

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	1

* FAI 64/FAP 998/ FAI TO 70
 D-98-058-08
 ** 82-1-R(A), 82-1-R(B)

FOR INDEX OF SHEETS AND STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS 04-27-12 LETTING ITEM 149

DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

F.A.I. ROUTE 64 & 55 (I-64 & I-55/70)

SECTION 82-1-R(A), 82-1-R(B)

I-64 FROM I-55/70 TO 18TH STREET

I-70 FROM B&O RR TO I-64

ST. CLAIR COUNTY

C-98-002-12

DESIGN DESIGNATIONS:

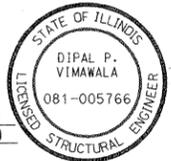
RAMP 55N64E	28,200 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 55S64E	3,170 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 64W55N	2,790 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 64W55S	25,850 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 64W70W	14,910 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 70E64E	16,050 (2030) FREEWAY DIRECTIONAL RAMP
RAMP A	2,250 (2030) FREEWAY RAMP
EB I-64	49,730(2030) FREEWAY
WB I-64	45,340 (2030) FREEWAY
I-55 NB	60,810 (2030) FREEWAY
I-55 SB	57,050 (2030) FREEWAY
RAMP 55S70W	13,560 (2030) FREEWAY DIRECTIONAL RAMP
RAMP 70E55N	19,350 (2030) FREEWAY DIRECTIONAL RAMP
RAMP "P"	2,420 (2030) FREEWAY RAMP
RAMP "O"	1,560 (2030) FREEWAY RAMP
RAMP "K"	1,700 (2030) FREEWAY RAMP

POSTED /DESIGN SPEEDS:

RAMP 55N64E	50 /60 MPH
RAMP 55S64E	50 /60 MPH
RAMP 64W55N	50 /60 MPH
RAMP 64W55S	50 /50 MPH
RAMP 64W70W	50 /50 MPH
RAMP 70E64E	50 /50 MPH
RAMP A	30 /30 MPH
EB I-64	50 /60 MPH
WB I-64	50 /60 MPH
I-55 NB	50 /60 MPH
I-55 SB	50 /60 MPH
RAMP 55S70W	50 /50 MPH
RAMP 70E55N	50 /50 MPH
RAMP "P"	50 /50 MPH
RAMP "O"	35 /35 MPH
RAMP "K"	25 /40 MPH



Danny B. Manojowski 1/20/12
 DANNY B. MANOJOWSKI DATE
 LICENSE EXPIRES 11/30/2013
 SHEET RANGE 1-134,139-140,182-185
 195-200,205-209,213-224
 227-299,340-356,498-629



Dipal P. Vimawala 1/20/12
 DIPAL P. VIMAWALA DATE
 LICENSE EXPIRES 11/30/2012
 SHEET RANGE 493-497



Sheldon D. Hall 1-20-12
 SHELDON D. HALL DATE
 LICENSE EXPIRES 11/30/2013
 SHEET RANGE 1-134,139-140,182-185
 195-200,205-209,213-224
 227-299,340-356,498-629



Michael P. Walton 1-20-12
 MICHAEL P. WALTON DATE
 LICENSE EXPIRES 11/30/2013
 SHEET RANGE 135-138,186-194,
 201-204,210-212,225-226
 357-438



James P. Coleman 1-20-12
 JAMES P. COLEMAN DATE
 LICENSE EXPIRES 11/30/2013
 SHEET RANGE 439-445



Amish T. Bhatt 1/20/12
 AMISH T. BHATT DATE
 LICENSE EXPIRES 11/30/2012
 SHEET RANGE 446, 491-492



Oranit Pimsarn 1/20/12
 ORANIT PIMSARN DATE
 LICENSE EXPIRES 11/30/2013
 SHEET RANGE 1-134,139-140,182-185
 195-200,205-209,213-224
 227-299,340-356,498-629

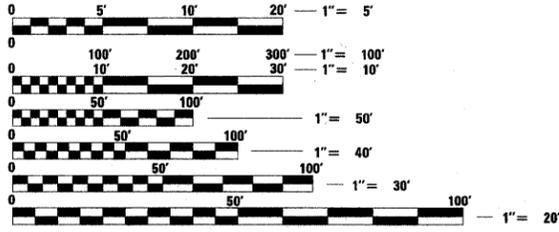
MICROFILMED _____

REEL NUMBER _____

AWARDED _____

RESIDENT ENGINEER _____

AS BUILT CHANGES WERE MADE ON THE FOLLOWING SHEETS



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

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

PROJECT ENGINEER MIKE PRITCHETT
 SQUAD LEADER DAN SOMMER
 CONTRACT NO. 76C52

RAMP 64W55S: STA 113+49.39 TO STA 133+75.15

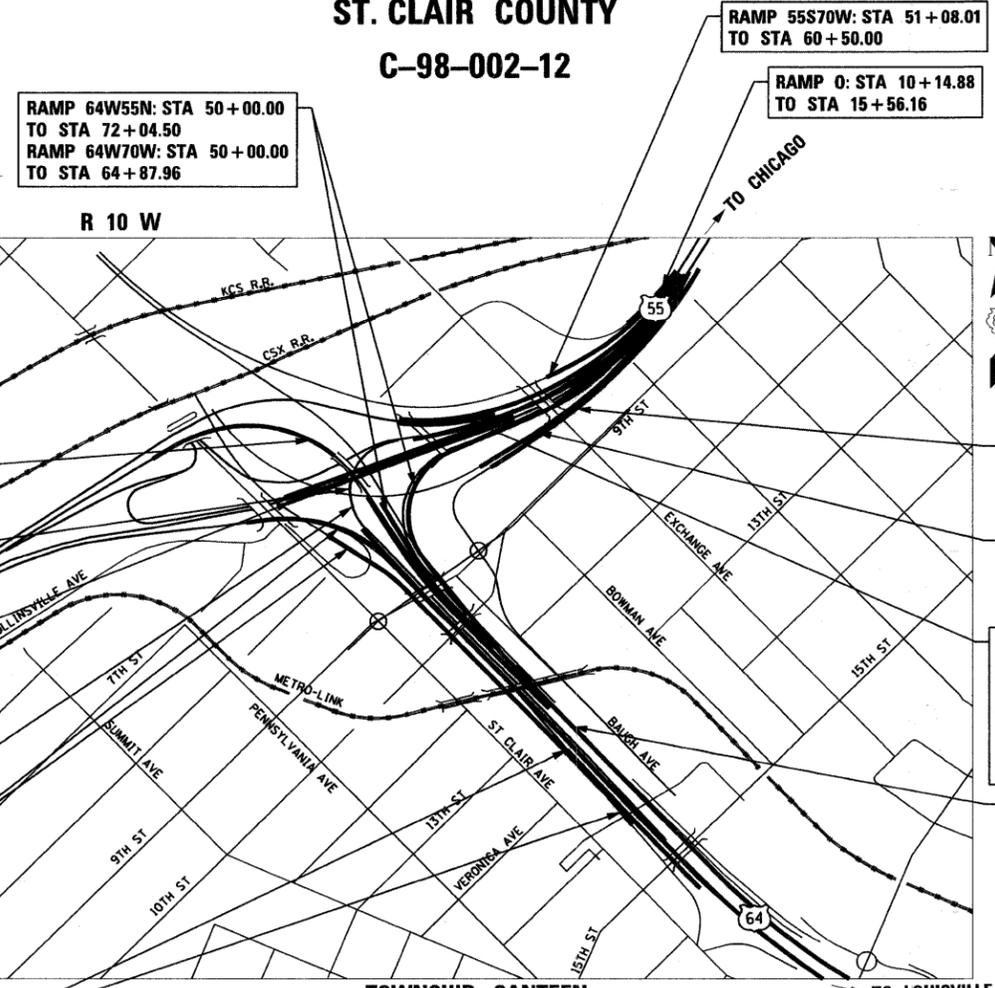
RAMP 55S64E: STA 8+69.30 TO STA 16+00.00

NB I-55: STA 63+50.16 TO STA 91+39.23

RAMP 55S64E: STA 23+82.02 TO STA 26+70.53

RAMP 55N64E: STA 58+33.89 TO STA 77+27.82
 RAMP 70E64E: STA 65+23.00 TO STA 76+13.08

RAMP A: STA 9+73.02 TO STA 11+44.22
 EB I-64: STA 26+70.53 TO STA 60+57.63



RAMP 55S70W: STA 51+08.01 TO STA 60+50.00

RAMP O: STA 10+14.88 TO STA 15+56.16

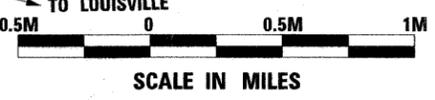
RAMP 64W55N: STA 50+00.00 TO STA 72+04.50
 RAMP 64W70W: STA 50+00.00 TO STA 64+87.96

RAMP "P": STA 21+50.00 TO STA 36+80.28

RAMP 70E55N: STA 78+50.00 TO STA 94+24.41

SB I-55: STA 68+00.27 TO STA 99+69.68 AND ADDITIONAL 3,702' PRIOR TO BEGINNING OF ALIGNMENT (STA 50+00.00)

WB I-64: STA 82+50.42 TO STA 113+49.39



GROSS LENGTH = 43,646.53 FT (8.274 MILES)
 NET LENGTH = 43,646.53 FT (8.274 MILES)



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED February 6 2012

John D. Baranzelli, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

March 23 2012
William R. Taylor
 acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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HIGHWAY STANDARDS

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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
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 m) JOINTED PCC PAVEMENT
420108-04	36' (10.8 m) JOINTED PCC PAVEMENT
420111-03	PCC PAVEMENT ROUNDOUTS
420201-07	ENTRANCE RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO JOINTED PCC MAINLINE PAVEMENT)
420206-08	ENTRANCE RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
420301-04	EXIT RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO JOINTED PCC MAINLINE PAVEMENT)
420306-06	EXIT RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
442001-04	CLASS A PATCHES
442101-07	CLASS B PATCHES
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602001-02	CATCH BASIN TYPE A
602106-01	DRAINAGE STRUCTURES TYPES 4, 5 & 6
602301-03	INLET - TYPE A
602306-03	INLET - TYPE B
602401-03	MANHOLE TYPE A
602406-05	MANHOLE TYPE A 6' (1.8 m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
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604041-02	FRAME AND GRATE TYPE 9
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604081-04	FRAMES AND GRATES TYPE 22
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606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606101-04	TYPE A GUTTER (INLET, OUTLET & ENTRANCE)
606401-01	PAVED DITCH
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-08	TRAFFIC BARRIER TERMINAL TYPE 2
631031-10	TRAFFIC BARRIER TERMINAL TYPE 6
631033-04	TRAFFIC BARRIER TERMINAL, TYPE 6B
631046-04	TRAFFIC BARRIER TERMINAL, TYPE 10
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635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
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637006-02	CONCRETE BARRIER, DOUBLE FACE, 42 IN. (1065 mm) HEIGHT
638101-02	CONCRETE GLARE SCREEN
642001-02	SHOULDER RUMBLE STRIPS, 16 in
664001-02	CHAIN LINK FENCE
666001-01	RIGHT OF WAY MARKERS
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
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701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
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701406-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701446-03	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-02	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
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720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
720021-02	SIGN PANELS EXTRUDED ALUMINUM TYPE
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. THE OFFSETS TO DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE INDICATED:
 - A. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT OR EDGE OF SHOULDER.
 - B. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN ROADWAYS WITH BARRIER WALL ARE TO THE EDGE OF SHOULDER.
 - C. THE OFFSETS TO MANHOLES, STRUCTURES IN GORE AREAS, AND STRUCTURES IN INFIELD AREAS ARE TO THE CENTER OF THE DRAINAGE STRUCTURE. A CONCENTRIC DRAINAGE STRUCTURE WAS USED TO CALCULATE THIS DISTANCE.
 - D. THE OFFSETS TO DRAINAGE STRUCTURES IN SWALES OR DITCHES ARE TO THE FLOW LINE OF THE SWALE OR DITCH.
 - E. THE OFFSETS TO ALL FLARED END SECTIONS ARE TO THE END OF PIPE.
2. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE 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 HOT-MIX ASPHALT MIXTURE IS PLACED.
3. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY CONTRACTOR OUTSIDE THE PROPOSED LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
4. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
5. THE CONTRACTOR SHALL BE AWARE THAT THE PROJECT SITE MAY CONTAIN ARCHEOLOGICAL EXCAVATED HOLES. THE CONTRACTOR SHALL FILL THE HOLES WITH EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE ACCORDING TO THE EARTH EXCAVATION PAY ITEM IN THE PLANS.
6. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
7. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
8. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
9. PROTECTIVE COAT SHALL BE APPLIED TO ALL CONCRETE SURFACES.
10. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE ROADWAY DETAILS FOR BENCHING DETAIL.
11. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
12. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
13. THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TON/SO YD.
14. THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TON/SO YD.
15. THE QUANTITY FOR AGGREGATE BASE COURSE, TYPE A WAS DETERMINED USING A DENSITY OF 1.95 TON/CU YD.
16. THE QUANTITY FOR AGGREGATE SHOULDERS, TYPE B WAS DETERMINED USING A WEIGHT OF 4 TON/100 LF.

17. THE UNIT WEIGHT USED TO CALCULATE ALL LEVELING BINDER AND HOT-MIX ASPHALT SURFACE COURSE IS 112 LB / SQ YD / IN.
18. ANY CHANGES TO THICKNESS OF AGGREGATE BASE COURSE, TYPE A 12" TO DRAIN TO UNDERDRAINS WILL BE INCLUDED IN THE COST OF THE PAY ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
19. FOR ALL PIPES TO BE REMOVED, CONTRACTOR HAS THE OPTION TO FILL PIPE WITH FLOWABLE FILL CEMENTITIOUS MATERIAL APPROVED BY THE RESIDENT ENGINEER INSTEAD. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
20. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618/874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
21. ANY FILL PLACED NEXT TO THE EXISTING I-64 METROLINK PIERS MUST BE UNIFORM. THE CONTRACTOR SHALL COMPLETE ANY GRADING NEXT TO THE EXISTING I-64 METROLINK PIERS UNDER THE DIRECT SUPERVISION OF THE ENGINEER.
22. ALL MANHOLE LIDS OR INLET GRATES THAT ARE REMOVED DURING THIS CONTRACT SHALL REMAIN PROPERTY OF THE ILLINOIS DEPT. OF TRANSPORTATION AND SHALL BE REMOVED WITHOUT DAMAGE AND TRANSPORTED TO THE FOLLOWING ADDRESS: BOWMAN AVE. PUMP STATION, 728 EXCHANGE AVE., EAST ST. LOUIS, ILLINOIS - IF THERE ARE ANY QUESTIONS PLEASE CONTACT PETE SAWYER AT 618-346-3275.
23. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTION MEASURES TO ENSURE THE PROPER INSTALLATION OF THE PROPOSED GUARDRAIL POSTS ALONG I-64 MEDIAN (EAST OF 15TH STREET) SINCE THEY ARE TO BE DRIVEN THROUGH EXISTING RIPRAP.
24. UNLESS NOTED OTHERWISE, ALL COMBINATION CONCRETE CURB AND GUTTER SHALL BE "DEPRESSED".
25. CONSTRUCTION LIMITS SHOWN IN PLANS DOES NOT INCLUDE REGULATORY SIGNS OR THE PAVEMENT MARKING LIMITS.

FILE NAME = DBTRI-76C52-sh1-gennote-02.dgn	USER NAME = searsb	DESIGNED SDH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES / COMMITMENTS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 2,0000' / in.	DRAWN SDH	CHECKED DBM	REVISED -					* 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	3	
PLOT DATE = 1/24/2012	DATE 1-20-12	REVISED -	REVISED -		* 64/998/70	CONTRACT NO. 76C52						
					SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

RAILROAD COORDINATION

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROADS WITHIN THE PROJECT AREA ARE AS FOLLOWS:

TRENT SMITH
DIRECTOR OF RAIL SYSTEM MAINTENANCE
METRO
(314) 982-1400 EXT. 2813

AFTER COMPLETION OF CONSTRUCTION, RAILROAD DRAINAGE DITCHES SHALL BE CLEANED OF ALL DEBRIS TO THE SATISFACTION OF THE ENGINEER.

COMMITMENTS

NONE.

UTILITY COORDINATION

ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING BY CALLING J.U.L.I.E. AND BY NOTIFYING NON-J.U.L.I.E. MEMBERS INDIVIDUALLY. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY PROVIDING A MINIMUM OF 96-HOURS NOTICE TO THE RESIDENT ENGINEER SO THAT UTILITY COMPANIES CAN BE NOTIFIED. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- AMEREN UE
- AMERITECH
- CHARTER COMMUNICATIONS
- EXPLORER PIPELINE
- ILLINOIS POWER COMPANY
- ILLINOIS AMERICAN WATER
- MARATHON ASHLAND PIPELINE COMPANY
- MCI
- MCLEOD USA
- NORAM TRADING AND TRANSPORTATION COMPANY
- QWEST
- SPRINT
- WORLDCOM
- 360 NETWORKS

CITY OF EAST ST LOUIS - (618) 482-6737
METRO EAST SANITARY DISTRICT - (618) 452-9400
ST LOUIS NATIONAL STOCKYARDS COMPANY - (405) 235-8675

(MEMBERS OF J.U.L.I.E. (800)-892-0123 OR 811 ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)

COORDINATE SYSTEM AND DATUM

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

AVERAGE GRID FACTOR = 1.000339495
PROJECTION FACTOR = 1/gr1d = 0.999660620

THE BASE POINT FROM WHICH ALL UTM COORDINATES WERE SCALED WAS PRIMARY CONTROL MONUMENT NUMBER 10, LISTED IN APPENDIX A OF THE MRC SURVEY SUMMARY, AVAILABLE FROM THE ENGINEER. EACH VECTOR FROM MONUMENT NUMBER 10 TO ALL OTHER MONUMENTS WAS MULTIPLIED BY THE PROJECTION FACTOR TO CALCULATE A SURFACE VECTOR AND THEN THIS SURFACE VECTOR WAS USED TO CALCULATE THE SURFACE COORDINATES.

THE VERTICAL CONTROL DATUM IS NAVD 1988.

FILE NAME = DBTRI-76C52-sh1-gennote-83.dgn	USER NAME = searsb	DESIGNED SDH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES / COMMITMENTS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN SDH	REVISED -			* 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	4	
		CHECKED DBM	REVISED -			* 64/998/70	CONTRACT NO. 76C52			
		DATE 1-20-12	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES

URBAN

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE		
				I-64 ROADWAY 0005	I-55 ROADWAY 0005	I-55 RETAINING WALL 082-W310 0040
20100500	TREE REMOVAL, ACRES	ACRE	0.75	0.25	0.50	
20200100	EARTH EXCAVATION	CU YD	113,545	56,270	57,275	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	62	0	62	
20800150	TRENCH BACKFILL	CU YD	2,302	799	1,503	
25000310	SEEDING, CLASS 2A	ACRE	0.50	4.20	5.90	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	855	887	468	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	855	887	468	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	855	887	468	
25100115	MULCH, METHOD 2	ACRE	11.00	4.75	6.25	
25100630	EROSION CONTROL BLANKET	SQ YD	19,349	15,031	4,318	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2,200	950	1,250	
28000305	TEMPORARY DITCH CHECKS	FOOT	108	40	68	
28000400	PERIMETER EROSION BARRIER	FOOT	12,311	7,661	4,650	
28000500	INLET AND PIPE PROTECTION	EACH	148	64	84	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1,351	328	1,023	
28200200	FILTER FABRIC	SQ YD	1,351	328	1,023	
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	32,179	17,555	14,624	
35100110	AGGREGATE BASE COURSE, TYPE A	CU YD	30,394	17,000	13,394	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	400	200	200	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	38.3	25.2	13.1	
40600300	AGGREGATE (PRIME COAT)	TON	180.0	116.7	63.3	
40603148	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	TON	3,269	2,797	472	
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	11,521	6,917	4,604	
42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQ YD	11,699	3,596	8,103	
42000551	PORTLAND CEMENT CONCRETE PAVEMENT 12 1/2" (JOINTED)	SQ YD	2,317	2,317	0	
42000564	PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)	SQ YD	114	0	114	
42001200	PAVEMENT FABRIC	SQ YD	225	193	32	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	313	313	0	
42001300	PROTECTIVE COAT	SQ YD	61,724	32,047	29,677	
42100350	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12 1/2"	SQ YD	10,554	9,170	1,384	
42100380	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	SQ YD	2,333	0	2,333	

• DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-sht-500-01.dgn

USER NAME = searab

DESIGNED SH

REVISED -

DRAWN BS

REVISED -

PLOT SCALE = 2.0000' / in.

CHECKED OP

REVISED -

PLOT DATE = 2/6/2012

DATE 1-20-12

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 1 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-(1A), 82-1-(1B)	ST. CLAIR	629	5
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 76C52

SUMMARY OF QUANTITIES

URBAN

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE			
				I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310	
				0005	0005	0040	
42100615	PAVEMENT REINFORCEMENT	SQ YD	12,886	9,170	3,716		
44000100	PAVEMENT REMOVAL	SQ YD	25,814	13,558	12,256		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4,362	4,362	0		
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	15,100	0	15,100		
44000400	GUTTER REMOVAL	FOOT	3,398	2,551	847		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,414	437	2,977		
44000600	SIDEWALK REMOVAL	SQ FT	1,229	0	1,229		
44001980	CONCRETE BARRIER REMOVAL	FOOT	6,015	3,438	2,577		
44004000	PAVED DITCH REMOVAL	FOOT	358	358	0		
44004250	PAVED SHOULDER REMOVAL	SQ YD	20,841	12,673	8,168		
44200620	CLASS A PATCHES, TYPE II, 14 INCH	SQ YD	10	0	10		
44200624	CLASS A PATCHES, TYPE III, 14 INCH	SQ YD	16	0	16		
44200628	CLASS A PATCHES, TYPE IV, 14 INCH	SQ YD	874	225	649		
44201015	CLASS B PATCHES, TYPE I, 14 INCH	SQ YD	10	0	10		
44201019	CLASS B PATCHES, TYPE II, 14 INCH	SQ YD	84	61	23		
44201023	CLASS B PATCHES, TYPE III, 14 INCH	SQ YD	132	132	0		
44213000	PATCHING REINFORCEMENT	SQ YD	900	225	675		
44213100	PAVEMENT FABRIC	SQ YD	226	193	33		
44213200	SAW CUTS	FOOT	5,153	2,616	3,137		
44213204	TIE BARS 3/4"	EACH	2,638	1,250	1,388		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2,890	2,178	712		
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	4,622	0	4,622		
48300510	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/2"	SQ YD	1,380	2,196	4,584		
48300710	PORTLAND CEMENT CONCRETE SHOULDERS 12 1/2"	SQ YD	11,946	11,290	656		
48300820	PORTLAND CEMENT CONCRETE SHOULDERS 14"	SQ YD	1,499	0	1,499		
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	0	1		
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	0	1		
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	1	0	1		
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4	EACH	1	0	1		

• DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-sht-500-02.dgn	USER NAME = searab	DESIGNED SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN BS	REVISED -			•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	6
	PLOT SCALE = 2.0000' / 1" =	CHECKED OP	REVISED -		SCALE: NONE					
	PLOT DATE = 2/6/2012	DATE 1-20-12	REVISED -		SHEET NO. 2 OF 10 SHEETS	STA.	TO STA.			CONTRACT NO. 76C52
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

URBAN

						100% STATE			
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310			
				0005	0005	0040			
50100700	REMOVAL OF EXISTING STRUCTURES NO. 5	EACH	1	0	1				
50102400	CONCRETE REMOVAL	CU YD	7	2	5				
50105220	PIPE CULVERT REMOVAL	FOOT	61	61	0				
50200100	STRUCTURE EXCAVATION	CU YD	184			184			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	74			74			
50300300	PROTECTIVE COAT	SQ YD	176			176			
50800105	REINFORCEMENT BARS	POUND	122	122	0				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	16,936	81	1,425	15,430			
51500100	NAME PLATES	EACH	1			1			
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	4	0	4				
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	4	4	0				
54248510	CONCRETE COLLAR	CU YD	15.61	0.00	15.61				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	884	395	489				
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	812	223	589				
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	327	0	327				
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	188	0	188				
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	2,383	1,061	1,322				
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	1,083	880	203				
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	313	150	163				
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	152	0	152				
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	32	0	32				
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	16	0	16				
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	8	0	8				
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	241	0	241				
550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	79	0	79				
55100500	STORM SEWER REMOVAL 12"	FOOT	2,033	657	1,376				
55100700	STORM SEWER REMOVAL 15"	FOOT	357	84	273				
55100900	STORM SEWER REMOVAL 18"	FOOT	397	14	383				
55101200	STORM SEWER REMOVAL 24"	FOOT	29	0	29				

• DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-ah-500-83.dgn	USER NAME = searab	DESIGNED SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN BS	REVISED -			•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	7
	PLOT SCALE = 2.0000' / 1" =	CHECKED OP	REVISED -		SCALE: NONE					
	PLOT DATE = 2/6/2012	DATE 1-20-12	REVISED -		SHEET NO. 3 OF 10 SHEETS	STA.	TO STA.			CONTRACT NO. 76C52
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

URBAN

				100% STATE			
				I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310	
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0005	0005	0040	
55200400	STORM SEWERS JACKED IN PLACE, 15"	FOOT	60	60	0		
55200600	STORM SEWERS JACKED IN PLACE, 18"	FOOT	286	286	0		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	8	5	3		
60100907	PIPE DRAINS 5"	FOOT	141	141	0		
60100925	PIPE DRAINS 8"	FOOT	126	118	8		
60100935	PIPE DRAINS 10"	FOOT	42	42	0		
60100945	PIPE DRAINS 12"	FOOT	38	38	0		
60100955	PIPE DRAINS 15"	FOOT	38	38	0		
60107700	PIPE UNDERDRAINS 6"	FOOT	17,229	8,642	8,587		
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	836	456	380		
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	0	2		
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	5	4	1		
60200905	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 9 FRAME AND GRATE	EACH	1	0	1		
60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	33	11	22		
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	9	9	0		
60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	0	1		
60205010	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	5	0	5		
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	1	1		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	17	12	5		
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	6	0	6		
60222210	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	1	0	1		
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	1	1		
60224035	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	1	0	1		
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1	0		
60237420	INLETS, TYPE A, TYPE 20 FRAME AND GRATE	EACH	4	3	1		
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	6	6	0		
60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	3	0	3		
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	1	0	1		
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	6	4	2		
60240303	INLETS, TYPE B, TYPE 9 FRAME AND GRATE	EACH	3	0	3		

• DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-sh1-500-04.dgn	USER NAME = searsb	DESIGNED SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	DRAWN BS	REVISED -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED OP	REVISED -			• 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	8		
		DATE 1-20-12	REVISED -			• 64/998/70	CONTRACT NO. 76C52				
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 4 OF 10 SHEETS	STA.	TO STA.				

SUMMARY OF QUANTITIES

URBAN

				100% STATE			
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310	
				0005	0005	0040	
60240324	INLETS, TYPE B, TYPE 20 FRAME AND GRATE	EACH	13	6	7		
60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	2	2	0		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	8	8	0		
60255500	MANHOLES TO BE ADJUSTED	EACH	7	7	0		
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	0	1		
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	0	1		
60260100	INLETS TO BE ADJUSTED	EACH	6	6	0		
60263000	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	0	1		
60264140	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	2	2	0		
60270050	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES	EACH	5	0	5		
60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	1	0	1		
60500040	REMOVING MANHOLES	EACH	15	4	11		
60500050	REMOVING CATCH BASINS	EACH	9	9	0		
60500060	REMOVING INLETS	EACH	45	13	32		
60602500	CONCRETE GUTTER, TYPE A	FOOT	948.5	0.0	948.5		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	365.0	365.0	0.0		
60605300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	FOOT	4,374.5	2,442.5	1,932.0		
60615400	PAVED DITCH, TYPE A-15	FOOT	103	10	93		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	490	87	403		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	4,825.0	4,162.5	662.5		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	2	1		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	2	2		
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	13	9	4		
* 63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	3	2	1		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	15	9	6		
63200310	GUARDRAIL REMOVAL	FOOT	5,761	4,390	1,371		
63304395	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 2	EACH	1	1	0		
63500105	DELINEATORS	EACH	216	165	51		
63700175	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	437	426	11		

* DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-shr-S00-05.dgn

USER NAME = searsb

DESIGNED SH

REVISED -

PLOT SCALE = 2.0000' / 1" =

DRAWN BS

REVISED -

PLOT DATE = 2/6/2012

CHECKED OP

REVISED -

DATE 1-20-12

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	82-1-(A), 82-1-(B)	ST. CLAIR	629	9
• 64/998/70		CONTRACT NO. 76C52		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE			
				I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310	
				0005	0005	0040	
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	2,838	1,720	1,118		
63700805	CONCRETE BARRIER TRANSITION	FOOT	558	224	334		
63700900	CONCRETE BARRIER BASE	FOOT	8982	3,889	5093		
63801000	CONCRETE GLARE SCREEN	FOOT	1,118	0	1,118		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	25283	19454	5,829		
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	0		
64300370	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	1	1	0		
66400305	CHAIN LINK FENCE, 6'	FOOT	1,087	0	1,087		
66407600	CHAIN LINK GATES, 6' X 12' DOUBLE	EACH	2	0	2		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1,800		1,800		
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1		1		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3		3		
67100100	MOBILIZATION	L SUM	1	0.5	0.5		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	150	75	75		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12.0	0.0	12.0		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	16,124	6,598	9,526		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	81,413	46,324	35,089		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	56,889	44,668	12,221		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	10,175	4,875.0	5,300		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	15,200	9,987.5	5,212.5		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	103.2	12.5	90.7		
* 72000200	SIGN PANEL - TYPE 2	SQ FT	444.0	84.6	359.4		
* 72000300	SIGN PANEL - TYPE 3	SQ FT	5,170.8	1,398.3	3,772.5		
72200100	DEMOUNTABLE LEGEND CHARACTERS AND ARROWS	EACH	7	0	7		
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	0	1		

* DENOTES SPECIALTY ITEM

FILE NAME = D8TRI-76C52-sht-S00-06.dgn	USER NAME = sear-sb	DESIGNED SH DRAWN BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. • 82-1-R(A), 82-1-R(B)	SECTION ST. CLAIR	COUNTY ST. CLAIR	TOTAL SHEETS 629	SHEET NO. 10
PLOT SCALE = 2.0000' / 1" /				SCALE: NONE		SHEET NO. 6 OF 10 SHEETS		TO STA.		
PLOT DATE = 2/6/2012				DATE 1-20-12		REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE		
				I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310
				0005	0005	0040
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	16.5	9.0	7.5	
72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	311	119	192	
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	358	0	358	
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	0	1	
72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	30	0	30	
72600100	MILE POST MARKER ASSEMBLY	EACH	18	4	14	
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1,878	1,878	0	
73000100	WOOD SIGN SUPPORT	FOOT	414.0	99.0	315.0	
73300200	OVERHEAD SIGN STRUCTURE - SPAN, TYPE II-A (4'-6" X 5'-3")	FOOT	71	0	71	
73300300	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0")	FOOT	256	108	148	
73301810	OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	FOOT	224.5	66.5	158.0	
73301840	OVERHEAD SIGN STRUCTURE WALKWAY, CANTILEVER, TYPE A	FOOT	49.0	0.0	49.0	
73302120	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE I-C-A (30" X 4'-6")	FOOT	22	0	22	
73302160	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (30" X 5'-6")	FOOT	25.5	0.0	25.5	
73302190	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (24" X 7'-0")	FOOT	34	0	34	
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	57	57	0	
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	173.90	53.30	120.60	
73600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	6	3	3	
73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1	0	1	
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	6	0	6	
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	25	12	13	
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	17,176	9,174	8,002	
* 78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	7,408	3,873	3,535	
* 78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	1,406	347	1,059	
* 78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	22,000	13,952	8,048	

* DENOTES SPECIALTY ITEM

FILE NAME = D8TRI-76C52-shr-S00-07.dgn

USER NAME = searab

DESIGNED SH

REVISED -

DRAWN BS

REVISED -

PLOT SCALE = 2.0000" / 1"

CHECKED OP

REVISED -

PLOT DATE = 2/6/2012

DATE 1-20-12

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 7 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-RIA), 82-1-R(B)	ST. CLAIR	629	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	

SUMMARY OF QUANTITIES

URBAN

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE		
				I-64 ROADWAY 0005	I-55 ROADWAY 0005	I-55 RETAINING WALL 082-W310 0040
* 78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	6,895	4,082	2,813	
* 78004250	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12"	FOOT	601	134	467	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,021	580	441	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	35	28	7	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	75	27	48	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	15	9	6	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,778	3,519	1,259	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	935	572	363	
80300100	LOCATING UNDERGROUND CABLE	FOOT	5,225	4,537.5	687.5	
81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	200	200	0	
81603085	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2,450	2,300	150	
X0321309	CONCRETE PAD	SQ YD	63	63	0	
X0322628	FILL EXISTING PIEZOMETER	EACH	2	0	2	
X0323255	DRILLED WELL	EACH	1	0	1	
X0323265	REMOVE EXISTING RIPRAP	SQ YD	631	0	631	
X0323415	SITE CLEAN-UP	L SUM	1	0	1	
X0326694	PLUG EXISTING STORM SEWERS	CU YD	17	12	5	
X0326934	HIGH DENSITY POLYETHYLENE PIPE 12"	FOOT	114	0	114	
X0326366	ELECTRICAL EQUIPMENT REMOVAL AND SALVAGE	EACH	2	0	2	
X0327235	LOCATING UNDERGROUND UTILITIES	FOOT	100	50	50	
X0327263	COMBINED SEWERS, CLASS A, TYPE 2, 42"	FOOT	16	0	16	
X0327321	INTERSTATE WEEKEND CLOSURE, SPECIAL	EACH	2	1	1	
X0462500	SUBMERSIBLE PUMP	EACH	1	0	1	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	29,624	29,624	0	
X4404000	PARKING LOT PAVEMENT REMOVAL	SQ YD	3,513	0	3,513	

* DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-shr-500-08.dgn	USER NAME = searab	DESIGNED SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN BS	REVISED -					82-1-RIA), 82-1-R(B)	ST. CLAIR	629	12	
		CHECKED OP	REVISED -			SCALE: NONE	SHEET NO. 8 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 76C52		
		DATE 1-20-12	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

SUMMARY OF QUANTITIES

URBAN

				100% STATE		
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	I-64 ROADWAY	I-55 ROADWAY	I-55 RETAINING WALL 082-W310
				0005	0005	0040
X6022830	MANHOLES, SANITARY, 6"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	0	1	
X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	1	0	1	
X6350120	DEL NEATOR REMOVAL	EACH	216	165	51	
X6370050	CONCRETE BARRIER WALL (SPECIAL)	FOOT	469	279	190	
X6370279	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)	FOOT	4,680	1,240	3,440	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5	
* X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	153,564	114,733	38,831	
* X7030045	WET REFLECTIVE TEMPORARY TAPE TYPE III, 8 INCH	FOOT	20,801	9,005	11,796	
* X7030050	WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH	FOOT	2,323	745	1,578	
X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	2,975	1,786	1,189	
X7330076	BRIDGE MOUNTED SIGN SUPPORT	EACH	2	0	2	
X7340100	CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	6.3	6.3	0.0	
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	17,176	9,174	8,002	
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	7,408	3,873	3,535	
* X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	1,406	347	1,059	
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	11	0	11	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	52			52
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	60			60
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5	
Z0019800	EARTH DITCH BERM	EACH	9	9	0	
Z0022800	FENCE REMOVAL	FOOT	1,896	439	1,457	
Z0024110	FILL DEEP WELL	EACH	2	0	2	
Z0024112	WELL CONTROL CENTER MODIFICATIONS	L SUM	1	1	0	
Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	7	5	2	
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6	1	5	
* Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	9	7	2	
Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	940			940

* DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-sht-500-09.dgn

USER NAME = sea-sb

DESIGNED SH

REVISED -

DRAWN BS

REVISED -

PLOT SCALE = 2.0000' / in.

CHECKED OP

REVISED -

PLOT DATE = 2/6/2012

DATE 1-20-12

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 9 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	13
* 64/998/70		CONTRACT NO. 76C52		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

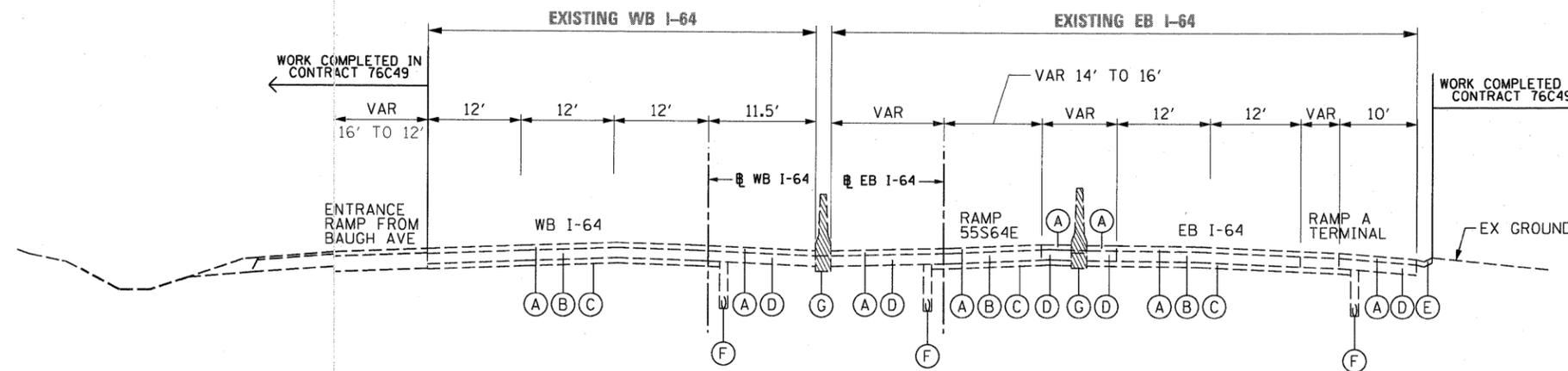
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE		
				I-64 ROADWAY 0005	I-55 ROADWAY 0005	I-55 RETAINING WALL 082-W310 0040
Z0040000	PIEZOMETERS	EACH	1	0	1	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	0	
Z0062456	TEMPORARY PAVEMENT	SQ YD	1073	1073		
Z0076602	TRAINEES (SPECIAL)	HOUR	2,500	1,000	1,500	
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2,500	1,000	1,500	
X0327388	WELL PUMP FEEDER MODIFICATION	EACH	4	4	0	
X0327389	DISCHARGE PIPE REMOVAL	FOOT	415	0	415	
X6020195	DRAINAGE STRUCTURES, TYPE 4, SPECIAL WITH TWO TYPE 23 FRAME AND GRATES	EACH	2	0	2	
X6026057	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	0	1	
X6020190	DRAINAGE STRUCTURES, TYPE 4, SPECIAL WITH TWO TYPE 20 FRAME AND GRATES	EACH	1	0	1	
X7340020	DRILLED SHAFT CONCRETE FOUNDATIONS (SPECIAL)	CU YD	11.9	0.0	11.9	
X6061305	CONCRETE MEDIAN SURFACE, SPECIAL	SQ FT	463	463	0	
Z0029990	REMOVE AND SALVAGE IMPACT ATTENUATOR	EACH	2	1	1	
X7010225	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451, SPECIAL	L SUM	1	1	0	
X4202005	DIAMOND GRINDING AND GROOVING (ROADWAY SECTION)	SQ YD	3890	3890		

• DENOTES SPECIALTY ITEM

FILE NAME = DBTRI-76C52-sht-500-10.dgn	USER NAME = searsb	DESIGNED SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN BS	REVISED -			•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	14	
		CHECKED OP	REVISED -			•	64/998/70	CONTRACT NO. 76C52			
		DATE 1-20-12	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: NONE SHEET NO. 10 OF 10 SHEETS STA. TO STA.							

EXISTING LEGEND:

- (A) HMA OVERLAY - VARIES FROM 3" - 6"
- (B) CONTINUOUSLY REINFORCED PCC PAVEMENT - VARIES 8 1/2" TO 13 1/4"
- (C) STABILIZED SUBBASE - 4"
- (D) STABILIZED SHOULDER - 8" AND VARIES
- (E) CONCRETE CUTTER
- (F) PIPE UNDERDRAINS - 6"
- (G) DOUBLE CONCRETE BARRIER AND PAD
- (H) RIPRAP
- (I) GUARDRAIL
- (J) PORTLAND CEMENT CONCRETE PAVEMENT - 10" (REINFORCED)
- (K) AGGREGATE SHOULDER TYPE A
- (L) PORTLAND CEMENT CONCRETE PAVEMENT - 10" WITH PAVEMENT FABRIC
- (M) SUB-BASE, GRANULAR MATERIAL, TYPE A - 6"

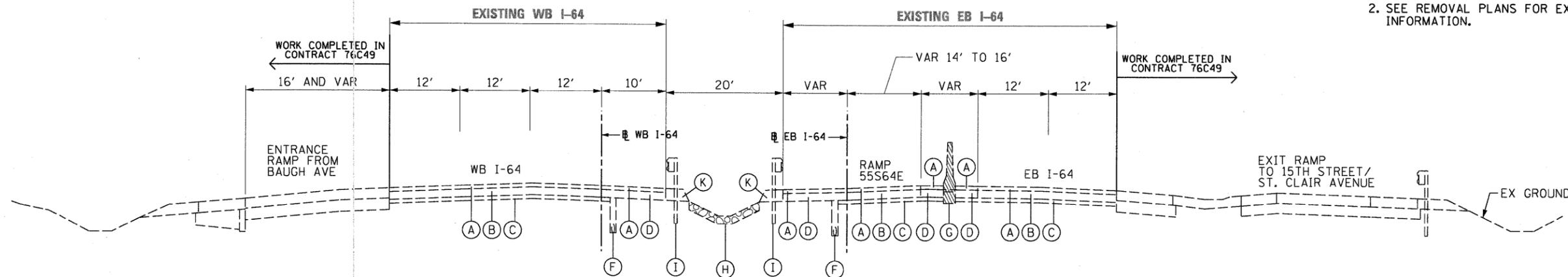


EXISTING WB I-64
STA 113+49.39 TO STA 93+84.79

1 - EXISTING EB I-64
STA 26+70.53 TO STA 49+00.00

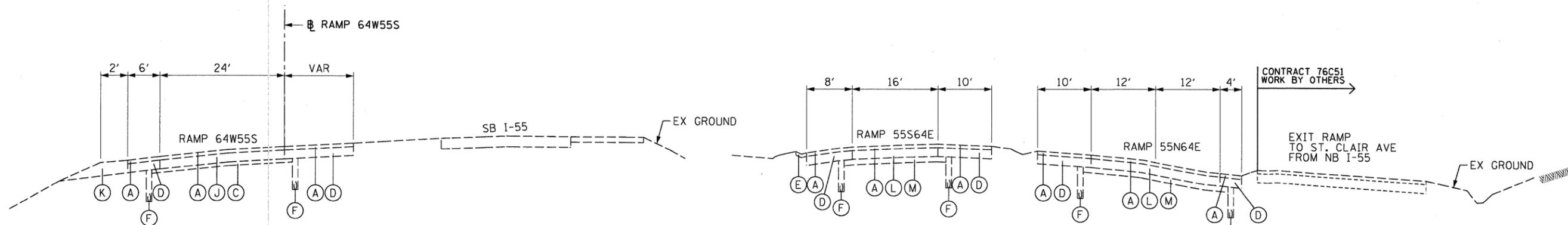
I-64 TYPICAL SECTION NOTES:

1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.



EXISTING WB I-64
STA 93+84.79 TO STA 82+51.39

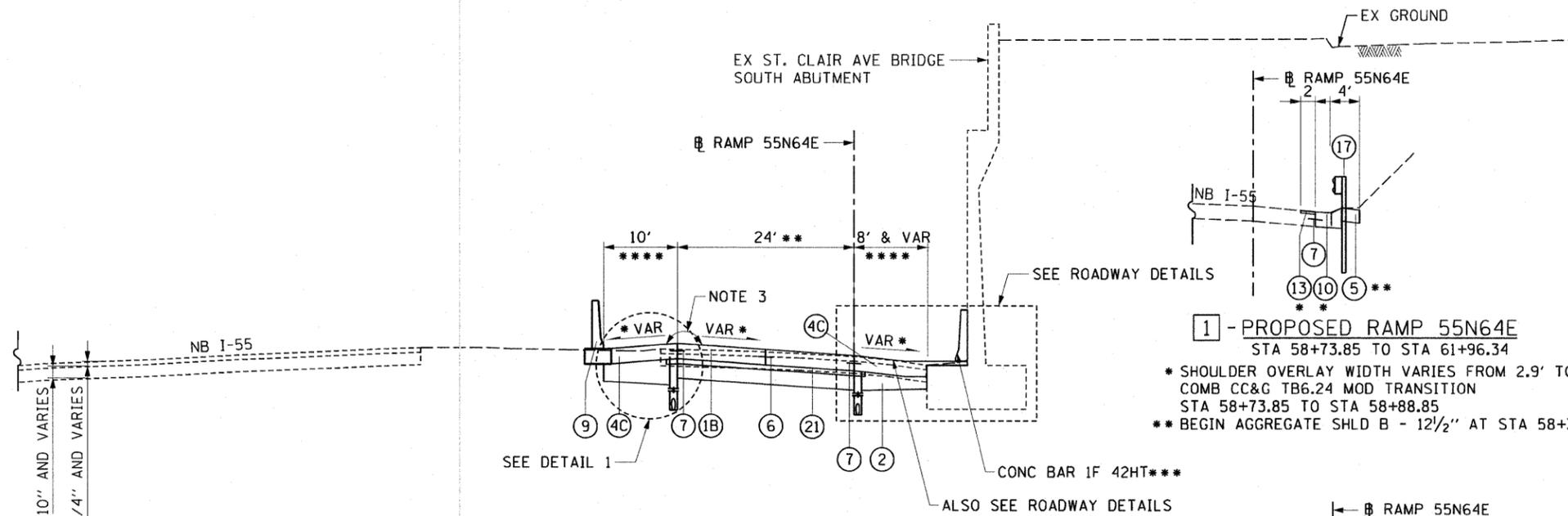
2 - EXISTING EB I-64
STA 49+00.00 TO STA 60+49.34



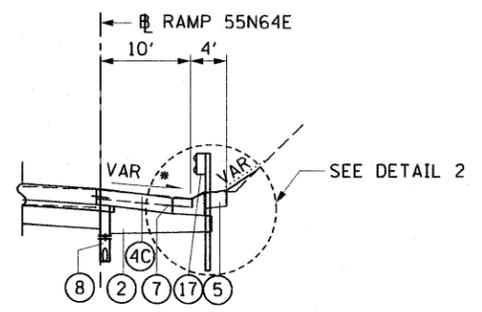
3 - EXISTING RAMP 64W55S
STA 113+92.13 TO STA 133+75.15

EXISTING RAMP 55S64E
STA 23+82.02 TO STA 24+42.27

4 - EXISTING RAMP 55N64E
STA 61+96.34 TO STA 74+11.54



1 - PROPOSED RAMP 55N64E
 STA 58+73.85 TO STA 61+96.34
 * SHOULDER OVERLAY WIDTH VARIES FROM 2.9' TO 2' AND COMB CC&G TB6.24 MOD TRANSITION STA 58+73.85 TO STA 58+88.85
 ** BEGIN AGGREGATE SHLD B - 12 1/2" AT STA 58+33.89

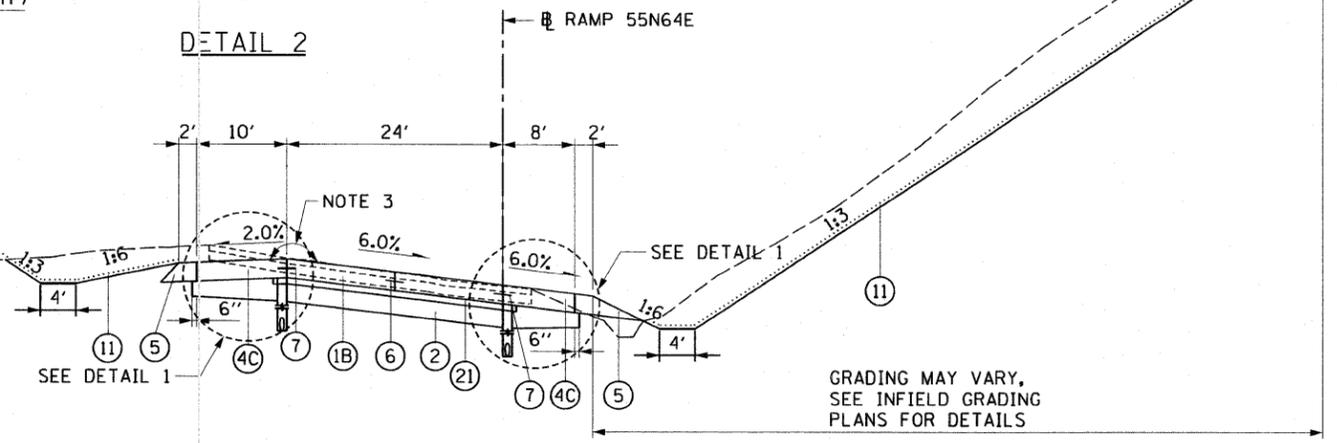
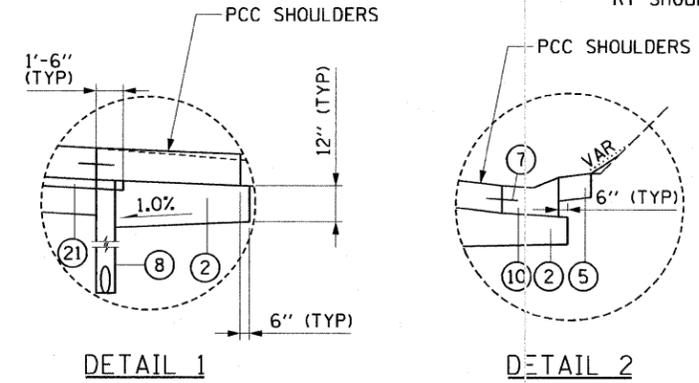


3 - PROPOSED RAMP 55N64E
 STA 61+96.34 TO STA 63+11.92

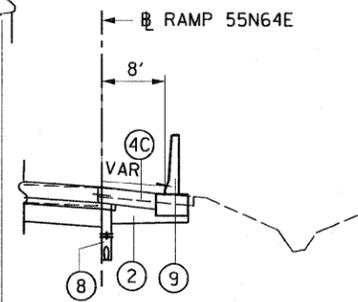
2 - PROPOSED RAMP 55N64E
 STA 61+96.34 TO STA 64+58.92
 * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** PAVEMENT TRANSITION FROM PR PCC JOINTED TO EX CRC PAVEMENT FROM 61+96.34 TO STA 62+09.34, ALSO SEE ROADWAY DETAIL
 *** CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT FROM STA 63+11.92 TO STA 64+58.92
 **** LT SHOULDER VARIES FROM 19' TO 10' FROM STA 62+54.71 TO STA 64+49.98
 RT SHOULDER VARIES FROM 8' TO 6.9' FROM STA 62+91.97 TO STA 63+11.80

- I-64 TYPICAL SECTION NOTES:**
- FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
 - FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
 - SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
 - WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

- I-64 PROPOSED LEGEND:**
- PORTLAND CEMENT CONCRETE PAVEMENT
 - 10 1/2" (JOINTED) (RAMPS)
 - 12 1/2" (JOINTED)
 - 14" (JOINTED) (NB I-55)
 - AGGREGATE BASE COURSE, TYPE A - 12"
 - CONCRETE GUTTER, TYPE A
 - PORTLAND CEMENT CONCRETE SHOULDERS
 - 10"
 - 10 1/2"
 - 12 1/2"
 - 14"
 - AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
 - *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - PIPE UNDERDRAINS - 6"
 - CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
 - SEEDING AND MULCHING (BY OTHERS)
 - NOT USED
 - HMA OVERLAY - SEE NOTE 2
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
 - STONE RIPRAP, CLASS A4
 - CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
 - STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
 - BITUMINOUS MATERIALS (PRIME COAT)
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
 - STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



4 - PROPOSED RAMP 55N64E
 STA 64+58.92 TO STA 68+20.99

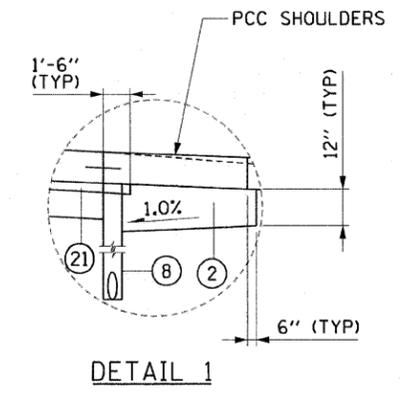
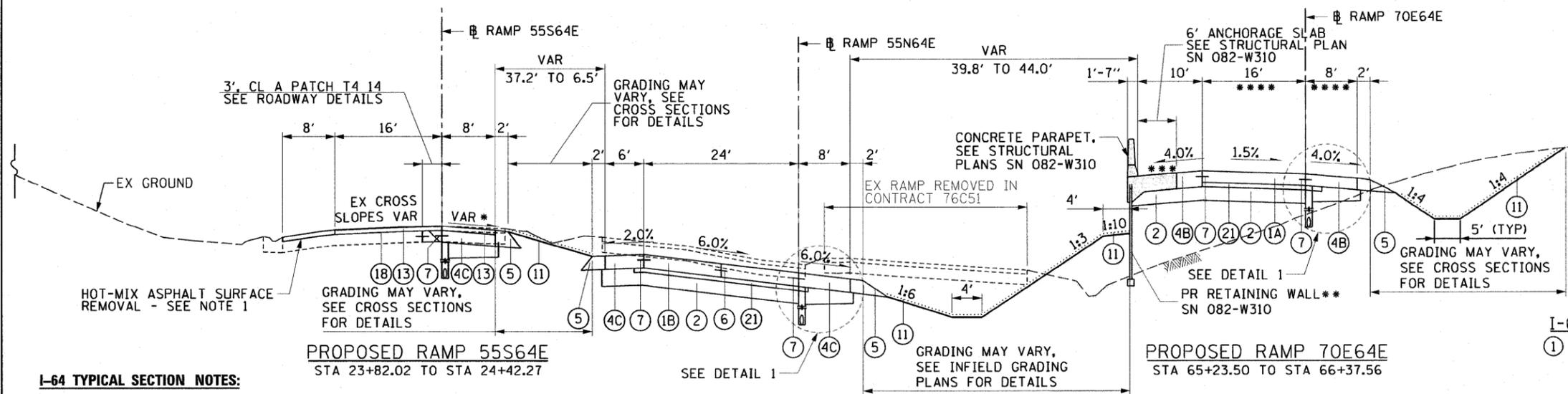


5 - PROPOSED RAMP 55N64E
 STA 64+58.92 TO STA 66+70.67

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN



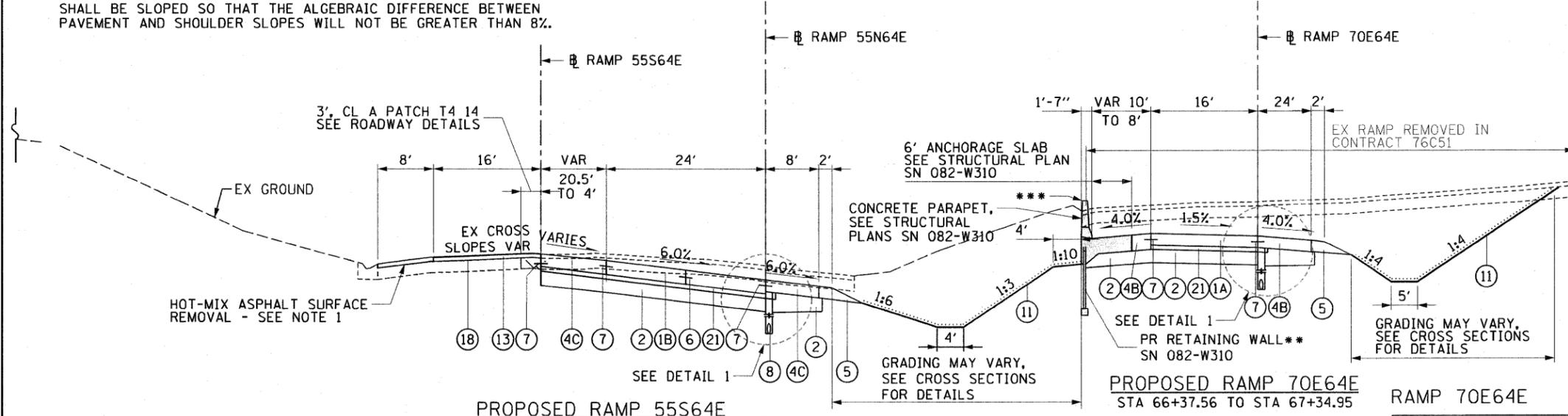
I-64 TYPICAL SECTION NOTES:

1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** PROPOSED RETAINING WALL LEFT FROM STA 65+23.00 TO STA 66+75.00 "70E64E"
 *** BEGIN SHOULDER TRANSITION STA. 65+23.00 +1.50% TO STA. 66+33.00 -4.00% "70E64E"
 **** PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR STA. 65+23.50 TO STA. 66+23.50 "70E64E"

I-64 PROPOSED LEGEND:

- 1 PORTLAND CEMENT CONCRETE PAVEMENT
 - 1A - 10 1/2" (JOINTED) (RAMPS)
 - 1B - 12 1/2" (JOINTED)
 - 1C - 14" (JOINTED) (NB I-55)
- 2 AGGREGATE BASE COURSE, TYPE A - 12"
- 3 CONCRETE GUTTER, TYPE A
- 4 PORTLAND CEMENT CONCRETE SHOULDERS
 - 4A - 10"
 - 4B - 10 1/2"
 - 4C - 12 1/2"
 - 4D - 14"
- 5 AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
- 6 #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- 7 #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- 8 PIPE UNDERDRAINS - 6"
- 9 CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- 10 COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- 11 SEEDING AND MULCHING (BY OTHERS)
- 12 NOT USED
- 13 HMA OVERLAY - SEE NOTE 2
- 14 COMB CURB AND GUTTER TYPE B-6.24
- 15 STONE RIPRAP, CLASS A4
- 16 CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- 17 STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- 18 BITUMINOUS MATERIALS (PRIME COAT)
- 19 CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- 20 CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- 21 STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

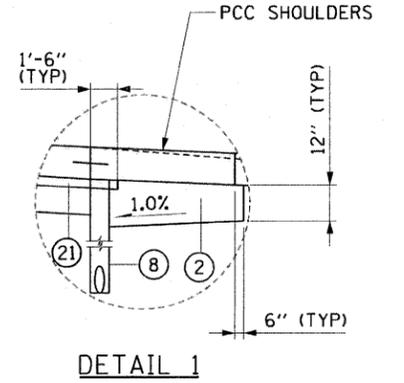
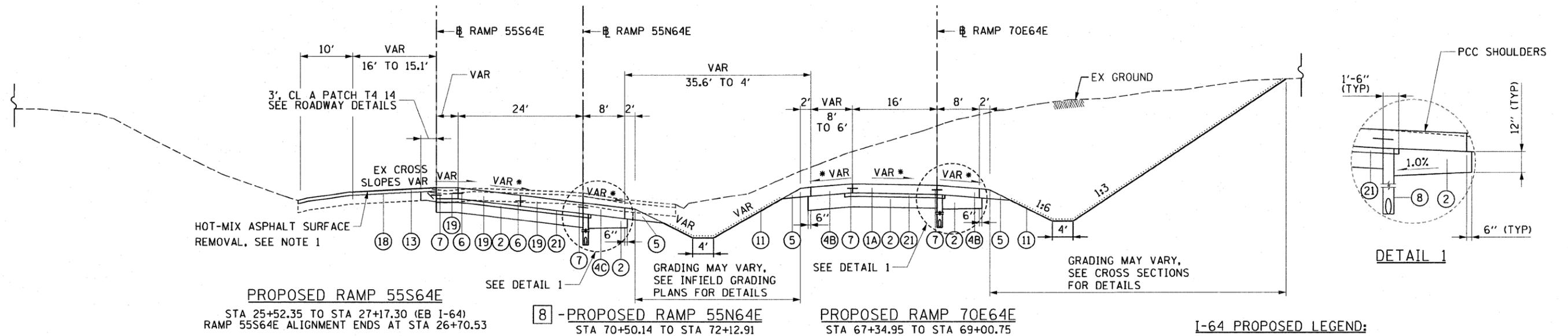


HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV=	9,630	SU= 602 MU= 1,806
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P=	80%	S= 5% M= 15%
TRAFFIC FACTOR:	ACTUAL TF=	26.91 AC TYPE= 20
	MINIMUM TF=	11.17
PG GRADE:	BINDER=	NA SURFACE= NA
SUBGRADE SUPPORT RATING	SSR=	POOR



I-64 TYPICAL SECTION NOTES:

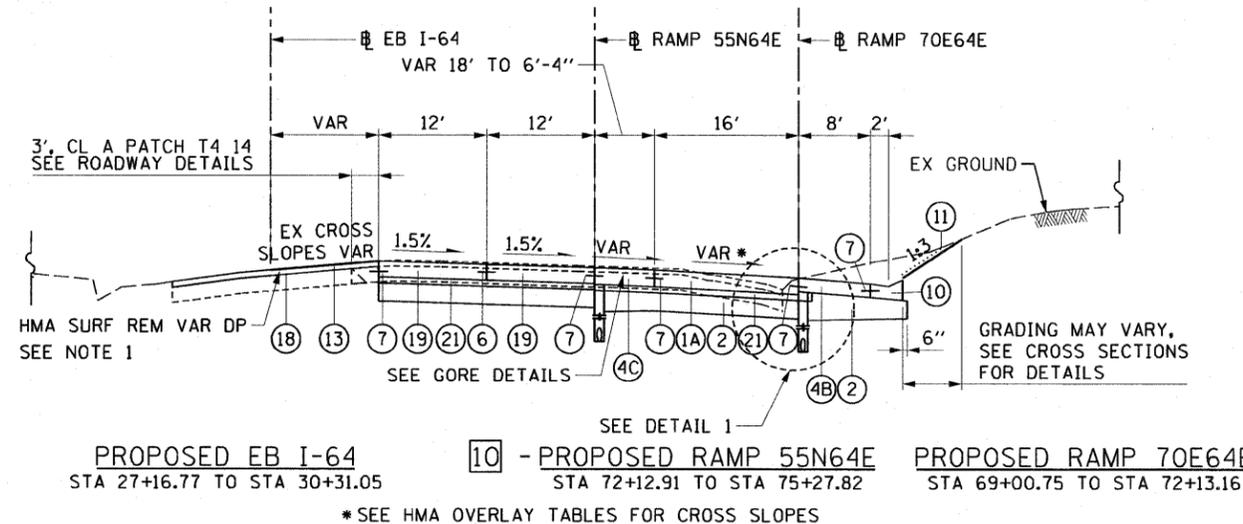
1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

*SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS

I-64 PROPOSED LEGEND:

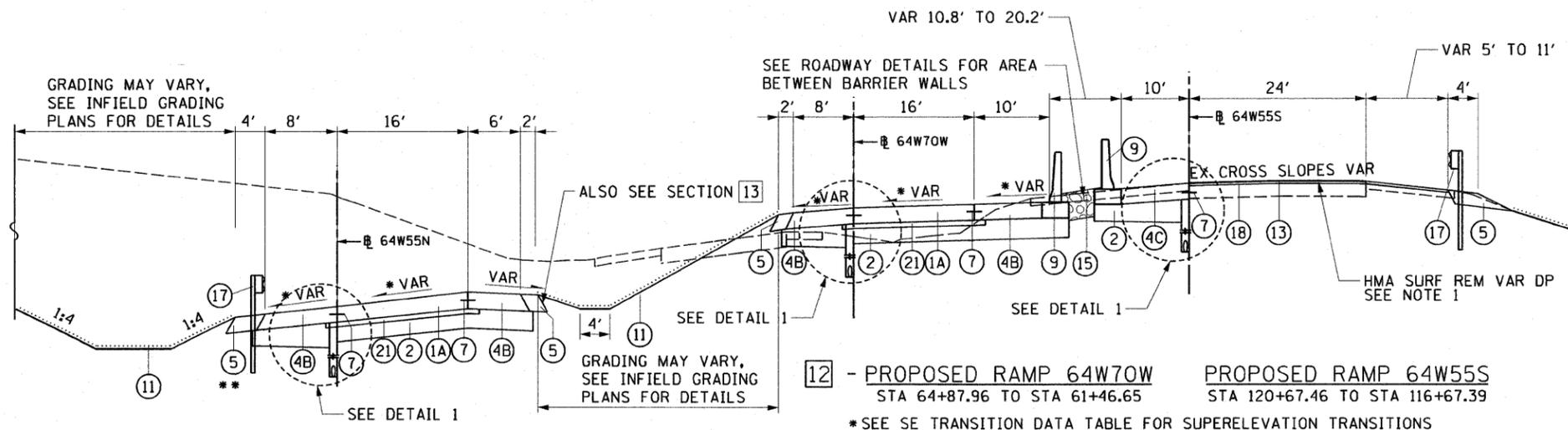
- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - ①A - 10 1/2" (JOINTED) (RAMPS)
 - ①B - 12 1/2" (JOINTED)
 - ①C - 14" (JOINTED)
- ② AGGREGATE BASE COURSE, TYPE A - 12"
- ③ CONCRETE GUTTER, TYPE A
- ④ PORTLAND CEMENT CONCRETE SHOULDERS
 - ④A - 10"
 - ④B - 10 1/2"
 - ④C - 12 1/2"
 - ④D - 14"
- ⑤ AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
- ⑥ *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑦ *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑧ PIPE UNDERDRAINS - 6"
- ⑨ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ⑩ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑪ SEEDING AND MULCHING (BY OTHERS)
- ⑫ NOT USED
- ⑬ HMA OVERLAY - SEE NOTE 2
- ⑭ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑮ STONE RIPRAP, CLASS A4
- ⑯ CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- ⑰ STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- ⑱ BITUMINOUS MATERIALS (PRIME COAT)
- ⑲ CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- ⑳ CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- ㉑ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

⑨ - OMITTED



RAMP 70E64E

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 9,630	SU= 602	MU= 1,806
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 26.91	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	



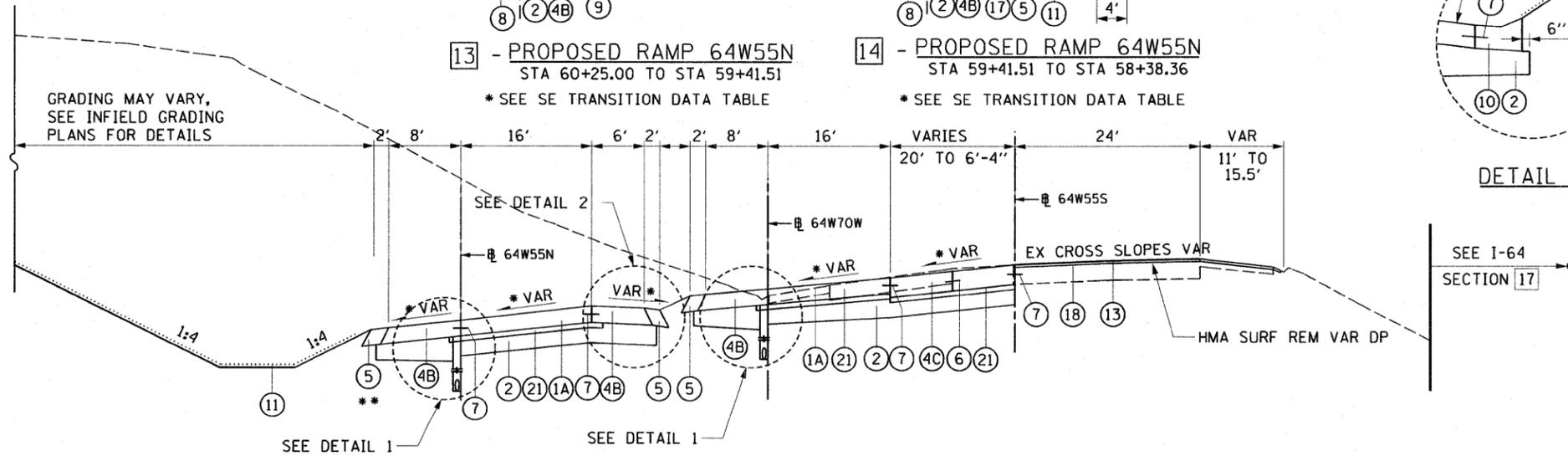
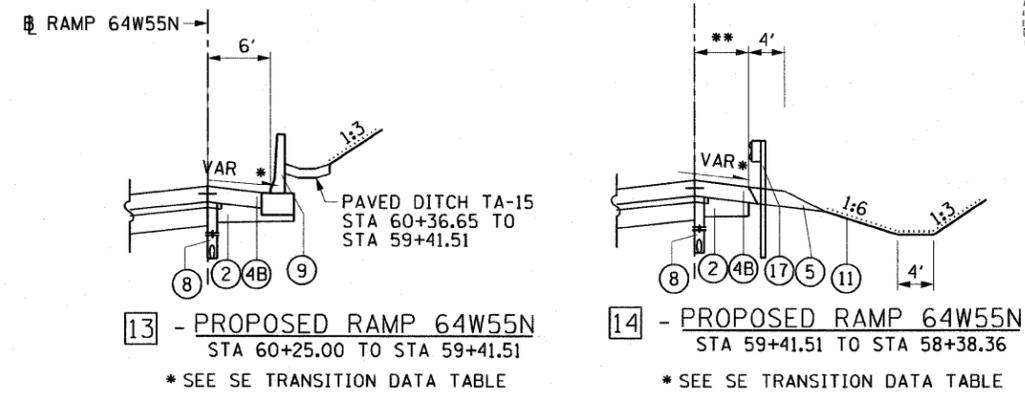
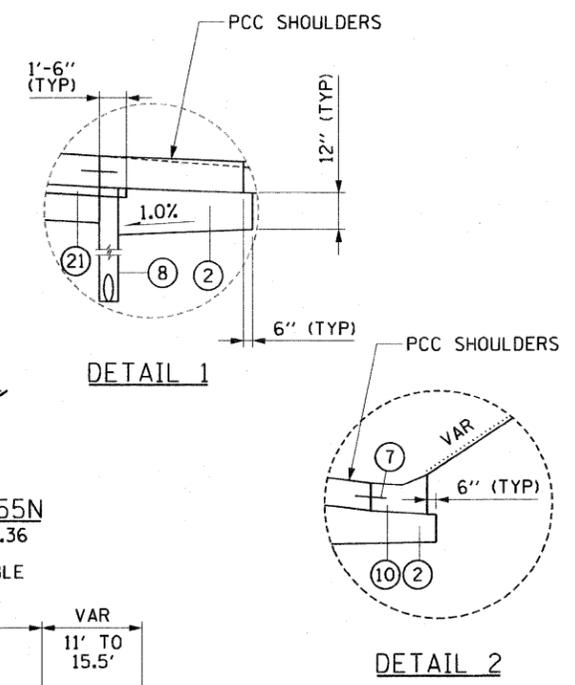
- I-64 TYPICAL SECTION NOTES:**
- FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
 - FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
 - SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
 - WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

PROPOSED RAMP 64W55N
STA 60+25.00 TO STA 57+43.29
FOR SECTIONS OF RAMP 64W55N
FROM STA 60+25.00 AND UP,
SEE I-55 TYPICAL SECTIONS 8 TO 11

** CONC CURB AND GUTTER TYPE B-6.24 (MODIFIED) FROM
STA 54+25.00 TO 56+75.00 RT (RAMP 64W55N)

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
** CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT FROM STA 61+94.88 TO STA 61+46.65

- I-64 PROPOSED LEGEND:**
- PORTLAND CEMENT CONCRETE PAVEMENT
 - 1A - 10 1/2" (JOINTED) (RAMPS)
 - 1B - 12 1/2" (JOINTED)
 - 1C - 14" (JOINTED)
 - AGGREGATE BASE COURSE, TYPE A - 12"
 - CONCRETE GUTTER, TYPE A
 - PORTLAND CEMENT CONCRETE SHOULDERS
 - 4A - 10"
 - 4B - 10 1/2"
 - 4C - 12 1/2"
 - 4D - 14"
 - AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
 - *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - PIPE UNDERDRAINS - 6"
 - CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
 - SEEDING AND MULCHING (BY OTHERS)
 - NOT USED
 - HMA OVERLAY - SEE NOTE 2
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
 - STONE RIPRAP, CLASS A4
 - CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
 - STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS BITUMINOUS MATERIALS (PRIME COAT)
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
 - STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



PROPOSED RAMP 64W55N
STA 57+43.29 TO STA 53+71.71

16 - PROPOSED RAMP 64W70W
STA 61+46.65 TO STA 58+75.98

PROPOSED RAMP 64W55S
STA 116+67.39 TO STA 113+92.13

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
** CONC CURB AND GUTTER TYPE B-6.24 (MODIFIED) FROM
STA 57+00.00 TO STA 59+41.51 LT (RAMP 64W55N)
AND STA 54+25.00 TO 56+75.00 RT (RAMP 64W55N)

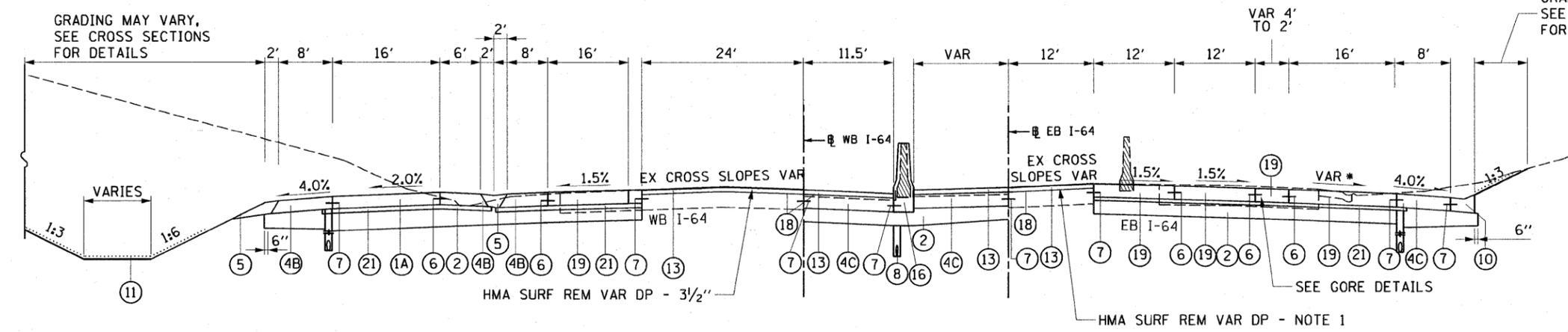
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN

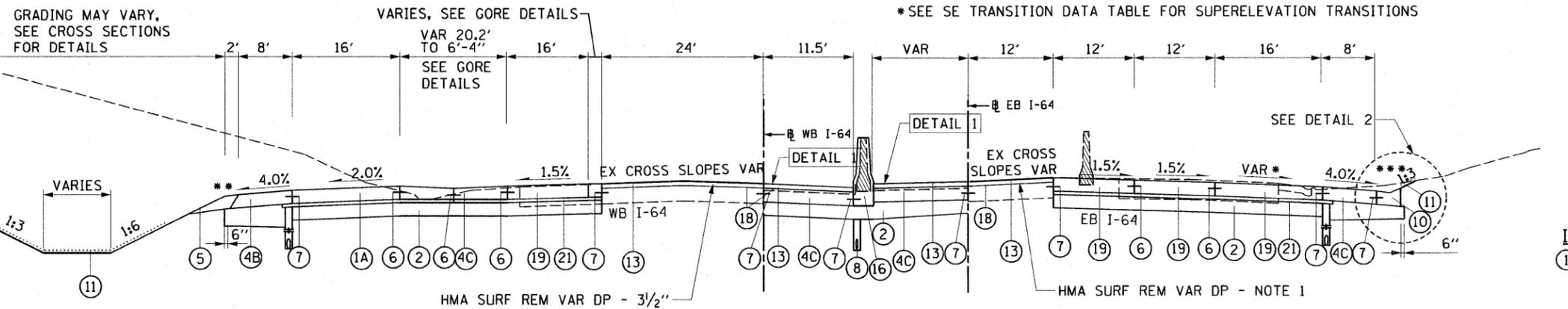
GRADING MAY VARY, SEE CROSS SECTIONS FOR DETAILS

CONCRETE BARRIER REMOVAL



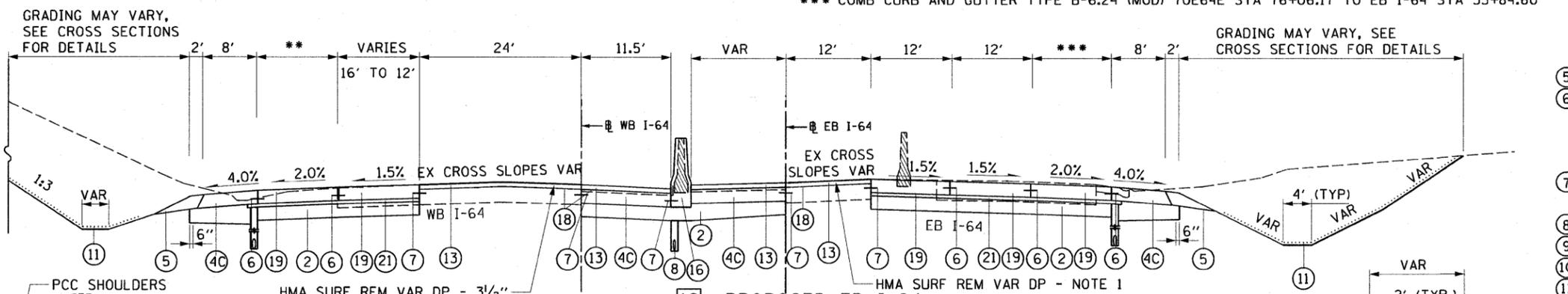
- I-64 TYPICAL SECTION NOTES:**
- FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
 - FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
 - SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.

PROPOSED RAMP 64W55N STA 54+71.71 TO STA 53+24.92
 PROPOSED RAMP 64W70W STA 57+76.34 TO STA 57+21.38
 PROPOSED WB I-64 STA 112+91.56 TO STA 112+36.60
 17 - PROPOSED EB I-64 STA 30+31.05 TO STA 31+31.46
 PROPOSED RAMP 55N64E STA 75+27.82 TO STA 76+27.82
 PROPOSED RAMP 70E64E STA 72+13.16 TO STA 73+13.22



- I-64 TYPICAL SECTION CONTINUED:**
- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

PROPOSED RAMP 64W55N STA 53+24.92 TO STA 51+38.37
 PROPOSED RAMP 64W70W STA 57+21.38 TO STA 55+35.15
 PROPOSED WB I-64 STA 112+36.60 TO STA 110+50.38
 18 - PROPOSED EB I-64 STA 30+48.12 TO STA 32+34.34
 PROPOSED RAMP 70E64E STA 73+13.22 TO STA 74+15.76



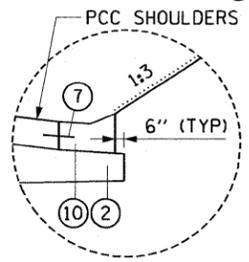
- I-64 PROPOSED LEGEND:**
- PORTLAND CEMENT CONCRETE PAVEMENT
 - (A) - 10 1/2" (JOINTED) (RAMPS)
 - (B) - 12 1/2" (JOINTED)
 - (C) - 14" (JOINTED)
 - AGGREGATE BASE COURSE, TYPE A - 12"
 - CONCRETE GUTTER, TYPE A
 - PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
 - AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
 - *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - PIPE UNDERDRAINS - 6"
 - CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
 - COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - SEEDING AND MULCHING (BY OTHERS)
 - NOT USED
 - HMA OVERLAY - SEE NOTE 2
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
 - STONE RIPRAP, CLASS A4
 - CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
 - STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
 - BITUMINOUS MATERIALS (PRIME COAT)
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
 - STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

19 - PROPOSED EB I-64
 STA 32+34.34 TO STA 37+69.45
 **LANE VARIES 16' TO 12' FROM RAMP 64W55N STA 51+38.37 TO STA 50+00
 ***LANE VARIES 16' TO 12' FROM RAMP 70E64E STA 74+15.76 TO STA 76+13.08, RAMP 70E64E ALIGNMENT ENDS AT STA 73+13.08

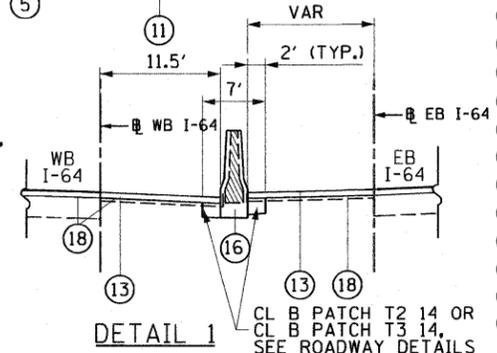
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN



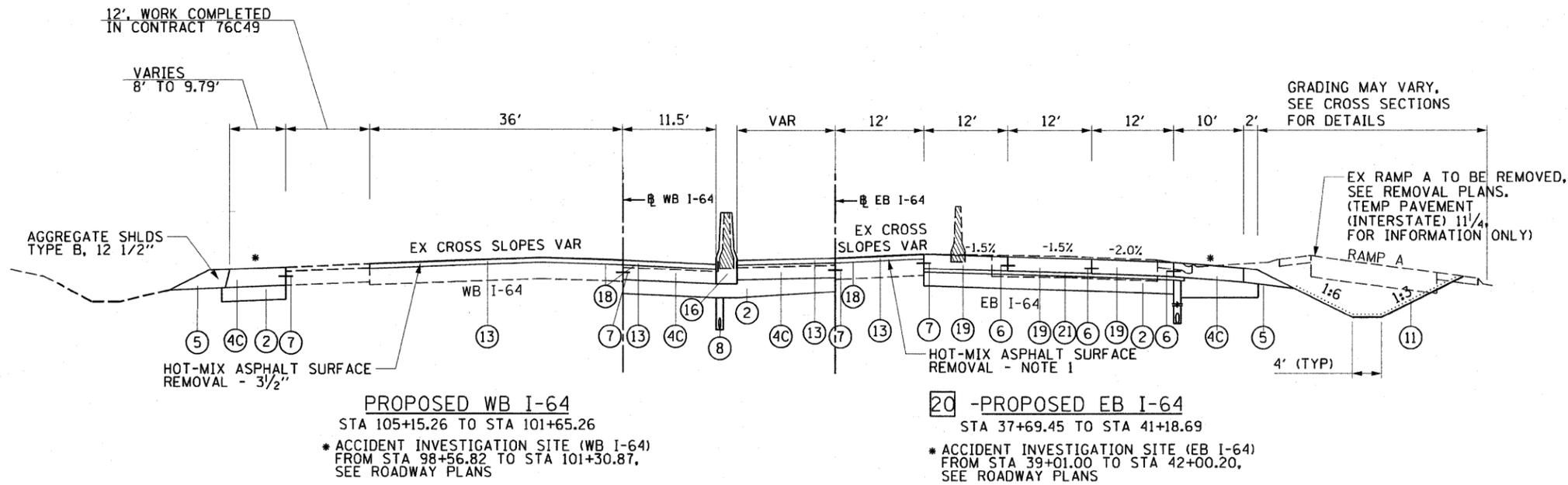
DETAIL 2



DETAIL 1



CONCRETE BARRIER REMOVAL

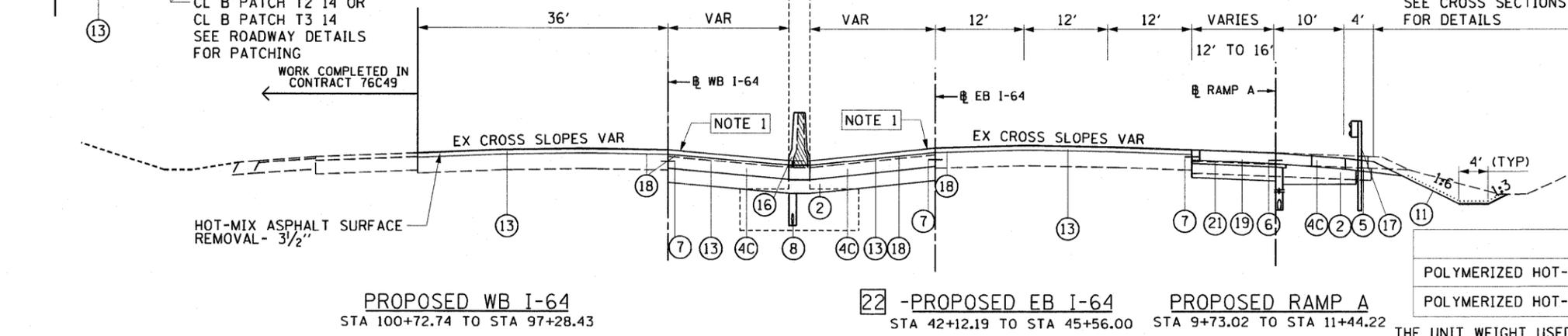
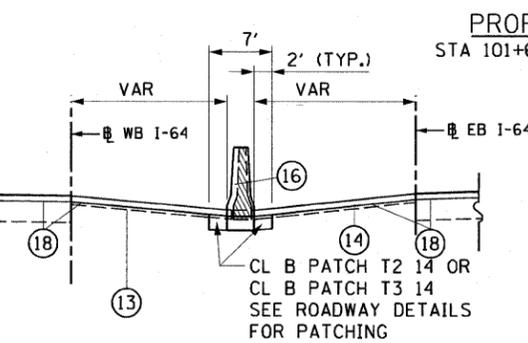
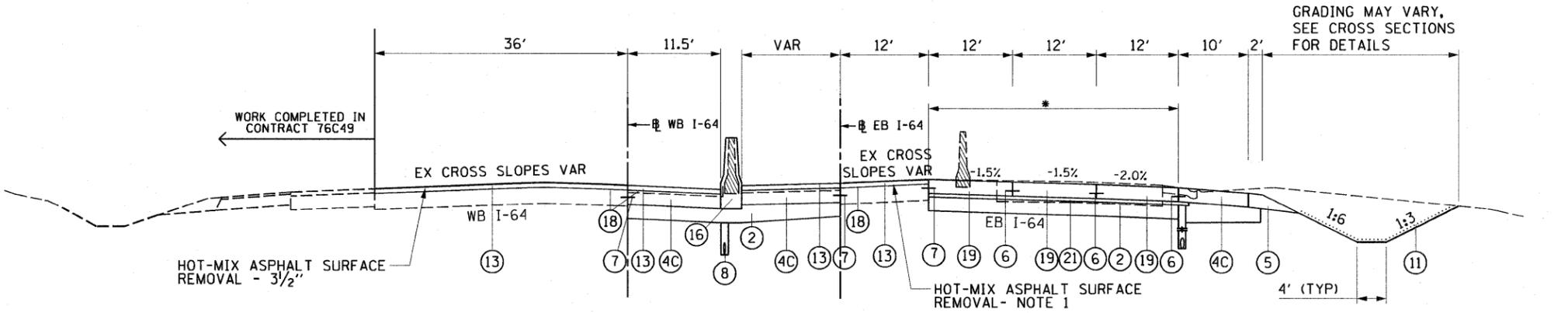


I-64 TYPICAL SECTION NOTES:

1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

I-64 PROPOSED LEGEND:

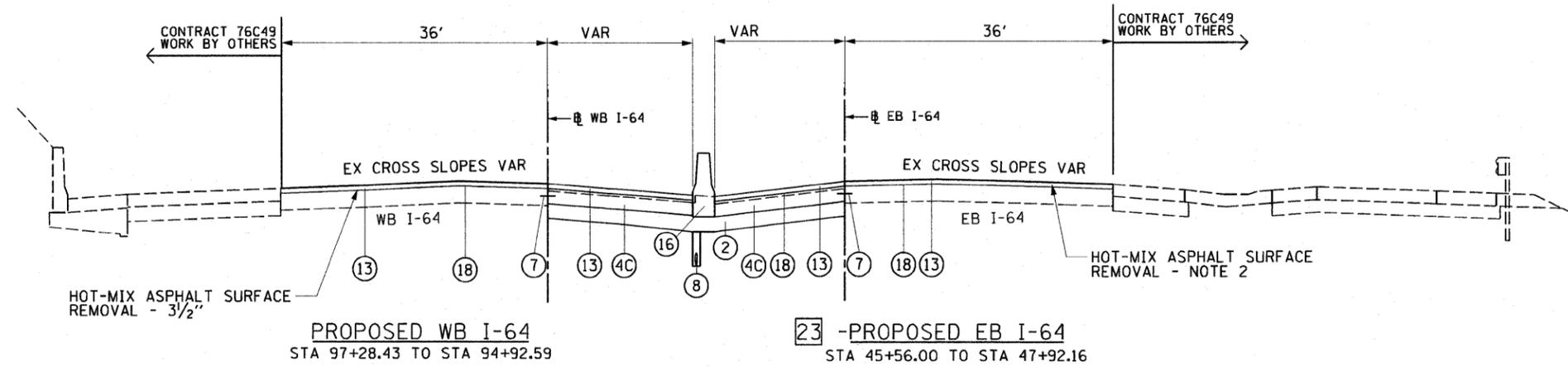
- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - ①A - 10 1/2" (JOINTED) (RAMPS)
 - ①B - 12 1/2" (JOINTED)
 - ①C - 14" (JOINTED)
- ② AGGREGATE BASE COURSE, TYPE A - 12"
- ③ CONCRETE GUTTER, TYPE A
- ④ PORTLAND CEMENT CONCRETE SHOULDERS
 - ④A - 10"
 - ④B - 10 1/2"
 - ④C - 12 1/2"
 - ④D - 14"
- ⑤ AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
- ⑥ #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑦ #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑧ PIPE UNDERDRAINS - 6"
- ⑨ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ⑩ COM CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑪ SEEDING AND MULCHING (BY OTHERS)
- ⑫ NOT USED
- ⑬ HMA OVERLAY - NOTE 2
- ⑭ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑮ STONE RIPRAP, CLASS A4
- ⑯ CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- ⑰ STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- ⑱ BITUMINOUS MATERIALS (PRIME COAT)
- ⑲ CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- ⑳ CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- ㉑ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

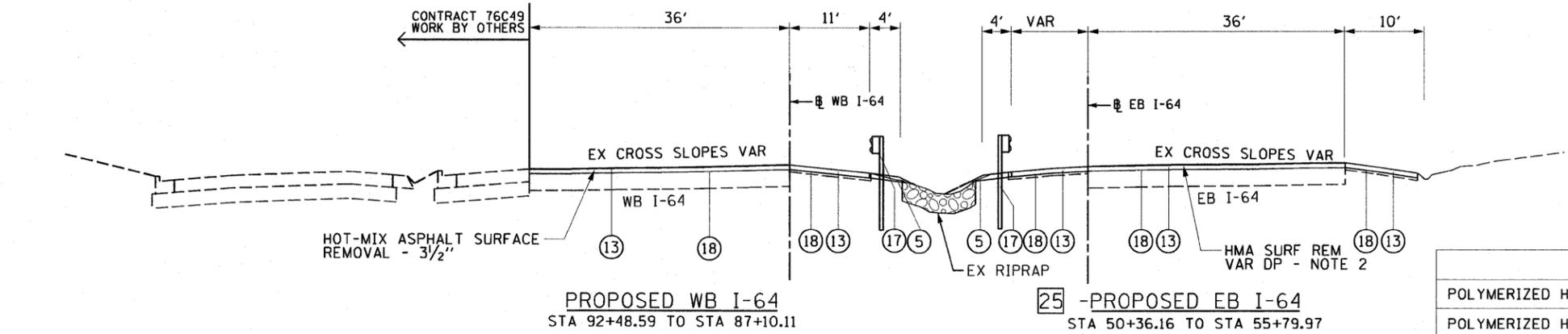
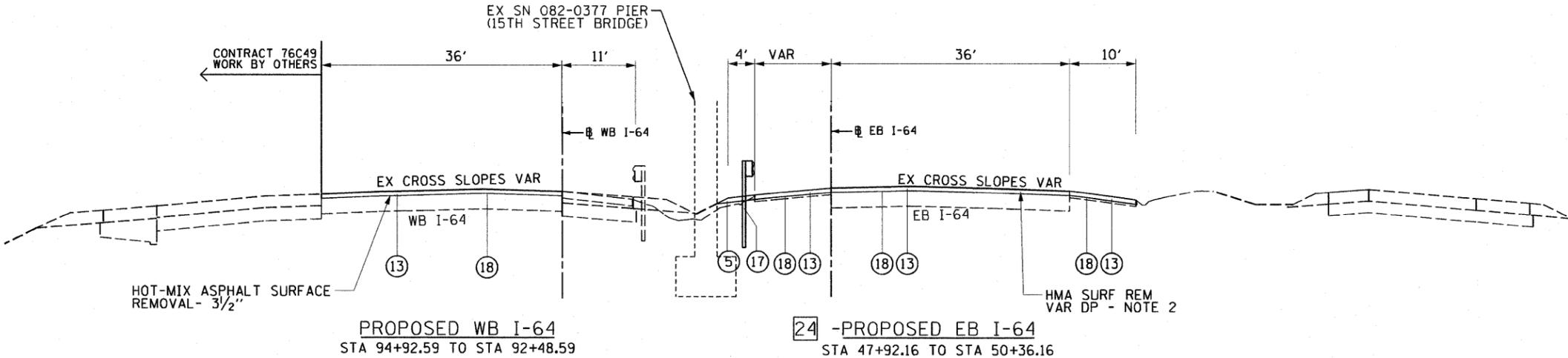


I-64 TYPICAL SECTION NOTES:

1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

I-64 PROPOSED LEGEND:

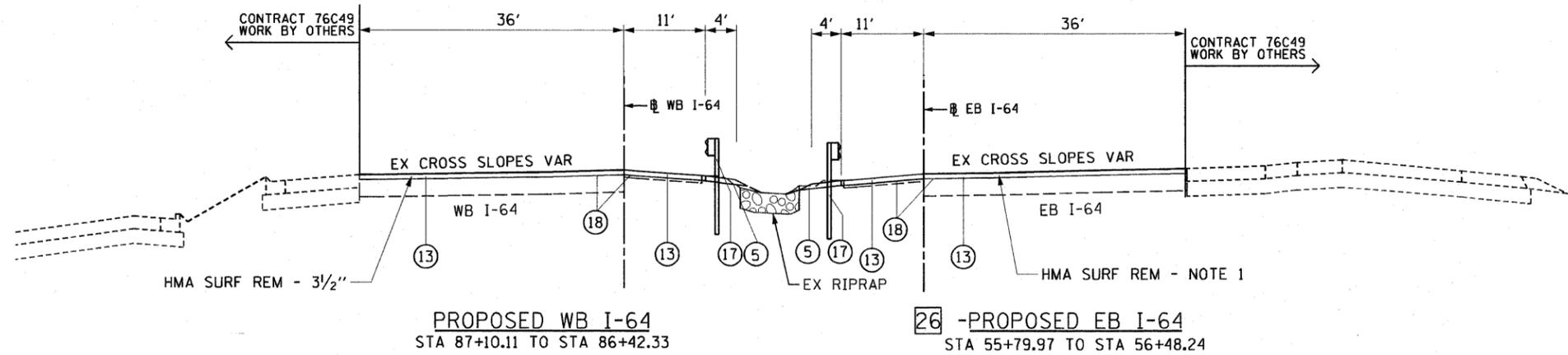
- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - ①A - 10 1/2" (JOINTED) (RAMPS)
 - ①B - 12 1/2" (JOINTED)
 - ①C - 14" (JOINTED)
- ② AGGREGATE BASE COURSE, TYPE A - 12"
- ③ CONCRETE GUTTER, TYPE A
- ④ PORTLAND CEMENT CONCRETE SHOULDERS
 - ④A - 10"
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 - ④D - 14"
- ⑤ AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
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- ⑦ *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑧ PIPE UNDERDRAINS - 6"
- ⑨ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ⑩ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑪ SEEDING AND MULCHING (BY OTHERS)
- ⑫ NOT USED
- ⑬ HMA OVERLAY - NOTE 2
- ⑭ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑮ STONE RIPRAP, CLASS A4
- ⑯ CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- ⑰ STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- ⑱ BITUMINOUS MATERIALS (PRIME COAT)
- ⑲ CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- ⑳ CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- ㉑ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



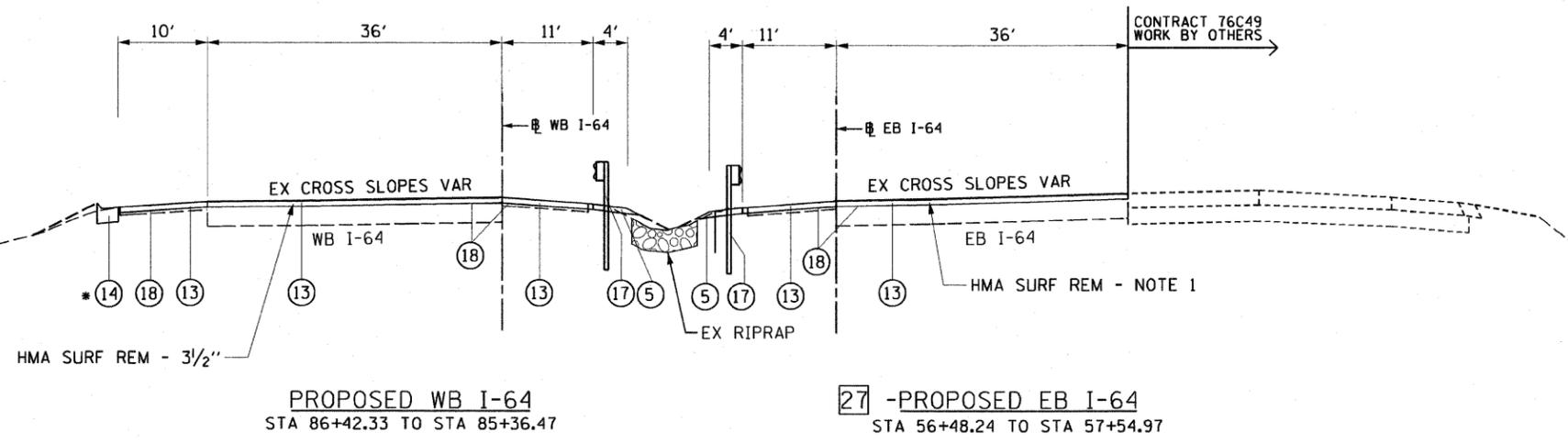
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN

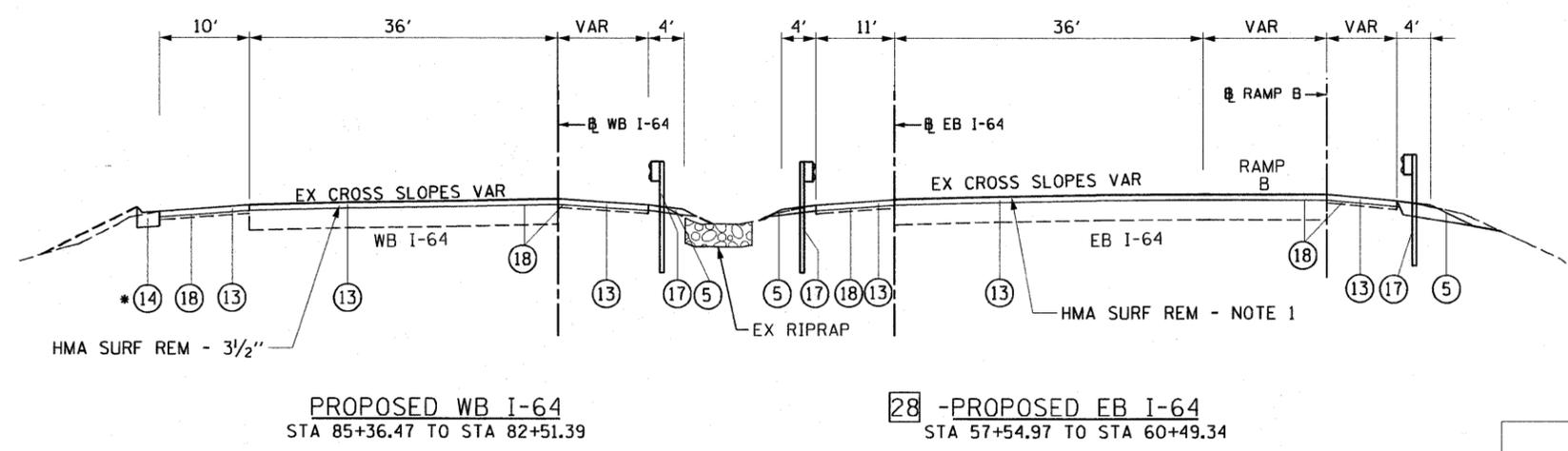


- I-64 TYPICAL SECTION NOTES:**
- FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
 - FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
 - SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
 - WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.



- I-64 PROPOSED LEGEND:**
- PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED)
 - (1C) - 14" (JOINTED)
 - AGGREGATE BASE COURSE, TYPE A - 12"
 - CONCRETE GUTTER, TYPE A
 - PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
 - AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
 - *#6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - *#6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - PIPE UNDERDRAINS - 6"
 - CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
 - SEEDING AND MULCHING (BY OTHERS)
 - NOT USED
 - HMA OVERLAY - NOTE 2
 - COMB CONCRETE CURB AND GUTTER, TYPE B-6.24
 - STONE RIPRAP, CLASS A4
 - CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
 - STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
 - BITUMINOUS MATERIALS (PRIME COAT)
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
 - CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
 - STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

* COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 ENDS AT STA 86+42.45

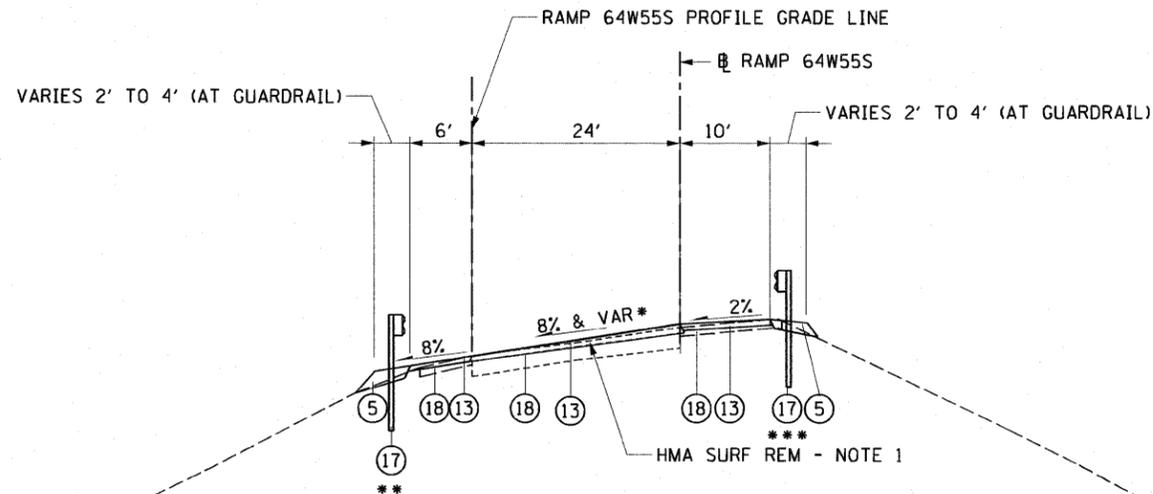


* COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 BEGINS AT STA 82+73.28

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN



29 - PROPOSED RAMP 64W55S
STA 123+64.87 TO STA 131+55.84

*SEE HMA OVERLAY TABLE FOR CROSS SLOPES
 **STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS STA 126+93.60 TO STA 130+86.75 LT
 ***STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS STA 123+65.76 TO STA 124+71.41 AND
 126+93.70 TO STA 128+86.85 RT
 CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL) STA 128+81.65 TO STA 131+56.95 RT

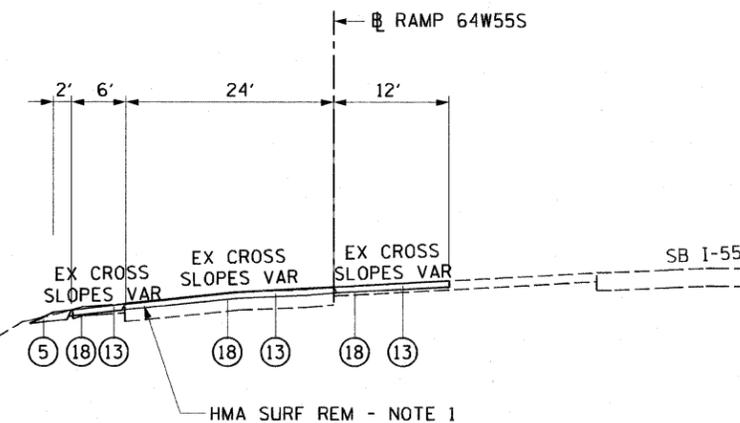
I-64 TYPICAL SECTION NOTES:

1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

I-64 PROPOSED LEGEND:

- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - ①A - 10 1/2" (JOINTED) (RAMPS)
 - ①B - 12 1/2" (JOINTED)
 - ①C - 14" (JOINTED)
- ② AGGREGATE BASE COURSE, TYPE A - 12"
- ③ CONCRETE GUTTER, TYPE A
- ④ PORTLAND CEMENT CONCRETE SHOULDERS
 - ④A - 10"
 - ④B - 10 1/2"
 - ④C - 12 1/2"
 - ④D - 14"
- ⑤ AGGREGATE SHLDS, TYPE B - SEE PLANS FOR THICKNESS
- ⑥ *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑦ *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑧ PIPE UNDERDRAINS - 6"
- ⑨ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ⑩ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑪ SEEDING AND MULCHING (BY OTHERS)
- ⑫ NOT USED
- ⑬ HMA OVERLAY - NOTE 2
- ⑭ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑮ STONE RIPRAP, CLASS A4
- ⑯ CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- ⑰ STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- ⑱ BITUMINOUS MATERIALS (PRIME COAT)
- ⑲ CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- ⑳ CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- ㉑ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

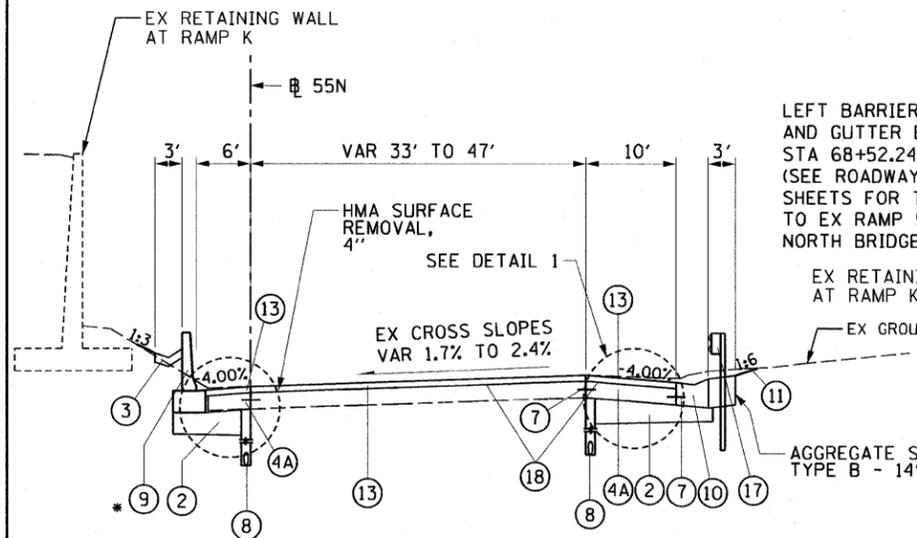
30 - PROPOSED RAMP 64W55S
STA 132+45.66 TO STA 133+75.15



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

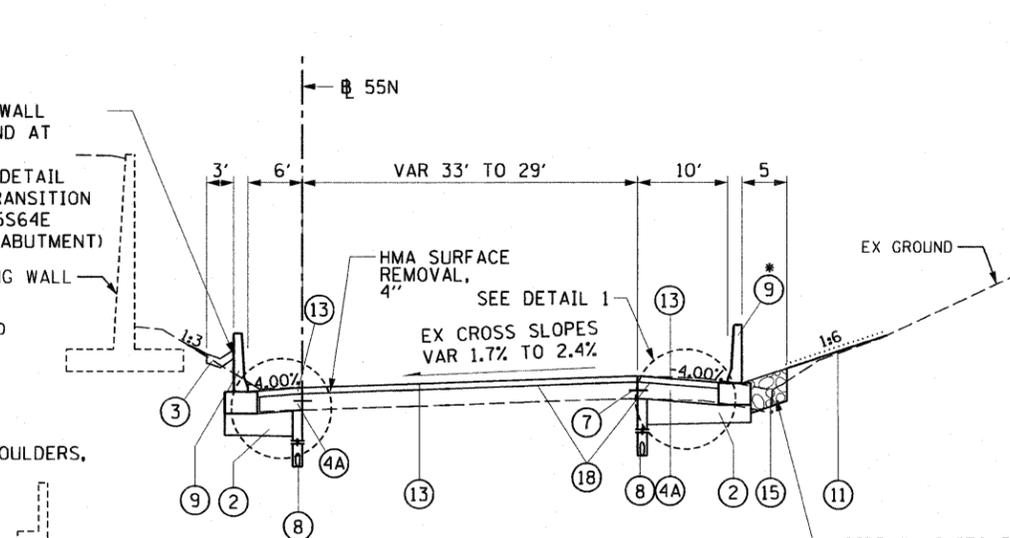
MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN



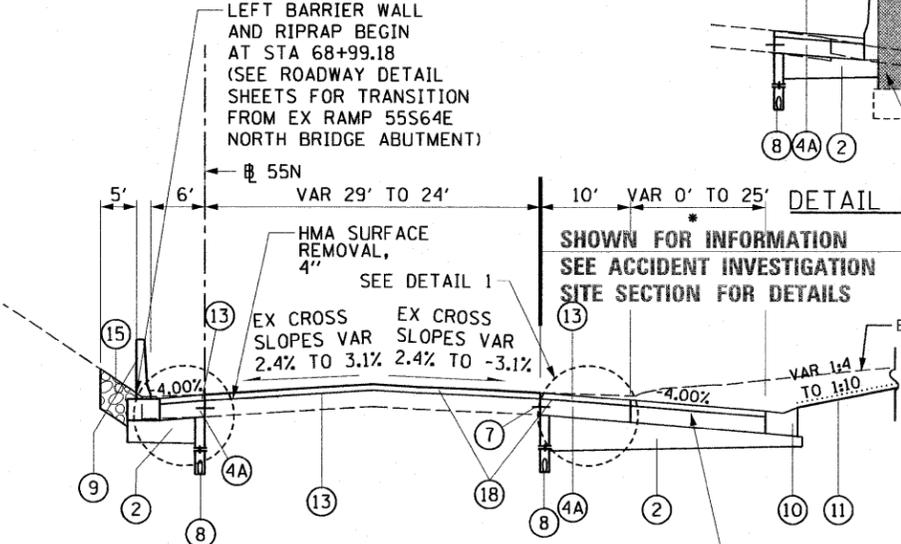
1A - PROPOSED NB I-55
STA 64+50.00 TO STA 67+12.88

*CONC BAR 1F 42HT SPL BEGINS AT STA 63+50.16



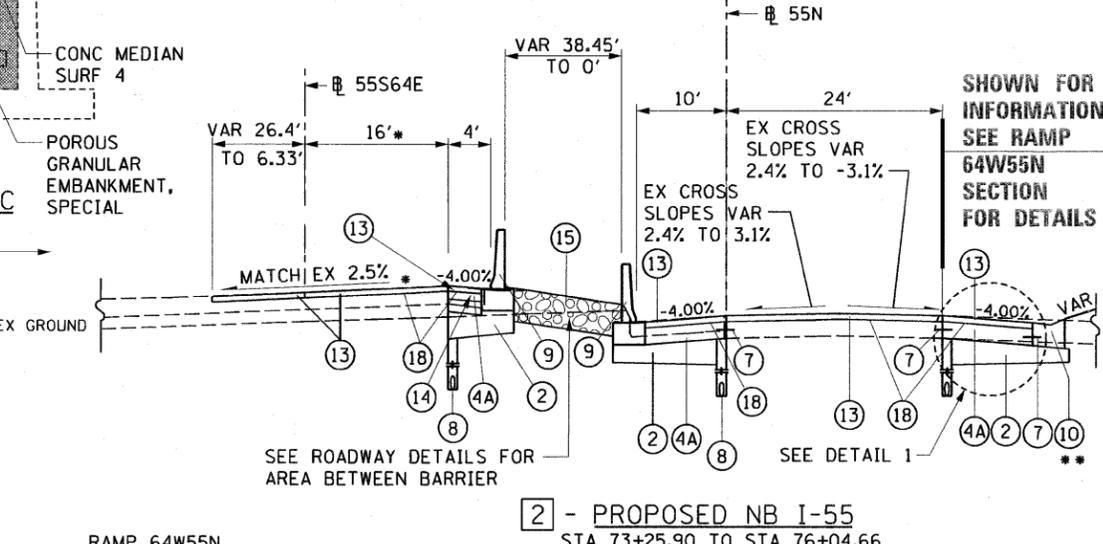
1A - PROPOSED NB I-55
STA 67+12.88 TO STA 69+57.15

* SEE DETAIL C FOR SECTION THROUGH EXISTING RAMP 55S64E BRIDGE ABUTMENT AND ALSO SEE ROADWAY DETAILS



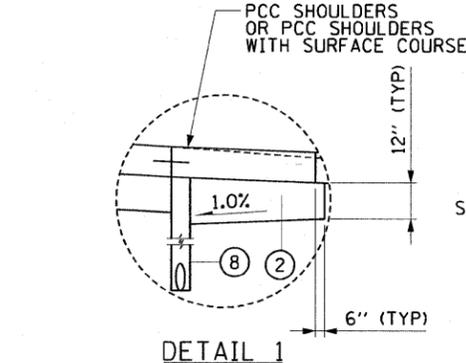
1B - PROPOSED NB I-55
STA 69+57.15 TO STA 73+25.90

* ACCIDENT INVESTIGATION SITE FROM STA 70+75.93 TO STA 73+25.90

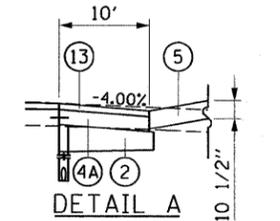


2 - PROPOSED NB I-55
STA 73+25.90 TO STA 76+04.66

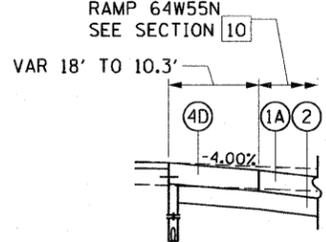
* RAMP 55S64E RESURFACING BEGINS AT STA 12+93.86 AND ENDS AT STA 14+07.89 (55S64E @)
55S64E SHOULDER RECONSTRUCTION EXTENDS TO 16+00.00 (55S64E @)
** COMB CC&G TB6.24 (DEPRESSED) ENDS AT STA 73+75.20, ALSO SEE DETAILS A & B AND SEE TYPICAL *10c FOR ACCIDENT INVESTIGATION SITE DETAIL



DETAIL 1



DETAIL A

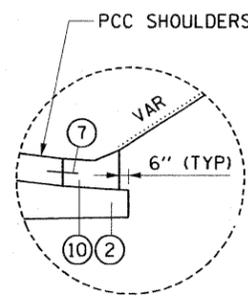


DETAIL B

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN



DETAIL 2

EXISTING LEGEND:

- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 TYPICAL SECTION NOTES:

1. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

I-55 TYPICAL SECTION NOTES CONTINUED:

2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 @), BUT SHOULD BE FIELD VERIFIED.

3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

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USER NAME = searsb
DESIGNED JWM
DRAWN JWM
CHECKED DBM
DATE 03-01-12

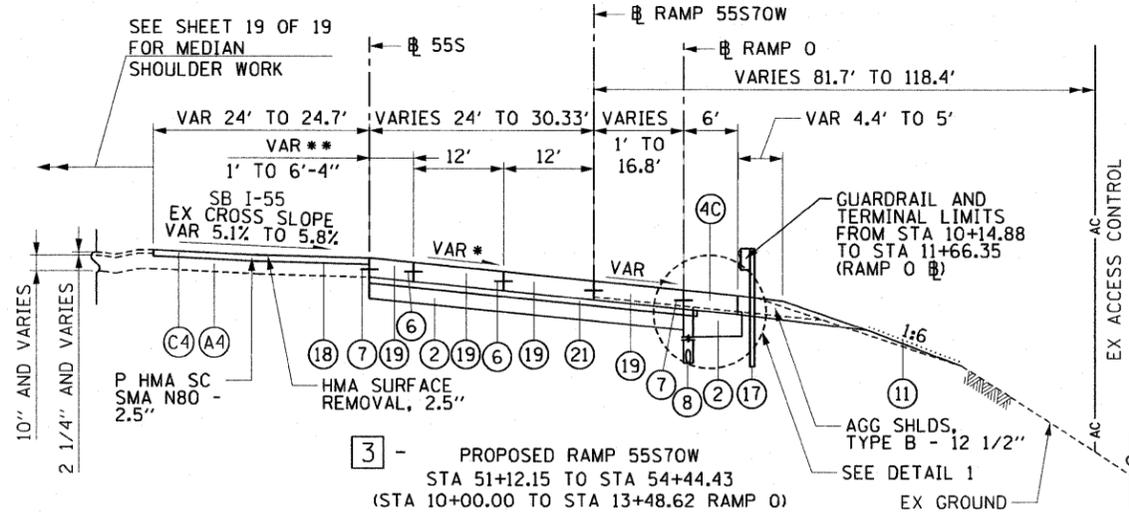
REVISIONS
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - I-55

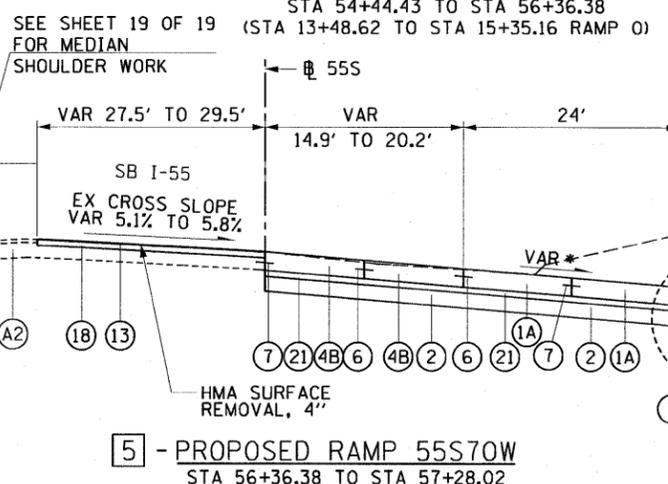
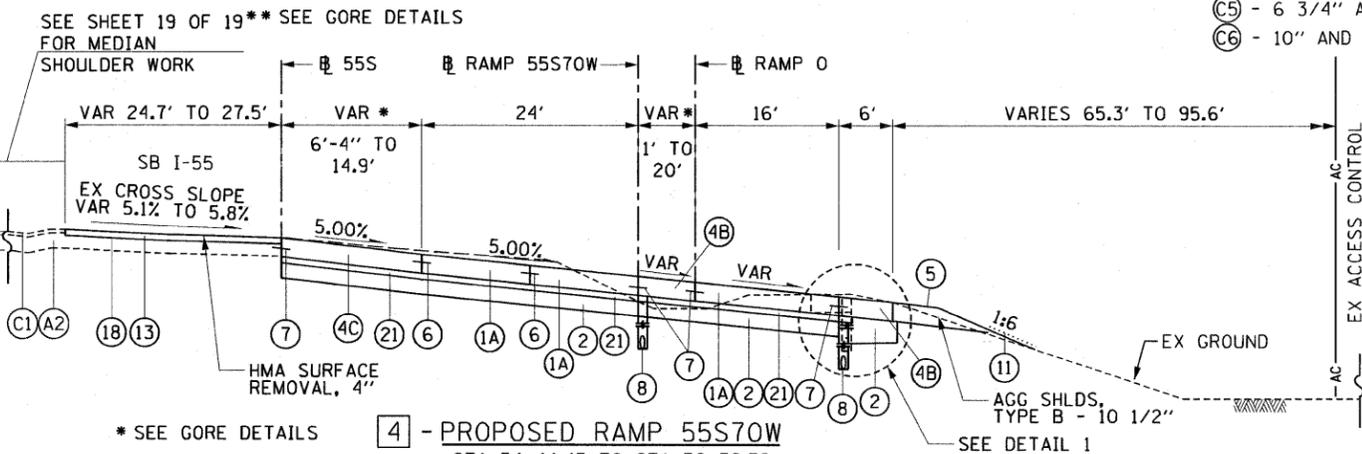
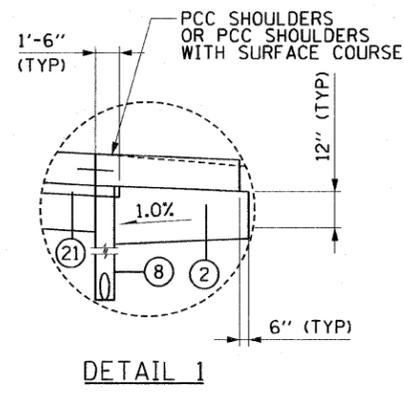
SCALE: NONE SHEET NO. 11 OF 19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	25
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52



- EXISTING LEGEND:**
- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
 - (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
 - (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
 - (D) HMA SURFACE COURSE - 6"
 - (E) TEMP HMA PAVEMENT - 11 1/4"
 - (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
 - (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
 - (H) AGGREGATE SHOULDER, TYPE B 18"
 - (I) PIPE UNDERDRAIN
 - (J) CONCRETE BARRIER
 - (K) GUARDRAIL

- I-55 PROPOSED LEGEND:**
- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
 - (2) AGGREGATE BASE COURSE, TYPE A - 12"
 - (3) CONCRETE GUTTER, TYPE A
 - (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
 - (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
 - (6) *#6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *#6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - (7) *#6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - (8) PIPE UNDERDRAINS - 6"
 - (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
 - (10) COMB CURB AND GUTTER TYPE B-6.24 (MODIFIED) (DEPRESSED)
 - (11) SEEDING AND MULCHING (BY OTHERS)
 - (12) NOT USED
 - (13) POLYMERIZED HMA SC, SMA, N80 4"
 - (14) POLYMERIZED HMA BC, SMA, N80 6"
 - (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
 - (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
 - (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
 - (18) BITUMINOUS MATERIALS (PRIME COAT)
 - (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
 - (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
 - (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



RAMP 55S70W

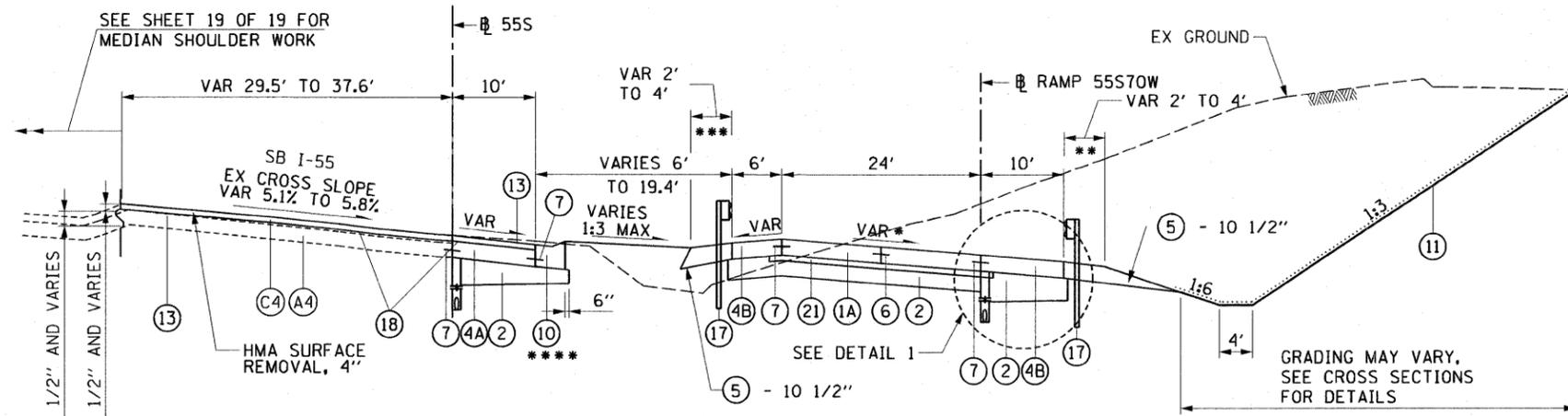
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PV=	8,136	SU= 509 MU= 1,526
ROAD/STREET CLASSIFICATION:	CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P= 80% S= 5% M= 15%	
TRAFFIC FACTOR:	ACTUAL TF= 11.37	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

- I-55 TYPICAL SECTION NOTES:**
- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
 - WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55), BUT SHOULD BE FIELD VERIFIED.
 - WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

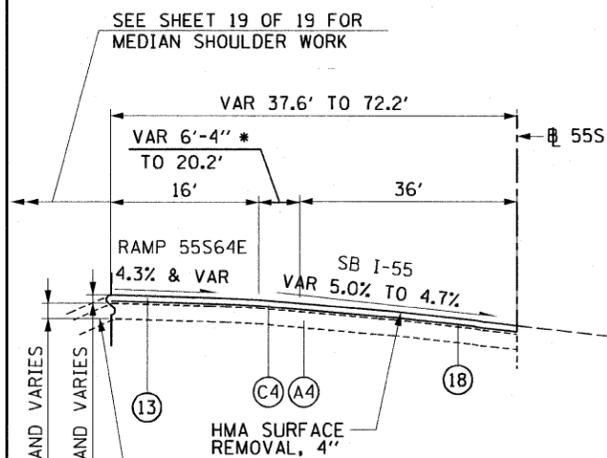
MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN



6 - PROPOSED RAMP 55S70W
STA 57+28.02 TO STA 60+50.00

- * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
- ** GUARDRAIL FROM STA 58+81.85 TO 60+50.00
- *** GUARDRAIL FROM STA 59+45.00 TO 60+38.16
- **** COMB CC&G TB6.24 MOD ENDS AT STA 78+25.00 (SB I-55)



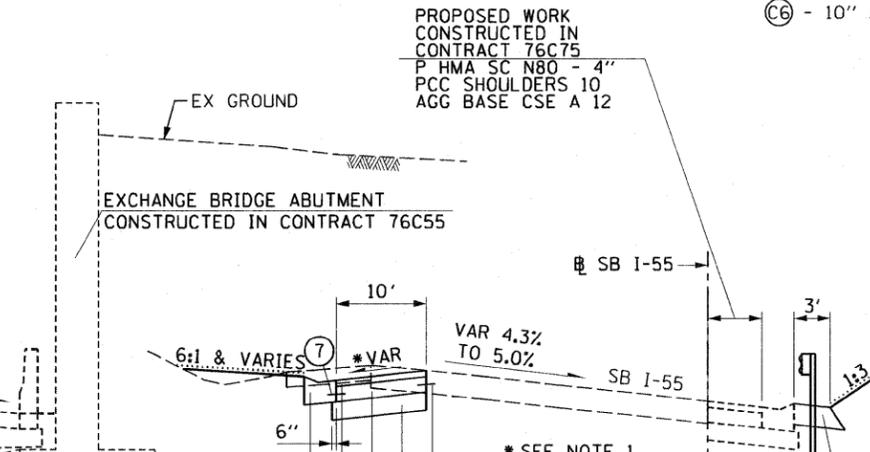
7 - PROPOSED SB I-55
STA 78+25.51 (STA 60+50.00 RAMP 55S70W)
TO STA 84+43.23

- SEE SHEET *TYPXX OR ROADWAY PLAN SHEETS FOR SB MEDIAN SHOULDER WORK
- * 6'-4" STUB BEGINS AT STA 83+83.83 (SB I-55), ALSO SEE GORE GRADING DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

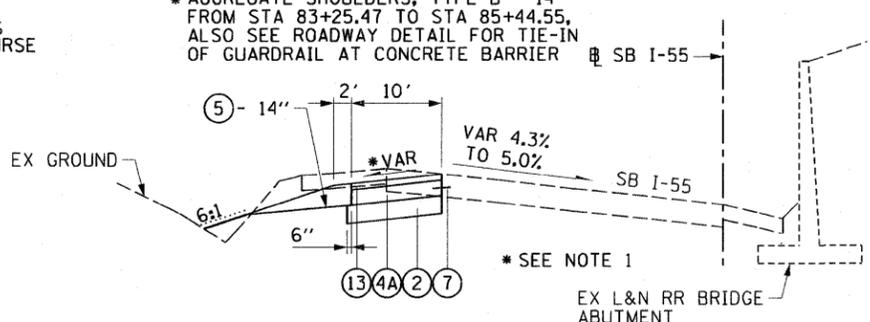
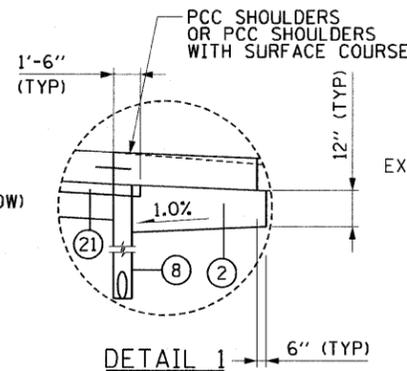
MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN



7c - PROPOSED 55S MAINLINE
STA 84+43.23 TO STA 85+75.00

- * AGGREGATE SHOULDERS, TYPE B - 14" FROM STA 83+25.47 TO STA 85+44.55, ALSO SEE ROADWAY DETAIL FOR TIE-IN OF GUARDRAIL AT CONCRETE BARRIER



7b - PROPOSED 55S MAINLINE
STA 85+75.00 TO STA 87+00.00

I-55 TYPICAL SECTION NOTES:

1. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 @), BUT SHOULD BE FIELD VERIFIED.

I-55 TYPICAL SECTION NOTES CONTINUED:

3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

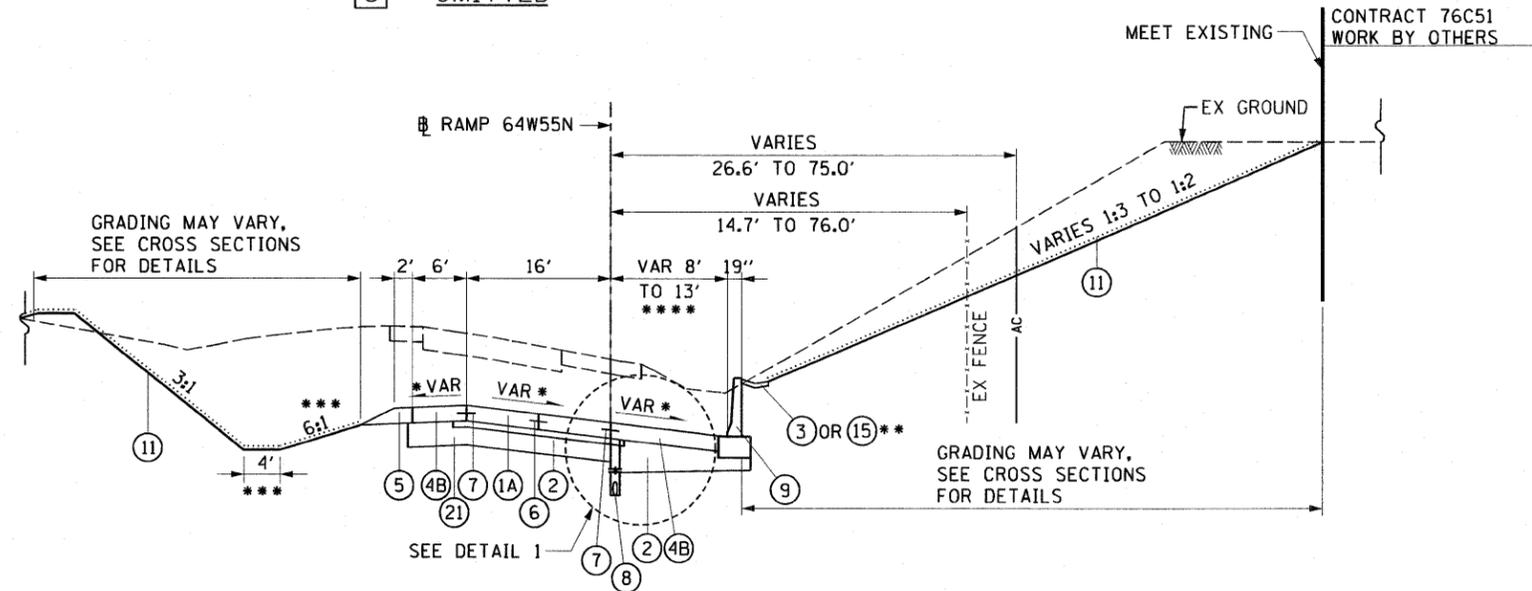
EXISTING LEGEND:

- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 PROPOSED LEGEND:

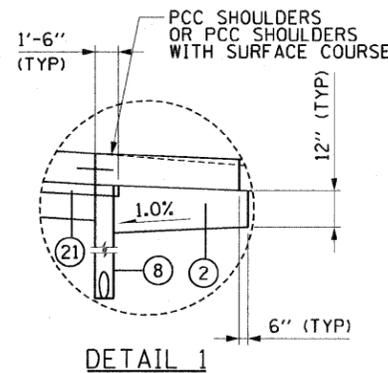
- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

8 - OMITTED



9 - PROPOSED RAMP 64W55N
 STA 60+25.00 TO STA 64+39.83
 FOR SECTIONS OF RAMP 64W55N
 PRIOR TO STA 60+25.00,
 SEE I-64 TYPICAL SECTIONS 12 TO 18

- * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
- ** BARRIER WALL WITH CONCRETE GUTTER TYPE A FROM STA 61+00.00 TO 61+60.00
- ** BARRIER WALL WITH 3' WIDE STONE RIPRAP, CLASS A4 FROM STA 61+60.00 TO 62+70.00
- ** BARRIER WALL WITH CONCRETE GUTTER TYPE A FROM STA 62+70.00 TO 63+90.00
- *** DITCH FROM STA 61+00.00 TO STA 61+50.00 THEN FORESLOPE VARIES FROM 1:6 MEETING FORESLOPE FROM NB I-55
- **** VARIES FROM 8' TO 13' STA 60+37.23 TO STA 61+00.00



I-55 TYPICAL SECTION NOTES:

1. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55), BUT SHOULD BE FIELD VERIFIED.
3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

EXISTING LEGEND:

- | | |
|-------------------------------|--|
| (A) PCC PAVEMENT (REINFORCED) | (D) HMA SURFACE COURSE - 6" |
| (A1) - 9 1/2" AND VARIES | (E) TEMP HMA PAVEMENT - 11 1/4" |
| (A2) - 10" AND VARIES | (F) AGGREGATE BASE COURSE, TYPE A |
| (A3) - 10 1/4" AND VARIES | (F1) - 4" AND VARIES |
| (A4) - 10 1/2" AND VARIES | (F2) - 4 1/2" AND VARIES |
| (A5) - 10 3/4" AND VARIES | (F3) - 11 1/4" AND VARIES |
| (A6) - 12" AND VARIES | (F4) - 12" AND VARIES |
| (B) PCC SHOULDERS | (G) AGGREGATE SHOULDER, TYPE B 10 1/2" |
| (B1) - 10 1/2" AND VARIES | (H) AGGREGATE SHOULDER, TYPE B 18" |
| (B2) - 12" AND VARIES | (I) PIPE UNDERDRAIN |
| (B3) - 18" AND VARIES | (J) CONCRETE BARRIER |
| (C) HMA OVERLAY | (K) GUARDRAIL |
| (C1) - 2 1/4" AND VARIES | |
| (C2) - 3 1/2" AND VARIES | |
| (C3) - 3 3/4" AND VARIES | |
| (C4) - 5 1/2" AND VARIES | |
| (C5) - 6 3/4" AND VARIES | |
| (C6) - 10" AND VARIES | |

I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

RAMP 64W55N

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 2,254	SU= 141	MU= 423
ROAD/STREET CLASSIFICATION:	CLASS	1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 6.30	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

FILE NAME = DBT-i-76C52-sht-Typical.13.dgn

USER NAME = searsb
 PLOT SCALE = 20,000 / in.
 PLOT DATE = 3/1/2012

DESIGNED JWM
 DRAWN JWM
 CHECKED DBM
 DATE 03-01-10

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - I-55

SCALE: NONE SHEET NO. 14 OF 19 SHEETS STA. 54+39.64 TO STA. 64+38.91

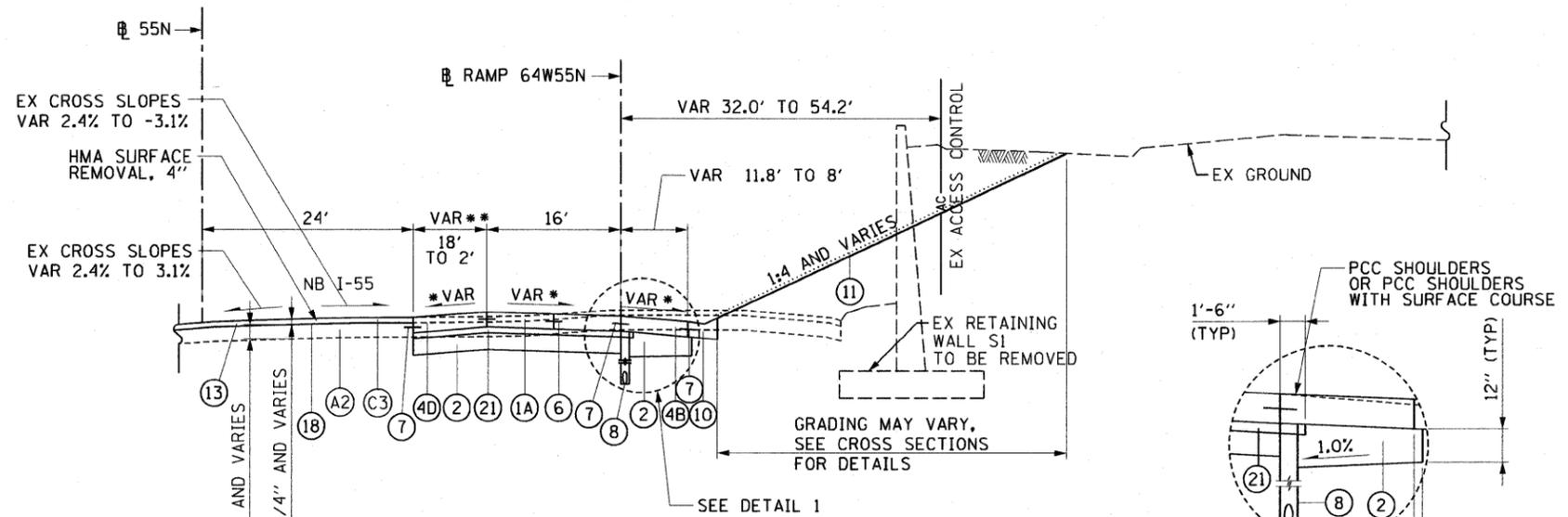
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	28
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT CONTRACT NO. 76C52				

EXISTING LEGEND:

- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

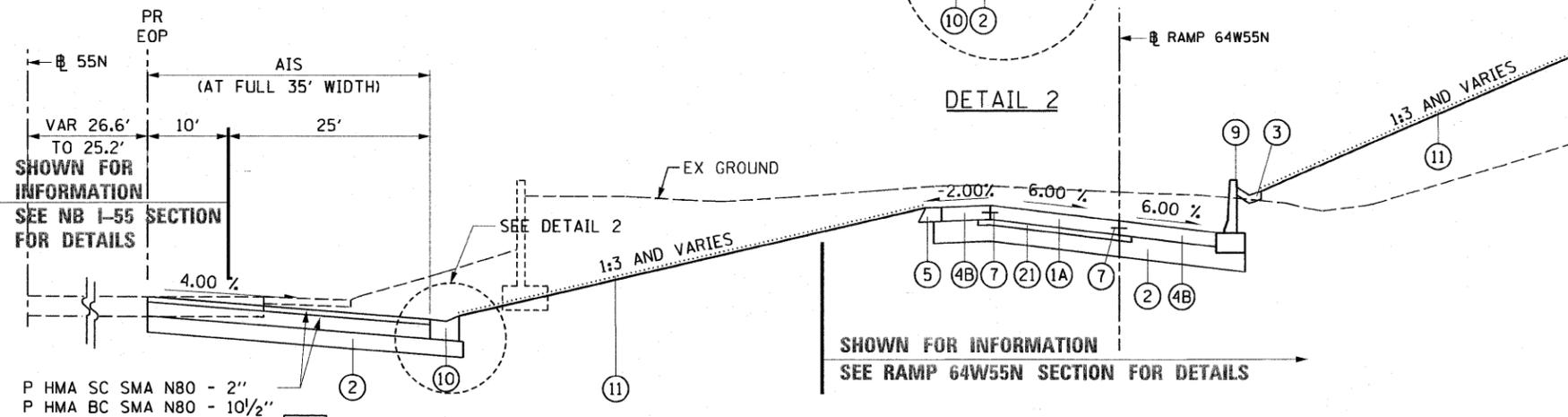
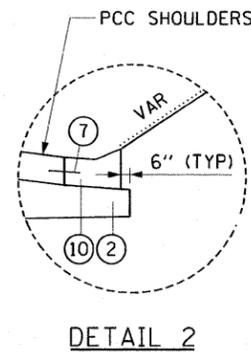
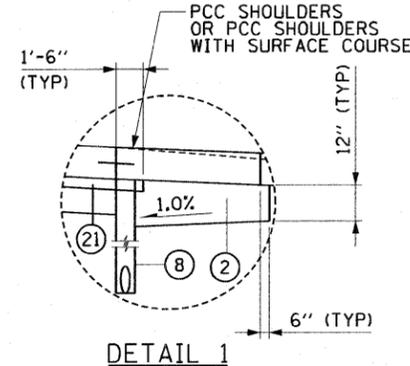
I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



10 - PROPOSED RAMP 64W55N
STA 64+39.83 TO STA 66+82.16

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
** SEE GORE GRADING DETAILS



10a - PROPOSED ACCIDENT INVESTIGATION SITE
STA 70+75.93 TO STA 73+25.90 (NB I-55)

RAMP 64W55N

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 2,254	SU= 141	MU= 423
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 6.30	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

I-55 TYPICAL SECTION NOTES:

- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 R), BUT SHOULD BE FIELD VERIFIED.
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

EXISTING LEGEND:

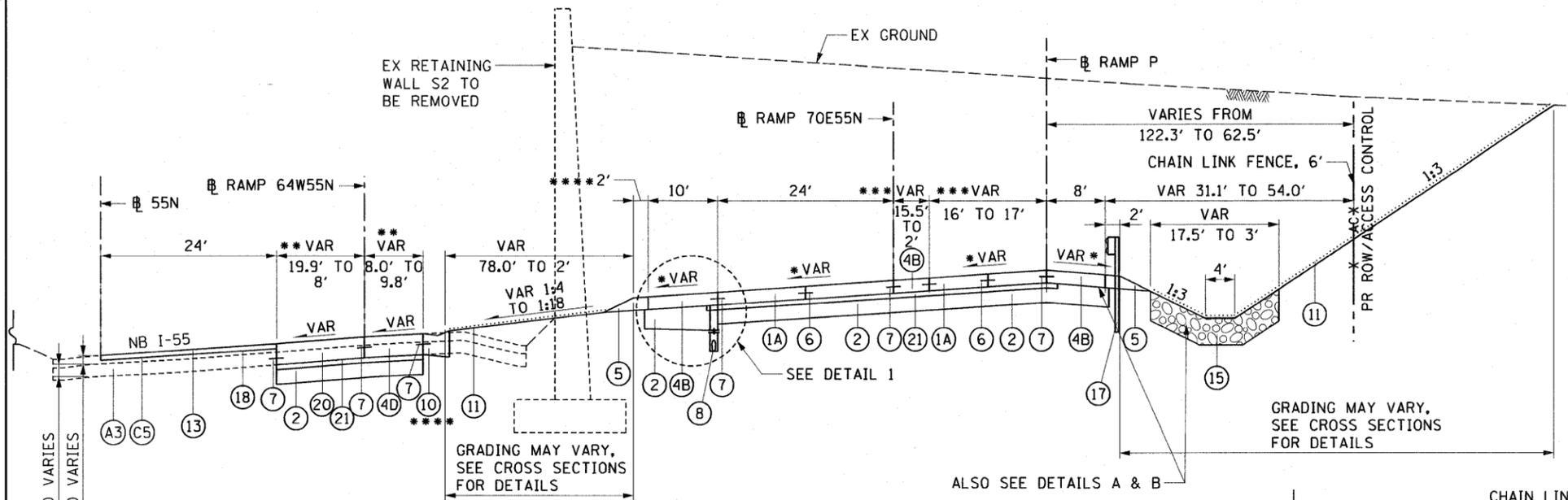
- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

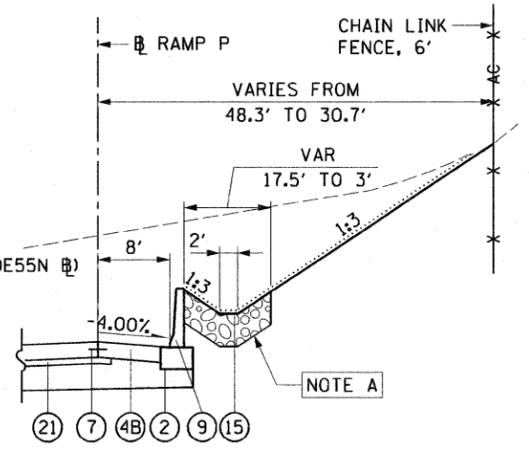
I-55 TYPICAL SECTION NOTES CONTINUED:

- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

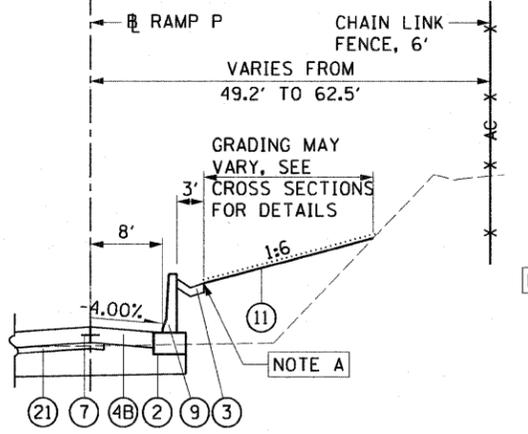


11 - PROPOSED RAMP 64W55N & RAMP 70E55N

STA 66+82.16 (79+66.17 RAMP 70E55N) TO STA 85+22.86 (RAMP 70E55N)
 =STA 77+14.22 TO STA 82+52.10 (NB I-55)
 RAMP 70E55N CONSTRUCTION BEGINS AT STATION 78+50.00 (70E55N)
 RAMP P CONSTRUCTION BEGINS AT STATION 21+50.00 (RAMP P)
 * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** STA 68+73.18 TO 72+04.50 - 12' LANE - STA 67+14.16 TO 72+04.50 8' SHOULDER (64W55N)
 *** STA 79+66.66 TO 84+67.05 - RAMP 70E55N GORE VARIES FROM 15.5' TO 2' AND RAMP P IS 16' (70E55N)
 **** COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED) ENDS AT STA 71+65.13 (RAMP 64W5N) AND BEGIN AGGREGATE SHLDS B - 14" STA 71+63.13 TO STA 71+68.49



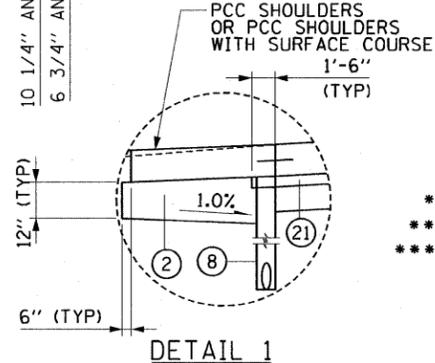
NOTE A - NO STONE RIPRAP CL A4 OR CONC BAR IF 42HT SPL THROUGH EXCHANGE AVENUE BRIDGE ABUTMENT STA 25+70.21 TO STA 26+14.28 (RAMP P) AND ALSO SEE CONC BAR IF 42HT DETAIL



DETAIL B
 STA 26+14.28 TO STA 28+94.28 (RAMP P)

I-55 TYPICAL SECTION NOTES:

- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55), BUT SHOULD BE FIELD VERIFIED.



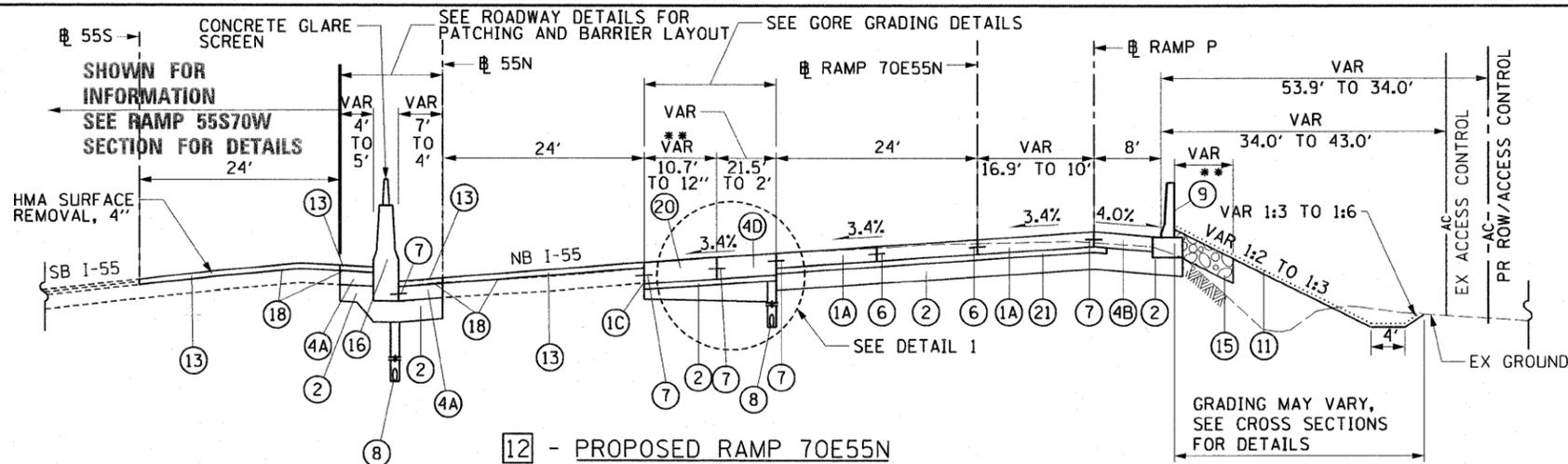
RAMP 70E55N

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 11,610	SU= 726	MU= 2,177
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 16.22	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

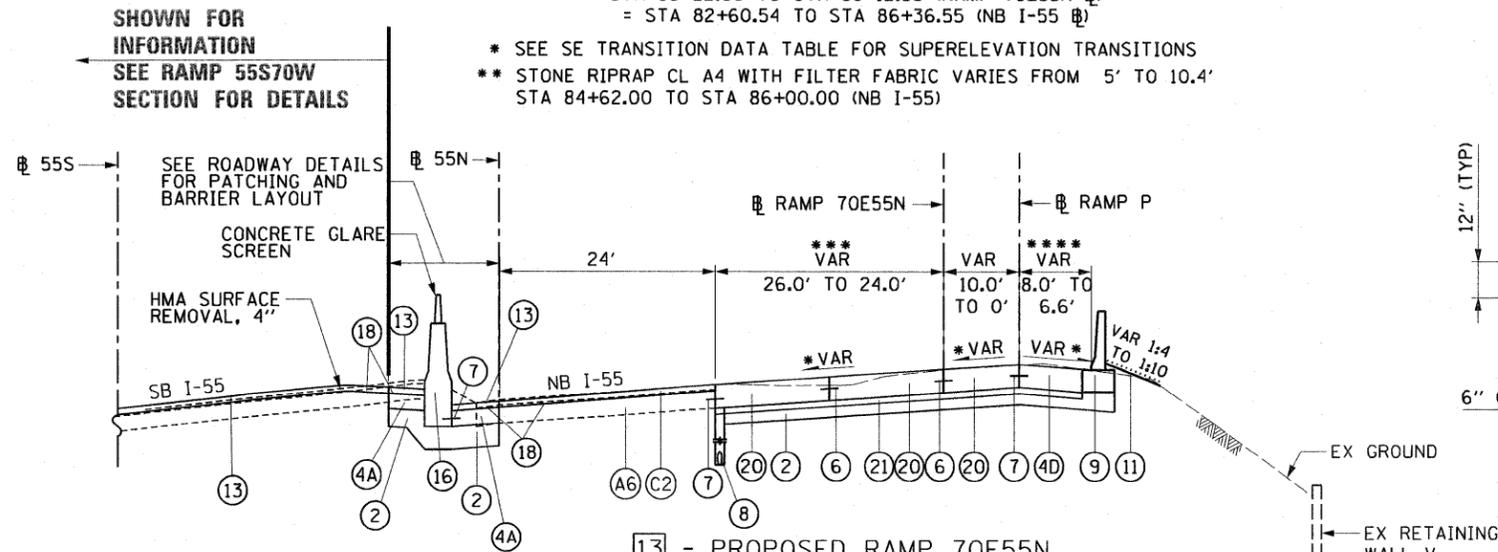
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN



12 - PROPOSED RAMP 70E55N

STA 85+22.86 TO STA 89+12.55 (RAMP 70E55N) = STA 82+60.54 TO STA 86+36.55 (NB I-55)

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** STONE RIPRAP CL A4 WITH FILTER FABRIC VARIES FROM 5' TO 10.4' STA 84+62.00 TO STA 86+00.00 (NB I-55)



13 - PROPOSED RAMP 70E55N

STA 89+12.55 TO STA 94+15.35 = STA 86+36.55 TO STA 91+29.14 (NB I-55)

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** 24' FROM STA 89+75.63 TO STA 93+70.92 (RAMP P STA 36+80.28)
 *** LANE VARIES FROM 26' AT STA 89+75.63 TO 24' AT STA 91+41.80 AND PAVEMENT ENDS AT 24' AT STA 93+70.92
 **** SHOULDER VARIES FROM 8' TO 6.6' FROM 93+71.02 TO STA 94+15.35

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

I-55 TYPICAL SECTION NOTES:

1. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

I-55 TYPICAL SECTION NOTES CONTINUED:

2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55), BUT SHOULD BE FIELD VERIFIED.

3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

EXISTING LEGEND:

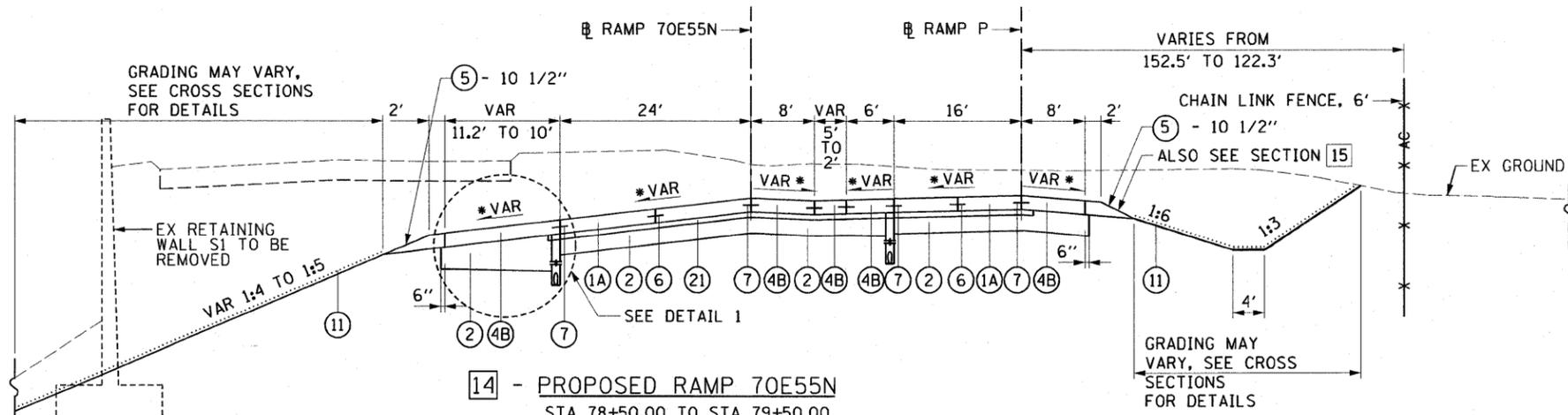
- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 PROPOSED LEGEND:

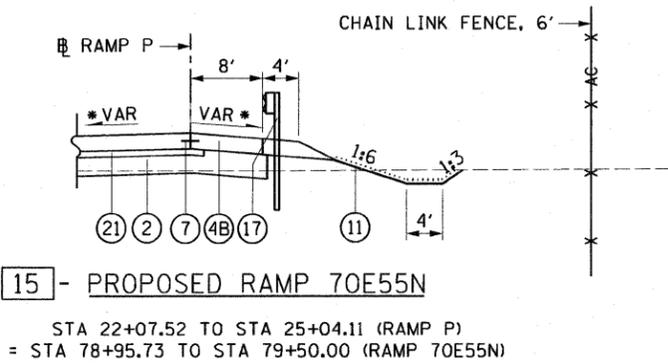
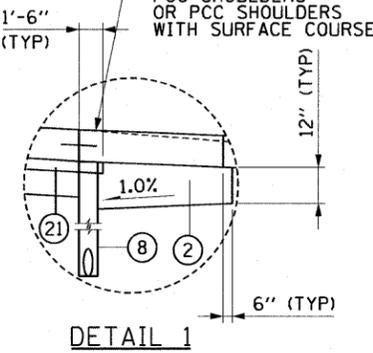
- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

RAMP P

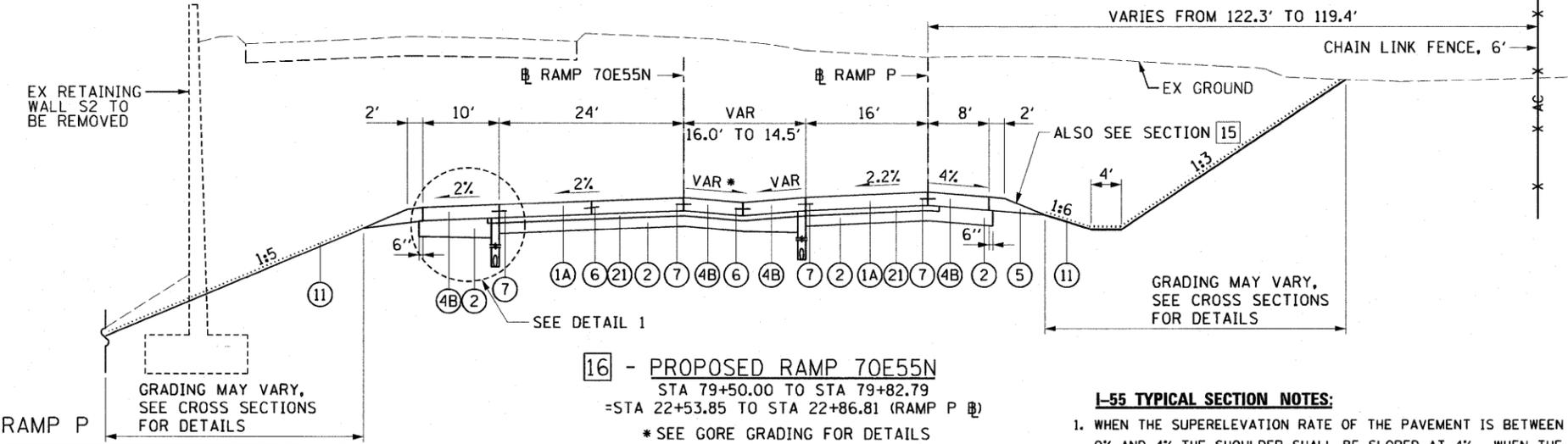
STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 1,069	SU= 67	MU= 200
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 2.99	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	



14 - PROPOSED RAMP 70E55N
 STA 78+50.00 TO STA 79+50.00
 (RAMP 70E55N BEGINS AT STA 78+50.00
 RAMP P BEGINS AT STA 21+50.00 = STA 78+47.04 RAMP 70E55N @)
 * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS



15 - PROPOSED RAMP 70E55N
 STA 22+07.52 TO STA 25+04.11 (RAMP P)
 = STA 78+95.73 TO STA 79+50.00 (RAMP 70E55N)



16 - PROPOSED RAMP 70E55N
 STA 79+50.00 TO STA 79+82.79
 = STA 22+53.85 TO STA 22+86.81 (RAMP P @)
 * SEE GORE GRADING FOR DETAILS

STRUCTURAL DESIGN TRAFFIC:		YEAR	2030
PV=	1,069	SU=	67
		MU=	200
ROAD/STREET CLASSIFICATION:		CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P=	80%	S=	5%
		M=	15%
TRAFFIC FACTOR:		ACTUAL TF=	2.99
		AC TYPE=	20
MINIMUM TF= 11.17			
PG GRADE:	BINDER=	NA	SURFACE=
		NA	
SUBGRADE SUPPORT RATING			
	SSR=	POOR	

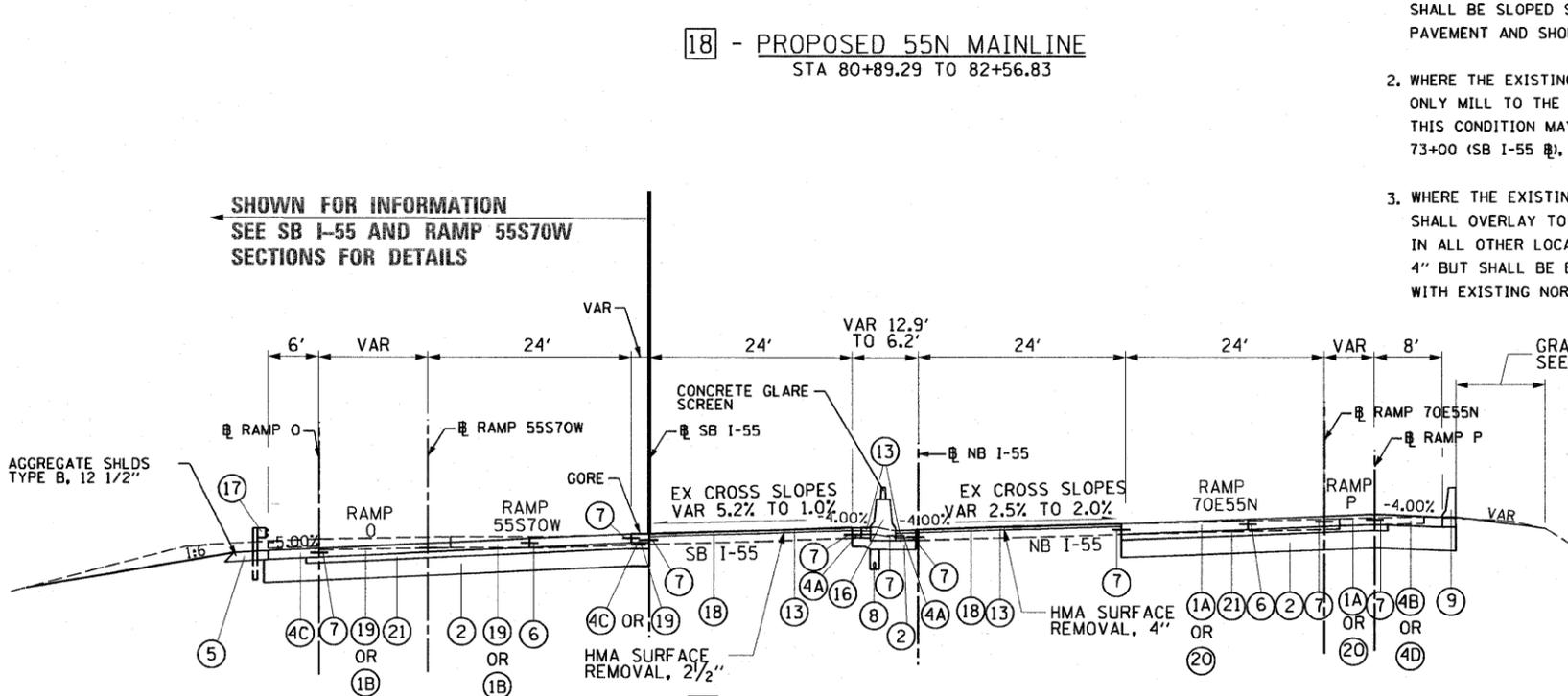
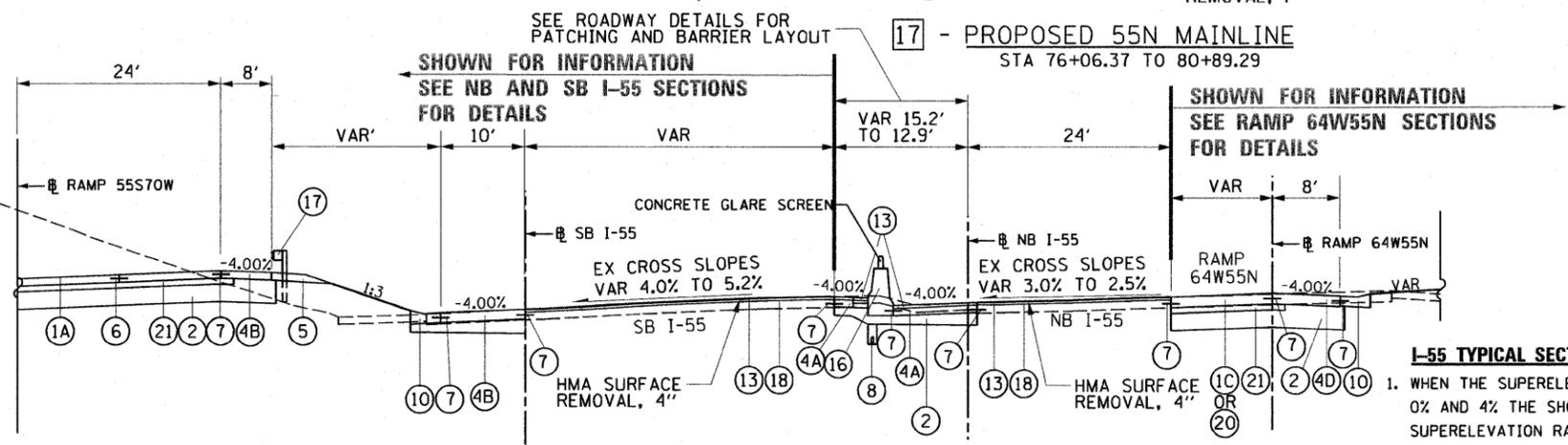
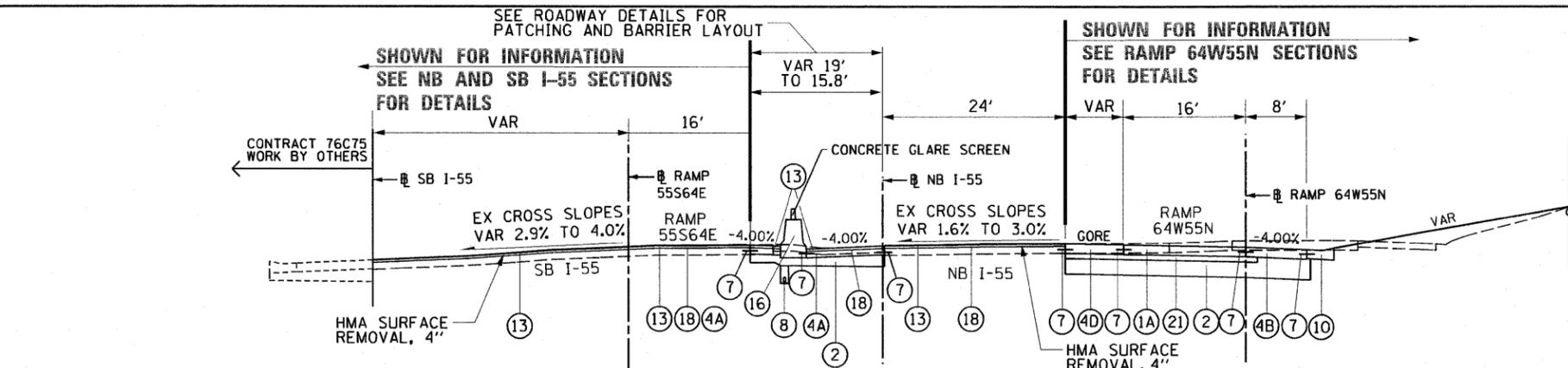
- I-55 TYPICAL SECTION NOTES:**
- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
 - WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 @), BUT SHOULD BE FIELD VERIFIED.
 - WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

EXISTING LEGEND:

- | | |
|-------------------------------|--|
| (A) PCC PAVEMENT (REINFORCED) | (D) HMA SURFACE COURSE - 6" |
| (A1) - 9 1/2" AND VARIES | (E) TEMP HMA PAVEMENT - 11 1/4" |
| (A2) - 10" AND VARIES | (F) AGGREGATE BASE COURSE, TYPE A |
| (A3) - 10 1/4" AND VARIES | (F1) - 4" AND VARIES |
| (A4) - 10 1/2" AND VARIES | (F2) - 4 1/2" AND VARIES |
| (A5) - 10 3/4" AND VARIES | (F3) - 11 1/4" AND VARIES |
| (A6) - 12" AND VARIES | (F4) - 12" AND VARIES |
| (B) PCC SHOULDERS | (G) AGGREGATE SHOULDER, TYPE B 10 1/2" |
| (B1) - 10 1/2" AND VARIES | (H) AGGREGATE SHOULDER, TYPE B 18" |
| (B2) - 12" AND VARIES | (I) PIPE UNDERDRAIN |
| (B3) - 18" AND VARIES | (J) CONCRETE BARRIER |
| (C) HMA OVERLAY | (K) GUARDRAIL |
| (C1) - 2 1/4" AND VARIES | |
| (C2) - 3 1/2" AND VARIES | |
| (C3) - 3 3/4" AND VARIES | |
| (C4) - 5 1/2" AND VARIES | |
| (C5) - 6 3/4" AND VARIES | |
| (C6) - 10" AND VARIES | |

I-55 PROPOSED LEGEND:

- PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- AGGREGATE BASE COURSE, TYPE A - 12"
- CONCRETE GUTTER, TYPE A
- PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- PIPE UNDERDRAINS - 6"
- CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- SEEDING AND MULCHING (BY OTHERS)
- NOT USED
- POLYMERIZED HMA SC, SMA, N80 4"
- POLYMERIZED HMA BC, SMA, N80 6"
- STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- BITUMINOUS MATERIALS (PRIME COAT)
- CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



EXISTING LEGEND:

- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) *6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / *6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS BITUMINOUS MATERIALS (PRIME COAT)
- (18) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (20) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

I-55 TYPICAL SECTION NOTES:

1. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55), BUT SHOULD BE FIELD VERIFIED.
3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.

GRADING MAY VARY. SEE CROSS SECTIONS FOR DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN

FILE NAME = DBT1-76C52-sht-Typical_18.dgn

USER NAME = searsb

DESIGNED JWM

REVISIONS

PLOT SCALE = 20,000' / in.

CHECKED DBM

REVISIONS

PLOT DATE = 3/1/2012

DATE 03-01-12

REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - I-55

SCALE: NONE

SHEET NO. 19 OF 19 SHEETS

STA. 75+08.11 TO STA. 94+15.35

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	33
				CONTRACT NO. 76C52

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

CURVES RAMP O-1 & 2

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
ATTAINMENT	10+18.49	2.04%	438.81	1.04	438.83	PROJECT LIMIT: MEET EXISTING BRIDGE APPROACH SLAB
	10+25.00	2.22%	438.44	1.59	438.48	
	10+50.00	2.92%	437.06	3.60	437.17	
	10+75.00	3.61%	435.68	5.48	435.88	
	11+00.00	4.31%	434.29	7.22	434.60	
FULL SE	11+24.81	5.00%	432.93	8.81	433.37	END TRANSITION / BEGIN FULL SUPERELEVATION
	11+25.00	5.00%	432.92	8.82	433.36	
	11+50.00	5.00%	431.84	10.28	432.35	
	11+75.00	5.00%	430.78	11.60	431.36	
	12+00.00	5.00%	429.76	12.78	430.40	
	12+25.00	5.00%	428.80	13.82	429.49	
	12+50.00	5.00%	427.84	14.72	428.58	
	12+75.00	5.00%	426.92	15.48	427.69	
	13+00.00	5.00%	425.99	16.09	426.79	
	13+25.00	5.00%	425.05	16.57	425.88	
ATTAINMENT	13+27.74	5.00%	424.93	16.61	425.76	END FULL SUPERELEVATION / BEGIN TRANSITION
	13+50.00	5.87%	423.92	16.91	424.91	
	13+75.00	6.84%	422.80	16.00	423.89	
	14+00.00	7.82%	421.68	16.00	422.93	
	14+04.74	8.00%	421.47	16.00	422.75	PCC - END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	14+25.00	8.00%	420.57	16.00	421.85	
	14+50.00	8.00%	419.39	16.00	420.67	
	14+75.00	8.00%	418.09	16.00	419.37	
	15+00.00	8.00%	416.88	16.00	418.16	
	15+25.00	8.00%	415.80	16.00	417.08	
	15+35.16	8.00%	415.39	16.00	416.67	PROJECT LIMIT: MEET 76C55

CURVES RAMP 55S70W-1 & 2

	Station	Cross Slope %	PGL ELEVATION	RAMP WIDTH (FEET)	LEFT EOP	COMMENTS
ATTAINMENT	51+12.04	2.04%	438.83	24.03	439.32	PROJECT LIMIT: MEET EXISTING BRIDGE APPROACH SLAB
	51+25.00	2.40%	438.15	24.07	438.73	
	51+50.00	3.09%	436.84	24.20	437.59	
	51+75.00	3.78%	435.57	24.39	436.49	
	52+00.00	4.47%	434.30	24.64	435.40	
FULL SE	52+19.00	5.00%	433.37	24.88	434.61	END TRANSITION / BEGIN FULL SUPERELEVATION
	52+25.00	5.00%	433.27	24.96	434.52	
	52+50.00	5.00%	432.16	24.00	433.36	
	52+75.00	5.00%	431.14	24.00	432.34	
	53+00.00	5.00%	430.20	24.00	431.40	
	53+25.00	5.00%	429.30	24.00	430.50	
	53+50.00	5.00%	428.40	24.00	429.60	
	53+75.00	5.00%	427.52	24.00	428.72	
	54+00.00	5.00%	426.63	24.00	427.83	
	54+25.00	5.00%	425.72	24.00	426.92	
	54+50.00	5.00%	424.74	24.00	425.94	
	54+75.00	5.00%	423.76	24.00	424.96	
	55+00.00	5.00%	422.79	24.00	423.99	
	55+25.00	5.00%	421.81	24.00	423.01	
	55+50.00	5.00%	420.83	24.00	422.03	
	55+75.00	5.00%	419.85	24.00	421.05	
	56+00.00	5.00%	418.87	24.00	420.07	
	56+25.00	5.00%	417.89	24.00	419.09	
	56+50.00	5.00%	416.92	24.00	418.12	
	56+75.00	5.00%	415.94	24.00	417.14	
REMOVAL	57+00.00	5.00%	414.96	24.00	416.16	
	57+22.25	5.00%	414.09	24.00	415.29	END FULL SUPERELEVATION / BEGIN TRANSITION
	57+25.00	4.92%	413.98	24.00	415.16	
	57+50.00	4.23%	413.03	24.00	414.05	
	57+58.25	4.00%	412.74	24.00	413.70	PCC - END TRANSITION / BEGIN FULL SUPERELEVATION
	57+75.00	4.00%	412.15	24.00	413.11	
	58+00.00	4.00%	411.34	24.00	412.30	
	58+25.00	4.00%	410.59	24.00	411.55	
	58+50.00	4.00%	409.90	24.00	410.86	
	58+75.00	4.00%	409.28	24.00	410.24	
FULL SE	59+00.00	4.00%	408.72	24.00	409.68	
	59+25.00	4.00%	408.23	24.00	409.19	
	59+50.00	4.00%	407.80	24.00	408.76	
	59+75.00	4.00%	407.44	24.00	408.40	
	60+00.00	4.00%	407.14	24.00	408.10	
	60+25.00	4.00%	406.91	24.00	407.87	
	60+50.00	4.00%	406.74	24.00	407.70	PROJECT LIMIT: MEET 76C75

CURVE RAMP 64W55N 1

	Station	Cross Slope %	PGL ELEVATION	RAMP WIDTH (FEET)	LEFT EOP	COMMENTS
ATTAINMENT	56+07.48	2.00%	398.76	16.00	399.08	END 2% NORMAL CROWN / BEGIN TRANSITION
	56+25.00	2.68%	399.13	16.00	399.56	
	56+50.00	3.65%	399.66	16.00	400.25	
	56+75.00	4.62%	400.20	16.00	400.94	
	57+00.00	5.59%	400.73	16.00	401.63	
	57+10.48	6.00%	400.96	16.00	401.92	END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	57+25.00	6.00%	401.27	16.00	402.23	
	57+50.00	6.00%	401.80	16.00	402.76	
	57+75.00	6.00%	402.33	16.00	403.29	
	58+00.00	5.00%	402.87	16.00	403.83	
	58+25.00	6.00%	403.31	16.00	404.27	
	58+50.00	6.00%	403.59	16.00	404.55	
	58+75.00	6.00%	403.70	16.00	404.66	
	59+00.00	6.00%	403.63	16.00	404.59	
	59+25.00	6.00%	403.39	16.00	404.35	
	59+50.00	6.00%	402.99	16.00	403.95	
	59+75.00	6.00%	402.41	16.00	403.37	
	60+00.00	6.00%	401.66	16.00	402.62	
	60+25.00	6.00%	400.82	16.00	401.78	
	60+50.00	6.00%	399.98	16.00	400.94	
	60+75.00	6.00%	399.15	16.00	400.11	
	61+00.00	6.00%	398.31	16.00	399.27	
	61+25.00	6.00%	397.48	16.00	398.44	
	61+50.00	6.00%	396.64	16.00	397.60	
	61+75.00	6.00%	395.80	16.00	396.76	
	62+00.00	6.00%	394.97	16.00	395.93	
	62+25.00	6.00%	394.13	16.00	395.09	
	62+50.00	6.00%	393.30	16.00	394.26	
	62+75.00	6.00%	392.46	16.00	393.42	
	63+00.00	6.00%	391.68	16.00	392.64	
63+25.00	6.00%	391.03	16.00	391.99		
63+50.00	6.00%	390.50	16.00	391.46		
63+75.00	6.00%	390.10	16.00	391.06		
REMOVAL	63+82.95	6.00%	389.99	16.00	390.95	END FULL SUPERELEVATION / BEGIN TRANSITION
	64+00.00	4.95%	389.81	16.00	390.60	
	64+25.00	4.82%	389.65	16.00	390.42	
	64+50.00	4.00%	389.61	16.00	390.25	
	64+75.00	3.05%	389.69	16.00	390.18	
	64+85.95	2.00%	389.77	16.00	390.09	END TRANSITION / BEGIN NORMAL CROWN

RAMP 64W55N CONTINUED

CURVE RAMP 64W55N 2 & 64W55N 3

	Station	Cross Slope %	PGL ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
ATTAINMENT	67+14.16	2.00%	393.04	16.00	393.36	END NORMAL CROWN / BEGIN TRANSITION
	67+25.00	1.70%	393.28	17.52	393.58	
	67+50.00	1.00%	393.93	16.08	394.09	
	67+75.00	0.29%	394.61	14.64	394.65	
	68+00.00	-0.41%	395.36	13.47	395.30	
	68+25.00	-1.11%	396.12	12.64	395.98	
	68+50.00	-1.81%	396.96	12.15	396.74	
	68+73.18	-2.46%	397.78	12.00	397.48	PC
	68+75.00	-2.52%	397.85	12.00	397.55	
	69+00.00	-3.22%	398.93	12.00	398.54	
FULL SE	69+17.16	-3.70%	399.54	12.00	399.10	END TRANSITION / BEGIN FULL SUPERELEVATION
	69+25.00	-3.70%	399.82	12.00	399.38	
	69+50.00	-3.70%	400.77	12.00	400.33	
	69+75.00	-3.70%	401.72	12.00	401.28	
	70+00.00	-3.70%	402.66	12.00	402.22	
	70+25.00	-3.70%	403.57	12.00	403.13	
	70+50.00	-3.70%	404.47	12.00	404.03	
	70+75.00	-3.70%	405.42	12.00	404.98	
	71+00.00	-3.70%	406.36	12.00	405.92	
	71+25.00	-3.70%	407.30	12.00	406.86	
	71+29.83	-3.70%	407.48	12.00	407.04	PCC
	71+50.00	-3.70%	408.23	12.00	407.79	
	71+75.00	-3.70%	409.18	12.00	408.74	
	72+00.00	-3.70%	410.10	12.00	409.66	
	72+04.50	-3.70%	410.26	12.00	409.82	PT - PROJECT LIMIT: MAINTAIN CROSS SLOPE THROUGH AUXILIARY LANE TAPER

FILE NAME = DBTRI-76C52-sh1-SE-Table_02.dgn

USER NAME = searsb

DESIGNED KM

REVISED -

DRAWN KM

REVISED -

CHECKED DBM

REVISED -

DATE 1-20-12

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION EDGE OF PAVEMENT ELEVATIONS

SCALE: NONE

SHEET NO. 2 OF 6 SHEETS

STA.

TO STA.

F.A.I. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

82-1-(A), 82-1-(B)

ST. CLAIR

629

35

64/998/70

CONTRACT NO. 76C52

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

CURVES RAMP 70E55N-3 & 4

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
FULL SE	78+50.00	-2.00%	411.48	24.00	411.00	PROJECT LIMIT: MEET 76C76
	78+75.00	-2.00%	410.68	24.00	410.20	
	79+00.00	-2.00%	409.94	24.00	409.46	
	79+25.00	-2.00%	409.27	24.00	408.79	
	79+50.00	-2.00%	408.66	24.00	408.18	
	79+75.00	-2.00%	408.11	24.00	407.63	
	80+00.00	-2.00%	407.63	24.00	407.15	
	80+25.00	-2.00%	407.22	24.00	406.74	
ATTAINMENT	80+32.80	-2.00%	407.10	24.00	406.62	END NORMAL CROWN / BEGIN TRANSITION
	80+50.00	-2.48%	406.87	24.00	406.27	
	80+58.72	-2.72%	406.76	24.00	406.11	PC
	80+75.00	-3.17%	406.58	24.00	405.82	
FULL SE	80+83.20	-3.40%	406.50	24.00	405.68	END TRANSITION / BEGIN FULL SUPERELEVATION
	81+00.00	-3.40%	406.36	24.00	405.54	
	81+25.00	-3.40%	406.21	24.00	405.39	
	81+50.00	-3.40%	406.12	24.00	405.30	
	81+75.00	-3.40%	406.09	24.00	405.27	
	82+00.00	-3.40%	406.13	24.00	405.31	
	82+25.00	-3.40%	406.23	24.00	405.41	
	82+50.00	-3.40%	406.40	24.00	405.58	
	82+75.00	-3.40%	406.63	24.00	405.81	
	83+00.00	-3.40%	406.93	24.00	406.11	
	83+25.00	-3.40%	407.29	24.00	406.47	
	83+50.00	-3.40%	407.41	24.00	406.59	
	83+75.00	-3.40%	408.21	24.00	407.39	
	84+00.00	-3.40%	408.77	24.00	407.95	
	84+25.00	-3.40%	409.39	24.00	408.57	
	84+50.00	-3.40%	410.07	24.00	409.25	
	84+75.00	-3.40%	410.82	24.00	410.00	
	85+00.00	-3.40%	411.64	24.00	410.82	
	85+25.00	-3.40%	412.49	24.00	411.67	
	85+50.00	-3.40%	413.34	24.00	412.52	
	85+75.00	-3.40%	414.20	24.00	413.38	
	86+00.00	-3.40%	415.05	24.00	414.23	
	86+25.00	-3.40%	415.91	24.00	415.09	
	86+50.00	-3.40%	416.76	24.00	415.94	
	86+75.00	-3.40%	417.61	24.00	416.79	
	87+00.00	-3.40%	418.47	24.00	417.65	

RAMP 70E55N CONTINUED

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
FULL SE	87+25.00	-3.40%	419.32	24.00	418.50	FULL SUPERELEVATION CONTINUED
	87+50.00	-3.40%	420.18	24.00	419.36	
	87+75.00	-3.40%	421.03	24.00	420.21	
	88+00.00	-3.40%	421.88	24.00	421.06	
	88+25.00	-3.40%	422.74	24.00	421.92	
	88+50.00	-3.40%	423.59	24.00	422.77	
	88+75.00	-3.40%	424.57	24.00	423.75	
	89+00.00	-3.40%	425.54	24.00	424.72	
	89+25.00	-3.40%	426.52	24.00	425.70	
	89+50.00	-3.40%	427.37	24.00	426.55	
	89+75.00	-3.40%	428.23	24.00	427.41	
	90+00.00	-3.40%	429.08	24.00	428.26	
	90+25.00	-3.40%	429.94	24.00	429.12	
	90+50.00	-3.40%	430.83	24.00	430.01	
	90+75.00	-3.40%	431.72	24.00	430.90	
	ATTAINMENT	91+00.00	-3.40%	432.61	24.00	431.79
91+13.00		-3.40%	433.10	24.00	432.28	END FULL SUPERELEVATION / BEGIN TRANSITION
91+25.00		-3.73%	433.55	24.00	432.65	
91+41.80		-4.20%	434.18	24.00	433.17	PCC - END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	91+50.00	-4.20%	434.49	24.00	433.48	
	91+75.00	-4.20%	435.32	24.00	434.31	
REMOVAL	91+76.72	-4.20%	435.37	24.00	434.36	END FULL SUPERELEVATION / BEGIN TRANSITION
	92+00.00	-3.55%	435.99	24.00	435.14	
	92+25.00	-2.86%	436.65	24.00	435.96	
	92+50.00	-2.16%	437.33	24.00	436.81	
	92+75.00	-1.46%	438.01	24.00	437.66	
	93+00.00	-0.77%	438.71	24.00	438.53	
	93+25.00	-0.07%	439.47	24.00	439.45	
	93+46.03	0.51%	440.15	24.00	440.27	PT
	93+50.00	0.62%	440.28	24.00	440.43	
	93+70.92	1.20%	440.95	24.00	441.24	PROJECT LIMIT: MEET EXISTING BRIDGE APPROACH SLAB

CURVES RAMP P-2, 3 & 4

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
FULL SE	21+50.00	-2.20%	411.80	16.00	411.45	PROJECT LIMIT: MEET 76C76
	21+75.00	-2.20%	411.01	16.00	410.66	
	22+00.00	-2.20%	410.29	16.00	409.94	
	22+25.00	-2.20%	409.63	16.00	409.28	
	22+50.00	-2.20%	409.03	16.00	408.68	
	22+75.00	-2.20%	408.50	16.00	408.15	
	23+00.00	-2.20%	408.03	16.00	407.68	
	23+25.00	-2.20%	407.63	16.00	407.28	
	23+50.00	-2.20%	407.28	16.00	406.93	
	23+75.00	-2.20%	407.01	16.00	406.66	
	24+00.00	-2.20%	406.79	16.00	406.44	
	24+25.00	-2.20%	406.65	16.00	406.30	
	24+50.00	-2.20%	406.56	16.00	406.21	
	24+75.00	-2.20%	406.54	16.00	406.19	
	25+00.00	-2.20%	406.58	16.00	406.23	
REMOVAL	25+23.92	-2.20%	406.69	16.00	406.34	END FULL SUPERELEVATION / BEGIN TRANSITION
	25+25.00	-2.23%	406.69	16.00	406.33	
	25+50.00	-3.02%	406.86	16.00	406.38	
	25+61.92	-3.40%	406.97	16.00	406.43	PCC - END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	25+75.00	-3.40%	407.10	16.00	406.56	
	26+00.00	-3.40%	407.40	16.00	406.86	
	26+25.00	-3.40%	407.76	16.00	407.22	
	26+50.00	-3.40%	408.15	16.00	407.61	
	26+75.00	-3.40%	408.63	16.00	408.09	
	27+00.00	-3.40%	409.17	16.00	408.63	
	27+25.00	-3.40%	409.77	16.00	409.23	
	27+50.00	-3.40%	410.46	16.00	409.92	
	27+75.00	-3.40%	411.24	17.97	410.63	
	28+00.00	-3.40%	412.02	17.54	411.42	
	28+25.00	-3.40%	412.85	17.10	412.27	
	28+50.00	-3.40%	413.68	16.66	413.11	
	28+75.00	-3.40%	414.52	16.22	413.97	
	29+00.00	-3.40%	415.35	15.78	414.81	
	29+25.00	-3.40%	416.19	15.34	415.67	
29+50.00	-3.40%	417.02	14.90	416.51		
29+75.00	-3.40%	417.86	14.45	417.37		
30+00.00	-3.40%	418.69	14.01	418.21		

RAMP P CONTINUED

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
FULL SE	30+25.00	-3.40%	419.52	13.56	419.06	FULL SUPERELEVATION CONTINUED
	30+50.00	-3.40%	420.36	13.11	419.91	
	30+75.00	-3.40%	421.19	12.66	420.76	
	31+00.00	-3.40%	422.03	12.22	421.61	
	31+25.00	-3.40%	422.86	11.77	422.46	
	31+50.00	-3.40%	423.70	11.31	423.32	
	31+75.00	-3.40%	424.62	10.86	424.25	
	32+00.00	-3.40%	425.57	10.41	425.22	
	32+25.00	-3.40%	426.53	9.96	426.19	
	32+50.00	-3.40%	427.41	9.50	427.09	
	32+75.00	-3.40%	428.25	9.05	427.94	
	33+00.00	-3.40%	429.08	8.59	428.79	
	33+25.00	-3.40%	429.92	8.14	429.64	
	33+50.00	-3.40%	430.78	7.68	430.52	
	33+75.00	-3.40%	431.65	7.22	431.40	
34+00.00	-3.40%	432.52	6.77	432.29		
34+02.41	-3.40%	432.61	6.72	432.38	PCC	
REMOVAL	34+22.06	-3.40%	433.32	6.34	433.10	END FULL SUPERELEVATION / BEGIN TRANSITION
	34+25.00	-3.48%	433.43	6.28	433.21	
	34+50.00	-4.18%	433.43	5.71	433.19	
	34+50.94	-4.20%	434.42	5.68	434.18	END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	34+75.00	-4.20%	435.23	5.09	435.02	
ATTAINMENT	34+85.81	-4.20%	435.53	4.83	435.33	END FULL SUPERELEVATION / BEGIN TRANSITION
	35+00.00	-3.81%	435.92	4.48	435.75	
	35+25.00	-3.11%	436.53	3.87	436.41	
	35+50.00	-2.42%	437.16	3.26	437.08	
	35+75.00	-1.72%	437.80	2.65	437.75	
	36+00.00	-1.03%	438.47	2.05	438.45	
	36+25.00	-0.33%	439.19	1.44	439.19	
	36+30.23	-0.19%	439.35	1.32	439.35	PT
	36+50.00	0.36%	439.97	0.93	439.97	
	36+75.00	1.06%	440.75	0.62	440.76	
	36+80.28	1.20%	440.93	0.55	440.94	PROJECT LIMIT: MEET EXISTING BRIDGE APPROACH SLAB

CURVE 55N64E-3

	Station	Cross Slope %	RIGHT EOP ELEVATION	RAMP WIDTH (FEET)	LEFT EOP ELEVATION	COMMENTS
ATTAINMENT	62+01.74	2.20%	395.05	24.00	395.58	END NORMAL CROWN / BEGIN TRANSITION
	62+25.00	2.78%	394.72	24.00	395.39	
	62+50.00	3.41%	394.41	24.00	395.22	
	62+75.00	4.03%	394.14	24.00	395.11	
	63+00.00	4.66%	393.92	24.00	395.04	
	63+25.00	5.28%	393.74	24.00	395.01	
	63+50.00	5.91%	393.61	24.00	395.03	
	63+53.74	6.00%	393.60	24.00	395.04	END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	63+75.00	6.00%	393.53	24.00	394.97	
	64+00.00	6.00%	393.50	24.00	394.94	
	64+25.00	6.00%	393.51	24.00	394.95	
	64+50.00	6.00%	393.56	24.00	395.00	
	64+75.00	6.00%	393.66	24.00	395.10	
	65+00.00	6.00%	393.81	24.00	395.25	
	65+25.00	6.00%	394.00	24.00	395.44	
	65+50.00	6.00%	394.24	24.00	395.68	
	65+75.00	6.00%	394.53	24.00	395.97	
	66+00.00	6.00%	394.86	24.00	396.30	
	66+25.00	6.00%	395.24	24.00	396.68	
	66+50.00	6.00%	395.66	24.00	397.10	
	66+75.00	6.00%	396.13	24.00	397.57	
	67+00.00	6.00%	396.62	24.00	398.06	
	67+25.00	6.00%	397.12	24.00	398.56	
	67+50.00	6.00%	397.59	24.00	399.03	
	67+75.00	6.00%	398.02	24.00	399.46	
	68+00.00	6.00%	398.42	24.00	399.86	
	68+25.00	6.00%	398.77	24.00	400.21	
	68+50.00	6.00%	399.06	24.00	400.50	
68+75.00	6.00%	399.34	24.00	400.78		
69+00.00	6.00%	399.57	24.00	401.01		
69+25.00	6.00%	399.75	24.00	401.19		
69+50.00	6.00%	399.90	24.00	401.34		
69+75.00	6.00%	400.00	24.00	401.44		
70+00.00	6.00%	400.07	24.00	401.51		
70+25.00	6.00%	400.12	24.00	401.56		
70+48.49	6.00%	400.18	24.00	401.62	END FULL SUPERELEVATION / BEGIN TRANSITION	
70+50.00	5.97%	400.18	24.00	401.61		
70+75.00	5.44%	400.15	24.00	401.45		
71+00.00	4.91%	400.06	24.00	401.24		
71+25.00	4.37%	399.92	24.00	400.97		
71+50.00	3.84%	399.71	24.00	400.63		
71+66.13	3.50%	399.53	24.00	400.37	TRANSITION CONTINUED ONTO MAINLINE PAVEMENT	

CURVE 70E64E-3

	Station	Cross Slope %	RIGHT EOP	RAMP WIDTH	LEFT EOP	COMMENTS	
ATTAINMENT	67+35.87	1.50%	401.01	16.00	401.25	END NORMAL CROWN / BEGIN TRANSITION	
	67+50.00	1.94%	400.63	16.00	400.95		
	67+75.00	2.72%	400.01	16.00	400.45		
	68+00.00	3.50%	399.45	16.00	400.02		
	68+25.00	4.29%	398.96	16.00	399.65		
	68+50.00	5.07%	398.53	16.00	399.34		
	68+75.00	5.85%	398.17	16.00	399.10		
	68+79.87	6.00%	398.10	16.00	399.06	END TRANSITION / BEGIN FULL SUPERELEVATION	
	FULL SE	69+00.00	6.00%	397.87	16.00	398.83	SUPER ELEVATION CONTINUED ONTO MAINLINE PAVEMENT

FILE NAME = DBTRI-76C52-sh1-SE-Table.05.dgn

USER NAME = searsb
 PLOT SCALE = 28.000' / in.
 PLOT DATE = 1/24/2012

DESIGNED KM
 DRAWN KM
 CHECKED DBM
 DATE 1-20-12

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERELEVATION EDGE OF PAVEMENT ELEVATIONS

SCALE: NONE SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	38
• 64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CURVE 64W70W-1

	Station	Cross Slope %	RIGHT EOP	RAMP WIDTH	LEFT EOP	COMMENTS
ATTAINMENT	57+50.79	1.50%	395.91	16.00	396.15	END NORMAL CROWN / BEGIN TRANSITION
	57+75.00	2.26%	395.83	16.00	396.19	
	58+00.00	3.04%	395.86	16.00	396.35	
	58+25.00	3.82%	395.98	16.00	396.60	
	58+50.00	4.61%	396.21	16.00	396.95	
	58+65.79	5.10%	396.41	16.00	397.23	END TRANSITION / BEGIN FULL SUPERELEVATION
FULL SE	58+75.00	5.10%	396.56	16.00	397.37	
	59+00.00	5.10%	397.01	16.00	397.83	
	59+25.00	5.10%	397.57	16.00	398.39	
	59+50.00	5.10%	398.21	16.00	399.03	
	59+75.00	5.10%	398.84	16.00	399.65	
	60+00.00	5.10%	399.58	16.00	400.40	
	60+25.00	5.10%	400.43	16.00	401.25	
	60+50.00	5.10%	401.24	16.00	402.05	
	60+75.00	5.10%	402.06	16.00	402.87	
	61+00.00	5.10%	402.85	16.00	403.67	
REMOVAL	61+02.72	5.10%	402.94	16.00	403.76	END FULL SUPERELEVATION / BEGIN TRANSITION
	61+25.00	4.40%	403.65	16.00	404.36	
	61+50.00	3.62%	404.45	16.00	405.03	
	61+75.00	2.84%	405.25	16.00	405.71	
	62+00.00	2.05%	406.05	16.00	406.38	
	62+17.72	1.50%	406.62	16.00	406.86	END TRANSITION / BEGIN NORMAL CROWN

CURVE 64W70W-2

	Station	Cross Slope %	RIGHT EOP	RAMP WIDTH	LEFT EOP	COMMENTS
ATTAINMENT	64+40.18	1.50%	414.71	16.00	414.95	END NORMAL CROWN / BEGIN TRANSITION
	64+50.00	1.19%	415.17	16.00	415.36	
	64+75.00	0.41%	416.38	16.00	416.44	
	65+00.00	-0.37%	417.65	16.00	417.59	
	65+25.00	-1.15%	418.95	16.00	418.77	
	65+50.00	-1.93%	420.25	16.00	419.94	
	65+75.00	-2.71%	421.55	16.00	421.12	
	66+00.00	-3.49%	422.85	16.00	422.30	
	66+25.00	-4.27%	424.16	16.00	423.47	
	66+50.00	-5.05%	425.46	16.00	424.65	
	66+61.18	-5.40%	426.04	16.00	425.17	ROADWAY LIMIT / BEGIN BRIDGE APPROACH

FILE NAME = DBTRI-76C52-sh1-SE-Table_06.dgn

USER NAME = searab

DESIGNED KM

REVISED -

DRAWN KM

REVISED -

PLOT SCALE = 20,000' / 1"

CHECKED DBM

REVISED -

PLOT DATE = 1/24/2012

DATE 1-20-12

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

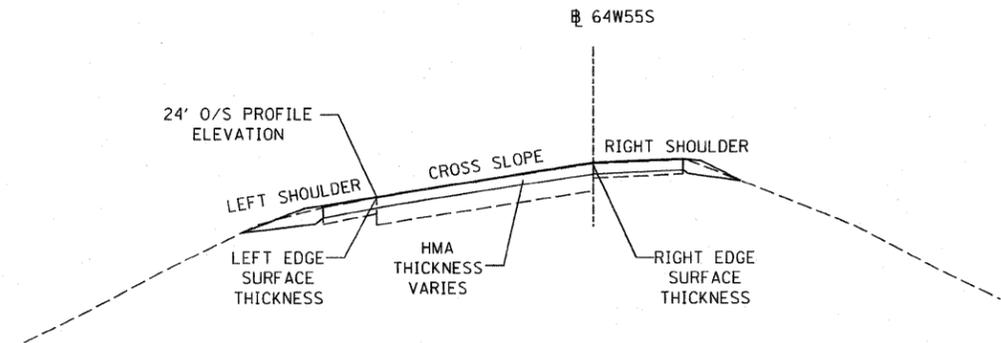
SUPERELEVATION EDGE OF PAVEMENT ELEVATIONS

SCALE: NONE SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	39
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	

RAMP 64W55S AND RAMP 55N64E

LOCATION	LEFT SHOULDER		LANE LEFT EDGE				LANE RIGHT EDGE		RIGHT SHOULDER		HMA SURFACE REMOVAL, 2" ¹		HMA SURFACE COURSE RAMP & SHOULDER ²		(PRIME COAT)	
	SURFACE LT EDGE	SLOPE	SURFACE THICKNESS	64W55S 24' O/S LT	OFFSET WIDTH	CROSS SLOPE	SURFACE THICKNESS	64W55S BASELINE	SURFACE RT EDGE	SLOPE	MILL THICKNESS	RAMP WIDTH	(SQYD)	(TON)	BIT MATLS	AGG
STATION	INCHES	%	INCHES	PROF ELEV	(FT)	%	INCHES	EOP ELEV	INCHES	%	INCHES	(FT)			(TON)	(TON)
123+64.87	2.0"	N/A	2.0"	425.98	24.00	N/A	2.0"	427.91	2.0"	N/A	2.0"	40.00				
123+84.00	2.0"	4.65%	2.0"	426.12	24.00	8.00%	2.3"	428.04	3.5"	8.00%	2.0"	40.00	85.02	11.02	0.04	0.18
124+00.00	2.0"	6.60%	2.0"	426.24	24.00	8.00%	3.3"	428.16	4.0"	7.24%	2.0"	40.00	71.11	11.16	0.03	0.15
124+50.00	3.0"	8.00%	2.0"	426.62	24.00	8.00%	3.5"	428.54	3.7"	4.86%	2.0"	40.00	222.22	36.40	0.09	0.45
125+00.00	3.1"	8.00%	2.0"	427.04	24.00	8.00%	3.2"	428.96	2.5"	2.48%	2.0"	40.00	222.22	33.04	0.09	0.45
125+10.00	3.0"	8.00%	2.0"	427.11	24.00	8.00%	3.2"	429.03	2.5"	2.00%	2.0"	40.00	44.44	6.59	0.02	0.09
125+50.00	3.0"	8.00%	2.0"	427.39	24.00	8.00%	3.2"	429.31	2.6"	2.00%	2.0"	40.00	177.78	26.48	0.08	0.36
126+00.00	2.9"	8.00%	2.0"	427.75	24.00	8.00%	2.6"	429.67	2.3"	2.00%	2.0"	40.00	222.22	29.37	0.09	0.45
126+50.00	2.8"	8.00%	2.0"	428.18	24.00	8.00%	1.5"	430.10	1.0"	2.00%	2.0"	40.00	222.22	21.44	0.09	0.45
127+00.00	2.0"	8.00%	2.0"	428.70	24.00	8.00%	1.5"	430.62	1.7"	2.00%	2.0"	40.00	222.22	21.84	0.09	0.45
127+50.00	1.8"	8.00%	2.0"	429.23	24.00	8.00%	2.1"	431.15	2.8"	2.00%	2.0"	40.00	222.22	26.48	0.09	0.45
128+00.00	2.3"	8.00%	2.0"	429.70	24.00	8.00%	2.2"	431.62	2.4"	2.00%	2.0"	40.00	222.22	26.85	0.09	0.45
128+50.00	2.2"	8.00%	2.0"	430.19	24.00	8.00%	2.3"	432.11	2.9"	2.00%	2.0"	40.00	222.22	28.06	0.09	0.45
129+00.00	1.9"	8.00%	2.0"	430.72	24.00	8.00%	2.8"	432.64	3.2"	2.00%	2.0"	40.00	222.22	30.89	0.09	0.45
129+50.00	1.4"	8.00%	2.0"	431.25	24.00	8.00%	2.9"	433.17	2.5"	2.00%	2.0"	40.00	222.22	29.87	0.09	0.45
130+00.00	1.4"	8.00%	2.0"	431.70	24.00	8.00%	3.9"	433.62	4.2"	2.00%	2.0"	40.00	222.22	37.80	0.09	0.45
130+15.00	1.6"	8.00%	2.0"	431.81	24.00	8.00%	4.1"	433.73	4.3"	2.00%	2.0"	40.00	66.67	11.76	0.03	0.14
130+50.00	2.2"	5.10%	2.0"	431.99	24.00	8.00%	4.4"	433.91	4.6"	2.00%	2.0"	40.00	155.56	29.27	0.07	0.32
130+74.00	2.1"	3.10%	2.0"	432.13	24.00	8.00%	3.8"	434.05	2.9"	2.00%	2.0"	40.00	106.67	17.23	0.05	0.22
130+87.00	2.0"	2.00%	2.0"	432.23	24.00	7.83%	3.5"	434.11	2.4"	2.00%	2.0"	40.00	57.78	8.70	0.03	0.12
131+00.00	2.0"	2.00%	2.0"	432.35	24.00	7.28%	3.2"	434.09	1.7"	2.60%	2.0"	40.00	57.78	8.00	0.03	0.12
131+20.00	2.0"	2.00%	2.0"	432.54	24.00	6.72%	2.0"	434.15	2.0"	3.50%	2.0"	40.00	88.89	9.96	0.04	0.18
131+36.00	2.0"	2.00%	2.0"	432.72	24.00	6.72%	2.0"	434.33	2.0"	EXISTING	2.0"	40.00	71.11	7.96	0.03	0.15
131+50.25	2.0"	2.00%	2.0"	434.49	28.43	N/A	2.0"	434.49	2.0"	EXISTING	2.0"	40.00	63.33	7.88	0.03	0.13
132+45.66	2.0"	EXISTING	2.0"	433.65	25.06	7.08%	2.0"	435.42	2.0"	EXISTING	2.0"	42.00				
132+50.00	2.0"	EXISTING	2.0"	433.77	24.39	6.42%	2.0"	435.34	2.0"	EXISTING	2.0"	42.00	20.25	2.18	0.01	0.05
133+00.00	2.0"	EXISTING	2.0"	434.22	24.44	4.77%	2.0"	435.39	2.0"	EXISTING	2.0"	42.00	233.33	25.16	0.10	0.47
133+50.00	2.0"	EXISTING	2.0"	434.65	24.05	3.86%	2.0"	435.58	2.0"	EXISTING	2.0"	42.00	233.33	24.92	0.10	0.47
133+75.15	2.0"	EXISTING	2.0"	434.85	24.00	3.55%	2.0"	435.70	2.0"	EXISTING	2.0"	42.00	117.37	12.52	0.05	0.24
RAMP 64W55S SUB-TOTALS:													4,095	543	1.8	8.4
RAMP 55N64E - ADDITIONAL HMA LOCATIONS AS SHOWN ON ROADWAY PLAN SHEET 1 OF 18																
STA 58+73.85 TO STA 61+96.34, OFFSET RT	-	-	-	-	-	-	-	-	-	2.0"	2.00	71.66	8.03	0.03	0.15	
STA 61+96.34 TO STA 62+54.71, OFFSET LT	-	-	-	-	-	-	-	-	-	2.0"	30.00	194.57	21.80	0.08	0.39	
RAMP 55N64E SUB-TOTALS:													267	30	0.2	0.6



PAVEMENT DETAIL

LEGEND	
	SLOPE TRANSITIONS
	BRIDGE

- NOTES:
 1. PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 2".
 2. PAID FOR AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80.

EB I-64 MAINLINE

LOCATION STATION	LEFT EDGE					RIGHT EDGE					HMA SURF REM - VARIABLE DEPTH ⁴		HMA BINDER COURSE ⁵	HMA SURFACE COURSE ⁶	(PRIME COAT)	
	SURFACE THICKNESS INCHES	EB I-64 BASELINE ELEVATION	BINDER THICKNESS INCHES	OFFSET WIDTH (FT)	CROSS SLOPE %	SURFACE THICKNESS INCHES	LANE LINE ELEVATION	BINDER THICKNESS INCHES	HMA SURF REM - MILL THICKNESS INCHES	AREA (SQ YD)	TON	TON			BIT MATLS (TON)	AGG (TON)
23+82.00	2"	402.94	3.0"	16.00'	MATCH EX.	2"	403.29	3.0"	5.0"							
24+00.00	2"	402.74	3.0"	16.00'	MATCH EX.	2"	403.09	3.3"	5.0"	31.96	5.51	3.59	0.03	0.13		
24+50.00	2"	402.25	3.0"	16.00'	1.76%	2"	402.54	2.5"	5.0"	88.89	14.69	9.96	0.08	0.36		
25+00.00	2"	401.83	3.0"	16.00'	1.64%	2"	402.09	3.0"	5.0"	88.89	14.32	9.96	0.08	0.36		
25+50.00	2"	401.33	3.0"	16.00'	1.55%	2"	401.58	3.0"	5.0"	88.89	14.94	9.96	0.08	0.36		
26+00.00	2"	400.82	3.0"	16.00'	1.50%	2"	401.06	3.1"	5.0"	88.89	15.06	9.96	0.08	0.36		
26+50.00	2"	400.22	3.0"	16.00'	1.50%	2"	400.46	3.1"	5.0"	88.89	15.19	9.96	0.08	0.36		
26+70.53	2"	400.06	2.9"	16.00'	1.50%	2"	400.30	3.1"	5.0"	36.50	6.19	4.09	0.03	0.15		
27+00.00	2"	399.72	3.0"	15.41'	1.50%	2"	399.95	2.8"	5.0"	51.43	8.50	5.76	0.05	0.21		
27+25.00	2"	399.44	3.0"	14.91'	1.50%	2"	399.66	2.4"	5.0"	42.11	6.61	4.72	0.04	0.17		
28+00.00	2"	398.65	3.0"	13.41'	1.50%	2"	398.85	2.9"	5.0"	118.01	18.67	13.22	0.10	0.48		
28+50.00	2"	398.03	3.0"	12.41'	1.50%	2"	398.21	2.8"	5.0"	71.73	11.75	8.04	0.06	0.29		
29+00.00	2"	397.47	3.0"	12.00'	1.50%	2"	397.65	2.8"	5.0"	67.81	11.02	7.60	0.06	0.28		
29+50.00	2"	396.94	3.0"	12.00'	1.50%	2"	397.12	2.4"	5.0"	66.67	10.46	7.47	0.06	0.27		
30+00.00	2"	396.56	3.0"	12.00'	1.50%	2"	396.74	2.5"	5.0"	66.67	10.18	7.47	0.06	0.27		
30+50.00	2"	396.39	3.0"	12.00'	1.50%	2"	396.57	3.0"	5.0"	66.67	10.74	7.47	0.06	0.27		
31+00.00	2"	396.43	2.9"	12.00'	1.50%	2"	396.61	3.0"	5.0"	66.67	11.11	7.47	0.06	0.27		
31+50.00	2"	396.72	3.0"	12.00'	1.50%	2"	396.90	2.6"	5.0"	66.67	10.74	7.47	0.06	0.27		
32+00.00	2"	397.09	3.0"	12.00'	1.50%	2"	397.27	2.2"	5.0"	66.67	10.08	7.47	0.06	0.27		
32+50.00	2"	397.52	3.0"	12.00'	1.50%	2"	397.70	2.8"	5.0"	66.67	10.27	7.47	0.06	0.27		
33+00.00	2"	397.91	3.0"	12.00'	1.50%	2"	398.09	2.6"	5.0"	66.67	10.64	7.47	0.06	0.27		
33+50.00	2"	398.22	3.0"	12.00'	1.50%	2"	398.40	2.8"	5.0"	66.67	10.64	7.47	0.06	0.27		
34+00.00	2"	398.50	3.0"	12.00'	1.50%	2"	398.68	2.8"	5.0"	66.67	10.83	7.47	0.06	0.27		
34+50.00	2"	398.72	3.0"	12.00'	1.50%	2"	398.90	3.0"	5.0"	66.67	11.02	7.47	0.06	0.27		
35+00.00	2"	398.81	3.0"	12.00'	1.50%	2"	398.99	2.9"	5.0"	66.67	11.11	7.47	0.06	0.27		
35+50.00	2"	398.79	3.0"	12.00'	1.50%	2"	398.97	2.9"	5.0"	66.67	11.02	7.47	0.06	0.27		
36+00.00	2"	398.71	3.0"	12.00'	1.50%	2"	398.89	3.0"	5.0"	66.67	11.11	7.47	0.06	0.27		
36+50.00	2"	398.55	3.0"	12.00'	1.50%	2"	398.73	2.8"	5.0"	66.67	11.02	7.47	0.06	0.27		
37+00.00	2"	398.36	3.0"	12.00'	1.50%	2"	398.54	2.9"	5.0"	66.67	10.92	7.47	0.06	0.27		
37+50.00	2"	398.15	3.0"	12.00'	1.50%	2"	398.33	2.9"	5.0"	66.67	11.02	7.47	0.06	0.27		
38+00.00	2"	397.93	3.0"	12.00'	1.50%	2"	398.11	3.1"	5.0"	66.67	11.20	7.47	0.06	0.27		
38+50.00	2"	397.66	3.0"	12.00'	1.50%	2"	397.84	3.0"	5.0"	66.67	11.30	7.47	0.06	0.27		
39+00.00	2"	397.38	3.0"	12.00'	1.50%	2"	397.56	2.9"	5.0"	66.67	11.11	7.47	0.06	0.27		
39+50.00	2"	397.11	3.0"	12.00'	1.50%	2"	397.29	3.0"	5.0"	66.67	11.11	7.47	0.06	0.27		
40+00.00	2"	396.88	3.0"	12.00'	1.50%	2"	397.06	3.0"	5.0"	66.67	11.20	7.47	0.06	0.27		
40+50.00	2"	396.63	3.0"	12.00'	1.50%	2"	396.81	2.7"	5.0"	66.67	10.92	7.47	0.06	0.27		
41+00.00	2"	396.44	3.0"	12.00'	1.50%	2"	396.62	2.9"	5.0"	66.67	10.83	7.47	0.06	0.27		
41+50.00	2"	396.21	3.0"	12.00'	1.50%	2"	396.39	2.9"	5.0"	66.67	11.02	7.47	0.06	0.27		
42+00.00	2"	395.94	3.0"	12.00'	1.50%	2"	396.12	2.4"	5.0"	66.67	10.55	7.47	0.06	0.27		
42+12.19	2"	395.94	3.0"	12.00'	1.50%	2"	396.12	2.4"	5.0"	16.25	2.46	1.83	0.02	0.07		
42+50.00	2"	395.67	3.5"	36.00'	MATCH EX.	2"	395.75	3.5"	5.0"	100.83	17.51	11.30	0.09	0.41		
43+00.00	2"	395.48	3.5"	36.00'	MATCH EX.	2"	395.45	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
43+50.00	2"	395.22	3.5"	36.00'	MATCH EX.	2"	395.13	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
44+00.00	2"	394.96	3.5"	36.00'	MATCH EX.	2"	394.87	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
44+50.00	2"	394.69	3.5"	36.00'	MATCH EX.	2"	394.61	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
45+00.00	2"	394.39	3.5"	39.00'	MATCH EX.	2"	394.31	3.5"	5.0"	208.33	40.84	23.34	0.17	0.84		
45+50.00	2"	394.14	3.5"	42.00'	MATCH EX.	2"	394.04	3.5"	5.0"	225.00	44.10	25.20	0.18	0.90		
46+00.00	2"	393.93	3.5"	36.00'	MATCH EX.	2"	393.78	3.5"	5.0"	216.67	42.47	24.27	0.18	0.87		
46+50.00	2"	393.87	3.5"	36.00'	MATCH EX.	2"	393.70	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
47+00.00	2"	394.06	3.5"	36.00'	MATCH EX.	2"	393.83	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
47+50.00	2"	394.51	3.5"	36.00'	MATCH EX.	2"	394.33	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
48+00.00	2"	395.28	3.5"	36.00'	MATCH EX.	2"	395.08	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
48+50.00	2"	396.32	3.5"	36.00'	MATCH EX.	2"	396.10	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
49+00.00	2"	397.58	3.5"	36.00'	MATCH EX.	2"	397.35	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
49+50.00	2"	399.07	3.5"	36.00'	MATCH EX.	2"	398.87	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
50+00.00	2"	400.65	3.5"	36.00'	MATCH EX.	2"	400.43	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
50+50.00	2"	402.21	3.5"	36.00'	MATCH EX.	2"	402.07	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
51+00.00	2"	403.72	3.5"	36.00'	MATCH EX.	2"	403.72	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
51+50.00	2"	405.24	3.5"	36.00'	MATCH EX.	2"	405.41	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
52+00.00	2"	406.72	3.5"	36.00'	MATCH EX.	2"	407.00	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
52+50.00	2"	408.21	3.5"	36.00'	MATCH EX.	2"	408.47	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
53+00.00	2"	409.68	3.5"	36.00'	MATCH EX.	2"	409.92	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
53+50.00	2"	411.13	3.5"	36.00'	MATCH EX.	2"	411.34	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
54+00.00	2"	412.58	3.5"	36.00'	MATCH EX.	2"	412.87	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
54+50.00	2"	414.05	3.5"	36.00'	MATCH EX.	2"	414.47	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
55+00.00	2"	415.55	3.5"	36.00'	MATCH EX.	2"	415.96	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		

EB I-64 MAINLINE (CONT)

LOCATION STATION	LEFT EDGE					RIGHT EDGE					HMA SURF REM - VARIABLE DEPTH ⁴		HMA BINDER COURSE ⁵	HMA SURFACE COURSE ⁶	(PRIME COAT)	
	SURFACE THICKNESS INCHES	EB I-64 BASELINE ELEVATION	BINDER THICKNESS INCHES	OFFSET WIDTH (FT)	CROSS SLOPE %	SURFACE THICKNESS INCHES	LANE LINE ELEVATION	BINDER THICKNESS INCHES	HMA SURF REM - MILL THICKNESS INCHES	AREA (SQ YD)	TON	TON			BIT MATLS (TON)	AGG (TON)
55+50.00	2"	417.00	3.5"	36.00'	MATCH EX.	2"	417.38	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
56+00.00	2"	418.45	3.5"	36.00'	MATCH EX.	2"	418.82	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
56+50.00	2"	419.89	3.5"	36.00'	MATCH EX.	2"	420.37	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
57+00.00	2"	421.40	3.5"	36.00'	MATCH EX.	2"	421.82	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
57+50.00	2"	422.86	3.5"	36.00'	MATCH EX.	2"	423.20	3.5"	5.0"	200.00	39.20	22.40	0.16	0.80		
57+56.00	2"	423.03	3.5"	36.00'	MATCH EX.	2"	423.36	3.5"	5.0"	24.00	4.71	2.69	0.02	0.10		
57+56.00	2"	423.03	3.5"	56.00'	MATCH EX.	2"	423.36	3.5"	5.0"	0.00	0.00	0.00	0.00	0.00		
58+00.00	2"	424.29	3.5"	56.00'	MATCH EX.	2"	424.55	3.5"	5.0"	273.78	53.67	30.67	0.22	1.10		
58+50.00	2"	425.79	3.5"	54.00'	MATCH EX.	2"	425.97	3.5"	5.0"	305.56	59.89	34.23	0.25	1.23		
59+00.00	2"	427.22	3.5"	52.00'	MATCH EX.	2"	427.43	3.5"	5.0"	294.44	57.72	32.98	0.24	1.18		
59+50.00	2"	428.77	3.5"	50.00'	MATCH EX.	2"	429.06	3.5"	5.0"	283.33	55.54	31.74	0.23	1.14		
60+00.00	2"	430.07	3.5"	49.00'	MATCH EX.	2"	430.52	3.5"	5.0"							

WB I-64 MAINLINE

LOCATION STATION	OUTSIDE EDGE		OFFSET WIDTH (FT)	CROSS SLOPE %	INSIDE EDGE		HMA SURF REM - VARIABLE DEPTH ³		HMA SURFACE COURSE ⁴ (TON)	(PRIME COAT)	
	SURFACE THICKNESS INCHES	EDGE LINE ELEVATION			SURFACE THICKNESS INCHES	WB I-64 BASELINE ELEVATION	THICKNESS INCHES	AREA (SQ YD)		BIT MATLS (TON)	AGG (TON)
82+57.02	3.5"	431.13	36.00'	MATCH EXIST.	3.5"	431.33	3.5"				
83+00.00	3.5"	429.69	36.00'	MATCH EXIST.	3.5"	430.02	3.5"	171.92	33.70	0.07	0.35
83+50.00	3.5"	428.22	36.00'	MATCH EXIST.	3.5"	428.49	3.5"	200.00	39.20	0.08	0.40
84+00.00	3.5"	426.74	36.00'	MATCH EXIST.	3.5"	426.97	3.5"	200.00	39.20	0.08	0.40
84+50.00	3.5"	425.30	36.00'	MATCH EXIST.	3.5"	425.44	3.5"	200.00	39.20	0.08	0.40
85+00.00	3.5"	423.87	36.00'	MATCH EXIST.	3.5"	423.91	3.5"	200.00	39.20	0.08	0.40
85+50.00	3.5"	422.40	36.00'	MATCH EXIST.	3.5"	422.38	3.5"	200.00	39.20	0.08	0.40
86+00.00	3.5"	420.96	36.00'	MATCH EXIST.	3.5"	420.86	3.5"	200.00	39.20	0.08	0.40
86+50.00	3.5"	419.57	36.00'	MATCH EXIST.	3.5"	419.33	3.5"	200.00	39.20	0.08	0.40
87+00.00	3.5"	418.10	36.00'	MATCH EXIST.	3.5"	417.80	3.5"	200.00	39.20	0.08	0.40
87+50.00	3.5"	416.59	36.00'	MATCH EXIST.	3.5"	416.27	3.5"	200.00	39.20	0.08	0.40
88+00.00	3.5"	415.06	36.00'	MATCH EXIST.	3.5"	414.75	3.5"	200.00	39.20	0.08	0.40
88+50.00	3.5"	413.49	36.00'	MATCH EXIST.	3.5"	413.22	3.5"	200.00	39.20	0.08	0.40
89+00.00	3.5"	411.96	36.00'	MATCH EXIST.	3.5"	411.69	3.5"	200.00	39.20	0.08	0.40
89+50.00	3.5"	410.50	36.00'	MATCH EXIST.	3.5"	410.16	3.5"	200.00	39.20	0.08	0.40
90+00.00	3.5"	409.05	36.00'	MATCH EXIST.	3.5"	408.64	3.5"	200.00	39.20	0.08	0.40
90+50.00	3.5"	407.54	36.00'	MATCH EXIST.	3.5"	407.11	3.5"	200.00	39.20	0.08	0.40
91+00.00	3.5"	405.97	36.00'	MATCH EXIST.	3.5"	405.58	3.5"	200.00	39.20	0.08	0.40
91+50.00	3.5"	404.40	36.00'	MATCH EXIST.	3.5"	404.05	3.5"	200.00	39.20	0.08	0.40
92+00.00	3.5"	402.82	36.00'	MATCH EXIST.	3.5"	402.53	3.5"	200.00	39.20	0.08	0.40
92+50.00	3.5"	401.25	36.00'	MATCH EXIST.	3.5"	401.00	3.5"	200.00	39.20	0.08	0.40
93+00.00	3.5"	399.73	36.00'	MATCH EXIST.	3.5"	399.47	3.5"	200.00	39.20	0.08	0.40
93+50.00	3.5"	398.22	36.00'	MATCH EXIST.	3.5"	397.94	3.5"	200.00	39.20	0.08	0.40
94+00.00	3.5"	396.72	36.00'	MATCH EXIST.	3.5"	396.54	3.5"	200.00	39.20	0.08	0.40
94+50.00	3.5"	395.47	36.00'	MATCH EXIST.	3.5"	395.40	3.5"	200.00	39.20	0.08	0.40
95+00.00	3.5"	394.54	36.00'	MATCH EXIST.	3.5"	394.51	3.5"	200.00	39.20	0.08	0.40
95+50.00	3.5"	393.90	36.00'	MATCH EXIST.	3.5"	393.88	3.5"	200.00	39.20	0.08	0.40
96+00.00	3.5"	393.50	36.00'	MATCH EXIST.	3.5"	393.51	3.5"	200.00	39.20	0.08	0.40
96+50.00	3.5"	393.39	36.00'	MATCH EXIST.	3.5"	393.39	3.5"	200.00	39.20	0.08	0.40
97+00.00	3.5"	393.59	36.00'	MATCH EXIST.	3.5"	393.53	3.5"	200.00	39.20	0.08	0.40
97+50.00	3.5"	393.88	36.00'	MATCH EXIST.	3.5"	393.80	3.5"	200.00	39.20	0.08	0.40
98+00.00	3.5"	394.15	36.00'	MATCH EXIST.	3.5"	394.06	3.5"	200.00	39.20	0.08	0.40
98+50.00	3.5"	394.44	36.00'	MATCH EXIST.	3.5"	394.33	3.5"	200.00	39.20	0.08	0.40
99+00.00	3.5"	394.68	36.00'	MATCH EXIST.	3.5"	394.60	3.5"	200.00	39.20	0.08	0.40
99+50.00	3.5"	394.87	36.00'	MATCH EXIST.	3.5"	394.86	3.5"	200.00	39.20	0.08	0.40
100+00.00	3.5"	394.92	36.00'	MATCH EXIST.	3.5"	395.13	3.5"	200.00	39.20	0.08	0.40
100+50.00	3.5"	395.02	36.00'	MATCH EXIST.	3.5"	395.40	3.5"	200.00	39.20	0.08	0.40
101+00.00	3.5"	395.38	36.00'	MATCH EXIST.	3.5"	395.66	3.5"	200.00	39.20	0.08	0.40
101+50.00	3.5"	395.60	36.00'	MATCH EXIST.	3.5"	395.93	3.5"	200.00	39.20	0.08	0.40
102+00.00	3.5"	395.76	36.00'	MATCH EXIST.	3.5"	396.20	3.5"	200.00	39.20	0.08	0.40
102+50.00	3.5"	396.20	36.00'	MATCH EXIST.	3.5"	396.46	3.5"	200.00	39.20	0.08	0.40
103+00.00	3.5"	396.66	36.00'	MATCH EXIST.	3.5"	396.73	3.5"	200.00	39.20	0.08	0.40
103+50.00	3.5"	396.96	36.00'	MATCH EXIST.	3.5"	397.00	3.5"	200.00	39.20	0.08	0.40
104+00.00	3.5"	397.26	36.00'	MATCH EXIST.	3.5"	397.26	3.5"	200.00	39.20	0.08	0.40
104+50.00	3.5"	397.49	36.00'	MATCH EXIST.	3.5"	397.53	3.5"	200.00	39.20	0.08	0.40
105+00.00	3.5"	397.84	36.00'	MATCH EXIST.	3.5"	397.80	3.5"	200.00	39.20	0.08	0.40
105+15.00	3.5"	397.88	36.00'	MATCH EXIST.	3.5"	398.03	3.5"	60.00	11.76	0.03	0.12
105+15.00	3.5"	398.08	24.00'	MATCH EXIST.	3.5"	398.03	3.5"				
105+50.00	3.5"	398.27	24.00'	MATCH EXIST.	3.5"	398.26	3.5"	93.33	18.30	0.04	0.19
106+00.00	3.5"	398.51	24.00'	MATCH EXIST.	3.5"	398.52	3.5"	133.33	26.14	0.06	0.27
106+50.00	3.5"	398.63	24.00'	MATCH EXIST.	3.5"	398.70	3.5"	133.33	26.14	0.06	0.27
107+00.00	3.5"	398.78	24.00'	MATCH EXIST.	3.5"	398.80	3.5"	133.33	26.14	0.06	0.27
107+50.00	3.5"	398.80	24.00'	MATCH EXIST.	3.5"	398.79	3.5"	133.33	26.14	0.06	0.27
108+00.00	3.5"	398.70	24.00'	MATCH EXIST.	3.5"	398.70	3.5"	133.33	26.14	0.06	0.27
108+50.00	3.5"	398.57	24.00'	MATCH EXIST.	3.5"	398.52	3.5"	133.33	26.14	0.06	0.27
109+00.00	3.5"	398.38	24.00'	MATCH EXIST.	3.5"	398.25	3.5"	133.33	26.14	0.06	0.27
109+50.00	3.5"	398.11	24.00'	MATCH EXIST.	3.5"	397.96	3.5"	133.33	26.14	0.06	0.27
110+00.00	3.5"	397.81	24.00'	MATCH EXIST.	3.5"	397.68	3.5"	133.33	26.14	0.06	0.27
110+50.00	3.5"	397.52	24.00'	MATCH EXIST.	3.5"	397.39	3.5"	133.33	26.14	0.06	0.27
111+00.00	3.5"	397.20	24.00'	MATCH EXIST.	3.5"	397.11	3.5"	133.33	26.14	0.06	0.27
111+50.00	3.5"	396.82	24.00'	MATCH EXIST.	3.5"	396.82	3.5"	133.33	26.14	0.06	0.27
112+00.00	3.5"	396.50	24.00'	MATCH EXIST.	3.5"	396.54	3.5"	133.33	26.14	0.06	0.27
112+50.00	3.5"	396.33	24.00'	MATCH EXIST.	3.5"	396.42	3.5"	133.33	26.14	0.06	0.27
113+00.00	3.5"	396.40	24.00'	MATCH EXIST.	3.5"	396.57	3.5"	133.33	26.14	0.06	0.27
113+50.00	3.5"	397.06	24.00'	MATCH EXIST.	3.5"	396.92	3.5"	133.33	26.14	0.06	0.27
114+00.00	3.5"	397.96	24.00'	MATCH EXIST.	3.5"	397.75	3.5"	133.33	26.14	0.06	0.27
114+50.00	3.5"	399.17	24.00'	MATCH EXIST.	3.5"	398.90	3.5"	133.33	26.14	0.06	0.27
115+00.00	3.5"	400.78	24.00'	MATCH EXIST.	3.5"	400.46	3.5"	133.33	26.14	0.06	0.27

BACK
AHEAD

WB I-64 MAINLINE (CONT)

LOCATION STATION	OUTSIDE EDGE		OFFSET WIDTH (FT)	CROSS SLOPE %	INSIDE EDGE		HMA SURF REM - VARIABLE DEPTH ³		HMA SURFACE COURSE ⁴ (TON)	(PRIME COAT)	
	SURFACE THICKNESS INCHES	EDGE LINE ELEVATION			SURFACE THICKNESS INCHES	WB I-64 BASELINE ELEVATION	THICKNESS INCHES	AREA (SQ YD)		BIT MATLS (TON)	AGG (TON)
115+50.00	3.5"	402.59	24.00'	MATCH EXIST.	3.5"	402.23	3.5"	133.33	26.14	0.06	0.27
116+00.00	3.5"	404.42	24.00'	MATCH EXIST.	3.5"	403.99	3.5"	133.33	26.14	0.06	0.27
116+50.00	3.5"	406.21	24.00'	MATCH EXIST.	3.5"	405.72	3.5"	133.33	26.14	0.06	0.27
117+00.00	3.5"	407.95	24.00'	MATCH EXIST.	3.5"	407.55	3.5"	133.33	26.14	0.06	0.27
117+50.00	3.5"	409.63	24.00'	MATCH EXIST.	3.5"	409.35	3.5"	133.33	26.14	0.06	0.27
118+00.00	3.5"	411.24	24.00'	MATCH EXIST.	3.5"	411.08	3.5"	133.33	26.14	0.06	0.27
118+50.00	3.5"	412.83	24.00'	MATCH EXIST.	3.5"	412.85	3.5"	133.33	26.14	0.06	0.27
119+00.00	3.5"	414.45	24.00'	MATCH EXIST.	3.5"	414.65	3.5"	133.33	26.14	0.06	0.27
119+50.00	3.5"	416.09	24.00'	MATCH EXIST.	3.5"	416.36	3.5"	133.33	26.14	0.06	0.27
120+00.00	3.5"	417.69	24.00'	MATCH EXIST.	3.5"	418.15	3.5"	133.33	26.14	0.06	0.27
120+50.00	3.5"	419.28	24.00'	MATCH EXIST.	3.5"	420.04	3.5"	133.33	26.14	0.06	0.27
120+67.46	3.5"	419.81	24.00'	MATCH EXIST.	3.5"	420.67	3.5"	46.56	9.13	0.02	0.10
I-64 WB MAINLINE SUB-TOTALS:								13,172	2,582	5.5	26.5

- NOTES:
 1. HMA SURFACE REMOVAL THICKNESSES ARE APPROXIMATE. MILL TO TOP OF EXISTING CONCRETE PAVEMENT.
 2. SEE I-64 MAINLINE CROSS SECTIONS FOR MORE INFORMATION.
 3. PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.
 4. PAID FOR AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80.

WB I-64 SHOULDERS

LOCATION	WESTBOUND I-64 SHOULDERS		LENGTH (FT)	WIDTH (FT)		AREA (SQ YD)	MILL THICKNESS INCHES	HMA SURF REM - VAR DEPTH ³ (SQ YD)	HMA SURFACE COURSE, 3 1/2" ⁴ (TON)	(PRIME COAT)		
	STATION	TO		STATION	TO					BIT MATLS (TON)	AGG (TON)	
OUTSIDE SHOULDER	82+57.02		86+42.34	385'	10.0'	10.0'	428.13	3.5"	428.13	83.91	0.18	0.86
INSIDE SHOULDER	82+51.64		82+98.26	47'	6.0'	11.0'	44.03	3.5"	44.03	8.63	0.02	0.09
INSIDE SHOULDER	82+98.26		87+39.59	441'	11.0'	11.0'	539.40	3.5"	539.40	105.72	0.22	1.08
INSIDE SHOULDER	87+39.59		92+48.59	509'	11.0'	11.0'	622.11	3.5"	622.11	121.93	0.25	1.25
INSIDE SHOULDER	94+92.59		101+40.26	648'	19.0'	13.5'	1169.40	3.5"	0.00	229.20	0.47	2.34
INSIDE SHOULDER	101+40.26		115+02.52	1362'	13.5'	13.5'	2043.39	3.5"	297.78	400.50	0.82	4.09
INSIDE SHOULDER	115+02.52		119+24.70	422'	11.0'	11.0'	516.00	3.5"	516.00	101.14	0.21	1.04
INSIDE SHOULDER	119+24.70		120+73.41	149'	11.0'	5.0'	132.19	3.5"	132.19	25.91	0.06	0.27
OUTSIDE SHOULDER	116+67.39		120+64.99	398'	10.0'	10.0'	441.78	3.5"	0.00	86.59	0.18	0.89
I-64 WB SHOULDERS SUB-TOTALS:								2,580	1,164	2.5	12.0	

I-64 HMA SCHEDULE

NB I-55 MAINLINE

LOCATION STATION	INSIDE EDGE			CROSS SLOPE %	OUTSIDE EDGE		HMA SURFACE REMOVAL, 4" ³		HMA SURFACE COURSE ⁴ (TON)	(PRIME COAT)		
	SURFACE THICKNESS	NB I-55 BASELINE	OFFSET WIDTH		SURFACE THICKNESS	EDGE LINE ELEVATION	MILL THICKNESS	AREA		BIT MATLS (TON)	AGG (TON)	
	INCHES	ELEVATION	(FT)		INCHES		INCHES	(SQ YD)				
64+50.00	4.0"	388.83	46.98'	MATCH EXIST.	4.0"	389.64	4.0"					
65+00.00	4.0"	387.61	43.17'	MATCH EXIST.	4.0"	388.18	4.0"	250.41	56.10	0.21	1.01	
65+50.00	4.0"	386.22	38.80'	MATCH EXIST.	4.0"	386.91	4.0"	227.68	51.00	0.19	0.92	
66+00.00	4.0"	385.18	35.57'	MATCH EXIST.	4.0"	385.62	4.0"	206.59	46.28	0.17	0.83	
66+50.00	4.0"	384.57	34.20'	MATCH EXIST.	4.0"	384.91	4.0"	193.82	43.42	0.16	0.78	
67+00.00	4.0"	384.09	33.62'	MATCH EXIST.	4.0"	384.35	4.0"	188.39	42.20	0.16	0.76	
67+50.00	4.0"	383.72	32.81'	MATCH EXIST.	4.0"	383.87	4.0"	184.52	41.34	0.15	0.74	
68+00.00	4.0"	383.39	31.77'	MATCH EXIST.	4.0"	383.36	4.0"	179.38	40.19	0.15	0.72	
68+50.00	4.0"	383.29	31.07'	MATCH EXIST.	4.0"	383.41	4.0"	174.55	39.10	0.14	0.70	
69+00.00	4.0"	383.28	30.39'	MATCH EXIST.	4.0"	383.37	4.0"	170.71	38.24	0.14	0.69	
69+50.00	4.0"	383.26	30.23'	MATCH EXIST.	4.0"	383.32	4.0"	168.40	37.73	0.14	0.68	
70+00.00	4.0"	383.61	29.88'	MATCH EXIST.	4.0"	383.46	4.0"	166.98	37.41	0.14	0.67	
70+50.00	4.0"	383.97	28.21'	MATCH EXIST.	4.0"	383.98	4.0"	161.36	36.15	0.13	0.65	
71+00.00	4.0"	384.51	27.40'	MATCH EXIST.	4.0"	384.60	4.0"	154.47	34.61	0.13	0.62	
71+50.00	4.0"	385.19	26.54'	MATCH EXIST.	4.0"	385.23	4.0"	149.83	33.57	0.12	0.60	
72+00.00	4.0"	385.75	25.66'	MATCH EXIST.	4.0"	385.80	4.0"	145.00	32.48	0.12	0.58	
72+50.00	4.0"	386.41	24.86'	MATCH EXIST.	4.0"	386.38	4.0"	140.34	31.44	0.12	0.57	
73+00.00	4.0"	387.15	24.09'	MATCH EXIST.	4.0"	386.98	4.0"	135.98	30.46	0.11	0.55	
73+50.00	4.0"	387.75	24.00'	MATCH EXIST.	4.0"	387.60	4.0"	133.60	29.93	0.11	0.54	
74+00.00	4.0"	388.34	24.00'	MATCH EXIST.	4.0"	388.25	4.0"	133.33	29.87	0.11	0.54	
74+50.00	4.0"	388.99	24.00'	MATCH EXIST.	4.0"	389.00	4.0"	133.33	29.87	0.11	0.54	
75+00.00	4.0"	389.70	24.00'	MATCH EXIST.	4.0"	389.80	4.0"	133.33	29.87	0.11	0.54	
75+50.00	4.0"	390.40	24.00'	MATCH EXIST.	4.0"	390.53	4.0"	133.33	29.87	0.11	0.54	
76+00.00	4.0"	391.05	24.00'	MATCH EXIST.	4.0"	391.25	4.0"	133.33	29.87	0.11	0.54	
76+50.00	4.0"	391.69	24.00'	MATCH EXIST.	4.0"	391.97	4.0"	133.33	29.87	0.11	0.54	
77+00.00	4.0"	392.32	24.00'	MATCH EXIST.	4.0"	392.67	4.0"	133.33	29.87	0.11	0.54	
77+50.00	4.0"	393.05	24.00'	MATCH EXIST.	4.0"	393.48	4.0"	133.33	29.87	0.11	0.54	
78+00.00	4.0"	394.03	24.00'	MATCH EXIST.	4.0"	394.51	4.0"	133.33	29.87	0.11	0.54	
78+50.00	4.0"	395.26	24.00'	MATCH EXIST.	4.0"	395.84	4.0"	133.33	29.87	0.11	0.54	
79+00.00	4.0"	396.81	24.00'	MATCH EXIST.	4.0"	397.40	4.0"	133.33	29.87	0.11	0.54	
79+50.00	4.0"	398.58	24.00'	MATCH EXIST.	4.0"	399.24	4.0"	133.33	29.87	0.11	0.54	
80+00.00	4.0"	400.49	24.00'	MATCH EXIST.	4.0"	401.17	4.0"	133.33	29.87	0.11	0.54	
80+50.00	4.0"	402.40	24.00'	MATCH EXIST.	4.0"	403.06	4.0"	133.33	29.87	0.11	0.54	
81+00.00	4.0"	404.31	24.00'	MATCH EXIST.	4.0"	404.95	4.0"	133.33	29.87	0.11	0.54	
81+50.00	4.0"	406.15	24.00'	MATCH EXIST.	4.0"	406.87	4.0"	133.33	29.87	0.11	0.54	
82+00.00	4.0"	408.00	24.00'	MATCH EXIST.	4.0"	408.78	4.0"	133.33	29.87	0.11	0.54	
82+50.00	4.0"	409.87	24.00'	MATCH EXIST.	4.0"	410.62	4.0"	133.33	29.87	0.11	0.54	
83+00.00	4.0"	411.76	24.00'	MATCH EXIST.	4.0"	412.48	4.0"	133.33	29.87	0.11	0.54	
83+50.00	4.0"	413.67	24.00'	MATCH EXIST.	4.0"	414.40	4.0"	133.33	29.87	0.11	0.54	
84+00.00	4.0"	415.51	24.00'	MATCH EXIST.	4.0"	416.29	4.0"	133.33	29.87	0.11	0.54	
84+50.00	4.0"	417.37	24.00'	MATCH EXIST.	4.0"	418.15	4.0"	133.33	29.87	0.11	0.54	
85+00.00	4.0"	419.28	24.00'	MATCH EXIST.	4.0"	420.02	4.0"	133.33	29.87	0.11	0.54	
85+50.00	4.0"	421.10	24.00'	MATCH EXIST.	4.0"	421.87	4.0"	133.33	29.87	0.11	0.54	
86+00.00	4.0"	422.94	24.00'	MATCH EXIST.	4.0"	423.74	4.0"	133.33	29.87	0.11	0.54	
86+50.00	4.0"	424.85	24.00'	MATCH EXIST.	4.0"	425.78	4.0"	133.33	29.87	0.11	0.54	
87+00.00	4.0"	426.64	24.00'	MATCH EXIST.	4.0"	427.50	4.0"	133.33	29.87	0.11	0.54	
87+50.00	4.0"	428.43	24.00'	MATCH EXIST.	4.0"	429.25	4.0"	133.33	29.87	0.11	0.54	
88+00.00	4.0"	430.24	24.00'	MATCH EXIST.	4.0"	431.09	4.0"	133.33	29.87	0.11	0.54	
88+50.00	4.0"	432.12	24.00'	MATCH EXIST.	4.0"	432.87	4.0"	133.33	29.87	0.11	0.54	
89+00.00	4.0"	433.97	24.00'	MATCH EXIST.	4.0"	434.56	4.0"	133.33	29.87	0.11	0.54	
89+50.00	4.0"	435.70	24.00'	MATCH EXIST.	4.0"	436.25	4.0"	133.33	29.87	0.11	0.54	
90+00.00	4.0"	437.66	24.00'	MATCH EXIST.	4.0"	438.00	4.0"	133.33	29.87	0.11	0.54	
90+50.00	4.0"	439.64	24.00'	MATCH EXIST.	4.0"	439.88	4.0"	133.33	29.87	0.11	0.54	
90+84.00	4.0"	440.84	24.00'	MATCH EXIST.	4.0"	441.20	4.0"	90.67	20.31	0.08	0.37	
I-55 NB MAINLINE SUB-TOTALS:							7,757	1,738	6.5	31.4		

- NOTES:**
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY.
 - SEE I-55 MAINLINE CROSS SECTIONS FOR MORE INFORMATION.
 - PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4".
 - PAID FOR AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80.

FILE NAME = DBT-i-76C52-sht-HMA Tables-I55_01.dgn	USER NAME = searsb	DESIGNED BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA SURFACE REMOVAL AND HMA OVERLAY TABLES I-55			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN BS	REVISED -		SCALE: NONE			•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	43
		CHECKED DBM	REVISED -		SHEET NO. 4 OF 6 SHEETS			•	64/998/70	CONTRACT NO. 76C52		
		DATE 03-01-12	REVISED -		STA. TO STA.			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SB I-55 MAINLINE

LOCATION	OUTSIDE EDGE		OFFSET WIDTH (FT)	CROSS SLOPE %	INSIDE EDGE		HMA SURFACE REMOVAL, 4" 3		HMA SURFACE COURSE 4	(PRIME COAT)			
	SURFACE THICKNESS INCHES	SB I-55 BASELINE ELEVATION			SURFACE THICKNESS INCHES	EDGE LINE ELEVATION	MILL THICKNESS INCHES	AREA (SQ YD)		BIT MATLS (TON)	AGG (TON)		
68+68.00	2.5"	439.31	24.00'	MATCH EXIST.	2.5"	439.14	2.5"						
69+00.00	2.5"	437.89	24.00'	MATCH EXIST.	2.5"	437.91	2.5"	85.33	11.95	0.04	0.18		
69+50.00	2.5"	435.72	24.00'	MATCH EXIST.	2.5"	436.03	2.5"	133.33	18.67	0.06	0.27		
70+00.00	2.5"	433.66	24.00'	MATCH EXIST.	2.5"	434.22	2.5"	133.33	18.67	0.06	0.27		
70+50.00	2.5"	431.70	24.00'	MATCH EXIST.	2.5"	432.47	2.5"	133.33	18.67	0.06	0.27		
71+00.00	2.5"	429.94	24.07'	MATCH EXIST.	2.5"	430.88	2.5"	133.52	18.70	0.06	0.27		
71+50.00	2.5"	428.21	24.27'	MATCH EXIST.	2.5"	429.40	2.5"	134.28	18.80	0.06	0.27		
72+00.00	2.5"	426.42	24.80'	MATCH EXIST.	2.5"	427.77	2.5"	136.33	19.09	0.06	0.28		
72+50.00	2.5"	424.56	24.91'	MATCH EXIST.	2.5"	425.95	2.5"	138.09	19.34	0.06	0.28		
73+00.00	2.5"	422.61	25.72'	MATCH EXIST.	2.5"	424.02	2.5"	140.65	19.70	0.06	0.29		
73+00.00	4.0"	422.61	25.72'	MATCH EXIST.	4.0"	424.02	4.0"						
73+50.00	4.0"	420.70	26.48'	MATCH EXIST.	4.0"	422.04	4.0"	145.03	32.49	0.12	0.59		
74+00.00	4.0"	418.84	27.38'	MATCH EXIST.	4.0"	420.11	4.0"	149.63	33.52	0.12	0.60		
74+50.00	4.0"	416.90	28.41'	MATCH EXIST.	4.0"	418.10	4.0"	154.98	34.72	0.13	0.62		
75+00.00	4.0"	414.92	29.51'	MATCH EXIST.	4.0"	416.05	4.0"	160.90	36.05	0.13	0.65		
75+50.00	4.0"	412.94	30.65'	MATCH EXIST.	4.0"	414.20	4.0"	167.11	37.44	0.14	0.67		
76+00.00	4.0"	410.94	31.82'	MATCH EXIST.	4.0"	412.32	4.0"	173.52	38.87	0.14	0.70		
76+50.00	4.0"	408.71	33.02'	MATCH EXIST.	4.0"	409.86	4.0"	180.12	40.35	0.15	0.73		
77+00.00	4.0"	406.86	34.26'	MATCH EXIST.	4.0"	407.99	4.0"	186.91	41.87	0.15	0.75		
77+50.00	4.0"	404.93	35.54'	MATCH EXIST.	4.0"	406.38	4.0"	193.89	43.44	0.16	0.78		
78+00.00	4.0"	402.94	36.84'	MATCH EXIST.	4.0"	404.46	4.0"	201.05	45.04	0.17	0.81		
78+50.00	4.0"	400.96	38.18'	MATCH EXIST.	4.0"	402.56	4.0"	208.39	46.68	0.17	0.84		
79+00.00	4.0"	398.86	39.54'	MATCH EXIST.	4.0"	400.64	4.0"	215.90	48.37	0.18	0.87		
79+50.00	4.0"	396.89	40.11'	MATCH EXIST.	4.0"	398.53	4.0"	221.26	49.57	0.18	0.89		
80+00.00	4.0"	395.08	40.69'	MATCH EXIST.	4.0"	396.86	4.0"	224.44	50.28	0.18	0.90		
80+50.00	4.0"	393.45	41.76'	MATCH EXIST.	4.0"	395.51	4.0"	229.03	51.31	0.19	0.92		
81+00.00	4.0"	392.15	43.33'	MATCH EXIST.	4.0"	394.31	4.0"	236.38	52.95	0.19	0.95		
81+50.00	4.0"	391.09	45.40'	MATCH EXIST.	4.0"	393.16	4.0"	246.48	55.22	0.20	0.99		
82+00.00	4.0"	390.16	47.96'	MATCH EXIST.	4.0"	392.11	4.0"	259.34	58.10	0.21	1.04		
82+50.00	4.0"	389.48	51.05'	MATCH EXIST.	4.0"	391.49	4.0"	275.03	61.61	0.23	1.11		
83+00.00	4.0"	389.05	55.08'	MATCH EXIST.	4.0"	391.03	4.0"	294.80	66.04	0.24	1.18		
83+33.83	4.0"	388.59	58.33'	MATCH EXIST.	4.0"	390.80	4.0"	213.16	47.75	0.18	0.86		
83+33.83	4.0"	388.59	36.00'	MATCH EXIST.	4.0"	390.27	4.0"						
83+50.00	4.0"	388.34	36.00'	MATCH EXIST.	4.0"	390.12	4.0"	64.68	14.49	0.06	0.26		
84+00.00	4.0"	388.22	36.00'	MATCH EXIST.	4.0"	389.92	4.0"	200.00	44.80	0.16	0.80		
84+50.00	4.0"	388.15	36.00'	MATCH EXIST.	4.0"	389.85	4.0"	200.00	44.80	0.16	0.80		
85+00.00	4.0"	388.35	36.00'	MATCH EXIST.	4.0"	389.97	4.0"	200.00	44.80	0.16	0.80		
85+50.00	4.0"	389.31	36.00'	MATCH EXIST.	4.0"	390.21	4.0"	200.00	44.80	0.16	0.80		
86+00.00	4.0"	390.84	36.00'	MATCH EXIST.	4.0"	391.91	4.0"	200.00	44.80	0.16	0.80		
86+50.00	4.0"	392.70	36.00'	MATCH EXIST.	4.0"	393.70	4.0"	200.00	44.80	0.16	0.80		
87+00.00	4.0"	393.93	36.00'	MATCH EXIST.	4.0"	395.49	4.0"	200.00	44.80	0.16	0.80		
I-55 SB MAINLINE SUB-TOTALS:								6,971	1,464	5.3	25.7		

NOTES:

- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY.
- SEE I-55 MAINLINE CROSS SECTIONS FOR MORE INFORMATION.
- PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4".
- PAID FOR AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80.
- PAID FOR AS POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80.

RAMP 55S64E

LOCATION	OUTSIDE EDGE		OFFSET WIDTH (FT)	CROSS SLOPE %	INSIDE EDGE		HMA SURFACE REMOVAL, 4" 3		HMA SURFACE COURSE 4	(PRIME COAT)			
	SURFACE THICKNESS INCHES	55S64E BASELINE ELEVATION			SURFACE THICKNESS INCHES	EDGE LINE ELEVATION	MILL THICKNESS INCHES	AREA (SQ YD)		BIT MATLS (TON)	AGG (TON)		
12+93.86	4.0"	390.36	16.00'	MATCH EXIST.	4.0"	390.80	4.0"						
13+00.00	4.0"	390.31	16.00'	MATCH EXIST.	4.0"	390.76	4.0"	10.92	2.45	0.01	0.05		
13+50.00	4.0"	390.28	16.00'	MATCH EXIST.	4.0"	390.60	4.0"	88.89	19.92	0.08	0.36		
14+00.00	4.0"	390.28	16.00'	MATCH EXIST.	4.0"	390.60	4.0"	88.89	19.92	0.08	0.36		
14+07.89	4.0"	390.29	16.00'	MATCH EXIST.	4.0"	390.71	4.0"	14.03	3.15	0.02	0.06		
55S64E MAINLINE SUB-TOTALS:								203	46	0.2	0.9		

NB I-55 ACCIDENT INVESTIGATION SITE

NORTHBOUND I-55 ACCIDENT INVESTIGATION SITE				LENGTH (FT)	WIDTH (FT)		AREA (SQ YD)	HMA SURFACE COURSE, 2" 4	HMA BINDER COURSE, 10 1/2" 5	(PRIME COAT)			
LOCATION	STATION	TO	STATION	(FT)	(FT)	(FT)	(SQ YD)	TON	TON	BIT MATLS (TON)	AGG (TON)		
OUTSIDE SHOULDER	70+75.93		71+51.28	75'	0.0'	25.0'	104.65	11.72	61.54	0.21	1.05		
OUTSIDE SHOULDER	71+51.28		72+51.28	100'	25.0'	25.0'	277.78	31.11	163.33	0.56	2.78		
OUTSIDE SHOULDER	72+51.28		73+25.90	75'	25.0'	0.0'	103.64	11.61	60.94	0.21	1.04		
I-55 NB ACCIDENT INVESTIGATION SITE SUB-TOTALS:								55	286	1.0	4.9		

SB I-55 & RAMP 55S64E GORE

SB I-55 & RAMP 55S64E GORE				LENGTH (FT)	WIDTH (FT)		AREA (SQ YD)	HMA SURFACE REMOVAL, 4" 3	HMA SURFACE COURSE, 4" 4	(PRIME COAT)			
LOCATION	STATION	TO	STATION	(FT)	(FT)	(FT)	(SQ YD)	(SQ YD)	TON	BIT MATLS (TON)	AGG (TON)		
INSIDE SHOULDER	12+93.86		14+07.89	114'	20.2'	6.3'	168.23	168.23	37.68	0.07	0.34		
SB I-55 & RAMP 55S64E GORE SUB-TOTALS:								169	38	0.1	0.4		

FILE NAME = D8T1-76C52-sht-HMATables-155_02.dgn

USER NAME = searsb
 DESIGNED BS
 DRAWN BS
 CHECKED DBM
 PLOT SCALE = 2.000' / 1"
 PLOT DATE = 3/1/2012

DESIGNED BS
 DRAWN BS
 CHECKED DBM
 DATE 03-01-12

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**HMA SURFACE REMOVAL AND HMA OVERLAY TABLES
 I-55**
 SCALE: NONE SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 • 82-1-R(A), 82-1-R(B) ST. CLAIR 629 44
 • 64/998/70 CONTRACT NO. 76C52
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

NB I-55 SHOULDERS

NORTHBOUND I-55 SHOULDERS				LENGTH (FT)	WIDTH (FT)			AREA (SQ YD)	HMA SURFACE COURSE, 4" ⁴ TON	(PRIME COAT)	
LOCATION	STATION	TO	STATION		TO	TO	(FT)			BIT MATLS (TON)	AGG (TON)
INSIDE SHOULDER	64+52.21		64+94.25	42'	7.4'		5.5'	34.59	7.75	0.03	0.14
INSIDE SHOULDER	64+94.25		68+96.62	402'	5.5'		5.5'	245.89	55.08	0.20	0.99
INSIDE SHOULDER	68+96.62		69+34.77	38'	5.5'		10.0'	32.85	7.36	0.03	0.14
INSIDE SHOULDER	69+34.77		76+62.88	728'	10.0'		10.0'	809.01	181.22	0.65	3.24
INSIDE SHOULDER	76+62.88		79+76.68	314'	10.0'		6.6'	289.39	64.82	0.24	1.16
INSIDE SHOULDER	79+76.68		80+15.92	39'	6.6'		6.6'	28.78	6.45	0.03	0.12
INSIDE SHOULDER	80+15.92		80+89.29	73'	6.6'		8.8'	62.77	14.06	0.06	0.26
INSIDE SHOULDER	80+89.29		86+44.86	556'	8.8'		4.0'	395.07	88.50	0.32	1.59
INSIDE SHOULDER	86+44.86		90+07.52	363'	4.0'		1.8'	116.86	26.18	0.10	0.47
INSIDE SHOULDER	90+07.52		91+06.34	99'	1.8'		1.8'	19.76	4.43	0.02	0.08
OUTSIDE SHOULDER	64+50.00		74+71.37	1021'	10.0'		10.0'	1134.86	254.21	0.91	4.54
I-55 NB SHOULDERS SUB-TOTALS:								711	2.6	12.8	

SB I-55 & RAMP 55S64E SHOULDERS

SOUTHBOUND I-55 SHOULDERS				LENGTH (FT)	WIDTH (FT)			AREA (SQ YD)	HMA SURFACE COURSE ⁴		HMA BINDER COURSE ⁵		(PRIME COAT)	
LOCATION	STATION	TO	STATION		INCHES	TON	INCHES		TON	BIT MATLS (TON)	AGG (TON)			
INSIDE SHOULDER	68+68.00		72+54.52	387'	1.8'		4.0'	124.55	2.50	17.44	-	-	0.05	0.25
INSIDE SHOULDER	72+54.52		73+00.00	45'	4.0'		4.0'	20.21	2.50	2.83	-	-	0.01	0.05
INSIDE SHOULDER	73+00.00		75+86.88	287'	4.0'		4.0'	127.50	4.00	28.56	-	-	0.11	0.52
INSIDE SHOULDER	75+86.88		84+43.23	856'	4.0'		4.0'	380.60	4.00	85.25	6.00	127.88	0.31	1.53
INSIDE SHOULDER	84+43.23		87+00.00	257'	10.0'		10.0'	285.30	4.00	63.91	-	-	0.23	1.15
I-55 SB SHOULDERS SUB-TOTALS:								198	-	128	0.8	3.5		

RAMP 55S64E SHOULDERS				LENGTH (FT)	WIDTH (FT)			AREA (SQ YD)	HMA SURFACE COURSE ⁴		HMA SURFACE BINDER ⁴		(PRIME COAT)	
LOCATION	STATION	TO	STATION		INCHES	TON	INCHES		TON	BIT MATLS (TON)	AGG (TON)			
INSIDE SHOULDER	14+08.20		16+00.00	192'	4.0'		4.0'	85.24	4.00	19.09	6.00	28.64	0.07	0.35
RAMP 55S64E SHOULDERS SUB-TOTALS:								20	-	29	0.1	0.4		

NOTES:

- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY.
- SEE I-55 MAINLINE CROSS SECTIONS FOR MORE INFORMATION.
- PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4".
- PAID FOR AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80.
- PAID FOR AS POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80.

I-55 HMA SCHEDULE

	BITUMINOUS MATERIALS (PRIME COAT) TON	AGGREGATE (PRIME COAT) TON	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80 TON	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80 TON	HOT-MIX ASPHALT SURFACE REMOVAL, 2" SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, 4" SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SQ YD
I-55 NB MAINLINE SUB-TOTALS:	6.5	31.4	-	1,738	-	7,757	-
I-55 SB MAINLINE SUB-TOTALS:	5.3	25.7	-	1,464	-	6,971	-
55S64E MAINLINE SUB-TOTALS:	0.2	0.9	-	46	-	203	-
I-55 NB AIS SUB-TOTALS:	1.0	4.9	286	55	-	-	-
NB I-55 & 55S64E GORE SUB-TOTALS:	0.1	0.4	-	38	-	169	-
I-55 NB SHOULDERS SUB-TOTALS:	2.6	12.8	-	711	-	-	-
I-55 SB SHOULDERS SUB-TOTALS:	0.8	3.5	128	198	-	-	-
RAMP 55S64E SHOULDERS SUB-TOTALS:	0.1	0.4	29	20	-	-	-
10% ADDITIONAL ALLOWANCE			29	334			
I-55 TOTALS:	13.1	63.3	472	4,604	0	15,100	0

NOTE:

THE THICKNESS OF SMA QUANTITY SHOWN IN THE HMA TABLES IS THE NOMINAL THICKNESS. THE 10% ADDITIONAL QUANTITY MAY BE USED AS INSTRUCTED BY THE ENGINEER DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE SMA QUANTITY IS PLACED.

OVERALL HMA TOTALS

	BITUMINOUS MATERIALS (PRIME COAT) TON	AGGREGATE (PRIME COAT) TON	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80 TON	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80 TON	HOT-MIX ASPHALT SURFACE REMOVAL, 2" SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, 4" SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SQ YD
I-64 TOTALS:	23.3	108.0	2,797	6,917	4,362	-	29,624
I-55 TOTALS:	13.1	63.3	472	4,604	-	15,100	-
TOTALS:	36.4	171.3	3,269	11,521	4,362	15,100	29,624

REMOVAL SCHEDULE

SHEET	STATION	TO	STATION	TREE REMOVAL, ACRES	PAVEMENT REMOVAL	GUTTER REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PAVED DITCH REMOVAL	CONCRETE BARRIER REMOVAL	PAVED SHOULDER REMOVAL	CONCRETE REMOVAL	GUARDRAIL REMOVAL	REMOVAL TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR REMOVAL	REMOVE EXISTING RIPRAP	PARKING LOT PAVEMENT REMOVAL	BRIDGE APPROACH PAVEMENT REMOVAL	FENCE REMOVAL	REMOVE AND SALVAGE IMPACT ATTENUATOR	
				ACRE	SQ YD	FOOT	FOOT	SQ FT	FOOT	FOOT	SQ YD	CU YD	FOOT	FOOT	EACH	SQ YD	SQ YD	SQ YD	FOOT	FOOT	
RAMP 55N64E																					
REM-1	BEGIN	TO	67+00.00	-	1,685	-	437	-	77	-	893	-	433	328	1	-	-	-	-	-	1
REM-2	67+50.00	TO	28+00.00 (64E)	-	1,558	279	-	-	281	-	1,014	-	563	293	1	-	-	-	-	-	-
I-64																					
REM-3	28+00.00	TO	33+50.00	-	3,189	1,120	-	-	-	915	2,750	-	148	484	1	-	-	-	-	89	-
REM-4	33+50.00	TO	39+00.00	-	3,379	803	-	-	-	1,271	3,186	2	251	-	-	-	-	-	-	-	-
REM-5	39+00.00	TO	44+50.00	-	1,411	103	-	-	-	863	2,743	-	288	-	-	-	-	-	-	-	-
REM-6	44+50.00	TO	50+00.00	-	191	-	-	-	-	389	1,142	-	86	-	-	-	-	-	-	-	-
REM-7	50+00.00	TO	55+50.00	-	-	-	-	-	-	-	-	-	1,060	-	-	-	-	-	-	-	-
REM-8	55+50.00	TO	END	-	-	-	-	-	-	-	-	-	964	-	-	-	-	-	-	-	-
64W55S																					
REM-9	115+00.00	TO	120+50.00	0.20	1,072	246	-	-	-	-	926	-	28	379	1	-	-	-	-	350	-
REM-10	120+50.00	TO	131+50.00	-	-	-	-	-	-	-	19	-	569	302	1	-	-	-	-	-	-
REM-11	131+50.00	TO	END	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-64 SUB-TOTALS				0.20	12,485	2,551	437	0	358	3,438	12,673	2	4,390	1,786	5	0	0	0	0	439	1
I-55																					
REM-12	64+00.00	TO	70+00.00	-	290	-	1,042	-	-	92	1,030	-	136	614	1	43	-	-	-	-	-
REM-13	70+00.00	TO	75+50.00	-	1,210	-	622	-	-	932	1,986	5	355	224	-	579	-	-	-	-	1
REM-14	75+50.00	TO	81+00.00	-	1,871	-	598	-	-	526	1,525	-	-	351	1	9	-	-	-	-	-
REM-15	81+00.00	TO	86+50.00	0.15	3,086	-	715	-	-	548	2,036	-	-	-	-	-	-	-	-	460	-
REM-16	86+50.00	TO	92+00.00	-	2,784	-	-	-	-	455	1,078	-	471	-	-	-	-	-	11	-	-
64W55N																					
REM-17	58+00.00	TO	63+00.00	0.11	630	-	-	-	-	-	513	-	409	-	-	-	-	-	-	325	-
70E55N																					
REM-18	76+00.00	TO	82+00.00	0.17	2,385	847	-	1,229	-	24	-	-	-	-	-	-	3,513	-	672	-	
I-55 SUB-TOTALS				0.43	12,256	847	2,977	1,229	0	2,577	8,168	5	1,371	1,189	2	631	3,513	11	1,457	1	
TOTALS				0.75	24,741	3,398	3,414	1,229	358	6,015	20,841	7	5,761	2,975	7	631	3,513	11	1,896	2	

NOTE:
1. TREE REMOVAL, ACRES ACRES TOTAL IS ROUNDED TO THE NEAREST 0.25 ACRE.

PAVEMENT SCHEDULE

SHEET	A3 TO STATION	STONE RIPRAP, CLASS A4	FILTER FABRIC	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	AGGREGATE BASE COURSE, TYPE A	PORTLAND CEMENT CONCRETE PAVEMENT - 10½" (JOINTED)	PORTLAND CEMENT CONCRETE PAVEMENT - 12½" (JOINTED)	PORTLAND CEMENT CONCRETE PAVEMENT - 14" (JOINTED)	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	PROTECTIVE COAT	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12½"	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	PAVEMENT REINFORCEMENT	AGGREGATE SHOULDERS, TYPE B	PORTLAND CEMENT CONCRETE SHOULDERS 10"	PORTLAND CEMENT CONCRETE SHOULDERS 10½"	PORTLAND CEMENT CONCRETE SHOULDERS 12½"	PORTLAND CEMENT CONCRETE SHOULDERS 14"	SHOULDER RUMBLE STRIPS, 16 INCH
		SQ YD	SQ YD	SQ YD	CU YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
RAMP 55N64E																			
PLAN-1	BEGIN TO 67+00.00	-	-	1,692	1,403	-	1,505	-	-	1,917	-	-	-	201	-	-	1,207	-	1,056
PLAN-2	67+50.00 TO 28+00 (64E)	-	-	2,798	2,639	638	812	-	313	2,805	676	-	676	269	-	518	945	-	1,977
I-64																			
PLAN-3	28+00.00 TO 33+50.00	164	164	5,489	3,968	1,401	-	-	-	8,458	3,281	-	3,281	96	-	875	2,092	-	2,753
PLAN-4	33+50.00 TO 39+00.00	-	-	3,603	3,118	-	-	-	-	7,486	3,441	-	3,441	64	-	-	2,667	-	2,201
PLAN-5	39+00.00 TO 44+50.00	-	-	1,672	2,959	-	-	-	-	4,970	1,581	-	1,581	144	-	-	2,601	-	1,870
PLAN-6	44+50.00 TO 50+00.00	-	-	209	882	-	-	-	-	1,623	191	-	191	45	-	-	1,064	-	1,488
PLAN-7	50+00.00 TO 55+50.00	-	-	-	-	-	-	-	-	-	-	-	-	333	-	-	-	-	1,965
PLAN-8	55+50.00 TO END	-	-	-	48	-	-	-	-	145	-	-	-	402	-	-	-	-	1,801
RAMP 64W55S																			
PLAN-9	115+00.00 TO 120+50.00	164	164	2,092	1,624	1,557	-	-	-	4,320	-	-	-	378	-	1,403	695	-	2,521
PLAN-10	120+50.00 TO 131+50.00	-	-	-	-	-	-	-	-	323	-	-	-	234	-	-	19	-	1,559
PLAN-11	131+50.00 TO END	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	263
I-64 SUB-TOTALS		328	328	17,555	16,641	3,596	2,317	0	313	32,047	9,170	0	9,170	2,178	0	2,796	11,290	0	19,454
NB I-55																			
PLAN-12	64+00.00 TO 70+00.00	82	82	-	723	-	-	-	-	2,139	-	-	-	80	1,005	-	-	-	1,099
PLAN-13	70+00.00 TO 75+50.00	579	579	590	2,060	392	-	-	-	3,758	-	-	-	142	1,590	522	-	-	1,605
PLAN-14	75+50.00 TO 81+00.00	49	49	2,063	2,054	1,162	-	-	-	4,807	-	587	587	41	805	679	-	349	1,135
PLAN-15	81+00.00 TO 86+50.00	116	116	5,803	4,306	4,114	-	114	-	9,425	-	279	279	170	986	1,489	371	709	1,387
PLAN-16	86+50.00 TO 92+00.00	-	-	3,227	2,046	205	-	-	-	4,973	1,384	1,467	2,850	86	236	31	285	441	449
RAMP 64W55N																			
PLAN-17	58+00.00 TO 63+00.00	30	30	755	739	636	-	-	-	1,753	-	-	-	64	-	684	-	-	154
RAMP 70E55N																			
PLAN-18	76+00.00 TO 82+00.00	167	167	2,186	1,466	1,594	-	-	-	2,822	-	-	-	129	-	1,179	-	-	-
I-55 SUB-TOTALS		1,023	1,023	14,624	13,394	8,103	0	114	0	29,677	1,384	2,333	3,716	712	4,622	4,584	656	1,499	5,829
TOTALS		1,351	1,351	32,179	30,035	11,699	2,317	114	313	61,724	10,554	2,333	12,886	2,890	4,622	7,380	11,946	1,499	25,283

- NOTE :
1. ALSO SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL PAVEMENT QUANTITIES.
 2. ADDITIONAL SMA QUANTITY FOR FIELD CONDITIONS

ROADSIDE SAFETY SCHEDULE

SHEET	STATION	TO	STATION	POROUS GRANULAR EMBANKMENT	CONCRETE MEDIAN SURFACE, 4 INCH	CONCRETE MEDIAN SURFACE, SPECIAL	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 6B	TRAFFIC BARRIER TERMINAL, TYPE 10	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER BASE	CONCRETE BARRIER WALL (SPECIAL)	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	CONCRETE GLARE SCREEN	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE C ¹	TERMINAL MARKER - DIRECT APPLIED	CONCRETE PAD - 6"	
				CU YD	SQ FT	SQ FT	FOOT	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	SQ YD
RAMP 55N64E																										
PLAN-1	BEGIN	TO	67+00.00	-	-	-	350.0	-	1	-	-	1	146	-	404	-	550	-	-	1	-	1	7	1	46	
PLAN-2	67+50.00	TO	28+00 (64E)	-	-	-	237.5	-	-	1	-	1	-	-	10	-	10	-	-	-	-	1	1	1	-	
I-64																										
PLAN-3	28+00.00	TO	33+50.00	-	-	-	-	-	-	-	-	-	-	461	-	40	501	-	-	-	-	-	3	-	-	
PLAN-4	33+50.00	TO	39+00.00	0	87	463	-	-	-	1	-	-	280	320	-	92	971	279	-	-	-	-	5	-	-	
PLAN-5	39+00.00	TO	44+50.00	-	-	-	175.0	1	-	-	-	2	-	551	-	-	551	-	-	-	-	1	3	2	-	
PLAN-6	44+50.00	TO	50+00.00	-	-	-	87.5	-	-	-	-	-	-	343	-	32	375	-	-	-	-	1	2	-	-	
PLAN-7	50+00.00	TO	55+50.00	-	-	-	1,075.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	
PLAN-8	55+50.00	TO	END	-	-	-	1,212.5	-	-	2	1	1	-	-	-	-	-	-	-	-	-	7	-	1	-	
64W55S																										
PLAN-9	115+00.00	TO	120+50.00	-	-	-	575.0	-	1	1	1	2	-	45	523	60	628	-	1	0	-	4	2	2	17	
PLAN-10	120+50.00	TO	131+50.00	-	-	-	450.0	1	-	4	-	2	-	-	303	-	303	-	-	-	-	6	4	2	-	
PLAN-11	131+50.00	TO	END	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-64 SUB-TOTALS				0	87	463	4,162.5	2	2	9	2	9	426	1,720	1,240	224	3,889	279	1	1	0	28	27	9	63	
NB I-55																										
PLAN-12	64+00.00	TO	70+00.00	-	-	-	112.5	-	1	-	-	1	-	-	817	30	847	-	-	-	-	1	3	1	-	
PLAN-13	70+00.00	TO	75+50.00	-	-	-	100.0	-	1	-	-	1	-	-	947	20	967	-	-	-	-	1	6	1	-	
PLAN-14	75+50.00	TO	81+00.00	62	403	-	-	-	-	2	-	-	11	221	213	172	807	190	-	-	221	-	8	-	-	
PLAN-15	81+00.00	TO	86+50.00	0	-	-	75.0	-	-	-	-	2	-	548	588	-	1,136	-	-	-	548	1	16	2	-	
PLAN-16	86+50.00	TO	92+00.00	0	-	-	137.5	1	-	-	1	-	-	349	493	92	934	-	-	-	349	1	13	-	-	
64W55N																										
PLAN-17	58+00.00	TO	63+00.00	-	-	-	50.0	-	-	1	-	1	-	-	352	-	352	-	-	-	-	2	1	1	-	
70E55N																										
PLAN-18	76+00.00	TO	82+00.00	-	-	-	187.5	-	-	1	-	1	-	-	30	20	50	-	-	-	-	1	1	1	-	
I-55 SUB-TOTALS				62	403	0	662.5	1	2	4	1	6	11	1,118	3,440	334	5,093	190	0	0	1,118	7	48	6	0	
TOTALS				62	490	463	4,825	3	4	13	3	15	437	2,838	4,680	558	8,982	469	1	1	1,118	35	75	15	63	

NOTE :

1. ALSO SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL ROADSIDE SAFETY QUANTITIES.
2. STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS TOTAL IS ROUNDED TO THE NEAREST 12.5'.

FENCE ITEM SCHEDULE

DESCRIP.	STATION	O/S	CHAIN LINK FENCE - 6'	CHAIN LINK GATES, 6' X 12' DOUBLE
			FOOT	EACH
RAMP P BASELINE				
BEGIN	20+21.83	62.72 RT		-
PI	21+26.06	75.64 RT	106	-
PI	21+42.53	153.50 RT	80	-
PI	23+53.21	108.94 RT	220	-
PI	23+46.34	70.82 RT	39	-
PI	24+99.08	44.54 RT	157	-
END	25+49.36	30.72 RT	53	-
BEGIN	26+43.03	49.19 RT		
PI	26+66.64	75.95 RT	37	-
PI	29+60.96	58.06 RT	302	-
PI	30+13.23	42.04 RT	56	-
END	30+38.19	15.49 RT	37	-
ALLOWANCE			-	2

1,087 2

NOTE :
1. CHAIN LINK GATES TO BE USED PER IDOT AND THE ENGINEER'S PREFERENCE. CONTRACTOR SHALL COORDINATE LOCATIONS, IF ANY, WITH THE RE.

CONCRETE CURB AND GUTTER AND MEDIAN SCHEDULE

SHEET	STATION	TO	STATION	CONCRETE GUTTER, TYPE A	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 ²	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 MODIFIED ²	PAVED DITCH, TYPE A-15
				FOOT	FOOT	FOOT	FOOT
RAMP 55N64E							
PLAN-1	BEGIN	TO	67+00.00	-	-	439.0	-
PLAN-2	67+50.00	TO	28+00 (64E)	-	-	45.0	-
I-64							
PLAN-3	28+00.00	TO	33+50.00	-	-	796.0	-
PLAN-4	33+50.00	TO	39+00.00	-	-	461.0	-
PLAN-5	39+00.00	TO	44+50.00	-	-	612.5	-
PLAN-6	44+50.00	TO	50+00.00	-	-	-	-
PLAN-7	50+00.00	TO	55+50.00	-	-	-	-
PLAN-8	55+50.00	TO	END	-	365.0	-	-
64W55S							
PLAN-9	115+00.00	TO	120+50.00	-	-	89.0	10.0
PLAN-10	120+50.00	TO	131+50.00	-	-	-	-
PLAN-11	131+50.00	TO	END	-	-	-	-
I-64 SUB-TOTALS				0	365.0	2442.5	10.0

SHEET	STATION	TO	STATION	CONCRETE GUTTER, TYPE A	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 ²	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 MODIFIED ²	PAVED DITCH, TYPE A-15
				FOOT	FOOT	FOOT	FOOT
NB I-55							
PLAN-12	64+00.00	TO	70+00.00	494.0	-	307.0	-
PLAN-13	70+00.00	TO	75+50.00	86.0	-	648.0	-
PLAN-14	75+50.00	TO	81+00.00	40.5	-	596.0	-
PLAN-15	81+00.00	TO	86+50.00	242.0	-	381.0	-
PLAN-16	86+50.00	TO	92+00.00	-	-	-	-
64W55N							
PLAN-17	58+00.00	TO	63+00.00	86.0	-	0.0	93.0
70E55N							
PLAN-18	76+00.00	TO	82+00.00	-	-	0.0	0.0
I-55 SUB-TOTALS				948.5	0.0	1932.0	93.0

TOTALS 948.5 365.0 4374.5 103.0

NOTE :
1. DEPRESSED CURB AND GUTTER THROUGH ENTRANCES SHALL BE MEASURED FOR PAYMENT AS COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24.
2. UNLESS OTHERWISE NOTED, ALL COMBINATION CONCRETE CURB AND GUTTER, TYPE B AND CONCRETE CURB, TYPE B ARE DEPRESSED.

PATCHING SCHEDULE

SHEET	STATION	TO	STATION	CLASS A PATCHES, TYPE	CLASS A PATCHES, TYPE	CLASS A PATCHES, TYPE	CLASS B PATCHES, TYPE	CLASS B PATCHES, TYPE	CLASS B PATCHES, TYPE	PATCHING REINFORCEMENT	PAVEMENT FABRIC	SAW CUTS	TIE BARS 3/4"
				II, 14 INCH	III, 14 INCH	IV, 14 INCH	I, 14 INCH	II, 14 INCH	III, 14 INCH				
RAMP 55N64E													
PLAN-1	BEGIN	TO	67+00.00	-	-	-	-	-	-	-	-	-	-
PLAN-2	67+50.00	TO	28+00 (64E)	-	-	140	-	-	-	140	-	843	419
I-64													
PLAN-3	28+00.00	TO	33+50.00	-	-	85	-	-	132	85	132	1,205	559
PLAN-4	33+50.00	TO	39+00.00	-	-	-	-	-	-	-	-	-	-
PLAN-5	39+00.00	TO	44+50.00	-	-	-	-	-	-	-	-	-	-
PLAN-6	44+50.00	TO	50+00.00	-	-	-	-	61	-	-	61	568	272
PLAN-7	50+00.00	TO	55+50.00	-	-	-	-	-	-	-	-	-	-
PLAN-8	55+50.00	TO	END	-	-	-	-	-	-	-	-	-	-
64W55S													
PLAN-9	115+00.00	TO	120+50.00	-	-	-	-	-	-	-	-	-	-
PLAN-10	120+50.00	TO	131+50.00	-	-	-	-	-	-	-	-	-	-
PLAN-11	131+50.00	TO	END	-	-	-	-	-	-	-	-	-	-
I-64 SUB-TOTALS				0	0	225	0	61	132	225	193	2,616	1,250
NB I-55													
PLAN-12	64+00.00	TO	70+00.00	-	-	365	5	17	-	365	22	1,199	480
PLAN-13	70+00.00	TO	75+50.00	-	16	26	5	6	-	42	10	238	83
PLAN-14	75+50.00	TO	81+00.00	-	-	7	-	-	-	7	-	51	23
PLAN-15	81+00.00	TO	86+50.00	-	-	251	-	-	-	251	-	1,574	767
PLAN-16	86+50.00	TO	92+00.00	10	-	-	-	-	-	10	-	75	35
64W55N													
PLAN-17	58+00.00	TO	63+00.00	-	-	-	-	-	-	-	-	-	-
70E55N													
PLAN-18	76+00.00	TO	82+00.00	-	-	-	-	-	-	-	-	-	-
I-55 SUB-TOTALS				10	16	649	10	23	0	675	32	3,137	1,388
TOTALS				10	16	874	10	84	132	900	225	5,753	2,638

EARTHWORK SCHEDULE I-55

ALIGNMENT	STATION	TO	STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	EMBANKMENT ²	EARTHWORK BALANCE WASTE (+) OR SHORTAGE ³
I-55 NB	63+50.00	TO	64+00.00	7	6	0	+6
	64+00.00	TO	64+25.00	10	8	0	+8
	64+25.00	TO	64+50.00	34	26	0	+26
	64+50.00	TO	65+00.00	104	78	1	+77
	65+00.00	TO	65+50.00	107	81	1	+80
	65+50.00	TO	66+00.00	111	84	0	+84
	66+00.00	TO	66+50.00	116	87	1	+86
	66+50.00	TO	67+00.00	114	86	3	+83
	67+00.00	TO	67+50.00	89	67	7	+60
	67+50.00	TO	68+00.00	79	60	5	+55
	68+00.00	TO	68+50.00	75	57	1	+56
	68+50.00	TO	69+00.00	51	39	2	+37
	69+00.00	TO	69+50.00	62	47	1	+46
	69+50.00	TO	70+00.00	86	65	8	+57
	70+00.00	TO	70+50.00	92	69	16	+53
	70+50.00	TO	71+00.00	113	85	9	+76
	71+00.00	TO	71+50.00	408	306	0	+306
	71+50.00	TO	72+00.00	661	496	0	+496
	72+00.00	TO	72+50.00	589	442	0	+442
	72+50.00	TO	73+00.00	389	292	1	+291
	73+00.00	TO	73+50.00	181	136	16	+120
	73+50.00	TO	74+00.00	119	90	15	+75
	74+00.00	TO	74+50.00	108	81	0	+81
	74+50.00	TO	74+69.00	38	29	0	+29
	74+69.00	TO	75+00.00	1,408	1,056	26	+1,030
	75+00.00	TO	75+50.00	2,192	1,644	58	+1,586
	75+50.00	TO	76+00.00	2,092	1,569	85	+1,484
	76+00.00	TO	76+19.00	787	591	36	+555
	76+19.00	TO	76+50.00	385	289	57	+232
	76+50.00	TO	77+00.00	450	338	96	+242
	77+00.00	TO	77+50.00	230	173	86	+87
	77+50.00	TO	78+00.00	172	129	66	+63
	78+00.00	TO	78+50.00	159	120	57	+63
	78+50.00	TO	79+00.00	151	114	49	+65
	79+00.00	TO	79+50.00	142	107	39	+68
	79+50.00	TO	80+00.00	131	99	23	+76
	80+00.00	TO	80+50.00	133	100	13	+87
	80+50.00	TO	81+00.00	1,021	766	48	+718
	81+00.00	TO	81+50.00	1,601	1,201	66	+1,135
	81+50.00	TO	82+00.00	1,090	818	45	+773
	82+00.00	TO	82+50.00	844	633	28	+605
	82+50.00	TO	82+65.00	243	183	6	+177
	82+65.00	TO	83+00.00	783	588	15	+573
	83+00.00	TO	83+50.00	1,055	792	11	+781
	83+50.00	TO	84+00.00	787	591	0	+591
	84+00.00	TO	84+50.00	484	363	16	+347
84+50.00	TO	85+00.00	399	300	16	+284	
85+00.00	TO	85+50.00	462	347	0	+347	
85+50.00	TO	86+00.00	429	322	1	+321	
86+00.00	TO	86+50.00	371	279	1	+278	

EARTHWORK SCHEDULE I-55 (CONT.)

ALIGNMENT	STATION	TO	STATION	EARTH EXCAVATION	*EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	*EMBANKMENT ²	*EARTHWORK BALANCE WASTE (+) OR SHORTAGE ³
I-55 NB	86+50.00	TO	87+00.00	400	300	0	+300
	87+00.00	TO	87+50.00	392	294	0	+294
	87+50.00	TO	88+00.00	381	286	0	+286
	88+00.00	TO	88+50.00	368	276	0	+276
	88+50.00	TO	89+00.00	335	252	1	+251
	89+00.00	TO	89+50.00	302	227	2	+225
	89+50.00	TO	90+00.00	266	200	1	+199
	90+00.00	TO	90+50.00	194	146	0	+146
	90+50.00	TO	91+00.00	99	75	0	+75
	91+00.00	TO	91+29.14	24	18	1	+17
	I-55 MAINLINE SUBTOTAL				24,505	18,403	1,036
I-55 SB	84+01.00	TO	84+50.00	23	18	0	+18
	84+50.00	TO	85+00.00	53	40	0	+40
	85+00.00	TO	85+50.00	64	48	0	+48
	85+50.00	TO	86+00.00	60	45	0	+45
	86+00.00	TO	86+50.00	55	42	0	+42
	86+50.00	TO	87+00.00	52	39	0	+39
I-55 SB SUBTOTAL				307	232	0	+232
RAMP 70E55N	78+46.76	TO	78+50.00	110	83	0	+83
	78+50.00	TO	79+00.00	2,561	1,921	0	+1,921
	79+00.00	TO	79+50.00	3,164	2,373	0	+2,373
	79+50.00	TO	80+00.00	3,114	2,336	70	+2,266
	80+00.00	TO	80+50.00	2,877	2,158	70	+2,088
	80+50.00	TO	81+00.00	2,726	2,045	0	+2,045
	81+00.00	TO	81+50.00	2,594	1,946	2	+1,944
	81+50.00	TO	82+00.00	1,854	1,391	3	+1,388
	82+00.00	TO	82+50.00	708	531	39	+492
	82+50.00	TO	83+00.00	250	188	60	+128
	83+00.00	TO	83+50.00	215	162	204	-42
	83+50.00	TO	84+00.00	352	264	185	+79
	84+00.00	TO	84+15.00	134	101	1	+100
84+15.00	TO	84+50.00	247	186	1	+185	
84+50.00	TO	85+00.00	385	289	0	+289	
85+00.00	TO	85+31.62	263	198	0	+198	
RAMP 70E55N SUBTOTAL				21,554	16,172	635	+15,537
RAMP 64W55N-A	58+00.00	TO	58+50.00	3,516	2,637	0	+2,637
	58+50.00	TO	59+00.00	3,772	2,829	0	+2,829
	59+00.00	TO	59+50.00	3,617	2,713	0	+2,713
RAMP 64W55N-A SUBTOTAL				10,905	8,179	0	+8,179

EARTHWORK SCHEDULE I-55 SUB-TOTALS

LOCATION SUMMARY	EARTH EXCAVATION	*EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	*EMBANKMENT ²	*EARTHWORK BALANCE WASTE (+) OR SHORTAGE ³
I-55 MAINLINE SUBTOTAL	24,505	18,403	1,036	+17,367
I-55 SB SUBTOTAL	307	232	0	+232
RAMP 70E55N SUBTOTAL	21,554	16,172	635	+15,537
RAMP 64W55N-A SUBTOTAL	10,905	8,179	0	+8,179
I-55 SUB-TOTAL	57,271	42,986	1,671	+41,315
ROUNDED TOTAL⁴	57,275			

NOTES:

- ESTIMATED SHRINKAGE FACTOR = 25%
- APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
- APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.
- EARTH EXCAVATION TOTAL IS ROUNDED UP TO THE NEAREST 5 CU YD.

*NOT PAY ITEM

EARTHWORK SCHEDULE I-64

ALIGNMENT	STATION	TO	STATION	EARTH EXCAVATION			
				CU YD	*EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	*EMBANKMENT ²	*EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) ³
RAMP 64W55N-B	59+50.00	TO	60+00.00	2,988	2,241	4	+2,237
	60+00.00	TO	60+50.00	2,042	1,532	1	+1,531
	60+50.00	TO	61+00.00	1,632	1,224	0	+1,224
	61+00.00	TO	61+50.00	1,492	1,119	0	+1,119
	61+50.00	TO	62+00.00	1,008	756	328	+428
	62+00.00	TO	62+50.00	980	735	561	+174
	62+50.00	TO	63+00.00	1,444	1,083	375	+708
	63+00.00	TO	63+50.00	1,835	1,377	253	+1,124
	63+50.00	TO	64+00.00	1,947	1,461	197	+1,264
	64+00.00	TO	64+38.91	1,398	1,049	153	+896
RAMP 64W55N-B SUBTOTAL				16,766	12,577	1,872	+10,705

123+64.87	TO	123+84.47	1	1	0	+1	
123+84.47	TO	124+00.00	2	2	0	+2	
124+00.00	TO	124+50.00	10	8	0	+8	
124+50.00	TO	125+00.00	12	9	0	+9	
125+00.00	TO	125+50.00	12	9	0	+9	
125+50.00	TO	126+00.00	11	9	0	+9	
126+00.00	TO	126+50.00	12	9	0	+9	
126+50.00	TO	127+00.00	16	12	0	+12	
127+00.00	TO	127+50.00	18	14	0	+14	
127+50.00	TO	127+85.71	13	10	0	+10	
127+85.71	TO	128+00.00	6	5	0	+5	
128+00.00	TO	128+50.00	18	14	0	+14	
128+50.00	TO	129+00.00	13	10	0	+10	
129+00.00	TO	129+50.00	10	8	0	+8	
129+50.00	TO	130+00.00	9	7	0	+7	
130+00.00	TO	130+50.00	8	6	0	+6	
130+50.00	TO	131+00.00	6	5	0	+5	
131+00.00	TO	131+50.25	3	3	0	+3	
131+50.25	TO	132+45.66	2	2	0	+2	
132+45.66	TO	132+50.00	0	0	0	0	
132+50.00	TO	133+00.00	5	4	0	+4	
133+00.00	TO	133+50.00	10	8	0	+8	
133+50.00	TO	133+75.15	5	4	0	+4	
RAMP 64W55S SUBTOTAL				202	159	0	+159

61+96.34	TO	62+01.75	13	10	0	+10	
62+01.75	TO	62+50.00	123	93	0	+93	
62+50.00	TO	63+00.00	161	121	0	+121	
63+00.00	TO	63+50.00	158	119	1	+118	
63+50.00	TO	64+00.00	132	99	3	+96	
64+00.00	TO	64+50.00	120	90	2	+88	
64+50.00	TO	65+00.00	145	109	0	+109	
65+00.00	TO	65+50.00	183	138	1	+137	
65+50.00	TO	66+00.00	195	147	1	+146	
66+00.00	TO	66+50.00	212	159	0	+159	
66+50.00	TO	67+00.00	269	202	6	+196	
67+00.00	TO	67+50.00	331	249	6	+243	
67+50.00	TO	68+00.00	320	240	12	+228	
68+00.00	TO	68+20.99	159	120	18	+102	
68+20.99	TO	68+50.00	359	270	77	+193	
68+50.00	TO	69+00.00	788	591	188	+403	
69+00.00	TO	69+04.48	73	55	16	+39	
69+04.48	TO	69+50.00	711	534	84	+450	
69+50.00	TO	70+00.00	1,097	823	11	+812	
70+00.00	TO	70+48.49	1,610	1,208	0	+1,208	
70+48.49	TO	71+00.00	1,840	1,380	0	+1,380	
71+00.00	TO	71+50.00	1,349	1,012	0	+1,012	
71+50.00	TO	71+66.13	270	203	0	+203	
RAMP 55N64E SUBTOTAL				10,618	7,972	426	+7,546

EARTHWORK SCHEDULE I-64 (CONT.)

ALIGNMENT	STATION	TO	STATION	EARTH EXCAVATION				
				CU YD	*EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	*EMBANKMENT ²	*EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) ³	
RAMP 64W70W	60+98.81	TO	61+50.00	2,748	2,061	0	+2,061	
	61+50.00	TO	62+00.00	3,228	2,421	0	+2,421	
	62+00.00	TO	62+50.00	3,686	2,765	0	+2,765	
	62+50.00	TO	63+00.00	239	180	0	+180	
	63+00.00	TO	63+50.00	214	161	23	+138	
	63+50.00	TO	64+00.00	187	141	183	-42	
	64+00.00	TO	64+50.00	160	120	255	-135	
	64+50.00	TO	64+87.96	114	86	174	-88	
	64+87.96	TO	65+00.00	25	19	33	-14	
	65+00.00	TO	65+34.90	43	33	0	+33	
	RAMP 64W70W SUBTOTAL				10,644	7,987	668	+7,319

26+70.53	TO	27+00.00	826	620	0	+620
27+00.00	TO	27+25.00	434	326	0	+326
27+25.00	TO	27+66.46	594	446	0	+446
27+66.46	TO	28+00.00	435	327	1	+326
28+00.00	TO	28+50.00	643	483	1	+482
28+50.00	TO	29+00.00	684	513	0	+513
29+00.00	TO	29+34.72	463	348	1	+347
29+34.72	TO	29+50.00	212	159	1	+158
29+50.00	TO	30+00.00	741	556	0	+556
30+00.00	TO	30+38.69	514	386	0	+386
30+38.69	TO	30+50.00	132	99	0	+99
30+50.00	TO	31+00.00	555	417	0	+417
31+00.00	TO	31+50.00	501	376	0	+376
31+50.00	TO	32+00.00	438	329	0	+329
32+00.00	TO	32+50.00	403	303	0	+303
32+50.00	TO	32+72.72	175	132	0	+132
32+72.72	TO	33+00.00	243	183	0	+183
33+00.00	TO	33+37.91	326	245	0	+245
33+37.91	TO	33+50.00	84	63	0	+63
33+50.00	TO	34+00.00	338	254	3	+251
34+00.00	TO	34+50.00	335	252	8	+244
34+50.00	TO	34+75.27	168	126	8	+118
34+75.27	TO	35+00.00	164	123	13	+110
35+00.00	TO	35+13.41	90	68	8	+60
35+13.41	TO	35+50.00	243	183	24	+159
35+50.00	TO	36+00.00	308	231	18	+213
36+00.00	TO	36+50.00	290	218	0	+218
36+50.00	TO	36+90.46	234	176	0	+176
36+90.46	TO	37+00.00	55	42	0	+42
37+00.00	TO	37+50.00	300	225	0	+225
37+50.00	TO	38+00.00	308	231	0	+231
38+00.00	TO	38+50.00	294	221	1	+220
38+50.00	TO	39+00.00	276	207	3	+204
39+00.00	TO	39+50.00	282	212	37	+175
39+50.00	TO	39+75.98	171	129	22	+107
39+75.98	TO	40+00.00	189	142	4	+138
40+00.00	TO	40+50.00	425	319	5	+314
40+50.00	TO	40+85.82	306	230	7	+223
40+85.82	TO	41+00.00	122	92	2	+90
41+00.00	TO	41+50.00	379	285	1	+284
41+50.00	TO	42+00.00	320	240	11	+229
42+00.00	TO	42+50.00	291	219	14	+205
42+50.00	TO	43+00.00	289	217	6	+211
43+00.00	TO	43+32.90	213	160	2	+158
43+32.90	TO	43+50.00	108	81	5	+76
43+50.00	TO	44+00.00	277	208	13	+195
44+00.00	TO	44+50.00	308	231	4	+227
44+50.00	TO	45+00.00	342	257	5	+252
45+00.00	TO	45+50.00	347	261	2	+259
45+50.00	TO	45+92.22	208	156	0	+156
45+92.22	TO	46+00.00	21	16	0	+16

EARTHWORK SCHEDULE I-64 (CONT.)

ALIGNMENT	STATION	TO	STATION	EARTH EXCAVATION				
				CU YD	*EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ¹	*EMBANKMENT ²	*EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) ³	
I-64 EB	46+00.00	TO	46+50.00	127	96	0	+96	
	46+50.00	TO	46+71.34	54	41	0	+41	
	46+71.34	TO	47+00.00	74	56	0	+56	
	47+00.00	TO	47+50.00	129	97	0	+97	
	47+50.00	TO	47+84.68	90	68	0	+68	
	47+84.68	TO	48+00.00	27	21	1	+20	
	48+00.00	TO	48+50.00	23	18	1	+17	
	48+50.00	TO	49+00.00	0	0	0	0	
	49+00.00	TO	49+50.00	1	1	5	-4	
	49+50.00	TO	50+00.00	3	3	7	-4	
	50+00.00	TO	50+50.00	21	16	2	+14	
	50+50.00	TO	50+75.75	20	15	0	+15	
	50+75.75	TO	51+00.00	19	15	0	+15	
	51+00.00	TO	51+50.00	38	29	0	+29	
	51+50.00	TO	52+00.00	39	30	0	+30	
	52+00.00	TO	52+50.00	41	31	0	+31	
	52+50.00	TO	53+00.00	44	33	0	+33	
	53+00.00	TO	53+50.00	49	37	0	+37	
	53+50.00	TO	54+00.00	50	38	0	+38	
	54+00.00	TO	54+50.00	51	39	0	+39	
	54+50.00	TO	55+00.00	53	40	0	+40	
	55+00.00	TO	55+50.00	52	39	0	+39	
	55+50.00	TO	56+00.00	52	39	0	+39	
	56+00.00	TO	56+50.00	58	44	1	+43	
	56+50.00	TO	57+00.00	65	49	3	+46	
	57+00.00	TO	57+50.00	71	54	5	+49	
	57+50.00	TO	58+00.00	70	53	6	+47	
	58+00.00	TO	58+50.00	66	50	12	+38	
	58+50.00	TO	59+00.00	64	48	11	+37	
	59+00.00	TO	59+50.00	65	49	3	+46	
	59+50.00	TO	60+00.00	75	57	1	+56	
	60+00.00	TO	60+49.65	43	33	0	+33	
	I-64 MAINLINE SUB TOTALS				18,038	13,562	288	+13,274

LOCATION SUMMARY				
RAMP 64W55S SUBTOTAL	202	159	0	+159
RAMP 55N64E SUBTOTAL	10,618	7,972	426	+7,546
RAMP 64W70W SUBTOTAL	10,644	7,987	668	+7,319
I-64 MAINLINE SUB TOTALS	18,038	13,562	288	+13,274
RAMP 64W55N-B SUBTOTAL	16,766	12,577	1,872	+10,705

I-64 SUB-TOTAL	56,268	42,257	3,254	+39,003
ROUNDED TOTAL⁴	56,270			

SUBTOTALS	
I-55 SUB-TOTAL	57,275
I-64 SUB-TOTAL	56,270
EARTHWORK TOTALS	113,545

- NOTES:
 1. ESTIMATED SHRINKAGE FACTOR = 25%
 2. APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
 3. APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.
 4. EARTH EXCAVATION TOTAL IS ROUNDED UP TO THE NEAREST 5 CU YD.

*NOT PAY ITEM

FILE NAME = D:\T-1-76C52-sht-schedule_07.dgn

USER NAME = searsb	DESIGNED BS	REVISED -
PLOT SCALE = 2,000' / in.	DRAWN BS	REVISED -
PLOT DATE = 3/1/2012	CHECKED DBM	REVISED -
	DATE 03-01-12	REVISED -

I-64 DRAINAGE STRUCTURE SCHEDULE

STRUCTURE	LOCATION	OFFSET	RIM (ELEV)	N. INVERT (ELEV)	W. INVERT (ELEV)	E. INVERT (ELEV)	S. INVERT (ELEV)	NE. INVERT (ELEV)	NW. INVERT (ELEV)	SE. INVERT (ELEV)	SW. INVERT (ELEV)	MANHOLES, TYPE A (EA)			CATCH BASINS, TYPE A (EA)			INLETS, TYPE A (EA)			INLETS, TYPE B (EA)			PRECAST REINFORCED CONCRETE FLARED END SECTION (EA) 15"	FLATSLAB TOP (EA) (TO BE INCLUDED IN COST OF STRUCTURE)			
												4' DIA W/ TYPE 1 FRAME, OL	4' DIA W/ TYPE 1 FRAME, CL	6' DIA W/ TYPE 1 FRAME, CL	4' DIA W/ TYPE 8 GRATE	4' DIA W/ TYPE 20 F&G	4' DIA W/ TYPE 24 F&G	W/ TYPE 8 GRATE	W/ TYPE 20 F&G	W/ TYPE 24 F&G	W/ TYPE 8 GRATE	W/ TYPE 20 F&G	W/ TYPE 24 F&G					
S 1001	65+00.00 (55N64E)	53.00' LT	392.50						389.25 (15")																	1	1	
S 1003	69+33.93 (55N64E)	14.40' RT	391.77	387.33 (15")																								
S 1004	63+97.00 (55N64E)	4.67' RT	393.21			387.26 (12")																						
S 1005	64+07.32 (55N64E)	4.67' RT	393.20	386.06 (15")	387.06 (12")																							
S 1007	63+97.00 (55N64E)	36.80' LT	394.74			389.61 (12")																						
S 1008	64+07.32 (55N64E)	36.29' LT	394.73	385.67 (15")	389.50 (12")		385.67 (15")																					
S 2001	66+80.00 (70E64E)	25.13' LT	402.49								398.96 (15")																	1
S 2002	66+80.00 (70E64E)	17.64' RT	--																									
S 2003	68+27.80 (70E64E)	17.02' RT	--								398.49 (15")																	1
S 2004	71+37.73 (55N64E)	18.70' RT	398.54								394.06 (15")																	1
S 2005	68+40.00 (55N64E)	26.51' RT	395.79																									1
S 2006	68+50.00 (55N64E)	27.42' RT	395.88																									1
S 2007	68+50.00 (55N64E)	42.56' LT	399.50																									1
S 3001	53+77.32 (64W55N)	21.03' RT	393.58																									1
S 3002	58+19.68 (64W70W)	14.67' RT	394.85																									1
S 3003	57+36.68 (64W70W)	5.00' RT	395.80																									1
S 3004	51+16.33 (64W55N)	8.00' RT	396.60																									1
S 3005	51+98.88 (64W55N)	8.00' RT	396.15																									1
S 3006	52+22.96 (64W55N)	4.23' RT	396.18																									1
S 3008	71+50.00 (70E64E)	8.00' RT	395.86																									1
S 3009	72+16.90 (70E64E)	15.60' RT	396.63																									1
S 3010	72+23.29 (70E64E)	4.25' RT	395.68																									1
S 3011	30+42.00 (64E)	8.00' LT	396.09	388.24 (18")																								1
S 3012	74+31.37 (70E64E)	8.00' RT	396.71																									1
S 3013	74+31.01 (70E64E)	20.30' RT	398.22																									1
S 3014	73+33.57 (70E64E)	8.00' RT	395.88																									1
S 3015	31+52.35 (64E)	10.00' LT	396.34																									1
S 3016	72+54.06 (70E64E)	8.00' RT	395.53																									1
S 3017	72+70.00 (70E64E)	8.00' RT	395.52																									1
S 3018	72+23.00 (70E64E)	8.00' RT	395.52																									1
S 3019	112+55.00 (64W)	13.50' LT	395.78																									1
S 3020	112+48.99 (64W)	11.50' LT	395.96	393.32 (6")																								1
S 3021	112+42.00 (64W)	13.50' LT	395.88																									1
S 3022	30+85.00 (64E)	13.62' LT	395.88																									1
S 3023	30+72.87 (64E)	13.62' LT	395.87																									1
S 3024	70+20.00 (70E64E)	10.57' RT	396.95																									1
S 4001	75+81.25 (70E64E)	9.36' RT	397.51																									1
S 4002	53+40.00 (64W70W)	20.00' RT	397.64																									1
S 4003	51+82.34 (64W70W)	27.94' RT	398.13	394.89 (12")																								1
S 4004	51+75.00 (64W70W)	16.00' RT	398.16																									1
S 4005	51+01.50 (64W70W)	16.00' RT	397.68																									1
S 4006	36+75.76 (64E)	11.75' LT	397.99																									1
S 4008	50+90.00 (64W70W)	20.00' RT	397.77																									1
S 4009	104+35.00 (64W)	56.00' RT	396.84																									1
S 5001	101+33.41 (64W)	75.47' RT	392.67																									1
S 5002	99+57.00 (64W)	82.79' RT	393.21																									1
S 5003	100+70.04 (64W)	74.71' RT	394.19																									1
S 5004	40+90.00 (64E)	83.00' RT	394.86																									1
S 5005	42+03.08 (64E)	76.59' RT	392.93																									1
S 5006	41+00.00 (64E)	83.00' RT	394.62																									1
S 5007	101+44.52 (64W)	13.50' LT	395.35																									1
S 5008	43+40.00 (64E)	14.40' LT	395.68																									1
S 5010	99+67.00 (64W)	82.79' RT	393.27																									1
S 5011	100+75.96 (64W)	53.79' RT	394.14																									1
S 9003	60+25.00 (64W55N)	27.58' LT	401.16																									1
S 9004	60+25.17 (64W55N)	21.88' RT	--																									1
S 9005	116+70.82 (64W55S)	10.00' RT	406.14																									1
S 9006	61+50.00 (64W70W)	26.00' LT	405.35																									1
S 9007	117+46.21 (64W55S)	10.00' RT	408.83																									1
S 9008	119+21.32 (64W55S)	10.00' RT	415.03																									1
S 9009	64+00.00 (64W70W)	26.00' LT	412.78																									1
S 9010	62+25.00 (64W70W)	26.00' LT	406.74																									1
S 9011	58+29.86 (64W55N)	38.71' RT	--																									1
S 9012	60+97.00 (64W55N)	22.00' LT	396.73																									1
TOTALS												1	12	1	4	11	9	1	3	6	4	6	2	4	28			

FILE NAME = DBTRI-76C52-shd-schedule-Drainage_01.dgn	USER NAME = searsb	DESIGNED KLK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCHEDULES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLDT SCALE = 2.000' / in.	CHECKED DBM	REVISED -	* 82-1-RIA), 82-1-R(B)			ST. CLAIR	629	53		
PLDT DATE = 1/25/2012	DATE 1-20-12	REVISED -	* 64/998/70			CONTRACT NO. 76C52				
			FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT				
			SCALE: NONE	SHEET NO. 1 OF 8 SHEETS		STA. TO STA.				

I-64 DRAINAGE PIPE SCHEDULE

PIPE SCHEDULE												
PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT ELEVATION	DOWNSTREAM INVERT ELEVATION	STORM SEWERS, CLASS A (FT)		STORM SEWERS, CLASS A, TYPE 2 (FT)			STORM SEWERS JACKED IN PLACE (FT)		TRENCH BACKFILL (CY)
					TYPE 1		TYPE 2					
					12"	15"	12"	15"	18"	15"	18"	
P 1001	S 1001	S 1002 (EX)	389.25	388.05		40						0.0
P 1003	S 1003	S 1002 (EX)	387.33	386.73						60		0.0
P 1004	S 1004	S 1005	387.26	387.06			10					4.8
P 1005	S 1005	S 1008	386.06	385.67				39				32.6
P 1007	S 1007	S 1008	389.61	389.50			11					3.8
P 1008	S 1008	S 1006 (EX)	385.67	385.42				24				3.8
P 2001	S 2001	S 2002	398.95	398.49		41						0.7
P 2003	S 2003	S 2004	394.70	394.06		48						2.1
P 2004	S 2004	S 2006	394.06	391.29				277				0.0
P 2005	S 2005	S 2006	391.89	391.79		10						0.0
P 2006	S 2006	S 2007	391.29	390.74							71	0.0
P 2007	S 2007	S 2008 (EX)	390.74	389.59							75	0.0
P 3001	S 3001	S 3006	390.61	389.06				155				16.0
P 3002	S 3002	S 3003	391.69	391.27		84						2.7
P 3004	S 3004	S 3005	391.95	390.31			82					28.1
P 3005	S 3005	S 3006	390.31	390.06				25				11.3
P 3006	S 3006	S 3007 (EX)	387.45	386.67					78			88.7
P 3008	S 3008	S 3010	390.33	389.60			73					31.0
P 3009	S 3009	S 3018	390.74	390.65			9					2.1
P 3010	S 3010	S 3011	388.92	388.24							68	0.0
P 3011	S 3011	S 3020	388.24	388.00					12			9.2
P 3012	S 3012	S 3013	391.32	391.10				11				2.6
P 3013	S 3013	S 3014	391.10	389.40				98				15.9
P 3014	S 3014	S 3015	388.40	387.68							72	0.0
P 3015	S 3015	S 3007 (EX)	386.85	386.67					18			20.8
P 3016	S 3016	S 3010	389.96	390.60			31					12.4
P 3017	S 3017	S 3016	390.12	389.56			16					5.6
P 3018	S 3018	S 3010	389.65	389.60				5				0.8
P 3019	S 3019	S 3020	390.50	390.44			6					2.0
P 3021	S 3021	S 3020	390.51	390.44			7					2.4
P 3022	S 3022	S 3023	391.06	390.94			12					1.8
P 3023	S 3023	S 3011	390.94	390.56			31					9.4
P 3024	S 3024	S 3008	391.63	390.33			130					47.2
P 4001	S 4001	S 3012	392.82	391.32			150					41.1
P 4002	S 4002	S 4004	394.03	393.14	165							20.7
P 4003	S 4003	S 4004	393.20	393.14				14				1.3
P 4004	S 4004	S 4005	393.14	392.84				74				13.7
P 4006	S 4006	S 4007 (EX)	392.16	391.86					15			7.4
P 4008	S 4008	S 4005	392.96	392.84			12					2.1
P 4009	S 4009	S 5013 (EX)	392.09	391.50			59					3.2
P 5001	S 5001	S 5003	390.02	389.70	63							1.5
P 5002	S 5002	S 5010	390.27	390.22	10							0.3
P 5003	S 5003	S 5011	389.50	389.29					21			4.2
P 5004	S 5004	S 5006	390.28	390.18			10					1.7
P 5006	S 5006	S 5005	390.18	388.12			103					3.4
P 5007	S 5007	S 5008	391.85	391.81	4							0.1
P 5008	S 5008	S 5009 (EX)	391.81	389.81	50							6.7
P 5010	S 5010	S 5003	390.22	389.70	103							11.1
P 5011	S 5011	S 5012 (EX)	389.29	389.23					6			1.3
P 9003	S 9003	S 9004	395.94	394.58				48				4.0
P 9005	S 9005	S 9006	400.03	400.00			3					1.2
P 9006	S 9006	S 9010	400.00	399.25			75					39.2
P 9007	S 9007	S 9010	401.39	401.33			6					3.1
P 9008	S 9008	S 9009	407.74	407.63			11					5.4
P 9009	S 9009	S 9010	407.63	401.33			175					59.5
P 9010	S 9010	S 9011	397.77	395.95				110				44.2
P 9012	S 9012	S 7-10	390.71	389.15			39					15.5
TOTALS					395	223	1061	880	150	60	286	649.7

I-64 PIPE UNDERDRAIN SCHEDULE

PIPE UNDERDRAIN SCHEDULE					
LOCATION	SIDE	PIPE UNDERDRAINS, 6"	PIPE UNDERDRAINS 6", SPECIAL	CONNECT OUTLET PIPE TO STRUCTURE NO.	CONCRETE HEADWALL FOR PIPE DRAINS
		(FT)	(FT)		
55N64E					
61+96 TO 63+92	RIGHT	195			
63+92 TO 63+97	RIGHT		5	S 1004	
64+12 TO 64+07	RIGHT		5	S 1005	
65+30 TO 64+12	RIGHT	117			
65+37 TO 65+34	RIGHT		8	S 1003	
66+15 TO 65+37	RIGHT	76			
66+55 TO 66+80	RIGHT	25			
66+80 TO 66+79	RIGHT		14	EX MANHOLE	
68+48 TO 66+80	RIGHT	166			
68+55	RIGHT		19		1
70+50 TO 68+55	RIGHT	193			
70+50 TO 71+38	RIGHT	87			
71+38	RIGHT		11	S 2004	
70E64E					
65+23 TO 66+75	RIGHT	152			
66+75	RIGHT		18		1
66+85 TO 68+23	RIGHT	138			
68+23	RIGHT		20		1
68+30 TO 72+21	RIGHT	391			
72+21 TO 72+23	RIGHT		4	S 3010	
72+26 TO 72+50	RIGHT	24			
72+50 TO 72+54	RIGHT		9	S 3016	
72+58 TO 72+54	RIGHT		9	S 3016	
75+80 TO 72+58	RIGHT	322			
64W70W					
62+23 TO 57+38	LEFT	488			
57+38 TO 57+37	LEFT		17		
62+24 TO 57+38	RIGHT	485			
57+38 TO 57+37	RIGHT		5	S 3003	
55+10 TO 55+11	RIGHT		9	S 3004	
52+09 TO 55+11	RIGHT	301			
52+09 TO 51+78	RIGHT	32			
51+78 TO 51+75	RIGHT		5	S 4004	
51+75 TO 50+00	RIGHT	175			
64+88 TO 62+26	LEFT	262			
62+26 TO 62+25	LEFT		9	S 9010	
64+88 TO 62+29	RIGHT	259			
62+29 TO 62+26	RIGHT		17	S 9010	
64W55N					
58+46 TO 54+23	LEFT	423			
54+23	LEFT		12	S 3002	
54+22 TO 53+41	LEFT	81			
53+41 TO 53+40	LEFT		16	S 3003	
57+49 TO 53+77	RIGHT	372			
53+77	RIGHT		21	S 3001	
53+76 TO 51+16	RIGHT	260			
51+16	RIGHT		10	S 3004	
57+50	RIGHT		32		1
58+46 TO 57+50	RIGHT	96			
58+46 TO 60+21	RIGHT	175			
60+21	RIGHT		27		1
58+46 TO 60+23	LEFT	177			
60+23 TO 60+25	LEFT		10	S 9003	
64E					
34+00	RIGHT		12	S 4001	
35+48 TO 34+00	RIGHT	148			
35+48 TO 38+96	RIGHT	348			
38+96 TO 39+05	RIGHT		27	EX INLET	
39+40 TO 41+80	RIGHT	239			
41+80 TO 41+84	RIGHT		4	EX PUD 6"	
64W					
94+55 TO 95+35	RIGHT	80			
95+35 TO 95+38	RIGHT		10	EX MANHOLE	
95+38 TO 95+40	RIGHT		10	EX MANHOLE	
95+40 TO 96+30	RIGHT	90			
96+35	RIGHT		5	EX INLET	
96+35 TO 98+91	RIGHT	251			
98+96	RIGHT		5	EX MANHOLE	
98+96 TO 100+91	RIGHT	190			
100+96	RIGHT		5	EX MANHOLE	
100+96 TO 101+40	RIGHT	39			
101+45	RIGHT		5	S 5007	
101+45 TO 103+82	RIGHT	232			
103+87	RIGHT		5	EX MANHOLE	
103+87 TO 106+12	RIGHT	220			
106+17	RIGHT		7	S 4007 (EX)	
106+17 TO 109+00	RIGHT	278			
109+05	RIGHT		5	EX CATCH BASIN	
109+05 TO 111+49	RIGHT	239			
111+54	RIGHT		5	EX CATCH BASIN	
111+54 TO 112+37	RIGHT	78			
112+55	RIGHT		5	S 3019	
112+55 TO 113+50	RIGHT	90			
64W55S					
120+73 TO 117+46	LEFT	327			
117+46	LEFT		25	S 9007	
120+67 TO 117+46	RIGHT	321			
117+46	RIGHT		9	S 9007	
TOTALS		8,642	456		5

NOTES:
 1. FOR ALL LOCATIONS WHERE PIPE UNDERDRAINS 6" (SPECIAL) CONNECT INTO PROPOSED DRAINAGE STRUCTURES, THE OPENING SHALL BE CORE DRILLED OR PRE-FABRICATED INTO THE STRUCTURE. SEE THE DRAINAGE & UTILITY PLAN FOR CONNECTION LOCATIONS OF THE PIPE UNDERDRAINS WITH RESPECT TO THE STRUCTURES.
 2. FOR ALL LOCATIONS WHERE PIPE UNDERDRAINS 6" ARE PROPOSED BENEATH THE I-64 MEDIAN BARRIER, THE LOCATION OF THE TRUNK SEWER SHALL BE FIELD VERIFIED TO CONFIRM THAT THE PROPOSED UNDERDRAINS ARE NOT IN CONFLICT WITH THE EXISTING SEWER. IF A CONFLICT IS FOUND, THE UNDERDRAINS SHALL BE SHIFTED FROM THE LOCATION SHOWN ON THE TYPICAL SECTIONS TO AN OFFSET DISTANCE OF AT LEAST 2' FROM THE TRUNK SEWER.

I-64 PIPE REMOVAL SCHEDULE

PIPE REMOVAL SCHEDULE						
LOCATION	STORM SEWER REMOVAL (FT)			PIPE CULVERT REMOVAL (FOOT)	STORM SEWER TO BE ABANDONED IN PLACE PLUG EXISTING STORM SEWERS (CU YD)	TRENCH BACKFILL (CY)
	12"	15"	18"			
64+07 TO 64+08 (55N64E)	63					0.0
23+36 TO 24+09					3	0.0
65+30 (70E64E)				61		31.0
115+86 TO 115+16 (64W55S)		71				41.8
59+37 TO 58+37 (64W70W)	98					18.2
58+37 TO 57+37 (64W70W)	100					12.2
58+03 TO 57+37 (64W70W)	64					8.5
57+37 (64W70W)	11					1.3
55+50 TO 54+33 (64W70W)	116					15.7
111+55 (64W)					3	0.0
72+12 TO 72+17 (70E64E)	12					2.2
30+35 (64E)		9				5.3
73+15 TO 74+31 (70E64E)	117					3.0
36+76 TO 36+58 (64E)			14			0.0
51+01 TO 51+02 (64W70W)		4				0.9
51+82 TO 51+66 (64W70W)	19					0.0
51+66 TO 51+01 (64W70W)	57					9.0
30+35 (64E)					3	0.0
31+34 (64E)					3	0.0
TOTALS	657	84	14	61	12	149.1

I-64 EARTH DITCH BERM SCHEDULE

EARTH DITCH BERM SCHEDULE								
UPSTREAM DITCH BERM LIMIT	DOWNSTREAM DITCH BERM LIMIT	DOWN STREAM STRUCTURE NO	EARTH DITCH BERM	PIPE DRAINS 5"	PIPE DRAINS 8"	PIPE DRAINS 10"	PIPE DRAINS 12"	PIPE DRAINS 15"
			EACH	FOOT	FOOT	FOOT	FOOT	FOOT
64E								
39+40	39+02	EX INLET	1					38
64W								
101+46	101+84	S 5001	1				38	
55N64E								
67+75	67+30	EX FES	1	45				
69+02	68+60	S 2005	1			42		
64W55N								
58+15	58+50	S 7-09	1		35			
60+05	60+40	S 7-09	1		35			
70E64E								
65+52	66+00	S 2003	1	48				
66+38	66+86	S 2003	1	48				
67+52	68+00	S 2003	1		48			
TOTAL			9	141	118	42	38	38

PIPE DRAIN FLOWLINE ELEVATIONS AND PIPE SLOPES TO MATCH FINISHED GRADE OF ASSOCIATED DITCH

I-64 EXISTING DRAINAGE STRUCTURE SCHEDULE

EXISTING STRUCTURE SCHEDULE									
STATION	OFFSET	REMOVING MANHOLES	REMOVING CATCH BASINS	REMOVING INLETS	MANHOLES TO BE ADJUSTED	CATCH BASINS TO BE ADJUSTED	INLETS TO BE ADJUSTED	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 24 F&G	COMMENTS
55N64E									
59+80.06 (55N64E)	8.36' RT							1	
59+93.47 (55N64E)	10.87' RT							1	
62+88.32 (55N64E)	46.22' LT				1				
62+89.27 (55N64E)	10.54' RT			1					
64+06.85 (55N64E)	1.50' RT			1					
65+33.93 (55N64E)	14.46' RT			1					
55S64E									
24+09.34 (55S64E)	13.42' RT		1						
64W55N									
50+38.36 (64W55N)	4.41' RT			1					
52+44.24 (64W55N)	13.49' LT		1						
52+84.55 (64W55N)	22.13' LT			1					
52+85.17 (64W55N)	15.19' LT			1					
53+39.78 (64W55N)	24.86' LT			1					
53+41.29 (64W55N)	21.01' LT	1							
54+41.37 (64W55N)	29.30' LT			1					
55+39.41 (64W55N)	36.49' LT	1							
70E64E									
72+11.99 (70E64E)	4.25' RT	1							
72+15.97 (70E64E)	2.60' LT		1						
73+14.77 (70E64E)	8.07' RT		1						
74+74.83 (70E64E)	6.80' RT			1					
65+30.00 (70E64E)	22.50' RT			1					
64W55S									
115+16.00 (64W55S)	36.00' LT		1						
64W70W									
51+01.44 (64W70W)	20.54' RT		1						
51+66.10 (64W70W)	20.31' RT	1							
64W									
96+35.47 (64W)	16.80' LT						1		
96+41.11 (64W)	8.04' LT						1		
98+95.73 (64W)	14.43' LT				1				
100+67.15 (64W)	84.96' RT					1			
100+70.04 (64W)	74.71' RT		1						
100+95.98 (64W)	12.24' LT				1				
103+86.58 (64W)	10.99' LT				1				
104+26.78 (64W)	6.61' LT				1				
106+17.06 (64W)	6.94' LT				1				
109+05.18 (64W)	10.84' LT					1			
111+32.36 (64W)	1.86' LT				1				
111+53.85 (64W)	10.58' LT					1			
112+46.74 (64W)	6.00' LT			1					
112+48.99 (64W)	11.56' LT		1						
64E									
30+31.13 (64E)	9.41' LT			1					
30+35.16 (64E)	9.15' LT		1						
31+31.97 (64E)	11.99' LT						1		
33+78.84 (64E)	12.75' LT					1			
38+98.47 (64E)	10.31' LT					1			
41+89.55 (64E)	10.42' LT					1			
42+03.08 (64E)	76.58' RT			1					
43+89.19 (64E)	11.91' LT					1			
44+70.40 (64E)	16.15' LT						1		
46+48.74 (64E)	13.16' LT					1			
46+49.37 (64E)	17.64' LT						1		
46+51.62 (64E)	7.07' LT						1		
TOTALS		4	9	13	7	8	6	2	

I-55 PIPE UNDERDRAIN SCHEDULE

PIPE UNDERDRAIN SCHEDULE					
LOCATION	SIDE	PIPE UNDERDRAINS, 6"	PIPE UNDERDRAINS 6", SPECIAL	CONNECT OUTLET PIPE TO STRUCTURE NO.	CONCRETE HEADWALL FOR PIPE DRAINS
		(FT)	(FT)		
SSN					
64+50 TO 67+92	RT	343			
64+50 TO 68+21	LT	371			
67+92	RT		8	S1-05	
67+94 TO 69+60	RT	167			
68+24 TO 69+24	LT	99			
69+26 TO 72+21	LT	296			
69+60	RT		10	S1-10	
69+62	RT		10	S1-10	
69+62 TO 70+73	RT	114			
70+75	RT		11	S2-08	
70+75 TO 74+71	RT	393			
72+23	LT		8	S2-10	
72+23 TO 76+33	LT	420			
76+36 TO 78+28	LT	192		S3-08	
78+31 TO 80+32	LT	201		S3-10	
80+34 TO 81+93	LT	159		EX. MANHOLE	
81+96	LT		6	S4-01	
81+96 TO 83+12	LT	116			
83+14	LT		5	S4-02	
83+14 TO 85+40	LT	227			
85+43	LT		5	S4-04	
85+43 TO 86+63	LT	120			
86+66 TO 87+73	LT	107		S5-01	
87+76 TO 89+02	LT	126		S5-02	
89+05 TO 90+09	LT	98		S5-03	
90+06 TO 90+84	LT	78		S5-04	
SSS					
75+25 TO 78+25	RT	300			
83+34 TO 84+44	LT	113			
84+44	LT		10	S2-12	
84+46	LT		10	S2-12	
84+46 TO 87+00	LT	261			
SS64E					
11+69 TO 14+03	LT	235			
14+03	LT		5	S2-03	
14+08 TO 15+84	LT	176			
15+84	LT		5	EX. INLET	
64WSSN					
60+28 TO 61+57	RT	128			
61+57	RT		11	S7-05	
61+60 TO 63+79	RT	219			
63+79	RT		12	S2-05	
63+81	RT		12	S2-05	
63+81 TO 64+24	RT	43			
64+26	RT		12	S2-05	
64+26 TO 67+27	RT	302			
67+30	RT		8	S3-05	
67+30 TO 70+39	RT	310			
70+41	RT		8	S3-12	
70+41 TO 72+42	RT	201			
70ESSN					
78+50 TO 79+41	LT	91			
79+41	LT		8	S8-02	
79+43 TO 80+99	LT	155			
80+99	LT		7	S8-03	
81+01	LT		7	S8-03	
81+01 TO 83+32	LT	229			
83+35	LT		19	EX. MANHOLE	
83+35 TO 86+26	LT	288			
86+27	LT/RT		46	S4-09	
86+27 TO 89+53	LT	323			
90+00	LT/RT		54		1
90+00 TO 93+71	LT	367			
SS570W					
54+28 TO 56+99	RT	271			
56+99	RT		8	S4-06	
57+01 TO 60+50	RT	349			
RAMP O					
10+18 TO 13+33	RT	314			
13+33	RT		30		1
13+35 TO 15+35	RT	200			
15+35	RT		39		1
RAMP P					
21+50 TO 22+46	LT	95			
22+46	LT		6	S8-01	
TOTALS		8587	380		3

NOTE: FOR ALL LOCATIONS WHERE PIPE UNDERDRAINS 6" (SPECIAL) CONNECT INTO PROPOSED DRAINAGE STRUCTURES, THE OPENING SHALL BE CORE DRILLED OR PRE-FABRICATED INTO THE STRUCTURE. SEE THE DRAINAGE & UTILITY PLAN FOR CONNECTION LOCATIONS OF THE PIPE UNDERDRAINS WITH RESPECT TO THE STRUCTURES.

I-55 PIPE REMOVAL SCHEDULE

PIPE REMOVAL SCHEDULE							
LOCATION	STORM SEWER REMOVAL (FT)				DISCHARGE PIPE REMOVAL (FT)	STORM SEWER TO BE ABANDONED IN PLACE PLUG EXISTING STORM SEWERS (CU YD)	TRENCH BACKFILL (CY)
	12"	15"	18"	24"			
SSN							
66+61 TO 66+87	25						8
66+87 TO 67+56	69						20
67+56 TO 68+28	71						13
67+77 TO 67+92	15						4
67+92 TO 69+28		133					46
69+21 TO 69+25	7						3
68+28 TO 69+25		96					19
69+25 TO 69+86			59				29
69+28 TO 69+61		34					
69+69 TO 71+41					174		
70+28 TO 71+03			79				
71+03 TO 72+47					147		
71+41 TO 72+28					94		
72+11 TO 72+23						2	
74+25 TO 74+31			48				
76+36	8						
78+30	8						
80+32 TO 80+34	12						110
80+72 TO 83+91			119				34
81+91 TO 83+14	123						
84+20		10					
84+20 TO 85+42	120						42
85+42 TO 85+66	121						21
86+66 TO 87+84	117						21
87+84 TO 89+05	119						21
89+05 TO 90+21	114						19
SSS							
74+74 TO 74+75						3	
76+57 TO 76+67	18						12
64WSSN							
55+24 TO 56+49	123						34
62+05 TO 63+10	53						
63+10 TO 63+11	11						1
63+10 TO 64+37	126						19
64+23 TO 64+37				29			16
64+37 TO 64+58			32				7
64+46 TO 65+12	68						45
64+58 TO 64+59	8						
64+58 TO 64+98	40						
SS570W							
56+91 TO 57+08			46				34
TOTALS	1376	273	383	29	415	5	578

I-55 EXISTING STRUCTURE SCHEDULE

EXISTING STRUCTURE SCHEDULE									
STATION	OFFSET	MANHOLES TO BE RECONSTRUCTED	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	REMOVING MANHOLES	SANITARY MANHOLES TO BE REMOVED	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID (TOP TO MATCH EXISTING)	REMOVING INLETS	COMMENTS
SSN									
66+86.50	8.24 LT							1	
67+56.00	8.25' LT							1	
67+92.00	47.97 RT							1	
67+92.50	40.96 RT							1	
68+03.00	38.75' RT							1	
68+28.00	1.83' LT				1				
68+34.00	4.85' LT							1	
69+21.00	8.70' LT							1	
69+25.50	2.25' LT							1	
69+27.50	42.50' RT							1	
69+61.00	40.00' RT				1				
69+85.50	7.15' LT							1	
69+85.50	10.35' LT							1	
70+28.00	63.39 RT	1							EX S 7-08
71+03.50	85.38 RT				1				
72+10.50	47.98 RT							1	
72+22.50	10.00' LT							1	
74+19.50	9.07 LT				1				
74+31.50	6.90 LT				1				
76+35.00	0.51 LT				1				
76+35.00	7.97 LT							1	
78+25.50	6.63 LT							1	
78+30.00	0.71 LT				1				
80+71.50	5.34 LT							1	
81+90.50	5.69 LT							1	
83+14.00	5.34 LT							1	
84+20.00	8.22 LT							1	
84+20.00	3.92 LT							1	
85+42.50	4.54 LT							1	
86+66.00	3.76 LT							1	
87+84.50	2.66 LT							1	
89+05.00	2.19 LT							1	
90+21.50	2.02 LT							1	
SSS									
74+75.50	31.13 RT							1	
76+57.00	25.73 RT							1	
84+45.00	49.50 LT				1				
64WSSN									
63+10.00	8.18 LT				1				
63+11.50	20.87 LT							1	
64+36.50	6.39 LT				1				
64+38.00	11.33 LT							1	
64+58.00	19.63 RT				1				
64+59.50	29.05 RT							1	
64+99.00	29.07 RT							1	
65+13.50	40.65 RT							1	
RAMP P									
26+00.00	4.00 RT			1					EX S 3-03
27+20.00	17.06 RT		1						EX S 4-13
30+82.00	6.60 RT					1			
29+21.50	22.72 RT						1		EX S 4-08
TOTALS		1	1	1	11	1	1	32	

COORDINATE TABLES

NB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
PC	55N-1	50+00.00	14041334.12	2454168.10
PI	55N-1	51+92.01	14041400.74	2454348.18
PT	55N-1	53+82.93	14041433.01	2454537.47
PC	55N-2	59+63.55	14041530.58	2455109.83
PI	55N-2	62+39.34	14041576.92	2455381.70
PT	55N-2	65+13.69	14041670.46	2455641.15
PC	55N-3	77+98.77	14042106.31	2456850.06
PI	55N-3	79+77.22	14042166.83	2457017.93
PCC	55N-3, 55N-4	81+54.52	14042259.14	2457170.66
PI	55N-4	84+69.84	14042422.26	2457440.52
PCC	55N-4, 55N-5	87+79.48	14042663.80	2457643.23
PI	55N-5	89+19.86	14042771.33	2457733.48
PT	55N-5	90+59.82	14042889.92	2457808.60
POT		109+06.78	14044450.13	2458797.04

RAMP 55S70W

POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14042995.94	2457811.53
PC	55S70W-1	50+98.71	14042912.70	2457758.49
PI	55S70W-1	54+34.08	14042629.87	2457578.26
PCC	55S70W-1, 55S70W-2	57+58.25	14042452.69	2457293.52
PI	55S70W-2	60+50.80	14042298.13	2457045.13
PCC	55S70W-2, 55S70W-3	63+40.22	14042210.65	2456765.97
PI	55S70W-3	67+79.76	14042079.20	2456346.55
PT	55S70W-3	71+89.66	14042221.72	2455930.76
PC	55S70W-4	74+57.77	14042308.66	2455677.13
PI	55S70W-4	81+39.12	14042529.58	2455032.59
PT	55S70W-4	87+95.40	14043017.99	2454557.52

COORDINATE TABLES

SB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14044468.14	2458768.42
PC	55S-1	62+40.06	14043418.65	2458107.87
PI	55S-1	64+62.70	14043230.22	2457989.28
PT	55S-1	66+85.34	14043042.46	2457869.64
PC	55S-2	68+56.88	14042897.80	2457777.45
PI	55S-2	71+51.26	14042649.53	2457619.25
PCC	55S-2, 55S-3	74+40.19	14042466.69	2457388.53
PI	55S-3	78+46.09	14042214.59	2457070.41
PCC	55S-3, 55S-4	82+39.72	14042116.16	2456676.63
PI	55S-4	85+55.05	14042039.69	2456370.72
PT	55S-4	88+58.42	14042111.87	2456063.77
PC	55S-5	91+38.81	14042176.06	2455790.82
PI	55S-5	93+80.20	14042231.32	2455555.85
PCC	55S-5, 55S-6	96+10.13	14042159.69	2455325.33
PI	55S-6	97+85.47	14042107.66	2455157.89
PT	55S-6	99+58.71	14042013.10	2455010.23

RAMP 55S64E

POINT	CURVE	STATION	NORTHING	EASTING
PC	55S64E-1	8+69.30	14,042,199.04	2,456,991.53
PI	55S64E-1	11+75.03	14,042,075.28	2,456,711.97
PT	55S64E-1	14+78.67	14,042,010.30	2,456,413.23
PC	55S64E-2	17+24.63	14,041,958.02	2,456,172.88
PI	55S64E-2	22+26.88	14,041,851.28	2,455,682.11
PT	55S64E-2	23+25.78	14,041,484.71	2,456,025.44
POT		26+70.53	14,041,233.09	2,456,261.11

COORDINATE TABLES

RAMP O				
POINT	CURVE	STATION	NORTHING	EASTING
PC	RAMPO-1	10+06.39	14042911.61	2457757.79
PI	RAMPO-1	12+06.12	14042753.27	2457636.06
PCC	RAMPO-1, RAMPO-2	14+04.74	14042619.67	2457487.58
PI	RAMPO-2	16+69.90	14042442.71	2457290.92
PT	RAMPO-2	18+57.82	14042583.64	2457067.02
PC	RAMPO-3	20+98.28	14042711.74	2456863.52
PI	RAMPO-3	22+11.53	14042772.07	2456767.68
PT	RAMPO-3	23+02.74	14042716.91	2456668.76
POT		24+23.97	14042657.87	2456562.87

RAMP P

POINT	CURVE	STATION	NORTHING	EASTING
POT		15+00.00	14041351.05	2456659.29
PC	RAMPP-1	16+90.04	14041506.58	2456550.08
PI	RAMPP-1	18+60.32	14041645.93	2456452.23
PT	RAMPP-1	19+51.32	14041734.93	2456357.39
PC	RAMPP-2	21+04.96	14041815.23	2456288.37
PI	RAMPP-2	23+33.57	14041934.72	2456232.27
PT	RAMPP-2	25+61.92	14042069.97	2456107.59
PC	RAMPP-3	25+61.92	14042069.97	2457107.59
PI	RAMPP-3	29+84.93	14042320.24	2457448.62
PCC	RAMPP-3, RAMPP-4	34+02.41	14042655.04	2457707.17
PI	RAMPP-4	35+16.42	14042745.29	2457776.85
PT	RAMPP-4	36+30.23	14042842.35	2457836.68
POT		37+24.71	14042922.78	2457886.25

RAMP A

POINT	CURVE	STATION	NORTHING	EASTING
POT		9+73.02	14039977.22	2457428.39
POT		10+30.50	14039932.72	2457464.78
PC	RAMPA-1	16+36.03	14039463.95	2457848.08
PI	RAMPA-1	18+21.27	14039320.55	2457965.34
PT	RAMPA-1	19+62.07	14039157.99	2457876.50

COORDINATE TABLES

RAMP 70E55N				
POINT	CURVE	STATION	NORTHING	EASTING
PC	70E55N-1	52+85.08	14042761.40	2454702.61
PI	70E55N-1	55+46.88	14042573.79	2454885.22
PT	70E55N-1	58+07.32	14042357.07	2455032.08
PC	70E55N-2	60+72.28	14042137.73	2455180.73
PI	70E55N-2	71+23.23	14041267.74	2455770.30
PT	70E55N-2	77+49.99	14041817.04	2456666.27
PC	70E55N-3	80+58.72	14041978.40	2456929.47
PI	70E55N-3	86+06.22	14042264.57	2457396.23
PCC	70E55N-3, 70E55N-4	91+41.80	14042697.16	2457731.82
PI	70E55N-4	92+44.00	14042777.90	2457794.46
PT	70E55N-4	93+46.03	14042864.23	2457849.15
POT		94+24.41	14042930.44	2457891.10

RAMP 64W55N

POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14040795.16	2456820.22
PC	64W55N-1	56+89.88	14041328.65	2456382.81
PI	64W55N-1	62+02.73	14041725.23	2456057.64
PT	64W55N-1	64+03.55	14041926.78	2456292.24
PC	64W55N-2	68+73.18	14042111.33	2456961.08
PI	64W55N-2	70+01.72	14042161.85	2457079.28
PCC	64W55N-2, 64W55N-3	71+29.83	14042228.34	2457189.28
PI	64W55N-3	71+67.17	14042247.65	2457221.24
PT	64W55N-3	72+04.50	14042268.18	2457252.42

EXCHANGE AVENUE

POINT	CURVE	STATION	NORTHING	EASTING
POT		10+00.00	14042766.16	2456456.52
POT		27+42.42	14041523.02	2457677.43

* THREE-POINT TIE SET FOR THIS POINT

PROP. CURVE 55S-1
PI STA. = 64+62.70
Δ = 0° 19' 12" (RT)
D = 0° 04' 19"
R = 79,694.32'
T = 222.64'
L = 445.28'
E = 0.31'
P.C. STA = 62+40.06
P.T. STA = 66+85.34

PROP. CURVE 55S-2
PI STA. = 71+51.26
Δ = 19° 05' 52" (RT)
D = 3° 16' 27"
R = 1,750.00'
T = 294.38'
L = 583.31'
E = 24.59'
P.C. STA = 68+56.88
P.T. STA = 74+40.19

PROP. CURVE 55S-3
PI STA. = 78+46.09
Δ = 24° 21' 42" (RT)
D = 3° 02' 49"
R = 1,880.42'
T = 405.90'
L = 799.54'
E = 43.31'
P.C. STA = 74+40.19
P.T. STA = 82+39.72

PROP. CURVE 55S-4
PI STA. = 85+55.05
Δ = 27° 16' 06" (RT)
D = 4° 24' 27"
R = 1,300.00'
T = 315.32'
L = 618.70'
E = 37.70'
P.C. STA = 82+39.72
P.T. STA = 88+58.42

PROP. CURVE 55S-5
PI STA. = 93+80.20
Δ = 30° 29' 46" (LT)
D = 6° 28' 13"
R = 885.51'
T = 241.39'
L = 471.32'
E = 32.31'
P.C. STA = 91+38.81
P.T. STA = 96+10.13

PROP. CURVE 55S-6
PI STA. = 97+85.47
Δ = 15° 22' 19" (LT)
D = 4° 24' 36"
R = 1,299.24'
T = 175.34'
L = 348.58'
E = 11.78'
P.C. STA = 96+10.13
P.T. STA = 99+58.71

PROP. CURVE 55S64E-1
PI STA. = 11+75.03
Δ = 11° 36' 29" (RT)
D = 1° 54' 18"
R = 3,007.76'
T = 305.73'
L = 609.36'
E = 15.50'
P.C. STA = 8+69.30
P.T. STA = 14+78.67

PROP. CURVE 55S64E-2
PI STA. = 22+26.88
Δ = 120° 51' 16" (LT)
D = 20° 06' 14"
R = 285.00'
T = 502.25'
L = 601.15'
E = 292.47'
P.C. STA = 17+24.63
P.T. STA = 23+25.78

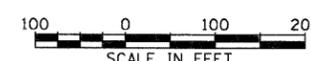
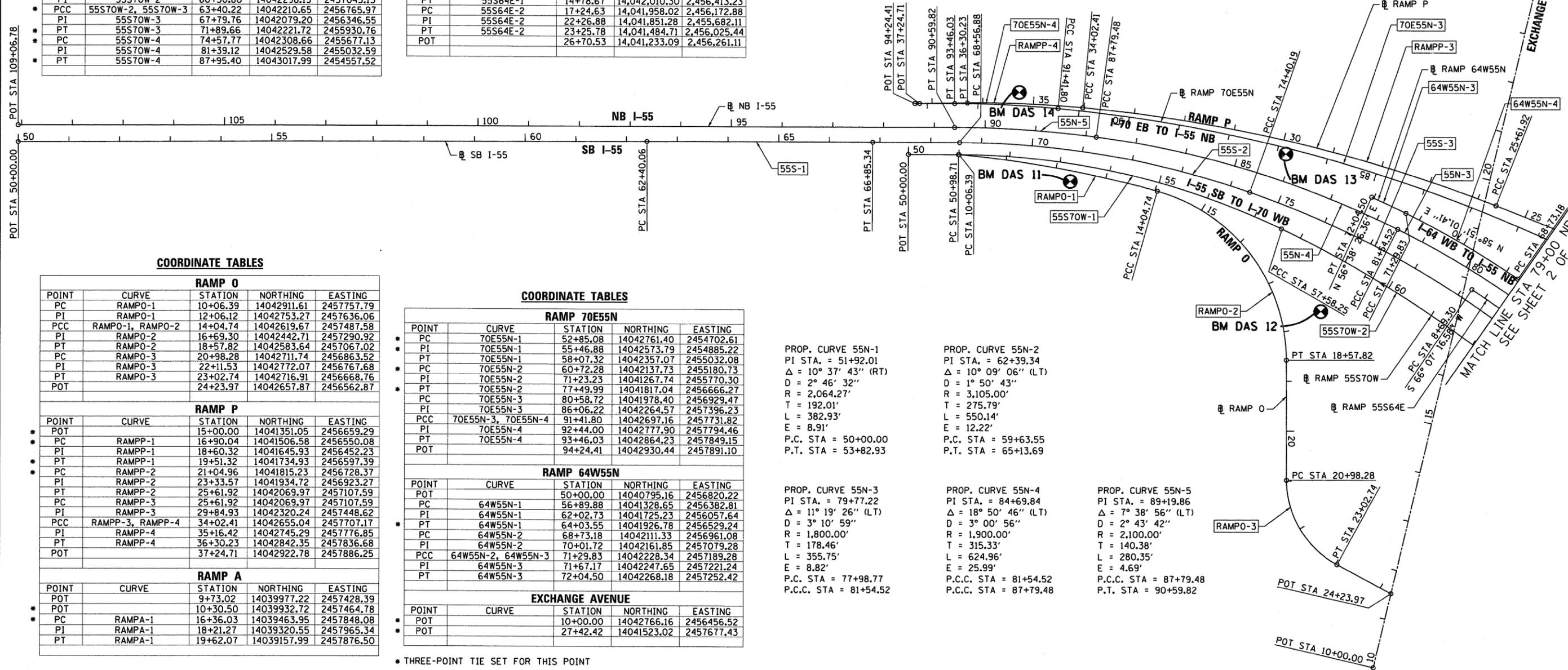
PROP. CURVE 55N-1
PI STA. = 51+92.01
Δ = 10° 37' 43" (RT)
D = 2° 46' 32"
R = 2,064.27'
T = 192.01'
L = 382.93'
E = 8.91'
P.C. STA = 50+00.00
P.T. STA = 53+82.93

PROP. CURVE 55N-2
PI STA. = 62+39.34
Δ = 10° 09' 06" (LT)
D = 1° 50' 43"
R = 3,105.00'
T = 275.79'
L = 550.14'
E = 12.22'
P.C. STA = 59+63.55
P.T. STA = 65+13.69

PROP. CURVE 55N-3
PI STA. = 79+77.22
Δ = 11° 19' 26" (LT)
D = 3° 10' 59"
R = 1,800.00'
T = 178.46'
L = 355.75'
E = 8.82'
P.C. STA = 77+98.77
P.C.C. STA = 81+54.52

PROP. CURVE 55N-4
PI STA. = 84+69.84
Δ = 18° 50' 46" (LT)
D = 3° 00' 56"
R = 1,900.00'
T = 315.33'
L = 624.96'
E = 25.99'
P.C.C. STA = 81+54.52
P.C.C. STA = 87+79.48

PROP. CURVE 55N-5
PI STA. = 89+19.86
Δ = 7° 38' 56" (LT)
D = 2° 43' 42"
R = 2,100.00'
T = 140.38'
L = 280.35'
E = 4.69'
P.C. STA = 87+79.48
P.T. STA = 90+59.82



PROP. CURVE 64W-1
PI STA. = 73+67.12
Δ = 6° 45' 48" (RT)
D = 1° 27' 01"
R = 3,950.66'
T = 233.44'
L = 466.34'
E = 6.89'
P.C. STA = 71+33.67
P.C.C. STA = 76+00.02

PROP. CURVE 64W-2
PI STA. = 79+29.11
Δ = 9° 39' 54" (RT)
D = 1° 28' 19"
R = 3,892.58'
T = 329.09'
L = 656.62'
E = 13.89'
P.C. STA = 76+00.02
P.C.C. STA = 82+56.64

PROP. CURVE 64W-3
PI STA. = 83+20.10
Δ = 2° 30' 26" (RT)
D = 1° 58' 33"
R = 2,900.00'
T = 63.46'
L = 126.91'
E = 0.69'
P.C. STA = 82+56.64
P.C.C. STA = 83+83.54

PROP. CURVE 64W-4
PI STA. = 85+63.51
Δ = 4° 34' 49" (RT)
D = 1° 16' 24"
R = 4,500.00'
T = 179.97'
L = 359.74'
E = 3.60'
P.C. STA = 83+83.54
P.C.C. STA = 87+43.28

PROP. CURVE 64W-5
PI STA. = 88+27.34
Δ = 3° 30' 05" (RT)
D = 2° 05' 01"
R = 2,750.00'
T = 84.06'
L = 168.06'
E = 1.28'
P.C. STA = 87+43.28
P.C.C. STA = 89+11.35

PROP. CURVE 64W-6
PI STA. = 90+75.92
Δ = 3° 21' 59" (RT)
D = 1° 01' 23"
R = 5,600.16'
T = 164.57'
L = 329.05'
E = 2.42'
P.C. STA = 89+11.35
P.T. STA = 92+40.39

PROP. CURVE 64E-1
PI STA. = 41+07.48
Δ = 1° 00' 00" (RT)
D = 0° 28' 39"
R = 12,000.00'
T = 104.72'
L = 209.44'
E = 0.46'
P.C. STA = 40+02.75
P.T. STA = 42+12.19

PROP. CURVE 64E-2
PI STA. = 46+54.23
Δ = 0° 56' 39" (LT)
D = 0° 28' 39"
R = 12,000.00'
T = 98.87'
L = 197.74'
E = 0.41'
P.C. STA = 45+55.36
P.T. STA = 47+53.10

PROP. CURVE 64E-3
PI STA. = 53+19.44
Δ = 6° 19' 10" (LT)
D = 1° 25' 30"
R = 3,600.00'
T = 198.73'
L = 397.06'
E = 5.48'
P.C. STA = 51+20.71
P.C.C. STA = 55+17.76

PROP. CURVE 64E-4
PI STA. = 58+88.81
Δ = 10° 35' 58" (LT)
D = 1° 25' 57"
R = 4,000.00'
T = 371.05'
L = 739.97'
E = 17.17'
P.C. STA = 55+17.76
P.C.C. STA = 62+57.74

PROP. CURVE 64E-5
PI STA. = 67+01.39
Δ = 13° 31' 16" (LT)
D = 1° 31' 51"
R = 3,742.50'
T = 443.65'
L = 883.18'
E = 26.20'
P.C. STA = 62+57.74
P.T. STA = 71+40.92

PROP. CURVE 55N64E-1
PI STA. = 51+86.43
Δ = 10° 37' 29" (RT)
D = 2° 51' 28"
R = 2,005.00'
T = 186.43'
L = 371.80'
E = 8.65'
P.C. STA = 50+00.00
P.T. STA = 53+71.80

PROP. CURVE 55N64E-2
PI STA. = 57+08.92
Δ = 2° 17' 42" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 100.16'
L = 200.29'
E = 1.00'
P.C. STA = 56+08.76
P.T. STA = 58+09.05

PROP. CURVE 55N64E-3
PI STA. = 67+43.14
Δ = 53° 06' 29" (RT)
D = 6° 49' 15"
R = 840.00'
T = 419.80'
L = 778.61'
E = 99.06'
e = 6.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 152'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 180'
P.C. STA = 63+23.34
P.T. STA = 71+01.95

PROP. CURVE 64W55N-1
PI STA. = 62+02.73
Δ = 106° 12' 31" (RT)
D = 14° 52' 55"
R = 385.00'
T = 512.85'
L = 713.67'
E = 256.28'
e = 6.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 103'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 105'
P.C. STA = 56+89.88
P.T. STA = 64+03.55

PROP. CURVE 64W55N-2
PI STA. = 70+01.72
Δ = 8° 00' 34" (LT)
D = 3° 07' 14"
R = 1,836.00'
T = 128.54'
L = 256.65'
E = 4.49'
e = 3.70%
T.R. ATTAINMENT = 71'
S.E. RUN ATTAINMENT = 132'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 0'
P.C. STA = 68+73.18
P.C.C. STA = 71+29.83

PROP. CURVE 64W55N-3
PI STA. = 71+67.17
Δ = 2° 12' 35" (LT)
D = 2° 57' 34"
R = 1,936.00'
T = 37.34'
L = 74.67'
E = 0.36'
e = 3.70%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 0'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 0'
P.C. STA = 71+29.83
P.T. STA = 72+04.50

PROP. CURVE 64W70W-1
PI STA. = 59+84.84
Δ = 12° 18' 03" (RT)
D = 4° 01' 15"
R = 1,425.00'
T = 153.56'
L = 305.93'
E = 8.25'
e = 5.10%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 115'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 115'
P.C. STA = 58+31.29
P.T. STA = 61+37.22

PROP. CURVE 64W70W-2
PI STA. = 69+02.97
Δ = 25° 20' 51" (LT)
D = 4° 23' 14"
R = 1,306.00'
T = 293.69'
L = 577.77'
E = 32.62'
e = -5.40%
T.R. ATTAINMENT = 48'
S.E. RUN ATTAINMENT = 221'
T.R. REMOVAL = 48'
S.E. RUN REMOVAL = 221'
P.C. STA = 66+09.28
P.T. STA = 71+87.05

PROP. CURVE 64W70W-3
PI STA. = 82+62.48
Δ = 12° 26' 00" (RT)
D = 1° 47' 26"
R = 3,200.00'
T = 348.57'
L = 694.41'
E = 18.93'
e = 3.50%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 64'
T.R. REMOVAL = 36'
S.E. RUN REMOVAL = 120'
P.C. STA = 79+13.90
P.T. STA = 86+08.31

PROP. CURVE 70E64E-1
PI STA. = 49+22.39
Δ = 14° 20' 13" (RT)
D = 1° 56' 04"
R = 2,962.00'
T = 372.53'
L = 741.17'
E = 23.33'
e = 3.40%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 61.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 61.00'
P.C. STA = 45+49.86
P.T. STA = 52+91.03

PROP. CURVE 70E64E-2
PI STA. = 58+60.45
Δ = 27° 33' 46" (LT)
D = 4° 32' 50"
R = 1,260.00'
T = 309.05'
L = 606.14'
E = 37.35'
e = 5.60%
T.R. ATTAINMENT = 48.00'
S.E. RUN ATTAINMENT = 179.00'
T.R. REMOVAL = 48.00'
S.E. RUN REMOVAL = 179.00'
P.C. STA = 55+51.40
P.T. STA = 61+57.54

PROP. CURVE 70E64E-3
PI STA. = 69+25.22
Δ = 12° 02' 09" (RT)
D = 6° 49' 15"
R = 840.00'
T = 88.55'
L = 176.46'
E = 4.65'
e = 6.00%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 144.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 128.00'
P.C. STA = 68+36.66
P.T. STA = 70+13.12

PROP. CURVE 64W55S-1
PI STA. = 115+59.46
Δ = 11° 35' 21" (RT)
D = 2° 46' 04"
R = 2,070.00'
T = 210.07'
L = 418.70'
E = 10.63'
P.C. STA = 113+49.39
P.T. STA = 117+68.09

PROP. CURVE 64W55S-2
PI STA. = 126+23.96
Δ = 69° 27' 35" (LT)
D = 7° 34' 58"
R = 755.61'
T = 523.79'
L = 916.03'
E = 163.79'
P.C. STA = 121+00.17
P.C.C. STA = 130+16.20

PROP. CURVE 64W55S-3
PI STA. = 131+97.14
Δ = 17° 49' 53" (LT)
D = 5° 58' 04"
R = 1,153.36'
T = 180.94'
L = 358.95'
E = 14.11'
P.C. STA = 130+16.20
P.T. STA = 133+75.15

PROP. CURVE 64W70W-1
PI STA. = 59+84.84
Δ = 12° 18' 03" (RT)
D = 4° 01' 15"
R = 1,425.00'
T = 153.56'
L = 305.93'
E = 8.25'
e = 5.10%
P.C. STA = 58+31.29
P.T. STA = 61+37.22

PROP. CURVE 64W70W-2
PI STA. = 69+02.97
Δ = 25° 20' 51" (LT)
D = 4° 23' 14"
R = 1,306.00'
T = 293.69'
L = 577.77'
E = 32.62'
e = -5.40%
P.C. STA = 66+09.28
P.T. STA = 71+87.05

PROP. CURVE 64W70W-3
PI STA. = 82+62.48
Δ = 12° 26' 00" (RT)
D = 1° 47' 26"
R = 3,200.00'
T = 348.57'
L = 694.41'
E = 18.93'
e = 3.50%
P.C. STA = 79+13.90
P.T. STA = 86+08.31

PROP. CURVE 70E55N-1
PI STA. = 55+46.88
Δ = 10° 06' 07" (RT)
D = 1° 56' 04"
R = 2,962.00'
T = 261.80'
L = 522.24'
E = 11.55'
e = 3.40%
P.C. STA = 52+85.08
P.T. STA = 58+07.32

PROP. CURVE 70E55N-2
PI STA. = 71+23.23
Δ = 87° 23' 14" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 1,050.95'
L = 1,677.71'
E = 421.34'
e = 5.80%
P.C. STA = 60+72.28
P.T. STA = 77+49.99

PROP. CURVE 70E55N-3
PI STA. = 86+06.22
Δ = 20° 41' 07" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 547.50'
L = 1,083.08'
E = 49.55'
e = 3.40%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 50'
P.C. STA = 80+58.72
P.C.C. STA = 91+41.80

PROP. CURVE 70E55N-4
PI STA. = 92+44.00
Δ = 5° 26' 52" (LT)
D = 2° 40' 03"
R = 2,148.00'
T = 102.19'
L = 204.23'
E = 2.43'
e = 4.20%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 29'
T.R. REMOVAL = 43'
S.E. RUN REMOVAL = 151'
P.C. STA = 91+41.80
P.T. STA = 93+46.03

PROP. CURVE 55S70W-1
PI STA. = 54+34.08
Δ = 25° 36' 07" (RT)
D = 3° 52' 55"
R = 1,476.00'
T = 335.37'
L = 659.54'
E = 37.62'
e = 5.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 107'
P.C. STA = 50+98.71
P.C.C. STA = 57+58.25

PROP. CURVE 55S70W-2
PI STA. = 60+50.80
Δ = 14° 29' 29" (RT)
D = 2° 29' 24"
R = 2,301.00'
T = 292.55'
L = 581.97'
E = 18.52'
e = 4.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 36'
P.C. STA = 57+58.25
P.C.C. STA = 63+40.22

PROP. CURVE 55S70W-3
PI STA. = 67+79.76
Δ = 36° 19' 13" (RT)
D = 2° 29' 24"
R = 1,340.00'
T = 439.54'
L = 849.44'
E = 70.25'
e = 5.30%
P.C. STA = 63+40.22
P.T. STA = 71+89.66

PROP. CURVE 55S70W-4
PI STA. = 81+39.12
Δ = 26° 52' 21" (RT)
D = 4° 16' 33"
R = 2,852.00'
T = 681.35'
L = 1,337.63'
E = 80.26'
e = 3.50%
P.C. STA = 74+57.77
P.T. STA = 87+95.40

PROP. CURVE RAMPK-1
PI STA. = 13+46.02
Δ = 18° 44' 17" (LT)
D = 9° 52' 43"
R = 580.00'
T = 681.35'
L = 189.68'
E = 7.84'
P.C. STA = 12+50.32
P.T. STA = 14+40.00

PROP. CURVE RAMPK-2
PI STA. = 19+02.19
Δ = 42° 22' 31" (RT)
D = 11° 01' 06"
R = 520.00'
T = 201.57'
L = 384.59'
E = 37.70'
P.C. STA = 17+00.63
P.T. STA = 20+85.21

PROP. CURVE RAMPK-3
PI STA. = 21+68.45
Δ = 27° 30' 47" (RT)
D = 16° 51' 06"
R = 340.00'
T = 83.24'
L = 163.27'
E = 10.04'
P.C. STA = 20+85.21
P.T. STA = 22+48.48

PROP. CURVE RAMPP-1
PI STA. = 18+60.32
Δ = 93° 33' 51" (RT)
D = 35° 48' 36"
R = 160.00'
T = 170.28'
L = 261.28'
E = 73.65'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 138'
T.R. REMOVAL = 46'
S.E. RUN REMOVAL = 183'
P.C. STA = 16+90.04
P.T. STA = 19+51.32

PROP. CURVE RAMPP-2
PI STA. = 23+33.57
Δ = 4° 45' 38" (LT)
D = 1° 02' 30"
R = 5,000.00'
T = 228.62'
L = 456.97'
E = 4.75'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 6'
P.C. STA = 21+04.96
P.C.C. STA = 25+61.92

PROP. CURVE RAMPP-3
PI STA. = 29+84.93
Δ = 16° 03' 07" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 423.01'
L = 840.48'
E = 3.00'
e = 3.40%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 38'
P.C. STA = 25+61.92
P.C.C. STA = 34+02.41

PROP. CURVE RAMPP-4
PI STA. = 35+16.42
Δ = 6° 01' 47" (LT)
D = 2° 38' 48"
R = 2,164.81'
T = 114.02'
L = 227.82'
E = 9.13'
e = 4.20%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 29'
T.R. REMOVAL = 43'
S.E. RUN REMOVAL = 151'
P.C. STA = 34+02.41
P.T. STA = 36+30.23

PROP. CURVE RAMPO-1
PI STA. = 12+06.12
Δ = 10° 27' 51" (RT)
D = 2° 37' 37"
R = 2,181.17'
T = 199.73'
L = 398.35'
E = 9.13'
e = 5.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 106'
P.C. STA = 10+06.39
P.C.C. STA = 14+04.74

PROP. CURVE RAMPO-2
PI STA. = 16+69.30
Δ = 74° 10' 12" (RT)
D = 16° 22' 13"
R = 350.00'
T = 264.56'
L = 453.08'
E = 88.74'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 77'
T.R. REMOVAL = EXIST.
S.E. RUN REMOVAL = EXIST.
P.C. STA = 14+04.74
P.T. STA = 18+57.82

PROP. CURVE RAMPO-3
PI STA. = 22+11.53
Δ = 61° 19' 55" (LT)
D = 29° 59' 52"
R = 191.00'
T = 113.25'
L = 204.46'
E = 31.05'
e = 6.00%
T.R. ATTAINMENT = EXIST.
S.E. RUN ATTAINMENT = EXIST.
T.R. REMOVAL = EXIST.
S.E. RUN REMOVAL = EXIST.
P.C. STA = 20+98.28
P.T. STA = 23+02.74

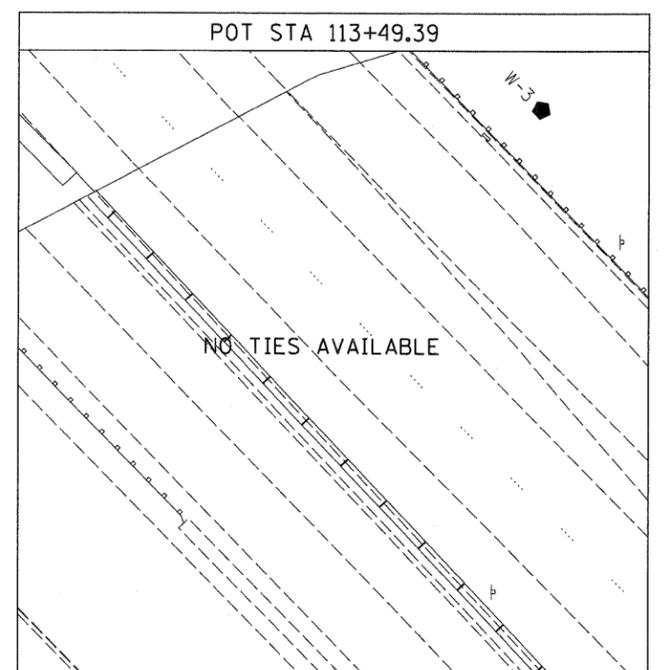
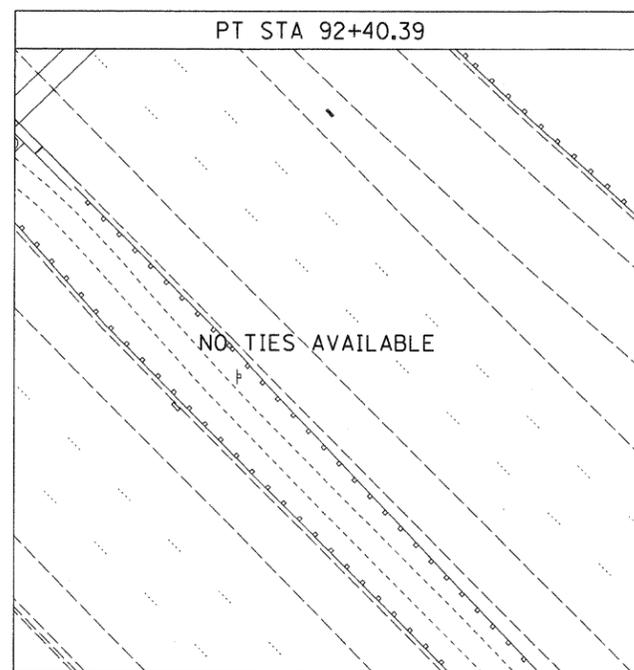
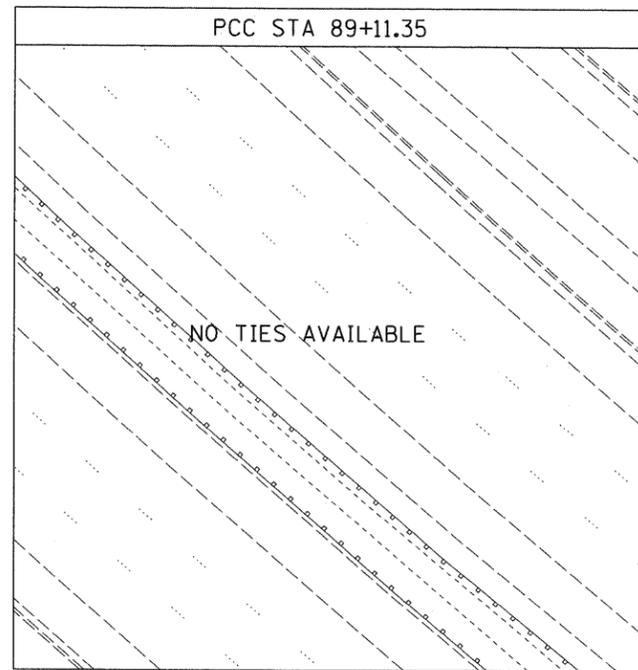
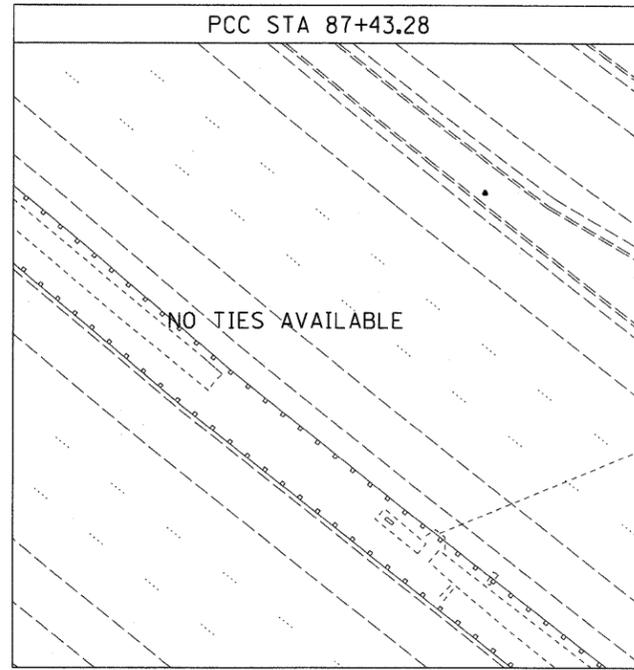
PROP. CURVE RAMPB-1
PI STA. = 18+21.27
Δ = 67° 55' 49" (RT)
D = 20° 50' 05"
R = 275.00'
T = 185.25'
L = 326.04'
E = 56.57'
e = 7.90%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 143.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 106.00'
P.C. STA = 16+36.03
P.T. STA = 19+62.07

PROP. CURVE RAMPB-2
PI STA. = 17+36.68
Δ = 1° 01' 55" (RT)
D = 1° 00' 32"
R = 5679.66'
T = 51.14'
L = 102.28'
E = 0.23'
P.C. STA = 16+85.54
P.T. STA = 17+87.82

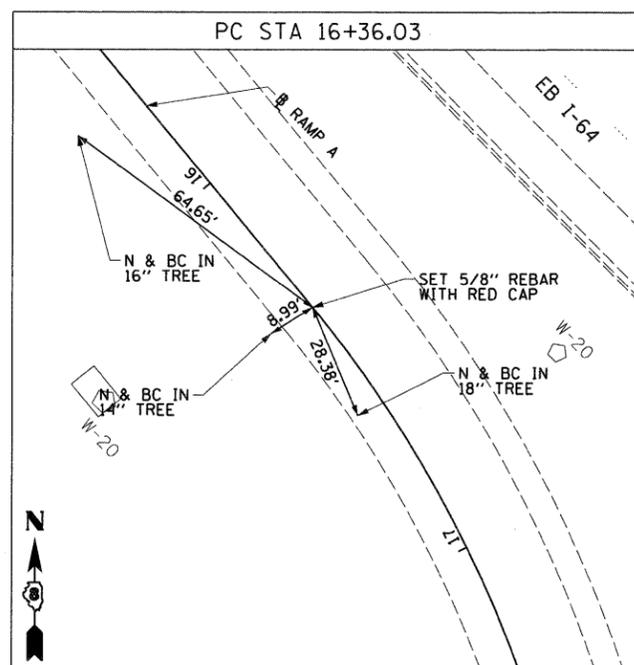
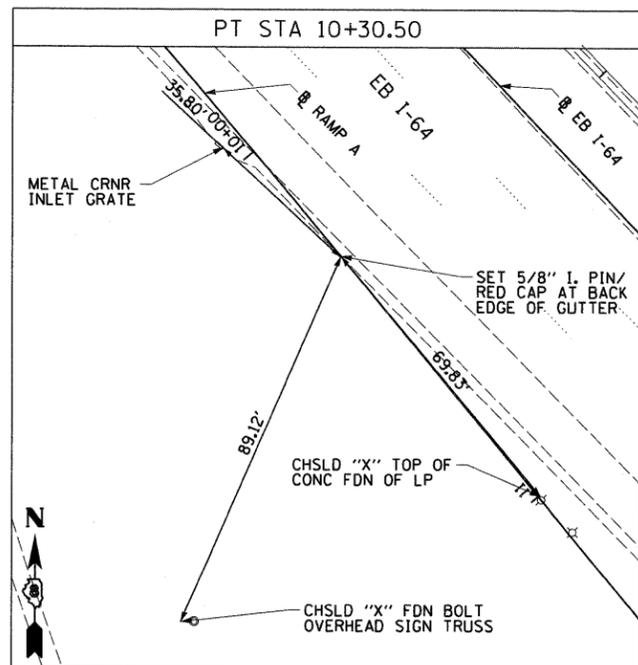
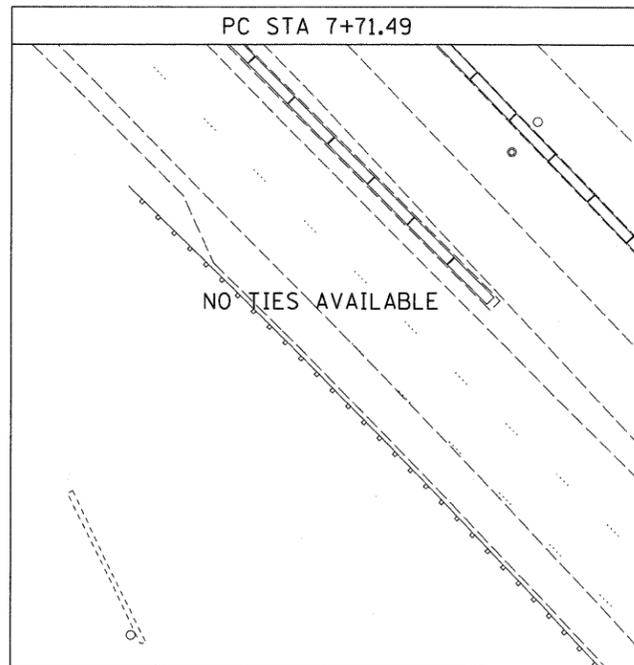
NOTE: REFER TO SHEET 350
OF THE GORE GRADING PLANS
SHEET FOR LAYOUT OF CURVES
64W55N-3 AND 64W55N-4

FILE NAME = DBTRI-76C52-sh1-ATB-04.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 280.0000' / in.	DRAWN OP	REVISED -			82-1-R(A), 82-1-R(B)	ST. CLAIR	629	64		
	PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -			64/998/70 CONTRACT NO. 76C52					
		DATE 1-20-12	REVISED -			SCALE: NONE	SHEET NO. 4 OF 9 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

WB I-64



RAMP A



FILE NAME = DBTRI-76C52-shr-ATB-06.dgn	USER NAME = searsb	DESIGNED TTB	REVISED -
		DRAWN TTB	REVISED -
		CHECKED JAH	REVISED -
		DATE 1-20-12	REVISED -

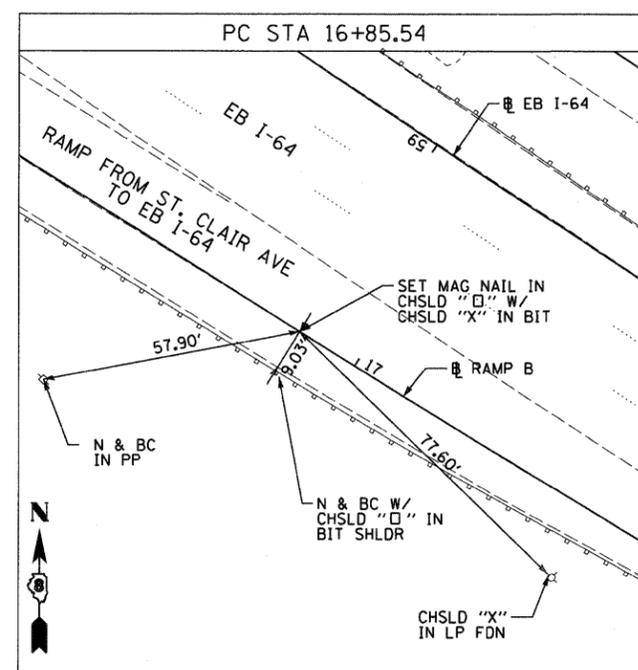
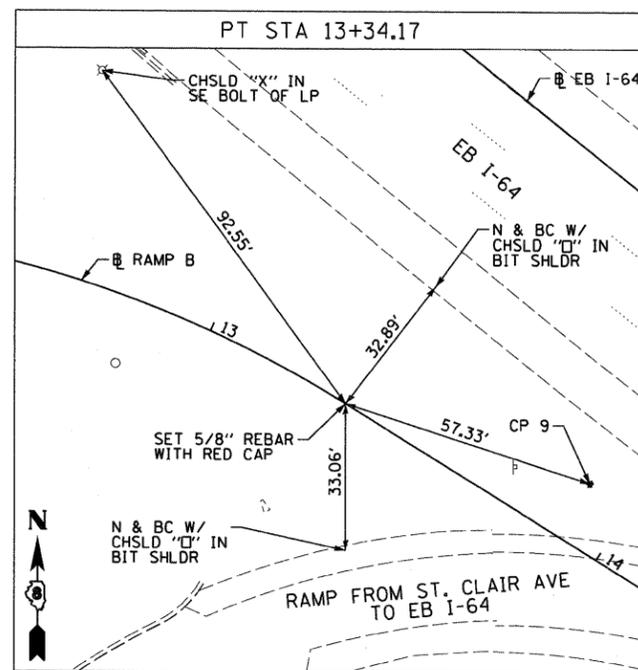
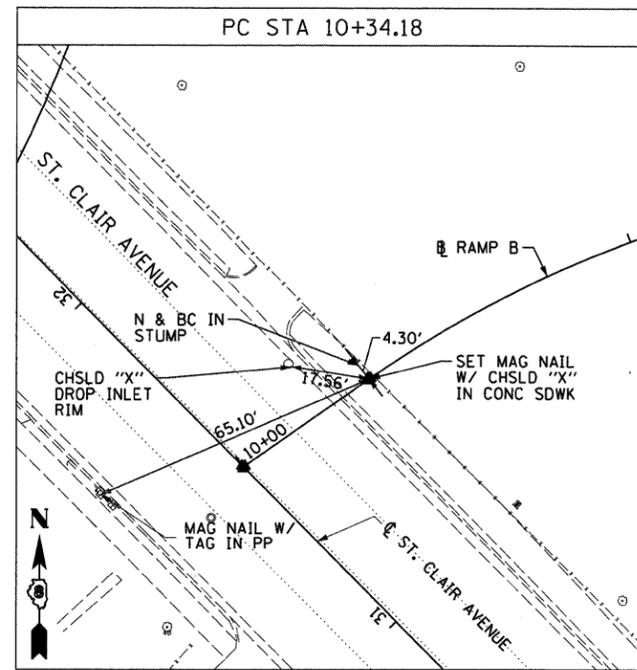
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: NONE SHEET NO. 6 OF 9 SHEETS STA. TO STA.

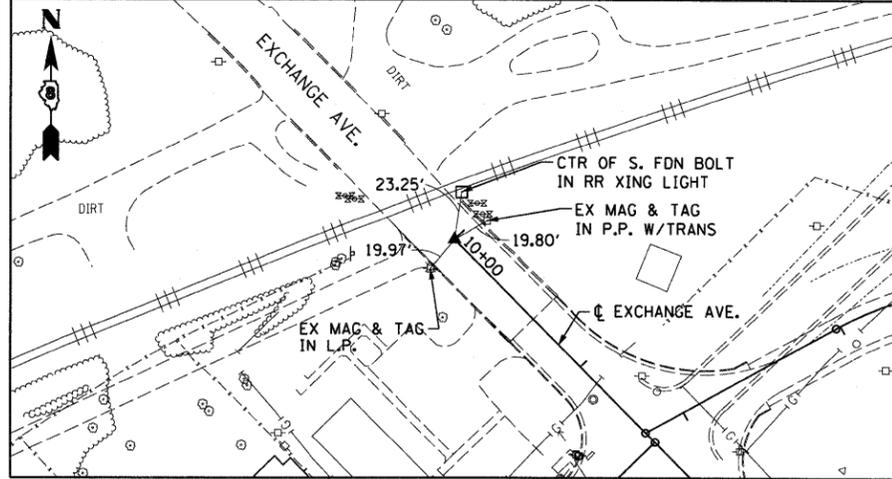
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	66
• 64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

RAMP B

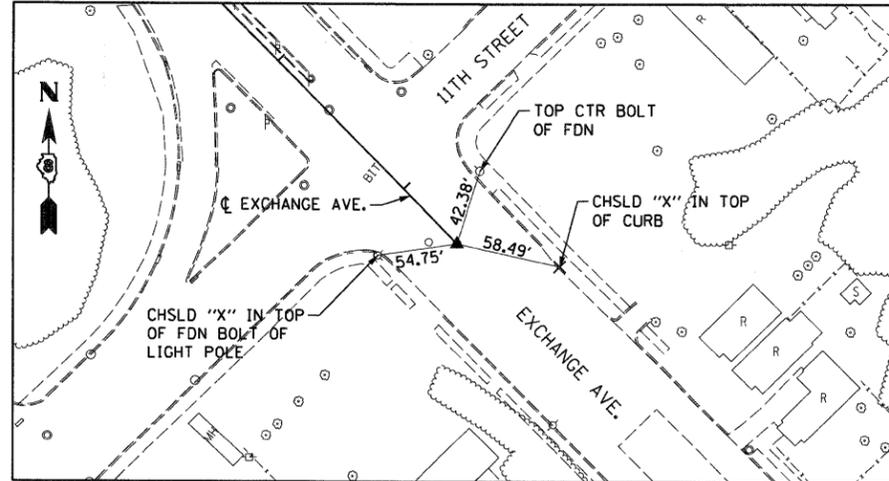


FILE NAME = DBTRI-76C52-sh1-ATB-07.dgn	USER NAME = searsb	DESIGNED TTB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,0000' / in.	DRAWN TTB	REVISED -				82-1-R(A), 82-1-R(B)	ST. CLAIR	629	67	
	PLOT DATE = 1/24/2012	CHECKED JAH	REVISED -				64/998/70	CONTRACT NO. 76C52			
	DATE 1-20-12	REVISED -		SCALE: NONE	SHEET NO. 7 OF 9 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

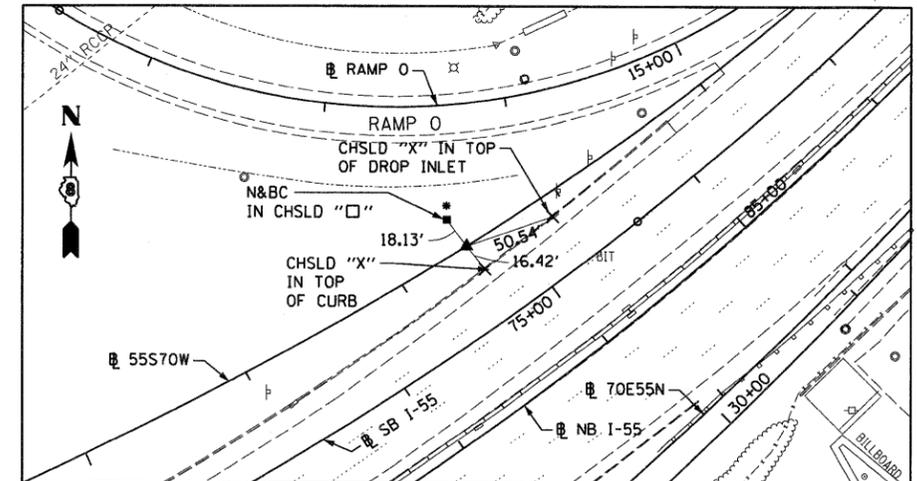
EXCHANGE AVENUE
 POT STA 10+00.00
 SET MEG NAIL IN CONC. CRACK W/CHSLD "X"
 (CONTROL POINT MAY NEED TO BE RE-ESTABLISHED DUE TO CONSTRUCTION ACTIVITY.)



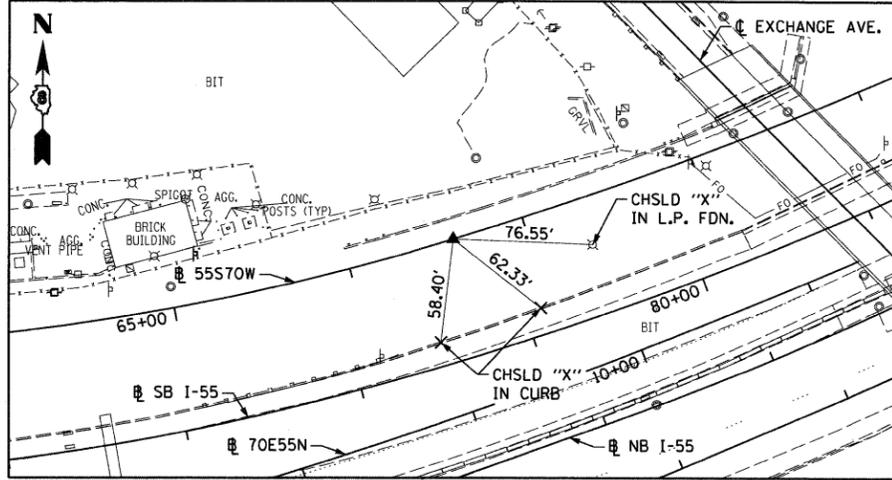
EXCHANGE AVENUE
 POT STA 27+42.42
 SET MEG NAIL IN CHSLD "□" W/CHSLD "X"



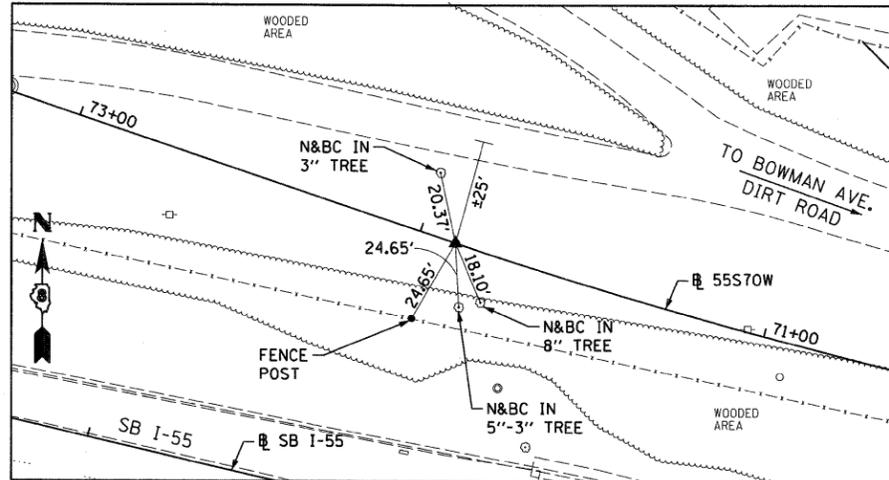
55S70W
 PCC STA 57+58.25
 SET 5/8" REBAR W/RED CAP FLUSH W/GR



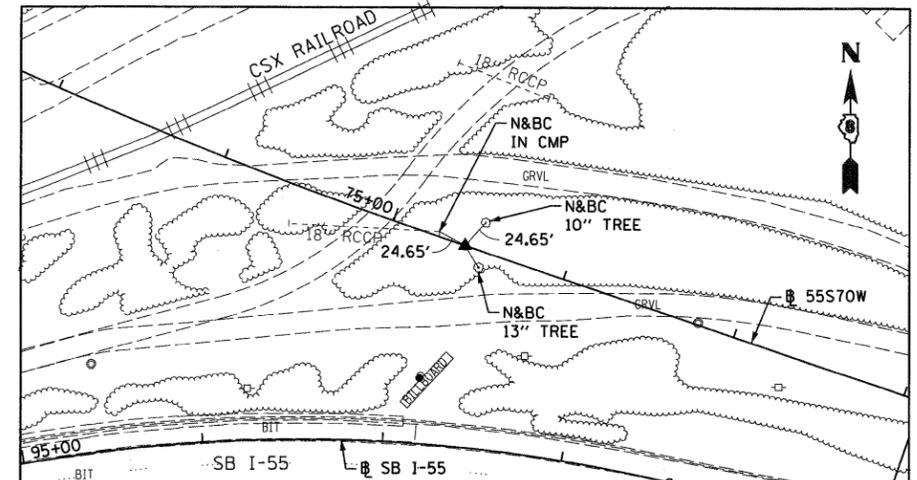
55S70W
 PCC STA 63+40.22
 SET 5/8" REBAR W/RED LINENG CAP FLUSH W/GR
 (CONTROL POINT MAY NEED TO BE RE-ESTABLISHED DUE TO CONSTRUCTION ACTIVITY.)



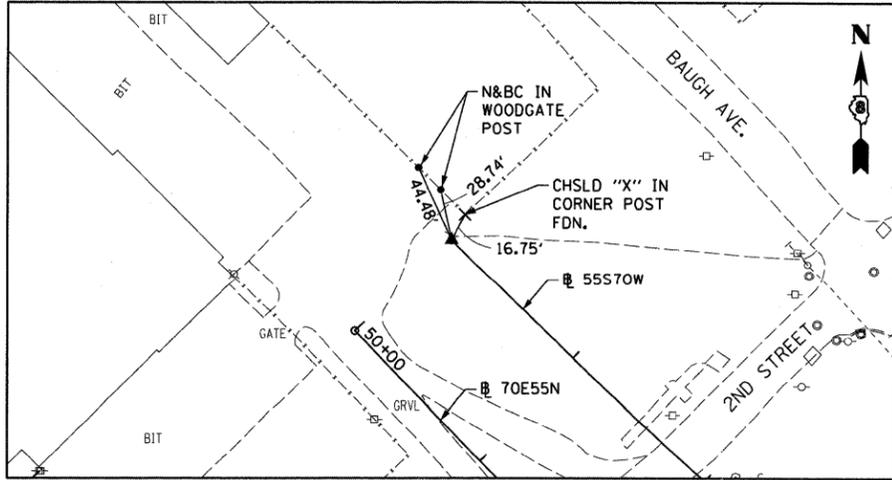
55S70W
 PT STA 71+89.66
 SET 5/8" REBAR W/RED CAP FLUSH W/GR



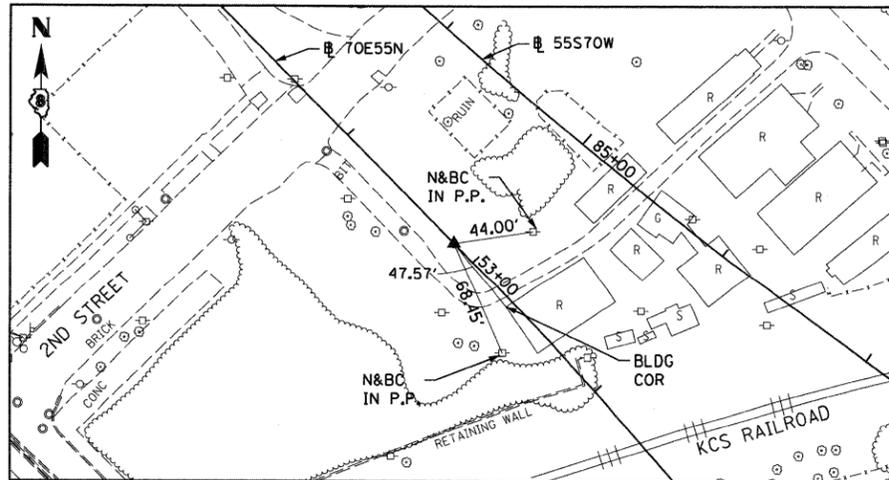
55S70W
 PC STA 74+57.77
 SET 5/8" REBAR W/RED LIN TRAV. PT CAP



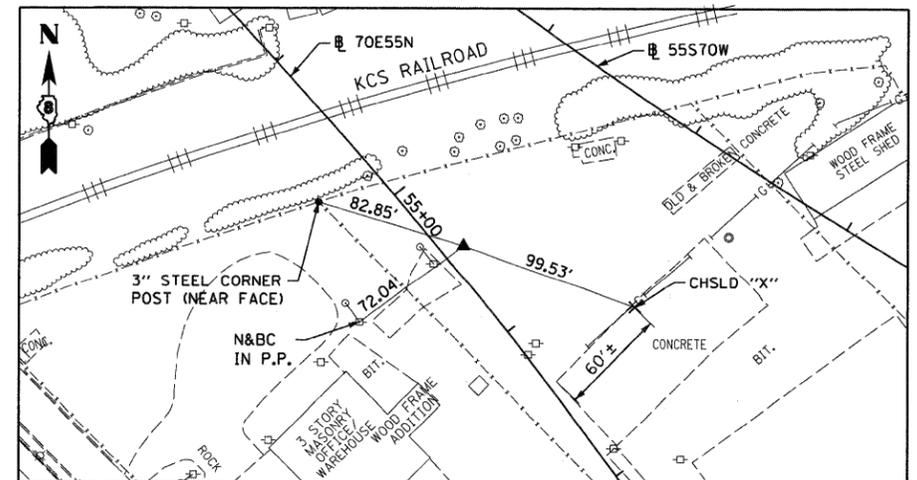
55S70W
 PT STA 87+95.40
 SET 5/8" REBAR W/RED LIN ENG. CAP FLUSH W/GR



70E55N
 PC STA 52+85.08
 5/8" I. PIN W/YELLOW CAP



70E55N
 PI STA 55+46.88
 5/8" I. PIN W/YELLOW CAP



FILE NAME = DBTRI-76C52-sh1-ATB-DB.dgn

USER NAME = searsb	DESIGNED OP	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN PHP	REVISED -
PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -
	DATE 1-20-12	REVISED -

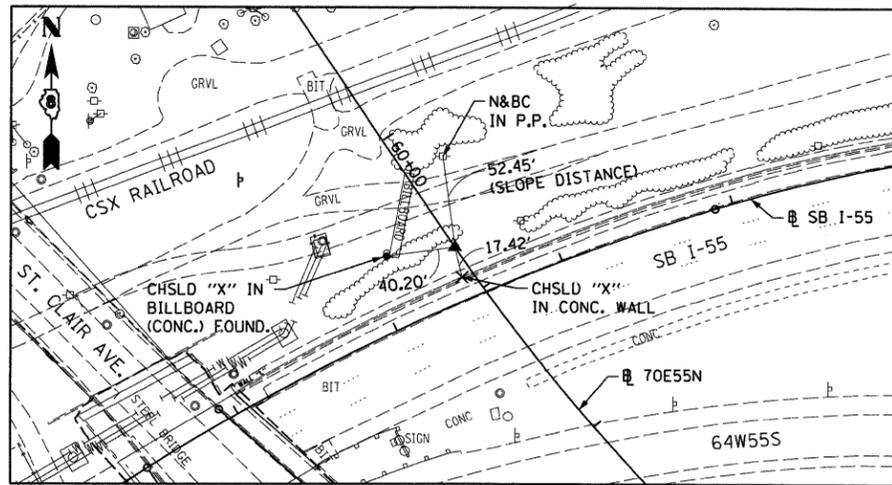
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

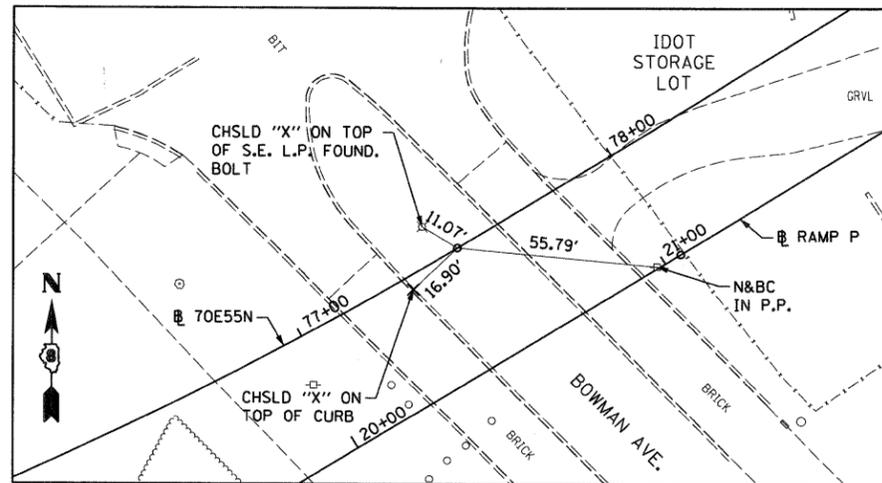
SCALE: NONE SHEET NO. 8 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	68
CONTRACT NO. 76C52			ILLINOIS FED. AID PROJECT	

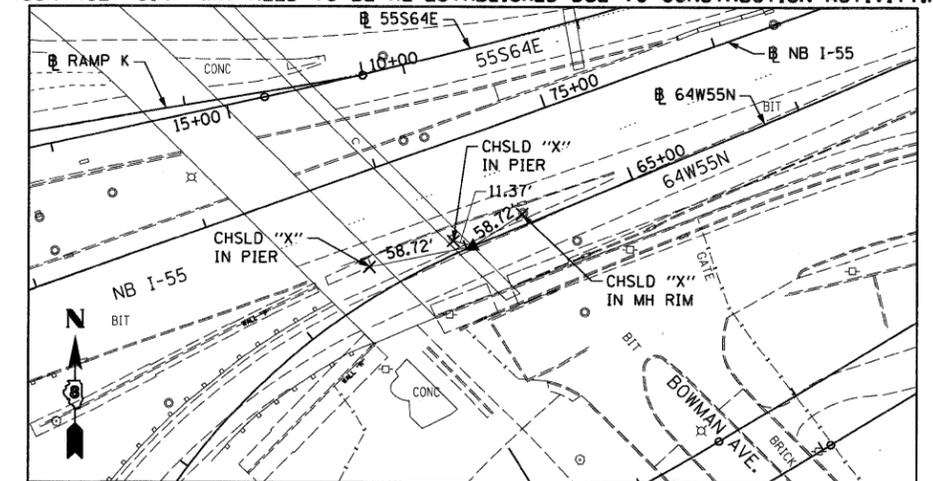
70E55N
PC 60+72.28
5/8" I. PIN W/YELLOW CAP



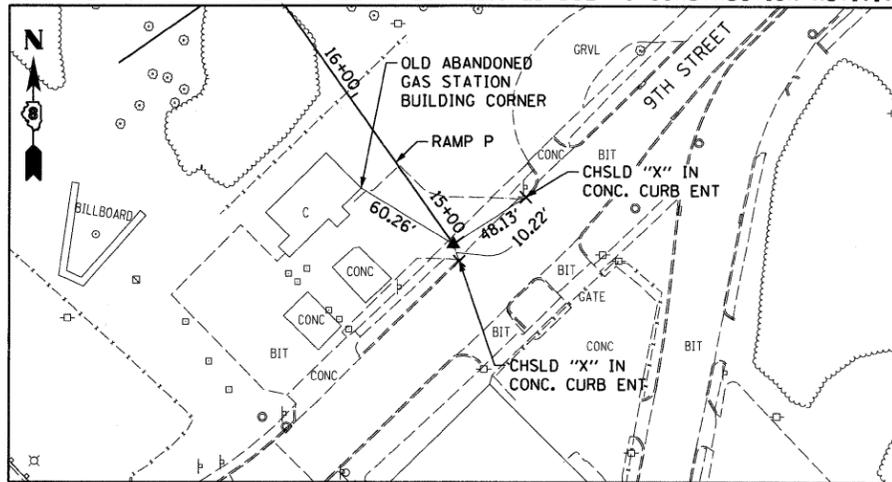
70E55N
PC 77+49.99
5/8" I. PIN



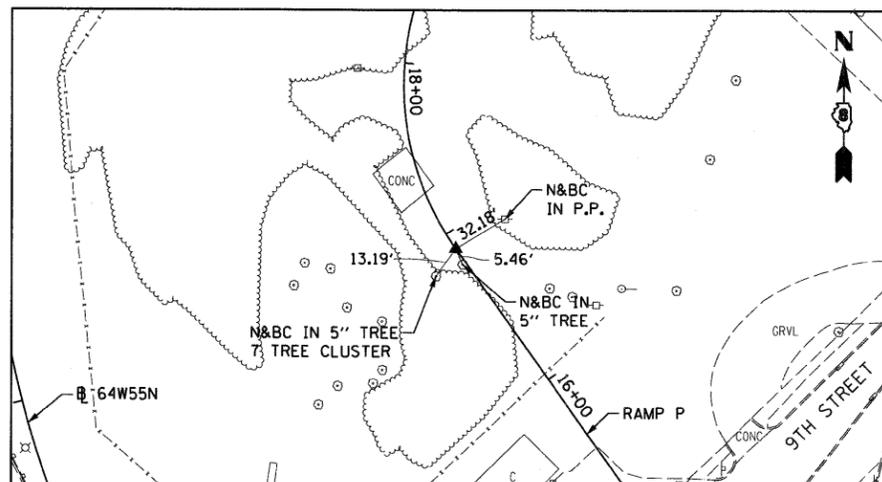
64W55N
P.T. STA 64+03.55
SET MAG NAIL IN CHSLD "X" W/CHSLD "X"
(CONTROL POINT MAY NEED TO BE RE-ESTABLISHED DUE TO CONSTRUCTION ACTIVITY.)



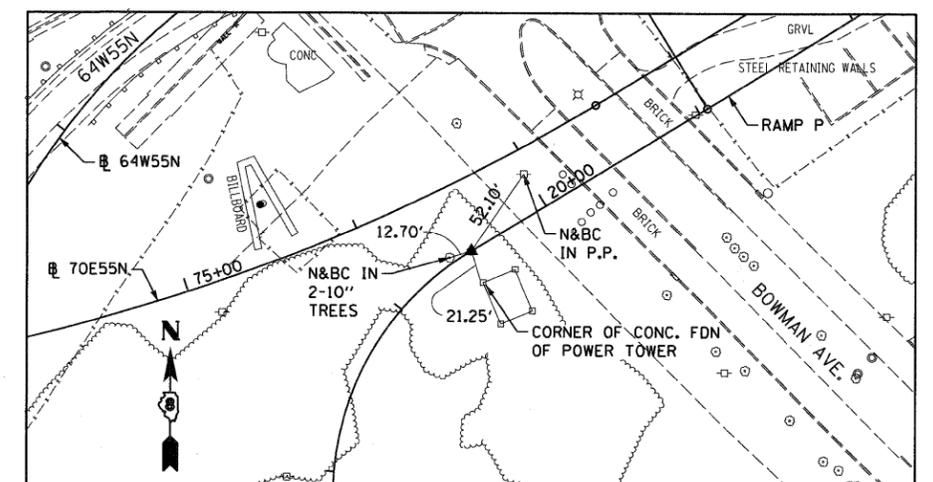
RAMP P
POT STA 15+00 = 520+44.97 (BAUGH)
SET MAG NAIL IN CONC. WITH CHISELLED "+"
(CONTROL POINT MAY NEED TO BE RE-ESTABLISHED DUE TO CONSTRUCTION ACTIVITY.)



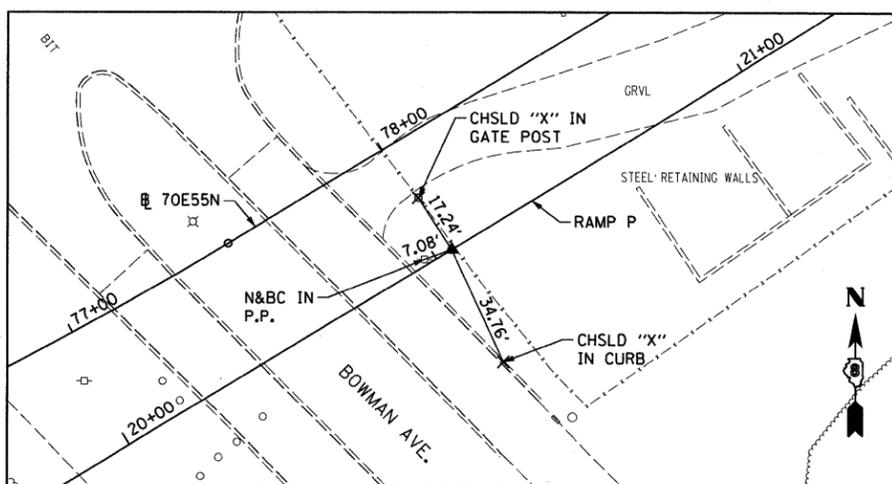
RAMP P
PC STA 16+90.04
SET 5/8" REBAR W/RED CAP FLUSH W/GR



RAMP P
PT STA 19+51.32
SET 5/8" REBAR W/RED CAP FLUSH W/GR



RAMP P
PC STA 21+04.96
SET 5/8" REBAR W/RED LIN ENG. CAP FLUSH W/GR



FILE NAME =
DBTRI-76C52-sh1-AT3-09.dgn

USER NAME = searsb
PLOT SCALE = 100.0000' / 1" =
PLOT DATE = 1/24/2012

DESIGNED OP
DRAWN PHP
CHECKED DBM
DATE 1-20-12

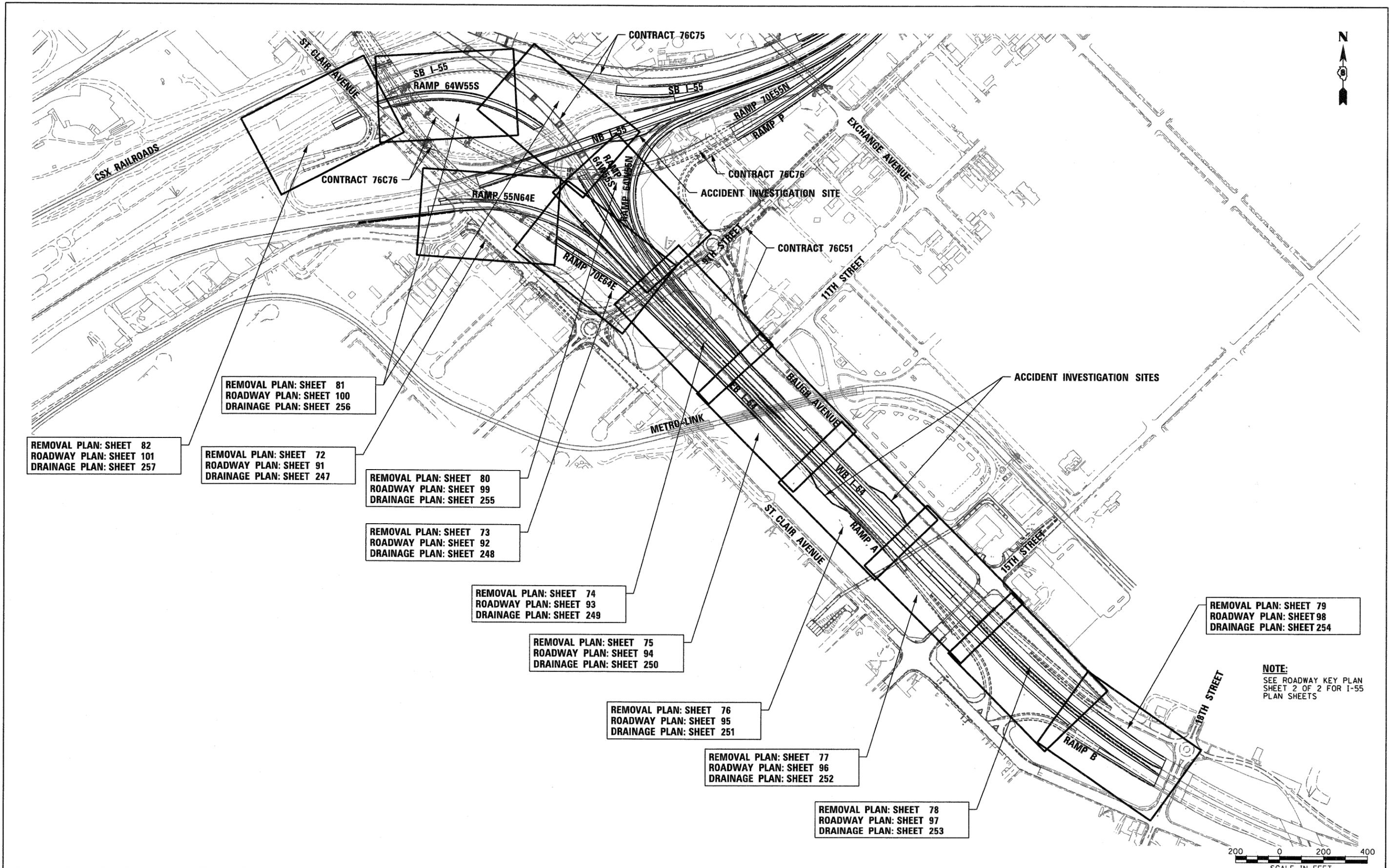
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: NONE SHEET NO. 9 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	69
CONTRACT NO. 76C52			ILLINOIS FED. AID PROJECT	



REMOVAL PLAN: SHEET 82
ROADWAY PLAN: SHEET 101
DRAINAGE PLAN: SHEET 257

REMOVAL PLAN: SHEET 72
ROADWAY PLAN: SHEET 91
DRAINAGE PLAN: SHEET 247

REMOVAL PLAN: SHEET 81
ROADWAY PLAN: SHEET 100
DRAINAGE PLAN: SHEET 256

REMOVAL PLAN: SHEET 80
ROADWAY PLAN: SHEET 99
DRAINAGE PLAN: SHEET 255

REMOVAL PLAN: SHEET 73
ROADWAY PLAN: SHEET 92
DRAINAGE PLAN: SHEET 248

REMOVAL PLAN: SHEET 74
ROADWAY PLAN: SHEET 93
DRAINAGE PLAN: SHEET 249

REMOVAL PLAN: SHEET 75
ROADWAY PLAN: SHEET 94
DRAINAGE PLAN: SHEET 250

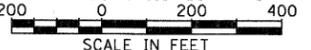
REMOVAL PLAN: SHEET 76
ROADWAY PLAN: SHEET 95
DRAINAGE PLAN: SHEET 251

REMOVAL PLAN: SHEET 77
ROADWAY PLAN: SHEET 96
DRAINAGE PLAN: SHEET 252

REMOVAL PLAN: SHEET 78
ROADWAY PLAN: SHEET 97
DRAINAGE PLAN: SHEET 253

REMOVAL PLAN: SHEET 79
ROADWAY PLAN: SHEET 98
DRAINAGE PLAN: SHEET 254

NOTE:
SEE ROADWAY KEY PLAN
SHEET 2 OF 2 FOR I-55
PLAN SHEETS



FILE NAME = DBT-r-76C52-shr-keyplan-01.dgn	USER NAME = searab	DESIGNED KM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY KEY PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 400.0000' / 1" =	DRAWN KM	REVISED -			64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	70	
	PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -			SCALE: 1" = 200'		SHEET NO. 1 OF 2 SHEETS		STA. TO STA.	
		DATE 1-20-12	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C52	



DRAINAGE PLAN: SHEET 266

DRAINAGE PLAN: SHEET 267

REMOVAL PLAN: SHEET 83
ROADWAY PLAN: SHEET 102
DRAINAGE PLAN: SHEET 258

REMOVAL PLAN: SHEET 86
ROADWAY PLAN: SHEET 105
DRAINAGE PLAN: SHEET 261

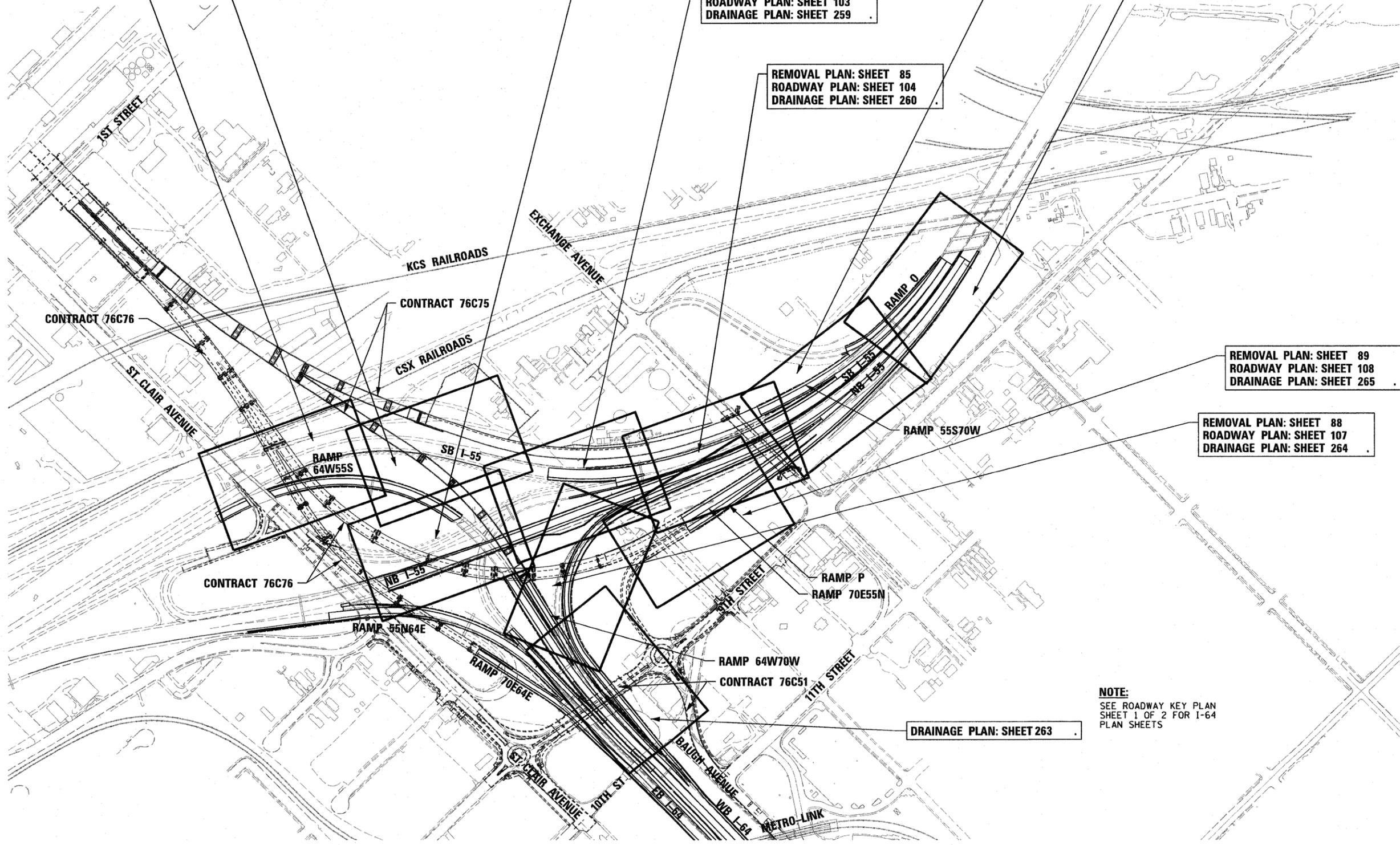
REMOVAL PLAN: SHEET 87
ROADWAY PLAN: SHEET 106
DRAINAGE PLAN: SHEET 262

REMOVAL PLAN: SHEET 84
ROADWAY PLAN: SHEET 103
DRAINAGE PLAN: SHEET 259

REMOVAL PLAN: SHEET 85
ROADWAY PLAN: SHEET 104
DRAINAGE PLAN: SHEET 260

REMOVAL PLAN: SHEET 89
ROADWAY PLAN: SHEET 108
DRAINAGE PLAN: SHEET 265

REMOVAL PLAN: SHEET 88
ROADWAY PLAN: SHEET 107
DRAINAGE PLAN: SHEET 264



NOTE:
SEE ROADWAY KEY PLAN
SHEET 1 OF 2 FOR I-64
PLAN SHEETS

DRAINAGE PLAN: SHEET 263



FILE NAME =
DBT-1-76C52-sht-keyplan-02.dgn

USER NAME = searsb
PLOT SCALE = 400.0000 1/ in.
PLOT DATE = 2/3/2012

DESIGNED OP
DRAWN OP
CHECKED DBM
DATE 1-20-12

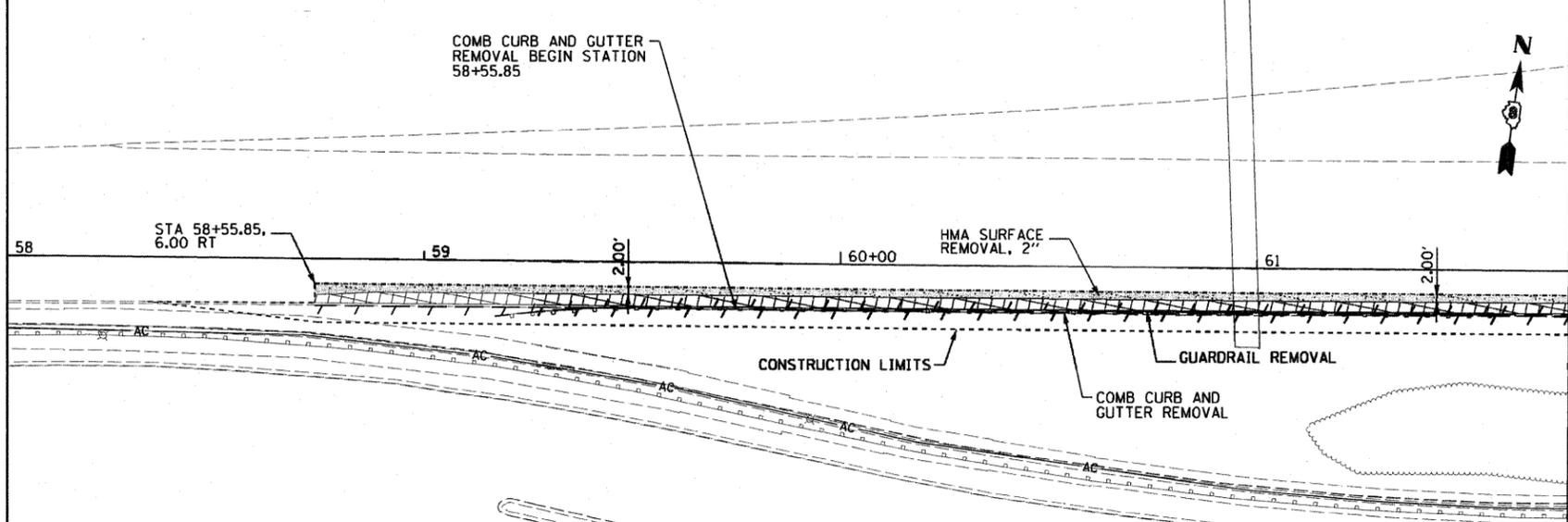
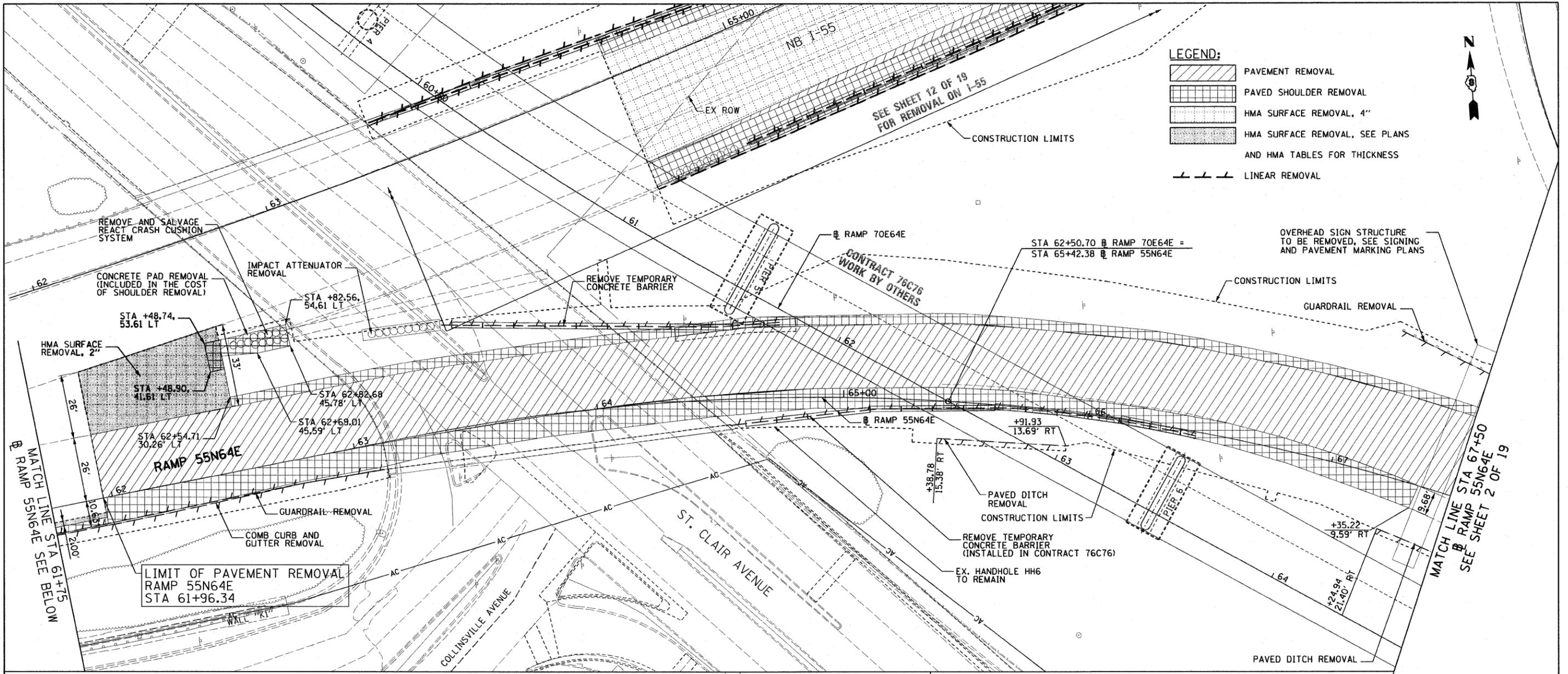
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY KEY PLAN

SCALE: 1" = 200' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 82-1-RIA), 82-1-R(B)		ST. CLAIR	629	71
• 64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



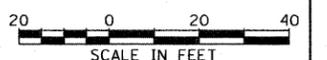
FILE NAME = DBT-r1-76C52-ah-rem-01.dgn
 USER NAME = seorsb
 PLOT SCALE = 48,0000' / in.
 PLOT DATE = 2/3/2012

DESIGNED OP	REVISD -
DRAWN PHP	REVISD -
CHECKED DBM	REVISD -
DATE 1-20-12	REVISD -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

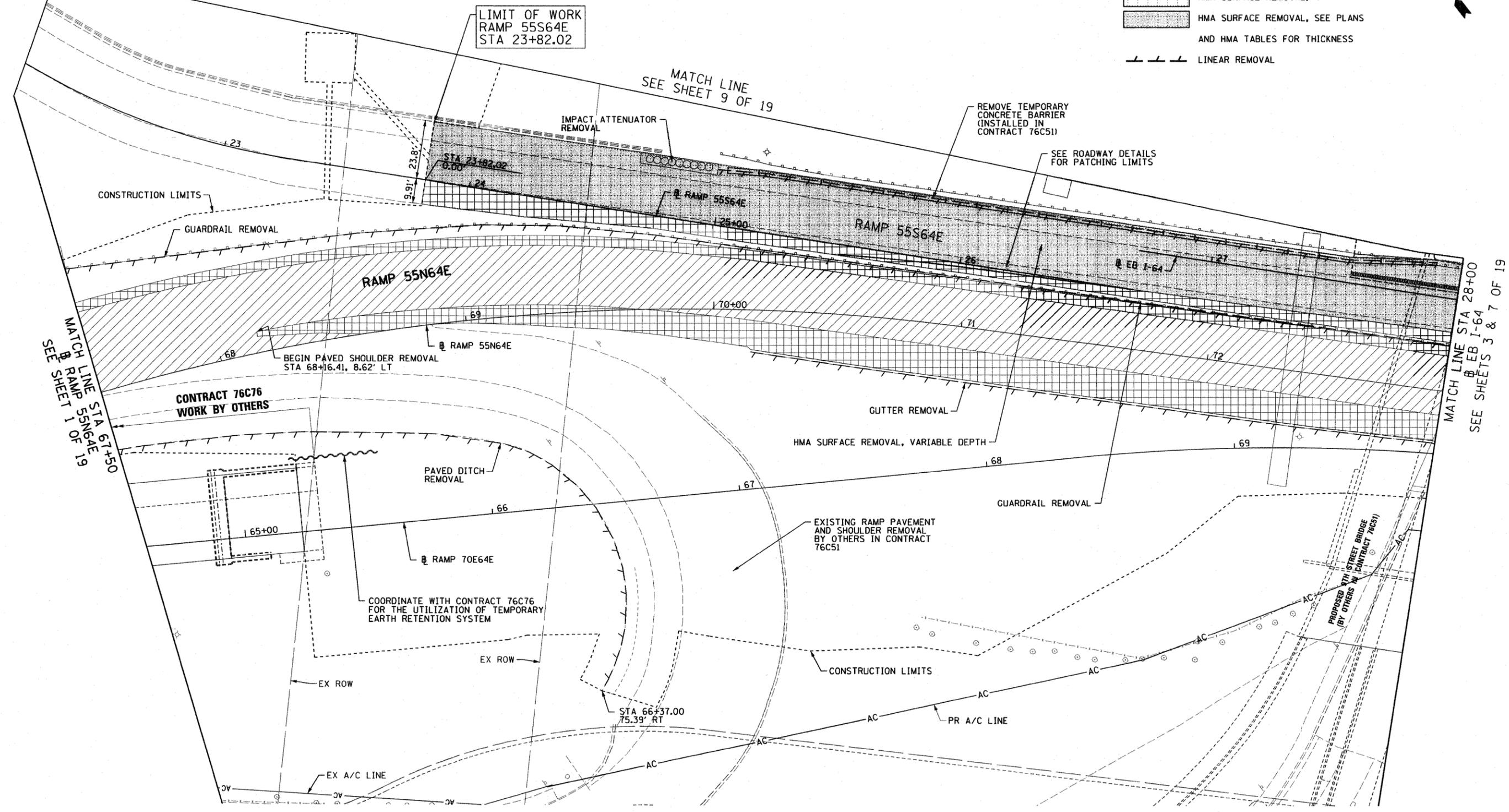
**REMOVAL PLAN
 RAMP 55N64E**
 SCALE: 1" = 20'
 SHEET NO. 1 OF 19 SHEETS
 STA. 62+01.74 TO STA. 67+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	72
CONTRACT NO. 76C52				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

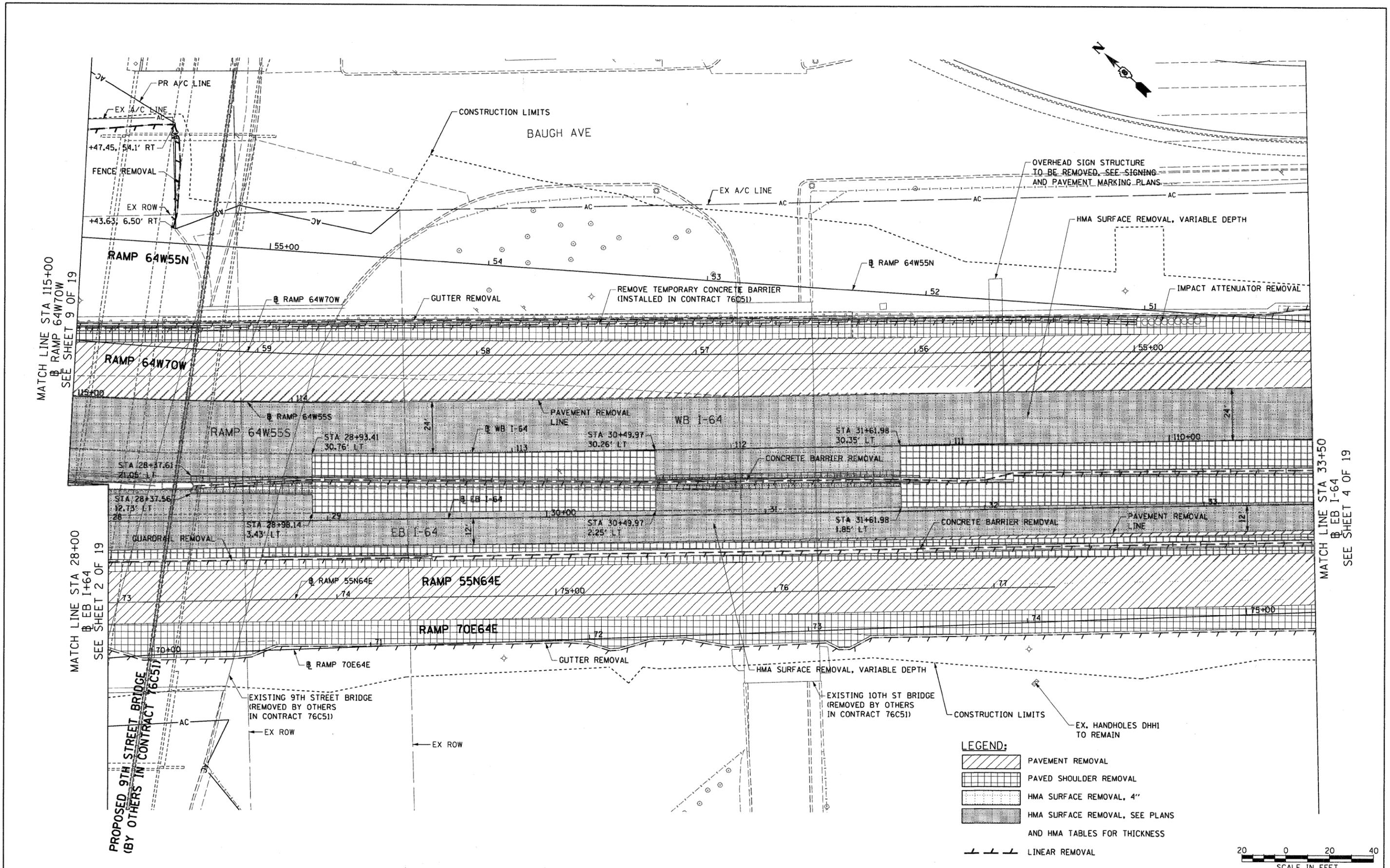


LEGEND:

	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	HMA SURFACE REMOVAL, 4"
	HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
	LINEAR REMOVAL



FILE NAME = DBT-1-76C52-sht-rem-02.dgn	USER NAME = searsb	DESIGNED OP DRAWN PHP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN RAMP 55N64E & RAMP 70E64E			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48,0000' / in.	CHECKED DBM	REVISED -		SCALE: 1" = 20'	SHEET NO. 2 OF 19 SHEETS	STA. 67+50	TO STA. 27+00	64/998/70	ST. CLAIR	629	73
	PLOT DATE = 2/3/2012	DATE 1-20-12	REVISED -							CONTRACT NO. 76C52		
									FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



MATCH LINE STA 115+00
 @ RAMP 64W70W
 SEE SHEET 9 OF 19

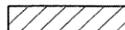
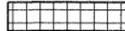
MATCH LINE STA 28+00
 @ EB I-64
 SEE SHEET 2 OF 19

MATCH LINE STA 33+50
 @ EB I-64
 SEE SHEET 4 OF 19

PROPOSED 9TH STREET BRIDGE
 (BY OTHERS IN CONTRACT 76C51)

EXISTING 9TH STREET BRIDGE
 (REMOVED BY OTHERS
 IN CONTRACT 76C51)

EXISTING 10TH ST BRIDGE
 (REMOVED BY OTHERS
 IN CONTRACT 76C51)

- LEGEND:**
-  PAVEMENT REMOVAL
 -  PAVED SHOULDER REMOVAL
 -  HMA SURFACE REMOVAL, 4"
 -  HMA SURFACE REMOVAL, SEE PLANS
AND HMA TABLES FOR THICKNESS
 -  LINEAR REMOVAL



FILE NAME = DBTr-76C52-shtr-rom-03.dgn

USER NAME = searsb
 PLOT SCALE = 40,000' / in.
 PLOT DATE = 1/24/2012

DESIGNED OP
 DRAWN OP
 CHECKED DBM
 DATE 1-20-12

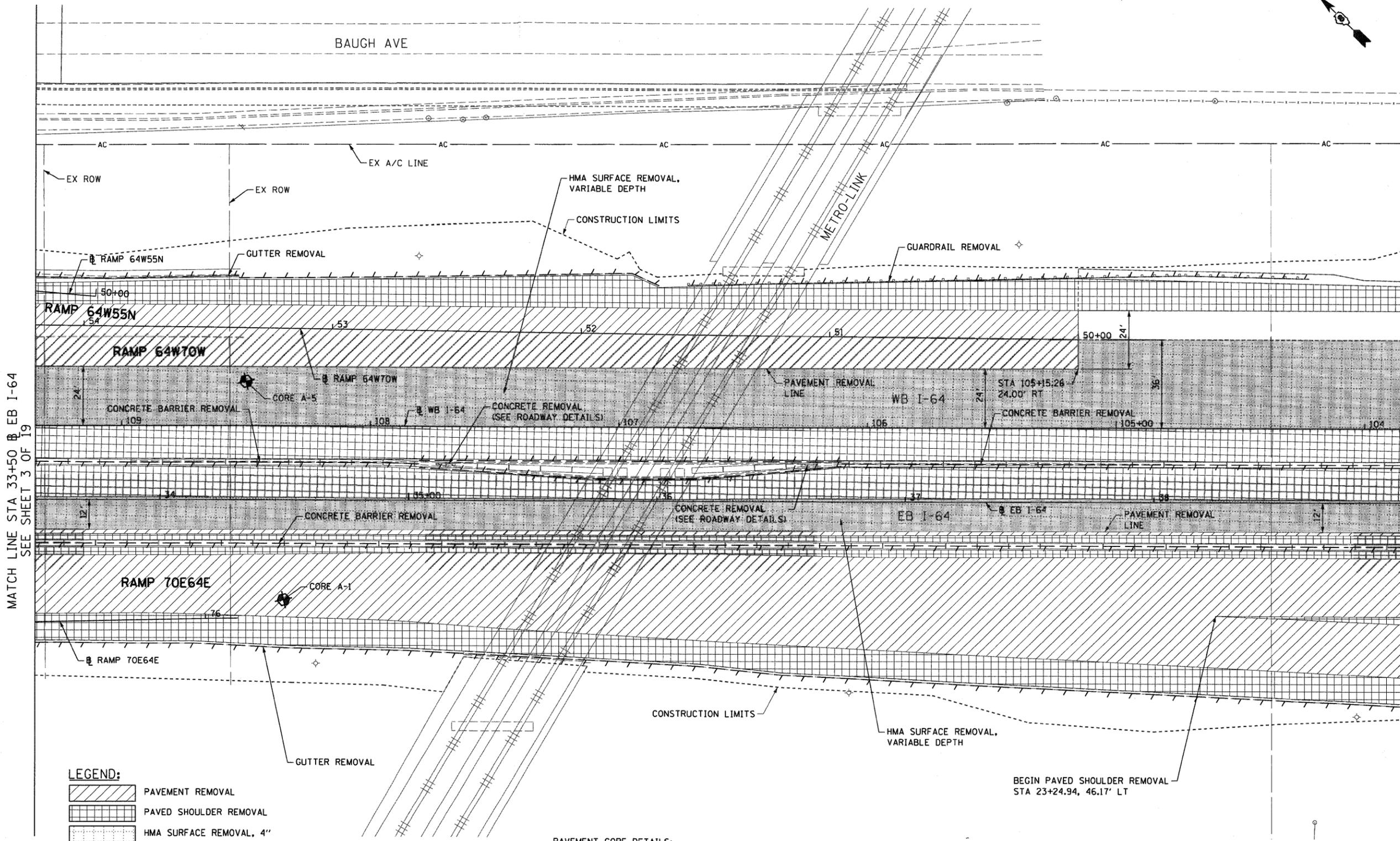
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
 RAMP 55N64E, RAMP 70E64E, RAMP 64W70W & RAMP 64W55N**

SCALE: 1" = 20' SHEET NO. 3 OF 19 SHEETS STA. 28+00 TO STA. 33+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82-1-R(A), 82-1-R(B)	ST. CLAIR	629	74	
64/998/70	CONTRACT NO. 76C52			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



MATCH LINE STA 33+50 @ EB I-64
SEE SHEET 3 OF 19

MATCH LINE STA 39+00 @ EB I-64
SEE SHEET 5 OF 19

LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- HMA SURFACE REMOVAL, 4"
- HMA SURFACE REMOVAL, SEE PLANS
AND HMA TABLES FOR THICKNESS
- LINEAR REMOVAL

- PAVEMENT CORE DETAILS:**
- A-1: 4 1/4" HMA
8 1/4" PCC (REINFORCED)
2" HMA
4 1/4" PCC (REINFORCED)
 - A-5: 3 1/2" HMA
12 1/2"+ PCC (REINFORCED)

BEGIN PAVED SHOULDER REMOVAL
STA 23+24.94, 46.17' LT



FILE NAME = DBT-r1-76C52-shr-rem-04.dgn
USER NAME = searsb

DESIGNED OP
DRAWN PHP
CHECKED DBM
DATE 1-20-12

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
EB I-64 & WB I-64**

SCALE: 1" = 20' SHEET NO. 4 OF 19 SHEETS STA. 33+50 TO STA. 39+00

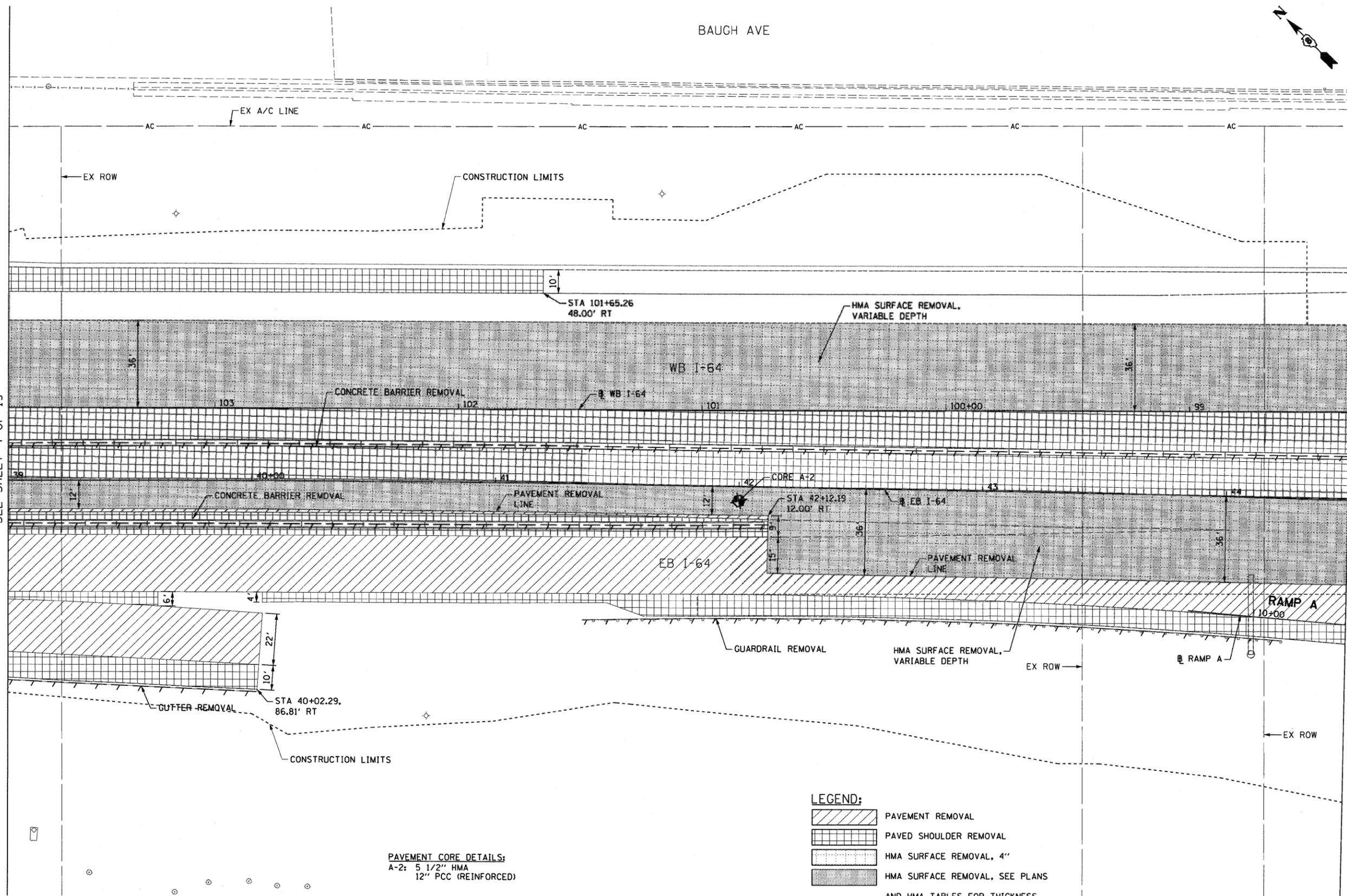
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-(R/A), 82-1-(R/B)	ST. CLAIR	629	75
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	

BAUGH AVE



MATCH LINE STA 39+00 @ EB I-64
SEE SHEET 4 OF 19

MATCH LINE STA 44+50 @ EB I-64
SEE SHEET 6 OF 19

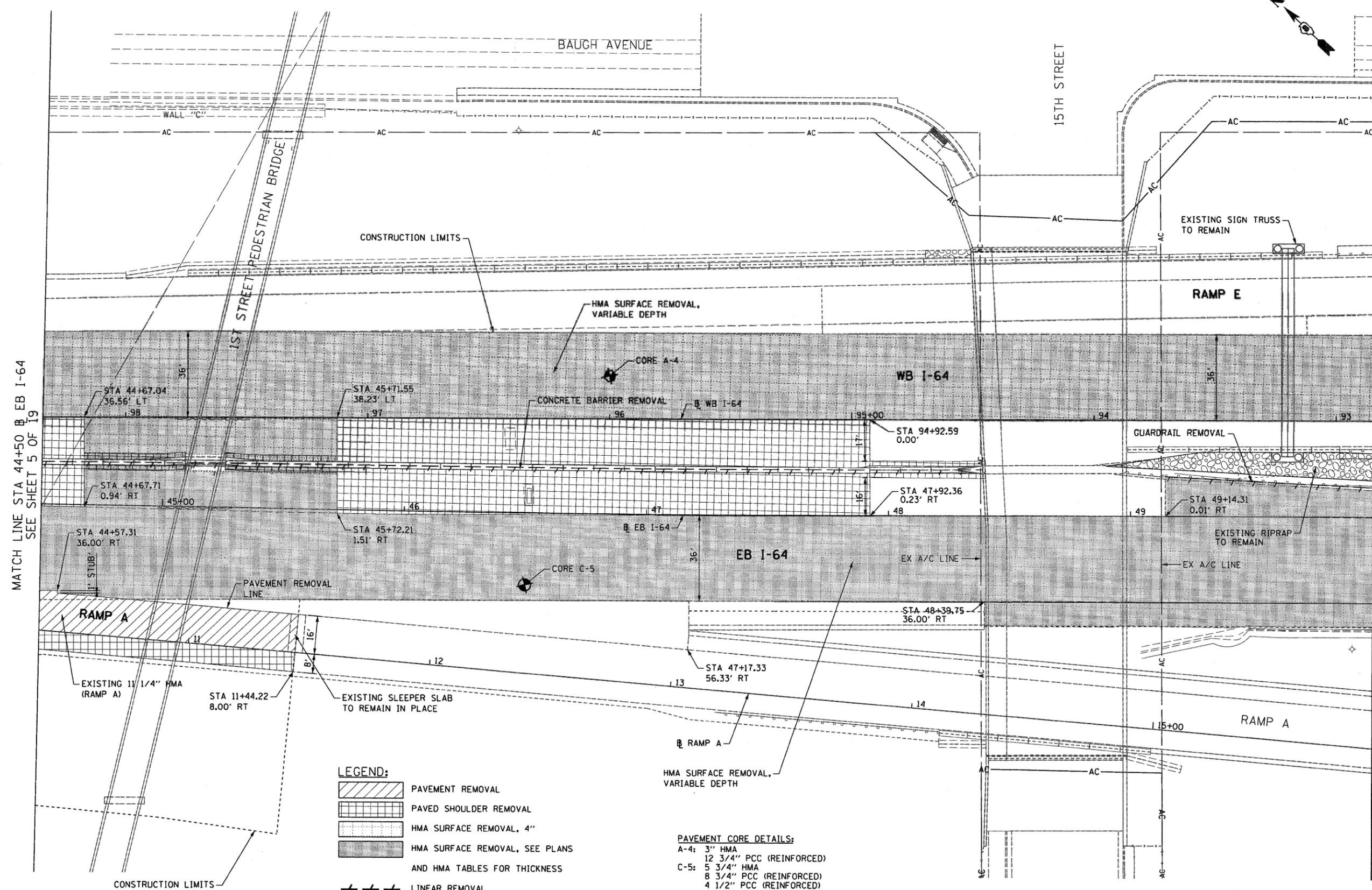


PAVEMENT CORE DETAILS:
A-2: 5 1/2" HMA
12" PCC (REINFORCED)

- LEGEND:**
-  PAVEMENT REMOVAL
 -  PAVED SHOULDER REMOVAL
 -  HMA SURFACE REMOVAL, 4"
 -  HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
 -  LINEAR REMOVAL



FILE NAME = DBTr-76C52-shtrem-05.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN EB I-64 AND WB I-64			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48,000' / in.	DRAWN PHP	REVISED -		SCALE: 1" = 20'	SHEET NO. 5 OF 19 SHEETS	STA. 39+00 TO STA. 44+50	82-1-(A), 82-1-(B)	ST. CLAIR	629	76	
	PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -					64/998/70	CONTRACT NO. 76C52			
	DATE 1-20-12	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



MATCH LINE STA 44+50 @ EB I-64
SEE SHEET 5 OF 19

MATCH LINE STA 50+00 @ EB I-64
SEE SHEET 7 OF 19

- LEGEND:**
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - HMA SURFACE REMOVAL, 4"
 - HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
 - LINEAR REMOVAL

- PAVEMENT CORE DETAILS:**
- A-4: 3" HMA
12 3/4" PCC (REINFORCED)
 - C-5: 5 3/4" HMA
8 3/4" PCC (REINFORCED)
4 1/2" PCC (REINFORCED)



FILE NAME = DBTr-76C52-shr-rem-06.dgn

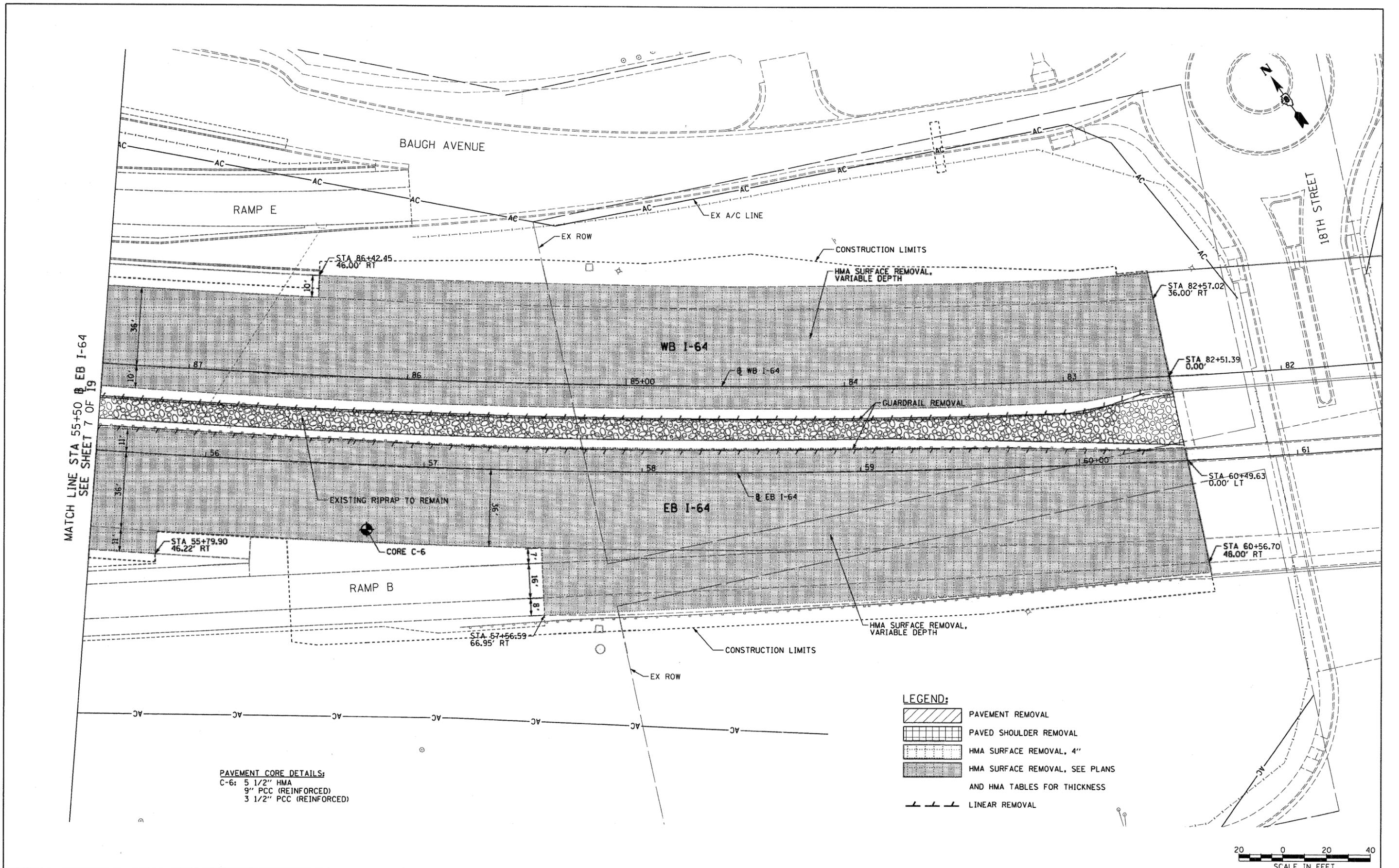
USER NAME = searsb	DESIGNED OP	REVISED -
PLOT SCALE = 48,0000' / in.	DRAWN PHP	REVISED -
PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -
	DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
EB I-64 & WB I-64**

SCALE: 1" = 20' SHEET NO. 6 OF 19 SHEETS STA. 44+50 TO STA. 50+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82-1-(A), 82-1-(B)		ST. CLAIR	629	77
64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCH LINE STA 55+50 @ EB I-64
SEE SHEET 7 OF 19

PAVEMENT CORE DETAILS:
 C-6: 5 1/2" HMA
 9" PCC (REINFORCED)
 3 1/2" PCC (REINFORCED)

- LEGEND:**
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - HMA SURFACE REMOVAL, 4"
 - HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
 - LINEAR REMOVAL



FILE NAME = DBTr-76C52-shrrem-08.dgn

USER NAME = searsb	DESIGNED OP	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN PHP	REVISED -
PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -
	DATE 1-20-12	REVISED -

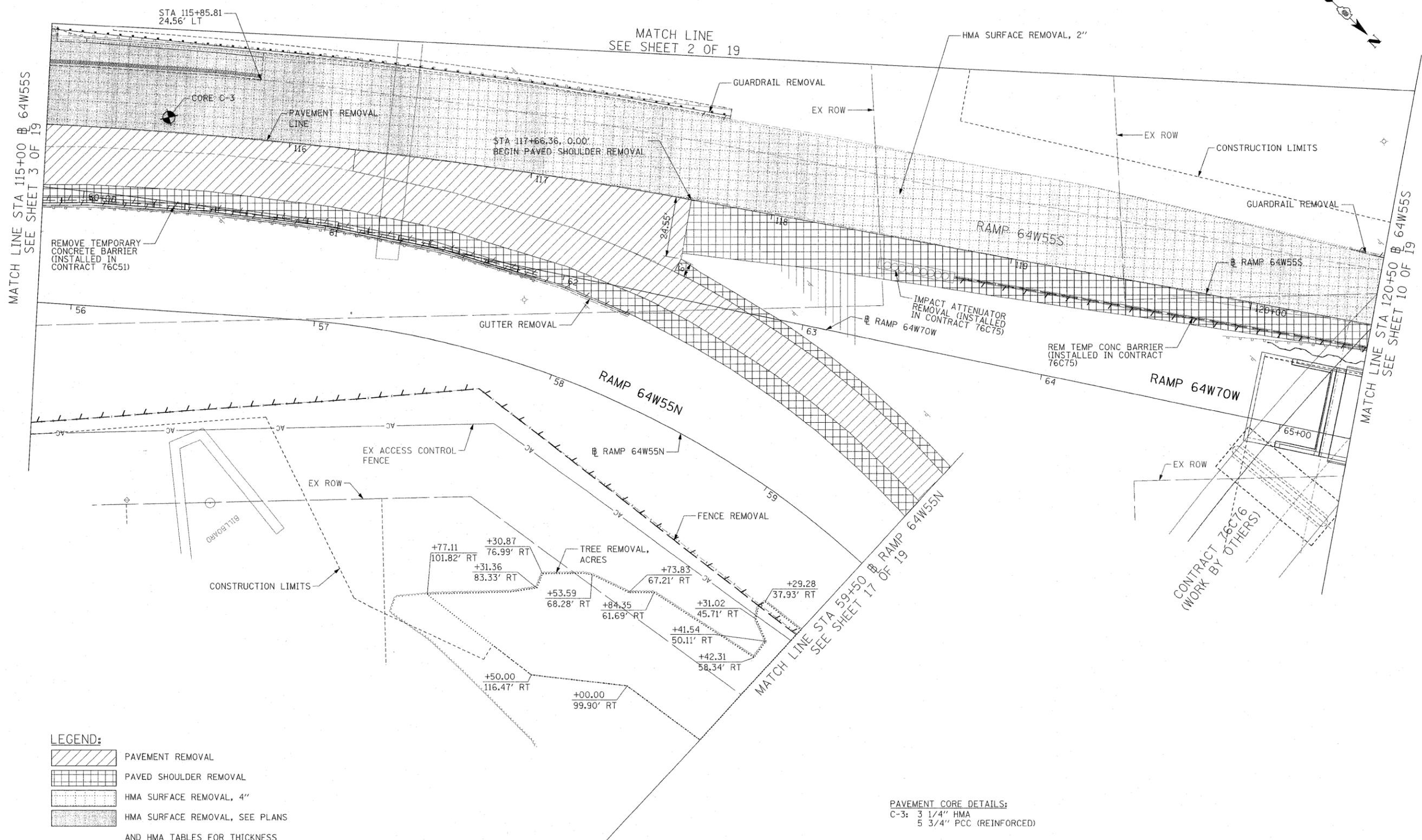
DESIGNED OP	REVISED -
DRAWN PHP	REVISED -
CHECKED DBM	REVISED -
DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
EB I-64 & WB I-64**

SCALE: 1" = 20' SHEET NO. 8 OF 19 SHEETS STA. 55+00 TO STA. 61+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/99B/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	79
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	



- LEGEND:**
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - HMA SURFACE REMOVAL, 4"
 - HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
 - LINEAR REMOVAL

PAVEMENT CORE DETAILS:
 C-3: 3 1/4" HMA
 5 3/4" PCC (REINFORCED)



FILE NAME =
 DBT-1-76C52-sht-rem-09.dgn

USER NAME = pmsarno
 PLOT SCALE = 20.0000' / 1" =
 PLOT DATE = 3/1/2012

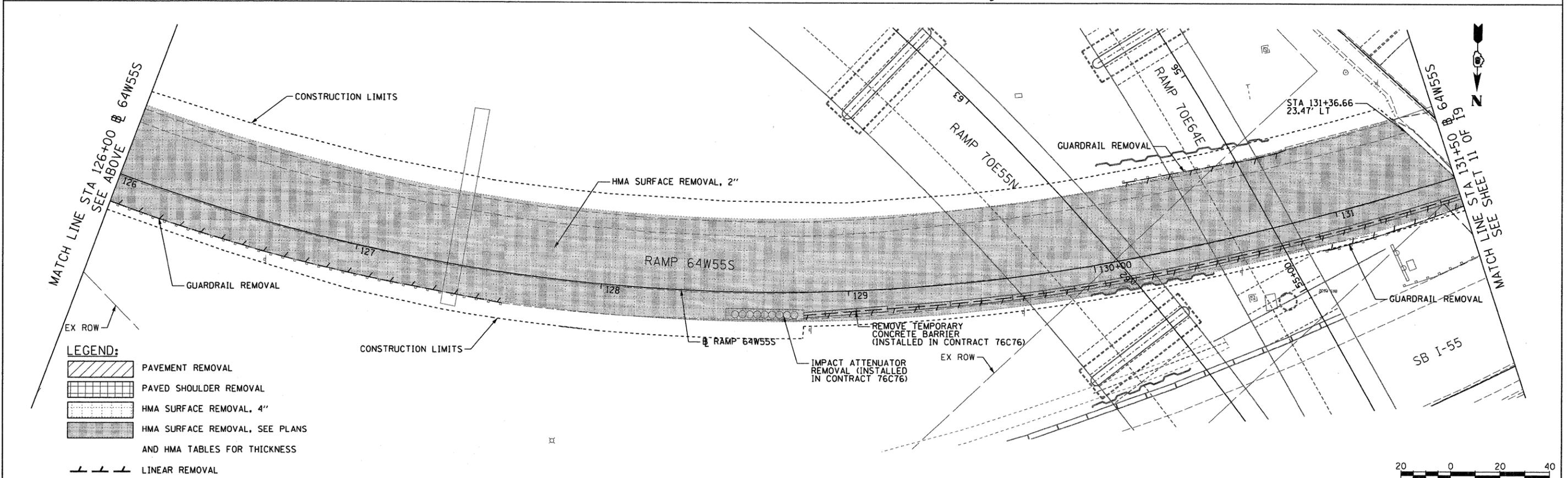
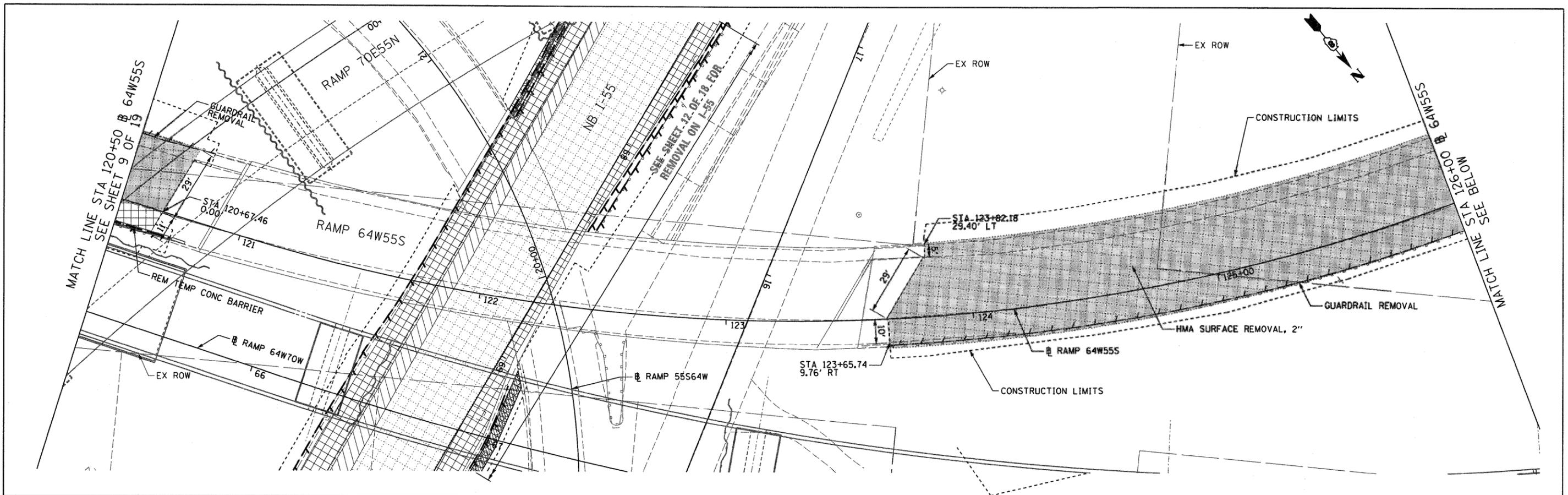
DESIGNED OP
 DRAWN OP
 CHECKED DBM
 DATE 03-01-12

REVISED -
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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

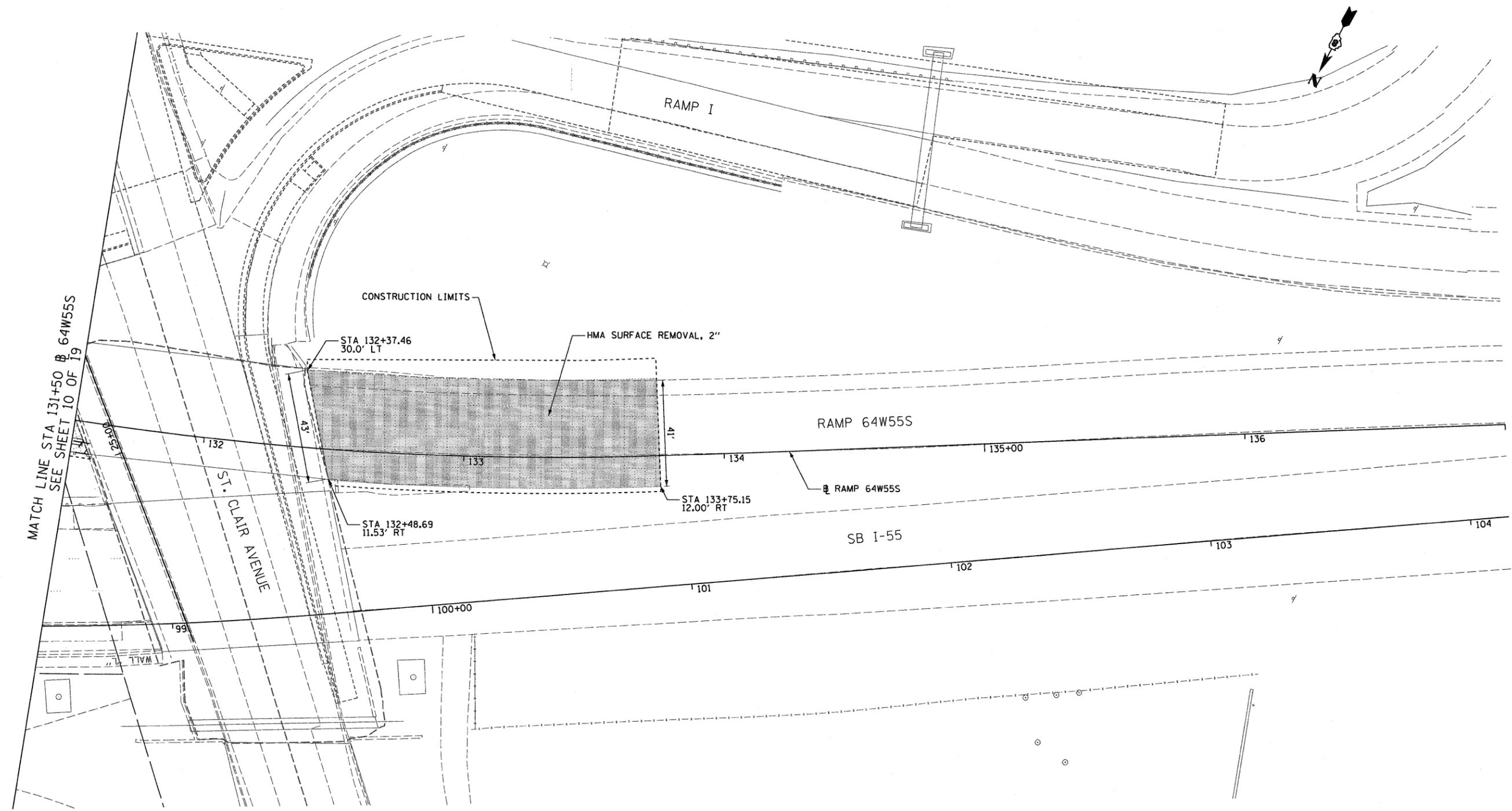
**REMOVAL PLAN
 RAMP 64W55N & RAMP 64W70W**
 SCALE: 1" = 20' SHEET NO. 9 OF 19 SHEETS STA. 115+00 TO STA. 120+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	80
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



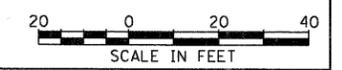
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	PLOT SCALE = 40.0000' / in.	CHECKED DBM	REVISED -			82-1-(A), 82-1-(B)	ST. CLAIR	629	81	
	PLOT DATE = 1/24/2012	DATE 1-20-12	REVISED -			64/998/70	CONTRACT NO. 76C52			
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SCALE: 1" = 20' SHEET NO. 10 OF 19 SHEETS STA. 120+50 TO STA. 131+50



LEGEND:

-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  HMA SURFACE REMOVAL, 4"
-  HMA SURFACE REMOVAL, SEE PLANS AND HMA TABLES FOR THICKNESS
-  LINEAR REMOVAL

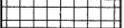
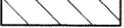
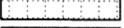
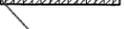


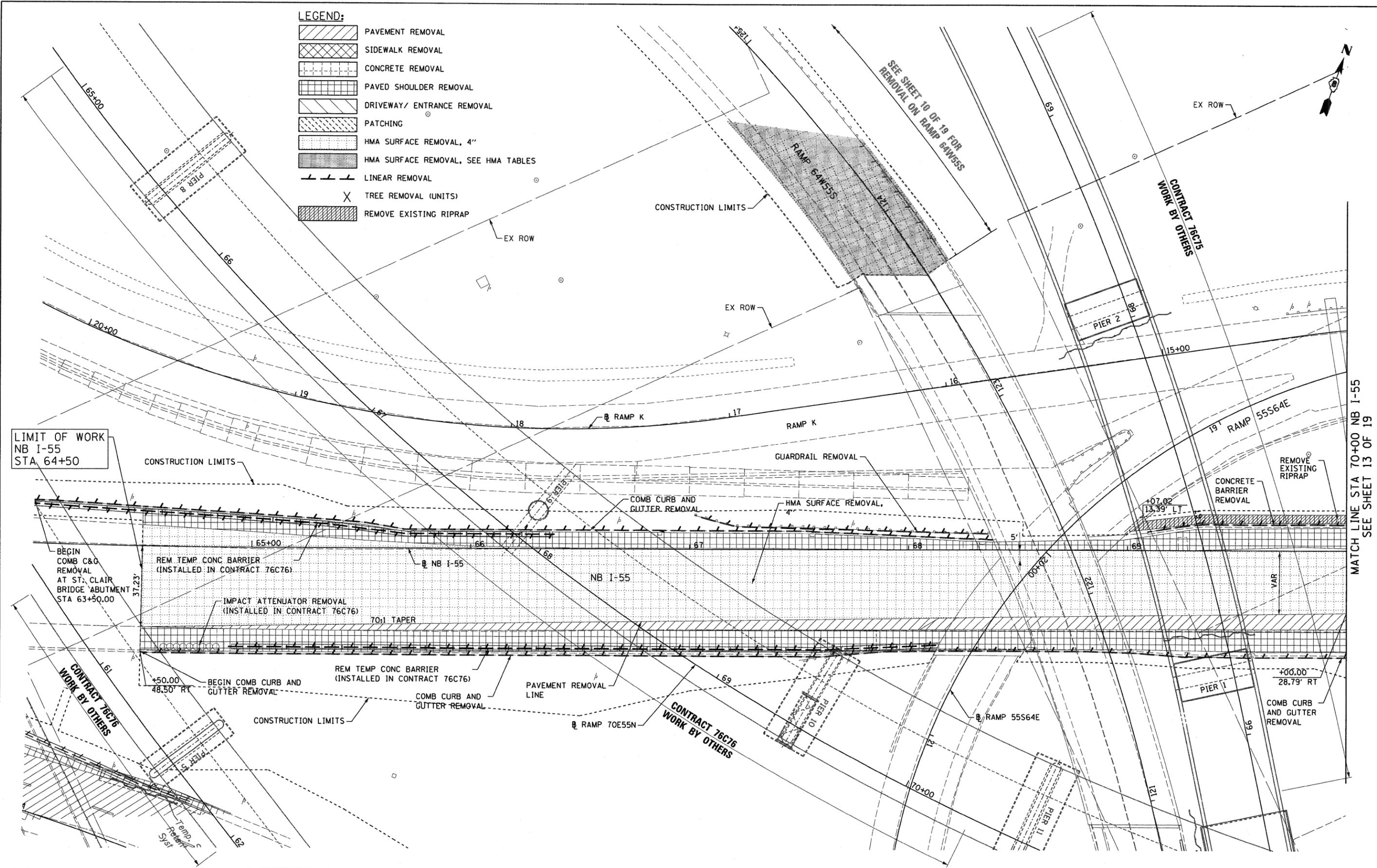
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		DRAWN PHP	REVISED -
		CHECKED DBM	REVISED -
		DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN RAMP 64W55N & RAMP 64W70W			
SCALE: 1" = 20'	SHEET NO. 11 OF 19 SHEETS	STA. 27+00	TO STA. 64+87.96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82-1-R(A), 82-1-R(B)		ST. CLAIR	629	82
64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

- LEGEND:**
-  PAVEMENT REMOVAL
 -  SIDEWALK REMOVAL
 -  CONCRETE REMOVAL
 -  PAVED SHOULDER REMOVAL
 -  DRIVEWAY/ ENTRANCE REMOVAL
 -  PATCHING
 -  HMA SURFACE REMOVAL, 4"
 -  HMA SURFACE REMOVAL, SEE HMA TABLES
 -  LINEAR REMOVAL
 -  TREE REMOVAL (UNITS)
 -  REMOVE EXISTING RIPRAP



LIMIT OF WORK
NB I-55
STA 64+50

MATCH LINE STA 70+00 NB I-55
SEE SHEET 13 OF 19

FILE NAME =
DBTRI-76C52-Sht-Rem-12.dgn

USER NAME = searab
PLOT SCALE = 48.0000' / in.
PLOT DATE = 1/24/2012

DESIGNED KM
DRAWN KM
CHECKED DBM
DATE 1-20-12

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
I-55**

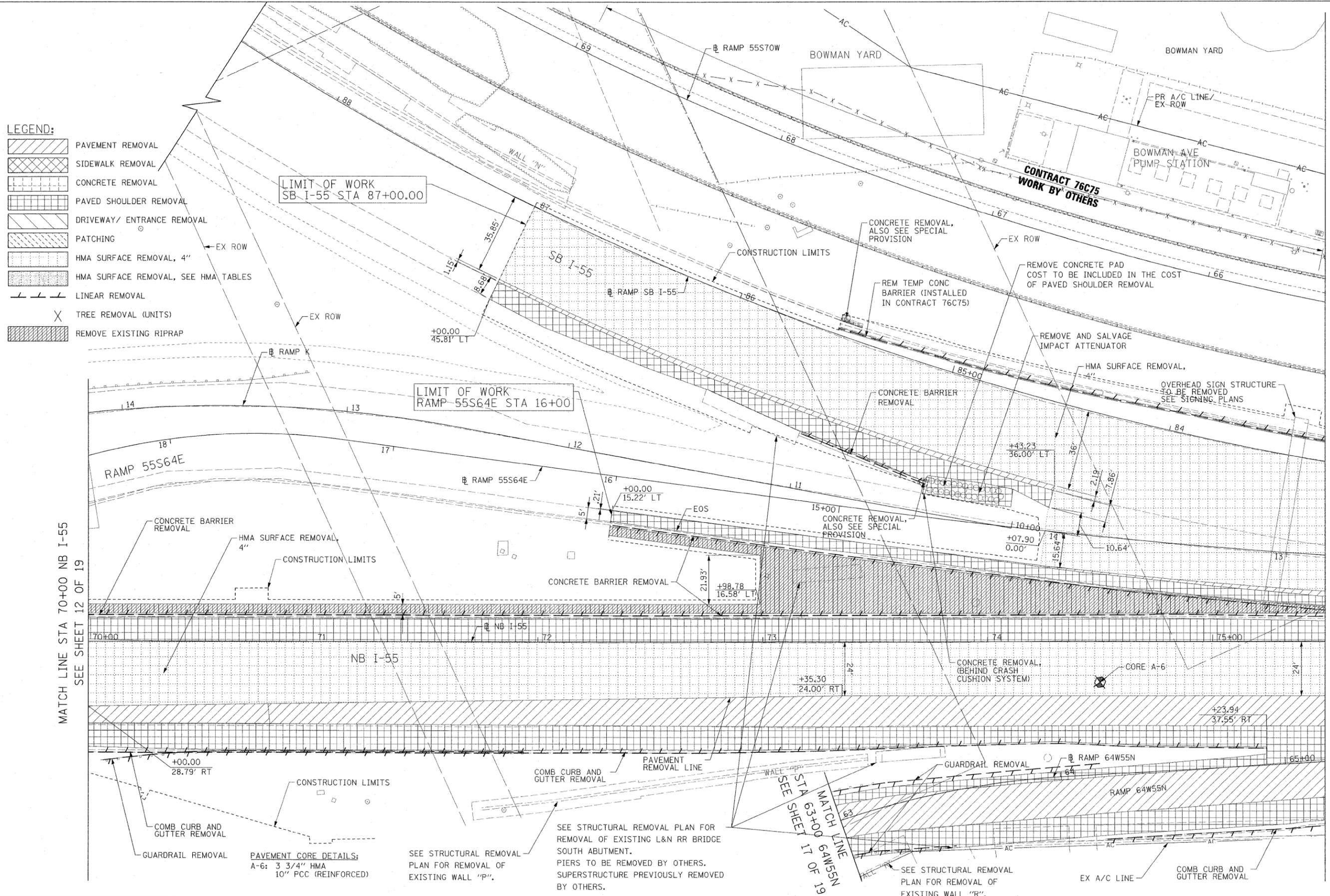
SCALE: 1" = 20' SHEET NO. 12 OF 19 SHEETS STA. 64+00 TO STA. 70+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82-1-R(A), 82-1-R(B)		ST. CLAIR	629	83
64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LEGEND:

	PAVEMENT REMOVAL
	SIDEWALK REMOVAL
	CONCRETE REMOVAL
	PAVED SHOULDER REMOVAL
	DRIVEWAY/ ENTRANCE REMOVAL
	PATCHING
	HMA SURFACE REMOVAL, 4"
	HMA SURFACE REMOVAL, SEE HMA TABLES
	LINEAR REMOVAL
	TREE REMOVAL (UNITS)
	REMOVE EXISTING RIPRAP



MATCH LINE STA 70+00 NB I-55
SEE SHEET 12 OF 19

MATCH LINE STA 75+50 NB I-55
SEE SHEET 14 OF 19

PAVEMENT CORE DETAILS:
A-6: 3 3/4" HMA
10" PCC (REINFORCED)

SEE STRUCTURAL REMOVAL PLAN FOR REMOVAL OF EXISTING L&N RR BRIDGE SOUTH ABUTMENT. PIERS TO BE REMOVED BY OTHERS. SUPERSTRUCTURE PREVIOUSLY REMOVED BY OTHERS.

SEE STRUCTURAL REMOVAL PLAN FOR REMOVAL OF EXISTING WALL "P".

SEE STRUCTURAL REMOVAL PLAN FOR REMOVAL OF EXISTING WALL "R".

FILE NAME = D8TR1-76C52-Sht-Rem-13.dgn

USER NAME = pmsarno
PLOT SCALE = 28.0000' / 1" / in.
PLOT DATE = 3/1/2012

DESIGNED KM
DRAWN KM
CHECKED DBM
DATE 03-01-12

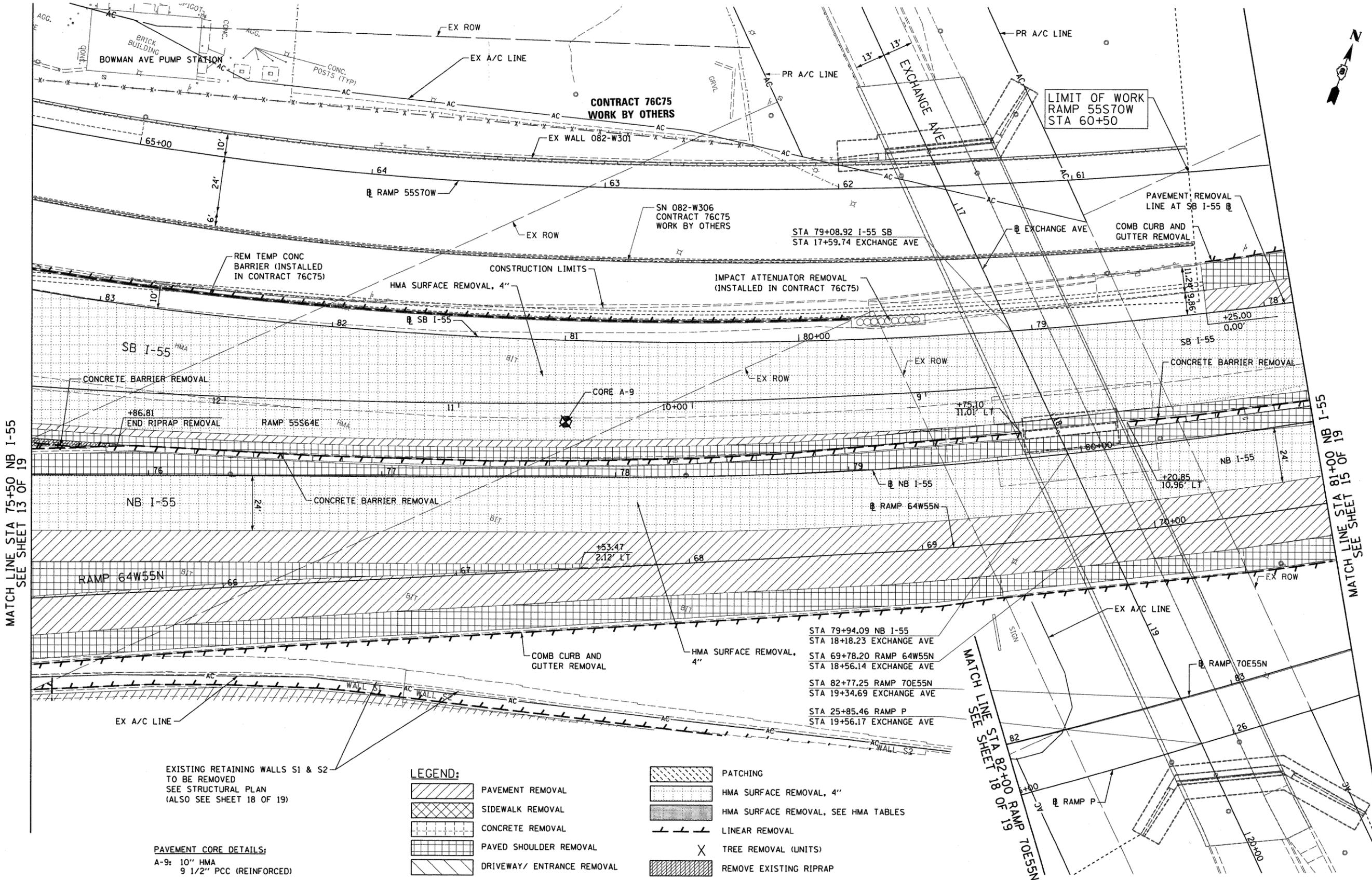
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
I-55**

SCALE: 1" = 20' SHEET NO. 13 OF 19 SHEETS STA. 70+00 TO STA. 75+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	84
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C52		



MATCH LINE STA 75+50 NB I-55
SEE SHEET 13 OF 19

MATCH LINE STA 81+00 NB I-55
SEE SHEET 15 OF 19

EXISTING RETAINING WALLS S1 & S2
TO BE REMOVED
SEE STRUCTURAL PLAN
(ALSO SEE SHEET 18 OF 19)

PAVEMENT CORE DETAILS:
A-9: 10" HMA
9 1/2" PCC (REINFORCED)

LEGEND:

- | | | | |
|--|----------------------------|--|-------------------------------------|
| | PAVEMENT REMOVAL | | PATCHING |
| | SIDEWALK REMOVAL | | HMA SURFACE REMOVAL, 4" |
| | CONCRETE REMOVAL | | HMA SURFACE REMOVAL, SEE HMA TABLES |
| | PAVED SHOULDER REMOVAL | | LINEAR REMOVAL |
| | DRIVEWAY/ ENTRANCE REMOVAL | | TREE REMOVAL (UNITS) |
| | | | REMOVE EXISTING RIPRAP |

STA 79+94.09 NB I-55
STA 18+18.23 EXCHANGE AVE
STA 69+78.20 RAMP 64W55N
STA 18+56.14 EXCHANGE AVE
STA 82+77.25 RAMP 70E55N
STA 19+34.69 EXCHANGE AVE
STA 25+85.46 RAMP P
STA 19+56.17 EXCHANGE AVE

FILE NAME =
DBTRI-76C52-Sht-Rem-14.dgn

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PLOT SCALE = 48,0000' / in.	DRAWN KM	REVISED -
PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -
	DATE 1-20-12	REVISED -

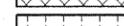
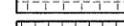
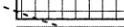
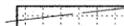
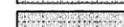
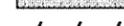
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

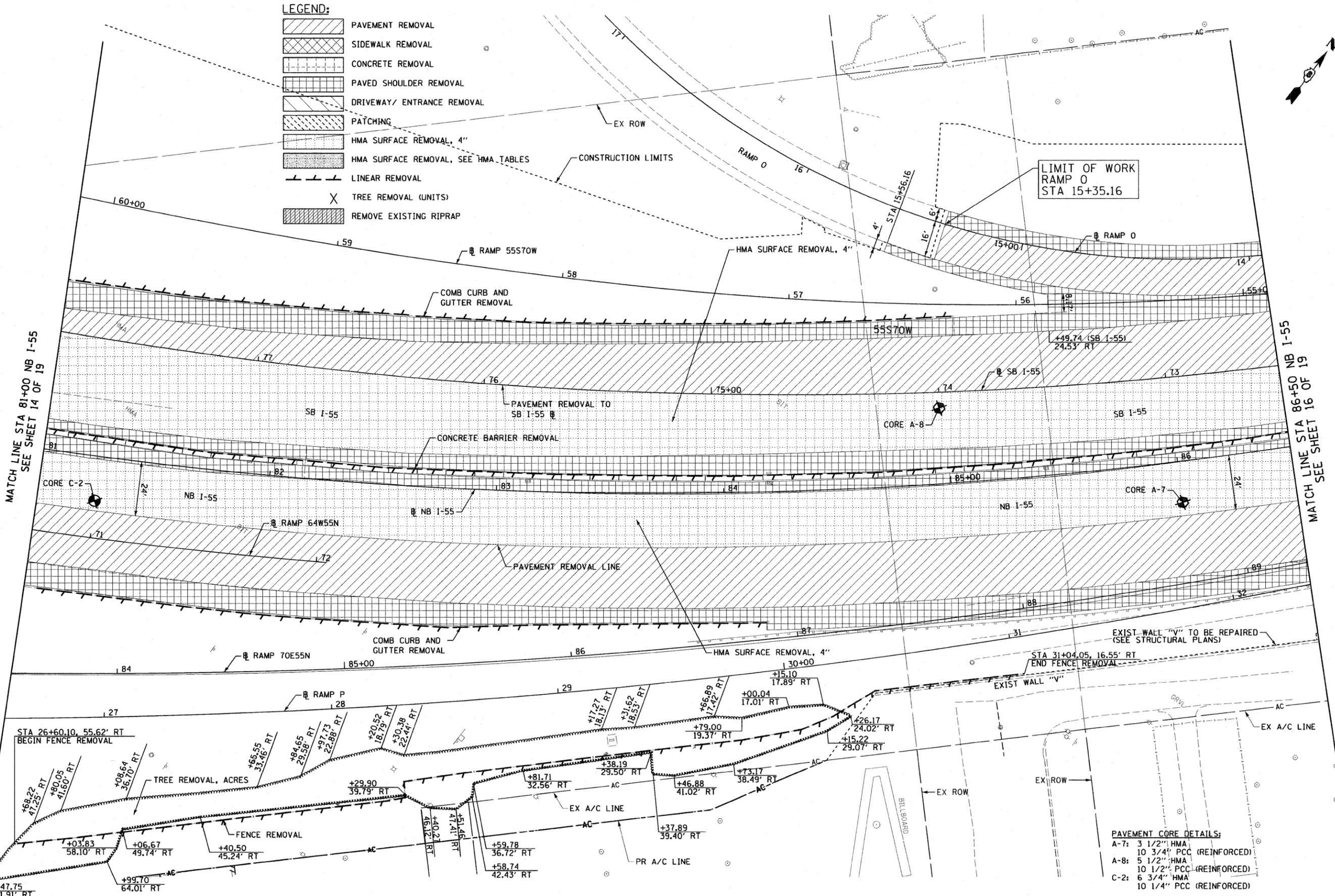
REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 14 OF 19 SHEETS STA. 75+50 TO STA. 81+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82-1(RIA), 82-1(RIB)		ST. CLAIR	629	85
64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

LEGEND:

-  PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  CONCRETE REMOVAL
-  PAVED SHOULDER REMOVAL
-  DRIVEWAY/ ENTRANCE REMOVAL
-  PATCHING
-  HMA SURFACE REMOVAL, 4"
-  HMA SURFACE REMOVAL, SEE HMA TABLES
-  LINEAR REMOVAL
-  TREE REMOVAL (UNITS)
-  REMOVE EXISTING RIPRAP



LIMIT OF WORK
RAMP 0
STA 15+35.16

MATCH LINE STA 81+00 NB I-55
SEE SHEET 14 OF 19

MATCH LINE STA 86+50 NB I-55
SEE SHEET 16 OF 19

EXIST WALL "V" TO BE REPAIRED
(SEE STRUCTURAL PLANS)

PAVEMENT CORE DETAILS:
 A-7: 3 1/2" HMA
 10 3/4" PCC (REINFORCED)
 A-8: 5 1/2" HMA
 10 1/2" PCC (REINFORCED)
 C-2: 6 3/4" HMA
 10 1/4" PCC (REINFORCED)

FILE NAME = DBTRI-76C52-Sht-Rem-15.dgn
 USER NAME = searsb
 PLOT SCALE = 40.0000' / 1" =
 PLOT DATE = 2/3/2012

DESIGNED KM
 DRAWN
 CHECKED DBM
 DATE 1-20-12

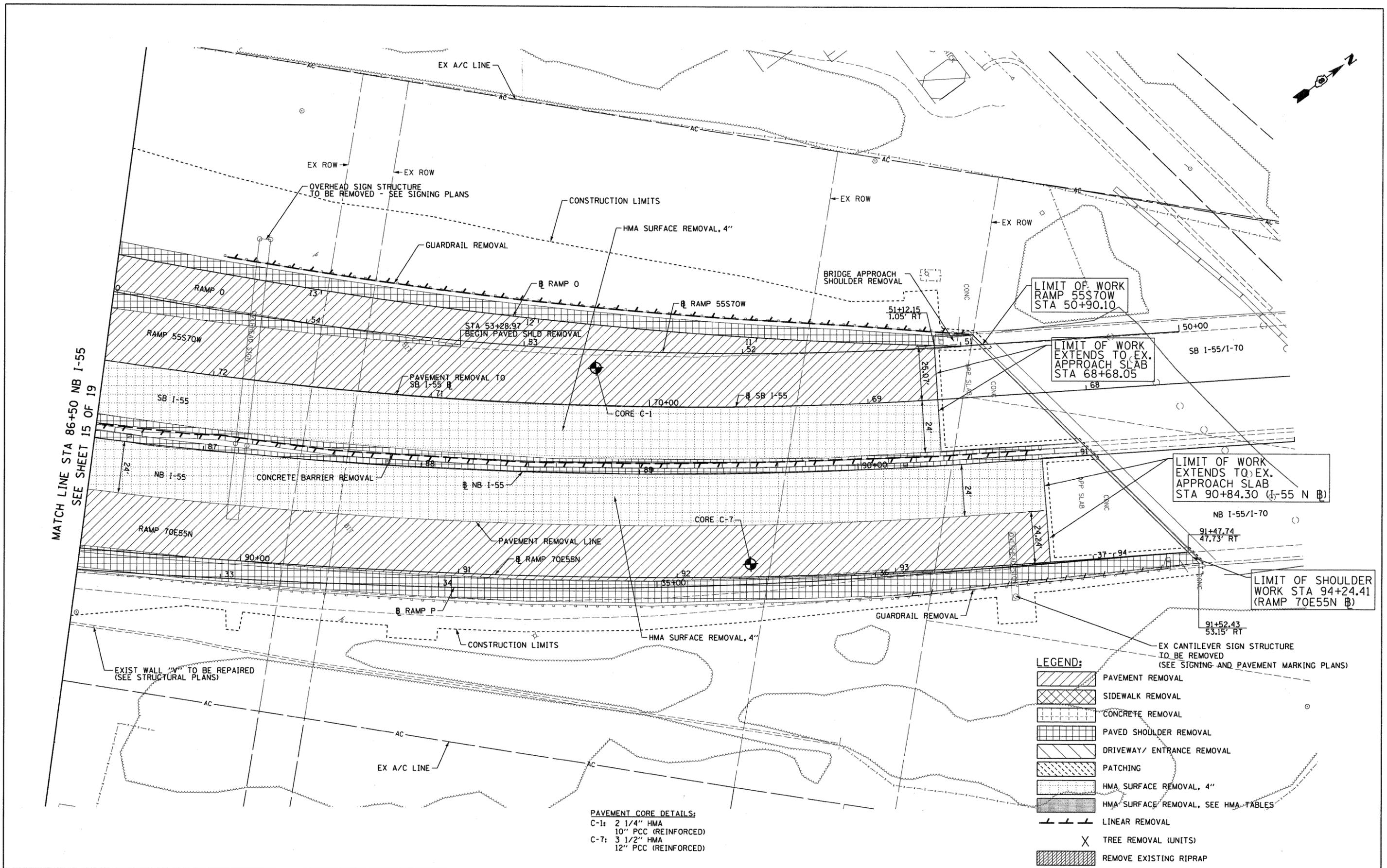
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 15 OF 19 SHEETS STA. 81+00 TO STA. 86+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	86
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCH LINE STA 86+50 NB I-55
SEE SHEET 15 OF 19

LIMIT OF WORK
RAMP 55S70W
STA 50+90.10

LIMIT OF WORK
EXTENDS TO EX.
APPROACH SLAB
STA 68+68.05

LIMIT OF WORK
EXTENDS TO EX.
APPROACH SLAB
STA 90+84.30 (I-55 N B)

LIMIT OF SHOULDER
WORK STA 94+24.41
(RAMP 70E55N B)

- LEGEND:**
- PAVEMENT REMOVAL
 - SIDEWALK REMOVAL
 - CONCRETE REMOVAL
 - PAVED SHOULDER REMOVAL
 - DRIVEWAY/ ENTRANCE REMOVAL
 - PATCHING
 - HMA SURFACE REMOVAL, 4"
 - HMA SURFACE REMOVAL, SEE HMA TABLES
 - LINEAR REMOVAL
 - TREE REMOVAL (UNITS)
 - REMOVE EXISTING RIPRAP

PAVEMENT CORE DETAILS:
 C-1: 2 1/4" HMA
 10" PCC (REINFORCED)
 C-7: 3 1/2" HMA
 12" PCC (REINFORCED)

FILE NAME =
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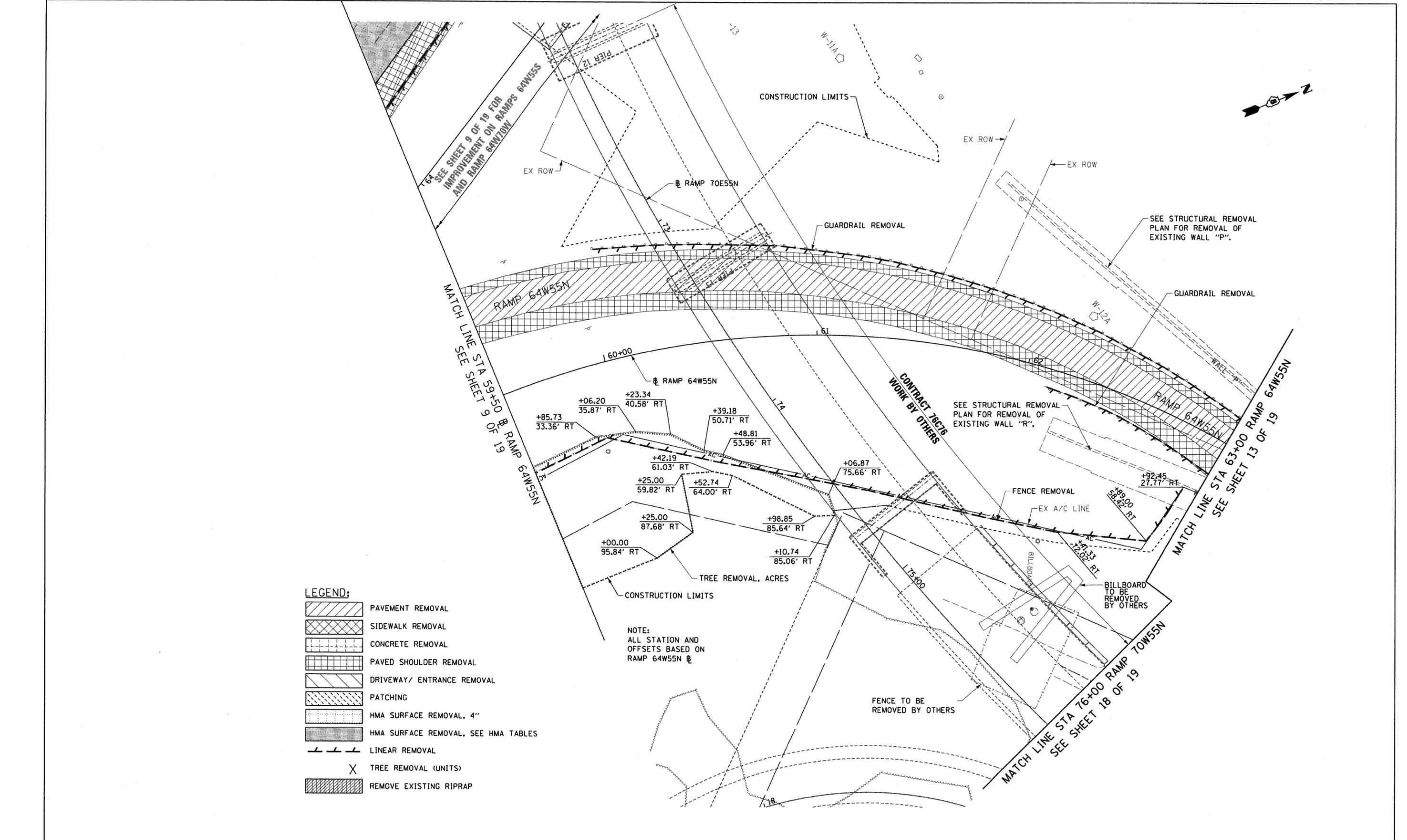
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PLOT SCALE = 48,000' / in.	DRAWN KM	REVISED -
PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -
	DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 16 OF 19 SHEETS STA. 86+50 TO STA. 92+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998/70	82-1-(A), 82-1-(B)	ST. CLAIR	629	87
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	



LEGEND:

	PAVEMENT REMOVAL
	SIDEWALK REMOVAL
	CONCRETE REMOVAL
	PAVED SHOULDER REMOVAL
	DRIVEWAY/ ENTRANCE REMOVAL
	PATCHING
	HMA SURFACE REMOVAL, 4"
	HMA SURFACE REMOVAL, SEE HMA TABLES
	LINEAR REMOVAL
	TREE REMOVAL (UNITS)
	REMOVE EXISTING RIPRAP

NOTE:
ALL STATION AND
OFFSETS BASED ON
RAMP 64W55N @

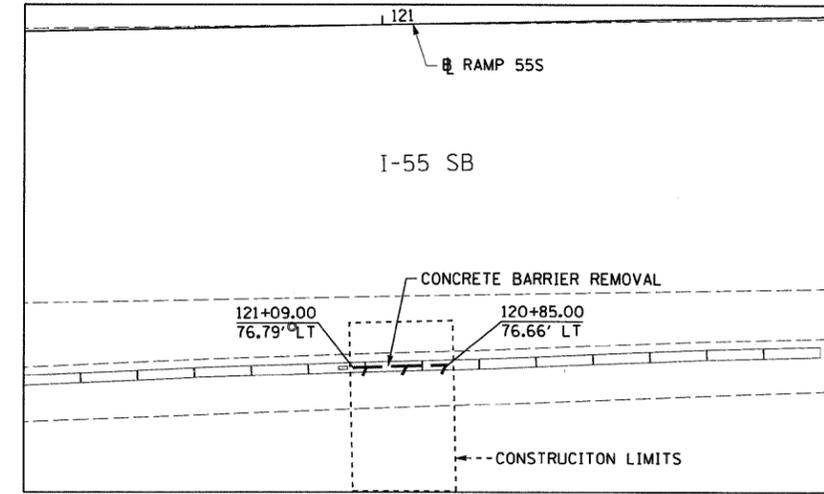
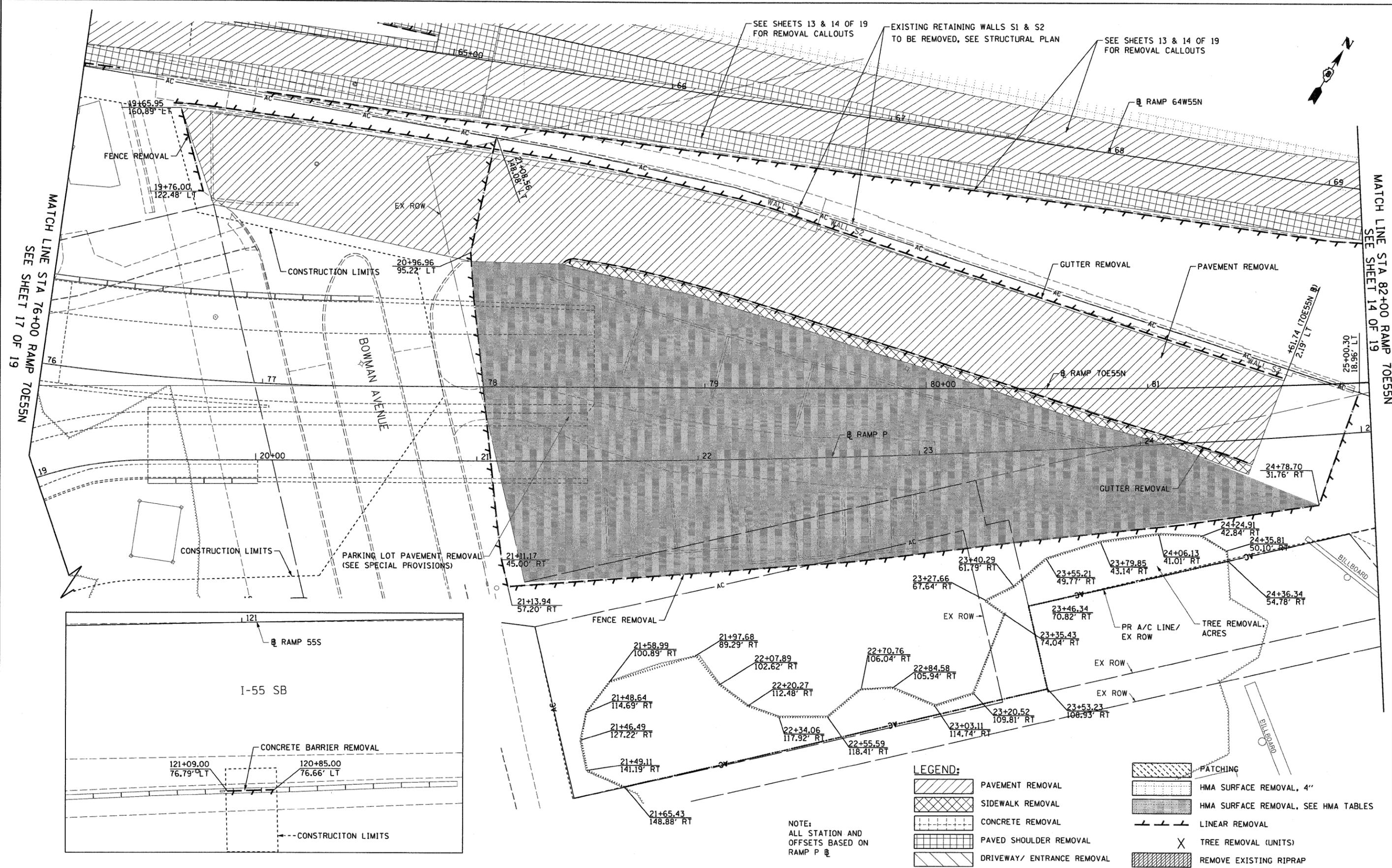
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		DATE 1-20-12	REVISED -
		PLOT SCALE = 40,0000' / in.	
		PLOT DATE = 1/24/2012	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 17 OF 19 SHEETS STA. 58+00 TO STA. 63+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	82-1-(R(A), 82-1-(R(B))	ST. CLAIR	629	88
• 64/998/70		CONTRACT NO. 76C52		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND:

	PAVEMENT REMOVAL		PATCHING
	SIDEWALK REMOVAL		HMA SURFACE REMOVAL, 4"
	CONCRETE REMOVAL		HMA SURFACE REMOVAL, SEE HMA TABLES
	PAVED SHOULDER REMOVAL		LINEAR REMOVAL
	DRIVEWAY/ ENTRANCE REMOVAL		TREE REMOVAL (UNITS)
			REMOVE EXISTING RIPRAP

NOTE:
ALL STATION AND
OFFSETS BASED ON
RAMP P

FILE NAME = DBTRI-76C52-Sht-Rem-18.dgn	USER NAME = searab	DESIGNED KM	REVISED -
		DRAWN KM	REVISED -
		CHECKED DBM	REVISED -
		DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 18 OF 19 SHEETS STA. 76+00 TO STA. 82+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 82-1-R(A), 82-1-R(B)	ST. CLAIR		629	89
• 64/998/70	CONTRACT NO. 76C52			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES:

1. PRIOR TO COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL VERIFY THE CONDITIONS OF THE PLANS WITH THE ACTUAL CONDITIONS OF THE SITE. NO REMOVAL OR RELOCATION WORK SHALL BE COMPLETED WITHOUT THE APPROVAL OF THE ENGINEER. ALL ASSOCIATED APPURTENANCES OF THE REMOVED ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED OFF-SITE AND DISPOSED OF BY THE CONTRACTOR IN A LEGAL DISPOSAL SITE. IF A DISCREPANCY OCCURS FROM WHAT IS SHOWN ON THE PLANS AND/OR SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE AFFECTED WORK, FAILING TO DO SO WILL BE CONSIDERED AS THE CONTRACTOR HAVING PROCEEDED AT HIS OWN RISK AND EXPENSE.
2. THE CONTRACTOR SHALL CONFINE HIS WORK OPERATIONS TO THE AREA LOCATED WITHIN THE SITE AND AS DIRECTED BY THE ENGINEER. ANY ADJACENT AREAS DISTURBED SHALL BE RESTORED TO THE ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR SHALL CONDUCT AND COORDINATE THE CONSTRUCTION OPERATIONS FOR THIS PROJECT IN SUCH A MANNER SO AS TO KEEP ALL ROADS AND STREETS OPEN TO TRAFFIC AT ALL TIMES. NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE SITE SECURE AT ALL TIMES DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING THE SITE TO BE CLEAR OF DEBRIS AND ALL RUBBISH AND PRESENT A NEAT AND CLEAN APPEARANCE ON COMPLETION OF THE PROJECT.



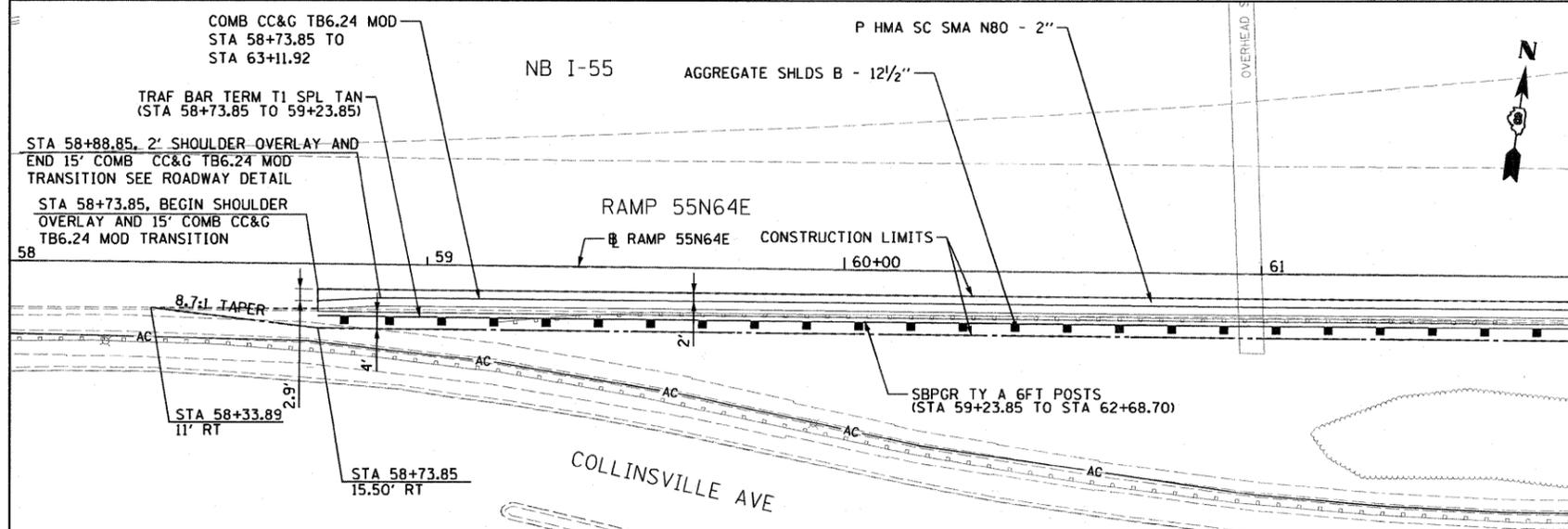
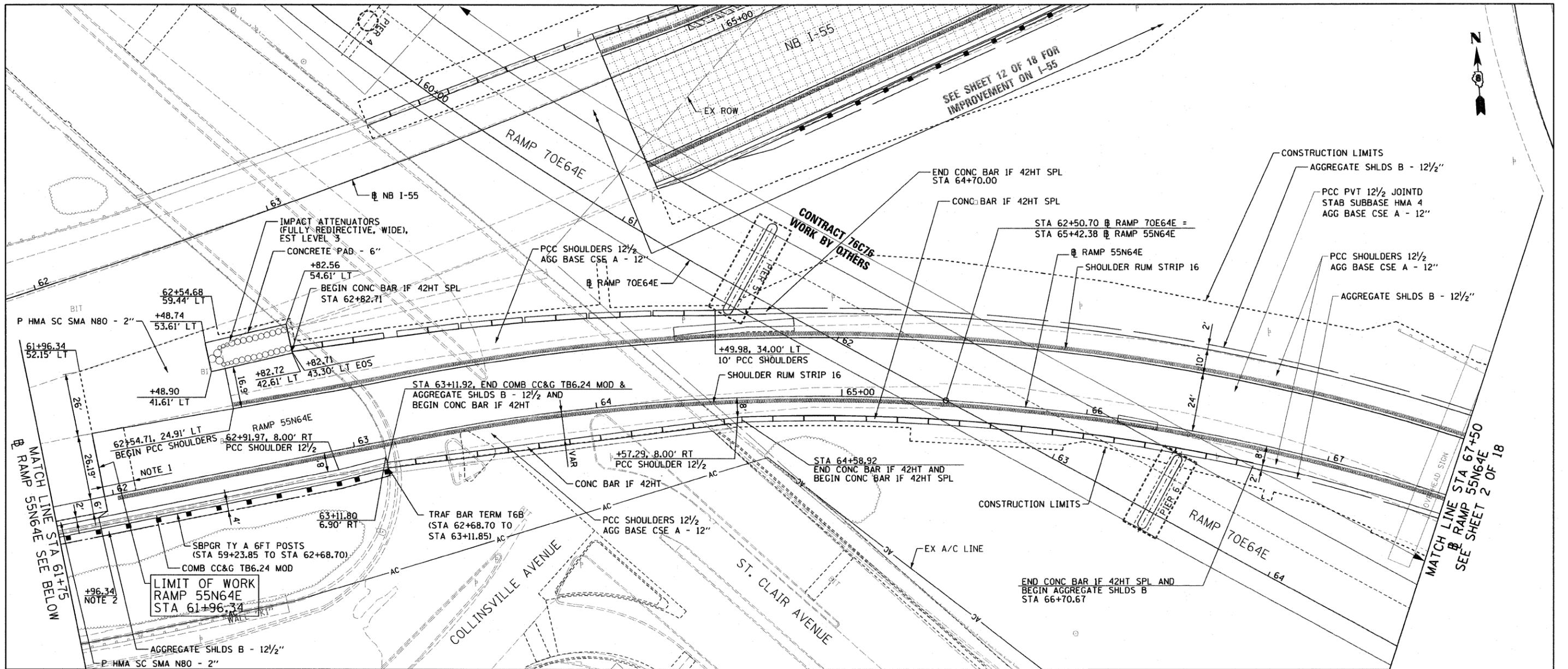
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	PLOT DATE = 1/24/2012	DATE 1-20-12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN - BOWMAN YARD SITE CLEARING

SCALE: 1" = 20' SHEET NO. 19 OF 19 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	90
• 64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



NOTES:

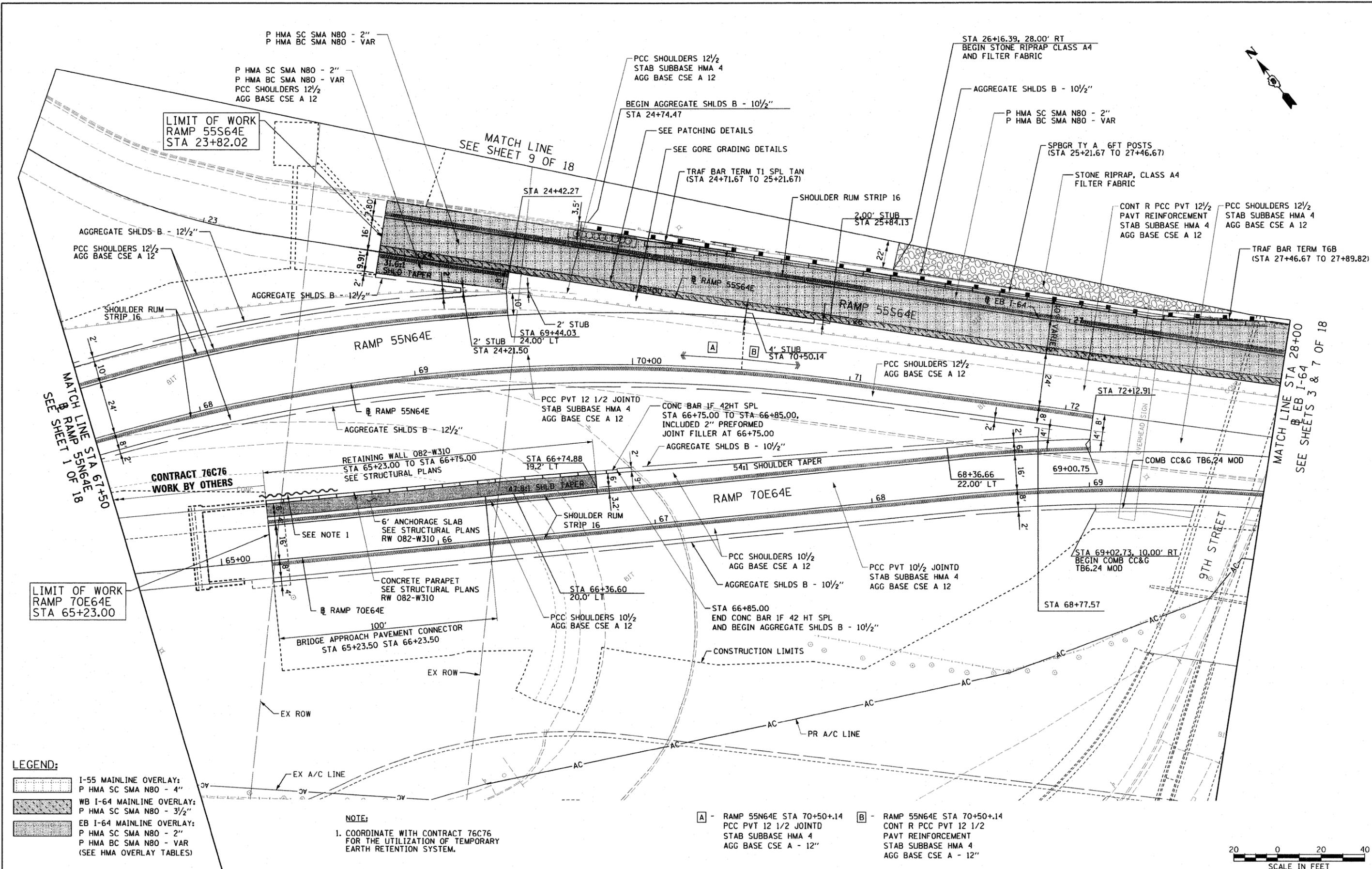
- PAVEMENT TRANSITION TO MEET EXISTING FROM 61+96.34 TO STA 62+09.34, SEE ROADWAY DETAILS.
- END SHOULDER OVERLAY.

LEGEND:

- I-55 MAINLINE OVERLAY: P HMA SC SMA N80 - 4"
- WB I-64 MAINLINE OVERLAY: P HMA SC SMA N80 - 3 1/2"
- EB I-64 MAINLINE OVERLAY: P HMA SC SMA N80 - 2"
- P HMA BC SMA N80 - VAR (SEE HMA OVERLAY TABLES)

SCALE IN FEET: 0 20 40

FILE NAME = DBT-1-76C52-sht-plan-01.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN RAMP 55N64E		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 40.0000' / 1" =	DRAWN PHP	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 18 SHEETS	STA. 61+96.34 TO STA. 67+50	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	91	
	PLOT DATE = 2/3/2012	CHECKED DBM	REVISED -					64/998/70				CONTRACT NO. 76C52
		DATE 1-20-12	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



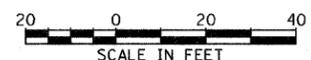
LIMIT OF WORK
RAMP 55S64E
STA 23+82.02

LIMIT OF WORK
RAMP 70E64E
STA 65+23.00

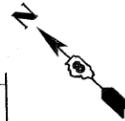
- LEGEND:**
- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
 - WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
 - EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)

NOTE:
1. COORDINATE WITH CONTRACT 76C76 FOR THE UTILIZATION OF TEMPORARY EARTH RETENTION SYSTEM.

- [A]** - RAMP 55N64E STA 70+50+14
PCC PVT 12 1/2 JOINTD
STAB SUBBASE HMA 4
AGG BASE CSE A - 12"
- [B]** - RAMP 55N64E STA 70+50+14
CONT R PCC PVT 12 1/2
PAVT REINFORCEMENT
STAB SUBBASE HMA 4
AGG BASE CSE A - 12"

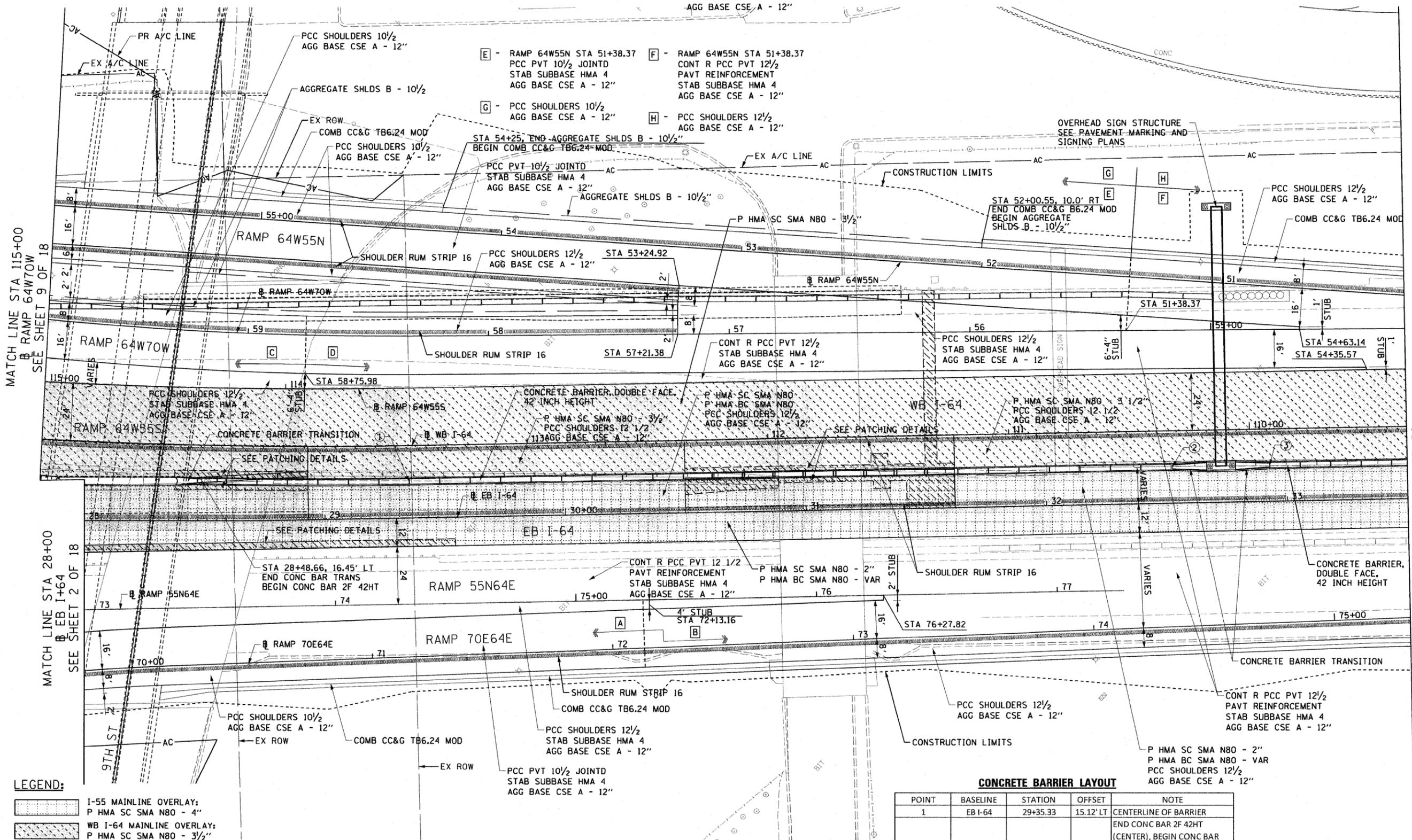


FILE NAME = 08Trv-76C52-shr-plan-02.dgn	USER NAME = searab	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN RAMP 55S64E, 55N64E & RAMP 70E64E	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48,0000' / in.	DRAWN PHP	REVISED -			82-1-(R1A), 82-1-(R1B)	ST. CLAIR	629	92	
	PLOT DATE = 2/6/2012	CHECKED DBM	REVISED -			64/998/70	CONTRACT NO. 76C52			
		DATE 1-20-12	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				SCALE: 1" = 20'	SHEET NO. 2 OF 18 SHEETS	STA. 67+50	TO STA. 27+00			



C - RAMP 64W70W STA 58+75.98
 PCC PVT 10 1/2 JOINTD
 STAB SUBBASE HMA 4
 AGG BASE CSE A - 12"

D - RAMP 64W70W STA 58+75.98
 CONT R PCC PVT 12 1/2
 PAVT REINFORCEMENT
 STAB SUBBASE HMA 4
 AGG BASE CSE A - 12"



LEGEND:

- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
- WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
- EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)

A - RAMP 70E64E STA 72+13.16
 PCC PVT 10 1/2 JOINTD
 STAB SUBBASE HMA 4
 AGG BASE CSE A - 12"

B - RAMP 70E64E STA 72+13.16
 CONT R PCC PVT 12 1/2
 PAVT REINFORCEMENT
 STAB SUBBASE HMA 4
 AGG BASE CSE A - 12"

CONCRETE BARRIER LAYOUT

POINT	BASELINE	STATION	OFFSET	NOTE
1	EB I-64	29+35.33	15.12' LT	CENTERLINE OF BARRIER END CONC BAR 2F 42HT (CENTER), BEGIN CONC BAR TRANS
2	EB I-64	32+52.55	15.12' LT	END CONC BAR TRANS, BEGIN CONC BAR 2F 42HT (CENTER)
3	EB I-64	32+92.89	15.12' LT	



CONCRETE BARRIER LAYOUT

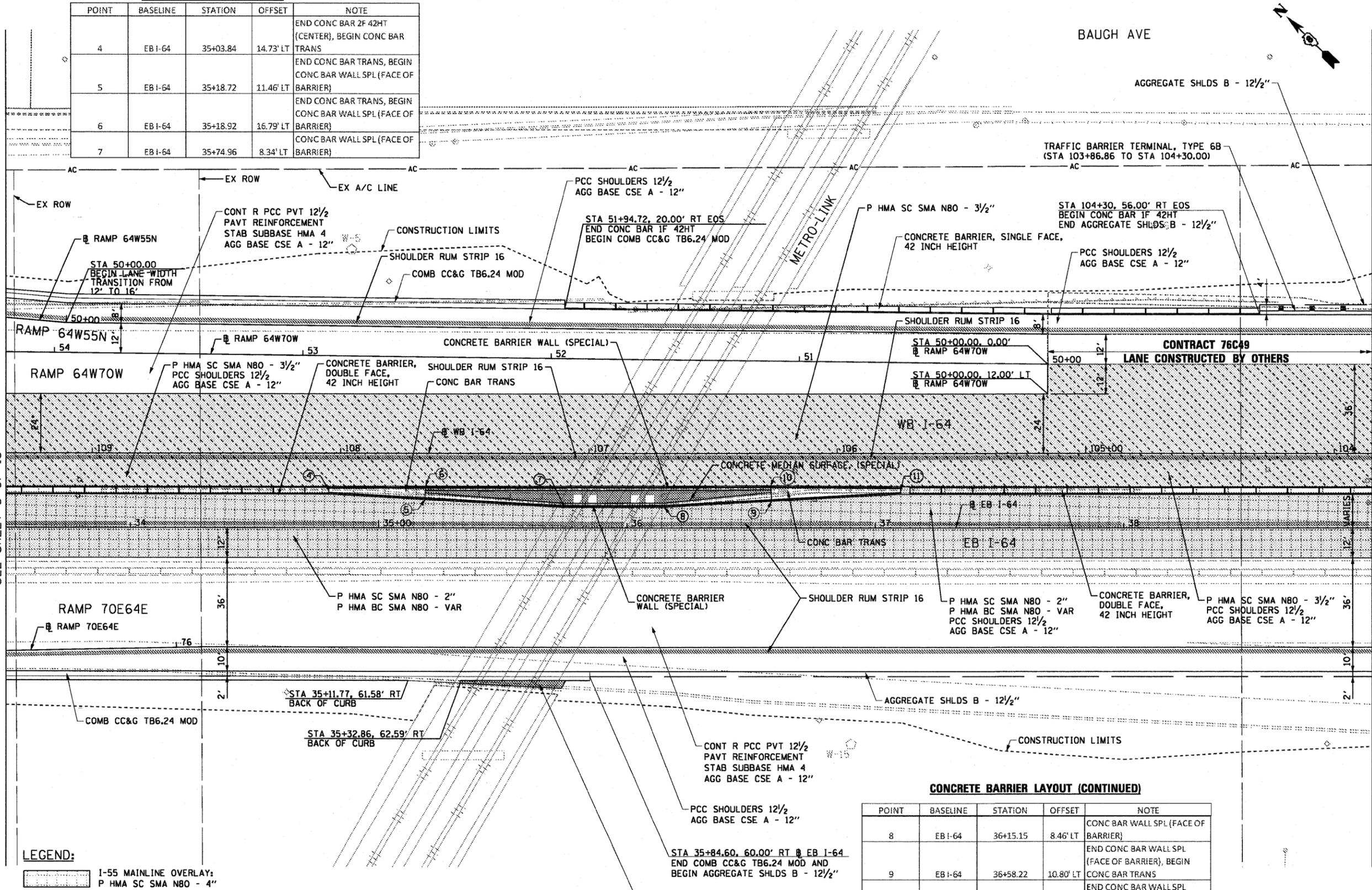
POINT	BASELINE	STATION	OFFSET	NOTE
4	EB I-64	35+03.84	14.73' LT	END CONC BAR 2F 42HT (CENTER), BEGIN CONC BAR TRANS
5	EB I-64	35+18.72	11.46' LT	END CONC BAR TRANS, BEGIN CONC BAR WALL SPL (FACE OF BARRIER)
6	EB I-64	35+18.92	16.79' LT	END CONC BAR TRANS, BEGIN CONC BAR WALL SPL (FACE OF BARRIER)
7	EB I-64	35+74.96	8.34' LT	CONC BAR WALL SPL (FACE OF BARRIER)

BAUGH AVE



MATCH LINE STA 33+50 @ EB I-64 SEE SHEET 3 OF 18

MATCH LINE STA 39+00 @ EB I-64 SEE SHEET 5 OF 18



CONCRETE BARRIER LAYOUT (CONTINUED)

POINT	BASELINE	STATION	OFFSET	NOTE
8	EB I-64	36+15.15	8.46' LT	CONC BAR WALL SPL (FACE OF BARRIER)
9	EB I-64	36+58.22	10.80' LT	END CONC BAR WALL SPL (FACE OF BARRIER), BEGIN CONC BAR TRANS
10	EB I-64	36+57.90	16.97' LT	END CONC BAR WALL SPL (FACE OF BARRIER), BEGIN CONC BAR TRANS
11	EB I-64	37+10.19	15.12' LT	END CONC BAR TRANS, BEGIN CONC BAR 2F 42HT (CENTER)

LEGEND:

- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
- WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
- EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)



FILE NAME = DBT-r-76C52-shr-plan-04.dgn

USER NAME = searab
 DESIGNED OP
 DRAWN PHP
 CHECKED DBM
 PLOT SCALE = 48,0000' / 1"
 PLOT DATE = 1/25/2012

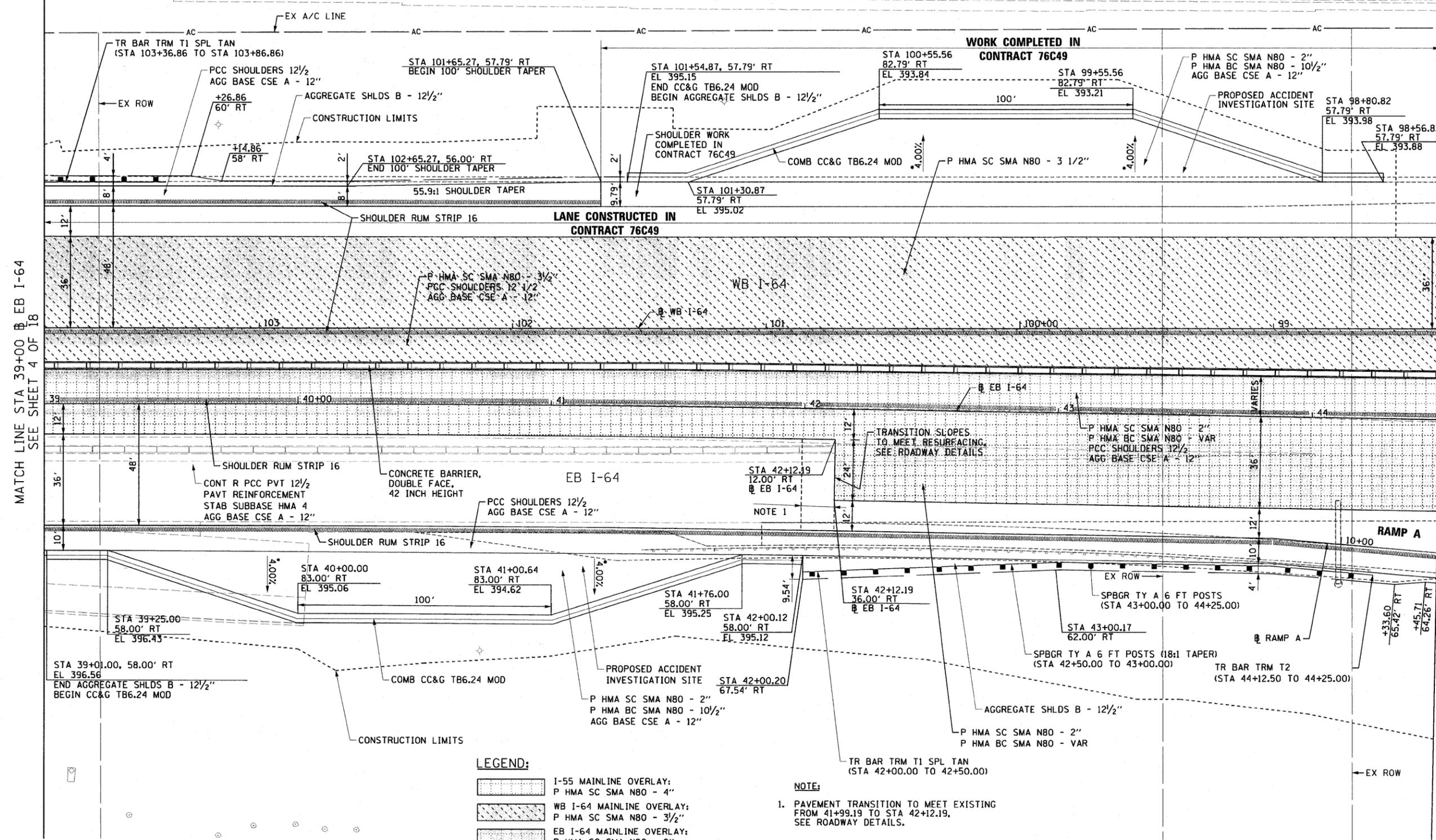
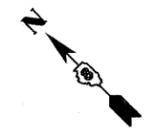
REVISOR
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 DATE 1-20-12

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 EB I-64 & WB I-64**
 SCALE: 1" = 20'
 SHEET NO. 4 OF 18 SHEETS
 STA. 33+50 TO STA. 39+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	94
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	

BAUGH AVE



MATCH LINE STA 39+00 @ EB I-64
SEE SHEET 4 OF 18

MATCH LINE STA 44+50 @ EB I-64
SEE SHEET 6 OF 18

LEGEND:

- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
- WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
- EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR

NOTE:

1. PAVEMENT TRANSITION TO MEET EXISTING FROM 41+99.19 TO STA 42+12.19, SEE ROADWAY DETAILS.

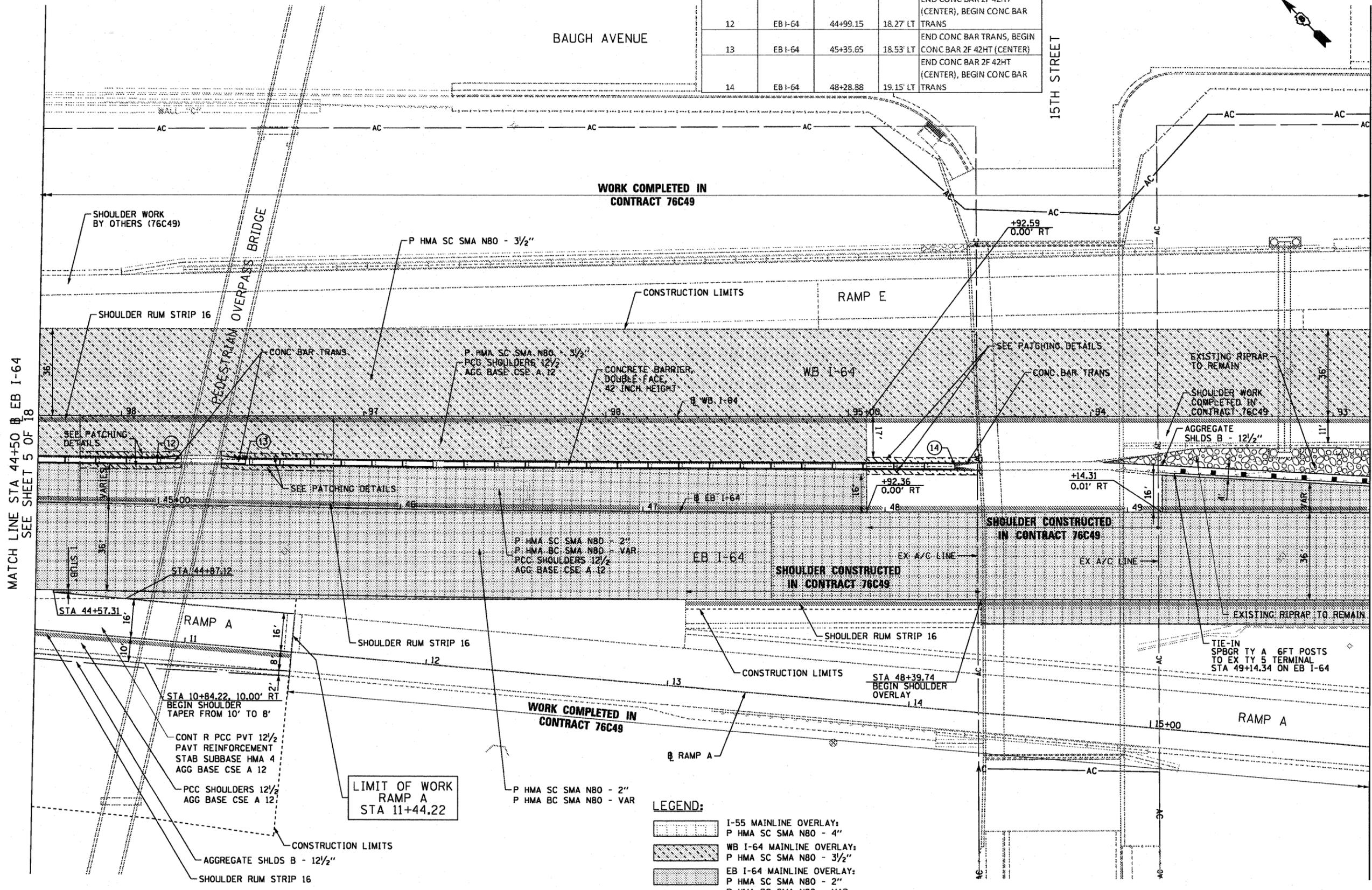
• ACCIDENT INVESTIGATION SITE EDGE ELEVATIONS TO MEET ADJACENT EXISTING OR PROPOSED SHOULDERS.



FILE NAME = D8Tr1-76C52-shr-plan-85.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN EB I-64 AND WB I-64			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN PHP	REVISED -		SCALE: 1" = 20'	SHEET NO. 5 OF 18 SHEETS	STA. 39+00 TO STA. 44+50	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	95	
		CHECKED DBM	REVISED -					64/998/70	CONTRACT NO. 76C52			
		DATE 03-01-12	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONCRETE BARRIER LAYOUT

POINT	BASELINE	STATION	OFFSET	NOTE
12	EB I-64	44+99.15	18.27' LT	END CONC BAR 2F 42HT (CENTER), BEGIN CONC BAR TRANS
13	EB I-64	45+35.65	18.53' LT	END CONC BAR TRANS, BEGIN CONC BAR 2F 42HT (CENTER)
14	EB I-64	48+28.88	19.15' LT	END CONC BAR 2F 42HT (CENTER), BEGIN CONC BAR TRANS

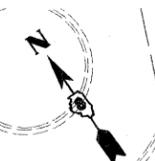


MATCH LINE STA 44+50 @ EB I-64
SEE SHEET 5 OF 18

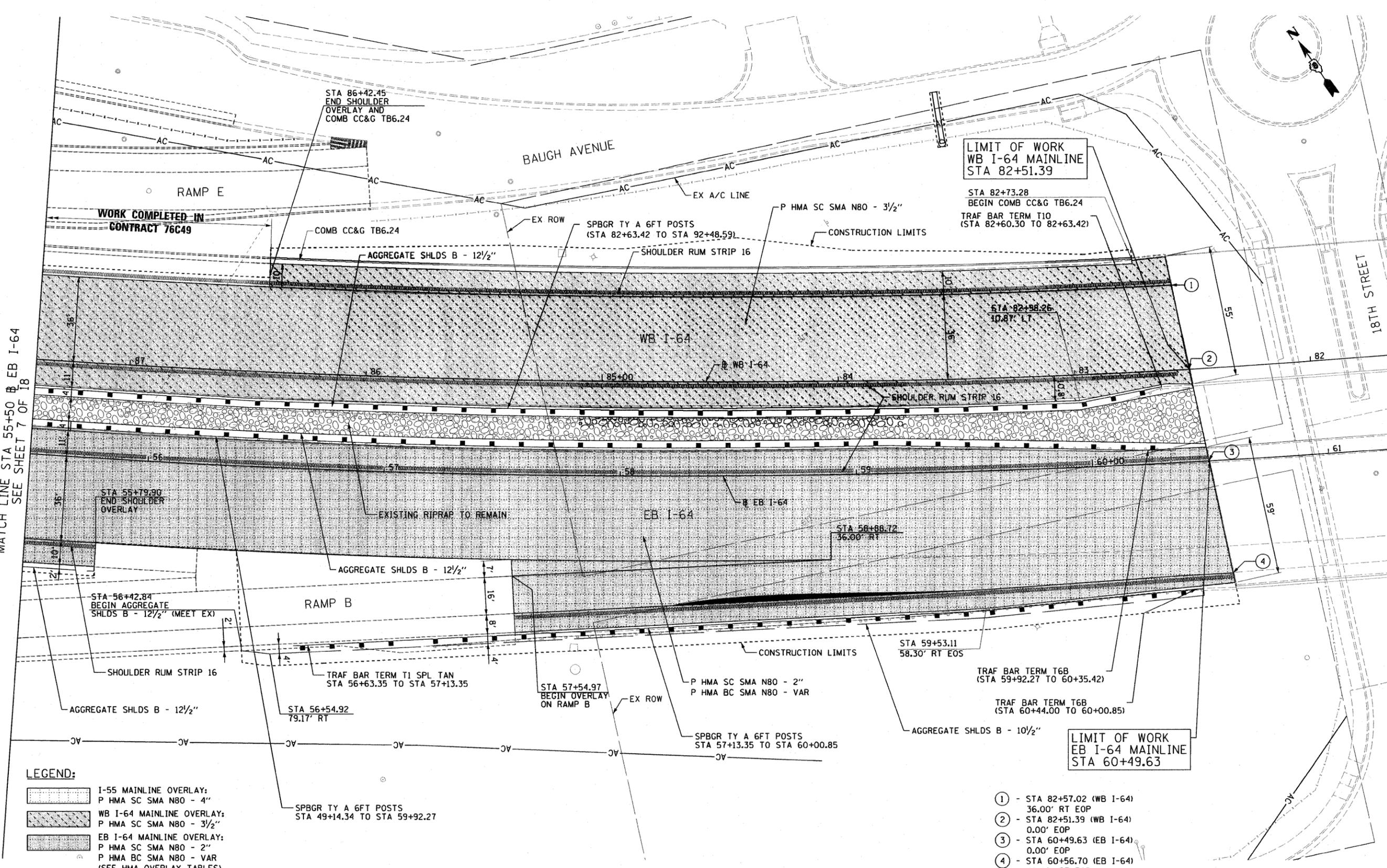
MATCH LINE STA 50+00 @ EB I-64
SEE SHEET 7 OF 18

- LEGEND:**
- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
 - WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
 - EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)



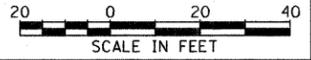


MATCH LINE STA 55+50 @ EB I-64
SEE SHEET 7 OF 18

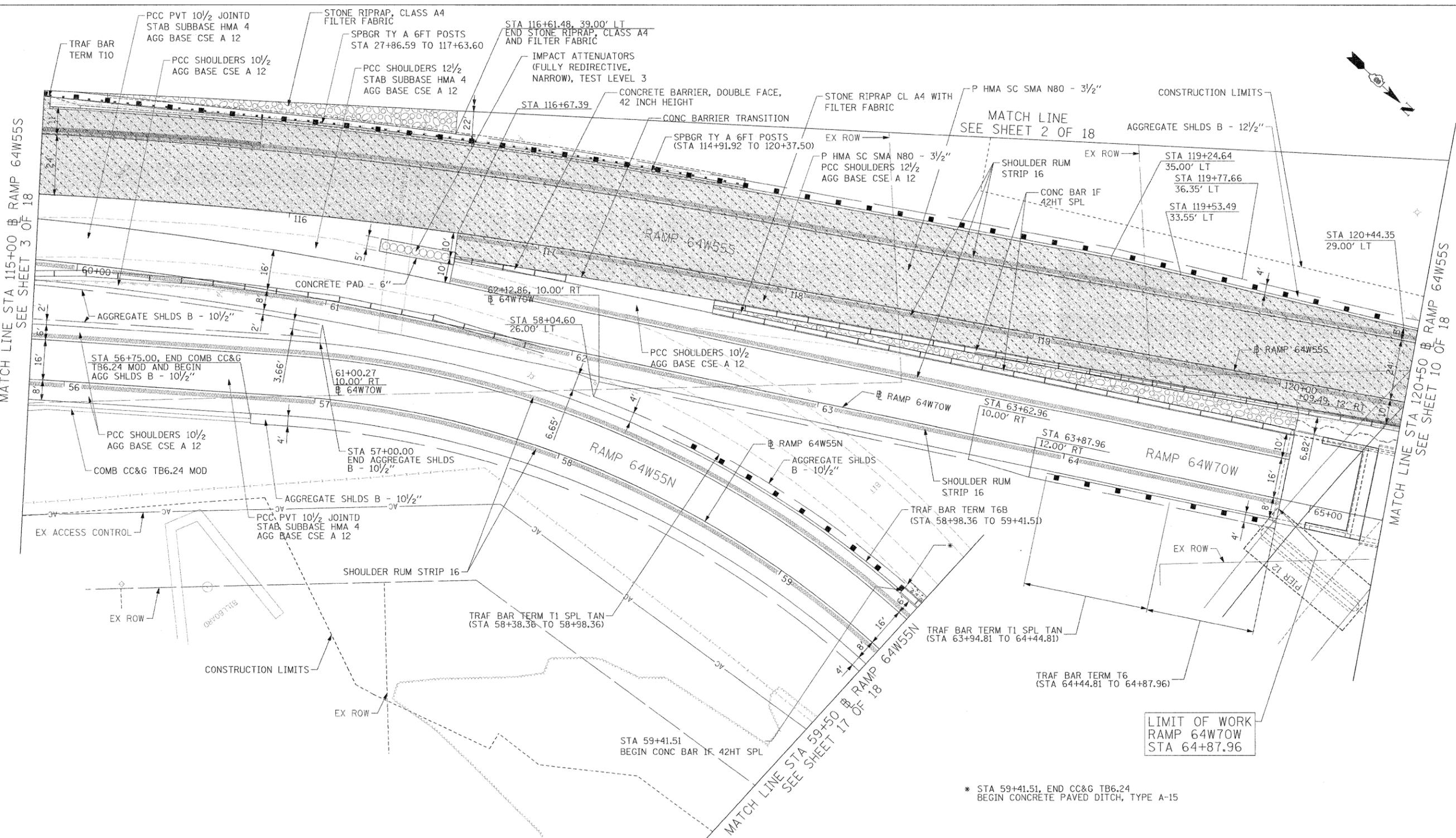


- LEGEND:**
- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
 - WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
 - EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)

- ① - STA 82+57.02 (WB I-64)
36.00' RT EOP
- ② - STA 82+51.39 (WB I-64)
0.00' EOP
- ③ - STA 60+49.63 (EB I-64)
0.00' EOP
- ④ - STA 60+56.70 (EB I-64)
48.00' RT EOP



FILE NAME = 08Tr-76C52-sht-plan-88.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN EB I-64 & WB I-64		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN PHP	REVISED -		SCALE: 1" = 20'	SHEET NO. 8 OF 18 SHEETS	STA. 55+00 TO STA. 61+00	• 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	98
		CHECKED DBM	REVISED -					• 64/998/70	CONTRACT NO. 76C52		
		DATE 1-20-12	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



MATCH LINE STA 115+00 @ RAMP 64W55S
SEE SHEET 3 OF 18

MATCH LINE STA 120+50 @ RAMP 64W55S
SEE SHEET 10 OF 18

LEGEND:

	I-55 MAINLINE OVERLAY: P HMA SC SMA N80 - 4"
	WB I-64 MAINLINE OVERLAY: P HMA SC SMA N80 - 3 1/2"
	EB I-64 MAINLINE OVERLAY: P HMA SC SMA N80 - 2" P HMA BC SMA N80 - VAR (SEE HMA OVERLAY TABLES)

* STA 59+41.51, END CC&G TB6.24
BEGIN CONCRETE PAVED DITCH, TYPE A-15

LIMIT OF WORK
RAMP 64W70W
STA 64+87.96



FILE NAME =
DBT-r-76C52-shr-plan-09.dgn

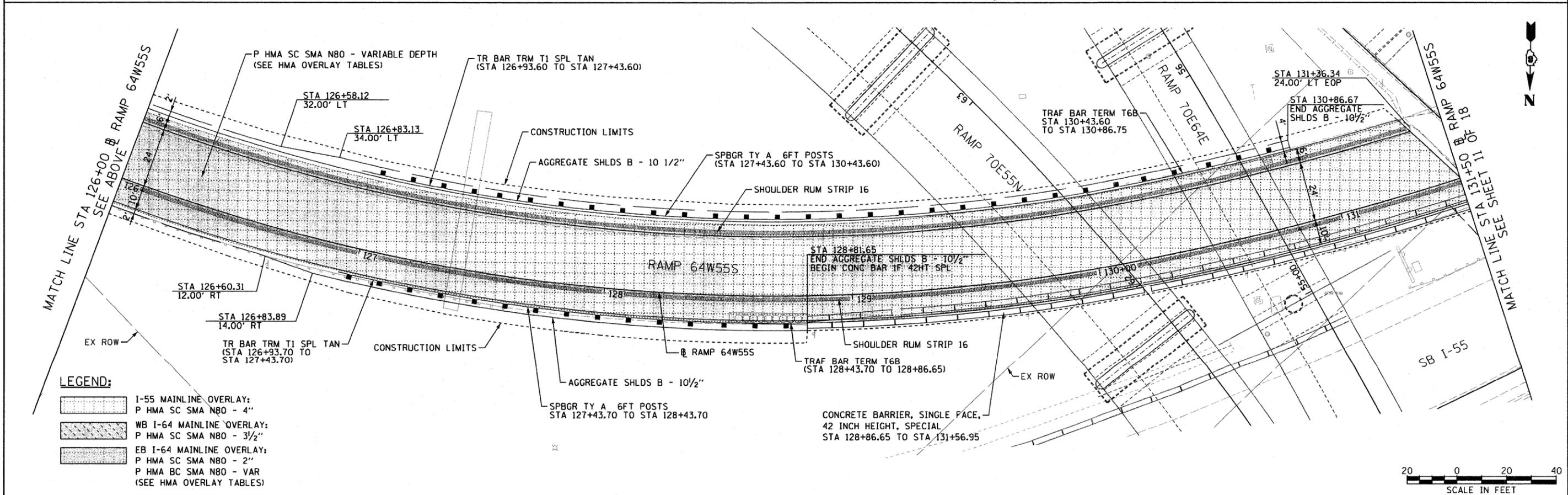
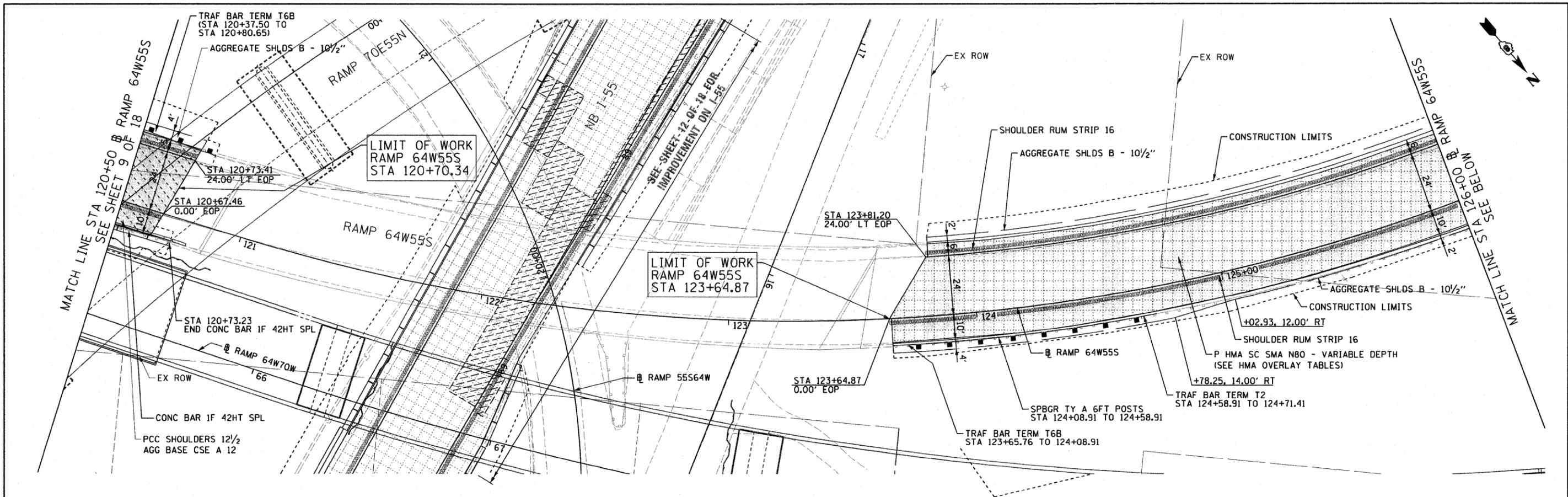
USER NAME = pmsarno
DESIGNED OP
DRAWN OP
CHECKED DBM
DATE 03-01-12

REVISIONS
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
RAMP 64W55N & RAMP 64W70W**
SCALE: 1" = 20' SHEET NO. 9 OF 18 SHEETS STA. 115+00 TO STA. 120+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	99
* 64/998/70			CONTRACT NO. 76C52	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- LEGEND:**
- I-55 MAINLINE OVERLAY:
P HMA SC SMA N80 - 4"
 - WB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 3 1/2"
 - EB I-64 MAINLINE OVERLAY:
P HMA SC SMA N80 - 2"
P HMA BC SMA N80 - VAR
(SEE HMA OVERLAY TABLES)



FILE NAME =
D8T1-76C52-sht-plan-10.dgn

USER NAME = searsb
PLOT SCALE = 40.0000' / 1" =
PLOT DATE = 3/1/2012

DESIGNED OP
DRAWN PHP
CHECKED DBM
DATE 03-01-12

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
RAMP 64W55N**

SCALE: 1" = 20' SHEET NO. 10 OF 18 SHEETS STA. 120+50 TO STA. 131+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 64/998/70	82-1-R(A), 82-1-R(B)	ST. CLAIR	629	100
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C52	