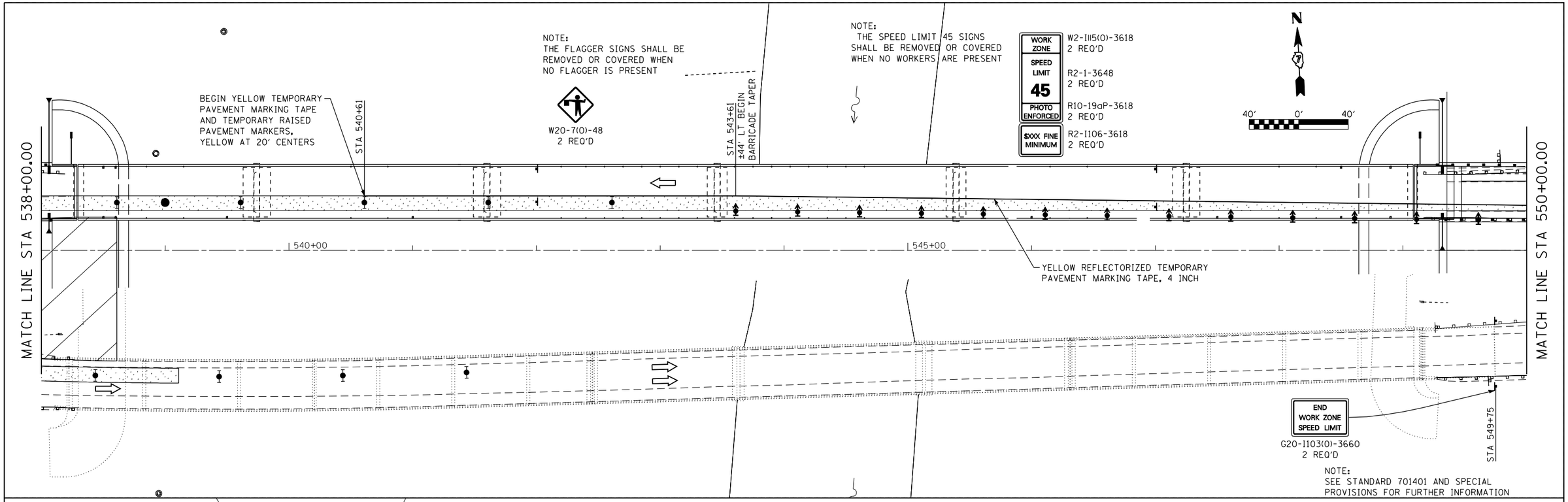
CB PROJECT NO 10029-5	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	58
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic

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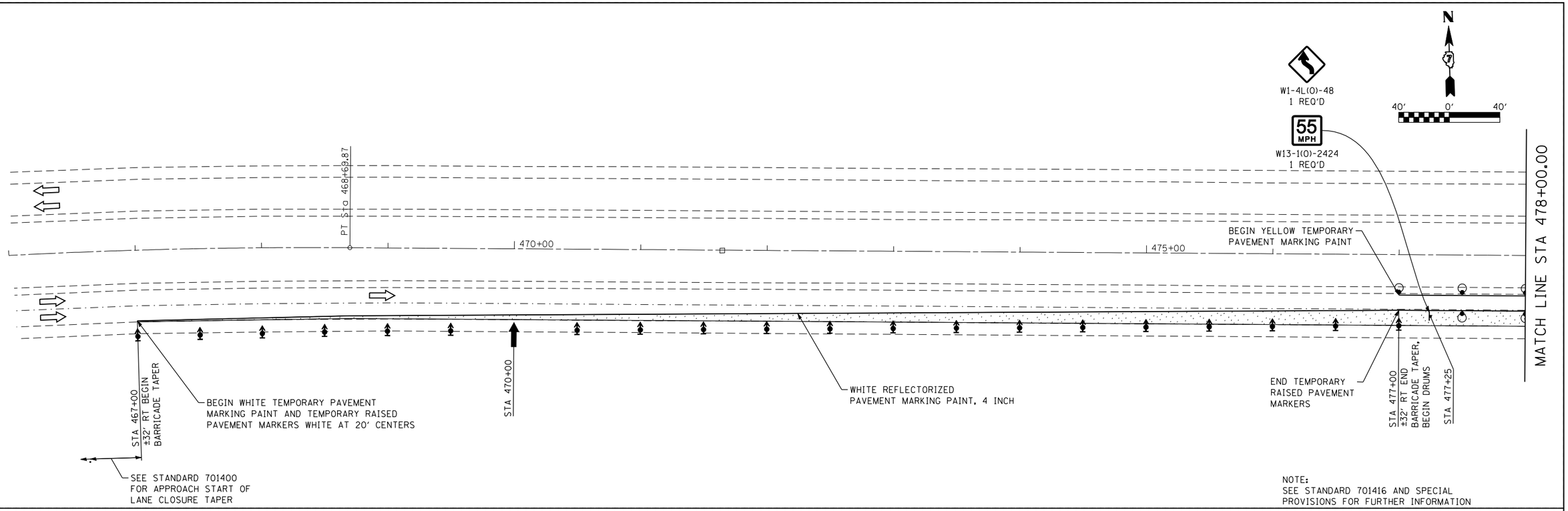
CB PROJECT NO 10029-5	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III TRAFFIC CONTROL

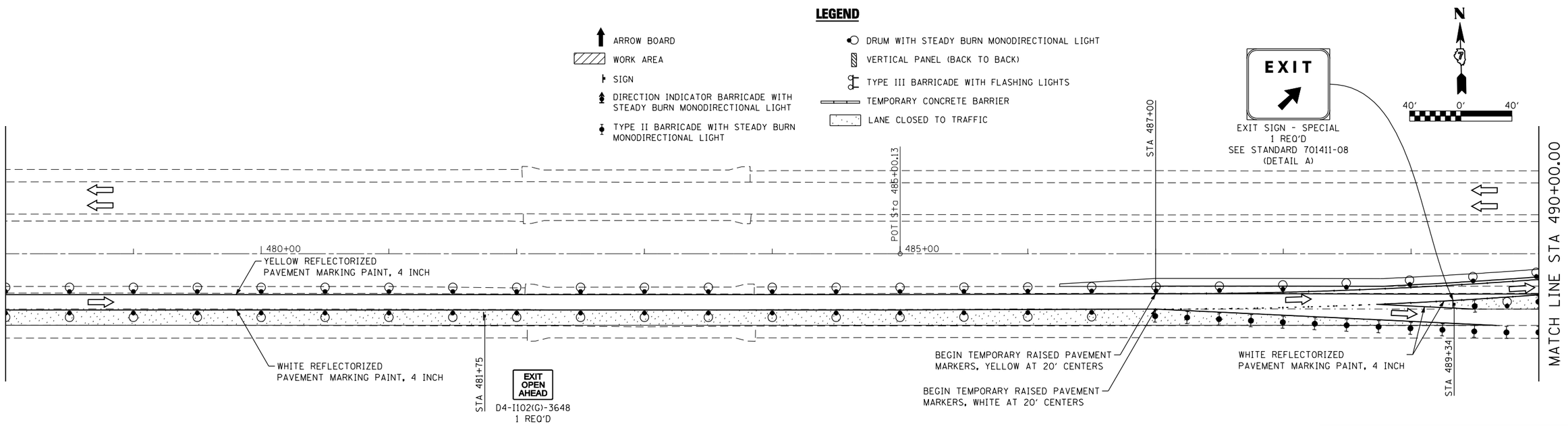
SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	59
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC



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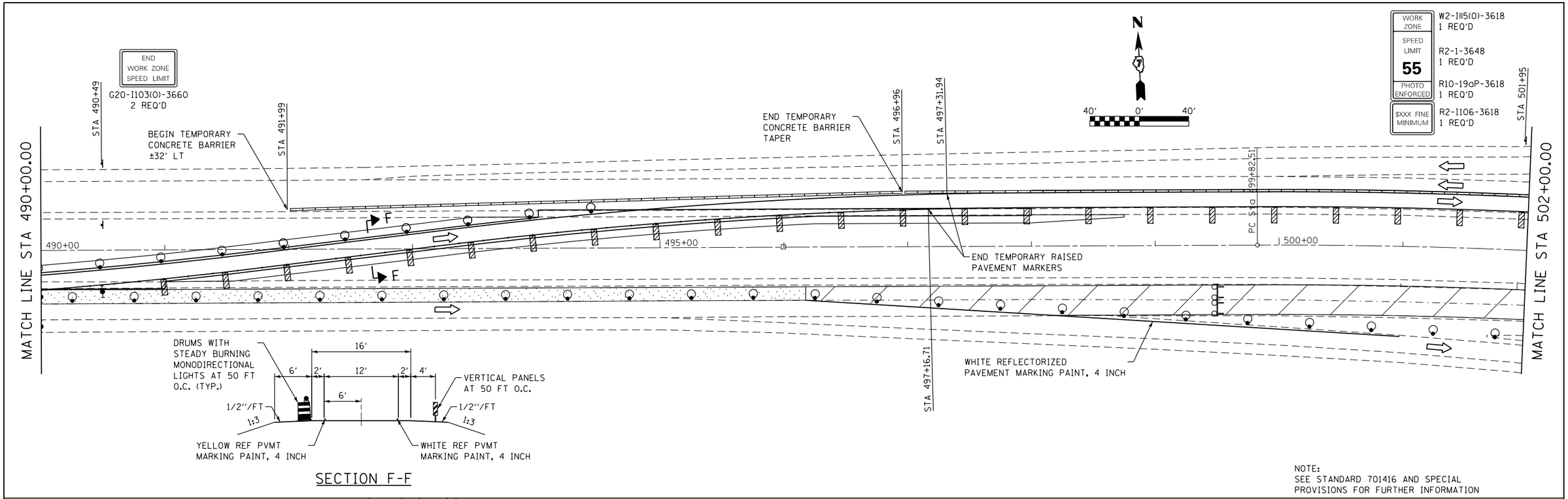
	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IV TRAFFIC CONTROL

SCALE: | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	60
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



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	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
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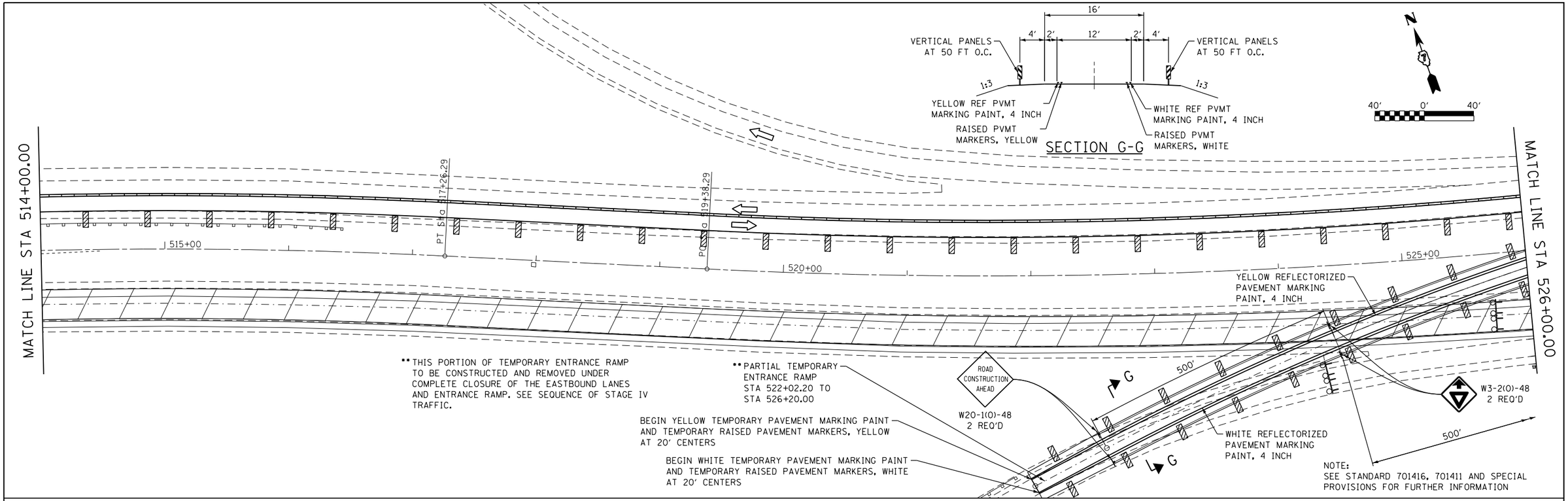
STAGE IV TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	61
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



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	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
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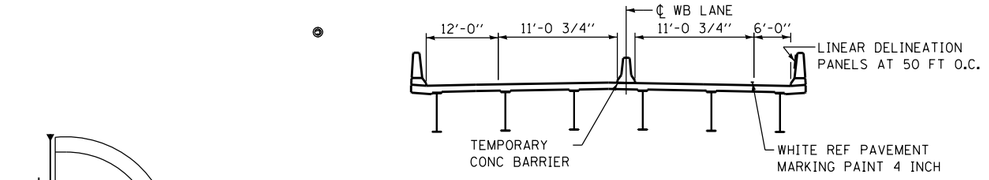
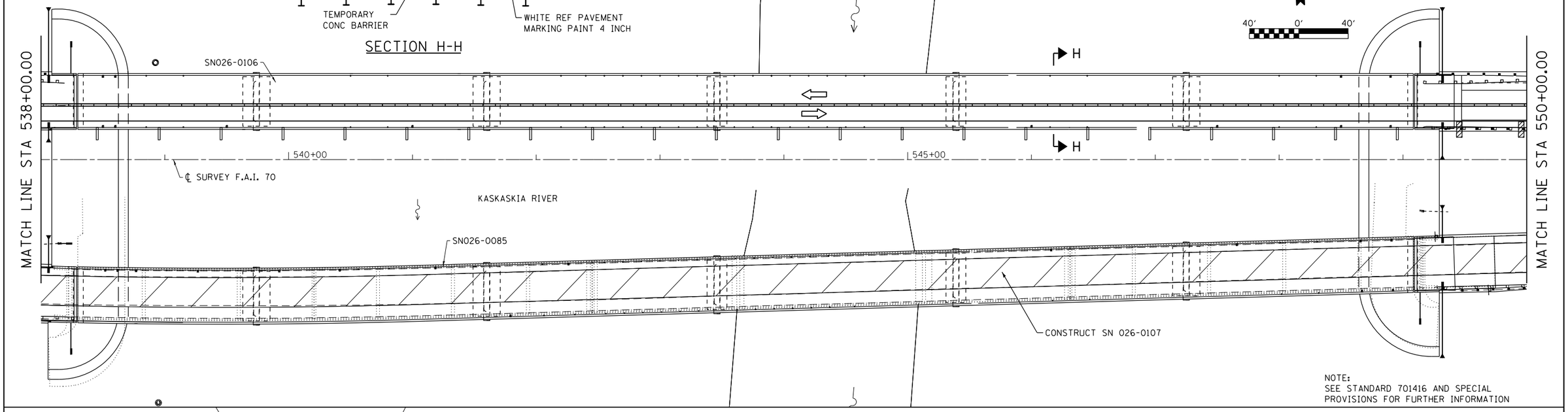
STAGE IV TRAFFIC CONTROL

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

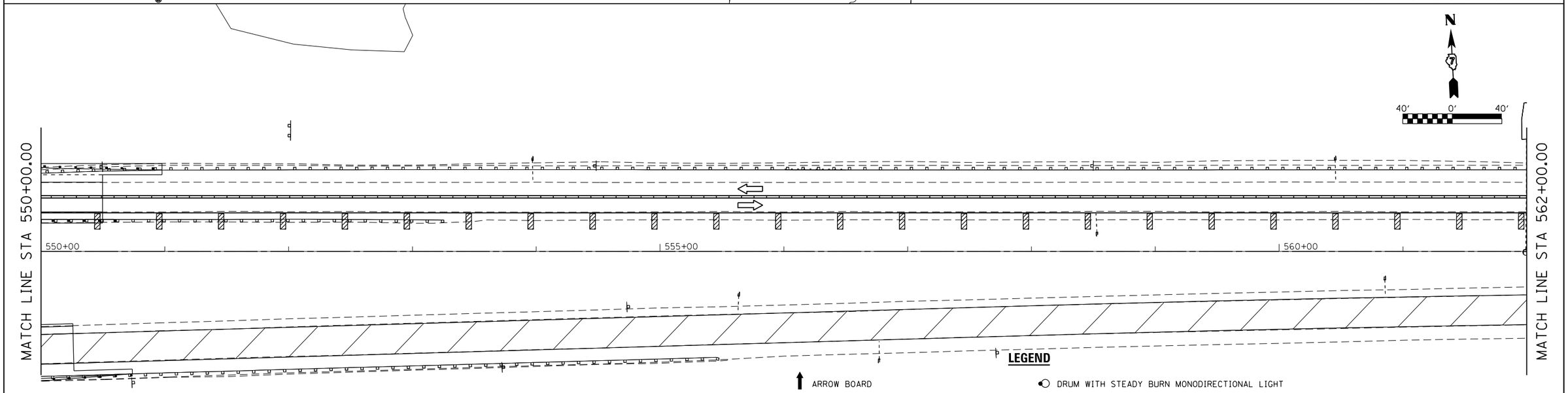
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	62
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



SECTION H-H



NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC
- LINEAR DELINEATION PANEL

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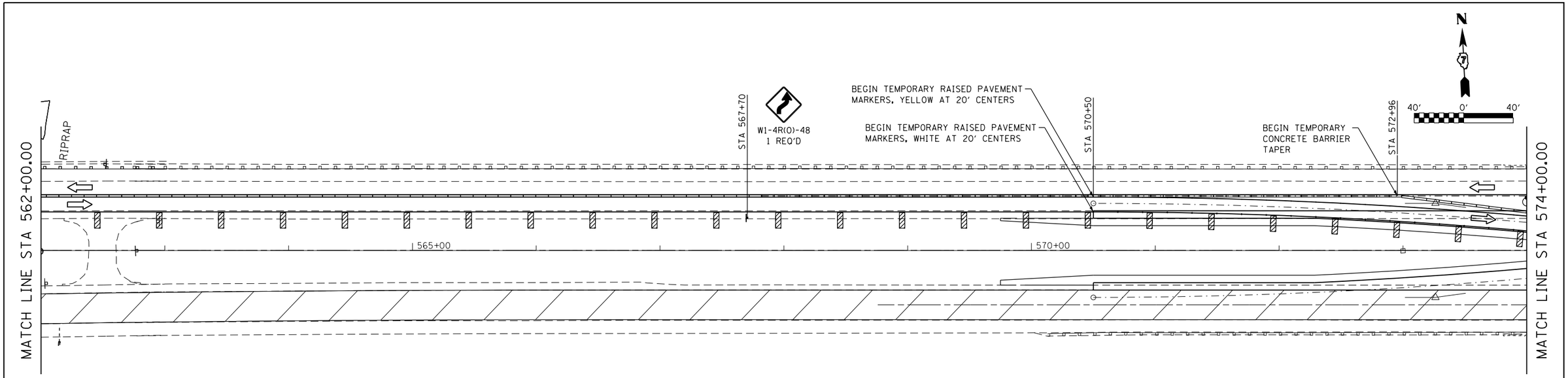
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

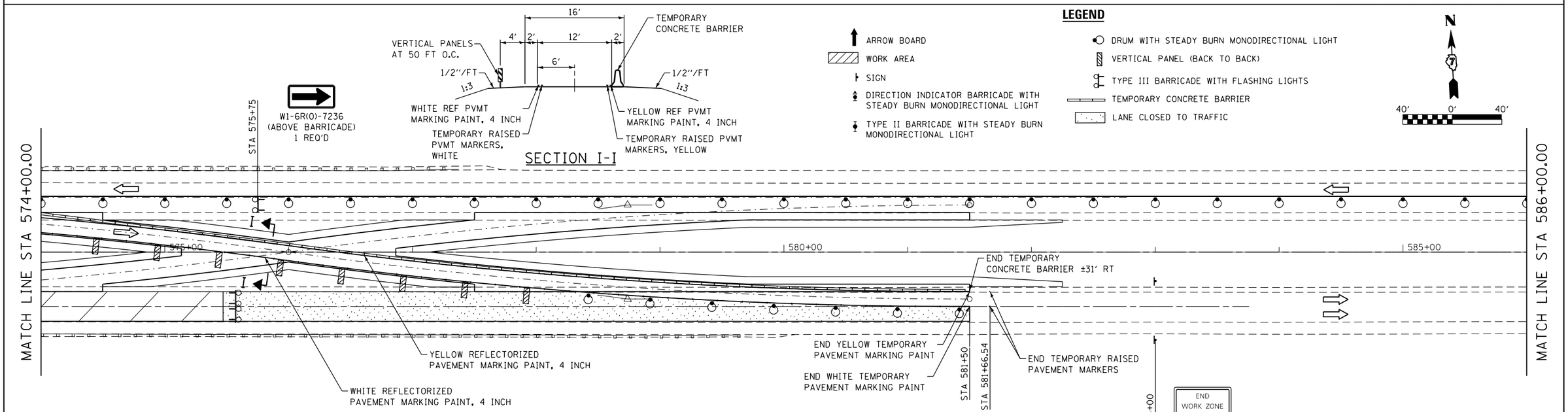
STAGE IV TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	63
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



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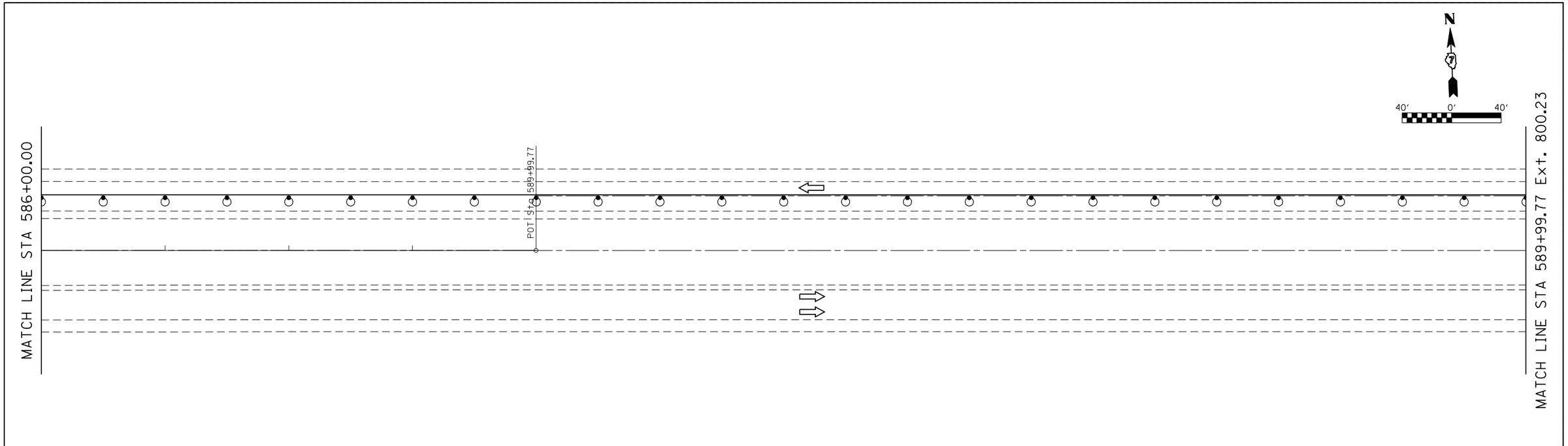
	PLOT DATE = 2/20/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

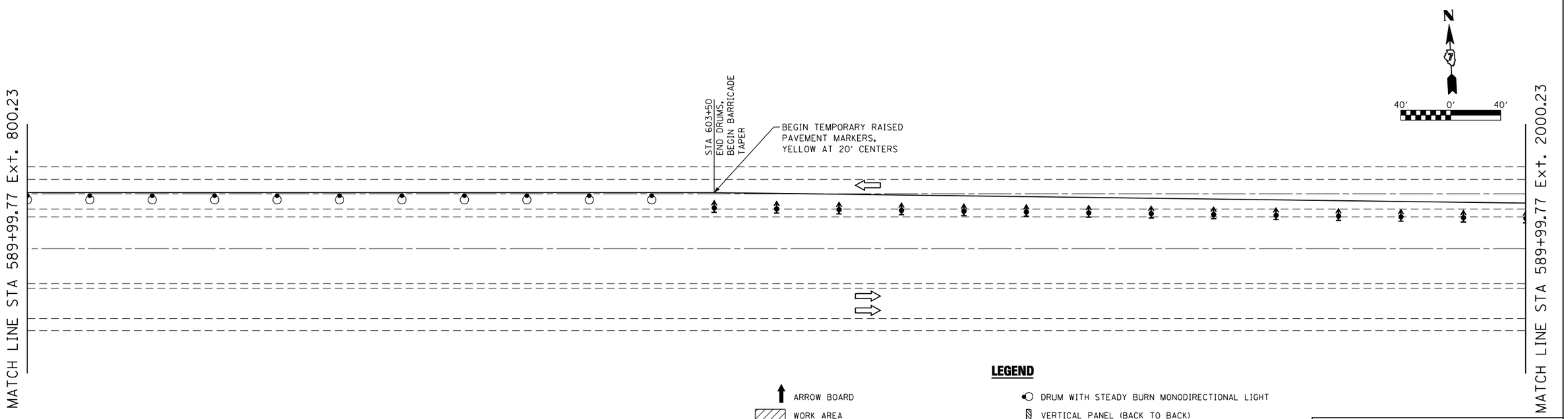
STAGE IV TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	64
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION



LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC

Coombe-Bloxdorf P.C.
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	PLOT DATE = 1/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
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STAGE IV TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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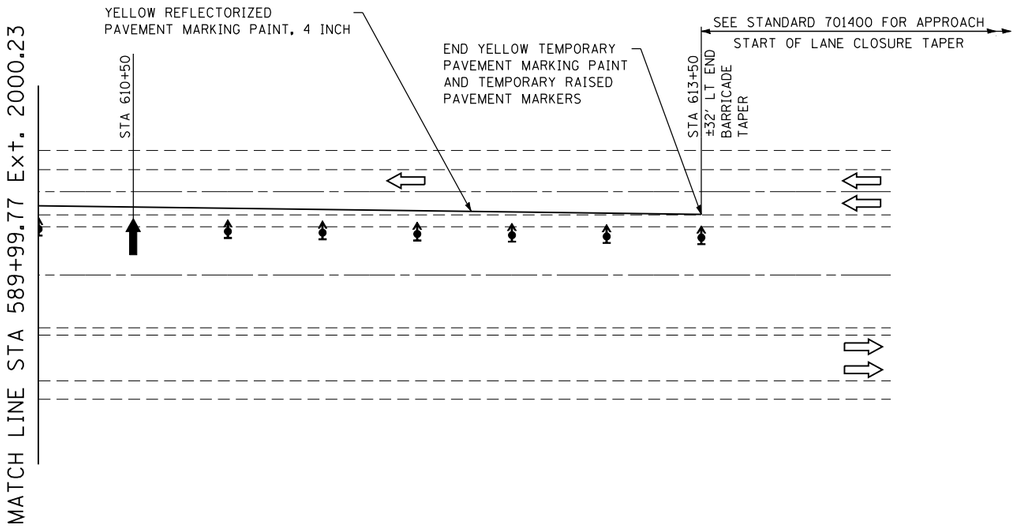
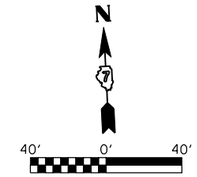
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL (BACK TO BACK)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- LANE CLOSED TO TRAFFIC

NOTE:
SEE STANDARD 701416 AND SPECIAL PROVISIONS FOR FURTHER INFORMATION

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	PLOT DATE = 1/28/2014	DATE -	REVISED -

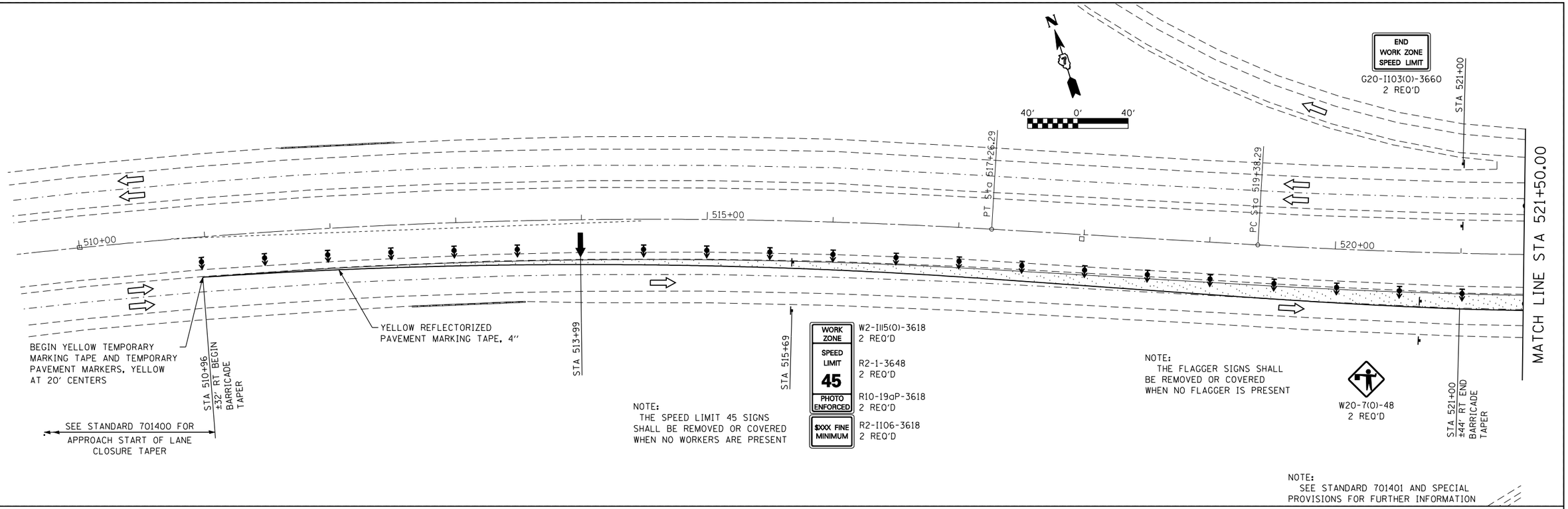
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE IV TRAFFIC CONTROL

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

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	66
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



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	PLOT DATE = 1/28/2014	DATE -	REVISED -

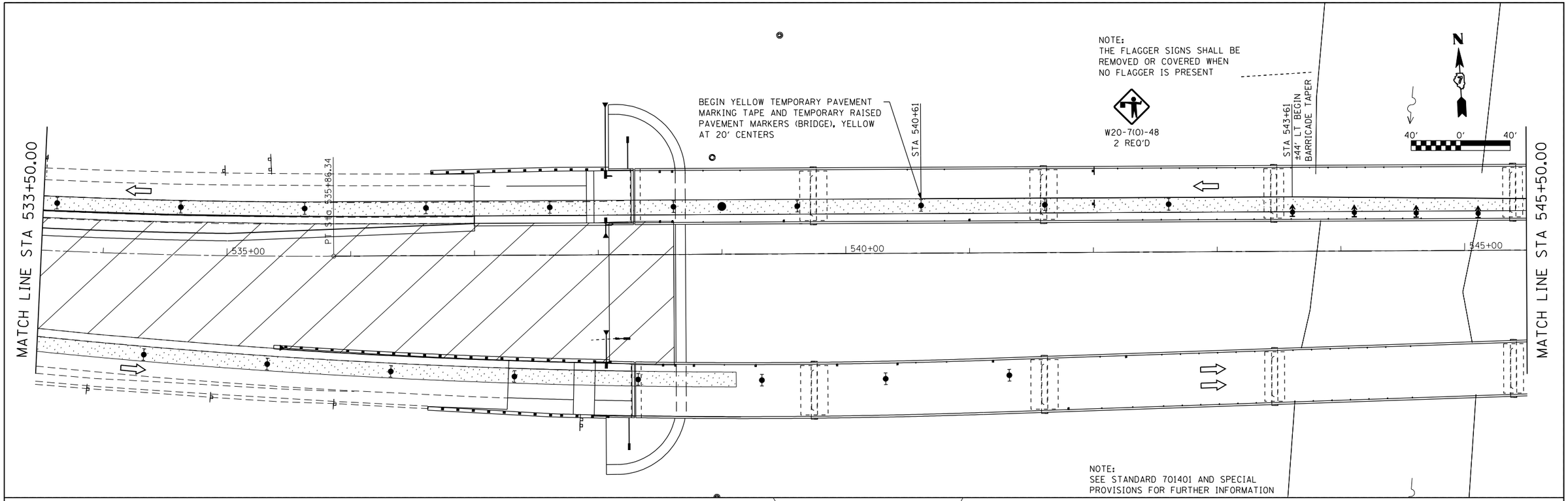
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

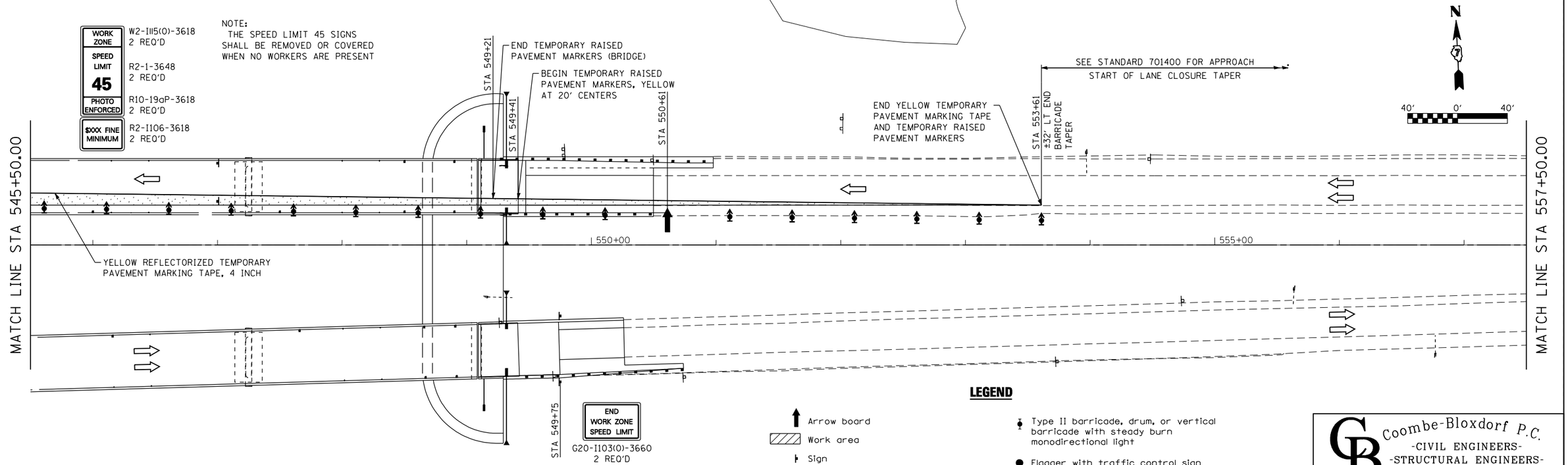
STAGE V TRAFFIC CONTROL

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

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	67
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			





LEGEND

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Flagger with traffic control sign
- Lane closed to traffic

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

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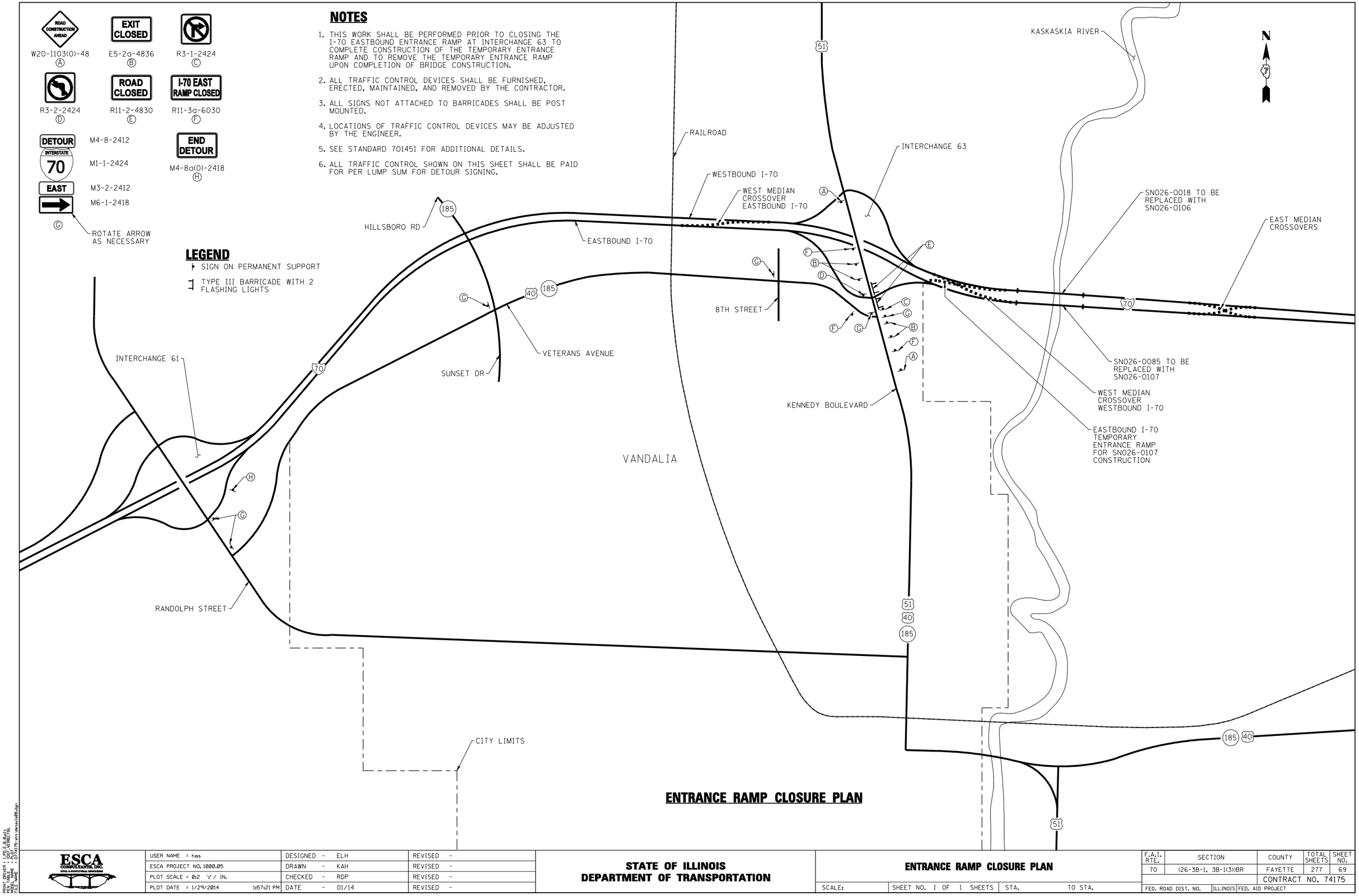
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE V TRAFFIC CONTROL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3)) BR	FAYETTE	277	68
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



ENTRANCE RAMP CLOSURE PLAN

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE RAMP CLOSURE PLAN

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	69
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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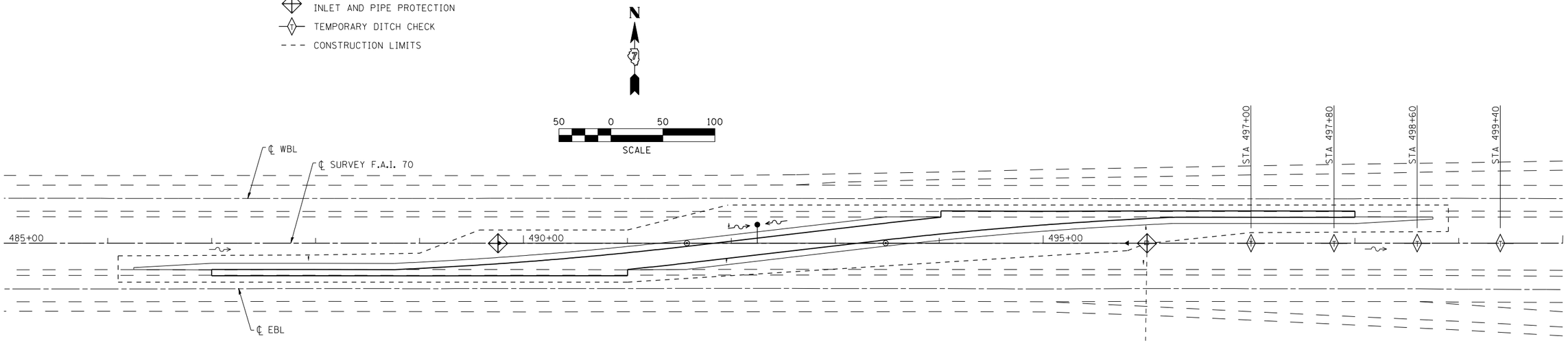
LEGEND

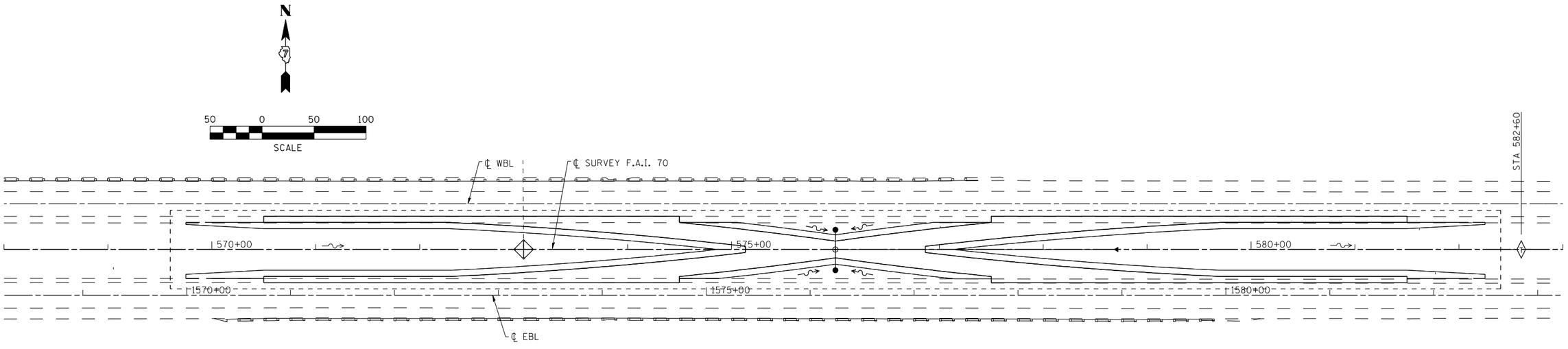
INLET AND PIPE PROTECTION

TEMPORARY DITCH CHECK

CONSTRUCTION LIMITS



WEST MEDIAN CROSSOVER – EB EROSION AND SEDIMENT CONTROL PLAN



EAST MEDIAN CROSSOVERS EROSION AND SEDIMENT CONTROL PLAN

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLANS

SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	70
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

- SEEDING CLASS 2A AND EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A4
- WETLAND AREA
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- CONSTRUCTION LIMITS

N

50 0 50 100

SCALE

EX ROW

STA 535+60
105' LT

STA 536+00

MATCH LINE STA 537+00

525+00

1525+00

530+00

535+00

1530+00

1535+00

STA 534+50

STA 532+00

STA 1535+80
104' RT

STA 1536+30

STA 537+38
105' LT

STA 538+00
91' LT

STA 539+30

STA 539+60
118' LT

STA 543+60
105' LT

KASKASKIA RIVER

810' TEMPORARY FENCE

690' TEMPORARY FENCE

STA 548+30

STA 549+07
128' LT

STA 549+48
130' LT

STA 550+22
110' LT

STA 551+60

STA 552+00
110' LT

MATCH LINE STA 537+00

540+00

545+00

550+00

STA 537+70

STA 545+30
89' LT

STA 548+50
96' LT

STA 551+00

PROVIDE PERIMETER EROSION BARRIER
JUST INSIDE OF TEMPORARY FENCE,
TYPICAL ALL FOUR QUADRANTS OF THE SITE

1540+00

1545+00

1550+00

STA 1539+50

790' TEMPORARY FENCE

STA 1543+60
75' RT

STA 1545+50
65' RT

660' TEMPORARY FENCE

STA 1549+00
82' RT

STA 1548+40

STA 1552+00
82' RT

STA 1551+50

EX ROW

EX ROW

EROSION AND SEDIMENT CONTROL PLANS NEAR STRUCTURES

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLANS

SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70		FAYETTE	277	71
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3, 250W MULTI-MOUNT LUMINAIRE
- TEMPORARY LIGHTING UNIT, 60 FT. WOOD POLE, CLASS 3, 400W MULTI-MOUNT LUMINAIRE
- AERIAL CABLE, SIZE AND TYPE AS INDICATED
- ELECTRIC CABLE IN TRENCH, SIZE AND TYPE AS INDICATED
- UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA., SCHEDULE 80
- EXISTING LIGHTING CONTROLLER
- EXISTING LIGHTING TOWER
- EXISTING ELECTRIC CABLE

CABLE SCHEDULE

- (A) AERIAL CABLE, 2-1/C NO. 1/0 ALUMINUM WITH MESSENGER WIRE
- (B) AERIAL CABLE, 2-1/C NO. 4/0 ALUMINUM WITH MESSENGER WIRE
- (C) ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1/C NO. 1/0 AND NO. 2 GROUND, STRANDED ALUMINUM
- (D) ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1/C NO. 4/0 AND NO. 2/0 GROUND, STRANDED ALUMINUM

TEMPORARY LIGHTING SYSTEM SCHEDULE OF QUANTITIES*

DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	401
ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1C NO. 1/0 NO. 2 GROUND	FOOT	1590
ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1C NO. 4/0, NO. 2/0 GROUND	FOOT	3937
AERIAL CABLE, 2-1/C NO. 1/0 WITH MESSENGER WIRE	FOOT	3040
AERIAL CABLE, 2-1/C NO. 4/0 WITH MESSENGER WIRE	FOOT	1100
LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 250 WATT	EACH	24
LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 400 WATT	EACH	2
LIGHT POLE, WOOD, 50 FOOT, CLASS 3	EACH	24
LIGHT POLE, WOOD, 60 FOOT, CLASS 3	EACH	2
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	26

• ITEMS ARE AN ESTIMATE ONLY AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TEMPORARY LIGHTING SYSTEM. THIS SCHEDULE SHOULD NOT BE CONSIDERED ALL INCLUSIVE.

TEMPORARY LIGHTING NOTES

1. POLE HEIGHT SHALL BE IN INCREASED AS NECESSARY TO MAINTAIN REQUIRED CLEARANCE OF AERIAL CABLE OVER THE ROADWAY.
2. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
3. TEMPORARY WOOD POLES SHALL BE SET BACK A MINIMUM OF 30 FEET FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE OR 5 FEET BEHIND GUARDRAIL.
4. NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT THE APPROVAL OF THE ENGINEER.
5. CONTRACTOR SHALL VERIFY CIRCUIT BREAKERS IN THE EXISTING LIGHTING CONTROLLER ARE ADEQUATELY SIZED TO ACCOMMODATE THE ADDED LOAD OF THE TEMPORARY LIGHTING. FURNISH AND INSTALL NEW CIRCUIT BREAKERS AS NEEDED ACCORDING TO ARTICLE 1068.01(E)3 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE TEMPORARY LIGHTING SYSTEM PAY ITEM.
6. LOCATIONS OF EXISTING LIGHTING FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS.
7. CONTRACTOR SHALL FURNISH AND INSTALL A TEMPORARY STEP UP TRANSFORMER WITH NECESSARY OVERCURRENT PROTECTION NEAR THE EXISTING LIGHTING CONTROLLER ACCORDING TO ALL APPLICABLE PORTIONS OF SECTION 827 OF THE STANDARD SPECIFICATIONS AND AS SHOWN ON THE CIRCUIT DIAGRAM. INTERCEPT THE EXISTING UNIT DUCT FEEDING TOWER 2 AND CONNECT TO THE SECONDARY SIDE OF THE TRANSFORMER. FURNISH AND INSTALL NEW CABLE IN CONDUIT FROM THE EXISTING BRANCH CIRCUIT BREAKER TO THE PRIMARY SIDE OF THE TRANSFORMER. THE TRANSFORMER SHALL BE MOUNTED TO A TEMPORARY PEDESTAL OR BY OTHER MEANS APPROVED BY THE ENGINEER. THE TRANSFORMER AND PEDESTAL SHALL BE REMOVED AFTER CONSTRUCTION AND THE EXISTING UNIT DUCT SHALL BE RECONNECTED TO THE EXISTING BRANCH CIRCUIT BREAKER IN THE CONTROLLER WITHOUT ANY UNDERGROUND SPLICING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY LIGHTING SYSTEM PAY ITEM.
8. THE CONTRACTOR SHALL TAKE INSULATION RESISTANCE MEASUREMENTS OF THE EXISTING HIGH MAST LIGHTING CIRCUITS BEFORE ANY MODIFICATIONS ARE MADE AND PROVIDE WRITTEN RESULTS TO THE ENGINEER. EXISTING CIRCUITS NOT TESTED AND PROPERLY DOCUMENTED SHALL BE SUBJECT TO THE INSULATION RESISTANCE REQUIREMENTS OF ARTICLE 801.13 AT THE CONTRACTOR'S EXPENSE. AFTER THE TEMPORARY LIGHTING SYSTEM IS REMOVED AND ALL TOWERS ARE MADE FULLY OPERATIONAL THE CONTRACTOR SHALL TAKE INSULATION RESISTANCE MEASUREMENTS ACCORDING TO ARTICLE 801.13 AND PROVIDE WRITTEN RESULTS TO THE ENGINEER. IF THE TEST RESULTS DO NOT MEET OR EXCEED THE ORIGINAL READINGS, THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND LABOR REQUIRED TO BRING THE CIRCUITS BACK UP TO THAT LEVEL AT HIS OWN EXPENSE. THE COST OF INSULATION RESISTANCE TESTING SHALL BE INCLUDED IN THE TEMPORARY LIGHTING SYSTEM PAY ITEM.
9. SEE SHEET 244A FOR EXISTING INTERCHANGE LIGHTING PLAN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

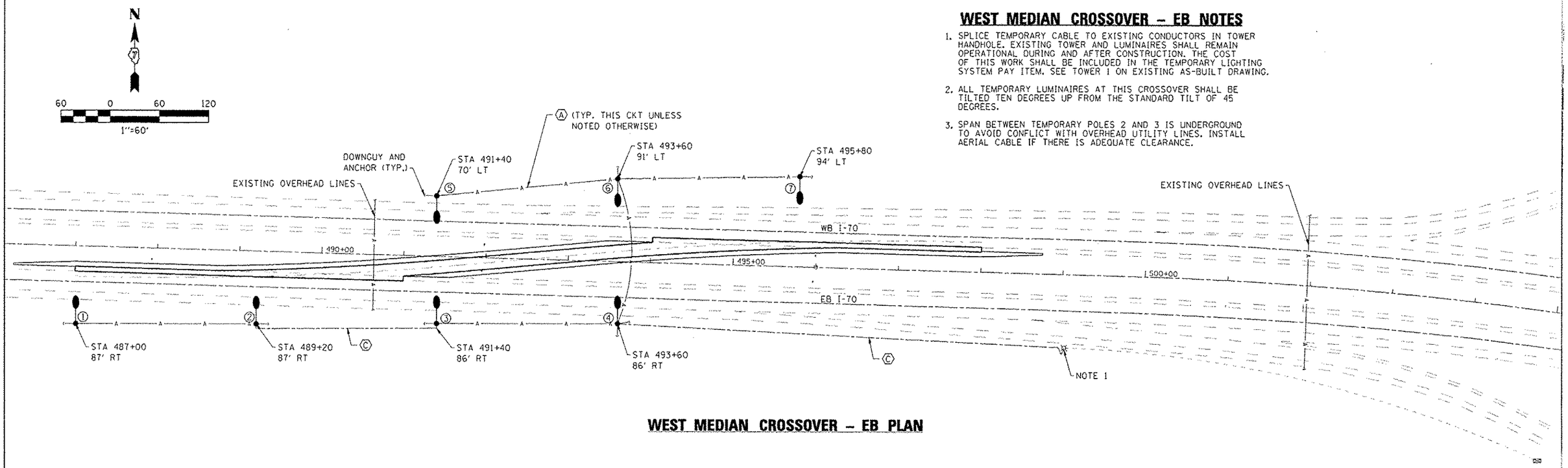
TEMPORARY LIGHTING DETAILS

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

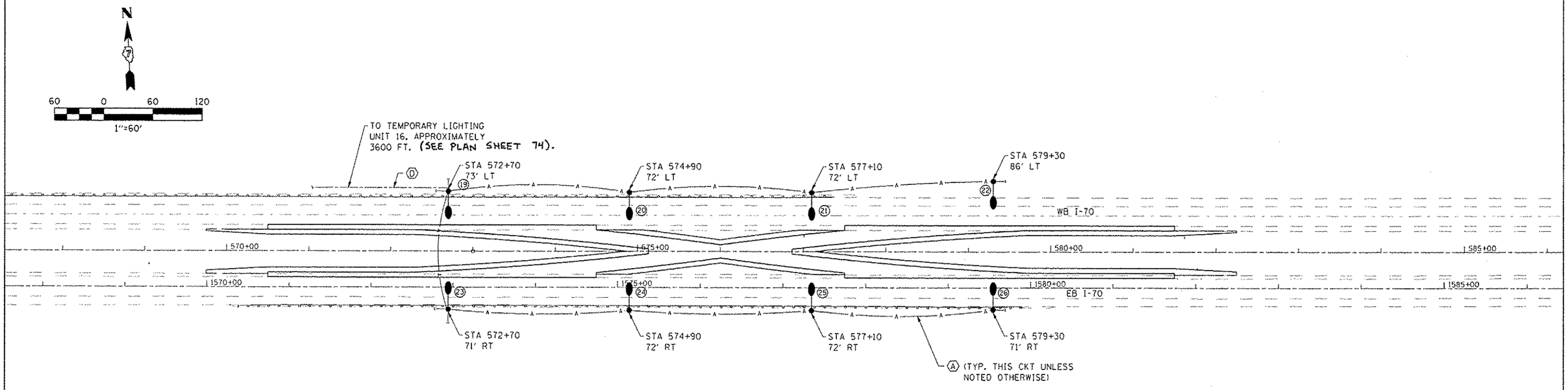
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	72
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

WEST MEDIAN CROSSOVER – EB NOTES

1. SPLICE TEMPORARY CABLE TO EXISTING CONDUCTORS IN TOWER HANDHOLE. EXISTING TOWER AND LUMINAIRES SHALL REMAIN OPERATIONAL DURING AND AFTER CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY LIGHTING SYSTEM PAY ITEM. SEE TOWER 1 ON EXISTING AS-BUILT DRAWING.
2. ALL TEMPORARY LUMINAIRES AT THIS CROSSOVER SHALL BE TILTED TEN DEGREES UP FROM THE STANDARD TILT OF 45 DEGREES.
3. SPAN BETWEEN TEMPORARY POLES 2 AND 3 IS UNDERGROUND TO AVOID CONFLICT WITH OVERHEAD UTILITY LINES. INSTALL AERIAL CABLE IF THERE IS ADEQUATE CLEARANCE.



WEST MEDIAN CROSSOVER – EB PLAN



EAST MEDIAN CROSSOVERS PLAN

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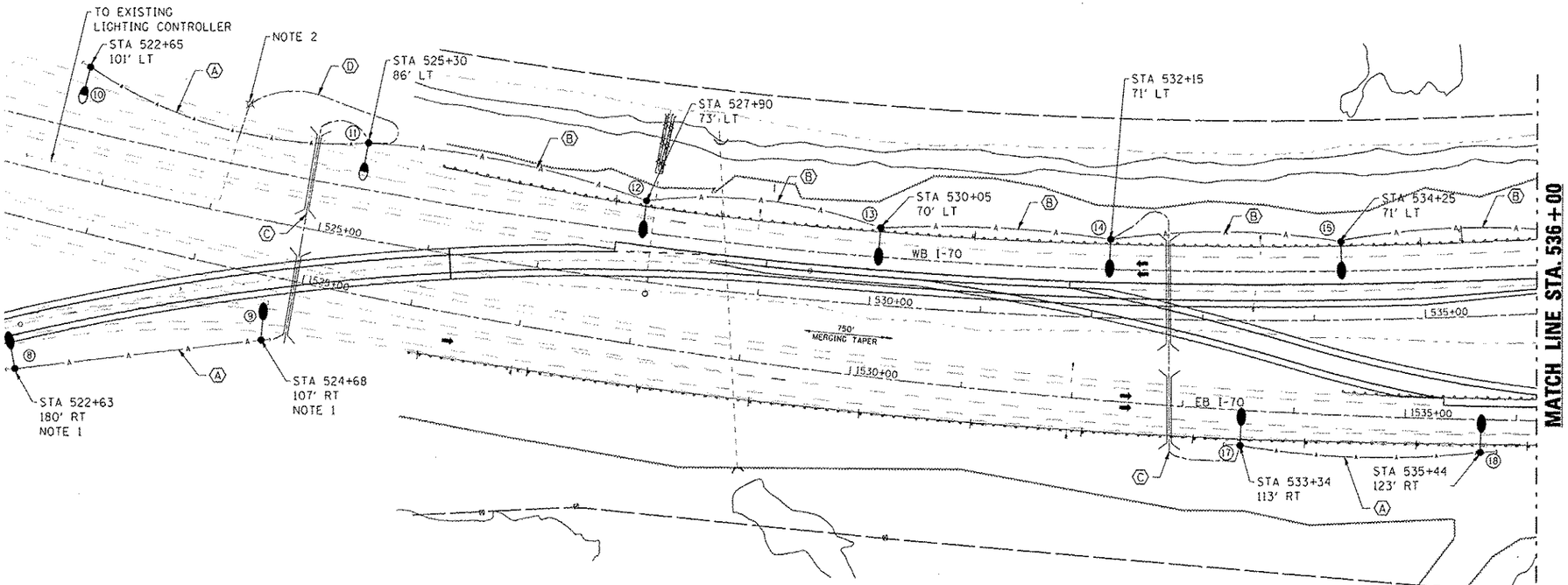
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

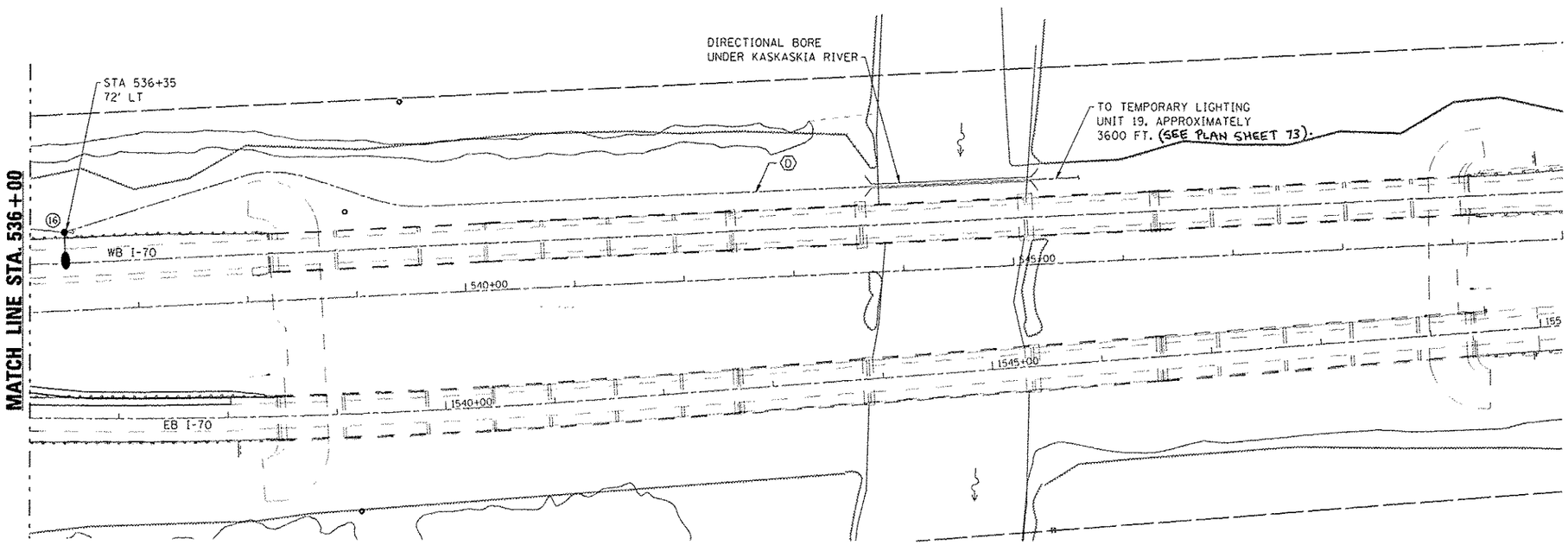
TEMPORARY LIGHTING DETAILS

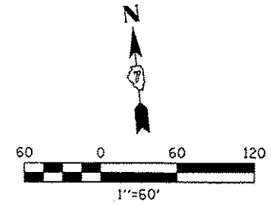
SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	73
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



WEST MEDIAN CROSSOVER – WB & TEMPORARY ENTRANCE RAMP PLAN





NOTES

1. INSTALL TEMPORARY LIGHTING UNITS 8 AND 9 WITH OPTICS SET PERPENDICULAR TO THE TEMPORARY RAMP AT THE STANDARD TILT OF 45 DEGREES. LIGHTING UNITS 8 AND 9 SHALL ONLY BE ENERGIZED WHEN THE TEMPORARY RAMP IS OPEN TO TRAFFIC.
2. DE-ENERGIZE EXISTING LIGHT TOWER AND LUMINAIRES WHILE THE TEMPORARY LIGHTING SYSTEM IS OPERATIONAL. SPLICE TEMPORARY CABLE TO EXISTING CONDUCTORS IN TOWER HANDHOLE. SEE TOWER 2 ON EXISTING AS-BUILT DRAWING. THE EXISTING LIGHTING CIRCUIT SHALL BE RE-ENERGIZED AFTER CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY LIGHTING SYSTEM PAY ITEM.
3. ALL TEMPORARY LUMINAIRES SHOWN ON THIS SHEET SHALL BE TILTED TEN DEGREES UP FROM THE STANDARD TILT OF 45 DEGREES WITH THE EXCEPTION OF LUMINAIRES 8, 9, 10, AND 11.

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ESCA PROJECT NO. 1008.05	DRAWN - HAS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING DETAILS

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	126-3B-1, 3B-1(3)BR	FAYETTE	277	74
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES:

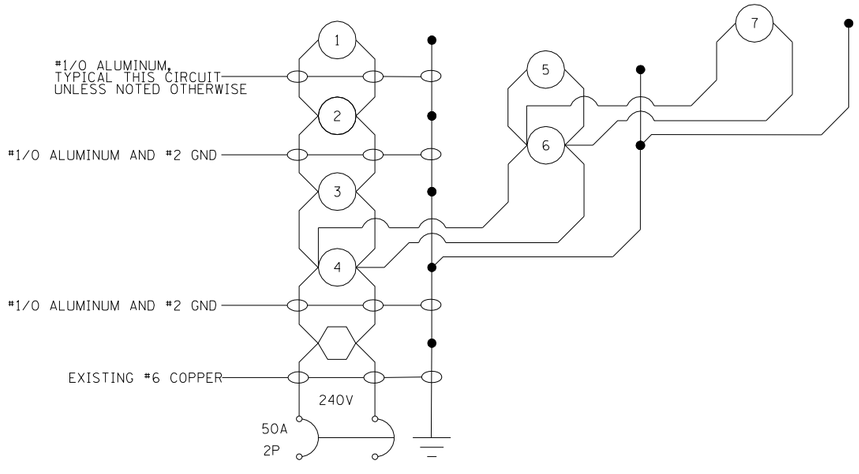
1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

LEGEND

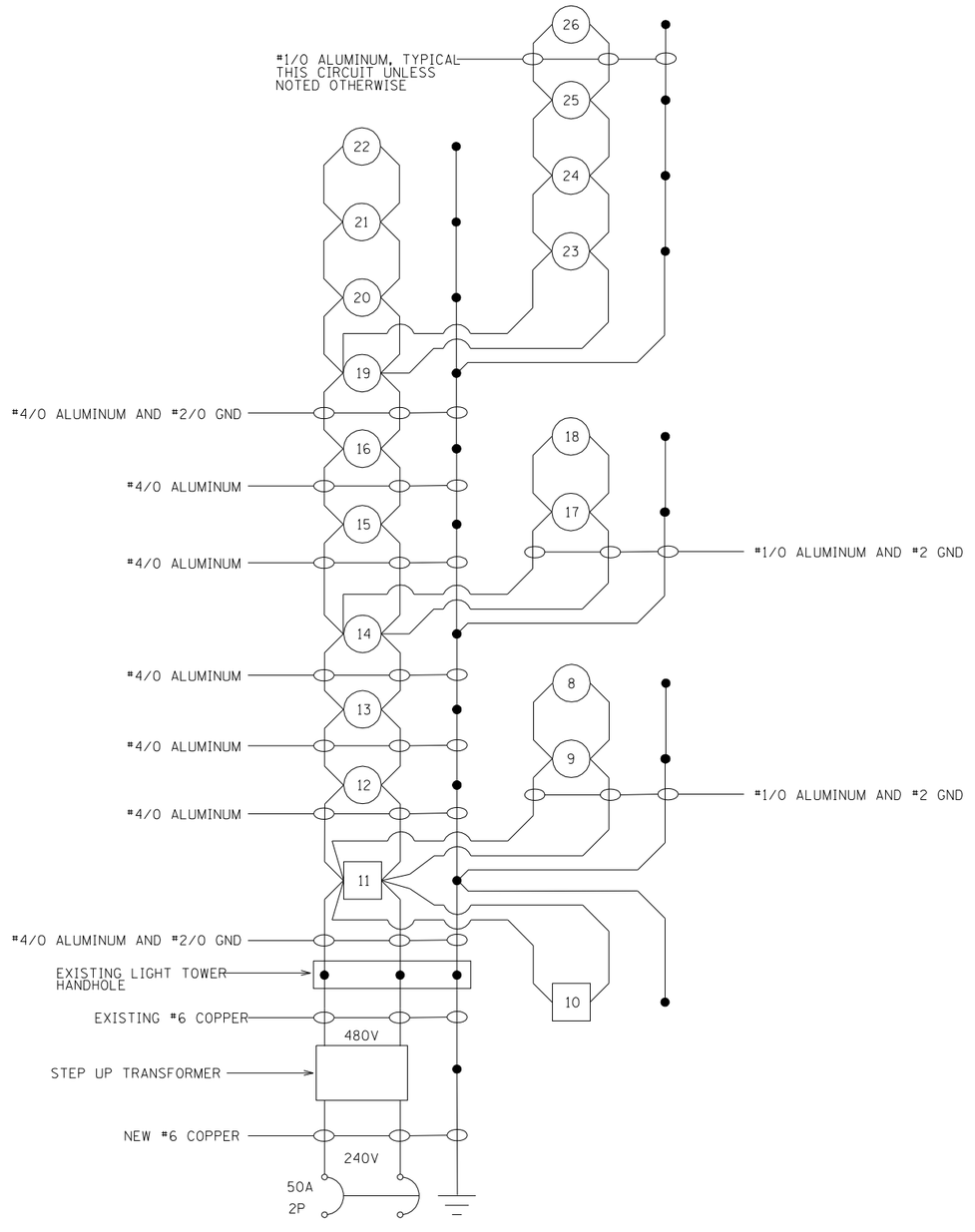
TEMPORARY 400W ROADWAY LUMINAIRE

TEMPORARY 250W ROADWAY LUMINAIRE

EXISTING LIGHT TOWER



WEST MEDIAN CROSSOVER EASTBOUND I-70 EXISTING LIGHTING CONTROLLER



WEST MEDIAN CROSSOVER EASTBOUND I-70 AND EAST MEDIAN CROSSOVERS EXISTING LIGHTING CONTROLLER

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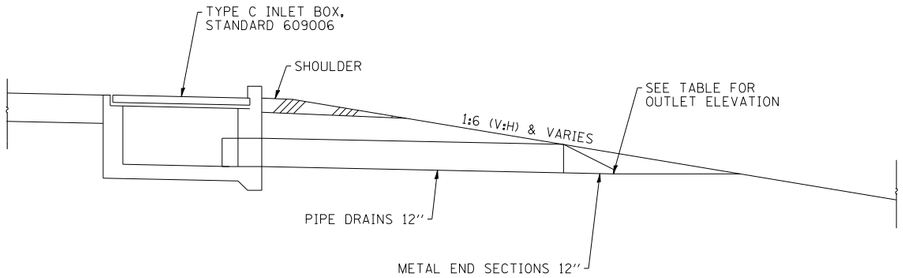
PLOT DATE = 1/29/2014 1:59:46 PM	DATE - 11/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

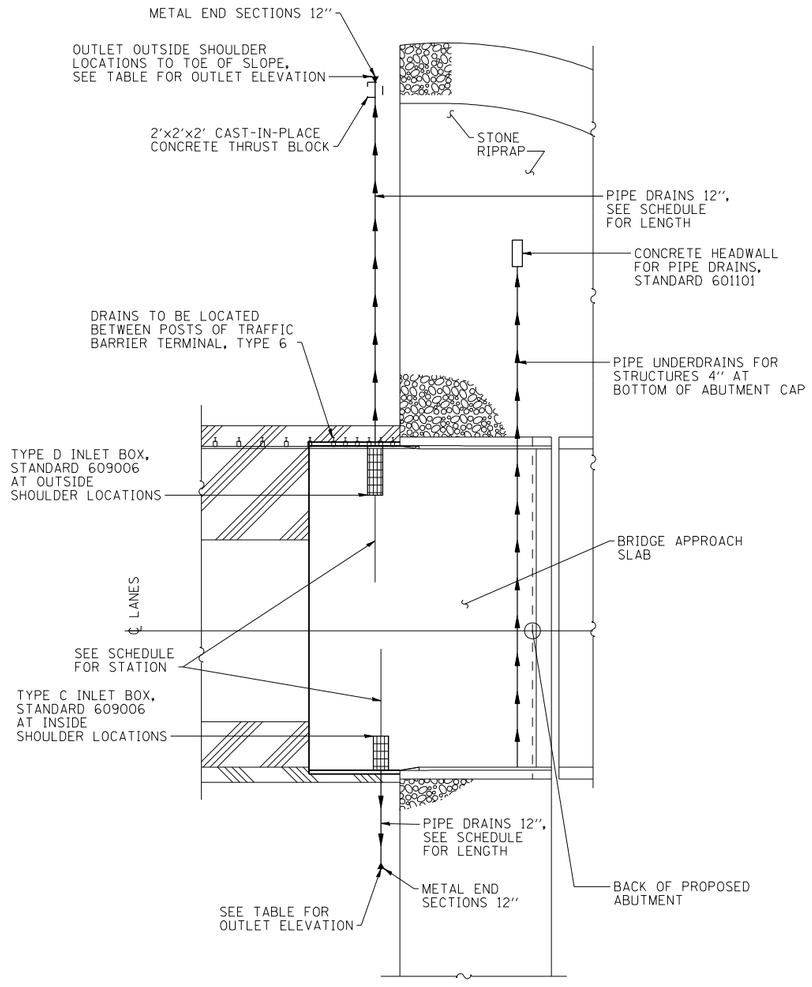
TEMPORARY LIGHTING DETAILS

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	75
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION AT TYPE C INLET BOX



PLAN

(WEST ABUTMENT OF SN 026-0106 SHOWN; OTHER LOCATIONS SIMILAR)

APPROACH SLAB DRAINAGE SCHEDULE

LOCATION		INLET BOX, STD. 609006		CONCRETE THRUST BLOCKS	PIPE DRAINS 12''	METAL END SECTIONS 12''
		TYPE C	TYPE D			
STATION	OFFSET	EACH	EACH	EACH	FOOT	EACH
538+05.38	LEFT		1	1	55	1
538+05.38	RIGHT	1			13	1
549+32.65	LEFT		1	1	55	1
549+32.65	RIGHT	1			13	1
1538+28.29	LEFT	1			13	1
1549+56.97	LEFT	1			13	1
1549+55.66	RIGHT		1	1	55	1
	TOTALS	4	3	3	217	7

OUTLET ELEVATION TABLE

LOCATION		OUTLET ELEVATION
STATION	OFFSET	
538+05.38	RIGHT	494.00
549+32.65	RIGHT	494.40
1538+28.29	LEFT	494.00
1549+56.97	LEFT	494.20

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

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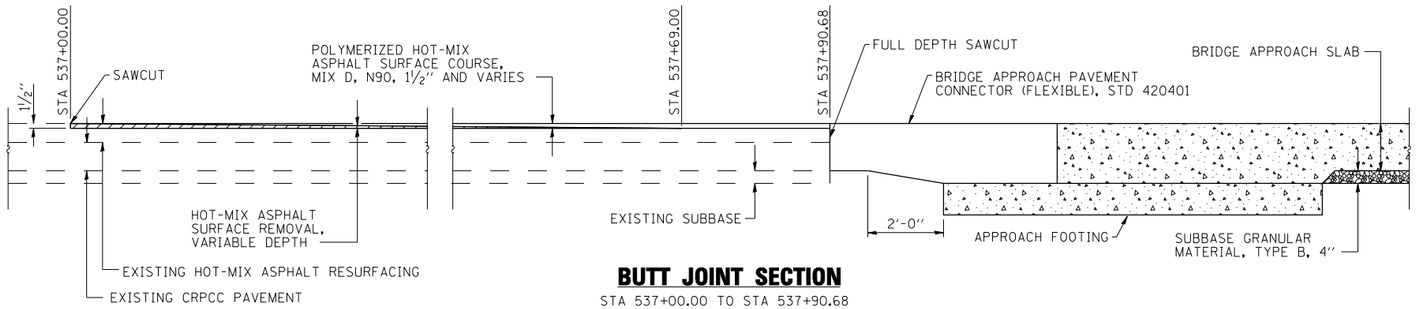
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DRAINAGE DETAILS

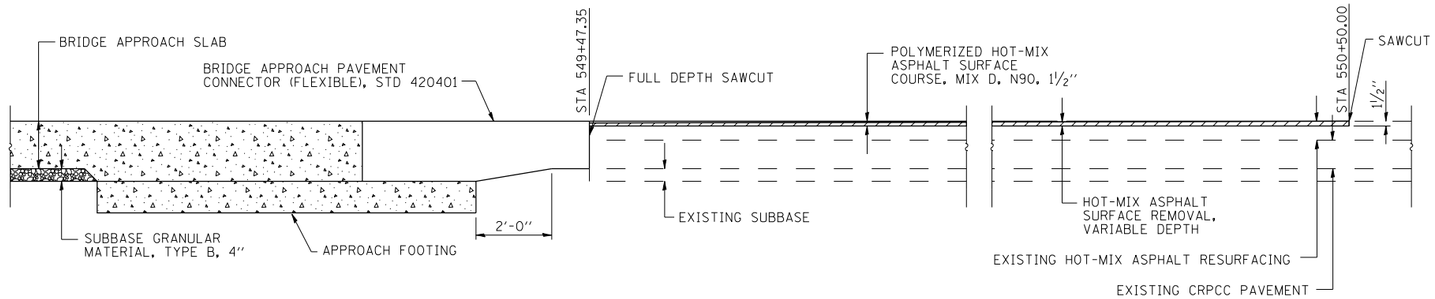
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	76
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



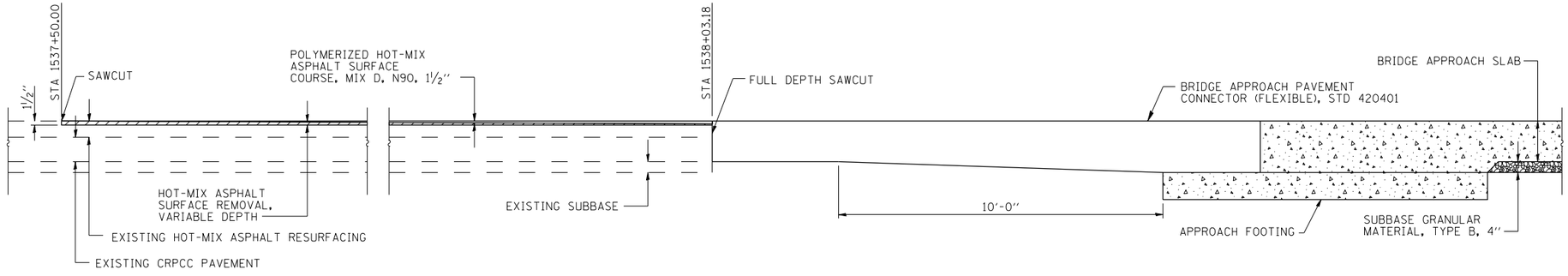
BUTT JOINT SECTION

STA 537+00.00 TO STA 537+90.68



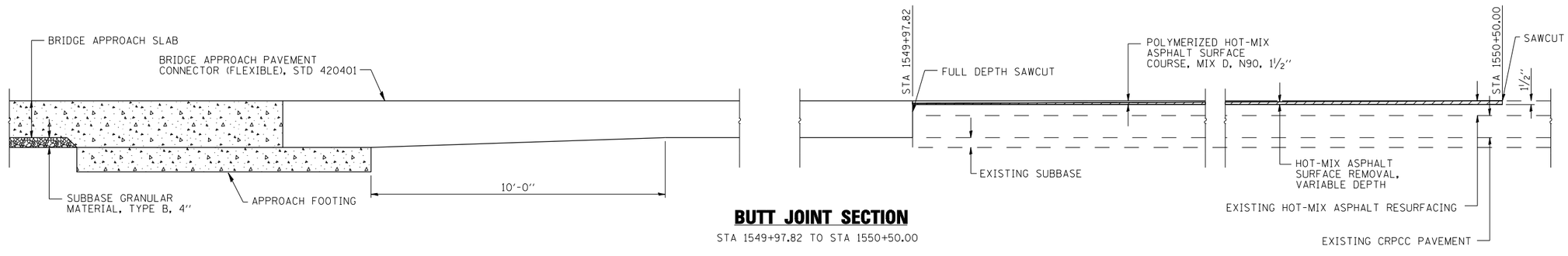
BUTT JOINT SECTION

STA 549+47.35 TO STA 550+50.00



BUTT JOINT SECTION

STA 1537+50.00 TO STA 1538+03.18



BUTT JOINT SECTION

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ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

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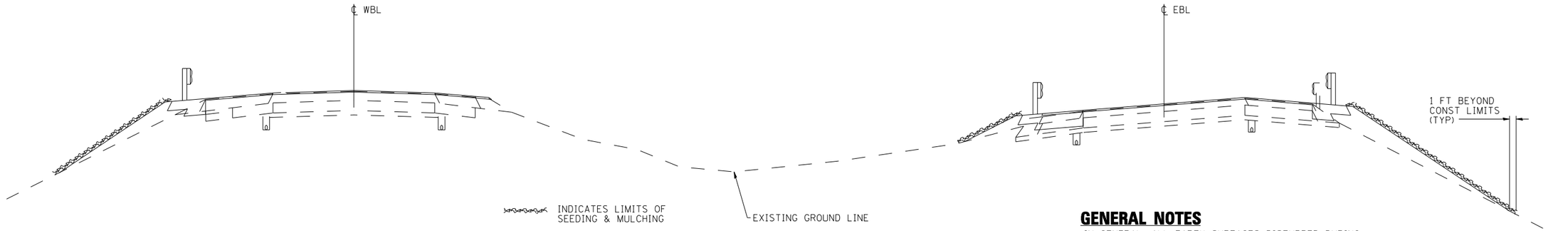
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAILS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	77
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



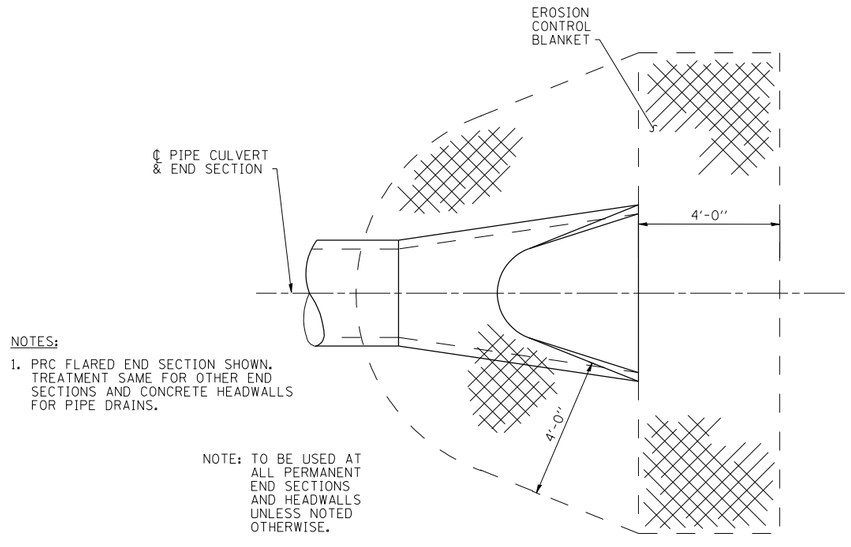
SEEDING & MULCHING

GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

FERTILIZER NUTRIENTS AND LIMESTONE SHALL BE APPLIED TO ALL SEEDED AREAS AT THE RATES SPECIFIED IN THE STANDARD SPECIFICATIONS.

SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

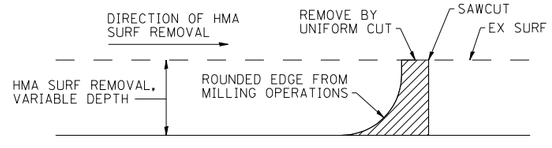


NOTES:

1. PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS AND CONCRETE HEADWALLS FOR PIPE DRAINS.

NOTE: TO BE USED AT ALL PERMANENT END SECTIONS AND HEADWALLS UNLESS NOTED OTHERWISE.

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION



DETAIL AT BUTT JOINT

NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAWCUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE COST OF ALL WORK SHOWN IN THE DETAIL IS INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

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ESCA CORPORATION, INC.
CIVIL & STRUCTURAL ENGINEERS

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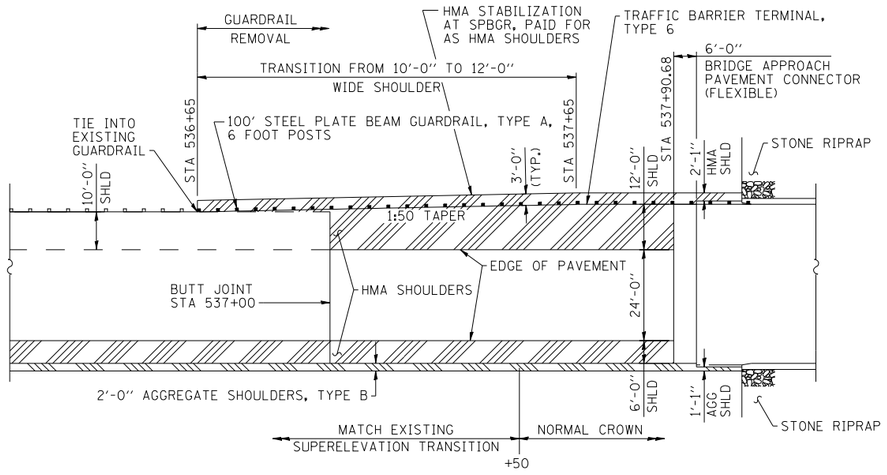
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

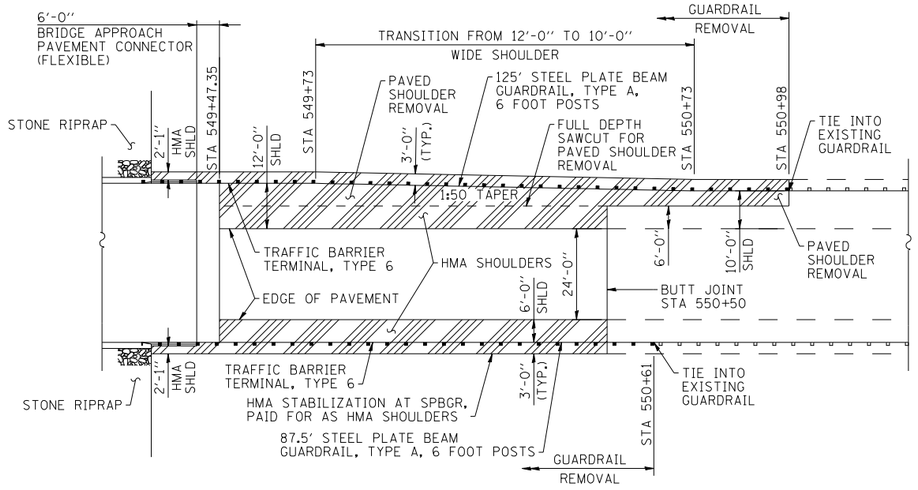
DETAILS

SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

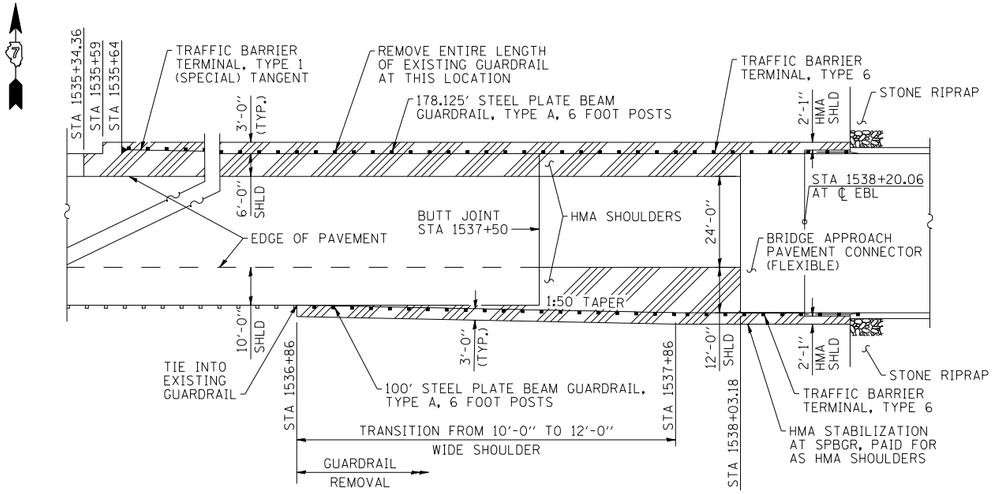
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	78
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



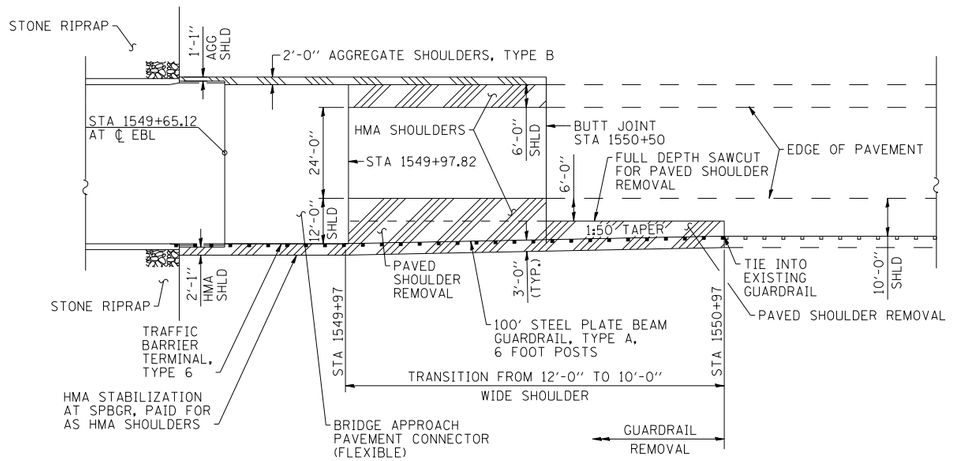
WEST END SN 026-0106



EAST END SN 026-0106



WEST END SN 026-0107



EAST END SN 026-0107

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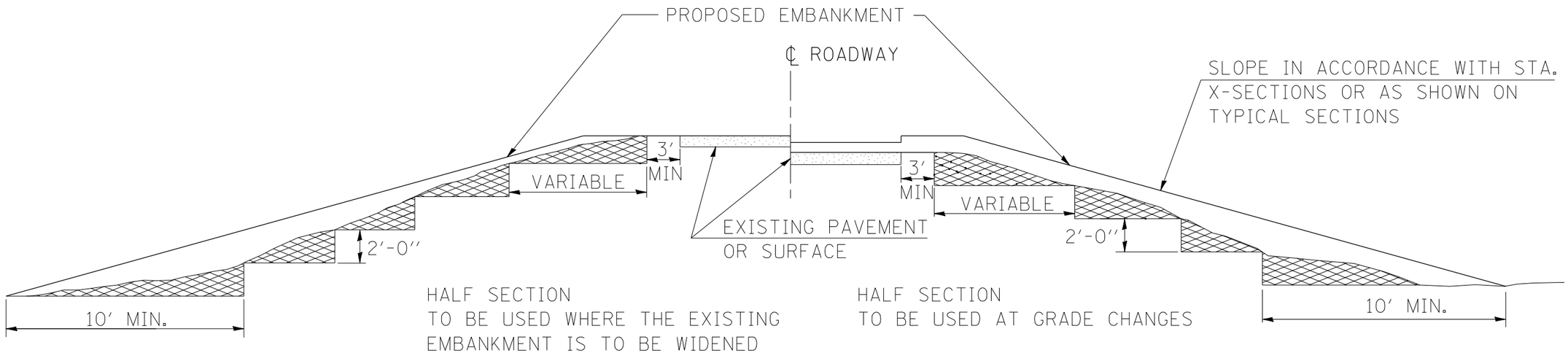
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	79
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

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ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

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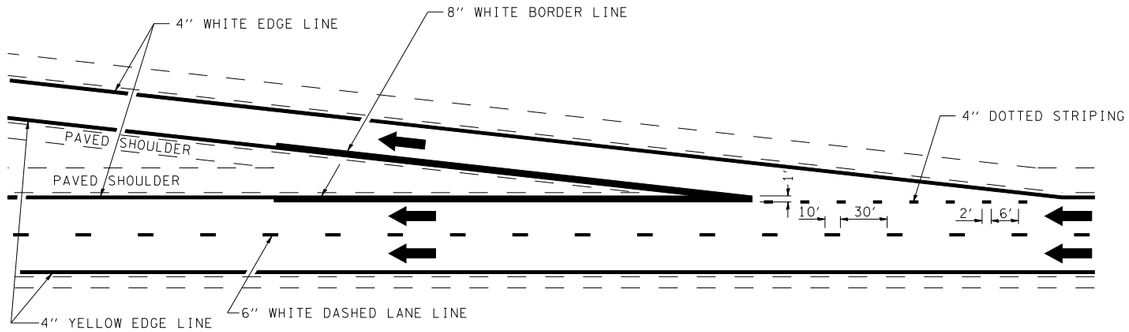
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

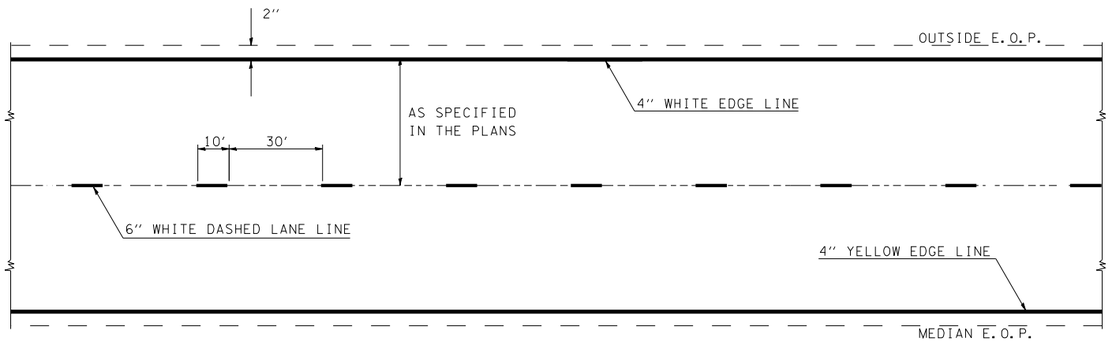
DETAILS

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

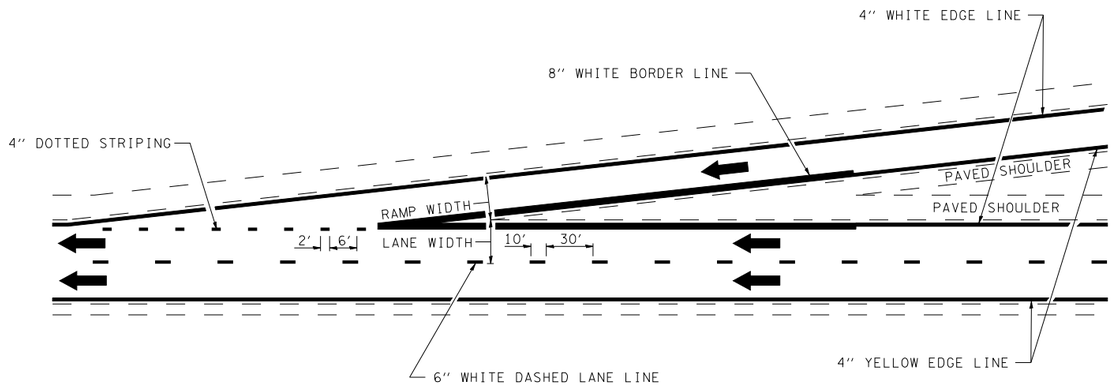
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	80
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL EXIT RAMP MARKING



TYPICAL CENTERLINE & EDGELINE MARKINGS



TYPICAL ENTRANCE RAMP MARKING

NOT TO SCALE

DISTRICT 7 DETAIL NO. 78000002

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	PLOT DATE = 1/29/2014	DATE -	REVISED - DRM 12-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS OF INTERSTATE PAVEMENT MARKING

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	80A
		CONTRACT NO. 74175		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

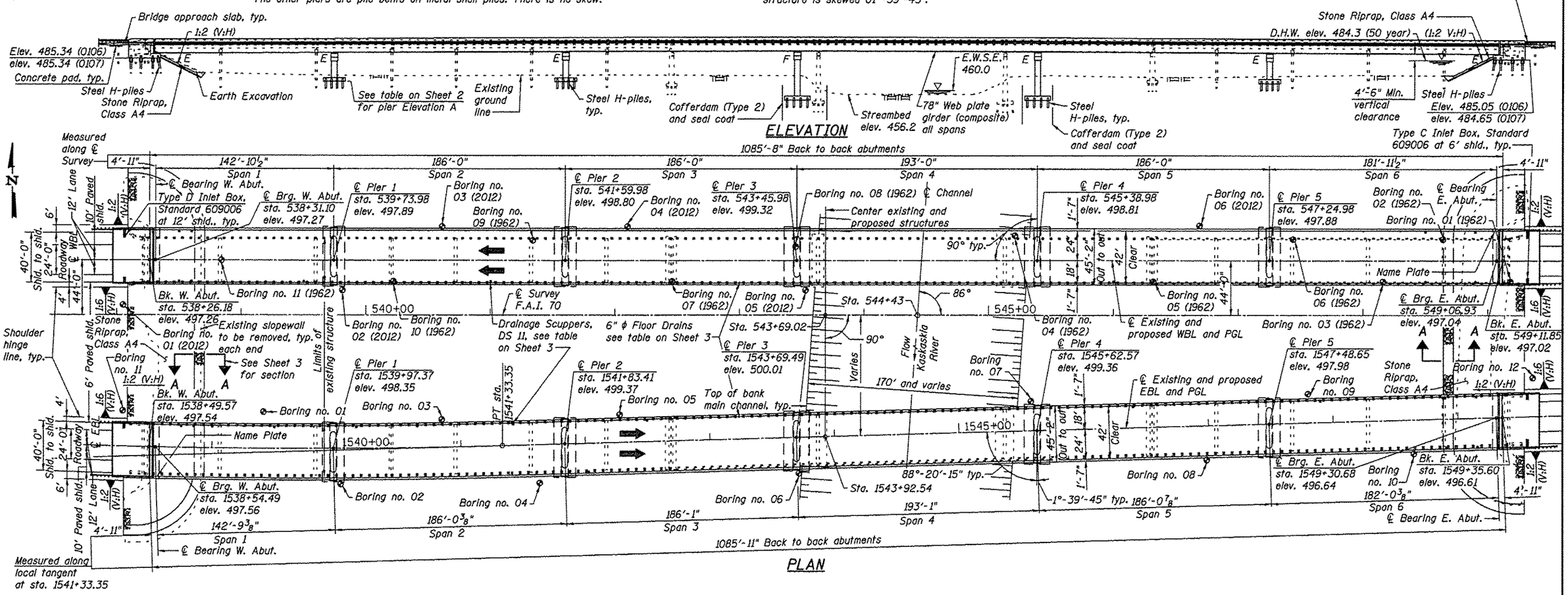
BENCHMARK: BM 601 -Chiseled square on top of southwest corner of northwest wingwall SN 026-0018 (WB), station 538+10, 20.3' LT of WBL, elev. 498.425 (NAVD 88)

EXISTING STRUCTURE: SN026-0018 (WB) was originally built in 1965 as F.A.I. Route 70, Section 26-3B-1(2). It was rehabilitated in 1988 to remove safety walks and to construct concrete parapets as part of Section [(26-3B)-1(2),-2(2)]I-2. The structure is 1097'-0" long back-to-back of abutments, and the deck is 36'-10" wide. The structure is 15 spans. The three main spans over the river are 64" web plate girders, and the other spans are rolled steel beams. The bridge has open abutments on metal shell piles and four solid shaft piers on timber piles. The other piers are pile bents on metal shell piles. There is no skew.

EXISTING STRUCTURE: SN026-0085 (EB) was originally built in 1974 as FAI Route 70, Section 115BR. The structure is 1097'-5 3/8" long back-to-back of abutments, and the deck is 42'-0" wide. The structure is 15 spans. The three main spans over the river are 64" web plate girders, and the other spans are rolled steel beams. The bridge has open abutments on concrete piles and four solid shaft piers on timber piles. The other piers are pile bents on metal shell piles. A horizontal curve is incorporated into the west end of the bridge. The structure is skewed 01°-39'-45".

Traffic shall be maintained utilizing temporary crossovers.

No salvage.



WATERWAY INFORMATION

Exist. Low Grade Elev. = 493.60 Ft. ℄ Sta. 556+00
Drainage Area = 1940 Sq. Mi. Prop. Low Grade Elev. = 493.60 Ft. ℄ Sta. 556+00

Flood	Freq. Yr.	Q CFS	Opening-Sq. Ft. Exist.	Opening-Sq. Ft. Prop.	Nat. HWE	Head-Ft. Exist.	Head-Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	28800	13140	13420	483.0	0.4	0.4	483.4	483.4
Design	50	43800	14460	14760	484.3	0.5	0.5	484.8	484.8
Base	100	50500	14860	15180	484.7	0.6	0.5	485.3	485.2
Overtop	-	-	-	-	-	-	-	-	-
Max. Calc.	500	68400	15780	16110	485.6	0.8	0.6	486.4	486.2

10 Year velocity through existing structures = 2.2 FPS
10 Year velocity through proposed structures = 2.1 FPS

SN 026-0106 DESIGN SCOUR ELEVATIONS (ft.)

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
Q100	485.3	465.0	465.1	440.2	440.2	462.2	485.0
Q500	485.3	461.0	461.1	440.2	440.2	458.2	485.0

SN 026-0107 DESIGN SCOUR ELEVATIONS (ft.)

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
Q100	485.3	464.6	465.8	440.2	440.2	464.0	484.6
Q500	485.3	460.6	461.8	440.2	440.2	460.0	484.6

℄ EBL CURVE DATA

PI sta. 1530+45.15
Δ= 22°-14'-33" (LT)
D= 1°-00'-32"
R= 5,678.71'
T= 1,116.30'
L= 2,204.50'
E= 108.68'
S.E.= 0.04'/'
S.E. transition = sta. 1540+93.35 to sta. 1542+60.23
PC sta. 1519+28.85
PT sta. 1541+33.35

APPROVED

For Structural Adequacy Only

Engineer of Bridges & Structures

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications 6th Edition

LOADING HL-93

Allow 50 psf for future wearing surface

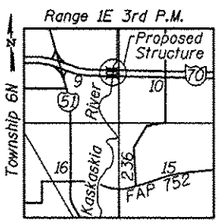
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (reinf.)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec (Sd1) = 0.229g
Design Spectral Acceleration at 0.2 sec (Sds) = 0.509g
Soil Site Class = D



This seal applies only to sheets 81-193

STATE OF ILLINOIS
ERIC L. HENKEL
No. 6159
LICENSED STRUCTURAL ENGINEER

EXPIRES 11-30-14

SIGNATURE

01-28-14
DATE

GENERAL PLAN & ELEVATION
I-70 OVER KASKASKIA RIVER
PUBLIC WATER
F.A.I. RTE. 70 SEC. (26-3B-1, 3B-1(3))BR
FAYETTE COUNTY
STA. 543+69.02 SN 026-0106 (WB)
STA. 1543+92.54 SN 026-0107 (EB)

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ESCA CONSULTANTS, INC.

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PLOT DATE = 1/27/2014	4:26:21 PM	CHECKED - ELH	08/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	81
		CONTRACT NO. 74175		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. dia., holes $^{15}/_{16}$ in. dia., unless otherwise noted.
2. Calculated weight of Structural Steel = 4,234,000 lbs. M270 Grade 50
   10,850 lbs. M270 grade 36
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Bearing seat surfaces shall be constructed or adjusted to the 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.
6. Concrete sealer shall be applied to the designated areas of the abutments.
7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
8. The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of the 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.
9. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
10. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
11. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except for cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
12. Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
13. Removal of SN 026-0018 (WB) will be paid for as Removal of Existing Structures No. 1, and removal of SN 026-0085 (EB) will be paid for as Removal of Existing Structures No. 2.
14. The camber and dead load deflection values shown on the plans were developed based on the deck pouring sequences shown on sheets 25 and 32 of 113. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to alter the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer.
15. The locations of some abutment piles may need to be adjusted in the field. Otherwise, conflicts may occur between the proposed back row of abutment piles and the battered piles in the front row of the existing abutments. The concrete caps at the existing abutments shall be removed and locations of existing piles verified prior to driving any proposed piles. If conflicts exist, the proposed pile locations shall be adjusted and reinforcement stirrups relocated as directed by the Engineer. The maximum pile spacing in the back row of the proposed abutments shall be 8'-9".
16. Diamond grinding shall not be performed on the bridge approach slab connector pavements.
17. If cantilever forming brackets are used on the exterior girders, the resulting force from the leg brace of the brackets shall be transmitted to the web within 6 inches of the bottom flange.

STRUCTURE INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	3600	3600
Filter Fabric	Sq. Yd.	-	3600	3600
Removal of Existing Structures No. 1	Each	-	-	1
Removal of Existing Structures No. 2	Each	-	-	1
Structure Excavation	Cu. Yd.	-	2390	2390
Cofferdam Excavation	Cu. Yd.	-	5370	5370
Cofferdam (Type 2) (Location-1)	Each	-	1	1
Cofferdam (Type 2) (Location-2)	Each	-	1	1
Cofferdam (Type 2) (Location-3)	Each	-	1	1
Cofferdam (Type 2) (Location-4)	Each	-	1	1
Floor Drains	Each	87	-	87
Concrete Structures	Cu. Yd.	-	3186.2	3186.2
Concrete Superstructure	Cu. Yd.	3516.1	-	3516.1
Bridge Deck Grooving	Sq. Yd.	10182	-	10182
Seal Coat Concrete	Cu. Yd.	-	659.1	659.1
Concrete Encasement	Cu. Yd.	-	32.8	32.8
Protective Coat	Sq. Yd.	12831	-	12831
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	35892	1800	37692
Reinforcement Bars, Epoxy Coated	Pound	901350	490120	1391470
Bar Splicers	Each	-	168	168
Mechanical Splicers	Each	-	1252	1252
Furnishing Steel Piles HP 14x73	Foot	-	5625	5625
Furnishing Steel Piles HP 14x89	Foot	-	25768	25768
Driving Piles	Foot	-	31393	31393
Name Plates	Each	2	-	2
Elastomeric Bearing Assembly, Type III	Each	18	-	18
Anchor Bolts, $^{3}/_{4}$"	Each	-	60	60
Anchor Bolts, 1"	Each	-	72	72
Anchor Bolts, $1^{1}/_{4}$"	Each	-	192	192
Concrete Sealer	Sq. Ft.	-	2891	2891
Geocomposite Wall Drain	Sq. Yd.	-	194	194
High Load Multi-Rotational Bearings, Guided Expansion, 250k	Each	6	-	6
High Load Multi-Rotational Bearings, Guided Expansion, 550k	Each	48	-	48
High Load Multi-Rotational Bearings, Fixed - 550k	Each	12	-	12
Granular Backfill for Structures	Cu. Yd.	-	515	515
Drainage Scuppers, DS-11	Each	27	-	27
Diamond Grinding (Bridge Section)	Sq. Yd.	9669	-	9669
Modular Expansion Joint, 9"	Foot	168	-	168
Pipe Underdrains for Structures 4"	Foot	-	300	300

PROPOSED PIER ELEVATIONS

	SN 026-0106		SN 026-0107	
Location	Ground Elev.	Elev. A	Ground Elev.	Elev. A
Pier 1	471.9	466.9	472.5	466.9
Pier 2	472.0	466.9	473.0	466.9
Pier 3	471.7	452.0	471.2	452.0
Pier 4	472.8	452.0	471.2	452.0
Pier 5	470.6	465.6	471.0	465.6

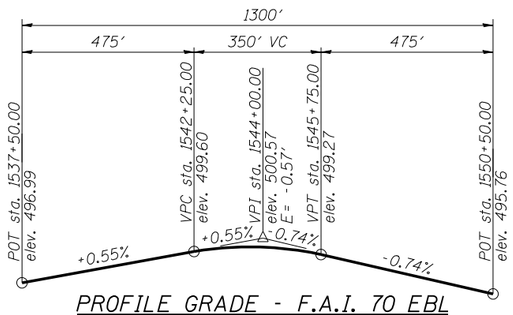
STATION 543+69.02
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RT. 70
SEC. (26-3B-1, 3B-1(3))BR
LOADING HL-93
STR. NO. 026-0106

WESTBOUND

STATION 1543+92.54
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RT. 70
SEC. (26-3B-1, 3B-1(3))BR
LOADING HL-93
STR. NO. 026-0107

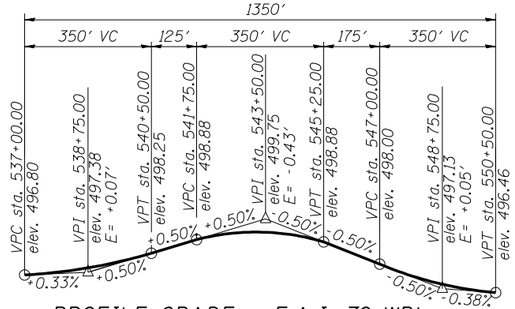
EASTBOUND

NAME PLATES
(See Hwy. Std. 515001)

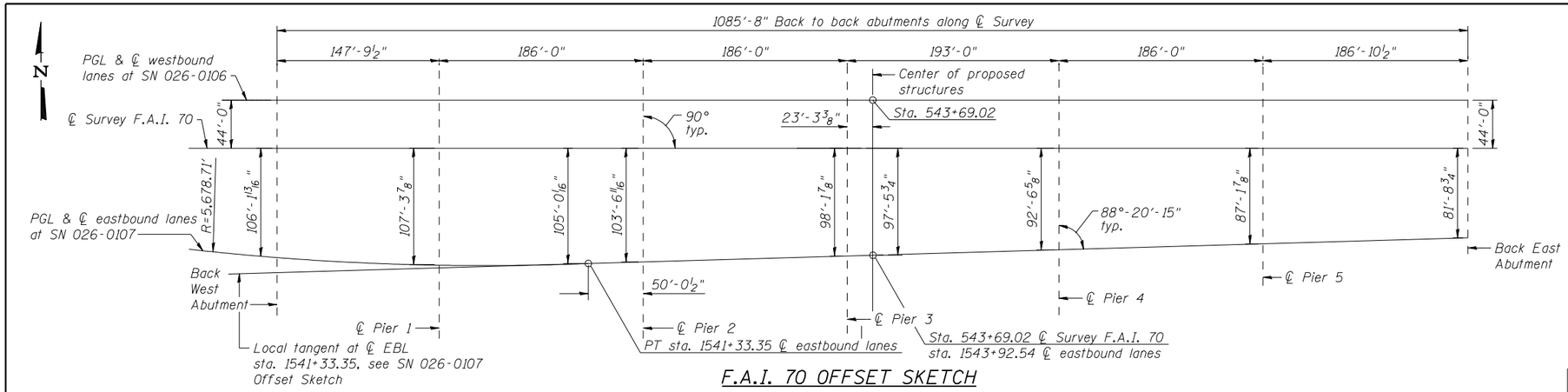


PROFILE GRADE - F.A.I. 70 EBL
(Along ℄ eastbound lanes)

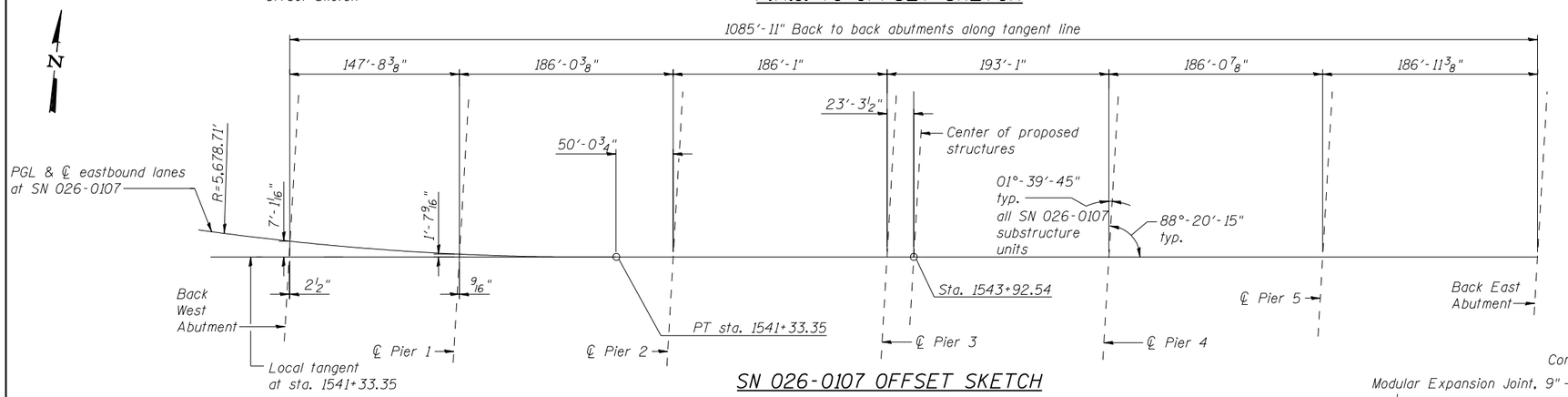
The profile grades depict the final elevations after grinding. Up to $^{1}/_{4}$" will be ground off the bridge decks and approach slabs.



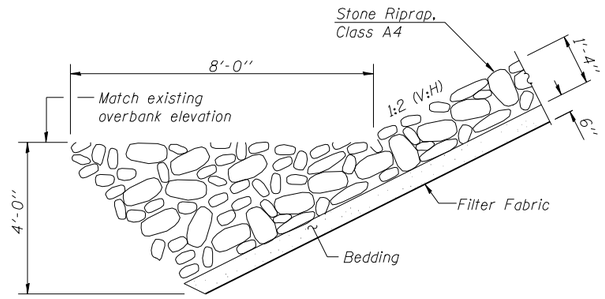
PROFILE GRADE - F.A.I. 70 WBL
(Along ℄ westbound lanes)



F.A.I. 70 OFFSET SKETCH



SN 026-0107 OFFSET SKETCH



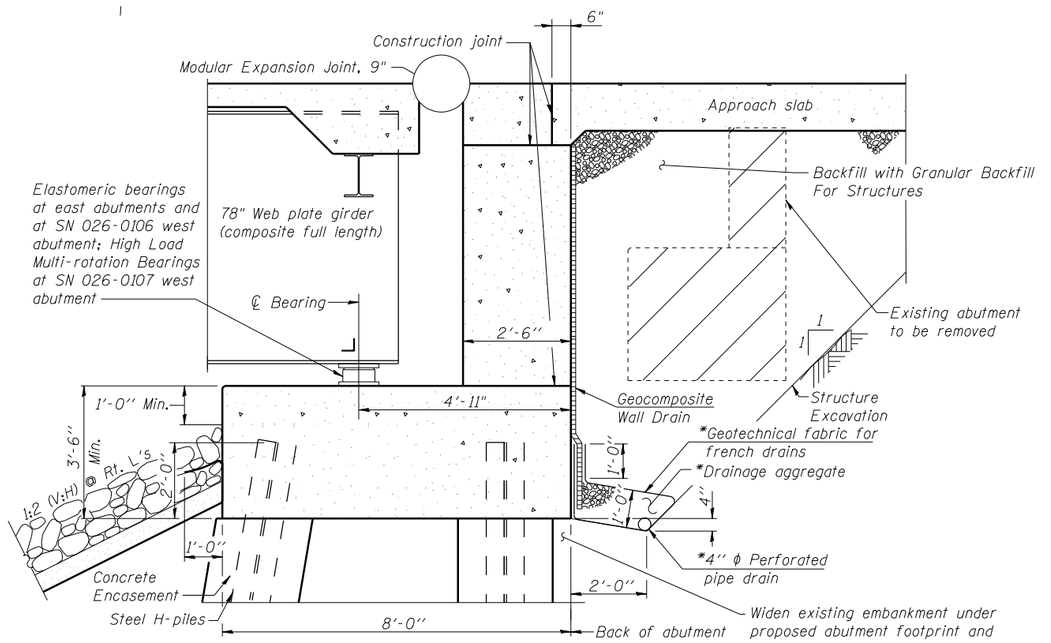
SECTION A-A

PROPOSED SCUPPER AND FLOOR DRAIN LOCATIONS
(Looking upstation)

SN 026-0106		SN 026-0107	
Scupper DS-11	6" Floor Drain	Scupper DS-11	6" Floor Drain
Sta. 538+50, LT & RT	Sta. 538+85, LT & RT	Sta. 1538+75, LT	Sta. 1539+25, LT
Sta. 538+60, LT & RT	Sta. 539+15, LT & RT	Sta. 1538+85, LT	Sta. 1540+80, LT
Sta. 539+50, RT	Sta. 540+50, LT & RT	Sta. 1539+00, LT	Sta. 1541+05, LT
Sta. 541+00, RT	Sta. 540+80, LT & RT	Sta. 1539+50, LT	Sta. 1542+29, LT & RT
Sta. 546+00, RT	Sta. 542+20, LT & RT	Sta. 1540+16, LT	Sta. 1542+54, RT
Sta. 547+50, RT	Sta. 542+40, LT & RT	Sta. 1540+65, LT	Sta. 1542+79, LT & RT
Sta. 548+50, LT & RT	Sta. 542+55, LT & RT	Sta. 1541+40, LT	Sta. 1542+94, LT & RT
Sta. 548+90, LT & RT	Sta. 542+70, LT & RT	Sta. 1542+02, RT	Sta. 1543+09, LT & RT
	Sta. 542+85, LT & RT	Sta. 1542+50, LT	Sta. 1543+24, LT & RT
	Sta. 543+00, LT & RT	Sta. 1546+40, LT	Sta. 1543+39, LT & RT
	Sta. 543+15, LT & RT	Sta. 1547+90, LT	Sta. 1543+54, LT & RT
	Sta. 543+30, LT & RT	Sta. 1548+90, LT & RT	Sta. 1543+85, LT & RT
	Sta. 543+60, LT & RT	Sta. 1549+15, LT & RT	Sta. 1544+00, LT & RT
	Sta. 543+75, LT & RT		Sta. 1544+15, LT & RT
	Sta. 543+90, LT & RT		Sta. 1544+30, LT & RT
	Sta. 544+05, LT & RT		Sta. 1544+45, LT & RT
	Sta. 544+20, LT & RT		Sta. 1544+60, LT & RT
	Sta. 544+35, LT & RT		Sta. 1544+80, LT & RT
	Sta. 544+50, LT & RT		Sta. 1546+40, RT
	Sta. 544+65, LT & RT		Sta. 1546+70, LT & RT
	Sta. 546+15, LT & RT		Sta. 1548+25, LT & RT
	Sta. 546+45, LT & RT		Sta. 1548+55, LT & RT
	Sta. 548+00, LT & RT		
	Sta. 548+30, LT & RT		

*Included in the cost of Pipe Underdrains for Structures, see Special Provisions

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall until intersecting the side slope. The pipe shall drain into a concrete headwall. (see Article 601.05 of the Standard Specifications and Highway Standard 601101).



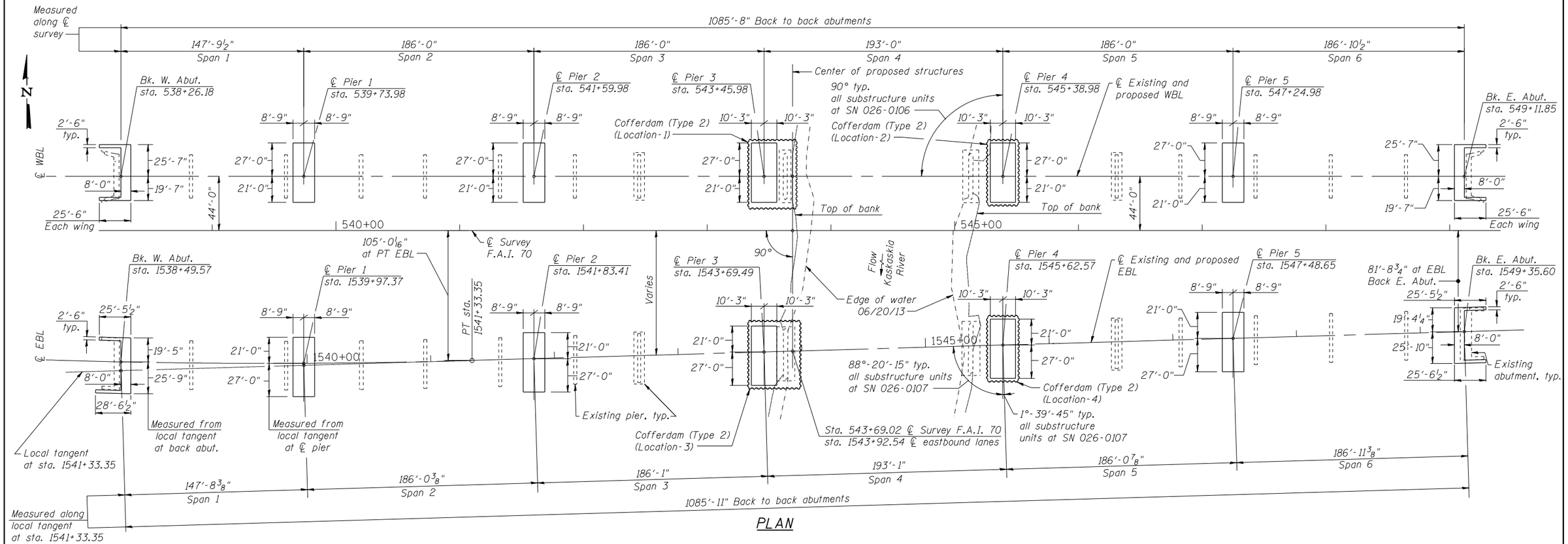
SECTION THRU PILE SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

USER NAME = has	DESIGNED - ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09	CHECKED - RDP	08/13	REVISED -	
	DRAWN - DWH	08/13	REVISED -	
PLOT DATE = 1/28/2014 11:03:14 AM	CHECKED - ELH	01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NOS. 026-0106 & 026-0107
SHEET NO. 3 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	83
		CONTRACT NO. 74175		
		ILLINOIS FED. AID PROJECT		



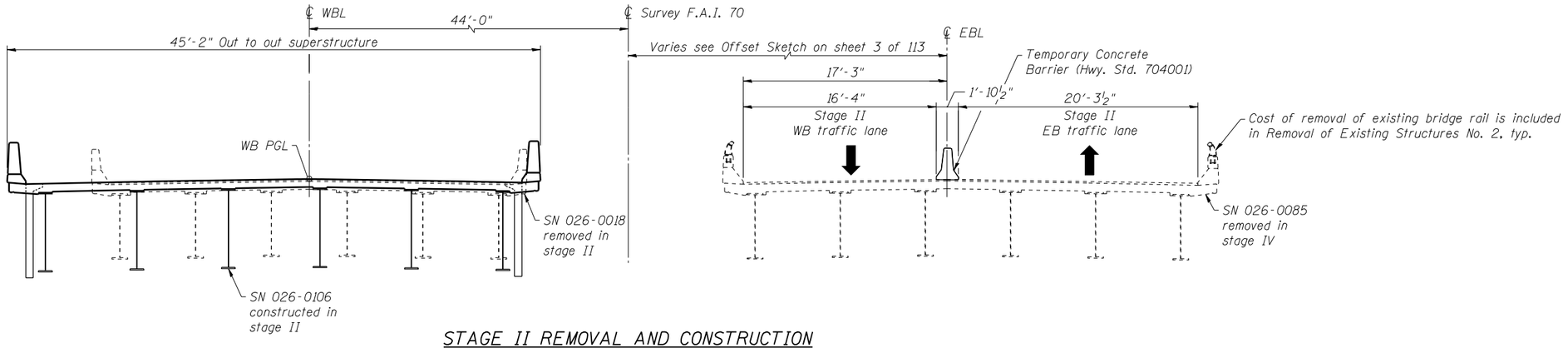
PLAN

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - ELH	08/13	REVISED -	
	ESCA PROJECT NO. 1070.09	CHECKED - RDP	08/13	REVISED -	
		DRAWN - DWH	08/13	REVISED -	
	PLOT DATE = 1/28/2014 11:04:44 AM	CHECKED - ELH	10/13	REVISED -	

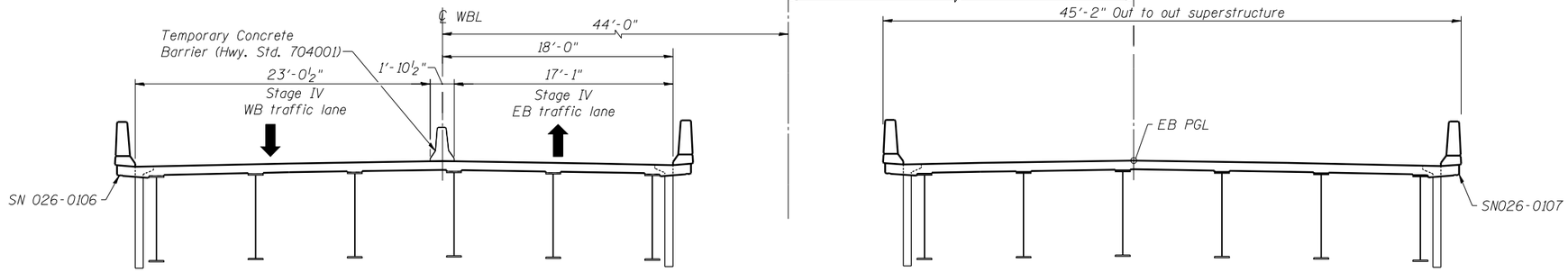
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT
STRUCTURE NOS. 026-0106 & 026-0107
SHEET NO. 4 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	84
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



STAGE II REMOVAL AND CONSTRUCTION



STAGE IV REMOVAL AND CONSTRUCTION

STAGE CONSTRUCTION NOTES

1. All sections are looking east.
2. Stage sections are shown through normal crown locations. The dimensions are the same for the superelevated portion of SN 026-0107.
3. See roadway plans for limits and quantities of Temporary Concrete Barrier.

ESCA CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS

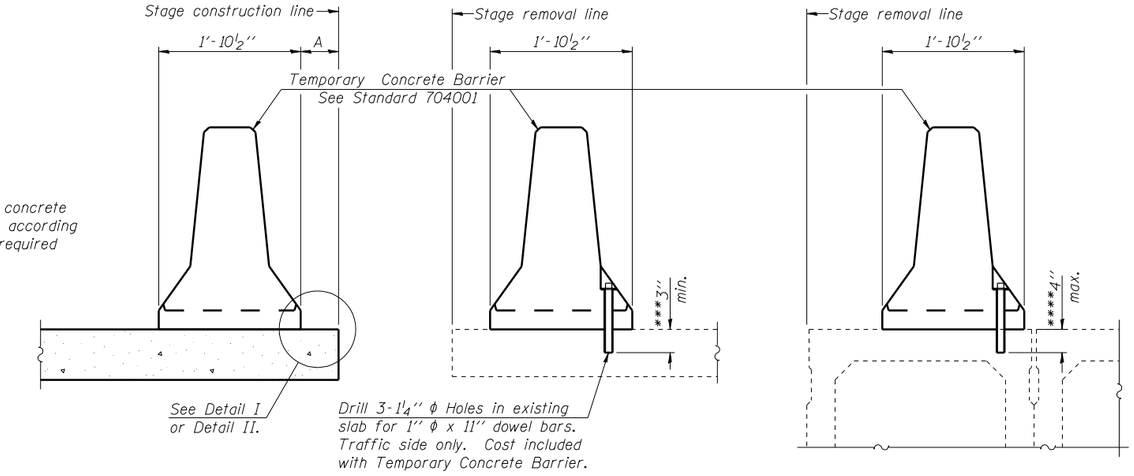
USER NAME = has	DESIGNED - ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09	CHECKED - RDP	08/13	REVISED -	
	DRAWN - DWH	08/13	REVISED -	
PLOT DATE = 1/28/2014 11:06:28 AM	CHECKED - ELH	01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NOS. 026-0106 & 026-0107
SHEET NO. 5 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	85
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" 'x "W" steel PL to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

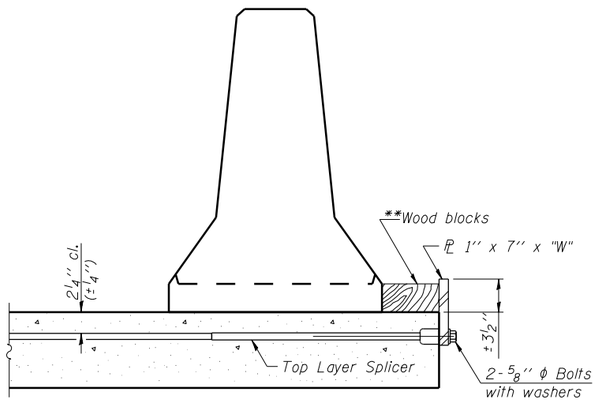
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

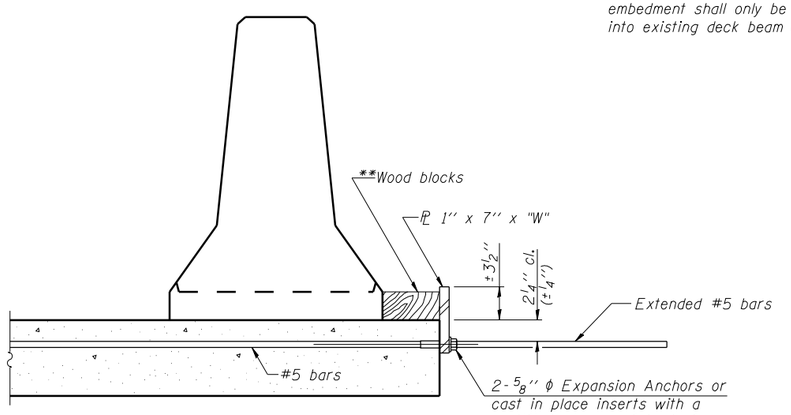
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



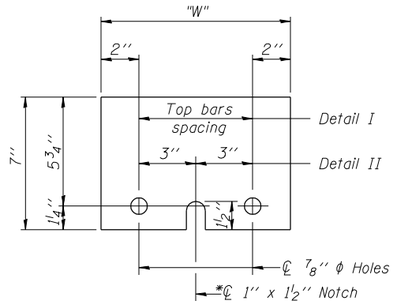
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10

USER NAME = has	DESIGNED - ELH	01/14	REVISED -		
ESCA PROJECT NO. 1070.09	CHECKED - RDP	01/14	REVISED -		
	DRAWN - HAS	01/14	REVISED -		
PLOT DATE = 1/28/2014 11:09:38 AM	CHECKED - ELH	01/14	REVISED -		

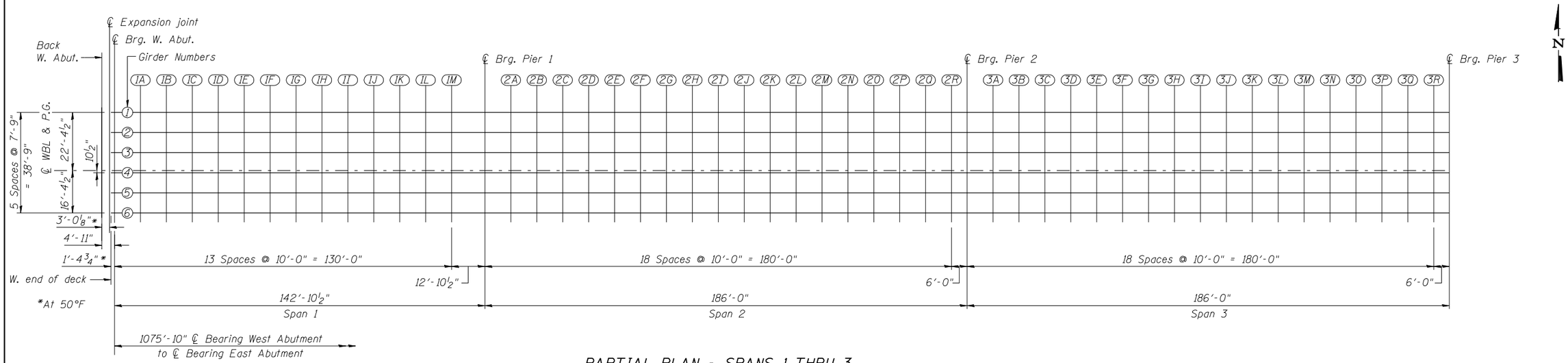
ESCA CONSULTANTS, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

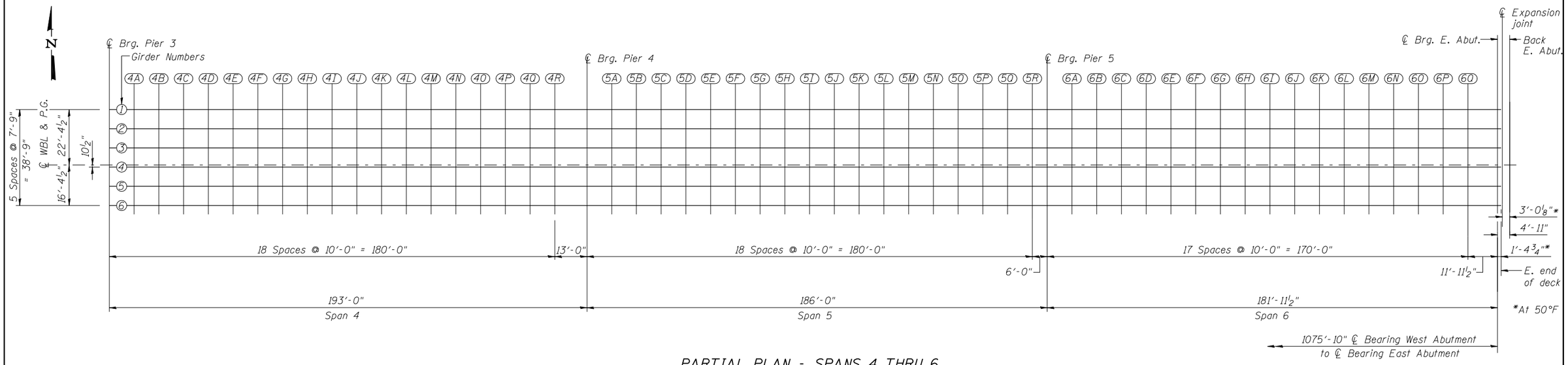
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NOS. 026-0106 & 026-0107

SHEET NO. 5A OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	85A
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN - SPANS 1 THRU 3



PARTIAL PLAN - SPANS 4 THRU 6

ESCA CONSULTANTS, INC.

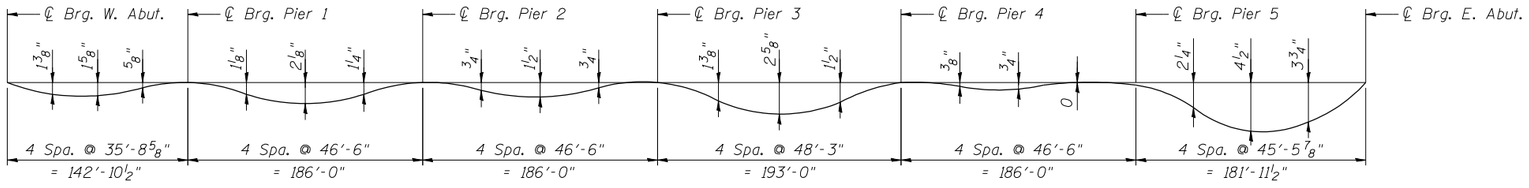
USER NAME = has		DESIGNED - ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09		CHECKED - RDP	08/13	REVISED -	
		DRAWN - DWH/HAS	08/13	REVISED -	
PLOT DATE = 1/28/2014	11:10:05 AM	CHECKED - ELH	01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – WB
STRUCTURE NO. 026-0106

SHEET NO. 6 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	86
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

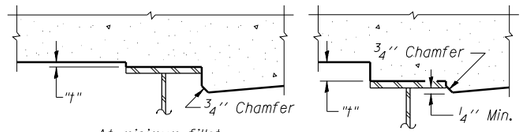


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on this sheet and on sheets 8 thru 12 of 113.

The deflections are based on the required deck pouring sequence shown on sheet 25 of 113.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet 6 of 113. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheets 8 thru 12 of 113, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flanges of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet and on sheets 8 thru 12 of 113. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	-22.38	496.85	496.87
℄ Expansion jt.	538+29.19	-22.38	496.86	496.88
W. end of deck	538+29.70	-22.38	496.86	496.88
℄ Brg. W. Abut.	538+31.10	-22.38	496.87	496.89
1A	538+41.10	-22.38	496.91	496.97
1B	538+51.10	-22.38	496.95	497.04
1C	538+61.10	-22.38	496.99	497.11
1D	538+71.10	-22.38	497.03	497.17
1E	538+81.10	-22.38	497.07	497.23
1F	538+91.10	-22.38	497.11	497.27
1G	539+01.10	-22.38	497.16	497.31
1H	539+11.10	-22.38	497.20	497.34
1I	539+21.10	-22.38	497.24	497.36
1J	539+31.10	-22.38	497.29	497.38
1K	539+41.10	-22.38	497.33	497.40
1L	539+51.10	-22.38	497.38	497.42
1M	539+61.10	-22.38	497.42	497.45
℄ Brg. Pier 1	539+73.98	-22.38	497.48	497.50
2A	539+83.98	-22.38	497.53	497.55
2B	539+93.98	-22.38	497.57	497.62
2C	540+03.98	-22.38	497.62	497.69
2D	540+13.98	-22.38	497.67	497.76
2E	540+23.98	-22.38	497.72	497.84
2F	540+33.98	-22.38	497.77	497.91
2G	540+43.98	-22.38	497.82	497.99
2H	540+53.98	-22.38	497.87	498.06
2I	540+63.98	-22.38	497.92	498.12
2J	540+73.98	-22.38	497.97	498.17
2K	540+83.98	-22.38	498.02	498.21
2L	540+93.98	-22.38	498.07	498.24
2M	541+03.98	-22.38	498.12	498.27
2N	541+13.98	-22.38	498.17	498.29
2O	541+23.98	-22.38	498.22	498.31
2P	541+33.98	-22.38	498.27	498.33
2Q	541+43.98	-22.38	498.32	498.36
2R	541+53.98	-22.38	498.37	498.40
℄ Brg. Pier 2	541+59.98	-22.38	498.40	498.42
3A	541+69.98	-22.38	498.45	498.47
3B	541+79.98	-22.38	498.50	498.53
3C	541+89.98	-22.38	498.55	498.59
3D	541+99.98	-22.38	498.59	498.66
3E	542+09.98	-22.38	498.63	498.72
3F	542+19.98	-22.38	498.67	498.78
3G	542+29.98	-22.38	498.71	498.84
3H	542+39.98	-22.38	498.74	498.88
3I	542+49.98	-22.38	498.77	498.91
3J	542+59.98	-22.38	498.80	498.94
3K	542+69.98	-22.38	498.82	498.96
3L	542+79.98	-22.38	498.84	498.96
3M	542+89.98	-22.38	498.86	498.96
3N	542+99.98	-22.38	498.88	498.95
3O	543+09.98	-22.38	498.89	498.94
3P	543+19.98	-22.38	498.90	498.93
3Q	543+29.98	-22.38	498.91	498.93
3R	543+39.98	-22.38	498.91	498.93

GIRDER 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	-22.38	498.91	498.93
4A	543+55.98	-22.38	498.91	498.94
4B	543+65.98	-22.38	498.91	498.96
4C	543+75.98	-22.38	498.90	498.98
4D	543+85.98	-22.38	498.89	499.00
4E	543+95.98	-22.38	498.88	499.02
4F	544+05.98	-22.38	498.87	499.04
4G	544+15.98	-22.38	498.85	499.05
4H	544+25.98	-22.38	498.83	499.05
4I	544+35.98	-22.38	498.81	499.04
4J	544+45.98	-22.38	498.78	499.01
4K	544+55.98	-22.38	498.75	498.98
4L	544+65.98	-22.38	498.72	498.93
4M	544+75.98	-22.38	498.68	498.88
4N	544+85.98	-22.38	498.65	498.81
4O	544+95.98	-22.38	498.61	498.74
4P	545+05.98	-22.38	498.56	498.66
4Q	545+15.98	-22.38	498.52	498.59
4R	545+25.98	-22.38	498.47	498.51
℄ Brg. Pier 4	545+38.98	-22.38	498.40	498.42
5A	545+48.98	-22.38	498.35	498.37
5B	545+58.98	-22.38	498.30	498.32
5C	545+68.98	-22.38	498.25	498.28
5D	545+78.98	-22.38	498.20	498.25
5E	545+88.98	-22.38	498.15	498.22
5F	545+98.98	-22.38	498.10	498.18
5G	546+08.98	-22.38	498.05	498.14
5H	546+18.98	-22.38	498.00	498.09
5I	546+28.98	-22.38	497.95	498.04
5J	546+38.98	-22.38	497.90	497.98
5K	546+48.98	-22.38	497.85	497.92
5L	546+58.98	-22.38	497.80	497.86
5M	546+68.98	-22.38	497.75	497.79
5N	546+78.98	-22.38	497.70	497.72
5O	546+88.98	-22.38	497.65	497.66
5P	546+98.98	-22.38	497.60	497.60
5Q	547+08.98	-22.38	497.55	497.55
5R	547+18.98	-22.38	497.50	497.51
℄ Brg. Pier 5	547+24.98	-22.38	497.48	497.50
6A	547+34.98	-22.38	497.43	497.47
6B	547+44.98	-22.38	497.38	497.46
6C	547+54.98	-22.38	497.33	497.46
6D	547+64.98	-22.38	497.28	497.46
6E	547+74.98	-22.38	497.23	497.47
6F	547+84.98	-22.38	497.19	497.47
6G	547+94.98	-22.38	497.14	497.47
6H	548+04.98	-22.38	497.09	497.46
6I	548+14.98	-22.38	497.05	497.44
6J	548+24.98	-22.38	497.00	497.41
6K	548+34.98	-22.38	496.96	497.36
6L	548+44.98	-22.38	496.91	497.30
6M	548+54.98	-22.38	496.87	497.22
6N	548+64.98	-22.38	496.82	497.13
6O	548+74.98	-22.38	496.78	497.03
6P	548+84.98	-22.38	496.73	496.92
6Q	548+94.98	-22.38	496.69	496.80
℄ Brg. E. Abut.	549+06.94	-22.38	496.64	496.66
E. end of deck	549+08.33	-22.38	496.63	496.65
℄ Expansion jt.	549+08.84	-22.38	496.63	496.65
Back E. Abut.	549+11.85	-22.38	496.62	496.64

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	-14.63	497.01	497.03
℄ Expansion jt.	538+29.19	-14.63	497.02	497.04
W. end of deck	538+29.70	-14.63	497.02	497.05
℄ Brg. W. Abut.	538+31.10	-14.63	497.03	497.05
1A	538+41.10	-14.63	497.07	497.13
1B	538+51.10	-14.63	497.11	497.20
1C	538+61.10	-14.63	497.15	497.27
1D	538+71.10	-14.63	497.19	497.33
1E	538+81.10	-14.63	497.23	497.39
1F	538+91.10	-14.63	497.27	497.43
1G	539+01.10	-14.63	497.32	497.47
1H	539+11.10	-14.63	497.36	497.50
1I	539+21.10	-14.63	497.40	497.52
1J	539+31.10	-14.63	497.45	497.54
1K	539+41.10	-14.63	497.49	497.56
1L	539+51.10	-14.63	497.54	497.58
1M	539+61.10	-14.63	497.58	497.61
℄ Brg. Pier 1	539+73.98	-14.63	497.64	497.66
2A	539+83.98	-14.63	497.69	497.72
2B	539+93.98	-14.63	497.74	497.78
2C	540+03.98	-14.63	497.78	497.85
2D	540+13.98	-14.63	497.83	497.92
2E	540+23.98	-14.63	497.88	498.00
2F	540+33.98	-14.63	497.93	498.08
2G	540+43.98	-14.63	497.98	498.15
2H	540+53.98	-14.63	498.03	498.22
2I	540+63.98	-14.63	498.08	498.28
2J	540+73.98	-14.63	498.13	498.33
2K	540+83.98	-14.63	498.18	498.37
2L	540+93.98	-14.63	498.23	498.40
2M	541+03.98	-14.63	498.28	498.43
2N	541+13.98	-14.63	498.33	498.45
2O	541+23.98	-14.63	498.38	498.47
2P	541+33.98	-14.63	498.43	498.49
2Q	541+43.98	-14.63	498.48	498.52
2R	541+53.98	-14.63	498.53	498.56
℄ Brg. Pier 2	541+59.98	-14.63	498.56	498.58
3A	541+69.98	-14.63	498.61	498.63
3B	541+79.98	-14.63	498.66	498.69
3C	541+89.98	-14.63	498.71	498.76
3D	541+99.98	-14.63	498.75	498.82
3E	542+09.98	-14.63	498.79	498.88
3F	542+19.98	-14.63	498.83	498.94
3G	542+29.98	-14.63	498.87	499.00
3H	542+39.98	-14.63	498.90	499.04
3I	542+49.98	-14.63	498.93	499.08
3J	542+59.98	-14.63	498.96	499.10
3K	542+69.98	-14.63	498.98	499.12
3L	542+79.98	-14.63	499.00	499.12
3M	542+89.98	-14.63	499.02	499.12
3N	542+99.98	-14.63	499.04	499.11
3O	543+09.98	-14.63	499.05	499.11
3P	543+19.98	-14.63	499.06	499.10
3Q	543+29.98	-14.63	499.07	499.09
3R	543+39.98	-14.63	499.07	499.09

GIRDER 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	-14.63	499.07	499.09
4A	543+55.98	-14.63	499.07	499.10
4B	543+65.98	-14.63	499.07	499.12
4C	543+75.98	-14.63	499.06	499.14
4D	543+85.98	-14.63	499.05	499.16
4E	543+95.98	-14.63	499.04	499.18
4F	544+05.98	-14.63	499.03	499.20
4G	544+15.98	-14.63	499.01	499.21
4H	544+25.98	-14.63	498.99	499.21
4I	544+35.98	-14.63	498.97	499.20
4J	544+45.98	-14.63	498.94	499.18
4K	544+55.98	-14.63	498.91	499.14
4L	544+65.98	-14.63	498.88	499.09
4M	544+75.98	-14.63	498.85	499.04
4N	544+85.98	-14.63	498.81	498.97
4O	544+95.98	-14.63	498.77	498.90
4P	545+05.98	-14.63	498.73	498.82
4Q	545+15.98	-14.63	498.68	498.75
4R	545+25.98	-14.63	498.63	498.67
℄ Brg. Pier 4	545+38.98	-14.63	498.57	498.59
5A	545+48.98	-14.63	498.52	498.53
5B	545+58.98	-14.63	498.47	498.49
5C	545+68.98	-14.63	498.42	498.45
5D	545+78.98	-14.63	498.37	498.41
5E	545+88.98	-14.63	498.32	498.38
5F	545+98.98	-14.63	498.27	498.34
5G	546+08.98	-14.63	498.22	498.30
5H	546+18.98	-14.63	498.17	498.25
5I	546+28.98	-14.63	498.12	498.20
5J	546+38.98	-14.63	498.07	498.15
5K	546+48.98	-14.63	498.02	498.08
5L	546+58.98	-14.63	497.97	498.02
5M	546+68.98	-14.63	497.92	497.95
5N	546+78.98	-14.63	497.87	497.88
5O	546+88.98	-14.63	497.82	497.82
5P	546+98.98	-14.63	497.77	497.76
5Q	547+08.98	-14.63	497.72	497.71
5R	547+18.98	-14.63	497.67	497.68
℄ Brg. Pier 5	547+24.98	-14.63	497.64	497.66
6A	547+34.98	-14.63	497.59	497.64
6B	547+44.98	-14.63	497.54	497.63
6C	547+54.98	-14.63	497.49	497.62
6D	547+64.98	-14.63	497.44	497.62
6E	547+74.98	-14.63	497.40	497.63
6F	547+84.98	-14.63	497.35	497.63
6G	547+94.98	-14.63	497.30	497.63
6H	548+04.98	-14.63	497.25	497.62
6I	548+14.98	-14.63	497.21	497.60
6J	548+24.98	-14.63	497.16	497.57
6K	548+34.98	-14.63	497.12	497.52
6L	548+44.98	-14.63	497.07	497.46
6M	548+54.98	-14.63	497.03	497.38
6N	548+64.98	-14.63	496.98	497.29
6O	548+74.98	-14.63	496.94	497.19
6P	548+84.98	-14.63	496.89	497.08
6Q	548+94.98	-14.63	496.85	496.97
℄ Brg. E. Abut.	549+06.94	-14.63	496.80	496.82
E. end of deck	549+08.33	-14.63	496.79	496.81
℄ Expansion jt.	549+08.84	-14.63	496.79	496.81
Back E. Abut.	549+11.85	-14.63	496.78	496.80

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	-6.88	497.15	497.17
℄ Expansion Jt.	538+29.19	-6.88	497.16	497.18
W. end of deck	538+29.70	-6.88	497.16	497.18
℄ Brg. W. Abut.	538+31.10	-6.88	497.16	497.19
1A	538+41.10	-6.88	497.20	497.26
1B	538+51.10	-6.88	497.24	497.34
1C	538+61.10	-6.88	497.28	497.41
1D	538+71.10	-6.88	497.33	497.47
1E	538+81.10	-6.88	497.37	497.52
1F	538+91.10	-6.88	497.41	497.57
1G	539+01.10	-6.88	497.45	497.61
1H	539+11.10	-6.88	497.49	497.64
1I	539+21.10	-6.88	497.54	497.66
1J	539+31.10	-6.88	497.58	497.68
1K	539+41.10	-6.88	497.63	497.69
1L	539+51.10	-6.88	497.67	497.72
1M	539+61.10	-6.88	497.72	497.75
℄ Brg. Pier 1	539+73.98	-6.88	497.78	497.80
2A	539+83.98	-6.88	497.82	497.85
2B	539+93.98	-6.88	497.87	497.91
2C	540+03.98	-6.88	497.92	497.98
2D	540+13.98	-6.88	497.97	498.06
2E	540+23.98	-6.88	498.01	498.13
2F	540+33.98	-6.88	498.06	498.21
2G	540+43.98	-6.88	498.11	498.28
2H	540+53.98	-6.88	498.16	498.35
2I	540+63.98	-6.88	498.21	498.41
2J	540+73.98	-6.88	498.26	498.46
2K	540+83.98	-6.88	498.31	498.50
2L	540+93.98	-6.88	498.36	498.54
2M	541+03.98	-6.88	498.41	498.56
2N	541+13.98	-6.88	498.46	498.59
2O	541+23.98	-6.88	498.51	498.61
2P	541+33.98	-6.88	498.56	498.63
2Q	541+43.98	-6.88	498.61	498.66
2R	541+53.98	-6.88	498.66	498.70
℄ Brg. Pier 2	541+59.98	-6.88	498.69	498.72
3A	541+69.98	-6.88	498.74	498.77
3B	541+79.98	-6.88	498.79	498.83
3C	541+89.98	-6.88	498.84	498.89
3D	541+99.98	-6.88	498.89	498.96
3E	542+09.98	-6.88	498.93	499.02
3F	542+19.98	-6.88	498.97	499.08
3G	542+29.98	-6.88	499.00	499.13
3H	542+39.98	-6.88	499.03	499.18
3I	542+49.98	-6.88	499.06	499.21
3J	542+59.98	-6.88	499.09	499.24
3K	542+69.98	-6.88	499.12	499.25
3L	542+79.98	-6.88	499.14	499.26
3M	542+89.98	-6.88	499.16	499.26
3N	542+99.98	-6.88	499.17	499.25
3O	543+09.98	-6.88	499.18	499.24
3P	543+19.98	-6.88	499.19	499.23
3Q	543+29.98	-6.88	499.20	499.23
3R	543+39.98	-6.88	499.21	499.23

GIRDER 3 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	-6.88	499.21	499.23
4A	543+55.98	-6.88	499.21	499.24
4B	543+65.98	-6.88	499.20	499.25
4C	543+75.98	-6.88	499.20	499.28
4D	543+85.98	-6.88	499.19	499.30
4E	543+95.98	-6.88	499.18	499.32
4F	544+05.98	-6.88	499.16	499.34
4G	544+15.98	-6.88	499.15	499.34
4H	544+25.98	-6.88	499.13	499.34
4I	544+35.98	-6.88	499.10	499.33
4J	544+45.98	-6.88	499.08	499.31
4K	544+55.98	-6.88	499.05	499.28
4L	544+65.98	-6.88	499.02	499.23
4M	544+75.98	-6.88	498.98	499.17
4N	544+85.98	-6.88	498.94	499.11
4O	544+95.98	-6.88	498.90	499.03
4P	545+05.98	-6.88	498.86	498.96
4Q	545+15.98	-6.88	498.81	498.88
4R	545+25.98	-6.88	498.77	498.81
℄ Brg. Pier 4	545+38.98	-6.88	498.70	498.72
5A	545+48.98	-6.88	498.65	498.67
5B	545+58.98	-6.88	498.60	498.62
5C	545+68.98	-6.88	498.55	498.58
5D	545+78.98	-6.88	498.50	498.55
5E	545+88.98	-6.88	498.45	498.51
5F	545+98.98	-6.88	498.40	498.48
5G	546+08.98	-6.88	498.35	498.44
5H	546+18.98	-6.88	498.30	498.39
5I	546+28.98	-6.88	498.25	498.34
5J	546+38.98	-6.88	498.20	498.28
5K	546+48.98	-6.88	498.15	498.22
5L	546+58.98	-6.88	498.10	498.15
5M	546+68.98	-6.88	498.05	498.08
5N	546+78.98	-6.88	498.00	498.02
5O	546+88.98	-6.88	497.95	497.96
5P	546+98.98	-6.88	497.90	497.90
5Q	547+08.98	-6.88	497.85	497.85
5R	547+18.98	-6.88	497.80	497.81
℄ Brg. Pier 5	547+24.98	-6.88	497.77	497.79
6A	547+34.98	-6.88	497.72	497.77
6B	547+44.98	-6.88	497.67	497.76
6C	547+54.98	-6.88	497.63	497.76
6D	547+64.98	-6.88	497.58	497.76
6E	547+74.98	-6.88	497.53	497.76
6F	547+84.98	-6.88	497.48	497.77
6G	547+94.98	-6.88	497.44	497.77
6H	548+04.98	-6.88	497.39	497.76
6I	548+14.98	-6.88	497.34	497.74
6J	548+24.98	-6.88	497.30	497.70
6K	548+34.98	-6.88	497.25	497.66
6L	548+44.98	-6.88	497.21	497.59
6M	548+54.98	-6.88	497.16	497.52
6N	548+64.98	-6.88	497.12	497.43
6O	548+74.98	-6.88	497.07	497.33
6P	548+84.98	-6.88	497.03	497.22
6Q	548+94.98	-6.88	496.99	497.10
℄ Brg. E. Abut.	549+06.94	-6.88	496.93	496.95
E. end of deck	549+08.33	-6.88	496.93	496.95
℄ Expansion jt.	549+08.84	-6.88	496.93	496.95
Back E. Abut.	549+11.85	-6.88	496.91	496.93

℄ WBL & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	0.00	497.26	497.27
℄ Expansion jt.	538+29.19	0.00	497.26	497.29
W. end of deck	538+29.70	0.00	497.27	497.29
℄ Brg. W. Abut.	538+31.10	0.00	497.27	497.29
1A	538+41.10	0.00	497.31	497.37
1B	538+51.10	0.00	497.35	497.44
1C	538+61.10	0.00	497.39	497.51
1D	538+71.10	0.00	497.43	497.58
1E	538+81.10	0.00	497.47	497.63
1F	538+91.10	0.00	497.52	497.68
1G	539+01.10	0.00	497.56	497.71
1H	539+11.10	0.00	497.60	497.74
1I	539+21.10	0.00	497.65	497.77
1J	539+31.10	0.00	497.69	497.78
1K	539+41.10	0.00	497.73	497.80
1L	539+51.10	0.00	497.78	497.82
1M	539+61.10	0.00	497.82	497.85
℄ Brg. Pier 1	539+73.98	0.00	497.89	497.90
2A	539+83.98	0.00	497.93	497.96
2B	539+93.98	0.00	497.98	498.02
2C	540+03.98	0.00	498.03	498.09
2D	540+13.98	0.00	498.07	498.16
2E	540+23.98	0.00	498.12	498.24
2F	540+33.98	0.00	498.17	498.32
2G	540+43.98	0.00	498.22	498.39
2H	540+53.98	0.00	498.27	498.46
2I	540+63.98	0.00	498.32	498.52
2J	540+73.98	0.00	498.37	498.57
2K	540+83.98	0.00	498.42	498.61
2L	540+93.98	0.00	498.47	498.65
2M	541+03.98	0.00	498.52	498.67
2N	541+13.98	0.00	498.57	498.69
2O	541+23.98	0.00	498.62	498.71
2P	541+33.98	0.00	498.67	498.74
2Q	541+43.98	0.00	498.72	498.76
2R	541+53.98	0.00	498.77	498.80
℄ Brg. Pier 2	541+59.98	0.00	498.80	498.82
3A	541+69.98	0.00	498.85	498.87
3B	541+79.98	0.00	498.90	498.93
3C	541+89.98	0.00	498.95	499.00
3D	541+99.98	0.00	498.99	499.06
3E	542+09.98	0.00	499.03	499.13
3F	542+19.98	0.00	499.07	499.19
3G	542+29.98	0.00	499.11	499.24
3H	542+39.98	0.00	499.14	499.28
3I	542+49.98	0.00	499.17	499.32
3J	542+59.98	0.00	499.20	499.34
3K	542+69.98	0.00	499.22	499.36
3L	542+79.98	0.00	499.24	499.36
3M	542+89.98	0.00	499.26	499.36
3N	542+99.98	0.00	499.28	499.36
3O	543+09.98	0.00	499.29	499.35
3P	543+19.98	0.00	499.30	499.34
3Q	543+29.98	0.00	499.31	499.33
3R	543+39.98	0.00	499.31	499.33

℄ WBL & PROFILE GRADE (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	0.00	499.32	499.34
4A	543+55.98	0.00	499.31	499.35
4B	543+65.98	0.00	499.31	499.36
4C	543+75.98	0.00	499.31	499.38
4D	543+85.98	0.00	499.30	499.41
4E	543+95.98	0.00	499.28	499.43
4F	544+05.98	0.00	499.27	499.44
4G	544+15.98	0.00	499.25	499.45
4H	544+25.98	0.00	499.23	499.45
4I	544+35.98	0.00	499.21	499.44
4J	544+45.98	0.00	499.18	499.42
4K	544+55.98	0.00	499.15	499.38
4L	544+65.98	0.00	499.12	499.34
4M	544+75.98	0.00	499.09	499.28
4N	544+85.98	0.00	499.05	499.21
4O	544+95.98	0.00	499.01	499.14
4P	545+05.98	0.00	498.97	499.07
4Q	545+15.98	0.00	498.92	498.99
4R	545+25.98	0.00	498.87	498.91
℄ Brg. Pier 4	545+38.98	0.00	498.81	498.83
5A	545+48.98	0.00	498.76	498.77
5B	545+58.98	0.00	498.71	498.73
5C	545+68.98	0.00	498.66	498.69
5D	545+78.98	0.00	498.61	498.65
5E	545+88.98	0.00	498.56	498.62
5F	545+98.98	0.00	498.51	498.58
5G	546+08.98	0.00	498.46	498.54
5H	546+18.98	0.00	498.41	498.50
5I	546+28.98	0.00	498.36	498.45
5J	546+38.98	0.00	498.31	498.39
5K	546+48.98	0.00	498.26	498.32
5L	546+58.98	0.00	498.21	498.26
5M	546+68.98	0.00	498.16	498.19
5N	546+78.98	0.00	498.11	498.13
5O	546+88.98	0.00	498.06	498.06
5P	546+98.98	0.00	498.01	498.01
5Q	547+08.98	0.00	497.96	497.96
5R	547+18.98	0.00	497.91	497.92
℄ Brg. Pier 5	547+24.98	0.00	497.88	497.90
6A	547+34.98	0.00	497.83	497.88
6B	547+44.98	0.00	497.78	497.87
6C	547+54.98	0.00	497.73	497.86
6D	547+64.98	0.00	497.68	497.87
6E	547+74.98	0.00	497.64	497.87
6F	547+84.98	0.00	497.59	497.88
6G	547+94.98	0.00	497.54	497.87
6H	548+04.98	0.00	497.50	497.86
6I	548+14.98	0.00	497.45	497.84
6J	548+24.98	0.00	497.40	497.81
6K	548+34.98	0.00	497.36	497.76
6L	548+44.98	0.00	497.31	497.70
6M	548+54.98	0.00	497.27	497.63
6N	548+64.98	0.00	497.22	497.54
6O	548+74.98	0.00	497.18	497.44
6P	548+84.98	0.00	497.14	497.33
6Q	548+94.98	0.00	497.09	497.21
℄ Brg. E. Abut.	549+06.93	0.00	497.04	497.06
E. end of deck	549+08.33	0.00	497.04	497.06
℄ Expansion jt.	549+08.84	0.00	497.03	497.05
Back E. Abut.	549+11.85	0.00	497.02	497.04

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	0.88	497.24	497.26
℄ Expansion jt.	538+29.19	0.88	497.25	497.27
W. end of deck	538+29.70	0.88	497.25	497.27
℄ Brg. W. Abut.	538+31.10	0.88	497.26	497.28
1A	538+41.10	0.88	497.30	497.36
1B	538+51.10	0.88	497.34	497.43
1C	538+61.10	0.88	497.38	497.50
1D	538+71.10	0.88	497.42	497.56
1E	538+81.10	0.88	497.46	497.62
1F	538+91.10	0.88	497.50	497.66
1G	539+01.10	0.88	497.55	497.70
1H	539+11.10	0.88	497.59	497.73
1I	539+21.10	0.88	497.63	497.75
1J	539+31.10	0.88	497.68	497.77
1K	539+41.10	0.88	497.72	497.79
1L	539+51.10	0.88	497.77	497.81
1M	539+61.10	0.88	497.81	497.84
℄ Brg. Pier 1	539+73.98	0.88	497.87	497.89
2A	539+83.98	0.88	497.92	497.94
2B	539+93.98	0.88	497.96	498.01
2C	540+03.98	0.88	498.01	498.08
2D	540+13.98	0.88	498.06	498.15
2E	540+23.98	0.88	498.11	498.23
2F	540+33.98	0.88	498.16	498.30
2G	540+43.98	0.88	498.21	498.38
2H	540+53.98	0.88	498.26	498.45
2I	540+63.98	0.88	498.31	498.51
2J	540+73.98	0.88	498.36	498.56
2K	540+83.98	0.88	498.41	498.60
2L	540+93.98	0.88	498.46	498.63
2M	541+03.98	0.88	498.51	498.66
2N	541+13.98	0.88	498.56	498.68
2O	541+23.98	0.88	498.61	498.70
2P	541+33.98	0.88	498.66	498.72
2Q	541+43.98	0.88	498.71	498.75
2R	541+53.98	0.88	498.76	498.79
℄ Brg. Pier 2	541+59.98	0.88	498.79	498.81
3A	541+69.98	0.88	498.84	498.86
3B	541+79.98	0.88	498.89	498.92
3C	541+89.98	0.88	498.94	498.98
3D	541+99.98	0.88	498.98	499.05
3E	542+09.98	0.88	499.02	499.11
3F	542+19.98	0.88	499.06	499.17
3G	542+29.98	0.88	499.10	499.23
3H	542+39.98	0.88	499.13	499.27
3I	542+49.98	0.88	499.16	499.30
3J	542+59.98	0.88	499.19	499.33
3K	542+69.98	0.88	499.21	499.34
3L	542+79.98	0.88	499.23	499.35
3M	542+89.98	0.88	499.25	499.35
3N	542+99.98	0.88	499.27	499.34
3O	543+09.98	0.88	499.28	499.33
3P	543+19.98	0.88	499.29	499.32
3Q	543+29.98	0.88	499.30	499.32
3R	543+39.98	0.88	499.30	499.32

GIRDER 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	0.88	499.30	499.32
4A	543+55.98	0.88	499.30	499.33
4B	543+65.98	0.88	499.30	499.35
4C	543+75.98	0.88	499.29	499.37
4D	543+85.98	0.88	499.28	499.39
4E	543+95.98	0.88	499.27	499.41
4F	544+05.98	0.88	499.26	499.43
4G	544+15.98	0.88	499.24	499.44
4H	544+25.98	0.88	499.22	499.44
4I	544+35.98	0.88	499.20	499.43
4J	544+45.98	0.88	499.17	499.40
4K	544+55.98	0.88	499.14	499.37
4L	544+65.98	0.88	499.11	499.32
4M	544+75.98	0.88	499.07	499.27
4N	544+85.98	0.88	499.04	499.20
4O	544+95.98	0.88	499.00	499.13
4P	545+05.98	0.88	498.95	499.05
4Q	545+15.98	0.88	498.91	498.97
4R	545+25.98	0.88	498.86	498.90
℄ Brg. Pier 4	545+38.98	0.88	498.79	498.81
5A	545+48.98	0.88	498.74	498.76
5B	545+58.98	0.88	498.69	498.71
5C	545+68.98	0.88	498.64	498.67
5D	545+78.98	0.88	498.59	498.64
5E	545+88.98	0.88	498.54	498.61
5F	545+98.98	0.88	498.49	498.57
5G	546+08.98	0.88	498.44	498.53
5H	546+18.98	0.88	498.39	498.48
5I	546+28.98	0.88	498.34	498.43
5J	546+38.98	0.88	498.29	498.37
5K	546+48.98	0.88	498.24	498.31
5L	546+58.98	0.88	498.19	498.25
5M	546+68.98	0.88	498.14	498.18
5N	546+78.98	0.88	498.09	498.11
5O	546+88.98	0.88	498.04	498.05
5P	546+98.98	0.88	497.99	497.99
5Q	547+08.98	0.88	497.94	497.94
5R	547+18.98	0.88	497.89	497.90
℄ Brg. Pier 5	547+24.98	0.88	497.87	497.89
6A	547+34.98	0.88	497.82	497.86
6B	547+44.98	0.88	497.77	497.85
6C	547+54.98	0.88	497.72	497.85
6D	547+64.98	0.88	497.67	497.85
6E	547+74.98	0.88	497.62	497.86
6F	547+84.98	0.88	497.58	497.86
6G	547+94.98	0.88	497.53	497.86
6H	548+04.98	0.88	497.48	497.85
6I	548+14.98	0.88	497.44	497.83
6J	548+24.98	0.88	497.39	497.80
6K	548+34.98	0.88	497.35	497.75
6L	548+44.98	0.88	497.30	497.69
6M	548+54.98	0.88	497.26	497.61
6N	548+64.98	0.88	497.21	497.52
6O	548+74.98	0.88	497.17	497.42
6P	548+84.98	0.88	497.12	497.31
6Q	548+94.98	0.88	497.08	497.19
℄ Brg. E. Abut.	549+06.94	0.88	497.03	497.05
E. end of deck	549+08.33	0.88	497.02	497.04
℄ Expansion jt.	549+08.84	0.88	497.02	497.04
Back E. Abut.	549+11.85	0.88	497.01	497.03

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	8.63	497.12	497.14
℄ Expansion jt.	538+29.19	8.63	497.13	497.15
W. end of deck	538+29.70	8.63	497.13	497.15
℄ W. Abut.	538+31.10	8.63	497.14	497.16
1A	538+41.10	8.63	497.18	497.24
1B	538+51.10	8.63	497.22	497.31
1C	538+61.10	8.63	497.26	497.38
1D	538+71.10	8.63	497.30	497.44
1E	538+81.10	8.63	497.34	497.50
1F	538+91.10	8.63	497.38	497.54
1G	539+01.10	8.63	497.42	497.58
1H	539+11.10	8.63	497.47	497.61
1I	539+21.10	8.63	497.51	497.63
1J	539+31.10	8.63	497.56	497.65
1K	539+41.10	8.63	497.60	497.67
1L	539+51.10	8.63	497.64	497.69
1M	539+61.10	8.63	497.69	497.72
℄ Brg. Pier 1	539+73.98	8.63	497.75	497.77
2A	539+83.98	8.63	497.80	497.82
2B	539+93.98	8.63	497.84	497.88
2C	540+03.98	8.63	497.89	497.95
2D	540+13.98	8.63	497.94	498.03
2E	540+23.98	8.63	497.99	498.11
2F	540+33.98	8.63	498.04	498.18
2G	540+43.98	8.63	498.09	498.26
2H	540+53.98	8.63	498.14	498.33
2I	540+63.98	8.63	498.19	498.38
2J	540+73.98	8.63	498.24	498.44
2K	540+83.98	8.63	498.29	498.48
2L	540+93.98	8.63	498.34	498.51
2M	541+03.98	8.63	498.39	498.54
2N	541+13.98	8.63	498.44	498.56
2O	541+23.98	8.63	498.49	498.58
2P	541+33.98	8.63	498.54	498.60
2Q	541+43.98	8.63	498.59	498.63
2R	541+53.98	8.63	498.64	498.67
℄ Brg. Pier 2	541+59.98	8.63	498.67	498.69
3A	541+69.98	8.63	498.72	498.74
3B	541+79.98	8.63	498.77	498.80
3C	541+89.98	8.63	498.81	498.86
3D	541+99.98	8.63	498.86	498.93
3E	542+09.98	8.63	498.90	498.99
3F	542+19.98	8.63	498.94	499.05
3G	542+29.98	8.63	498.97	499.10
3H	542+39.98	8.63	499.01	499.15
3I	542+49.98	8.63	499.04	499.18
3J	542+59.98	8.63	499.06	499.21
3K	542+69.98	8.63	499.09	499.22
3L	542+79.98	8.63	499.11	499.23
3M	542+89.98	8.63	499.13	499.23
3N	542+99.98	8.63	499.14	499.22
3O	543+09.98	8.63	499.16	499.21
3P	543+19.98	8.63	499.17	499.20
3Q	543+29.98	8.63	499.17	499.20
3R	543+39.98	8.63	499.18	499.20

GIRDER 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	8.63	499.18	499.20
4A	543+55.98	8.63	499.18	499.21
4B	543+65.98	8.63	499.18	499.23
4C	543+75.98	8.63	499.17	499.25
4D	543+85.98	8.63	499.16	499.27
4E	543+95.98	8.63	499.15	499.29
4F	544+05.98	8.63	499.14	499.31
4G	544+15.98	8.63	499.12	499.32
4H	544+25.98	8.63	499.10	499.32
4I	544+35.98	8.63	499.07	499.31
4J	544+45.98	8.63	499.05	499.28
4K	544+55.98	8.63	499.02	499.25
4L	544+65.98	8.63	498.99	499.20
4M	544+75.98	8.63	498.95	499.14
4N	544+85.98	8.63	498.92	499.08
4O	544+95.98	8.63	498.88	499.01
4P	545+05.98	8.63	498.83	498.93
4Q	545+15.98	8.63	498.79	498.85
4R	545+25.98	8.63	498.74	498.78
℄ Brg. Pier 4	545+38.98	8.63	498.67	498.69
5A	545+48.98	8.63	498.62	498.64
5B	545+58.98	8.63	498.57	498.59
5C	545+68.98	8.63	498.52	498.55
5D	545+78.98	8.63	498.47	498.52
5E	545+88.98	8.63	498.42	498.49
5F	545+98.98	8.63	498.37	498.45
5G	546+08.98	8.63	498.32	498.41
5H	546+18.98	8.63	498.27	498.36
5I	546+28.98	8.63	498.22	498.31
5J	546+38.98	8.63	498.17	498.25
5K	546+48.98	8.63	498.12	498.19
5L	546+58.98	8.63	498.07	498.12
5M	546+68.98	8.63	498.02	498.06
5N	546+78.98	8.63	497.97	497.99
5O	546+88.98	8.63	497.92	497.93
5P	546+98.98	8.63	497.87	497.87
5Q	547+08.98	8.63	497.82	497.82
5R	547+18.98	8.63	497.77	497.78
℄ Brg. Pier 5	547+24.98	8.63	497.74	497.76
6A	547+34.98	8.63	497.69	497.74
6B	547+44.98	8.63	497.65	497.73
6C	547+54.98	8.63	497.60	497.73
6D	547+64.98	8.63	497.55	497.73
6E	547+74.98	8.63	497.50	497.74
6F	547+84.98	8.63	497.46	497.74
6G	547+94.98	8.63	497.41	497.74
6H	548+04.98	8.63	497.36	497.73
6I	548+14.98	8.63	497.32	497.71
6J	548+24.98	8.63	497.27	497.68
6K	548+34.98	8.63	497.22	497.63
6L	548+44.98	8.63	497.18	497.57
6M	548+54.98	8.63	497.13	497.49
6N	548+64.98	8.63	497.09	497.40
6O	548+74.98	8.63	497.05	497.30
6P	548+84.98	8.63	497.00	497.19
6Q	548+94.98	8.63	496.96	497.07
℄ Brg. E. Abut.	549+06.94	8.63	496.91	496.93
E. end of deck	549+08.33	8.63	496.90	496.92
℄ Expansion jt.	549+08.84	8.63	496.90	496.92
Back E. Abut.	549+11.85	8.63	496.89	496.91

ESCA CORPORATION, INC.
CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - ELH/SHL	08/13	REVISED -		
ESCA PROJECT NO. 1070.09	CHECKED - RDP	08/13	REVISED -		
	DRAWN - DWH/HAS	08/13	REVISED -		
PLOT DATE = 1/28/2014 11:14:48 AM	CHECKED - ELH	08/13	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – WB
STRUCTURE NO. 026-0106
SHEET NO. 11 OF 113 SHEETS

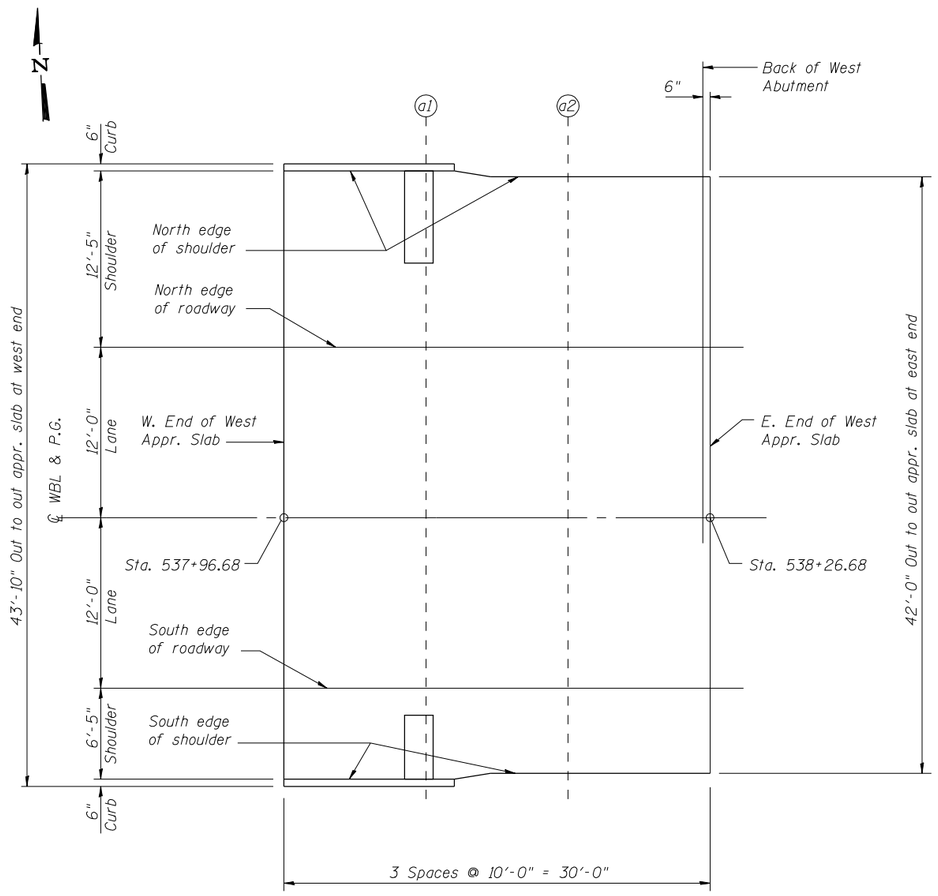
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	91
		CONTRACT NO. 74175		
	ILLINOIS	FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	16.38	496.97	496.99
℄ Expansion jt.	538+29.19	16.38	496.99	497.01
W. end of deck	538+29.70	16.38	496.99	497.01
℄ Brg. W. Abut.	538+31.10	16.38	496.99	497.01
1A	538+41.10	16.38	497.03	497.09
1B	538+51.10	16.38	497.07	497.17
1C	538+61.10	16.38	497.11	497.24
1D	538+71.10	16.38	497.15	497.30
1E	538+81.10	16.38	497.20	497.35
1F	538+91.10	16.38	497.24	497.40
1G	539+01.10	16.38	497.28	497.44
1H	539+11.10	16.38	497.32	497.46
1I	539+21.10	16.38	497.37	497.49
1J	539+31.10	16.38	497.41	497.50
1K	539+41.10	16.38	497.46	497.52
1L	539+51.10	16.38	497.50	497.55
1M	539+61.10	16.38	497.55	497.57
℄ Brg. Pier 1	539+73.98	16.38	497.61	497.63
2A	539+83.98	16.38	497.65	497.68
2B	539+93.98	16.38	497.70	497.74
2C	540+03.98	16.38	497.75	497.81
2D	540+13.98	16.38	497.79	497.89
2E	540+23.98	16.38	497.84	497.96
2F	540+33.98	16.38	497.89	498.04
2G	540+43.98	16.38	497.94	498.11
2H	540+53.98	16.38	497.99	498.18
2I	540+63.98	16.38	498.04	498.24
2J	540+73.98	16.38	498.09	498.29
2K	540+83.98	16.38	498.14	498.33
2L	540+93.98	16.38	498.19	498.37
2M	541+03.98	16.38	498.24	498.39
2N	541+13.98	16.38	498.29	498.42
2O	541+23.98	16.38	498.34	498.43
2P	541+33.98	16.38	498.39	498.46
2Q	541+43.98	16.38	498.44	498.48
2R	541+53.98	16.38	498.49	498.52
℄ Brg. Pier 2	541+59.98	16.38	498.52	498.54
3A	541+69.98	16.38	498.57	498.60
3B	541+79.98	16.38	498.62	498.65
3C	541+89.98	16.38	498.67	498.72
3D	541+99.98	16.38	498.71	498.78
3E	542+09.98	16.38	498.76	498.85
3F	542+19.98	16.38	498.79	498.91
3G	542+29.98	16.38	498.83	498.96
3H	542+39.98	16.38	498.86	499.01
3I	542+49.98	16.38	498.89	499.04
3J	542+59.98	16.38	498.92	499.06
3K	542+69.98	16.38	498.94	499.08
3L	542+79.98	16.38	498.97	499.09
3M	542+89.98	16.38	498.98	499.08
3N	542+99.98	16.38	499.00	499.08
3O	543+09.98	16.38	499.01	499.07
3P	543+19.98	16.38	499.02	499.06
3Q	543+29.98	16.38	499.03	499.05
3R	543+39.98	16.38	499.03	499.05

GIRDER 6 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	543+45.98	16.38	499.04	499.06
4A	543+55.98	16.38	499.04	499.07
4B	543+65.98	16.38	499.03	499.08
4C	543+75.98	16.38	499.03	499.10
4D	543+85.98	16.38	499.02	499.13
4E	543+95.98	16.38	499.01	499.15
4F	544+05.98	16.38	498.99	499.16
4G	544+15.98	16.38	498.97	499.17
4H	544+25.98	16.38	498.95	499.17
4I	544+35.98	16.38	498.93	499.16
4J	544+45.98	16.38	498.90	499.14
4K	544+55.98	16.38	498.88	499.10
4L	544+65.98	16.38	498.84	499.06
4M	544+75.98	16.38	498.81	499.00
4N	544+85.98	16.38	498.77	498.94
4O	544+95.98	16.38	498.73	498.86
4P	545+05.98	16.38	498.69	498.79
4Q	545+15.98	16.38	498.64	498.71
4R	545+25.98	16.38	498.59	498.64
℄ Brg. Pier 4	545+38.98	16.38	498.53	498.55
5A	545+48.98	16.38	498.48	498.50
5B	545+58.98	16.38	498.43	498.45
5C	545+68.98	16.38	498.38	498.41
5D	545+78.98	16.38	498.33	498.37
5E	545+88.98	16.38	498.28	498.34
5F	545+98.98	16.38	498.23	498.30
5G	546+08.98	16.38	498.18	498.26
5H	546+18.98	16.38	498.13	498.22
5I	546+28.98	16.38	498.08	498.17
5J	546+38.98	16.38	498.03	498.11
5K	546+48.98	16.38	497.98	498.05
5L	546+58.98	16.38	497.93	497.98
5M	546+68.98	16.38	497.88	497.91
5N	546+78.98	16.38	497.83	497.85
5O	546+88.98	16.38	497.78	497.78
5P	546+98.98	16.38	497.73	497.73
5Q	547+08.98	16.38	497.68	497.68
5R	547+18.98	16.38	497.63	497.64
℄ Brg. Pier 5	547+24.98	16.38	497.60	497.62
6A	547+34.98	16.38	497.55	497.60
6B	547+44.98	16.38	497.50	497.59
6C	547+54.98	16.38	497.45	497.59
6D	547+64.98	16.38	497.41	497.59
6E	547+74.98	16.38	497.36	497.59
6F	547+84.98	16.38	497.31	497.60
6G	547+94.98	16.38	497.26	497.60
6H	548+04.98	16.38	497.22	497.59
6I	548+14.98	16.38	497.17	497.57
6J	548+24.98	16.38	497.13	497.53
6K	548+34.98	16.38	497.08	497.48
6L	548+44.98	16.38	497.04	497.42
6M	548+54.98	16.38	496.99	497.35
6N	548+64.98	16.38	496.95	497.26
6O	548+74.98	16.38	496.90	497.16
6P	548+84.98	16.38	496.86	497.05
6Q	548+94.98	16.38	496.81	496.93
℄ Brg. E. Abut.	549+06.94	16.38	496.76	496.78
E. end of deck	549+08.33	16.38	496.76	496.78
℄ Expansion jt.	549+08.84	16.38	496.75	496.78
Back E. Abut.	549+11.85	16.38	496.74	496.76



WEST APPROACH PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End West Appr. Slab	537+96.68	-24.42	496.69	496.71
a1	538+06.68	-24.42	496.73	496.75
a2	538+16.68	-24.00	496.78	496.80
E. End West Appr. Slab	538+26.68	-24.00	496.82	496.84

NORTH EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End West Appr. Slab	537+96.68	-12.00	496.95	496.97
a1	538+06.68	-12.00	496.99	497.01
a2	538+16.68	-12.00	497.03	497.05
E. End West Appr. Slab	538+26.68	-12.00	497.07	497.09

℄ WBL & PROFILE GRADE

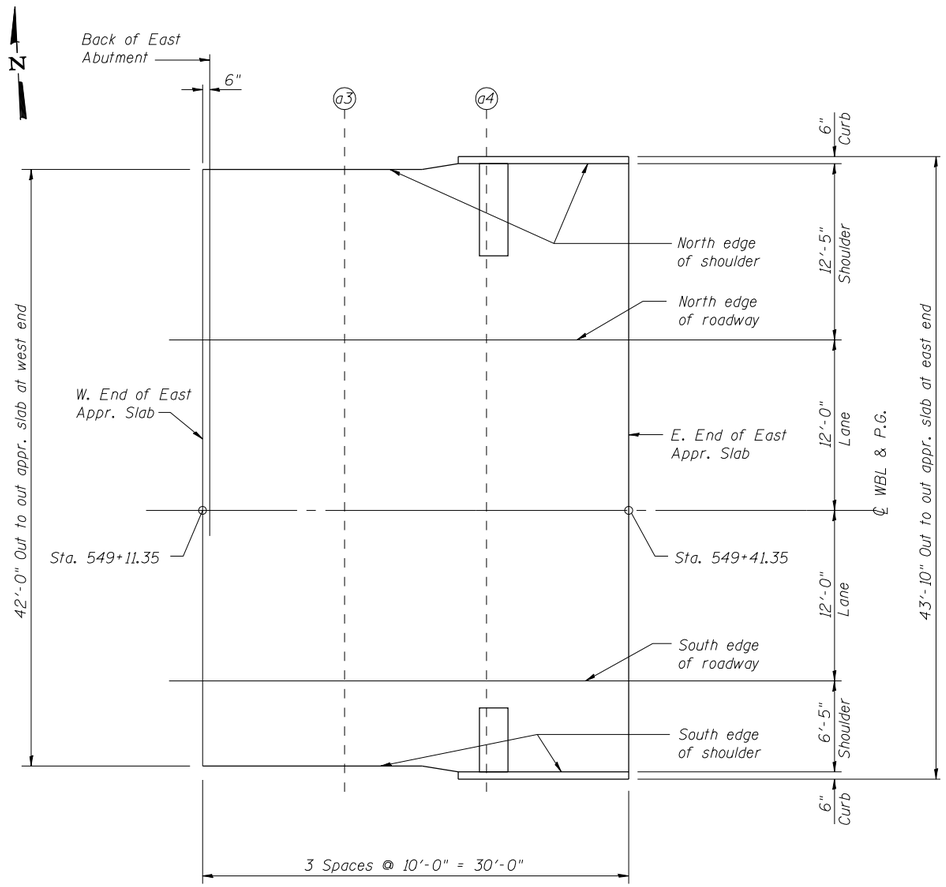
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End West Appr. Slab	537+96.68	0.00	497.14	497.16
a1	538+06.68	0.00	497.18	497.20
a2	538+16.68	0.00	497.22	497.24
E. End West Appr. Slab	538+26.68	0.00	497.26	497.28

SOUTH EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End West Appr. Slab	537+96.68	12.00	496.95	496.97
a1	538+06.68	12.00	496.99	497.01
a2	538+16.68	12.00	497.03	497.05
E. End West Appr. Slab	538+26.68	12.00	497.07	497.09

SOUTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End West Appr. Slab	537+96.68	18.42	496.82	496.84
a1	538+06.68	18.42	496.86	496.88
a2	538+16.68	18.00	496.91	496.93
E. End West Appr. Slab	538+26.68	18.00	496.95	496.97



EAST APPROACH PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End East Appr. Slab	549+11.35	-24.00	496.58	496.60
a3	549+21.35	-24.00	496.54	496.56
a4	549+31.35	-24.42	496.49	496.51
E. End East Appr. Slab	549+41.35	-24.42	496.45	496.47

NORTH EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End East Appr. Slab	549+11.35	-12.00	496.83	496.85
a3	549+21.35	-12.00	496.79	496.81
a4	549+31.35	-12.00	496.75	496.77
E. End East Appr. Slab	549+41.35	-12.00	496.71	496.73

℄ WBL & PROFILE GRADE

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End East Appr. Slab	549+11.35	0.00	497.02	497.04
a3	549+21.35	0.00	496.98	497.00
a4	549+31.35	0.00	496.94	496.96
E. End East Appr. Slab	549+41.35	0.00	496.90	496.92

SOUTH EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End East Appr. Slab	549+11.35	12.00	496.83	496.85
a3	549+21.35	12.00	496.79	496.81
a4	549+31.35	12.00	496.75	496.77
E. End East Appr. Slab	549+41.35	12.00	496.71	496.73

SOUTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End East Appr. Slab	549+11.35	18.00	496.71	496.73
a3	549+21.35	18.00	496.67	496.69
a4	549+31.35	18.42	496.62	496.64
E. End East Appr. Slab	549+41.35	18.42	496.58	496.60

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

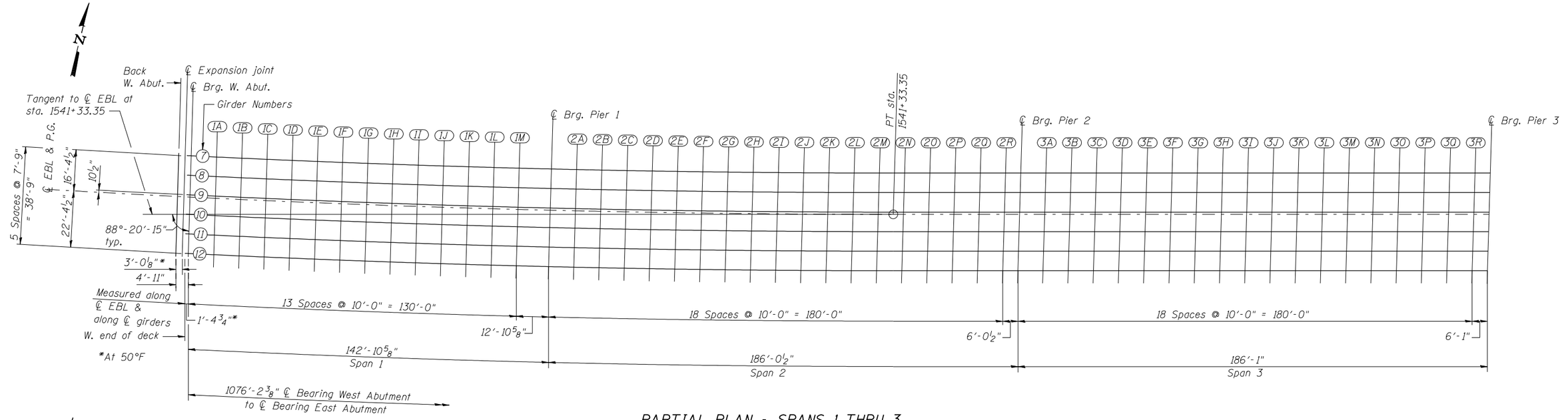
USER NAME = has	DESIGNED - SHL 06/13	REVISED -	
ESCA PROJECT NO. 1070.09	CHECKED - MTD 08/13	REVISED -	
PLOT SCALE = 0.2 '' / IN.	DRAWN - DWH 08/13	REVISED -	
PLOT DATE = 1/28/2014 11:16:54 AM	CHECKED - ELH 10/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

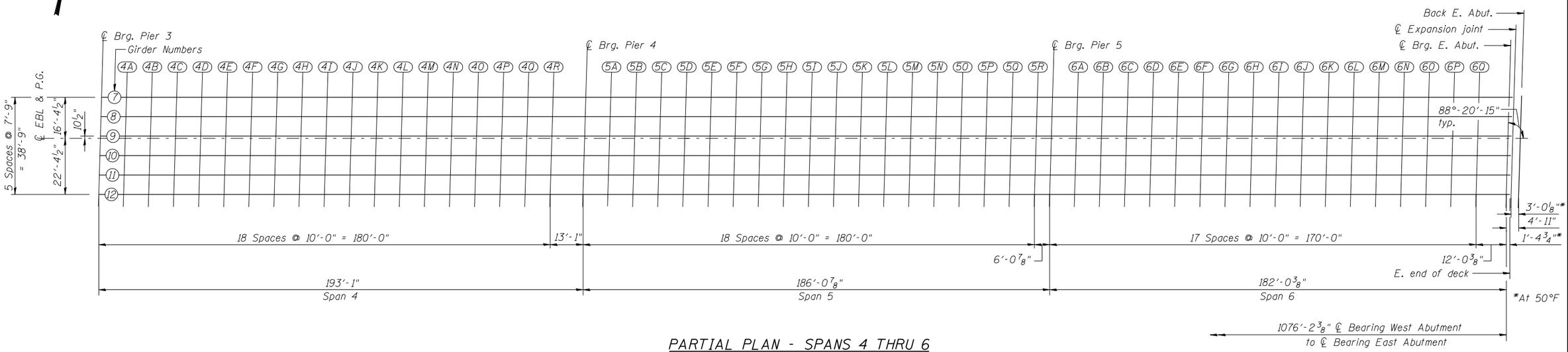
TOP OF APPROACH SLAB ELEVATIONS – WB
STRUCTURE NO. 026-0106

SHEET NO. 14 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	94
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN - SPANS 1 THRU 3



PARTIAL PLAN - SPANS 4 THRU 6

ESCA CORPORATION, INC.

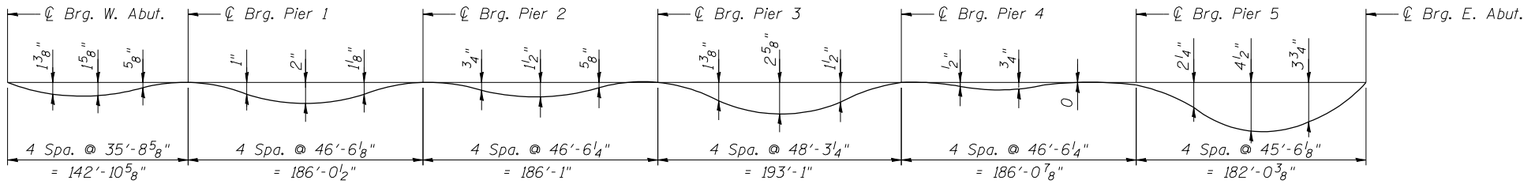
USER NAME = has		DESIGNED - ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09		CHECKED - RDP	08/13	REVISED -	
		DRAWN - DWH/HAS	08/13	REVISED -	
PLOT DATE = 1/28/2014	11:18:15 AM	CHECKED - ELH	01/14	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – EB
STRUCTURE NO. 026-0107

SHEET NO. 15 OF 113 SHEETS

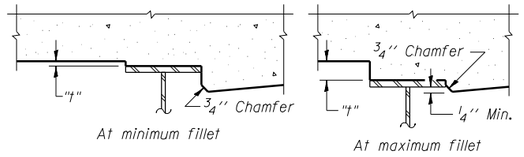
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	95
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

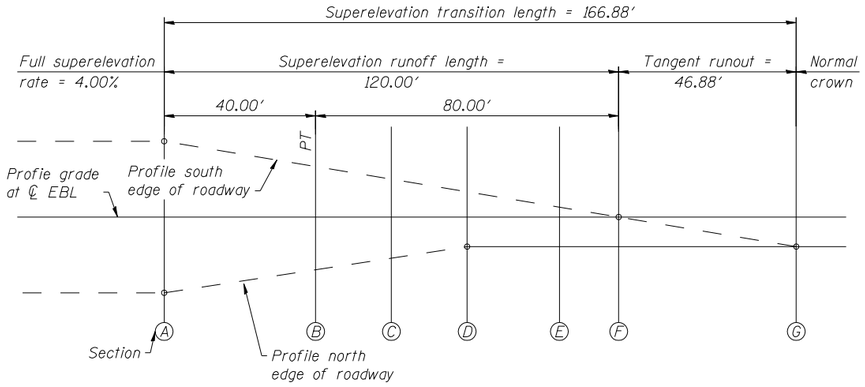
(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on this sheet and on sheets 17 thru 21 of 113.
The deflections are based on the required deck pouring sequence shown on sheet 32 of 113.

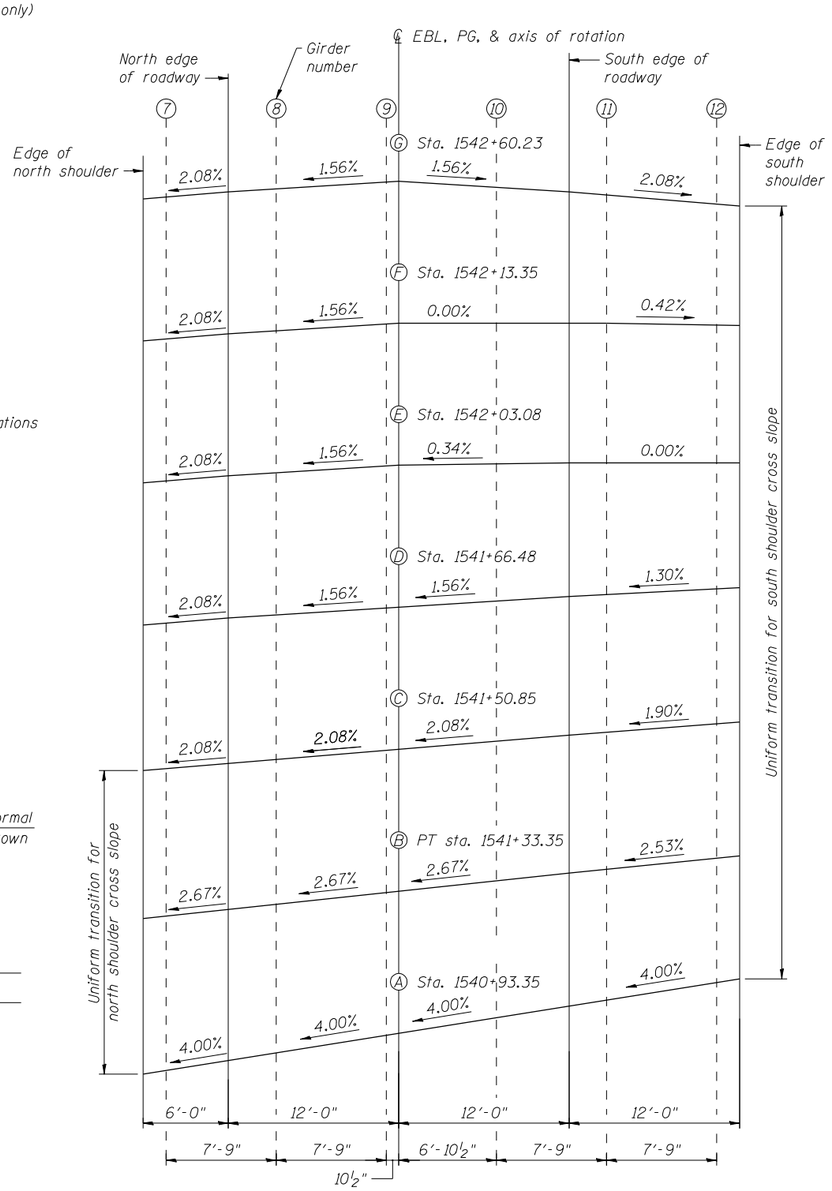


To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet 15 of 113. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheets 17 thru 21 of 113, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flange of girders.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet and sheets 17 thru 21 of 113. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



SUPERELEVATION TRANSITION PROFILES



SUPERELEVATION TRANSITION SECTIONS

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.22	16.38	496.88	496.90
℄ Expansion jt.	1538+52.24	16.38	496.90	496.92
W. end of deck	1538+52.75	16.38	496.90	496.92
℄ Brg. W. Abut.	1538+54.15	16.38	496.91	496.93
1A	1538+64.18	16.38	496.96	497.02
1B	1538+74.21	16.38	497.02	497.11
1C	1538+84.24	16.38	497.07	497.19
1D	1538+94.27	16.38	497.13	497.27
1E	1539+04.30	16.38	497.18	497.34
1F	1539+14.33	16.38	497.24	497.40
1G	1539+24.36	16.38	497.29	497.45
1H	1539+34.38	16.38	497.35	497.49
1I	1539+44.41	16.38	497.40	497.52
1J	1539+54.44	16.38	497.46	497.55
1K	1539+64.47	16.38	497.51	497.58
1L	1539+74.50	16.38	497.57	497.61
1M	1539+84.53	16.38	497.62	497.65
℄ Brg. Pier 1	1539+97.45	16.38	497.70	497.72
2A	1540+07.48	16.38	497.75	497.78
2B	1540+17.51	16.38	497.81	497.85
2C	1540+27.54	16.38	497.86	497.92
2D	1540+37.56	16.38	497.92	498.00
2E	1540+47.59	16.38	497.97	498.09
2F	1540+57.62	16.38	498.03	498.17
2G	1540+67.65	16.38	498.08	498.24
2H	1540+77.68	16.38	498.14	498.32
2I	1540+87.71	16.38	498.19	498.38
2J	1540+97.74	16.38	498.27	498.46
2K	1541+07.77	16.38	498.38	498.56
2L	1541+17.80	16.38	498.49	498.66
2M	1541+27.83	16.38	498.60	498.74
2N	1541+37.84	16.38	498.71	498.83
2O	1541+47.84	16.38	498.82	498.91
2P	1541+57.84	16.38	498.92	498.98
2Q	1541+67.84	16.38	499.01	499.05
2R	1541+77.84	16.38	499.06	499.09
℄ Brg. Pier 2	1541+83.88	16.38	499.10	499.12
3A	1541+93.88	16.38	499.15	499.18
3B	1542+03.88	16.38	499.21	499.24
3C	1542+13.88	16.38	499.26	499.31
3D	1542+23.88	16.38	499.32	499.38
3E	1542+33.88	16.38	499.37	499.46
3F	1542+43.88	16.38	499.42	499.53
3G	1542+53.88	16.38	499.47	499.59
3H	1542+63.88	16.38	499.51	499.65
3I	1542+73.88	16.38	499.55	499.69
3J	1542+83.88	16.38	499.58	499.73
3K	1542+93.88	16.38	499.62	499.75
3L	1543+03.88	16.38	499.64	499.76
3M	1543+13.88	16.38	499.67	499.77
3N	1543+23.88	16.38	499.69	499.76
3O	1543+33.88	16.38	499.70	499.76
3P	1543+43.88	16.38	499.72	499.75
3Q	1543+53.88	16.38	499.73	499.75
3R	1543+63.88	16.38	499.73	499.75

ESCA CORPORATION, INC.

USER NAME = has		DESIGNED - RDP/ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09		CHECKED - ELH	08/13	REVISED -	
		DRAWN - DWH	08/13	REVISED -	
PLOT DATE = 1/28/2014	11:18:36 AM	CHECKED - ELH	08/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – EB
STRUCTURE NO. 026-0107
SHEET NO. 16 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	96
		CONTRACT NO. 74175		
	ILLINOIS FED. AID PROJECT			

GIRDER 7 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.97	16.38	499.73	499.75
4A	1543+79.97	16.38	499.73	499.77
4B	1543+89.97	16.38	499.73	499.78
4C	1543+99.97	16.38	499.72	499.80
4D	1544+09.97	16.38	499.71	499.82
4E	1544+19.97	16.38	499.70	499.84
4F	1544+29.97	16.38	499.68	499.85
4G	1544+39.97	16.38	499.65	499.85
4H	1544+49.97	16.38	499.63	499.85
4I	1544+59.97	16.38	499.60	499.83
4J	1544+69.97	16.38	499.57	499.80
4K	1544+79.97	16.38	499.53	499.76
4L	1544+89.97	16.38	499.49	499.70
4M	1544+99.97	16.38	499.44	499.63
4N	1545+09.97	16.38	499.39	499.56
4O	1545+19.97	16.38	499.34	499.47
4P	1545+29.97	16.38	499.29	499.38
4Q	1545+39.97	16.38	499.23	499.29
4R	1545+49.97	16.38	499.17	499.21
℄ Brg. Pier 4	1545+63.05	16.38	499.08	499.10
5A	1545+73.05	16.38	499.01	499.02
5B	1545+83.05	16.38	498.93	498.95
5C	1545+93.05	16.38	498.86	498.89
5D	1546+03.05	16.38	498.78	498.83
5E	1546+13.05	16.38	498.71	498.77
5F	1546+23.05	16.38	498.64	498.71
5G	1546+33.05	16.38	498.56	498.65
5H	1546+43.05	16.38	498.49	498.58
5I	1546+53.05	16.38	498.41	498.50
5J	1546+63.05	16.38	498.34	498.42
5K	1546+73.05	16.38	498.27	498.34
5L	1546+83.05	16.38	498.19	498.25
5M	1546+93.05	16.38	498.12	498.15
5N	1547+03.05	16.38	498.04	498.06
5O	1547+13.05	16.38	497.97	497.98
5P	1547+23.05	16.38	497.90	497.89
5Q	1547+33.05	16.38	497.82	497.82
5R	1547+43.05	16.38	497.75	497.76
℄ Brg. Pier 5	1547+49.12	16.38	497.70	497.72
6A	1547+59.12	16.38	497.63	497.68
6B	1547+69.12	16.38	497.55	497.64
6C	1547+79.12	16.38	497.48	497.61
6D	1547+89.12	16.38	497.41	497.59
6E	1547+99.12	16.38	497.33	497.57
6F	1548+09.12	16.38	497.26	497.55
6G	1548+19.12	16.38	497.18	497.52
6H	1548+29.12	16.38	497.11	497.48
6I	1548+39.12	16.38	497.04	497.43
6J	1548+49.12	16.38	496.96	497.37
6K	1548+59.12	16.38	496.89	497.29
6L	1548+69.12	16.38	496.81	497.20
6M	1548+79.12	16.38	496.74	497.10
6N	1548+89.12	16.38	496.67	496.98
6O	1548+99.12	16.38	496.59	496.85
6P	1549+09.12	16.38	496.52	496.71
6Q	1549+19.12	16.38	496.44	496.56
℄ Brg. E. Abut.	1549+31.15	16.38	496.36	496.38
E. end of deck	1549+32.55	16.38	496.35	496.37
℄ Expansion jt.	1549+33.06	16.38	496.34	496.36
Back E. Abut.	1549+36.07	16.38	496.32	496.34

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.39	8.63	497.19	497.21
℄ Expansion jt.	1538+52.40	8.63	497.21	497.23
W. end of deck	1538+52.91	8.63	497.21	497.23
℄ Brg. W. Abut.	1538+54.31	8.63	497.22	497.24
1A	1538+64.32	8.63	497.27	497.33
1B	1538+74.34	8.63	497.33	497.42
1C	1538+84.35	8.63	497.38	497.51
1D	1538+94.37	8.63	497.44	497.58
1E	1539+04.39	8.63	497.49	497.65
1F	1539+14.40	8.63	497.55	497.71
1G	1539+24.42	8.63	497.60	497.76
1H	1539+34.43	8.63	497.66	497.80
1I	1539+44.45	8.63	497.71	497.83
1J	1539+54.46	8.63	497.77	497.86
1K	1539+64.48	8.63	497.82	497.89
1L	1539+74.49	8.63	497.88	497.92
1M	1539+84.51	8.63	497.93	497.96
℄ Brg. Pier 1	1539+97.41	8.63	498.01	498.03
2A	1540+07.42	8.63	498.06	498.09
2B	1540+17.44	8.63	498.12	498.16
2C	1540+27.46	8.63	498.17	498.23
2D	1540+37.47	8.63	498.23	498.31
2E	1540+47.49	8.63	498.28	498.39
2F	1540+57.50	8.63	498.34	498.48
2G	1540+67.52	8.63	498.39	498.55
2H	1540+77.53	8.63	498.45	498.63
2I	1540+87.55	8.63	498.50	498.69
2J	1540+97.56	8.63	498.57	498.76
2K	1541+07.58	8.63	498.65	498.83
2L	1541+17.59	8.63	498.74	498.90
2M	1541+27.61	8.63	498.82	498.96
2N	1541+37.62	8.63	498.90	499.02
2O	1541+47.62	8.63	498.99	499.07
2P	1541+57.62	8.63	499.07	499.13
2Q	1541+67.62	8.63	499.15	499.19
2R	1541+77.62	8.63	499.21	499.23
℄ Brg. Pier 2	1541+83.66	8.63	499.24	499.26
3A	1541+93.66	8.63	499.30	499.32
3B	1542+03.66	8.63	499.35	499.38
3C	1542+13.66	8.63	499.41	499.45
3D	1542+23.66	8.63	499.46	499.53
3E	1542+33.66	8.63	499.51	499.60
3F	1542+43.66	8.63	499.56	499.67
3G	1542+53.66	8.63	499.61	499.74
3H	1542+63.66	8.63	499.65	499.79
3I	1542+73.66	8.63	499.69	499.84
3J	1542+83.66	8.63	499.73	499.87
3K	1542+93.66	8.63	499.76	499.89
3L	1543+03.66	8.63	499.79	499.90
3M	1543+13.66	8.63	499.81	499.91
3N	1543+23.66	8.63	499.83	499.91
3O	1543+33.66	8.63	499.85	499.90
3P	1543+43.66	8.63	499.86	499.90
3Q	1543+53.66	8.63	499.87	499.89
3R	1543+63.66	8.63	499.88	499.90

GIRDER 8 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.74	8.63	499.88	499.90
4A	1543+79.74	8.63	499.88	499.91
4B	1543+89.74	8.63	499.87	499.93
4C	1543+99.74	8.63	499.87	499.94
4D	1544+09.74	8.63	499.85	499.96
4E	1544+19.74	8.63	499.84	499.98
4F	1544+29.74	8.63	499.82	499.99
4G	1544+39.74	8.63	499.80	500.00
4H	1544+49.74	8.63	499.77	499.99
4I	1544+59.74	8.63	499.74	499.98
4J	1544+69.74	8.63	499.71	499.94
4K	1544+79.74	8.63	499.67	499.90
4L	1544+89.74	8.63	499.63	499.85
4M	1544+99.74	8.63	499.59	499.78
4N	1545+09.74	8.63	499.54	499.70
4O	1545+19.74	8.63	499.49	499.62
4P	1545+29.74	8.63	499.43	499.53
4Q	1545+39.74	8.63	499.37	499.44
4R	1545+49.74	8.63	499.31	499.35
℄ Brg. Pier 4	1545+62.82	8.63	499.22	499.24
5A	1545+72.82	8.63	499.15	499.17
5B	1545+82.82	8.63	499.08	499.10
5C	1545+92.82	8.63	499.00	499.03
5D	1546+02.82	8.63	498.93	498.98
5E	1546+12.82	8.63	498.86	498.92
5F	1546+22.82	8.63	498.78	498.86
5G	1546+32.82	8.63	498.71	498.79
5H	1546+42.82	8.63	498.63	498.73
5I	1546+52.82	8.63	498.56	498.65
5J	1546+62.82	8.63	498.49	498.57
5K	1546+72.82	8.63	498.41	498.48
5L	1546+82.82	8.63	498.34	498.39
5M	1546+92.82	8.63	498.26	498.30
5N	1547+02.82	8.63	498.19	498.21
5O	1547+12.82	8.63	498.12	498.12
5P	1547+22.82	8.63	498.04	498.04
5Q	1547+32.82	8.63	497.97	497.97
5R	1547+42.82	8.63	497.89	497.90
℄ Brg. Pier 5	1547+48.90	8.63	497.85	497.87
6A	1547+58.90	8.63	497.77	497.82
6B	1547+68.90	8.63	497.70	497.79
6C	1547+78.90	8.63	497.63	497.76
6D	1547+88.90	8.63	497.55	497.73
6E	1547+98.90	8.63	497.48	497.71
6F	1548+08.90	8.63	497.40	497.69
6G	1548+18.90	8.63	497.33	497.66
6H	1548+28.90	8.63	497.26	497.63
6I	1548+38.90	8.63	497.18	497.58
6J	1548+48.90	8.63	497.11	497.52
6K	1548+58.90	8.63	497.03	497.44
6L	1548+68.90	8.63	496.96	497.35
6M	1548+78.90	8.63	496.89	497.24
6N	1548+88.90	8.63	496.81	497.13
6O	1548+98.90	8.63	496.74	497.00
6P	1549+08.90	8.63	496.66	496.86
6Q	1549+18.90	8.63	496.59	496.71
℄ Brg. E. Abut.	1549+30.93	8.63	496.50	496.52
E. end of deck	1549+32.32	8.63	496.49	496.51
℄ Expansion jt.	1549+32.83	8.63	496.49	496.51
Back E. Abut.	1549+35.85	8.63	496.46	496.49

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.55	0.88	497.50	497.52
℄ Expansion jt.	1538+52.56	0.88	497.52	497.54
W. end of deck	1538+53.07	0.88	497.52	497.54
℄ Brg. W. Abut.	1538+54.47	0.88	497.53	497.55
1A	1538+64.47	0.88	497.58	497.64
1B	1538+74.47	0.88	497.64	497.73
1C	1538+84.47	0.88	497.69	497.82
1D	1538+94.47	0.88	497.75	497.89
1E	1539+04.47	0.88	497.80	497.96
1F	1539+14.48	0.88	497.86	498.02
1G	1539+24.48	0.88	497.91	498.07
1H	1539+34.48	0.88	497.97	498.11
1I	1539+44.48	0.88	498.02	498.14
1J	1539+54.48	0.88	498.08	498.17
1K	1539+64.48	0.88	498.13	498.20
1L	1539+74.48	0.88	498.19	498.23
1M	1539+84.49	0.88	498.24	498.27
℄ Brg. Pier 1	1539+97.37	0.88	498.32	498.34
2A	1540+07.37	0.88	498.37	498.40
2B	1540+17.37	0.88	498.43	498.46
2C	1540+27.38	0.88	498.48	498.54
2D	1540+37.38	0.88	498.54	498.62
2E	1540+47.38	0.88	498.59	498.70
2F	1540+57.38	0.88	498.65	498.79
2G	1540+67.38	0.88	498.70	498.86
2H	1540+77.38	0.88	498.76	498.93
2I	1540+87.38	0.88	498.81	499.00
2J	1540+97.39	0.88	498.87	499.06
2K	1541+07.39	0.88	498.92	499.11
2L	1541+17.39	0.88	498.98	499.15
2M	1541+27.39	0.88	499.04	499.18
2N	1541+37.39	0.88	499.10	499.21
2O	1541+47.39	0.88	499.16	499.24
2P	1541+57.39	0.88	499.21	499.27
2Q	1541+67.39	0.88	499.27	499.31
2R	1541+77.39	0.88	499.33	499.35
℄ Brg. Pier 2	1541+83.43	0.88	499.36	499.38
3A	1541+93.43	0.88	499.42	499.44
3B	1542+03.43	0.88	499.47	499.50
3C	1542+13.43	0.88	499.53	499.57
3D	1542+23.43	0.88	499.58	499.65
3E	1542+33.43	0.88	499.63	499.72
3F	1542+43.43	0.88	499.68	499.79
3G	1542+53.43	0.88	499.73	499.86
3H	1542+63.43	0.88	499.77	499.91
3I	1542+73.43	0.88	499.81	499.96
3J	1542+83.43	0.88	499.85	499.99
3K	1542+93.43	0.88	499.88	500.01
3L	1543+03.43	0.88	499.91	500.02
3M	1543+13.43	0.88	499.93	500.03
3N	1543+23.43	0.88	499.95	500.03
3O	1543+33.43	0.88	499.97	500.02
3P	1543+43.43	0.88	499.98	500.02
3Q	1543+53.43	0.88	499.99	500.01
3R	1543+63.43	0.88	500.00	500.02

GIRDER 9 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.52	0.88	500.00	500.02
4A	1543+79.52	0.88	500.00	500.03
4B	1543+89.52	0.88	499.99	500.05
4C	1543+99.52	0.88	499.99	500.07
4D	1544+09.52	0.88	499.98	500.09
4E	1544+19.52	0.88	499.96	500.10
4F	1544+29.52	0.88	499.94	500.12
4G	1544+39.52	0.88	499.92	500.12
4H	1544+49.52	0.88	499.89	500.11
4I	1544+59.52	0.88	499.87	500.10
4J	1544+69.52	0.88	499.83	500.07
4K	1544+79.52	0.88	499.79	500.02
4L	1544+89.52	0.88	499.75	499.97
4M	1544+99.52	0.88	499.71	499.90
4N	1545+09.52	0.88	499.66	499.82
4O	1545+19.52	0.88	499.61	499.74
4P	1545+29.52	0.88	499.55	499.65
4Q	1545+39.52	0.88	499.50	499.56
4R	1545+49.52	0.88	499.43	499.47
℄ Brg. Pier 4	1545+62.60	0.88	499.35	499.37
5A	1545+72.60	0.88	499.27	499.29
5B	1545+82.60	0.88	499.20	499.22
5C	1545+92.60	0.88	499.13	499.16
5D	1546+02.60	0.88	499.05	499.10
5E	1546+12.60	0.88	498.98	499.04
5F	1546+22.60	0.88	498.90	498.98
5G	1546+32.60	0.88	498.83	498.92
5H	1546+42.60	0.88	498.76	498.85
5I	1546+52.60	0.88	498.68	498.77
5J	1546+62.60	0.88	498.61	498.69
5K	1546+72.60	0.88	498.53	498.60
5L	1546+82.60	0.88	498.46	498.51
5M	1546+92.60	0.88	498.39	498.42
5N	1547+02.60	0.88	498.31	498.33
5O	1547+12.60	0.88	498.24	498.24
5P	1547+22.60	0.88	498.16	498.16
5Q	1547+32.60	0.88	498.09	498.09
5R	1547+42.60	0.88	498.02	498.03
℄ Brg. Pier 5	1547+48.67	0.88	497.97	497.99
6A	1547+58.67	0.88	497.90	497.95
6B	1547+68.67	0.88	497.82	497.91
6C	1547+78.67	0.88	497.75	497.88
6D	1547+88.67	0.88	497.68	497.86
6E	1547+98.67	0.88	497.60	497.84
6F	1548+08.67	0.88	497.53	497.81
6G	1548+18.67	0.88	497.45	497.79
6H	1548+28.67	0.88	497.38	497.75
6I	1548+38.67	0.88	497.31	497.70
6J	1548+48.67	0.88	497.23	497.64
6K	1548+58.67	0.88	497.16	497.56
6L	1548+68.67	0.88	497.08	497.47
6M	1548+78.67	0.88	497.01	497.37
6N	1548+88.67	0.88	496.94	497.25
6O	1548+98.67	0.88	496.86	497.12
6P	1549+08.67	0.88	496.79	496.98
6Q	1549+18.67	0.88	496.71	496.83
℄ Brg. E. Abut.	1549+30.70	0.88	496.62	496.64
E. end of deck	1549+32.10	0.88	496.61	496.63
℄ Expansion jt.	1549+32.61	0.88	496.61	496.63
Back E. Abut.	1549+35.62	0.88	496.59	496.61

℄ EBL & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.57	0.00	497.54	497.56
℄ Expansion jt.	1538+52.58	0.00	497.55	497.58
W. end of deck	1538+53.09	0.00	497.56	497.58
℄ Brg. W. Abut.	1538+54.49	0.00	497.56	497.59
1A	1538+64.49	0.00	497.62	497.68
1B	1538+74.49	0.00	497.67	497.77
1C	1538+84.49	0.00	497.73	497.85
1D	1538+94.49	0.00	497.78	497.93
1E	1539+04.49	0.00	497.84	497.99
1F	1539+14.49	0.00	497.89	498.05
1G	1539+24.49	0.00	497.95	498.10
1H	1539+34.49	0.00	498.00	498.14
1I	1539+44.49	0.00	498.06	498.18
1J	1539+54.49	0.00	498.11	498.21
1K	1539+64.49	0.00	498.17	498.24
1L	1539+74.49	0.00	498.22	498.27
1M	1539+84.49	0.00	498.28	498.31
℄ Brg. Pier 1	1539+97.37	0.00	498.35	498.37
2A	1540+07.37	0.00	498.41	498.43
2B	1540+17.37	0.00	498.46	498.50
2C	1540+27.37	0.00	498.52	498.58
2D	1540+37.37	0.00	498.57	498.66
2E	1540+47.37	0.00	498.63	498.74
2F	1540+57.37	0.00	498.68	498.82
2G	1540+67.37	0.00	498.74	498.90
2H	1540+77.37	0.00	498.79	498.97
2I	1540+87.37	0.00	498.85	499.03
2J	1540+97.37	0.00	498.90	499.09
2K	1541+07.37	0.00	498.96	499.14
2L	1541+17.37	0.00	499.01	499.18
2M	1541+27.37	0.00	499.07	499.21
2N	1541+37.37	0.00	499.12	499.24
2O	1541+47.37	0.00	499.18	499.26
2P	1541+57.37	0.00	499.23	499.29
2Q	1541+67.37	0.00	499.29	499.32
2R	1541+77.37	0.00	499.34	499.37
℄ Brg. Pier 2	1541+83.41	0.00	499.37	499.39
3A	1541+93.41	0.00	499.43	499.45
3B	1542+03.41	0.00	499.48	499.51
3C	1542+13.41	0.00	499.54	499.59
3D	1542+23.41	0.00	499.59	499.66
3E	1542+33.41	0.00	499.65	499.74
3F	1542+43.41	0.00	499.70	499.81
3G	1542+53.41	0.00	499.74	499.87
3H	1542+63.41	0.00	499.79	499.93
3I	1542+73.41	0.00	499.83	499.97
3J	1542+83.41	0.00	499.86	500.00
3K	1542+93.41	0.00	499.89	500.03
3L	1543+03.41	0.00	499.92	500.04
3M	1543+13.41	0.00	499.94	500.04
3N	1543+23.41	0.00	499.97	500.04
3O	1543+33.41	0.00	499.98	500.04
3P	1543+43.41	0.00	500.00	500.03
3Q	1543+53.41	0.00	500.00	500.03
3R	1543+63.41	0.00	500.01	500.03

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS

USER NAME = has	DESIGNED - RDP/ELH	08/13	REVISED -		
ESCA PROJECT NO. 1070.09	CHECKED - ELH	08/13	REVISED -		
	DRAWN - DWH/HAS	08/13	REVISED -		
PLOT DATE = 1/28/2014 11:20:16 AM	CHECKED - ELH	11/13	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – EB
STRUCTURE NO. 026-0107

SHEET NO. 18 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	98
		CONTRACT NO. 74175		
	ILLINOIS	FED. AID PROJECT		

℄ EBL & PROFILE GRADE (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.49	0.00	500.01	500.03
4A	1543+79.49	0.00	500.01	500.04
4B	1543+89.49	0.00	500.01	500.06
4C	1543+99.49	0.00	500.00	500.08
4D	1544+09.49	0.00	499.99	500.10
4E	1544+19.49	0.00	499.98	500.12
4F	1544+29.49	0.00	499.96	500.13
4G	1544+39.49	0.00	499.93	500.13
4H	1544+49.49	0.00	499.91	500.13
4I	1544+59.49	0.00	499.88	500.11
4J	1544+69.49	0.00	499.85	500.08
4K	1544+79.49	0.00	499.81	500.04
4L	1544+89.49	0.00	499.77	499.98
4M	1544+99.49	0.00	499.72	499.92
4N	1545+09.49	0.00	499.68	499.84
4O	1545+19.49	0.00	499.62	499.75
4P	1545+29.49	0.00	499.57	499.67
4Q	1545+39.49	0.00	499.51	499.58
4R	1545+49.49	0.00	499.45	499.49
℄ Brg. Pier 4	1545+62.57	0.00	499.36	499.38
5A	1545+72.57	0.00	499.29	499.30
5B	1545+82.57	0.00	499.21	499.23
5C	1545+92.57	0.00	499.14	499.17
5D	1546+02.57	0.00	499.07	499.11
5E	1546+12.57	0.00	498.99	499.06
5F	1546+22.57	0.00	498.92	499.00
5G	1546+32.57	0.00	498.84	498.93
5H	1546+42.57	0.00	498.77	498.86
5I	1546+52.57	0.00	498.70	498.79
5J	1546+62.57	0.00	498.62	498.70
5K	1546+72.57	0.00	498.55	498.62
5L	1546+82.57	0.00	498.47	498.53
5M	1546+92.57	0.00	498.40	498.44
5N	1547+02.57	0.00	498.33	498.35
5O	1547+12.57	0.00	498.25	498.26
5P	1547+22.57	0.00	498.18	498.18
5Q	1547+32.57	0.00	498.10	498.10
5R	1547+42.57	0.00	498.03	498.04
℄ Brg. Pier 5	1547+48.65	0.00	497.98	498.01
6A	1547+58.65	0.00	497.91	497.96
6B	1547+68.65	0.00	497.84	497.92
6C	1547+78.65	0.00	497.76	497.89
6D	1547+88.65	0.00	497.69	497.87
6E	1547+98.65	0.00	497.62	497.85
6F	1548+08.65	0.00	497.54	497.83
6G	1548+18.65	0.00	497.47	497.80
6H	1548+28.65	0.00	497.39	497.76
6I	1548+38.65	0.00	497.32	497.71
6J	1548+48.65	0.00	497.25	497.65
6K	1548+58.65	0.00	497.17	497.58
6L	1548+68.65	0.00	497.10	497.49
6M	1548+78.65	0.00	497.02	497.38
6N	1548+88.65	0.00	496.95	497.26
6O	1548+98.65	0.00	496.88	497.13
6P	1549+08.65	0.00	496.80	496.99
6Q	1549+18.65	0.00	496.73	496.84
℄ Brg. E. Abut.	1549+30.68	0.00	496.64	496.66
E. end of deck	1549+32.07	0.00	496.63	496.65
℄ Expansion jt.	1549+32.58	0.00	496.62	496.64
Back E. Abut.	1549+35.60	0.00	496.61	496.62

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.71	-6.88	497.81	497.83
℄ Expansion jt.	1538+52.72	-6.88	497.83	497.85
W. end of deck	1538+53.23	-6.88	497.83	497.85
℄ Brg. W. Abut.	1538+54.62	-6.88	497.84	497.86
1A	1538+64.61	-6.88	497.90	497.95
1B	1538+74.60	-6.88	497.95	498.04
1C	1538+84.58	-6.88	498.01	498.13
1D	1538+94.57	-6.88	498.06	498.20
1E	1539+04.56	-6.88	498.12	498.27
1F	1539+14.55	-6.88	498.17	498.33
1G	1539+24.54	-6.88	498.22	498.38
1H	1539+34.52	-6.88	498.28	498.42
1I	1539+44.51	-6.88	498.33	498.45
1J	1539+54.50	-6.88	498.39	498.48
1K	1539+64.49	-6.88	498.44	498.51
1L	1539+74.48	-6.88	498.50	498.54
1M	1539+84.46	-6.88	498.55	498.58
℄ Brg. Pier 1	1539+97.33	-6.88	498.63	498.65
2A	1540+07.32	-6.88	498.68	498.71
2B	1540+17.31	-6.88	498.74	498.77
2C	1540+27.29	-6.88	498.79	498.85
2D	1540+37.28	-6.88	498.85	498.93
2E	1540+47.27	-6.88	498.90	499.01
2F	1540+57.26	-6.88	498.95	499.09
2G	1540+67.25	-6.88	499.01	499.17
2H	1540+77.23	-6.88	499.06	499.24
2I	1540+87.22	-6.88	499.12	499.31
2J	1540+97.21	-6.88	499.17	499.36
2K	1541+07.20	-6.88	499.20	499.38
2L	1541+17.19	-6.88	499.23	499.40
2M	1541+27.17	-6.88	499.26	499.41
2N	1541+37.17	-6.88	499.29	499.41
2O	1541+47.17	-6.88	499.33	499.41
2P	1541+57.17	-6.88	499.36	499.42
2Q	1541+67.17	-6.88	499.39	499.43
2R	1541+77.17	-6.88	499.42	499.45
℄ Brg. Pier 2	1541+83.21	-6.88	499.44	499.46
3A	1541+93.21	-6.88	499.47	499.50
3B	1542+03.21	-6.88	499.51	499.54
3C	1542+13.21	-6.88	499.54	499.58
3D	1542+23.21	-6.88	499.57	499.64
3E	1542+33.21	-6.88	499.60	499.69
3F	1542+43.21	-6.88	499.63	499.74
3G	1542+53.21	-6.88	499.65	499.78
3H	1542+63.21	-6.88	499.68	499.82
3I	1542+73.21	-6.88	499.72	499.86
3J	1542+83.21	-6.88	499.75	499.89
3K	1542+93.21	-6.88	499.78	499.92
3L	1543+03.21	-6.88	499.81	499.93
3M	1543+13.21	-6.88	499.84	499.94
3N	1543+23.21	-6.88	499.86	499.93
3O	1543+33.21	-6.88	499.87	499.93
3P	1543+43.21	-6.88	499.89	499.92
3Q	1543+53.21	-6.88	499.90	499.92
3R	1543+63.21	-6.88	499.90	499.92

GIRDER 10 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.29	-6.88	499.90	499.93
4A	1543+79.29	-6.88	499.90	499.94
4B	1543+89.29	-6.88	499.90	499.95
4C	1543+99.29	-6.88	499.89	499.97
4D	1544+09.29	-6.88	499.88	499.99
4E	1544+19.29	-6.88	499.87	500.01
4F	1544+29.29	-6.88	499.85	500.02
4G	1544+39.29	-6.88	499.83	500.03
4H	1544+49.29	-6.88	499.80	500.02
4I	1544+59.29	-6.88	499.77	500.00
4J	1544+69.29	-6.88	499.74	499.97
4K	1544+79.29	-6.88	499.70	499.93
4L	1544+89.29	-6.88	499.66	499.88
4M	1544+99.29	-6.88	499.62	499.81
4N	1545+09.29	-6.88	499.57	499.73
4O	1545+19.29	-6.88	499.52	499.65
4P	1545+29.29	-6.88	499.46	499.56
4Q	1545+39.29	-6.88	499.40	499.47
4R	1545+49.29	-6.88	499.34	499.38
℄ Brg. Pier 4	1545+62.37	-6.88	499.25	499.27
5A	1545+72.37	-6.88	499.18	499.20
5B	1545+82.37	-6.88	499.11	499.13
5C	1545+92.37	-6.88	499.03	499.07
5D	1546+02.37	-6.88	498.96	499.01
5E	1546+12.37	-6.88	498.89	498.95
5F	1546+22.37	-6.88	498.81	498.89
5G	1546+32.37	-6.88	498.74	498.83
5H	1546+42.37	-6.88	498.66	498.76
5I	1546+52.37	-6.88	498.59	498.68
5J	1546+62.37	-6.88	498.52	498.60
5K	1546+72.37	-6.88	498.44	498.51
5L	1546+82.37	-6.88	498.37	498.42
5M	1546+92.37	-6.88	498.29	498.33
5N	1547+02.37	-6.88	498.22	498.24
5O	1547+12.37	-6.88	498.15	498.15
5P	1547+22.37	-6.88	498.07	498.07
5Q	1547+32.37	-6.88	498.00	498.00
5R	1547+42.37	-6.88	497.92	497.93
℄ Brg. Pier 5	1547+48.45	-6.88	497.88	497.90
6A	1547+58.45	-6.88	497.81	497.85
6B	1547+68.45	-6.88	497.73	497.82
6C	1547+78.45	-6.88	497.66	497.79
6D	1547+88.45	-6.88	497.58	497.77
6E	1547+98.45	-6.88	497.51	497.74
6F	1548+08.45	-6.88	497.44	497.72
6G	1548+18.45	-6.88	497.36	497.69
6H	1548+28.45	-6.88	497.29	497.66
6I	1548+38.45	-6.88	497.21	497.61
6J	1548+48.45	-6.88	497.14	497.55
6K	1548+58.45	-6.88	497.07	497.47
6L	1548+68.45	-6.88	496.99	497.38
6M	1548+78.45	-6.88	496.92	497.28
6N	1548+88.45	-6.88	496.84	497.16
6O	1548+98.45	-6.88	496.77	497.03
6P	1549+08.45	-6.88	496.70	496.89
6Q	1549+18.45	-6.88	496.62	496.74
℄ Brg. E. Abut.	1549+30.48	-6.88	496.53	496.55
E. end of deck	1549+31.87	-6.88	496.52	496.54
℄ Expansion jt.	1549+32.38	-6.88	496.52	496.54
Back E. Abut.	1549+35.40	-6.88	496.50	496.52

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.87	-14.63	498.12	498.15
℄ Expansion jt.	1538+52.88	-14.63	498.14	498.16
W. end of deck	1538+53.38	-14.63	498.14	498.16
℄ Brg. W. Abut.	1538+54.78	-14.63	498.15	498.17
1A	1538+64.75	-14.63	498.21	498.26
1B	1538+74.73	-14.63	498.26	498.35
1C	1538+84.70	-14.63	498.32	498.44
1D	1538+94.67	-14.63	498.37	498.51
1E	1539+04.65	-14.63	498.43	498.58
1F	1539+14.62	-14.63	498.48	498.64
1G	1539+24.60	-14.63	498.54	498.69
1H	1539+34.57	-14.63	498.59	498.73
1I	1539+44.55	-14.63	498.64	498.76
1J	1539+54.52	-14.63	498.70	498.79
1K	1539+64.49	-14.63	498.75	498.82
1L	1539+74.47	-14.63	498.81	498.85
1M	1539+84.44	-14.63	498.86	498.89
℄ Brg. Pier 1	1539+97.29	-14.63	498.94	498.96
2A	1540+07.27	-14.63	498.99	499.02
2B	1540+17.24	-14.63	499.04	499.08
2C	1540+27.22	-14.63	499.10	499.16
2D	1540+37.19	-14.63	499.15	499.24
2E	1540+47.16	-14.63	499.21	499.32
2F	1540+57.14	-14.63	499.26	499.40
2G	1540+67.11	-14.63	499.32	499.48
2H	1540+77.09	-14.63	499.37	499.55
2I	1540+87.06	-14.63	499.43	499.62
2J	1540+97.04	-14.63	499.47	499.66
2K	1541+07.01	-14.63	499.47	499.65
2L	1541+16.98	-14.63	499.48	499.64
2M	1541+26.96	-14.63	499.48	499.62
2N	1541+36.94	-14.63	499.49	499.60
2O	1541+46.94	-14.63	499.49	499.58
2P	1541+56.94	-14.63	499.50	499.56
2Q	1541+66.94	-14.63	499.50	499.54
2R	1541+76.94	-14.63	499.51	499.53
℄ Brg. Pier 2	1541+82.98	-14.63	499.51	499.53
3A	1541+92.98	-14.63	499.52	499.54
3B	1542+02.98	-14.63	499.52	499.55
3C	1542+12.98	-14.63	499.53	499.58
3D	1542+22.98	-14.63	499.53	499.60
3E	1542+32.98	-14.63	499.54	499.63
3F	1542+42.98	-14.63	499.54	499.65
3G	1542+52.98	-14.63	499.54	499.66
3H	1542+62.98	-14.63	499.54	499.68
3I	1542+72.98	-14.63	499.58	499.73
3J	1542+82.98	-14.63	499.62	499.76
3K	1542+92.98	-14.63	499.65	499.78
3L	1543+02.98	-14.63	499.68	499.80
3M	1543+12.98	-14.63	499.70	499.80
3N	1543+22.98	-14.63	499.72	499.80
3O	1543+32.98	-14.63	499.74	499.79
3P	1543+42.98	-14.63	499.75	499.79
3Q	1543+52.98	-14.63	499.76	499.79
3R	1543+62.98	-14.63	499.77	499.79

GIRDER 11 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Brg. Pier 3	1543+69.07	-14.63	499.77	499.79
4A	1543+79.07	-14.63	499.77	499.80
4B	1543+89.07	-14.63	499.77	499.82
4C	1543+99.07	-14.63	499.76	499.84
4D	1544+09.07	-14.63	499.75	499.86
4E	1544+19.07	-14.63	499.73	499.88
4F	1544+29.07	-14.63	499.72	499.89
4G	1544+39.07	-14.63	499.69	499.89
4H	1544+49.07	-14.63	499.67	499.89
4I	1544+59.07	-14.63	499.64	499.87
4J	1544+69.07	-14.63	499.60	499.84
4K	1544+79.07	-14.63	499.57	499.80
4L	1544+89.07	-14.63	499.53	499.74
4M	1544+99.07	-14.63	499.48	499.67
4N	1545+09.07	-14.63	499.44	499.60
4O	1545+19.07	-14.63	499.38	499.51
4P	1545+29.07	-14.63	499.33	499.43
4Q	1545+39.07	-14.63	499.27	499.34
4R	1545+49.07	-14.63	499.21	499.25
℄ Brg. Pier 4	1545+62.15	-14.63	499.12	499.14
5A	1545+72.15	-14.63	499.05	499.07
5B	1545+82.15	-14.63	498.97	499.00
5C	1545+92.15	-14.63	498.90	498.93
5D	1546+02.15	-14.63	498.83	498.87
5E	1546+12.15	-14.63	498.75	498.82
5F	1546+22.15	-14.63	498.68	498.76
5G	1546+32.15	-14.63	498.60	498.69
5H	1546+42.15	-14.63	498.53	498.62
5I	1546+52.15	-14.63	498.46	498.55
5J	1546+62.15	-14.63	498.38	498.46
5K	1546+72.15	-14.63	498.31	498.38
5L	1546+82.15	-14.63	498.23	498.29
5M	1546+92.15	-14.63	498.16	498.20
5N	1547+02.15	-14.63	498.09	498.11
5O	1547+12.15	-14.63	498.01	498.02
5P	1547+22.15	-14.63	497.94	497.94
5Q	1547+32.15	-14.63	497.86	497.86
5R	1547+42.15	-14.63	497.79	497.80
℄ Brg. Pier 5	1547+48.22	-14.63	497.75	497.77
6A	1547+58.22	-14.63	497.67	497.72
6B	1547+68.22	-14.63	497.60	497.68
6C	1547+78.22	-14.63	497.52	497.66
6D	1547+88.22	-14.63	497.45	497.63
6E	1547+98.22	-14.63	497.38	497.61
6F	1548+08.22	-14.63	497.30	497.59
6G	1548+18.22	-14.63	497.23	497.56
6H	1548+28.22	-14.63	497.15	497.52
6I	1548+38.22	-14.63	497.08	497.47
6J	1548+48.22	-14.63	497.01	497.41
6K	1548+58.22	-14.63	496.93	497.34
6L	1548+68.22	-14.63	496.86	497.25
6M	1548+78.22	-14.63	496.78	497.14
6N	1548+88.22	-14.63	496.71	497.02
6O	1548+98.22	-14.63	496.64	496.89
6P	1549+08.22	-14.63	496.56	496.75
6Q	1549+18.22	-14.63	496.49	496.60
℄ Brg. E. Abut.	1549+30.25	-14.63	496.40	496.42
E. end of deck	1549+31.65	-14.63	496.39	496.41
℄ Expansion jt.	1549+32.16	-14.63	496.38	496.41
Back E. Abut.	1549+35.17	-14.63	496.36	496.38

ESCA CORPORATION, INC.

USER NAME = has	DESIGNED - RDP/ELH	08/13	REVISED -	
ESCA PROJECT NO. 1070.09	CHECKED - ELH	08/13	REVISED -	
	DRAWN - DWH/HAS	08/13	REVISED -	
PLOT DATE = 1/28/2014 11:27:12 AM	CHECKED - ELH	08/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – EB
STRUCTURE NO. 026-0107
SHEET NO. 20 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	100
		CONTRACT NO. 74175		
	ILLINOIS	FED. AID PROJECT		