PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5037+34.14	97.85' RT	690,970.5296	2,293,747.8853
5039+93.94	73.06' RT	690,793.3290	2,293,913.7400
5040+55.64	70.00' RT	690,744.4240	2,293,945.3280	

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	101
STA.	5037+34.14 TO STA. 5040+55.64			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STA. 99+85.38 RANGE ROAD = STA. 502+93.47 FRONTAGE ROAD

℄ PROPOSED RANGE ROAD

℄ FAP ROUTE 592 (IL RTE 157) (CAMP JACKSON ROAD)

℄ PROPOSED FRONTAGE ROAD

PROPOSED ℄ RELOCATED FAP ROUTE 592 (IL RTE 157)

N 55° 08' 39" E 389.96'

N 46° 53' 39" E 140.00' (140.00')

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2684, PAGE 1249

FOUND IB 0.13' N 0.25' E

+34.14 97.85' RT

DOROTHY PLACE ASSESSMENT PLAT RECORDED 3-16-54 IN PB 51, PAGE 27

TAX ID NO. 06-02-310-003

PT. OUTLOT A

FORMER RIGHT OF WAY LINE PER CONDEMNATION CASE CN 86-4157

EXISTING RIGHT OF WAY LINE PER CONDEMNATION CASE NO. 86-ED-23

+33.62 237.85' RT

+64.82 247.62' RT

N 21° 18' 16" W 26.93' (26.92')

FOUND IB 5.17' S 6.77' E

FOUND IB

FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 533

EXISTING RIGHT OF WAY LINE CONDEMNATION CASE CIV 66-4157

S 43° 15' 08" E 413.55'

EXISTING RIGHT OF WAY LINE PER CONDEMNATION CASE CIV 66-4157

FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 344

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2015, PAGE 24

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2015, PAGE 412

CAS PUMP (TYP)

PT. LOT 1

TAX ID NO. 06-02-310-004 2840/1151

S 43° 06' 21" E 175.00'

N 43° 06' 21" W 300.00'

8024046TE

8024046TUP

S 43° 06' 21" E 215.00'

PROPOSED TEMPORARY USE PERMIT LINE

PROPOSED EASEMENT LINE

TAX ID NO. 06-02-310-005 3097/218

PT. LOT 1

TAX ID NO. 06-02-310-006 2816/1161

LOT 2

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2020, PAGE 470

QUICK TRIP CONVENIENCE STORE

CURVE 5
P.I. STA = 5038+62.81
Δ = 25° 59' 52" RT.
D = 4° 37' 14"
R = 1,240.00'
T = 286.25'
L = 562.65'
E = 32.61'
P.C. STA = 5035+76.56
P.T. STA = 5041+39.21
CB = S 37° 33' 33" E
C = 557.83'

+42.46 93.78' RT

FOUND IB 0.34' S 0.69' W

S 43° 06' 21" E 242.71' (100')

PROPOSED R.O.W. LINE

+47.02 81.41' RT

+49.20 81.06' RT

+93.94 73.06' RT

+57.79 137.56' RT

S 32° 51' 30" E 5.31'

N 43° 06' 21" W 150.00'

S 46° 53' 39" W 56.06'

N 32° 51' 30" W 57.29'

FOUND CONC. MON.

P.O.B. 8024046TUP +99.58 72.90' RT

+12.67 127.65' RT

P.O.B. 8024046 E. CORNER LOT 1

P.O.C. 8024046TE 8024046TUP

+52.88 59.98' RT

FOUND IB 0.05' S 0.13' W

10.36'

+55.64 70.00' RT

FOUND IB 0.07' N 0.16' E

S 46° 53' 39" W 129.64'

+91.30 185.30' RT

FOUND IB 0.01' S 0.05' W

+94.64 194.89' RT

+98.04 204.48' RT

FOUND IB 0.20' N 0.04' W

10.00'

L502 L503 L504 L505 L506 L1002 L5038 L5039 L5040

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY USE PERMIT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- T.E. PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- + CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR STEVEN M. KEIL 035-003119 COLLINSVILLE, ILLINOIS STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	TEMPORARY USE PERMIT	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024046	CENTURY PARNERSHIP 1991-I, AN OKLAHOMA GENERAL PARTNERSHIP, AS TO AN UNDIVIDED 95.455% INTEREST, AND CENTURY INVESTMENTS, INC., AN OKLAHOMA CORPORATION, AS TO AN UNDIVIDED 4.545% INTEREST TITLE REPORT NO. SC-2115	44,875 S.F. 1.0302 AC.	297 S.F. 0.0068 AC.	N/A	44,578 S.F. 1.0234 AC.	2,875 S.F. 0.0660 AC.	N/A	2,848 S.F. 0.0654 AC.	GRADING AND ENTRANCE CONSTRUCTION	06-02-310-003 06-02-310-004 06-02-310-005	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5037+34.14 TO STATION 5040+55.64

20' 0 20' 40'
SCALE: 1" = 20'

SHEET 16 OF 30

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PV2\8015\Mon-costa\Row\rpl804a.DGN
PLOT SCALE = 20.0000 ' / IN.
USER NAME = #USER#

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5042+31.37	80.00' LT	690,652.3950	2,294,155.2260
5042+57.51	88.77' LT	690,632.2631	2,294,174.0689
5042+60.45	80.00' LT	690,625.9417	2,294,167.3151

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	102
STA. 5042+31.37	TO STA. 5042+60.45			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CURVE 5
P.I. STA = 5038+62.81
Δ = 25° 59' 52" RT.
D = 4° 37' 14"
R = 1,240.00'
T = 286.25'
L = 562.65'
E = 32.61'
P.C. STA = 5035+76.56
P.T. STA = 5041+39.21
CB = S 37° 33' 33" E
C = 557.83'

P.O.C. 8024051 TRACT 1 NW COR LOT 187 8024053 TRACT 2

S 43° 06' 21" E (S 45° E) (120.7') 118.13'

SOUTHEASTERLY ROW RANGE RD

N 83° 57' E (50.2') 50.12' (N 34° 06" E)

TAX ID NO. 06-02.0-310-005 3097/219

TAX ID NO. 06-02.0-310-004 2840/161

+55.64 70.00' RT

FOUND IB 0.05' S 1.13' W

P.O.C. 8024051 TRACT 2

+52.88 59.98' RT

S 43° 06' 21" E (40.20') (40.22')

PROPOSED R.O.W. LINE

N 46° 53' 39" E 150.00' (130')

P.O.B. 8024051 TRACT 2

(90°) (100')

FOUND IB 0.07' N 0.07' E

PROPOSED ℄ RELOCATED FAP ROUTE 157 (IL RTE 157) 592

PT Sta 5041+39.21

5041 CURVE 5

S 43° 06' 21" E 198.00' (198')

TAX ID NO. 2816/1161 TRACT 2 06-02-310-045

HILGARD'S PLAT OF THE CAHOKIA COMMON FIELDS As RECORDED PB E, PAGE 16

PT. LOT 187

8024051

5042 S 24° 33' 37" E 518.92' (160')

+31.37 80.00' LT

21.57' (90°) (80') FOUND IB 0.04' S

+57.51 88.77' LT

9.25'

+60.45 80.00' LT

PROPOSED R.O.W. LINE

S 46° 53' 39" W 80.00' (80')

(90°)

S 43° 06' 21" E 21.50' (20')

FOUND IB 0.08' N 0.08' E

5041

130.00' (160')

LOT 3

TAX ID NO. 3138/1821 06-02-310-008

CONC.

S 46° 53' 39" W (S 47° W)

FOUND IB 0.15' N 0.05' E

+44.97 103.39' RT

TAX ID NO. 2816/1161 06-02-310-006

DOROTHY PLACE ASSESSMENT PLAT RECORDED 3-16-54 IN PB 31, PAGE 27

LOT 2

TRACT 2

TRACT 1

(198') (S 43° E)

(160') (N 47° E)

FOUND IB 0.01' S 0.05' W

+91.30 185.30' RT

+98.04 204.48' RT

FOUND IB 0.20' N 0.04' W

S 43° 06' 21" E (S 45° E) 759.58' (760')

FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 553

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2020, PAGE 470

128.1'

FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 544

EXISTING RIGHT OF WAY LINE CONDEMNATION CASE CIV 66-4157

70' 30' 40' 60' 40' 20'

P.O.B. 8024051 TRACT 1

N 43° 06' 21" W 260.00' (N 43° W) (260')

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2020, PAGE 476

℄ FAP ROUTE 592 (IL RTE 157) (CAMP JACKSON ROAD)

EXISTING RIGHT OF WAY LINE PER DEED BOOK 2013, PAGE 183

EXISTING RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 544

PONDEROSA RESTAURANT SINGLE STORY BRICK

PT. OUTLOT A

TAX ID NO. 2816/1161 TRACT 1 06-02-310-007

22.6' 58.4' 94.1' 21.5' 72.6' 14.5' 46.5' 45° 10.8' 7.8' 51.4' 0.6' 18.0' 17.7' 86.1' 86.7'

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- 121.45 — MEASURED DIMENSION
- 123.45 (COMP) — COMPUTED DIMENSION
- (123.45) — RECORDED DIMENSION
- T.E. — PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR STEVEN M. KEIL 035-003119 COLLINSVILLE, ILLINOIS STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024051	ILLINOIS STEAKHOUSE PARTNERS, AN ILLINOIS PARTNERSHIP TITLE REPORT NO. SC-2114, SC-2206	49,640 S.F. 1.1396 AC.	49,640 S.F. 1.1396 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-006 06-02-310-007 06-02-310-045	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5042+31.37 TO STATION 5042+60.45

20' 0 20' 40'
SCALE: 1" = 20'

SHEET 17 OF 30

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Misroast\Ros\rpl804e.DGN
PLOT SCALE = 20.0000 ' / IN.
USER NAME = #USER#

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

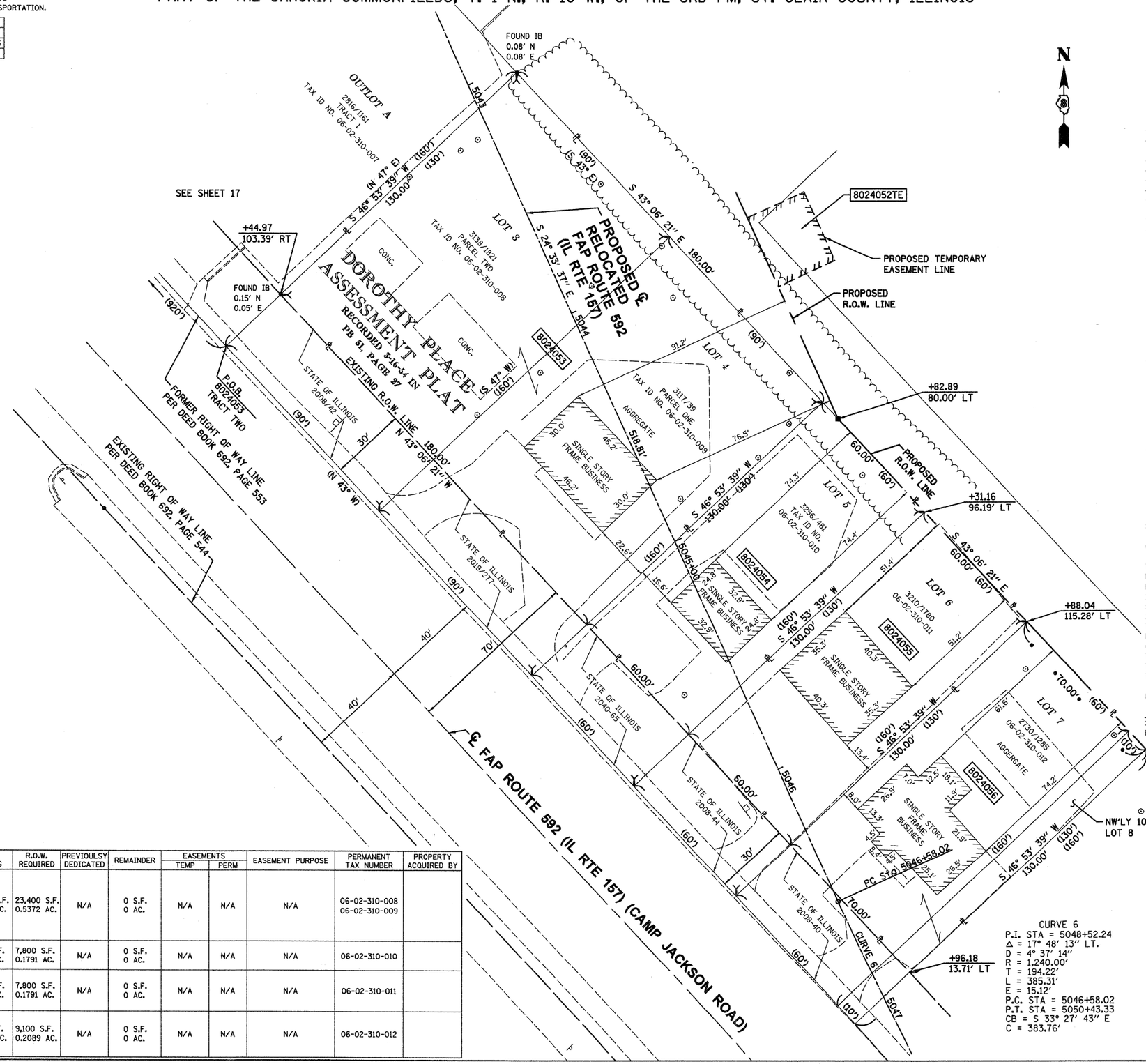
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5044+82.89	80.00' LT	690,423.6264	2,294,259.7733

FOR CENTERLINE COORDINATES,
SEE SHEETS 26-30

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	103
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- T.E. PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

_____
STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024053	PARCEL ONE : ABID NISAR AND RASHDA NISAR, AS JOINT TENANTS IN COMMON PARCEL TWO : ABID NISAR AND RASHDA NISAR, AS JOINT TENANTS TITLE REPORT NO. SC-2113	23,400 S.F. 0.5372 AC.	23,400 S.F. 0.5372 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-008 06-02-310-009	
8024054	PAUL E. DIEHL AND SHARON L. DIEHL, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. SC-2112	7,800 S.F. 0.1791 AC.	7,800 S.F. 0.1791 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-010	
8024055	BRUCE E. DOYLE AND SUSAN DOYLE, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. SC-3422.0	7,800 S.F. 0.1791 AC.	7,800 S.F. 0.1791 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-011	
8024056	JEFFREY S. BOBERG AND LAURA A. BOBERG, HUSBAND AND WIFE, IN JOINT TENANCY TITLE REPORT NO. SC-3421.0	9,100 S.F. 0.2089 AC.	9,100 S.F. 0.2089 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-012	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5044+82.89 TO STATION 5046+79.56
20' 0 20' 40'
SCALE: 1" = 20'
SHEET 18 OF 30

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

PLOT DATE = 03/21/2007
PLOT SCALE = 20.0000 '/ IN.
USER NAME = #USER#
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PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

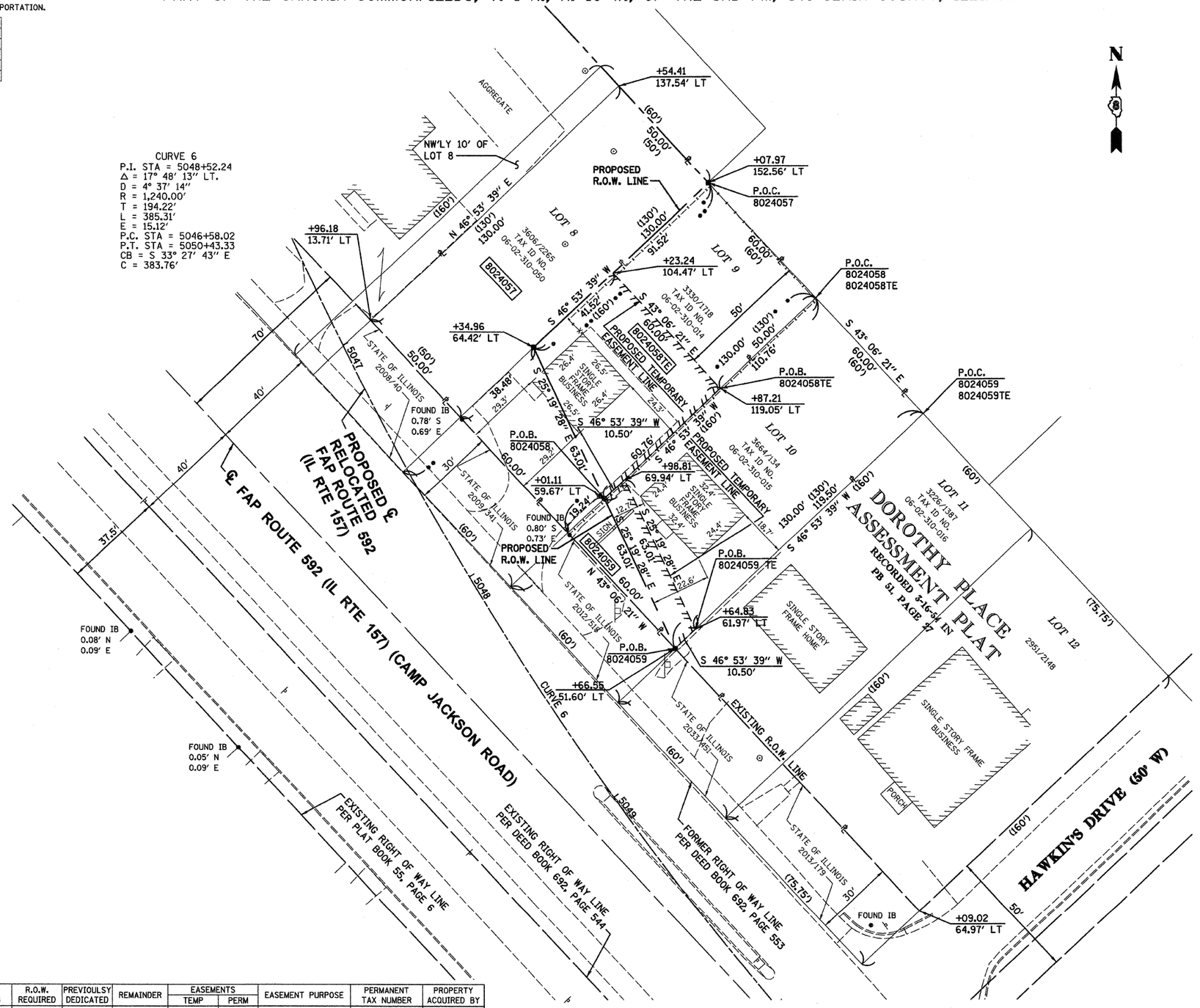
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5047+07.97	152.56' LT	690,255.0391	2,294,417.5668
5047+34.96	64.42' LT	690,192.5020	2,294,350.7520
5048+66.55	51.60' LT	690,078.5930	2,294,404.6570

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	104
STA. 5046+79.56	TO STA. 5049+05.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CURVE 6
P.I. STA = 5048+52.24
Δ = 17° 48' 13" LT.
D = 4° 37' 14"
R = 1,240.00'
T = 194.22'
L = 385.31'
E = 15.12'
P.C. STA = 5046+58.02
P.T. STA = 5050+43.33
CB = S 33° 27' 43" E
C = 383.76'



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- T.E. PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

_____
STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024057	VACANT PROPERTY OF CAHOKIA, L.L.C., A LIMITED LIABILITY COMPANY OF ILLINOIS TITLE REPORT NO. SC-3420.0	6,500 S.F. 0.1492 AC.	6,500 S.F. 0.1942 AC.	N/A	0 S.F. 0 AC.	N/A	N/A	N/A	06-02-310-050	
8024058	LARRY BELGERI TITLE REPORT NO. SC-3419.0	7,800 S.F. 0.1791 AC.	1,732 S.F. 0.0398 AC.	N/A	6,068 S.F. 0.1393 AC.	3,068 S.F. 0.0704 AC.	N/A	BUILDING DEMOLITION	06-02-310-014	
8024059	JAMES A. FRICK, AS TRUSTEE OF THE JAMES A. FRICK LIVING TRUST UNDER AGREEMENT DATED SEPTEMBER 23, 2001 TITLE REPORT NO. SC-3418.0	7,800 S.F. 0.1791 AC.	577 S.F. 0.0133 AC.	N/A	7,223 S.F. 0.1658 AC.	630 S.F. 0.0145 AC.	N/A	N/A	06-02-310-015	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5046+79.56 TO STATION 5049+05.00

20' 0 20' 40'
SCALE: 1" = 20'

SHEET 19 OF 30

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

PLOT DATE = 03/21/2007
FILE NAME = N:\Projects\2007\07-0815\Survey\Row\rpl0824.DGN
PLOT SCALE = 20.0000 '/ IN.
USER NAME = = #USER#

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

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5037+71.41	30.00' LT	691,063.1573	2,293,904.1362
5041+39.21	30.00' LT	690,736.2150	2,294,116.9210
5042+31.37	30.00' LT	690,652.3954	2,294,155.2263
5042+57.51	88.77' LT	690,632.2634	2,294,174.0693
5042+60.45	30.00' LT	690,625.9420	2,294,167.3154
5044+82.89	30.00' LT	690,423.6269	2,294,259.7728

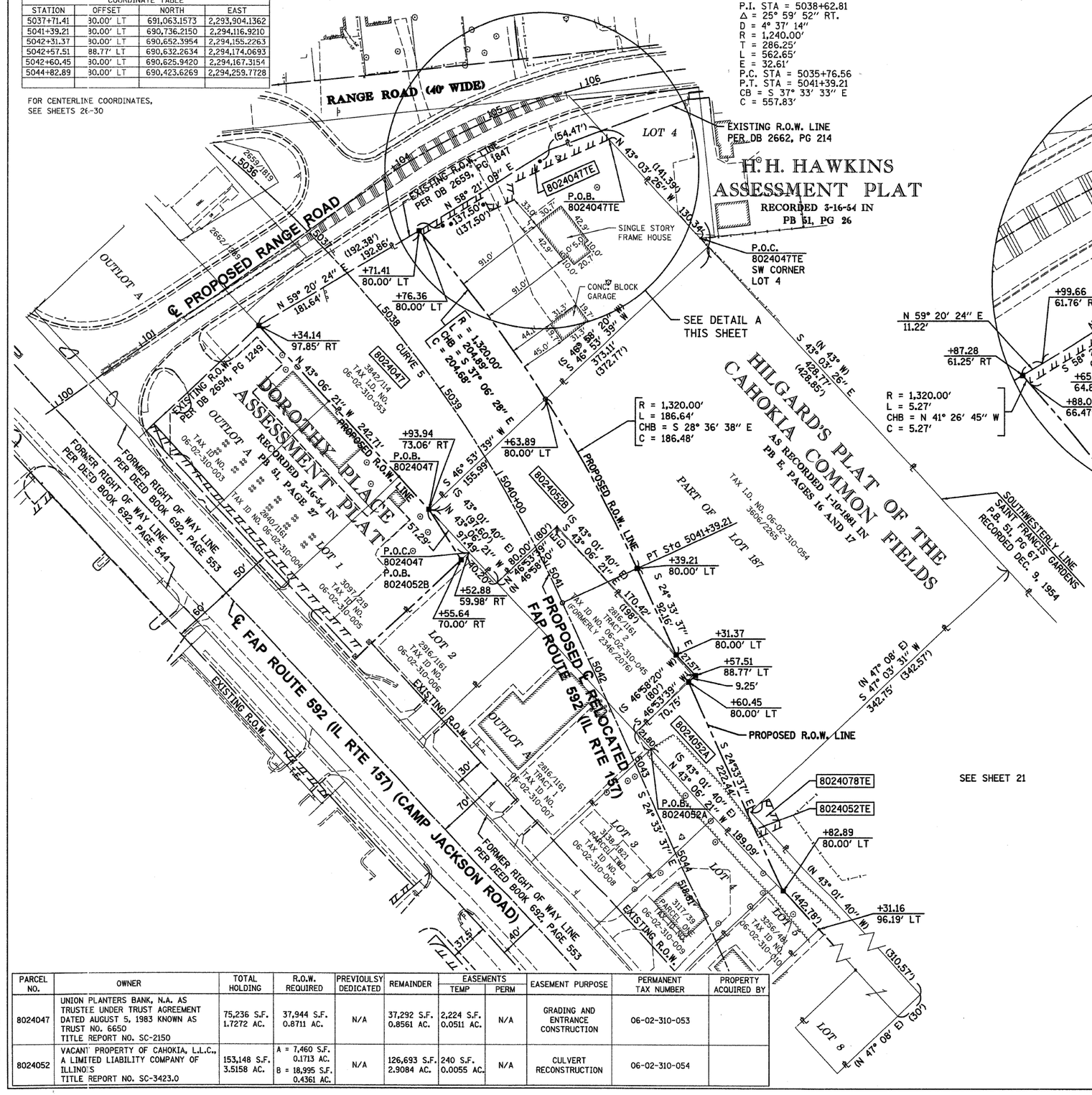
FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

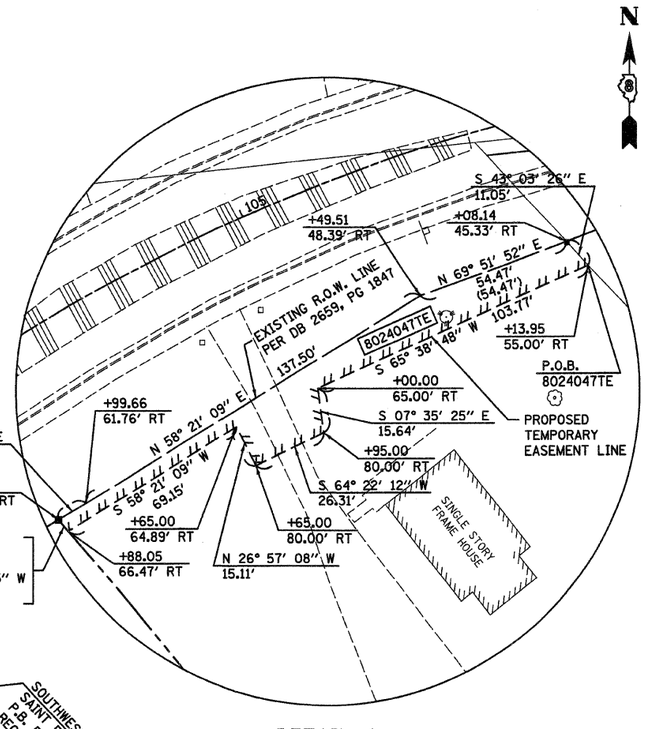
PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

F.A.P. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	105
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CURVE 5
P.I. STA = 5038+62.81
Δ = 25° 59' 52" RT.
D = 4° 37' 14"
R = 1,240.00'
T = 286.25'
L = 562.65'
E = 32.61'
P.C. STA = 5035+76.56
P.T. STA = 5041+39.21
CB = S 37° 33' 33" E
C = 557.83'





DETAIL A
N.T.S.

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
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- FOUND IRON PIPE OR IRON ROD
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- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

_____
STEVEN M. KEIL, PLS *035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR — STEVEN M. KEIL 035-003119 COLLINSVILLE, ILLINOIS — STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024047	UNION PLANTERS BANK, N.A. AS TRUSTEE UNDER TRUST AGREEMENT DATED AUGUST 5, 1983 KNOWN AS TRUST NO. 6650 TITLE REPORT NO. SC-2150	75,236 S.F. 1.7272 AC.	37,944 S.F. 0.8711 AC.	N/A	37,292 S.F. 0.8561 AC.	2,224 S.F. 0.0511 AC.	N/A	GRADING AND ENTRANCE CONSTRUCTION	06-02-310-053	
8024052	VACANT PROPERTY OF CAHOKIA, L.L.C., A LIMITED LIABILITY COMPANY OF ILLINOIS TITLE REPORT NO. SC-3423.0	153,148 S.F. 3.5158 AC.	A = 7,460 S.F. 0.1713 AC. B = 18,995 S.F. 0.4361 AC.	N/A	126,693 S.F. 2.9084 AC.	240 S.F. 0.0055 AC.	N/A	CULVERT RECONSTRUCTION	06-02-310-054	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 00+00 TO STATION 00+00
50' 0 50' 100'
SCALE: 1" = 50'
SHEET 20 OF 30

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

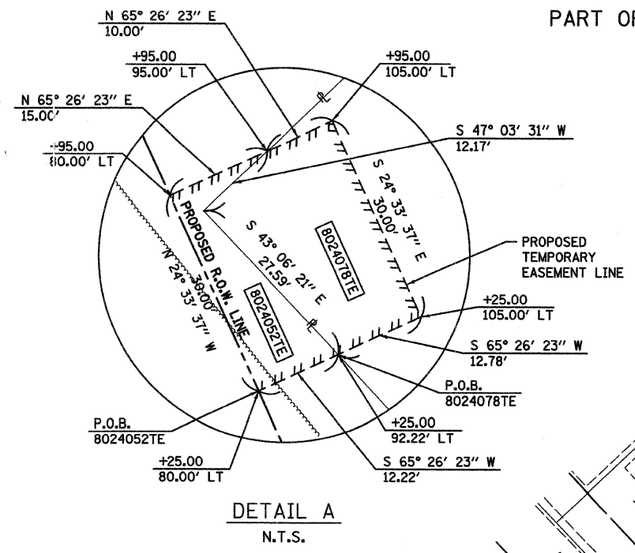
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PLOT SCALE = 50.0000 ' / IN.
PLOT NO. = 0
USER NAME = dusen

ROUTE: 592 (IL 157) SECTION: 121-1R, 121HVB COUNTY: ST. CLAIR JOB NO. R-98-024-00

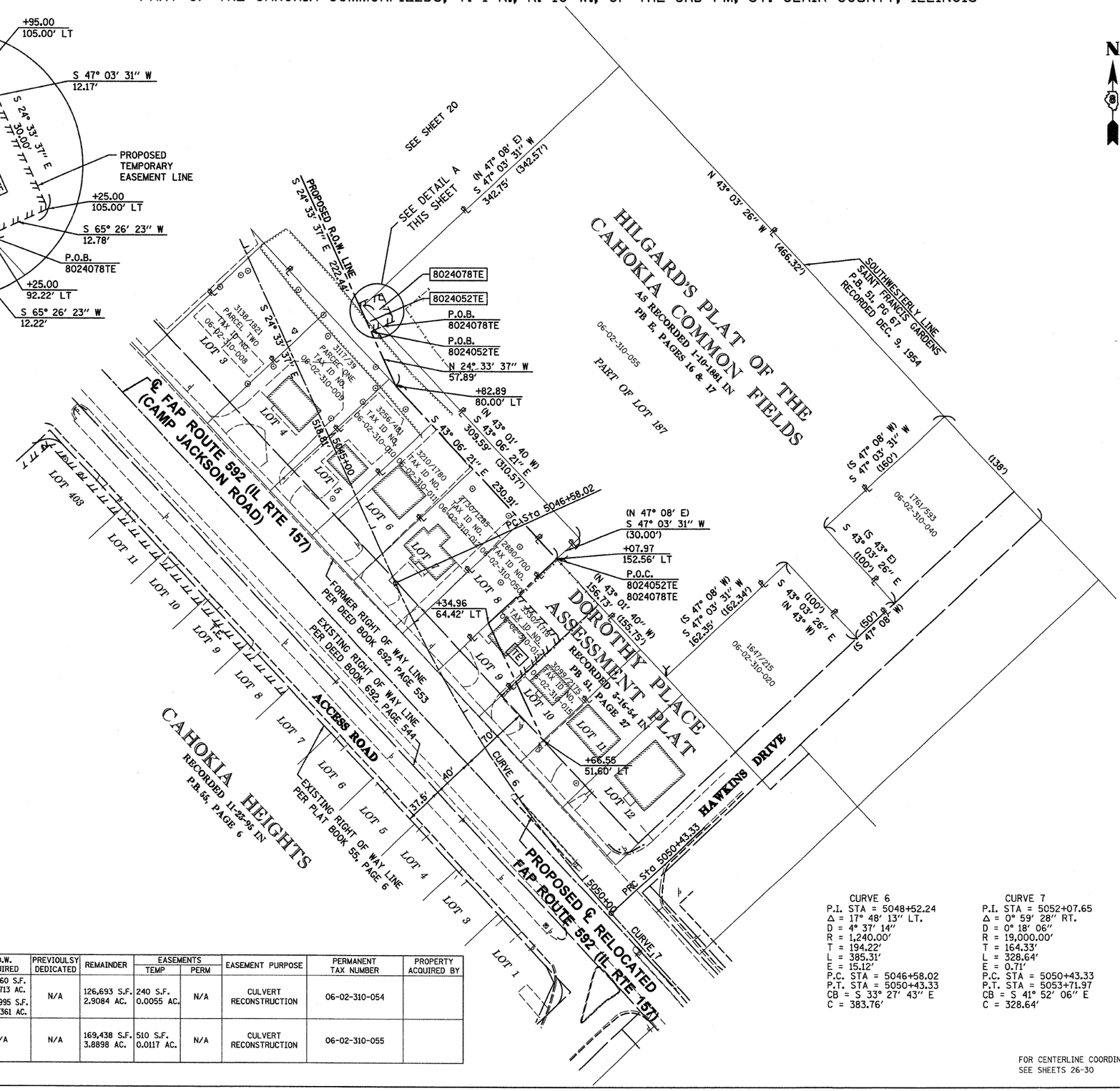
PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	106
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL A
N.T.S.



PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024052	VACANT PROPERTY OF CAHOKIA, L.L.C., A LIMITED LIABILITY COMPANY OF ILLINOIS TITLE REPORT NO. SC-3423.0	153,148 S.F. 3.5158 AC.	A = 7,460 S.F. 0.1713 AC. B = 18,995 S.F. 0.4361 AC.	N/A	126,693 S.F. 2.9084 AC.	240 S.F. 0.0055 AC.	N/A	CULVERT RECONSTRUCTION	06-02-310-054	
8024078	CAHOKIA BUILDING LLC, AN ILLINOIS LIMITED LIABILITY COMPANY TITLE REPORT NO. SC-4831.0	169,438 S.F. 3.8898 AC.	N/A	N/A	169,438 S.F. 3.8898 AC.	510 S.F. 0.0117 AC.	N/A	CULVERT RECONSTRUCTION	06-02-310-055	

CURVE 6
P.I. STA = 5048+52.24
Δ = 17° 48′ 13″ LT.
D = 4° 37′ 14″
R = 1,240.00′
T = 194.22′
L = 385.31′
E = 15.12′
P.C. STA = 5046+58.02
P.T. STA = 5050+43.33
CB = S 33° 27′ 43″ E
C = 383.76′

CURVE 7
P.I. STA = 5052+07.65
Δ = 0° 59′ 28″ RT.
D = 0° 18′ 06″
R = 19,000.00′
T = 164.33′
L = 328.64′
E = 0.71′
P.C. STA = 5050+43.33
P.T. STA = 5053+71.97
CB = S 41° 52′ 06″ E
C = 328.64′

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

N

LEGEND

SECTION CORNER

QUARTER SECTION CORNER

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
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- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

_____
STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 00+00 TO STATION 00+00

50′ 0 50′ 100′
SCALE: 1″ = 50′

SHEET 21 OF 30

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PX21815\Microstat\Row\rp1804e.DGN
PLOT SCALE = 50.0000 ' / IN.
USER NAME = mdobbs

ROUTE: 592 (IL 157) SECTION: 121-1R, 121HVB COUNTY: ST. CLAIR JOB NO. R-98-024-00

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	107
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUBD OF OUTLOTS A AND B OF SPARKS BROTHERS SUBDIVISION
RECORDED 10-06-50
PB 48, PG 66

EXISTING RIGHT OF WAY LINE PER PB 47, PG 47

COOPER DRIVE (60' WIDE)

LOT 4 | LOT 3 | LOT 2 | LOT 1

N 51° 25' 50" E 598.26'

OUTLOT "A"
2420/751

SECOND ASSESSMENT PLAT OF VIRGINIA PLACE (LOTS 10 - 20)
RECORDED 11-30-66
PB 61, PAGE 29

ASSESSMENT PLAT OF VIRGINIA PLACE
AS RECORDED 3-21-45 IN
BOOK OF ASSESSMENT PLATS 1, PAGE 21

S 43° 41' 32" E 726.94'

SPARKS AVENUE (60' WIDE)

BEGIN CONNECTOR ROAD CONSTRUCTION STA. 300+12.50

+30.91
37.37' RT
NW CORNER OUTLOT A

N 51° 25' 50" E 70.86'

+54.06
33.70' LT

+52.85
30.00' LT

PROPOSED R.O.W. LINE

CURVE 16
P.I. STA = 306+89.87
Δ = 50° 37' 08" RT.
D = 31° 49' 52"
R = 180.00'
T = 85.12'
L = 159.02'
E = 19.11'
P.C. STA = 306+04.75
P.T. STA = 307+63.77
CB = N 31° 17' 55" W
C = 153.90'

℄ PROPOSED CONNECTOR ROAD

N 56° 36' 29" W 604.75'

S 56° 36' 29" E 401.90'

305+00

PC STA 306+04.75

+46.83
35.87' LT

S 45° 37' 38" E 46.90'

+84.96
42.83' LT

8024045

N 6° 03' 00" W 253.39' (253.61')

P.O.B. 8024045
SW CORNER OUTLOT A

S 83° 57' 00" W 400.00'

N 83° 57' 00" E 949.39'

+53.28
264.82' RT

+91.89
233.05' RT

+76.05
328.35' RT

+110.00

+135.00

+105.00

℄ PROPOSED RANGE ROAD

RANGE ROAD (40' WIDE)

EXISTING RIGHT OF WAY LINE AS MONUMENTED AND OCCUPIED

PROPOSED TEMPORARY EASEMENT LINE

PROPOSED R.O.W. LINE

PROPOSED TEMPORARY EASEMENT LINE

ST. MICHAEL DRIVE (50' WIDE)

STA. 107+70.0 RANGE ROAD = STA. 308+75.47 CONNECTOR ROAD

3345/536 TAX ID NO. 06-02-105-021

3045/153 TAX ID NO. 06-02-105-023

3045/153 TAX ID NO. 06-02-105-024

3345/1091 TAX ID NO. 06-02-105-025

2491/2230 TAX ID NO. 06-02-105-033

2495/348 TAX ID NO. 06-02-105-034

2536/800 TAX ID NO. 06-02-105-035

2858/1674 TAX ID NO. 06-02-105-045

3385/1374 TAX ID NO. 06-02-105-028

3319/912 TAX ID NO. 06-02-105-029

LOT 10 | LOT 11 | LOT 12 | LOT 13 | LOT 14 | LOT 15 | LOT 16 | LOT 17 | LOT 18 | LOT 19 | LOT 20 | LOT 9 | LOT 8 | LOT 7 | LOT 6 | LOT 5 | LOT 4 | LOT 3 | LOT 2 | LOT 1

LEGEND

N

SECTION CORNER

QUARTER SECTION CORNER

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
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STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

STEVEN M. KEIL, PLS *035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

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

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
302+30.91	37.37' RT	691,644.5358	2,293,806.3767
302+52.85	30.00' LT	691,688.7100	2,293,861.7730
303+91.89	233.05' RT	691,392.5180	2,293,833.0840
306+46.83	35.87' LT	691,467.5180	2,294,197.3300
306+84.96	42.83' LT	691,434.7185	2,294,230.8555

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024045	MAPLEWOOD PARK BAPTIST CHURCH TITLE REPORT NO. SC-3154	337,283 S.F. 7.7429 AC.	67,660 S.F. 1.5533 AC.	N/A	269,623 S.F. 6.1896 AC.	N/A	N/A	N/A	06-02-105-032	

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 00+00 TO STATION 00+00

50' 0 50' 100'
SCALE: 1" = 50'

SHEET 22 OF 30

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

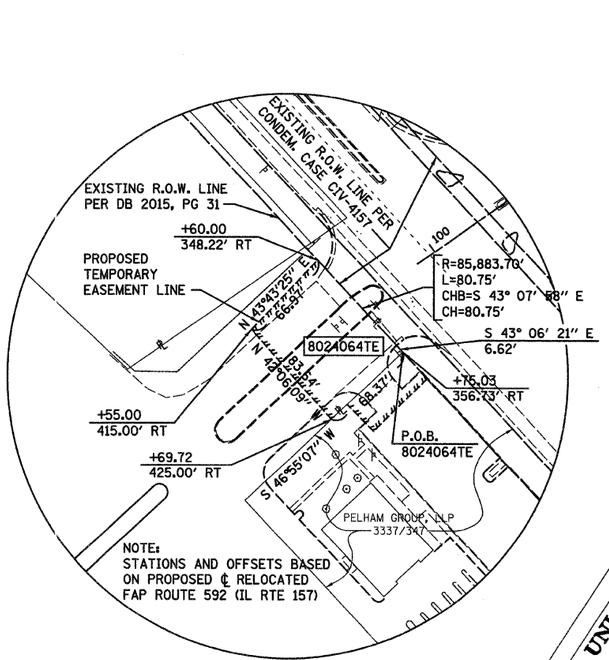
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ROUTE: 592 (IL 157) SECTION: 121-1R, 121HVB COUNTY: ST. CLAIR JOB NO. R-98-024-00

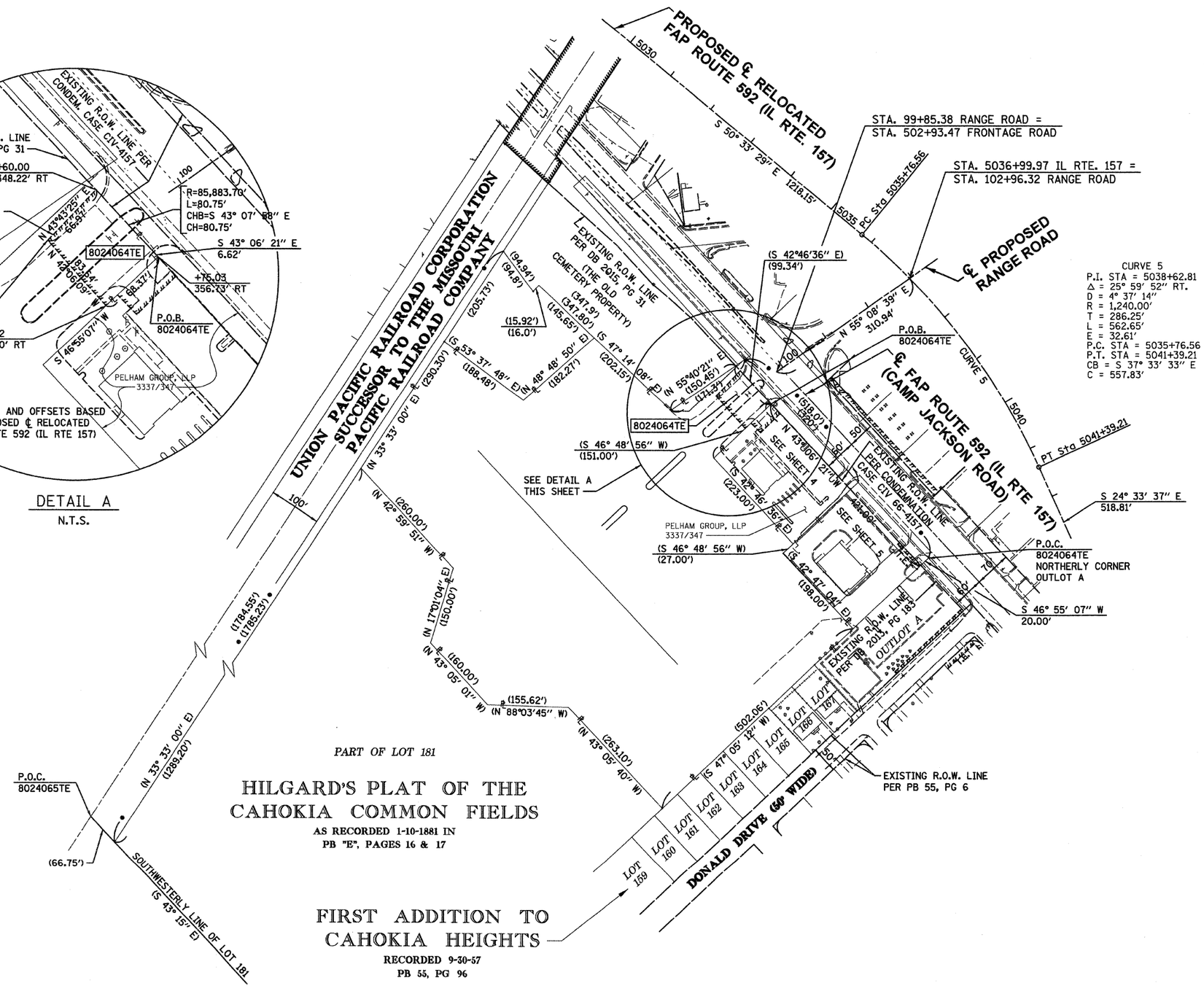
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	108
STA.	5035+60.00 TO STA.	5036+75.03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



DETAIL A
N.T.S.



PART OF LOT 181

HILGARD'S PLAT OF THE CAHOKIA COMMON FIELDS

AS RECORDED 1-10-1881 IN PB "E", PAGES 16 & 17

FIRST ADDITION TO CAHOKIA HEIGHTS

RECORDED 9-30-57
PB 55, PG 96

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024064	CAHOKIA VILLAGE ASSOCIATES LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP TITLE REPORT NO. SC-2207.01	477,445 S.F. 10.9606 AC.	N/A	N/A	477,445 S.F. 10.9606 AC.	5,781 S.F. 0.1327 AC.	N/A	GRADING AND ENTRANCE CONSTRUCTION	06-02-301-022	

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30

LEGEND

SECTION CORNER

QUARTER SECTION CORNER

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- T.E. PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

_____
STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5035+60.00 TO STATION 5036+75.03

100' 0 100' 200'
SCALE: 1" = 100'

SHEET 23 OF 30

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

PLOT DATE = 03/21/2007
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ROUTE: 592 (IL 157) SECTION: 121-1R, 121HVB COUNTY: ST. CLAIR JOB NO. R-98-024-00

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

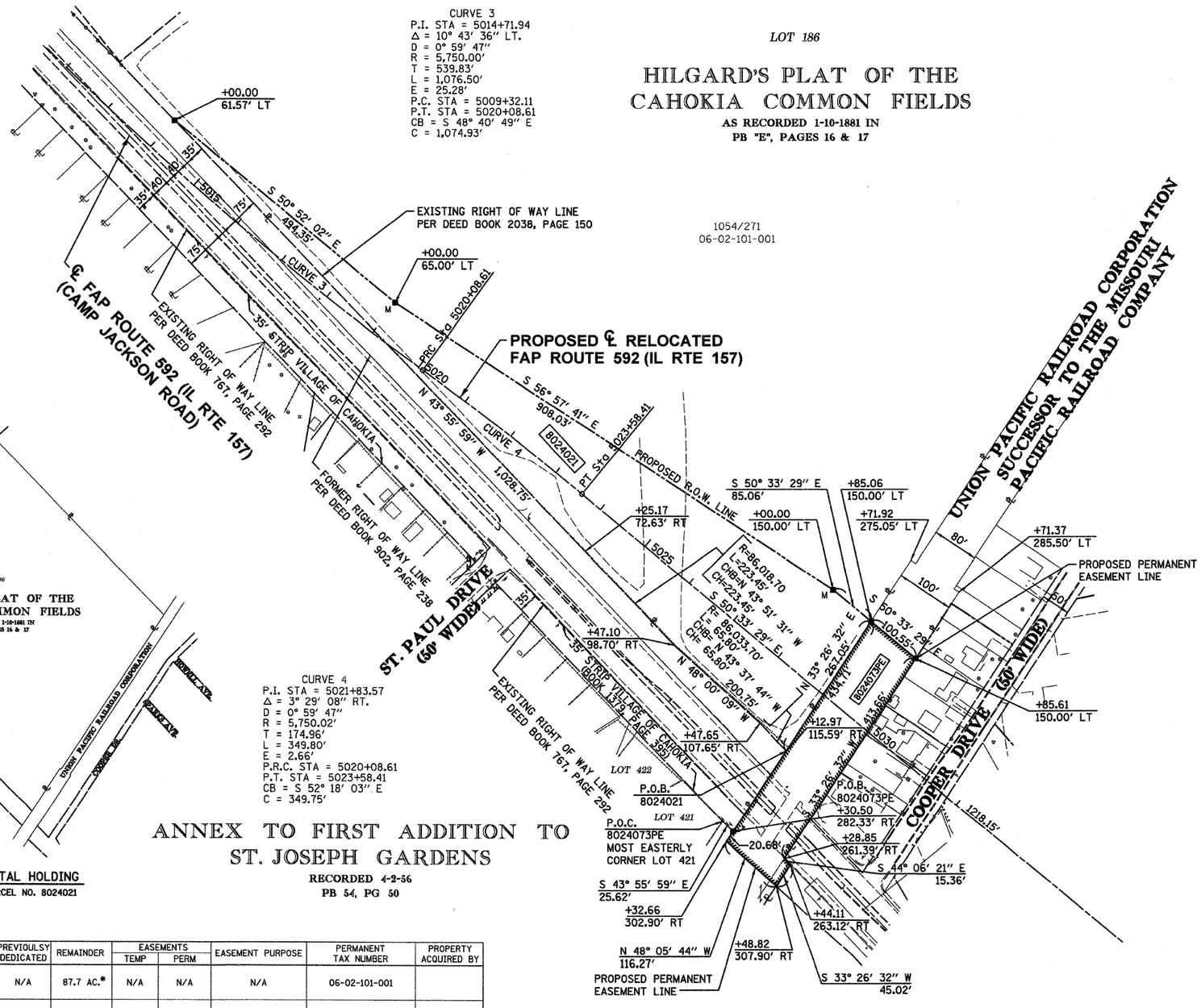
COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

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

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	109
STA.	5014+00	TO STA.	5031+12.97	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
5014+00.00	61.57' LT	692,561.4126	2,292,055.0295
5019+00.00	65.00' LT	692,249.4180	2,292,438.4920
5028+00.00	150.00' LT	691,754.3580	2,293,199.6980
5028+85.06	150.00' LT	691,700.3190	2,293,265.3870
5029+85.61	150.00' LT	691,636.4390	2,293,343.0390
5029+30.50	282.33' RT	691,337.5790	2,293,025.8190
5030+32.29	294.15' RT	691,263.7800	2,293,096.9200

FOR CENTERLINE COORDINATES, SEE SHEETS 26-30



N

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- T.E. PROPOSED TEMPORARY EASEMENT LINE
- ● FOUND IRON PIPE OR IRON ROD
- ○ SET ⅝ INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET ⅝ INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF ST. CLAIR)

THIS IS TO CERTIFY THAT I, STEVEN M. KEIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN CAHOKIA COMMONFIELDS, TOWNSHIP 1 NORTH, RANGE 10 WEST. OF THE THIRD PRINCIPAL MERIDIAN, ST. CLAIR COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED _____

STEVEN M. KEIL, PLS #035-003119
LICENSE EXPIRES 11/30/08

PROFESSIONAL LAND SURVEYOR
STEVEN M. KEIL
035-003119
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOULSY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8024021	SAINT LOUIS UNIVERSITY, A CHARITABLE CORPORATION TITLE REPORT NO. SC-2165	92.01 AC.*	186,889 S.F. 4.2904 AC.	N/A	87.7 AC.*	N/A	N/A	N/A	06-02-101-001	
8024073	UNION PACIFIC RAILROAD CORPORATION SUCCESSOR TO THE MISSOURI PACIFIC RAILROAD COMPANY TITLE REPORT NO. SC-3904 & SC-4446.0	N/A	N/A	N/A	N/A	N/A	46441 S.F. 1.0661 AC.	GRADING AND ROADWAY CONSTRUCTION	06-02-513-002	

* TOTAL AREA TAKEN FROM ST. CLAIR COUNTY TAX MAP. DOES NOT INCLUDE CONTIGUOUS PARCELS. NO AREA LISTED AT ASSESSOR'S OFFICE OF ST. CLAIR COUNTY.

OATES ASSOCIATES
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
JOB NO. R-98-024-00
STATION 5014+00 TO STATION 5031+12.97
100' 0 100' 200'
SCALE: 1" = 100'
SHEET 24 OF 30

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

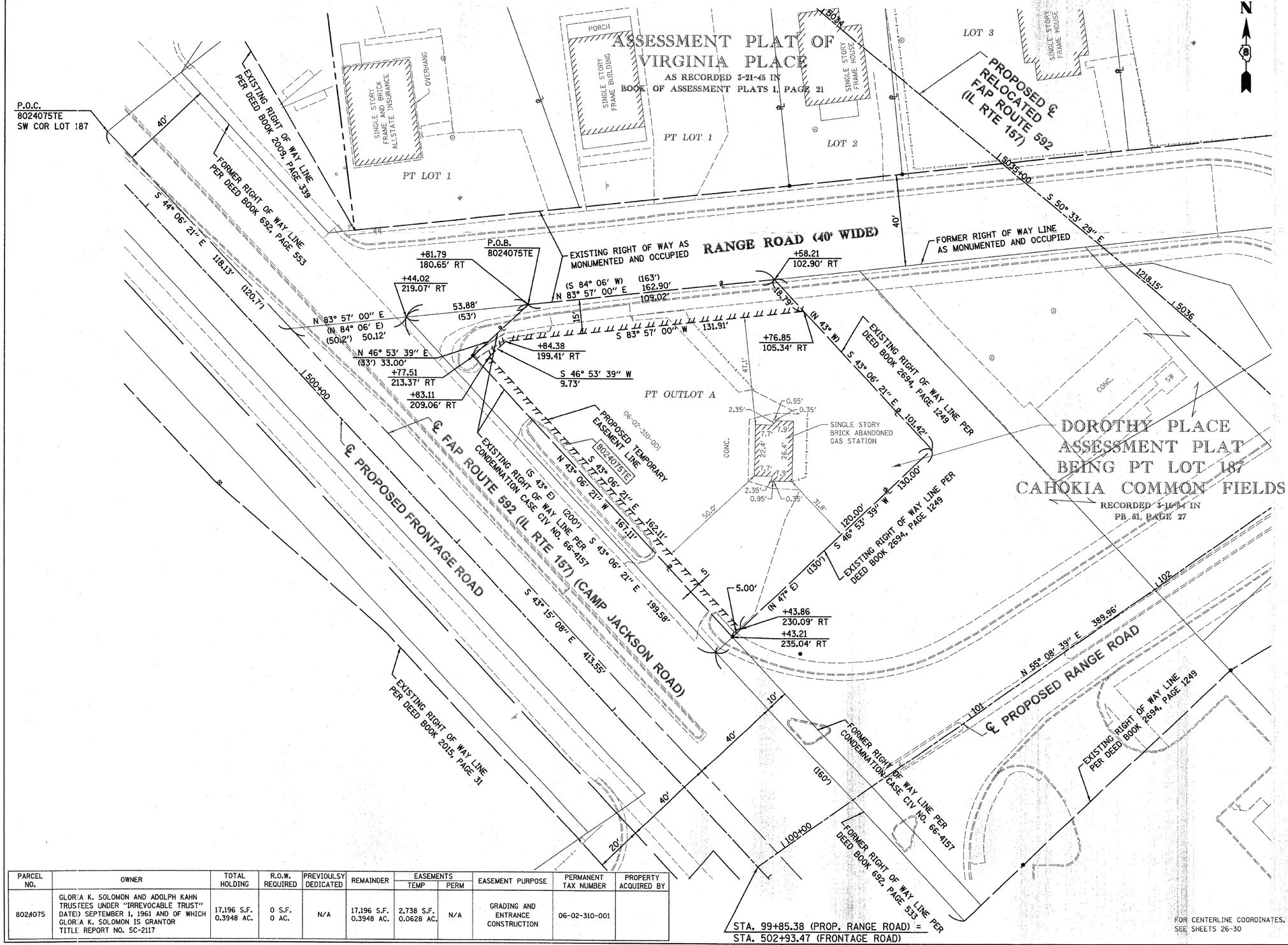
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ROUTE 592 (IL 157) SECTION 121-1R, 121HVB COUNTY ST. CLAIR JOB NO. R-98-024-00

PART OF THE CAHOKIA COMMONFIELDS, T. 1 N., R. 10 W., OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

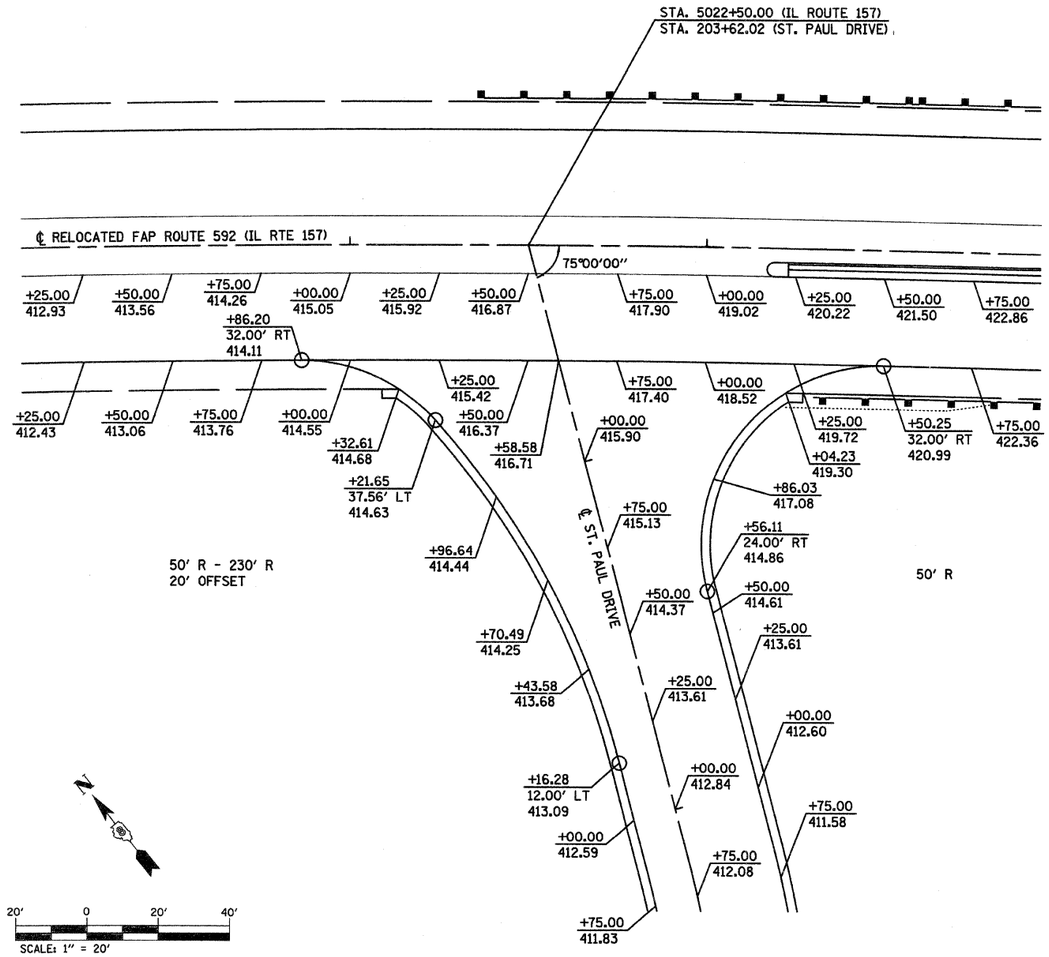
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	110
STA.	5033+40.28	TO STA.	5035+43.86	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

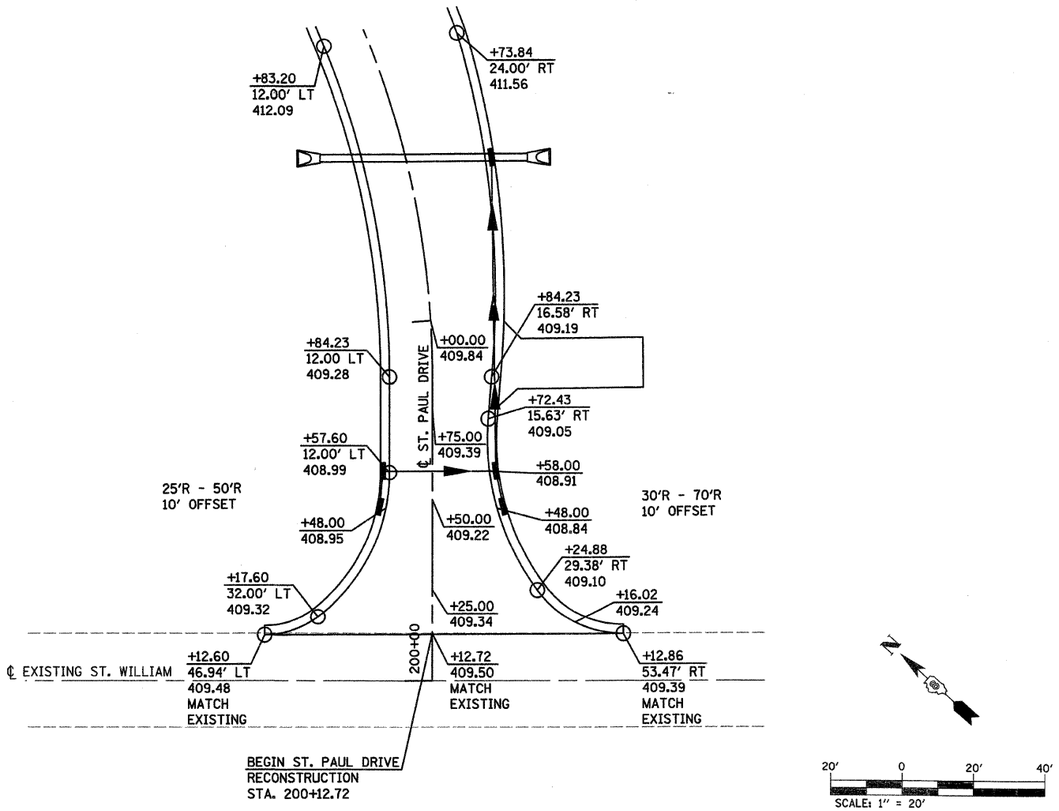

ASSESSMENT PLAT OF VIRGINIA PLACE
AS RECORDED 3-21-45 IN BOOK OF ASSESSMENT PLATS 1, PAGE 21
RANGE ROAD (40' WIDE)
PROPOSED & RELOCATED FAP ROUTE 592 (IL RTE 157)
FAP ROUTE 592 (IL RTE 157) (CAMP JACKSON ROAD)
PROPOSED FRONTAGE ROAD
PROPOSED RANGE ROAD
DOROTHY PLACE ASSESSMENT PLAT BEING PT LOT 187 CAHOKIA COMMON FIELDS
RECORDED 3-16-54 IN PB 81, PAGE 27
P.O.C. 8024075TE SW COR LOT 187
P.O.B. 8024075TE
EXISTING RIGHT OF WAY AS MONUMENTED AND OCCUPIED
FORMER RIGHT OF WAY LINE AS MONUMENTED AND OCCUPIED
EXISTING RIGHT OF WAY LINE PER DEED BOOK 2009, PAGE 339
FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 553
EXISTING RIGHT OF WAY LINE PER DEED BOOK 2694, PAGE 1249
EXISTING RIGHT OF WAY LINE PER DEED BOOK 2015, PAGE 31
FORMER RIGHT OF WAY LINE PER CONDEMNATION CASE CIV NO. 66-4157
FORMER RIGHT OF WAY LINE PER DEED BOOK 692, PAGE 533
EXISTING RIGHT OF WAY LINE PER CONDEMNATION CASE CIV NO. 66-4157
PROPOSED TEMPORARY EASEMENT LINE
802407STE
06-02-310-001
PT LOT 1
PT LOT 2
LOT 3
PT OUTLOT A
SINGLE STORY BRICK AND FRAME ALLSTATE INSURANCE
SINGLE STORY FRAME BUILDING
SINGLE STORY FRAME HOUSE
PORCH
OVERHANG
SINGLE STORY BRICK ABANDONED GAS STATION
CONC.
S 44° 06' 21" E 118.13' (120.7')
N 83° 57' 00" E (N 84° 06' E) 50.12' (50.2')
N 46° 53' 39" E (33') 33.00'
S 46° 53' 39" W 9.73'
S 83° 57' 00" W 131.91'
(S 84° 06' W) (163') 162.90' N 83° 57' 00" E 109.02'
S 43° 06' 21" E (200') 199.58'
N 43° 06' 21" W 161.11'
S 43° 06' 21" E 162.11'
S 43° 15' 08" E 413.55'
S 50° 33' 29" E 1219.15'
S 43° 06' 21" E 101.42'
S 46° 53' 39" W 130.00'
(N 47° E) (130') 120.00'
N 55° 08' 39" E 389.96'
(160')
+81.79 180.65' RT
+44.02 219.07' RT
53.88' (53')
+84.38 199.41' RT
+77.51 213.37' RT
+83.11 209.06' RT
+58.21 102.90' RT
+76.85 105.34' RT
+43.86 230.09' RT
+43.21 235.04' RT
5034
5035+00
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	111
ST. PAUL DRIVE / IL ROUTE 157				
INTERSECTION DETAILS				



INTERSECTION OF IL ROUTE 157 & ST. PAUL DRIVE



INTERSECTION OF ST. PAUL DRIVE & ST. WILLIAM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

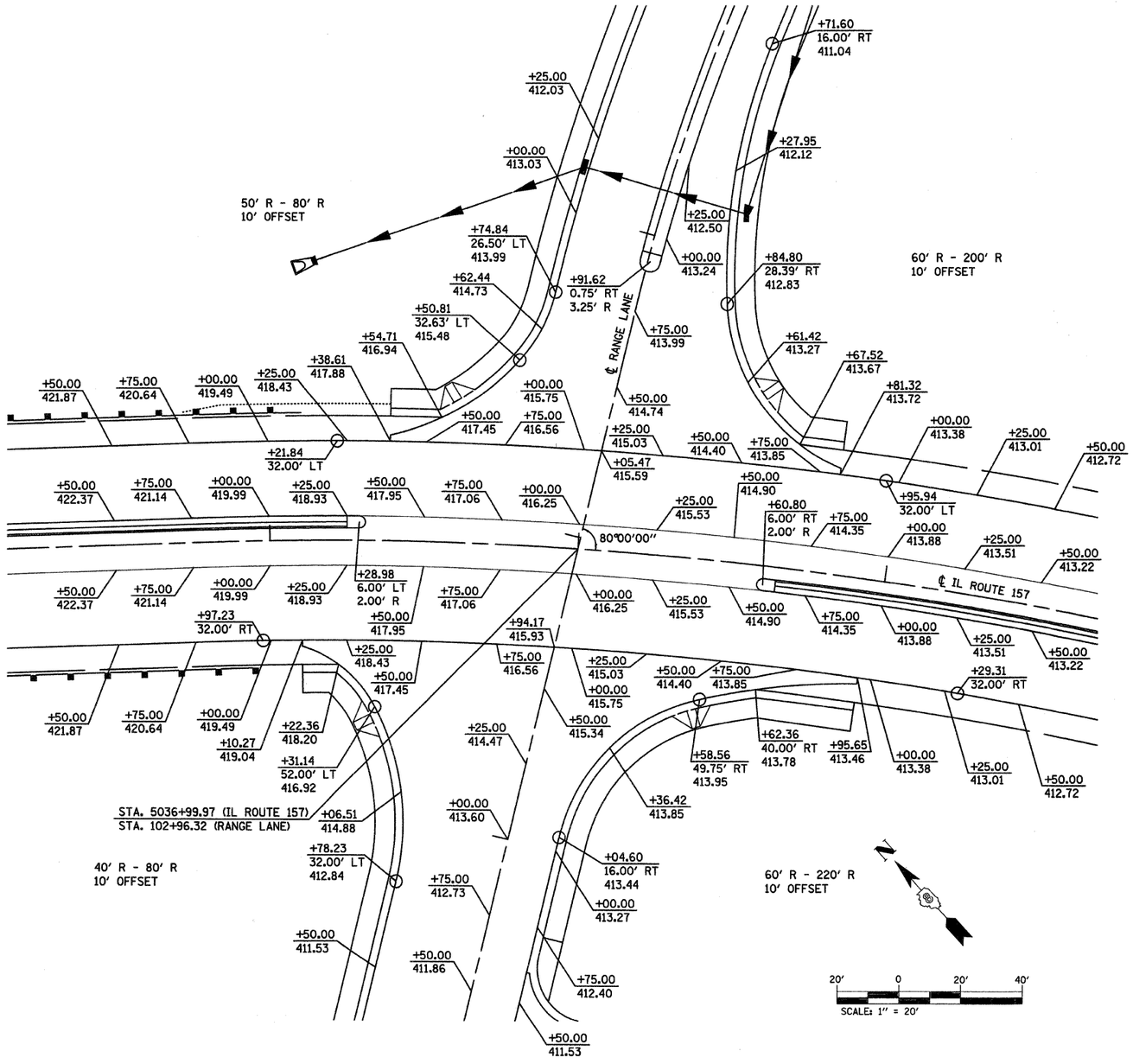
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	112
RANGE LANE / IL ROUTE 157				
INTERSECTION DETAILS				



INTERSECTION OF IL ROUTE 157 & RANGE LANE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

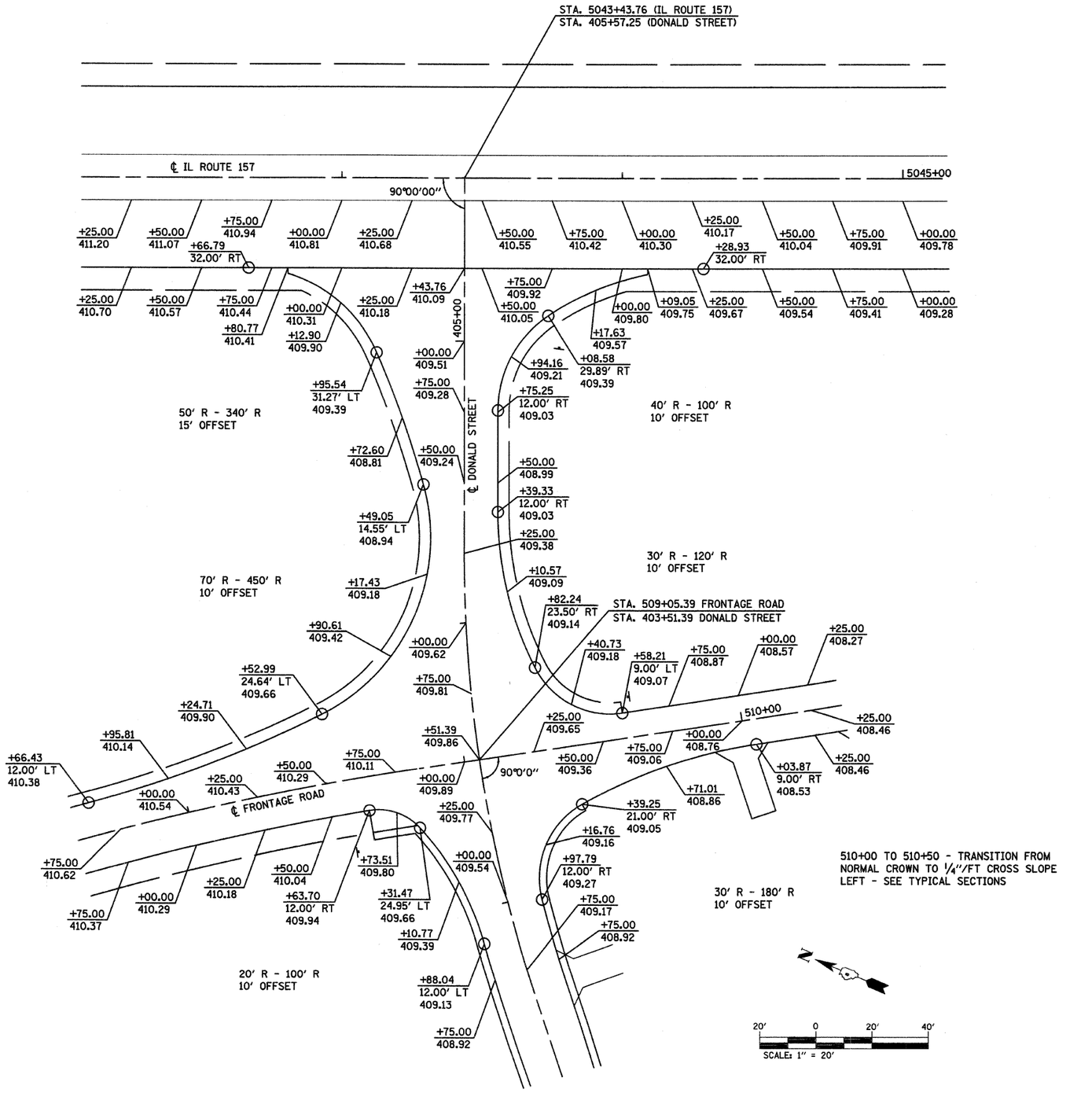
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SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	113
DONALD ST. W/ IL ROUTE 157 & FRONTAGE RD.				
INTERSECTION DETAILS				



INTERSECTION OF DONALD STREET WITH IL ROUTE 157 AND FRONTAGE ROAD

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

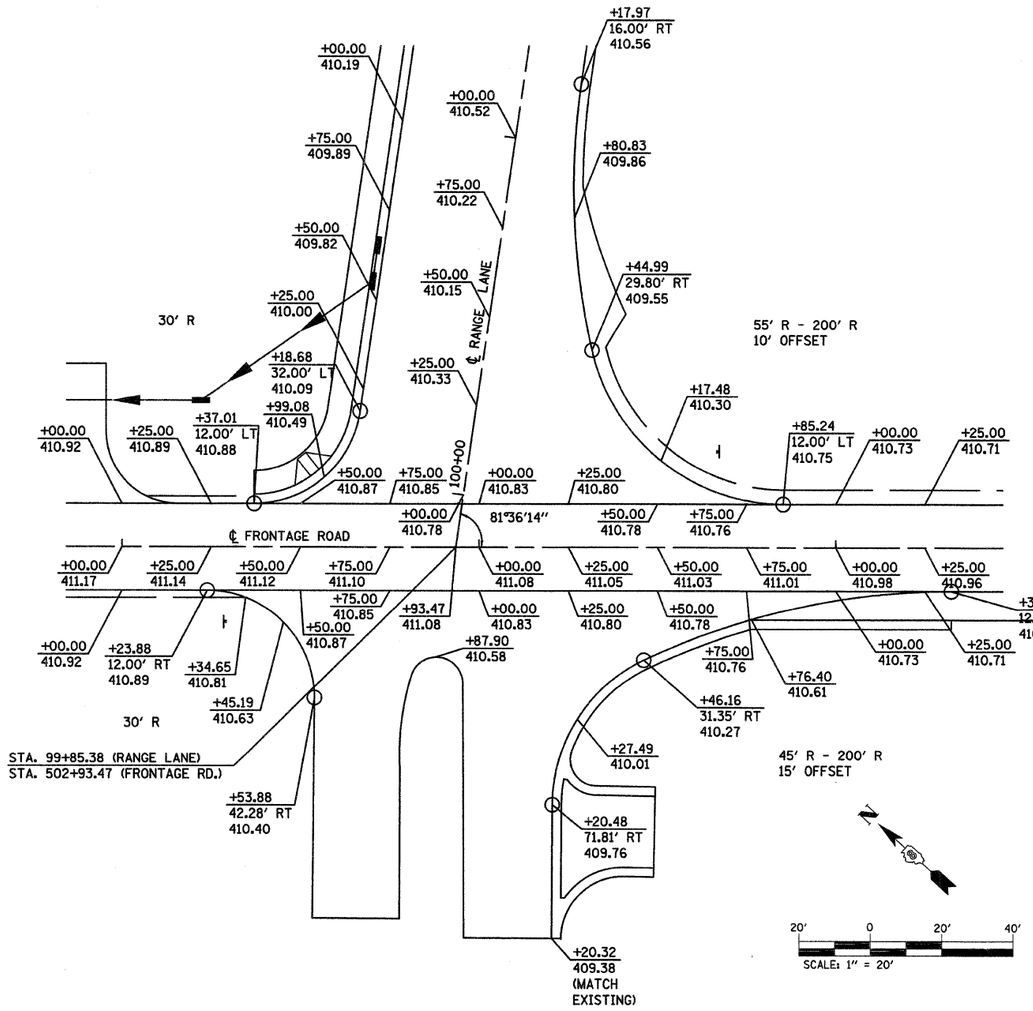
INTERSECTION DETAILS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

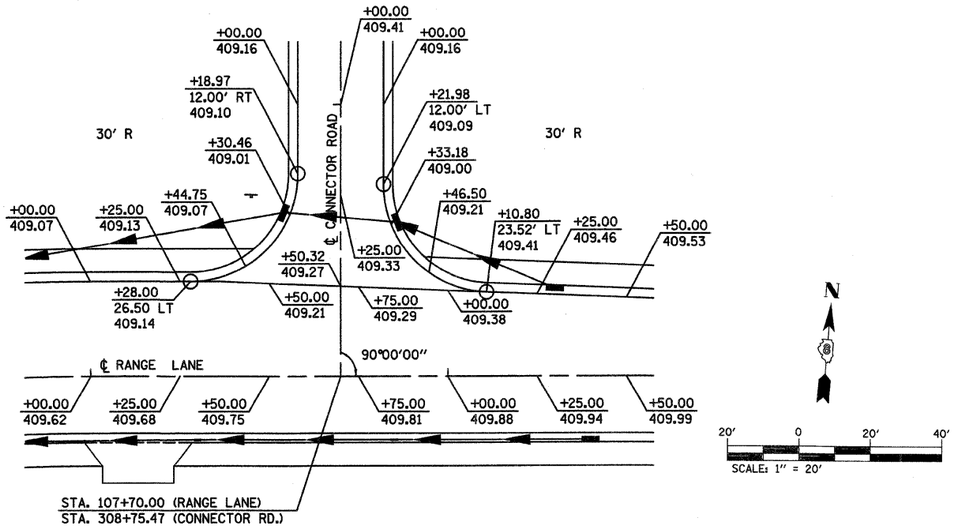
DRAWN BY:

CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	114
RANGE LN./FRONTAGE RD., RANGE LN./CONN. RD.				
INTERSECTION DETAILS				



INTERSECTION OF RANGE LANE & FRONTAGE ROAD



INTERSECTION RANGE LANE & CONNECTOR ROAD

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

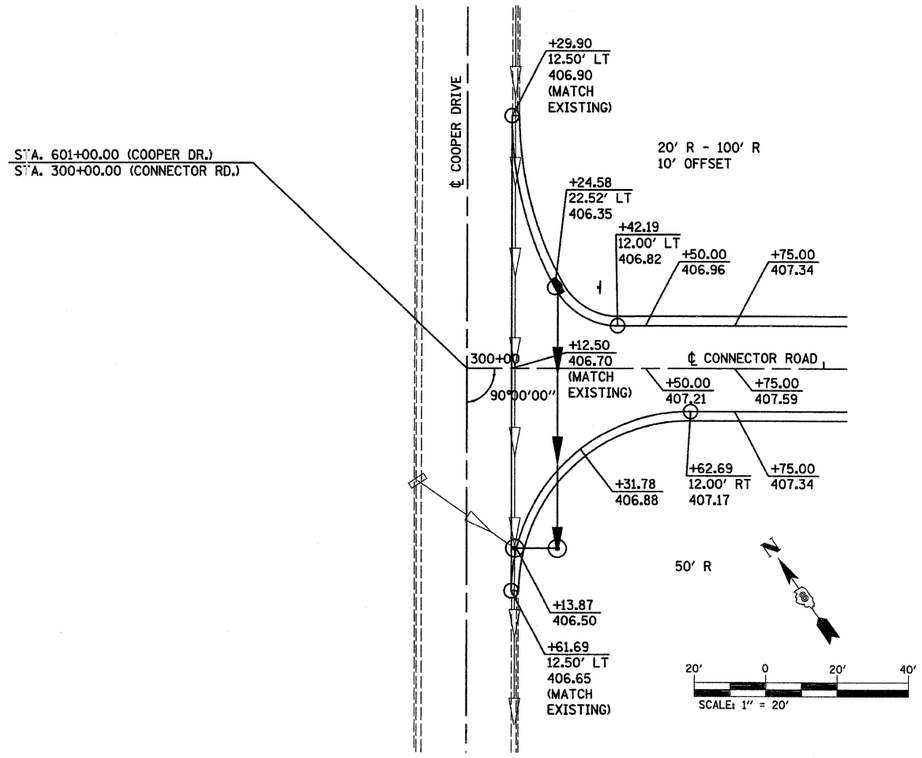
INTERSECTION DETAILS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

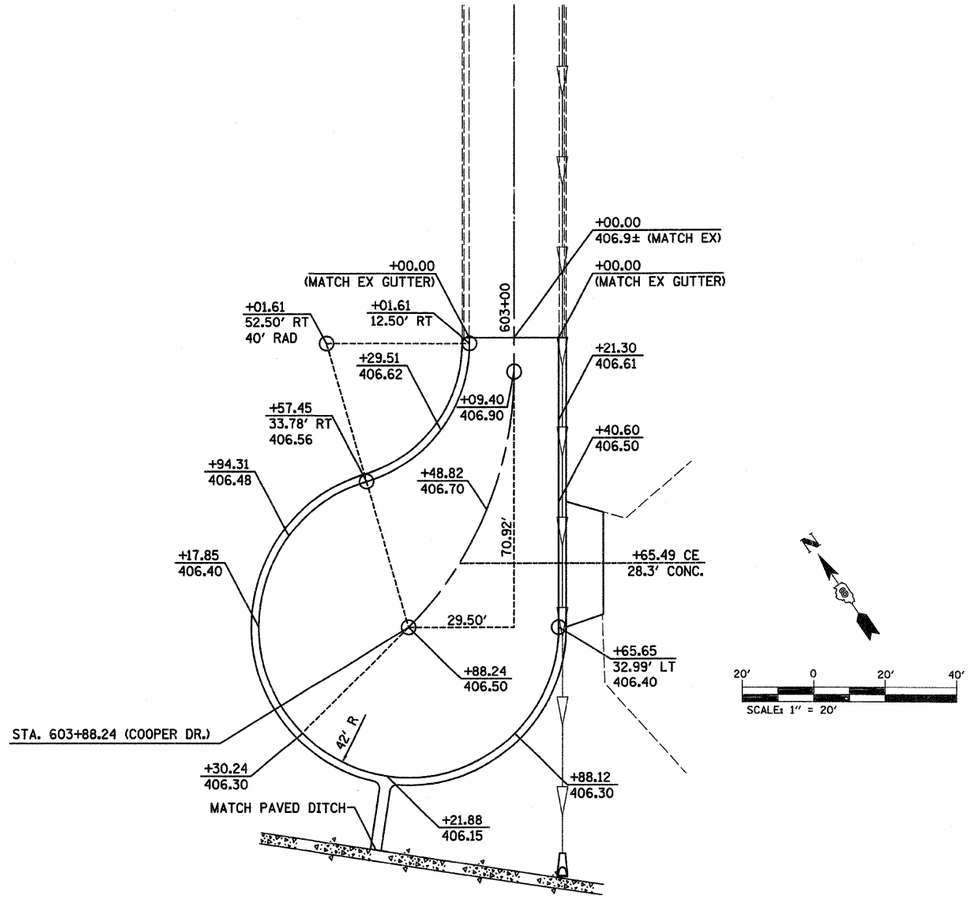
DRAWN BY:

CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	115
COOPER ST./CONN. RD, COOPER ST. CUL-DE-SAC				
INTERSECTION DETAILS				



INTERSECTION OF COOPER DRIVE & CONNECTOR ROAD



CUL-DE-SAC AT COOPER DRIVE

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

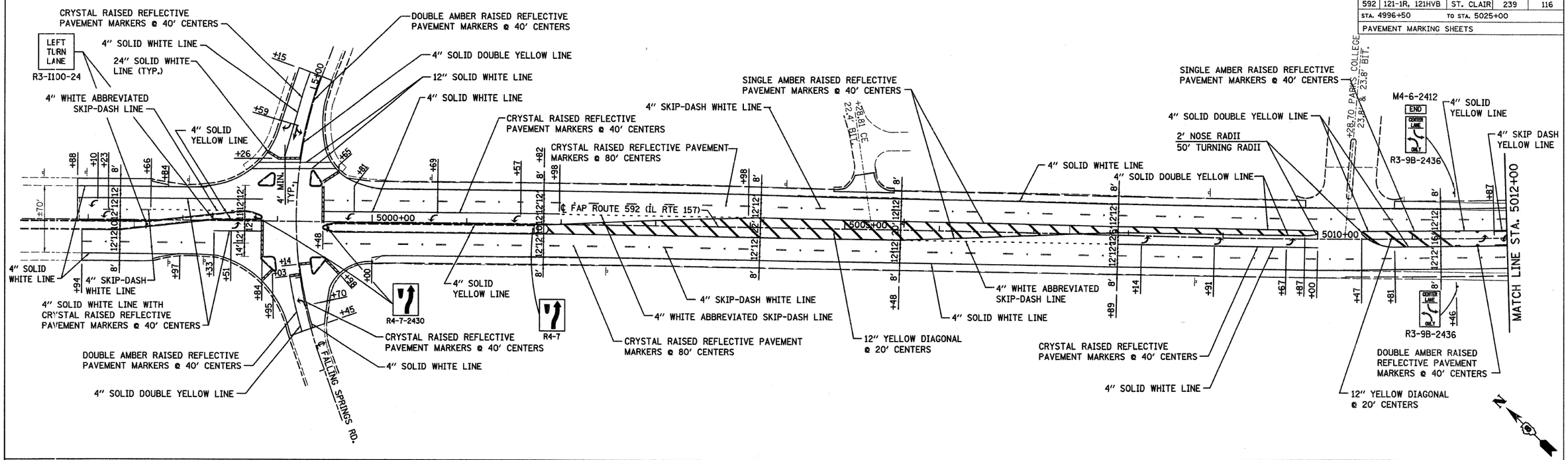
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	116
STA. 4996+50		TO STA. 5025+00		
PAVEMENT MARKING SHEETS				

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | SIGN PANELS CHECKED | NOTE BOOK | CADD FILE NAME | NO. | BY | DATE



PAVEMENT MARKING-IL ROUTE 157

STA. 4996+50 TO STA. 5028+00

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	117
STA. 5025+00	TO STA. 5053+00			
PAVEMENT MARKING SHEETS				

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | NOTE BOOK, PAGE NO. CHECKED | DGN FILE NAME | BY | DATE

PE (BIT.) PE (AGG.) PE (BIT.) PE (AGG.) PE (AGG.) PE (BIT.) PE (BIT.) PE (AGG.)

STOP R1-1 | DEAD END W14-1-30 | NO PARKING R7-1 | NO PARKING R7-1

℄ CONNECTOR ROAD FROM RANGE LANE TO COOPER DRIVE | ℄ COOPER DRIVE | 1600+00 | 300+00 | 305+00

4" SKIP-DASH YELLOW LINE | 12" SOLID WHITE LINE | MATCHLINE STA. 108+50 | +30 | 24" SOLID WHITE LINE | 4' MIN. | +36.1 | RANGE LANE

SINGLE AMBER RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS | 4" SOLID DOUBLE YELLOW LINE | 12" YELLOW DIAGONAL @ 20' CENTERS | 4" ABBREVIATED SKIP-DASH WHITE LINE | +27 | +02

SEE DETAIL FOR THE PLACEMENT OF PRISMATIC CURB REFLECTORS AND MEDIAN PAINTING MARKINGS | 4" SOLID YELLOW LINE | 4" SOLID WHITE LINE | +11 | 305+00 | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS

MATCHLINE STA. 108+50 | +99 | 310+00 | +14.00 ST. MICHAEL ST. 28.0' BIT.

R4-7 | +21 | +88 | +65 | 24" SOLID WHITE LINE (TYP.) | 12" SOLID WHITE LINE (TYP.) | R4-7-2430 | +31

SEE DETAIL FOR THE PLACEMENT OF PRISMATIC CURB REFLECTORS AND MEDIAN PAINTING MARKINGS | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS | 4" SOLID WHITE LINE | +93 | +16 | R4-7 | M4-6-2412 END CENTER LINE ONLY | R3-9B-2436 | DOUBLE AMBER RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS

CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 80' CENTERS | 4' MIN. TYP. | +39 | +68 | +28 | 4" SKIP-DASH WHITE LINE | 4" SOLID WHITE LINE

4" SOLID WHITE LINE | 4" SKIP-DASH WHITE LINE | 6' TYP. | 505+00 | +60 | ℄ RELOCATED FAP ROUTE 592 (IL RTE 157)

+52 | 4" SOLID WHITE LINE | 4" SOLID YELLOW LINE | +33 | +00 | R4-7-2430 | 4" SOLID YELLOW LINE | 4" SOLID WHITE LINE

MATCH LINE STA. 5028+00 | 5030+00 | LEFT TURN LANE R3-I100 | 4" WHITE ABBREVIATED SKIP-DASH LINE | +63 | +94 | +98 | +94 | DOUBLE AMBER RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 80' CENTERS | 4" SOLID DOUBLE YELLOW LINE | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 80' CENTERS | 4" SOLID WHITE LINE | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 40' CENTERS | CE CONC. | ℄ PROPOSED RANGE LANE | +31 | CE CONC. | R3-9B | 4" SOLID YELLOW LINE | 4" SKIP-DASH WHITE LINE | +75 | 4" SKIP-DASH YELLOW LINE | ℄ DONALD ST. | 405+00 | MATCH LINE STA. 504+00

503+09 16' RT | 503+25 16' RT | 3' TYP. | 26.5' | 17.3' | 503+09 54' RT | PAINTED ISLAND DETAIL | 12" WHITE LANE CHANNELIZATION DIAGONALS | 8" SOLID WHITE MEDIAN LINE (PERIMETER) | CRYSTAL RAISED REFLECTIVE PAVEMENT MARKERS @ 10' CENTERS (MIN. OF 3 PER SIDE)

CE CONC. | CE CONC. | 4" SKIP-DASH WHITE LINE | +34 | 4" SOLID WHITE LINE | +37 | 100+00 | STOP R1-1 | BEGIN 4" SKIP DASH YELLOW LINE, STA. 503+69 | CE CONC. | 4" SKIP-DASH YELLOW LINE | END 4" SKIP-DASH YELLOW LINE, STA. 508+55 | STOP R1-1-30 | STOP R1-1-30

500+00 | 505+00 ℄ PROPOSED FRONTAGE ROAD | +52 | 4" SOLID WHITE LINE | STOP R1-1 | 53' RT | 4" SOLID WHITE LINE | SEE PAINTED ISLAND DETAIL | CE CONC. | CE CONC. | CE CONC. | 118' RT | 4" SOLID WHITE LINE | STOP R1-1 | MATCH LINE STA. 510+00

N | 50' 0 50' 100' | SCALE: 1" = 50'

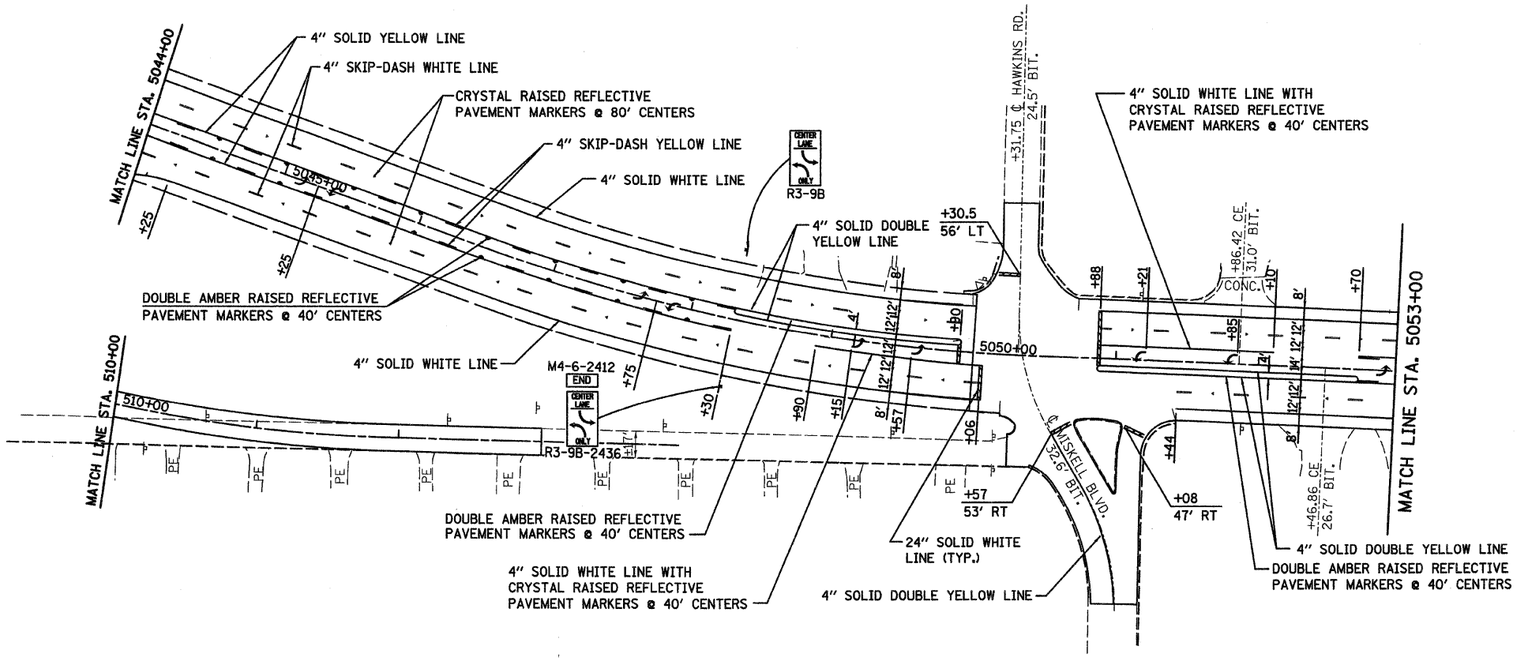
PAVEMENT MARKING-IL ROUTE 157, RANGE LANE, FRONTAGE ROAD AND DONALD STREET

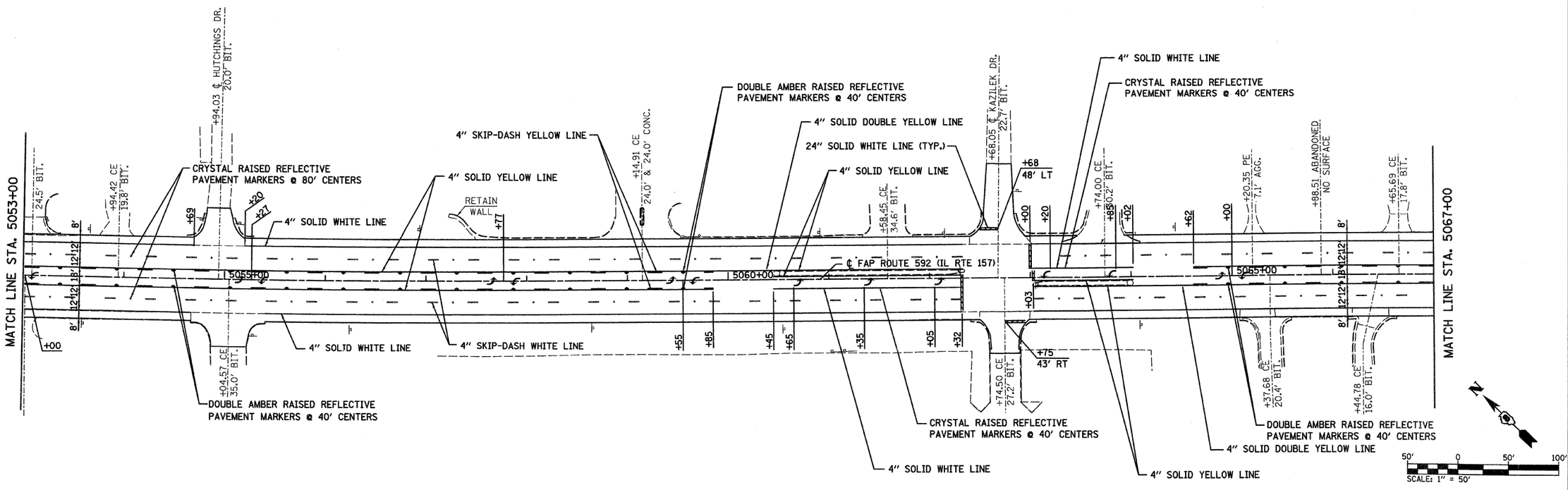
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	118
STA. 5053+00	TO STA. 5080+00			
PAVEMENT MARKING SHEETS				

PLAN	DATE
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
REF. DGN. MATCHED	
NOTE BOOK	
CADD FILE NAME	
NO.	





PAVEMENT MARKING-IL ROUTE 157

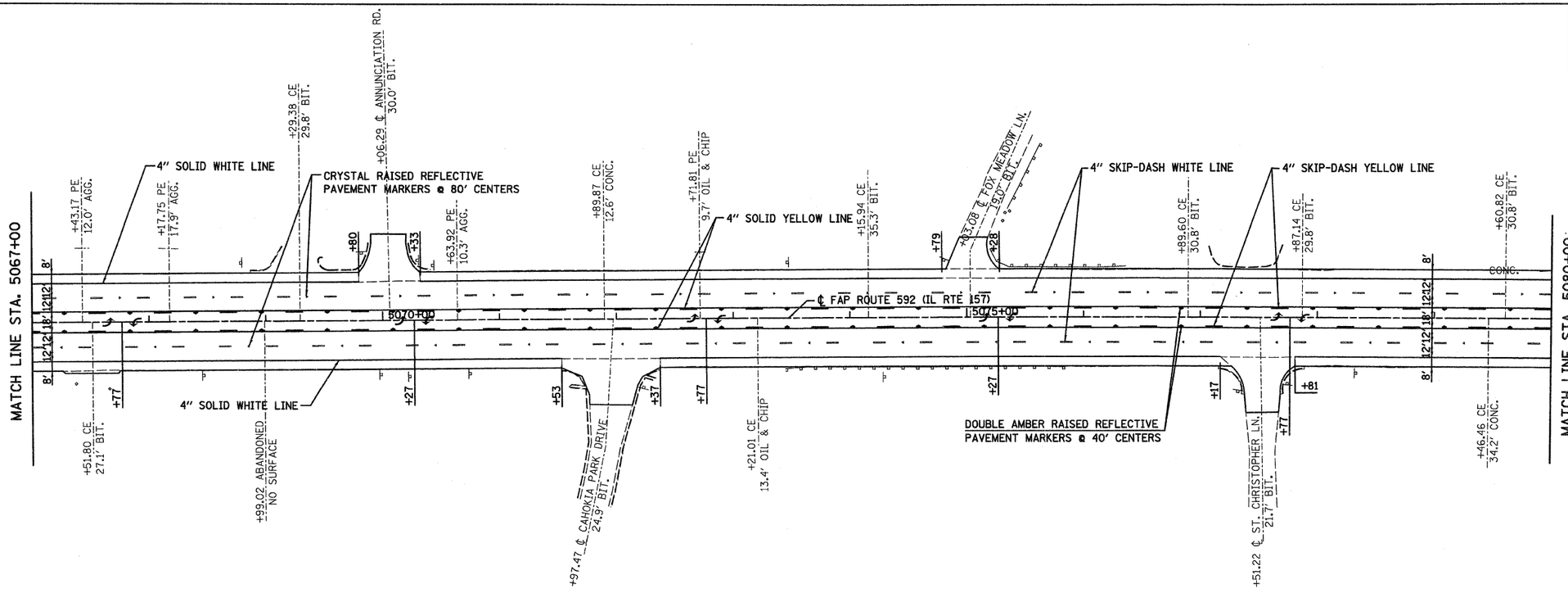
STA. 5044+00 TO STA. 5067+00

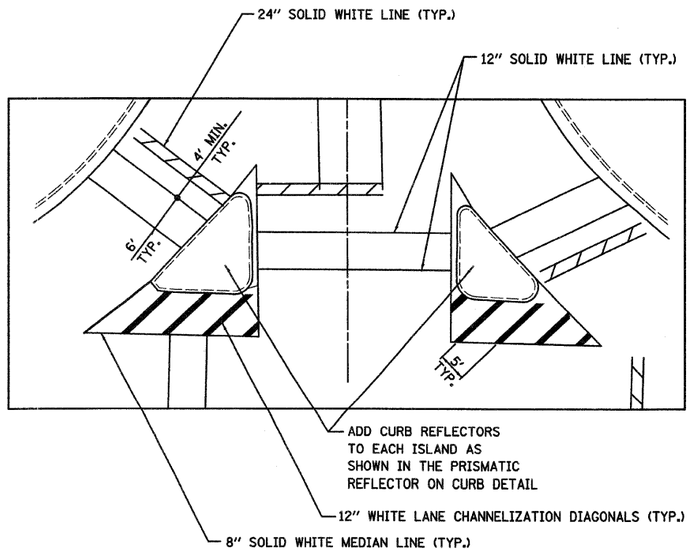
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CONTRACT NO. 76267

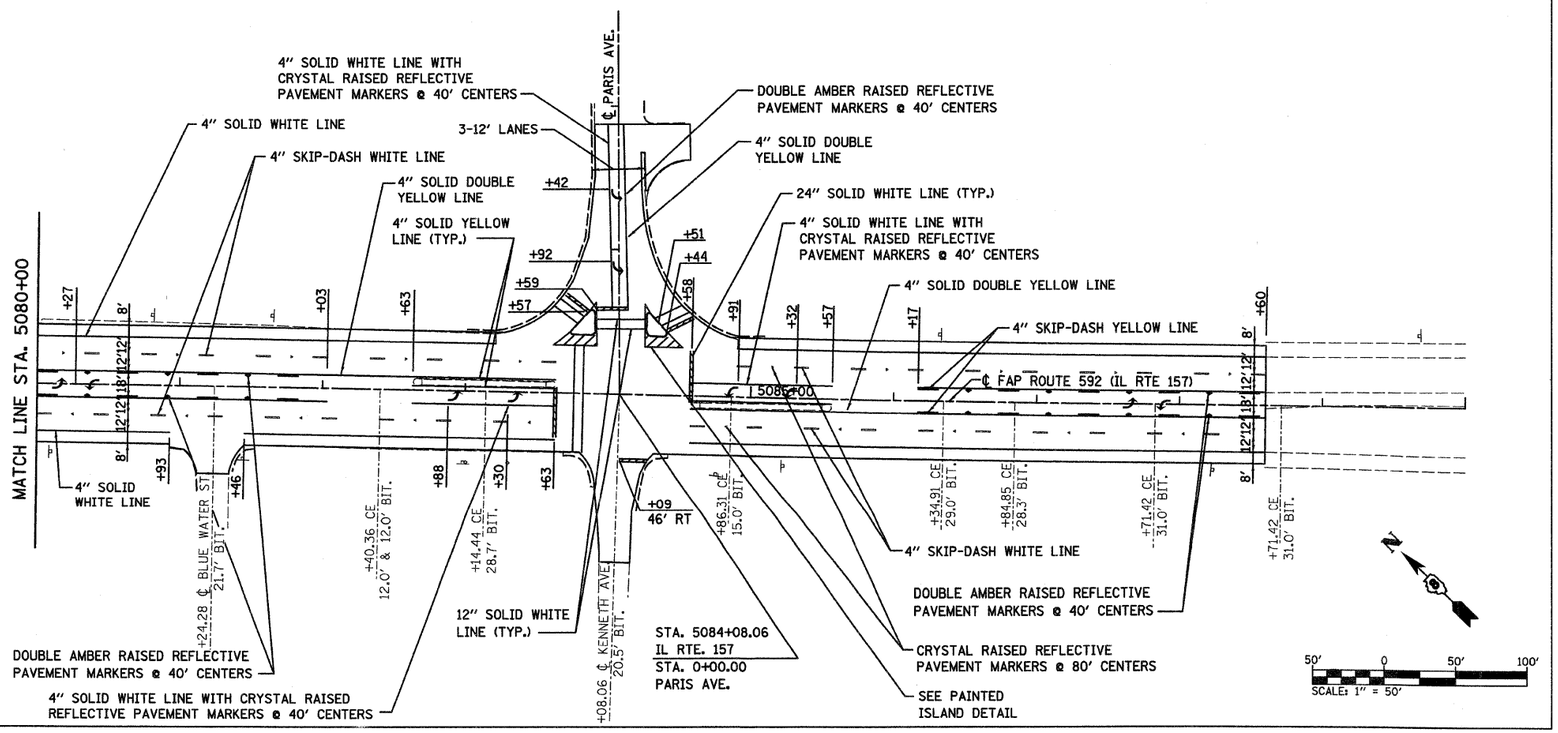
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	119
STA. 5080+00		TO STA. 5090+00		
PAVEMENT MARKING SHEETS				

PLAN	BY	DATE
SURVEYED		
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PAINTED ISLAND & CROSSWALK SPACING DETAIL



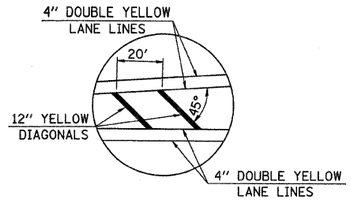
PAVEMENT MARKING-IL ROUTE 157

STA. 5067+00 TO STA. 5090+00

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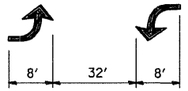
CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	120
PAVEMENT MARKING DETAIL SHEETS				

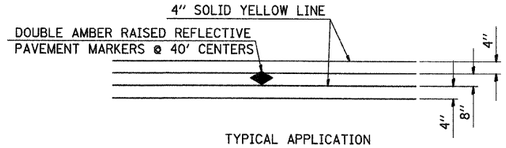


TYPICAL APPLICATION
FOR MEDIAN STRIPING

DETAIL 'A'
NOT TO SCALE

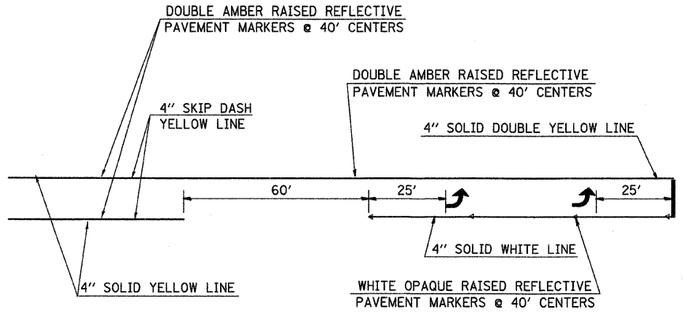


DETAIL 'E'



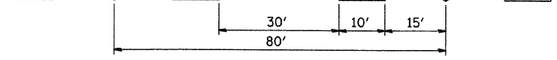
TYPICAL APPLICATION
FOR DOUBLE YELLOW LANE LINES
WITH RAISED REFLECTIVE PAVEMENT MARKERS

DETAIL 'B'



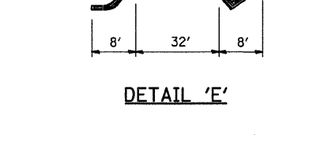
TYPICAL APPLICATION
FOR LEFT TURN LANE
WITH RAISED REFLECTIVE PAVEMENT MARKERS

DETAIL 'F'



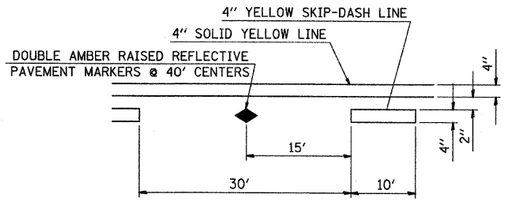
TYPICAL APPLICATION
FOR WHITE SKIP-DASH LINES
WITH RAISED REFLECTIVE PAVEMENT MARKERS

DETAIL 'C'



TYPICAL APPLICATION FOR WHITE
ABBREVIATED SKIP-DASH

DETAIL "G"



TYPICAL APPLICATION FOR
SOLID YELLOW, SKIP-DASH LANE LINES
WITH RAISED REFLECTIVE PAVEMENT MARKERS

DETAIL 'D'

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
DETAIL SHEET

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

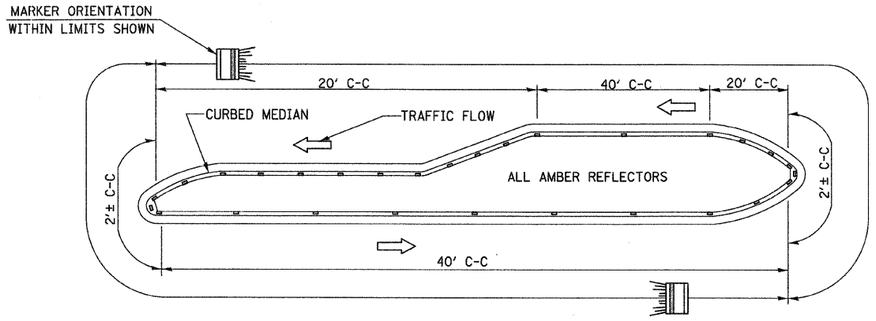
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NOTE BOOK | PLOTTED
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CONTRACT NO. 76267

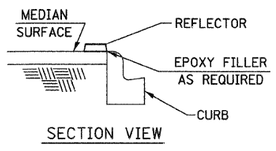
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	121
CURB REFLECTOR AND MARKING DETAILS				



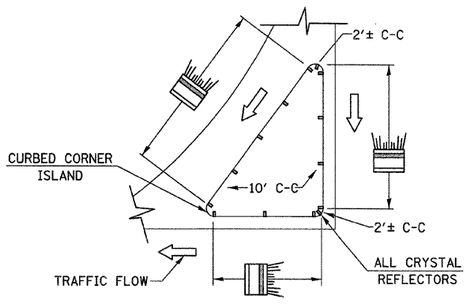
NOTES 1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.

2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.

3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

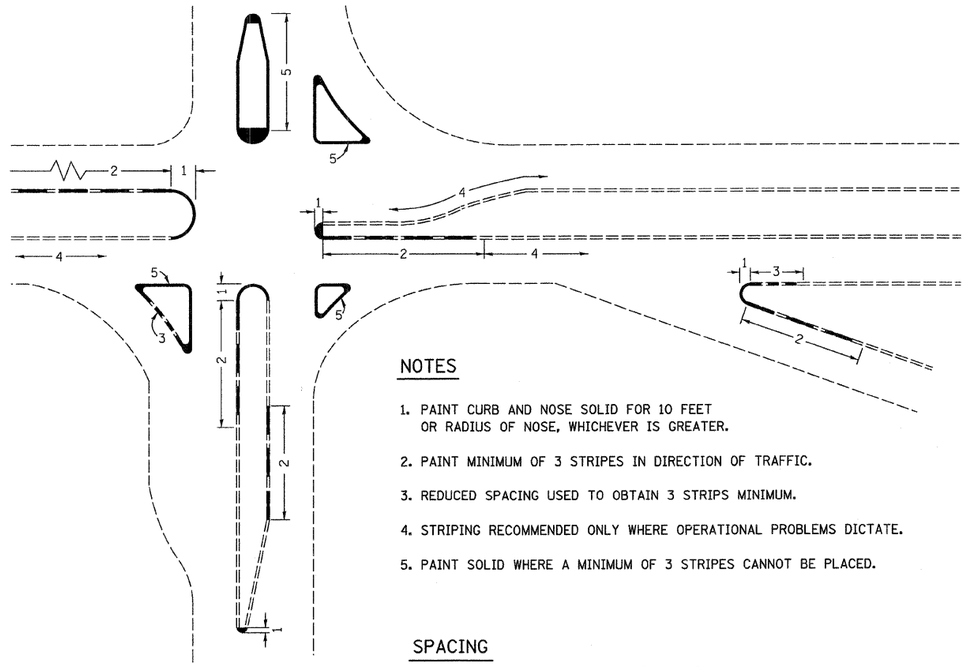


SECTION VIEW



TYPICAL PLACEMENT OF PRISMATIC REFLECTORS ON CURBS

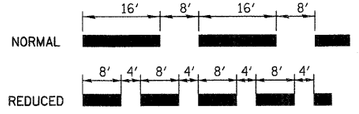
(NO SCALE)



NOTES

1. PAINT CURB AND NOSE SOLID FOR 10 FEET OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPS MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

SPACING



CURB MARKING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRISMATIC REFLECTORS ON CURBS & CURB MARKING DETAILS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, TEST RUN AS NEEDED, CADD FILE NAME, NOTE BOOK, NO. — BY, DATE

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CONTRACT NO. 76267

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	122
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON MAY 30, 2003 FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. THIS PLAN HAS ALSO BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF NPDES PERMIT NUMBER ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS IF CHECKED BELOW.

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

☐ ILR10
☒ ILR40 PERMIT NO. 0493

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

MARY C. LAMIE — PRINT NAME
SIGNATURE

DEPUTY DIRECTOR OF HIGHWAYS REGION FIVE ENGINEER — TITLE
DATE

IL DEPT. OF TRANSPORTATION — AGENCY

PLAN | SURVEYED | PLOTTED | R/W CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

I. SITE DESCRIPTION:

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

THE PROJECT CONSISTS OF RESURFACING 0.92 MILES OF IL RTE 157 AND THE RECONSTRUCTING OF 0.78 MILES OF IL RTE 157 WITH A NEW GRADE SEPARATION STRUCTURE OVER THE UNION PACIFIC RAILROAD IN CAHOKIA.

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

CONSTRUCTION WILL INCLUDE A NEW STRUCTURE OVER THE RAILROAD, EMBANKMENT, NEW PAVEMENT AND SHOULDERS, RESURFACING, OPEN DRAINAGE, COMBINATION CURB AND GUTTER, STORM SEWER, DRAINAGE STRUCTURES, TRAFFIC SIGNALS, PAVEMENT MARKING, LANDSCAPING, AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.

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

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

STAGE 1: CONSTRUCTION EMBANKMENT AND CULVERTS FOR A PORTION OF RELOCATED IL 157 AND FOR THE PROPOSED STRUCTURE OVER THE RAILROAD FROM THE NORTH END OF THE RELOCATION TO RANGE LANE.

STAGE 2: CONSTRUCT THE BRIDGE OVER THE RAILROAD CONCURRENTLY WITH STAGES 2, 3, & 4. REMOVE RANGE LANE PAVEMENT AND STORM SEWER. CONSTRUCT THE PROPOSED EMBANKMENT AND CULVERTS FOR RELOCATED IL 157 FROM RANGE LANE TO THE SOUTH END OF THE RELOCATION. CONSTRUCT CULVERT AND STORM SEWERS FOR RANGE LANE AND THE CONNECTOR ROAD.

STAGE 3: CONSTRUCT THE SUBBASE, PAVEMENT, MEDIANS, CURB AND GUTTER FOR RELOCATED IL 157, RANGE LANE, COOPER DRIVE AND THE CONNECTOR ROAD. INSTALL THE TRAFFIC SIGNALS AT THE INTERSECTION OF RANGE LANE AND RELOCATED IL 157 AND ADJUST THE TRAFFIC SIGNALS AT RANGE LANE AND OLD IL 157.

STAGE 4: CONSTRUCT THE EMBANKMENT, SUBBASE, AND PAVEMENT FOR THE PORTION OF THE CONNECTORS TO EXISTING IL 157 THAT ARE ADJACENT TO EXISTING IL 157.

STAGE 5: REMOVE A PORTION OF EXISTING IL 157 AND COMPLETE THE REMAINING EMBANKMENT, SUBBASE, AND PAVEMENT FOR THE CONNECTORS FROM RELOCATED IL 157 TO EXISTING IL 157.

STAGE 6: CONSTRUCT THE REMAINING EMBANKMENT, CULVERTS AND STORM SEWERS, SUBBASE, CURBS AND GUTTERS AND PAVEMENT FOR ST. PAUL DRIVE, THE FRONTAGE ROAD, AND DONALD STREET. CONSTRUCT THE SURFACE COURSE FOR THE ENTIRE PROJECT

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 42.1 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 20.6 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.70

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

FOUR SOIL TYPES ARE LOCATED WITHIN THE PROJECT AREA OF THE IL ROUTE 157 GRADE SEPARATION OVER THE UNION PACIFIC RAILROAD. THESE ARE:

RILEY-URBAN LAND COMPLEX (U452) - THIS COMPLEX CONSISTS OF SILTY SOILS THAT HAVE BEEN DISTURBED BY URBAN DEVELOPMENT. A WELL DRAINED SOIL WITH MODERATE PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER EROSION AND A SLIGHT SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN ZERO AND TWO PERCENT.

RILEY SILTY CLAY LOAM (452) - A WELL DRAINED SOIL WITH MODERATE PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER EROSION AND A SLIGHT SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN ZERO AND TWO PERCENT.

DARWIN SILTY CLAY (71) - A POORLY DRAINED SOIL WITH LOW PERMEABILITY. THIS SOIL HAS A SLIGHT SUSCEPTIBILITY TO WATER AND WIND EROSION WITH SLOPES THAT ARE BETWEEN ZERO AND ONE PERCENT.

LANDES FINE SANDY LOAM (304B) - A SOMEWHAT POORLY DRAINED SOIL WITH LOW PERMEABILITY. THIS SOIL HAS A SLIGHT SUSCEPTIBILITY TO WATER AND WIND EROSION WITH SLOPES THAT ARE BETWEEN ONE AND SIX PERCENT.

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

THERE IS ONE POTENTIALLY CRITICAL EROSIVE AREAS. IT IS BETWEEN STATION 5023+00 AND STATION 5036+00 ON EITHER SIDE OF RELOCATED IL ROUTE 157. THIS AREA HAS A LARGE AMOUNT OF FILL WITH STEEP SIDE SLOPES. MOST OF THIS FILL WILL BE FROM A OFF SITE SOURCE .

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

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO CONSTRUCT A GRADE SEPARATION STRUCTURE OVER THE UNION PACIFIC RAILROAD FOR IL ROUTE 157. PROPOSED RIGHT-OF-WAY WILL BE REQUIRED TO ACCOMMODATE THE CONSTRUCTION OF THE BRIDGE AND THE ROADWAY APPROACHES. A PORTION OF THE PROPOSED RIGHT-OF-WAY BETWEEN RANGE LANE AND COOPER DRIVE WILL BE DEDICATED FOR FLOODWAY COMPENSATORY STORAGE. THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

THE FOUR SOIL TYPES HAVE EROSIVE CHARACTERISTICS - RILEY-URBAN LAND COMPLEX (U452) AND RILEY SILTY CLAY LOAM (452) HAVE A MODERATE SUSCEPTIBILITY TO WATER EROSION . DARWIN SILTY CLAY (71) AND LANDES FINE SANDY LOAM (304B) HAVE A SLIGHT SUSCEPTIBILITY TO WATER EROSION.

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

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

THE UNION PACIFIC RAILROAD DITCH DRAINS INTO CAHOKIA CANAL APPROXIMATELY 7,600 FEET DOWNSTREAM OF THE PROJECT. NO WETLAND AREAS HAVE BEEN IDENTIFIED WITHIN THE PROJECT LIMITS.

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

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

II. CONTROLS

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

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

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

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

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

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

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

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

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

2. PERMANENT SEEDING - SEEDING, CLASS 1 AND CLASS 3A WILL BE INSTALLED PER IDOT SPECIFICATIONS.

3. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. TEMPORARY MULCH WILL NOT BE PAID FOR SEPARATELY AND SHOULD BE INCLUDED IN THE UNIT COST OF "TEMPORARY EROSION CONTROL SEEDING". THE MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

4. PROTECTION OF TREES/TEMPORARY TREE PROTECTION - THIS ITEM SHALL CONSIST OF ITEMS "TEMPORARY FENCING" AND "TREE TRUCK PROTECTION" AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH ARTICLE 201.05 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

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

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

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

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG EXISTING IL ROUTE 157, ST. PAUL DRIVE, RANGE LANE AND THE CONNECTOR ROAD AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

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

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR STORM SEWERS AND CULVERTS. SEDIMENT FILTERS WILL BE PLACED IN ALL INLETS, CATCH BASINS AND MANHOLES DURING CONSTRUCTION AND WILL BE CLEANED ON A REGULAR BASIS.

3. TEMPORARY DITCH CHECKS - DITCH CHECKS WILL BE PLACED IN SWALES WHERE RUNOFF VELOCITY IS HIGH. ALL STRUCTURAL PRACTICES ARE SHOWN IN DETAIL ON THE EROSION CONTROL PLANS.

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED), ENVIROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSIOR.

4. RIPRAP - STONE RIPRAP WILL BE USED AS PROTECTION AT THE DISCHARGE END OF ALL CULVERT END SECTIONS AND AS INLET/OUTLET PROTECTION TO PREVENT SCOURING AT THE END OF PIPES AND PREVENT DOWNSTREAM EROSION.

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

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

REVISIONS	
NAME	DATE

BDE 2342 (REV. 06/07)

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

PLOT DATE: •DATE-TIME•

•DATE-TIME•
•DGN-SPEC•
•REF•
•REF•

CONTRACT NO. 76267

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	123
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

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

a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES). THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.

b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

THE PHASE I LOCATION DRAINAGE STUDY, PERFORMED BY OATES ASSOCIATES, HAS DETERMINED THAT 2.28 ACRE FEET OF STORM WATER DETENTION IS REQUIRED FOR THIS PROJECT. A TOTAL OF 2.31 ACRE FEET OF COMPENSATORY STORAGE IS PROVIDED FOR IN THESE PLANS.

4. OTHER CONTROLS:

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

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

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

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

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

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

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

d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

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

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

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

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN.

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.

2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.

3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.

4. PROTECTION OF TREES/TEMPORARY TREE PROTECTION - ANY PROTECTIVE MEASURES WHICH ARE KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.

5. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY.

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

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

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

IV. INSPECTIONS

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

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

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

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

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT. THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

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

V. NON-STORM WATER DISCHARGES:

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

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

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

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

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

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

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

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

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

VI. FAILURE TO COMPLY:

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

LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- TEMPORARY DITCH CHECK- AGGREGATE
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES

REVISIONS	
NAME	DATE

BDE 2342 (REV. 06/07)

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

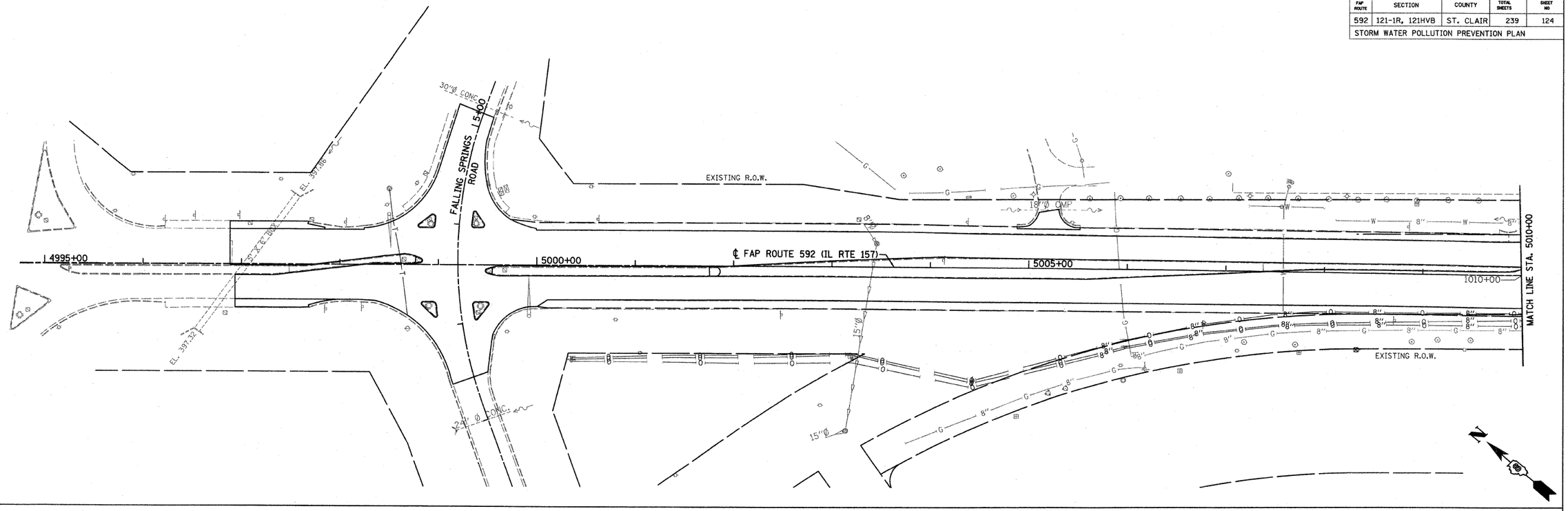
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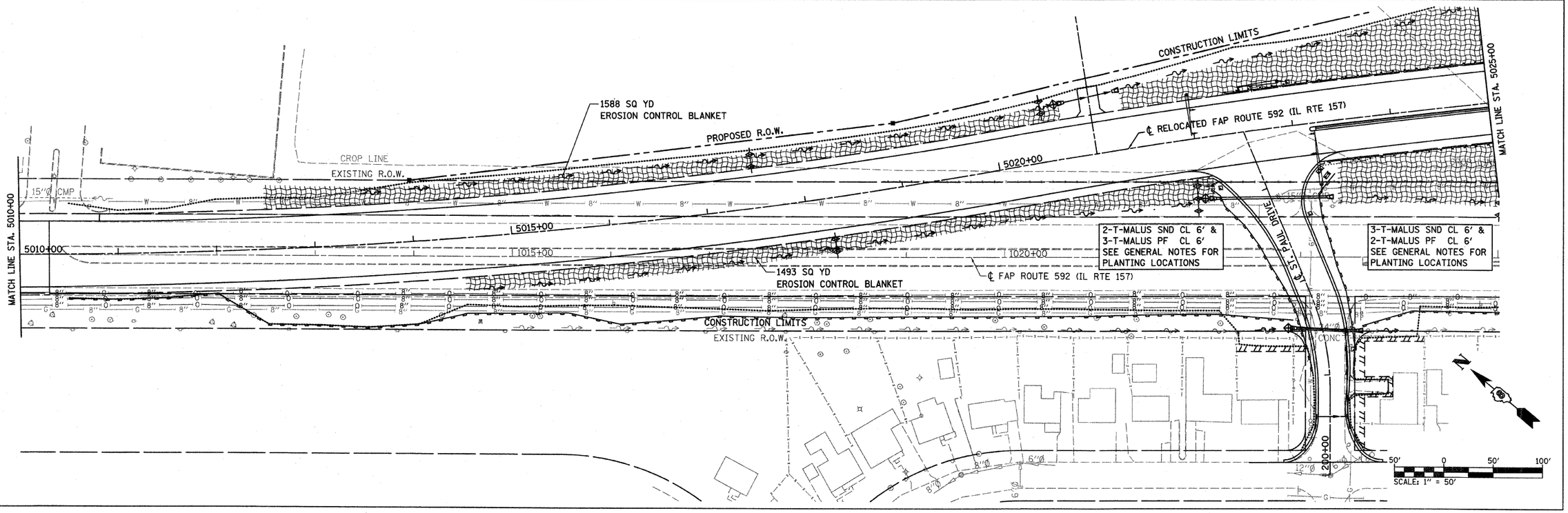
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	124
STORM WATER POLLUTION PREVENTION PLAN				

PLAN
SURVEYED
ALIGNMENT
NOTE BOOK
NO.
ALIGNMENT CHECKED
PIT. OF WAY CHECKED
CADD FILE NAME
BY
DATE





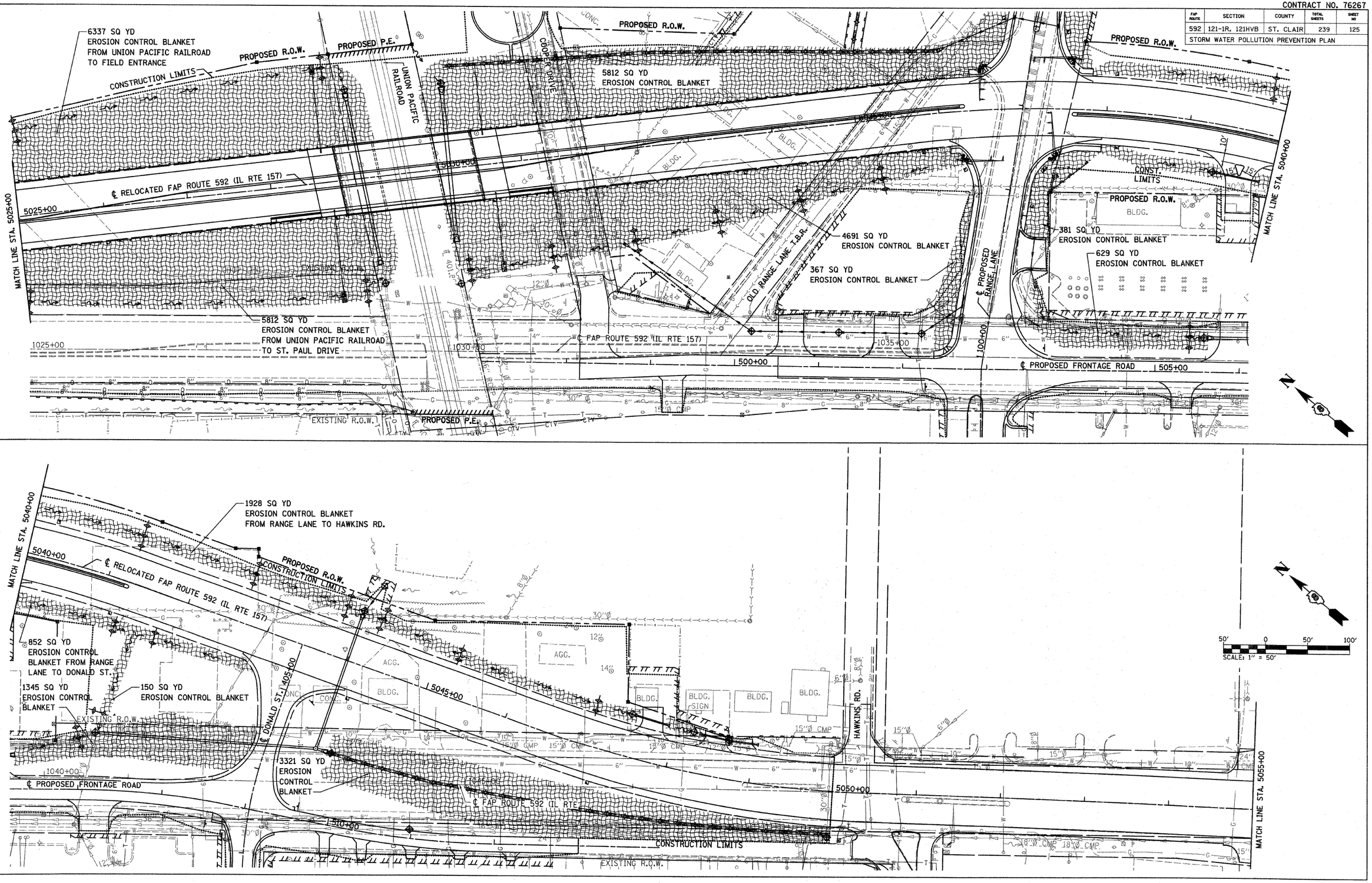
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	125
STORM WATER POLLUTION PREVENTION PLAN				

PLAN NOTE BOOK NO. ____

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PLOTTED
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	126
STORM WATER POLLUTION PREVENTION PLAN				

PLAN	SURVEYED	BY	DATE
	DRAWN		
	ALIGNMENT CHECKED		
NOTE BOOK	RT. OF WAY CHECKED		
NO.	ROAD FILE MADE		

634 SQ YD
EROSION CONTROL BLANKET

776 SQ YD
EROSION CONTROL BLANKET

3 SQ YD
EROSION CONTROL
BLANKET

7 SQ YD
EROSION CONTROL
BLANKET

24 SQ YD
EROSION CONTROL
BLANKET

15 SQ YD
EROSION CONTROL
BLANKET

3 SQ YD
EROSION CONTROL
BLANKET

12 SQ YD
EROSION CONTROL
BLANKET

192 SQ YD
EROSION CONTROL BLANKET

558 SQ YD
EROSION CONTROL BLANKET

5-T-MALUS SND CL 6' &
5-T-MALUS PF CL 6'
SEE GENERAL NOTES FOR
PLANTING LOCATIONS

PROPOSED
COMPENSATORY
STORAGE
LOCATION

PROPOSED R.O.W.

CONSTRUCTION LIMITS

℄ CONNECTOR ROAD FROM RANGE LANE TO COOPER DRIVE

300+00

305+00

110+00

ST. MICHAEL ST.

℄ COOPER DRIVE

UNION PACIFIC RAILROAD

PROPOSED P.E.

N 66°33'29" E

N 23°26'31" W 396.43'

401.86'

PROP. R.O.W.

℄ RANGE LANE

105+00

5035+00

5040+00

℄ RELOCATED FAP ROUTE 592 (IL RTE 157)

CONST. LIMITS

OLD RANGE LANE, T.B.R.

℄ PROPOSED RANGE LANE

100+00

405+00

EXIST. R.O.W.

1030+00

1035+00

1040+00

500+00

505+00

℄ PROPOSED FRONTAGE ROAD

℄ FAP ROUTE 592 (IL RTE 157)

50' 0 50' 100'
SCALE: 1" = 50'

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CONTRACT NO. 76267

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	127
TRAFFIC SIGNALS - RANGE LANE				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

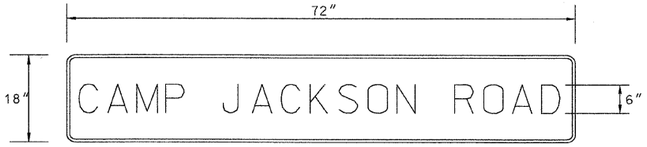
ELECTRICAL GENERAL NOTES

1. ALL SIGNAL HEADS SHALL BE POLYCARBONATE AND SHALL HAVE 12" LENSES. MOUNTING HARDWARE SHALL BE UNPAINTED ALUMINUM. ALL BOLTS, SCREWS, NUTS AND WASHERS SHALL BE STAINLESS STEEL. ANTI-SEIZE PASTE COMPOUND SHALL BE USED ON ALL MOUNTING HARDWARE FIELD CONNECTIONS.
2. BACKPLATES SHALL BE ABS PLASTIC.
3. CONTROLLER CABINETS, SIGNAL POSTS AND BASES SHALL BE UNPAINTED ALUMINUM.
4. THE LOCATION OF MAST ARM SUPPORTS SHALL BE APPROVED BY THE ENGINEER BEFORE FOUNDATIONS ARE CONSTRUCTED. MAST ARM POLES SHALL BE LOCATED A MINIMUM OF TEN (10) FEET FROM THE EDGE OF PAVEMENT OR TWO (2) FEET FROM THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. IN CURBED SECTIONS, THE MAST ARM POLES SHALL BE LOCATED A MINIMUM OF FIVE (5) FEET FROM THE FACE OF THE CURB. THESE DISTANCES ARE TO THE NEAR FACE OF THE MAST ARM POLE.
5. ALL TRAFFIC SIGNAL CABLE SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. THERE SHALL BE FOUR (4) GROUND RODS IN THE CONTROLLER CABINET. GROUND WIRES SHALL BE #6 AWG STRANDED, BARE COPPER.
6. ALL PROPOSED CONDUIT SHALL BE PVC UNLESS NOTED OTHERWISE. ALL CONDUIT SHALL BE PLACED AND BACKFILLED PRIOR TO CONSTRUCTION OF NEW PAVEMENT, SHOULDER AND CURB. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PUSHING CONDUIT AFTER SUCH WORK HAS BEEN COMPLETED.
7. THE LOCATION OF ALL DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER BEFORE ANY SLOTS ARE SAWED IN THE PAVEMENT.
8. THE OPTICAL UNIT OF ALL TRAFFIC AND PEDESTRIAN SIGNAL HEAD SHALL BE LIGHT EMITTING DIODES (LED).
9. DETECTOR LOOP LEAD-IN SPLICES SHALL BE MADE IN A HANDHOLE PER SECTION 873 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". CONDUCTORS SHALL BE SPLICED IN A RIGID MOLD. RESIN CORE SOLDER SHALL BE USED.
10. CALL DELAY SHALL NOT FUNCTION WHEN THE RELATED PHASES ARE IN THE GREEN MODE.
11. "CALL CARRY-OVER" SHALL FUNCTION ONLY WHEN THE RELATED PHASES ARE IN THE GREEN MODE.
12. ALL INDUCTION LOOP DETECTOR AMPLIFIERS SUPPLIED FOR THIS INTERSECTION SHALL BE RACK MOUNTED AND SHALL HAVE THE CAPACITY OF OPERATING WITH BOTH DELAY AND EXTENSION MODES ACTIVE, IF A TIME SETTING IS PROGRAMMED.
13. SLOPE HANDHOLE COVERS TO MATCH PROPOSED GRADE ELEVATIONS.
14. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THE VARIOUS TRAFFIC SIGNAL INSTALLATIONS. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT ARE THE FOLLOWING:
    - ATT (TELEPHONE)
    - VILLAGE OF CAHOKIA (SANITARY & STORM SEWER)
    - COMMONFIELDS OF CAHOKIA PUBLIC WATER (WATER)
    - CITY OF COLUMBIA (WATER)
    - ILLINOIS-AMERICAN WATER (WATER)
    - AMERTEN IP (GAS & ELECTRIC)
    - MARATHON OIL COMPANY (PETROLEUM PIPELINE)
    - MISSISSIPPI RIVER GAS TRANSMISSION (GAS PIPELINE)
    - PHILLIPS PIPELINE COMPANY (PETROLEUM PIPELINE)
    - TCI OF ILLINOIS (CABLE TELEVISION)
    - METROEAST SANITARY DISTRICT (SANITARY SEWER)

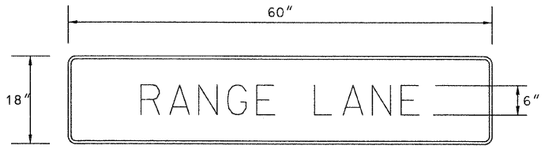
    THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS HAVE BEEN LOCATED AT THE TIME OF SURVEY, OR BASED ON AVAILABLE EXISTING INFORMATION. NO GUARANTEE IS IMPLIED THAT ALL UTILITIES HAVE BEEN LOCATED OR DEPICTED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT LOCATION OF ALL UTILITIES. IT MAY BE NECESSARY TO HAND DIG TEST HOLES TO EXPOSE EXISTING UTILITIES AT SOME LOCATIONS.
15. SEE "JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS" (JULIE) IN THE SPECIAL PROVISIONS. CALL (800) 892-0123 ONE WEEK BEFORE PLANNING TO DIG.
16. CONDUIT SPLICES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED PART OF THE NEW CONDUIT INSTALLATION.
17. THE CONTRACTOR SHALL INSTALL THE STREET NAME SIGNS ON THE MAST ARMS AS SHOWN ON THE PLANS AS FOLLOWS:
    ST. PAUL DRIVE INTERSECTION:
    - ONE SIGN, N.W. QUAD., VISIBLE TO W.B. TRAFFIC (D)
    - ONE SIGN, N.E. QUAD., VISIBLE TO N.B. TRAFFIC (B)
    - ONE SIGN, S.E. QUAD., VISIBLE TO E.B. TRAFFIC (D)

    RANGE LANE INTERSECTION:
    - ONE SIGN, N.W. QUAD., VISIBLE TO W.B. TRAFFIC (C)
    - ONE SIGN, S.W. QUAD., VISIBLE TO S.B. TRAFFIC (B)
    - ONE SIGN, S.E. QUAD., VISIBLE TO E.B. TRAFFIC (C)
    - ONE SIGN, N.E. QUAD., VISIBLE TO N.B. TRAFFIC (B)

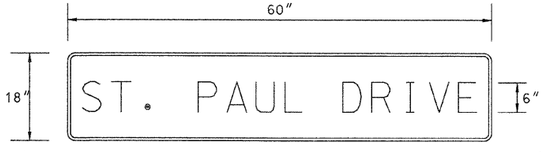
    THE CONTRACTOR SHALL FABRICATE, DELIVER AND INSTALL A STREET NAME SIGN AT EACH OF THE ABOVE SPECIFIED LOCATIONS. THE SIGNS AND INSTALLATION SHALL CONFORM TO SECTION T 201 OF THE "STANDARD SPECIFICATION FOR TRAFFIC CONTROL ITEMS" AND HIGHWAY STANDARD NOS. 720001, 720006 AND 720016.
18. THE LOCATION OF SIGNAL HEADS ON MAST ARMS SHALL BE APPROVED BY THE ENGINEER BEFORE MAST ARMS ARE INSTALLED.
19. SEE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND CONSTRUCTION STAGING REQUIREMENTS.
20. THE ENGINEER WILL PROVIDE SOIL BORINGS TO DETERMINE ACTUAL MAST ARM FOUNDATION DEPTHS. THE CONTRACTOR SHALL VERIFY REQUIRED DEPTHS PRIOR TO STEEL FABRICATION AND CONSTRUCTION OF CONCRETE FOUNDATIONS.
21. THE SERVICE POLES SHALL BE 30 FEET, CLASS 5 WOOD POLES.
22. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT MUST BE ECONOLITE TO MATCH THE EXISTING SYSTEM.



Ⓑ
TOTAL TWO (2) SIGNS
STYLE (a)



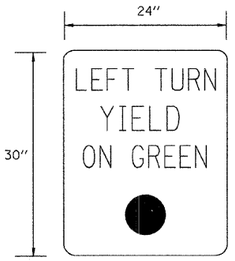
Ⓒ
TOTAL TWO (2) SIGNS
STYLE (a)



Ⓓ
TOTAL TWO (2) SIGNS
STYLE (a)

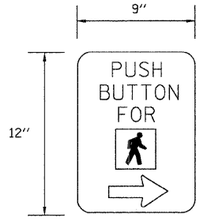
DETAIL OF STREET NAME SIGNS
(NOT TO SCALE)

STREET NAME SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE HIGHWAY STANDARD 720016.



Ⓕ
TOTAL FIVE (5) SIGNS
R10-12

MOUNT SIGNS ON THE MAST ARMS, 2'-8" FROM THE CENTER OF THE SIGN TO THE CENTER OF THE 5-SECTION SIGNAL HEAD. (8" SPACING BETWEEN THE EDGE OF THE SIGN AND THE EDGE OF THE SIGNAL HEAD BACK PLATE)



Ⓔ
TWO (2) EACH LOCATION
TOTAL EIGHT (8) SIGNS
R10-4b(R)

LOCATE PEDESTRIAN PUSH BUTTON AT RIGHT ANGLE TO CROSSWALK

DETECTOR LOOP REQUIREMENTS & CALCULATIONS
IL ROUTE 157 & ST. PAUL DRIVE

LOOP #	DIRECTION	PHASE	LOOP SIZE (FT)	REQUIRED NUMBER OF TURNS	CALCULATED INDUCTANCE (microhenries)	CALCULATED RESISTANCE (ohms)
1	EB RT/THRU	6	6' X 50'	3-6-3	821	2.4
2	EB THRU	6	6' X 50'	3-6-3	825	2.5
3	EB RT/THRU	6	6' X 6'	6	361	2.8
4	EB THRU	6	6' X 6'	6	364	2.8
5	WB THRU	2	6' X 50'	3-6-3	819	2.3
6	WB THRU	2	6' X 50'	3-6-3	822	2.4
7	WB LT	5	6' X 50'	3-6-3	824	2.5
8	WB THRU	2	6' X 6'	6	363	2.8
9	WB THRU	2	6' X 6'	6	366	2.9
10	NB RT	3	6' X 50'	3-6-3	806	2.1
11	NB LT	3	6' X 50'	3-6-3	809	2.1
12	NB LT	3	6' X 6'	5	225	1.6

THE ABOVE VALUES ARE CALCULATIONS OF COMBINED LOOP & LEAD-IN INDUCTANCE AND RESISTANCE. ACTUAL MEASURED VALUES SHOULD BE WITHIN ± 20% OF THESE VALUES.

DETECTOR LOOP REQUIREMENTS & CALCULATIONS
IL ROUTE 157 & RANGE LANE

LOOP #	DIRECTION	PHASE	LOOP SIZE (FT)	REQUIRED NUMBER OF TURNS	CALCULATED INDUCTANCE (microhenries)	CALCULATED RESISTANCE (ohms)
1	EB RT/THRU	6	6' X 50'	3-6-3	833	2.7
2	EB THRU	6	6' X 50'	3-6-3	836	2.7
3	EB LT	1	6' X 50'	3-6-3	839	2.8
4	EB RT/THRU	6	6' X 6'	6	350	2.5
5	EB THRU	6	6' X 6'	6	353	2.6
6	EB LT	1	6' X 6'	6	356	2.7
7	SB RT/THRU	4	6' X 50'	3-6-3	853	3.1
8	SB LT	7	6' X 50'	3-6-3	856	3.2
9	SB RT/THRU	4	6' X 6'	6	357	2.7
10	SB LT	7	6' X 6'	6	359	2.7
11	WB RT/THRU	2	6' X 50'	3-6-3	853	3.1
12	WB THRU	2	6' X 50'	3-6-3	856	3.2
13	WB LT	5	6' X 50'	3-6-3	859	3.2
14	WB RT/THRU	2	6' X 6'	6	373	3.1
15	WB THRU	2	6' X 6'	6	377	3.1
16	WB LT	5	6' X 6'	6	380	3.2
17	NB RT/THRU	8	6' X 50'	3-6-3	809	2.1
18	NB LT	3	6' X 50'	3-6-3	812	2.2
19	NB RT/THRU	8	6' X 6'	5	222	1.5
20	NB LT	3	6' X 6'	5	225	1.6

THE ABOVE VALUES ARE CALCULATIONS OF COMBINED LOOP & LEAD-IN INDUCTANCE AND RESISTANCE. ACTUAL MEASURED VALUES SHOULD BE WITHIN ± 20% OF THESE VALUES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

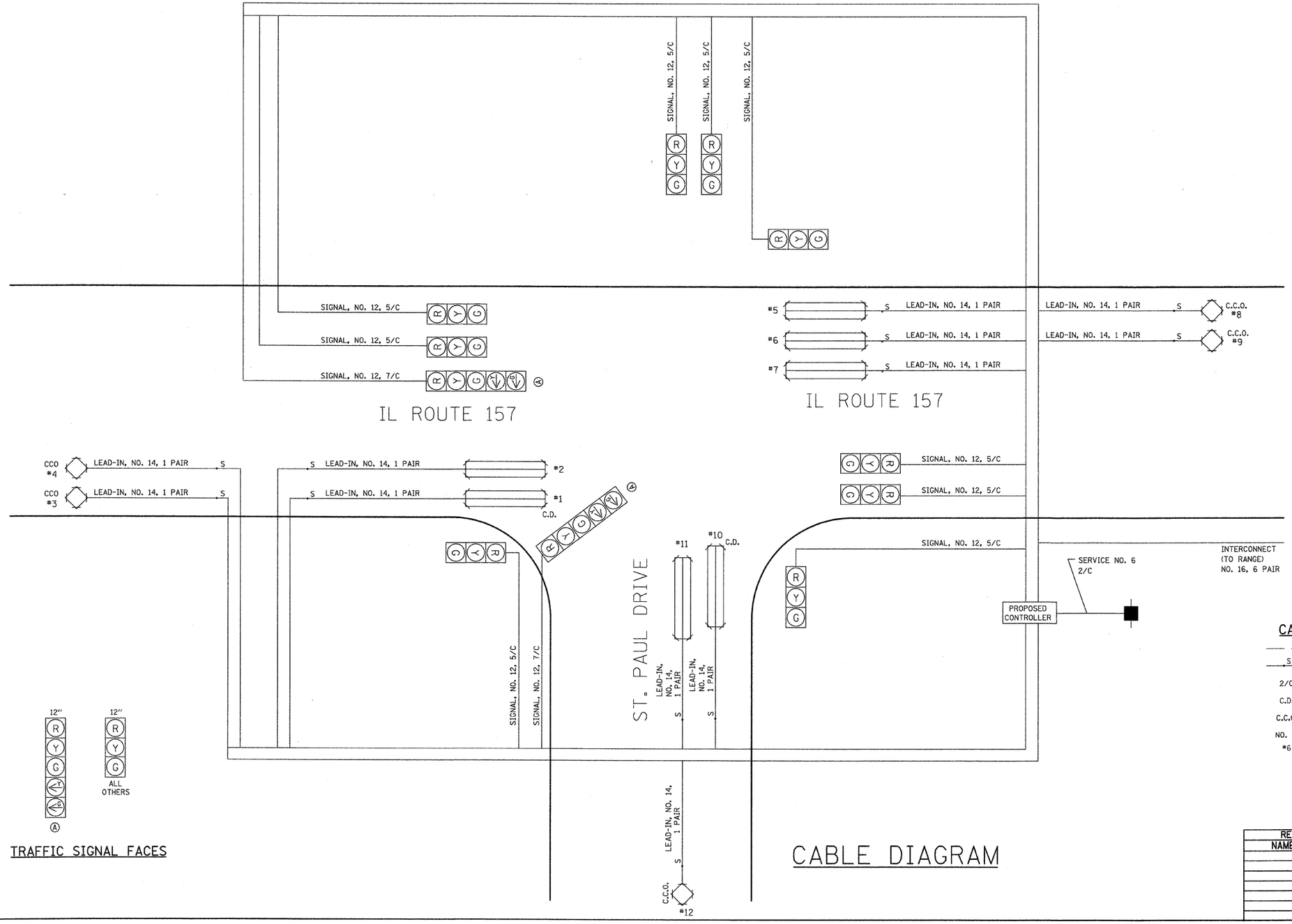
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SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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CONTRACT NO. 76267

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	128
TRAFFIC SIGNALS - ST. PAUL DRIVE				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CABLE DIAGRAM LEGEND

—— ——	ELECTRIC CABLE IN CONDUIT
——S——	CABLE SPLICE (SEE GENERAL NOTES)
2/C	INDICATES NUMBER OF CONDUCTORS IN CABLE
C.D.	CALL DELAY (SEE GENERAL NOTES)
C.C.O.	CALL CARRY OVER (SEE GENERAL NOTES)
NO. 6	INDICATES AMERICAN WIRE (AWG) SIZE 6
#6	LOOP DETECTOR NUMBER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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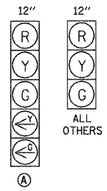
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592	121-1R, 121HVB	ST. CLAIR	239	129
TRAFFIC SIGNALS - ST. PAUL DRIVE				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

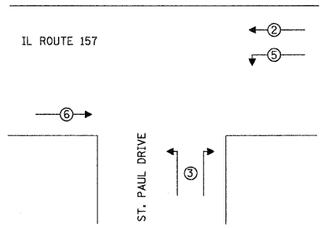
TRAFFIC SIGNAL LEGEND

- PROPOSED SIGNAL HEAD WITH BACKPLATE (SEE HIGHWAY STANDARD 880006)
- PROPOSED SIGNAL HEAD (SEE HIGHWAY STANDARD 880006)
- PROPOSED HANDHOLE (SEE HIGHWAY STANDARD 814001)
- PROPOSED DOUBLE HANDHOLE (SEE HIGHWAY STANDARD 814006)
- 6' x 6' OR 6' x 50' — PROPOSED DETECTOR LOOP (SEE HIGHWAY STANDARDS 886001 & 886006)
- PROPOSED CONDUIT: "T" TRENCH, "P" PUSHED, SIZE SPECIFIED
- PVCC — POLYVINYL CHLORIDE CONDUIT
- GSC — GALVANIZED STEEL CONDUIT
- (B) — PROPOSED SIGN
- PROPOSED MAST ARM (LENGTH SPECIFIED) (SEE HIGHWAY STANDARD 877001 & 878001)
- SERVICE POLE (SEE HIGHWAY STANDARD 805001)
- PROPOSED CONTROLLER

TRAFFIC SIGNAL FACES



PHASE DESIGNATION DIAGRAM

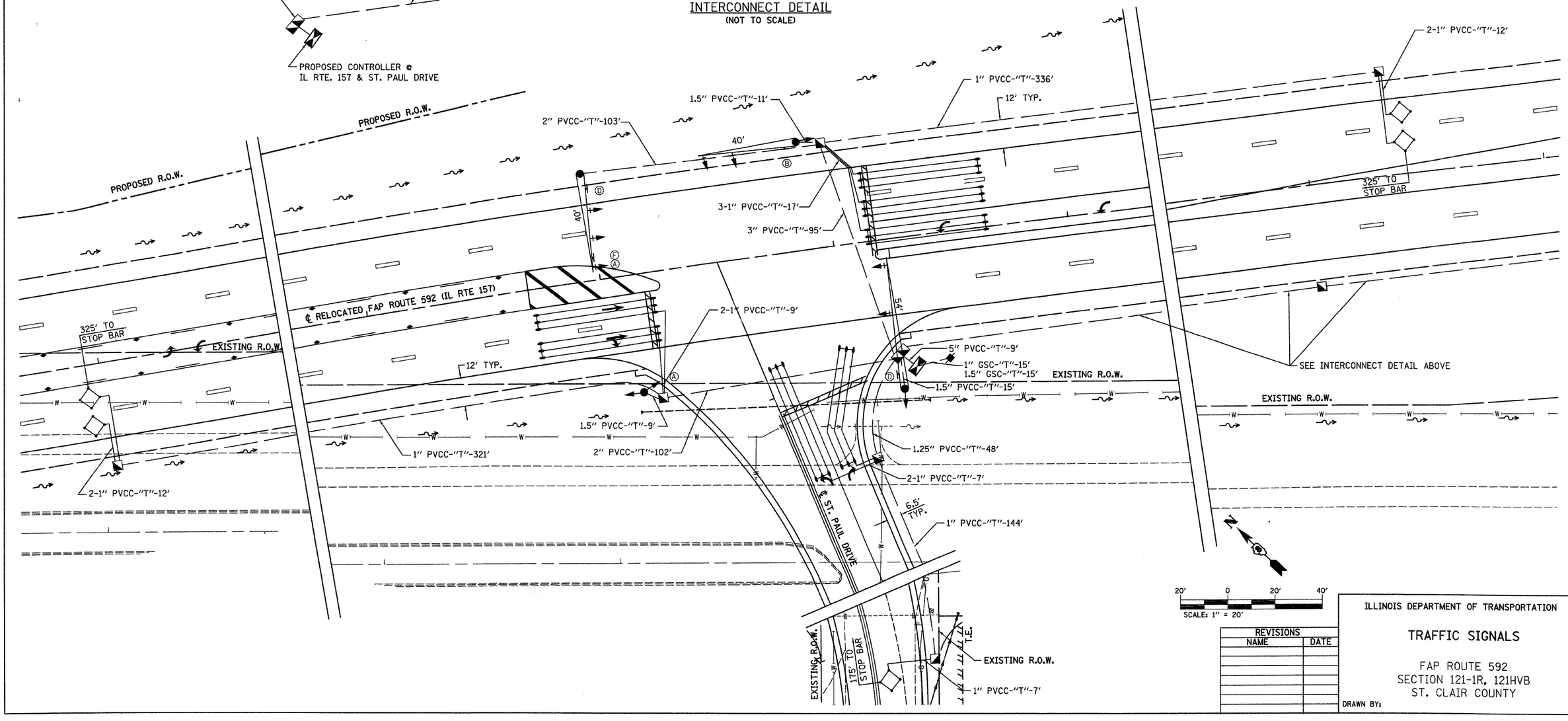


SEQUENCE OF OPERATIONS

FULL-ACTUATED CONTROLLER AND 8 PHASES, IN TYPE IV CABINET								
PHASE Ø	1	2	3	4	5	6	7	8
MOVEMENT	NOT USED	← WB	↑ NB	NOT USED	↓ WB LT	→ EB	NOT USED	NOT USED
CONCURRENT MOVEMENT PERMITTED	NONE	5 OR 6	NONE	NONE	2	2	NONE	NONE

INTERCONNECT DETAIL

(NOT TO SCALE)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

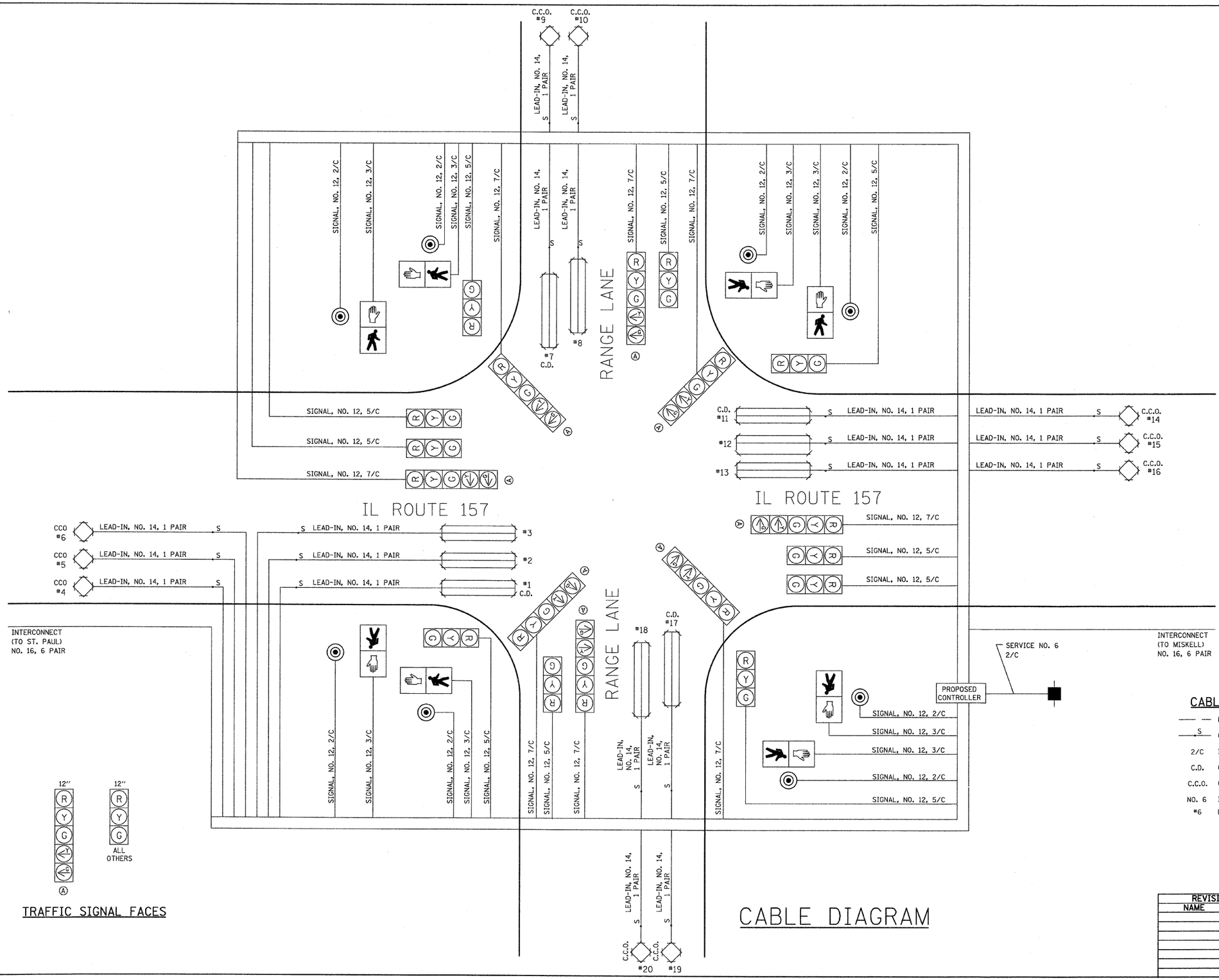
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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CONTRACT NO. 76267

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	130
TRAFFIC SIGNALS - RANGE LANE				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TRAFFIC SIGNAL FACES

CABLE DIAGRAM

CABLE DIAGRAM LEGEND

—— ——	ELECTRIC CABLE IN CONDUIT
——S——	CABLE SPLICE (SEE GENERAL NOTES)
2/C	INDICATES NUMBER OF CONDUCTORS IN CABLE
C.D.	CALL DELAY (SEE GENERAL NOTES)
C.C.O.	CALL CARRY OVER (SEE GENERAL NOTES)
NO. 6	INDICATES AMERICAN WIRE (AWG) SIZE 6
#6	LOOP DETECTOR NUMBER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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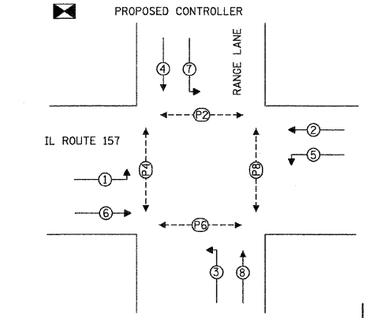
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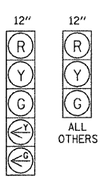
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TRAFFIC SIGNALS - RANGE LANE				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

- PROPOSED SIGNAL HEAD WITH BACKPLATE (SEE HIGHWAY STANDARD 880006)
- PROPOSED SIGNAL HEAD (SEE HIGHWAY STANDARD 880006)
- PROPOSED HANDHOLE (SEE HIGHWAY STANDARD 814001)
- PROPOSED DOUBLE HANDHOLE (SEE HIGHWAY STANDARD 814006)
- 6' x 6' OR 6' x 50' — PROPOSED DETECTOR LOOP (SEE HIGHWAY STANDARDS 886001 & 886006)
- PROPOSED CONDUIT: "T" TRENCH, "P" PUSHED, SIZE SPECIFIED
- PVCC — POLYVINYL CHLORIDE CONDUIT
- GSC — GALVANIZED STEEL CONDUIT
- (B) — PROPOSED SIGN
- PROPOSED MAST ARM (LENGTH SPECIFIED) (SEE HIGHWAY STANDARD 877001 & 878001)
- SERVICE POLE (SEE HIGHWAY STANDARD 805001)
- PROPOSED CONTROLLER



PHASE DESIGNATION DIAGRAM

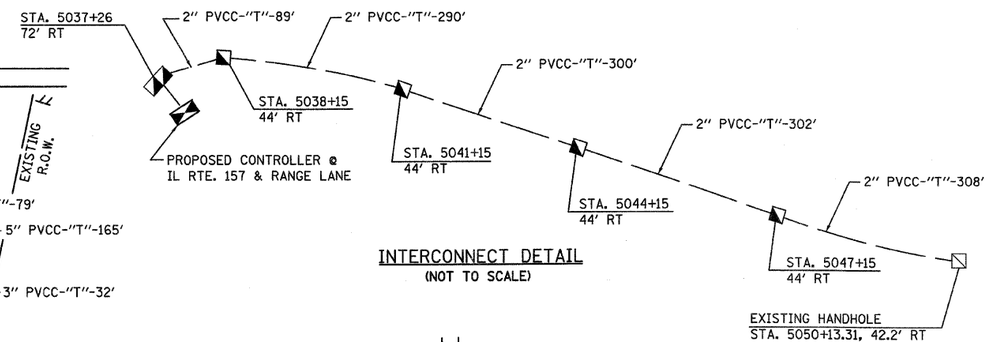


TRAFFIC SIGNAL FACES

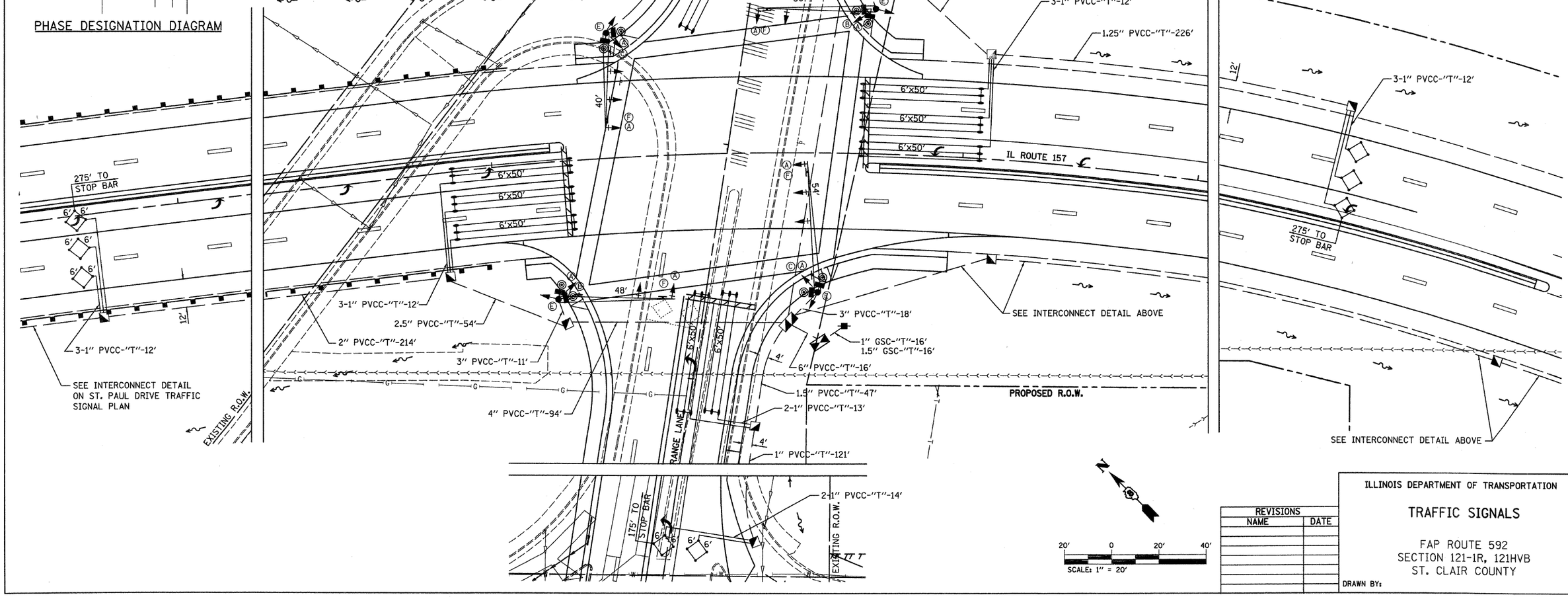
SEQUENCE OF OPERATIONS

FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE, 8 PHASES, IN TYPE IV CABINET

PHASE Ø	1	2	3	4	5	6	7	8
MOVEMENT	EB LT	WB	NB LT	SB	WB LT	EB	SB LT	NB
CONCURRENT MOVEMENT PERMITTED	5 OR 6	5 OR 6	7 OR 8	7 OR 8	1 OR 2	1 OR 2	3 OR 4	3 OR 4



INTERCONNECT DETAIL
(NOT TO SCALE)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS

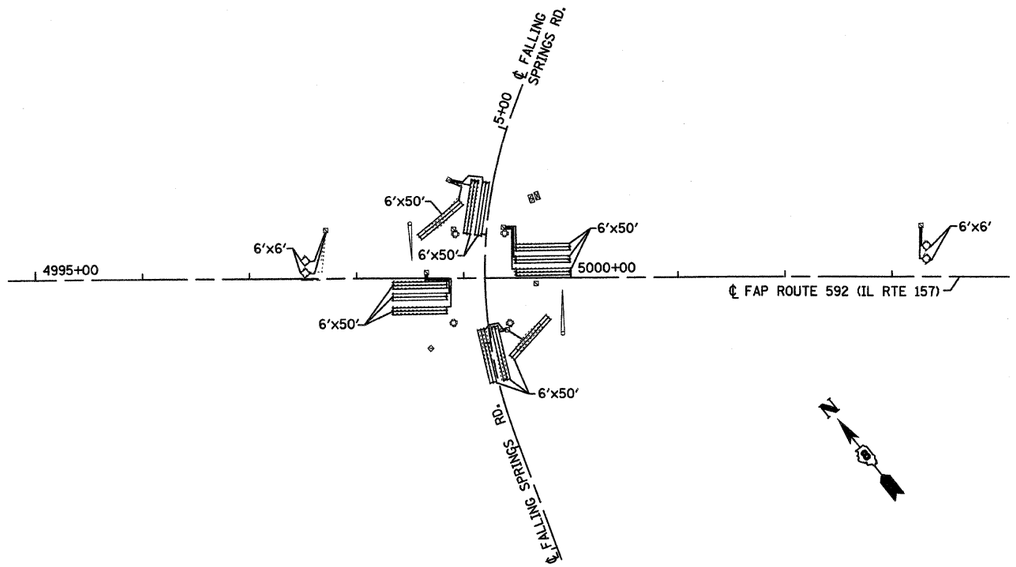
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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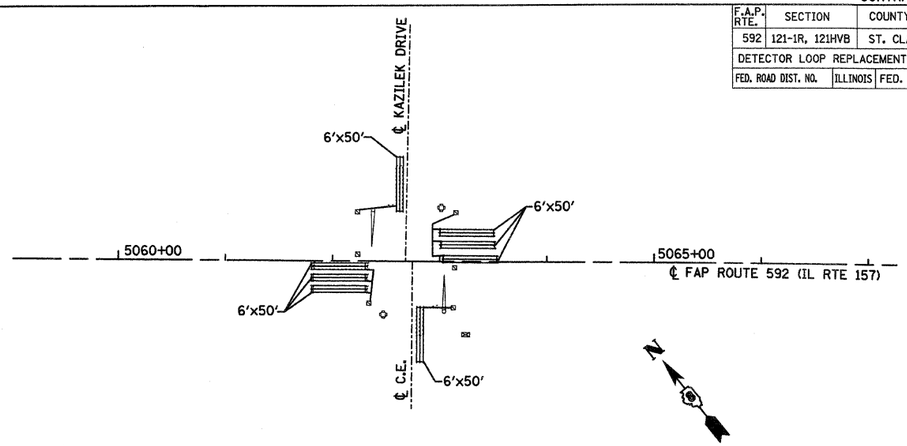
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CONTRACT NO. 76267

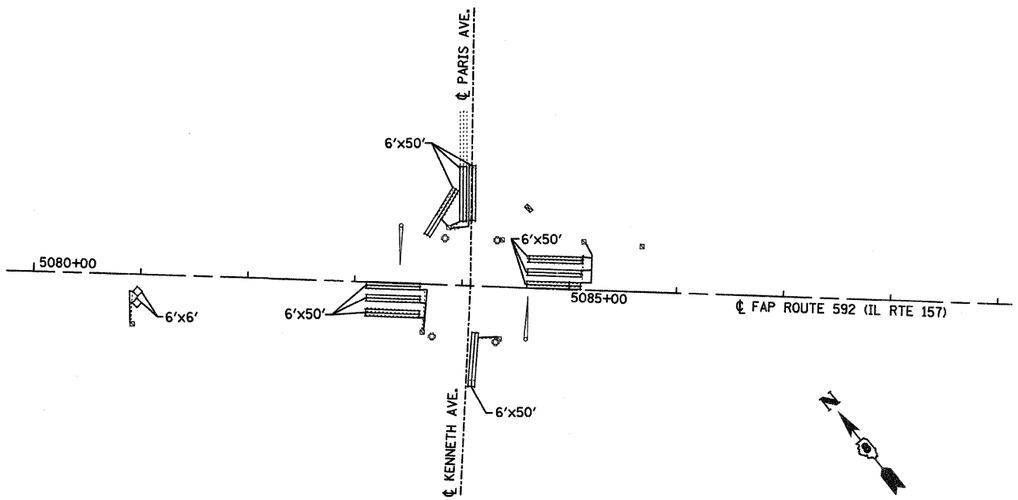
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	132
DETECTOR LOOP REPLACEMENTS				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



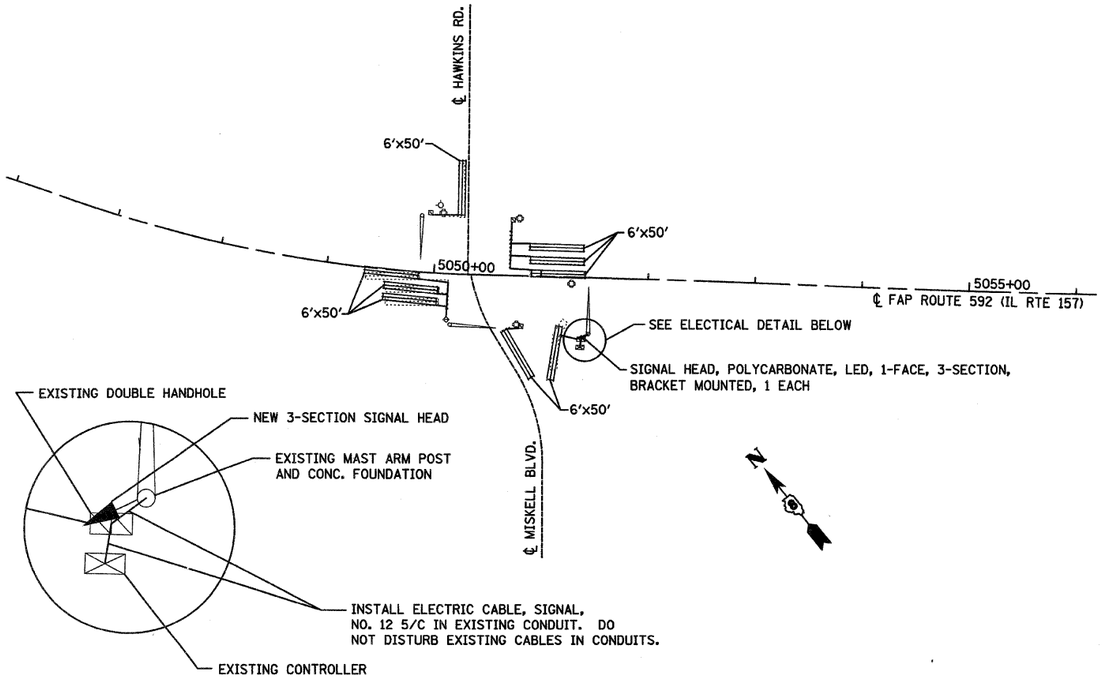
INTERSECTION OF IL ROUTE 157 & FALLING SPRINGS ROAD



INTERSECTION OF IL ROUTE 157 & KAZILEK DRIVE



INTERSECTION OF IL ROUTE 157 & PARIS AVE. / KENNETH AVE.



INTERSECTION OF IL ROUTE 157 & MISKELL BLVD. / HAWKINS ROAD

NOTES:

1. THE DETECTOR LOOPS ARE TO BE REPLACED IN THEIR EXISTING LOCATIONS IF DAMAGED DURING MILLING OPERATIONS.
2. IF THE EXISTING LEAD-IN LOCATIONS VARY FROM THE DETAILS SHOWN ABOVE, THE PROPOSED LAYOUT SHALL CONFORM TO THE EXISTING LEAD-IN LOCATIONS.
3. THE DIMENSIONS OF THE DETECTOR LOOPS MAY BE MODIFIED TO ACCOMMODATE EXISTING FIELD CONDITIONS.
4. THE DETECTOR LOOPS WITHIN THE RESURFACING LIMITS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO RESURFACING AS DIRECTED BY THE ENGINEER. THE DETECTOR LOOPS SHALL BE A MINIMUM OF 4 INCHES DEEP, TOTAL DEPTH AFTER RESURFACING.
5. SEE SPECIAL PROVISIONS.

NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT DETAILS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	133
STA. 99+97.51 TO STA. 104+71.60				
TRAFFIC SIGNAL BORINGS - ST. PAUL DRIVE				

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/13/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and St. Paul Dr. in Cahokia LOGGED BY Mark Denton

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hand Auger HAMMER TYPE DCP

STRUCT. NO. _____
Station _____

BORING NO. #1 EB
Station 5023+22
Offset 63.00ft RT
Ground Surface Elev. 410.42 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 403.9 ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Silty CLAY		2.7	
	8	2.5	24
407.4		4.3	34
Brown Silty Clay LOAM	12	2.3	22
		2.5	18
405.4 -5			
Brown Silty SAND	6	0.8	27
		0.5	14
	8	0.5	34
		0.5	32
401.4			23
End of Hand Auger -10			
-15			
-20			

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)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/13/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and St. Paul Dr. in Cahokia LOGGED BY Mark Denton

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hand Auger HAMMER TYPE DCP

STRUCT. NO. _____
Station _____

BORING NO. #2 NB
Station 5022+90
Offset 46.00ft LT
Ground Surface Elev. 410.07 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry Hole ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Silty CLAY		1.8	
408.1	8	2.7	28
Brown Silty Clay LOAM		1.2	28
406.1	8	1.4	26
Brown Sandy CLAY -5		1.0	34
404.1	10	0.8	22
Brown Silty SAND		0.3	23
402.1	14	0.3	9
			12
End of Hand Auger -10			
-15			
-20			

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)

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL BORINGS
IL ROUTE 157 & ST. PAUL DRIVE

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	134
STA. 99+97.51 TO STA. 104+71.60				
TRAFFIC SIGNAL BORINGS - ST. PAUL DRIVE				

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Date 11/13/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and St. Paul Dr. in Cahokia LOGGED BY Mark Denton

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hand Auger HAMMER TYPE DCP

STRUCT. NO.
Station

BORING NO. #3 WB
Station 5021+98
Offset 45.00ft LT
Ground Surface Elev. 409.93 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 402.4 ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Silty CLAY			2.7	
		5	1.8	27
			2.2	36
	406.9			
Brown and Gray Silty Clay LOAM		5	3.4	31
			2.6	22
	-5			
		13	1.8	28
	403.9			
Brown Silty SAND			0.5	30
	▼	5	0.5	23
			0.5	34
	400.9			
Brown Sandy CLAY	399.9 -10	6	1.0	35 39
End of Hand Auger				
	-15			
	-20			

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)

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL BORINGS
IL ROUTE 157 & ST. PAUL DRIVE

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	135
STA. 99+97.51 TO STA. 104+71.60				
TRAFFIC SIGNAL BORINGS - RANGE LANE				

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/13/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and Range Ln. in Cahokia LOGGED BY Mark Denton

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hand Auger HAMMER TYPE DCP

STRUCT. NO. _____
Station _____

BORING NO. #4 NW
Station 5036+52
Offset 53.00ft LT
Ground Surface Elev. 409.86 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 401.9 ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Sandy CLAY 408.9		1.9	
Brown Silty SAND	17	0.9	16
		0.8	12
	14	0.5	6
-5		1.0	6
	8	0.7	14
		0.7	17
	13	0.8	25
		0.6	32
399.9 -10		0.7	31
			36
End of Hand Auger			
-15			
-20			

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)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/14/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and Range Ln. in Cahokia LOGGED BY Sarah Palmer

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. _____
Station _____

BORING NO. #5 SW
Station 5036+23
Offset 58.00ft RT
Ground Surface Elev. 414.29 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry Hole ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Sandy SILT (Very Dry)	3		
	3	0.5	
410.3	3	P	9
Brown Silty SAND	4		
-5	5		
	5	NC	7
	4		
	4	0.2	
405.3	4	P	11
Brown Clayey SAND	3		
-10	4	0.2	
	4	P	14
402.8			
Brown SILTY LOAM A-4(8)	3		
See Classification @ 13.0'	1	0.8	
Very Wet 400.8	1	P	30
End of Boring			
-15			
-20			

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)

BBS, from 137 (Rev. 8-99)

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL BORINGS
IL ROUTE 157 & RANGE LANE

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	136
STA. 99+97.51 TO STA. 104+71.60				
TRAFFIC SIGNAL BORINGS - RANGE LANE				

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/14/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and Range Ln. in Cahokia LOGGED BY Sarah Palmer

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. _____
Station _____

BORING NO. #6 NE
Station 5037+61
Offset 61.00ft LT
Ground Surface Elev. 413.41 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 398.4 ft ▼
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Silty SAND			
	3		
	3	0.5	
	3	P	11
-5	4		
	4	0.3	
	5	P	11
	3		
	5	0.2	
404.4	5	P	19
Brown Sandy LOAM	2		
-10			
402.9	1	1.1	32
	2	P	
Brown SILTY LOAM with Gravel		1.5	
A-6(11)		S/20	33
See Classification @ 11.5' 401.4	5		
Brown SAND	9		
	10	NC	9
See Gradation @ 15.5'			
▼-15	5		
	7		
397.4	6	NC	27
End of Boring			
-20			

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)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #8, Collinsville

SOIL BORING LOG

Page 1 of 1

Date 11/14/01

ROUTE FAP 592 DESCRIPTION Traffic Signals at IL 157 and Range Ln. in Cahokia LOGGED BY Sarah Palmer

SECTION 121-1R, 121HVB LOCATION , SEC. , TWP. , RNG. , PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. _____
Station _____

BORING NO. #7 SE
Station 5037+39
Offset 59.00ft RT
Ground Surface Elev. 413.66 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry Hole ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dark Brown SANDY LOAM			
Topsoil with some Organics			
See Classification @ 3.0'	5		
	6	2.5	
	8	P	8
409.2			
-5	5		
Brown Fine to Medium SAND	6		
	5	NC	4
See Gradation @ 10.5'			
	3		
	3		12
(darker color)	3	NC	
-10	2		
	4		
402.2	3	NC	11
Brown Silty SAND	4		
	4	0.2	
	2	P	16
-15	4		
	6	0.5	
397.7	4	P	23
End of Boring			
-20			

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)

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL BORINGS
IL ROUTE 157 & RANGE LANE

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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Contract #76267

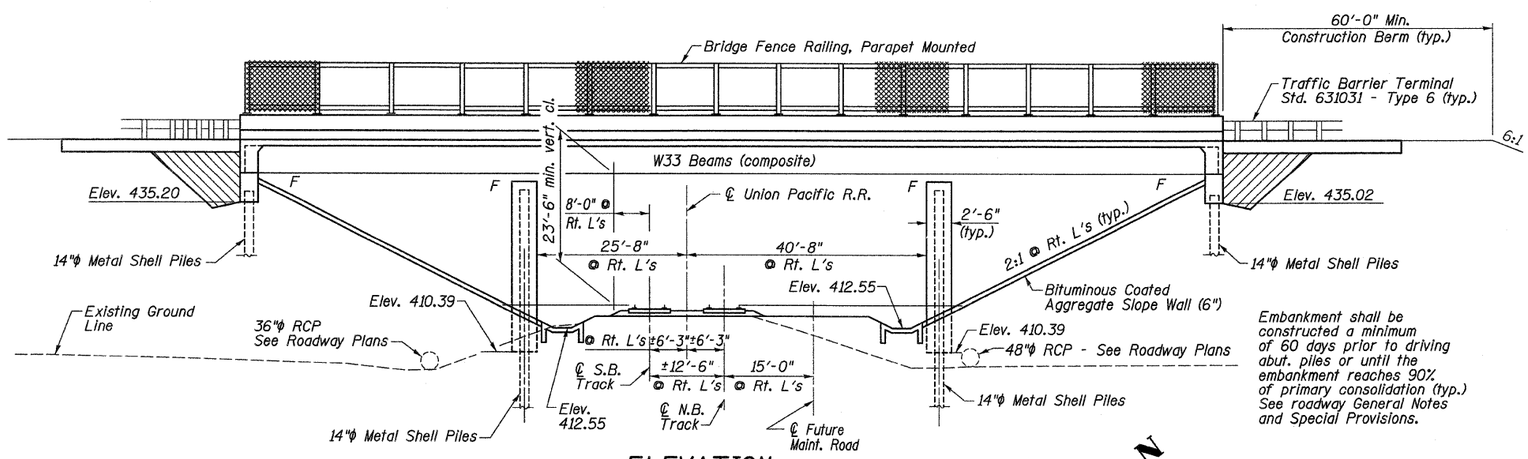
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592	121-1R, 121HVB	ST. CLAIR	239	137
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 1
SHEETS: 23

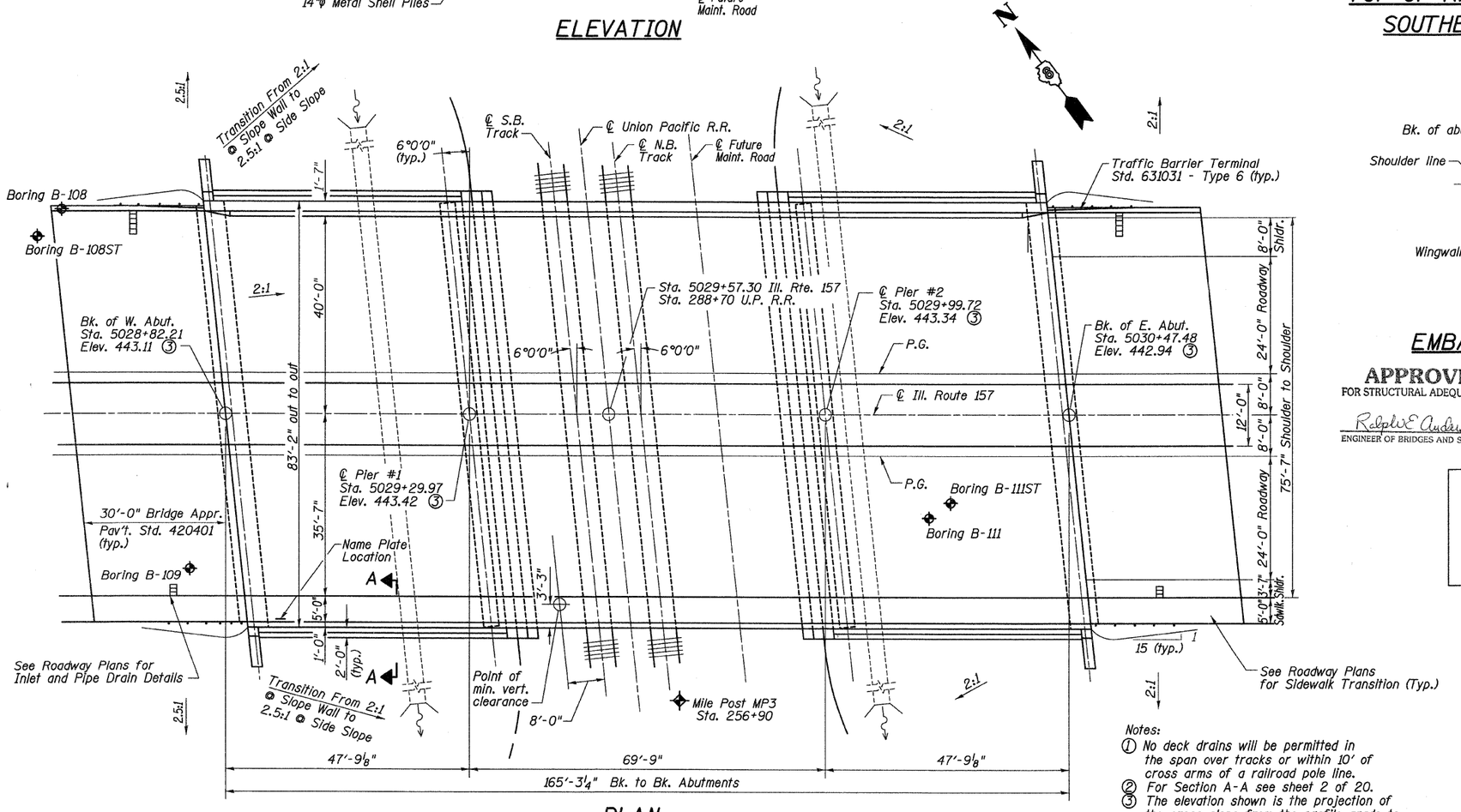
Bench Mark: Chiseled 'X' on western anchor bolt of RR signal foundation at southwest corner of Ill. 157/RR intersection. Elev. 415.67

Existing Structure: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

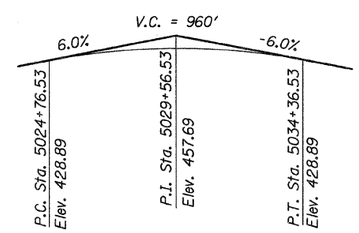


ELEVATION

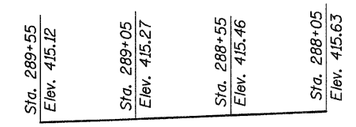


PLAN

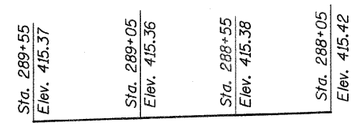
Notes:
① No deck drains will be permitted in the span over tracks or within 10' of cross arms of a railroad pole line.
② For Section A-A see sheet 2 of 20.
③ The elevation shown is the projection of the cross slope from the profile grade to the centerline of the roadway.



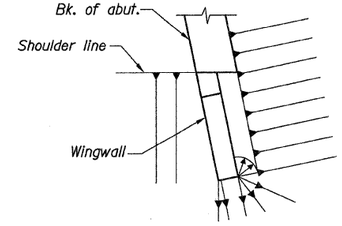
PROFILE GRADE



TOP OF RAIL ELEVATIONS SOUTHBOUND TRACK



TOP OF RAIL ELEVATIONS NORTHBOUND TRACK



EMBANKMENT DETAIL

DESIGN SPECIFICATION

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

LOADING HS20-44

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

DESIGN STRESSES

FIELD UNITS

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

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A)=0.11g
Site Coefficient (S) = 1.5

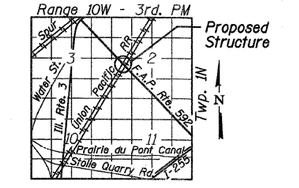
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph W. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

STATION 5029+64.85
BUILT 200 BY
STATE OF ILLINOIS
F.A.P. RTE. 592 SEC. 121HVB
LOADING HS20
STRUCTURE NO. 082-0303

NAME PLATE

(See Std. 515001)



LOCATION SKETCH

PREPARED BY
OATES ASSOCIATES, INC.

LICENSED STRUCTURAL ENGINEER
JEFFREY R. REINSTING
081-006329
ALTON, ILLINOIS
STATE OF ILLINOIS

3/22/2007

EXPIRES 11/30/2008

GENERAL PLAN
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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BLOCK NAME
NORTH8 PANELBY SCTATPAR FLORADTL

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	138
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 2
SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 GR 60 (IL MODIFIED). SEE SPECIAL PROVISIONS

THE CONTRACTOR SHALL DRIVE ONE METAL SHELL TEST PILE IN A PERMANENT LOCATION AT EACH ABUTMENT AND AT EACH PIER AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES. THE METAL SHELL PILES SHALL BE ACCORDING TO ASTM A 252 GRADE 3. THE TEST PILES SHALL BE DRIVEN TO 110 PERCENT OF THE NOMINAL REQUIRED BEARING INDICATED IN THE PILE DATA INFORMATION.

THE EMBANKMENT CONFIGURATION SHOWN SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENTS.

IN ADDITION TO ALL OTHER REQUIREMENTS OF SECTION 512 OF THE STANDARD SPECIFICATIONS, SPLICES FOR METAL SHELL PILES SHALL DEVELOP THE FULL CAPACITY OF THE STEEL'S CROSS SECTIONAL AREA OF THE PILE FOR TENSION, SHEAR AND BENDING FORCES. ONE APPROVED METHOD OF ACHIEVING THIS REQUIREMENT IS FULL PENETRATION BUTT WELDING OF THE ENTIRE CROSS SECTION. OTHER TYPES OF SPLICES MEETING THE FULL CAPACITY REQUIREMENT MAY BE ALLOWED SUBJECT TO THE APPROVAL OF THE ENGINEER. ANY PROPOSAL BY THE CONTRACTOR TO USE AN ALTERNATE SPLICE METHOD MUST INCLUDE ADEQUATE DOCUMENTATION DEMONSTRATING THAT THE FULL TENSION, SHEAR AND BENDING CAPACITIES WILL BE MET. APPROPRIATE WELDER QUALIFICATIONS WILL BE REQUIRED FOR THE POSITIONS AND PROCESSES USED IN SPLICING ALL PILES. NONDESTRUCTIVE TESTING OF COMPLETED WELDS WILL BE LIMITED TO VISUAL INSPECTION.

FASTENERS SHALL BE AASHTO M164 TYPE 1, MECHANICALLY GALVANIZED BOLTS. BOLTS $\frac{7}{8}$ IN. ϕ, HOLES $\frac{15}{16}$ IN. ϕ, UNLESS OTHERWISE NOTED.

CALCULATED WEIGHT OF STRUCTURAL STEEL = 223,954 POUNDS AASHTO M270 GRADE 50
33,488 POUNDS AASHTO M270 GRADE 36

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 SHALL BE GRAY, MUNSELL NO. 5B 7/1. SEE SPECIAL PROVISIONS FOR "CLEANING AND PAINTING NEW METAL STRUCTURES."

NO FIELD WELDING IS PERMITTED EXCEPT AS SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL CROSS FRAMES OR DIAPHRAGMS SHALL BE INSTALLED AS STEEL IS ERECTED AND SECURED WITH ERECTION PINS AND BOLTS EXCEPT AS OTHERWISE NOTED. INDIVIDUAL CROSS FRAMES OR DIAPHRAGMS AT SUPPORTS MAY BE TEMPORARILY DISCONNECTED TO INSTALL BEARING ANCHOR RODS.

THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE WIDE FLANGE BEAMS AND ALL SPLICE PLATE MATERIAL EXCEPT FILL PLATES.

BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF $\frac{1}{8}$ INCH. ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO $\frac{1}{8}$" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES AND SHIMS.

CONCRETE PILES AT THE ABUTMENTS SHALL BE DRIVEN IN 18" DIAMETER HOLES PRECORED THROUGH THE EMBANKMENT ACCORDING TO ARTICLE 512.09(c) OF THE STANDARD SPECIFICATIONS. AT THE WEST ABUTMENT, THE PRECORE SHALL EXTEND TO ELEVATION 396.50 AS REQUESTED BY CENTERPOINT ENERGY. CENTERPOINT ENERGY SHALL BE NOTIFIED PRIOR TO DRIVING PILE AT THE WEST ABUTMENT. AT THE EAST ABUTMENT, THE PRECORE SHALL EXTEND TO ELEVATION 406.50. THE COST FOR PRECORING AND BACKFILLING THE PILES WILL BE INCLUDED IN THE COST FOR DRIVING PILES.

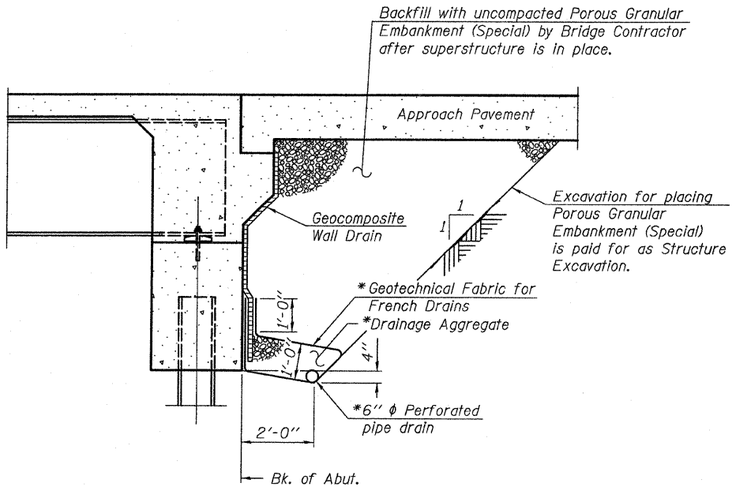
CONCRETE SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6"x6"-W4.0xW4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

SLIP FORMING OF THE CONCRETE PARAPET IS NOT ALLOWED.

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUBSTR.	TOTAL
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	———	216	216
STRUCTURE EXCAVATION	CU YD	———	502	502
CONCRETE STRUCTURES	CU YD	———	506.0	506.0
CONCRETE SUPERSTRUCTURE	CU YD	479.0	———	479.0
BRIDGE DECK GROOVING	SQ YD	1094	———	1094
PROTECTIVE COAT	SQ YD	1639	———	1639
FURNISHING & ERECTING STRUCTURAL STEEL	L SUM	1	———	1
STUD SHEAR CONNECTORS	EACH	6204	———	6204
REINFORCEMENT BARS, EPOXY COATED	POUND	110630	31850	142480
SLOPE WALL 4 INCH	SQ YD	———	119	119
BITUMINOUS COATED AGGREGATE SLOPE WALL 6"	SQ YD	———	1014	1014
FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	———	5426	5426
DRIVING PILES	FOOT	———	5426	5426
TEST PILE METAL SHELLS	EACH	———	4	4
NAME PLATES	EACH	1	———	1
BAR SPLICERS	EACH	160	———	160
BRIDGE FENCE RAILING	FOOT	324	———	324
PIPE UNDERDRAIN FOR STRUCTURES, 6"	FOOT	———	140	140
GEOCOMPOSITE WALL DRAIN	SQ YD	———	166	166

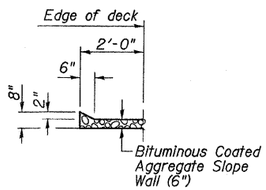


SECTION THRU INTEGRAL ABUTMENT

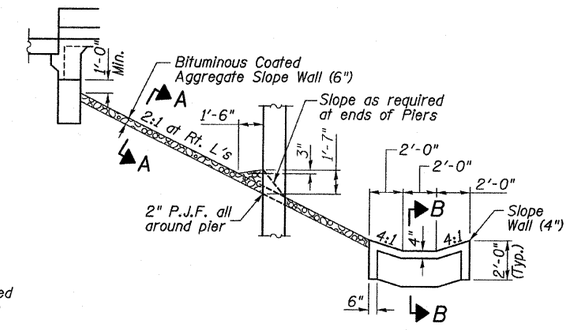
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures, 6".

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

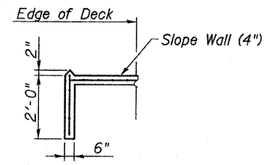


SECTION A-A



SECTION THRU SLOPEWALL

(Dimensions at Rt. L's)



SECTION B-B

GENERAL NOTES, DETAILS & TOTAL BILL OF MATERIALS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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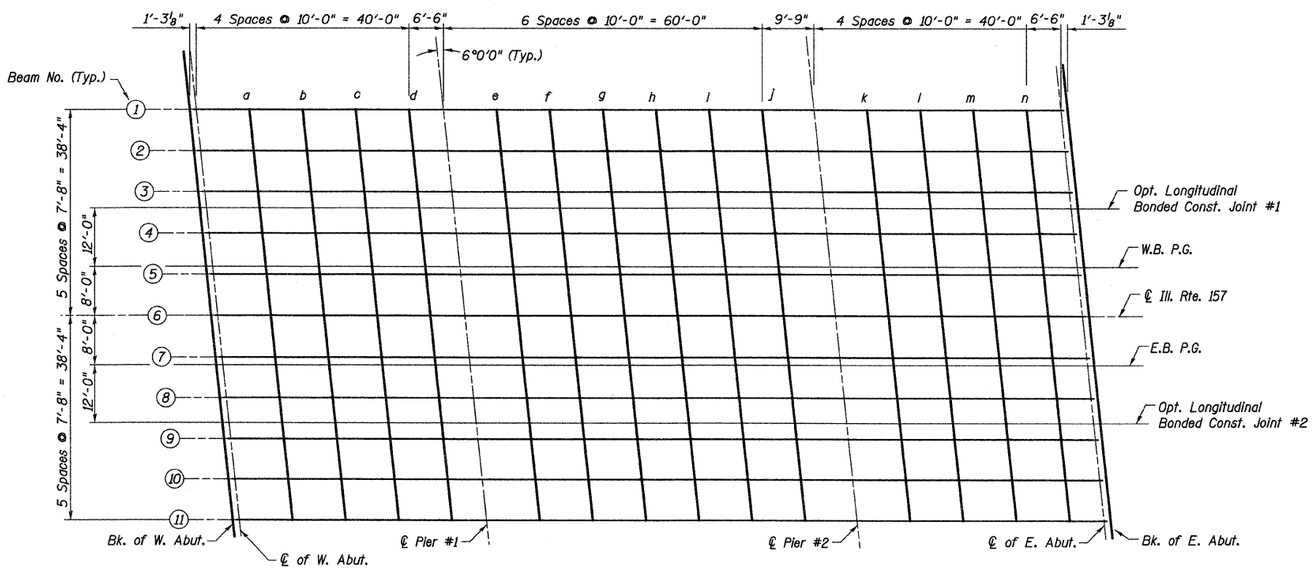
Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	139
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
SHEETS 23

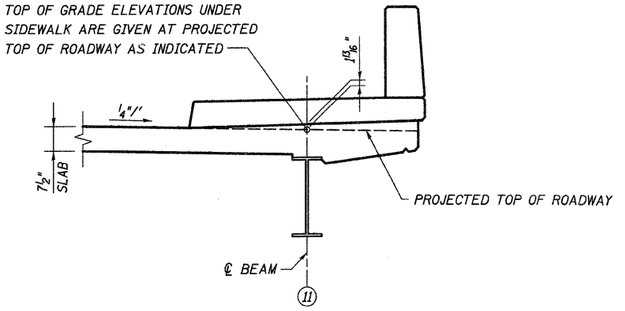
BLOCK NAME
NORTH8 PARELEV SCTATPAR FLORADTL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



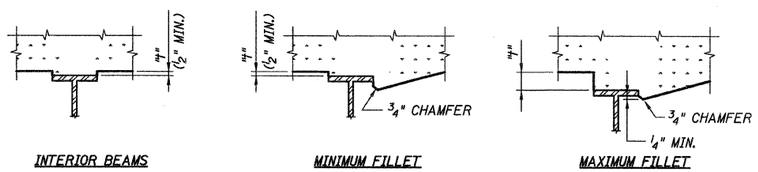
PLAN

TOP OF GRADE ELEVATIONS UNDER SIDEWALK ARE GIVEN AT PROJECTED TOP OF ROADWAY AS INDICATED



TOP OF GRADE ELEVATIONS UNDER SIDEWALK

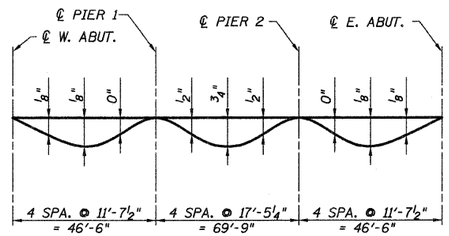
(LOOKING EAST)



INTERIOR BEAMS | MINIMUM FILLET | MAXIMUM FILLET

TO DETERMINE "Y": AFTER ALL STEEL HAS BEEN ERECTED ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN ABOVE. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION", SHOWN ON SHEETS 4 & 5 OF 20, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "Y" ABOVE TOP FLANGES OF BEAMS.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE DECK AND ALL SUPERIMPOSED DEAD LOADS EXCEPT FUTURE WEARING SURFACE)

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 4 & 5 OF 20.

DECK ELEVATIONS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	140
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 4

SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+78.18	-38.333	442.274	442.274
℄ of West Abutment	5028+79.44	-38.333	442.287	442.287
a	5028+89.44	-38.333	442.377	442.386
b	5028+99.44	-38.333	442.454	442.464
c	5029+09.44	-38.333	442.519	442.524
d	5029+19.44	-38.333	442.572	442.570
℄ of Pier 1	5029+25.94	-38.333	442.600	442.600
e	5029+35.94	-38.333	442.632	442.652
f	5029+45.94	-38.333	442.651	442.698
g	5029+55.94	-38.333	442.658	442.721
h	5029+65.94	-38.333	442.653	442.715
i	5029+75.94	-38.333	442.635	442.680
j	5029+85.94	-38.333	442.604	442.625
℄ of Pier 2	5029+95.69	-38.333	442.562	442.562
k	5030+05.69	-38.333	442.507	442.506
l	5030+15.69	-38.333	442.439	442.447
m	5030+25.69	-38.333	442.359	442.369
n	5030+35.69	-38.333	442.266	442.272
℄ of East Abutment	5030+42.19	-38.333	442.199	442.199
Back of East Abutment	5030+43.45	-38.333	442.186	442.186

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+78.99	-30.667	442.442	442.442
℄ of West Abutment	5028+80.25	-30.667	442.454	442.454
a	5028+90.25	-30.667	442.543	442.552
b	5029+00.25	-30.667	442.620	442.630
c	5029+10.25	-30.667	442.684	442.688
d	5029+20.25	-30.667	442.735	442.734
℄ of Pier 1	5029+26.75	-30.667	442.762	442.762
e	5029+36.75	-30.667	442.793	442.814
f	5029+46.75	-30.667	442.812	442.858
g	5029+56.75	-30.667	442.818	442.880
h	5029+66.75	-30.667	442.811	442.874
i	5029+76.75	-30.667	442.792	442.838
j	5029+86.75	-30.667	442.761	442.782
℄ of Pier 2	5029+96.50	-30.667	442.718	442.718
k	5030+06.50	-30.667	442.662	442.661
l	5030+16.50	-30.667	442.593	442.601
m	5030+26.50	-30.667	442.512	442.522
n	5030+36.50	-30.667	442.418	442.424
℄ of East Abutment	5030+43.00	-30.667	442.350	442.350
Back of East Abutment	5030+44.26	-30.667	442.337	442.337

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+79.79	-23.000	442.609	442.609
℄ of West Abutment	5028+81.05	-23.000	442.621	442.621
a	5028+91.05	-23.000	442.710	442.719
b	5029+01.05	-23.000	442.785	442.795
c	5029+11.05	-23.000	442.848	442.852
d	5029+21.05	-23.000	442.899	442.897
℄ of Pier 1	5029+27.55	-23.000	442.925	442.925
e	5029+37.55	-23.000	442.955	442.976
f	5029+47.55	-23.000	442.972	443.019
g	5029+57.55	-23.000	442.977	443.040
h	5029+67.55	-23.000	442.970	443.032
i	5029+77.55	-23.000	442.950	442.996
j	5029+87.55	-23.000	442.917	442.938
℄ of Pier 2	5029+97.30	-23.000	442.874	442.874
k	5030+07.30	-23.000	442.816	442.816
l	5030+17.30	-23.000	442.747	442.754
m	5030+27.30	-23.000	442.664	442.674
n	5030+37.30	-23.000	442.570	442.576
℄ of East Abutment	5030+43.80	-23.000	442.501	442.501
Back of East Abutment	5030+45.06	-23.000	442.488	442.488

BEAM 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+80.60	-15.333	442.777	442.777
℄ of West Abutment	5028+81.86	-15.333	442.789	442.789
a	5028+91.86	-15.333	442.876	442.885
b	5029+01.86	-15.333	442.950	442.960
c	5029+11.86	-15.333	443.013	443.017
d	5029+21.86	-15.333	443.062	443.060
℄ of Pier 1	5029+28.36	-15.333	443.088	443.088
e	5029+38.36	-15.333	443.117	443.137
f	5029+48.36	-15.333	443.133	443.180
g	5029+58.36	-15.333	443.137	443.200
h	5029+68.36	-15.333	443.128	443.191
i	5029+78.36	-15.333	443.107	443.153
j	5029+88.36	-15.333	443.074	443.095
℄ of Pier 2	5029+98.11	-15.333	443.029	443.029
k	5030+08.11	-15.333	442.971	442.970
l	5030+18.11	-15.333	442.900	442.908
m	5030+28.11	-15.333	442.817	442.827
n	5030+38.11	-15.333	442.721	442.727
℄ of East Abutment	5030+44.61	-15.333	442.652	442.652
Back of East Abutment	5030+45.87	-15.333	442.638	442.638

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+81.40	-7.667	442.944	442.944
℄ of West Abutment	5028+82.66	-7.667	442.956	442.956
a	5028+92.66	-7.667	443.042	443.051
b	5029+02.66	-7.667	443.116	443.126
c	5029+12.66	-7.667	443.177	443.181
d	5029+22.66	-7.667	443.225	443.224
℄ of Pier 1	5029+29.16	-7.667	443.250	443.250
e	5029+39.16	-7.667	443.278	443.299
f	5029+49.16	-7.667	443.294	443.340
g	5029+59.16	-7.667	443.297	443.359
h	5029+69.16	-7.667	443.287	443.349
i	5029+79.16	-7.667	443.265	443.311
j	5029+89.16	-7.667	443.230	443.251
℄ of Pier 2	5029+98.91	-7.667	443.185	443.185
k	5030+08.91	-7.667	443.125	443.125
l	5030+18.91	-7.667	443.054	443.061
m	5030+28.91	-7.667	442.969	442.979
n	5030+38.91	-7.667	442.873	442.879
℄ of East Abutment	5030+45.41	-7.667	442.803	442.803
Back of East Abutment	5030+46.67	-7.667	442.789	442.789

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+82.21	0.000	443.111	443.111
℄ of West Abutment	5028+83.47	0.000	443.123	443.123
a	5028+93.47	0.000	443.208	443.217
b	5029+03.47	0.000	443.281	443.291
c	5029+13.47	0.000	443.341	443.345
d	5029+23.47	0.000	443.388	443.387
℄ of Pier 1	5029+29.97	0.000	443.413	443.413
e	5029+39.97	0.000	443.440	443.460
f	5029+49.97	0.000	443.454	443.501
g	5029+59.97	0.000	443.456	443.518
h	5029+69.97	0.000	443.445	443.508
i	5029+79.97	0.000	443.422	443.468
j	5029+89.97	0.000	443.387	443.408
℄ of Pier 2	5029+99.72	0.000	443.340	443.340
k	5030+09.72	0.000	443.280	443.279
l	5030+19.72	0.000	443.207	443.215
m	5030+29.72	0.000	443.122	443.132
n	5030+39.72	0.000	443.024	443.030
℄ of East Abutment	5030+46.22	0.000	442.954	442.954
Back of East Abutment	5030+47.48	0.000	442.940	442.940

BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+83.02	7.667	442.959	442.959
℄ of West Abutment	5028+84.28	7.667	442.971	442.971
a	5028+94.28	7.667	443.055	443.064
b	5029+04.28	7.667	443.126	443.136
c	5029+14.28	7.667	443.185	443.190
d	5029+24.28	7.667	443.232	443.230
℄ of Pier 1	5029+30.78	7.667	443.255	443.255
e	5029+40.78	7.667	443.281	443.302
f	5029+50.78	7.667	443.295	443.342
g	5029+60.78	7.667	443.296	443.358
h	5029+70.78	7.667	443.284	443.347
i	5029+80.78	7.667	443.260	443.306
j	5029+90.78	7.667	443.224	443.244
℄ of Pier 2	5030+00.53	7.667	443.176	443.176
k	5030+10.53	7.667	443.115	443.114
l	5030+20.53	7.667	443.041	443.048
m	5030+30.53	7.667	442.955	442.965
n	5030+40.53	7.667	442.856	442.862
℄ of East Abutment	5030+47.03	7.667	442.785	442.785
Back of East Abutment	5030+48.29	7.667	442.771	442.771

BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+83.82	15.333	442.807	442.807
℄ of West Abutment	5028+85.08	15.333	442.818	442.818
a	5028+95.08	15.333	442.901	442.910
b	5029+05.08	15.333	442.972	442.982
c	5029+15.08	15.333	443.030	443.034
d	5029+25.08	15.333	443.075	443.074
℄ of Pier 1	5029+31.58	15.333	443.098	443.098
e	5029+41.58	15.333	443.123	443.144
f	5029+51.58	15.333	443.136	443.182
g	5029+61.58	15.333	443.136	443.198
h	5029+71.58	15.333	443.123	443.186
i	5029+81.58	15.333	443.098	443.144
j	5029+91.58	15.333	443.060	443.081
℄ of Pier 2	5030+01.33	15.333	443.012	443.012
k	5030+11.33	15.333	442.950	442.949
l	5030+21.33	15.333	442.875	442.882
m	5030+31.33	15.333	442.788	442.798
n	5030+41.33	15.333	442.688	442.694
℄ of East Abutment	5030+47.83	15.333	442.616	442.616
Back of East Abutment	5030+49.09	15.333	442.602	442.602

DECK ELEVATIONS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

BLOCK NAME
MORTHS PAIRELEV SCTATPAR FLDMNOTL

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BLOCK NAME

NORTHS PARKLEY SCTATPAR FLOWDTL

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	141
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 5

SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+84.63	23.000	442.654	442.654
℄ of West Abutment	5028+85.89	23.000	442.666	442.666
a	5028+95.89	23.000	442.748	442.757
b	5029+05.89	23.000	442.817	442.827
c	5029+15.89	23.000	442.874	442.878
d	5029+25.89	23.000	442.919	442.917
℄ of Pier 1	5029+32.39	23.000	442.941	442.941
e	5029+42.39	23.000	442.965	442.986
f	5029+52.39	23.000	442.976	443.023
g	5029+62.39	23.000	442.975	443.038
h	5029+72.39	23.000	442.962	443.024
i	5029+82.39	23.000	442.936	442.982
j	5029+92.39	23.000	442.897	442.918
℄ of Pier 2	5030+02.14	23.000	442.847	442.847
k	5030+12.14	23.000	442.784	442.783
l	5030+22.14	23.000	442.708	442.716
m	5030+32.14	23.000	442.620	442.630
n	5030+42.14	23.000	442.519	442.525
℄ of East Abutment	5030+48.64	23.000	442.447	442.447
Back of East Abutment	5030+49.90	23.000	442.433	442.433

BEAM 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+85.43	30.667	442.502	442.502
℄ of West Abutment	5028+86.69	30.667	442.513	442.513
a	5028+96.69	30.667	442.594	442.603
b	5029+06.69	30.667	442.663	442.673
c	5029+16.69	30.667	442.719	442.723
d	5029+26.69	30.667	442.762	442.760
℄ of Pier 1	5029+33.19	30.667	442.784	442.784
e	5029+43.19	30.667	442.807	442.827
f	5029+53.19	30.667	442.817	442.864
g	5029+63.19	30.667	442.815	442.878
h	5029+73.19	30.667	442.800	442.863
i	5029+83.19	30.667	442.773	442.819
j	5029+93.19	30.667	442.734	442.755
℄ of Pier 2	5030+02.94	30.667	442.683	442.683
k	5030+12.94	30.667	442.619	442.618
l	5030+22.94	30.667	442.542	442.550
m	5030+32.94	30.667	442.453	442.463
n	5030+42.94	30.667	442.351	442.357
℄ of East Abutment	5030+49.44	30.667	442.278	442.278
Back of East Abutment	5030+50.70	30.667	442.263	442.263

BEAM 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+86.24	38.333	442.349	442.349
℄ of West Abutment	5028+87.50	38.333	442.360	442.360
a	5028+97.50	38.333	442.440	442.449
b	5029+07.50	38.333	442.508	442.518
c	5029+17.50	38.333	442.563	442.567
d	5029+27.50	38.333	442.605	442.604
℄ of Pier 1	5029+34.00	38.333	442.626	442.626
e	5029+44.00	38.333	442.648	442.669
f	5029+54.00	38.333	442.658	442.704
g	5029+64.00	38.333	442.655	442.717
h	5029+74.00	38.333	442.639	442.701
i	5029+84.00	38.333	442.611	442.657
j	5029+94.00	38.333	442.570	442.591
℄ of Pier 2	5030+03.75	38.333	442.519	442.519
k	5030+13.75	38.333	442.453	442.453
l	5030+23.75	38.333	442.376	442.383
m	5030+33.75	38.333	442.285	442.295
n	5030+43.75	38.333	442.183	442.188
℄ of East Abutment	5030+50.25	38.333	442.109	442.109
Back of East Abutment	5030+51.51	38.333	442.094	442.094

WESTBOUND PROFILE GRADE LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+81.37	-8.000	442.937	442.937
℄ of West Abutment	5028+82.63	-8.000	442.949	442.949
a	5028+92.63	-8.000	443.035	443.044
b	5029+02.63	-8.000	443.108	443.118
c	5029+12.63	-8.000	443.170	443.174
d	5029+22.63	-8.000	443.218	443.217
℄ of Pier 1	5029+29.13	-8.000	443.243	443.243
e	5029+39.13	-8.000	443.271	443.292
f	5029+49.13	-8.000	443.287	443.333
g	5029+59.13	-8.000	443.290	443.352
h	5029+69.13	-8.000	443.280	443.343
i	5029+79.13	-8.000	443.258	443.304
j	5029+89.13	-8.000	443.224	443.244
℄ of Pier 2	5029+98.88	-8.000	443.178	443.178
k	5030+08.88	-8.000	443.119	443.118
l	5030+18.88	-8.000	443.047	443.055
m	5030+28.88	-8.000	442.963	442.973
n	5030+38.88	-8.000	442.866	442.872
℄ of East Abutment	5030+45.38	-8.000	442.797	442.797
Back of East Abutment	5030+46.64	-8.000	442.783	442.783

EASTBOUND PROFILE GRADE LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+83.05	8.000	442.953	442.953
℄ of West Abutment	5028+84.31	8.000	442.964	442.964
a	5028+94.31	8.000	443.048	443.057
b	5029+04.31	8.000	443.120	443.130
c	5029+14.31	8.000	443.179	443.183
d	5029+24.31	8.000	443.225	443.223
℄ of Pier 1	5029+30.81	8.000	443.249	443.249
e	5029+40.81	8.000	443.275	443.295
f	5029+50.81	8.000	443.288	443.335
g	5029+60.81	8.000	443.289	443.351
h	5029+70.81	8.000	443.277	443.340
i	5029+80.81	8.000	443.253	443.299
j	5029+90.81	8.000	443.217	443.237
℄ of Pier 2	5030+00.56	8.000	443.169	443.169
k	5030+10.56	8.000	443.108	443.107
l	5030+20.56	8.000	443.034	443.041
m	5030+30.56	8.000	442.947	442.957
n	5030+40.56	8.000	442.849	442.855
℄ of East Abutment	5030+47.06	8.000	442.778	442.778
Back of East Abutment	5030+48.32	8.000	442.763	442.763

OPTIONAL LONGITUDINAL CONSTRUCTION JOINT #1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+80.11	-20.000	442.675	442.675
℄ of West Abutment	5028+81.37	-20.000	442.687	442.687
a	5028+91.37	-20.000	442.775	442.784
b	5029+01.37	-20.000	442.850	442.860
c	5029+11.37	-20.000	442.913	442.917
d	5029+21.37	-20.000	442.963	442.961
℄ of Pier 1	5029+27.87	-20.000	442.989	442.989
e	5029+37.87	-20.000	443.018	443.039
f	5029+47.87	-20.000	443.035	443.082
g	5029+57.87	-20.000	443.040	443.102
h	5029+67.87	-20.000	443.032	443.094
i	5029+77.87	-20.000	443.012	443.057
j	5029+87.87	-20.000	442.979	442.999
℄ of Pier 2	5029+97.62	-20.000	442.934	442.934
k	5030+07.62	-20.000	442.877	442.876
l	5030+17.62	-20.000	442.807	442.814
m	5030+27.62	-20.000	442.724	442.734
n	5030+37.62	-20.000	442.629	442.635
℄ of East Abutment	5030+44.12	-20.000	442.561	442.561
Back of East Abutment	5030+45.38	-20.000	442.547	442.547

OPTIONAL LONGITUDINAL CONSTRUCTION JOINT #2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
Back of West Abutment	5028+84.31	20.000	442.714	442.714
℄ of West Abutment	5028+85.57	20.000	442.725	442.725
a	5028+95.57	20.000	442.808	442.817
b	5029+05.57	20.000	442.878	442.888
c	5029+15.57	20.000	442.935	442.939
d	5029+25.57	20.000	442.980	442.978
℄ of Pier 1	5029+32.07	20.000	443.003	443.003
e	5029+42.07	20.000	443.027	443.048
f	5029+52.07	20.000	443.039	443.085
g	5029+62.07	20.000	443.038	443.101
h	5029+72.07	20.000	443.025	443.087
i	5029+82.07	20.000	442.999	443.045
j	5029+92.07	20.000	442.961	442.982
℄ of Pier 2	5030+01.82	20.000	442.912	442.912
k	5030+11.82	20.000	442.849	442.848
l	5030+21.82	20.000	442.774	442.781
m	5030+31.82	20.000	442.686	442.696
n	5030+41.82	20.000	442.585	442.591
℄ of East Abutment	5030+48.32	20.000	442.513	442.513
Back of East Abutment	5030+49.58	20.000	442.499	442.499

DECK ELEVATIONS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

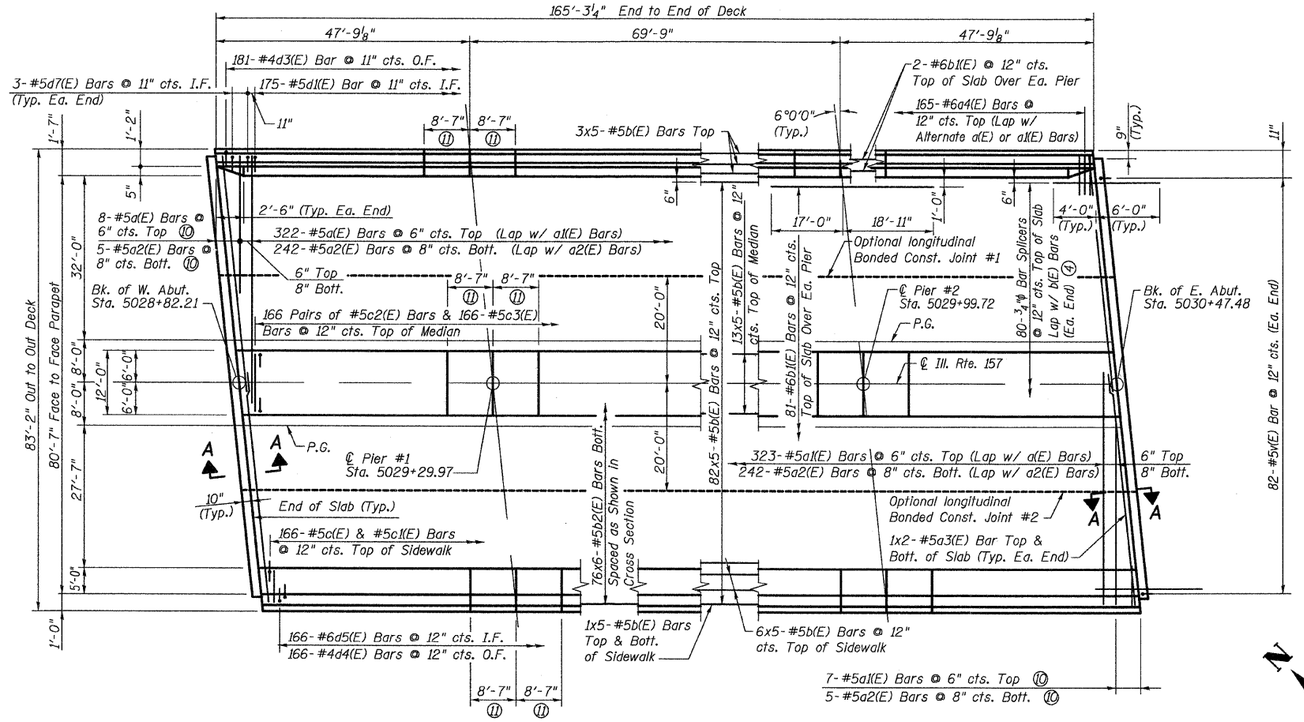
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Contract #76267

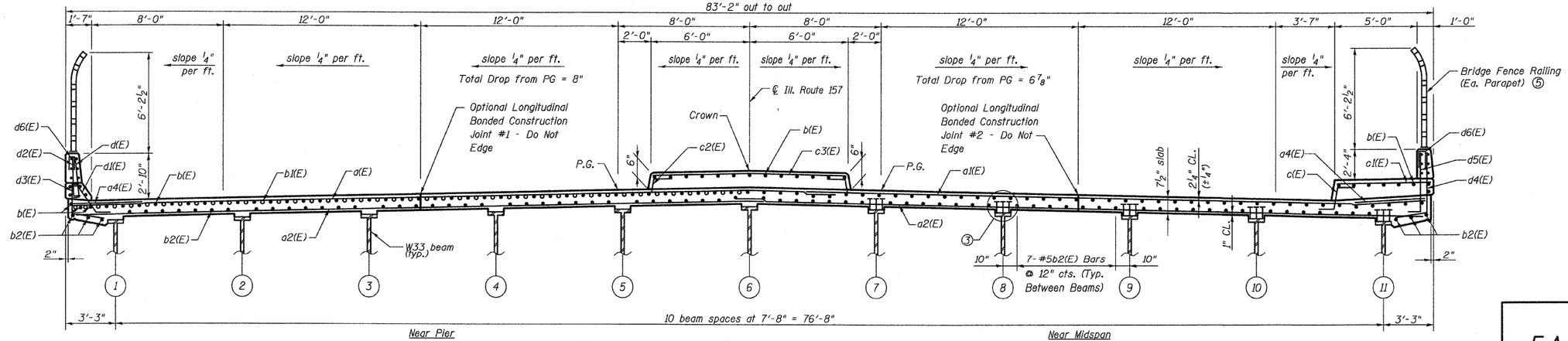
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592	121-1R, 121HVB	ST. CLAIR	239	142
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 6
SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



TYPICAL SECTION THRU BRIDGE DECK

(Looking East)

NOTES:

1. For parapet reinforcement, median detail, and sidewalk detail, see sheet 7 of 20.
2. For diaphragm elevations, Section A-A, and bill of materials, See sheet 8 of 20.
3. See sheet 11 of 20 for shear stud details.
4. See sheet 16 of 20 for bar splicer details.
5. See sheet 9 of 20 for bridge fence railing details.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. Bars indicated thus 17x3-#5 etc. indicates 17 lines of bars with 3 lengths per line.
8. O.F. denotes outside face. I.F. denotes inside face.
9. Min. bar lap lengths in deck: #5-1'-8" #6-2'-0"
10. Order a(E), a1(E), & a2(E) bars full length. Cut bars in field to fit skew and use remainder of bars at other end of deck
11. Dimension shown to parapet construction joints, 1" deep sawed joint in median and 1" deep sawed joint in sidewalk. Typical at each pier. See sheet 7 of 20 for details.

SUPERSTRUCTURE
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

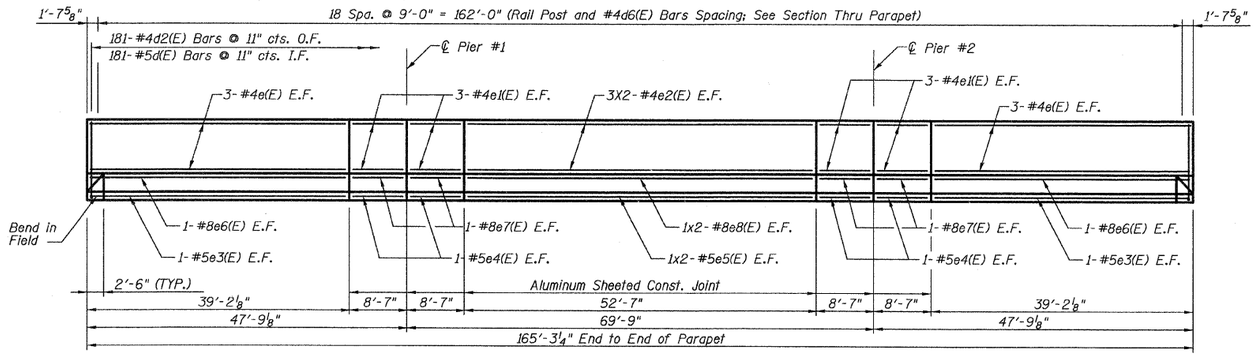
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Contract #76267

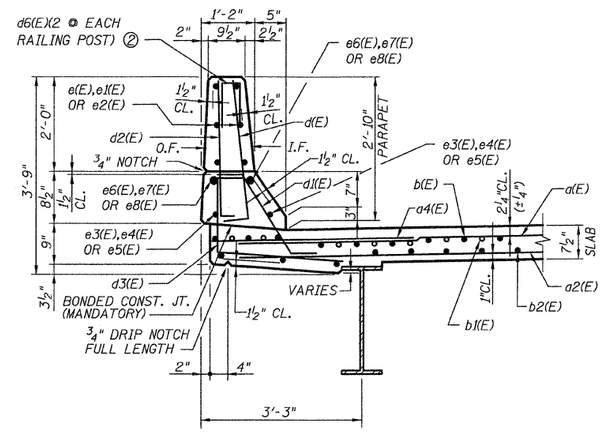
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F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 7
SHEETS: 23

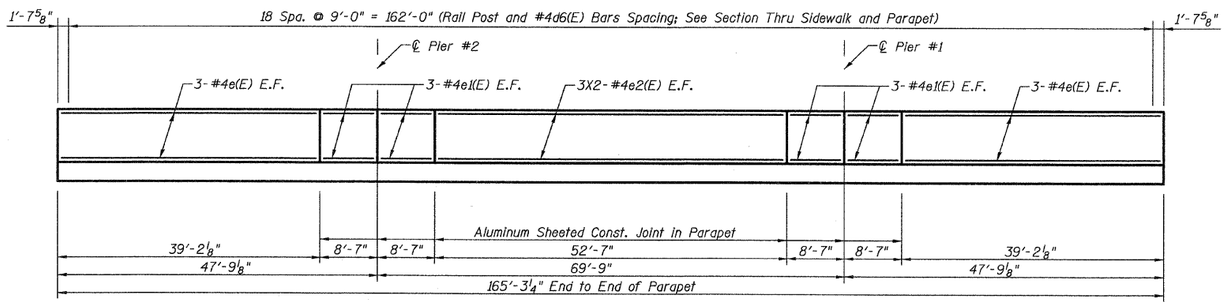
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



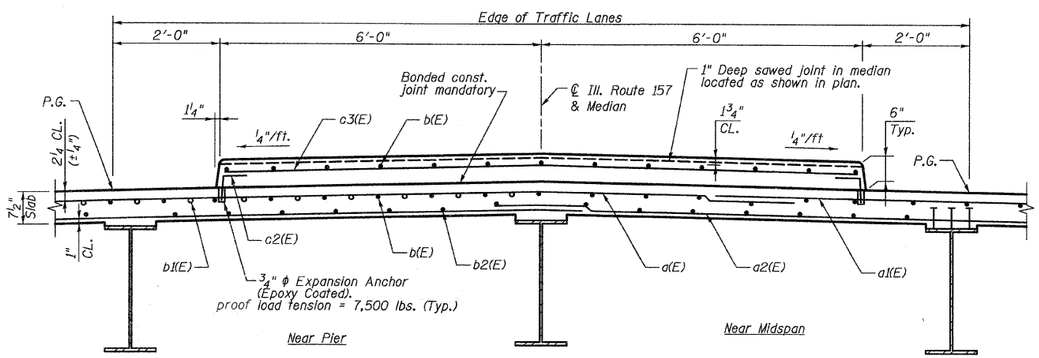
INSIDE ELEVATION OF NORTH PARAPET



SECTION THRU PARAPET

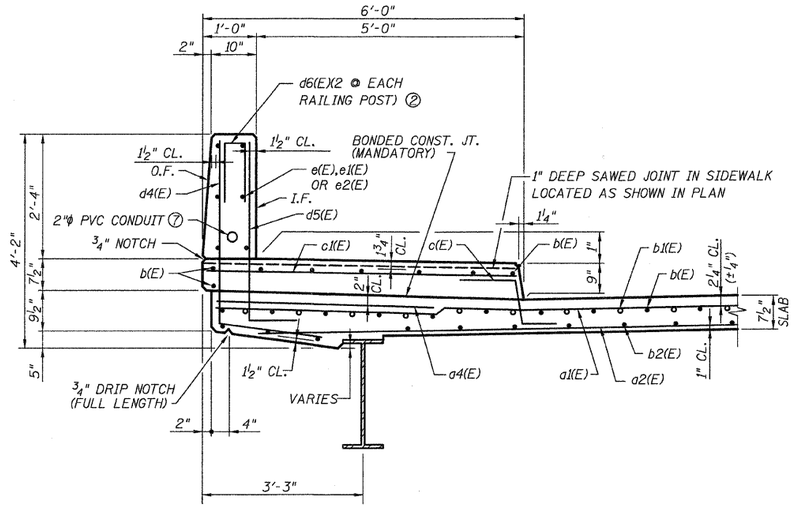


INSIDE ELEVATION OF SOUTH PARAPET



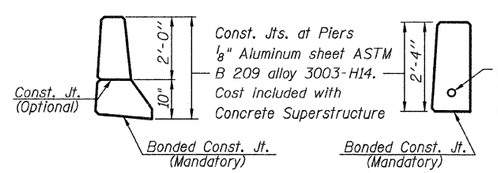
SECTION THRU MEDIAN

(Looking East)



SECTION THRU SIDEWALK AND PARAPET

NOTES:
① For superstructure details and bill of materials, see sheet 8 of 20.
② For bridge fence railing details, see sheet 9 of 20.
③ Reinforcement bars designated (E) shall be epoxy coated.
④ Minimum bar lap lengths in parapet:
#4 - 2'-5"
#5 - 2'-2"
#8 - 4'-6"
⑤ E.F. denotes each face. I.F. denotes inside face. O.F. denotes outside face.
⑥ Bars indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
⑦ Cost of conduit is included with "Concrete Superstructures."



PARAPET JOINT DETAILS

SUPERSTRUCTURE DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

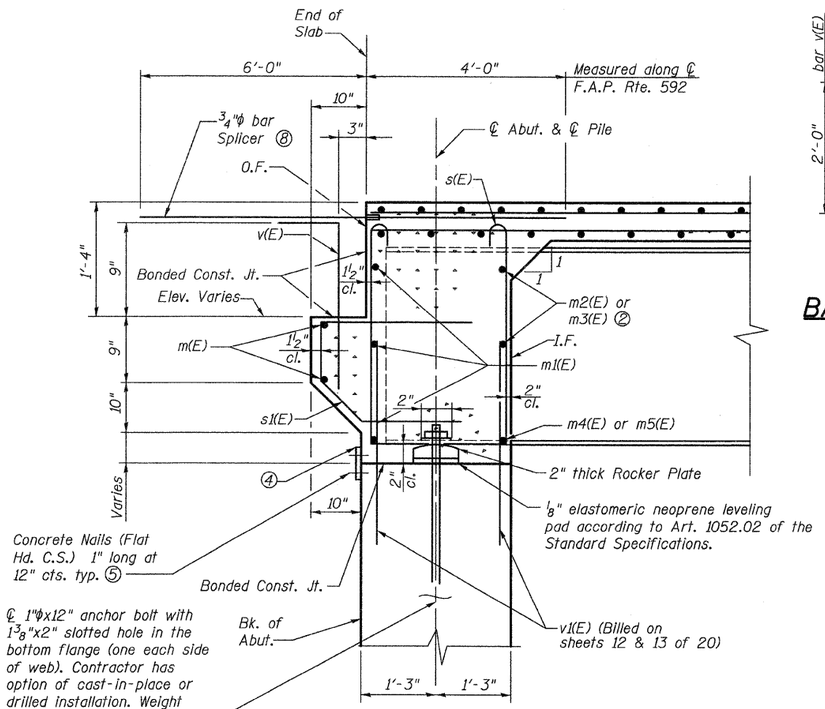
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Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
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F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

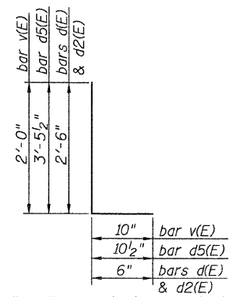
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SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

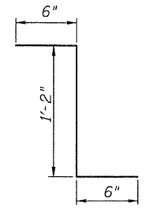


SECTION A-A AT ABUTMENTS

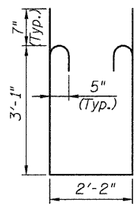
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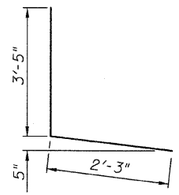
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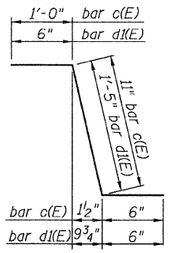
BAR d7(E)



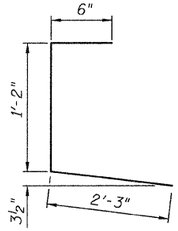
BAR s(E)



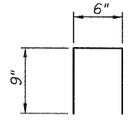
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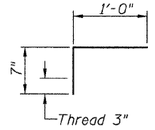
BARS c(E) & d1(E)



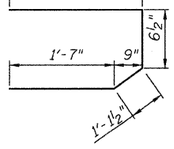
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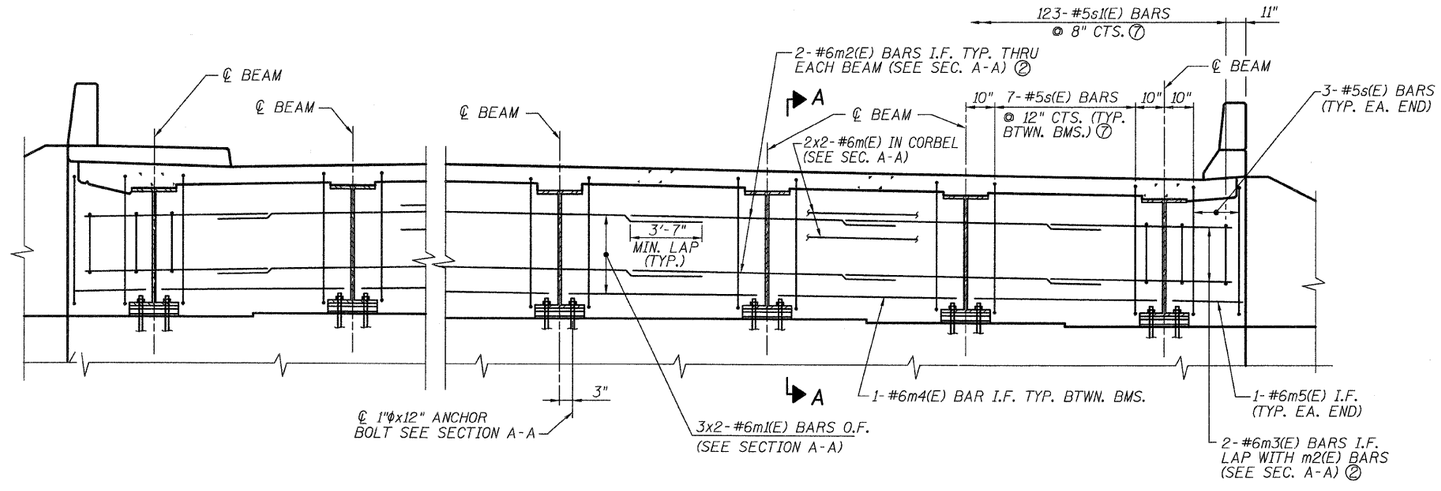
BAR d6(E)



BAR c2(E)



BAR s1(E)



DIAPHRAGM AT ABUTMENT

(WEST ABUTMENT SHOWN LOOKING WEST, EAST ABUTMENT OPPOSITE HAND)

Notes:
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Place m2(E) and m3(E) bars through 1"ϕ drilled holes in steel beams.
3. For anchor bolt details, see sheet 17 of 20.
4. Fabric Reinforced Elastomeric Mat (See Special Provisions). Fabric mat shall be 12" wide, full length of abutment and sealed with mastic.
5. Included in the cost of Concrete Structrues.
6. E.F. denotes each face
   I.F. denotes inside face
   O.F. denotes outside face
7. The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
8. For bar splicer details, see sheet 16 of 20.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	330	#5	45'-11"	
d_1(E)	330	#5	38'-3"	
d_2(E)	494	#5	41'-9"	
d_3(E)	8	#5	42'-4"	
d_4(E)	330	#6	4'-6"	
b(E)	530	#5	34'-4"	
b_1(E)	166	#6	35'-11"	
b_2(E)	456	#5	28'-11"	
c(E)	166	#5	2'-5"	
c_1(E)	166	#5	5'-8"	
c_2(E)	332	#5	1'-7"	
c_3(E)	166	#5	11'-8"	
d(E)	181	#5	3'-0"	
d_1(E)	175	#5	2'-5"	
d_2(E)	181	#4	3'-0"	
d_3(E)	181	#4	3'-11"	
d_4(E)	166	#4	5'-8"	
d_5(E)	166	#6	4'-4"	
d_6(E)	76	#4	2'-0"	
d_7(E)	6	#5	2'-2"	
e(E)	24	#4	38'-10"	
e_1(E)	48	#4	8'-3"	
e_2(E)	24	#4	27'-5"	
e_3(E)	4	#5	38'-10"	
e_4(E)	8	#5	8'-3"	
e_5(E)	4	#5	27'-3"	
e_6(E)	4	#8	38'-10"	
e_7(E)	8	#8	8'-3"	
e_8(E)	4	#8	28'-5"	
m(E)	8	#6	42'-9"	
m_1(E)	12	#6	43'-6"	
m_2(E)	36	#6	11'-4"	
m_3(E)	8	#6	8'-10"	
m_4(E)	20	#6	7'-4"	
m_5(E)	4	#6	2'-11"	
s(E)	152	#5	9'-6"	
s_1(E)	246	#5	5'-7"	
v(E)	164	#5	2'-10"	
Reinforcement Bars, Epoxy Coated		Pound	110,630	
Concrete Superstructure		Cu. Yd.	479.0	
Bar Splicers		Each	160	

SUPERSTRUCTURE DETAILS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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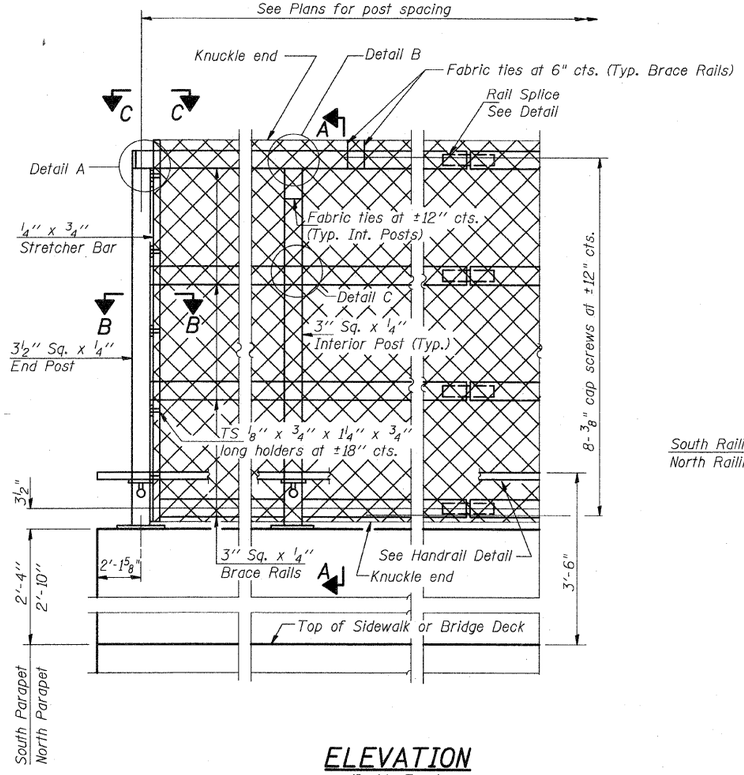
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Contract #76267

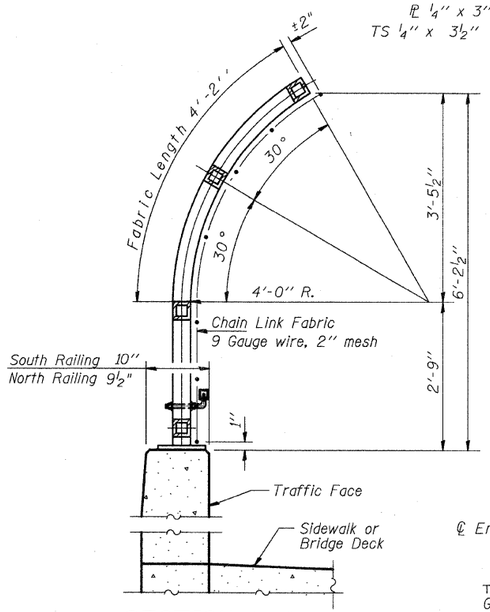
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F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 9
SHEETS: 23

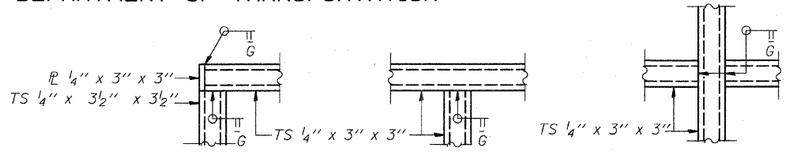
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



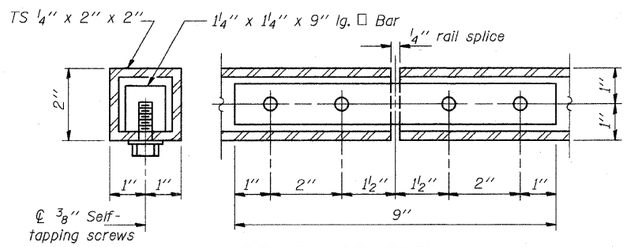
ELEVATION
(Inside Face)



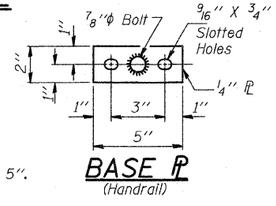
SECTION A-A
(South Parapet shown North Parapet similar)



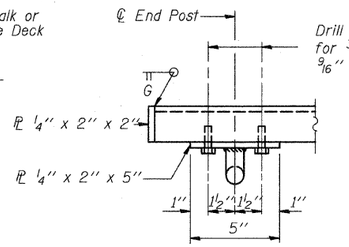
DETAIL A
DETAIL B
DETAIL C

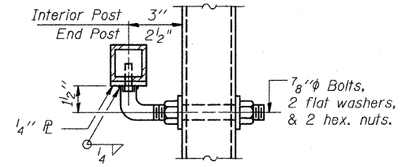


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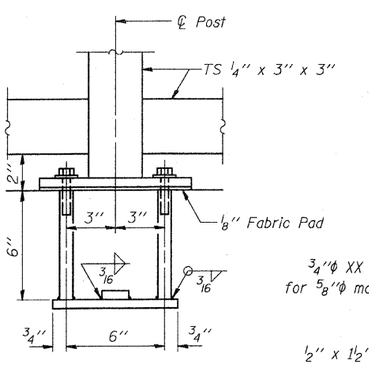


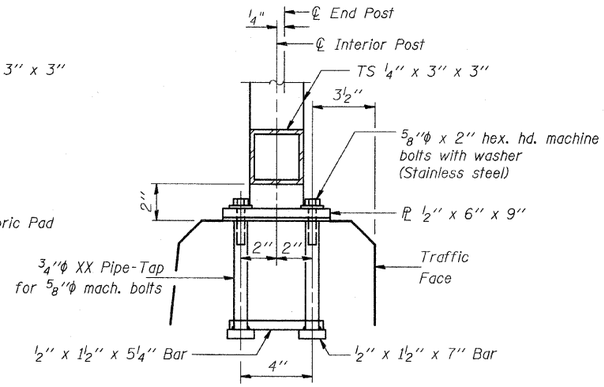
BASE ℙ
(Handrail)





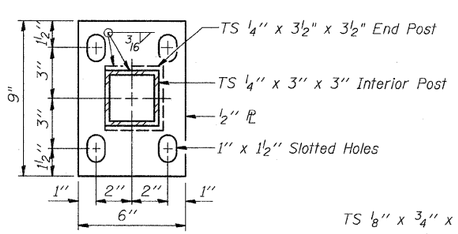
HANDRAIL DETAIL





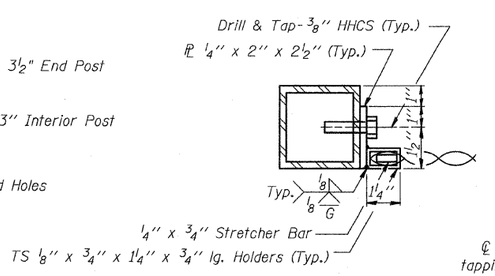
ANCHOR BOLT DETAILS

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

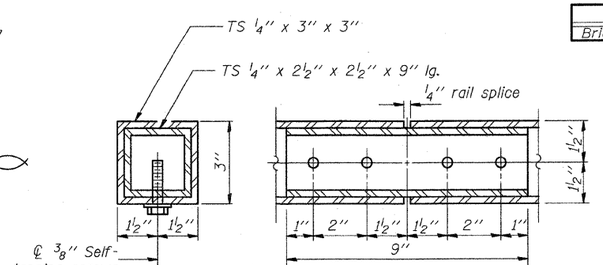


(10'-0" Maximum Post Spacing)

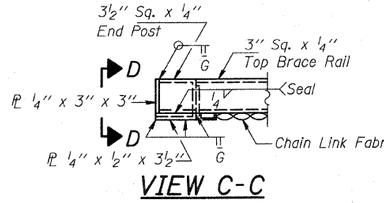
BASE ℙ



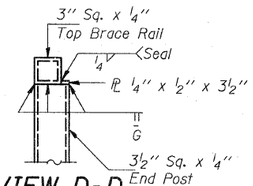
SECTION B-B



RAIL SPLICE



VIEW C-C



VIEW D-D

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	324

NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Bridge Fence Railing.

The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.

Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

The chain link fabric shall be placed along the Traffic Side as shown on Section A-A.

Stretcher bars shall be used at each end of fabric.

A minimum of one complete turn is required at ends of all fabric ties.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.

Space reinforcement to miss achor rods.

All posts, railing, splices, anchor devices, and plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

The chain link fabric shall conform to the requirements of Article 1006.27(a)(1)a, b or c of the Standard Specifications.

BRIDGE FENCE RAILING
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

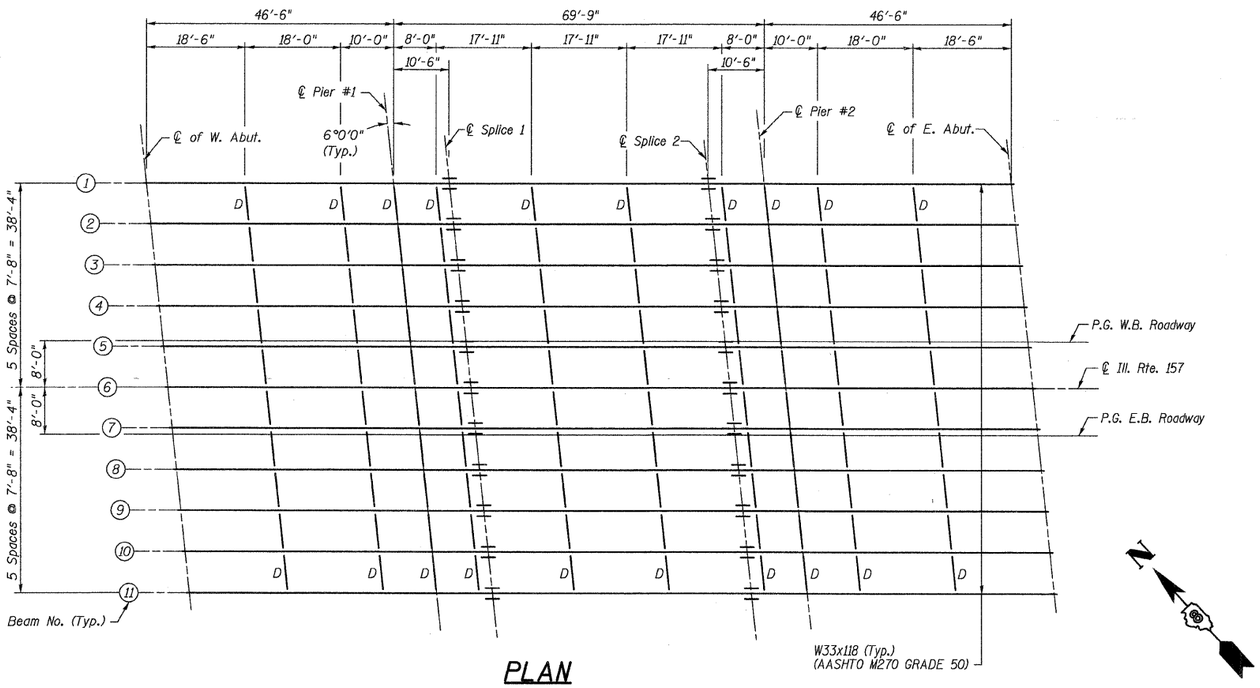
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Contract #76267

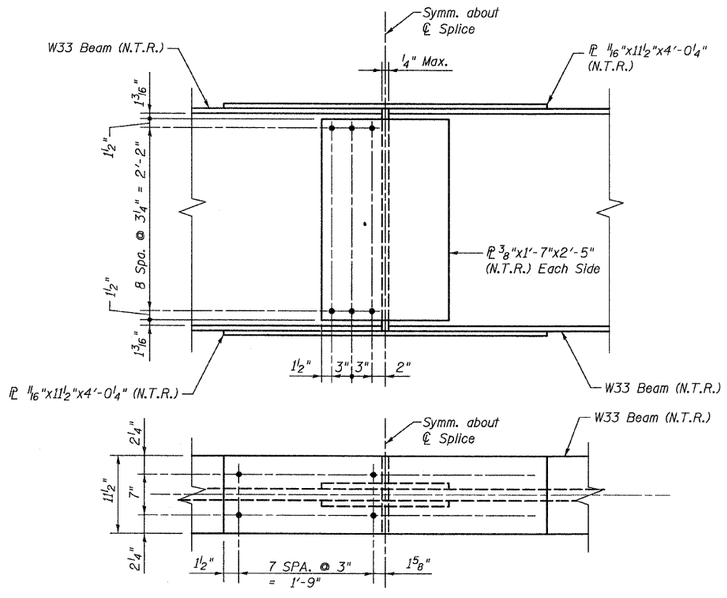
F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	146
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 10
SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



FIELD SPLICE 1 & 2 DETAIL

(All Flange & Web Splice Plates Shall Be AASHTO M270 Grade 50)

INTERIOR BEAM MOMENT TABLE

	0.4 SPAN 1 & 0.6 SPAN 3	PIER 1 & 2	0.5 SPAN 2
Is (in.4)	5900	5900	5900
Ic (in.4) (n=9)	15913	———	15913
Ic (in.4) (n=27)	11935	———	11935
Ss (in.3)	359	359	359
Sc (in.3) (n=9)	526	———	526
Sc (in.3) (n=27)	480	———	480
Z (in.3)	———	415	———
DL (k./ft.)	0.867	1.384	0.867
M(DL) (ft.k./beam)	102.2	471.7	211.8
s DL (k./ft.)	0.517	———	0.517
M(s DL) (ft.k./beam)	70.5	———	158.1
M(LL) (ft.k./beam)	332.7	230.8	492.7
M(Imp.) (ft.k./beam)	97.1	63.0	126.6
5/3 M(LL+Imp.) (ft.k./beam)	716.4	489.7	1032.2
M(a) (ft.k.)	1155.8	1249.8	1822.8
M(u) (ft.k.)	2842.9	1729.2	2842.9
fs (DL non-comp) (k.s.i.)	3.42	15.76	7.08
fs (DL comp.) (k.s.i.)	1.76	———	3.95
fs 5/3 [M LL+M(Imp.)] (k.s.i.)	16.34	16.37	23.55
fs (Overload) (k.s.i.)	21.52	32.13	34.58
fs (Total) (k.s.i.)	———	———	———
VR (k)	61.8	———	108.4

INTERIOR BEAM REACTION TABLE

	E. & W. ABUT.	PIER 1 & 2
R DL (K)	22.1	90.6
R LL (K)	43.5	47.7
R IMP. (K)	12.7	9.9
R TOTAL (K)	78.3	148.2

MOMENT TABLE NOTES:

1. I_S AND S_S ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING f_S (TOTAL AND OVERLOAD).
2. $I_{c(n)}$ AND $S_{c(n)}$ ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING STRESSES DUE TO LIVE LOAD.
3. $I_{c(3n)}$ AND $S_{c(3n)}$ ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING STRESSES DUE TO SUPERIMPOSED DEAD LOAD.
4. VR IS THE MAXIMUM $\mathcal{L}$ + IMPACT SHEAR RANGE IN SPAN.
5. Z IS THE PLASTIC SECTION MODULUS USED TO DETERMINE THE FULLY PLASTIC MOMENTS IN THE NON-COMPOSITE AREAS.
6. THE PLASTIC MOMENT CAPACITY (Mu) IS COMPUTED ACCORDING TO AASHTO 10.48.1 & 10.50.1.1.
7. f_S (TOTAL) IS THE SUM OF THE STRESSES DUE TO $1.3[M_{\mathcal{D}} + M_S\mathcal{D} + 5/3(M_{\mathcal{L}} + M_{IMP})]$.
8. f_S (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO $[M_{\mathcal{D}} + M_S\mathcal{D} + 5/3(M_{\mathcal{L}} + M_{IMP})]$
9. $M_{\mathcal{D}}$ - MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION.
10. $M_S\mathcal{D}$ - MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION.
11. $M\mathcal{L}$ - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION.
12. M_{IMP} - MOMENT DUE TO LIVE LOAD IMPACT ON NON-COMPOSITE OR COMPOSITE SECTION.
13. Ma (APPLIED MOMENT) = $1.3[M_{\mathcal{D}} + M_S\mathcal{D} + 5/3(M_{\mathcal{L}} + M_{IMP})]$.

NOTES:

1. "N.T.R." INDICATES NOTCH TOUGHNESS REQUIREMENT.
2. FOR BEAM ELEVATION AND DETAILS, SEE SHEET 11 OF 20.

FRAMING PLAN
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

BLOCK NAME
NORTH6
PARELEY
SETATPAR
FLYNNDTL

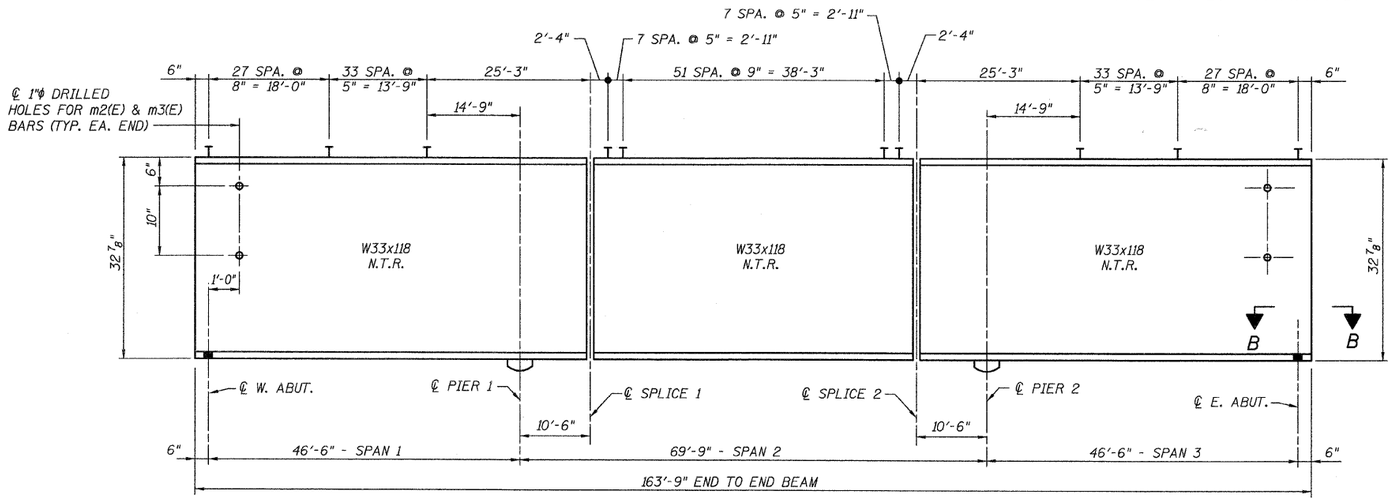
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Contract #76267

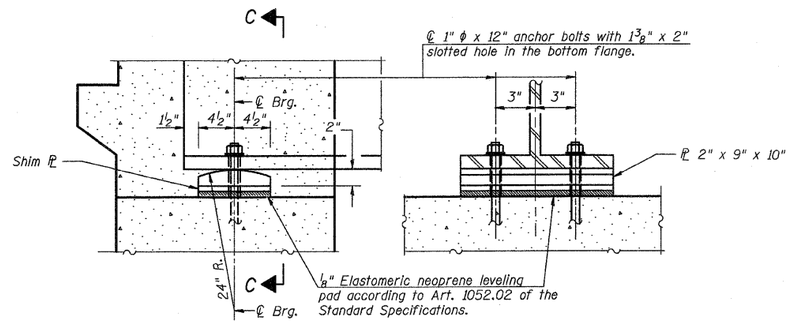
F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	147
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 11
SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BEAM ELEVATION



ELEVATION AT ABUTMENT

SECTION C-C

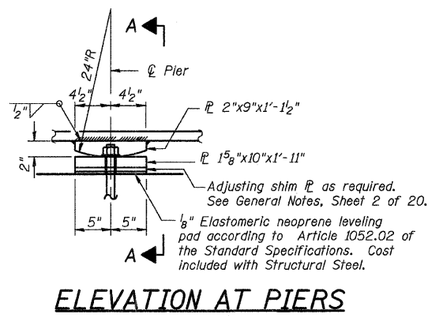
FIXED BEARING AT ABUTMENTS

(22) Required

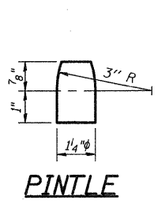
TOP OF BEAM ELEVATIONS *

	BEAM #1	BEAM #2	BEAM #3	BEAM #4	BEAM #5	BEAM #6	BEAM #7	BEAM #8	BEAM #9	BEAM #10	BEAM #11
℄ W. ABUT.	441.62	441.79	441.95	442.12	442.29	442.46	442.30	442.15	442.00	441.85	441.69
℄ PIER 1	441.86	442.02	442.18	442.34	442.51	442.67	442.51	442.35	442.20	442.04	441.88
℄ SPLICE 1	441.91	442.07	442.23	442.39	442.56	442.72	442.56	442.40	442.24	442.08	441.93
℄ SPLICE 2	441.88	442.04	442.20	442.35	442.51	442.67	442.50	442.34	442.18	442.01	441.85
℄ PIER 2	441.82	441.97	442.13	442.29	442.44	442.60	442.43	442.27	442.10	441.94	441.77
℄ E. ABUT.	441.53	441.68	441.83	441.99	442.14	442.29	442.12	441.95	441.78	441.61	441.44

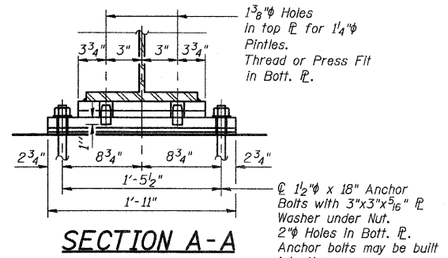
* FOR FABRICATION ONLY



ELEVATION AT PIERS



PINTLE

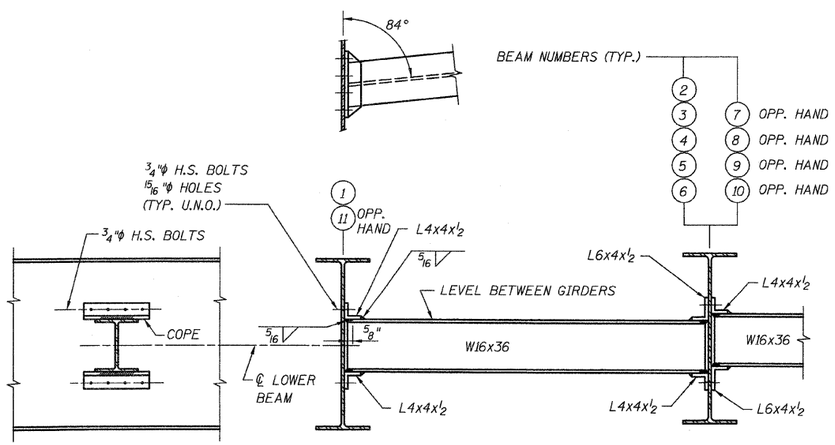


SECTION A-A

FIXED BEARING AT PIERS

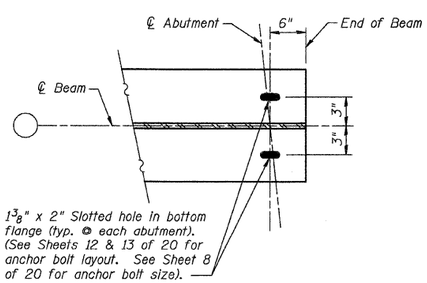
(22 Required)

NOTE: ALL STRUCTURAL STEEL BEARING PLATES & PINTLES SHALL BE AASHTO M270 GRADE 50.

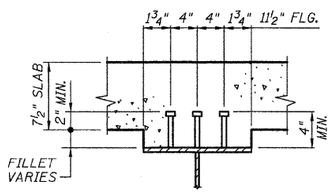


INTERIOR DIAPHRAGM D

ALL DIAPHRAGM BEAMS AND ANGLES SHALL BE AASHTO M270 GRADE 36 STEEL.
(100 DIAPHRAGMS REQUIRED)



SECTION B-B



TYPICAL SHEAR STUD DETAIL

NOTES:

1. BEAMS SHALL BE AASHTO M270 GRADE 50 STEEL.
2. USE TWO HARDENED WASHERS PER BOLT FOR ALL OVERSIZED HOLES IN DIAPHRAGM CONNECTIONS.
3. ALL STUDS TO BE 3/4"ϕ GRANULAR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ART. 505.08 (m) OF THE STANDARD SPECIFICATIONS AUTOMATICALLY END WELDED TO FLANGE. (NO. REQ'D = 6204)
4. N.T.R. INDICATES NOTCH TOUGHNESS REQUIREMENT.

BEAM AND BEARING DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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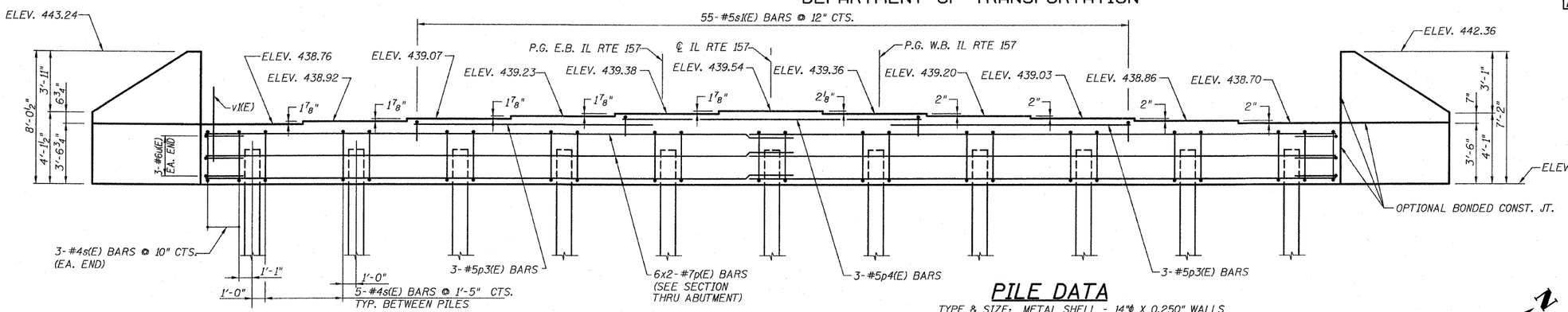
Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	148
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 12
SHEETS: 23

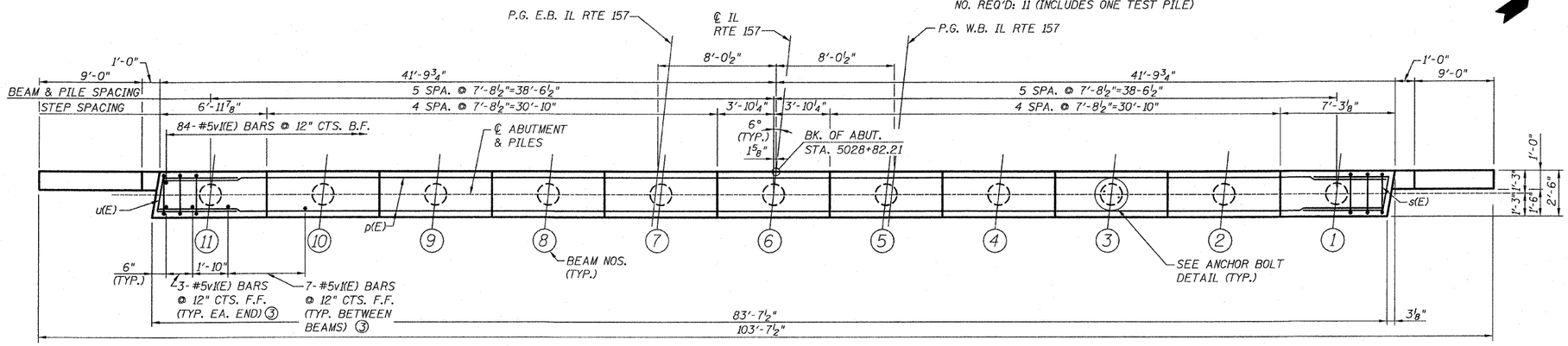
BLOCK NAME
NORTH PARLEY SCHAPPAR FLORNOTL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

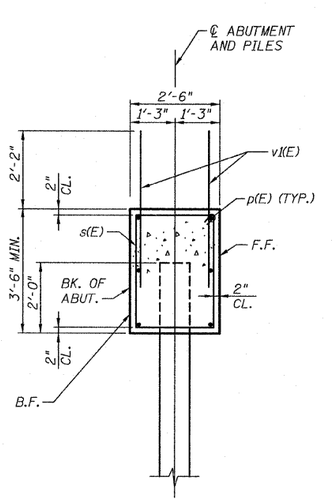


ELEVATION
(LOOKING WEST)

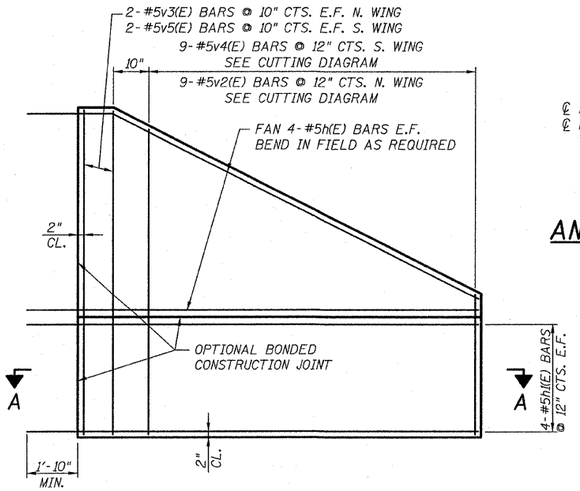
PILE DATA
TYPE & SIZE: METAL SHELL - 14"Φ X 0.250" WALLS
NOMINAL REQUIRED BEARING: 390 kips
ALLOWABLE RESISTANCE AVAILABLE: 110 kips
EST. LENGTH: 80'
NO. REQ'D: 11 (INCLUDES ONE TEST PILE)



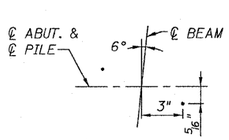
PLAN



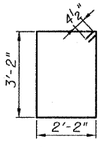
SECTION THRU ABUTMENT



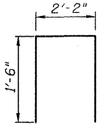
WINGWALL ELEVATION
(TYPICAL EACH WING)



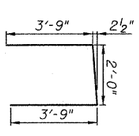
ANCHOR BOLT LAYOUT ④
(TYP. ALL BEAMS)



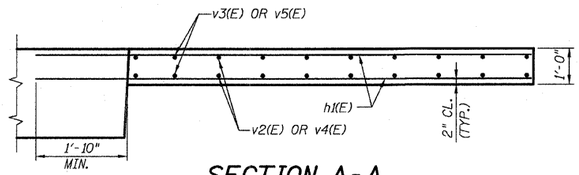
s(E) BARS



s1(E) BARS



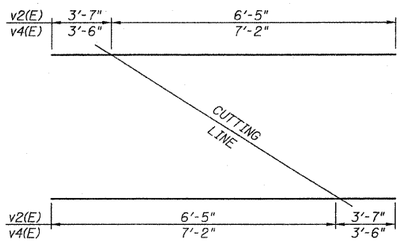
u(E) BARS



SECTION A-A

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	16	#5	12'-8"	——
h1(E)	16	#5	11'-9"	——
p(E)	12	#7	44'-1"	——
p3(E)	6	#5	18'-5"	——
p4(E)	3	#5	22'-9"	——
s(E)	56	#4	11'-5"	⊐
s1(E)	55	#5	5'-2"	⊐
u(E)	6	#6	9'-6"	⊐
v1(E)	160	#5	4'-4"	——
v2(E)	9	#5	10'-0"	——
v3(E)	4	#5	6'-9"	——
v4(E)	9	#5	10'-8"	——
v5(E)	4	#5	7'-5"	——
CONCRETE STRUCTURES		Cu. Yd.	34.6	
REINFORCEMENT BARS EPOXY COATED		Pound	3460	
FURNISHING METAL SHELL PILES 14" X 0.250"		Foot	800	
TEST PILE METAL SHELL		Each	1	
DRIVING PILES		Foot	800	
STRUCTURE EXCAVATION		Cu. Yd.	155	



CUTTING DIAGRAM BARS v2(E) & v4(E)
ORDER v2(E) AND v4(E) BARS FULL LENGTH.
CUT BARS AS SHOWN, USE REMAINDER IN OPPOSITE FACE.

NOTES:
① POUR STEPS MONOLITHICALLY WITH CAP.
② ALL EDGES SHALL HAVE STANDARD ¾" CHAMFER.
③ PLACE v1(E) BARS TO CLEAR FLANGE OF BEAM.
④ SPACE REINFORCEMENT IN CAP TO MISS ANCHOR BOLTS.
⑤ E.F. DENOTES EACH FACE.
F.F. DENOTES FRONT FACE.
B.F. DENOTES BACK FACE.
⑥ REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
⑦ BAR LAPS - #7 BAR - 4'-10".
⑧ BARS INDICATED THUS 26x2 DENOTES 26 LINES OF BARS WITH 2 LENGTHS PER LINE.
⑨ FOR METAL SHELL PILE DETAILS & REINFORCEMENT, SEE SHEET 15 OF 20.

WEST ABUTMENT DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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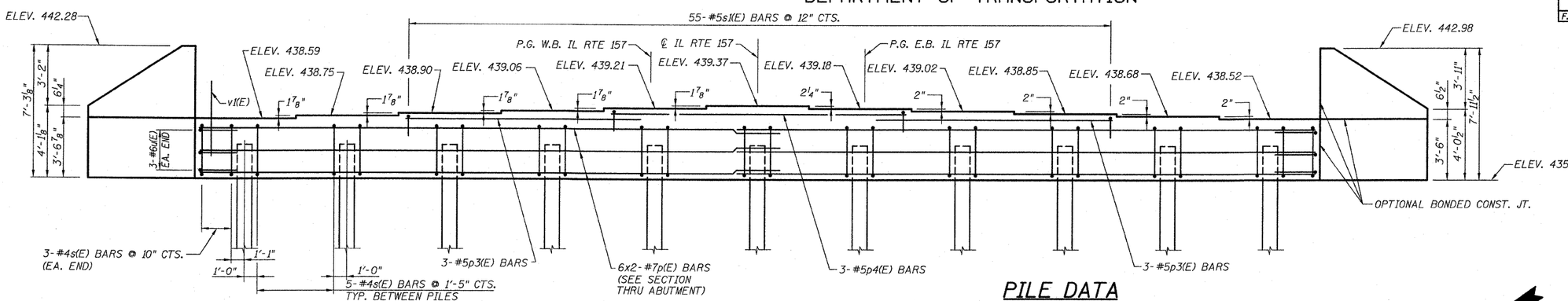
Contract #76267

BLOCK NAME
NORTHIN PARELEV DOTATPAR FLDRNDTL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

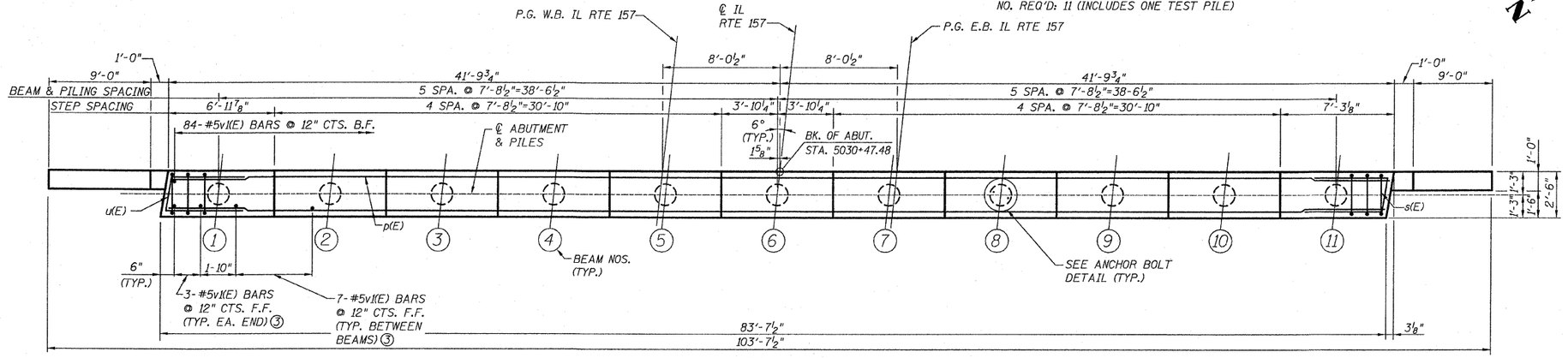
F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	149
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 13
SHEETS: 23

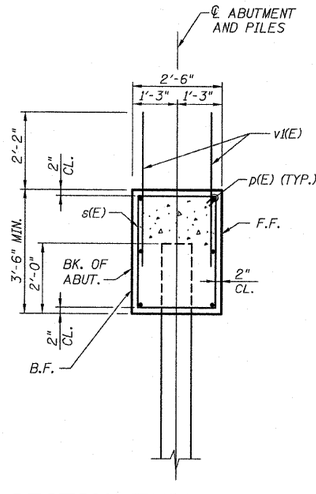


ELEVATION
(LOOKING EAST)

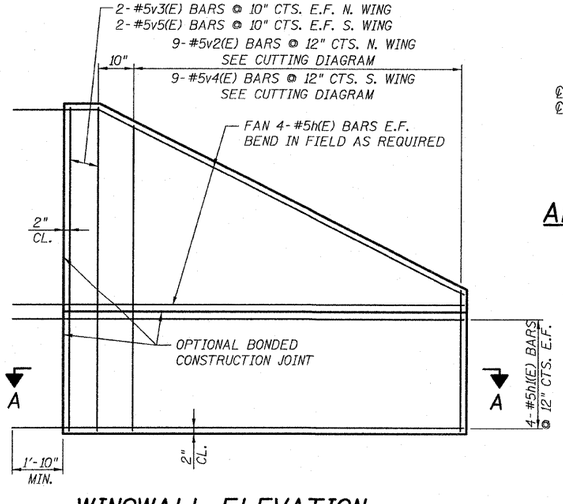
PILE DATA
TYPE & SIZE: METAL SHELL - 14"ϕ X 0.250" WALLS
NOMINAL REQUIRED BEARING: 390 kips
ALLOWABLE RESISTANCE AVAILABLE: 110 kips
EST. LENGTH: 93'
NO. REQ'D: 11 (INCLUDES ONE TEST PILE)



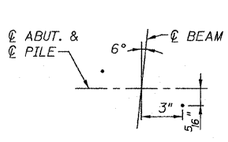
PLAN



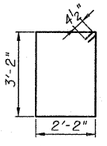
SECTION THRU ABUTMENT



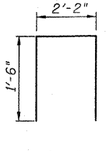
WINGWALL ELEVATION
(TYPICAL EACH WING)



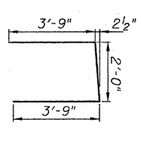
ANCHOR BOLT LAYOUT ④
(TYP. ALL BEAMS)



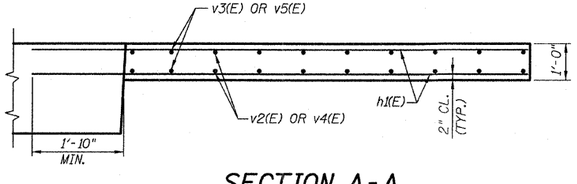
s(E) BARS



s1(E) BARS



u(E) BARS



SECTION A-A

CUTTING DIAGRAM BARS v2(E) & v4(E)
ORDER v2(E) AND v4(E) BARS FULL LENGTH.
CUT BARS AS SHOWN. USE REMAINDER IN OPPOSITE FACE.

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	16	#5	12'-8"	——
h1(E)	16	#5	11'-9"	——
p(E)	12	#7	44'-1"	——
p3(E)	6	#5	18'-5"	——
p4(E)	3	#5	22'-9"	——
s(E)	56	#4	11'-5"	□
s1(E)	55	#5	5'-2"	⊐
u(E)	6	#6	9'-6"	⊐
v1(E)	160	#5	4'-4"	——
v2(E)	9	#5	10'-0"	——
v3(E)	4	#5	6'-9"	——
v4(E)	9	#5	10'-8"	——
v5(E)	4	#5	7'-5"	——
CONCRETE STRUCTURES		Cu. Yd.	34.6	
REINFORCEMENT BARS EPOXY COATED		Pound	3460	
FURNISHING METAL SHELL PILES 14" X 0.250"		Foot	930	
TEST PILE METAL SHELLS		Each	1	
DRIVING PILES		Foot	930	
STRUCTURE EXCAVATION		Cu. Yd.	155	

NOTES:
① POUR STEPS MONOLITHICALLY WITH CAP.
② ALL EDGES SHALL HAVE STANDARD ¾" CHAMFER.
③ PLACE v1(E) BARS TO CLEAR FLANGE OF BEAM.
④ SPACE REINFORCEMENT IN CAP TO MISS ANCHOR BOLTS.
⑤ E.F. DENOTES EACH FACE.
F.F. DENOTES FRONT FACE.
B.F. DENOTES BACK FACE.
⑥ REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
⑦ BAR LAPS - #7 BAR - 4'-10".
⑧ BARS INDICATED THUS 26x2 DENOTES 26 LINES OF BARS WITH 2 LENGTHS PER LINE.
⑨ FOR METAL SHELL PILE DETAILS AND REINFORCEMENT, SEE SHEET 15 OF 20.

EAST ABUTMENT DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

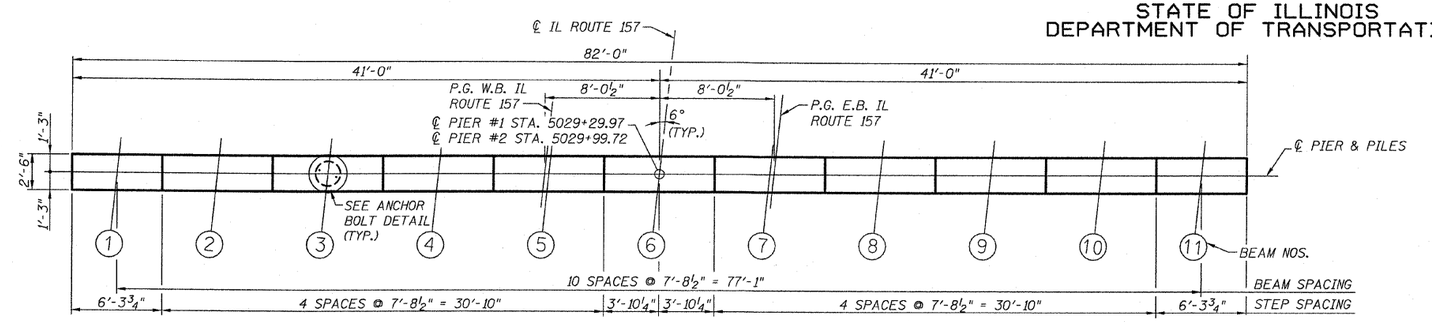
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Contract #76267

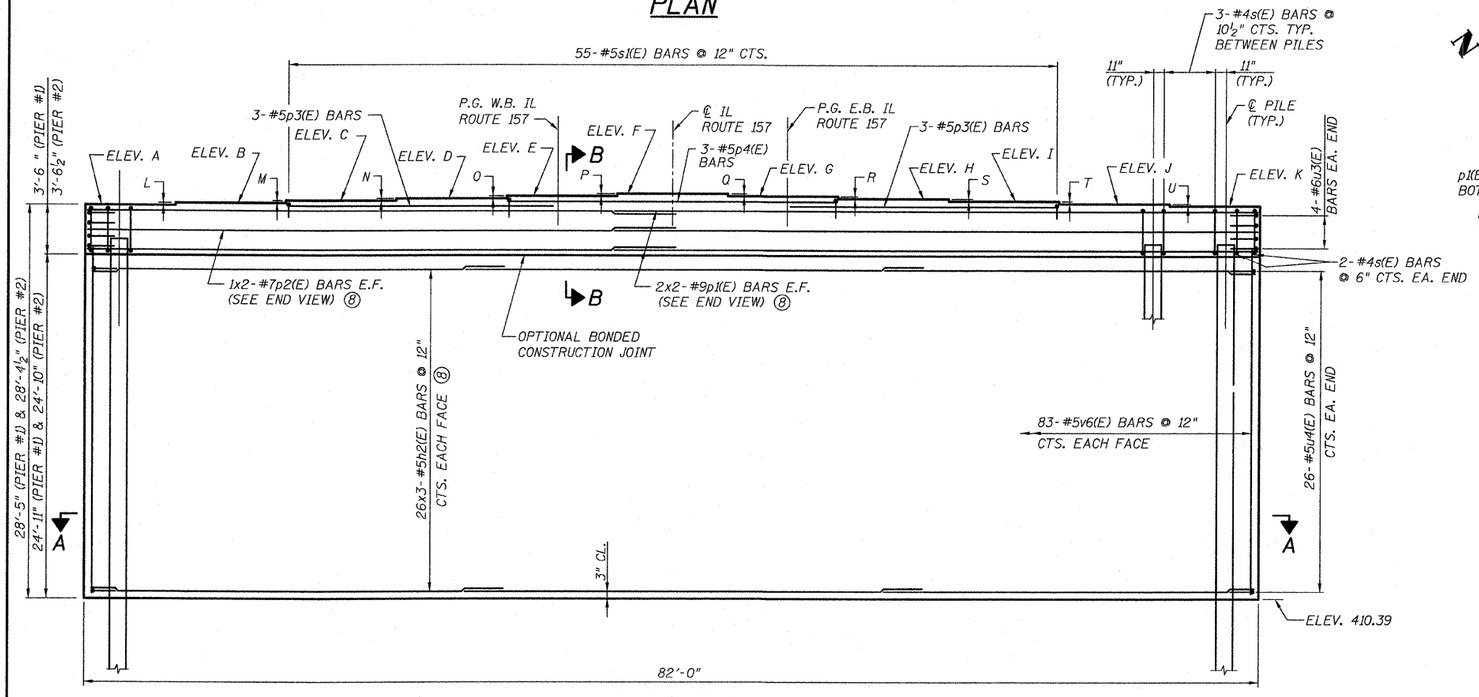
F.A.P. ROUTE	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	150
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.: 14
SHEETS: 23

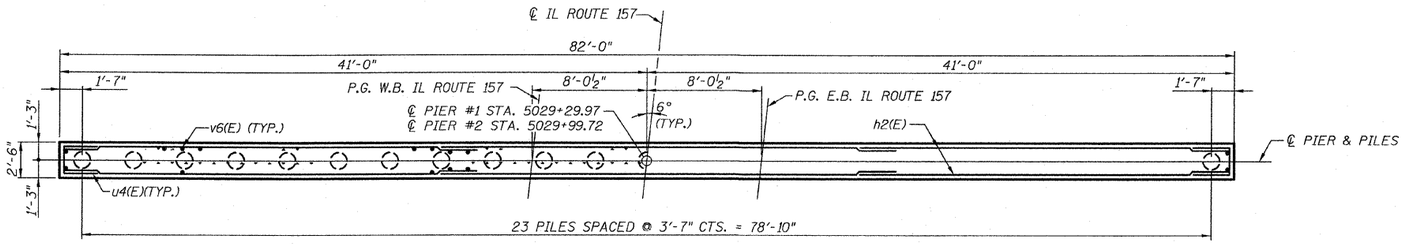
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

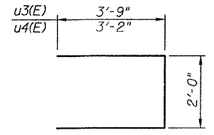


ELEVATION
(LOOKING EAST)

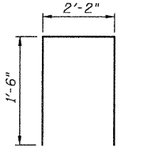


SECTION A-A

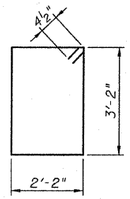
PILE DATA
TYPE & SIZE: METAL SHELL - 14"ϕ X 0.250" WALLS
NOMINAL REQUIRED BEARING: 390 kips
ALLOWABLE RESISTANCE AVAILABLE: 110 kips
EST. LENGTH: 74' @ PIER #1 & 94' @ PIER #2
NO. REQ'D: 22 PLUS ONE TEST PILE (EACH PIER)



BARS u3(E) & u4(E)



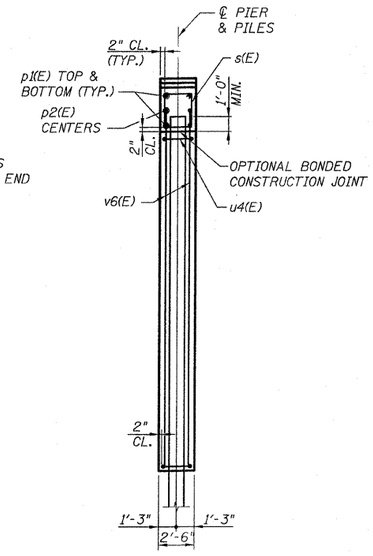
BAR s1(E)



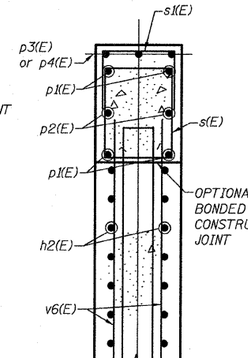
BAR s(E)

BILL OF MATERIAL
(FOR TWO PIERS)

BAR	NO.	SIZE	LENGTH	SHAPE
h2(E)	312	#5	29'-3"	——
p1(E)	16	#9	44'-11"	——
p2(E)	8	#7	43'-3"	——
p3(E)	12	#5	18'-5"	——
p4(E)	6	#5	22'-9"	——
s(E)	140	#4	11'-5"	□
s1(E)	110	#5	5'-2"	⌐¬
u3(E)	16	#6	9'-6"	⌐¬
u4(E)	104	#5	8'-4"	⌐¬
v6(E)	332	#5	26'-3"	——



END VIEW

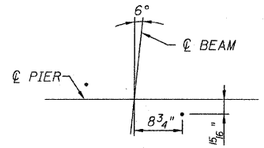


SECTION B-B

	PIER 1	PIER 2
CONCRETE STRUCTURES	Cu. Yd. 218.7	218.1
REINFORCEMENT BARS EPOXY COATED	Pound 12465	12465
FURNISHING METAL SHELL PILES 14" X 0.250"	Foot 1628	2068
TEST PILE METAL SHELL	Each 1	1
DRIVING PILES	Foot 1628	2068
STRUCTURE EXCAVATION	Cu. Yd. 96	96

ELEVATION	PIER 1	PIER 2
A	438.80	438.77
B	438.97	438.92
C	439.13	439.08
D	439.29	439.23
E	439.46	439.39
F	439.62	439.55
G	439.46	439.38
H	439.30	439.22
I	439.15	439.05
J	438.99	438.89
K	438.83	438.72

TABLE OF ELEVATIONS



ANCHOR BOLT LAYOUT ③

DIMENSION	PIER 1	PIER 2
L	1⅞"	1⅞"
M	2"	1⅞"
N	2"	1⅞"
O	1⅞"	1⅞"
P	2"	1⅞"
Q	2"	2"
R	1¾"	2"
S	1⅞"	1⅞"
T	2"	2"
U	1⅞"	2"

TABLE OF SEAT DIMENSIONS

NOTES:
① POUR STEPS MONOLITHICALLY WITH CAP.
② ALL EDGES SHALL HAVE STANDARD ¾" CHAMFER.
③ SPACE REINFORCEMENT IN CAP TO MISS ANCHOR BOLTS.
④ E.F. DENOTES EACH FACE.
⑤ REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
⑥ FOR METAL SHELL PILE DETAILS & REINFORCEMENT, SEE SHEET 15 OF 20.
⑦ BAR LAPS - #5 BAR - 3'-0"
#7 BAR - 4'-10"
#9 BAR - 8'-1"
⑧ BARS INDICATED THUS 26x2 DENOTES 26 LINES OF BARS WITH 2 LENGTHS PER LINE.

PIER DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

PLOT DATE = 3/5/2008
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USER NAME = #USER#

BLOCK NAME
NORTH8
PARELEY
SCTATPAR
FLOWDTL

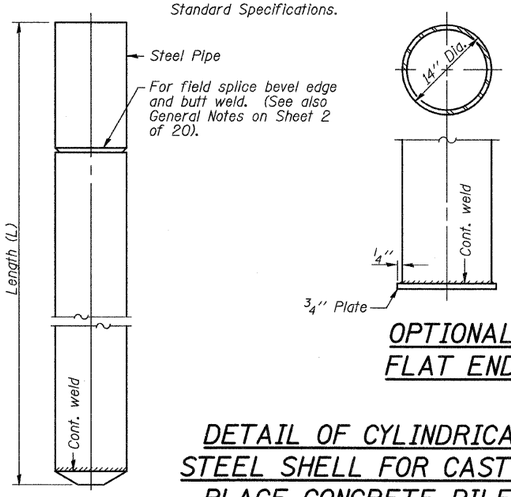
Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	151
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 15
SHEETS: 23

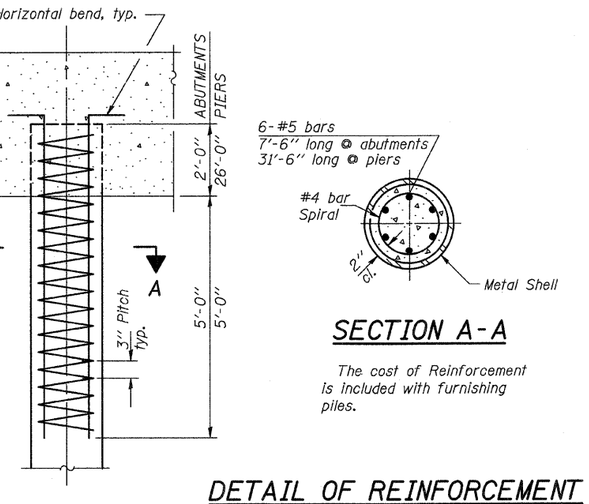
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes: Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 0.250 inches with a tolerance of 5 % . The shell shall be according to Article 1006.05(a) of the Standard Specifications.



OPTIONAL FLAT END

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



SECTION A-A

The cost of Reinforcement is included with furnishing piles.

DETAIL OF REINFORCEMENT FOR METAL SHELLS

CONCRETE PILE DETAILS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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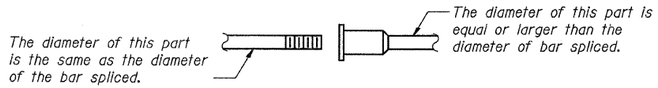
BLOCK NAME
NORTHR PARELEY SETATPAR FLDMNDTL

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	152
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 16
SHEETS: 23

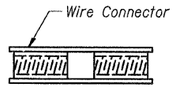
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROLLED THREAD DOWEL BAR



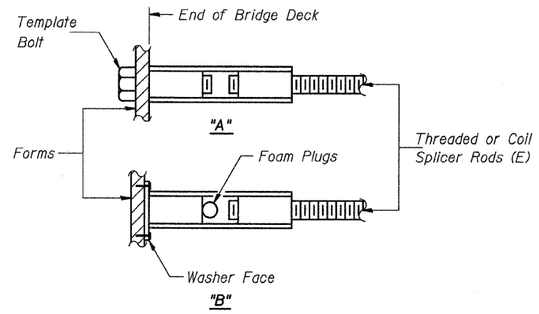
** ONE PIECE



WELDED SECTIONS

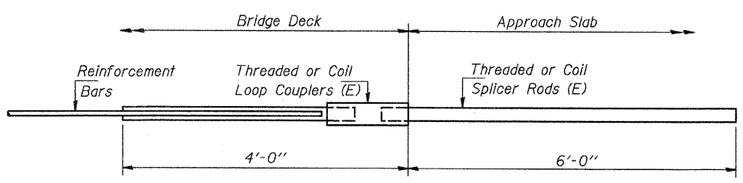
BAR SPLICER ASSEMBLY ALTERNATIVES

** 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.



INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 160

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) = $1.25 \times fy \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where fy = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

BAR SPLICER DETAILS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Microstat\Struct\0303barsplicersht.dgn
PLOT SCALE = 1.0000 IN / IN.
USER NAME = @USER@

BLOCK NAME
NORTHB PARCELEV SCTATPAR FLDRNOTL

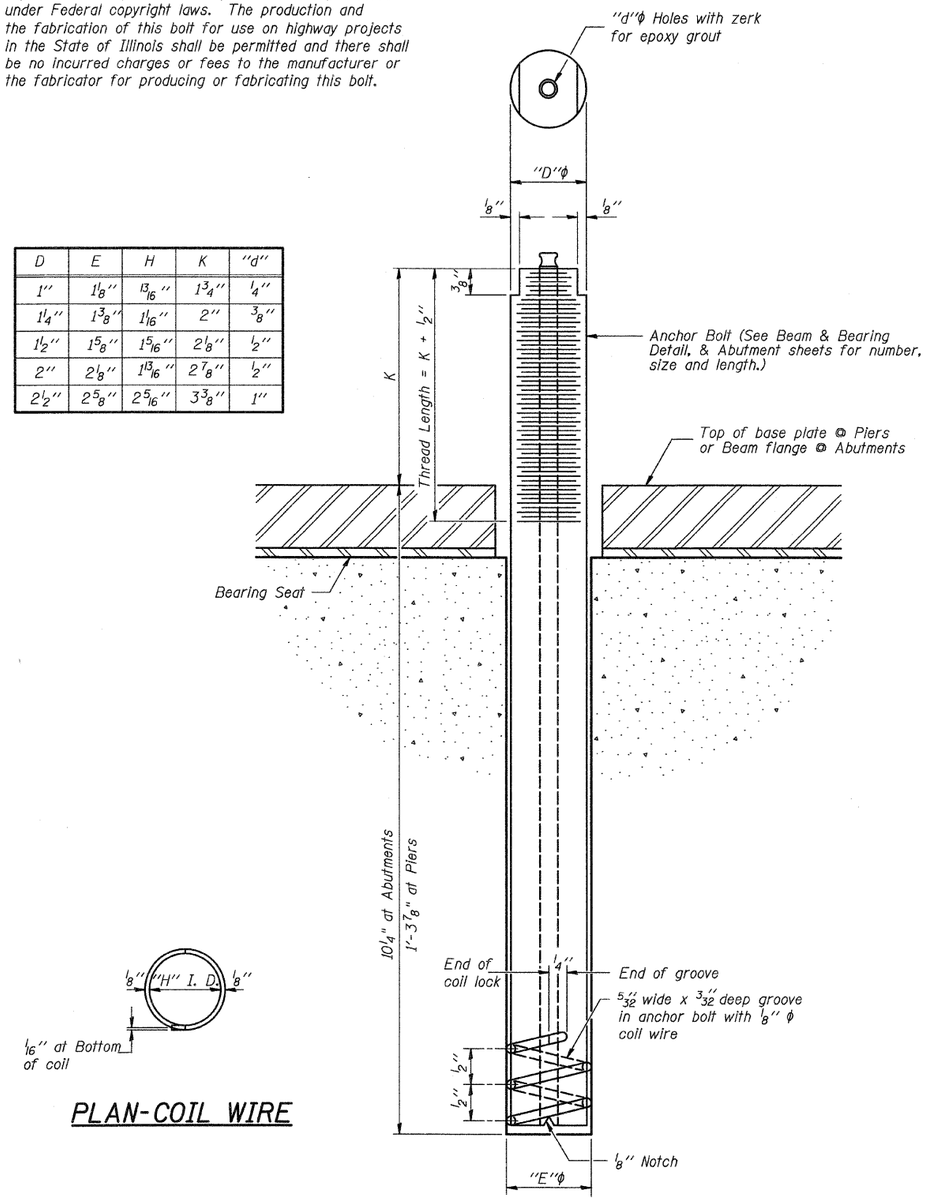
The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	153
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 17
SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"

PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A 307
Pier 1	A 307
Pier 2	A 307
E. Abut.	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

ANCHOR BOLT DETAILS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

PLOT DATE = 03/21/2007
FILE NAME = N:\PJ\2215\Microstat\Struct\0303anchorbolt sht.dgn
PLOT SCALE = 1.000000 IN / IN.
USER NAME = @USER@

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	154
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 18

SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 1 of 3

Date 12/12/00, 12/15/00, & 12/18/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia, Illinois
SECTION	121RS-2	DRILL METHOD	CME 750 Drill Rig/Hollow stem auger (4.25)
COUNTY	St. Clair County	HAMMER TYPE	Cathead Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.: B-108
Station: 5028+49
Offset: 31.8 LT.
Ground Surface El. 408.8 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 395.8
Upon Completion:
After 24 Hours: 395.6/Collapse @ 394.6
Mud Rotary Start @ Elevation: 393.8

Depth (ft) El.	N	Qu t/sf	W %	Soil Description
				3" TOPSOIL 408.55
				Brown high plastic CLAY - FILL (A-7)
	3			
	3	2.5 P	36	
	6			
	2			LL-65
	3	1.37 B	35	PL-25
5	4			PI-40
				402.8
	1			Brown high plastic CLAY (A-7)
	2	0.91 B	36	
	3			
				399.8
	1			Brown and gray low plastic SILTY CLAY (A-4)
	2	1.25 P	35	w/ little sand
10	1			398.3
				Brown fine CLAYEY SAND (A-2)
	3			
	2	0 P	32	
	2			
				GW 395.8
				Brown, medium dense, fine to medium SAND
	3			(A-3)
	8			
15	11			
	6			
	8			
	9			
	9			
	10			
20	12			
				388.3
	9			Brown, medium dense, fine to coarse SAND
	10			(A-3)
	18			

Depth (ft) El.	N	Qu t/sf	W %	Soil Description
				385.8
				Brown, dense, fine to medium SAND (A-3)
	10			
	14			
383.8 25	20			
				Gray, medium dense, fine SAND (A-2)
				w/ some silt
	12			
	9			
	9			
379.8	9			
	11			Gray, medium dense, fine to medium SAND
30	9			w/ trace gravel (A-3)
	12			
	14			
35	15			
	9			
	15			
40	13			
	11			
	12			
45	13			

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 2 of 3

Date 12/12/00, 12/15/00, & 12/18/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia, Illinois
SECTION	121RS-2	DRILL METHOD	CME 750 Drill Rig/Hollow stem auger (4.25)
COUNTY	St. Clair County	HAMMER TYPE	Cathead Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.: B-108
Station: 5028+49
Offset: 31.8 LT.
Ground Surface El. 408.8 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 395.8
Upon Completion:
After 24 Hours: 395.6/Collapse @ 394.6
Mud Rotary Start @ Elevation: 393.8

Depth (ft) El.	N	Qu t/sf	W %	Soil Description
				362.8
				Gray, dense, fine to medium SAND (A-3)
				COAL noted in washed cuttings from 45'-48.5'
	14			
	21			
50	14			
				357.3
				Gray, loose, fine to coarse SAND (A-3)
				w/ little fine gravel & little wood fragments
				(wood fragments noted in
				washed cuttings from 50'-53.5')
	5			
	4			
55	3			
				351.8
				Gray, dense, fine SAND (A-3)
	10			
	17			
60	18			
				346.8
				Gray, medium dense, fine to medium SAND
				(A-3)
	7			
	10			
65	10			
				GRAVELY per driller's observation from 66'-68.5'

Depth (ft) El.	N	Qu t/sf	W %	Soil Description
				340.8
				Gray, very dense, fine SAND (A-3)
	33			
	53			
70	48			
				GRAVELY per driller's observation
				from 72'-73.3' & loosing drilling mud
				334.8
	36			Gray, dense, fine to coarse SAND (A-1-a)
	18			w/ trace gravel
75	14			
				GRAVELY per driller's observation 75'-80'
				& loosing drilling mud
				328.8
80				Gray, medium dense, fine to coarse SAND
				w/ little gravel (A-1-b)
	24			
	11			
85	18			
				Loosing drilling mud per driller's observation
				from 85' to 90'
				GRAVELY per driller's observation from 90'-93.5'
90				

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

BLOCK NAME
NORTHE PARELEY SOTATPAR FLOANDTL

PLOT DATE = 03/21/2007
FILE NAME = H:\P\2015\Moreste\Struct\0303borings1.dgn
PLOT SCALE = 1.0000 IN / IN.
USER NAME = #USER#

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	155
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 19

SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 3 of 3

Date 12/12/00, 12/15/00, & 12/18/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia, Illinois
SECTION	121RS-2	DRILL METHOD	CME 750 Drill Rig/Hollow stem auger (4.25)
COUNTY	St. Clair County	HAMMER TYPE	Cathead Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.: B-108
Station: 5028+49
Offset: 31.8 LT.
Ground Surface El. 408.8 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 395.8
Upon Completion:
After 24 Hours: 395.6/Collapse @ 394.6
Mud Rotary Start @ Elevation: 393.8

Depth (ft) El.	N	Qu t/sf	W %	Depth (ft) El.	N	Qu t/sf	W %
Brown, very dense, fine to medium SAND 318.8							
w/ little gravel (A-1-b)							
				115			
	14						
95	41						
	46						
				120			
GRAVELY per driller's observation from 99'-100' 100							
& loosing drilling mud							
				125			
	15						
	23						
105	30						
302.8				Observation of washed cuttings indicated			
COBBLES and BOULDERS from 106' to 106.5'				LIMESTONE fragments w/ some fine GRAVEL -			
301.8				Driller noted 700lbs. of down pressure			
Refusal @ 107'				during drilling from 106' to 106.5'.			
				130			
110							
				135			

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 1 of 1

Date 12/21/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia, Illinois
SECTION	121RS-2	DRILL METHOD	CME 75 Drill Rig/Hollow stem auger
COUNTY	St. Clair County	HAMMER TYPE	Automatic Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.: B-108 ST
Station: 5028+43
Offset: 21.9 LT.
Ground Surface El. 409.1 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered:
Upon Completion:
After 24 Hours: /Collapse @
Mud Rotary Start @ Elevation:

Depth (ft) El.	N	Qu t/sf	W %	Depth (ft) El.	N	Qu t/sf	W %
Brown low plastic SILTY CLAY- FILL (A-6)							
w/ little sand & gravel			19				
407.6							
Gray high plastic CLAY- FILL (A-7) 407.1		0.95	27				
Gray and brown high plastic CLAY - FILL (A-7)				25			
		1.22	47				
405.1							
Gray and brown high plastic CLAY (A-7)		0.75	33				
404.1	5						
Gray and brown low plastic SILTY CLAY (A-6)		0.51	33				
403.1							
Gray and brown low plastic SILTY CLAY (A-4)		0.56	34				
w/ little sand		0.50	33	30			
		0.35	36				
		0.64	31				
399.1	10						
Brown fine CLAYEY SAND (A-2)		0.77	34				
		0.70	37				
397.1							
Boring terminated @ 12'				35			
15							
				40			
20							
				45			

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

BLOCK NAME
NORTHB PARSLEY SCTATPAR FLORNOTL

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Microstation\Struct\0303borinngsht.dgn
PLOT SCALE = 1.0000 IN / IN.
USER NAME = $USER$

Contract #76267

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	156
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 20

SHEETS: 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 1 of 3

Date 12/8/00 & 12/11/00

PROJECT FAP 592
ROUTE Illinois Route 157
SECTION 121RS-2
COUNTY St. Clair County
STRUCTURE NO.

DESCRIPTION Alternate Route 5
LOCATION Cahokia, Illinois
DRILL METHOD CME 750 Drill Rig/Hollow stem auger (4.25)
HAMMER TYPE Cathead Hammer

Drilled By Harriss Drillings Svcs
Checked By SCI

Boring No.: B-109
Station: 5028+76
Offset: 29.5 RT.
Ground Surface El. 407.9 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 394.4
Upon Completion:
After 24 Hours: 398.5/Collapse @ 397.1
Mud Rotary Start @ Elevation: 392.9

Depth (ft) El.	N	Qu t/sf	W %	Description
407.65				3" TOPSOIL
				Dark brown high plastic CLAY (A-7)
	2	3.5 P		
	5		30	
405.9				
	6	1.75 P		Gray and brown high plastic CLAY (A-7)
				LL-81
				PL-30
				PI-49
	2			
	3	1.30 B	38	
5	5			
401.4				
	2			Gray and brown low plastic SILTY CLAY
	2	0.85 B	43	(A-6)
	2			
398.9				
	2			Gray and brown high plastic CLAY (A-7)
10	2	0.39 B	34	
	3			
	2			
395.9	3	0.65 B	35	
	8			Brown, loose, fine to medium SAND (A-3)
				w/ trace gravel
GW 394.4				
	0			
	2			
15	4			
391.9				
	5			Brown, medium dense, fine to medium SAND
	7			(A-3)
	10			
	6			
	10			
20	12			
	7			
	13			
	15			

Depth (ft) El.	N	Qu t/sf	W %	Description
384.9				Brown, very dense, fine SAND (A-3)
	16			
	31			
25	54			
382.4				Gray, medium dense, fine SAND (A-3)
	12			
	12			
	14			
379.9				Brown, medium dense, fine to coarse SAND
	8			w/ little gravel (A-1-b)
	8			
30	7			
375.9				Gray, dense, fine SAND (A-3)
	10			
	17			
35	21			
370.9				Gray, loose, fine SAND (A-3)
	4			
	3			
40	5			
366.4				Gray, medium dense, fine to medium SAND
	11			(A-3)
	15			
45	13			

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 2 of 3

Date 12/8/00 & 12/11/00

PROJECT FAP 592
ROUTE Illinois Route 157
SECTION 121RS-2
COUNTY St. Clair County
STRUCTURE NO.

DESCRIPTION Alternate Route 5
LOCATION Cahokia, Illinois
DRILL METHOD CME 750 Drill Rig/Hollow stem auger (4.25)
HAMMER TYPE Cathead Hammer

Drilled By Harriss Drillings Svcs
Checked By SCI

Boring No.: B-109
Station: 5028+76
Offset: 29.5 RT.
Ground Surface El. 407.9 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 394.4
Upon Completion:
After 24 Hours: 398.5/Collapse @ 397.1
Mud Rotary Start @ Elevation: 392.9

Depth (ft) El.	N	Qu t/sf	W %	Description
				COAL noted in washed cuttings from 45'-48.5'
	11			
	11			
50	8			
355.9				
				Gray, dense, fine SAND (A-3)
	8			
	14			
55	24			
350.9				
				Gray, very dense, fine SAND (A-3)
	9			
	26			
60	43			
346.4				
				Gray, dense, fine to medium SAND
				(A-3)
	11			
	16			
65	15			
				GRAVELY per drillers observation from 67'-68.5'

Depth (ft) El.	N	Qu t/sf	W %	Description
339.9				GRAVEL (A-1)
	96			
	60			Loosing "mud" per driller's
70	35			observation from 67.5'-72'
335.9				
				Gray, very dense, fine to coarse SAND
				w/ little gravel (A-1-b)
	7			
	15			
75	36			
				GRAVELY per driller's observation from 75'-80'
327.9	80			
				Gray, medium dense, fine to coarse SAND
				w/ trace gravel (A-3)
	5			
	10			
85	13			
90				

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

BLOCK NAME
NORTH$ PARELEY SETATPAR FLOYNOTL

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Microstat\Struct\0303borings\h11.dgn
PLOT SCALE = 1.0000 IN / IN.
USER NAME = $USER$

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	157
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 21
SHEETS: 23

BLOCK NAME
NORTHS PARELEY SOTATPAR FLTHNOTL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

District Eight Materials

Sheet 3 of 3

Date 12/8/00 & 12/11/00

PROJECT	FAP 592	**DESCRIPTION**	Alternate Route 5
ROUTE	Illinois Route 157	**LOCATION**	Cahokia, Illinois
SECTION	121RS-2	**DRILL METHOD**	CME 750 Drill Rig/Hollow stem auger (4.25)
COUNTY	St. Clair County	**HAMMER TYPE**	Cathead Hammer
STRUCTURE NO.			

Drilled By Harriss Drillings Svcs
Checked By SCI

Boring No.: B-109
Station: 5028+76
Offset: 29.5 RT.
Ground Surface El. 407.9 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 394.4
Upon Completion:
After 24 Hours: 398.5/Collapse @ 397.1
Mud Rotary Start @ Elevation: 392.9

Depth (ft)	El.	N	Qu t/sf	W %	Description
	316.9				
					Brown, very dense, fine to coarse SAND w/ little gravel (A-1-b)
					GRAVELY per drillers observation's from 90'=93.5'
		16			
		41			
95		50/3"			
		45/3"			GRAVELY per driller's observation from 95' to 103' and loosing drilling mud
	308.9				
100					Gray, very dense, fine to medium SAND w/ some gravel (A-1-b)
		4			
		23			
	302.9	105 50/3.5"			
		50/1.5"			Split spoon refusal @ 105'
110					

Depth (ft)	El.	N	Qu t/sf	W %
115				
120				
125				
130				
135				

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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BLOCK NAME
NORTHR PARSLEY SCTATPAR FLORNDTL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	158
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 22
SHEETS: 23

ILLINOIS DEPARTMENT OF TRANSPORTATION — Sheet 1 of 3
District Eight Materials — Date 12/1/00 & 12/4/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia Illinois
SECTION	121RS-2	DRILL METHOD	CME 75 Drill Rig/Hollow stem auger (4.25")
COUNTY	St. Clair County	HAMMER TYPE	Automatic Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.:	B-111
Station:	5030+21
Offset:	19.8 RT.
Ground Surface El.	406.6 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 396.1
Upon Completion:
After 24 Hours: 396.4/Collapse @ 395.2
Mud Rotary Start @ Elevation: 391.6

Depth (ft) El.	Description	N	Qu t/sf	W %
406.35	3" TOPSOIL			
	Brown high plastic CLAY (A-7)	4	4.5 P	
	w/ little roots	4		28
404.6		4	2.0 P	
	Gray and brown high plastic CLAY (A-7)			
	LL - 82			
	PL - 29			
	PI - 53	3		
		5	2.42 S	27
5		6		
		2		
		2	2.5 P	29
		3		
398.6				
	Brown and gray low plastic CLAYEY SILT (A-4)	0		
		2	0.75 B	39
10		2		
GW 396.1				
	Brown, medium dense, fine to medium SAND (A-3)	6		
		7		
		8		
393.6				
	Brown, medium dense, fine to medium SAND			
	w/ little coarse sand (A-3)	3		
		4		
15		7		
391.1				
	Brown, medium dense, fine to medium SAND	9		
		9		
		10		
		7		
		8		
20		11		
386.1				
	Brown, dense, fine to medium SAND (A-3)	8		
		15		
		17		
383.6				
	Medium dense, fine brown SAND (A-3)			
				12
				10
381.1		25		10
	Brown, medium dense, fine to medium SAND			
	w/ trace gravel (A-3)			6
				9
				10
378.6				
	Gray, dense, fine SAND (A-3)			
				12
				14
30		16		
374.6				
	Gray, dense, fine to medium SAND			
	w/ little gravel (A-1-b)			
				10
				15
35		20		
370.1				
	Gray, dense, fine SAND (A-3)			
				13
				20
40		21		
362.6				
	Gray, medium dense, fine to medium SAND			11
	w/ trace gravel (A-1-a)	45		7

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

ILLINOIS DEPARTMENT OF TRANSPORTATION — Sheet 2 of 3
District Eight Materials — Date 12/1/00 & 12/4/00

PROJECT	FAP 592	DESCRIPTION	Alternate Route 5
ROUTE	Illinois Route 157	LOCATION	Cahokia Illinois
SECTION	121RS-2	DRILL METHOD	CME 75 Drill Rig/Hollow stem auger (4.25")
COUNTY	St. Clair County	HAMMER TYPE	Automatic Hammer
STRUCTURE NO.		Drilled By	Harriss Drillings Svcs
		Checked By	SCI

Boring No.:	B-111
Station:	5030+21
Offset:	19.8 RT.
Ground Surface El.	406.6 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 396.1
Upon Completion:
After 24 Hours: 396.4/Collapse @ 395.2
Mud Rotary Start @ Elevation: 391.6

Depth (ft) El.	Description	N	Qu t/sf	W %
360.1				
	Gray, medium dense, fine to medium SAND			
	w/ trace gravel & coarse sand (A-1-b)			
		8		
		8		
50		9		
		7		
		12		
55		17		
349.6				
	Gray, dense, fine to medium SAND (A-3)			
		13		
		17		
60		21		
344.6				
	Gray, medium dense, fine to medium SAND (A-3)			
		9		
		14		
65		13		
341.1				

Depth (ft) El.	Description	N	Qu t/sf	W %
	Brown, dense, fine to coarse SAND			
	w/ trace gravel (A-1-b)			
		13		
		15		
70	GRAVELY per driller's observations	16		
	from 71'-72'			
334.6				
	Brown, dense, fine to coarse SAND			
	w/ trace gravel (A-1-b)			
		10		
		14		
75		16		
326.6				
80	Brown, very dense, fine to medium SAND (A-3)			
		34		
		58		
85		100		
90				

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	159
F.H.W.A. REGION 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.: 23
SHEETS: 23

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Eight Materials

Sheet 3 of 3
Date 12/1/00 & 12/4/00

PROJECT FAP 592
ROUTE Illinois Route 157
SECTION 121RS-2
COUNTY St. Clair County
STRUCTURE NO.

DESCRIPTION Alternate Route 5
LOCATION Cahokia Illinois
DRILL METHOD CME 75 Drill Rig/Hollow stem auger (4.25")
HAMMER TYPE Automatic Hammer

Drilled By Harriss Drillings Svcs
Checked By SCI

Boring No.: B-111
Station: 5030+21
Offset: 19.8 RT.
Ground Surface El. 406.6 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered: 396.1
Upon Completion:
After 24 Hours: 396.4/Collapse @ 395.2
Mud Rotary Start @ Elevation: 391.6

Depth (ft) El.	N	Qu t/sf	W %	Depth (ft) El.	N	Qu t/sf	W %
GRAVELY per driller's observations @ 91.5'				293.1			
				Refusal w/ tricone bit @ 113.5'.			
				Observations of sieved/and washed cuttings			
				from 112' to 113.5' indicated LIMESTONE			
				fragments w/ coarse SAND			
	20	No		115			
	13	Recovery					
95	16						
GRAVELY per driller's observations from 96'-97'							
				120			
306.6	100						
Brown very dense, fine to medium coarse SAND w/ trace gravel with cobble fragment in the bottom of the split spoon (A-1-b)							
				125			
	19						
	46						
105	70						
Difficulty in drilling per driller's observation from 105' - 109.5'							
				130			
110							
COBBLES per driller's observation @ 112'							
				135			

Standard Penetration Test (N-value) - Blows per foot to drive 2-inch O.D. split spoon sampler 12-inches with a 140# Hammer falling 30-inches. Failure Type: B-Bulge; S-Shear; P-Penetrometer Test; E-Estimated
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Eight Materials

Sheet 1 of 1
Date 12/5/00

PROJECT FAP 592
ROUTE Illinois Route 157
SECTION 121RS-2
COUNTY St. Clair County
STRUCTURE NO.

DESCRIPTION Alternate Route 5
LOCATION Cahokia, Illinois
DRILL METHOD CME 75 Drill Rig/Hollow stem auger
HAMMER TYPE Automatic Hammer

Drilled By Harriss Drillings Svcs
Checked By SCI

Boring No.: B-111 ST
Station: 5030+26
Offset: 17.3 RT.
Ground Surface El. 406.5 ft.

Surface Water Elevation:
Groundwater Elevation:
First Encountered:
Upon Completion:
After 24 Hours: /Collapse @
Mud Rotary Start @ Elevation:

Depth (ft) El.	N	Qu t/sf	W %	Depth (ft) El.	N	Qu t/sf	W %
Brown high plastic CLAY (A-7)			32				
404.5				25			
Gray and brown high plastic CLAY (A-7)		2.18	37				
402.5							
Gray and brown low plastic SILTY CLAY w/ little sand (A-6) 5		1.03	17				
400.5		0.90	22				
Brown and gray low plastic SILT (A-4)		0.53	35				
399.5				30			
Brown and gray low plastic SILTY CLAY (A-6)		0.46	37				
398.5							
Brown and gray low plastic SILTY CLAY w/ little sand (A-4)		0.51	35				
396.5 10		0.89	37				
Gray and brown low plastic SILTY CLAY (A-3)			31				
395.5				35			
Brown fine SAND (A-3)							
394.5							
Boring terminated @ 12'							
15							
				40			
20							
				45			

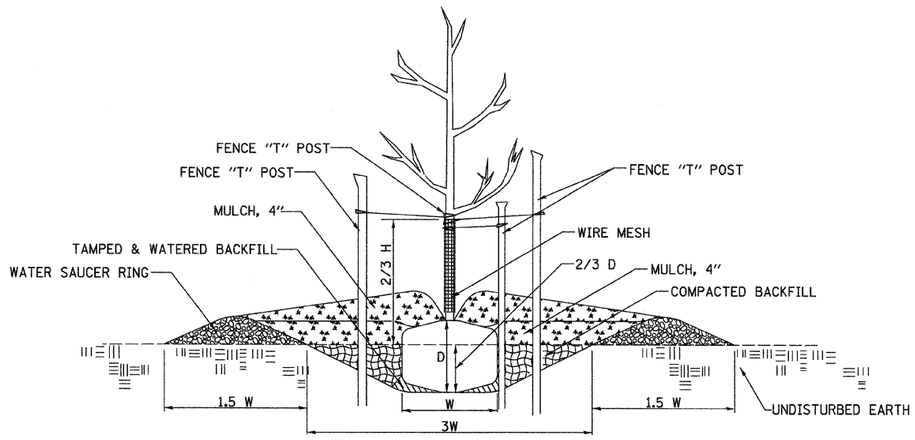
ST (30 inches in length by 3 inch O.D.) and hyd. pressed 24 inches - continuous sampling.
Qu - Unconfined Compressive Strength (t/sf)
W - water content (percentage of oven dry weight - %)
AASHTO Designations are estimated unless determined by laboratory analysis

SOIL BORING LOGS
F.A.P. 592 (IL Rte. 157) OVER
UNION PACIFIC RAILROAD
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY
STATION 5029+64.85
STRUCTURE NO. 082-0303

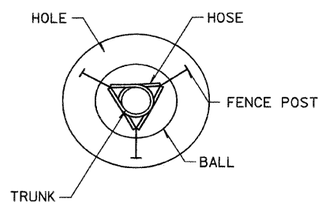
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CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	160
PLANTING DETAILS				



FLAT GROUND PLANTING DETAIL



PLAN

BRACING DETAIL

NOTES

EXCESS MATERIAL FROM THE PLANT HOLE EXCAVATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT OF WAY, OR AS WATER RINGS AS DIRECTED BY THE ENGINEER.

MULCH MATERIALS FOR PLANTING SHALL BE APPROVED BY THE ENGINEER AND CAN CONSIST OF ONE OF THE FOLLOWING: *

SHREDDED TREE BARK	WOOD CHIPS	BUCKWHEAT HULLS
COTTON SEED HULLS	NUT SHELLS	PREFABRICATED MULCH PADS
CRACKED CORN COBS		

* FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE OF 2.0 lbs OF ACTUAL N PER 1000 SQ FEET ON TOP OF MULCH AFTER PLACEMENT.

ALL TREES SHALL BE 2" - 3" MINIMUM DIAMETER BALLED AND BURLAPPED.

THE AREAS DEDICATED FOR TREE REPLACEMENT, ALONG WITH THE QUANTITIES AND SPECIES OF THE TREES, ARE SHOWN ON THE STORM WATER POLLUTION PREVENTION PLANS. THE EXACT LOCATION OF THE TREES SHALL BE DETERMINED BY THE ENGINEER AFTER CONSULTING THE VILLAGE OFFICIALS AND THE CONTRACTOR.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

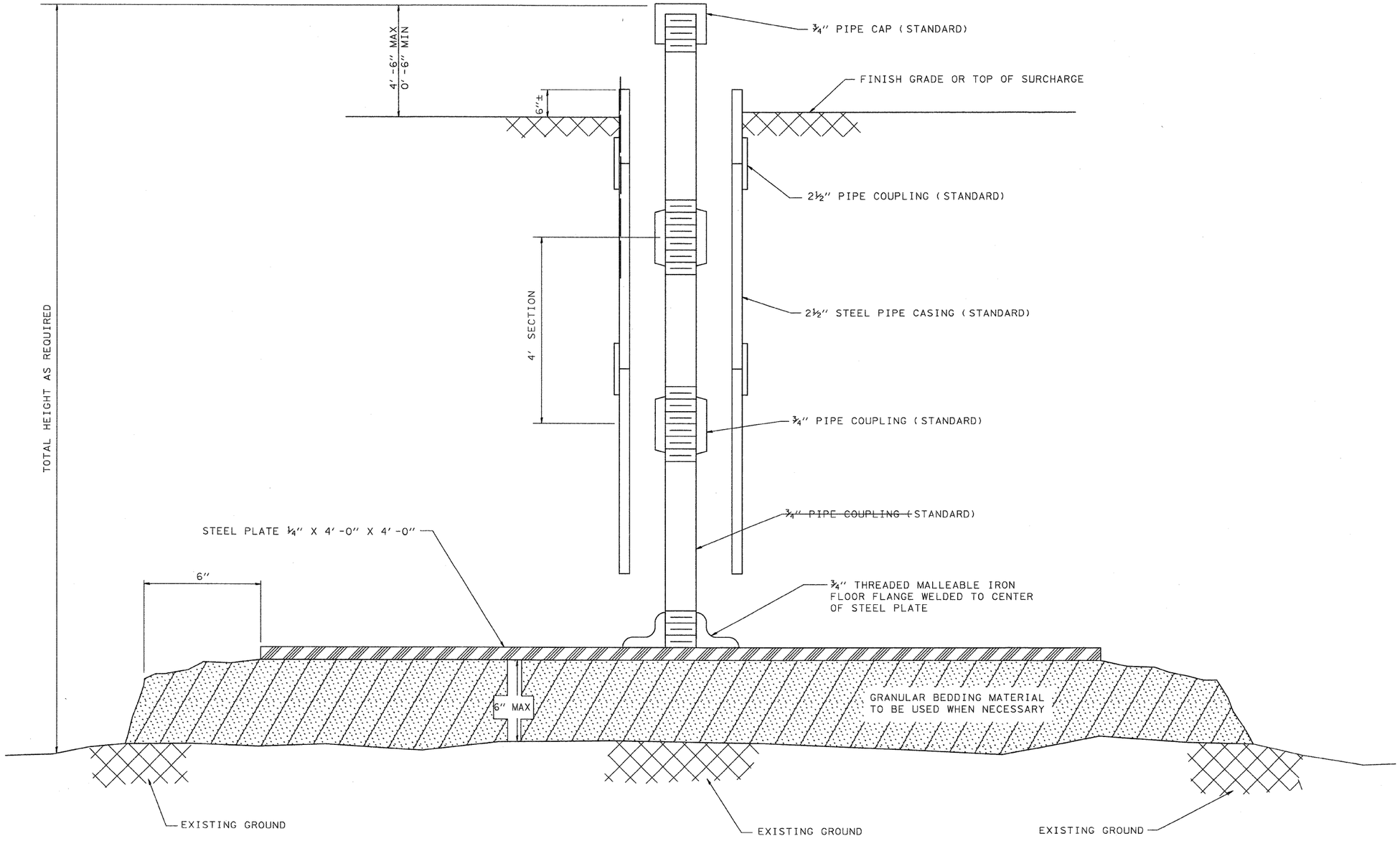
PLANTING DETAILS

FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST. CLAIR	239	160A
SETTLEMENT PLATE DETAILS				



SETTLEMENT PLATE DETAIL

SETTLEMENTS PLATES TO BE PLACED
BEHIND EACH ABUTMENT

ILLINOIS DEPARTMENT OF TRANSPORTATION

SETTLEMENT DETAIL

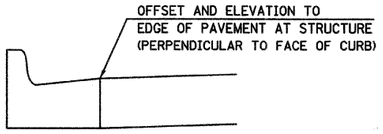
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SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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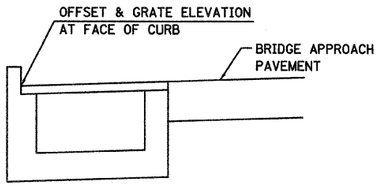
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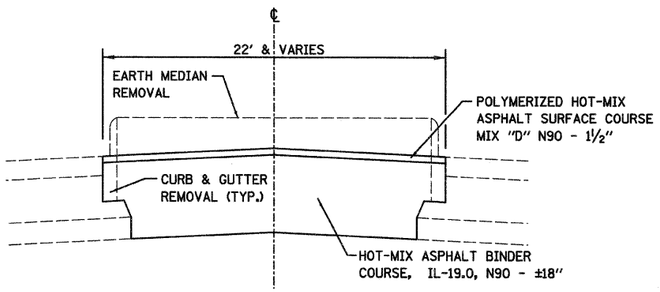
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	161
MISCELLANEOUS DETAILS				



OFFSET AND ELEVATION
LOCATION OF CURB INLETS

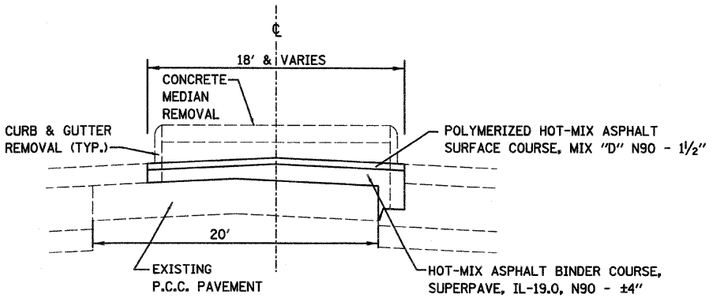


OFFSET AND ELEVATION LOCATION
OF INLET BOX TYPE B & D



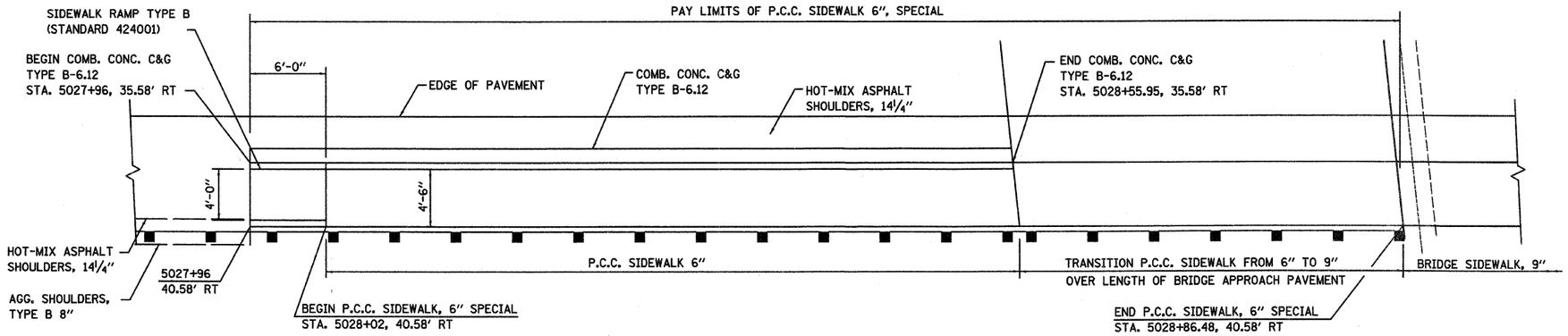
MEDIAN REMOVAL DETAIL

ILLINOIS ROUTE 157
STA. 5001+76 TO STA. 5007+38

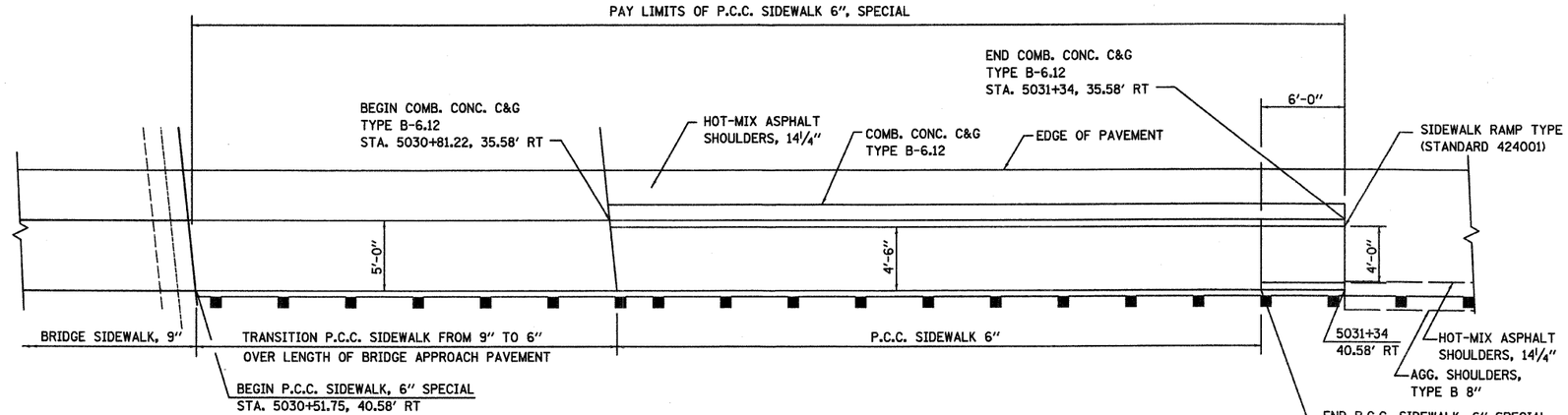


MEDIAN REMOVAL DETAIL

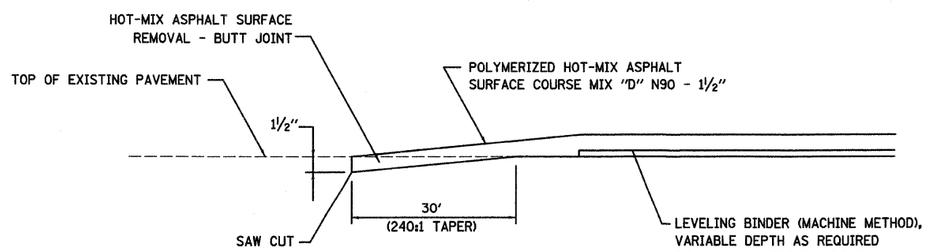
ILLINOIS ROUTE 157
STA. 5007+38 TO STA. 5010+00
STA. 5010+42 TO STA. 5022+82
STA. 5048+93 TO STA. 5049+92
STA. 5050+83 TO STA. 5052+12
FRONTAGE ROAD
STA. 498+16 TO STA. 498+64



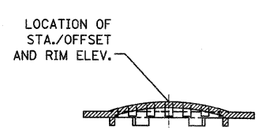
SIDEWALK TRANSITION OFF BRIDGE - WEST SIDE



SIDEWALK TRANSITION OFF BRIDGE - EAST SIDE



BUTT JOINT DETAIL
SHOPPING CENTER ENTRANCE
(TYPICAL BOTH LANES)



GRATE TYPE 8

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

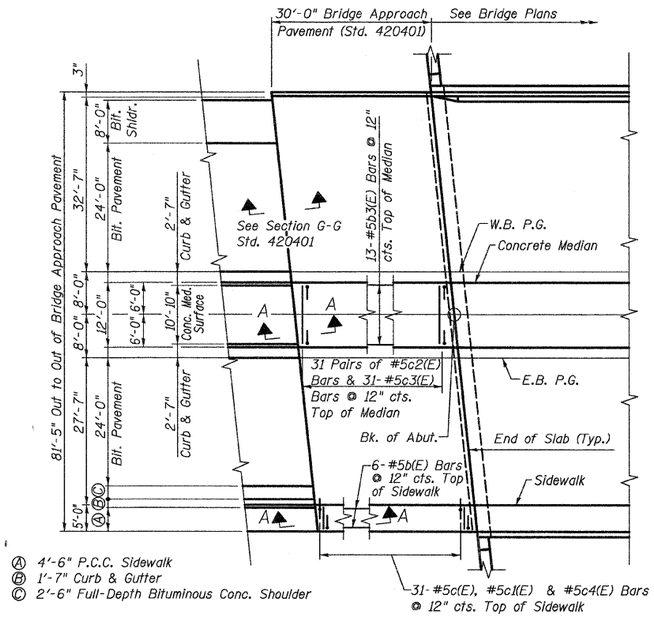
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

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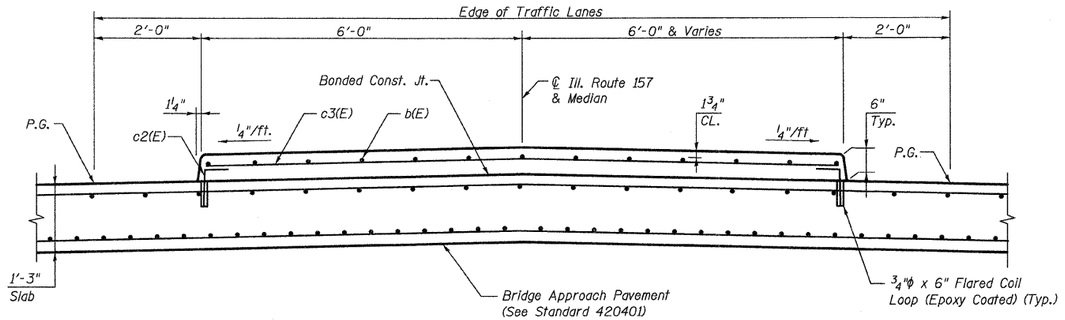
CONTRACT NO. 76267

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
592	121-1R, 121HVB	ST CLAIR	239	162
MISCELLANEOUS DETAILS				



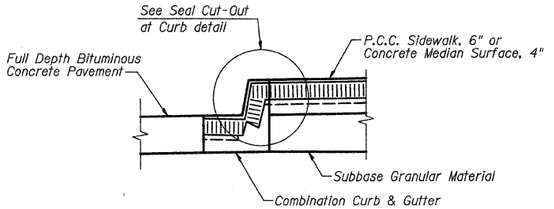
BRIDGE APPROACH PAVEMENT MEDIAN & SIDEWALK PLAN

(West Approach Pavement shown, East Approach Pavement opposite hand)

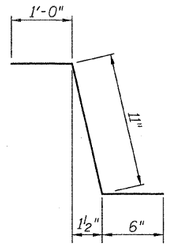


SECTION THRU MEDIAN

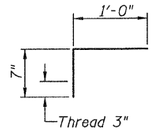
(@ Bridge Approach Pavement Looking East)



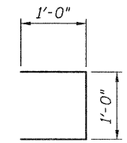
AT SIDEWALK OR MEDIAN



BAR c(E)



BAR c2(E)

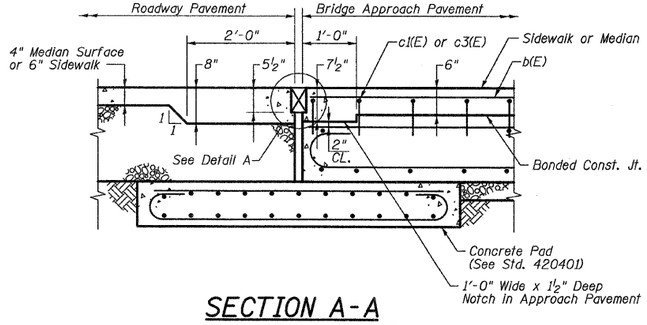


BAR c4(E)

BILL OF MATERIAL

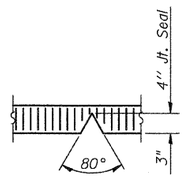
(For two approaches)

Bar	No.	Size	Length	Shape
b(E)	38	#5	29'-6"	——
c(E)	62	#5	2'-5"	⌐
c_1(E)	62	#5	4'-8"	——
c_2(E)	124	#5	1'-7"	⌐
c_3(E)	62	#5	11'-8"	——
c_4(E)	62	#5	3'-0"	⌐
Reinforcement Bars, Epoxy Coated ④		Pound	2780	
Concrete Median & Sidewalk ④		Cu. Yd.	21.4	
4" Preformed Joint Seal ④		Foot	47	

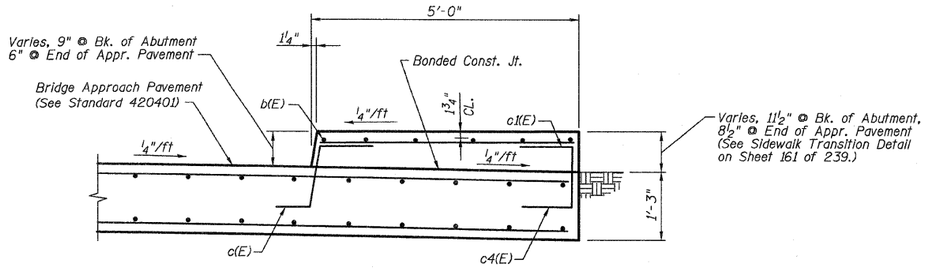


SECTION A-A

(At median & sidewalk only) ③

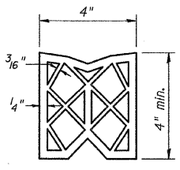


SEAL CUT-OUT AT CURB

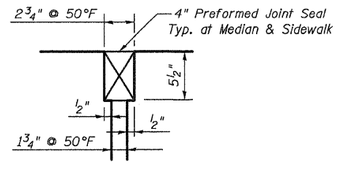


SECTION THRU SIDEWALK

(@ Bridge Approach Pavement Looking East)



PREFORMED JOINT SEAL



DETAIL A

Notes:

① Reinforcement bars designated (E) shall be epoxy coated.

② The bridge approach pavement shall extend across the entire width of the bridge as shown in the plan view with the median and sidewalk placed on top of the bridge approach pavement.

③ A preformed joint seal shall be required at the median, sidewalk and curb and gutter joints between the approach slab and roadway section. The joint between the roadway pavement and the bridge approach pavement shall be constructed according to Standard 420401.

④ The concrete, epoxy coated reinforcement bars, and preformed joint seal required for the construction of the superimposed median and sidewalk are shown for information only and the cost shall be included in the unit cost per Sq. Yd. of "Concrete Median, 6 Inch and Sq. Ft. of "Portland Cement Concrete Sidewalk, 6 Inch, Special", respectively.

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT SIDEWALK & MEDIAN DETAILS

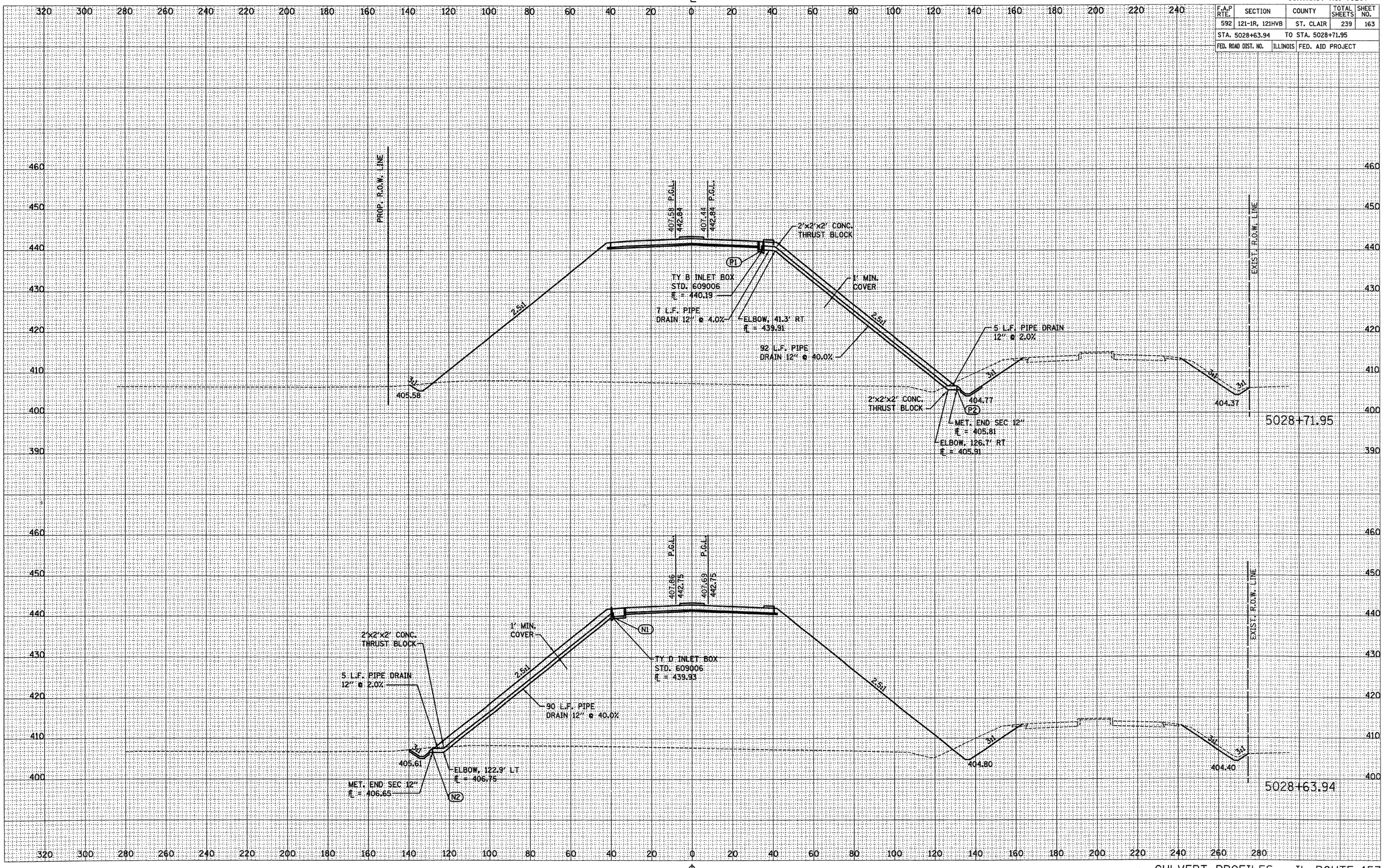
FAP ROUTE 592
SECTION 121-1R, 121HVB
ST. CLAIR COUNTY

DRAWN BY:

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FILE NAME = H:\PJ2015\Microstat\Design\d1is8202e.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = @USER@

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	163
STA. 5028+63.94		TO STA. 5028+71.95		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CULVERT PROFILES - IL ROUTE 157

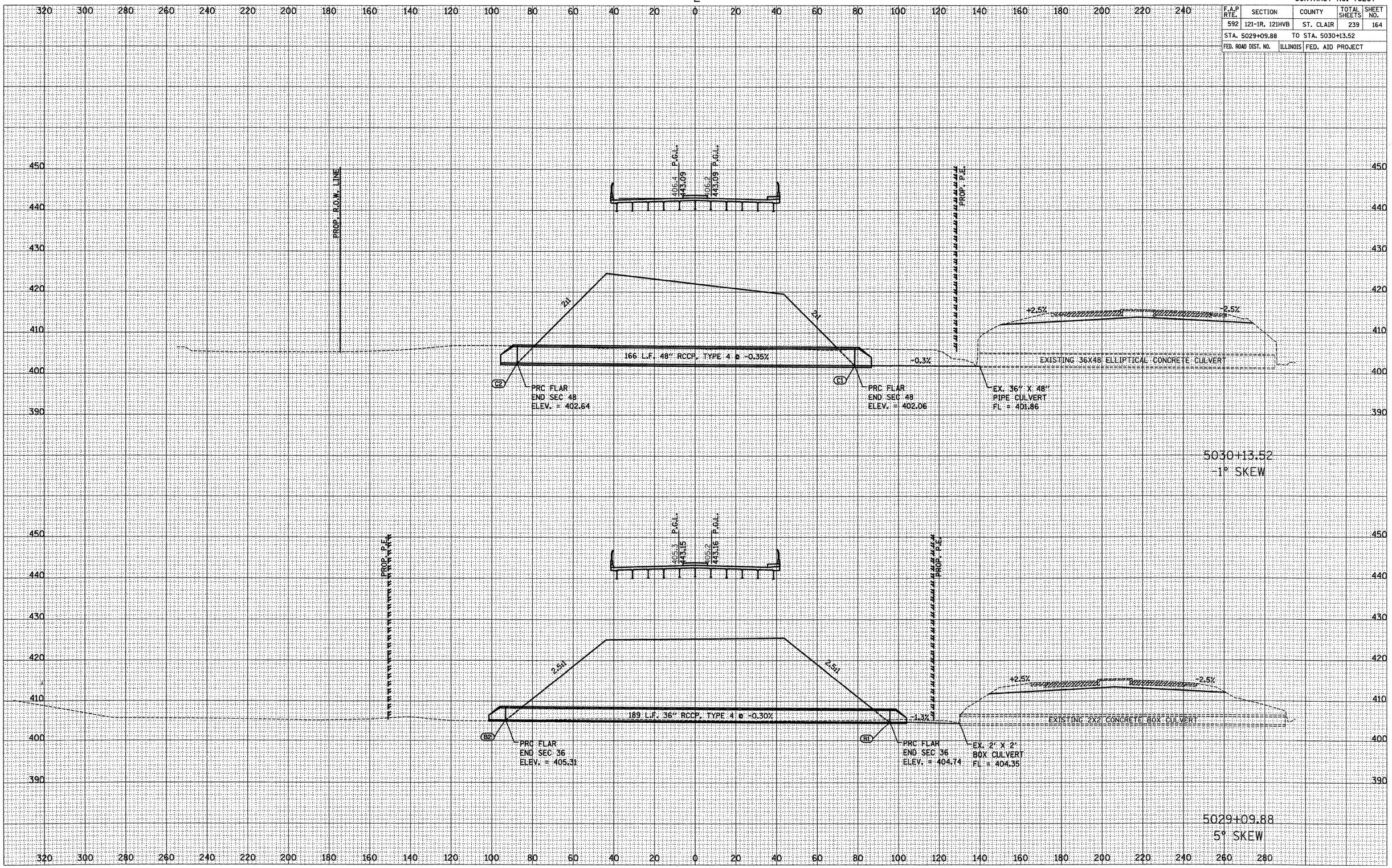
FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	DESIGNATE AREAS	
	AREAS CHECKED	

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

PLOT DATE = 03/21/2007
USER NAME = s-kaiser
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = REF

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	164
STA. 5029+09.88	TO STA. 5030+13.52			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

PLOT DATE = 03/21/2007
FILE NAME = h:\p21815\msroster\design\sheets\culvert.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 45EF●

CULVERT PROFILES - IL ROUTE 157

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	165
STA. 5030+57.21		TO STA. 5030+65.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE

406.52 P.G.L.
442.55

406.66 P.G.L.
442.55

2'x2'x2' CONC. THRUST BLOCK

R1

TY B INLET BOX
STD. 609006
ℓ = 439.90

7 L.F. PIPE
DRAIN 12" @ 4.0%

ELBOW, 41.3° RT
ℓ = 439.62

1' MIN. COVER

80 L.F. PIPE
DRAIN 12" @ 50.0%

4 L.F. PIPE DRAIN
12" @ 2.0%

R2

2:1

2:1

3:1

3:1

402.95

402.93

2'x2'x2' CONC. THRUST BLOCK

MET. END SEC 12"
ℓ = 403.97

ELBOW, 112.8° RT
ℓ = 404.05

5030+65.22

460 450 440 430 420 410 400 390

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

PROP. R.O.W. LINE

406.57 P.G.L.
442.66

406.83 P.G.L.
442.66

EXIST. R.O.W. LINE

2'x2'x2' CONC. THRUST BLOCK

1' MIN. COVER

Q1

TY D INLET BOX
STD. 609006
ℓ = 439.84

5 L.F. PIPE DRAIN
12" @ 2.0%

80 L.F. PIPE
DRAIN 12" @ 50.0%

2:1

2:1

3:1

3:1

402.93

402.81

Q2

ELBOW, 111.4° LT
ℓ = 404.07

MET. END SEC 12"
ℓ = 403.97

5030+57.21

460 450 440 430 420 410 400 390

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

CULVERT PROFILES - IL ROUTE 157

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

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

PLOT DATE = 05/21/2007
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PLOT SCALE = 20.0000 ' / IN.
REFERENCE = REF

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	166
STA. 5044+00.00		TO STA. 5044+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

PLOT DATE = 03/21/2007
FILE NAME = h:\p21815\microstat\design\ssh\ssh005.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4REF#

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430 420 410 400 390 380

PROP. R.O.W. LINE

406.5 P.G.L.
410.30

406.7 P.G.L.
410.30

SHEAR LINE

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

SEE DONALD STREET
CROSS SECTIONS

4:1

-1.4%

+0.4%

163 L.F. 30" RCCP, TYPE 1 @ -0.45%

404.53

PRC FLAR
END SEC 30
ELEV. = 404.53

D4

403.79

D2

SPECIAL 2' FB DITCH LT.
STA 5044+00 TO STA 5046+00
1.50% GRADE

SPECIAL 2' PAVED DITCH RT.
STA 5044+08 TO STA 5050+00
0.53% GRADE

5044+00.00
-15° SKEW

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

CULVERT PROFILES - IL ROUTE 157

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	167
STA. 200+58.00		TO STA. 202+96.25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

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

425 420 415 410 405 400

SHEAR LINE

SEE MAINLINE CROSS SECTIONS

P.G.L.

409.3

415.78

3:1

3:1

SP. DITCH RT. @ 0.35%

112 L.F. 24" RCCP, TYPE 2 @ 0.35%

A2

FRC FLAR
END SEC 24
ELEV. = 407.09

A1

PRC FLAR
END SEC 24
ELEV. = 406.70

SHEAR LINE

SEE MAINLINE CROSS SECTIONS

SP. DITCH RT. @ 0.35%

202+96.25
-22° SKEW

P.G.L.

408.9

411.18

3:1

3:1

10 L.F. 24" RCCP, TYPE 1 @ 0.30%

13

48 L.F. 24" RCCP, TYPE 1 @ 0.30%

11

GRADING AND SHAPING DITCHES - 60 FT @ 0.30%

12

406.00

PRC FLAR
END SEC 24
ELEV. = 405.57

PRC FLAR
END SEC 24
ELEV. = 405.37

GRADING AND SHAPING DITCHES - 60 FT @ 0.30%

201+45.60
-14° SKEW

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

PROP. T.E.

P.G.L.

409.1

409.24

12 @ 0.45%

16

406.55

14

406.40

200+58.00

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

℄

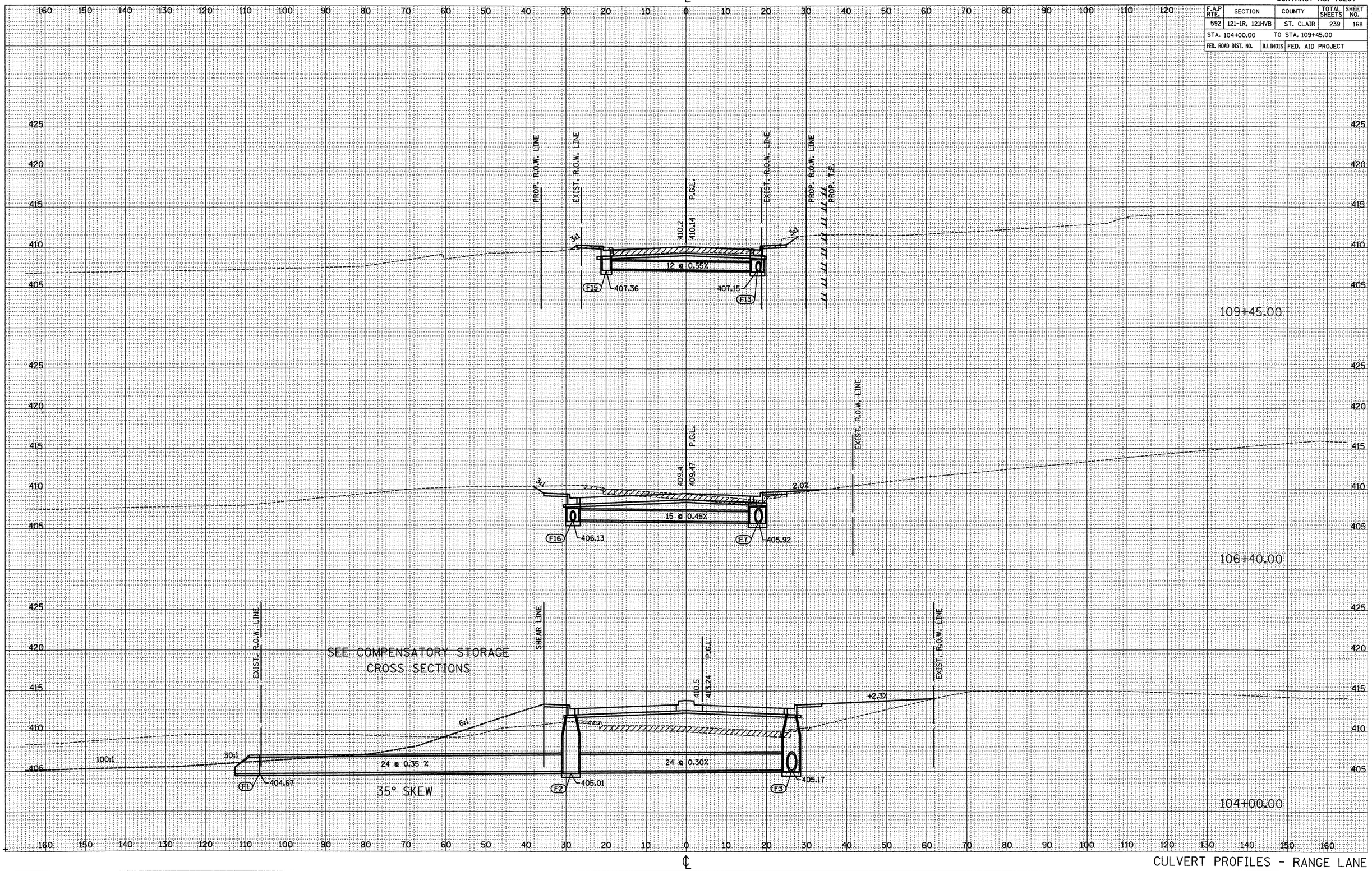
CULVERT PROFILES - ST. PAUL DRIVE

FINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TRIANGULATE	AREAS	AREAS CHECKED	BY	DATE
ORIGINAL SURVEY	[illegible]								

PLOT DATE = 03/21/2007
FILE NAME = c:\projects\Moreston\Design\sheets\Moreston_Culvert_Profiles.dgn
PLOT SCALE = 10.0000 ' / IN.
REFERENCE = REF

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	168
STA. 104+00.00		TO STA. 109+45.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

PLOT DATE = 03/21/2007
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COLOR TABLE = ILDOT.TBL
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	169
STA. 404+38.61		TO STA. 404+38.61		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

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

420
415
410
405
400

MATCH LINE
EXIST. R.O.W. LINE
SHEAR LINE
P.G.L.
409.28
SHEAR LINE
MATCH LINE

SEE MAINLINE CROSS SECTIONS

SEE MAINLINE CROSS SECTIONS

D1
403.00

-5.2%
-1.8%
5:1

261 L.F. 30" RCCP, TYPE 1 @ 0.30%

D4
PRC FLAR END SEC 30, ELEV. = 403.83
8 L.F. 30" RCCP, TYPE 1 @ 0.30%
D2
403.79

404+38.61
-15° SKEW

℄

CULVERT PROFILES - DONALD STREET

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY
FINAL SURVEY
NOTE BOOK
NO.

PLOT DATE = 10/21/2017
FILE NAME = c:\projects\microstation\design\cashbook\
PLOT SCALE = 10.0000 ' / IN.
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	170
STA. 300+25.41		TO STA. 308+31.14		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE

P.G.L.

409.5

409.31

3:1

12 @ 0.45%

F19

406.80

F18

406.66

308+31.14
-5° SKEW

405.6

409.62

59 L.F. PCBC 4X2 @ 0.30%

PAVED DITCH @ -0.30%

K2

405.95

K1

405.73

306+50.45
-36° SKEW

406.8

406.16

-0.7%

12 @ 0.45%

L4

404.20

L3

403.87

300+25.41

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

420 415 410 405 400 425

FINAL SURVEY

NOTE BOOK	SURVEYED	BY
NO.	PLOTTED	DATE
	TYPICAL SITE AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY

NOTE BOOK	SURVEYED	BY
NO.	PLOTTED	DATE
	TYPICAL SITE AREAS	
	AREAS CHECKED	

PLOT DATE = 8/21/2007
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PLOT SCALE = 10.2000 ' / IN.
REFERENCE = REF

CULVERT PROFILES - CONNECTOR ROAD

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	171
STA. 103+53.78		TO STA. 103+65.78		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

480 460 440 420 400 380 360 340 320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80

430
420
410

EXIST. R.O.W. LINE

-0.3%
20:1
20:1
404.32
406.00
6:1
EXIST. R.O.W. LINE

103+65.78

430
420
410

EXIST. R.O.W. LINE

-0.2%
20:1
20:1
404.30
406.00
6:1
EXIST. R.O.W. LINE

103+61.78

430
420
410

EXIST. R.O.W. LINE

+0.3%
-0.4%
404.27
6:1
EXIST. R.O.W. LINE

103+53.78

480 460 440 420 400 380 360 340 320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120

℄

COMPENSATORY STORAGE - RANGE LANE

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

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

PLOT DATE = 03/21/2007
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PLOT NO. = 4167#
REFERENCE =

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	172
STA. 103+77.78		TO STA. 104+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TYPED & TE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TYPED & TE		
AREAS		
AREAS CHECKED		

BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstation\Design\xsheets\xs2s.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4%E2%

480 460 440 420 400 380 360 340 320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80

℄

PROP. R.O.W. LINE — EXIST. R.O.W. LINE — EXIST. R.O.W. LINE

30:1 — 404.70 — 100:1 — 6:1 — 2.6% — 4%

104+50.00

PROP. R.O.W. LINE — EXIST. R.O.W. LINE — EXIST. R.O.W. LINE

50:1 — 404.50 — 100:1 — 30:1 — 6:1

104+00.00

PROP. R.O.W. LINE — EXIST. R.O.W. LINE — EXIST. R.O.W. LINE — PROP. R.O.W. LINE

74.4:1 — 404.38 — 200:1 — 30:1 — 6:1

103+77.78

430 420 410

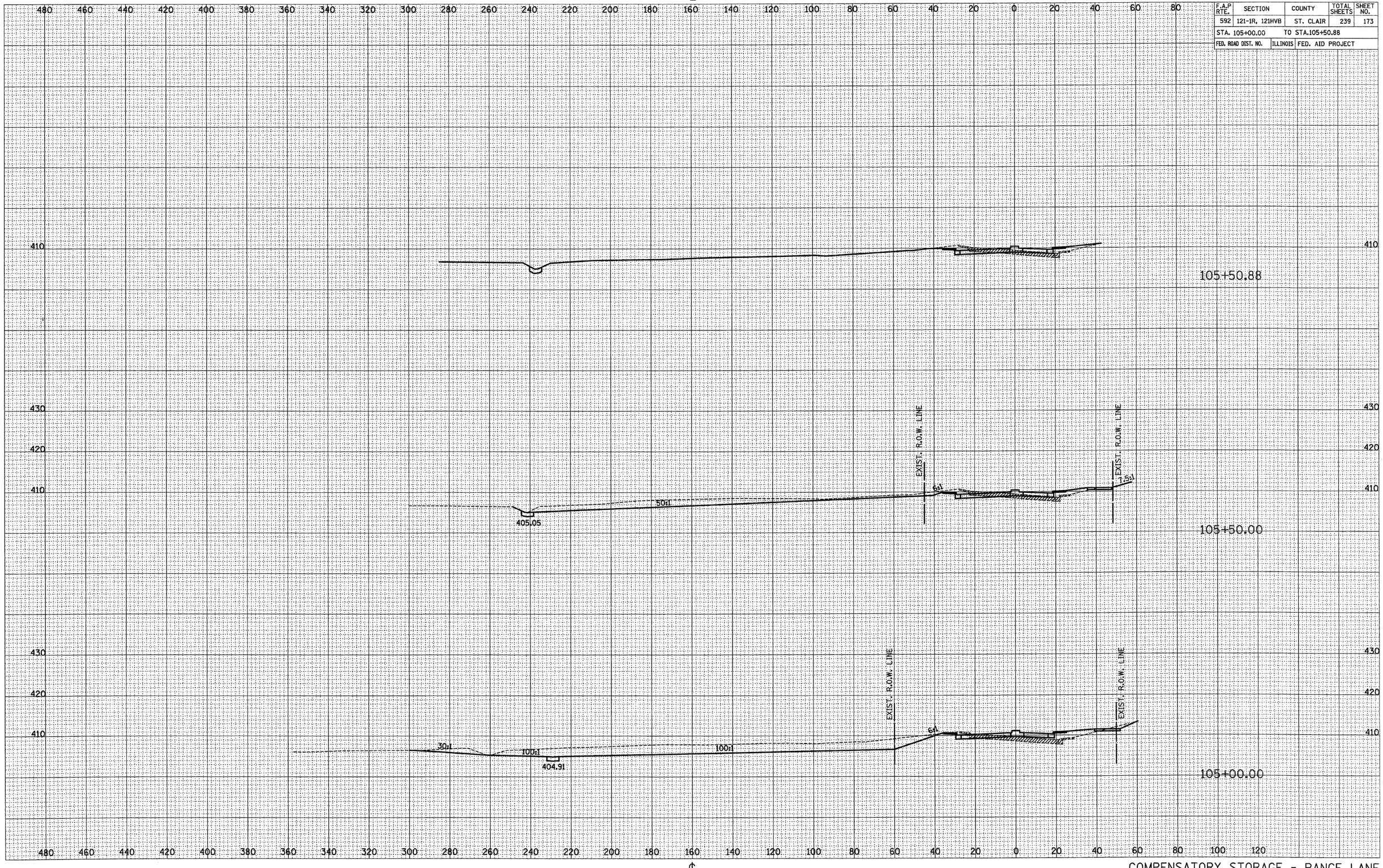
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℄

COMPENSATORY STORAGE - RANGE LANE

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	173
STA. 105+00.00		TO STA.105+50.88		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



COMPENSATORY STORAGE - RANGE LANE

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

ORIGINAL SURVEY	BY	DATE
	SURVEYED	
	PLOTTED	
	TOPOGRAPHY	
	AREAS	
NO.	AREAS CHECKED	

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstat\Design\vsheets\282_5gBROOK
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REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	174
STA. 5010+00.00		TO STA.5011+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430
420
410

EXIST. R.O.W. LINE

P.G.L.

411.9
412.07

412.7
412.07

A1

1:1

CUT=31
FILL=8

5011+50.00

EXIST. R.O.W. LINE

P.G.L.

411.7
411.83

412.4
411.83

A1

1:1

CUT=29
FILL=9

5011+00.00

EXIST. R.O.W. LINE

P.G.L.

411.4
411.58

411.4
411.58

-3.5%

CUT=18
FILL=11

5010+50.00

CUT=0
FILL=0

5010+00.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = N:\PX\2015\Vorcatst\Design\xsh\xsh5.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = xhd74

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	175
STA. 5012+00.00		TO STA.5013+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

EXIST. R.O.W. LINE

P.G.L. 412.6 412.98

P.G.L. 413.6 412.98

4:1

410.15

12.3ft

EXIST. R.O.W. LINE

SPECIAL 2' FB DITCH LT.
STA 5013+15 TO STA 5029+00
-0.30% GRADE

CUT=48
FILL=23

5013+50.00

EXIST. R.O.W. LINE

P.G.L. 412.5 412.79

P.G.L. 413.5 412.79

4:1

CUT=45
FILL=15

EXIST. R.O.W. LINE

5013+00.00

EXIST. R.O.W. LINE

P.G.L. 412.4 412.55

P.G.L. 413.3 412.55

4:1

13.5ft

EXIST. R.O.W. LINE

CUT=40
FILL=9

5012+50.00

EXIST. R.O.W. LINE

P.G.L. 412.1 412.31

P.G.L. 413.0 412.31

4:1

CUT=31
FILL=10

EXIST. R.O.W. LINE

5012+00.00

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PVL21815\Microstat\Design\xsshp045.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = *REF*

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	176
STA. 5014+00.00	TO STA.5015+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430 420 410

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
P.G.L. 412.6
P.G.L. 412.88
P.G.L. 413.0
P.G.L. 412.88
EXIST. R.O.W. LINE
3% 4:1
409.55
-0.3%
409.40
CUT=103
FILL=14
5015+50.00

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
P.G.L. 412.8
P.G.L. 413.03
P.G.L. 413.1
P.G.L. 413.03
EXIST. R.O.W. LINE
3% 4:1
409.70
-0.3%
409.58
CUT=93
FILL=18
5015+00.00

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
P.G.L. 412.8
P.G.L. 413.10
P.G.L. 413.1
P.G.L. 413.10
EXIST. R.O.W. LINE
3% 4:1
409.85
-0.3%
409.75
SPECIAL 2' FB DITCH RT.
STA 5014+50 TO STA 5029+19
-0.35% GRADE
CUT=75
FILL=23
5014+50.00

EXIST. R.O.W. LINE
P.G.L. 412.7
P.G.L. 413.08
P.G.L. 413.8
P.G.L. 413.08
EXIST. R.O.W. LINE
3% 4:1
410.00
CUT=70
FILL=24
5014+00.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P-21815\Microstes\Design\xsabd01.dgn
PLOT SCALE = 250.0000 ' / IN.
REFERENCE = 4REF1

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	177
STA. 5016+00.00		TO STA.5017+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430
420
410

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE

5017+50.00
P.G.L. 409.3 411.82
P.G.L. 411.7 411.92
4:1 4:1 3:1 +0.3%
408.95
408.70
CUT=173
FILL=12

5017+00.00
P.G.L. 410.6 412.09
P.G.L. 412.1 412.09
4:1 4:1 +0.3%
409.10
408.88
CUT=154
FILL=8

5016+50.00
P.G.L. 411.9 412.36
P.G.L. 412.5 412.36
4:1 4:1 +0.3%
409.25
409.05
CUT=139
FILL=6

5016+00.00
P.G.L. 412.3 412.64
P.G.L. 412.8 412.64
4:1 4:1 +0.3%
409.40
409.23
CUT=117
FILL=10

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PW\21015\Microstat\Design\ssabrina\121_1gr.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = #WES#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	178
STA. 5018+00.00		TO STA.5019+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430 420 410

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
410.9 P.G.L.
410.85 P.G.L.
3:1 4:1
408.35
CUT=233
FILL=8
+0.3%
408.00
5019+50.00

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
410.8 P.G.L.
410.99 P.G.L.
408.8
410.99 P.G.L.
3:1 4:1
408.50
CUT=210
FILL=8
+0.3%
408.18
5019+00.00

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
410.9 P.G.L.
411.27 P.G.L.
408.7
411.27 P.G.L.
3:1 4:1
408.65
CUT=191
FILL=13
+0.3%
408.35
5018+50.00

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
410.5 P.G.L.
411.54 P.G.L.
410.7
411.54 P.G.L.
3:1 4:1
408.80
CUT=182
FILL=12
+0.3%
408.53
5018+00.00

℄

IL ROUTE 157

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TYPICAL SECTIONS
AREAS
AREAS CHECKED

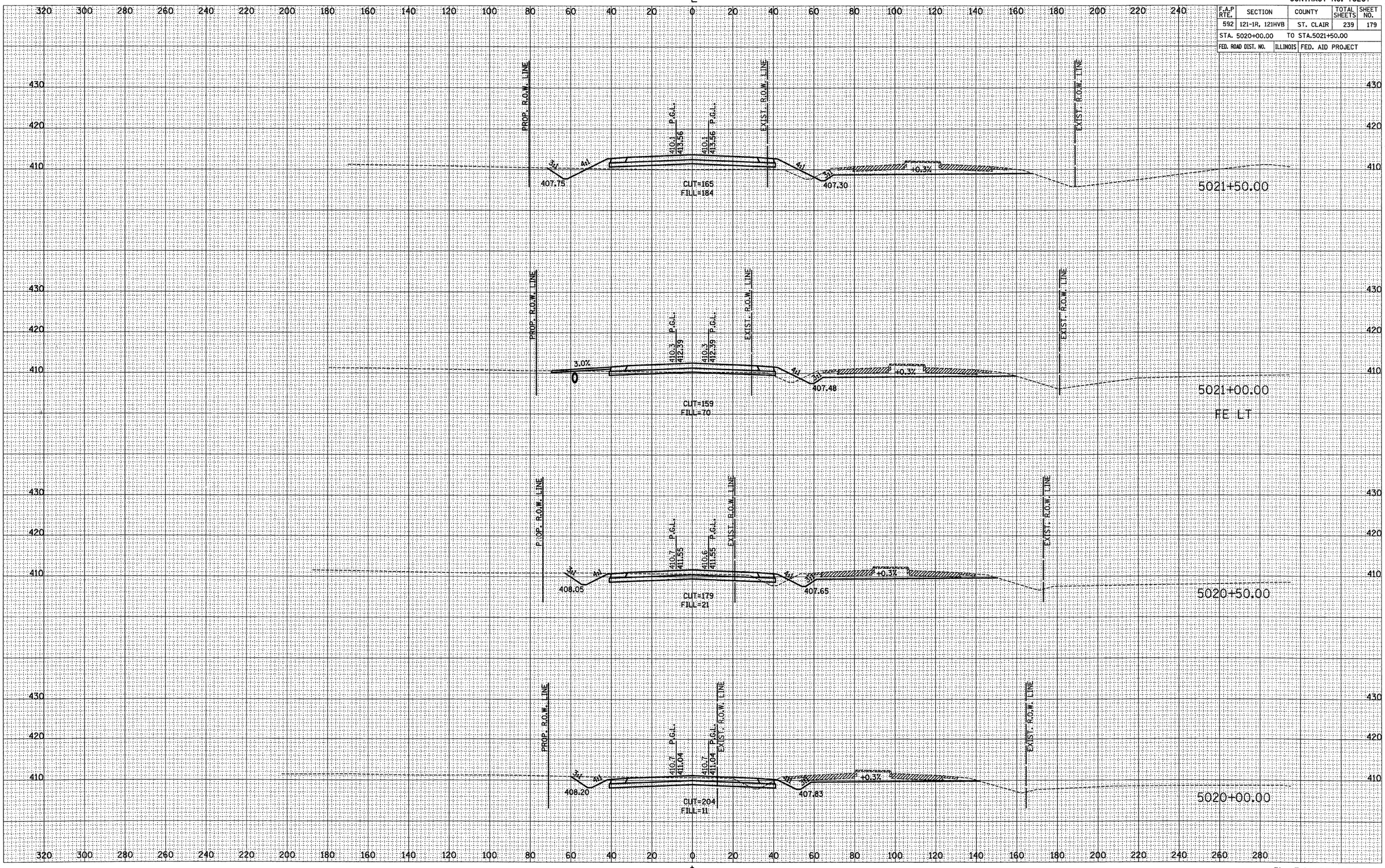
ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TYPICAL SECTIONS
AREAS
AREAS CHECKED

PLOT DATE = 03/21/2007
FILE NAME = H:\PC21015\Microstat\Design\xsshts\xsht2.dgn
SCALE = 1"= 2000' / IN.
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	179
STA. 5020+00.00	TO STA.5021+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P-21815\Microsoft\Design\vesh\Sheet5.dgn
PLOT SCALE = 20.0000 ' / IN.
PLOT SCALE = 1.0000 ' / IN.
REFERENCE = *REF*

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	180
STA. 5022+00.00		TO STA.5022+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

440 430 420 410

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
SHEAR LINE
EXIST. R.O.W. LINE

410.1 P.G.L.
416.87
410.2 P.G.L.
416.87

SEE ST. PAUL DRIVE
CROSS SECTIONS

5022+50.00

3:1 4:1 3:1 2.5% 6:1 6:1

407.45 407.45

0

CUT=23
FILL=589

SHEAR LINE

410.2 P.G.L.
416.96

SEE ST. PAUL DRIVE
CROSS SECTIONS

0 0

5022+50.00
℄ ST. PAUL DRIVE

CUT=23
FILL=589

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
SHEAR LINE
EXIST. R.O.W. LINE

409.9 P.G.L.
415.05
410.2 P.G.L.
415.05

SEE ST. PAUL DRIVE
CROSS SECTIONS

5022+00.00

3:1 4:1 3:1 +0.3%

407.60 407.13

CUT=35
FILL=339

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PJ2185\Microstat\Design\cesh02a.dgn
PLOT SCALE = 20.000000 ' / IN.
REFERENCE = GREEN

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	181
STA. 5023+00.00	TO STA.5024+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

450 440 430 420 410

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

409.7 P.G.L. 424.30

409.6 P.G.L. 424.30

2.5:1

3:1

4%

0.3%

6%

3:1

407.00

406.43

CUT=114
FILL=1578

5024+00.00

PROP. R.O.W. LINE

SHEAR LINE

EXIST. R.O.W. LINE

410.1 P.G.L. 421.50

410.1 P.G.L. 421.50

SEE ST. PAUL DRIVE CROSS SECTIONS

2.5:1

3:1

4%

0.3%

6%

3:1

407.15

406.60

405.32

CUT=31
FILL=919

5023+50.00

PROP. R.O.W. LINE

SHEAR LINE

EXIST. R.O.W. LINE

410.2 P.G.L. 419.02

410.3 P.G.L. 419.02

SEE ST. PAUL DRIVE CROSS SECTIONS

3:1

4%

407.30

CUT=28
FILL=743

0

0

5023+00.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PC21015\Microstat\Design\xsshpb015.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 49E24

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	182
STA. 5024+50.00		TO STA.5025+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.8 P.G.L. 432.96

408.6 P.G.L. 432.96

2.5:1

2.5:1

3:1

3:1

+0.3%

406.55

405.90

CUT=93
FILL=3274

5025+50.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.8 P.G.L. 430.26

408.7 P.G.L. 430.26

2.5:1

2.5:1

3:1

3:1

+0.3%

406.70

406.08

CUT=86
FILL=2732

5025+00.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

409.3 P.G.L. 427.30

409.2 P.G.L. 427.30

2.5:1

2.5:1

3:1

3:1

+0.3%

406.85

406.25

CUT=108
FILL=2122

5024+50.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

450 440 430 420 410

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstat\Design\vsabp01.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4782.0

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	183
STA. 5026+00.00		TO STA.5026+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

408.9 P.G.L.
437.42

408.7 P.G.L.
437.42

2.5H

2.5H

2%

406.25

CUT=152
FILL=4268

405.55

3%

5026+50.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

409.0 P.G.L.
435.35

408.7 P.G.L.
435.35

2.5H

2.5H

2%

406.40

CUT=124
FILL=3784

405.73

3%

5026+00.00

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PW\21015\Microstat\Design\xsheets\592121.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4687a

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	184
STA. 5027+00.00		TO STA.5027+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.9
440.62 P.G.L.

2.5:1

3:1

405.95

CUT=208
FILL=5010

+0.3%

405.20

5027+50.00

408.8
439.18 P.G.L.

406.10

406.6
439.18 P.G.L.

405.38

5027+00.00

℄

IL ROUTE 157

FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	NOTE BOOK	NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

PLOT DATE = 03/21/2007
FILE NAME = H:\2180\Microstat\Design\xsshts\5045.sgn
PLOT SCALE = 40.000 ' / IN.
REFERENCE = REF

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	185
STA. 5028+00.00		TO STA.5028+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

PLOT DATE = 03/21/2007
FILE NAME = N:\P21815\Horcotat\Design\xsshts\xs5028.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = XRDT9

℄

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

P.G.L.

409.1
442.58

407.8
442.58

2.5:1

3:1

405.65

CUT=225
FILL=5732

404.85

+0.3%

5028+50.00

409.6
441.76

408.4
441.76

405.80

CUT=237
FILL=5414

405.03

5028+00.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

460 450 440 430 420 410

℄

IL ROUTE 157

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	186
STA. 5028+52.21		TO STA.5028+82.21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TYPE X-TE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TYPE X-TE		
AREAS		
AREAS CHECKED		

BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = H:\PC21815\Microstat\Design\xsabd02.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4MEP4

5028+82.21

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

407.2 P.G.L.
442.94

407.1 P.G.L.
442.94

2.5:1

2.5:1

3:1

3:1

+0.3%

405.55

404.74

CUT=262
FILL=5936

5028+52.21

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

EXIST. R.O.W. LINE

408.1 P.G.L.
442.61

407.9 P.G.L.
442.61

2.5:1

2.5:1

3:1

3:1

+0.3%

405.64

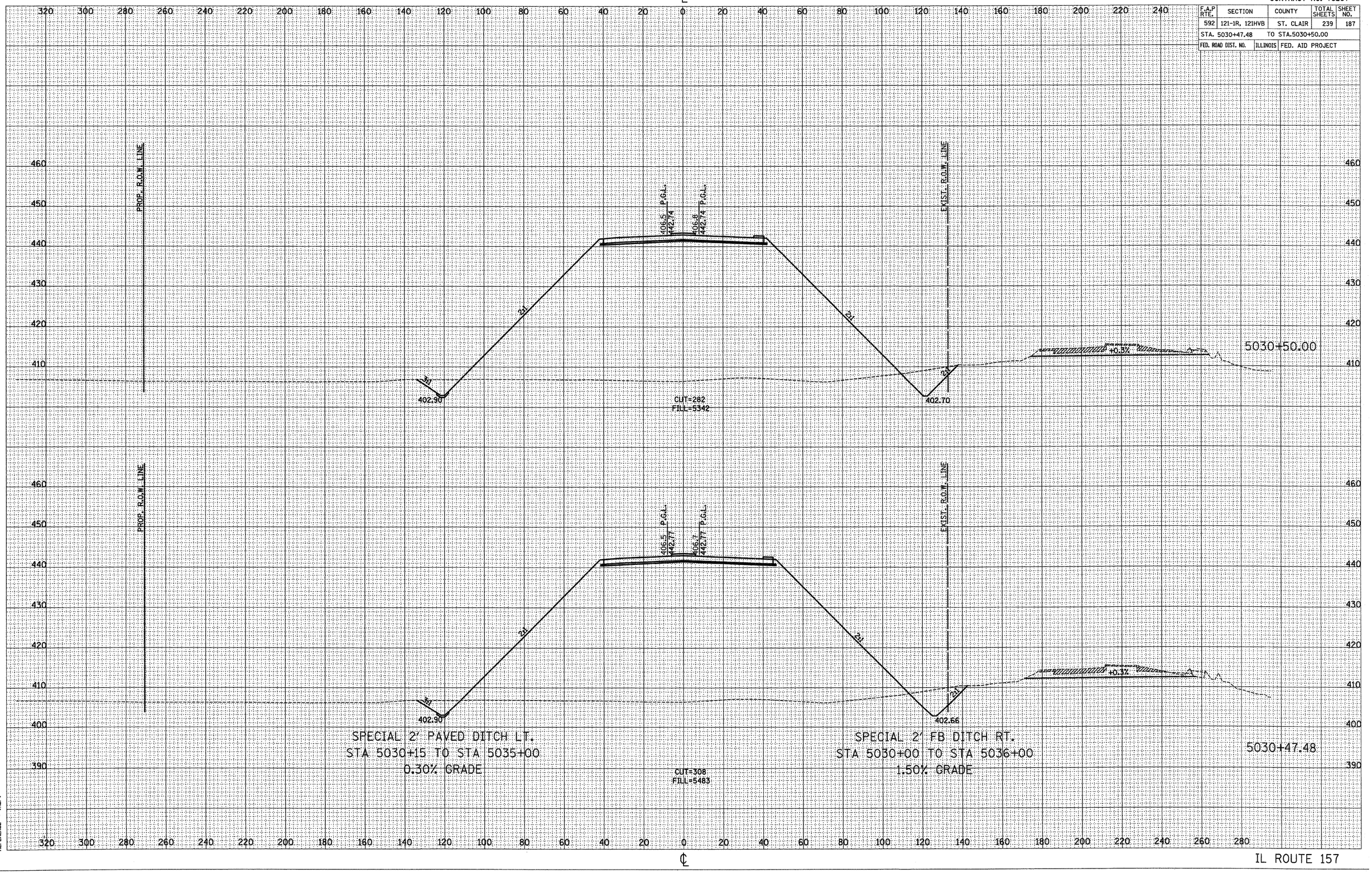
404.84

CUT=226
FILL=5680

IL ROUTE 157

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	187
STA. 5030+47.48		TO STA.5030+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Microstat\Design\xsshts\xs030+50.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 40E24

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	188
STA. 5030+77.48		TO STA.5031+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

460 450 440 430 420 410

EXIST. R.O.W. LINE

SHEAR LINE

SEE FRONTAGE ROAD CROSS SECTIONS

5031+00.00

406.6 P.G.L. 442.00

407.1 442.00 P.G.L.

2:1

2:1

-0.5%

3:1

403.05

CUT=204
FILL=5211

403.45

4.1%

8:1

3:1

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

5030+77.48

406.5 P.G.L. 442.38

407.0 442.38 P.G.L.

2:1

2:1

3:1

402.99

CUT=239
FILL=5247

+0.3%

2.5:1

403.11

℄

IL ROUTE 157

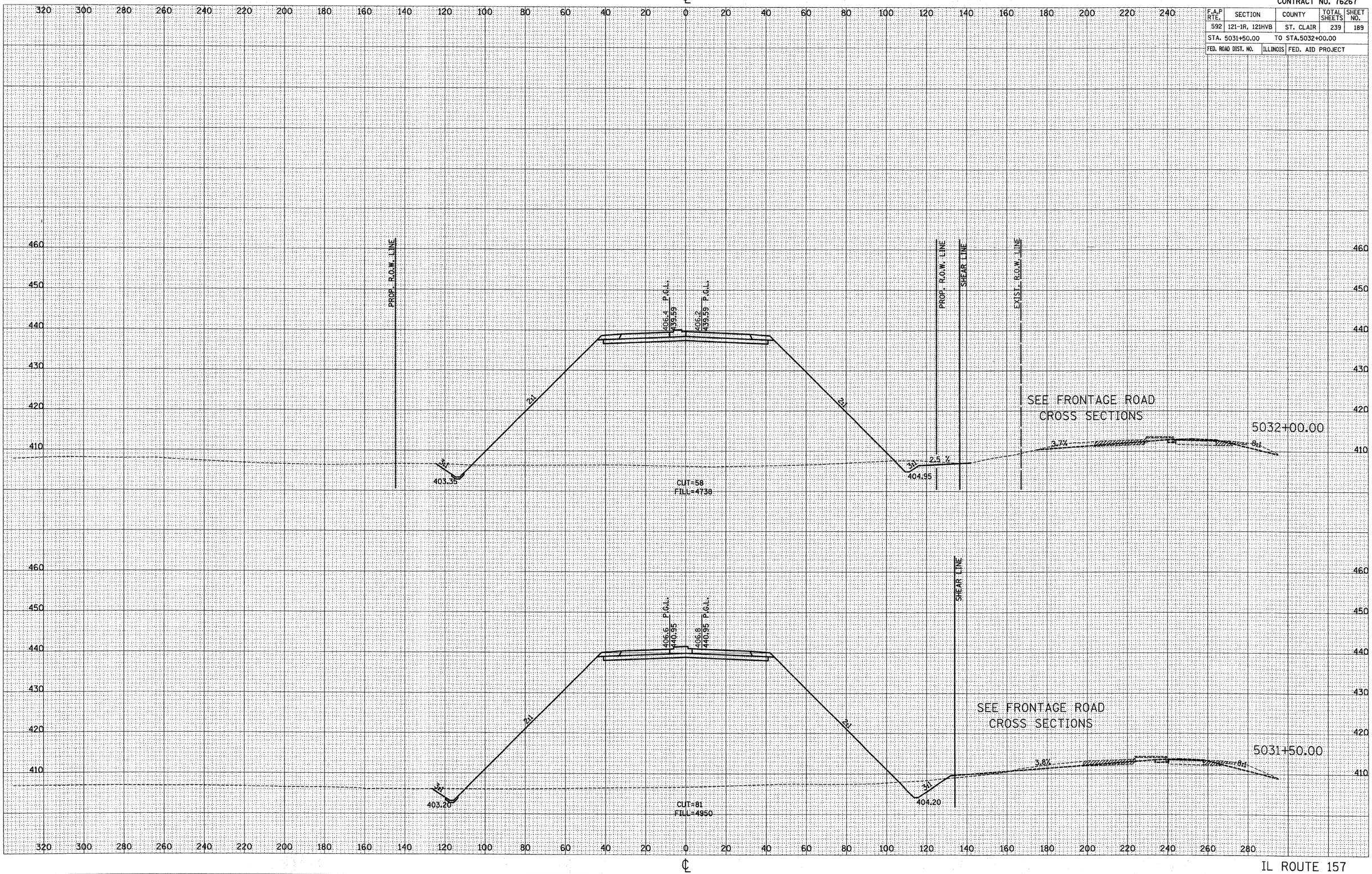
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		BY
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		DATE

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

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21015\Mcroster\Design\xsh1.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	189
STA. 5031+50.00		TO STA.5032+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



IL ROUTE 157

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

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

PLOT DATE = 1/2/2008
FILE NAME = H:\P-21815\Microstat\Design\Vashon\Sht\Vashon_Sht_Prof.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = REF

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	190
STA. 5032+50.00		TO STA.5033+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

460 450 440 430 420 410 400

PROP. R.O.W. LINE

406.5 P.G.L. 435.92

406.6 P.G.L. 435.92

2:1

2:1

3:1

403.65

CUT=31
FILL=4062

3:1

406.45

2.2%

SHEAR LINE

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

12:1

SEE FRONTAGE ROAD CROSS SECTIONS

5033+00.00

PROP. R.O.W. LINE

403.6 P.G.L. 437.91

406.4 P.G.L. 437.91

2:1

2:1

3:1

403.50

CUT=46
FILL=4442

3:1

405.70

2.5%

SHEAR LINE

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

2.7%

-4.0%

SEE FRONTAGE ROAD CROSS SECTIONS

5032+50.00

℄

IL ROUTE 157

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

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

PLOT DATE = 1/2/2008
FILE NAME = h:\P-21851\Microstat\Design\sashe06.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	191
STA. 5033+50.00		TO STA.5034+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

450 440 430 420 410

PROP. R.O.W. LINE

SHEAR LINE

SEE COMPENSATORY STORAGE CROSS SECTIONS

407.6 P.G.L. 428.08

407.8 P.G.L. 428.08

2:1

2:1

3:1

404.10

CUT=35
FILL=2341

3:1

0.5%

408.70

EXIST. R.O.W. LINE

SHEAR LINE

SEE FRONTAGE ROAD CROSS SECTIONS

5034+50.00

EXIST. R.O.W. LINE

1.3%

PROP. R.O.W. LINE

SHEAR LINE

SEE COMPENSATORY STORAGE CROSS SECTIONS

407.4 P.G.L. 431.00

407.4 P.G.L. 431.00

2:1

2:1

3:1

403.95

CUT=27
FILL=2969

3:1

0.7%

407.95

SHEAR LINE

EXIST. R.O.W. LINE

SEE FRONTAGE ROAD CROSS SECTIONS

5034+00.00

1.0%

PROP. R.O.W. LINE

407.3 P.G.L. 433.61

407.5 P.G.L. 433.61

2:1

2:1

3:1

403.80

CUT=21
FILL=3450

3:1

1.4%

407.20

SHEAR LINE

EXIST. R.O.W. LINE

SEE FRONTAGE ROAD CROSS SECTIONS

5033+50.00

14:1

IL ROUTE 157

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

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

PLOT DATE = 12/29/2007
FILE NAME = H:\P-21815\Microstat\Design\xsshts.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4167.dgn

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	192
STA. 5035+00.00	TO STA.5036+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

440 430 420 410

EXIST. R.O.W. LINE

SHEAR LINE

SEE COMPENSATORY STORAGE CROSS SECTIONS

411.0 P.G.L. 419.99

412.7 419.99 P.G.L.

2:1 2:1 2:1 3:1 3:1

404.65

410.95

CUT=119
FILL=749

SEE RANGE LANE CROSS SECTIONS

5036+00.00

SHEAR LINE

409.3 P.G.L. 422.37

409.2 422.37 P.G.L.

2:1 2:1 3:1 3:1

404.45

410.20

CUT=64
FILL=1242

PROP. R.O.W. LINE

SHEAR LINE

SEE FRONTAGE ROAD CROSS SECTIONS

5035+50.00

0

450 440 430 420 410 400 390

PROP. R.O.W. LINE

SHEAR LINE

409.2 P.G.L. 425.10

409.1 425.10 P.G.L.

2:1 2:1 3:1 3:1

404.25

409.45

SEE COMPENSATORY STORAGE CROSS SECTIONS

SPECIAL 2' PAVED DITCH LT.
STA 5035+00 TO STA 5036+00
0.40% GRADE

CUT=40
FILL=1729

PROP. R.O.W. LINE

SHEAR LINE

EXIST. R.O.W. LINE

SEE FRONTAGE ROAD CROSS SECTIONS

0.8%

5035+00.00

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = n:\p\21815\ntcross1\Design\xsheets\xs5035.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4NEW

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	193
STA. 5036+50.00		TO STA.5037+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

SEE RANGE LANE CROSS SECTIONS

SHEAR LINE

413.5 P.G.L. 414.90

413.7 P.G.L. 414.90

EXIST. R.O.W. LINE

PROP. R.O.W. LINE

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

EXIST. R.O.W. LINE

5037+50.00

1.7%

CUT=23
FILL=83

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

411.2 P.G.L. 416.25

411.2 P.G.L. 416.25

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

℄ QUIK TRIP ENTRANCE

5037+00.00

CUT=12
FILL=598

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

411.2 P.G.L. 416.21

411.2 P.G.L. 416.30

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

5036+99.97
℄ RANGE LANE

EXIST. R.O.W. LINE

SHEAR LINE

SEE COMPENSATORY STORAGE CROSS SECTIONS

412.8 P.G.L. 417.95

412.7 P.G.L. 417.95

4.9:1

3:1

SHEAR LINE

SEE RANGE LANE CROSS SECTIONS

5036+50.00

CUT=36
FILL=736

℄

IL ROUTE 157

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

	BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = N:\PV\21015\Microstat\Design\xsshts.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4HEB4

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	194
STA. 5038+00.00	TO STA. 5039+59.29			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE
PROP. TEMP. ESMT. LINE
EXIST. R.O.W. LINE
SHEAR LINE

SEE FRONTAGE ROAD CROSS SECTIONS
5039+59.29
℄ RT.

412.7 P.G.L. 412.56
0
408.45

SEE FRONTAGE ROAD CROSS SECTIONS
5039+50.00

412.6 P.G.L. 412.62
412.7 P.G.L. 412.62
409.03
CUT=268
FILL=0
408.50

SEE FRONTAGE ROAD CROSS SECTIONS
5039+00.00

413.1 P.G.L. 412.87
413.1 P.G.L. 412.87
409.53
CUT=271
FILL=0
408.75

SEE FRONTAGE ROAD CROSS SECTIONS
5038+50.00

413.1 P.G.L. 413.22
413.1 P.G.L. 413.22
410.03
CUT=237
FILL=0
409.00

SEE FRONTAGE ROAD CROSS SECTIONS
5038+00.00

413.6 P.G.L. 413.88
413.4 P.G.L. 413.88
410.53
CUT=143
FILL=0
409.25

SPECIAL 2' FB DITCH LT.
STA 5038+50 TO STA 5044+00
-1.00% GRADE

SPECIAL 2' FB DITCH RT.
STA 5038+50 TO STA 5041+50
-0.50% GRADE

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

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

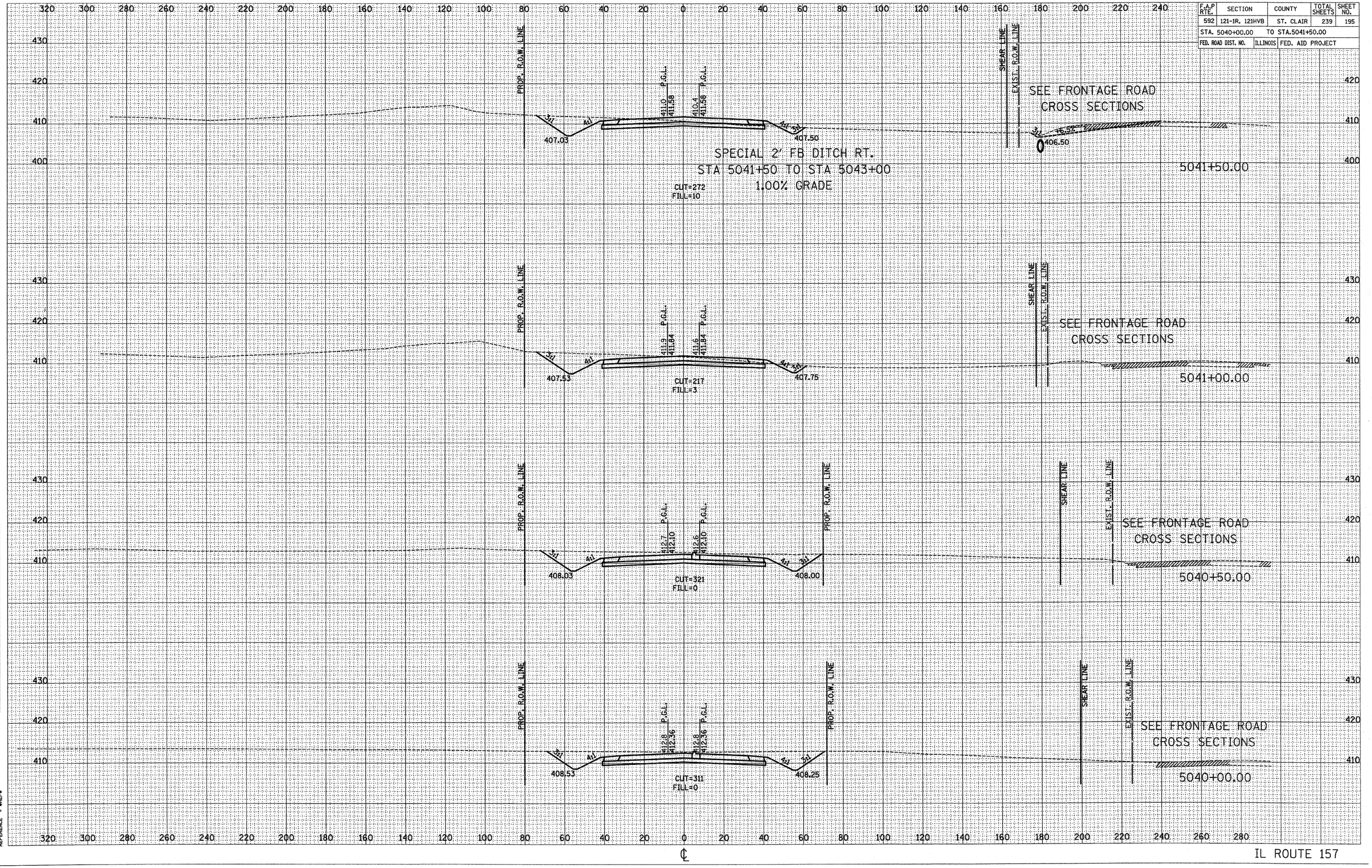
PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstat\Design\xsshts\xs0038.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4NEW

℄

IL ROUTE 157

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	195
STA. 5040+00.00	TO STA.5041+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	BY	DATE
NOTE BOOK		
SURVEYED		
PLOTTED		
TOTAL STATE AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
SURVEYED		
PLOTTED		
TOTAL STATE AREAS		
AREAS CHECKED		

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstat\Design\xsabd02.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4NEP4

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	196
STA. 5042+00.00		TO STA.5043+43.76		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

420 410 400

407.8 P.G.L.
410.59 P.G.L.
SHEAR LINE
SEE DONALD STREET
CROSS SECTIONS
0
5043+43.76
℄ DONALD ST.

430 420 410

PROP. R.O.W. LINE
407.3 P.G.L.
410.81 P.G.L.
407.6 P.G.L.
410.81 P.G.L.
SHEAR LINE
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE
SEE DONALD STREET
CROSS SECTIONS
5043+00.00
3:1
4:1
405.53
CUT=25
FILL=157
-2.2%
+4.9%
0

430 420 410

PROP. R.O.W. LINE
409.1 P.G.L.
411.07 P.G.L.
409.4 P.G.L.
411.07 P.G.L.
SHEAR LINE
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE
SEE FRONTAGE ROAD
CROSS SECTIONS
5042+50.00
3:1
4:1
406.03
CUT=47
FILL=44
408.50
-2.1%
+4.4%
0

430 420 410

PROP. R.O.W. LINE
410.2 P.G.L.
411.33 P.G.L.
410.0 P.G.L.
411.33 P.G.L.
SHEAR LINE
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE
SEE FRONTAGE ROAD
CROSS SECTIONS
5042+00.00
3:1
4:1
406.53
CUT=91
FILL=5
408.00
-1.7%
+4.5%
0

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

℄

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PC21015\Microstat\Design\xsheets\xs5042.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4167.4

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	197
STA. 5043+50.00	TO STA.5044+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

PROP. R.O.W. LINE
EXIST. R.O.W. LINE
SHEAR LINE
EDGE OF SHOULDER FRONTAGE RD.
EXIST. R.O.W. LINE
409.2 P.G.L.
410.04
409.4 P.G.L.
410.04
VARIES
VARIES
405.28
404.06
SEE FRONTAGE ROAD CROSS SECTIONS
5044+50.00
CUT=381
FILL=2

PROP. R.O.W. LINE
SHEAR LINE
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE
406.5 P.G.L.
410.30
408.7 P.G.L.
410.30
SEE DONALD STREET CROSS SECTIONS
-1.4%
+0.4%
163 L.F. 30" RCCP, TYPE 1 @ -0.45%
404.53
403.79
D4
D2
PRC FLAR
END SEC 30
ELEV. = 404.53
SPECIAL 2' FB DITCH LT.
STA 5044+00 TO STA 5046+00
1.50% GRADE
SPECIAL 2' PAVED DITCH RT.
STA 5044+08 TO STA 5050+00
0.53% GRADE
5044+00.00
15° SKEW
CUT=54
FILL=32

PROP. R.O.W. LINE
SHEAR LINE
EXIST. R.O.W. LINE
407.8 P.G.L.
410.55
408.0 P.G.L.
410.55
SEE DONALD STREET CROSS SECTIONS
5043+50.00
405.03
CUT=22
FILL=116

IL ROUTE 157

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstn\Design\xsh0044.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4HSP4

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	198
STA. 5045+00.00	TO STA.5046+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

440 430 420 410 400 390

PROP. R.O.W. LINE
3:1
A.D.
407.53
408.7 P.G.L.
409.27
408.4
409.27 P.G.L.
EXIST. R.O.W. LINE
SHEAR LINE
VARIES
404.85
VARIES
EDGE OF SHOULDER FRONTAGE RD.
EXIST. R.O.W. LINE

SPECIAL 2' FB DITCH LT.
STA 5046+00 TO STA 5048+62
-0.70% GRADE

CUT=231
FILL=4

SEE FRONTAGE ROAD
CROSS SECTIONS

5046+00.00

PROP. R.O.W. LINE
3:1
A.D.
406.78
408.8 P.G.L.
409.52
408.8
409.52 P.G.L.
EXIST. R.O.W. LINE
SHEAR LINE
VARIES
404.59
VARIES
EDGE OF SHOULDER FRONTAGE RD.
EXIST. R.O.W. LINE

CUT=287
FILL=1

SEE FRONTAGE ROAD
CROSS SECTIONS

5045+50.00

PROP. R.O.W. LINE
3:1
A.D.
406.03
409.3 P.G.L.
409.78
409.5
409.78 P.G.L.
EXIST. R.O.W. LINE
SHEAR LINE
VARIES
404.32
VARIES
EDGE OF SHOULDER FRONTAGE RD.
EXIST. R.O.W. LINE

CUT=340
FILL=0

SEE FRONTAGE ROAD
CROSS SECTIONS

5045+00.00

℄

IL ROUTE 157

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = H:\P\21815\Microstat\Design\xsshts\xs198.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = 4167#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	199
STA. 5046+50.00		TO STA. 5047+83.03		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

430 420 410 440

PROP. TEMP. ESMT.

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.5 P.G.L. 408.91

409.0 408.91 P.G.L.

+1.24

0

406.13

VARIES

VARIES

405.91

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

5047+83.03
OE LT.

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.2 P.G.L. 408.90

408.9 408.90 P.G.L.

3:1 4:1

406.48

VARIES

VARIES

405.65

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

CUT=138
FILL=12

5047+50.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

407.10 P.G.L. 408.94

408.3 408.94 P.G.L.

3:1 4:1

406.83

VARIES

VARIES

405.38

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

CUT=151
FILL=12

5047+00.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

408.0 P.G.L. 409.06

407.4 409.06 P.G.L.

3:1 4:1

407.18

VARIES

VARIES

405.12

SHEAR LINE

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

CUT=176
FILL=11

5046+50.00

SEE FRONTAGE ROAD
CROSS SECTIONS

IL ROUTE 157

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

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

PLOT DATE = 03/21/2007
FILE NAME = H:\PX21815\Norcost\Design\xsec\
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = #REF#

CONTRACT NO. 76267

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	121-1R, 121HVB	ST. CLAIR	239	200
STA. 5048+00.00	TO STA.5048+89.16			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

420 410 400 440 430

FACE OF HOUSE

EXIST. R.O.W. LINE

-6.6%

0

PROP. TEMP. ESMT.

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

-4.8%

0

405.81

408.8 P.G.L.
408.98
409.00
409.2
408.98 P.G.L.

VARIES VARIES

406.22

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

5048+89.16
PE LT.

5048+59.45
CE LT.

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

-4.8%

-4.8%

405.78

406.8 P.G.L.
408.98
FL=409.2
408.98 P.G.L.

VARIES VARIES

406.18

CUT=66

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

5048+50.00

PROP. R.O.W. LINE

EXIST. R.O.W. LINE

-4.8%

-4.8%

406.13

406.7 P.G.L.
408.93
409.0
408.93 P.G.L.

VARIES VARIES

405.91

CUT=127
FILL=50

EDGE OF SHOULDER FRONTAGE RD.

EXIST. R.O.W. LINE

5048+00.00

℄

IL ROUTE 157

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

PLOT DATE = 03/21/2007
FILE NAME = N:\PE2015\Maccotest\Design\sash0001.dgn
PLOT SCALE = 20.0000 ' / IN.
REFERENCE = #MEP4