

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 76882		

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HIGHWAY STANDARDS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
FAP ROUTE 312 (IL 3)
SECTION 64-1VBR
PROJECT: ACBRF-0312(038)
STRUCTURE REPLACEMENT
ST. CLAIR COUNTY
C-98-038-05

IDOT HIGHWAY STANDARDS

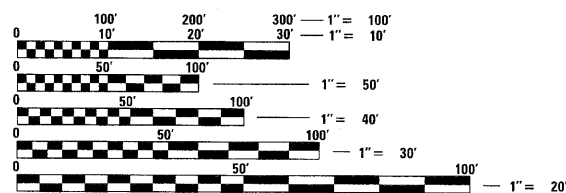
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001006	542401-01	606301-04	635011-02
280001-05	602011-01	609001-05	701901-01
420001-07	602016-01	609006-05	780001-02
420401-08	602301-02	630001-08	781001-03
482001-02	602306-02	630201-06	BLR 21-8
421001-02			

TRAFFIC DATA

IL 3
ADT = 12,300 (2007)
ADT = 16,400 (2031)
SU = 3.7%
MU = 4.2%

DESIGN DESIGNATION

FAP 312 (IL 3) 1960(31) OTHER PRINCIPAL ARTERIAL 6.03(PCC-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

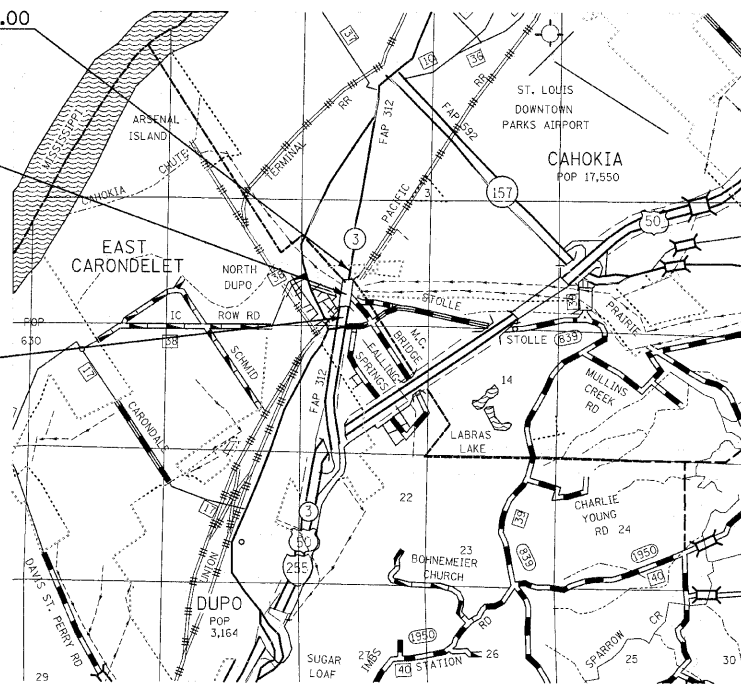
PROJECT ENGINEER : PATTI LeBEAU (618) 346-3179
PROJECT MANAGER : ART MUEHLFELD (618) 346-3209

CONTRACT NO. 76882

BEGIN PROJECT STA 272+00.00

EX SN 082-0030
REMOVE AND REPLACE WITH
SN 082-0038

END PROJECT STA 292+01.38

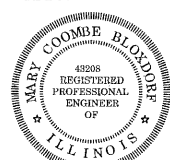


LOCATION MAP

GROSS LENGTH OF PROJECT 2,001.38 FEET (0.379 MILES)
NET LENGTH OF PROJECT 2,001.38 FEET (0.379 MILES)



Steven R. Donahue 8/6/10
Steven R. Donahue, P.E.
License Expires 11/30/2011
My seal applies to sheets:

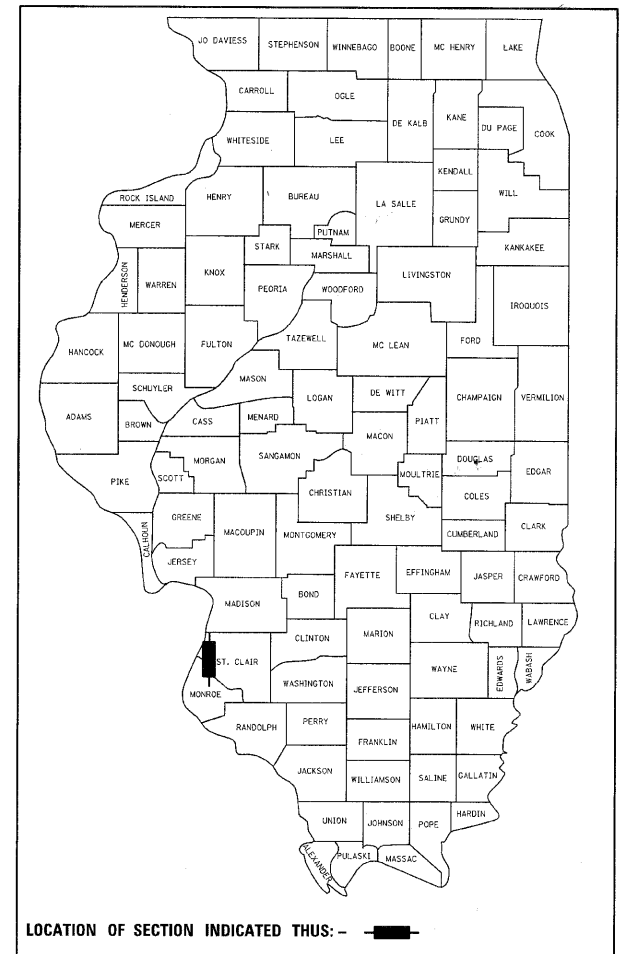


Mary Coombe Bloxdorf 8/6/10
Mary Coombe Bloxdorf, P.E.
License Expires 11/30/2011
My seal applies to sheets:

1-3, 6-14, 17-22, 30-35, 50-52, 229-259

4-5, 15-16, 23-29, 44-49

D-98-019-05



LOCATION OF SECTION INDICATED THIS: - [black bar] -

PLANS PREPARED BY

HORNER & SHIFRIN, INC.
ENGINEERS
www.HornerShifrin.com

640 Pierce Boulevard, Suite 200
O'Fallon, Illinois 62269
Phone: (618) 622-3040
Illinois Professional Design Firm
No. 184-000435
License Expires 4/30/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 12 2010
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

October 1 2010
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

October 1 2010
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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GENERAL NOTES

- ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
- EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.
- THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

BITUMINOUS CONCRETE BASE COURSE	0.056	TON/SQ YD/IN
BITUMINOUS CONCRETE SURFACE COURSE	0.056	TON/SQ YD/IN
LIME (LIME MODIFIED SOILS)	0.02	TON/SQ YD
WATER (LIME MODIFIED SOILS)	0.007	UNIT/SQ YD
AGGREGATE (SURFACE, BASE, & BACKFILL)	2.05	TON/CU YD
BITUMINOUS MATERIALS:		
PRIME COAT FOR BITUMINOUS CONCRETE:		
- ON PAVEMENT	0.05	GAL/SQ YD
- ON AGGREGATE	0.5	GAL/SQ YD
- ON COLD MILLED SURFACE	0.1	GAL/SQ YD
- FOG COAT ON NEW BINDER	0.03	TON/SQ YD
AGGREGATE (PRIME COAT)		
- ON EXISTING PAVEMENT	4	LB/SQ YD
- ON COLD MILLED SURFACE	4	LB/SQ YD
- FOG COAT ON NEW BINDER	2	LB/SQ YD
BITUMINOUS SURFACE TREATMENTS:		
- PRIME COAT	0.5	GAL/SQ YD
- COVER & SEAL COAT	0.5	GAL/SQ YD
- COVER SEAL AGGREGATE	25	LB/SQ YD
- SEAL COAT AGGREGATE	25	LB/SQ YD
RIP RAP	1.5	TON/CU YD
SEEDING, CLASS 2	200	LB/ACRE
TEMPORARY EROSION CONTROL SEEDING	100	LB/ACRE
NITROGEN FERTILIZER NUTRIENT	90	LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90	LB/ACRE
POTASSIUM FERTILIZER NUTRIENT	90	LB/ACRE
MULCH	2	TON/ACRE
- TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
- TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.
- ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE EXTENSION.
- CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.21.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E., OR, FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMERENIP (GAS)
 - AMERENUE (ELECTRIC)
 - AT&T ILLINOIS (COMMUNICATIONS)
 - BUCKEYE PARTNERS L.P.--WOOD RIVER PIPELINE
 - CENTERPOINT ENERGY (GAS)
 - CHARTER COMMUNICATIONS (CABLE TV)
 - CITY OF COLUMBIA (WATER AND SANITARY SEWER)
 - CONOCO PHILLIPS COMPANY HARTFORD TERMINAL (PIPELINE)
 - VILLAGE OF DUPO (WATER & SANITARY SEWER & GAS)
 - HARRISONVILLE TELEPHONE COOPERATIVE (UNDERGROUND TELEPHONE)
 - PRAIRIE DUPONT PUBLIC WATER (WATER)
 - SUGAR LOAF TOWNSHIP SEWER SYSTEM (SANITARY SEWER)

MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF 16 SANDBAGS PER BARRICADE.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, MANHOLES, AND BOX CULVERTS, THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LENGTH AND QUANTITY REQUIRED.
- THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.
- SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
- ALL OPENINGS IN PRECAST STRUCTURES, INCLUDING BOX CULVERTS, SHALL BE PRECAST TO THE PROPER SIZE, THIS INCLUDES OPENINGS FOR PIPE STRUCTURES AND MANHOLE OPENINGS. COSTS FOR THESE OPENINGS AND THE CONNECTIONS SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEM FOR THE STRUCTURES INVOLVED.
- ALL DRAINAGE STRUCTURES SHALL BE DELIVERED TO THE PROJECT SITE WITHOUT SILT, DEBRIS, OR OTHER SUCH OBSTRUCTIONS AT THE TIME OF FINAL INSPECTION. THE CLEANING OF THESE DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS INVOLVED.
- THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.
- ALL SOILS DATA COLLECTED AND PROCESSED FOR THE SOILS REPORT MADE IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE IDOT DISTRICT EIGHT OFFICE WHERE IT IS AVAILABLE FOR INSPECTION BY CONTRACTORS AND PROSPECTIVE BIDDERS. BY SUBMITTING A BID, THE CONTRACTOR ACKNOWLEDGES THAT THE SOILS REPORT HAS BEEN MADE AVAILABLE AND IS AWARE OF THE REPORT CONTENTS AND APPENDICES.

- THE ENGINEER SHALL BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.
- IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLYING WITH THIS REQUIREMENT.
- THE COST FOR REMOVAL AND DISPOSAL OF EXISTING OIL & CHIP PAVEMENT IS INCLUDED IN THE COST OF EARTH EXCAVATION. THIS MATERIAL MAY BE USED IN FILLS OR EMBANKMENTS SUBJECT TO THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
- PROPOSED AGGREGATE SHOULDERS, TYPE B SHALL BE CA2.
- THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCHES WIDE, 5 INCHES HIGH AND 5/8 INCHES DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 250 FEET

BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

 - 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
 - MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
 - RAMPS - ALONG BASELINE EDGE OF PAVEMENT


POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - "XX+XX", WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.
- THE CONTRACTOR SHALL DISASSEMBLE THE TEMPORARY SHORING TOWER INTO THE MAJOR COMPONENTS (COLUMNS, CAP BEAMS AND BRACING), AND THEN DELIVER TO DAY LABOR IN SPRINGFIELD AT THE FOLLOWING ADDRESS:

IDOT DAY LABOR
505 N. MACARTHUR BLVD.
SPRINGFIELD, IL 62702

CONTACT MICKEY REED (217-782-2204) TO ARRANGE DELIVERY (MINIMUM 48 HOURS IN ADVANCE OF DELIVERY). THIS WILL NOT BE PAID FOR SEPERATLY, BUT WILL BE INCLUDED IN THE COST OF "REMOVAL OF EXISTING STRUCTURES".

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\p1dot5\challandeske\dms71738\0876882-shl-fab-plans.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			312	64-1VBR	ST. CLAIR	259	2		
PLOT DATE = 8/11/2010	DATE -	CHECKED -	REVISED -			CONTRACT NO. 76882						
						SCALE: 1" = 20'		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		
								FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

COMMITMENTS

1. SINCE THIS PROJECT IS WITHIN CLOSE PROXIMITY TO THE ST. LOUIS DOWNTOWN-AIRPORT IN SAUGET, IL, COORDINATION WAS INITIATED WITH BOTH THE AIRPORT AND IDOT DIVISION OF AERONAUTICS. ALTHOUGH IT WAS DETERMINED THAT THE PROPOSED STRUCTURE WILL NOT ENTER THE AIRSPACE OF THE AIRPORT, CONSTRUCTION EQUIPMENT WILL POTENTIALLY BE AT AN ELEVATION WHERE THEY COULD CONFLICT WITH AIRSPACE. THE BUREAU OF IMPLEMENTATION SHOULD CONTACT THE AIRPORT TWO DAYS PRIOR TO MOBILIZING THE CONSTRUCTION EQUIPMENT TO THE SITE SO THAT THEY CAN IMPLEMENT ANY CHANGES NECESSARY TO THEIR OPERATIONS. THE BUREAU OF IMPLEMENTATION SHALL ALSO COORDINATE WITH THE IDOT DIVISION OF AERONAUTICS EARLY IN THE PHASE III PROCESS SO THAT PAPERWORK CAN BE FILED WITH THE FAA THROUGH THE DIVISION OF AERONAUTICS AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. THE CONTACTS ARE FOLLOWING:

BOB MCDANIEL DIRECTOR ST. LOUIS DOWNTOWN AIRPORT 1680 SAUGET INDUSTRIAL PARKWAY SAUGET, IL 62206-1449 618-337-6060	ROBERT HAHN AIRSPACE SPECIALIST ILLINOIS DEPT OF TRANSPORTATION DIVISION OF AERONAUTICS 1 LANGHORNE BOND DRIVE SPRINGFIELD, IL 62707 217-524-1580
--	---

2. THERE IS A WETLAND LOCATED NORTH OF THE CANAL AND EAST OF IL ROUTE 3 THAT IS OUTSIDE THE CONSTRUCTION LIMITS, BUT CLOSE ENOUGH IN PROXIMITY TO WARRANT ATTENTION. THIS WETLAND SHOULD BE STAKED PRIOR TO CONSTRUCTION SO THAT IT IS NOT DISTURBED. CONTACT JENNIFER HUNT AND/OR BRIAN MACIAS OF THE ENVIRONMENT SECTION TO COORDINATE THIS STAKING. THE COST OF STAKING THE WETLAND BOUNDARY WILL BE INCLUDED IN THE PRICE OF CONSTRUCTION LAYOUT.
3. THE BICYCLE TRAIL SHALL REMAIN OPEN DURING CONSTRUCTION.
4. THE BICYCLE TRAIL WILL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

MIXTURE DESIGNS

LOCATION:	IL 3	IL 3	IL 3
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS	LEVELING BINDER (MACHINE METHOD)	HOT-MIX ASPHALT SURFACE COURSE
AC/PG:	PG 64-22	PG 64-22	SBS PG 76-22
RAP% (MAX): **	SEE CONTRACT RAP	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS:	SPECIAL PROVISION	4.0% @ NDES= 90	4.0% @ NDES= 90
MIXTURE COMPOSITION: (GRADATION MIXTURE)	2.0% @ NDES= 30	IL 9.5	IL 12.5
FRICTION AGGREGATE	BAM	MIXTURE "C"	MIXTURE "D"

DETECTOR LOOP REQUIREMENTS AND CALCULATIONS FOR ILLINOIS ROUTE 3 AND STOLLE ROAD

LOOP	PHASE (Ø)	LOOP SIZE(FT)	REQUIRED # OF TURNS	CALCULATED INDUCTANCE MICROHENRIES (L _{LH})	CALCULATED RESISTANCE OHMS (R)
1. SB CCO A	7	6'X6'	7	528.8	4.12
2. SB CCO B	7	6'X6'	7	526.2	4.06

THE ABOVE VALUES ARE CALCULATED OF COMBINED LOOP AND LEAD-IN INDUCTANCE AND RESISTANCE. ACTUAL MEASURED VALUES SHOULD BE WITHIN +/- 20% OF THESE VALUES.

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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



COMMITMENTS, PERTINENT INFORMATION,
& MIXTURE DESIGNS

SCALE: 1" = 20'

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODES			
				ROADWAY 0004	SN 082-0038 0011	BIKE TRAIL 0038	SIGNALS 0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	34	34			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	326	326			
20200100	EARTH EXCAVATION	CU YD	13030	13010		20	
42070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	372		372		
20800150	TRENCH BACKFILL	CU YD	33	33			
25000210	SEEDING, CLASS 2A	ACRE	4.0	4.0			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	357	357			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	357	357			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	357	357			
25000700	AGRICULTURAL GROUND LIMESTONE	TON	8.0	8.0			
25100115	MULCH, METHOD 2	ACRE	4.0	4.0			
25100630	EROSION CONTROL BLANKET	SQ YD	10843	10843			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1200	1200			
28000305	TEMPORARY DITCH CHECKS	FOOT	48	48			
28000400	PERIMETER EROSION BARRIER	FOOT	4307	4307			
28000500	INLET AND PIPE PROTECTION	EACH	6	6			
28000510	INLET FILTERS	EACH	10	10			
28100107	STONE RIPRAP, CLASS A4	SQ YD	587	587			
28100109	STONE RIPRAP, CLASS A5	SQ YD	1115		1115		
28200200	FILTER FABRIC	SQ YD	2362	809	1553		
28300400	AGGREGATE DITCH	TON	73	73			
35100100	AGGREGATE BASE COURSE, TYPE A	TON	4092	4092			
35101400	AGGREGATE BASE COURSE, TYPE B	TON	95			95	
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	135			135	
40300300	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	GALLON	405			405	
40300500	COVER COAT AGGREGATE	TON	7			7	
40300600	SEAL COAT AGGREGATE	TON	4			4	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	178	178			
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	77	77			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	166	166			
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	115	115			
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	3071	3071			
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1186		1186		
42001300	PROTECTIVE COAT	SQ YD	5111	5111			
44000100	PAVEMENT REMOVAL	SQ YD	3024	3024			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	1167	1167			

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODES			
				ROADWAY 0004	SN 082-0038 0011	BIKE TRAIL 0038	SIGNALS 0021
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1007	1007			
44003100	MEDIAN REMOVAL	SQ FT	4948	4948			
44004250	PAVED SHOULDER REMOVAL	SQ YD	164	164			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	6	6			
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	488	488			
48203100	HOT-MIX ASPHALT SHOULDERS	TON	4	4			
48300100	PORTLAND CEMENT CONCRETE SHOULDERS 6"	SQ YD	236	236			
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	125	125			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50200100	STRUCTURE EXCAVATION	CU YD	861		861		
50300225	CONCRETE STRUCTURES	CU YD	916.0		916.0		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2057.4		2057.4		
50300260	BRIDGE DECK GROOVING	SQ YD	5597		5597		
50300300	PROTECTIVE COAT	SQ YD	7590		7590		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1		
50500505	STUD SHEAR CONNECTORS	EACH	11760		11760		
50800105	REINFORCEMENT BARS	POUND	502040		502040		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	716050		716050		
50800515	BAR SPLICERS	EACH	114		114		
51100100	SLOPE WALL 4 INCH	SQ YD	46		46		
512005704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	379		379		
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	3696		3696		
51202305	DRIVING PILES	FOOT	3696		3696		
51203200	TEST PILE METAL SHELLS	EACH	2		2		
51500100	NAME PLATES	EACH	1		1		
* 51603000	DRILLED SHAFT IN SOIL	CU YD	1353.8		1353.8		
* 51604000	DRILLED SHAFT IN ROCK	CU YD	122.4		122.4		
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	112		112		
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	124		124		
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	14		14		
52100540	ANCHOR BOLTS, 1 1/2"	EACH	98		98		
54215547	METAL END SECTIONS 12"	EACH	6	6			
542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	247	247			
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	236	236			
55100500	STORM SEWER REMOVAL 12"	FOOT	237	237			

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CB JOB NO 09821	PLOT DATE = 8/5/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	4
CONTRACT NO. 76882			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES							
CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODES			
				ROADWAY 0004	SN 082-0038 0011	BIKE TRAIL 0038	SIGNALS 0021
58700300	CONCRETE SEALER	SQ FT	2102		2102		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	139		139		
60105000	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	FOOT	723	723			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	166		166		
60209520	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND LID	EACH	2	2			
60211660	CATCH BASINS, TYPE D, 3'-DIAMETER, SPECIAL FRAME AND GRATE	EACH	2	2			
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	3	3			
60240312	INLETS, TYPE B, TYPE 11V FRAME AND GRATE	EACH	3	3			
60500060	REMOVING INLETS	EACH	2	2			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	843	843			
60619100	CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQ FT	2249	2249			
60801012	FLAP GATE 12"	EACH	2	2			
60900115	TYPE B INLET BOX, STANDARD 609001	EACH	4	4			
60900515	CONCRETE THRUST BLOCKS	EACH	12	12			
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	387.5	387.5			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	530	530			
64200105	SHOULDER RUMBLE STRIPS	FOOT	782	782			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	30	30			
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	30	30			
67100100	MOBILIZATION	L SUM	1	1			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	10	10			
* 73000100	WOOD SIGN SUPPORT	FOOT	29	29			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	970	970			
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	8962	8962			
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	38	38			
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	26	26			
78200300	PRISMATIC CURB REFLECTOR	EACH	82	82			
78200410	GUARDRAIL MARKERS, TYPE A	EACH	17	17			
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
81012300	CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	16				16
81400115	HANDHOLE TO BE ADJUSTED	EACH	1				1
88600100	DETECTOR LOOP, TYPE I	FOOT	72				72
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	18		18		

ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES							
CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODES			
				ROADWAY 0004	SN 082-0038 0011	BIKE TRAIL 0038	SIGNALS 0021
Z0016702	DETOUR SIGNING	L SUM	1	1			
X0325626	HIGH LOAD MULTI-ROTATION BEARINGS, FIXED - 800K	EACH	7		7		
X0325629	HIGH LOAD MULTI-ROTATION BEARINGS, FIXED - 1250K	EACH	14		14		
X0326707	TEMPORARY PROTECTION SYSTEM FOR BICYCLE TRAFFIC	L SUM	1				1
X5041800	CONCRETE ANCHORS	EACH	41	41			
X5080600	MECHANICAL SPLICERS	EACH	792		792		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0018800	DRAINAGE SYSTEM	L SUM	1		1		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
0 Z0070000	TRAINEES	HR	3,000	3,000			

0042

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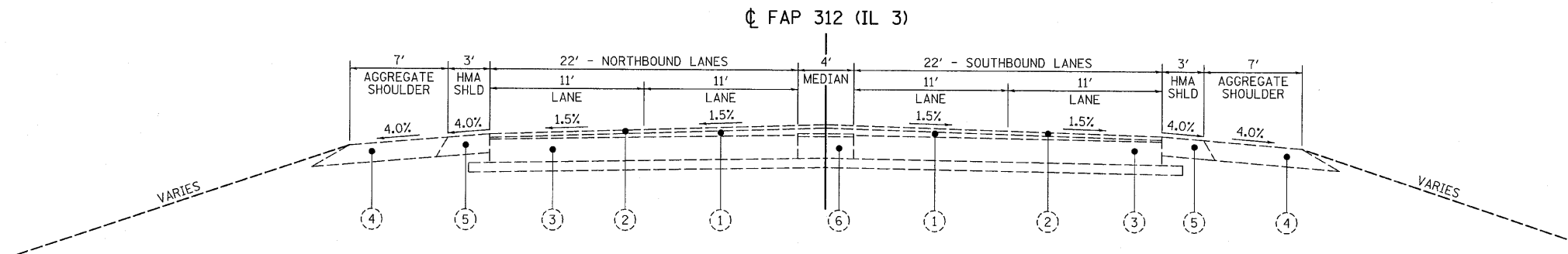
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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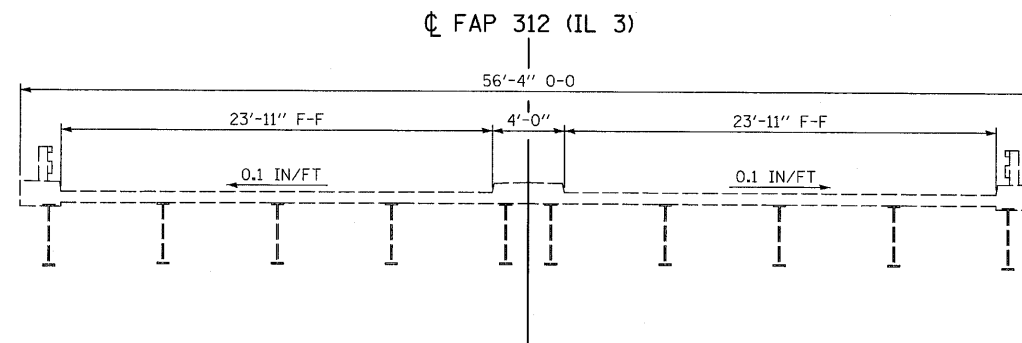
CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-IVBR	ST. CLAIR	259	5

CONTRACT NO. 76882
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



EXISTING
FAP 312
(IL ROUTE 3)
STA 272+25.00 TO STA 275+90.50



EXISTING SN 082-0030
FAP 312
(IL ROUTE 3)
STA 275+90.50 TO STA 285+58.53

- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

LAST SAVED = 8/9/2018
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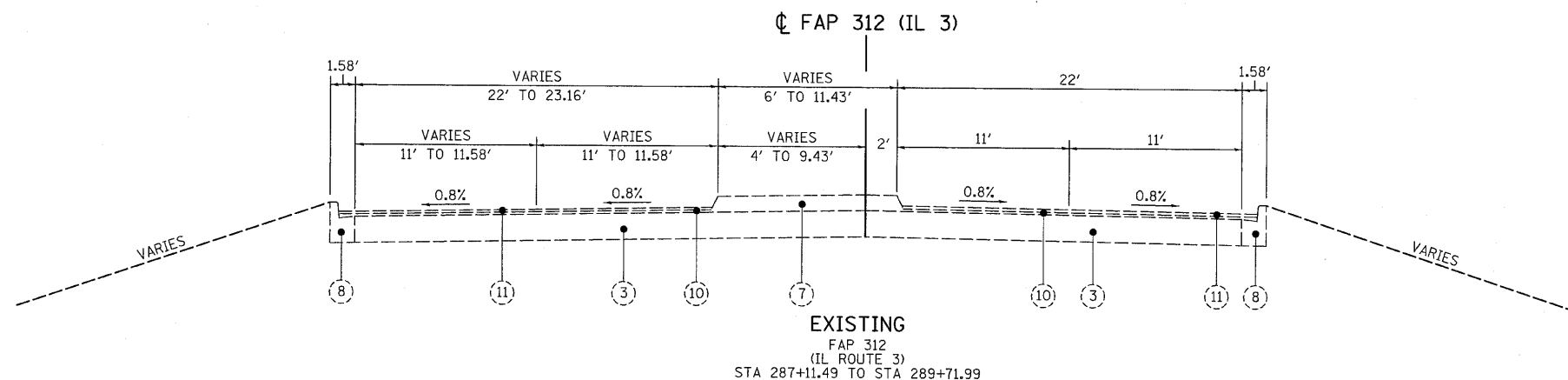
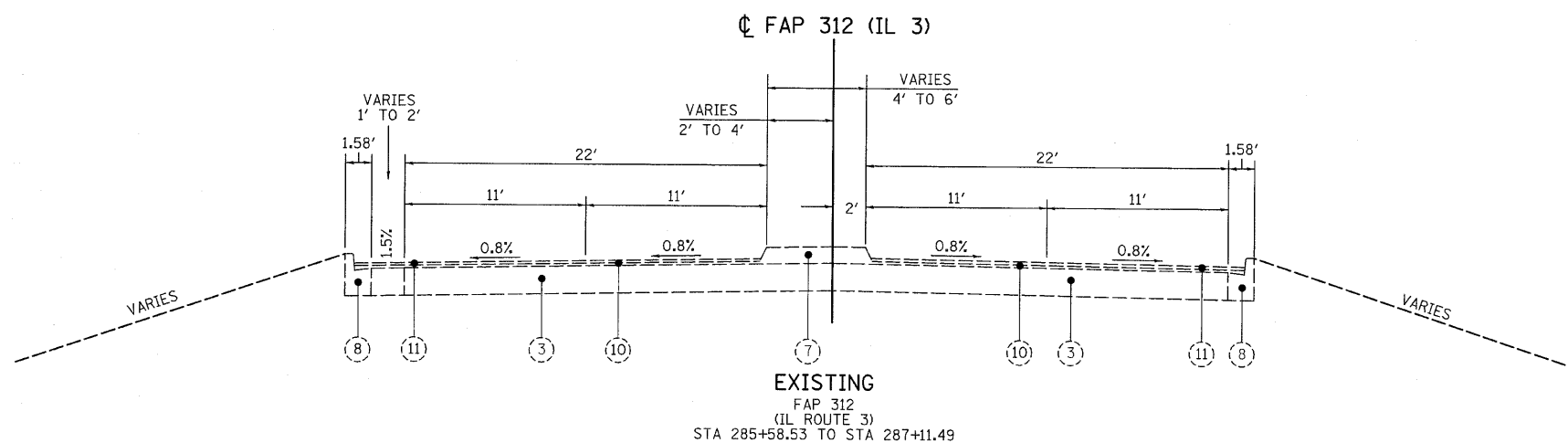
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER &
SHIRIN, INC
ENGINEERS

TYPICAL SECTIONS
IL 3 EXISTING

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	6
CONTRACT NO. 76882				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE: NONE SHEET NO. 1 OF 8 SHEETS STA. 272+25.00 TO STA. 285+58.53



- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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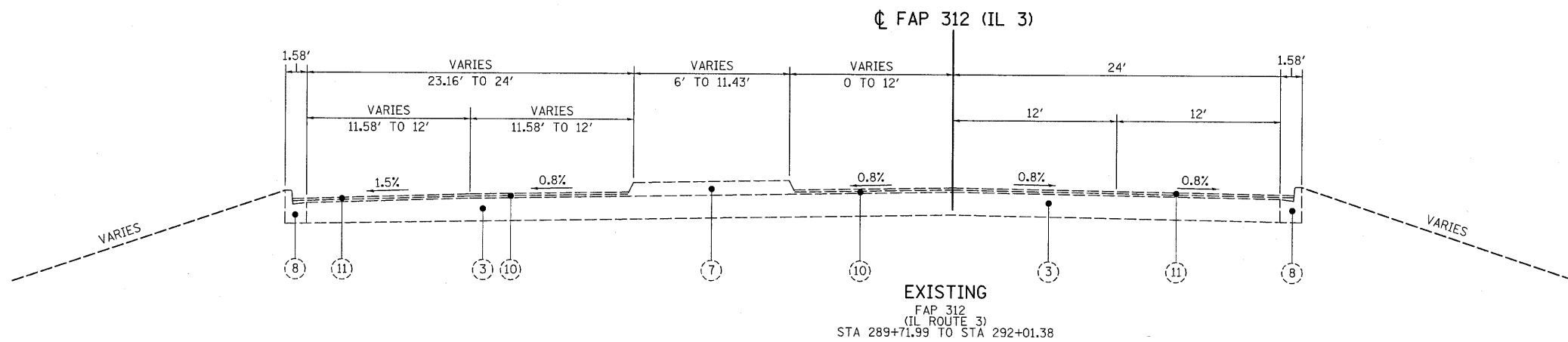
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL SECTIONS
 IL 3 EXISTING

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	

SCALE: NONE SHEET NO. 2 OF 8 SHEETS STA. 285+58.53 TO STA. 289+71.99



- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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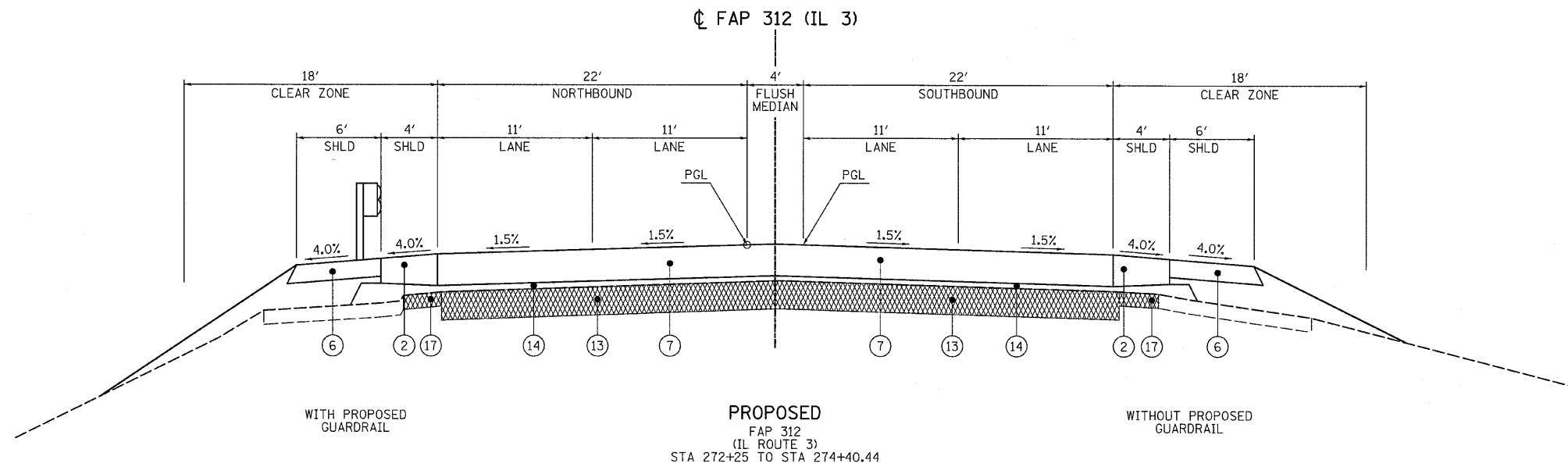
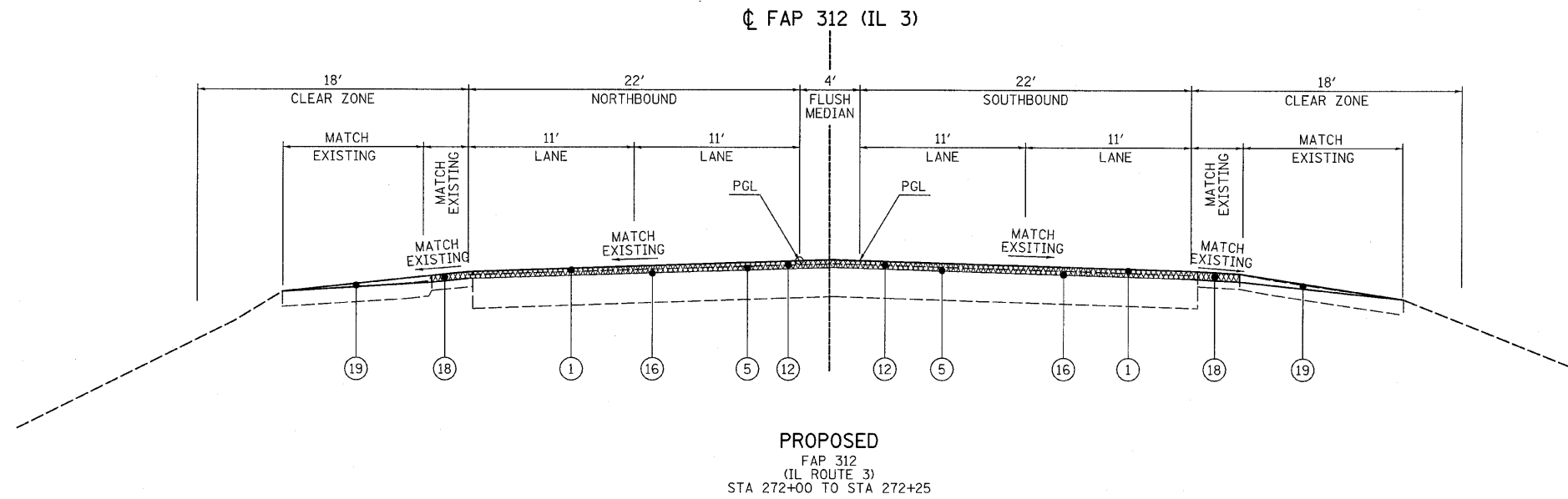
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIRIN, INC.
ENGINEERS

TYPICAL SECTIONS
 IL 3 EXISTING

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	8
CONTRACT NO. 76882				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE: NONE SHEET NO. 3 OF 8 SHEETS STA. 289+71.99 TO STA. 293+96.49



- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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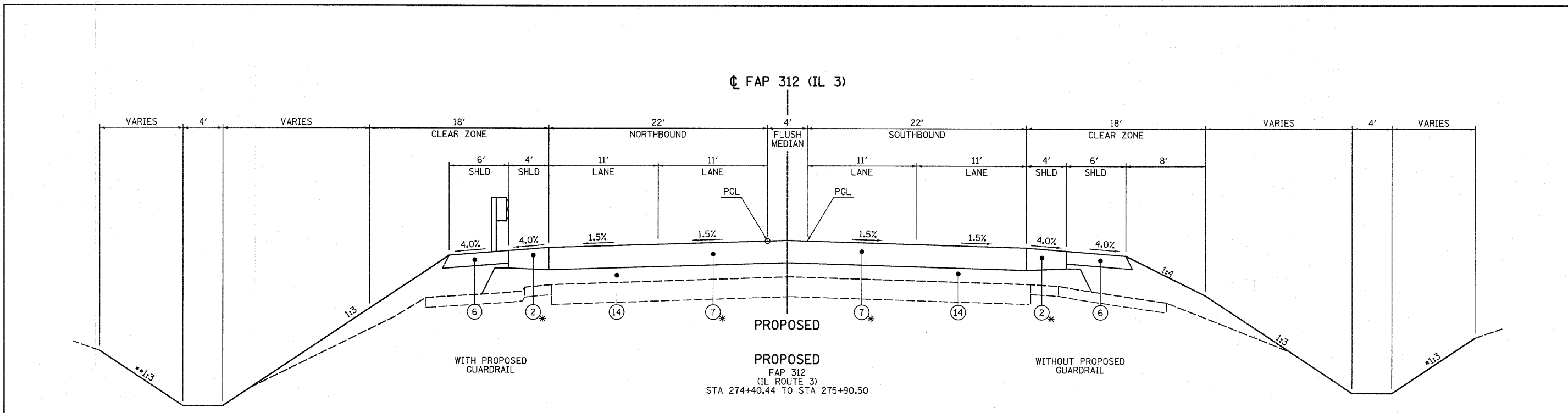
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL SECTIONS
 IL 3 PROPOSED

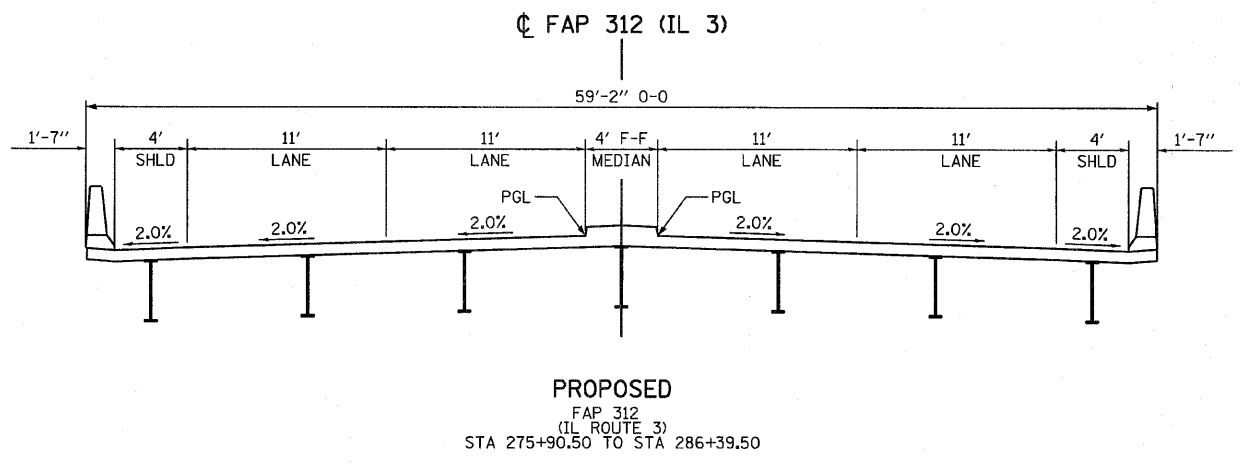
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312	64-1VBR	ST. CLAIR	259	9
CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 4 OF 9 SHEETS STA. 272+25.00 TO STA. 286+39.50



•• OR AS SHOWN ON CROSS-SECTIONS

* MATERIAL PAID FOR AS BRIDGE APPROACH PAVEMENT CONNECTOR STA 274+90.50 TO 275+90.50



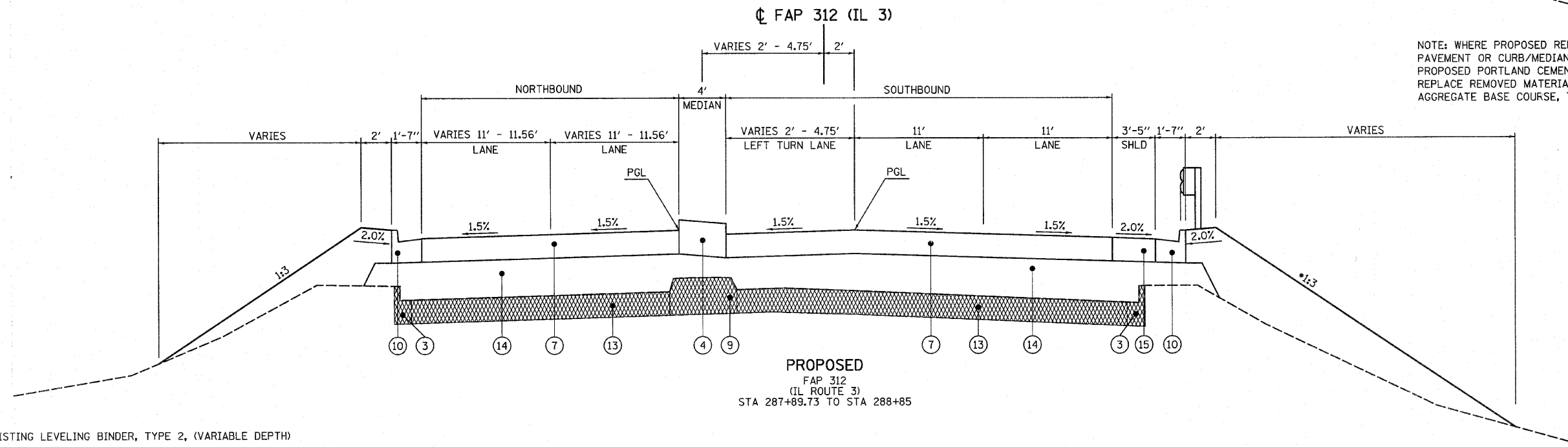
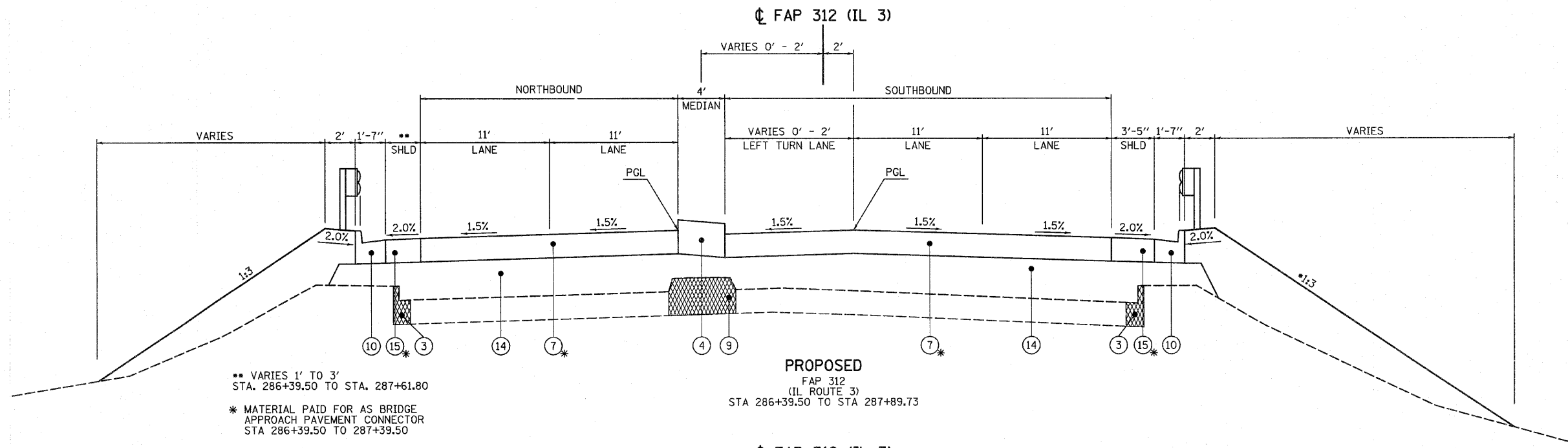
- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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				SCALE: NONE	SHEET NO. 5 OF 9 SHEETS	STA. 272+25.00 TO STA. 286+39.50	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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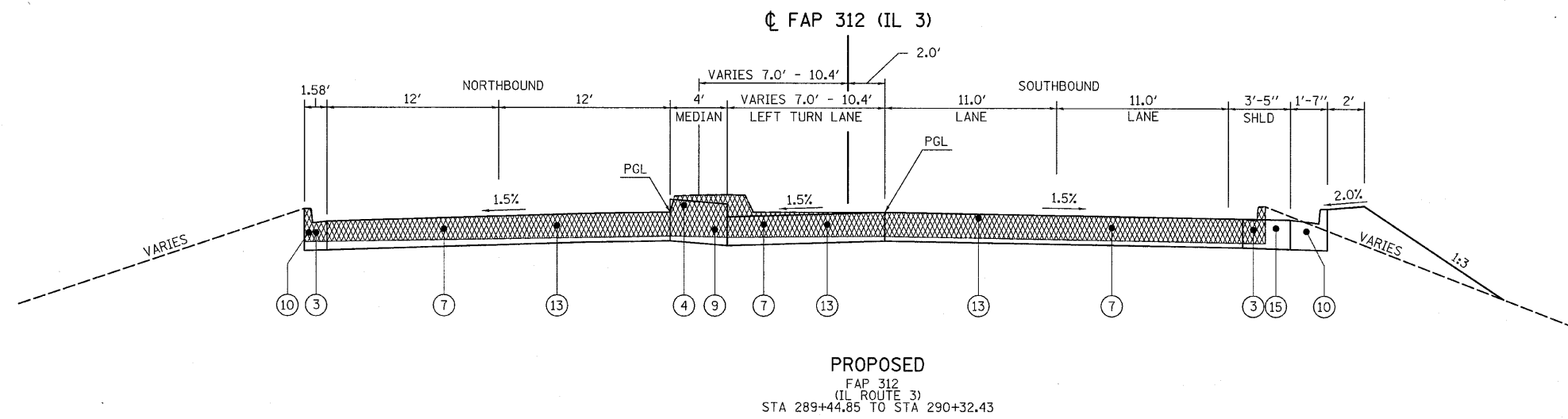
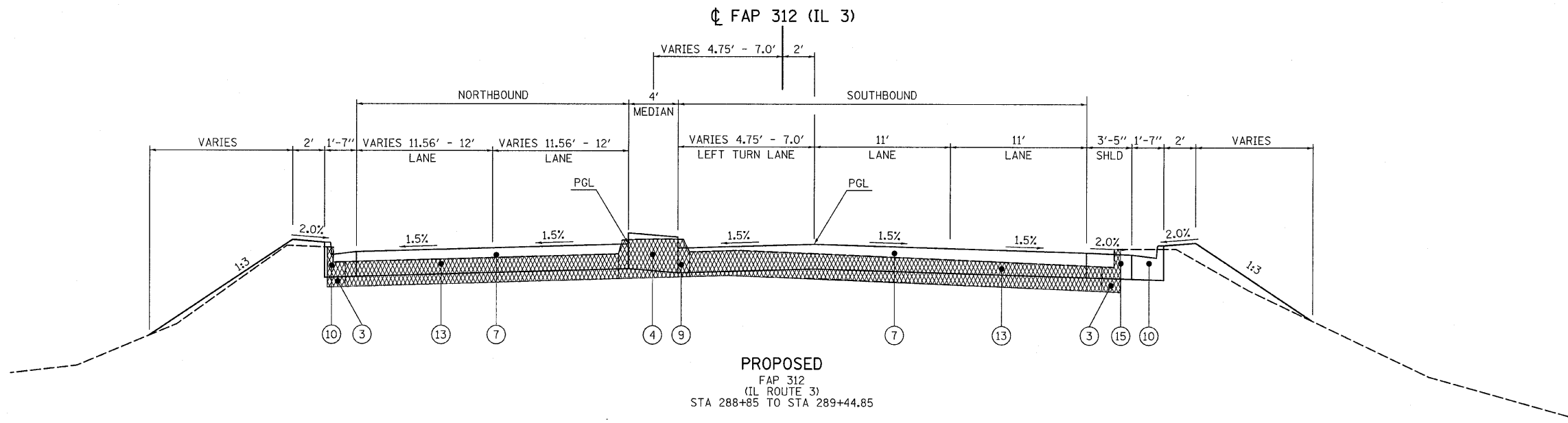
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIRIN, INC.
ENGINEERS

TYPICAL SECTIONS
IL 3 PROPOSED

SCALE: NONE SHEET NO. 6 OF 9 SHEETS STA. 286+39.50 TO STA. 290+32.43

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	11
CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTE: WHERE PROPOSED REMOVAL OF EXISTING PAVEMENT OR CURB/MEDIAN IS REQUIRED BELOW THE PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, REPLACE REMOVED MATERIAL WITH PROPOSED AGGREGATE BASE COURSE, TYPE A

- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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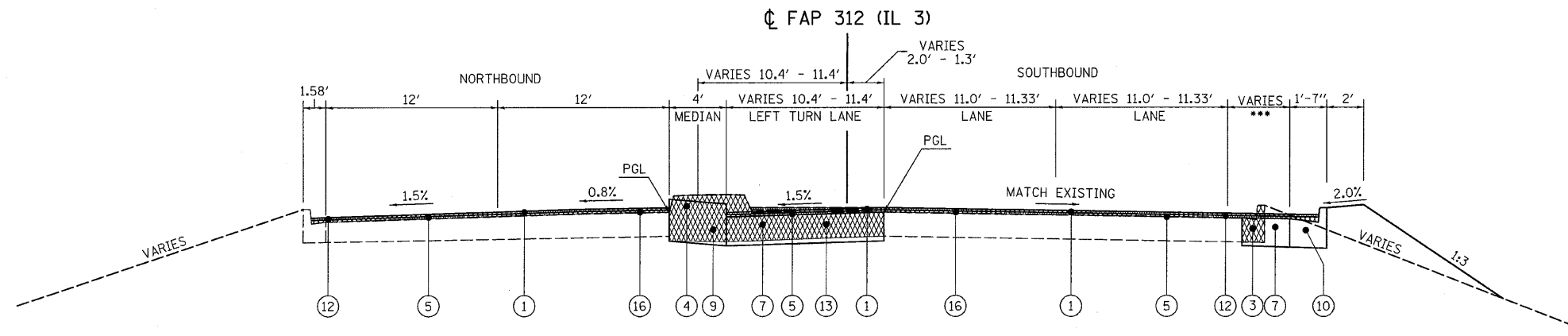
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIRIN, INC.
ENGINEERS

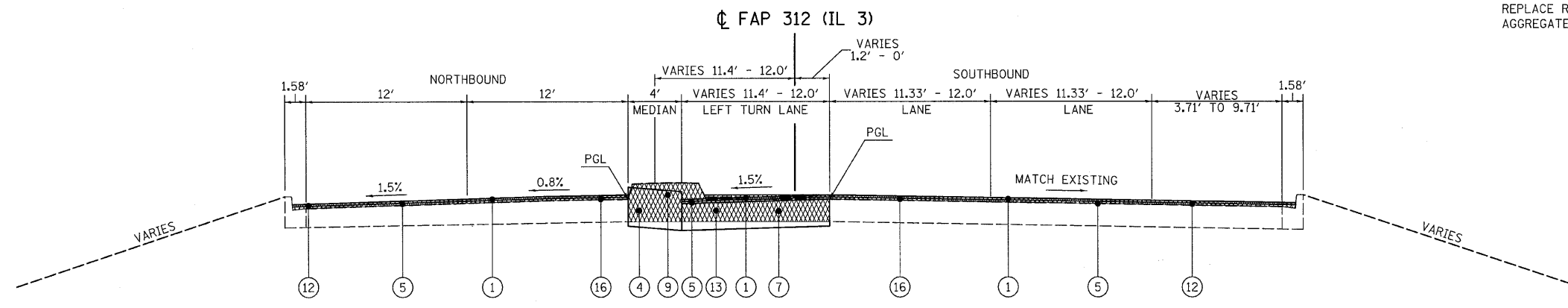
TYPICAL SECTIONS
IL 3 PROPOSED

SCALE: NONE SHEET NO. 7 OF 9 SHEETS STA. 290+00.00 TO STA. 290+89.66

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	



PROPOSED
 FAP 312
 (IL ROUTE 3)
 STA 290+32.43 TO STA 290+89.66 *** 3.42' TO 3.30'



PROPOSED
 FAP 312
 (IL ROUTE 3)
 STA 290+89.66 TO STA 292+01.38

NOTE: WHERE PROPOSED REMOVAL OF EXISTING PAVEMENT OR CURB/MEDIAN IS REQUIRED BELOW THE PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, REPLACE REMOVED MATERIAL WITH PROPOSED AGGREGATE BASE COURSE, TYPE A

- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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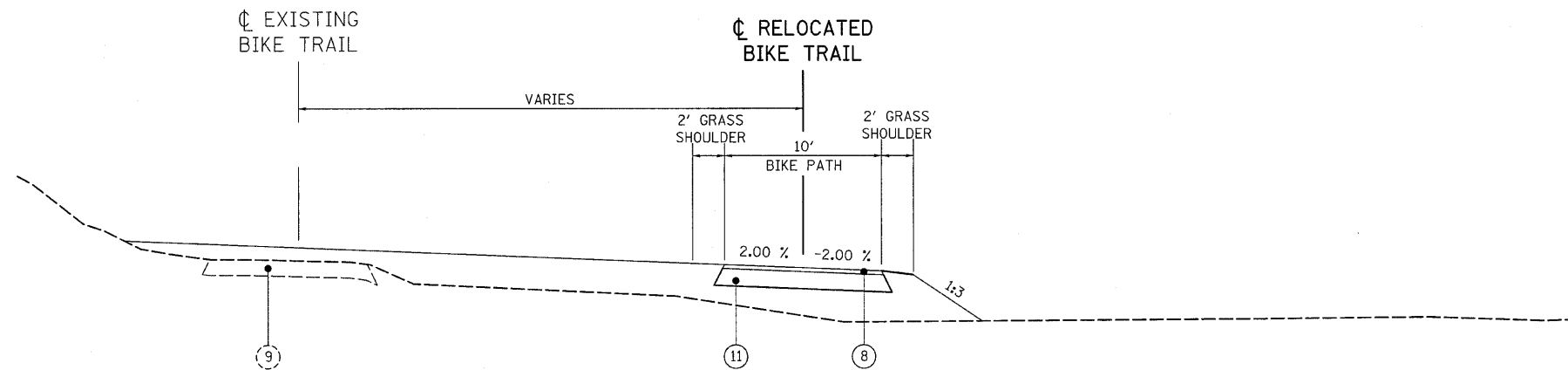
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



TYPICAL SECTIONS
 IL 3 PROPOSED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	13
CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 8 OF 9 SHEETS STA. 290+89.66 TO STA. 292+01.38



RELOCATED
BIKE TRAIL
STA 0+00.00 TO STA 2+46.15

- ① EXISTING LEVELING BINDER, TYPE 2, (VARIABLE DEPTH)
- ② EXISTING HMA CONC SURF CSE, CLASS I, MIX D, 1.50"
- ③ EXISTING PCC PAVEMENT, 10"
- ④ EXISTING AGG SHOULDERS, TYPE B, 8"
- ⑤ EXISTING HMA SHOULDERS, 8"
- ⑥ EXISTING TYPE 3 MEDIAN
- ⑦ EXISTING SM-6.06 MEDIAN (SPECIAL)
- ⑧ EXISTING COMB CONC C&G, TYPE B-6.12
- ⑨ EXISTING AGGREGATE BIKE PATH
- ⑩ EXISTING LEVELING BINDER, MACHINE METHOD (1")
- ⑪ EXISTING POLYMERIZED HOT MIX ASPHALT SURFACE COURSE (1 1/2")

- ① PROPOSED HMA SURF CSE, MIX "D", N90, 1.50"
- ② PROPOSED PCC SHOULDERS, 6"
- ③ PROPOSED CONCRETE CURB REMOVAL
- ④ PROPOSED CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑤ PROPOSED HMA LEVEL BINDER (1" MIN DEPTH)
- ⑥ PROPOSED AGGREGATE SHOULDERS, TYPE B 4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑧ PROPOSED BITUMINOUS SURFACE TREATMENT A3
- ⑨ PROPOSED MEDIAN REMOVAL
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- ⑪ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑫ PROPOSED SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A
- ⑮ PROPOSED PCC SHOULDERS, 10"
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑰ PROPOSED PAVED SHOULDER REMOVAL
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL SECTIONS
IL 3 RELOCATED BIKE PATH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-IVBR	ST. CLAIR	259	14
CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 9 OF 9 SHEETS STA. 0+00.00 TO STA. 2+46.15

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	UNIT
IL 3	
55.44' LT. STA. 285+88.19	12
62.38' RT. STA. 286+06.43	10
79.84' RT. STA. 286+34.11	12
TOTAL =	34

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	UNIT
IL 3	
60.34' LT. STA. 274+68.93	20
77.10' RT. STA. 274+86.72	36
66.27' RT. STA. 275+32.01	24
81.36' LT. STA. 285+99.96	24
39.69' RT. STA. 286+09.26	24
54.59' RT. STA. 286+81.24	36
49.88' RT. STA. 287+14.72	18
88.56' RT. STA. 287+15.87	36
56.43' LT. STA. 287+51.84	36
112.33' RT. STA. 288+01.24	72
TOTAL =	326

EARTH EXCAVATION

LOCATION	EARTH EXCAVATION CUBIC YARD	EARTH EXCAVATION		EARTHWORK BALANCE	
		ADJUSTED FOR SHRINKAGE CUBIC YARD	EMBANKMENT CUBIC YARD	WASTE (+) OR SHORTAGE (-) CUBIC YARD	
N. OF BRIDGE STA. 272+00.00 TO 276+88.00	1955	1465	1775	-310	
S. OF BRIDGE ST. 284+80.00 TO 287.50.00	11055	8295	1655	6640	
BIKE TRAIL	20	15	210	-195	
TOTAL	13030	9775	3640	6135	

TRENCH BACKFILL

LOCATION	CU YD	AGGREGATE BASE COURSE, TYPE A LOCATION	TON
IL 3		IL 3	
29' RT. STA. 286+31.86 TO 29' LT. STA. 286+31.86	7	STA. 272+00.00 TO STA. 272+25.00	8
29' RT. STA. 287+50.00 TO 29' LT. STA. 287+50.00	8	STA. 272+25.00 TO STA. 272+50.00	37
29' RT. STA. 289+00.00 TO 32.6' LT. STA. 289+00.00	5	STA. 272+50.00 TO STA. 273+00.00	54
29' RT. STA. 290+20.00 TO 37.9' LT. STA. 290+20.00	13	STA. 273+00.00 TO STA. 273+50.00	134
TOTAL =	33	STA. 273+50.00 TO STA. 274+00.00	189
		STA. 274+00.00 TO STA. 274+50.00	142
		STA. 274+50.00 TO STA. 275+00.00	177
		STA. 275+00.00 TO STA. 275+50.00	330
		STA. 275+50.00 TO STA. 275+90.50	319
		STA. 275+90.50 TO STA. 276+00.00	76
		STA. 276+00.00 TO STA. 276+20.50	86
		STA. 286+09.50 TO STA. 286+39.50	67
		STA. 286+39.50 TO STA. 286+50.00	620
		STA. 286+50.00 TO STA. 287+00.00	515
		STA. 287+00.00 TO STA. 287+50.00	358
		STA. 287+50.00 TO STA. 288+00.00	318
		STA. 288+00.00 TO STA. 288+50.00	293
		STA. 288+50.00 TO STA. 289+00.00	199
		STA. 289+00.00 TO STA. 289+50.00	118
		STA. 289+50.00 TO STA. 290+00.00	40
		STA. 290+00.00 TO STA. 290+32.43	8
		STA. 290+32.43 TO STA. 290+50.00	2
		STA. 290+50.00 TO STA. 291+00.00	1
		STA. 291+00.00 TO STA. 291+50.00	1
		TOTAL =	4092

STONE RIPRAP, CLASS A4

LOCATION	SQ YD	AGGREGATE BASE COURSE, TYPE B LOCATION	TON
IL 3		BIKE TRAIL	
146.57' LT. STA. 275+98.14 TO 156.29' LT. STA. 275+89.21	10	STA. 0+00.00 TO STA. 0+50.00	19
128.17' RT. STA. 275+98.14 TO 136.95' RT. STA. 275+84.44	13	STA. 0+50.00 TO STA. 1+00.00	20
35.5' RT. STA. 279+17.50 TO 39.35' RT. STA. 279+43.87	21	STA. 1+00.00 TO STA. 1+50.00	20
65.53' RT. STA. 279+71.31 TO 52.5' RT. STA. 279+94.50	21	STA. 1+50.00 TO STA. 2+00.00	20
132.39' LT. STA. 286+31.86 TO 174.98' LT. STA. 286+31.86	53	STA. 2+00.00 TO STA. 2+45.00	16
122.40' LT. STA. 287+50.00 TO 174.91' LT. STA. 288+33.75	58	TOTAL =	95
143.71' LT. STA. 290+30.00 TO 223.23' LT. STA. 288+37.03	411		
TOTAL =	587		

FILTER FABRIC

LOCATION	SQ YD	AGGREGATE BASE COURSE, TYPE B LOCATION	TON
IL 3		BIKE TRAIL	
146.57' LT. STA. 275+98.14 TO 156.29' LT. STA. 275+89.21	12	STA. 0+00.00 TO STA. 0+50.00	19
128.17' RT. STA. 275+98.14 TO 136.95' RT. STA. 275+84.44	15	STA. 0+50.00 TO STA. 1+00.00	20
35.5' RT. STA. 279+17.50 TO 39.35' RT. STA. 279+43.87	24	STA. 1+00.00 TO STA. 1+50.00	20
65.53' RT. STA. 279+71.31 TO 52.5' RT. STA. 279+94.50	24	STA. 1+50.00 TO STA. 2+00.00	20
29.58' LT. STA. 283+96.50 TO 113.34' LT. STA. 284+08.91	78	STA. 2+00.00 TO STA. 2+45.00	16
34.58' LT. STA. 285+56.02 TO 136.85' LT. STA. 285+45.41	94	TOTAL =	95
132.39' LT. STA. 286+31.86 TO 174.98' LT. STA. 286+31.86	60		
122.4' LT. STA. 287+50.00 TO 174.91' LT. STA. 287+33.75	66		
143.71' LT. STA. 290+30.00 TO 223.23' LT. STA. 288+37.03	435		

BRIDGE

N. ABUT.	773.53
PIER 1	409.69
PIER 2	409.61
TOTAL =	2362

AGGREGATE DITCH

LOCATION	TON
IL 3	
29.58' LT. STA. 283+96.50 TO 113.34' LT. STA. 284+08.91	33
34.58' LT. STA. 285+56.02 TO 136.85' LT. STA. 285+45.41	40
TOTAL =	73

COVER COAT AGGREGATE

LOCATION	TON
BIKE PATH	
STA. 0+00.00 TO STA. 2+46.15	7
TOTAL =	7

SEAL COAT AGGREGATE

LOCATION	TON
BIKE PATH	
STA. 0+00.00 TO STA. 2+46.15	4
TOTAL =	4

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	GALLONS
IL 3	
STA. 272+00.00 TO STA. 272+25.00	18
LT. STA. 272+00.00 TO LT. STA. 272+25.00 SHOULDER	1
RT. STA. 272+00.00 TO RT. STA. 272+25.00 SHOULDER	1
LT. STA. 290+32.43 TO LT. STA. 292+01.38	61
RT. STA. 290+32.43 TO RT. STA. 292+01.38	97
TOTAL =	178

LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N90

LOCATION	TON
IL 3	
STA. 272+00.00 TO STA. 272+25.00	8
LT. STA. 290+32.43 TO LT. STA. 292+01.38	27
RT. STA. 290+32.43 TO RT. STA. 292+01.38	42
TOTAL =	77

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT

LOCATION	SQ YD
IL 3	
LT. & RT. STA. 290+32.43 TO STA. 290+62.43	166
TOTAL =	166

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90

LOCATION	TON
IL 3	
STA. 272+00.00 TO STA. 272+25.00	12
LT. STA. 290+32.43 TO LT. STA. 292+01.38	40
RT. STA. 290+32.43 TO RT. STA. 292+01.38	63
TOTAL =	115

PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)

LOCATION	SQ YD
IL 3	
STA. 272+25.00 TO STA. 275+90.50	1951
LT. STA. 286+39.50 TO LT. STA. 290+32.43	1021
RT. STA. 286+39.50 TO RT. STA. 290+32.43	1133
TOTAL =	4105

PROTECTIVE COAT

LOCATION	SQ YD
IL 3	
10" PAVEMENT STA. 272+25.00 TO STA. 275+90.50	1951
6" SHOULDER LT. STA. 272+25.00 TO LT. STA. 275+90.50	162
6" SHOULDER RT. STA. 272+25.00 TO RT. STA. 275+90.50	162
10" SHOULDER LT. STA. 286+39.50 TO LT. STA. 287+61.11	30
10" PAVEMENT LT. STA. 286+39.50 TO LT. STA. 290+32.43	1021
10" PAVEMENT RT. STA. 286+39.50 TO RT. STA. 290+32.43	1133
10" SHOULDER RT. STA. 286+39.50 TO RT. STA. 290+86.94	160
MEDIAN TYP. B STA. 286+39.50 TO STA. 292+01.38	312
C&G TYP. B LT. STA. 286+39.50 TO LT. STA. 290+32.43	84
C&G TYP. B RT. STA. 286+39.50 TO RT. STA. 290+89.21	96
TOTAL =	5111

PAVEMENT REMOVAL

LOCATION	SQ YD
IL 3	
STA. 272+25.00 TO STA. 274+40.44	1151
STA. 276+18.00 TO STA. 276+55.73	204
STA. 285+58.53 TO STA. 286+12.00	286
STA. 287+89.73 TO STA. 290+32.43	1250
STA. 290+32.43 TO STA. 292+01.38	133
TOTAL =	3024

HMA SURFACE REMOVAL 2 1/2"

LOCATION	SQ YD
IL 3	
STA. 272+00.00 TO STA. 272+25.00	150
STA. 290+32.43 TO STA. 292+01.38	1017
TOTAL =	1167

COMBINATION CURB AND GUTTER REMOVAL

LOCATION	FOOT
IL 3	
LT. STA. 285+57.89 TO STA. 290+32.43	475
RT. STA. 285+58.10 TO STA. 290+89.66	532
TOTAL =	1007

MEDIAN REMOVAL

LOCATION	SQ FT
IL 3	
STA. 285+58.53 TO STA. 292+01.38	4948
TOTAL =	4948

PAVED SHOULDER REMOVAL

LOCATION	SQ YD
IL 3	
LT. & RT. STA. 272+25.00 TO STA. 274+40.44	143
LT. & RT. STA. 276+18.00 TO STA. 276+55.73	21
TOTAL =	164

AGGREGATE SHOULDERS, TYPE B

LOCATION	TON
IL 3	
LT. STA. 272+00.00 TO LT. STA. 272+25.00	3
RT. STA. 272+00.00 TO RT. STA. 272+25.00	3
TOTAL =	6

AGGREGATE SHOULDERS, TYPE B 4"

LOCATION	SQ YD
IL 3	
LT. STA. 272+25.00 TO LT. STA. 275+90.50	244
RT. STA. 272+25.00 TO RT. STA. 275+90.50	244
TOTAL =	488

HOT-MIX ASPHALT SHOULDERS

LOCATION	TON
IL 3	
LT. STA. 272+00.00 TO LT. STA. 272+25.00	2
RT. STA. 272+00.00 TO RT. STA. 272+25.00	2
TOTAL =	4

PORTLAND CEMENT CONCRETE SHOULDERS 6"

LOCATION	SQ YD
IL 3	
LT. STA. 272+25.00 TO LT. STA. 275+90.50	162
RT. STA. 272+25.00 TO RT. STA. 275+90.50	162
TOTAL =	324

PORTLAND CEMENT CONCRETE SHOULDERS 10"

LOCATION	SQ YD
IL 3	
LT. STA. 286+39.50 TO LT. STA. 287+61.11	30
RT. STA. 286+39.50 TO RT. STA. 290+86.94	160
TOTAL =	190

METAL END SECTIONS 12"

LOCATION	EACH
IL 3	
126.4' RT. STA. 275+98.14	1
144.8' LT. STA. 275+98.14	1
130.6' LT. STA. 286+31.86	1
120.7' LT. STA. 287+50.00	1
143.2' LT. STA. 289+00.00	1
135.0' LT. STA. 290+20.00	1
TOTAL =	6

PIPE CULVERTS, CLASS D, TYPE 1, 12"

LOCATION	FOOT
IL 3	
20.25' RT. STA. 278+14.50 TO 35.50' RT. STA. 279+17.50	104
19.25' LT. STA. 278+13.00 TO 18.75' RT. STA. 278+13.00	39
20.25' RT. STA. 280+51.00 TO 52.50' RT. STA. 279+94.25	65
19.25' LT. STA. 280+51.00 TO 18.75' RT. STA. 280+51.00	39
TOTAL =	247

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

FILE NAME =	USER NAME = CFC...	DESIGNED - GLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...N015-0016-0878882-schedule-of-quantities.dgn		DRAWN - CFC	REVISED -			312	64-IVBR	ST. CLAIR	259	15

STORM SEWERS, CLASS A, TYPE 1 12"	
LOCATION	FOOT
IL 3	
28.4' RT. STA. 286+31.86 TO 28.4' LT. STA. 286+31.86	55
29.0' RT. STA. 287+50.00 TO 29.0' LT. STA. 287+50.00	56
29.0' RT. STA. 289+00.00 TO 32.6' LT. STA. 289+00.00	60
29.0' RT. STA. 290+20.00 TO 37.9' LT. STA. 290+20.00	65
TOTAL =	236

STORM SEWER REMOVAL, 12"	
LOCATION	FOOT
IL 3	
22.1' RT. STA. 288+98.12 TO 141.2' RT. STA. 289+02.06	124
32.9' LT. STA. 288+98.66 TO 144.8' LT. STA. 288+98.62	113
TOTAL =	237

PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	
LOCATION	FOOT
IL 3	
28' LT. STA. 275+98.14 TO 29' LT. STA. 275+98.14	2
29' LT. STA. 275+98.14 TO 136.3' LT. STA. 275+98.14	128
136.3' LT. STA. 275+98.14 TO 144.8' LT. STA. 275+98.14	8
28' RT. STA. 275+98.14 TO 29.3' RT. STA. 275+98.14	2
29.3' RT. STA. 275+98.14 TO 117.9' RT. STA. 275+98.14	106
117.9' RT. STA. 275+98.14 TO 126.4' RT. STA. 275+98.14	8
27.6' LT. STA. 286+31.86 TO 35.8' LT. STA. 286+31.86	8
35.8' LT. STA. 286+31.86 TO 122.1' LT. STA. 286+31.86	104
122.1' LT. STA. 286+31.86 TO 130.6' LT. STA. 286+31.86	8
28.4' LT. STA. 287+50.00 TO 36.3' LT. STA. 287+50.00	8
36.3' LT. STA. 287+50.00 TO 112.5' LT. STA. 287+50.00	92
112.5' LT. STA. 287+50.00 TO 120.7' LT. STA. 287+50.00	8
32' LT. STA. 289+00.00 TO 44.7' LT. STA. 289+00.00	13
44.7' LT. STA. 289+00.00 TO 134.7' LT. STA. 289+00.00	107
134.7' LT. STA. 289+00.00 TO 143.1' LT. STA. 289+00.00	8
37.3' LT. STA. 290+20.00 TO 49.5' LT. STA. 290+20.00	13
49.5' LT. STA. 290+20.00 TO 126.5' LT. STA. 290+20.00	92
126.5' LT. STA. 290+20.00 TO 135' LT. STA. 290+20.00	8
TOTAL =	723

CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND LID	
LOCATION	EACH
20.25' LT. STA. 278+13.00	1
20.25' LT. STA. 280+51.00	1
TOTAL =	2

CATCH BASINS, TYPE D 3' DIAMETER, SPECIAL FRAME AND GRATE	
LOCATION	EACH
20.25' RT. STA. 278+13.00	1
20.25' RT. STA. 280+51.00	1
TOTAL =	2

INLETS, TYPE A, TYPE 11V FRAME AND GRATE	
LOCATION	EACH
IL 3	
29.00' RT. STA. 287+50.00	1
29.00' RT. STA. 289+00.00	1
29.00' RT. STA. 290+20.00	1
TOTAL =	3

INLETS, TYPE B, TYPE 11V FRAME AND GRATE	
LOCATION	EACH
IL 3	
29.00' LT. STA. 287+50.00	1
32.63' LT. STA. 289+00.00	1
37.88' LT. STA. 290+20.00	1
TOTAL =	3

REMOVING INLETS	
LOCATION	EACH
IL 3	
32.94' LT. STA. 288+98.66	1
27.12' RT. STA. 288+98.12	1
TOTAL =	2

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	
LOCATION	FOOT
IL 3	
LT. STA. 286+39.50 TO LT. STA. 290+32.43	393
RT. STA. 286+39.50 TO RT. STA. 290+89.21	450
TOTAL =	843

CONCRETE MEDIAN, TYPE SB (SPECIAL)	
LOCATION	SQ FT
IL 3	
STA. 286+39.50 TO STA. 292+01.38	2249
TOTAL =	2249

FLAP GATE 12"	
LOCATION	EACH
35.50' RT. STA. 279+17.50	1
52.50' RT. STA. 279+94.25	1
TOTAL =	2

TYPE B INLET BOX, STANDARD 609001	
LOCATION	EACH
IL 3	
28.42' LT. STA. 275+98.14	1
28.42' RT. STA. 275+98.14	1
28.42' LT. STA. 286+31.86	1
28.42' RT. STA. 286+31.86	1
TOTAL =	4

CONCRETE THRUST BLOCKS	
LOCATION	EACH
IL 3	
29.8' LT. STA. 275+98.14	1
136.5' LT. STA. 275+98.14	1
30.0' RT. STA. 275+98.14	1
118.3' RT. STA. 275+98.14	1
36' LT. STA. 286+31.86	1
122.5' LT. STA. 286+31.86	1
36.5' LT. STA. 287+50.00	1
112.9' LT. STA. 287+50.00	1
44.8' LT. STA. 289+00.00	1
134.8' LT. STA. 289+00.00	1
49.7' LT. STA. 290+20.00	1
126.4' LT. STA. 290+20.00	1
TOTAL =	12

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	
LOCATION	FOOT
IL 3	
SB STA. 273+49.25 TO STA. 275+61.75	212.5
NB STA. 286+68.25 TO STA. 288+43.12	175
TOTAL =	387.5

TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
IL 3	
SB STA. 275+61.75 TO STA. 276+05.30	1
NB STA. 275+61.75 TO STA. 276+05.30	1
SB STA. 286+24.50 TO STA. 286+68.25	1
NB STA. 286+24.50 TO STA. 286+68.25	1
TOTAL =	4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
LOCATION	EACH
IL 3	
NB STA. 272+99.25 TO STA. 273+49.25	1
SB STA. 275+11.75 TO STA. 275+61.75	1
NB STA. 286+68.25 TO STA. 287+18.25	1
SB STA. 288+43.12 TO STA. 288+93.12	1
TOTAL =	4

GUARDRAIL REMOVAL	
LOCATION	FOOT
RT. STA. 274+79 TO STA. 276+56	177
LT. STA. 276+17 TO STA. 276+55	38
RT. STA. 285+58 TO STA. 285+97	39
LT. STA. 285+58 TO STA. 288+34	276
TOTAL =	530

SHOULDER RUMBLE STRIP	
LOCATION	FOOT
IL 3	
LT. STA. 272+00.00 TO STA. 275+90.50	391
RT. STA. 272+00.00 TO STA. 275+90.50	391
TOTAL =	782

SIGN PANEL - TYPE 1	
LOCATION	AREA
IL 3	
"PRAIRIE DU PONT CANAL" Sign	10
TOTAL =	10

WOOD SIGN SUPPORT	
LOCATION	LENGTH
IL 3	
"PRAIRIE DU PONT CANAL"	29
TOTAL =	29

THERMOPLASTIC PAVEMENT MARKING - LINE 4"	
LOCATION	FOOT
24' LT. STA. 272+00.00 TO STA. 272+25.00	25
13' LT. STA. 272+00.00 TO STA. 272+25.00	10
2' LT. STA. 272+00.00 TO STA. 272+25.00	50
2' RT. STA. 272+00.00 TO STA. 272+25.00	50
13' RT. STA. 272+00.00 TO STA. 272+25.00	10
24' RT. STA. 272+00.00 TO STA. 272+25.00	25
36.4' LT. STA. 290+32.43 TO 40' LT. STA. 292+01.38	169
24.4' LT. STA. 290+32.43 TO 28' LT. STA. 292+01.38	40
12.4' LT. STA. 290+32.43 TO 16' LT. STA. 292+01.38	169
8.4' LT. STA. 290+32.43 TO 12' LT. STA. 292+01.38	169
2' RT. STA. 290+32.43 TO 0' RT. STA. 292+01.38	44
13' RT. STA. 290+32.43 TO 12' RT. STA. 292+01.38	40
24' RT. STA. 290+32.43 TO 33.71' RT. STA. 292+01.38	169
TOTAL =	970

POLYUREA PAVEMENT MARKING - LINE 4"	
LOCATION	FOOT
24' LT. STA. 272+25.00 TO 36.4' LT. STA. 290+32.43	1808
13' LT. STA. 272+25.00 TO 24.4' LT. STA. 290+32.43	450
2' LT. STA. 272+25.00 TO 2' LT. STA. 275+90.50	731
2' LT. STA. 275+90.50 TO 12.4' LT. STA. 290+32.43	1442
2' RT. STA. 272+25.00 TO 2' RT. STA. 275+90.50	731
2' RT. STA. 275+90.50 TO 8.4' LT. STA. 290+32.43	1442
13' RT. STA. 272+25.00 TO STA. 290+32.43	450
24' RT. STA. 272+25.00 TO 33.71' RT. STA. 290+32.43	1808
2' RT. STA. 286+39.50 TO 0' RT. STA. 290+32.43	100
TOTAL =	8962

RAISED REFLECTIVE PAVEMENT MARKERS	
LOCATION	EACH
13' LT. STA. 272+35 TO STA. 275+55	5
13' RT. STA. 272+35 TO STA. 275+55	5
13' LT. STA. 286+75 TO 24.4' LT. STA. 291+95	14
13' RT. STA. 286+75 TO STA. 291+95	14
TOTAL =	38

RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)	
LOCATION	EACH
13' LT. STA. 276+35 TO STA. 285+95	13
13' RT. STA. 276+35 TO STA. 285+95	13
TOTAL =	26

PRISMATIC CURB REFLECTORS	
LOCATION	EACH
LT MEDIAN CURB STA. 275+95.00 TO STA. 291+95.00	41
RT MEDIAN CURB STA. 275+95.00 TO STA. 291+95.00	41
TOTAL =	82

GUARDRAIL MARKERS, TYPE A	
LOCATION	EACH
IL 3	
NB STA. 272+99.25 TO STA. 276+05.30	5
SB STA. 275+11.75 TO STA. 276+05.30	4
NB STA. 286+24.50 TO STA. 287+18.25	4
SB STA. 286+24.50 TO STA. 288+93.12	4
TOTAL =	17

TERMINAL MARKER- DIRECT APPLIED	
LOCATION	EACH
IL 3	
NB STA. 272+99.25 TO STA. 273+55.50	1
SB STA. 275+11.75 TO STA. 275+61.75	1
NB STA. 286+68.25 TO STA. 287+18.25	1
SB STA. 288+36.96 TO STA. 288+93.12	1
TOTAL =	4

CONDUIT IN TRENCH, 1" DIA., PVC	
LOCATION	FOOT
IL 3	
31.7' RT. STA. 287+76	8
31.7' RT. STA. 287+76	8
TOTAL =	16

HANDHOLE TO BE ADJUSTED	
LOCATION	EACH
IL 3	
31.7' RT. STA. 287+81.38	1
TOTAL =	1

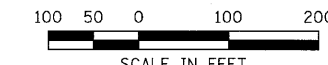
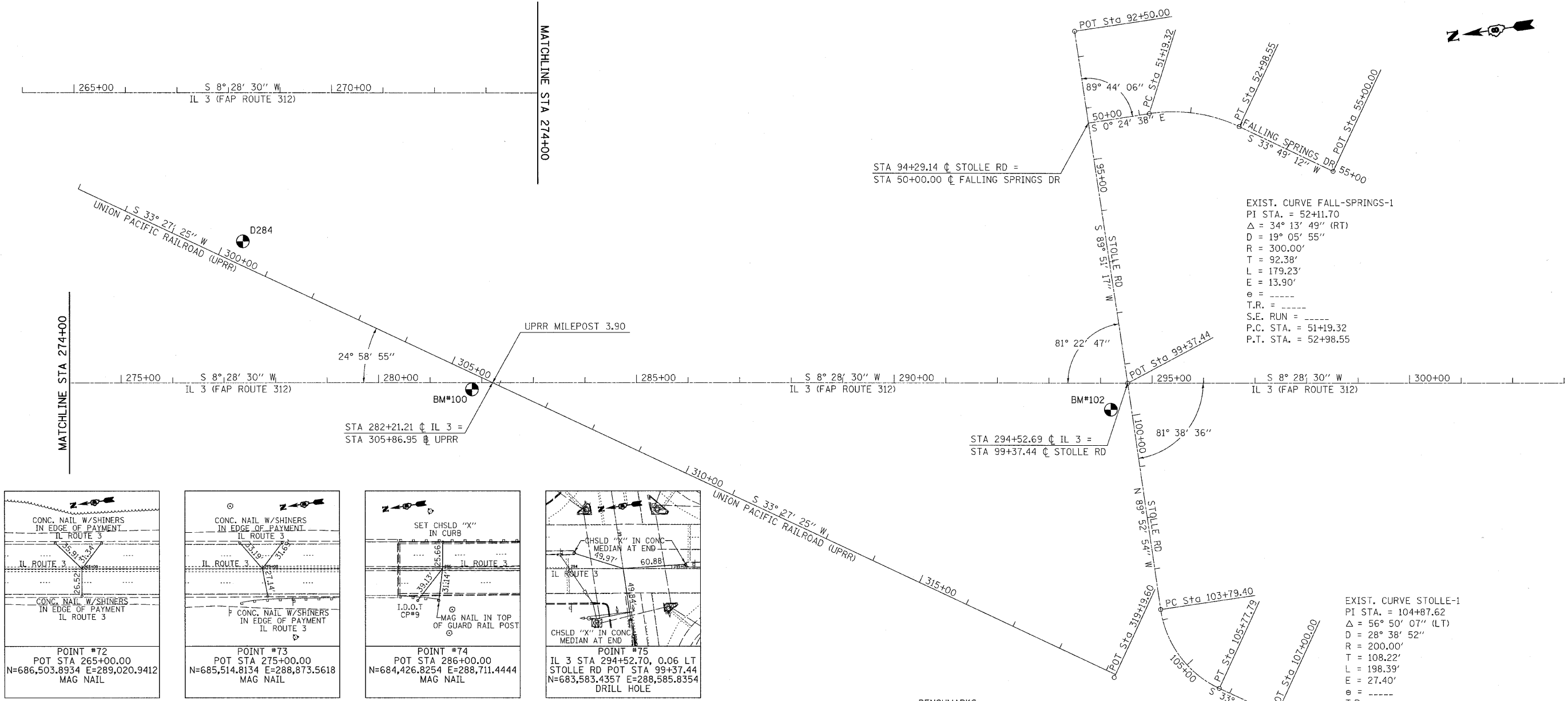
DETECTOR LOOP, TYPE I	
LOCATION	FOOT
IL 3	
7.6' RT. STA. 287+76	42
18.5' RT. STA. 287+76	30
TOTAL =	72

DETOUR SIGNING	
LOCATION	EACH
1 LUMP SUM	

CONCRETE ANCHORS	
LOCATION	EACH
IL 3	
41.6' LT. STA. 275+98.14	1
53.6' LT. STA. 275+98.14	1
65.6' LT. STA. 275+98.14	1
77.6' LT. STA. 275+98.14	1
89.6' LT. STA. 275+98.14	1
101.6' LT. STA. 275+98.14	1
113.6' LT. STA. 275+98.14	1
125.6' LT. STA. 275+98.14	1
41.9' RT. STA. 275+98.14	1
53.9' RT. STA. 275+98.14	1
65.9' RT. STA. 275+98.14	1
77.9' RT. STA. 275+98.14	1
89.9' RT. STA. 275+98.14	1
101.9' RT. STA. 275+98.14	1
113.9' RT. STA. 275+98.14	1
47.4' LT. STA. 286+31.86	1
59.4' LT. STA. 286+31.86	1
71.4' LT. STA. 286+31.86	1
83.4' LT. STA. 286+31.86	1
95.4' LT. STA. 286+31.86	1
107.4' LT. STA. 286+31.86	1
119.4' LT. STA. 286+31.86	1
48.6' LT. STA. 287+50.00	1
60.6' LT. STA. 287+50.00	1
72.6' LT. STA. 287+50.00	1
84.6' LT. STA. 287+50.00	1
96.6' LT. STA. 287+50.00	1
108.6' LT. STA. 287+50.00	1
57.0' LT. STA. 289+00.00	1
69.0' LT. STA. 289+00.00	1
81.0' LT. STA. 289+00.00	1
93.0' LT. STA. 289+00.00	1
105.0' LT. STA. 289+00.00	1
117.0' LT. STA. 289+00.00	1
129.0' LT. STA. 289+00.00	1
61.8' LT. STA. 290+20.00	1
73.8' LT. STA. 290+20.00	1
85.8' LT. STA. 290+20.00	1
97.8' LT. STA. 290+20.00	1
109.8' LT. STA. 290+20.00	1
121.8' LT. STA. 290+20.00	1
TOTAL =	41

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

FILE NAME =	USER NAME = CFC...	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \015-0216-0875082-schedule-of-quantities.dgn		DRAWN -	REVISED -			312	64-1VBR	ST. CLAIR	259	16
PLOT SCALE = 1:8000 ' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76882				
PLOT DATE = 8/9/2										



NOTE: ALL TIES ARE TO IL 3 UNLESS OTHERWISE NOTED

LAST SAVED = 8/3/2010
 PEN TABLE = V8-HotF.tbl
 PLOT DRIVER = TR-V8ocdf-Black.plt

FILE NAME =	USER NAME = berschmann	DESIGNED -	REVISED -
\\07878\oad\plans\086-0876882-Sht-A	B.dgn	DRAWN -	REVISED -
PLOT SCALE = 100.0045' / IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 8/9/2010 10:21:36 AM	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIFRIN, INC.
ENGINEERS

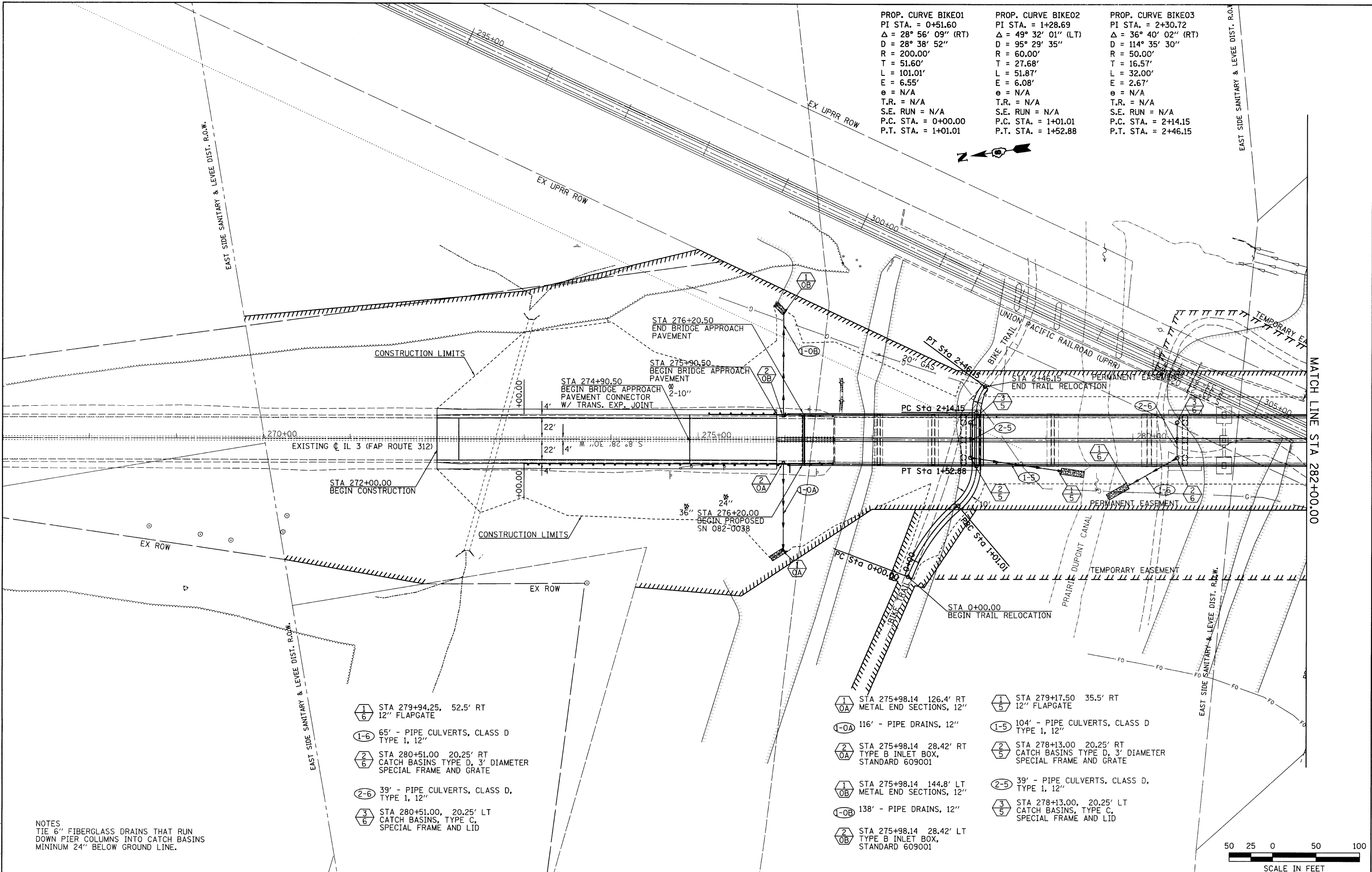
SCALE: 1" = 100'

IL 3 ALIGNMENT TIES & BENCHMARKS

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	17
CONTRACT NO. 76882				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

PROP. CURVE BIKE01	PROP. CURVE BIKE02	PROP. CURVE BIKE03
PI STA. = 0+51.60	PI STA. = 1+28.69	PI STA. = 2+30.72
$\Delta = 28^\circ 56' 09''$ (RT)	$\Delta = 49^\circ 32' 01''$ (LT)	$\Delta = 36^\circ 40' 02''$ (RT)
D = 28° 38' 52"	D = 95° 29' 35"	D = 114° 35' 30"
R = 200.00'	R = 60.00'	R = 50.00'
T = 51.60'	T = 27.68'	T = 16.57'
L = 101.01'	L = 51.87'	L = 32.00'
E = 6.55'	E = 6.08'	E = 2.67'
e = N/A	e = N/A	e = N/A
T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 0+00.00	P.C. STA. = 1+01.01	P.C. STA. = 2+14.15
P.T. STA. = 1+01.01	P.T. STA. = 1+52.88	P.T. STA. = 2+46.15



- 1/6 STA 279+94.25, 52.5' RT 12" FLAPGATE
- 1-6 65' - PIPE CULVERTS, CLASS D TYPE 1, 12"
- 2/6 STA 280+51.00 20.25' RT CATCH BASINS TYPE D, 3' DIAMETER SPECIAL FRAME AND GRATE
- 2-6 39' - PIPE CULVERTS, CLASS D, TYPE 1, 12"
- 3/6 STA 280+51.00, 20.25' LT CATCH BASINS, TYPE C, SPECIAL FRAME AND LID

- 1/5 STA 275+98.14 126.4' RT METAL END SECTIONS, 12"
- 1-5 116' - PIPE DRAINS, 12"
- 2/5 STA 275+98.14 28.42' RT TYPE B INLET BOX, STANDARD 609001
- 1/5 STA 275+98.14 144.8' LT METAL END SECTIONS, 12"
- 1-5B 138' - PIPE DRAINS, 12"
- 2/5B STA 275+98.14 28.42' LT TYPE B INLET BOX, STANDARD 609001
- 1/5 STA 279+17.50 35.5' RT 12" FLAPGATE
- 1-5 104' - PIPE CULVERTS, CLASS D TYPE 1, 12"
- 2/5 STA 278+13.00 20.25' RT CATCH BASINS TYPE D, 3' DIAMETER SPECIAL FRAME AND GRATE
- 2-5 39' - PIPE CULVERTS, CLASS D, TYPE 1, 12"
- 3/5 STA 278+13.00, 20.25' LT CATCH BASINS, TYPE C, SPECIAL FRAME AND LID

NOTES
TIE 6" FIBERGLASS DRAINS THAT RUN DOWN PIER COLUMNS INTO CATCH BASINS MINIMUM 24" BELOW GROUND LINE.



LAST SAVED = 8/23/2010
 PEN TABLE = V8.tbl
 PLOT DRIVER = TR-V8pdf.plt

FILE NAME =	USER NAME = beriechmann	DESIGNED -	REVISED -
h:\07078\Cad\TV_Plans\007-0876882-Sht-P	an-IL3-01.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

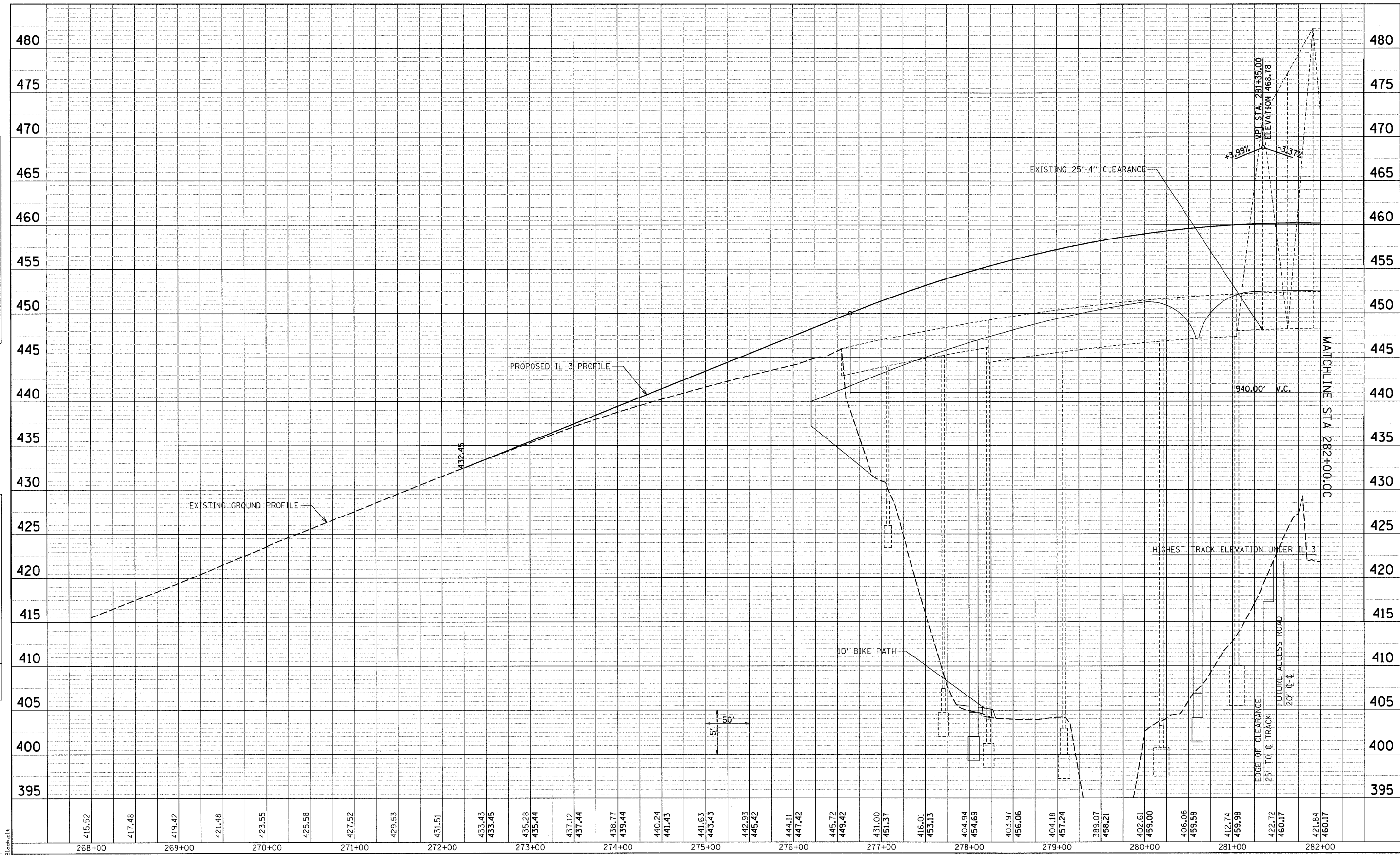


IL 3 PLAN
 SCALE: 1" = 50'
 SHEET NO. 1 OF 2 SHEETS
 STA. 268+00.00 TO STA. 282+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	18
CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK	ALIGNED		
NO.	BT. OF WAY CHECKED		
	PROP. FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	BY		
	STRUCTURE NOTATIONS CHFD		



415.52	417.48	419.42	421.48	423.55	425.58	427.52	429.53	431.51	433.43	433.45	435.28	435.44	437.12	437.44	438.77	439.44	440.24	441.43	441.63	443.43	442.93	445.42	444.11	447.42	445.72	449.42	431.00	451.37	416.01	453.13	404.94	454.69	403.97	456.06	404.18	457.24	389.07	458.21	402.61	459.00	406.06	459.58	412.74	459.98	422.72	460.17	421.84	460.17
268+00	269+00	270+00	271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00	281+00	282+00																																		

LAST SAVED = 8/9/2018
 PEN TABLE = VB-Haif.tbl
 PLOT DRIVER = Tr-VBpdf-Black.plt

FILE NAME =	USER NAME = bertschmann	DESIGNED -	REVISED -
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	PLOT SCALE = 50.0023' / IN.	CHECKED -	REVISED -
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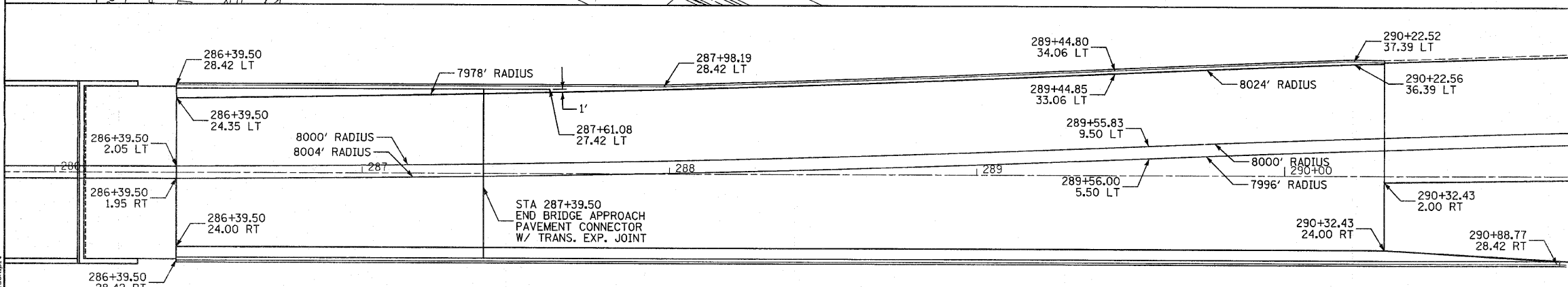
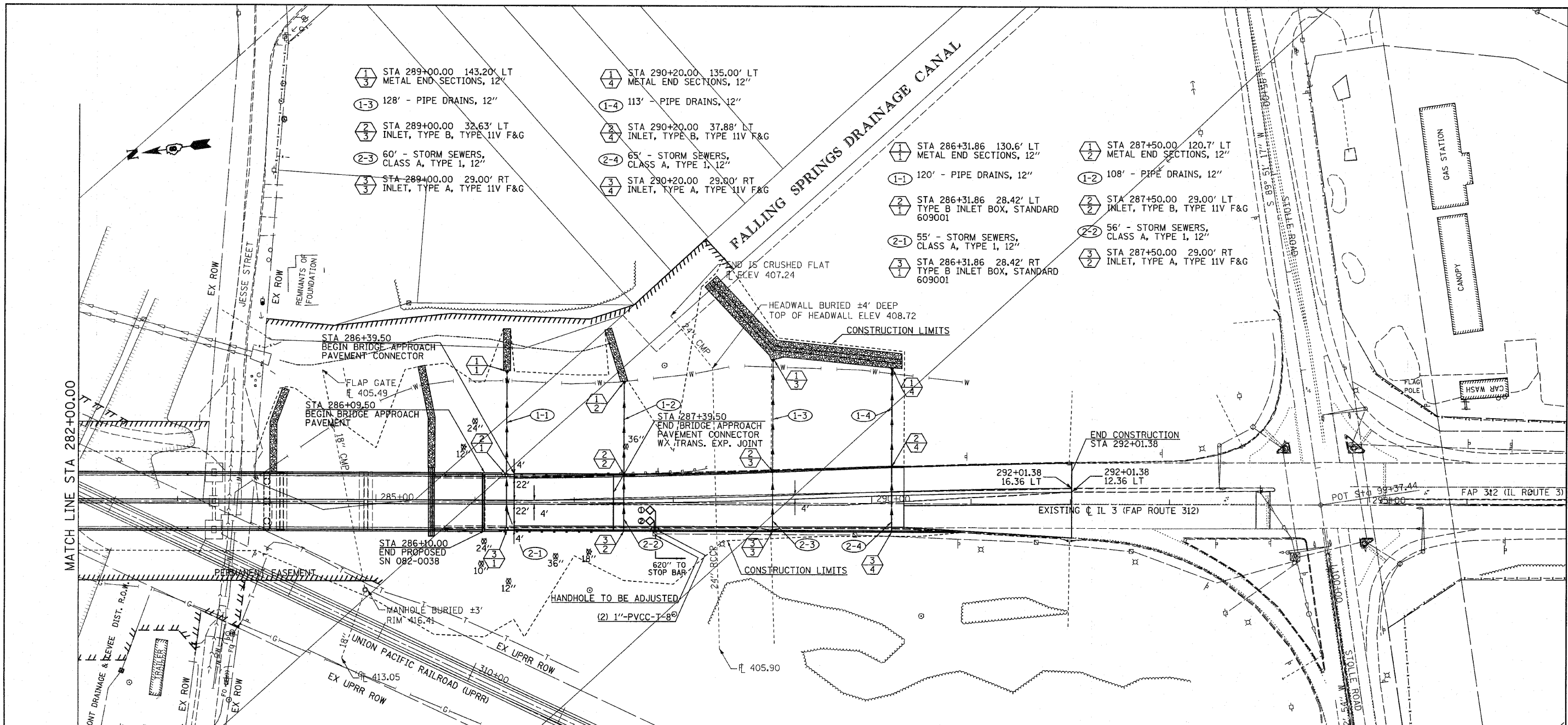
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



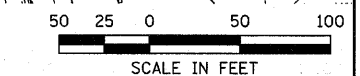
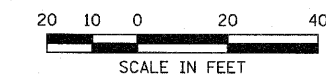
IL 3 PROFILE

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 268+00.00 TO STA. 282+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	



CURB & MEDIAN DETAIL



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

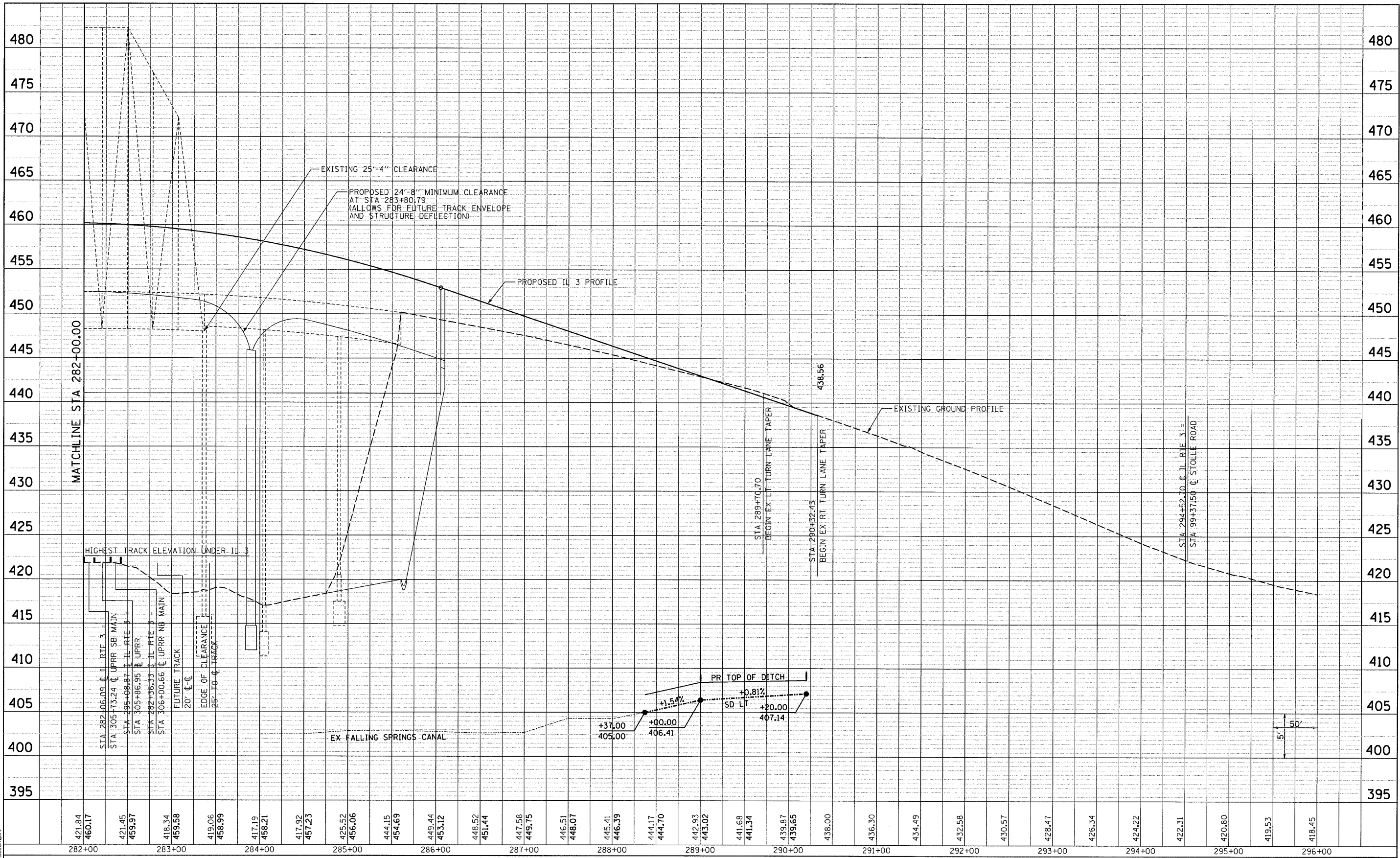
HORNER & SHIPPIN, INC.
ENGINEERS

IL 3 PLAN
 SCALE: 1" = 50'
 SHEET NO. 2 OF 2 SHEETS
 STA. 282+00.00 TO STA. 296+00.00

F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 20
CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



IL 3 PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	21
CONTRACT NO. 76882				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE: 1" = 50'
 SHEET NO. 2 OF 2 SHEETS
 STA. 282+00.00 TO STA. 286+00.00

PROP. CURVE BIKE01
 PI STA. = 0+51.60
 $\Delta = 28^\circ 56' 09''$ (RT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 51.60'$
 $L = 101.01'$
 $E = 6.55'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 0+00.00$
 $P.T. STA. = 1+01.01$

PROP. CURVE BIKE02
 PI STA. = 1+28.69
 $\Delta = 49^\circ 32' 01''$ (LT)
 $D = 95^\circ 29' 35''$
 $R = 60.00'$
 $T = 27.68'$
 $L = 51.87'$
 $E = 6.08'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 1+01.01$
 $P.T. STA. = 1+52.88$

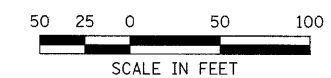
PROP. CURVE BIKE03
 PI STA. = 2+30.72
 $\Delta = 36^\circ 40' 02''$ (RT)
 $D = 114^\circ 35' 30''$
 $R = 50.00'$
 $T = 16.57'$
 $L = 32.00'$
 $E = 2.67'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 2+14.15$
 $P.T. STA. = 2+46.15$



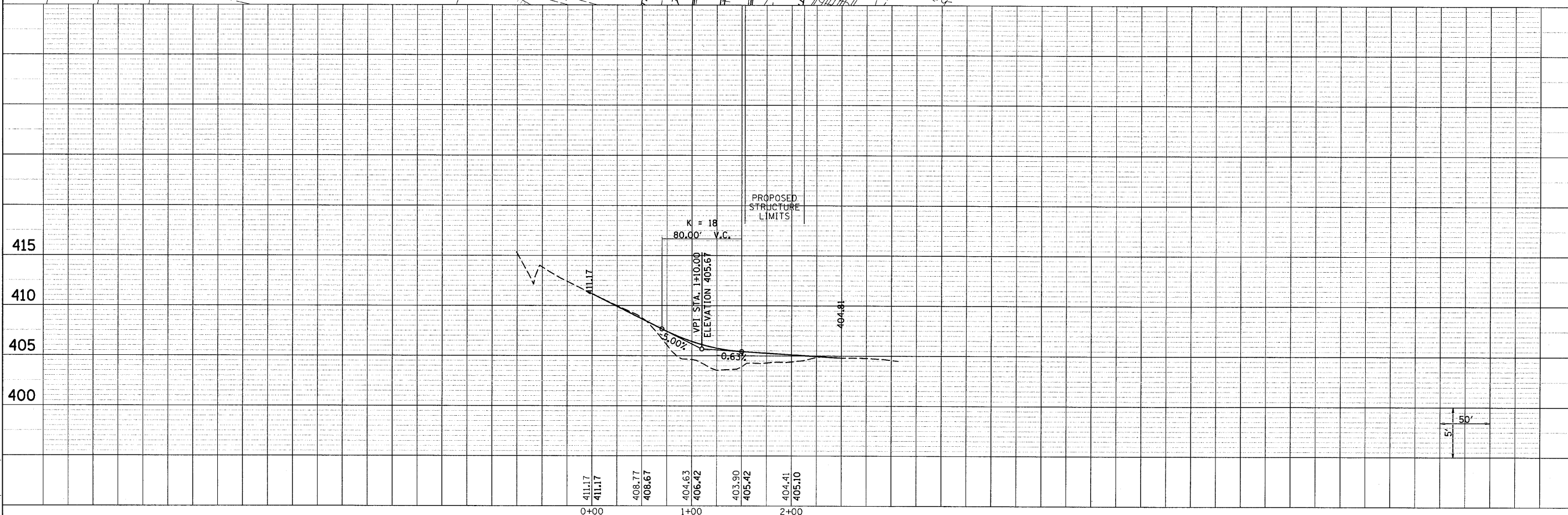
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PROPOSED BIKE TRAIL RELOCATION

PRAIRIE DUPONT CANAL



PROFILE
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 NO. _____
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SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 0+00.00 TO STA. 2+46.15
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

NOTES

1. DETOUR SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "DETOUR SIGNING" AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
7. CONTRACTOR SHALL FURNISH ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARD AND TYPE III BARRICADES.
8. ALL ADVANCE WARNING SIGNS SHALL BE 48" FLUORESCENT ORANGE WITH FLASHING LIGHTS.

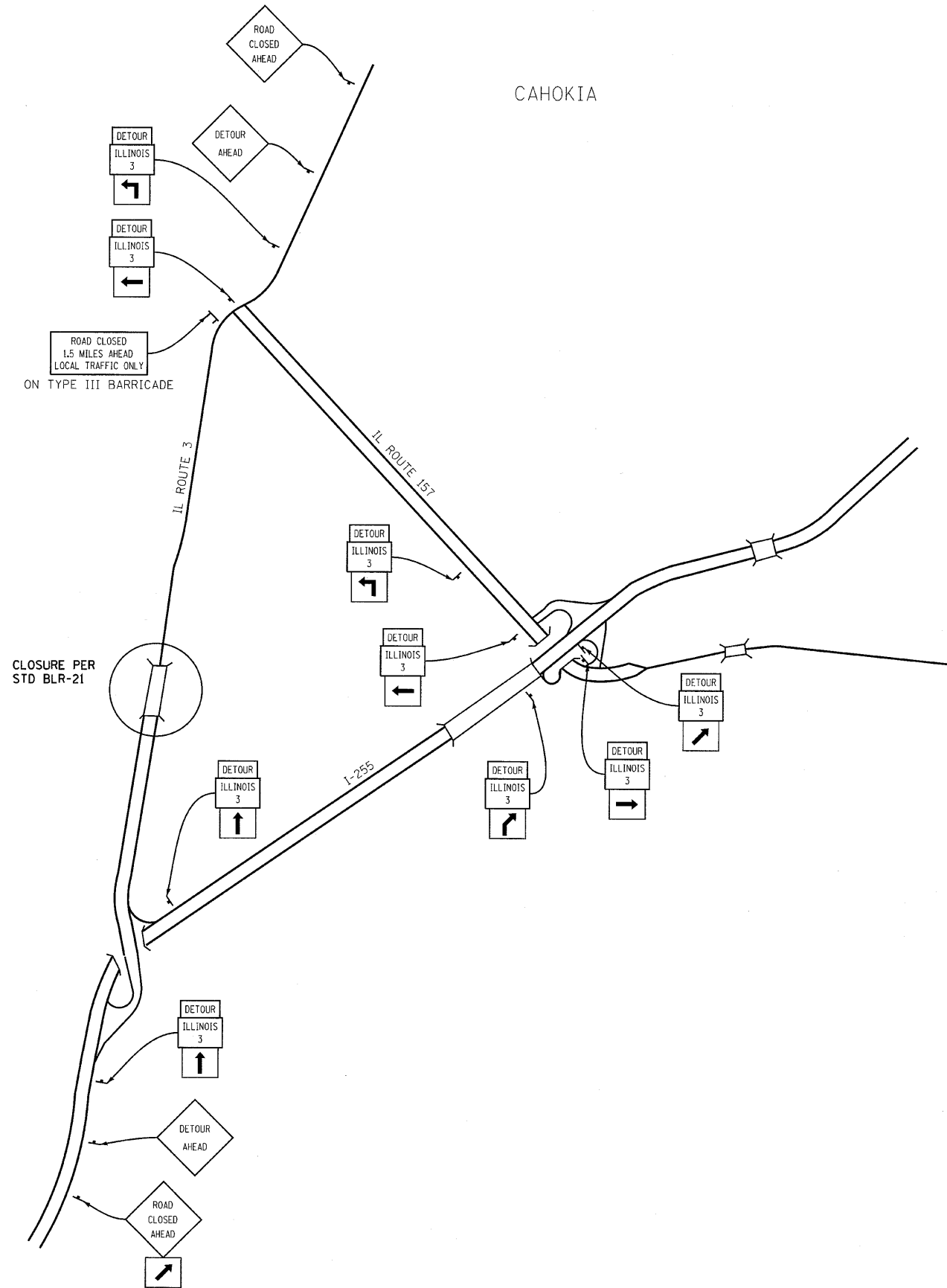
SIGNS REQUIRED

TO BE PROVIDED BY IDOT

DETOUR (9)	DETOUR AHEAD (2)	DETOUR AHEAD (1)
ILLINOIS 3 (9)	ROAD CLOSED 1.5 MILES AHEAD LOCAL TRAFFIC ONLY (1)	
ROAD CLOSED AHEAD (3)	ROAD CLOSED AHEAD (1)	

TO BE PROVIDED BY CONTRACTOR

ROAD CLOSED AHEAD (2)	DETOUR AHEAD (2)	DETOUR AHEAD (1)
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 3 DETOUR PLAN

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

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

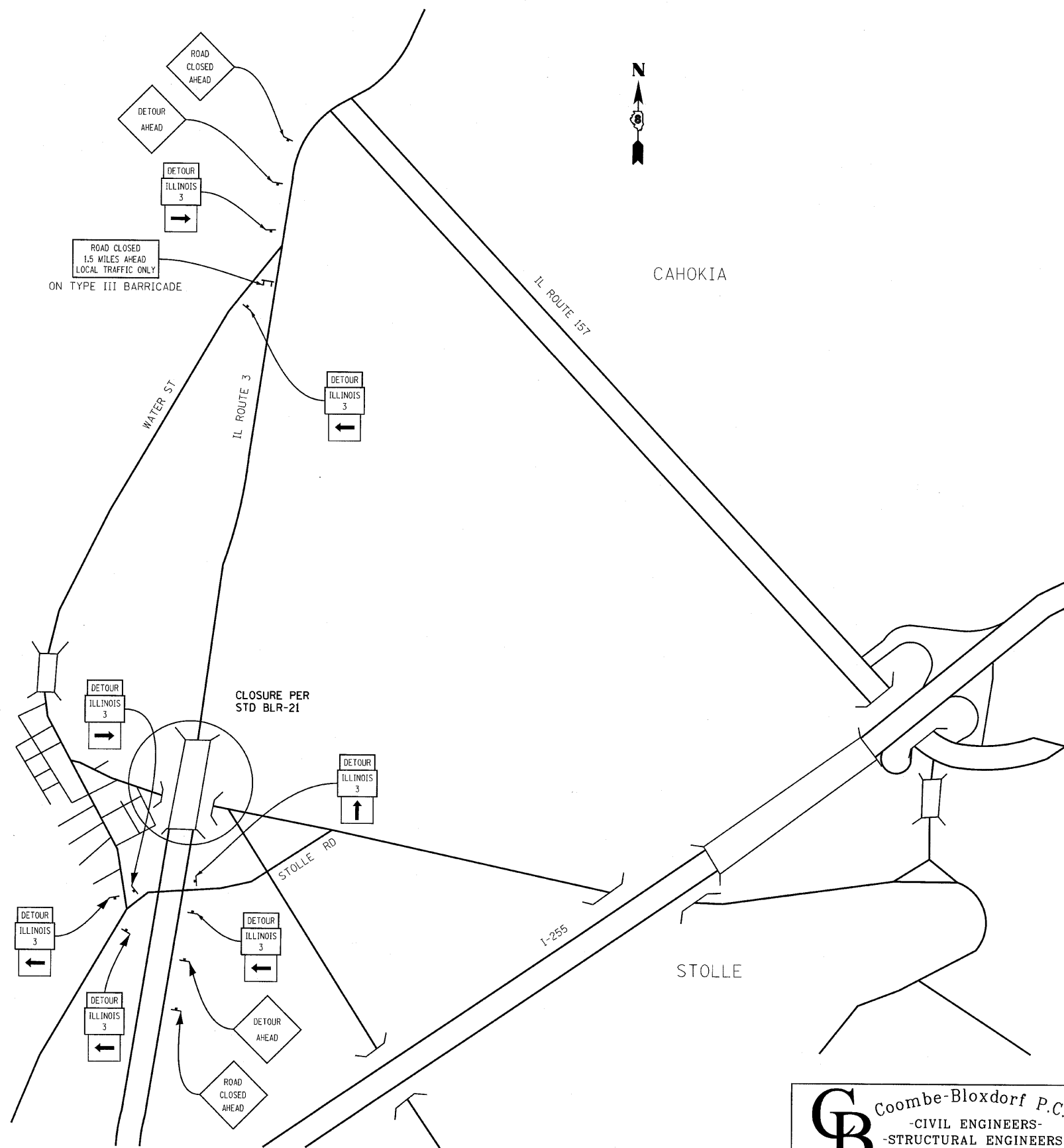
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	

NOTES

1. DETOUR SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "DETOUR SIGNING" AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
7. CONTRACTOR SHALL FURNISH ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARD AND TYPE III BARRICADES.
8. ALL ADVANCE WARNING SIGNS SHALL BE 48" FLUORESCENT ORANGE WITH FLASHING LIGHTS.

SIGNS REQUIRED

TO BE PROVIDED BY IDOT	
TO BE PROVIDED BY CONTRACTOR	



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 3 DETOUR PLAN (LOCAL)

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-IVBR	ST. CLAIR	259	24
CONTRACT NO. 76882				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

MARY C. LAMIE
 PRINT NAME
 DEPUTY DIRECTOR OF HIGHWAYS
 REGION FIVE ENGINEER
 TITLE
 IL DEPT. OF TRANSPORTATION
 AGENCY

M. J. Lami
 SIGNATURE
 Aug 12, 2010
 DATE

I. SITE DESCRIPTION:

A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:

THE PROJECT CONSISTS OF THE PROPOSED IMPROVEMENTS OF 0.37 MILES OF IL ROUTE 3, SPECIFICALLY IL ROUTE 3 BRIDGE OVER THE PRAIRIE DUPONT CANAL AND THE UNION PACIFIC RAILROAD.

B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

CONSTRUCTION WILL INCLUDE THE REMOVAL AND THE REPLACEMENT OF THE IL ROUTE 3 BRIDGE OVER THE PRAIRIE DUPONT CANAL AND THE UNION PACIFIC RAILROAD, ROADWAY CONSTRUCTION, STORM SEWER AND DRAINAGE STRUCTURES, HMA SHOULDERS, AGGREGATE SHOULDERS, COMBINATION CONCRETE CURB AND GUTTER, CONCRETE MEDIANS, PAVEMENT MARKING, LANDSCAPING AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.

C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

REMOVE EXISTING BRIDGE OVER PRAIRIE DUPONT CANAL AND UNION PACIFIC RAILROAD. CONSTRUCT EMBANKMENT. CONSTRUCT STORM DRAINAGE SYSTEMS. CONSTRUCT IL 3 BRIDGE OVER PRAIRIE DUPONT CANAL AND UNION PACIFIC RAILROAD.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 12 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 7 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.37

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSIVITY:

THREE SOIL TYPES ARE LOCATED WITHIN THE PROJECT AREA OF THE IL ROUTE 3 BRIDGE REPLACEMENT OVER THE PRAIRIE DUPONT CANAL AND THE UNION PACIFIC RAILROAD. THESE ARE:

ORTHENTS SILT LOAM (802b) - A WELL DRAINED SOIL WITH MODERATELY HIGH PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER AND LOW SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN 0 AND FIVE PERCENT.

FLUVAQUENTS - ORTHENTS (3847L) A POORLY DRAINED SOIL WITH MODERATELY HIGH PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER AND MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN FIVE AND THIRTY-FIVE PERCENT.

DUPO SILT LOAM (8180a) - A SOMEWHAT POORLY DRAINED SOIL WITH MODERATELY HIGH PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER AND MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN 0 AND TWO PERCENT.

G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY ERODIBLE AREAS ASSOCIATED WITH THIS PROJECT:

THERE ARE TWO POTENTIALLY CRITICAL ERODIBLE AREAS. THE FIRST IS BETWEEN STATION 272+25 AND STATION 276+40 ON EITHER SIDE OF IL ROUTE 3. THIS AREA INVOLVES FLUVAQUENTS - ORTHENTS. THE SECOND AREA IS BETWEEN STATION 285+55 AND STA 290+30 ON EITHER SIDE OF IL ROUTE 3. THIS AREA INVOLVES ORTHENTS SILT LOAM.

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR ERODIBLE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC):

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO REMOVE AND REPLACE THE IL ROUTE 3 BRIDGE OVER THE PRAIRIE DUPONT CANAL AND THE UNION PACIFIC RAILROAD (PROPOSED STRUCTURE NO. 082-0038, EXISTING STRUCTURE 082-0030). THE RECONSTRUCTION OF THE APPROACH SLABS, AND THE REGRADING OF THE ROADSIDE DRAINAGE FEATURES. THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

THE THREE SOIL TYPES HAVE THE FOLLOWING ERODIBLE CHARACTERISTICS: DUPO SILT LOAM (8180 A) HAS MODERATELY HIGH SUSCEPTIBILITY TO WATER AND MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION. ORTHENTS SILT LOAM (802B) HAS LOW SUSCEPTIBILITY TO WIND EROSION AND MODERATE SUSCEPTIBILITY TO WATER EROSION. FLUVAQUENTS - ORTHENTS (3847 L) HAS MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION AND MODERATE SUSCEPTIBILITY TO WATER EROSION. ORTHENTS SILT LOAM (802 B) AND FLUVAQUENTS - ORTHENTS (3847 L) HAVE THE STEEPEST SLOPES IN THE PROJECT AREA - UP TO 1 VERTICAL AND 3 HORIZONTAL.

I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.

J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:

PRAIRIE DUPONT CANAL

K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)

- SOIL SEDIMENT
- CONCRETE
- CONCRETE TRUCK WASTE
- CONCRETE CURING COMPOUNDS
- SOLID WASTE DEBRIS
- PAINTS
- SOLVENTS
- FERTILIZERS / PESTICIDES
- PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS)
- ANTIFREEZE / COOLANTS
- WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

II. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN I.C. ABOVE AND FOR ALL USE AREAS, BORROW SITES, AND WASTE SITES. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER A PLAN FOR THE IMPLEMENTATION OF THE MEASURES INDICATED. THE CONTRACTOR, AND SUBCONTRACTORS, WILL NOTIFY THE RESIDENT ENGINEER OF ANY PROPOSED CHANGES, MAINTENANCE, OR MODIFICATIONS TO KEEP CONSTRUCTION ACTIVITIES COMPLIANT WITH THE PERMIT. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH ARE ATTACHED TO, AND ARE A PART OF THIS PLAN:

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 14 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT: (CHECK ALL THAT APPLY)

- PRESERVATION OF MATURE VEGETATION
- VEGETATED BUFFER STRIPS
- PROTECTION OF TREES
- TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY TURF (SEEDING, CLASS 7)
- TEMPORARY MULCHING
- PERMANENT SEEDING
- EROSION CONTROL BLANKET / MULCHING
- SODDING
- GEOTEXTILES
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.

2. PERMANENT SEEDING - SEEDING, CLASS 2A WILL BE INSTALLED PER IDOT SPECIFICATIONS.

3. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- STORM DRAIN INLET PROTECTION
- SEDIMENT TRAP
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY SEDIMENT BASIN
- TEMPORARY STREAM CROSSING
- STABILIZED CONSTRUCTION EXITS
- TURF REINFORCEMENT MATS
- PERMANENT CHECK DAMS
- PERMANENT SEDIMENT BASIN
- AGGREGATE DITCH
- PAVED DITCH
- ROCK OUTLET PROTECTION
- RIPRAP
- GABIONS
- SLOPE MATTRESS
- RETAINING WALLS
- SLOPE WALLS
- CONCRETE REVETMENT MATS
- LEVEL SPREADERS
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE CONSTRUCTION LIMITS IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR STORM SEWERS AND CULVERTS. SEDIMENT FILTERS WILL BE PLACED IN ALL INLETS, CATCH BASINS AND MANHOLES DURING CONSTRUCTION AND WILL BE CLEANED ON A REGULAR BASIS. CONSTRUCT UPON COMPLETION OF CONSTRUCTION OF INLETS, CATCH BASINS, MANHOLES OR CULVERTS. REMOVE AT THE END OF CONSTRUCTION

3. RIPRAP - STONE RIPRAP WITH FILTER FABRIC WILL BE USED AS PROTECTION AT THE DISCHARGE END OF ALL CULVERT END SECTIONS AND AS INLET/OUTLET PROTECTION TO PREVENT SCOURING AT THE END OF PIPES AND PREVENT DOWNSTREAM EROSION. STONE RIPRAP WITH FILTER FABRIC WILL BE USED AS PROTECTION FOR A SWALE. RIPRAP SHALL BE CONSTRUCTED UPON COMPLETION OF CONSTRUCTION OF CULVERTS AND GRADING OF SWALE AND SHALL BE PERMANENT CONSTRUCTION.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

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FILE NAME = ...025-026-0876882-SWPPP.dgn	USER NAME = CFC..	DESIGNED - DRAWN -	REVISED - 4-20-09 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SWPPP	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 8/5/2010	DATE -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 76882			
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

3. STORM WATER MANAGEMENT: PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

- a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS WHICH COMBINE SEVERAL PRACTICES).
THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.
- b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:
NO STORM WATER DETENTION IS REQUIRED.

4. OTHER CONTROLS:

- a. VEHICLE ENTRANCES AND EXITS - STABILIZED CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED TO PREVENT TRACKING OF SEDIMENTS ONTO ROADWAYS.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN IDENTIFYING THE LOCATION OF STABILIZED ENTRANCES AND EXITS AND THE PROCEDURES (SHE WILL USE TO CONSTRUCT AND MAINTAIN THEM.

- b. MATERIAL DELIVERY, STORAGE, AND USE - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO HELP PREVENT DISCHARGES OF CONSTRUCTION MATERIALS DURING DELIVERY, STORAGE, AND USE:

- ALL PRODUCTS DELIVERED TO THE PROJECT SITE MUST BE PROPERLY LABELED.
- WATER TIGHT SHIPPING CONTAINERS AND/OR SEMI TRAILERS SHALL BE USED TO STORE HAND TOOLS, SMALL PARTS, AND MOST CONSTRUCTION MATERIALS THAT CAN BE CARRIED BY HAND, SUCH AS PAINT CANS, SOLVENTS, AND GREASE.
- A STORAGE/CONTAINMENT FACILITY SHOULD BE CHOSEN FOR LARGER ITEMS SUCH AS DRUMS AND ITEMS SHIPPED OR STORED ON PALLETS. SUCH MATERIAL IS TO BE COVERED BY A TIN ROOF OR LARGE SHEETS OF PLASTIC TO PREVENT PRECIPITATION FROM COMING IN CONTACT WITH THE PRODUCTS BEING STORED.
- LARGE ITEMS SUCH AS LIGHT STANDS, FRAMING MATERIALS AND LUMBER SHALL BE STORED IN THE OPEN IN A GENERAL STORAGE AREA. SUCH MATERIAL SHALL BE ELEVATED WITH WOOD BLOCKS TO MINIMIZE CONTACT WITH STORM WATER RUNOFF.
- SPILL CLEAN-UP MATERIALS, MATERIAL SAFETY DATA SHEETS, AN INVENTORY OF MATERIALS, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED AND STORED IN ONE DESIGNATED AREA AND EACH CONTRACTOR IS TO INFORM HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER OF THIS LOCATION.

- c. STOCKPILE MANAGEMENT - BMPs SHALL BE IMPLEMENTED TO REDUCE OR ELIMINATE POLLUTION OF STORM WATER FROM STOCKPILES OF SOIL AND PAVING MATERIALS SUCH AS BUT NOT LIMITED TO PORTLAND CEMENT CONCRETE RUBBLE, ASPHALT CONCRETE, ASPHALT CONCRETE RUBBLE, AGGREGATE BASE, AGGREGATE SUB BASE, AND PRE-MIXED AGGREGATE. THE FOLLOWING BMPs MAY BE CONSIDERED:

- PERIMETER EROSION BARRIER
- TEMPORARY SEEDING
- TEMPORARY MULCH
- PLASTIC COVERS
- SOIL BINDERS
- STORM DRAIN INLET PROTECTION

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN OF THE PROCEDURES (SHE WILL USE ON THE PROJECT AND HOW THEY WILL BE MAINTAINED.

- d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
- e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
- f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

THE MANAGEMENT PRACTICES, CONTROLS AND PROVISIONS CONTAINED IN THIS PLAN WILL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS, WHICH ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S ILLINOIS URBAN MANUAL, 1995. PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS SHALL BE DESCRIBED OR INCORPORATED BY REFERENCE IN THE SPACE PROVIDED BELOW. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION SITE PLANS, SITE PERMITS, STORM WATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER PERMIT ILR10 INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

DESCRIPTION OF PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS:

ALL MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS PROVIDED IN THIS PLAN ARE IN ACCORDANCE WITH "IDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION AND THE ILLINOIS URBAN MANUAL".

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN. THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT.

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.
2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.
3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.

ALL MAINTENANCE OF EROSION CONTROL SYSTEMS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL CONSTRUCTION IS COMPLETE AND ACCEPTED BY IDOT AFTER FINAL INSPECTION. ALL LOCATIONS WHERE VEHICLES ENTER AND EXIT THE CONSTRUCTION SITE AND ALL OTHER AREAS SUBJECT TO EROSION SHOULD ALSO BE INSPECTED PERIODICALLY.

INSPECTION OF THESE AREAS SHALL BE MADE AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS OF THE END OF EACH 0.5 INCHES OR GREATER RAINFALL, OR AN EQUIVALENT SNOWFALL. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM.

IV. INSPECTIONS

QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

- a. DISTURBED AREAS, USE AREAS (STORAGE OF MATERIALS, STOCKPILES, MACHINE MAINTENANCE FUELING, ETC.), BORROW SITES, AND WASTE SITES SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DISCHARGE LOCATIONS OR POINTS THAT ARE ACCESSIBLE, SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

- b. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION I ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION II ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 1/2 HOUR TO 1 WEEK BASED ON THE URGENCY OF THE SITUATION. THE RESIDENT ENGINEER WILL NOTIFY THE CONTRACTOR OF THE TIME REQUIRED TO IMPLEMENT SUCH ACTIONS THROUGH THE WEEKLY INSPECTION REPORT.

- c. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

- d. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL NOTIFY THE APPROPRIATE I.E.P.A. FIELD OPERATIONS SECTION OFFICE BY EMAIL OF: epa.swnoncomp@illinois.gov, TELEPHONE OR FAX WITHIN 24 HOURS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL THEN COMPLETE AND SUBMIT AN "INCIDENCE OF NON-COMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION WITHIN 5 DAYS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

V. NON-STORM WATER DISCHARGES:

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER THAT IS COMBINED WITH STORM WATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN MUST BE DESCRIBED BELOW. APPROPRIATE POLLUTION PREVENTION MEASURES, AS DESCRIBED BELOW, WILL BE IMPLEMENTED FOR THE NON-STORM WATER COMPONENT(S) OF THE DISCHARGE.

- A. SPILL PREVENTION AND CONTROL - BMPs SHALL BE IMPLEMENTED TO CONTAIN AND CLEAN-UP SPILLS AND PREVENT MATERIAL DISCHARGES TO THE STORM DRAIN SYSTEM. THE CONTRACTOR SHALL PRODUCE A WRITTEN PLAN STATING HOW HIS/HER COMPANY WILL PREVENT, REPORT, AND CLEAN UP SPILLS AND PROVIDE A COPY TO ALL OF HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL OF HIS/HER EMPLOYEES ON THE PROPER PROTOCOL FOR REPORTING SPILLS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF ANY SPILLS IMMEDIATELY.

- B. CONCRETE RESIDUALS AND WASHOUT WASTES - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO CONTROL RESIDUAL CONCRETE, CONCRETE SEDIMENTS, AND RINSE WATER:

1. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED FOR RINSING OUT CONCRETE TRUCKS. SIGNS SHALL BE INSTALLED DIRECTING CONCRETE TRUCK DRIVERS WHERE DESIGNATED WASHOUT FACILITIES ARE LOCATED.
2. THE CONTRACTOR SHALL HAVE THE LOCATION OF TEMPORARY CONCRETE WASHOUT FACILITIES APPROVED BY THE RESIDENT ENGINEER.
3. ALL TEMPORARY CONCRETE WASHOUT FACILITIES ARE TO BE INSPECTED BY THE CONTRACTOR AFTER EACH USE AND ALL SPILLS MUST BE REPORTED TO THE RESIDENT ENGINEER AND CLEANED UP IMMEDIATELY.
4. CONCRETE WASTE SOLIDS/LIQUIDS SHALL BE DISPOSED OF PROPERLY.

- C. LITTER MANAGEMENT - A PROPER NUMBER OF DUMPSTERS SHALL BE PROVIDED ON SITE TO HANDLE DEBRIS AND LITTER ASSOCIATED WITH THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING HIS/HER EMPLOYEES PLACE ALL LITTER INCLUDING MARKING PAINT CANS, SODA CANS, FOOD WRAPPERS, WOOD LATHE, MARKING RIBBON, CONSTRUCTION STRING, AND ALL OTHER CONSTRUCTION RELATED LITTER IN THE PROPER DUMPSTERS.

- D. VEHICLE AND EQUIPMENT CLEANING - VEHICLES AND EQUIPMENT ARE TO BE CLEANED IN DESIGNATED AREAS ONLY, PREFERABLY OFF SITE.

- E. VEHICLE AND EQUIPMENT FUELING - A VARIETY OF BMPs CAN BE IMPLEMENTED DURING FUELING OF VEHICLES AND EQUIPMENT TO PREVENT POLLUTION. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER AS TO WHICH BMPs WILL BE USED ON THE PROJECT. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER HOW (SHE WILL BE INFORMING HIS/HER EMPLOYEES OF THESE BMPs (I.E. SIGNS, TRAINING, ETC.). BELOW ARE A FEW EXAMPLES OF THESE BMPs:







1. CONTAINMENT
2. SPILL PREVENTION AND CONTROL
3. USE OF DRIP PANS AND ABSORBENTS
4. AUTOMATIC SHUT-OFF NOZZLES
5. TOPPING OFF RESTRICTIONS
6. LEAK INSPECTION AND REPAIR

- F. VEHICLE AND EQUIPMENT MAINTENANCE - ON SITE MAINTENANCE MUST BE PERFORMED IN ACCORDANCE WITH ALL ENVIRONMENTAL LAWS SUCH AS PROPER STORAGE AND NO DUMPING OF OLD ENGINE OIL OR OTHER FLUIDS ON SITE.

VI. FAILURE TO COMPLY:

FAILURE TO COMPLY WITH ANY PROVISIONS OF THIS STORM WATER POLLUTION PREVENTION PLAN WILL RESULT IN THE IMPLEMENTATION OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION AGAINST THE CONTRACTOR AND/OR PENALTIES UNDER THE NPDES PERMIT WHICH COULD BE PASSED ONTO THE CONTRACTOR.

LEGEND

-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES
-  INLET FILTER
-  STONE RIPRAP, CLASS A4 AND FILTER FABRIC
-  SEEDING, CLASS 2A AND MULCH METHOD 2

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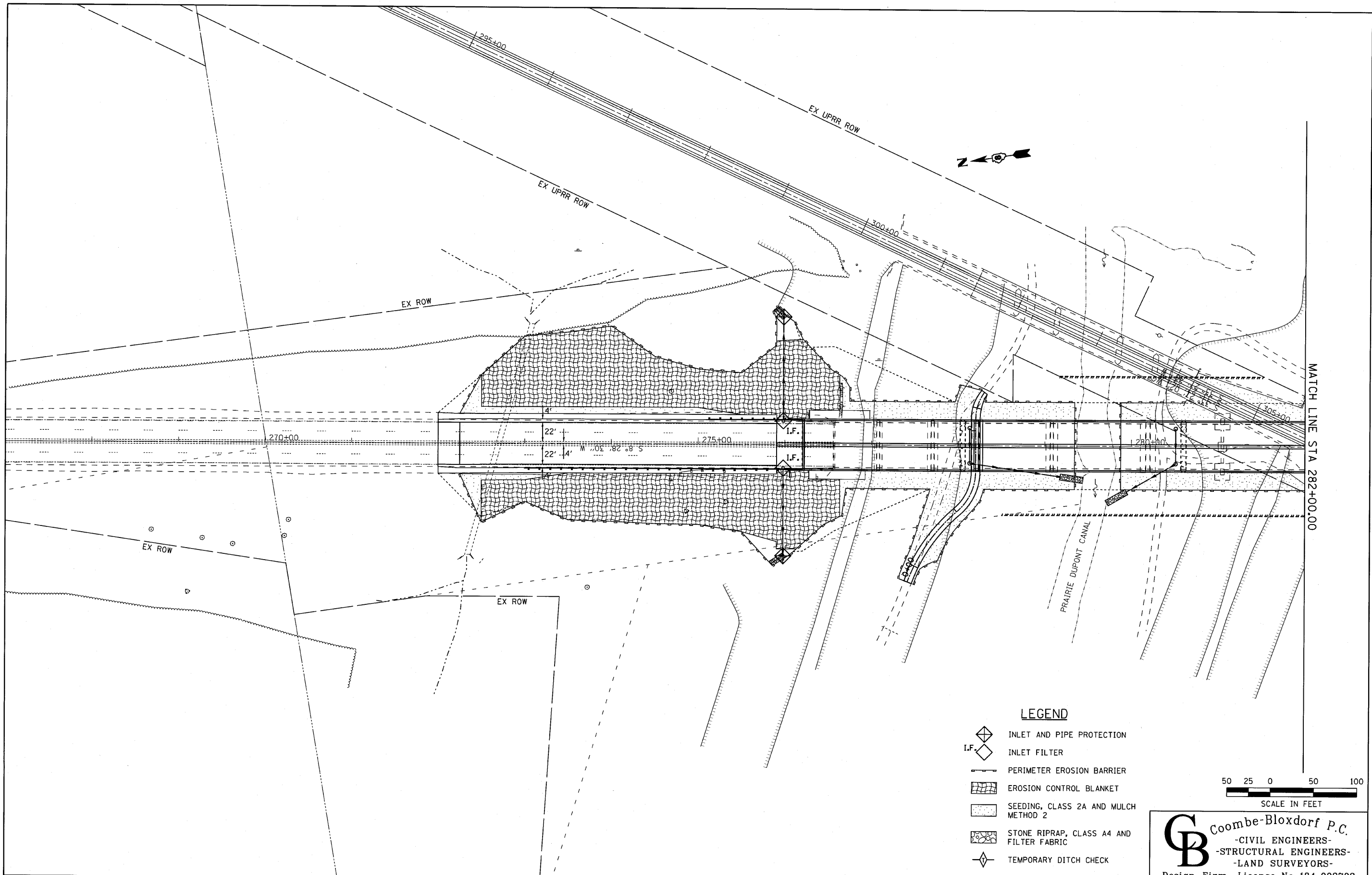
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




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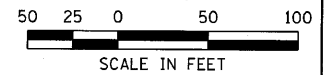
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- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	26
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 76882	



LEGEND

-  INLET AND PIPE PROTECTION
-  INLET FILTER
-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  SEEDING, CLASS 2A AND MULCH METHOD 2
-  STONE RIPRAP, CLASS A4 AND FILTER FABRIC
-  TEMPORARY DITCH CHECK



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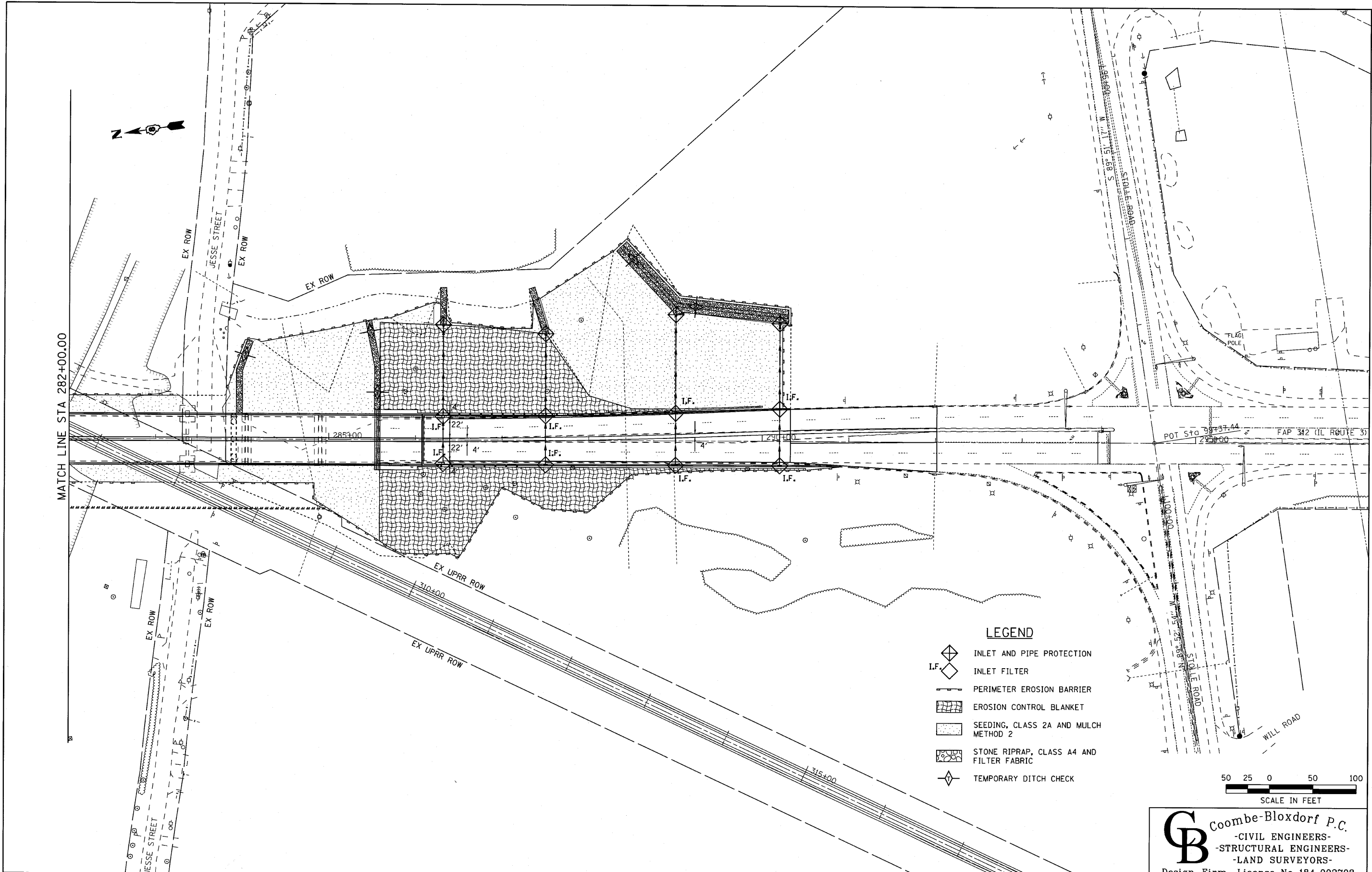
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 3 EROSION CONTROL PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 268+00.00 TO STA. 282+00.00

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
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312	64-1VBR	ST. CLAIR	259	28
CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

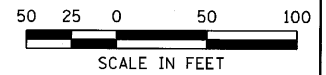


MATCH LINE STA 282+00.00



LEGEND

-  INLET AND PIPE PROTECTION
-  INLET FILTER
-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  SEEDING, CLASS 2A AND MULCH METHOD 2
-  STONE RIPRAP, CLASS A4 AND FILTER FABRIC
-  TEMPORARY DITCH CHECK



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 - STRUCTURAL ENGINEERS-
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 3 EROSION CONTROL PLAN

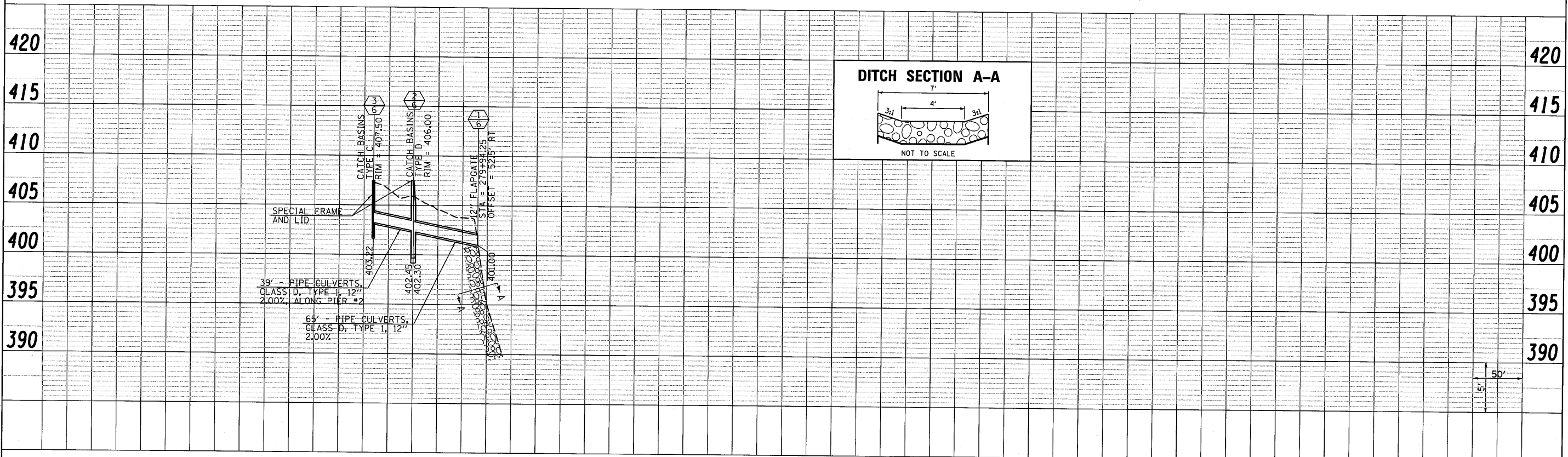
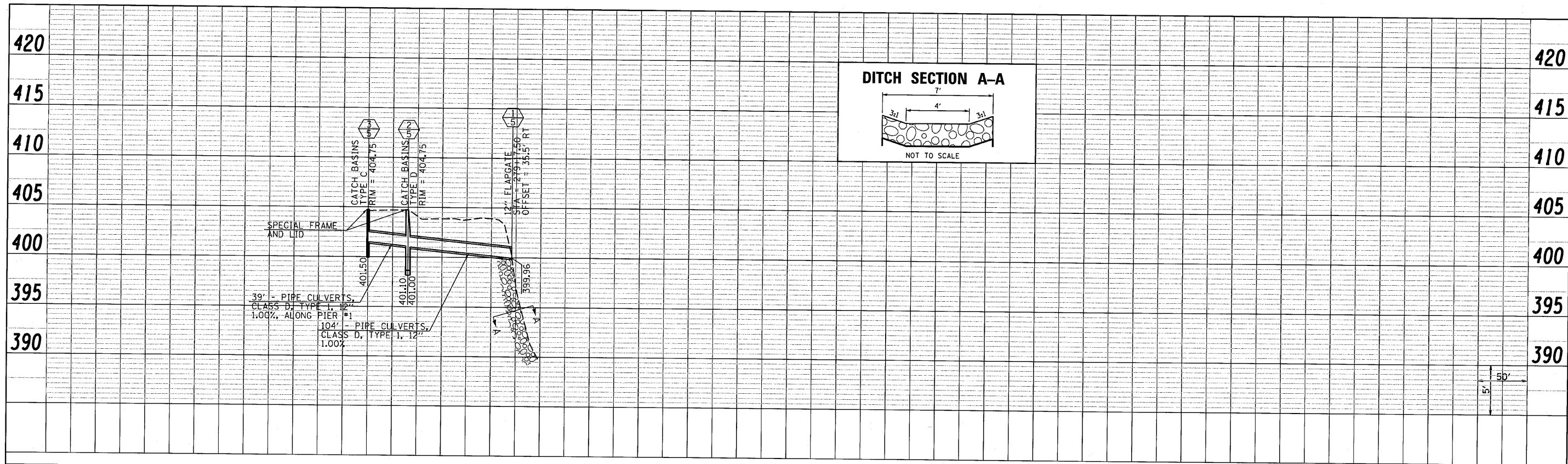
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-IVBR	ST. CLAIR	259	29
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76882	

PLAN SURVEYED BY DATE
 ALIGNED CHECKED
 RT. OF WAY CHECKED
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PROFILE PLOTTED BY DATE
 GRADES CHECKED
 STRUCTURE NOTATIONS CHECKED
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HORNER & SHIFRIN, INC
 ENGINEERS

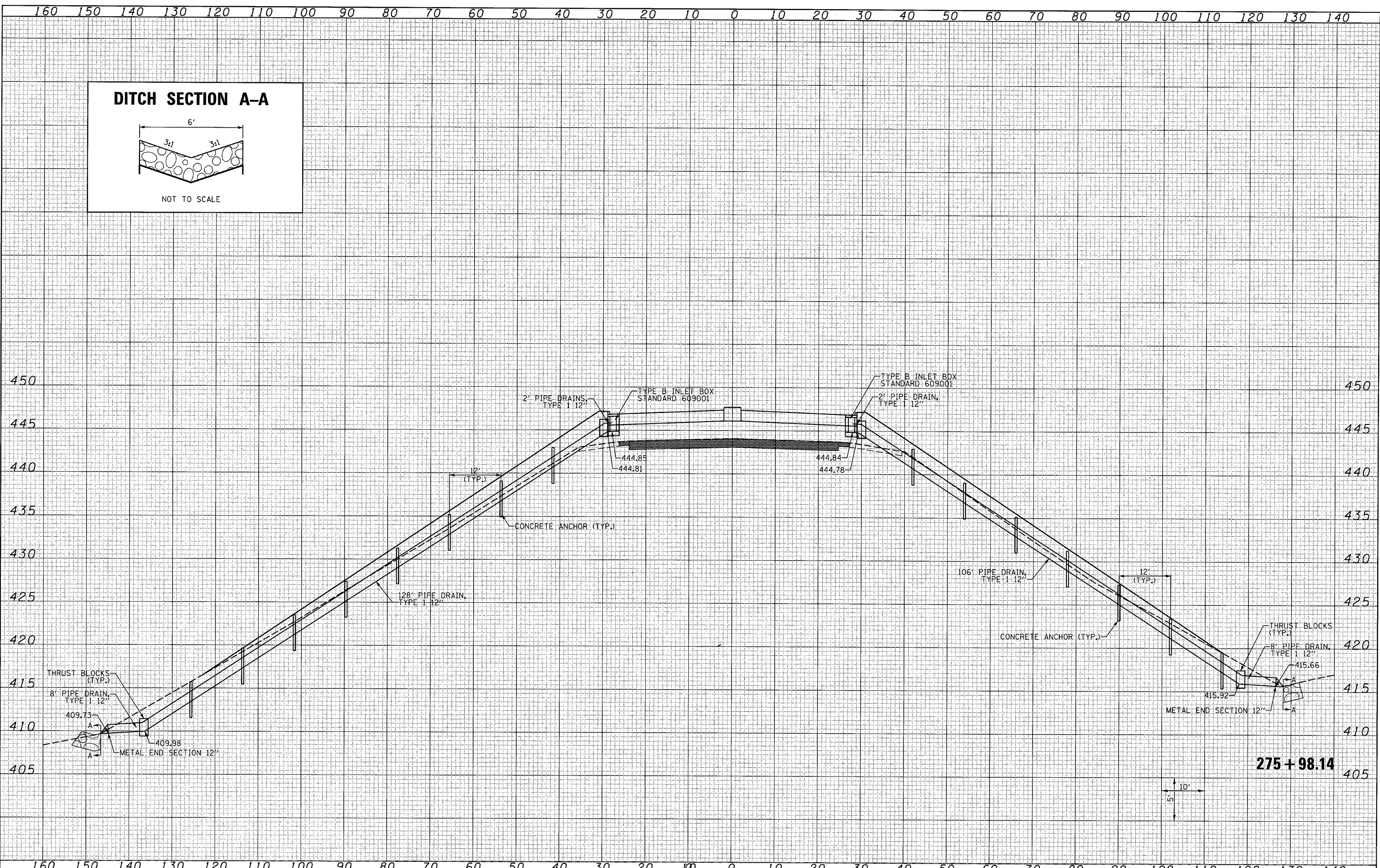
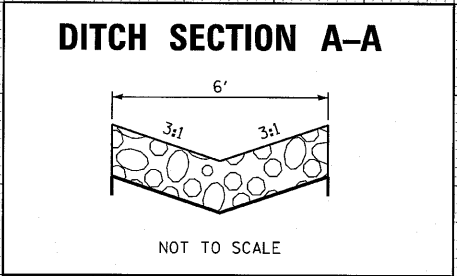
DRAINAGE PROFILES
 ILLINOIS ROUTE 3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-2RS-3	MADISON	259	30
				CONTRACT NO. 76D87
ILLINOIS FED. AID PROJECT				

SCALE: SEE SHT SHEET NO. 1 OF 1 SHEETS STA. 1348+50 TO STA. 1375+29.25

DATE	
BY	
SURVEYED	
PLOTTED	
AREA'S	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
AREA'S	
NOTE BOOK	
NO.	



FILE NAME =
 USER NAME = bertechmann
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
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 PLOT DATE = 8/9/2010 10:21:51 AM

DESIGNED -	REVISED -
DRAWN -	REVISED -
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DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

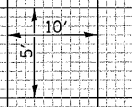
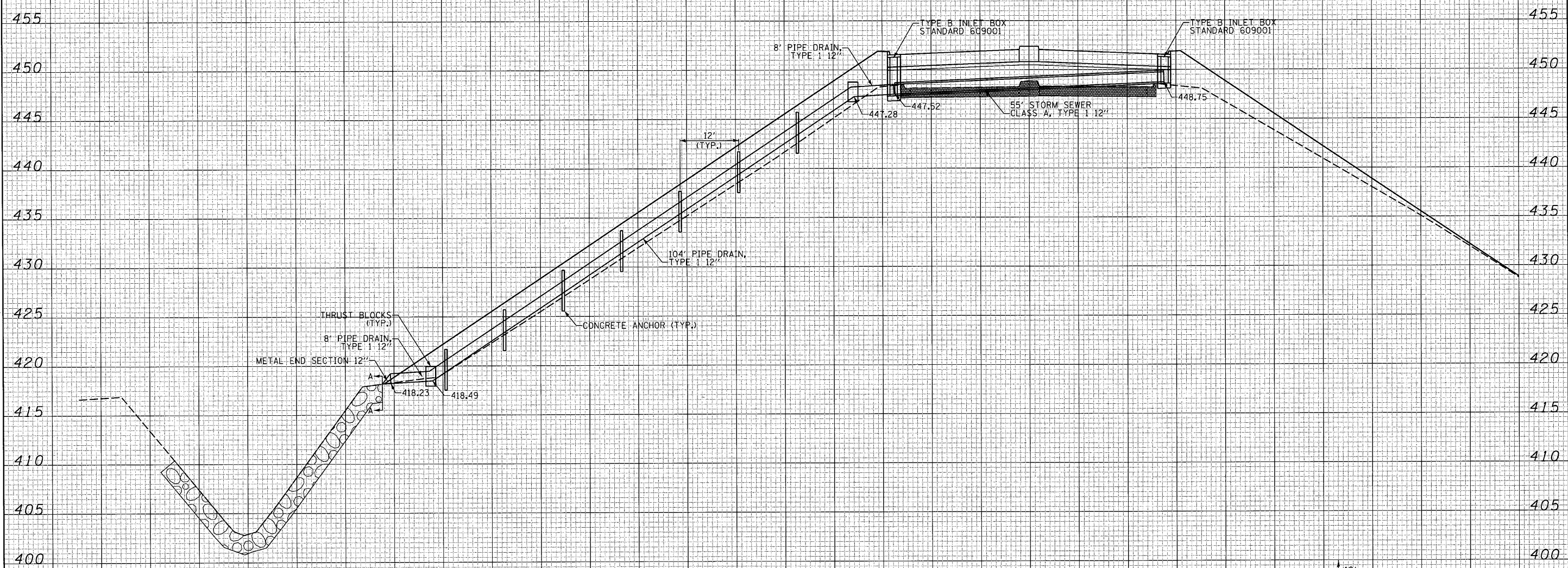
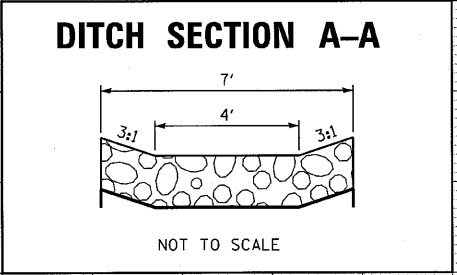
**HORNER &
 SHIRIN, INC.**
 ENGINEERS

DRAINAGE CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-IVBR	ST. CLAIR	259	31
			CONTRACT NO. 76882	
ILLINOIS FED. AID PROJECT				

SCALE: 1"=10'H ±5'V SHEET NO. 1 OF 5 SHEETS STA. 275+98.14 TO STA. 275+98.14

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100



286 + 31.86

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

DATE	BY	DATE	BY
ORIGINAL SURVEY	DESIGNED	REVISIONS	REVISIONS
NO.			
PLotted	CHECKED	DATE	REVISIONS
AREAS CHECKED			

LAST SAVED = 8/9/2010
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FILE NAME =	USER NAME = borff	DESIGNED -	REVISIONS -
\\07078\ced\1\plans\098-0876882-XSht-IL3-Cuverts.dgn		DRAWN -	REVISIONS -
		CHECKED -	REVISIONS -
		DATE -	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

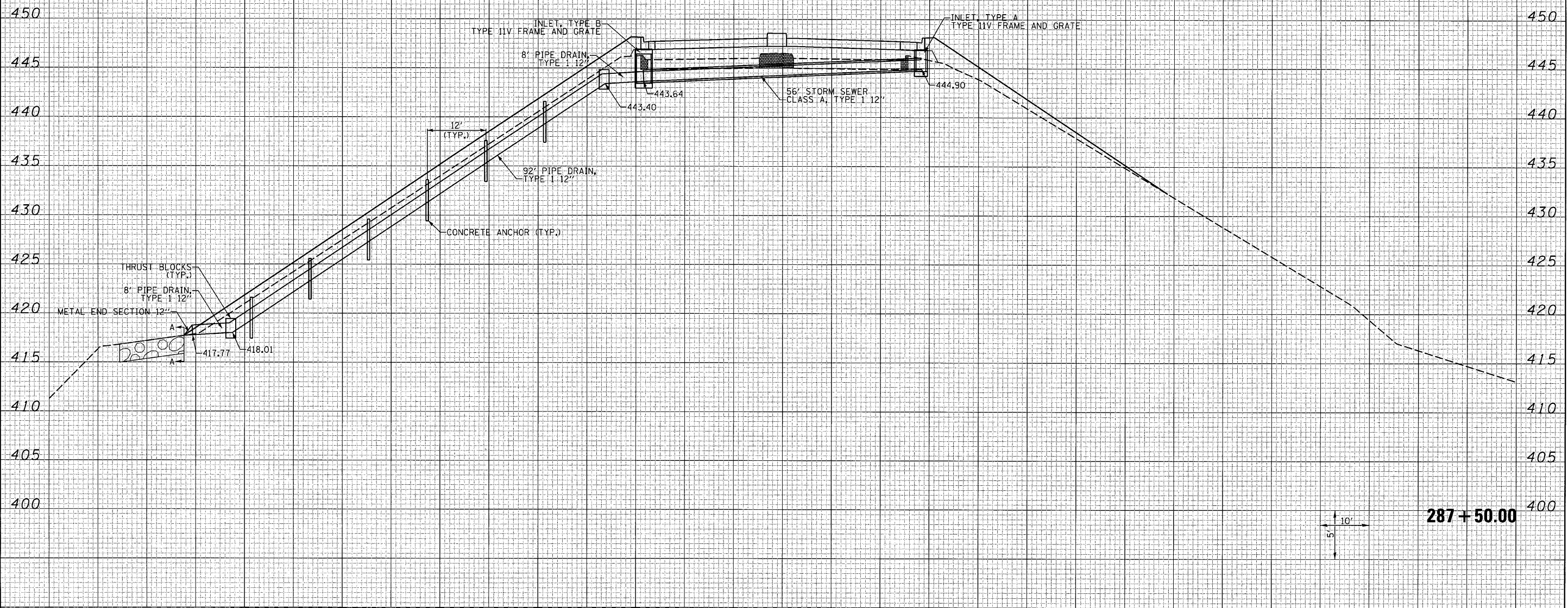
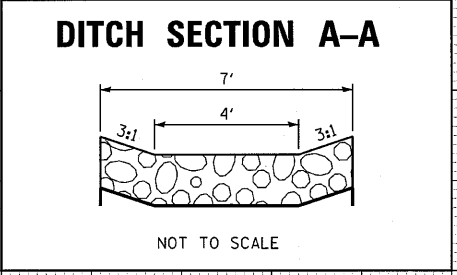
**HORNER &
 SHIRIN, INC**
 ENGINEERS

DRAINAGE CROSS SECTIONS

SCALE: 1"=10'H =5'V SHEET NO. 2 OF 5 SHEETS STA. 286+31.86 TO STA. 286+31.86

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	32
CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

LAST SAVED = 8/31/2010
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ir:\07078\cad\plans\098-D876882-XSSht-IL3-Culverts.dgn		DRAWN -	REVISED -
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PLOT DATE = 8/9/2010 10:21:52 AM		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

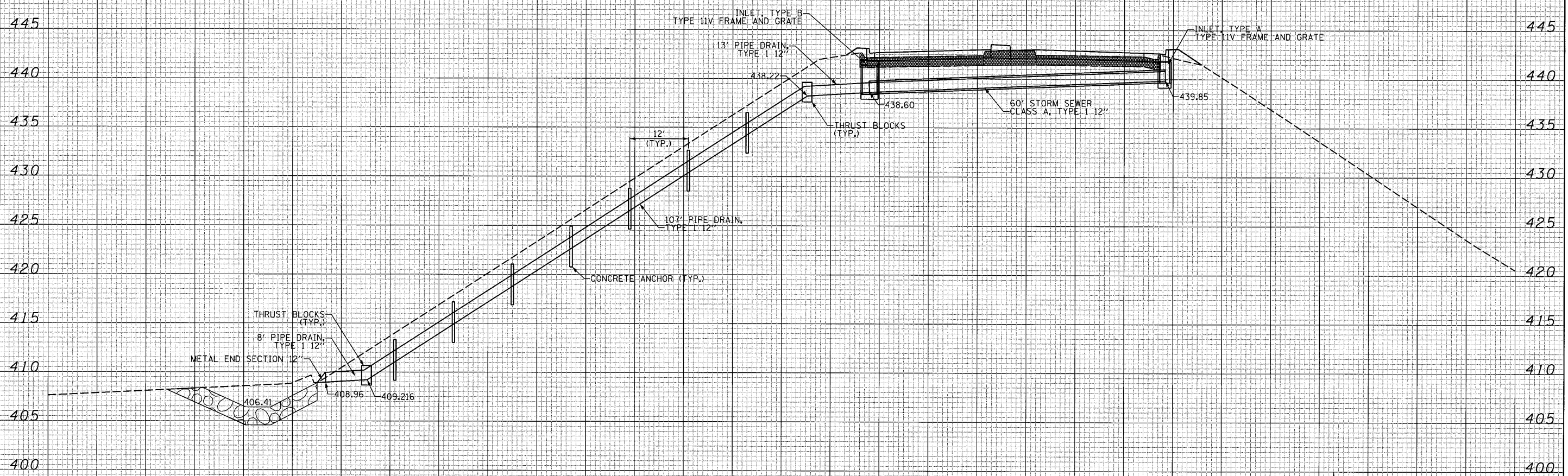
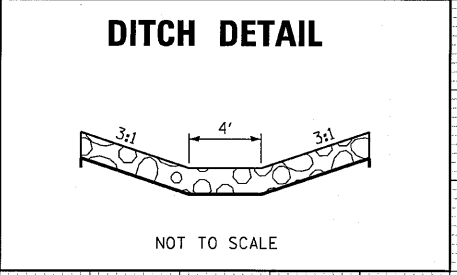
HORNER & SHIRIN, INC.
 ENGINEERS

DRAINAGE CROSS SECTIONS

SCALE: 1"=10'H ±5'V SHEET NO. 3 OF 5 SHEETS STA. 287+50.00 TO STA. 287+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	33
CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100



200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

DATE	
BY	
SURVEYED	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

LAST SAVED = 8/27/2010
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 PLOT DRIVER = Tr-V8pdf-backup1

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\\07078\ced\vt\plans\098-0876882-XSSht-IL3-Cu	ver ts.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIRIN, INC
ENGINEERS

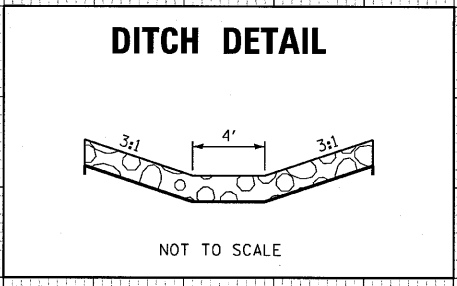
DRAINAGE CROSS SECTIONS

SCALE: 1"=10'H ±5'V

SHEET NO. 4 OF 5 SHEETS STA. 289+00.00 TO STA. 289+00.00

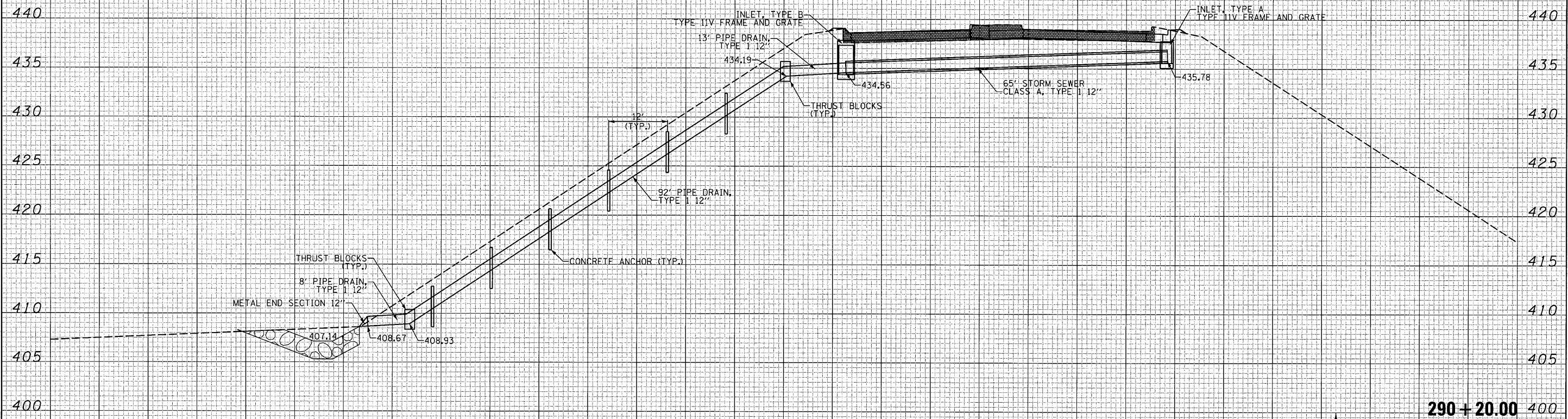
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	34
CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



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LAST SAVED = 8/3/2010
PEN TABLE = VB-Ha1f-1b1
PLOT DRIVER = TR-VBpcf-B1ackp.t

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PLOT SCALE = 10.0005' / IN.		CHECKED -	REVISED -
PLOT DATE = 8/9/2010 10:21:53 AM		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DRAINAGE CROSS SECTIONS

SCALE: 1=10'H =5'V SHEET NO. 5 OF 5 SHEETS STA. 290+20.00 TO STA. 290+20.00

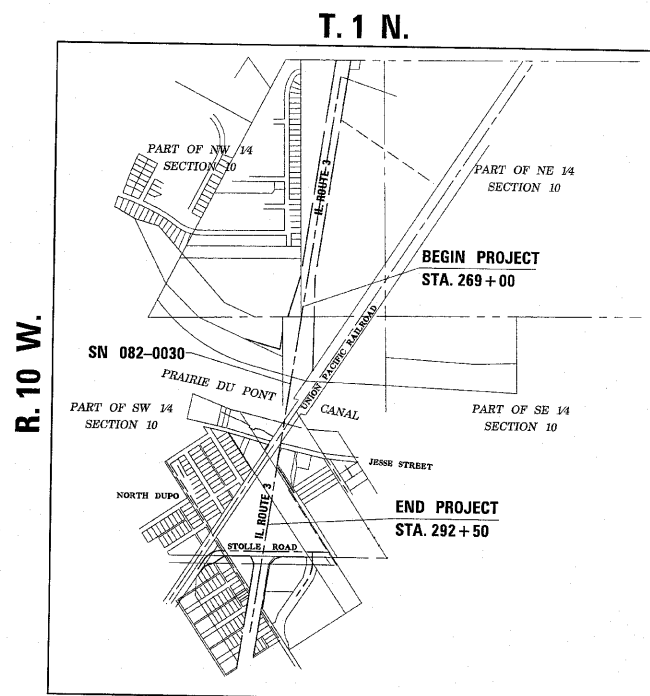
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	35
CONTRACT NO. 76882			[ILLINOIS] FED. AID PROJECT	

SHEET INDEX		
SHEET NO.	STATION TO STATION	DESCRIPTION
1		COVER
2		LEGEND/NOTES
3	267+00 TO 277+00	PARCELS: 8809021, 8809022, 8809023, 8809024 & 8809029
4	277+00 TO 291+00	PARCELS: 8809025, 8809026, 8809027 & 8809028
5	282+50 TO 284+00	DETAIL FOR PARCELS 8809022 & 8809028 COORDINATE TABLES
6	277+00 TO 277+50	PARCEL 8809021
7	277+00 TO 277+50	PARCELS 8809021 & 8809030
8	277+00 TO 277+50	DETAIL FOR PARCELS 8809021 & 8809030

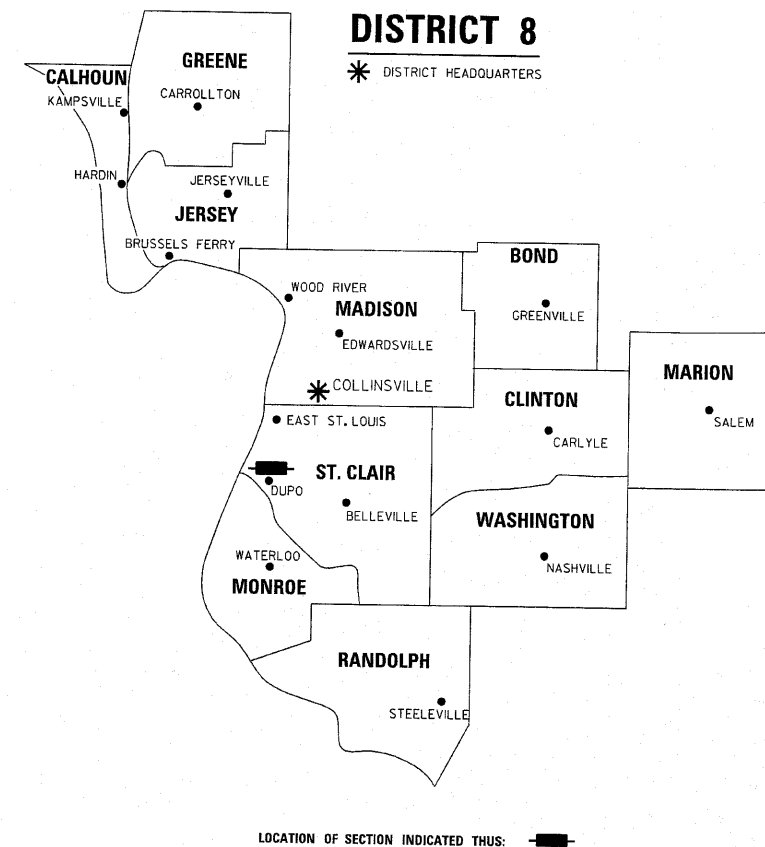
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLAT OF HIGHWAYS

FAP ROUTE 312 (IL ROUTE 3)
SECTION 64-1VBR
ST. CLAIR COUNTY
JOB NO.
R-98-009-08

SPACE RESERVED FOR RECORDING OFFICER



PROJECT LENGTH = 5800 LIN. FT. = 1.0984 MILES



PREPARED BY:

ASSOCIATED PROFESSIONALS, INC.
17625 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
web: www.apisurvey.com
IDPR Design Firm License No. 184-001303



GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2010

SHEET 1 OF

ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	136
CONTRACT NO. 76882				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL HANDHOLE	⊠	DRAINAGE FLOW LINE	—
TRAFFIC SIGNAL CULFBOX	○	RIP RAP	—
TRAFFIC SIGNAL HANDHOLE	⊠	HEADWALL	—
TRAFFIC SIGNAL SIGNAL POST	○	CULVERT END SECTION	—
TRAFFIC SIGNAL STEEL MAST ARM	—	DRAINAGE MANHOLE	⊠
TRAFFIC SIGNAL COMBINED MAST ARM	—	INLET	—
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	⊠	ROADWAY DITCH FLOW	—
TRAFFIC SIGNAL WOODEN POLE	⊠	VEGETATION LINE	—
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	⊠	STUMP	⊠
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	⊠	SHRUB	⊠
TRAFFIC SIGNAL JUNCTION BOX	⊠	EVERGREEN TREE	⊠
TRAFFIC SIGNAL CONTROLLER	⊠	DECIDUOUS TREE	⊠
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	⊠	WOODS/BUSH PATTERN	—
RAILROAD CANTILEVER MAST ARM	—	TRAFFIC SIGN	⊠
RAILROAD CROSSBUCK	—	GAURDRAIL POST	⊠
RAILROAD TRACK PATTERN	—	GAURDRAIL PATTERN	—
RAILROAD ABANDON PATTERN	—	FIELD LINE	—
RAILROAD CROSSGATE	—	LEVEE/NOISE BARRIER	—
RAILROAD CONTROL BOX	⊠	FENCE PATTERN	—
RAILROAD FLASHING SIGNAL	⊠	MAIL BOX	⊠
TELEPHONE SPLICE BOX ABOVE GROUND	⊠	ADVERTISING SIGN	⊠
UTILITY POWER POLE	⊠	MARSH	—
TELEPHONE POLE	⊠	LIGHTING HANDHOLE	⊠
UTILITY TRAFFIC SIGNAL	⊠	LIGHTING POWER POLE	⊠
UTILITY LIGHT POLE	⊠	LIGHTING JUNCTION BOX	⊠
FIRE HYDRANT	⊠	LIGHTING HEAVYDUTY HANDHOLE	⊠
UTILITY MANHOLE	⊠	LIGHTING CONTROLLER	⊠
UTILITY TELEPHONE POLE	⊠	LIGHTING PULL POINT	⊠
UTILITY GUY POLE	⊠	HIGHWAY LIGHTING ELECTRICAL GROUND	⊠
PIPELINE WARNING SIGN	⊠	HIGHWAY LIGHTING SINGLE UNIT	⊠
UTILITY HANDHOLE	⊠	HIGHWAY LIGHTING DOUBLE UNIT	⊠
UTILITY SPLICE ABOVE GROUND	⊠	EXISTING CONCRETE BARRIER	—
UTILITY JUNCTION BOX	⊠	EXISTING CREEK OR DITCH	—
UTILITY HEAVY DUTY HANDHOLE	⊠	EXISTING EDGE OF PAVEMENT	—
UTILITY DOUBLE HANDHOLE	⊠		
UTILITY CONTROLLER	⊠		
UTILITY WATER METER	⊠		

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
---	APPL APPARENT PROPERTY LINE	---	MEASURED DIMENSION
---	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. 667101 (TO BE SET BY OTHERS)	---	SURVEY CONTROL PROVIDED BY IDOT
---	FOUND CUT CROSS	---	SET CUT CROSS
---	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
CL	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
PL	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
SO 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

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001001P	PROPOSED PERMANENT EASEMENT
8001001E	PROPOSED TEMPORARY EASEMENT
8001001D	PROPOSED DEDICATION
8001001A	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
e	EXTERNAL
Δ	CENTRAL ANGLE

PREPARED BY:

ASSOCIATED PROFESSIONALS, INC.

17625 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
web: www.apisurvey.com
IDPR Design Firm License No. 184-001303



GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2010

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

TOPOGRAPHIC STATEMENT

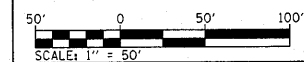
THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS 11/30/09:

1. ROADWAY ON TOP OF LEVEE WEST OF IL RTE 3.
- 2.
- 3.

BASIS OF COORDINATE & BEARING STATEMENT

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

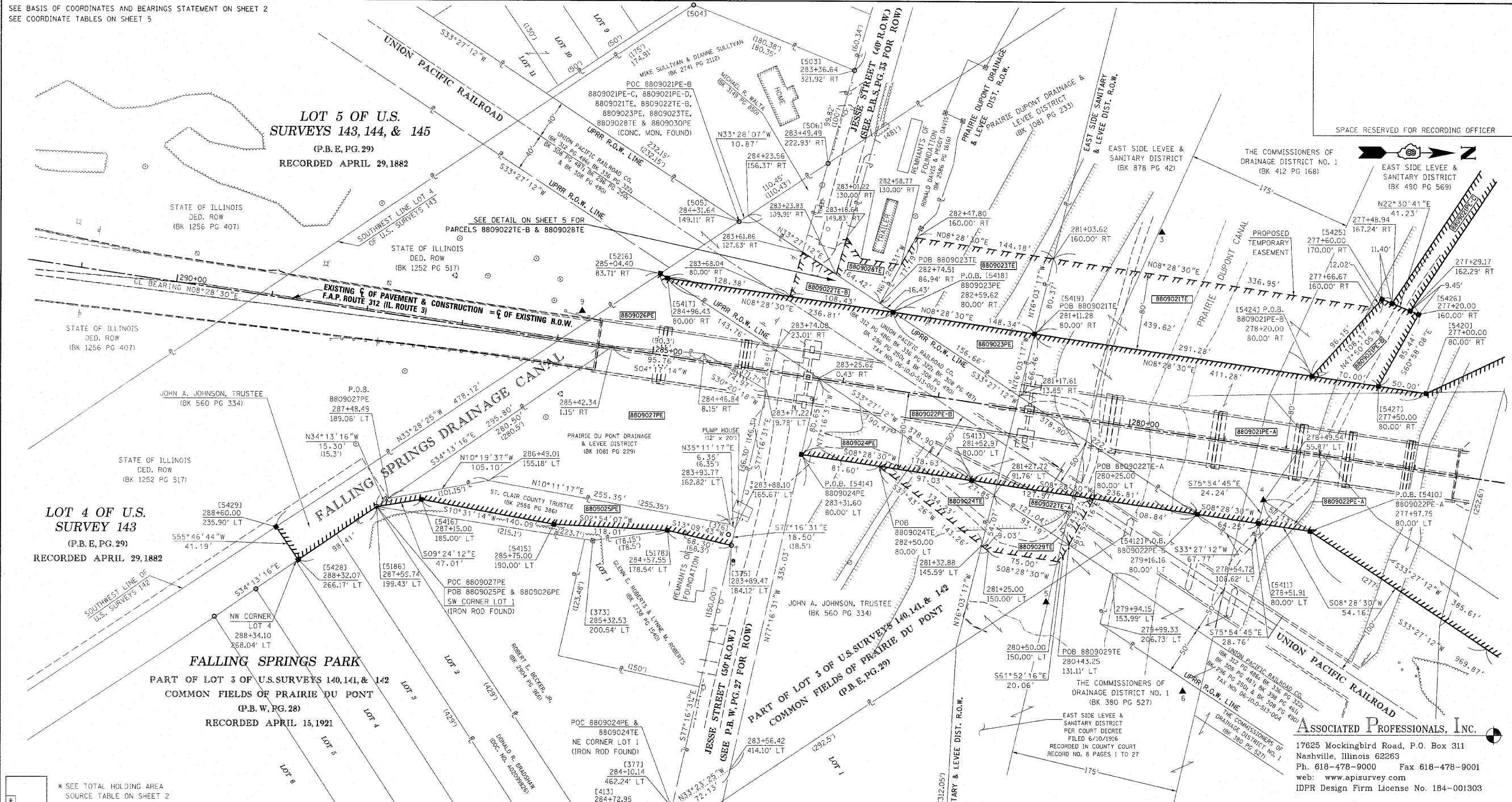
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 312 (IL RTE 3)
SECTION 64-1VBR
ST. CLAIR COUNTY
JOB NO. R-98-009-08



ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	37
CONTRACT NO. 76882				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

PART OF THE PRAIRIE DU PONT COMMONFIELDS AND PART OF THE SW 1/4 OF SECTION 10, T1N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2
SEE COORDINATE TABLES ON SHEET 5



SPACE RESERVED FOR RECORDING OFFICER

THE COMMISSIONERS OF DRAINAGE DISTRICT NO. 1 (BK 412 PG 168)

EAST SIDE LEVEE & SANITARY DISTRICT (BK 490 PG 569)

PROPOSED TEMPORARY EASEMENT

PRairie DU PONT CANAL

UNION PACIFIC RAILROAD

UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

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UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

UNION PACIFIC RAILROAD CO.

LOT 5 OF U.S. SURVEYS 143, 144, & 145
(P.B.E, PG. 29)
RECORDED APRIL 29, 1882

LOT 4 OF U.S. SURVEY 143
(P.B.E, PG. 29)
RECORDED APRIL 29, 1882

FALLING SPRINGS PARK
PART OF LOT 3 OF U.S. SURVEYS 140, 141, & 142
COMMON FIELDS OF PRAIRIE DU PONT
(P.B.W, PG. 28)
RECORDED APRIL 15, 1921

JEWEL CITY SUB.
PART OF LOT 2 OF U.S. SURVEYS 139 & 140
COMMON FIELDS OF PRAIRIE DU PONT
(P.B.W, PG. 27)
RECORDED APRIL 15, 1921

ASSOCIATED PROFESSIONALS, INC.
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web: www.apisurvey.com
IDPR Design Firm License No. 184-001303

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 312 (IL RTE 3)
SECTION 64-1VBR
ST. CLAIR COUNTY
JOB NO. R-98-009-08
STATION 277+00 TO STATION 291+00

SCALE: 1" = 50'
SHEET 4 OF

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	39
CONTRACT NO. 76882				

* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			PE = PERMANENT ACRES	TE = TEMPORARY SO. FT.		
8809024	JOHN A. JOHNSON, TRUSTEE (OR HIS SUCCESSOR) TITLE REPORT NO. 18-2009SC-6181.0 ** SEE NOTE BELOW	N/A	PE 0.1649 TE 0.0893	SO. FT. 7,183 TE 3,891	PE: HIGHWAY PURPOSES TE: ACCESS	06-10.0-300-004
8809025	ST. CLAIR COUNTY TRUSTEE TITLE REPORT NO. 18-2007SC-5813.0	0.2620	PE 0.1894	PE 8,254	HIGHWAY PURPOSES	06-10.0-325-020
8809026	JOHN A. JOHNSON, TRUSTEE (OR HIS SUCCESSOR) TITLE REPORT NO. 18-2007SC-5811.0 ** SEE NOTE BELOW	N/A	PE 0.5797	PE 25,252	HIGHWAY PURPOSES	06-10.0-325-024
8809027	PRAIRIE DU PONT DRAINAGE & LEVEE DISTRICT TITLE REPORT NO. 18-2008SC-6156.0	N/A	PE 0.9254	PE 40,313	HIGHWAY PURPOSES	NONE ASSIGNED
8809028	RONALD DAVIS & PEGGY DAVIS, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2007SC-5797.0	0.3445	TE 0.0474	TE 2,068	ACCESS	06-10.0-301-037

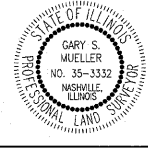
** PRAIRIE DU PONT LEVEE & SANITARY DISTRICT IS BEING ASSESSED FOR THIS PROPERTY.

STATE OF ILLINOIS)
COUNTY OF WASHINGTON) SS

I, GARY S. MUELLER, 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) AND EASEMENTS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 5/25/2010

GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2010



COMPLETION DATE OF FIELD WORK PERFORMED	ROW STAKING
5/17/10	

FED. ROAD DIST. NO. 8 [ILLINOIS] FED. AID PROJECT

PART OF THE PRAIRIE DU PONT COMMONFIELDS AND PART OF THE SW 1/4 OF SECTION 10, T1N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

POINT#	DESC.	I.D.O.T. PROVIDED CONTROL & ALIGNMENT		
		STATION	OFFSET	EAST
1				686,104.5563
2				686,172.8147
3	279+96.40	204.15'	RT	685,053.9153
4	278+50.43	55.15'	LT	685,160.0815
5	280+58.02	193.09'	LT	684,934.4251
6	279+04.12	263.24'	LT	685,076.3062
7				685,113.8403
8	297+49.29	53.91'	LT	683,282.1425
9	285+78.93	32.97'	RT	684,452.5203
10	275+80.39	33.02'	RT	685,440.1671
11	263+02.50	37.16'	LT	686,693.7607
70	245+00			688,482.0525
76	303+00			682,745.3883

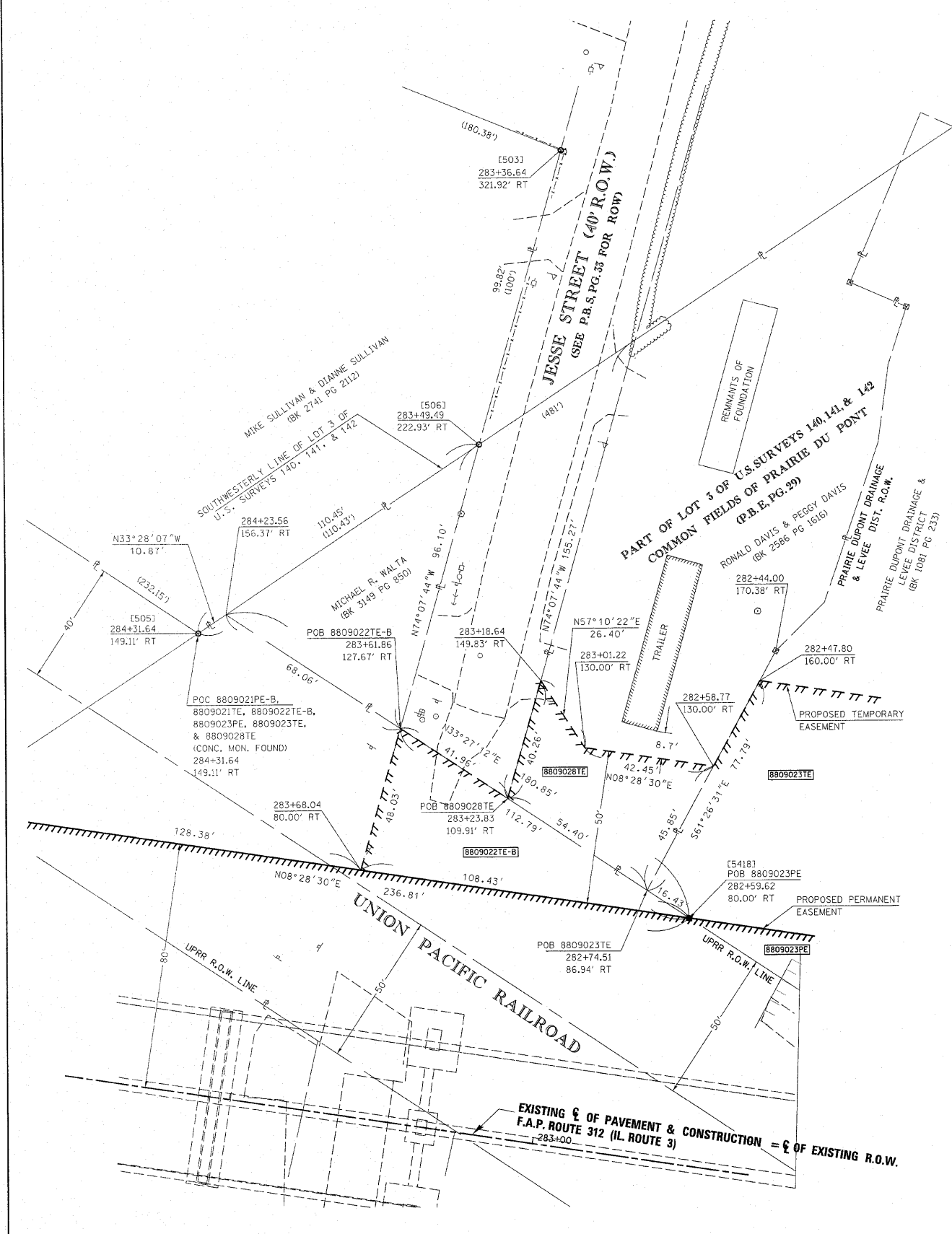
SPACE RESERVED FOR RECORDING OFFICER



(PNT #)/DESCRIPTION	STATION	OFFSET	NORTH	EAST
132 IRF-RR ROW	275+29.02	204.89' LT	685,455.9170	289,071.9340
133 IRF-ROW	265+88.87	74.44' LT	686,405.0190	289,081.4710
361 ROW MARKER	282+02.66	345.48' RT	684,870.7400	288,428.2970
362 ROW MARKER	282+17.67	287.41' RT	684,847.3410	288,483.5180
363 ROW MARKER	282+37.01	292.65' RT	684,828.9780	288,475.4810
364 ROW MARKER	282+44	170.38' RT	684,804.0440	288,595.3890
373 ROW MARKER	285+32.53	200.54' LT	684,463.9990	288,919.7410
375 IRF-BENT	283+89.47	184.12' LT	684,607.9170	288,924.5800
376 IRF-BENT	283+94.13	173.47' LT	684,604.8820	288,913.3620
377 IRF	284+10.14	462.24' LT	684,546.4870	289,196.6190
413 IRF	284+72.95	518.53' LT	684,476.0690	289,243.0340
416 IRF	276+57.97	165.27' RT	685,382.9300	288,686.8130
422 IRF W/ CAP NE CORNER SW 1/4, SECT 10			686,024.9160	289,913.7700
505 CONC. MON.	284+31.64	149.11' RT	684,615.3200	288,589.7790
506 CONC. MON.	283+49.49	222.93' RT	684,707.4520	288,527.8710
5186 IRF	287+59.74	199.43' LT	684,239.4361	288,895.1552
5216 EX. RR ROW	285+04.40	83.71' RT	684,533.7200	288,642.7349
5217 EX. ROW IL 3	265+88.78	75.00' RT	686,430.1009	288,934.1167
5219 EX. ROW IL 3	265+88.87	75.00' LT	686,404.9367	289,082.0232
5228 EX. ROW IL 3	273+21.25	547.72' RT	685,772.3327	288,358.1685
5229 EX. ROW IL 3	273+70.09	165.83' RT	685,667.7395	288,728.6887
5232 NE CORNER LOT 2 OF SW 1/4	270+33.77	192.20' RT	686,004.2779	288,752.1706
5233 SE CORNER LOT 14 OF SW 1/4	270+02.30	5.92' RT	686,007.9500	288,941.0600
5230 EX ROW/PE	271+85.58	166.91' RT	685,850.4006	288,754.8144

(PNT #)/DESCRIPTION	STATION	OFFSET	NORTH	EAST
5466 PE			686,897.9774	286,947.3960
5467 PE			686,877.9646	286,942.9095
5468 PE			686,879.2456	286,986.7854
5469 PE			686,863.0194	286,974.3366
5470 PE			686,829.9625	287,002.5129
5471 PE			686,842.9363	287,017.7340
5472 PE			686,692.4515	287,093.2955
5473 PE			686,701.3509	287,111.2064
5474 PE			686,512.7610	287,182.5783
5475 PE			686,523.3320	287,199.6587
5476 PE			686,334.8344	287,317.0733
5477 PE			686,347.1609	287,332.8267
5478 PE			686,206.0708	287,421.3379
5479 PE			686,219.0792	287,436.5391
5480 PE			686,042.8198	287,568.9095
5481 PE			686,056.5249	287,583.4810
5482 PE			685,848.9156	287,786.6289
5483 PE			685,834.9279	287,772.3340
5484 PE			685,734.9645	287,949.1846
5485 PE			685,716.7564	287,940.9103
5486 PE			685,570.3739	288,263.0337
5487 PE			685,588.5820	288,271.3080
5488 PE			685,526.2818	288,338.7376
5489 PE			685,542.4628	288,350.4925
5490 PE			685,401.6684	288,544.3009
5491 PE			685,385.2396	288,532.8871
5492 PE	277+29.17	162.29' RT	685,312.0612	288,679.2646
5493 PE	277+48.94	167.24' RT	685,293.2348	288,671.4621
5514 PE			686,672.4144	287,125.5841
5515 PE			686,631.0575	287,123.8003
5516 PE			686,852.6018	286,983.2161
5517 PE			686,880.3734	286,994.4139

(PNT #)/DESCRIPTION	STATION	OFFSET	NORTH	EAST
5407 PE	269+77.65	140.00' LT	686,010.8264	289,089.0158
5408 PE	273+00	170.00' LT	685,687.5739	289,071.1803
5409 PE	275+00	218.71' LT	685,482.5796	289,089.8791
5410 PE	277+97.75	80.00' LT	685,208.5226	288,908.8048
5411 PE	278+51.91	80.00' LT	685,154.9554	288,900.8229
5412 PE	279+16.16	80.00' LT	685,091.4096	288,891.3542
5413 PE	281+52.97	80.00' LT	684,857.1835	288,856.4530
5414 PE	283+31.60	80.00' LT	684,680.5380	288,830.1316
5415 PE	285+75	190.00' LT	684,423.5493	288,903.0531
5416 PE	287+15	185.00' LT	684,285.8150	288,877.4745
5417 PE	284+96.43	80.00' RT	684,541.0549	288,647.5812
5418 PE	282+59.62	80.00' RT	684,775.2810	288,682.4825
5419 PE	281+11.28	80.00' RT	684,322.0011	288,704.3447
5420 PE	277+00	80.00' RT	685,328.7868	288,764.9585
5421 PE	275+50	180.00' RT	685,491.8867	288,688.1574
5422 PE	274+28.14	170.00' RT	685,610.9469	288,716.0085
5423 PE	270+24.84	139.33' RT	686,005.3202	288,805.7856
5424 PE	278+20	80.00' RT	685,210.0972	288,747.2729
5425 PE	277+60	170.00' RT	685,282.7061	288,667.0985
5426 PE	277+20	160.00' RT	685,320.7955	288,682.8845
5427 PE	277+50	80.00' RT	685,279.3328	288,757.5895
5428 PE	288+32.07	266.17' LT	684,158.0598	288,940.5023
5429 PE	288+60	235.90' LT	684,134.8971	288,906.4464
5178 PE	284+57.55	178.54' LT	684,541.4112	288,909.0278



STATE OF ILLINOIS)
) SS
 COUNTY OF WASHINGTON)
 I, GARY S. MUELLER, 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) AND EASEMENTS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.



DATED 5/25/2010
 GARY S. MUELLER, PLS NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2010

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 5/17/10	ROW STAKING:

ASSOCIATED PROFESSIONALS, INC.

17625 Mockingbird Road, P.O. Box 311
 Nashville, Illinois 62263
 Ph. 618-478-9000 Fax 618-478-9001
 web: www.apisurvey.com
 IDPR Design Firm License No. 184-001303

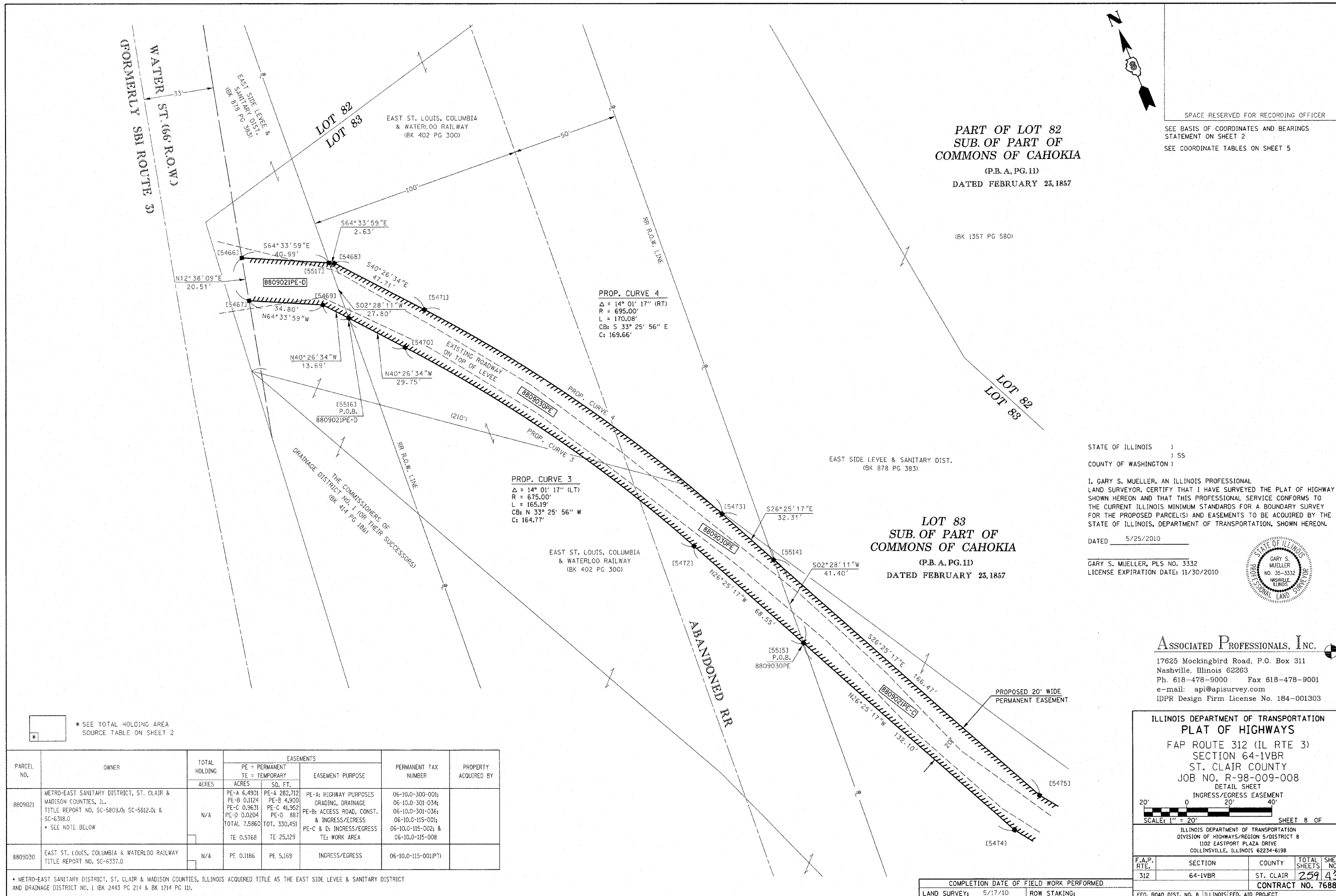
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 312 (IL RTE 3)
 SECTION 64-1VBR
 ST. CLAIR COUNTY
 JOB NO. R-98-009-08

DETAIL SHEET
 SCALE: 1" = 20'
 SHEET 5 OF

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	40
CONTRACT NO. 76882				
FED. ROAD DIST. NO. 8 [ILLINOIS] FED. AID PROJECT				

PART OF THE COMMONS OF CAHOKIA AND PART OF THE W 1/2 OF SECTION 10, T1N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



SPACE RESERVED FOR RECORDING OFFICER
 SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2
 SEE COORDINATE TABLES ON SHEET 5

PART OF LOT 82
 SUB. OF PART OF
 COMMONS OF CAHOKIA
 (P.B. A, PG. 11)
 DATED FEBRUARY 23, 1857

LOT 83
 SUB. OF PART OF
 COMMONS OF CAHOKIA
 (P.B. A, PG. 11)
 DATED FEBRUARY 25, 1857

STATE OF ILLINOIS)
) SS
 COUNTY OF WASHINGTON)

I, GARY S. MUELLER, 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) AND EASEMENTS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 5/25/2010

GARY S. MUELLER, PLS NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2010



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ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 312 (IL RTE 3)
 SECTION 64-1VBR
 ST. CLAIR COUNTY
 JOB NO. R-98-009-008
 DETAIL SHEET
 INGRESS/EGRESS EASEMENT
 SCALE: 1" = 20' SHEET 8 OF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	43
CONTRACT NO. 76882				

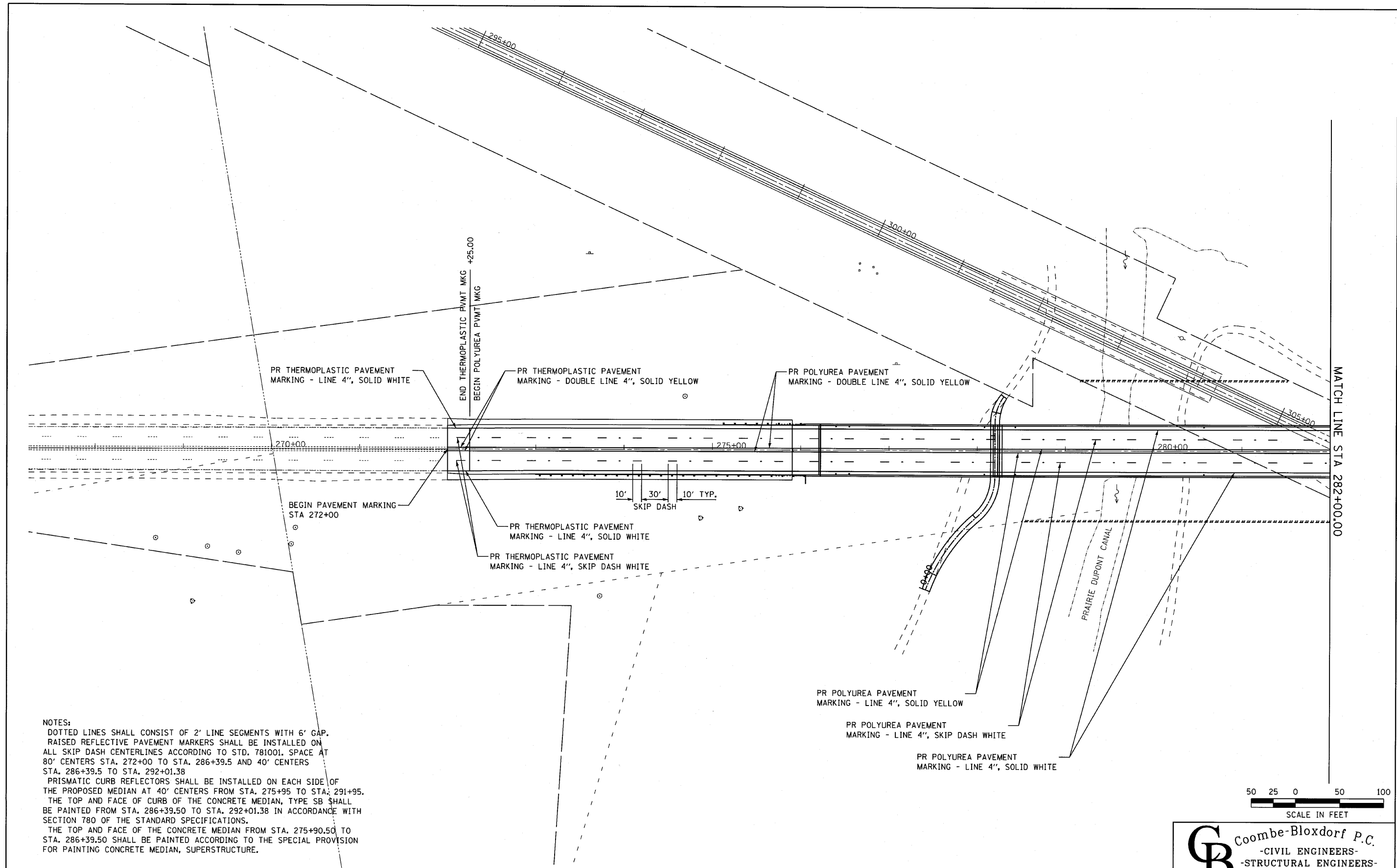
COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: 5/17/10 ROW STAKING:

FED. ROAD DIST. NO. 8 [ILLINOIS] FED. AID PROJECT

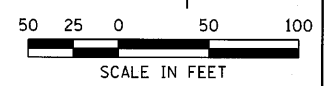
* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			PE = PERMANENT ACRES	TE = TEMPORARY SO. FT.			EASEMENT PURPOSE
8809021	METRO-EAST SANITARY DISTRICT, ST. CLAIR & MADISON COUNTIES, IL. TITLE REPORT NO. SC-5809.0; SC-5812.0; & SC-6318.0 * SEE NOTE BELOW	N/A	PE-A 6.4901 PE-B 0.1124 PE-C 0.3631 PE-D 0.0204 TOTAL 7.9660	TE 330,451	PE-A: HIGHWAY PURPOSES GRADING, DRAINAGE PE-B: ACCESS ROAD, CONST. & INGRESS/EGRESS PE-C & D: INGRESS/EGRESS TE: WORK AREA	06-10.0-300-001; 06-10.0-301-034; 06-10.0-301-036; 06-10.0-115-001; 06-10.0-115-002; & 06-10.0-115-008	
8809030	EAST ST. LOUIS, COLUMBIA & WATERLOO RAILWAY TITLE REPORT NO. SC-6337.0	N/A	PE 0.1186	TE 5,169	INGRESS/EGRESS	06-10.0-115-001(P)	

* METRO-EAST SANITARY DISTRICT, ST. CLAIR & MADISON COUNTIES, ILLINOIS ACQUIRED TITLE AS THE EAST SIDE LEVEE & SANITARY DISTRICT AND DRAINAGE DISTRICT NO. 1 (BK 2443 PG 214 & BK 1214 PG 11).



NOTES:
 DOTTED LINES SHALL CONSIST OF 2' LINE SEGMENTS WITH 6' GAP.
 RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ON ALL SKIP DASH CENTERLINES ACCORDING TO STD. 781001. SPACE AT 80' CENTERS STA. 272+00 TO STA. 286+39.5 AND 40' CENTERS STA. 286+39.5 TO STA. 292+01.38
 PRISMATIC CURB REFLECTORS SHALL BE INSTALLED ON EACH SIDE OF THE PROPOSED MEDIAN AT 40' CENTERS FROM STA. 275+95 TO STA. 291+95.
 THE TOP AND FACE OF CURB OF THE CONCRETE MEDIAN, TYPE SB SHALL BE PAINTED FROM STA. 286+39.50 TO STA. 292+01.38 IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS.
 THE TOP AND FACE OF THE CONCRETE MEDIAN FROM STA. 275+90.50 TO STA. 286+39.50 SHALL BE PAINTED ACCORDING TO THE SPECIAL PROVISION FOR PAINTING CONCRETE MEDIAN, SUPERSTRUCTURE.



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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

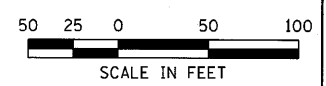
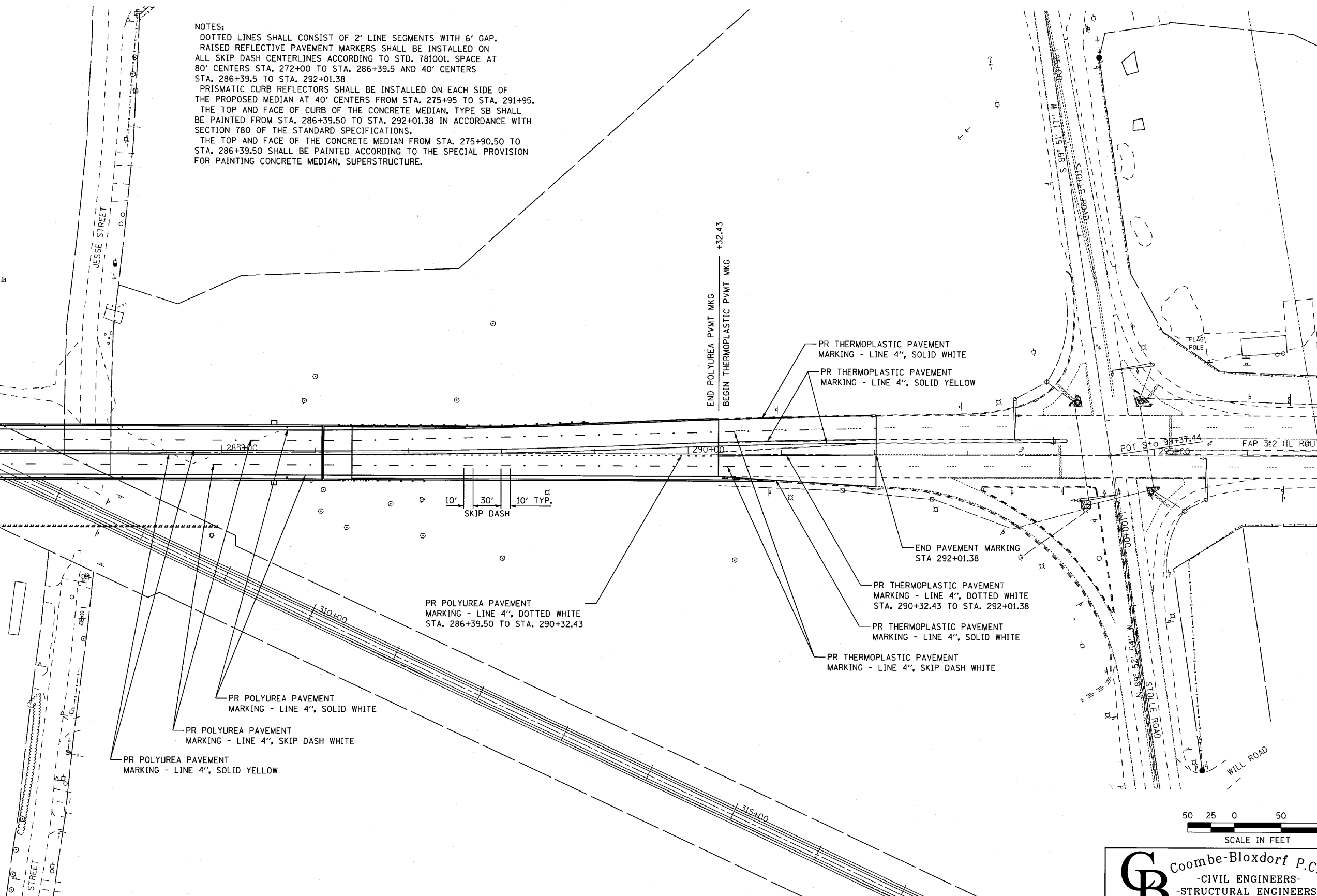
IL 3 PAVEMENT MARKING PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 268+00.00 TO STA. 282+00.00

F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 44
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 76882				

NOTES:
 DOTTED LINES SHALL CONSIST OF 2' LINE SEGMENTS WITH 6' GAP.
 RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ON ALL SKIP DASH CENTERLINES ACCORDING TO STD. 781001. SPACE AT 80' CENTERS STA. 272+00 TO STA. 286+39.5 AND 40' CENTERS STA. 286+39.5 TO STA. 292+01.38
 PRISMATIC CURB REFLECTORS SHALL BE INSTALLED ON EACH SIDE OF THE PROPOSED MEDIAN AT 40' CENTERS FROM STA. 275+95 TO STA. 291+95.
 THE TOP AND FACE OF CURB OF THE CONCRETE MEDIAN, TYPE SB SHALL BE PAINTED FROM STA. 286+39.50 TO STA. 292+01.38 IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS.
 THE TOP AND FACE OF THE CONCRETE MEDIAN FROM STA. 275+90.50 TO STA. 286+39.50 SHALL BE PAINTED ACCORDING TO THE SPECIAL PROVISION FOR PAINTING CONCRETE MEDIAN, SUPERSTRUCTURE.

MATCH LINE STA 282+00.00



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

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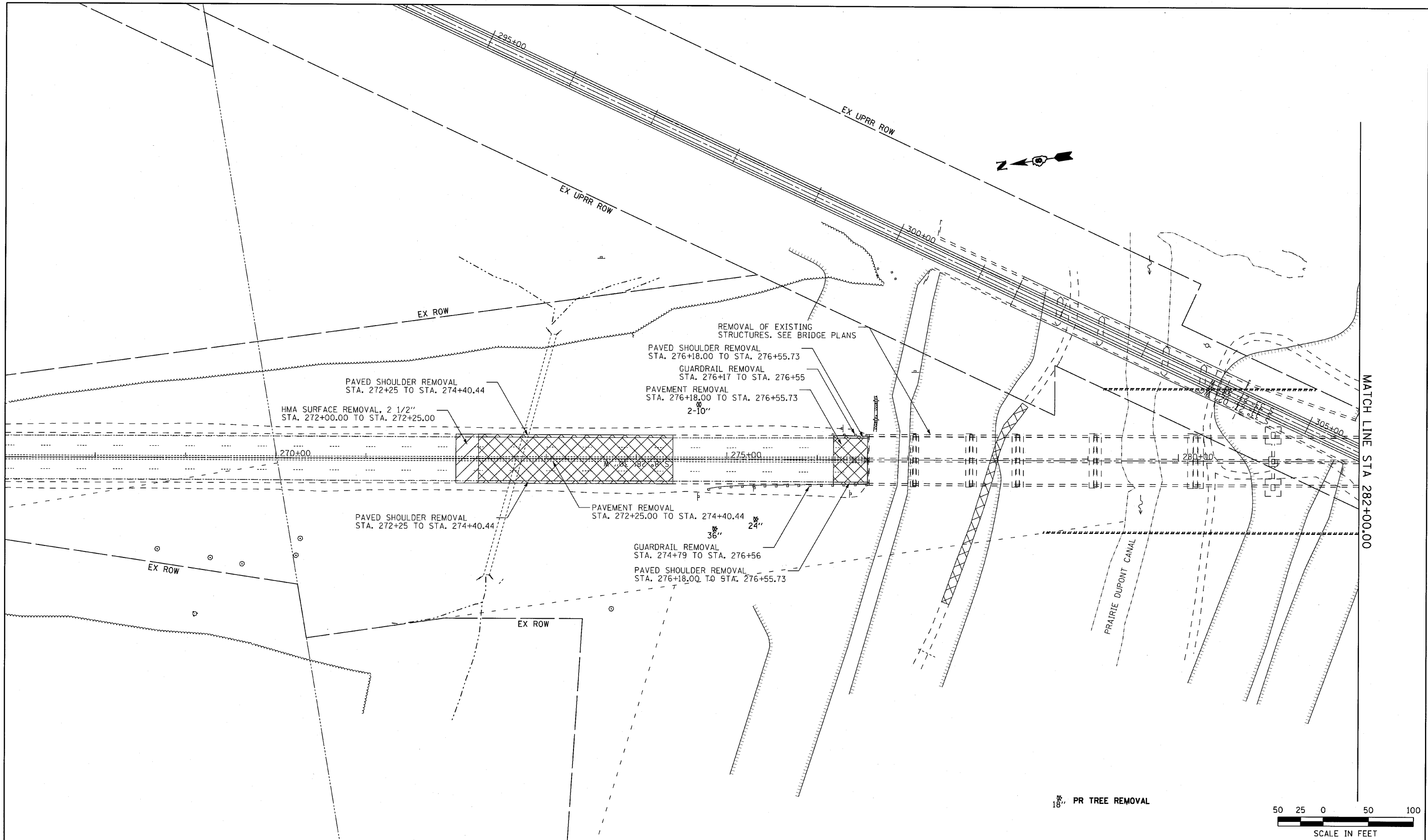
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

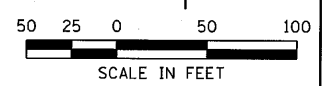
IL 3 PAVEMENT MARKING PLAN

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 282+00.00 TO STA. 296+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	45
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76882	



MATCH LINE STA 282+00.00



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- LAND SURVEYORS -
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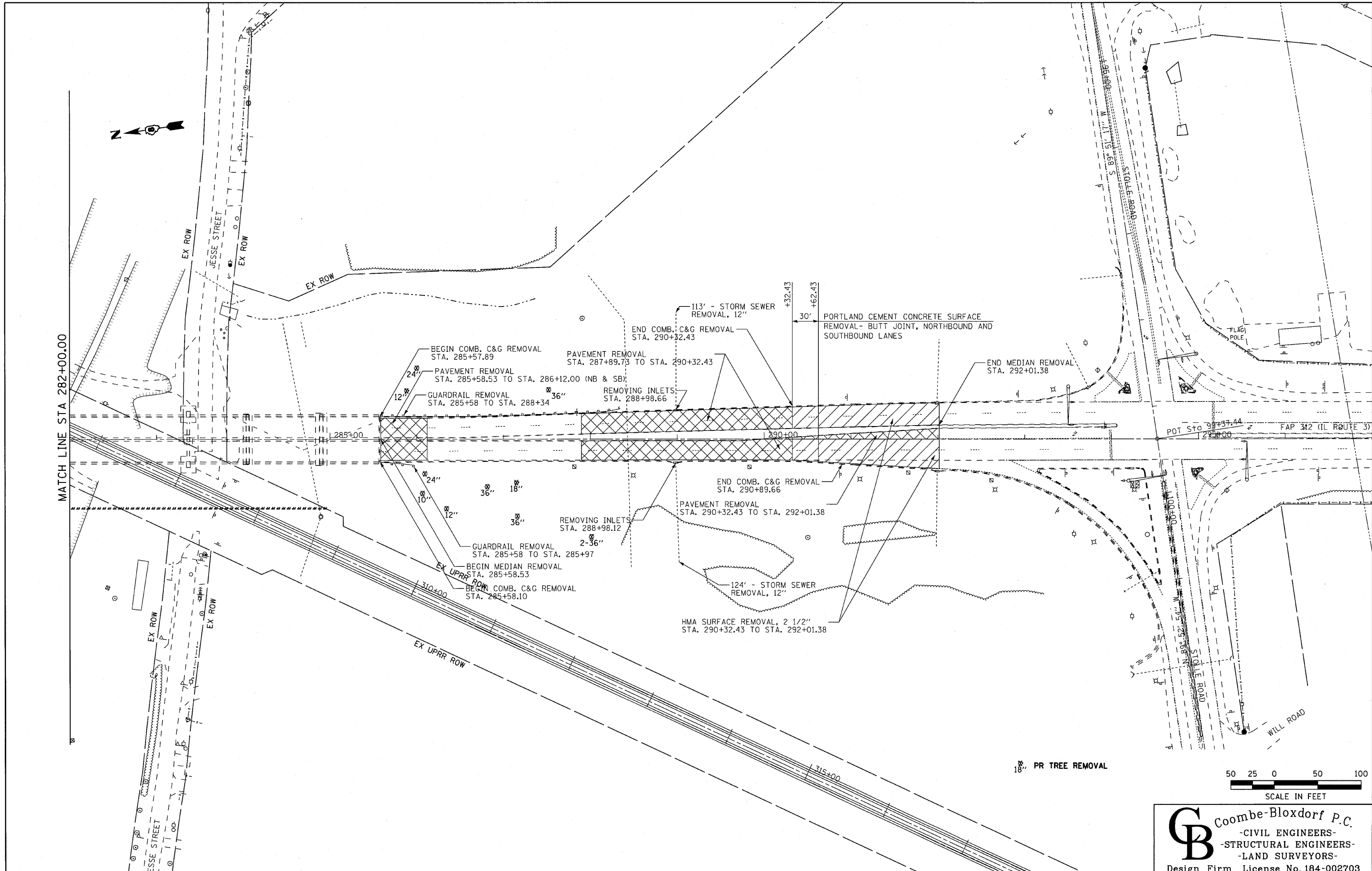
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PLOT DATE = 8/5/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 3 REMOVAL PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 268+00.00 TO STA. 282+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	46
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76882	



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

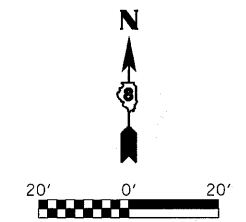
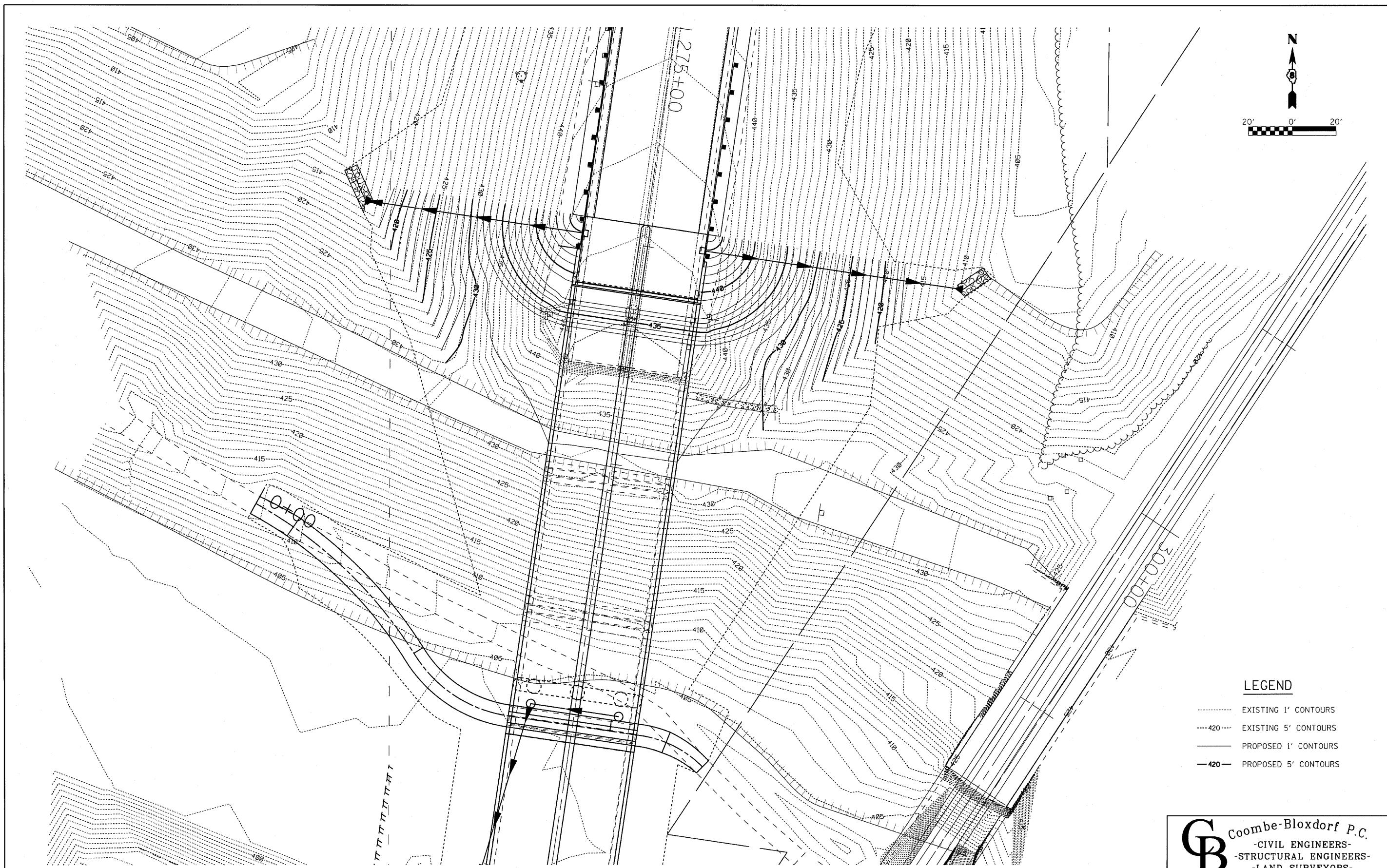
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	PLOT DATE = 8/6/2010	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 3 REMOVAL PLAN

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 282+00.00 TO STA. 296+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	47
			CONTRACT NO. 76882	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND

- EXISTING 1' CONTOURS
- EXISTING 5' CONTOURS
- PROPOSED 1' CONTOURS
- 420— PROPOSED 5' CONTOURS

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

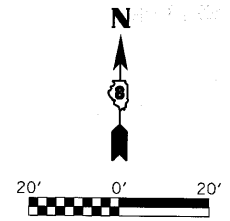
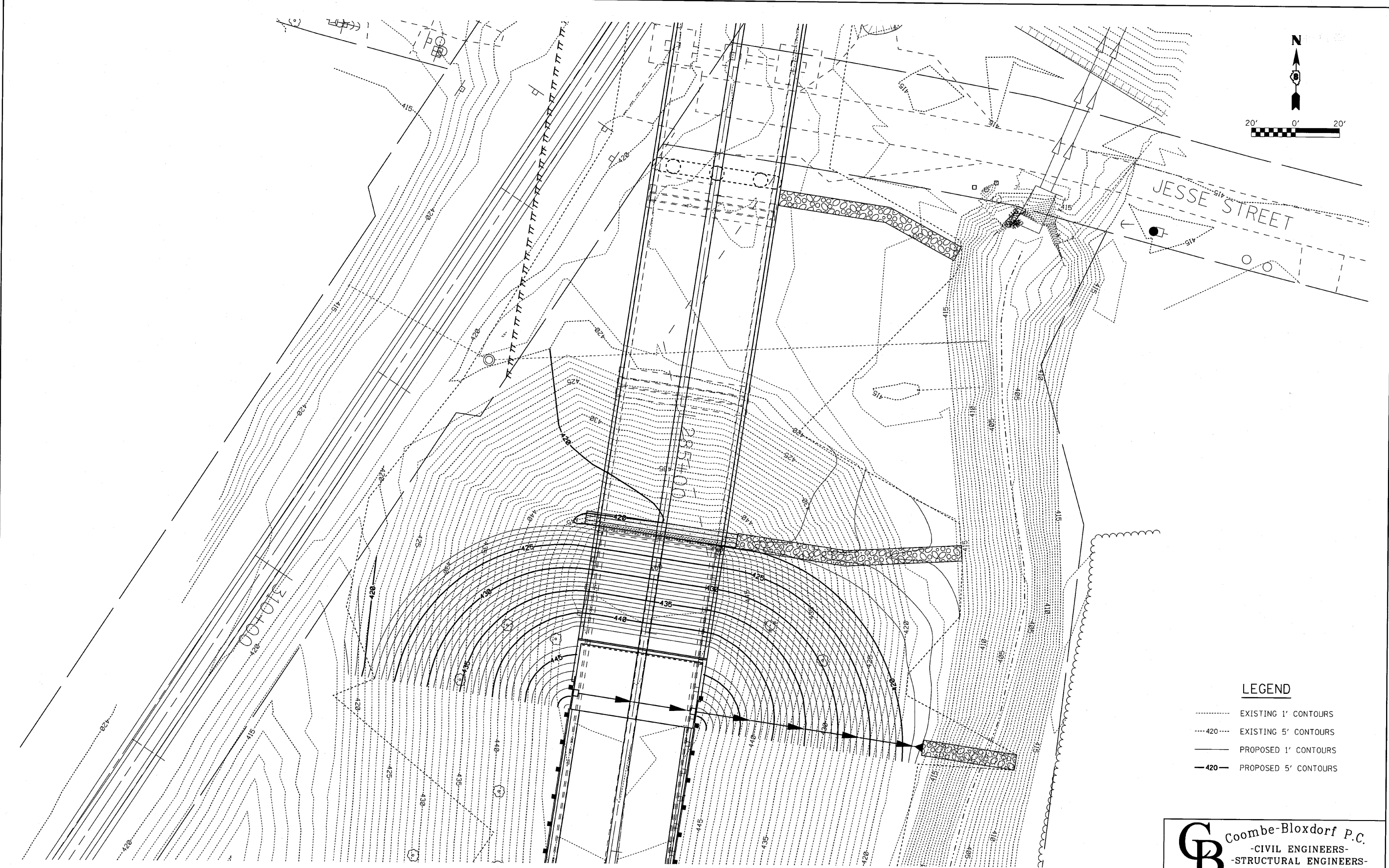
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	PLOT DATE = 8/5/2010	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GRADING PLAN NORTH ABUTMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	48
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76882	



JESSE STREET

LEGEND

- EXISTING 1' CONTOURS
- 420- EXISTING 5' CONTOURS
- PROPOSED 1' CONTOURS
- 420- PROPOSED 5' CONTOURS

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

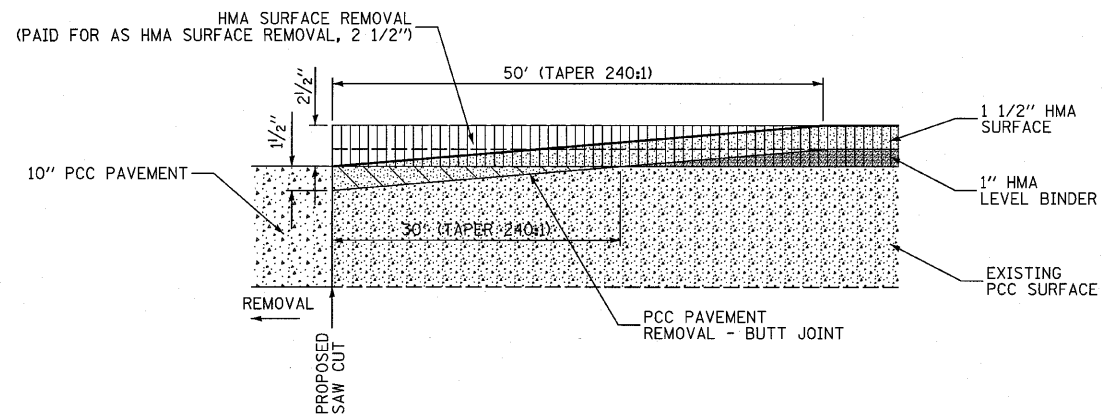
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GRADING PLAN SOUTH ABUTMENT

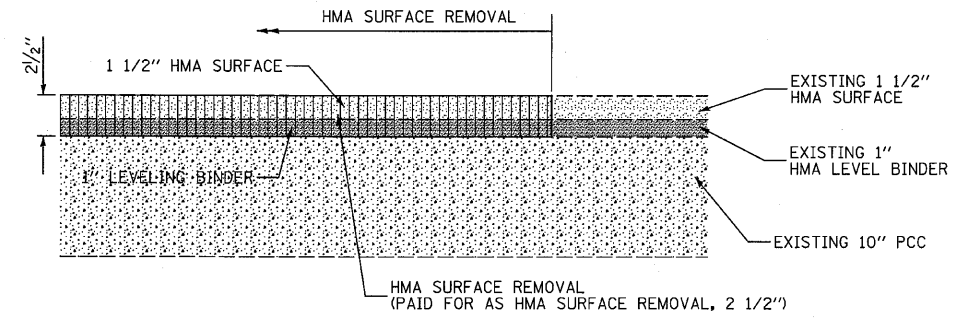
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76882	



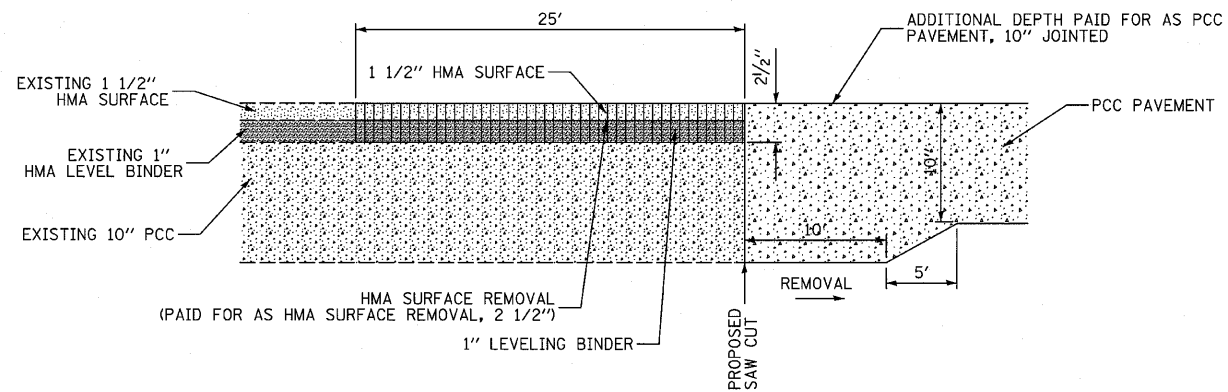
PAVEMENT TRANSITION

SOUTH TIE IN WITH EXISTING PCC SURFACE WITH HMA OVERLAY



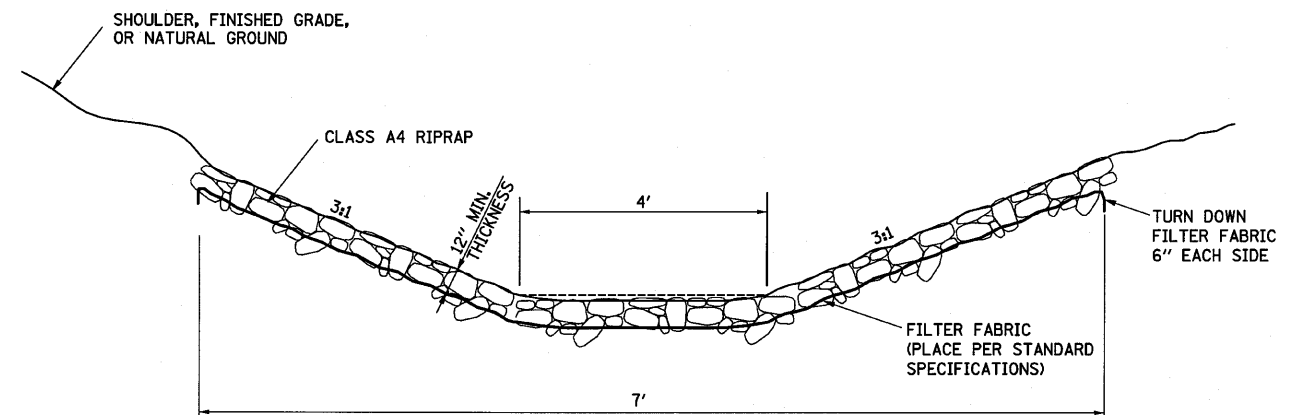
BUTT JOINT DETAIL

MAINLINE WITH HOT-MIX ASPHALT SURFACE REMOVAL



PAVEMENT TRANSITION

NORTH TIE IN WITH EXISTING PCC SURFACE WITH HMA OVERLAY



AGGREGATE DITCH

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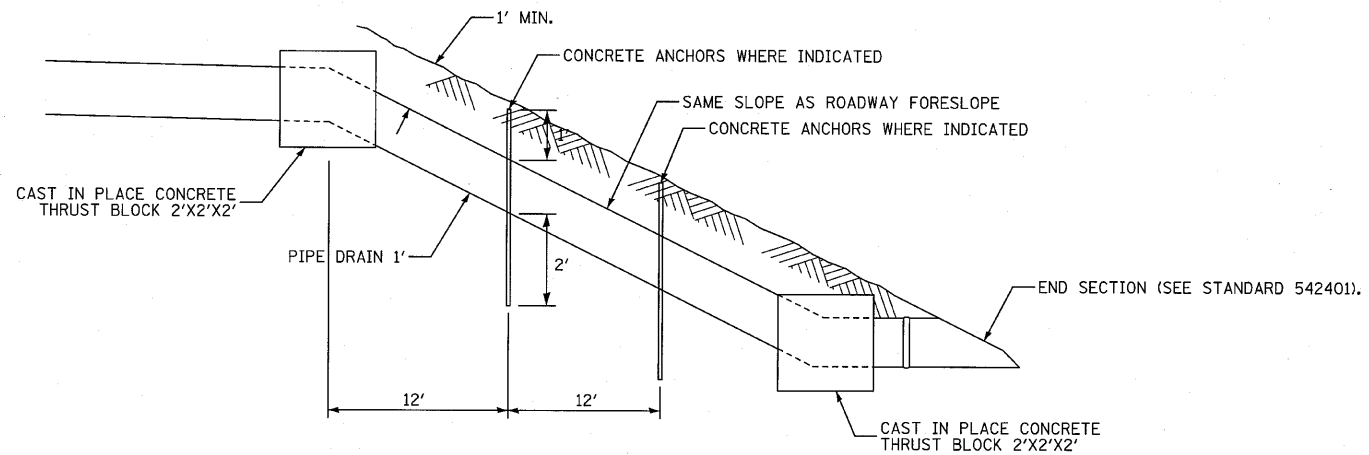
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HORNER & SHIRIN, INC.
 ENGINEERS

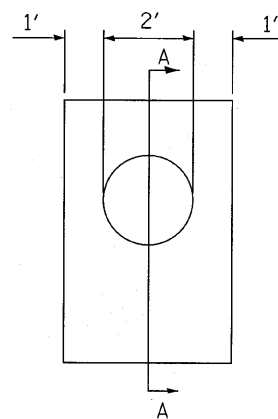
DETAILS
 IL 3

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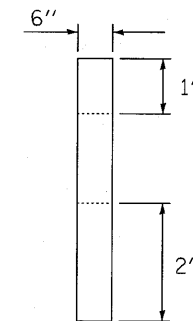
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CONTRACT NO. 76882				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



THRUST BLOCK DETAIL

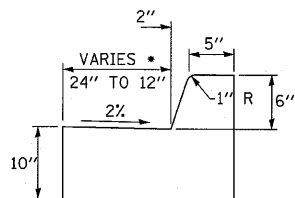


CONCRETE ANCHOR



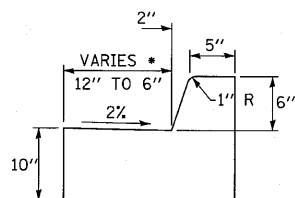
SECTION A-A

GUTTER FLAG WIDTH VARIES.



STA 287+67.11 TO 287+98.19 LEFT

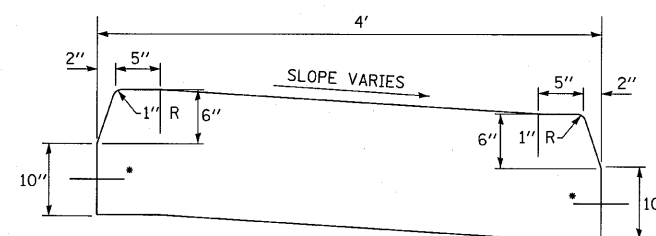
GUTTER FLAG WIDTH VARIES TO TIE INTO EXISTING CURB.



STA 290+22.52 TO 290+32.43 LEFT
STA 290+86.94 TO 290+89.66 RIGHT

**COMBINATION CONCRETE CURB & GUTTER,
TYPE B-6.12**

• VARYING GUTTER FLAG CURB PAID FOR AS COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12.



• TIE BARS PER STD 420001

CONCRETE MEDIAN, TYPE SB (SPECIAL)

JOINING OF MEDIAN SHALL CONFORM TO SEC. 606.09 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER &
SHIRIN, INC
ENGINEERS

DETAILS
IL 3

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	64-1VBR	ST. CLAIR	259	51
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76882	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 3/4 in. φ, holes 5/8 in. φ, unless otherwise noted.
Calculated weight of Structural Steel = 4,241,110 lbs. AASHTO M 270 Grade 50.
Calculated weight of Structural Steel = 138,540 lbs. AASHTO M 270 Grade 36.
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.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (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 Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See special Provision for "Cleaning and Painting New Metal Structures".

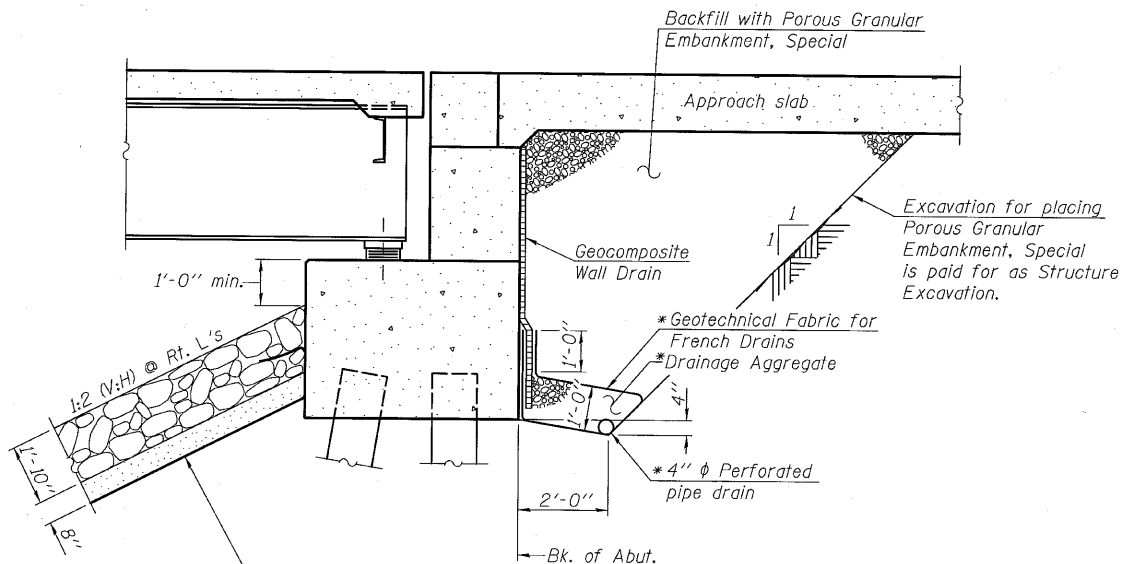
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Slip forming of the parapets is not allowed.
The Contractor is alerted that the camber and dead load deflection values shown within the drawings were developed based on the deck pouring sequence shown on sheet 16 of 48. Any deviation from this pouring sequence may require changes to the camber, dimensions, and elevations derived from the dead load deflections. If the Contractor elects to vary from the pouring sequence shown on the contract documents, an evaluation of the structure shall be performed by an Illinois Licensed Structural Engineer retained by the Contractor. Calculations and any revised details shall be submitted to the Engineer for review and approval.

The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by AISC. See special provision for "Erection of Complex Steel Structures".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		372	372
Stone Riprap, Class A5	Sq. Yd.		1,115	1,115
Filter Fabric	Sq. Yd.		1,553	1,553
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		861	861
Concrete Structures	Cu. Yd.		916.0	916.0
Concrete Superstructure	Cu. Yd.	2,057.4		2,057.4
Bridge Deck Grooving	Sq. Yd.	5,597		5,597
Protective Coat	Sq. Yd.	7,590		7,590
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	11,760		11,760
Reinforcement Bars	Pound		502,040	502,040
Reinforcement Bars, Epoxy Coated	Pound	581,030	135,020	716,050
Bar Splicers	Each		114	114
Slope Wall 4 Inch	Sq. Yd.		46	46
Bituminous Coated Aggregate Slopewall, 6"	Sq. Yd.		379	379
Furnishing Metal Shell Piles 14" x 0.312"	Foot		3,696	3,696
Driving Piles	Foot		3,696	3,696
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		1,353.8	1,353.8
Drilled Shaft in Rock	Cu. Yd.		122.4	122.4
Finger Plate Expansion Joint, 4"	Foot	112		112
Fabric Reinforced Elastomeric Trough	Foot	124		124
Elastomeric Bearing Assembly, Type III	Each	14		14
Anchor Bolts, 1/2"	Each	98		98
Concrete Sealer	Sq. Ft.		2,102	2,102
Geocomposite Wall Drain	Sq. Yd.		139	139
Pipe Underdrains for Structures 4"	Foot		166	166
Drainage Scuppers, DS-11	Each	18		18
High Load Multi-Rotational Bearings, Fixed - 800k	Each	7		7
High Load Multi-Rotational Bearings, Fixed - 1250k	Each	14		14
Mechanical Splicers	Each		792	792
Drainage System	L Sum	1		1

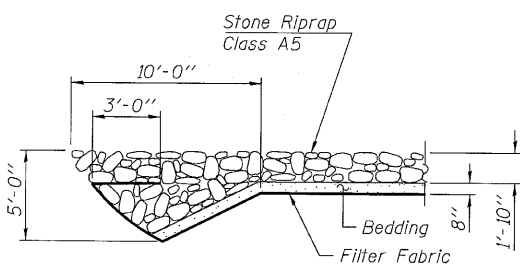


SECTION THRU PILE SUPPORTED
STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

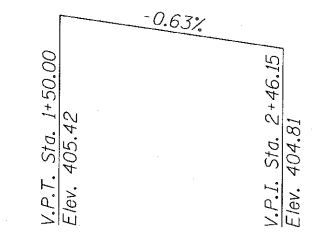
Stone Riprap, Class A5
at N. Abut., Bit. Coated
Aggregate Slopewall 6"
at S. Abut.



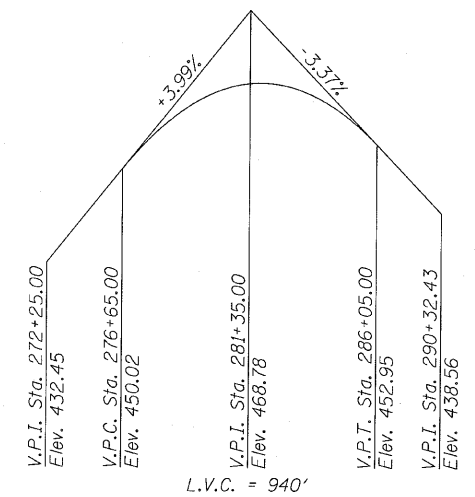
TOE STONE RIPRAP DETAIL
(On all 4 sides of Piers 1 & 2)

STATION 281+15.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. RT. 312 SEC. 64-1VBR
LOADING HL-93
STRUCTURE NO. 082-0038

NAME PLATE
See Std. 515001



PROFILE GRADE
(Along Q Metro East Levee Trial)



PROFILE GRADE
(2'-0" Left and 2'-0" Right of Q F.A.P. Rt. 312)

INDEX OF SHEETS

- General Plan
- 3. General Data
- Suggested Erection Sequence
- 5.-12. Top of Slab Elevations
- 14. Top of Approach Slab Elevations
- 16. Superstructure
- 18. Superstructure Details
- Approach Slab
- Approach Slab Details
- 24. Finger Plate Expansion Joint Details
25. Drainage Scupper, DS-11
- 28. Drainage System
- 30. Structural Steel
- 33. Structural Steel Details
- 35. Bearing Details
36. North Abutment
37. South Abutment
38. Abutment Details
- Pier 1
- Pier 2
- Pier 3
42. Metal Shell Pile Details
43. Bar Splicer Details
- 44.-48. Boring Logs

GENERAL DATA
STRUCTURE NO. 082-0038

WATERWAY INFORMATION

Drainage Area = 38.5 Low Grade Elev. 451.58 @ Sta. 277+06

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	12,000	3,571	3,610	414.33	0.03	0.01	414.36	414.34
Base	50	17,700	3,728	3,767	414.88	0.04	0.00	414.92	414.88
Overtopping	N/A	19,500	3,786	3,825	415.08	0.04	0.00	415.12	415.08
Max. Calc.	500	21,800	3,867	3,906	415.36	0.04	0.00	415.40	415.36

Waterway information includes 10 year Mississippi River backwater.

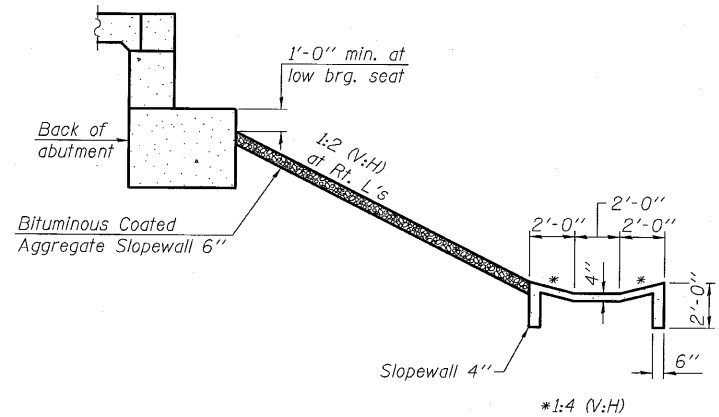
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.
	432.19	390.50	391.50	405.00	436.73



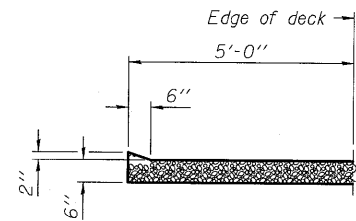
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48 SHEETS			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A

Note:
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. -W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION B-B

Sta. 290+00.00	Elev. 420.81
Sta. 291+00.00	Elev. 421.09
Sta. 292+00.00	Elev. 421.28
Sta. 293+00.00	Elev. 421.49
Sta. 294+00.00	Elev. 421.69
Sta. 295+00.00	Elev. 421.81
Sta. 296+00.00	Elev. 421.95
Sta. 297+00.00	Elev. 422.05
Sta. 298+00.00	Elev. 422.16
Sta. 299+00.00	Elev. 422.30
Sta. 300+00.00	Elev. 422.38
Sta. 301+00.00	Elev. 422.52
Sta. 302+00.00	Elev. 422.59
Sta. 303+00.00	Elev. 422.55
Sta. 304+00.00	Elev. 422.65
Sta. 305+00.00	Elev. 422.50
Sta. 306+00.00	Elev. 422.44
Sta. 307+00.00	Elev. 422.37
Sta. 308+00.00	Elev. 422.27
Sta. 309+00.00	Elev. 422.06
Sta. 310+00.00	Elev. 421.77
Sta. 311+00.00	Elev. 421.44
Sta. 312+00.00	Elev. 421.92
Sta. 313+00.00	Elev. 420.56
Sta. 314+00.00	Elev. 420.08
Sta. 315+00.00	Elev. 419.57
Sta. 316+00.00	Elev. 419.15
Sta. 317+00.00	Elev. 419.07
Sta. 318+00.00	Elev. 418.58

PROFILE GRADE

(Along southbound tracks of UPRR)

Sta. 290+00.00	Elev. 420.95
Sta. 291+00.00	Elev. 421.17
Sta. 292+00.00	Elev. 421.39
Sta. 293+00.00	Elev. 421.64
Sta. 294+00.00	Elev. 421.77
Sta. 295+00.00	Elev. 421.83
Sta. 296+00.00	Elev. 421.95
Sta. 297+00.00	Elev. 422.13
Sta. 298+00.00	Elev. 422.24
Sta. 299+00.00	Elev. 422.31
Sta. 300+00.00	Elev. 422.38
Sta. 301+00.00	Elev. 422.50
Sta. 302+00.00	Elev. 422.62
Sta. 303+00.00	Elev. 422.57
Sta. 304+00.00	Elev. 422.65
Sta. 305+00.00	Elev. 422.47
Sta. 306+00.00	Elev. 422.49
Sta. 307+00.00	Elev. 422.42
Sta. 308+00.00	Elev. 422.41
Sta. 309+00.00	Elev. 422.27
Sta. 310+00.00	Elev. 421.98
Sta. 311+00.00	Elev. 421.57
Sta. 312+00.00	Elev. 421.12
Sta. 313+00.00	Elev. 420.70
Sta. 314+00.00	Elev. 420.22
Sta. 315+00.00	Elev. 419.61
Sta. 316+00.00	Elev. 419.16
Sta. 317+00.00	Elev. 418.81
Sta. 318+00.00	Elev. 418.59

PROFILE GRADE

(Along northbound tracks of UPRR)

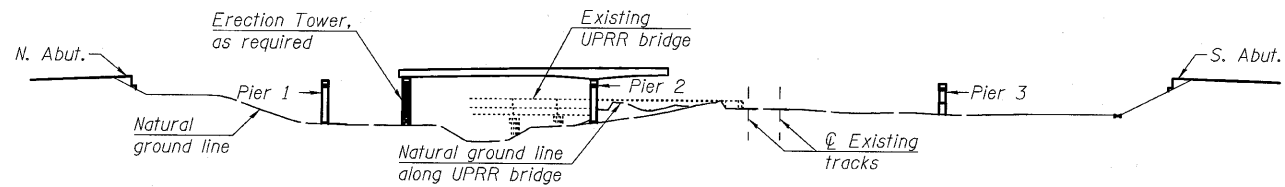
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CHECKED	KAK
DRAWN	EML
CHECKED	JJD

GENERAL DATA
STRUCTURE NO. 082-0038

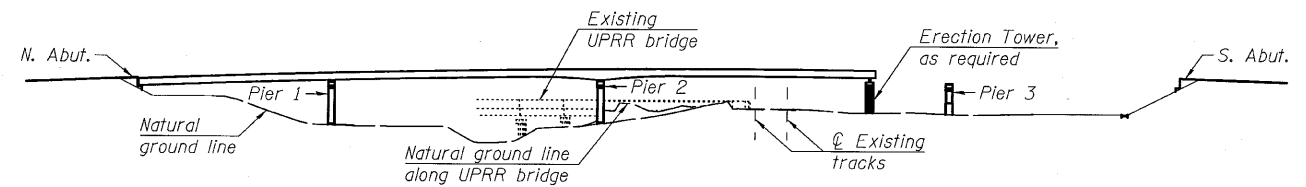
HORNER & SHIFRIN, INC.
ENGINEERS

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			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

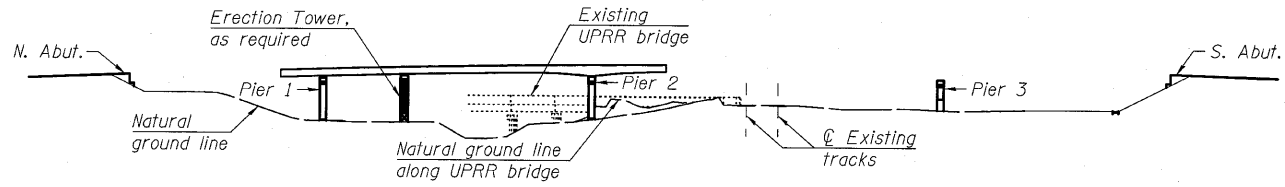
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ERECTION SEQUENCE 1

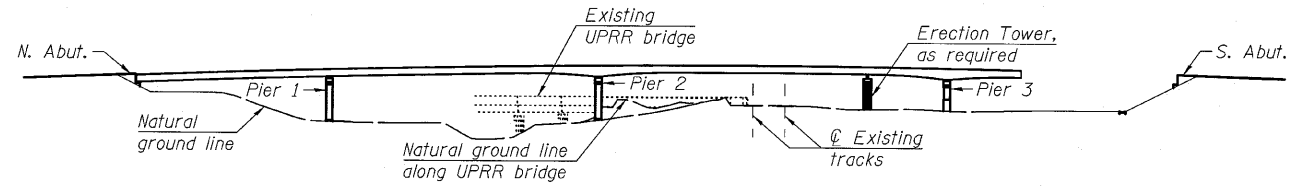


ERECTION SEQUENCE 4



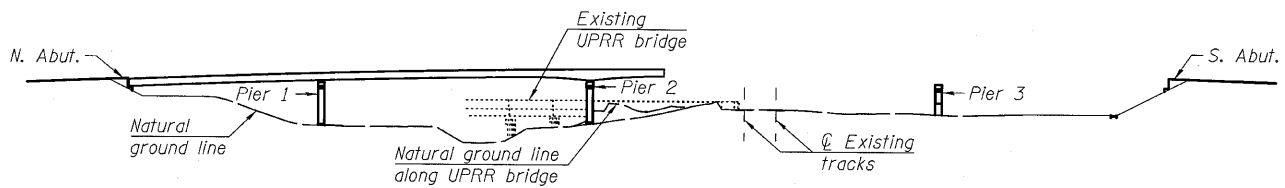
Erection tower shall not be removed until all girders are set and cross frames fully connected.

ERECTION SEQUENCE 2

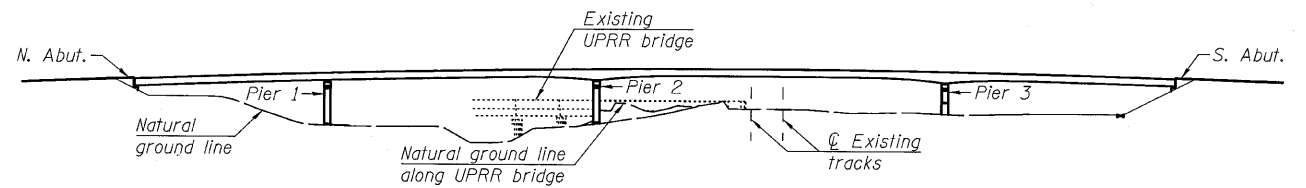


Erection tower shall not be removed until all girders are set and cross frames fully connected.

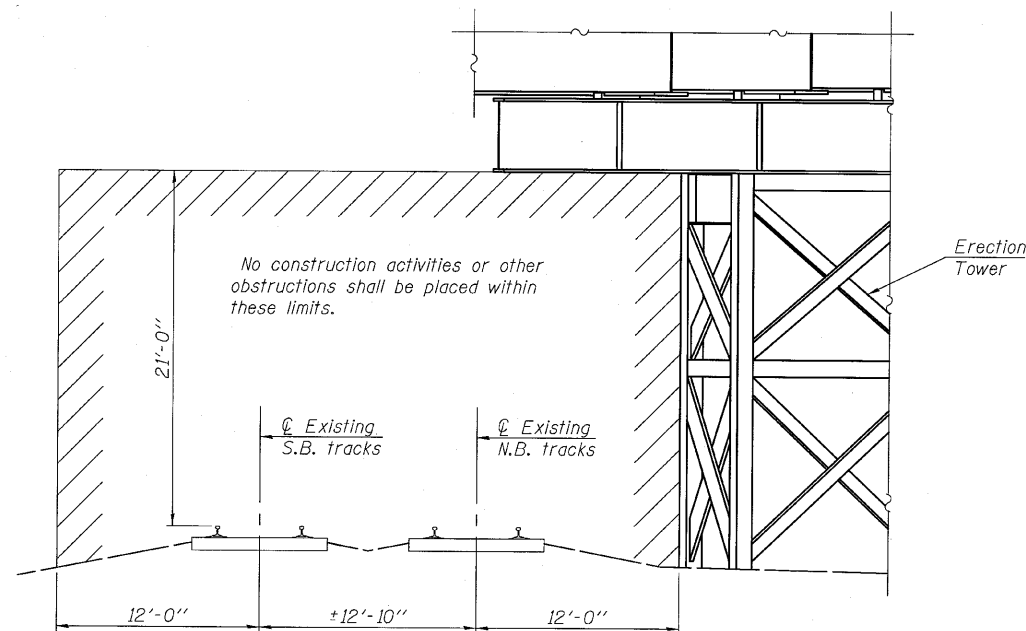
ERECTION SEQUENCE 5



ERECTION SEQUENCE 3



ERECTION SEQUENCE 6



CONSTRUCTION CLEARANCE DIAGRAM
(Horiz. dim. @ Rt. L's to \odot tracks)

Notes:
Erection sequences shown are suggested. Actual erection sequence will be to the Contractor's discretion and in accordance with the special provision "Erection of Complex Steel Structures".
Erection towers shown are for illustrative purposes only. Actual design of erection towers are the Contractor's responsibility in accordance with the special provision "Erection of Complex Steel Structures".

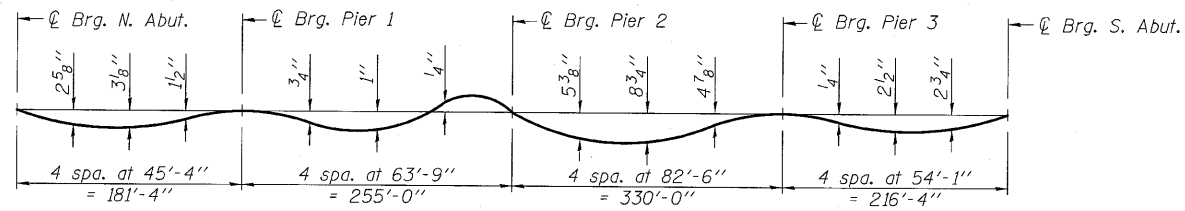
**SUGGESTED ERECTION SEQUENCE
STRUCTURE NO. 082-0038**

DESIGNED	EML
CHECKED	KAK
DRAWN	EML
CHECKED	JJD

**HORNER &
SHIFRIN, INC.
ENGINEERS**

SHEET NO. 4 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	56
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

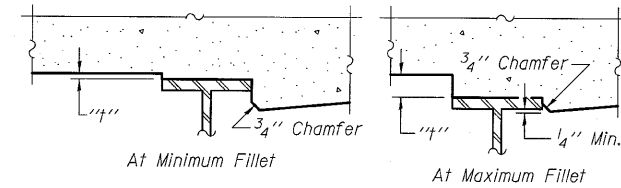


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

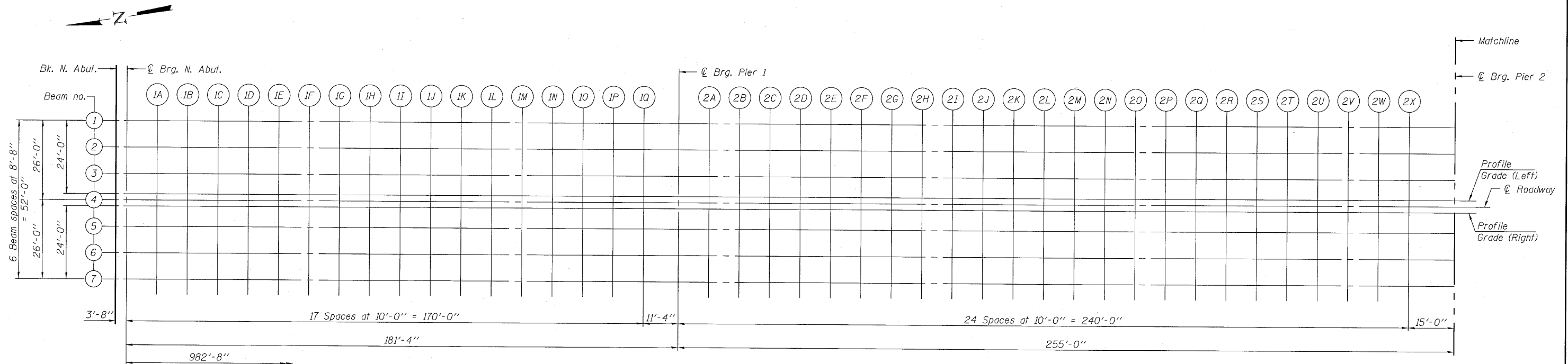
Note:

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 on sheets 7 thru 12 of 48.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below and on sheet 6 of 48. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 thru 12 of 48, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PARTIAL PLAN

Note:
See sheet 6 of 48 for spans 3 and 4.

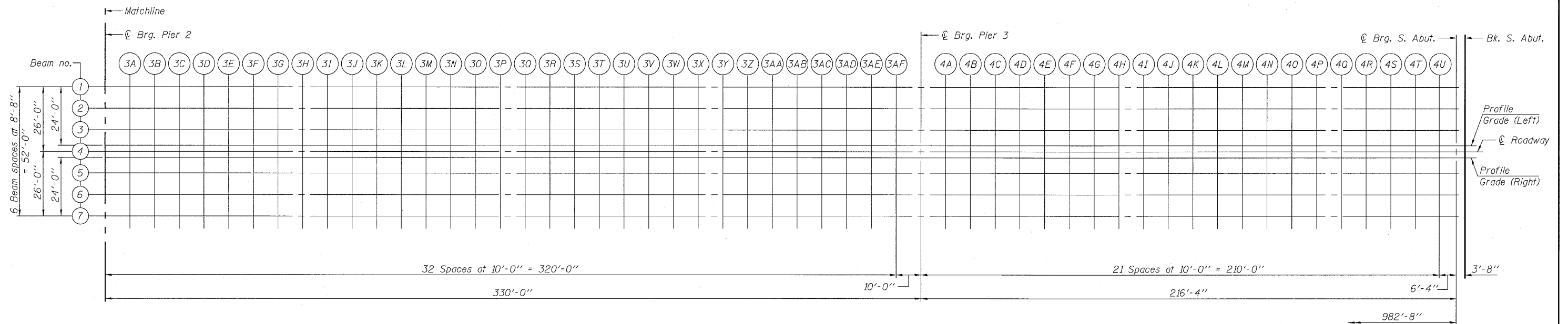
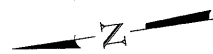
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CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

**TOP OF SLAB ELEVATIONS
SPANS 1 AND 2
STRUCTURE NO. 082-0038**

**HORNER & SHIFRIN, INC.
ENGINEERS**

SHEET NO. 5 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	57
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN

Note:
See sheet 5 of 48 for spans 1 and 2.

TOP OF SLAB ELEVATIONS
SPANS 3 AND 4
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 6 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	58
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	-26.00	447.72	447.72
⊙ Brg. N. Abut.	276+23.67	-26.00	447.86	447.86
1A	276+33.67	-26.00	448.26	448.32
1B	276+43.67	-26.00	448.66	448.77
1C	276+53.67	-26.00	449.06	449.22
1D	276+63.67	-26.00	449.46	449.66
1E	276+73.67	-26.00	449.86	450.09
1F	276+83.67	-26.00	450.25	450.50
1G	276+93.67	-26.00	450.63	450.90
1H	277+03.67	-26.00	451.00	451.27
1I	277+13.67	-26.00	451.37	451.63
1J	277+23.67	-26.00	451.73	451.97
1K	277+33.67	-26.00	452.08	452.29
1L	277+43.67	-26.00	452.42	452.60
1M	277+53.67	-26.00	452.75	452.90
1N	277+63.67	-26.00	453.08	453.19
1O	277+73.67	-26.00	453.40	453.47
1P	277+83.67	-26.00	453.71	453.75
1Q	277+93.67	-26.00	454.01	454.03
⊙ Brg. Pier 1	278+05.00	-26.00	454.34	454.34
2A	278+15.00	-26.00	454.63	454.62
2B	278+25.00	-26.00	454.90	454.90
2C	278+35.00	-26.00	455.17	455.18
2D	278+45.00	-26.00	455.44	455.46
2E	278+55.00	-26.00	455.69	455.73
2F	278+65.00	-26.00	455.94	455.99
2G	278+75.00	-26.00	456.18	456.25
2H	278+85.00	-26.00	456.41	456.49
2I	278+95.00	-26.00	456.63	456.72
2J	279+05.00	-26.00	456.84	456.94
2K	279+15.00	-26.00	457.05	457.15
2L	279+25.00	-26.00	457.25	457.35
2M	279+35.00	-26.00	457.44	457.53
2N	279+45.00	-26.00	457.63	457.70
2O	279+55.00	-26.00	457.80	457.86
2P	279+65.00	-26.00	457.97	458.01
2Q	279+75.00	-26.00	458.13	458.15
2R	279+85.00	-26.00	458.28	458.28
2S	279+95.00	-26.00	458.43	458.41
2T	280+05.00	-26.00	458.57	458.53
2U	280+15.00	-26.00	458.69	458.65
2V	280+25.00	-26.00	458.82	458.77
2W	280+35.00	-26.00	458.93	458.89
2X	280+45.00	-26.00	459.03	459.00
⊙ Brg. Pier 2	280+60.00	-26.00	459.18	459.18

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	-17.33	447.90	447.90
⊙ Brg. N. Abut.	276+23.67	-17.33	448.04	448.04
1A	276+33.67	-17.33	448.44	448.50
1B	276+43.67	-17.33	448.84	448.95
1C	276+53.67	-17.33	449.24	449.40
1D	276+63.67	-17.33	449.64	449.84
1E	276+73.67	-17.33	450.04	450.27
1F	276+83.67	-17.33	450.43	450.68
1G	276+93.67	-17.33	450.81	451.08
1H	277+03.67	-17.33	451.19	451.45
1I	277+13.67	-17.33	451.55	451.81
1J	277+23.67	-17.33	451.91	452.15
1K	277+33.67	-17.33	452.26	452.47
1L	277+43.67	-17.33	452.60	452.78
1M	277+53.67	-17.33	452.93	453.08
1N	277+63.67	-17.33	453.26	453.37
1O	277+73.67	-17.33	453.58	453.65
1P	277+83.67	-17.33	453.89	453.93
1Q	277+93.67	-17.33	454.19	454.21
⊙ Brg. Pier 1	278+05.00	-17.33	454.52	454.52
2A	278+15.00	-17.33	454.81	454.80
2B	278+25.00	-17.33	455.08	455.08
2C	278+35.00	-17.33	455.35	455.36
2D	278+45.00	-17.33	455.62	455.64
2E	278+55.00	-17.33	455.87	455.91
2F	278+65.00	-17.33	456.12	456.17
2G	278+75.00	-17.33	456.36	456.43
2H	278+85.00	-17.33	456.59	456.67
2I	278+95.00	-17.33	456.81	456.90
2J	279+05.00	-17.33	457.03	457.12
2K	279+15.00	-17.33	457.23	457.33
2L	279+25.00	-17.33	457.43	457.53
2M	279+35.00	-17.33	457.62	457.71
2N	279+45.00	-17.33	457.81	457.88
2O	279+55.00	-17.33	457.98	458.04
2P	279+65.00	-17.33	458.15	458.19
2Q	279+75.00	-17.33	458.31	458.33
2R	279+85.00	-17.33	458.46	458.46
2S	279+95.00	-17.33	458.61	458.59
2T	280+05.00	-17.33	458.75	458.71
2U	280+15.00	-17.33	458.88	458.83
2V	280+25.00	-17.33	459.00	458.95
2W	280+35.00	-17.33	459.11	459.07
2X	280+45.00	-17.33	459.22	459.18
⊙ Brg. Pier 2	280+60.00	-17.33	459.36	459.36

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	-8.67	448.08	448.08
⊙ Brg. N. Abut.	276+23.67	-8.67	448.22	448.22
1A	276+33.67	-8.67	448.62	448.68
1B	276+43.67	-8.67	449.02	449.13
1C	276+53.67	-8.67	449.42	449.58
1D	276+63.67	-8.67	449.82	450.02
1E	276+73.67	-8.67	450.22	450.45
1F	276+83.67	-8.67	450.61	450.87
1G	276+93.67	-8.67	450.99	451.26
1H	277+03.67	-8.67	451.37	451.63
1I	277+13.67	-8.67	451.73	451.99
1J	277+23.67	-8.67	452.09	452.33
1K	277+33.67	-8.67	452.44	452.65
1L	277+43.67	-8.67	452.78	452.96
1M	277+53.67	-8.67	453.11	453.26
1N	277+63.67	-8.67	453.44	453.55
1O	277+73.67	-8.67	453.76	453.84
1P	277+83.67	-8.67	454.07	454.11
1Q	277+93.67	-8.67	454.37	454.39
⊙ Brg. Pier 1	278+05.00	-8.67	454.70	454.70
2A	278+15.00	-8.67	454.99	454.98
2B	278+25.00	-8.67	455.27	455.27
2C	278+35.00	-8.67	455.54	455.55
2D	278+45.00	-8.67	455.80	455.82
2E	278+55.00	-8.67	456.05	456.09
2F	278+65.00	-8.67	456.30	456.35
2G	278+75.00	-8.67	456.54	456.61
2H	278+85.00	-8.67	456.77	456.85
2I	278+95.00	-8.67	456.99	457.08
2J	279+05.00	-8.67	457.21	457.31
2K	279+15.00	-8.67	457.41	457.51
2L	279+25.00	-8.67	457.61	457.71
2M	279+35.00	-8.67	457.80	457.89
2N	279+45.00	-8.67	457.99	458.06
2O	279+55.00	-8.67	458.16	458.22
2P	279+65.00	-8.67	458.33	458.37
2Q	279+75.00	-8.67	458.49	458.51
2R	279+85.00	-8.67	458.65	458.64
2S	279+95.00	-8.67	458.79	458.77
2T	280+05.00	-8.67	458.93	458.89
2U	280+15.00	-8.67	459.06	459.01
2V	280+25.00	-8.67	459.18	459.13
2W	280+35.00	-8.67	459.29	459.25
2X	280+45.00	-8.67	459.40	459.36
⊙ Brg. Pier 2	280+60.00	-8.67	459.54	459.54

Note:
All offsets based off ⊙ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.

TOP OF SLAB ELEVATIONS
SPANS 1 AND 2
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 7 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	59
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE GRADE (LEFT)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	-2.00	448.22	448.22
☉ Brg. N. Abut.	276+23.67	-2.00	448.36	448.36
1A	276+33.67	-2.00	448.76	448.82
1B	276+43.67	-2.00	449.16	449.27
1C	276+53.67	-2.00	449.56	449.72
1D	276+63.67	-2.00	449.96	450.16
1E	276+73.67	-2.00	450.36	450.59
1F	276+83.67	-2.00	450.75	451.00
1G	276+93.67	-2.00	451.13	451.40
1H	277+03.67	-2.00	451.50	451.77
1I	277+13.67	-2.00	451.87	452.13
1J	277+23.67	-2.00	452.23	452.47
1K	277+33.67	-2.00	452.58	452.79
1L	277+43.67	-2.00	452.92	453.10
1M	277+53.67	-2.00	453.25	453.40
1N	277+63.67	-2.00	453.58	453.69
1O	277+73.67	-2.00	453.90	453.97
1P	277+83.67	-2.00	454.21	454.25
1Q	277+93.67	-2.00	454.51	454.53
☉ Brg. Pier 1	278+05.00	-2.00	454.84	454.84
2A	278+15.00	-2.00	455.13	455.12
2B	278+25.00	-2.00	455.40	455.40
2C	278+35.00	-2.00	455.67	455.68
2D	278+45.00	-2.00	455.94	455.96
2E	278+55.00	-2.00	456.19	456.23
2F	278+65.00	-2.00	456.44	456.49
2G	278+75.00	-2.00	456.68	456.75
2H	278+85.00	-2.00	456.91	456.99
2I	278+95.00	-2.00	457.13	457.22
2J	279+05.00	-2.00	457.34	457.44
2K	279+15.00	-2.00	457.55	457.65
2L	279+25.00	-2.00	457.75	457.85
2M	279+35.00	-2.00	457.94	458.03
2N	279+45.00	-2.00	458.13	458.20
2O	279+55.00	-2.00	458.30	458.36
2P	279+65.00	-2.00	458.47	458.50
2Q	279+75.00	-2.00	458.63	458.65
2R	279+85.00	-2.00	458.78	458.78
2S	279+95.00	-2.00	458.93	458.91
2T	280+05.00	-2.00	459.07	459.03
2U	280+15.00	-2.00	459.19	459.15
2V	280+25.00	-2.00	459.32	459.27
2W	280+35.00	-2.00	459.43	459.39
2X	280+45.00	-2.00	459.53	459.50
☉ Brg. Pier 2	280+60.00	-2.00	459.68	459.68

☉ ROADWAY AND BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	0.00	448.26	448.26
☉ Brg. N. Abut.	276+23.67	0.00	448.40	448.40
1A	276+33.67	0.00	448.80	448.86
1B	276+43.67	0.00	449.20	449.31
1C	276+53.67	0.00	449.60	449.76
1D	276+63.67	0.00	450.00	450.20
1E	276+73.67	0.00	450.40	450.63
1F	276+83.67	0.00	450.79	451.05
1G	276+93.67	0.00	451.17	451.44
1H	277+03.67	0.00	451.55	451.81
1I	277+13.67	0.00	451.91	452.17
1J	277+23.67	0.00	452.27	452.51
1K	277+33.67	0.00	452.62	452.84
1L	277+43.67	0.00	452.96	453.15
1M	277+53.67	0.00	453.29	453.44
1N	277+63.67	0.00	453.62	453.73
1O	277+73.67	0.00	453.94	454.02
1P	277+83.67	0.00	454.25	454.29
1Q	277+93.67	0.00	454.55	454.57
☉ Brg. Pier 1	278+05.00	0.00	454.88	454.88
2A	278+15.00	0.00	455.17	455.16
2B	278+25.00	0.00	455.45	455.45
2C	278+35.00	0.00	455.72	455.73
2D	278+45.00	0.00	455.98	456.00
2E	278+55.00	0.00	456.23	456.27
2F	278+65.00	0.00	456.48	456.53
2G	278+75.00	0.00	456.72	456.79
2H	278+85.00	0.00	456.95	457.03
2I	278+95.00	0.00	457.17	457.27
2J	279+05.00	0.00	457.39	457.49
2K	279+15.00	0.00	457.59	457.69
2L	279+25.00	0.00	457.79	457.89
2M	279+35.00	0.00	457.98	458.07
2N	279+45.00	0.00	458.17	458.24
2O	279+55.00	0.00	458.34	458.40
2P	279+65.00	0.00	458.51	458.55
2Q	279+75.00	0.00	458.67	458.69
2R	279+85.00	0.00	458.83	458.82
2S	279+95.00	0.00	458.97	458.95
2T	280+05.00	0.00	459.11	459.07
2U	280+15.00	0.00	459.24	459.19
2V	280+25.00	0.00	459.36	459.31
2W	280+35.00	0.00	459.47	459.43
2X	280+45.00	0.00	459.58	459.54
☉ Brg. Pier 2	280+60.00	0.00	459.72	459.72

PROFILE GRADE (RIGHT)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	2.00	448.22	448.22
☉ Brg. N. Abut.	276+23.67	2.00	448.36	448.36
1A	276+33.67	2.00	448.76	448.82
1B	276+43.67	2.00	449.16	449.27
1C	276+53.67	2.00	449.56	449.72
1D	276+63.67	2.00	449.96	450.16
1E	276+73.67	2.00	450.36	450.59
1F	276+83.67	2.00	450.75	451.00
1G	276+93.67	2.00	451.13	451.40
1H	277+03.67	2.00	451.50	451.77
1I	277+13.67	2.00	451.87	452.13
1J	277+23.67	2.00	452.23	452.47
1K	277+33.67	2.00	452.58	452.79
1L	277+43.67	2.00	452.92	453.10
1M	277+53.67	2.00	453.25	453.40
1N	277+63.67	2.00	453.58	453.69
1O	277+73.67	2.00	453.90	453.97
1P	277+83.67	2.00	454.21	454.25
1Q	277+93.67	2.00	454.51	454.53
☉ Brg. Pier 1	278+05.00	2.00	454.84	454.84
2A	278+15.00	2.00	455.13	455.12
2B	278+25.00	2.00	455.40	455.40
2C	278+35.00	2.00	455.67	455.68
2D	278+45.00	2.00	455.94	455.96
2E	278+55.00	2.00	456.19	456.23
2F	278+65.00	2.00	456.44	456.49
2G	278+75.00	2.00	456.68	456.75
2H	278+85.00	2.00	456.91	456.99
2I	278+95.00	2.00	457.13	457.22
2J	279+05.00	2.00	457.34	457.44
2K	279+15.00	2.00	457.55	457.65
2L	279+25.00	2.00	457.75	457.85
2M	279+35.00	2.00	457.94	458.03
2N	279+45.00	2.00	458.13	458.20
2O	279+55.00	2.00	458.30	458.36
2P	279+65.00	2.00	458.47	458.50
2Q	279+75.00	2.00	458.63	458.65
2R	279+85.00	2.00	458.78	458.78
2S	279+95.00	2.00	458.93	458.91
2T	280+05.00	2.00	459.07	459.03
2U	280+15.00	2.00	459.19	459.15
2V	280+25.00	2.00	459.32	459.27
2W	280+35.00	2.00	459.43	459.39
2X	280+45.00	2.00	459.53	459.50
☉ Brg. Pier 2	280+60.00	2.00	459.68	459.68

Note:
All offsets based off ☉ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.

TOP OF SLAB ELEVATIONS
SPANS 1 AND 2
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	60
48 SHEETS	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	8.67	448.08	448.08
⊕ Brg. N. Abut.	276+23.67	8.67	448.22	448.22
1A	276+33.67	8.67	448.62	448.68
1B	276+43.67	8.67	449.02	449.13
1C	276+53.67	8.67	449.42	449.58
1D	276+63.67	8.67	449.82	450.02
1E	276+73.67	8.67	450.22	450.45
1F	276+83.67	8.67	450.61	450.87
1G	276+93.67	8.67	450.99	451.26
1H	277+03.67	8.67	451.37	451.63
1I	277+13.67	8.67	451.73	451.99
1J	277+23.67	8.67	452.09	452.33
1K	277+33.67	8.67	452.44	452.65
1L	277+43.67	8.67	452.78	452.96
1M	277+53.67	8.67	453.11	453.26
1N	277+63.67	8.67	453.44	453.55
1O	277+73.67	8.67	453.76	453.84
1P	277+83.67	8.67	454.07	454.11
1Q	277+93.67	8.67	454.37	454.39
⊕ Brg. Pier 1	278+05.00	8.67	454.70	454.70
2A	278+15.00	8.67	454.99	454.98
2B	278+25.00	8.67	455.27	455.27
2C	278+35.00	8.67	455.54	455.55
2D	278+45.00	8.67	455.80	455.82
2E	278+55.00	8.67	456.05	456.09
2F	278+65.00	8.67	456.30	456.35
2G	278+75.00	8.67	456.54	456.61
2H	278+85.00	8.67	456.77	456.85
2I	278+95.00	8.67	456.99	457.08
2J	279+05.00	8.67	457.21	457.31
2K	279+15.00	8.67	457.41	457.51
2L	279+25.00	8.67	457.61	457.71
2M	279+35.00	8.67	457.80	457.89
2N	279+45.00	8.67	457.99	458.06
2O	279+55.00	8.67	458.16	458.22
2P	279+65.00	8.67	458.33	458.37
2Q	279+75.00	8.67	458.49	458.51
2R	279+85.00	8.67	458.65	458.64
2S	279+95.00	8.67	458.79	458.77
2T	280+05.00	8.67	458.93	458.89
2U	280+15.00	8.67	459.06	459.01
2V	280+25.00	8.67	459.18	459.13
2W	280+35.00	8.67	459.29	459.25
2X	280+45.00	8.67	459.40	459.36
⊕ Brg. Pier 2	280+60.00	8.67	459.54	459.54

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	17.33	447.90	447.90
⊕ Brg. N. Abut.	276+23.67	17.33	448.04	448.04
1A	276+33.67	17.33	448.44	448.50
1B	276+43.67	17.33	448.84	448.95
1C	276+53.67	17.33	449.24	449.40
1D	276+63.67	17.33	449.64	449.84
1E	276+73.67	17.33	450.04	450.27
1F	276+83.67	17.33	450.43	450.68
1G	276+93.67	17.33	450.81	451.08
1H	277+03.67	17.33	451.19	451.45
1I	277+13.67	17.33	451.55	451.81
1J	277+23.67	17.33	451.91	452.15
1K	277+33.67	17.33	452.26	452.47
1L	277+43.67	17.33	452.60	452.78
1M	277+53.67	17.33	452.93	453.08
1N	277+63.67	17.33	453.26	453.37
1O	277+73.67	17.33	453.58	453.65
1P	277+83.67	17.33	453.89	453.93
1Q	277+93.67	17.33	454.19	454.21
⊕ Brg. Pier 1	278+05.00	17.33	454.52	454.52
2A	278+15.00	17.33	454.81	454.80
2B	278+25.00	17.33	455.08	455.08
2C	278+35.00	17.33	455.35	455.36
2D	278+45.00	17.33	455.62	455.64
2E	278+55.00	17.33	455.87	455.91
2F	278+65.00	17.33	456.12	456.17
2G	278+75.00	17.33	456.36	456.43
2H	278+85.00	17.33	456.59	456.67
2I	278+95.00	17.33	456.81	456.90
2J	279+05.00	17.33	457.03	457.12
2K	279+15.00	17.33	457.23	457.33
2L	279+25.00	17.33	457.43	457.53
2M	279+35.00	17.33	457.62	457.71
2N	279+45.00	17.33	457.81	457.88
2O	279+55.00	17.33	457.98	458.04
2P	279+65.00	17.33	458.15	458.19
2Q	279+75.00	17.33	458.31	458.33
2R	279+85.00	17.33	458.46	458.46
2S	279+95.00	17.33	458.61	458.59
2T	280+05.00	17.33	458.75	458.71
2U	280+15.00	17.33	458.88	458.83
2V	280+25.00	17.33	459.00	458.95
2W	280+35.00	17.33	459.11	459.07
2X	280+45.00	17.33	459.22	459.18
⊕ Brg. Pier 2	280+60.00	17.33	459.36	459.36

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	276+20.00	26.00	447.72	447.72
⊕ Brg. N. Abut.	276+23.67	26.00	447.86	447.86
1A	276+33.67	26.00	448.26	448.32
1B	276+43.67	26.00	448.66	448.77
1C	276+53.67	26.00	449.06	449.22
1D	276+63.67	26.00	449.46	449.66
1E	276+73.67	26.00	449.86	450.09
1F	276+83.67	26.00	450.25	450.50
1G	276+93.67	26.00	450.63	450.90
1H	277+03.67	26.00	451.00	451.27
1I	277+13.67	26.00	451.37	451.63
1J	277+23.67	26.00	451.73	451.97
1K	277+33.67	26.00	452.08	452.29
1L	277+43.67	26.00	452.42	452.60
1M	277+53.67	26.00	452.75	452.90
1N	277+63.67	26.00	453.08	453.19
1O	277+73.67	26.00	453.40	453.47
1P	277+83.67	26.00	453.71	453.75
1Q	277+93.67	26.00	454.01	454.03
⊕ Brg. Pier 1	278+05.00	26.00	454.34	454.34
2A	278+15.00	26.00	454.63	454.62
2B	278+25.00	26.00	454.90	454.90
2C	278+35.00	26.00	455.17	455.18
2D	278+45.00	26.00	455.44	455.46
2E	278+55.00	26.00	455.69	455.73
2F	278+65.00	26.00	455.94	455.99
2G	278+75.00	26.00	456.18	456.25
2H	278+85.00	26.00	456.41	456.49
2I	278+95.00	26.00	456.63	456.72
2J	279+05.00	26.00	456.84	456.94
2K	279+15.00	26.00	457.05	457.15
2L	279+25.00	26.00	457.25	457.35
2M	279+35.00	26.00	457.44	457.53
2N	279+45.00	26.00	457.63	457.70
2O	279+55.00	26.00	457.80	457.86
2P	279+65.00	26.00	457.97	458.01
2Q	279+75.00	26.00	458.13	458.15
2R	279+85.00	26.00	458.28	458.28
2S	279+95.00	26.00	458.43	458.41
2T	280+05.00	26.00	458.57	458.53
2U	280+15.00	26.00	458.69	458.65
2V	280+25.00	26.00	458.82	458.77
2W	280+35.00	26.00	458.93	458.89
2X	280+45.00	26.00	459.03	459.00
⊕ Brg. Pier 2	280+60.00	26.00	459.18	459.18

Note:
All offsets based off ⊕ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.

TOP OF SLAB ELEVATIONS
SPANS 1 AND 2
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 9 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	61
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	-26.00	459.18	459.18
3A	280+70.00	-26.00	459.26	459.30
3B	280+80.00	-26.00	459.34	459.42
3C	280+90.00	-26.00	459.41	459.53
3D	281+00.00	-26.00	459.48	459.65
3E	281+10.00	-26.00	459.53	459.77
3F	281+20.00	-26.00	459.58	459.88
3G	281+30.00	-26.00	459.62	459.98
3H	281+40.00	-26.00	459.65	460.08
3I	281+50.00	-26.00	459.67	460.16
3J	281+60.00	-26.00	459.69	460.23
3K	281+70.00	-26.00	459.69	460.29
3L	281+80.00	-26.00	459.69	460.34
3M	281+90.00	-26.00	459.69	460.36
3N	282+00.00	-26.00	459.67	460.38
3O	282+10.00	-26.00	459.65	460.37
3P	282+20.00	-26.00	459.61	460.34
3Q	282+30.00	-26.00	459.58	460.30
3R	282+40.00	-26.00	459.53	460.24
3S	282+50.00	-26.00	459.47	460.16
3T	282+60.00	-26.00	459.41	460.07
3U	282+70.00	-26.00	459.34	459.96
3V	282+80.00	-26.00	459.26	459.83
3W	282+90.00	-26.00	459.18	459.69
3X	283+00.00	-26.00	459.08	459.54
3Y	283+10.00	-26.00	458.98	459.37
3Z	283+20.00	-26.00	458.87	459.20
3AA	283+30.00	-26.00	458.75	459.02
3AB	283+40.00	-26.00	458.63	458.83
3AC	283+50.00	-26.00	458.49	458.64
3AD	283+60.00	-26.00	458.35	458.45
3AE	283+70.00	-26.00	458.20	458.26
3AF	283+80.00	-26.00	458.05	458.07
☉ Brg. Pier 3	283+90.00	-26.00	457.88	457.88
4A	284+00.00	-26.00	457.71	457.70
4B	284+10.00	-26.00	457.53	457.51
4C	284+20.00	-26.00	457.34	457.33
4D	284+30.00	-26.00	457.15	457.14
4E	284+40.00	-26.00	456.94	456.96
4F	284+50.00	-26.00	456.73	456.77
4G	284+60.00	-26.00	456.51	456.58
4H	284+70.00	-26.00	456.28	456.39
4I	284+80.00	-26.00	456.05	456.19
4J	284+90.00	-26.00	455.81	455.98
4K	285+00.00	-26.00	455.55	455.76
4L	285+10.00	-26.00	455.30	455.53
4M	285+20.00	-26.00	455.03	455.28
4N	285+30.00	-26.00	454.76	455.01
4O	285+40.00	-26.00	454.47	454.72
4P	285+50.00	-26.00	454.18	454.42
4Q	285+60.00	-26.00	453.89	454.10
4R	285+70.00	-26.00	453.58	453.76
4S	285+80.00	-26.00	453.27	453.40
4T	285+90.00	-26.00	452.95	453.03
4U	286+00.00	-26.00	452.62	452.65
☉ Brg. S. Abut.	286+06.33	-26.00	452.41	452.41
Bk. S. Abut.	286+10.00	-26.00	452.28	452.28

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	-17.33	459.36	459.36
3A	280+70.00	-17.33	459.45	459.48
3B	280+80.00	-17.33	459.52	459.60
3C	280+90.00	-17.33	459.59	459.72
3D	281+00.00	-17.33	459.66	459.83
3E	281+10.00	-17.33	459.71	459.95
3F	281+20.00	-17.33	459.76	460.06
3G	281+30.00	-17.33	459.80	460.16
3H	281+40.00	-17.33	459.83	460.26
3I	281+50.00	-17.33	459.85	460.34
3J	281+60.00	-17.33	459.87	460.41
3K	281+70.00	-17.33	459.87	460.47
3L	281+80.00	-17.33	459.87	460.52
3M	281+90.00	-17.33	459.87	460.54
3N	282+00.00	-17.33	459.85	460.56
3O	282+10.00	-17.33	459.83	460.55
3P	282+20.00	-17.33	459.80	460.53
3Q	282+30.00	-17.33	459.76	460.48
3R	282+40.00	-17.33	459.71	460.42
3S	282+50.00	-17.33	459.65	460.34
3T	282+60.00	-17.33	459.59	460.25
3U	282+70.00	-17.33	459.52	460.14
3V	282+80.00	-17.33	459.44	460.01
3W	282+90.00	-17.33	459.36	459.87
3X	283+00.00	-17.33	459.26	459.72
3Y	283+10.00	-17.33	459.16	459.55
3Z	283+20.00	-17.33	459.05	459.38
3AA	283+30.00	-17.33	458.93	459.20
3AB	283+40.00	-17.33	458.81	459.01
3AC	283+50.00	-17.33	458.67	458.82
3AD	283+60.00	-17.33	458.53	458.63
3AE	283+70.00	-17.33	458.38	458.44
3AF	283+80.00	-17.33	458.23	458.25
☉ Brg. Pier 3	283+90.00	-17.33	458.06	458.06
4A	284+00.00	-17.33	457.89	457.88
4B	284+10.00	-17.33	457.71	457.69
4C	284+20.00	-17.33	457.52	457.51
4D	284+30.00	-17.33	457.33	457.32
4E	284+40.00	-17.33	457.12	457.14
4F	284+50.00	-17.33	456.91	456.95
4G	284+60.00	-17.33	456.69	456.76
4H	284+70.00	-17.33	456.46	456.57
4I	284+80.00	-17.33	456.23	456.37
4J	284+90.00	-17.33	455.99	456.16
4K	285+00.00	-17.33	455.74	455.94
4L	285+10.00	-17.33	455.48	455.71
4M	285+20.00	-17.33	455.21	455.46
4N	285+30.00	-17.33	454.94	455.19
4O	285+40.00	-17.33	454.65	454.90
4P	285+50.00	-17.33	454.36	454.60
4Q	285+60.00	-17.33	454.07	454.28
4R	285+70.00	-17.33	453.76	453.94
4S	285+80.00	-17.33	453.45	453.58
4T	285+90.00	-17.33	453.13	453.21
4U	286+00.00	-17.33	452.80	452.83
☉ Brg. S. Abut.	286+06.33	-17.33	452.59	452.59
Bk. S. Abut.	286+10.00	-17.33	452.46	452.46

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	-8.67	459.54	459.54
3A	280+70.00	-8.67	459.63	459.66
3B	280+80.00	-8.67	459.70	459.78
3C	280+90.00	-8.67	459.77	459.90
3D	281+00.00	-8.67	459.84	460.01
3E	281+10.00	-8.67	459.89	460.13
3F	281+20.00	-8.67	459.94	460.24
3G	281+30.00	-8.67	459.98	460.34
3H	281+40.00	-8.67	460.01	460.44
3I	281+50.00	-8.67	460.03	460.52
3J	281+60.00	-8.67	460.05	460.59
3K	281+70.00	-8.67	460.05	460.65
3L	281+80.00	-8.67	460.05	460.70
3M	281+90.00	-8.67	460.05	460.73
3N	282+00.00	-8.67	460.03	460.74
3O	282+10.00	-8.67	460.01	460.73
3P	282+20.00	-8.67	459.98	460.71
3Q	282+30.00	-8.67	459.94	460.66
3R	282+40.00	-8.67	459.89	460.60
3S	282+50.00	-8.67	459.83	460.53
3T	282+60.00	-8.67	459.77	460.43
3U	282+70.00	-8.67	459.70	460.32
3V	282+80.00	-8.67	459.62	460.19
3W	282+90.00	-8.67	459.54	460.05
3X	283+00.00	-8.67	459.44	459.90
3Y	283+10.00	-8.67	459.34	459.73
3Z	283+20.00	-8.67	459.23	459.56
3AA	283+30.00	-8.67	459.11	459.38
3AB	283+40.00	-8.67	458.99	459.19
3AC	283+50.00	-8.67	458.85	459.00
3AD	283+60.00	-8.67	458.71	458.81
3AE	283+70.00	-8.67	458.56	458.62
3AF	283+80.00	-8.67	458.41	458.43
☉ Brg. Pier 3	283+90.00	-8.67	458.24	458.24
4A	284+00.00	-8.67	458.07	458.06
4B	284+10.00	-8.67	457.89	457.87
4C	284+20.00	-8.67	457.70	457.69
4D	284+30.00	-8.67	457.51	457.50
4E	284+40.00	-8.67	457.30	457.32
4F	284+50.00	-8.67	457.09	457.13
4G	284+60.00	-8.67	456.87	456.94
4H	284+70.00	-8.67	456.64	456.75
4I	284+80.00	-8.67	456.41	456.55
4J	284+90.00	-8.67	456.17	456.35
4K	285+00.00	-8.67	455.92	456.13
4L	285+10.00	-8.67	455.66	455.89
4M	285+20.00	-8.67	455.39	455.64
4N	285+30.00	-8.67	455.12	455.37
4O	285+40.00	-8.67	454.83	455.08
4P	285+50.00	-8.67	454.55	454.78
4Q	285+60.00	-8.67	454.25	454.46
4R	285+70.00	-8.67	453.94	454.12
4S	285+80.00	-8.67	453.63	453.76
4T	285+90.00	-8.67	453.31	453.39
4U	286+00.00	-8.67	452.98	453.01
☉ Brg. S. Abut.	286+06.33	-8.67	452.77	452.77
Bk. S. Abut.	286+10.00	-8.67	452.64	452.64

TOP OF SLAB ELEVATIONS
SPANS 3 AND 4
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

Note:
All offsets based off ☉ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.



SHEET NO. 10 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	62
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE GRADE (LEFT)

☉ ROADWAY AND BEAM 4

PROFILE GRADE (RIGHT)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	-2.00	459.68	459.68
3A	280+70.00	-2.00	459.76	459.80
3B	280+80.00	-2.00	459.84	459.92
3C	280+90.00	-2.00	459.91	460.03
3D	281+00.00	-2.00	459.98	460.15
3E	281+10.00	-2.00	460.03	460.27
3F	281+20.00	-2.00	460.08	460.38
3G	281+30.00	-2.00	460.12	460.48
3H	281+40.00	-2.00	460.15	460.58
3I	281+50.00	-2.00	460.17	460.66
3J	281+60.00	-2.00	460.19	460.73
3K	281+70.00	-2.00	460.19	460.79
3L	281+80.00	-2.00	460.19	460.84
3M	281+90.00	-2.00	460.19	460.86
3N	282+00.00	-2.00	460.17	460.88
3O	282+10.00	-2.00	460.15	460.87
3P	282+20.00	-2.00	460.11	460.84
3Q	282+30.00	-2.00	460.08	460.80
3R	282+40.00	-2.00	460.03	460.74
3S	282+50.00	-2.00	459.97	460.66
3T	282+60.00	-2.00	459.91	460.57
3U	282+70.00	-2.00	459.84	460.46
3V	282+80.00	-2.00	459.76	460.33
3W	282+90.00	-2.00	459.68	460.19
3X	283+00.00	-2.00	459.58	460.04
3Y	283+10.00	-2.00	459.48	459.87
3Z	283+20.00	-2.00	459.37	459.70
3AA	283+30.00	-2.00	459.25	459.52
3AB	283+40.00	-2.00	459.13	459.33
3AC	283+50.00	-2.00	458.99	459.14
3AD	283+60.00	-2.00	458.85	458.95
3AE	283+70.00	-2.00	458.70	458.76
3AF	283+80.00	-2.00	458.55	458.57
☉ Brg. Pier 3	283+90.00	-2.00	458.38	458.38
4A	284+00.00	-2.00	458.21	458.20
4B	284+10.00	-2.00	458.03	458.01
4C	284+20.00	-2.00	457.84	457.83
4D	284+30.00	-2.00	457.65	457.64
4E	284+40.00	-2.00	457.44	457.46
4F	284+50.00	-2.00	457.23	457.27
4G	284+60.00	-2.00	457.01	457.08
4H	284+70.00	-2.00	456.78	456.89
4I	284+80.00	-2.00	456.55	456.69
4J	284+90.00	-2.00	456.31	456.48
4K	285+00.00	-2.00	456.05	456.26
4L	285+10.00	-2.00	455.80	456.03
4M	285+20.00	-2.00	455.53	455.78
4N	285+30.00	-2.00	455.26	455.51
4O	285+40.00	-2.00	454.97	455.22
4P	285+50.00	-2.00	454.68	454.92
4Q	285+60.00	-2.00	454.39	454.60
4R	285+70.00	-2.00	454.08	454.26
4S	285+80.00	-2.00	453.77	453.90
4T	285+90.00	-2.00	453.45	453.53
4U	286+00.00	-2.00	453.12	453.15
☉ Brg. S. Abut.	286+06.33	-2.00	452.91	452.91
Bk. S. Abut.	286+10.00	-2.00	452.78	452.78

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	0.00	459.72	459.72
3A	280+70.00	0.00	459.81	459.84
3B	280+80.00	0.00	459.88	459.96
3C	280+90.00	0.00	459.95	460.08
3D	281+00.00	0.00	460.02	460.19
3E	281+10.00	0.00	460.07	460.31
3F	281+20.00	0.00	460.12	460.42
3G	281+30.00	0.00	460.16	460.52
3H	281+40.00	0.00	460.19	460.62
3I	281+50.00	0.00	460.21	460.70
3J	281+60.00	0.00	460.23	460.77
3K	281+70.00	0.00	460.24	460.83
3L	281+80.00	0.00	460.24	460.88
3M	281+90.00	0.00	460.23	460.91
3N	282+00.00	0.00	460.21	460.92
3O	282+10.00	0.00	460.19	460.91
3P	282+20.00	0.00	460.16	460.89
3Q	282+30.00	0.00	460.12	460.84
3R	282+40.00	0.00	460.07	460.78
3S	282+50.00	0.00	460.01	460.71
3T	282+60.00	0.00	459.95	460.61
3U	282+70.00	0.00	459.88	460.50
3V	282+80.00	0.00	459.80	460.37
3W	282+90.00	0.00	459.72	460.23
3X	283+00.00	0.00	459.62	460.08
3Y	283+10.00	0.00	459.52	459.91
3Z	283+20.00	0.00	459.41	459.74
3AA	283+30.00	0.00	459.29	459.56
3AB	283+40.00	0.00	459.17	459.37
3AC	283+50.00	0.00	459.03	459.18
3AD	283+60.00	0.00	458.89	458.99
3AE	283+70.00	0.00	458.74	458.80
3AF	283+80.00	0.00	458.59	458.61
☉ Brg. Pier 3	283+90.00	0.00	458.42	458.42
4A	284+00.00	0.00	458.25	458.24
4B	284+10.00	0.00	458.07	458.05
4C	284+20.00	0.00	457.88	457.87
4D	284+30.00	0.00	457.69	457.68
4E	284+40.00	0.00	457.48	457.50
4F	284+50.00	0.00	457.27	457.31
4G	284+60.00	0.00	457.05	457.12
4H	284+70.00	0.00	456.83	456.93
4I	284+80.00	0.00	456.59	456.73
4J	284+90.00	0.00	456.35	456.53
4K	285+00.00	0.00	456.10	456.31
4L	285+10.00	0.00	455.84	456.07
4M	285+20.00	0.00	455.57	455.82
4N	285+30.00	0.00	455.30	455.55
4O	285+40.00	0.00	455.02	455.26
4P	285+50.00	0.00	454.73	454.96
4Q	285+60.00	0.00	454.43	454.64
4R	285+70.00	0.00	454.12	454.30
4S	285+80.00	0.00	453.81	453.94
4T	285+90.00	0.00	453.49	453.57
4U	286+00.00	0.00	453.16	453.19
☉ Brg. S. Abut.	286+06.33	0.00	452.95	452.95
Bk. S. Abut.	286+10.00	0.00	452.82	452.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 2	280+60.00	2.00	459.68	459.68
3A	280+70.00	2.00	459.76	459.80
3B	280+80.00	2.00	459.84	459.92
3C	280+90.00	2.00	459.91	460.03
3D	281+00.00	2.00	459.98	460.15
3E	281+10.00	2.00	460.03	460.27
3F	281+20.00	2.00	460.08	460.38
3G	281+30.00	2.00	460.12	460.48
3H	281+40.00	2.00	460.15	460.58
3I	281+50.00	2.00	460.17	460.66
3J	281+60.00	2.00	460.19	460.73
3K	281+70.00	2.00	460.19	460.79
3L	281+80.00	2.00	460.19	460.84
3M	281+90.00	2.00	460.19	460.86
3N	282+00.00	2.00	460.17	460.88
3O	282+10.00	2.00	460.15	460.87
3P	282+20.00	2.00	460.11	460.84
3Q	282+30.00	2.00	460.08	460.80
3R	282+40.00	2.00	460.03	460.74
3S	282+50.00	2.00	459.97	460.66
3T	282+60.00	2.00	459.91	460.57
3U	282+70.00	2.00	459.84	460.46
3V	282+80.00	2.00	459.76	460.33
3W	282+90.00	2.00	459.68	460.19
3X	283+00.00	2.00	459.58	460.04
3Y	283+10.00	2.00	459.48	459.87
3Z	283+20.00	2.00	459.37	459.70
3AA	283+30.00	2.00	459.25	459.52
3AB	283+40.00	2.00	459.13	459.33
3AC	283+50.00	2.00	458.99	459.14
3AD	283+60.00	2.00	458.85	458.95
3AE	283+70.00	2.00	458.70	458.76
3AF	283+80.00	2.00	458.55	458.57
☉ Brg. Pier 3	283+90.00	2.00	458.38	458.38
4A	284+00.00	2.00	458.21	458.20
4B	284+10.00	2.00	458.03	458.01
4C	284+20.00	2.00	457.84	457.83
4D	284+30.00	2.00	457.65	457.64
4E	284+40.00	2.00	457.44	457.46
4F	284+50.00	2.00	457.23	457.27
4G	284+60.00	2.00	457.01	457.08
4H	284+70.00	2.00	456.78	456.89
4I	284+80.00	2.00	456.55	456.69
4J	284+90.00	2.00	456.31	456.48
4K	285+00.00	2.00	456.05	456.26
4L	285+10.00	2.00	455.80	456.03
4M	285+20.00	2.00	455.53	455.78
4N	285+30.00	2.00	455.26	455.51
4O	285+40.00	2.00	454.97	455.22
4P	285+50.00	2.00	454.68	454.92
4Q	285+60.00	2.00	454.39	454.60
4R	285+70.00	2.00	454.08	454.26
4S	285+80.00	2.00	453.77	453.90
4T	285+90.00	2.00	453.45	453.53
4U	286+00.00	2.00	453.12	453.15
☉ Brg. S. Abut.	286+06.33	2.00	452.91	452.91
Bk. S. Abut.	286+10.00	2.00	452.78	452.78

TOP OF SLAB ELEVATIONS
SPANS 3 AND 4
STRUCTURE NO. 082-0038

Note:
All offsets based off ☉ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD



SHEET NO. 11	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	63
48 SHEETS	CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	280+60.00	8.67	459.54	459.54
3A	280+70.00	8.67	459.63	459.66
3B	280+80.00	8.67	459.70	459.78
3C	280+90.00	8.67	459.77	459.90
3D	281+00.00	8.67	459.84	460.01
3E	281+10.00	8.67	459.89	460.13
3F	281+20.00	8.67	459.94	460.24
3G	281+30.00	8.67	459.98	460.34
3H	281+40.00	8.67	460.01	460.44
3I	281+50.00	8.67	460.03	460.52
3J	281+60.00	8.67	460.05	460.59
3K	281+70.00	8.67	460.05	460.65
3L	281+80.00	8.67	460.05	460.70
3M	281+90.00	8.67	460.05	460.73
3N	282+00.00	8.67	460.03	460.74
3O	282+10.00	8.67	460.01	460.73
3P	282+20.00	8.67	459.98	460.71
3Q	282+30.00	8.67	459.94	460.66
3R	282+40.00	8.67	459.89	460.60
3S	282+50.00	8.67	459.83	460.53
3T	282+60.00	8.67	459.77	460.43
3U	282+70.00	8.67	459.70	460.32
3V	282+80.00	8.67	459.62	460.19
3W	282+90.00	8.67	459.54	460.05
3X	283+00.00	8.67	459.44	459.90
3Y	283+10.00	8.67	459.34	459.73
3Z	283+20.00	8.67	459.23	459.56
3AA	283+30.00	8.67	459.11	459.38
3AB	283+40.00	8.67	458.99	459.19
3AC	283+50.00	8.67	458.85	459.00
3AD	283+60.00	8.67	458.71	458.81
3AE	283+70.00	8.67	458.56	458.62
3AF	283+80.00	8.67	458.41	458.43
⊙ Brg. Pier 3	283+90.00	8.67	458.24	458.24
4A	284+00.00	8.67	458.07	458.06
4B	284+10.00	8.67	457.89	457.87
4C	284+20.00	8.67	457.70	457.69
4D	284+30.00	8.67	457.51	457.50
4E	284+40.00	8.67	457.30	457.32
4F	284+50.00	8.67	457.09	457.13
4G	284+60.00	8.67	456.87	456.94
4H	284+70.00	8.67	456.64	456.75
4I	284+80.00	8.67	456.41	456.55
4J	284+90.00	8.67	456.17	456.35
4K	285+00.00	8.67	455.92	456.13
4L	285+10.00	8.67	455.66	455.89
4M	285+20.00	8.67	455.39	455.64
4N	285+30.00	8.67	455.12	455.37
4O	285+40.00	8.67	454.83	455.08
4P	285+50.00	8.67	454.55	454.78
4Q	285+60.00	8.67	454.25	454.46
4R	285+70.00	8.67	453.94	454.12
4S	285+80.00	8.67	453.63	453.76
4T	285+90.00	8.67	453.31	453.39
4U	286+00.00	8.67	452.98	453.01
⊙ Brg. S. Abut.	286+06.33	8.67	452.77	452.77
Bk. S. Abut.	286+10.00	8.67	452.64	452.64

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	280+60.00	17.33	459.36	459.36
3A	280+70.00	17.33	459.45	459.48
3B	280+80.00	17.33	459.52	459.60
3C	280+90.00	17.33	459.59	459.72
3D	281+00.00	17.33	459.66	459.83
3E	281+10.00	17.33	459.71	459.95
3F	281+20.00	17.33	459.76	460.06
3G	281+30.00	17.33	459.80	460.16
3H	281+40.00	17.33	459.83	460.26
3I	281+50.00	17.33	459.85	460.34
3J	281+60.00	17.33	459.87	460.41
3K	281+70.00	17.33	459.87	460.47
3L	281+80.00	17.33	459.87	460.52
3M	281+90.00	17.33	459.87	460.54
3N	282+00.00	17.33	459.85	460.56
3O	282+10.00	17.33	459.83	460.55
3P	282+20.00	17.33	459.80	460.53
3Q	282+30.00	17.33	459.76	460.48
3R	282+40.00	17.33	459.71	460.42
3S	282+50.00	17.33	459.65	460.34
3T	282+60.00	17.33	459.59	460.25
3U	282+70.00	17.33	459.52	460.14
3V	282+80.00	17.33	459.44	460.01
3W	282+90.00	17.33	459.36	459.87
3X	283+00.00	17.33	459.26	459.72
3Y	283+10.00	17.33	459.16	459.55
3Z	283+20.00	17.33	459.05	459.38
3AA	283+30.00	17.33	458.93	459.20
3AB	283+40.00	17.33	458.81	459.01
3AC	283+50.00	17.33	458.67	458.82
3AD	283+60.00	17.33	458.53	458.63
3AE	283+70.00	17.33	458.38	458.44
3AF	283+80.00	17.33	458.23	458.25
⊙ Brg. Pier 3	283+90.00	17.33	458.06	458.06
4A	284+00.00	17.33	457.89	457.88
4B	284+10.00	17.33	457.71	457.69
4C	284+20.00	17.33	457.52	457.51
4D	284+30.00	17.33	457.33	457.32
4E	284+40.00	17.33	457.12	457.14
4F	284+50.00	17.33	456.91	456.95
4G	284+60.00	17.33	456.69	456.76
4H	284+70.00	17.33	456.46	456.57
4I	284+80.00	17.33	456.23	456.37
4J	284+90.00	17.33	455.99	456.16
4K	285+00.00	17.33	455.74	455.94
4L	285+10.00	17.33	455.48	455.71
4M	285+20.00	17.33	455.21	455.46
4N	285+30.00	17.33	454.94	455.19
4O	285+40.00	17.33	454.65	454.90
4P	285+50.00	17.33	454.36	454.60
4Q	285+60.00	17.33	454.07	454.28
4R	285+70.00	17.33	453.76	453.94
4S	285+80.00	17.33	453.45	453.58
4T	285+90.00	17.33	453.13	453.21
4U	286+00.00	17.33	452.80	452.83
⊙ Brg. S. Abut.	286+06.33	17.33	452.59	452.59
Bk. S. Abut.	286+10.00	17.33	452.46	452.46

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	280+60.00	26.00	459.18	459.18
3A	280+70.00	26.00	459.26	459.30
3B	280+80.00	26.00	459.34	459.42
3C	280+90.00	26.00	459.41	459.53
3D	281+00.00	26.00	459.48	459.65
3E	281+10.00	26.00	459.53	459.77
3F	281+20.00	26.00	459.58	459.88
3G	281+30.00	26.00	459.62	459.98
3H	281+40.00	26.00	459.65	460.08
3I	281+50.00	26.00	459.67	460.16
3J	281+60.00	26.00	459.69	460.23
3K	281+70.00	26.00	459.69	460.29
3L	281+80.00	26.00	459.69	460.34
3M	281+90.00	26.00	459.69	460.36
3N	282+00.00	26.00	459.67	460.38
3O	282+10.00	26.00	459.65	460.37
3P	282+20.00	26.00	459.61	460.34
3Q	282+30.00	26.00	459.58	460.30
3R	282+40.00	26.00	459.53	460.24
3S	282+50.00	26.00	459.47	460.16
3T	282+60.00	26.00	459.41	460.07
3U	282+70.00	26.00	459.34	459.96
3V	282+80.00	26.00	459.26	459.83
3W	282+90.00	26.00	459.18	459.69
3X	283+00.00	26.00	459.08	459.54
3Y	283+10.00	26.00	458.98	459.37
3Z	283+20.00	26.00	458.87	459.20
3AA	283+30.00	26.00	458.75	459.02
3AB	283+40.00	26.00	458.63	458.83
3AC	283+50.00	26.00	458.49	458.64
3AD	283+60.00	26.00	458.35	458.45
3AE	283+70.00	26.00	458.20	458.26
3AF	283+80.00	26.00	458.05	458.07
⊙ Brg. Pier 3	283+90.00	26.00	457.88	457.88
4A	284+00.00	26.00	457.71	457.70
4B	284+10.00	26.00	457.53	457.51
4C	284+20.00	26.00	457.34	457.33
4D	284+30.00	26.00	457.15	457.14
4E	284+40.00	26.00	456.94	456.96
4F	284+50.00	26.00	456.73	456.77
4G	284+60.00	26.00	456.51	456.58
4H	284+70.00	26.00	456.28	456.39
4I	284+80.00	26.00	456.05	456.19
4J	284+90.00	26.00	455.81	455.98
4K	285+00.00	26.00	455.55	455.76
4L	285+10.00	26.00	455.30	455.53
4M	285+20.00	26.00	455.03	455.28
4N	285+30.00	26.00	454.76	455.01
4O	285+40.00	26.00	454.47	454.72
4P	285+50.00	26.00	454.18	454.42
4Q	285+60.00	26.00	453.89	454.10
4R	285+70.00	26.00	453.58	453.76
4S	285+80.00	26.00	453.27	453.40
4T	285+90.00	26.00	452.95	453.03
4U	286+00.00	26.00	452.62	452.65
⊙ Brg. S. Abut.	286+06.33	26.00	452.41	452.41
Bk. S. Abut.	286+10.00	26.00	452.28	452.28

TOP OF SLAB ELEVATIONS
SPANS 3 AND 4
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

Note:
All offsets based off ⊙ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.



SHEET NO. 12 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	64
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	-28.00	446.50
A	276+00.50	-28.00	446.90
B	276+10.50	-28.00	447.30
S. End N. Appr. Slab	276+20.50	-28.00	447.69

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	-24.00	446.58
A	276+00.50	-24.00	446.98
B	276+10.50	-24.00	447.38
S. End N. Appr. Slab	276+20.50	-24.00	447.78

PROFILE GRADE (LEFT)

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	-2.00	447.04
A	276+00.50	-2.00	447.44
B	276+10.50	-2.00	447.84
S. End N. Appr. Slab	276+20.50	-2.00	448.24

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	0.00	447.08
A	276+00.50	0.00	447.48
B	276+10.50	0.00	447.88
S. End N. Appr. Slab	276+20.50	0.00	448.28

PROFILE GRADE (RIGHT)

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	2.00	447.04
A	276+00.50	2.00	447.44
B	276+10.50	2.00	447.84
S. End N. Appr. Slab	276+20.50	2.00	448.24

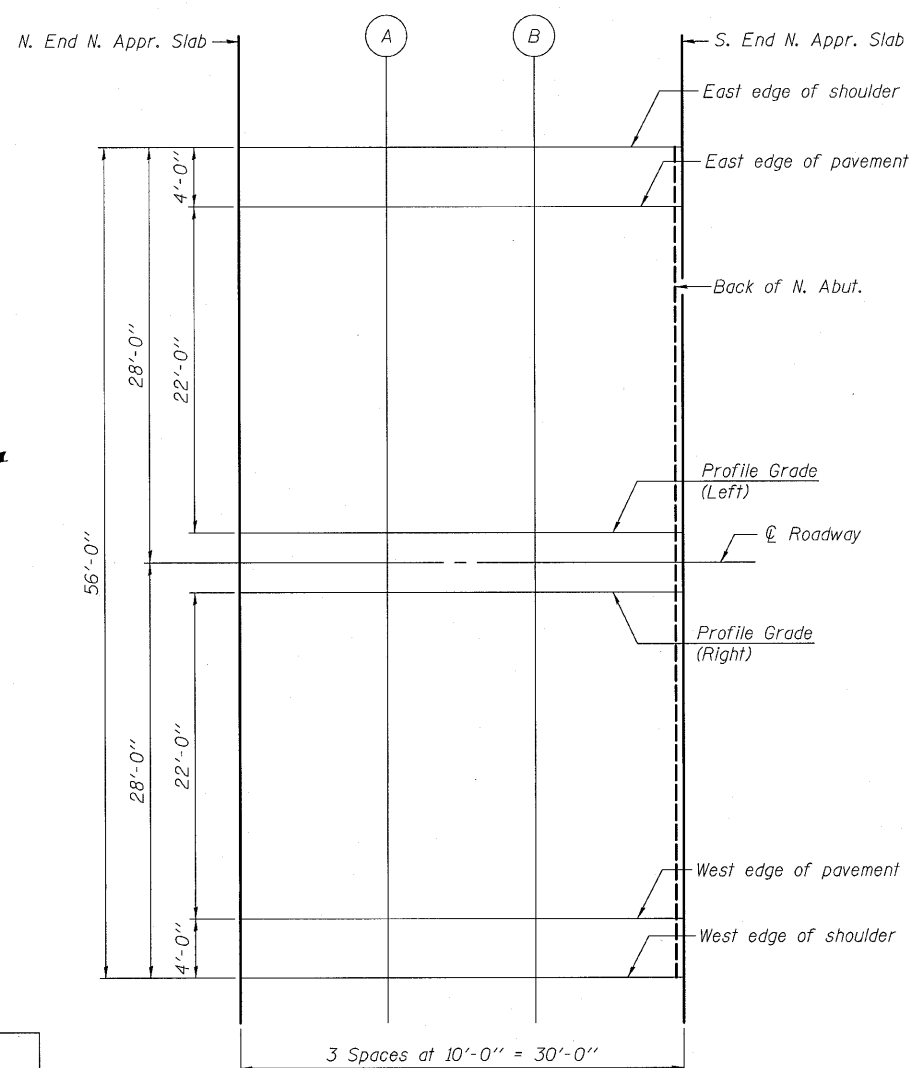
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	24.00	446.58
A	276+00.50	24.00	446.98
B	276+10.50	24.00	447.38
S. End N. Appr. Slab	276+20.50	24.00	447.78

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	275+90.50	28.00	446.50
A	276+00.50	28.00	446.90
B	276+10.50	28.00	447.30
S. End N. Appr. Slab	276+20.50	28.00	447.69

Note:
All offsets based off ☉ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.



PLAN

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

TOP OF NORTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 082-0038

**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 13 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	65
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	-28.00	452.26
A	286+19.50	-28.00	451.92
B	286+29.50	-28.00	451.58
S. End S. Appr. Slab	286+39.50	-28.00	451.25

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	-24.00	452.34
A	286+19.50	-24.00	452.00
B	286+29.50	-24.00	451.67
S. End S. Appr. Slab	286+39.50	-24.00	451.33

PROFILE GRADE (LEFT)

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	-2.00	452.80
A	286+19.50	-2.00	452.46
B	286+29.50	-2.00	452.12
S. End S. Appr. Slab	286+39.50	-2.00	451.79

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	0.00	452.84
A	286+19.50	0.00	452.50
B	286+29.50	0.00	452.17
S. End S. Appr. Slab	286+39.50	0.00	451.83

PROFILE GRADE (RIGHT)

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	2.00	452.80
A	286+19.50	2.00	452.46
B	286+29.50	2.00	452.12
S. End S. Appr. Slab	286+39.50	2.00	451.79

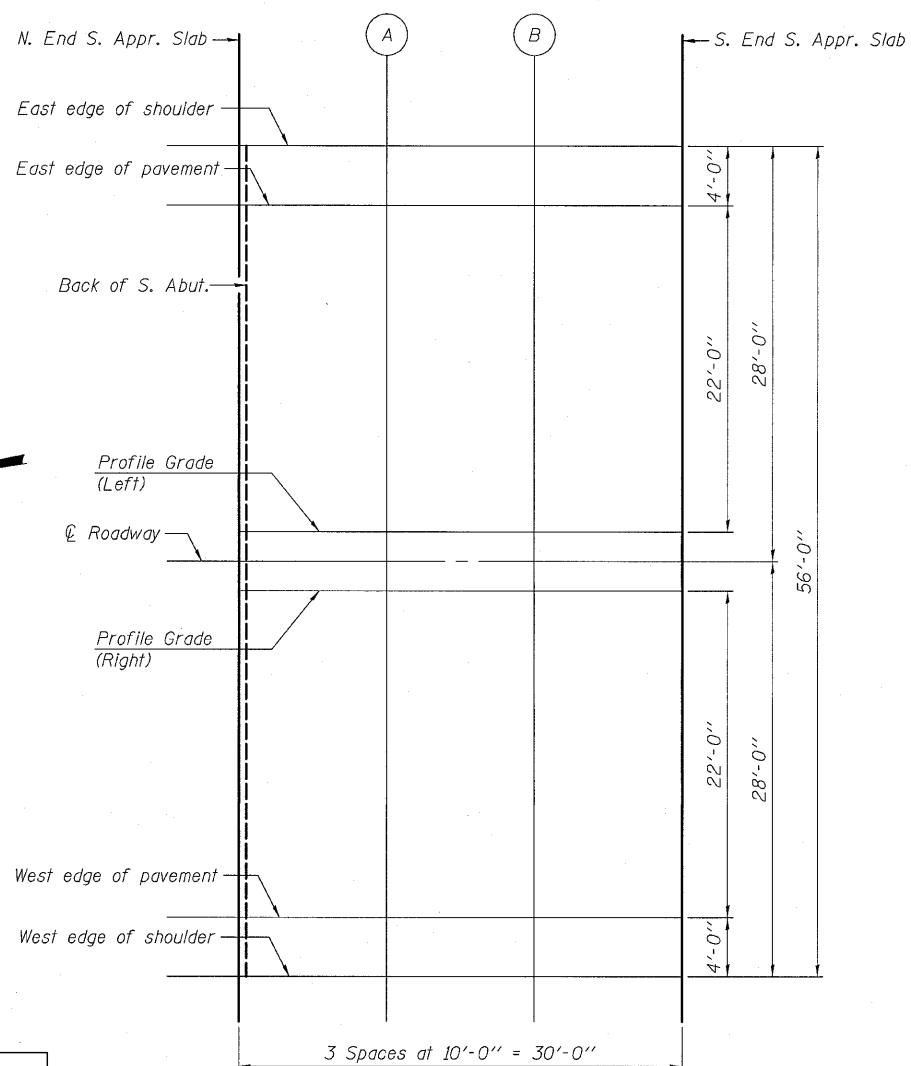
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	24.00	452.34
A	286+19.50	24.00	452.00
B	286+29.50	24.00	451.67
S. End S. Appr. Slab	286+39.50	24.00	451.33

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	286+09.50	28.00	452.26
A	286+19.50	28.00	451.92
B	286+29.50	28.00	451.58
S. End S. Appr. Slab	286+39.50	28.00	451.25

Note:
All offsets based off ☉ Roadway. Negative offset denotes left of centerline, positive offset denotes right of centerline.



PLAN

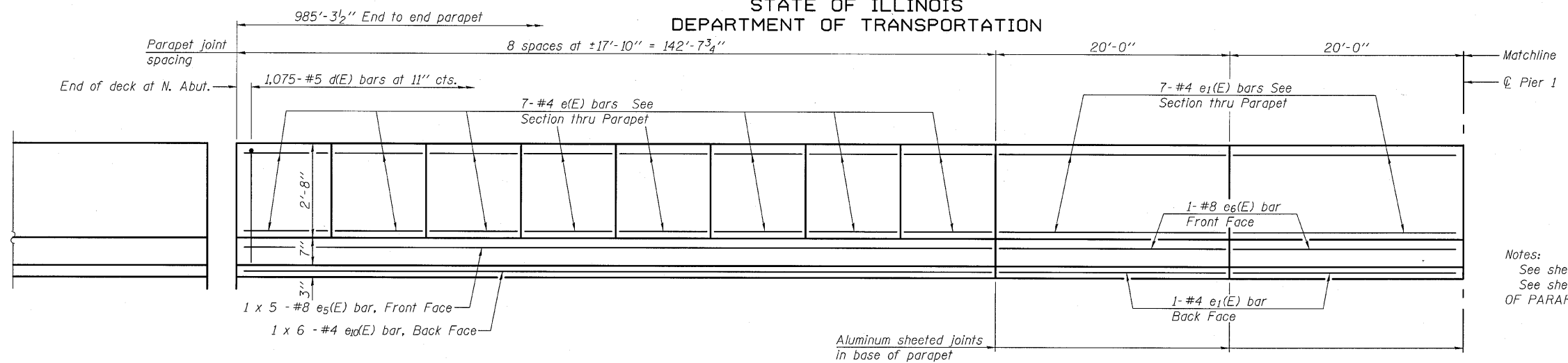
DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 14 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	66
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 082-0038

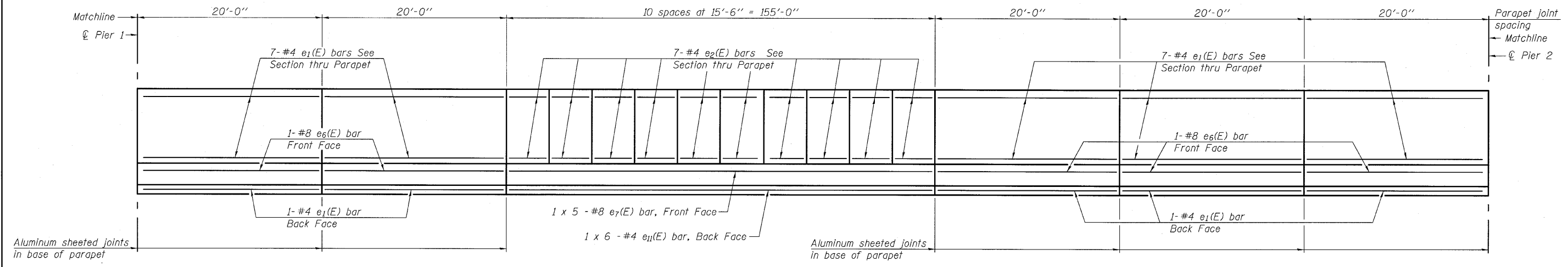
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



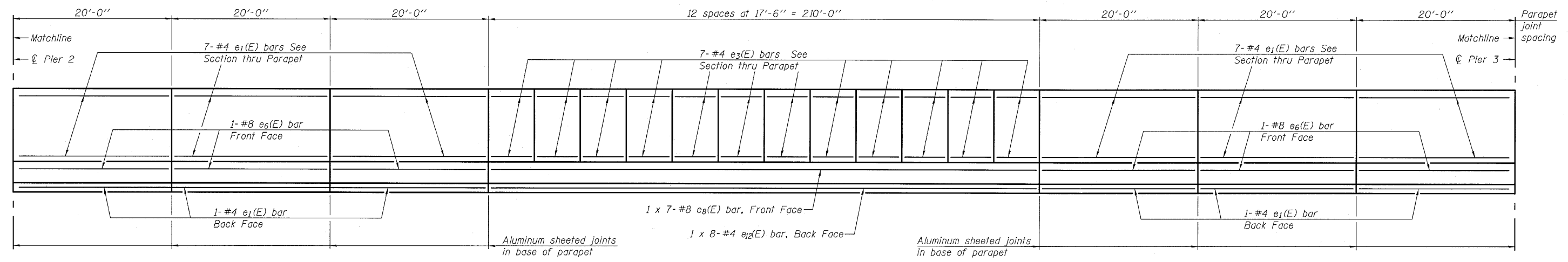
INSIDE ELEVATION OF PARAPET - SPAN 1

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

Notes:
See sheet 18 of 48 for parapet joint details.
See sheet 18 of 48 for "INSIDE ELEVATION OF PARAPET - SPAN 4".



INSIDE ELEVATION OF PARAPET - SPAN 2



INSIDE ELEVATION OF PARAPET - SPAN 3

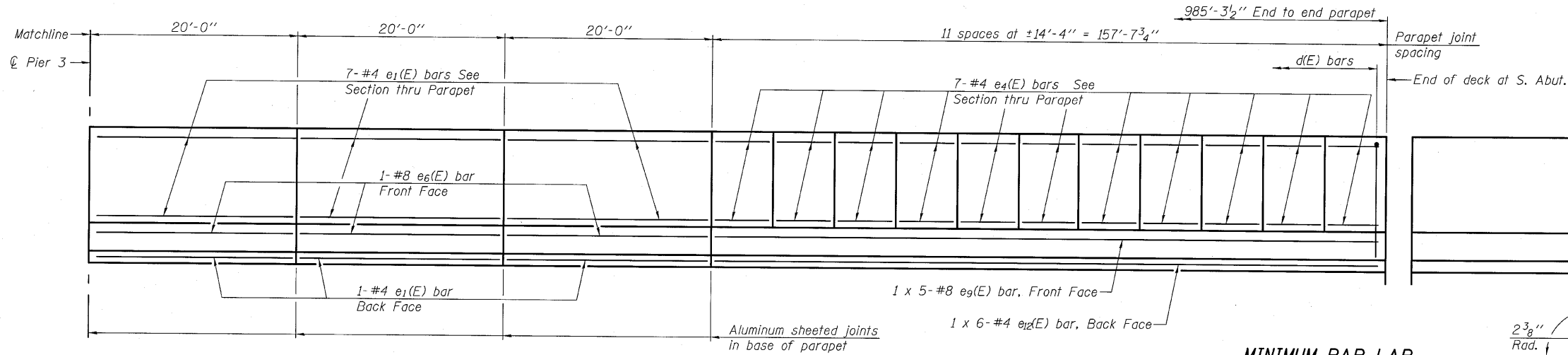
DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	JJD



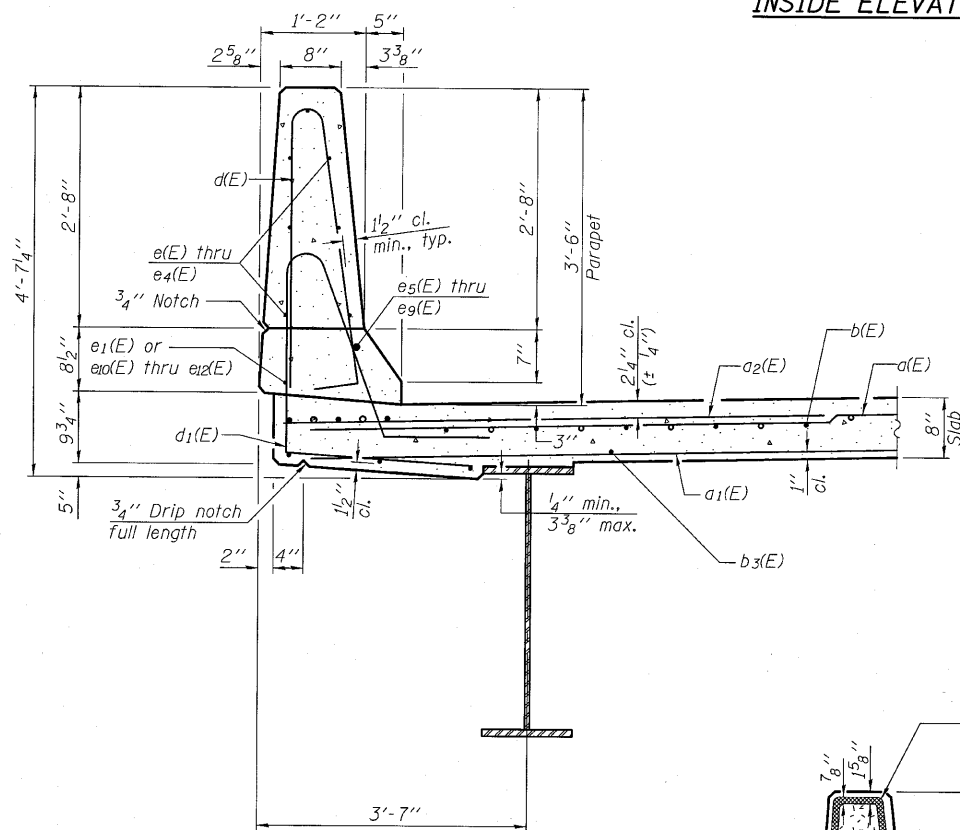
SHEET NO. 17 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	69
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 082-0038

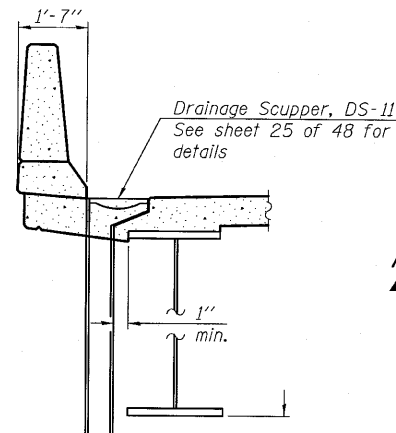
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



INSIDE ELEVATION OF PARAPET - SPAN 4



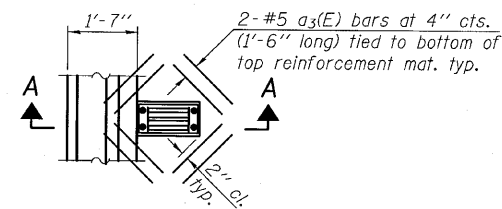
SECTION THRU PARAPET



SECTION A-A

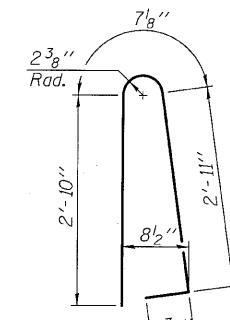
MINIMUM BAR LAP

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

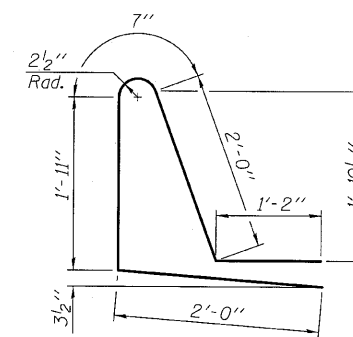


PLAN

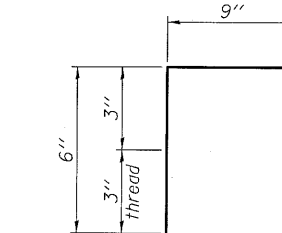
Cut longitudinal reinforcement to clear drainage scuppers.



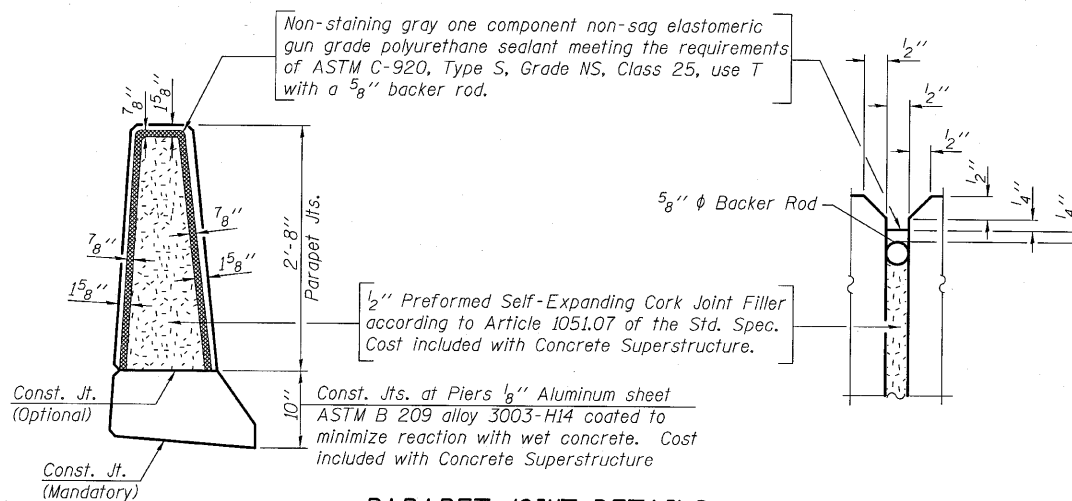
BAR d(E)



BAR d1(E)



BAR c(E)



PARAPET JOINT DETAILS

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	4,730	#5	31'-0"	
a1(E)	4,437	#5	21'-8"	
a2(E)	4,728	#6	6'-6"	
a3(E)	144	#5	1'-6"	
b(E)	2,479	#5	30'-0"	
b1(E)	236	#6	34'-5"	
b2(E)	708	#6	33'-0"	
b3(E)	2,160	#5	25'-1"	
c(E)	1,964	#5	1'-3"	
c1(E)	982	#5	3'-6"	
d(E)	2,150	#5	6'-10"	
d1(E)	2,150	#5	7'-8"	
e(E)	112	#4	17'-6"	
e1(E)	256	#4	19'-8"	
e2(E)	140	#4	15'-2"	
e3(E)	168	#4	17'-2"	
e4(E)	154	#4	14'-0"	
e5(E)	10	#8	32'-8"	
e6(E)	32	#8	19'-8"	
e7(E)	10	#8	35'-1"	
e8(E)	14	#8	34'-5"	
e9(E)	10	#8	35'-8"	
e10(E)	12	#4	25'-5"	
e11(E)	12	#4	27'-6"	
e12(E)	28	#4	28'-0"	
Reinforcement Bars, Epoxy Coated		Pound	535,770	
Concrete Superstructure		Cu. Yds.	1,885.4	

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

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 082-0038

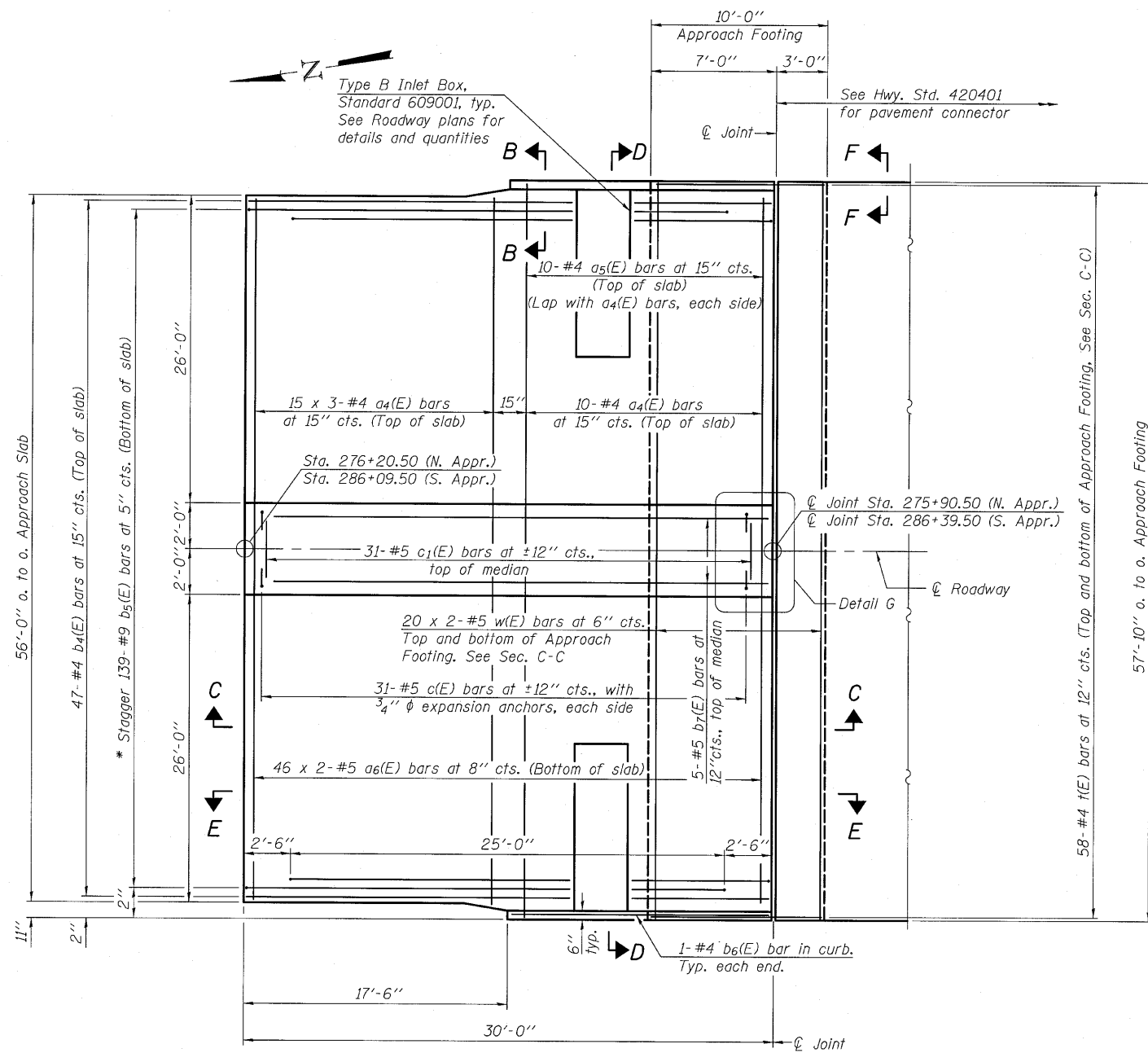
DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
48 SHEETS	312	64-1VBR	ST. CLAIR	259	70
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 20 of 48 for Sections C-C & D-D and View E-E.
a₄(E) and a₅(E) bar spacings measured along ϕ Rdwy.
Bars indicated thus 15 x 3-#4 etc. indicates
15 lines of bars with 3 lengths per line.



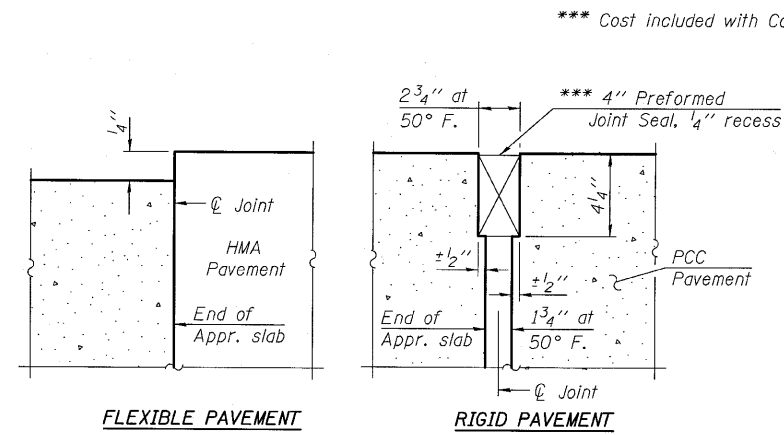
PLAN

*Tilt #9 b₅(E) bars as required to maintain clearance.

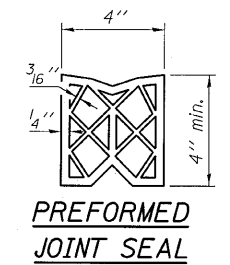
South Approach shown, North Approach similar,
except as shown.

MINIMUM BAR LAP

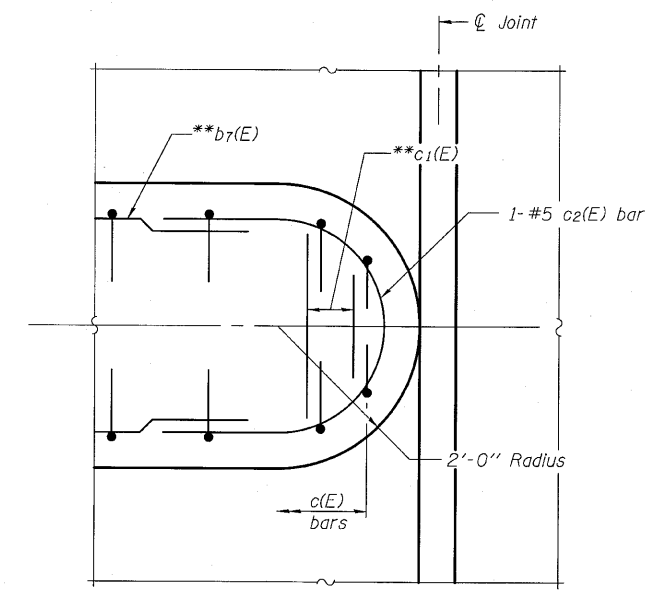
#4 bar = 2'-11"
#5 bar = 3'-3"



DETAIL A

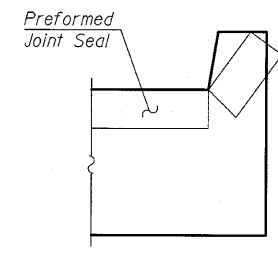


PREFORMED JOINT SEAL



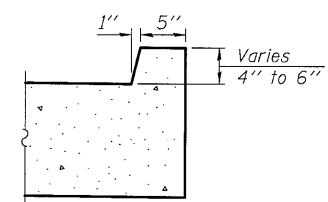
DETAIL G

(N. Appr. only)
**Cut bars in field to fit.



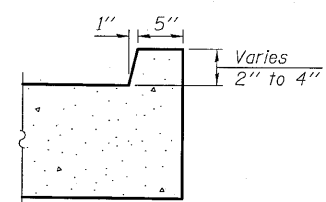
VIEW F-F

Angle Preformed Joint Seal at 45°
at curbs when req'd for drainage.



VIEW B-B

(S. Appr.)



VIEW B-B

(N. Appr.)

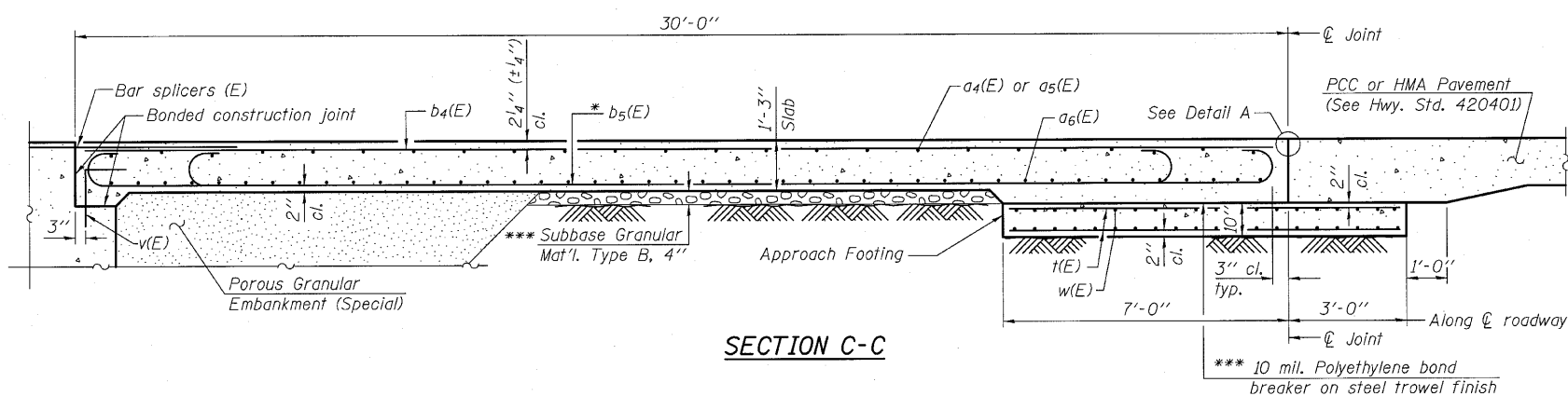
DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	JJD

BRIDGE APPROACH SLAB
STRUCTURE NO. 082-0038

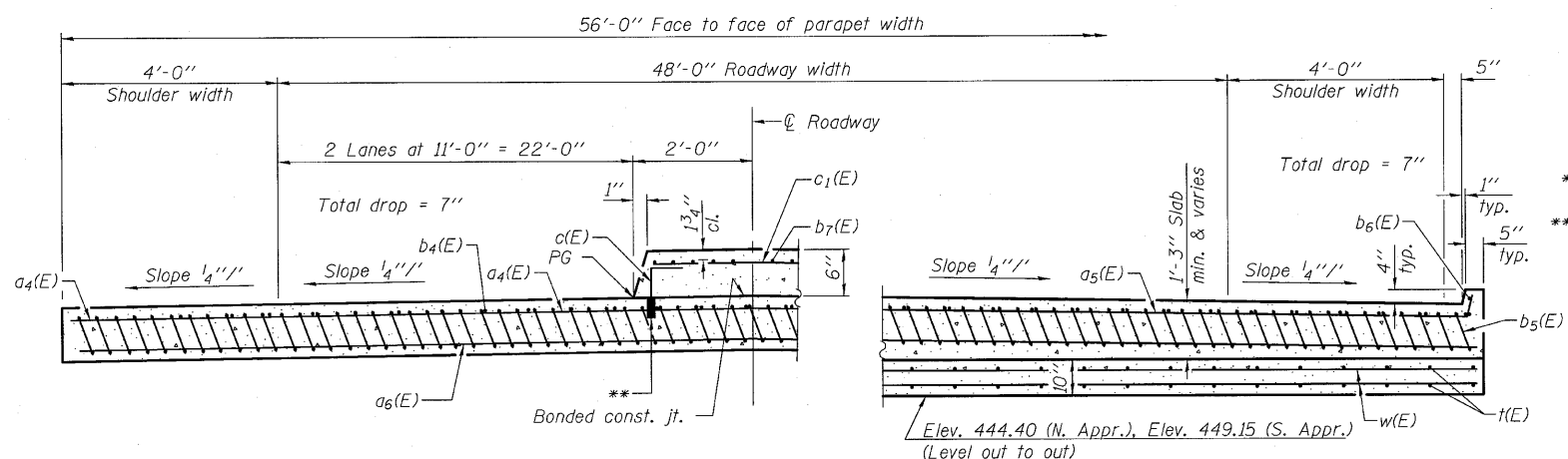


SHEET NO. 19 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	71
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
See sheet 19 of 48 for Detail A and View B-B.
Approach slab shall be paid for as Concrete Superstructure.
Approach Footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 36 of 48.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 43 of 48.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 48.
For c(E) bar details, see sheet 18 of 48.
The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.



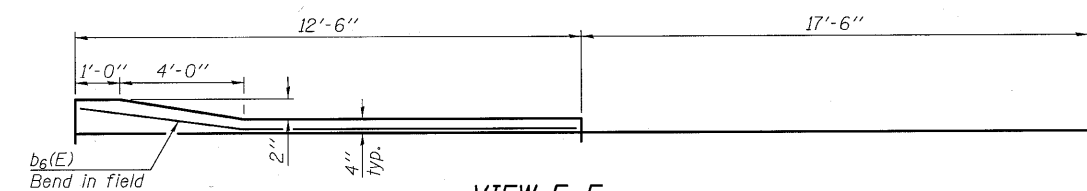
* Tilt #9 b5(E) bars as required to maintain clearance.
** 3/4" φ Galvanized expansion anchor or Ferrule loop slab insert (proof load 6,600 lbs.).
*** Cost included with Concrete Superstructure.

NEAR ABUTMENT

SECTION D-D

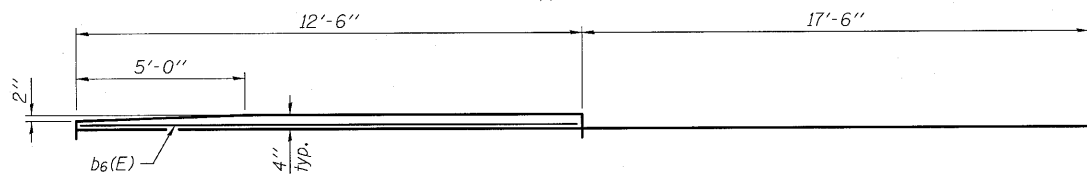
(See Plan for dimensions not shown)

AT APPROACH FOOTING



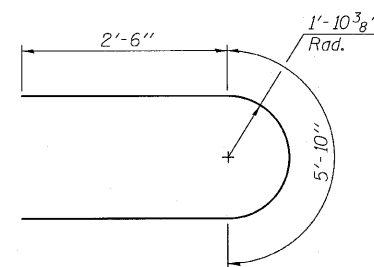
VIEW E-E

(S. Appr.)



VIEW E-E

(N. Appr.)

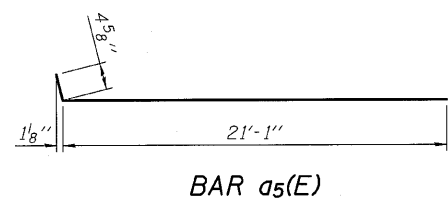


BAR c2(E)

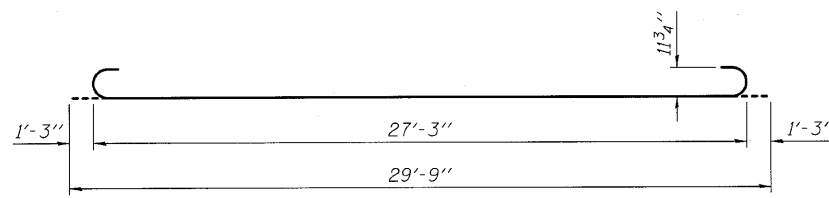
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	110	#4	21'-1"	—
a5(E)	40	#4	21'-6"	—
a6(E)	184	#5	30'-5"	—
b4(E)	94	#4	29'-8"	—
b5(E)	278	#9	29'-9"	—
b6(E)	4	#4	12'-2"	—
b7(E)	10	#5	29'-8"	—
c(E)	124	#5	1'-3"	—
c1(E)	62	#5	3'-6"	—
c2(E)	1	#5	10'-10"	—
f(E)	232	#4	9'-8"	—
w(E)	160	#5	30'-5"	—
Concrete Superstructure			Cu. Yd.	172.0
Concrete Structures			Cu. Yd.	35.7
Reinforcement Bars, Epoxy Coated			Pound	45,260

DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	JJD



BAR a5(E)



BAR b5(E)

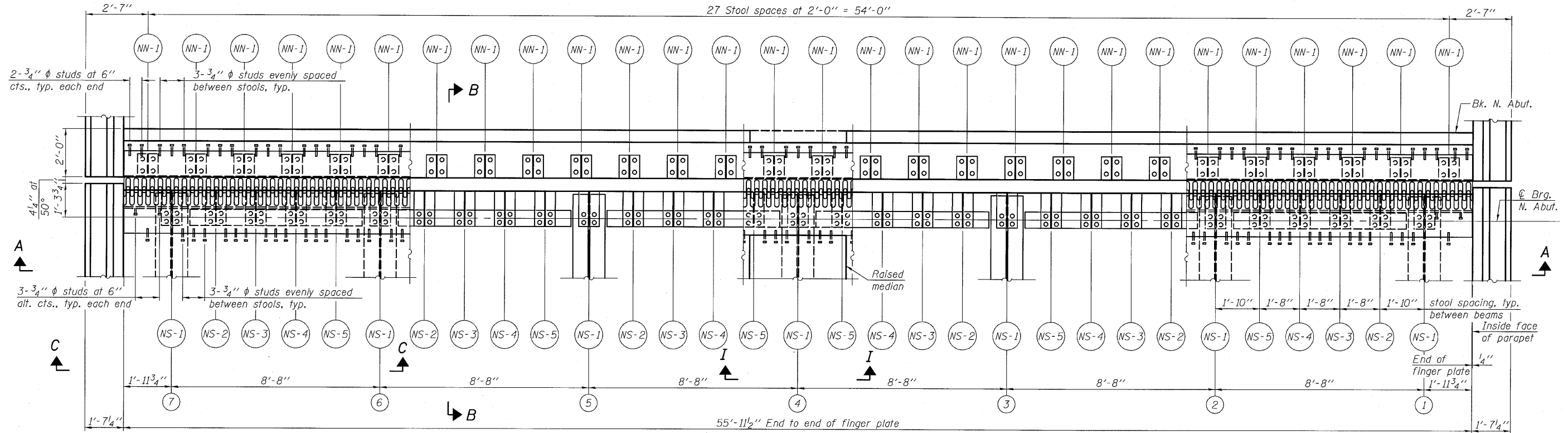
HORNER & SHIFRIN, INC.
ENGINEERS

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 082-0038

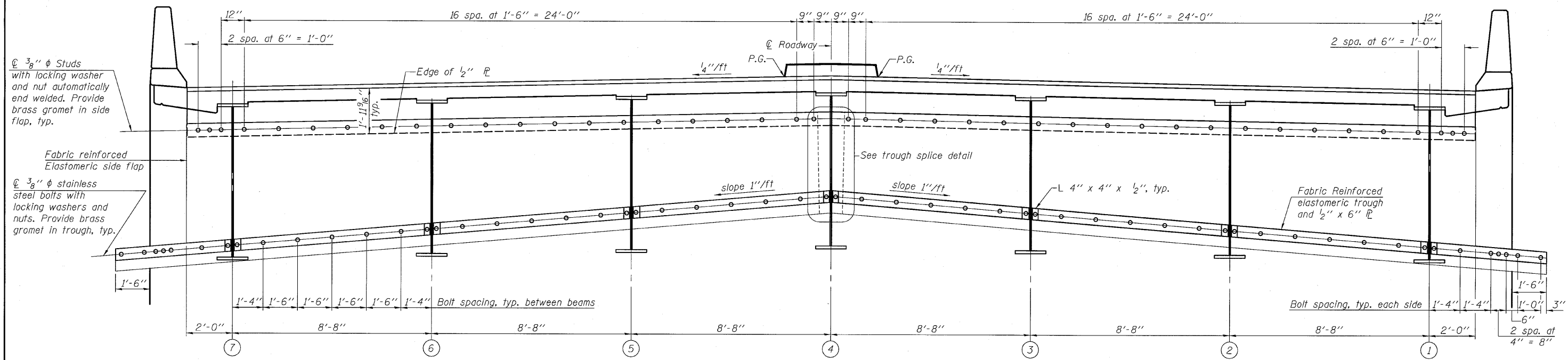
SHEET NO. 20 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 72
	CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27 Stool spaces at 2'-0" = 54'-0"



PLAN AT NORTH ABUTMENT



SECTION A-A

NORTH ABUTMENT FINGER PLATE
EXPANSION JOINT DETAILS
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	KAK/AJF
CHECKED	JJD

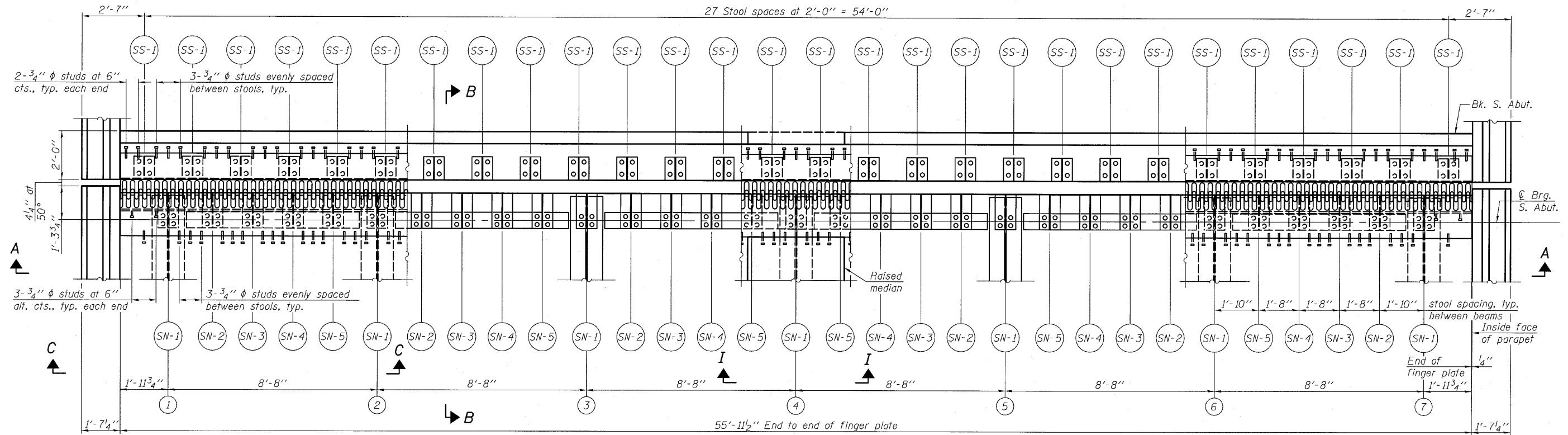
Notes:
See sheet 23 of 48 for Section B-B and trough splice detail.
See sheet 24 of 48 for Section C-C and Section I-I.



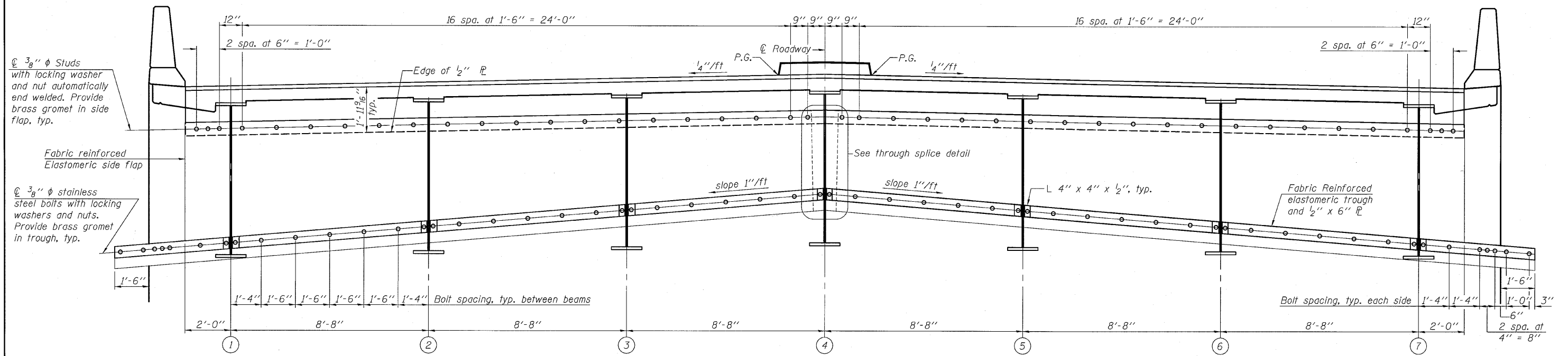
SHEET NO. 21 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	73
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27 Stool spaces at 2'-0" = 54'-0"



PLAN AT SOUTH ABUTMENT



SECTION A-A

SOUTH ABUTMENT FINGER PLATE
EXPANSION JOINT DETAILS
STRUCTURE NO. 082-0038

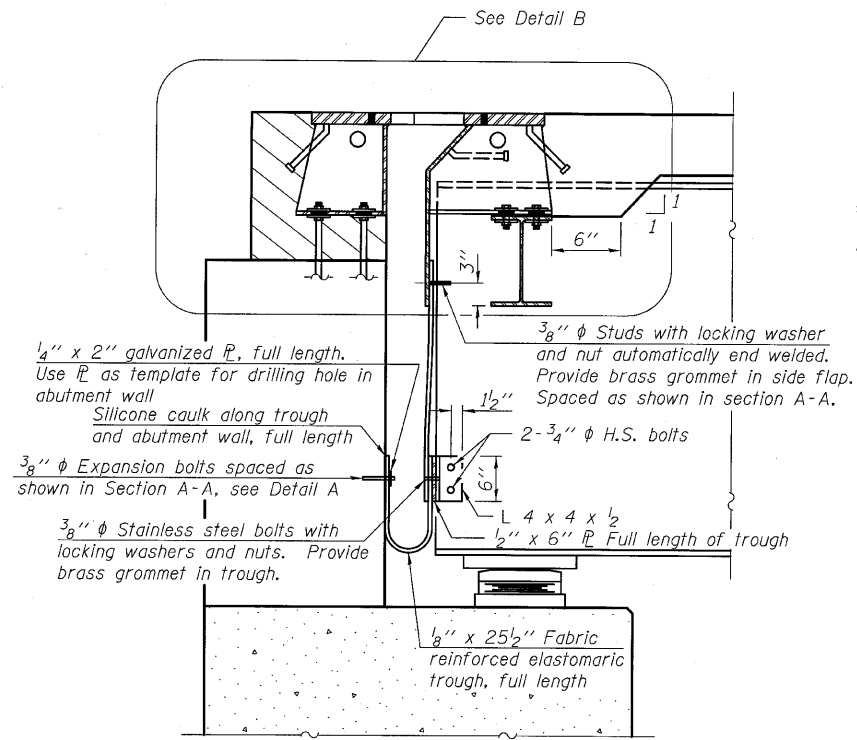
DESIGNED	KAK
CHECKED	JJD
DRAWN	KAK/AJF
CHECKED	JJD

Notes:
See sheet 23 of 48 for Section B-B and trough splice detail.
See sheet 24 of 48 for Section C-C and Section I-I.

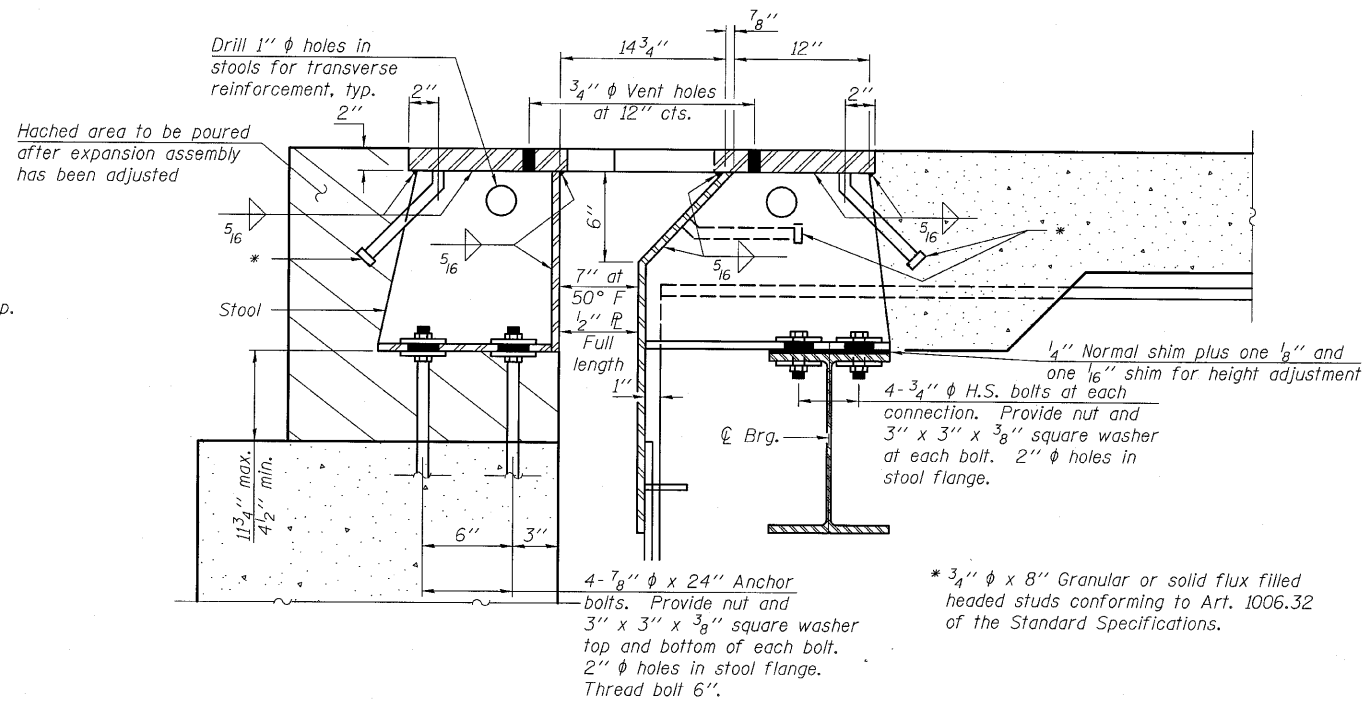
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 22 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	74
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

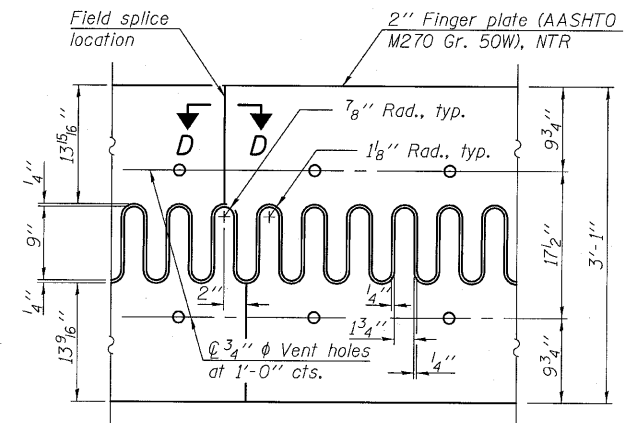
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B

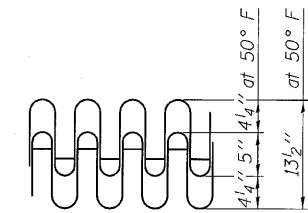


DETAIL B

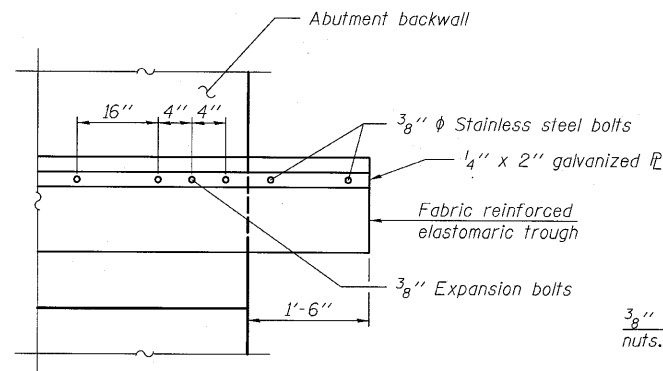


FLAME CUTTING DIAGRAM

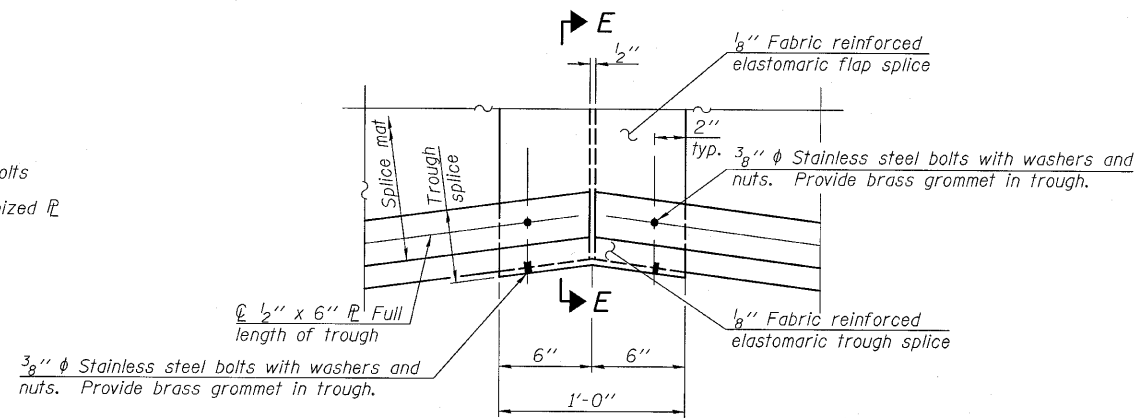
"NTR" denotes plates to which notch toughness requirements are applicable.



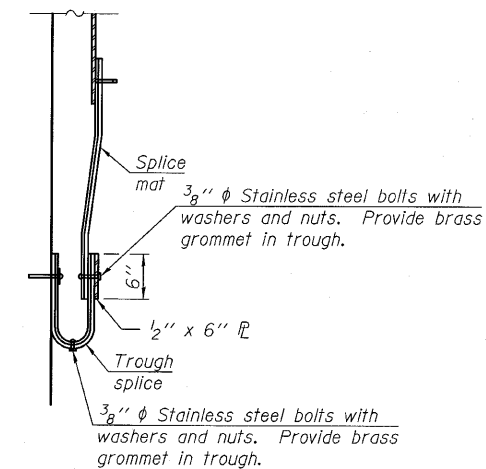
FINGER PLATE SETTING DIAGRAM



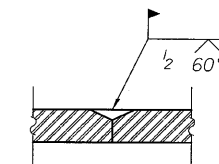
DETAIL A



TROUGH SPLICE DETAIL



SECTION E-E



SECTION D-D

Notes:
Finger plate expansion joints shall be assembled in their final relative position with ends in place for shop inspection and acceptance.
The Contractor shall determine the location(s) of the field splice(s) on the finger plate and trough, and coordinate with the fabricator.

FINGER PLATE EXPANSION

JOINT DETAILS

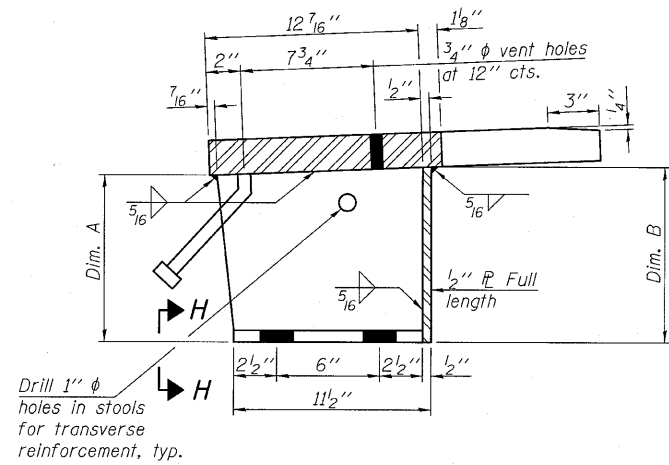
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	JJD
DRAWN	AJF
CHECKED	JJD

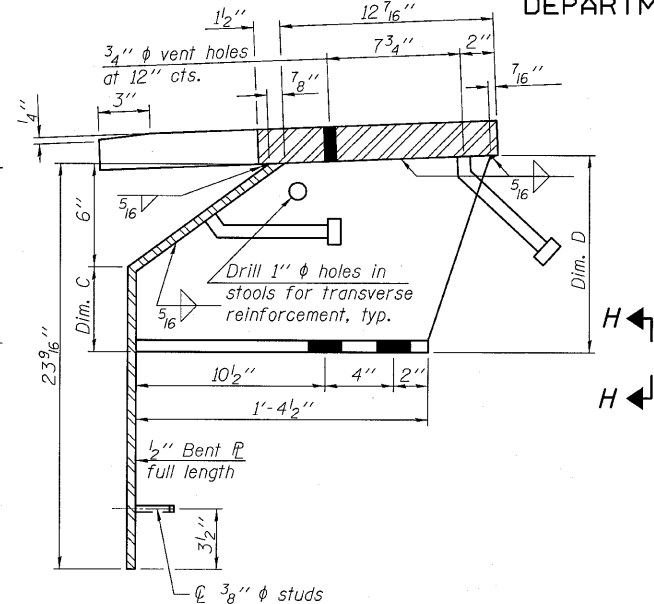
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 23 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	75
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

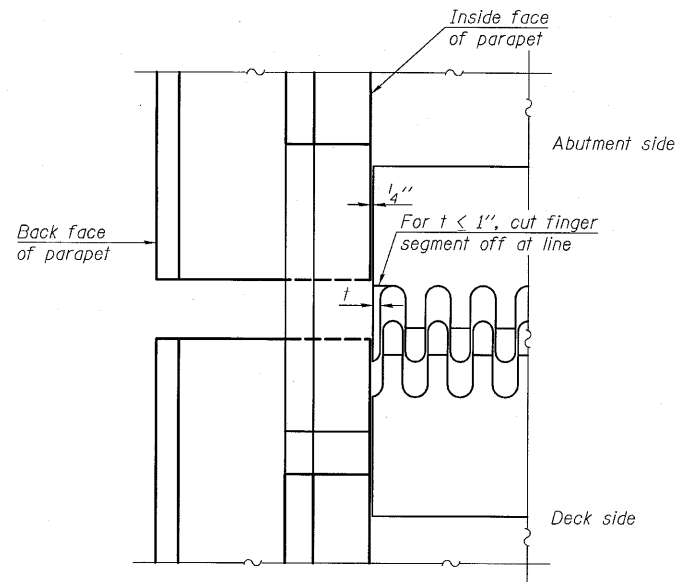
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



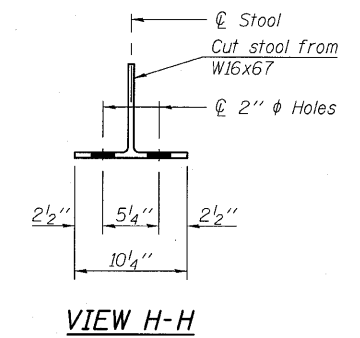
STOOLS NN-1 & SS-1



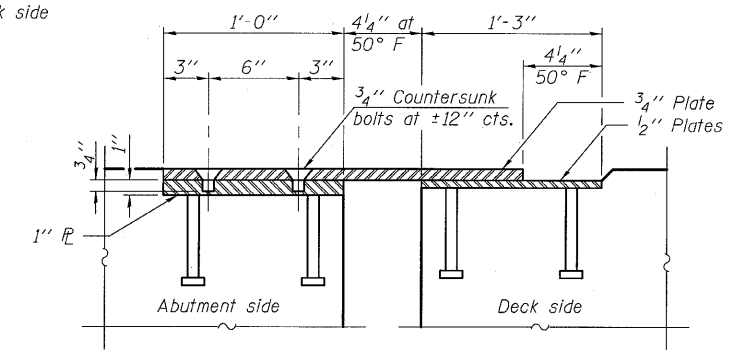
STOOLS NS-1 THRU NS-5
AND SN-1 THRU SN-5



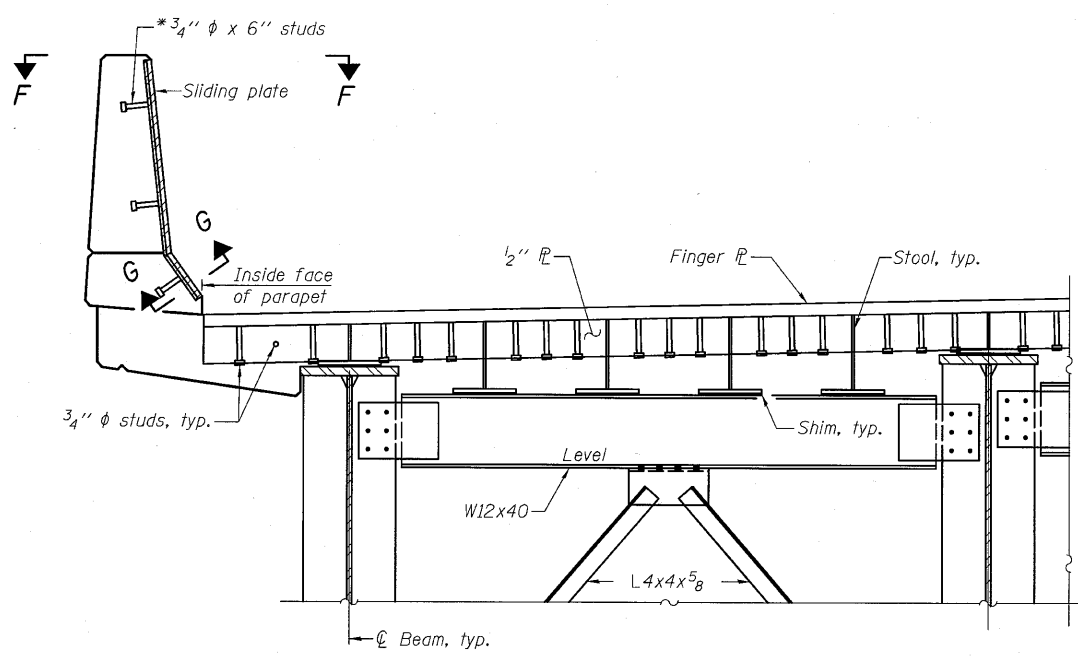
VIEW F-F



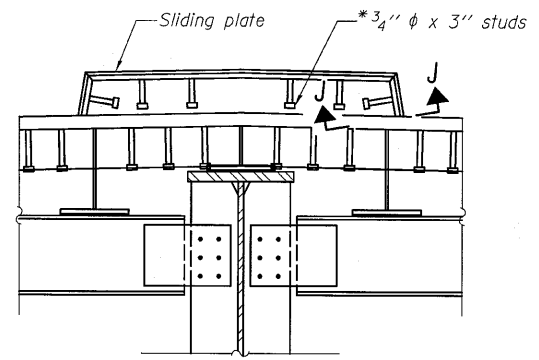
VIEW H-H



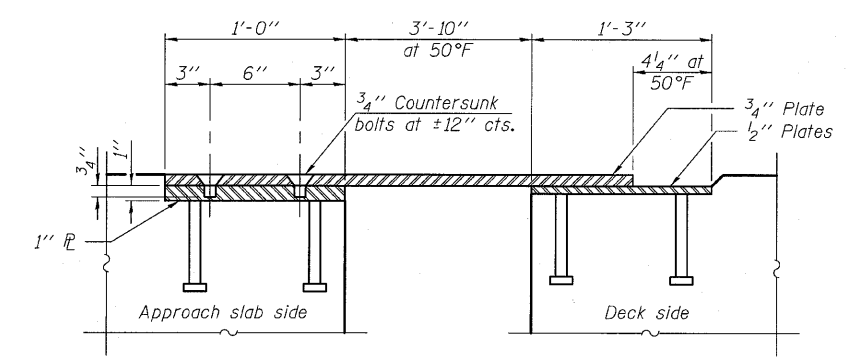
SECTION G-G



SECTION C-C



SECTION I-I



SECTION J-J

TABLE OF VARIABLE DIMENSIONS

Stool	Dim. A	Dim. B	Dim. C	Dim. D
NN-1	9 11/16"	10 3/16"	---	---
NS-1	---	---	5 1/8"	6 3/4"
NS-2	---	---	5 3/8"	11 1/8"
NS-3	---	---	5 1/2"	12 5/8"
NS-4	---	---	6 1/8"	12 3/4"
NS-5	---	---	6 5/8"	13 1/8"
SN-1	---	---	7"	6 1/2"
SN-2	---	---	5 3/8"	11 1/8"
SN-3	---	---	5 1/2"	12 1/4"
SN-4	---	---	6 1/4"	12 1/2"
SN-5	---	---	6 5/8"	13 1/8"
SS-1	9 5/8"	10 1/16"	---	---

* Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Standard Specifications.

DESIGNED KAK
CHECKED JJD
DRAWN KAK/AJF
CHECKED JJD

BILL OF MATERIAL

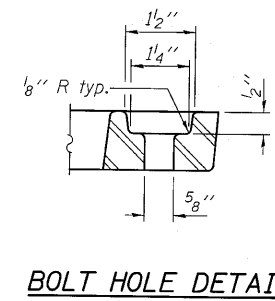
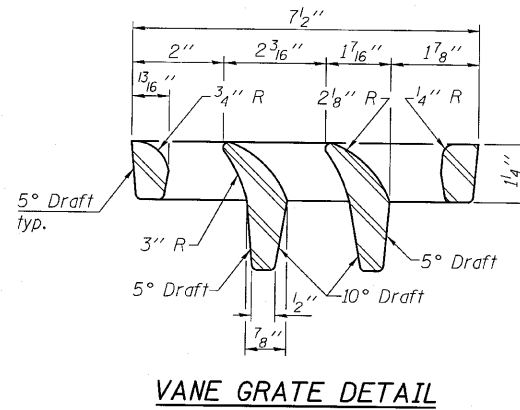
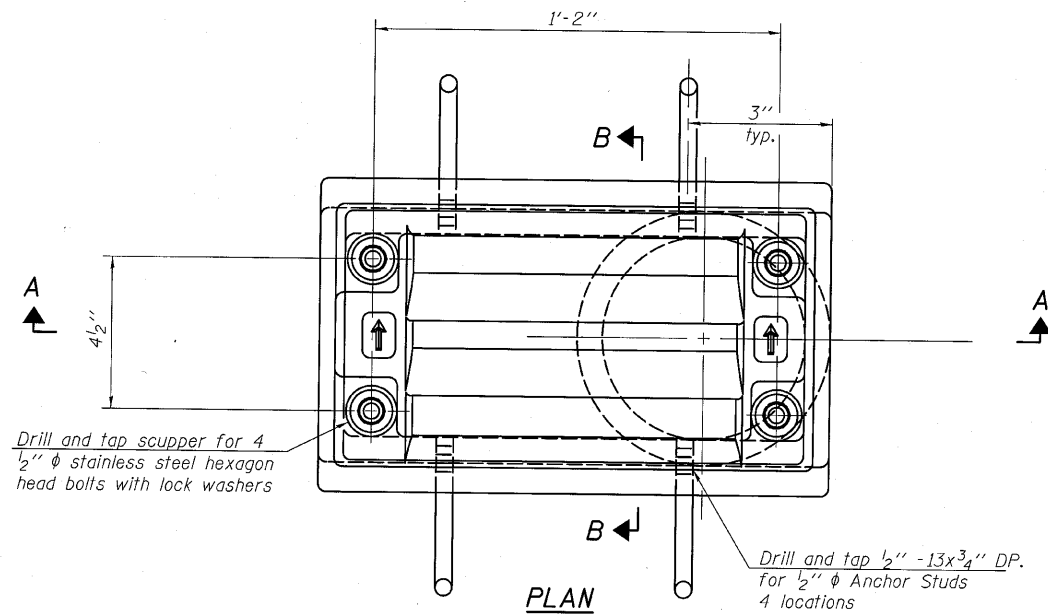
Item	Unit	Quantity
Finger Plate Expansion Joint, 4"	Foot	112
Fabric Reinforced Elastomeric Trough	Foot	124

FINGER PLATE EXPANSION
JOINT DETAILS
STRUCTURE NO. 082-0038

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 24 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	76
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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.

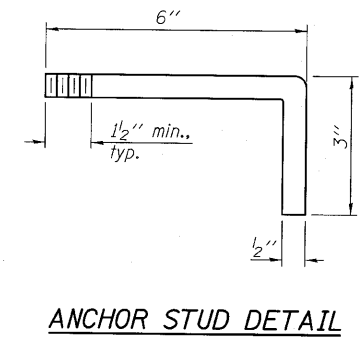
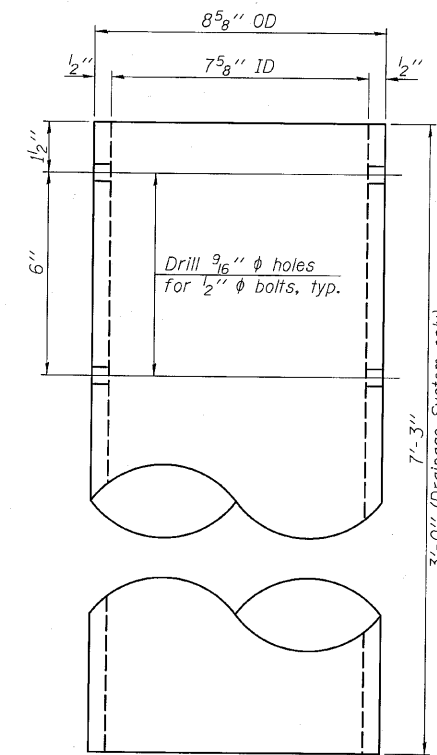
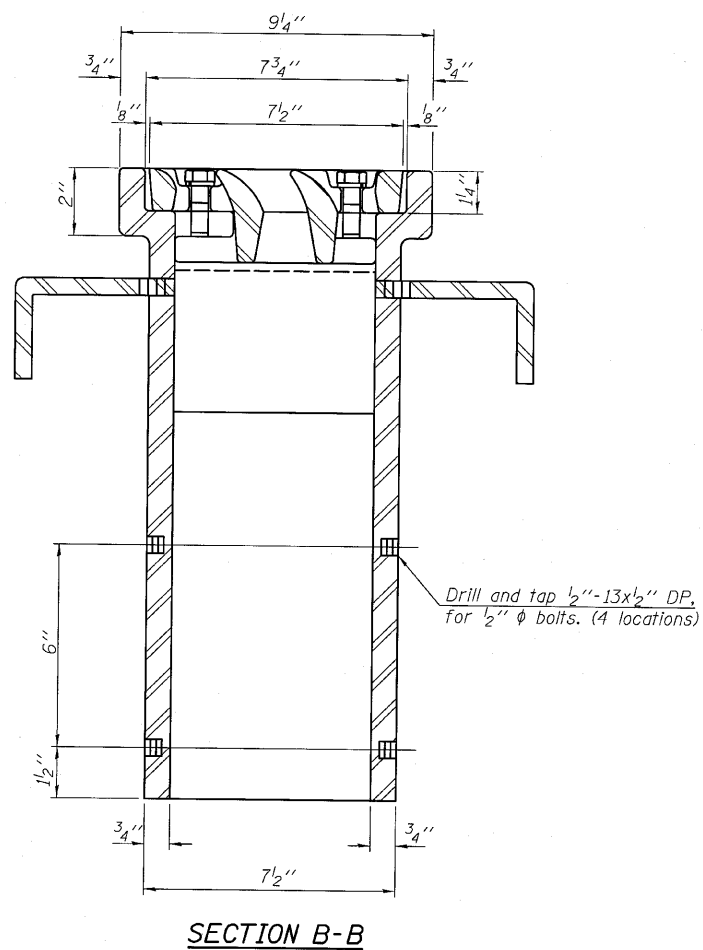
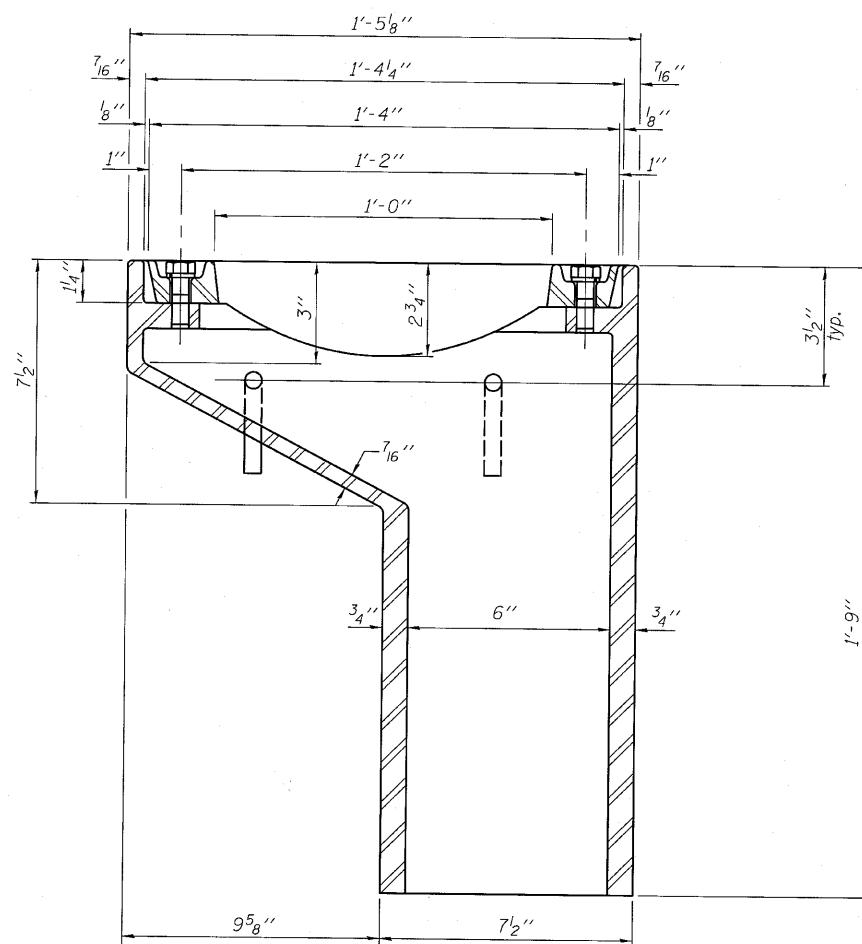
Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted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

For Drainage System Details, see sheets 26 thru 28 of 48.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	18

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 082-0038

DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	JJD

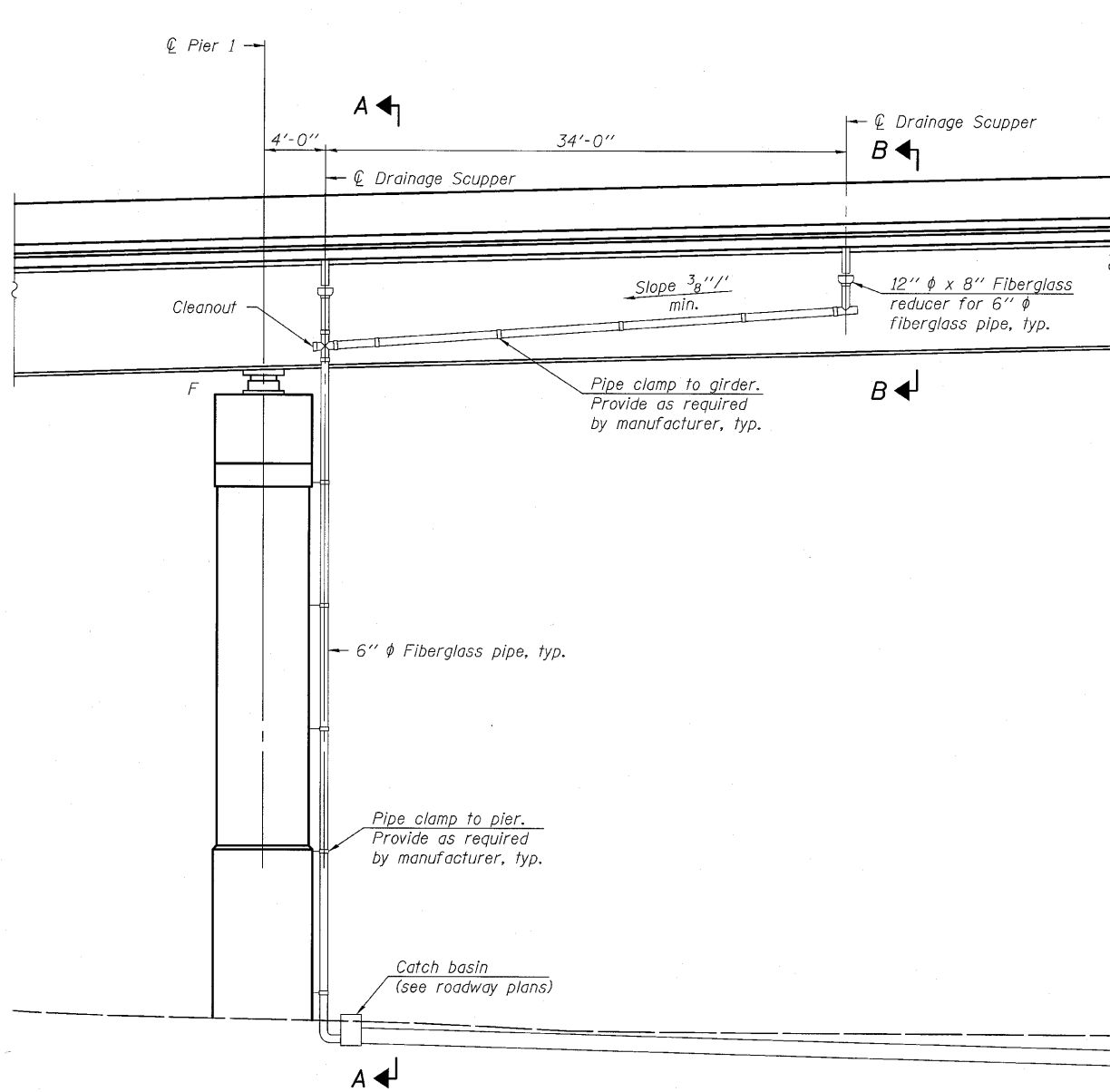
DS-11

11-1-09

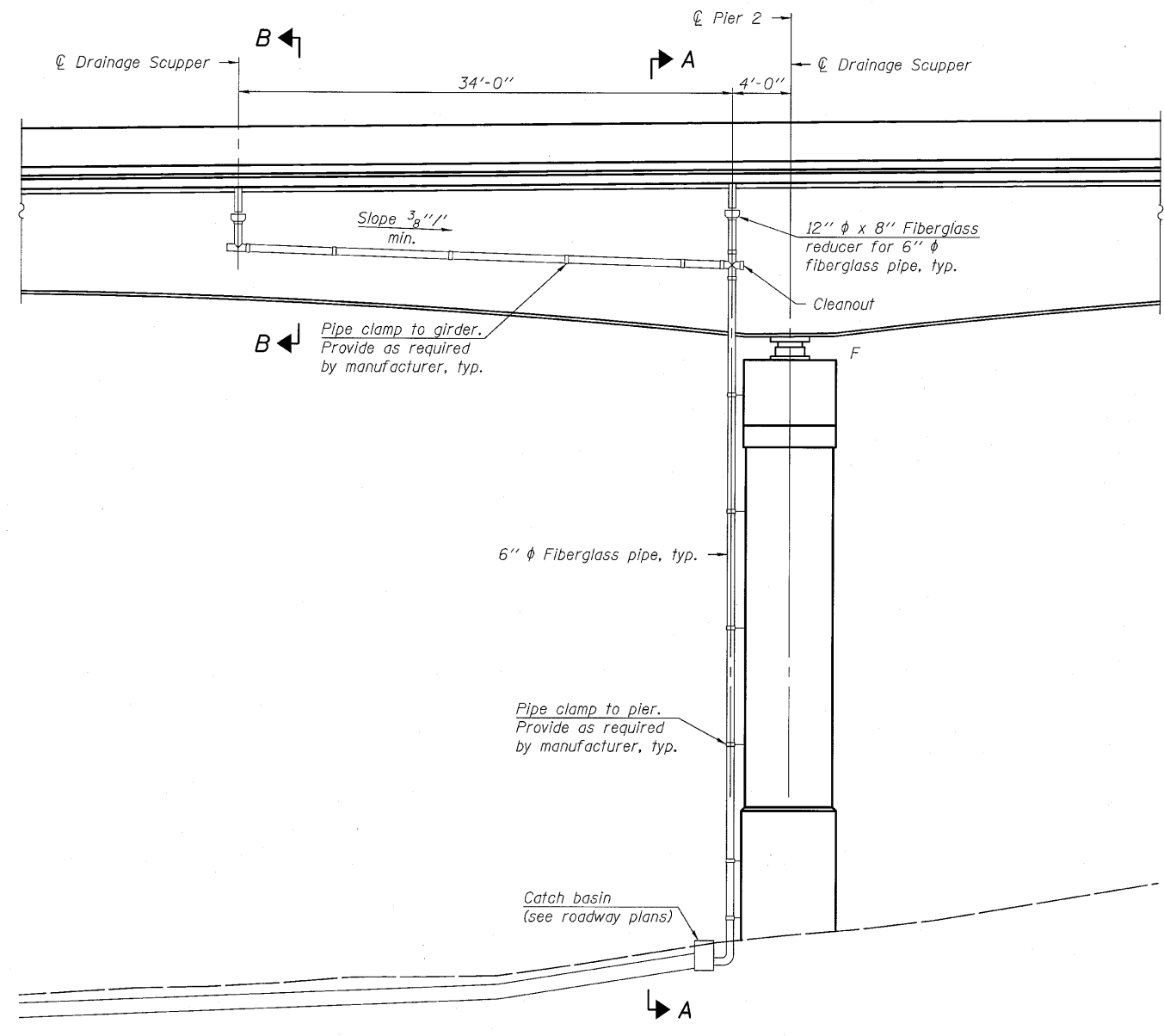
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 25 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	77
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION - PIER 1
(Looking East)



ELEVATION - PIER 2
(Looking East)

Note:
For Sections A-A and B-B, see sheet 28 of 48.

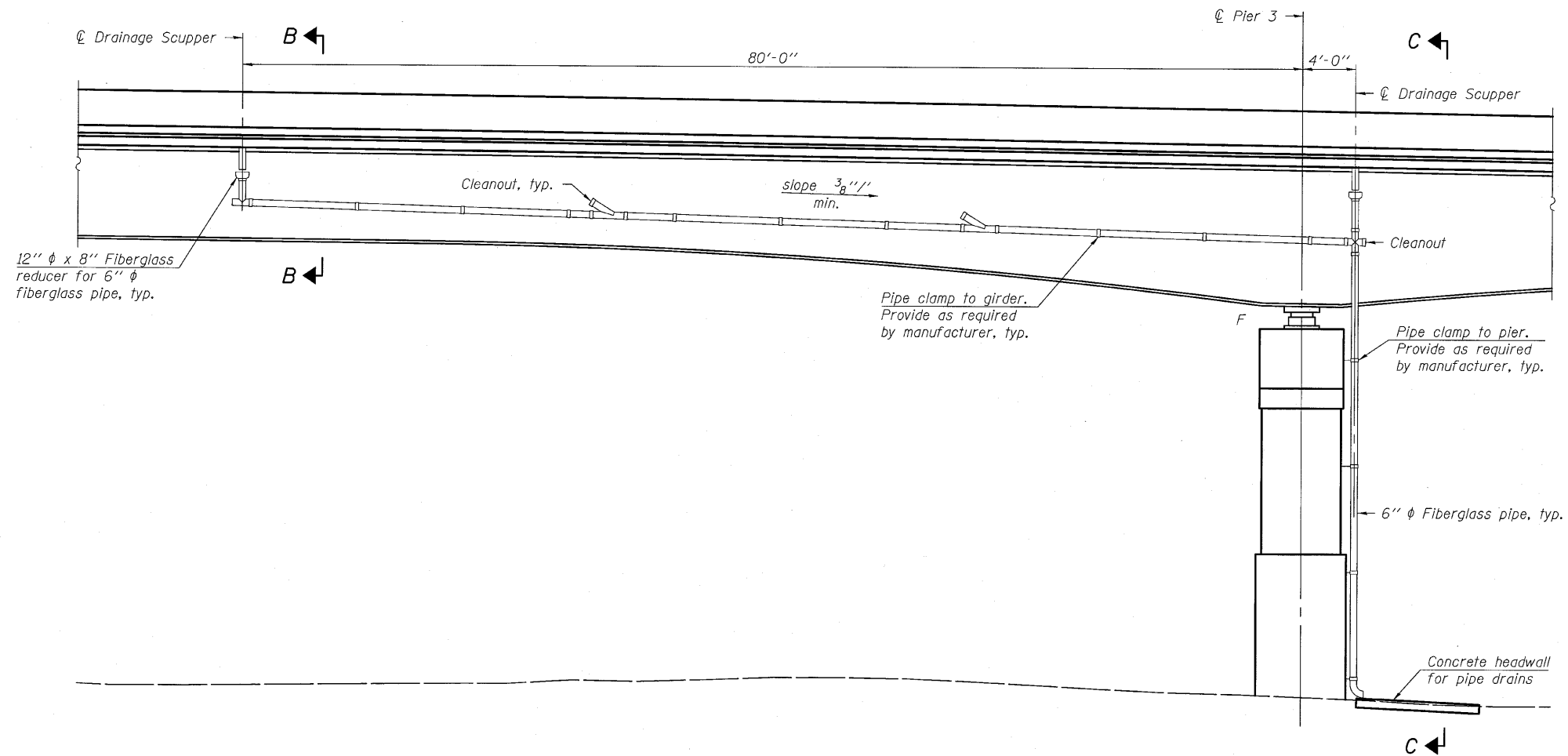
DESIGNED	EML
CHECKED	JJD
DRAWN	EML
CHECKED	JJD

DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 082-0038

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 26 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	78
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION - PIER 3
(Looking East)

Note:
For Sections B-B and C-C, see sheet 28 of 48.

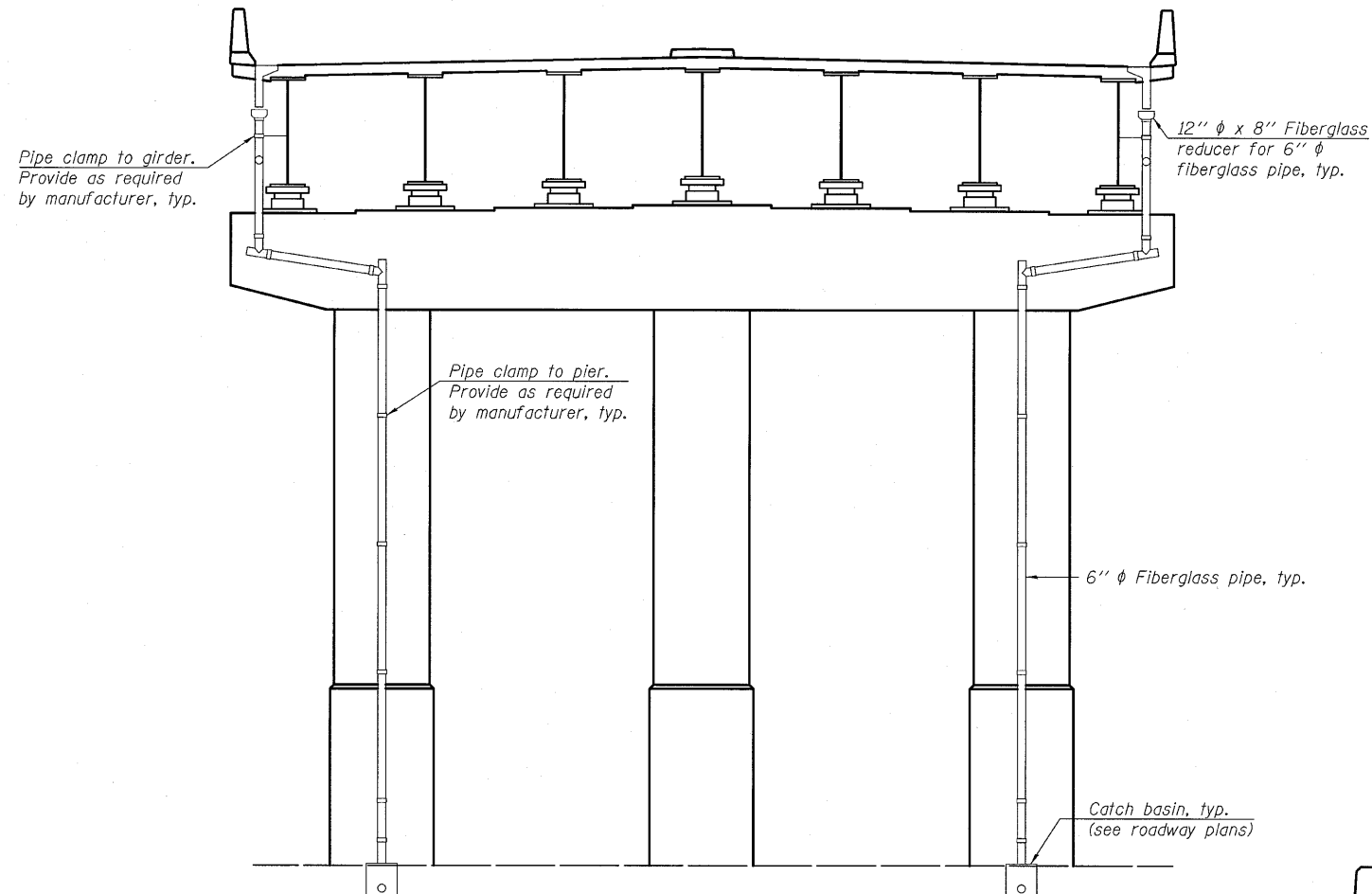
DESIGNED	EML
CHECKED	JJD
DRAWN	EML
CHECKED	JJD

DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 082-0038

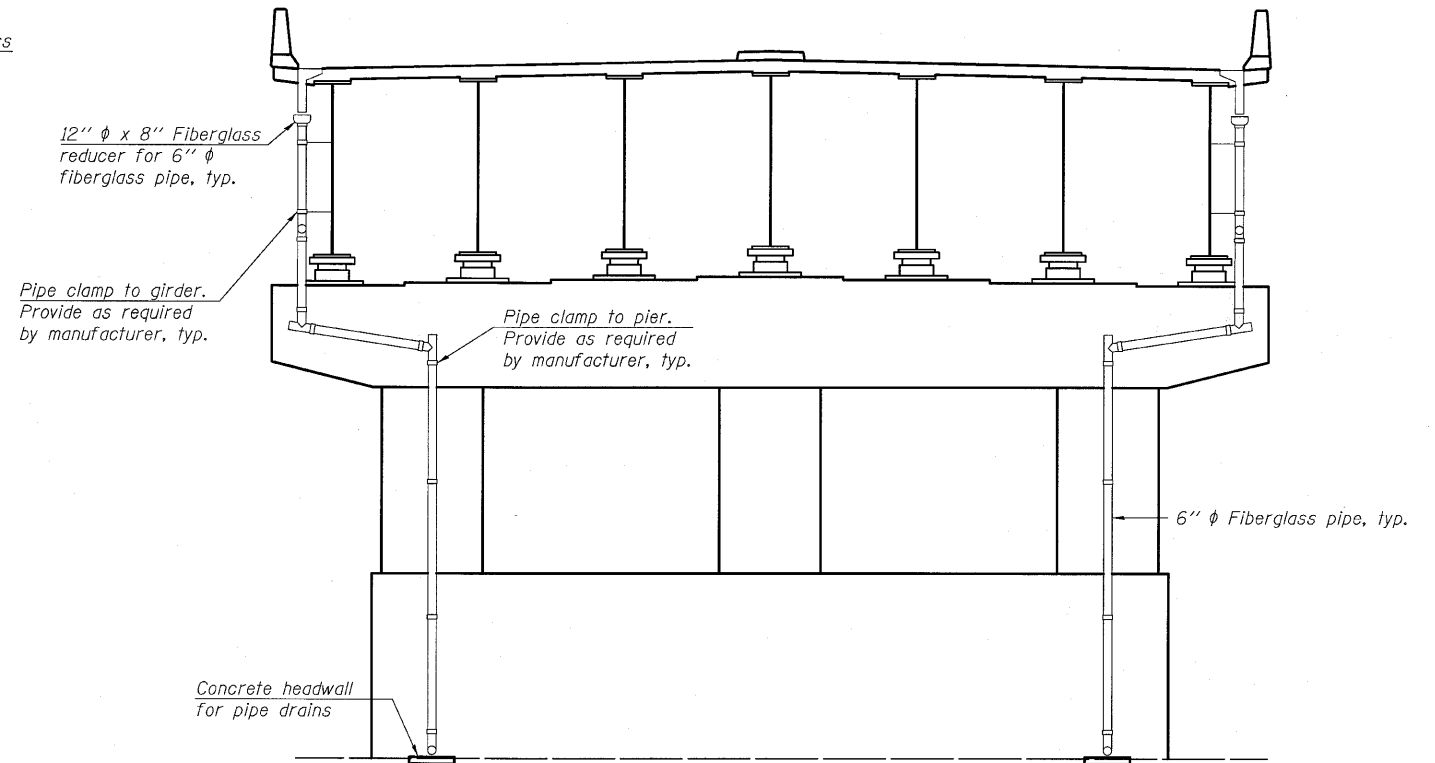
**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 27 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	79
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

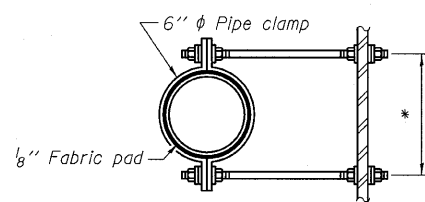
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A

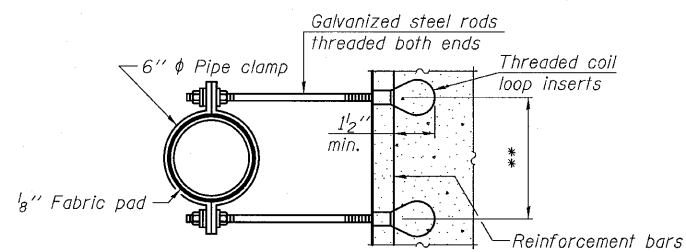


SECTION C-C



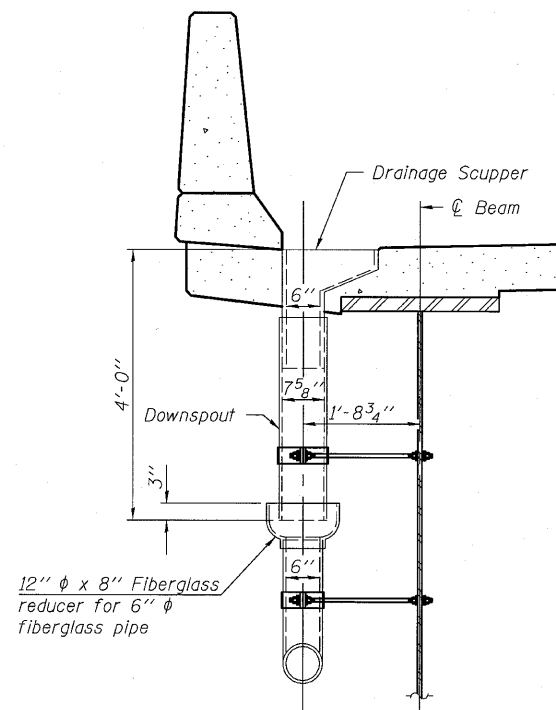
PIPE CLAMP DETAIL
AT GIRDER

* Dimension as required
by pipe clamp.



PIPE CLAMP DETAIL
FOR PIER

** Dimension as required
by pipe clamp.



PARTIAL SECTION B-B

Notes:
The exterior surfaces of the furnished fiberglass pipe shall be coated or pigmented by the manufacturer with a color that matches the color of concrete.
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum. The surface of the fiberglass pipe shall be free of bond inhibiting agents.
The clamping device and inserts shall be galvanized according to AASHTO 232. Space pipe clamp to miss reinforcement.
The cost of pipe, reducers, clamps, attachment hardware, fabric pad, concrete headwall and installation is included with "Drainage System".
The holes for the pipe clamp shall be detailed on the girder shop drawings.
For location of Section A-A, see sheet 26 of 48.
For location of Section B-B, see sheets 26 and 27 of 48.
For location of Section C-C, see sheet 27 of 48.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System	L Sum	1

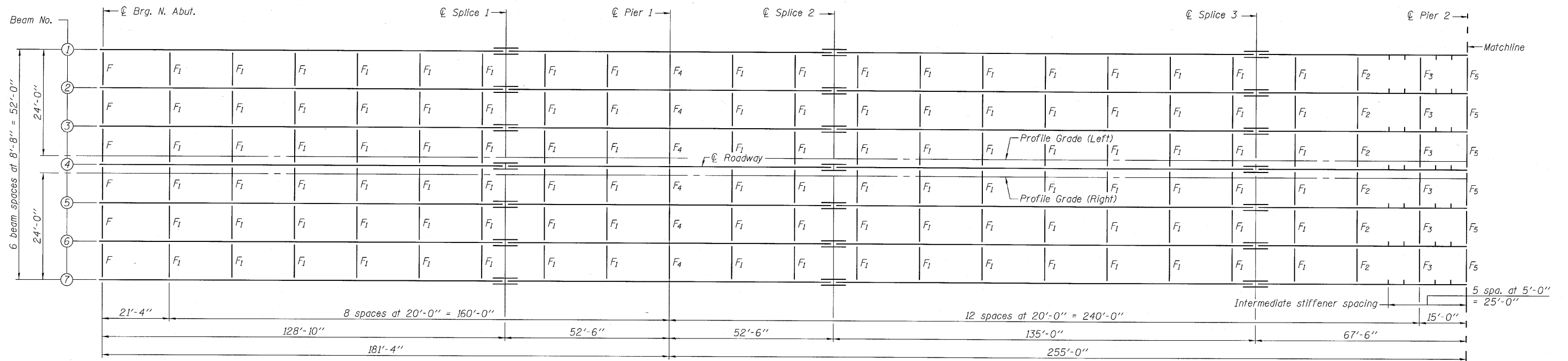
DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	JJD
DRAWN	EML/AJF
CHECKED	JJD

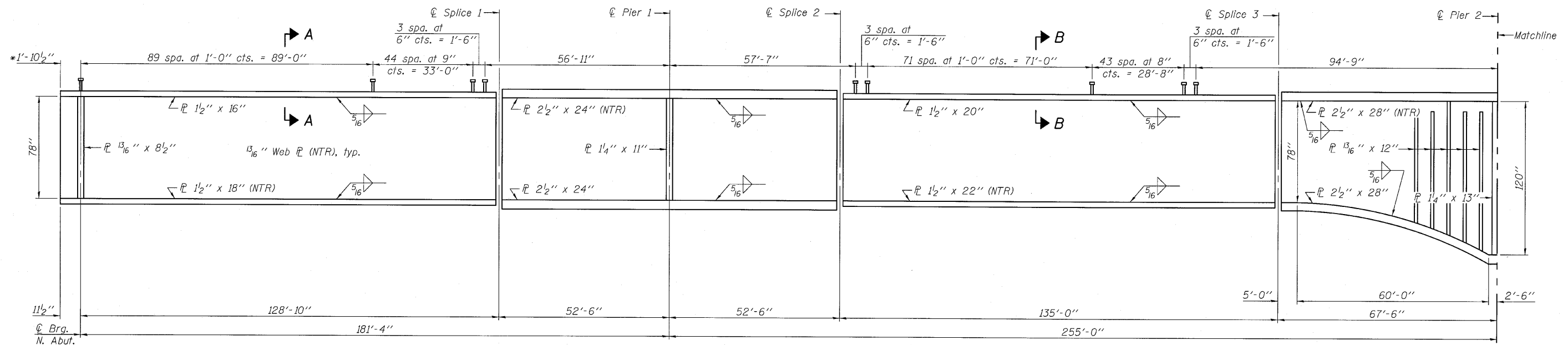
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 28 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	80
				CONTRACT NO. 76882	
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL FRAMING PLAN



PARTIAL GIRDER ELEVATION

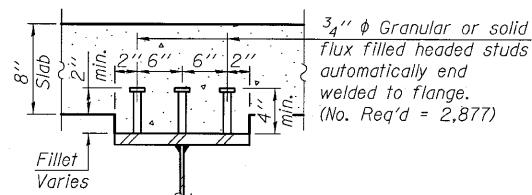
"NTR" denotes plates to which notch toughness requirements are applicable.

Notes:

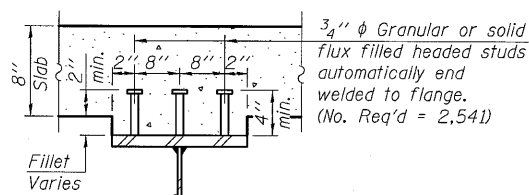
- All flanges, web plates, bearing stiffeners, intermediate stiffeners, and splice plates shall be AASHTO M270 Grade 50.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Girder ends and bearing stiffeners at both Abuts. shall be fabricated parallel to the backwall in its final position.
- See sheet 30 of 48 for spans 3 and 4.
- See sheet 32 of 48 for parabolic haunch detail.

STRUCTURAL STEEL
SPANS 1 AND 2
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	KAK
DRAWN	AJF/EML
CHECKED	JJD



SECTION A-A

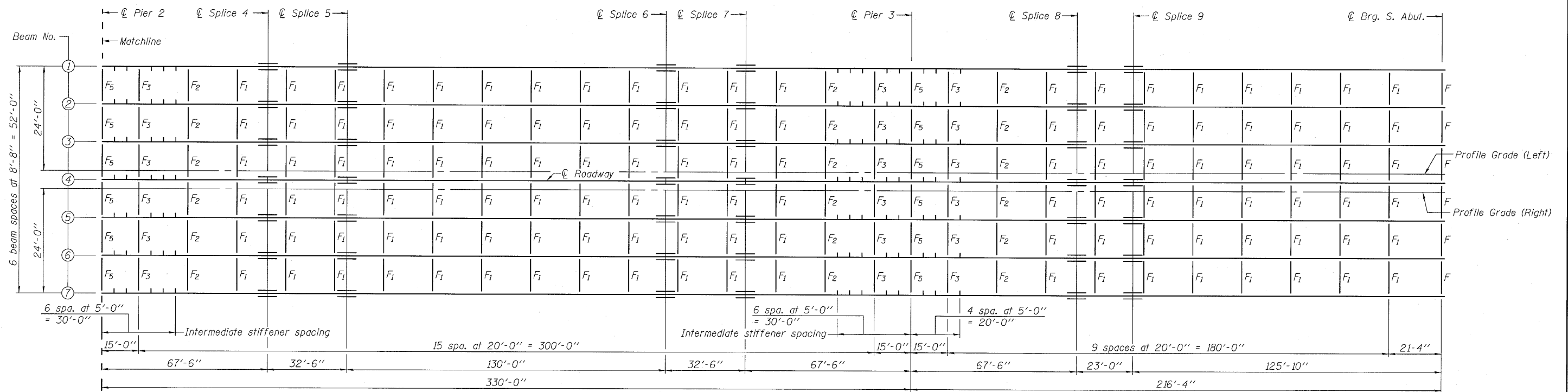


SECTION B-B

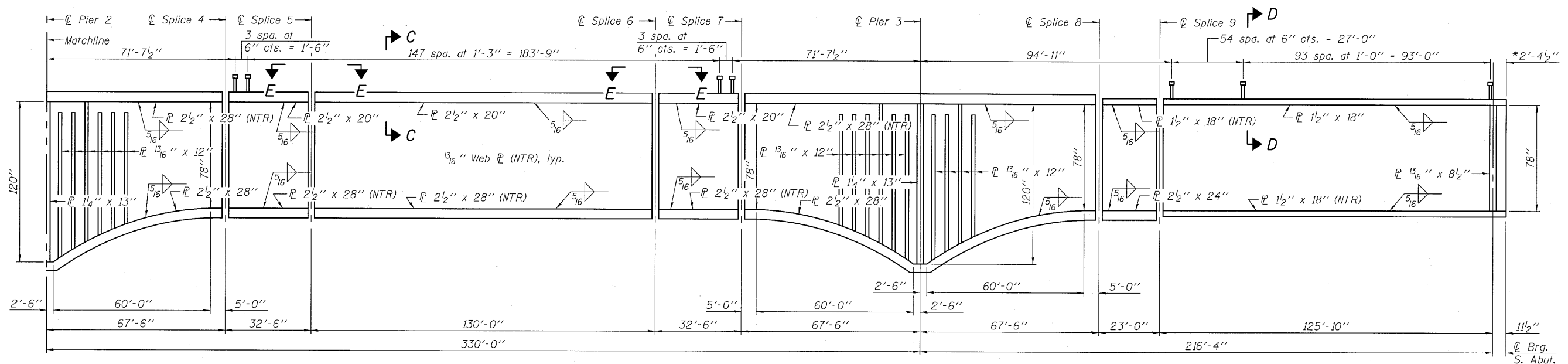
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 29 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 81
	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL FRAMING PLAN



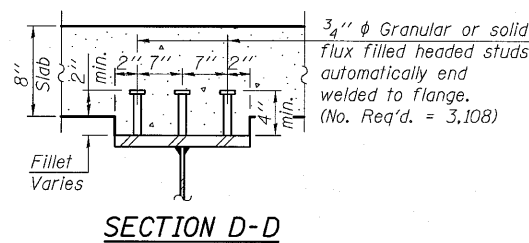
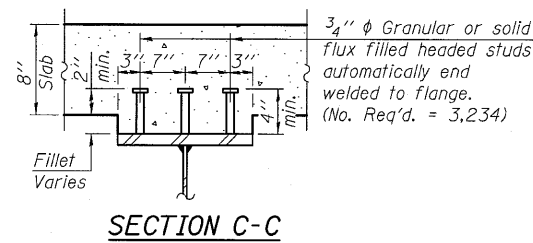
PARTIAL GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.

Notes:
See sheet 29 of 48 for spans 1 and 2.
See sheet 31 of 48 for View E-E.

*Based on plumed end of girder.

DESIGNED EML
CHECKED KAK
DRAWN AJF/EML
CHECKED JJD



HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 30 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 82
	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

STRUCTURAL STEEL
SPANS 3 AND 4
STRUCTURE NO. 082-0038

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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).

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

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

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

$\phi_r M_{nc}$: 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_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

INTERIOR GIRDER MOMENT TABLE

	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I_s (in ⁴)	112,600	226,601	131,574	642,292	223,067	642,292	117,465
$I_c(n)$ (in ⁴)	219,129	-	242,323	-	376,536	-	220,365
$I_c(3n)$ (in ⁴)	163,113	-	182,900	-	288,895	-	165,961
S_s (in ³)	2,854	5,460	3,326	10,277	6,011	10,277	2,900
$S_c(n)$ (in ³)	3,664	-	4,124	-	6,995	-	3,666
$S_c(3n)$ (in ³)	3,320	-	3,774	-	6,523	-	3,336
DC1 (k/')	1.312	1.532	1.353	1.716	1.547	1.716	1.322
MDC1 (k)	2,902	6,196	1,619	13,990	7,174	14,906	2,026
DC2 (k/')	0.191	0.191	0.191	0.191	0.191	0.191	0.191
MDC2 (k)	444	780	364	1,603	985	1,645	419
DW (k/')	0.371	0.371	0.371	0.371	0.371	0.371	0.371
M _{DW} (k)	866	1,520	710	3,121	1,919	3,204	817
$M_L + IM$ (k)	3,943	4,583	4,338	6,906	6,388	6,827	4,428
M_u (Strength I) (k)	12,381	19,019	11,135	36,258	24,256	37,442	12,030
$\phi_r M_n, \phi_r M_{nc}$ (k)	18,242	-	20,091	-	27,804	-	18,684
f_s DC1 (ksi)	12.20	13.62	5.84	16.34	14.32	17.41	8.38
f_s DC2 (ksi)	1.60	1.71	1.16	1.87	1.81	1.92	1.51
f_s DW (ksi)	3.13	3.34	2.26	3.64	3.53	3.74	2.94
f_s 1.3(L+IM) (ksi)	16.79	13.09	16.41	10.48	14.25	10.36	18.84
f_s (Service II) (ksi)	33.72	31.76	25.66	32.34	33.91	33.43	31.67
f_s (Total)(Strength I) (ksi)	-	41.80	-	42.34	-	43.72	-
V_r (k)	38.8	-	38.6	-	41.1	-	38.5

* Compact sections
** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE

	N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.
R _{DC1} (k)	89.5	323.3	489.3	505.2	82.2
R _{DC2} (k)	13.1	42.8	59.0	60.0	13.1
R _{DW} (k)	25.5	83.3	115.0	116.8	25.6
$R_L + IM$ (k)	196.5	362.4	402.9	400.7	199.2
R _{Total} (k)	324.6	811.8	1066.2	1082.8	320.1

*** TOP OF WEB ELEVATIONS

Location	¢ Brg. N. Abut.	¢ Splice 1	¢ Pier 1	¢ Splice 2	¢ Splice 3	¢ Pier 2	¢ Splice 4	¢ Splice 5	¢ Splice 6	¢ Splice 7	¢ Pier 3	¢ Splice 8	¢ Splice 9	¢ Brg. S. Abut.
Beam 1	447.00	451.91	453.34	454.76	457.26	458.22	459.18	459.61	459.06	458.37	456.87	455.53	455.19	451.54
Beam 2	447.18	452.09	453.52	454.94	457.45	458.40	459.36	459.79	459.24	458.56	457.05	455.72	455.37	451.72
Beam 3	447.36	452.27	453.70	455.13	457.63	458.59	459.54	459.97	459.42	458.74	457.23	455.90	455.55	451.90
Beam 4	447.54	452.45	453.88	455.31	457.81	458.77	459.72	460.15	459.60	458.92	457.41	456.08	455.73	452.08
Beam 5	447.36	452.27	453.70	455.13	457.63	458.59	459.54	459.97	459.42	458.74	457.23	455.90	455.55	451.90
Beam 6	447.18	452.09	453.52	454.94	457.45	458.40	459.36	459.79	459.24	458.56	457.05	455.72	455.37	451.72
Beam 7	447.00	451.91	453.34	454.76	457.26	458.22	459.18	459.61	459.06	458.37	456.87	455.53	455.19	451.54

*** For Fabrication only.

INTERIOR GIRDER DISTRIBUTION FACTOR TABLE

	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
Pos. Moment (lanes)	0.683	-	0.663	-	0.628	-	0.657
Neg. Moment (lanes)	0.561	0.678	0.560	0.653	0.551	0.656	0.577
Shear (lanes)	1.504	1.352	1.458	1.271	1.306	1.285	1.643
Single Lane/Fatigue Pos. Moment (lanes)	0.391	-	0.389	-	0.373	-	0.386
Single Lane/Fatigue Neg. Moment (lanes)	0.310	0.343	0.310	0.340	0.307	0.340	0.316
Single Lane/Fatigue Shear (lanes)	0.872	0.764	0.819	0.772	0.762	0.770	0.878

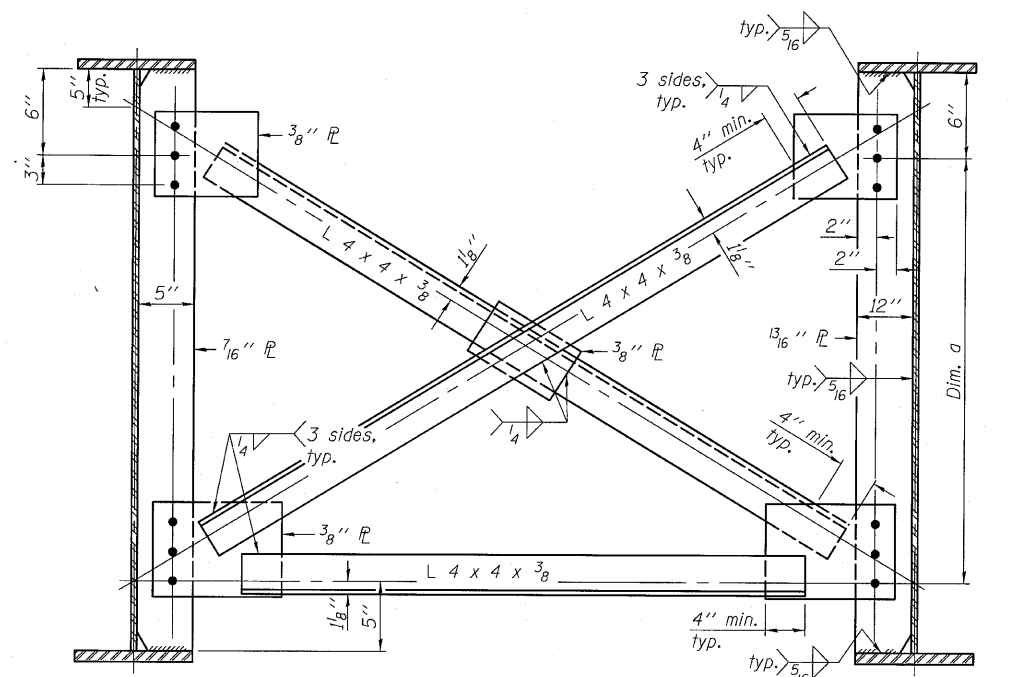
EXTERIOR GIRDER DISTRIBUTION FACTOR TABLE

	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
Pos. Moment (lanes)	0.689	-	0.692	-	0.686	-	0.690
Neg. Moment (lanes)	0.694	0.713	0.698	0.715	0.701	0.718	0.689
Shear (lanes)	0.914	0.868	0.885	0.814	0.823	0.815	0.976
Single Lane/Fatigue Pos. Moment (lanes)	0.542	-	0.523	-	0.497	-	0.510
Single Lane/Fatigue Neg. Moment (lanes)	0.432	0.527	0.414	0.525	0.395	0.519	0.412
Single Lane/Fatigue Shear (lanes)	0.885	0.775	0.823	0.773	0.794	0.769	0.874

**** These distribution factors do not include the single lane multiple presence factor. If used for other than fatigue analysis, the multiple presence factor must be included.

DESIGNED	EML/KAK
CHECKED	KAK/JJD
DRAWN	AJF/KAK
CHECKED	JJD

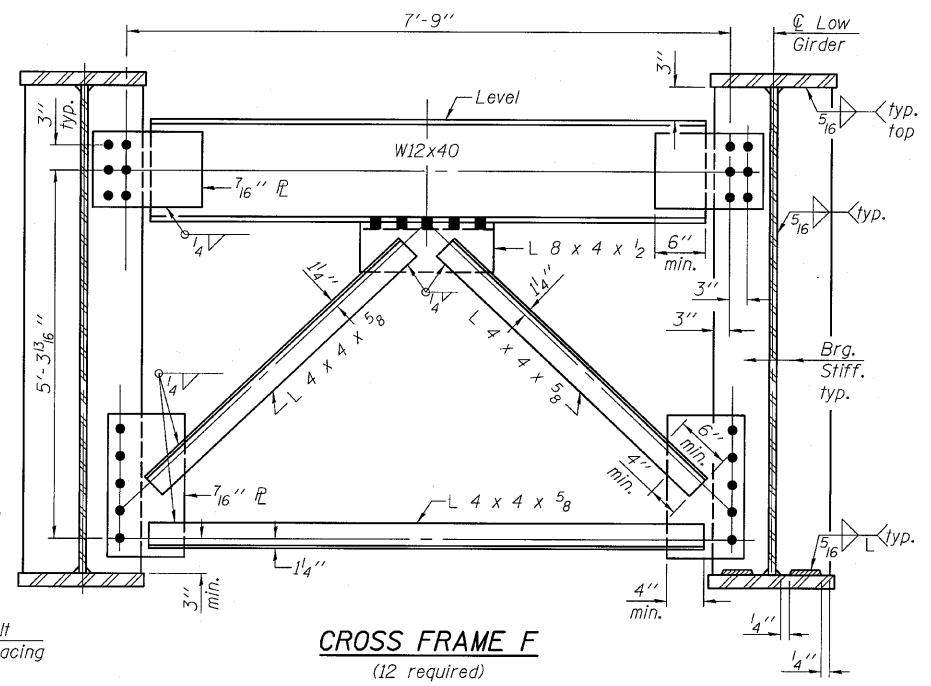
Notes:
All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
All bolts in cross frames shall be 7/8" ϕ in 1 1/16" ϕ holes.
Two hardened washers shall be required for each set of oversized holes.



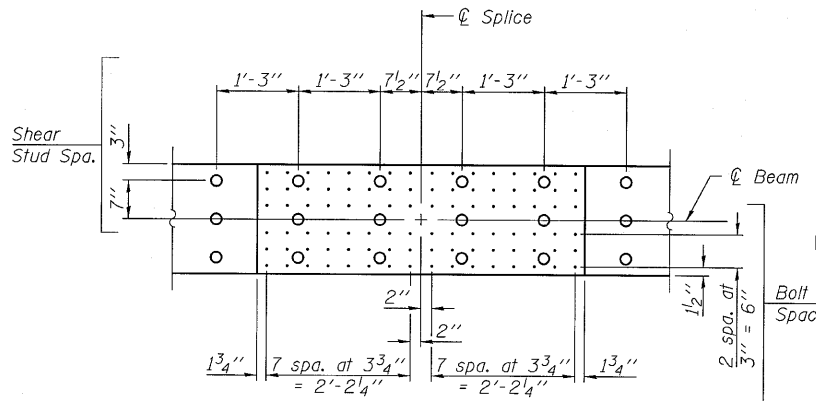
CROSS FRAME F₁ THRU F₃
(228-F₁ required)
(24-F₂ required)
(24-F₃ required)

TABLE OF VARIABLE DIMENSIONS

Cross Frame	Dim. a
F ₁	5'-7"
F ₂	6'-3 13/16"
F ₃	7'-9 5/16"



STRUCTURAL STEEL DETAILS
STRUCTURE NO. 082-0038

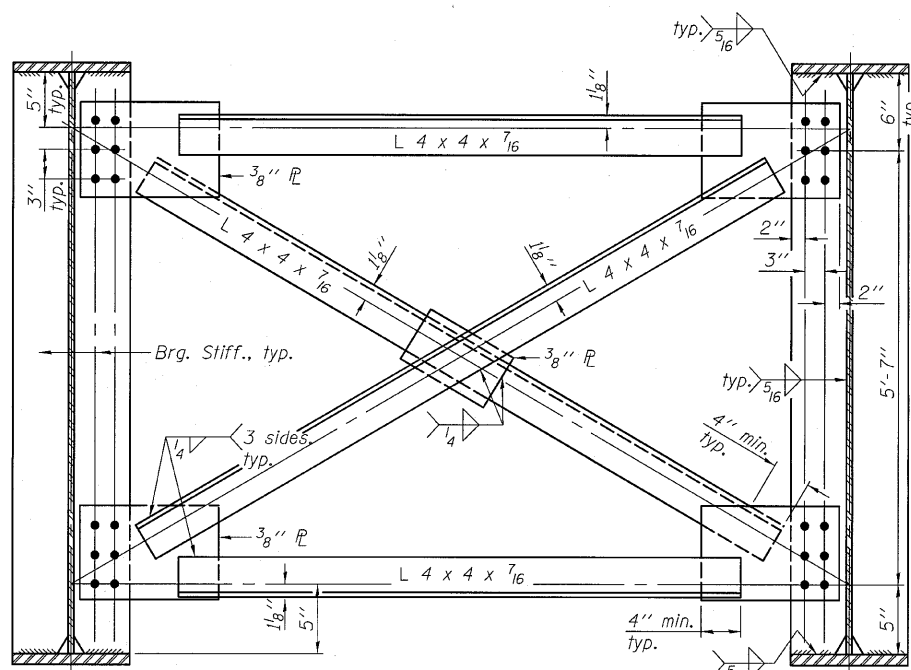


VIEW E-E

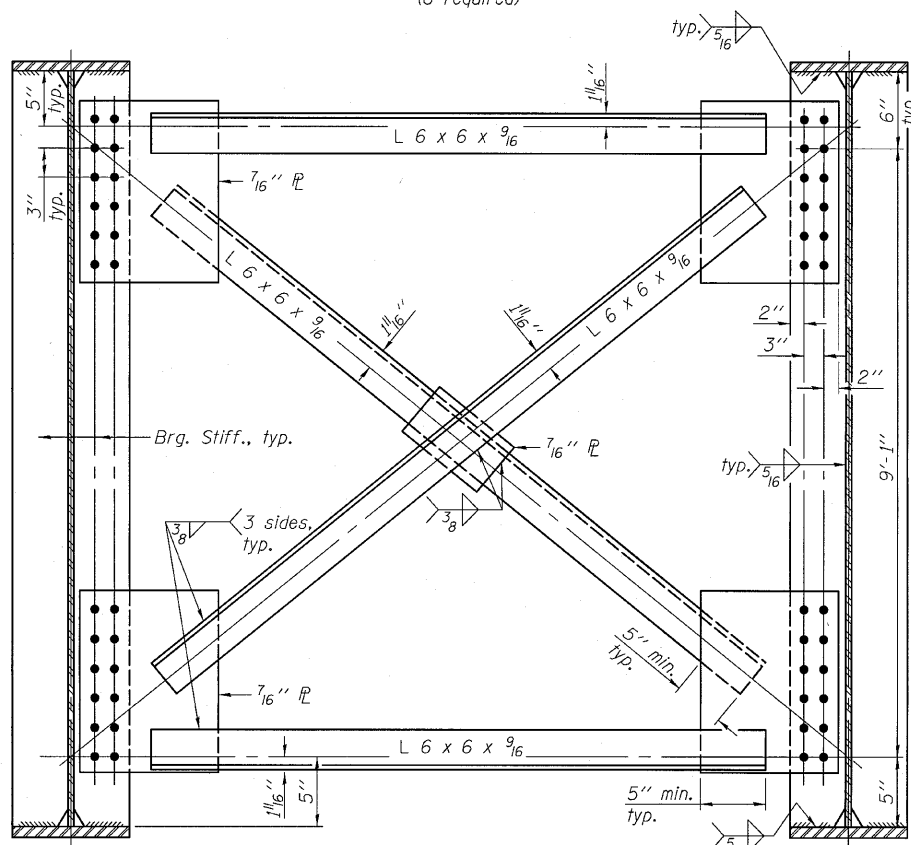
SHEET NO. 31 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	83
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					



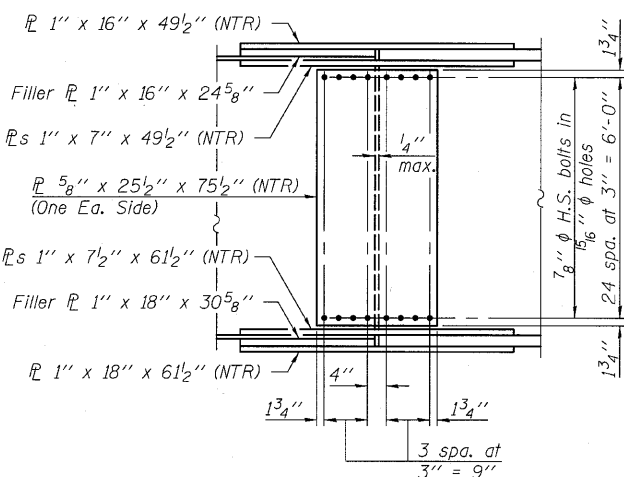
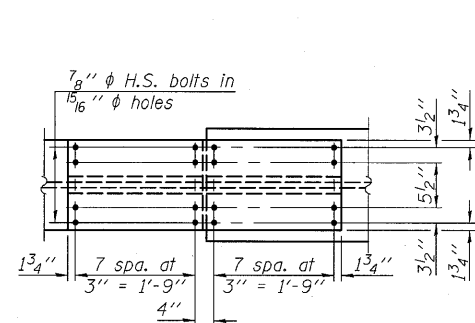
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



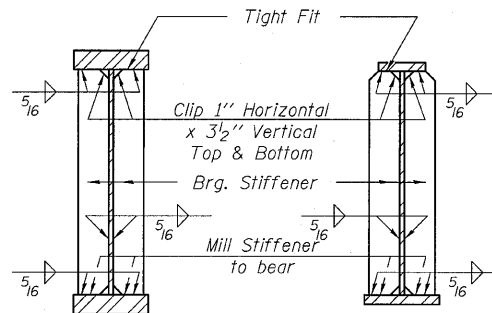
CROSS FRAME F4
(6 required)



CROSS FRAME F5
(12 required)

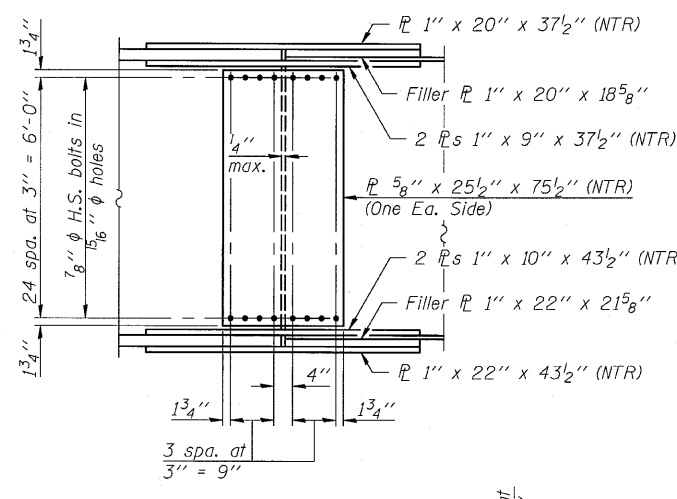
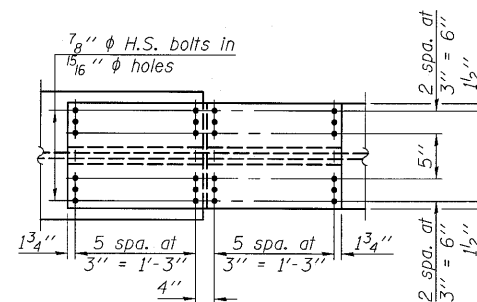


FIELD SPLICE 1 DETAIL
(7 Required)

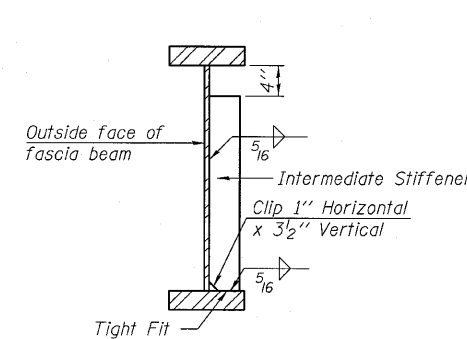


SECTION AT PIER

SECTION AT ABUTMENT

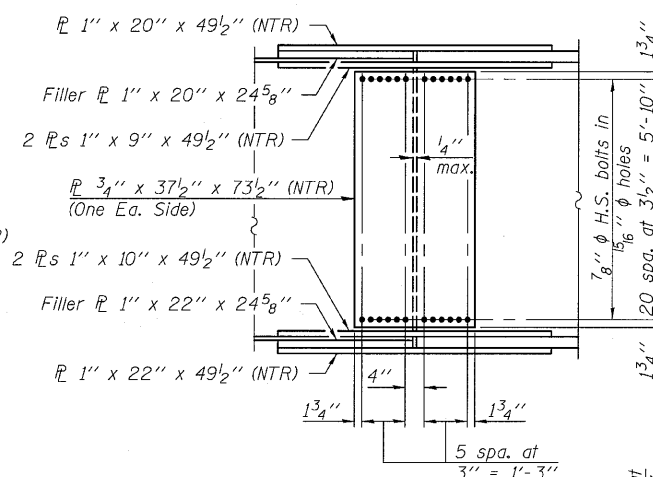
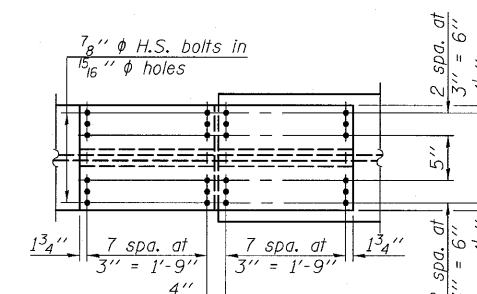


FIELD SPLICE 2 DETAIL
(7 Required)

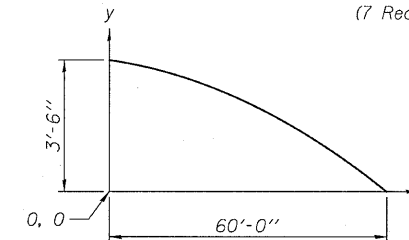


SECTION AT INT. STIFFENER

(Fascia beam shown, interior beams similar)



FIELD SPLICE 3 DETAIL
(7 Required)



PARABOLIC HAUNCH DETAIL

Haunch equation: $y = -\frac{3.5}{3,600}x^2 + 3.5$, where x and y are in feet.

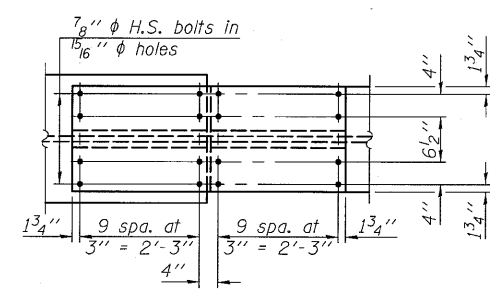
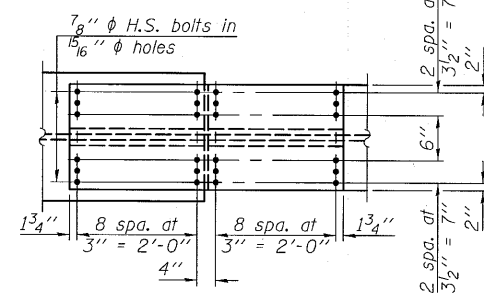
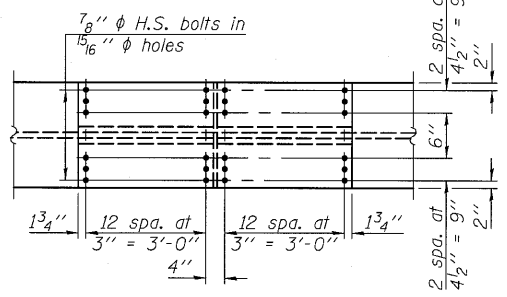
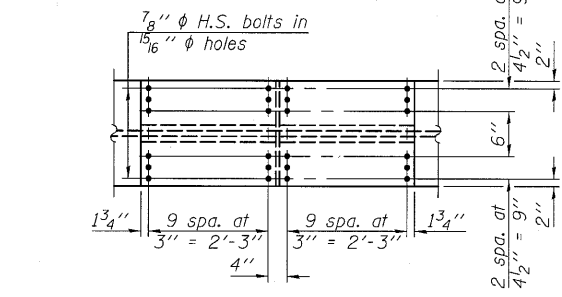
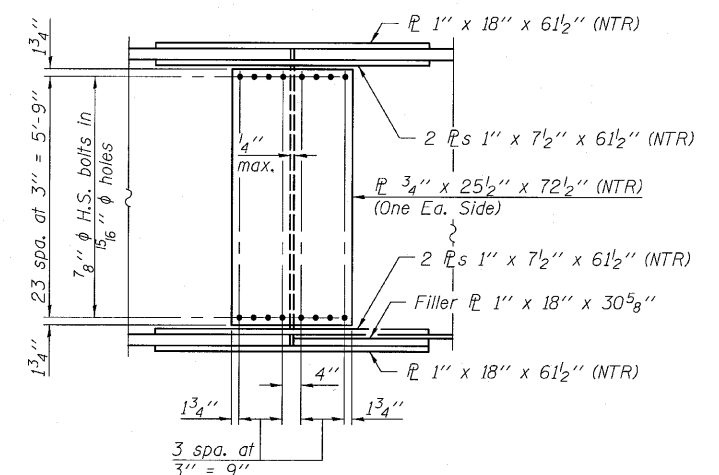
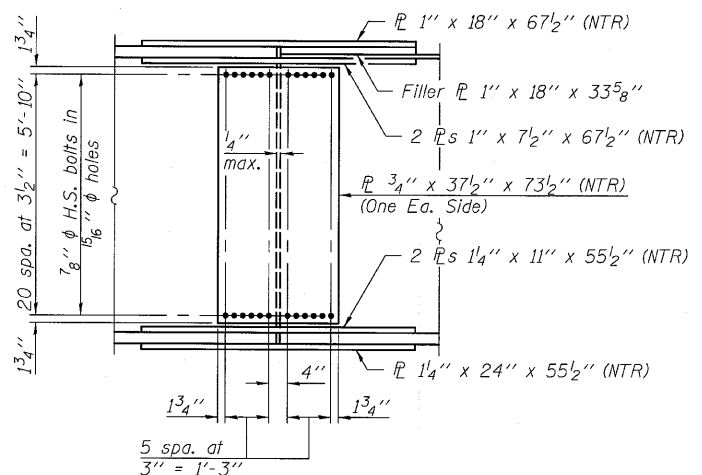
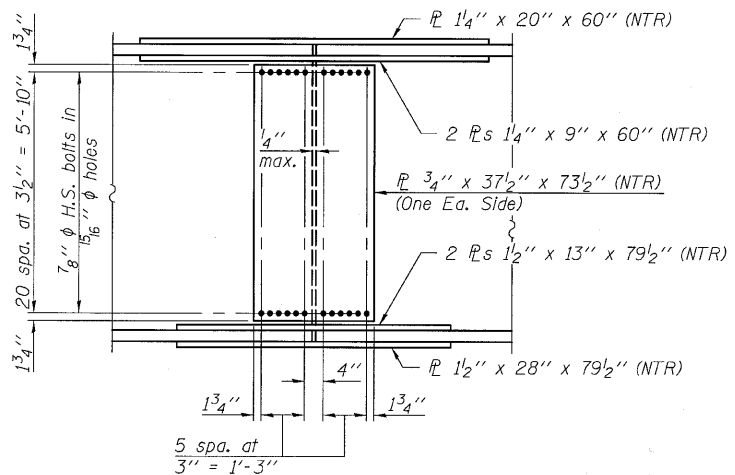
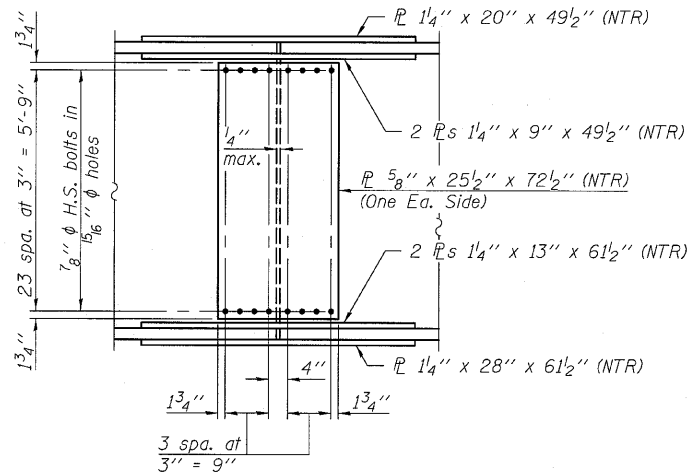
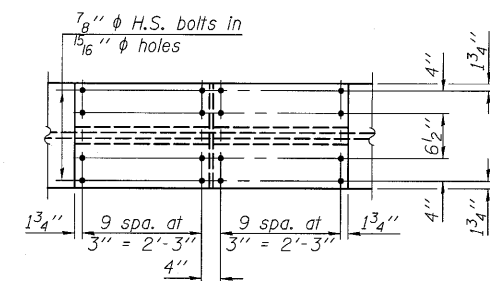
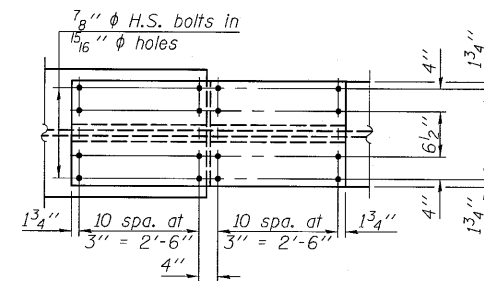
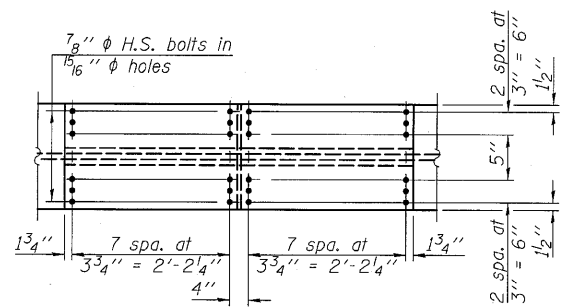
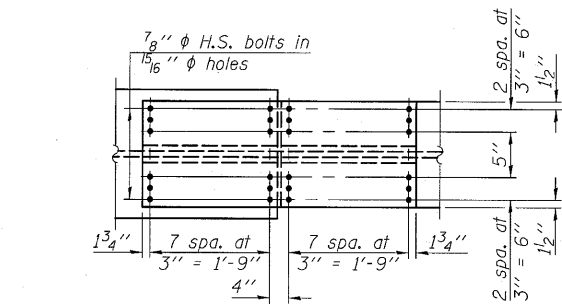
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 082-0038

DESIGNED	EML/KAK
CHECKED	JJD
DRAWN	EML/KAK
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 32 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	84
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

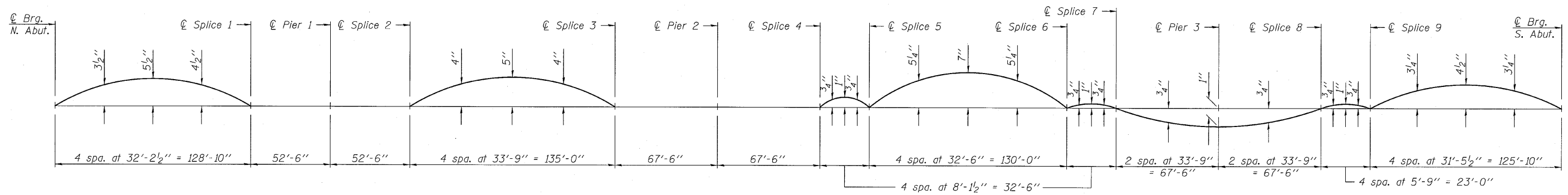


FIELD SPLICES 4 & 7 DETAIL
(14 Required)

FIELD SPLICES 5 & 6 DETAIL
(14 Required)

FIELD SPLICE 8 DETAIL
(7 Required)

FIELD SPLICE 9 DETAIL
(7 Required)



CAMBER DIAGRAM

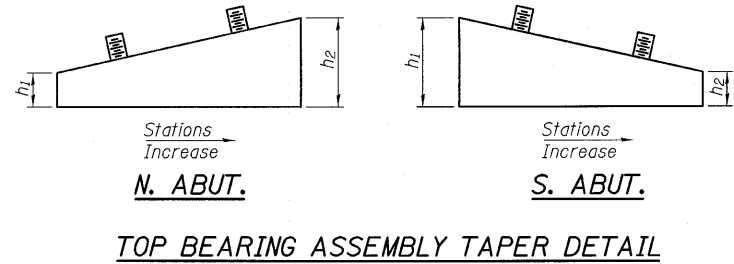
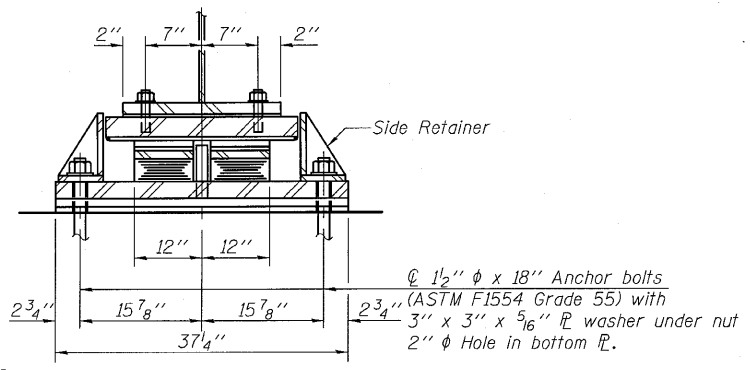
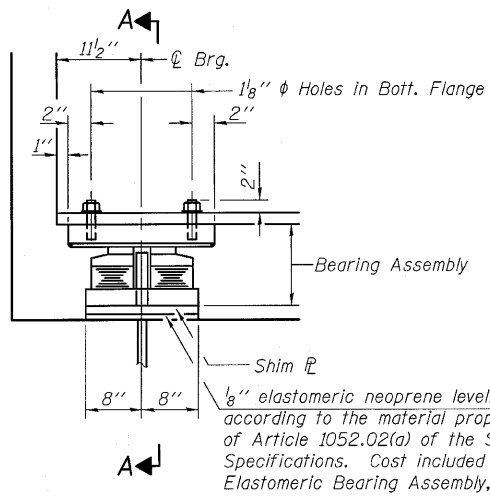
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	JJD
DRAWN	EML
CHECKED	JJD

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 33 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 85
	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

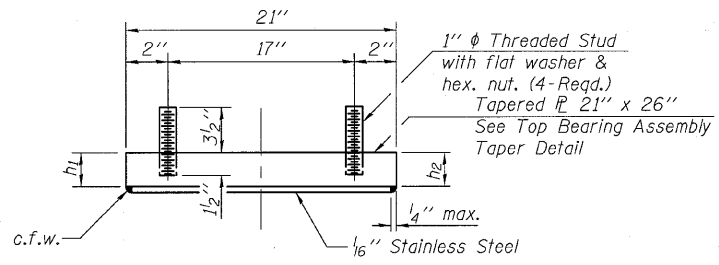
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



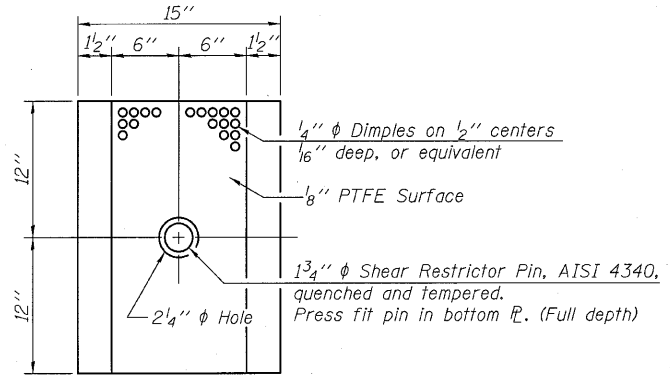
ELEVATION AT ABUT.

SECTION A-A

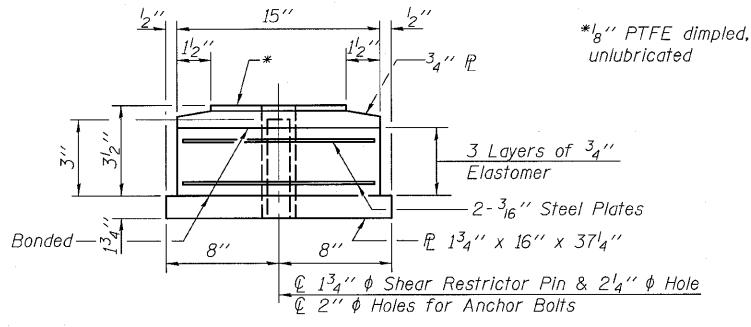
TYPE III ELASTOMERIC EXP. BRG.



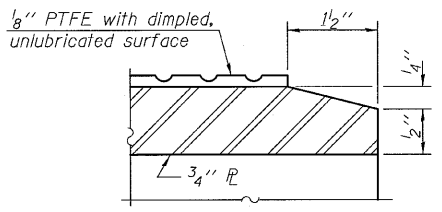
TOP BEARING ASSEMBLY



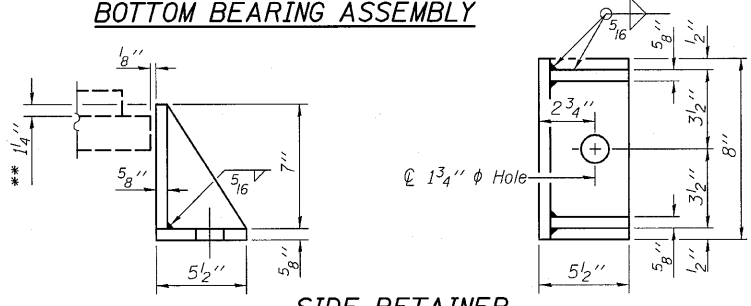
PLAN-PTFE ELASTOMERIC BRG.



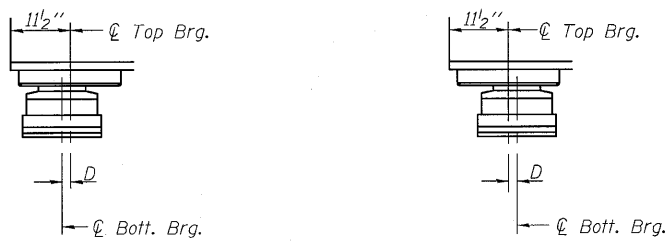
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



SIDE RETAINER



BELOW 50° F. (Move bottom brg. away from Sta. 281+45.84)
ABOVE 50° F. (Move bottom brg. toward Sta. 281+45.84)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion from Sta. 281+45.84 for every 15° temp. change from the normal temp. of 50° F.

TABLE OF VARIABLE DIMENSIONS

Location	h ₁	h ₂
N. Abut.	2 3/8"	3 1/4"
S. Abut.	3 3/16"	2 7/16"

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 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.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
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	14
Anchor Bolts, 1 1/2"	Each	28

BEARING DETAILS
STRUCTURE NO. 082-0038

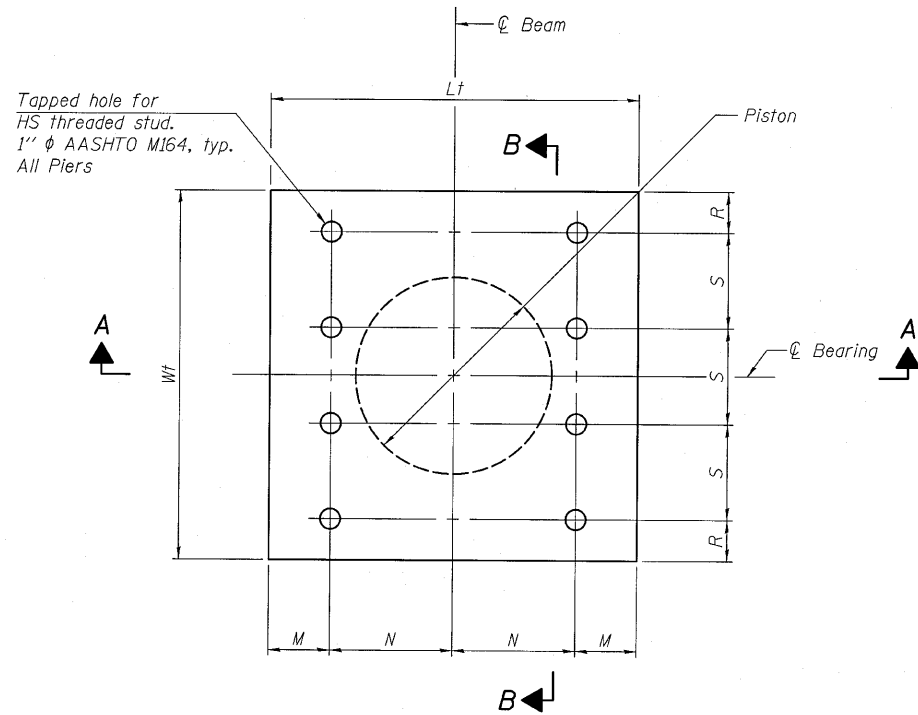
** Measured at \varnothing Brg.

DESIGNED	JJD
CHECKED	EML
DRAWN	AJF
CHECKED	EML

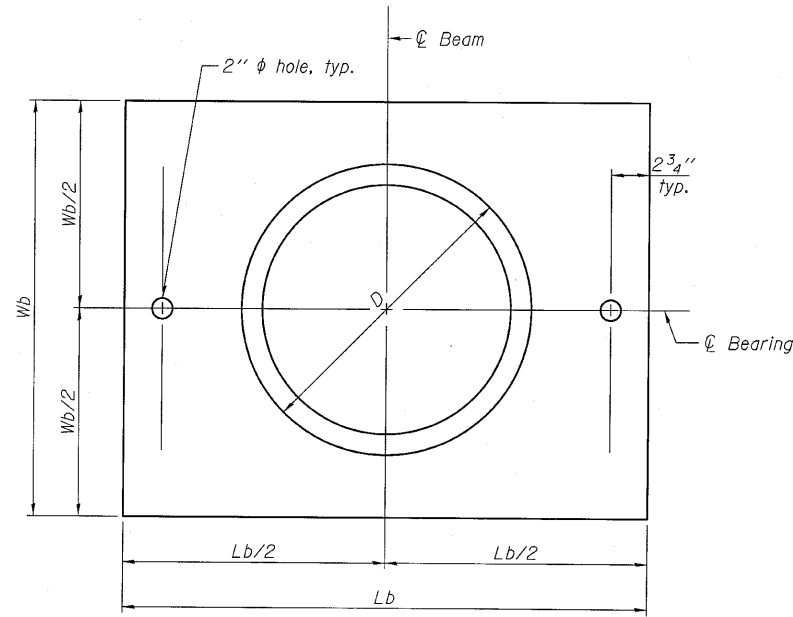


SHEET NO. 34 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	86
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

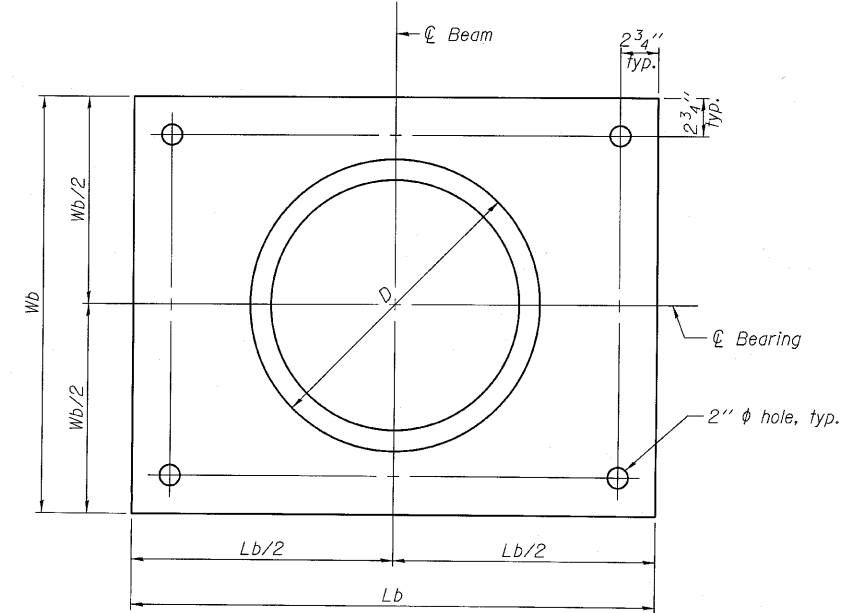
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



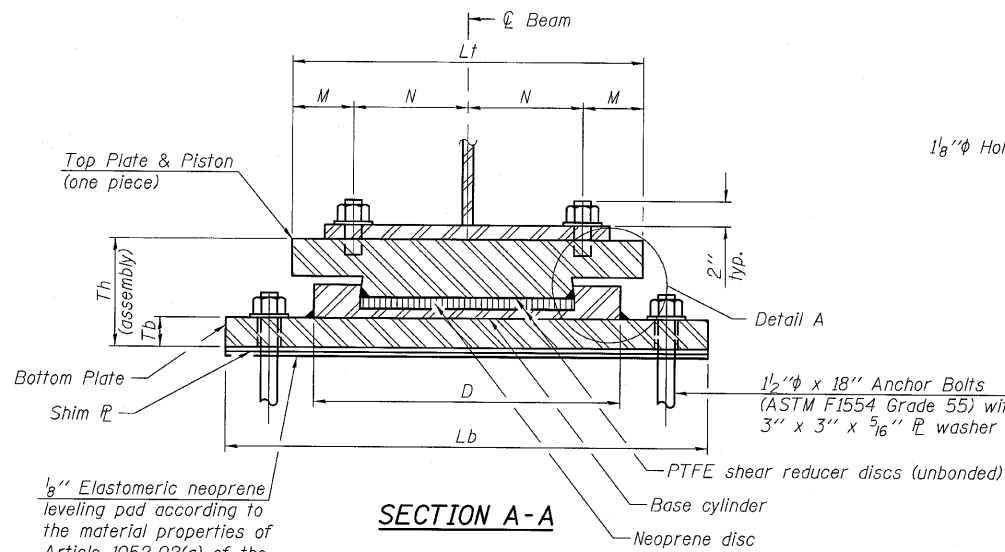
TOP BEARING PLATE AND PISTON PLAN



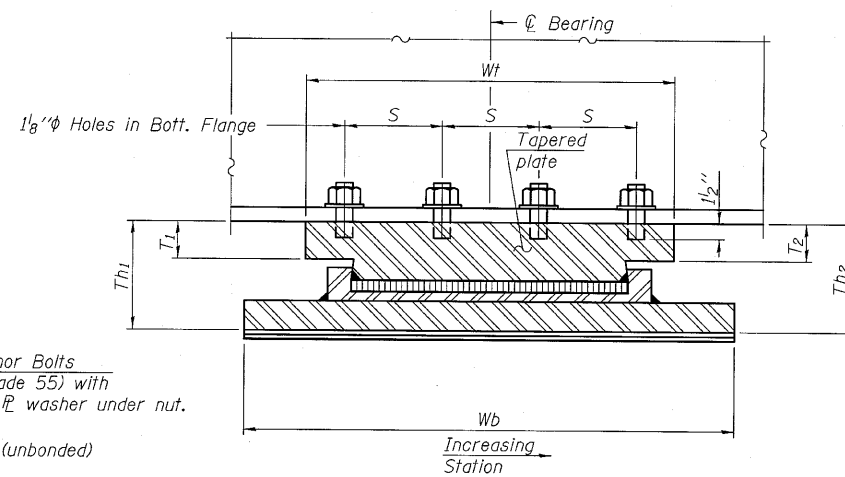
BOTTOM BEARING PLATE AND BASE CYLINDER PLAN
(Pier 1)



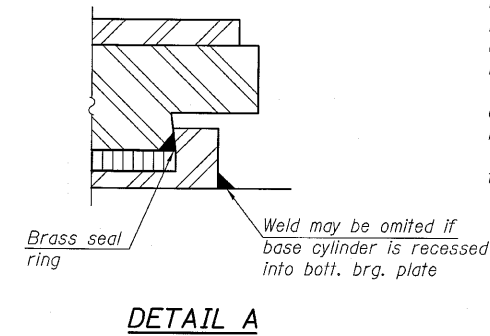
BOTTOM BEARING PLATE AND BASE CYLINDER PLAN
(Piers 2 and 3)



SECTION A-A



SECTION B-B



DETAIL A

Notes:
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50. 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.
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.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

FIXED BEARING DIMENSION TABLE

Brg. Location	Vertical Design Load (kips)	Lateral Design Load (kips)	Design Rotation (Radians)	Bottom Bearing Plate			Top Bearing Plate								Th	Th1	Th2	D
				Tb	Lb	Wb	T1	T2	Lt	Wt	M	N	R	S				
Pier 1	758	80.0	0.02	2 1/4"	35"	30"	3"	3 3/4"	24"	24"	3"	9"	3"	6"	13 3/8"	13"	13 3/4"	20"
Pier 2	1011	110.0	0.02	2 1/2"	39"	36"	3 1/2"	3 3/4"	28"	28"	3"	11"	3 1/2"	7"	14 3/8"	14 3/4"	15"	25"
Pier 3	1027	163.0	0.02	2 1/2"	39"	36"	4"	3 1/2"	28"	28"	3"	11"	3 1/2"	7"	14 3/8"	15 1/8"	14 5/8"	25"

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotation Bearings, Fixed 800K	Each	7
High Load Multi-Rotation Bearings, Fixed 1250k	Each	14
Anchor Bolts, 1 1/2"	Each	70

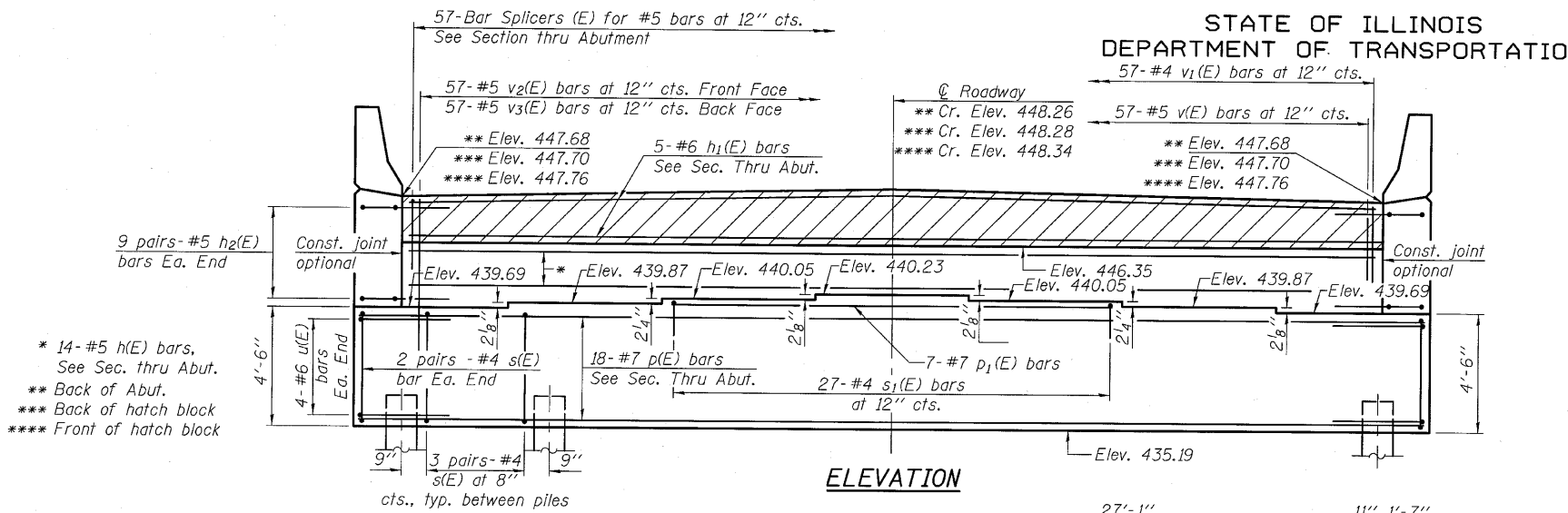
HLMR BEARING DETAILS
STRUCTURE NO. 082-0038

DESIGNED JJD
CHECKED EML
DRAWN AJF
CHECKED EML

HORNER & SHIFRIN, INC.
ENGINEERS

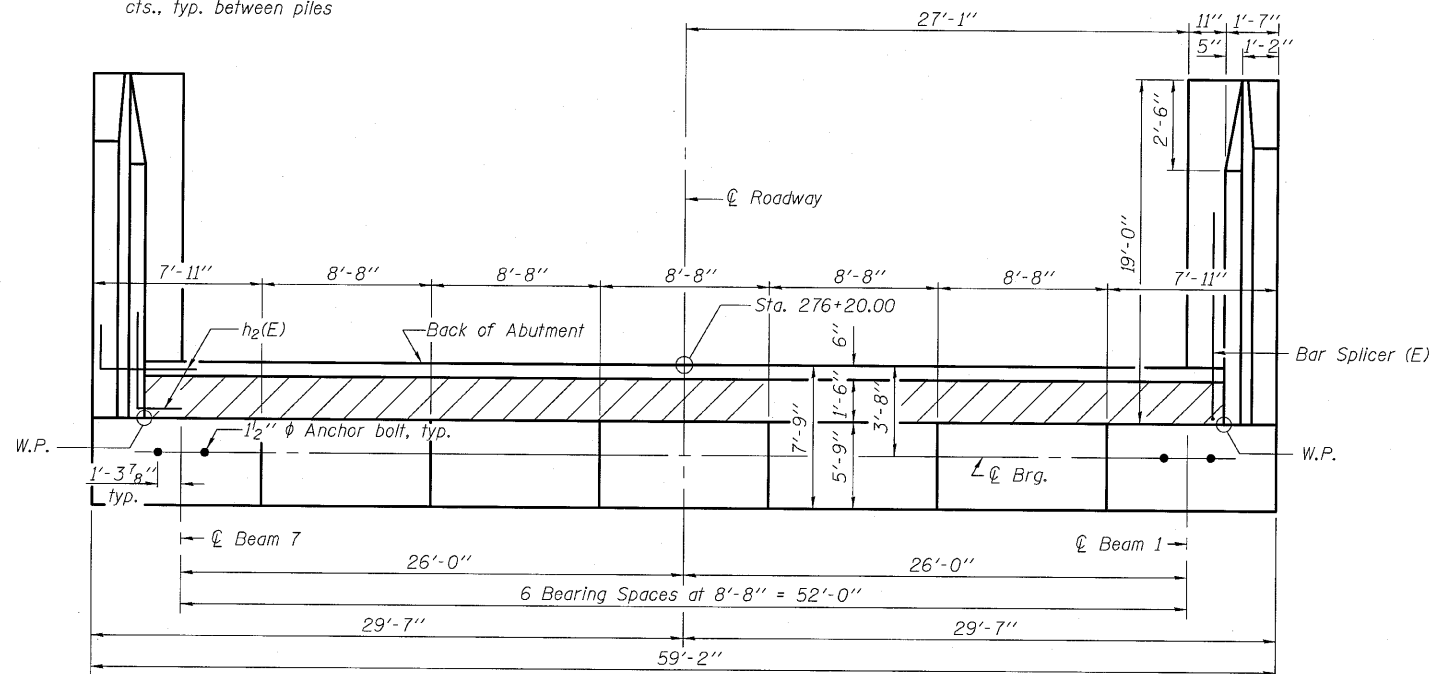
SHEET NO. 35 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 87
	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

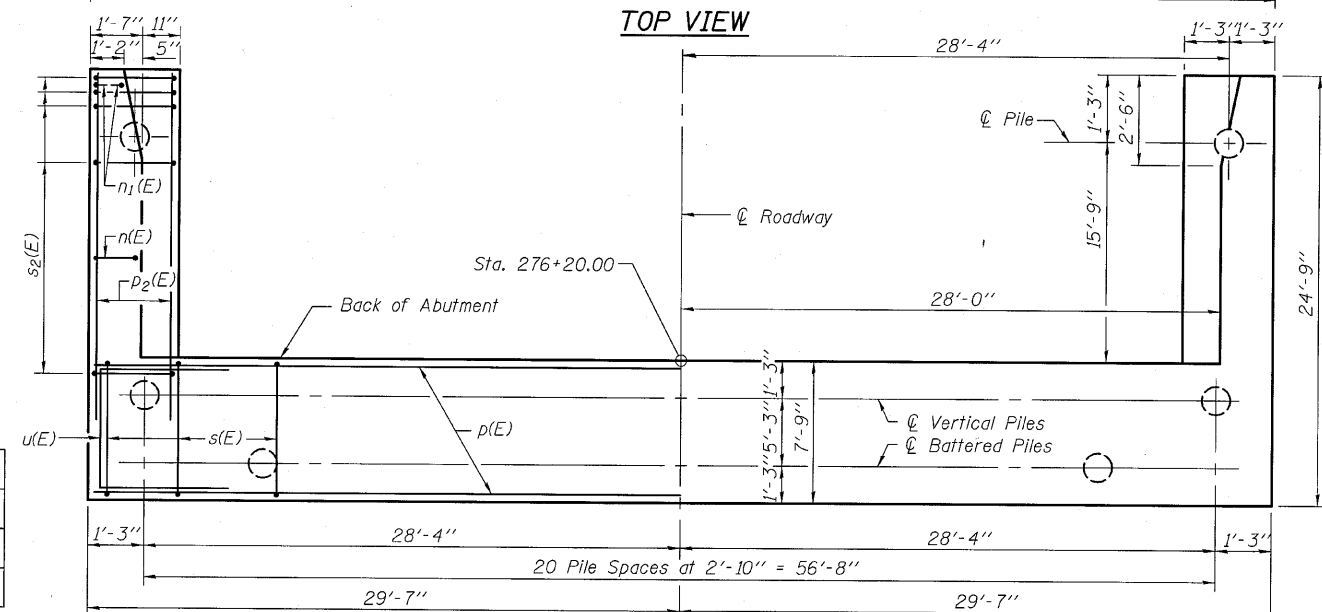


* 14-#5 h(E) bars.
See Sec. thru Abut.
** Back of Abut.
*** Back of hatch block
**** Front of hatch block

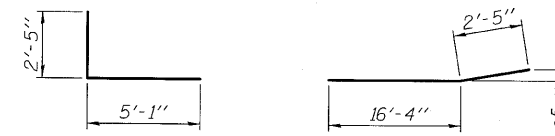
ELEVATION



TOP VIEW

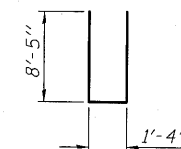


PLAN-PILE CAP

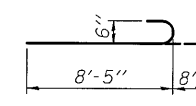


BAR h₂(E)

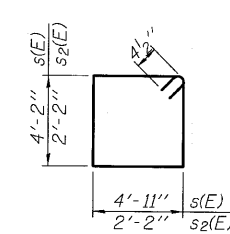
BAR h₄(E)



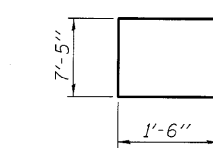
BAR n(E)



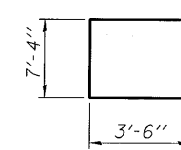
BAR n₁(E)



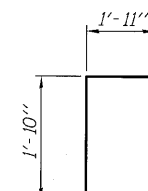
BARS s(E) & s₂(E)



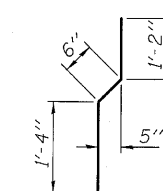
BAR s₁(E)



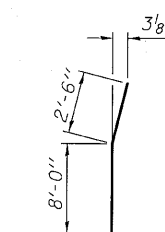
BAR u(E)



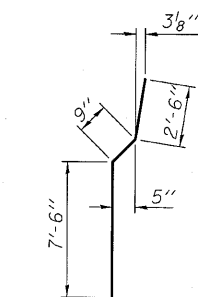
BAR v(E)



BAR v₁(E)



BAR v₅(E)



BAR v₆(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	14	#5	55'-9"	
h ₁ (E)	5	#6	55'-9"	
h ₂ (E)	36	#5	7'-6"	
h ₃ (E)	34	#4	18'-9"	
h ₄ (E)	22	#4	18'-9"	
n(E)	34	#6	18'-2"	
n ₁ (E)	12	#6	9'-1"	
p(E)	18	#7	58'-11"	
p ₁ (E)	7	#7	25'-9"	
p ₂ (E)	12	#9	24'-5"	
s(E)	128	#4	18'-11"	
s ₁ (E)	27	#4	10'-5"	
s ₂ (E)	40	#4	9'-5"	
u(E)	8	#6	14'-4"	
v(E)	57	#5	3'-9"	
v ₁ (E)	57	#4	3'-0"	
v ₂ (E)	57	#5	9'-6"	
v ₃ (E)	57	#5	8'-5"	
v ₄ (E)	40	#6	10'-1"	
v ₅ (E)	6	#6	10'-6"	
v ₆ (E)	34	#6	10'-9"	
Structure Excavation	Cu. Yd.	405		
Concrete Structures	Cu. Yd.	133.9		
Reinforcement Bars, Epoxy Coated	Pound	11,730		
Bar Splicers	Each	57		
Furnishing Metal Shell Piles 14" x 0.312"	Foot	1,848		
Driving Piles	Foot	1,848		
Test Pile Metal Shells	Each	1		
Concrete Sealer	Sq. Ft.	1,051		

PILE DATA

Type: Metal Shell - 14" ϕ x 0.312" wall
Nominal Required Bearing: 360 Kips
Factored Resistance Available: 180 Kips
Est. Length: 82 ft.
No. Production Piles: 22
No. Test Piles: 1

For details of Bar Splicers, see sheet 43 of 48.
For details of metal shell piles, see sheet 42 of 48.
For Section thru Abut., see sheet 38 of 48.

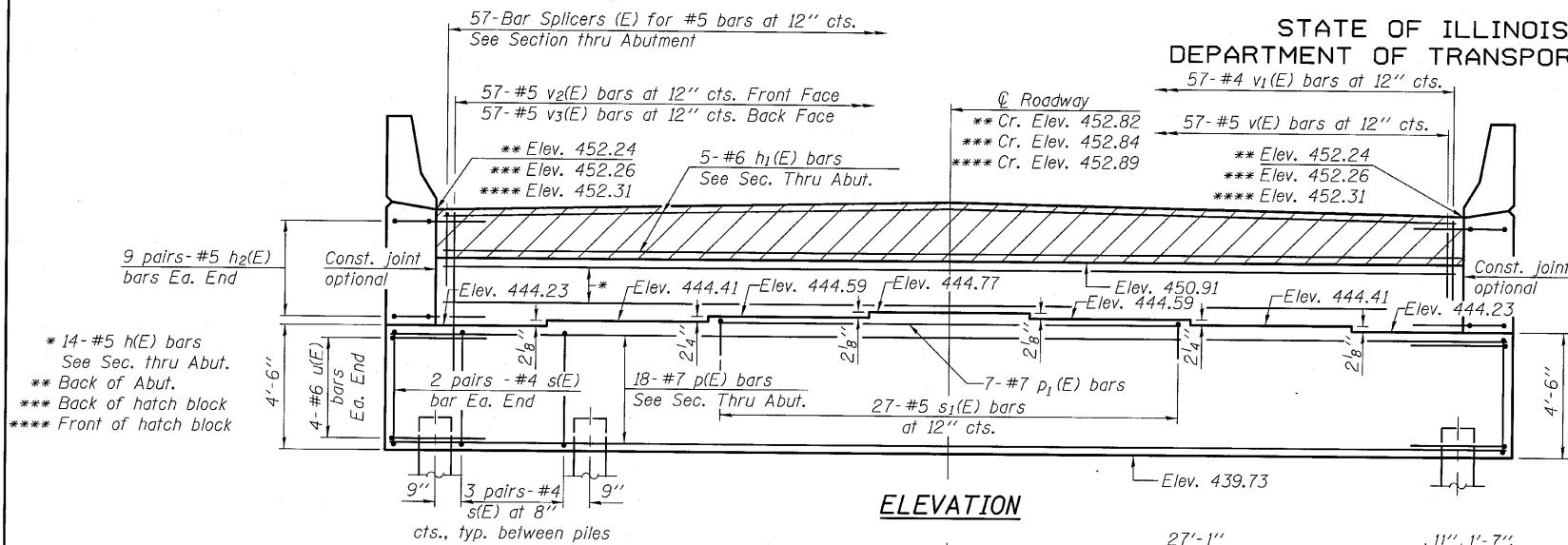
NORTH ABUTMENT
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	EML
DRAWN	AJF
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

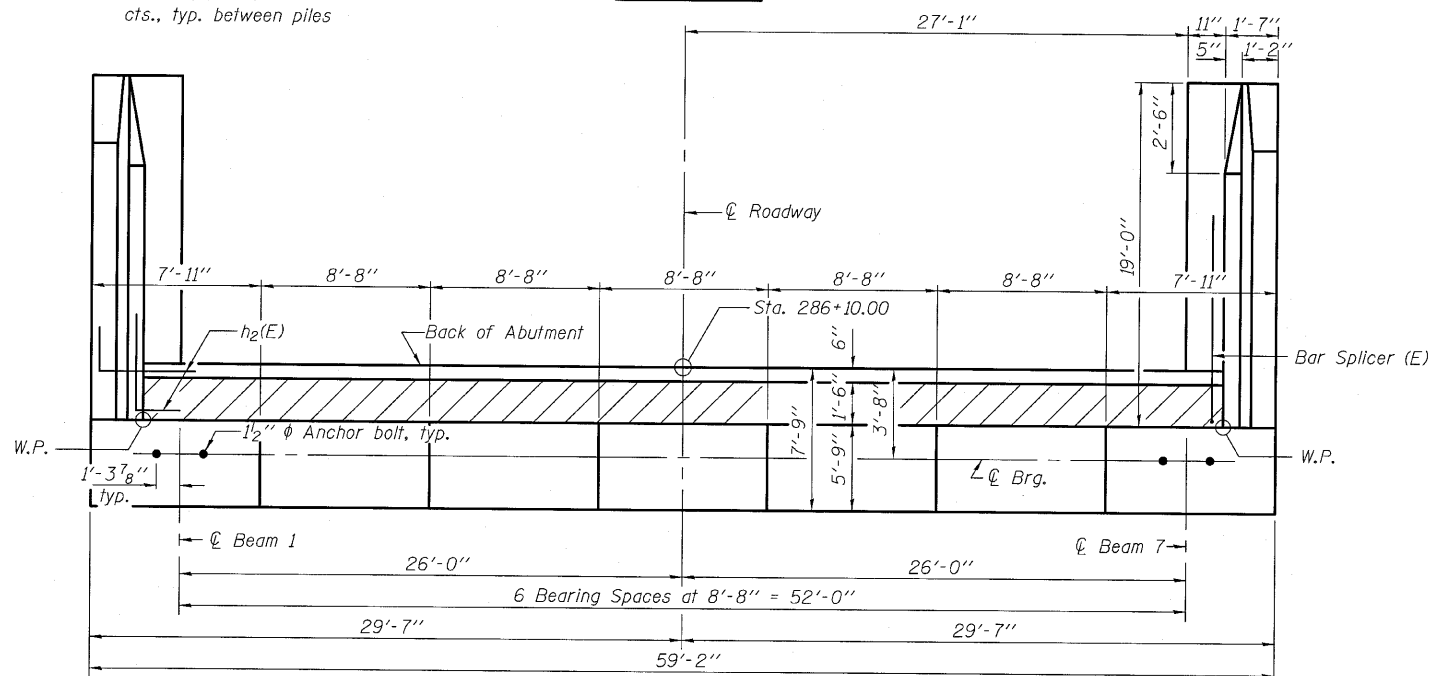
SHEET NO. 36 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 88
	CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

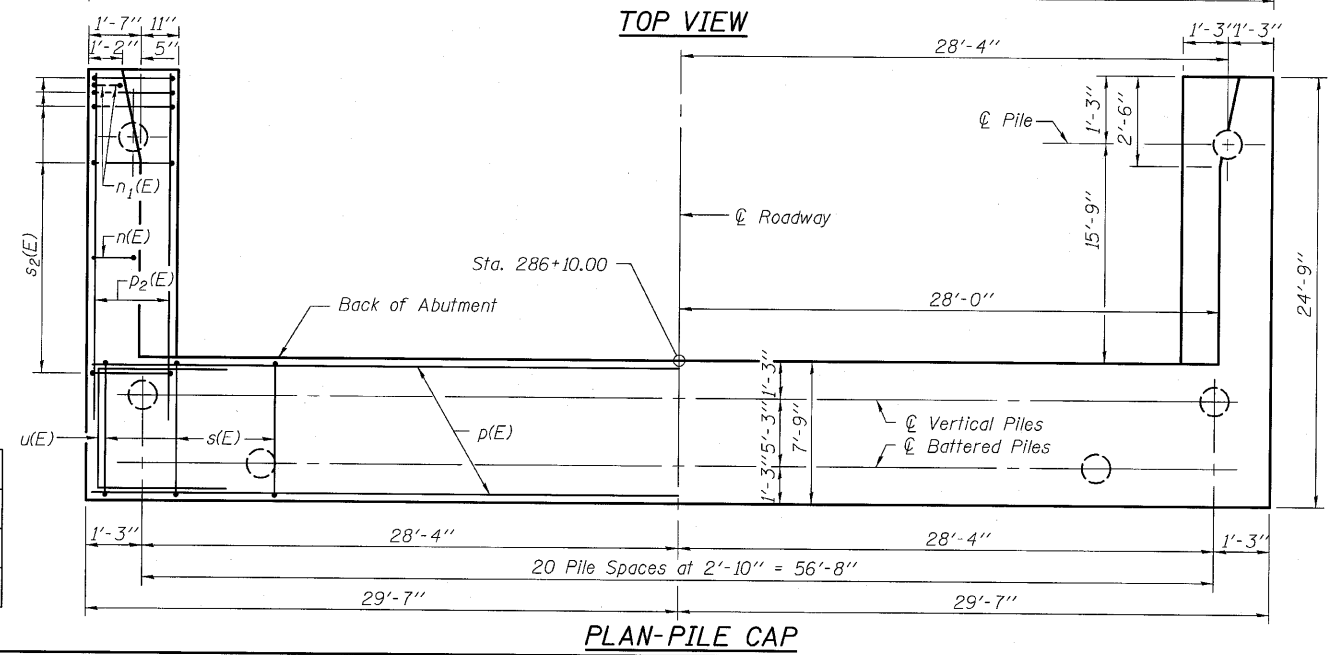


* 14-#5 h(E) bars
See Sec. thru Abut.
** Back of Abut.
*** Back of hatch block
**** Front of hatch block

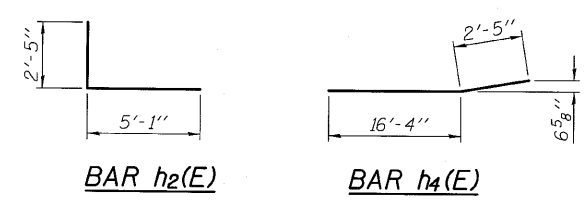
ELEVATION



TOP VIEW

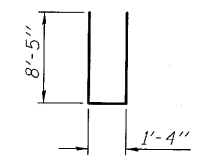


PLAN-PILE CAP

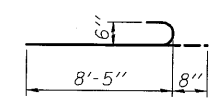


BAR h2(E)

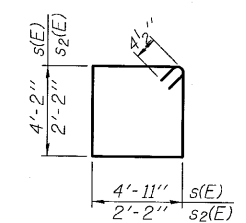
BAR h4(E)



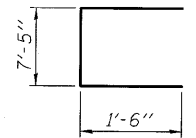
BAR n(E)



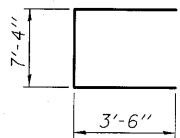
BAR n1(E)



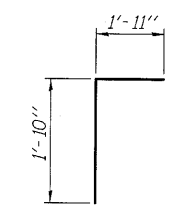
BARS s(E) & s2(E)



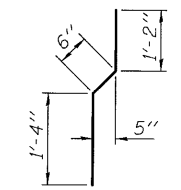
BAR s1(E)



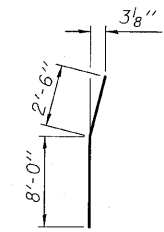
BAR u(E)



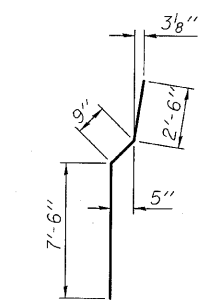
BAR v(E)



BAR v1(E)



BAR v5(E)



BAR v6(E)

PILE DATA

Type: Metal Shell - 14" ϕ x 0.312" wall
Nominal Required Bearing: 350 Kips
Factored Resistance Available: 175 Kips
Est. Length: 82 ft.
No. Production Piles: 22
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	14	#5	55'-9"	
h1(E)	5	#6	55'-9"	
h2(E)	36	#5	7'-6"	
h3(E)	34	#4	18'-9"	
h4(E)	22	#4	18'-9"	
n(E)	34	#6	18'-2"	
n1(E)	12	#6	9'-1"	
p(E)	18	#7	58'-11"	
p1(E)	7	#7	25'-9"	
p2(E)	12	#9	24'-5"	
s(E)	128	#4	18'-11"	
s1(E)	27	#4	10'-5"	
s2(E)	40	#4	9'-5"	
u(E)	8	#6	14'-4"	
v(E)	57	#5	3'-9"	
v1(E)	57	#4	3'-0"	
v2(E)	57	#5	9'-6"	
v3(E)	57	#5	8'-5"	
v4(E)	40	#6	10'-1"	
v5(E)	6	#6	10'-6"	
v6(E)	34	#6	10'-9"	
Structure Excavation		Cu. Yd.	415	
Concrete Structures		Cu. Yd.	134.2	
Reinforcement Bars, Epoxy Coated		Pound	11,730	
Bar Splicers		Each	57	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	1,848	
Driving Piles		Foot	1,848	
Test Pile Metal Shells		Each	1	
Concrete Sealer		Sq. Ft.	1,051	

For details of Bar Splicers, see sheet 43 of 48.
For details of metal shell piles, see sheet 42 of 48.
For Section thru Abut., see sheet 38 of 48.

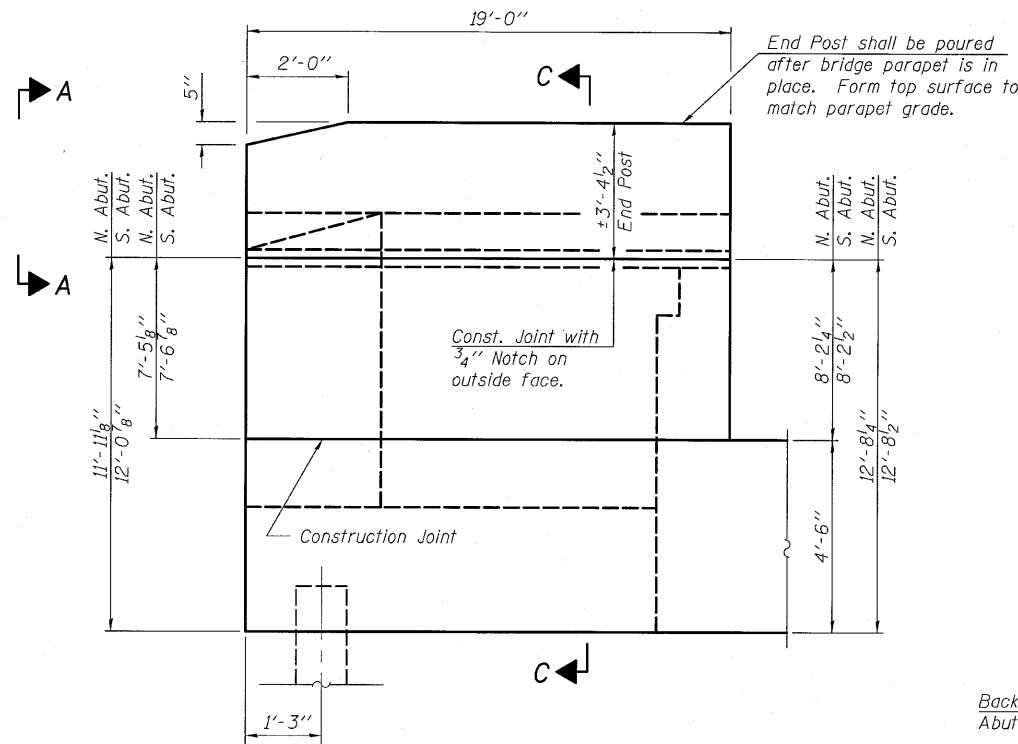
SOUTH ABUTMENT
STRUCTURE NO. 082-0038

DESIGNED	KAK
CHECKED	EML
DRAWN	AJF
CHECKED	EML

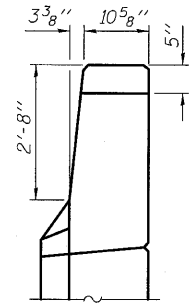


SHEET NO. 37 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 89
	CONTRACT NO. 76882			ILLINOIS FED. AID PROJECT	

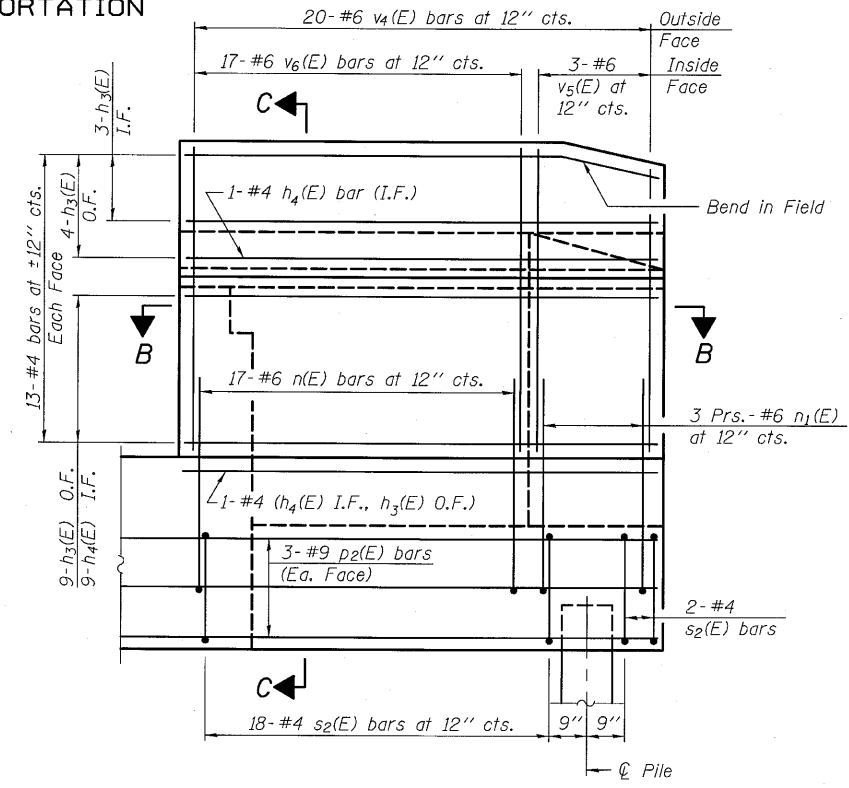
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



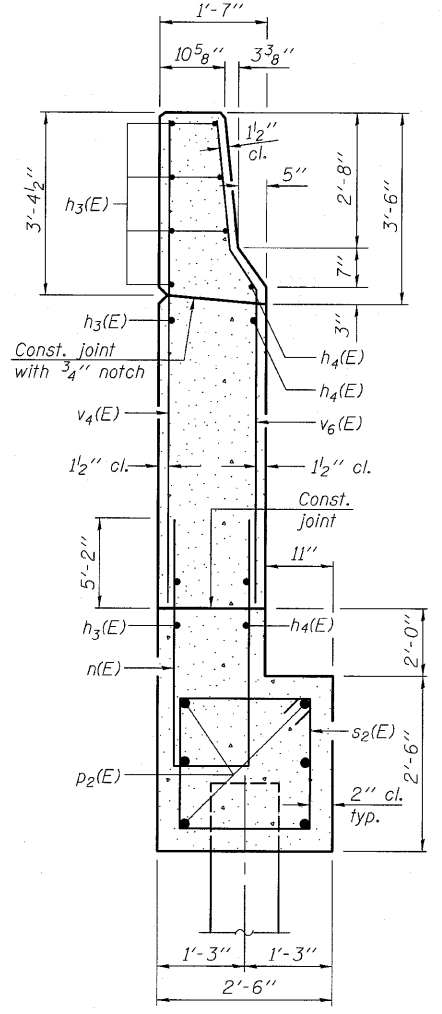
WING WALL ELEVATION
Showing Dimensions



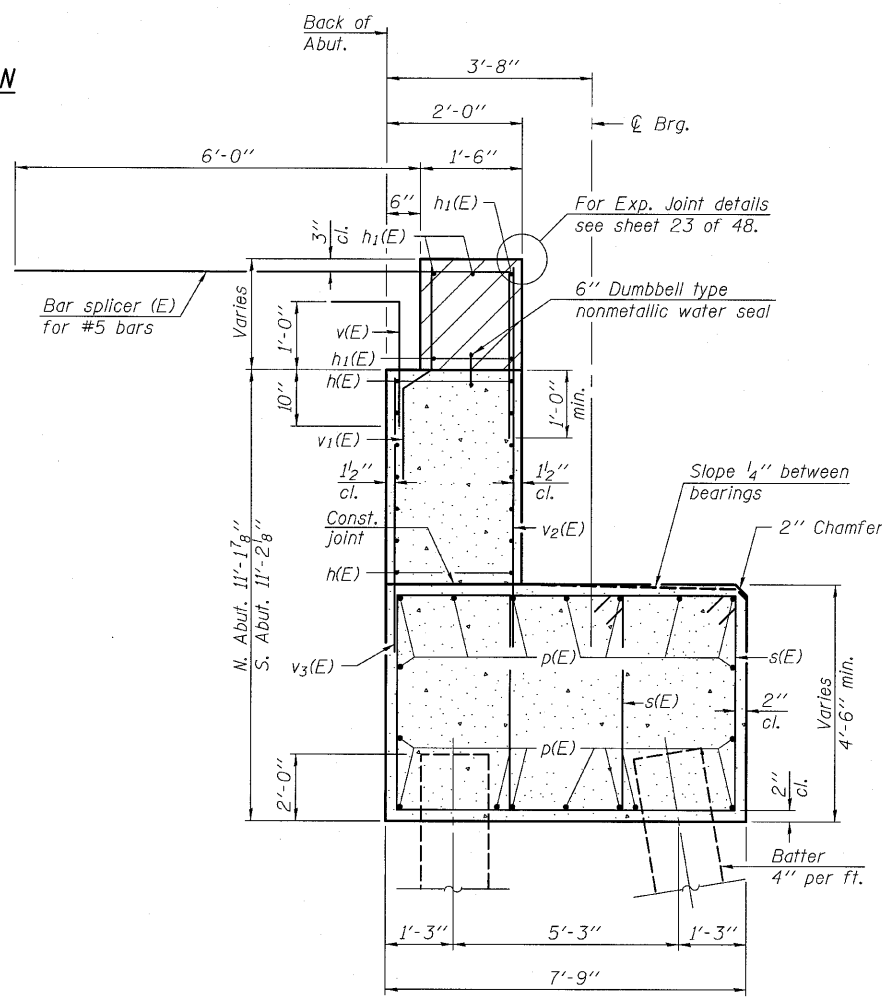
VIEW A-A



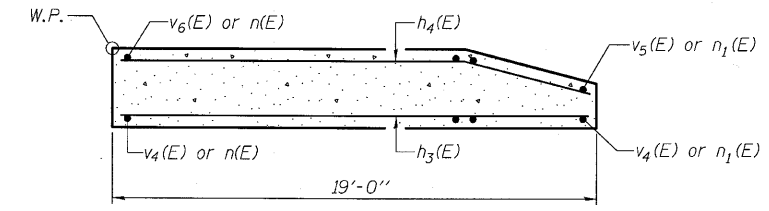
WING WALL ELEVATION
Showing Reinforcement



SECTION C-C



SEC. THRU ABUT.



SECTION B-B

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.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 18 of 48.
For metal shell pile details, see sheet 42 of 48.
Concrete sealer shall be applied to the backwall, bridge seat, and front face of both the North & South Abutments.
For Bar Splicers details, see sheet 43 of 48.

DESIGNED	KAK
CHECKED	EML
DRAWN	AJF
CHECKED	EML

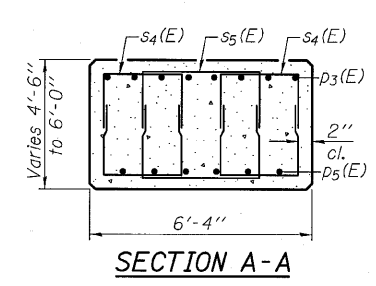
ABUTMENT DETAILS
STRUCTURE NO. 082-0038

HORNER & SHIFRIN, INC.
ENGINEERS

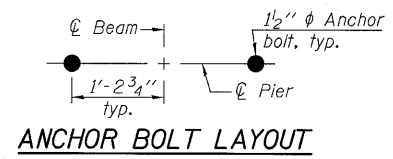
SHEET NO. 38 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	90
CONTRACT NO. 76882					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

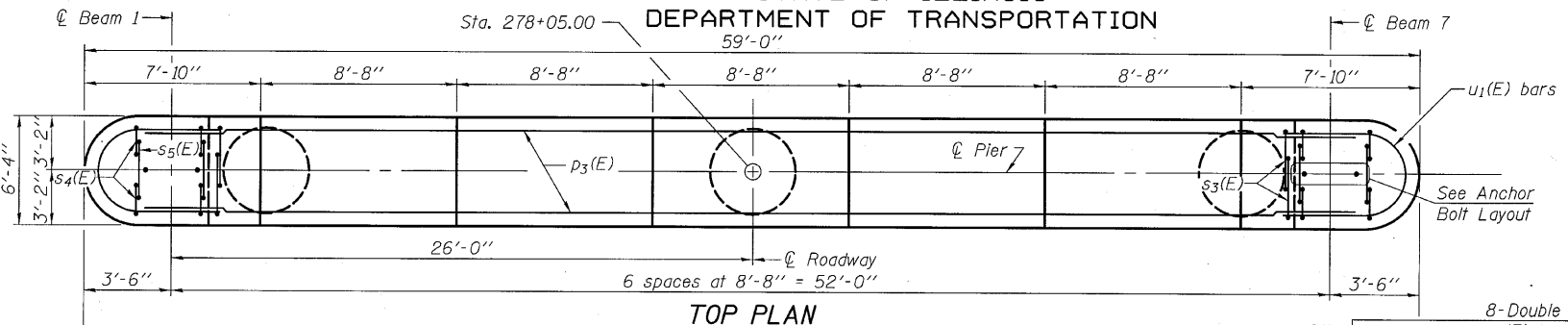
Sta. 278+05.00



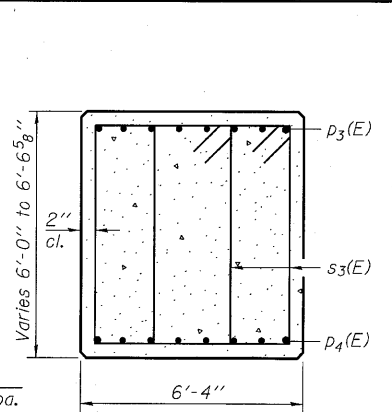
SECTION A-A



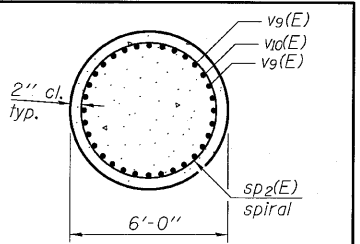
ANCHOR BOLT LAYOUT



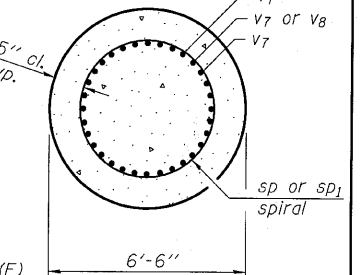
TOP PLAN



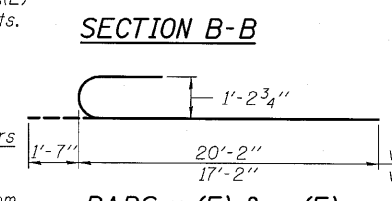
SECTION B-B



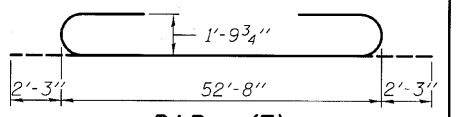
SECTION C-C



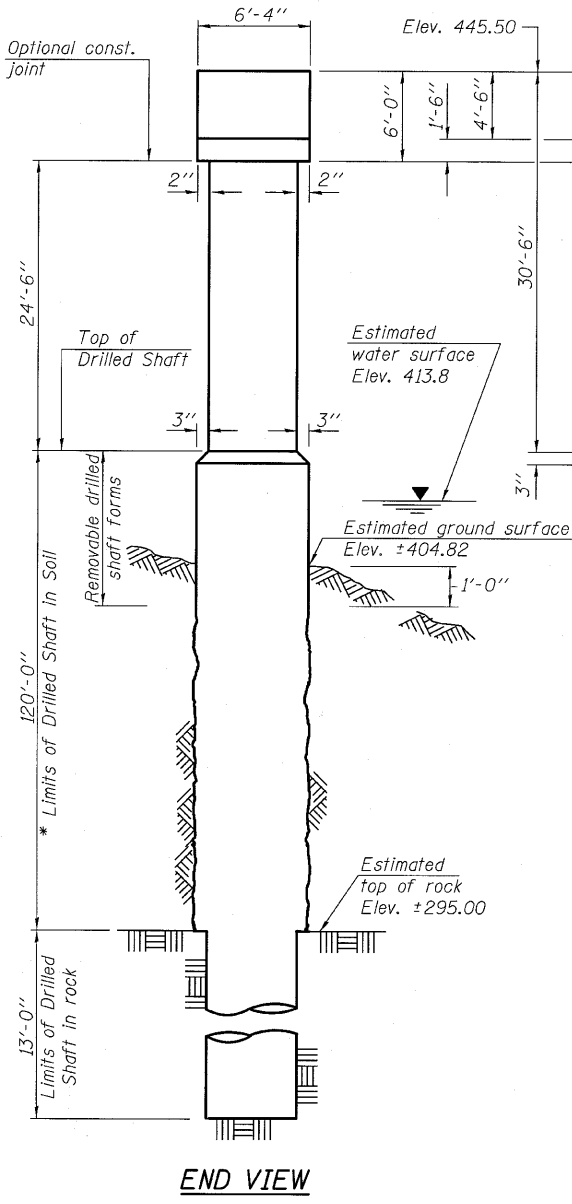
SECTION D-D



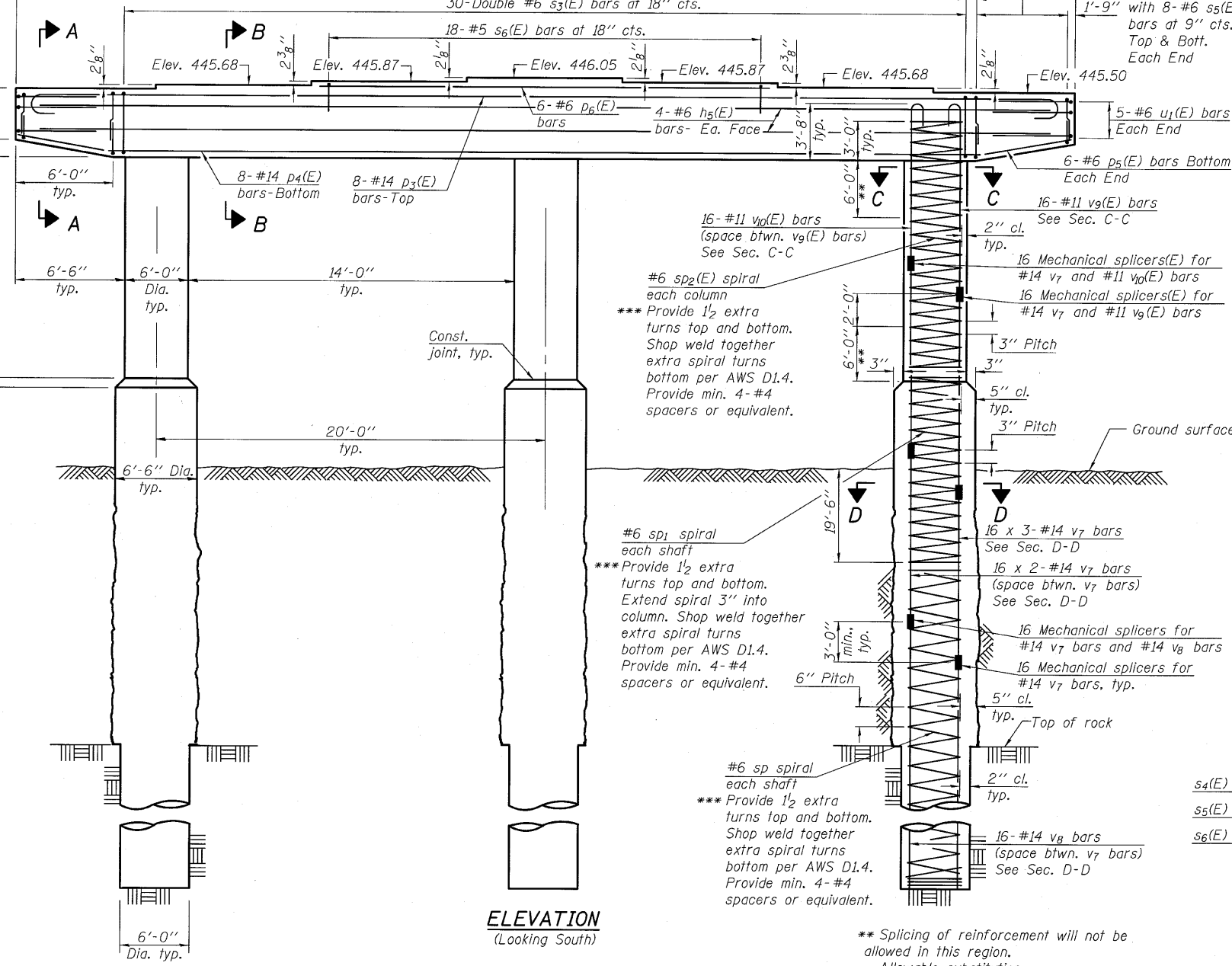
BARS v9(E) & v10(E)



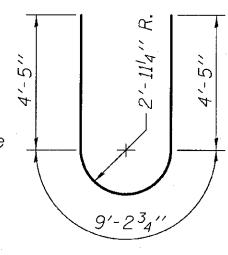
BAR p3(E)



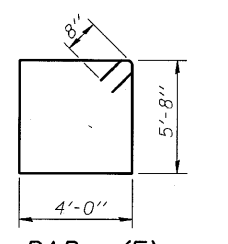
END VIEW



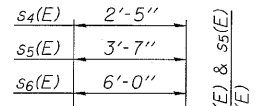
ELEVATION
(Looking South)



BAR u1(E)



BAR s3(E)



BARS s4(E), s5(E) & s6(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	52'-8"	—
p3(E)	8	#14	57'-2"	U
p4(E)	8	#14	47'-0"	—
p5(E)	12	#6	6'-0"	—
p6(E)	6	#6	25'-8"	—
s3(E)	60	#6	20'-8"	□
s4(E)	64	#6	11'-11"	U
s5(E)	32	#6	13'-1"	U
s6(E)	18	#5	10'-0"	U
sp	3	#6	103'-0"	W
sp1	3	#6	30'-0"	W
sp2(E)	3	#6	27'-0"	W
u1(E)	10	#6	18'-1"	U
v7	240	#14	47'-0"	—
v8	48	#14	50'-0"	—
v9(E)	48	#11	21'-9"	—
v10(E)	48	#11	18'-9"	—
Concrete Structures		Cu. Yd.	167.7	
Reinforcement Bars		Pounds	131,290	
Reinforcement Bars, Epoxy Coated		Pound	30,680	
Drilled Shaft in Soil		Cu. Yd.	442.4	
Drilled Shaft in Rock		Cu. Yd.	40.8	
Mechanical Splicers		Each	288	

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. **** Length is height of spiral. Bars indicated thus 16 x 2-#14 etc. indicates 16 lines of bars with 2 lengths per line.

PIER 1
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	KAK
DRAWN	AJF
CHECKED	KAK

Note:
When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

** Splicing of reinforcement will not be allowed in this region.
*** Allowable substitution: Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.

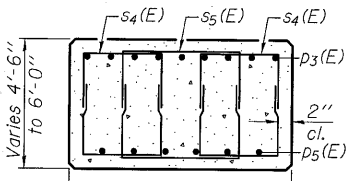


SHEET NO. 39 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 91
	CONTRACT NO. 76882				ILLINOIS FED. AID PROJECT

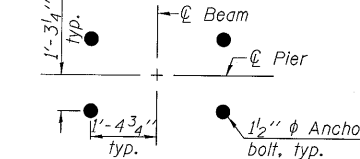
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sta. 280+60.00

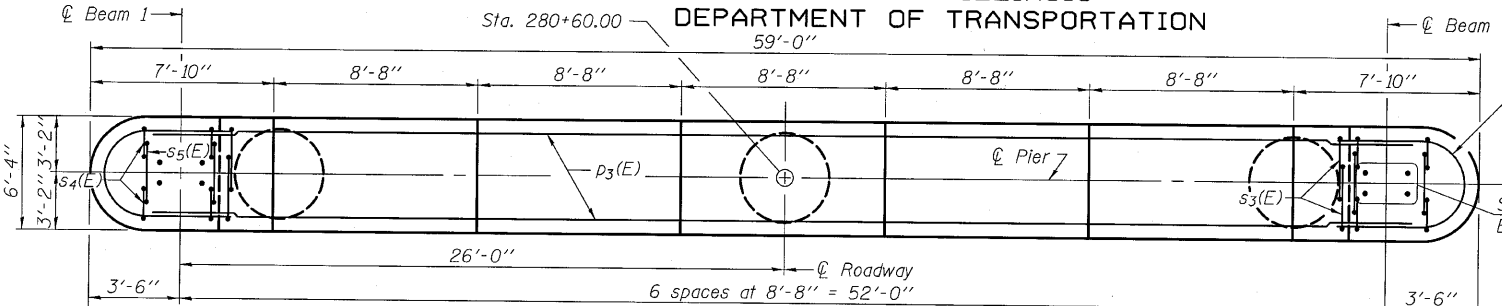
59'-0"



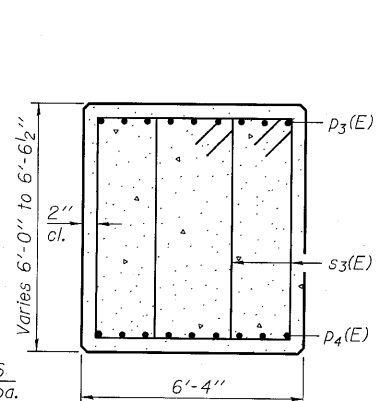
SECTION A-A



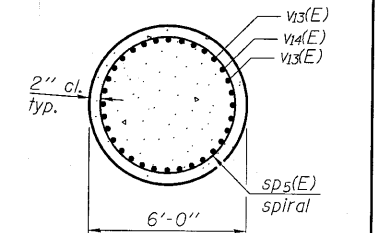
ANCHOR BOLT LAYOUT



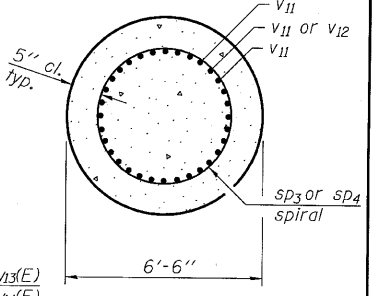
TOP PLAN



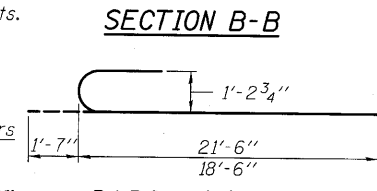
SECTION B-B



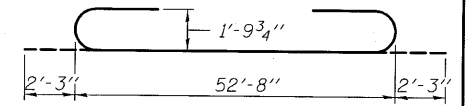
SECTION C-C



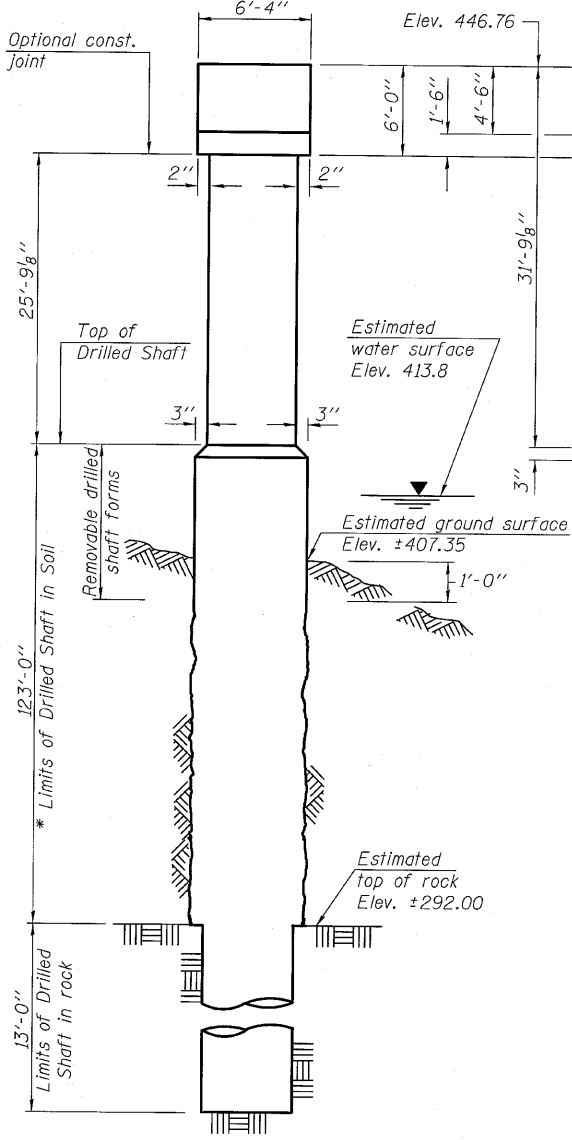
SECTION D-D



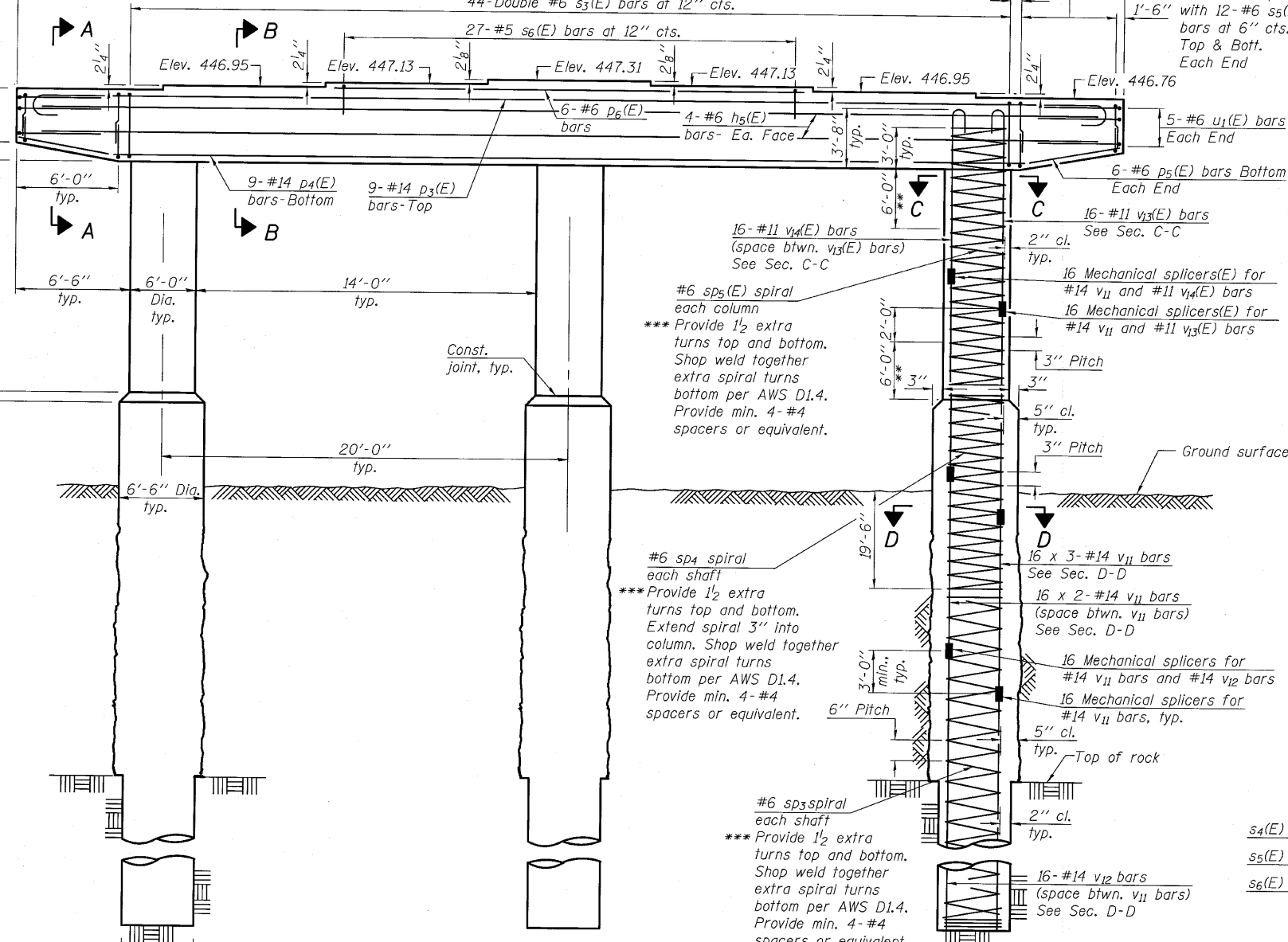
BARS v13(E) & v14(E)



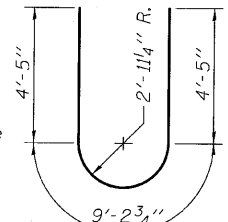
BAR p3(E)



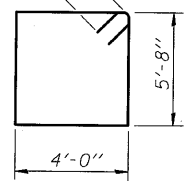
END VIEW



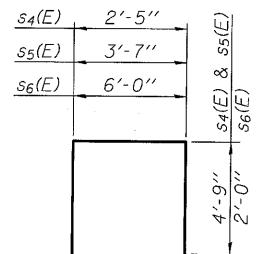
ELEVATION (Looking South)



BAR u1(E)



BAR s3(E)



BARS s4(E), s5(E) & s6(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	52'-8"	—
p3(E)	9	#14	57'-2"	U
p4(E)	9	#14	47'-0"	—
p5(E)	12	#6	6'-0"	—
p6(E)	6	#6	25'-8"	—
s3(E)	88	#6	20'-8"	□
s4(E)	96	#6	11'-11"	U
s5(E)	48	#6	13'-1"	U
s6(E)	27	#5	10'-0"	U
sp3	3	#6	108'-8"	—
sp4	3	#6	27'-5"	—
sp5(E)	3	#6	28'-4"	—
u1(E)	10	#6	18'-1"	—
v11	240	#14	48'-0"	—
v12	48	#14	51'-0"	—
v13(E)	48	#11	23'-1"	—
v14(E)	48	#11	20'-1"	—
Concrete Structures			Cu. Yd.	171.7
Reinforcement Bars			Pounds	133,580
Reinforcement Bars, Epoxy Coated			Pound	34,440
Drilled Shaft in Soil			Cu. Yd.	453.5
Drilled Shaft in Rock			Cu. Yd.	40.8
Mechanical Splicers			Each	288

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. **** Length is height of spiral. Bars indicated thus 16 x 2-#14 etc. indicates 16 lines of bars with 2 lengths per line.

PIER 2
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	KAK
DRAWN	AJF
CHECKED	KAK

Note: When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

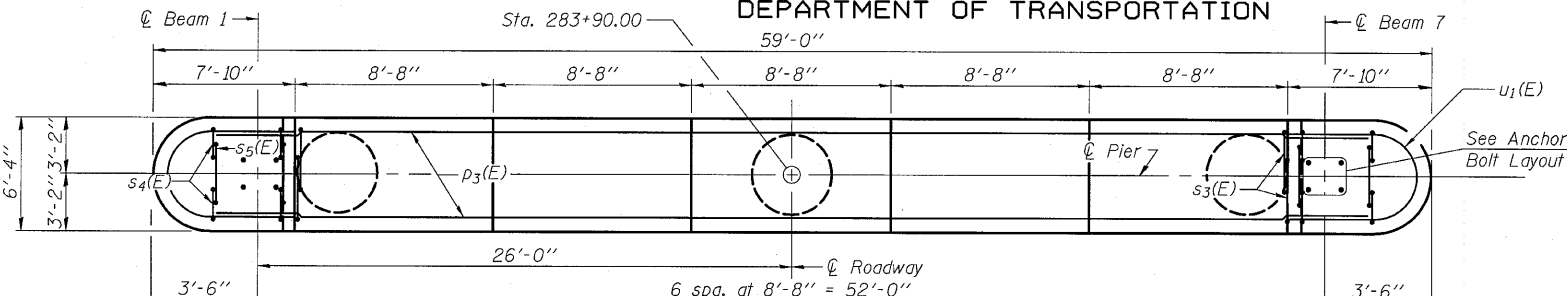
** Splicing of reinforcement will not be allowed in this region.
*** Allowable substitution: Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.



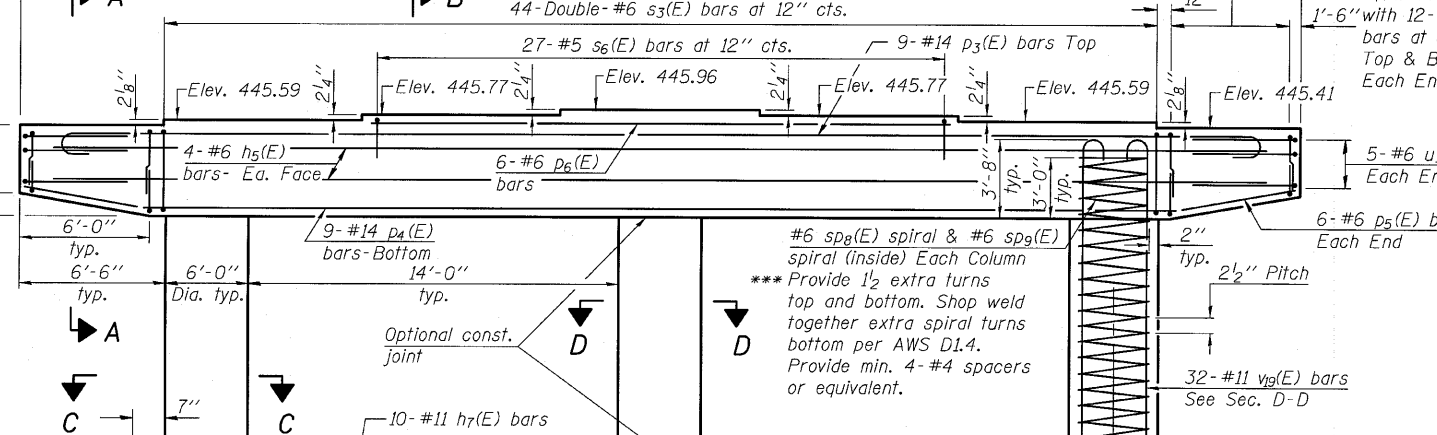
SHEET NO. 40 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 92
	CONTRACT NO. 76882 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

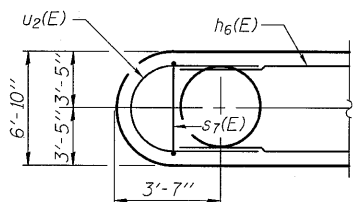
Sta. 283+90.00



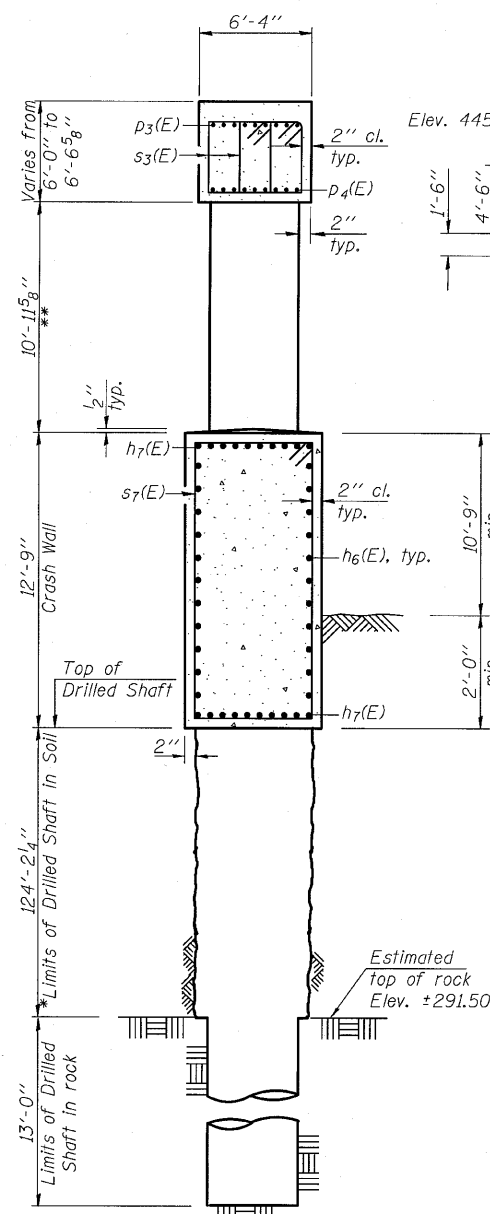
TOP PLAN



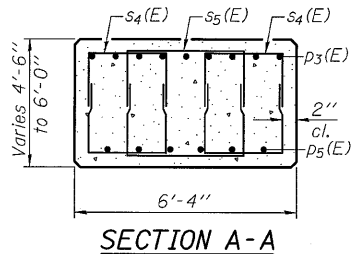
ELEVATION
(Looking South)



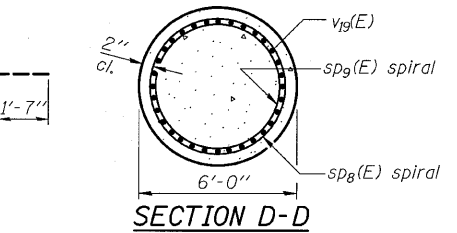
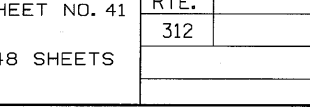
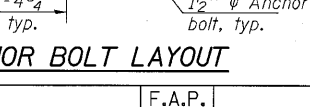
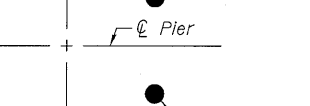
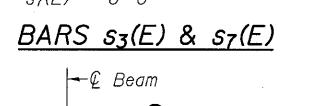
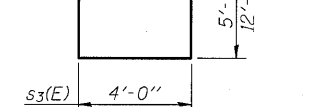
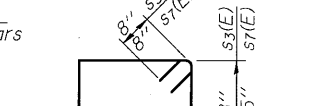
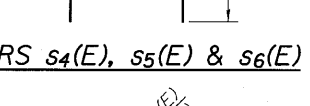
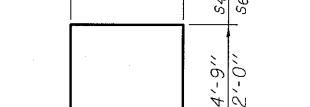
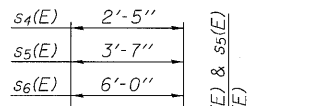
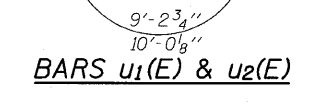
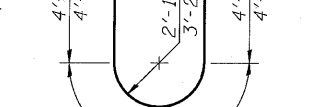
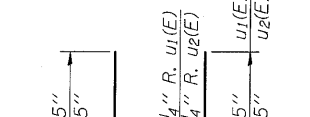
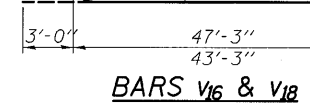
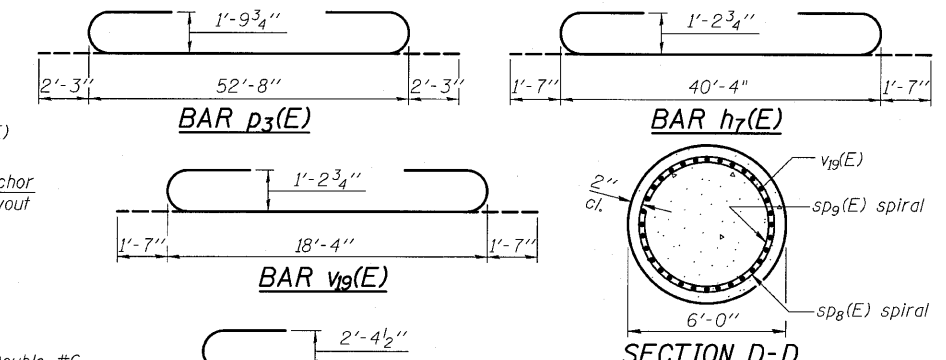
SECTION C-C



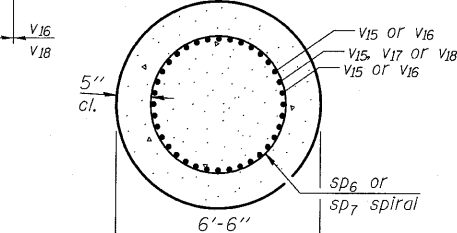
SECTION B-B



SECTION A-A



SECTION D-D



SECTION E-E

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	52'-8"	—
h6(E)	22	#7	40'-4"	—
h7(E)	20	#11	43'-6"	—
p3(E)	9	#14	57'-2"	—
p4(E)	9	#14	47'-0"	—
p5(E)	12	#6	6'-0"	—
p6(E)	6	#6	25'-8"	—
s3(E)	88	#6	20'-8"	□
s4(E)	96	#6	11'-11"	□
s5(E)	48	#6	13'-1"	□
s6(E)	27	#5	10'-0"	□
s7(E)	54	#6	39'-2"	□
sp5	3	#6	130'-6"	—
sp7	3	#6	9'-9"	—
sp8(E)	3	#6	17'-0"	—
sp9(E)	3	#6	17'-0"	—
u1(E)	10	#6	18'-1"	—
u2(E)	26	#6	18'-10"	—
v15	162	#18	47'-3"	—
v16	54	#18	50'-3"	—
v17	54	#18	51'-3"	—
v18	54	#18	46'-3"	—
v19(E)	96	#11	21'-6"	—
Structure Excavation			Cu. Yd.	41
Concrete Structures			Cu. Yd.	272.8
Reinforcement Bars			Pound	237,170
Reinforcement Bars, Epoxy Coated			Pound	46,440
Drilled Shaft in Soil			Cu. Yd.	457.9
Drilled Shaft in Rock			Cu. Yd.	40.8
Mechanical Splicers			Each	216

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
**** Length is height of spiral.
Bars indicated thus 18 x 2-#18 etc. indicates 18 lines of bars with 2 lengths per line.

PIER 3
STRUCTURE NO. 082-0038

DESIGNED	EML
CHECKED	KAK
DRAWN	AJF
CHECKED	KAK

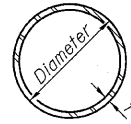
* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.
** Splicing of reinforcement will not be allowed in this region.
*** Allowable substitution: Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.

**** Provide 1/2 extra turns top and bottom. Shop weld together extra spiral turns bottom per AWS D1.4. Provide min. 4-#4 spacers or equivalent.

HORNER & SHIFRIN, INC.
ENGINEERS

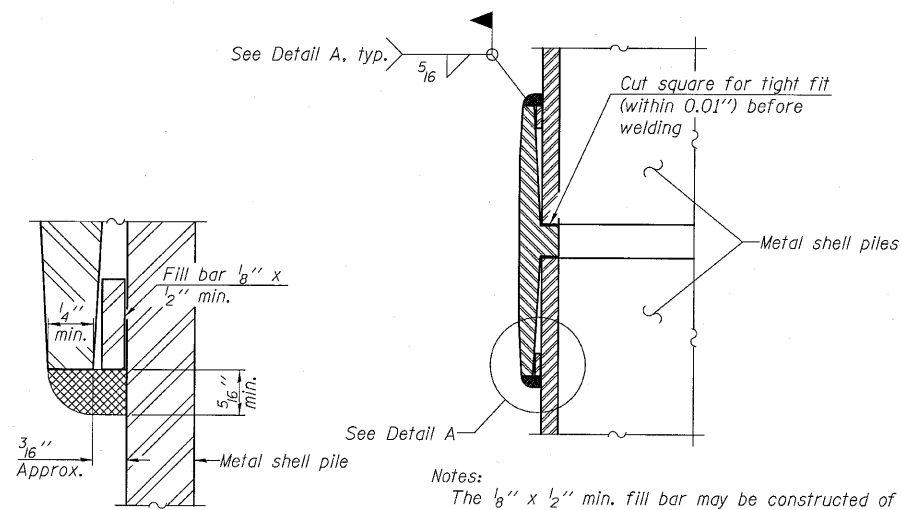
SHEET NO. 41	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 93
48 SHEETS			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



METAL SHELL PILE TABLE

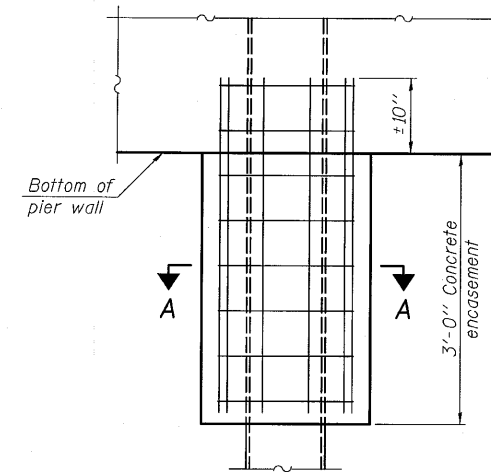
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



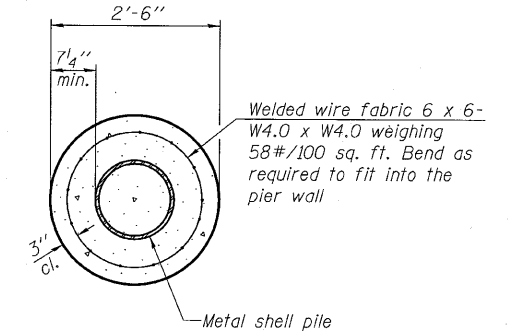
DETAIL A

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



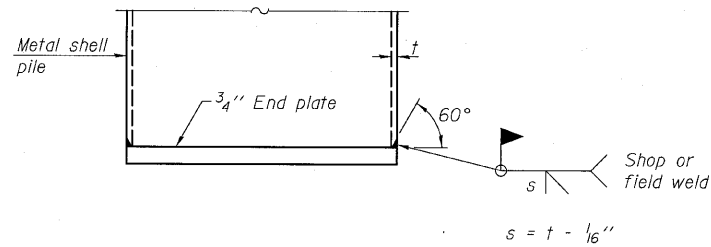
ELEVATION



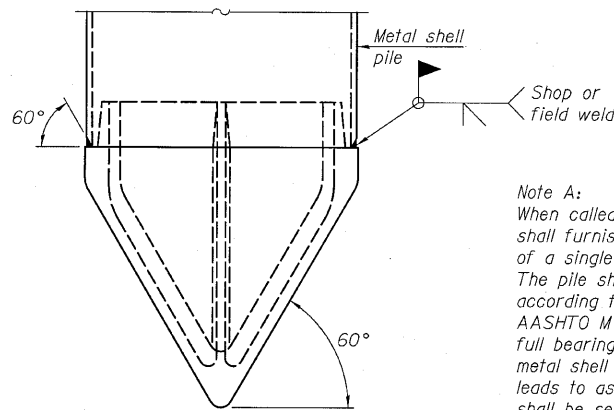
SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



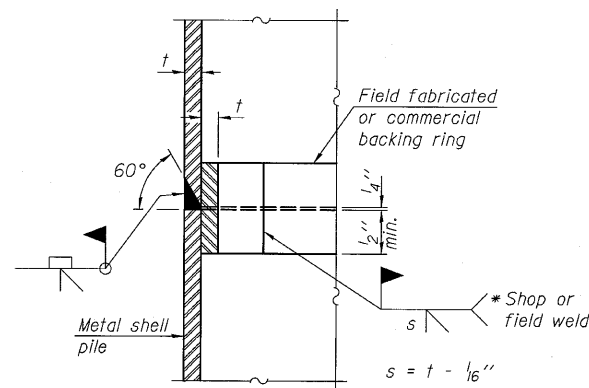
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

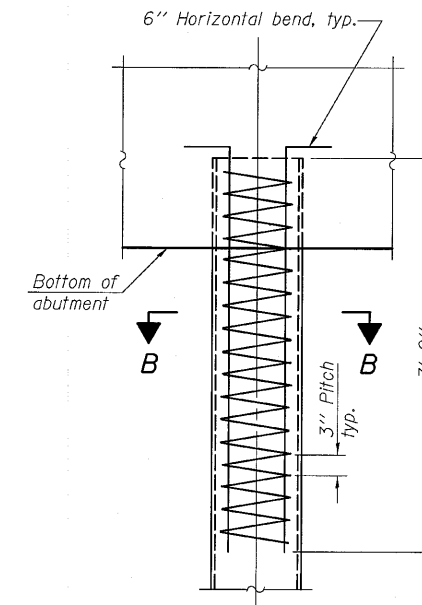
(See Note A)

Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

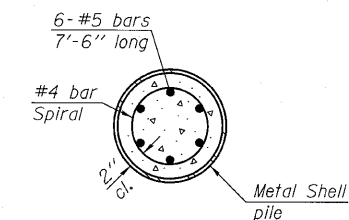


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

DESIGNED KAK
CHECKED EML
DRAWN AJF
CHECKED JJD

F-MS

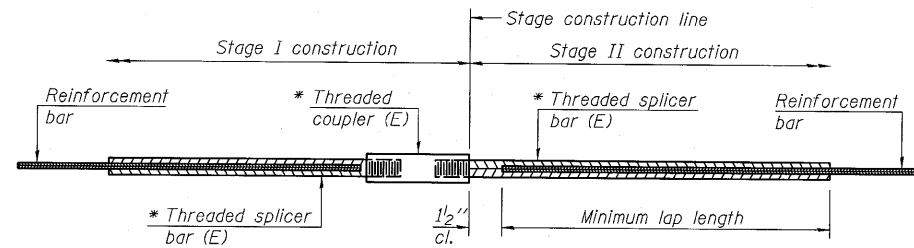
11-1-09

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 42 48 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	312	64-1VBR	ST. CLAIR	259	94
			CONTRACT NO. 76882		
ILLINOIS FED. AID PROJECT					

METAL SHELL PILE DETAILS
STRUCTURE NO. 082-0038

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

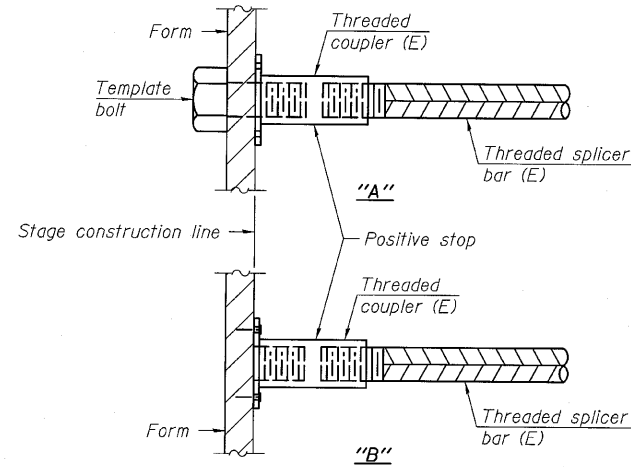
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

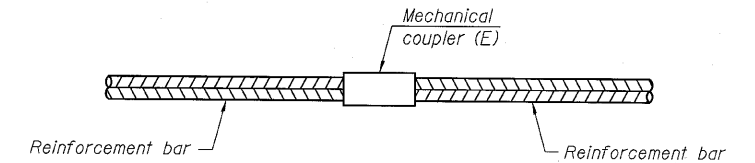
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



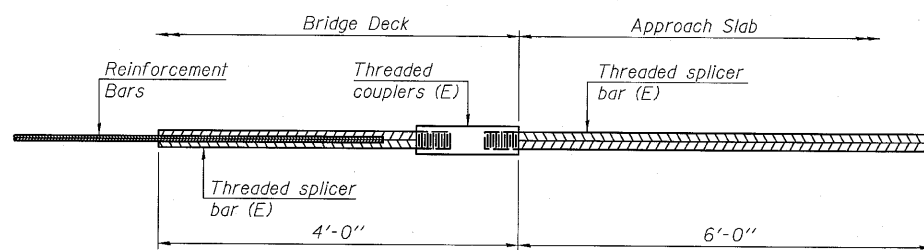
INSTALLATION AND SETTING METHODS

"A": Set bar splicer assembly by means of a template bolt.
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



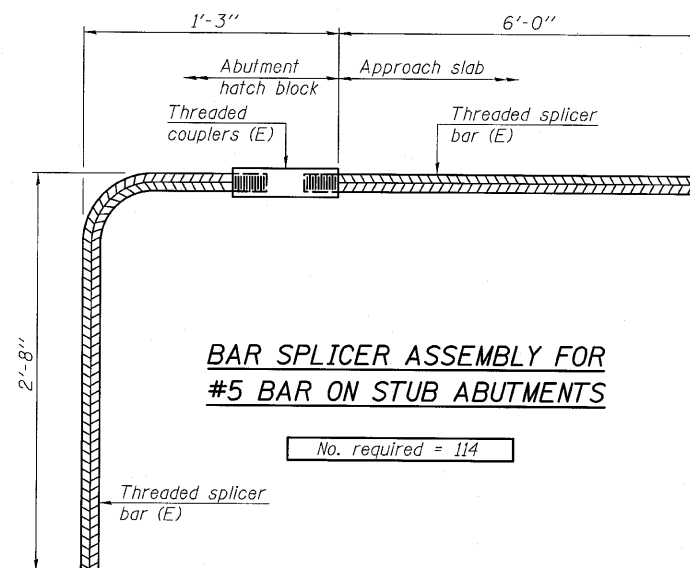
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 1 Shaft	#14	192
Pier 1 Column	#14/#11	96
Pier 2 Shaft	#14	192
Pier 2 Column	#14/#11	96
Pier 3 Shaft	#18	216



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 0



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 114

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 082-0038**

DESIGNED KAK
CHECKED EML
DRAWN AJF
CHECKED EML

BSD-1

11-1-09

**HORNER & SHIFRIN, INC.
ENGINEERS**

SHEET NO. 43 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 95
	CONTRACT NO. 76882				ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE FAP 312 (IL 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Dupont Canal - North of Dupo, SEC. TWP. R
COUNTY St. Clair DRILLING METHOD CME 55 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	D E P T H S	B L O C K S	U C S	M O I S T U R E	Surface Water Elev. ft	D E P T H S	B L O C K S	U C S	M O I S T U R E
BORING NO. B-101 Station 276+20 Offset 40 ft L.L. Ground Surface Elev. 443.8 ft									
CRUSHED ROCK - 2 inches FILL: Brown and gray low plastic silty clay, some sand (A-7)	4	2.3	27		422.3	4	4.0	24	
FILL: Brown low plastic silty clay, some sand (A-6)	4	1.1	31		419.2	3	1.9	30	
FILL: Gray high plastic clay, some sand (A-7)	3	1.3	25		419.2	3	1.3	30	
FILL: Gray low plastic silty clay, some sand (A-6)	3	1.8	30		432.8	3	1.8	30	
FILL: Dark gray high plastic clay, some sand layers (A-7)	5	2.5	24		430.6	4	1.8	29	
FILL: Gray low plastic clayey silt, some sand (A-4)	3	3.0	27		425.6	3	2.2	28	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted. BBS, form 137 (Rev. 8-99)

ROUTE FAP 312 (IL 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Dupont Canal - North of Dupo, SEC. TWP. R
COUNTY St. Clair DRILLING METHOD CME 55 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	D E P T H S	B L O C K S	U C S	M O I S T U R E	Surface Water Elev. ft	D E P T H S	B L O C K S	U C S	M O I S T U R E
BORING NO. B-101 Station 276+20 Offset 40 ft L.L. Ground Surface Elev. 443.8 ft									
SILTY CLAY: Gray, low plastic, some sand (A-6)	2	2.4	33		421.2	2	2.4	33	
CLAY: Gray and brown, high plastic (A-7)	4	1.9	35		421.2	4	1.9	35	
SAND: Gray, fine (A-3)	1	0.6	35		389.7	1	0.6	35	
Grades to fine to medium, trace sand, gravel	2	1.9	35		389.7	2	1.9	35	
SILTY CLAY: Gray, low plastic, some sand (A-6)	2	0.6	35		389.7	2	0.6	35	
CLAYEY SILT: Gray, low plastic, some sand (A-4)	0	2	26		387.0	0	2	26	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted. BBS, form 137 (Rev. 8-99)

ROUTE FAP 312 (IL 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Dupont Canal - North of Dupo, SEC. TWP. R
COUNTY St. Clair DRILLING METHOD CME 55 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	D E P T H S	B L O C K S	U C S	M O I S T U R E	Surface Water Elev. ft	D E P T H S	B L O C K S	U C S	M O I S T U R E
BORING NO. B-101 Station 276+20 Offset 40 ft L.L. Ground Surface Elev. 443.8 ft									
SAND: Gray, fine (A-3)	9	17	15		389.7	11	12	-	
Grades to fine to medium, trace sand, gravel	7	8	12		389.7	8	12	-	
Grades to medium to coarse, trace gravel	13	9	15		389.7	10	7	-	
Grades to medium to coarse, trace gravel	10	10	14		389.7	13	10	-	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted. BBS, form 137 (Rev. 8-99)

ROUTE FAP 312 (IL 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Dupont Canal - North of Dupo, SEC. TWP. R
COUNTY St. Clair DRILLING METHOD CME 55 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	D E P T H S	B L O C K S	U C S	M O I S T U R E	Surface Water Elev. ft	D E P T H S	B L O C K S	U C S	M O I S T U R E
BORING NO. B-101 Station 276+20 Offset 40 ft L.L. Ground Surface Elev. 443.8 ft									
SAND: Gray, fine (A-3)	12	16	26		389.7	12	16	-	
GRAVEL (A-1)	12	16	26		389.7	12	16	-	
LIMESTONE	12	16	26		389.7	12	16	-	
Refusal at 151.0 feet with tri-cone bit on limestone.	12	16	26		389.7	12	16	-	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted. BBS, form 137 (Rev. 8-99)

DESIGNED -
CHECKED -
DRAWN AJF
CHECKED EML



SHEET NO. 44 48 SHEETS	F.A.P. RTE. 312	SECTION 64-1VBR	COUNTY ST. CLAIR	TOTAL SHEETS 259	SHEET NO. 96
	CONTRACT NO. 76882				
ILLINOIS FED. AID PROJECT					

BORING LOGS
STRUCTURE NO. 082-0038

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG

Page 1 of 4

ROUTE FAP 312 (L 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Duport Canal - North of Dupu, SEC., TWP., R
COUNTY St. Clair DRILLING METHOD CME 75 w/ISA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)	Description	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)
BORING NO. B-104 Station 283+90 Offset 40 ft L.L. Ground Surface Elev. 417.0 ft									
	418.0				FILL: Rubble and soil				
	416.0				FILL: Brown high plastic clay and brown low plastic sandy clay (A-7)				
	413.1				FILL: Dark brown low plastic sandy clay (A-6)				
	411.4				CLAY: Dark brown, high plastic (A-7) Becomes brown, grades to trace sand				
	410.4				SANDY CLAY: Brown, low plastic (A-6)				
	409.6				SILT CLAY: Brown, low plastic (A-4)				
	407.2				SAND: Brown, fine (A-3)				
	405.2				SILT SAND: Brown, fine (A-2)				
	402.2				SILT CLAY: Brown, low plastic, some sand (A-4)				
	399.0				SAND: Brown, fine (A-3)				
	397.0				SAND: Brown, fine to medium (A-3)				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG

Page 2 of 4

ROUTE FAP 312 (L 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Duport Canal - North of Dupu, SEC., TWP., R
COUNTY St. Clair DRILLING METHOD CME 75 w/ISA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)	Description	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)
BORING NO. B-104 Station 283+90 Offset 40 ft L.L. Ground Surface Elev. 417.0 ft									
	397.0				SAND: Brown, fine (A-3)				
	395.0				Grades to fine to medium sand, trace fine gravel				
	393.0				Grades to fine sand, no gravel				
	391.0				Grades to fine to medium sand				
	389.0				Grades to fine to medium sand				
	387.0				Grades to fine to medium sand				
	385.0				Grades to fine to medium sand				
	383.0				Grades to fine to medium sand				
	381.0				Grades to fine to medium sand				
	379.0				Grades to fine to medium sand				
	377.0				Grades to fine to medium sand				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG

Page 3 of 4

ROUTE FAP 312 (L 3) DESCRIPTION Structure Boring LOGGED BY SCI
SECTION 64-1VBR LOCATION Bridge crossing UPRR and Prairie Duport Canal - North of Dupu, SEC., TWP., R
COUNTY St. Clair DRILLING METHOD CME 75 w/ISA HAMMER TYPE Automatic

STRUCT. NO. 082-0030 (existing) Station	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)	Description	DEPTH ft	BULGE (ft)	UCS (tsf)	M (%)
BORING NO. B-104 Station 283+90 Offset 40 ft L.L. Ground Surface Elev. 417.0 ft									
	385.0				SAND: Brown, fine to medium (A-3) (continued)				
	383.0				Grades to fine sand				
	381.0				Grades to fine to medium sand				
	379.0				Grades to fine to medium sand				
	377.0				Grades to fine to medium sand				
	375.0				Grades to fine to medium sand				
	373.0				Grades to fine to medium sand				
	371.0				Grades to fine to medium sand				
	369.0				Grades to fine to medium sand				
	367.0				Grades to fine to medium sand				
	365.0				Grades to fine to medium sand				
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