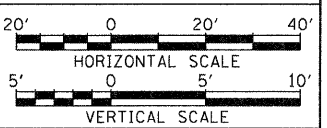
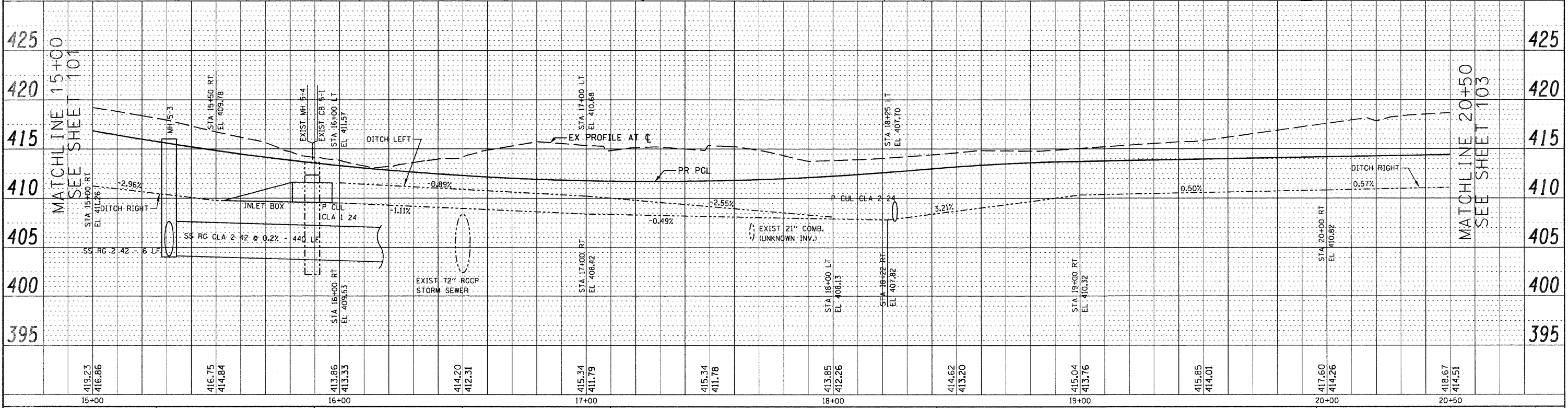
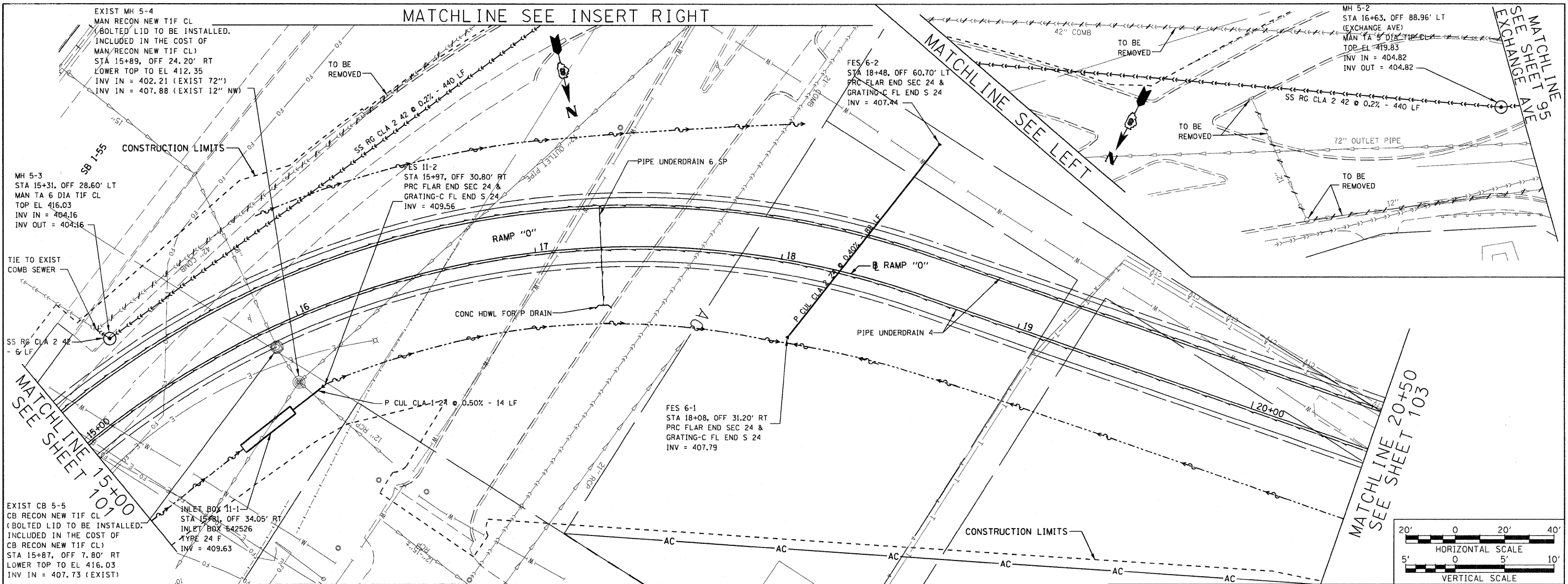


BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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 ALIGNED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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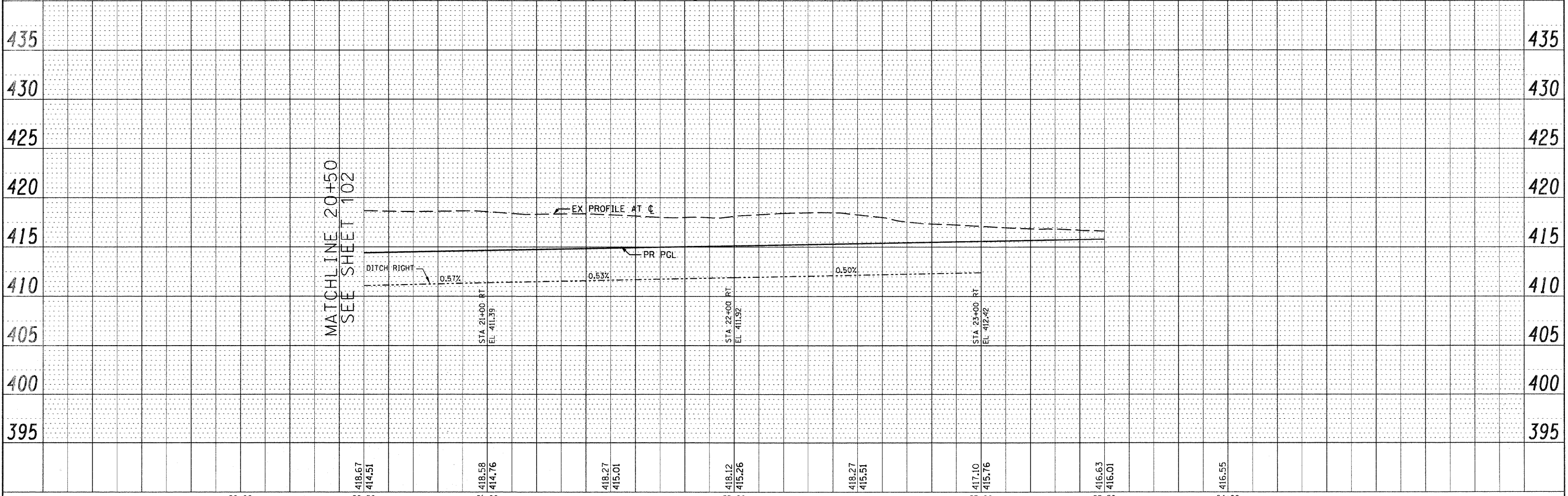
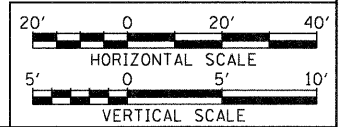
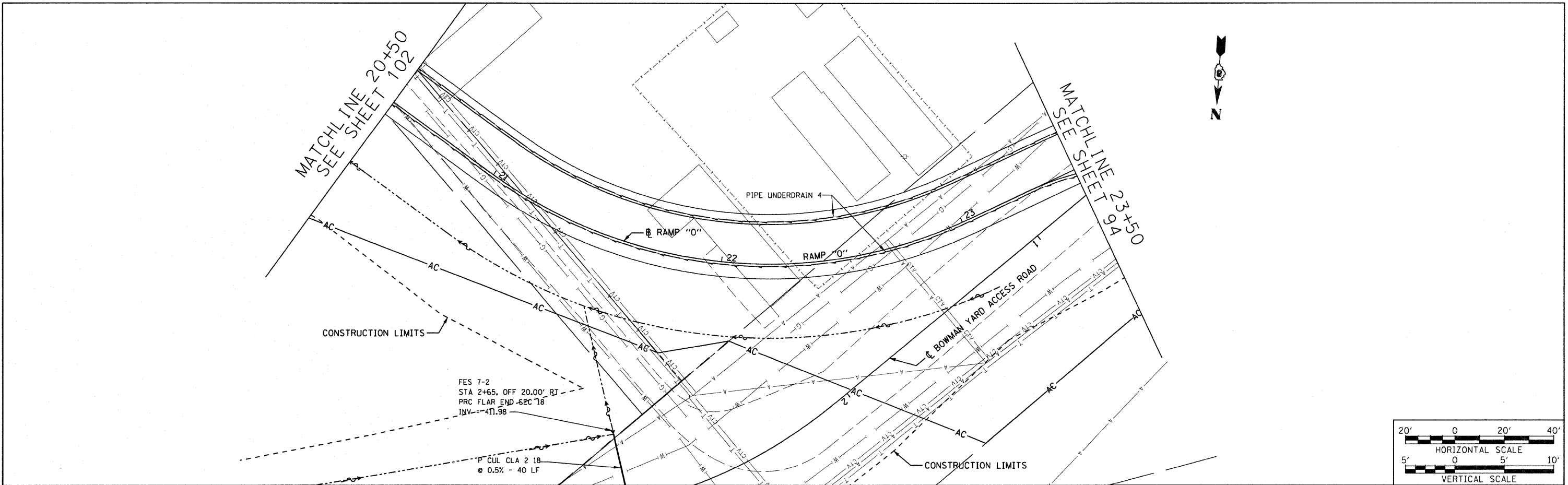
11/6/2009  
 \$TIME\$

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PLOT SCALE = 1:20	CHECKED - AHR	REVISED -	CONTRACT NO. 76C55							
PLOT DATE = 11/6/2009	DATE - OCTOBER 9, 2009	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

PLAN	DRAWN	DATE
NO.	BY	
NO.	CHECKED	
NO.	DATE	

PROFILE	DRAWN	DATE
NO.	BY	
NO.	CHECKED	
NO.	DATE	

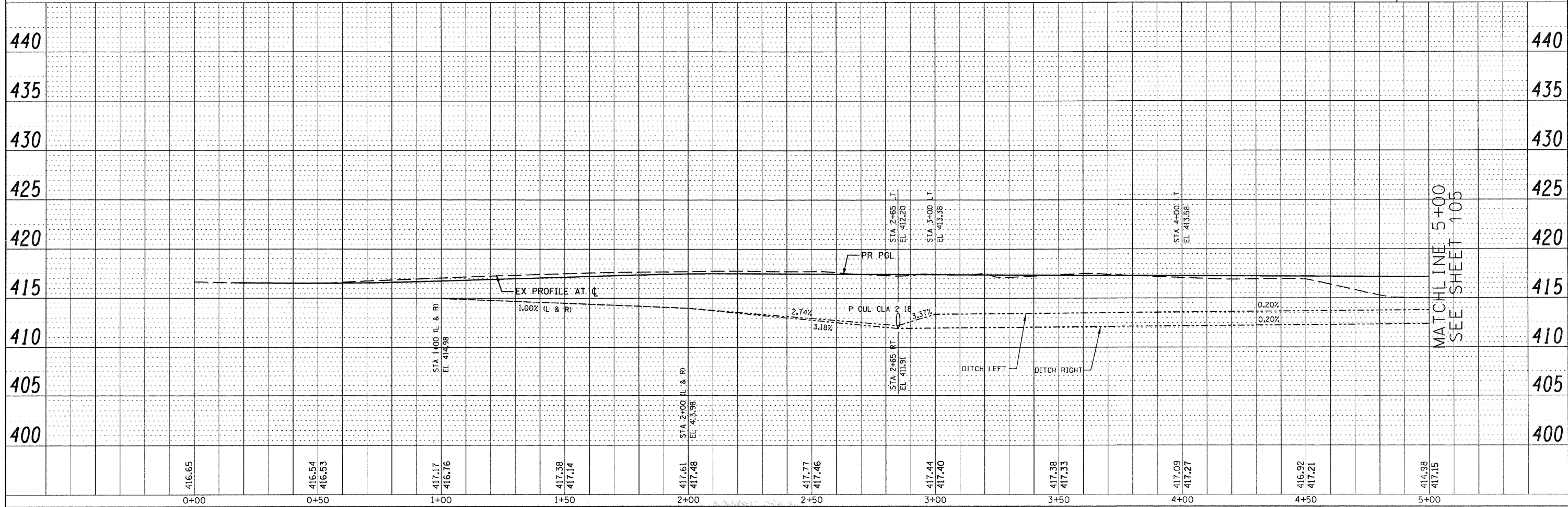
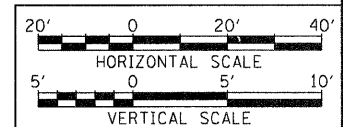
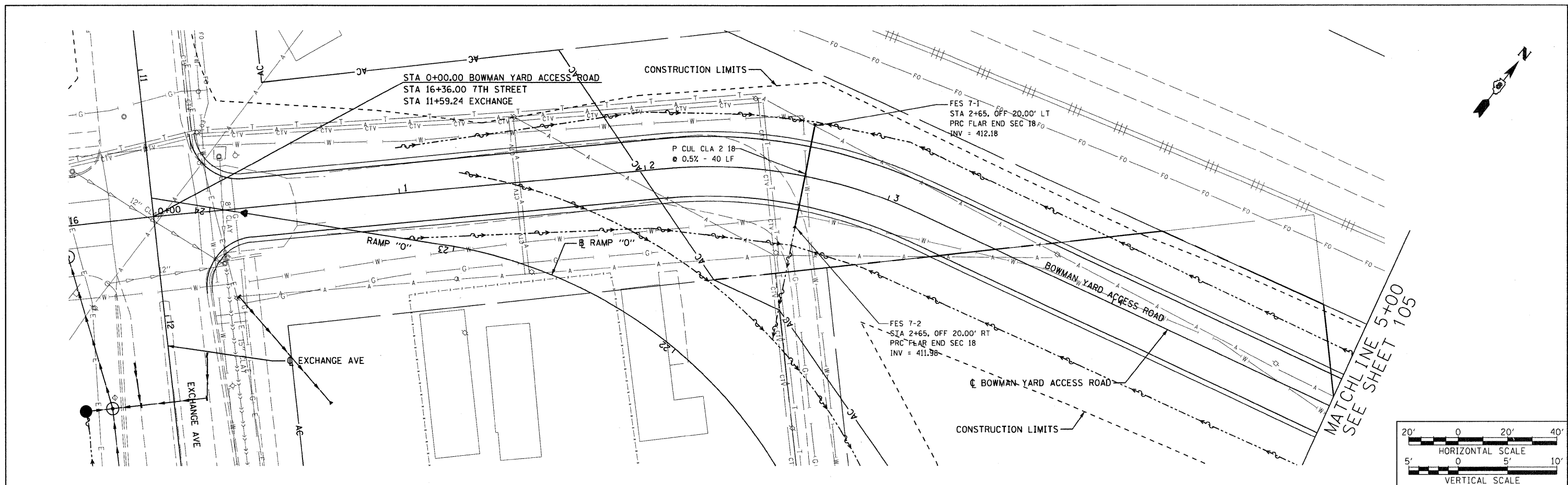
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		DATE - OCTOBER 9, 2009	REVISED -									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PLAN SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. OF MAY CHECKED  
 NO. CAD FILE NAME

PROFILE SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. OF MAY CHECKED  
 NO. STRUCTURE NOTATION CHFD



FILE NAME =	USER NAME = .USER.	DESIGNED - MAN	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN/PROFILE BOWMAN YARD ACCESS RD.</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL	PLOT SCALE = 1:20	DRAWN - JMH	REVISED -			70	B2-2-1HB	ST. CLAIR	236	104	
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		DATE - OCTOBER 9, 2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

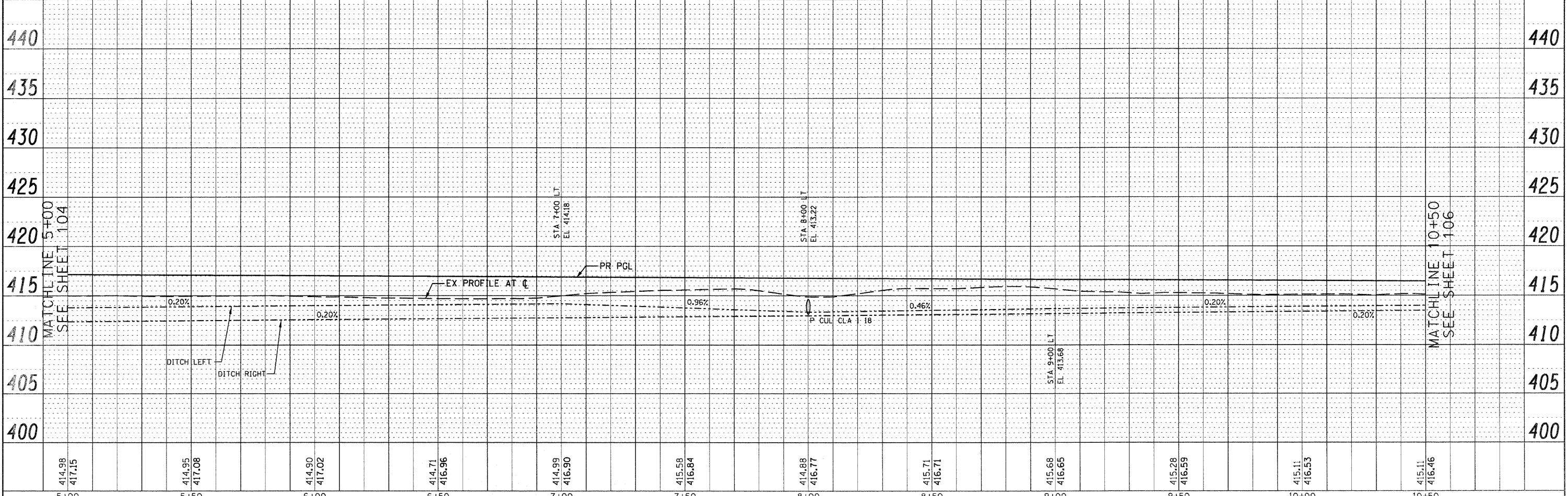
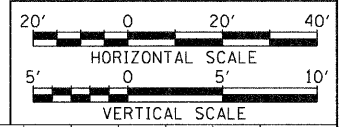
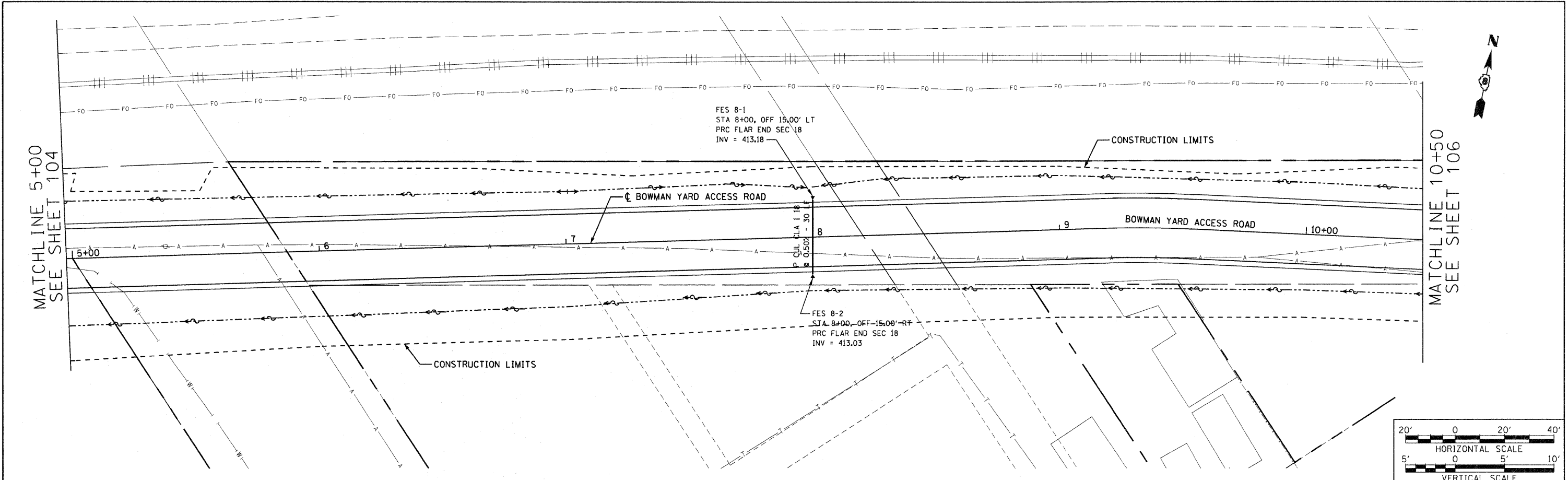
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PLAN  
 SURVEYED  
 GRADES CHECKED  
 ALIGNMENT CHECKED  
 ROAD FILE NAME

PROFILE  
 SURVEYED  
 GRADES CHECKED  
 B.M. NOTED  
 STRUCTURE NOTATIONS SKED

MATCHLINE 5+00  
 SEE SHEET 104

MATCHLINE 10+50  
 SEE SHEET 106



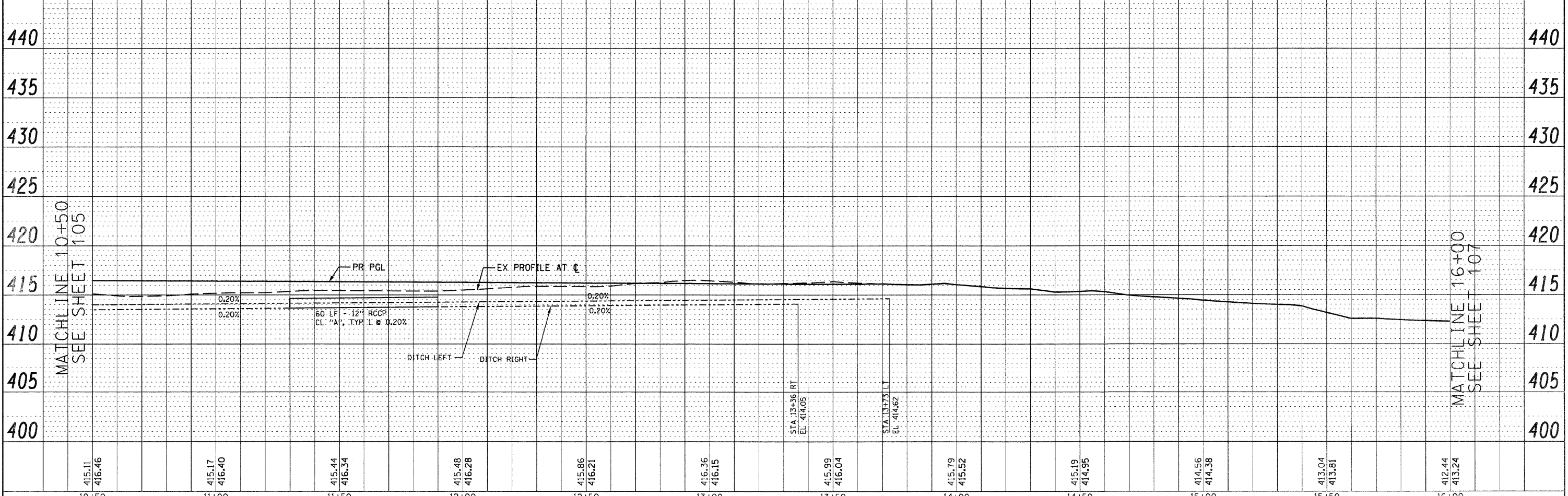
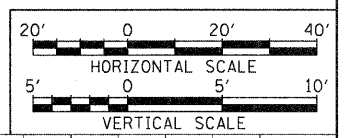
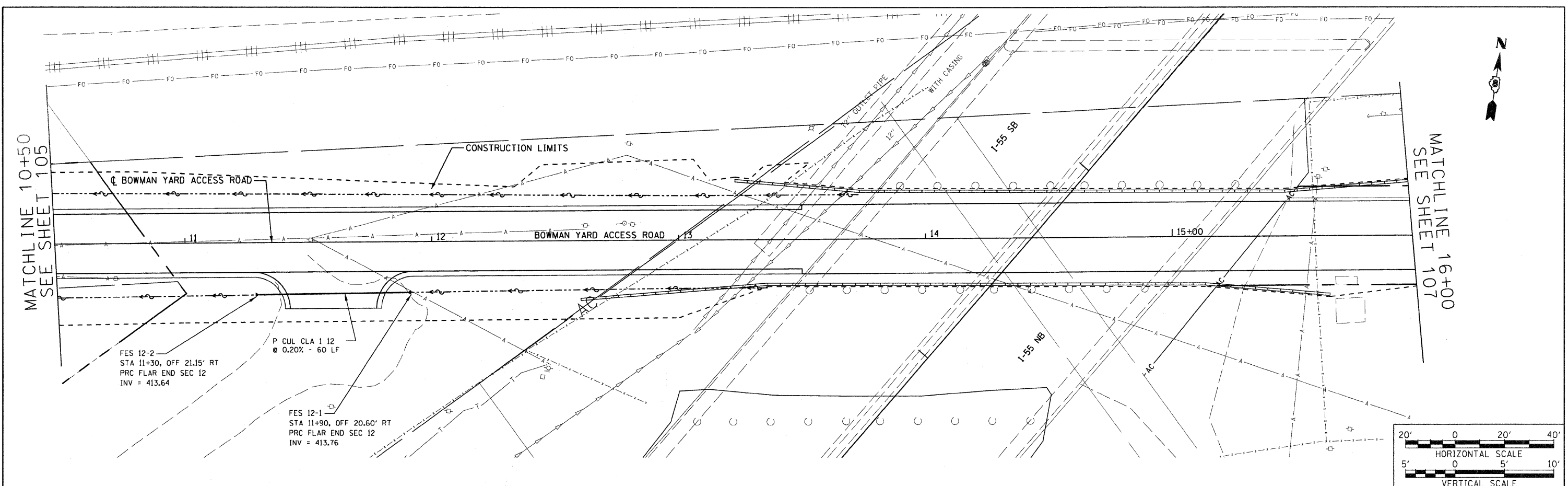
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5+00	5+50	6+00	6+50	7+00	7+50	8+00	8+50	9+00	9+50	10+00	10+50												

11/6/2009  
 \$TIME\$

\$FILE\$

PLAN	REVISED	DATE
NO.	NOTED	BY
NOTE BOOK	ALIGNED	CHECKED
NO.	NO.	NO.
FILE NAME		

PROFILE	REVISED	DATE
NO.	NOTED	BY
NOTE BOOK	GRADES	CHECKED
NO.	NO.	NO.
FILE NAME		

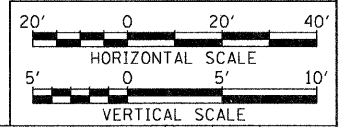
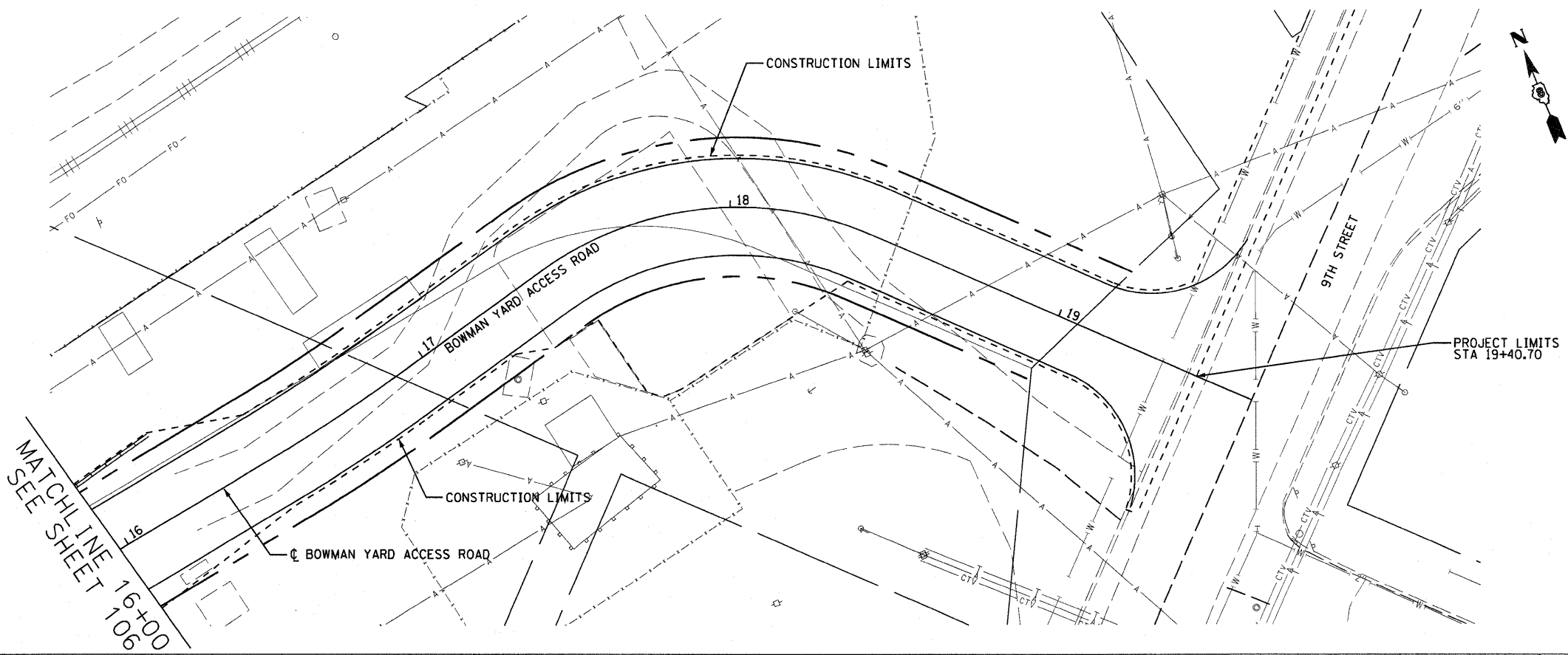


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PLOT DATE = 11/6/2009		DATE - OCTOBER 9, 2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

11/6/2009  
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PLAN  
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PROFILE  
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 GRADES BY DATE  
 BLK. NOTED BY DATE  
 STRUCTURE NOTATIONS OK'D



412.44 413.24	412.51 412.67	412.37 412.11	412.58 411.54	410.55 411.43	411.15 412.25	413.87 413.53	414.05	414.72
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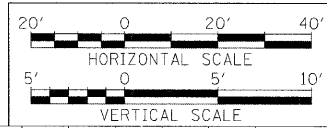
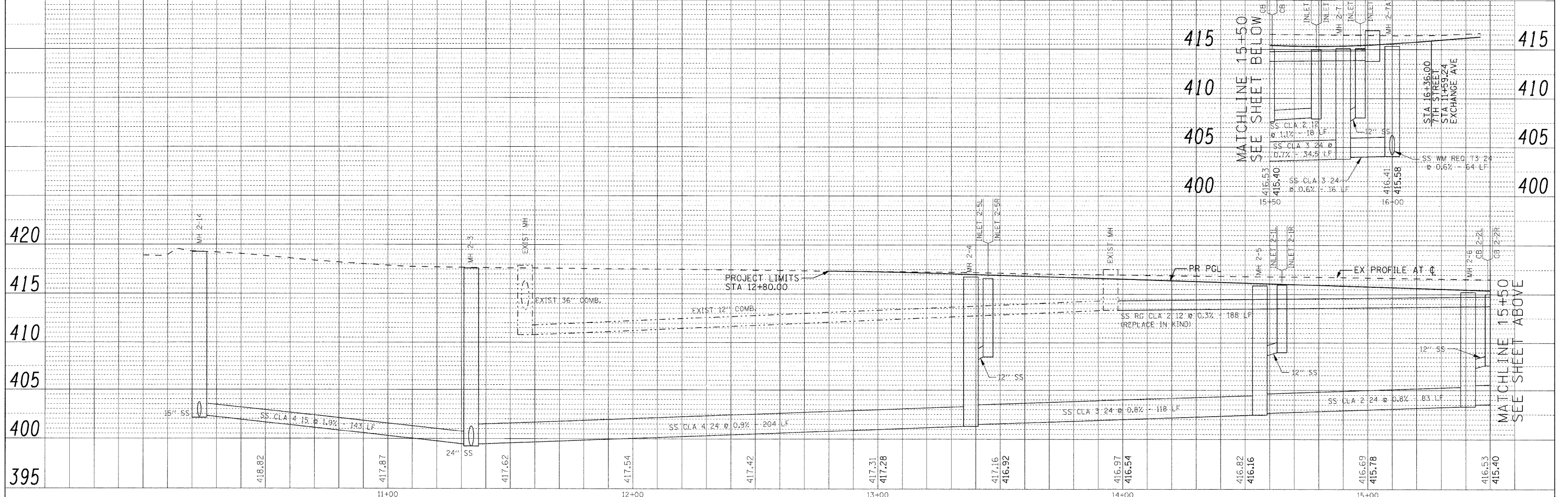
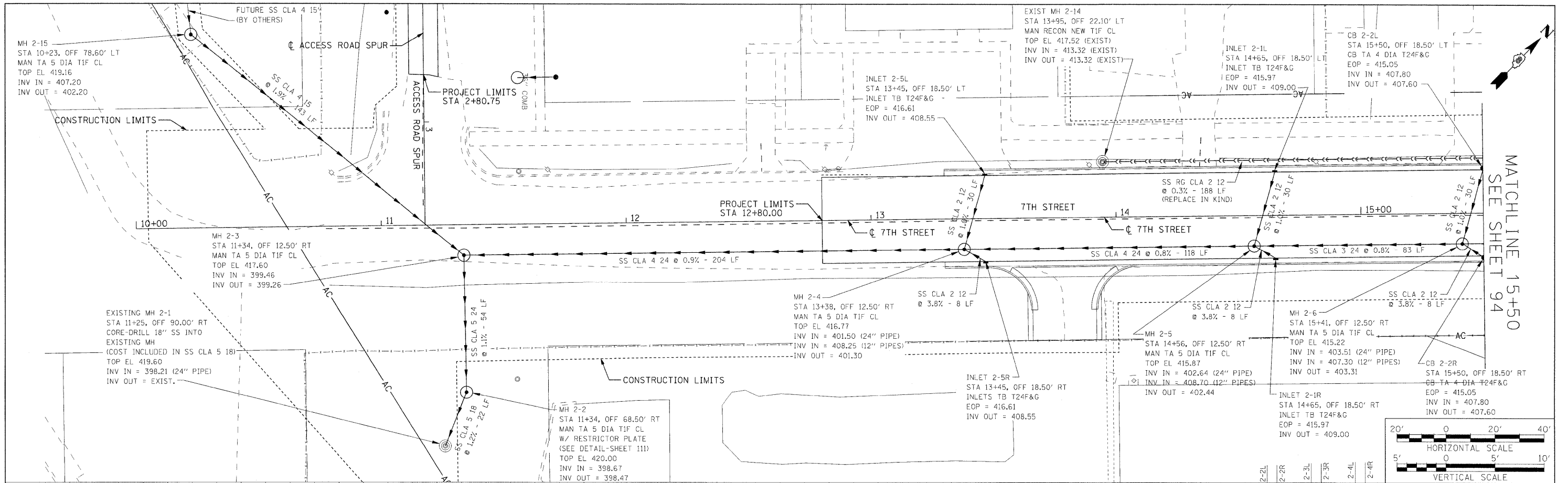
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	PLOT DATE = 11/6/2009	CHECKED - AHR	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - OCTOBER 9, 2009	REVISED -									

\*FILE\$

DATE	BY
REVISIONS	
NO.	
DESCRIPTION	
DATE	BY

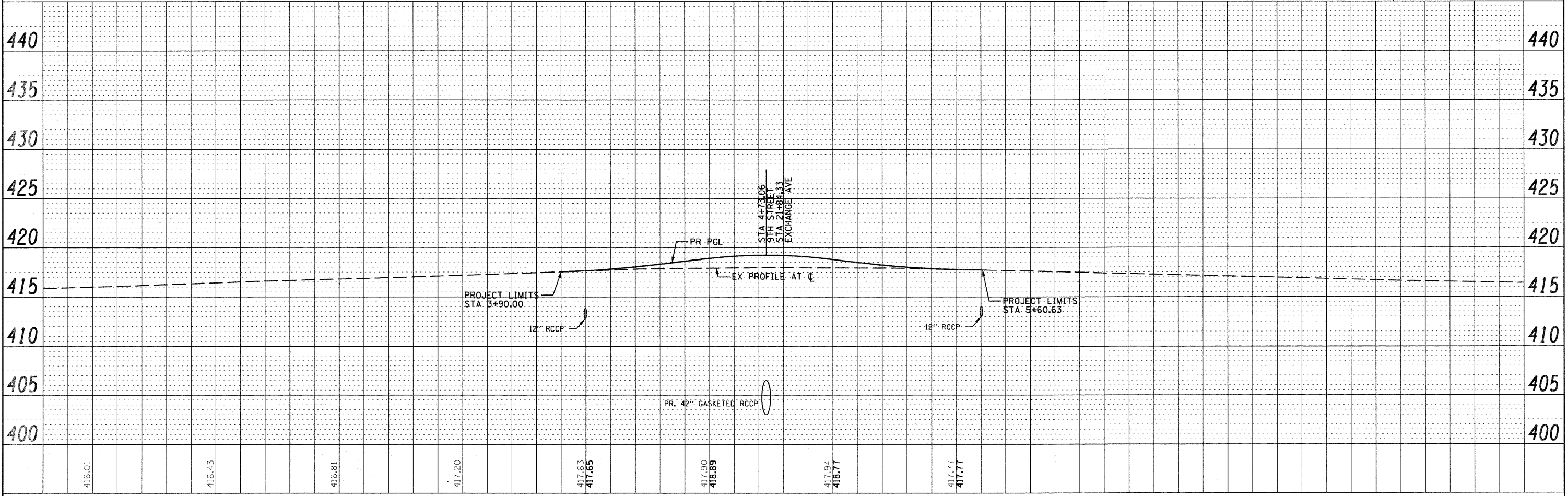
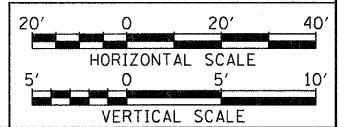
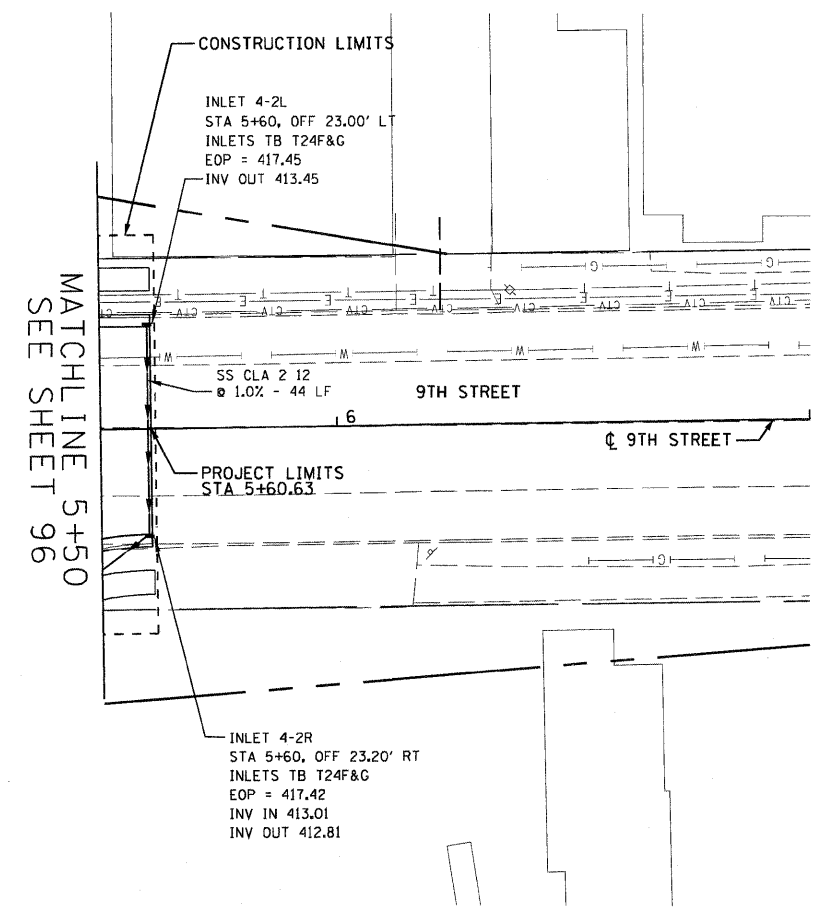
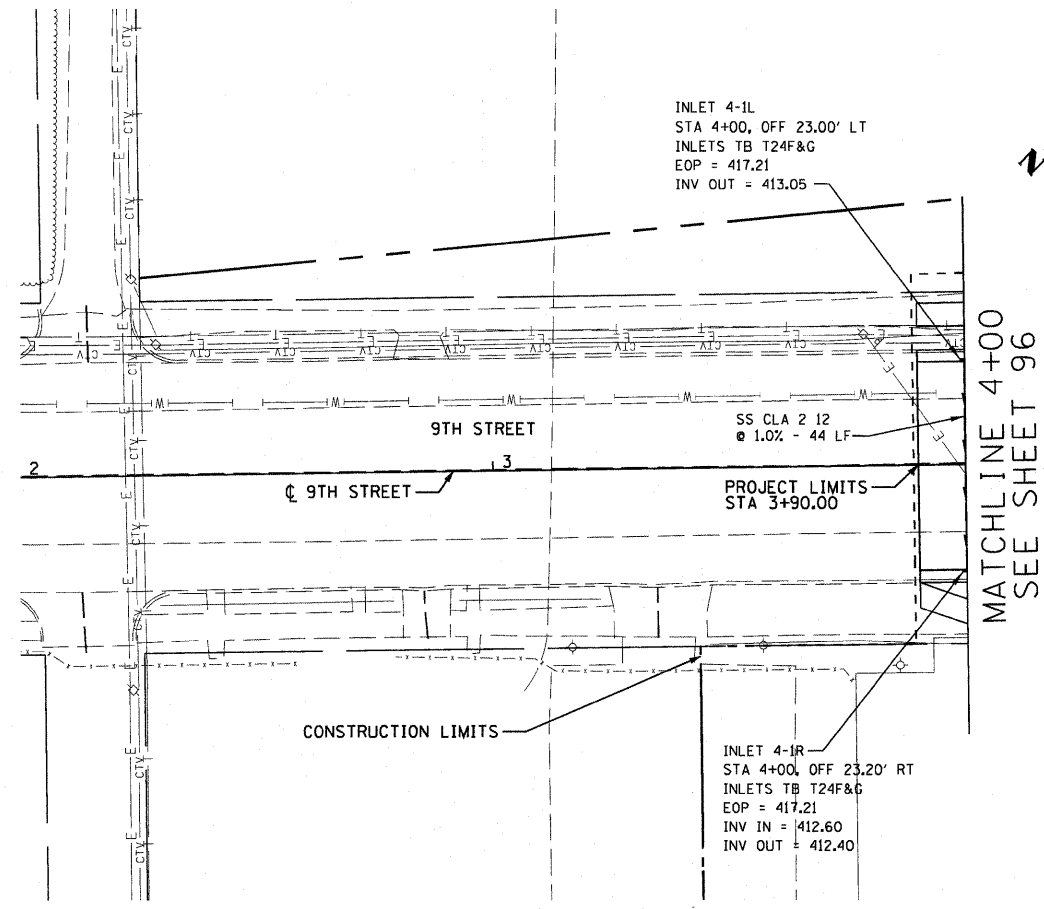
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REVISIONS	
NO.	
DESCRIPTION	
DATE	BY



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\$DATE\$	PLOT DATE = #DATE#	CHECKED - AHR	REVISED -							
\$FILE\$		DATE - DECEMBER 18, 2009	REVISED -							

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NO.	NO.	
BY		
DATE		
NOTE BOOK	ALIGNMENT CHECKED	
NO.	NO.	
	ADD FILE NAME	

PROFILE	REVISIONS	DATE
NO.	NO.	
BY		
DATE		
NOTE BOOK	GRADES CHECKED	
NO.	NO.	
	STRUCTURE NOTATIONS CHK'D	



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		DATE - OCTOBER 9, 2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE: 1"=20'		SHEET NO. 16 OF 17 SHEETS		STA. 3+91.19 TO STA. 5+60.00							

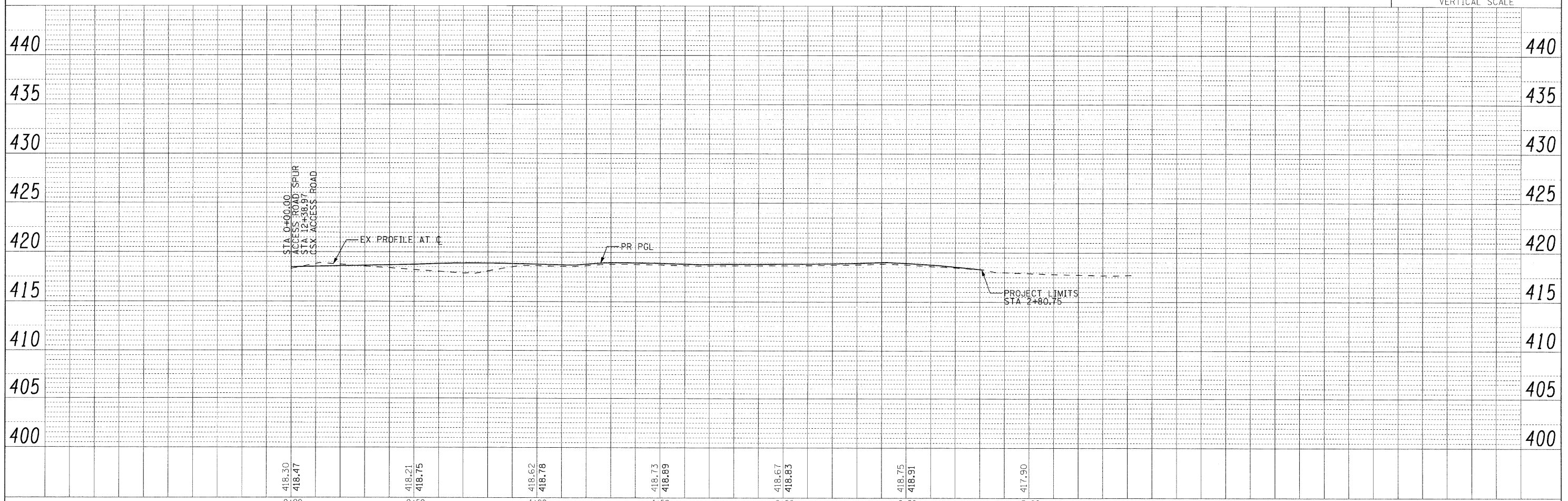
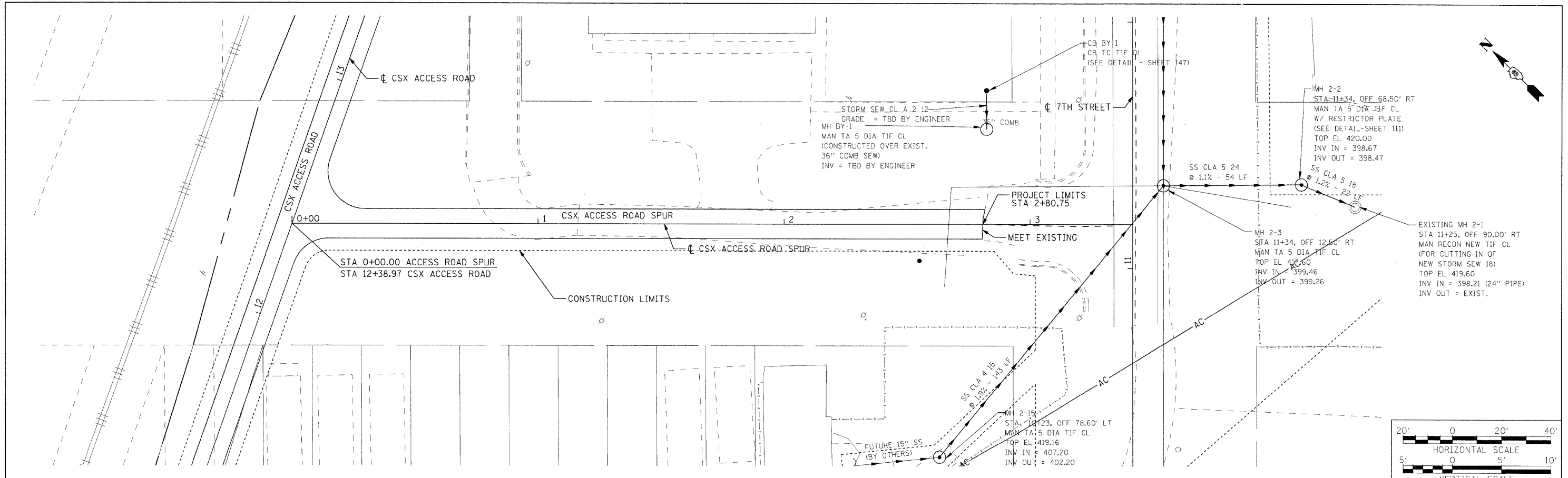
11/6/2009 \$TIME\$

\$FILE\$



BY \_\_\_\_\_ DATE \_\_\_\_\_  
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 NOTE BOOK \_\_\_\_\_  
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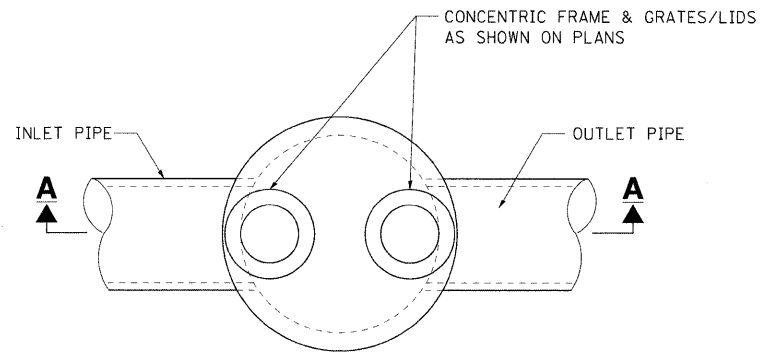
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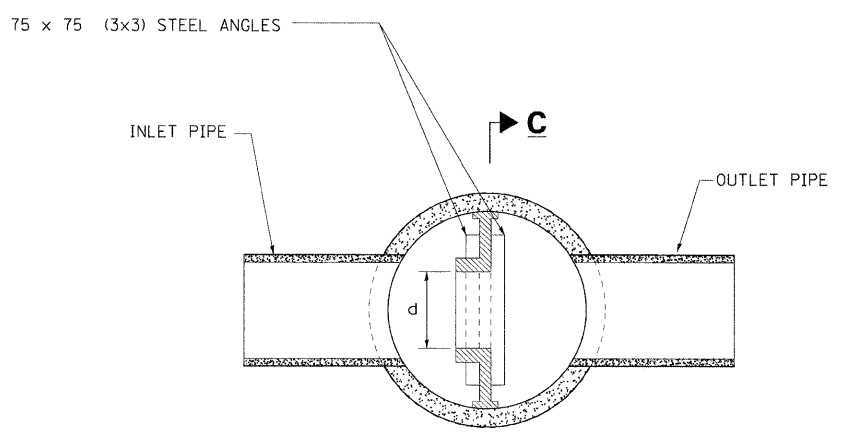
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		DATE - DECEMBER 18, 2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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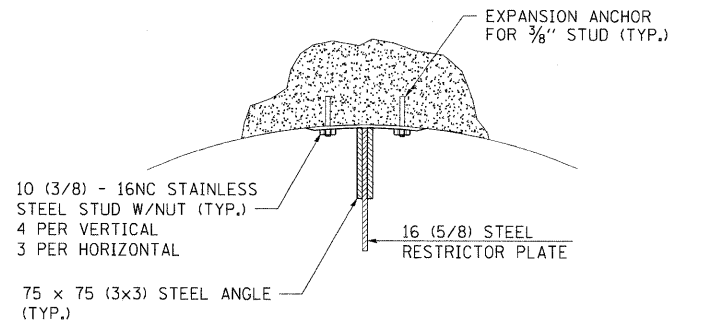
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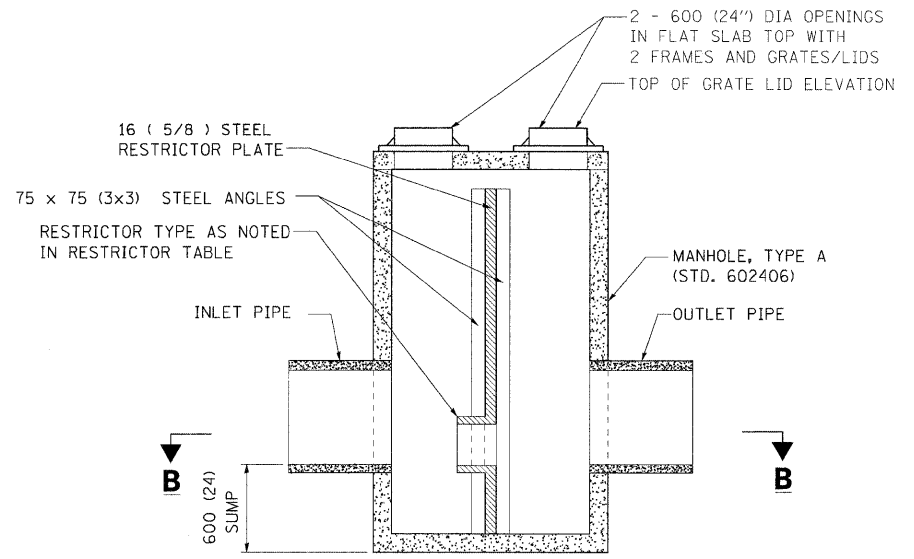
PLAN



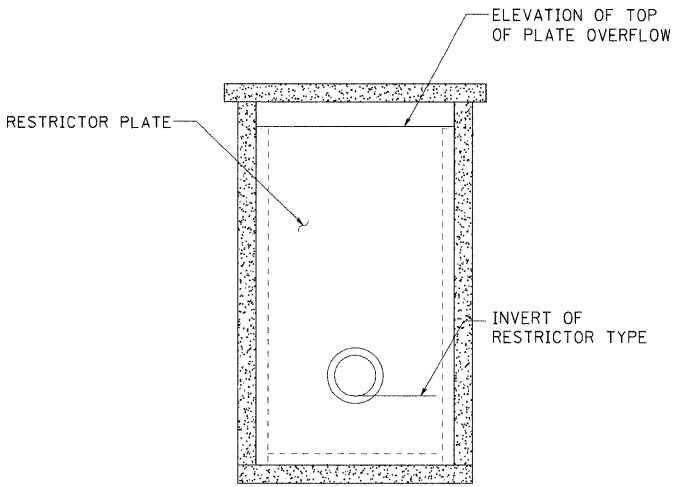
SECTION B-B



ANGLE FASTENER DETAIL



SECTION A-A

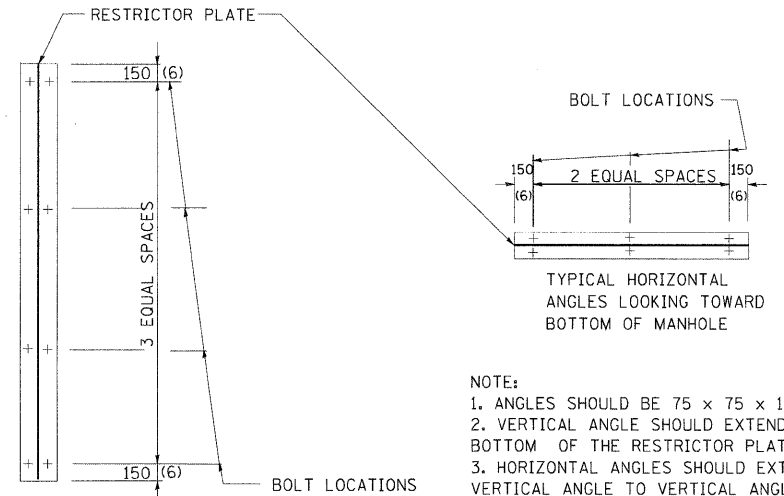


SECTION C-C

- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
  2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
  3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 1.8m (6FT.)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH.

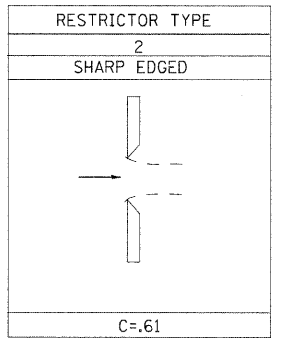
DRAINAGE STRUCTURES, WITH RESTRICTOR PLATES  
 N.T.S.

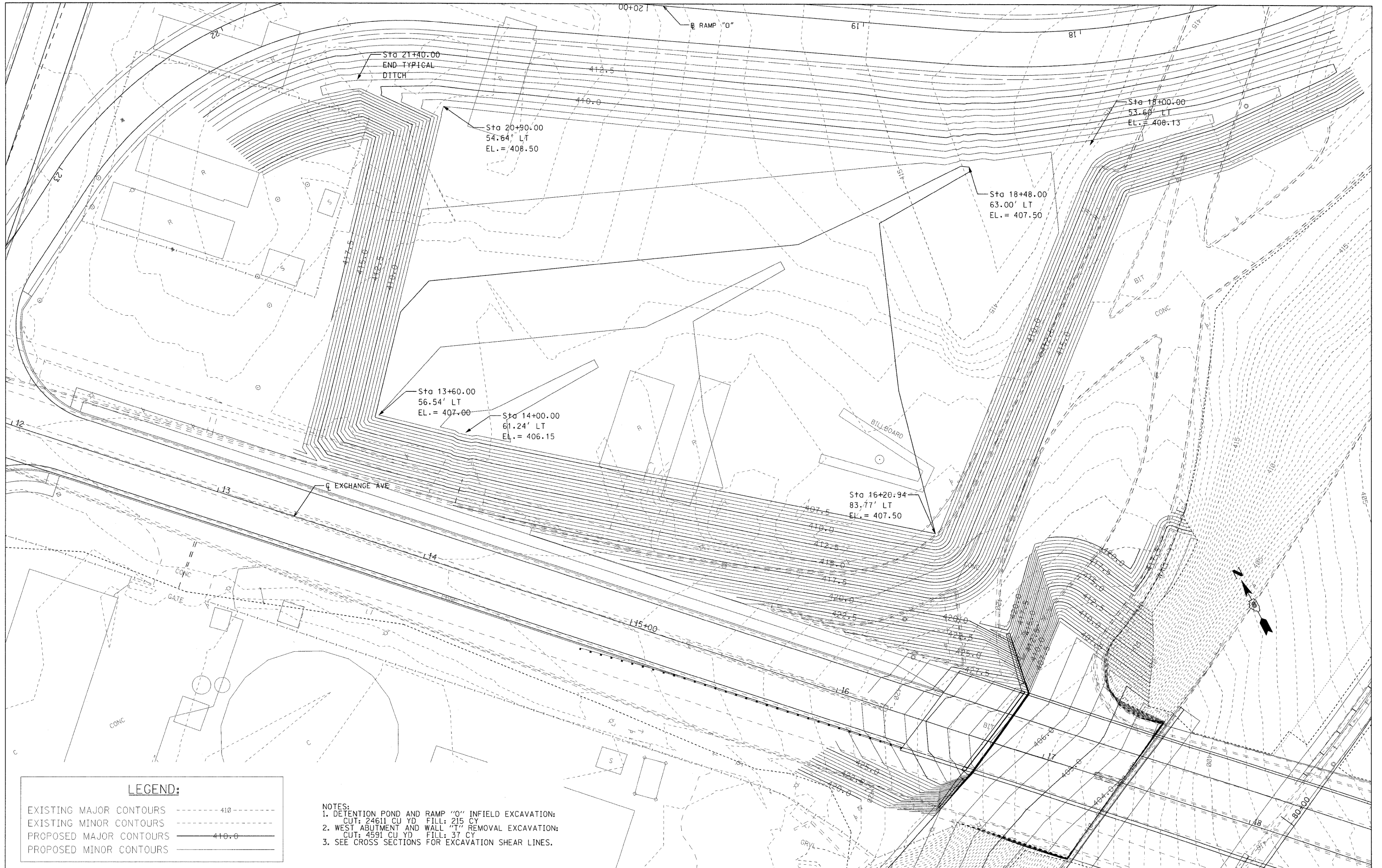
STR. ID	STATION & OFFSET	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INLET PIPE DIAM (IN)	OUTLET PIPE DIAM (IN)	INSIDE RESTRICTOR TYPE DIA	INVERT OF RESTRICTOR TYPE (FT)	ELEVATION OF TOP OF PLATE OVERFLOW WEIR	100-YEAR WATER SURFACE ELEVATION (FT)
MH 2-2	11+25, 64.50' RT	6'	TYPE 1 CL	2	24	24	5"	<del>399.00</del> 398.67	410.50'	411.00'



- NOTE:
1. ANGLES SHOULD BE 75 x 75 x 10 ( 3 x # x 3/4 ).
  2. VERTICAL ANGLE SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
  3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS





**LEGEND:**

- EXISTING MAJOR CONTOURS ----- 410 -----
- EXISTING MINOR CONTOURS ----- 410.0 -----
- PROPOSED MAJOR CONTOURS ----- 410.0 -----
- PROPOSED MINOR CONTOURS ----- 410.0 -----

- NOTES:**
1. DETENTION POND AND RAMP "O" INFIELD EXCAVATION:  
CUT: 24611 CU YD FILL: 215 CY
  2. WEST ABUTMENT AND WALL "T" REMOVAL EXCAVATION:  
CUT: 4591 CU YD FILL: 37 CY
  3. SEE CROSS SECTIONS FOR EXCAVATION SHEAR LINES.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

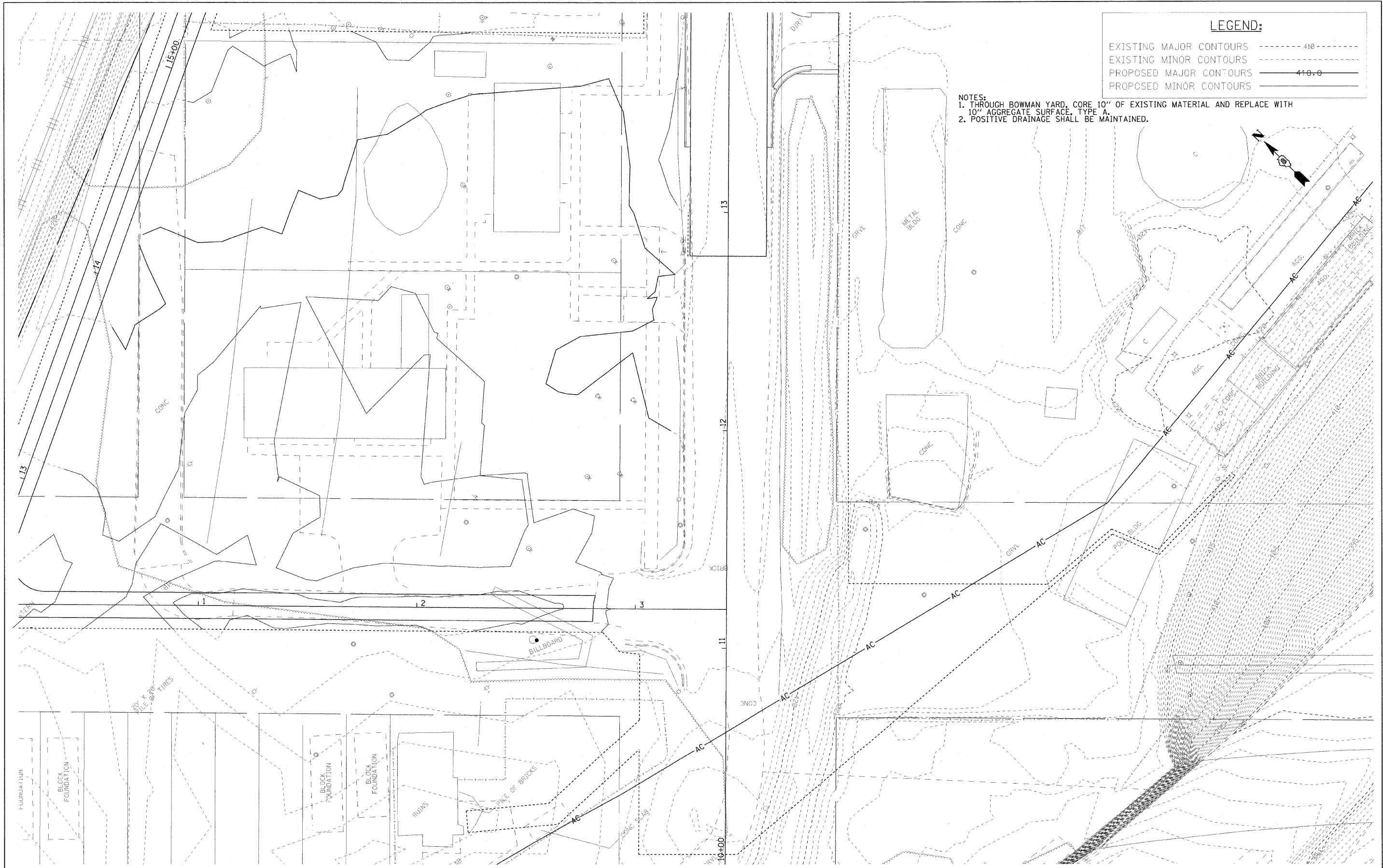
**RAMP "O" GRADING PLAN**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-2-1HB	ST. CLAIR	236	112
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76C55	

FILE NAME =	USER NAME = #USER#	DESIGNED - RRV	REVISED -
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	PLOT DATE = #DATE#	DATE - DECEMBER 18, 2009	REVISED -

\$DATE\$  
\$TIME\$  
\$FILE\$



**LEGEND:**

EXISTING MAJOR CONTOURS	--- 410
EXISTING MINOR CONTOURS	--- 410.0
PROPOSED MAJOR CONTOURS	— 410.0
PROPOSED MINOR CONTOURS	— 410.0

**NOTES:**  
 1. THROUGH BOWMAN YARD, CORE 10" OF EXISTING MATERIAL AND REPLACE WITH 10" AGGREGATE SURFACE, TYPE A.  
 2. POSITIVE DRAINAGE SHALL BE MAINTAINED.

FILE NAME =  
 #FILL  
 #DATE\$  
 #TIME\$  
 #FILE\$

USER NAME = #USER#	DESIGNED - RRV	REVISED -
DRAWN - RRV	REVISED -	
CHECKED - DRH	REVISED -	
DATE - OCTOBER 9, 2009	REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

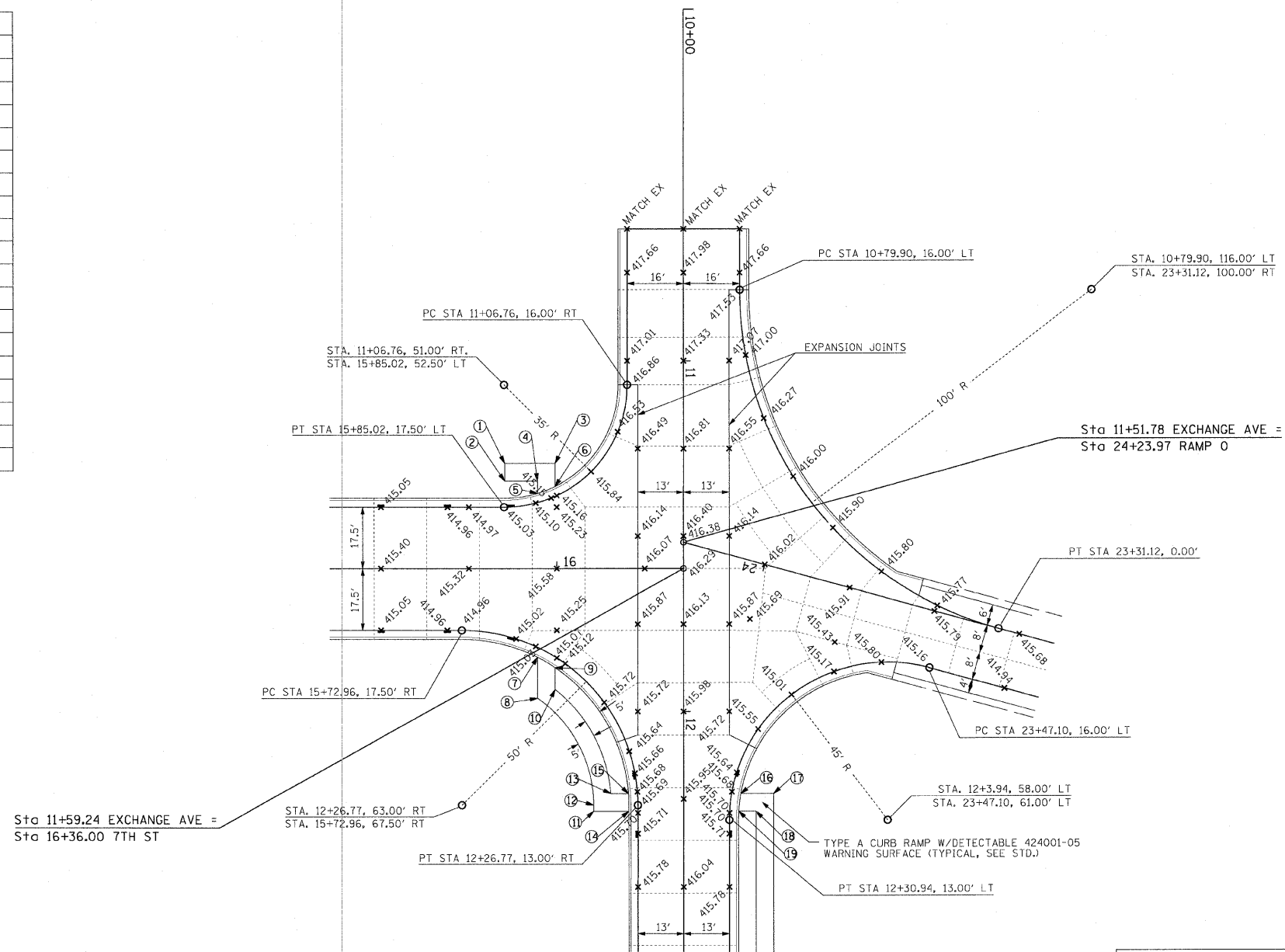
**BOWMAN YARD GRADING PLAN**

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

F.A.I. RTE. 70	SECTION 82-2-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 113
CONTRACT NO. 76C55				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				



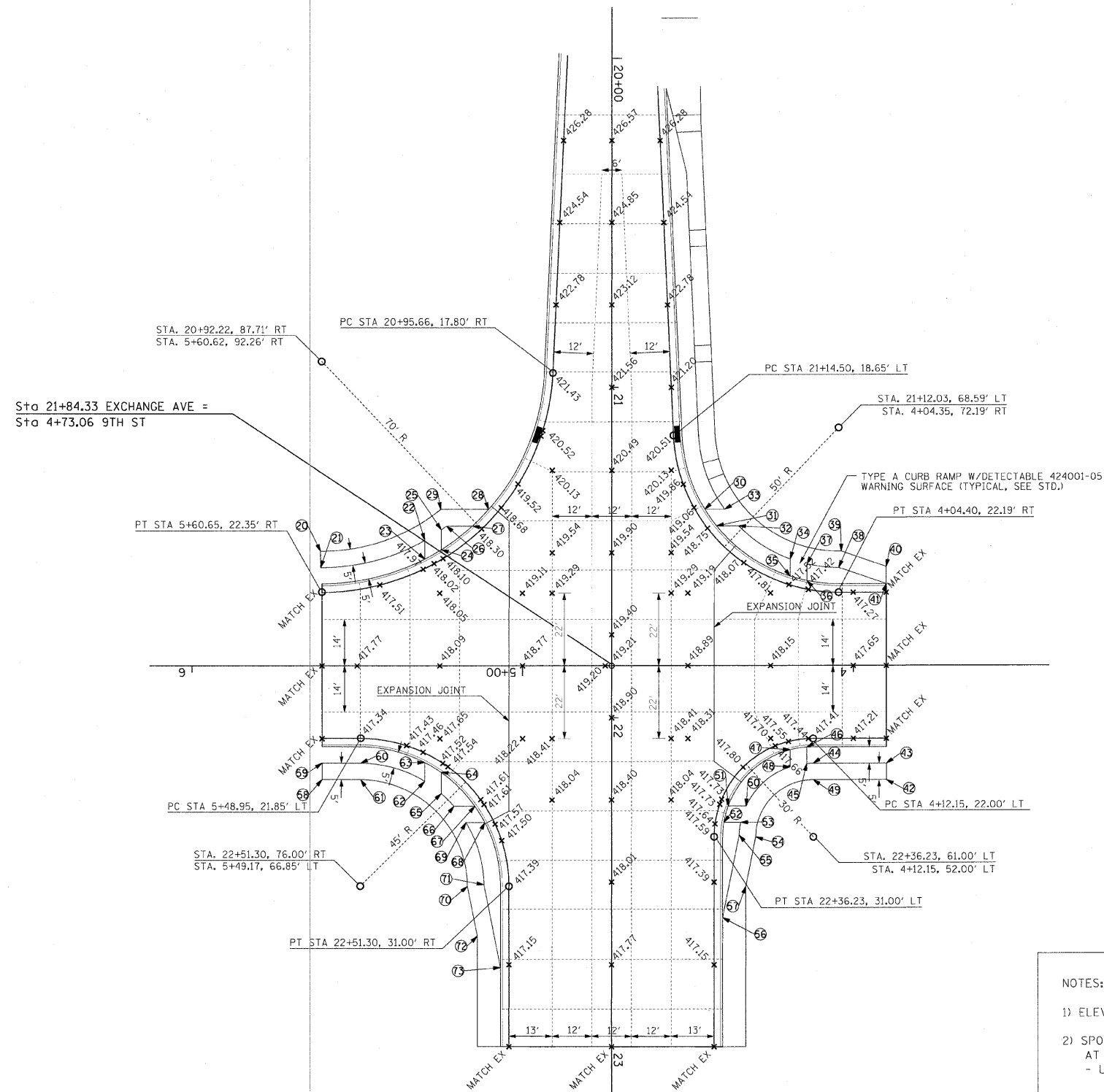
POINT	STATION	OFFSET
1	11+29.18	50.83' RT
2	11+34.18	50.83' RT
3	11+29.17	36.50' RT
4	11+34.17	41.50' RT
5	11+37.76	41.50' RT
6	11+35.76	36.50' RT
7	11+84.50	41.50' RT
8	11+96.14	41.50' RT
9	11+87.44	36.50' RT
10	11+93.64	36.50' RT
11	12+28.44	25.58' RT
12	12+26.77	25.58' RT
13	12+23.44	20.71' RT
14	12+28.44	15.58' RT
15	12+23.44	15.70' RT
16	12+23.44	16.25' LT
17	12+23.44	25.58' LT
18	12+28.44	20.58' LT
19	12+28.44	15.65' LT



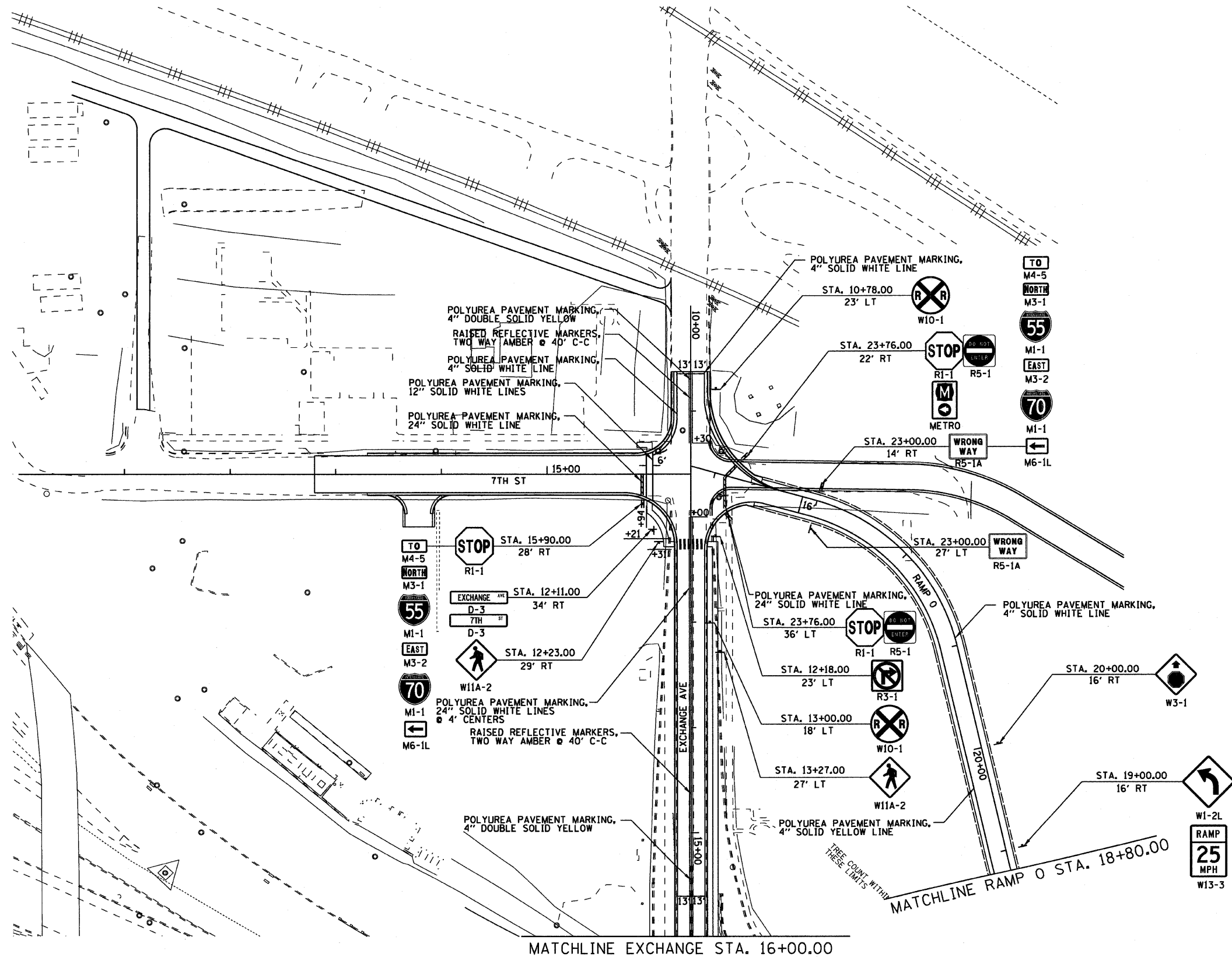
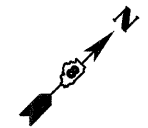
- NOTES:
- 1) ELEVATION DETAILS ARE INDEPENDENT OF SUGGESTED JOINT LAYOUT.
  - 2) SPOT ELEVATIONS ARE PROVIDED AT +25 STATIONS ALONG C AND EOP'S, AT INTERSECTION P.I.'S, ALONG CURB AND GUTTER RADII, AND AT INLETS - UNLESS OTHERWISE NOTED.
  - 3) SPOT ELEVATIONS ALONG CURB AND GUTTER RADII ARE EQUALLY SPACED BETWEEN THE PC AND PT.
  - 4) STATIONS ARE BASED ON EXCHANGE ALIGNMENT.

FILE NAME =	USER NAME = \$USER\$	DESIGNED - DRH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERSECTION GEOMETRIC DETAIL - EXCHANGE AVE./RAMP "O"/7TH ST.</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN - DRH	REVISED -			70	82-2-1HB	ST. CLAIR	236	115	
	PLOT SCALE = \$SCALE\$	CHECKED - AGF	REVISED -			CONTRACT NO. 76C55					
	PLOT DATE = \$DATE\$	DATE - OCTOBER 9, 2009	REVISED -			SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

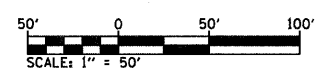
POINT	STATION	OFFSET
20	21+49.64	88.00' RT
21	21+54.64	88.02' RT
22	21+46.27	56.50' RT
23	21+51.98	56.50' RT
24	21+49.09	51.50' RT
25	21+43.06	51.50' RT
26	21+41.92	49.94' RT
27	21+41.90	42.14' RT
28	21+36.89	37.22' RT
29	21+36.92	51.67' RT
30	21+36.79	28.15' LT
31	21+41.78	31.67' LT
32	21+41.77	38.35' LT
33	21+36.78	34.14' LT
34	21+51.86	54.00' LT
35	21+57.15	54.00' LT
36	21+58.47	59.00' LT
37	21+53.35	59.00' LT
38	21+54.45	68.62' LT
39	21+49.44	69.43' LT
40	21+54.15	83.01' LT
41	21+59.44	83.02' LT
42	22+18.78	83.12' LT
43	22+13.78	83.11' LT
44	22+13.81	60.96' LT
45	22+13.90	59.00' LT
46	22+08.89	59.00' LT
47	22+09.72	54.00' LT
48	22+14.93	54.00' LT
49	22+18.81	60.97' LT
50	22+26.77	40.68' LT
51	22+26.78	35.26' LT
52	22+31.78	33.94' LT
53	22+31.77	39.03' LT
54	22+36.23	43.58' LT
55	22+35.71	38.59' LT
56	22+60.74	33.58' LT
57	22+51.23	40.58' LT
58	22+18.90	87.52' RT
59	22+13.90	87.52' RT
60	22+13.93	75.88' RT
61	22+18.93	75.89' RT
62	22+19.42	56.50' RT
63	22+13.68	56.50' RT
64	22+16.73	51.50' RT
65	22+23.07	51.50' RT
66	22+26.91	47.67' RT
67	22+26.90	41.34' RT
68	22+31.90	38.31' RT
69	22+31.91	44.03' RT
70	22+51.35	43.58' RT
71	22+50.84	38.58' RT
72	22+66.35	40.58' RT
73	22+75.86	33.58' RT



- NOTES:
- 1) ELEVATION DETAILS ARE INDEPENDENT OF SUGGESTED JOINT LAYOUT.
  - 2) SPOT ELEVATIONS ARE PROVIDED AT +25 STATIONS ALONG  $\bar{C}$  AND EOP'S, AT INTERSECTION P.I.'S, ALONG CURB AND GUTTER RADII, AND AT INLETS - UNLESS OTHERWISE NOTED.
  - 3) SPOT ELEVATIONS ALONG CURB AND GUTTER RADII ARE EQUALLY SPACED BETWEEN THE PC AND PT.
  - 4) STATIONS ARE BASED ON EXCHANGE ALIGNMENT.



MATCHLINE EXCHANGE STA. 16+00.00



FILE NAME =  
#FILE#  
PLOT SCALE = #SCALE#  
PLOT DATE = #DATE#

USER NAME = #USER#	DESIGNED - DRH	REVISED -
DRAWN - DRH	REVISOR -	
CHECKED - AGF	REVISIONS -	
DATE - OCTOBER 9, 2009	REVISIONS -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING

SCALE: 1" = 50' SHEET NO. 1 OF 3 SHEETS STA. N/A TO STA. N/A

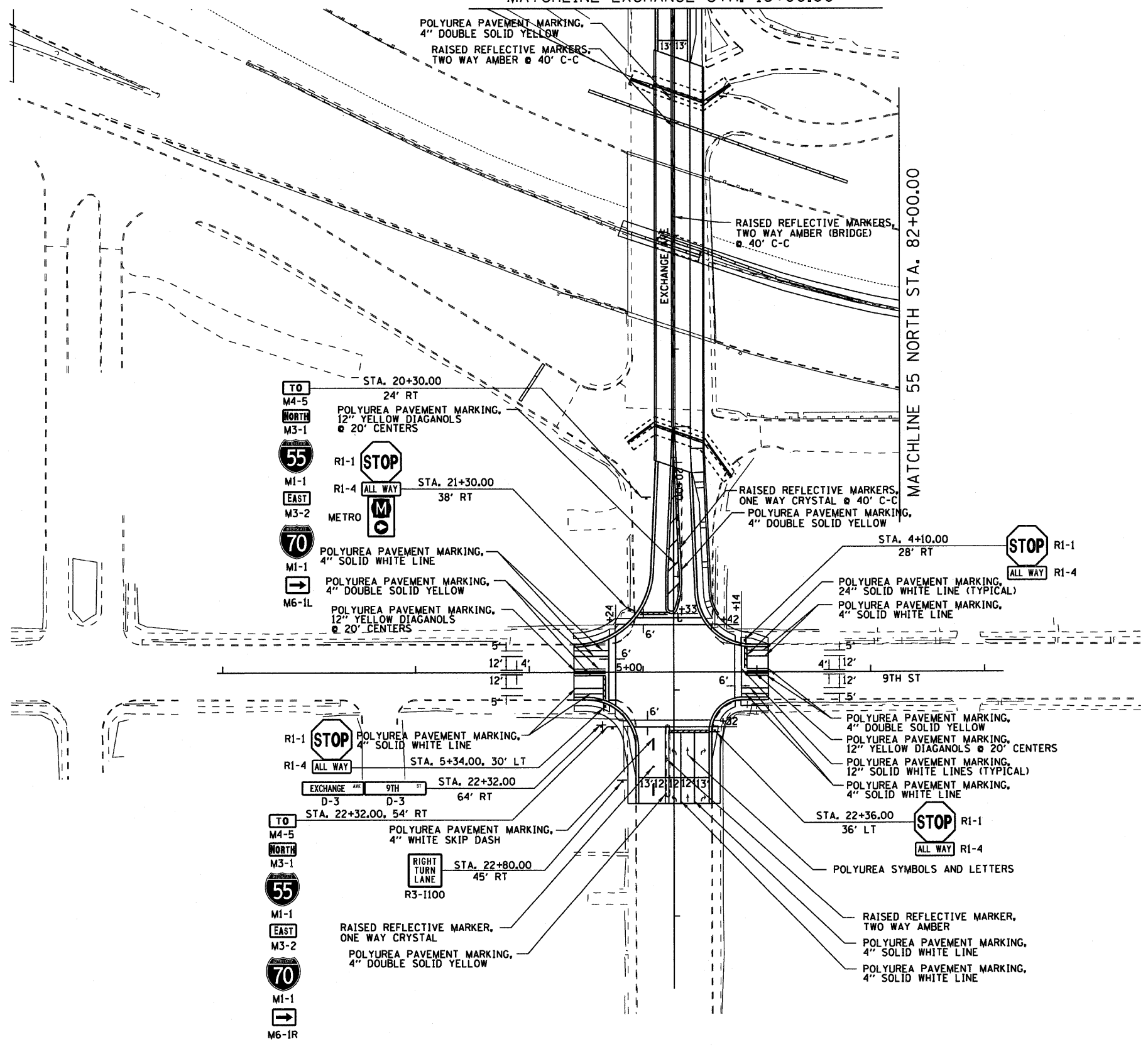
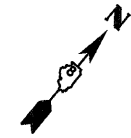
F.A. RTE. 70	SECTION 82-2-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 117
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C55		

\$DATE\$ \$TIME\$

\$FILE\$



MATCHLINE EXCHANGE STA. 16+00.00



MATCHLINE 55 NORTH STA. 82+00.00

- TO M4-5 NORTH M3-1 55 R1-1 STOP MI-1 R1-4 ALL WAY STA. 21+30.00 38' RT M3-2 METRO 70 MI-1 POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE MI-1 POLYUREA PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW M6-1L POLYUREA PAVEMENT MARKING, 12" YELLOW DIAGONALS @ 20' CENTERS

- R1-1 STOP POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE R1-4 ALL WAY STA. 5+34.00, 30' LT EXCHANGE 9TH D-3 D-3 STA. 22+32.00, 54' RT

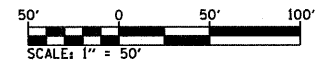
- TO M4-5 NORTH M3-1 55 MI-1 EAST M3-2 70 MI-1 RIGHT TURN LANE STA. 22+80.00 45' RT R3-1100 RAISED REFLECTIVE MARKER, ONE WAY CRYSTAL POLYUREA PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW

- STOP R1-1 ALL WAY R1-4 STA. 4+10.00 28' RT POLYUREA PAVEMENT MARKING, 24" SOLID WHITE LINE (TYPICAL) POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE

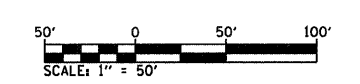
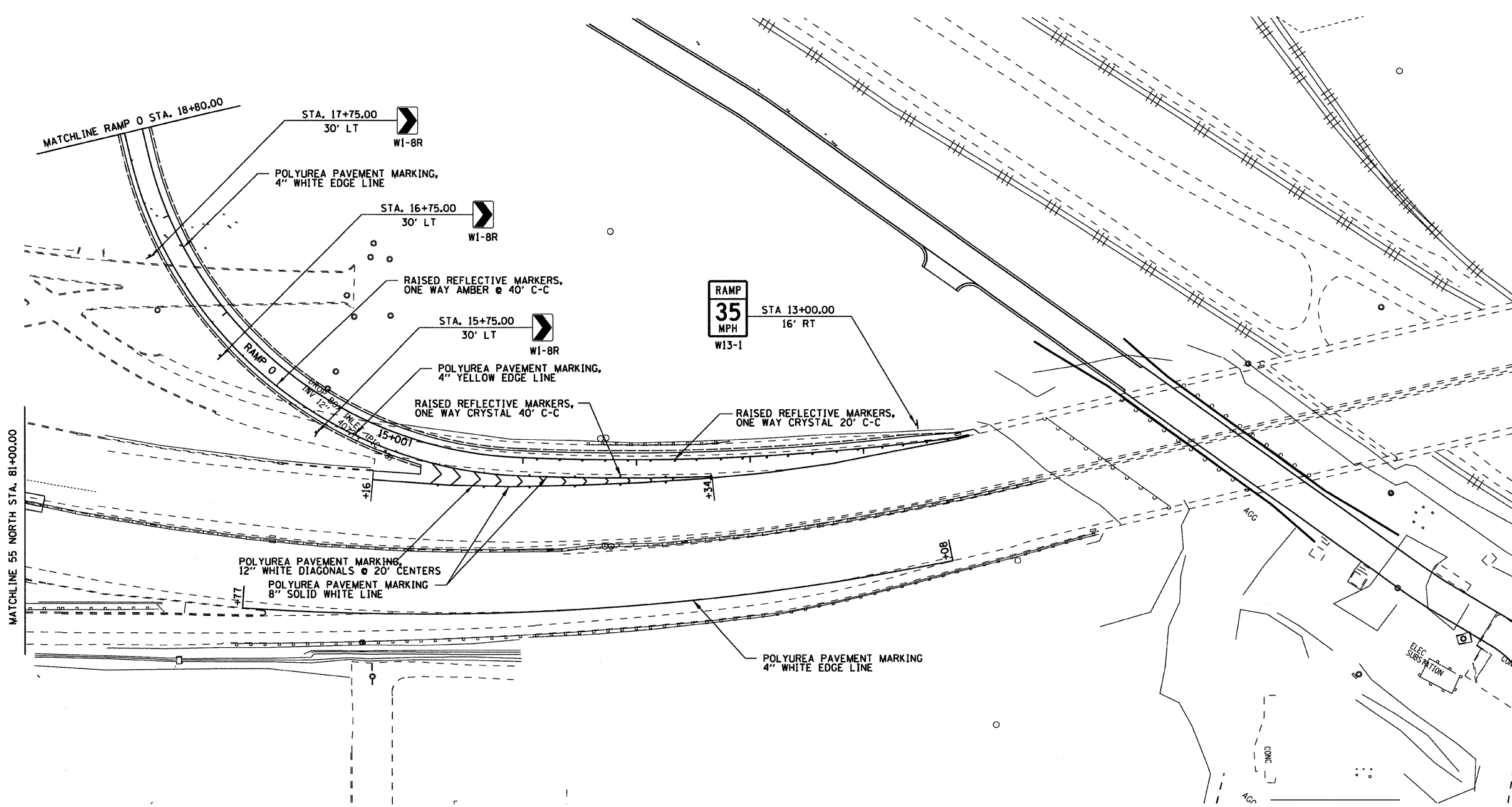
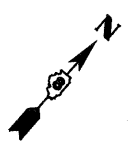
- POLYUREA PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW POLYUREA PAVEMENT MARKING, 12" YELLOW DIAGONALS @ 20' CENTERS POLYUREA PAVEMENT MARKING, 12" SOLID WHITE LINES (TYPICAL) POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE

- STOP R1-1 ALL WAY R1-4 STA. 22+36.00 36' LT POLYUREA SYMBOLS AND LETTERS

- RAISED REFLECTIVE MARKER, TWO WAY AMBER POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE POLYUREA PAVEMENT MARKING, 4" SOLID WHITE LINE



\$DATE\$ \$TIME\$ \$FILE\$	FILE NAME =	USER NAME = #USER#	DESIGNED - DRH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	#FILEL		DRAWN - DRH	REVISED -		70	82-2-1HB	ST. CLAIR	236	118		
	PLOT SCALE = #SCALE#		CHECKED - AGF	REVISED -		SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. N/A TO STA. N/A		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C55		
	PLOT DATE = #DATE#		DATE - OCTOBER 9, 2009	REVISED -								



\$DATE\$ \$TIME\$ \$FILE\$	FILE NAME =	USER NAME = #USER#	DESIGNED - DRH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	#FILEL		DRAWN - DRH	REVISED -				70	82-2-1HB	ST. CLAIR	236	119	
	PLOT SCALE = #SCALE#		CHECKED - AGF	REVISED -		SCALE: 1" = 50'		SHEET NO. 3 OF 3 SHEETS		STA. 10+06.39 TO STA. 18+80.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = #DATE#		DATE - OCTOBER 9, 2009	REVISED -						CONTRACT NO. 76C55			



SIGNING SCHEDULE									
LOCATION	OFFSET	TYPE	SIZE (IN X IN)	SIGN PANEL TYPE 1 (SQ FT)	RELOCATE SIGN PANEL (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (LF)	METAL POST TYPE A (LF)	WOOD SIGN SUPPORT (LF)	DESCRIPTION
EXCHANGE AVE									
10+78.00	23' LT	W10-1	36 DIA	9.00		15			RR CROSSING
12+11.00	34' RT	D-3	24 X 9	2.00			14		EXCHANGE AVE
12+11.00	34' RT	D-3	24X 9	2.00					7TH ST
12+18.00	23' LT	R3-1	24 X 24	4.00		14			NO RIGHT TURN
12+23.00	29' RT	W11A-2	30 X 30	6.30		15			PED X
13+00.00	18' LT	W10-1	36 DIA	9.00		15			RR CROSSING
13+27.00	27' LT	W11A-2	30 X 30	6.30		15			PED X
20+30.00	24' RT	M4-5	24 X 12	2.00		22			TO
20+30.00	24' RT	M3-1	24 X 12	2.00					NORTH
20+30.00	24' RT	M1-1	36 X 36	9.00					55.0
20+30.00	24' RT	M3-2	24 X 12	2.00					EAST
20+30.00	24' RT	M1-1	36 X 36	9.00					70.0
20+30.00	24' RT	M6-IR	21 X 15	2.20					RIGHT
21+30.00	38' RT	R1-1	30 X 30	6.30		15			STOP
21+30.00	38' RT	R1-4	18 X 6	0.75					ALL WAY
21+30.00	38' RT	METRO	18 X 24		3.00				METRO
22+32.00	64' RT	D-3	24 X 9	2.00			14		EXCHANGE AVE
22+32.00	64' RT	D-3	24 X 9	2.00					9TH ST
22+32.00	54' RT	M4-5	24 X 12	2.00		22			TO
22+32.00	54' RT	M3-1	24 X 12	2.00					NORTH
22+32.00	54' RT	M1-1	36 X 36	9.00					55.0
22+32.00	54' RT	M3-2	24 X 12	2.00					EAST
22+32.00	54' RT	M1-1	36 X 36	9.00					70.0
22+32.00	54' RT	M6-IR	21 X 15	2.20					RIGHT
22+36.00	36' LT	R1-1	30 X 30	6.30		15			STOP
22+36.00	36' LT	R1-4	18 X 6	0.75					ALL WAY
22+80.00	45' RT	R3-1100	24 X 24	4.00		14			RIGHT TURN LANE
7TH STREET									
15+90.00	28' RT	R1-1	30 X 30	6.30		22			STOP
15+90.00	28' RT	M4-5	24 X 12	2.00					TO
15+90.00	28' RT	M3-1	24 X 12	2.00					NORTH
SUBTOTAL (1)				123	3.00	184	28	0	



STRIPING SCHEDULE											
LOCATION	TYPE	POLYUREA PAVEMENT MARKING TYPE II						RAISED REFLECTIVE PAVEMENT MARKERS		RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)	
		LETTERS & SYMBOLS (SQ FT)	4" LINE		8" LINE	12" LINE		24" LINE	ONE WAY CRYSTAL (EA)	TWO WAY AMBER (EA)	TWO WAY AMBER (EA)
			WHITE (FT)	YELLOW (FT)	WHITE (FT)	WHITE (FT)	YELLOW (FT)	WHITE (FT)			
EXCHANGE AVE 10+62.50 TO 11+41.68	DOUBLE SOLID			135.0						2	
	EDGE LINE		172.6								
12+00.00 TO 21+42.33	DOUBLE SOLID			2179.4					8	10	8
	CROSSWALK							60.0			
	STOP BAR							25.5			
	CROSSWALK					125.8					
	DIAGONALS						51.0				
22+26.33 TO 23+00.00	ARROWS	85.4							1	1	
	DOUBLE SOLID			125.3							
	CROSSWALK					137.8					
	STOP BAR							35.5			
	SKIP DASH		15.7								
	LANE LINE		125.3								
7TH STREET 15+89.00 TO 16+00.00	CROSSWALK					87.1					
	STOP BAR							20.5			
9TH STREET 3+90.00 TO 4+19.56	EDGE LINE		84.8								
	DOUBLE SOLID			75.2							
	STOP BAR							19.0			
	CROSSWALK					92.6					
5+24.11 TO 5+60.63	EDGE LINE		116.3								
	DOUBLE SOLID			110.2							
	STOP BAR							21.0			
	CROSSWALK					117.3					
RAMP O 10+06.39 TO 23+93.95	EDGE LINE		1394.5	860.6	602.0				36		
	STOP BAR							46.6			
	DIAGONAL						149.0				
RAMP P 29+76.85 TO 36+07.66	EDGE LINE		629.2								
1-55 NORTHBOUND 67+00.00 TO 89+50.00	EDGE LINE		2250.0	2250.0							
	SKIP DASH		1125.0								
1-55 SOUTHBOUND 70+50.00 TO 87+00.00	EDGE LINE		1650.0	1650.0							
	SKIP DASH		412.5								
TOTALS		85	15362	602	761	228		58		8	

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EA)
9TH STREET	4
EXCHANGE AVE	13
RAMP O	20
RAMP P	8
TOTAL	28

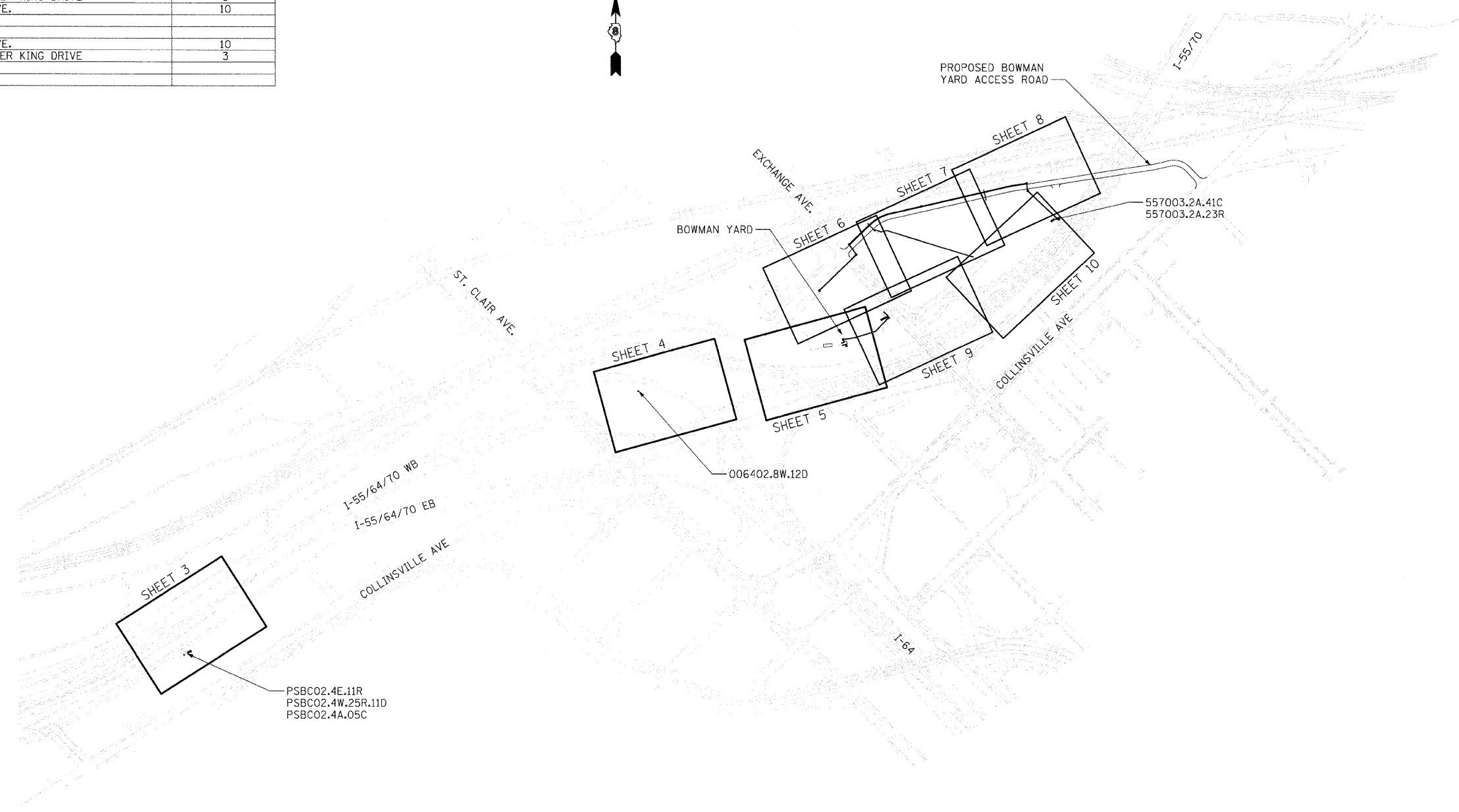
DELINEATOR SCHEDULE	
LOCATION	DELINEATOR (EA)
RAMP O	6
TOTAL	6

DELINEATOR REMOVAL SCHEDULE	
LOCATION	DELINEATOR REMOVAL (EA)
RAMP O	6
RAMP P	12
TOTAL	18

EXISTING ELEMENTS		
	LOCATION	SHEET X OF 14
RADAR DETECTION		
PSBC02.4E.11R	EB I-55/70 0.2 MILES EAST OF MARTIN LUTHER KING DRIVE	3
PSBC02.4W.25R.11D	EB I-55/70 0.2 MILES EAST OF MARTIN LUTHER KING DRIVE	3
557003.2A.23R	WB I-55/70 0.2 MILES EAST OF EXCHANGE AVE.	10
CCTV		
557003.2A.41C	WB I-55/70 0.2 MILES EAST OF EXCHANGE AVE.	10
PSBC02.4A.05C	EB I-55/70 0.2 MILES EAST OF MARTIN LUTHER KING DRIVE	3

TRAFFIC CONTROL				
TRAFFIC CONTROL AND PROTECTION STANDARDS	TOTAL	LOC.	BOWMAN YD.	LOC.
		PSBC 02.4A 11D	COMM. RM. 557003.1	5570 03.2A 23R
701001-02*	NA		X	
701006-03*	NA		X	
701101-02*	NA	X	X	X
701400-03*	NA			X
701406-05*	NA			X
701411-05*	NA			X
701456*	NA			X
701501-05*	NA		X	

\* NOT MEASURED FOR PAY, INCLUDED IN BID ITEM "TRAFFIC CONTROL AND PROTECTION"



FIELD EQUIPMENT NUMBERING SYSTEM	
EXAMPLE : 557003.2A.23R	
<b>5570</b>	DESIGNATES HIGHWAY WHERE FIELD EQUIPMENT IS LOCATED.
<b>557003.2</b>	DESIGNATES MILE MARKER WHERE FIELD EQUIPMENT IS LOCATED.
<b>557003.2A</b>	DESIGNATES DIRECTION VIDEO DETECTOR IS MONITORING TRAFFIC OR DIRECTION TRAFFIC IS TRAVELING TO RECEIVE DMS MESSAGE.
<b>557003.2A.23</b>	NUMBER ASSIGNED TO THAT FIELD EQUIPMENT
<b>557003.2A.23R</b>	A = ALL DIRECTIONS D = VEHICLE DETECTION C = CAMERA (P/T/Z/ SURVEILLANCE) H = HAR SIGNAGE WITH BEACON R = RADAR DETECTION

TRAFFIC VOLUME SCHEDULE				
LOCATION	YEAR	ADT (ESTIMATED)	SUZ	MUZ
PSBC02.4A.11D	2006	141200	3.6	12.3
BOWMAN YARD COMM ROOM	2006	141200	3.6	12.3
557003.2A.23R	2006	74800	3.6	14.6

FILE NAME = DBT-r-02-sht-ITS1ayout.dgn	USER NAME = asantag	DESIGNED - DS	REVISED -
		DRAWN - AS	REVISED -
		CHECKED - AC	REVISED -
		DATE - 03/15/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ITS CABLE RELOCATION PLAN SHEET LAYOUT /VOLUME SCHEDULE</b>			
SCALE: 1" = 300'	SHEET NO. 1 OF 14 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	124
CONTRACT NO. 76C55			ILLINOIS FED. AID PROJECT	

LEGEND	
ALUM	ALUMINUM
EP	EDGE OF PAVEMENT
TW SH	TWISTED SHIELDED
PWR CBL	POWER CABLE
F.O.	FIBER OPTIC
J.B.	JUNCTION BOX
GSC	GALVANIZED STEEL CONDUIT
PVCC	POLYVINYL CHLORIDE CONDUIT
FGC	FIBER GLASS CONDUIT
SMFO	SINGLE MODE FIBER OPTIC
MMFO	MULTI MODE FIBER OPTIC
	EXISTING HANDHOLE
	EXISTING DOUBLE HANDHOLE
	EXISTING CONTROLLER
	EXISTING SERVICE INSTALLATION
	EXISTING GALVANIZED STEEL CONDUIT
	EXISTING JUNCTION BOX
	EXISTING SIGN TRUSS
	EXISTING HIGHWAY LIGHTING UNIT
	EXISTING UNDERGROUND LIGHTING CABLES
	EXISTING CCTV CAMERA
	PROPOSED HANDHOLE
	PROPOSED DOUBLE HANDHOLE
	PROPOSED CONTROLLER
	PROPOSED CONDUIT: "T" TRENCH, "P" PUSH "ATS" ATTACHED TO STRUCTURE, SIZE SPECIFIED
	PROPOSED FIBER OPTIC CABLE IN EXISTING CONDUIT
	PROPOSED WIRELESS COMMUNICATION DEVICE

**GENERAL NOTES**

- COMM DEVICES ARE LOCATION SENSITIVE. PROPOSED EQUIPMENT LOCATIONS ARE APPROXIMATE TO ENSURE THE OPTIMUM FIELD OF VIEW. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR, PER THE MANUFACTURER REPRESENTATIVES' RECOMMENDATIONS AND THE ENGINEER'S APPROVAL. MR. JEFF ABEL OF IDOT BUREAU OF OPERATIONS SHALL BE CONTACTED FOR ACTUAL LOCATION VERIFICATION.
- ALL MATERIALS SUPPLIED SHALL CONFORM TO THE STANDARD SPECIFICATIONS SECTION 106 FOR CONTROL OF MATERIALS.
- UNDERGROUND CABLE MARKING TAPE SHALL BE INSTALLED WITH ALL TRENCH AND BACKFILL FOR ELECTRICAL WORK IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS ARTICLES 815.03 AND 1066.05.
- A 1/4" DIA. NYLON ROPE SHALL BE INSTALLED IN ALL CONDUIT RUNS. THE COST OF PULL ROPE SHALL BE INCLUDED IN THE PROPOSED ELECTRIC CABLE INSTALLATION AND OR FIBER OPTIC IN THAT CONDUIT.
- ALL GROUND RODS SUPPLIED FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS ARTICLE 1087.01 EXCEPT THAT THEY SHALL BE 3/4" DIAMETER X 12'-0" LONG. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE VIA EXOTHERMIC WELD, COMPRESSION CLAMPS WILL NOT BE ALLOWED.
- COORDINATION WITH IDOT BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY WORK SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES. WORK AT PUMP STATION SHALL BE COORDINATED WITH PETE SAWYER AT (618) 304-2082.
- BENDING RADIUS OF FIBER OPTIC CABLE SHALL NOT BE LESS THAN SIX (6) INCHES. A MINIMUM OF 20' SLACK CABLE SHALL BE INSTALLED AT EACH CONTROLLER CABINET PRIOR TO TERMINATION OF FIBER.
- NO OVERNIGHT PERMANENT LANE CLOSURES SHALL BE PERMITTED TO COMPLETE ITS RELOCATION WORK.
- CONTRACTOR SHALL SEED ALL DISTURBED GROUND AREAS WITHIN 7 DAYS OF INSTALLING CONDUIT USING CLASS 2A MIXTURE.
- ALL HANDHOLES SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE (PER ARTICLE 1088.10). THE LEGEND ON THE COVER SHALL BE "ITS". SLOPE HANDHOLE TO MATCH FINAL GRADE ELEVATION. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THIS CONTRACT.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
  - AMEREN IP (GAS AND ELECTRIC)
  - AMEREN UE (ELECTRIC)
  - CENTER POINT ENERGY (PIPELINE)
  - CHARTER COMMUNICATIONS, INC. (CABLE TV)
  - CITY OF EAST SAINT LOUIS (SANITARY SEWER)
  - EXPLORER PIPELINE COMPANY (WATER)
  - LACLEDE PIPELINE CORP. (PIPELINE)
  - LIGHT CORE (COMMUNICATIONS)
  - MCI NETWORK SERVICES (COMMUNICATIONS)
  - MCLEOD USA TELECOMMUNICATIONS, INC. (COMMUNICATIONS)
  - MEDIACOM (CABLE TV)
  - METRO (COMMUNICATIONS)
  - LEDCOR TECHNICAL SERVICES, INC. (COMMUNICATIONS)
  - QWEST COMMUNICATIONS (COMMUNICATIONS)
  - SBC (COMMUNICATIONS)
(MEMBER OF J.U.L.I.E. (800-892-0123) ARE INDICATED BY "\*" . NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)

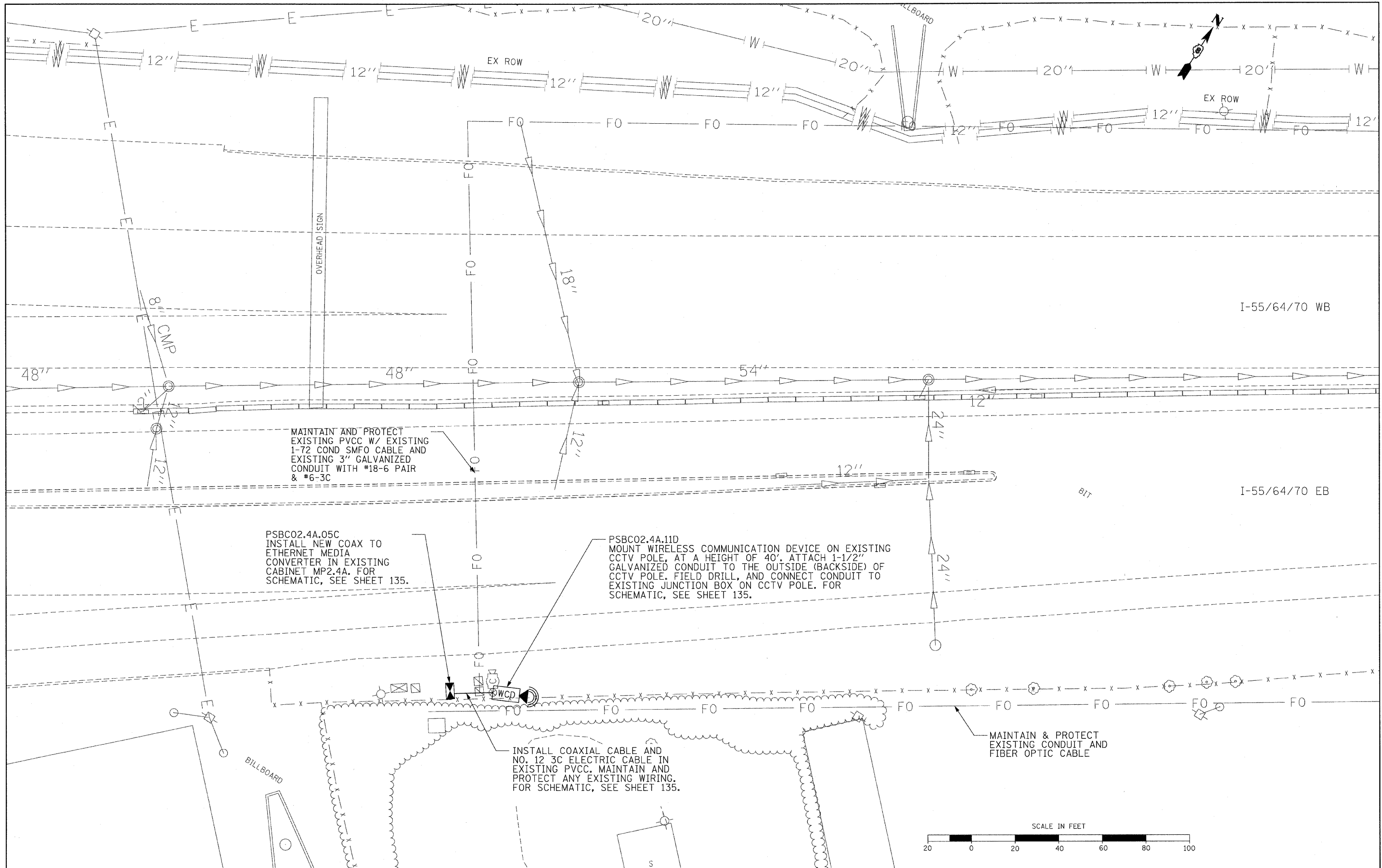
- THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO THE STANDARD SPECIFICATIONS SECTION 107 FOR LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC, IN PARTICULAR 107.01 LAWS TO BE OBSERVED AND 107.04 PERMITS AND LICENSES.
- ALL FIBER BACKBONE CONDUIT SHALL BE PLACED A MINIMUM OF 2' FROM EDGE OF PAVEMENT AND 3' MIN COVER OR AS INDICATED ON THE PLAN SHEETS OR PER FIELD ENGINEER'S RECOMMENDATION.
- THE CONTRACTOR SHALL BE AWARE THAT DURING EARTH WORK NECESSARY TO PERFORM INSTALLATION, SIZABLE CONCRETE DEBRIS MAY BE ENCOUNTERED AND WILL NEED TO BE BROKEN IN PLACE AND SPREAD. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE INSTALLATION OF THAT PARTICULAR EQUIPMENT.
- FIELD MEASUREMENTS ARE REQUIRED TO VERIFY DIMENSIONS OF EXISTING STRUCTURES PRIOR TO ORDERING MOUNTING HARDWARE.
- THE CONTRACTOR IS TO REPLACE OR REPAIR DAILY ANY FENCE REMOVED OR DAMAGED DURING CONSTRUCTION FOR YARD SECURITY.
- THE CONTRACTOR SHALL USE THE SAME COLOR INNERDUCT INSIDE EXISTING AND PROPOSED 4" MULTIDUCT CONDUIT.
- THERE IS POTENTIAL FOR HAZARDOUS WASTE TO BE ENCOUNTERED ON THIS CONTRACT DUE TO PREVIOUS TESTING IN THE GENERAL AREA. IF ANYTHING IS ENCOUNTERED, IDOT BDE WILL INCLUDE REMOVAL PROCEDURES IN THE SPECIAL PROVISIONS.
- THE CONTRACTOR IS TO PROVIDE 40' OF FIBER OPTIC CABLE IN EVERY HANDHOLE WHERE PROPOSED FIBER OPTIC IS BEING INSTALLED.
- THIS CONTRACT WILL REQUIRE WORK IN CLOSE PROXIMITY TO SENTITIVE EXISTING EQUIPMENT. THE CONTRACTOR SHALL TAKE EXTRA CARE TO MAINTAIN AND PROTECT THIS EQUIPMENT FROM DAMAGE DURING CONSTRUCTION OPERATIONS TO ALLOW CONTINUED OPERATIONS. MAINTAINING AND PROTECTING EXISTING EQUIPMENT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR SHALL BACKFILL ALL ELECTRICAL TRENCH WITHIN IDOT BOWMAN YARD WITH FINE AGGREGATE, GRADATION F66 PER SECTION 819.04 OF THE STANDARD SPECIFICATIONS. THE GRAVEL YARD SHALL BE CONSIDERED AN IMPROVEMENT.
- ALL REFERENCE TO "STANDARD SPECIFICATIONS" MEANS IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

**COMMITMENTS**

NONE

FILE NAME = DBT-r-00-sht-ITSindex.dgn	USER NAME = asantiag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION GENERAL NOTES, LEGEND AND SPECIFICATIONS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AS	REVISED -		70	DIST 8 ITS 2010-2	ST. CLAIR	236	125			
	PLOT SCALE = 20,000 1" = 100'	CHECKED - LH	REVISED -		CONTRACT NO. 76C55							
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 2 OF 14 SHEETS	STA.	TO STA.					





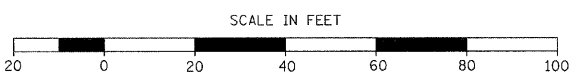
MAINTAIN AND PROTECT EXISTING PVCC W/ EXISTING 1-72 COND SMFO CABLE AND EXISTING 3" GALVANIZED CONDUIT WITH #18-6 PAIR & #6-3C

PSBC02.4A.05C  
INSTALL NEW COAX TO ETHERNET MEDIA CONVERTER IN EXISTING CABINET MP2.4A. FOR SCHEMATIC, SEE SHEET 135.

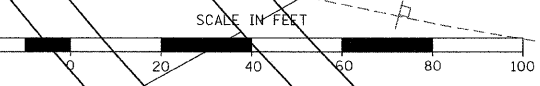
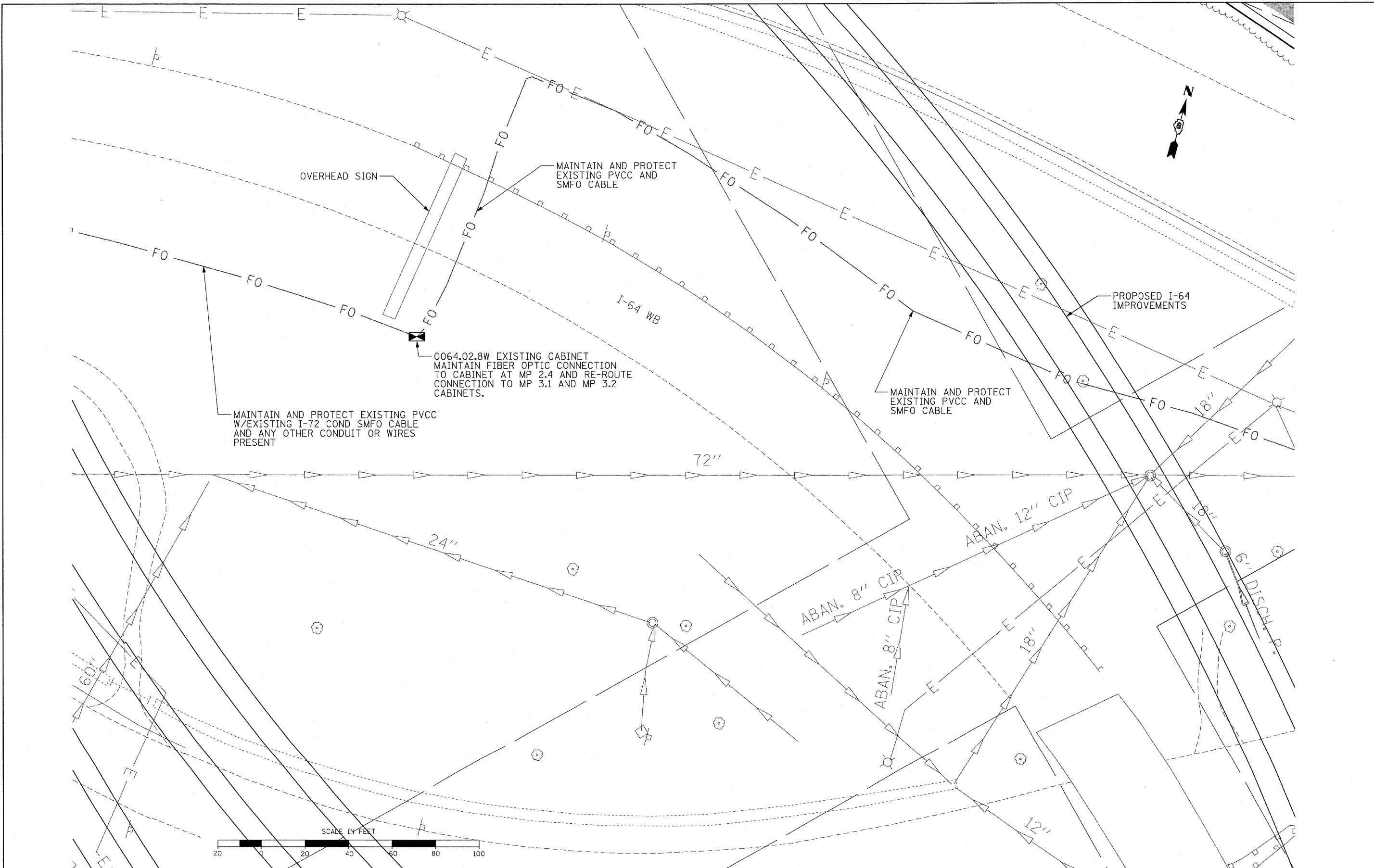
PSBC02.4A.11D  
MOUNT WIRELESS COMMUNICATION DEVICE ON EXISTING CCTV POLE, AT A HEIGHT OF 40'. ATTACH 1-1/2" GALVANIZED CONDUIT TO THE OUTSIDE (BACKSIDE) OF CCTV POLE. FIELD DRILL, AND CONNECT CONDUIT TO EXISTING JUNCTION BOX ON CCTV POLE. FOR SCHEMATIC, SEE SHEET 135.

INSTALL COAXIAL CABLE AND NO. 12 3C ELECTRIC CABLE IN EXISTING PVCC. MAINTAIN AND PROTECT ANY EXISTING WIRING. FOR SCHEMATIC, SEE SHEET 135.

MAINTAIN & PROTECT EXISTING CONDUIT AND FIBER OPTIC CABLE



FILE NAME = DBT-r-09-shr-ITS01.dgn	USER NAME = asantiag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION LOCATION PSBC02.4A.05C (EX) &amp; PSBC02.4A.11.D (EX)</b>		F.A.I. RTE. 70	SECTION DIST 8 ITS 2010-2	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 126
	PLOT SCALE = 20.0010' / IN.	DRAWN - AS	REVISED -		SCALE: 1" = 20'	SHEET NO. 3 OF 14 SHEETS	STA. TO STA.	CONTRACT NO. 76C55		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 10/7/2009	CHECKED - LH	REVISED -								
		DATE - 03/15/09	REVISED -								



FILE NAME = D8T-r-00-sht-ITS82.dgn	USER NAME = asantag	DESIGNED - CS	REVISED -
	PLOT SCALE = 20.0010' / IN.	DRAWN - AS	REVISED -
	PLOT DATE = 10/7/2009	CHECKED - LH	REVISED -
		DATE - 03/15/09	REVISED -

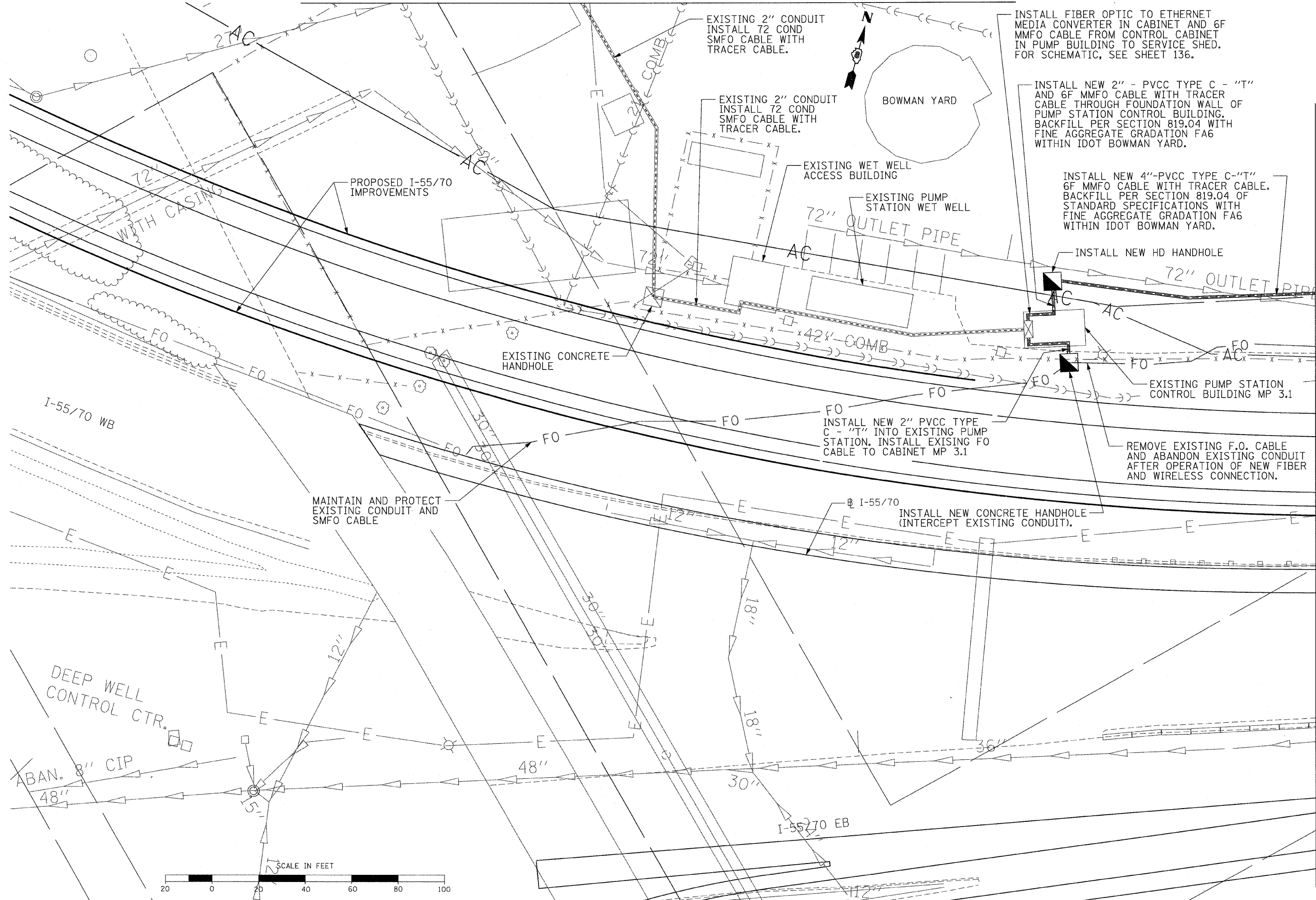
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS CABLE RELOCATION  
LOCATION 0064.02.8W (EXISTING)**

SCALE: 1" = 20'    SHEET NO. 4 OF 14 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	127
CONTRACT NO. 76C55				
ILLINOIS FED. AID PROJECT				

MATCH LINE - SEE SHEET 6



INSTALL FIBER OPTIC TO ETHERNET MEDIA CONVERTER IN CABINET AND 6F MMFO CABLE FROM CONTROL CABINET IN PUMP BUILDING TO SERVICE SHED. FOR SCHEMATIC, SEE SHEET 136.

INSTALL NEW 2" - PVC TYPE C - "T" AND 6F MMFO CABLE WITH TRACER CABLE THROUGH FOUNDATION WALL OF PUMP STATION CONTROL BUILDING. BACKFILL PER SECTION 819.04 WITH FINE AGGREGATE GRADATION FA6 WITHIN IDOT BOWMAN YARD.

INSTALL NEW 4"-PVC TYPE C-"T" 6F MMFO CABLE WITH TRACER CABLE. BACKFILL PER SECTION 819.04 OF STANDARD SPECIFICATIONS WITH FINE AGGREGATE GRADATION FA6 WITHIN IDOT BOWMAN YARD.

INSTALL NEW HD HANDHOLE

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

INSTALL NEW 2" PVC TYPE C - "T" INTO EXISTING PUMP STATION. INSTALL EXISTING FO CABLE TO CABINET MP 3.1

INSTALL NEW CONCRETE HANDHOLE (INTERCEPT EXISTING CONDUIT).

MAINTAIN AND PROTECT EXISTING CONDUIT AND SMFO CABLE

EXISTING 2" CONDUIT INSTALL 72 COND SMFO CABLE WITH TRACER CABLE.

EXISTING 2" CONDUIT INSTALL 72 COND SMFO CABLE WITH TRACER CABLE.

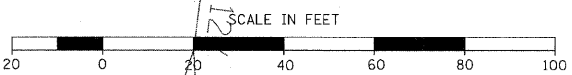
PROPOSED I-55/70 IMPROVEMENTS

I-55/70 WB

I-55/70 EB

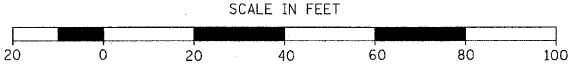
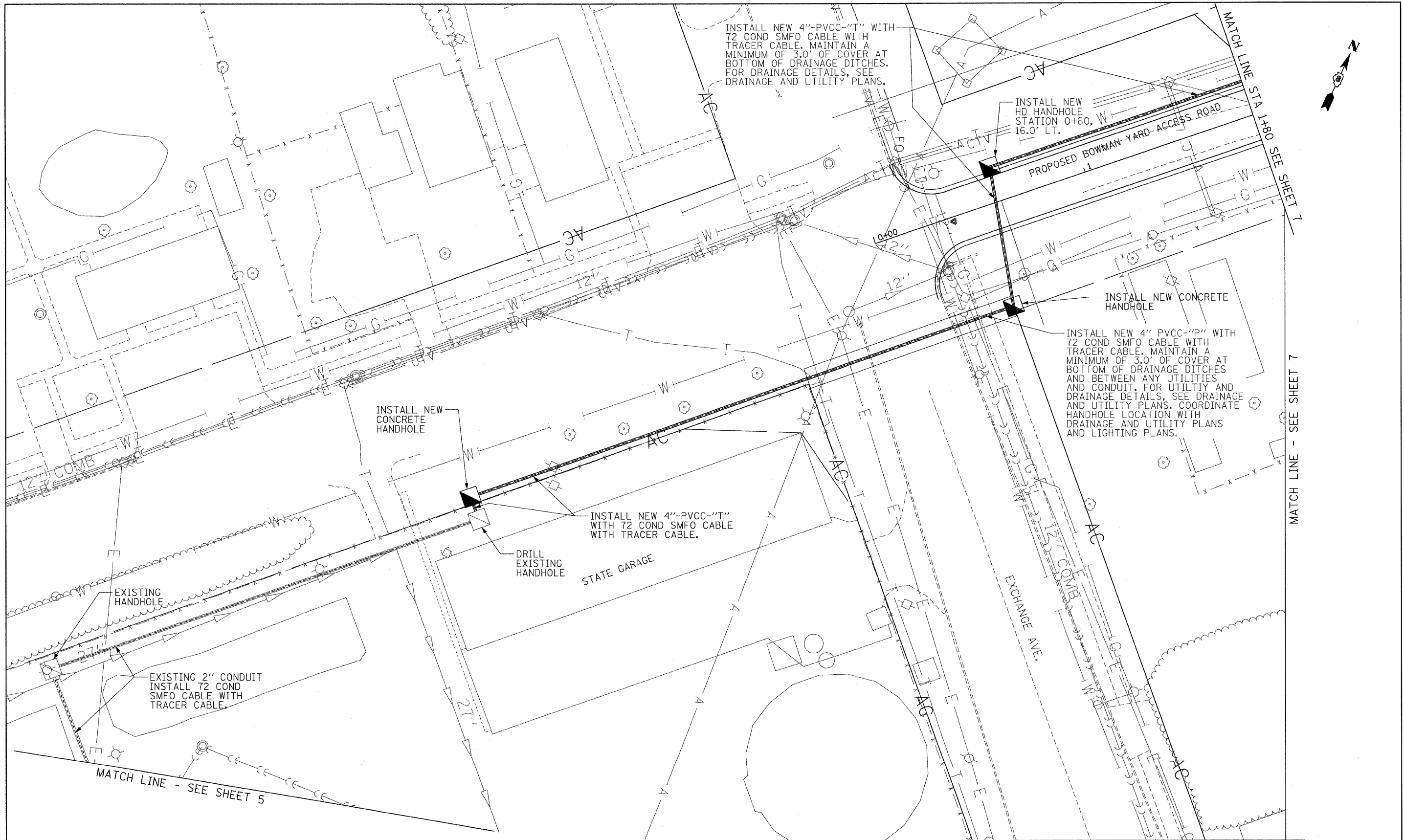
DEEP WELL CONTROL CTR.

ABAN. 8" CIP



MATCH LINE STA 82+00 - SEE SHEET 9

FILE NAME = DBT-r-20-sht-1TS83.dgn	USER NAME = osantag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION BOWMAN YARD COMMUNICATION ROOM 557003.1</b>		F.A.I. RTE. 70	SECTION DIST 8 ITS 2010-2	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 128
	PLOT SCALE = 20.0010'' / IN.	CHECKED - LH	REVISED -		SCALE: 1" = 20'	SHEET NO. 5 OF 14 SHEETS	STA. TO STA.	CONTRACT NO. 76C55		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -								



FILE NAME =	USER NAME = asantag	DESIGNED - CS	REVISED -
DBT-r-20-sht-1T5B4.dgn		DRAWN - AS	REVISED -
	PLOT SCALE = 20.0010' / IN.	CHECKED - LH	REVISED -
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ITS RELOCATION PLAN BOWMAN YARD VICINITY</b>	
SCALE: 1" = 20'	SHEET NO. 6 OF 14 SHEETS
STA.	TO STA.

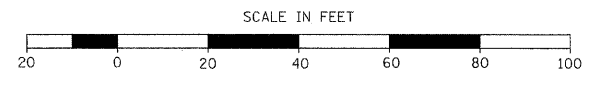
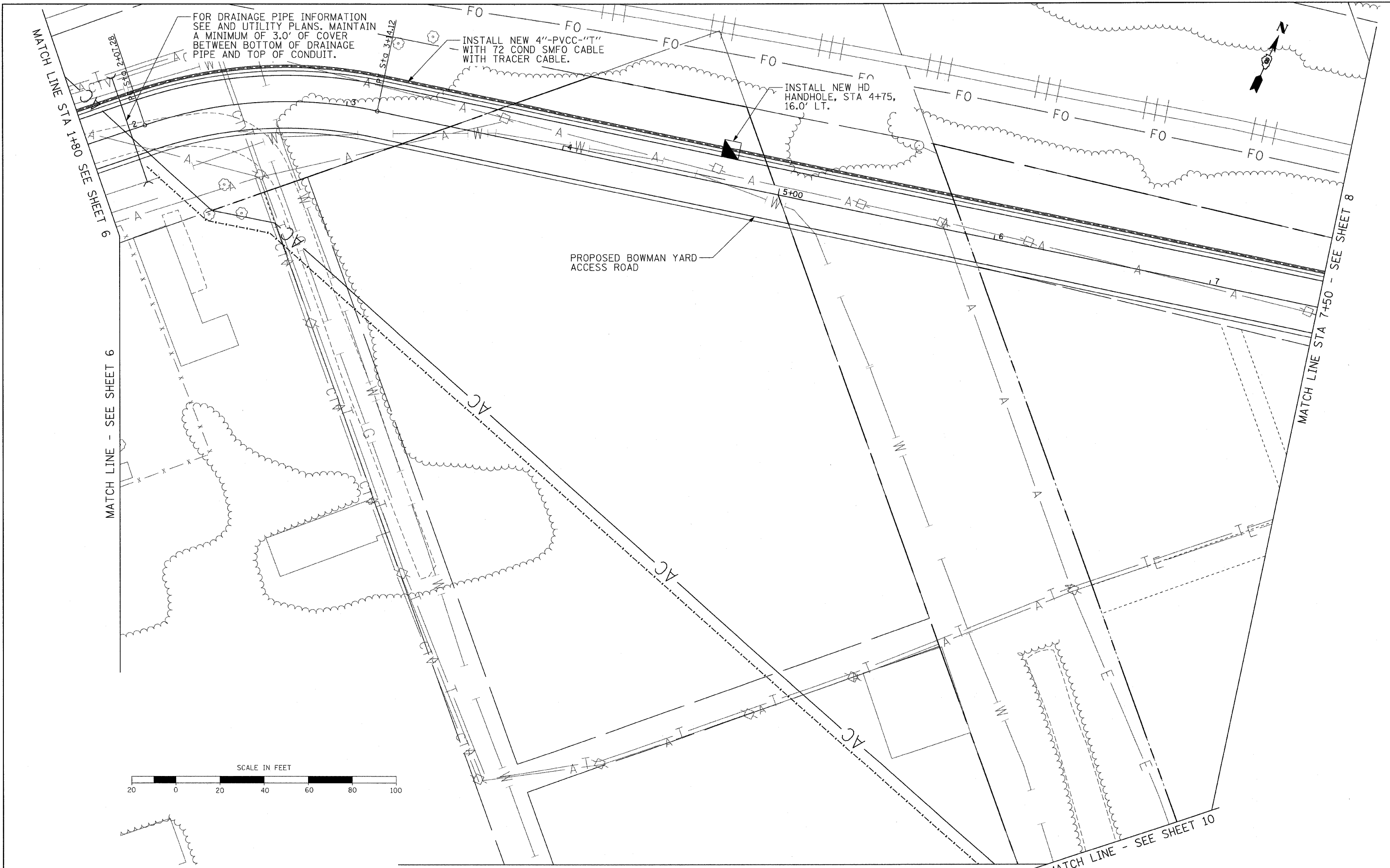
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	129
CONTRACT NO. 76C55				
ILLINOIS FED. AID PROJECT				

MATCH LINE - SEE SHEET 7

MATCH LINE - SEE SHEET 5

MATCH LINE - SEE SHEET 9

MATCH LINE STA 1+80 SEE SHEET 1



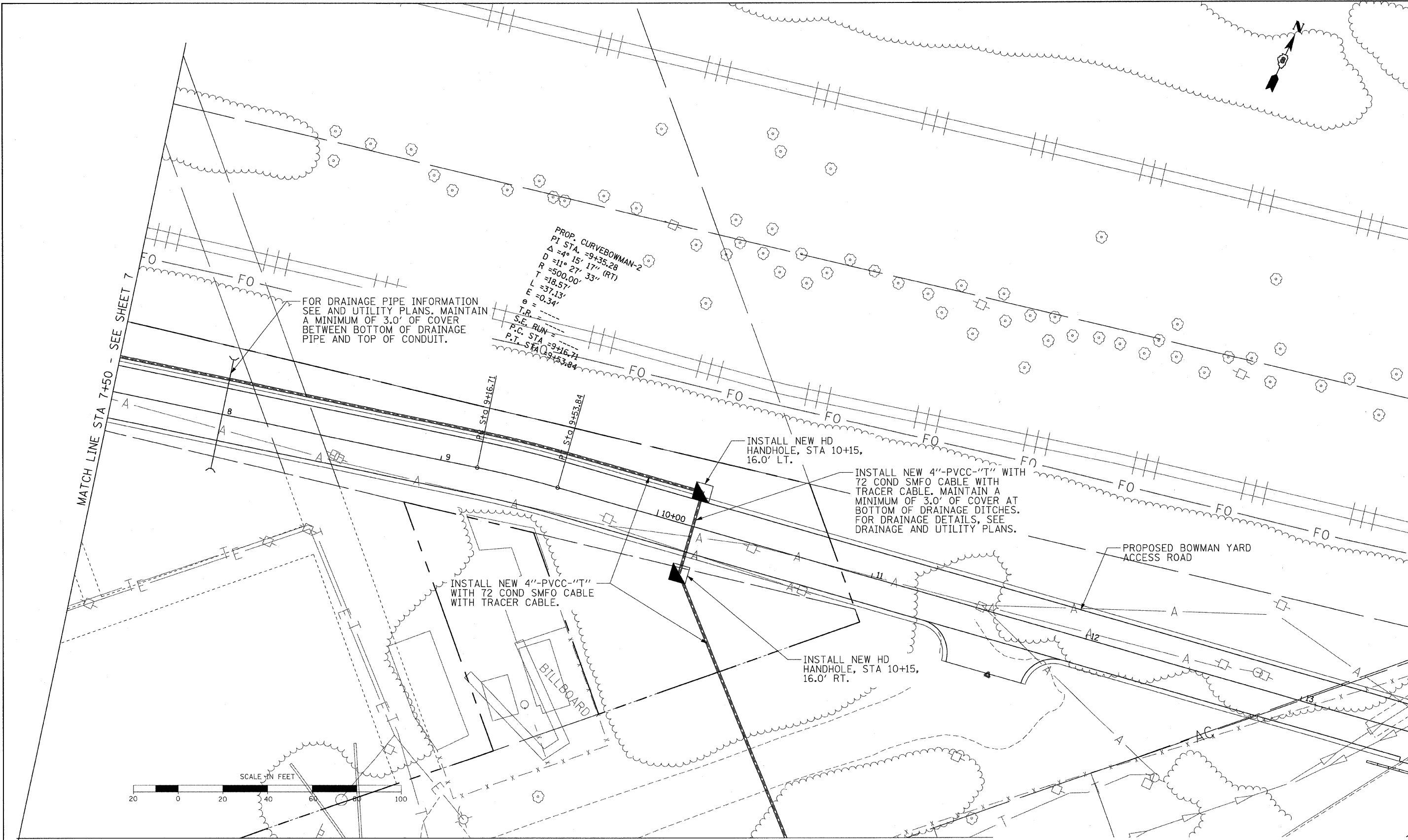
FILE NAME = DBT-r-00-shr-ITS05.dgn	USER NAME = asentiag	DESIGNED - CS	REVISED -
		DRAWN - AS	REVISED -
	PLOT SCALE = 20.0010' / IN.	CHECKED - LH	REVISED -
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS CABLE RELOCATION  
ACCESS ROAD VICINITY**

SCALE: 1" = 20'    SHEET NO. 7 OF 14 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	130
			CONTRACT NO. 76C55	
ILLINOIS FED. AID PROJECT				



FILE NAME = DBT-r-00-sht-ITS06.dgn	USER NAME = asantag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION ACCESS ROAD VICINITY</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0010' / IN.	CHECKED - LH	REVISED -					70	DIST 8 ITS 2010-2	ST. CLAIR	236	131
PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -			SCALE: 1" = 20'	SHEET NO. 8 OF 14 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

MATCH LINE - SEE SHEET 6

INTERCEPT EXISTING CONDUIT WITH NEW 2" PVCC TYPE C-"T" WITH 6F MMFO CABLE AND TRACER CABLE. BACKFILL PER SECTION 819.04 WITH FINE AGGREGATE GRADATION FA6 WITHIN IDOT BOWMAN YARD.

INSTALL 6F MMFO CABLE WITH TRACER CABLE, THROUGH EXISTING CONDUIT SYSTEM TO SERVICE SHED, SPOOL 40' AND CONNECT FIBER OPTIC TO ETHERNET MEDIA CONVERTERS.

INSTALL 2 FIBER OPTIC TO ETHERNET MEDIA CONVERTERS IN EXISTING SERVICE SHED (RACK MOUNTED) MP 3.1

ATTACH 3" UNIDUCT, FLEXIBLE NON-METALLIC CONDUIT TO AERIAL CONDUIT BANK

MOUNT 2 WIRELESS COMMUNICATION DEVICES ON EXISTING COMMUNICATIONS TOWER AT A HEIGHT OF 120'. RUN ETHERNET CAT 5 CABLE UP TOWER IN 3" UNIDUCT, FLEXIBLE, NON-METALLIC CONDUIT ATTACHED TO THE TOWER. FOR SCHEMATIC, SEE SHEET 136.

INSTALL NEW 4"-PVCC TYPE C-"T" WITH 6MMFO CABLE AND TRACER CABLE. BACKFILL PER SECTION 819.04 OF STANDARD SPECIFICATIONS WITH FINE AGGREGATE GRADATION FA6 WITHIN IDOT BOWMAN YARD.

INSTALL NEW 2" PVCC TYPE C-"T" WITH 6F MMFO CABLE AND TRACER CABLE. BACKFILL PER SECTION 819.04 WITH FINE AGGREGATE GRADATION FA6 WITHIN IDOT BOWMAN YARD.

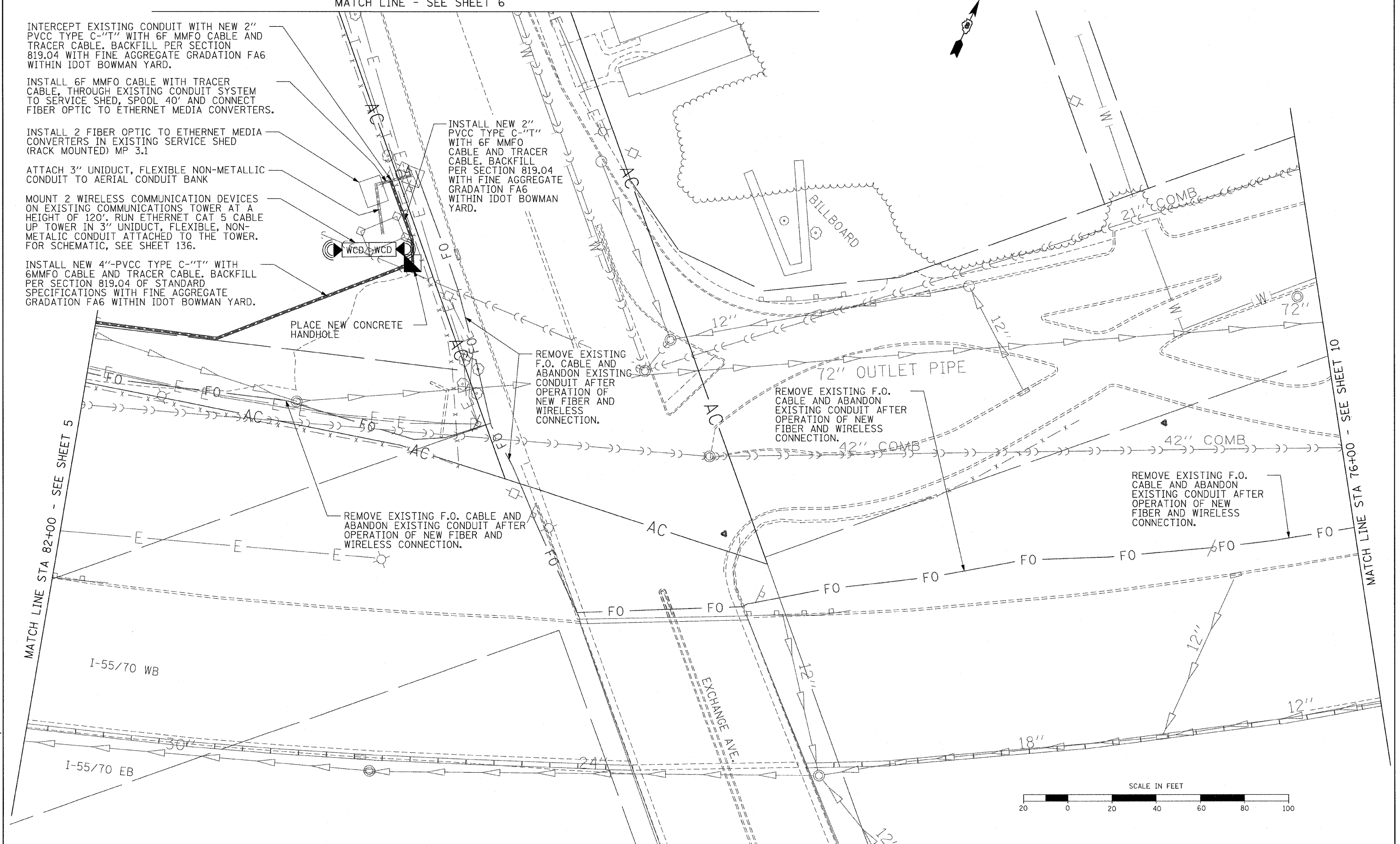
PLACE NEW CONCRETE HANDHOLE

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

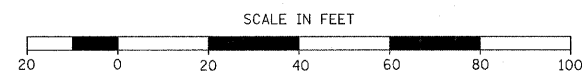
REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.



MATCH LINE STA 82+00 - SEE SHEET 5

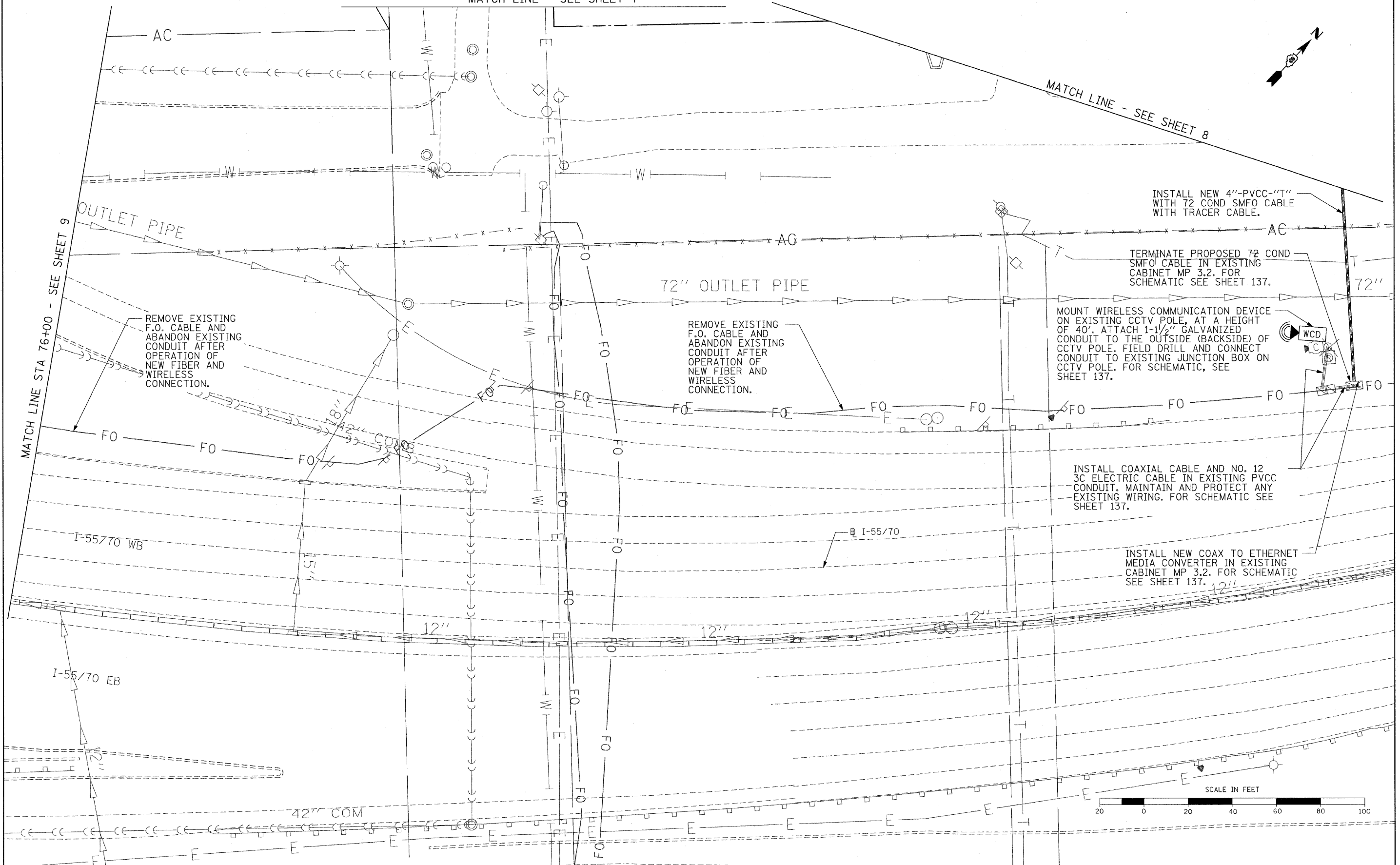
MATCH LINE STA 76+00 - SEE SHEET 10



FILE NAME = DBT-r-20-shr-ITS07.dgn	USER NAME = asanting	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION COMMUNICATION ROOM 557003.1</b>	F.A.I. R.T.E. = 70	SECTION = DIST 8 ITS 2010-2	COUNTY = ST. CLAIR	TOTAL SHEETS = 236	SHEET NO. = 132	
	PLOT SCALE = 20.0010' / 1"	CHECKED - LH	REVISED -			SCALE: 1" = 20'	SHEET NO. 9 OF 14 SHEETS	STA. TO STA.	CONTRACT NO. 76C55		
	PLOT DATE = 10/7/2009	DATE = 03/15/09	REVISED -			ILLINOIS FED. AID PROJECT					

MATCH LINE - SEE SHEET 7

MATCH LINE - SEE SHEET 8



MATCH LINE STA 76+00 - SEE SHEET 9

OUTLET PIPE

72" OUTLET PIPE

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

REMOVE EXISTING F.O. CABLE AND ABANDON EXISTING CONDUIT AFTER OPERATION OF NEW FIBER AND WIRELESS CONNECTION.

INSTALL NEW 4"-PVCC-"T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

TERMINATE PROPOSED 72 COND SMFO CABLE IN EXISTING CABINET MP 3.2. FOR SCHEMATIC SEE SHEET 137.

MOUNT WIRELESS COMMUNICATION DEVICE ON EXISTING CCTV POLE, AT A HEIGHT OF 40'. ATTACH 1-1/2" GALVANIZED CONDUIT TO THE OUTSIDE (BACKSIDE) OF CCTV POLE. FIELD DRILL AND CONNECT CONDUIT TO EXISTING JUNCTION BOX ON CCTV POLE. FOR SCHEMATIC, SEE SHEET 137.

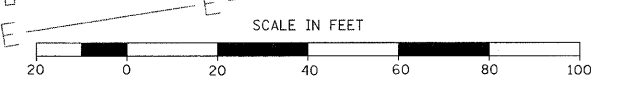
INSTALL COAXIAL CABLE AND NO. 12 3C ELECTRIC CABLE IN EXISTING PVCC CONDUIT. MAINTAIN AND PROTECT ANY EXISTING WIRING. FOR SCHEMATIC SEE SHEET 137.

INSTALL NEW COAX TO ETHERNET MEDIA CONVERTER IN EXISTING CABINET MP 3.2. FOR SCHEMATIC SEE SHEET 137.

I-55/70 WB

I-55/70 EB

42" COM



FILE NAME = DBT-r1-00-sht-ITS08.dgn	USER NAME = asantiag	DESIGNED - CS	REVISED -
		DRAWN - AS	REVISED -
	PLOT SCALE = 20.0010' / IN.	CHECKED - LH	REVISED -
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -

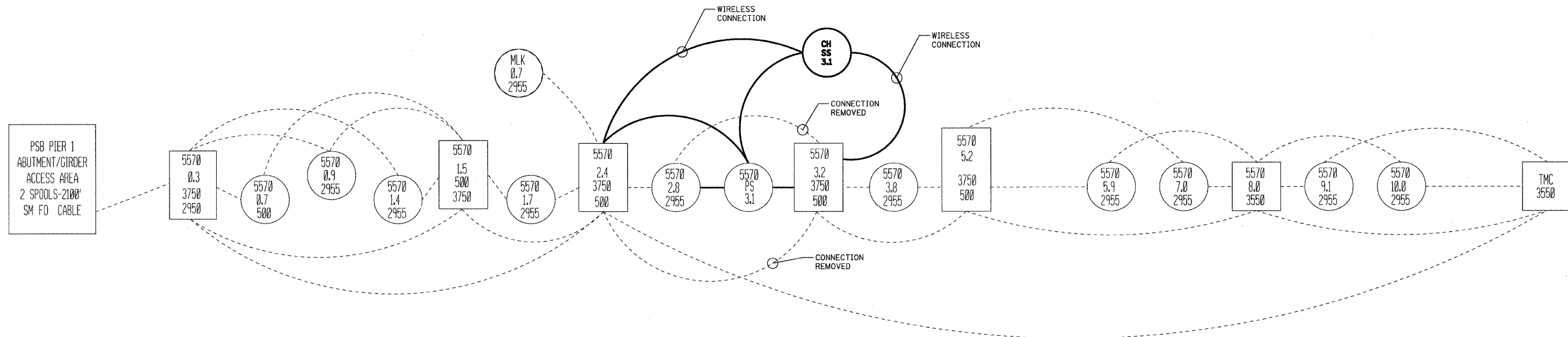
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS CABLE RELOCATION  
LOCATION 557003.2A.23R (EXISTING)**

SCALE: 1" = 20' SHEET NO. 10 OF 14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	133
CONTRACT NO. 76C55				
ILLINOIS FED. AID PROJECT				





**LEGEND**

- EXISTING CONNECTION
- PROPOSED OR MODIFIED CONNECTION

**NOTES**

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
3. PS = PUMP STATION
4. SS = SERVICE SHELTER
5. TMC = TRAFFIC MANAGEMENT CENTER

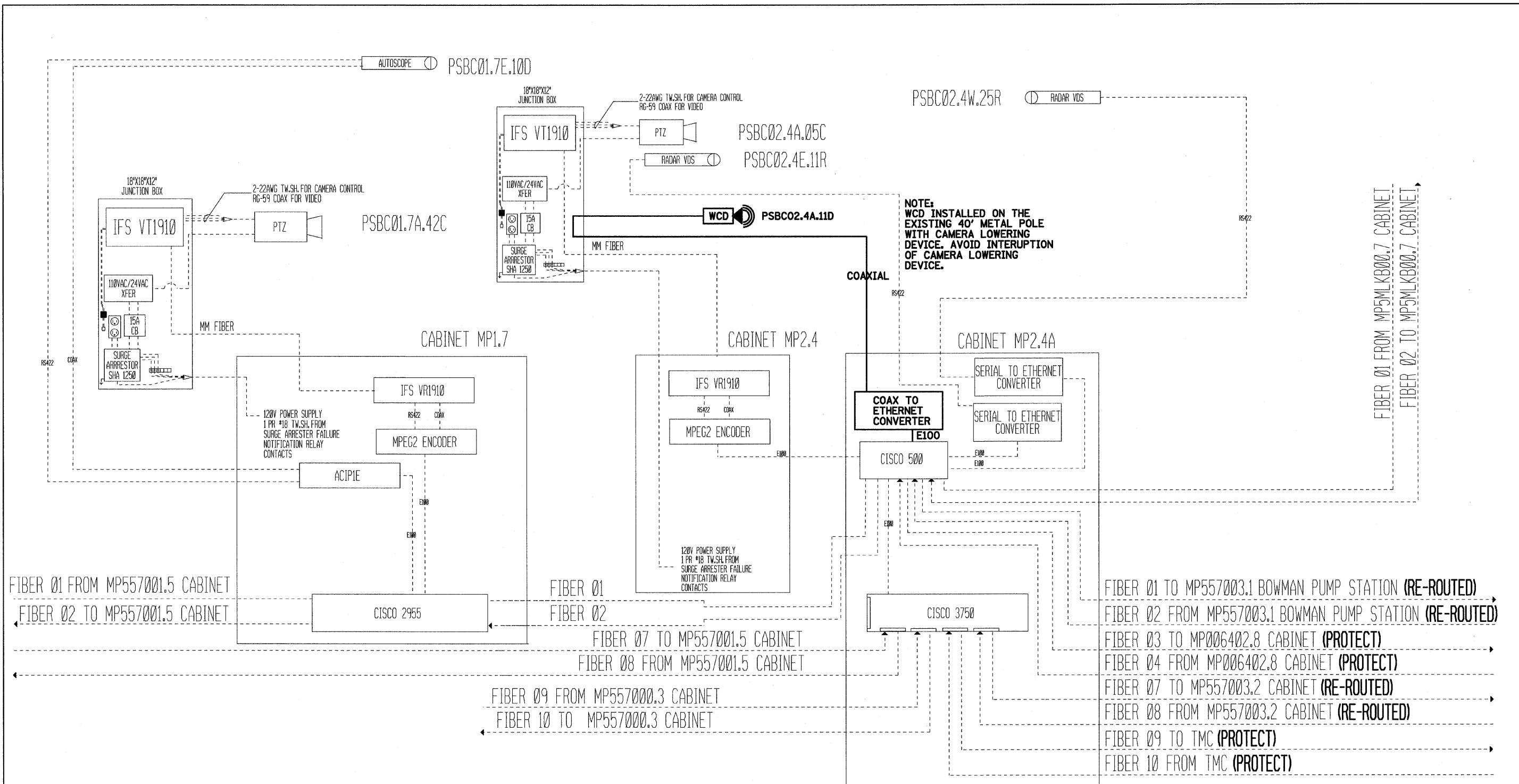
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		DRAWN - AS	REVISED -
	PLOT SCALE = 20.0010' / IN.	CHECKED - LH	REVISED -
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS CABLE RELOCATION  
COMMUNICATION SYSTEM COVER SHEET**

SCALE: SHEET NO. 11 OF 14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	134
			CONTRACT NO. 76C55	
ILLINOIS FED. AID PROJECT				



NOTE:  
WCD INSTALLED ON THE EXISTING 40' METAL POLE WITH CAMERA LOWERING DEVICE. AVOID INTERRUPTION OF CAMERA LOWERING DEVICE.

FIBER 01 FROM MP5M1KB00.7 CABINET  
FIBER 02 TO MP5M1KB00.7 CABINET

FIBER 01 FROM MP557001.5 CABINET  
FIBER 02 TO MP557001.5 CABINET

FIBER 01  
FIBER 02  
FIBER 07 TO MP557001.5 CABINET  
FIBER 08 FROM MP557001.5 CABINET

FIBER 09 FROM MP557000.3 CABINET  
FIBER 10 TO MP557000.3 CABINET

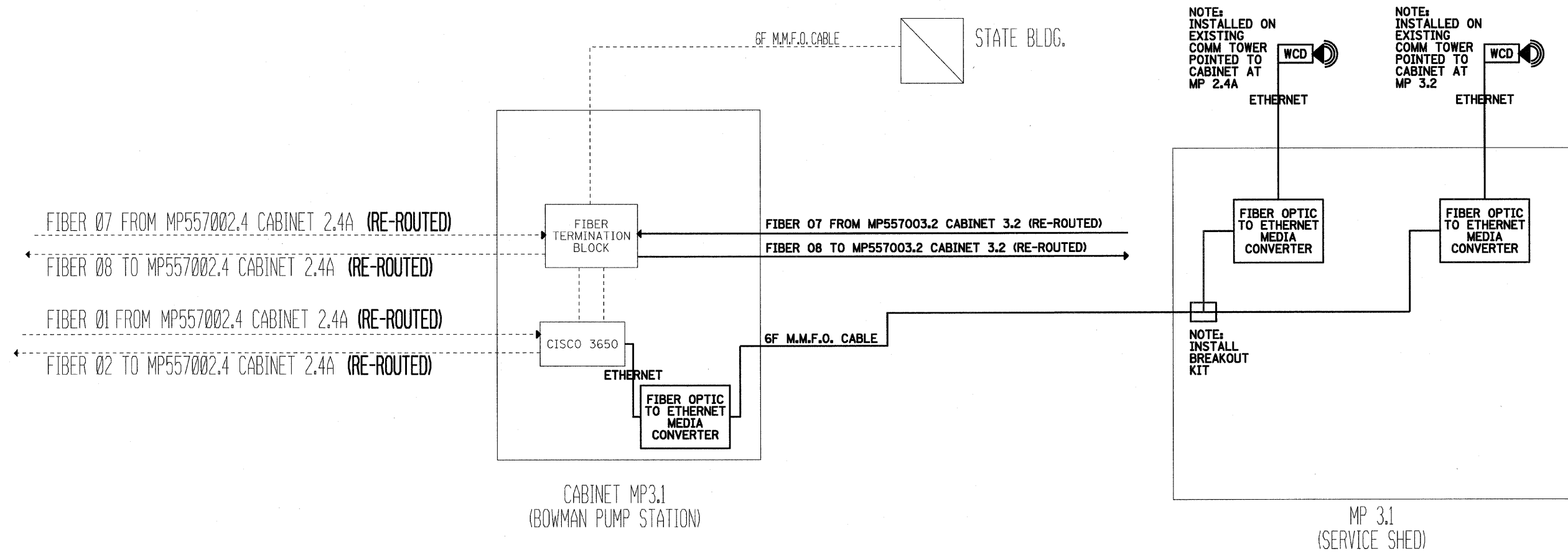
FIBER 01 TO MP557003.1 BOWMAN PUMP STATION (RE-ROUTED)  
FIBER 02 FROM MP557003.1 BOWMAN PUMP STATION (RE-ROUTED)  
FIBER 03 TO MP006402.8 CABINET (PROTECT)  
FIBER 04 FROM MP006402.8 CABINET (PROTECT)  
FIBER 07 TO MP557003.2 CABINET (RE-ROUTED)  
FIBER 08 FROM MP557003.2 CABINET (RE-ROUTED)  
FIBER 09 TO TMC (PROTECT)  
FIBER 10 FROM TMC (PROTECT)

LEGEND  
 - - - - - EXISTING CONNECTION  
 \_\_\_\_\_ PROPOSED OR MODIFIED CONNECTION

NOTES  
 1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.  
 2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.  
 3. TMC = TRAFFIC MANAGEMENT CENTER

COMMUNICATION DIAGRAM 1 OF 3

FILE NAME = DBT-r:\00-sht-ITSdetel1.dgn	USER NAME = asantiag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION PSBC CABINET MP2.4, PSBC02.4A.05C(EX.), 557002.4A.11(EX.)</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AS	REVISED -		70	DIST 8 ITS 2010-2	ST. CLAIR	236	135			
	PLOT SCALE = 20,0010' / IN.	CHECKED - LH	REVISED -		CONTRACT NO. 76C55							
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -		[ILLINOIS] FED. AID PROJECT							



LEGEND

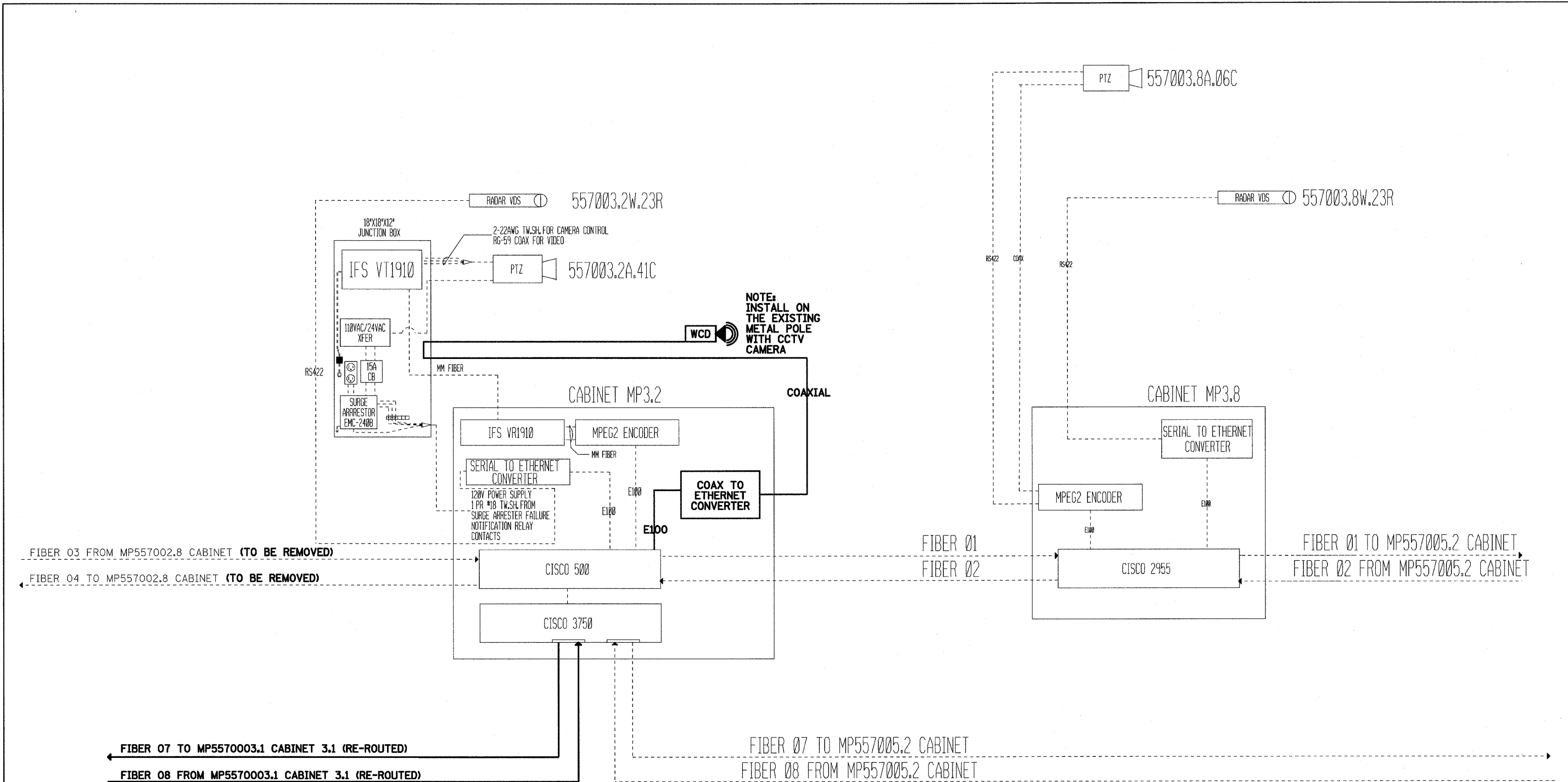
- EXISTING CONNECTION
- PROPOSED OR MODIFIED CONNECTION

NOTES

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
3. RE-ROUTED REFERS TO NEW OR EXISTING FO CABLE THAT IS TO BE REDIRECTED TO A NEW CONNECTION POINT; OR PULLED THRU A NEW CONDUIT PATH TO AN EXISTING CONNECTION POINT, AS INDICATED ON SHEETS 6 THRU 8.

COMMUNICATION DIAGRAM 2 OF 3

FILE NAME =	USER NAME = asantiag	DESIGNED - CS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS CABLE RELOCATION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D8T-r1-00-sht-ITSdetail2.dgn		DRAWN - AS	REVISED -		<b>1.0064 CABINET MP3.1, 2.0064 COM SHELTER MP3.1</b>			70	DIST 8 ITS 2010-2	ST. CLAIR	236	136
	PLOT SCALE = 20,000 / IN.	CHECKED - LH	REVISED -		SCALE:	SHEET NO. 13 OF 14 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 10/7/2009	DATE - 03/15/09	REVISED -									



**LEGEND**  
 - - - - - EXISTING CONNECTION  
 \_\_\_\_\_ PROPOSED OR MODIFIED CONNECTION

- NOTES**
1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
  2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
  3. RE-ROUTED REFERS TO NEW OR EXISTING FO CABLE THAT IS TO BE REDIRECTED TO A NEW CONNECTION POINT; OR PULLED THRU A NEW CONDUIT PATH TO AN EXISTING CONNECTION POINT, AS INDICATED ON SHEETS 6 THRU 8.

COMMUNICATION DIAGRAM 3 OF 3

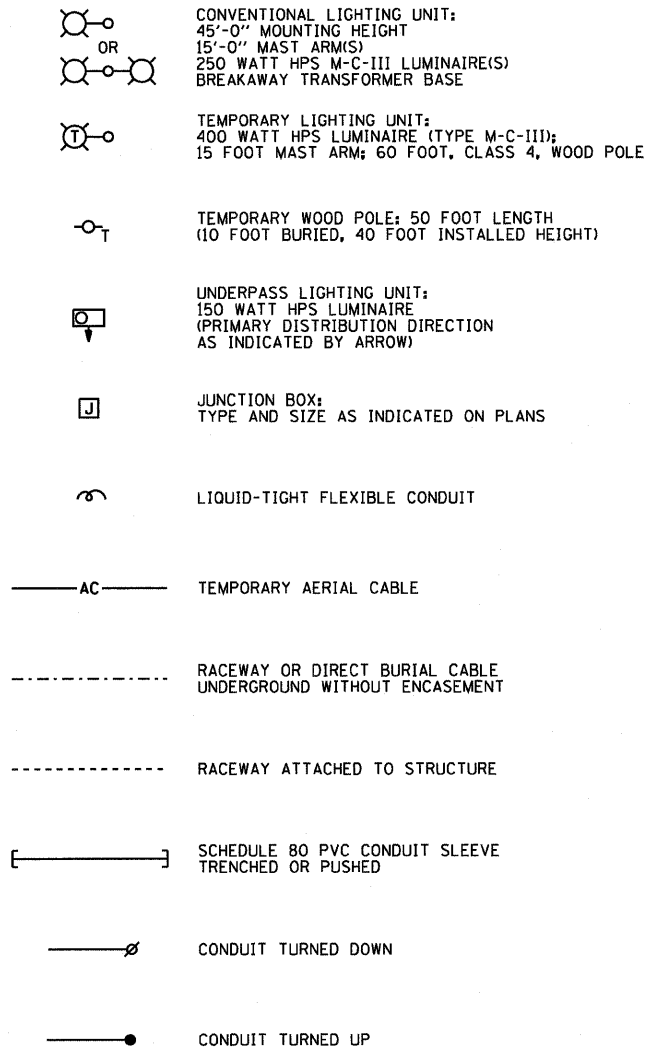
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DBTr-00-shr-ITSdetail3.dgn		DRAWN - AS	REVISED -
		CHECKED - LH	REVISED -
		DATE - 03/15/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

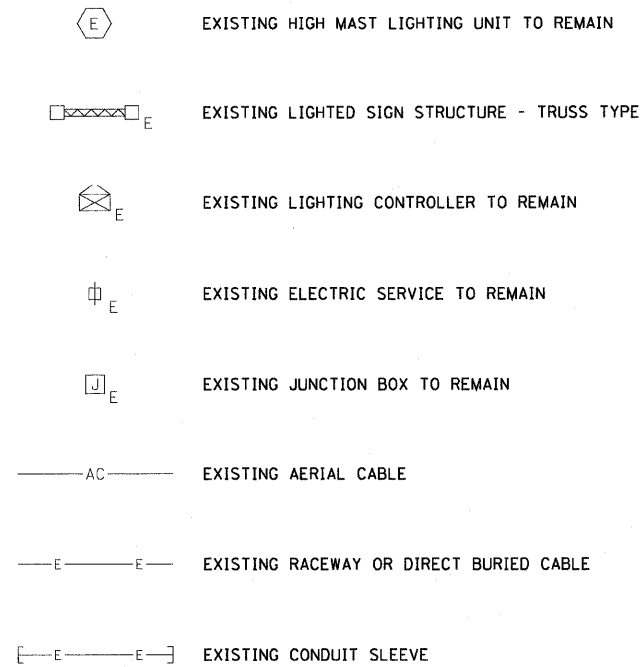
<b>ITS CABLE RELOCATION</b>			
<b>CABINET MP3.2, CABINET MP3.8</b>			
SCALE:	SHEET NO. 14 OF 14 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	236	137
CONTRACT NO. 76C55			ILLINOIS FED. AID PROJECT	

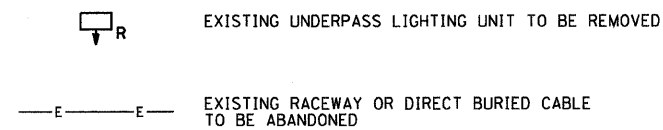
**ELECTRICAL SYMBOLS FOR PROPOSED WORK**



**ELECTRICAL SYMBOLS FOR EXISTING CONDITIONS**



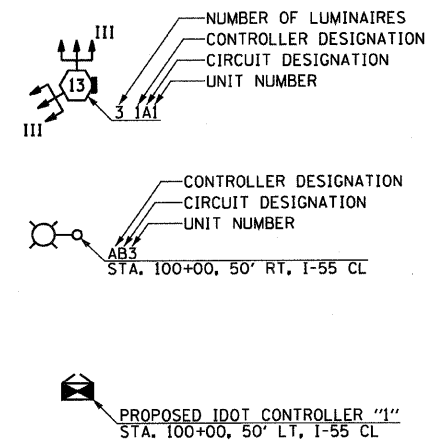
**ELECTRICAL SYMBOLS FOR REMOVAL WORK**



**ABBREVIATIONS**

A	AMPERES	NTS	NOT TO SCALE
AC	ALTERNATING CURRENT	PH	PHASE
A/C	AERIAL CABLE	PIN	PROJECT IDENTIFICATION NUMBER
ATS	ATTACHED TO STRUCTURE	PNL	PANEL
BL	BASE LINE	PROP	PROPOSED
C	CONDUCTOR	PVC	POLYVINYL CHLORIDE
CKT	CIRCUIT	PVCC	POLYVINYL CHLORIDE COATED
CNC	COILABLE NON-METALLIC CONDUIT	R	EXISTING UNIT TO BE REMOVED
CONC	CONCRETE	RGC	RIGID GALVANIZED STEEL CONDUIT
CL	CENTERLINE	ROW	RIGHT OF WAY
DIA	DIAMETER	RL	EXISTING RELOCATED UNIT
DWG	DRAWING	RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
E	EXISTING UNIT TO REMAIN	RT	RIGHT
EA	EACH	SB	SOUTHBOUND
EB	EASTBOUND	SCH 40	SCHEDULE 40
EOR	EDGE OF ROADWAY	SCH 80	SCHEDULE 80
FT	FOOT, FEET	SHT	SHEET
FDN	FOUNDATION	SS	STAINLESS STEEL
GND, GRD	GROUND	STA	STATION
HPS	HIGH PRESSURE SODIUM	STD	STANDARD
I	INTERSTATE	STRUCT	STRUCTURE
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION	T	TEMPORARY
IN	INCHES	TEL	TELEPHONE
J, JB	JUNCTION BOX	TS	TRAFFIC SIGNAL
KVA	KILOVOLT-AMPERE	TYP	TYPICAL
KW	KILOWATT	UD	UNIT DUCT
LF	LINEAR FEET	UNO	UNLESS NOTED OTHERWISE
LT	LEFT	V	VOLT
MA	MAST ARM(S)	W	WATT, WIRE
N/A	NOT APPLICABLE	WB	WESTBOUND
NB	NORTHBOUND	WM	WALL MOUNTED
NIC	NOT IN CONTRACT	WP	WOOD POLE
NO	NUMBER	XFMR	TRANSFORMER

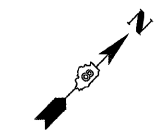
**ELECTRICAL GENERAL CALLOUTS**



ME-01

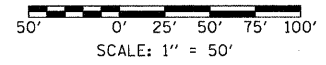
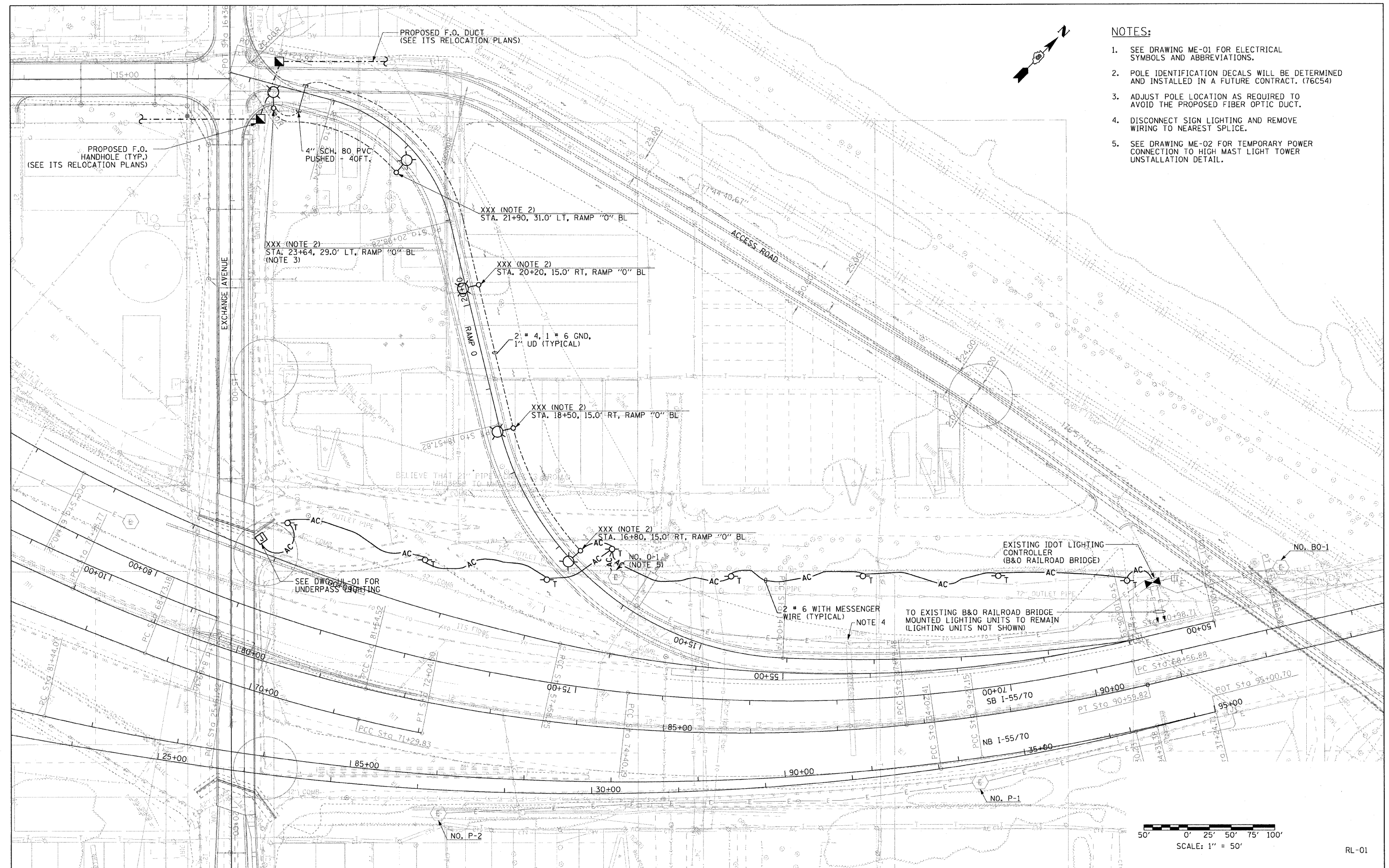
FILE NAME = DBTR1-76C55-shc-Light-01.dgn	USER NAME = lentsz	DESIGNED - JPC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELECTRICAL SYMBOLS AND ABBREVIATIONS</b>			F.A.I. RTE. 70	SECTION 82-1-IHB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 138
	PLOT SCALE = 1:8000 ' / IN.	DRAWN - TCL	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 76C55		
	PLOT DATE = 10/7/2009	CHECKED - JSF	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 10-09-09	REVISED -									





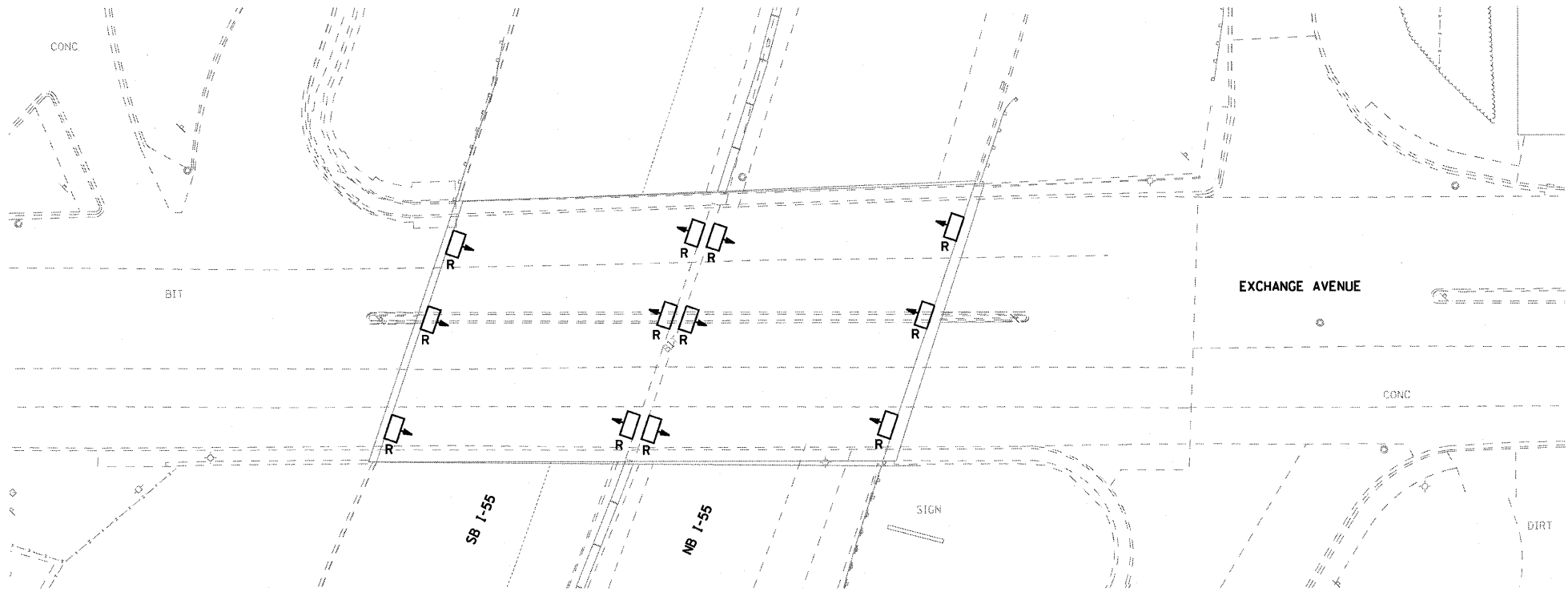
**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. POLE IDENTIFICATION DECALS WILL BE DETERMINED AND INSTALLED IN A FUTURE CONTRACT. (76C54)
3. ADJUST POLE LOCATION AS REQUIRED TO AVOID THE PROPOSED FIBER OPTIC DUCT.
4. DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE.
5. SEE DRAWING ME-02 FOR TEMPORARY POWER CONNECTION TO HIGH MAST LIGHT TOWER UNINSTALLATION DETAIL.

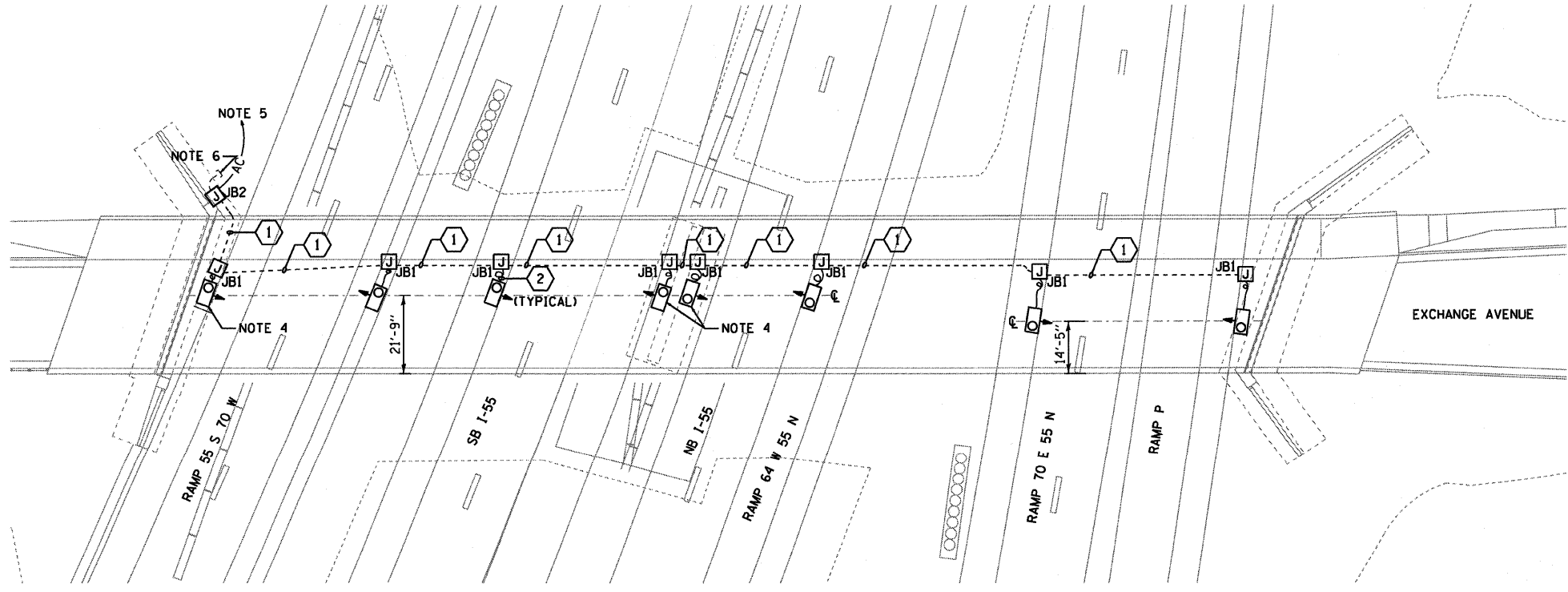


RL-01

FILE NAME = DBTR1-76C55-sh-Light-03.dgn USER NAME = lantz PLOT SCALE = 58.0000 1 / IN. PLOT DATE = 10/13/2009	DESIGNED - JPC DRAWN - TCL CHECKED - JSF DATE - 10-09-09	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS PROPOSED WORK</b>	F.A.I. RTE. 70 SECTION 82-1-IHB COUNTY ST. CLAIR TOTAL SHEETS 236 SHEET NO. 140 CONTRACT NO. 76C55	
	SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 10+06.39 TO STA. 24+23.97				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



EXISTING CONDITIONS AND DEMOLITION



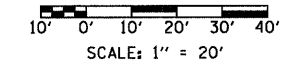
PROPOSED WORK

**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. SEE IDOT STANDARD DETAIL LGTO19 FOR UNDERPASS LIGHTING DETAILS.
3. ALL PROPOSED UNDERPASS LIGHTING UNITS SHOWN ON THIS DRAWING SHALL BE PENDANT MOUNTED OFFSET TWO (2) FEET FROM THE PROPOSED EDGE OF ROADWAY (EOR) UNLESS NOTED OTHERWISE.
4. PROPOSED UNDERPASS LIGHTING UNIT SHALL BE MOUNTED TO BRIDGE PIER OR ABUTMENT.
5. SPLICE NEW UNDERPASS LIGHTING CIRCUIT CABLES TO THE TEMPORARY SERVICE FEED CABLES LOCATED IN THE JUNCTION BOX. SEE DRAWING RL-01 FOR CONTINUATION OF TEMPORARY LIGHTING CIRCUIT FEED.
6. PROVIDE 3" PVCC RGC ATTACHED TO STRUCTURE FOR FUTURE PERMANENT FEED. CAP CONDUIT 5" FROM FACE OF WALL, 30" BELOW GRADE.

JUNCTION BOX SCHEDULE		
NO.	SIZE	DESCRIPTION
JB1	6"x6"x4"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING.
JB2	12"x12"x6"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING.

CABLE / CONDUIT SCHEDULE	
①	CKT. B: 2*10, 1*10 GND, IN 3/4" DIA. PVCC RGC ATTACHED TO STRUCTURE.
②	CKT. B: 2*10, 1*10 GND, IN 3/4" DIA. LIQUID TIGHT FLEXIBLE CONDUIT.



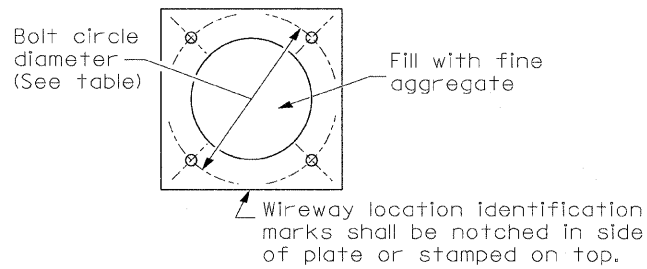
UL-01

FILE NAME = DBTRI-76C55-shc-Light-04.dgn	USER NAME = lortzt	DESIGNED - JPC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS EXCHANGED AVENUE UNDERPASS</b>		F.A.I. RTE. TO	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 141
	PLOT SCALE = 20.0000' / IN.	DRAWN - TCL	REVISED -		SCALE: 1"=20'	SHEET NO. 1	OF 1 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 76C55	
	PLOT DATE = 10/7/2009	CHECKED - JSF	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				
		DATE - 10-09-09	REVISED -								

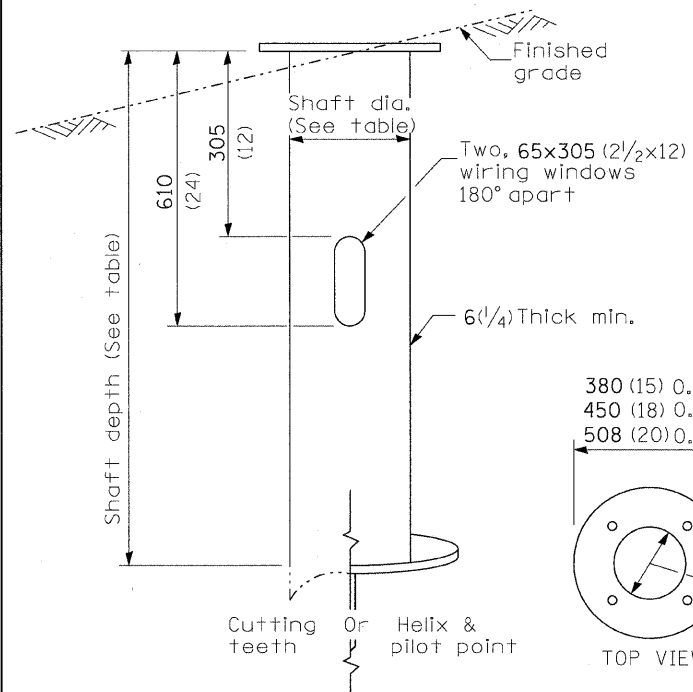


LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	STEEL FOUNDATION			CONCRETE FOUNDATION		
		SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
< 9.1 m (30')	292 (11.5)	220 (8 7/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.52 m (5'-0")	1.45 m (4'-9")
9.4 m - 10.7 m (31'-35')	292 (11.5)	220 (8 7/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.67 m (5'-6")	1.60 m (5'-3")
10.9 m - 12.2 m (36'-40')	381 (15) ③	220 (8 7/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.83 m (6'-0")	1.75 m (5'-9")
12.5 m - 13.7 m (41'-45')	381 (15) ③	220 (8 7/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.98 m (6'-6")	1.90 m (6'-3")
14.0 m - 15.2 m (46'-50')	381 (15) ③	220 (8 7/8)	2.44 m (8')	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	2.13m (7'-0")	2.00 m (6'-9")

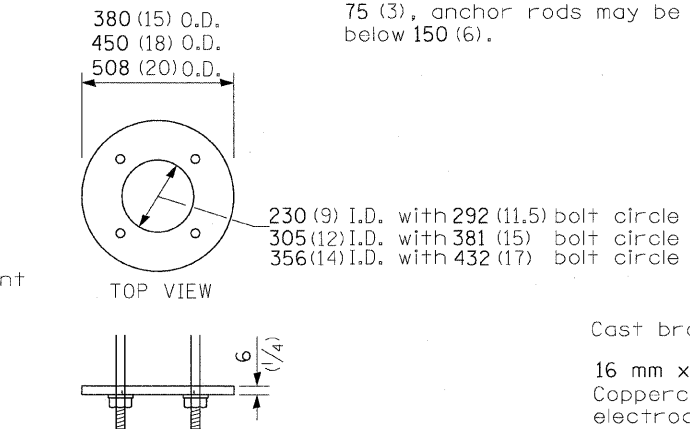
- ① Length does not include 100(4)hook
- ② 220 mm x 2.44 m (8 7/8" x 8'-0") for Twin luminaires
- ③ Bolt circle diam. shall be 430 (17) when a TB3-17 transformer base is used



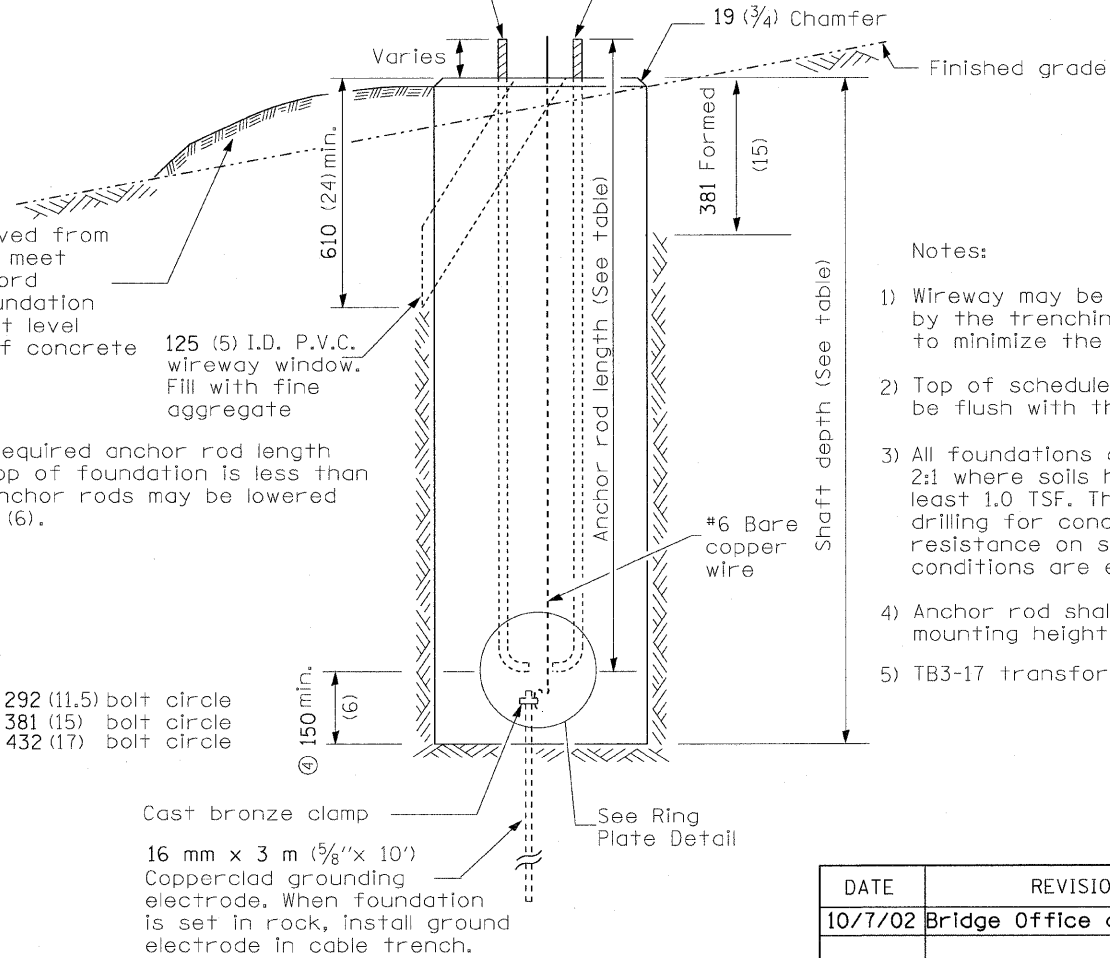
Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.



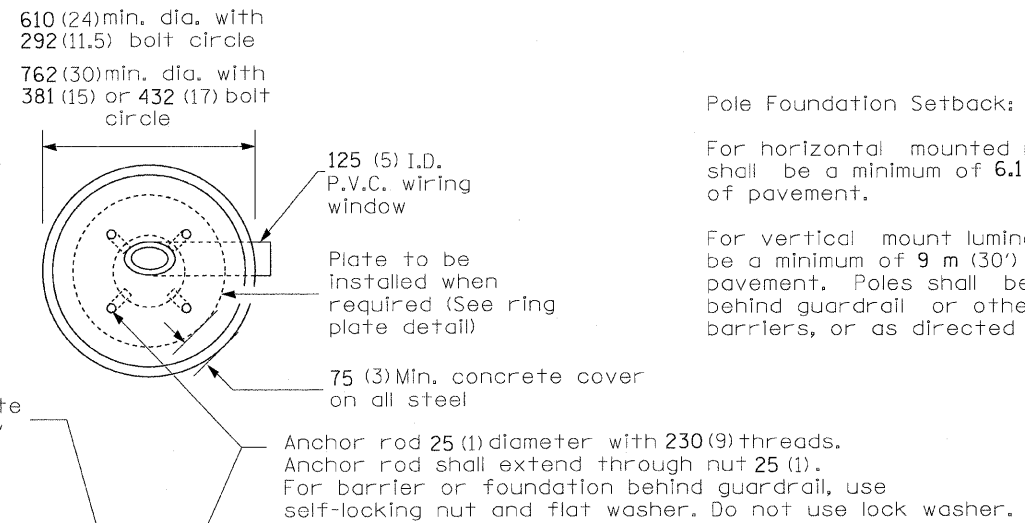
**STEEL FOUNDATION**



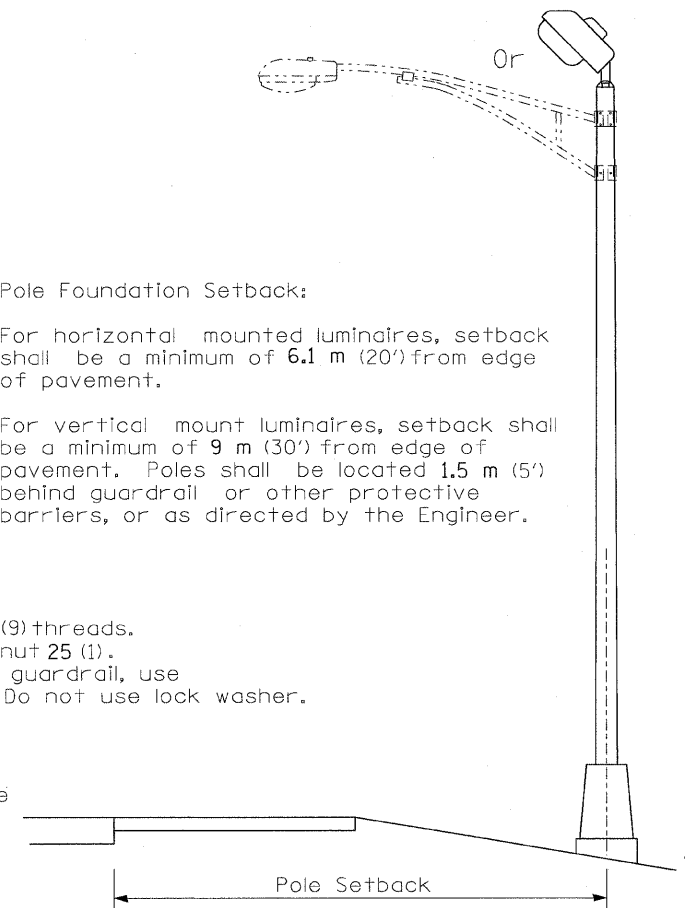
**RING PLATE DETAIL**  
(When rock is encountered and foundation is shallower)



**CONCRETE FOUNDATION**



**Pole Foundation Setback:**  
For horizontal mounted luminaires, setback shall be a minimum of 6.1 m (20') from edge of pavement.  
For vertical mount luminaires, setback shall be a minimum of 9 m (30') from edge of pavement. Poles shall be located 1.5 m (5') behind guardrail or other protective barriers, or as directed by the Engineer.



**Notes:**

- 1) Wireway may be on front, back or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.
- 2) Top of schedule 40 125 (5) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.
- 3) All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance on steel foundations and notify the engineer if other conditions are encountered.
- 4) Anchor rod shall be increased to 31 (1 1/4) diameter for 15.24 (50') mounting height or above.
- 5) TB3-17 transformer base is not to be used on metal foundation

All dimensions are in millimeters (inches) unless otherwise shown.

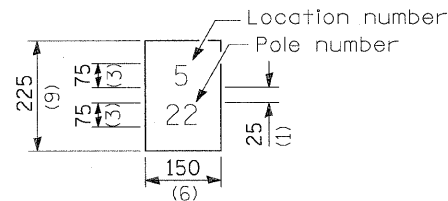
DATE	REVISIONS
10/7/02	Bridge Office depth calc.

**LIGHT POLE FOUNDATION**

LGT007-836

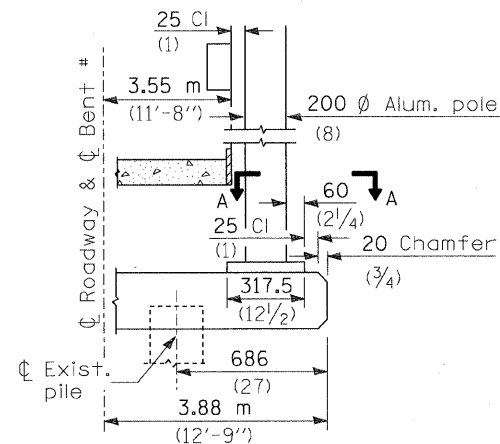
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 8.3 (2/64) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional (1/4 to 3/8) turn with hex key (not provided). Install locknuts on set screws if threaded projection allows."

Pole shall meet AASHTO Standard Specifications for 128.72 km (80 mph) wind loading and 40.82 kg (90 lb.), .37 m<sup>2</sup> (4.0 sq. ft.) E.P.A. luminaire.

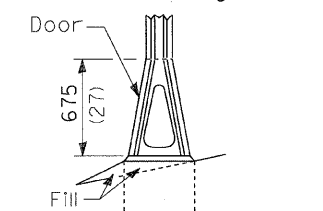


The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

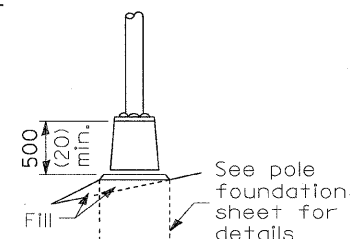
The light pole identification shall be applied to sign base material as specified in section 1085.05 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 2319.



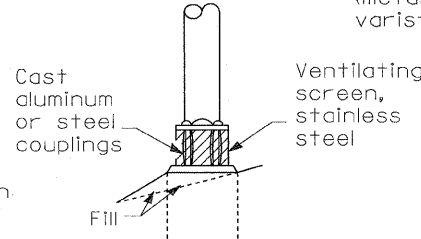
BENT #  
(Looking )



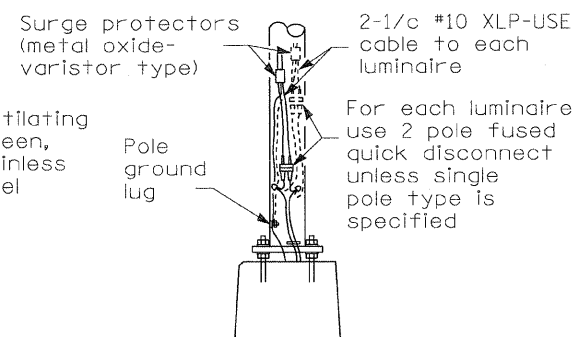
STAINLESS STEEL FLAIR BASE



TRANSFORMER BASE



BREAKAWAY COUPLING



ANCHOR

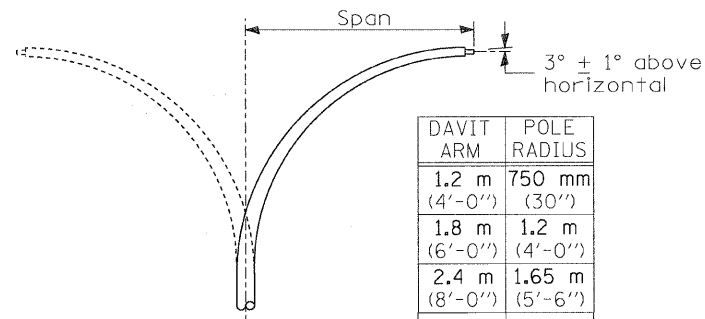
METAL OR  CONCRETE

Details for underground distribution if required

TWIN TENON

TENON MOUNT BRACKET ARM

NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.

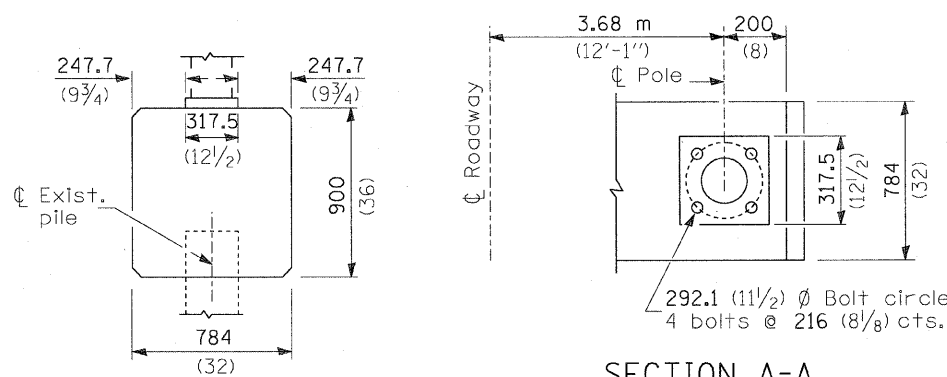


DAVIT ARM

DAVIT ARM-TWIN

DAVIT ARM	POLE RADIUS
1.2 m (4'-0")	750 mm (30")
1.8 m (6'-0")	1.2 m (4'-0")
2.4 m (8'-0")	1.65 m (5'-6")
3.6 m (12'-0")	1.65 m (5'-6")

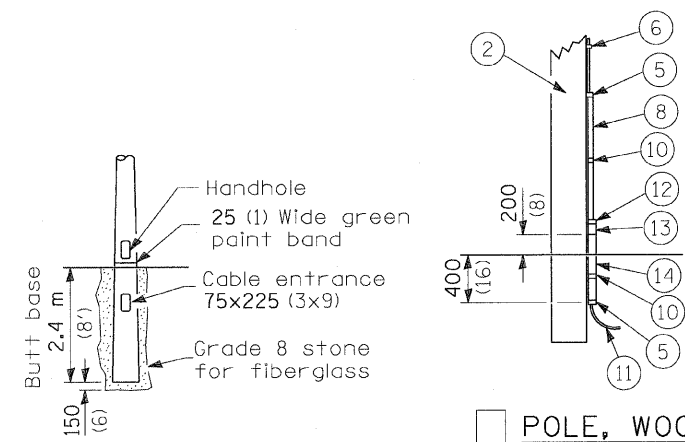
BRIDGE PIER MOUNT



SECTION A-A

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type use cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



BUTT BASE

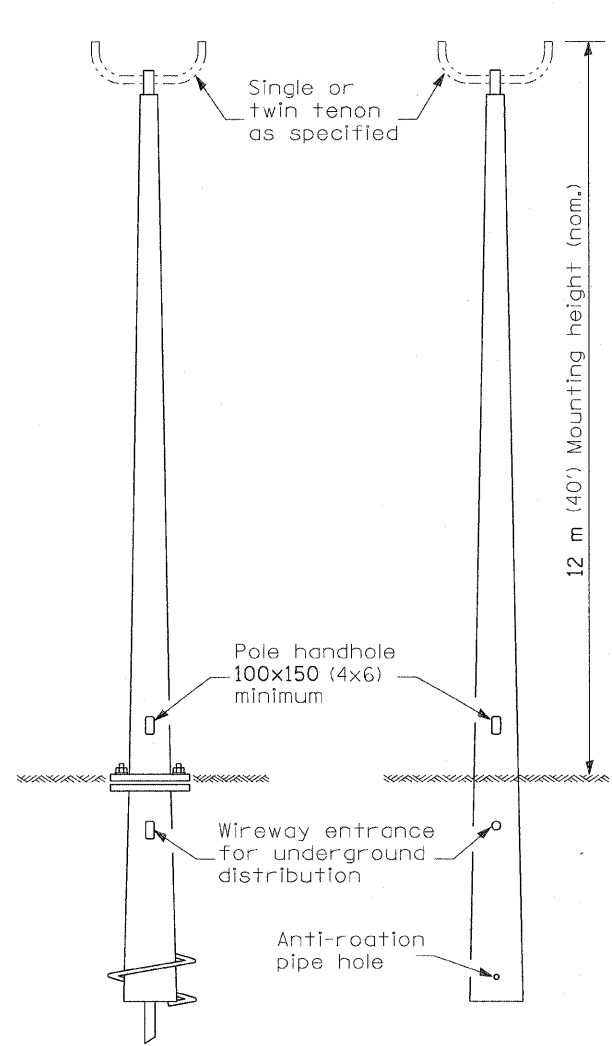
POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

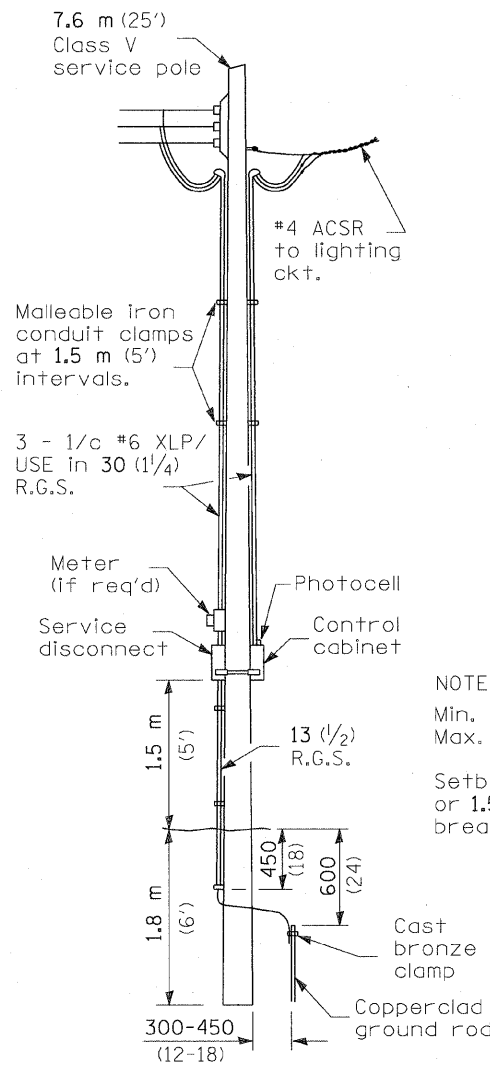
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS

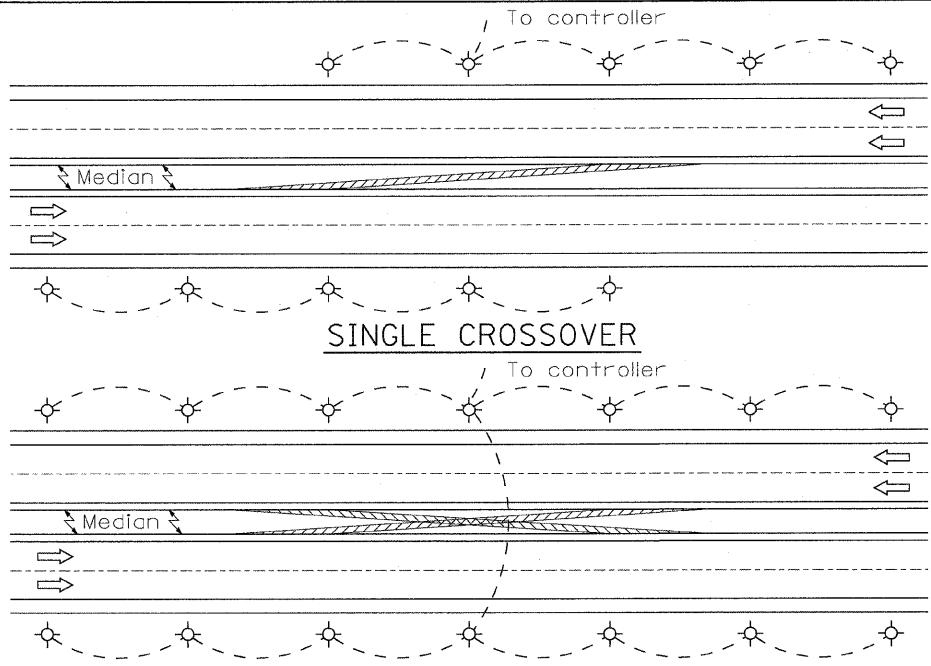
POLE STANDARDS



ANCHOR BASE W/  
METAL FOUNDATION      BUTT BASE  
  
POLE, FIBERGLASS  
BREAKAWAY TYPE



SERVICE  
INSTALLATION



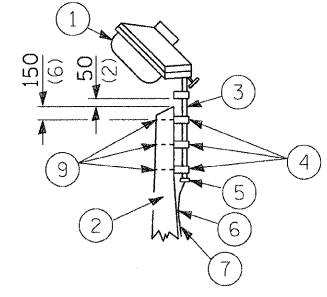
SINGLE CROSSOVER

DUAL CROSSOVER

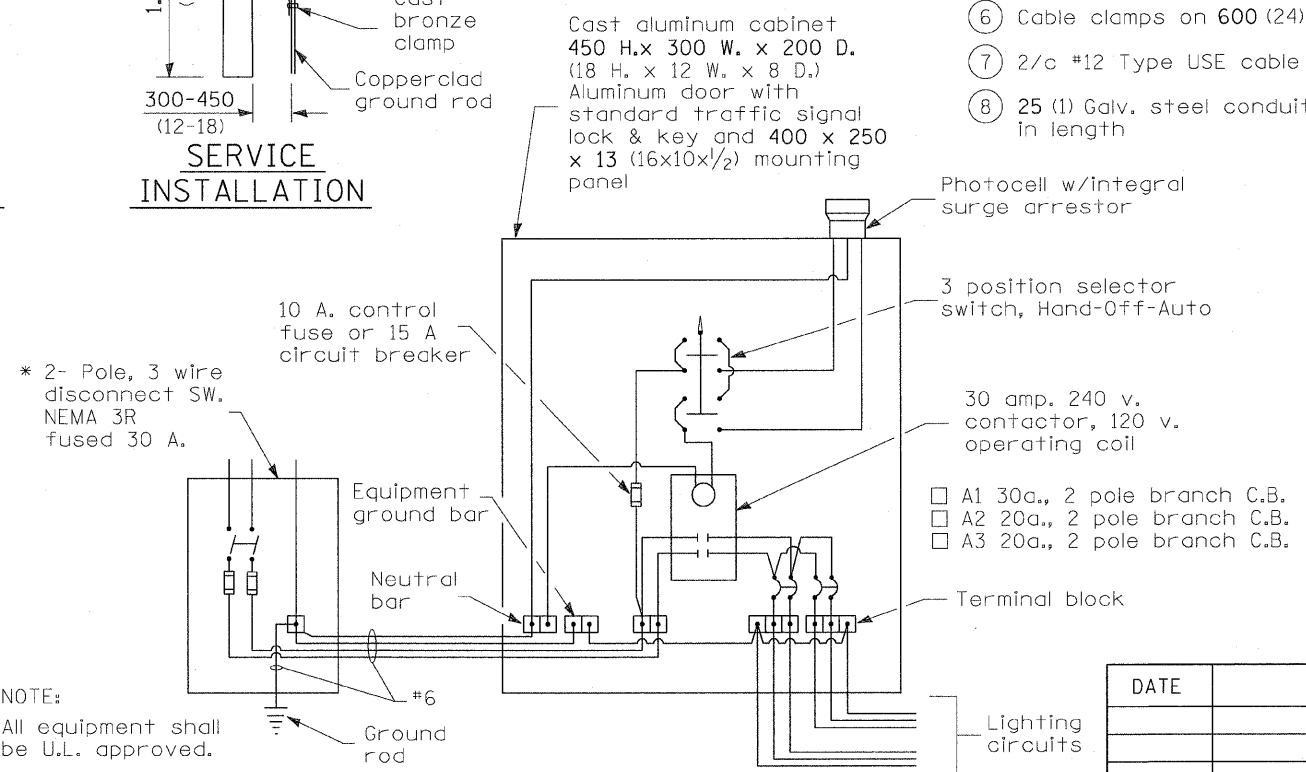
NOTE:  
Min. Pole spacing 60 m (200')  
Max. Pole spacing 75 m (250')  
  
Setback shall be min. 9 m (30')  
or 1.5 m (5') back of ditch, unless  
breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

NOTE:  
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.  
  
Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.  
  
Connect luminaire equipment ground to ACSR messenger.

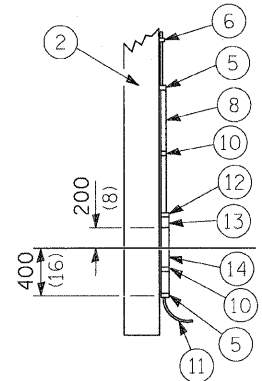


- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



WIRING DIAGRAM

NOTE:  
All equipment shall be U.L. approved.  
  
\* 30 A. or 60 A., dependent upon utility co. rules.



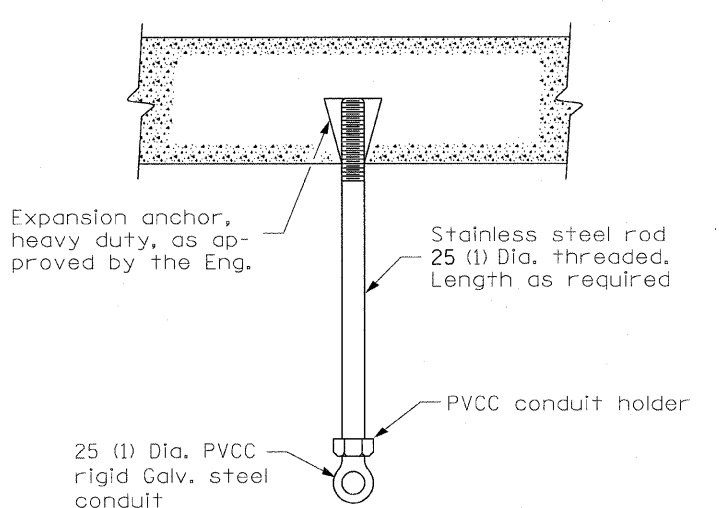
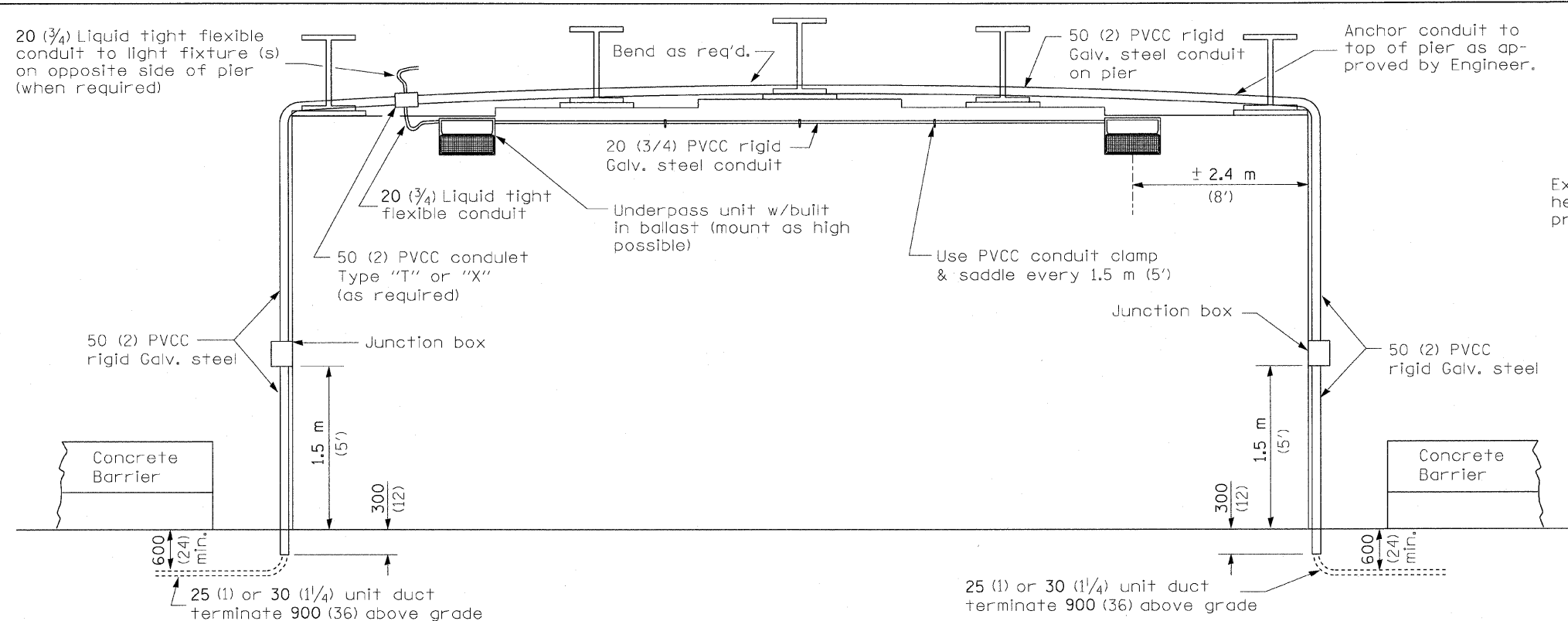
POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

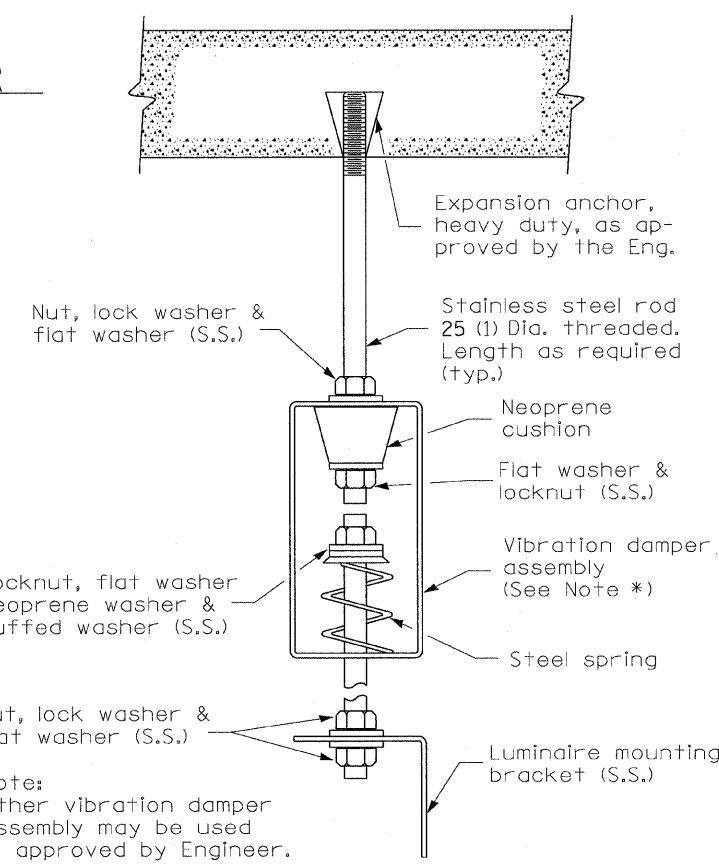
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS

TEMPORARY  
ROADWAY LIGHTING



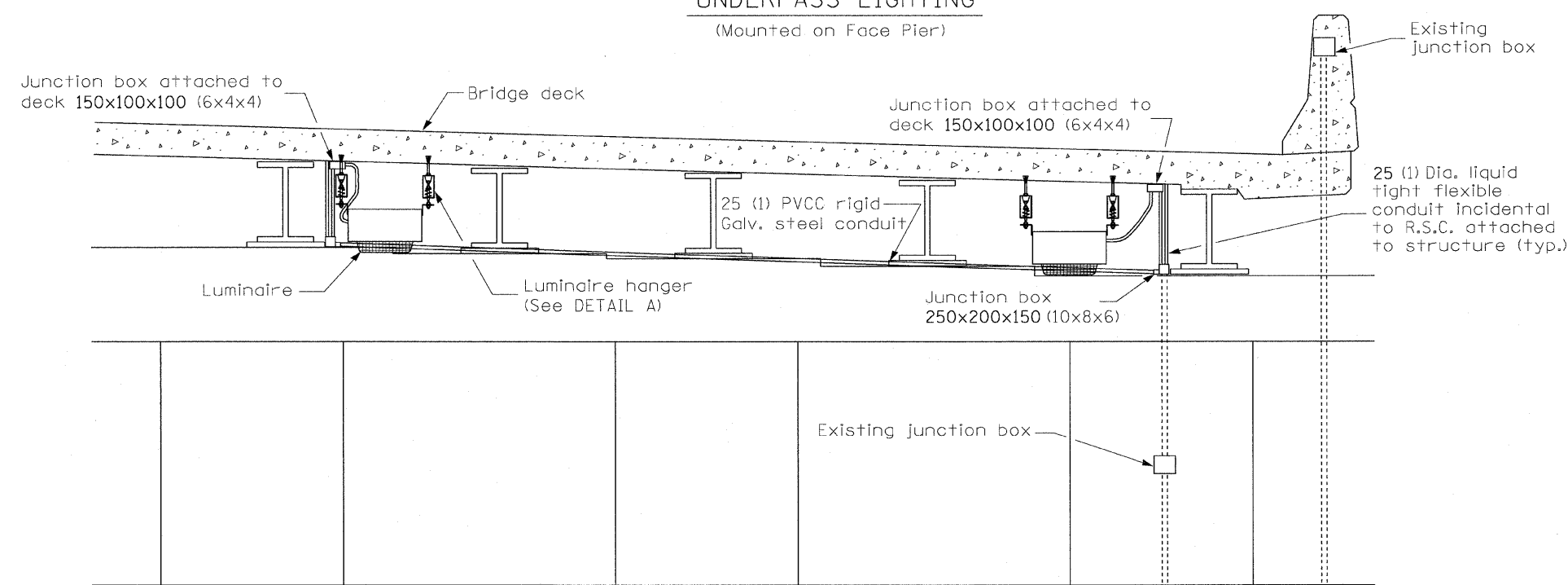
CONDUIT HANGER



\* Note:  
Other vibration damper assembly may be used if approved by Engineer.

LUMINAIRE HANGER ASSEMBLY DETAIL A

UNDERPASS LIGHTING  
(Mounted on Face Pier)

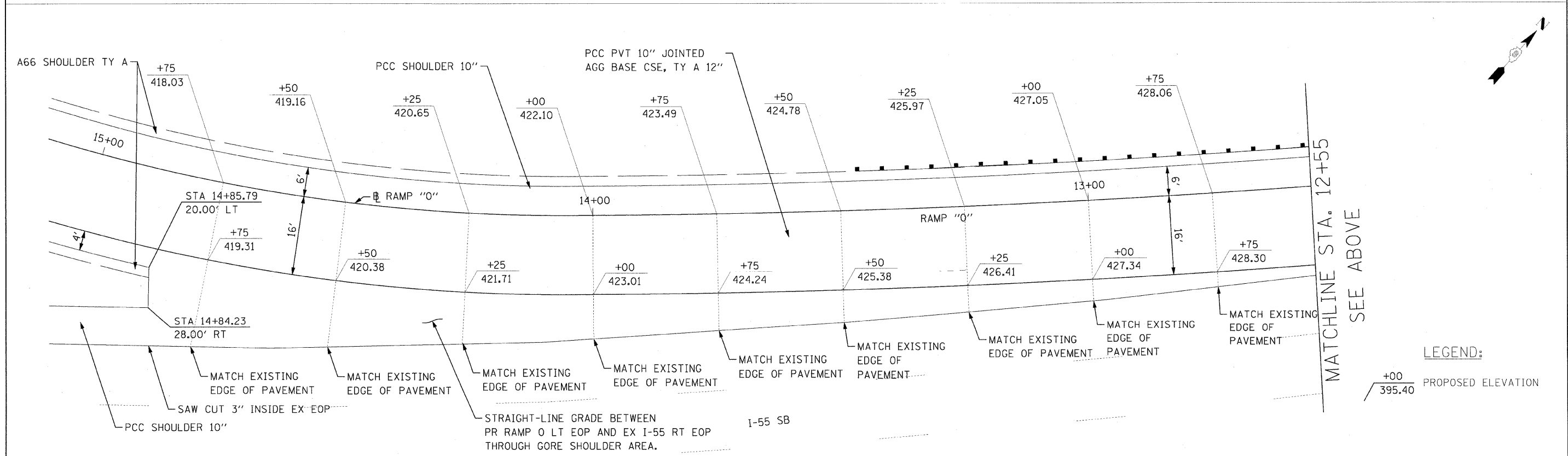
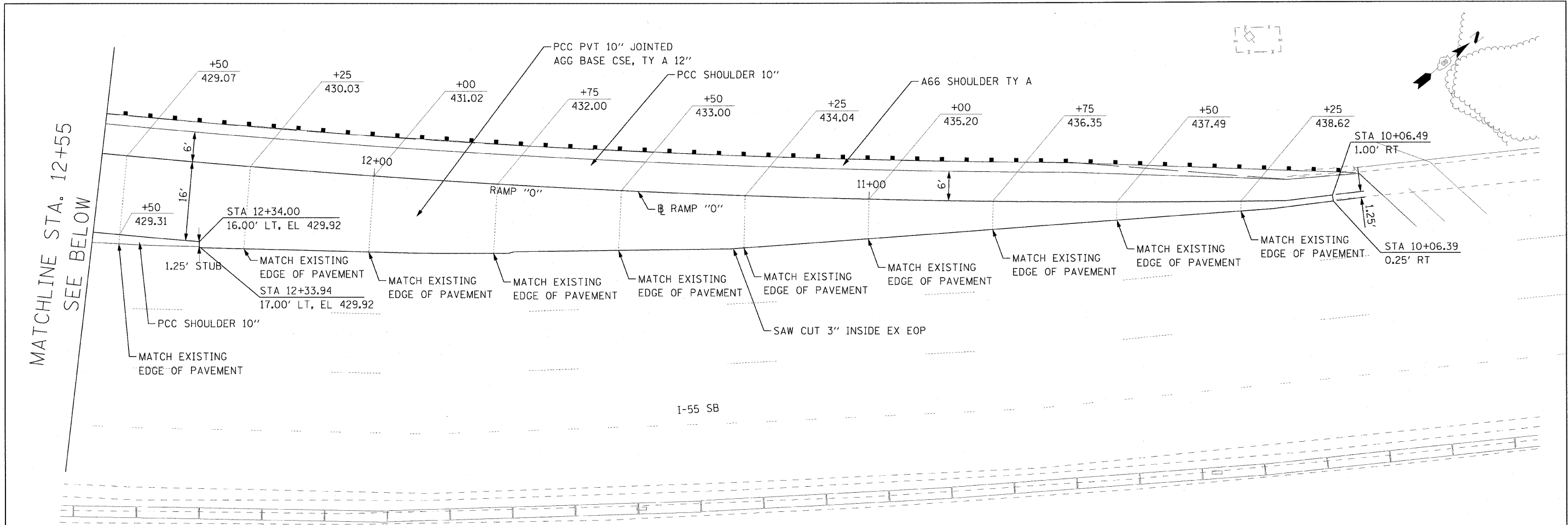


UNDERPASS LIGHTING  
(Mounted to Bridge Deck)

All dimensions are in millimeters (inches) unless otherwise shown.

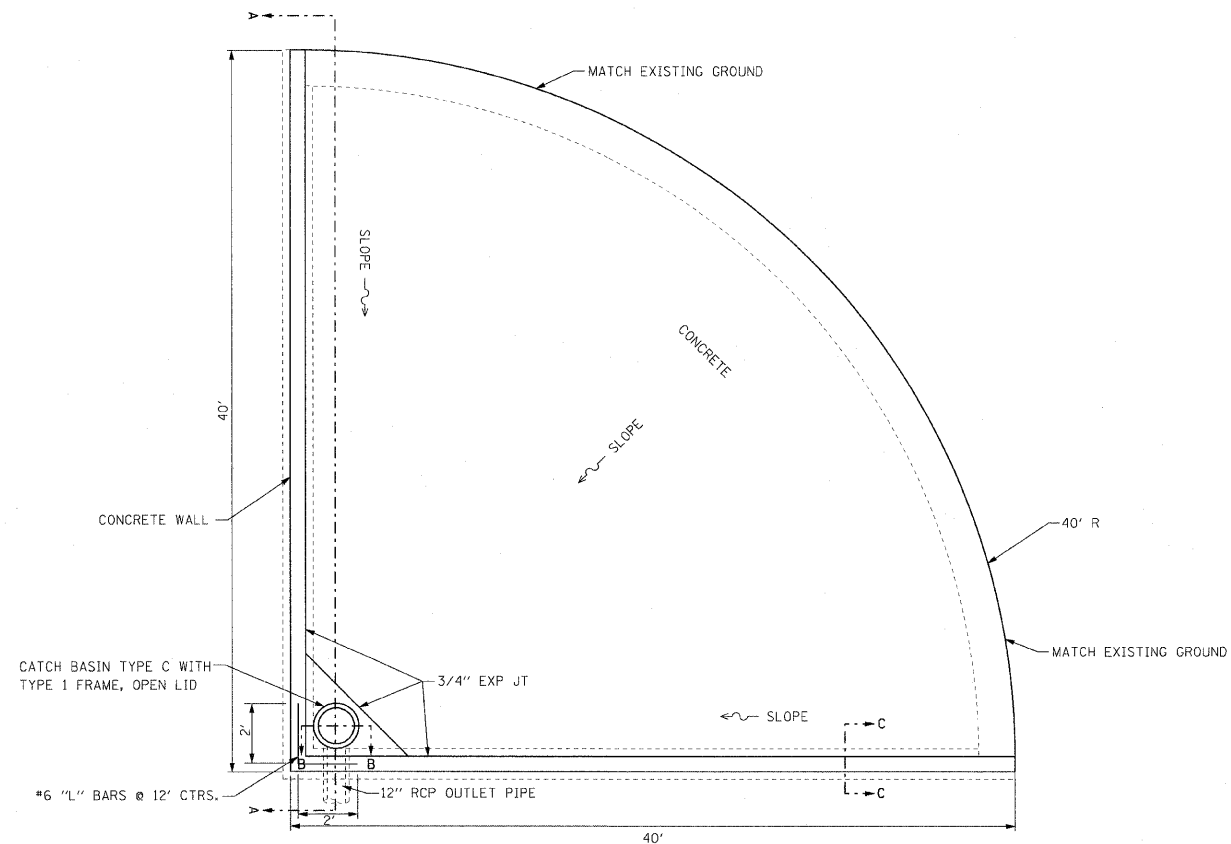
DATE	REVISIONS
01/30/06	ADDED PVCC CONDUIT

UNDERPASS LIGHTING

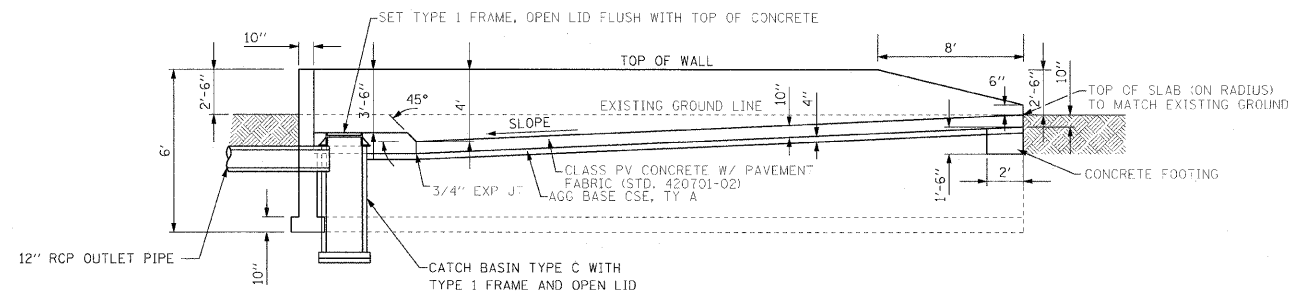


**LEGEND:**  
 +00 395.40 PROPOSED ELEVATION

#DATE# #TIME# #FILE#	FILE NAME =	USER NAME = #USER#	DESIGNED - RRV	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GORE GRADING DETAILS</b> <b>RAMP "0"</b>		F.A.I. RTE. 70	SECTION 82-2-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 146	
	#FILE#		DRAWN - KNW	REVISED -		SCALE: 1"=10'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C55		
	PLOT SCALE - #SCALE#		CHECKED - DRH	REVISED -									
	PLOT DATE = #DATE#		DATE - OCTOBER 9, 2009	REVISED -									



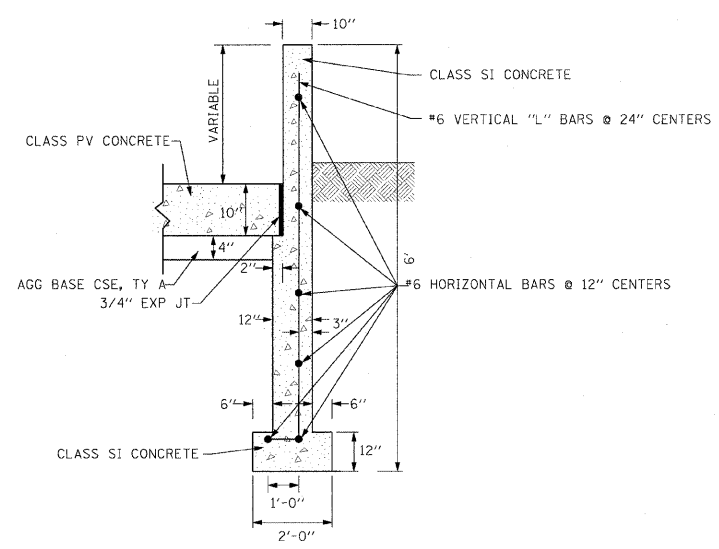
PLAN



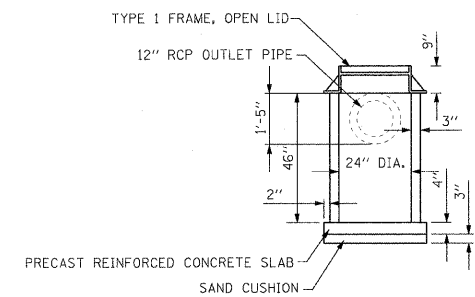
SECTION A-A  
ELEVATION - WASHOUT BASIN

NOTES:

1. THE COST OF CONSTRUCTING THE WASOUT BASIN AS DETAILED HEREIN SHALL BE INCLUDED IN THE COST FOR "WASHOUT BASIN." THIS COST SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT FOR CONSTRUCTING THE WASHOUT BASIN.  
THE CATCH BASIN WILL BE PAID FOR SEPARATELY AS "CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID."
2. ALL CONCRETE USED IN THE CONSTRUCTION OF THE WASHOUT BASIN SHALL CONFORM TO SECTION 1020 OF THE STANDARD SPECIFICATIONS.



SECTION C-C  
SECTION - WALL



SECTION B-B  
ELEVATION - CATCH BASIN

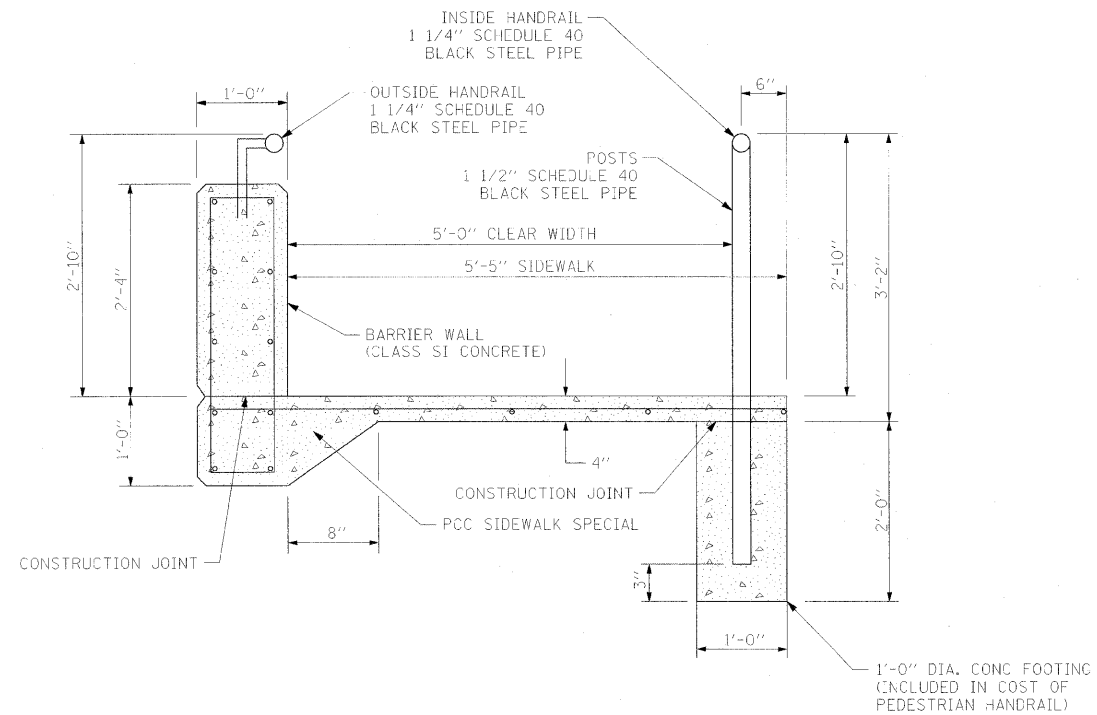
FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - AFG	REVISED -
DRAWN - AFG	REVISED -
CHECKED - DRH	REVISED -
DATE - OCTOBER 9, 2009	REVISED -

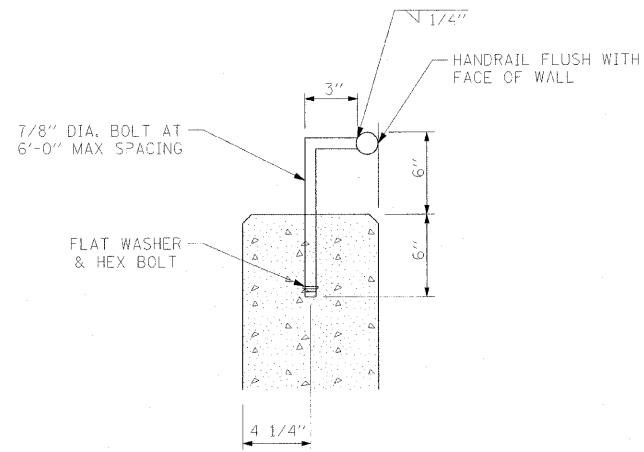
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WASHOUT BASIN DETAIL	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

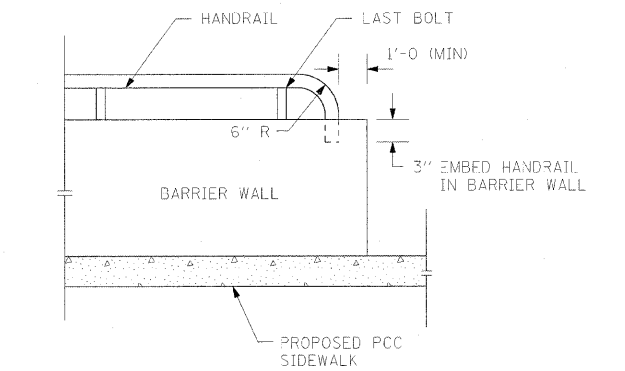
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-2-1HB	ST. CLAIR	236	147
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 76C55		



**BARRIER WALL-SIDEWALK HANDRAIL SECTION**



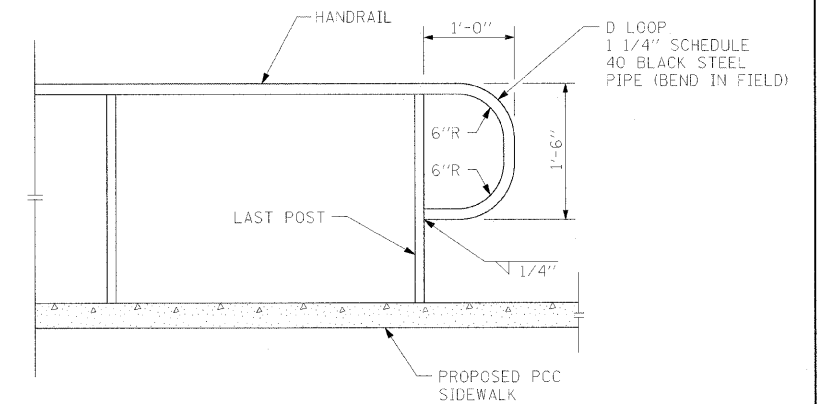
**OUTSIDE HANDRAIL MOUNTED TO BARRIER DETAIL**



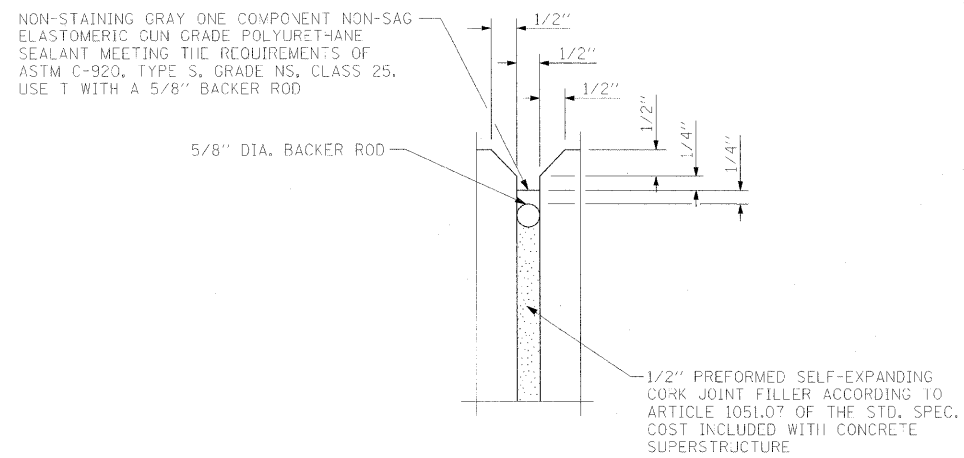
**OUTSIDE HANDRAIL END TREATMENT**

**NOTES:**

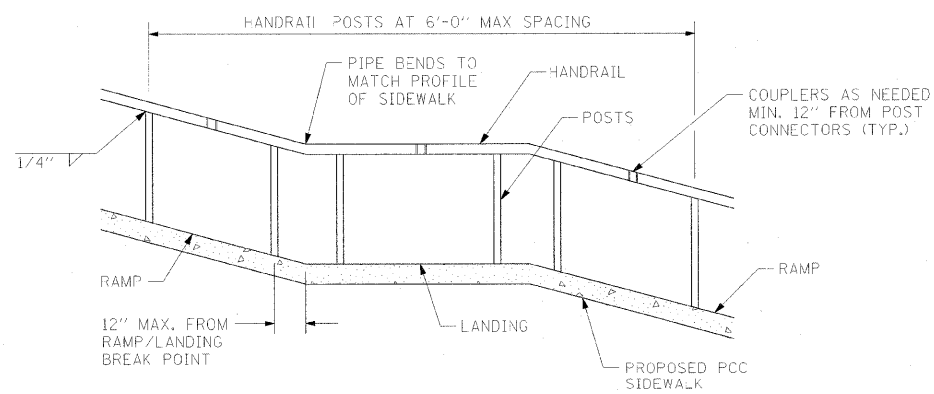
1. USE TYPE 18-7 INTERNAL COUPLER TO CONNECT HANDRAIL BETWEEN INSIDE RAILS ON APPROACH SLAB AND ROADWAY.



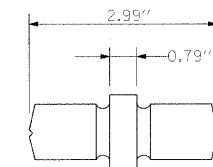
**INSIDE HANDRAIL END TREATMENT**



**BARRIER WALL JOINT DETAIL AT APPROACH SLAB**



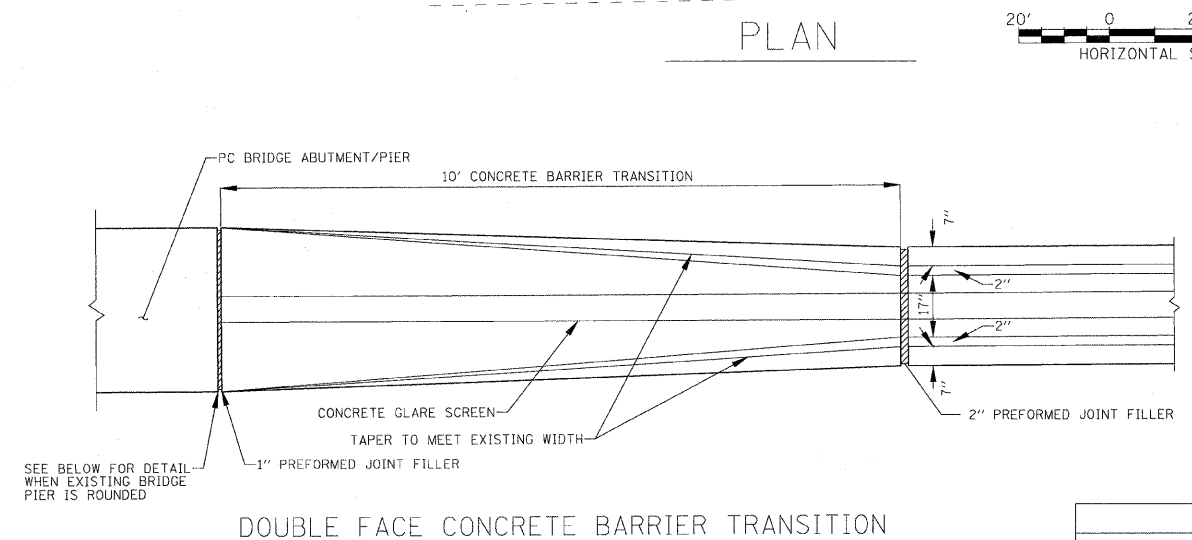
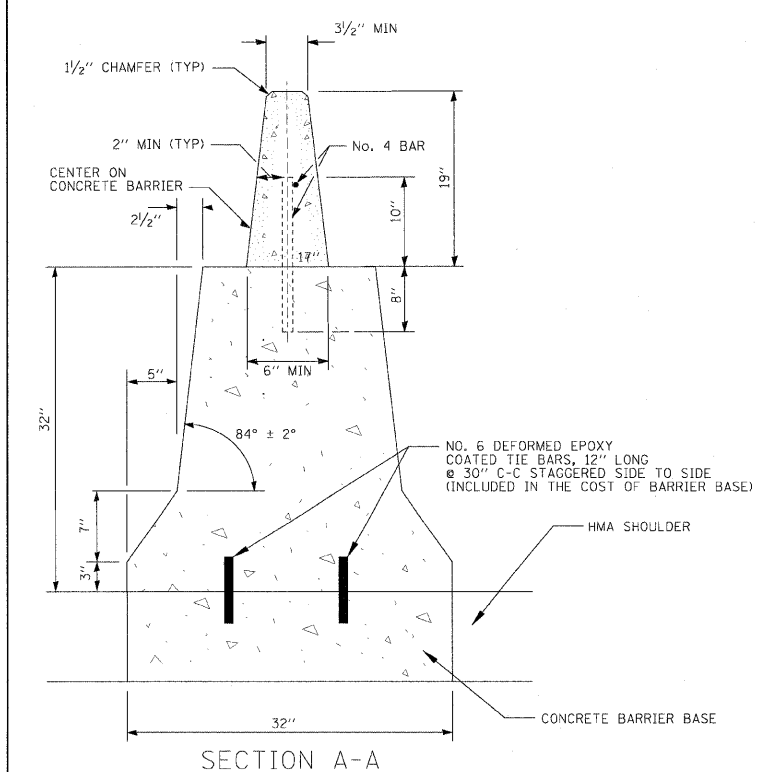
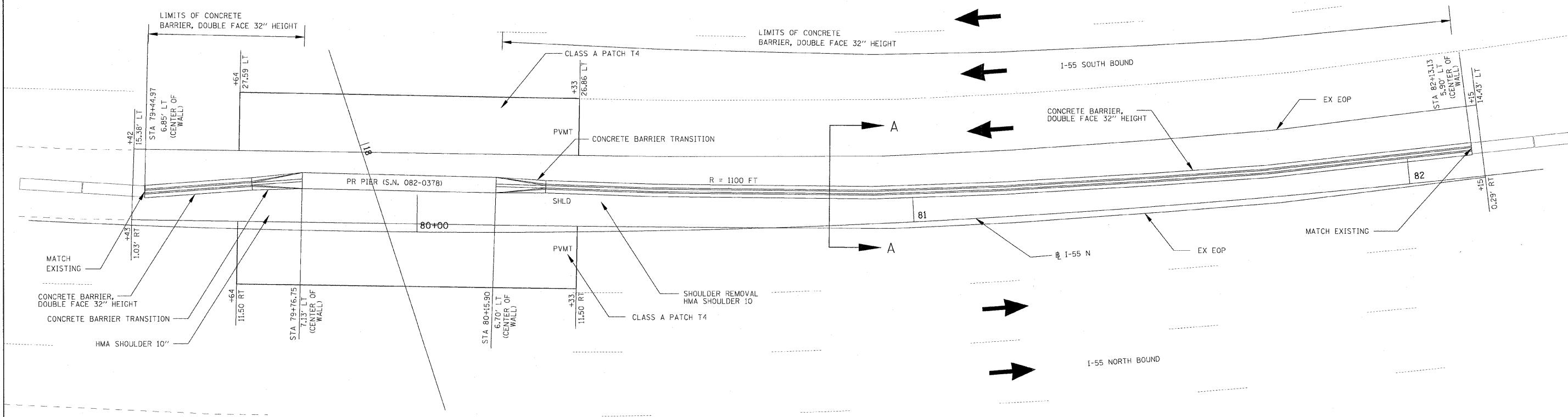
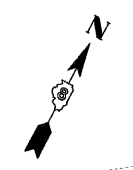
**INSIDE HANDRAIL ELEVATION**



TYPE 18-7 INTERNAL COUPLER

**RAIL COUPLER DETAIL**

\$DATE\$ \$TIME\$ \$FILE\$	FILE NAME =	USER NAME = #USER\$	DESIGNED - AFG	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PEDESTRIAN HANDRAIL DETAIL</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	#FILEL		DRAWN - AFG	REVISED -				70	82-2-1HB	ST. CLAIR	236	148
	PLOT SCALE = #SCALE#		CHECKED - DRH	REVISED -				CONTRACT NO. 76C55				
	PLOT DATE = #DATE#		DATE - OCTOBER 9, 2009	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				



**GENERAL NOTES**

1. CONTRACTOR OPTIONS FOR FILL BETWEEN BARRIER WALLS (WHEN NEEDED):  
 A. PLACE 4" CLASS SI CONCRETE.  
 B. PLACE 12" OF GRANULAR MATERIAL AT BASE BETWEEN WALLS.  
 C. PLACE GRANULAR MATERIAL FROM BASE TO BOTTOM OF 4" CAP. FORMING MATERIAL FOR 4" CAP MAY REMAIN IN PLACE.
2. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS. AT JOINTS WITH EXISTING BARRIER WALL TO REMAIN, SEE STANDARD 637006-02 FOR JOINT DETAILS.
3. ADJUST HEIGHT OF BARRIER ON LOW SIDE OF OFFSET OR SUPER-ELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF TYPE 5 BARRIER.
4. EXPANSION JOINTS SHOWN ON THIS DRAWING SHALL BE PREFORMED JOINT MATERIAL (BITUMINOUS TYPE) FILLER SHALL MEET AASHTO DESIGNATION M-33.
5. ALL REINFORCING STEEL SHALL BE GRADE 40 OR GRADE 60 MEETING THE REQUIREMENTS OF AASHTO M31 OR ASTM A615.
6. ALL WORK DETAILED HEREIN SHALL BE INCLUDED IN THE COST OF THE VARIOUS CONCRETE BARRIER PAY ITEMS.

CONCRETE BARRIER SCHEDULE							
LOCATION	SIDE	CONCRETE BARRIER DOUBLE FACE 32" (FT)	CONCRETE GLARE SCREEN (FT)	BARRIER WALL MARKERS (EA)	CONCRETE BARRIER TRANSITION (FT)	CONCRETE BARRIER BASE (FT)	PROTECTIVE COATING (SQ YD)
I-55 N							
STA 79+44.97 TO STA 79+76.75	LT	22	32	4	10	32	20
STA 80+15.90 TO STA 82+13.13	LT	187	197	4	10	197	124
TOTAL							

FILE NAME =	USER NAME = #USER#	DESIGNED - AGF	REVISED -
#FILE.#		DRAWN - AGF	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - DRH	REVISED -
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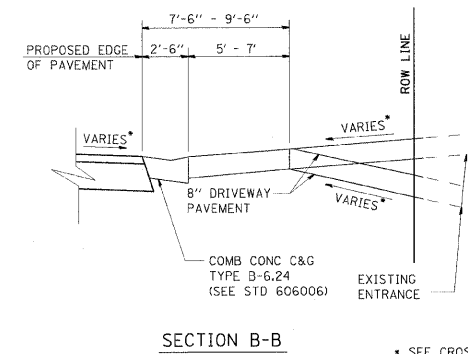
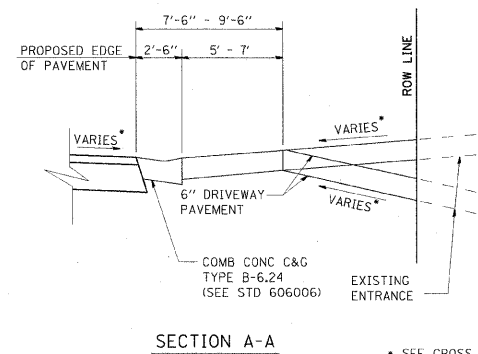
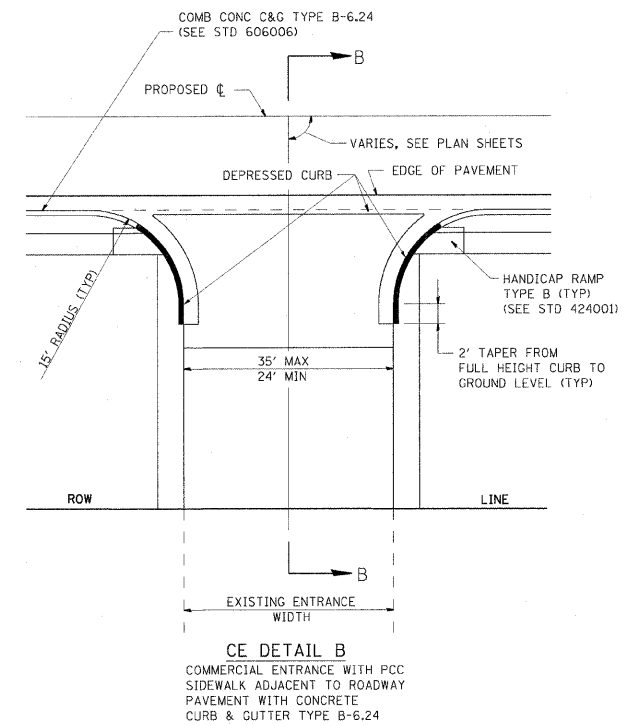
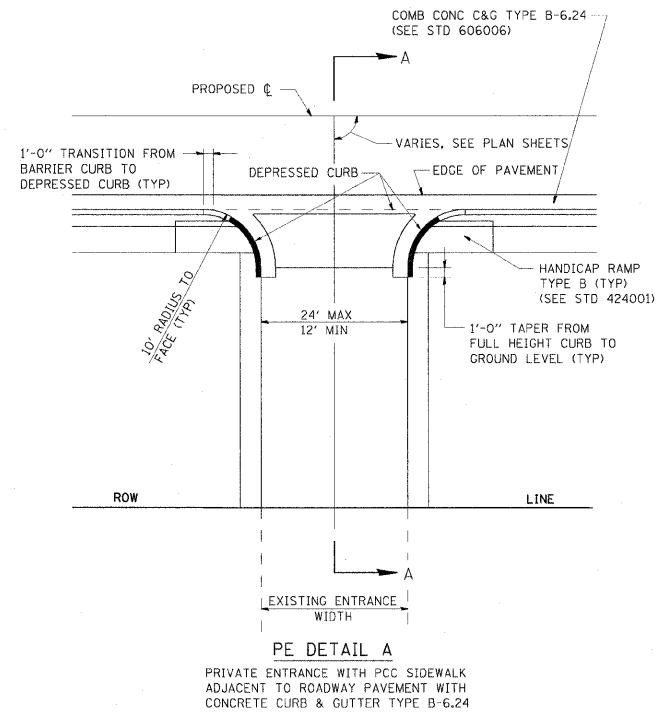
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE BARRIER DETAIL**

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-2-1HB	ST CLAIR	236	149
CONTRACT NO. 76C55				
ILLINOIS FED. AID PROJECT				





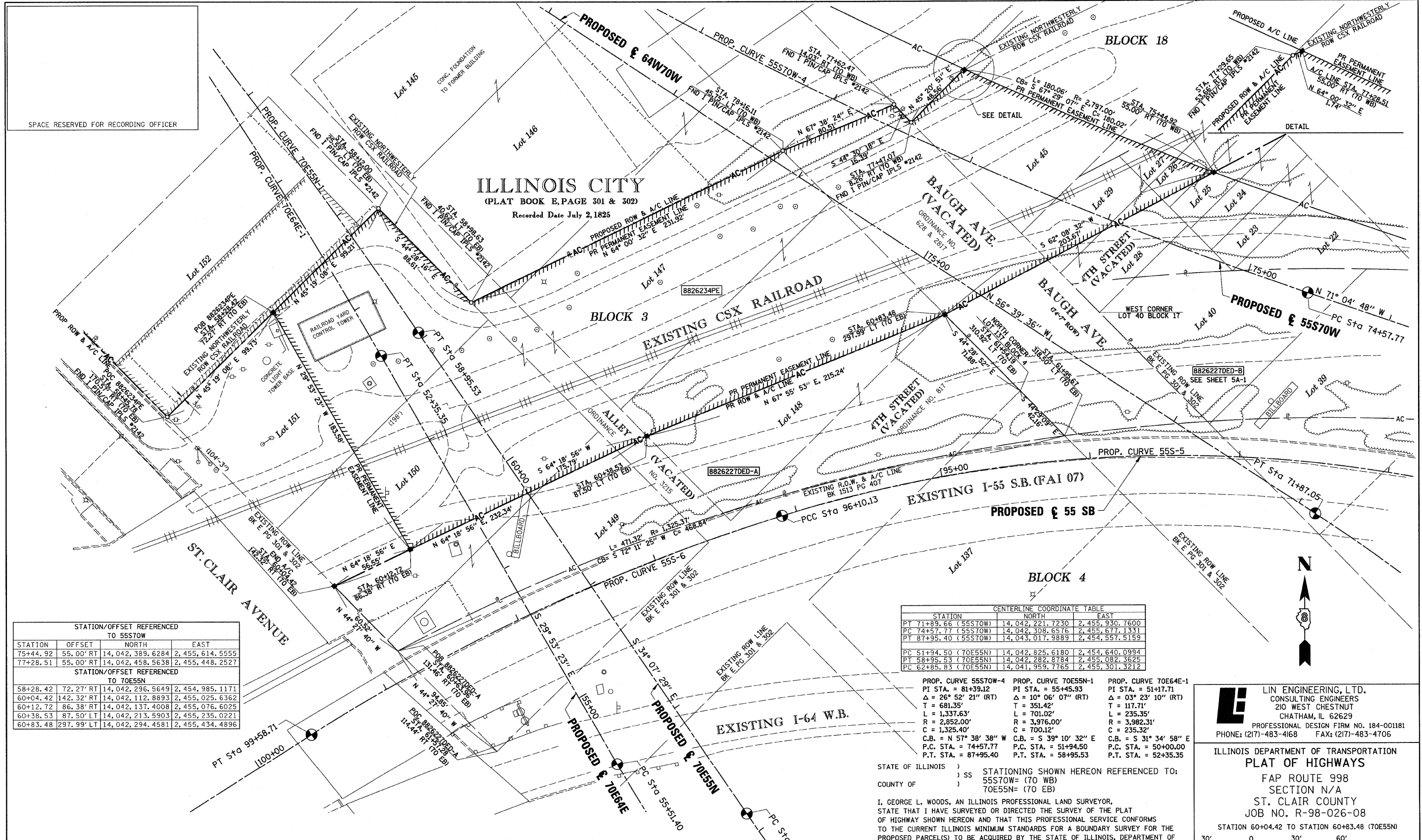
• SEE CROSS SECTIONS FOR SLOPE  
SEE PLANS FOR EXISTING SURFACE TYPE

• SEE CROSS SECTIONS FOR SLOPE  
SEE PLANS FOR EXISTING SURFACE TYPE

NOTE: ALL NON-TYPICAL RADII ARE SHOWN ON PLAN SHEETS

TYPE OF ENTRANCE	EXISTING MATERIAL	NEW ENTRANCE MATERIAL (BEYOND RADIUS RETURNS OR TAPERS)				
		PCC DRIVEWAY PAVEMENT (6")	PCC DRIVEWAY PAVEMENT (8")	INCIDENTAL HMA SURFACING (13")	AGGREGATE BASE COURSE TYPE B (2")	AGGREGATE SURFACE COURSE TYPE B (2")
PRIVATE	CONCRETE	X			X	
	BITUMINOUS			X		
	AGGREGATE					X
COMMERCIAL	CONCRETE		X			
	BITUMINOUS		X			
	AGGREGATE		X			

PART OF THE SW 14 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



STATION/OFFSET REFERENCED TO 55S70W			
STATION	OFFSET	NORTH	EAST
75+44.92	55.00' RT	14,042,389.6284	2,455,614.5555
77+28.51	55.00' RT	14,042,458.5638	2,455,448.2527

STATION/OFFSET REFERENCED TO 70E55N			
STATION	OFFSET	NORTH	EAST
58+28.42	72.27' RT	14,042,296.5649	2,454,985.1171
60+04.42	142.32' RT	14,042,112.8893	2,455,025.6362
60+12.72	86.38' RT	14,042,137.4008	2,455,076.6025
60+38.53	87.50' LT	14,042,213.5903	2,455,235.0221
60+83.48	297.99' LT	14,042,294.4581	2,455,434.4896

STATION	CENTERLINE COORDINATE TABLE	
	NORTH	EAST
PT 71+89.66 (55S70W)	14,042,221.7230	2,455,930.7600
PC 74+57.77 (55S70W)	14,042,308.6576	2,455,677.1331
PT 87+95.40 (55S70W)	14,043,017.9889	2,454,557.5159
PC 51+94.50 (70E55N)	14,042,825.6180	2,454,640.0994
PT 58+95.53 (70E55N)	14,042,282.8784	2,455,082.3625
PC 62+85.83 (70E55N)	14,041,959.7765	2,455,301.3212

PROP. CURVE 55S70W-4  
 PI STA. = 81+39.12  
 $\Delta = 26^\circ 52' 21''$  (RT)  
 $T = 681.35'$   
 $L = 1,337.63'$   
 $R = 2,852.00'$   
 $C = 1,325.40'$   
 C.B. = N 57° 38' 38" W  
 P.C. STA. = 74+57.77  
 P.T. STA. = 87+95.40

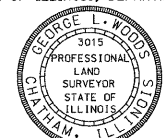
PROP. CURVE 70E55N-1  
 PI STA. = 55+45.93  
 $\Delta = 10^\circ 06' 07''$  (RT)  
 $T = 351.42'$   
 $L = 701.02'$   
 $R = 3,976.00'$   
 $C = 700.12'$   
 C.B. = S 39° 10' 32" E  
 P.C. STA. = 51+94.50  
 P.T. STA. = 58+95.53

PROP. CURVE 70E64E-1  
 PI STA. = 51+17.71  
 $\Delta = 03^\circ 23' 10''$  (RT)  
 $T = 117.71'$   
 $L = 235.35'$   
 $R = 3,982.31'$   
 $C = 235.32'$   
 C.B. = S 31° 34' 58" E  
 P.C. STA. = 50+00.00  
 P.T. STA. = 52+35.35

STATE OF ILLINOIS )  
 COUNTY OF )  
 STATIONING SHOWN HEREON REFERENCED TO:  
 55S70W = (70 WB)  
 70E55N = (70 EB)

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

DATED \_\_\_\_\_  
 GEORGE L. WOODS, PLS NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	ACQUISITION BY DEDICATION		REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS ACRES	SQ. FT.		PE = PERMANENT ACRES	TE = TEMPORARY SQ. FT.		
8826234PE	CSX TRANSPORTATION, INC. BK X PG XXX TITLE REPORT NO. SC-XXX.X	1				PE-L8487	PE-80,529	BRIDGE CONSTRUCTION & MAINTENANCE	XX-XX.X-XXX-XXX
8826227DED	CSX TRANSPORTATION, INC. PB G PG49, BK 37 PG 609, BK L5 PG 319 TITLE REPORT NO. SC-5633.2	0.7255 (A) 1.1548 (B)	0.7255 (A) 1.1548 (B)	31,603 (A) 50,304 (B)	0.7255 (A) 1.1548 (B)				02-07.0-503-001 02-07.0-503-002

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

COMPLETION DATE OF FIELD WORK PERFORMED		CONTRACT NO.	
LAND SURVEY:	ROW STAKING:		

**LINE ENGINEERING, LTD.**  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
 PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 998  
 SECTION N/A  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08

STATION 60+04.42 TO STATION 60+83.48 (70E55N)  
 SCALE: 1" = 30'  
 SHEET 4B OF

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			151	

PLOT DATE = 7/29/2009  
 PLOT SCALE = AS SHOWN  
 USER NAME = AUSER88

PART OF THE SW 14 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

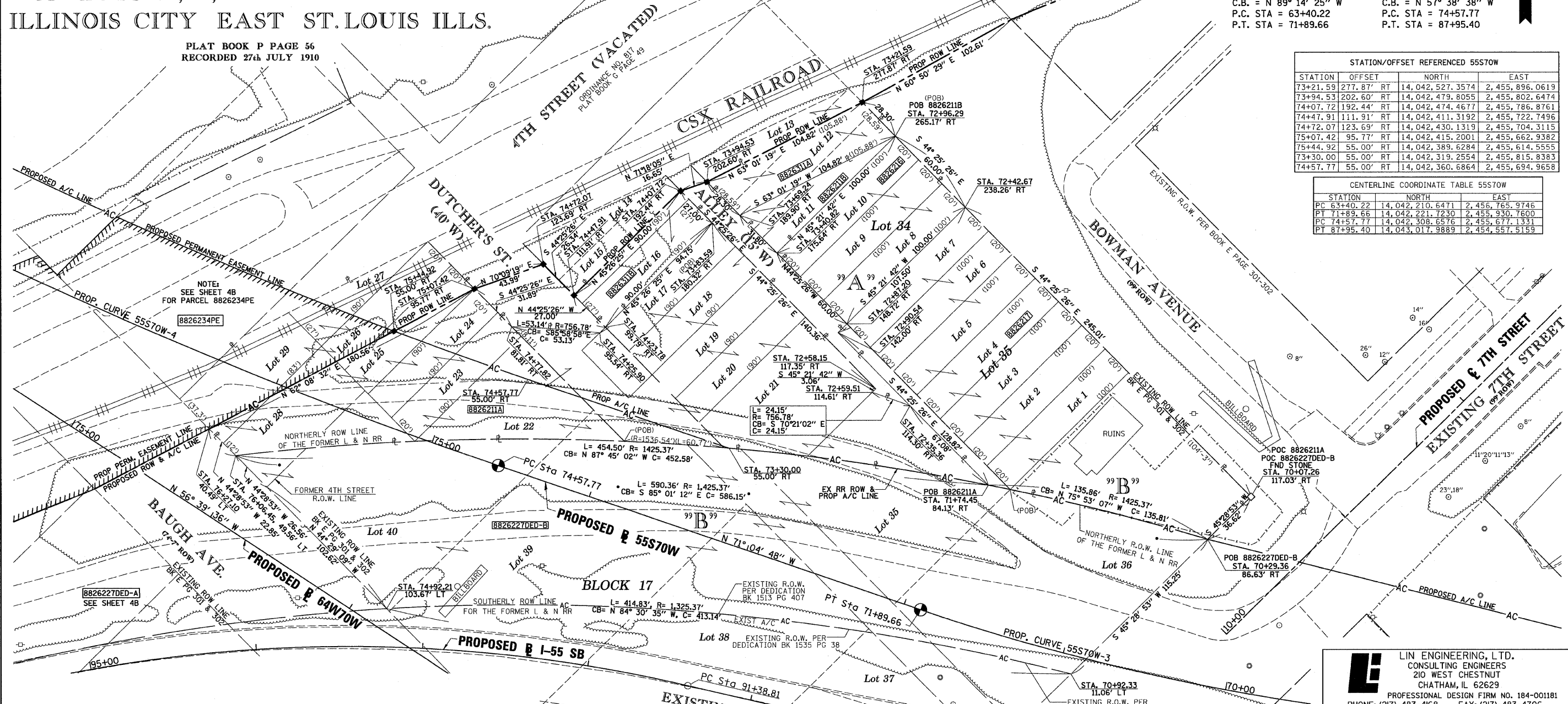
"A"  
 FISCHER SCHEIN CO'S SUBD  
 OF LOTS 33 & 34 AND PARTS  
 OF LOTS 35, 39, & 40 OF BLOCK 17  
 ILLINOIS CITY EAST ST. LOUIS ILLS.

PLAT BOOK P PAGE 56  
 RECORDED 27th JULY 1910

"B"  
 ILLINOIS CITY  
 PLAT BOOK E PAGE 301 & 302  
 RECORDED JULY 2nd 1825

PROP. CURVE 55S70W-3  
 PI STA. = 67+79.76  
 $\Delta = 36^\circ 19' 13''$  (RT)  
 T = 439.54'  
 L = 849.44'  
 R = 1,340.00'  
 C = 835.29'  
 C.B. = N 89° 14' 25" W  
 P.C. STA = 63+40.22  
 P.T. STA = 71+89.66

PROP. CURVE 55S70W-4  
 PI STA. = 81+39.12  
 $\Delta = 26^\circ 52' 21''$  (RT)  
 T = 681.35'  
 L = 1,337.63'  
 R = 2,852.00'  
 C = 1,325.40'  
 C.B. = N 57° 38' 38" W  
 P.C. STA = 74+57.77  
 P.T. STA = 87+95.40



STATION/OFFSET REFERENCED 55S70W				
STATION	OFFSET	RT	NORTH	EAST
73+21.59	277.87'	RT	14,042,527.3574	2,455,896.0619
73+94.53	202.60'	RT	14,042,479.8055	2,455,802.6474
74+07.72	192.44'	RT	14,042,474.4677	2,455,786.8761
74+47.91	111.91'	RT	14,042,411.3192	2,455,722.7496
74+72.07	123.69'	RT	14,042,430.1319	2,455,704.3115
75+07.42	95.77'	RT	14,042,415.2001	2,455,662.9382
75+44.92	55.00'	RT	14,042,389.6284	2,455,614.5555
73+30.00	55.00'	RT	14,042,319.2554	2,455,815.8383
74+57.77	55.00'	RT	14,042,360.6864	2,455,694.9658

CENTERLINE COORDINATE TABLE 55S70W			
STATION	NORTH	EAST	
PC 63+40.22	14,042,210.6471	2,456,765.9746	
PT 71+89.66	14,042,221.7230	2,455,930.7600	
PC 74+57.77	14,042,308.6576	2,455,677.1331	
PT 87+95.40	14,043,017.9889	2,454,557.5159	

NOTE:  
 SEE SHEET 4B  
 FOR PARCEL 8826234PE

NOTE:  
 SEE SHEET 4B FOR PARCELS 8826227DED-A  
 & 8826227DED-B PARCEL TABLE INFORMATION

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION		REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS ACRES	SQ. FT.			
8826211	CSX TRANSPORTATION, INC. TITLE REPORT NO. SC-5633.3, SC-5456.0 & SC-5438.0 TITLE REPORT NO. BK 2542 PG 2128-2130, BK 2508 PG 662, BK 2509 PG 2300, BK 2509 PG 2347, BK 1055 PG 187	0.7466	A=0.7101 B=0.0365	A=30,934 B=1,590		02-07.0-306-017 02-07.0-306-018 02-07.0-306-019 02-07.0-306-020 02-07.0-306-021 02-07.0-306-022 02-07.0-306-023 02-07.0-306-024 02-07.0-500-004(p1)	
8826216	MID AMERICA REAL ESTATE & DEVELOPMENT, INC. TITLE REPORT NO. SC-5461.0 BOOK 3625 PAGE 1907 & BOOK 3320 PAGE 1474	0.1377	0.1377	6,000	0.0000	02-07.0-306-037	
8826217	ARROW REALTY, INC. TITLE REPORT NO. SC-5462.0 BOOK 3324 PAGE 951	0.5066	0.5066	22,070	0.0000	02-07.0-306-038	
8826311	CITY OF EAST ST. LOUIS, ST. CLAIR COUNTY, ILLINOIS TITLE REPORT NO. SC-5425.0, BOOK 1054 PAGE 296	0.1208	A=0.0650 B=0.0558	A=2,830 B=2,430	0.0000	NONE	

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF )

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

DATED \_\_\_\_\_

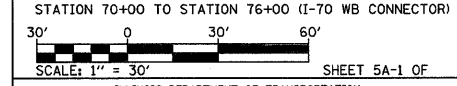
GEORGE L. WOODS, PLS NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010

SPACE RESERVED FOR RECORDING OFFICER



**L** LIN ENGINEERING, LTD.  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
 PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAT OF HIGHWAYS  
 FAP ROUTE 998  
 SECTION N/A  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	N/A	ST. CLAIR		152

CONTRACT NO. \_\_\_\_\_

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

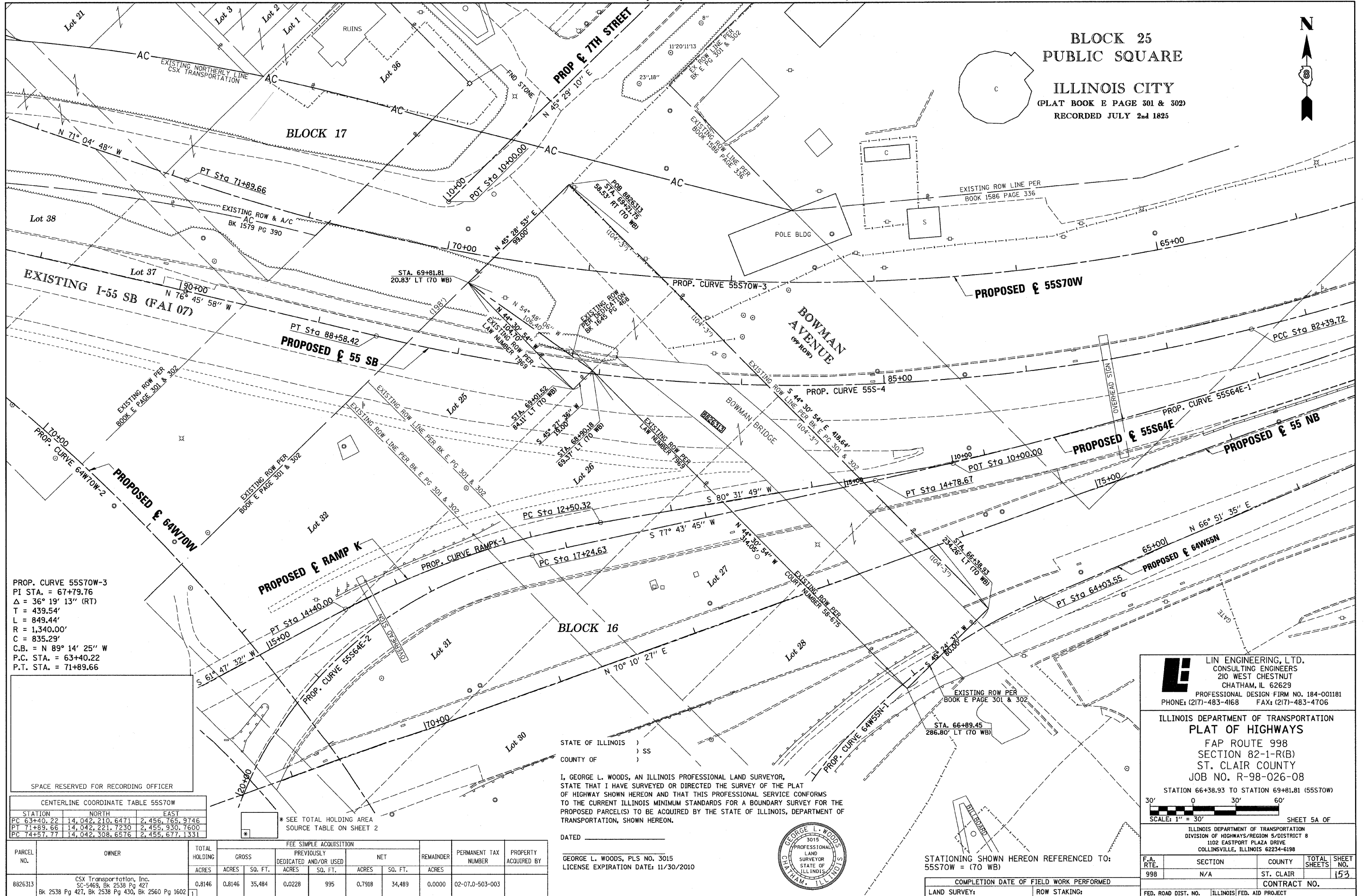
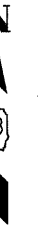
STATIONING SHOWN HEREON REFERENCED TO:  
 55S70W = (70 WB)

COMPLETION DATE OF FIELD WORK PERFORMED \_\_\_\_\_

LAND SURVEY: \_\_\_\_\_ ROW STAKING: \_\_\_\_\_

PART OF THE SW 14 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

BLOCK 25  
PUBLIC SQUARE  
ILLINOIS CITY  
(PLAT BOOK E PAGE 301 & 302)  
RECORDED JULY 2nd 1825



PROP. CURVE 55S70W-3  
PI STA. = 67+79.76  
Δ = 36° 19' 13" (RT)  
T = 439.54'  
L = 849.44'  
R = 1,340.00'  
C = 835.29'  
C.B. = N 89° 14' 25" W  
P.C. STA. = 63+40.22  
P.T. STA. = 71+89.66

SPACE RESERVED FOR RECORDING OFFICER

CENTERLINE COORDINATE TABLE 55S70W

STATION	NORTH	EAST
PC 63+40.22	14,042,210.6471	2,456,765.9746
PT 71+89.66	14,042,221.7230	2,455,930.7600
PC 74+57.77	14,042,308.6576	2,455,677.1331

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

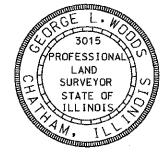
PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES	REMAINDER ACRES			
8826313	CSX Transportation, Inc. SC-5469, Bk 2538 Pg 427	0.8146	0.8146	0.0228	0.7918	0.0000	02-07.0-503-003		

STATE OF ILLINOIS )  
COUNTY OF ) SS

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

DATED \_\_\_\_\_

GEORGE L. WOODS, PLS NO. 3015  
LICENSE EXPIRATION DATE: 11/30/2010



STATIONING SHOWN HEREON REFERENCED TO:  
55S70W = (70 WB)

COMPLETION DATE OF FIELD WORK PERFORMED \_\_\_\_\_

LAND SURVEY: \_\_\_\_\_ ROW STAKING: \_\_\_\_\_

**LIN ENGINEERING, LTD.**  
CONSULTING ENGINEERS  
210 WEST CHESTNUT  
CHATHAM, IL 62629  
PROFESSIONAL DESIGN FIRM NO. 184-001181  
PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 998  
SECTION 82-1-R(B)  
ST. CLAIR COUNTY  
JOB NO. R-98-026-08

STATION 66+38.93 TO STATION 69+81.81 (55S70W)

SCALE: 1" = 30'

SHEET 5A OF \_\_\_\_\_

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
998	N/A	ST. CLAIR	153

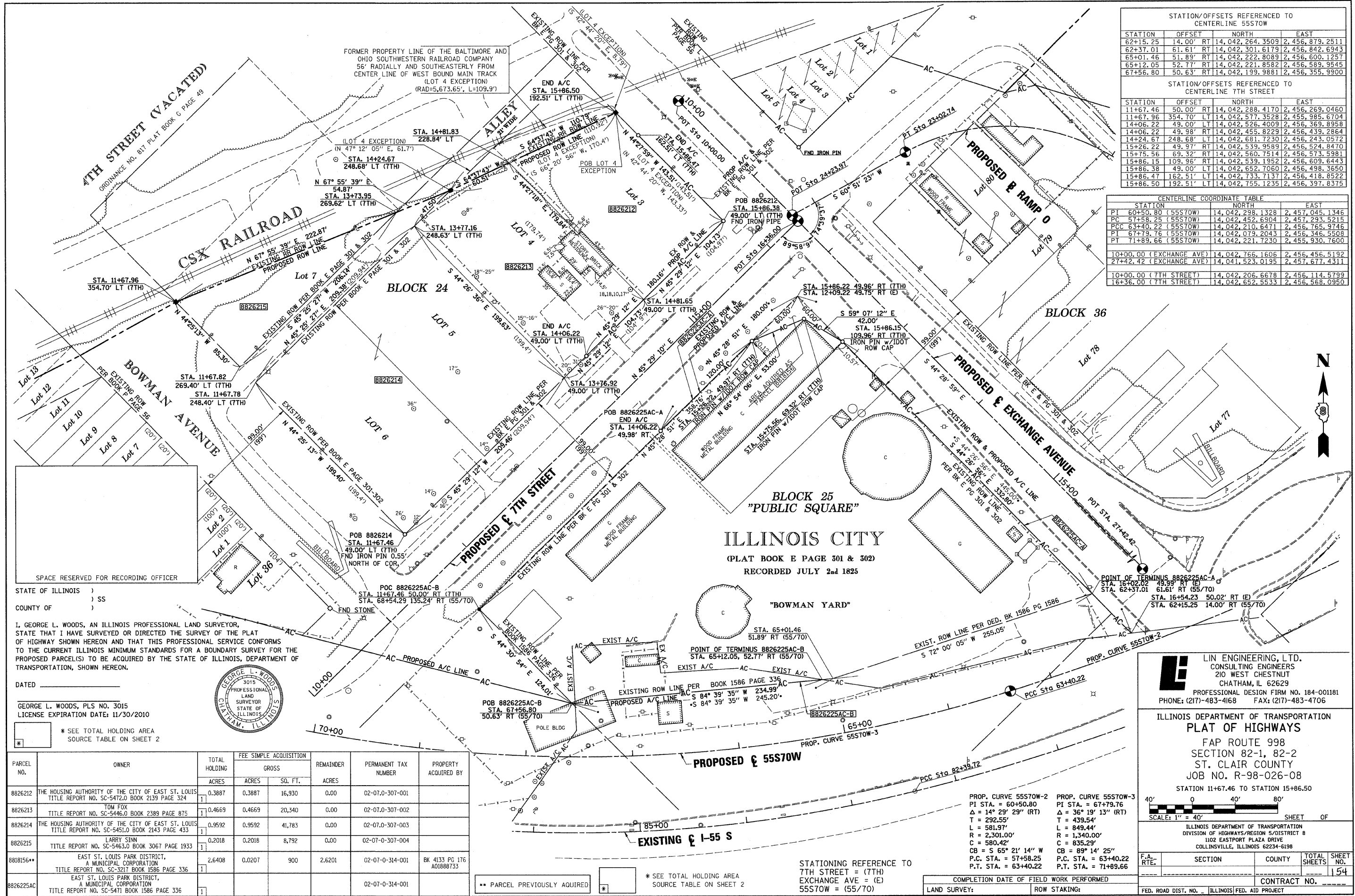
CONTRACT NO. \_\_\_\_\_

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

DATE = 7/29/2009  
SCALE = AS SHOWN  
USER NAME = MUSER

PART OF THE SW 1/4 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

06-29-09



STATION/OFFSETS REFERENCED TO CENTERLINE 55STW				
STATION	OFFSET	NORTH	EAST	
62+15.25	14.00'	RT	14,042,264.3509	2,456,879.2511
62+37.01	61.61'	RT	14,042,301.6179	2,456,842.6943
65+01.46	51.89'	RT	14,042,222.8089	2,456,600.1257
65+12.05	52.77'	RT	14,042,221.8582	2,456,589.9545
67+56.80	50.63'	RT	14,042,199.9881	2,456,355.9900

STATION/OFFSETS REFERENCED TO CENTERLINE 7TH STREET				
STATION	OFFSET	NORTH	EAST	
11+67.46	50.00'	RT	14,042,288.4170	2,456,269.0460
11+67.96	354.70'	LT	14,042,577.3528	2,455,985.6704
14+06.22	49.00'	LT	14,042,526.4009	2,456,369.8958
14+06.22	49.98'	RT	14,042,455.8229	2,456,439.2864
14+24.67	248.68'	LT	14,042,681.7230	2,456,243.0572
15+26.22	49.97'	RT	14,042,539.9589	2,456,524.8470
15+75.56	69.32'	RT	14,042,560.7514	2,456,573.5981
15+86.15	109.98'	RT	14,042,539.1952	2,456,609.6443
15+86.38	49.00'	LT	14,042,632.7063	2,456,498.3650
15+86.47	162.51'	LT	14,042,733.7137	2,456,418.8522
15+86.50	192.51'	LT	14,042,755.1235	2,456,397.8375

CENTERLINE COORDINATE TABLE			
STATION	NORTH	EAST	
PI 60+50.80 (55STW)	14,042,298.1328	2,457,045.1346	
PC 57+58.25 (55STW)	14,042,452.6904	2,457,293.5215	
PCC 63+40.22 (55STW)	14,042,210.6471	2,456,765.9746	
PI 67+79.76 (55STW)	14,042,079.2043	2,456,346.5508	
PT 71+89.66 (55STW)	14,042,221.7230	2,455,930.7600	
10+00.00 (EXCHANGE AVE)	14,042,766.1606	2,456,456.5192	
27+42.42 (EXCHANGE AVE)	14,041,523.0195	2,457,677.4311	
10+00.00 (7TH STREET)	14,042,206.6678	2,456,114.5799	
16+36.00 (7TH STREET)	14,042,652.5533	2,456,568.0950	

STATE OF ILLINOIS )  
 COUNTY OF )  
 I, GEORGE L. WOODS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED OR DIRECTED THE SURVEY OF THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.  
 DATED \_\_\_\_\_  
 GEORGE L. WOODS, PLS NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010  
 \* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2



PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION		REMAINDER	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	SQ. FT.			
8826212	THE HOUSING AUTHORITY OF THE CITY OF EAST ST. LOUIS TITLE REPORT NO. SC-5472.0 BOOK 2139 PAGE 324	0.3887	0.3887	16,330	0.00	02-07.0-307-001	
8826213	TOM FOX TITLE REPORT NO. SC-5446.0 BOOK 2389 PAGE 875	0.4669	0.4669	20,340	0.00	02-07.0-307-002	
8826214	THE HOUSING AUTHORITY OF THE CITY OF EAST ST. LOUIS TITLE REPORT NO. SC-5451.0 BOOK 2143 PAGE 433	0.9592	0.9592	41,783	0.00	02-07.0-307-003	
8826215	LARRY SINN TITLE REPORT NO. SC-5463.0 BOOK 3067 PAGE 1933	0.2018	0.2018	8,792	0.00	02-07.0-307-004	
8818156**	EAST ST. LOUIS PARK DISTRICT, A MUNICIPAL CORPORATION TITLE REPORT NO. SC-3217 BOOK 1586 PAGE 336	2.6408	0.0207	900	2.6201	02-07.0-314-001	BK 4133 PG 176 A01888733
8826225AC	EAST ST. LOUIS PARK DISTRICT, A MUNICIPAL CORPORATION TITLE REPORT NO. SC-5471 BOOK 1586 PAGE 336					02-07.0-314-001	

**LINE ENGINEERING, LTD.**  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
 PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 998  
 SECTION 82-1, 82-2  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08  
 STATION 11+67.46 TO STATION 15+86.50

40'	0	40'	80'
SCALE: 1" = 40'			
SHEET OF			
ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINGSVILLE, ILLINOIS 62234-6198			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
			154
COMPLETION DATE OF FIELD WORK PERFORMED		CONTRACT NO.	
LAND SURVEY:	ROW STAKING:	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	

STATIONING REFERENCE TO 7TH STREET = (7TH)  
 EXCHANGE AVE = (E)  
 55STW = (55/70)

PROP. CURVE 55STW-2  
 PI STA. = 60+50.80  
 Δ = 14° 29' 29" (RT)  
 T = 292.55'  
 L = 581.97'  
 R = 2,301.00'  
 C = 580.42'  
 CB = S 65° 21' 14" W  
 P.C. STA. = 57+58.25  
 P.T. STA. = 63+40.22

PROP. CURVE 55STW-3  
 PI STA. = 67+79.76  
 Δ = 36° 19' 13" (RT)  
 T = 439.54'  
 L = 849.44'  
 R = 1,340.00'  
 C = 835.29'  
 CB = 89° 14' 25"  
 P.C. STA. = 63+40.22  
 P.T. STA. = 71+89.66

PART OF THE SW 14 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

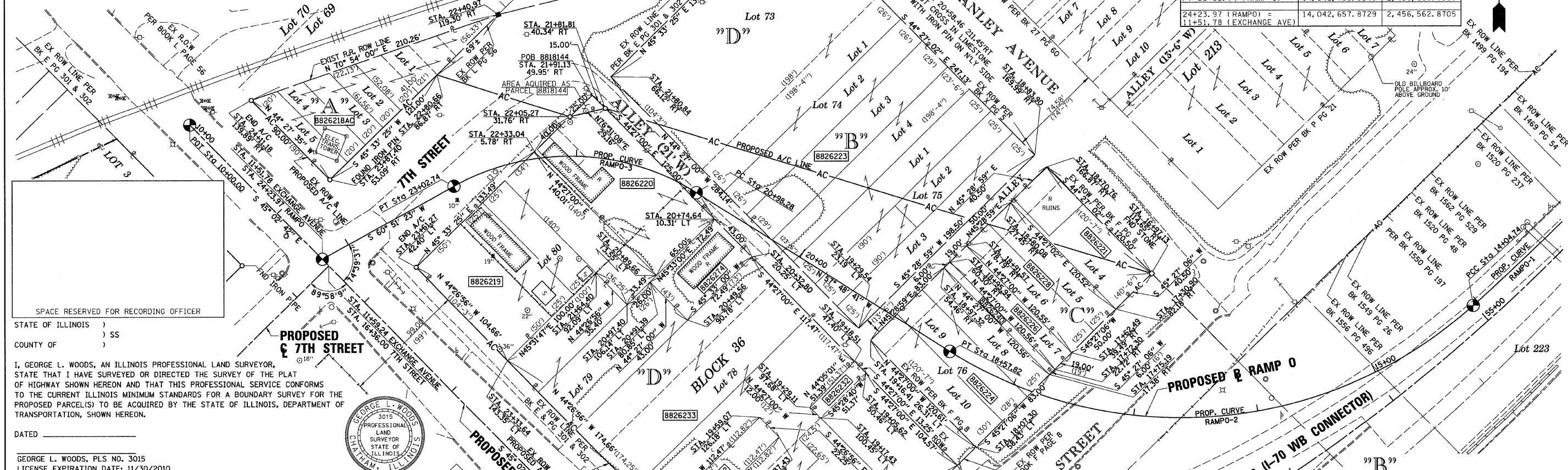
14-11-02

PROP. CURVE RAMPO-3 PI STA. = 22+11.54 Δ = 61° 19' 55" (LT) D = 29° 59' 52" R = 191.00' T = 113.25' L = 204.46' E = 31.05' P.C. STA. = 20+98.28 P.T. STA. = 23+02.74	PROP. CURVE RAMPO-2 PI STA. = 16+69.30 Δ = 74° 10' 12" (RT) D = 16° 22' 13" R = 350.00' T = 264.56' L = 453.08' E = 88.74' P.C. STA. = 14+04.74 P.T. STA. = 18+57.82	PROP. CURVE RAMPO-1 PI STA. = 12+06.12 Δ = 2° 37' 37" D = 2,181.17' R = 199.73' L = 398.35' E = 9.13' P.C. STA. = 10+06.39 P.T. STA. = 14+04.74
---	---	---

STATION/OFFSETS REFERENCED TO BASELINE RAMP 0			
STATION	OFFSET	NORTH	EAST
20+64.23	289.04' RT	14,042,938.2130	2,457,046.3118
22+40.98	119.30' RT	14,042,855.0857	2,456,704.6058
24+11.18	139.89' RT	14,042,786.2845	2,456,505.9191

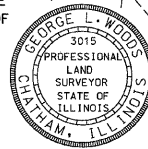
CENTERLINE COORDINATE TABLE			
STATION	NORTH	EAST	
PCC 14+04.74 (RAMP 0)	14,042,619.6717	2,457,487.5825	
PT 18+57.82 (RAMPO)	14,042,583.6435	2,457,067.0240	
PC 20+98.28 (RAMP 0)	14,042,711.7383	2,456,863.5225	
PT 23+02.74 (RAMP 0)	14,042,716.9149	2,456,668.7587	
24+23.97 (RAMPO) =	14,042,657.8729	2,456,562.8705	
11+51.78 (EXCHANGE AVE)			



SPACE RESERVED FOR RECORDING OFFICER

STATE OF ILLINOIS )  
COUNTY OF )

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



DATED \_\_\_\_\_

GEORGE L. WOODS, PLS NO. 3015  
LICENSE EXPIRATION DATE: 11/30/2010

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION		REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS ACRES	SQ. FT.			
8826218AC	CENTRAL ILLINOIS PUBLIC SERVICE COMPANY d/b/a AMGENCIPS, AN ILLINOIS CORPORATION TITLE REPORT NO. SC-5447.0 BOOK 4172, PAGES 1209-1210, 1291-1296,1491-1492,1573-1578	0.1963				02-07.0-308-026	
8826219	WILLIE J. MUMPHARD TITLE REPORT NO. SC-5477.0, SC-5474.0, SC-5475.0, SC-5476.0, SC-5481.0 BK 3486 PG 1410-1412, PG 1413-1414, PG 1416-1417, BK 4295 PG 19-21	0.3479	0.3479	15,153	0.00	02-07.0-315-022 02-07.0-315-027 02-07.0-315-023 02-07.0-315-025 02-07.0-315-024 02-07.0-315-036(P1) 02-07.0-315-037	
8826220	ANDREW L. JACKSON AND MATTIE L. JACKSON, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. SC-5448.0 BOOK 2478 PAGE 2043	0.2046	0.2046	8,913	0.00	02-07.0-315-021	
8826221	JAMES H. CODY, SR. TITLE REPORT NO. SC-5484.0 BOOK 2830 PAGE 235	0.1120	0.1120	4,881	0.00	02-07.0-315-013	
8818144**	ANDREW L. JACKSON AND MATTIE L. JACKSON, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. SC-3793.0	0.0043	0.0043	188	0.00	02-07.0-315-021	BK 4074 PG 2286-2288 A01862744
8826222	E.J. SIERNON TITLE REPORT NO. SC-5480.0, BK 2501 PG 2132	0.0574	0.0574	2,502	0.00	02-07.0-315-041	
8826223	V.I., AND S.I. SECURITIES, AS TENANTS IN COMMON TITLE REPORT NO. SC-5590.0, & SC-5470.0 BOOK 4295 PAGES 19-21	1.2682	1.2682	55,242	0.00	02-07.0-315-010 02-07.0-315-042 02-07.0-315-045 02-07.0-315-046	
8826224	V.I., INC. AND S.I. SECURITIES, AS TENANTS IN COMMON TITLE REPORT NO. SC-5487.0, BOOK 4295 PAGES 19-21	0.2298	0.2298	10,009	0.00	02-07.0-315-047	
8826226	V.I., INC. AND S.I. SECURITIES, AS TENANTS IN COMMON TITLE REPORT NO. SC-5997.0, BOOK 4295 PAGES 19	0.0526	0.0526	2,291	0.00	02-07.0-315-016	
8826228	CITY OF EAST ST. LOUIS TITLE REPORT NO. SC-5485.0, BOOK 2411 PAGE 2263	0.1384	0.1384	6,027	0.00	02-07.0-315-044	
8826232	FRANK KRUTA AND STELLA KRUTA, HIS WIFE AS JOINT TENANTS TITLE REPORT NO. SC-5482.0, BOOK 640 PAGE 290	0.0149	0.0149	649	0.00	02-07.0-315-036(P1)	
8826233	V.I., INC. AND S.I. SECURITIES, AS TENANTS IN COMMON TITLE REPORT NO. SC-5479.0, 5481.0, 5483.0 BK 4295 PG 19	1.1606	1.1606	50,557	0.00	02-07.0-315-036(P1) 02-07.0-315-037 02-07.0-315-038 02-07.0-315-048	
8826240	ST. CLAIR COUNTY AS TRUSTEE TITLE REPORT NO. SC-5997.2, BOOK 3111 PAGE 1663	0.0166	0.0166	723	0.00	02-07.0-315-017	
8826274	CARL OAKS TITLE REPORT NO. SC-5478.0 BOOK 3388 PAGES 711 & 712	0.0716	0.0716	3,117	0.00	02-07.0-315-029	

ILLINOIS CITY  
(PLAT BOOK E PAGE 301-302)  
RECORDED JULY 2nd 1825

BOWMAN'S SUBDIVISION OF LOTS  
75, 76, 243, 244, 245, 246, 251, 252, 313, 314, 329, 30, 407, 408, 411, 412,  
413, & 414 OF THE PLATED TOWN OF ILLINOIS CITY  
NOW PART OF THE CITY OF EAST ST. LOUIS  
(PLAT BOOK F PAGE 8)  
RECORDED JULY 20th 1891

O'CONNOR'S  
SUBDIVISION  
OF LOT 74, BLOCK 36  
ILLINOIS CITY SUBDIVISION  
EAST ST. LOUIS, ILL.  
(PLAT BOOK X PAGE 5) RECORDED MAY 21st 1920

**L** LIN ENGINEERING, LTD.  
CONSULTING ENGINEERS  
210 WEST CHESTNUT  
CHATHAM, ILL. 62629  
PROFESSIONAL DESIGN FIRM NO. 184-001181  
PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 998  
SECTION 82-1-1HB  
ST. CLAIR COUNTY  
JOB NO. R-98-026-08  
STATION 16+97.13 TO STATION 24+11.18  
SCALE: 1" = 40'  
SHEET 6 OF

F.A.P. RTE. 998	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 155
COMPLETION DATE OF FIELD WORK PERFORMED		CONTRACT NO. _____	
LAND SURVEY:	ROW STAKING:	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

PLOT DATE = 4/18/2009  
SCALE = AS SHOWN  
USER NAME = MUSER8

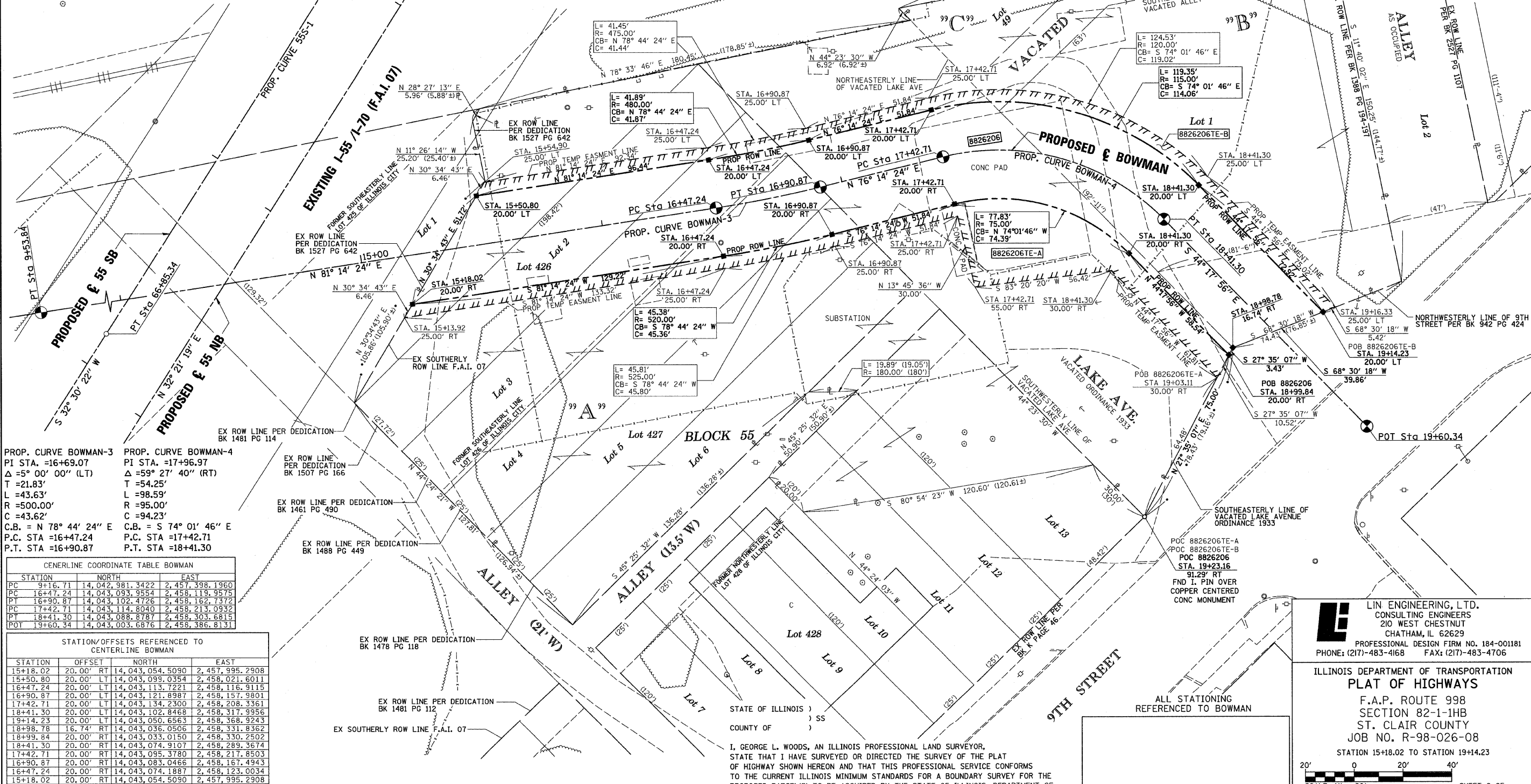


PART OF THE SE 1/4 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

"A"  
 SUBDIVISION OF LOTS 427 &  
 428 & PART OF LOTS 425 & 426  
 BLOCK 55 ILLINOIS CITY  
 NOW A PART OF EAST ST. LOUIS, ILL  
 (PLAT BOOK K PAGE 46)  
 RECORDED MARCH 24th, 1904

"B"  
 GROSS SUBDIVISION OF LOT No. 48  
 CAHOKIA COMMONS  
 (PLAT BOOK "B" PAGE 47)  
 RECORDED SEPTEMBER 26th 1875

"C"  
 LOT No. 49 CAHOKIA  
 COMMONS PART OF  
 U.S. SURVEY 777  
 (DEED BOOK "M" PAGE 11)



PROP. CURVE BOWMAN-3  
 PI STA. =16+69.07  
 Δ = 5° 00' 00" (LT)  
 T = 21.83'  
 L = 43.63'  
 R = 500.00'  
 C = 43.62'  
 C.B. = N 78° 44' 24" E  
 P.C. STA = 16+47.24  
 P.T. STA = 16+90.87

PROP. CURVE BOWMAN-4  
 PI STA. =17+96.97  
 Δ = 59° 27' 40" (RT)  
 T = 54.25'  
 L = 98.59'  
 R = 95.00'  
 C = 94.23'  
 C.B. = S 74° 01' 46" E  
 P.C. STA = 17+42.71  
 P.T. STA = 18+41.30

STATION	NORTH	EAST
PC 9+16.71	14,042,981.3422	2,457,398.1960
PC 16+47.24	14,043,093.9554	2,458,119.9575
PT 16+90.87	14,043,102.4726	2,458,162.7372
PC 17+42.71	14,043,114.8040	2,458,213.0932
PT 18+41.30	14,043,088.8787	2,458,303.6815
POT 19+60.34	14,043,003.6876	2,458,386.8131

STATION	OFFSET	NORTH	EAST
15+18.02	20.00' RT	14,043,054.5090	2,457,995.2908
15+50.80	20.00' LT	14,043,099.0354	2,458,021.6011
16+47.24	20.00' LT	14,043,113.7221	2,458,116.9115
16+90.87	20.00' LT	14,043,121.8987	2,458,157.9801
17+42.71	20.00' LT	14,043,134.2300	2,458,208.3361
18+41.30	20.00' LT	14,043,102.8468	2,458,317.9356
19+14.23	20.00' LT	14,043,050.6563	2,458,368.9243
18+98.78	16.74' RT	14,043,036.0506	2,458,331.8362
18+99.84	20.00' RT	14,043,033.0150	2,458,330.2502
18+41.30	20.00' RT	14,043,074.9107	2,458,289.3674
17+42.71	20.00' RT	14,043,095.3780	2,458,217.8503
16+90.87	20.00' RT	14,043,083.0466	2,458,167.4943
16+47.24	20.00' RT	14,043,074.1887	2,458,123.0034
15+18.02	20.00' RT	14,043,054.5090	2,457,995.2908

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION ACRES	REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
					PE = PERMANENT ACRES	TE = TEMPORARY SQ. FT.			
8826206	CENTRAL ILLINOIS PUBLIC SERVICE COMPANY d/b/a AMERENCIPI TITLE REPORT NO. SC-6011 BOOK 4172 PAGE 1209-1211, 1301-1303, 1491-1492, 1583-1585	1.6655	0.3411	14,860	1.3244	TE-A 0.0814 TE-B 0.0411	TE-A 3,544 TE-B 1,919	FONDATION REMOVAL & GRADING	02-07.0-402-043 02-07.0-403-001 02-07.0-403-003 02-07.0-403-002 02-07.0-403-004

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

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



DATED \_\_\_\_\_  
 GEORGE L. WOODS, PLS NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010

**LIN ENGINEERING, LTD.**  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
 PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 F.A.P. ROUTE 998  
 SECTION 82-1-1HB  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08  
 STATION 15+18.02 TO STATION 19+14.23

SCALE: 1" = 20'  
 SHEET 8 OF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1-1HB	ST. CLAIR	157	157

COMPLETION DATE OF FIELD WORK PERFORMED \_\_\_\_\_  
 LAND SURVEY: \_\_\_\_\_  
 ROW STAKING: \_\_\_\_\_  
 FED. ROAD DIST. NO. \_\_\_\_\_ ILLINOIS FED. AID PROJECT \_\_\_\_\_



**ILLINOIS CITY**  
 PLAT BOOK E PAGE 301-302  
 RECORDED JULY 2nd 1825

**BOWMAN'S SUBDIVISION**  
 OF LOTS 91, 92, 93, 94, & 96  
 BLOCK 34 IN ILLINOIS CITY

**H D SEXTON'S SUBDIVISION**  
 OF LOTS 83, 84,  
 221, & 222  
 BOOK D PAGE 208  
 RECORDED AUGUST 24TH 1890

PROP. CURVE RAMP P-3  
 PI STA. = 29+84.93  
 $\Delta = 16^\circ 03' 07''$  (LT)  
 $D = 01^\circ 54' 35''$   
 $T = 423.01'$   
 $L = 840.48'$   
 $R = 3,000.00'$   
 $C = 837.74'$   
 $CB = N 45^\circ 42' 07'' E$   
 P.C. STA. = 25+61.92  
 P.T. STA. = 34+02.41

BOOK G PAGE 22  
 RECORDED AUGUST 18TH 1893

STATION/OFFSETS REFERENCED TO  
 CENTERLINE RELOCATED BAUGH AVENUE,  
 9TH STREET, & RAMP P

STATION	OFFSET	NORTH	EAST
2+25.75 (9TH)	42.15' LT	14,042,064.7417	2,457,492.1237
22+26.08 (E)	247.38' LT		
3+43.36 (9TH)	37.66' RT	14,042,039.0502	2,457,352.3347
21+46.46 (E)	129.64' LT		
4+04.41 (9TH)	56.80' LT	14,041,928.9149	2,457,375.1438
22+41.02 (E)	68.74' LT		
4+19.45 (9TH)	131.33' LT	14,041,865.2699	2,457,416.7386
23+15.57 (E)	53.82' LT		
27+22.36 (RP)	70.28' RT	14,042,113.9488	2,457,278.8772
20+41.55 (E)	129.71' LT		
28+37.16 (RP)	61.96' RT	14,042,196.3658	2,457,362.7931
28+57.71 (RP)	60.95' RT	14,042,211.0806	2,457,377.7755
28+87.19 (RP)	59.76' RT	14,042,232.1653	2,457,399.2437
29+11.77 (RP)	58.98' RT	14,042,249.7373	2,457,417.1353
29+36.36 (RP)	58.42' RT	14,042,267.3093	2,457,435.0268
29+60.96 (RP)	58.06' RT	14,042,284.8813	2,457,452.9184
30+13.23 (RP)	42.04' RT	14,042,333.5043	2,457,479.6852

CENTERLINE COORDINATE TABLE

STATION	NORTH	EAST
POT 1+69.50 (9TH STREET)	14,042,134.2505	2,457,502.6066
PI 4+73.06 (9TH STREET)	14,041,921.1900	2,457,286.3805
PI 21+84.33 (EXCHANGE AVE)		
PCC 25+61.92 (RAMP P)	14,042,069.9737	2,457,107.5855
PT 34+02.41 (RAMP P)	14,042,655.0426	2,457,707.1670

STATE OF ILLINOIS )  
 COUNTY OF ) SS

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

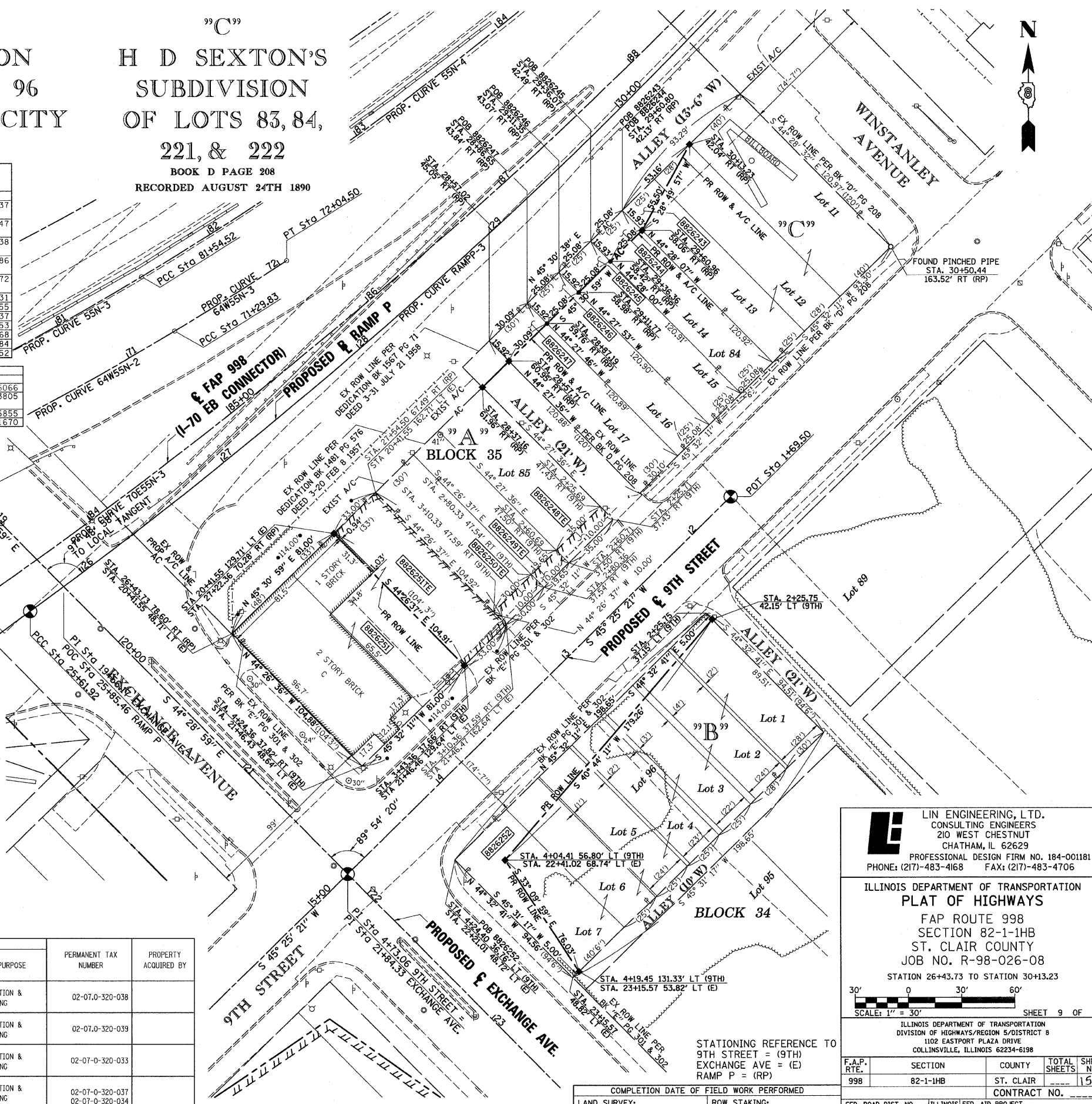
DATED \_\_\_\_\_

GEORGE L. WOODS, PLS NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010

\* SEE TOTAL HOLDING AREA  
 SOURCE TABLE ON SHEET 2

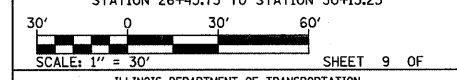


PARCEL NO.	OWNER	TOTAL HOLDING		FEE SIMPLE ACQUISITION		REMAINDER	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
		ACRES	SQ. FT.	ACRES	SQ. FT.					
8826243	DRURY DISPLAYS, INC., A MISSOURI CORPORATION TITLE REPORT NO. SC-5499.0, SC-5498.0, SC-5497.0 BK 2655 PG 1764, BK 2957 PG 2276, BK	0.2590		0.0097	423	0.2493	02-07-0-320-015 02-07-0-320-016 02-07-0-320-017			
8826244	PAMELA M. ZENO TITLE REPORT NO. SC-5496.0 BOOK 3265 PAGE 1700	0.0696		0.0092	399	0.0604	02-07-0-320-018			
8826245	JULIUS C. BROWN TITLE REPORT NO. SC-5495.0 BOOK 3806 PAGE 560	0.0696		0.0092	399	0.0604	02-07-0-320-019			
8826246	ROBERT MOSLEY TITLE REPORT NO. SC-5494.0 BOOK 2940 PAGE 1308	0.0696		0.0092	399	0.0604	02-07-0-320-020			
8826247	ROBERT S. MOSLEY AND VERNELL L. MOSLEY AS JOINT TENANTS TITLE REPORT NO. SC-5493.0 BOOK 2571 PAGE 972	0.0835		0.0110	479	0.0725	02-07-0-320-021			
8826252	ROBERT S. MOSLEY AND VERNELL MOSLEY, AS JOINT TENANTS TITLE REPORT NO. SC-5615.0, SC-5582.0, SC-5581.0, SC-5579.0, SC-6065.0 BK 3687 PG 668, 669, 678-679; BK 2802 PG 1997 BK 2808 PG 215;	0.4311		0.0818	3,565	0.3493	02-07-0-406-069 02-07-0-406-044 02-07-0-406-033 02-07-0-406-067 02-07-0-406-037 02-07-0-406-041 02-07-0-406-039			
PARCEL NO.	OWNER	TOTAL HOLDING		FEE SIMPLE ACQUISITION		REMAINDER	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	SQ. FT.	ACRES	SQ. FT.		PE = PERMANENT TE = TEMPORARY	EASEMENT PURPOSE		
8826248TE	ROBERT S. MOSLEY TITLE REPORT NO. SC-5492.0 BOOK 2954 PAGE 1218	0.0843				0.0843	TE 0.0080	TE 350	02-07-0-320-038	
8826249TE	PAMELA M. WARD TITLE REPORT NO. SC-5491.0 BOOK 3989 PAGE 1479	0.0473				0.0473	TE 0.0045	TE 196	02-07-0-320-039	
8826250TE	ROBERT S. MOSLEY TITLE REPORT NO. SC-5490.0 BOOK 2954 PAGE 1218	0.0723				0.0723	TE 0.0069	TE 300	02-07-0-320-033	
8826251	ROBERT S. MOSLEY AND VERNELL L. MOSLEY, AS JOINT TENANTS TITLE REPORT NO. SC-5488.0, SC-5489 BK 2571 PG 972-973	0.2745		0.1951	8,496	0.0794	TE 0.0795	TE 3,462	02-07-0-320-037 02-07-0-320-034	



**LIN ENGINEERING, LTD.**  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
 PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 998  
 SECTION 82-1-1HB  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08  
 STATION 26+43.73 TO STATION 30+13.23



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.
998	82-1-1HB	ST. CLAIR	158	158

COMPLETION DATE OF FIELD WORK PERFORMED \_\_\_\_\_  
 LAND SURVEY: \_\_\_\_\_ ROW STAKING: \_\_\_\_\_  
 FED. ROAD DIST. NO. \_\_\_\_\_ ILLINOIS FED. AID PROJECT

PLAT DATE = 4/15/2009  
 PLOT SCALE = 1\"/>

**PART OF THE SW 1/4 OF SECTION 7, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS**

04/10/09 (REV 04/20/09)

PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION		REMAINDER	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			ACRES	SQ. FT.		ACRES	SO. FT.			PE = PERMANENT TE = TEMPORARY
8826253	RANDOLPH AND ASSOCIATION PARTNERSHIP TITLE REPORT NO. SC-5586 BOOK 2489 PAGE 967	1	0.0576	0.0231	1,006	0.0345	TE 0.0106	TE 462	CONSTRUCTION AND GRADING	02-07-0-324-001
8826254	SCOTT R. RANDOLPH AND WILLENE RANDOLPH, HIS WIFE, AS TENANTS IN COMMON TITLE REPORT NO. SC-5622.0 BK 3656 PG 294, 295 & BK 2409 PG 565	1	0.1736	0.0115	499	0.1621	TE 0.0087	TE 380	CONSTRUCTION AND GRADING	02-07-0-324-002
8826255	MAURY WARR TITLE REPORT NO. SC-5587.0 BOOK 3277 PAGE 103-104	1	0.0908			0.0908	TE 0.0045	TE 197	CONSTRUCTION AND GRADING	02-07-0-324-004
8826256	NINTH STREET CHURCH OF GOD IN CHRIST TITLE REPORT NO. SC-5620.0 BOOK 2439 PAGE 1934	1	0.0908			0.0908	TE 0.0045	TE 197	CONSTRUCTION AND GRADING	02-07-0-324-005
8826259AC	WILLIAM P. KARIUS JR. TITLE REPORT NO. SC-5515.0 BOOK 3095 PAGE 1278	1	0.1464							02-07-0-319-015
8818177**	WILLIAM P. KARIUS JR. TITLE REPORT NO. SC-5515.0 BOOK 3095 PAGE 1278	1	0.1603	0.0139	603	0.1464				BK 4120 PC 337 A01883084
8826260	CLAUDE HEIMBURGER TITLE REPORT NO. SC-5516.0 BOOK 3484 PAGE 2251	1	0.1767	0.0806	3,513	0.0961				02-07-0-319-019 02-07-0-319-021

"A"  
**GARFIELD PLACE**  
PLAT BOOK D PAGE 191  
RECORDED APRIL 25 1889

"B"  
**HEMPE'S SUBDIVISION OF  
LOTS NO. 10, 11, 12 & 13  
IN BLOCK 26 ILLINOIS CITY**  
PLAT BOOK D PAGE 215  
RECORDED OCTOBER 7 1890

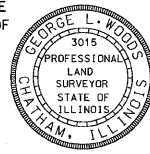
**ILLINOIS CITY**  
PLAT BOOK E PAGE 301 & 302  
RECORDED JULY 2nd 1825

STATION/OFFSETS REFERENCED TO CENTERLINE 9TH STREET, EXCHANGE AVENUE, & RAMP P			
STATION	OFFSET	NORTH	EAST
5+23.46 (9TH)	136.89' LT	14,041,788.3093	2,457,346.5625
23+21.31 (E)	150.17' RT		
5+38.41 (9TH)	51.53' LT	14,041,838.6175	2,457,276.0010
22+35.97 (E)	65.26' RT		
5+48.41 (9TH)	49.75' LT	14,041,832.8654	2,457,267.6314
22+34.21 (E)	75.27' RT		
6+23.76 (9TH)	36.36' LT	14,041,789.5172	2,457,204.5579
20+27.80 (E)	80.28' RT	14,041,976.6221	2,457,119.4201
7+72.05 (9TH)	73.85' RT	14,041,644.9714	2,456,900.8383
7+12.19 (9TH)	59.73' RT	14,041,676.9314	2,456,953.3909
7+12.24 (9TH)	38.73' RT	14,041,661.9372	2,456,968.0924
6+52.35 (9TH)	48.61' RT	14,041,703.8875	2,457,010.8357
6+52.33 (9TH)	45.61' RT	14,041,708.8861	2,457,005.9347
7+91.90 (9TH)	38.55' RT	14,041,724.8661	2,457,032.2110
7+61.95 (9TH)	38.49' RT	14,041,745.8447	2,457,053.5862
7+61.94 (9TH)	43.49' RT	14,041,749.4149	2,457,050.0856
7+02.03 (9TH)	47.58' RT	14,041,794.3747	2,457,089.8910
6+42.13 (9TH)	51.67' RT	14,041,839.3272	2,457,129.6899
6+19.16 (9TH)	53.23' RT	14,041,856.5618	2,457,144.9486
5+96.20 (9TH)	54.80' RT	14,041,873.7953	2,457,160.2064
5+48.27 (9TH)	58.07' RT	14,041,909.7636	2,457,192.0511
5+48.06 (9TH)	143.66' RT	14,041,970.8803	2,457,132.1270
21+43.26 (RP)	154.07' RT	14,041,704.5794	2,456,842.3935
23+53.47 (RP)	110.37' RT	14,041,858.4722	2,456,999.1057
24+46.34 (RP)	70.82' RT	14,041,887.1764	2,456,970.9512
24+91.31 (RP)	45.76' RT	14,041,991.3240	2,457,076.9876
19+87.57 (E)	100.25' RT		

STATE OF ILLINOIS )  
                          ) SS  
COUNTY OF        )

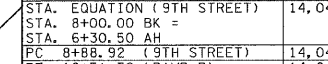
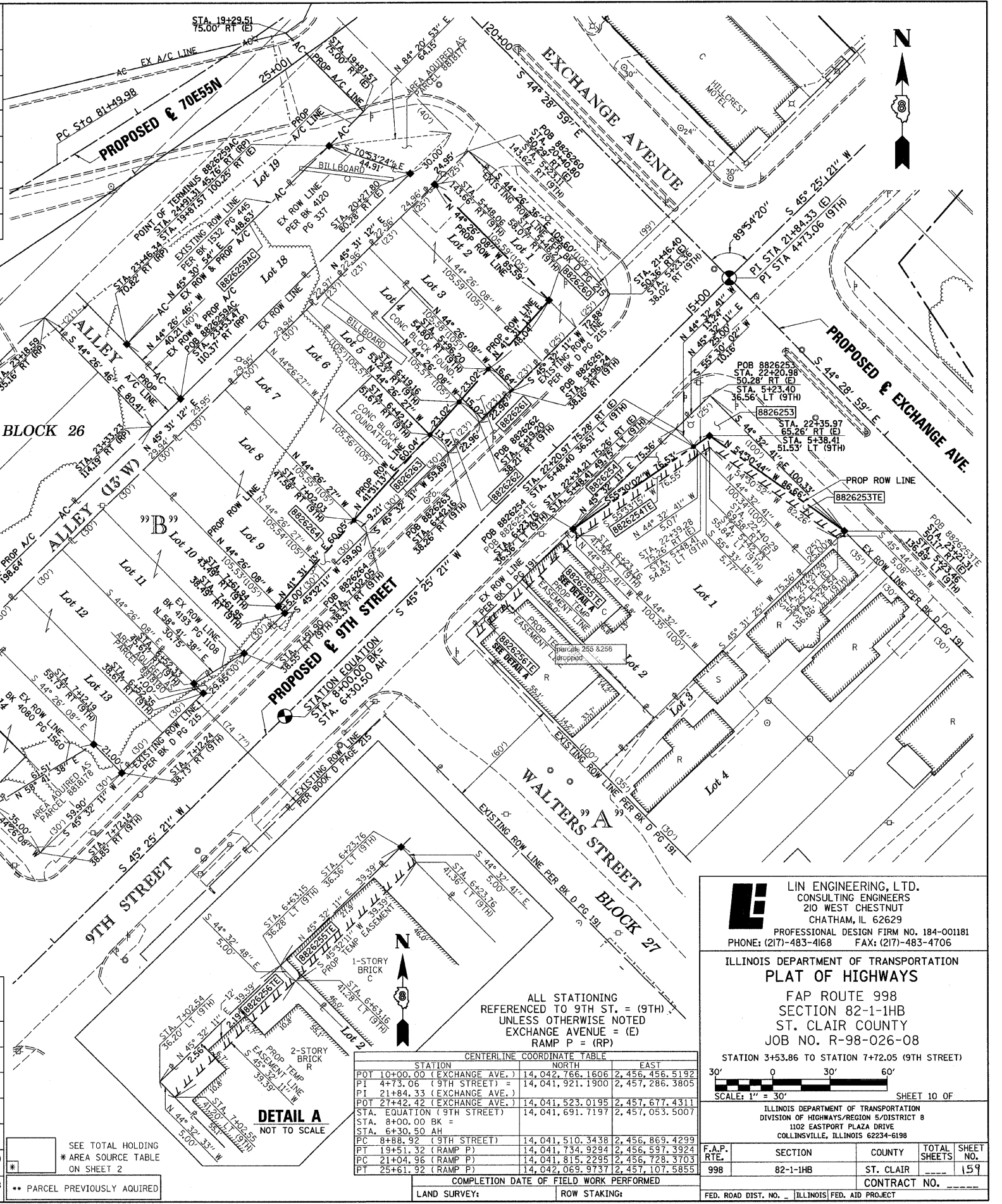
I, GEORGE L. WOODS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED OR DIRECTED THE SURVEY OF THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE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

DATED \_\_\_\_\_  
GEORGE L. WOODS, PLS NO. 3015  
LICENSE EXPIRATION DATE: 11/30/2010



SPACE RESERVED FOR RECORDING OFFICER

PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION		REMAINDER	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SQ. FT.		ACRES	SO. FT.		
8826261	JOSEPHINE RILEY TITLE REPORT NO. SC-5518.0 BOOK 2849 PAGES 1663	1	0.0556	0.0083	363	0.0473			02-07-0-319-022
8826262	DRURY DISPLAYS, INC. TITLE REPORT NO. SC-5519.0 BOOK 3129 PAGE 574	1	0.0557	0.0075	326	0.0482			02-07-0-319-023
8826263	EMERSON PARK DEVELOPMENT TITLE REPORT NO. SC-5520.0 BOOK 3392 PAGES 1846-1850	1	0.1451	0.0155	677	0.1296			02-07-0-319-024 02-07-0-319-025
8826264	BI-STATE TRUCK REPAIR, INC. TITLE REPORT NO. SC-5513.0 BOOK 3175 PAGE 965	1	0.1451	0.0098	425	0.1353			02-07-0-319-026 02-07-0-319-027
8826268	GREGORY L. RAMIRES TITLE REPORT NO. SC-5512.0 BOOK 3149 PAGE 889	1	0.3666	0.3666	15,968	0.0000			02-07-0-319-016 02-07-0-319-017 02-07-0-319-018
8818178**	CAROL HUDSON TITLE REPORT NO. SC-2569	1	0.1451	0.0385	1,677	0.1066			02-07-0-319-032 02-07-0-319-033
8818180**	L & I INVESTMENTS TITLE REPORT NO. SC-2565 BOOK 2539 PAGE 1104	1	0.1451	0.0024	105	0.1427			BK 4080 PG 1560 A01865396 02-07-0-319-028 02-07-0-319-029



ALL STATIONING REFERENCED TO 9TH ST. = (9TH)  
UNLESS OTHERWISE NOTED  
EXCHANGE AVENUE = (E)  
RAMP P = (RP)

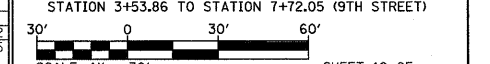
STATION	CENTERLINE COORDINATE TABLE	
	NORTH	EAST
POT 10+00.00 (EXCHANGE AVE.)	14,042,766.1606	2,456,456.5192
PI 4+13.06 (9TH STREET) =	14,041,921.1900	2,457,286.3805
PI 21+84.33 (EXCHANGE AVE.)		
POT 27+42.42 (EXCHANGE AVE.)	14,041,523.0195	2,457,677.4311
STA. EQUATION (9TH STREET)	14,041,691.7197	2,457,053.5007
STA. 8+00.00 BK =		
STA. 6+30.50 AH =		
PC 8+88.92 (9TH STREET)	14,041,510.3438	2,456,869.4299
PT 19+51.32 (RAMP P)	14,041,734.9294	2,456,597.3924
PC 21+04.96 (RAMP P)	14,041,815.2295	2,456,728.3703
PT 25+61.92 (RAMP P)	14,042,069.9737	2,457,107.5855

COMPLETION DATE OF FIELD WORK PERFORMED

LAND SURVEY:	ROW STAKING:
--------------	--------------

**LIN ENGINEERING, LTD.**  
CONSULTING ENGINEERS  
210 WEST CHESTNUT  
CHATHAM, IL 62629  
PROFESSIONAL DESIGN FIRM NO. 184-001181  
PHONE: (217)-483-4168 FAX: (217)-483-4706

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 998  
SECTION 82-1-1HB  
ST. CLAIR COUNTY  
JOB NO. R-98-026-08



SHEET 10 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.
998	82-1-1HB	ST. CLAIR	159	159

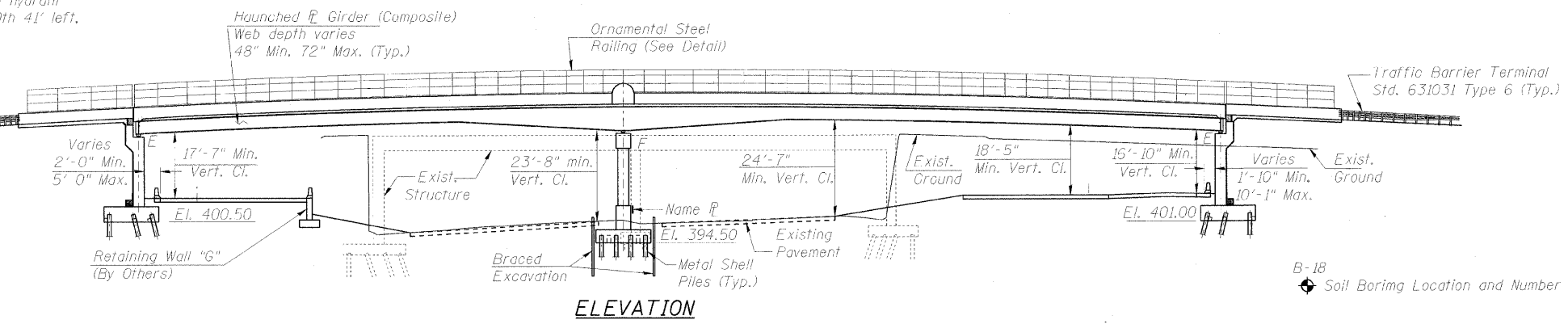
CONTRACT NO. \_\_\_\_\_

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

PLOT DATE = 4/10/2009  
PLOT SCALE = AS SHOWN  
USER NAME = USER8

BENCHMARK BMRFS13:  
Cut "x" on North cap bolt of fire hydrant  
Southerly quadrant Exchange & 9th 41' left,  
Sta. 5+41 (9th St.) Elev. 419.81

EXISTING STRUCTURE:  
S.N. 082-0016, built in 1962,  
is a two span continuous  
non-composite rolled steel  
beam bridge with a 7" deck.  
The beams are 141'-11 1/4" long  
from  $\bar{C}$  bearing to  $\bar{C}$  bearing at  
the abutments. The bridge is  
supported by two high-walled  
abutments and a frame pier.  
The deck is approx. 73 feet  
wide at the north end and  
approx. 77.5 feet wide at the  
south end. Exchange Ave.  
will be closed and traffic  
detoured during construction.  
No Salvage.

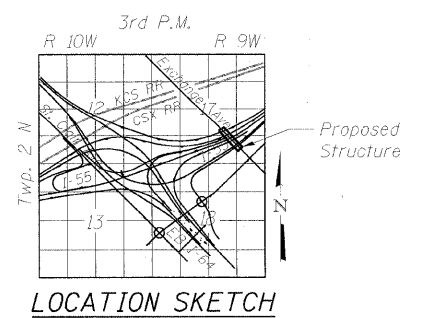
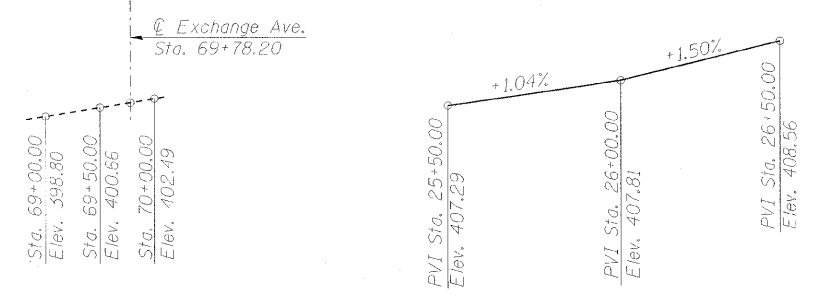
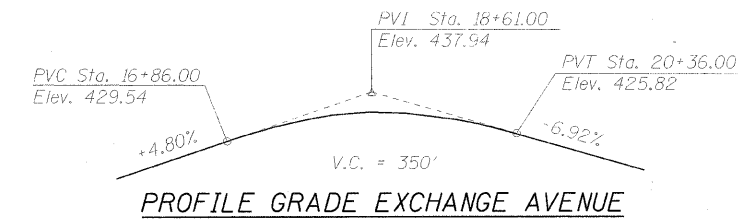
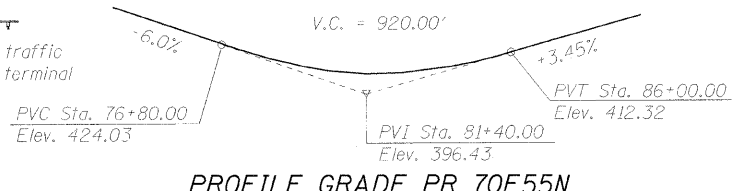
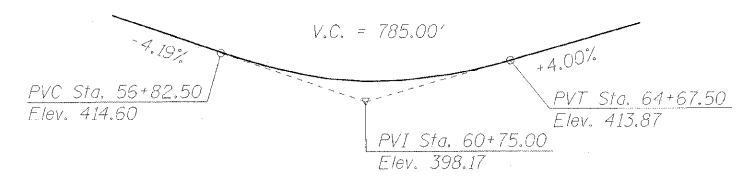
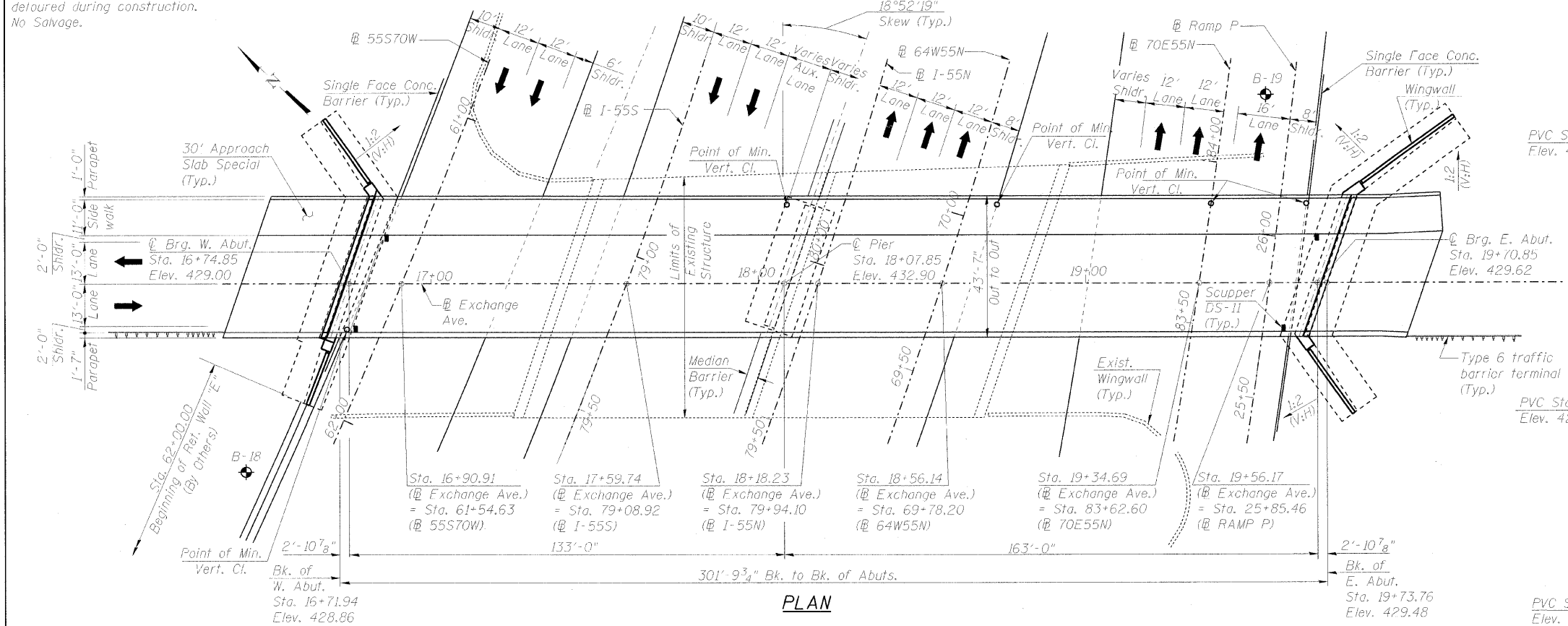


**DESIGN SPECIFICATIONS**  
2007 AASHTO LRFD Bridge Design Specifications  
with 2008 Interims

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

**LOADING HL-93**  
Allow 50#/sq. ft. for future wearing surface

**SEISMIC DATA**  
Seismic Performance Zone (SPZ) = 2  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.24g  
Design Spectral Acceleration at 0.2 sec. (SD5) = 0.54g  
Soil Site Class - D



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

Reginald E. Anderson (P.E.)  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
REGISTERED STRUCTURAL ENGINEER  
CHICAGO  
DATE: 10-09-2009  
EXPIRES: 11-30-2010

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN  
EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)  
SCALE: SHEET NO. S-1 OF 5-37 SHEETS STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-1HB	ST. CLAIR	236	160
CONTRACT NO. 76C55				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = BUSER#	DESIGNED - JXH	REVISED -
#FILES#		DRAWN - JHR	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - CHY	REVISED -
	PLOT DATE = #DATE#	DATE - 10-09-09	REVISED -

**INDEX OF SHEETS**

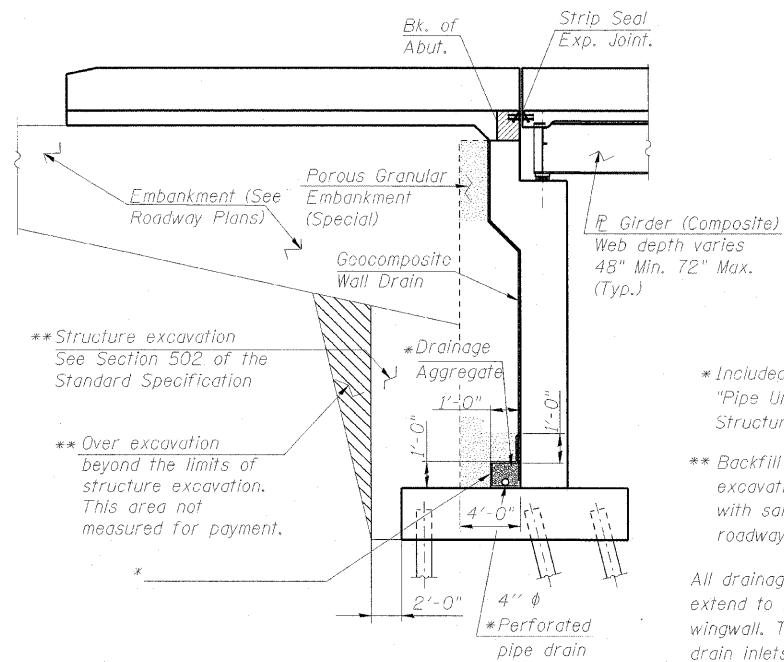
S-1 General Plan  
 S-2 General Notes and Total Bill of Material  
 S-3 Substructure Layout  
 S-4 Top of Slab Elevation Plan  
 S-5 Top of Slab Elevations - I  
 S-6 Top of Slab Elevations - II  
 S-7 Top of West Approach Slab Elevations  
 S-8 Top of East Approach Slab Elevations  
 S-9 Deck Plan  
 S-10 Deck Cross Section and Details  
 S-11 Parapet Elevations  
 S-12 Parapet Details - I  
 S-13 Parapet Details - II  
 S-14 Bridge Fence Railing Details - I  
 S-15 Bridge Fence Railing Details - II  
 S-16 Expansion Joint Details (Strip Seal)  
 S-17 Drainage Scupper, DS-II  
 S-18 Framing Plan and Girder Elevations  
 S-19 Structural Steel Details - I  
 S-20 Structural Steel Details - II  
 S-21 Bearing Details  
 S-22 West Abutment Foundation Plan  
 S-23 West Abutment Plan and Elevation  
 S-24 West Abutment Details  
 S-25 East Abutment Foundation Plan  
 S-26 East Abutment Plan and Elevation  
 S-27 East Abutment Details  
 S-28 Pier  
 S-29 Drainage System Details  
 S-30 Bar Splicer Assembly Details  
 S-31 Metal Shell Pile Details  
 S-32 Approach Slab Plan  
 S-33 Approach Slab Details  
 S-34 Boring Logs - I  
 S-35 Boring Logs - II  
 S-36 Boring Logs - III  
 S-37 Boring Logs - IV

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8"  $\phi$ , holes 15/16"  $\phi$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 540,180 pounds (Grade 50)  
 33,520 pounds (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.  
 Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (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 and pier.  
 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 also be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".  
 The SSPC OP-1 Painting Contractor Certification will be required for this Contract.  
 The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.  
 Slipforming of the parapets is not allowed.

**TOTAL BILL OF MATERIAL**

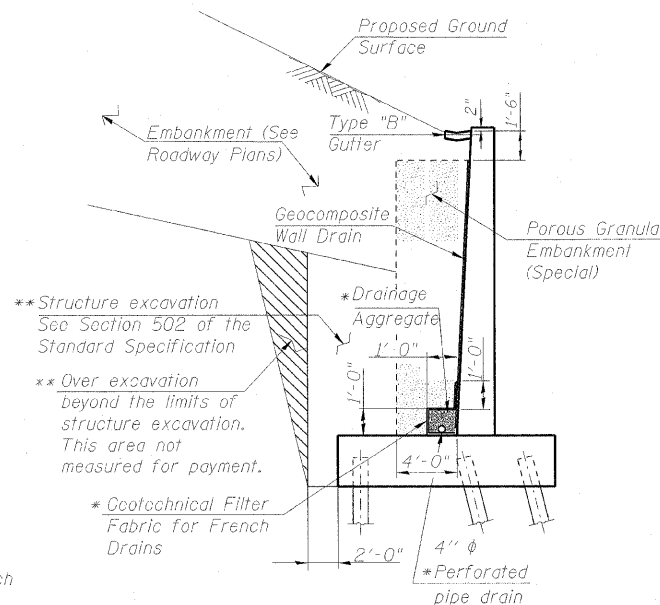
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		707	707
Removal of Existing Structures No. 1	Each			1
Protective Shield	Sq. Yd.	1,243		1,243
Structure Excavation	Cu. Yd.		3,013	3,013
Concrete Structures	Cu. Yd.		1,027.8	1,027.8
Concrete Superstructure	Cu. Yd.	695.7		695.7
Bridge Deck Grooving	Sq. Yd.	927		927
Form Liner Textured Surface	Sq. Ft.		3,660	3,660
Protective Coat	Sq. Yd.	1,981		1,981
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,626		4,626
Reinforcement Bars, Epoxy Coated	Pound	153,980	132,540	286,520
Bar Splicers	Each		94	94
Bridge Fence Railing	Foot	360		360
Bridge Fence Railing (Sidewalk)	Foot	360		360
Furnishing Metal Shell Piles 14"x0.250"	Foot		11,080	11,080
Driving Piles	Foot		11,080	11,080
Test Pile Metal Shells	Each		3	3
Name Plates	Each			1
Preformed Joint Strip Seal	Foot	92		92
Elastomeric Bearing Assembly, Type II	Each	12		12
Anchor Bolts, 1 1/4"	Each	24		24
Anchor Bolts, 1 1/2"	Each	12		12
Concrete Sealer	Sq. Ft.		6,663	6,663
Geocomposite Wall Drain	Sq. Yd.		489	489
Pipe Underdrains for Structures 4"	Foot		216	216
Braced Excavation	Cu. Yd.		220	220
Mechanical Splice	Each		239	239
Pile Extraction	Each		168	168
Drainage Scuppers, DS-II	Each		4	4
Drainage System	L. Sum		1	1



(Showing Backfill and Drainage System)

- \* Included in the cost of "Pipe Underdrains for Structures"
- \*\* Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.

All drainage system components shall extend to 2'-0" from the end of each wingwall. The pipes shall drain into drain inlets as shown on Sheet S-3.

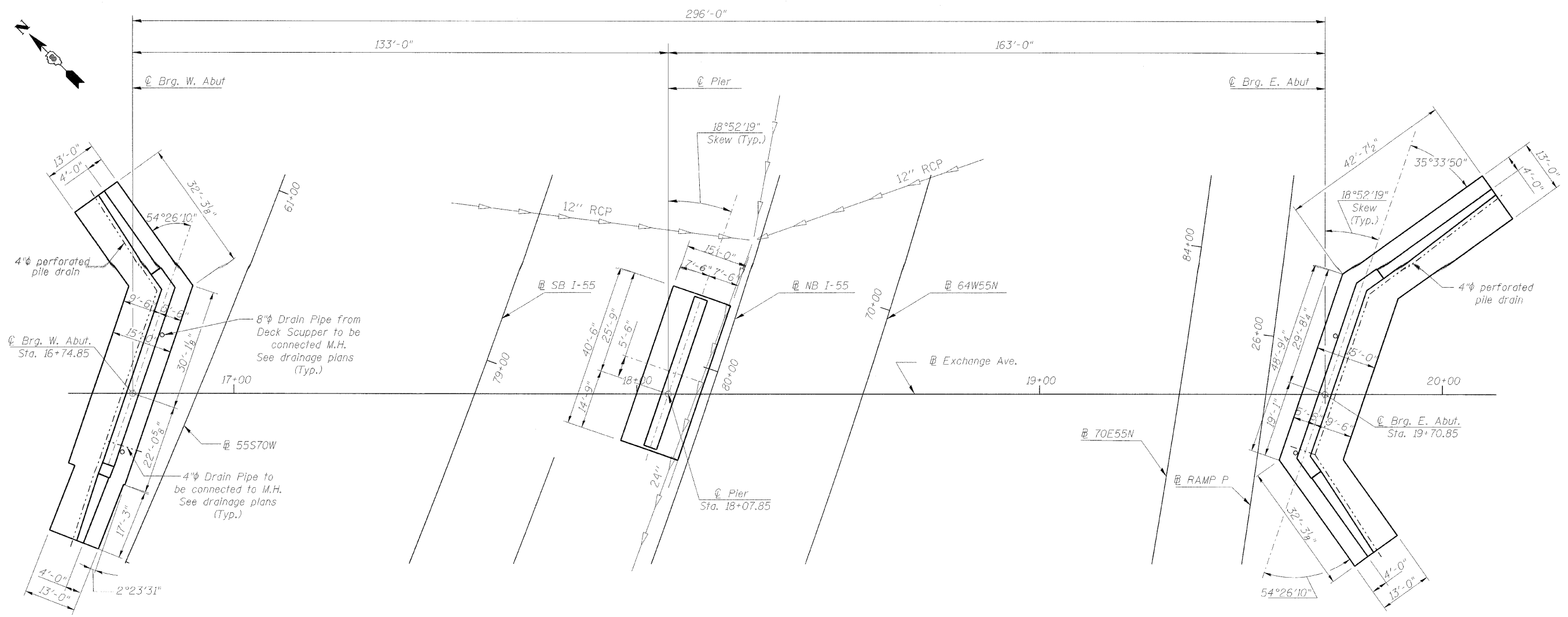


SECTION THRU WINGWALL  
(Showing Backfill and Drainage System)

STATION 79+94.10  
 BUILT 20... BY  
 STATE OF ILLINOIS  
 F.A.I. RT. 70 SEC. 82-1-IHB  
 LOADING HI. -93  
 STRUCTURE NO. 082-0378

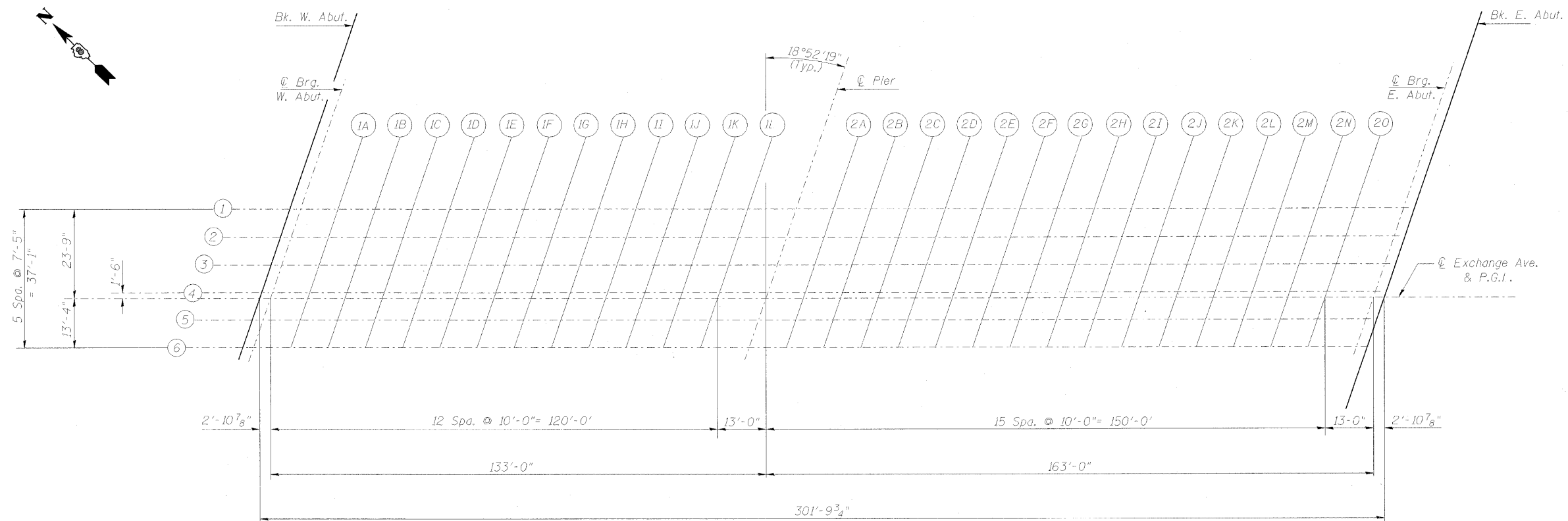
NAME PLATE  
 See Std. 515001

FILE NAME = 882-8378_76C55_S82_GenNot.cgn	USER NAME = hnj	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES AND TOTAL BILL OF MATERIAL EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>	F.A.I. RTE. 70	SECTION 82-1-IHB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 161
PLOT SCALE = 0:1 1/2" / 1"	DRAWN - JHR	REVISIONS -	CONTRACT NO. 76C55							
PLOT DATE = 11/28/2009	CHECKED - CHY	REVISIONS -								
DATE - 10-09-09	REVISIONS -									
SCALE: SHEET NO. S-2 OF S-37 SHEETS STA. TO STA.						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

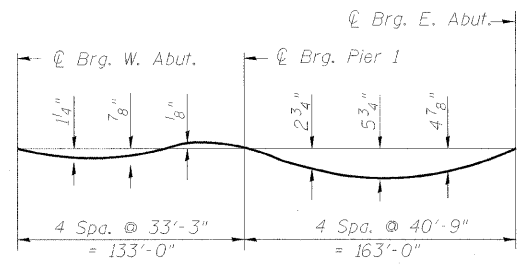


SUBSTRUCTURE LAYOUT

FILE NAME = 082-0378-76C55-S03-SubLayout.dgn	USER NAME = hej	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUBSTRUCTURE LAYOUT EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE. TO	SECTION 82-1-IHB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 162	
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - CHY	DATE - 10-09-09	REVISED -		SCALE:	SHEET NO. S-3 OF S-37 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 10/16/2009	DATE - 10-09-09	REVISED -	REVISED -		CONTRACT NO. 76C55							



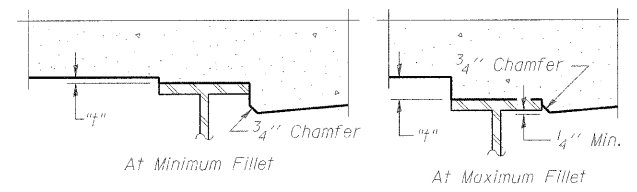
PLAN



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 S-5 & S-6 of S-37.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-5 & S-6 of S-37, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

FILE NAME =	USER NAME = \$USER\$	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TOP OF SLAB ELEVATION PLAN EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = \$DATE\$	CHECKED - CHY	REVISED -									CONTRACT NO. 76C55
		DATE - 10-09-09	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, and Theoretical Grade Elevations Adjusted For Dead Load Deflection. It lists data for various locations along Girder 1, including Bk. W. Abut., Brg. W. Abut., Brg. Pier, and Brg. E. Abut.

GIRDER 2

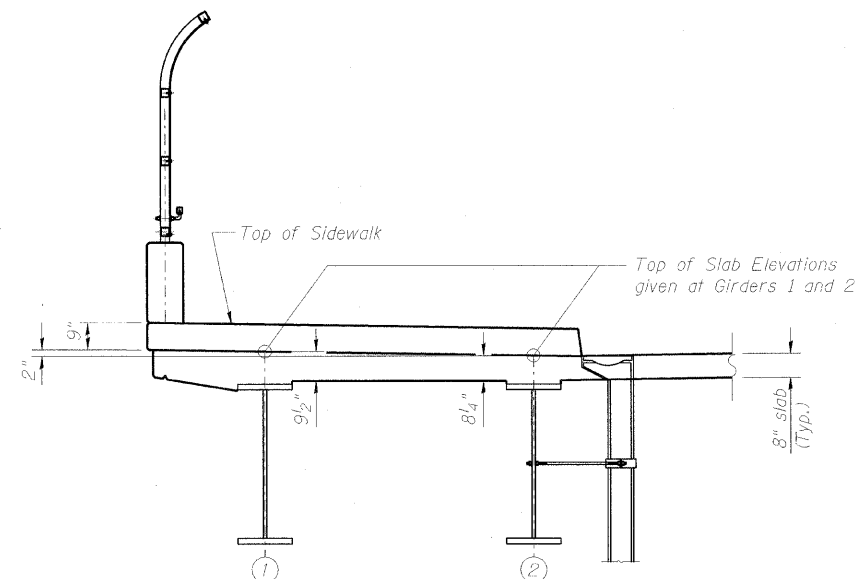
Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, and Theoretical Grade Elevations Adjusted For Dead Load Deflection. It lists data for various locations along Girder 2, including Bk. W. Abut., Brg. W. Abut., Brg. Pier, and Brg. E. Abut.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, and Theoretical Grade Elevations Adjusted For Dead Load Deflection. It lists data for various locations along Girder 3, including Bk. W. Abut., Brg. W. Abut., Brg. Pier, and Brg. E. Abut.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, and Theoretical Grade Elevations Adjusted For Dead Load Deflection. It lists data for various locations along Girder 4, including Bk. W. Abut., Brg. W. Abut., Brg. Pier, and Brg. E. Abut.



LOCATION OF ELEVATIONS AT GIRDERS 1 & 2

Project information table with columns for file name, user name, designed/drawn, revised, scale, date, state of Illinois department of transportation, exchange avenue over I-55/70 (S.N. 082-0378), F.A.I. RTE., section, county, total sheets, sheet no., and contract no.

**PROFILE GRADE LINE AND CROWN**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	16+71.94	0.00	428.86	428.86
⊕ Brg. W. Abut.	16+74.85	0.00	429.00	429.00
JA	16+84.85	0.00	429.48	429.53
JB	16+94.85	0.00	429.95	430.03
IC	17+04.85	0.00	430.38	430.49
ID	17+14.85	0.00	430.78	430.90
IE	17+24.85	0.00	431.15	431.26
IF	17+34.85	0.00	431.48	431.58
IG	17+44.85	0.00	431.78	431.85
IH	17+54.85	0.00	432.05	432.09
II	17+64.85	0.00	432.28	432.29
IJ	17+74.85	0.00	432.48	432.47
IK	17+84.85	0.00	432.65	432.62
IL	17+94.85	0.00	432.78	432.76
⊕ Brg. Pier	18+07.85	0.00	432.90	432.90
2A	18+17.85	0.00	432.96	433.00
2B	18+27.85	0.00	432.98	433.07
2C	18+37.85	0.00	432.97	433.12
2D	18+47.85	0.00	432.92	433.14
2E	18+57.85	0.00	432.84	433.14
2F	18+67.85	0.00	432.73	433.10
2G	18+77.85	0.00	432.58	433.01
2H	18+87.85	0.00	432.40	432.88
2I	18+97.85	0.00	432.19	432.68
2J	19+07.85	0.00	431.94	432.44
2K	19+17.85	0.00	431.66	432.14
2L	19+27.85	0.00	431.35	431.77
2M	19+37.85	0.00	431.00	431.36
2N	19+47.85	0.00	430.62	430.88
2O	19+57.85	0.00	430.21	430.36
⊕ Brg. E. Abut.	19+70.85	0.00	429.62	429.62
Bk. E. Abut.	19+73.76	0.00	429.48	429.48

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	16+69.92	5.92	428.68	428.68
⊕ Brg. W. Abut.	16+72.83	5.92	428.82	428.82
1A	16+82.83	5.92	429.30	429.34
1B	16+92.83	5.92	429.77	429.85
1C	17+02.83	5.92	430.21	430.31
1D	17+12.83	5.92	430.62	430.73
1E	17+22.83	5.92	430.99	431.10
1F	17+32.83	5.92	431.33	431.42
1G	17+42.83	5.92	431.64	431.70
1H	17+52.83	5.92	431.91	431.95
1I	17+62.83	5.92	432.15	432.16
1J	17+72.83	5.92	432.36	432.34
1K	17+82.83	5.92	432.53	432.51
1L	17+92.83	5.92	432.67	432.64
⊕ Brg. Pier	18+05.83	5.92	432.80	432.80
2A	18+15.83	5.92	432.86	432.90
2B	18+25.83	5.92	432.89	432.98
2C	18+35.83	5.92	432.88	433.03
2D	18+45.83	5.92	432.84	433.07
2E	18+55.83	5.92	432.77	433.07
2F	18+65.83	5.92	432.67	433.03
2G	18+75.83	5.92	432.53	432.95
2H	18+85.83	5.92	432.35	432.83
2I	18+95.83	5.92	432.15	432.61
2J	19+05.83	5.92	431.91	432.41
2K	19+15.83	5.92	431.64	432.11
2L	19+25.83	5.92	431.33	431.75
2M	19+35.83	5.92	430.99	431.35
2N	19+45.83	5.92	430.61	430.87
2O	19+55.83	5.92	430.21	430.36
⊕ Brg. E. Abut.	19+68.83	5.92	429.63	429.63
Bk. E. Abut.	19+71.74	5.92	429.49	429.49

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	16+67.38	13.33	428.45	428.45
⊕ Brg. W. Abut.	16+70.29	13.33	428.59	428.59
1A	16+80.29	13.33	429.07	429.11
1B	16+90.29	13.33	429.54	429.62
1C	17+00.29	13.33	429.99	430.09
1D	17+10.29	13.33	430.41	430.52
1E	17+20.29	13.33	430.79	430.90
1F	17+30.29	13.33	431.14	431.25
1G	17+40.29	13.33	431.45	431.52
1H	17+50.29	13.33	431.73	431.77
1I	17+60.29	13.33	431.98	431.99
1J	17+70.29	13.33	432.20	432.18
1K	17+80.29	13.33	432.38	432.35
1L	17+90.29	13.33	432.52	432.50
⊕ Brg. Pier	18+03.29	13.33	432.67	432.67
2A	18+13.29	13.33	432.74	432.78
2B	18+23.29	13.33	432.77	432.86
2C	18+33.29	13.33	432.78	432.93
2D	18+43.29	13.33	432.75	432.97
2E	18+53.29	13.33	432.68	432.98
2F	18+63.29	13.33	432.58	432.95
2G	18+73.29	13.33	432.45	432.88
2H	18+83.29	13.33	432.29	432.76
2I	18+93.29	13.33	432.09	432.59
2J	19+03.29	13.33	431.86	432.36
2K	19+13.29	13.33	431.60	432.07
2L	19+23.29	13.33	431.30	431.72
2M	19+33.29	13.33	430.97	431.32
2N	19+43.29	13.33	430.60	430.86
2O	19+53.29	13.33	430.20	430.36
⊕ Brg. E. Abut.	19+66.29	13.33	429.63	429.63
Bk. E. Abut.	19+69.20	13.33	429.50	429.50



**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+50.83	-26.00	427.78
A	16+60.83	-26.00	428.26
B	16+70.83	-26.00	428.74
Bk. W. Abut.	16+80.83	-26.00	429.22

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+47.07	-15.00	427.45
A	16+57.07	-15.00	427.93
B	16+67.07	-15.00	428.41
Bk. W. Abut.	16+77.07	-15.00	428.89

**NORTH EDGE OF LANE**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+46.38	-13.00	427.44
A	16+56.38	-13.00	427.92
B	16+66.38	-13.00	428.40
Bk. W. Abut.	16+76.38	-13.00	428.88

**BASELINE ROADWAY AND P.G. LINE**

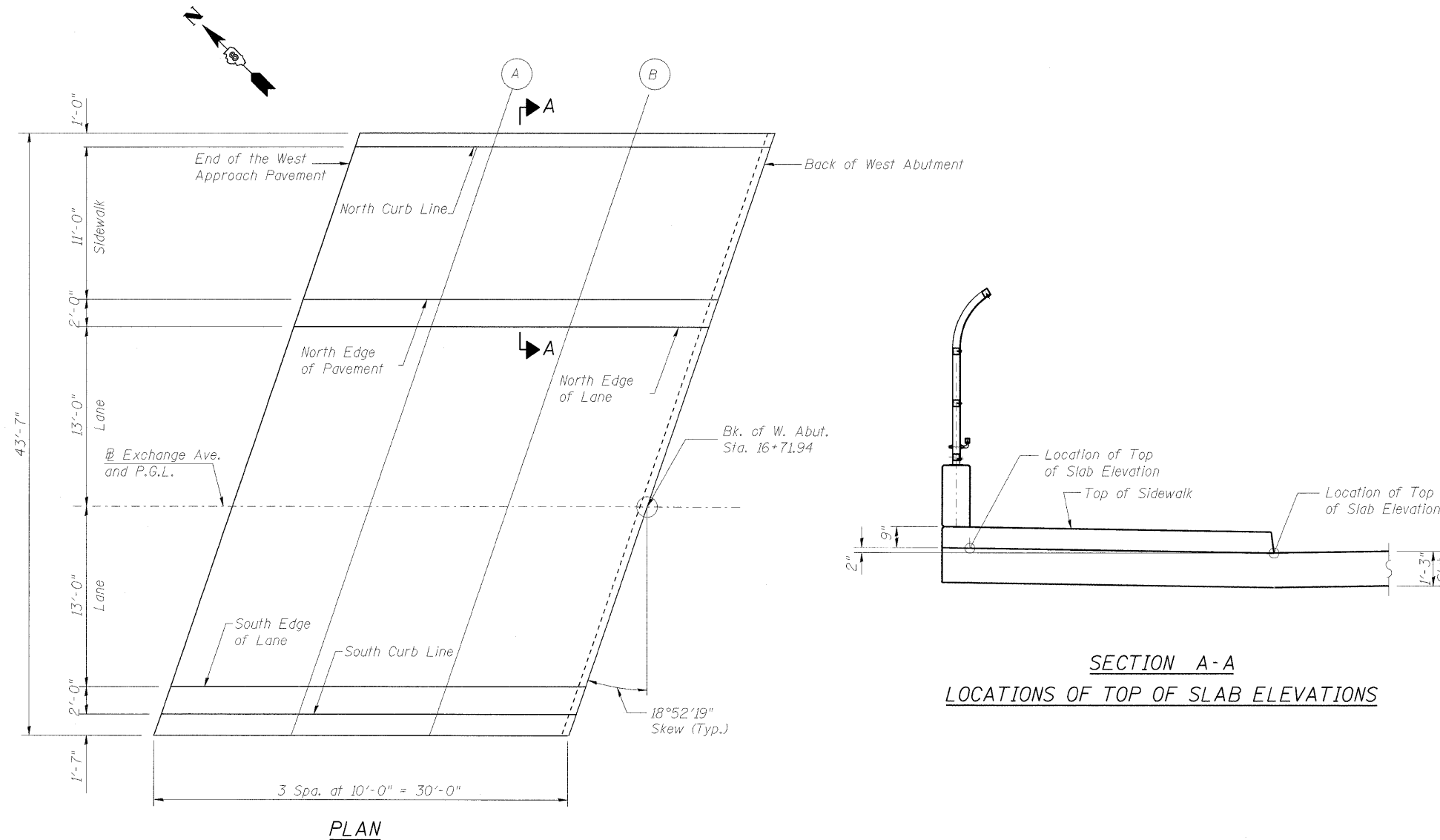
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+41.94	0.00	427.42
A	16+51.94	0.00	427.90
B	16+61.94	0.00	428.38
Bk. W. Abut.	16+71.94	0.00	428.86

**SOUTH EDGE OF LANE**

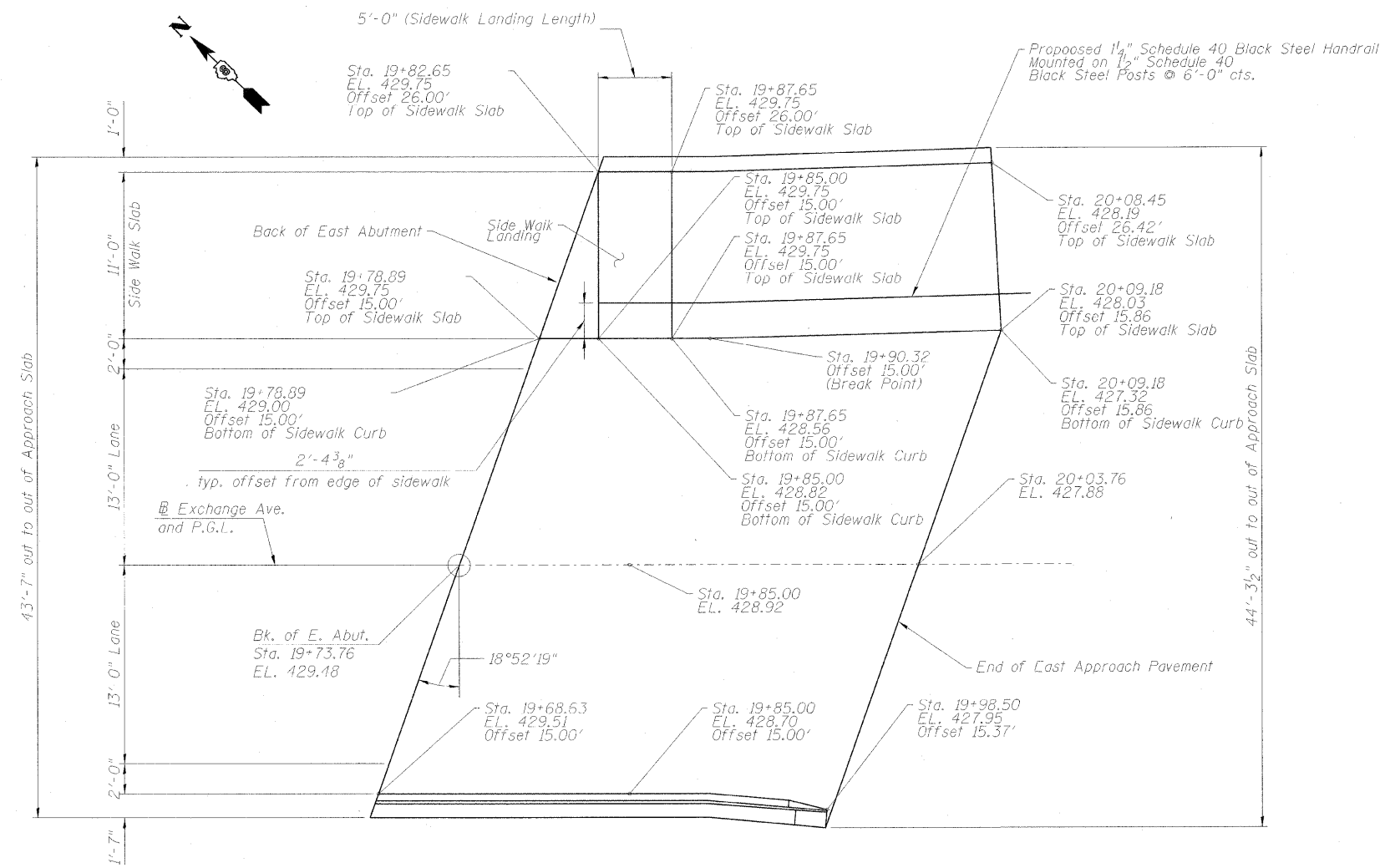
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+37.50	13.00	427.02
A	16+47.50	13.00	427.50
B	16+57.50	13.00	427.98
Bk. W. Abut.	16+67.50	13.00	428.46

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	16+36.81	15.00	426.95
A	16+46.81	15.00	427.43
B	16+56.81	15.00	427.91
Bk. W. Abut.	16+66.81	15.00	428.39

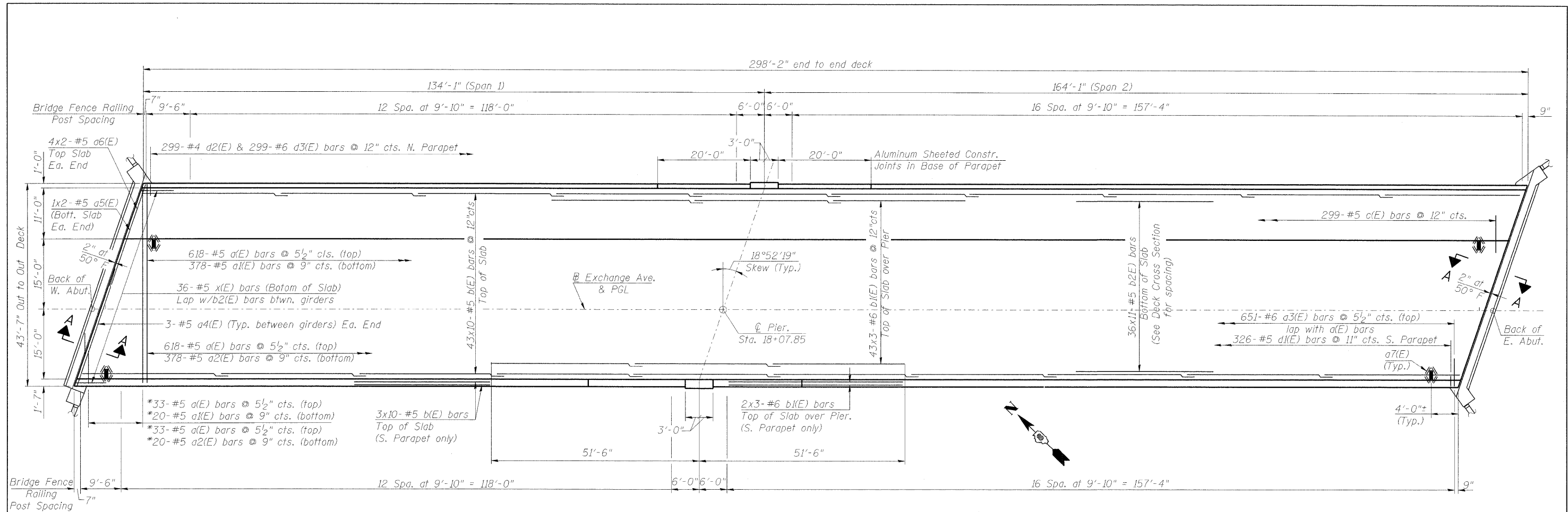


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PLOT SCALE = 0.1" = 1' 0" IN.	CHECKED - CHY	DRAWN - BGF	REVISIONS -		SCALE:	SHEET NO. S-7 OF S-37 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C55		
PLOT DATE = 11/11/2009	DATE - 10-09-09	CHECKED - CHY	REVISIONS -									
		DATE - 10-09-09	REVISIONS -									



PLAN

FILE NAME =	USER NAME = \$USER\$	DESIGNED - BGF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TOP OF EAST APPROACH SLAB ELEVATIONS EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = \$DATE\$	DATE - 10-09-09	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



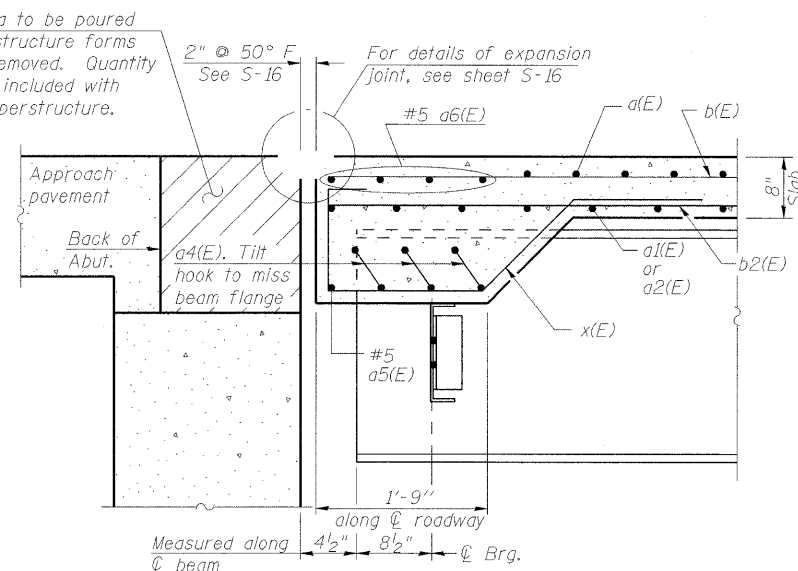
\* Order a(E), a1(E) and a2(E) bars full length. Cut to fit skew and use remainder of bars in opposite end

**MINIMUM BAR LAP**

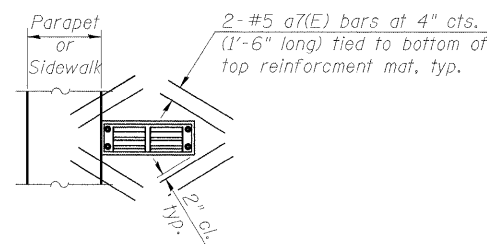
#5 bars = 2'-2"  
#6 bars = 2'-7"

**DECK PLAN**

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

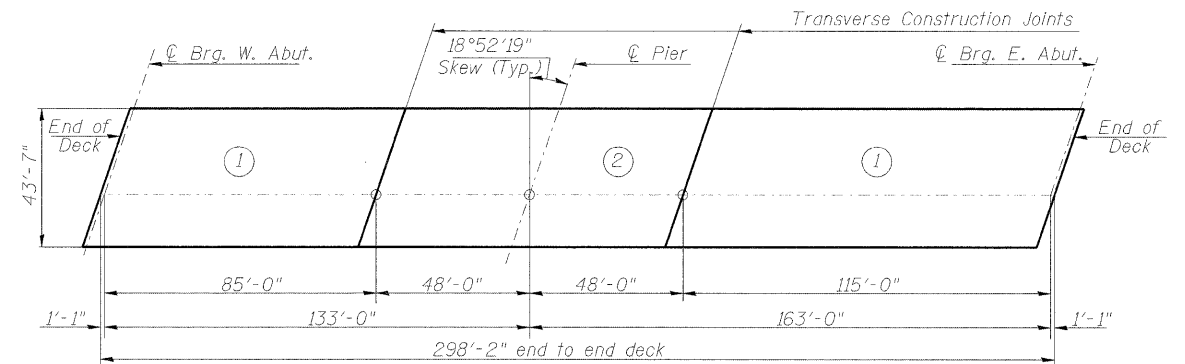


**SECTION A-A**



Note:  
Cut longitudinal reinforcement to clear drainage scuppers.

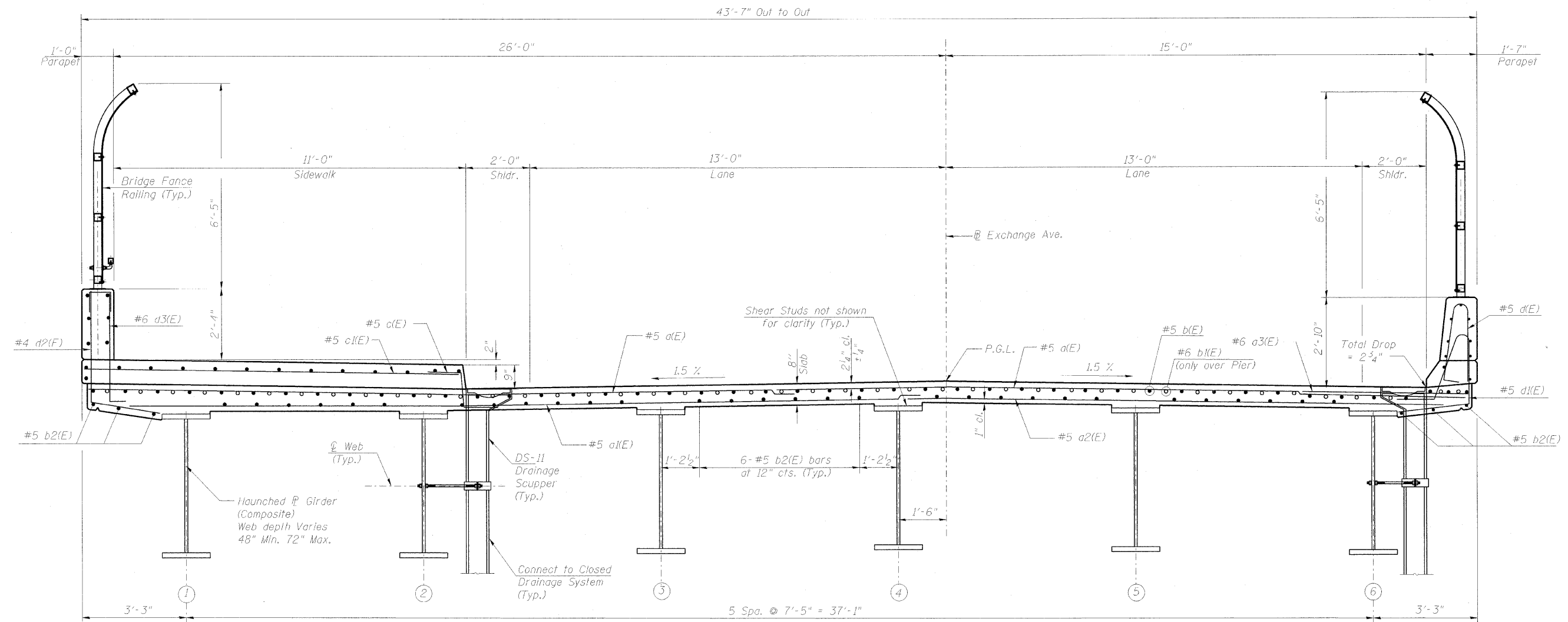
**DRAINAGE SCUPPERS REINFORCEMENT**



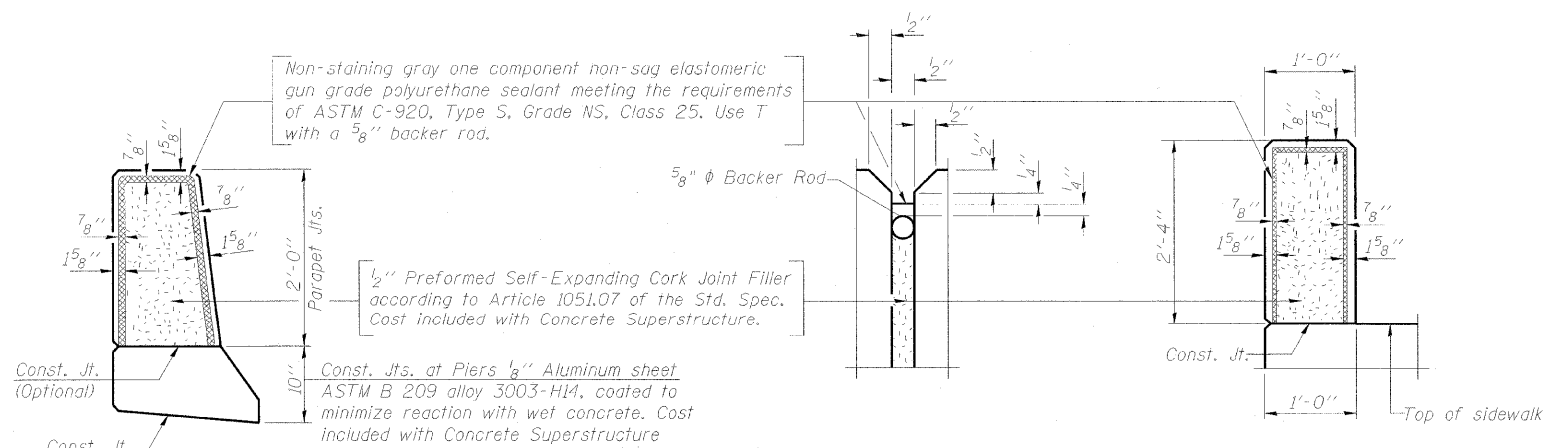
**DECK POURING SEQUENCE**

The concrete deck segments shall be poured in the numerical order shown above. The pour must start from West end deck. When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:  
1) At least 72 hours shall have elapsed from the end of previous pour.  
2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

FILE NAME = 082-0378_76C55_S89_DeckP1.dgn	USER NAME = hej	DESIGNED - JXH	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DECK PLAN EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 168
PLOT SCALE = 0=1" = 12'-0"	PLOT DATE = 11/11/2009	DRAWN - JHR	REVISD -		SCALE: 1" = 12'-0"	SHEET NO. S-9 OF S-37 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C55	
		CHECKED - CHY	REVISD -								
		DATE - 10-09-09	REVISD -								



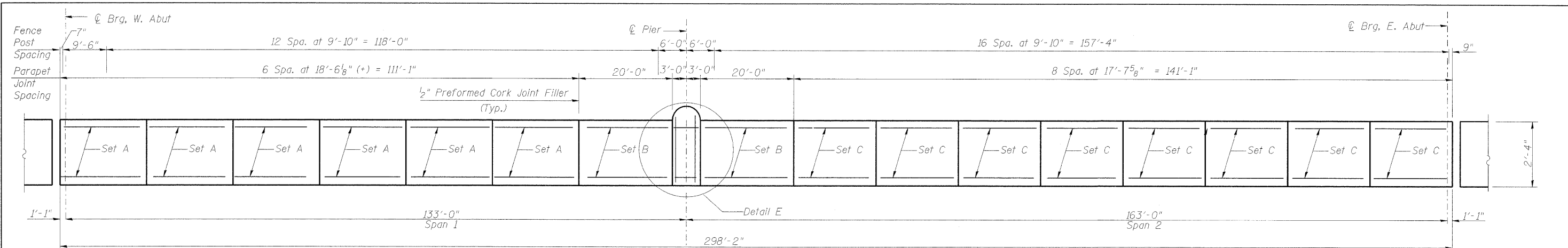
**DECK CROSS SECTION**  
(Looking East)



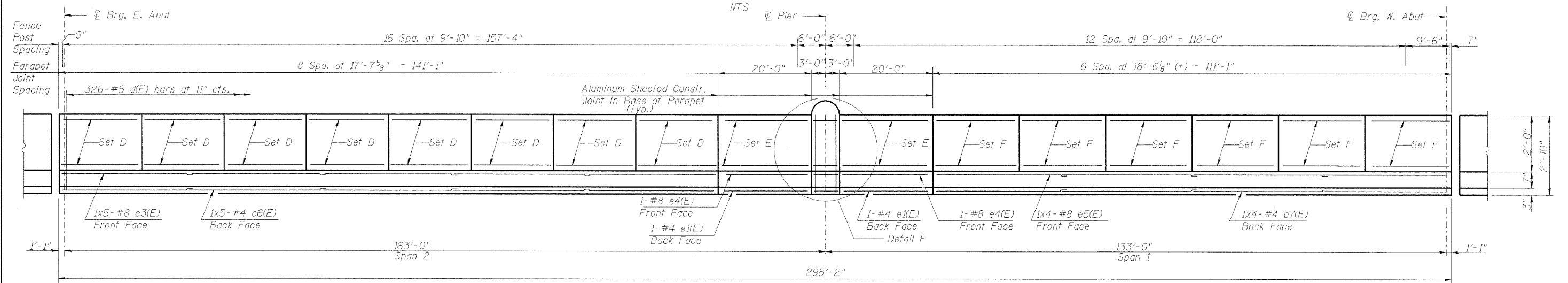
**PARAPET JOINT DETAILS**

**PARAPET JOINT DETAILS AT SIDEWALK**

FILE NAME =	USER NAME = \$USER\$	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DECK CROSS SECTION AND DETAILS EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>			F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 169
\$FILES\$	PLT SCALE = \$SCALE\$	DRAWN - JHR	REVISED -		SCALE:	SHEET NO. 5-10 OF 5-37 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT		
	PLT DATE = \$DATE\$	CHECKED - CHY	REVISED -									
		DATE - 10-09-09	REVISED -									

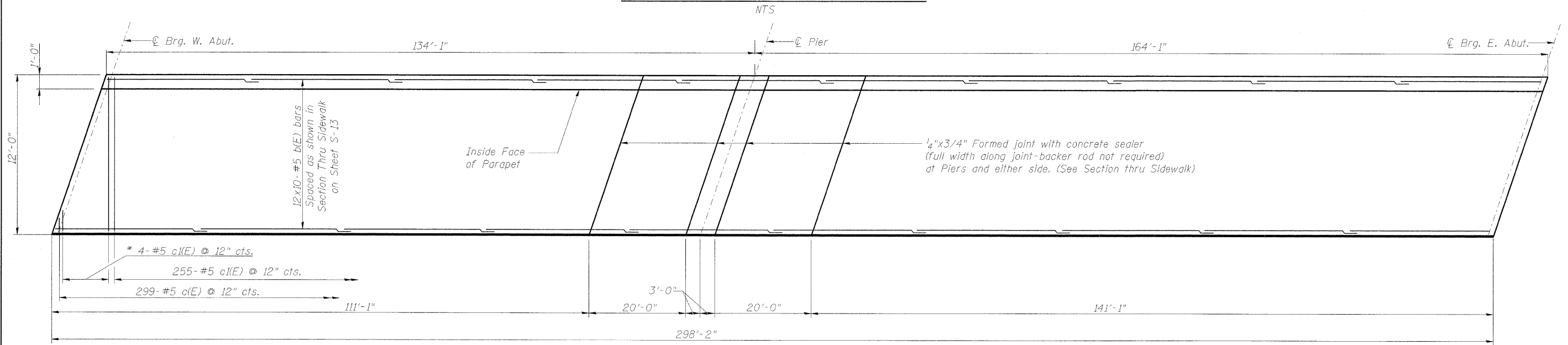


**INSIDE ELEVATION OF NORTH PARAPET**



**INSIDE ELEVATION OF SOUTH PARAPET**

- Set A (6 locations)  
6-#4 e1(E) bars around perimeter  
(See section thru parapet)
- Set B (2 locations)  
6-#4 e1(E) bars around perimeter  
(See section thru parapet)
- Set C (8 locations)  
6-#4 e2(E) bars around perimeter  
(See section thru parapet)
- Set D (8 locations)  
7-#4 e2(E) bars around perimeter  
(See section thru parapet)
- Set E (2 locations)  
7-#4 e1(E) bars around perimeter  
(See section thru parapet)
- Set F (6 locations)  
7-#4 e1(E) bars around perimeter  
(See section thru parapet)



**SIDEWALK PLAN**

\* Order c1(E) bars full length  
Cut to fit skew and use remainder  
of bars in opposite end.

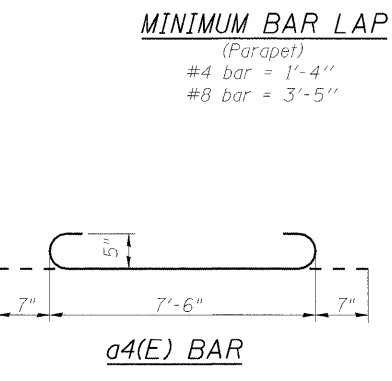
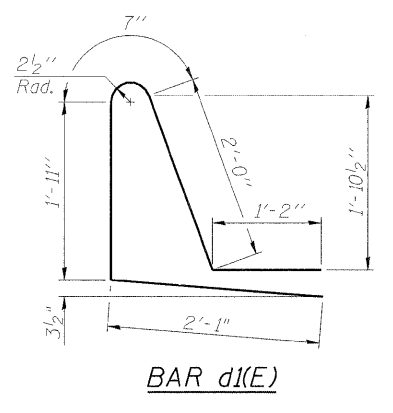
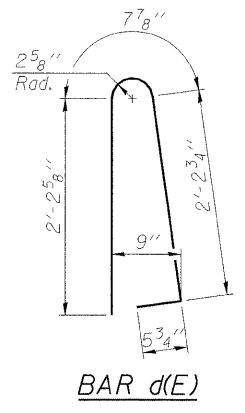
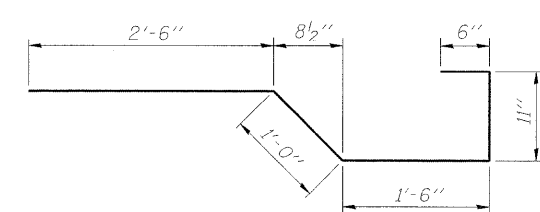
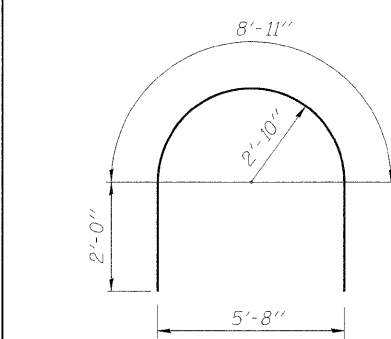
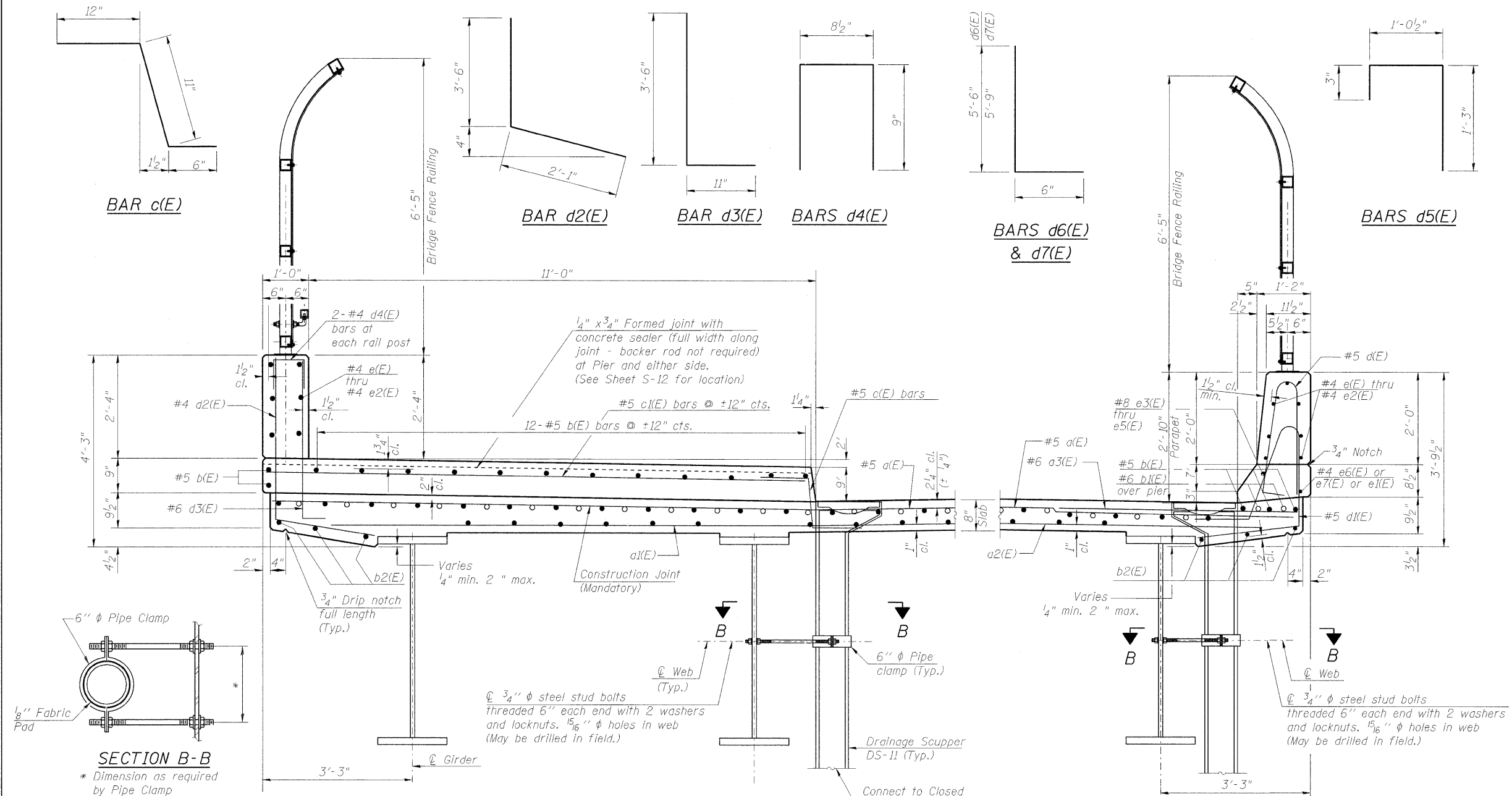
- Notes:
1. Work this sheet with Sheets S-12 & S-13
  2. Bars indicated thus 12x10-#5 etc. indicates 12 lines of bars with 10 lengths per line.

FILE NAME = 082-0378_76C55_S11_ParapetE1.dgn	USER NAME = hej	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PARAPET ELEVATIONS EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>	F.A.I. RTE. 70	SECTION 82-1-IHB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 170		
PLOT SCALE = 0=1' / IN.	DRAWN - JHR	CHECKED - CHY	REVISED -			SCALE: SHEET NO. S-11 OF S-37 SHEETS STA. TO STA.		CONTRACT NO. 76C55				
PLOT DATE = 11/11/2009	DATE - 10-09-09	REVISED -										
ILLINOIS FED. AID PROJECT												



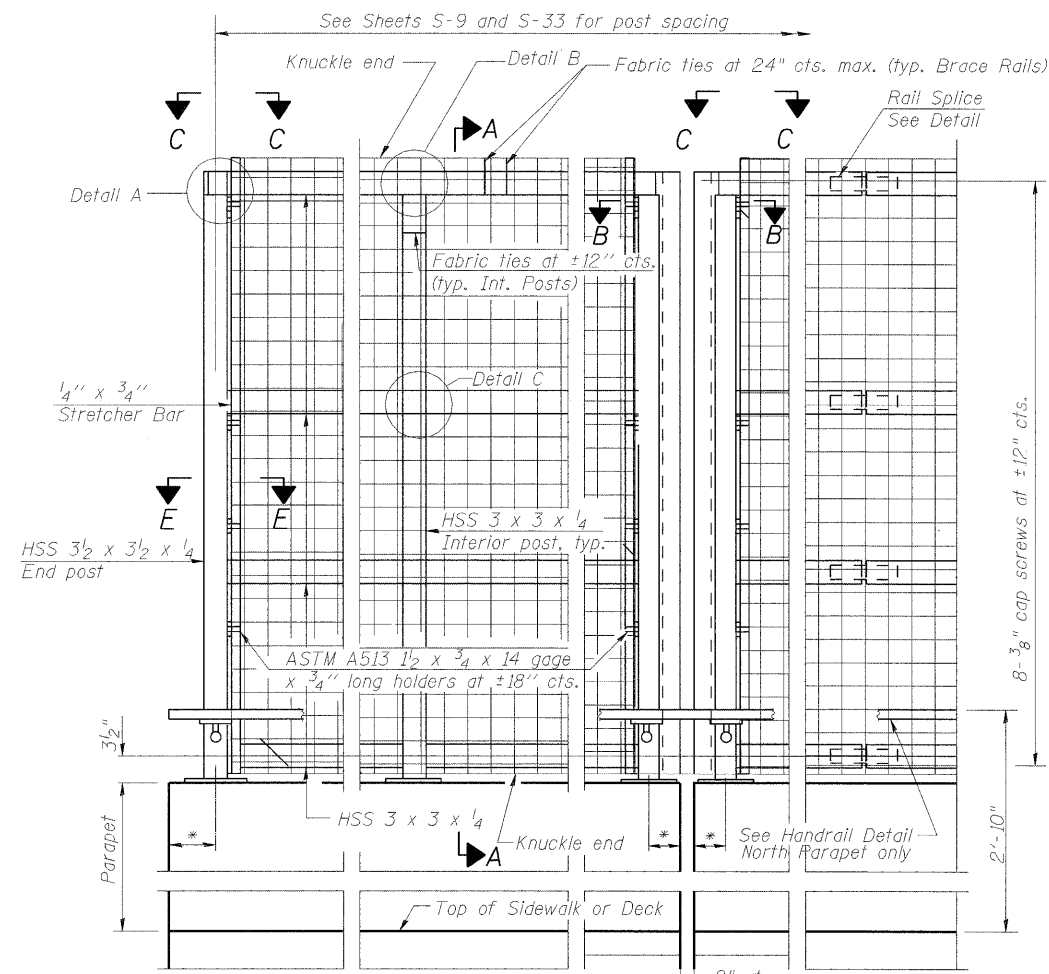
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar No.	Size	Length	Shape
a1(E)	1302	#5	22'-7"
a2(E)	398	#5	26'-2"
a3(E)	398	#5	19'-0"
a4(E)	651	#6	6'-0"
a5(E)	30	#5	8'-8"
a5(E)	4	#5	20'-9"
a6(E)	16	#5	23'-6"
a7(E)	32	#5	1'-6"
b(E)	600	#5	31'-9"
b1(E)	135	#6	36'-1"
b2(E)	396	#6	29'-1"
c(E)	299	#5	2'-5"
c1(E)	259	#5	11'-7"
d(E)	326	#5	5'-7"
d1(E)	326	#5	7'-9"
d2(E)	299	#4	5'-7"
d3(E)	299	#6	4'-5"
d4(E)	62	#4	2'-3"
d5(E)	40	#4	2'-7"
d6(E)	10	#5	6'-0"
d7(E)	10	#5	6'-3"
d8(E)	6	#5	14'-5"
e(E)	78	#4	18'-2"
e1(E)	28	#4	19'-8"
e2(E)	104	#4	17'-4"
e3(E)	5	#8	31'-10"
e4(E)	2	#8	19'-8"
e5(E)	4	#8	31'-2"
e6(E)	5	#4	29'-6"
e7(E)	4	#4	29'-0"
e8(E)	29	#4	5'-8"
e9(E)	1	#8	5'-8"
x(E)	72	#5	6'-5"
Concrete Superstructure		Cu. Yd.	537.2
Reinforcement Bars, Epoxy Coated		Pound	116,630



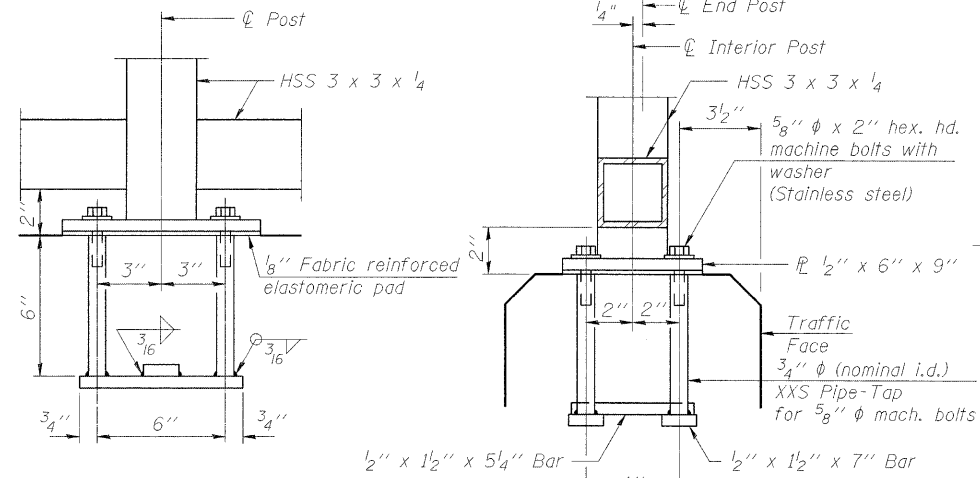
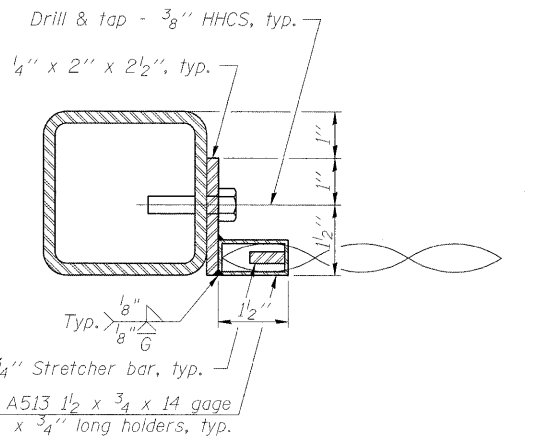
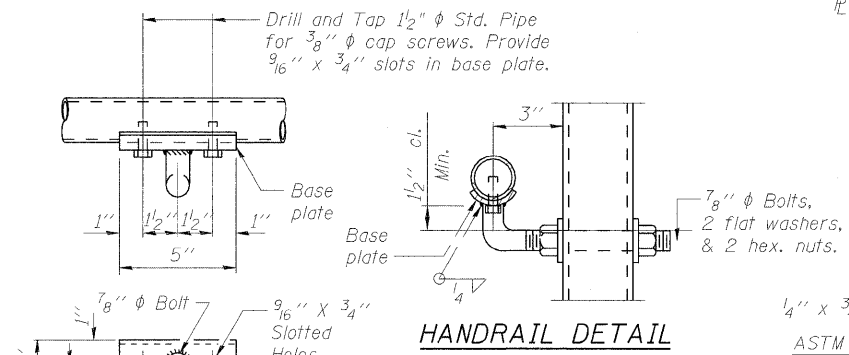
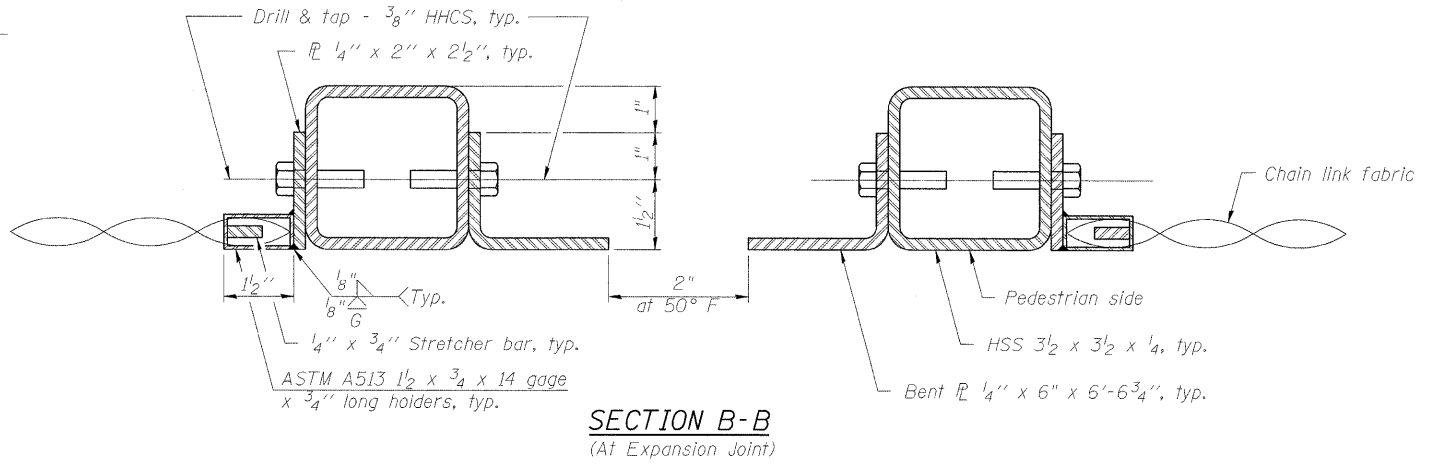
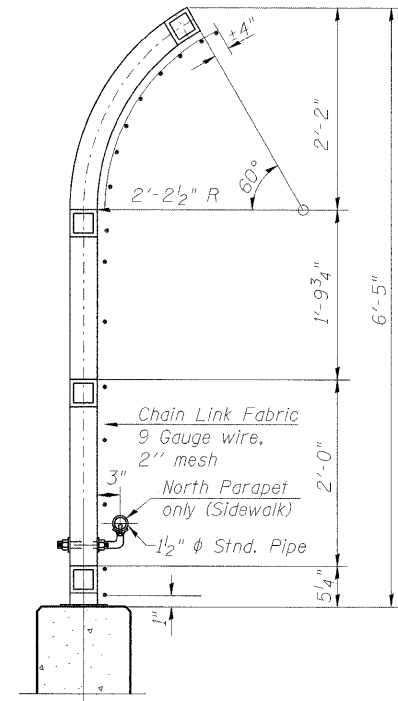
Notes:  
 1. See Sheet S-17 for Drainage Scupper Details DS-11  
 2. Bars indicated thru 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

Notes:  
 All post, railing, splices, anchor devices and plates shall be painted using the DuPont Imron 2.1 HG High Gloss Polyurethane (Includes Mix Quality "VF") or approved equal. The color of the final finish coat shall be Black.

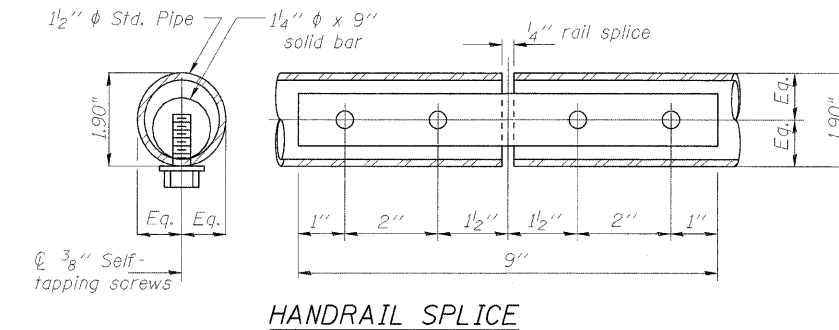
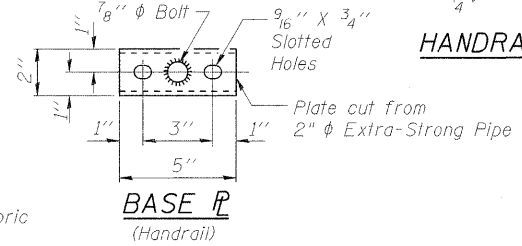
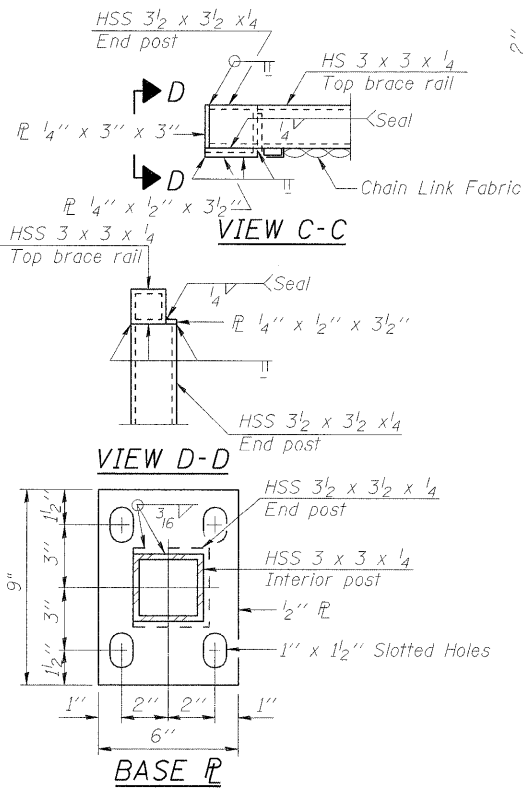
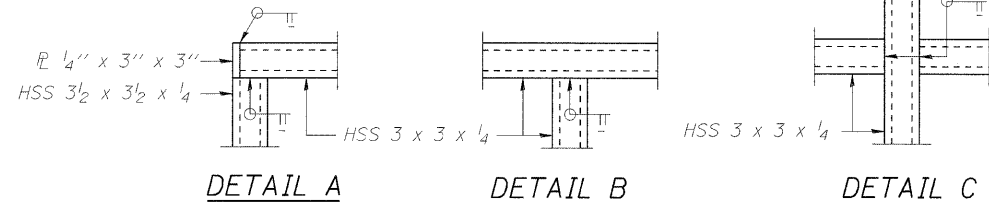


\*Variable - See Plans (10'-0" Maximum Post Spacing)

**ELEVATION**  
(Inside Face)



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing	Foot	360
Bridge Fence Railing (Sidewalk)	Foot	360

FILE NAME = 082-0378-76C55-S14-Railing-1.dgn

USER NAME = hej

PLOT SCALE = 0=1" = 1/4" IN.

PLOT DATE = 11/11/2009

DESIGNED - JXH

DRAWN - JHR

CHECKED - CHY

DATE - 10-09-09

REVISED -

REVISED -

REVISED -

REVISED -

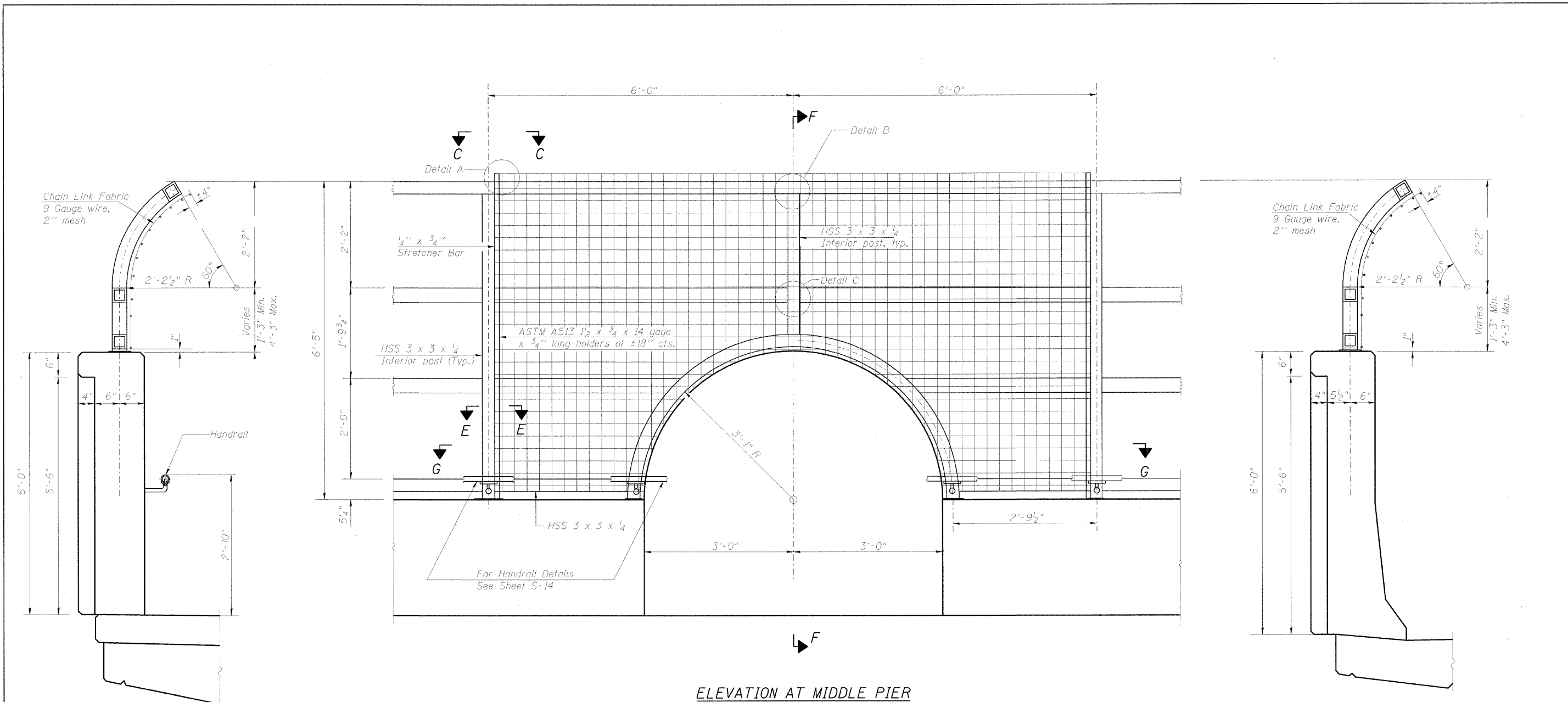
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING DETAILS - I  
 EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)

SCALE: SHEET NO. S-14 OF S-37 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-1HB	ST. CLAIR	236	173
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 76C55		



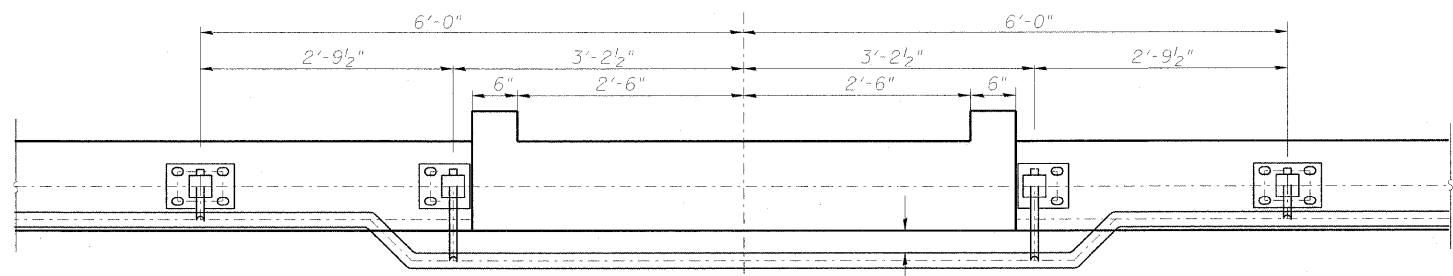


ELEVATION AT MIDDLE PIER

SECTION F-F  
(For North Parapet)

SECTION F-F  
(For South Parapet)

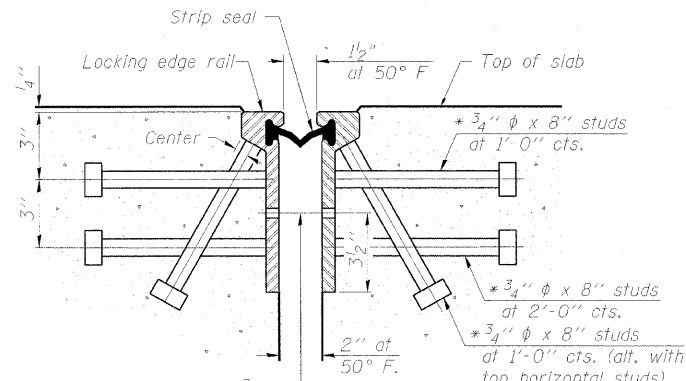
Note:  
For details and sections see Sheet 14.



SECTION G-G  
(For North Parapet  
Showing Handrail)

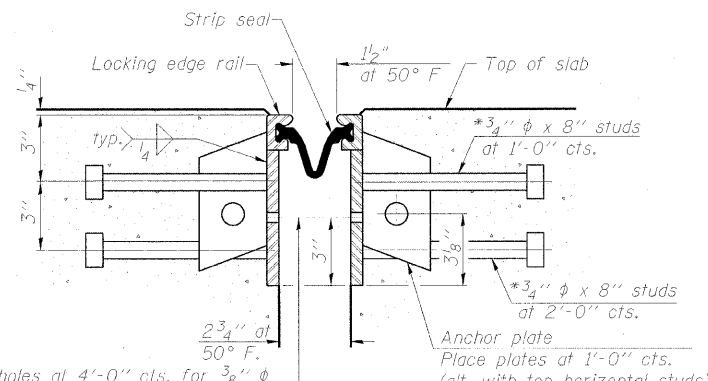
FILE NAME =	USER NAME = #USER#	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE FENCE RAILING DETAILS - II EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILES#	PLT SCALE = #SCALE#	DRAWN - JHR	REVISED -			70	82-1-IHB	ST. CLAIR	236	174	
PLT DATE = #DATE#	DATE - 10-09-09	CHECKED - CHY	REVISED -			CONTRACT NO. 76C55		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
						SCALE:	SHEET NO. 5-15 OF 5-37 SHEETS	STA.	TO STA.		

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



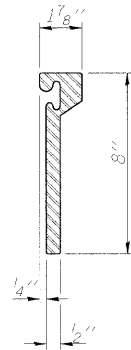
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU ROLLED RAIL JOINT**

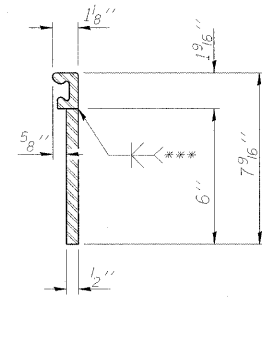


7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

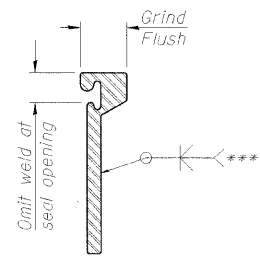
**SECTION THRU WELDED RAIL JOINT**



**ROLLED EXTRUDED RAIL**



**WELDED RAIL**

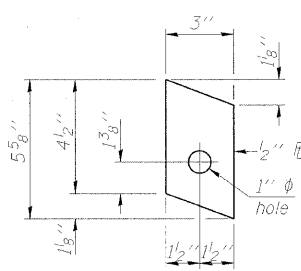


\*\*\*Back gouge not required if complete joint penetration is verified by mock-up.

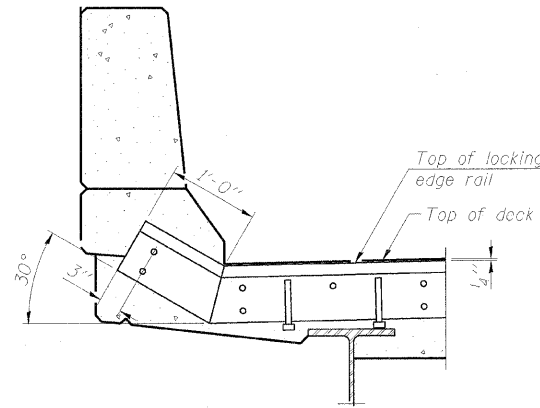
**LOCKING EDGE RAIL SPLICE**

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

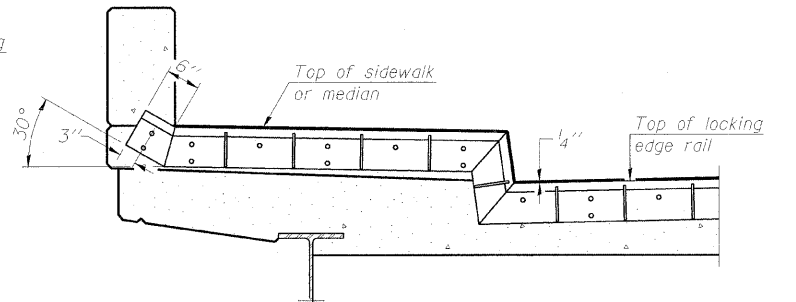
**LOCKING EDGE RAILS**



**ANCHOR PL**  
(for welded rail)



**AT PARAPET**



**AT SIDEWALK OR MEDIAN**

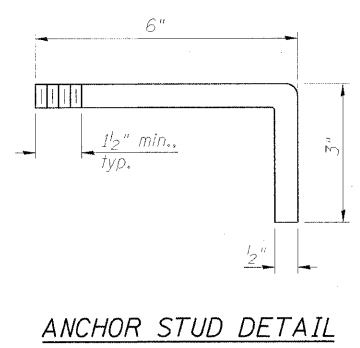
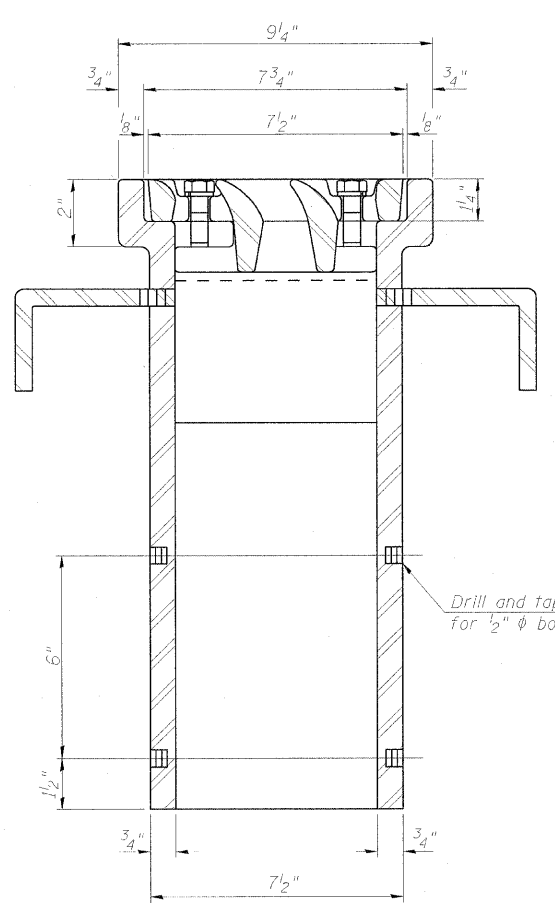
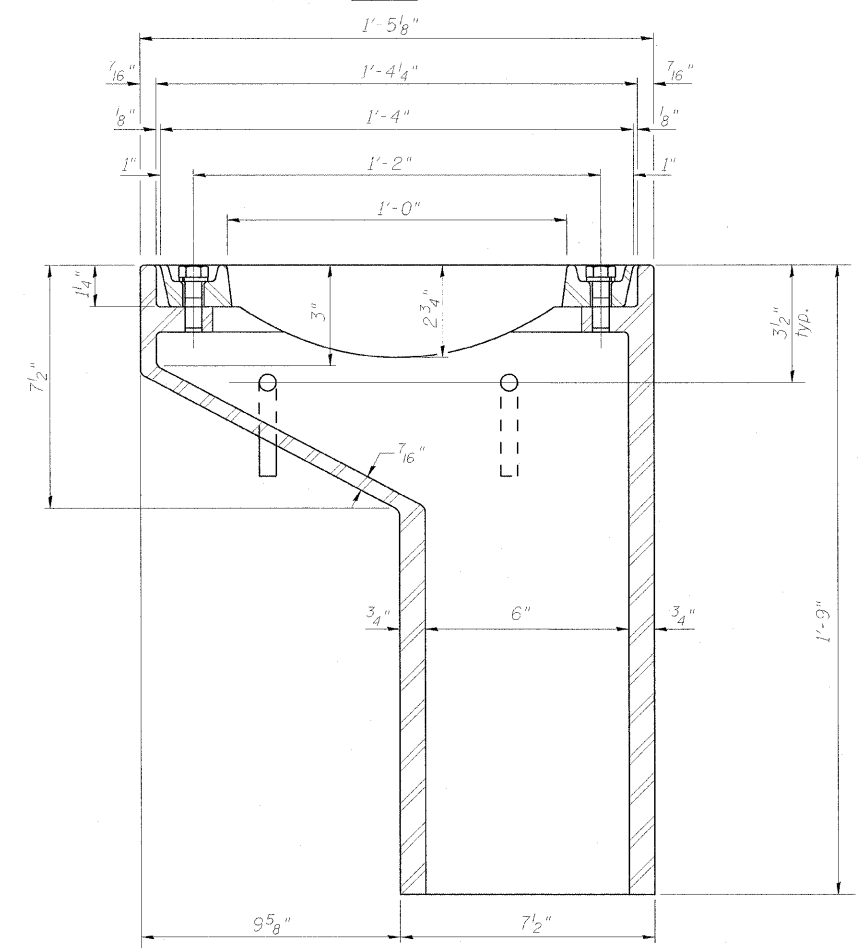
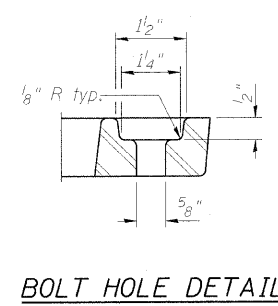
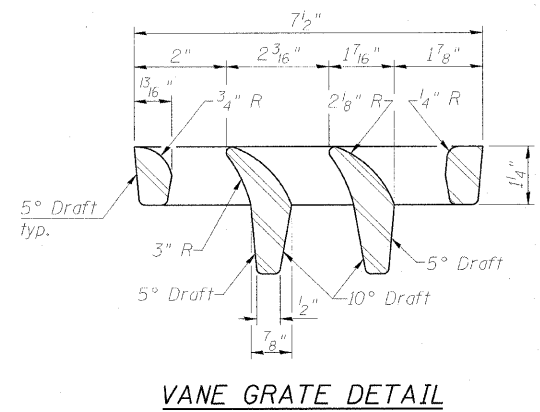
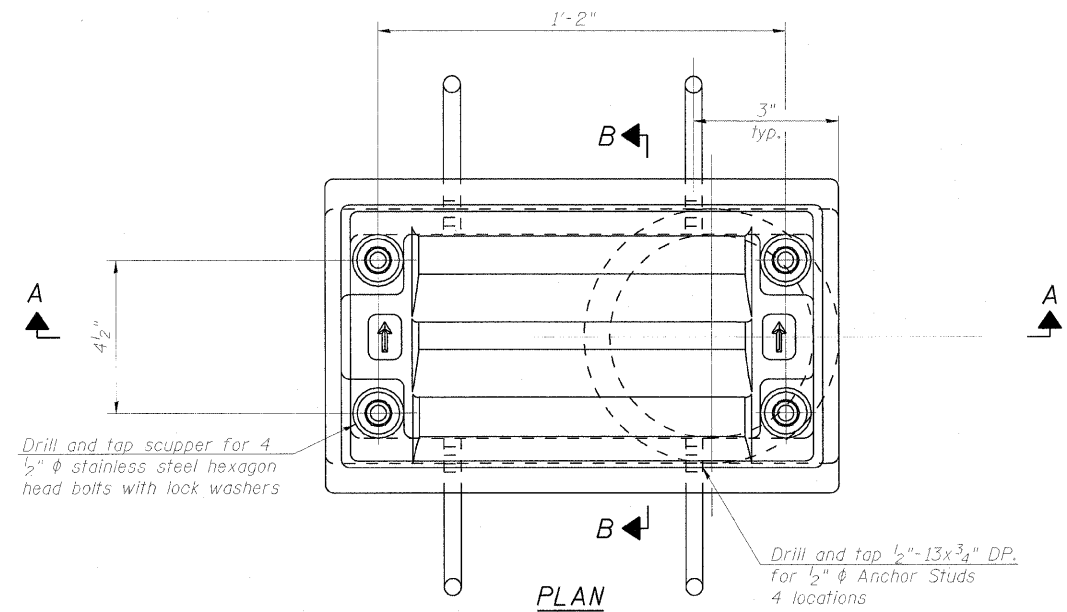
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

**TYPICAL END TREATMENTS**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	92

FILE NAME =	USER NAME = #USER#	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXPANSION JOINT DETAILS (STRIP SEAL) EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILES#	PLOT SCALE = #SCALE#	DRAWN - JHR	REVISED -			70	82-1-IHB	ST. CLAIR	236	175	
	PLOT DATE = #DATE#	CHECKED - CHY	REVISED -			CONTRACT NO. 76C55					
		DATE - 10-09-09	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



See sheet S-9 for scupper location relative to parapet.

**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 Mill.

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.

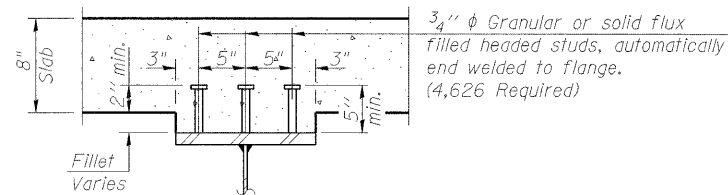
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

**BILL OF MATERIAL**

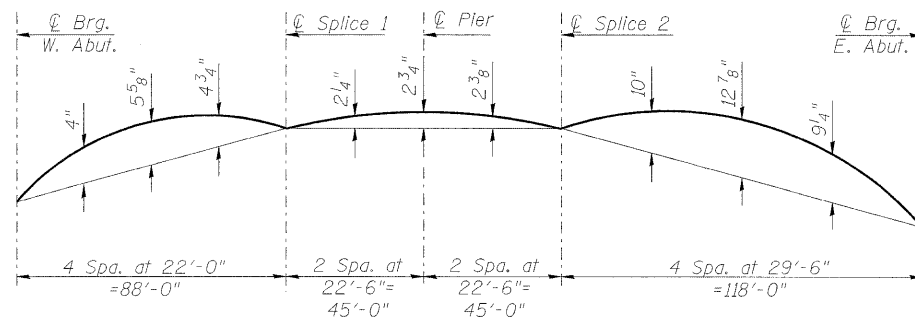
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4.

FILE NAME =	USER NAME = \$USER\$	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE SCUPPER, DS-11 EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILES\$	PLOT SCALE = \$SCALE\$	DRAWN - JHR	REVISED -			70	82-1-1HB	ST. CLAIR	236	176
	PLOT DATE = \$DATE\$	CHECKED - CHY	REVISED -			CONTRACT NO. 76C55				
		DATE - 10-09-09	REVISED -			ILLINOIS FED. AID PROJECT				
						SCALE:	SHEET NO. S-17 OF 5-37 SHEETS	STA.	TO STA.	





SECTION A-A



CAMBER DIAGRAM

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
$I_s$	(in <sup>4</sup> )	23819	128987	32825
$I_c(n)$	(in <sup>4</sup> )	52055	-	81785
$I_c(3n)$	(in <sup>4</sup> )	39167	-	57563
$S_s$	(in <sup>3</sup> )	95.3	3394	1695
$S_c(n)$	(in <sup>3</sup> )	1238	-	2175
$S_c(3n)$	(in <sup>3</sup> )	1141	-	2013
DC1	(k/ft)	1.02	1.24	1.09
$M_{DC1}$	(k)	585	4168	1839
DC2	(k/ft)	0.39	0.39	0.39
$M_{DC2}$	(k)	299	1318	713
DW	(k/ft)	0.25	0.25	0.25
$M_{DW}$	(k)	192	847	458
$M_{\xi + IM}$	(k)	1766	2768	2406
$M_u$ (Strength I)	(k)	4484	12972	8088
$\phi_r M_n, \phi_r M_{nc}$	(k)	6333	-	9983
$f_s$ DC1	(ksi)	7.4	14.7	13.0
$f_s$ DC2	(ksi)	3.1	4.7	4.3
$f_s$ DW	(ksi)	2.0	3.0	2.7
$f_s$ 1.3( $\xi + IM$ )	(ksi)	22.3	12.7	17.3
$f_s$ (Service II)	(ksi)	34.8	35.1	37.3
$f_s$ (Total)(Strength I)	(ksi)	-	45.9	-
$V_r$	(k)	31.2	-	33.5

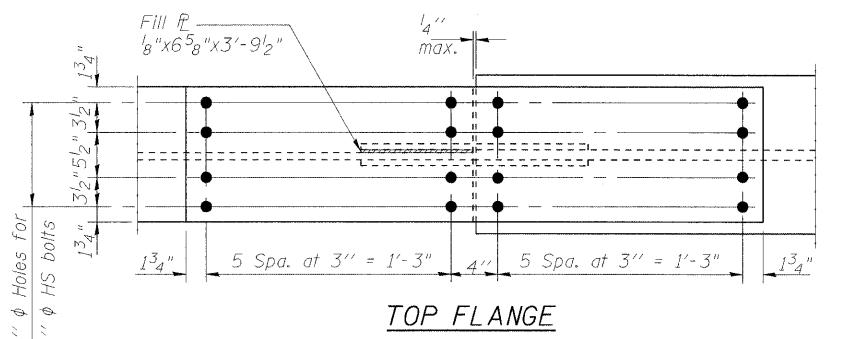
\* Compact sections  
 \*\* Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE				
		W. Abut.	Pier	E. Abut.
$R_{DC1}$	(k)	39	226	65
$R_{DC2}$	(k)	16	76	24
$R_{DW}$	(k)	10	49	15
$R_{\xi + IM}$	(k)	95	207	110
$R_{Total}$	(k)	161	558	214

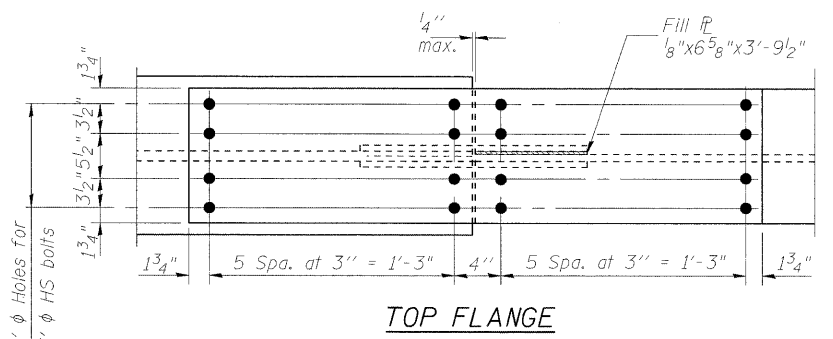
TOP OF WEB ELEVATIONS*					
Girder	W. Abut.	Splice 1	Pier	Splice 2	E. Abut.
1	428.34	431.21	431.81	431.96	428.17
2	428.21	431.16	431.79	431.98	428.29
3	428.18	431.19	431.87	432.10	428.51
4	428.17	431.25	431.97	432.23	428.74
5	427.98	431.13	431.88	432.18	428.79
6	427.75	430.96	431.75	432.09	428.80

\*For fabrication use only.

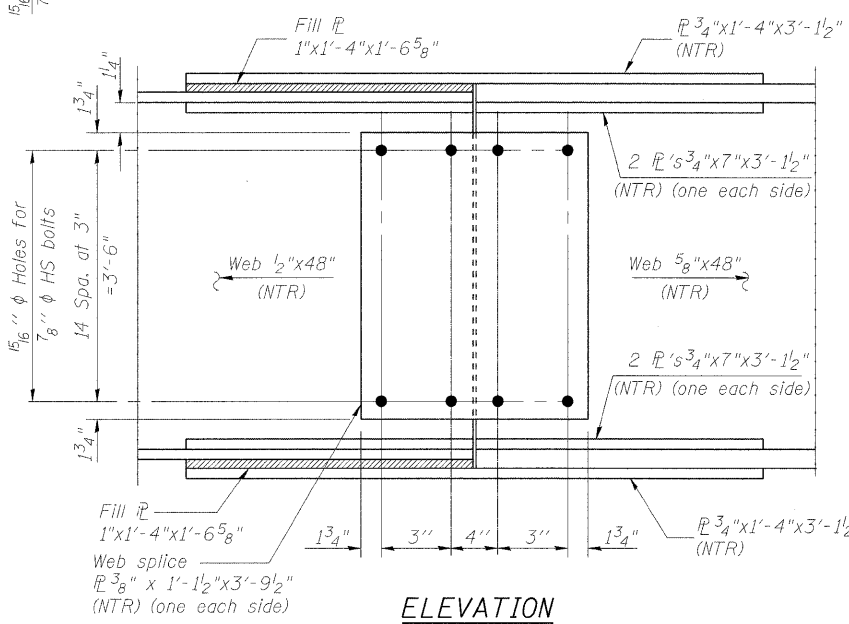
$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and 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<sup>4</sup> and in<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : 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<sup>4</sup> and in<sup>3</sup>).  
 DC1: Un-factored non-composite dead load (kips/ft.).  
 $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
 $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 $M_{\xi + IM}$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 $M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + IM}$   
 $\phi_r M_n$ : 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).  
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\xi + IM}$   
 $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + IM}$   
 $V_r$ : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



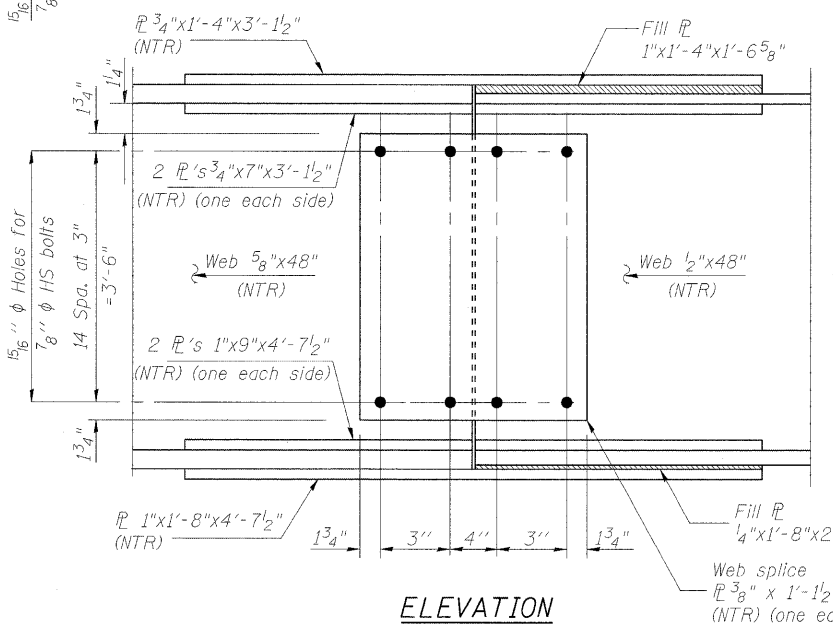
TOP FLANGE



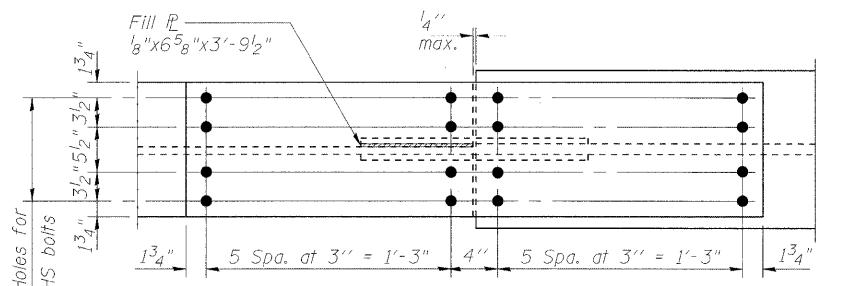
TOP FLANGE



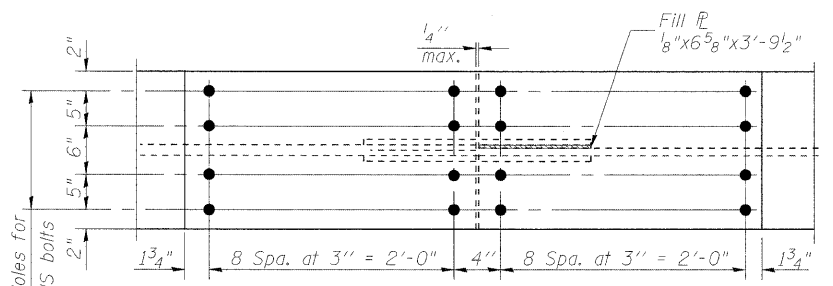
ELEVATION



ELEVATION



BOTTOM FLANGE



BOTTOM FLANGE



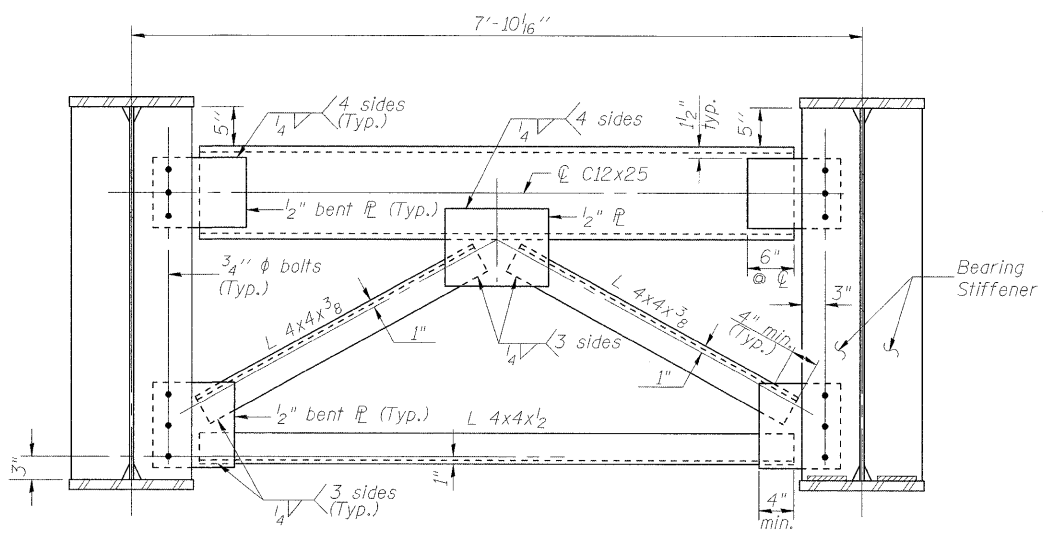
SPlice 1 Detail

(6 Required)



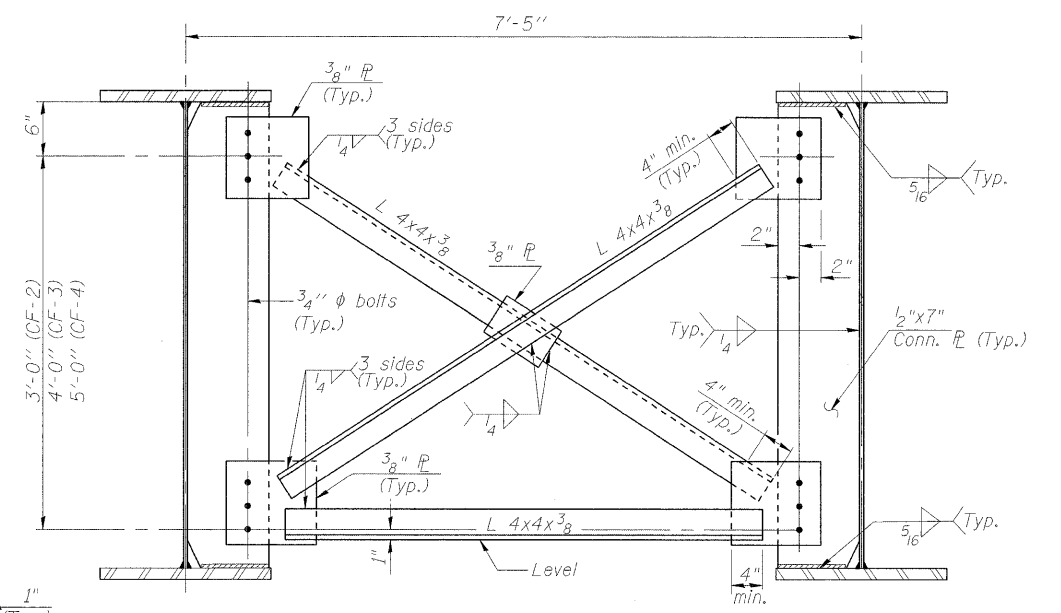
SPlice 2 Detail

(6 Required)



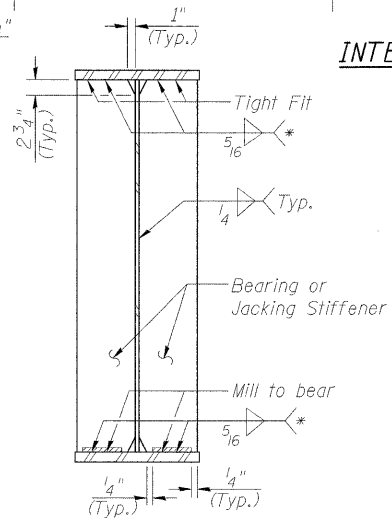
END CROSS FRAME CF-1

(10 Required)



INTERIOR CROSS FRAME CF-2 THRU CF-4

(50 CF-2, 10 CF-3 & 5 CF-4 Required)

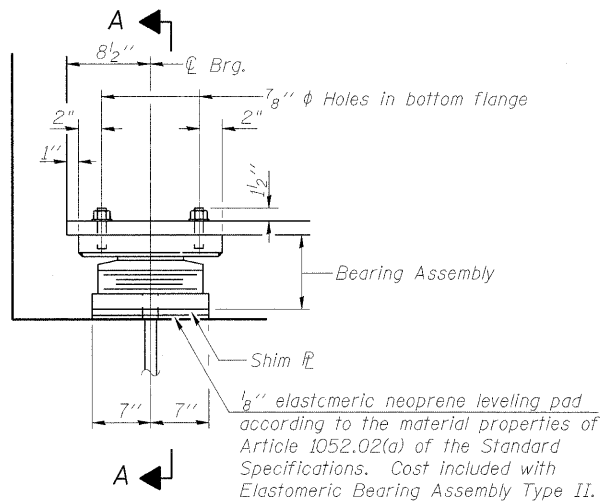


BEARING AND JACKING STIFFENER DETAILS

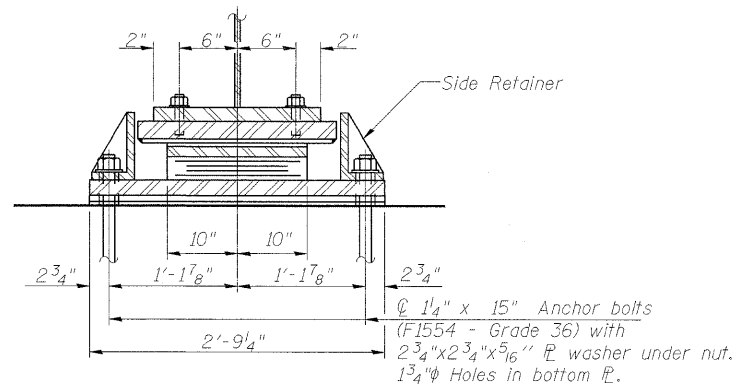
NOTES:

1. Structural steel for flange and web splice plates shall be AASHTO M 270 Grade 50. The structural steel for cross frames, connection plates and stiffeners shall be AASHTO M 270 Grade 36.
2. ASTM A36, A572, Grade 42 or Grade 50, or A529 may be used for the web fill plates.
3. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
4. Detail 15/16 inch diameter holes for all 3/4 inch diameter bolts.
5. Two hardened washers required for each set of oversized holes.
6. Place diaphragm with channel flanges and outstanding angle legs outward from abutment backwall and any other expansion joint.
7. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

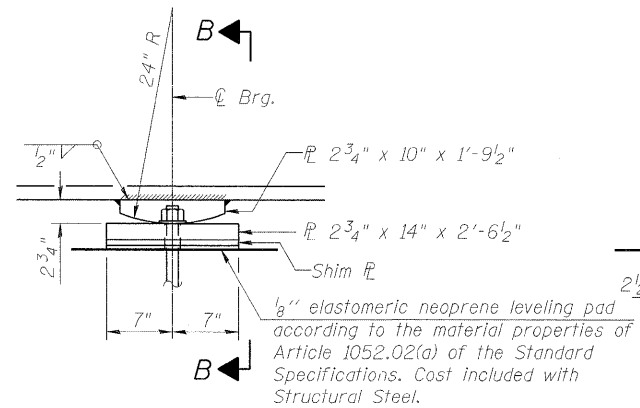
FILE NAME = 082-0378_76C55_S20_CrossFrame.dgn	USER NAME = hej	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL STEEL DETAILS - II EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 179	
PLOT SCALE = 0=1" = 1'-0"	DATE = 11/11/2009	DRAWN - JHR	REVISED -		SCALE: 1" = 1'-0"	SHEET NO. S-20 OF S-37 SHEETS	STA. TO STA.	CONTRACT NO. 76C55		ILLINOIS FED. AID PROJECT		
PLOT DATE = 11/11/2009	DATE = 10-09-09	CHECKED - CHY	REVISED -									



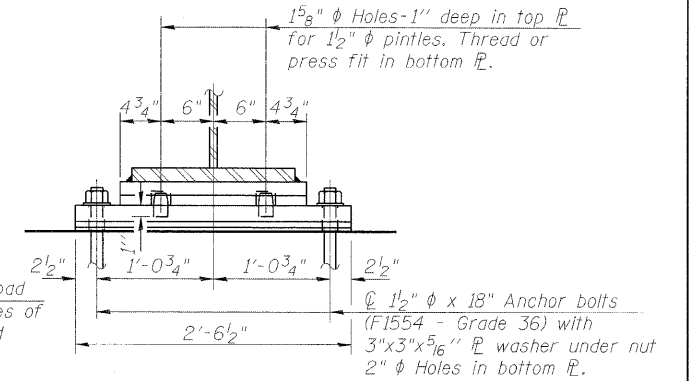
ELEVATION AT ABUT.



SECTION A-A

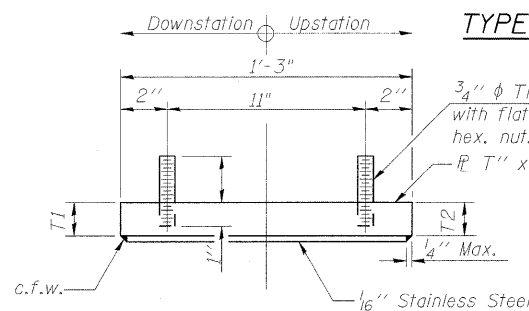


ELEVATION AT PIER



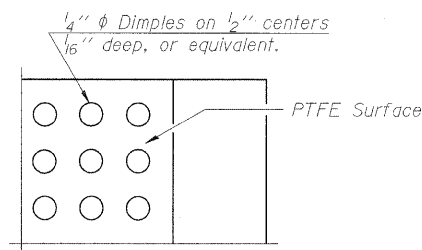
SECTION B-B

TYPE II ELASTOMERIC EXP. BRG.

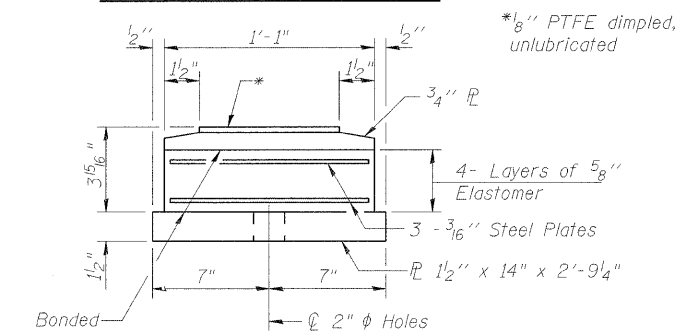


TOP BEARING ASSEMBLY

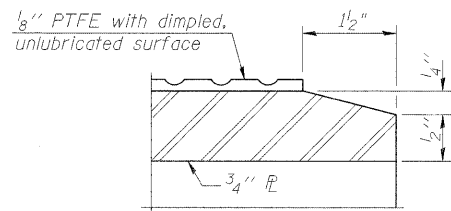
Location	T1	T2
W. Abut.	2"	2 3/8"
E. Abut.	2 5/8"	2"



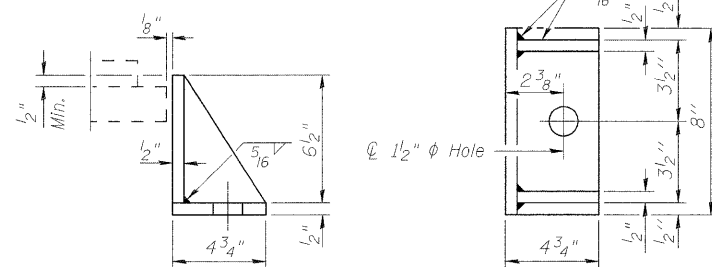
PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY

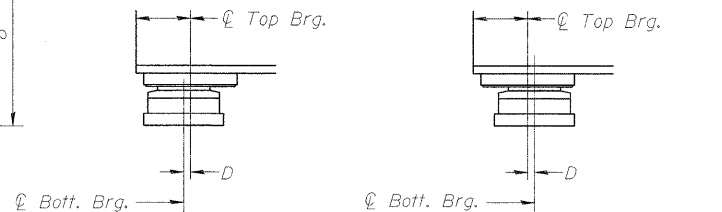


SECTION THRU PTFE



SIDE RETAINER

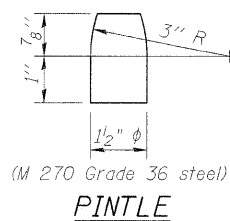
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8 inch per each 100 feet of expansion for every 15 degrees temperature change from the normal temperature of 50 degrees Fahrenheit.

FIXED BEARING



PINTLE



Notes:  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
 Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are installed. 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 II.  
 The 1/8 inch 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 inch PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.  
 Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.  
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

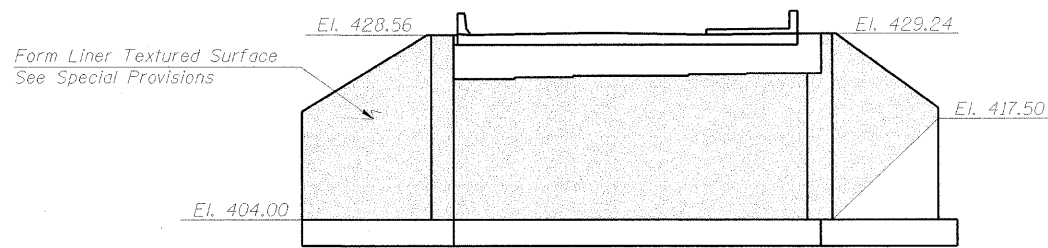
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts 1 1/4"	Each	24
Anchor Bolts 1 1/2"	Each	12

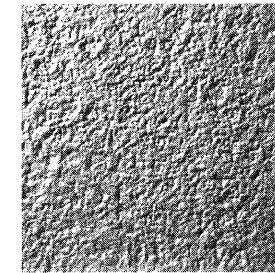
**PILE DATA**

Type: 14"  $\phi$  x 0.25" Metal Shell  
 Nominal Required Bearing: 400 kips  
 Factored Resistance Available: 200 kips  
 Est. Length: 62 ft  
 No. Production Piles: 58  
 No. Test Piles: 1

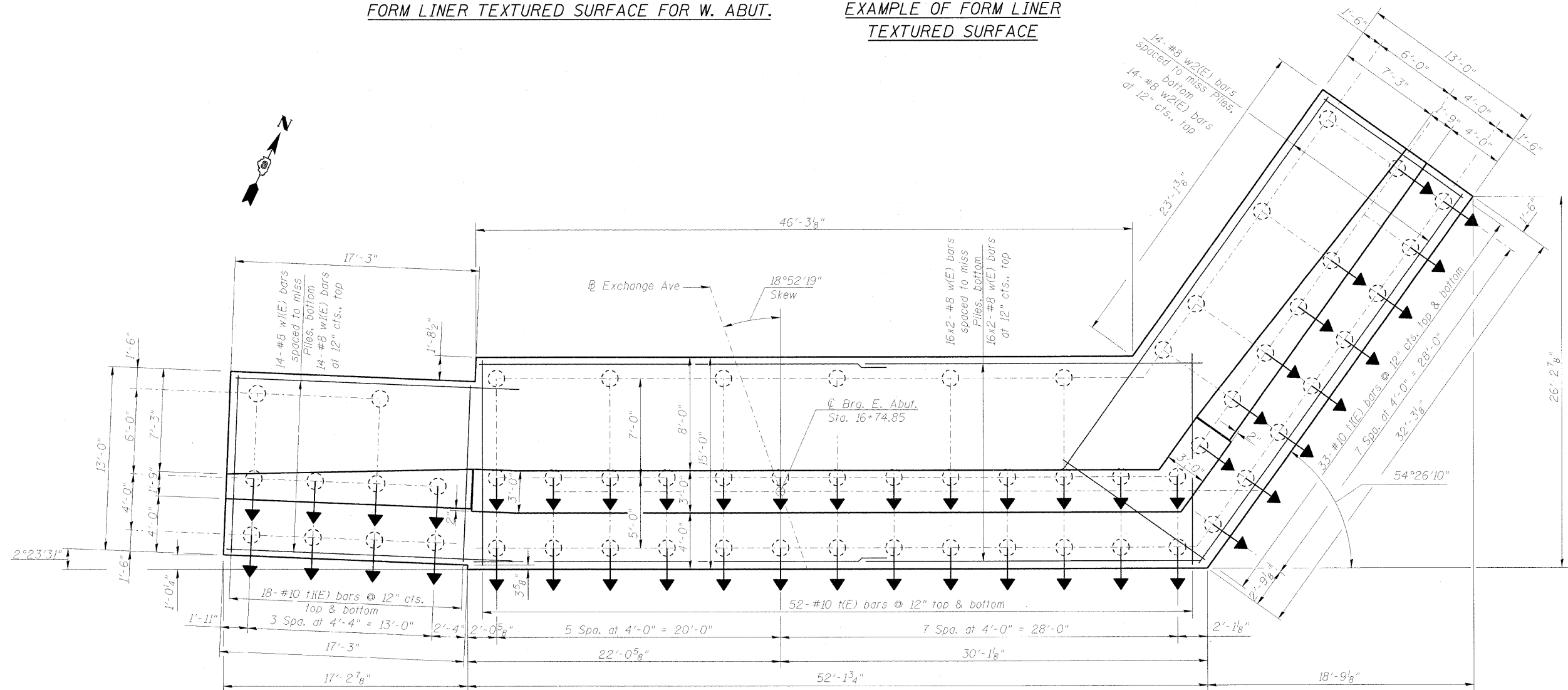
-  Battered Pile
-  Vortical Pile



**FORM LINER TEXTURED SURFACE FOR W. ABUT.**



**EXAMPLE OF FORM LINER TEXTURED SURFACE**



**FOUNDATION PLAN**

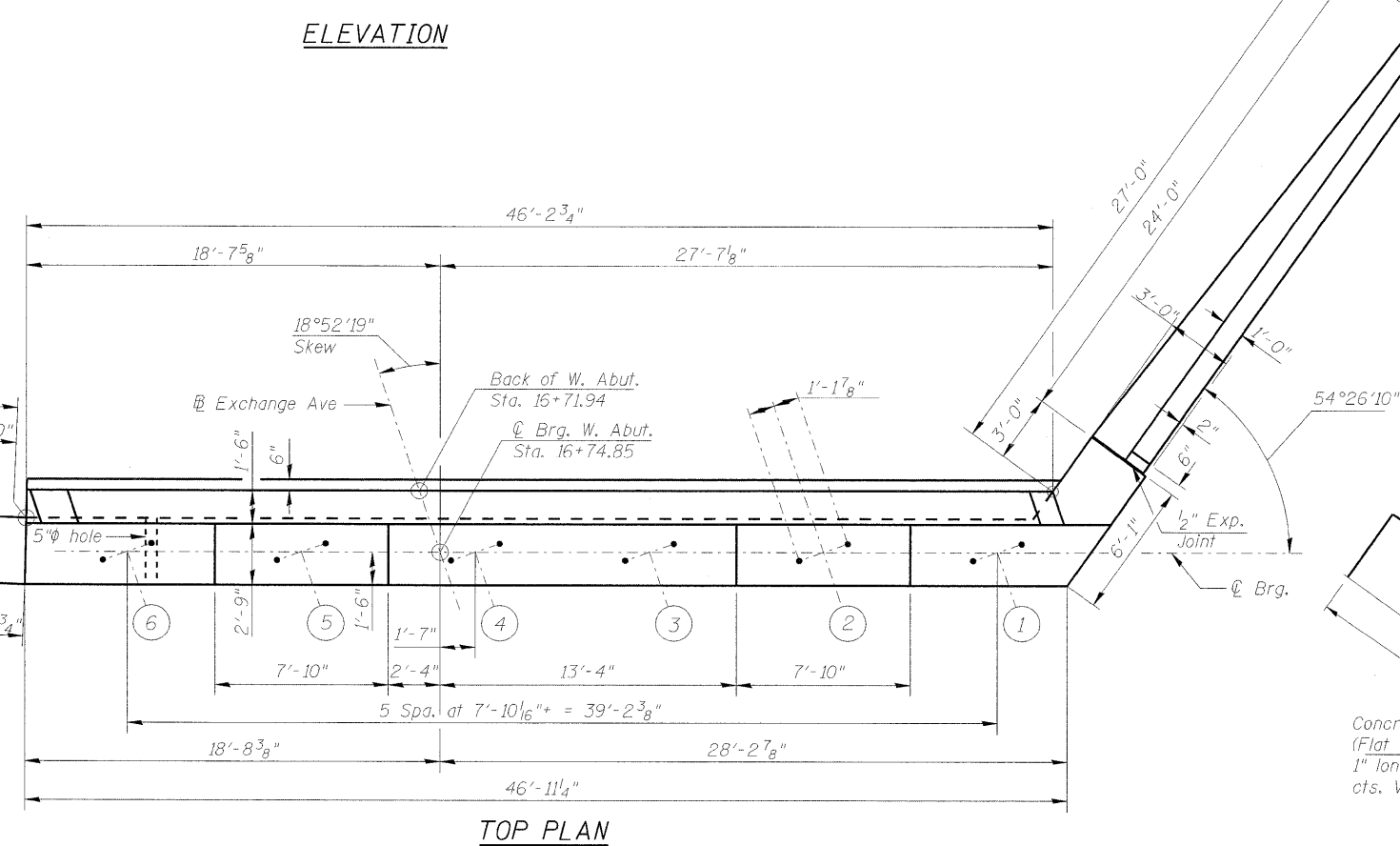
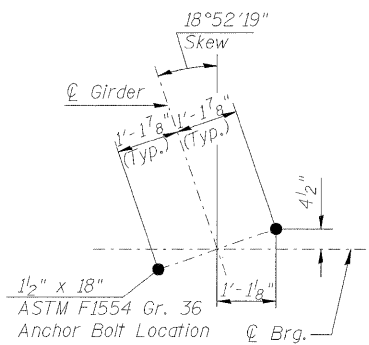
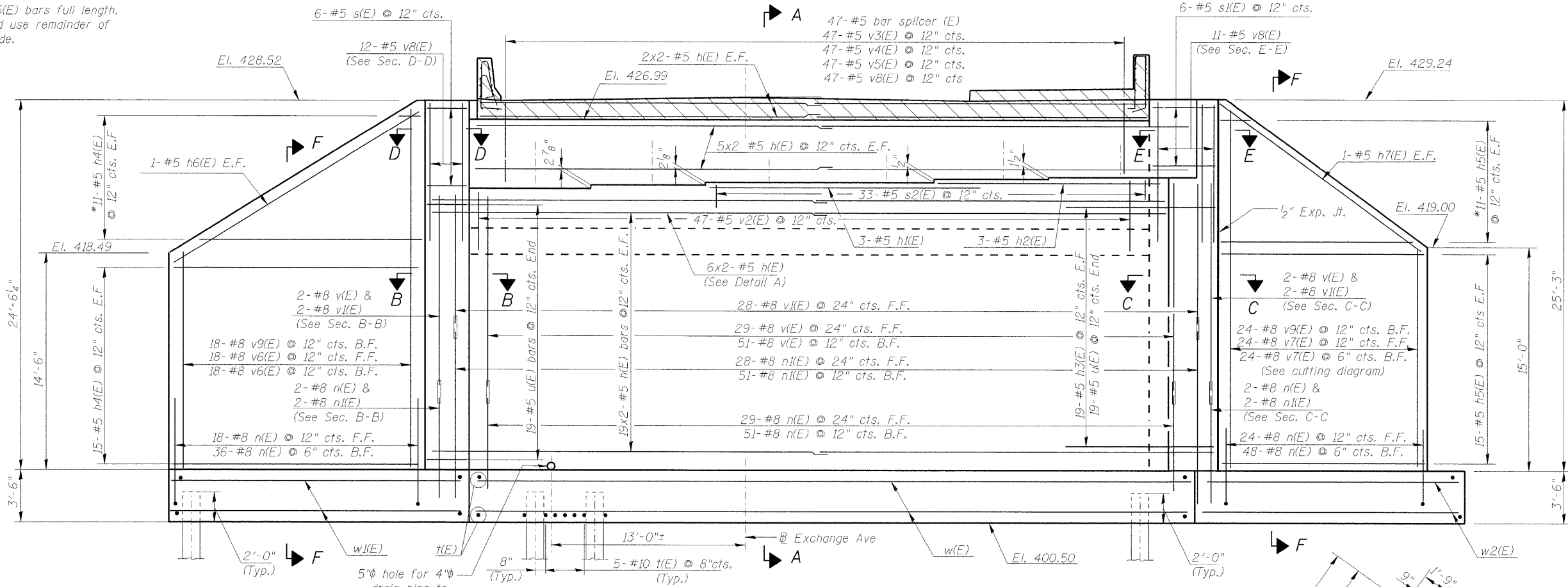
FILE NAME =	USER NAME = #USER#	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WEST ABUTMENT FOUNDATION PLAN EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILES#		DRAWN - JHR	REVISED -		SCALE:	SHEET NO. 5-22 OF 5-37 SHEETS	STA.	TO STA.	82-1-IHB	ST. CLAIR	236	181
	PLOT SCALE = #SCALE#	CHECKED - CHY	REVISED -						CONTRACT NO. 76C55			
	PLOT DATE = #DATE#	DATE - 10-09-09	REVISED -						ILLINOIS FED. AID PROJECT			



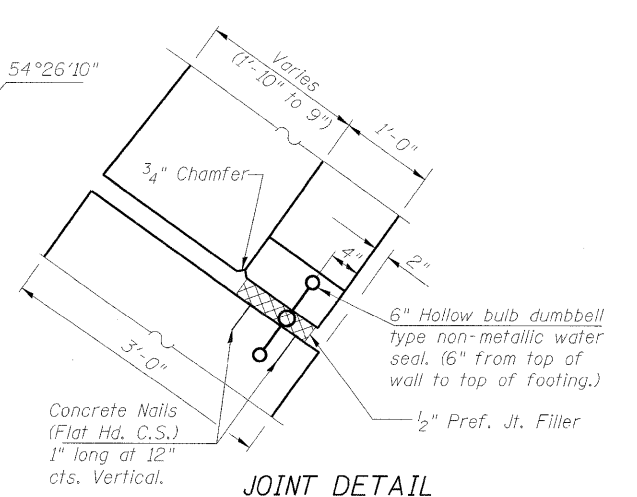
\* Order h4(E) and h5(E) bars full length. Cut to fit skew and use remainder of bars is opposite side.

**GIRDER SEAT ELEVATIONS**

Girder	W. Abut.
1	423.60
2	423.47
3	423.43
4	423.43
5	423.25
6	423.01



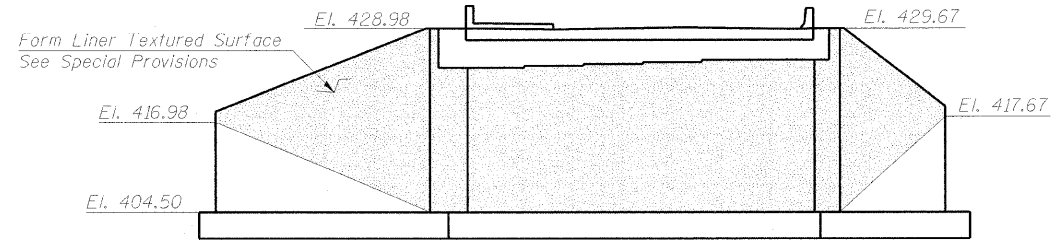
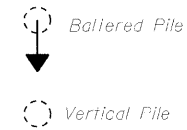
Notes:  
 E.F. = Each Face  
 F.F. = Front Face  
 B.F. = Back Face  
 Space reinforcement in cap to miss anchor bolts.  
 All edges shall have standard 3/4" chamfers.  
 Pour steps monolithically with abutment wall.



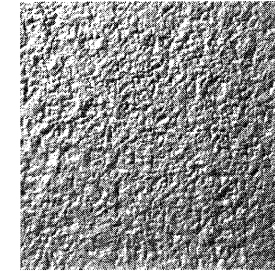


**PILE DATA**

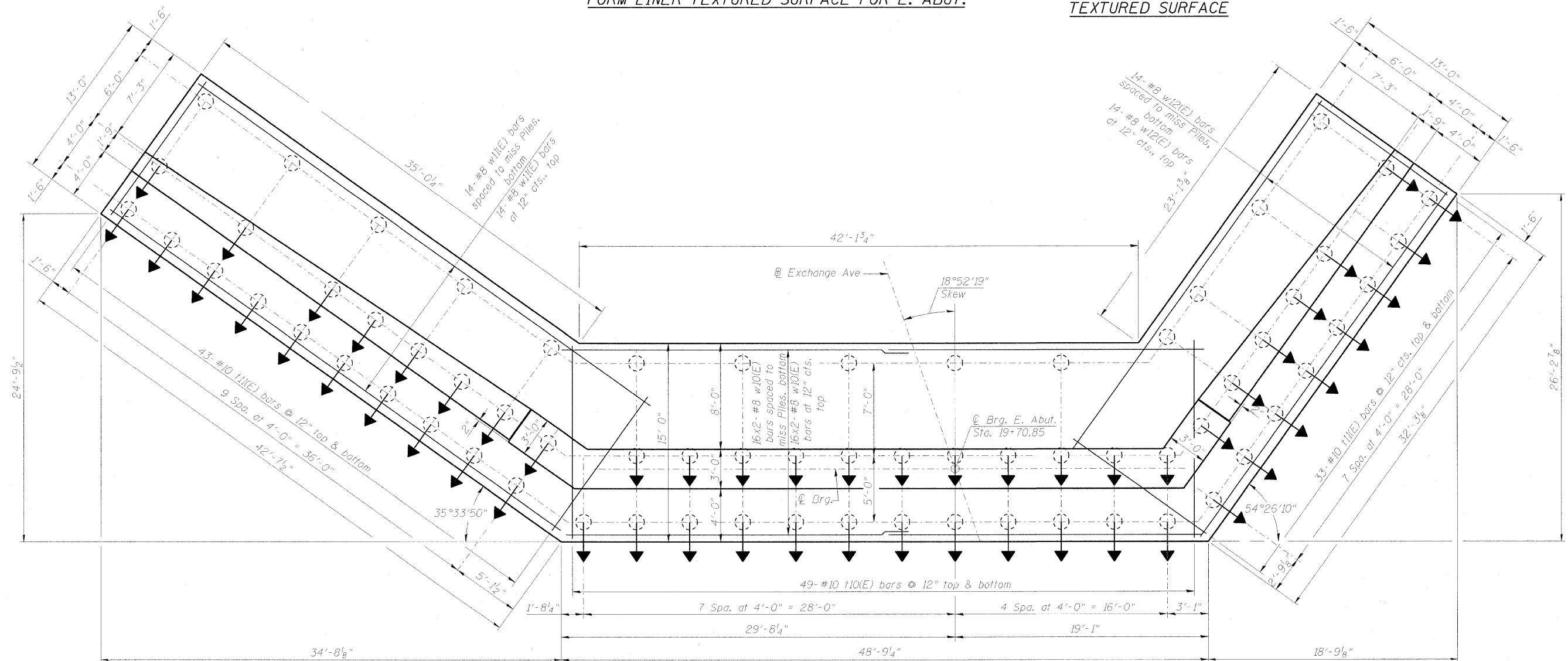
Type: 14"  $\phi$  x 025" Metal Shell  
 Nominal Required Bearing: 400 kips  
 Factored Resistance Available: 200 kips  
 Est. Length: 55 ft  
 No. Production Piles: 68  
 No. Test Piles: 1



**FORM LINER TEXTURED SURFACE FOR E. ABUT.**



**EXAMPLE OF FORM LINER TEXTURED SURFACE**



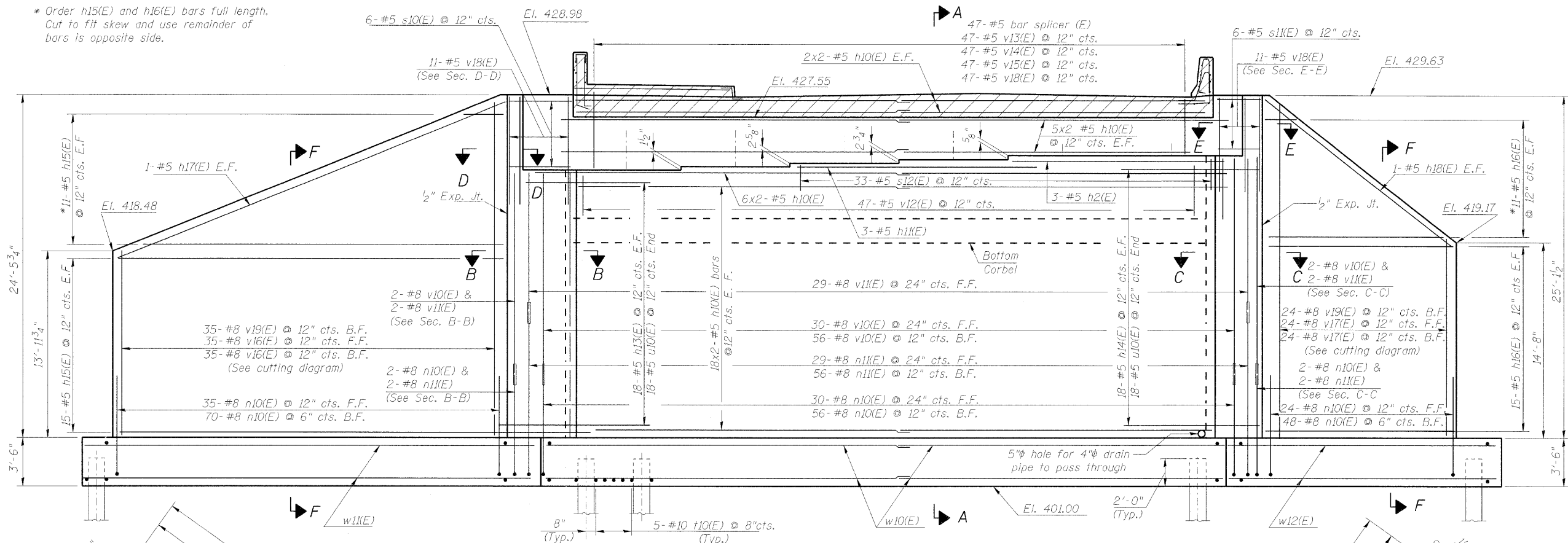
**FOUNDATION PLAN**

FILE NAME =	USER NAME = \$USER\$	DESIGNED - JXH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EAST ABUTMENT FOUNDATION PLAN EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>			F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 184
#FILES#	PLDT SCALE = \$SCALE\$	DRAWN - JHR	REVISED -		SCALE:	SHEET NO. 5-25 OF 5-37 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C55		
	PLDT DATE = \$DATE\$	CHECKED - CHY	REVISED -									
		DATE - 10-09-09	REVISED -									

**GIRDER SEAT ELEVATIONS**

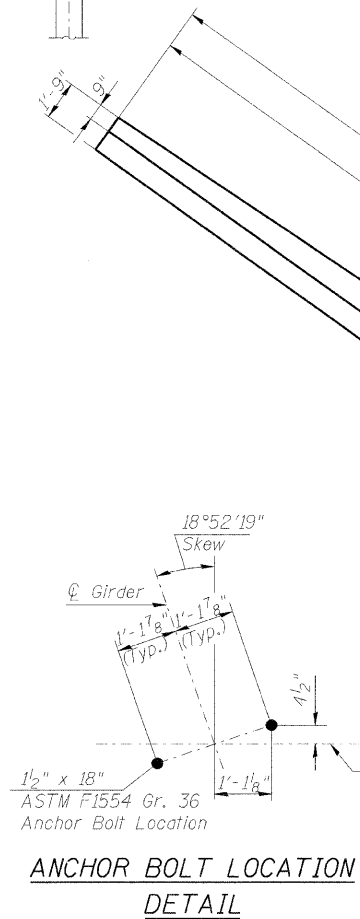
Girder	E. Abut.
1	423.36
2	423.49
3	423.71
4	423.94
5	423.99
6	423.99

\* Order h15(E) and h16(E) bars full length. Cut to fit skew and use remainder of bars is opposite side.

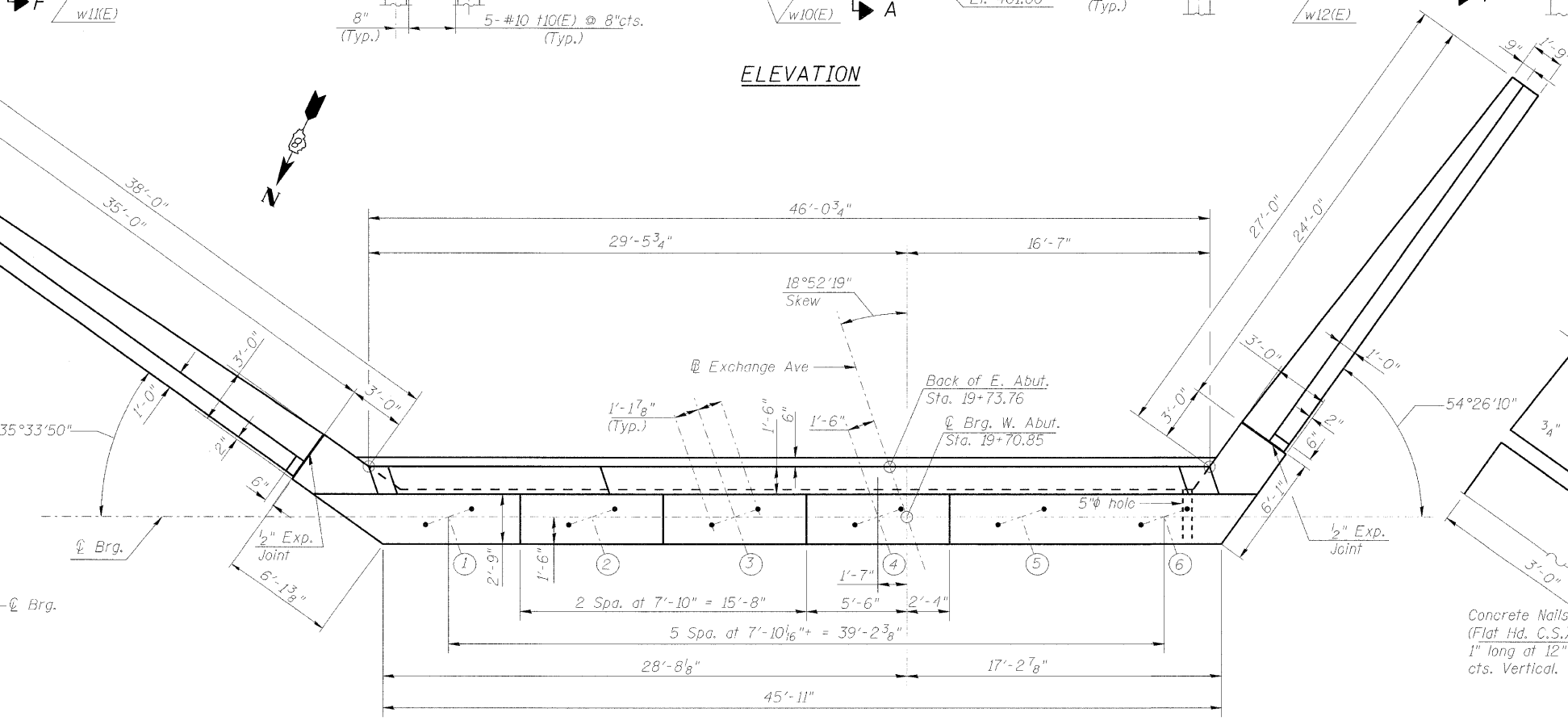


**ELEVATION**

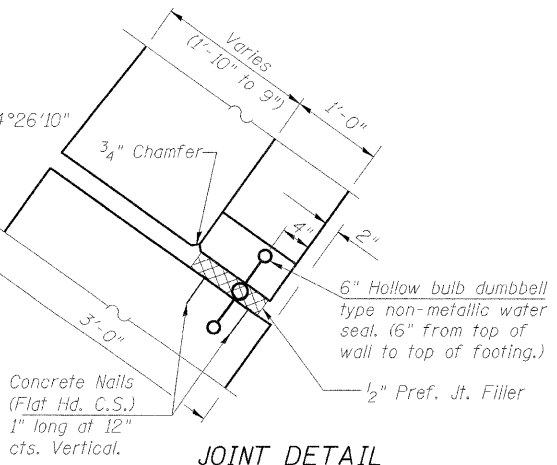
Notes:  
 E.F. = Each Face  
 F.F. = Front Face  
 B.F. = Back Face  
 Space reinforcement in cap to miss anchor bolts.  
 All edges shall have standard 3/4\"/>



**ANCHOR BOLT LOCATION DETAIL**



**TOP PLAN**



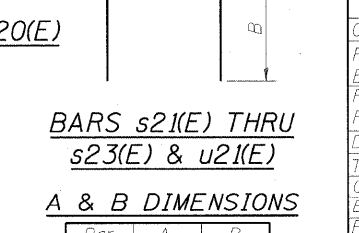
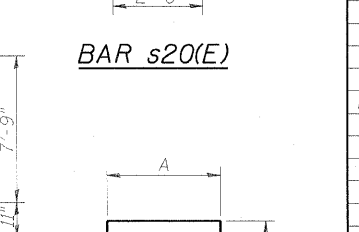
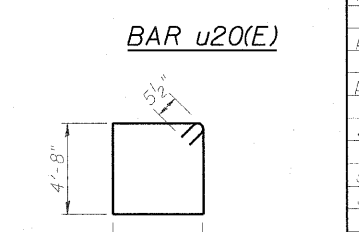
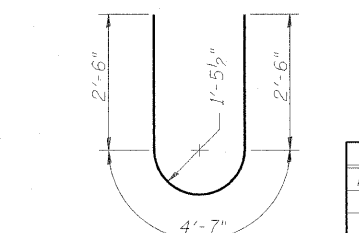
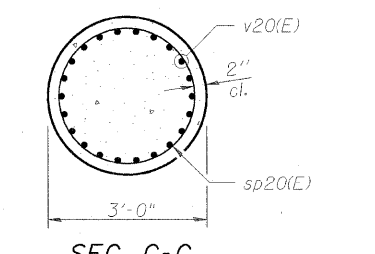
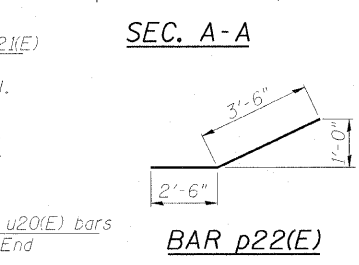
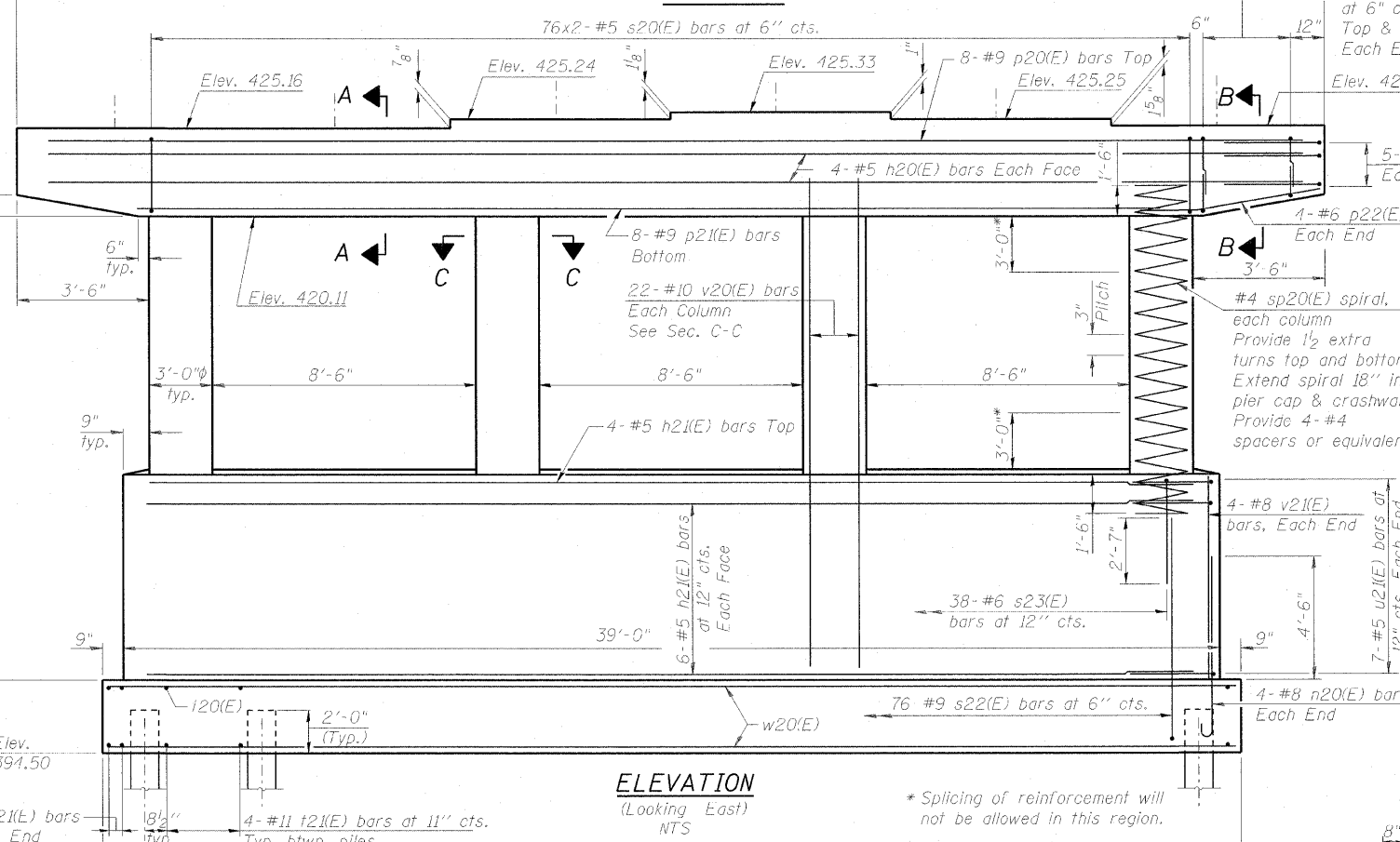
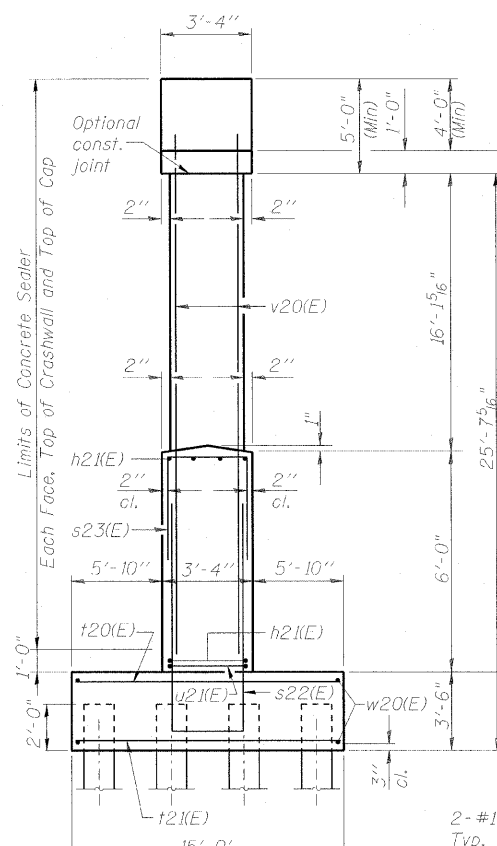
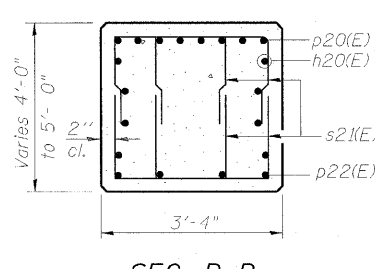
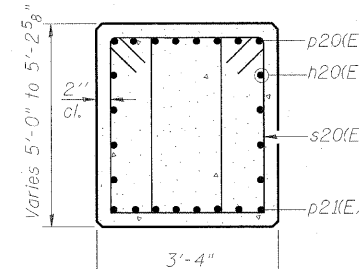
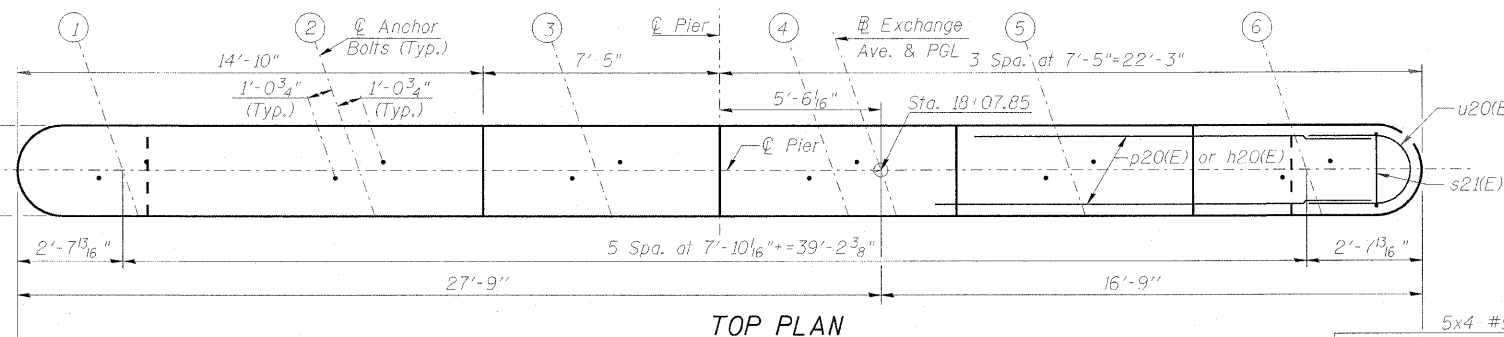
**JOINT DETAIL**



Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles, see sheet 32 of 36

**PILE DATA**

Type: 14"  $\phi$  x 0.25" Metal shell  
 Nominal Required Bearing: 400 kips  
 Factored Resistance Available: 200 kips  
 Est. Length: 96 Ft  
 No. Production Piles: 39  
 No. Test Piles: 1

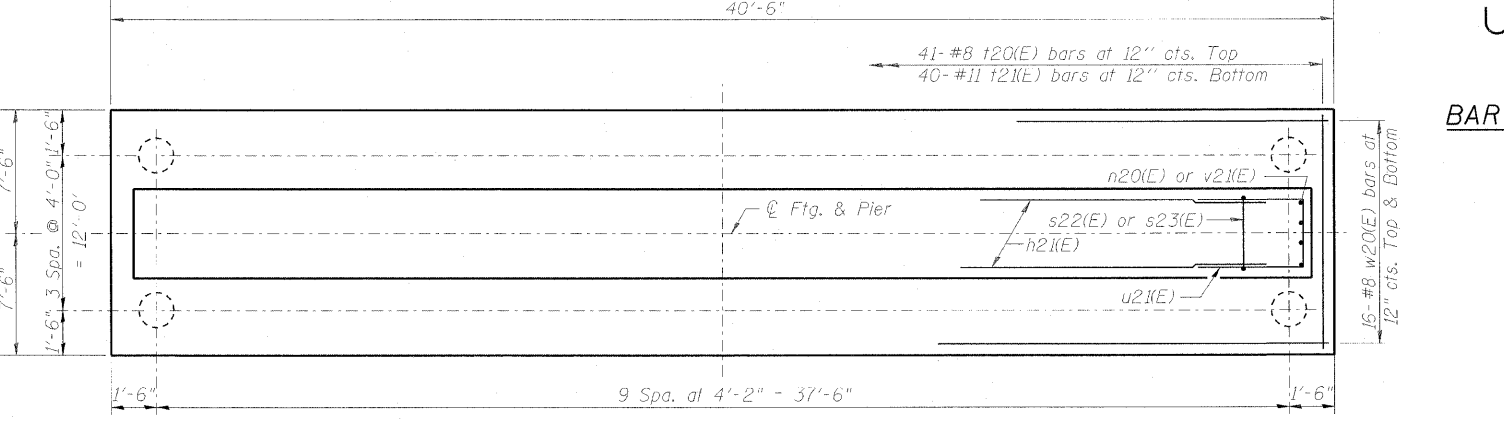
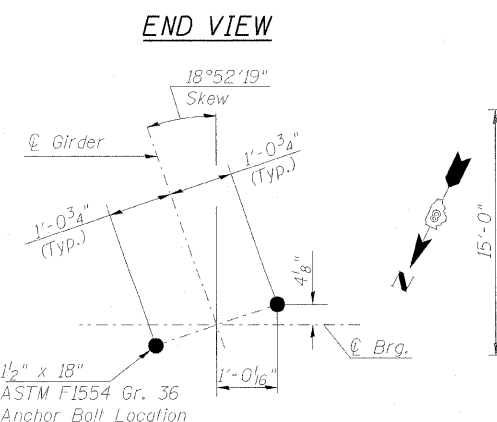


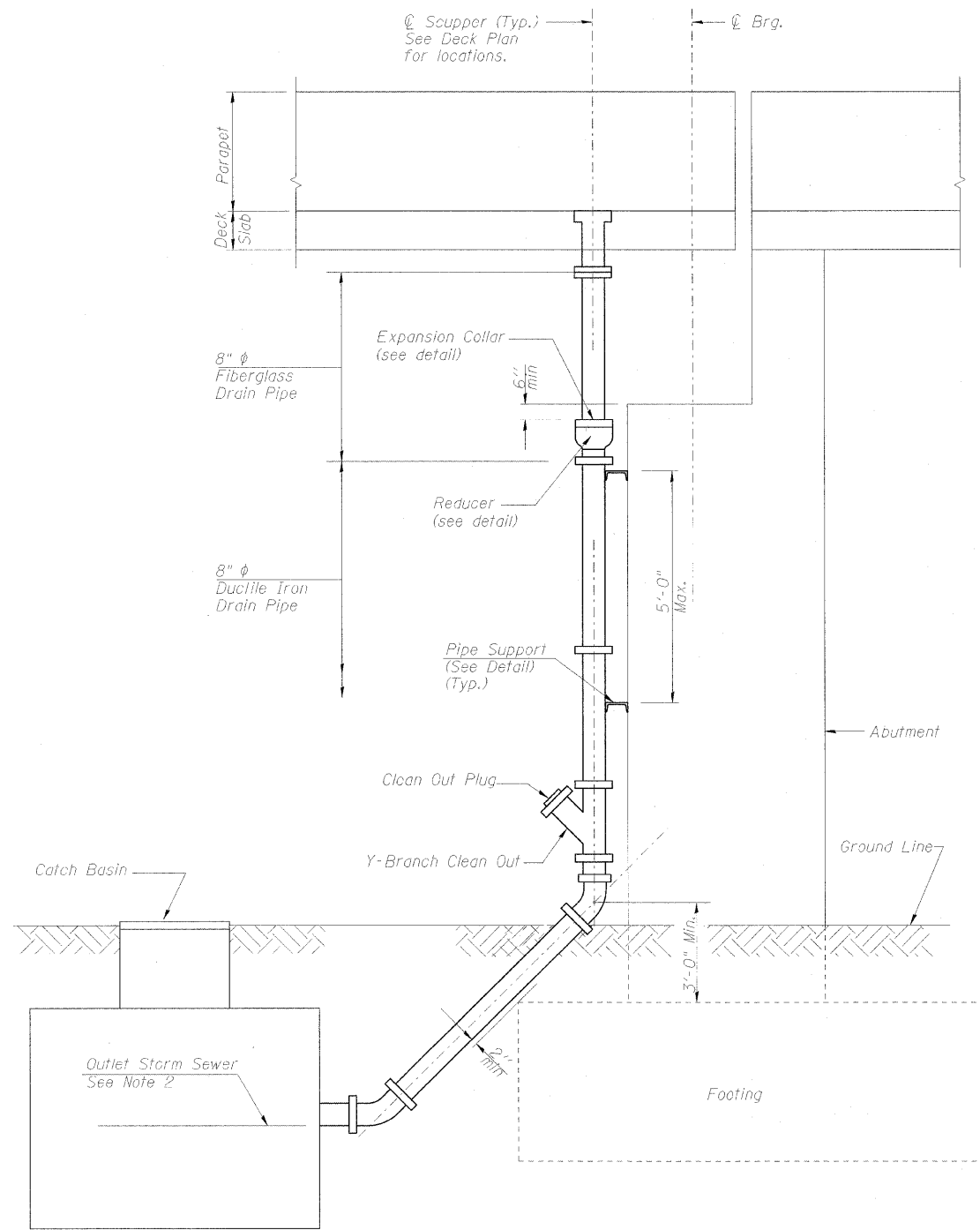
**A & B DIMENSIONS**

Bar	A	B
s21(E)	2'-0"	3'-7"
s22(E)	3'-0"	8'-6"
s23(E)	3'-0"	3'-6"
u21(E)	2'-10"	2'-3"

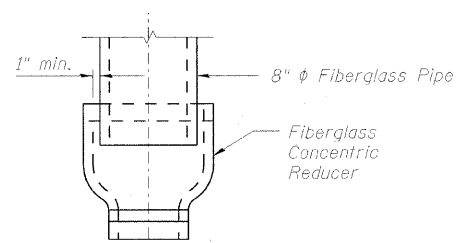
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	8	#5	41'-0"	—
h21(E)	16	#5	38'-6"	—
n20(E)	8	#8	8'-8"	U
p20(E)	8	#9	40'-9"	—
p21(E)	8	#9	34'-0"	—
p22(E)	8	#6	6'-0"	—
s20(E)	152	#5	14'-3"	□
s21(E)	40	#5	9'-2"	□
s22(E)	76	#9	20'-0"	□
s23(E)	38	#6	10'-0"	□
sp20(E)	4	#4	19'-2"	W
t20(E)	41	#8	14'-8"	—
t21(E)	40	#11	14'-8"	—
u20(E)	10	#5	9'-7"	U
u21(E)	14	#5	7'-4"	U
v20(E)	88	#10	25'-3"	—
v21(E)	8	#8	5'-9"	—
w20(E)	32	#8	40'-2"	—
Concrete Structures		Cu. Yd.	152.1	
Reinforcement Bars, Epoxy Coated		Pound	31,420	
Furnishing Metal Shell Piles 14"x0.250"		Foot	3,744	
Driving Piles		Foot	3,744	
Test Pile Metal Shell		Each	1	
Concrete Sealer		Sq. Ft.	1,974	
Braced Excavation		Cu. Yd.	220	
Pile Extraction		Each	10	

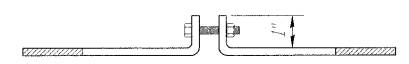




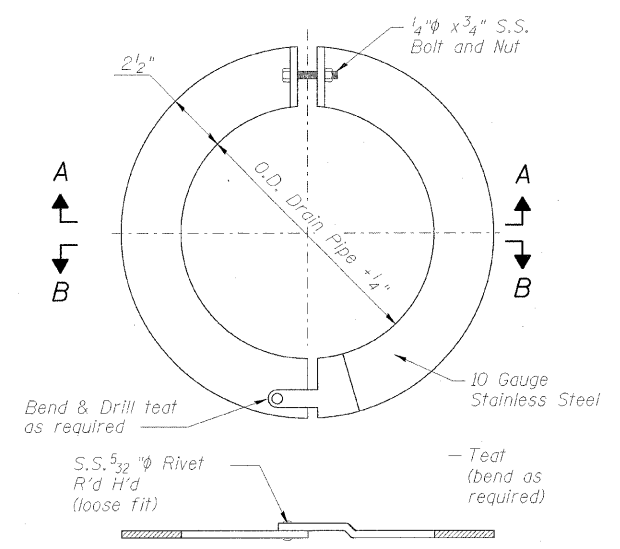
**DRAINAGE SYSTEM**  
(East Abutment Shown, West Abutment similar.)



**REDUCER DETAIL**

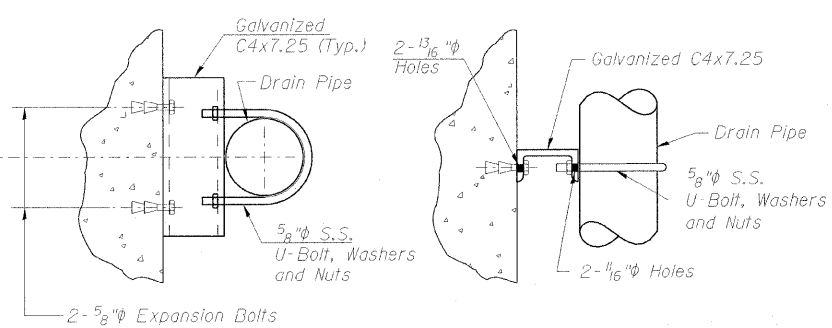


**SECTION A-A**



**SECTION B-B**

**DETAIL OF EXPANSION COLLAR**



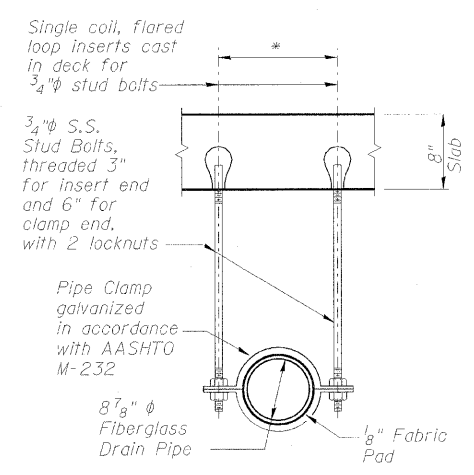
**PLAN**

**ELEVATION**

**PIPE SUPPORT DETAIL**

**BILL OF MATERIAL**

Item	Unit	Total
Drainage System	L Sum	1



**PIPE SUPPORT DETAIL**

\* Dimension as required by Pipe Clamp

- NOTES:**
1. S.S. denotes Stainless Steel.
  2. For Outlet Inv. Elevation See Roadway Plans.

FILE NAME =	USER NAME = #USER#	DESIGNED - JXH	REVISED -
*FILES#		DRAWN - JHR	REVISED -
	PLDT SCALE = #SCALE#	CHECKED - CHY	REVISED -
	PLDT DATE = #DATE#	DATE - 10-09-09	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM DETAILS**  
**EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)**

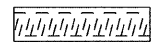
SCALE: SHEET NO. S-29 OF S-37 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-1HB	ST. CLAIR	236	188
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 76C55	

The diameter of this part is equal or larger than the diameter of bar spliced.

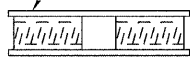
The diameter of this part is the same as the diameter of the bar spliced.

**ROLLED THREAD DOWEL BAR**



**\*\* ONE PIECE**

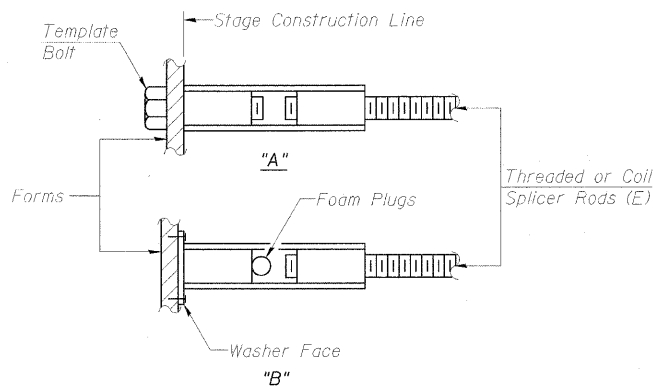
Wire Connector



**WELDED SECTIONS**

**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\*Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



**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.

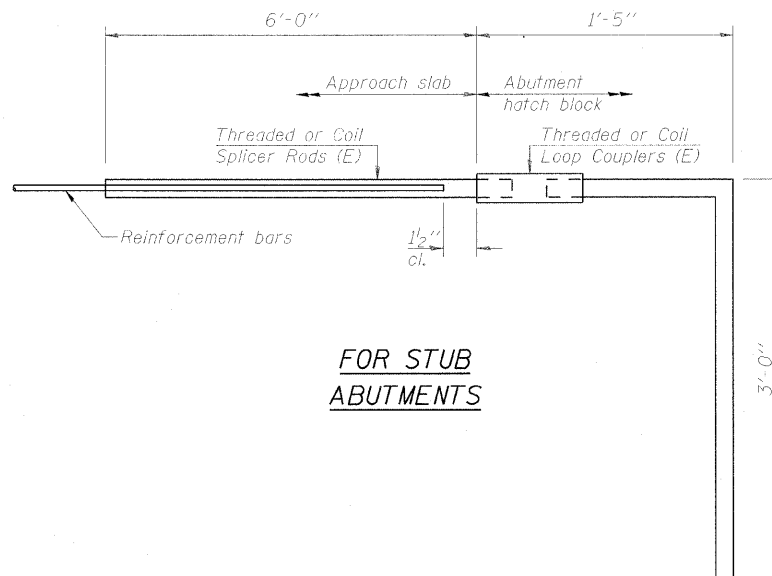
**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_1$
- ② Minimum \*Pull-out Strength (Tension in kips) =  $0.66 \times f_y \times A_1$

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_1$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

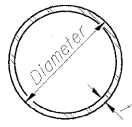
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



**FOR STUB ABUTMENTS**

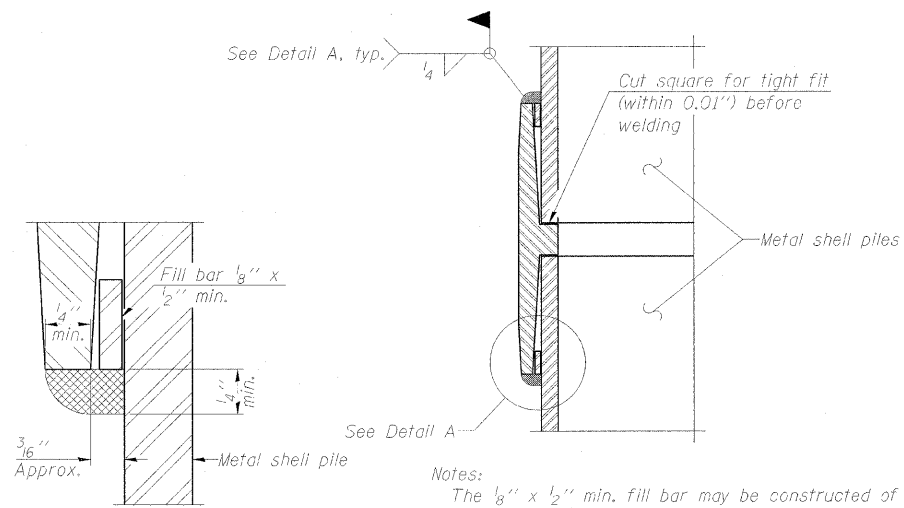
Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 94	





**METAL SHELL PILE TABLE**

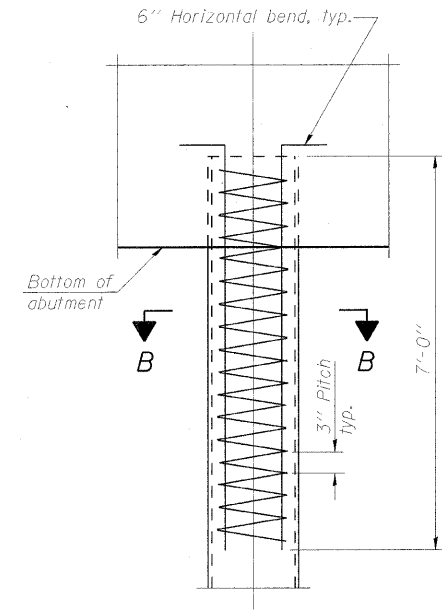
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



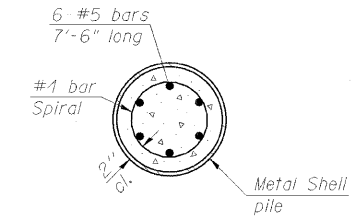
**DETAIL A**

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**

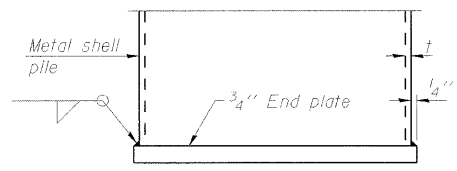


**ELEVATION**

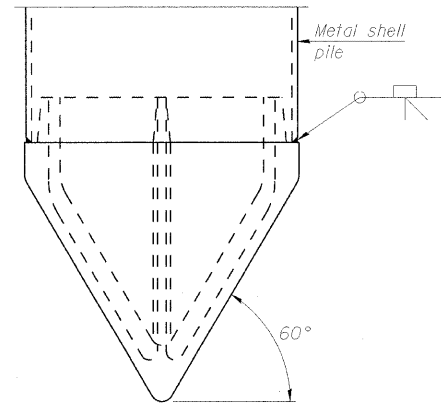


**SECTION B-B**

**METAL SHELL REINFORCEMENT**



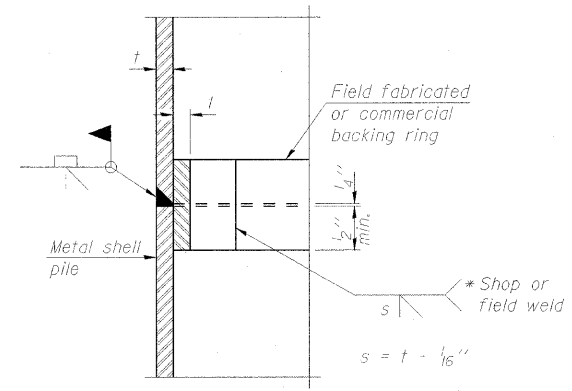
**END PLATE ATTACHMENT**



**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.

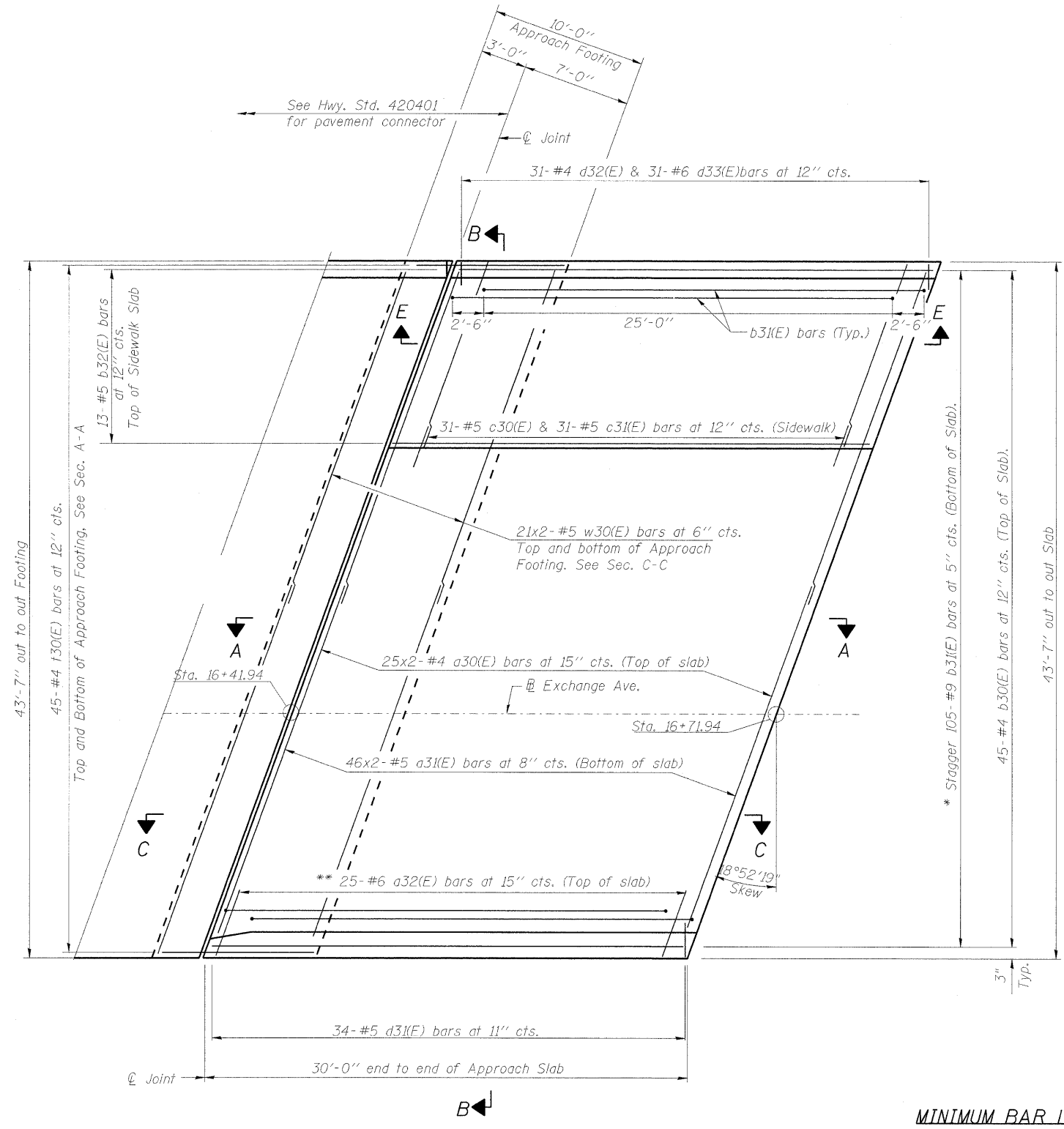


**COMPLETE PENETRATION WELD SPLICE**

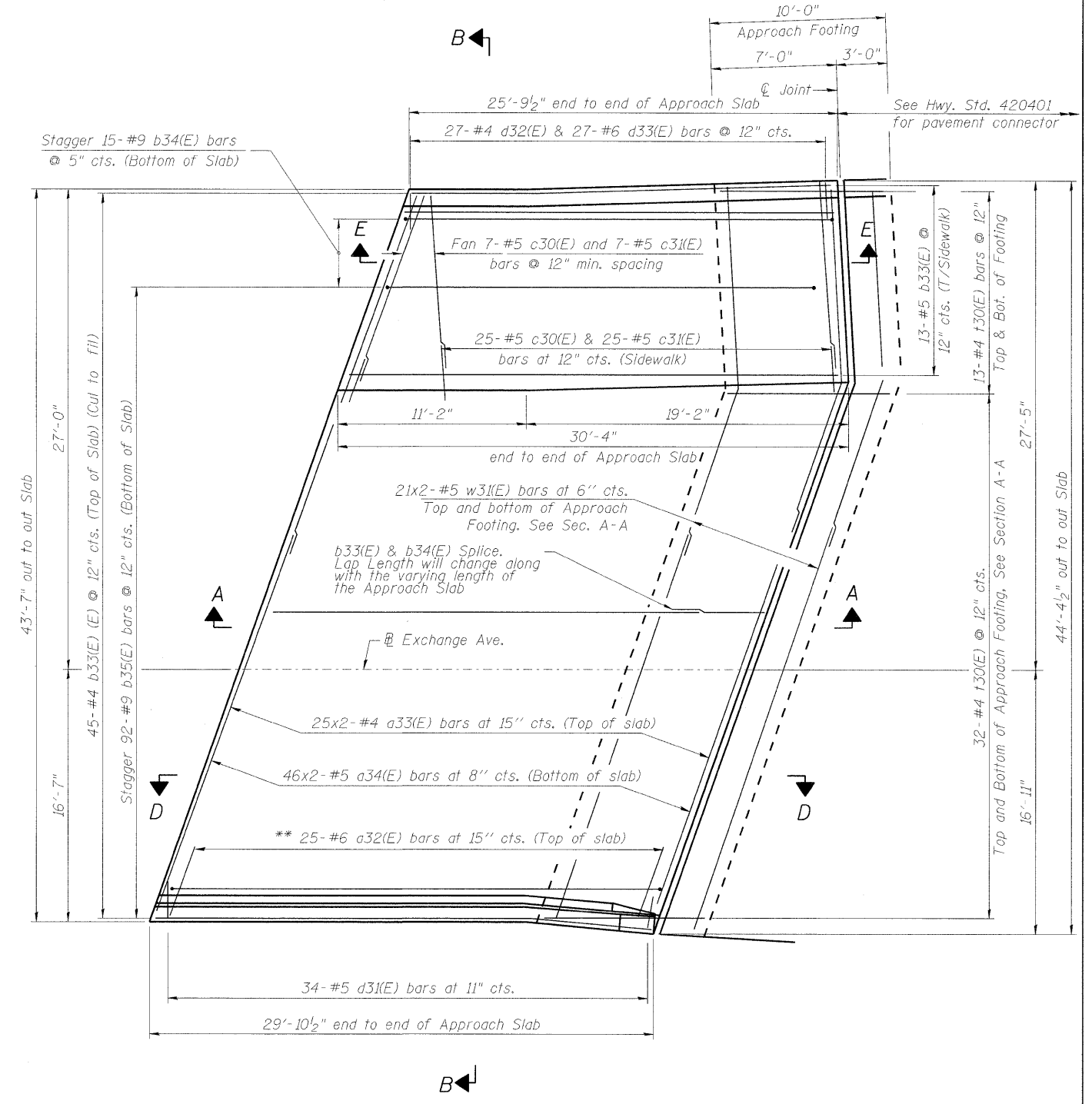
\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

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

Notes:  
 See sheet S-33 of S-37 for Sections A-A & B-B and Views C-C, D-D, and E-E.  
 a30(E) through a34(E) bar spacings are measured parallel to  $\hat{C}$  Roadway.  
 a33(E), a34(E), and w31(E) bars will need to be bent in the field to maintain  
 the specified bar spacing.



**WEST APPROACH PLAN**

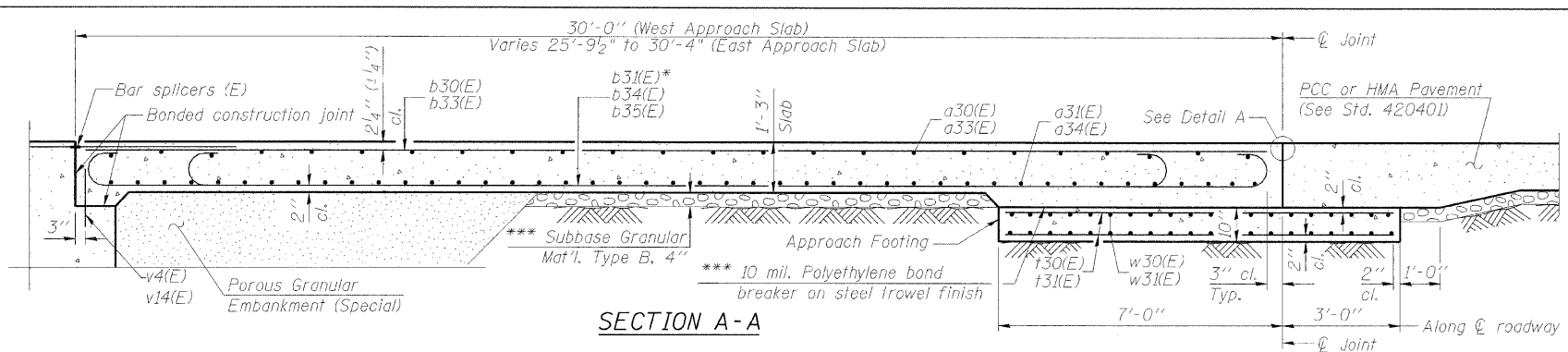


**EAST APPROACH PLAN**

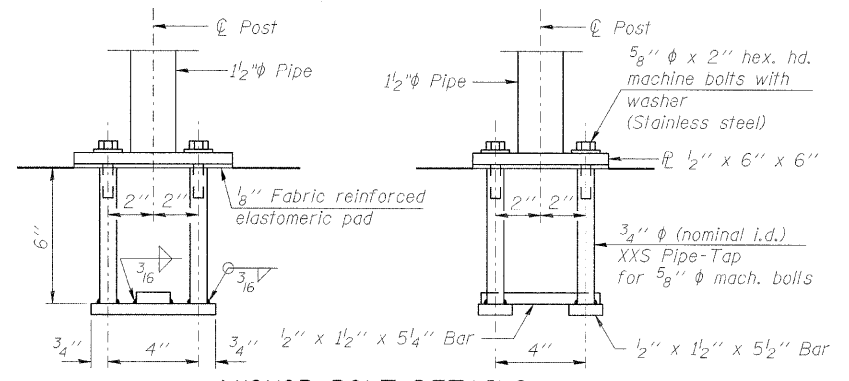
**MINIMUM BAR LAP**  
 #4 bars = 1'-8"  
 #5 bars = 2'-2"

\* Tilt #9 b31(E), b34(E), or b35(E) bars as required to maintain clearance.  
 \*\* Alternate with a30(E) or a33(E) bars, South Parapet  
 \*\*\* Cost included with Concrete Superstructure

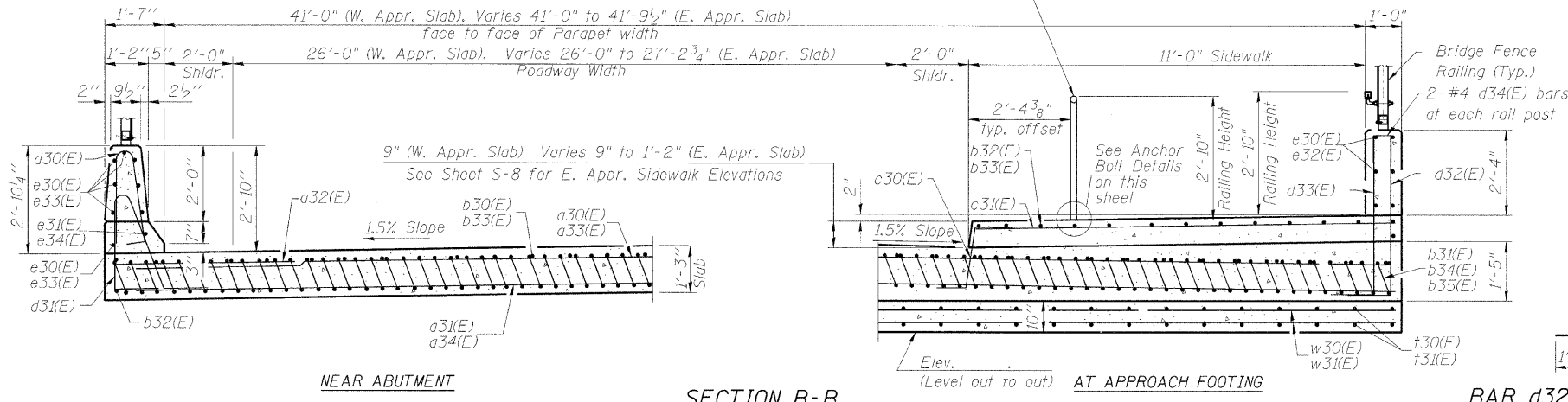
FILE NAME = 082-0378_76C55_S32_W_ApprSlabP1.dgn	USER NAME = hej	DESIGNED - BGF	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>APPROACH SLAB PLAN EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)</b>		F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 191	
PLOT SCALE = 0=1" = 10'-0"	CHECKED - CHY	REVISD -	REVISD -		SCALE:	SHEET NO. S-32 OF S-37 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C55		
PLOT DATE = 11/11/2009	DATE - 10-09-09	REVISD -	REVISD -									



Notes:  
 Approach slab and parapet concrete 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 v4(E) & v14(E) bar details, see sheets S-24 and S-27, respectively.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 Pedestrian Railing shall be paid for as Pedestrian Railing.

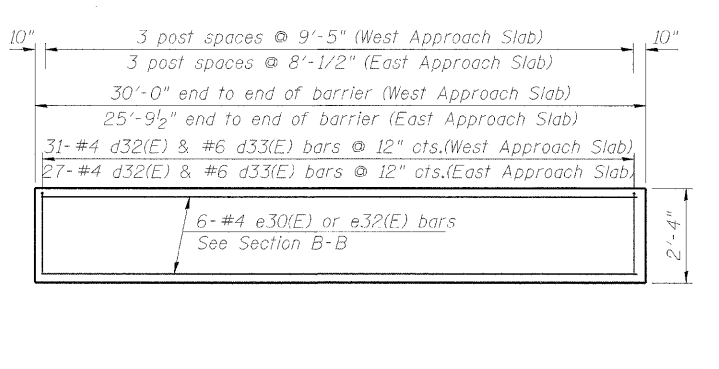
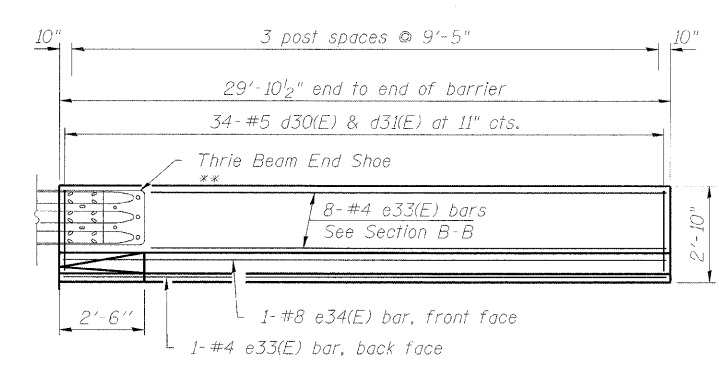
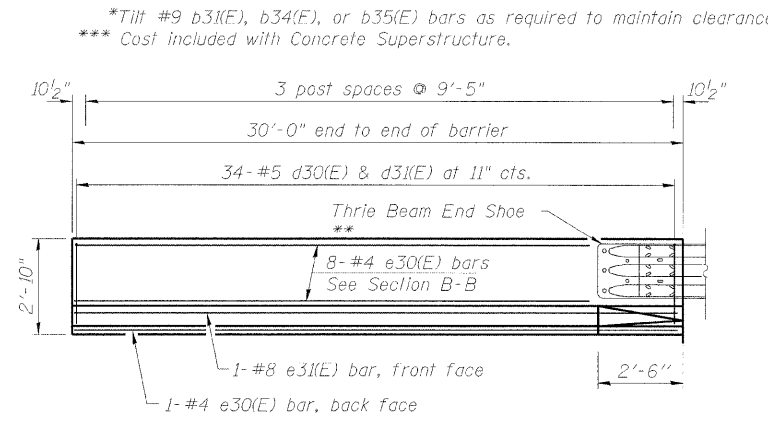
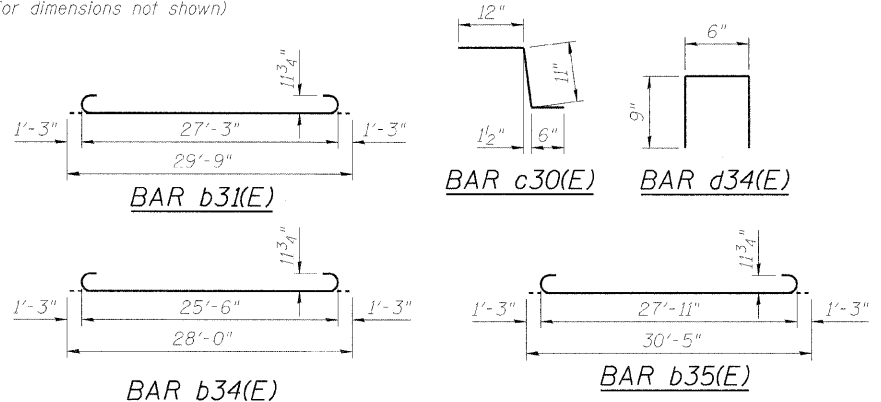
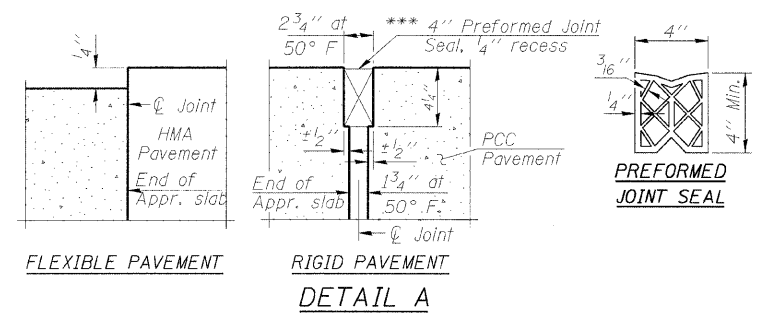


ANCHOR BOLT DETAILS  
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



**TWO APPROACH SLABS  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a30(E)	50	#4	23'-9"	—
a31(E)	92	#5	24'-0"	—
a32(E)	50	#6	6'-0"	—
a33(E)	50	#4	24'-2"	—
a34(E)	92	#5	24'-5"	—
b30(E)	45	#4	29'-8"	—
b31(E)	105	#9	29'-9"	—
b32(E)	13	#5	29'-8"	—
b33(E)	58	#4	29'-6"	—
b34(E)	15	#9	28'-0"	—
b35(E)	92	#9	30'-5"	—
c30(E)	63	#5	2'-5"	—
c31(E)	63	#5	11'-8"	—
d30(E)	68	#5	5'-7"	—
d31(E)	68	#5	7'-11"	—
d32(E)	58	#4	5'-2"	—
d33(E)	58	#6	5'-2"	—
d34(E)	16	#4	2'-0"	—
e30(E)	15	#4	29'-8"	—
e31(E)	1	#8	29'-8"	—
e32(E)	6	#4	25'-6"	—
e33(E)	9	#4	29'-6"	—
e34(E)	1	#8	29'-6"	—
i30(E)	180	#4	10'-3"	—
w30(E)	12	#5	24'-0"	—
w31(E)	42	#5	24'-5"	—
Concrete Superstructure	Cu. Yd.		158.5	
Concrete Structures	Cu. Yd.		27.2	
Reinforcement Bars, Epoxy Coated	Pound		37,350	



\*\* See IDOT Standard 631031-07 For Connection Details



Illinois Department of Transportation  
Division of Highways  
Geotechnical

SOIL BORING LOG

Page 1 of 4

Date 11/2/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY BEC

SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNC. 9W

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTH (ft)	BLOWS	UCS (%)	DESCRIPTION	SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER HRS.
082-0378	NA	B-18	16+00	57.00ft Right	420.00				Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	Unknown	Unknown	Unknown	**	**	**
						399.50			mottled, silt started mud rotary drilling @ 20' Loose, brown, SANDY LOAM with Fe staining						
						416.00			Gravel/crushed limestone (FILL)						
						415.50			Very stiff, brown, SANDY CLAY						
						414.50			Stiff, dark brown to brown, SILTY CLAY with laminations of brown, FINE GRAINED SAND @ 8'-10'						
						394.50			Interbedded, stiff, gray, SILT and medium dense, brown, FINE GRAINED SAND						
						392.00			Medium dense, brown, SANDY LOAM with laminations of gray, silt						
						410.00-10			Loose, brown, SANDY LOAM						
						407.00			Soft, brown/gray, mottled, SILTY CLAY sandy in places with Fe staining @ 16'-19'						
						385.00			Medium dense, brown, FINE GRAINED SAND with laminations of black organic material and rare rounded quartz						
						401.00			Loose, brown, FINE GRAINED SAND with seams of brown/gray						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance  
\*\* Not measured due to drilling methods used



Illinois Department of Transportation  
Division of Highways  
Geotechnical

SOIL BORING LOG

Page 2 of 4

Date 11/2/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY BEC

SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNC. 9W

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTH (ft)	BLOWS	UCS (%)	DESCRIPTION	SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER HRS.
082-0378	NA	B-18	16+00	57.00ft Right	420.00				Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	Unknown	Unknown	Unknown	**	**	**
						378.00			Medium dense, brown, FINE GRAINED SAND with laminations of black organic material and rare rounded quartz (continued)						
						355.00			Medium dense to dense, gray, FINE GRAINED SAND with layers of black organic material (continued)						
									Medium dense to very dense, gray, FINE GRAINED SAND						
									See Attached Gradation Test Results						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance  
\*\* Not measured due to drilling methods used



Illinois Department of Transportation  
Division of Highways  
Geotechnical

SOIL BORING LOG

Page 3 of 4

Date 11/2/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY BEC

SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNC. 9W

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTH (ft)	BLOWS	UCS (%)	DESCRIPTION	SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER HRS.
082-0378	NA	B-18	16+00	57.00ft Right	420.00				Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	Unknown	Unknown	Unknown	**	**	**
									Medium dense, brown, FINE GRAINED SAND (continued)						
									Medium dense, brown, FINE GRAINED SAND with rounded quartz and lenses of light gray weathered limestone (109-114)						
									Medium dense, gray, MEDIUM GRAINED SAND with rounded quartz						
									GRAVEL, BOULDERS (glacial outwash)						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance  
\*\* Not measured due to drilling methods used



Illinois Department of Transportation  
Division of Highways  
Geotechnology

SOIL BORING LOG

Page 1 of 1  
Date 11/22/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY BEC  
SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO.	082-0378	D	B	U	M	Surface Water Elev.	Unknown ft
Station	NA	E	L	C	O	Stream Bed Elev.	Unknown ft
BORING NO.	B-18	P	W	S	I	Groundwater Elev.:	
Station	16+00	T	H	S	O	First Encounter	** ft
Offset	57.00ft Right	H	S	O	T	Upon Completion	** ft
Ground Surface Elev.	420.00 ft	(ft)	(/6")	(tsf)	(%)	After ** Hrs.	** ft
CRYSTALLINE LIMESTONE - See Rock Core Log	299.50						
	-128						
	-130						
End of Boring	289.50						
	-138						
	-140						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance BBS, from 137 (Rev. 8-99)  
\*\* Not measured due to drilling methods used



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Division of Highways  
Geotechnology

SOIL BORING LOG

Page 1 of 1  
Date 10/31/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY SWG  
SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic Hammer

STRUCT. NO.	082-0378	D	B	U	M	Surface Water Elev.	Unknown ft
Station	NA	E	L	C	O	Stream Bed Elev.	Unknown ft
BORING NO.	B-19	P	W	S	I	Groundwater Elev.:	
Station	19+12	T	H	S	O	First Encounter	** ft
Offset	58.00ft Left	H	S	O	T	Upon Completion	** ft
Ground Surface Elev.	419.50 ft	(ft)	(/6")	(tsf)	(%)	After ** Hrs.	** ft
Gray, SILTY CLAY (FILL)							
	416.00						
Soft to medium stiff, gray, SILTY CLAY							
	394.50-25						
Soft, gray, SILTY LOAM							
	391.00						
Medium dense to dense, brown, FINE to MEDIUM GRAINED SAND with laminations of black organic material @ 53'-55.5'							
See Attached Gradation Test Results							
Soft, gray, SILTY LOAM							
	404.50 -15						
	399.50 -23						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance BBS, from 137 (Rev. 8-99)  
\*\* Not measured due to drilling methods used



Illinois Department of Transportation  
Division of Highways  
Geotechnology

SOIL BORING LOG

Page 2 of 1  
Date 10/31/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY SWG  
SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic Hammer

STRUCT. NO.	082-0378	D	B	U	M	Surface Water Elev.	Unknown ft
Station	NA	E	L	C	O	Stream Bed Elev.	Unknown ft
BORING NO.	B-19	P	W	S	I	Groundwater Elev.:	
Station	19+12	T	H	S	O	First Encounter	** ft
Offset	58.00ft Left	H	S	O	T	Upon Completion	** ft
Ground Surface Elev.	419.50 ft	(ft)	(/6")	(tsf)	(%)	After ** Hrs.	** ft
Medium dense to dense, brown, FINE to MEDIUM GRAINED SAND with laminations of black organic material @ 53'-55.5'							
See Attached Gradation Test Results (continued)							
Medium dense to very dense, brown, MEDIUM to COARSE GRAINED SAND							
	362.50						
Loose, brown, FINE to MEDIUM GRAINED SAND with fragments of light brown, highly weathered limestone							
	359.50 -60						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
\* Rimac attempted, not measured due to sample disturbance BBS, from 137 (Rev. 8-99)  
\*\* Not measured due to drilling methods used





Illinois Department of Transportation  
Division of Highways  
Geotechnology

ROCK CORE LOG

Page 1 of 1

Date 10/31/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange DRILLED BY SWC

SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W

COUNTY St. Clair CORING METHOD Wireline

STRUCT. NO. 082-0378 CORING BARREL TYPE & SIZE NX 12.985 in.  
Station NA Core Diameter 2 in.  
BORING NO. B-19 Core Top of Rock Elev. 298.50 ft  
Station 19+12 Begin Core Elev. 298.50 ft  
Offset 58.00ft Left  
Ground Surface Elev. 419.50 ft

DEPTH (ft)	DEPTH (m)	RECOVER (%)	ROD (%)	CORE DIAMETER (in)	STRENGTH (tsf)
1	0.30	100	97	2.8	
2	0.61	100	100	4	
3	0.91	100	89	4	
End of Boring	288.50				

Color pictures of the cores Yes  
Cores will be stored for examination until September 1, 2002  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Geotechnology

SHELBY TUBE TEST RESULTS

Page 1 of 2

Date 11/2/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange DRILLED BY KB  
SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W  
COUNTY St. Clair STRUCT. NO. 082-0378 Station NA  
BORING NO. B-19 ST Station 19+12 Ground Surface Elev. 419.50 ft Tube Length 24 in  
Offset 58.00ft Left Begin Sampling Depth 0 ft Tube Diameter 3 in

DEPTH (ft)	DEPTH (m)	UNIT WEIGHT (pcf)	STRENGTH (tsf)	TEST TYPE
1-1	0.30	67		
1-2	0.61	100		
1-3	0.91	131	1.3	17
1-4	1.22	128	1.6	17
2-1	1.52	50		
2-2	1.83	100		
2-3	2.13	128	2.4	33
2-4	2.44	124	0.7	33
3-1	2.74	100		
3-2	3.05	33		
4-1	3.35	67		
4-2	3.66	115	1.2	30
4-3	3.96	116		29
5-1	4.27	100		
5-2	4.57	100		
5-3	4.88	115	0.7	29
6-1	5.18	100		
6-2	5.49	113	0.9	33
7-1	5.79	17		
7-2	6.10	100		

The "Unit Weight" column indicates the "wet" or "moist" unit weight of the sample  
The "Strength" column represents the "unconfined compressive" strength of the sample (AASHTO T 208)  
The "Test Type" indicates if Unconsolidated Undrained (UU) or Consolidated Undrained (CU) test procedures (AASHTO T 296 or T 297) were used  
BMPR FORM 1004A (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Geotechnology

SHELBY TUBE TEST RESULTS

Page 2 of 2

Date 11/2/00

ROUTE FAI 64 DESCRIPTION Trilevel Interchange DRILLED BY KB  
SECTION 082-2-1HB LOCATION SEC. 7, TWP. 2N, RNG. 9W  
COUNTY St. Clair STRUCT. NO. 082-0378 Station NA  
BORING NO. B-19 ST Station 19+12 Ground Surface Elev. 419.50 ft Tube Length 24 in  
Offset 58.00ft Left Begin Sampling Depth 0 ft Tube Diameter 3 in

DEPTH (ft)	DEPTH (m)	UNIT WEIGHT (pcf)	STRENGTH (tsf)	TEST TYPE		
7-3	6.40	100	115	33		
7-4	6.71	100	111	0.5	27	
8-1	7.01	67				
9-1	7.32	100	115	34	0.1	30
9-2	7.62	100				
9-3	7.93	100				
9-4	8.23	100				
10-1	8.54	33				
10-2	8.84	100				
10-3	9.15	116	0.6	31		
10-4	9.45	100				
11-1	9.76	100				
12-1	10.06	100				

The "Unit Weight" column indicates the "wet" or "moist" unit weight of the sample  
The "Strength" column represents the "unconfined compressive" strength of the sample (AASHTO T 208)  
The "Test Type" indicates if Unconsolidated Undrained (UU) or Consolidated Undrained (CU) test procedures (AASHTO T 296 or T 297) were used  
BMPR FORM 1004A (Rev. 8-99)

FILE NAME -	USER NAME = \$USER\$	DESIGNED - JXH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS - IV EXCHANGE AVENUE OVER I-55 /70 (S.N. 082-0378)	F.A.I. RTE. 70	SECTION 82-1-1HB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 196		
\$FILES\$	PLOT SCALE = \$SCALE\$	DRAWN - JHR	REVISED -			SCALE:	SHEET NO. S-37 OF S-37 SHEETS: STA.	TO STA.	CONTRACT NO. 76C55			
	PLOT DATE = \$DATE\$	CHECKED - CHY	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
		DATE - 10-09-09	REVISED -									





GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

All construction joints shall be bonded.

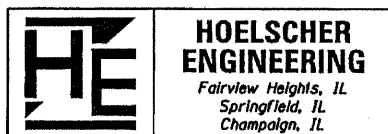
Concrete Sealer shall be applied to all exposed surfaces of the concrete facing.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	GENERAL PLAN & ELEVATION
2	GENERAL NOTES
3	SOLDIER PILE LAYOUT
4	TYPICAL SECTIONS
5	CONCRETE FACING SECTION 1
6	CONCRETE FACING SECTION 2
7	CONCRETE FACING SECTION 3
8-9	BORINGS

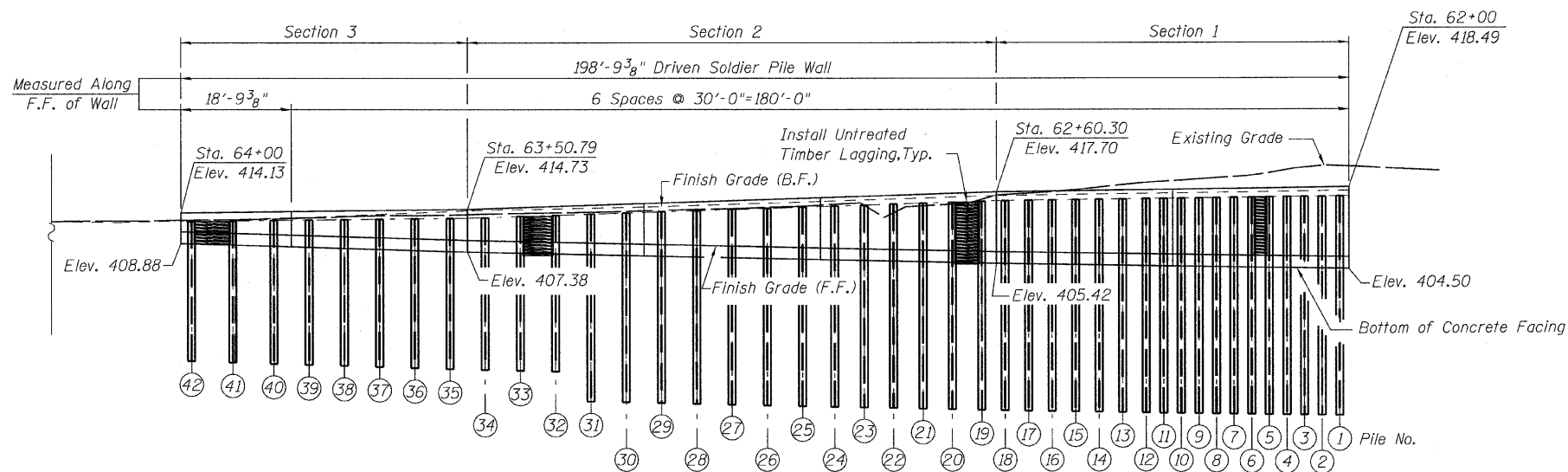
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stud Shear Connectors	Each	233
Geocomposite Wall Drain	Sq. Yd.	107
Structure Excavation	Cu. Yd.	366
Concrete Structures	Cu. Yd.	73.3
Concrete Sealer	Sq. Ft.	1018
Furnishing Soldier Piles (HP Section)	Foot	1351
Driving Soldier Piles	Foot	1351
Reinforcement Bars, Epoxy Coated	Pound	7460
Untreated Timber Lagging	Sq. Ft.	1792
Pipe Underdrains for Structures 4"	Foot	220
Form Liner Textured Surface	Sq. Ft.	1018



GENERAL NOTES  
STRUCTURE NO. 082-W301

FILE NAME =	USER NAME = #USER#	DESIGNED - CMW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES - RETAINING WALL 082-W301</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - TJW	REVISED -			998	82-1-IHB	ST. CLAIR	236	198	
		CHECKED - JSA	REVISED -			CONTRACT NO. 76C55					
		DATE - OCT 9, 2009	REVISED -			SCALE: N.T.S.	SHEET NO. 2 OF 9 SHEETS	STA. 62+00.00 TO STA. 64+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

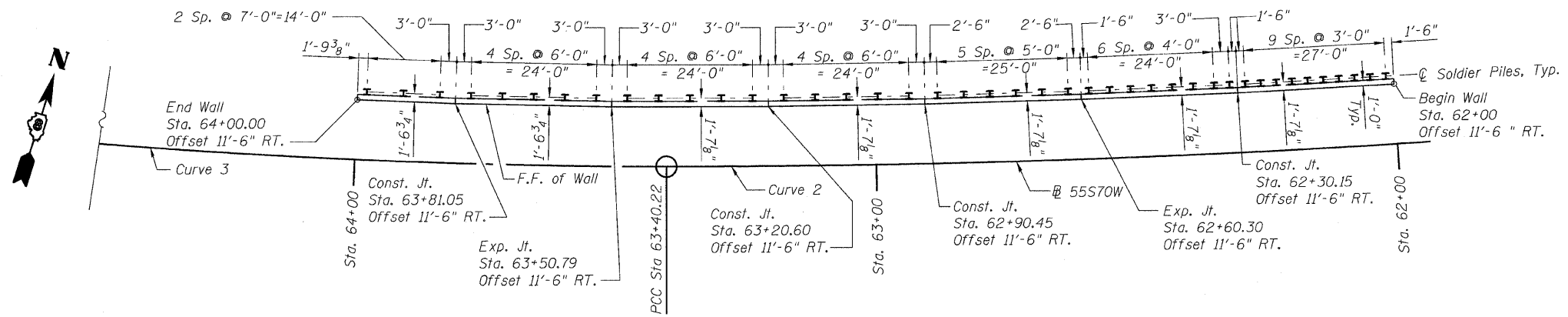


**ELEVATION**  
(Looking @ F.F. of Wall)

**Note:**

The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.

Wall to be built along straight chords between construction joints and expansion joints.



**PLAN**  
(All dimensions along F.F. of Wall)

**PILE SUMMARY**

PILE NO.	PILE SIZE	LENGTH	TIP ELEVATION	TOP ELEVATION
1	HP14x117	37.23	379.57	416.80
2	HP14x117	36.50	380.26	416.76
3	HP14x117	36.41	380.31	416.72
4	HP14x117	36.98	379.71	416.69
5	HP14x117	36.25	380.40	416.65
6	HP14x117	36.17	380.44	416.61
7	HP14x117	36.08	380.49	416.57
8	HP14x117	36.00	380.53	416.53
9	HP14x117	35.91	380.58	416.49
10	HP14x117	35.83	380.62	416.45
11	HP14x117	35.72	380.69	416.41
12	HP14x117	35.64	380.73	416.37
13	HP14x117	35.53	380.79	416.32
14	HP14x117	36.07	380.19	416.26
15	HP14x117	35.30	380.91	416.21
16	HP14x117	35.19	380.97	416.16
17	HP14x117	35.08	381.03	416.11
18	HP14x117	34.96	381.09	416.05
19	HP14x117	34.78	381.17	415.95
20	HP14x117	34.52	381.27	415.79
21	HP14x117	34.24	381.38	415.62
22	HP14x117	33.97	381.49	415.46
23	HP14x117	33.70	381.59	415.29
24	HP14x117	33.43	381.70	415.13
25	HP14x117	33.76	381.18	414.94
26	HP14x117	32.82	381.93	414.75
27	HP14x117	32.49	382.06	414.55
28	HP14x117	32.16	382.19	414.35
29	HP14x117	31.84	382.31	414.15
30	HP14x117	31.51	382.44	413.95
31	HP14x117	31.19	382.57	413.76
32	HP14x117	25.95	387.61	413.56
33	HP14x117	25.62	387.74	413.36
34	HP14x117	25.29	387.87	413.16
35	HP14x73	25.53	387.50	413.03
36	HP14x73	25.29	387.66	412.95
37	HP14x73	25.01	387.87	412.88
38	HP14x73	24.76	388.05	412.81
39	HP14x73	24.49	388.24	412.73
40	HP14x73	24.22	388.44	412.66
41	HP14x73	23.92	388.65	412.57
42	HP14x73	23.62	388.87	412.49

**HE**  
**HOELSCHER ENGINEERING**  
Fairview Heights, IL  
Springfield, IL  
Champaign, IL

**SOLDIER PILE LAYOUT**  
**STRUCTURE NO. 082-W301**

FILE NAME = H:\NSN 082-W301 Final Plans 100909.dgn	USER NAME = default	DESIGNED - CMW	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SOLDIER PILE LAYOUT - RETAINING WALL 082-W301</b>	F.A.P. RTE. 998	SECTION 82-1-IHB	COUNTY ST. CLAIR	TOTAL SHEETS 236	SHEET NO. 199	
PLOT SCALE = 26x8 1/4" IN.	CHECKED - JSA	REVISED -	SCALE: N.T.S.			SHEET NO. 3 OF 9 SHEETS	STA. 62+00.00 TO STA. 64+00.00	CONTRACT NO. 76C55		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
PLOT DATE = 10/5/2009	DATE - OCT 9, 2009	REVISED -									

