11-6-09 Letting, Item 083

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 76867		

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3	SUMMARY OF QUANTITIES
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12	ALIGNMENT, TIES, AND BENCHMARKS
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19	EXISTING SITE PLAN
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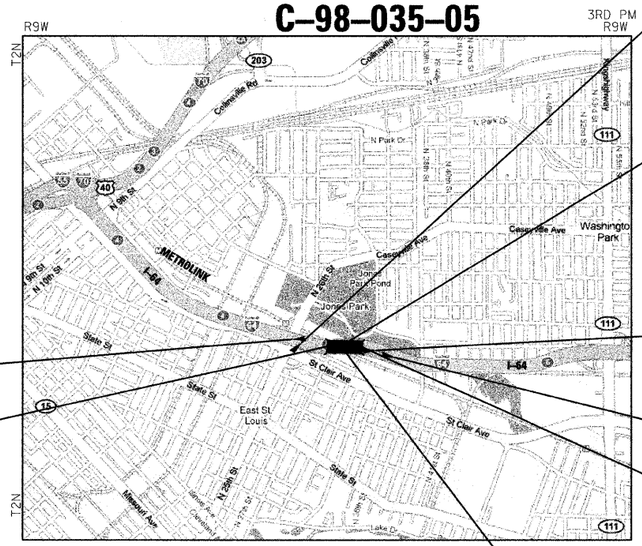
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.I. ROUTE 64 (I–64 OVER METROLINK)
SECTION 82–2VB–2
PROJECT ACBHI-064-1(123)002
SUPERSTRUCTURE REPLACEMENT
ST. CLAIR COUNTY
C–98–035–05

D–98–017–05

LOCATION OF SECTION INDICATED THUS:– ▬



STATION EQUATION
STA.124 + 65.72(BK) =
STA. 124 + 65.39(AH)

PROP. SN 082–0163 (WB)
BRIDGE SECTION 82–2VB–2
℄ STA. 135 + 02.71
486' – 0 1/4" BACK TO BACK

STATION EQUATION
STA.145 + 63.92(BK) =
STA. 145 + 64.48(AH)

BEGIN SECTION
STA. 121 + 95.44 (EB)

BEGIN PROJECT
STA. 134 + 03.44 (EB)

END SECTION
STA. 151 + 87.48 (EB)

END PROJECT
STA. 138 + 89.46 (EB)

PROP. SN 082–0162 (EB)
BRIDGE SECTION 82–2VB–2
℄ STA. 136 + 46.45
486'– 0 1/4" BACK TO BACK

LAYOUT
0 FT 2,000 FT 4,000 FT 6,000 FT
1" = 2,000 FEET

PROJECT ENGINEER – PATTI LEBEAU (618) 346–3179
PROJECT MANAGER – ART MUEHLFELD (618) 346–3209

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

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

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

GROSS LENGTH = 486.02' (0.092 MILES)
NET LENGTH = 486.02' (0.092 MILES)

DESIGN DESIGNATION N/A

	PRESENT (2009)	FUTURE (2029)
ADT	78,342	95,592
% SU	3.0%	3.0%
% MU	10.5%	10.5%

CONTRACT NO. 76867

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

TWM
EXCEPTIONAL SERVICE. NOTHING LESS.

SHEILA J. KIMLINGER 49175 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Sheila J. Kimlinger 8/7/09
SHEILA J. KIMLINGER, P.E. EXPIRATION DATE
LICENSE NO. 062–049175 11–30–2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 12 20 09
Mary C. Jamie
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER
October 2, 20 09
Charles J. Insersoll
ENGINEER OF DESIGN AND ENVIRONMENT
October 2, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

GENERAL

1. REFER TO HIGHWAY STANDARD 000001 FOR STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS.
2. CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO WITHIN EXISTING RIGHT-OF-WAY LIMITS.
3. ALL ELEVATIONS ARE BASED ON VERTICAL CONTROL PROVIDED BY DISTRICT 8.
4. HORIZONTAL DATUM BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM.
5. THE STANDARDS AND REVISION NUMBERS LISTED APPLY TO THIS PROJECT.
6. THE COST OF BARRICADES, TYPE III USED DURING STAGE CONSTRUCTION SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION-STAGE 1, STAGE 2, AND STAGE 3.
7. A QUANTITY OF 14,572 FOOT OF "TEMPORARY PAVEMENT MARKING-LINE 6" WHITE HAS BEEN ADDED TO THE PLANS FOR PAINTING THE BOTTOM 6 INCHES OF THE TEMPORARY CONCRETE BARRIER.
8. SEE STANDARD 635011 FOR BARRIER WALL MARKER DETAILS. "BARRIER WALL MARKERS, TYPE C" SHALL BE PLACED ON THE TOP OF THE BARRIER WALL. "BARRIER WALL MARKERS, TYPE B" SHALL BE USED ON THE SIDE OF THE BARRIER WALL MARKER.
9. THE PAY ITEM "CHANGEABLE MESSAGE SIGN" HAS BEEN ADDED TO THE PLANS FOR SIGNS LOCATED ON I-255 AND I-64 DURING STAGE III. CHANGEABLE MESSAGE SIGNS LOCATED ON I-64 ARE INCLUDED WITH THE STANDARD 701400.
10. PER SPECIAL PROVISION "TRAFFIC CONTROL PLAN", THE ORIGINAL STAGING PAVEMENT MARKING PAINT IS INCLUDED WITH THE STANDARD. ADDITIONAL PAINTING REQUIRED DUE TO NORMAL WEAR SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.

COORDINATION

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS AND METROLINK.

ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON MEMBERS, THE UTILITY COMPANY DIRECTLY.
AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- AMEREN IP - GAS
  2600 N. CENTER
  P.O. BOX 378
  MARYVILLE, IL 62062-0378
- AMEREN UE - ELECTRIC
  1909 CHOUTEAU AVENUE
  ST. LOUIS, MO 63103
- AT&T ILLINOIS - COMMUNICATION
  NETWORK ENGINEERING
  203 GOETHE STREET, FLOOR 2
  COLLINSVILLE, IL 62234
- CITY OF EAST ST. LOUIS-LIGHTING
  301 RIVERPARK DRIVE
  EAST ST. LOUIS, IL 62201-3028
- ILLINOIS AMERICAN WATER COMPANY - WATER
  100 N. WATER WORKS DRIVE
  P.O. BOX 24040
  BELLEVILLE, IL 62223-9040
- METRO - COMMUNICATIONS
  707 NORTH FIRST STREET
  ST. LOUIS, MO 63102-2595

(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.)

UTILITIES - LOCATIONS/INFORMATION ON PLANS

UNLESS NOTED OTHERWISE, THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. SOME UTILITY LOCATIONS ARE SHOWN AS FUTURE. THESE LOCATIONS ARE NOTED THOROUGHOUT THE PLAN AND PROFILE SHEETS AND ON CROSS SECTION SHEETS. UNLESS ELEVATIONS ARE SHOWN - ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON ASSUMED MINIMUM DEPTHS AS REQUIRED BY NORMAL CONSTRUCTION PRACTICES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR I.T.S. UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR I.T.S. EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803.

COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION/INTELLIGENT TRANSPORTATION SYSTEM FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.

DRAINAGE DURING STAGING

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE DURING THE VARIOUS STAGES OF CONSTRUCTION. ALL ITEMS SHOWN IN THE PLANS WILL BE PAID FOR AS NOTED. ANY OTHER TEMPORARY ITEMS (LABOR AND/OR MATERIALS) DEEMED NECESSARY FOR MAINTAINING DRAINAGE ARE CONSIDERED TO BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL NOT BE PAID FOR SEPARATELY.

STAGING AREA & SEEDING

THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER ON LOCATION OF STAGING AREAS FOR DELIVERY OF MATERIALS, LABOR PARKING, OR EQUIPMENT STORAGE. THE CONTRACTOR IS REQUIRED TO RESTORE STAGING AREAS OR ANY OTHER DISTURBED AREA THAT IS BEYOND THE LIMITS OF CONSTRUCTION SHOWN ON THE PLANS BACK TO ITS ORIGINAL CONDITION. CLASS II SEEDING WITH EROSION PROTECTION AS DIRECTED BY THE ENGINEER WILL BE REQUIRED FOR RESTORATION OF THESE AREAS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE TOTAL COST OF THE PROJECT.

PAVEMENT

FINAL FINISH ON PCC BASE COURSE SHALL BE TYPE B IN ACCORDANCE WITH ARTICLE 420.09 (e).

IF THE CONTRACTOR ELECTS TO USE THE MEMBRANE CURING COMPOUND METHOD, ONLY TYPE I OR TYPE II SHALL BE ALLOWED TO BE USED ON ALL PROPOSED CONCRETE PAVEMENT TO BE OVERLAID.

ROADSIDE BARRIERS

CONCRETE BARRIER, GUARDRAIL, AND CABLE ROAD GUARD SHOWN IN THE CROSS SECTION SHEETS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL REFER TO SCHEDULES AND PLAN SHEETS FOR MORE SPECIFIC LOCATIONS AND TYPES OF BARRIER.

THE NEW AND/OR REPLACED HIGH TENSION CABLE MEDIAN BARRIER AND TERMINAL SECTIONS SHOULD MATCH THE EXISTING HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. THE EXISTING SYSTEM WAS MANUFACTURED BY GIBRALTAR.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

COMMITMENTS

THE DEPARTMENT IS COMMITTED TO COORDINATE WITH METROLINK DURING ALL PHASES OF CONSTRUCTION INVOLVING WORK OVER THE METROLINK TRACK SYSTEM.

PERTINENT INFORMATION

THE BUREAU OF OPERATIONS WILL BE POSTING MESSAGES ON THE CHANGEABLE MEASSAGE BOARDS AND REAL TIME DELAYS/MESSAGES ON DYNAMIC MESSAGE SIGNS. CONTACT JEFF ABEL AT (618) 346-3283.

TWO WEEKS PRIOR TO THE RAMP CLOSING, USE CHANGEABLE MESSAGE SIGNS TO ALERT TRAVELING PUBLIC.

THE CONTRACTOR SHALL SUBMIT A CONTINGENCY PLAN FOR TRAFFIC CONTROL AT LEAST TWO WEEKS PRIOR TO THE PRECONSTRUCTION CONFERENCE. SEE TRAFFIC CONTROL SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

HIGHWAY STANDARDS

000001 – 05	631031 – 07	720001 – 01
001001 – 02	635001 – 01	720006 – 02
001006	635006 – 03	720011 – 01
280001 – 04	635011 – 02	729001 – 01
420001 – 07	637006 – 02	731001 – 01
420601 – 05	638001 – 02	780001 – 02
420701 – 02	642001 – 01	781001 – 03
421001 – 02	665001 – 02	
421206 – 06	701101 – 02	
482011 – 03	701106 – 02	
515001 – 03	701400 – 03	
601001 – 03	701401 – 05	
601101 – 01	701402 – 07	
602306 – 02	701411 – 05	
602601 – 02	701416 – 06	
604001 – 03	701426 – 03	
604101 – 01	701451	
630001 – 08	701456	
630301 – 05	701901 – 01	
631026 – 05	704001 – 05	

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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, HIGHWAY STANDARDS, & COMMITMENTS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	2
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

	ITEM NUMBER	PAY ITEM	UNIT	URBAN 80%/20% FED/ST. QUANTITY X171-2A
	20200100	EARTH EXCAVATION	CU YD	4,576
	20800150	TRENCH BACKFILL	CU YD	85
	25000210	SEEDING, CLASS 2A	ACRE	0.8
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	80
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	80
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	80
	25100115	MULCH, METHOD 2	ACRE	0.8
	25100630	EROSION CONTROL BLANKET	SQ YD	2,930
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	220
	28000300	TEMPORARY DITCH CHECKS	EACH	25
	28000400	PERIMETER EROSION BARRIER	FOOT	1,949
	28000500	INLET AND PIPE PROTECTION	EACH	5
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	699
	35100100	AGGREGATE BASE COURSE, TYPE A	TON	6,125
	40300200	BITUMINOUS MATERIALS (PRIME COAT)	TON	14.1
	40701961	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14"	SQ YD	8,251
	42001300	PROTECTIVE COAT	SQ YD	3,233
	42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	659
	42100325	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4"	SQ YD	2,458
	42100925	PAVEMENT REINFORCEMENT 11 1/4"	SQ YD	2,458
	44000100	PAVEMENT REMOVAL	SQ YD	2,869
	44004000	PAVED DITCH REMOVAL	FOOT	221
	44004250	PAVED SHOULDER REMOVAL	SQ YD	6,217
	48100700	AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	1,860
	50101700	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 1	EACH	1
	50101800	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 2	EACH	1
	50102400	CONCRETE REMOVAL	CU YD	246.3
	50157300	PROTECTIVE SHIELD	SQ YD	1,908
	50200100	STRUCTURE EXCAVATION	CU YD	333
	50300225	CONCRETE STRUCTURES	CU YD	372.4
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,552.5
	50300260	BRIDGE DECK GROOVING	SQ YD	4,905
	50300300	PROTECTIVE COAT	SQ YD	6,052
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
	50500505	STUD SHEAR CONNECTORS	EACH	13,026
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	436,480
	50800515	BAR SPLICERS	EACH	3,150
	51500100	NAME PLATES	EACH	2
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	252
	52000340	NEOPRENE EXPANSION JOINT 4"	FOOT	242
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	17
	52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	17
	52100520	ANCHOR BOLTS, 1"	EACH	84
	52100530	ANCHOR BOLTS, 1 1/4"	EACH	34
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	34
	54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	1
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	785
	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	302
Δ	55037900	STORM SEWERS TO BE CLEANED 15"	FOOT	138
	58700300	CONCRETE SEALER	SQ FT	7,138
	59000200	EPOXY CRACK INJECTION	FOOT	290
	60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	23
	60107700	PIPE UNDERDRAINS 6"	FOOT	6,157
	60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	319
	60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	1
	60246705	MEDIAN INLET (604101), SPECIAL	EACH	3
	60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	1
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6' POSTS (FOOT)	FOOT	4,322.5
*	63000015	STEEL PLATE BEAM GUARD RAIL, TYPE D	FOOT	225
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	3
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	9
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2
	63200310	GUARDRAIL REMOVAL	FOOT	4,730
	63500105	DELINEATORS	EACH	3
	63500120	DELINEATOR REMOVAL	EACH	3

Δ NON-PARTICIPATING 100% STATE

	ITEM NUMBER	PAY ITEM	UNIT	URBAN 80% /20% FED/ST QUANTITY X171-2A
	63500310	REMOVE AND REINSTALL DELINEATORS	EACH	8
	63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	115
	63700805	CONCRETE BARRIER TRANSITION	FOOT	5
	63800048	GLARE SCREEN BLADES 48"	EACH	800
	64200105	SHOULDER RUMBLE STRIP	FOOT	6,566
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	36
	67100100	MOBILIZATION	L SUM	1
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	832
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	96
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	78,757
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	14,695
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	26,435
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	5,414
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	9,281
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	23,080
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	728
*	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	3,750
*	78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	147
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	28
*	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	2,556
*	78100300	REPLACEMENT REFLECTOR	EACH	505
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	78
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	44
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	36
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	9,400
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2,556
*	80300100	LOCATING UNDERGROUND CABLE	FOOT	8,695
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,760
*	X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	3
*	~~63502350~~	~~REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT~~	~~FOOT~~	~~150~~
*	X0322050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	505
	X0323644	PAVEMENT MARKING GROOVING	FOOT	3,897
	X0323830	DRAINAGE SCUPPERS, DS-11	EACH	8
	X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	567
	X0324952	DETOUR SIGNING	L SUM	1
	X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	27
	X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	271.4
	X0325502	MEDIAN BARRIER GATE SYSTEM	EACH	1
	X0325513	PIPE UNDERDRAIN REMOVAL, SPECIAL	FOOT	6,334
*	X0325589	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	105
*	X0325590	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	1
	X0325648	HIGH LOAD MULTI-ROTATION BEARINGS, GUIDED EXPANSION, 650K	EACH	17
	X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1
	X0325759	TRAFFIC CONTROL AND PROTECTION - STAGE 1	L SUM	1
	X0325760	TRAFFIC CONTROL AND PROTECTION - STAGE 2	L SUM	1
	X0325761	TRAFFIC CONTROL AND PROTECTION - STAGE 3	L SUM	1
*	X8950060	REMOVE EXISTING CONTROLLER	EACH	1
	Z0018800	DRAINAGE SYSTEM	L SUM	1
	Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
	X0326686	PORTLAND CEMENT CONCRETE BASE COURSE 4"	SQ YD	2,452
*	X0326677	HIGH TENSION CABLE MEDIAN BARRIER REMOVAL	FOOT	592
*	X0326687	HIGH TENSION CABLE MEDIAN BARRIER TERMINAL REMOVE	EACH	3
	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6"	EACH	2

* SPECIALTY ITEM

Rev.

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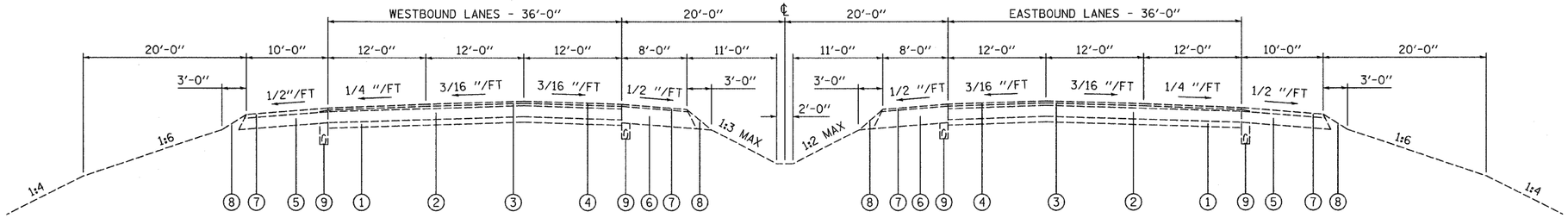
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

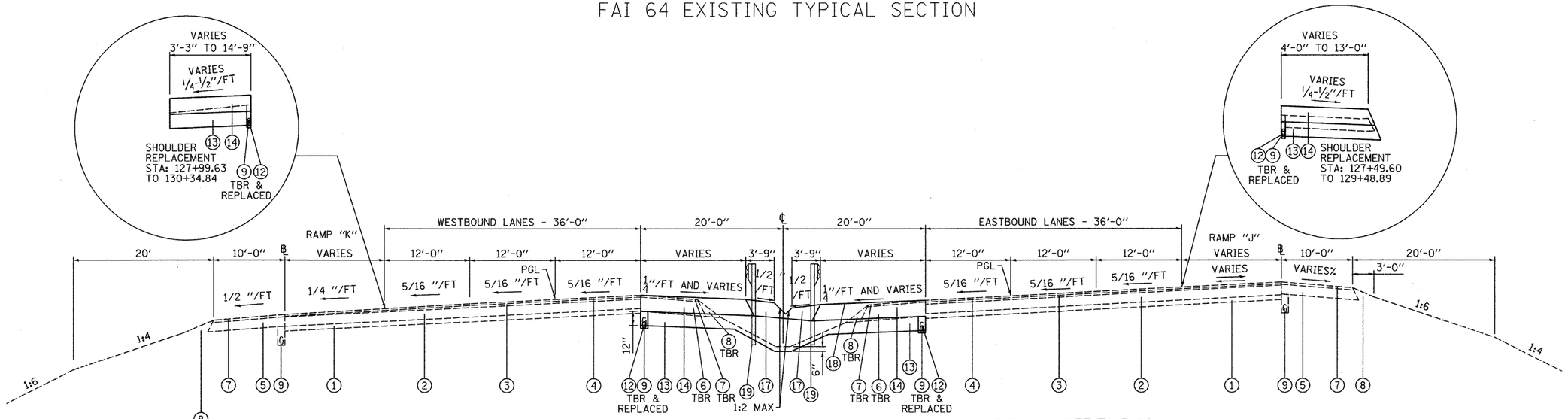
SUMMARY OF QUANITIES

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

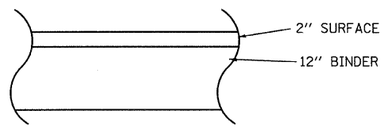
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	3
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



FAI 64 EXISTING TYPICAL SECTION



FAI 64 PROPOSED TYPICAL SECTION - WEST CROSSOVER / WIDENING
E.B. - STA. 123+45.02 TO 132+86.69
W.B. - STA. 124+65.00 TO 131+10.90
(MEDIAN DITCH GRADING BEGINS @ STA. 121+95.44)



DETAIL

HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"

NOTES:
1. REFER TO CROSS SECTIONS TO VERIFY SIDE SLOPES, WIDTH OF PROPOSED PAVEMENT, AND PAVEMENT CROSS SLOPES AT GIVEN LOCATIONS.
2. IT IS ASSUMED THAT A MAJORITY OF THE "CUT" FROM EARTH EXCAVATION ON THIS PROJECT WILL NOT BE SUITABLE FOR "FILL". THUS, THE SELECTED FILL UNDER THE CROSSOVERS WILL BE AGGREGATE BASE COURSE, TYPE A.
3. SEE CROSS SECTIONS FOR MEDIAN DITCH GRADING.

HOT MIX ASPHALT - MIXTURE REQUIREMENTS				
14" FULL DEPTH CROSSOVER PAVEMENT AND SHOULDER REPLACEMENT				
MIXTURE USE	SURFACE	BINDER		
HMA PAVEMENT	2"	12"		
AC/PG	PG 64-22	PG 64-22		
RAP % (MAX)	10%	10%		
DESIGN AIR VOIDS	4.0% @ Ndes = 105	4.0% @ Ndes = 105		
MIX COMPOSITION (GRADATION MIXTURE)		IL 19.0		
FRICTION AGG	MIXTURE "E"	MIXTURE "B"		

PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN

LEGEND

1. EXISTING STABILIZED SUB-BASE, 4"
2. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
3. EXISTING HMA BINDER COURSE, SUPERPAVE, MIX B, CLASS I, TYPE I, 1.75"
4. EXISTING HMA SURFACE COURSE, SUPERPAVE, MIX E, CLASS I, TYPE I, 1.5"
5. EXISTING HMA SHOULDERS, 8"
6. EXISTING HMA SHOULDERS, 12"
7. EXISTING HMA SHOULDERS
8. EXISTING AGGREGATE SHOULDERS, TYPE A, WEDGE
9. EXISTING PIPE UNDERDRAINS
10. INTENTIONALLY BLANK
11. INTENTIONALLY BLANK
12. 6" PIPE UNDERDRAINS
13. AGGREGATE BASE COURSE, TYPE A, 12"
14. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 "
15. PORTLAND CEMENT CONCRETE BASE COURSE 4"
16. CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4 "
17. AGGREGATE SHOULDERS, TYPE A, 8"
18. BITUMINOUS MATERIALS (PRIME COAT)
19. EXISTING / PROPOSED GUARDRAIL

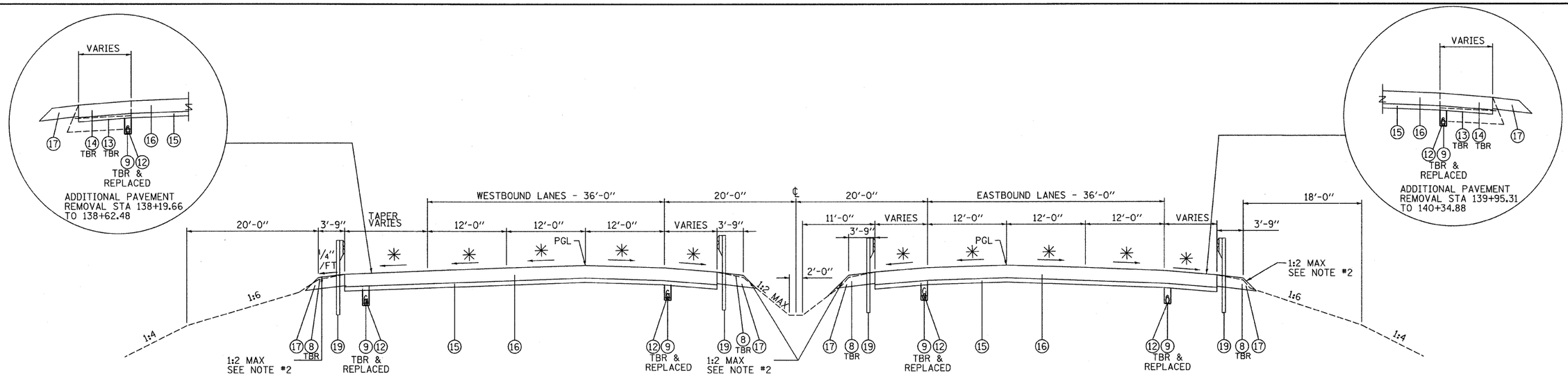
FILE NAME = P:\060601B\dgn\CADD Sheets\D876876-sht-typical-001.dgn	USER NAME = mschwier.john	DESIGNED - DRB	REVISED -
		DRAWN - DRB	REVISED -
	PLOT SCALE = 7.5556 ' / IN.	CHECKED - SJK	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

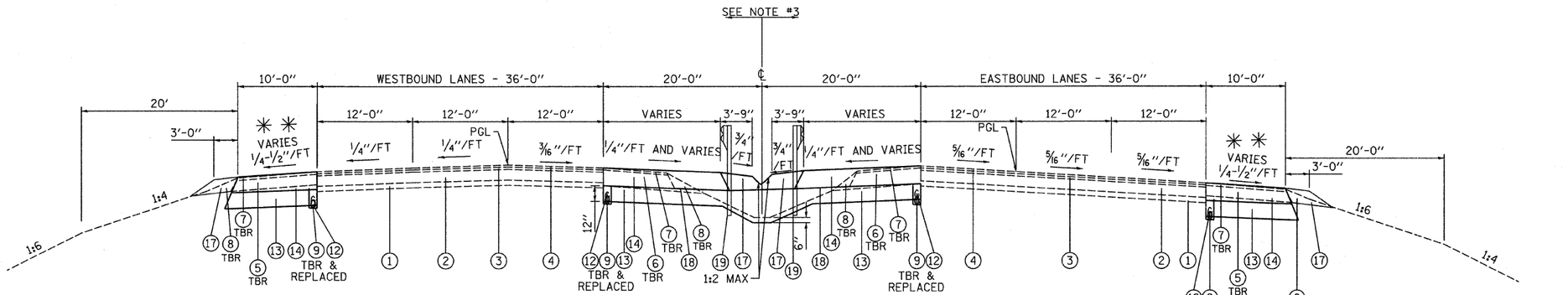
SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. 123+45.02 TO STA. 132+86.69

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	4
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



FAI 64 PROPOSED TYPICAL SECTION - BRIDGE TRANSITION PAVEMENT
W.B. - STA. 131+10.90 TO 132+29.47 & STA. 137+75.95 TO 138+62.48
E.B. - STA. 132+86.69 TO 133+73.22 & STA. 139+19.70 TO 140+34.88

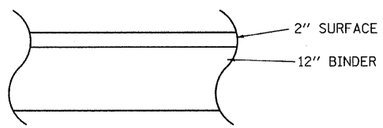
✳ SEE DETAIL FOR TRANSITION PAVEMENT CROSS SLOPES.



✳ ✳ SHOULDER WIDENING BEGINS
WIDTH VARIES
STA. 138+19.66 TO 138+62.48

FAI 64 PROPOSED TYPICAL SECTION - EAST CROSSOVER / WIDENING
E.B. - STA. 140+34.88 TO 151+87.48
W.B. - STA. 138+62.48 TO 151+78.79

✳ ✳ SHOULDER WIDENING BEGINS
WIDTH VARIES
STA. 139+95.31 TO 140+34.88



DETAIL

HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"

LEGEND

1. EXISTING STABILIZED SUB-BASE, 4"
2. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
3. EXISTING HMA BINDER COURSE, SUPERPAVE, MIX B, CLASS I, TYPE I, 1.75"
4. EXISTING HMA SURFACE COURSE, SUPERPAVE, MIX E, CLASS I, TYPE I, 1.5"
5. EXISTING HMA SHOULDERS, 8"
6. EXISTING HMA SHOULDERS, 12"
7. EXISTING HMA SHOULDERS
8. EXISTING AGGREGATE SHOULDERS, TYPE A, WEDGE
9. EXISTING PIPE UNDERDRAINS
10. INTENTIONALLY BLANK
11. INTENTIONALLY BLANK
12. 6" PIPE UNDERDRAINS
13. AGGREGATE BASE COURSE, TYPE A, 12"
14. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 "
15. PORTLAND CEMENT CONCRETE BASE COURSE 4"
16. CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4"
17. AGGREGATE SHOULDERS, TYPE A, 8"
18. BITUMINOUS MATERIALS (PRIME COAT)
19. EXISTING / PROPOSED GUARDRAIL

1. NOTES: REFER TO CROSS SECTIONS TO VERIFY SIDE SLOPES, WIDTH OF PROPOSED PAVEMENT, AND PAVEMENT CROSS SLOPES AT GIVEN LOCATIONS.
2. REFER TO BRIDGE APPROACH TRANSITION PAVEMENT DETAILS FOR MORE INFORMATION ON DIMENSIONS SHOWING "VARIES".
3. W.B. SIDE OF TYPICAL SHOWN AS NORMAL CROWN SECTION. E.B. SIDE SHOWN AS SUPERELEVATED SECTION. EITHER CASE HAS THE WIDENING ON THE OUTSIDE SHOULDER AT 1/4" PER FOOT.
4. IT IS ASSUMED THAT A MAJORITY OF THE "CUT" FROM EARTH EXCAVATION ON THIS PROJECT WILL NOT BE SUITABLE FOR "FILL". THUS, THE SELECTED FILL UNDER THE CROSSOVERS WILL BE AGGREGATE BASE COURSE, TYPE A.

FILE NAME = P:\060601B\dgn\CADD Sheets\D876876-sht-typical-002.dgn	USER NAME = mschwierjohn	DESIGNED - DRB	REVISED -
		DRAWN - DRB	REVISED -
	PLOT SCALE = 7.5556 ' / IN.	CHECKED - SJK	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. 138+62.48 TO STA. 151+87.45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	5
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION (STATION TO STATION)			EARTH EXCAVATION (CU YD)	ADJUSTED EARTH EXCAVATION (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
I-64						
121+95.44	TO	131+10.96	1481	1111	32	1079
131+10.90	TO	132+39.86	167	125	23	102
137+32.26	TO	140+34.88	361	271	51	220
131+10.90	TO	134+17.23	253	190	30	160
139+02.94	TO	140+34.88	182	137	21	116
140+34.88	TO	151+87.48	2132	1599	209	1390
		TOTAL:	4,576	3,433	366	3,067

SEEDING SCHEDULE

LOCATION (STATION TO STATION)			SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	TEMPORARY EROSION CONTROL SEEDING
			ACRE	POUND	POUND	POUND	ACRE	POUND
I-64 MEDIAN								
121+80.95	to	126+00.00	0.1	10	10	10	0.1	30
129+50.00	to	133+25.00	0.1	10	10	10	0.1	30
138+25.00	to	147+00.00	0.4	40	40	40	0.4	100
150+25.00	to	151+87.48	0.1	10	10	10	0.1	30
* VARIOUS LOCATIONS @ PIPE UNDERDRAIN OUTLETS			0.1	10	10	10	0.1	30
		TOTAL:	0.8	80	80	80	0.8	220

INLET & PIPE PROTECTION SCHEDULE

LOCATION (STATION TO STATION)		INLET AND PIPE PROTECTION
		EACH
I-64 MEDIAN		
121+95.44	MED.	1
129+84.03	MED.	1
147+23.25	MED.	1
150+00.37	MED.	1
150+25.00	MED.	1
	TOTAL:	5

EROSION CONTROL BLANKET SCHEDULE

LOCATION (STATION TO STATION)			EROSION CONTROL BLANKET
			SQ YD
I-64 MEDIAN			
121+80.95	TO	126+00.00	511
129+50.00	TO	133+25.00	359
138+25.00	TO	147+00.00	1825
150+25.00	TO	151+87.48	235
		TOTAL:	2,930

TEMPORARY DITCH CHECK SCHEDULE

LOCATION (STATION TO STATION)					TEMPORARY DITCH CHECKS
					EACH
I-64 MEDIAN					
122+26.53	Med.	TO	125+07.05	MED.	3
130+59.28	Med.	TO	132+48.08	MED.	5
138+75.88	Med.	TO	142+81.57	MED.	10
143+42.59	Med.	TO	146+98.75	MED.	6
150+58.81	Med.	TO	150+58.81	MED.	1
				TOTAL:	25

PERIMETER EROSION BARRIER SCHEDULE

LOCATION (STATION TO STATION)							PERIMETER EROSION BARRIER
							FOOT
I-64 W.B.							
136+91.90	80.70	LT	TO	138+25.00	84.00	LT	133
138+25.00	84.00	LT	TO	139+48.10	76.10	LT	124
139+48.10	76.10	LT	TO	147+75.40	76.00	LT	850
					SUB-TOTAL:		1,107
I-64 E.B.							
134+12.48	73.56	RT	TO	134+72.39	67.11	RT	60.0
139+84.15	69.33	RT	TO	147+87.79	76.58	RT	782.0
					SUB-TOTAL:		842
					TOTAL:		1,949

PAVEMENT REMOVAL

LOCATION			PAVEMENT REMOVAL
STATION	TO	STATION	SQ YD
I-64 W.B.			
131+41.86	TO	132+59.57	254
132+59.57	TO	132+97.32	41
131+41.86	TO	131+81.73	161
131+81.73	TO	132+59.57	151
137+45.30	TO	137+79.71	30
137+79.71	TO	138+19.66	71
136+81.99	TO	137+45.30	102
137+45.30	TO	138+19.66	252
131+10.90	TO	131+41.86	43
131+10.90	TO	131+41.86	120
138+19.66	TO	138+62.48	57
138+19.66	TO	138+62.48	114
138+19.66	TO	138+62.48	42
		SUB-TOTAL:	1,438
I-64 E.B.			
133+32.38	TO	133+70.64	69
133+70.64	TO	134+03.34	27
133+32.38	TO	134+03.34	309
134+03.34	TO	134+68.30	125
138+52.20	TO	138+89.52	37
138+89.52	TO	139+95.31	217
138+89.52	TO	139+53.97	102
139+53.97	TO	139+95.31	131
132+86.69	TO	133+32.38	61
132+86.69	TO	133+32.38	169
139+95.31	TO	140+34.88	53
139+95.31	TO	140+34.88	106
139+95.31	TO	140+34.88	25
		SUB-TOTAL:	1,431
		TOTAL:	2,869

PAVED DITCH REMOVAL SCHEDULE

LOCATION (STATION TO STATION)			PAVED DITCH REMOVAL
			FOOT
I-64 MEDIAN			
126+40.64	TO	128+61.57	221
		TOTAL:	221

CONTROLLER REMOVAL SCHEDULE

LOCATION (STATION)		REMOVE EXISTING CONTROLLER
		EACH
I-64 MEDIAN		
147+14.20	1.41' RT	1
	TOTAL:	1

PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION					DESCRIPTION		PAVEMENT MARKING REMOVAL
STATION		TO	STATION				SQ FT
I-64 W.B.							
121+00.00	LT	TO	128+88.60	LT	Solid White	LT EOP	260
121+00.00	LT	TO	175+60.00	LT	Skip Dash White(10'-30')	Lane Line	450
121+00.00	LT	TO	175+60.00	LT	Skip Dash White(10'-30')	Lane Line	450
121+00.00	LT	TO	175+60.00	LT	Solid Yellow	RT EOP	1802
128+88.60	LT	TO	130+34.87	LT	Solid White (8")	LT EOP	98
128+88.60	LT	TO	130+34.87	LT	Solid White(8")	Ramp EOP	96
130+34.87	LT	TO	136+93.80	LT	Dotted White (3'-9")(8")	EXIT Line	110
128+88.60	LT	TO	131+33.43	LT	Solid White	Ramp EOP	79
131+33.43	LT	TO	175+60.00	LT	Solid White	LT EOP	1461
						SUB-TOTAL:	4,807
I-64 E.B.							
100+50.00	RT	TO	153+40.00	RT	Solid Yellow	LT EOP	1746
100+50.00	RT	TO	153+40.00	RT	Skip Dash White(10'-30')	Lane Line	436
100+50.00	RT	TO	153+40.00	RT	Skip Dash White(10'-30')	Lane Line	436
100+50.00	RT	TO	121+30.87	RT	Solid White	RT EOP	687
121+30.87	RT	TO	122+84.67	RT	Dotted White (3'-9')	RT EOP	13
121+30.87	RT	TO	123+00.00	RT	Solid White	Ramp EOP	56
122+84.67	RT	TO	123+00.00	RT	Solid White (8")	Ramp EOP	13
122+84.67	RT	TO	124+24.92	RT	Solid White (8")	RT EOP	94
124+24.92	RT	TO	128+30.69	RT	Solid White	RT EOP	134
128+14.27	RT	TO	129+16.47	RT	Solid White(8")	Ramp EOP	72
129+16.47	RT	TO	133+32.40	RT	Skip Dash White(10'-30')(8")	Merge Line	70
128+14.27	RT	TO	134+82.03	RT	Solid White	RT EOP	224
134+82.03	RT	TO	153+40.00	RT	Solid White	RT EOP	613
						SUB-TOTAL:	4,593
						TOTAL:	9,400

GUARDRAIL REMOVAL

LOCATION					GUARDRAIL REMOVAL
STATION		TO	STATION		FOOT
I-64 W.B.					
121+57.35	MEDIAN	TO	128+00.00	MEDIAN	643
128+00.00	MEDIAN	TO	132+96.16	MEDIAN	496
129+62.19	EOP	TO	131+78.17	EOP	215
136+94.41	EOP	TO	140+16.49	EOP	326
137+78.13	MEDIAN	TO	141+93.00	MEDIAN	415
144+10.67	MEDIAN	TO	146+51.94	MEDIAN	243
				Sub-total:	2,338
I-64 E.B.					
121+57.35	MEDIAN	TO	128+00.00	MEDIAN	643
128+00.00	MEDIAN	TO	133+73.84	MEDIAN	574
130+97.97	EOP	TO	134+57.59	EOP	379
138+53.53	MEDIAN	TO	143+00.00	MEDIAN	447
139+80.10	EOP	TO	142+41.28	EOP	266
143+00.00	MEDIAN	TO	143+83.00	MEDIAN	83
				Sub-total:	2,392
				TOTAL:	4,730

PIPE UNDERDRAIN REMOVAL, SPECIAL

LOCATION					PIPE UNDERDRAIN REMOVAL, SPECIAL
STATION		TO	STATION		FOOT
I-64 W.B.					
127+88.06	LT	TO	130+34.87	LT	247
124+65.00	RT	TO	131+41.86	RT	677
138+19.66	LT	TO	147+58.39	LT	939
138+19.66	RT	TO	151+78.79	RT	1359
131+10.90	LT	TO	131+41.86	LT	31
			SUB-TOTAL:		3,253
I-64 E.B.					
123+44.98	LT	TO	133+32.38	LT	987
127+34.97	RT	TO	128+06.89	RT	72
139+95.31	LT	TO	151+87.48	LT	1192
139+95.31	RT	TO	147+79.12	RT	784
132+86.69	RT	TO	133+32.38	RT	46
			SUB-TOTAL:		3,081
			TOTAL:		6,334

PAVED SHOULDER REMOVAL

LOCATION			PAVED SHOULDER REMOVAL
STATION	TO	STATION	SQ YD
I-64 W.B.			
127+88.06	TO	128+88.60	144
128+88.60	TO	130+34.87	147
124+65.00	TO	131+41.86	602
138+19.66	TO	147+58.39	1043
138+19.66	TO	151+78.79	1208
131+10.90	TO	131+41.86	15
		SUB-TOTAL:	3,159
I-64 E.B.			
123+44.98	TO	133+32.38	878
127+34.97	TO	128+25.86	113
128+25.86	TO	129+48.94	103
139+95.31	TO	151+87.48	1060
132+86.69	TO	133+32.38	51
139+95.31	TO	140+59.39	53
140+59.39	TO	147+79.12	800
		SUB-TOTAL:	3,058
		TOTAL:	6,217

FILE NAME = P:\060618\dgn\CADD Sheets\D876876-sht-schedules.dgn	USER NAME = jheger	DESIGNED - DRB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - JWS	REVISED -	
	PLOT SCALE = 0.0692 ' / IN.	CHECKED - SJK	REVISED -	
	PLOT DATE = 8/7/2009	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	6
		CONTRACT NO. 76867		

FED. ROAD DIST. NO. 8 | ILLINOIS | FED. AID PROJECT

HOT-MIX-ASPHALT SCHEDULE

LOCATION			HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14"	BITUMINOUS MATERIALS (PRIME COAT)
STATION	TO	STATION	SQ YD	TON
I-64 W.B.				
127+88.00	TO	128+88.60	112	0.2
128+88.60	TO	130+34.81	108	0.2
124+65.00	TO	126+28.83	228	0.4
126+28.83	TO	128+97.96	614	1.0
128+97.96	TO	131+10.90	306	0.5
138+62.48	TO	147+58.38	996	1.6
138+62.48	TO	146+52.63	878	1.4
146+52.63	TO	147+49.78	143	0.3
147+49.78	TO	149+90.31	535	0.9
149+90.31	TO	150+71.92	114	0.2
150+71.92	TO	151+78.79	119	0.2
138+19.66	TO	138+62.48	42	0.1
SUB-TOTAL:			4,195	7.0
I-64 E.B.				
123+45.02	TO	125+25.30	201	0.4
125+25.30	TO	126+28.83	166	0.3
126+28.83	TO	128+97.96	611	1.0
128+97.96	TO	130+64.60	269	0.5
130+64.60	TO	130+95.14	35	0.1
130+95.14	TO	132+86.69	213	0.4
127+35.10	TO	128+25.86	116	0.2
140+34.88	TO	146+76.77	714	1.2
146+76.77	TO	147+49.67	97	0.2
147+49.67	TO	149+90.34	549	0.9
149+90.34	TO	150+59.54	90	0.2
150+59.54	TO	151+87.48	143	0.3
140+34.88	TO	147+79.10	827	1.3
139+95.31	TO	140+34.88	25	0.1
SUB-TOTAL:			4,056	7.1
Total:			8,251	14.1

PCC SCHEDULE

LOCATION			CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4"	PAVEMENT REINFORCEMENT 11 1/4"	PORTLAND CEMENT CONCRETE BASE COURSE 4"	PROTECTIVE COAT
STATION	TO	STATION	SQ YD	SQ YD	SQ YD	SQ YD
I-64 W.B.						
131+10.90	TO	131+46.20	235	235	234	235.0
131+46.20	TO	132+69.38	395	395	394	395.0
137+09.93	TO	138+15.40	289	289	288	289.0
138+15.40	TO	138+62.48	263	263	263	263.0
131+46.20	TO	132+99.38				180.0
136+80.44	TO	138+15.40				158.0
SUB-TOTAL:			1,182	1,182	1,179	1,520
I-64 E.B.						
132+86.69	TO	133+33.76	329	329	328	329
133+33.76	TO	134+46.51	386	386	385	386
138+79.78	TO	139+87.43	297	297	296	297
139+87.43	TO	140+34.88	264	264	264	264
133+33.76	TO	134+70.08				163
138+51.09	TO	139+56.43				158
SUB-TOTAL:			1,276	1,276	1,273	1,597
TOTAL:			2,458	2,458	2,452	* 3,117

* SEE CONCRETE BARRIER SCHEDULE FOR ADDITIONAL QUANTITY.

AGGREGATE SHOULDER SCHEDULE

LOCATION			AGGREGATE SHOULDERS, TYPE A 8"
STATION	TO	STATION	SQ YD
I-64 W.B.			
124+65.01	TO	126+21.40	70
129+03.24	TO	132+86.91	171
129+50.80	TO	131+67.16	96
136+99.70	TO	140+50.21	156
140+50.21	TO	140+51.95	1
140+51.95	TO	140+79.03	12
140+79.03	TO	141+02.26	5
137+96.63	TO	147+49.72	424
SUB-TOTAL:			935
I-64 E.B.			
123+44.95	TO	126+21.40	123
129+03.24	TO	133+51.22	199
132+86.81	TO	134+57.77	76
138+63.64	TO	147+49.72	394
139+75.01	TO	142+29.77	113
142+29.77	TO	142+31.63	1
142+31.63	TO	142+60.62	13
142+60.62	TO	142+85.41	6
SUB-TOTAL:			925
TOTAL:			1,860

AGGREGATE BASE COURSE SCHEDULE

LOCATION			AGGREGATE BASE COURSE, TYPE A
STATION	TO	STATION	TON
I-64 W.B.			
127+88.00	TO	128+88.60	87
128+88.60	TO	130+34.81	86
124+65.00	TO	125+50.00	73
130+00.00	TO	131+10.90	96
138+62.48	TO	147+58.38	774
138+62.48	TO	147+00.00	724
150+25.00	TO	151+78.80	133
138+19.66	TO	138+62.48	33
SUB-TOTAL:			2,006
I-64 E.B.			
123+45.02	TO	125+50.00	177
130+00.00	TO	132+86.69	248
127+35.10	TO	128+25.86	78
128+25.86	TO	129+48.94	76
140+34.88	TO	147+00.00	575
150+25.00	TO	151+87.48	140
140+34.88	TO	147+79.14	643
139+95.31	TO	140+34.88	22
SUB-TOTAL:			1,959
I-64 MEDIAN			
125+00.00	TO	130+00.00	1340
147+00.00	TO	150+25.00	820
SUB-TOTAL:			2,160
Total:			6,125

BRIDGE APPROACH SPECIAL SCHEDULE

LOCATION			BRIDGE APPROACH PAVEMENT (SPECIAL)	SUB-BASE GRANULAR MATERIAL, TYPE B 4"
STATION	TO	STATION	SQ YD	SQ YD
I-64 W.B.				
131+46.20	TO	132+99.38	180	191
136+80.44	TO	138+15.40	158	168
SUB-TOTAL:			338	359
I-64 E.B.				
133+33.76	TO	134+70.08	163	172
138+51.09	TO	139+56.43	158	168
SUB-TOTAL:			321	340
TOTAL:			659	699

STORM SEWERS AND DRAINAGE STRUCTURE SCHEDULE

LOCATION						STORM SEWERS, CLASS A, TYPE 1 15"	STORM SEWERS, CLASS A, TYPE 1 18"	STORM SEWERS TO BE CLEANED 15"	INLETS, TYPE B, TYPE I FRAME, CLOSED LID	MEDIAN INLET (604101), SPECIAL	FLUS INLET BOX FOR MEDIAN, STANDARD 542546	REMOVING INLETS TO MAINTAIN FLOW	TRENCH BACKFILL
STATION			TO	STATION		FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	CU YD
I-64 MEDIAN													
121+95.44	MED.		TO	125+92.75	MED.	396							
121+95.44	0.22'	RT						138					
125+92.75	MED.		TO	129+84.03	MED.	389							37
125+92.75	1.43'	RT							1				
129+84.03	0.17'	LT								1			
147+23.25	MED.		TO	150+00.37	MED.		277						40
147+23.25	1.15'	RT								1			
150+00.37			TO	150+25.00	MED.		25						
150+00.37	0.49'	RT									1	1	8
150+25.00	0.70'	RT								1			
TOTAL:						785	302	138	1	3	1	1	85

CONCRETE HEADWALLS SCHEDULE

LOCATION			CONCRETE HEADWALL FOR PIPE DRAINS
STATION			FOOT
I-64 W.B.			
124+65.00	RT		1
125+25.00	RT		1
127+88.00	LT		1
130+25.00	RT		1
143+15.00	RT		1
146+75.00	RT		1
147+30.00	LT		1
147+30.00	LT		1
147+58.00	LT		1
150+50.00	RT		2
151+78.00	RT		1
SUB-TOTAL:			12
I-64 E.B.			
123+45.00	LT		1
125+25.00	LT		1
127+35.00	RT		1
130+25.00	LT		1
143+95.00	LT		1
144+85.00	RT		1
146+75.00	LT		1
147+80.00	RT		1
150+50.00	LT		2
151+87.00	LT		1
SUB-TOTAL:			11
TOTAL:			23

PIPE UNDERDRAIN SPECIAL SCHEDULE

LOCATION			PIPE UNDERDRAINS 6" (SPECIAL)
STATION			FOOT
I-64 W.B.			
124+65.00	RT		12
125+25.00	RT		12
127+88.00	LT		14
130+25.00	RT		15
143+15.00	RT		13
146+75.00	RT		13
147+30.00	LT		16
147+30.00	LT		16
147+58.00	LT		16
150+50.00	RT		28
151+78.00	RT		10
SUB-TOTAL:			165
I-64 E.B.			
123+45.00	LT		12
125+25.00	LT		12
127+35.00	RT		16
130+25.00	LT		15
143+95.00	LT		12
144+85.00	RT		15
146+75.00	LT		15
147+80.00	RT		17
150+50.00	LT		28
151+87.00	LT		12
SUB-TOTAL:			154
TOTAL:			319

PIPE UNDERDRAIN SCHEDULE

LOCATION						PIPE UNDERDRAINS 6"
STATION			TO	STATION		FOOT
I-64 W.B.						
127+88.06	LT		TO	130+34.87	LT	247
124+65.00	RT		TO	125+25.00	RT	60
125+25.00	RT		TO	130+25.00	RT	500
130+25.00	RT		TO	131+10.80	RT	86
138+62.48	LT		TO	142+30.00	LT	368
142+30.00	LT		TO	147+30.00	LT	500
147+30.00	LT		TO	147+58.00	LT	28
138+62.48	RT		TO	143+15.00	RT	453
143+15.00	RT		TO	146+75.00	RT	360
146+75.00	RT		TO	150+50.00	RT	375
150+50.00	RT		TO	151+78.00	RT	128
SUB-TOTAL:						3,105
I-64 E.B.						
123+45.00	LT			125+25.00	LT	180
125+25.00	LT			130+25.00	LT	500
130+25.00	LT			132+86.00	LT	261
127+35.00	RT			129+49.00	RT	214
140+35.00	LT			143+95.00	LT	360
143+95.00	LT			146+75.00	LT	280
146+75.00	LT			150+50.00	LT	375
150+50.00	LT			151+87.00	LT	137
140+35.00	RT			144+85.00	RT	450
144+85.00	RT			147+80.00	RT	295
SUB-TOTAL:						3,052
TOTAL:						6,157

STAGING REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION						DESCRIPTION		TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
STATION		TO	STATION					EACH	EACH
Stage I									
121+00.00	LT	TO	127+99.67	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	28	28
127+99.67	LT	TO	128+74.66	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
127+99.67	LT	TO	128+74.66	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	3	3
128+74.66	LT	TO	146+68.41	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	72	72
128+74.66	LT	TO	130+14.64	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge (8")	6	6
129+30.35	LT	TO	130+14.64	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Ramp EOP(8")	3	3
131+50.19	LT	TO	131+93.67	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
131+93.67	LT	TO	134+88.70	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	12	12
134+88.70	LT	TO	146+68.36	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	47	47
146+68.41	LT	TO	147+58.43	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
146+68.36	LT	TO	147+58.38	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	4	4
147+58.38	LT	TO	148+18.48	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
147+58.43	LT	TO	160+12.42	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	50	50
160+12.42	LT	TO	175+58.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	62	62
120+00.00	LT	TO	121+00.00	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	4	4
129+49.87	LT	TO	131+10.90	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	6	6
143+40.13	LT	TO	145+04.48	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	7	7
152+60.00	LT	TO	160+12.42	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	30	30
160+12.42	LT	TO	175+58.00	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	62	62
114+00.00	RT	TO	127+50.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	54	54
127+00.00	RT	TO	127+50.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	2	2
127+50.00	RT	TO	128+25.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	3	3
128+25.00	RT	TO	128+47.41	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	1	1
128+47.41	RT	TO	129+60.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge (8")	5	5
127+50.00	RT	TO	128+25.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
128+25.00	RT	TO	140+74.45	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	50	50
129+60.00	RT	TO	132+62.62	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Merge line (8")	12	12
134+03.85	RT	TO	140+74.45	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	27	27
140+74.45	RT	TO	141+49.42	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	3	3
141+49.42	RT	TO	141+99.49	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	2	2
140+74.45	RT	TO	141+49.42	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
141+49.42	RT	TO	153+34.57	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	47	47
141+99.49	RT	TO	143+00.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	4	4
143+00.00	RT	TO	147+79.10	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	19	19
114+00.00	RT	TO	123+15.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	37	37
130+88.61	RT	TO	132+55.50	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	7	7
142+39.44	RT	TO	144+04.94	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	7	7
152+31.96	RT	TO	153+34.36	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	4	4
							SUB-TOTAL:	697	697
Stage II									
121+00.00	LT	TO	123+00.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	8	8
121+00.00	LT	TO	123+00.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	8	8
123+00.00	LT	TO	124+00.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
123+00.00	LT	TO	124+00.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
124+00.00	LT	TO	127+99.69	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	16	16
127+99.67	LT	TO	128+74.68	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	3	3
127+99.69	LT	TO	128+74.67	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
128+74.67	LT	TO	139+36.50	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	42	42
128+74.68	LT	TO	130+14.64	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge (8")	5	5
129+30.35	LT	TO	130+14.64	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Ramp EOP (8")	3	3
131+50.19	LT	TO	131+93.67	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
131+93.67	LT	TO	134+88.70	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	12	12
134+88.70	LT	TO	139+36.48	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	18	18
139+36.50	LT	TO	146+68.41	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	30	30
139+36.48	LT	TO	146+68.36	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	30	30
146+68.41	LT	TO	147+58.43	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
146+68.36	LT	TO	147+58.38	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	4	4
147+58.43	LT	TO	175+58.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	112	112
147+58.38	LT	TO	148+18.38	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
123+00.00	LT	TO	124+00.00	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	4	4
147+58.48	LT	TO	165+53.39	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	72	72
165+53.39	LT	TO	175+58.00	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	40	40
100+50.00	RT	TO	123+45.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	92	92
100+50.00	RT	TO	120+36.45	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	79	79
120+36.45	RT	TO	121+76.38	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Ramp EOP	6	6
121+78.01	RT	TO	122+94.38	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Ramp EOP (8")	5	5
121+78.01	RT	TO	122+94.38	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge (8")	5	5
122+94.38	RT	TO	124+62.01	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	7	7
123+45.00	RT	TO	125+49.62	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	8	8
125+49.63	RT	TO	130+39.56	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge x-over	20	20
130+39.54	LT	TO	131+04.54	LT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge,wb side	3	3
131+04.54	LT	TO	137+99.54	LT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge,wb side	28	28
137+99.54	LT	TO	138+64.54	LT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge,wb side	3	3
138+64.54	LT	TO	146+44.01	LT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge,wb side	31	31
145+00.00	RT	TO	151+87.44	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	27	27
146+44.01	LT	TO	150+87.44	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge x-over	18	18
150+87.44	RT	TO	151+87.44	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
150+87.44	RT	TO	153+34.36	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	10	10
151+87.44	RT	TO	152+34.36	LT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	2	2
123+45.00	RT	TO	124+35.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	4	4
124+35.00	RT	TO	129+43.30	LT	I-64 E.B.	AMBER (25' CENTER)	LT Edge x-over	20	20
125+49.62	RT	TO	133+49.59	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	32	32
133+49.59	RT	TO	139+99.52	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	26	26
139+99.52	RT	TO	144+87.64	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	19	19
144+87.64	RT	TO	151+87.44	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	28	28
150+26.95	LT	TO	150+87.44	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge x-over	2	2
							SUB-TOTAL:	905	905

LOCATION						DESCRIPTION		TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
STATION		TO	STATION					EACH	EACH
Stage III									
123+25.00	LT	TO	124+67.99	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	6	6
122+25.00	LT	TO	124+91.68	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	11	11
124+67.99	LT	TO	130+64.57	RT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge x-over	24	24
124+91.68	LT	TO	127+19.17	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	9	9
127+19.17	LT	TO	127+63.50	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
130+64.57	RT	TO	139+36.46	RT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge, EB Side	35	35
139+36.46	RT	TO	140+74.38	RT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge, EB Side	6	6
140+74.38	RT	TO	146+44.04	RT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge, EB Side	23	23
142+97.65	LT	TO	143+41.21	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
143+41.21	LT	TO	143+98.48	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	2	2
143+98.48	LT	TO	145+22.94	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	5	5
145+22.94	LT	TO	149+02.27	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	15	15
146+44.04	RT	TO	150+87.07	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge x-over	18	18
149+02.27	LT	TO	153+75.22	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	19	19
150+87.07	LT	TO	153+73.89	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	11	11
153+75.22	LT	TO	160+87.43	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	28	28
153+73.89	LT	TO	170+87.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	69	69
160+87.43	LT	TO	170+87.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	LT Edge	40	40
160+87.00	LT	TO	170+87.00	LT	I-64 W.B.	CRYSTAL (25' CENTER)	Lane Line	40	40
123+25.00	LT	TO	124+65.00	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	6	6
124+65.00	LT	TO	125+99.35	RT	I-64 W.B.	AMBER (25' CENTER)	RT Edge x-over	5	5
124+91.82	LT	TO	127+18.91	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	9	9
127+18.91	LT	TO	129+89.19	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	11	11
129+89.19	LT	TO	131+49.54	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	6	6
131+49.54	LT	TO	140+99.74	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	38	38
140+99.74	LT	TO	143+42.24	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	10	10
143+42.24	LT	TO	144+33.67	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	4	4
144+33.67	LT	TO	150+07.44	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	23	23
147+78.51	RT	TO	150+87.43	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge x-over	12	12
150+87.43	LT	TO	151+78.79	LT	I-64 W.B.	AMBER (25' CENTER)	RT Edge	4	4
100+70.00	RT	TO	127+50.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	107	107
110+70.00	RT	TO	121+76.24	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	40	40
121+30.87	RT	TO	122+81.02	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Ramp EOP	2	2
122+81.02	RT	TO	123+00.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	6	6
123+00.00	RT	TO	127+50.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Ramp EOP	1	1
127+00.00	RT	TO	127+50.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	2	2
127+50.00	RT	TO	128+24.47	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
127+50.00	RT	TO	128+24.55	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	3	3
128+24.47	RT	TO	140+74.33	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	50	50
128+24.55	RT	TO	128+47.41	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	1	1
128+47.41	RT	TO	129+58.22	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge (8")	4	4
129+58.22	RT	TO	132+62.62	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Merge Line (8")	12	12
132+86.69	RT	TO	134+03.39	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	5	5
134+03.39	RT	TO	140+74.31	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	27	27
140+74.33	RT	TO	146+99.11	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	25	25
140+74.31	RT	TO	146+99.11	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	25	25
146+99.11	RT	TO	147+79.11	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	3	3
146+99.11	RT	TO	147+79.11	RT	I-64 E.B.	CRYSTAL (25' CENTER)	RT Edge	3	3
147+79.11	RT	TO	152+00.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	17	17
151+00.00	RT	TO	152+00.00	RT	I-64 E.B.	CRYSTAL (25' CENTER)	Lane Line	4	4
100+70.00	RT	TO	110+69.79	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	40	40
110+69.79	RT	TO	124+00.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	53	53
124+00.00	RT	TO	127+50.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	14	14
127+50.00	RT	TO	128+24.48	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	3	3
128+24.48	RT	TO	129+92.44	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	7	7
150+91.00	RT	TO	151+00.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	0	0
151+00.00	RT	TO	152+00.00	RT	I-64 E.B.	AMBER (25' CENTER)	LT Edge	4	4
							SUB-TOTAL:	954	954
							TOTAL:	2,556	2,556

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION					DESCRIPTION		RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	REPLACEMENT REFLECTOR	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL
STATION		TO	STATION				EACH	EACH	EACH	EACH
I-64 W.B.										
121+00.00	LT	TO	131+10.90	LT	DOUBLE CRYSTAL (80' CENTER)	2 LANE LINES			51	51
128+88.60	LT	TO	130+30.40	LT	CRYSTAL (40' CENTER)	LT EOP			4	4
128+88.60	LT	TO	130+30.40	LT	CRYSTAL (40' CENTER)	RAMP EOP			4	4
128+88.60	LT	TO	131+10.90	LT	CRYSTAL (20' CENTER)	RAMP EOP			11	11
131+10.90	LT	TO	132+02.74	LT	CRYSTAL (80' CENTER)	44' OFFSET	1			
131+10.90	LT	TO	132+29.70	LT	CRYSTAL (80' CENTER)	32' OFFSET	1			
132+02.74	LT	TO	137+48.76	LT	CRYSTAL (80' CENTER)	44' OFFSET		7		
132+29.70	LT	TO	137+75.72	LT	CRYSTAL (80' CENTER)	32' OFFSET		7		
137+48.76	LT	TO	138+62.48	LT	CRYSTAL (80' CENTER)	44' OFFSET	1			
137+75.72	LT	TO	138+62.48	LT	CRYSTAL (80' CENTER)	32' OFFSET	1			
138+62.48	LT	TO	175+60.00	LT	DOUBLE CRYSTAL (80' CENTER)	2 LANE LINES			185	185
						SUB-TOTAL:	4	14	255	255
I-64 E.B.										
100+50.00	RT	TO	132+86.69	RT	DOUBLE CRYSTAL (80' CENTER)	2 LANE LINES			162	162
121+30.87	RT	TO	123+00.00	RT	CRYSTAL (20' CENTER)	RAMP EOP			8	8
122+81.02	RT	TO	123+00.00	RT	CRYSTAL (40' CENTER)	RAMP EOP			1	1
122+81.02	RT	TO	124+24.92	RT	CRYSTAL (40' CENTER)	RT EOP			4	4
128+14.27	RT	TO	129+16.41	RT	CRYSTAL (40' CENTER)	RAMP EOP			3	3
128+14.27	RT	TO	129+16.41	RT	CRYSTAL (20' CENTER)	RAMP EOP			5	5
128+47.41	RT	TO	129+16.41	RT	CRYSTAL (40' CENTER)	RT EOP			2	2
132+86.69	RT	TO	133+73.44	RT	CRYSTAL (80' CENTER)	32' OFFSET	1			
132+86.69	RT	TO	134+00.40	RT	CRYSTAL (80' CENTER)	44' OFFSET	1			
133+73.44	RT	TO	139+19.43	RT	CRYSTAL (80' CENTER)	32' OFFSET		7		
134+00.40	RT	TO	139+46.50	RT	CRYSTAL (80' CENTER)	44' OFFSET		7		
139+19.46	RT	TO	140+34.88	RT	CRYSTAL (80' CENTER)	32' OFFSET	1			
139+46.50	RT	TO	140+34.88	RT	CRYSTAL (80' CENTER)	44' OFFSET	1			
140+34.88	RT	TO	153+40.00	RT	DOUBLE CRYSTAL (80' CENTER)	2 LANE LINES			65	65
						SUB-TOTAL:	4	14	250	250
						TOTAL:	8	28	505	505

FILE NAME = P:\060601B\dgn\CADD Sheets\D876876-sht-schedules.dgn	USER NAME = jhegar	DESIGNED - DRB	REVISED -
		DRAWN - JWS	REVISED -
	PLOT SCALE = 0.0694 ' / IN.	CHECKED - SJK	REVISED -
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	8
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

GLARE SCREEN SCHEDULE

LOCATION								GLARE SCREEN BLADES 48"
STATION			TO	STATION				EACH
Stage II								
125+55.32	26.76	LT	TO	129+43.31	29.87	LT	WB	194
146+44.01	32.94	LT	+.00	150+26.95	11.36	LT	WB	191
							SUB-TOTAL:	385
Stage III								
125+99.35	8.41	LT	TO	130+36.79	33.23	RT	EB	219
146+99.05	32.87	RT	+.00	150+91.00	29.39	RT	EB	196
							SUB-TOTAL:	415
							TOTAL:	800

HIGH TENSION CABLE MEDIAN BARRIER SCHEDULE

LOCATION (STATION TO STATION)							HIGH TENSION CABLE MEDIAN BARRIER	HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	HIGH TENSION CABLE MEDIAN BARRIER REMOVAL	HIGH TENSION CABLE MEDIAN BARRIER TERMINAL REMOVAL
							FOOT	EACH	FOOT	EACH
I-64 W.B.										
150+12.77	8.49	LT	TO	151+17.75	8.49	LT	105			
149+62.77	8.17	LT	TO	150+12.77	8.49	LT		1		
150+67.75	MEDIAN			151+17.85	MEDIAN					1
						SUB-TOTAL:	105	1	0	1
I-64 E.B.										
145+43.01	MEDIAN		TO	151+35.46	MEDIAN				592	
144+93.01	MEDIAN		TO	145+43.01	MEDIAN					1
150+85.00	MEDIAN		+.00	151+35.00	MEDIAN					1
						SUB-TOTAL:	0	0	592	2
						TOTAL:	105	1	592	3

CONCRETE BARRIER SCHEDULE

LOCATION							CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	CONCRETE BARRIER TRANSITION	PROTECTIVE COAT
STATION			TO	STATION			FOOT	FOOT	SQ YD
I-64 MEDIAN									
147+93.23	1.20'	RT	TO	148+50.55	1.38'	RT	57.5		55.5
148+89.95	1.35'	RT	TO	149+47.29	1.26'	RT	57.5		55.5
147+88.60	1.22'	RT	TO	147+93.23	1.20'	RT		5	5
						TOTAL:	115	5	*116

* SEE PCC SCHEDULE FOR ADDITIONAL QUANTITY.

GUARDRAIL, BARRIER, AND DELINEATOR MARKER SCHEDULE

LOCATION							GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED	REMOVE AND REINSTALL DELINEATORS	DELINEATOR REMOVAL	DELINEATORS
STATION			TO	STATION			EACH	EACH	EACH	EACH	EACH	EACH	EACH
I-64 W.B.													
121+57.35	13.8	LT	TO	132+72.17	14.06	LT	15						
127+85.81	LT		TO	128+88.76	LT						1	1	1
140+75.50	LT		TO	147+60.13	LT						3	1	1
129+50.80	97.11	LT	TO	131+67.16	68.37	LT	4						
131+67.16	68.37	LT	TO	136+99.67	61.42	LT		7	7				
132+86.84	14.33	LT	TO	137+96.63	14.33	LT		7	7				
136+99.67	61.45	LT	TO	140+75.50	68.45	LT	6						
137+96.63	14.33	LT	TO	147+88.60	0.65	LT	13						
140+27.16	66.53	LT	TO	140+75.50	68.45	LT				1			
						SUB-TOTAL:	38	14	14	1	4	2	2
I-64 E.B.													
121+57.35	9.68	RT	TO	133+51.22	14.33	RT	16						
127+33.10	RT		TO	128+18.36	RT						1		
142+58.32	RT		TO	147+82.96	RT						3	1	1
130+90.36	82.7	RT	TO	134+57.59	66.64	RT	6						
130+90.36	82.7	RT	TO	131+40.34	80.95	RT				1			
133+51.22	14.33	RT	TO	138+63.63	14.33	RT		7	7				
134+57.62	63.31	RT	TO	139+75.30	61.42	RT		7	7				
138+63.63	14.33	RT	TO	147+88.60	3.08	RT	13						
139+75.24	61.43	RT	TO	142+58.31	66.72	RT	5						
						SUB-TOTAL:	40	14	14	1	4	1	1
I-64 MEDIAN													
147+93.23	1.20'	RT	TO	148+50.55	1.38'	RT		8	4				
148+89.95	1.35'	RT	TO	149+47.29	1.26'	RT		8	4				
						SUB-TOTAL:	0	16	8	0	0	0	0
						TOTAL:	78	44	36	2	8	3	3

GUARDRAIL SCHEDULE

LOCATION (STATION TO STATION)							STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	STEEL PLATE BEAM GUARD RAIL, TYPE D	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 5	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	MEDIAN BARRIER GATE SYSTEM
							FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
I-64 W.B.													
121+57.35	13.8	LT	TO	122+00.48	12.69	LT					1		
122+00.48	12.69	LT	TO	124+63.76	10.25	LT	262.5						
124+63.76	10.25	LT	TO	126+26.68	3.73	LT	150						
126+26.68	3.73	LT	TO	126+39.15	2.62	LT	12.5						
126+39.15	2.62	LT	TO	126+51.65	2.14	LT	12.5						
128+76.89	2.13	LT	TO	128+89.39	2.65	LT	12.5						
128+89.39	2.65	LT	TO	129+01.88	3.52	LT	12.5						
129+01.88	3.52	LT	TO	130+39.56	7.87	LT	137.5						
129+50.80	97.11	LT	TO	129+73.30	95.32	LT			1				
129+73.30	95.32	LT	TO	131+02.85	75.17	LT	137.5						
130+39.56	7.87	LT	TO	131+27.07	10.04	LT	87.5						
131+27.07	10.04	LT	TO	132+43.76	12.79	LT	116.5						
131+52.57	69.92	LT	TO	131+67.16	68.37	LT				1			
147+73.97	1.77	LT	TO	147+88.60	0.65	LT				1			
132+43.76	12.79	LT	TO	132+86.84	14.33	LT					1		
137+42.82	61.44	LT	TO	140+27.16	66.53	LT	287.5						
136+99.67	61.45	LT	TO	137+42.82	61.44	LT					1		
137+96.63	14.33	LT	TO	138+39.77	13.65	LT					1		
138+39.77	13.5	LT	TO	141+87.70	10.79	LT	350						
140+27.16	66.53	LT	TO	140+75.50	68.45	LT						1	
141+87.70	10.79	LT	TO	144+74.26	10.3	LT	287.5						
144+10.67	MEDIAN		TO	144+22.67	MEDIAN								
144+74.26	10.3	LT	TO	145+99.26	10.3	LT	125						
145+99.26	10.3	LT	TO	146+58.28	9.18	LT	62.5						
146+58.28	9.18	LT	TO	147+36.60	4.68	LT	50						
147+36.60	4.68	LT	TO	147+73.97	1.77	LT	37.5						
						SUB-TOTAL:	2141.5	0	1	2	4	1	0
I-64 E.B.													
121+57.35	13.8	LT	TO	122+00.48	12.69	RT					1		
122+00.49	9.82	RT	TO	123+52.69	9.67	RT	152						
123+52.69	9.67	RT	TO	124+77.31	8.06	RT	125						
124+77.31	8.06	RT	TO	126+01.82	3.28	RT	125						
126+01.82	3.28	RT	TO	126+26.70	1.17'	RT	25						
126+26.70	1.17	RT	TO	126+39.16	0.23	RT	12.5						
126+39.16	0.23	RT	TO	126+51.65	0.18	LT	12.5						
128+76.67	0.14	LT	TO	128+89.15	0.45	RT	12.5						
128+89.15	0.45	RT	TO	129+01.60	1.54	RT	12.5						
129+01.60	1.54	RT	TO	130+63.49	9.34	RT	162.5						
130+63.49	9.34	RT	TO	130+88.44	10.7	RT	25						
130+88.44	10.7	RT	TO	133+08.09	13.19	RT	219						
130+90.39	82.7	RT	TO	131+40.34	80.95	RT						1	
131+40.34	80.95	RT	TO	132+77.83	78.86	RT	137.5						
132+77.83	78.86	RT	TO	134+14.58	66.64	RT	137.5						
133+08.09	13.19	RT	TO	133+51.22	14.33	RT					1		
134+14.58	66.64	LT	TO	134+57.59	63.18	LT					1		
139+75.24	61.43	RT	TO	139+90.36	61.37	RT				1			
139+06.75	13.15	RT	TO	144+82.17	11.15	RT	547.5						
139+90.36	61.37	RT	TO	142+45.81	66.72	RT	212.5						
142+45.81	86.72	RT	TO	142+58.31	66.72	RT			1				
144+82.17	11.15	RT	TO	146+70.67	9.59	RT	187.5						
146+70.67	9.59	RT	TO	147+08.16	8.76	RT	37.5						
147+08.16	8.76	RT	TO	147+45.56	6.12	RT	37.5						
138+63.63	14.33	RT	TO	139+06.75	13.15	RT					1		
147+45.56	6.12	RT	TO	147+88.60	3.08	RT					1		
142+41.28	EOP		TO	142+53.78	EOP								
143+70.50	MEDIAN		TO	143+83.00	MEDIAN								
						SUB-TOTAL:	2181	0	1	1	5	1	0
I-64 MEDIAN													
126+51.65	1.16	LT	TO	128+76.89	1.14	LT		225					
148+50.55	1.38'	RT	TO	148+89.95	1.35'	RT							1
						SUB-TOTAL:	0	225	0	0	0	0	1
						TOTAL:	4322.5	225	2	3	9	2	1

RUMBLE STRIPS SCHEDULE

LOCATION					DESCRIPTION	SHOULDER RUMBLE STRIP
STATION	TO	STATION				FOOT
I-64 W.B.						
124+65.00	LT	TO	133+46.92	LT	RT SHOULDER	882
137+22.20	LT	TO	147+58.38	LT	LT SHOULDER	1036
138+01.84	LT	TO	151+78.52	LT	RT SHOULDER	1377
					SUB-TOTAL:	3,295
I-64 E.B.						
123+45.02	RT	TO	133+46.92	RT	LT SHOULDER	1002
132+86.69	RT	TO	134+46.51	RT	RT SHOULDER	160
138+85.88	RT	TO	151+87.48	RT	LT SHOULDER	1302
139+71.87	RT	TO	147+79.10	RT	RT SHOULDER	807
					SUB-TOTAL:	3,271
					TOTAL:	6,566

FILE NAME = P:\060601B\dgn\CADD Sheets\D876876-sht-schedules.dgn	USER NAME = jheger	DESIGNED - DRB	REVISED -
	PLOT SCALE = 0.0699 ' / IN.	DRAWN - JWS	REVISED -
	PLOT DATE = 8/7/2009	CHECKED - SJK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	9
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

TEMPORARY PAVEMENT MARKING SCHEDULE

LOCATION								TEMPORARY PAVEMENT MARKING - LINE 6"
STATION			TO	STATION				FOOT
Stage I								
121+00.00	26.54	LT	TO	127+49.68	26.51	LT	WB	646
127+49.68	26.51	LT	TO	128+74.66	32.86	LT	WB	125
128+74.66	32.86	LT	TO	129+49.87	30.1	LT	WB	74
131+19.51	32.81	LT	TO	142+98.68	33.72	LT	WB	1185
142+98.68	33.72	LT	TO	143+40.13	30.27	LT	WB	42
145+04.48	33.45	LT	TO	146+68.46	33.8	LT	WB	164
146+68.46	33.8	LT	TO	147+58.34	26.88	LT	WB	90
147+58.34	26.88	LT	TO	152+34.36	26.95	LT	WB	476
152+34.36	26.95	LT	TO	152+60.00	24.82	LT	WB	26
123+15.00	24.28	RT	TO	123+40.50	26.41	RT	EB	26
123+40.50	26.41	RT	TO	130+88.61	27.49	RT	EB	756
132+55.50	31.06	RT	TO	132+86.72	33.66	RT	EB	31
132+86.72	33.66	RT	TO	140+74.47	32.72	RT	EB	786
140+74.47	32.72	RT	TO	141+99.44	26.38	RT	EB	123
141+99.44	26.38	RT	TO	142+39.44	26.44	RT	EB	40
144+04.94	26.66	RT	TO	152+31.96	26.88	RT	EB	824
							SUB-TOTAL:	5,414
Stage II								
124+00.00	26.88	LT	TO	127+49.68	26.51	LT	WB	346
127+49.61	26.51	LT	TO	128+74.66	29.96	LT	WB	123
128+74.66	29.96	LT	TO	130+36.23	29.76	LT	WB	162
132+12.36	30.07	LT	TO	132+24.51	32.77	+.00	WB	12
132+24.51	32.77	+.00	TO	139+36.53	33.27	+.00	WB	712
139+36.53	33.27	+.00	TO	146+43.99	32.94	+.00	WB	708
124+62.01	54.56	RT	TO	125+75.93	45.05	RT	EB	117
125+75.93	45.05	RT	TO	126+50.16	45.67	RT	EB	76
126+50.16	45.67	RT	TO	128+70.76	35.93	RT	EB	225
128+70.76	35.93	RT	TO	133+49.62	30.3	RT	EB	482
130+36.23	29.76	LT	TO	138+00.00	30.09	LT	EB	764
133+49.62	62.3	RT	TO	139+99.50	29.37	RT	EB	650
139+99.50	29.37	RT	TO	143+75.69	42.96	RT	EB	370
143+75.69	42.96	RT	TO	145+00.00	46.67	RT	EB	122
146+44.01	32.94	LT	TO	150+26.95	11.36	RT	EB	386
							SUB-TOTAL:	5,255
Stage III								
125+99.35	8.41	LT	TO	130+36.79	33.23	RT	WB	443
128+88.57	40.01	LT	TO	129+89.69	36.5	LT	WB	99
129+89.65	36.5	LT	TO	131+49.60	31.28	LT	WB	160
131+49.60	31.28	LT	TO	131+99.57	29.69	LT	WB	50
131+99.57	29.69	LT	TO	139+99.51	30.88	LT	WB	800
139+99.51	30.88	LT	TO	142+11.56	37.01	LT	WB	216
142+11.56	37.01	LT	TO	142+97.65	47.65	LT	WB	89
127+63.50	44.35	LT	TO	128+88.57	40.01	LT	WB	123
130+36.79	33.23	RT	TO	146+43.95	32.94	RT	EB	1598
146+43.95	32.94	RT	TO	150+91.00	29.39	RT	EB	448
							SUB-TOTAL:	4,026
							TOTAL:	14,695

PAVEMENT MARKING SCHEDULE

LOCATION					DESCRIPTION		THERMOPLASTIC PAVEMENT MARKING - LINE 4"	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	PAVEMENT MARKING GROOVING
STATION		TO	STATION				FOOT	FOOT	FOOT	FOOT	FOOT
I-64 W.B.											
121+00.00	LT	TO	128+88.60	LT	Solid White	LT EOP	789				
121+00.00	LT	TO	131+10.90	LT	Skip Dash White(10'-30')	2 Lane Lines	505				
121+00.00	LT	TO	131+10.90	LT	Solid Yellow	RT EOP	1011				
128+88.60	LT	TO	131+10.90	LT	Solid White	Ramp EOP/LT EOP	218				
128+88.60	LT	TO	130+30.40	LT	Solid White	LT EOP		142			
128+88.60	LT	TO	130+30.40	LT	Solid White	RAMP EOP		139			
130+30.40	LT	TO	131+10.90	LT	Dotted 3'-9' White	EXIT LANE		20			
131+10.90	LT	TO	138+62.48	LT	Solid White	Ramp/Exit Lane			752		752
131+10.90	LT	TO	138+62.48	LT	Skip Dash White(10'-30')	2 Lane Lines			376		376
131+10.90	LT	TO	138+62.48	LT	Solid Yellow	RT EOP			752		752
131+10.90	LT	TO	137+00.19	LT	Dotted 3'-9' White	EXIT LANE				147	147
138+62.48	LT	TO	175+60.00	LT	Solid White	LT EOP	3698				
138+62.48	LT	TO	175+60.00	LT	Skip Dash White(10'-30')	2 Lane Lines	1849				
138+62.48	LT	TO	175+60.00	LT	Solid Yellow	RT EOP	3698				
						SUB-TOTAL:	11,768	301	1,880	147	2,027
I-64 E.B.											
100+50.00	RT	TO	121+30.87	RT	Solid White	RT EOP	2081				
100+50.00	RT	TO	132+86.69	RT	Skip Dash White(10'-30')	2 Lane Lines	1618				
100+50.00	RT	TO	132+86.69	RT	Solid Yellow	LT EOP	3237				
121+30.87	RT	TO	123+00.00	RT	Solid White	RAMP EOP	170				
121+30.87	RT	TO	122+81.02	RT	Dotted 3'-9' White	RT EOP	38				
122+81.02	RT	TO	123+00.00	RT	Solid White	RAMP EOP		20			
122+81.02	RT	TO	124+24.92	RT	Solid White	RT EOP		144			
124+24.92	RT	TO	128+47.41	RT	Solid White	RT EOP	422				
128+14.27	RT	TO	132+86.69	RT	Solid White	Ramp EOP/RT EOP	483				
128+14.27	RT	TO	129+16.41	RT	Solid White	RAMP EOP		107			
128+47.41	RT	TO	129+16.41	RT	Solid White	RT EOP		69			
129+16.41	RT	TO	132+62.57	RT	Skip Dash White (10'-30')	MERGE LANE		87			
132+86.69	RT	TO	140+34.88	RT	Solid White	RT EOP			748		748
132+86.69	RT	TO	140+34.88	RT	Skip Dash White(10'-30')	2 Lane Lines			374		374
132+86.69	RT	TO	140+34.88	RT	Solid Yellow	LT EOP			748		748
140+34.88	RT	TO	153+40.00	RT	Solid Yellow	LT EOP	1305				
140+34.88	RT	TO	153+40.00	RT	Skip Dash White(10'-30')	2 Lane Lines	653				
140+34.88	RT	TO	153+40.00	RT	Solid White	RT EOP	1305				
						SUB-TOTAL:	11,312	427	1,870	0	1,870
						TOTAL:	23,080	728	3,750	147	3,897

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION								TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
STATION			TO	STATION				FOOT	FOOT
Stage I									
121+00.00	26.54'	LT	TO	127+49.68	26.51'	LT	I-64 W.B.	646	
127+49.68	26.51'	LT	TO	128+74.66	32.86'	LT	I-64 W.B.	125	
128+74.66	32.86'	LT	TO	129+49.87	30.10'	LT	I-64 W.B.	74	
131+19.51	32.81'	LT	TO	142+98.68	33.72'	LT	I-64 W.B.	1185	
142+98.68	33.72'	LT	TO	143+40.13	30.27'	LT	I-64 W.B.	42	
145+04.48	33.45'	LT	TO	146+68.46	33.80'	LT	I-64 W.B.	164	
146+68.46	33.80'	LT	TO	147+58.34	26.88'	LT	I-64 W.B.	90	
147+58.34	26.88'	LT	TO	152+34.36	26.95'	LT	I-64 W.B.	476	
152+34.36	26.95'	LT	TO	152+60.00	24.82'	LT	I-64 W.B.	26	
123+15.00	24.28'	RT	TO	123+40.50	26.41'	RT	I-64 E.B.	26	
123+40.50	26.41'	RT	TO	130+88.61	27.49'	RT	I-64 E.B.	756	
132+55.50	31.06'	RT	TO	132+86.72	33.66'	RT	I-64 E.B.	31	
132+86.72	33.66'	RT	TO	140+74.47	32.72'	RT	I-64 E.B.	786	
140+74.47	32.72'	RT	TO	141+99.44	26.38'	RT	I-64 E.B.	123	
141+99.44	26.38'	RT	TO	142+39.44	26.44'	RT	I-64 E.B.	40	
144+04.94	26.66'	RT	TO	152+31.96	26.88'	RT	I-64 E.B.	824	
							SUB-TOTAL:	5,414	0
Stage II									
124+00.00	26.88'	LT	TO	127+49.68	26.51'	LT	I-64 W.B.		346
127+49.61	26.51'	LT	TO	128+74.66	29.96'	LT	I-64 W.B.		123
128+74.66	29.96'	LT	TO	130+36.23	29.76'	LT	I-64 W.B.		162
132+12.36	30.07'	LT	TO	132+24.51	32.77'	LT	I-64 W.B.		12
132+24.51	32.77'	LT	TO	139+36.53	33.27'	LT	I-64 W.B.		712
139+36.53	33.27'	LT	TO	146+43.99	32.94'	LT	I-64 W.B.		708
124+62.01	54.56'	RT	TO	125+75.93	45.05'	RT	I-64 E.B.		117
125+75.93	45.05'	RT	TO	126+50.16	45.67'	RT	I-64 E.B.		76
126+50.16	45.67'	RT	TO	128+70.76	35.93'	RT	I-64 E.B.		225
128+70.76	35.93'	RT	TO	133+49.62	30.30'	RT	I-64 E.B.		482
130+36.23	29.76'	LT	TO	138+00.00	30.09'	LT	I-64 E.B.		764
133+49.62	62.30'	RT	TO	139+99.50	29.37'	RT	I-64 E.B.		650
139+99.50	29.37'	RT	TO	143+75.69	42.96'	RT	I-64 E.B.		370
143+75.69	42.96'	RT	TO	145+00.00	46.67'	RT	I-64 E.B.		122
146+44.01	32.94'	LT	TO	150+26.95	11.36'	RT	I-64 E.B.		386
							SUB-TOTAL:	0	5,255

LOCATION								TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
STATION			TO	STATION				FOOT	FOOT
Stage III									
125+99.35	8.41'	LT	TO	130+36.79	33.23'	RT	I-64 W.B.		443
128+88.57	40.01'	LT	TO	129+89.69	36.50'	LT	I-64 W.B.		99
129+89.65	36.50'	LT	TO	131+49.60	31.28'	LT	I-64 W.B.		160
131+49.60	31.28'	LT	TO	131+99.57	29.69'	LT	I-64 W.B.		50
131+99.57	29.69'	LT	TO	139+99.51	30.88'	LT	I-64 W.B.		800
139+99.51	30.88'	LT	TO	142+11.56	37.01'	LT	I-64 W.B.		216
142+11.56	37.01'	LT	TO	142+97.65	47.65'	LT	I-64 W.B.		89
127+63.50	44.35'	LT	TO	128+88.57	40.01'	LT	I-64 W.B.		123
130+36.79	33.23'	RT	TO	150+91.00	29.39'	RT	I-64 E.B.		1598
146+43.95	32.94'	RT	TO	146+43.95	32.94'	RT	I-64 E.B.		448
							SUB-TOTAL:	0	4,026
							TOTAL:	5,414	9,281

IMPACT ATTENUATORS SCHEDULE

LOCATION				IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
STATION				EACH	EACH	EACH
Stage I						
129+77.53	30.33'	LT	I-64 W.B.		1	
143+66.02	29.50'	LT	I-64 W.B.		1	
152+87.25	24.82'	LT	I-64 W.B.		1	
122+87.75	24.28'	RT	I-64 E.B.		1	
132+28.25	31.04'	RT	I-64 E.B.		1	
143+77.34	26.71'	RT	I-64 E.B.		1	
			SUB-TOTAL:	0	6	0
Stage II						
124+35.77	54.75'	RT	I-64 E.B.			1
128+69.72	1.62'	LT	I-64 MEDIAN			1
			SUB-TOTAL:	0	0	2
Stage III						
143+24.11	46.87'	LT	I-64 W.B.			1
147+79.70	.05'	LT	I-64 MEDIAN			1
			SUB-TOTAL:	0	0	2
PERMANENT						
149+47.29	1.75'	LT	I-64 MEDIAN	1	0	0
			TOTAL:	1	6	4

FILE NAME = P:\0606218\dgn\CADD Sheets\D876876-sht-schedules.dgn	USER NAME = jheger	DESIGNED - DRB	REVISED -
		DRAWN - JWS	REVISED -
	PLOT SCALE = 0.0699 ' / IN.	CHECKED - SJK	REVISED -
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	10
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

SHORT TERM PAVEMENT MARKING AND WORK ZONE PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION						DESCRIPTION		SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL
STATION		TO	STATION					FOOT	SQ FT
Stage I									
121+00.00	LT	TO	127+99.67	LT	I-64 W.B.	Solid White	Lane Line	693	231
127+99.67	LT	TO	128+74.66	LT	I-64 W.B.	Solid White	Lane Line	73	24
127+99.67	LT	TO	128+74.66	LT	I-64 W.B.	Solid White	LT Edge	75	25
128+74.66	LT	TO	146+68.41	LT	I-64 W.B.	Solid White	Lane Line	1,794	598
128+74.66	LT	TO	130+14.64	LT	I-64 W.B.	Solid White	LT Edge (8")	140	93
129+30.35	LT	TO	130+14.64	LT	I-64 W.B.	Solid White	Ramp EOP(8")	84	56
131+50.19	LT	TO	131+93.67	LT	I-64 W.B.	Solid White	LT Edge	43	14
131+93.67	LT	TO	134+88.70	LT	I-64 W.B.	Solid White	LT Edge	295	98
134+88.70	LT	TO	146+68.36	LT	I-64 W.B.	Solid White	LT Edge	1,180	393
146+68.41	LT	TO	147+58.43	LT	I-64 W.B.	Solid White	Lane Line	90	30
146+68.36	LT	TO	147+58.38	LT	I-64 W.B.	Solid White	LT Edge	90	30
147+58.38	LT	TO	148+18.48	LT	I-64 W.B.	Solid White	LT Edge	60	20
147+58.43	LT	TO	160+12.42	LT	I-64 W.B.	Solid White	Lane Line	1,254	418
160+12.42	LT	TO	175+58.00	LT	I-64 W.B.	Solid White	Lane Line	1,546	515
120+00.00	LT	TO	121+00.00	LT	I-64 W.B.	Solid Yellow	RT Edge	100	33
121+00.00	LT	TO	127+99.67	LT	I-64 W.B.	Solid Yellow	RT Edge	695	232
127+99.67	LT	TO	128+74.66	LT	I-64 W.B.	Solid Yellow	RT Edge	75	25
128+74.66	LT	TO	139+99.59	LT	I-64 W.B.	Solid Yellow	RT Edge	1,125	375
139+99.59	LT	TO	146+68.46	LT	I-64 W.B.	Solid Yellow	RT Edge	669	223
146+68.46	LT	TO	147+58.48	LT	I-64 W.B.	Solid Yellow	RT Edge	90	30
147+58.48	LT	TO	160+12.42	LT	I-64 W.B.	Solid Yellow	RT Edge	1,254	418
160+12.42	LT	TO	175+58.00	LT	I-64 W.B.	Solid Yellow	RT Edge	1,546	515
114+00.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid White	Lane Line	1,350	450
127+00.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid White	RT Edge	50	17
127+50.00	RT	TO	128+25.00	RT	I-64 E.B.	Solid White	RT Edge	75	25
128+25.00	RT	TO	128+47.41	RT	I-64 E.B.	Solid White	RT Edge	22	7
128+47.41	RT	TO	129+60.00	RT	I-64 E.B.	Solid White	RT Edge (8")	113	38
127+50.00	RT	TO	128+25.00	RT	I-64 E.B.	Solid White	Lane Line	75	25
128+25.00	RT	TO	140+74.45	RT	I-64 E.B.	Solid White	Lane Line	1,249	416
129+60.00	RT	TO	132+62.62	RT	I-64 E.B.	Skip Dash White(10'-30')	Merge line (8")	76	25
134+03.85	RT	TO	140+74.45	RT	I-64 E.B.	Solid White	RT Edge	671	224
140+74.45	RT	TO	141+49.42	RT	I-64 E.B.	Solid White	RT Edge	75	25
141+49.42	RT	TO	141+99.49	RT	I-64 E.B.	Solid White	RT Edge	50	17
140+74.45	RT	TO	141+49.42	RT	I-64 E.B.	Solid White	Lane Line	75	25
141+49.42	RT	TO	153+34.57	RT	I-64 E.B.	Solid White	Lane Line	1,185	395
141+99.49	RT	TO	143+00.00	RT	I-64 E.B.	Solid White	RT Edge	101	34
143+00.00	RT	TO	147+79.10	RT	I-64 E.B.	Solid White	RT Edge	479	160
114+00.00	RT	TO	124+00.00	RT	I-64 E.B.	Solid Yellow	LT Edge	1,000	333
124+00.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid Yellow	LT Edge	350	117
127+50.00	RT	TO	128+25.00	RT	I-64 E.B.	Solid Yellow	LT Edge	75	25
128+25.00	RT	TO	140+74.47	RT	I-64 E.B.	Solid Yellow	LT Edge	1,249	416
140+74.47	RT	TO	141+49.42	RT	I-64 E.B.	Solid Yellow	LT Edge	75	25
141+49.42	RT	TO	152+34.36	RT	I-64 E.B.	Solid Yellow	LT Edge	1,085	362
152+34.36	RT	TO	153+34.36	RT	I-64 E.B.	Solid Yellow	LT Edge	100	33
							SUB-TOTAL:	22,551	7,590
Stage II									
121+00.00	LT	TO	123+00.00	LT	I-64 W.B.	Skip Dash White(10'-30')	Lane Line	50	
121+00.00	LT	TO	123+00.00	LT	I-64 W.B.	Skip Dash White(10'-30')	Lane Line	50	
123+25.00	LT	TO	124+00.00	LT	I-64 W.B.	Skip Dash White(10'-30')	Lane Line	25	6
123+00.00	LT	TO	124+00.00	LT	I-64 W.B.	Solid White	Lane Line	100	33
124+00.00	LT	TO	127+99.69	LT	I-64 W.B.	Solid White	Lane Line	395	132
127+99.67	LT	TO	128+74.68	LT	I-64 W.B.	Solid White	LT Edge	75	25
127+99.69	LT	TO	128+74.67	LT	I-64 W.B.	Solid White	Lane Line	75	25
128+74.67	LT	TO	139+36.50	LT	I-64 W.B.	Solid White	Lane Line	1,058	353
128+74.68	LT	TO	130+14.64	LT	I-64 W.B.	Solid White	LT Edge (8")	136	91
129+30.35	LT	TO	130+14.64	LT	I-64 W.B.	Solid White	Ramp EOP (8")	83	55
131+50.19	LT	TO	131+93.67	LT	I-64 W.B.	Solid White	LT Edge	43	14
131+93.67	LT	TO	134+88.70	LT	I-64 W.B.	Solid White	LT Edge	295	98
134+88.70	LT	TO	139+36.48	LT	I-64 W.B.	Solid White	LT Edge	448	149
139+36.50	LT	TO	146+68.41	LT	I-64 W.B.	Solid White	Lane Line	746	249
139+36.48	LT	TO	146+68.36	LT	I-64 W.B.	Solid White	LT Edge	750	250
146+68.41	LT	TO	147+58.43	LT	I-64 W.B.	Solid White	Lane Line	90	30
146+68.36	LT	TO	147+58.38	LT	I-64 W.B.	Solid White	LT Edge	90	30
147+58.43	LT	TO	175+58.00	LT	I-64 W.B.	Solid White	Lane Line	2,800	933
147+58.38	LT	TO	148+18.38	LT	I-64 W.B.	Solid White	LT Edge	60	20
123+00.00	LT	TO	124+00.00	LT	I-64 W.B.	Solid Yellow	RT Edge	100	33
124+00.00	LT	TO	127+99.67	LT	I-64 W.B.	Solid Yellow	RT Edge	395	132
127+99.70	LT	TO	128+74.68	LT	I-64 W.B.	Solid Yellow	RT Edge	75	25
128+74.66	LT	TO	139+36.52	LT	I-64 W.B.	Solid Yellow	RT Edge	1,059	353
139+36.52	LT	TO	146+68.46	LT	I-64 W.B.	Solid Yellow	RT Edge	742	247
146+68.46	LT	TO	147+58.48	LT	I-64 W.B.	Solid Yellow	RT Edge	90	30
147+58.48	LT	TO	165+53.39	LT	I-64 W.B.	Solid Yellow	RT Edge	1,795	598
165+53.39	LT	TO	175+58.00	LT	I-64 W.B.	Solid Yellow	RT Edge	1,005	335
100+50.00	RT	TO	123+45.00	RT	I-64 E.B.	Solid White	Lane Line	2,295	765
100+50.00	RT	TO	120+36.45	RT	I-64 E.B.	Solid White	RT Edge	1,986	662
120+36.45	RT	TO	121+76.38	RT	I-64 E.B.	Solid White	Ramp EOP	140	47
121+78.01	RT	TO	122+94.38	RT	I-64 E.B.	Solid White	Ramp EOP (8")	117	78
121+78.01	RT	TO	122+94.38	RT	I-64 E.B.	Solid White	RT Edge (8")	116	78
122+94.38	RT	TO	125+01.57	RT	I-64 E.B.	Solid White	RT Edge	207	69
123+45.00	RT	TO	125+49.62	RT	I-64 E.B.	Solid White	Lane Line	205	68
125+49.63	RT	TO	130+39.56	RT	I-64 E.B.	Solid White	RT Edge x-over	493	164
125+01.57	RT	TO	126+50.13	LT	I-64 E.B.	Solid White	RT Edge	152	51
126+50.13	RT	TO	128+70.68	RT	I-64 E.B.	Solid White	RT Edge	225	75
128+70.68	RT	TO	139+99.50	RT	I-64 E.B.	Solid White	RT Edge	1,131	377
130+39.54	LT	TO	131+04.54	LT	I-64 E.B.	Solid White	RT Edge,wb side	65	22
131+04.54	LT	TO	137+99.54	LT	I-64 E.B.	Solid White	RT Edge,wb side	695	232
137+99.54	LT	TO	138+64.54	LT	I-64 E.B.	Solid White	RT Edge,wb side	65	22
138+64.54	LT	TO	146+44.01	LT	I-64 E.B.	Solid White	RT Edge,wb side	779	260
139+99.50	RT	TO	144+86.98	RT	I-64 E.B.	Solid White	RT Edge	479	160
144+86.98	RT	TO	151+87.44	RT	I-64 E.B.	Solid White	RT Edge	700	233
146+44.01	LT	TO	150+87.44	RT	I-64 E.B.	Solid White	RT Edge x-over	447	149
150+87.44	RT	TO	151+87.44	RT	I-64 E.B.	Solid White	Lane Line	100	33
150+87.44	RT	TO	152+00.00	RT	I-64 E.B.	Skip Dash White(10'-30')	Lane Line		9

LOCATION						DESCRIPTION		SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL
STATION		TO	STATION					FOOT	SQ FT
151+87.44	RT	TO	152+00.00	LT	I-64 E.B.	Skip Dash White(10'-30')	Lane Line		1
150+87.44	RT	TO	153+34.36	RT	I-64 E.B.	Skip Dash White(10'-30')	Lane Line	62	
151+87.44	RT	TO	152+34.36	LT	I-64 E.B.	Skip Dash White(10'-30')	Lane Line	12	
123+45.00	RT	TO	124+35.00	RT	I-64 E.B.	Solid Yellow	LT Edge	90	30
124+35.00	RT	TO	130+39.51	LT	I-64 E.B.	Solid Yellow	LT Edge x-over	605	202
125+49.62	RT	TO	133+49.59	RT	I-64 E.B.	Solid Yellow	LT Edge	806	269
130+39.51	LT	TO	131+04.52	LT	I-64 E.B.	Solid Yellow	LT Edge, wb side	65	22
131+04.52	LT	TO	137+99.52	LT	I-64 E.B.	Solid Yellow	LT Edge, wb side	695	232
133+49.59	RT	TO	139+99.52	RT	I-64 E.B.	Solid Yellow	LT Edge	650	217
137+99.52	LT	TO	138+64.51	LT	I-64 E.B.	Solid Yellow	LT Edge, wb side	65	22
138+64.51	LT	TO	146+44.01	LT	I-64 E.B.	Solid Yellow	LT Edge, wb side	780	260
139+99.52	RT	TO	144+87.64	RT	I-64 E.B.	Solid Yellow	LT Edge	482	161
144+87.64	RT	TO	151+87.44	RT	I-64 E.B.	Solid Yellow	LT Edge	700	233
146+44.01	LT	TO	150+87.44	RT	I-64 E.B.	Solid Yellow	LT Edge x-over	447	149
							SUB-TOTAL:	28,486	9,598
						Stage III			
123+25.00	LT	TO	124+67.99	LT	I-64 W.B.	Solid White	Lane Line	143	48
122+25.00	LT	TO	124+91.68	LT	I-64 W.B.	Solid White	LT Edge	267	89
124+67.99	LT	TO	130+64.57	RT	I-64 W.B.	Solid White	LT Edge x-over	597	199
124+91.68	LT	TO	127+19.17	LT	I-64 W.B.	Solid White	LT Edge	227	76
127+19.17	LT	TO	129+89.62	LT	I-64 W.B.	Solid White	LT Edge	265	88
129+89.62	LT	TO	131+49.54	LT	I-64 W.B.	Solid White	LT Edge	160	53
130+64.57	RT	TO	139+36.46	RT	I-64 W.B.	Solid White	LT Edge, EB Side	872	291
139+36.46	RT	TO	140+74.38	RT	I-64 W.B.	Solid White	LT Edge, EB Side	138	46
140+74.38	RT	TO	146+44.04	RT	I-64 W.B.	Solid White	LT Edge, EB Side	570	190
131+49.54	LT	TO	131+99.52	LT	I-64 W.B.	Solid White	LT Edge	50	17
131+99.52	LT	TO	140+99.55	LT	I-64 W.B.	Solid White	LT Edge	900	300
140+99.55	LT	TO	143+41.21	LT	I-64 W.B.	Solid White	LT Edge	246	82
143+41.21	LT	TO	143+98.48	LT	I-64 W.B.	Solid White	LT Edge	59	20
143+98.48	LT	TO	145+22.94	LT	I-64 W.B.	Solid White	LT Edge	124	41
145+22.94	LT	TO	149+02.27	LT	I-64 W.B.	Solid White	LT Edge	379	126
146+44.04	RT	TO	150+87.07	LT	I-64 W.B.	Solid White	LT Edge x-over	446	149
149+02.27	LT	TO	153+75.22	LT	I-64 W.B.	Solid White	LT Edge	473	158
150+87.07	LT	TO	153+73.89	LT	I-64 W.B.	Solid White	Lane Line	287	96
153+75.22	LT	TO	160+87.43	LT	I-64 W.B.	Solid White	LT Edge	712	237
153+73.89	LT	TO	170+87.00	LT	I-64 W.B.	Solid White	Lane Line	1,713	571
160+87.43	LT	TO	170+87.00	LT	I-64 W.B.	Solid White	LT Edge	1,000	333
160+87.00	LT	TO	170+87.00	LT	I-64 W.B.	Skip Dash White (10'-30')	Lane Line	250	83
123+25.00	LT	TO	124+65.00	LT	I-64 W.B.	Solid Yellow	RT Edge	140	47
124+65.00	LT	TO	130+64.62	RT	I-64 W.B.	Solid Yellow	RT Edge x-over	603	201
124+91.82	LT	TO	127+18.91	LT	I-64 W.B.	Solid Yellow	RT Edge	223	74
127+18.91	LT	TO	129+89.19	LT	I-64 W.B.	Solid Yellow	RT Edge	270	90
129+89.19	LT	TO	131+49.54	LT	I-64 W.B.	Solid Yellow	RT Edge	160	53
130+64.62	RT	TO	140+74.38	RT	I-64 W.B.	Solid Yellow	RT Edge, EB Side	1,010	337
140+74.38	RT	TO	146+44.01	RT	I-64 W.B.	Solid Yellow	RT Edge, EB Side	570	190
131+49.54	LT	TO	140+99.74	LT	I-64 W.B.	Solid Yellow	RT Edge	950	317
140+99.74	LT	TO	143+42.24	LT	I-64 W.B.	Solid Yellow	RT Edge	246	82
143+42.24	LT	TO	144+33.67	LT	I-64 W.B.	Solid Yellow	RT Edge	91	30
144+33.67	LT	TO	150+07.44	LT	I-64 W.B.	Solid Yellow	RT Edge	575	192
146+44.01	RT	TO	150+87.43	LT	I-64 W.B.	Solid Yellow	RT Edge x-over	447	149
150+87.43	LT	TO	151+78.79	LT	I-64 W.B.	Solid Yellow	RT Edge	91	30
100+70.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid White	Lane Line	2,680	893
100+70.00	RT	TO	110+70.00	RT	I-64 E.B.	Skip Dashed White(10'-30')	Lane Line	250	83
121+30.87	RT	TO	121+76.24	RT	I-64 E.B.	Solid White	Ramp EOP	46	15
121+30.87	RT	TO	122+81.02	RT	I-64 E.B.	Dotted White (3'-9')	RT Edge	38	13
122+81.02	RT	TO	123+00.00	RT	I-64 E.B.	Solid White (8")	Ramp EOP	19	13
127+00.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid White	RT Edge	50	17
127+50.00	RT	TO	128+24.47	RT	I-64 E.B.	Solid White	Lane Line	74	25
127+50.00	RT	TO	128+24.55	RT	I-64 E.B.	Solid White	RT Edge	75	25
128+24.47	RT	TO	140+74.33	RT	I-64 E.B.	Solid White	Lane Line	1,250	417
128+24.55	RT	TO	128+47.41	RT	I-64 E.B.	Solid White	RT Edge	23	8
128+47.41	RT	TO	129+58.22	RT	I-64 E.B.	Solid White	RT Edge (8")	111	37
129+58.22	RT	TO	132+62.62	RT	I-64 E.B.	Skip Dashed White(10'-30')	Merge Line (8")	76	25
132+86.69	RT	TO	134+03.39	RT	I-64 E.B.	Solid White	RT Edge	117	39
134+03.39	RT	TO	140+74.31	RT	I-64 E.B.	Solid White	RT Edge	671	224
140+74.33	RT	TO	146+99.11	RT	I-64 E.B.	Solid White	Lane Line	625	208
140+74.31	RT	TO	146+99.11	RT	I-64 E.B.	Solid White	RT Edge	625	208
146+99.11	RT	TO	147+79.11	RT	I-64 E.B.	Solid White	Lane Line	80	27
146+99.11	RT	TO	147+79.11	RT	I-64 E.B.	Solid White	RT Edge	80	27
147+79.11	RT	TO	152+00.00	RT	I-64 E.B.	Solid White	Lane Line	421	140
151+00.00	RT	TO	152+00.00	RT	I-64 E.B.	Skip Dashed White(10'-30')	Lane Line	25	8
100+70.00	RT	TO	110+69.79	RT	I-64 E.B.	Solid Yellow	LT Edge	1,000	333
110+69.79	RT	TO	124+00.00	RT	I-64 E.B.	Solid Yellow	LT Edge	1,330	443
124+00.00	RT	TO	127+50.00	RT	I-64 E.B.	Solid Yellow	LT Edge	350	117
127+50.00	RT	TO	128+24.48	RT	I-64 E.B.	Solid Yellow	LT Edge	74	25
128+24.48	RT	TO	140+74.35	RT	I-64 E.B.	Solid Yellow	LT Edge	1,250	417
140+74.35	RT	TO	146+99.11	RT	I-64 E.B.	Solid Yellow	LT Edge	625	208
146+99.11	RT	TO	147+79.12	RT	I-64 E.B.	Solid Yellow	LT Edge	80	27
147+79.12	RT	TO	151+00.00	RT	I-64 E.B.	Solid Yellow	LT Edge	321	107
151+00.00	RT	TO	152+00.00	RT	I-64 E.B.	Solid Yellow	LT Edge	100	33
							SUB-TOTAL:	27,720	9,247
							TOTAL:	78,757	26,435

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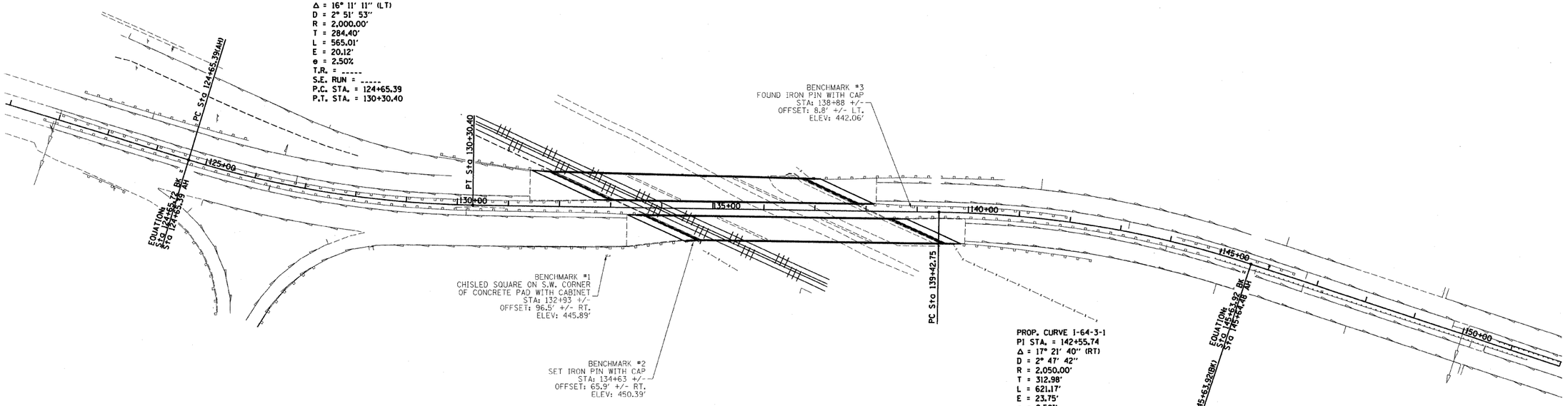
PLOT DATE = 8/7/2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	11
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



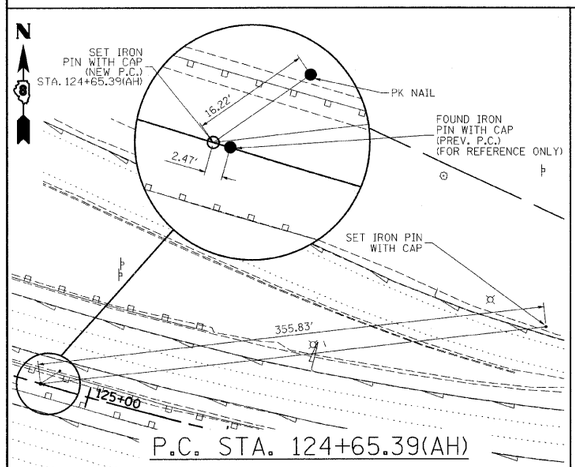
NOTE:

FOUND IRON PINS WITH CAPS SHOWN BELOW ARE FROM THE PREVIOUS I-64 ALIGNMENT PROVIDED BY THE DISTRICT.

SET IRON PINS WITH CAPS SHOWN BELOW ARE FOR THE NEW I-64 ALIGNMENT ESTABLISHED TO FOLLOW THE EXISTING ALIGNMENT OF THE BRIDGES.

SPIRAL CURVES ON THE I-64 ALIGNMENT AS SHOWN ON PREVIOUS PROJECTS HAVE BEEN ELIMINATED FOR SIMPLICITY.

ALIGNMENT TIES



P.C. STA. 124+65.39(AH)

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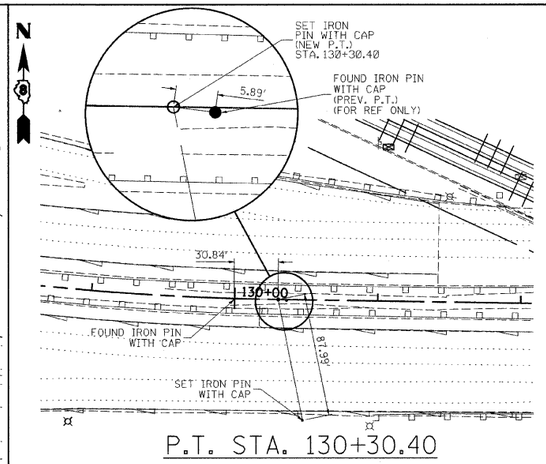
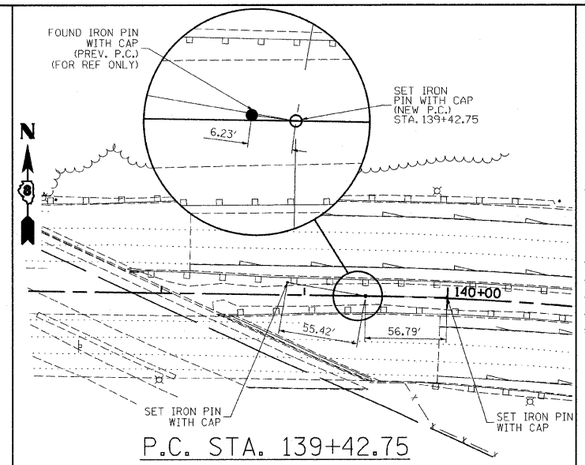
E: 2,309,295.741



P.T. STA. 130+30.40

N: 711,834.833
E: 2,309,851.937



P.C. STA. 139+42.75

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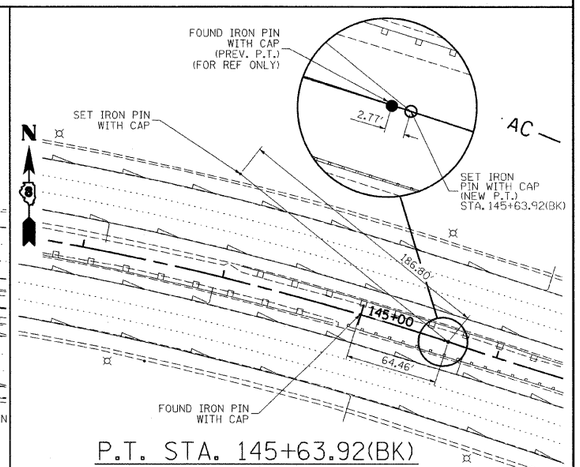
E: 2,310,764.179



P.T. STA. 145+63.92(BK)

N: 711,717.288
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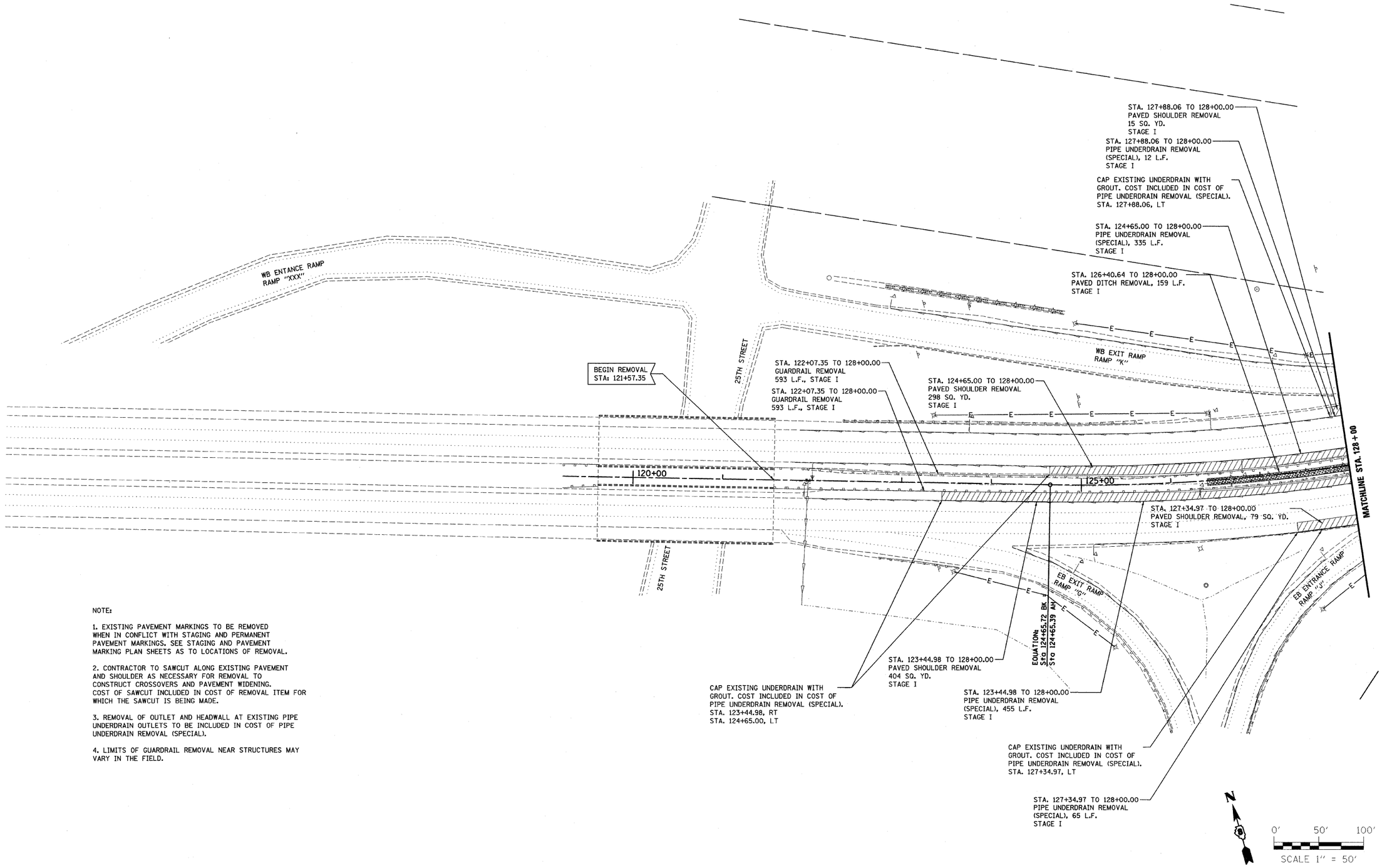
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1:100 | SHEET NO. 1 OF 1 SHEETS | STA. 124+35.01 TO STA. 150+87.44

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	12
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



NOTE:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED WHEN IN CONFLICT WITH STAGING AND PERMANENT PAVEMENT MARKINGS. SEE STAGING AND PAVEMENT MARKING PLAN SHEETS AS TO LOCATIONS OF REMOVAL.

2. CONTRACTOR TO SAWCUT ALONG EXISTING PAVEMENT AND SHOULDER AS NECESSARY FOR REMOVAL TO CONSTRUCT CROSSOVERS AND PAVEMENT WIDENING. COST OF SAWCUT INCLUDED IN COST OF REMOVAL ITEM FOR WHICH THE SAWCUT IS BEING MADE.

3. REMOVAL OF OUTLET AND HEADWALL AT EXISTING PIPE UNDERDRAIN OUTLETS TO BE INCLUDED IN COST OF PIPE UNDERDRAIN REMOVAL (SPECIAL).

4. LIMITS OF GUARDRAIL REMOVAL NEAR STRUCTURES MAY VARY IN THE FIELD.

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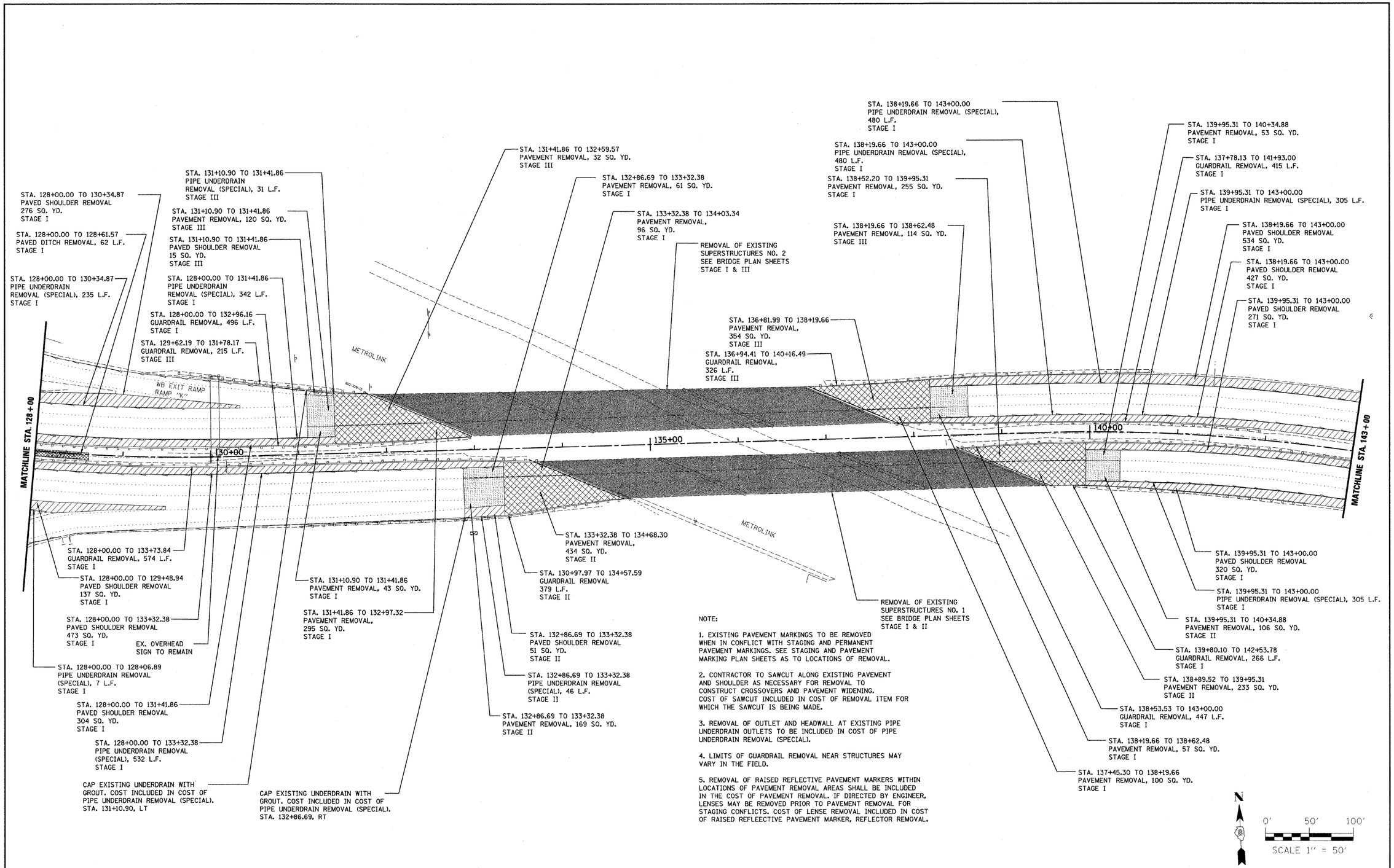
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1:50 | SHEET NO. 1 OF 3 SHEETS | STA. 123+45.02 TO STA. 128+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	13
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



NOTE:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED WHEN IN CONFLICT WITH STAGING AND PERMANENT PAVEMENT MARKINGS. SEE STAGING AND PAVEMENT MARKING PLAN SHEETS AS TO LOCATIONS OF REMOVAL.

2. CONTRACTOR TO SAWCUT ALONG EXISTING PAVEMENT AND SHOULDER AS NECESSARY FOR REMOVAL TO CONSTRUCT CROSSOVERS AND PAVEMENT WIDENING. COST OF SAWCUT INCLUDED IN COST OF REMOVAL ITEM FOR WHICH THE SAWCUT IS BEING MADE.

3. REMOVAL OF OUTLET AND HEADWALL AT EXISTING PIPE UNDERDRAIN OUTLETS TO BE INCLUDED IN COST OF PIPE UNDERDRAIN REMOVAL (SPECIAL).

4. LIMITS OF GUARDRAIL REMOVAL NEAR STRUCTURES MAY VARY IN THE FIELD.

5. REMOVAL OF RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LOCATIONS OF PAVEMENT REMOVAL AREAS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL. IF DIRECTED BY ENGINEER, LENSES MAY BE REMOVED PRIOR TO PAVEMENT REMOVAL FOR STAGING CONFLICTS. COST OF LENSE REMOVAL INCLUDED IN COST OF RAISED REFLEECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.

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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1:50 | SHEET NO. 2 OF 3 SHEETS | STA. 128+00.00 TO STA. 143+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	14
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

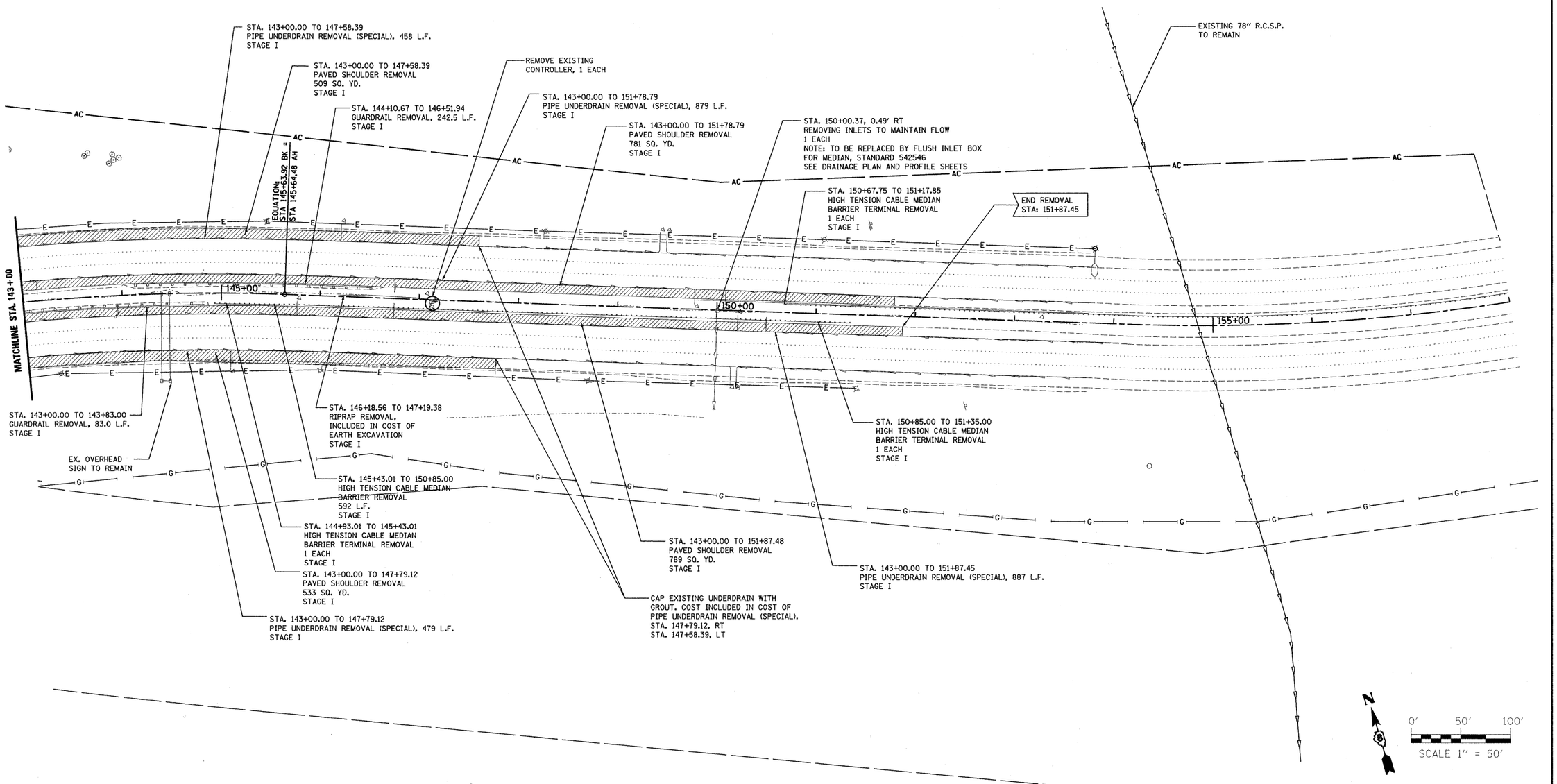
NOTE:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED WHEN IN CONFLICT WITH STAGING AND PERMANENT PAVEMENT MARKINGS. SEE STAGING AND PAVEMENT MARKING PLAN SHEETS AS TO LOCATIONS OF REMOVAL.

2. CONTRACTOR TO SAWCUT ALONG EXISTING PAVEMENT AND SHOULDER AS NECESSARY FOR REMOVAL TO CONSTRUCT CROSSOVERS AND PAVEMENT WIDENING. COST OF SAWCUT INCLUDED IN COST OF REMOVAL ITEM FOR WHICH THE SAWCUT IS BEING MADE.

3. REMOVAL OF OUTLET AND HEADWALL AT EXISTING PIPE UNDERDRAIN OUTLETS TO BE INCLUDED IN COST OF PIPE UNDERDRAIN REMOVAL (SPECIAL).

4. LIMITS OF GUARDRAIL REMOVAL NEAR STRUCTURES MAY VARY IN THE FIELD.



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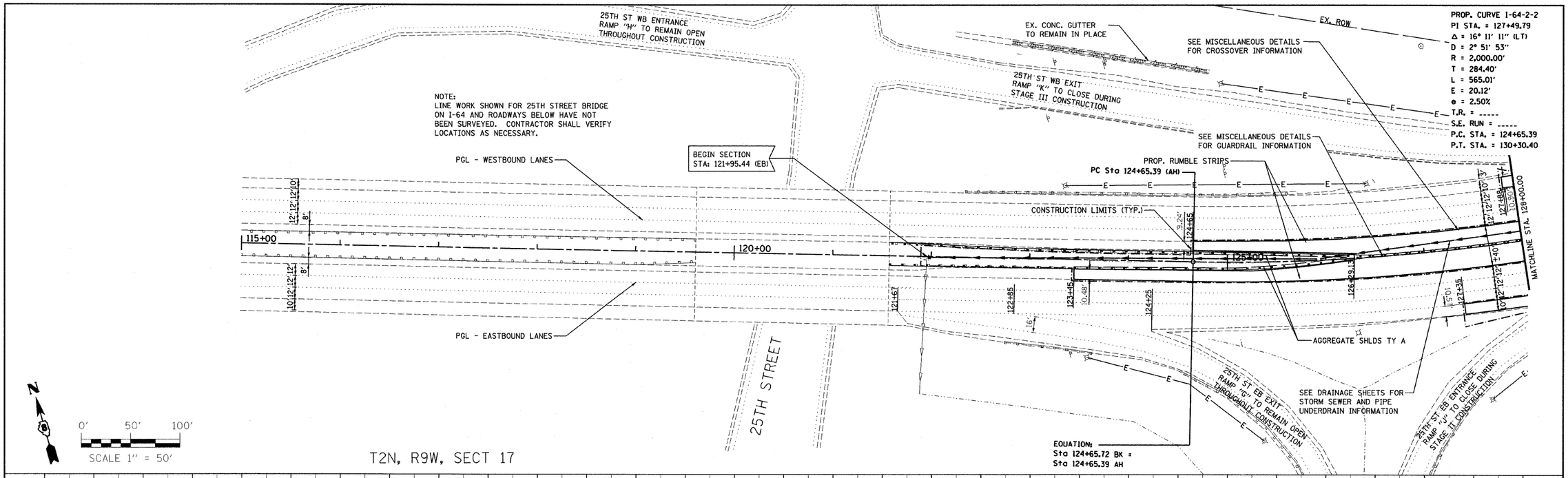
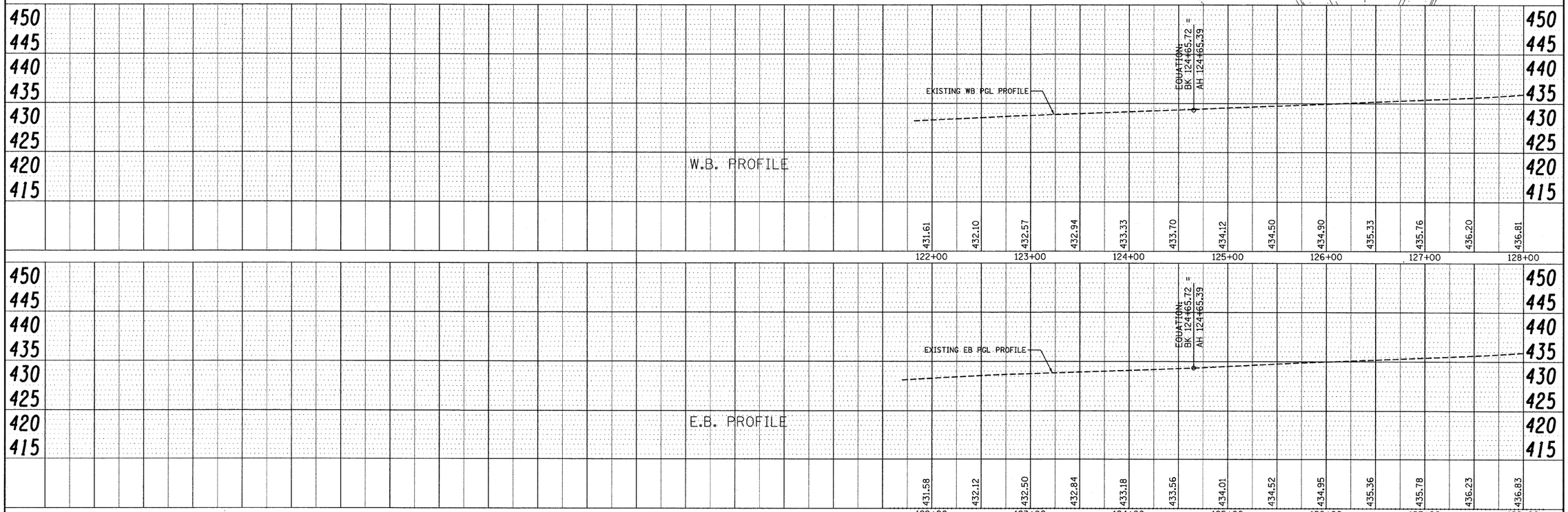
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1:50 | SHEET NO. 3 OF 3 SHEETS | STA. 143+00.00 TO STA. 151+87.45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	15
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		





PLAN — SURVEYED / PLOTTED / GRADES CHECKED / ALIGN. MAY BE CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / QUANTITIES / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1:50 | SHEET NO. 1 OF 3 SHEETS | STA. 123+45.02 TO STA. 128+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	16
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

PROP. CURVE 1-64-2-2
PI STA. = 127+49.79
Δ = 16° 11' 11" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 284.40'
L = 565.01'
E = 20.12'
e = 2.5%
T.R. = -----
S.E. RUN = -----
P.C. STA. = 124+65.39
P.T. STA. = 130+30.40

EX. OVERHEAD SIGN NOT TO BE DISTURBED

SEE MISCELLANEOUS DETAILS FOR CROSSOVER INFORMATION

PROP. RUMBLE STRIPS

EX. METRO ROW

METROLINK

131+10.90 BEGIN TRANSITION PAVEMENT

132+29.70 BEGIN BRIDGE APPROACH PAVEMENT

+93.70 BK. W. ABUT.

EX. AGG. LANE

EX. ROW AC

SEE BRIDGE PLANS FOR DETAILS

+45.72 BK. E. ABUT.

137+75.72 END BRIDGE APPROACH PAVEMENT

138+62.48 END TRANSITION PAVEMENT

SEE MISC. DETAILS FOR TRANS. PVMT. DETAILS (TYP.)

REMOVE EX. SHOULDER AND REPLACE (TYP.)

PROP. RUMBLE STRIPS

PC Sta 139+42.75

CONSTRUCTION LIMITS (TYP.)

AGGREGATE SHLDS TY A

BEGIN PROJECT STA: 133+03.44 (EB)

PGL WESTBOUND LANES

SN 082-0163

PT Sta 130+30.40

+34.31

3.3'

16'

488.60

14.9'

36'

8' 12' 12' 12' 10'

135+00

130+00

140+00

SN 082-0162

PGL EASTBOUND LANES

END PROJECT STA: 138+89.46 (EB)

MATCHLINE STA. 128+00.00

40.4'

484.49

6.2'

488.94

4.0'

17'

CONST. LIMITS (TYP.)

10' 15' 12' 12'

SEE DRAINAGE SHEETS FOR STORM SEWER AND PIPE UNDERDRAIN INFORMATION

AGGREGATE SHLDS TY A

PROP. RUMBLE STRIPS

SEE MISCELLANEOUS DETAILS FOR GUARDRAIL INFORMATION

132+86.69 BEGIN TRANSITION PAVEMENT

133+73.44 BEGIN BRIDGE APPROACH PAVEMENT

+03.44 BK. W. ABUT.

SEE MISCELLANEOUS DETAILS FOR BRIDGE APPROACH PAVEMENT DETAILS (TYP.)

TRACK 1

TRACK 2

EX. SIDEWALK

METROLINK

EX. METRO ROW

AC

+89.46 BK. E. ABUT.

139+19.46 END BRIDGE APPROACH PAVEMENT

140+34.88 END TRANSITION PAVEMENT

SEE EXISTING SITE PLAN AND PLAT OF HIGHWAYS FOR EASEMENT BELOW

EX. METRO ROW

PROP. RUMBLE STRIPS

SHOULDER WIDENING FOR GUARDRAIL

7.20'

36'

12' 12' 12' 10'

8'

18'

MATCHLINE STA. 143+00.00

PROP. CURVE 1-64-3-1
PI STA. = 142+55.74
Δ = 17° 21' 40" (RT)
D = 2° 47' 42"
R = 2,050.00'
T = 312.98'
L = 621.17'
E = 23.75'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 139+42.75
P.T. STA. = 145+63.92

EX. METRO ROW

0' 50' 100'

SCALE 1" = 50'

NOTES:
1. SEE STAGING SHEETS AND BRIDGE SHEETS FOR REMOVAL OF EXISTING STRUCTURE AND SEQUENCING OF MISC. CONSTRUCTION ITEMS.

2. SEE MISCELLANEOUS DETAILS FOR TRANSITION PAVEMENT DETAILS AND BRIDGE APPROACH PAVEMENT DETAILS FOR TAPER RATES AND GEOMETRIC LAYOUT.

T2N, R9W, SECT 17

PLAN
SURVEYED
PLOTTED
STAGES CHECKED
ALIGNMENT CHECKED
NOTE BOOK
NO.
CADD FILE NAME
DATE
BY

PROFILE
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NOTE BOOK
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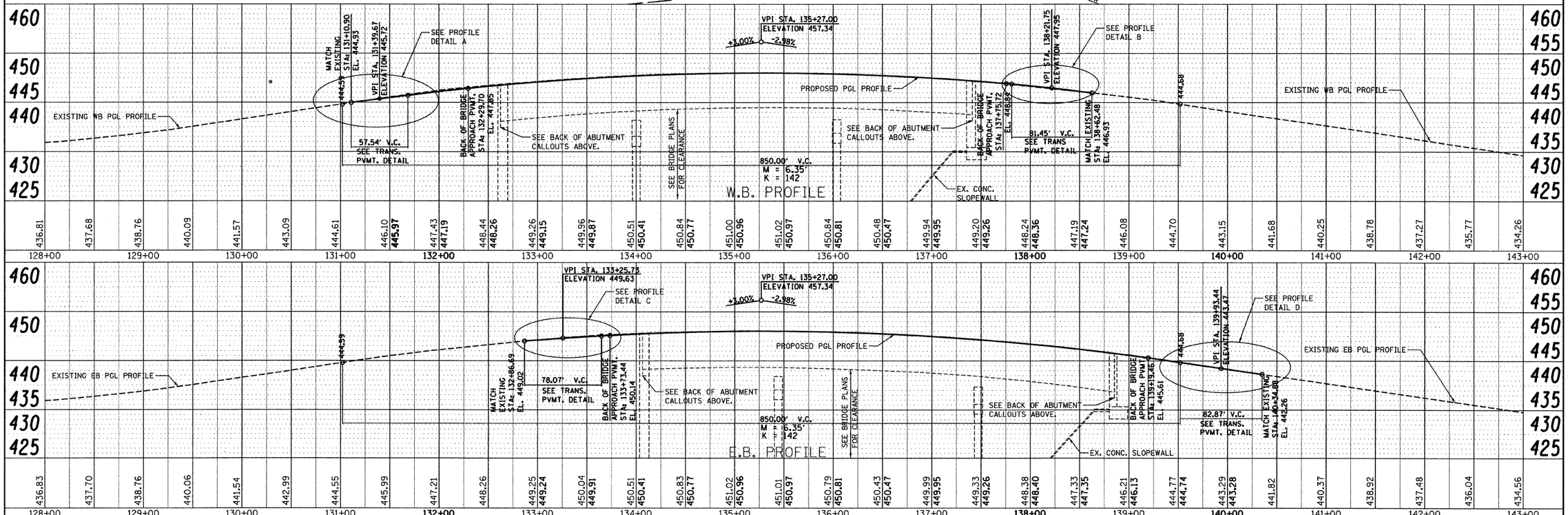
STRUCTURE NOTATIONS CHKD
DATE
BY



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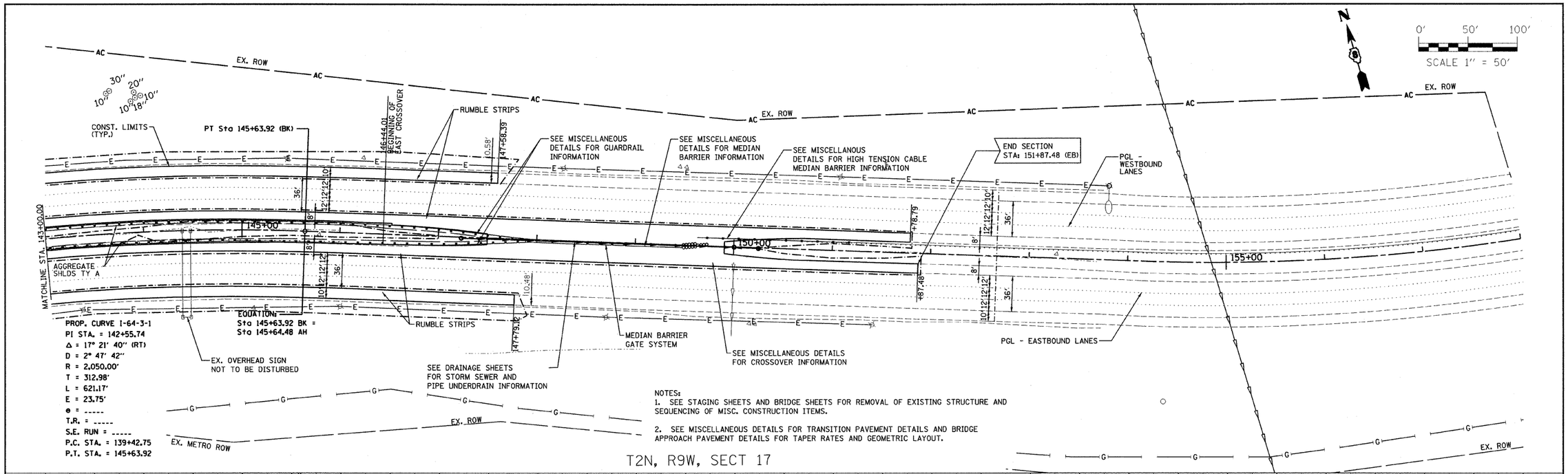
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

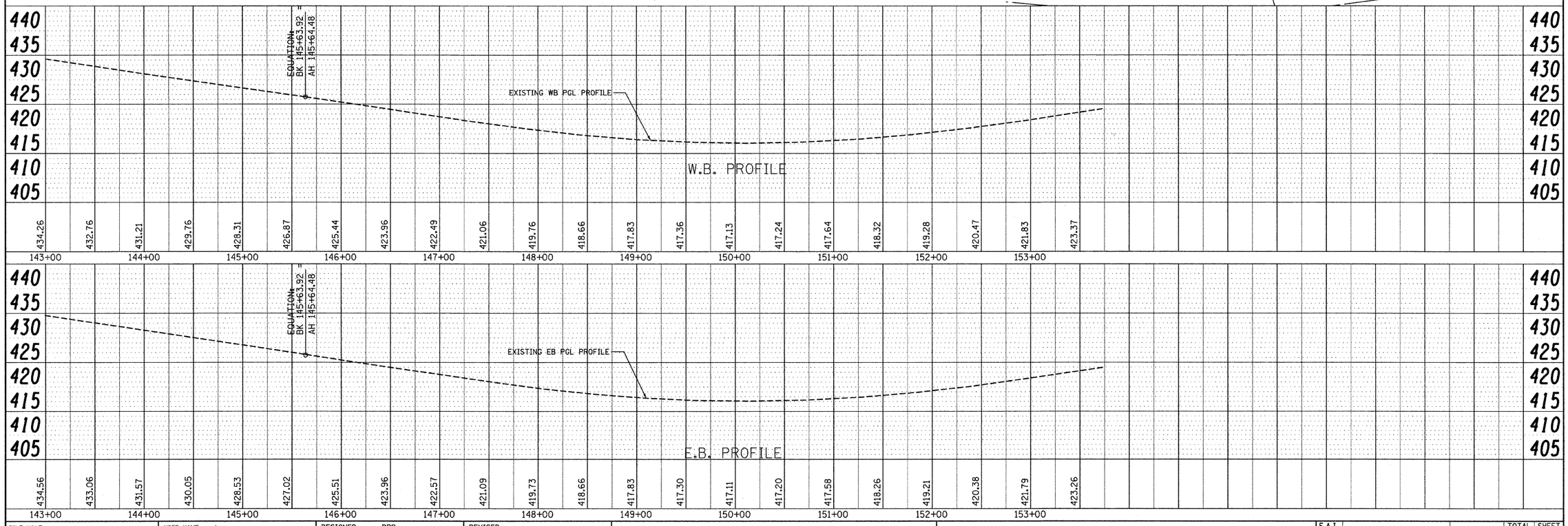
PLAN AND PROFILE

SCALE: 1:50 | SHEET NO. 2 OF 3 SHEETS | STA.128+00.00 TO STA. 143+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	17
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



T2N, R9W, SECT 17



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	PLOT DATE = 8/7/2009	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1:50 | SHEET NO. 3 OF 3 SHEETS | STA. 143+00.00 TO STA. 151+87.45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	18
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(S)/STA'NG CHKD, NOTE BOOK, NO., BY, DATE

LEGEND

OVERHEAD BRIDGE ABOVE

N

0' 30' 60'

SCALE 1" = 30'

EXISTING 20" WATERMAIN

ORANGE PROTECTIVE FENCE TO BE PLACED ALONG METROLINK OPERATING R.O.W. WITHIN EASEMENT LIMITS

EXISTING SIGN (NOT TO BE DISTURBED)

EXISTING 8" SERVICE LINE

EXISTING SERVICE VALVE

REMOVE AND REPLACE EXISTING WOVEN WIRE FENCE PER STD. 665001 AS REQUIRED FOR ACCESS. COST INCLUDED IN COST OF EARTH EXCAVATION. ESTIMATED QUANTITY= 160 FT (FOR INFORMATION ONLY)

METROLINK OPERATING R.O.W.

20'

EXISTING 30" WATERMAIN

EXISTING 24" WATERMAIN

EX. AGG. DRIVE

EX. PIER

EX. SLOPEWALL

EX. WING WALL

EXISTING CONC. SLOPE WALL TO REMAIN

EX. RET. WALL

135+00

WEST BOUND

EAST BOUND

TRACK 1

TRACK 2

EX. CONC. SIDEWALK

EXISTING FIBER OPTIC LINE

EXISTING ABANDONED GAS MAIN

ORANGE PROTECTIVE FENCE TO BE PLACED ALONG METROLINK OPERATING R.O.W. WITHIN EASEMENT LIMITS

PROPOSED PERMANENT EASEMENT (SEE R.O.W. PLANS)

NOTES:

PRIOR TO SUBMITTING A BID, THE CONTRACTOR IS REQUIRED TO OBTAIN AND ABIDE BY THE ILAWC REQUIREMENTS FOR PLACING HEAVY EQUIPMENT OVER THE EXISTING WATER MAINS.

THE CONTRACTOR MUST HAVE A RAILROAD FLAGGER IF WORK IS BEING DONE WITHIN THE METROLINK OPERATING R.O.W. THE OPERATING R.O.W. IS MEASURED AS 20' FROM THE CENTERLINE OF TRACKS.

THE CONTRACTOR SHALL ERECT A TEMPORARY PROTECTIVE FENCE ALONG THE OPERATING R.O.W.

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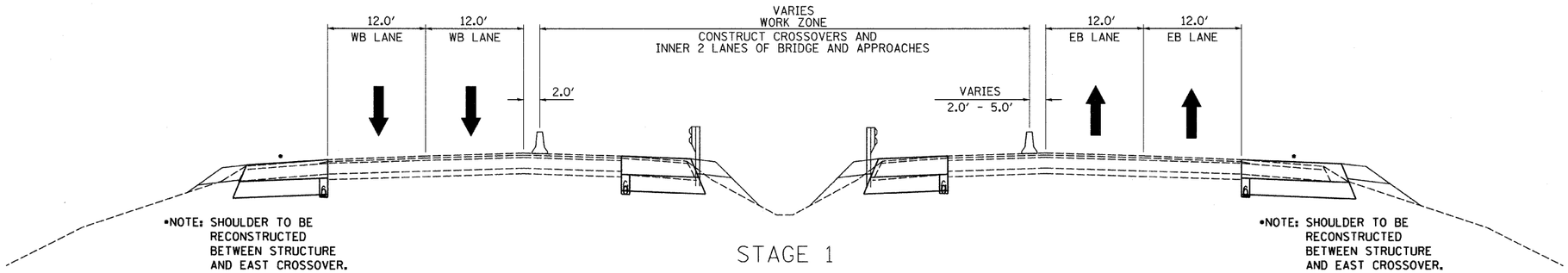
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

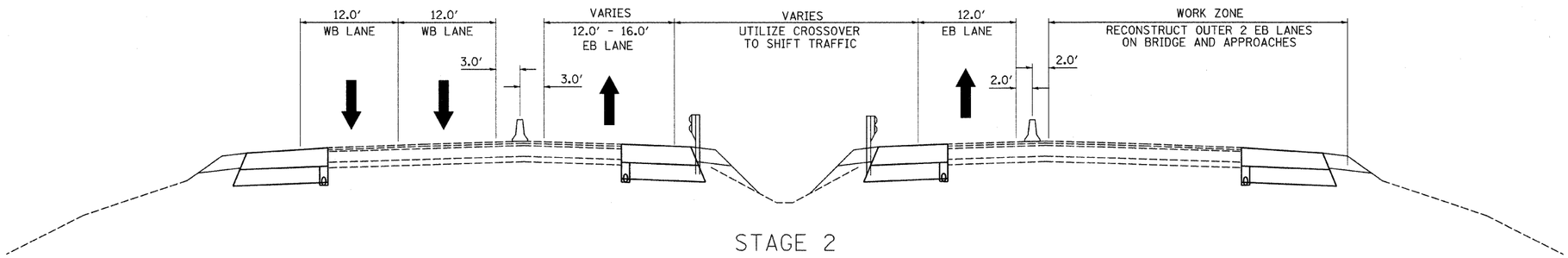
EXISTING SITE PLAN

SCALE: 1:30 | SHEET NO. 1 OF 1 SHEETS | STA. 132+95 | TO STA. 138+20

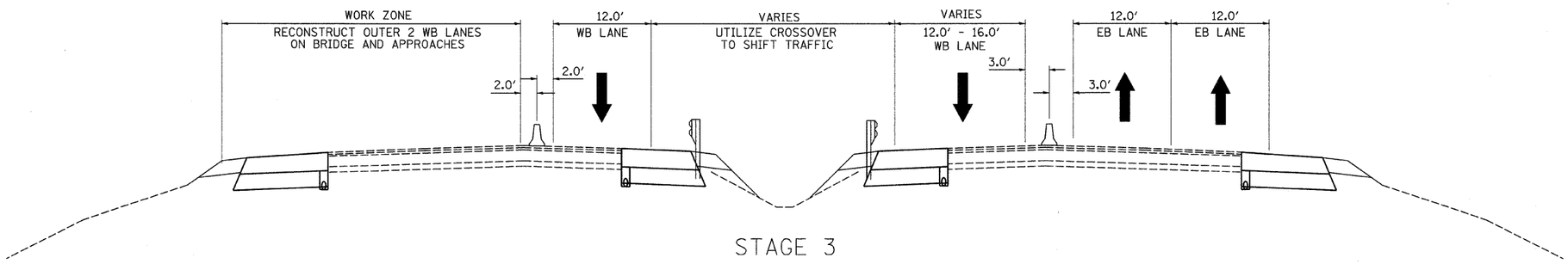
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	19
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



STAGE 1



STAGE 2



STAGE 3

NOTE: TYPICALS LOCATED BETWEEN CROSSOVERS AND STRUCTURES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – TYPICALS

SCALE: | SHEET NO. 1 OF 22 SHEETS | STA. 99+25 | TO STA. 177+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	20
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

NOTE: REFERENCES TO YELLOW AND WHITE PAINT MEAN REFLECTORIZED STAGING PAVEMENT MARKING PAINT.

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS AT 25' CENTERS SHALL BE USED IN CONJUNCTION WITH ALL REFLECTORIZED STAGING PAVEMENT MARKING PAINT AT LANE LINES AND NON-TEMPORARY CONCRETE BARRIER EDGE LINES.

REMOVE ALL EXISTING PAVEMENT MARKINGS AND TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER LENSES IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER.

0' 25' 50'
SCALE 1" = 25'

N

TRAFFIC FLOW ARROW
WORK ZONE
TCB

25TH ST WB ENTRANCE RAMP TO REMAIN OPEN THROUGHOUT CONSTRUCTION

TYPE II BARRICADES, DRUMS OR VERTICAL BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

RAMP OPEN TO TRAFFIC STAGE I

G20-I103 (O) (END WORK ZONE SPEED LIMIT) (36"X60")

100'

120+00.00 20.00' LT

121+00.00 26.54' LT

121+00.00 32.00' LT

4" YELLOW PAINT

4" WHITE PAINT

TEMPORARY CONCRETE BARRIER (TYP.)

PROPOSED GUARDRAIL TO REPLACE EXISTING GUARDRAIL

WORK ZONE STA 123+45.02 TO STA 124+00.00

I14

I15+00

STA. 116+00

R10-19 (PHOTO ENFORCED) (48"X36")

R4-9 (STAY IN LANE) (36"X60")

STA 114+00 BEGIN TAPER

EB TRAFFIC CONTROL SHALL BE ACCORDING TO STANDARD 701400

4" WHITE PAINT

4" YELLOW PAINT

DIRECTION INDICATOR BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

STA. 120+00

120+00

I21

I22

I23

(12:1) TAPER

MATCHLINE STA. 124+00

25TH STREET

TYPE III BARRICADES (TYP)

DIRECTION INDICATOR BARRICADES W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

122+87.75 24.28' RT

123+15.00 24.28' RT

123+40.50 26.41' RT

123+45.02 20.25' RT

124+00.00 32.00' RT

TEMP. IMPACT ATTENUATOR (TO BE RELOCATED IN STAGE II)

4" WHITE PAINT

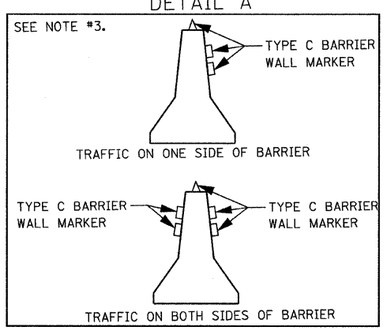
4" YELLOW PAINT

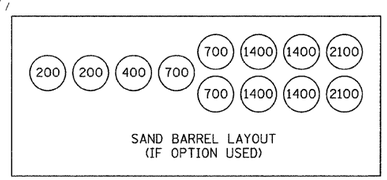
NOTES

1. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SIDE OF THE PAVEMENT.
2. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE I OF CONSTRUCTION THAT REQUIRE DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE I.
3. TEMPORARY CONCRETE BARRIER SHALL HAVE TWO (2) BARRIER WALL MARKERS PLACED ON TOP OF EACH OTHER, SEE DETAIL A. ALSO A BARRIER WALL MARKER SHALL BE USED ON THE TOP OF EACH TEMPORARY CONCRETE BARRIER. ALL BARRIER WALL MARKERS SHALL BE PLACED AT 25' CENTERS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE STANDARD 704001. THESE ADDITIONAL BARRIER WALL MARKERS SHALL BE INCLUDED IN COST OF TEMPORARY CONCRETE BARRIER.
4. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.
5. RECONSTRUCT SHOULDERS TO FULL DEPTH HOT-MIX ASPHALT AS INDICATED ON THE PLANS PRIOR TO CONSTRUCTION OF CROSSOVERS.

STAGE I TRAFFIC CONTROL STANDARDS
701400 - USE FOR APPROACH TO LANE CLOSURE
701401 - USE FOR SHOULDER WORK
701402 - USE FOR LANE CLOSURE WITH BARRIER
701411 - USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRACE/ EXIT RAMP
701901 - USE FOR TRAFFIC CONTROL DEVICES
704001 - USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006 - USE FOR PROPOSED CONSTRUCTION SIGNS
780001 - USE FOR STAGING PAVEMENT MARKINGS

DETAIL A





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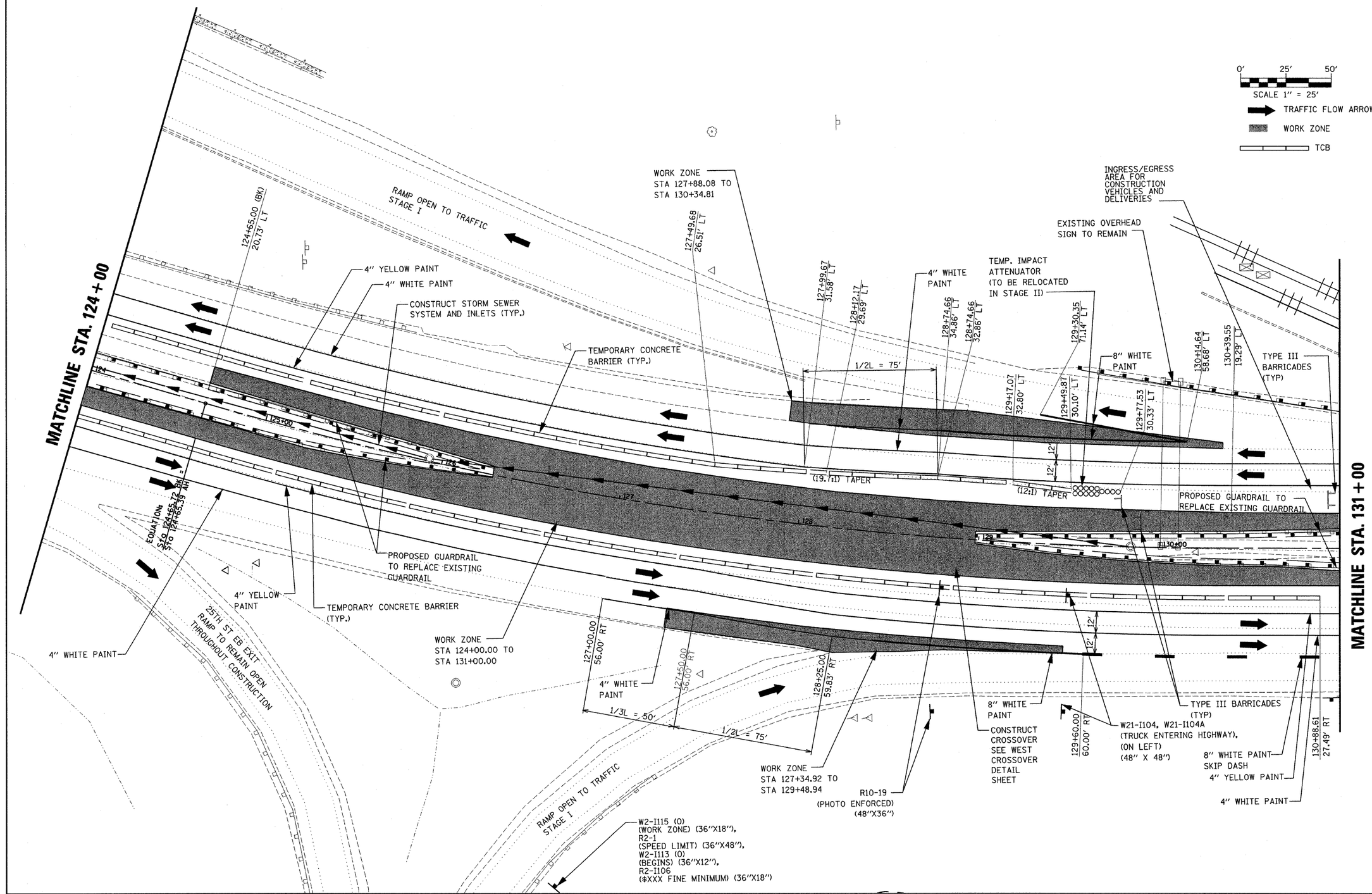
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:25 | SHEET NO. 2 OF 22 SHEETS | STA. 113+25 TO STA. 124+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	21
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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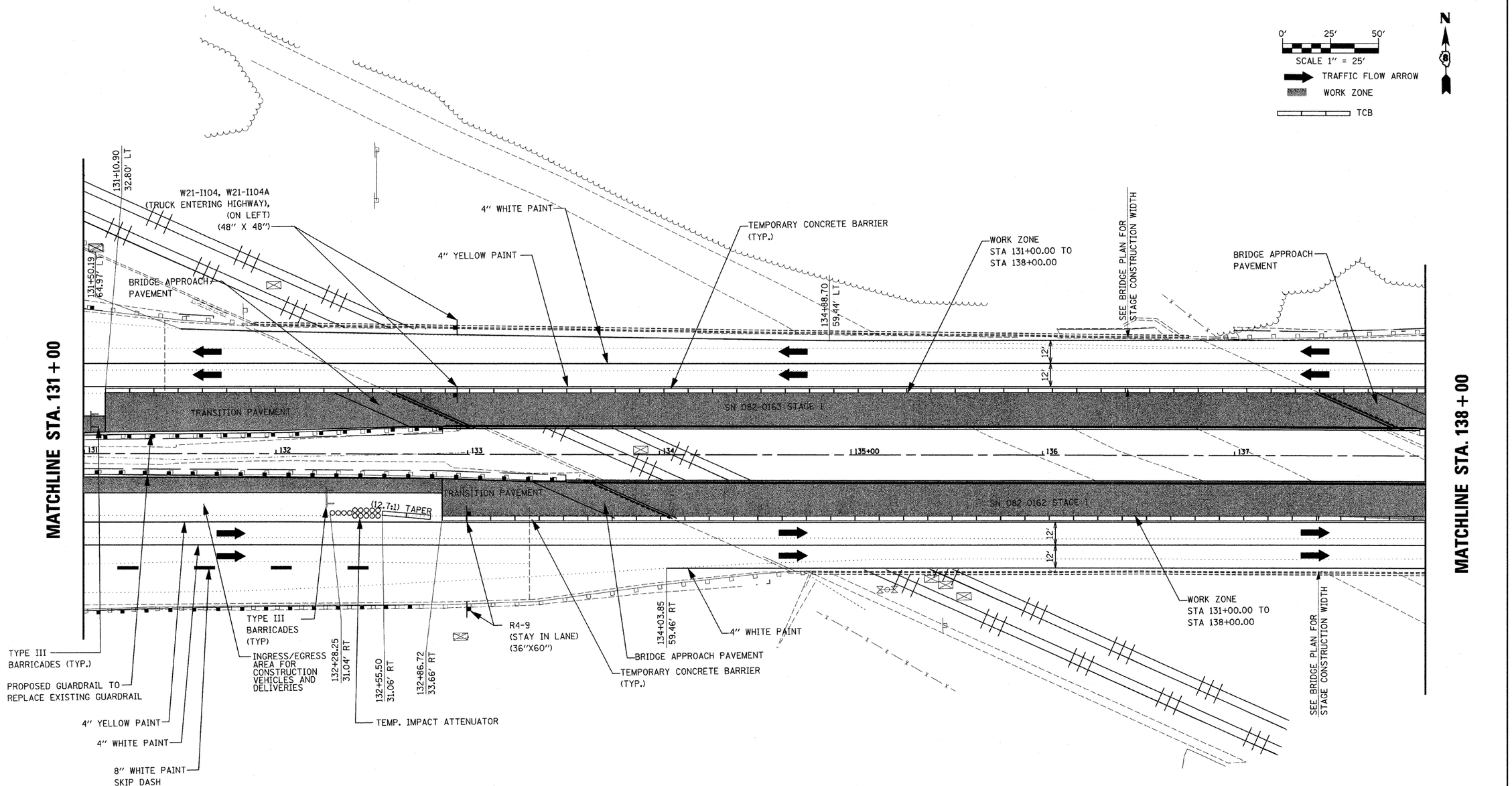
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I
WEST CROSSOVER

SCALE: 1:25 | SHEET NO. 3 OF 22 SHEETS | STA. 124+00 TO STA. 131+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	22
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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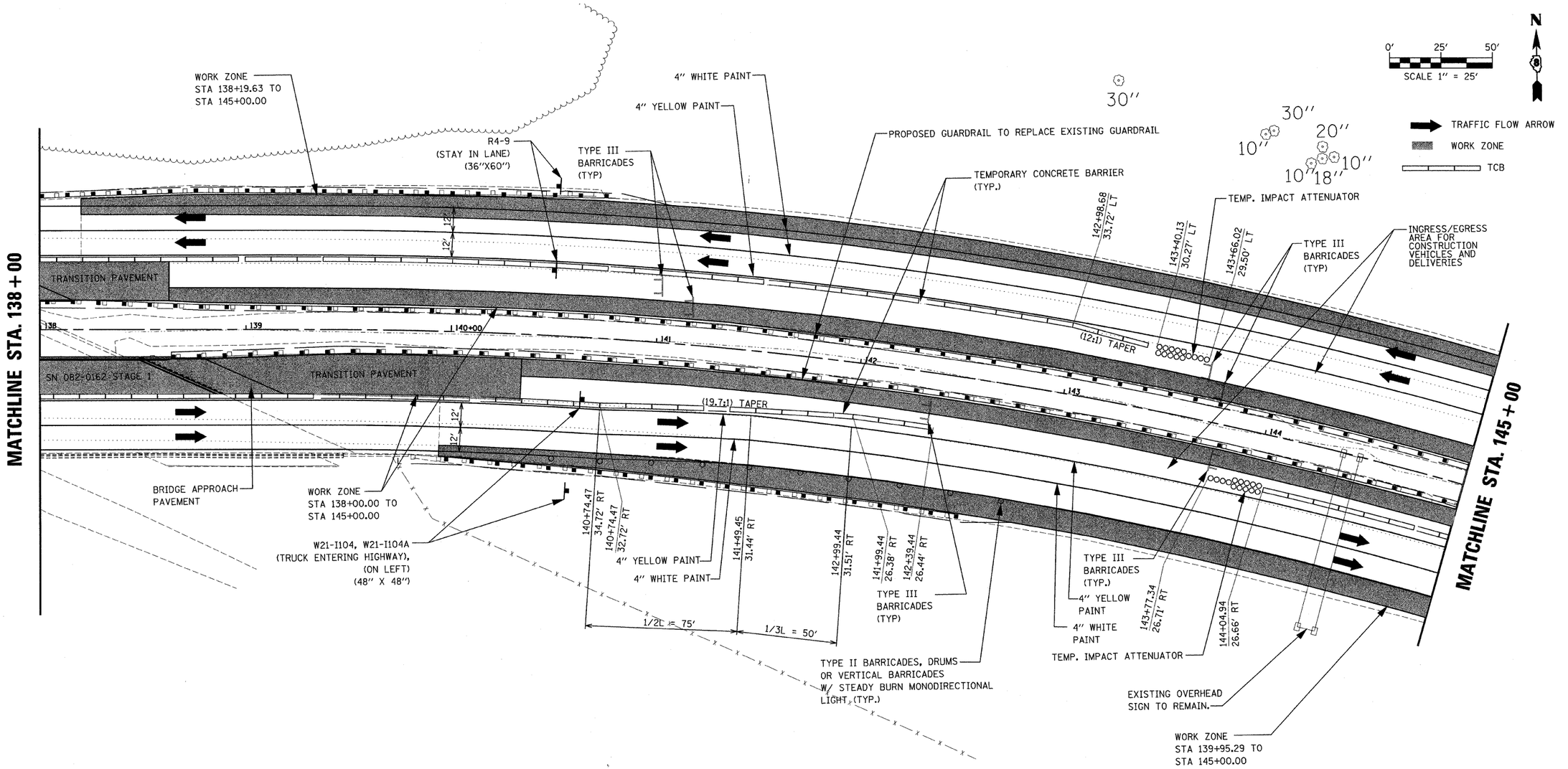
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:25 | SHEET NO. 4 OF 22 SHEETS | STA. 131+00 TO STA. 138+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	23
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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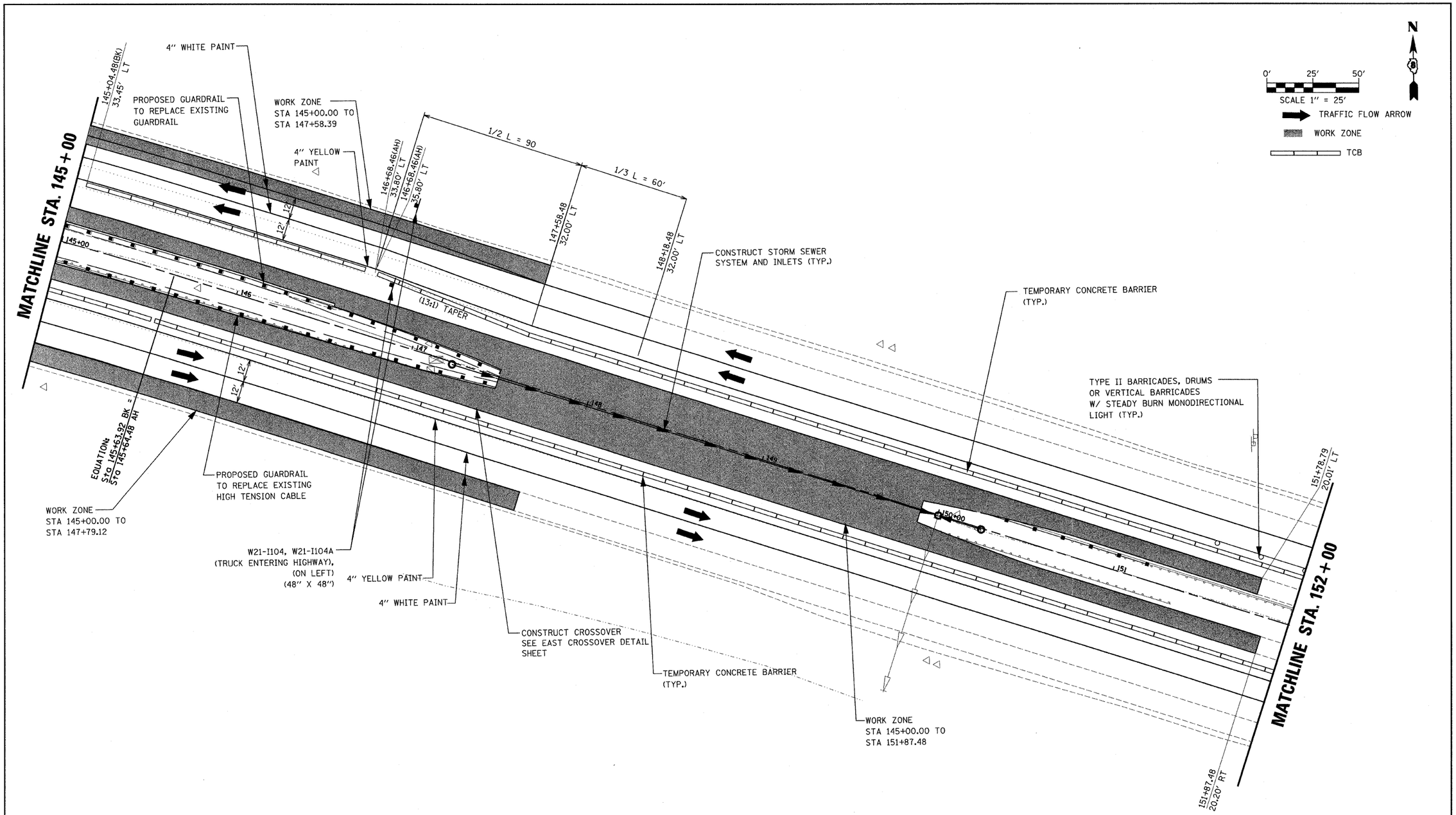
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE I

SCALE: 1:25 | SHEET NO. 5 OF 22 SHEETS | STA. 138+00 TO STA. 145+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	24
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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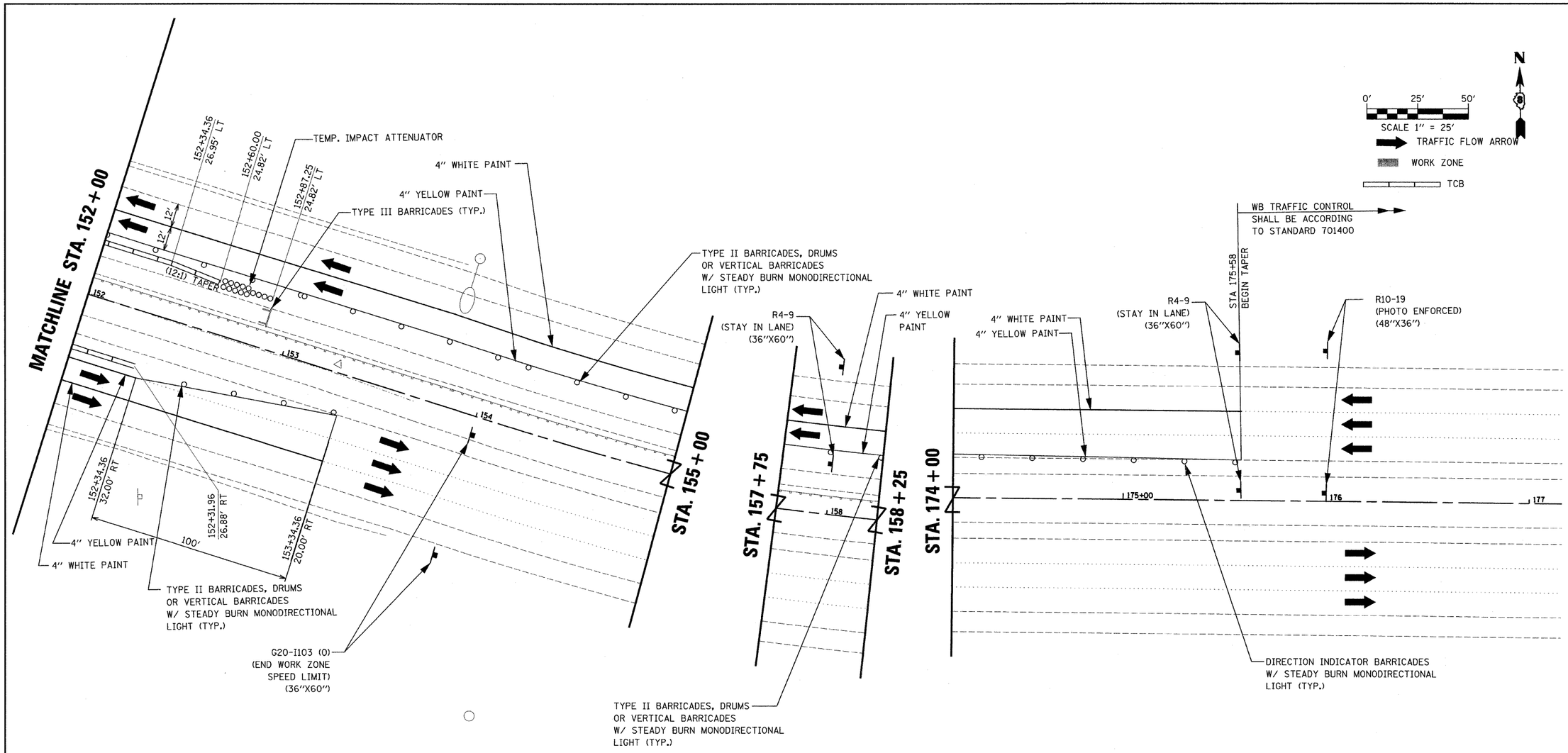
	PLOT DATE = 8/7/2009	CHECKED - SJK	REVISED -		
		DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	25
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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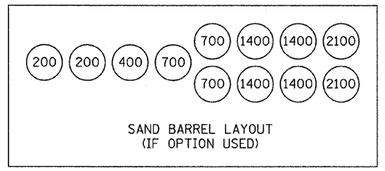
		DRAWN - MLS	REVISED -			64	82-2VB-2	ST. CLAIR	153	26
	PLOT SCALE = 25.0000 ' / IN.	CHECKED - SJK	REVISED -					CONTRACT NO. 76867		
	PLOT DATE = 8/7/2009	DATE -	REVISED -		SCALE: 1:25 SHEET NO. 7 OF 22 SHEETS STA. 152+00 TO STA. 177+00	FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



SAND BARREL LAYOUT
(IF OPTION USED)

NOTE: REFERENCES TO YELLOW AND WHITE PAINT MEAN REFLECTORIZED STAGING PAVEMENT MARKING PAINT.

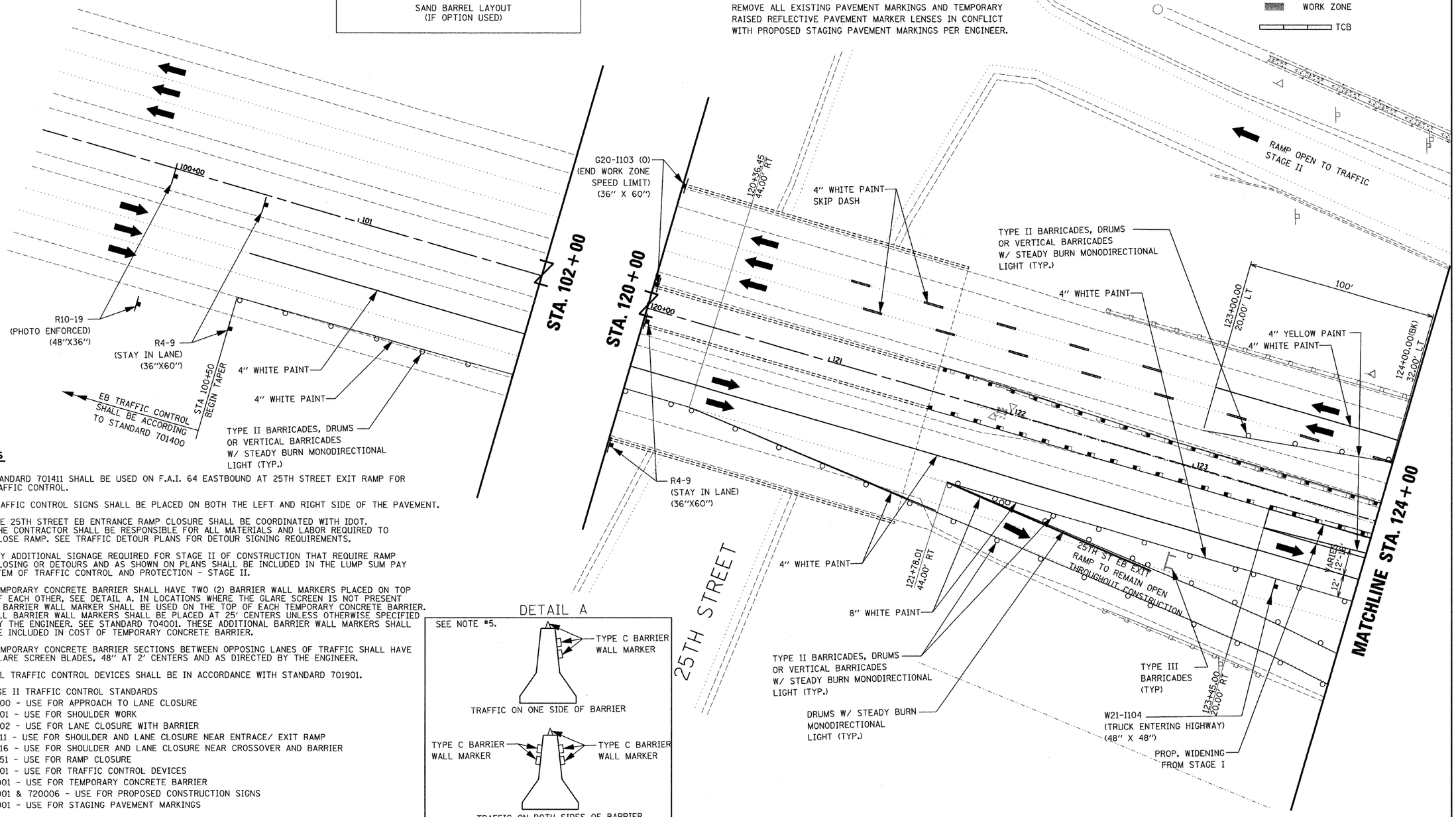
TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS AT 25' CENTERS SHALL BE USED IN CONJUNCTION WITH ALL REFLECTORIZED STAGING PAVEMENT MARKING PAINT AT LANE LINES AND NON-TEMPORARY CONCRETE BARRIER EDGE LINES.

REMOVE ALL EXISTING PAVEMENT MARKINGS AND TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER LENSES IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER.

N

0' 25' 50'
SCALE 1" = 25'

TRAFFIC FLOW ARROW
WORK ZONE
TCB



NOTES

1. STANDARD 701411 SHALL BE USED ON F.A.I. 64 EASTBOUND AT 25TH STREET EXIT RAMP FOR TRAFFIC CONTROL.
2. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SIDE OF THE PAVEMENT.
3. THE 25TH STREET EB ENTRANCE RAMP CLOSURE SHALL BE COORDINATED WITH IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS AND LABOR REQUIRED TO CLOSE RAMP. SEE TRAFFIC DETOUR PLANS FOR DETOUR SIGNING REQUIREMENTS.
4. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE II OF CONSTRUCTION THAT REQUIRE RAMP CLOSING OR DETOURS AND AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE II.
5. TEMPORARY CONCRETE BARRIER SHALL HAVE TWO (2) BARRIER WALL MARKERS PLACED ON TOP OF EACH OTHER, SEE DETAIL A. IN LOCATIONS WHERE THE GLARE SCREEN IS NOT PRESENT A BARRIER WALL MARKER SHALL BE USED ON THE TOP OF EACH TEMPORARY CONCRETE BARRIER. ALL BARRIER WALL MARKERS SHALL BE PLACED AT 25' CENTERS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE STANDARD 704001. THESE ADDITIONAL BARRIER WALL MARKERS SHALL BE INCLUDED IN COST OF TEMPORARY CONCRETE BARRIER.
6. TEMPORARY CONCRETE BARRIER SECTIONS BETWEEN OPPOSING LANES OF TRAFFIC SHALL HAVE GLARE SCREEN BLADES, 48" AT 2' CENTERS AND AS DIRECTED BY THE ENGINEER.
7. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.

STAGE II TRAFFIC CONTROL STANDARDS
701400 - USE FOR APPROACH TO LANE CLOSURE
701401 - USE FOR SHOULDER WORK
701402 - USE FOR LANE CLOSURE WITH BARRIER
701411 - USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRACE/ EXIT RAMP
701416 - USE FOR SHOULDER AND LANE CLOSURE NEAR CROSSOVER AND BARRIER
701451 - USE FOR RAMP CLOSURE
701901 - USE FOR TRAFFIC CONTROL DEVICES
704001 - USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006 - USE FOR PROPOSED CONSTRUCTION SIGNS
780001 - USE FOR STAGING PAVEMENT MARKINGS

DETAIL A

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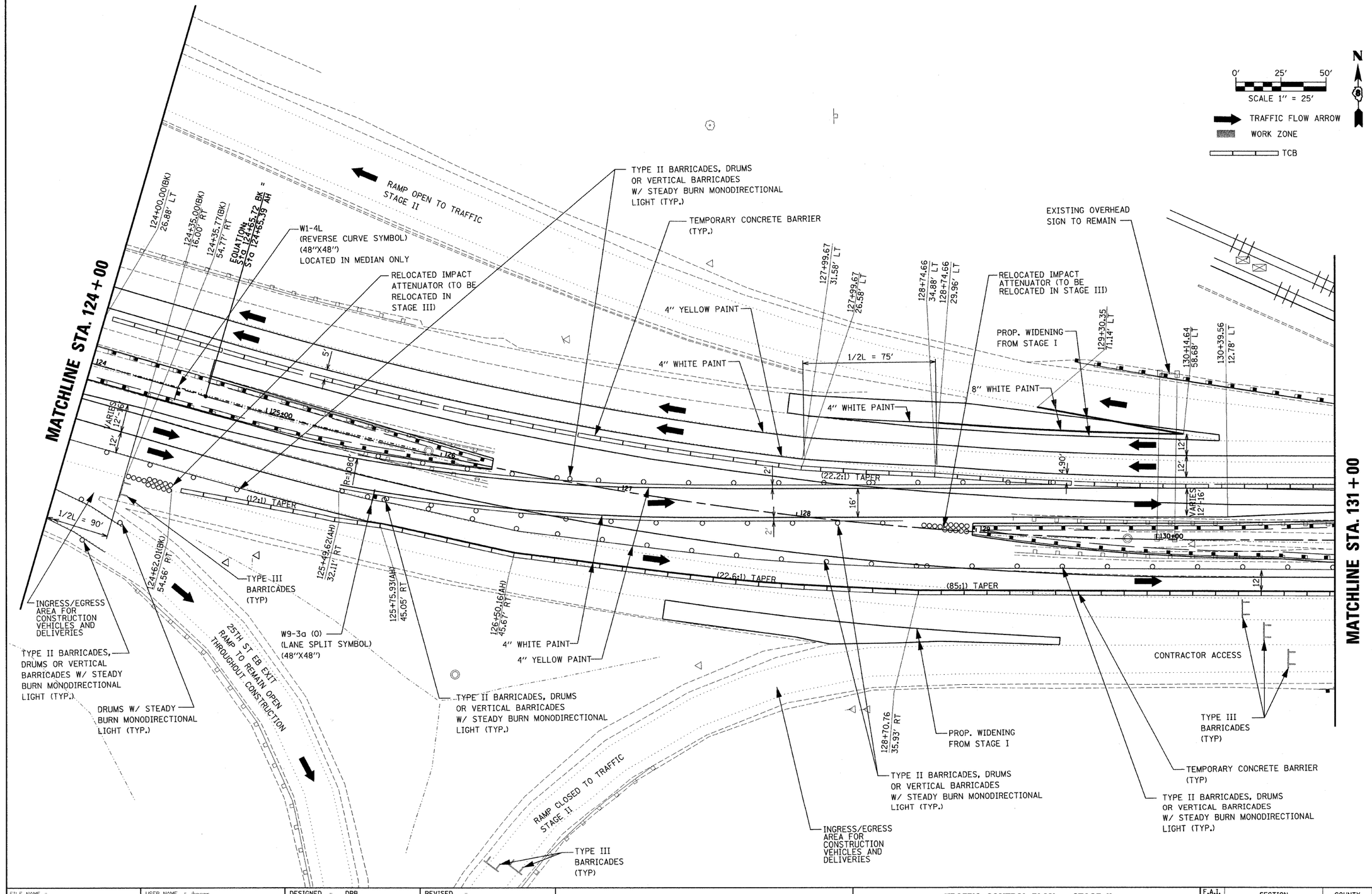
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:25 | SHEET NO. 8 OF 22 SHEETS | STA. 99+25 TO STA. 124+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	27
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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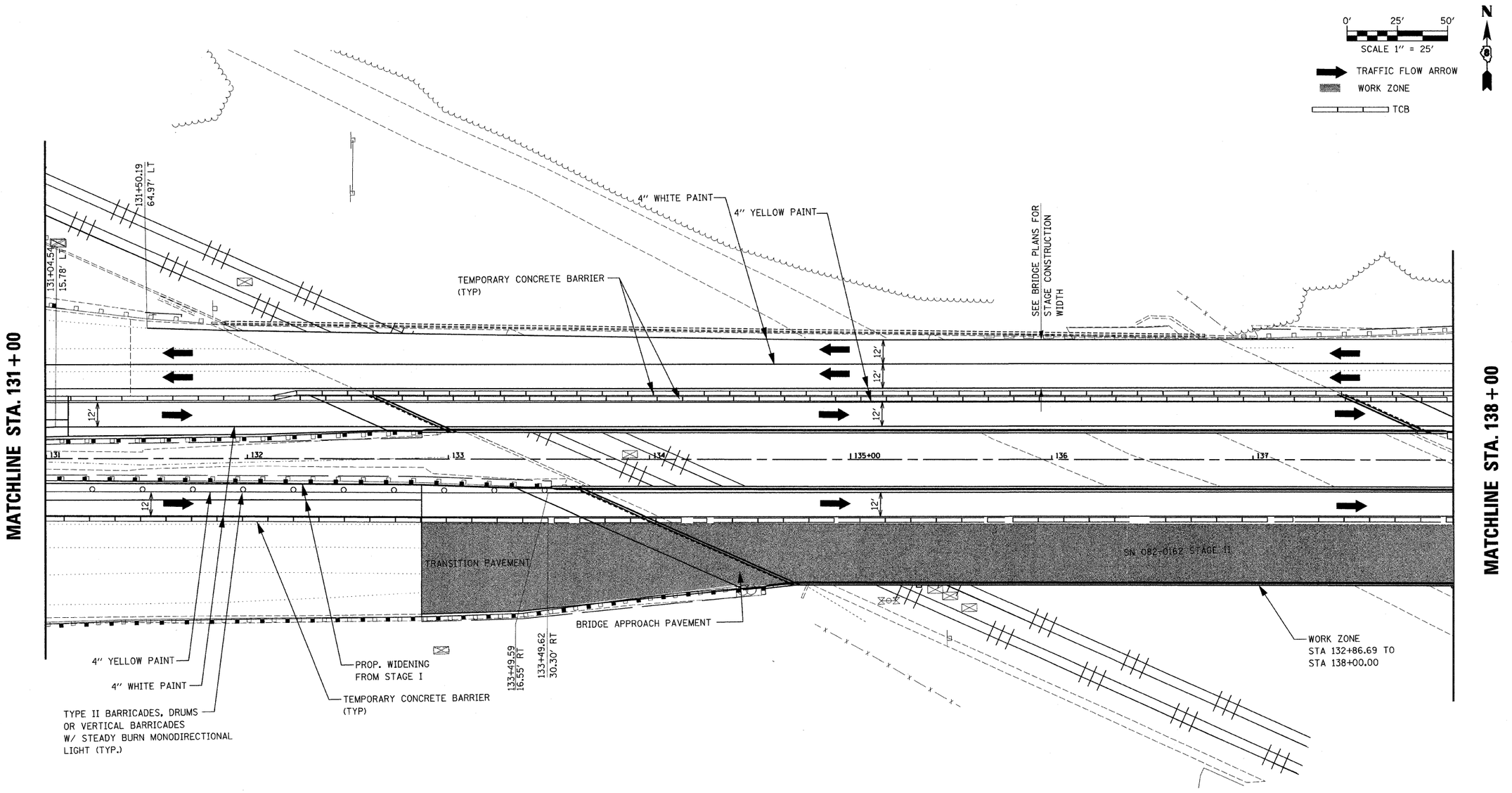
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II
WEST CROSSOVER

SCALE: 1:25 | SHEET NO. 9 OF 22 SHEETS | STA. 124+00 TO STA. 131+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	28
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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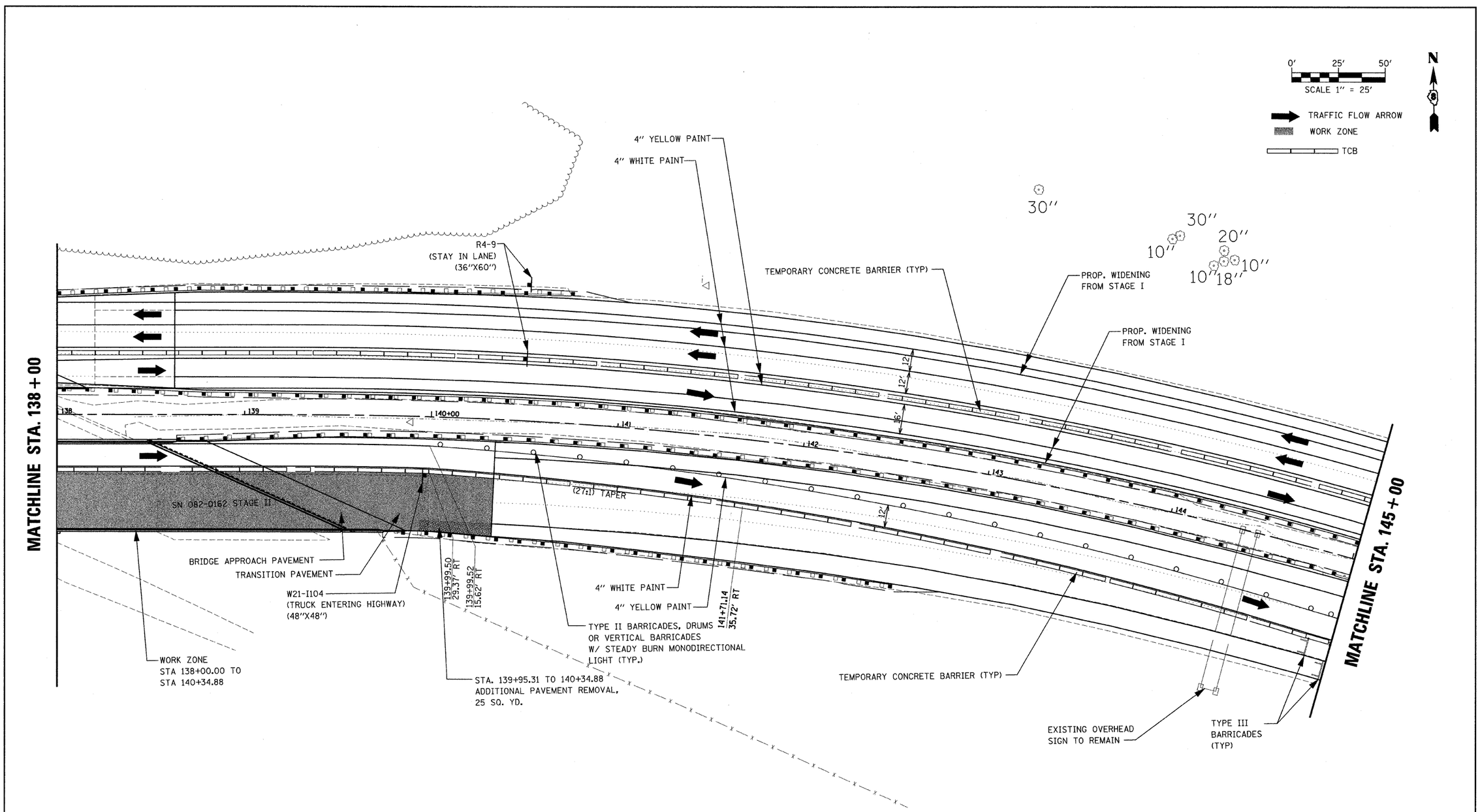
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:25 | SHEET NO. 10 OF 22 SHEETS | STA. 131+00 | TO STA. 138+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	29
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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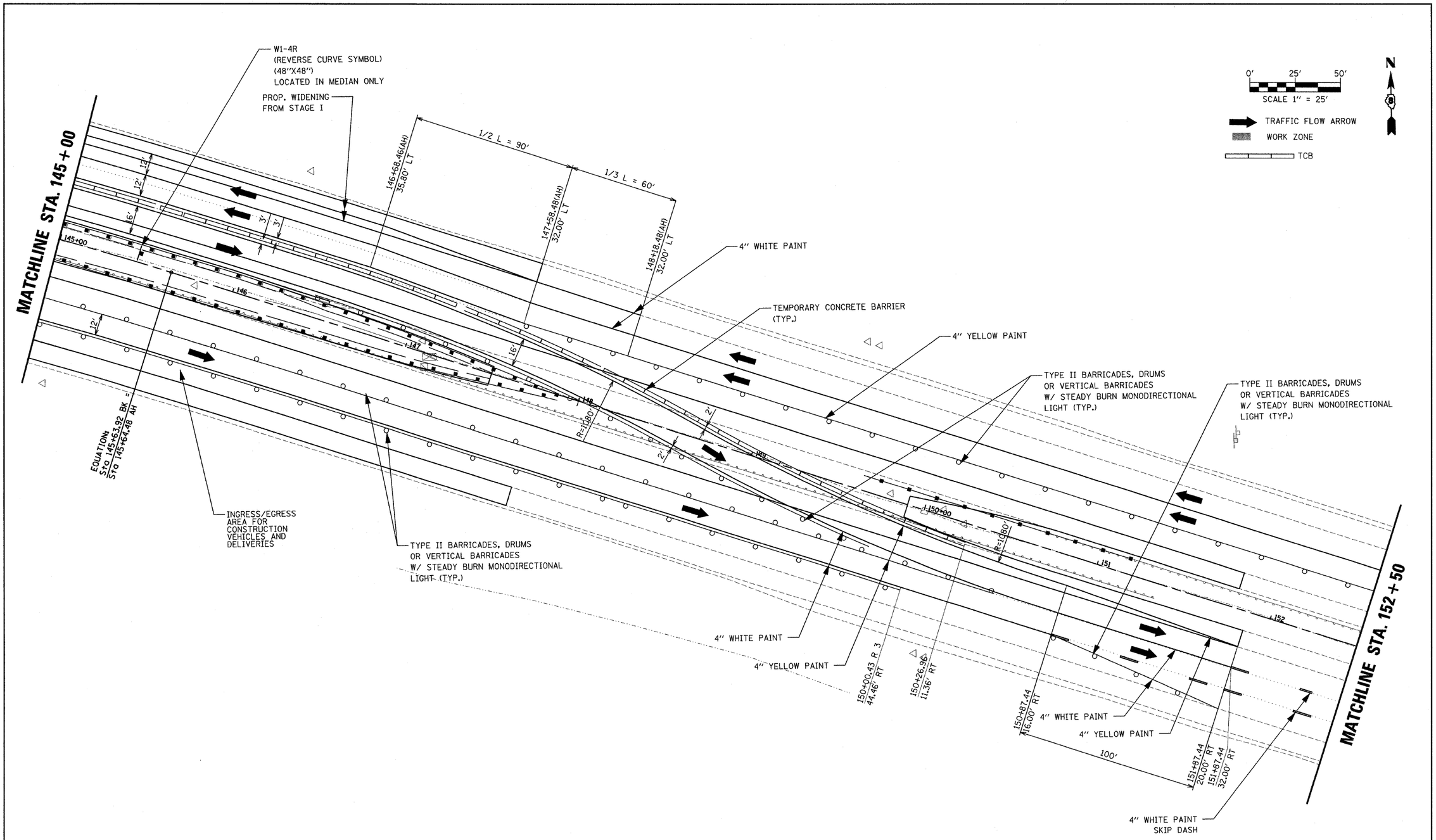
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE II

SCALE: 1:25 | SHEET NO. 11 OF 22 SHEETS | STA. 138+00 TO STA. 145+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	30
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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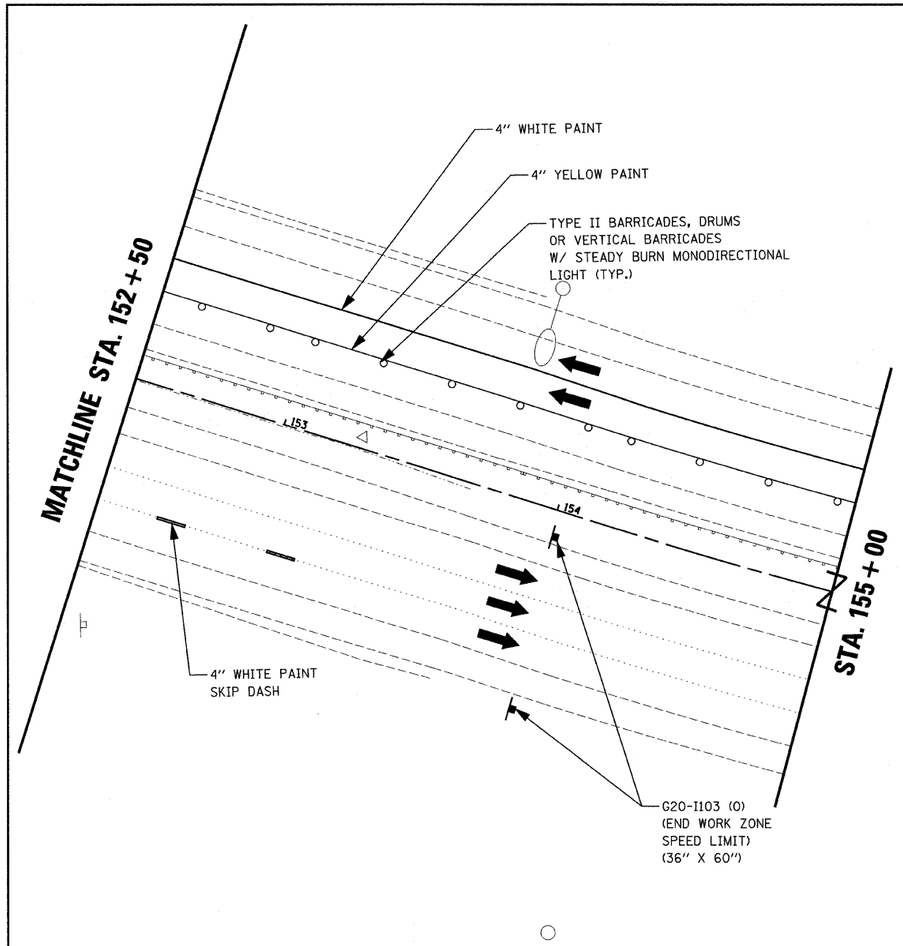
	PLOT DATE = 8/7/2009	DATE -	REVISED -

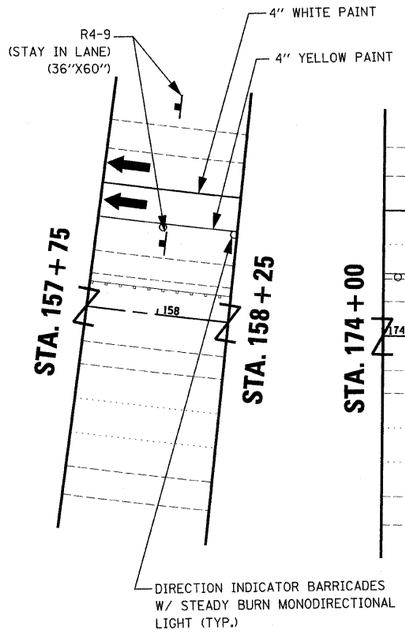
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

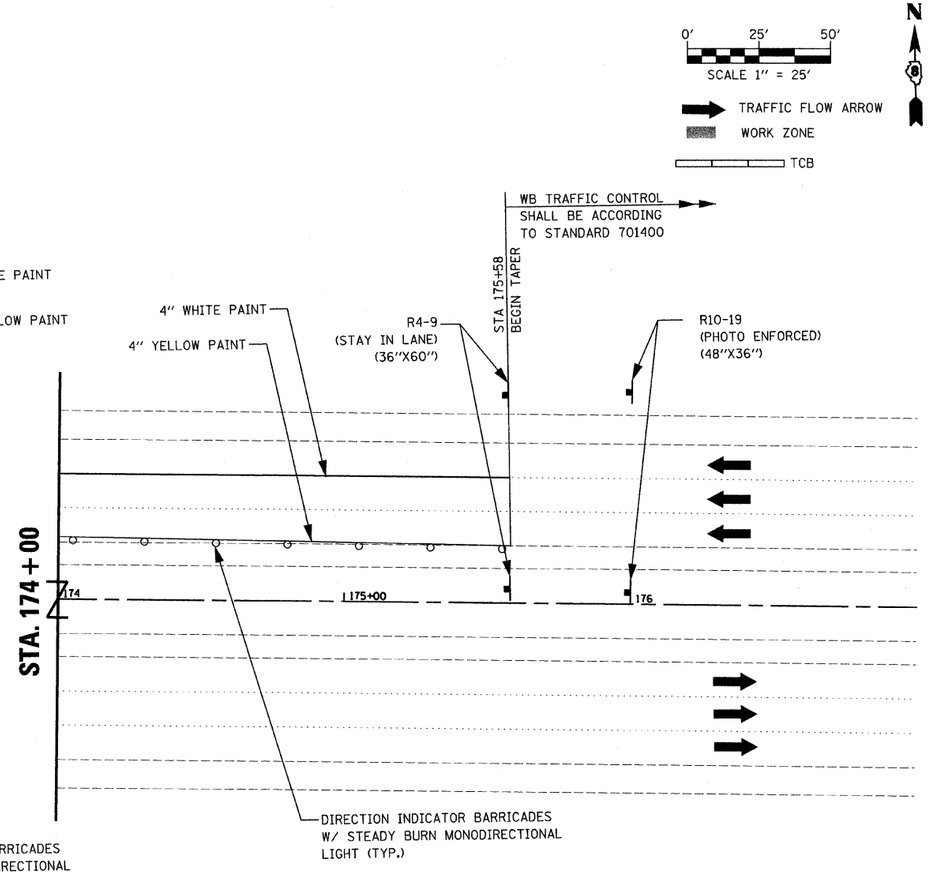
TRAFFIC CONTROL PLAN – STAGE II
EAST CROSSOVER

SCALE: 1:25 | SHEET NO. 12 OF 22 SHEETS | STA. 145+00 TO STA. 152+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	31
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		







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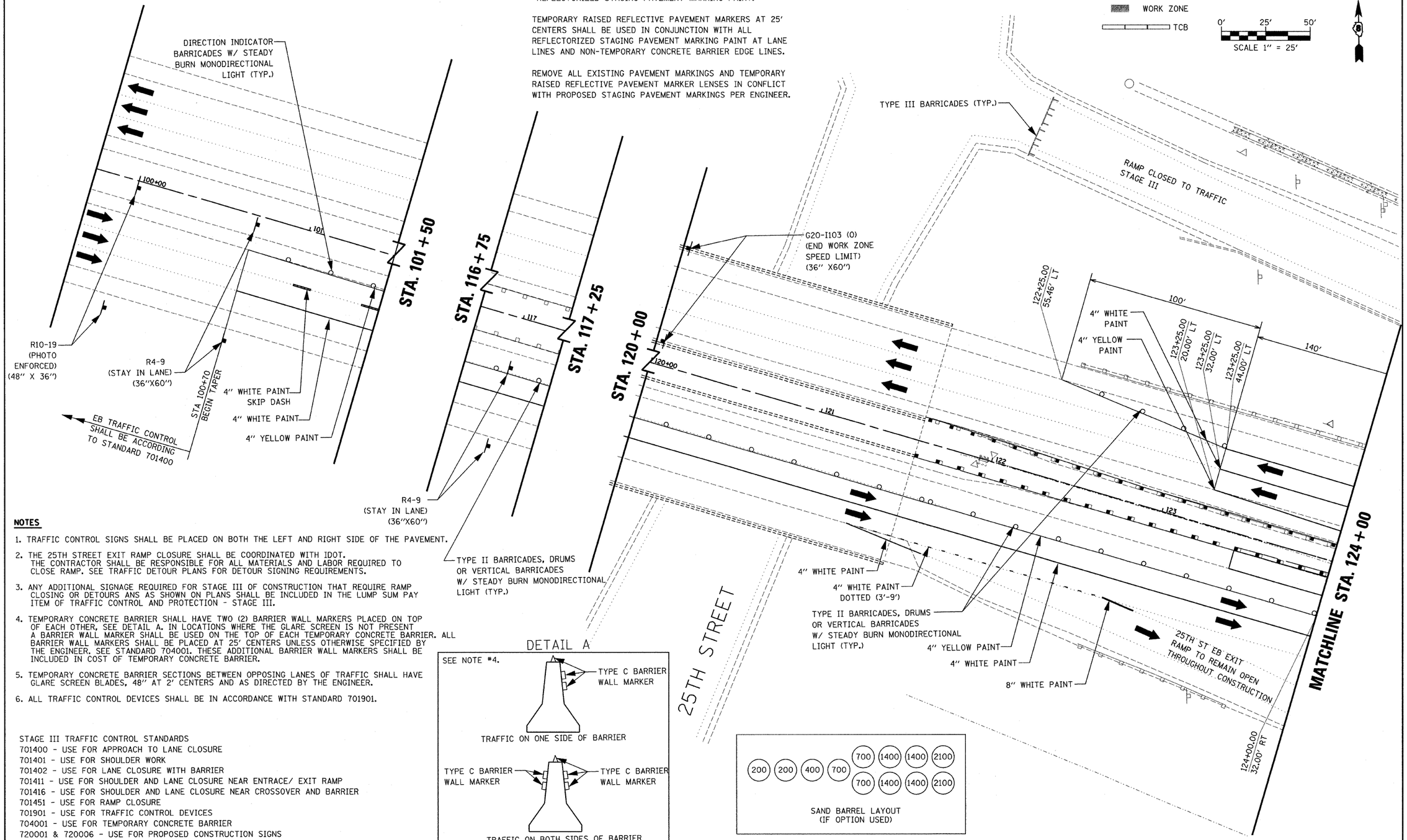
	PLOT SCALE = 25.0000 ' / IN.	DRAWN - MLS	REVISED -		SCALE: 1:25 | SHEET NO. 13 OF 22 SHEETS | STA. 152+50 TO STA. 177+00
	PLOT DATE = 8/7/2009	CHECKED - SJK	REVISED -		
		DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	32
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

NOTE: REFERENCES TO YELLOW AND WHITE PAINT MEAN REFLECTORIZED STAGING PAVEMENT MARKING PAINT.

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS AT 25' CENTERS SHALL BE USED IN CONJUNCTION WITH ALL REFLECTORIZED STAGING PAVEMENT MARKING PAINT AT LANE LINES AND NON-TEMPORARY CONCRETE BARRIER EDGE LINES.

REMOVE ALL EXISTING PAVEMENT MARKINGS AND TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER LENSES IN CONFLICT WITH PROPOSED STAGING PAVEMENT MARKINGS PER ENGINEER.



NOTES

1. TRAFFIC CONTROL SIGNS SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SIDE OF THE PAVEMENT.
2. THE 25TH STREET EXIT RAMP CLOSURE SHALL BE COORDINATED WITH IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS AND LABOR REQUIRED TO CLOSE RAMP. SEE TRAFFIC DETOUR PLANS FOR DETOUR SIGNING REQUIREMENTS.
3. ANY ADDITIONAL SIGNAGE REQUIRED FOR STAGE III OF CONSTRUCTION THAT REQUIRE RAMP CLOSING OR DETOURS ANS AS SHOWN ON PLANS SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM OF TRAFFIC CONTROL AND PROTECTION - STAGE III.
4. TEMPORARY CONCRETE BARRIER SHALL HAVE TWO (2) BARRIER WALL MARKERS PLACED ON TOP OF EACH OTHER, SEE DETAIL A. IN LOCATIONS WHERE THE GLARE SCREEN IS NOT PRESENT A BARRIER WALL MARKER SHALL BE USED ON THE TOP OF EACH TEMPORARY CONCRETE BARRIER. ALL BARRIER WALL MARKERS SHALL BE PLACED AT 25' CENTERS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. SEE STANDARD 704001. THESE ADDITIONAL BARRIER WALL MARKERS SHALL BE INCLUDED IN COST OF TEMPORARY CONCRETE BARRIER.
5. TEMPORARY CONCRETE BARRIER SECTIONS BETWEEN OPPOSING LANES OF TRAFFIC SHALL HAVE GLARE SCREEN BLADES, 48" AT 2' CENTERS AND AS DIRECTED BY THE ENGINEER.
6. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH STANDARD 701901.

STAGE III TRAFFIC CONTROL STANDARDS
701400 - USE FOR APPROACH TO LANE CLOSURE
701401 - USE FOR SHOULDER WORK
701402 - USE FOR LANE CLOSURE WITH BARRIER
701411 - USE FOR SHOULDER AND LANE CLOSURE NEAR ENTRACE/ EXIT RAMP
701416 - USE FOR SHOULDER AND LANE CLOSURE NEAR CROSSOVER AND BARRIER
701451 - USE FOR RAMP CLOSURE
701901 - USE FOR TRAFFIC CONTROL DEVICES
704001 - USE FOR TEMPORARY CONCRETE BARRIER
720001 & 720006 - USE FOR PROPOSED CONSTRUCTION SIGNS
780001 - USE FOR STAGING PAVEMENT MARKINGS

DETAIL A

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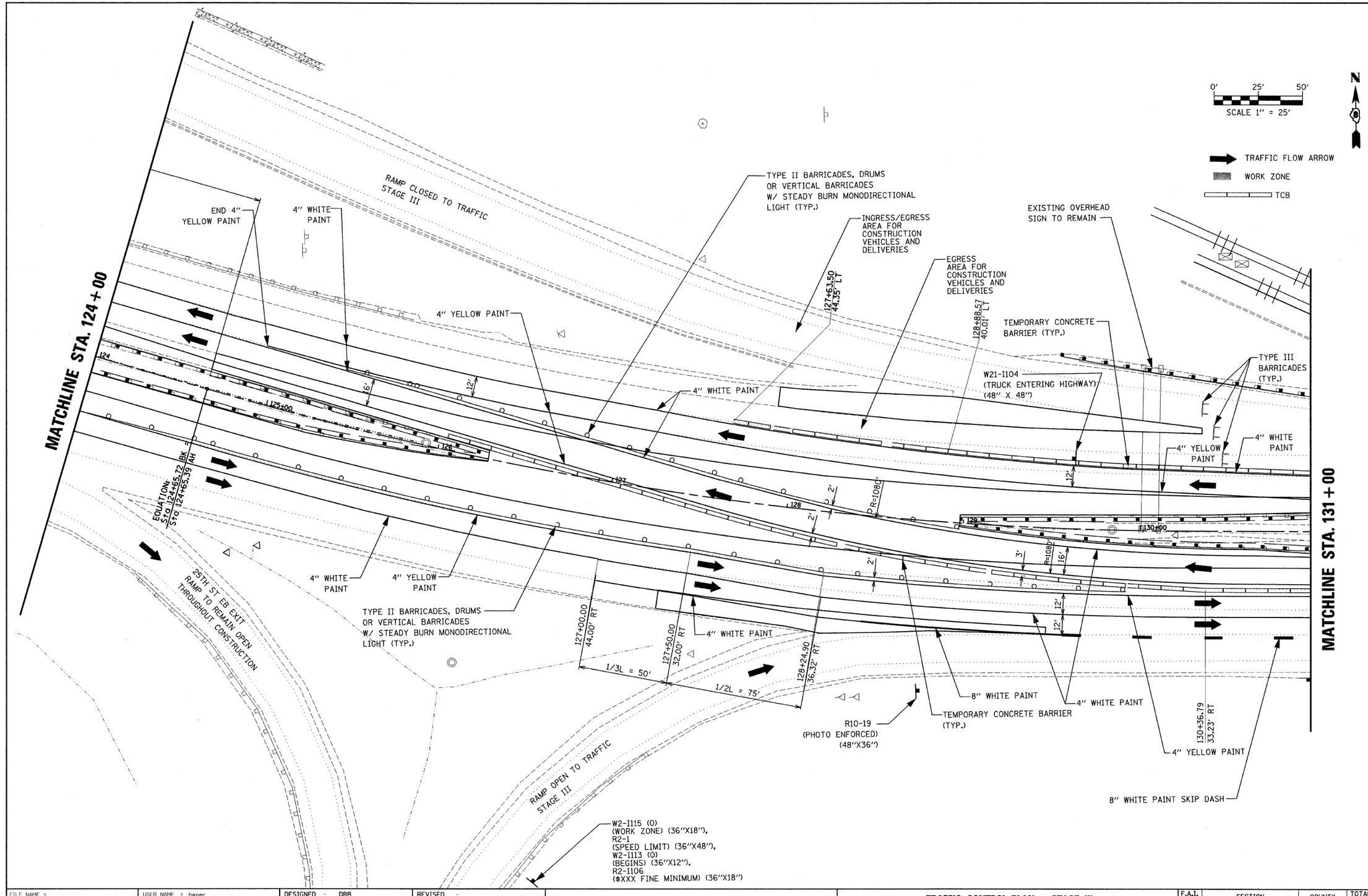
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III

SCALE: 1:25 | SHEET NO. 14 OF 22 SHEETS | STA. 99+25 TO STA. 124+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	33
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III
WEST CROSSOVER

SCALE: 1:25 | SHEET NO. 15 OF 22 SHEETS | STA. 124+00 TO STA. 131+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	34
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

0′ 25′ 50′
SCALE 1″ = 25′

N

TRAFFIC FLOW ARROW
WORK ZONE TCB
TCB

MATCHLINE STA. 131+00

MATCHLINE STA. 138+00

BRIDGE APPROACH PAVEMENT

131+50.00
16.38′ LT

131+93.52
27.94′ LT

WORK ZONE
STA 131+10.90 TO
STA 138+00.00

4″ WHITE PAINT

4″ YELLOW PAINT

TEMPORARY CONCRETE
BARRIER (TYP.)

TRANSITION PAVEMENT

SN 082-0163 STAGE III

TRANSITION PAVEMENT

BRIDGE APPROACH PAVEMENT

13.7′

12′

131 132 133 134 135+00 136 137

12′

12′

12′

12′

4″ WHITE PAINT

4″ YELLOW PAINT

W1-4R
(REVERSE CURVE SYMBOL)
(48″X48″)
LOCATED IN MEDIAN ONLY

8″ WHITE PAINT
SKIP DASH

R4-9
(STAY IN LANE)
(36″X60″)

TEMPORARY CONCRETE BARRIER
(TYP.)

4″ WHITE PAINT

4″ YELLOW PAINT

4″ WHITE PAINT

SEE BRIDGE PLAN FOR
STAGE CONSTRUCTION WIDTH

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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III

SCALE: 1:25 | SHEET NO. 16 OF 22 SHEETS | STA. 131+00 TO STA. 138+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	35
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

TRAFFIC FLOW ARROW
WORK ZONE TCB
TCB
0' 25' 50'
SCALE 1" = 25'
N

MATCHLINE STA. 138+00

WORK ZONE
STA 138+00.00 TO
STA 138+62.48

STA. 138+19.66 TO 138+62.48
ADDITIONAL PAVEMENT REMOVAL,
42 SQ. YD.

TYPE III BARRICADES
(TYP.)

4" YELLOW PAINT
4" WHITE PAINT

140+99.53
17.00' LT

TEMPORARY CONCRETE BARRIER
(TYP.)

142+11.56
37.01' LT

142+97.65
47.29' LT

RELOCATED IMPACT
ATTENUATOR

TYPE III
BARRICADES (TYP.)

143+24.11
46.87' LT

TYPE II BARRICADES, DRUMS OR VERTICAL BARRICADES
W/ STEADY BURN MONODIRECTIONAL LIGHT (TYP.)

143+98.48
43.52' LT

30"
30"
20"
10"
10"
10"
18"

TRANSITION PAVEMENT
CONTRACTOR ACCESS
(8.4:1) TAPER
12'
16'
12'
12'
138
139
140+00
141
142
143
144

TEMPORARY CONCRETE BARRIER
(TYP.)

4" WHITE PAINT
4" YELLOW PAINT

EXISTING OVERHEAD
SIGN TO REMAIN

MATCHLINE STA. 145+00

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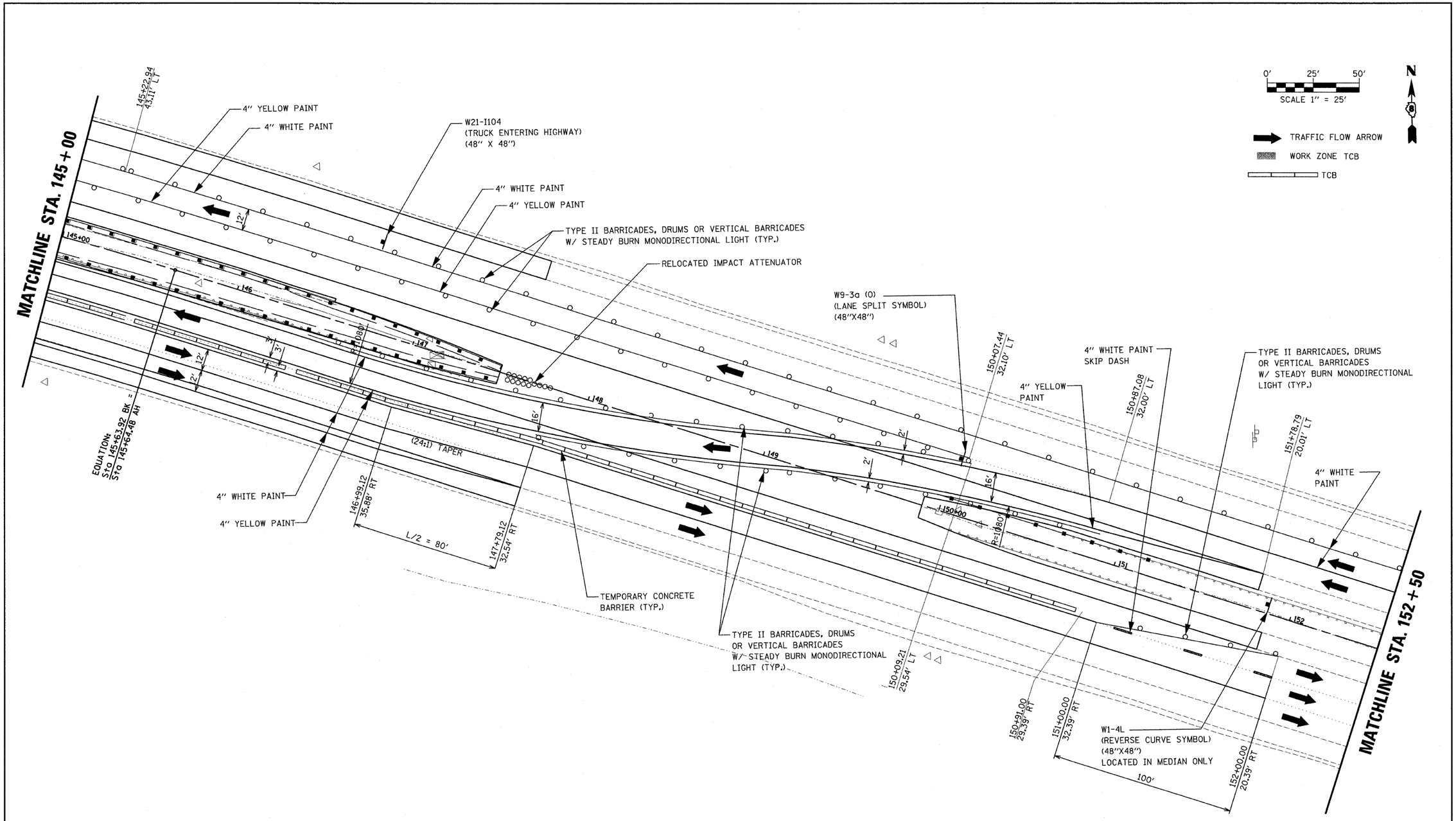
	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III

SCALE: 1:25 | SHEET NO. 17 OF 22 SHEETS | STA. 138+00 TO STA. 145+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	36
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		



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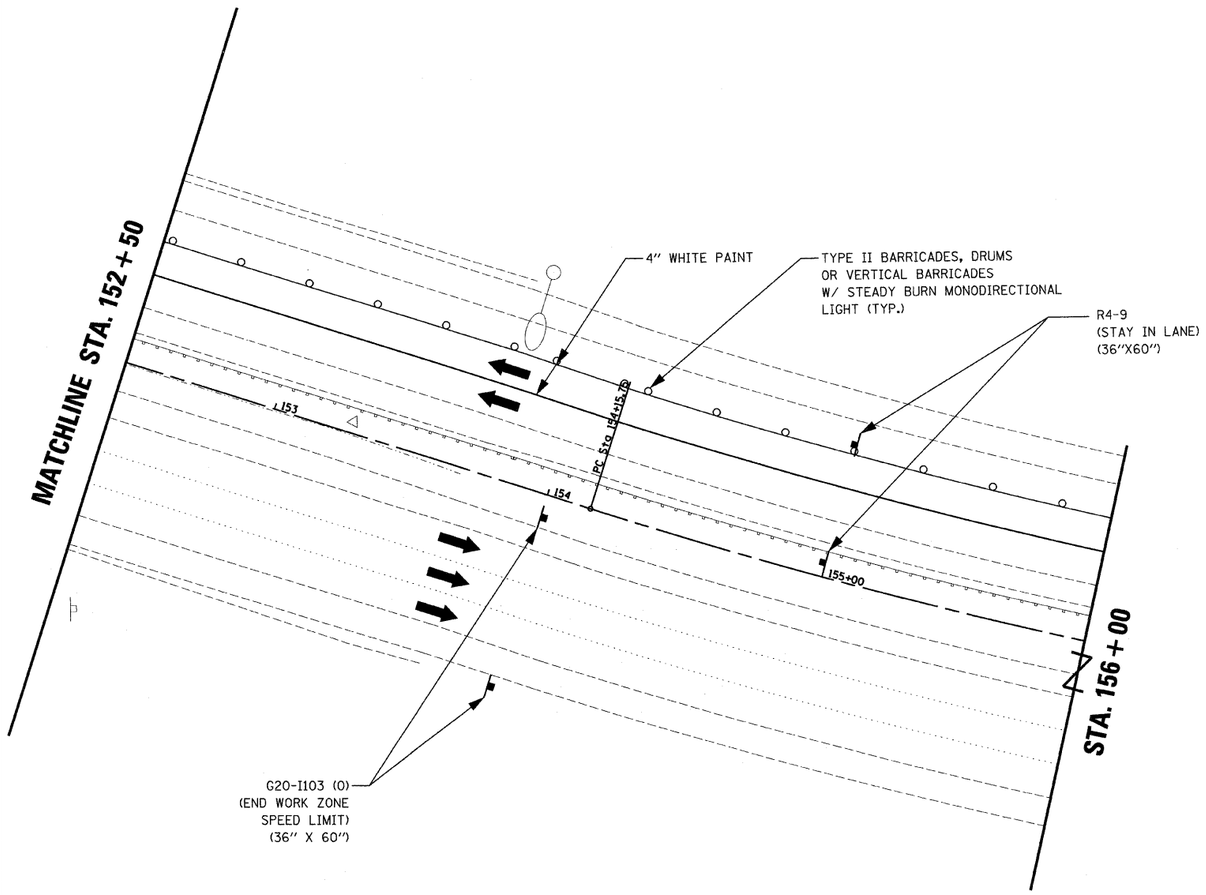
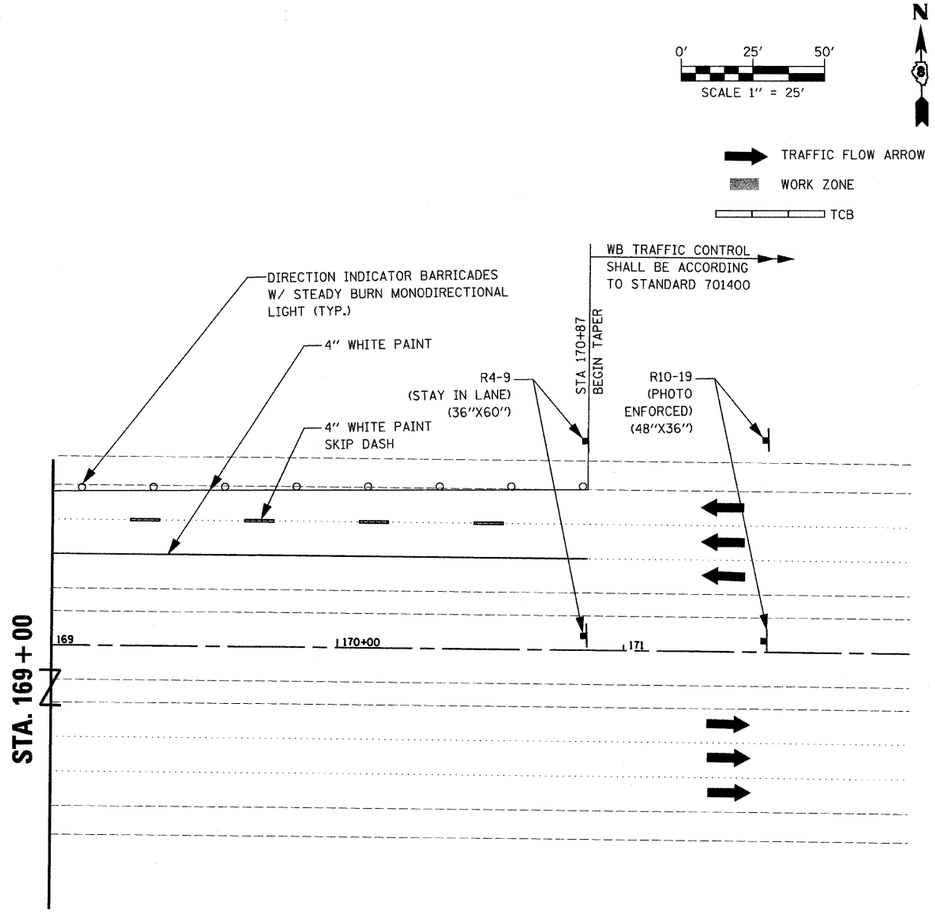
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – STAGE III
EAST CROSSOVER

SCALE: 1:25 | SHEET NO. 18 OF 22 SHEETS | STA. 145+00 TO STA. 152+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	37
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		





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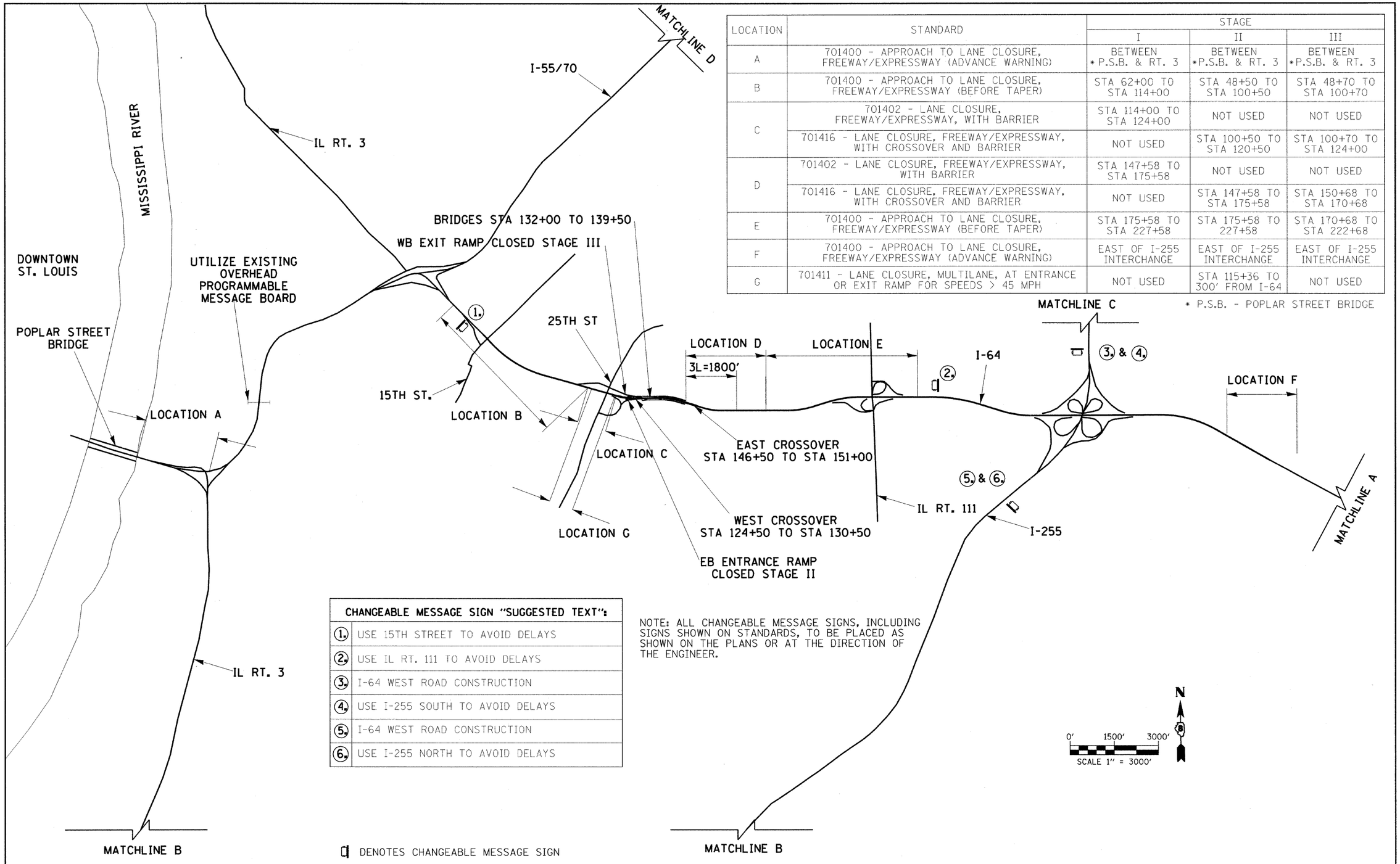
	PLOT SCALE = 25.0000 ' / IN.	DRAWN - MLS	REVISED -		SCALE: 1:25 | SHEET NO. 19 OF 22 SHEETS | STA. 152+50 TO STA. 172+00
	PLOT DATE = 8/7/2009	CHECKED - SJK	REVISED -		
		DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	38
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

LOCATION	STANDARD	STAGE		
		I	II	III
A	701400 - APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY (ADVANCE WARNING)	BETWEEN * P.S.B. & RT. 3	BETWEEN *P.S.B. & RT. 3	BETWEEN *P.S.B. & RT. 3
B	701400 - APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY (BEFORE TAPER)	STA 62+00 TO STA 114+00	STA 48+50 TO STA 100+50	STA 48+70 TO STA 100+70
C	701402 - LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER	STA 114+00 TO STA 124+00	NOT USED	NOT USED
	701416 - LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER	NOT USED	STA 100+50 TO STA 120+50	STA 100+70 TO STA 124+00
D	701402 - LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER	STA 147+58 TO STA 175+58	NOT USED	NOT USED
	701416 - LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER	NOT USED	STA 147+58 TO STA 175+58	STA 150+68 TO STA 170+68
E	701400 - APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY (BEFORE TAPER)	STA 175+58 TO STA 227+58	STA 175+58 TO 227+58	STA 170+68 TO STA 222+68
F	701400 - APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY (ADVANCE WARNING)	EAST OF I-255 INTERCHANGE	EAST OF I-255 INTERCHANGE	EAST OF I-255 INTERCHANGE
G	701411 - LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS > 45 MPH	NOT USED	STA 115+36 TO 300' FROM I-64	NOT USED

* P.S.B. - POPLAR STREET BRIDGE



CHANGEABLE MESSAGE SIGN "SUGGESTED TEXT":	
1.	USE 15TH STREET TO AVOID DELAYS
2.	USE IL RT. 111 TO AVOID DELAYS
3.	I-64 WEST ROAD CONSTRUCTION
4.	USE I-255 SOUTH TO AVOID DELAYS
5.	I-64 WEST ROAD CONSTRUCTION
6.	USE I-255 NORTH TO AVOID DELAYS

NOTE: ALL CHANGEABLE MESSAGE SIGNS, INCLUDING SIGNS SHOWN ON STANDARDS, TO BE PLACED AS SHOWN ON THE PLANS OR AT THE DIRECTION OF THE ENGINEER.

▯ DENOTES CHANGEABLE MESSAGE SIGN

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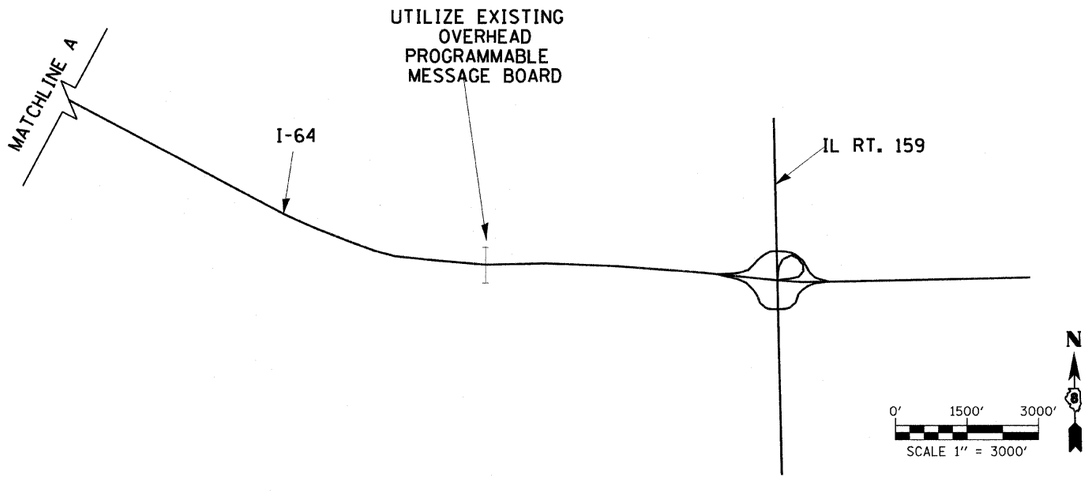
	PLOT DATE = 8/7/2009	DATE -	REVISED -

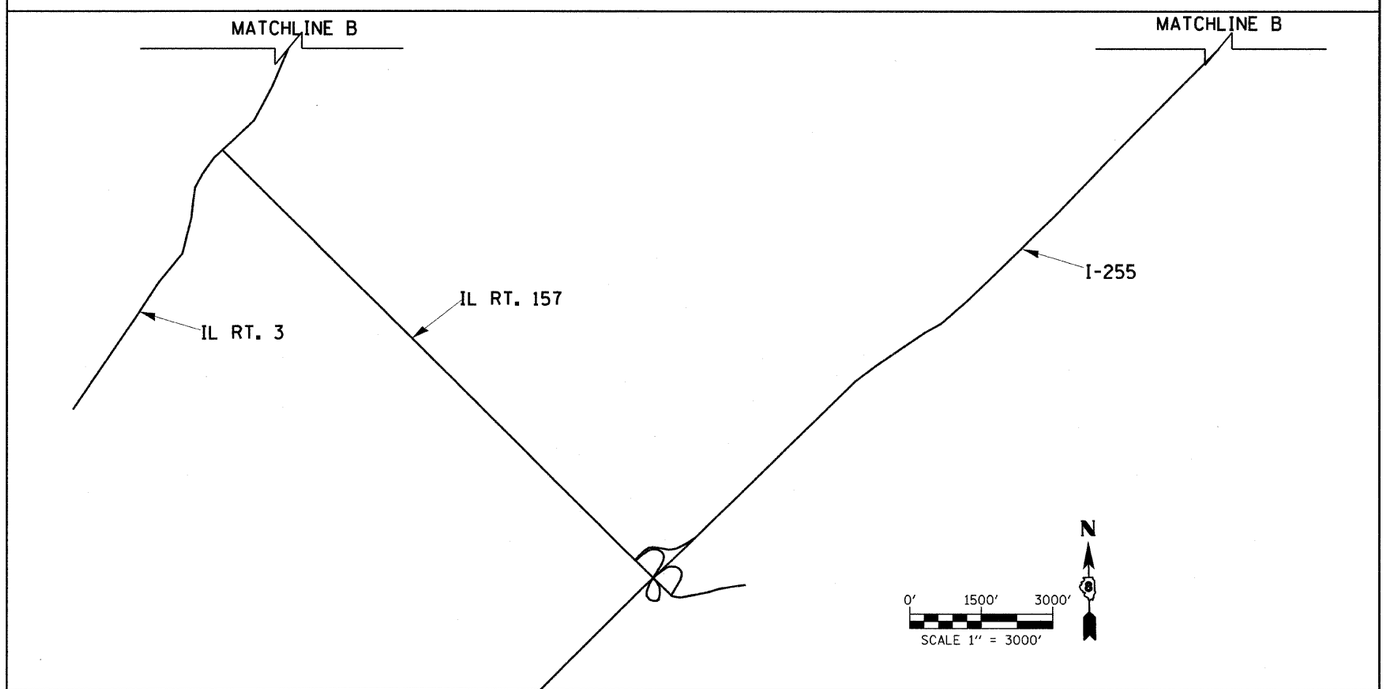
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

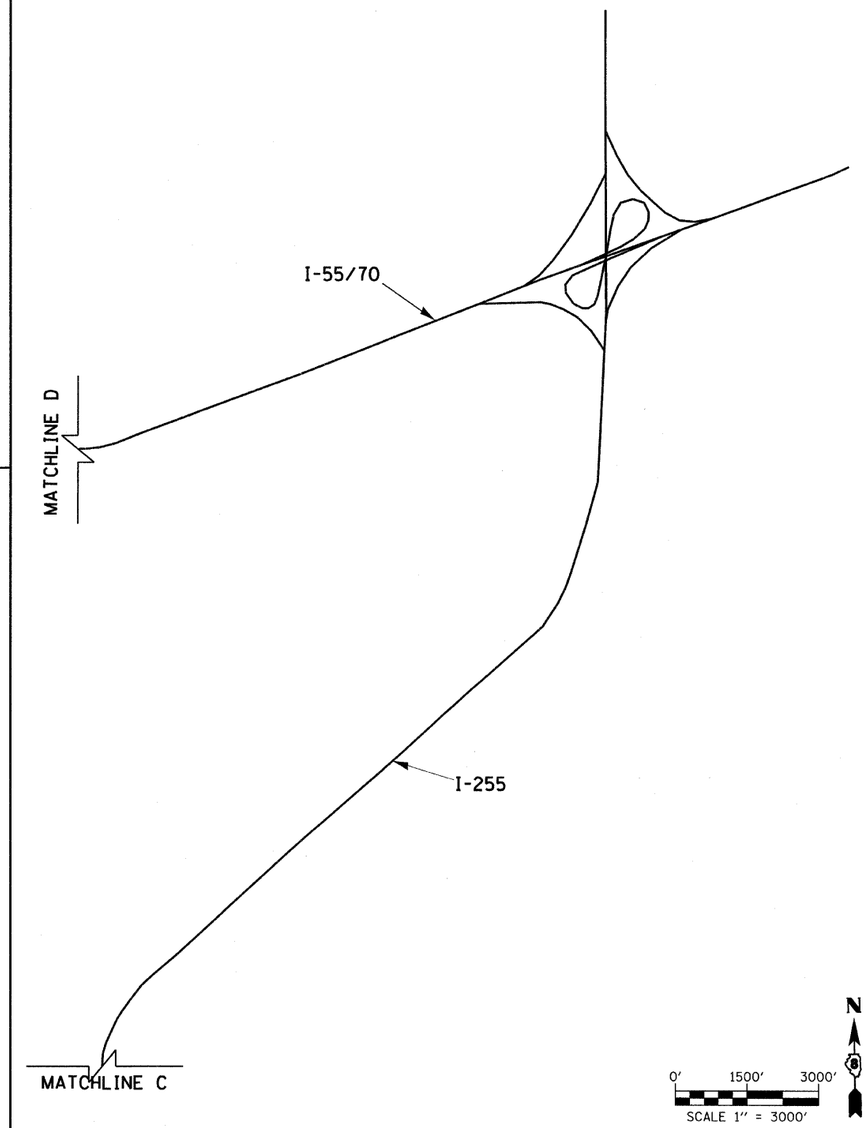
TRAFFIC CONTROL PLAN – ADVANCED WARNING

SCALE: 1:1500 | SHEET NO. 20 OF 22 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	39
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		







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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

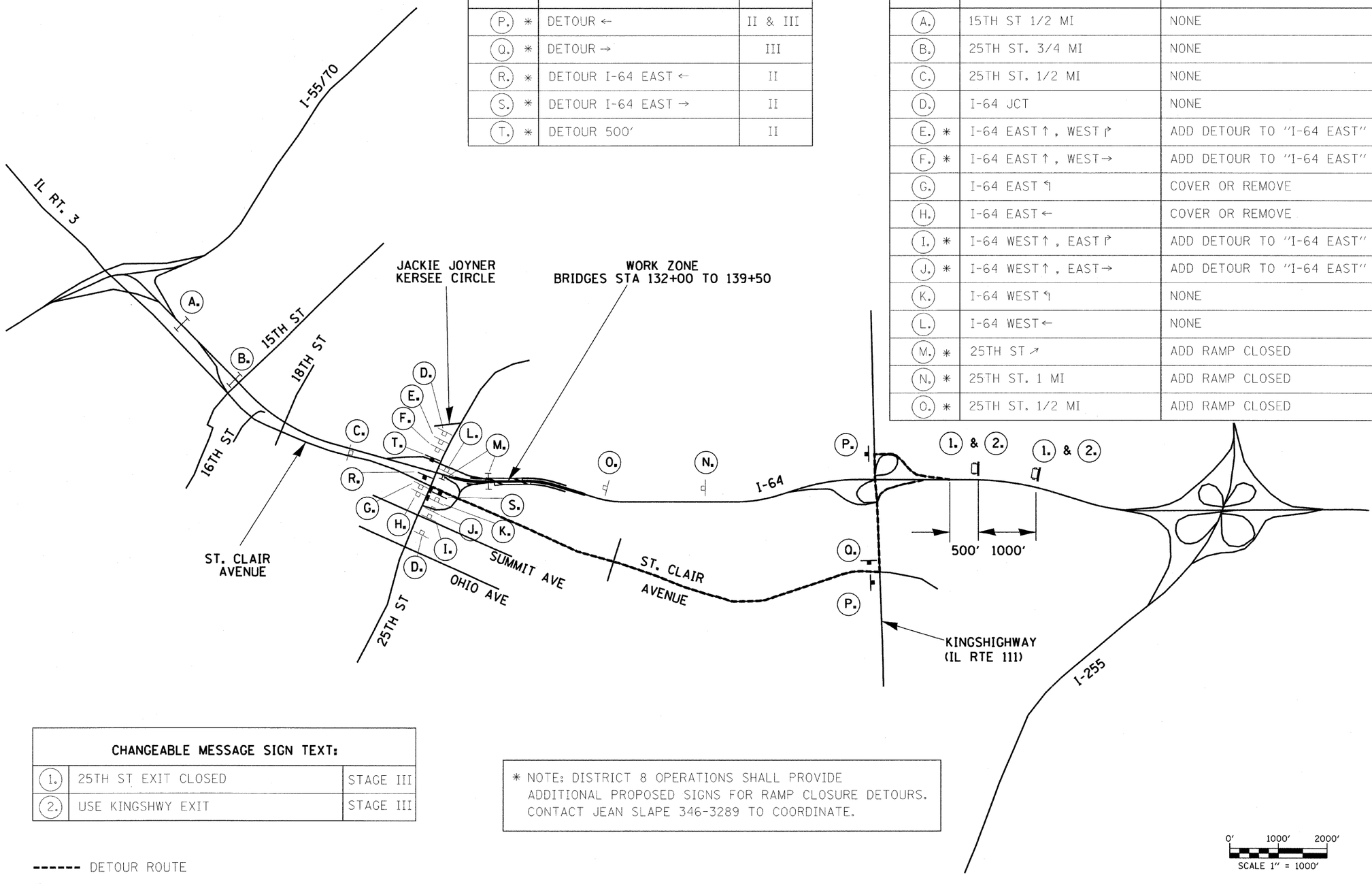
TRAFFIC CONTROL PLAN – ADVANCED WARNING

SCALE: 1:1500 | SHEET NO. 21 OF 22 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	40
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

PROPOSED DETOUR SIGNS		
LOCATION	PROPOSED SIGN	STAGE
(P.) *	DETOUR ←	II & III
(Q.) *	DETOUR →	III
(R.) *	DETOUR I-64 EAST ←	II
(S.) *	DETOUR I-64 EAST →	II
(T.) *	DETOUR 500'	II

EXISTING SIGNS			
LOCATION	EXISTING SIGN	PROPOSED TREATMENT	STAGE
(A.)	15TH ST 1/2 MI	NONE	ALL
(B.)	25TH ST. 3/4 MI	NONE	ALL
(C.)	25TH ST. 1/2 MI	NONE	ALL
(D.)	I-64 JCT	NONE	ALL
(E.) *	I-64 EAST ↑ , WEST ↱	ADD DETOUR TO "I-64 EAST"	II
(F.) *	I-64 EAST ↑ , WEST →	ADD DETOUR TO "I-64 EAST"	II
(G.)	I-64 EAST ↰	COVER OR REMOVE	II
(H.)	I-64 EAST ←	COVER OR REMOVE	II
(I.) *	I-64 WEST ↑ , EAST ↱	ADD DETOUR TO "I-64 EAST"	II
(J.) *	I-64 WEST ↑ , EAST →	ADD DETOUR TO "I-64 EAST"	II
(K.)	I-64 WEST ↰	NONE	ALL
(L.)	I-64 WEST ←	NONE	ALL
(M.) *	25TH ST ↗	ADD RAMP CLOSED	III
(N.) *	25TH ST. 1 MI	ADD RAMP CLOSED	III
(O.) *	25TH ST. 1/2 MI	ADD RAMP CLOSED	III



CHANGEABLE MESSAGE SIGN TEXT:		
(1.)	25TH ST EXIT CLOSED	STAGE III
(2.)	USE KINGSHWY EXIT	STAGE III

* NOTE: DISTRICT 8 OPERATIONS SHALL PROVIDE ADDITIONAL PROPOSED SIGNS FOR RAMP CLOSURE DETOURS. CONTACT JEAN SLAPE 346-3289 TO COORDINATE.

------ DETOUR ROUTE

DENOTES CHANGEABLE MESSAGE SIGN

N

0' 1000' 2000'
SCALE 1" = 1000'

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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN – RAMP CLOSURE DETOUR

SCALE: 1:1000 | SHEET NO. 22 OF 22 SHEETS | STA. - | TO STA. -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	41
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

NOTES:

SUB-BASE SHALL BE PLACED WITHIN 24 HOURS OF SHOULDER REMOVAL TO PREVENT EROSION. IF SUB-BASE IS UNABLE TO BE PLACED PRIOR TO RAINFALL, THE CONTRACTOR SHALL PERFORM EROSION CONTROL MEASURES AND NEEDED CLEAN UP AT HIS/HER EXPENSE.

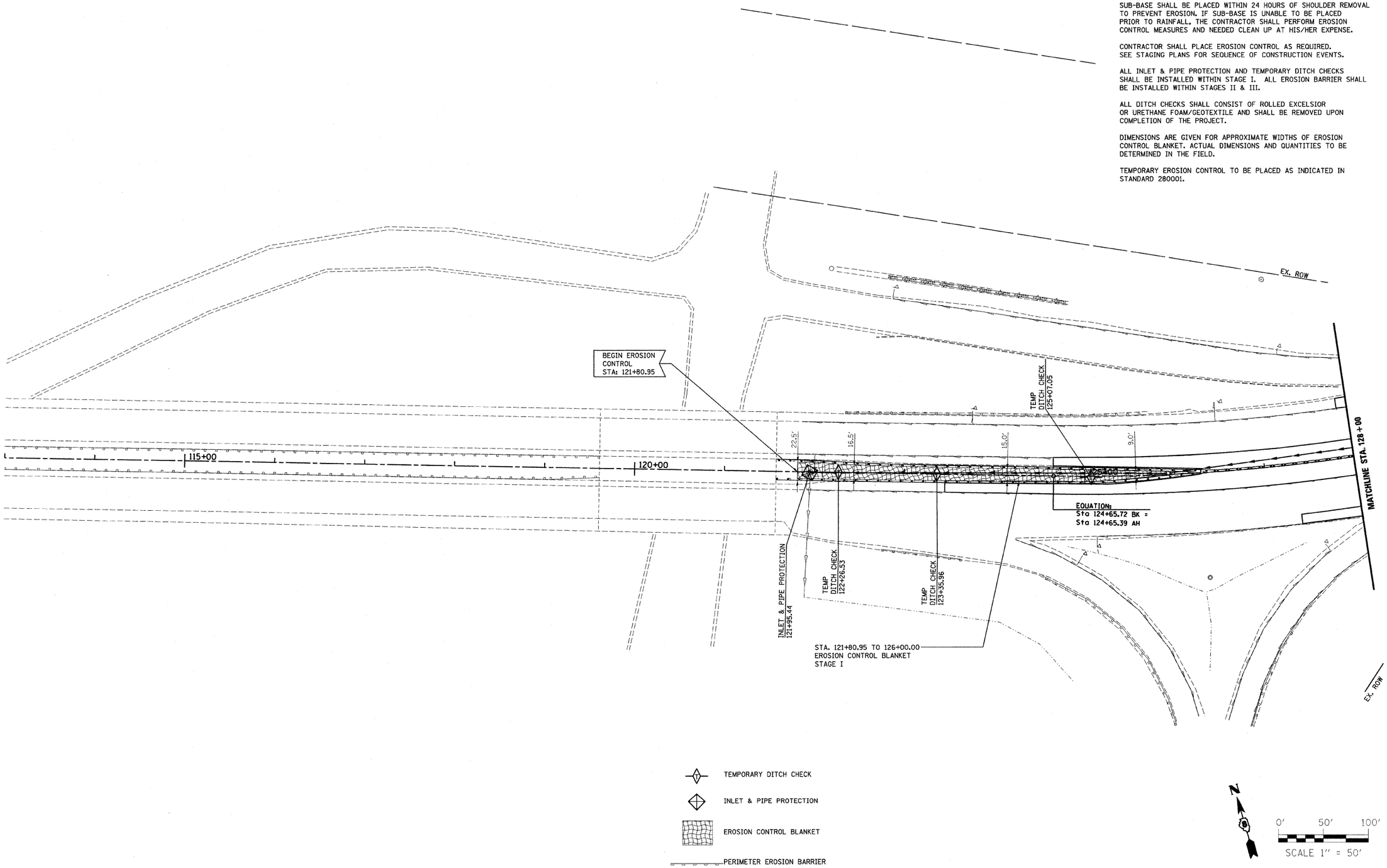
CONTRACTOR SHALL PLACE EROSION CONTROL AS REQUIRED. SEE STAGING PLANS FOR SEQUENCE OF CONSTRUCTION EVENTS.

ALL INLET & PIPE PROTECTION AND TEMPORARY DITCH CHECKS SHALL BE INSTALLED WITHIN STAGE I. ALL EROSION BARRIER SHALL BE INSTALLED WITHIN STAGES II & III.

ALL DITCH CHECKS SHALL CONSIST OF ROLLED EXCELSIOR OR URETHANE FOAM/GEOTEXTILE AND SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.

DIMENSIONS ARE GIVEN FOR APPROXIMATE WIDTHS OF EROSION CONTROL BLANKET. ACTUAL DIMENSIONS AND QUANTITIES TO BE DETERMINED IN THE FIELD.

TEMPORARY EROSION CONTROL TO BE PLACED AS INDICATED IN STANDARD 280001.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:50 | SHEET NO. 1 OF 3 SHEETS | STA. 121+80.95 TO STA. 128+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	42
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

NOTES:

SUB-BASE SHALL BE PLACED WITHIN 24 HOURS OF SHOULDER REMOVAL TO PREVENT EROSION. IF SUB-BASE IS UNABLE TO BE PLACED PRIOR TO RAINFALL, THE CONTRACTOR SHALL PERFORM EROSION CONTROL MEASURES AND NEEDED CLEAN UP AT HIS/HER EXPENSE.

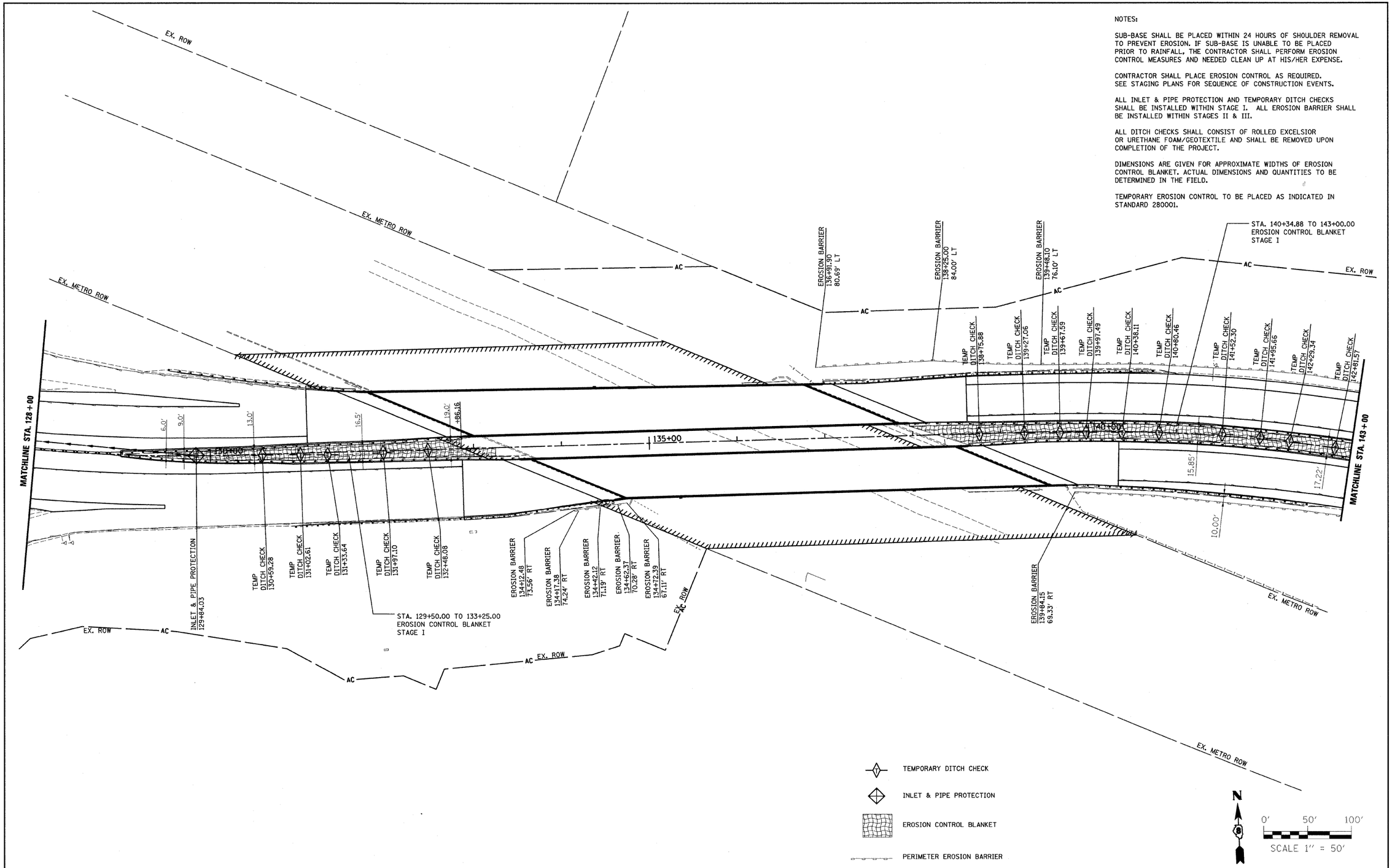
CONTRACTOR SHALL PLACE EROSION CONTROL AS REQUIRED. SEE STAGING PLANS FOR SEQUENCE OF CONSTRUCTION EVENTS.

ALL INLET & PIPE PROTECTION AND TEMPORARY DITCH CHECKS SHALL BE INSTALLED WITHIN STAGE I. ALL EROSION BARRIER SHALL BE INSTALLED WITHIN STAGES II & III.

ALL DITCH CHECKS SHALL CONSIST OF ROLLED EXCELSIOR OR URETHANE FOAM/GEOTEXTILE AND SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.

DIMENSIONS ARE GIVEN FOR APPROXIMATE WIDTHS OF EROSION CONTROL BLANKET. ACTUAL DIMENSIONS AND QUANTITIES TO BE DETERMINED IN THE FIELD.

TEMPORARY EROSION CONTROL TO BE PLACED AS INDICATED IN STANDARD 280001.



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		DRAWN - MLS	REVISED -
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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:50 | SHEET NO. 2 OF 3 SHEETS | STA. 128+00.00 TO STA. 143+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	43
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

NOTES:

SUB-BASE SHALL BE PLACED WITHIN 24 HOURS OF SHOULDER REMOVAL TO PREVENT EROSION. IF SUB-BASE IS UNABLE TO BE PLACED PRIOR TO RAINFALL, THE CONTRACTOR SHALL PERFORM EROSION CONTROL MEASURES AND NEEDED CLEAN UP AT HIS/HER EXPENSE.

CONTRACTOR SHALL PLACE EROSION CONTROL AS REQUIRED. SEE STAGING PLANS FOR SEQUENCE OF CONSTRUCTION EVENTS.

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ALL DITCH CHECKS SHALL CONSIST OF ROLLED EXCELSIOR OR URETHANE FOAM/GEOTEXTILE AND SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.

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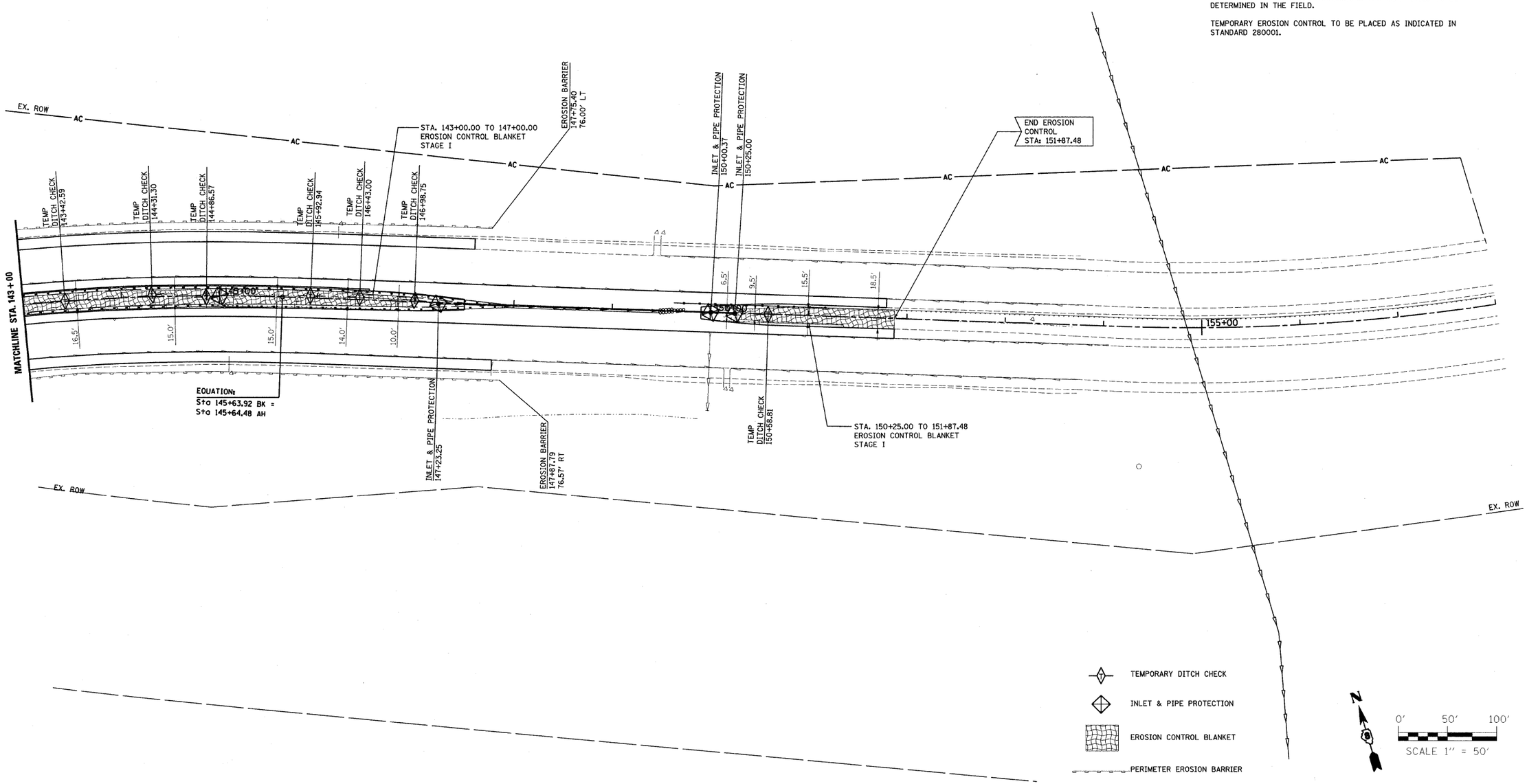
TEMPORARY EROSION CONTROL TO BE PLACED AS INDICATED IN STANDARD 280001.



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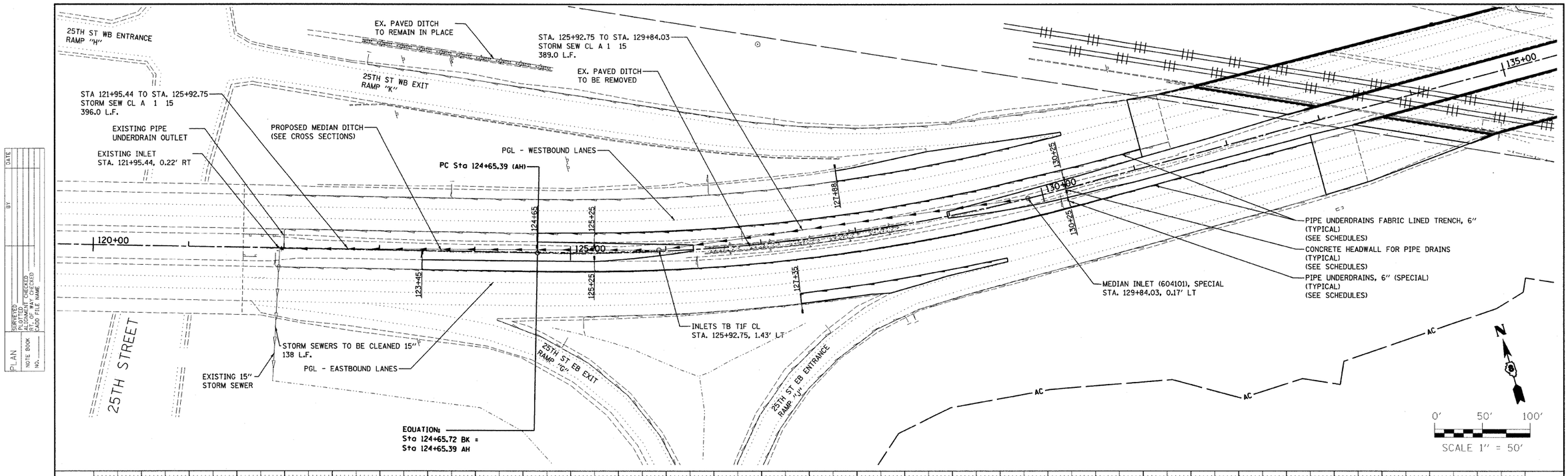
	PLOT DATE = 8/7/2009	DATE -	REVISED -

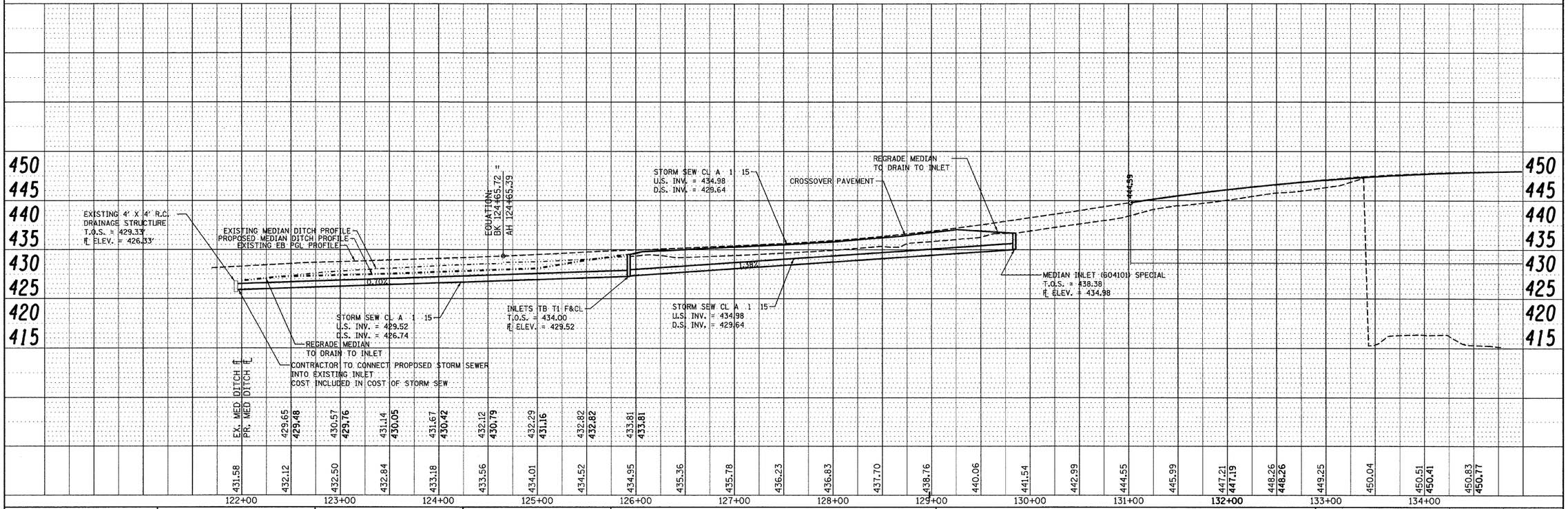
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

SCALE: 1:50 | SHEET NO. 3 OF 3 SHEETS | STA. 143+00.00 TO STA. 152+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	44
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		





PLAN — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / STRUCTURE NO(S) / NO. / BY / DATE

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		DRAWN - JWS	REVISED -
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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

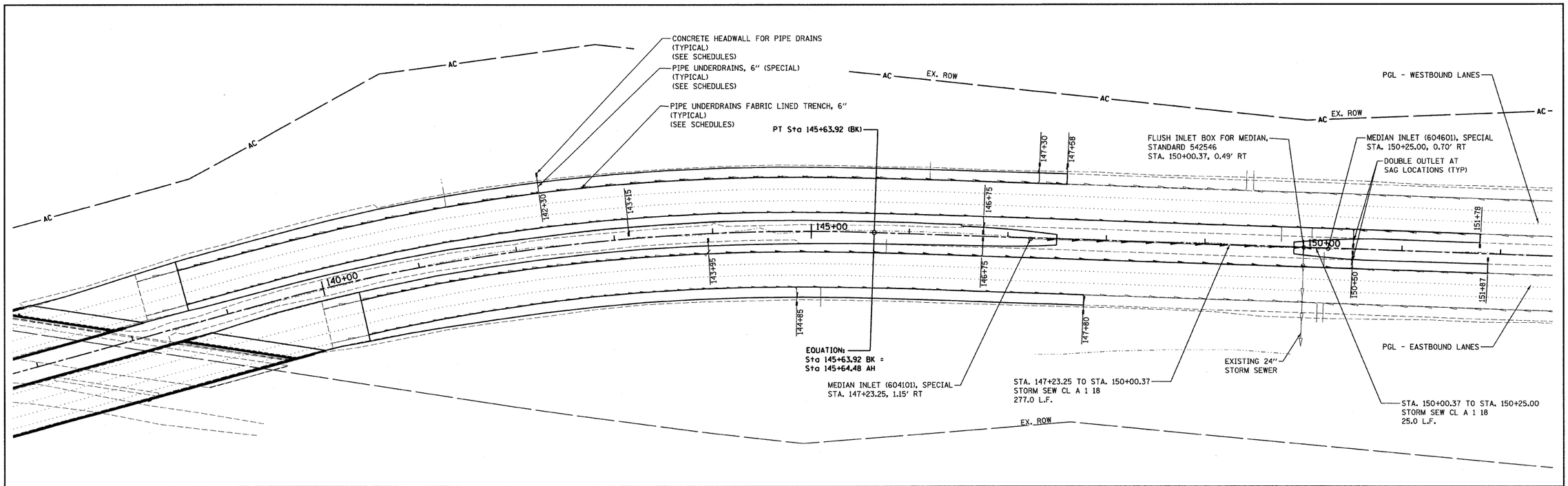
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE

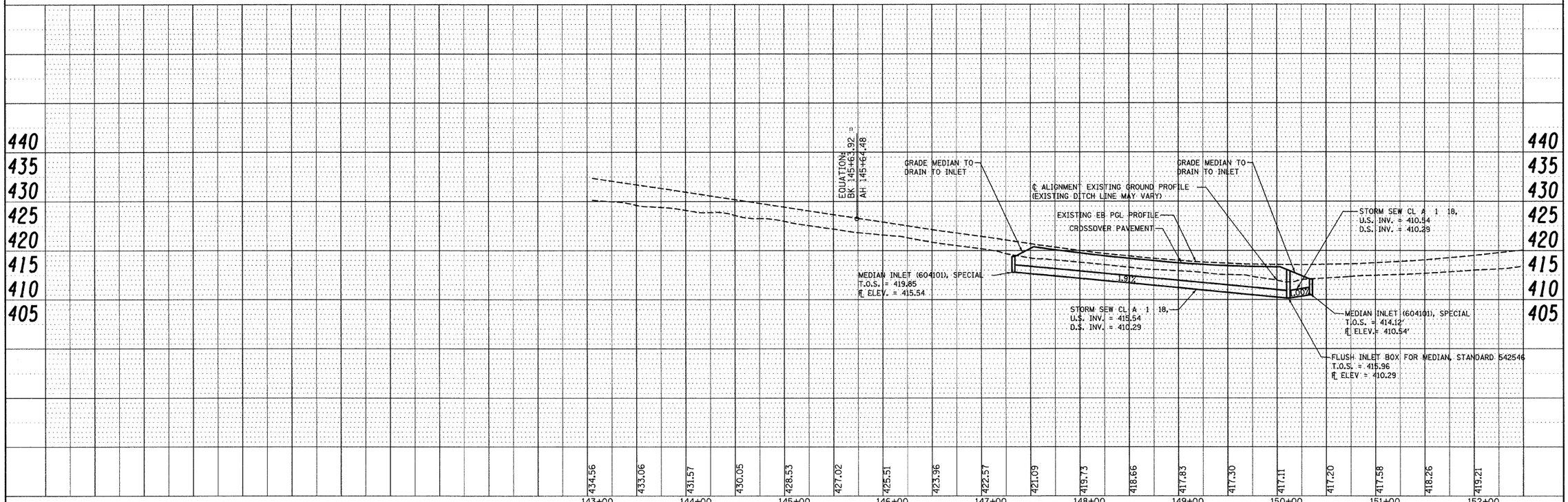
SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. 123+45.02 TO STA. 135+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	45
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

PLAN | DATE | BY | SURVEYED | PLOTTED | GRADES CHECKED | ALIGNMENTS CHECKED | NOTE BOOK | NO. | CADD FILE NAME



PROFILE | SURVEYED | PLOTTED | GRADES CHECKED | ALIGNMENTS CHECKED | NOTE BOOK | NO. | STRUCTURE NOTATIONS CHKD | BY | DATE



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		DRAWN - JWS	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - SJK	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA.143+00.00 TO STA151+87.45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	46
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

SHEET INDEX		
SHEET NO.	STATION to STATION	DESCRIPTION
1	N/A	COVER SHEET
2	N/A	LEGEND
3	127+00 TO 141+00	PARCELS 8815011 & 8815012
4	N/A	TOTAL HOLDING & TIE SHEET

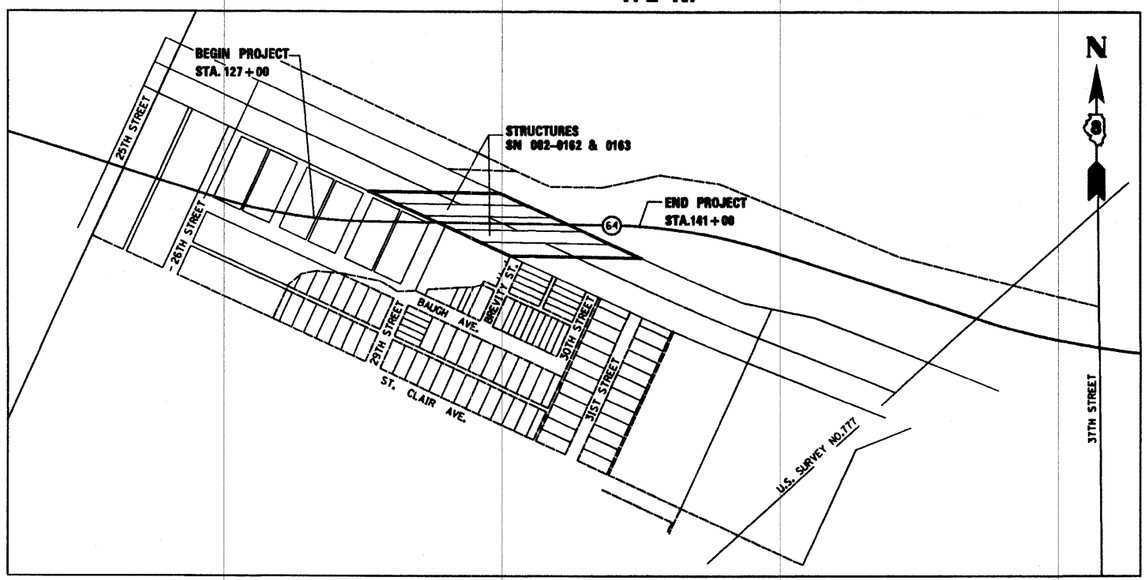
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

FAI ROUTE 64 (I-64)
SECTION 82-2VB-2
ST. CLAIR COUNTY
JOB NO. R-98-015-08

SPACE RESERVED FOR RECORDING OFFICER

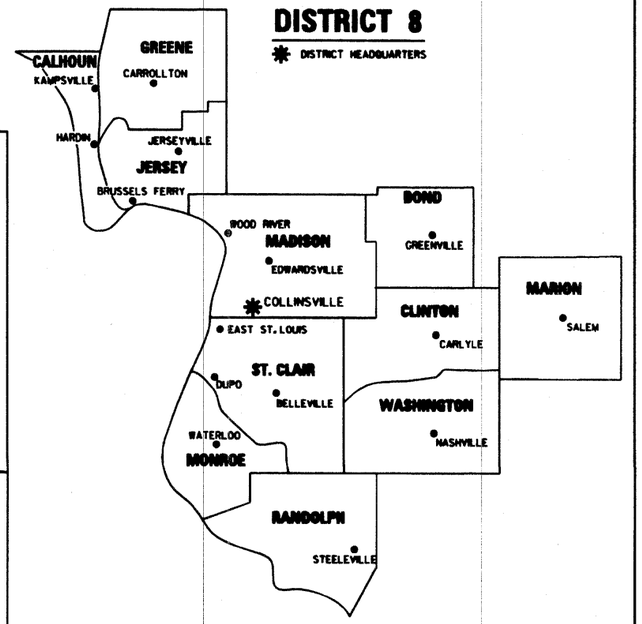
T. 2 N.



PROJECT LENGTH = 1,400 LIN. FT. = 0.2652 MILES

DISTRICT 8

DISTRICT HEADQUARTERS



LOCATION OF SECTION INDICATED THUS: -[redacted]-

PREPARED BY:

DAVID MASON & ASSOCIATES OF ILLINOIS, LTD.

Engineering
Architecure
Surveying

800 South Vandeventer Avenue
St. Louis, MO 63110
(314) 534-1030

ILLINOIS LICENCE NO: 184-003391
Expiration Date: April 30, 2009

STATE OF ILLINOIS
035-003363
RONNIE D. LOWE
LICENSED
PROFESSIONAL LAND SURVEYOR

4/21/2009

RONNIE D. LOWE, PLS NO. 035-003363
LICENSE EXPIRATION DATE: 11/30/2010

SHEET 1 OF 4

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	47
CONTRACT NO.		76897		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

- TRAFFIC SIGNAL HANDHOLE
- TRAFFIC SIGNAL GULFBOX
- TRAFFIC SIGNAL HANDHOLE
- TRAFFIC SIGNAL SIGNAL POST
- TRAFFIC SIGNAL STEEL MAST ARM
- TRAFFIC SIGNAL COMBINED MAST ARM
- TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON
- TRAFFIC SIGNAL WOODEN POLE
- TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY
- TRAFFIC SIGNAL VEHICLE DETECTION MAGNET
- TRAFFIC SIGNAL JUNCTION BOX
- TRAFFIC SIGNAL CONTROLLER
- TRAFFIC SIGNAL HEAVY DUTY HANDHOLE
- RAILROAD CANTILEVER MAST ARM
- RAILROAD CROSSBUCK
- RAILROAD TRACK PATTERN
- RAILROAD ABANDON PATTERN
- RAILROAD CROSSGATE
- RAILROAD CONTROL BOX
- RAILROAD FLASHING SIGNAL
- TELEPHONE SPLICE BOX ABOVE GROUND
- UTILITY POWER POLE
- TELEPHONE POLE
- UTILITY TRAFFIC SIGNAL
- UTILITY LIGHT POLE
- FIRE HYDRANT
- UTILITY MANHOLE
- UTILITY TELEPHONE POLE
- UTILITY GUY POLE
- PIPELINE WARNING SIGN
- UTILITY HANDHOLE
- UTILITY SPLICE ABOVE GROUND
- UTILITY JUNCTION BOX
- UTILITY HEAVY DUTY HANDHOLE
- UTILITY DOUBLE HANDHOLE
- UTILITY CONTROLLER
- UTILITY WATER METER

- DRAINAGE FLOW LINE
- RIP RAP
- HEADWALL
- CULVERT END SECTION
- DRAINAGE MANHOLE
- INLET
- ROADWAY DITCH FLOW
- VEGETATION LINE
- STUMP
- SHRUB
- EVERGREEN TREE
- DECIDUOUS TREE
- WOODS/BUSH PATTERN
- TRAFFIC SIGN
- GAURDRAIL POST
- GAURDRAIL PATTERN
- FIELD LINE
- LEVEE/NOISE BARRIER
- FENCE PATTERN
- MAIL BOX
- ADVERTISING SIGN
- MARSH
- LIGHTING HANDHOLE
- LIGHTING POWER POLE
- LIGHTING JUNCTION BOX
- LIGHTING HEAVYDUTY HANDHOLE
- LIGHTING CONTROLLER
- LIGHTING PULL POINT
- HIGHWAY LIGHTING ELECTRICAL GROUND
- HIGHWAY LIGHTING SINGLE UNIT
- HIGHWAY LIGHTING DOUBLE UNIT
- EXISTING CONCRETE BARRIER
- EXISTING CREEK OR DITCH
- EXISTING EDGE OF PAVEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION, THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS ON 12/08/08.

1. BILLBOARDS/SIGNS

RIGHT OF WAY LEGEND

SECTION CORNERS — QUARTER SECTION CORNERS

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- FORMER RIGHT OF WAY LINE
- EXISTING IDOT EASEMENT LINE
- EXISTING EASEMENT LINE
- EXISTING ACCESS CONTROL LINE
- EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- 121.45' MEASURED DIMENSION
- (121.45') RECORDED DIMENSION
- FOUND STONE
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 606101 (TO BE SET BY OTHERS)
- SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- SET CUT CROSS
- FOUND RIGHT OF WAY MARKER
- SAME OWNERSHIP
- EXISTING BUILDING

■ STAKING OF PROPOSED RIGHT OF WAY CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
℄	CENTERLINE
CH	COUNTY HIGHWAY
Ch	CHAIN
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m^2	SQUARE METERS
N	NORTH
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TANGENT
℄	PROPERTY LINE
PR	PROPOSED
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SQ FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

SPACE RESERVED FOR RECORDING OFFICER

PROPOSED PARCEL NUMBER LEGEND

- PROPOSED FEE SIMPLE ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED DEDICATION
- PROPOSED ACCESS CONTROL LINE

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
CB	CHORD BEARING
R	RADIUS OF CURVE
L	CURVE LENGTH
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
●	EXTERNAL
△	CENTRAL ANGLE

PREPARED BY:

DAVID MASON & ASSOCIATES, P.C.
Engineering
Architecure
Surveying
800 South Vandeventer Avenue
St. Louis, MO 63110
(314) 534-1030
ILLINOIS LICENCE NO: 184-003891
Expiration Date: April 30, 2009

STATE OF ILLINOIS — 035-003363 — RONNIE D. LOWE — PROFESSIONAL LAND SURVEYOR

4/21/2009

RONNIE D. LOWE, PSR NO. 035-003363
LICENSE EXPIRATION DATE: 11/30/2008

BASIS OF COORDINATE & BEARING STATEMENT

THE PROJECT COORDINATES AND BASIS OF BEARING WERE ESTABLISHED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, BASED ON I-64 MEDIAN CABLE PROJECT (D-98-058-06).

BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD 83 (1997). THE DISTANCES AS SHOWN HEREON, EXCEPT AS NOTED, ARE GROUND DISTANCES. THE AVERAGE GRID FACTOR USED FOR THIS PLAT IS 0.999925080818. THE GRID COORDINATES WHEN DIVIDED BY THE AVERAGE GRID FACTOR USED WILL PROVIDE THE GROUND COORDINATES.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAI ROUTE 64 (I-64)
SECTION 82-2VB-2
ST. CLAIR COUNTY
JOB NO. R-98-015-08

50' 0 50' 100'
SCALE: 1" = 50'
SHEET 2 OF 4

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	48
CONTRACT NO.		70867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PART OF U.S. SURVEY 777, T 2N, R 9W, OF THE 3RD PM, ST.CLAIR COUNTY, ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	REMAINDER	EASEMENTS PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	ACRES	SQ. FT.			
8815011	Illinois-American Water Company, an Illinois Corporation Book 2609 Page 1956 Title Report Number 250370	N/A	N/A	1.3325	58,044	HIGHWAY PURPOSES	02-17-0-400-010	
8815012	The Bi-State Development Agency of the Missouri-Illinois Metropolitan District Book 3213 Page 243 Title Report Number 250370	N/A	N/A	1.3325	58,044	HIGHWAY PURPOSES	02-17-0-600-002 02-17-0-600-003	

RIGHT OF WAY ACQUISITIONS

PARCEL	INSTRUMENT	TYPE	WIDTH
A	BK.1986/PG.465	DEED	25'
B	BK.1804/PG.236	DEED	50'
C	BK.1997/PG.336	DEED	16.67'
D	BK.1859/PG.623	DEED	33.33'
E	BK.1945/PG.394	DEED	25'
F	BK.1946/PG.92	DEED	20'
G	BK.1989/PG.193	DEED	30'
H	BK.2058/PG.240	DEED	100'
I	CASE No. 65-2142	CONDEMNATION	40'

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
PC 124+65.39	CL	711,922.9417	2,309,295.7411
PI 127+49.79	20.12' RT	711,839.3419	2,309,567.5744
PT 130+30.40	CL	711,834.8326	2,309,851.9368
130+31.40	114.28' LT	711,949.0838	2,309,854.7464
132+76.21	114.70' LT	711,945.6211	2,310,098.5358
135+21.02	115.12' LT	711,942.1583	2,310,344.3233
135+61.61	121.91' RT	711,704.5171	2,310,381.1529
138+06.43	121.49' RT	711,701.0544	2,310,625.9424
PC 139+42.75	CL	711,820.3665	2,310,764.1785
140+57.93	118.02' RT	711,697.5916	2,310,870.7298
PI 142+55.74	23.75' LT	711,815.4040	2,311,077.1202
PT 145+63.92	CL	711,717.2883	2,311,374.3245

N

SPACE RESERVED FOR RECORDING OFFICER

PROP. CURVE 1-64-3-1
PI STA. = 142+55.74
Δ = 17° 21' 40" (RT)
D = 2° 47' 42"
R = 2,050.00'
T = 312.98'
L = 621.17'
E = 23.75'
P.C. STA. = 139+42.75
P.T. STA. = 145+63.92

PROP. CURVE 1-64-2-2
PI STA. = 127+49.79
Δ = 16° 11' 11" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 284.40'
L = 565.01'
E = 20.12'
P.C. STA. = 124+65.39
P.T. STA. = 130+30.40

DAVID MASON & ASSOCIATES
Engineering
Architecture
Surveying
800 South Vandeventer Avenue
St. Louis, MO 63110
(314) 664-1990
ILLINOIS LICENCE NO: 184-003391
Expiration Date: April 30, 2009

STATE OF MISSOURI)
) SS
CITY OF ST. LOUIS)

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

DATED 4/21/2009

RONNIE D. LOWE, PLS NO. 035-003363
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS · 035-003363 · RONNIE D. LOWE · REGISTERED LAND SURVEYOR

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAI ROUTE 64 (I-64)
SECTION 82-2VB-2
ST. CLAIR COUNTY
JOB NO. R-98-015-08
STATION 127+00 TO STATION 141+00

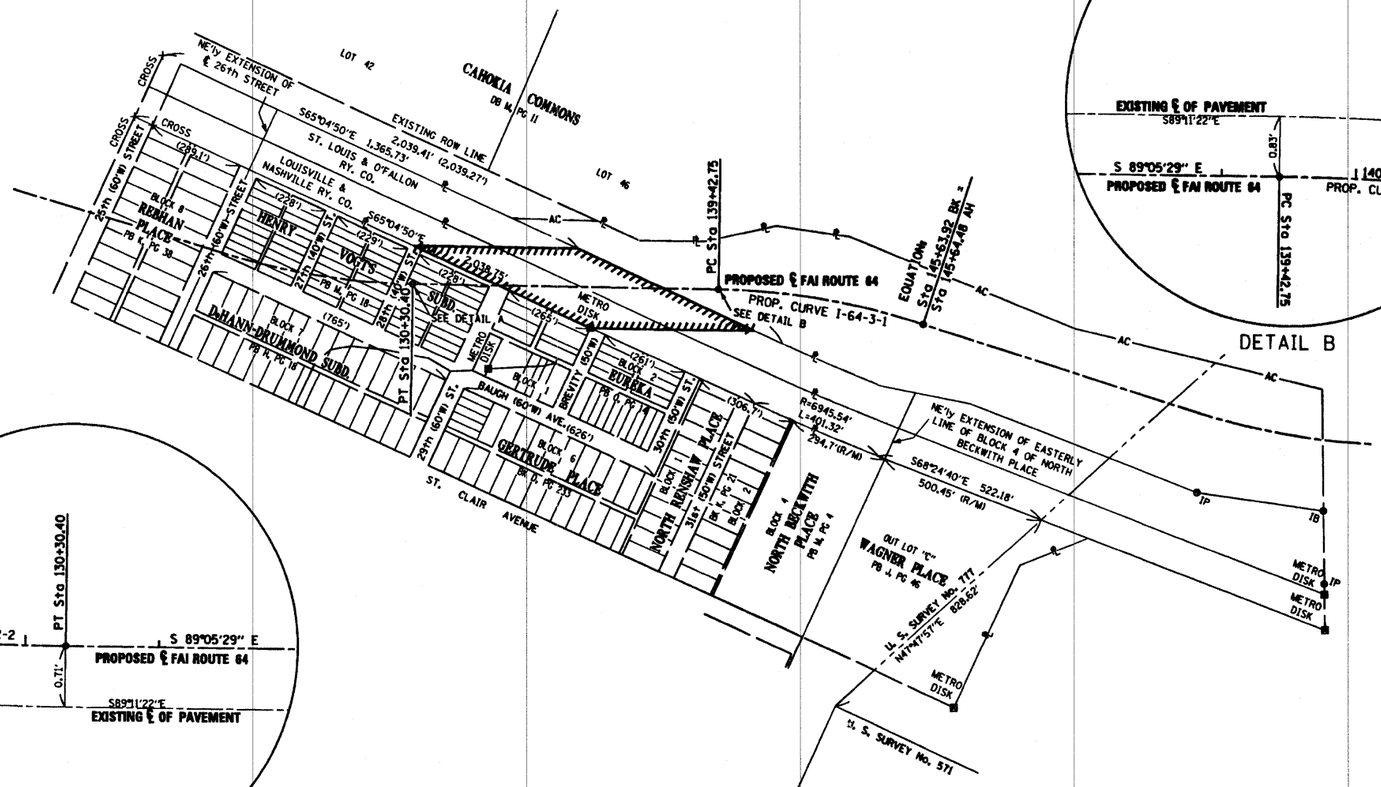
50' 0 50' 100'
SCALE: 1" = 50'
SHEET 3 OF 4

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5-DISTRICT 8
8650 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

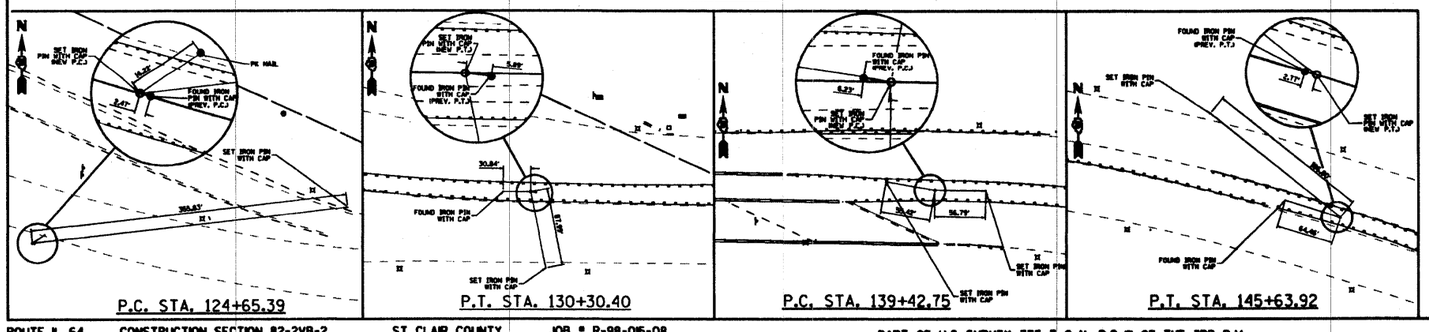
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	49
CONTRACT NO.		76857		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 12/08/08 ROW STAKING: 03/25/09

ROUTE IL 64 CONSTRUCTION SECTION 82-2VB-2 ST. CLAIR COUNTY JOB # R-98-015-08 PART OF U.S. SURVEY 777, T. 2 N., R.9 W. OF THE 3RD P.M.



ALIGNMENT TIES



STATE OF MISSOURI)
) SS
CITY OF ST. LOUIS)

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

DATED 4/21/2009

RONNIE D. LOWE, PLS NO. 035-003363
LICENSE EXPIRATION DATE: 11/30/2010

035-003363 RONNIE D. LOWE REGISTERED LAND SURVEYOR STATE OF ILLINOIS

DAVID MASON & ASSOCIATES
Engineering
Architecure
Surveying
800 South Vandeventer Avenue
St. Louis, MO 63110
(314) 534-1080
ILLINOIS LICENCE NO: 184-003391
Expiration Date: April 30, 2009

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAI ROUTE 64 (I-64)
SECTION 82-2VB-2
ST. CLAIR COUNTY
JOB NO. R-98-015-08

200' 0 200' 400'
SCALE: 1" = 200'

SHEET 4 OF 4

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6498

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	50
CONTRACT NO.		70857		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY:	ROW STAKING:

ROUTE IL 64 CONSTRUCTION SECTION 82-2VB-2 ST. CLAIR COUNTY JOB # R-98-015-08

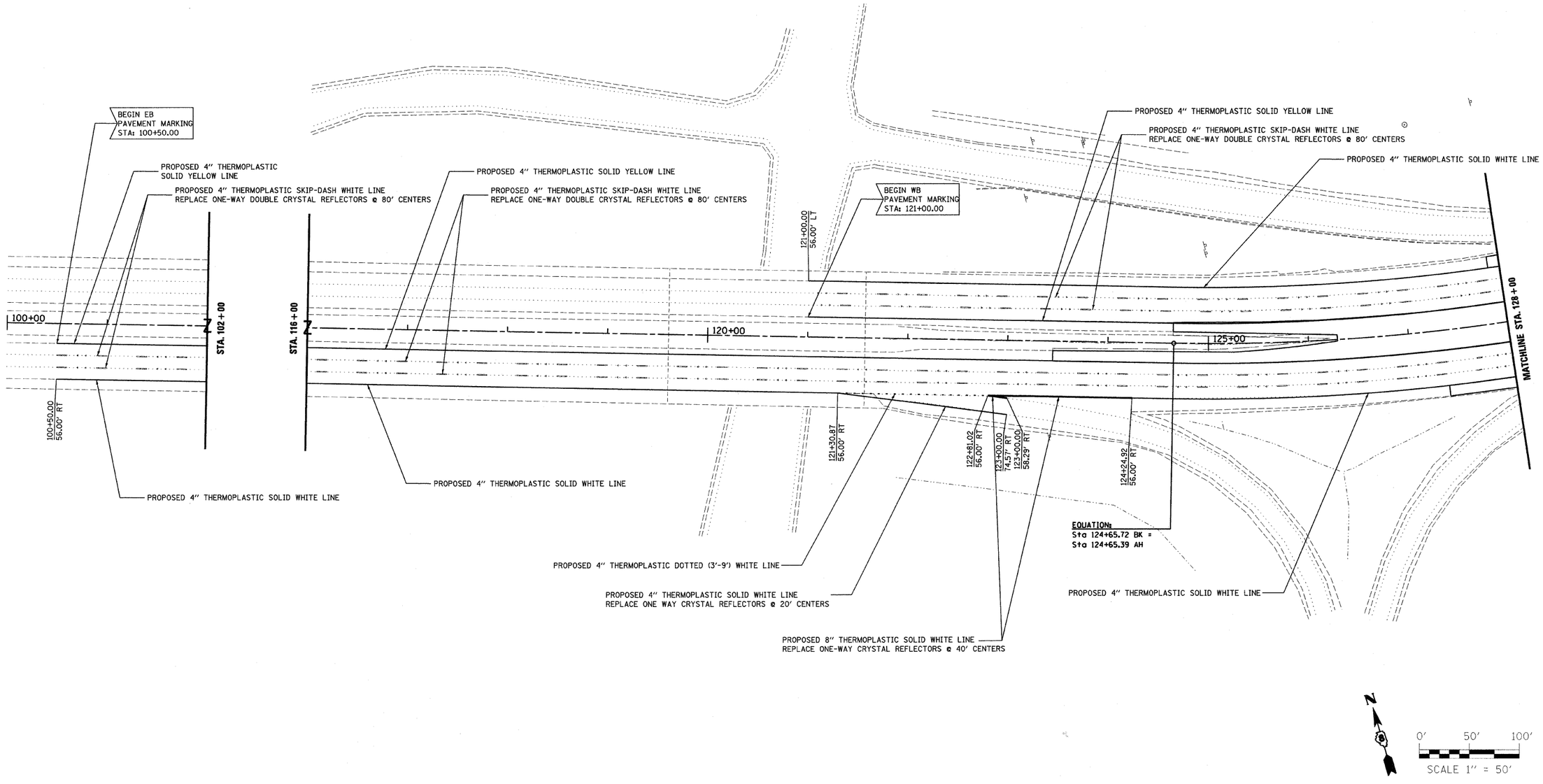
PART OF U.S. SURVEY 777, T. 2 N., R. 9 W. OF THE 3RD P.M.

NOTE:

SIGNAGE TO REMAIN IN PLACE UNLESS OTHERWISE NOTED

PAVEMENT MARKING TO BE PLACED AS INDICATED IN STANDARD 780001.

RAISED REFLECTIVE PAVEMENT MARKERS TO BE PLACED AS INDICATED IN STANDARD 781001.



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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. 100+50.00 TO STA. 128+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	51
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

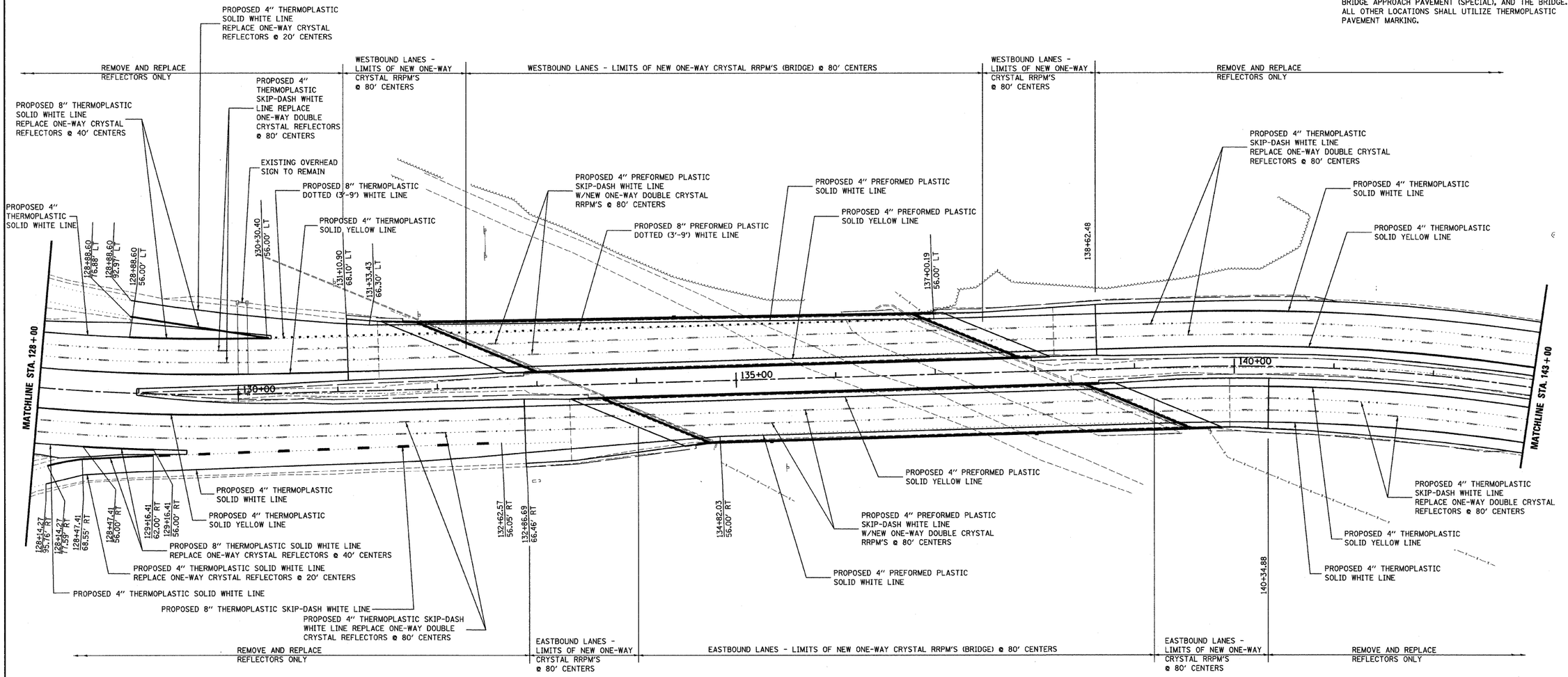
NOTE:

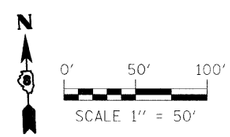
SIGNAGE TO REMAIN IN PLACE

PAVEMENT MARKING TO BE PLACED
AS INDICATED IN STANDARD 780001.

RAISED REFLECTIVE PAVEMENT MARKERS
TO BE PLACED AS INDICATED IN STANDARD 781001.

PREFORMED PLASTIC PAVEMENT MARKING SHALL BE UTILIZED WITHIN LIMITS OF TRANSITION PAVEMENT, BRIDGE APPROACH PAVEMENT (SPECIAL), AND THE BRIDGE. ALL OTHER LOCATIONS SHALL UTILIZE THERMOPLASTIC PAVEMENT MARKING.





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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. 128+00.00 TO STA. 143+00.00

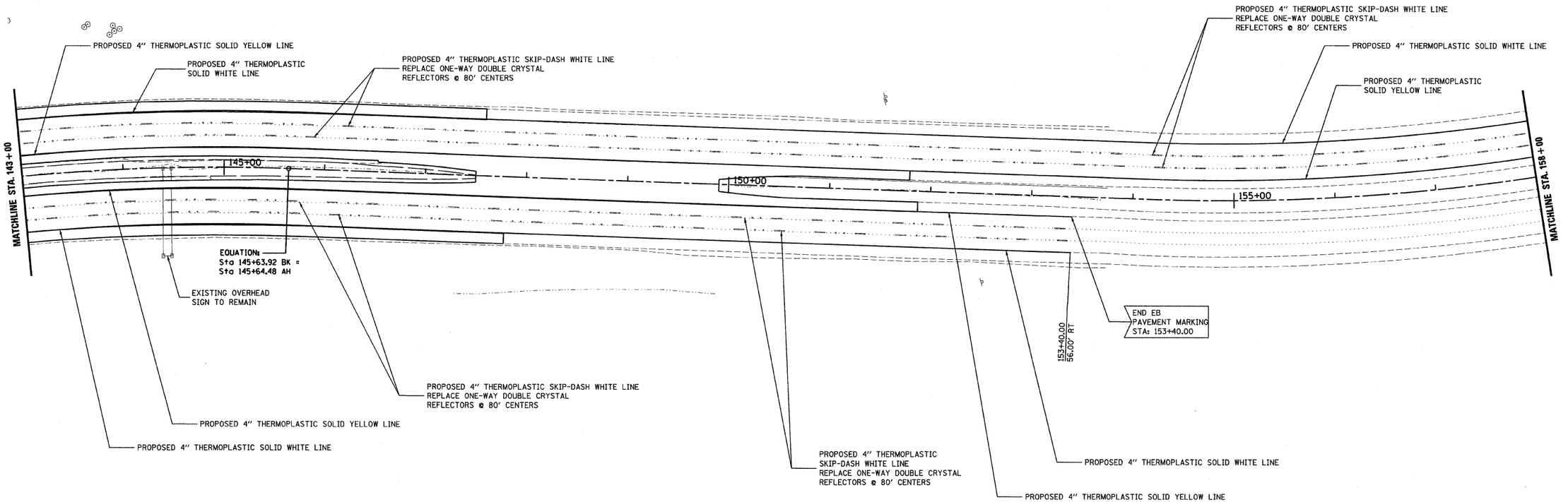
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	52
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

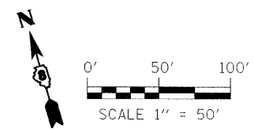
NOTE:

SIGNAGE TO REMAIN IN PLACE

PAVEMENT MARKING TO BE PLACED
AS INDICATED IN STANDARD 780001.

RAISED REFLECTIVE PAVEMENT MARKERS
TO BE PLACED AS INDICATED IN STANDARD 781001.





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	PLOT DATE = 8/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. 143+00.00 TO STA. 150+87.45

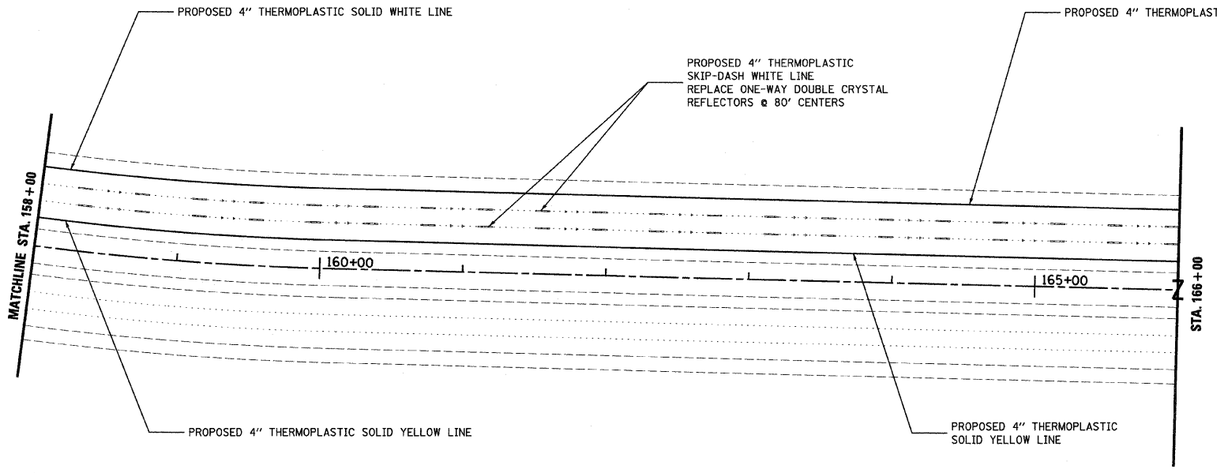
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	53
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

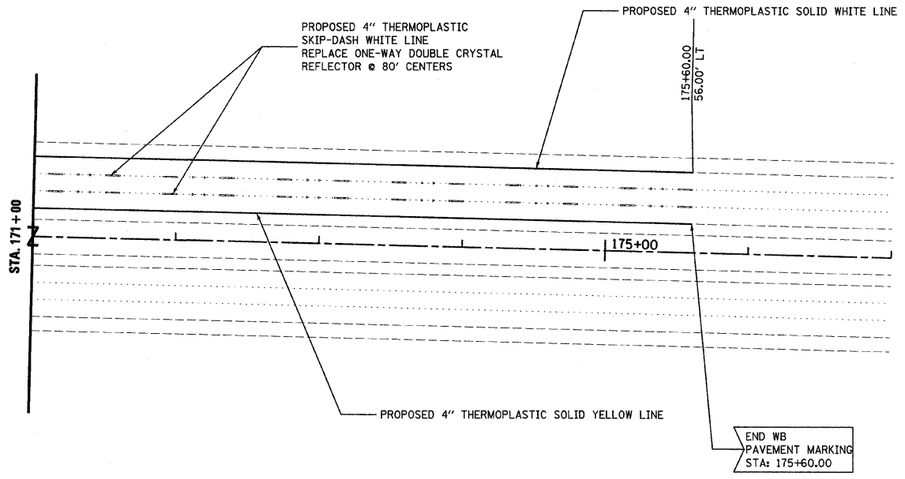
NOTE:

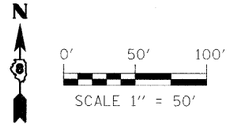
SIGNAGE TO REMAIN IN PLACE

PAVEMENT MARKING TO BE PLACED
AS INDICATED IN STANDARD 780001.

RAISED REFLECTIVE PAVEMENT MARKERS
TO BE PLACED AS INDICATED IN STANDARD 781001.







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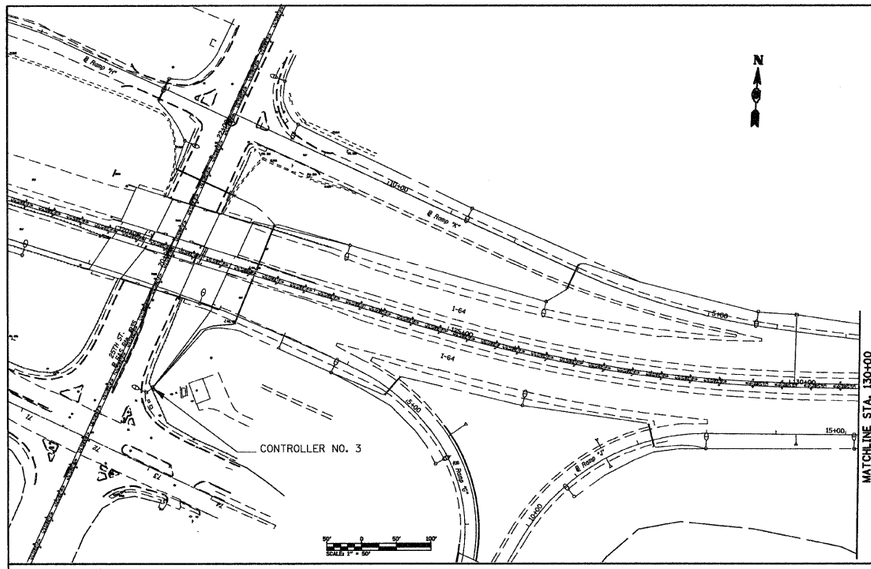
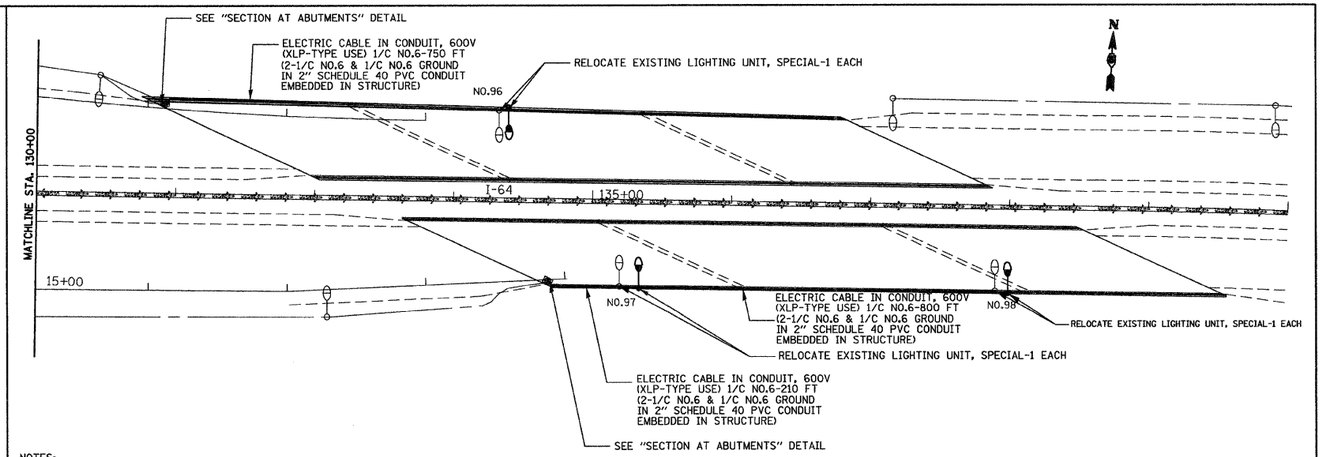
		DRAWN - MLS	REVISED -		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - SJK	REVISED -		SCALE: SHEET NO. 4 OF 4 SHEETS STA. 158+00.00 TO STA. 175+60.00
	PLOT DATE = 8/7/2009	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	54
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

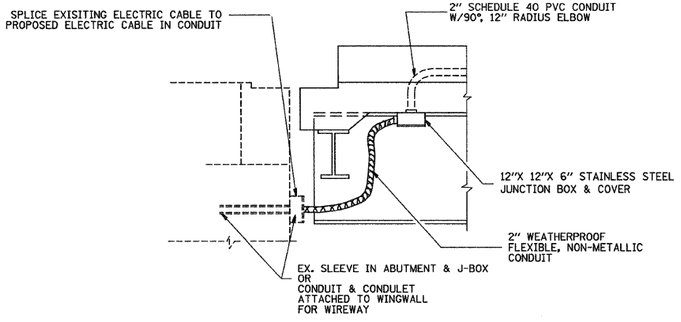




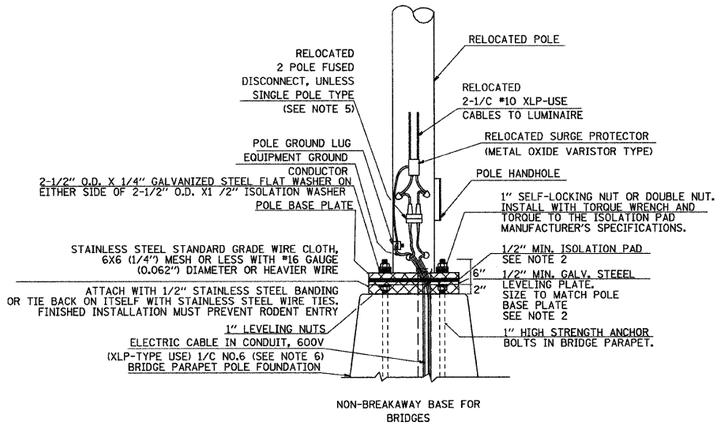
NOTES:
1. SEE BRIDGE PLANS FOR STATION/OFFSET OF RELOCATED LIGHTING UNIT, SPECIAL LOCATIONS.
2. 2" SCHEDULE 40 PVC CONDUIT EMBEDED IN STRUCTURE SHALL BE INCLUDED IN THE "CONCRETE SUPERSTRUCTURE" PAY ITEM.
3. CONTRACTOR SHALL PROVIDE STORAGE FOR ALL REMOVED LIGHTING UNITS SUCH THAT NO DAMAGE IS SUSTAINED.
4. ALL EXISTING LIGHTING UNITS LOCATED ON THE BRIDGE SHALL REMAIN OPERATIONAL DURING STAGE I CONSTRUCTION. DURING STAGE II CONSTRUCTION, LIGHTING UNITS NO. 97 AND NO. 98 SHALL BE REMOVED AND STORED, AND LIGHTING UNIT NO.96 SHALL REMAIN OPERATIONAL. LIGHTING UNITS NO. 97 AND NO. 98 SHALL BE REINSTALLED AND MADE FULLY OPERATIONAL, TO THE SATISFACTION OF THE ENGINEER, BEFORE STAGE III CONSTRUCTION IS TO BEGIN. LIGHTING UNIT NO. 96 SHALL BE REMOVED AND REINSTALLED, TO THE SATISFACTION OF THE ENGINEER, DURING STAGE III CONSTRUCTION.

SCHEDULE OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" x 12" x 6"	EACH	2
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1760
X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	3



SECTION AT ABUTMENTS



POLE BASE MOUNTING & WIRING

NOTES

1. LOCATE POLES OVER BRIDGE PIERS WHERE POSSIBLE.
2. THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
3. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
4. SHOULD THE LENGTH OF THE EXPOSED ANCHOR BOLTS BE TOO SHORT ON AN EXISTING BRIDGE TO MOUNT THE POLES AS SHOWN, THEN THE LEVELING PLATE SHALL BE MOUNTED DIRECTLY ON THE CONCRETE AND LEVELED WITH STAINLESS STEEL WASHERS. REMOVE CONCRETE AS DIRECTED BY THE ENGINEER TO FULLY THREAD THE TOP NUT.
5. CABLE SPLICES ACCORDINGLY TO ART. 1066.06 WITH COMPRESSION CONNECTORS APPROPRIATELY TAPED.
6. 2-1/C NO.6 & 1/C NO.6 GROUND.

FILE NAME = ®FILE®	USER NAME = ®USER®	DESIGNED - M. PRESTON	REVISED - ___	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**RELOCATE EXISTING LIGHTING UNIT, SPECIAL PLAN**
		DRAWN - M. PRESTON	REVISED - ___		
	PLOT SCALE = ®SCALE®	CHECKED - ___	REVISED - ___		SCALE: _____ SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____
	PLOT DATE = ®DATE®	DATE - 7/30/2009	REVISED - ___		

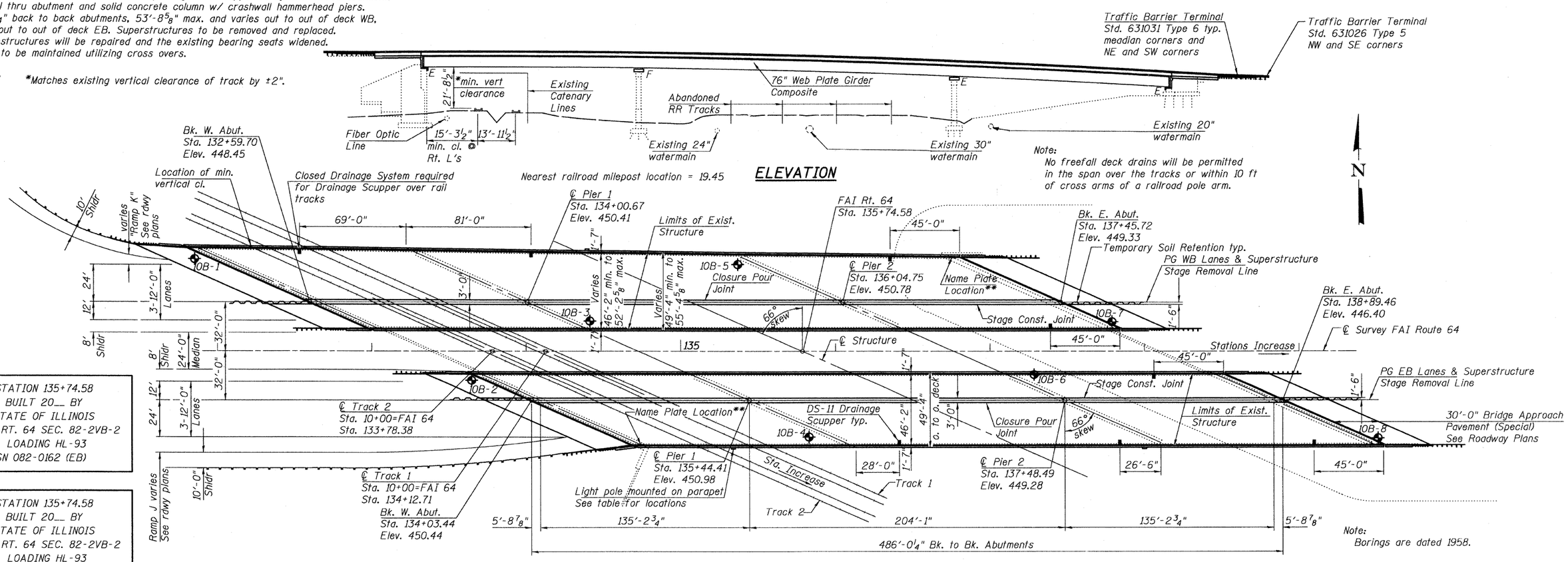
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	55
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Benchmarks: Iron pin with cap (IDOT #10) located approximately 87 feet east of east abutment within grass median, Elev. 442.06. Iron pin with cap approximately 18 feet westerly of the southwest corner of the west abutment, Elev. 450.39.

Existing Structures: SN 082-0162 EB and 082-0163 WB, built 1967 as FAI Route 64, Section 82-2VB at Sta. 135+78.67. Existing dual structures each consist of 3 span reinforced concrete deck on 76" steel plate girders, supported by one closed abutment, one spill thru abutment and solid concrete column w/ crashwall hammerhead piers. 486'-0 1/4" back to back abutments, 53'-8 5/8" max. and varies out to out of deck WB, 47'-8" out to out of deck EB. Superstructures to be removed and replaced. The substructures will be repaired and the existing bearing seats widened. Traffic to be maintained utilizing cross overs.

No salvage

*Matches existing vertical clearance of track by ±2".



PLAN

Note: Borings are dated 1958.

STATION 135+74.58
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 64 SEC. 82-2VB-2
LOADING HL-93
SN 082-0162 (EB)

STATION 135+74.58
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 64 SEC. 82-2VB-2
LOADING HL-93
SN 082-0163 (WB)

NAME PLATES
See Std. 515001

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

DESIGN STRESSES
PROPOSED FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)
EXISTING FIELD UNITS
fc = 1,400 psi (Substructure without Earth Pressure)
fc = 1,000 psi (Substructure with Earth Pressure)
fs = 20,000 psi (Reinforcement)

I-64 CURVE DATA

EXIST CURVE 2	EXIST CURVE 3
P.I. Sta.= 127+54.43	P.I. STA. = 142+51.80
Δ = 16° 17'04" (Lt)	Δ = 17°27'33"
D = 2°51'53"	D = 2°47'42"
R = 2000.00'	R = 2050.00'
T = 286.14'	T = 314.78'
L = 568.43'	L = 624.68'
E = 20.37'	E = 24.03'
P.C. Sta. = 124+68.28	P.C. Sta. = 139+37.02
P.T. Sta. = 130+36.71	P.T. Sta = 145+61.70

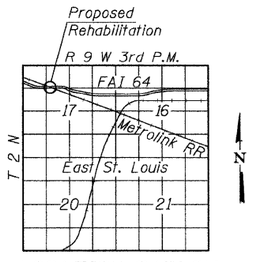
LOADING HL-93
No FWS Allowed

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications & 2008 Interims
1995 FHWA Seismic Retrofit Manual

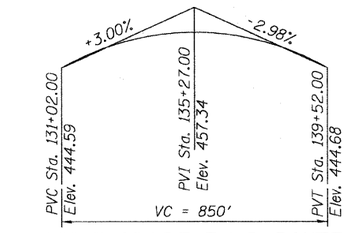
SEISMIC DATA
Seismic Performance Category (SPC) = C
Bedrock Acceleration Coefficient (A) = 0.12
Site Coefficient (S) = 1.0

LIGHT POLE LOCATION TABLE

Sta. 137+99.7 Rt. EB
Sta. 135+34.0 Rt. EB
Sta. 134+39.6 Lt. WB



LOCATION SKETCH



PROFILE GRADE F.A.I. ROUTE 64
(EB & WB, See Plan for Locations)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E Anderson (TJD)
ENGINEER OF BRIDGES AND STRUCTURES

KERMIT P CHRISTMANN 081-005202 LICENSED STRUCTURAL ENGINEER OF ILLINOIS

Kermit P. Christmann
Illinois Structure No. 5202
Expires: 11/30/2010
Date: 8/10/09
Sheets 30 thru 34

MARY COOMBE BLOXDORF 4859 SPRINGFIELD LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

Mary Coombe Bloxdorf
Illinois Structure No. 4859
Expires: 11/30/2010
Date: 8/04/09
Sheets 1 thru 29, 35 thru 59

***TOP OF RAIL ELEVATIONS

Sta.	Track 1	Track 2
6+56	418.25	418.25
8+40	418.23	418.23
14+00	418.30	418.30

***Based on 2007 field survey information.

GENERAL PLAN
F.A.I. ROUTE 64 OVER METROLINK
F.A.I. ROUTE 64 SECTION 82-2VB-2
ST. CLAIR COUNTY
STATION 135+74.58
STRUCTURE NO 082-0162 (E.B.)
STRUCTURE NO 082-0163 (W.B.)

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 5/26/09
DRAWN BY TFG/CFC
CHECKED BY MCB

SHEET NO. 1
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	56
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 08/03/2009
FILE NAME = c:\projects\st-01-082-01626\dgn
PLOT SCALE = 3111.3945 '/ IN.
USER NAME = CFC.

GENERAL NOTES

Prior to beginning any work at the bridge location, the bridges shall be inspected for Stage I Traffic. The Contractor shall coordinate with the Illinois Department of Transportation, Bureau of Operations, at least four weeks prior to work. Contact Tim Krumm at (618) 346-3258.

Prior to beginning any work at the bridge location, it is the responsibility of the Contractor to coordinate with and satisfy all requirements set forth by Metrolink for work that will be performed on, under, above, across or over the Metrolink right-of-way. See Special Provisions for Metrolink's policies and procedures for work performed on their right-of-way.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$" ϕ, holes $\frac{15}{16}$" ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 160,881 lbs. AASHTO M270 GR 36

Calculated weight of Structural Steel = 2,230,105 lbs. AASHTO M270 GR 50

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Slipforming of the parapets is not allowed.

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be - Gray Munsell No. 5B 7-1. See Special Provision for "Cleaning and Painting New Metal Structures".

The SSPC QP-1 contractor certification will be required for this contract.

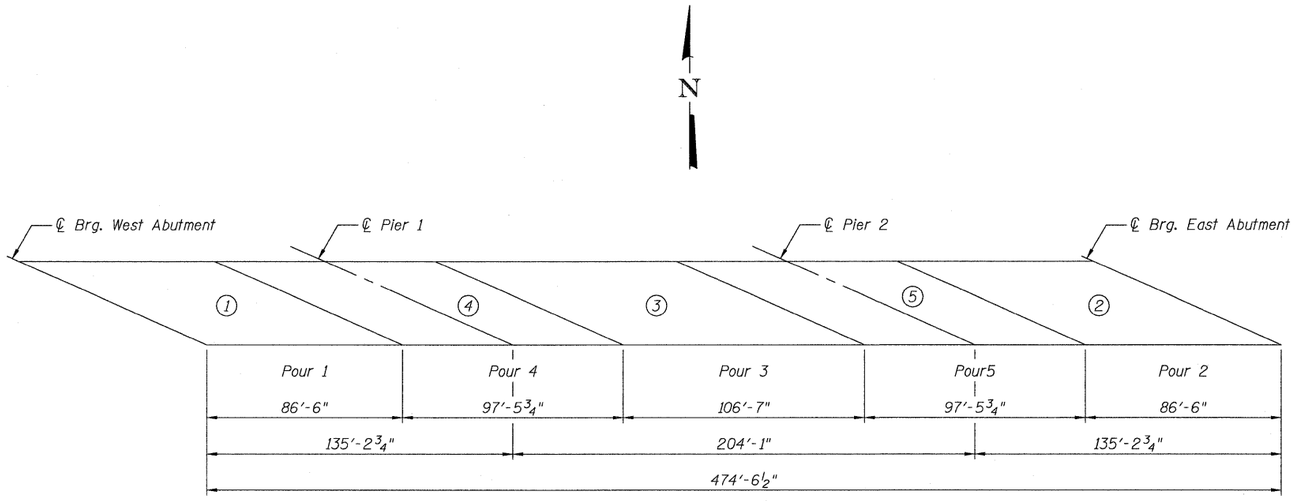
All structural bolting shall be done utilizing Load Indicating Washers according to Article 505.04(f)(2)(a) of the Standard Specifications unless otherwise noted. See Special Provisions.

INDEX OF SHEETS

1	General Plan
2	General Notes and Total Bill of Material
3	Staged Construction
4	Temporary Retention Details
5	Temporary Concrete Barrier
6-10	Top of Slab Elevs. WB
11	Top of Slab Elevs. WB W. Appr.
12	Top of Slab Elevs. WB E. Appr.
13-17	Top of Slab Elevs. EB
18	Top of Slab Elevs. EB W. Appr.
19	Top of Slab Elevs. EB E. Appr.
20-21	Superstructure WB
22-23	Superstructure EB
24	Parapet Details
25	Superstructure Details
26	Preformed Joint Strip Seal
27	Continuous Seal Neoprene Exp. Jts.
28	Drainage Scupper DS-11
29	Bridge Drainage System
30-31	Framing Plan
32	Girder Details
33-34	Structural Steel Details
35-37	Bearing Details
38-41	Abutment Concrete Removal Details
42-49	Abutment Details
50-54	Pier Details
55-56	Abutment Repair Details
57-58	Pier Concrete Removal & Repair Details
59	Bar Splicer (Coupler) Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures No. 1	Each	1		1
Removal of Existing Superstructures No. 2	Each	1		1
Structure Excavation	Cu. Yd.		333	333
Concrete Structures	Cu. Yd.		372.4	372.4
Concrete Superstructure	Cu. Yd.	1552.5		1552.5
Protective Coat	Sq. Yd.	6052		6052
Bridge Deck Grooving	Sq. Yd.	4905		4905
Reinforcement Bars, Epoxy Coated	Lb.	393,500	42,980	436,480
Bar Splicers	Each	2869	281	3150
Name Plates	Each	2		2
Furnishing and Erecting Structural Steel	LS	1		1
Stud Shear Connectors	Each	13026		13026
Drainage System	LS			1
Drainage Scuppers, DS-11	Each	8		8
Preformed Joint Strip Seal	Foot	252		252
Neoprene Expansion Joint 4"	Foot	242		242
Elastomeric Bearing Assembly, Type I	Each	17		17
Elastomeric Bearing Assembly, Type III	Each	17		17
High Load Multi-Rotational Bearings, Guided Expansion 650k	Each	17		17
Anchor Bolts, 1"	Each	84		84
Anchor Bolts, $1\frac{1}{4}$"	Each	34		34
Anchor Bolts, $1\frac{1}{2}$"	Each	34		34
Protective Shield	Sq. Yd.	1908		1908
Concrete Removal	Cu. Yd.		246.3	246.3
Concrete Sealer	Sq. Ft.		7138	7138
Epoxy Crack Injection	Foot		290	290
Structural Repair of Concrete (Depth Equal to or less than 5")	Sq. Ft.		271.4	271.4
Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.		27.0	27.0
Temporary Soil Retention System	Sq. Ft.		567	567



DECK POURING SEQUENCE

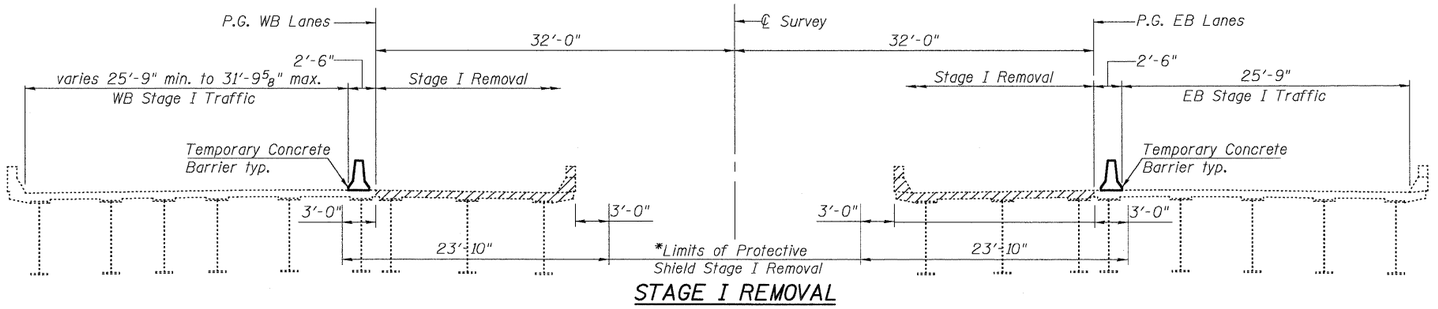
EB. and WB.

Note:
Use same sequence for East Bound and West Bound Structures.

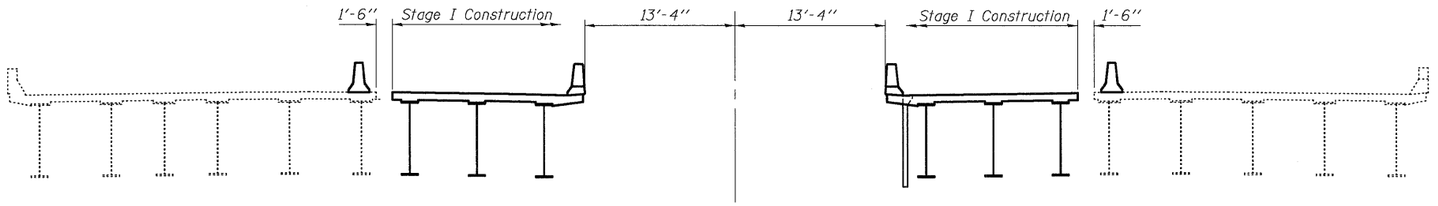
GENERAL NOTES AND TOTAL BILL OF MATERIAL STRUCTURE NO. 082-0162 (E.B.) STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE 5/12/09 DRAWN BY TFG CHECKED BY RM/MCB	SHEET NO. 2 59 SHEETS	F.A.I. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			64	82-2VB	ST. CLAIR / 153 / 57
					CONTRACT NO. 76867
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT

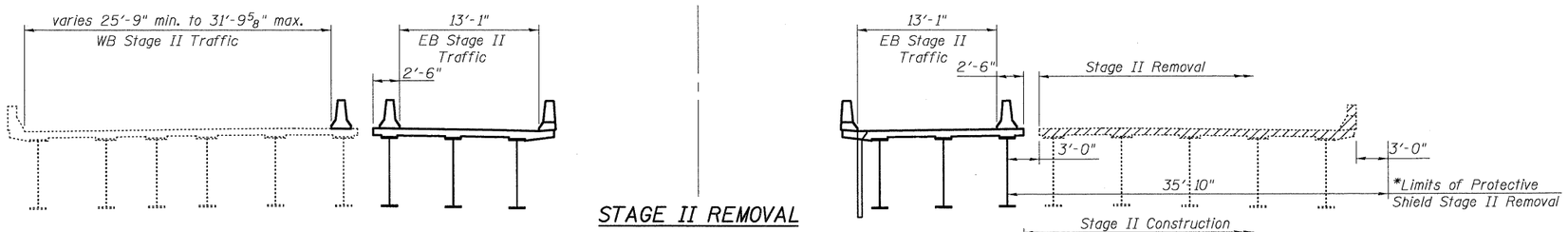
PLOT DATE = 8/7/2009
FILE NAME = P:\05060188_TMW Data\Bridge Design\C-B Final Electronic Submittal 8-6-09\Sht-02-082-0162-63.dgn
PLOT SCALE = 0.1.0294 '/ IN.
USER NAME = jsroth



STAGE I REMOVAL

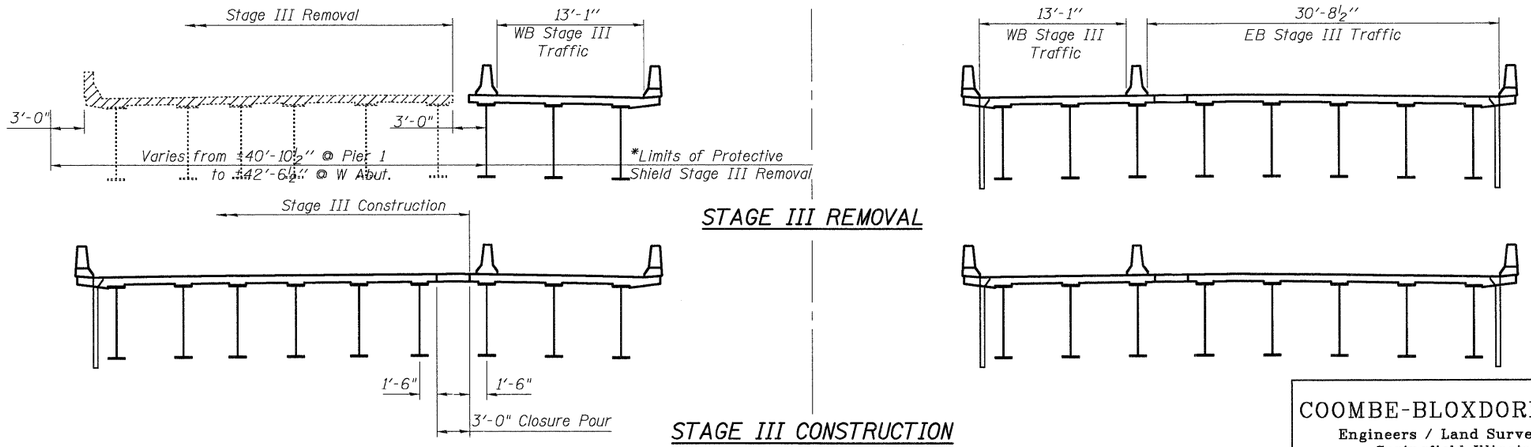


STAGE I CONSTRUCTION



STAGE II REMOVAL

STAGE II CONSTRUCTION



STAGE III REMOVAL

STAGE III CONSTRUCTION

PROPOSED CROSS SECTION

* Protective Shield Shall Extend from ℄ bearing W. Abutment to ℄ Pier 1. EB & WB

NOTES

All staging cross sections are looking east.
Hatched areas indicate Removal of Existing Superstructures only.
See substructure sheets for substructure stage removal and construction line locations.
For quantity of Temporary Concrete Barrier see roadway plans.

STAGED CONSTRUCTION
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

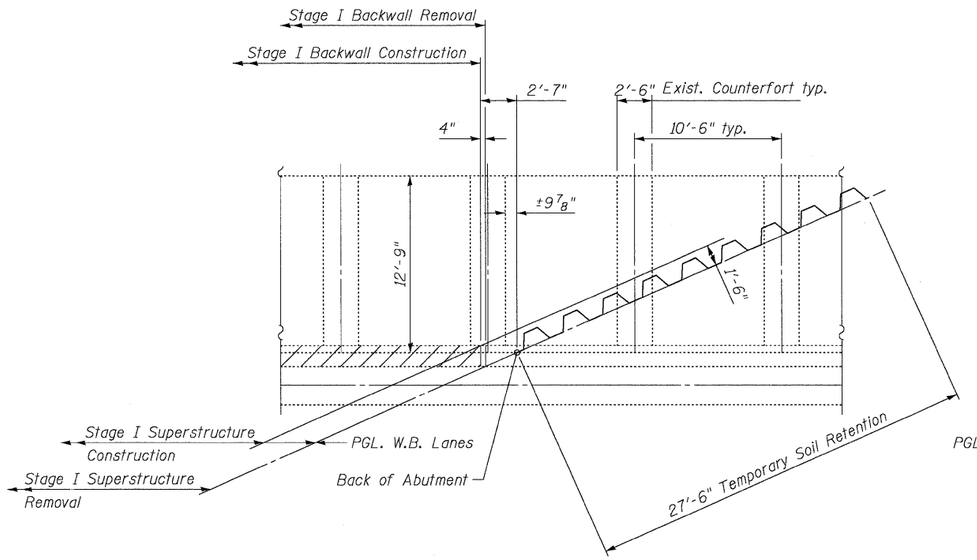
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/09/09
DRAWN BY TFG
CHECKED BY RM/BD/MCB

SHEET NO. 3
59 SHEETS

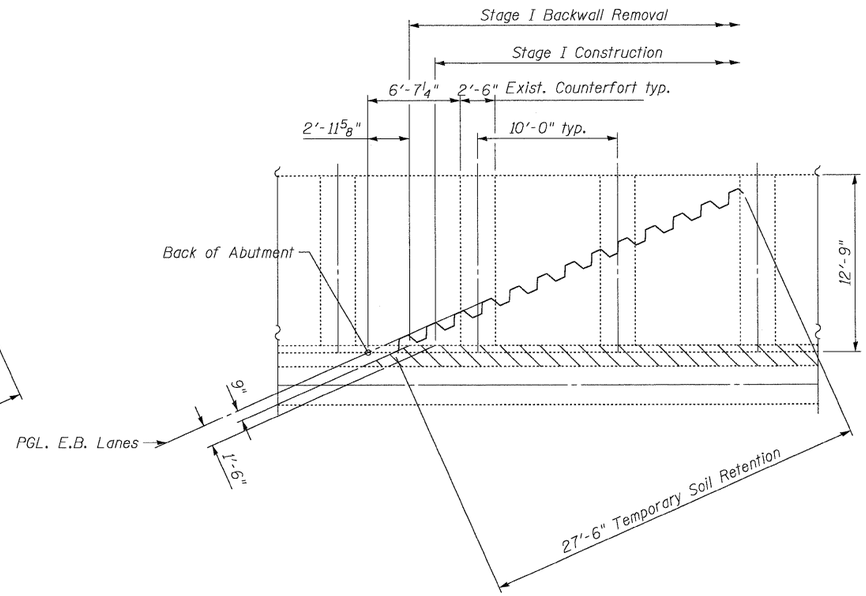
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	58
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.



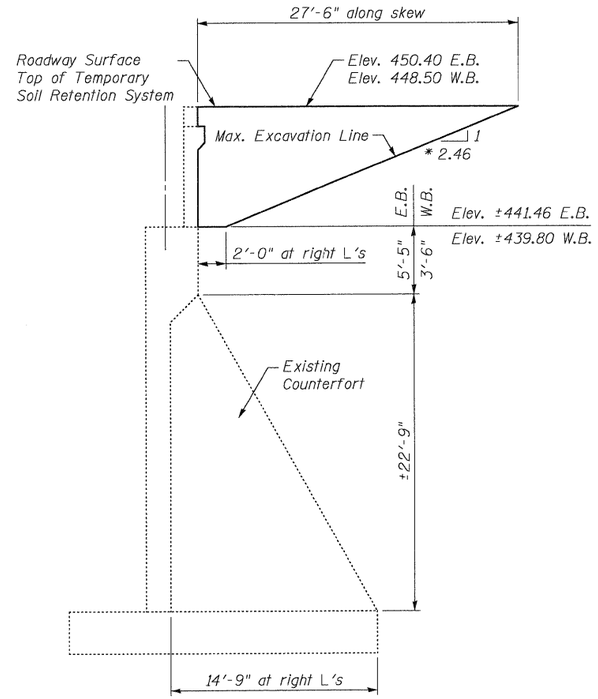
PLAN WEST ABUTMENT - W.B. LANES

(Looking West)



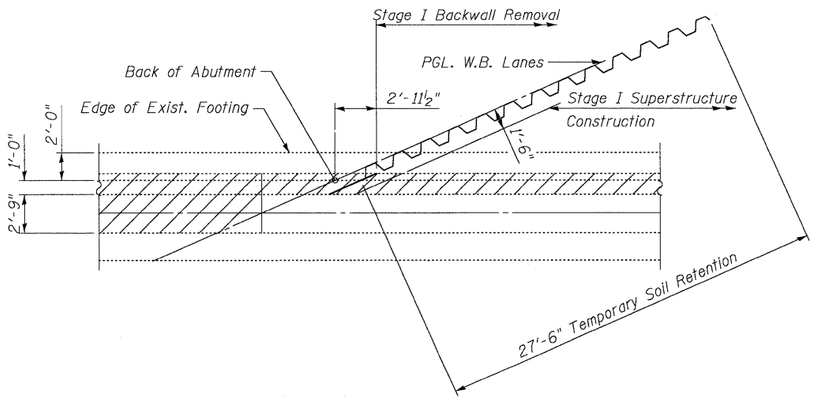
PLAN WEST ABUTMENT - E.B. LANES

(Looking West)



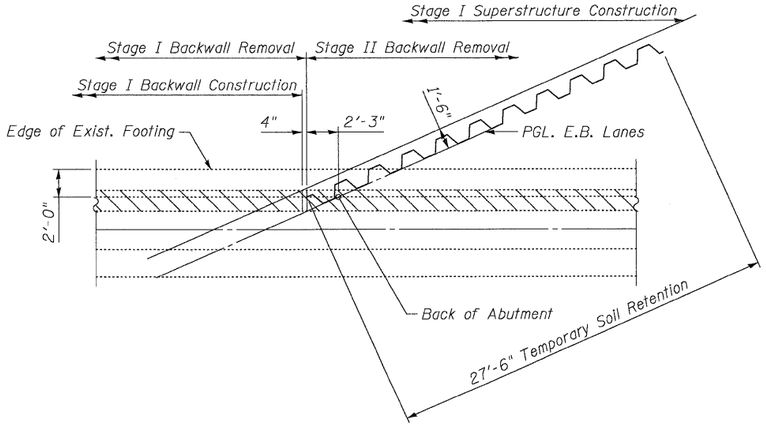
SECTION THRU WEST ABUTMENTS

(Looking South)



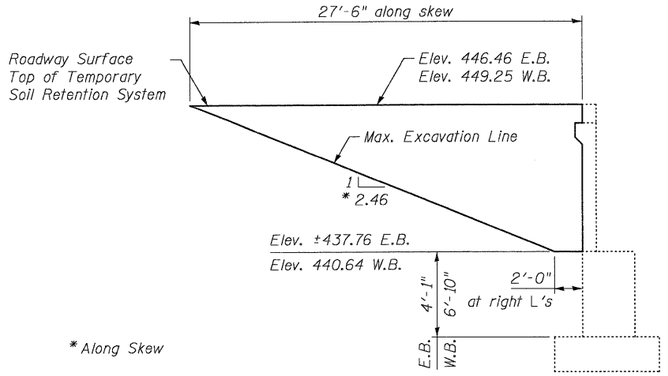
PLAN EAST ABUTMENT - W.B. LANES

(Looking East)



PLAN EAST ABUTMENT - E.B. LANES

(Looking East)



* Along Skew

SECTION THRU EAST ABUTMENTS

(Looking South)

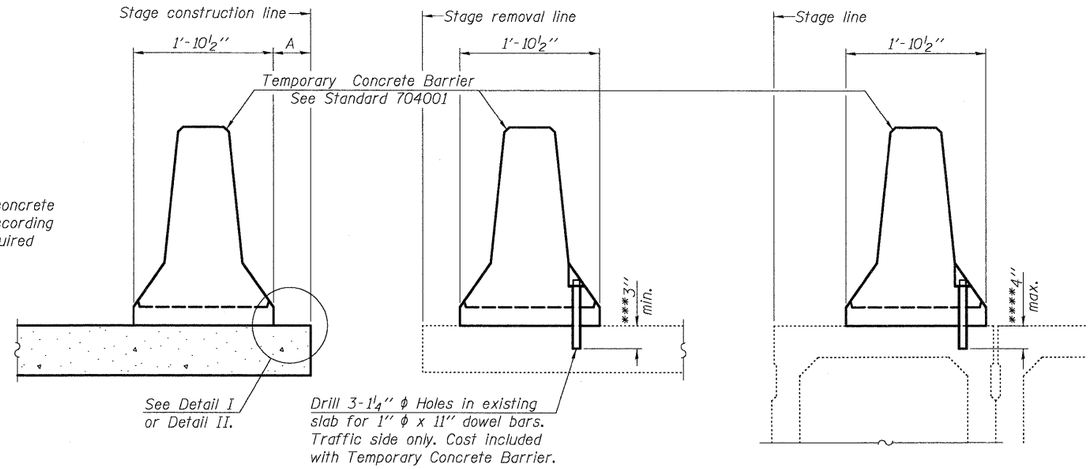
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

TEMPORARY RETENTION DETAILS
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE / / DESIGN BY DRAWN BY CFC CHECKED BY MCB/GJB	SHEET NO. 4 59 SHEETS	F.A.I RTE. 64 | SECTION 82-2VB | COUNTY ST. CLAIR | TOTAL SHEETS 153 | SHEET NO. 59 CONTRACT NO. 76867 FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

USER NAME = CFC.

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab or concrete wearing surface with 2-⅝"ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

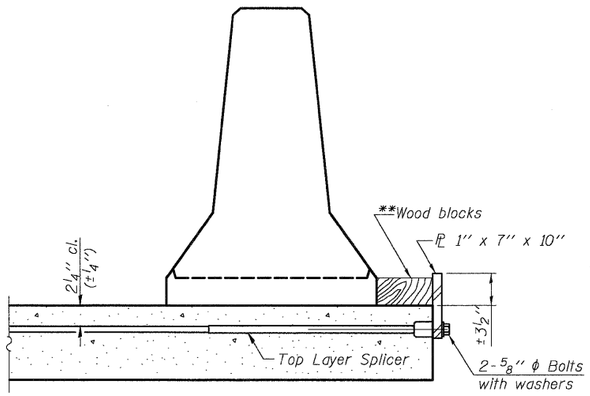
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

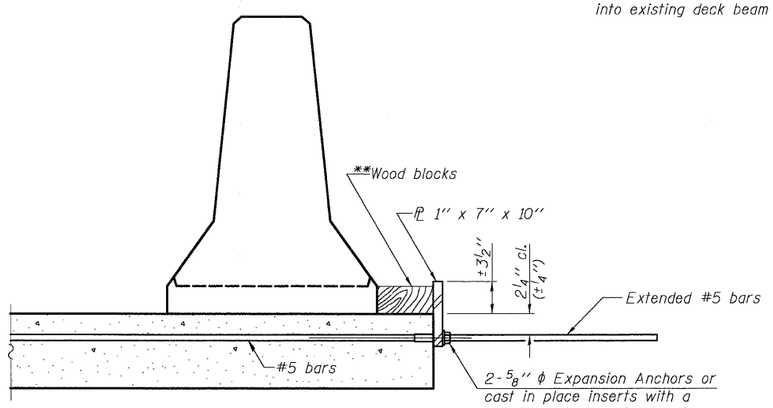
SECTIONS THRU SLAB OR DECK BEAM

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

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

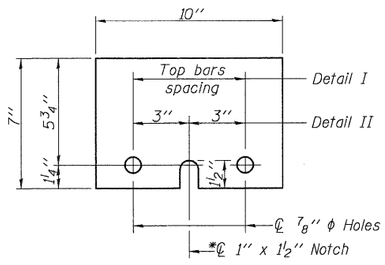


DETAIL I



DETAIL II

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



STEEL RETAINER ℙ 1" x 7" x 10"

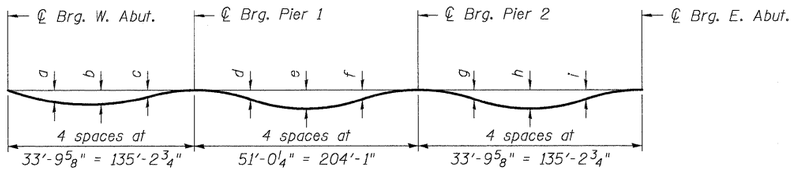
*Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 082-0162 (E.B.) STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 9/24/08; DRAWN BY TFG; CHECKED BY RM/MCB	SHEET NO. 5 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB	COUNTY ST. CLAIR; TOTAL SHEETS 153; SHEET NO. 60
					CONTRACT NO. 76867
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT

R-27 5-16-08

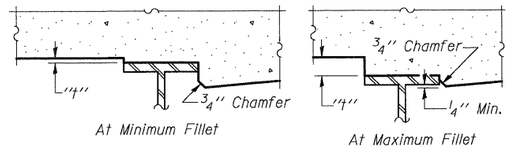
USER NAME = CFC



DEAD LOAD DEFLECTION DIAGRAM

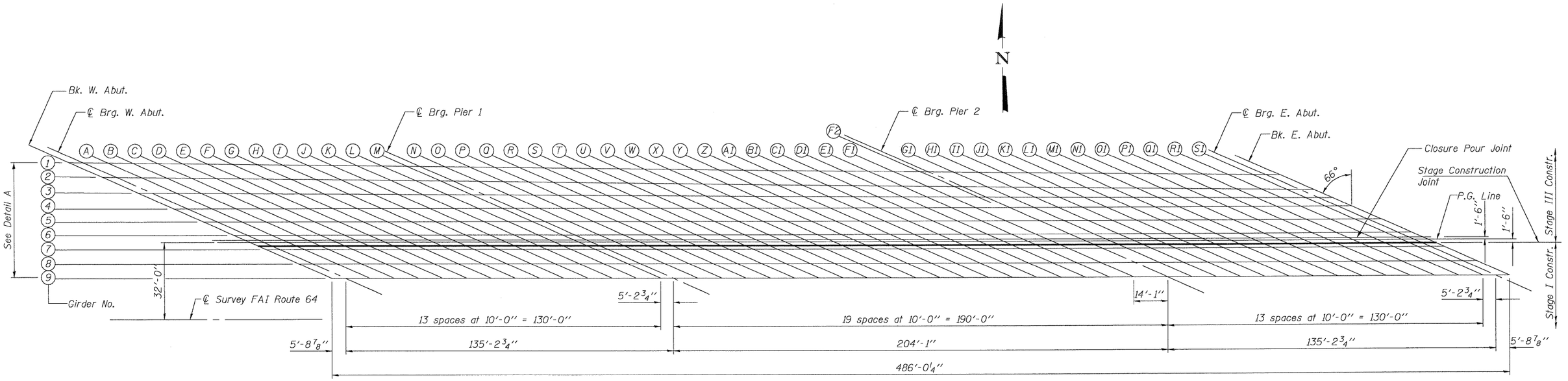
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

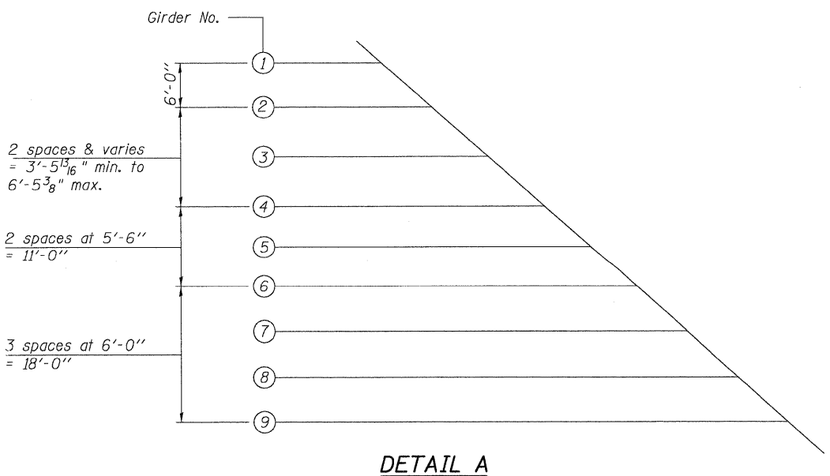


To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 thru 10 of 59, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



DETAIL A

WEST BOUND STRUCTURE

	Span 1			Span 2			Span 3		
	a	b	c	d	e	f	g	h	i
Girder 1	1 1/8	1 1/4	1/2	1 7/8	3 3/4	2 1/2	- 1/8	3/8	5/8
Girder 2	7/8	7/8	1/4	1 7/8	3 1/2	2	- 1/8	3/8	1/2
Girder 3	5/8	5/8	1/8	1 3/4	3	1 3/4	-0	3/8	3/8
Girder 4	1/2	3/8	-0	1 3/4	2 7/8	1 5/8	-0	3/8	3/8
Girder 5	3/8	1/4	- 1/8	1 3/4	2 5/8	1 1/2	1/8	1/2	1/2
Girder 6	1/8	- 1/4	- 1/4	1 5/8	2 1/2	1 3/8	1/8	1/2	1/2
Girder 7	5/8	5/8	1/8	1 3/4	3 1/8	2	- 1/4	1/8	3/8
Girder 8	5/8	5/8	1/8	2	3 1/2	2 1/8	-0	1/2	5/8
Girder 9	5/8	1/2	- 1/8	2 1/2	4	2 1/8	1/4	1	7/8

TOP OF SLAB ELEVATIONS
WB STRUCTURE
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 9/23/08
DRAWN BY TFG
CHECKED BY RM/MCB

SHEET NO. 6
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	61
		CONTRACT NO.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13185.65	-32.97	446.23	446.23
CL Brg. W. Abut	13191.55	-32.90	446.37	446.37
A	13201.55	-32.78	446.61	446.64
B	13211.55	-32.66	446.84	446.90
C	13221.55	-32.53	447.06	447.14
D	13231.55	-32.41	447.27	447.38
E	13241.54	-32.29	447.48	447.59
F	13251.54	-32.17	447.68	447.79
G	13261.54	-32.05	447.88	447.98
H	13271.54	-31.93	448.06	448.15
I	13281.54	-31.81	448.24	448.31
J	13291.54	-31.68	448.41	448.46
K	13301.54	-31.56	448.58	448.61
L	13311.54	-31.44	448.74	448.75
M	13321.54	-31.32	448.89	448.89
CL Brg Pier 1	13330.57	-31.21	449.02	449.02
N	13340.57	-31.09	449.16	449.16
O	13350.57	-30.97	449.29	449.31
P	13360.57	-30.85	449.41	449.47
Q	13370.57	-30.72	449.53	449.63
R	13380.57	-30.60	449.64	449.78
S	13390.57	-30.48	449.74	449.93
T	13400.57	-30.36	449.84	450.07
U	13410.57	-30.24	449.93	450.19
V	13420.57	-30.12	450.01	450.30
W	13430.56	-30.00	450.09	450.40
X	13440.56	-29.87	450.15	450.47
Y	13450.56	-29.75	450.22	450.53
Z	13460.56	-29.63	450.27	450.57
A1	13470.56	-29.51	450.32	450.59
B1	13480.56	-29.39	450.36	450.59
C1	13490.56	-29.27	450.39	450.59
D1	13500.56	-29.14	450.41	450.57
E1	13510.56	-29.02	450.43	450.54
F1	13520.56	-28.90	450.44	450.51
F2	13530.56	-28.78	450.45	450.47
CL Brg. Pier 2	13540.38	-28.66	450.45	450.45
G1	13550.38	-28.54	450.44	450.42
H1	13560.38	-28.42	450.42	450.40
I1	13570.37	-28.30	450.40	450.38
J1	13580.37	-28.18	450.37	450.36
K1	13590.37	-28.05	450.33	450.33
L1	13600.37	-27.93	450.28	450.30
M1	13610.37	-27.81	450.23	450.27
N1	13620.37	-27.69	450.17	450.22
O1	13630.37	-27.57	450.11	450.16
P1	13640.37	-27.45	450.04	450.08
Q1	13650.37	-27.32	449.96	450.00
R1	13660.37	-27.20	449.87	449.90
S1	13670.37	-27.08	449.78	449.79
CL Brg. E. Abut.	13679.40	-26.97	449.68	449.68
Bk. E. Abut.	13685.30	-26.90	449.62	449.62

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13199.12	-26.97	446.67	446.67
CL Brg. W. Abut	13205.02	-26.90	446.81	446.81
A	13215.02	-26.78	447.04	447.06
B	13225.02	-26.66	447.25	447.30
C	13235.02	-26.53	447.47	447.53
D	13245.02	-26.41	447.67	447.75
E	13255.02	-26.29	447.87	447.95
F	13265.02	-26.17	448.06	448.14
G	13275.02	-26.05	448.25	448.32
H	13285.02	-25.93	448.42	448.49
I	13295.02	-25.81	448.59	448.64
J	13305.02	-25.68	448.76	448.79
K	13315.02	-25.56	448.91	448.92
L	13325.02	-25.44	449.06	449.06
M	13335.01	-25.32	449.20	449.20
CL Brg Pier 1	13344.05	-25.21	449.33	449.33
N	13354.05	-25.09	449.46	449.47
O	13364.05	-24.97	449.58	449.61
P	13374.05	-24.85	449.69	449.76
Q	13384.05	-24.72	449.80	449.90
R	13394.04	-24.60	449.90	450.04
S	13404.04	-24.48	449.99	450.17
T	13414.04	-24.36	450.08	450.30
U	13424.04	-24.24	450.16	450.40
V	13434.04	-24.12	450.23	450.49
W	13444.04	-24.00	450.30	450.57
X	13454.04	-23.87	450.36	450.63
Y	13464.04	-23.75	450.41	450.68
Z	13474.04	-23.63	450.45	450.70
A1	13484.04	-23.51	450.49	450.72
B1	13494.04	-23.39	450.52	450.71
C1	13504.04	-23.27	450.54	450.70
D1	13514.04	-23.14	450.56	450.68
E1	13524.03	-23.02	450.57	450.65
F1	13534.03	-22.90	450.57	450.61
F2	13544.03	-22.78	450.57	450.58
CL Brg. Pier 2	13553.85	-22.66	450.55	450.55
G1	13563.85	-22.54	450.53	450.52
H1	13573.85	-22.42	450.51	450.49
I1	13583.85	-22.30	450.48	450.46
J1	13593.85	-22.18	450.44	450.43
K1	13603.85	-22.05	450.39	450.40
L1	13613.85	-21.93	450.33	450.35
M1	13623.85	-21.81	450.27	450.30
N1	13633.85	-21.69	450.21	450.24
O1	13643.85	-21.57	450.13	450.17
P1	13653.85	-21.45	450.05	450.09
Q1	13663.84	-21.32	449.96	449.99
R1	13673.84	-21.20	449.86	449.89
S1	13683.84	-21.08	449.76	449.77
CL Brg. E. Abut.	13692.88	-20.97	449.66	449.66
Bk. E. Abut.	13698.78	-20.90	449.59	449.59

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13213.69	-20.49	447.14	447.14
CL Brg. W. Abut	13219.51	-20.45	447.27	447.27
A	13229.51	-20.39	447.48	447.50
B	13239.51	-20.33	447.69	447.73
C	13249.51	-20.27	447.89	447.94
D	13259.51	-20.21	448.08	448.14
E	13269.51	-20.14	448.27	448.33
F	13279.51	-20.08	448.45	448.51
G	13289.50	-20.02	448.62	448.67
H	13299.50	-19.96	448.79	448.83
I	13309.50	-19.90	448.95	448.97
J	13319.50	-19.84	449.10	449.11
K	13329.50	-19.77	449.24	449.24
L	13339.50	-19.71	449.38	449.37
M	13349.50	-19.65	449.51	449.51
CL Brg Pier 1	13356.63	-19.61	449.60	449.60
N	13366.63	-19.55	449.72	449.73
O	13376.63	-19.48	449.83	449.87
P	13386.63	-19.42	449.94	450.01
Q	13396.63	-19.36	450.03	450.14
R	13406.63	-19.30	450.12	450.27
S	13416.63	-19.24	450.21	450.38
T	13426.63	-19.18	450.28	450.49
U	13436.63	-19.11	450.35	450.58
V	13446.63	-19.05	450.42	450.66
W	13456.63	-18.99	450.47	450.72
X	13466.63	-18.93	450.52	450.77
Y	13476.63	-18.87	450.56	450.80
Z	13486.63	-18.81	450.59	450.82
A1	13496.63	-18.74	450.62	450.82
B1	13506.63	-18.68	450.64	450.81
C1	13516.63	-18.62	450.66	450.79
D1	13526.63	-18.56	450.66	450.76
E1	13536.63	-18.50	450.66	450.72
F1	13546.63	-18.44	450.65	450.68
F2	13556.63	-18.38	450.64	450.65
CL Brg. Pier 2	13563.58	-18.33	450.62	450.62
G1	13573.58	-18.27	450.60	450.59
H1	13583.58	-18.21	450.56	450.55
I1	13593.58	-18.15	450.52	450.51
J1	13603.57	-18.09	450.47	450.47
K1	13613.57	-18.02	450.42	450.43
L1	13623.57	-17.96	450.36	450.38
M1	13633.57	-17.90	450.29	450.31
N1	13643.57	-17.84	450.21	450.24
O1	13653.57	-17.78	450.13	450.16
P1	13663.57	-17.72	450.04	450.07
Q1	13673.57	-17.65	449.94	449.97
R1	13683.57	-17.59	449.83	449.86
S1	13693.57	-17.53	449.72	449.73
CL Brg. E. Abut.	13700.70	-17.49	449.64	449.64
Bk. E. Abut.	13706.52	-17.45	449.57	449.57

TOP OF SLAB ELEVATIONS
WB STRUCTURE
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 7
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	62
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13228.26	-14.00	447.59	447.59
CL Brg. W. Abut	13234.00	-14.00	447.71	447.71
A	13244.00	-14.00	447.91	447.93
B	13254.00	-14.00	448.11	448.14
C	13264.00	-14.00	448.30	448.33
D	13274.00	-14.00	448.48	448.52
E	13284.00	-14.00	448.65	448.70
F	13294.00	-14.00	448.82	448.86
G	13304.00	-14.00	448.98	449.01
H	13314.00	-14.00	449.14	449.16
I	13324.00	-14.00	449.29	449.29
J	13334.00	-14.00	449.43	449.42
K	13344.00	-14.00	449.56	449.55
L	13354.00	-14.00	449.69	449.67
M	13364.00	-14.00	449.81	449.80
CL Brg Pier 1	13369.23	-14.00	449.86	449.86
N	13379.23	-14.00	449.97	449.99
O	13389.23	-14.00	450.07	450.12
P	13399.23	-14.00	450.17	450.24
Q	13409.23	-14.00	450.26	450.36
R	13419.23	-14.00	450.34	450.48
S	13429.23	-14.00	450.41	450.58
T	13439.23	-14.00	450.48	450.67
U	13449.23	-14.00	450.54	450.75
V	13459.23	-14.00	450.59	450.82
W	13469.23	-14.00	450.63	450.87
X	13479.23	-14.00	450.67	450.90
Y	13489.23	-14.00	450.70	450.92
Z	13499.23	-14.00	450.73	450.93
A1	13509.23	-14.00	450.74	450.92
B1	13519.23	-14.00	450.75	450.90
C1	13529.23	-14.00	450.76	450.87
D1	13539.23	-14.00	450.75	450.83
E1	13549.23	-14.00	450.74	450.79
F1	13559.23	-14.00	450.72	450.74
CL Brg. Pier 2	13573.31	-14.00	450.69	450.69
G1	13583.31	-14.00	450.65	450.64
H1	13593.31	-14.00	450.61	450.60
I1	13603.31	-14.00	450.56	450.56
J1	13613.31	-14.00	450.50	450.51
K1	13623.31	-14.00	450.44	450.45
L1	13633.31	-14.00	450.37	450.39
M1	13643.31	-14.00	450.29	450.32
N1	13653.31	-14.00	450.21	450.24
O1	13663.31	-14.00	450.12	450.15
P1	13673.31	-14.00	450.02	450.05
Q1	13683.31	-14.00	449.91	449.94
R1	13693.31	-14.00	449.80	449.82
S1	13703.31	-14.00	449.68	449.69
CL Brg. E. Abut.	13708.54	-14.00	449.62	449.62
Bk. E. Abut.	13714.28	-14.00	449.54	449.54

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13240.61	-8.50	447.94	447.94
CL Brg. W. Abut	13246.35	-8.50	448.05	448.05
A	13256.35	-8.50	448.25	448.26
B	13266.35	-8.50	448.44	448.46
C	13276.35	-8.50	448.62	448.64
D	13286.35	-8.50	448.79	448.82
E	13296.35	-8.50	448.96	448.98
F	13306.35	-8.50	449.12	449.14
G	13316.35	-8.50	449.27	449.28
H	13326.35	-8.50	449.42	449.42
I	13336.35	-8.50	449.55	449.55
J	13346.35	-8.50	449.69	449.67
K	13356.35	-8.50	449.81	449.79
L	13366.35	-8.50	449.93	449.91
M	13376.35	-8.50	450.04	450.03
CL Brg Pier 1	13381.58	-8.50	450.09	450.09
N	13391.58	-8.50	450.19	450.21
O	13401.58	-8.50	450.29	450.33
P	13411.58	-8.50	450.37	450.45
Q	13421.58	-8.50	450.45	450.56
R	13431.58	-8.50	450.52	450.66
S	13441.58	-8.50	450.59	450.75
T	13451.58	-8.50	450.64	450.84
U	13461.58	-8.50	450.70	450.90
V	13471.58	-8.50	450.74	450.96
W	13481.58	-8.50	450.78	451.00
X	13491.58	-8.50	450.80	451.02
Y	13501.58	-8.50	450.83	451.03
Z	13511.58	-8.50	450.84	451.03
A1	13521.58	-8.50	450.85	451.01
B1	13531.58	-8.50	450.85	450.98
C1	13541.58	-8.50	450.85	450.95
D1	13551.58	-8.50	450.83	450.90
E1	13561.58	-8.50	450.81	450.85
F1	13571.58	-8.50	450.79	450.80
CL Brg. Pier 2	13585.66	-8.50	450.74	450.74
G1	13595.66	-8.50	450.69	450.69
H1	13605.66	-8.50	450.64	450.64
I1	13615.66	-8.50	450.58	450.59
J1	13625.66	-8.50	450.52	450.53
K1	13635.66	-8.50	450.45	450.47
L1	13645.66	-8.50	450.37	450.40
M1	13655.66	-8.50	450.28	450.32
N1	13665.66	-8.50	450.19	450.23
O1	13675.66	-8.50	450.09	450.13
P1	13685.66	-8.50	449.98	450.02
Q1	13695.66	-8.50	449.87	449.90
R1	13705.66	-8.50	449.75	449.77
S1	13715.66	-8.50	449.62	449.63
CL Brg. E. Abut.	13720.89	-8.50	449.55	449.55
Bk. E. Abut.	13726.63	-8.50	449.47	449.47

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13252.96	-3.00	448.27	448.27
CL Brg. W. Abut	13258.70	-3.00	448.38	448.38
A	13268.70	-3.00	448.57	448.57
B	13278.70	-3.00	448.74	448.76
C	13288.70	-3.00	448.92	448.93
D	13298.70	-3.00	449.08	449.10
E	13308.70	-3.00	449.24	449.25
F	13318.70	-3.00	449.39	449.39
G	13328.70	-3.00	449.54	449.53
H	13338.70	-3.00	449.67	449.66
I	13348.70	-3.00	449.80	449.78
J	13358.70	-3.00	449.93	449.90
K	13368.70	-3.00	450.04	450.02
L	13378.70	-3.00	450.15	450.13
M	13388.70	-3.00	450.25	450.24
CL Brg Pier 1	13393.93	-3.00	450.30	450.30
N	13403.93	-3.00	450.39	450.41
O	13413.93	-3.00	450.48	450.52
P	13423.93	-3.00	450.55	450.63
Q	13433.93	-3.00	450.62	450.73
R	13443.93	-3.00	450.69	450.82
S	13453.93	-3.00	450.74	450.91
T	13463.93	-3.00	450.79	450.98
U	13473.93	-3.00	450.83	451.04
V	13483.93	-3.00	450.87	451.08
W	13493.93	-3.00	450.90	451.11
X	13503.93	-3.00	450.92	451.12
Y	13513.93	-3.00	450.93	451.12
Z	13523.93	-3.00	450.94	451.11
A1	13533.93	-3.00	450.94	451.08
B1	13543.93	-3.00	450.93	451.05
C1	13553.93	-3.00	450.92	451.00
D1	13563.93	-3.00	450.89	450.95
E1	13573.93	-3.00	450.87	450.90
F1	13583.93	-3.00	450.83	450.84
CL Brg. Pier 2	13598.01	-3.00	450.77	450.77
G1	13608.01	-3.00	450.72	450.71
H1	13618.01	-3.00	450.66	450.66
I1	13628.01	-3.00	450.59	450.60
J1	13638.01	-3.00	450.52	450.53
K1	13648.01	-3.00	450.44	450.46
L1	13658.01	-3.00	450.35	450.39
M1	13668.01	-3.00	450.25	450.30
N1	13678.01	-3.00	450.15	450.20
O1	13688.01	-3.00	450.04	450.09
P1	13698.01	-3.00	449.93	449.97
Q1	13708.01	-3.00	449.80	449.84
R1	13718.01	-3.00	449.67	449.70
S1	13728.01	-3.00	449.54	449.55
CL Brg. E. Abut.	13733.24	-3.00	449.46	449.46
Bk. E. Abut.	13738.98	-3.00	449.38	449.38

TOP OF SLAB ELEVATIONS
WB STRUCTURE
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 8
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	63
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

CLOSURE POUR JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13256.33	-1.50	448.36	448.36
CL Brg. W. Abut	13262.07	-1.50	448.47	448.47
A	13272.07	-1.50	448.65	448.66
B	13282.07	-1.50	448.83	448.84
C	13292.07	-1.50	449.00	449.01
D	13302.07	-1.50	449.16	449.17
E	13312.07	-1.50	449.32	449.32
F	13322.07	-1.50	449.46	449.47
G	13332.07	-1.50	449.61	449.60
H	13342.07	-1.50	449.74	449.73
I	13352.07	-1.50	449.87	449.85
J	13362.07	-1.50	449.99	449.97
K	13372.07	-1.50	450.10	450.08
L	13382.07	-1.50	450.21	450.19
M	13392.07	-1.50	450.31	450.30
CL Brg Pier 1	13397.30	-1.50	450.36	450.36
N	13407.30	-1.50	450.45	450.46
O	13417.30	-1.50	450.53	450.57
P	13427.30	-1.50	450.60	450.68
Q	13437.30	-1.50	450.67	450.78
R	13447.30	-1.50	450.73	450.87
S	13457.30	-1.50	450.78	450.95
T	13467.30	-1.50	450.83	451.02
U	13477.30	-1.50	450.87	451.07
V	13487.30	-1.50	450.90	451.11
W	13497.30	-1.50	450.93	451.14
X	13507.30	-1.50	450.95	451.15
Y	13517.30	-1.50	450.96	451.15
Z	13527.30	-1.50	450.96	451.13
A1	13537.30	-1.50	450.96	451.11
B1	13547.30	-1.50	450.95	451.07
C1	13557.30	-1.50	450.93	451.02
D1	13567.30	-1.50	450.91	450.97
E1	13577.30	-1.50	450.88	450.91
F1	13587.30	-1.50	450.84	450.85
CL Brg. Pier 2	13601.38	-1.50	450.77	450.77
G1	13611.38	-1.50	450.72	450.72
H1	13621.38	-1.50	450.66	450.66
I1	13631.38	-1.50	450.59	450.60
J1	13641.38	-1.50	450.51	450.53
K1	13651.38	-1.50	450.43	450.46
L1	13661.38	-1.50	450.34	450.38
M1	13671.38	-1.50	450.24	450.29
N1	13681.38	-1.50	450.14	450.19
O1	13691.38	-1.50	450.03	450.08
P1	13701.38	-1.50	449.91	449.95
Q1	13711.38	-1.50	449.78	449.82
R1	13721.38	-1.50	449.65	449.68
S1	13731.38	-1.50	449.51	449.52
CL Brg. E. Abut.	13736.61	-1.50	449.44	449.44
Bk. E. Abut.	13742.35	-1.50	449.35	449.35

P.G.L. WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13259.70	0.00	448.45	448.45
CL Brg. W. Abut	13265.44	0.00	448.55	448.55
A	13275.44	0.00	448.73	448.73
B	13285.44	0.00	448.91	448.91
C	13295.44	0.00	449.08	449.08
D	13305.44	0.00	449.24	449.24
E	13315.44	0.00	449.39	449.39
F	13325.44	0.00	449.54	449.54
G	13335.44	0.00	449.68	449.68
H	13345.44	0.00	449.81	449.81
I	13355.44	0.00	449.93	449.93
J	13365.44	0.00	450.05	450.05
K	13375.44	0.00	450.16	450.16
L	13385.44	0.00	450.27	450.27
M	13395.44	0.00	450.36	450.36
CL Brg Pier 1	13400.67	0.00	450.41	450.41
N	13410.67	0.00	450.50	450.50
O	13420.67	0.00	450.58	450.58
P	13430.67	0.00	450.65	450.65
Q	13440.67	0.00	450.71	450.71
R	13450.67	0.00	450.77	450.77
S	13460.67	0.00	450.82	450.82
T	13470.67	0.00	450.87	450.87
U	13480.67	0.00	450.91	450.91
V	13490.67	0.00	450.94	450.94
W	13500.67	0.00	450.96	450.96
X	13510.67	0.00	450.97	450.97
Y	13520.67	0.00	450.98	450.98
Z	13530.67	0.00	450.99	450.99
A1	13540.67	0.00	450.98	450.98
B1	13550.67	0.00	450.97	450.97
C1	13560.67	0.00	450.95	450.95
D1	13570.67	0.00	450.92	450.92
E1	13580.67	0.00	450.89	450.89
F1	13590.67	0.00	450.85	450.85
CL Brg. Pier 2	13604.75	0.00	450.78	450.78
G1	13614.75	0.00	450.72	450.72
H1	13624.75	0.00	450.66	450.66
I1	13634.75	0.00	450.59	450.59
J1	13644.75	0.00	450.51	450.51
K1	13654.75	0.00	450.42	450.42
L1	13664.75	0.00	450.33	450.33
M1	13674.75	0.00	450.23	450.23
N1	13684.75	0.00	450.13	450.13
O1	13694.75	0.00	450.01	450.01
P1	13704.75	0.00	449.89	449.89
Q1	13714.75	0.00	449.76	449.76
R1	13724.75	0.00	449.63	449.63
S1	13734.75	0.00	449.49	449.49
CL Brg. E. Abut.	13739.98	0.00	449.41	449.41
Bk. E. Abut.	13745.72	0.00	449.32	449.32

STAGE I CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13263.07	1.50	448.49	448.49
CL Brg. W. Abut	13268.81	1.50	448.59	448.59
A	13278.81	1.50	448.77	448.79
B	13288.81	1.50	448.94	448.98
C	13298.81	1.50	449.11	449.16
D	13308.81	1.50	449.27	449.32
E	13318.81	1.50	449.42	449.48
F	13328.81	1.50	449.56	449.62
G	13338.81	1.50	449.70	449.75
H	13348.81	1.50	449.83	449.87
I	13358.81	1.50	449.95	449.98
J	13368.81	1.50	450.07	450.08
K	13378.81	1.50	450.17	450.18
L	13388.81	1.50	450.28	450.27
M	13398.81	1.50	450.37	450.37
CL Brg Pier 1	13404.04	1.50	450.42	450.42
N	13414.04	1.50	450.50	450.51
O	13424.04	1.50	450.58	450.61
P	13434.04	1.50	450.65	450.71
Q	13444.04	1.50	450.71	450.81
R	13454.04	1.50	450.77	450.91
S	13464.04	1.50	450.82	450.99
T	13474.04	1.50	450.86	451.07
U	13484.04	1.50	450.89	451.13
V	13494.04	1.50	450.92	451.17
W	13504.04	1.50	450.94	451.20
X	13514.04	1.50	450.95	451.22
Y	13524.04	1.50	450.96	451.22
Z	13534.04	1.50	450.96	451.20
A1	13544.04	1.50	450.95	451.17
B1	13554.04	1.50	450.94	451.12
C1	13564.04	1.50	450.92	451.06
D1	13574.04	1.50	450.89	450.99
E1	13584.04	1.50	450.85	450.92
F1	13594.04	1.50	450.81	450.84
CL Brg. Pier 2	13608.12	1.50	450.74	450.74
G1	13618.12	1.50	450.68	450.66
H1	13628.12	1.50	450.61	450.59
I1	13638.12	1.50	450.54	450.52
J1	13648.12	1.50	450.46	450.44
K1	13658.12	1.50	450.37	450.36
L1	13668.12	1.50	450.28	450.28
M1	13678.12	1.50	450.17	450.19
N1	13688.12	1.50	450.06	450.09
O1	13698.12	1.50	449.95	449.98
P1	13708.12	1.50	449.83	449.85
Q1	13718.12	1.50	449.70	449.72
R1	13728.12	1.50	449.56	449.58
S1	13738.12	1.50	449.42	449.42
CL Brg. E. Abut.	13743.35	1.50	449.34	449.34
Bk. E. Abut.	13749.09	1.50	449.25	449.25

TOP OF SLAB ELEVATIONS
WB STRUCTURE
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
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PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 9
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	64
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13266.44	3.00	448.52	448.52
CL Brg. W. Abut	13272.18	3.00	448.63	448.63
A	13282.18	3.00	448.81	448.82
B	13292.18	3.00	448.98	449.00
C	13302.18	3.00	449.14	449.19
D	13312.18	3.00	449.29	449.35
E	13322.18	3.00	449.44	449.51
F	13332.18	3.00	449.58	449.65
G	13342.18	3.00	449.72	449.77
H	13352.18	3.00	449.85	449.87
I	13362.18	3.00	449.97	449.97
J	13372.18	3.00	450.08	450.06
K	13382.18	3.00	450.19	450.15
L	13392.18	3.00	450.29	450.24
M	13402.18	3.00	450.38	450.35
CL Brg Pier 1	13407.41	3.00	450.42	450.42
N	13417.41	3.00	450.50	450.51
O	13427.41	3.00	450.58	450.61
P	13437.41	3.00	450.65	450.71
Q	13447.41	3.00	450.71	450.81
R	13457.41	3.00	450.76	450.90
S	13467.41	3.00	450.81	450.98
T	13477.41	3.00	450.85	451.06
U	13487.41	3.00	450.88	451.11
V	13497.41	3.00	450.90	451.16
W	13507.41	3.00	450.92	451.19
X	13517.41	3.00	450.93	451.20
Y	13527.41	3.00	450.94	451.19
Z	13537.41	3.00	450.94	451.17
A1	13547.41	3.00	450.93	451.14
B1	13557.41	3.00	450.91	451.09
C1	13567.41	3.00	450.88	451.03
D1	13577.41	3.00	450.85	450.96
E1	13587.41	3.00	450.82	450.88
F1	13597.41	3.00	450.77	450.80
CL Brg. Pier 2	13611.49	3.00	450.70	450.70
G1	13621.49	3.00	450.63	450.62
H1	13631.49	3.00	450.56	450.54
I1	13641.49	3.00	450.49	450.47
J1	13651.49	3.00	450.41	450.39
K1	13661.49	3.00	450.32	450.31
L1	13671.49	3.00	450.22	450.22
M1	13681.49	3.00	450.11	450.13
N1	13691.49	3.00	450.00	450.02
O1	13701.49	3.00	449.88	449.91
P1	13711.49	3.00	449.76	449.79
Q1	13721.49	3.00	449.63	449.65
R1	13731.49	3.00	449.49	449.51
S1	13741.49	3.00	449.34	449.35
CL Brg. E. Abut.	13746.72	3.00	449.26	449.26
Bk. E. Abut.	13752.46	3.00	449.17	449.17

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13279.91	9.00	448.67	448.67
CL Brg. W. Abut	13285.65	9.00	448.77	448.77
A	13295.65	9.00	448.94	448.96
B	13305.65	9.00	449.10	449.14
C	13315.65	9.00	449.25	449.30
D	13325.65	9.00	449.40	449.45
E	13335.65	9.00	449.54	449.59
F	13345.65	9.00	449.67	449.72
G	13355.65	9.00	449.79	449.84
H	13365.65	9.00	449.91	449.95
I	13375.65	9.00	450.02	450.04
J	13385.65	9.00	450.13	450.13
K	13395.65	9.00	450.22	450.22
L	13405.65	9.00	450.31	450.30
M	13415.65	9.00	450.40	450.39
CL Brg Pier 1	13420.88	9.00	450.44	450.44
N	13430.88	9.00	450.51	450.53
O	13440.88	9.00	450.58	450.62
P	13450.88	9.00	450.63	450.71
Q	13460.88	9.00	450.68	450.81
R	13470.88	9.00	450.73	450.89
S	13480.88	9.00	450.77	450.97
T	13490.88	9.00	450.80	451.03
U	13500.88	9.00	450.82	451.08
V	13510.88	9.00	450.83	451.12
W	13520.88	9.00	450.84	451.14
X	13530.88	9.00	450.84	451.14
Y	13540.88	9.00	450.84	451.12
Z	13550.88	9.00	450.83	451.08
A1	13560.88	9.00	450.81	451.04
B1	13570.88	9.00	450.78	450.97
C1	13580.88	9.00	450.75	450.90
D1	13590.88	9.00	450.71	450.81
E1	13600.88	9.00	450.66	450.73
F1	13610.88	9.00	450.61	450.64
CL Brg. Pier 2	13624.96	9.00	450.52	450.52
G1	13634.96	9.00	450.45	450.43
H1	13644.96	9.00	450.37	450.35
I1	13654.96	9.00	450.28	450.28
J1	13664.96	9.00	450.19	450.20
K1	13674.96	9.00	450.09	450.11
L1	13684.96	9.00	449.98	450.02
M1	13694.96	9.00	449.87	449.91
N1	13704.96	9.00	449.75	449.80
O1	13714.96	9.00	449.62	449.68
P1	13724.96	9.00	449.49	449.54
Q1	13734.96	9.00	449.34	449.39
R1	13744.96	9.00	449.20	449.23
S1	13754.96	9.00	449.04	449.05
CL Brg. E. Abut.	13760.19	9.00	448.96	448.96
Bk. E. Abut.	13765.93	9.00	448.86	448.86

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13293.39	15.00	448.79	448.79
CL Brg. W. Abut	13299.13	15.00	448.89	448.89
A	13309.13	15.00	449.04	449.07
B	13319.13	15.00	449.19	449.23
C	13329.13	15.00	449.34	449.39
D	13339.13	15.00	449.48	449.53
E	13349.13	15.00	449.60	449.66
F	13359.13	15.00	449.73	449.78
G	13369.13	15.00	449.84	449.88
H	13379.13	15.00	449.95	449.97
I	13389.13	15.00	450.05	450.06
J	13399.13	15.00	450.15	450.14
K	13409.13	15.00	450.23	450.22
L	13419.13	15.00	450.32	450.30
M	13429.13	15.00	450.39	450.38
CL Brg Pier 1	13434.36	15.00	450.42	450.42
N	13444.36	15.00	450.49	450.51
O	13454.36	15.00	450.54	450.61
P	13464.36	15.00	450.59	450.70
Q	13474.36	15.00	450.63	450.79
R	13484.36	15.00	450.67	450.87
S	13494.36	15.00	450.69	450.94
T	13504.36	15.00	450.72	451.00
U	13514.36	15.00	450.73	451.04
V	13524.36	15.00	450.73	451.06
W	13534.36	15.00	450.73	451.07
X	13544.36	15.00	450.73	451.05
Y	13554.36	15.00	450.71	451.02
Z	13564.36	15.00	450.69	450.97
A1	13574.36	15.00	450.66	450.90
B1	13584.36	15.00	450.63	450.82
C1	13594.36	15.00	450.58	450.73
D1	13604.36	15.00	450.53	450.63
E1	13614.36	15.00	450.48	450.53
F1	13624.36	15.00	450.41	450.43
CL Brg. Pier 2	13638.44	15.00	450.31	450.31
G1	13648.44	15.00	450.23	450.22
H1	13658.44	15.00	450.14	450.14
I1	13668.44	15.00	450.05	450.06
J1	13678.44	15.00	449.94	449.98
K1	13688.44	15.00	449.83	449.89
L1	13698.44	15.00	449.72	449.79
M1	13708.44	15.00	449.60	449.68
N1	13718.44	15.00	449.47	449.55
O1	13728.44	15.00	449.33	449.42
P1	13738.44	15.00	449.18	449.26
Q1	13748.44	15.00	449.03	449.10
R1	13758.44	15.00	448.87	448.92
S1	13768.44	15.00	448.71	448.72
CL Brg. E. Abut.	13773.67	15.00	448.62	448.62
Bk. E. Abut.	13779.41	15.00	448.52	448.52

TOP OF SLAB ELEVATIONS
WB STRUCTURE
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 10
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	65
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13149.87	-35.54	445.27	445.27
A	13159.87	-35.42	445.53	445.53
B	13169.87	-35.30	445.79	445.79
E End of W Appr	13180.70	-35.17	446.06	446.06

NORTH EDGE OF PAVEMENT RAMP K

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13161.29	-30.46	445.67	445.67
A	13171.29	-30.34	445.93	445.93
B	13181.29	-30.22	446.18	446.18
E End of W Appr	13192.12	-30.09	446.44	446.44

NORTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13202.75	-12.00	447.07	447.07
A	13212.75	-12.00	447.29	447.29
B	13222.75	-12.00	447.51	447.51
E End of W Appr	13232.75	-12.00	447.72	447.72

PGL WB LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13229.70	0.00	447.85	447.85
A	13239.70	0.00	448.05	448.05
B	13249.70	0.00	448.25	448.25
E End of W Appr	13259.70	0.00	448.45	448.45

STAGE I CONSTRUCTION JOINT

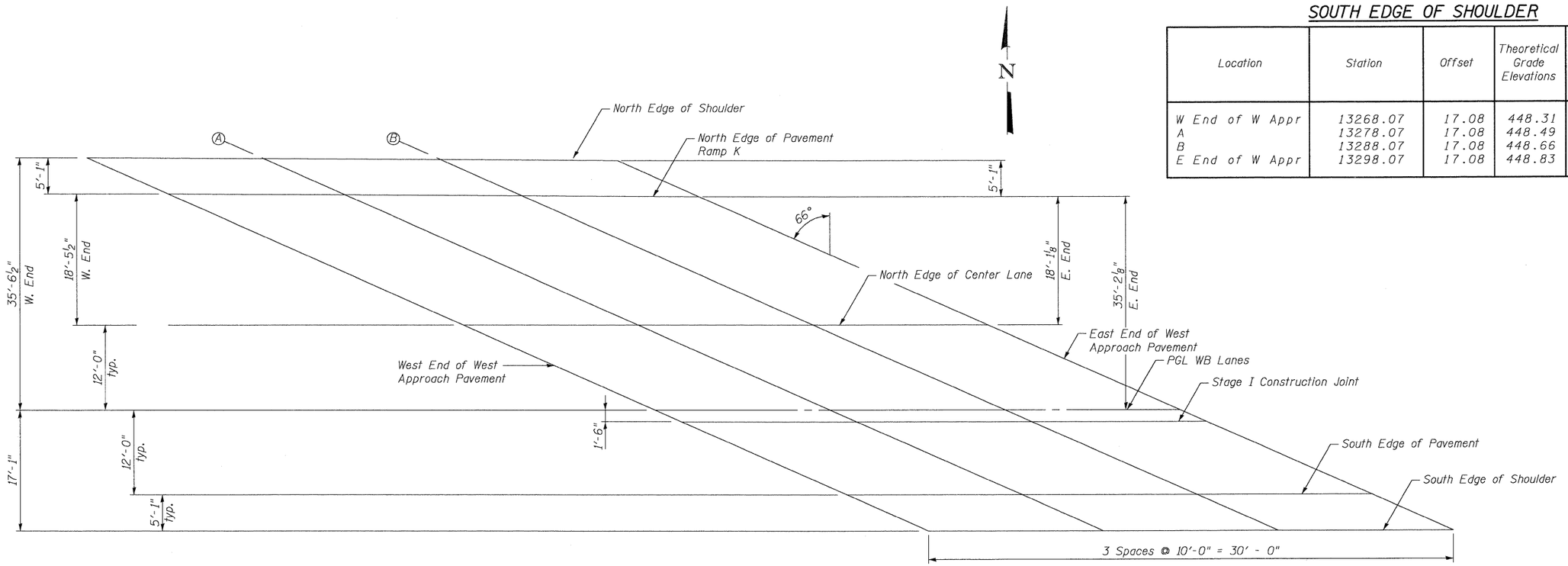
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13233.07	1.50	447.89	447.89
A	13243.07	1.50	448.10	448.10
B	13253.07	1.50	448.29	448.29
E End of W Appr	13263.07	1.50	448.49	448.49

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13256.65	12.00	448.20	448.20
A	13266.65	12.00	448.39	448.39
B	13276.65	12.00	448.57	448.57
E End of W Appr	13286.65	12.00	448.74	448.74

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13268.07	17.08	448.31	448.31
A	13278.07	17.08	448.49	448.49
B	13288.07	17.08	448.66	448.66
E End of W Appr	13298.07	17.08	448.83	448.83



PLAN
WEST APPROACH (WB)

TOP OF SLAB ELEVATIONS
WB WEST APPROACH

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE / / DESIGN BY DRAWN BY CHECKED BY	SHEET NO. 11 59 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			64	82-2VB	ST. CLAIR	153 / 66
					CONTRACT NO. 76867	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

USER NAME = CFC

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13680.40	-29.08	449.63	449.63
A	13690.40	-29.08	449.52	449.52
B	13700.40	-29.08	449.40	449.40
E End of E Appr	13710.40	-29.08	449.28	449.28

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13691.82	-24.00	449.61	449.61
A	13701.82	-24.00	449.49	449.49
B	13711.82	-24.00	449.37	449.37
E End of E Appr	13721.82	-24.00	449.23	449.23

NORTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13718.77	-12.00	449.52	449.52
A	13728.77	-12.00	449.39	449.39
B	13738.77	-12.00	449.24	449.24
E End of E Appr	13748.77	-12.00	449.09	449.09

PGL WB LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13745.72	0.00	449.32	449.32
A	13755.72	0.00	449.17	449.17
B	13765.72	0.00	449.00	449.00
E End of E Appr	13775.72	0.00	448.83	448.83

STAGE I CONSTRUCTION JOINT

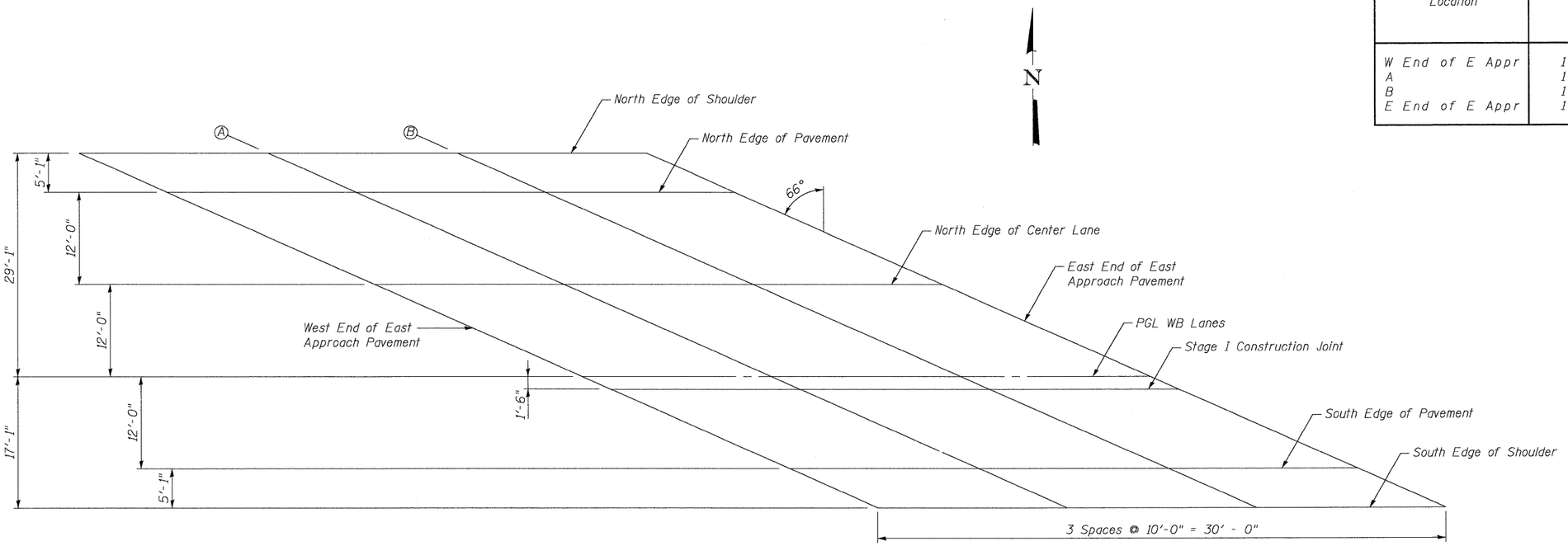
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13749.09	1.50	449.25	449.25
A	13759.09	1.50	449.09	449.09
B	13769.09	1.50	448.92	448.92
E End of E Appr	13779.09	1.50	448.75	448.75

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13772.67	12.00	448.70	448.70
A	13782.67	12.00	448.52	448.52
B	13792.67	12.00	448.34	448.34
E End of E Appr	13802.67	12.00	448.15	448.15

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13784.09	17.08	448.39	448.39
A	13794.09	17.08	448.21	448.21
B	13804.09	17.08	448.02	448.02
E End of E Appr	13814.09	17.08	447.82	447.82



PLAN
EAST APPROACH (WB)

TOP OF SLAB ELEVATIONS
WB EAST APPROACH

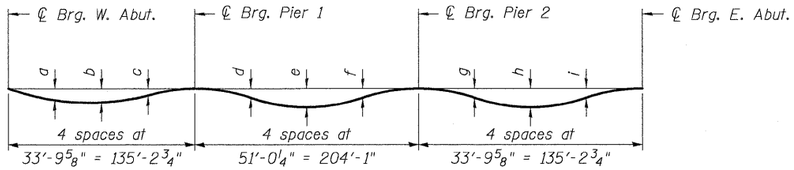
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY
CHECKED BY

SHEET NO. 12
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	67
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

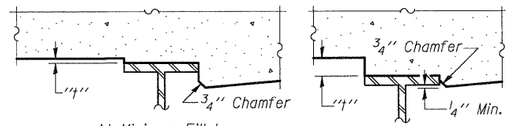
USER NAME = CFC.



DEAD LOAD DEFLECTION DIAGRAM

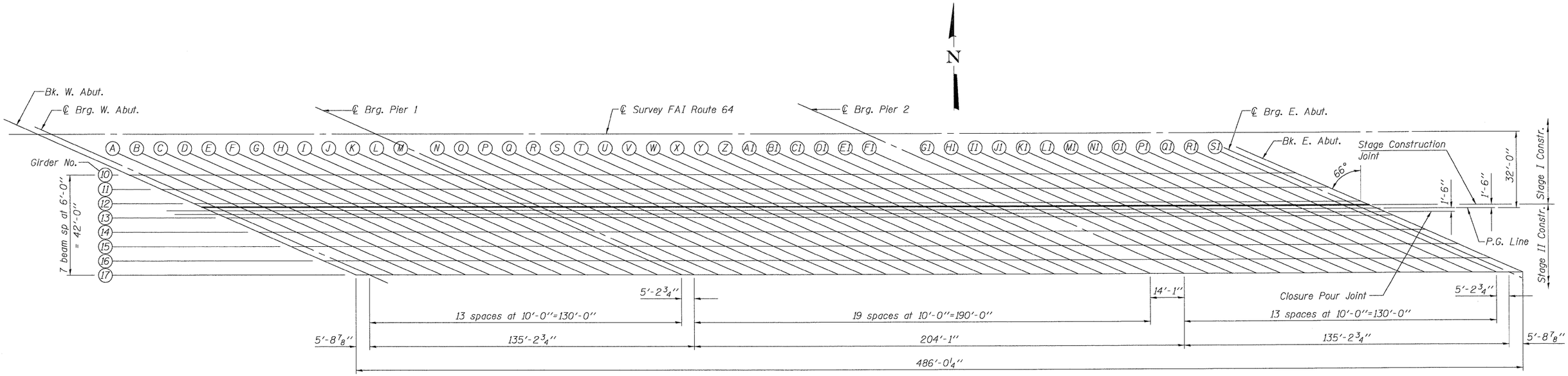
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 14 thru 17 of 59, minus slab thickness, equals the fillet heights "t" a bove top flange of beams.

FILLET HEIGHTS



PLAN

EAST BOUND STRUCTURE

	a	b	c	d	e	f	g	h	i
Girder 10	7/8	1	1/4	2 1/8	4	2 1/2	- 1/8	1/2	1/2
Girder 11	5/8	1/2	-0	2 1/4	3 4/8	2	1/8	5/8	5/8
Girder 12	1/2	1/8	- 2/8	2	3 1/8	1 1/2	1/8	5/8	5/8
Girder 13	5/8	3/4	2/8	1 1/2	2 1/2	2	- 3/8	-0	0
Girder 14	5/8	1/2	1/4	1 5/8	3	1 7/8	- 1/8	0	1/2
Girder 15	5/8	1/2	1/8	1 3/4	3 1/8	1 7/8	-0	1/2	1/2
Girder 16	1/2	3/8	-0	2	3 1/2	1 7/8	1/8	1/2	1/2
Girder 17	1/2	1/2	-0	2 1/2	3 1/2	1 7/8	1/4	1	1

TOP OF SLAB ELEVATIONS
EB STRUCTURE
STRUCTURE NO. 082-0162

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07004
SCALE	
DATE	9/23/08
DRAWN BY	TFG
CHECKED BY	RM/MCB

SHEET NO. 13
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	68
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13369.75	-15.00	449.85	449.85
CL Brg. W. Abut.	13375.49	-15.00	449.91	449.91
A	13385.49	-15.00	450.02	450.04
B	13395.49	-15.00	450.11	450.17
C	13405.49	-15.00	450.20	450.28
D	13415.49	-15.00	450.29	450.37
E	13425.49	-15.00	450.36	450.45
F	13435.49	-15.00	450.43	450.52
G	13445.49	-15.00	450.49	450.57
H	13455.49	-15.00	450.55	450.61
I	13465.49	-15.00	450.60	450.64
J	13475.49	-15.00	450.64	450.66
K	13485.49	-15.00	450.67	450.68
L	13495.49	-15.00	450.70	450.69
M	13505.49	-15.00	450.72	450.71
CL. Brg. Pier 1	13510.72	-15.00	450.72	450.72
N	13520.72	-15.00	450.73	450.74
O	13530.72	-15.00	450.74	450.77
P	13540.72	-15.00	450.73	450.81
Q	13550.72	-15.00	450.72	450.84
R	13560.72	-15.00	450.70	450.87
S	13570.72	-15.00	450.67	450.89
T	13580.72	-15.00	450.64	450.90
U	13590.72	-15.00	450.60	450.89
V	13600.72	-15.00	450.55	450.87
W	13610.72	-15.00	450.50	450.83
X	13620.72	-15.00	450.44	450.77
Y	13630.72	-15.00	450.37	450.69
Z	13640.72	-15.00	450.29	450.59
A1	13650.72	-15.00	450.21	450.48
B1	13660.72	-15.00	450.12	450.34
C1	13670.72	-15.00	450.02	450.20
D1	13680.72	-15.00	449.92	450.05
E1	13690.72	-15.00	449.81	449.89
F1	13700.72	-15.00	449.69	449.73
CL. Brg. Pier 2	13714.80	-15.00	449.51	449.51
G1	13724.80	-15.00	449.38	449.36
H1	13734.80	-15.00	449.24	449.22
I1	13744.80	-15.00	449.09	449.08
J1	13754.80	-15.00	448.93	448.93
K1	13764.80	-15.00	448.77	448.78
L1	13774.80	-15.00	448.60	448.63
M1	13784.80	-15.00	448.42	448.47
N1	13794.80	-15.00	448.24	448.29
O1	13804.80	-15.00	448.05	448.10
P1	13814.80	-15.00	447.85	447.90
Q1	13824.80	-15.00	447.65	447.69
R1	13834.80	-15.00	447.43	447.46
S1	13844.80	-15.00	447.21	447.23
CL. Brg. E. Abut	13850.03	-15.00	447.10	447.10
Bk. E. Abut.	13855.77	-15.00	446.97	446.97

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13383.23	-9.00	450.10	450.10
CL Brg. W. Abut.	13388.97	-9.00	450.16	450.16
A	13398.97	-9.00	450.26	450.28
B	13408.97	-9.00	450.34	450.38
C	13418.97	-9.00	450.42	450.47
D	13428.97	-9.00	450.50	450.55
E	13438.97	-9.00	450.56	450.62
F	13448.97	-9.00	450.62	450.67
G	13458.97	-9.00	450.67	450.72
H	13468.97	-9.00	450.72	450.75
I	13478.97	-9.00	450.76	450.77
J	13488.97	-9.00	450.79	450.79
K	13498.97	-9.00	450.81	450.80
L	13508.97	-9.00	450.83	450.82
M	13518.97	-9.00	450.84	450.83
CL. Brg. Pier 1	13524.20	-9.00	450.84	450.84
N	13534.20	-9.00	450.84	450.86
O	13544.20	-9.00	450.84	450.89
P	13554.20	-9.00	450.82	450.91
Q	13564.20	-9.00	450.80	450.93
R	13574.20	-9.00	450.77	450.95
S	13584.20	-9.00	450.74	450.95
T	13594.20	-9.00	450.69	450.94
U	13604.20	-9.00	450.64	450.91
V	13614.20	-9.00	450.59	450.87
W	13624.20	-9.00	450.52	450.82
X	13634.20	-9.00	450.45	450.74
Y	13644.20	-9.00	450.37	450.65
Z	13654.20	-9.00	450.29	450.54
A1	13664.20	-9.00	450.20	450.42
B1	13674.20	-9.00	450.10	450.28
C1	13684.20	-9.00	449.99	450.13
D1	13694.20	-9.00	449.88	449.98
E1	13704.20	-9.00	449.76	449.82
F1	13714.20	-9.00	449.63	449.66
CL. Brg. Pier 2	13728.28	-9.00	449.44	449.44
G1	13738.28	-9.00	449.30	449.29
H1	13748.28	-9.00	449.14	449.14
I1	13758.28	-9.00	448.99	448.99
J1	13768.28	-9.00	448.82	448.83
K1	13778.28	-9.00	448.65	448.68
L1	13788.28	-9.00	448.47	448.51
M1	13798.28	-9.00	448.28	448.33
N1	13808.28	-9.00	448.09	448.15
O1	13818.28	-9.00	447.89	447.95
P1	13828.28	-9.00	447.68	447.73
Q1	13838.28	-9.00	447.47	447.51
R1	13848.28	-9.00	447.25	447.27
S1	13858.28	-9.00	447.02	447.03
CL. Brg. E. Abut	13863.51	-9.00	446.90	446.90
Bk. E. Abut.	13869.25	-9.00	446.76	446.76

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13396.70	-3.00	450.33	450.33
CL Brg. W. Abut.	13402.44	-3.00	450.38	450.38
A	13412.44	-3.00	450.47	450.48
B	13422.44	-3.00	450.54	450.56
C	13432.44	-3.00	450.61	450.64
D	13442.44	-3.00	450.68	450.71
E	13452.44	-3.00	450.74	450.76
F	13462.44	-3.00	450.79	450.80
G	13472.44	-3.00	450.83	450.84
H	13482.44	-3.00	450.86	450.86
I	13492.44	-3.00	450.89	450.88
J	13502.44	-3.00	450.91	450.90
K	13512.44	-3.00	450.93	450.91
L	13522.44	-3.00	450.94	450.92
M	13532.44	-3.00	450.94	450.93
CL. Brg. Pier 1	13537.67	-3.00	450.94	450.94
N	13547.67	-3.00	450.93	450.95
O	13557.67	-3.00	450.91	450.96
P	13567.67	-3.00	450.88	450.97
Q	13577.67	-3.00	450.85	450.98
R	13587.67	-3.00	450.81	450.98
S	13597.67	-3.00	450.77	450.97
T	13607.67	-3.00	450.72	450.95
U	13617.67	-3.00	450.66	450.91
V	13627.67	-3.00	450.59	450.85
W	13637.67	-3.00	450.52	450.78
X	13647.67	-3.00	450.44	450.70
Y	13657.67	-3.00	450.35	450.59
Z	13667.67	-3.00	450.26	450.48
A1	13677.67	-3.00	450.15	450.34
B1	13687.67	-3.00	450.05	450.20
C1	13697.67	-3.00	449.93	450.05
D1	13707.67	-3.00	449.81	449.89
E1	13717.67	-3.00	449.68	449.72
F1	13727.67	-3.00	449.54	449.56
CL. Brg. Pier 2	13741.75	-3.00	449.34	449.34
G1	13751.75	-3.00	449.18	449.17
H1	13761.75	-3.00	449.02	449.01
I1	13771.75	-3.00	448.86	448.86
J1	13781.75	-3.00	448.68	448.71
K1	13791.75	-3.00	448.50	448.54
L1	13801.75	-3.00	448.31	448.36
M1	13811.75	-3.00	448.11	448.17
N1	13821.75	-3.00	447.91	447.95
O1	13831.75	-3.00	447.70	447.73
P1	13841.75	-3.00	447.48	447.49
Q1	13851.75	-3.00	447.26	447.24
R1	13861.75	-3.00	447.03	447.00
S1	13871.75	-3.00	446.79	446.77
CL. Brg. E. Abut	13876.98	-3.00	446.66	446.66
Bk. E. Abut.	13882.72	-3.00	446.52	446.52

TOP OF SLAB ELEVATIONS
EB STRUCTURE
STRUCTURE NO. 082-0162

USER NAME = CFC

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 14
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	69
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE I CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13400.07	-1.50	450.38	450.38
CL Brg. W. Abut.	13405.81	-1.50	450.43	450.43
A	13415.81	-1.50	450.52	450.53
B	13425.81	-1.50	450.59	450.61
C	13435.81	-1.50	450.66	450.69
D	13445.81	-1.50	450.72	450.75
E	13455.81	-1.50	450.78	450.80
F	13465.81	-1.50	450.82	450.84
G	13475.81	-1.50	450.86	450.87
H	13485.81	-1.50	450.90	450.90
I	13495.81	-1.50	450.92	450.91
J	13505.81	-1.50	450.94	450.93
K	13515.81	-1.50	450.96	450.93
L	13525.81	-1.50	450.96	450.94
M	13535.81	-1.50	450.96	450.95
CL. Brg. Pier 1	13541.04	-1.50	450.96	450.96
N	13551.04	-1.50	450.94	450.97
O	13561.04	-1.50	450.92	450.98
P	13571.04	-1.50	450.90	450.99
Q	13581.04	-1.50	450.86	450.99
R	13591.04	-1.50	450.82	450.99
S	13601.04	-1.50	450.78	450.98
T	13611.04	-1.50	450.72	450.95
U	13621.04	-1.50	450.66	450.91
V	13631.04	-1.50	450.59	450.85
W	13641.04	-1.50	450.52	450.78
X	13651.04	-1.50	450.43	450.69
Y	13661.04	-1.50	450.34	450.59
Z	13671.04	-1.50	450.25	450.47
A1	13681.04	-1.50	450.14	450.33
B1	13691.04	-1.50	450.03	450.19
C1	13701.04	-1.50	449.91	450.03
D1	13711.04	-1.50	449.79	449.87
E1	13721.04	-1.50	449.66	449.70
F1	13731.04	-1.50	449.52	449.54
CL. Brg. Pier 2	13745.12	-1.50	449.31	449.31
G1	13755.12	-1.50	449.15	449.15
H1	13765.12	-1.50	448.99	448.99
I1	13775.12	-1.50	448.82	448.83
J1	13785.12	-1.50	448.64	448.66
K1	13795.12	-1.50	448.46	448.49
L1	13805.12	-1.50	448.27	448.31
M1	13815.12	-1.50	448.07	448.13
N1	13825.12	-1.50	447.87	447.92
O1	13835.12	-1.50	447.65	447.71
P1	13845.12	-1.50	447.43	447.49
Q1	13855.12	-1.50	447.21	447.25
R1	13865.12	-1.50	446.97	447.00
S1	13875.12	-1.50	446.73	446.74
CL. Brg. E. Abut	13880.35	-1.50	446.61	446.61
Bk. E. Abut.	13886.09	-1.50	446.46	446.46

P.G.L. EASTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13403.44	0.00	450.44	450.44
CL Brg. W. Abut.	13409.18	0.00	450.49	450.49
A	13419.18	0.00	450.57	450.57
B	13429.18	0.00	450.64	450.64
C	13439.18	0.00	450.71	450.71
D	13449.18	0.00	450.76	450.76
E	13459.18	0.00	450.82	450.82
F	13469.18	0.00	450.86	450.86
G	13479.18	0.00	450.90	450.90
H	13489.18	0.00	450.93	450.93
I	13499.18	0.00	450.96	450.96
J	13509.18	0.00	450.97	450.97
K	13519.18	0.00	450.98	450.98
L	13529.18	0.00	450.99	450.99
M	13539.18	0.00	450.98	450.98
CL. Brg. Pier 1	13544.41	0.00	450.98	450.98
N	13554.41	0.00	450.96	450.96
O	13564.41	0.00	450.94	450.94
P	13574.41	0.00	450.91	450.91
Q	13584.41	0.00	450.88	450.88
R	13594.41	0.00	450.83	450.83
S	13604.41	0.00	450.78	450.78
T	13614.41	0.00	450.73	450.73
U	13624.41	0.00	450.66	450.66
V	13634.41	0.00	450.59	450.59
W	13644.41	0.00	450.51	450.51
X	13654.41	0.00	450.43	450.43
Y	13664.41	0.00	450.33	450.33
Z	13674.41	0.00	450.24	450.24
A1	13684.41	0.00	450.13	450.13
B1	13694.41	0.00	450.02	450.02
C1	13704.41	0.00	449.90	449.90
D1	13714.41	0.00	449.77	449.77
E1	13724.41	0.00	449.63	449.63
F1	13734.41	0.00	449.49	449.49
CL. Brg. Pier 2	13748.49	0.00	449.28	449.28
G1	13758.49	0.00	449.12	449.12
H1	13768.49	0.00	448.96	448.96
I1	13778.49	0.00	448.79	448.79
J1	13788.49	0.00	448.61	448.61
K1	13798.49	0.00	448.42	448.42
L1	13808.49	0.00	448.23	448.23
M1	13818.49	0.00	448.03	448.03
N1	13828.49	0.00	447.82	447.82
O1	13838.49	0.00	447.60	447.60
P1	13848.49	0.00	447.38	447.38
Q1	13858.49	0.00	447.15	447.15
R1	13868.49	0.00	446.92	446.92
S1	13878.49	0.00	446.67	446.67
CL. Brg. E. Abut	13883.72	0.00	446.54	446.54
Bk. E. Abut.	13889.46	0.00	446.40	446.40

CLOSURE POUR JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13406.81	1.50	450.44	450.44
CL Brg. W. Abut.	13412.55	1.50	450.49	450.49
A	13422.55	1.50	450.57	450.59
B	13432.55	1.50	450.64	450.67
C	13442.55	1.50	450.70	450.75
D	13452.55	1.50	450.76	450.81
E	13462.55	1.50	450.81	450.87
F	13472.55	1.50	450.85	450.91
G	13482.55	1.50	450.89	450.94
H	13492.55	1.50	450.92	450.96
I	13502.55	1.50	450.94	450.97
J	13512.55	1.50	450.95	450.97
K	13522.55	1.50	450.96	450.97
L	13532.55	1.50	450.96	450.96
M	13542.55	1.50	450.95	450.95
CL. Brg. Pier 1	13547.78	1.50	450.95	450.95
N	13557.78	1.50	450.93	450.94
O	13567.78	1.50	450.91	450.93
P	13577.78	1.50	450.88	450.92
Q	13587.78	1.50	450.84	450.92
R	13597.78	1.50	450.79	450.90
S	13607.78	1.50	450.74	450.88
T	13617.78	1.50	450.68	450.86
U	13627.78	1.50	450.61	450.81
V	13637.78	1.50	450.54	450.76
W	13647.78	1.50	450.46	450.69
X	13657.78	1.50	450.37	450.60
Y	13667.78	1.50	450.28	450.50
Z	13677.78	1.50	450.18	450.39
A1	13687.78	1.50	450.07	450.26
B1	13697.78	1.50	449.95	450.12
C1	13707.78	1.50	449.83	449.96
D1	13717.78	1.50	449.70	449.80
E1	13727.78	1.50	449.56	449.63
F1	13737.78	1.50	449.42	449.45
CL. Brg. Pier 2	13751.86	1.50	449.21	449.21
G1	13761.86	1.50	449.04	449.03
H1	13771.86	1.50	448.88	448.85
I1	13781.86	1.50	448.70	448.67
J1	13791.86	1.50	448.52	448.50
K1	13801.86	1.50	448.33	448.31
L1	13811.86	1.50	448.14	448.12
M1	13821.86	1.50	447.93	447.93
N1	13831.86	1.50	447.72	447.73
O1	13841.86	1.50	447.51	447.52
P1	13851.86	1.50	447.28	447.30
Q1	13861.86	1.50	447.05	447.06
R1	13871.86	1.50	446.81	446.82
S1	13881.86	1.50	446.57	446.57
CL. Brg. E. Abut	13887.09	1.50	446.44	446.44
Bk. E. Abut.	13892.83	1.50	446.29	446.29

TOP OF SLAB ELEVATIONS
EB STRUCTURE
STRUCTURE NO. 082-0162

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 15
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	70
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13410.18	3.00	450.45	450.45
CL Brg. W. Abut.	13415.92	3.00	450.49	450.49
A	13425.92	3.00	450.57	450.57
B	13435.92	3.00	450.64	450.65
C	13445.92	3.00	450.70	450.72
D	13455.92	3.00	450.75	450.79
E	13465.92	3.00	450.80	450.85
F	13475.92	3.00	450.84	450.89
G	13485.92	3.00	450.87	450.93
H	13495.92	3.00	450.90	450.95
I	13505.92	3.00	450.92	450.95
J	13515.92	3.00	450.93	450.95
K	13525.92	3.00	450.94	450.94
L	13535.92	3.00	450.94	450.93
M	13545.92	3.00	450.93	450.92
CL. Brg. Pier 1	13551.15	3.00	450.92	450.92
N	13561.15	3.00	450.90	450.90
O	13571.15	3.00	450.87	450.90
P	13581.15	3.00	450.84	450.89
Q	13591.15	3.00	450.80	450.88
R	13601.15	3.00	450.75	450.86
S	13611.15	3.00	450.70	450.84
T	13621.15	3.00	450.64	450.81
U	13631.15	3.00	450.57	450.77
V	13641.15	3.00	450.49	450.71
W	13651.15	3.00	450.41	450.64
X	13661.15	3.00	450.32	450.55
Y	13671.15	3.00	450.22	450.45
Z	13681.15	3.00	450.12	450.33
A1	13691.15	3.00	450.01	450.20
B1	13701.15	3.00	449.89	450.05
C1	13711.15	3.00	449.76	449.90
D1	13721.15	3.00	449.63	449.73
E1	13731.15	3.00	449.49	449.56
F1	13741.15	3.00	449.35	449.38
CL. Brg. Pier 2	13755.23	3.00	449.13	449.13
G1	13765.23	3.00	448.97	448.95
H1	13775.23	3.00	448.80	448.77
I1	13785.23	3.00	448.62	448.59
J1	13795.23	3.00	448.43	448.41
K1	13805.23	3.00	448.24	448.22
L1	13815.23	3.00	448.04	448.03
M1	13825.23	3.00	447.84	447.84
N1	13835.23	3.00	447.63	447.63
O1	13845.23	3.00	447.41	447.42
P1	13855.23	3.00	447.18	447.19
Q1	13865.23	3.00	446.95	446.96
R1	13875.23	3.00	446.71	446.72
S1	13885.23	3.00	446.46	446.46
CL. Brg. E. Abut	13890.46	3.00	446.33	446.33
Bk. E. Abut.	13896.20	3.00	446.18	446.18

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13423.65	9.00	450.46	450.46
CL Brg. W. Abut.	13429.39	9.00	450.50	450.50
A	13439.39	9.00	450.57	450.58
B	13449.39	9.00	450.63	450.66
C	13459.39	9.00	450.68	450.72
D	13469.39	9.00	450.72	450.78
E	13479.39	9.00	450.76	450.82
F	13489.39	9.00	450.79	450.85
G	13499.39	9.00	450.82	450.87
H	13509.39	9.00	450.83	450.87
I	13519.39	9.00	450.84	450.87
J	13529.39	9.00	450.84	450.86
K	13539.39	9.00	450.84	450.84
L	13549.39	9.00	450.83	450.83
M	13559.39	9.00	450.81	450.81
CL. Brg. Pier 1	13564.62	9.00	450.80	450.80
N	13574.62	9.00	450.77	450.78
O	13584.62	9.00	450.73	450.76
P	13594.62	9.00	450.69	450.75
Q	13604.62	9.00	450.64	450.73
R	13614.62	9.00	450.58	450.71
S	13624.62	9.00	450.52	450.68
T	13634.62	9.00	450.45	450.64
U	13644.62	9.00	450.37	450.58
V	13654.62	9.00	450.28	450.52
W	13664.62	9.00	450.19	450.43
X	13674.62	9.00	450.09	450.33
Y	13684.62	9.00	449.99	450.22
Z	13694.62	9.00	449.87	450.09
A1	13704.62	9.00	449.75	449.95
B1	13714.62	9.00	449.63	449.79
C1	13724.62	9.00	449.49	449.62
D1	13734.62	9.00	449.35	449.45
E1	13744.62	9.00	449.20	449.26
F1	13754.62	9.00	449.04	449.08
CL. Brg. Pier 2	13768.70	9.00	448.81	448.81
G1	13778.70	9.00	448.64	448.63
H1	13788.70	9.00	448.46	448.44
I1	13798.70	9.00	448.27	448.26
J1	13808.70	9.00	448.08	448.07
K1	13818.70	9.00	447.88	447.88
L1	13828.70	9.00	447.67	447.68
M1	13838.70	9.00	447.46	447.48
N1	13848.70	9.00	447.24	447.26
O1	13858.70	9.00	447.01	447.04
P1	13868.70	9.00	446.77	446.80
Q1	13878.70	9.00	446.53	446.56
R1	13888.70	9.00	446.28	446.30
S1	13898.70	9.00	446.02	446.03
CL. Brg. E. Abut	13903.93	9.00	445.88	445.88
Bk. E. Abut.	13909.67	9.00	445.73	445.73

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13437.13	15.00	450.44	450.44
CL Brg. W. Abut.	13442.87	15.00	450.48	450.48
A	13452.87	15.00	450.53	450.55
B	13462.87	15.00	450.58	450.62
C	13472.87	15.00	450.63	450.67
D	13482.87	15.00	450.66	450.72
E	13492.87	15.00	450.69	450.75
F	13502.87	15.00	450.71	450.76
G	13512.87	15.00	450.73	450.77
H	13522.87	15.00	450.73	450.77
I	13532.87	15.00	450.73	450.75
J	13542.87	15.00	450.73	450.74
K	13552.87	15.00	450.71	450.71
L	13562.87	15.00	450.69	450.68
M	13572.87	15.00	450.67	450.66
CL. Brg. Pier 1	13578.10	15.00	450.65	450.65
N	13588.10	15.00	450.61	450.62
O	13598.10	15.00	450.56	450.60
P	13608.10	15.00	450.51	450.58
Q	13618.10	15.00	450.45	450.56
R	13628.10	15.00	450.39	450.53
S	13638.10	15.00	450.31	450.49
T	13648.10	15.00	450.23	450.44
U	13658.10	15.00	450.14	450.38
V	13668.10	15.00	450.05	450.30
W	13678.10	15.00	449.95	450.21
X	13688.10	15.00	449.84	450.10
Y	13698.10	15.00	449.72	449.97
Z	13708.10	15.00	449.60	449.83
A1	13718.10	15.00	449.47	449.67
B1	13728.10	15.00	449.33	449.50
C1	13738.10	15.00	449.19	449.32
D1	13748.10	15.00	449.04	449.13
E1	13758.10	15.00	448.88	448.94
F1	13768.10	15.00	448.71	448.74
CL. Brg. Pier 2	13782.18	15.00	448.47	448.47
G1	13792.18	15.00	448.29	448.28
H1	13802.18	15.00	448.10	448.09
I1	13812.18	15.00	447.90	447.90
J1	13822.18	15.00	447.70	447.71
K1	13832.18	15.00	447.49	447.51
L1	13842.18	15.00	447.27	447.30
M1	13852.18	15.00	447.05	447.09
N1	13862.18	15.00	446.82	446.86
O1	13872.18	15.00	446.58	446.63
P1	13882.18	15.00	446.33	446.38
Q1	13892.18	15.00	446.08	446.12
R1	13902.18	15.00	445.82	445.85
S1	13912.18	15.00	445.55	445.57
CL. Brg. E. Abut	13917.41	15.00	445.41	445.41
Bk. E. Abut.	13923.15	15.00	445.25	445.25

TOP OF SLAB ELEVATIONS
EB STRUCTURE
STRUCTURE NO. 082-0162

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE / /
DESIGN BY
DRAWN BY CFC
CHECKED BY RM/MCB

SHEET NO. 16
59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	71
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13450.61	21.00	450.40	450.40
CL Brg. W. Abut.	13456.35	21.00	450.43	450.43
A	13466.35	21.00	450.48	450.49
B	13476.35	21.00	450.52	450.55
C	13486.35	21.00	450.55	450.59
D	13496.35	21.00	450.57	450.62
E	13506.35	21.00	450.59	450.64
F	13516.35	21.00	450.61	450.65
G	13526.35	21.00	450.61	450.64
H	13536.35	21.00	450.61	450.63
I	13546.35	21.00	450.60	450.61
J	13556.35	21.00	450.58	450.58
K	13566.35	21.00	450.56	450.55
L	13576.35	21.00	450.53	450.52
M	13586.35	21.00	450.49	450.48
CL. Brg. Pier 1	13591.58	21.00	450.47	450.47
N	13601.58	21.00	450.42	450.44
O	13611.58	21.00	450.37	450.42
P	13621.58	21.00	450.31	450.39
Q	13631.58	21.00	450.24	450.36
R	13641.58	21.00	450.16	450.33
S	13651.58	21.00	450.08	450.28
T	13661.58	21.00	449.99	450.22
U	13671.58	21.00	449.89	450.15
V	13681.58	21.00	449.79	450.06
W	13691.58	21.00	449.67	449.96
X	13701.58	21.00	449.56	449.83
Y	13711.58	21.00	449.43	449.69
Z	13721.58	21.00	449.30	449.54
A1	13731.58	21.00	449.16	449.37
B1	13741.58	21.00	449.01	449.18
C1	13751.58	21.00	448.86	448.99
D1	13761.58	21.00	448.70	448.79
E1	13771.58	21.00	448.53	448.58
F1	13781.58	21.00	448.36	448.38
CL. Brg. Pier 2	13795.66	21.00	448.10	448.10
G1	13805.66	21.00	447.91	447.90
H1	13815.66	21.00	447.71	447.71
I1	13825.66	21.00	447.50	447.51
J1	13835.66	21.00	447.29	447.31
K1	13845.66	21.00	447.07	447.11
L1	13855.66	21.00	446.84	446.90
M1	13865.66	21.00	446.61	446.67
N1	13875.66	21.00	446.37	446.44
O1	13885.66	21.00	446.12	446.19
P1	13895.66	21.00	445.87	445.93
Q1	13905.66	21.00	445.60	445.66
R1	13915.66	21.00	445.34	445.37
S1	13925.66	21.00	445.06	445.07
CL. Brg. E. Abut	13930.89	21.00	444.91	444.91
Bk. E. Abut.	13936.63	21.00	444.75	444.75

GIRDER 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	13464.08	27.00	450.34	450.34
CL Brg. W. Abut.	13469.82	27.00	450.37	450.37
A	13479.82	27.00	450.40	450.43
B	13489.82	27.00	450.43	450.47
C	13499.82	27.00	450.46	450.50
D	13509.82	27.00	450.47	450.51
E	13519.82	27.00	450.48	450.52
F	13529.82	27.00	450.49	450.52
G	13539.82	27.00	450.48	450.51
H	13549.82	27.00	450.47	450.49
I	13559.82	27.00	450.45	450.47
J	13569.82	27.00	450.43	450.44
K	13579.82	27.00	450.39	450.41
L	13589.82	27.00	450.35	450.37
M	13599.82	27.00	450.31	450.31
CL. Brg. Pier 1	13605.05	27.00	450.28	450.28
N	13615.05	27.00	450.22	450.25
O	13625.05	27.00	450.16	450.22
P	13635.05	27.00	450.09	450.20
Q	13645.05	27.00	450.01	450.16
R	13655.05	27.00	449.92	450.12
S	13665.05	27.00	449.83	450.07
T	13675.05	27.00	449.73	450.00
U	13685.05	27.00	449.62	449.92
V	13695.05	27.00	449.51	449.82
W	13705.05	27.00	449.39	449.70
X	13715.05	27.00	449.26	449.56
Y	13725.05	27.00	449.13	449.41
Z	13735.05	27.00	448.98	449.23
A1	13745.05	27.00	448.84	449.05
B1	13755.05	27.00	448.68	448.85
C1	13765.05	27.00	448.52	448.64
D1	13775.05	27.00	448.35	448.42
E1	13785.05	27.00	448.17	448.21
F1	13795.05	27.00	447.99	448.00
CL. Brg. Pier 2	13809.13	27.00	447.71	447.71
G1	13819.13	27.00	447.51	447.51
H1	13829.13	27.00	447.30	447.31
I1	13839.13	27.00	447.09	447.11
J1	13849.13	27.00	446.87	446.91
K1	13859.13	27.00	446.64	446.70
L1	13869.13	27.00	446.40	446.48
M1	13879.13	27.00	446.16	446.25
N1	13889.13	27.00	445.91	446.00
O1	13899.13	27.00	445.65	445.74
P1	13909.13	27.00	445.39	445.47
Q1	13919.13	27.00	445.12	445.18
R1	13929.13	27.00	444.84	444.88
S1	13939.13	27.00	444.55	444.57
CL. Brg. E. Abut	13944.36	27.00	444.40	444.40
Bk. E. Abut.	13950.10	27.00	444.23	444.23

TOP OF SLAB ELEVATIONS
EB STRUCTURE
STRUCTURE NO. 082-0162

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07004
SCALE	
DATE	/ /
DESIGN BY	
DRAWN BY	CFC
CHECKED BY	RM/MCB

SHEET NO. 17

59 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	72
		CONTRACT NO. 76867		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13335.07	-17.08	449.38	449.38
A	13345.07	-17.08	449.51	449.51
B	13355.07	-17.08	449.64	449.64
E End of W Appr	13365.07	-17.08	449.75	449.75

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13346.49	-12.00	449.63	449.63
A	13356.49	-12.00	449.76	449.76
B	13366.49	-12.00	449.88	449.88
E End of W Appr	13376.49	-12.00	449.99	449.99

STAGE I CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13370.07	-1.50	450.08	450.08
A	13380.07	-1.50	450.19	450.19
B	13390.07	-1.50	450.29	450.29
E End of W Appr	13400.07	-1.50	450.38	450.38

PGL EB LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13373.44	0.00	450.14	450.14
A	13383.44	0.00	450.25	450.25
B	13393.44	0.00	450.34	450.34
E End of W Appr	13403.44	0.00	450.44	450.44

SOUTH EDGE OF CENTER LANE

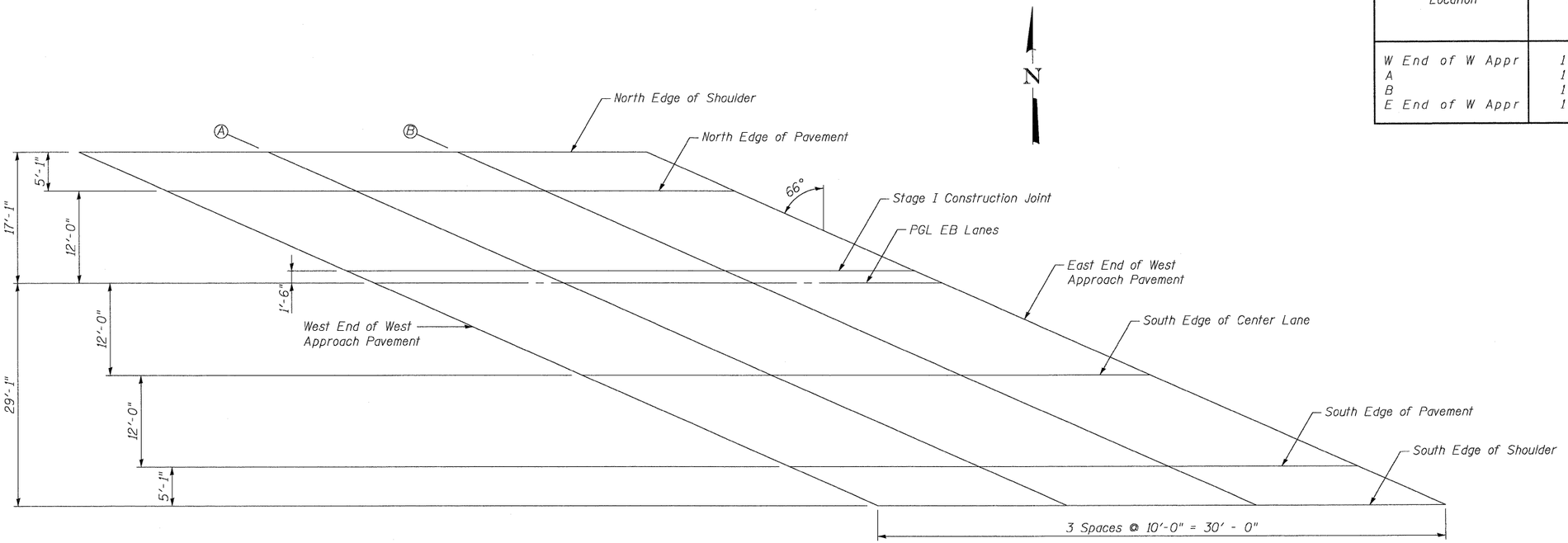
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13400.39	12.00	450.22	450.22
A	13410.39	12.00	450.31	450.31
B	13420.39	12.00	450.39	450.39
E End of W Appr	13430.39	12.00	450.46	450.46

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13427.34	24.00	450.19	450.19
A	13437.34	24.00	450.26	450.26
B	13447.34	24.00	450.32	450.32
E End of W Appr	13457.34	24.00	450.37	450.37

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of W Appr	13438.76	29.08	450.16	450.16
A	13448.76	29.08	450.22	450.22
B	13458.76	29.08	450.27	450.27
E End of W Appr	13468.76	29.08	450.32	450.32



PLAN
WEST APPROACH (EB)

TOP OF SLAB ELEVATIONS
EB WEST APPROACH

USER NAME = CFC.

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE / / DESIGN BY DRAWN BY CHECKED BY	SHEET NO. 18 59 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	82-2VB	ST. CLAIR	153	73
					CONTRACT NO. 76867		
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13851.09	-17.08	447.03	447.03
A	13861.09	-17.08	446.80	446.80
B	13871.09	-17.08	446.56	446.56
E End of E Appr	13881.09	-17.08	446.32	446.32

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13862.51	-12.00	446.87	446.87
A	13872.51	-12.00	446.63	446.63
B	13882.51	-12.00	446.39	446.39
E End of E Appr	13892.51	-12.00	446.13	446.13

STAGE I CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13886.09	-1.50	446.46	446.46
A	13896.09	-1.50	446.21	446.21
B	13906.09	-1.50	445.94	445.94
E End of E Appr	13916.09	-1.50	445.68	445.68

PGL EB LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13889.46	0.00	446.40	446.40
A	13899.46	0.00	446.14	446.14
B	13909.46	0.00	445.88	445.88
E End of E Appr	13919.46	0.00	445.61	445.61

SOUTH EDGE OF CENTER LANE

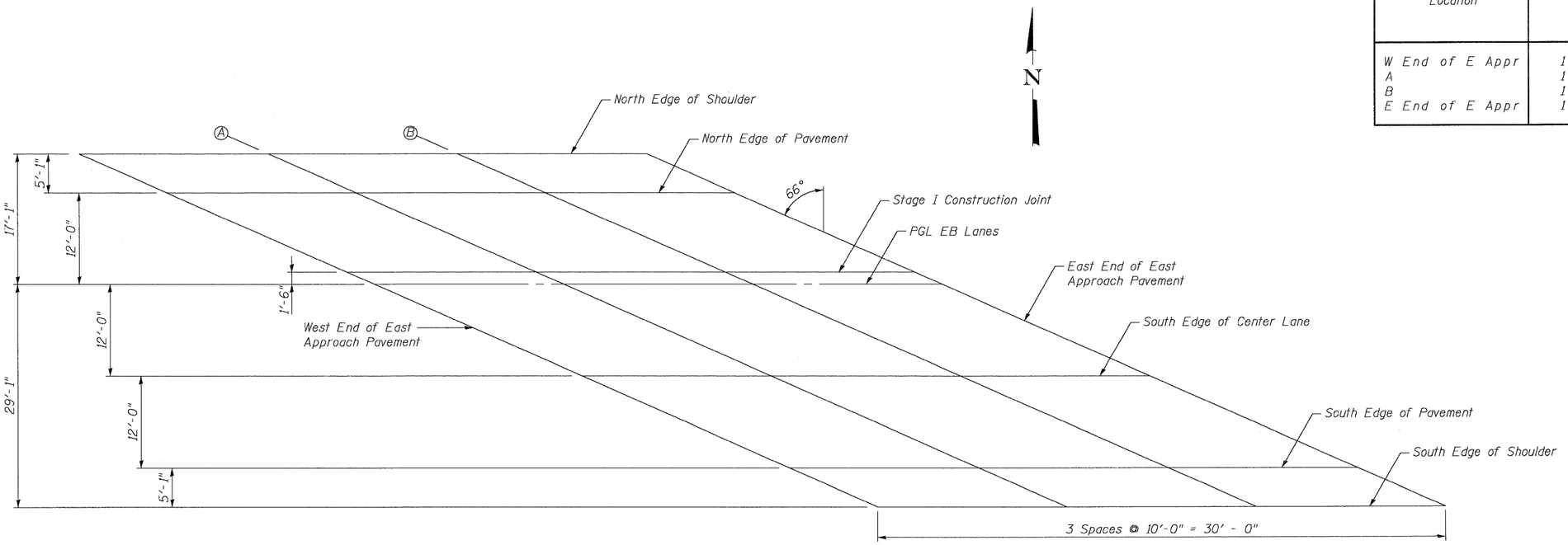
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13916.41	12.00	445.50	445.50
A	13926.41	12.00	445.23	445.23
B	13936.41	12.00	444.94	444.94
E End of E Appr	13946.41	12.00	444.65	444.65

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13943.36	24.00	444.49	444.49
A	13953.36	24.00	444.20	444.20
B	13963.36	24.00	443.90	443.90
E End of E Appr	13973.36	24.00	443.60	443.60

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W End of E Appr	13954.78	29.08	444.05	444.05
A	13964.78	29.08	443.75	443.75
B	13974.78	29.08	443.45	443.45
E End of E Appr	13984.78	29.08	443.15	443.15

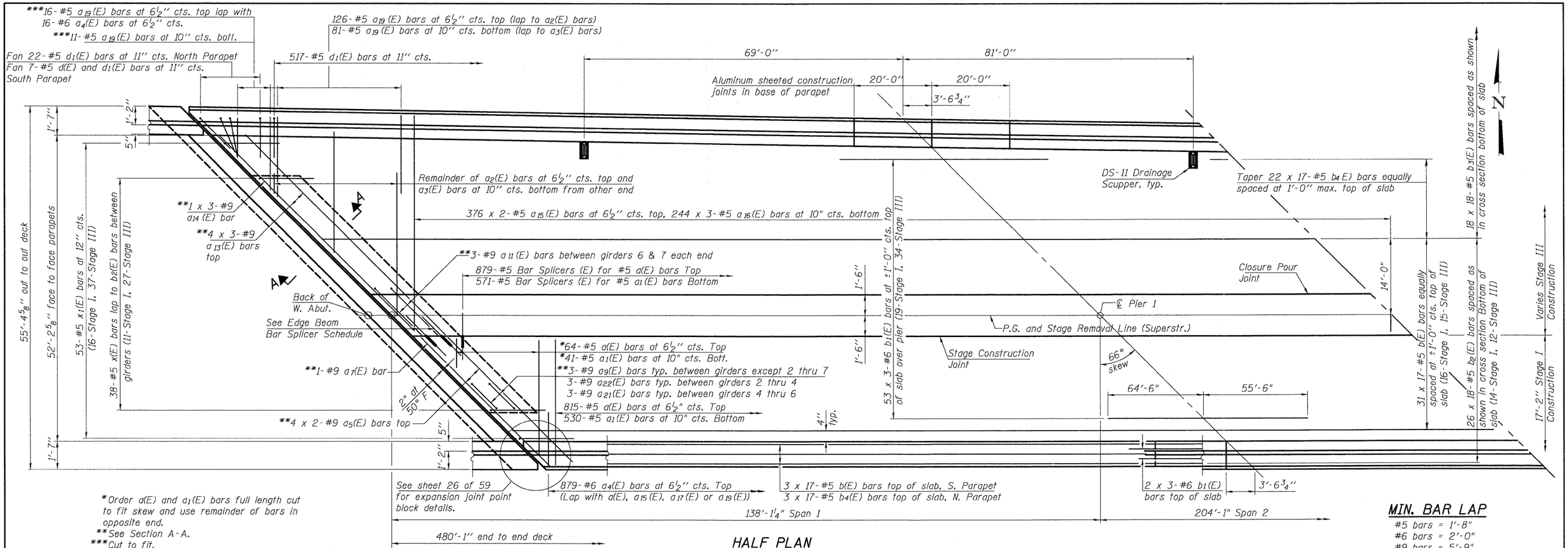


PLAN
EAST APPROACH (EB)

TOP OF SLAB ELEVATIONS
EB EAST APPROACH

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE / / DESIGN BY DRAWN BY CHECKED BY	SHEET NO. 19 59 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			64	82-2VB	ST. CLAIR	153 / 74
					CONTRACT NO. 76867	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

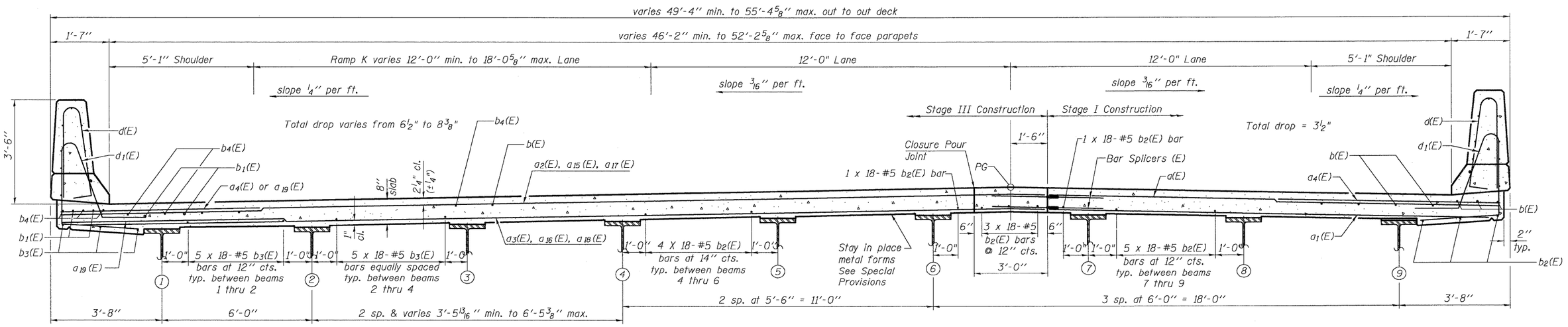
USER NAME = CFC.



*Order d(E) and a1(E) bars full length cut to fit skew and use remainder of bars in opposite end.
**See Section A-A.
***Cut to fit.

HALF PLAN
(Spans 1 & 2)

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"
#9 bars = 5'-9"



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking east)

Notes:
See Sheet 25 of 59 for superstructure details, Bill of Material and Section A-A.
See Sheet 24 of 59 for parapet reinforcement.
See Sheet 28 of 59 for Scupper Details.
See Sheet 21 of 59 for Plan at Scupper Locations.
Bars indicated thus 26 x 17-#5 etc. indicates 26 lines of bars with 17 lengths per line.

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

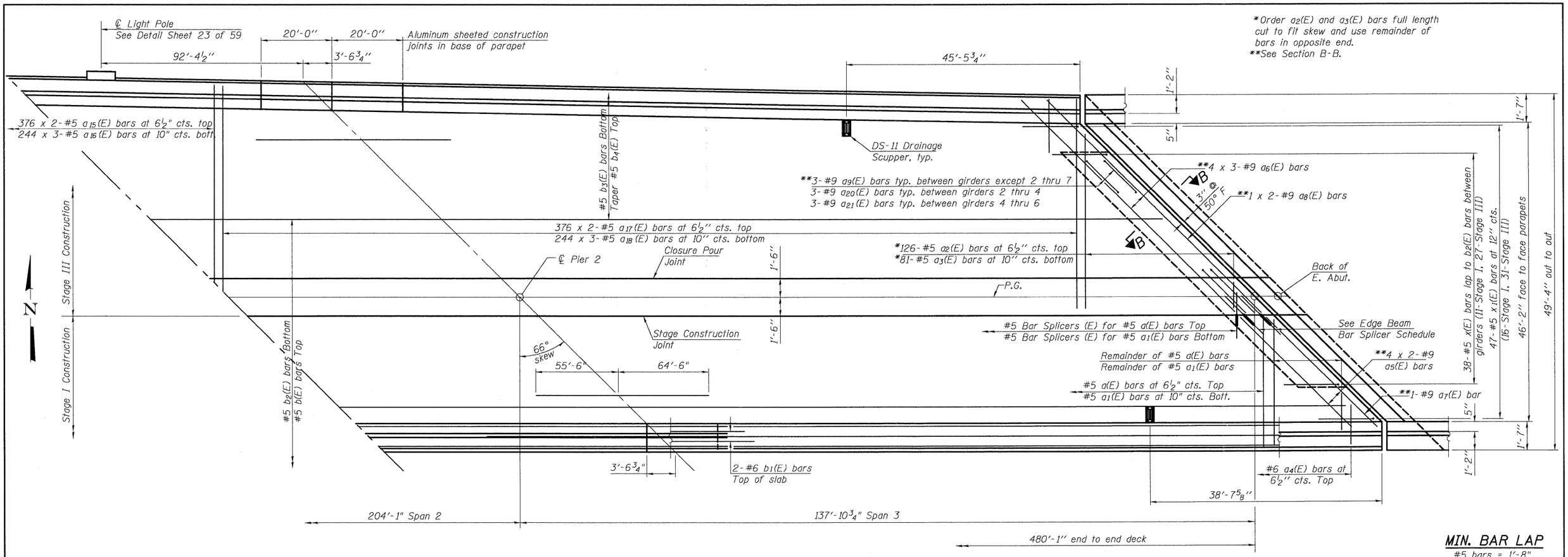
PROJECT NO. 07004
SCALE
DATE 12/10/08
DRAWN BY TFG
CHECKED BY CME/MCB

SHEET NO. 20
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	75
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SUPERSTRUCTURE WB
STRUCTURE NO. 082-0163

USER NAME = CFC.

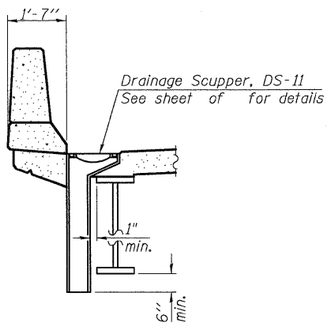


*Order $a_2(E)$ and $a_3(E)$ bars full length cut to fit skew and use remainder of bars in opposite end.
**See Section B-B.

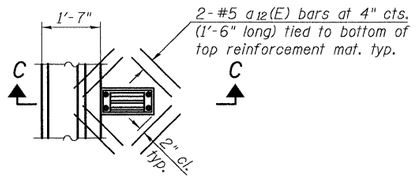
HALF PLAN
(spans 2 & 3)

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"
#9 bars = 5'-9"

Notes:
See Sheet 25 of 59 for superstructure details, Bill of Material and Section B-B.
See Sheet 24 of 59 for parapet reinforcement.
See Sheet 28 of 59 for Scupper Details.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



SECTION C-C



PLAN AT SCUPPER LOCATIONS
Cut longitudinal reinforcement to clear drainage scuppers.
Scuppers shall be located clear of all cross frames.

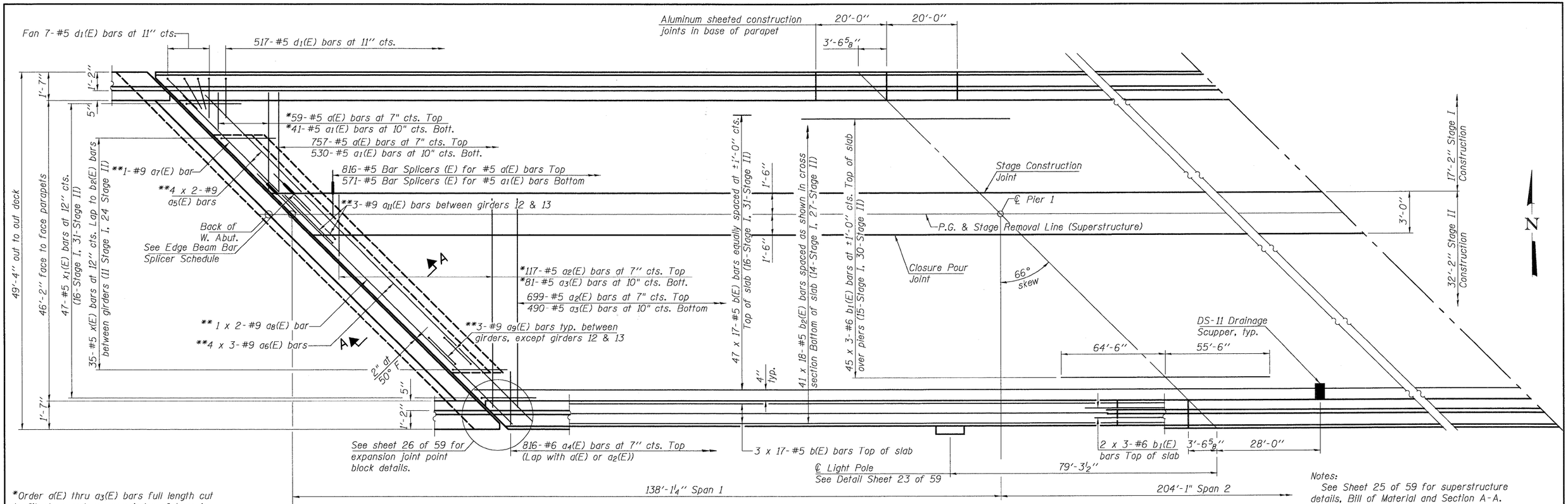
EDGE BEAMS BAR SPLICER (E) SCHEDULE		
No. Req'd.	Spliced Bar	Location
8	a5(E)	Top
2	a7(E)	Bottom
6	***	Bottom

***Bar splicer stands alone in Stage I. See sheet 59 of 59 for detail.

SUPERSTRUCTURE WB
STRUCTURE NO. 082-0163

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE 12/11/08 DRAWN BY TFG CHECKED BY RM/MCB	SHEET NO. 21 59 SHEETS	F.A.I. RTE. 64 | SECTION 82-2VB | COUNTY ST. CLAIR | TOTAL SHEETS 153 | SHEET NO. 76 CONTRACT NO. 76867 FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

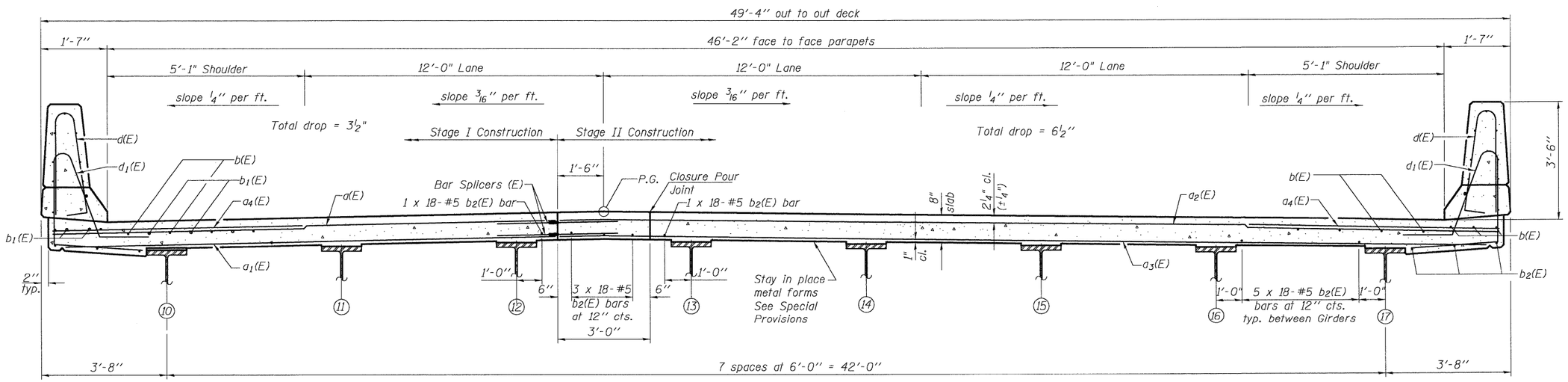
USER NAME = CFC.



*Order a(E) thru a3(E) bars full length cut to fit skew and use remainder of bars in opposite end.
**See Section A-A.

HALF PLAN
Showing Spans 1 & 2

Notes:
See Sheet 25 of 59 for superstructure details, Bill of Material and Section A-A.
See Sheet 24 of 59 for parapet reinforcement.
See Sheet 28 of 59 for Scupper Details.
See Sheet 21 of 59 for Plan at Scupper Location.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER — NEAR MIDSPAN

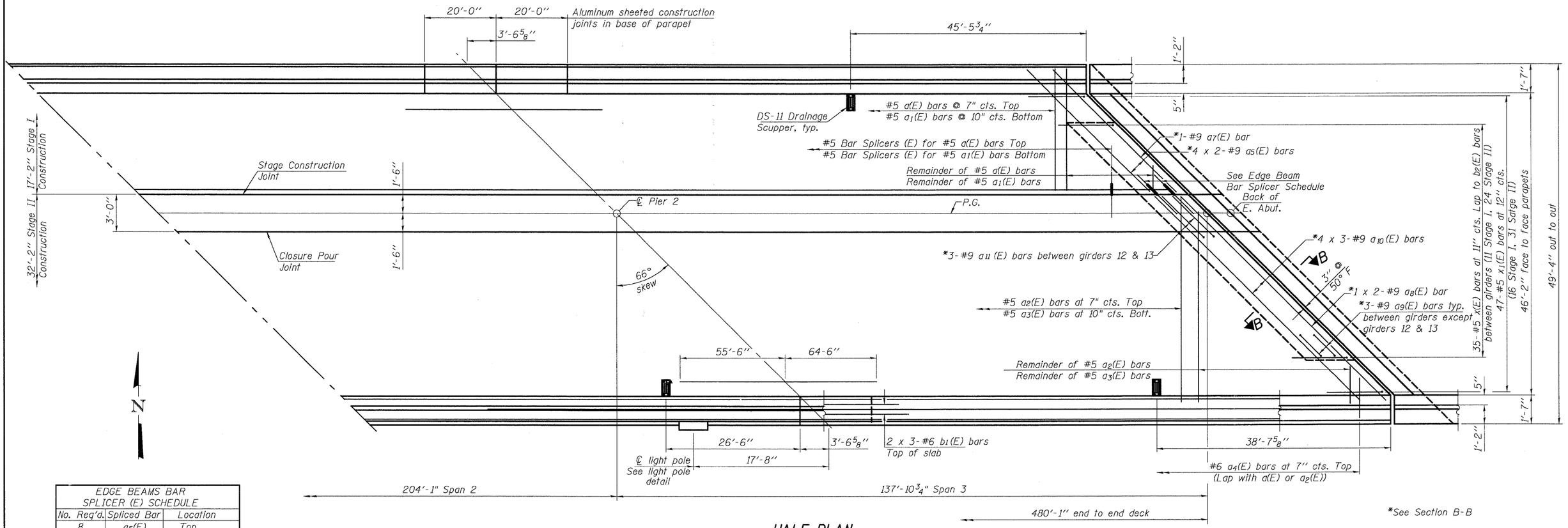
CROSS SECTION
(Looking east)

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"
#9 bars = 5'-9"

SUPERSTRUCTURE EB
STRUCTURE NO. 082-0162

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 12/10/08; DRAWN BY TFG; CHECKED BY CME/MCB	SHEET NO. 22 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB
			COUNTY ST. CLAIR	TOTAL SHEETS 153
				SHEET NO. 77
			CONTRACT NO. 76867	
			FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT	

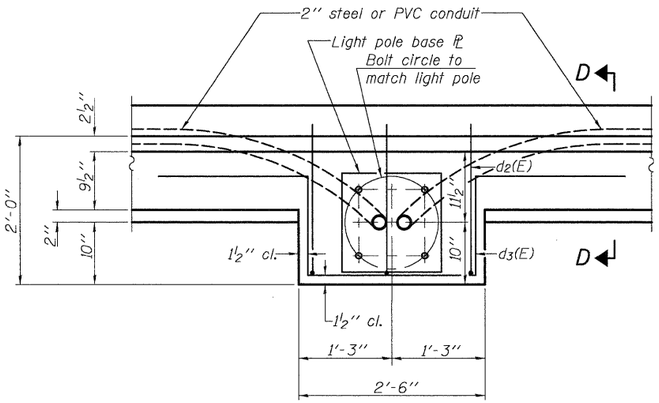
USER NAME = CFC



EDGE BEAMS BAR SPLICER (E) SCHEDULE		
No. Req'd.	Spliced Bar	Location
8	a5(E)	Top
2	a7(E)	Bottom
6	**	Bottom

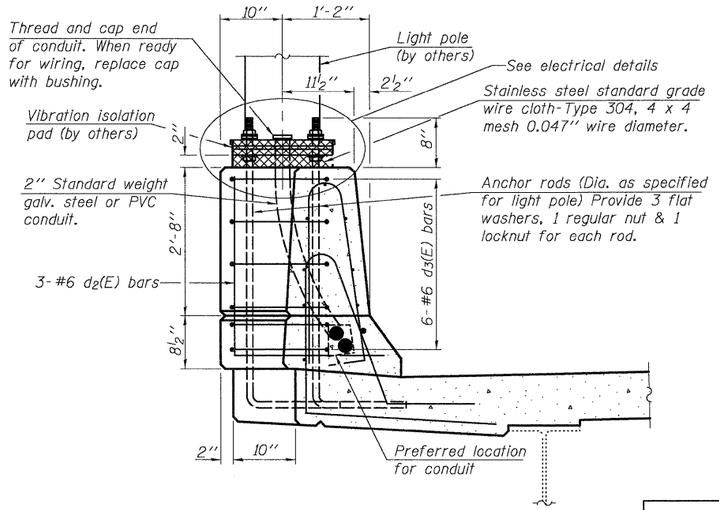
**Bar splicer stands alone in Stage I. See sheet 59 of 59 for detail.

HALF PLAN
Showing Spans 2 & 3

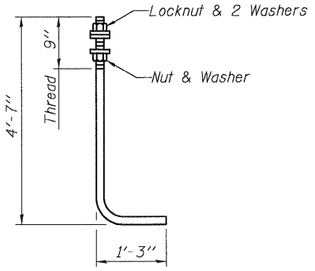


PLAN

Note:
Cost of anchor rods and conduit is included with Concrete Superstructure.



SECTION D-D



ANCHOR ROD
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)

LIGHT POLE DETAIL

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"
#9 bars = 5'-9"

Notes:
See Sheet 25 of 59 for superstructure details, Bill of Material and Section B-B.
See Sheet 24 of 59 for parapet reinforcement.
See Sheet 28 of 59 for Scupper Details.
See Sheet 21 of 59 for Plan at Scupper Location.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

SUPERSTRUCTURE EB
STRUCTURE NO. 082-0162

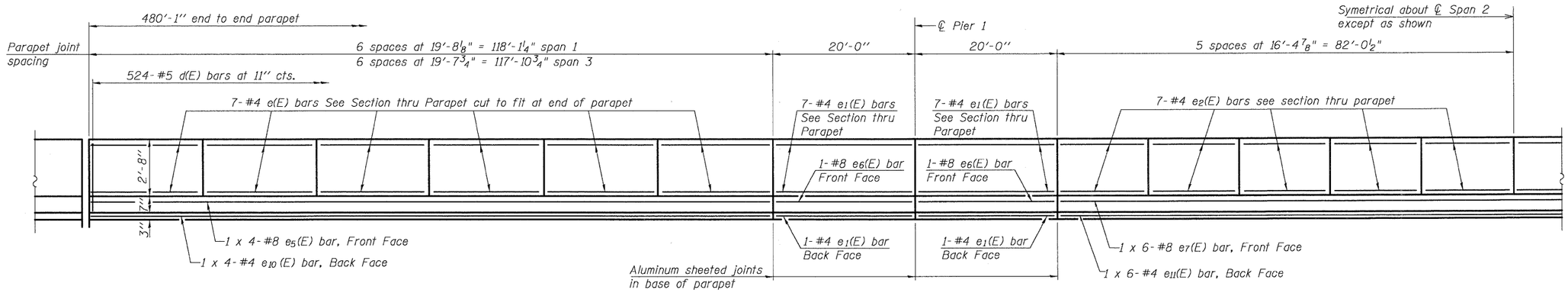
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07004
SCALE	
DATE	12/10/08
DRAWN BY	TFG
CHECKED BY	CME/MCB

SHEET NO. 23
59 SHEETS

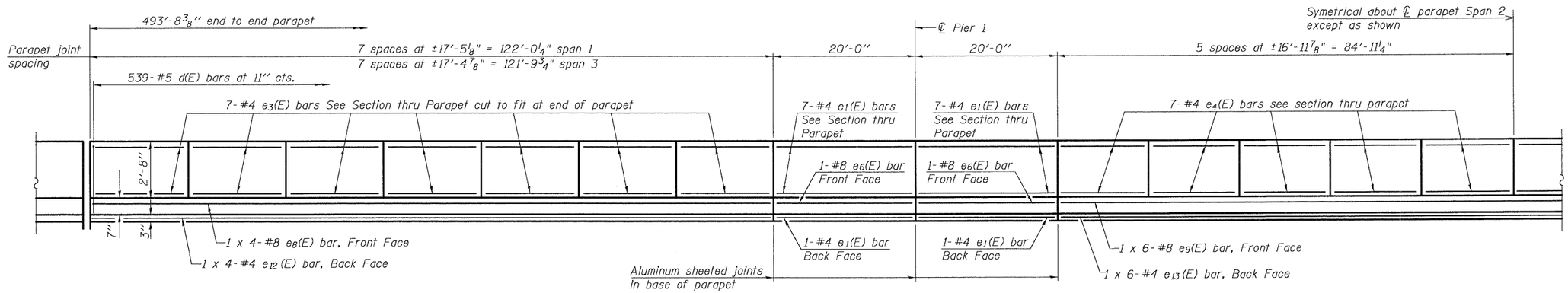
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	78
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.



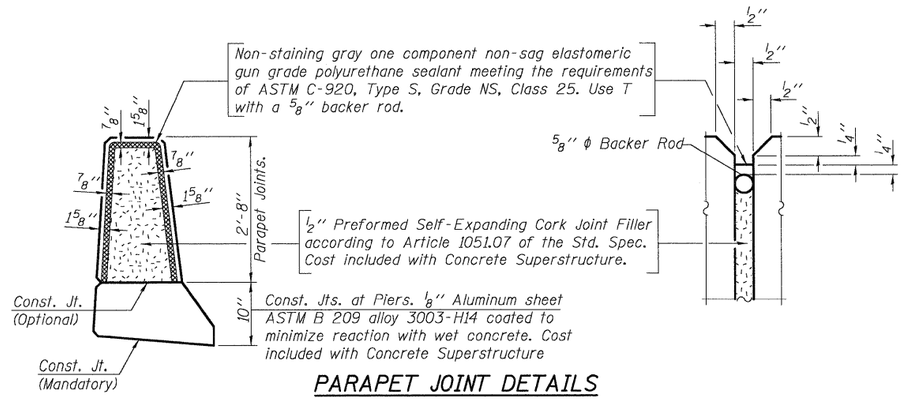
INSIDE ELEVATION OF PARAPET

Showing N & S Parapet, EB Structure &
Showing S. Parapet WB Structure



INSIDE ELEVATION OF PARAPET

Showing N. Parapet, WB Structure



PARAPET JOINT DETAILS

MIN. BAR LAP

#4 bars = 1'-8"
#8 bars = 4'-6"

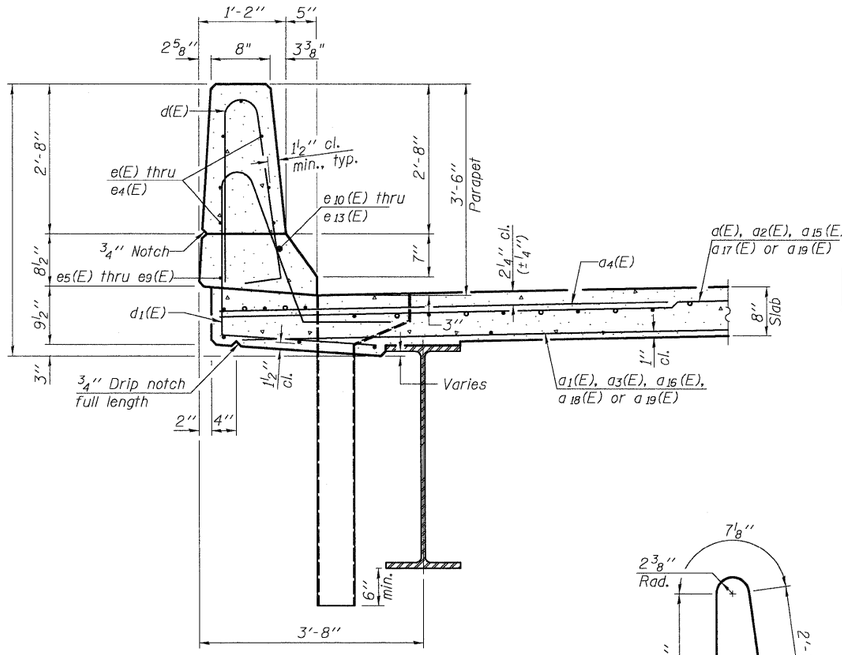
Note:
See Sheet 25 of 59 for Section thru parapet.

PARAPET DETAILS
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 12/17/08; DRAWN BY TFG; CHECKED BY RM/MCB	SHEET NO. 24 59 SHEETS	F.A.I. RTE. 64; SECTION 82-2VB; COUNTY ST. CLAIR; TOTAL SHEETS 153; SHEET NO. 79; CONTRACT NO. 76867; FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

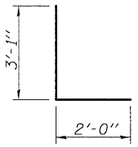
S-D 5-16-08

USER NAME = CFC.

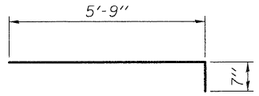


SECTION THRU PARAPET

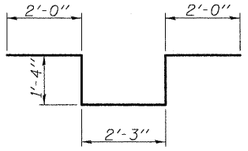
Showing Drainage Scupper, DS-11



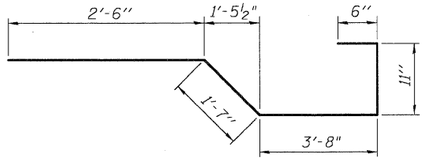
BAR d2(E)



BAR x1(E)



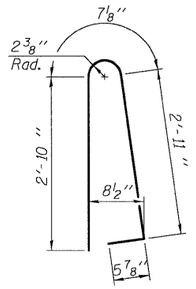
BAR d3(E)



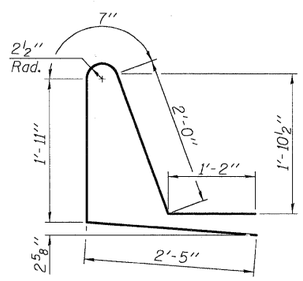
BAR x(E)

BAR DIMENSIONS

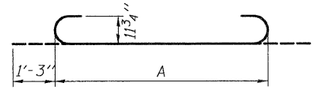
Bar	A
a9(E)	14'-6"
a20(E)	8'-3"
a21(E)	13'-2"
a22(E)	15'-8"



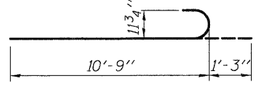
BAR d(E)



BAR d1(E)

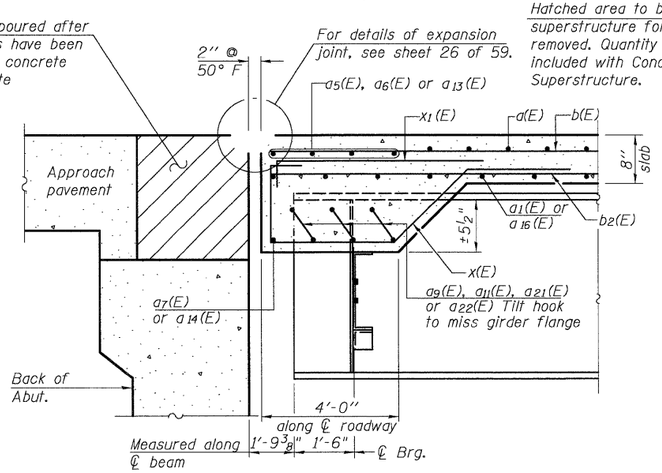


a9(E), a20(E), a21(E) & a22(E) BARS

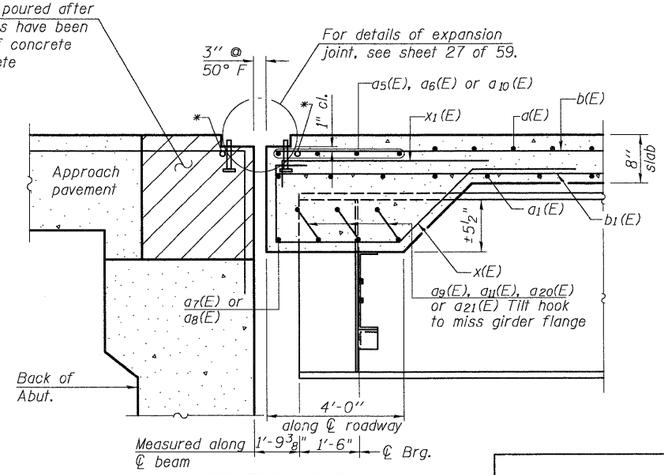


a11(E) BAR

**Place bars in back of anchor bolt as shown if required to maintain 1" cl. (±0-1/8"). Anchor bolts should be tied to a(E) and h(E) bars.*



SECTION A-A



SECTION B-B

EB SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	816	#5	16'-8"	
a1(E)	571	#5	16'-2"	
a2(E)	816	#5	31'-8"	
a3(E)	571	#5	31'-2"	
a4(E)	1632	#6	6'-0"	
a5(E)	16	#9	23'-8"	
a6(E)	12	#9	30'-0"	
a7(E)	2	#9	32'-9"	
a8(E)	4	#9	37'-9"	
a9(E)	36	#9	17'-0"	
a10(E)	12	#9	29'-9"	
a11(E)	6	#9	12'-0"	
a12(E)	32	#5	1'-6"	
b(E)	901	#5	29'-10"	
b1(E)	294	#6	41'-4"	
b2(E)	738	#5	28'-3"	
d(E)	1048	#5	7'-0"	
d1(E)	1048	#5	8'-4"	
d2(E)	6	#6	5'-1"	
d3(E)	12	#6	8'-11"	
e(E)	168	#4	19'-4"	
e1(E)	64	#4	19'-8"	
e2(E)	140	#4	16'-0"	
e5(E)	16	#8	32'-10"	
e6(E)	8	#8	19'-8"	
e7(E)	12	#8	31'-1"	
e10(E)	16	#4	30'-9"	
e11(E)	12	#4	28'-9"	
x(E)	70	#5	9'-9"	
x1(E)	94	#5	6'-4"	
Reinforcement Bars, Epoxy Coated			Pound	185,090
Concrete Superstructure			Cu. Yds.	756.2
Bar Splicers			Each	1,403

WB SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	879	#5	16'-8"	
a1(E)	571	#5	16'-2"	
a2(E)	126	#5	31'-8"	
a3(E)	81	#5	31'-2"	
a4(E)	1774	#6	6'-0"	
a5(E)	16	#9	23'-8"	
a6(E)	12	#9	30'-0"	
a7(E)	2	#9	32'-9"	
a8(E)	2	#9	37'-9"	
a9(E)	18	#9	17'-0"	
a11(E)	6	#9	12'-0"	
a12(E)	32	#5	1'-6"	
a13(E)	12	#9	34'-11"	
a14(E)	3	#9	32'-1"	
a15(E)	752	#5	19'-1"	
a16(E)	732	#5	13'-4"	
a17(E)	752	#5	18'-1"	
a18(E)	732	#5	12'-7"	
a19(E)	234	#5	6'-6"	
a20(E)	6	#9	10'-9"	
a21(E)	12	#9	15'-8"	
a22(E)	6	#9	18'-2"	
b(E)	578	#5	29'-10"	
b1(E)	342	#6	41'-4"	
b2(E)	468	#5	28'-3"	
b3(E)	324	#5	29'-0"	
b4(E)	425	#5	30'-7"	
d(E)	1063	#5	7'-0"	
d1(E)	1063	#5	8'-4"	
d2(E)	3	#6	5'-1"	
d3(E)	6	#6	8'-11"	
e(E)	84	#4	19'-4"	
e1(E)	64	#4	19'-8"	
e2(E)	70	#4	16'-0"	
e3(E)	98	#4	17'-0"	
e4(E)	70	#4	16'-7"	
e5(E)	8	#8	32'-10"	
e6(E)	8	#8	19'-8"	
e7(E)	6	#8	31'-1"	
e8(E)	8	#8	33'-10"	
e9(E)	6	#8	32'-0"	
e10(E)	8	#4	30'-9"	
e11(E)	6	#4	28'-9"	
e12(E)	8	#4	31'-8"	
e13(E)	6	#4	29'-8"	
x(E)	76	#5	9'-9"	
x1(E)	100	#5	6'-4"	
Reinforcement Bars, Epoxy Coated			Pound	208,410
Concrete Superstructure			Cu. Yds.	796.3
Bar Splicers			Each	1,466

Bars indicated thus 1 x 3 - #8 etc. indicates 1 line of bars with 3 lengths per line.

Note:
See Sheet 59 of 59 for Bar Splicer details.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

USER NAME = CFC

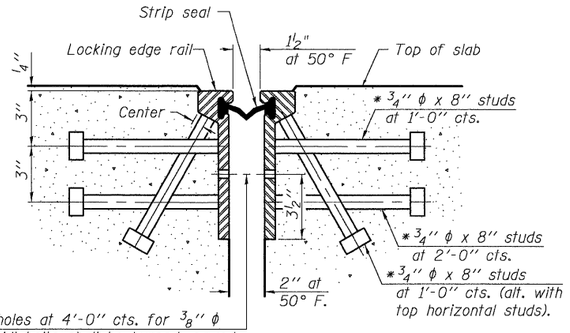
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 12/17/08
DRAWN BY TFC
CHECKED BY RM/MCB

SHEET NO. 25
59 SHEETS

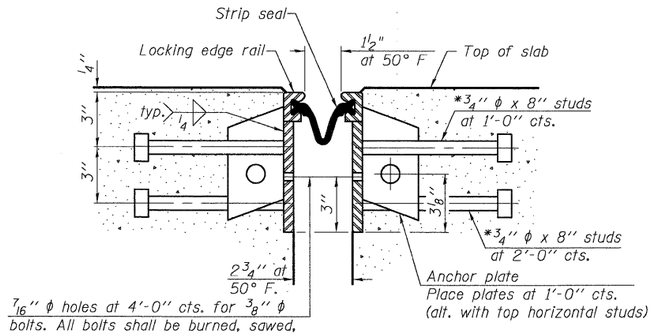
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	80
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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

SECTION THRU ROLLED RAIL JOINT



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

SECTION THRU WELDED RAIL JOINT

Notes:

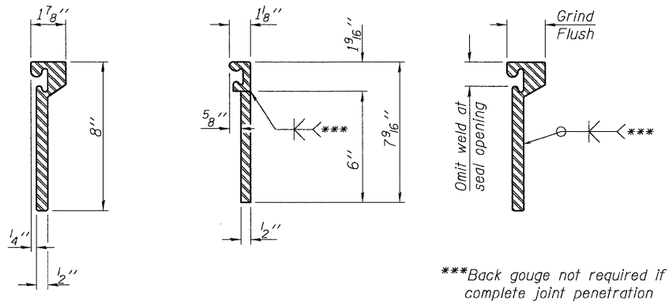
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of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

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

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

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



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

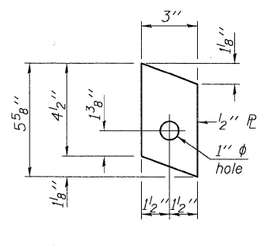
ROLLED EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

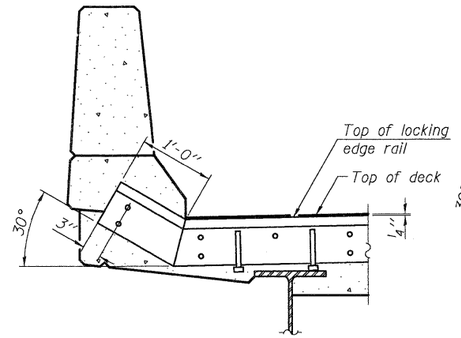
The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS

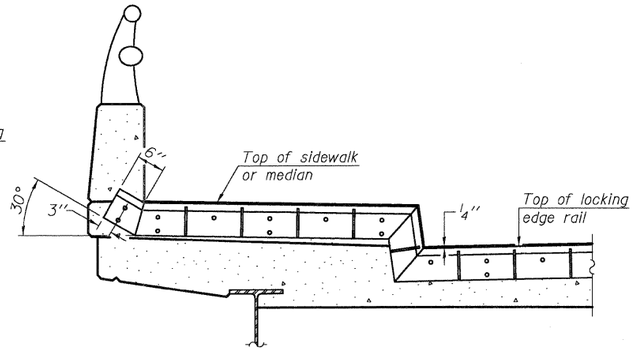


ANCHOR PL

(for welded rail)



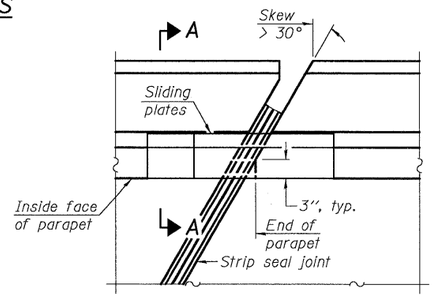
AT PARAPET



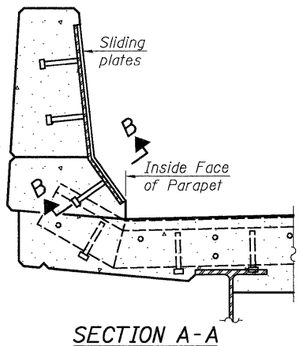
AT SIDEWALK OR MEDIAN

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

TYPICAL END TREATMENTS

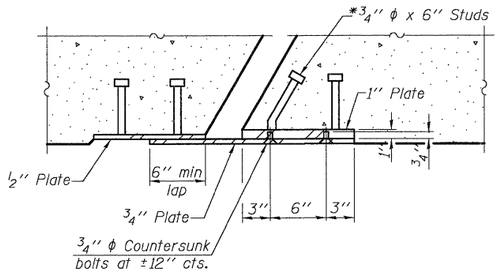


PLAN



SECTION A-A POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

(© W. Abutments)

Item	Unit	Total
Preformed Joint Strip Seal (EB)	Foot	119
Preformed Joint Strip Seal (WB)	Foot	133
Total	Foot	252

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 12/18/08; DRAWN BY TFG; CHECKED BY RM/MCB	SHEET NO. 26 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB; COUNTY ST. CLAIR; TOTAL SHEETS 153; SHEET NO. 81; CONTRACT NO. 76867; FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

EJ-SSJ 10-1-08

USER NAME = CFC

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.
2½"	2½"	1¾" Min.
4"	3"	2½" Min.

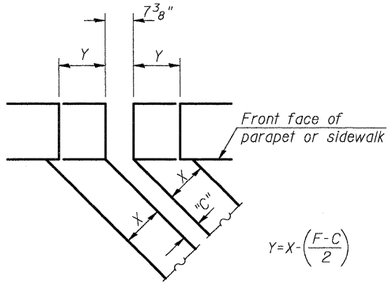
INSTALLATION NOTES

1. Install continuous seal in roadway, parapet, curb, and sidewalk.
2. Install anchor blocks as indicated.

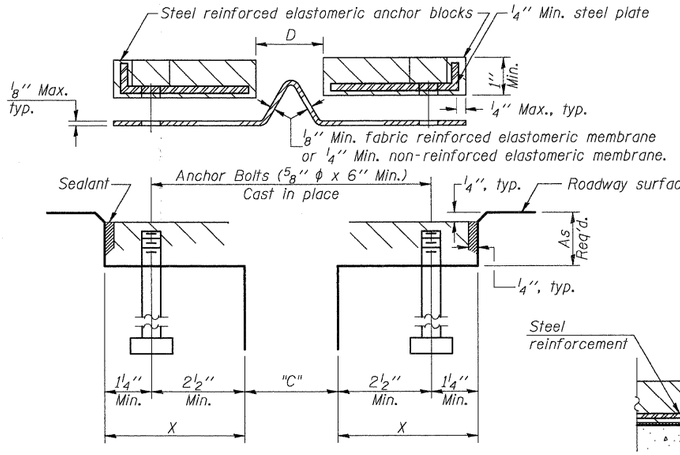
Note A:
Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

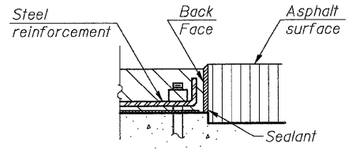
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



FORMING BLOCKOUT SKETCH



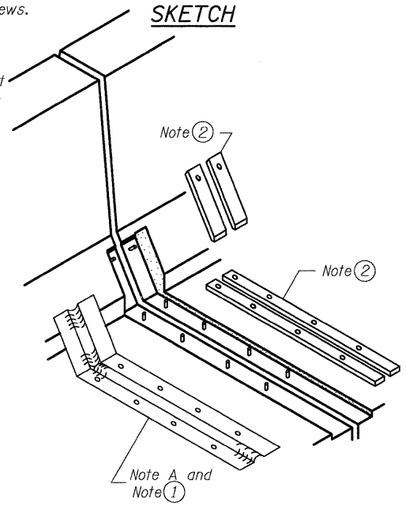
CROSS SECTION



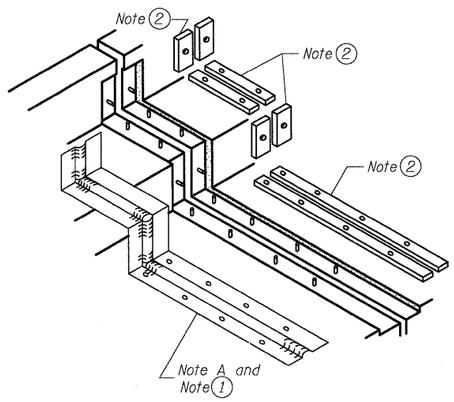
ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.
Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

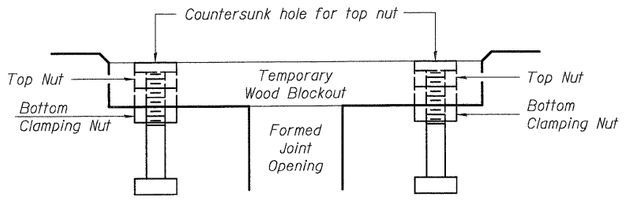


AT PARAPET



AT SIDEWALK OR MEDIAN

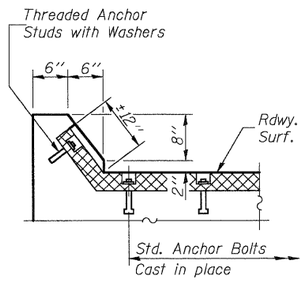
AT WALL



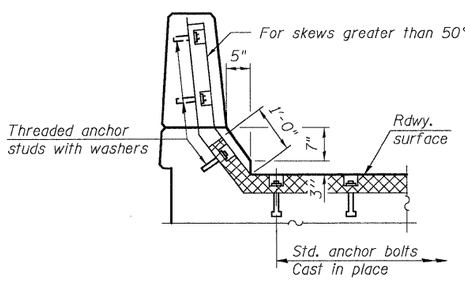
Note:
Stud needs to be threaded lower to allow for use of clamping nut.

Anchor studs should be stainless

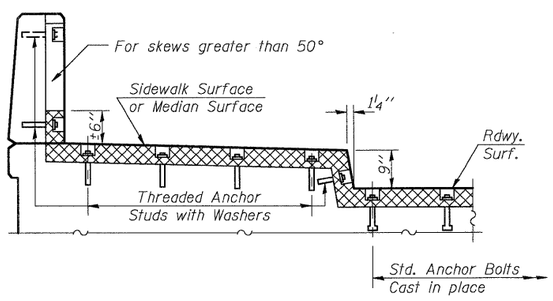
RECOMMENDED BLOCKOUT DETAIL



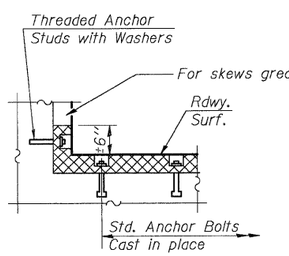
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN
TYPICAL END TREATMENTS



AT WALL

CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE 12/18/08 DRAWN BY TFG CHECKED BY RM/MCB	SHEET NO. 27 59 SHEETS	F.A.I. RTE. 64 | SECTION 82-2VB | COUNTY ST. CLAIR | TOTAL SHEETS 153 | SHEET NO. 82 CONTRACT NO. 76867 FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

EJ-CS 10-22-04

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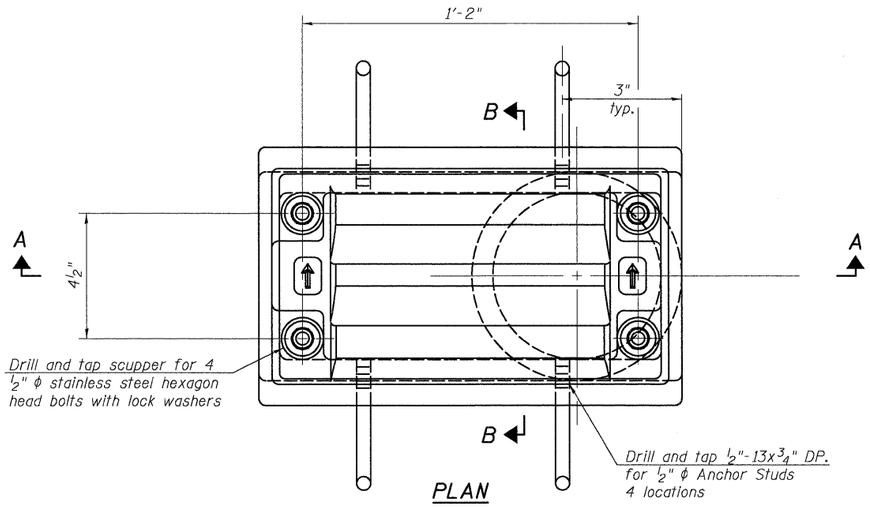
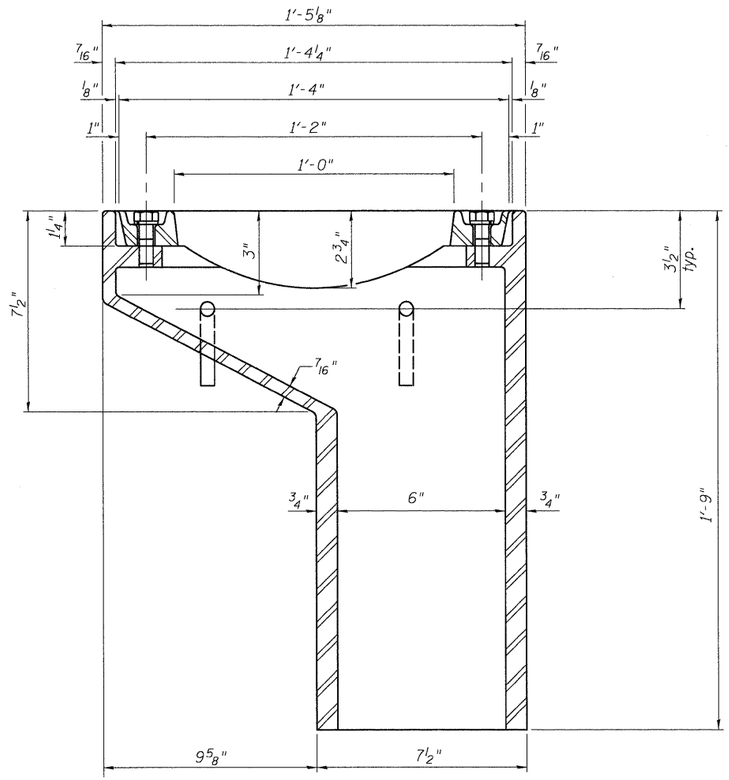
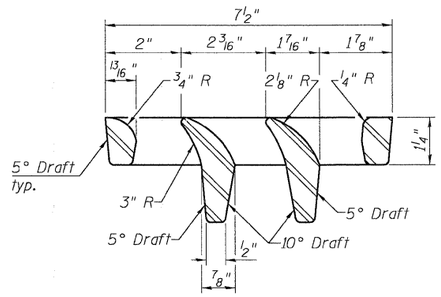


PLAN

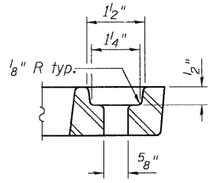


SECTION A-A

See sheet 25 of 59 for scupper location relative to parapet.



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

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

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

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

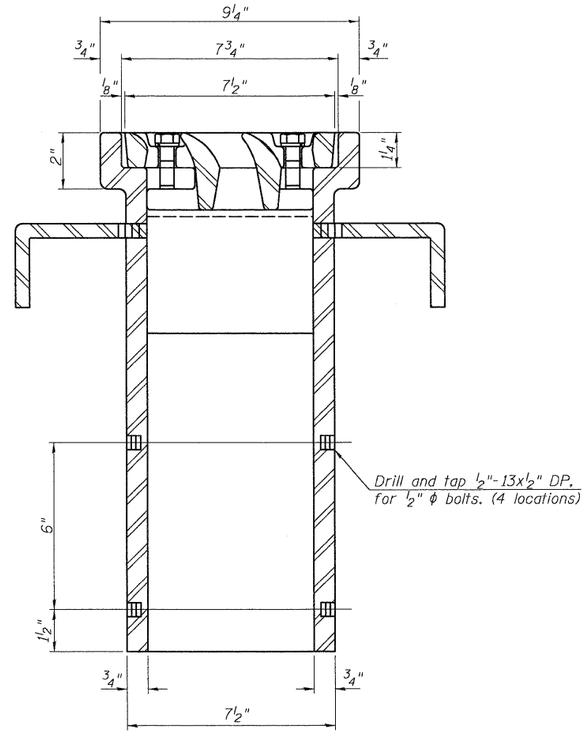
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

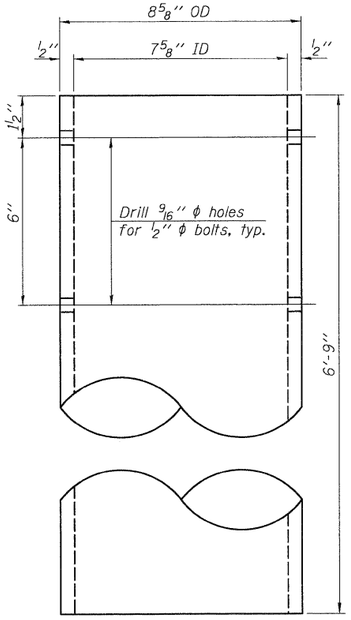
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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

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



SECTION B-B



DOWNSPOUT

ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

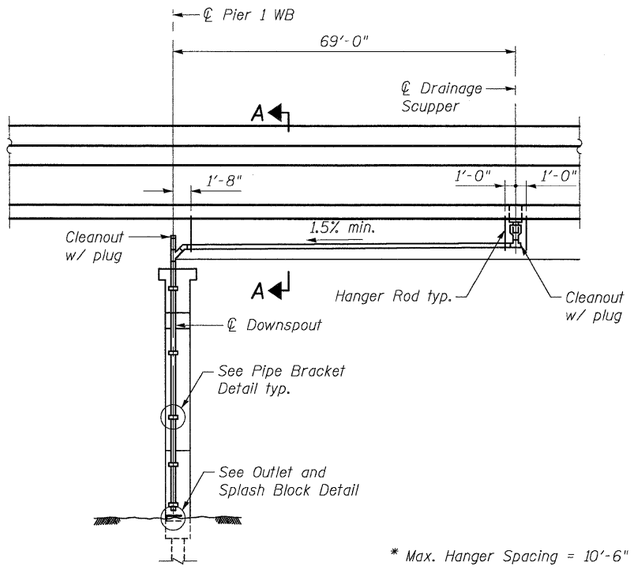
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 12/18/08; DRAWN BY TFG; CHECKED BY RM/MCB	SHEET NO. 28 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB
			COUNTY ST. CLAIR	TOTAL SHEETS 153
			CONTRACT NO. 76867	
			FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT

SHEET NO. 83

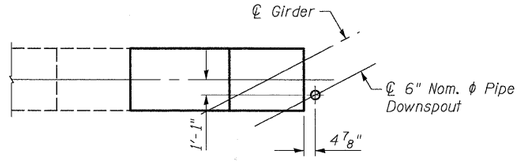
DS-11 10-1-08

USER NAME = CFC

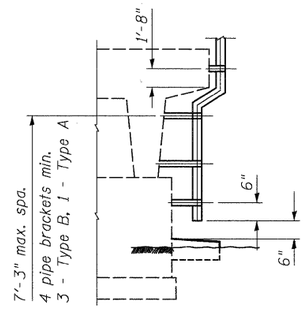


* Max. Hanger Spacing = 10'-6" or as recommended by Pipe Manufacturer

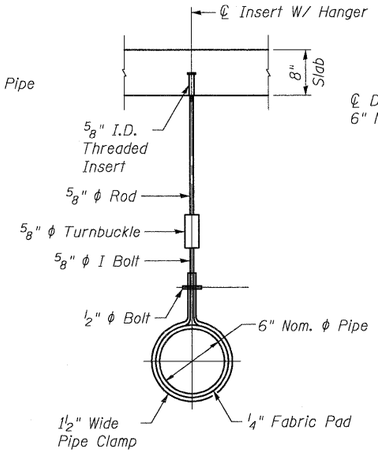
PIER 1 END VIEW
(Looking South)



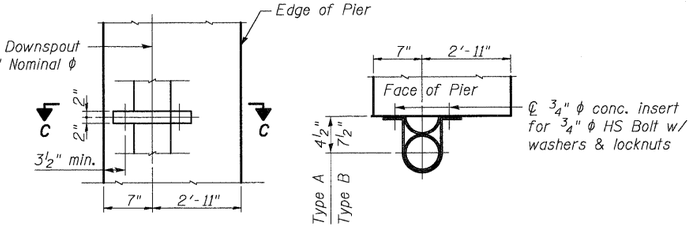
TOP VIEW



TYP. PIER PARTIAL ELEVATION
(North End - Looking West)



HANGER DETAIL
Note: Bottom of pipe clamp shall not extend below bottom of steel beam.

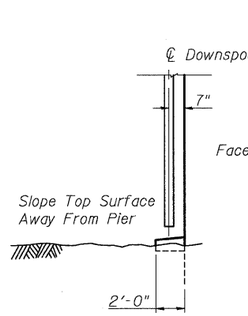


ELEVATION

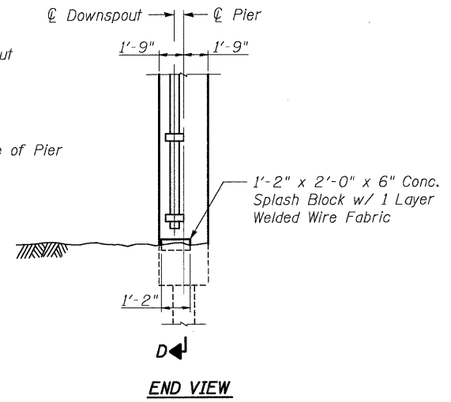
SECTION C-C

PIPE BRACKET DETAIL

**Type A bracket: use 1, 3/16" x 4" galv. steel strap and 1-4" wide galv. steel fill plate.
Type B bracket: use 2, 3/16" x 4" galv. steel straps as shown.



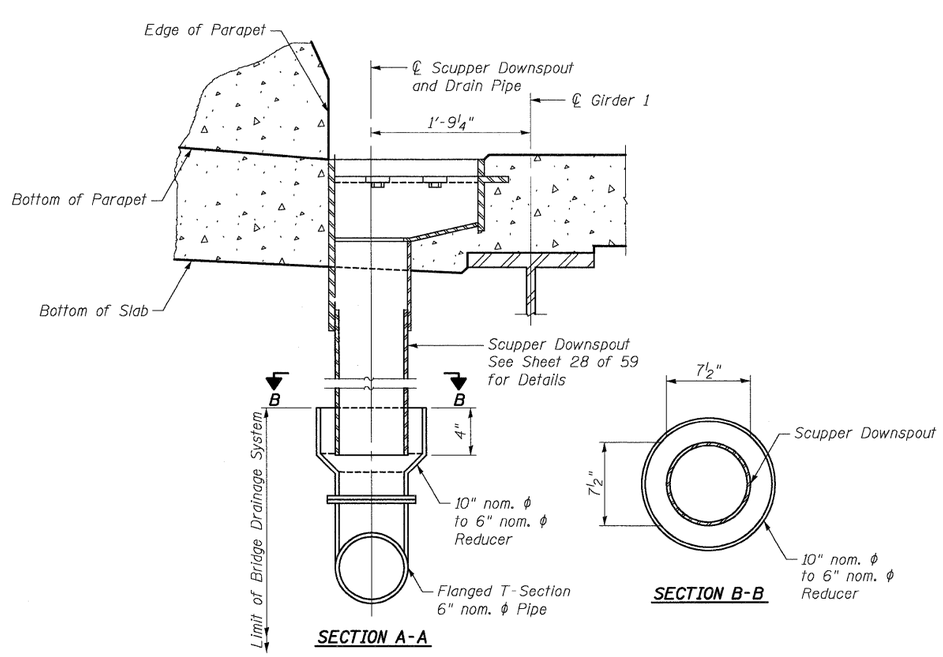
SECTION D-D



END VIEW

OUTLET AND SPLASH BLOCK DETAIL

Notes: Water from the drainage scupper shall be piped as shown to pier 1. See Special Provision for "Bridge Drainage System" for material requirements, installation guidelines, paint system requirements and basis of payment.



SECTION A-A

SECTION B-B

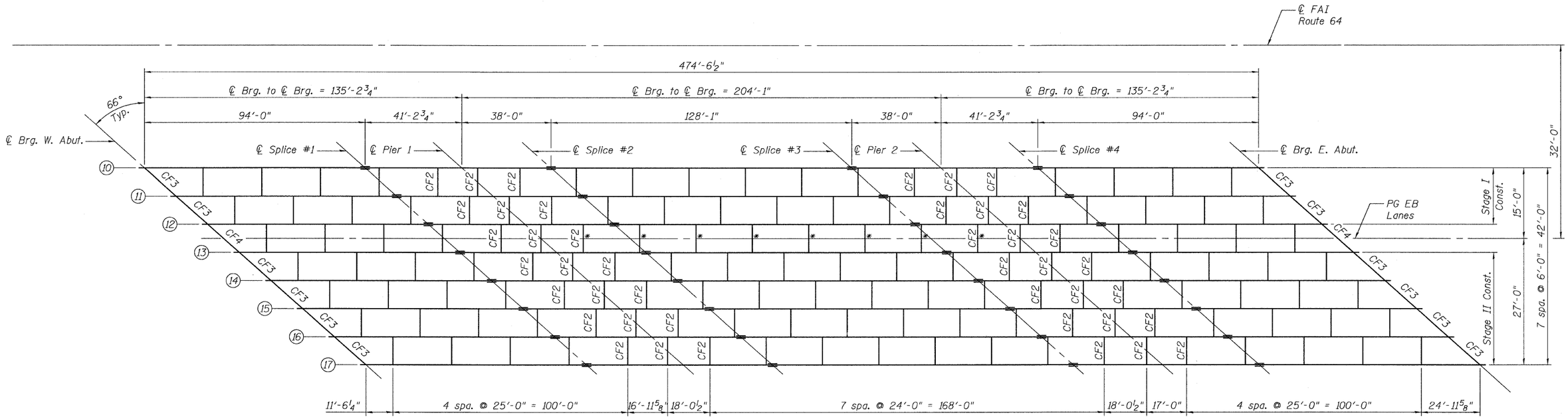
CROSS SECTION

BRIDGE DRAINAGE SYSTEM
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE 6/03/08 DRAWN BY TFG CHECKED BY RM/MCB	SHEET NO. 29 59 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			64	82-2VB	ST. CLAIR	153 / 84
					CONTRACT NO. 76867	
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	

USER NAME = CFC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EB FRAMING PLAN

* Location of temporary articulated bracing see sheet 33 of 59.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

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

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

Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

DESIGNED	BWP		
CHECKED	MJJ		
DRAWN	BWP		
CHECKED	MJJ/KPC		

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INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	0.5 Sp. 2	Pier 1 & 2
I_s	(in^4)	51503	60340	101672
$I_c(n)$	(in^4)	110212	121677	-
$I_c(3n)$	(in^4)	80830	90310	-
S_s	(in^3)	1329	1557	2574
$S_c(n)$	(in^3)	1832	2055	-
$S_c(3n)$	(in^3)	1634	1852	-
DC1	(k/')	0.87	0.89	1.30
M_{DC1}	('k)	687	1581	4490
DC2	(k/')	0.30	0.30	-
M_{DC2}	('k)	300	666	-
DW	(k/')	-	-	-
M_{DW}	('k)	-	-	-
M_{L+IM}	('k)	2228	2983	2701
M_u (Strength I)	('k)	5133	8029	10339
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	9384	10091	-
f_s DC1	(ksi)	6.20	12.18	20.93
f_s DC2	(ksi)	2.20	4.32	-
f_s DW	(ksi)	-	-	-
f_s 1.3(L+IM)	(ksi)	18.97	22.65	16.37
f_s (Service II)	(ksi)	27.37	39.15	37.30
** f_s (Total)(Strength I)	(ksi)	-	-	48.20
V_f	(k)	30.8	26.5	-

* Compact sections
** Non-Compact and slender sections

Note:
Values in the moment and reaction tables are for the controllng Stage I condition (3 Girders).

Note:
All cross frames between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
Unless otherwise noted, cross frames shall be designated CF1.
For cross frame details and splice plate details see sheets 33 and 34 of 59.

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	39.0	251.2
R_{DC2}	(k)	12.5	75.4
R_{DW}	(k)	-	-
R_{L+IM}	(k)	125.0	283.8
R_{Total}	(k)	176.5	610.4

FRAMING PLAN
EB STRUCTURE
STRUCTURE NO. 082-0162

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
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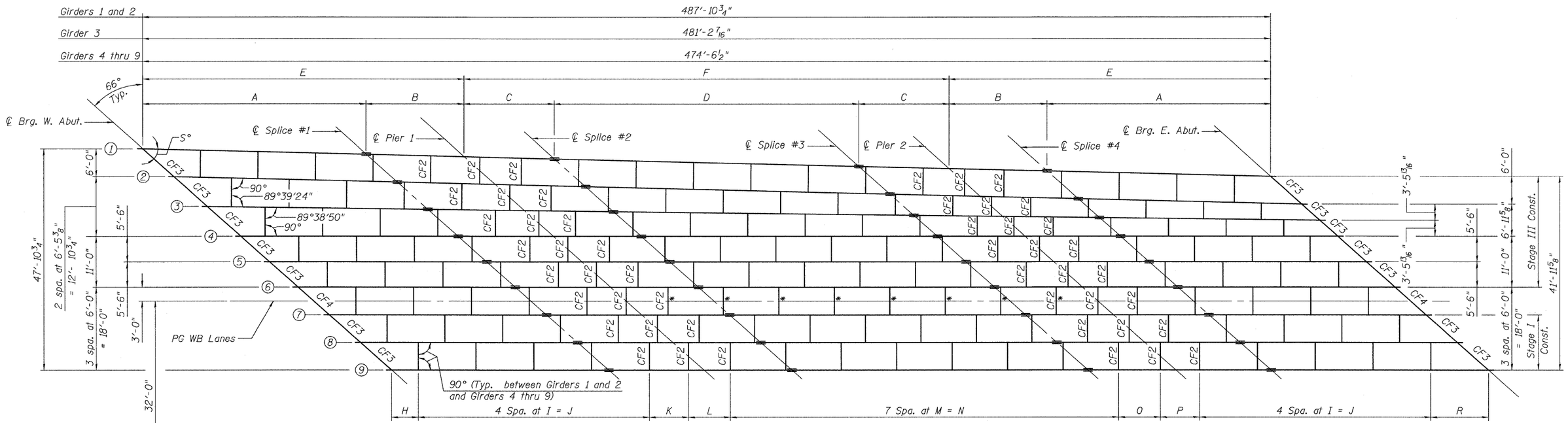
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

SHEET NO. 30
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	85
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WB FRAMING PLAN

* Location of temporary articulated bracing see sheet 33 of 59.

GIRDER	H	I	J	K	L	M	N	O	P	R	S°
1	24'-11"	24'-11"	99'-8"	21'-2 11/16"	18'-0"	24'-10"	173'-10"	17'-11 7/8"	17'-0"	15'-7 1/8"	23° 18' 14"
2 (NORTH SIDE)	11'-4 7/16"	24'-11"	99'-8"	21'-2 11/16"	18'-0"	24'-10"	173'-10"	17'-11 7/8"	17'-0"	29'-1 11/16"	---
2 (SOUTH SIDE)	24'-11"	24'-11"	99'-8"	20'-9 5/16"	17'-10"	24'-10"	173'-10"	16'-8 5/8"	17'-0"	17'-5 3/4"	23° 18' 14"
3 (NORTH SIDE)	10'-4 5/16"	24'-11"	99'-8"	20'-9 5/16"	17'-10"	24'-10"	173'-10"	16'-8 5/8"	17'-0"	25'-4 3/16"	---
3 (SOUTH SIDE)	24'-11"	24'-11"	99'-8"	18'-10"	15'-10"	24'-10"	173'-10"	15'-10 3/16"	17'-0"	15'-7 3/16"	23° 38' 50"
4	10'-5 3/16"	24'-11"	99'-8"	18'-10"	15'-10"	24'-10"	173'-10"	15'-10 3/16"	17'-0"	23'-5 1/16"	24° 00' 00"
5	12'-7 3/4"	25'-0"	100'-0"	16'-4 7/8"	18'-0 1/2"	24'-0"	168'-0"	18'-0 1/2"	17'-0"	24'-4 1/8"	24° 00' 00"
6	12'-7 3/4"	25'-0"	100'-0"	16'-4 1/8"	18'-0 1/2"	24'-0"	168'-0"	18'-0 1/2"	17'-0"	24'-4 1/8"	24° 00' 00"
7	11'-6 1/4"	25'-0"	100'-0"	16'-11 5/8"	18'-0 1/2"	24'-0"	168'-0"	18'-0 1/2"	17'-0"	24'-11 5/8"	24° 00' 00"
8	11'-6 1/4"	25'-0"	100'-0"	16'-11 5/8"	18'-0 1/2"	24'-0"	168'-0"	18'-0 1/2"	17'-0"	24'-11 5/8"	24° 00' 00"
9	11'-6 1/4"	25'-0"	100'-0"	16'-11 5/8"	18'-0 1/2"	24'-0"	168'-0"	18'-0 1/2"	17'-0"	24'-11 5/8"	24° 00' 00"

Note:
Dimensions A through E are shown on sheet 32 of 59.
All cross frames between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
Unless otherwise noted, cross frames shall be designated CF1.
For cross frame details and splice plate details see sheets 33 and 34 of 59.
All longitudinal dimensions are parallel to the girders.
All transverse dimensions are perpendicular to the ℄.
Girders 4 through 9 are parallel to the ℄.

FRAMING PLAN
WB STRUCTURE
STRUCTURE NO. 082-0163

DESIGNED	BWP
CHECKED	MJJ
DRAWN	BWP
CHECKED	MJJ/KPC

THOUVENOT, WADE & MOERCHEN, INC.
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SHEET NO. 31
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	86
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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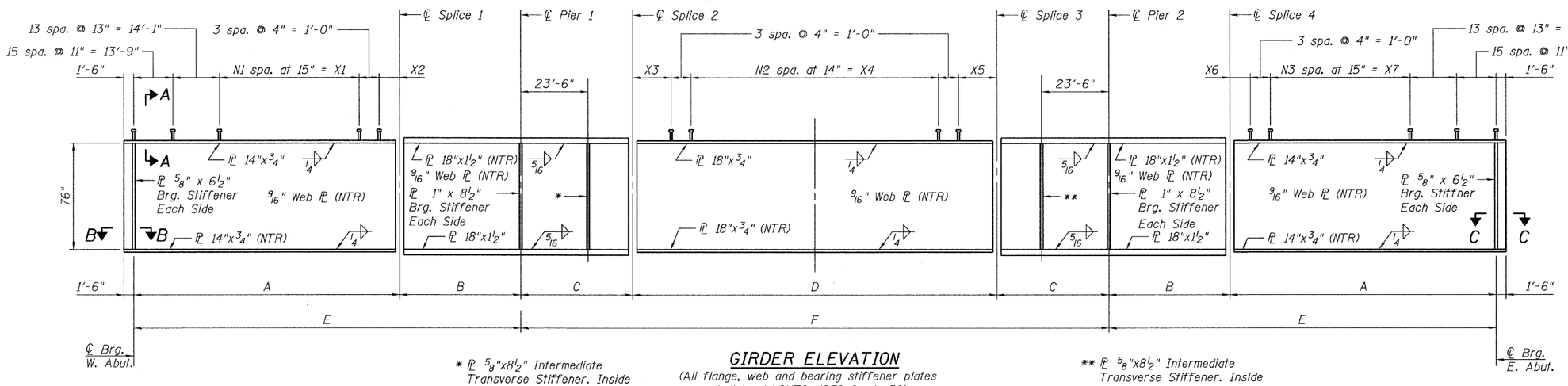
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

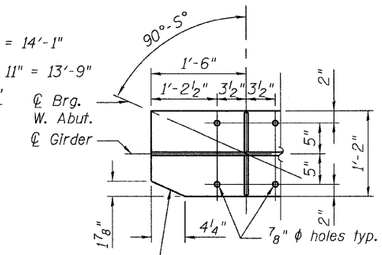


* PL $\frac{5}{8}$"x8$\frac{1}{2}$" Intermediate Transverse Stiffener. Inside Face of Girders 9 and 17.

GIRDER ELEVATION

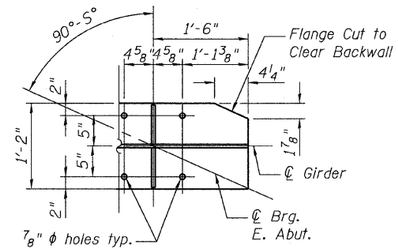
(All flange, web and bearing stiffener plates shall be AASHTO M270 Grade 50)

** PL $\frac{5}{8}$"x8$\frac{1}{2}$" Intermediate Transverse Stiffener. Inside Face of Girders 1 and 10.



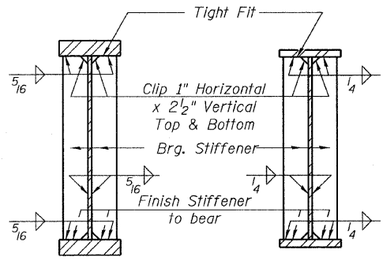
SECTION B-B

(See sheet 31 of 59 for angle S)

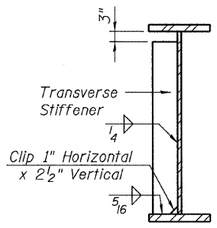


SECTION C-C

(See sheet 31 of 59 for angle S)



SECTION AT PIER



SECTION AT ABUTMENT

TRANSVERSE STIFFENER

TOP OF WEB ELEVATIONS

(For Fabrication Only)

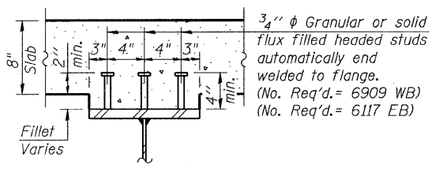
GIRDER	℄ Brg. W. Abut.	℄ Splice 1	℄ Pier 1	℄ Splice 2	℄ Splice 3	℄ Pier 2	℄ Splice 4	℄ Brg. E. Abut.
1	445.564	447.508	448.145	448.733	449.691	449.566	449.430	448.878
2	446.002	447.828	448.443	449.010	449.804	449.661	449.506	448.853
3	446.459	448.136	448.711	449.242	449.890	449.726	449.549	448.833
4	446.901	448.434	448.970	449.465	449.973	449.789	449.589	448.809
5	447.251	448.689	449.200	449.671	450.051	449.845	449.621	448.747
6	447.577	448.917	449.404	449.853	450.103	449.875	449.627	448.660
7	447.826	449.128	449.532	449.905	450.106	449.801	449.469	448.460
8	447.969	449.171	449.554	449.906	449.965	449.634	449.276	448.153
9	448.080	449.175	449.546	449.888	449.780	449.433	449.057	447.813
10	449.106	449.739	449.848	449.948	449.224	448.636	447.997	446.291
11	449.358	449.871	449.962	450.045	449.154	448.555	447.905	446.093
12	449.578	449.976	450.040	450.099	449.066	448.446	447.774	445.862
13	449.691	450.053	450.029	450.007	448.933	448.233	447.474	445.525
14	449.697	449.961	449.911	449.864	448.646	447.923	447.138	445.082
15	449.672	449.832	449.758	449.689	448.327	447.580	446.769	444.606
16	449.621	449.679	449.582	449.492	447.984	447.213	446.377	444.106
17	449.558	449.511	449.397	449.293	447.625	446.835	445.977	443.593

GIRDER DIMENSIONS

GIRDER	A	B	C	D	E	F
1 and 2	96'-7 3/4"	42'-4 11/16"	39'-0 13/16"	131'-8 1/4"	139'-0 7/16"	209'-9 7/8"
3	95'-3 7/8"	41'-9 1/16"	38'-6 3/8"	129'-10 9/16"	137'-1 9/16"	206'-11 5/16"
4 thru 17	94'-0"	41'-2 3/4"	38'-0"	128'-1"	135'-2 3/4"	204'-1"

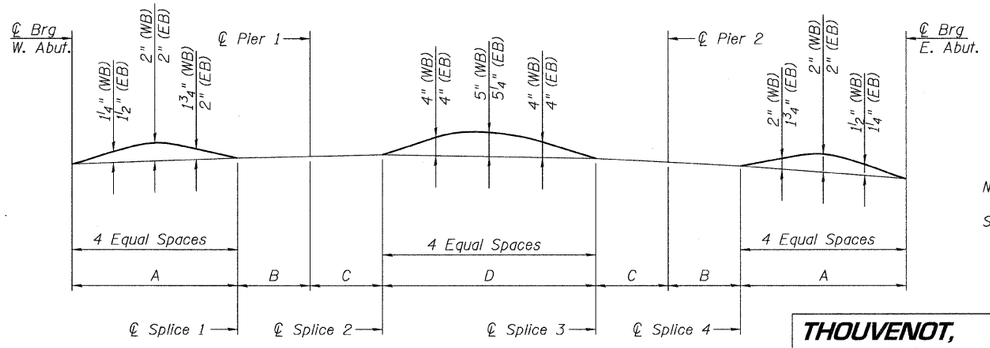
SHEAR CONNECTOR SCHEDULE

GIRDER	N1	X1	X2	X3	N2	X4	X5	X6	N3	X7
1	53	66'-3"	1'-6 3/4"	16'-3"	96	112'-0"	1'-5 1/4"	17'-9 3/4"	40	50'-0"
2	49	61'-3"	6'-6 3/4"	11'-0"	99	115'-6"	3'-2 1/4"	14'-0 3/4"	43	53'-9"
3	45	56'-3"	10'-2 7/8"	7'-9"	99	115'-6"	4'-7 9/16"	13'-11 7/8"	42	52'-6"
4	42	52'-6"	12'-8"	5'-3"	98	114'-4"	6'-6"	11'-5"	43	53'-9"
5	39	48'-9"	16'-5"	2'-3"	98	114'-4"	9'-6"	8'-11"	45	56'-3"
6	37	46'-3"	18'-11"	1'-5"	95	110'-10"	13'-10"	3'-11"	49	61'-3"
7	47	58'-9"	6'-5"	10'-10"	97	113'-2"	2'-1"	16'-5"	39	48'-9"
8	44	55'-0"	10'-2"	6'-6"	98	114'-4"	5'-3"	11'-5"	43	53'-9"
9	40	50'-0"	15'-2"	2'-3"	96	112'-0"	11'-10"	5'-2"	48	60'-0"
10	48	60'-0"	5'-2"	10'-10"	97	113'-2"	2'-1"	13'-11"	41	51'-3"
11	42	52'-6"	12'-8"	3'-3"	100	116'-8"	6'-2"	10'-2"	44	55'-0"
12	38	47'-6"	17'-8"	1'-5"	98	114'-4"	10'-4"	6'-5"	47	58'-9"
13	48	60'-0"	5'-2"	13'-10"	95	110'-10"	1'-5"	21'-5"	35	43'-9"
14	47	58'-9"	6'-5"	9'-2"	99	115'-6"	1'-5"	16'-5"	39	48'-9"
15	44	55'-0"	10'-2"	6'-0"	99	115'-6"	4'-7"	11'-5"	43	53'-9"
16	41	51'-3"	13'-11"	3'-0"	98	114'-4"	8'-9"	7'-8"	46	57'-6"
17	38	47'-6"	17'-8"	1'-5"	95	110'-10"	13'-10"	3'-11"	49	61'-3"



SECTION A-A

$\frac{3}{4}$" ϕ Granular or solid flux filled headed studs automatically end welded to flange.
(No. Req'd.= 6909 WB)
(No. Req'd.= 6117 EB)



CAMBER

Note:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

GIRDER DETAILS
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

DESIGNED	BWP
CHECKED	ALN/MJJ
DRAWN	BWP
CHECKED	MJJ/ALN

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
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SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

SHEET NO. 32
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	87
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 8/6/2009 3:28:16 PM
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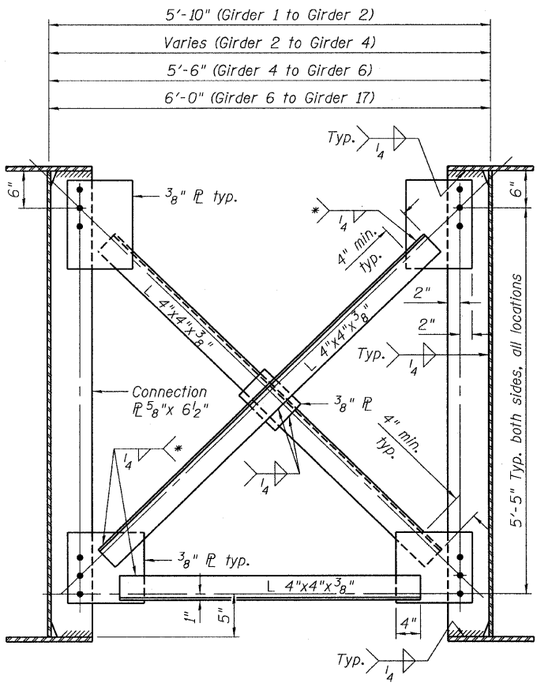
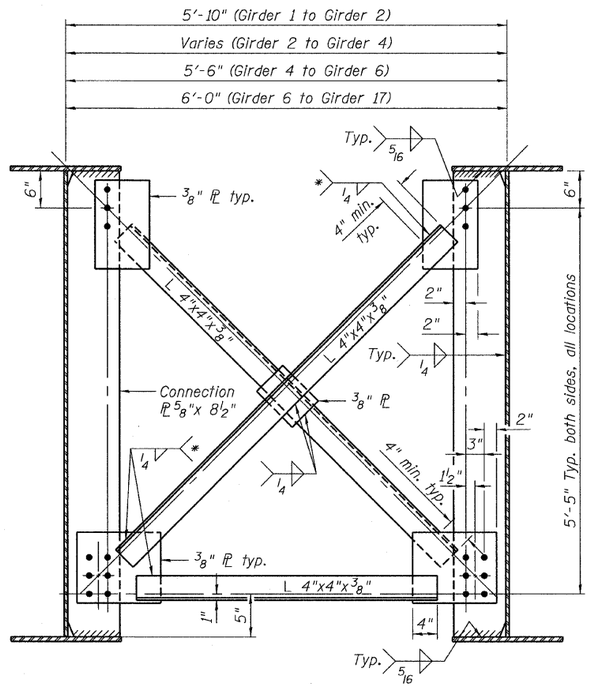
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



INTERIOR CROSS FRAME CF1

(No. Req'd. = 98 EB, 112 WB)

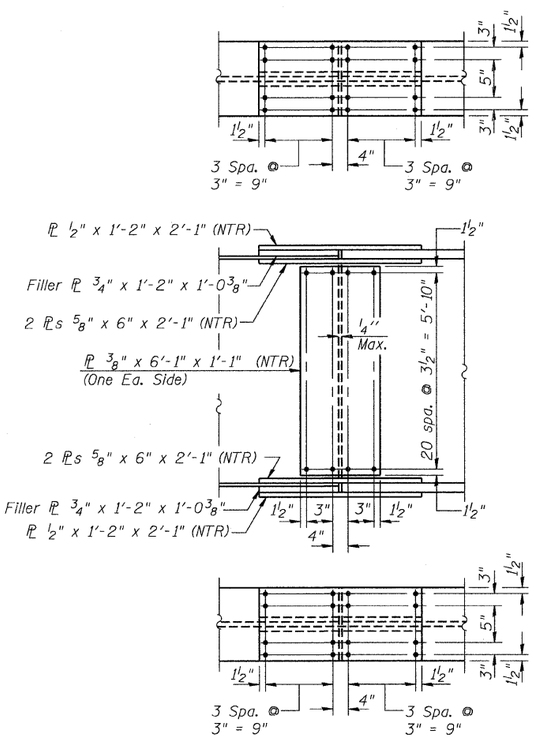
* Fillet weld angles along 3 sides on one face of gusset plate



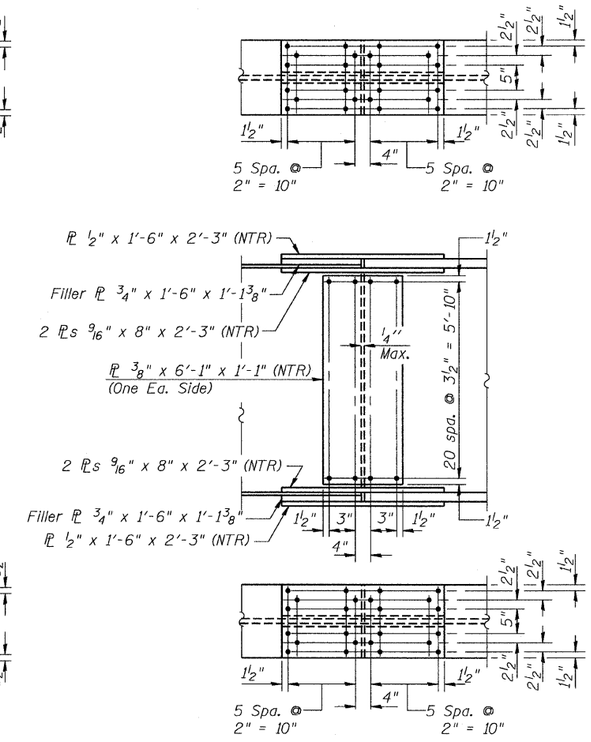
INTERIOR CROSS FRAME CF2

(No. Req'd. = 42 EB, 48 WB)

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

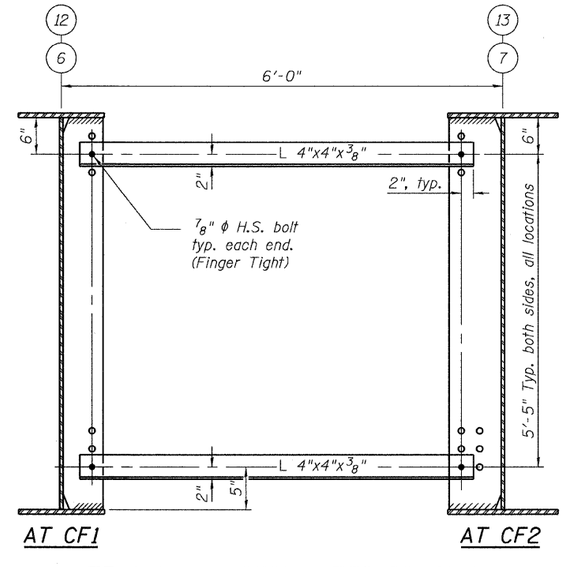


FIELD SPLICE 1 & 4 DETAIL



FIELD SPLICE 2 & 3 DETAIL

Notes:
Use 7/8" ϕ H.S. bolts with 15/16" ϕ holes for all splice connections.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All splice plates shall be AASHTO M 270 Grade 50.
Use 3/4" ϕ H.S. bolts with 15/16" ϕ holes for all cross frame connections.
Two hardened washers required for each set of oversized holes.



AT CF1 AT CF2

TEMPORARY ARTICULATED BRACING

(No. Req'd. = 8 EB, 8 WB)

See CF1 and CF2 for details not shown above.
After closure pour is complete, temporary braces shall be replaced by cross frames CF1 and CF2 as shown on framing plan.

DESIGNED	BWP/DJH
CHECKED	DJH/BWP
DRAWN	BWP/DJH
CHECKED	MJJ/BWP/KPC

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 082-0162 & 082-0163

THOUVENOT, WADE & MOERCHEN, INC.
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES
CORPORATE OFFICE
4940 Old Collinsville Road
Swansea, Illinois 62226
Tel: 618.624.4488
Fax: 618.624.6688

SHEET NO. 33
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	88
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Plotted by: mschwierjohn 8/6/2009 3:26:53 PM
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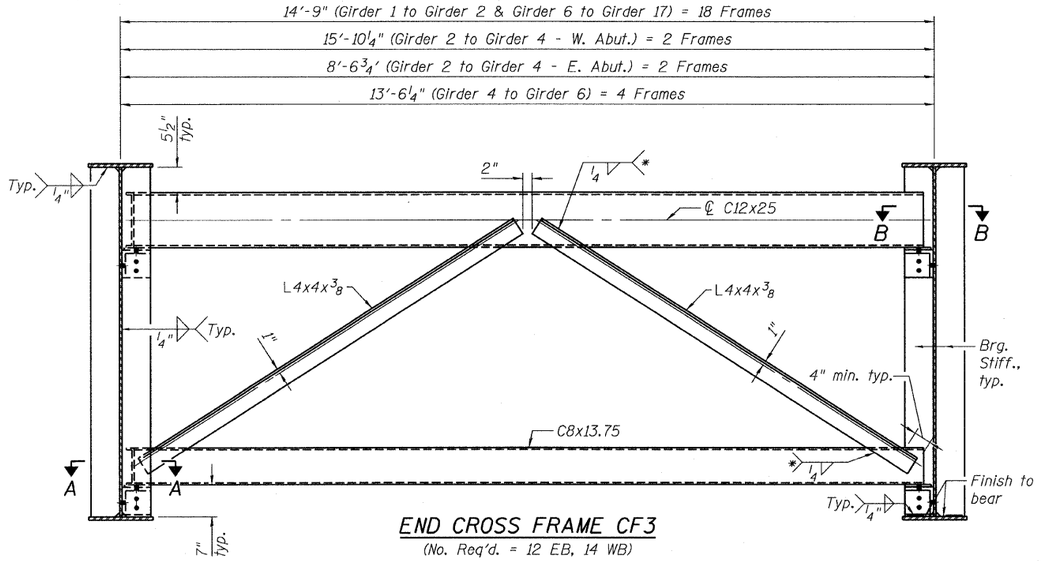
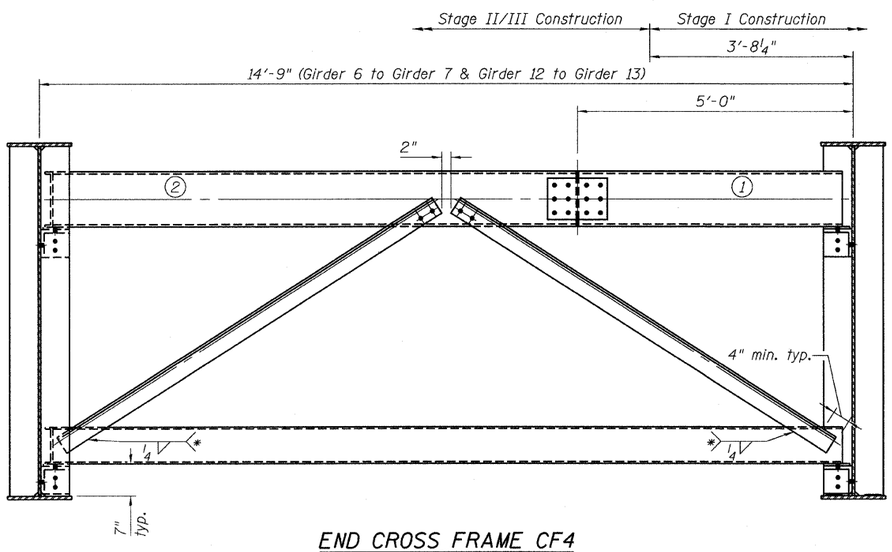
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



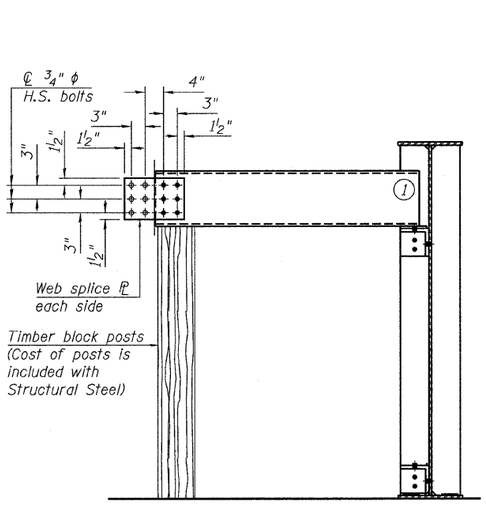
END CROSS FRAME CF3
(No. Req'd. = 12 EB, 14 WB)

Note: Dimensions measured along skew.
* 3 sides, to back face of channel only, Typ.

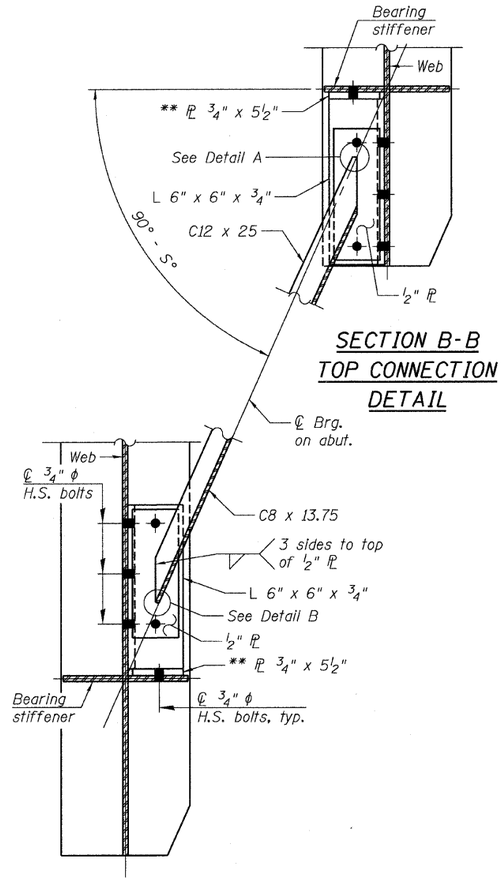


END CROSS FRAME CF4
(No. Req'd. = 2 EB, 2 WB)

Note: See CF3 for details not shown above.
Dimensions measured along skew.
* 3 sides, to back face of channel only, Typ.



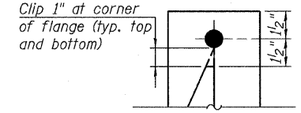
CF4 STAGE I CONDITION
(Web splice may be attached after stage I)



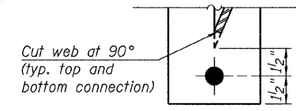
SECTION B-B TOP CONNECTION DETAIL

SECTION A-A BOTTOM CONNECTION DETAIL

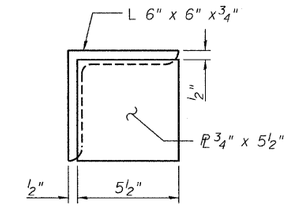
** Weld ¾" x 5½" plate to seat as shown in Detail D and Detail E.



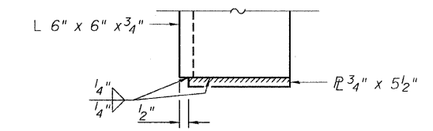
DETAIL A



DETAIL B



DETAIL D



DETAIL E

Notes:
Use ¾" ϕ H.S. bolts with 15/16" ϕ holes for all cross frame connections.
Two hardened washers required for each set of oversized holes.
Place diaphragm with projected legs outward from abutment backwall.
See sheet 31 of 59 for dimension S.

STAGE CONSTRUCTION SEQUENCE FOR CF4

1) Order top C12 in two sections.
2) Attach section ① of C12 to Girder.
3) Place Timber Block Posts under section ① of C12.
4) Attach section ② of C12 to both Girder and section ① of C12 during Stage II/III Construction with splice plates.
5) Remove Timber Block Posts.

DESIGNED	MJJ
CHECKED	BWP
DRAWN	MJJ
CHECKED	BWP/KPC

Plotted by: mschwierjohn 8/7/2009 8:12:08 AM

P:\060601B\dgn\Bridge\0820162-76867-034-StructuralSteelDtls.dgn

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 082-0162 & 082-0163

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
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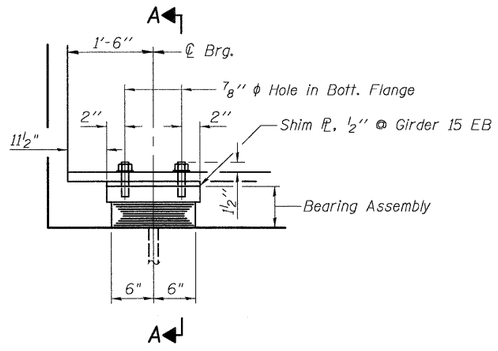
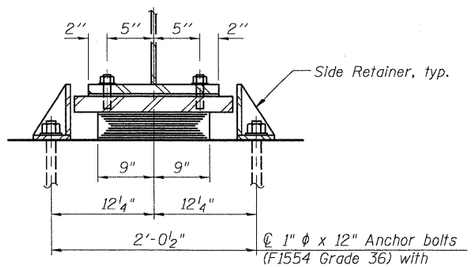
SWANSEA • WATERLOO • EDWARDSVILLE • CARBONDALE • ST. CHARLES

SHEET NO. 34
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB-2	ST. CLAIR	153	89
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

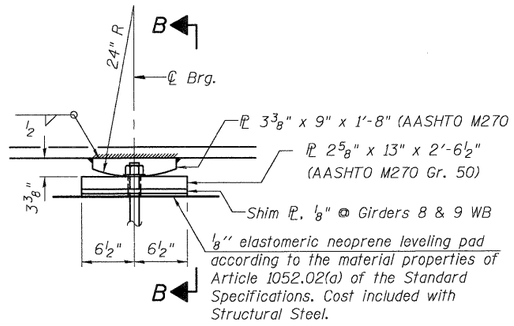


ELEVATION AT W. ABUT. (EB & WB)

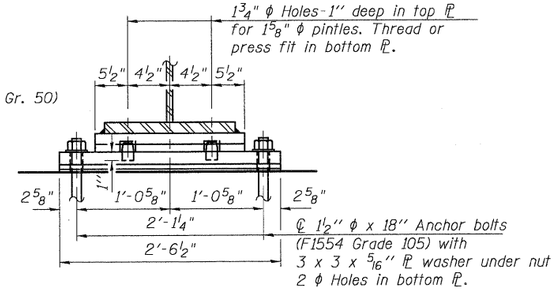


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

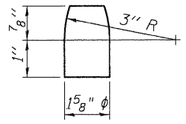


ELEVATION AT PIER #1 (EB & WB)

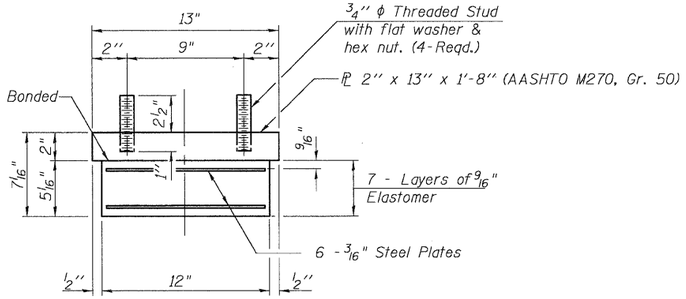


SECTION B-B

FIXED BEARING



PINTLE



BEARING ASSEMBLY

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

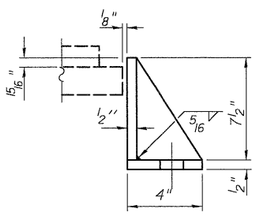
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

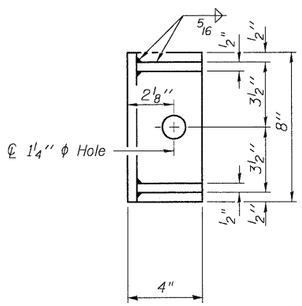
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

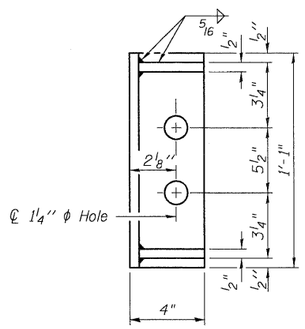
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

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





PLAN
(Interior Girders) (26 req'd.)



PLAN
(Exterior Girders) (8 req'd.)

SIDE RETAINERS (W. ABUTS)

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

BILL OF MATERIAL

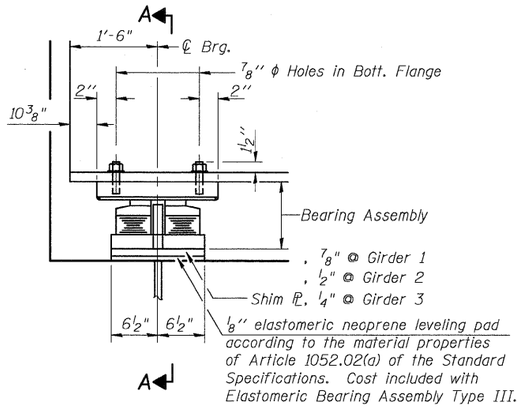
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	17
Anchor Bolts, 1 1/2" ϕ	Each	34
Anchor Bolts, 1" ϕ	Each	42

BEARING DETAILS
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

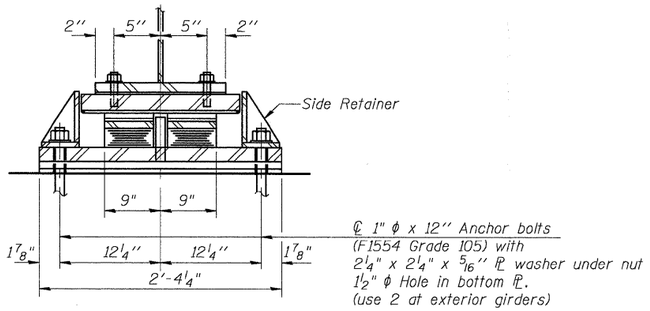
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004 SCALE DATE 5/12/09 DRAWN BY TFG CHECKED BY RM/MCB	SHEET NO. 35 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB	COUNTY ST. CLAIR	TOTAL SHEETS 153	SHEET NO. 90
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76867	

I-2E-1 10-1-08

USER NAME = CFC.



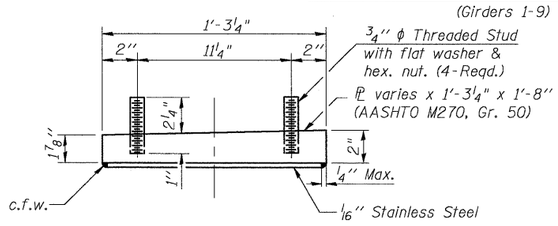
ELEVATION AT EAST ABUT. WB



SECTION A-A

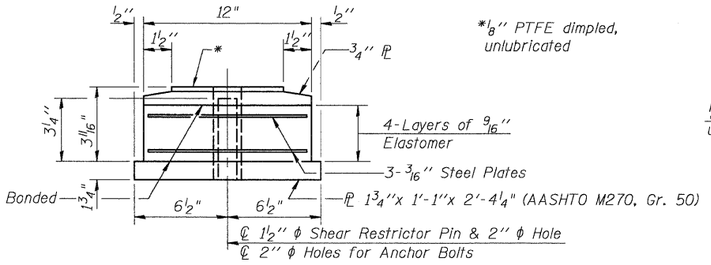
TYPE III ELASTOMERIC EXP. BRG.

(Girders 1-9)



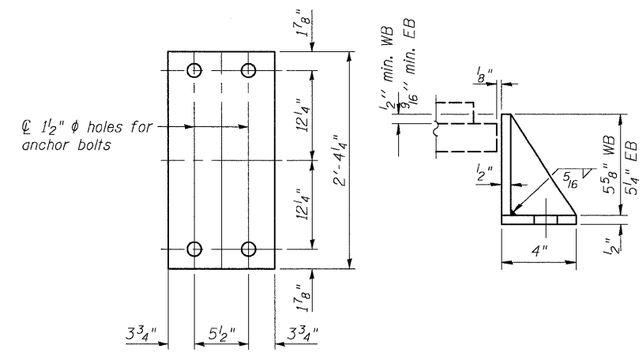
TOP BEARING ASSEMBLY WB

(Looking South)



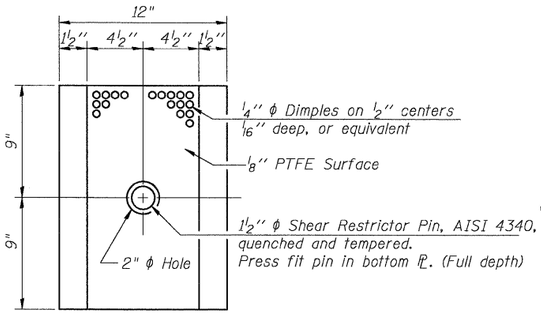
BOTTOM BEARING ASSEMBLY WB

INTERIOR GIRDER SHOWN. SEE DETAIL FOR EXTERIOR GIRDERS

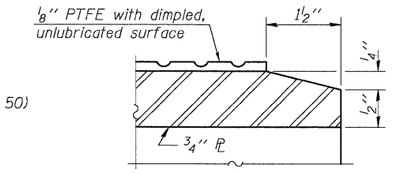


DETAIL SHOWING BOTTOM PLATE

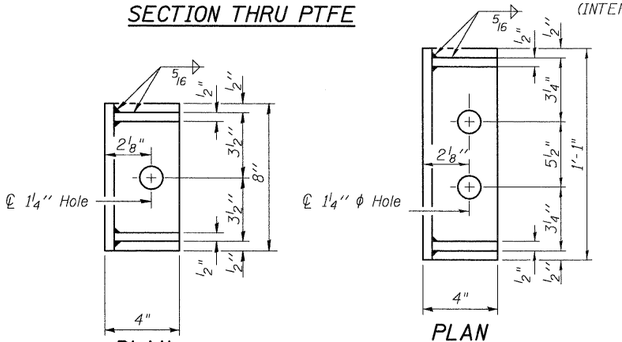
AT EXTERIOR GIRDERS



PLAN-PTFE ELASTOMERIC BRG.

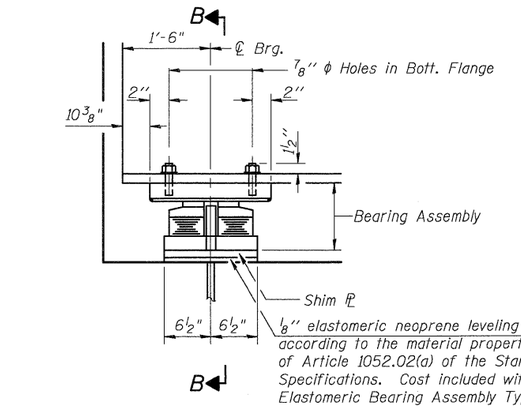


SECTION THRU PTFE

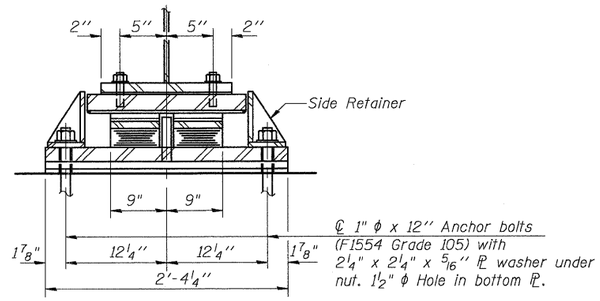


SIDE RETAINER

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



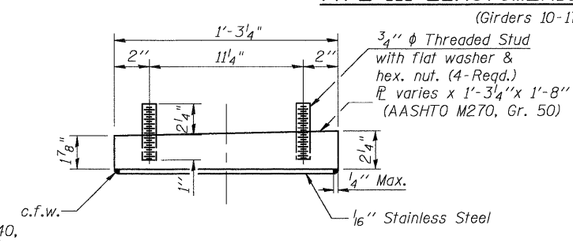
ELEVATION AT EAST ABUT. EB



SECTION B-B

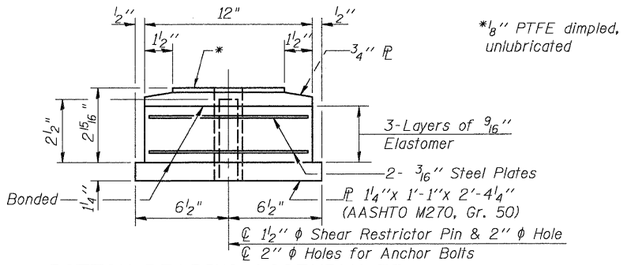
TYPE III ELASTOMERIC EXP. BRG.

(Girders 10-17)



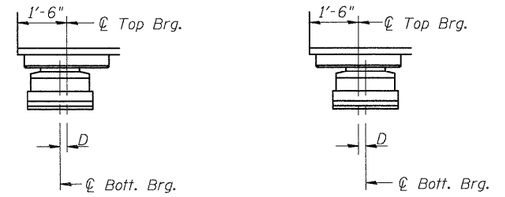
TOP BEARING ASSEMBLY EB

(Looking South)



BOTTOM BEARING ASSEMBLY EB

INTERIOR GIRDER SHOWN. SEE DETAIL FOR EXTERIOR GIRDERS



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

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

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

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

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

BILL OF MATERIAL

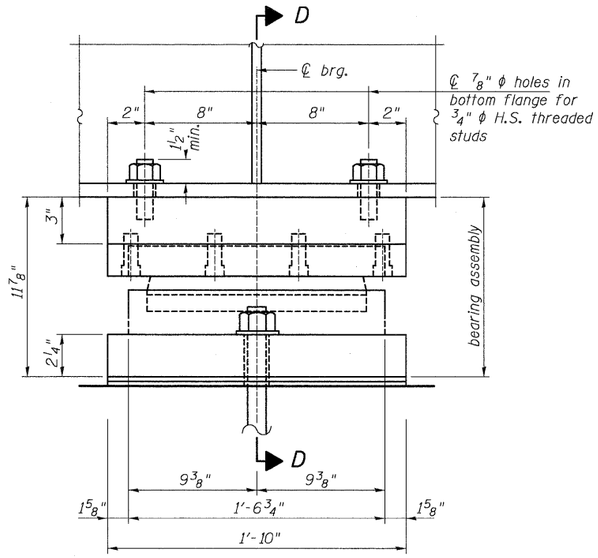
Item	Unit	Total
Elastomeric Bearing Assembly Type III	Each	17
Anchor Bolts, 1"	Each	42

BEARING DETAILS
STRUCTURE NO. 082-0162(E.B.)
STRUCTURE NO. 082-0163 (W.B.)

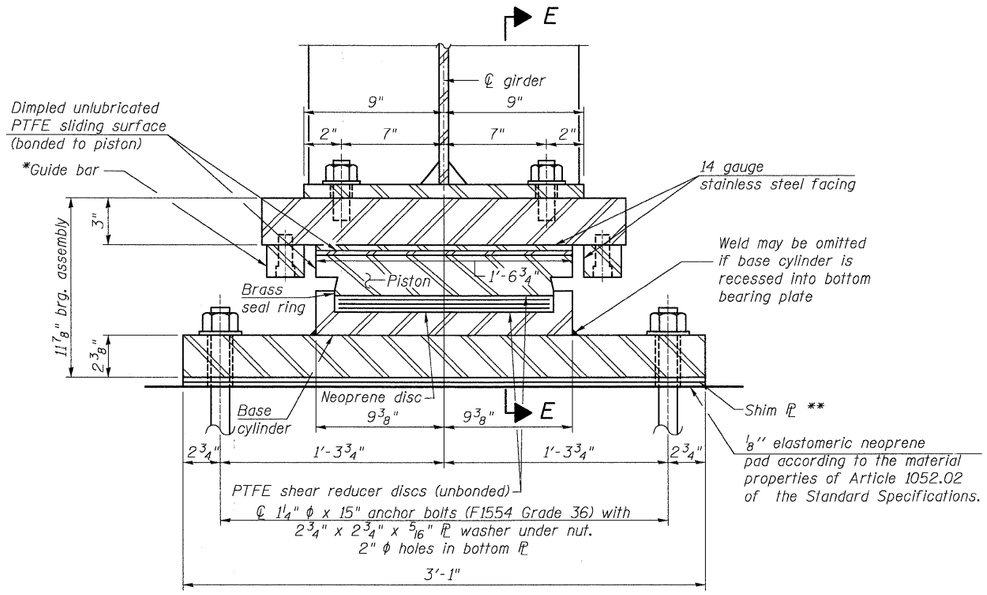
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07004; SCALE; DATE 5/12/09; DRAWN BY TFG; CHECKED BY RM/MCB	SHEET NO. 36 59 SHEETS	F.A.I. RTE. 64	SECTION 82-2VB	COUNTY ST. CLAIR; TOTAL SHEETS 153; SHEET NO. 91
					CONTRACT NO. 76867
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT

USER NAME = CFC.

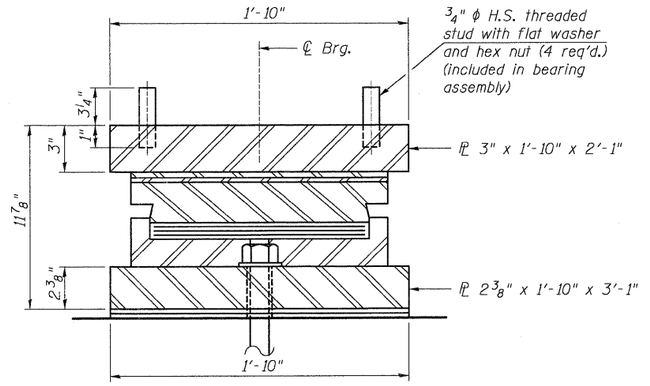
I-2E-3 10-1-08



ELEVATION AT PIER 2

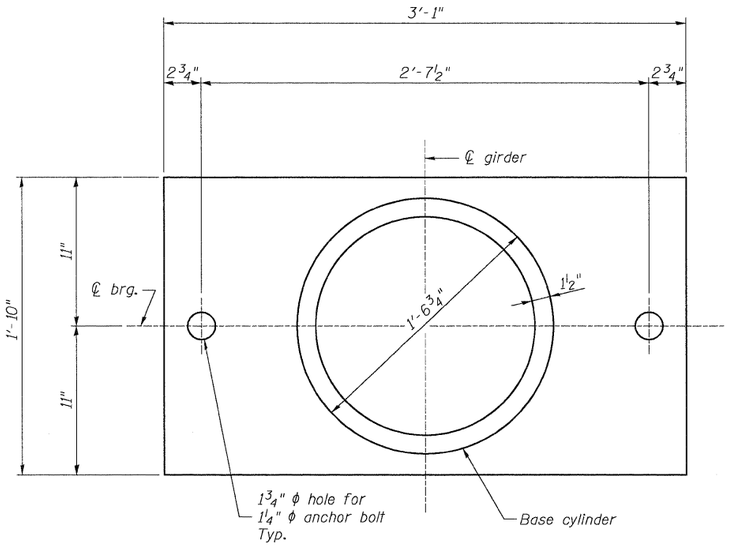


SECTION D-D

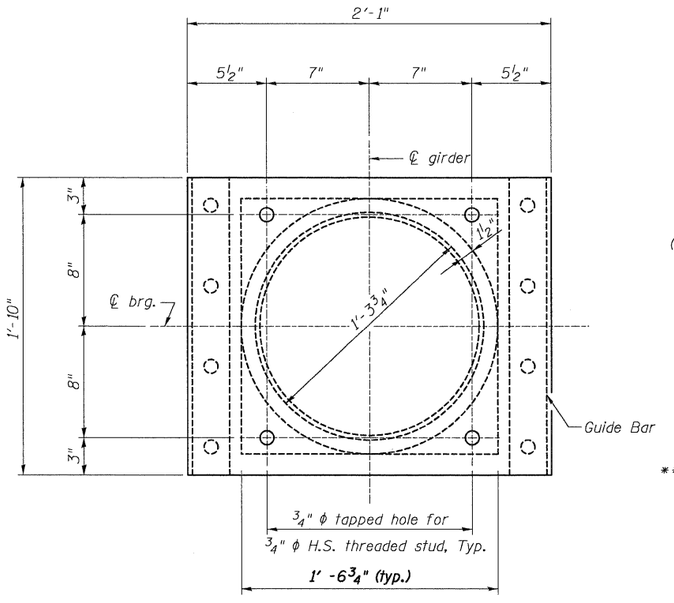


SECTION E-E

(Guide Bar omitted for clarity)

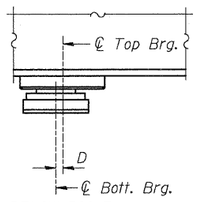


BOTTOM BEARING ℙ AND BASE CYLINDER PLAN

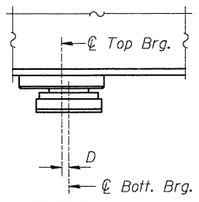


TOP BEARING ℙ AND PISTON PLAN

GUIDED EXPANSION POT BEARING



BELOW 50° F.



ABOVE 50° F.

(Move bott. brg. away from fixed brg.) (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100° of expansion for every 15° temp. change from the normal temp. of 50° F.

Notes:
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270, Grade 50. Cost included with HLMR Guided Expansion Bearings 650k.

** Contractor shall provide additional steel shim(s) as required beneath Girders 3 and 5 at WB Pier #2 to result in an elevation difference between top of Girder 2 (and 4) and the top of Girder 3 (and 5) of 7/8" (and 5/8"). (Girder 3 and 5 are higher).
Total estimated shim height = 1 1/2" (Contractor to field verify).
Shim plate(s) shall be the full dimension of the bottom bearing plate.
Cost of shims is included with HLMR, Guided Expansion Bearings 650k.

The Bearing Assembly shall be capable of transmitting 20% of the vertical design load as a horizontal force in the direction normal to the guide bars.

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.

HLMR BEARING SUMMARY TABLE

Type	Exp.
DL + LL	610
Total Required Movement	1 3/8"
Required Rotation	±0.02 Rad.

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, 650k	Each	17
Anchor Bolts, 1 1/4"	Each	34

BEARING DETAILS
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

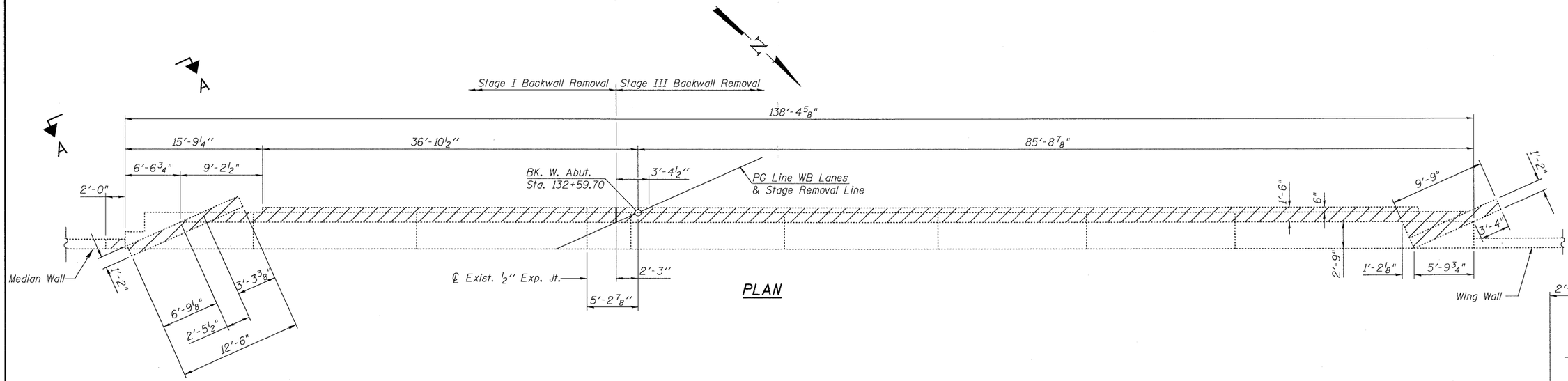
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 5/12/09
DESIGN BY
DRAWN BY CFC
CHECKED BY

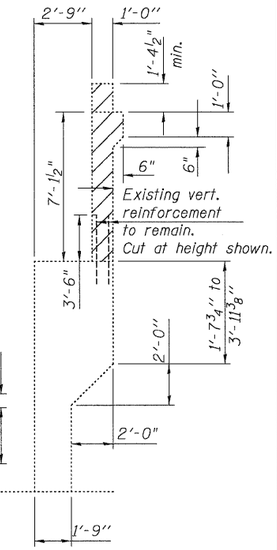
SHEET NO. 37
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	92
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

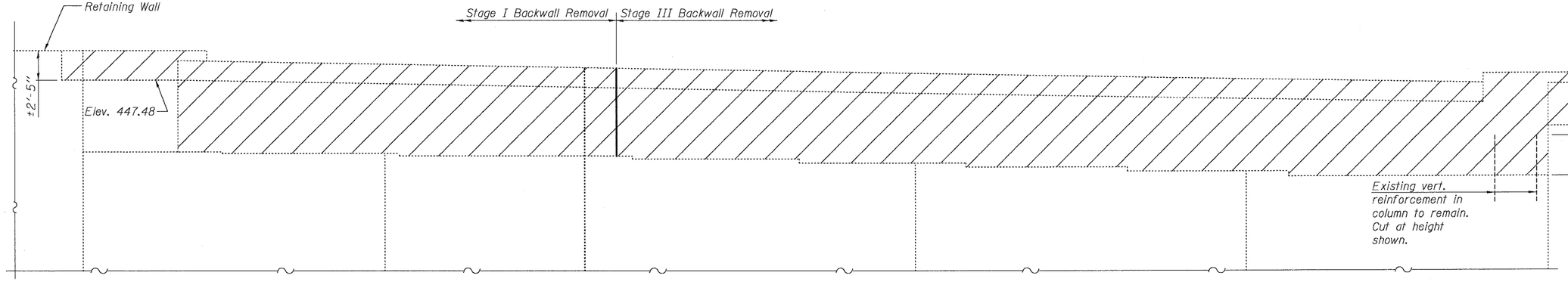
USER NAME = CFC

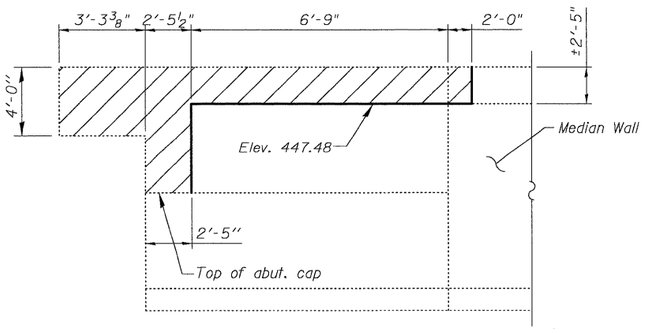


PLAN



SECTION THRU ABUTMENT





Section A-A
(Showing wingwall removal)

ELEVATION
(Looking West)
(median wall not shown)

NOTES

Hatched areas indicate Concrete Removal.
Existing reinforcement not extending into the areas of new construction shall be cut at the removal line and removed. Exposed portion will be cleaned and coated with a layer of epoxy. Cost included with Concrete Removal.
Existing reinforcement extending into the areas of new construction are to be cleaned, straightened and incorporated into the new construction. All reinforcement bars being reused that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	53.3

CONCRETE REMOVAL DETAILS
WEST ABUTMENT WB
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

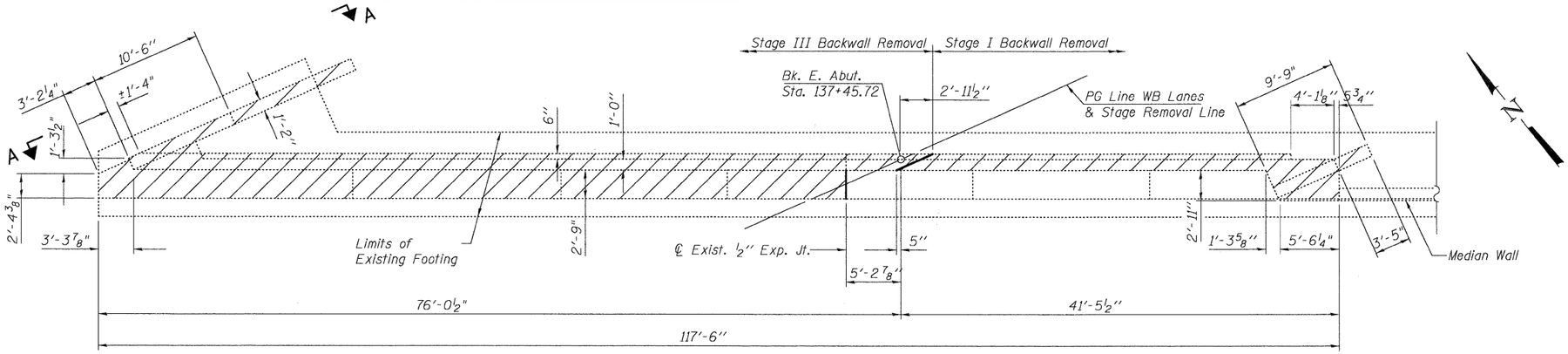
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/05/09
DRAWN BY TFG
CHECKED BY RM/MCB

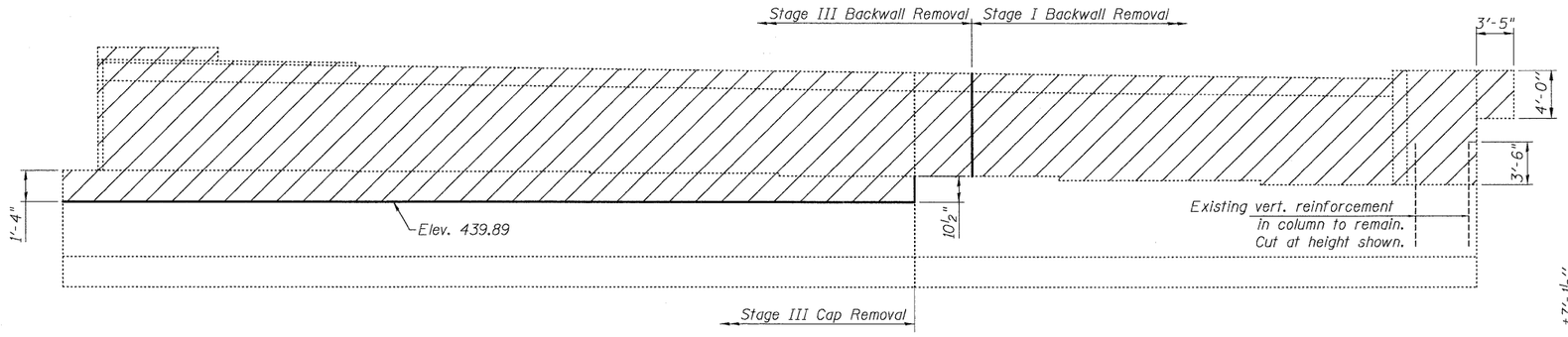
SHEET NO. 38
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	93
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC

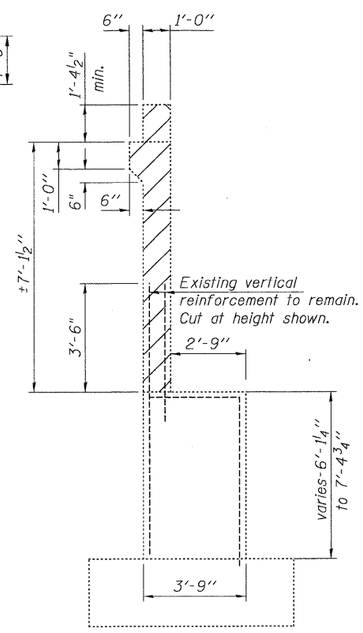


PLAN



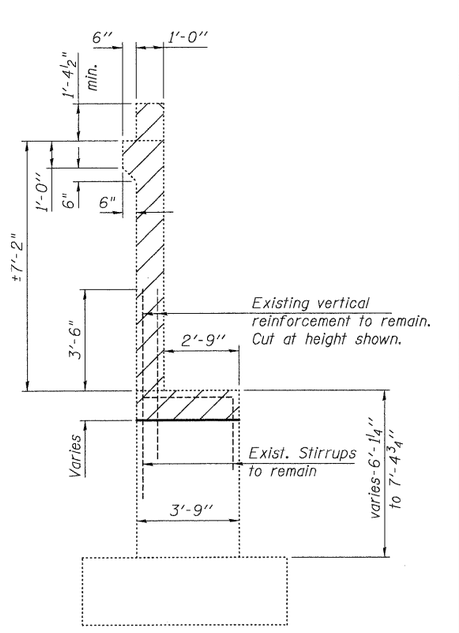
ELEVATION

(Looking East)
(not showing median wall)



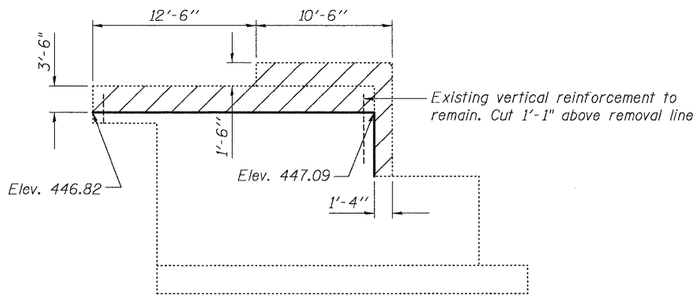
SECTION THRU ABUTMENT

(Showing Stage I)



SECTION THRU ABUTMENT

(Showing Stage III Cap Removal)



Section A-A

(showing wingwall removal)

NOTES

Hatched areas indicate Concrete Removal.
Existing reinforcement not extending into the areas of new construction shall be cut at the removal line and removed. Exposed portion will be cleaned and coated with a layer of epoxy. Cost included with Concrete Removal.
Existing reinforcement extending into the areas of new construction are to be cleaned, straightened and incorporated into the newconstruction. All reinforcement bars being reused that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	60.7

CONCRETE REMOVAL DETAILS
EAST ABUTMENT WB
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/07/09
DRAWN BY TFG
CHECKED BY RM/MCB

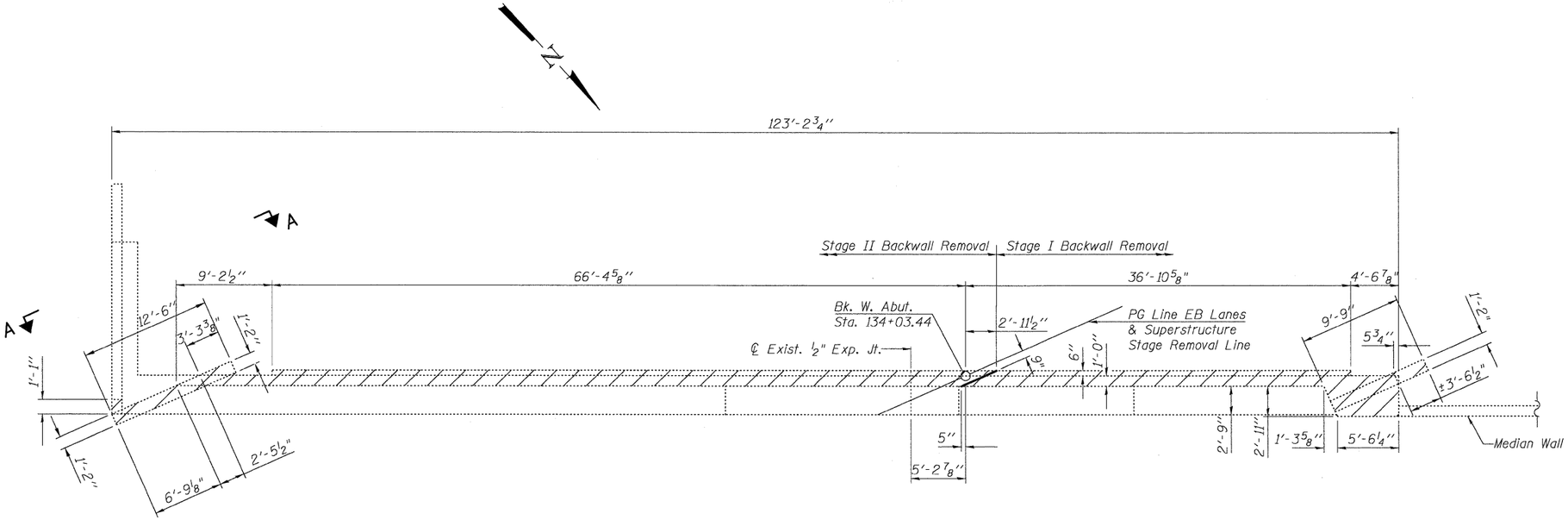
SHEET NO. 39
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	94
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

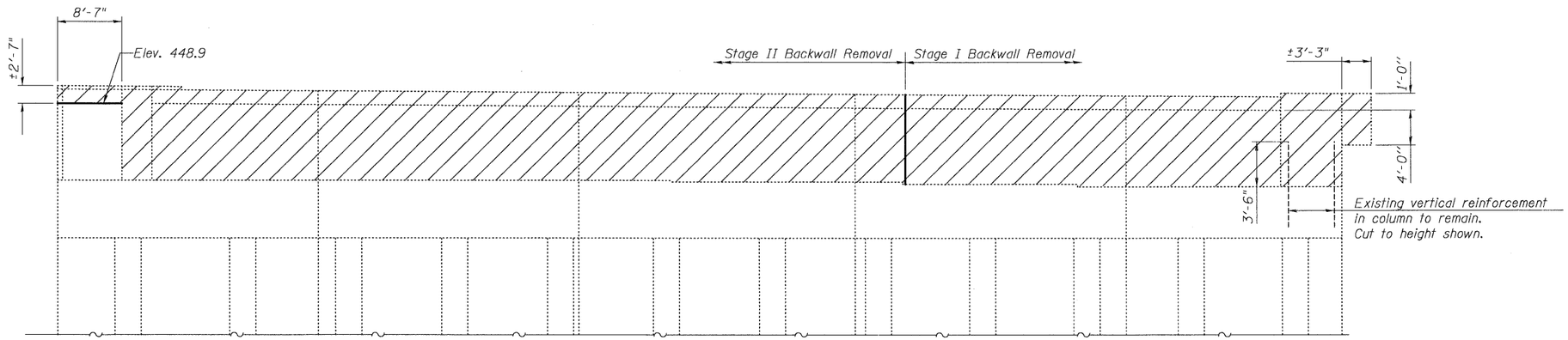
USER NAME = CFC.

NOTES

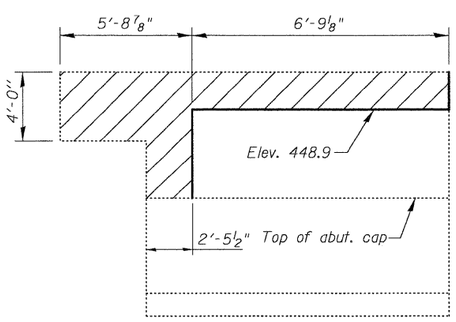
Hatched areas indicate Concrete Removal.
Existing reinforcement not extending into the areas of new construction shall be cut at the removal line and removed. Exposed portion will be cleaned and coated with a layer of epoxy. Cost included with Concrete Removal.
Existing reinforcement extending into the areas of new construction are to be cleaned, straightened and incorporated into the new construction. All reinforcement bars to be reused that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



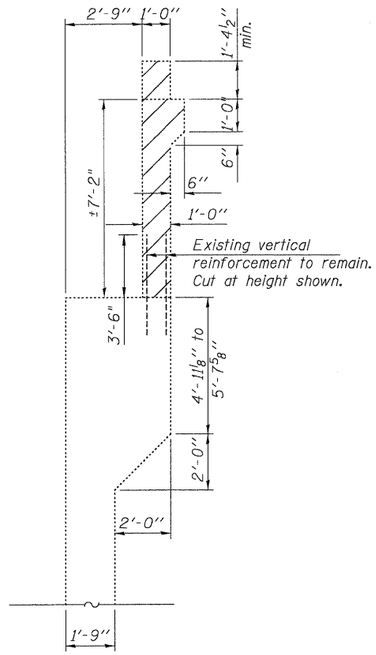
PLAN



ELEVATION
(Looking West)
(median wall not shown)



SECTION A-A
(Showing wingwall removal)



SECTION

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	47.7

CONCRETE REMOVAL DETAILS
WEST ABUTMENT EB
STRUCTURE NO 082-0162 (E.B.)
STRUCTURE NO 082-0163 (W.B.)

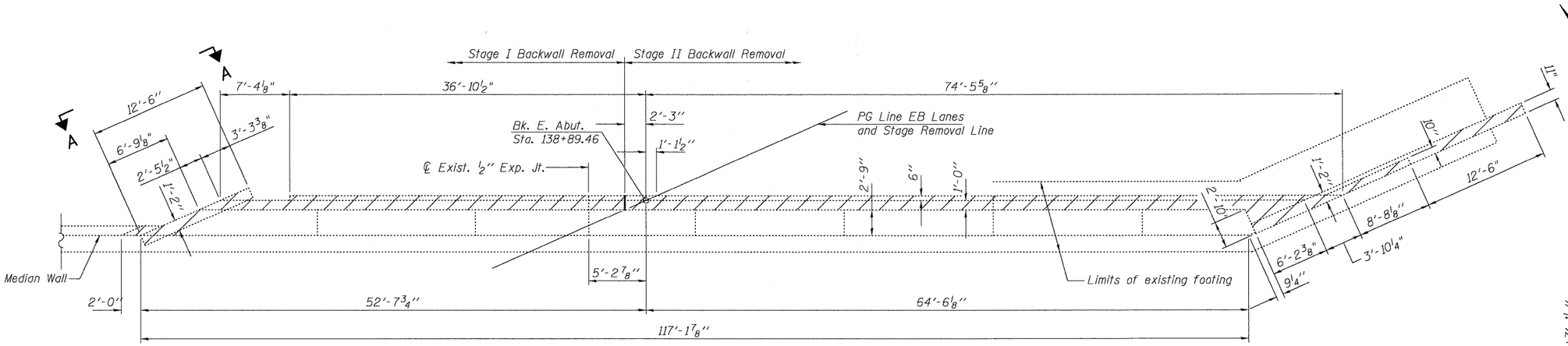
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/05/09
DRAWN BY TFG
CHECKED BY RM/MCB

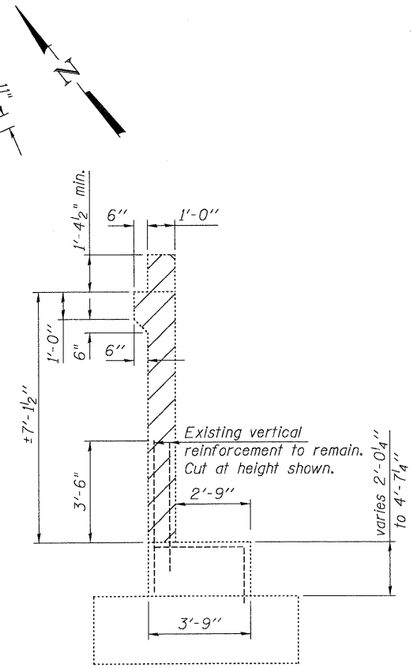
SHEET NO. 40
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	95
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

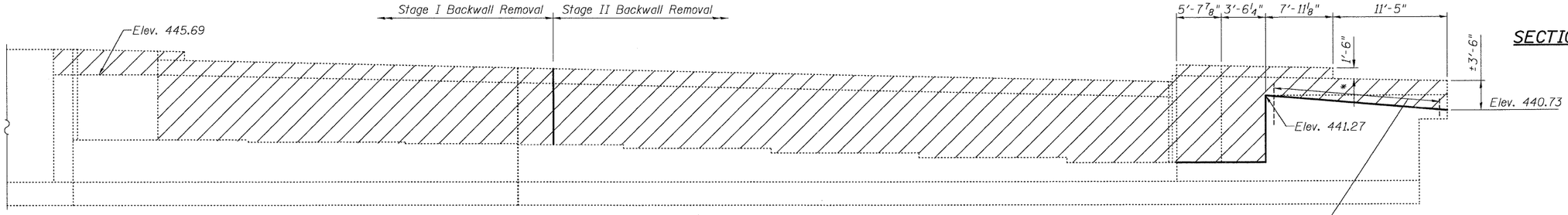
USER NAME = CFC.



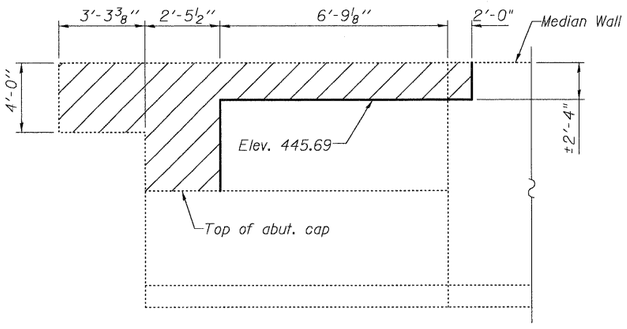
PLAN



SECTION THRU ABUTMENT



ELEVATION
(Looking East)



SECTION A-A
(showing wingwall removal)

NOTES

Hatched areas indicate Concrete Removal.
Existing reinforcement not extending into the areas of new construction shall be cut at the removal line and removed. Exposed portion will be cleaned and coated with a layer of epoxy. Cost included with Concrete Removal.
Existing reinforcement extending into the areas of new construction are to be cleaned, straightened and incorporated into the new construction. All reinforcement bars to be reused that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	49.5

CONCRETE REMOVAL DETAILS
EAST ABUTMENT EB
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

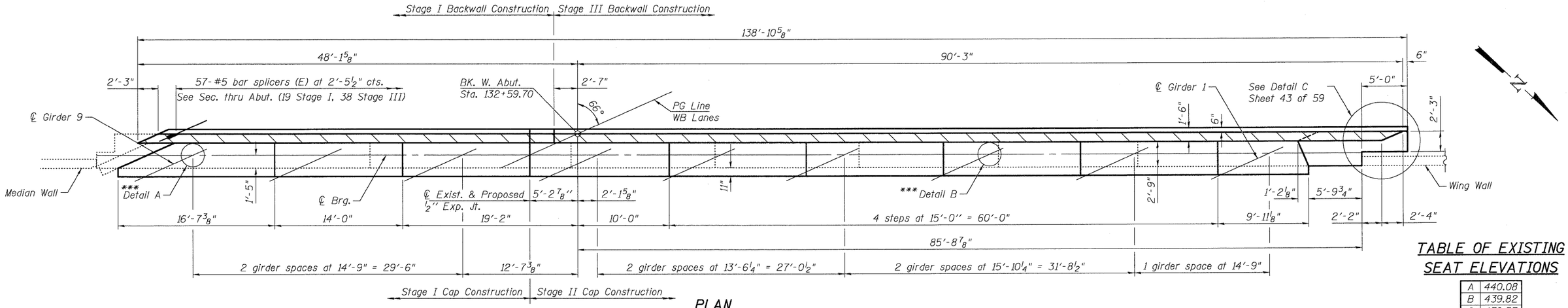
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/07/09
DRAWN BY TFG
CHECKED BY RM/MCB

SHEET NO. 41
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	96
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC



PLAN

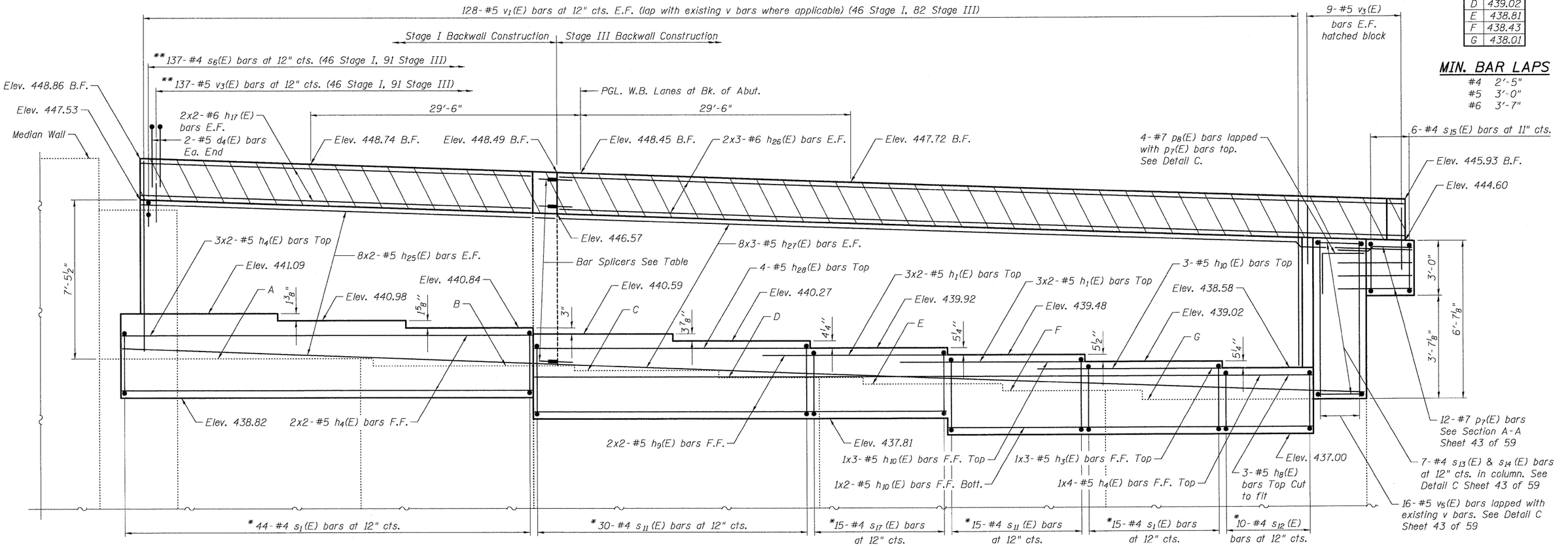


TABLE OF EXISTING SEAT ELEVATIONS

A	440.08
B	439.82
C	439.57
D	439.02
E	438.81
F	438.43
G	438.01

MIN. BAR LAPS

#4	2'-5"
#5	3'-0"
#6	3'-7"

* Epoxy grout #4 s_1(E), s_{11}(E), s_{12}(E) and s_{17}(E) bars into $\frac{3}{4}$" ϕ x 9" min. drilled holes. The center of the holes shall be drilled a minimum of 4" from the edge of existing concrete. See Section 584 of the Standard Specifications.

** See Section Thru Abutment Sheet 43 of 59

*** See Sheet 46 of 59.

TABLE OF BAR SPLICERS

No.	Size	Bars Spliced
4	#6	Stands alone
16	#5	Stands alone
57	#5	Appr. Pvmt.

ELEVATION

(Looking West)
(median wall not shown)

Note:
See Sheet 43 of 59 for additional details, notes and Bill of Material.
See Sheet 46 of 59 for Detail A and Detail B.

WEST ABUTMENT WB
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

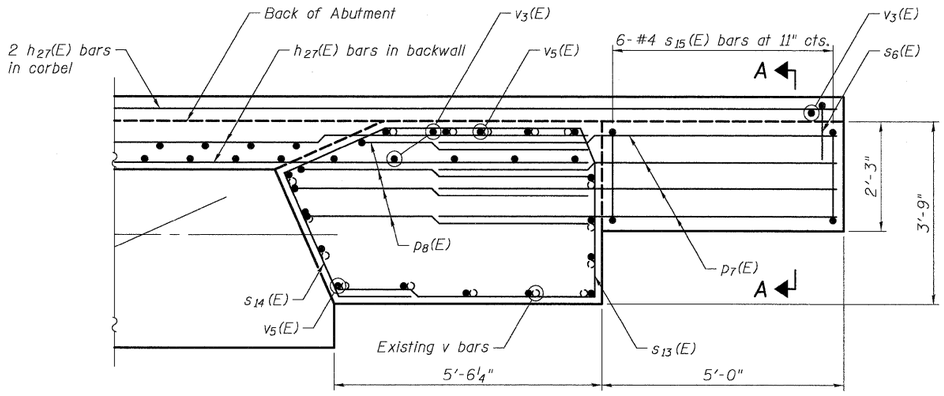
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/08/09
DRAWN BY TFC
CHECKED BY RM/MCB

SHEET NO. 42
59 SHEETS

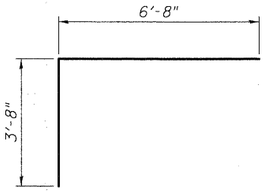
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	97
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.

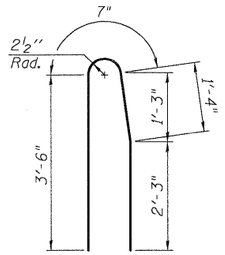


DETAIL C

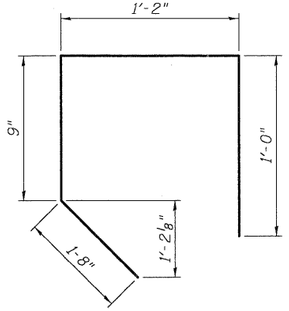
West Abut. W.B. North End
(Hatched block not shown)



BAR p_8(E)



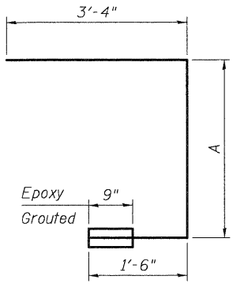
BAR d_4(E)



BAR s_6(E)

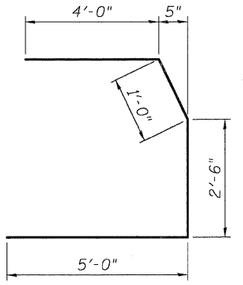
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d_4(E)	4	#5	7'-8"	
h_1(E)	12	#5	21'-1"	
h_3(E)	3	#5	27'-11"	
h_4(E)	14	#5	23'-8"	
h_8(E)	3	#5	18'-1"	
h_9(E)	4	#5	24'-2"	
h_{10}(E)	8	#5	22'-4"	
h_{17}(E)	8	#6	23'-4"	
h_{25}(E)	32	#5	22'-10"	
h_{26}(E)	12	#6	33'-3"	
h_{27}(E)	48	#5	33'-0"	
h_{28}(E)	4	#5	29'-11"	
p_7(E)	12	#7	9'-8"	
p_8(E)	4	#7	10'-4"	
s_1(E)	59	#4	6'-6"	
s_6(E)	137	#4	4'-7"	
s_{11}(E)	45	#4	7'-0"	
s_{12}(E)	10	#4	6'-1"	
s_{13}(E)	7	#4	12'-6"	
s_{14}(E)	7	#4	6'-6"	
s_{15}(E)	6	#4	9'-7"	
s_{17}(E)	15	#4	6'-7"	
v_1(E)	256	#5	7'-7"	
v_3(E)	155	#5	2'-2"	
v_5(E)	16	#5	6'-3"	
Concrete Structures			Cu. Yd.	63.9
Reinforcement Bars, Epoxy Coated			Pound	8410
Bar Splicers			Each	77
Structure Excavation			Cu. Yd.	92
Concrete Sealer			Sq. Ft.	1,999

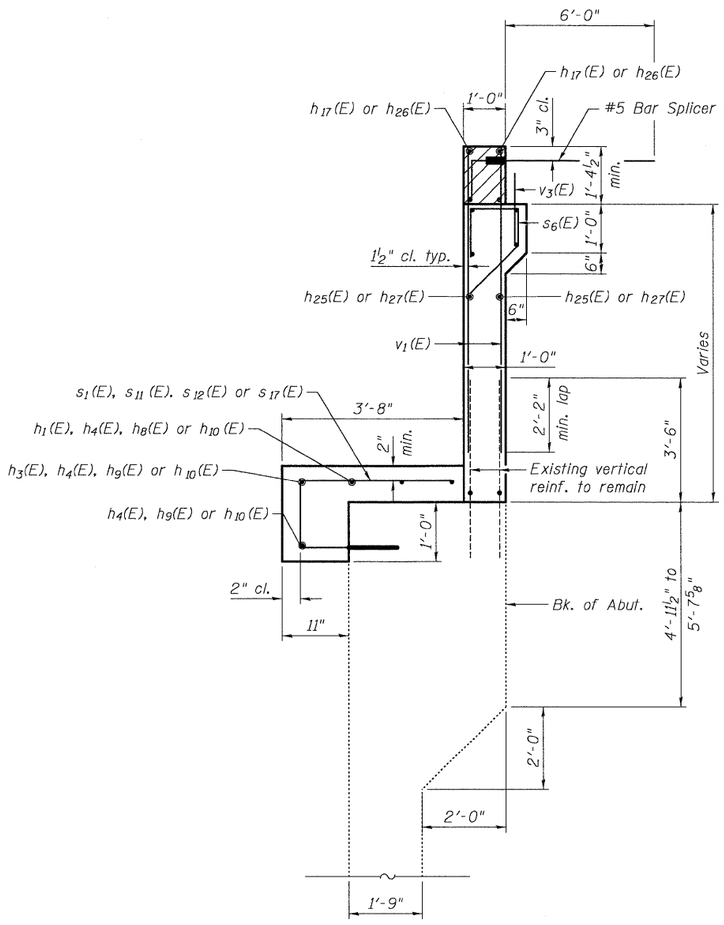


BAR s_1(E), s_{11}(E), s_{12}(E) & s_{17}(E)

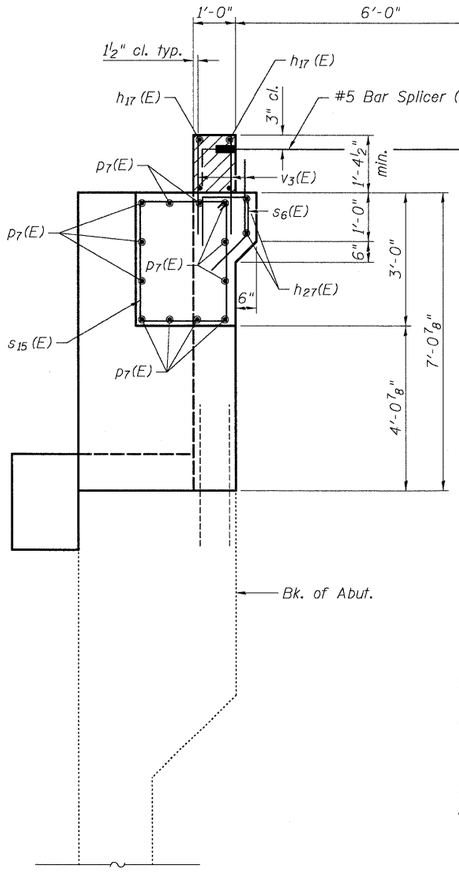
BAR	A
s_1(E)	1'-8"
s_{11}(E)	2'-1½"
s_{12}(E)	1'-3"
s_{17}(E)	1'-9"



BAR s_{13}(E)

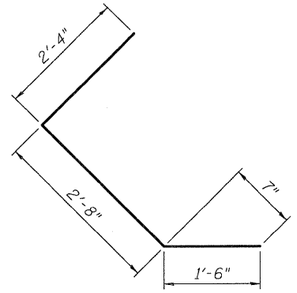


SECTION THRU ABUTMENT

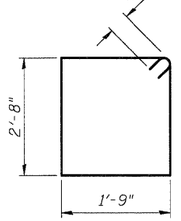


SECTION A-A

(Hatched block shown)



BAR s_{14}(E)



BAR s_{15}(E)

Notes:

Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

Space reinforcement in cap to miss anchor bolts.

For details of Bar Splicers, See Sheet 59 of 59.

Concrete sealer shall be applied to the front face of the proposed backwall and hatched area and to the top and front face of the proposed abutment cap.

WEST ABUTMENT WB
STRUCTURE NO. 082-0162 (E.B.)
STRUCTURE NO. 082-0163 (W.B.)

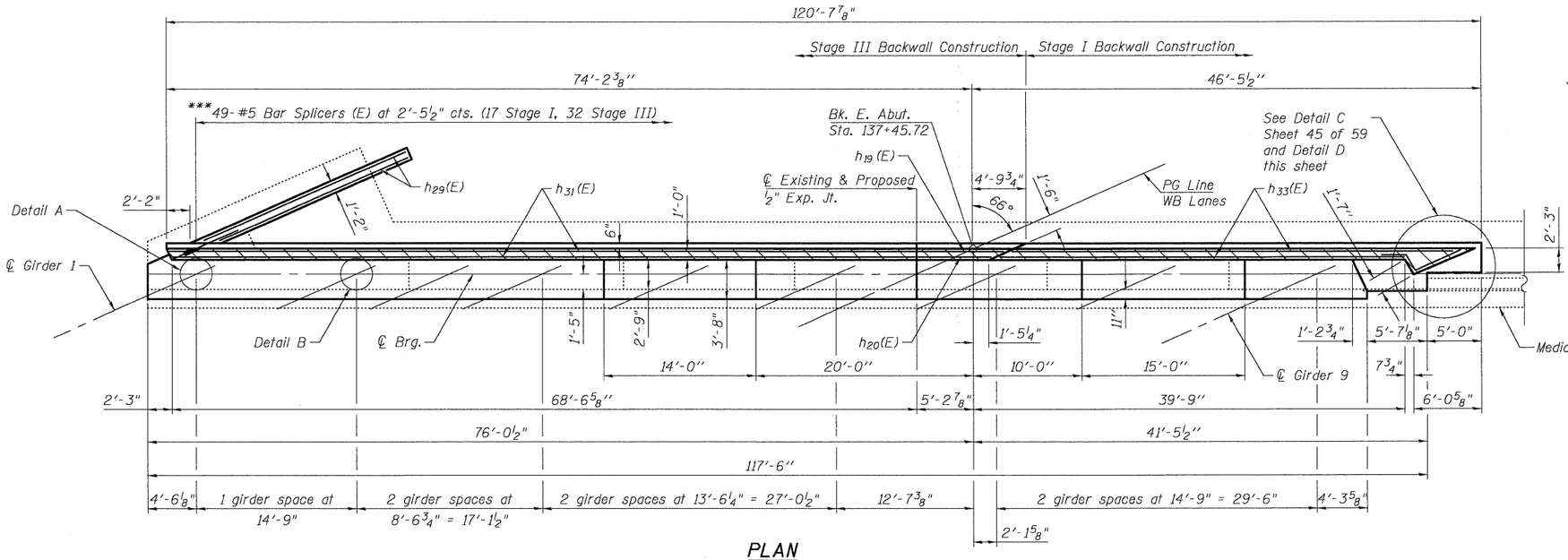
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 5/26/09
DRAWN BY TFG
CHECKED BY RM/MCB

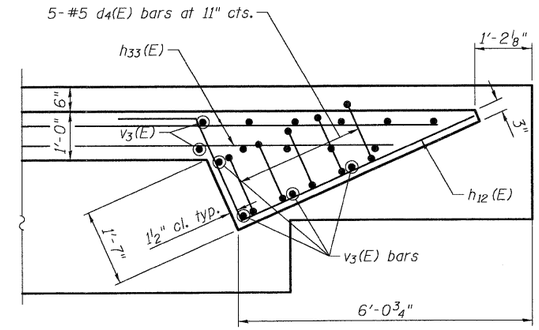
SHEET NO. 43
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	98
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.

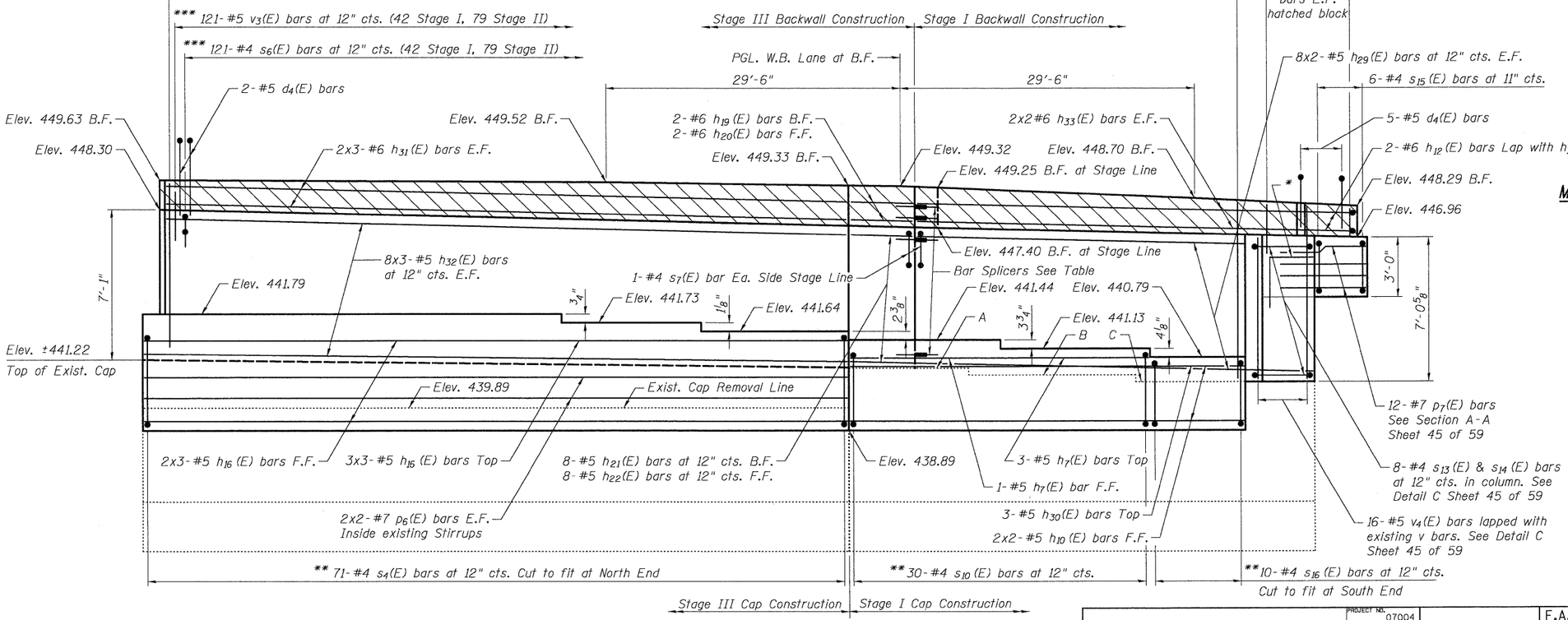


PLAN



DETAIL D

East Abut. W.B. South End
(Showing hatched block reinf.)



ELEVATION

(Looking East)
(not showing median wall)

TABLE OF EXISTING SEAT ELEVATIONS

A	440.64
B	440.29
C	439.90

MIN. BAR LAPS

#4	2'-5"
#5	3'-0"
#6	3'-7"
#7	4'-10"

TABLE OF BAR SPLICERS

No.	Size	Bars Spliced
4	#6	$h_{33}(E)$
16	#5	$h_{29}(E)$
49	#5	Approach Pvmt.

* 4-#7 $p_8(E)$ bars lapped with $p_7(E)$ bars top. See Detail C.

** Epoxy grout #4 $s_4(E)$, $s_{10}(E)$ and $s_{16}(E)$ bars into $\frac{3}{4}$" ϕ x 9" drilled holes. The center of the holes shall be drilled a minimum of 4" from the edge of existing concrete. See Section 584 of the Standard Specifications.

*** See Section Thru Abutment Sheet 45 of 59

Notes:
See Sheet 45 of 59 for additional details, notes and Bill of Material.
See Sheet 48 of 59 for Detail A and Detail B.

EAST ABUTMENT WB
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

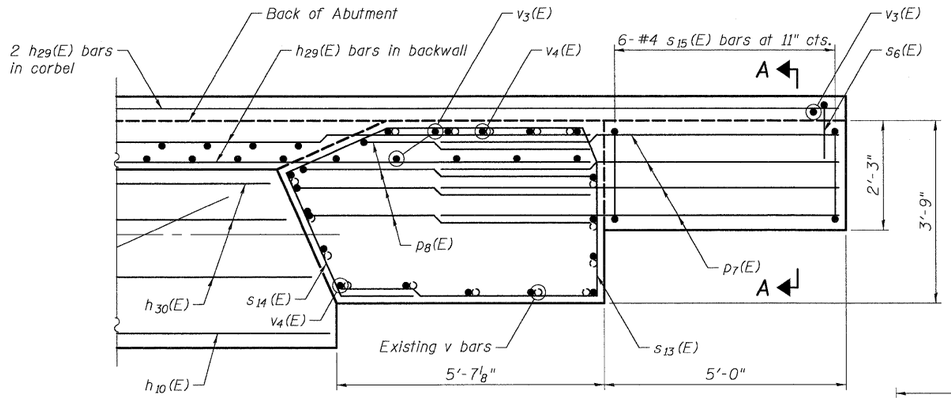
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 1/07/09
DRAWN BY TFG
CHECKED BY RM/MCB

SHEET NO. 44
59 SHEETS

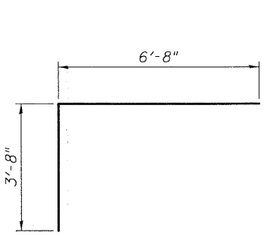
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	99
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC.

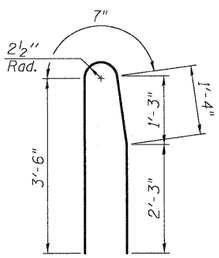


DETAIL C

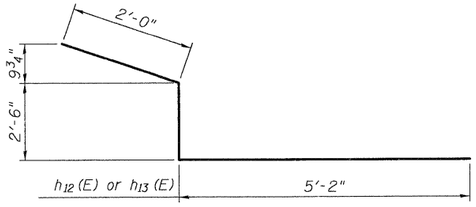
East Abut. W.B. South End
(Hatched block not shown)



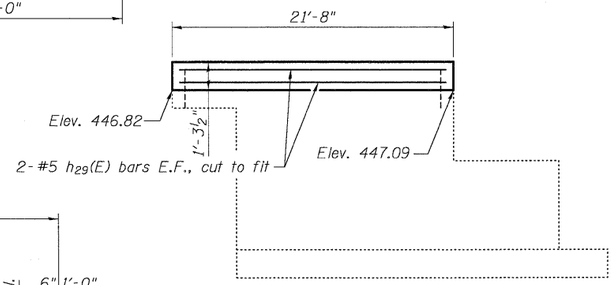
BAR p8(E)



BAR d4(E)

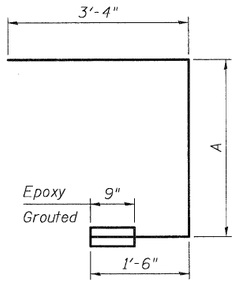


BAR h12(E)



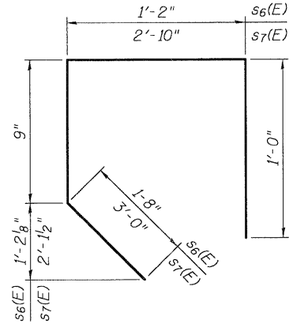
N. WINGWALL ELEVATION

(Looking South)

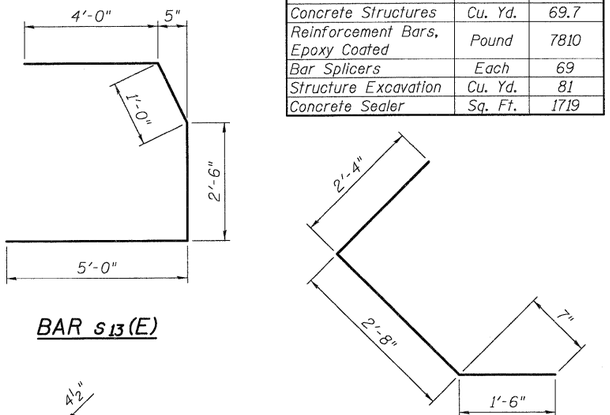


BARS s4(E), s10(E) & s16(E)

BAR	A
s4(E)	2'-5"
s10(E)	1'-10"
s16(E)	1'-6"

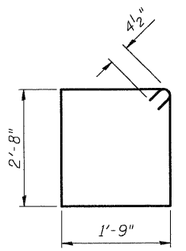


BARS s6(E) & s7(E)



BAR s13(E)

BAR s14(E)



BAR s15(E)

SECTION A-A

(Hatched block shown)

SECTION THRU ABUTMENT

(South of expansion joint)
(Stage I Construction)

SECTION THRU ABUTMENT

(North of expansion joint)
(Stage III Construction)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d4(E)	7	#5	7'-8"	
h7(E)	1	#5	29'-10"	
h10(E)	4	#5	22'-4"	
h12(E)	2	#6	9'-8"	
h16(E)	15	#5	26'-1"	
h19(E)	2	#6	8'-6"	
h20(E)	2	#6	6'-3"	
h21(E)	8	#5	8'-6"	
h22(E)	8	#5	6'-3"	
h29(E)	36	#5	21'-5"	
h30(E)	3	#5	12'-0"	
h31(E)	12	#6	25'-2"	
h32(E)	48	#5	24'-10"	
h33(E)	8	#6	22'-9"	
p6(E)	8	#7	37'-8"	
p7(E)	12	#7	9'-8"	
p8(E)	4	#7	10'-4"	
s4(E)	70	#4	7'-3"	
s6(E)	121	#4	4'-7"	
s7(E)	2	#4	7'-7"	
s10(E)	30	#4	6'-8"	
s13(E)	8	#4	12'-6"	
s14(E)	8	#4	6'-6"	
s15(E)	6	#4	9'-7"	
s16(E)	10	#4	6'-4"	
v(E)	224	#5	7'-9"	
v3(E)	139	#5	2'-2"	
v4(E)	16	#5	6'-8"	
Concrete Structures			Cu. Yd.	69.7
Reinforcement Bars, Epoxy Coated			Pound	7810
Bar Splicers			Each	69
Structure Excavation			Cu. Yd.	81
Concrete Sealer			Sq. Ft.	1719

Notes:

Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

Space reinforcement in cap to miss anchor bolts.

For details of Bar Splicers, See Sheet 59 of 59.

Concrete sealer shall be applied to the front face of the proposed backwall and hatched area and to the top and front face of the proposed abutment cap.

EAST ABUTMENT WB
STRUCTURE NO. 082-0162 (EB)
STRUCTURE NO. 082-0163 (WB)

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07004
SCALE
DATE 5/07/09
DRAWN BY TFG
CHECKED BY RM/MCB

SHEET NO. 45
59 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-2VB	ST. CLAIR	153	100
		CONTRACT NO. 76867		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = CFC