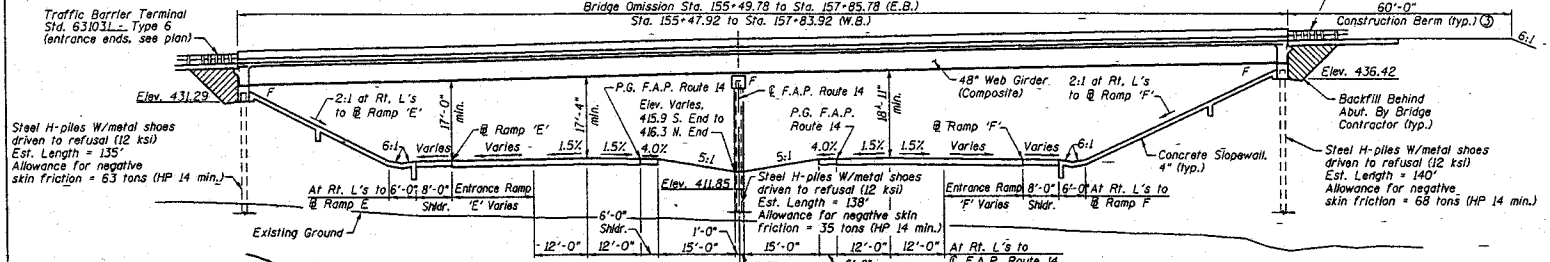
Bench Mark: T.B.M. G - Spike in NW side of PP at southwest quadrant of east RR tracks & road. 268.97' LT. Sta. 157+30.29 F.A.P. Route 999. Elev. 416.97.
Existing Structure: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

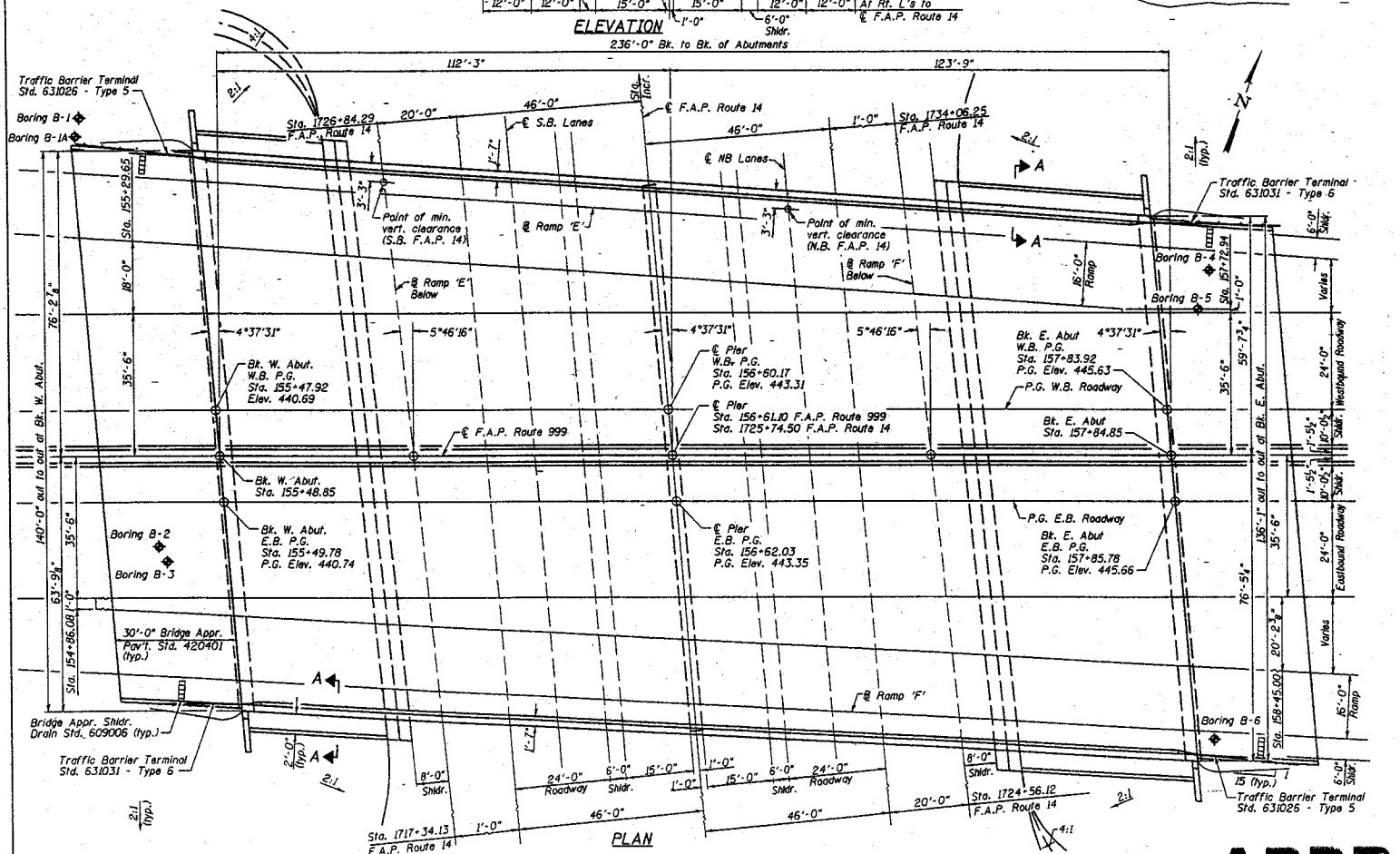
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. VAR.	VARIOUS	ST. CLAIR		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
3 SHEETS

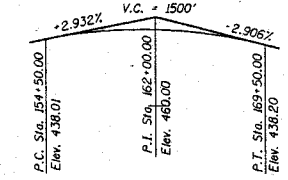


ELEVATION

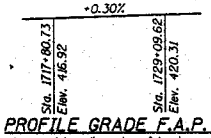
2:36'-0" Bk. to Bk. of Abutments



PLAN



PROFILE GRADE F.A.P. 999
(at median edge of lane)



PROFILE GRADE F.A.P. 14
(at median edge of lane)

DESIGN SPECIFICATION

1996 AASHTO WITH 1997, 1998, 1999, 2000 and 2002 Interims

LOADING HS20-44 & ALT.

Allow 50#/sq. ft. for future wearing surface.

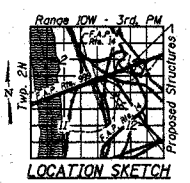
DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (reinf.)
fy = 36,000 psi (M270 Grade 36)
fy = 50,000 psi (M270 Grade 50) struct. steel

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A)=0.12g
Site Coefficient (S) = 1.5

Notes:
① Conduits to be provided for future lighting.
② Barrier protection at pier to be determined.
③ Wick drains will be used in the bridge cone and embankment.
④ A 1" joint filled with PJF will be included through each abutment wall, bridge approach pavement and parapet on the bridge approach pavement along the ℄ of F.A.P. Route 999.



LOCATION SKETCH

GENERAL PLAN
I-70 (F.A.P. RTE. 999) OVER
ILLINOIS ROUTE 3 (F.A.P. RTE. 14)
F.A.P. ROUTE 999 - SECTION 83-1HB
ST. CLAIR COUNTY
STA. 156+66.85
STRUCTURE NO. 082-0352 (W.B.)
STRUCTURE NO. 082-0353 (E.B.)

APPROVED

Conditionally Approved

MAR 14 2003

AS A BASIS FOR
PREPARATION OF DETAILED PLANS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 999	83-1HB	ST. CLAIR		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

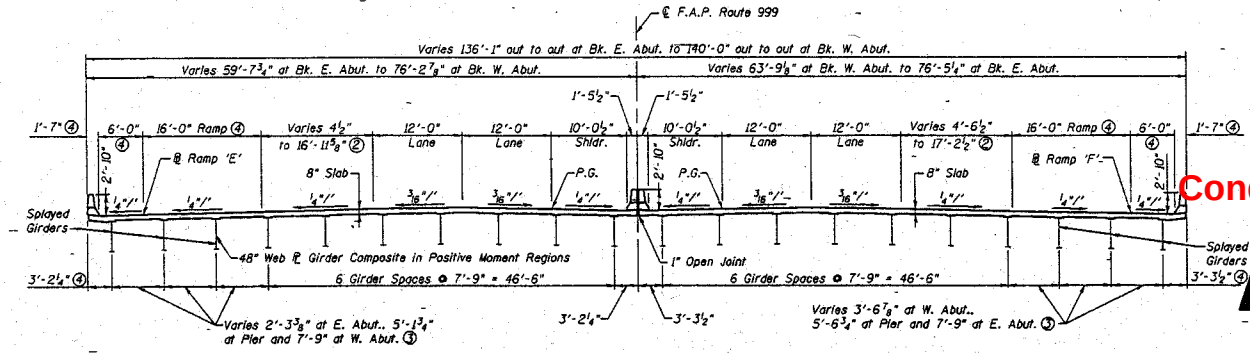
SHEET NO. 2
3 SHEETS

Conditionally Approved

APPROVED

MAR 1 4 2003

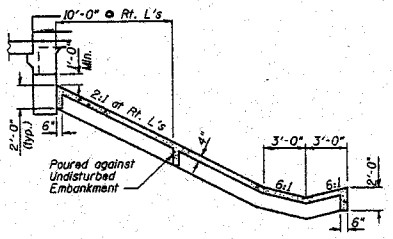
AS A BASIS FOR
PREPARATION OF DETAILED PLANS



SECTION THRU BRIDGE DECK (LOOKING EAST)

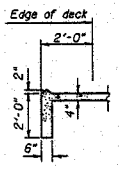
Notes:

1. All Dimensions are Measured at Rt. L's to ℄ F.A.P. Route 999 Unless Noted Otherwise.
2. Measured at Rt. L's to F.A.P. Route 999 at the Bk. of Abut.
3. Measured at Rt. L's to F.A.P. Route 999 at the ℄ of Each Abut. or Pier.
4. Measured at Rt. L's to Ramp ℄.

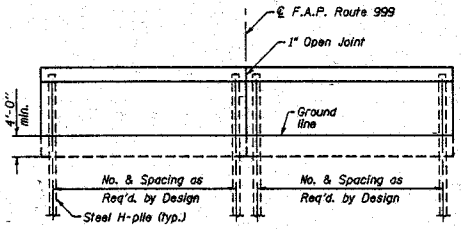


SECTION THRU SLOPEWALL

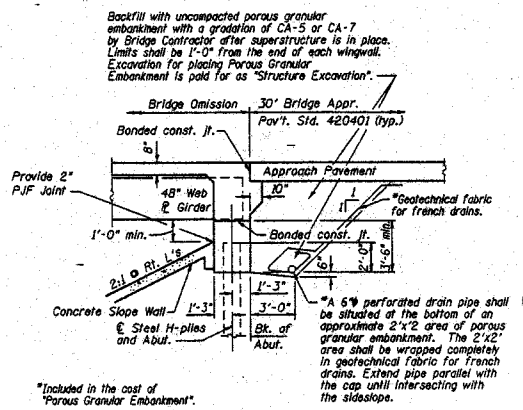
(Dimensions at Rt. L's)



SECTION A-A

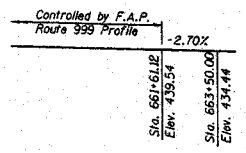


PIER SKETCH

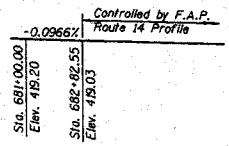


SECTION THRU ABUTMENTS

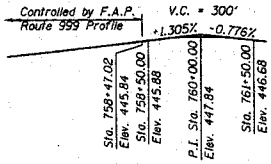
(Dimensions @ Rt. L's)



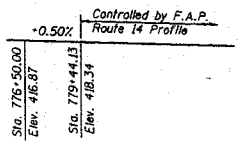
PROFILE GRADE RAMP E



PROFILE GRADE RAMP E BELOW



PROFILE GRADE RAMP F



PROFILE GRADE RAMP F BELOW

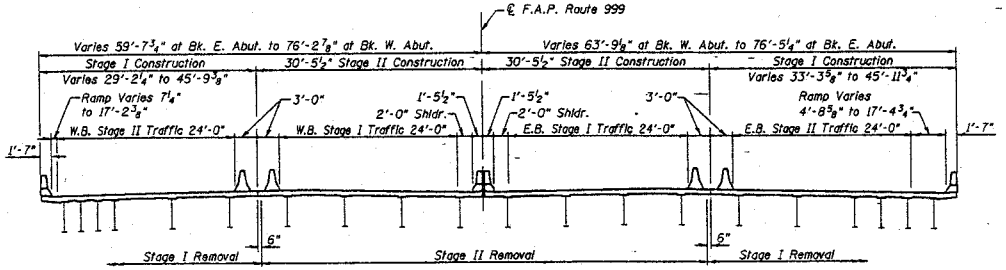
HIGHWAY CLASSIFICATION

F.A.P. Rte. 999 - Reloc. WB I-70
ADT: 12834 (2000); 17775 (2020)
DHV: 2420 (2020)
Functional Class: Trunk
Design Speed: 60 mph
Posted Speed: 55 mph

F.A.P. Rte. 999 - Reloc. EB I-70
ADT: 12061 (2000); 16705 (2020)
DHV: 2835 (2020)
Functional Class: Trunk
Design Speed: 60 mph
Posted Speed: 55 mph

F.A.P. Rte. 14
ADT: 12043 (2000); 16680 (2020)
DHV: 1866 (2020)
Functional Class: Area Service
Design Speed: 50 mph
Posted Speed: 45 mph

DETAILS
I-70 (F.A.P. RTE. 999) OVER
ILLINOIS ROUTE 3 (F.A.P. RTE. 14)
F.A.P. ROUTE 999 - SECTION 83-1HB
ST. CLAIR COUNTY
STA. 156+66.85
STRUCTURE NO. 082-0352 (W.B.)
STRUCTURE NO. 082-0353 (E.B.)



FUTURE STAGE CONSTRUCTION (LOOKING EAST)

Notes

1. Minimum stage traffic width = 21'-0" allowing one 11'-0" lane and one 10'-0" passing lane per IDOT. Wider lanes used where available.
2. Top reinforcement in deck slab will be designed to account for staging per IDOT.
3. Unless directed otherwise, beams will be checked for stage construction loading, assuming 50 psf FWS, including the increase in composite loading from the barrier and accounting for possible different distribution of wheel load to the exterior staged girder, as required.

FUTURE STAGED CONSTRUCTION
I-70 (F.A.P. RTE. 999) OVER
ILLINOIS ROUTE 3 (F.A.P. RTE. 14)
F.A.P. ROUTE 999 - SECTION 83-1HB
ST. CLAIR COUNTY
STA. 156+66.85
STRUCTURE NO. 082-0352 (W.B.)
STRUCTURE NO. 082-0353 (E.B.)