

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

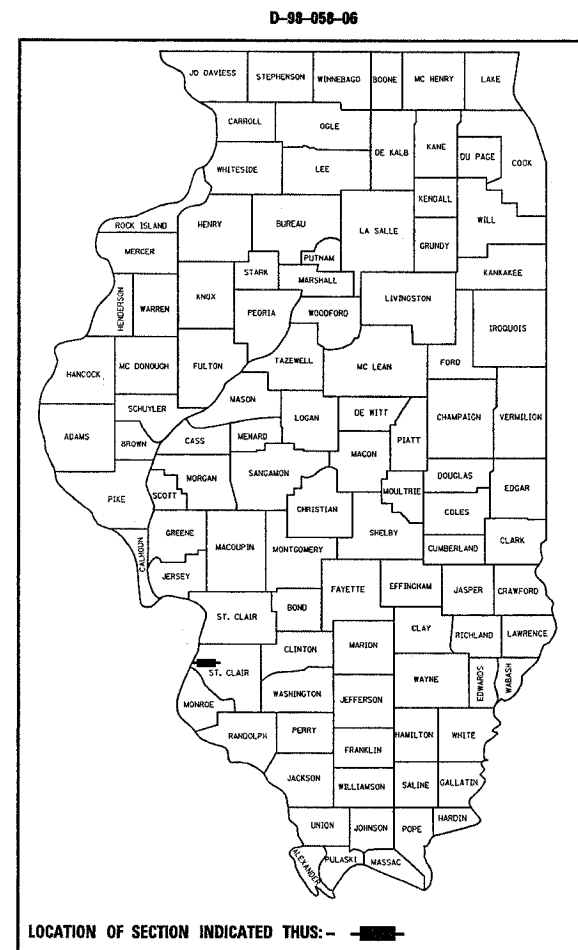
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 64
SECTION 82-(1,2,3,4)I-1
PROJECT: HSIP-064-1(120)005
HIGH TENSION CABLE MEDIAN BARRIER
ST. CLAIR COUNTY
C-98-046-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY STANDARDS

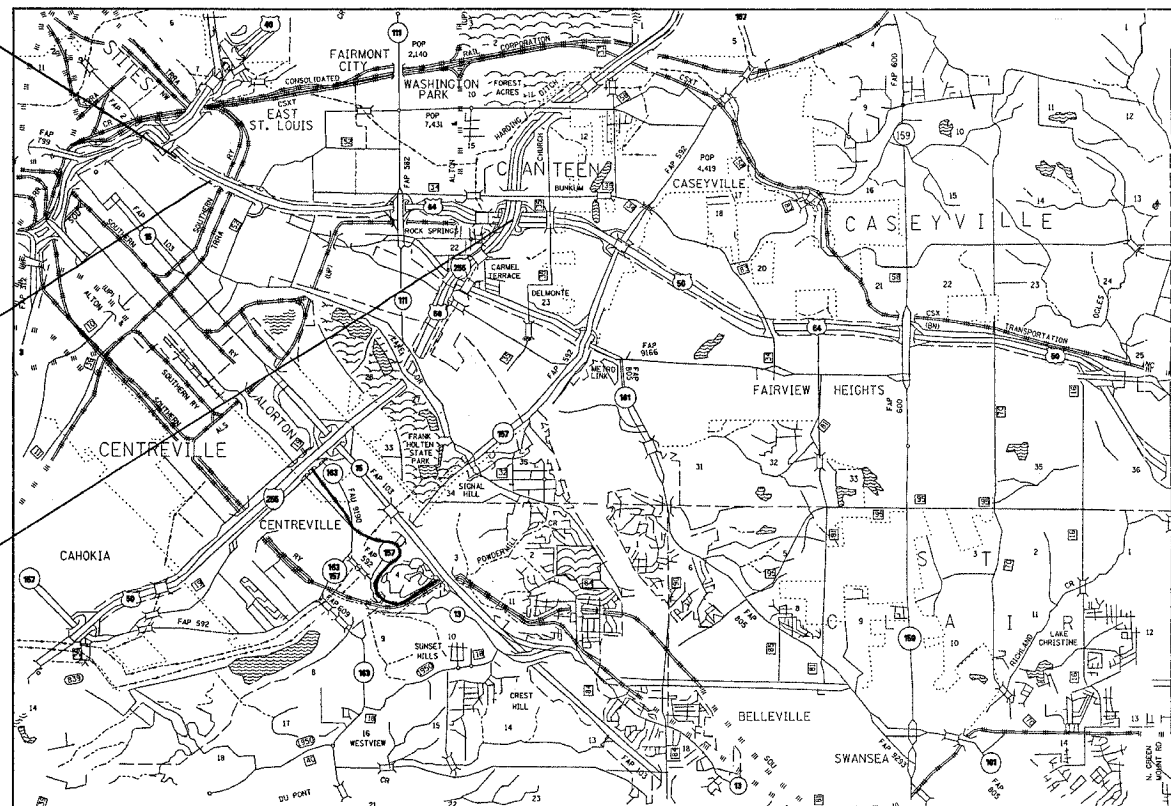
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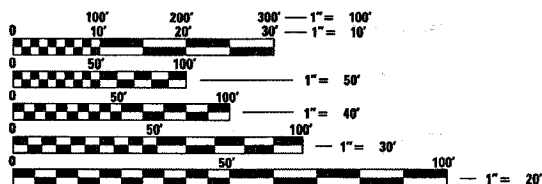
BEGIN
STA. 77+46
LAT: 38.62722
LONG: -90.13793

OMISSION
STA. 89+00 -
STA. 105+00

END
STA. 280+00
LAT: 38.61891
LONG: -90.06901

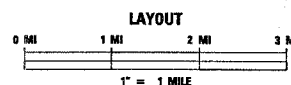


MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS



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

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



GROSS LENGTH = 20,254 FT = 3.84 MILES
OMISSION LENGTH = 1,600 FT = 0.303 MILES
NET LENGTH = 18,654 FT = 3.53 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 22, 2007
May C. Kemp
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

May 11, 2007
Eric E. Harshbarger
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 2007
Milton R. Suss
DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: PATTI LEBEAU 618-346-3179
SQUAD LEADER: CHERYL KEPLAR 618-346-3186

CONTRACT NO. 76A18

DESIGN DESIGNATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- ILLINOIS STATE LAW REQUIRES A 48 HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. (PHONE: 800-892-0123) OR FOR NON MEMBERS, THE UTILITY COMPANIES DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN IP
 - AMEREN UE
 - BUCKEYE PIPE LINE COMPANY
 - CENTERPOINT ENERGY
 - ILLINOIS AMERICAN WATER COMPANY
 - MCLEOD USA TELECOMMUNICATION, INC.
 - MEDIACOM LLC CENTRAL
 - AT&T ILLINOIS
 - CITY OF EAST ST. LOUIS

MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *. NON J.U.L.I.E. MEMBERS MUST BE CONTACTED INDIVIDUALLY.
- ALL EXCAVATION ADJACENT TO THE EDGE OF SHOULDER SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND STEADY BURN LIGHTS.
- WHEN NO WORK IS BEING PERFORMED, THE FLAGGERS WILL NOT BE REQUIRED. IF FLAGGERS ARE NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.
- FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION WILL BE APPLIED.
- STANDARD 701101 SHALL BE USED FOR SHOULDER CLOSING WITH A SHOULDER CLOSED SIGN. THE COST SHALL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS.
- NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
- ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
- 'ROAD CONSTRUCTION AHEAD' SIGNS SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND ALL ENTRANCE RAMP; COST TO BE INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE AND 48"X48".
- TOPOGRAPHIC SURVEY WAS PERFORMED FOR THE MEDIAN AREA ONLY. ALL OTHER ITEMS SHOWN WERE CREATED FROM OLD PLANS.
- BEGINNING AND END STATIONS AS SHOWN IN THE PLANS FOR HTC AND MOW STRIP ARE APPROXIMATE. THE R. E. WILL DETERMINE THE EXACT LOCATION.
- A QUANTITY FOR CLASS 2A SEEDING AND MULCH METHOD 1, (3.5 ACRES) HAS BEEN INCLUDED IN THE PLANS TO BE APPLIED TO ALL DISTURBED AREAS AS FINAL SEEDING. APPROPRIATE FERTILIZER NUTRIENTS PER SECTION 250 OF STANDARD SPECIFICATIONS SHALL BE APPLIED. FERTILIZER NUTRIENTS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF SEEDING CLASS 2A.
- THE MINIMUM DEPTH OF THE LINE POST FOUNDATIONS SHALL BE 30".
- THE FOLLOWING MIXTURE REQUIREMENTS APPLY TO THIS PROJECT.

MIXTURE USE	SHOULDERS
AC/PC	PG 58-22
RAP % (MAX)	30%
DESIGN AIR VOIDS	2.0% @ NDES=30
MIX COMPOSITION	
(GRADATION MIXTURE)	
FRICTION AGG	BAM
- ANY FURNISHED EXCAVATION REQUIRED TO MEET THE 4:1 SLOPE REQUIREMENTS FOR THE MOW STRIP WILL BE PAID FOR PER SECTION 109.04 OF THE STANDARD SPECIFICATIONS.
- THE LIMITS OF THE MOW STRIP SHALL BE THE SAME AS THE LIMITS OF THE HTC INCLUDING TERMINAL SECTIONS.
- REMOVED GUARDRAIL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- DELINEATOR REMOVAL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR HOT-MIX ASPHALT SHOULDER, 4". REMOVED DELINEATORS SHALL BECOME PROPERTY OF THE CONTRACTOR.
- IN ADDITION TO THE PORTABLE CHANGEABLE MESSAGE SIGNS INCLUDED IN THE TRAFFIC CONTROL STANDARDS, 4 PORTABLE CHANGEABLE MESSAGE SIGNS ARE INCLUDED AND SHALL BE PAID FOR PER SECTION 701 IN THE STANDARD SPECIFICATIONS. THEIR LOCATIONS TO BE DETERMINED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR ANY RELOCATION OF THESE SIGNS.
- REFLECTORS FOR HTC SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS FOR THE TYPE OF HTC BARRIER USED. COST SHALL BE INCLUDED IN HIGH TENSION CABLE MEDIAN BARRIER. MAXIMUM SPACING SHALL BE 50' OR AS DIRECTED BY THE ENGINEER.
- OPEN AUGER HOLES SHALL BE PROTECTED WITH BARRICADES WITH STEADY BURN LIGHTS AT 50' CENTERS AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED WITH TRAFFIC CONTROL PAY ITEMS.
- HTC SYSTEM SHALL BE CHOSEN FROM THE DEPARTMENT'S APPROVED LIST TO BE USED WHERE MEDIAN SLOPES ARE STEEPER THAN 1:6 AND AS STEEP AS 1:4.
- POST SPACING SHALL BE REDUCED IN FRONT OF MEDIAN HAZARDS AND FOR A DISTANCE OF 100' BEFORE AND 100' AFTER THE MEDIAN HAZARD AS SHOWN IN THE PLANS. THE POST SPACING SHALL BE REDUCED IN ORDER THAT A DEFLECTION OF <= 7' IS PROVIDED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND AS SUPPORTED BY NCHRP 350 TESTING. COST FOR PROVIDING REDUCED POST SPACING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HIGH TENSION CABLE MEDIAN BARRIER.

- ALL WORK REQUIRED TO PLACE THE HOT MIX ASPHALT SHOULDER (MOW STRIP) INCLUDING, BUT NOT LIMITED TO SAW CUTTING AND THE REMOVAL OF EXISTING HOT MIX-ASPHALT SHOULDER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR HOT-MIX ASPHALT SHOULDERS 4".
- THE CONTRACTOR SHALL HAVE ALL LANES OF TRAFFIC OPEN DURING PEAK HOURS IN EACH DIRECTION. THE CONTRACTOR WILL NOT BE ALLOWED TO CONDUCT ANY TYPE OF OPERATION IN THE OPEN LANES OR ANY TYPE OF OPERATION THAT WOULD IMPEDE THE FLOW OF TRAFFIC DURING PEAK HOURS. PEAK HOURS ARE DEFINED AS 6:00 AM TO 9:00 AM FOR THE WESTBOUND TRAFFIC AND 3:00 PM TO 6:00 PM FOR THE EASTBOUND TRAFFIC.
- AN ADDITIONAL QUANTITY FOR MULCH METHOD 1, (3.5 ACRES), HAS BEEN INCLUDED IN THE PLANS TO BE APPLIED TO ALL DISTURBED AREAS AS AN EROSION CONTROL MEASURE, AT THE DIRECTION OF THE ENGINEER. MULCH USED FOR EROSION CONTROL SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.
- THE PROPOSED SPBGR AND TRAFFIC BARRIER TERMINALS SHOWN IN THE PLANS SHALL COMPLY WITH THE DETAILS IN THE PLANS IN ORDER TO MATCH THE EXISTING GUARDRAIL SYSTEM.

INDEX OF SHEETS

- COVER SHEET
- GENERAL NOTES, INDEX OF SHEETS, COMMITMENTS, STANDARDS AND ADT
- SUMMARY OF QUANTITIES
- 5. TYPICAL SECTIONS
- SCHEDULES
- 20. PLAN SHEETS
- HTC DETAILS
- 23. STORM WATER PREVENTION POLLUTION PLAN
- 37. EROSION CONTROL PLAN
- 42. GUARDRAIL DETAILS

ADT

15th ST. - ST. CLAIR AVE. RAMP
 2005 ADT = 62,600 (ACTUAL)
 2007 ADT = 63,900 (ESTIMATED)
 2027 ADT = 78,000 (ESTIMATED)
 SU = 2.7%
 MU = 10.5%

ST. CLAIR AVE. RAMP - BAUGH AVE.
 2005 ADT = 64,900 (ACTUAL)
 2007 ADT = 66,200 (ESTIMATED)
 2027 ADT = 80,200 (ESTIMATED)
 SU = 3.0%
 MU = 10.3%

BAUGH AVE. TO 25th ST.
 2005 ADT = 68,500 (ACTUAL)
 2007 ADT = 69,900 (ESTIMATED)
 2027 ADT = 85,300 (ESTIMATED)
 SU = 3.1%
 MU = 10.1%

25th ST - IL RTE 11
 2005 ADT = 65,700 (ACTUAL)
 2007 ADT = 67,000 (ESTIMATED)
 2027 ADT = 81,800 (ESTIMATED)
 SU = 3.0%
 MU = 10.5%

IL RTE 111 - I-255
 2005 ADT = 56,600 (ACTUAL)
 2007 ADT = 57,700 (ESTIMATED)
 2027 ADT = 70,400 (ESTIMATED)
 SU = 4.4%
 MU = 8.7%

COMMITMENTS:

NONE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL NOTES, INDEX OF SHEETS,
 COMMITMENTS AND ADT

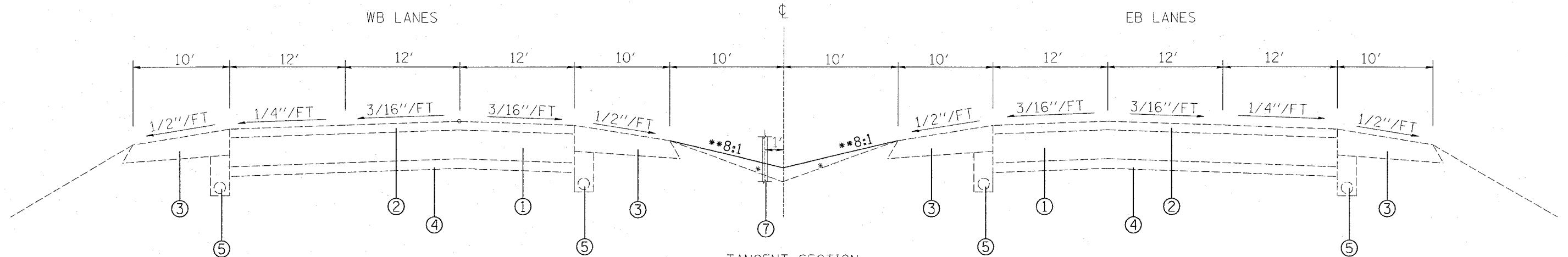
FAI ROUTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

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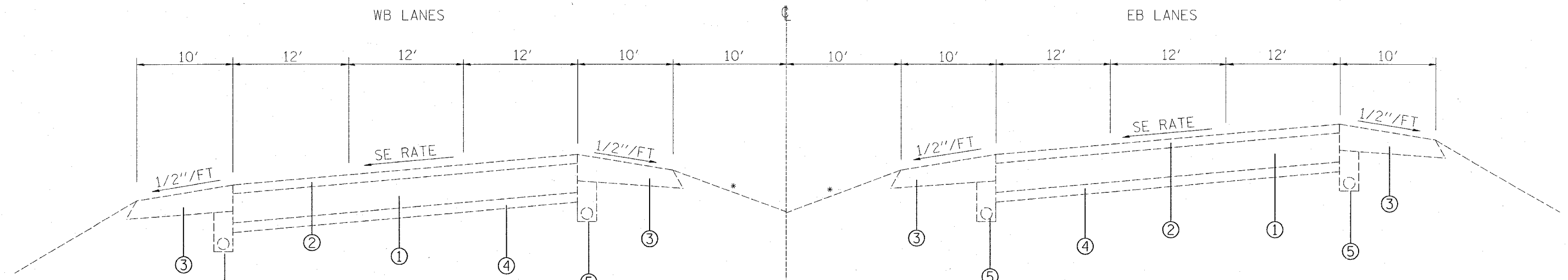
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DATE
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 PLOT SCALE
 REFERENCE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TANGENT SECTION
 STA. 77+46 - STA. 138+00
 ** REGRADE MEDIAN SLOPE TO 8:1
 STA. 106+57 - STA. 120+00



SUPERELEVATED SECTION
 STA. 77+46 - STA. 138+00

OMISSION: STATION 89+00 - STATION 105+00

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING HOT-MIX ASPHALT SURFACE
- ③ EXISTING HOT MIX-ASPHALT SHOULDER
- ④ EXISTING SUBBASE
- ⑤ EXISTING PIPE UNDERDRAIN
- ⑥ PROPOSED HOT MIX-ASPHALT SHOULDER, 4" (MOW STRIP)
- ⑦ PROPOSED HIGH TENSION CABLE MEDIAN BARRIER

PLOT DATE = DATE
 PLOT SCALE = SCALE
 REFERENCE = REF

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
 FAI ROUTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT.
 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

* MEDIAN SLOPES VARY 4:1 TO 6:1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

HIGH TENSION CABLE MEDIAN BARRIER

RT/LT/CL	STATION	TO	STATION	HTC BARRIER	HTC BARRIER
				FOOT	TERMINAL EACH
CL	106+60		107+10		1
CL	107+10		118+00	1090	
CL	118+00		119+50	150	
CL	119+50		120+00		1
RT	144+92		145+42		1
RT	145+42		148+00	258	
RT	148+00		150+85	285	
RT	150+85		151+35		1
LT	150+68		151+18		1
LT	151+18		157+33	615	
LT	157+33		157+83		1
RT	158+94		159+44		1
RT	159+44		163+00	356	
RT	163+00		178+00	1500	
RT	178+00		193+00	1500	
RT	193+00		201+16	816	
RT	201+16		201+66		1
LT	201+04		201+54		1
LT	201+54		208+00	646	
LT	208+00		223+00	1500	
LT	223+00		238+00	1500	
LT	238+00		244+60	660	
LT	244+60		245+10		1
RT	248+50		249+00		1
RT	249+00		253+00	400	
RT	253+00		260+70	770	
RT	260+70		261+20		1
RT	265+78		266+28		1
RT	266+28		268+00	172	
RT	268+00		279+50	1150	
RT	279+50		280+00		1
TOTAL				13368	14

HOT MIX ASPHALT SHOULDER, 4"

RT/LT	STATION	TO	STATION	LENGTH	WIDTH	SQ YD
RT	144+92		148+00	308	4	137
RT	148+00		151+35	335	4	149
LT	150+68		157+83	715	4	318
RT	158+94		163+00	406	4	180
RT	163+00		178+00	1500	4	667
RT	178+00		193+00	1500	4	667
RT	193+00		201+66	866	4	385
LT	201+04		208+00	696	4	309
LT	208+00		223+00	1500	4	667
LT	223+00		238+00	1500	4	667
LT	238+00		245+10	710	4	316
RT	248+50		253+00	450	4	200
RT	253+00		261+20	820	4	364
RT	265+00		268+00	300	4	133
RT	268+00		280+00	1200	4	533
TOTAL						5692

GUARDRAIL SCHEDULE

RT/LT	STATION	TO	STATION	GUARDRAIL REMOVAL FOOT	STEEL PLATE BEAM GUARDRAIL TYPE A FOOT	TRAFFIC BARRIER TERMINAL TYPE 5 EACH	GUARDRAIL MARKERS TYPE A EACH
RT	77+34		77+46	12.5			
RT	83+77		84+27	50			
LT	78+78		79+28	50			
LT	125+10		125+60	50			
LT	129+58		129+70.5	12.5			
RT	126+22		126+72	50			
RT	195+30		197+69	239			
LT	210+48		213+75	327			
RT	77+40		83+77		637.5		4
LT	78+78		87+25		850		4
LT	125+09		129+70.5		462.5		4
RT	121+97		126+72		475		4
LT	87+25		87+38			1	
RT	121+84		121+97			1	
TOTAL				791	2425	2	16

EARTHWORK SCHEDULE

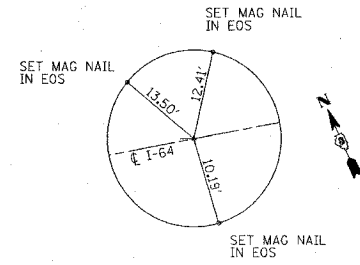
LOCATION	EARTH EXCAVATION CUBIC YARD	EARTH EXCAVATION ADJ FOR SHRINKAGE (25%) CUBIC YARD	EMBANKMENT CUBIC YARD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CUBIC YARD
144+92 to 280+00	629	472	0	472
106+57 to 120+00	0	0	150	-150
TOTAL	629	472	150	322

APPROXIMATELY 150 CY OF FURNISHED EXCAVATION WILL BE REQUIRED BETWEEN STATION 106+57 AND STATION 120+00 IN ORDER TO RE-GRADE THE MEDIAN SLOPES TO 8:1. THE EARTH EXCAVATION GENERATED BY THE PLACEMENT OF THE HOT MIX ASPHALT SHOULDER (MOW STRIP) SHALL BE USED. THE EXCESS EARTH EXCAVATION SHALL BE DISPOSED OF BY CONTRACTOR PER SECTION 202 OF THE STANDARD SPECIFICATIONS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SCHEDULES FAI ROUTE 64 SECTION 82-(1,2,3,4)I-1 ST. CLAIR COUNTY
NAME	DATE	
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DATE
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SCALE
REFERENCE

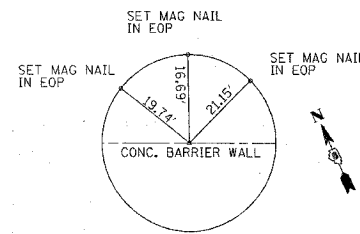
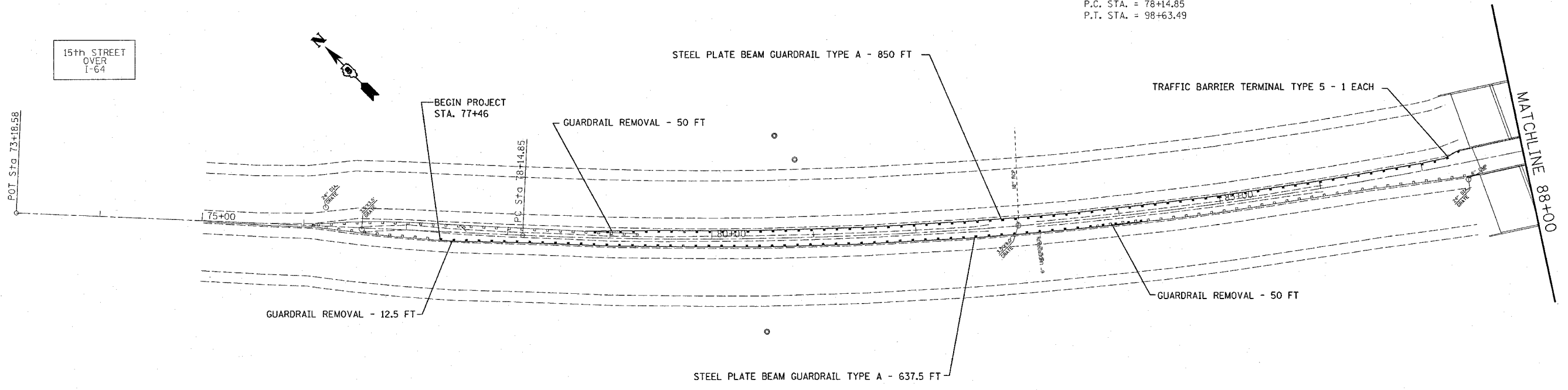
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PC STATION 78+14.85
CHISELED 'X' IN CONC. DITCH

EXIST. CURVE 1
PI STA. = 88+63.98
 $\Delta = 30^\circ 26' 54''$ (LT)
D = $1^\circ 29' 11''$
R = 3,855.00'
T = 1,049.13'
L = 2,048.64'
E = 140.21'
 $\theta =$ -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 78+14.85
P.T. STA. = 98+63.49

I-64 OVER 18th STREET



STATION 75+00
CHISELED 'X' IN CONC. BARRIER WALL

BM: ELEV. 407.77 STA. 79+40
CHISELED 'X' ON NORTH SIDE OF CONC. LIGHT POLE FOUNDATION

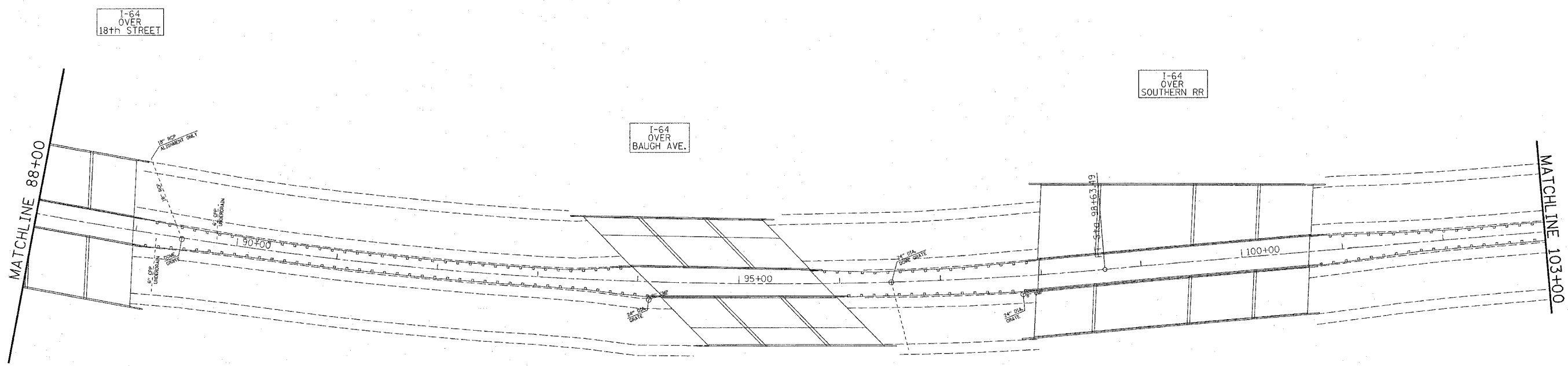
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BM: ELEV. 447.73 STA. 102+50
CHISELED 'X' IN CONC. LIGHT POLE FOUNDATION

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DRAWN BY = J. W. BRYAN
CHECKED BY = J. W. BRYAN
REFERENCE = 88163A

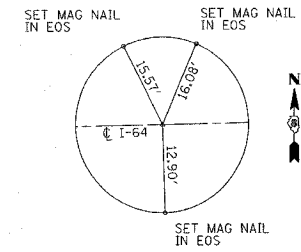
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

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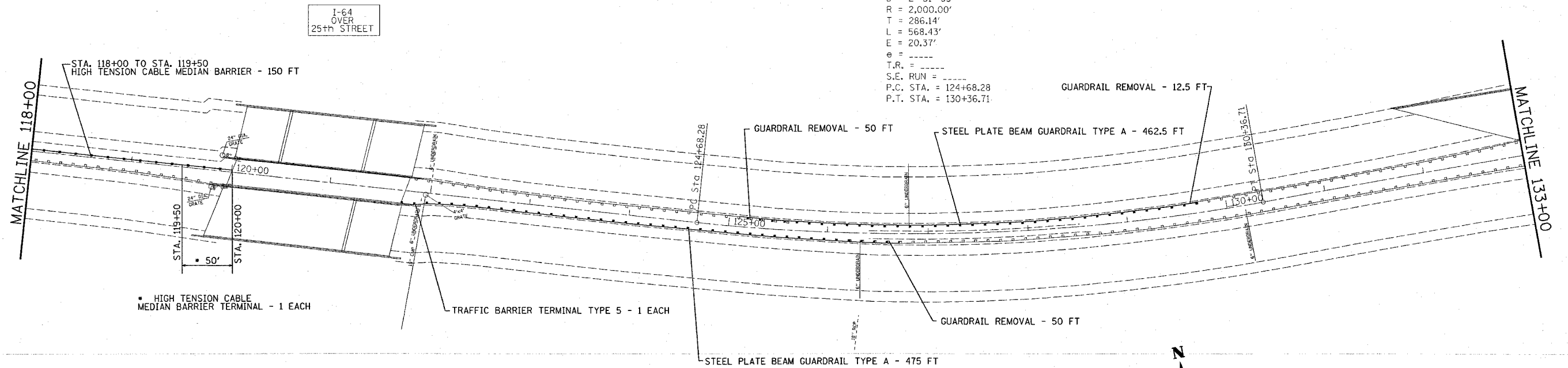
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PT STATION 130+36.71
SET I.P. WITH CAP

EXIST. CURVE 2
PI STA. = 127+54.43
 $\Delta = 16^\circ 17' 04''$ (LT)
D = $2^\circ 51' 53''$
R = 2,000.00'
T = 286.14'
L = 568.43'
E = 20.37'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 124+68.28
P.T. STA. = 130+36.71

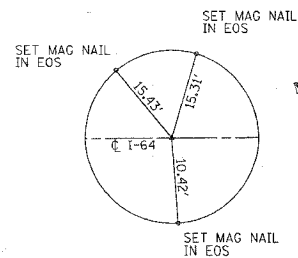


■ HIGH TENSION CABLE MEDIAN BARRIER TERMINAL - 1 EACH

TRAFFIC BARRIER TERMINAL TYPE 5 - 1 EACH

STEEL PLATE BEAM GUARDRAIL TYPE A - 475 FT

BM: ELEV. 433.24 SN 082-0160
CHISELED 'X' ON EAST SIDE OF CONC. RETAINING WALL



PC STATION 124+68.24
I.P. W/CAP
IN GRASS MEDIAN

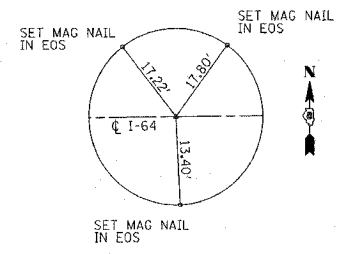
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

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HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

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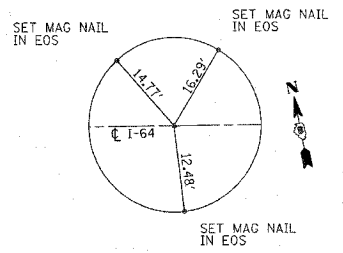
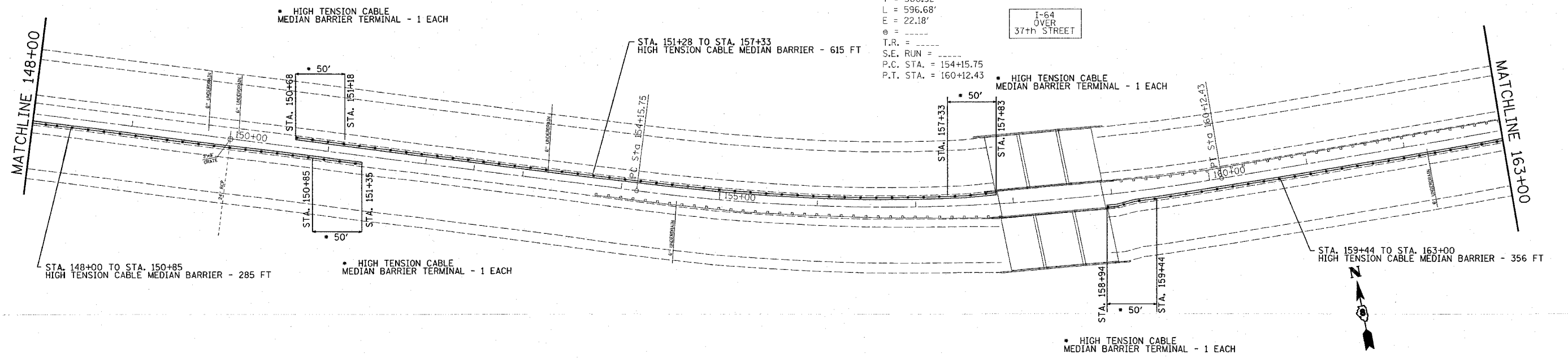
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



PT STATION 160+12.34
SET I.P. WITH CAP

EXIST. CURVE 4
PI STA. = 157+16.27
 $\Delta = 16^\circ 52' 57''$ (L.T.)
 $D = 2^\circ 49' 46''$
 $R = 2,025.00'$
 $T = 300.52'$
 $L = 596.68'$
 $E = 22.18'$
 $\theta = \dots$
T.R. = \dots
S.E. RUN = \dots
P.C. STA. = 154+15.75
P.T. STA. = 160+12.43

I-64
OVER
37th STREET



PC STATION 154+15.75
SET I.P. WITH CAP

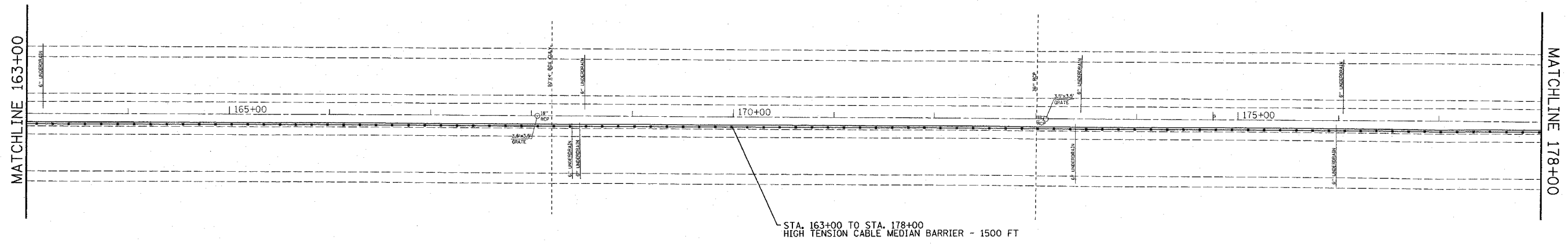
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

SCALE: VERT. _____
HORIZ. _____
DATE _____
DRAWN BY _____
CHECKED BY _____

PLOT DATE = DATE
PLOT SCALE = SCALE
REFERENCE = REF

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BM: ELEV. 419.94 STA. 176+00
 CHISELED 'X' ON NORTH SIDE OF CONC. LIGHT POLE FOUNDATION

PLOT DATE = #DATE#
 PLOT NAME = #NAME#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

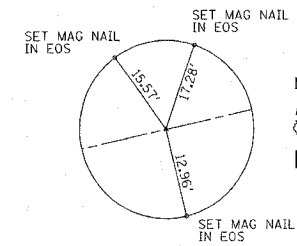
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

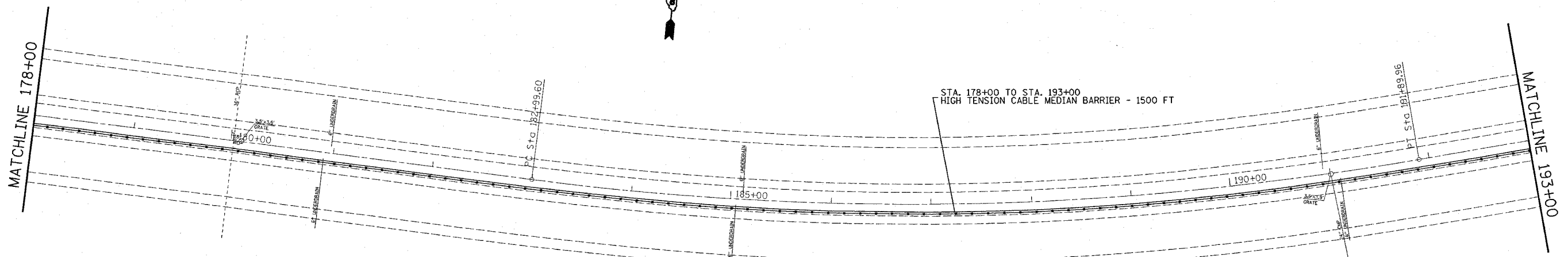
SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

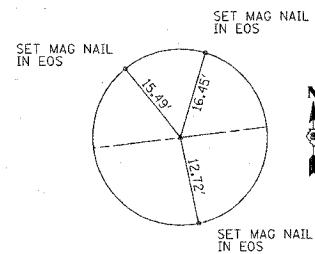


PT STATION 191+89.96
SET I.P. WITH CAP



STA. 178+00 TO STA. 193+00
HIGH TENSION CABLE MEDIAN BARRIER - 1500 FT

EXIST. CURVE 5
 PI STA. = 187+48.19
 $\Delta = 17^\circ 17' 34''$ (LT)
 $D = 1^\circ 56' 32''$
 $R = 2,950.00'$
 $T = 448.59'$
 $L = 890.36'$
 $E = 33.91'$
 $\theta = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 182+99.60$
 $P.T. \text{ STA.} = 191+89.96$



PC STATION 182+99.60
SET I.P. WITH CAP

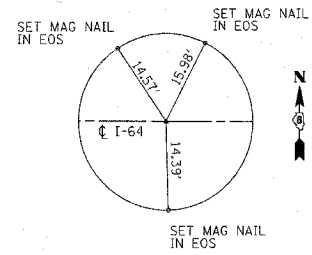
BM. ELEV. 422.96 STA. 187+05
CHISELED 'X' ON NORTH SIDE OF CONC. LIGHT POLE FOUNDATION

PLOT DATE =
 FILE NAME =
 PLOT SCALE =
 REFERENCE =

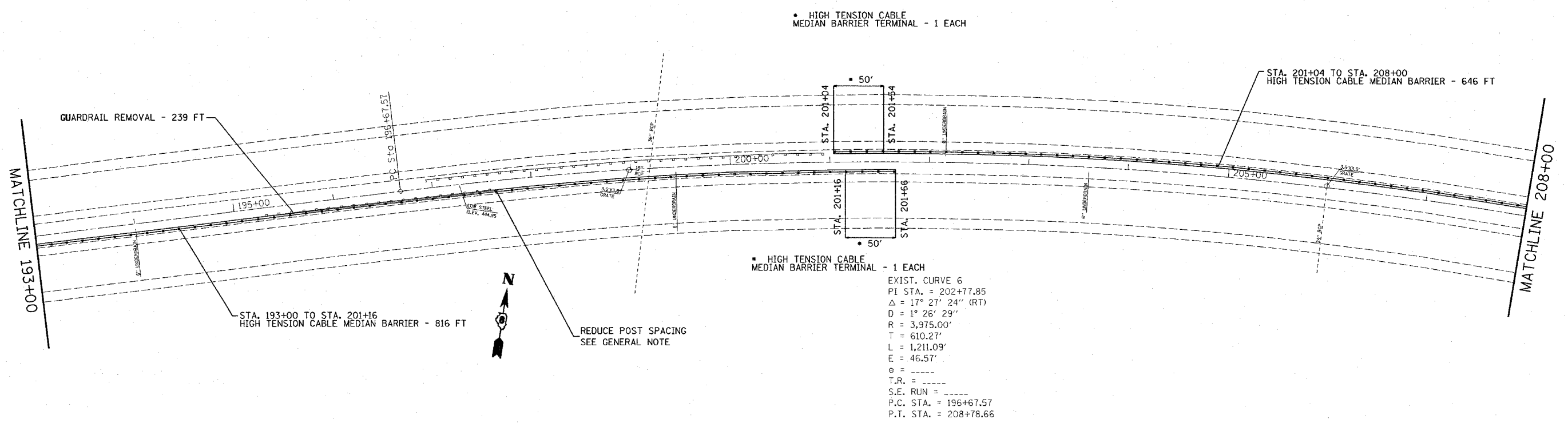
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PC STATION 196+67.57
SET I.P. WITH CAP



PLOT DATE = #DATE#
PLOT SCALE = #SCALE#
REFERENCE = #REF#

BM ELEV. 419.42 STA. 205+05
CHISELED 'X' ON NORTH SIDE OF CONC. LIGHT POLE FOUNDATION

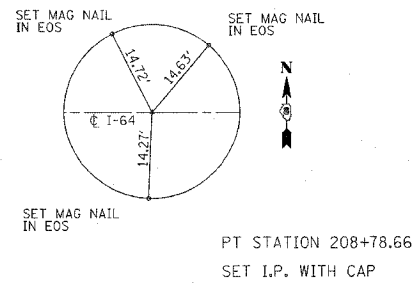
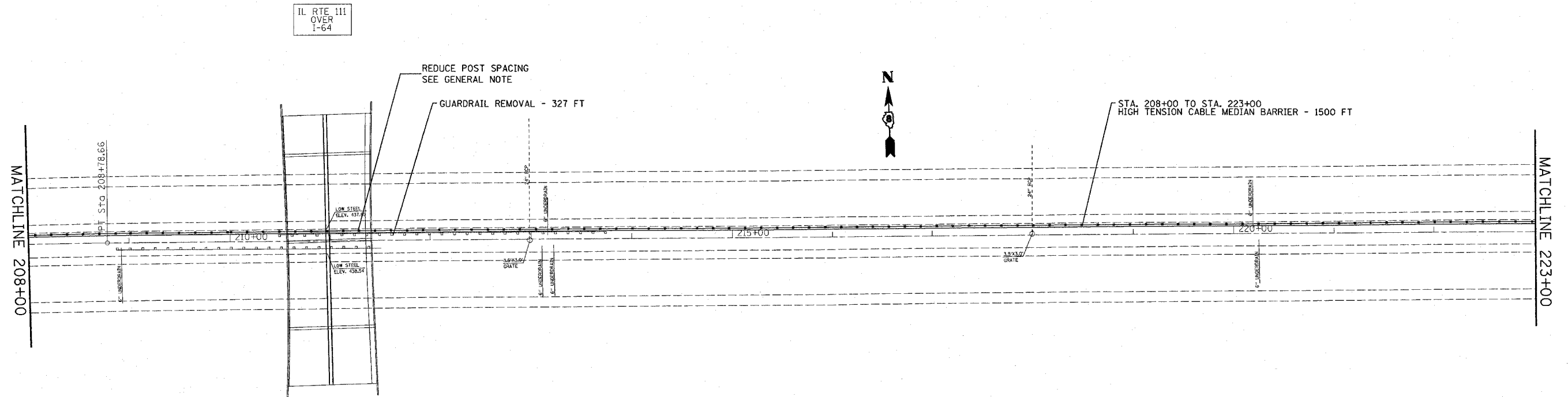
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)	ST. CLAIR	42	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BM: ELEV. 421.39 STA. 215+30
CHISELED 'X' ON NE BOLT OF LIGHT POLE BASE PLATE

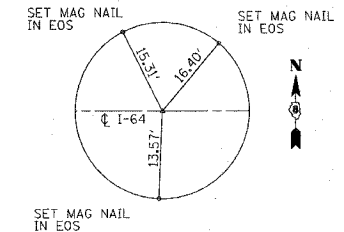
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

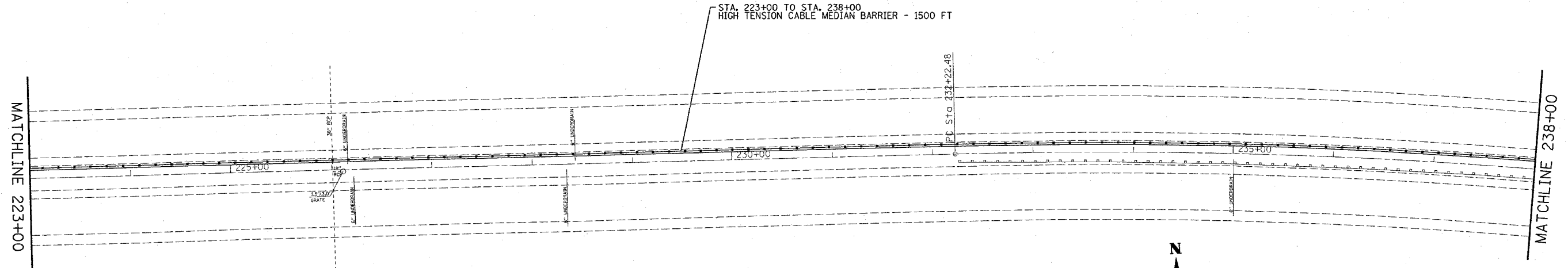
SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = #DATE#
FILE NAME = #FILE#
REFERENCE = #REF#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PC STATION 232+22.48
SET I.P. WITH CAP



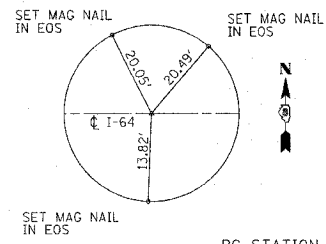
STA. 223+00 TO STA. 238+00
HIGH TENSION CABLE MEDIAN BARRIER - 1500 FT

BM: ELEV. 421.74 STA. 228+50
CHISELED 'X' ON WEST SIDE OF CONC. LIGHT POLE FOUNDATION

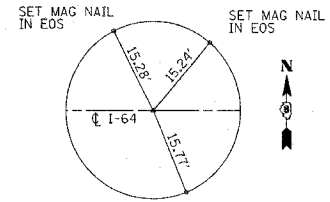
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PLAN VIEW FAI RTE 64 SECTION 82-(1,2,3,4)I-1 ST. CLAIR COUNTY SCALE: VERT. _____ HORIZ. _____ DATE _____
		DRAWN BY _____ CHECKED BY _____

PLOT DATE = #DATE#
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
REFERENCE = #REF#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PC STATION 256+28.24
SET I.P. WITH CAP

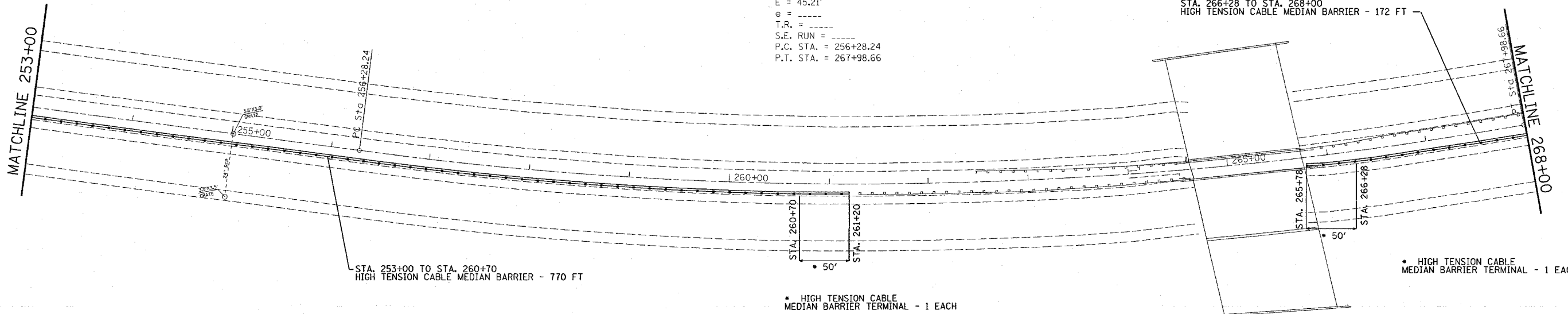


PT STATION 267+98.66
SET I.P. WITH CAP

EXIST. CURVE 8
PI STA. = 262+18.06
 $\Delta = 17^\circ 31' 55''$ (LT)
D = $1^\circ 29' 53''$
R = 3,825.00'
T = 589.82'
L = 1,170.42'
E = 45.21'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 256+28.24
P.T. STA. = 267+98.66

I-64
OVER
HARDING DITCH

STA. 266+28 TO STA. 268+00
HIGH TENSION CABLE MEDIAN BARRIER - 172 FT



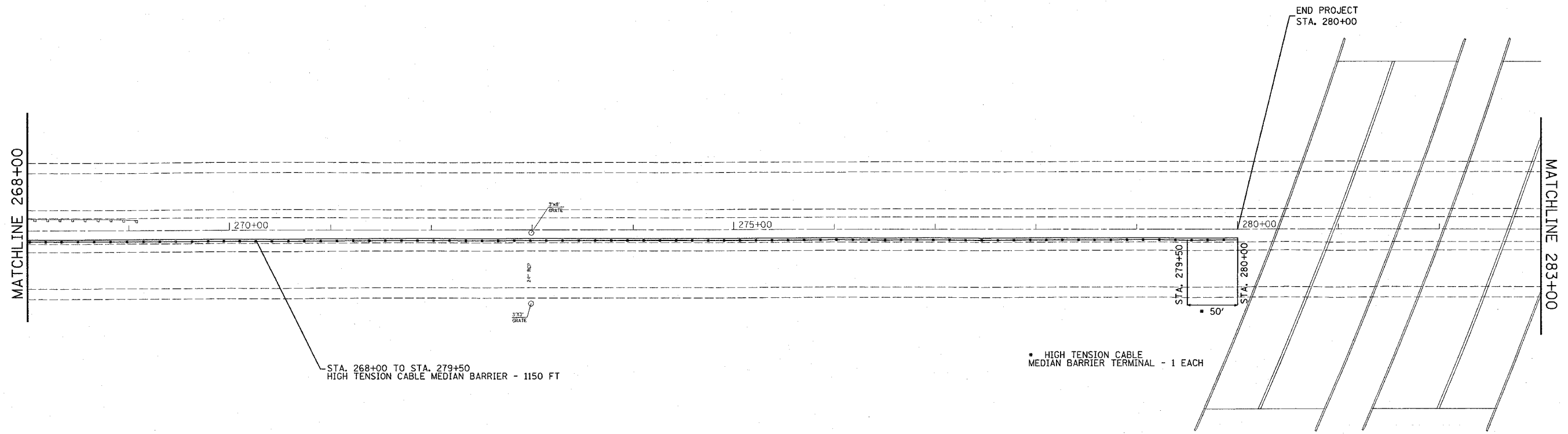
PLOT DATE = *DATE*
DRAWN BY = *NAME*
PLOT SCALE = *SCALE*
REFERENCE = *REF*

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY
SCALE: VERT. _____
HORIZ. _____
DATE _____
DRAWN BY _____
CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

I-255
OVER
I-64



STA. 268+00 TO STA. 279+50
HIGH TENSION CABLE MEDIAN BARRIER - 1150 FT

* HIGH TENSION CABLE
MEDIAN BARRIER TERMINAL - 1 EACH

END PROJECT
STA. 280+00

MATCHLINE 268+00

MATCHLINE 283+00

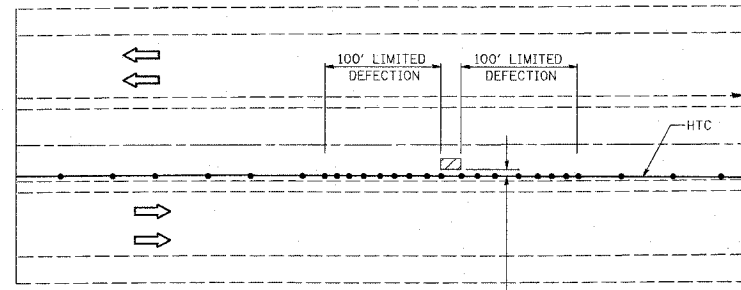


PLOT DATE = 04/27/88
FILE NAME = 82-1,2,3,4I-1
DRAWN BY = J. W. BROWN
CHECKED BY = J. W. BROWN
REFERENCE = 82-1,2,3,4I-1

REVISIONS	
NAME	DATE

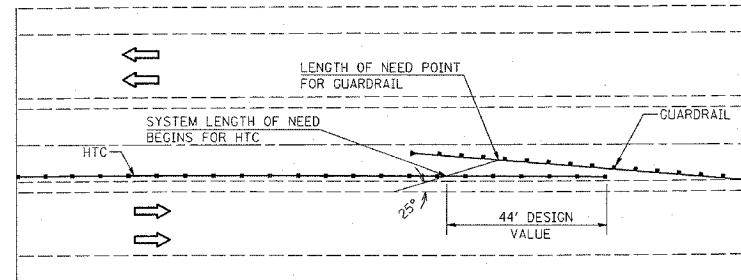
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN VIEW
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY
SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

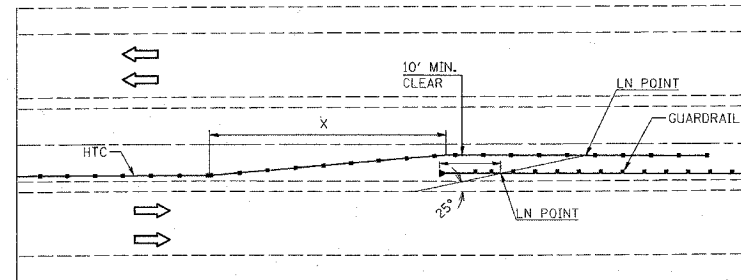


LIMITED DEFECTION LOCATION
 STATION _____
 TO STATION _____
 ALLOWABLE DEFECTION = _____

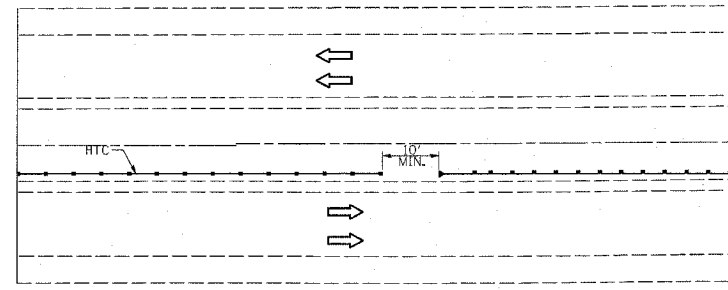
HTC LAYOUT & PLAN NOTATION FOR LIMITED DEFECTION LOCATION



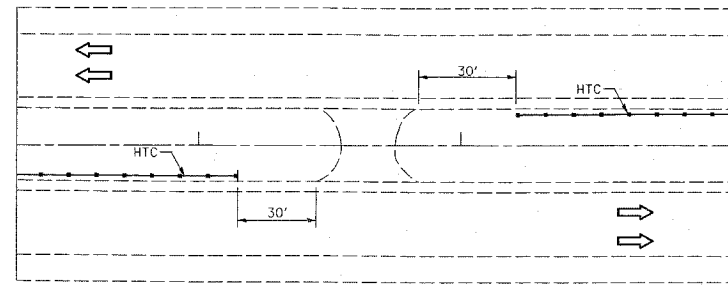
HTC LAYOUT FOR TERMINATION IN FRONT OF FLARED GUARDRAIL



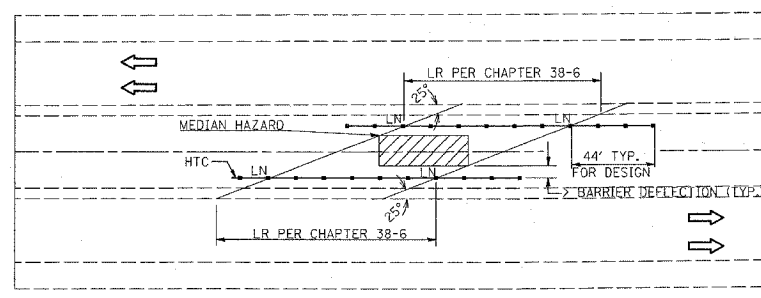
HTC LAYOUT FOR TERMINATION BEHIND TANGENT GUARDRAIL



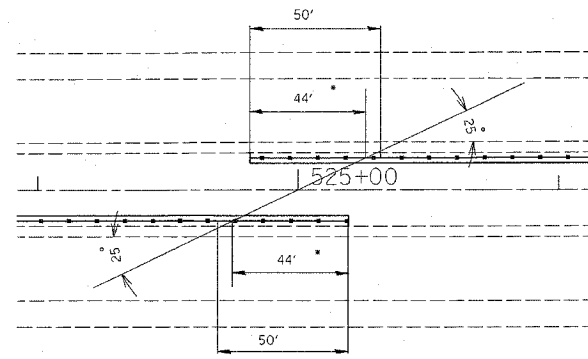
HTC LAYOUT ADJACENT TO GUARDRAIL



HTC LAYOUT AT MEDIAN CROSSOVERS



HTC LAYOUT FOR MEDIAN HAZARD PROTECTION



HTC LAYOUT FOR PLACEMENT ON OPPOSITE SIDES

- FOR PURPOSES OF HTC LAYOUT SHOWN IN PLANS, 44' FOR LON POINT WAS USED. ACTUAL LON POINT WILL VARY DEPENDING ON HTC SYSTEM USED.
- PAY LENGTH FOR HTC MEDIAN BARRIER TERMINAL IS 50' REGARDLESS OF LON POINT.

PLOT DATE = 8/24/88
 FILE NAME = 815L4
 REFERENCE = 815R4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
HTC DETAILS
 FAI ROUTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	22
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
 - (a.) 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.
 - (b.) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
 - (c.) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - I. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
 - II. TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
 - III. CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
 - IV. TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
 - V. BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
 - VI. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME, PLACING PERMANENT CONTROL SUCH AS RIPRAP DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.
 - (d.) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.
 - (e.) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
 - (f.) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. 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.
 - (g) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION.
 - (h) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY EROSION CONTROL SYSTEM.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION:







1. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY I.D.O.T. FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS:

1. A QUANTITY FOR MULCH METHOD 1, BASED ON AN ESTIMATED 8' WIDE AREA (3.5 ACRES), HAS BEEN INCLUDED IN THE PLANS TO BE APPLIED TO ALL DISTURBED AREAS AS AN EROSION CONTROL MEASURE AT THE DIRECTION OF THE ENGINEER. MULCH USED FOR EROSION CONTROL WILL BE PAID FOR SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

ANY DISTURBANCE BEYOND THE 8' WIDTH, MEASURED FROM THE EDGE OF EXISTING SHOULDER, SHALL BE MULCHED PER SECTION 251 AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

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
-  MULCH

PLOT DATE = #DATE*
 PLOT SCALE = #SCALE*
 REFERENCE = #REF*

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**STORM WATER POLLUTION
 PREVENTION PLAN**
 FAI ROUTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	MADISON	42	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF INSTALLING HIGH TENSION CABLE MEDIAN BARRIER.
2. CONSTRUCTION INCLUDES PLACEMENT OF A HOT-MIX ASPHALT SHOULDER, HIGH TENSION CABLE MEDIAN BARRIER, GUARDRAIL REMOVAL AND INSTALLATION OF NEW STEEL PLATE BEAM GUARDRAIL.

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

1. EXCAVATION FOR HOT-MIX ASPHALT SHOULDER INSTALLATION AND INSTALLATION OF HIGH TENSION CABLE MEDIAN BARRIER.
2. GUARDRAIL REMOVAL.
3. INSTALLATION OF STEEL PLATE BEAM GUARDRAIL.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.5 ACRES OF WHICH 3.5 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, STANDARD SPECIFICATIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

1. HARDING DITCH
2. TRIBUTARIES TO HARDING DITCH.

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
 - (a.) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
 - (b.) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
 - (c.) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
 - (d.) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (e.) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (f.) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY LINE.
2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

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

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

Mary C. Ramji 3-22-07
 DEPUTY DIRECTOR OF HIGHWAYS DATE
 REGION FIVE ENGINEER

PLOT DATE = #DATE*
 PLOT SCALE = #SCALE*
 REFERENCE = #REF*

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER POLLUTION PREVENTION PLAN
 FAI ROUTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

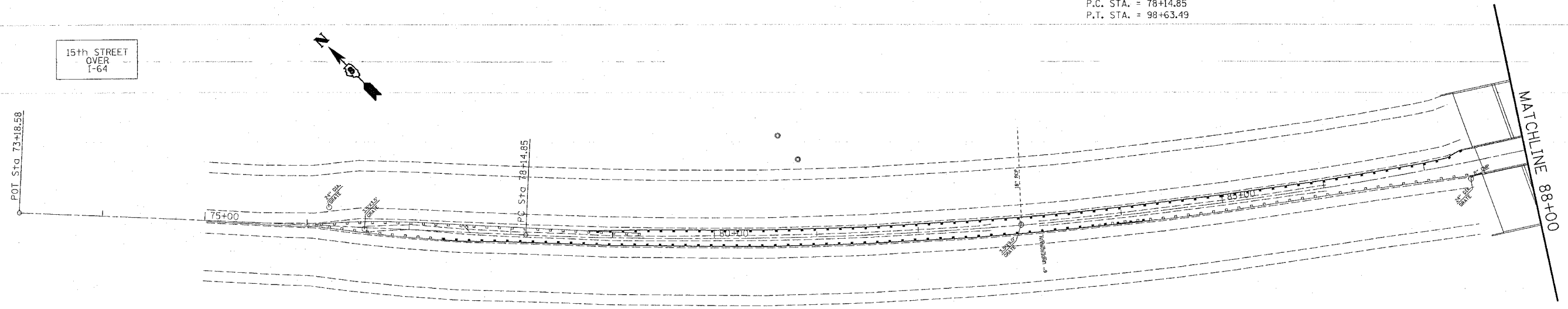
SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
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
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXIST. CURVE 1
 PI STA. = 88+63.98
 $\Delta = 30^\circ 26' 54''$ (LT)
 $D = 1^\circ 29' 11''$
 $R = 3,855.00'$
 $T = 1,049.13'$
 $L = 2,048.64'$
 $E = 140.21'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 78+14.85$
 $P.T. STA. = 98+63.49$

I-64
 OVER
 18th STREET

15th STREET
 OVER
 I-64



 MULCH

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 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

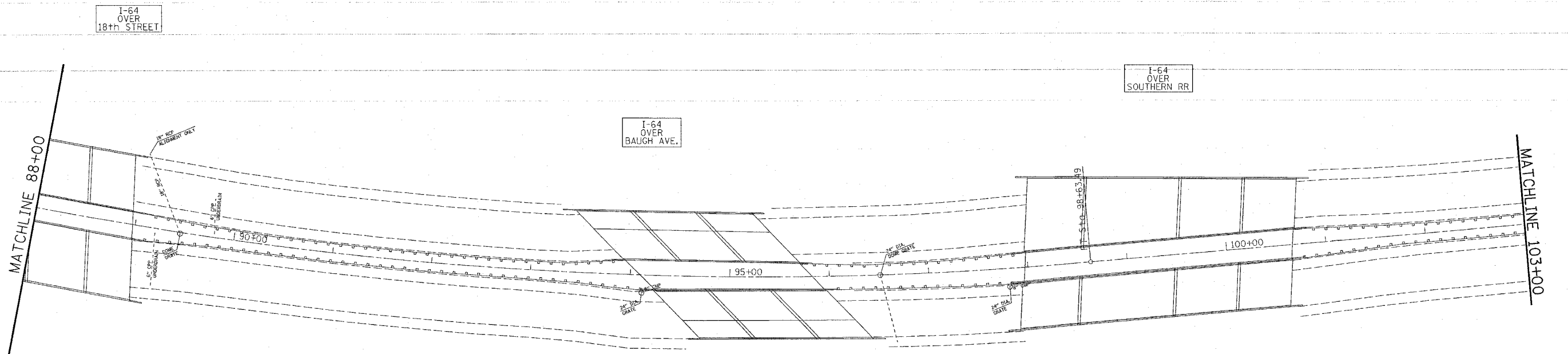
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	25
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



 MULCH

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 DATE: _____ HORIZ. _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	26
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MATCHLINE 103+00

I-64
OVER
TRRA RR



105+00

MATCHLINE 118+00

 MULCH

PLOT DATE = 04/25/08
 PLOT SCALE = AS SHOWN
 REFERENCE = 04/25/08

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

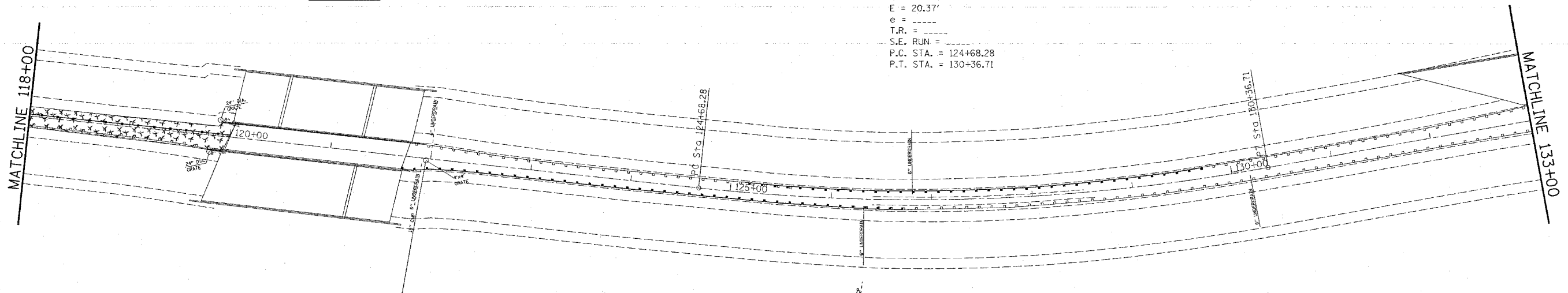
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64	82-(1,2,3,4)I-1	ST. CLAIR	42	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXIST. CURVE 2
 PI STA. = 127+54.43
 $\Delta = 16^\circ 17' 04''$ (LT)
 D = 2° 51' 53"
 R = 2,000.00'
 T = 286.14'
 L = 568.43'
 E = 20.37'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 124+68.28
 P.T. STA. = 130+36.71

I-64
 OVER
 25th STREET

MATCHLINE 118+00

MATCHLINE 133+00



 MULCH

PLOT DATE =
 PLOT NAME =
 PLOT SCALE =
 REFERENCE =

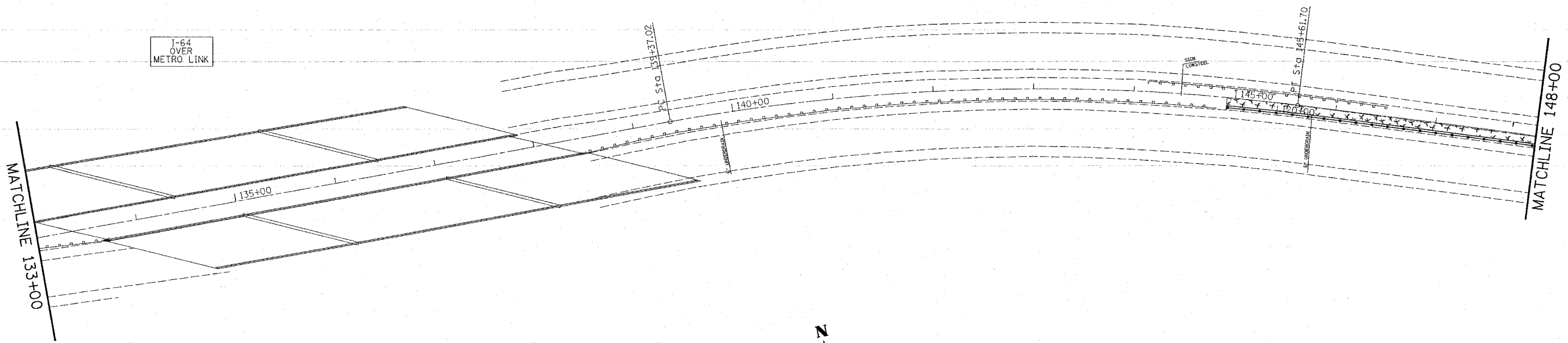
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE 3
 PI STA. = 142+51.80
 $\Delta = 17^\circ 27' 33''$ (RT)
 D = 2° 47' 42"
 R = 2,050.00'
 T = 314.78'
 L = 624.68'
 E = 24.03'
 $\theta =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 139+37.02
 P.T. STA. = 145+61.70



 MULCH

PLOT DATE = #DATE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

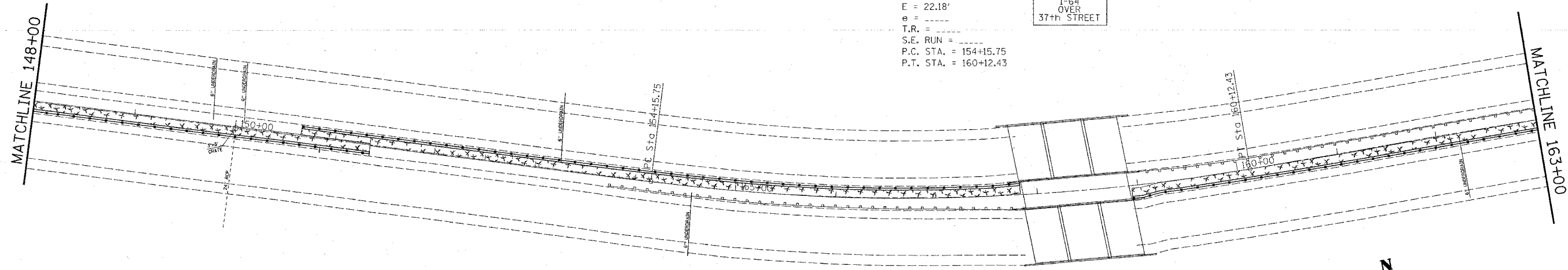
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DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	29
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE 4
 PI STA. = 157+16.27
 $\Delta = 16^\circ 52' 57''$ (LT)
 $D = 2^\circ 49' 46''$
 $R = 2,025.00'$
 $T = 300.52'$
 $L = 596.68'$
 $E = 22.18'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 154+15.75$
 $P.T. STA. = 160+12.43$

I-64
 OVER
 37th STREET



 MULCH

DATE =
 FILE NAME =
 PLOT SCALE =
 REFERENCE =

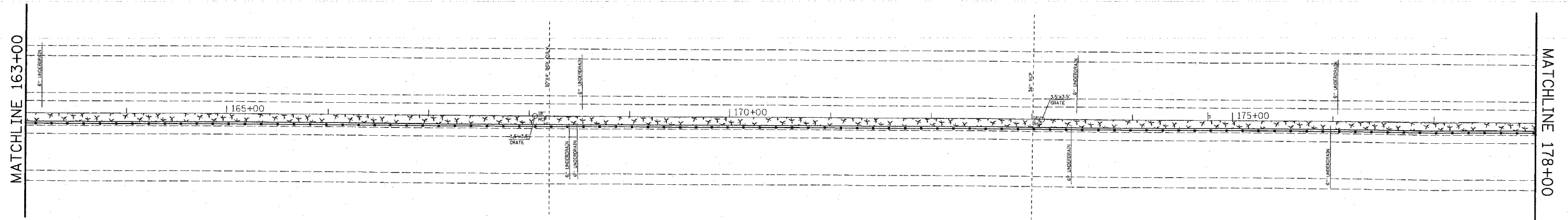
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCHLINE 163+00

MATCHLINE 178+00



MULCH

PLOT DATE = DATE
 PLOT SCALE = SCALE
 REFERENCE = REF

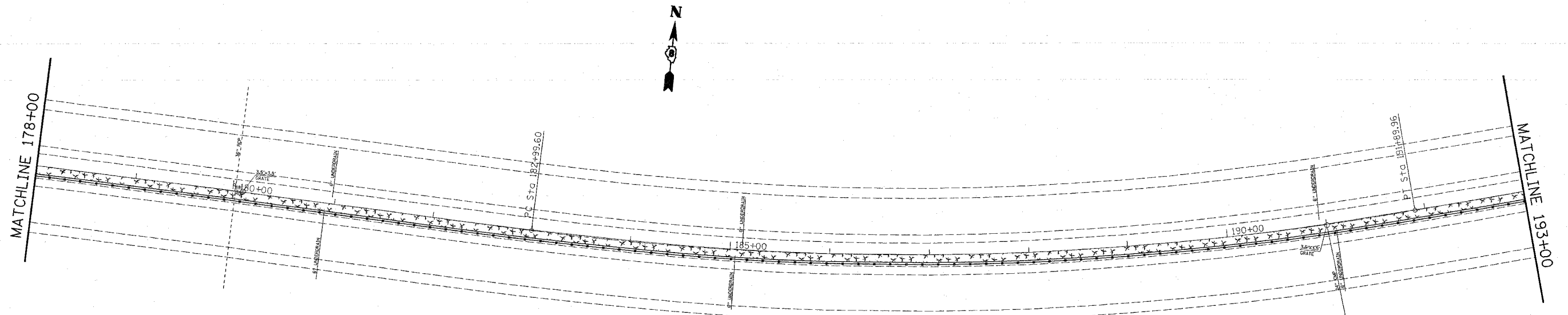
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT.
 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	31
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXIST. CURVE 5
 PI STA. = 187+48.19
 $\Delta = 17^\circ 17' 34''$ (LT)
 $D = 1^\circ 56' 32''$
 $R = 2,950.00'$
 $T = 448.59'$
 $L = 890.36'$
 $E = 33.91'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 182+99.60
 P.T. STA. = 191+89.96

 MULCH

PLOT DATE = #DATE#
 FILE NAME = #FILE#
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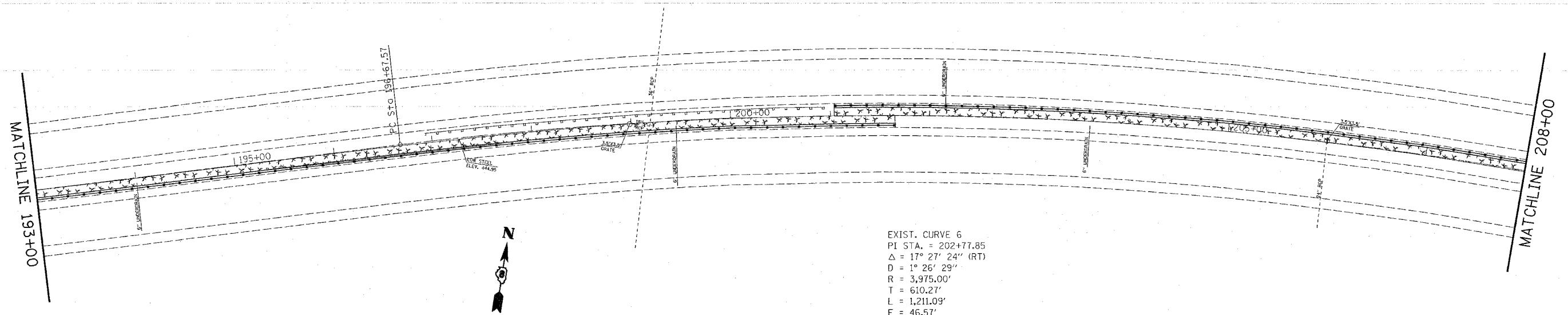
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	32
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



EXIST. CURVE 6
 PI STA. = 202+77.85
 $\Delta = 17^\circ 27' 24''$ (RT)
 $D = 1^\circ 26' 29''$
 $R = 3,975.00'$
 $T = 610.27'$
 $L = 1,211.09'$
 $E = 46.57'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 196+67.57$
 $P.T. \text{ STA.} = 208+78.66$

 MULCH

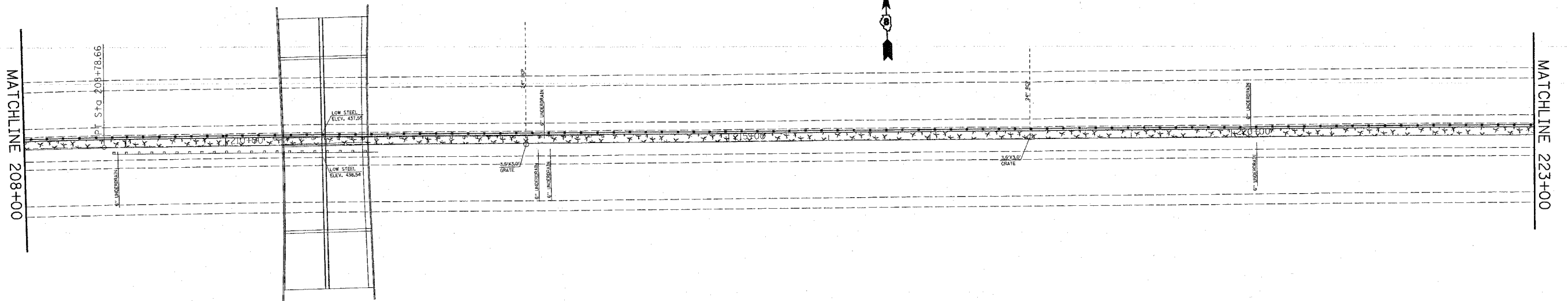
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
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)	ST. CLAIR	42	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

IL RTE 111
OVER
I-64



 MULCH

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PLOT SCALE = #SCALE#
REFERENCE = #REF#

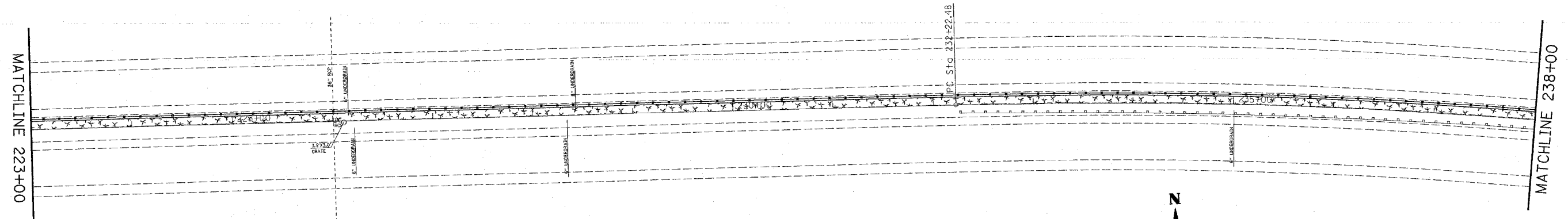
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



 MULCH

PLOT DATE = #DATE#
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 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

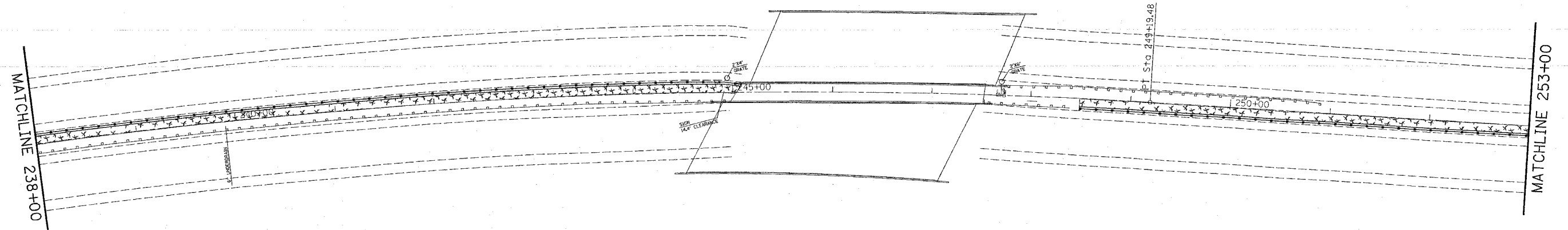
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 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

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64	82-(1,2,3,4)I-1	ST. CLAIR	42	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXIST. CURVE 7
 PI STA. = 240+77.24
 $\Delta = 16^\circ 58' 12''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 854.76'$
 $L = 1,697.00'$
 $E = 63.41'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 232+22.48$
 $P.T. \text{ STA.} = 249+19.48$

I-64
 OVER
 ALTON & SOUTHERN RR



 MULCH

PLOT DATE * * * * *
 PLOT SCALE * * * * *
 REFERENCE * * * * *

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY

SCALE: VERT. _____
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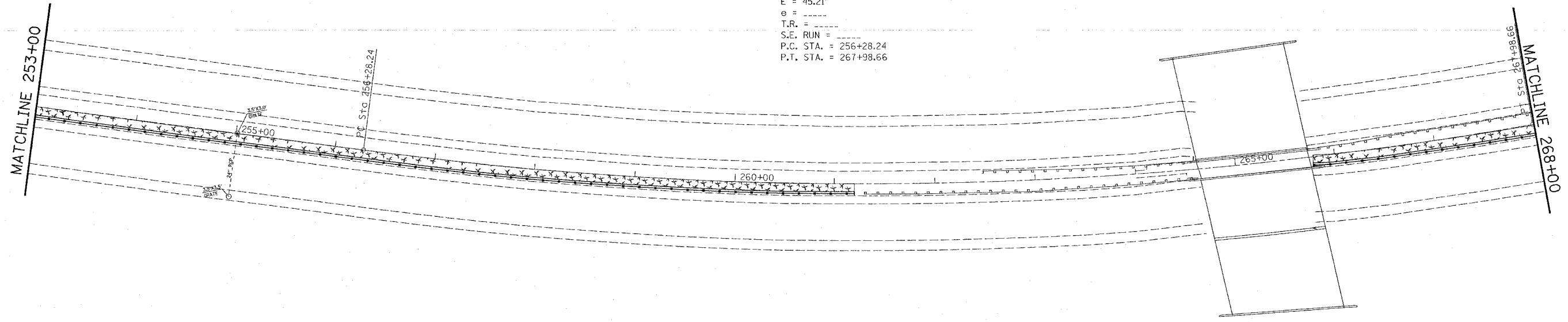
DATE _____ DRAWN BY _____
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXIST. CURVE 8
 PI STA. = 262+18.06
 $\Delta = 17^\circ 31' 55''$ (LT)
 $D = 1^\circ 29' 53''$
 $R = 3,825.00'$
 $T = 589.82'$
 $L = 1,170.42'$
 $E = 45.21'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 256+28.24$
 $P.T. STA. = 267+98.66$

I-64
 OVER
 HARDING DITCH



 MULCH

DATE =
 DATE =
 SCALE =
 REFERENCE =

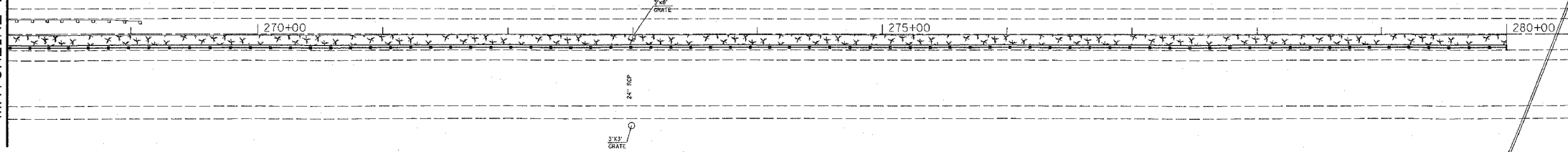
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
 FAI RTE 64
 SECTION 82-(1,2,3,4)I-1
 ST. CLAIR COUNTY
 SCALE: VERT. _____
 DATE _____
 HORIZ. _____
 DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

I-255
OVER
I-64

MATCHLINE 268+00



MATCHLINE 283+00



 MULCH

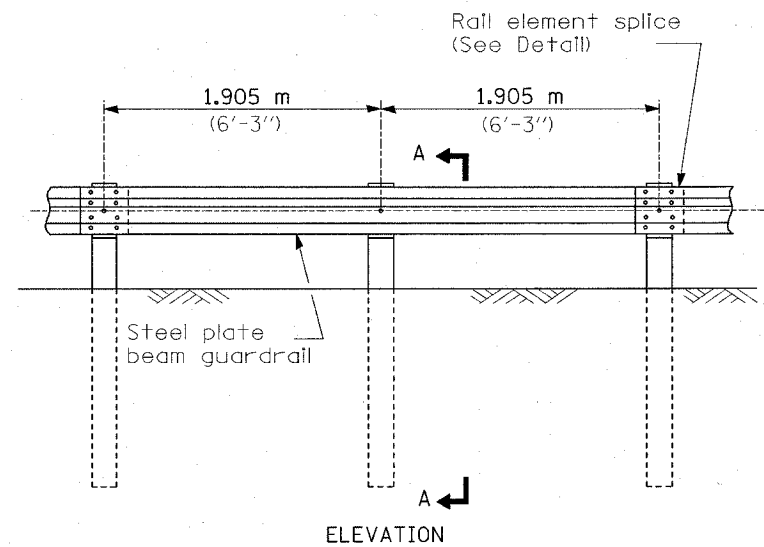
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REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLAN
FAI RTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

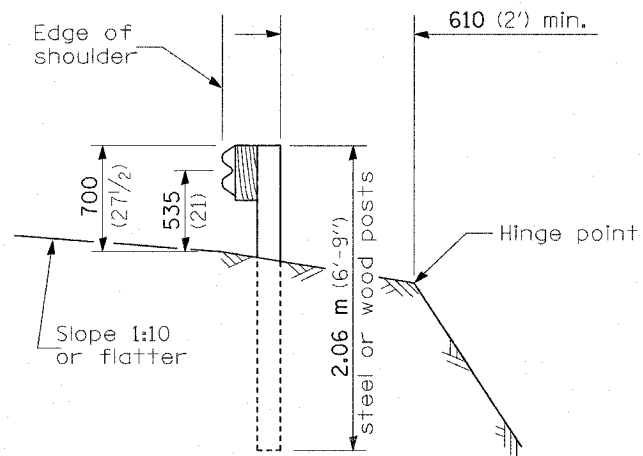
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HORIZ. _____
DATE _____
DRAWN BY _____
CHECKED BY _____

CONTRACT NO. 76A18				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1,2,3,4I-1	ST. CLAIR	42	38
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

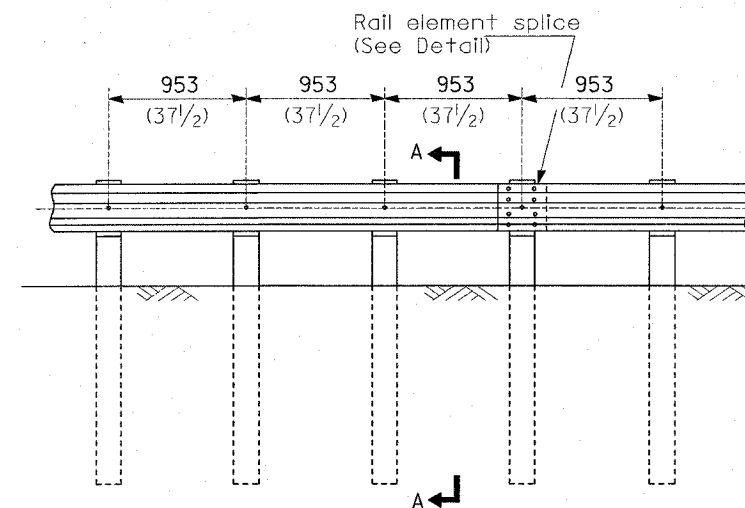


TYPE A

1.905 m (6'-3") Typical post spacing

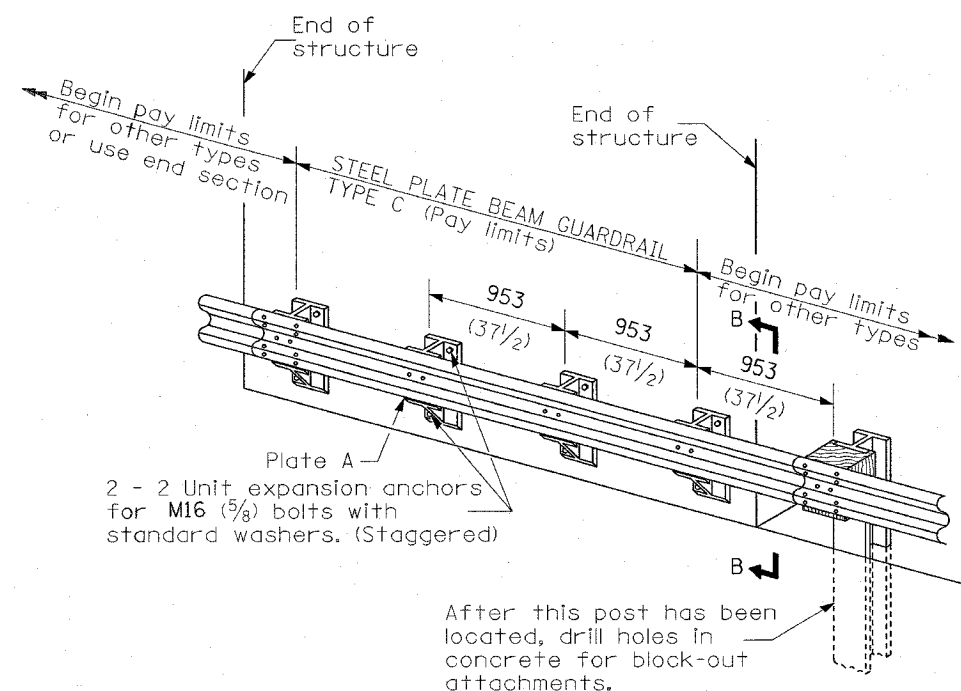


SECTION A-A



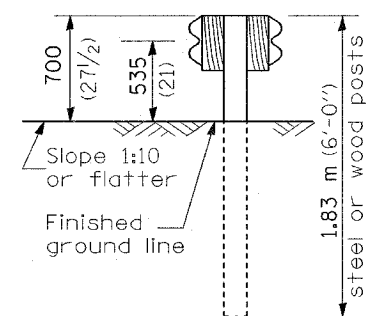
TYPE B

953 (37 1/2) Closed post spacing

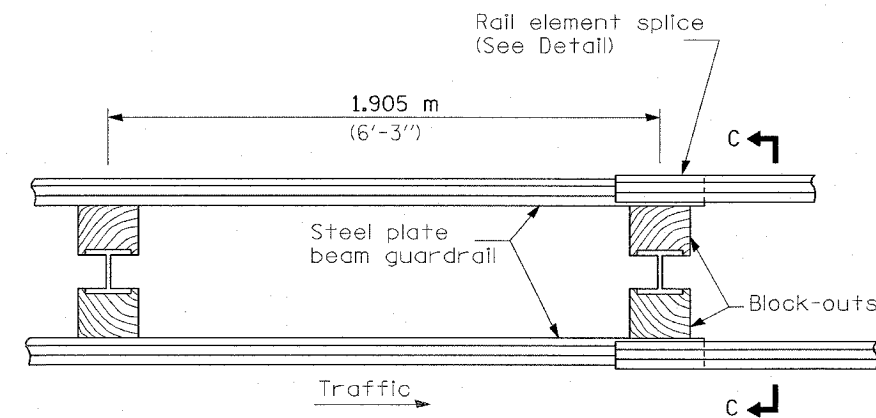


TYPE C

953 (37 1/2) Block-out spacing

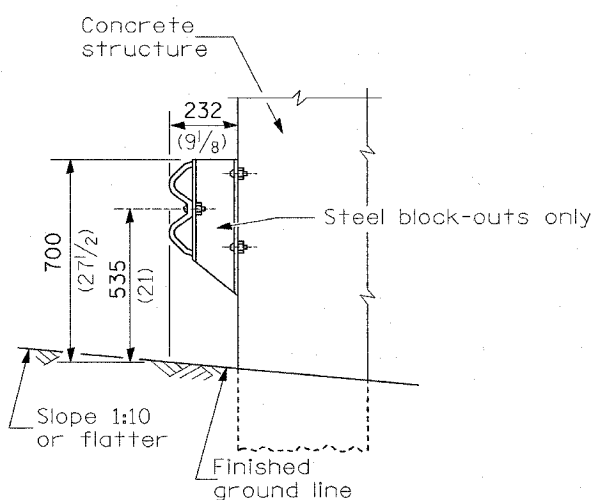


SECTION C-C



TYPE D

Double steel plate beam guardrail
1.905 m (6'-3") typical post spacing



SECTION B-B

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

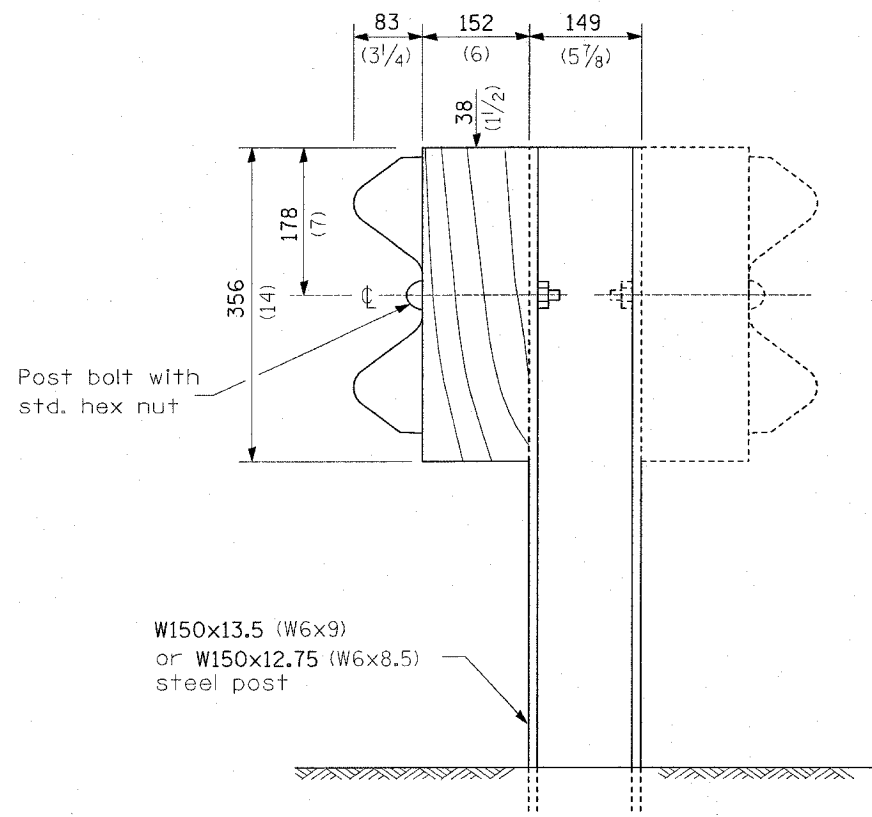
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION

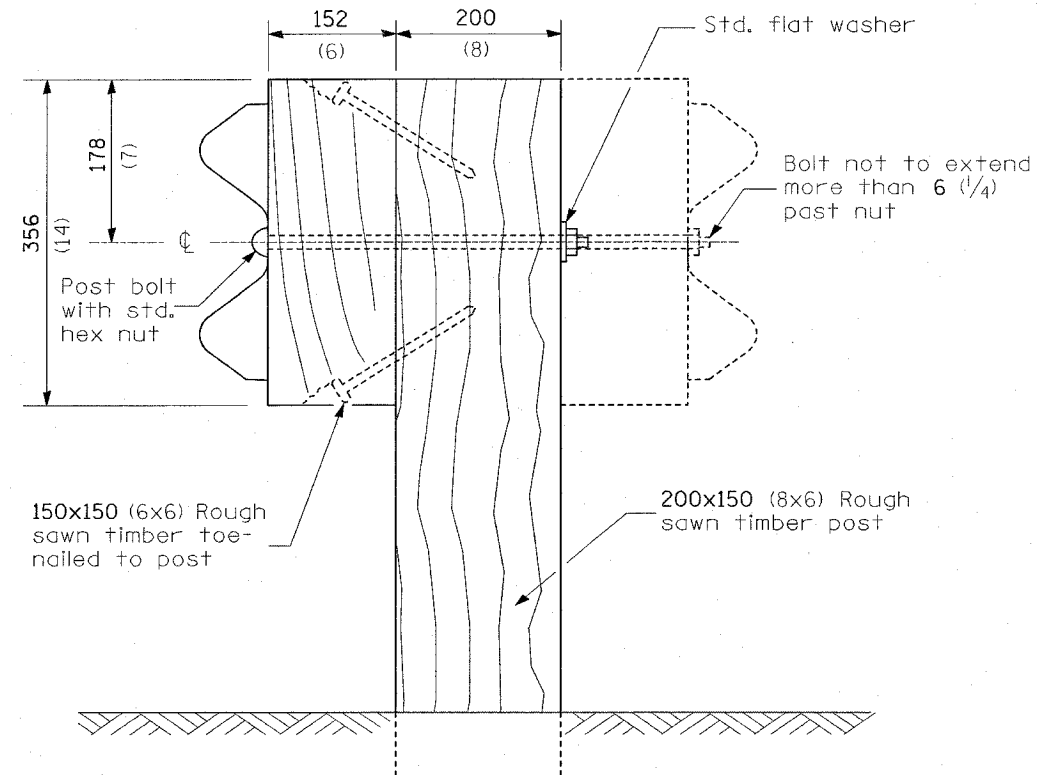
STEEL PLATE BEAM GUARDRAIL

FAI ROUTE 64
SECTION 82-1,2,3,4I-1
ST. CLAIR COUNTY

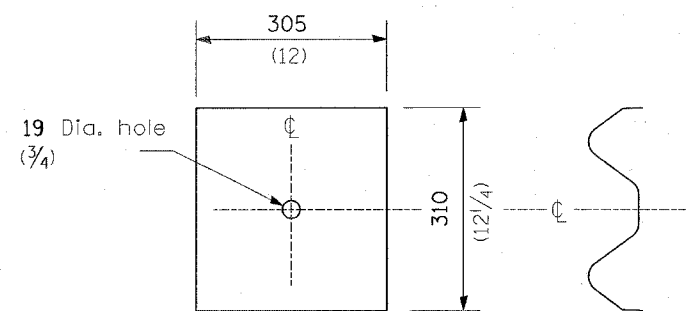
CONTRACT NO. 76A18				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	
64	82-(1,2,3,4)I-1	ST. CLAIR	42	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STEEL POST CONSTRUCTION



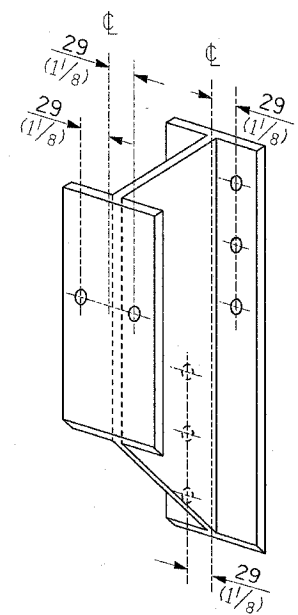
WOOD POST CONSTRUCTION



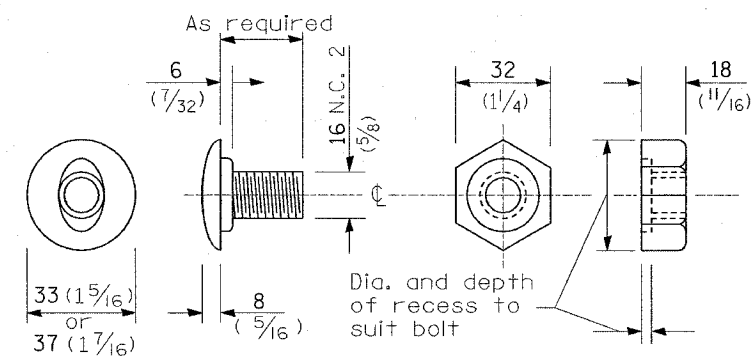
NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



STEEL BLOCK-OUT DETAIL



POST OR SPLICE BOLT & NUT

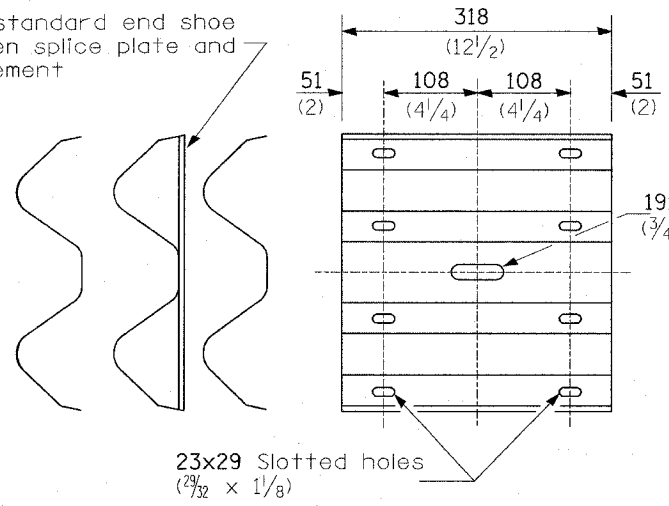
ILLINOIS DEPARTMENT OF TRANSPORTATION

STEEL PLATE BEAM
GUARDRAIL

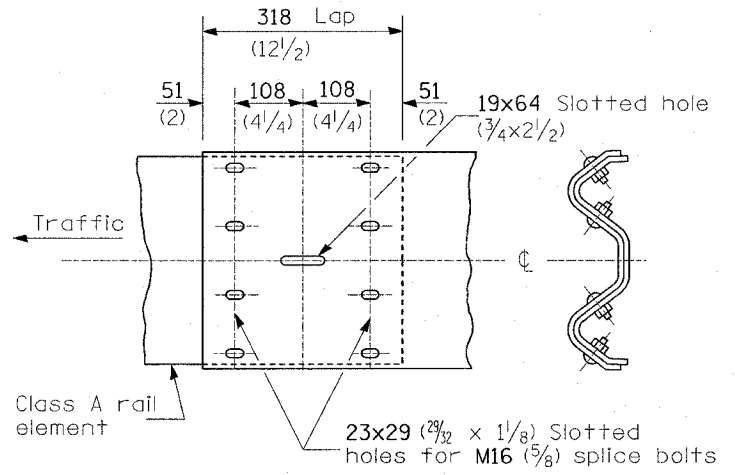
FAI ROUTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

CONTRACT NO. 76A18				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-(1,2,3,4)I-1	ST. CLAIR	42	40
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

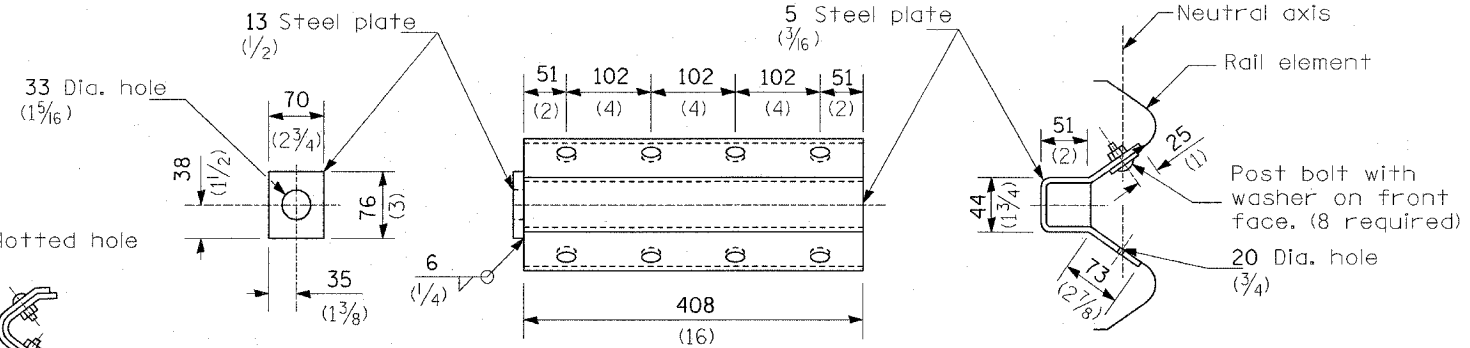
Place standard end shoe between splice plate and rail element



SPLICE PLATE

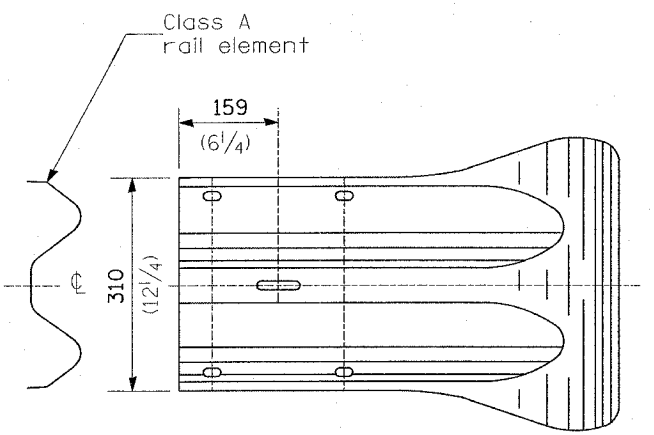
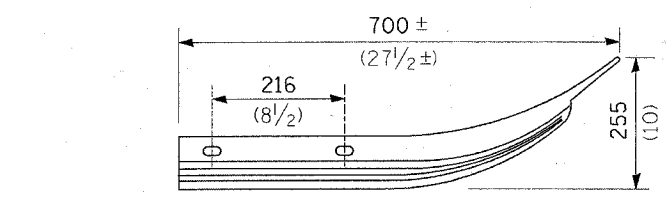


RAIL ELEMENT SPLICE

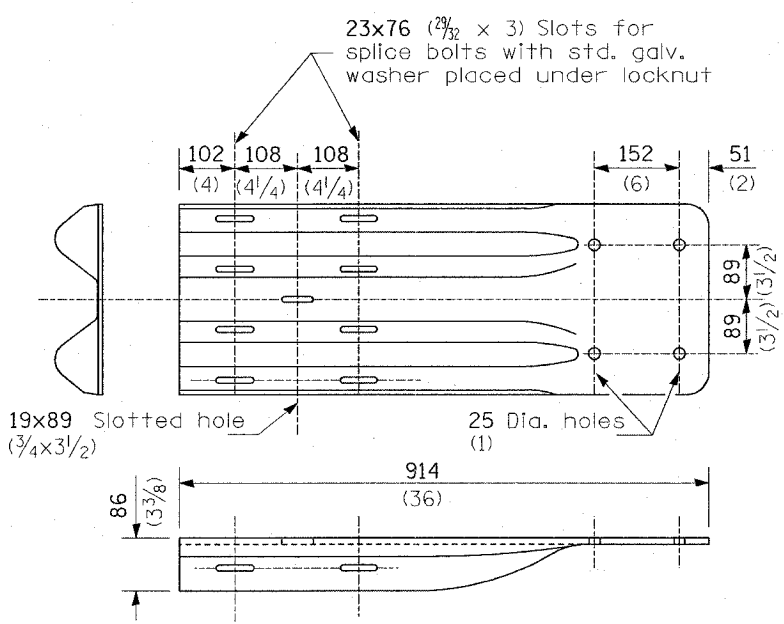


NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS



END SECTION



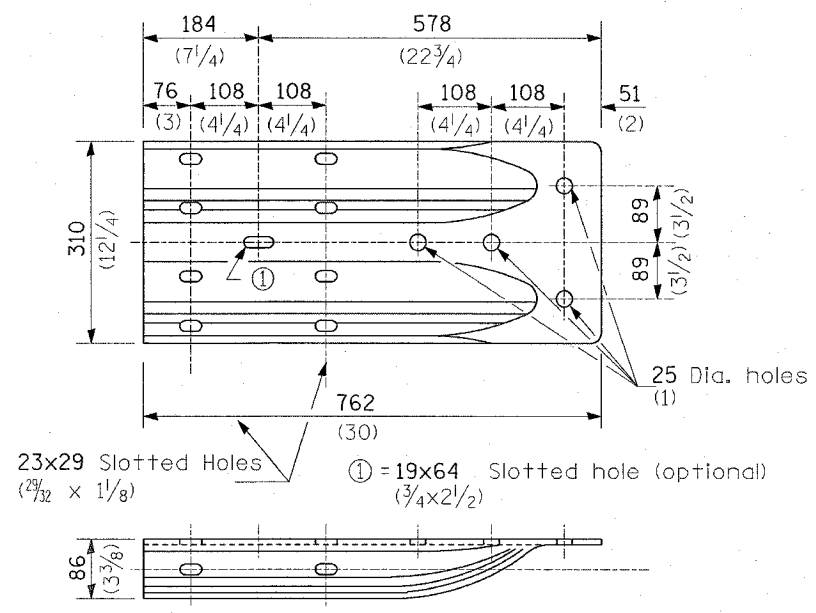
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

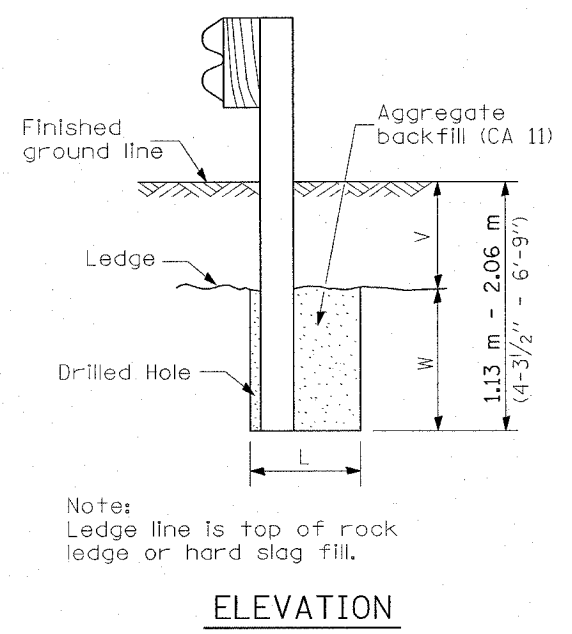
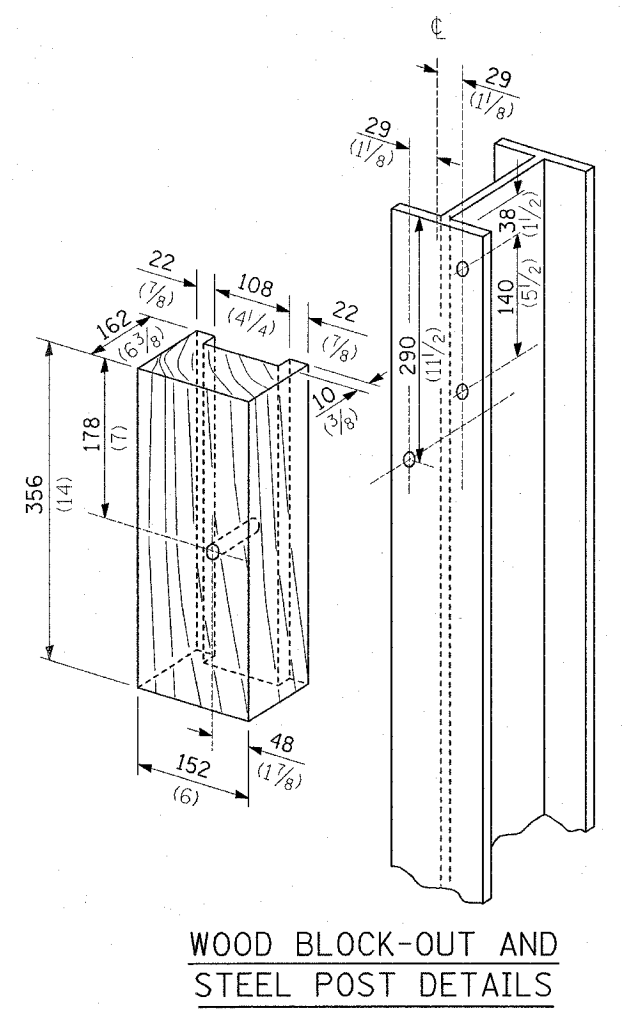
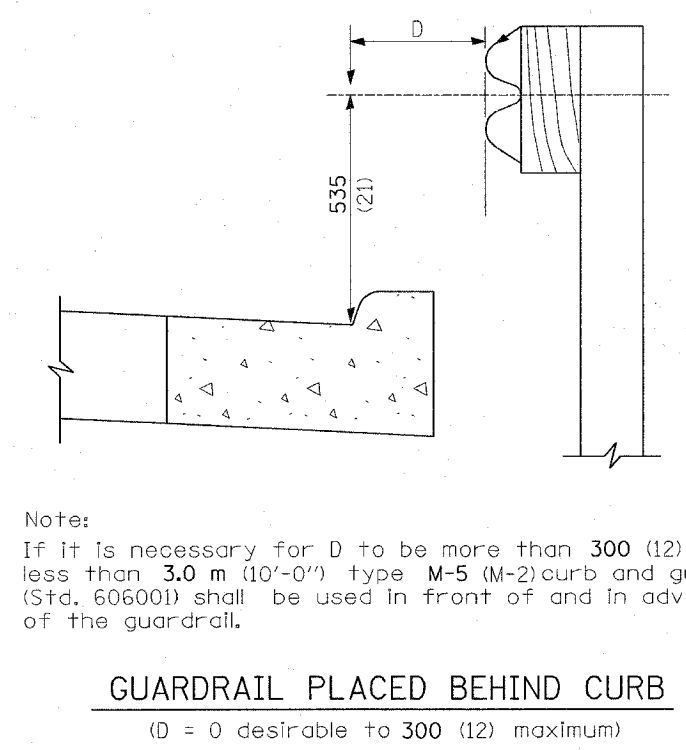
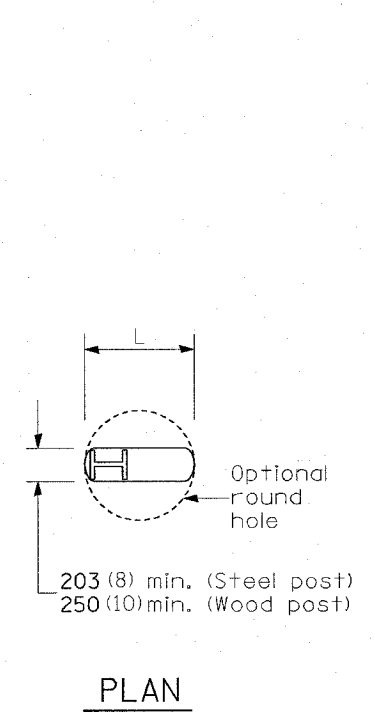
Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE

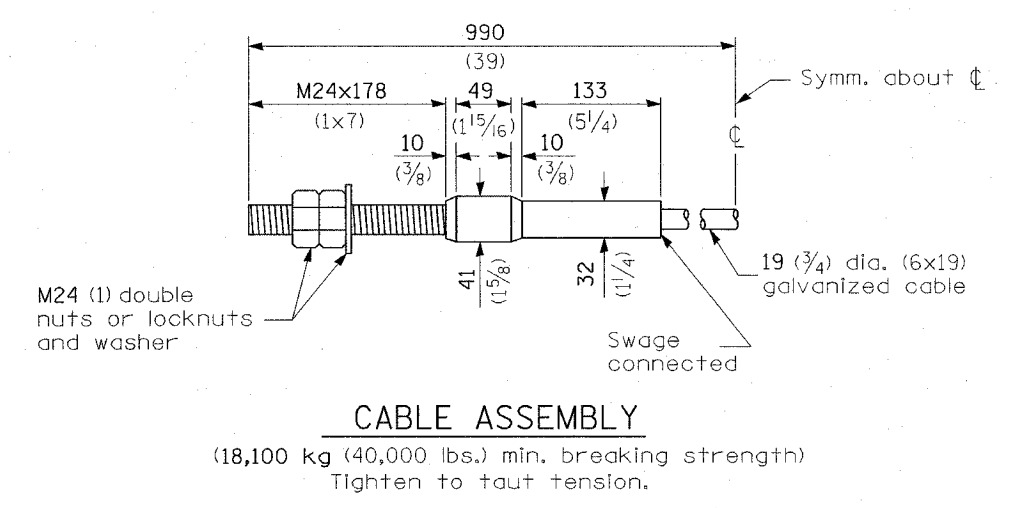


ALTERNATE END SHOE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STEEL PLATE BEAM GUARDRAIL
FAI ROUTE 64
SECTION 82-(1,2,3,4)I-1
ST. CLAIR COUNTY

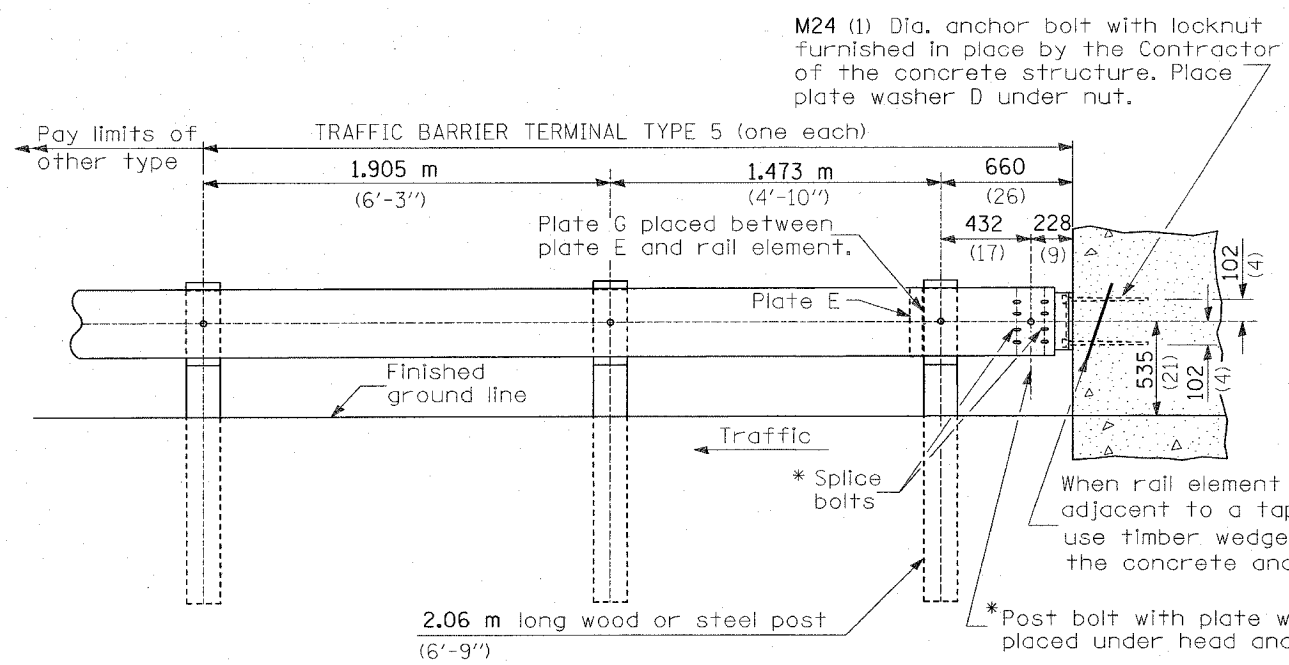


V	W	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (24)	530 (21)	580 (23)
>460 - 825 (>18 - 41.5)	305 (12)	203 (8)	250 (10)
>825 - 1.13 m (>41.5 - 53.5)	305 - 0 (12 - 0)	203 (8)	250 (10)

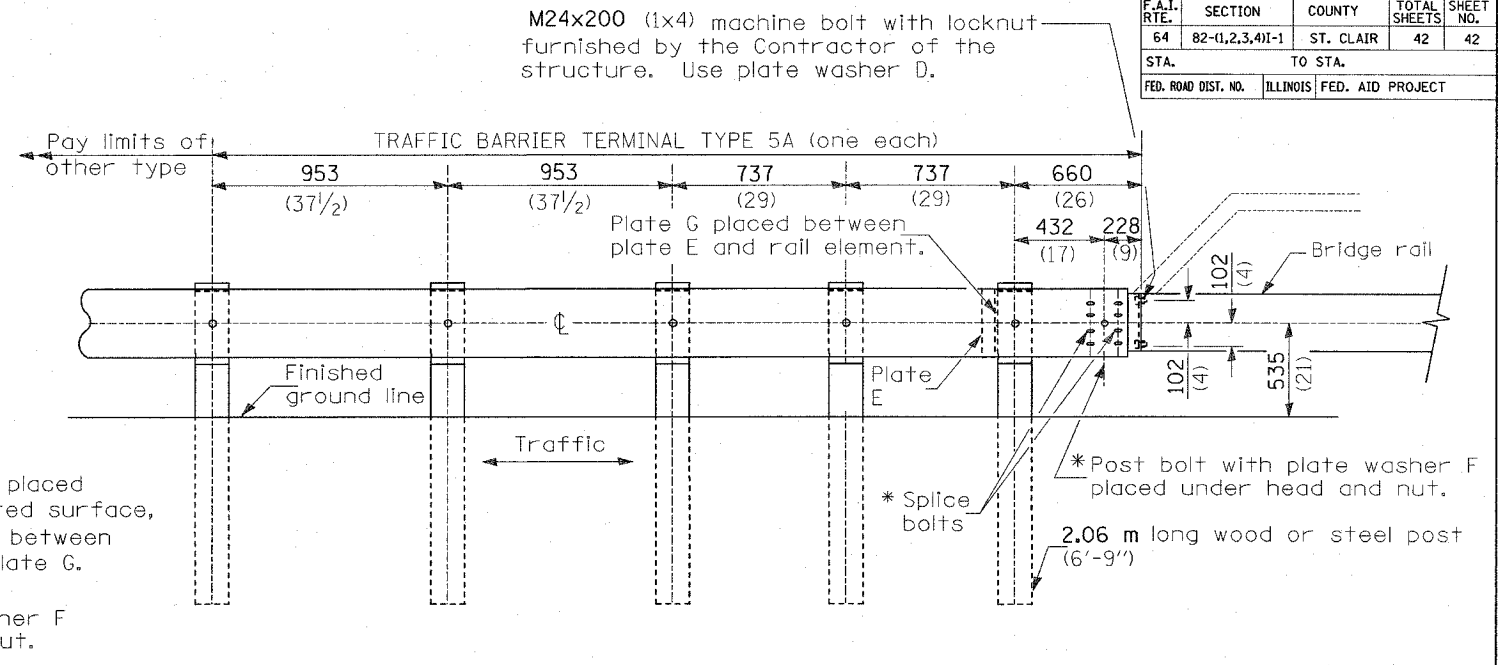


FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

CONTRACT NO. 76A18				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1,2,3,4I-1	ST. CLAIR	42	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPE 5 - CONCRETE BRIDGE PARAPET



TYPE 5A - STEEL BRIDGE RAIL

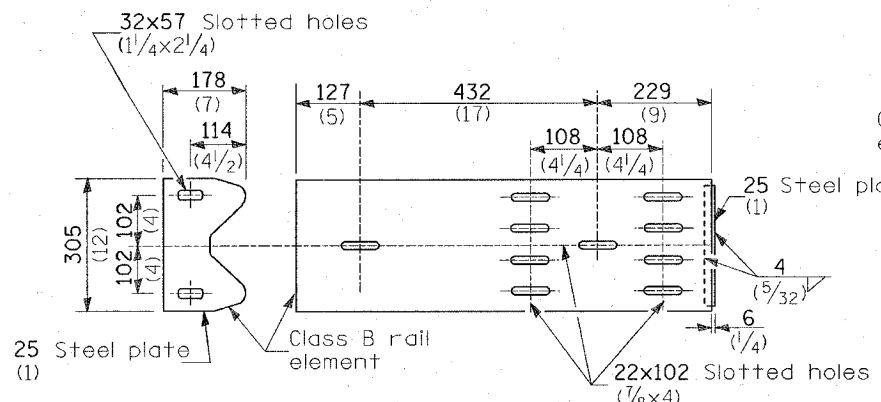


PLATE G

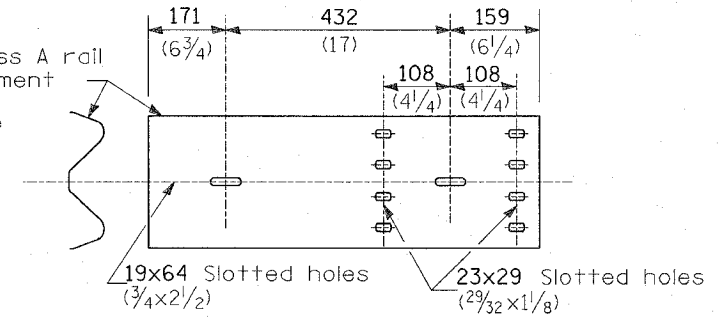
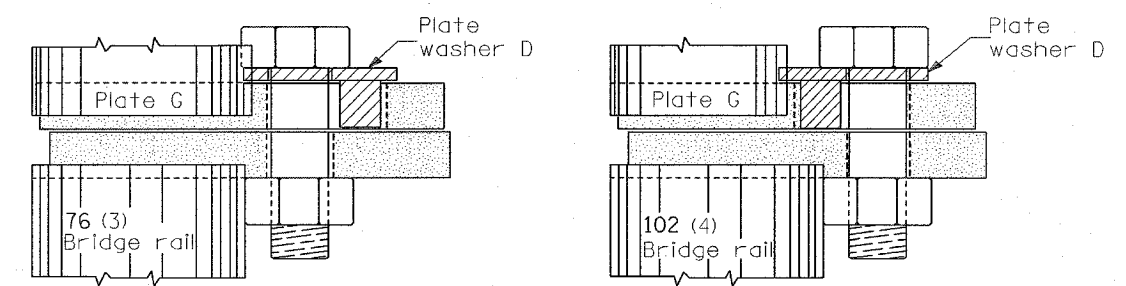


PLATE E



PLACEMENT OF PLATE WASHER D (PLAN)

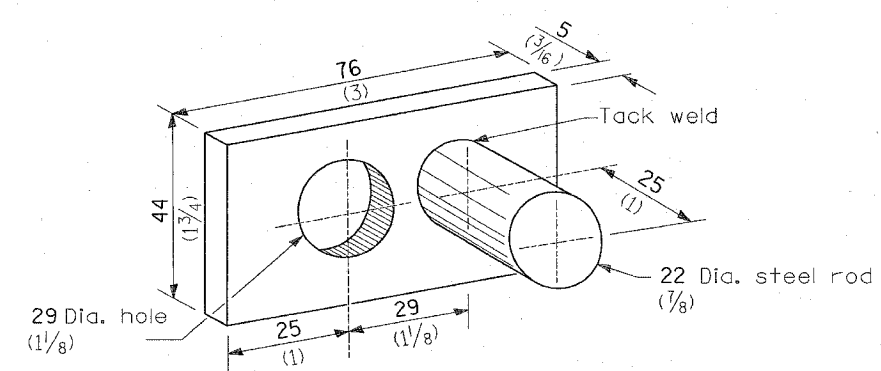
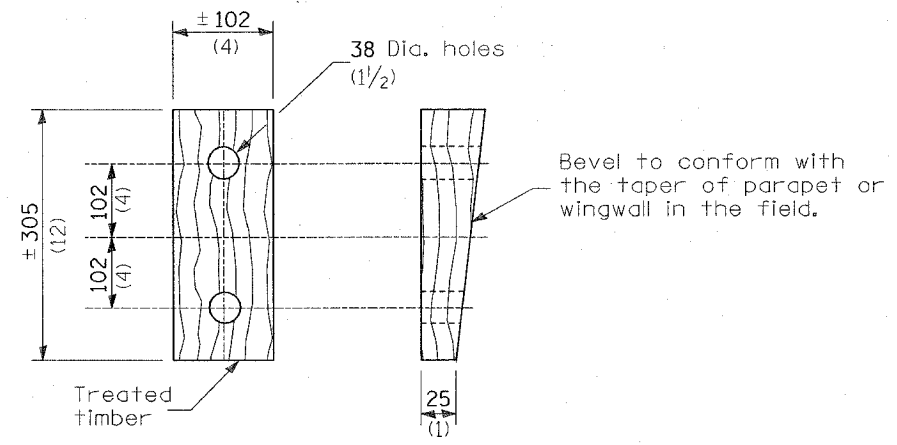


PLATE WASHER D



WEDGE M

GENERAL NOTES

Install plate washer D so that the 25 mm (1") projection fills the remainder of the slotted holes in the 25 mm (1") end plate on plate G after the M24 (1") dia. bolts are in place.

* Bolts shall be provided with locknut or double nut and shall be tightened only to a point that will allow plate G to be free to move when an expansion joint exists below the connector.

See Standard 630001 for details of guardrail not shown.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC BARRIER TERMINAL TYPE 5 & 5A
 FAI ROUTE 64
 SECTION 82-1,2,3,4I-1
 ST. CLAIR COUNTY