

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

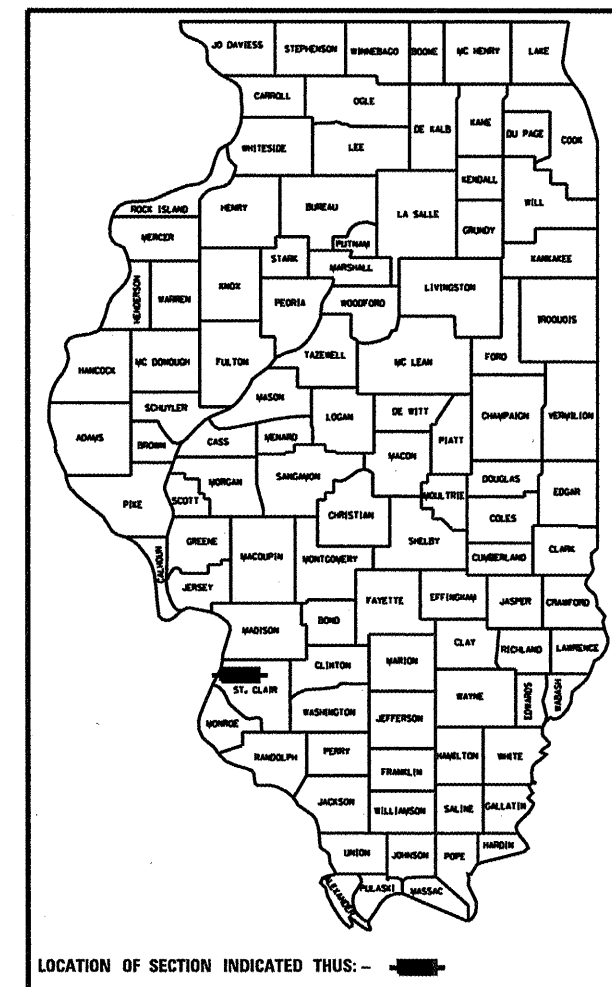
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 64 (I-64) PROJ. ACHSIP-064-1(127)000
SECTION 82-1RS-1
RESURFACING HSIP
TYPE of IMPROVEMENT
ST CLAIR COUNTY

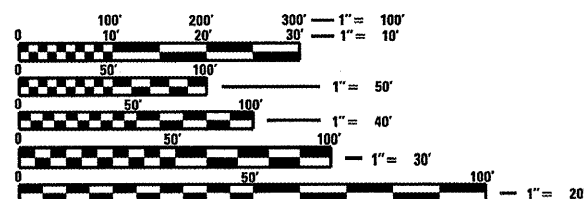
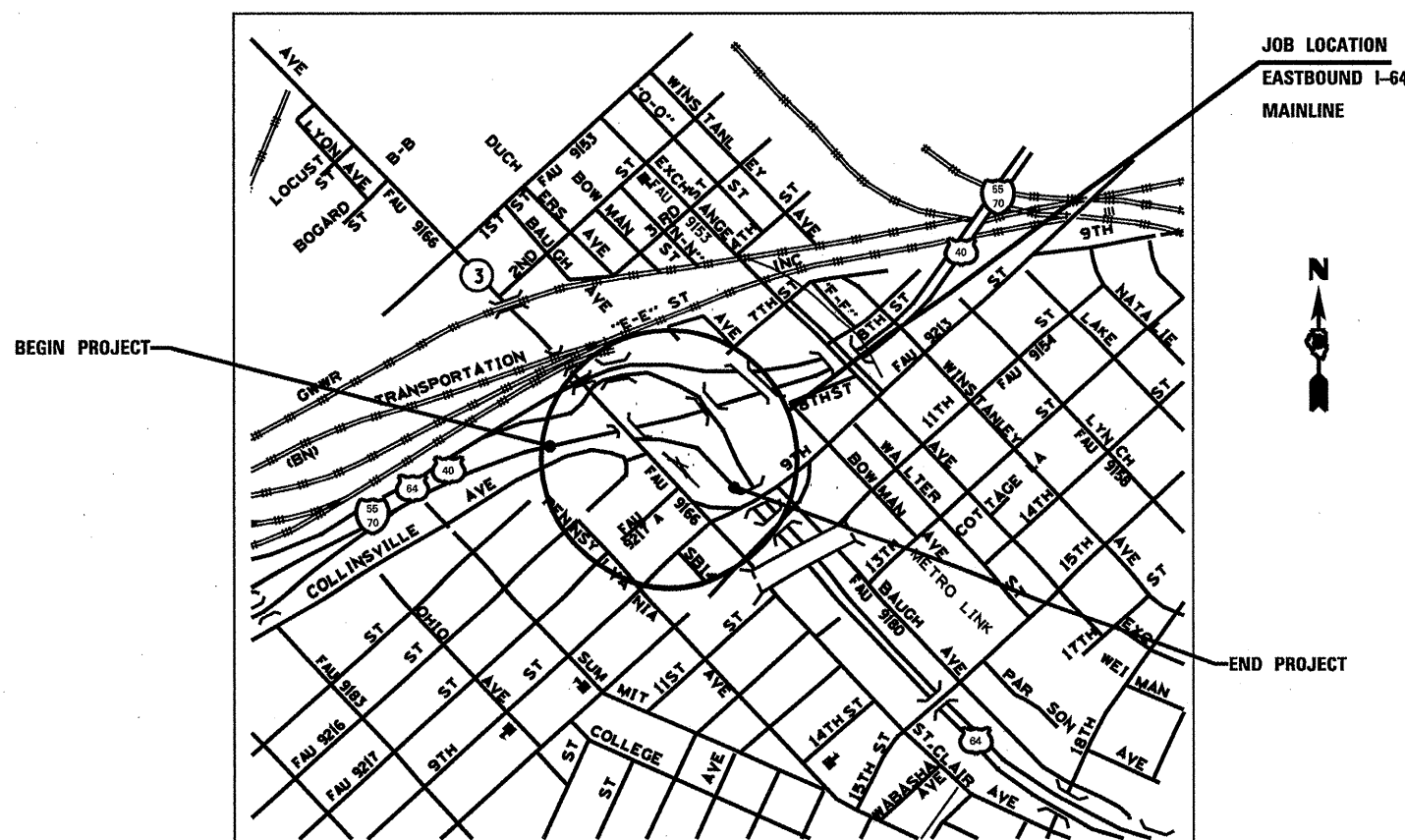
C-98-092-10

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1RS-1	ST CLAIR	15	1
ILLINOIS CONTRACT NO. 76E05				

D-98-073-10



FOR INDEX OF SHEETS, SEE SHEET NO. 2



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

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

PROJECT ENGINEER: TIM PADGETT (618)346-3225
PROJECT MANAGER: RUANNA STUMPF (618)346-3280

GROSS LENGTH = 1750' FT. = 0.33 MILE
NET LENGTH = 1,175' FT. = 0.22 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/18 2010
Mary C. Lamer
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 9 2010
Scott E. Stitt, P.E. & Co.
ENGINEER OF DESIGN AND ENVIRONMENT

May 7 2010
Christine M. Deedler
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

CONTRACT NO. 76E05

GENERAL NOTES

1. THE THICKNESS OF THE BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.
2. UTILITY INTERFERENCES ARE NOT ANTICIPATED ON THIS CONTRACT. SHOULD THIS PROVIDE TO BE OTHERWISE DURING ANY OF THE TIME OF THIS CONTRACT, NO ADDITIONAL COMPENSATION SHALL BE ADDED TO THE CONTRACT RESULTING FROM THIS OCCURRENCE. THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS (J.U.L.I.E.) SYSTEM NUMBER IS (800) 892-0123.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. THE CONTRACTOR SHALL BE AWARE THAT AREAS OF PCC PAVEMENT MAY BE ENCOUNTERED WHILE PERFORMING THE HMA SURFACE REMOVAL OR HMA SURFACE REMOVAL, BUTT JOINT. THESE AREAS SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL OR HMA SURFACE REMOVAL, BUTT JOINT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF CONCRETE.
5. PLAN QUANTITIES FOR POLYMERIZED HOT-MIX SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LBS. /SQ. YD. / INCH.
6. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS NOMIAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SRUFAC ON WHICH THE MIXTURE IS PLACED.

MIXTURE USE	POLY-SURFACE	SHOULDERS	BINDER
AC/PG	SBS PG 76-22	PG 64-22	PG-64-22
RAP % (MAX)	SEE SPEC.	See Contract RAP Special Provision	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ Ndes=80		4.0% @ Ndes = 90
MIX COMPOSITION (GRADATION MIXTURE)		2.0% @ Ndes=30	IL-19.0
FRICITION AGG	SMA	BAM	"B" MIXTURE

7. DYNAMIC MESSAGE SIGNS (DMS) ARE PART OF THE EXISTING ITS SYSTEM OWNED AND MAINTAINED BY IDOT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE MESSAGES TO BE DISPLAYED ON THE DMS FOR APPROVAL. THE ENGINEER SHALL COORDINATE WITH THE DEPARTMENT'S TRAFFIC MANAGEMENT CENTER (346-3279) TO DISPLAY MESSAGES DURING THE EASTBOUND FAI 64 CLOSURE.

8. THE RESIDENT ENGINEER WILL BE RESPONSIBLE FOR CONTACTING THE AGENCIES LISTED BELOW 2 WEEKS (14 DAYS) PRIOR TO THE INTERSTATE CLOSURE.

ST. CLAIR COUNTY TRANSIT DISTRICT, (618) 628-8090, ATTN: BILL GROGAN

MADISON COUNTY TRANSIT DISTRICT, FAX (618) 79707547

EAST ST. LOUIS, POLICE DEPARTMENT, (618) 482-6767

EAST ST. LOUIS FIRE DEPARTMENT, (618) 482-6840

ST. CLAIR COUNTY EMERGENCY TELEPHONE SYSTEM BOARD, FAX (618) 2770668, ATTN:

CAROLYN LIGON

9. TWO WEEKS PRIOR TO THE ANTICIPATED FAI 64 CLOSURE, THE CONTRACTOR SHALL HAVE CHANGEABLE MESSAGE SIGNS (CMS) IN PLACE ACCORDING TO THE INTERSTATE CLOSURE PLAN SHEETS TO ALERT THE MOTORING PUBLIC TO THE UPCOMING CLOSURE. THESE MESSAGES SHALL BE COORDINATED WITH THE DEPARTMENT'S TRAFFIC MANAGEMENT CENTER AT 618-346-3279. IDOT WILL BE RESPONSIBLE FOR ALL MEDIA RELEASES REGARDING THE CLOSURE.

TRAFFIC CONTROL

1. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE.
2. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION SHALL BE APPLIED.

COMMITMENTS

NONE

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, INDEX OF SHEETS, STANDARDS
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5 SCHEDULES
- 6-8 PLAN DETAILS
- 9-11 INTERSTATE CLOSURE PLANS
- 12 BUTT JOINT DETAIL
- 13-15 PAVEMENT MARKING DETAILS

STANDARDS

- 000001-05
- 001006
- 482001-02
- 482011-03
- 701451-01
- 701901-01
- 780001-02
- 781001-03
- 701422-02

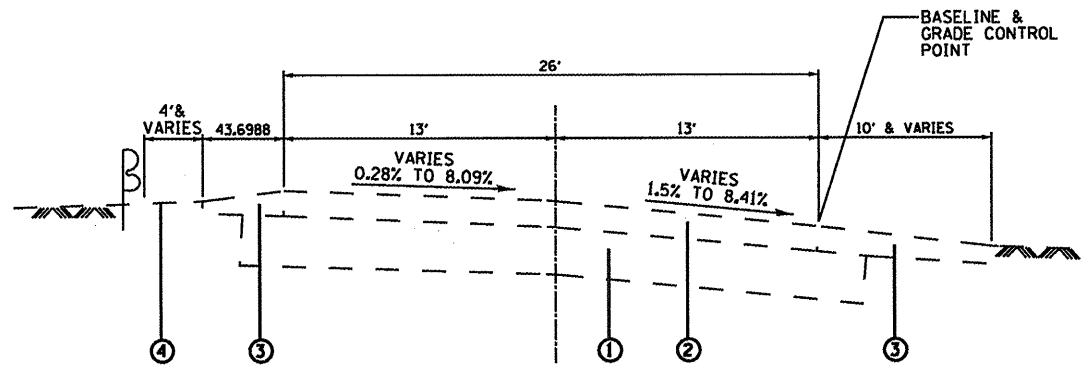
FILE NAME *	USER NAME * elfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, STANDARDS AND COMMITMENTS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd:\p\work\sp\dot\elfordb\187963\d876	05-shr-plandgn	DRAWN -	REVISED -			64	82-IRS-1	ST CLAIR	15	2	
	PLOT SCALE = 100.0000 "/ IN.	CHECKED -	REVISED -			CONTRACT NO. 76E05					
	PLOT DATE = 3/18/2010	DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES

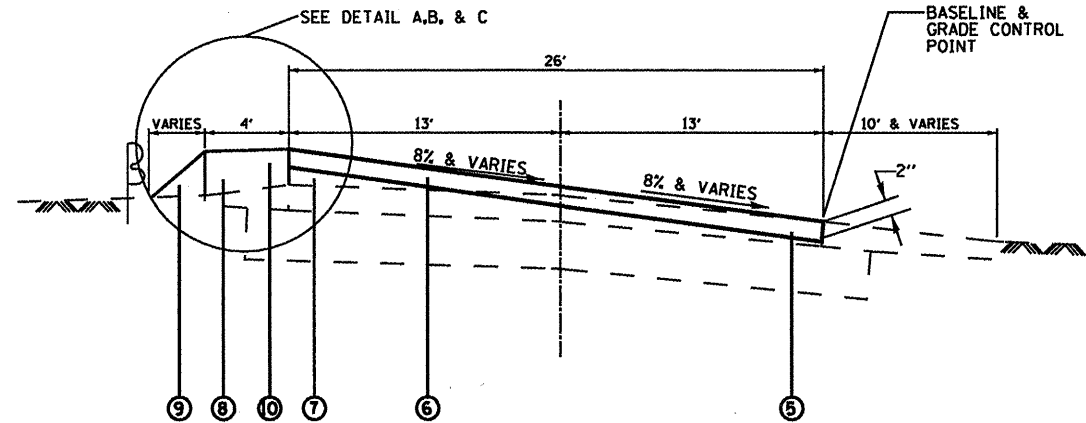
SUMMARY OF QUANTITIES			URBAN 90% FED. 10% STATE TOTAL	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	QUANTITIES	1000		
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	1.2	1.2		
40600300	AGGREGATE (PRIME COAT)	TON	5.9	5.9		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	58	58		
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	42	42		
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	405	405		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	3520	3520		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	262	262		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	63	63		
64200105	SHOULDER RUMBLE STRIP	FOOT	1175	1175		
67100100	MOBILIZATION	L SUM	1	1		
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL NO	1	1		
* 78004230	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	3420	3420		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	60	60		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	60	60		
X0324952	DETOUR SIGNING	L SUM	1	1		
X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1		

**specialty items*

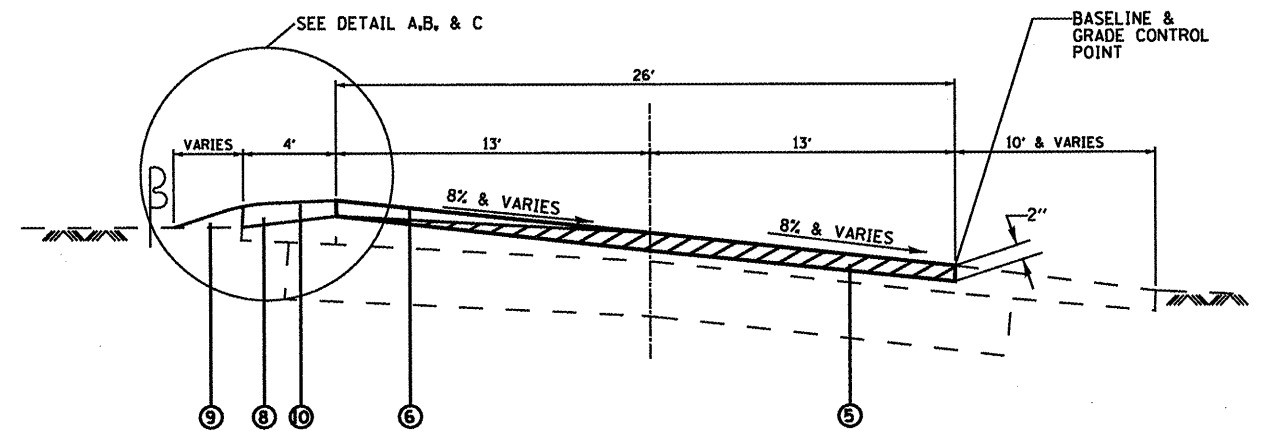
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT				



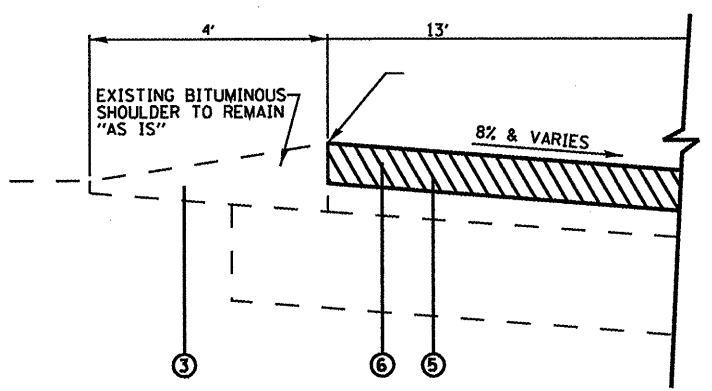
EXISTING TYPICAL SECTION
STA. 42+75 TO STA. 54+50



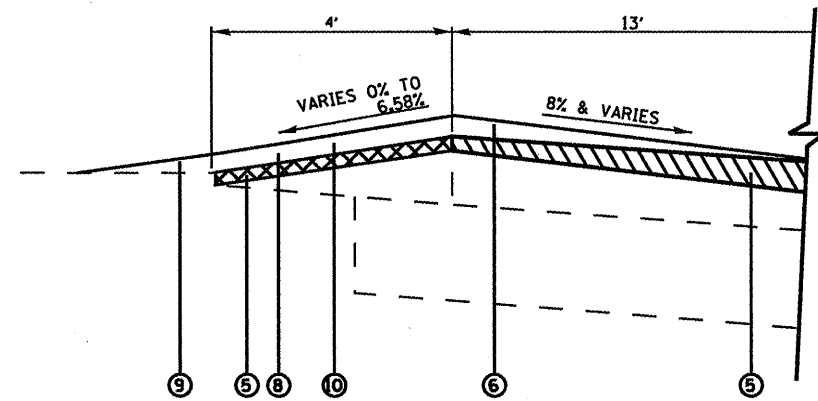
PROPOSED TYPICAL SECTION
STA. 46+00 TO STA. 47+50



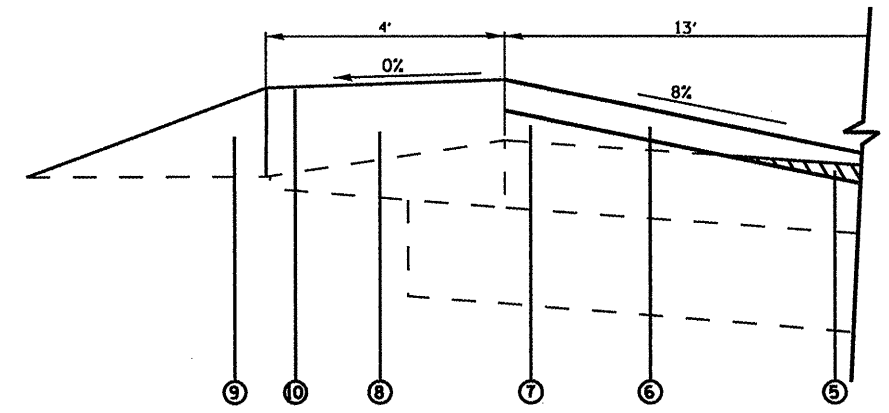
PROPOSED TYPICAL SECTION
STA. 42+75 TO STA. 54+50
STA. 47+50 TO STA. 54+50
SUPER ELEVATION TRANSITION STA. 44+02.71 TO STA. 46+68.71
STA. 51+38.07 TO STA. 54+00



DETAIL "A"
STA. 42+75 TO STA. 44+00
STA. 54+00 TO STA. 54+50



DETAIL "B"
STA. 44+00 TO STA. 45+50
STA. 48+00 TO STA. 54+00



DETAIL "C"
STA. 45+50 TO STA. 48+00

- LEGEND**
- ① EXISTING CONCRETE PAVEMENT
 - ② EXISTING BITUMINOUS OVERLAY
 - ③ EXISTING BITUMINOUS SHOULDER
 - ④ EXISTING EARTH SHOULDER
 - ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - ⑥ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80
 - ⑦ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
 - ⑧ HOT-MIX ASPHALT SHOULDERS
 - ⑨ AGGREGATE SHOULDERS, TYPE B
 - ⑩ SHOULDER RUMBLE STRIP

FILE NAME *	USER NAME = alfordb	DESIGNED -	REVISED -
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	PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -
	PLOT DATE = 3/18/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST. CLAIR	15	4
CONTRACT NO. 76E05				
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT				

THICKNESS AND SLOPE CONTROL FOR HMA SURFACE					
LOCATION STATION	LEFT EDGE PAVEMENT SURFACE THICKNESS (INCHES)	PAVEMENT SLOPE	CENTERLINE PAVEMENT SURFACE THICKNESS (INCHES)	PAVEMENT SLOPE	RT EDGE (CONTROL) PAVEMENT SURFACE THICKNESS (INCHES)
42+75	2	+1.00%	2	+1.50%	2
43+00	2	+1.00%	2	+1.50%	2
43+50	2	+0.28%	2	+3.31%	2
44+00	2	+1.35%	2	+2.01%	2
44+50	2	+1.42%	2	+1.50%	2
45+00	2	+2.93%	2	+2.93%	2
45+50	2 1/2	+4.44%	2	+4.44%	2
46+00	3	+5.94%	2	+5.94%	2
46+50	3	+7.44%	2 3/4	+7.44%	2
47+00	3	+8.0%	2 11/16	+8.0%	2
47+50	3	+8.0%	2	+8.0%	2
48+00	2	+8.0%	2	+8.0%	2
48+50	2	+8.0%	2	+8.0%	2
49+00	2 11/16	+8.0%	2	+8.0%	2
49+50	2	+8.0%	2	+8.0%	2
50+00	2	+8.0%	2	+8.0%	2
50+50	2	+8.0%	2	+8.0%	2
51+00	2	+8.0%	2	+8.0%	2
51+50	2	+7.64%	2	+7.64%	2
52+00	2 5/16	+6.14%	2	+6.14%	2
52+50	2	+4.64%	2	+4.64%	2
53+00	2	+3.13%	2	+3.13%	2
53+50	2	+2.74%	2	+2.84%	2
54+00	2	+2.35%	2	+2.54%	2
54+50	2	+2.91%	2	+1.90%	2

THICKNESS AND SLOPE CONTROL FOR HMA SURFACE REMOVAL							
LOCATION STATION	BITUMINOUS SHOULDER MILL THICK. (INCHES)	BIT. SHLDR. SLOPE	LEFT EDGE PAVEMENT MILL THICK. (INCHES)	PAVEMENT SLOPE	CENTERLINE PAVEMENT MILL THICK. (INCHES)	PAVEMENT SLOPE	RT EDGE (CONTROL) PAVEMENT MILL THICK. (INCHES)
42+75	0		2	+1.00%	2	+1.50%	2
43+00	0		2	+1.00%	2	+1.50%	2
43+50	0		2	+0.28%	2	+3.31%	2
44+00	0		2	+1.35%	2	+2.01%	2
44+50	2 7/8	6.58%	2 7/8	+1.42%	3 1/2	+1.50%	2
45+00	3/8	5.07%	3/8	+2.93%	2 3/8	+2.93%	2
45+50	0	3.56%	0	+4.44%	1 5/8	+4.44%	2
46+00	0	2.06%	0	+5.94%	3/8	+5.94%	2
46+50	0	0.56%	0	+7.44%	0	+7.44%	2
47+00	0	0.00%	0	+8.0%	0	+8.0%	2
47+50	0	0.00%	0	+8.0%	15/16	+8.0%	2
48+00	0	0.00%	3/16	+8.0%	2 5/8	+8.0%	2
48+50	0	0.00%	1/8	+8.0%	2 1/2	+8.0%	2
49+00	0	0.00%	0	+8.0%	2 1/8	+8.0%	2
49+50	11/16	0.00%	11/16	+8.0%	1 3/4	+8.0%	2
50+00	1/8	0.00%	1/8	+8.0%	2 5/8	+8.0%	2
50+50	1 13/16	0.00%	1 13/16	+8.0%	2 5/8	+8.0%	2
51+00	2 5/16	0.00%	2 5/16	+8.0%	2 3/16	+8.0%	2
51+50	0	0.36%	1	+7.64%	1 13/16	+7.64%	2
52+00	0	1.86%	0	+6.14%	1 5/8	+6.14%	2
52+50	0	3.36%	5/8	+4.64%	2 5/8	+4.64%	2
53+00	3 7/16	4.87%	3 7/16	+3.13%	3 1/4	+3.13%	2
53+50	1 5/8	5.26%	1 5/8	+2.74%	1 3/16	+2.84%	2
54+00	0		2	+2.35%	2	+2.54%	2
54+50	0		2	+2.91%	2	+1.90%	2

THICKNESS AND SLOPE CONTROL FOR HMA SURFACE		
LOCATION STATION	HMA ASPHALT SHOULDER THICKNESS (INCHES)	HMA SHOULDER SLOPE
42+75		
43+00		
43+50		
44+00		
44+50	2	6.58%
45+00	2	5.07%
45+50	2 1/2	3.56%
46+00	4 9/16	2.06%
46+50	6 9/16	0.56%
47+00	6 3/8	0.00%
47+50	3 7/8	0.00%
48+00	1 13/16	0.00%
48+50	1 7/8	0.00%
49+00	2 11/16	0.00%
49+50	2	0.00%
50+00	2	0.00%
50+50	2	0.00%
51+00	2	0.00%
51+50	1	0.36%
52+00	2 5/16	1.86%
52+50	1 3/8	3.36%
53+00	2	4.87%
53+50	2	5.26%
54+00		
54+50		

SCHEDULE FOR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH				
LOCATION	HMA SURF. REM ON SHOULDER VARIABLE DEPTH (ISO YD)	HMA SURF. REM MAINLINE LANES VARIABLE DEPTH (ISO YD)	HMA SURF. REM BUTT JOINT (ISO YD)	
42+75 TO 43+00		381.0	29.0	
43+00 TO 43+50		144.5		
43+50 TO 44+00		144.5		
44+00 TO 44+50	22.0	144.5		
44+50 TO 45+00	22.0	144.5		
45+00 TO 45+50		128		
45+50 TO 46+00		103		
46+00 TO 46+50		75		
46+50 TO 47+00		56		
47+00 TO 47+50		64		
47+50 TO 48+00		108		
48+00 TO 48+50		144.4		
48+50 TO 49+00		144.5		
49+00 TO 49+50		144.4		
49+50 TO 50+00		144.4		
50+00 TO 50+50	22.3	144.5		
50+50 TO 51+00	22.4	144.4		
51+00 TO 51+50	22.3	144.4		
51+50 TO 52+00		144.4		
52+00 TO 52+50		144.4		
52+50 TO 53+00	22.3	144.4		
53+00 TO 53+50	22.4	144.4		
53+50 TO 54+00	22.3	144.4		
54+00 TO 54+50		116	29	
TOTAL:	178.0	3342.0	58.0	

SCHEDULE FOR BITUMINOUS BINDER THICKNESS					
LOCATION STATION	LEFT E.O.P. BINDER THICKNESS (INCHES)	PAVEMENT SLOPE	CENTERLINE PAVEMENT MILL THICK. (INCHES)	PAVEMENT SLOPE	RT EDGE (CONTROL) PAVEMENT MILL THICK. (INCHES)
42+75	0	+1.00%	0	+1.50%	0
43+00	0	+1.00%	0	+1.50%	0
43+50	0	+0.28%	0	+3.31%	0
44+00	0	+1.35%	0	+2.01%	0
44+50	0	+1.42%	0	+1.50%	0
45+00	0	+2.93%	0	+2.93%	0
45+50	1 9/16	+4.44%	0	+4.44%	0
46+00	3 9/16	+5.94%	0	+5.94%	0
46+50	3 3/8	+7.44%	0	+7.44%	0
47+00	7/8	+8.0%	0	+8.0%	0
47+50	0	+8.0%	0	+8.0%	0
48+00	0	+8.0%	0	+8.0%	0
48+50	0	+8.0%	0	+8.0%	0
49+00	0	+8.0%	0	+8.0%	0
49+50	0	+8.0%	0	+8.0%	0
50+00	0	+8.0%	0	+8.0%	0
50+50	0	+8.0%	0	+8.0%	0
51+00	0	+8.0%	0	+8.0%	0
51+50	0	+7.64%	0	+7.64%	0
52+00	0	+6.14%	0	+6.14%	0
52+50	0	+4.64%	0	+4.64%	0
53+00	0	+3.13%	0	+3.13%	0
53+50	0	+2.74%	0	+2.84%	0
54+00	0	+2.35%	0	+2.54%	0
54+50	0	+2.91%	0	+1.90%	0

POLYMERIZED HOT-MIX ASPHALT RESURFACING SCHEDULE					
LOCATION	POLYMERIZED BIT. MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HOT-MIX ASPHALT BINDER	POLYMERIZED HMA SURFACE, SMA	
42+75 TO 43+00	0.02	0.1			8
43+00 TO 43+50	0.05	0.2			16
43+50 TO 44+00	0.05	0.2			16
44+00 TO 44+50	0.05	0.2			16
44+50 TO 45+00	0.05	0.2			16
45+00 TO 45+50	0.05	0.2			17
45+50 TO 46+00	0.05	0.3	5		18
46+00 TO 46+50	0.05	0.3	12		21
46+50 TO 47+00	0.05	0.3	14		22
47+00 TO 47+50	0.05	0.3	9		21
47+50 TO 48+00	0.05	0.2	2		18
48+00 TO 48+50	0.05	0.2			16
48+50 TO 49+00	0.05	0.2			17
49+00 TO 49+50	0.05	0.2			18
49+50 TO 50+00	0.05	0.2			16
50+00 TO 50+50	0.05	0.2			17
50+50 TO 51+00	0.05	0.2			16
51+00 TO 51+50	0.05	0.2			17
51+50 TO 52+00	0.05	0.2			16
52+00 TO 52+50	0.05	0.2			16
52+50 TO 53+00	0.05	0.2			17
53+00 TO 53+50	0.05	0.2			16
53+50 TO 54+00	0.05	0.2			17
54+00 TO 54+50	0.05	0.2			16
TOTAL:	1	5.1	42		405

HOT-MIX ASPHALT SHOULDER SCHEDULE					
LOCATION	AGGREGATE WEDGE SHOULDER, TYPE B	HOT-MIX ASPHALT SHOULDERS	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	
42+75 TO 43+00	0	0.0	0	0	0
43+00 TO 43+50	0	0.0	0	0	0
43+50 TO 44+00	0	0.0	0	0	0
44+00 TO 44+50	10	1.3	0.01	0.04	0.04
44+50 TO 45+00	11	2.5	0.01	0.04	0.04
45+00 TO 45+50	11	3.0	0.01	0.04	0.04
45+50 TO 46+00	11	4.4	0.01	0.04	0.04
46+00 TO 46+50	28	6.7	0.01	0.04	0.04
46+50 TO 47+00	28	8.0	0.01	0.04	0.04
47+00 TO 47+50	28	6.4	0.01	0.04	0.04
47+50 TO 48+00	15	3.5	0.01	0.04	0.04
48+00 TO 48+50	10	2.3	0.01	0.04	0.04
48+50 TO 49+00	10	3.0	0.01	0.04	0.04
49+00 TO 49+50	10	2.5	0.01	0.04	0.04
49+50 TO 50+00	10	2.1	0.01	0.04	0.04
50+00 TO 50+50	10	2.5	0.01	0.04	0.04
50+50 TO 51+00	10	2.5	0.01	0.04	0.04
51+00 TO 51+50	10	2.0	0.01	0.04	0.04
51+50 TO 52+00	10	2.1	0.01	0.04	0.04
52+00 TO 52+50	10	2.3	0.01	0.04	0.04
52+50 TO 53+00	10	2.1	0.01	0.04	0.04
53+00 TO 53+50	10	2.5	0.01	0.04	0.04
53+50 TO 54+00	10	1.3	0.01	0.04	0.04
54+00 TO 54+50	0	0.0	0	0	0
TOTAL:	262	63.0	0.2	0.8	

PAVEMENT MARKING SCHEDULE						
LOCATION	LINE 6 INCH					
	SOLID YELLOW	SOLID WHITE	SOLID WHITE	SKIP-DASH WHITE	RRPM (CLEAR ONE-WAY)	RRPM (CLEAR ONE-WAY)
	LEFT EDGE	CENTER	RIGHT EDGE	RIGHT EDGE	CENTER	RIGHT EDGE
STA TO STA	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)
42+75 TO 54+50	1175	1175	1036	34	30	30
46+45 TO 47+85						
TOTAL:	1175	1175	1036	34	30	30

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 USER NAME: allfordb
 PLOT SCALE: 1/8"=1'-0"
 PLOT DATE: 3/18/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

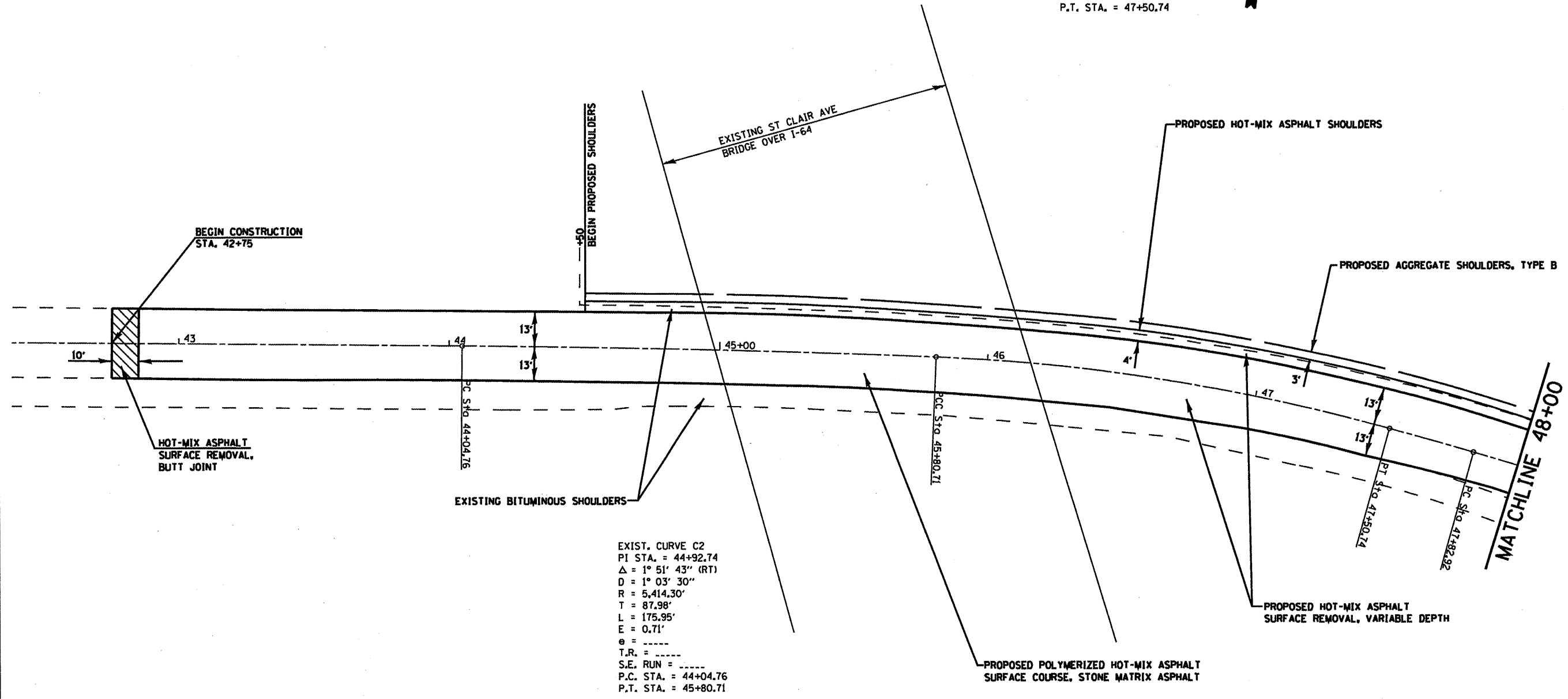
REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE. 64 SECTION 82-IRS-1 COUNTY ST CLAIR TOTAL SHEETS 15 SHEET NO. 5 CONTRACT NO. 76E05
 FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT

EXIST. CURVE C3
 PI STA. = 46+66.10
 $\Delta = 13^\circ 13' 37''$ (RT)
 D = 7° 46' 45"
 R = 736.54'
 T = 85.40'
 L = 170.03'
 E = 4.93'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 45+80.71
 P.T. STA. = 47+50.74



FILE NAME :
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USER NAME = alford
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 PLOT DATE = 3/18/2018

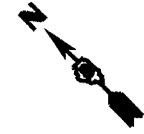
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 DATE -

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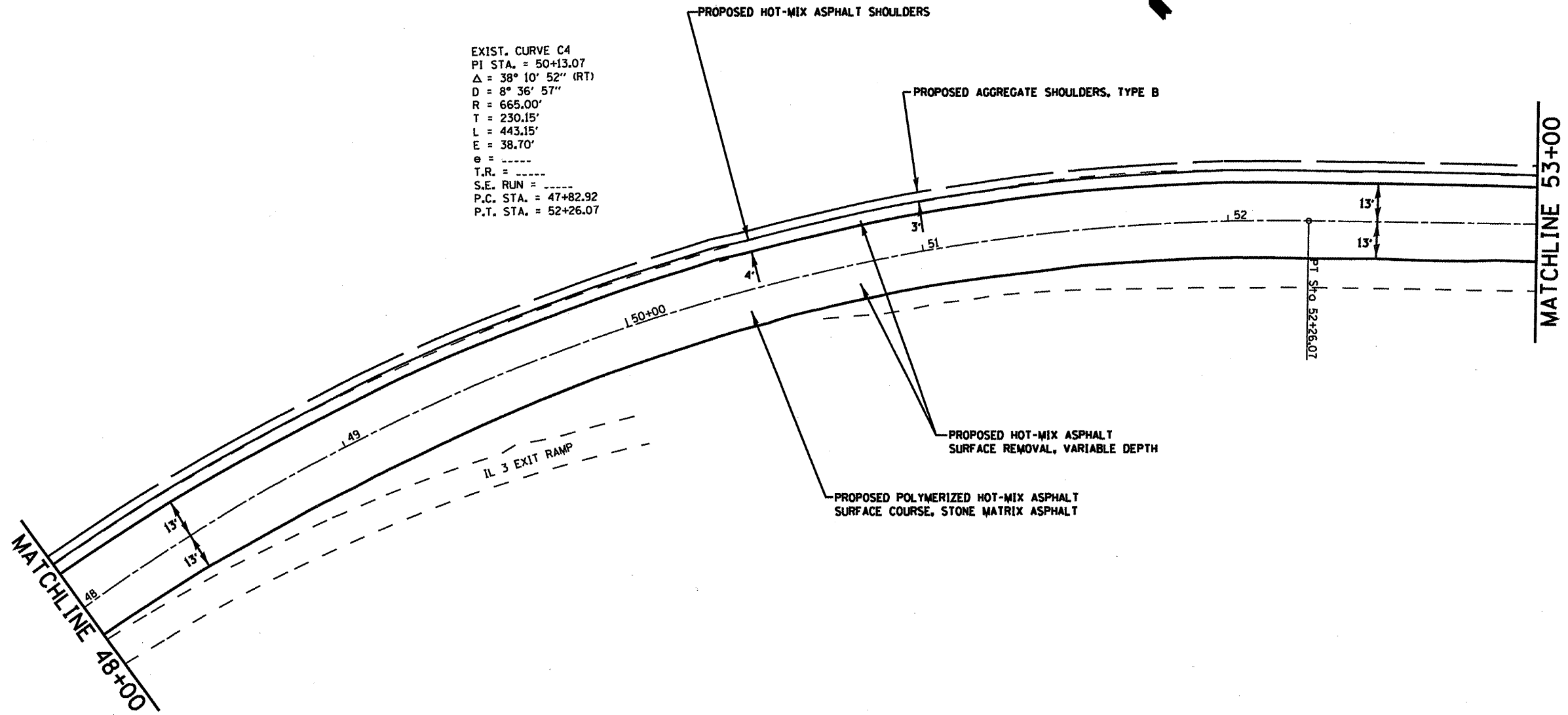
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET
 SCALE: SHEET NO. OF SHEETS STA. 42+75 TO STA. 48+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST CLAIR	15	6
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
CONTRACT NO. 76E05				



EXIST. CURVE C4
 PI STA. = 50+13.07
 $\Delta = 38^\circ 10' 52''$ (RT)
 $D = 8^\circ 36' 57''$
 $R = 665.00'$
 $T = 230.15'$
 $L = 443.15'$
 $E = 38.70'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 47+82.92$
 $P.T. STA. = 52+26.07$



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET

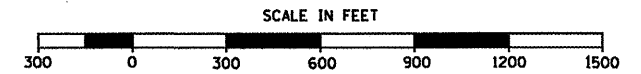
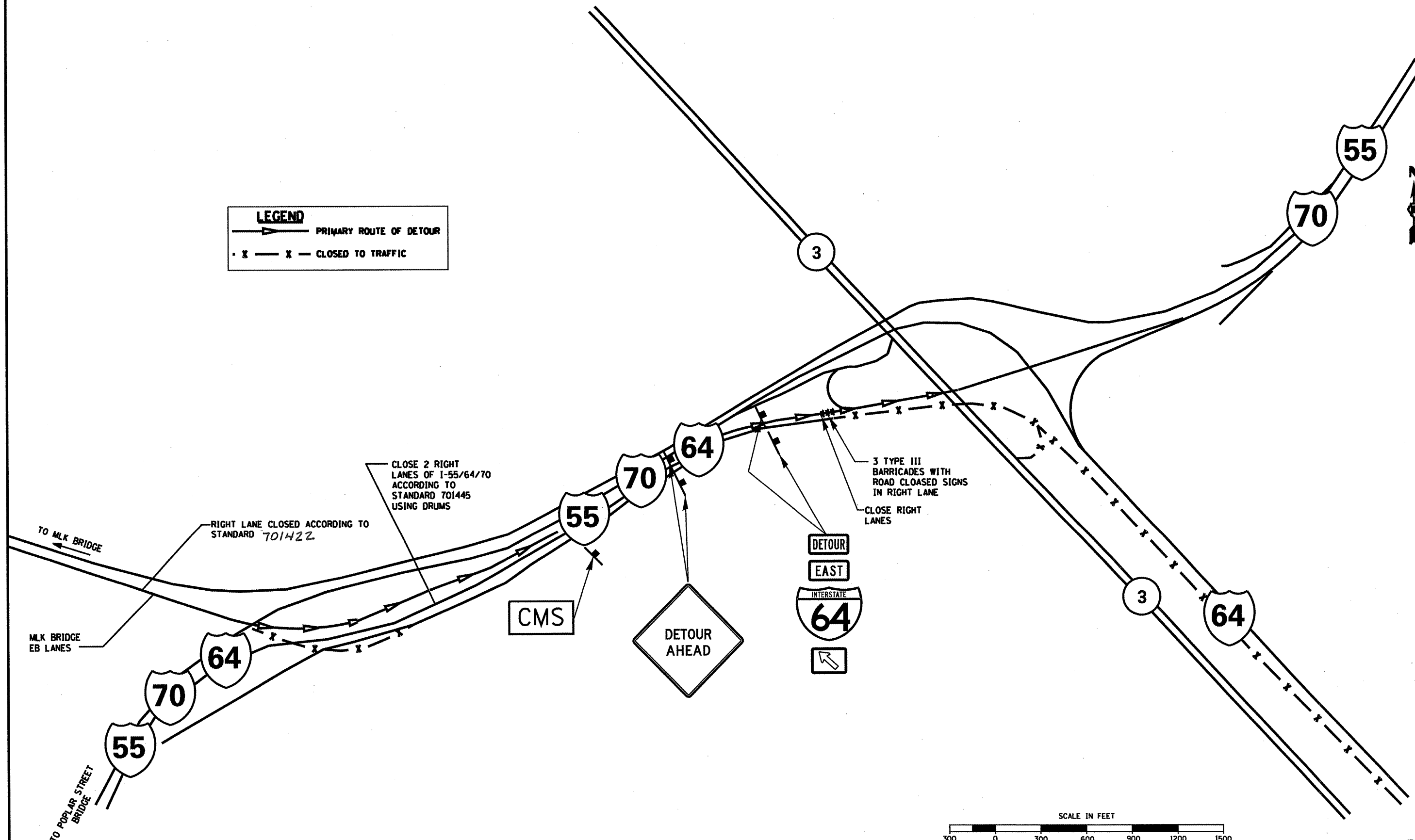
SCALE: SHEET NO. OF SHEETS STA. 48+00 TO STA. 53+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST. CLAIR	15	7
CONTRACT NO. 76E05				
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT				

LEGEND

→ PRIMARY ROUTE OF DETOUR

· X — X — CLOSED TO TRAFFIC



FILE NAME *	USER NAME * alfordb	DESIGNED - DS	REVISED -
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	PLOT DATE = 3/18/2018	DATE - 03/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

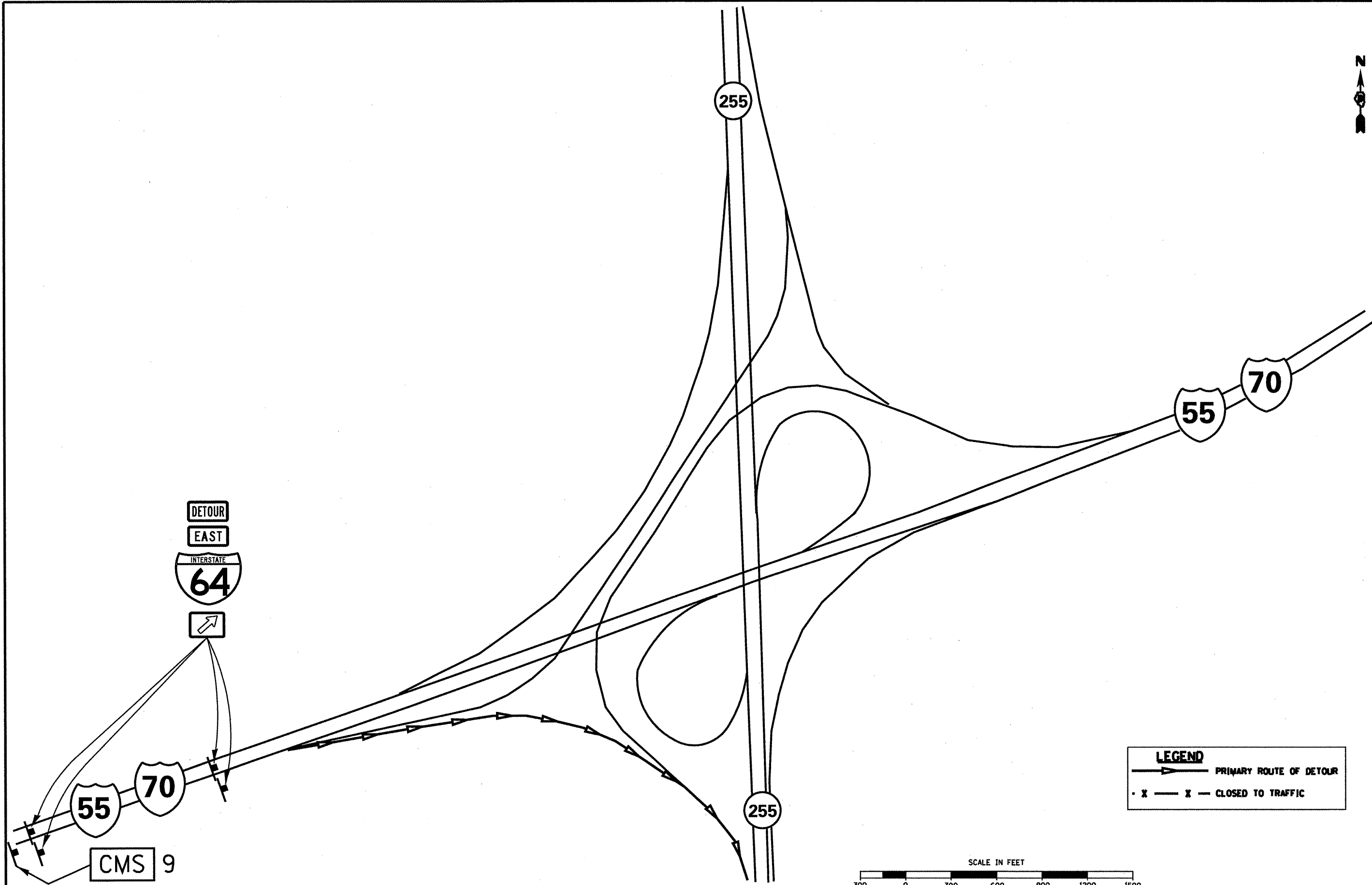
INTERSTATE 64 CLOSURE
INTERSTATE 55/70 AND INTERSTATE 64

SCALE: 1" = 300'

SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST. CLAIR	15	9
CONTRACT NO. 76E05				
ILLINOIS FED. AID PROJECT				

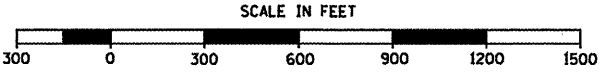
Rev.



LEGEND

—▶— PRIMARY ROUTE OF DETOUR

- X - X - CLOSED TO TRAFFIC

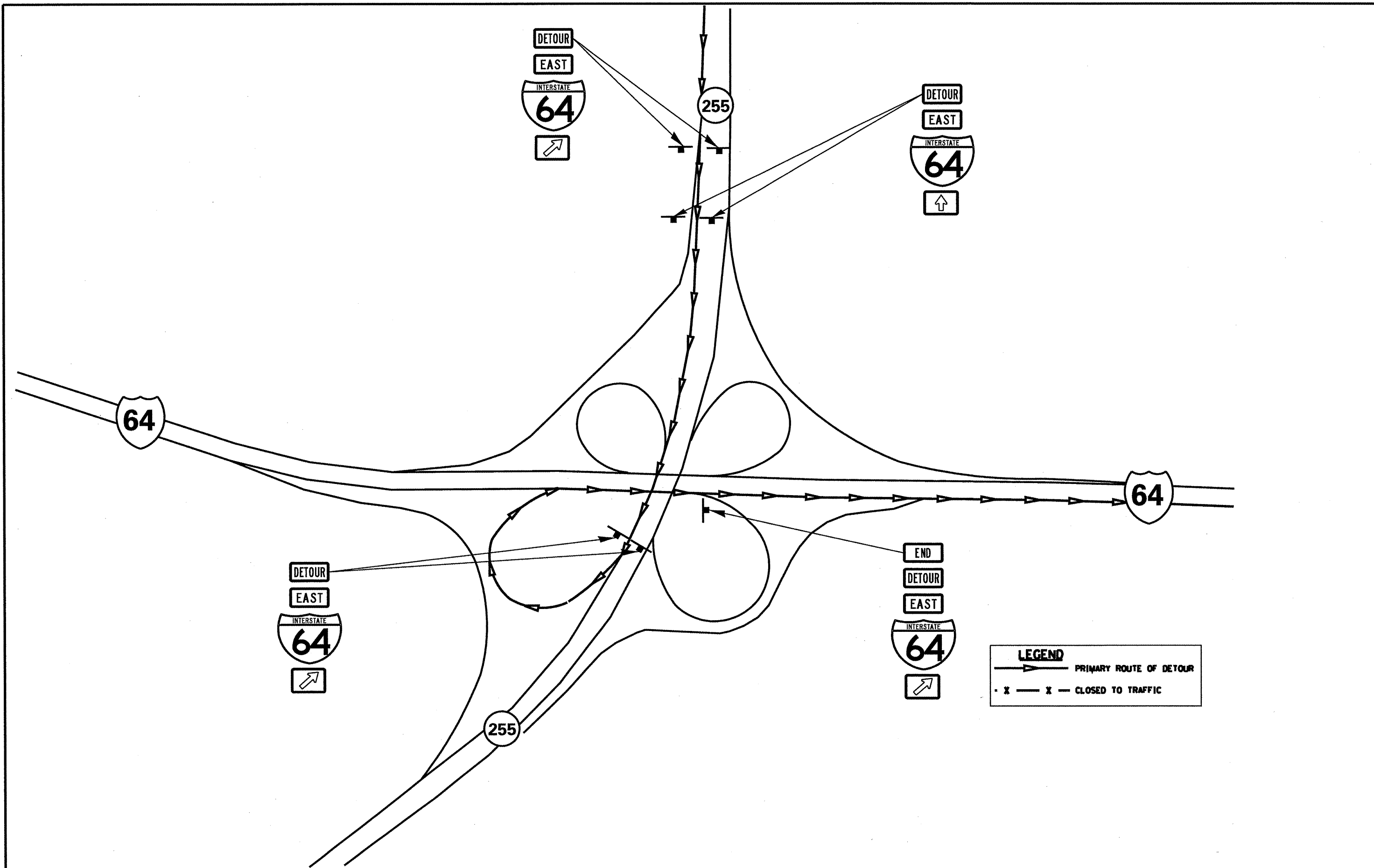


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	PLOT DATE = 3/18/2018	DATE - 03/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 64 CLOSURE			
INTERSTATE 55/70 AND INTERSTATE 255			
SCALE: 1" = 300'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST CLAIR	15	10
CONTRACT NO. 76E05				
ILLINOIS FED. AID PROJECT				



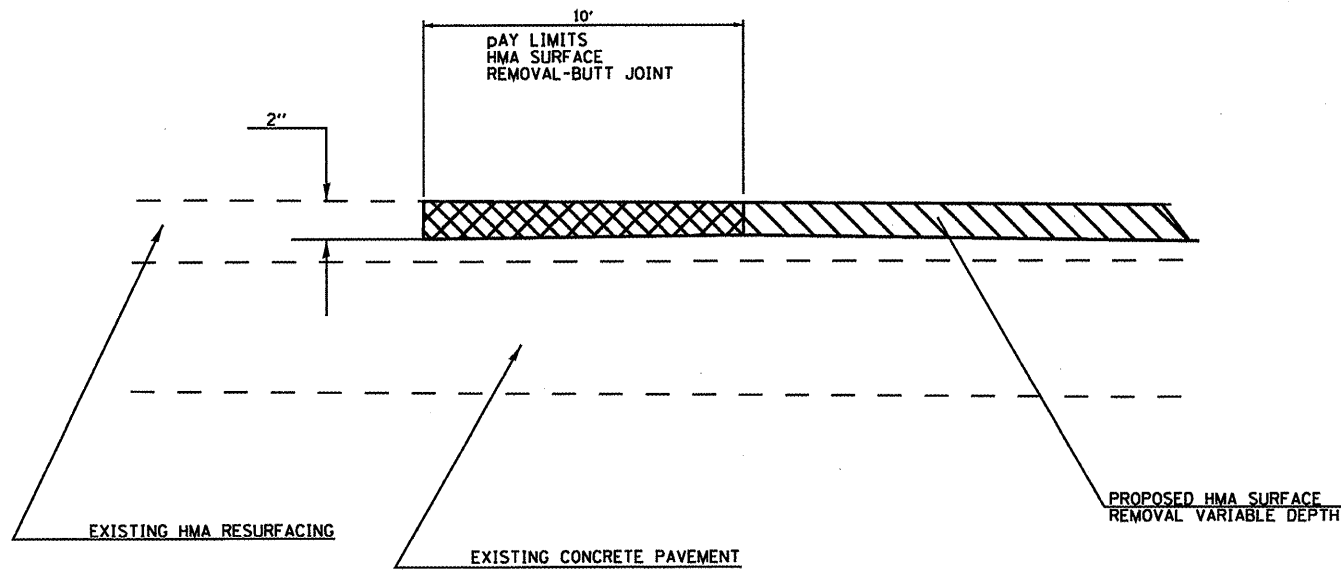
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	PLOT DATE * 3/18/2010	DATE - 03/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 64 CLOSURE
INTERSTATE 64 AND INTERSTATE 255

SCALE: 1" = 300' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE. 64	SECTION 82-IRS-1	COUNTY ST CLAIR	TOTAL SHEETS 15	SHEET NO. 11
CONTRACT NO. 76E05			ILLINOIS FED. AID PROJECT	



BUTT JOINT DETAIL
 STA. 42+75
 STA. 54+50

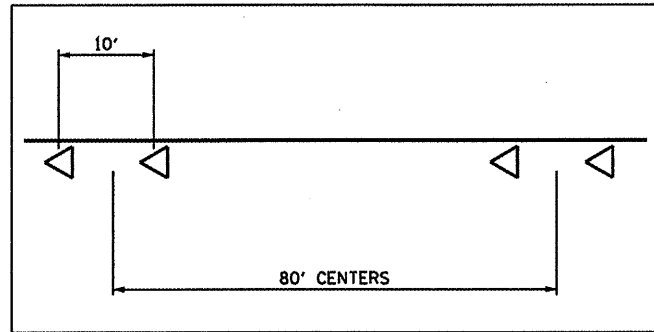
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

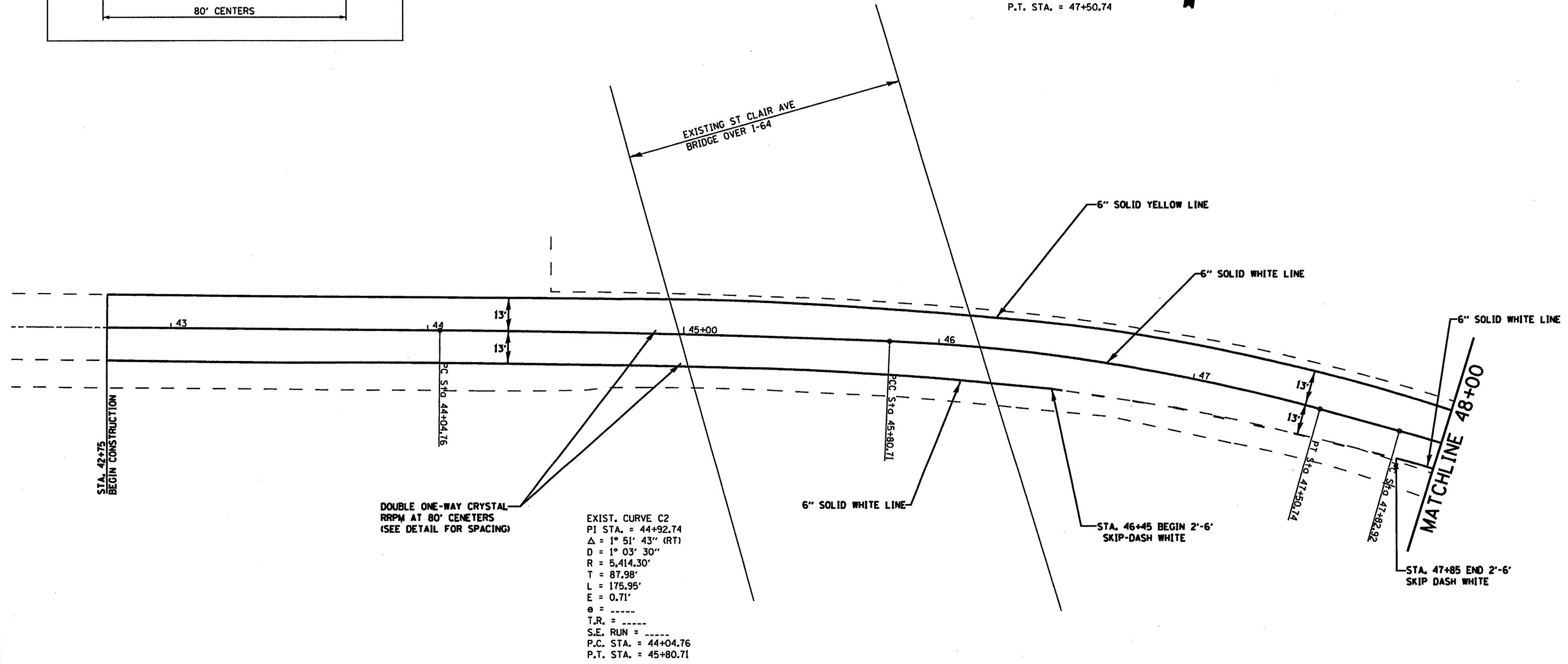
BUTT-JOINT DETAIL			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST. CLAIR	15	12
CONTRACT NO. T6E05				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

RRPM DETAIL



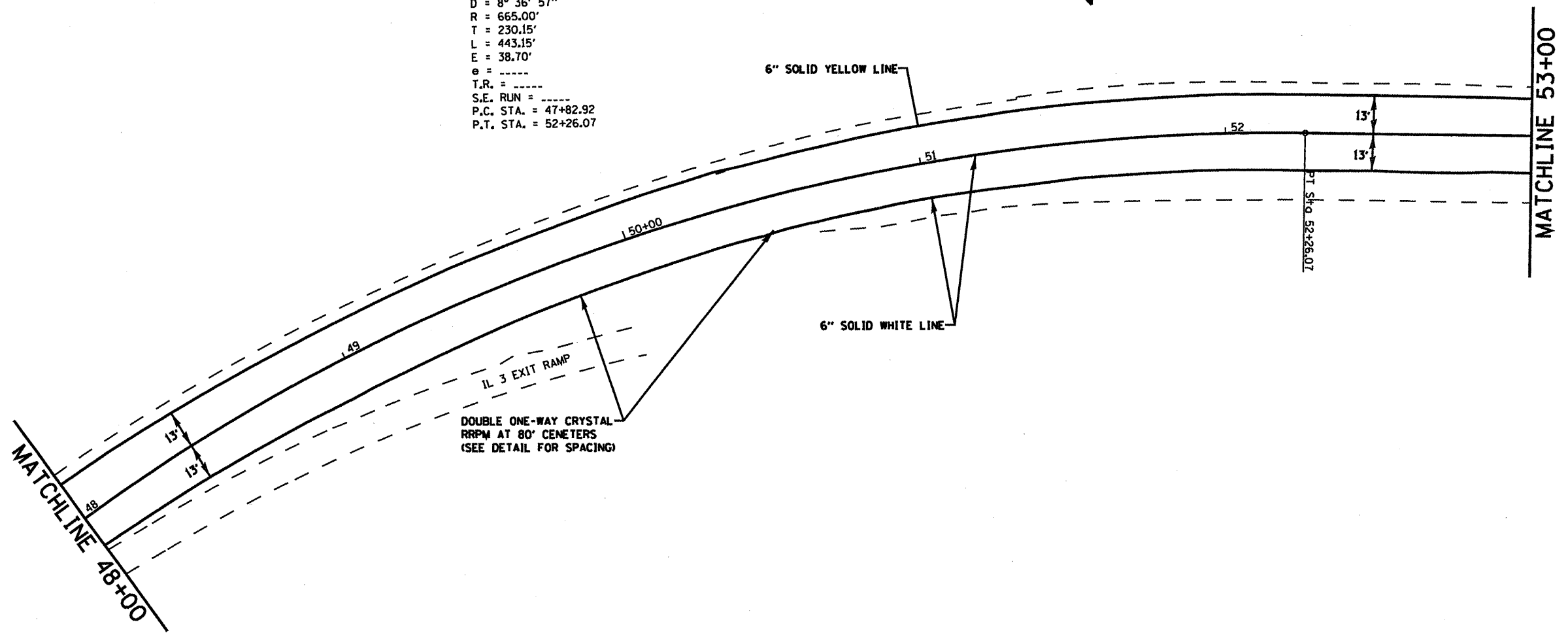
EXIST. CURVE C3
 PI STA. = 46+66.10
 $\Delta = 13^\circ 13' 37''$ (RT)
 D = $7^\circ 46' 45''$
 R = 736.54'
 T = 85.40'
 L = 170.03'
 E = 4.93'
 $\theta =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 45+80.71
 P.T. STA. = 47+50.74



EXIST. CURVE C2
 PI STA. = 44+92.74
 $\Delta = 1^\circ 51' 43''$ (RT)
 D = $1^\circ 03' 30''$
 R = 5,414.30'
 T = 87.98'
 L = 175.95'
 E = 0.71'
 $\theta =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 44+04.76
 P.T. STA. = 45+80.71

FILE NAME *	USER NAME * alfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING SHEET		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd\pe_work\psidost\alfordb\0187963\0876	00-shr-plan.dgn	DRAWN -	REVISED -				64	82-IRS-1	ST CLAIR	15	13
	PLOT SCALE = 48,0000' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 76E05				
	PLOT DATE = 3/18/2019	DATE -	REVISED -		FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT						

EXIST. CURVE C4
 PI STA. = 50+13.07
 $\Delta = 38^\circ 10' 52''$ (RT)
 D = $8^\circ 36' 57''$
 R = 665.00'
 T = 230.15'
 L = 443.15'
 E = 38.70'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 47+82.92
 P.T. STA. = 52+26.07



FILE NAME *	USER NAME * eifordb	DESIGNED -	REVISED -
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PLOT DATE * 3/18/2019	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

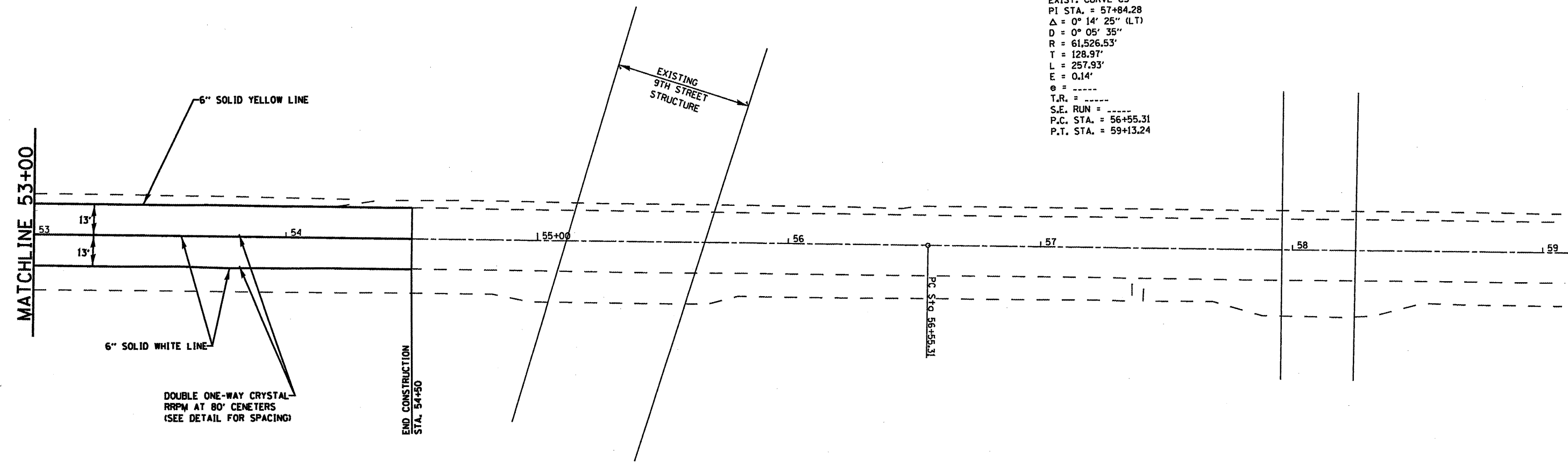
PAVEMENT MARKING SHEET

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	B2-IRS-1	ST CLAIR	15	14
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 76E05	



EXIST. CURVE C5
 PI STA. = 57+84.28
 Δ = 0° 14' 25" (LT)
 D = 0° 05' 35"
 R = 61,526.53'
 T = 128.97'
 L = 257.93'
 E = 0.14'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 56+55.31
 P.T. STA. = 59+13.24



FILE NAME =	USER NAME = alfordb	DESIGNED -	REVISED -
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	PLOT DATE = 3/18/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-IRS-1	ST CLAIR	15	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76E05				