| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 1 |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 76C41 | | |

06-17-11 LETTING ITEM 296

# STATE OF ILLINOIS
# DEPARTMENT OF TRANSPORTATION
# DIVISION OF HIGHWAYS

# PROPOSED HIGHWAY PLANS

## FAP ROUTE 998 (RELOCATED I-70)
## SECTION 82-1A

## ST. CLAIR COUNTY
## C-98-027-10
## PROPOSED I-70 GRADING, DRAINAGE & UTILITY REMOVAL FROM 1ST STREET TO CAHOKIA CANAL CULVERT

**FOR INDEX OF SHEETS, SEE SHEET NO. 2**

**INDUSTRIAL DRIVE**
ADT = 25 (2008)
DESIGN SPEED = 25 MPH
POSTED SPEED = 20 MPH

**EXCHANGE AVENUE**
ADT = 16,940 (2030)
DESIGN SPEED = 30 MPH
POSTED SPEED = 25 MPH

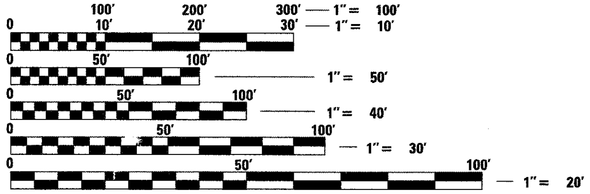
**INTERSTATE 70**
DESIGN DESIGNATION – 6,594(30) INTERSTATE FREEWAY 48.96 (PCC–20)
ADT = 59,940 (2030)
DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH

**IL ROUTE 3 (ST. CLAIR AVE.)**
ADT = 6,400 (2008), 7,900 (2030)
DESIGN SPEED = 40 MPH (S. OF PACKERS AVE.)
DESIGN SPEED = 45 MPH (N. OF PACKERS AVE.)
POSTED SPEED = 35 MPH (S. OF PACKERS AVE.)
POSTED SPEED = 45 MPH (N. OF PACKERS AVE.)

**1ST STREET**
ADT = 1,350 (2008), 1,700 (2030)
DESIGN SPEED = 35 MPH
POSTED SPEED = 30 MPH

PROJECT LOCATED IN: FAIRMONT CITY, ILLINOIS
EAST ST. LOUIS, ILLINOIS

| | |
|---|---|
| PLANS | 1″=50′ |
| PROFILES | 1″=5′ |
| X–SECTIONS | 1″=10′ H<br>1″=5′ V |



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

**PROJECT ENGINEER : MICHAEL D. PRITCHETT (618) 346-3180**
**PROJECT MANAGER : JANE CHASTAIN MERCER (618) 346-3206**

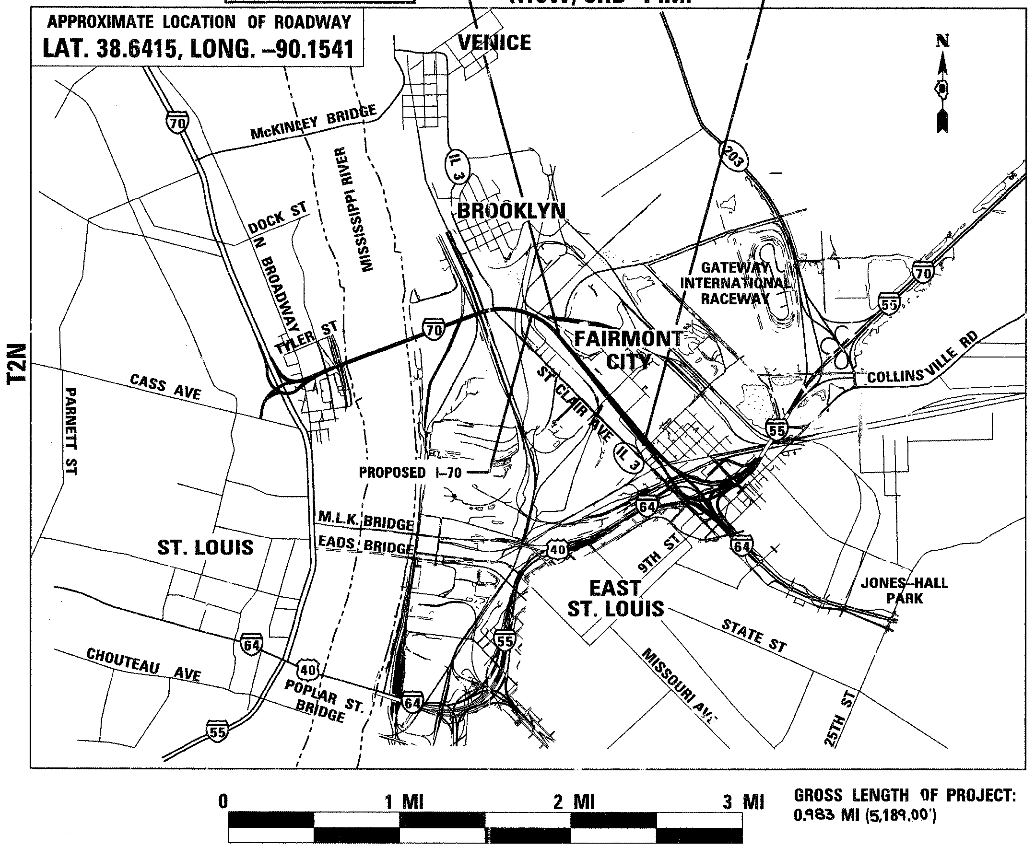
**CONTRACT NO. 76C41**

IMPROVEMENT LIMITS
SECTION 82-1A
PROPOSED I-70
MAINLINE GRADING
STA. 139 + 60.00

IMPROVEMENT LIMITS
SECTION 82-1A
PROPOSED I-70
MAINLINE GRADING
STA. 191 + 49.00

R10W, 3RD P.M.

APPROXIMATE LOCATION OF ROADWAY
LAT. 38.6415, LONG. –90.1541



SCALE
CANTEEN TOWNSHIP

GROSS LENGTH OF PROJECT:
0.983 MI (5,189.00′)

NET LENGTH OF PROJECT:
0.983 MI (5,189.00′)

BYRON T. DANLEY
081-004737

Byron T. Danley
BYRON T. DANLEY

EXPIRES: 11/30/12

DATE : 2/1/11

FOR SHEETS : 144-161

ROBERT J. STERN
062-040104

Robert J Stern
ROBERT J. STERN

EXPIRES: 11/30/2011

DATE : 1/31/2011

FOR SHEETS : 1-107, 140-143, 162-190

**TENG**

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312-616-0000

D-98-059-08

LOCATION OF SECTION INDICATED THUS: – ▬

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Feb 7 20 11

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 25 20 11

Scott E. Stitt, P.E. /ta
acting ENGINEER OF DESIGN AND ENVIRONMENT

March 25 20 11

Christine M. Reed /ta
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

☐ INDICATES PAYMENT INCLUDED IN COST OF ANOTHER ITEM.

## INDEX OF SHEETS

## HIGHWAY STANDARDS

| | | |
|---|---|---|
| 000001 | -06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001 | -02 | AREAS OF REINFORCEMENT BARS |
| 001006 | | DECIMAL OF AN INCH AND OF A FOOT |
| 280001 | -05 | TEMPORARY EROSION CONTROL SYSTEMS |
| 442101 | -07 | CLASS B PATCHES |
| 542301 | -03 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 542306 | -02 | PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION |
| 542311 | -02 | GRATING FOR CONCRETE FLARED END SECTION (FOR 24" (600 mm) THRU 54" (1350 mm) PIPE) |
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| 602401 | -03 | MANHOLE TYPE A |
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| 604001 | -03 | FRAME AND LIDS TYPE 1 |
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| 666001 | -01 | RIGHT OF WAY MARKERS |
| 667001 | -01 | DRAINAGE MARKERS |
| 701001 | -02 | OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 m (15') AWAY |
| 701006 | -03 | OFF-ROAD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE |
| 701301 | -04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701501 | -06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701901 | -01 | TRAFFIC CONTROL DEVICES |
| 780001 | -02 | TYPICAL PAVEMENT MARKINGS |

## GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48 - HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
   - * AmerenCIPS - ELECRIC
   - * AmerenIP - GAS
   - * AT&T ILLINOIS - COMMUNICATIONS
   - * ILLINOIS AMERICAN WATER COMPANY - WATER
   - * QWEST SOLUTIONS CENTER - COMMUNICATIONS
   - FAIRMONT CITY - SEWER
   - METRO EAST SANITARY DISTRICT (M.E.S.D.) - TRIPLE CELL BOX CULVERT, 5' X 5' COMBINED SEWER BOX

   MEMBERS OF J.U.L.I.E. (800-892-0123) AREA INDICATED BY AN *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

2. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE SPECIAL PROVISIONS FOR POTENTIAL UTILITY CONFLICTS.
3. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT THERE ARE WATER MAINS MAINTAINED BY THE ILLINOIS AMERICAN WATER COMPANY (IAWC) AND/OR PRIVATE OWNERS WITHIN THE R.O.W. THE CONTRACTOR SHALL LOCATE THE WATER MAIN LOCATIONS IN CONJUNCTION WITH IAWC AND/OR PRIVATE OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION IN THESE AREAS.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/ HER OWN EXPENSE.
7. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT THE CONTRACTORS' OWN EXPENSE.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE EAST ST. LOUIS AND THE FAIRMONT CITY FIRE AND POLICE DEPARTMENTS, AND MESD 14 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER TO REVIEW AND COORDINATE THE CONSTRUCTION SCHEDULE.
   EAST ST. LOUIS FIRE DEPT. CHIEF THOMAS GRIMMETT (618) 482-6875.
   EAST ST. LOUIS POLICE DEPT. CHIEF LENZIE STEWART (618) 482-6740 OR 482-6700.
   FAIRMONT CITY: FIRE AND POLICE DEPARTMENT: SCOTT PENNY (618) 274-4504 EXT. 2.
   METRO EAST SANITARY DISTRICT (MESD): BOB SHIPLEY - (618) 452-9400
9. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE STATE ARCHAELOGICAL COORDINATOR - JOSEPH M. GALLOY, Ph.D., RPA (618) 251-3922 - 14 WORKING DAYS PRIOR TO START OF ANY PAVEMENT, UTILITY OR FOUNDATION REMOVAL.
10. THE EXISTING TOPOGRAPHY AND ELEVATIONS SHOWN ON THE PLANS REFLECTS THE FINAL CONDITION AFTER THE COMPLETION OF CONTRACTS 76C39, 76C40, 76C68, 76C69 AND GRADING FROM CONCURRENT CONTRACT 76C44, AND DOES NOT NECESSARILY REFLECT CURRENT FIELD CONDITIONS. ADDITIONAL DEVIATIONS MAY BE PRESENT DUE TO UTILITY RELOCATIONS AND ARCHAEOLOGICAL EXCAVATIONS IN THE AREA. FINALLY, THE 1ST STREET BRIDGE (CONTRACT 76C50) WHICH IS CONCURRENT WITH THIS CONTRACT, IS ONLY REFLECTED IN THE PROPOSED PLAN VIEWS, NOT THE EXISTING PLANS.
11. ALL MANHOLE LIDS OR INLET GRATES THAT ARE REMOVED DURING THIS CONTRACT SHALL REMAIN PROPERTY OF THE ILLINOIS DEPT. OF TRANSPORTATION AND SHALL BE REMOVED WITHOUT DAMAGE AND TRANSPORTED TO THE FOLLOWING ADDRESS: BOWMAN AVE. PUMP STATION, 728 EXCHANGE AVE., EAST ST. LOUIS, ILLINOIS - IF THERE ARE ANY QUESTIONS PLEASE CONTACT PETE SAWYER AT 618-346-3275.
12. ANY SEWER, PIPE, UTILITY DUCT, OR STRUCTURE REMOVAL WHICH REQUIRES ABANDONMENT OF A PORTION OF EXISTING SEWER, OR RESULTS IN A HOLE IN AN EXISTING STRUCTURE, WILL REQUIRE THE REMAINING SEWER OR STRUCTURE TO BE SECURELY SEALED WITH CLASS SI CONCRETE OR BRICK AND MORTAR PER ARTICLE 605.04 OF THE STANDARD SPECIFICATIONS AND THE DETAIL SHOWN IN THE PLANS ON SHEET 107. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE REMOVAL ITEM.
13. RIGHT OF WAY MARKERS SHALL INSTALLED SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. THE RIGHT OF WAY MARKER SHALL BE A WITNESS TO THE RIGHT OF WAY CORNER WHICH IS THE PROPERTY PIN. THE RIGHT OF WAY CORNER OR PROPERTY PIN IS A 5/8" IRON ROD WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED OR DISTURBED WHEN SETTING THE RIGHT OF WAY MARKERS AT THE TWELVE INCHES (12") OFFSET.
14. ABBREVIATIONS: T.E. = TEMPORARY EASEMENT, P.E. = PERMANENT EASEMENT.
15. THE CONTRACTOR SHALL ONLY CLOSE ONE CELL OF THE CAHOKIA CANAL CULVERT AT ANY GIVEN TIME. DURING CONSTRUCTION THE TWO REMAINING CELLS MUST REMAIN FREE OF DEBRIS AND ALLOW THE CAHOKIA CANAL TO FREELY DISCHARGE THRU THE CULVERT. AFTER CONTRUCTION ALL THREE CELLS MUST BE OPENED AND SHALL BE FREE OF DEBRIS. THIS WORK SHALL MEET THE APPROVAL OF M.E.S.D.

## GENERAL NOTES (CONTINUED)

16. THE CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING NEAR ANY RAILROAD LINE. THE DETAIL SHOWN ON SHEET 141 SHALL BE THE MINIMUM REQUIREMENTS FOR EXCAVATION IN THE VICINITY OF ANY RAILROAD.
17. IF THE CONTRACTOR ENCOUNTERS PREVIOUSLY UNIDENTIFIED UTILITIES DURING EXCAVATION, THE CONTRACTOR SHALL FIRST DETERMINE IF THE UTILITY IS ABANDONED. IF THE UTILITY IS ABANDONED, THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, REMOVE THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS AND DISPOSE OF THE REMOVED UTILITY OUTSIDE OF THE STATE RIGHT OF WAY. THIS WORK SHALL BE PAID FOR PER ARTICLE 105.07. IF THE UTILITY IS NOT ABANDONED, THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY AND REQUEST THAT THE SERVICE BE TERMINATED OR RELOCATED TO THE SATISFACTION OF THE ENGINEER SO THAT THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS CAN BE REMOVED.

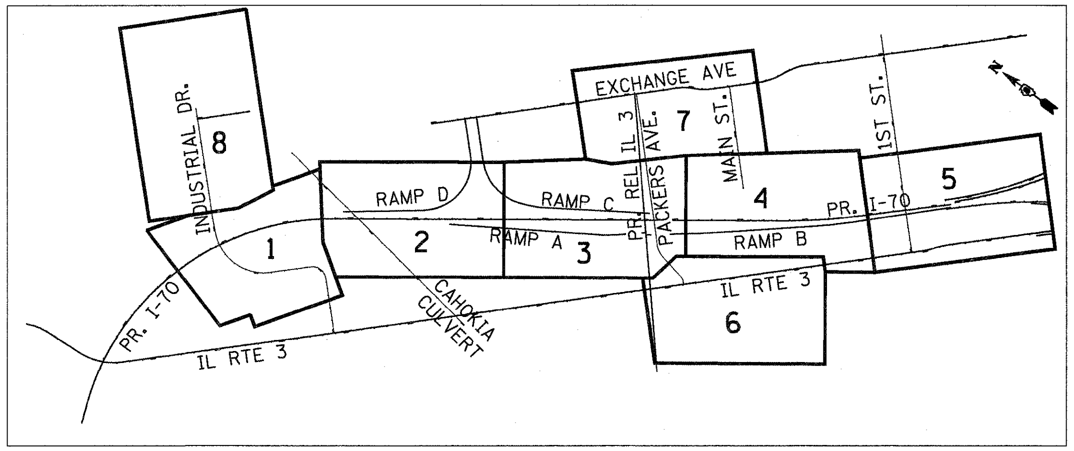
19. THE SCOPE OF THE CONTRACT PLANS INCLUDE THE REMOVAL OF BOTH 'VERIFIED' AND 'UNVERIFIED' UTILITY STRUCTURES, FIRE HYDRANTS, WATER MAIN, AND SEWERS WITHIN THE PROPOSED RIGHT OF WAY AS SPECIFIED AT THE LOCATIONS ON THE CONTRACT PLANS. THE PROCEDURE FOR THE REMOVAL OF THESE UTILITIES WILL BE PER THE SPECIAL PROVISION FOR "GUIDELINES FOR UNDERGROUND UTILITY REMOVALS".

20. THE REMOVED SIGN PANEL ASSEMBLY TYPE A SHALL BECOME THE PROPERTY OF THE CONTRACTOR UPON REMOVAL.

## COMMITMENTS

1. ANY WATER WELLS FOUND DURING CONSTRUCTION WILL BE SEALED ACCORDING TO IEPA TO PREVENT GROUNDWATER POLLUTION FROM CONSTRUCTION AND FROM FUTURE ROADWAY MAINTENANCE.
2. THE TREE REMOVALS WILL BE MITIGATED IN A FUTURE CONTRACT AS PART OF THE IDOT TREE REPLACEMENT PROGRAM UNDER DEPARTMENT POLICY D & E-18.
3. IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT: www.AGR.STATE.IL.US/EAB.

## KEY MAP



| | | | |
|---|---|---|---|
| FILE NAME = <br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**INDEX OF SHEETS AND GENERAL NOTES**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 2 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-ALIGNMENT1.DGN, ..\D8CONN-06-ALIGNMENT1.DGN
3-23-2011, 14:06:50 BONDHUJD \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-INDEX1.DGN

## ARCHAEOLOGICAL EXCAVATION PITS

1. THE CONTRACTOR SHALL BE ADVISED THAT ARCHAEOLOGICAL EXPLORATORY EXCAVATION MAY BE ONGOING WITHIN THE I-70 RIGHT OF WAY AND ADJACENT CONTRACTS DURING THIS CONTRACT.

2. SOME VARIATIONS IN REMOVAL QUANTITIES AND FURNISHED EMBANKMENT QUANTITIES DUE TO ONGOING ADJACENT CONTRACT CONSTRUCTION AND/ OR ENVIRONMENTAL/ARCHAEOLOGICAL INVESTIGATION IS TO BE EXPECTED. ADJUSTMENTS FOR SUCH VARIATIONS SHALL BE MADE IN THE FIELD BY THE ENGINEER. ALL REMOVAL ITEMS THAT HAVE BEEN DISPLACED DUE TO ONGOING ADJACENT CONTRACT CONSTRUCTION AND/ OR ENVIRONMENTAL/ ARCHAEOLOGICAL INVESTIGATION, BUT REMAIN ON SITE, MUST BE REMOVED BY THE CONTRACTOR PER THE CONTRACT PLANS. QUANTITIES FOR REMOVAL ITEMS THAT NO LONGER REMAIN ON SITE SHALL BE SUBTRACTED FROM THE CONTRACT IN ACCORDANCE WITH ARTICLE 104.02.

3. ARCHAEOLOGICAL EXCAVATION PITS WHICH HAVE BEEN PREVIOUSLY EXCAVATED AND BACKFILLED BY OTHERS MAY BE PRESENT WITHIN THE CONTRACT LIMITS. ANY SUCH ARCHAEOLOGICAL EXCAVATION PIT AREAS WHICH LIE UNDER FUTURE ROADWAY EMBANKMENT WILL BE IDENTIFIED BY THE ENGINEER FOR RE-EXCAVATION AND RE-COMPACTION PER THE SPECIAL PROVISION FOR "EARTH EXCAVATION (SPECIAL)". UNUSED QUANTITY OF EARTH EXCAVATION (SPECIAL) SHALL BE SUBTRACTED FROM THE CONTRACT IN ACCORDANCE WITH 104.02.

BITUMINOUS MIX CHART FOR DARLING ACCESS ROAD

| APPLICATION | AIR VOIDS |
|---|---|
| HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6 1/2"<br>(HMA SURFACE COURSE, MIX 'C', IL19.5MM, N50 - 2 INCHES) | 4% @ 50 GYR. |
| HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6 1/2"<br>(HMA BINDER COURSE, IL-19.0, N50 - 4.5 INCHES) | 4% @ 50 GYR. |

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

2. THE 'AC TYPE' FOR POLYMERIZED HMA MIXES SHALL BE 'SBS/SBR PG 70-22' AND FOR NON-POLYMERIZED HMA THE 'AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY THE ENGINEER. FOR 'PERCENT OF RAP' SEE SPECIAL PROVISIONS.

## EROSION AND SEDIMENT CONTROL

1. THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN THE NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.

2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORTED OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.

4. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.

5. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.

6. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING/DISTURBANCE AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED/DISTURBED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.

7. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE - SEEDING, CLASS 7 (SPECIAL)) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, TEMPORARY SEEDING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.

8. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.

9. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTERS".

10. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.

11. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.

12. SEE EROSION AND SEDIMENT CONTROL PLANS FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.

13. AT THE DIRECTION OF THE ENGINEER, ANY SUITABLE EXISTING EROSION CONTROL DEVICES (SUCH AS PERIMETER EROSION BARRIER) THAT IS LEFT IN PLACE FROM A PREVIOUS (OR CONCURRENT) CONTRACT MAY BE UTILIZED IN LIEU OF THE EROSION CONTROL DEVICES AS SHOWN IN THE CONTRACT PLANS. IN THIS INSTANCE, THE QUANTITY FOR THE UNUSED EROSION CONTROL DEVICES SHALL BE DELETED FROM THE CONTRACT.

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**GENERAL NOTES CONTINUED**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 3 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

# SUMMARY OF QUANTITIES

| | | | 100% STATE URBAN | ST. CLAIR COUNTY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ROADWAY I-70 | CULVERT I-70 | | | | | | | | | | |
| | | | | CONSTRUCTION TYPE CODE | | | | | | | | | | | |
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | 0001 | 0040 | | | | | | | | | | |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 196 | 196 | | | | | | | | | | | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 48 | 48 | | | | | | | | | | | |
| 20100500 | TREE REMOVAL, ACRES | ACRE | 0.7 | 0.7 | | | | | | | | | | | |
| 20101000 | TEMPORARY FENCE | FOOT | 740 | 740 | | | | | | | | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 27,390 | 27,390 | | | | | | | | | | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 16,590 | 16,590 | | | | | | | | | | | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 71,240 | 71,240 | | | | | | | | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 1,303 | 1,303 | | | | | | | | | | | |
| * 25000210 | SEEDING, CLASS 2A | ACRE | 0.75 | 0.75 | | | | | | | | | | | |
| * 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 68 | 68 | | | | | | | | | | | |
| * 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 68 | 68 | | | | | | | | | | | |
| * 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 68 | 68 | | | | | | | | | | | |
| * 25100115 | MULCH, METHOD 2 | ACRE | 70.75 | 70.75 | | | | | | | | | | | |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 91,076 | 91,076 | | | | | | | | | | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 20,039 | 20,039 | | | | | | | | | | | |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 140 | 140 | | | | | | | | | | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 12,570 | 12,570 | | | | | | | | | | | |
| 28000510 | INLET FILTERS | EACH | 4 | 4 | | | | | | | | | | | |
| 28100107 | STONE RIPRAP, CLASS A4 | SQ YD | 311 | 311 | | | | | | | | | | | |
| 28200200 | FILTER FABRIC | SQ YD | 251 | 251 | | | | | | | | | | | |
| 28500400 | ARTICULATED BLOCK REVETMENT MAT | SQ YD | 647 | 647 | | | | | | | | | | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 13 | 13 | | | | | | | | | | | |
| 40701811 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" | SQ YD | 489 | 489 | | | | | | | | | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 9,340 | 9,340 | | | | | | | | | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 13 | 13 | | | | | | | | | | | |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 6 | 6 | | | | | | | | | | | |
| 44200976 | CLASS B PATCHES, TYPE IV, 10 INCH | SQ YD | 91 | 91 | | | | | | | | | | | |
| 44201299 | DOWEL BARS 1 1/2" | EACH | 122 | 122 | | | | | | | | | | | |
| 44213200 | SAW CUTS | FOOT | 297 | 297 | | | | | | | | | | | |
| 48101500 | AGGREGATE SHOULDERS, TYPE B 6" | SQ YD | 89 | 89 | | | | | | | | | | | |
| 48203029 | HOT-MIX ASPHALT SHOULDERS, 8" | SQ YD | 6 | 6 | | | | | | | | | | | |

* DENOTES SPECIALTY ITEMS

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-SOQ1.DGN, ..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN
2-04-2011, 15:52:02 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SUMMARY1.DGN

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SUMMARY OF QUANTITIES 1**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 4 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

# SUMMARY OF QUANTITIES

| | | | 100% STATE URBAN | ST. CLAIR COUNTY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ROADWAY I-70 | CULVERT I-70 | | | | | | | | | | |
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | | | | | | | | | |
| | | | | 0001 | 0040 | | | | | | | | | | |
| 50102400 | CONCRETE REMOVAL | CU YD | 529.7 | | 529.7 | | | | | | | | | | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 11,161 | | 11,161 | | | | | | | | | | |
| 50800105 | REINFORCEMENT BARS | POUND | 78,520 | | 78,520 | | | | | | | | | | |
| 54003000 | CONCRETE BOX CULVERTS | CU YD | 530.6 | | 530.6 | | | | | | | | | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 1 | 1 | | | | | | | | | | | |
| 54213687 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42" | EACH | 1 | 1 | | | | | | | | | | | |
| 54213693 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48" | EACH | 6 | 6 | | | | | | | | | | | |
| 54213699 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 54" | EACH | 6 | 6 | | | | | | | | | | | |
| 5421A012 | PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY) | FOOT | 33 | 33 | | | | | | | | | | | |
| 54247130 | GRATING FOR CONCRETE FLARED END SECTION 24" | EACH | 1 | 1 | | | | | | | | | | | |
| 54247180 | GRATING FOR CONCRETE FLARED END SECTION 42" | EACH | 1 | 1 | | | | | | | | | | | |
| 54247190 | GRATING FOR CONCRETE FLARED END SECTION 48" | EACH | 6 | 6 | | | | | | | | | | | |
| 54247200 | GRATING FOR CONCRETE FLARED END SECTION 54" | EACH | 6 | 6 | | | | | | | | | | | |
| 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | FOOT | 95 | 95 | | | | | | | | | | | |
| 542A1093 | PIPE CULVERTS, CLASS A, TYPE 2 48" | FOOT | 723 | 723 | | | | | | | | | | | |
| 542A1099 | PIPE CULVERTS, CLASS A, TYPE 2 54" | FOOT | 313 | 313 | | | | | | | | | | | |
| 542A2773 | PIPE CULVERTS, CLASS A, TYPE 4 48" | FOOT | 126 | 126 | | | | | | | | | | | |
| 542A4669 | PIPE CULVERTS, CLASS A, TYPE 7 54" | FOOT | 207 | 207 | | | | | | | | | | | |
| 550A0180 | STORM SEWERS, CLASS A, TYPE 1 42" | FOOT | 142 | 142 | | | | | | | | | | | |
| 550A4700 | STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 42" | FOOT | 128 | 128 | | | | | | | | | | | |
| 55100200 | STORM SEWER REMOVAL 6" | FOOT | 645 | 645 | | | | | | | | | | | |
| 55100300 | STORM SEWER REMOVAL 8" | FOOT | 4,539 | 4,539 | | | | | | | | | | | |
| 55100400 | STORM SEWER REMOVAL 10" | FOOT | 2,974 | 2,974 | | | | | | | | | | | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 4,463 | 4,463 | | | | | | | | | | | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 7,031 | 7,031 | | | | | | | | | | | |
| 55100800 | STORM SEWER REMOVAL 16" | FOOT | 485 | 485 | | | | | | | | | | | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 4,895 | 4,895 | | | | | | | | | | | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 1,960 | 1,960 | | | | | | | | | | | |
| 55101600 | STORM SEWER REMOVAL 36" | FOOT | 695 | 695 | | | | | | | | | | | |
| 56400500 | FIRE HYDRANTS TO BE REMOVED | EACH | 6 | 6 | | | | | | | | | | | |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 136 | | 136 | | | | | | | | | | |

- DENOTES SPECIALTY ITEMS

| | | | | |
|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION |
| | PLOT SCALE = $SCALE$ | DRAWN - JB<br>CHECKED - ACL | REVISED -<br>REVISED - | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**SUMMARY OF QUANTITIES 2**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 5 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\DBCONN-06-BORDER1.DGN, ..\DBCONN-06-SCD1.DGN, ..\DBCONN-99-MOTIF1.DGN, ..\DBCONN-06-LEGEND1.DGN
2-04-2011, 15:52:12 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-06-SHT-SUMMARY2.DGN

# SUMMARY OF QUANTITIES

| | | | | ST. CLAIR COUNTY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 100% STATE URBAN | ROADWAY I-70 | CULVERT I-70 | | | | | | | | | | |
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | | | | | | | | | |
| | | | | 0001 | 0040 | | | | | | | | | | |
| 59300100 | CONTROLLED LOW-STRENGTH MATERIAL | CU YD | 280 | 280 | | | | | | | | | | | |
| 60206600 | CATCH BASINS, TYPE B, TYPE 7 GRATE | EACH | 1 | 1 | | | | | | | | | | | |
| 60224035 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 1 | 1 | | | | | | | | | | | |
| 60224449 | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 1 | 1 | | | | | | | | | | | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 13 | 13 | | | | | | | | | | | |
| 66400305 | CHAIN LINK FENCE, 6' | FOOT | 5,488 | 5,488 | | | | | | | | | | | |
| 66408200 | CHAIN LINK GATES, 6' X 24' DOUBLE | EACH | 2 | 2 | | | | | | | | | | | |
| 66600105 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 25 | 25 | | | | | | | | | | | |
| 66700705 | FURNISHING AND ERECTING DRAINAGE MARKERS | EACH | 4 | 4 | | | | | | | | | | | |
| • 66900105 | UNDERGROUND STORAGE TANK REMOVAL | EACH | 1 | 1 | | | | | | | | | | | |
| 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 48,045 | 48,045 | | | | | | | | | | | |
| • 66900400 | SPECIAL WASTE GROUNDWATER DISPOSAL | GALLON | 14,400 | 14,400 | | | | | | | | | | | |
| • 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | 1 | | | | | | | | | | | |
| • 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 8 | 8 | | | | | | | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | | | | | | | |
| 67201000 | SEALING ABANDONED WATER WELLS | EACH | 5 | 5 | | | | | | | | | | | |
| * 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 92 | 92 | | | | | | | | | | | |
| 72400100 | REMOVE SIGN PANEL ASSEMBLY - TYPE A | EACH | 1 | 1 | | | | | | | | | | | |
| X0324045 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL | EACH | 3 | 3 | | | | | | | | | | | |
| 60224440 | MANHOLES, TYPE A, 7'- DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 1 | 1 | | | | | | | | | | | |
| X0324775 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE | SQ YD | 1,338 | 1,338 | | | | | | | | | | | |
| X0325155 | REMOVE ABANDONED GAS MAIN | FOOT | 869 | 869 | | | | | | | | | | | |
| X0326118 | LIGHTWEIGHT AGGREGATE | CU YD | 2,865 | | 2,865 | | | | | | | | | | |
| X0326802 | UTILITY STRUCTURE REMOVAL | EACH | 330 | 330 | | | | | | | | | | | |
| X2010505 | CLEARING, SPECIAL | L SUM | 1 | 1 | | | | | | | | | | | |
| X2020410 | EARTH EXCAVATION (SPECIAL) | CU YD | 37,980 | 37,980 | | | | | | | | | | | |
| * X2501845 | SEEDING, CLASS 7 (SPECIAL) | ACRE | 44.25 | 44.25 | | | | | | | | | | | |
| X4020800 | AGGREGATE SURFACE COURSE, TYPE B 12" | SQ YD | 639 | 639 | | | | | | | | | | | |
| X5012502 | CONCRETE REMOVAL (SPECIAL) | CU YD | 259 | 259 | | | | | | | | | | | |
| X5021510 | COFFERDAMS (SPECIAL) | EACH | 6 | | 6 | | | | | | | | | | |
| X5610704 | WATER MAIN REMOVAL, 4" | FOOT | 1,038 | 1,038 | | | | | | | | | | | |

• DENOTES SPECIALTY ITEMS

| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SUMMARY OF QUANTITIES 3**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 6 |
| | | CONTRACT NO. 76C41 | | |

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

# SUMMARY OF QUANTITIES

| CODE NO. | ITEM | UNIT | 100% STATE URBAN TOTAL QUANTITY | ST. CLAIR COUNTY | |
|---|---|---|---|---|---|
| | | | | ROADWAY I-70 | CULVERT I-70 |
| | | | | CONSTRUCTION TYPE CODE | |
| | | | | 0001 | 0040 |
| X5610706 | WATER MAIN REMOVAL, 6" | FOOT | 6,610 | 6,610 | |
| X5610708 | WATER MAIN REMOVAL, 8" | FOOT | 6,197 | 6,197 | |
| X5610710 | WATER MAIN REMOVAL, 10" | FOOT | 7,001 | 7,001 | |
| X5610712 | WATER MAIN REMOVAL, 12" | FOOT | 1,209 | 1,209 | |
| X5810100 | WATERPROOFING MEMBRANE SYSTEM (SPECIAL) | SQ YD | 3,905 | | 3,905 |
| X6640300 | CHAIN LINK FENCE REMOVAL | FOOT | 3,305 | 3,305 | |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | |
| Z0001050 | AGGREGATE SUBGRADE 12" | SQ YD | 489 | 489 | |
| Z0007604 | BUILDING REMOVAL NO. 4 | L SUM | 1 | 1 | |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 2,950 | | 2,950 |
| Z0012755 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES) | SQ FT | 983 | | 983 |
| Z0013300 | CONCRETE REMOVAL (SPECIAL) | SQ YD | 575 | 575 | |
| Z0013796 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 1,000 | 1,000 | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | |
| Z0015500 | DEBRIS REMOVAL | L SUM | 1 | 1 | |
| * Z0016702 | DETOUR SIGNING | L SUM | 1 | 1 | |
| Z0022800 | FENCE REMOVAL | FOOT | 1,723 | 1,723 | |
| Z0042002 | POROUS GRANULAR EMBANKMENT, SUBGRADE | CU YD | 3,542 | 3,542 | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | |
| * Z0049904 | REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 4 | L SUM | 1 | 1 | |
| ■ **Z0076602** | **TRAINEES** (SPECIAL) | **HOUR** | 2,000 | 2,000 | |
| X0327231 | FRAME AND LID (SPECIAL) | EACH | 4 | | 4 |
| X5610736 | WATER MAIN REMOVAL, 36" | FOOT | 1,744 | 1,744 | |

* DENOTES SPECIALTY ITEMS

■ **0042**

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-SOQ1.DGN, ..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN
2-08-2011, 16:15:01 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SUMMARY4.DGN

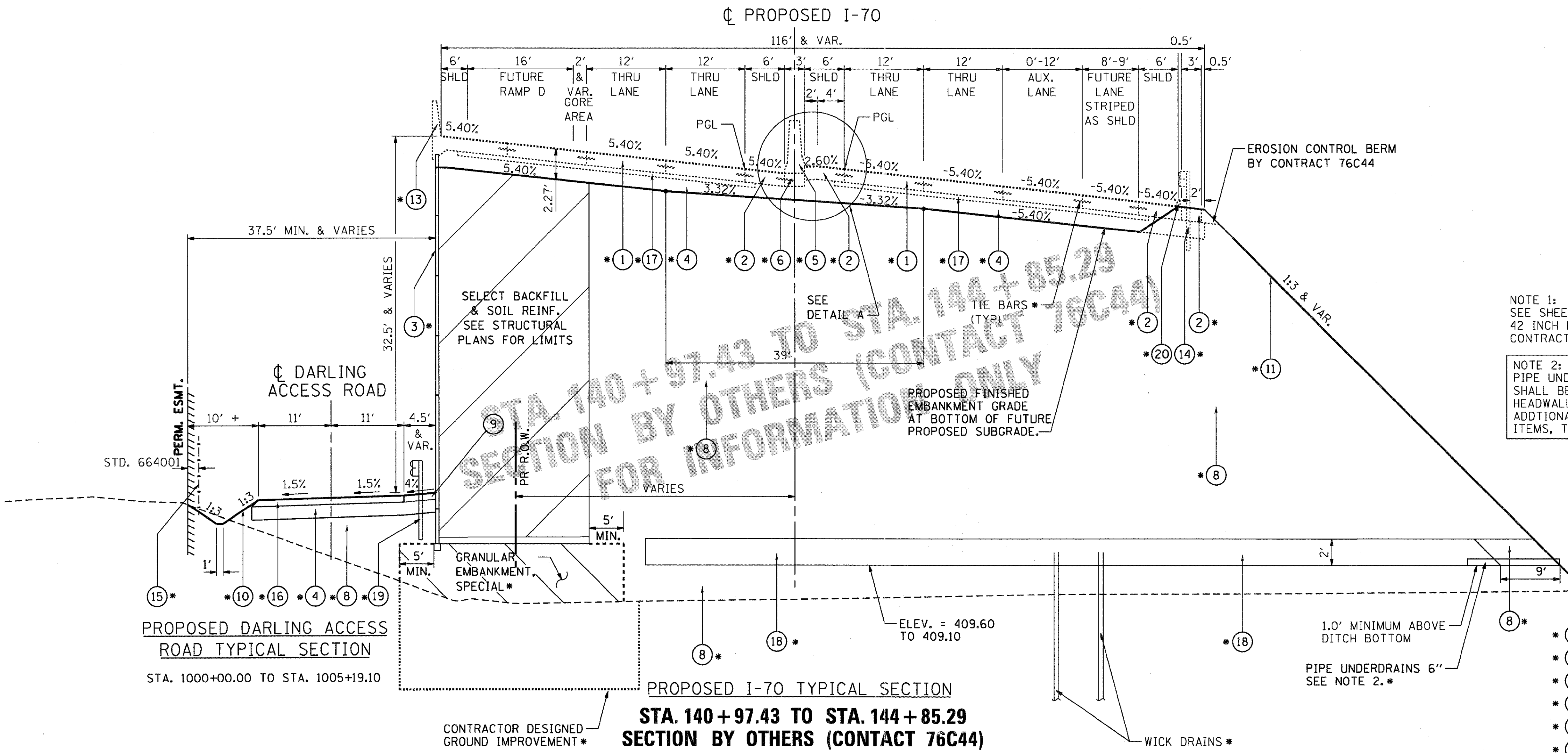
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

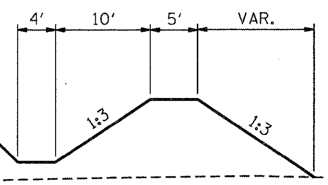
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SUMMARY OF QUANTITIES 4**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 7 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



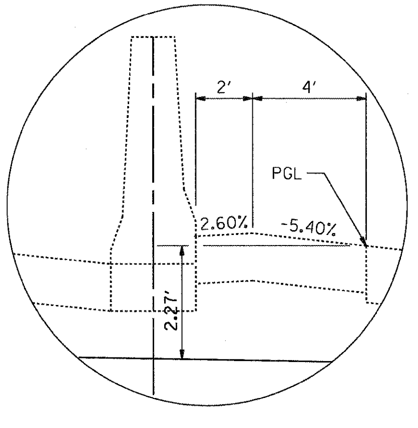


PROPOSED DARLING ACCESS ROAD TYPICAL SECTION

STA. 1000+00.00 TO STA. 1005+19.10

PROPOSED I-70 TYPICAL SECTION

**STA. 140+97.43 TO STA. 144+85.29**
**SECTION BY OTHERS (CONTACT 76C44)**
**FOR INFORMATION ONLY**



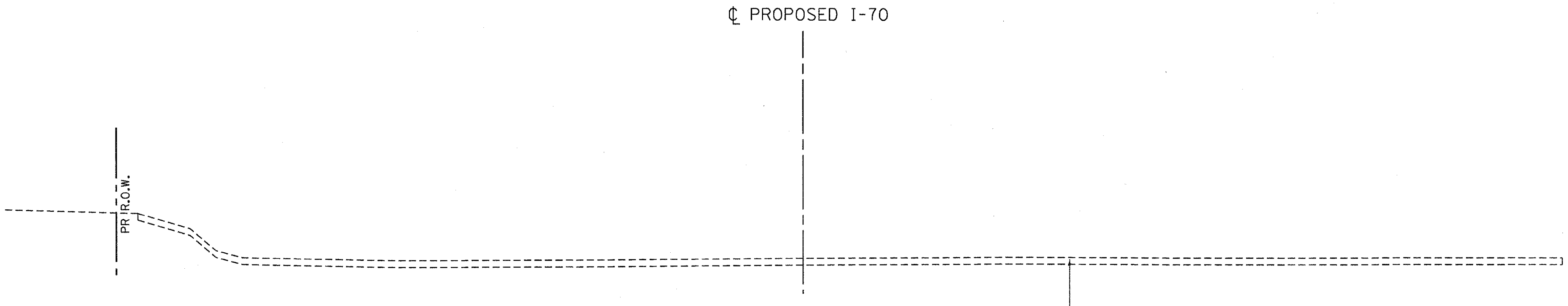
DETAIL A

NOTE 1:
SEE SHEET 142 FOR ADDITIONAL CONCRETE BARRIER, DOUBLE FACE 42 INCH HEIGHT DETAILS. THIS DETAIL WILL BE INCLUDED IN FUTURE CONTRACT 76C43 AND IS PROVIDED FOR INFORMATION ONLY.

NOTE 2:
PIPE UNDERDRAINS USED TO OUTLET THE SAND DRAINAGE BLANKET SHALL BE CAPPED AT THE UPSTREAM END AND SHALL HAVE A CONCRETE HEADWALL FOR PIPE DRAINS AT THE EMBANKMENT SIDESLOPE. THE ADDTIONAL COST OF THE CAP SHALL BE INCLUDED IN THE UNDERDRAIN ITEMS, THE HEADWALLS SHALL BE PAID FOR SEPARATELY.

PROPOSED LEGEND   * = BY OTHERS

| | | |
|---|---|---|
| * | ① | PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED) |
| * | ② | PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4" |
| * | ③ | M.S.E RETAINING WALL |
| * | ④ | AGGREGATE SUBGRADE 12" |
| * | ⑤ | CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT |
| * | ⑥ | CONCRETE BARRIER BASE |
| * | ⑦ | AGGREGATE SURFACE COURSE, TYPE B, 12" |
| | ⑧ | EMBANKMENT |
| * | ⑨ | HOT-MIX ASPHALT SHOULDERS, 6 1/2" |
| * | ⑩ | SEEDING, CLASS 4A/MULCH, METHOD 2 |
| | ⑪ | SEEDING, CLASS 7 (SPECIAL) /MULCH, METHOD 2 |
| * | ⑫ | AGGREGATE SHOULDERS, TYPE B 6" |
| * | ⑬ | BARRIER WALL, MODOT, TYPE D AND MOMENT SLAB |
| * | ⑭ | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS |
| | ⑮ | CHAIN LINK FENCE, 6' |
| * | ⑯ | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" |
| * | ⑰ | STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" |
| * | ⑱ | SAND DRAINAGE BLANKET |
| * | ⑲ | STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL) |
| * | ⑳ | CURB - STD. 610001 |
| | ㉑ | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT, SUBGRADE |
| | ㉒ | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL OR NON-SPECIAL WASTE DISPOSAL |



EXISTING I-70 TYPICAL SECTION

STA. 149+66.77 TO STA. 192+24.36

㉒ 6" - FROM BACK OF DITCH TO BACK OF DITCH

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

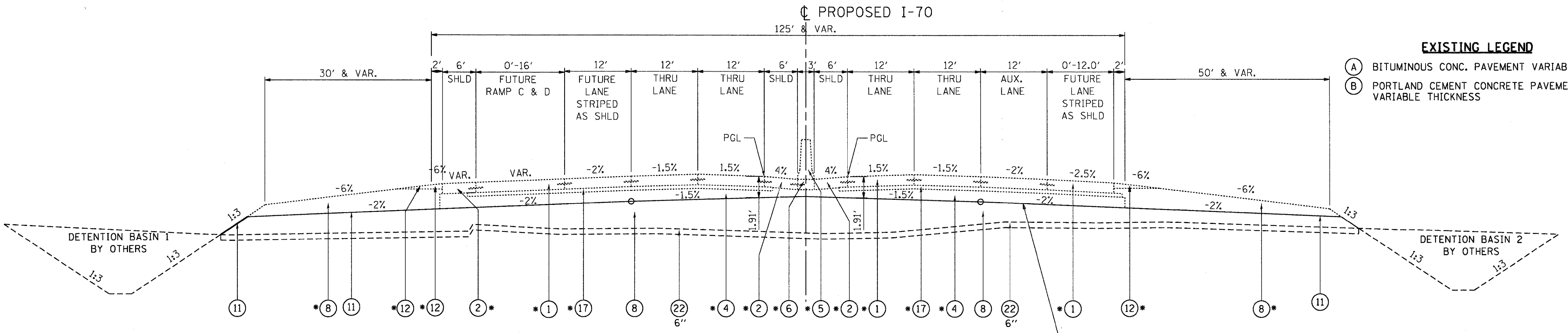
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**TYPICAL SECTIONS 1**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 8 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LEGEND1.DGN
2-04-2011, 15:52:43   BONDHUJD   \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-TYPICAL1.DGN



PROPOSED FINISHED EMBANKMENT GRADE AT BOTTOM OF FUTURE PROPOSED SUBGRADE.

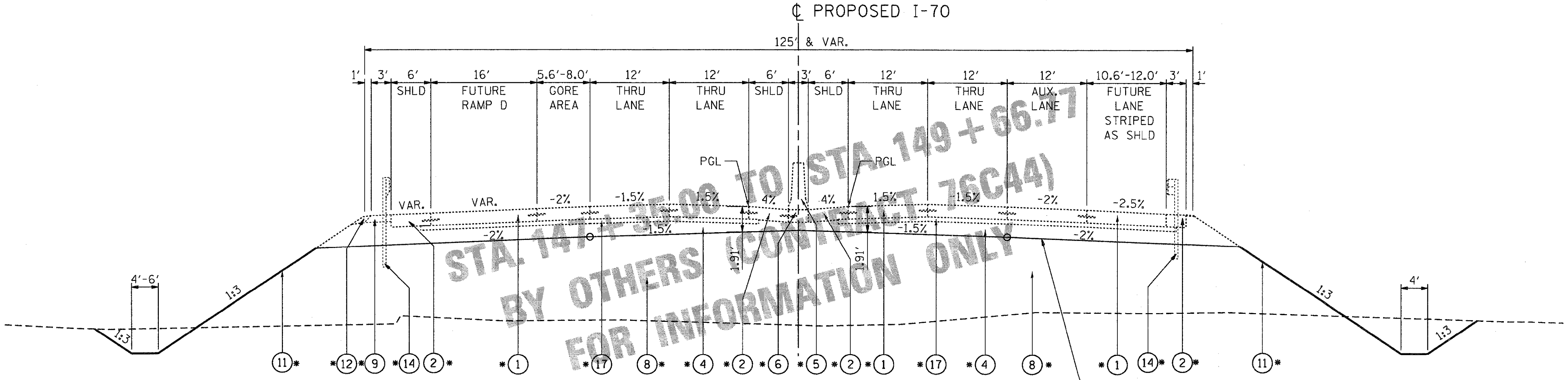
## PROPOSED I-70 TYPICAL SECTION

STA. 149+66.77 TO STA. 160+00.00
SECTIONS ADJACENT TO DETENTION BASINS

SUPERELEVATION TRANSITION
STA. 147+65.00 5.4% TO STA. 150+84.60 N.C.

### EXISTING LEGEND

| | |
|---|---|
| Ⓐ | BITUMINOUS CONC. PAVEMENT VARIABLE THICKNESS |
| Ⓑ | PORTLAND CEMENT CONCRETE PAVEMENT VARIABLE THICKNESS |



PROPOSED FINISHED EMBANKMENT GRADE AT BOTTOM OF FUTURE PROPOSED SUBGRADE.

## PROPOSED I-70 TYPICAL SECTION

**STA. 147+35.00 TO STA. 149+66.77**
**BY OTHERS (CONTRACT 76C44)**
**FOR INFORMATION ONLY**

### PROPOSED LEGEND

* = BY OTHERS

| | | |
|---|---|---|
| * | ① | PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED) |
| * | ② | PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4" |
| * | ③ | M.S.E RETAINING WALL |
| * | ④ | AGGREGATE SUBGRADE 12" |
| * | ⑤ | CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT |
| * | ⑥ | CONCRETE BARRIER BASE |
| * | ⑦ | AGGREGATE SURFACE COURSE, TYPE B, 12" |
| | ⑧ | EMBANKMENT |
| * | ⑨ | HOT-MIX ASPHALT SHOULDERS, 6 1/2" |
| * | ⑩ | SEEDING, CLASS 4A/MULCH, METHOD 2 |
| | ⑪ | SEEDING, CLASS 7 (SPECIAL) /MULCH, METHOD 2 |
| * | ⑫ | AGGREGATE SHOULDERS, TYPE B 6" |
| * | ⑬ | BARRIER WALL, MODOT, TYPE D AND MOMENT SLAB |
| * | ⑭ | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS |
| | ⑮ | CHAIN LINK FENCE, 6' |
| * | ⑯ | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" |
| * | ⑰ | STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" |
| * | ⑱ | SAND DRAINAGE BLANKET |
| * | ⑲ | STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL) |
| * | ⑳ | CURB - STD. 610001 |
| | ㉑ | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT, SUBGRADE |
| | ㉒ | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL OR NON-SPECIAL WASTE DISPOSAL |

..\D8CONN-99-MOTIF.DGN, ..\D8CONN-06-BORDER.DGN, ..\D8CONN-06-LEGEND.DGN
2-04-2011, 15:52:53 \\FS-0044\VA\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-TYPICAL2.DGN
BONDHUJO

FILE NAME = $FILEL$
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

| | | | |
|---|---|---|---|
| USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | DRAWN - JB | REVISED - |
| PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

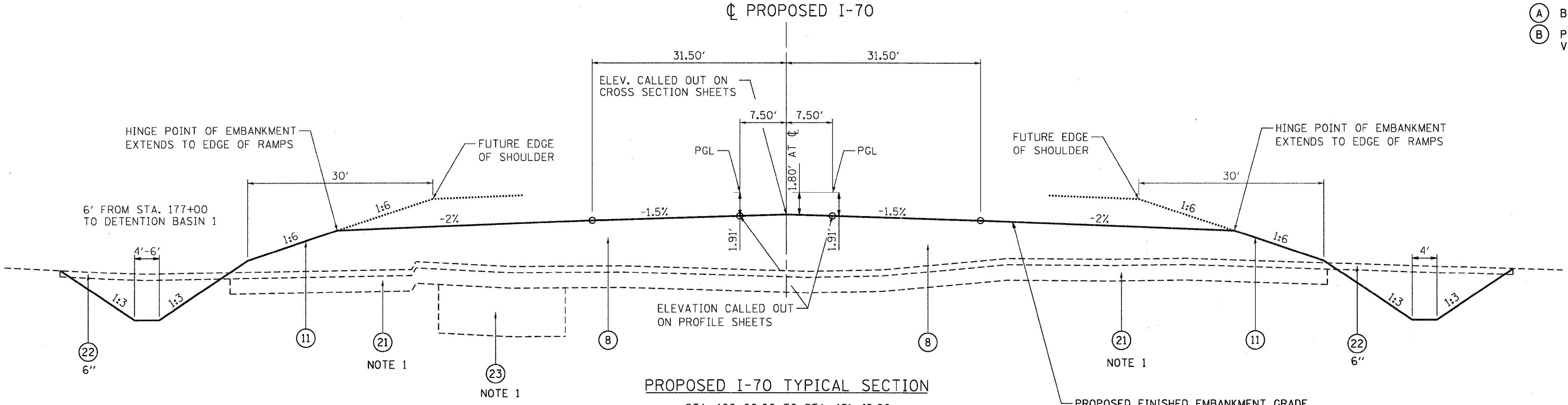
**PROPOSED I-70**
**TYPICAL SECTIONS 2**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 9 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



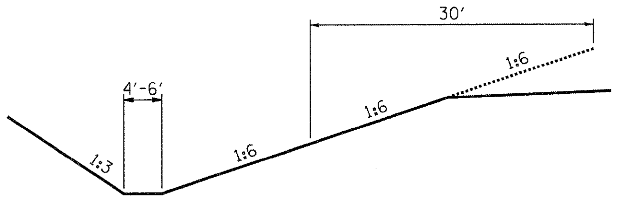
## PROPOSED I-70 TYPICAL SECTION

STA. 160+00.00 TO STA. 191+49.00
SEE SUPERELEVATED SECTION BELOW
FUTURE PAVEMENT SECTION NOT SHOWN

PROPOSED FINISHED EMBANKMENT GRADE
AT BOTTOM OF FUTURE PROPOSED
SUBGRADE.

### EXISTING LEGEND

Ⓐ BITUMINOUS CONC. PAVEMENT VARIABLE THICKNESS
Ⓑ PORTLAND CEMENT CONCRETE PAVEMENT VARIABLE THICKNESS



IF THE 1:3 PORTION OF THE FRONT SLOPE IS 3' IN HEIGHT OR LESS ON EITHER THE RIGHT OR LEFT SIDES, THE ENTIRE FRONT SLOPE SHALL BE 1:6 TO THE DITCH BOTTOM.
STA. 170+00 TO 182+00 LEFT SIDE SHALL HAVE A 1:6 FORESLOPE.
STA. 160+00 TO 182+00 RIGHT SIDE SHALL HAVE A 1:6 FORESLOPE.
SEE SHEET 11 FOR ADDITIONAL DETAILS.

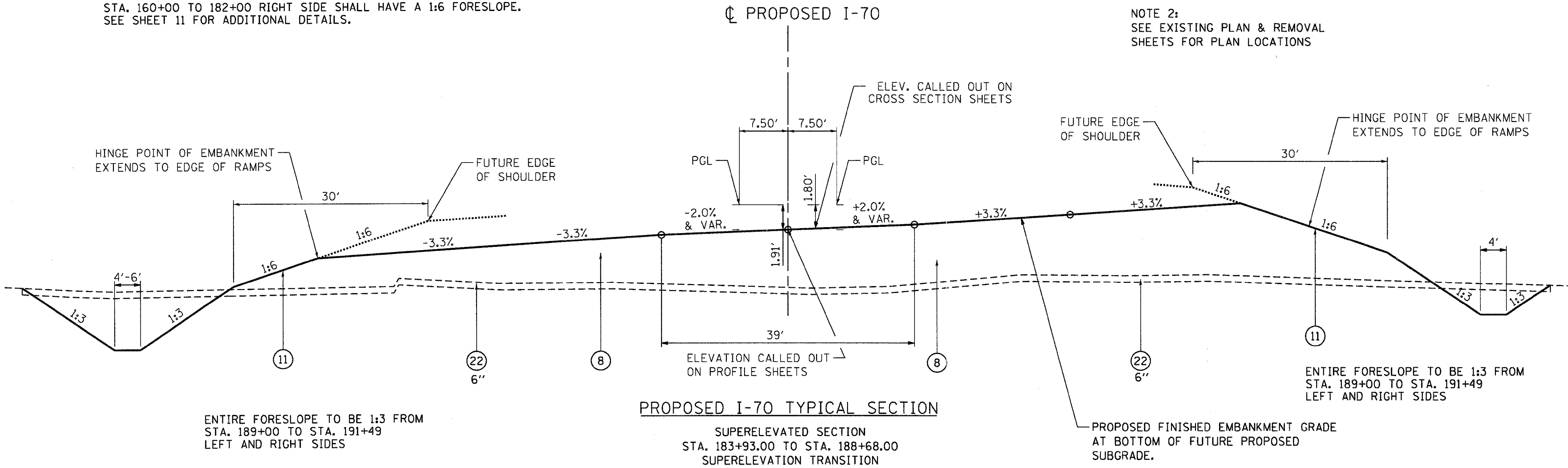
NOTE 1:
STA. 158+50 TO 160+50 - DEPTH = 1.0'
STA. 174+50 TO 176+10 - DEPTH = 2.0'
STA. 176+10 TO 178+00 - DEPTH = 1.0'
SEE EXISTING PLAN & REMOVAL SHEETS FOR PLAN LOCATIONS.

NOTE 2:
SEE EXISTING PLAN & REMOVAL SHEETS FOR PLAN LOCATIONS.

### PROPOSED LEGEND

* = BY OTHERS

* ① PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED)
* ② PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4"
* ③ M.S.E RETAINING WALL
* ④ AGGREGATE SUBGRADE 12"
* ⑤ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
* ⑥ CONCRETE BARRIER BASE
* ⑦ AGGREGATE SURFACE COURSE, TYPE B, 12"
⑧ EMBANKMENT
* ⑨ HOT-MIX ASPHALT SHOULDERS, 6 1/2"
* ⑩ SEEDING, CLASS 4A/MULCH, METHOD 2
⑪ SEEDING, CLASS 7 (SPECIAL) /MULCH, METHOD 2
* ⑫ AGGREGATE SHOULDERS, TYPE B 6"
* ⑬ BARRIER WALL, MODOT, TYPE D AND MOMENT SLAB
* ⑭ STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
⑮ CHAIN LINK FENCE, 6'
* ⑯ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2"
* ⑰ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
* ⑱ SAND DRAINAGE BLANKET
* ⑲ STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL)
* ⑳ CURB - STD. 610001
㉑ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT, SUBGRADE
㉒ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL OR NON-SPECIAL WASTE DISPOSAL
㉓ LIMITS OF ARCHAEOLOGICAL EXPLORATION EARTH EXCAVATION (SPECIAL) AS REQURIED UNDER PROPOSED ROADWAY SECTION



ENTIRE FORESLOPE TO BE 1:3 FROM
STA. 189+00 TO STA. 191+49
LEFT AND RIGHT SIDES

ENTIRE FORESLOPE TO BE 1:3 FROM
STA. 189+00 TO STA. 191+49
LEFT AND RIGHT SIDES

PROPOSED FINISHED EMBANKMENT GRADE
AT BOTTOM OF FUTURE PROPOSED
SUBGRADE.

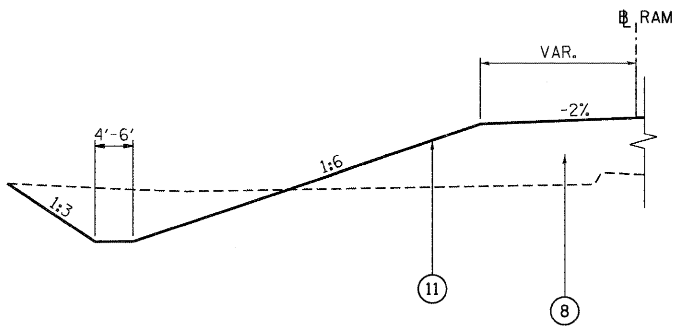
## PROPOSED I-70 TYPICAL SECTION

SUPERELEVATED SECTION
STA. 183+93.00 TO STA. 188+68.00
SUPERELEVATION TRANSITION
STA. 181+38.00 N.C. TO STA. 183+93.00 3.3%
STA. 188+68.00 3.3%. TO STA. 191+23.00 N.C.
FUTURE PAVEMENT SECTION NOT SHOWN

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN
2-04-2011, 15:53:03 \\FS-0044\M\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-TYPICAL3.DGN
BONDHUJD

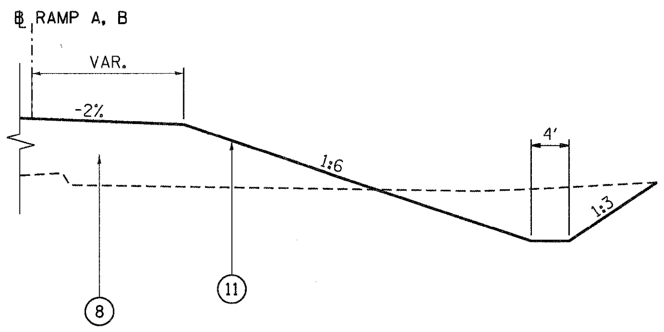
| | | | | | | |
|---|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION | **PROPOSED I-70**<br>**TYPICAL SECTIONS 3** | |
| | | DRAWN - JB | REVISED - | | | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: N.T.S. | SHEET NO. OF SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 10 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



PROPOSED RAMP C AND D GORE AREA

STA. 170+00 TO STA. 181+50

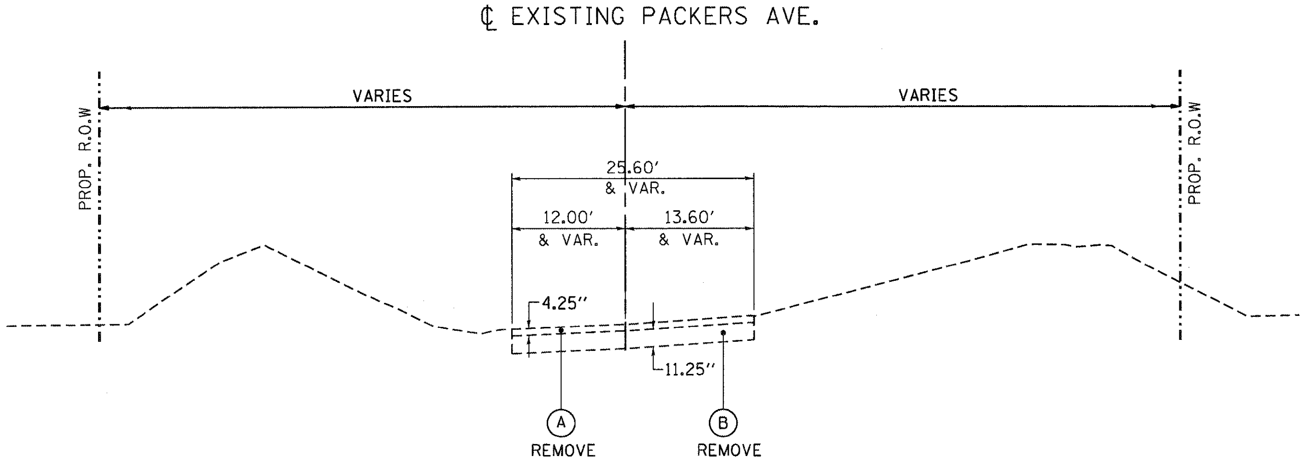


PROPOSED RAMP A AND B GORE AREA

STA. 160+00 TO STA. 181+50

## EXISTING LEGEND

- Ⓐ BITUMINOUS CONC. PAVEMENT VARIABLE THICKNESS
- Ⓑ PORTLAND CEMENT CONCRETE PAVEMENT VARIABLE THICKNESS



EXISTING PACKERS AVE. TYPICAL SECTION

STA. 5+00.00 TO STA. 20+62.42
* WIDTH VARIES FROM STA. 5+00.00 TO STA. 20+62.42
PAVEMENT REMOVAL FROM STA. 5+17.69 TO STA. 16+85.00
PAVEMENT REMOVAL TO BE BACKFILLED WITH EMBANKMENT

BITUMINOUS MIX CHART

| APPLICATION (SEE TYPICAL SECTION) | AIR VOIDS |
|---|---|
| HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6 1/2"<br>(HMA SURFACE COURSE, MIX 'C', IL19.5MM, N50 - 2 INCHES) | 4% @ 50 GYR. |
| HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6 1/2"<br>(HMA BINDER COURSE, IL-19.0, N50 - 4.5 INCHES) | 4% @ 50 GYR. |

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

2. THE 'AC TYPE' FOR POLYMERIZED HMA MIXES SHALL BE 'SBS/SBR PG 70-22' AND FOR NON-POLYMERIZED HMA THE 'AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY THE ENGINEER. FOR 'PERCENT OF RAP' SEE SPECIAL PROVISIONS.

## PROPOSED LEGEND

* = BY OTHERS

- * ① PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED)
- * ② PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4"
- * ③ M.S.E RETAINING WALL
- ④ AGGREGATE SUBGRADE 12"
- * ⑤ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- * ⑥ CONCRETE BARRIER BASE
- ⑦ AGGREGATE SURFACE COURSE, TYPE B, 12"
- ⑧ EMBANKMENT
- * ⑨ HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- * ⑩ SEEDING, CLASS 4A/MULCH, METHOD 2
- ⑪ SEEDING, CLASS 7 (SPECIAL) /MULCH, METHOD 2
- ⑫ AGGREGATE SHOULDERS, TYPE B 6"
- * ⑬ BARRIER WALL, MODOT, TYPE D AND MOMENT SLAB
- * ⑭ STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
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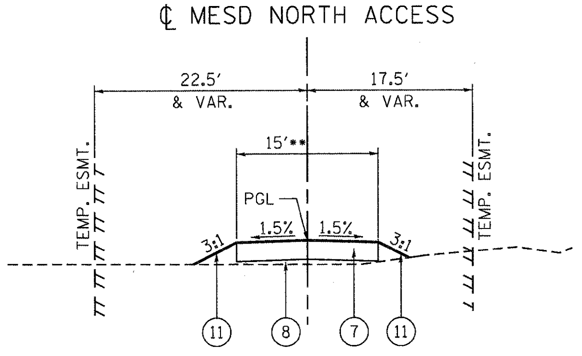
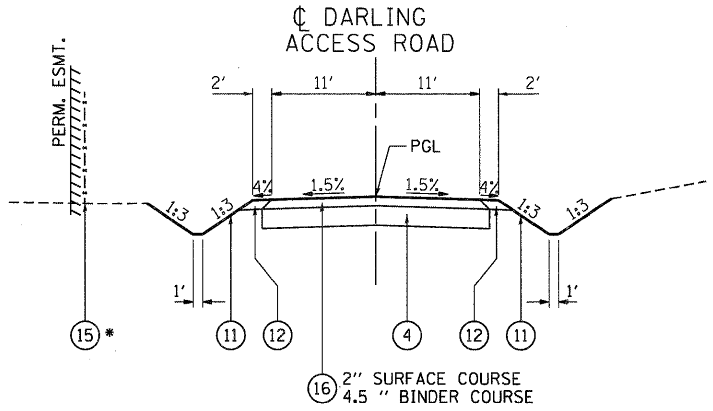
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2"
- * ⑰ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- * ⑱ SAND DRAINAGE BLANKET
- * ⑲ STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL)
- * ⑳ CURB - STD. 610001
- ㉑ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT, SUBGRADE
- ㉒ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL OR NON-SPECIAL WASTE DISPOSAL



PROPOSED MESD NORTH ACCESS

STA. 60+09.00 TO STA. 62+95.00

** WIDTH VARIES FROM STA. 60+09.00 TO STA. 61+21.50



PROPOSED DARLING ACCESS ROAD TYPICAL SECTION

STA. 1008+75.00 TO STA. 1010+75.00

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LEGEND1.DGN
2-04-2011, 15:53:14 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-TYPICAL4.DGN

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - | REVISED - |
| | | DRAWN - SA | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING PACKERS AVENUE – PROPOSED RAMP GORE AREAS**
**PROPOSED DARLING ACCESS ROAD – PROPOSED MESD NORTH ACCESS**
**TYPICAL SECTION**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 11 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-SCHED01.DGN,..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-MOTIF1.DGN
5-04-2011, 17:49:42 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE1.DGN

## CROSS SECTION EARTHWORK

| LOCATION STA. | TO STA. | EARTH EXCAVATION | REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (15% OF EARTH EXC.) | TOTAL SUITABLE EARTH EXCAVATION (85% OF EARTH EXCAVATION) | SUTIABLE EARTH EXC. TO BE USED IN EMBANKMENT (15% SHRINKAGE) | EMBANKMENT REQUIRED | EARTHWORK BALANCE SEE NOTE 3 | EARTH EXCAVATION (SPECIAL) ARCH-E PITS | NON-SPECIAL WASTE DISPOSAL | TOPSOIL REMOVAL. PAID AS REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | | (CU YD) | (CU YD) | (CU YD) | (CU YD) | (CU YD) | (CU YD) | (CU YD) | (CU YD) | (CU YD) |
| 149+22.43 | 149+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 292.4 | -292.4 | 0.0 | 117.3 | 0.0 |
| 149+50.00 | 150+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,177.1 | -1,177.1 | 0.0 | 206.6 | 0.0 |
| 150+00.00 | 150+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,478.2 | -1,478.2 | 0.0 | 189.2 | 0.0 |
| 150+50.00 | 151+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,173.4 | -1,173.4 | 0.0 | 191.7 | 0.0 |
| 151+00.00 | 151+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 797.0 | -797.0 | 0.0 | 191.3 | 0.0 |
| 151+50.00 | 152+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 479.5 | -479.5 | 0.0 | 274.1 | 0.0 |
| 152+00.00 | 152+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 421.3 | -421.3 | 0.0 | 475.3 | 0.0 |
| 152+50.00 | 153+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 502.1 | -502.1 | 0.0 | 622.0 | 0.0 |
| 153+00.00 | 153+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 580.8 | -580.8 | 0.0 | 661.1 | 0.0 |
| 153+50.00 | 154+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 539.8 | -539.8 | 0.0 | 484.7 | 0.0 |
| 154+00.00 | 154+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 452.1 | -452.1 | 0.0 | 398.7 | 0.0 |
| 154+50.00 | 155+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 384.6 | -384.6 | 0.0 | 499.1 | 0.0 |
| 155+00.00 | 155+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 352.1 | -352.1 | 0.0 | 446.4 | 0.0 |
| 155+50.00 | 156+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 352.4 | -352.4 | 0.0 | 415.0 | 0.0 |
| 156+00.00 | 156+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 296.4 | -296.4 | 0.0 | 550.1 | 0.0 |
| 156+50.00 | 157+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 228.7 | -228.7 | 0.0 | 691.7 | 0.0 |
| 157+00.00 | 157+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 176.7 | -176.7 | 0.0 | 648.4 | 0.0 |
| 157+50.00 | 158+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 155.7 | -155.7 | 0.0 | 555.9 | 0.0 |
| 158+00.00 | 158+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 126.5 | -126.5 | 0.0 | 663.6 | 0.0 |
| 158+50.00 | 159+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | -100.0 | 0.0 | 1,381.8 | 0.0 |
| 159+00.00 | 159+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 88.3 | -88.3 | 0.0 | 1,931.1 | 0.0 |
| 159+50.00 | 160+00.00 | 89.0 | 13.3 | 75.6 | 64.3 | 130.8 | -66.5 | 0.0 | 1,472.0 | 125.3 |
| 160+00.00 | 160+50.00 | 131.3 | 19.7 | 111.6 | 94.9 | 336.8 | -241.9 | 0.0 | 1,020.1 | 253.0 |
| 160+50.00 | 161+00.00 | 76.6 | 11.5 | 65.1 | 55.3 | 473.8 | -418.5 | 0.0 | 977.3 | 180.9 |
| 161+00.00 | 161+50.00 | 74.2 | 11.1 | 63.0 | 53.6 | 442.9 | -389.3 | 0.0 | 902.0 | 108.3 |
| 161+50.00 | 162+00.00 | 84.4 | 12.7 | 71.8 | 61.0 | 497.8 | -436.8 | 0.0 | 442.3 | 114.2 |
| 162+00.00 | 162+50.00 | 357.9 | 53.7 | 304.2 | 258.6 | 559.5 | -301.0 | 0.0 | 88.8 | 119.1 |
| 162+50.00 | 163+00.00 | 341.2 | 51.2 | 290.0 | 246.5 | 741.2 | -494.7 | 0.0 | 515.5 | 121.8 |
| 163+00.00 | 163+50.00 | 58.2 | 8.7 | 49.5 | 42.1 | 1,042.5 | -1,000.4 | 0.0 | 895.4 | 124.3 |
| 163+50.00 | 164+00.00 | 30.4 | 4.6 | 25.8 | 21.9 | 1,217.1 | -1,195.1 | 0.0 | 916.2 | 62.5 |
| 164+00.00 | 164+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,277.8 | -1,277.8 | 0.0 | 943.6 | 0.0 |
| 164+50.00 | 165+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,304.7 | -1,304.7 | 0.0 | 952.7 | 0.0 |
| 165+00.00 | 165+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,378.5 | -1,378.5 | 492.6 | 855.3 | 0.0 |
| 165+50.00 | 166+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,499.6 | -1,499.6 | 1,522.8 | 633.9 | 83.6 |
| 166+00.00 | 166+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,587.2 | -1,587.2 | 2,110.6 | 556.3 | 128.3 |
| 166+50.00 | 167+00.00 | 5.0 | 0.8 | 4.3 | 3.6 | 1,587.8 | -1,584.1 | 1,567.4 | 568.6 | 89.7 |
| 167+00.00 | 167+50.00 | 5.0 | 0.8 | 4.3 | 3.6 | 1,636.6 | -1,633.0 | 1,004.3 | 538.0 | 88.8 |
| 167+50.00 | 168+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,640.9 | -1,640.9 | 876.3 | 505.9 | 88.1 |
| 168+00.00 | 168+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,554.2 | -1,554.2 | 547.3 | 482.1 | 92.3 |
| 168+50.00 | 169+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,508.0 | -1,508.0 | 463.7 | 485.3 | 95.6 |
| 169+00.00 | 169+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,476.7 | -1,476.7 | 491.9 | 490.0 | 87.2 |
| 169+50.00 | 170+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,449.9 | -1,449.9 | 576.0 | 535.3 | 80.1 |
| 170+00.00 | 170+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,406.1 | -1,406.1 | 593.7 | 558.7 | 87.8 |
| 170+50.00 | 171+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 1,311.6 | -1,311.6 | 620.8 | 528.1 | 86.6 |
| 171+00.00 | 171+50.00 | 0.4 | 0.1 | 0.3 | 0.3 | 1,132.7 | -1,132.5 | 734.3 | 551.4 | 79.1 |
| 171+50.00 | 172+00.00 | 1.8 | 0.3 | 1.6 | 1.3 | 991.6 | -990.3 | 1,805.9 | 327.5 | 79.9 |
| 172+00.00 | 172+50.00 | 2.5 | 0.4 | 2.1 | 1.8 | 893.4 | -891.6 | 3,370.4 | 78.7 | 80.0 |
| 172+50.00 | 173+00.00 | 14.0 | 2.1 | 11.9 | 10.1 | 539.3 | -529.2 | 3,536.6 | 302.5 | 81.6 |
| 173+00.00 | 173+50.00 | 37.4 | 5.6 | 31.8 | 27.0 | 319.7 | -292.7 | 1,750.7 | 297.5 | 84.0 |
| 173+50.00 | 174+00.00 | 541.7 | 81.3 | 460.4 | 391.4 | 202.4 | 189.0 | 501.6 | 33.3 | 154.1 |
| 174+00.00 | 174+50.00 | 860.5 | 129.1 | 731.4 | 621.7 | 87.3 | 534.4 | 691.0 | 0.0 | 466.8 |
| 174+50.00 | 175+00.00 | 1,161.9 | 174.3 | 987.6 | 839.5 | 80.0 | 759.5 | 340.4 | 0.0 | 711.7 |
| 175+00.00 | 175+50.00 | 1,631.8 | 244.8 | 1,387.0 | 1,178.9 | 1.4 | 1,177.5 | 24.7 | 0.0 | 712.9 |
| 175+50.00 | 176+00.00 | 1,550.6 | 232.6 | 1,318.0 | 1,120.3 | 1.4 | 1,118.9 | 0.0 | 0.0 | 716.9 |
| 176+00.00 | 176+50.00 | 1,529.4 | 229.4 | 1,300.0 | 1,105.0 | 1.4 | 1,103.6 | 2.6 | 0.0 | 598.1 |
| 176+50.00 | 177+00.00 | 2,122.6 | 318.4 | 1,804.2 | 1,533.6 | 1.4 | 1,532.2 | 2.6 | 0.0 | 526.3 |
| 177+00.00 | 177+50.00 | 2,746.9 | 412.0 | 2,334.9 | 1,984.6 | 1.4 | 1,983.2 | 0.0 | 0.0 | 578.1 |
| 177+50.00 | 178+00.00 | 2,233.5 | 335.0 | 1,898.5 | 1,613.7 | 1.4 | 1,612.3 | 0.0 | 635.1 | 411.5 |
| 178+00.00 | 178+50.00 | 1,613.6 | 242.0 | 1,371.6 | 1,165.8 | 1.4 | 1,164.4 | 55.2 | 1,199.7 | 219.7 |
| 178+50.00 | 179+00.00 | 1,562.6 | 234.4 | 1,328.2 | 1,129.0 | 1.4 | 1,127.6 | 257.1 | 1,114.9 | 191.7 |
| 179+00.00 | 179+50.00 | 1,550.8 | 232.6 | 1,318.2 | 1,120.5 | 1.4 | 1,119.1 | 367.1 | 1,065.9 | 186.4 |
| 179+50.00 | 180+00.00 | 1,210.1 | 181.5 | 1,028.6 | 874.3 | 1.4 | 872.9 | 318.1 | 1,378.2 | 156.0 |
| 180+00.00 | 180+50.00 | 850.9 | 127.6 | 723.3 | 614.8 | 1.4 | 613.4 | 152.9 | 1,683.6 | 128.6 |
| 180+50.00 | 181+00.00 | 855.4 | 128.3 | 727.1 | 618.0 | 1.4 | 616.6 | 0.0 | 1,607.9 | 130.0 |
| 181+00.00 | 181+50.00 | 825.1 | 123.8 | 701.3 | 596.1 | 1.4 | 594.7 | 0.0 | 1,451.6 | 131.3 |
| 181+50.00 | 182+00.00 | 1,087.4 | 163.1 | 924.3 | 785.6 | 1.4 | 784.2 | 0.0 | 664.7 | 208.4 |
| 182+00.00 | 182+50.00 | 1,175.9 | 176.4 | 999.5 | 849.6 | 83.6 | 766.0 | 0.0 | 285.8 | 227.2 |
| 182+50.00 | 183+00.00 | 862.6 | 129.4 | 733.2 | 623.2 | 322.2 | 301.1 | 180.0 | 561.7 | 168.5 |
| 183+00.00 | 183+50.00 | 600.1 | 90.0 | 510.1 | 433.6 | 641.5 | -207.9 | 419.1 | 531.6 | 162.5 |
| 183+50.00 | 184+00.00 | 409.3 | 61.4 | 347.9 | 295.7 | 990.5 | -694.8 | 527.1 | 518.5 | 156.4 |
| 184+00.00 | 184+50.00 | 473.9 | 71.1 | 402.8 | 342.4 | 1,385.7 | -1,043.2 | 356.0 | 262.8 | 217.0 |
| 184+50.00 | 185+00.00 | 568.5 | 85.3 | 483.2 | 410.7 | 1,732.0 | -1,321.2 | 244.9 | 0.0 | 277.6 |
| 185+00.00 | 185+50.00 | 487.3 | 73.1 | 414.2 | 352.0 | 2,056.0 | -1,703.9 | 395.6 | 198.9 | 217.8 |
| 185+50.00 | 186+00.00 | 389.4 | 58.4 | 331.0 | 281.4 | 2,424.7 | -2,143.3 | 733.8 | 402.1 | 159.1 |
| 186+00.00 | 186+50.00 | 346.3 | 51.9 | 294.4 | 250.2 | 2,862.4 | -2,612.2 | 1,073.9 | 396.0 | 158.9 |
| 186+50.00 | 187+00.00 | 280.5 | 42.1 | 238.4 | 202.6 | 3,398.0 | -3,195.4 | 818.6 | 367.5 | 158.2 |
| 187+00.00 | 187+50.00 | 248.6 | 37.3 | 211.3 | 179.6 | 3,826.3 | -3,646.6 | 514.6 | 352.4 | 158.8 |
| 187+50.00 | 188+00.00 | 274.5 | 41.2 | 233.4 | 198.4 | 4,155.2 | -3,956.8 | 518.2 | 342.5 | 161.2 |
| 188+00.00 | 188+50.00 | 299.9 | 45.0 | 254.9 | 216.7 | 4,497.9 | -4,281.2 | 529.4 | 336.9 | 163.5 |
| 188+50.00 | 189+00.00 | 154.9 | 23.2 | 131.7 | 111.9 | 4,599.6 | -4,487.7 | 495.3 | 583.7 | 82.2 |
| 189+00.00 | 189+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 4,740.6 | -4,740.6 | 491.6 | 820.5 | 0.0 |
| 189+50.00 | 190+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 5,146.4 | -5,146.4 | 504.4 | 797.2 | 0.0 |
| 190+00.00 | 190+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 5,547.0 | -5,547.0 | 496.2 | 754.3 | 0.0 |
| 190+50.00 | 191+00.00 | 129.0 | 19.3 | 109.6 | 93.2 | 5,583.7 | -5,490.6 | 1,007.0 | 497.3 | 74.5 |
| 191+00.00 | 191+49.00 | 276.9 | 41.5 | 235.4 | 200.1 | 2,718.5 | -2,518.4 | 1,903.3 | 183.4 | 211.7 |
| 191+49.00 | END | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | SUBTOTAL | 32,221.6 | 4,833.2 | 27,388.3 | 23,280.1 | 97,195.0 | -73,914.9 | 35,987.6 | 48,044.1 | 11,605.8 |
| PACKERS AVE. | | | | | | | | | | |
| 6+00.00 | 7+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 128.7 | -128.7 | 0.0 | 0.0 | 0.0 |
| 7+00.00 | 8+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 130.0 | -130.0 | 0.0 | 0.0 | 0.0 |
| 8+00.00 | 9+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 122.2 | -122.2 | 0.0 | 0.0 | 0.0 |
| 9+00.00 | 10+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 122.2 | -122.2 | 0.0 | 0.0 | 0.0 |
| 10+00.00 | 11+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 124.6 | -124.6 | 0.0 | 0.0 | 0.0 |
| 11+00.00 | 12+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 125.2 | -125.2 | 0.0 | 0.0 | 0.0 |
| 12+00.00 | 13+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 123.5 | -123.5 | 0.0 | 0.0 | 0.0 |
| 13+00.00 | 14+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 122.8 | -122.8 | 161.7 | 0.0 | 0.0 |
| 14+00.00 | 15+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 123.1 | -123.1 | 288.3 | 0.0 | 0.0 |
| 15+00.00 | 16+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 128.0 | -128.0 | 891.5 | 0.0 | 0.0 |
| 16+00.00 | 16+85.00 | 0.0 | 0.0 | 0.0 | 0.0 | 56.4 | -56.4 | 650.1 | 0.0 | 0.0 |
| 16+85.00 | END | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | SUBTOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 1,306.7 | -1,306.7 | 1,991.6 | 0.0 | 0.0 |
| MESD NORTH ACCESS ROAD | | | | | | | | | | |
| 60+00.00 | 60+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 89.9 | -89.9 | 0.0 | 0.0 | 19.3 |
| 60+50.00 | 61+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 127.5 | -127.5 | 0.0 | 0.0 | 32.0 |
| 61+00.00 | 61+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 95.7 | -95.7 | 0.0 | 0.0 | 26.8 |
| 61+50.00 | 62+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 130.4 | -130.4 | 0.0 | 0.0 | 29.3 |
| 62+00.00 | 62+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 130.6 | -130.6 | 0.0 | 0.0 | 29.0 |
| 62+50.00 | 62+95.00 | 0.0 | 0.0 | 0.0 | 0.0 | 52.5 | -52.5 | 0.0 | 0.0 | 12.5 |
| 62+95.00 | END | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | SUBTOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 626.6 | -626.6 | 0.0 | 0.0 | 148.9 |
| TRENCH BACKFILL | | 0 | 0 | 0 | 0 | -1,303 | 1,303 | 0 | 0 | 0 |
| UTILITY REMOVALS | | 0 | 0 | 0 | 0 | 3,101 | -3,101 | 0 | 0 | 0 |
| CULVERT EMBANKMENT | | 0 | 0 | 0 | 2,865 | 0 | 2,865 | 0 | 0 | 0 |
| PGES (FILL NOT REQ'D) | | 0 | 0 | 0 | 0 | -3,542 | 3,542 | 0 | 0 | 0 |
| | TOTALS | 32,221.6 | 4,833.2 | 27,388.3 | 26,145.1 | 97,384.3 | -71,239.2 | 37,979.2 | 48,044.1 | 11,754.7 |

PAID FOR AS:
EARTH EXCAVATION OR REMOVAL AND
DISPOSAL OF UNSUITABLE MATERIAL

32,221.6 - 4,833.2 = 27,388 EARTH EXCAVATION TOTAL

4,833.2 + 11,754.7 = 16,587.9 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL TOTAL

NOTES:
1. EARTH EXCAVATION, STOCKPILE (IF REQUIRED) AND SUBSEQUENT PLACEMENT (WHEN APPLICABLE) SHALL ONLY BE MEASURED AND PAID FOR ONCE, AND NOT FOR EACH TRANSPORT.

2. SUITABLE EARTH EXCAVATION SHALL REMAIN ON SITE WITHIN THE I-70 CORRIDOR AND BE PLACED AT THE DIRECTION OF THE ENGINEER.

3. (-) INDICATES SHORTAGE. FURNISHED EXCAVATION OR EARTH EXCAVATION IS REQUIRED.
(+) INDICATES SURPLUS EARTH EXCAVATION TO BE USED ELSEWHERE WITHIN THE PROJECT LIMITS.

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

| | | |
|---|---|---|
| USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | DRAWN - JB | REVISED - |
| PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SCHEDULE OF QUANTITIES 1**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 12 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

## TREE REMOVAL (6 TO 15 UNITS DIAMETER) — TOTAL 196 UNIT

| LOCATION | STA. | OFF. | SUBTOTALS |
|---|---|---|---|
| I-70 | 171+59 | 234′ LT | 6 |
| I-70 | 172+46 | 237′ LT | 10 |
| I-70 | 172+49 | 256′ LT | 8 |
| I-70 | 181+86 | 182′ RT | 14 |
| I-70 | 181+89 | 175′ RT | 6 |
| I-70 | 181+92 | 174′ RT | 10 |
| I-70 | 181+94 | 174′ RT | 8 |
| I-70 | 181+94 | 171′ RT | 8 |
| I-70 | 181+95 | 170′ RT | 8 |
| I-70 | 182+51 | 176′ RT | 8 |
| I-70 | 182+53 | 171′ RT | 10 |
| I-70 | 183+01 | 172′ RT | 12 |
| I-70 | 183+38 | 163′ RT | 8 |
| I-70 | 183+43 | 161′ RT | 8 |
| I-70 | 184+02 | 154′ RT | 10 |
| I-70 | 184+10 | 162′ RT | 6 |
| I-70 | 184+34 | 161′ RT | 12 |
| I-70 | 184+53 | 159′ RT | 10 |
| I-70 | 184+93 | 159′ RT | 12 |
| I-70 | 184+97 | 160′ RT | 8 |
| I-70 | 185+03 | 155′ RT | 14 |

## TREE REMOVAL (OVER 15 UNITS DIAMETER) — TOTAL 48 UNIT

| LOCATION | STATION | OFFSEST | LT/RT | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 168+70 | 342 | LT | 16 |
| I-70 | 168+69 | 317 | LT | 16 |
| I-70 | 168+65 | 277 | LT | 16 |

## TREE REMOVAL, ACRES — TOTAL 0.7 ACRE

| LOCATION | VERTEX I.D. | STATION | OFFSET | RT/LT | AREA SQ FT | SUBTOTALS |
|---|---|---|---|---|---|---|
| I-70 | D1 | 169+80 | 235 | LT | | |
| | D2 | 171+43 | 236 | LT | | |
| | D3 | 171+15 | 414 | LT | | |
| | D4 | 171+10 | 413 | LT | | |
| | D5 | 170+00 | 248 | LT | | |
| | D6 | 169+91 | 253 | LT | 14,163 | 0.33 |
| I-70 | E1 | 168+81 | 380 | LT | | |
| | E2 | 169+09 | 336 | LT | | |
| | E3 | 169+27 | 352 | LT | | |
| | E4 | 169+10 | 385 | LT | 1,136 | 0.03 |
| PACKERS | F1 | 16+02 | 28 | LT | | |
| | F2 | 16+02 | 18 | LT | | |
| | F3 | 16+87 | 19 | LT | | |
| | F4 | 16+87 | 29 | LT | 837 | 0.02 |
| INDUSTRIAL DR | G1 | 26+76 | 427 | RT | | |
| | G2 | 26+68 | 749 | RT | | |
| | G3 | 28+48 | 364 | RT | | |
| | G4 | 28+97 | 306 | RT | | |
| | G5 | 28+97 | 214 | RT | | |
| | G6 | 28+57 | 226 | RT | | |
| | G7 | 28+56 | 292 | RT | | |
| | G8 | 28+21 | 334 | RT | 13,494 | 0.31 |

## TEMPORARY FENCE — TOTAL 740 FOOT

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | SUBTOTALS |
|---|---|---|---|---|---|
| I-70 | 182+17.85 | 224 | 185+07.71 | 227 | 407 |
| I-70 | 171+02.16 | -235 | 174+35.47 | -235 | 333 |

## SEEDING, CLASS 2A — TOTAL 0.75 ACRE

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | AREA (SF) | SUBTOTALS |
|---|---|---|---|---|---|---|
| INDUSTRIAL | 28+11.90 | 9.1 | 28+97.09 | 264.5 | 23,896 | 0.5 |
| EX ST CLAIR | 121+68.00 | -18.9 | 120+46.37 | -130.5 | 8,742 | 0.2 |

## NITROGEN FERTILIZER NUTRIENT — TOTAL 68 POUND
## PHOSPHORUS FERTILIZER NUTRIENT — TOTAL 68 POUND
## POTASSIUM FERTILIZER NUTRIENT — TOTAL 68 POUND

| | ACRES | 90 LBS/ACRE | SUBTOTALS |
|---|---|---|---|
| FROM SEEDING CL 2A | 0.75 | 68 | 68 |
| FROM SEEDING CL 2A | 0.75 | 68 | 68 |
| FROM SEEDING CL 2A | 0.75 | 68 | 68 |

## MULCH, METHOD 2 — TOTAL 70.75 ACRE

| | | SUBTOTALS |
|---|---|---|
| EROSION CONTROL BLANKET AREA NOT INCLUDED | TEMPORARY EROSION CONTROL | 35.36 |
| | PERMANENT SEEDING | 35.35 |

## EROSION CONTROL BLANKET — TOTAL 91,076 SQ YD

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | | SUBTOTALS |
|---|---|---|---|---|---|---|
| I-70 | 181+16.23 | -140.2 | 192+55.40 | 249.5 | TEMPORARY | 43,066 |
| I-70 | 181+16.23 | -140.2 | 192+55.40 | 249.5 | PERMANENT | 43,066 |
| EX ST CLAIR | 121+68.00 | -18.9 | 120+46.37 | -130.5 | TEMPORARY | 710 |
| EX ST CLAIR | 121+68.00 | -18.9 | 120+46.37 | -130.5 | PERMANENT | 971 |
| INDUSTRIAL | 28+11.90 | 9.1 | 28+72.05 | 272.7 | TEMPORARY | 427 |
| INDUSTRIAL | 28+87.09 | 265.7 | 28+97.54 | 24.9 | TEMPORARY | 180 |
| INDUSTRIAL | 26+97.33 | 429.3 | 28+97.54 | 24.9 | PERMANENT | 2,655 |

## TEMPORARY EROSION CONTROL SEEDING — TOTAL 20,039 POUND

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | AREA (SF) | AREA (AC) | LBS./AC | SUBTOTALS |
|---|---|---|---|---|---|---|---|---|
| I-70 | 148+21.71 | -172.5 | 149+88.77 | -224.9 | 8,678 | 0.20 | 450 | 90 |
| I-70 | 148+40.92 | -150.5 | 162+00.00 | 179.5 | 421,252 | 9.67 | 450 | 4,352 |
| I-70 | 162+00.00 | -232.0 | 176+00.00 | 228.6 | 708,339 | 16.26 | 450 | 7,318 |
| I-70 | 176+00.00 | -232.0 | 190+00.00 | 302.3 | 645,331 | 14.81 | 450 | 6,667 |
| I-70 | 190+00.00 | -232.0 | 192+55.40 | 249.5 | 133,622 | 3.07 | 450 | 1,380 |
| PACKERS | 16+85.00 | -24.5 | 15+00.00 | 23.0 | 6,349 | 0.15 | 450 | 66 |
| PACKERS | 5+30.00 | 45.0 | 7+00.00 | -12.0 | 4,320 | 0.10 | 450 | 45 |
| EX ST CLAIR | 121+68.00 | -18.9 | 120+46.37 | -130.5 | 6,388 | 0.15 | 450 | 66 |
| INDUSTRIAL | 28+11.90 | 9.1 | 28+72.05 | 272.7 | 3,840 | 0.09 | 450 | 40 |
| INDUSTRIAL | 28+87.09 | 265.7 | 28+97.54 | 24.9 | 1,619 | 0.04 | 450 | 17 |

RATE OF 450 LBS/AC ASSUMES AN AVERAGE OF 4.5 APPLICATIONS AT 100 LBS PER APPL.

## TEMPORARY DITCH CHECKS — TOTAL 140 FOOT

| LOCATION | STATION | OFFSET | DIRECTION | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 159+10.32 | 104.9 | LT | 10 |
| I-70 | 160+83.37 | 106.4 | RT | 10 |
| I-70 | 162+72.98 | 216.5 | LT | 10 |
| I-70 | 164+32.82 | 125.4 | RT | 10 |
| I-70 | 167+17.09 | 145.6 | LT | 10 |
| I-70 | 171+15.99 | 137.3 | LT | 10 |
| I-70 | 174+53.44 | 118.8 | LT | 10 |
| I-70 | 177+00.18 | 183.3 | RT | 10 |
| I-70 | 177+38.07 | 107.4 | LT | 10 |
| I-70 | 177+39.27 | 178.4 | RT | 10 |
| I-70 | 182+26.49 | 140.2 | RT | 10 |
| I-70 | 182+39.02 | 106.2 | LT | 10 |
| I-70 | 187+47.04 | 127.5 | LT | 10 |
| I-70 | 187+59.10 | 150.0 | RT | 10 |

## PERIMETER EROSION BARRIER — TOTAL 12,570 FOOT

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | SUBTOTALS |
|---|---|---|---|---|---|
| I-70 | 148+21.7 | -172.5 | 149+88.8 | -224.8 | 233 |
| I-70 | 148+40.9 | -150.5 | 148+70.7 | -117.6 | 46 |
| I-70 | 150+08.9 | -204.7 | 150+70.6 | -142.8 | 87 |
| I-70 | 149+00.0 | -87.3 | 149+66.9 | 69.1 | 180 |
| I-70 | 150+91.4 | -122.0 | 162+00.0 | -372.5 | 1,319 |
| I-70 | 149+66.9 | 129.1 | 153+92.5 | 168.9 | 802 |
| I-70 | 154+20.4 | 109.3 | 162+00.0 | 179.5 | 889 |
| I-70 | 162+00.0 | -372.5 | 176+00.0 | -232.0 | 1,895 |
| I-70 | 162+00.0 | 179.5 | 176+00.0 | 228.6 | 1,588 |
| I-70 | 176+00.0 | -232.0 | 190+00.0 | -232.0 | 1,369 |
| I-70 | 176+00.0 | 228.6 | 190+00.0 | 302.3 | 1,601 |
| I-70 | 190+00.0 | -232.0 | 192+50.7 | -209.2 | 273 |
| I-70 | 190+00.0 | 302.3 | 192+51.0 | -179.2 | 702 |
| PACKERS | 15+50.0 | | 16+85.0 | | 317 |
| PACKERS | 5+29.8 | | 7+00.0 | | 414 |
| INDUSTRIAL DR | 28+11.9 | 9.1 | 28+72.1 | 272.7 | 316 |
| INDUSTRIAL DR | 28+87.1 | 265.7 | 28+97.6 | 24.9 | 249 |
| EX ST CLAIR | 121+68.0 | -18.9 | 121+23.9 | -84.9 | 91 |
| EX ST CLAIR | 120+90.83 | -60.5 | 120+42.26 | -19.0 | 199 |

## INLET FILTERS — TOTAL 4 EACH

| LOCATION | STATION | OFFSET | DIRECTION | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 177+13 | 5 | LT | 1 |
| I-70 | 177+13 | 4.5 | RT | 1 |
| I-70 | 177+14 | 53.1 | RT | 1 |
| I-70 | 160+64 | 106.7 | RT | 1 |

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-SCHED01.DGN, ..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-MOTIF1.DGN
2-04-2011, 15:53:48 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE2.DGN

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SCHEDULE OF QUANTITIES 2**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 13 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

### STONE RIPRAP, CLASS A4 — TOTAL 311 SQ YD

| LOCATION | STATION | OFFSET | DIRECTION | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 157+44.92 | 239 | LT | 67.5 |
| I-70 | 155+41.37 | 160 | RT | 85.3 |
| I-70 | 155+31.69 | 165 | LT | 85.3 |
| I-70 | 159+61.70 | 159 | RT | 13.3 |
| TEMPORARY AGGREGATE BERM | | | | |
| I-70 | 155+29.00 | 174.8 | LT | 60 |

### FILTER FABRIC — TOTAL 251 SQ YD

| LOCATION | STATION | OFFSET | DIRECTION | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 157+44.92 | 239 | LT | 67.5 |
| I-70 | 155+41.37 | 160 | RT | 85.3 |
| I-70 | 155+31.69 | 165 | LT | 85.3 |
| I-70 | 159+61.70 | 159 | RT | 13.3 |

### ARTICULATED BLOCK REVETMENT MAT — TOTAL 647 SQ YD

| LOCATION | FROM STA | TO STA | OFFSET | AREA SQ FT | SUBTOTALS |
|---|---|---|---|---|---|
| I-70 | 149+44 | 150+14 | -108 | 1303.6 | 145 |
| I-70 | 151+44 | 152+63 | 120 | 2996.7 | 333 |
| DARLING | 1009+60 | 1010+17 | 24 | 960.3 | 107 |
| DARLING | 1009+36 | 1009+95 | -20 | 565.7 | 63 |

### HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 — TOTAL 13 TON

| | | AREA (SY) | LBS/IN/SY | THICKNESS (IN) | SUBTOTALS |
|---|---|---|---|---|---|
| 1ST STREET | 5+86.5 | 51.16 | 112 | 2.5 | 7.16 |
| 1ST STREET | 5+91.5 | 38.30 | 112 | 2.5 | 5.36 |

### HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" — TOTAL 489 SQ YD

| LOCATION | FROM STA | OFF | TO STA | OFF | AREA SQ FT | SUBTOTALS |
|---|---|---|---|---|---|---|
| DARLING | 1008+75 | 11 | 1010+75 | -11 | 4400 | 489 |

### PAVEMENT REMOVAL — TOTAL 9,340 SQ YD

| LOCATION | FROM STA | FROM OFF | TO STA | TO OFF | TYPE | AREA SQFT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| PACKERS | 5+17 | | 16+85 | | COMPOSITE | 31,690 | 3,521 |
| PR I-70 | 171+52.7 | -420 | 171+96.2 | -235 | | 3,630 | 403 |
| PR I-70 | 172+20.0 | -429 | 172+61.7 | -235 | | 3,201 | 356 |
| PR I-70 | 167+00.9 | -235 | 170+97.9 | -412 | | 12,982 | 1,442 |
| DARLING | 1008+75.0 | | 1010+75.0 | | 4.5" HMA | 4,400 | 489 |
| FRONT/MAIN | 204+50.0 | | 213+00.0 | | HMA/COMP. | 28,161 | 3,129 |

### COMBINATION CURB AND GUTTER REMOVAL — TOTAL 13 FOOT

| LOCATION | STA. | OFF. | SUBTOTALS |
|---|---|---|---|
| 1ST STREET | 6+00 | 28.1' RT | 13 |

### PAVED SHOULDER REMOVAL — TOTAL 6 SQ YD

| LOCATION | FROM STA | FROM OFF | TO STA | TO OFF | TYPE | AREA SQFT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| 1ST STREET | 5+86.52 | -41 | 5+99.8 | -33 | 8" HMA | 56 | 6 |

### CLASS B PATCHES, TYPE IV, 10 INCH — TOTAL 91 SQ YD

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | LENGTH (SF) | WIDTH (SF) | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| 1ST STREET | 5+90.9 | 35.4' LT | 5+95.6 | 0' | 34.7 | 13.25 | 51.1 |
| 1ST STREET | 5+95.6 | 0' | 5+99.4 | 28.1' RT | 30.0 | 11.9 | 39.7 |

### DOWEL BARS 1 1/2" — TOTAL 122 EACH

| | SUBTOTALS |
|---|---|
| 1 PATCH @ 35.7 FT X 2 SIDES PER PATCH X 34 DOWELS PER SIDE | 68 |
| 1 PATCH @ 28.3 FT X 2 SIDES PER PATCH X 27 DOWELS PER SIDE | 54 |

### SAW CUTS — TOTAL 297 FOOT

| LOCATION | FROM STA. | TO STA. | TRANSVERSE SAW CUTS | LENGTH FEET | LONGITUDINAL SAW CUTS | LENGTH FEET | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| EX IL RTE 3 | 104+23 | 103+27 | | | 1 | 96 | 96 |
| PACKERS | 16+85 | 16+85 | 1 | 29 | | | 29 |
| 1ST STREET | 5+87 | 6+00 | 1 | 13.9 | 2 | 35 | 84 |
| 1ST STREET | 5+91 | 6+03 | 1 | 16.8 | 2 | 29 | 75 |
| 1ST STREET | 5+91 | 6+03 | 1 | 13 | | | 13 |

### AGGREGATE SHOULDERS, TYPE B 6" — TOTAL 89 SQ YD

| LOCATION | STATION | OFFSET | LENGTH FEET | WIDTH FEET | SUBTOTALS |
|---|---|---|---|---|---|
| DARLING | 1008+75 | -11 | 200 | 2 | 44.44 |
| DARLING | 1008+75 | 11 | 200 | 2 | 44.44 |

### HOT-MIX ASPHALT SHOULDERS 8" — TOTAL 6 SQ YD

| LOCATION | FROM STA | FROM OFF | TO STA | TO OFF | LENGTH FT | WIDTH FT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| 1ST STREET | 5+86.8 | -38 | 5+95.0 | -33 | 14 | 4 | 6 |

### CONCRETE REMOVAL — TOTAL 529.7 CU YD

| | SUBTOTALS |
|---|---|
| FROM STRUCTURAL CALCULATIONS | 529.7 |

### CONTROLLED LOW-STRENGTH MATERIAL — TOTAL 280 CU YD

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | LENGTH FEET | PIPE DIAMETER FT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| I-70 | 155+52.1 | 1' RT | 162+91.3 | 42' RT | 736.5 | 2.0 | 85.7 |
| I-70 | 155+51.9 | 6' LT | 162+88.0 | 26' RT | 740.4 | 3.0 | 193.8 |

### COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 — TOTAL 13 FOOT

| LOCATION | STA. | OFF. | SUBTOTALS |
|---|---|---|---|
| 1ST STREET | 6+00 | 28.1' RT | 13 |

### CHAIN LINK FENCE, 6' — TOTAL 5,488 FOOT

| LOACATION | FROM STA. | OFFSET | TO STA. | OFFSET | SUBTOTALS |
|---|---|---|---|---|---|
| I-70 | 161+55.46 | -367.9 | 162+00.00 | -374.5 | 45 |
| I-70 | 161+30.95 | 191.6 | 162+00.00 | 181.2 | 70 |
| I-70 | 162+00.00 | -374.5 | 171+02.16 | -235.0 | 1,039 |
| I-70 | 174+35.47 | -234.0 | 176+00.00 | -235.0 | 165 |
| I-70 | 162+00.00 | 181.2 | 165+15.66 | 138.0 | 319 |
| I-70 | 174+81.40 | 259.4 | 176+00.00 | 230.6 | 122 |
| I-70 | 176+00.00 | -235.0 | 190+00.00 | -234.0 | 1,369 |
| I-70 | 176+00.00 | 230.6 | 190+00.00 | 304.2 | 1,506 |
| I-70 | 190+00.00 | -235.0 | 192+52.47 | -234.0 | 253 |
| I-70 | 190+00.00 | 304.2 | 192+17.32 | 234.0 | 287 |
| I-70 | 192+37.18 | 220.5 | 192+31.00 | 59.1 | 170 |
| I-70 | 192+53.03 | -179.9 | 192+31.00 | 57.1 | 143 |

..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-SCHEDQ1.DGN,..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-MOTIF1.DGN
5-04-2011, 17:49:56 BONDHUJO \\FS-0044\AM\VAULT_D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE3.DGN

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | | |
|---|---|---|---|
| DESIGNED - | JB | REVISED - | |
| DRAWN - | JB | REVISED - | |
| CHECKED - | ACL | REVISED - | |
| DATE - | 02/04/11 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SCHEDULE OF QUANTITIES 3**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 14 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

**CHAIN LINK GATES, 6' X 24' DOUBLE** TOTAL 2 EACH

| LOCATION | APPROX. STA. | OFFSET | SUBTOTALS |
|---|---|---|---|
| 1ST STREET | 6+08.64 | 72.88' LT | 1 |
| 1ST STREET | 10+28.81 | 42.29' LT | 1 |

**FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS** TOTAL 25 EACH

| LOCATION | STA. | OFF. | | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 158+97.48 | 651.86 | LT | 1 |
| I-70 | 159+07.97 | 624.01 | LT | 1 |
| I-70 | 161+06.79 | 703.38 | LT | 1 |
| I-70 | 161+56.31 | 369.02 | LT | 1 |
| I-70 | 162+33.23 | 785.88 | LT | 1 |
| I-70 | 163+14.09 | 392.39 | LT | 1 |
| I-70 | 163+29.47 | 288.49 | LT | 1 |
| I-70 | 163+37.40 | 235.00 | LT | 1 |
| I-70 | 163+45.99 | 828.34 | LT | 1 |
| I-70 | 164+83.20 | 847.93 | LT | 1 |
| I-70 | 165+15.44 | 139.01 | RT | 1 |
| I-70 | 168+44.31 | 361.57 | LT | 1 |
| I-70 | 168+42.34 | 375.44 | LT | 1 |
| I-70 | 171+74.02 | 422.52 | LT | 1 |
| EXCHANGE | 49+71.50 | 29.26 | RT | 1 |
| EXCHANGE | 49+96.35 | 29.50 | RT | 1 |
| EXCHANGE | 50+56.91 | 92.85 | RT | 1 |
| I-70 | 172+89.77 | 235.00 | LT | 1 |
| I-70 | 176+27.43 | 225.00 | RT | 1 |
| I-70 | 183+32.89 | 225.00 | RT | 1 |
| I-70 | 183+32.89 | 235.00 | LT | 1 |
| I-70 | 187+04.13 | 240.00 | RT | 1 |
| I-70 | 187+08.41 | 314.57 | RT | 1 |
| I-70 | 189+28.42 | 235.00 | LT | 1 |
| I-70 | 192+53.46 | 235.00 | LT | 1 |

**FURNISHING AND ERECTING DRAINAGE MARKERS** TOTAL 4 EACH

| LOCATION | STA. | OFF. | | SUBTOTALS |
|---|---|---|---|---|
| I-70 | 176+47.64 | 225.00 | RT | 1 |
| I-70 | 176+77.96 | 225.00 | RT | 1 |
| I-70 | 176+80.66 | 451.66 | RT | 1 |
| I-70 | 177+10.34 | 447.32 | RT | 1 |

**PAVEMENT MARKING TAPE, TYPE III 4"** TOTAL 92 FOOT

| LOCATION | FROM STA. | TO STA. | LT/RT | TYPE | COLOR | SUBTOTALS |
|---|---|---|---|---|---|---|
| ST. CLAIR AVE. | 103+30.00 | 104+22.55 | RT | EDGE LINE | WHITE | 92 |

**REMOVE SIGN PANEL ASSEMBLY - TYPE A** TOTAL 1 EACH

| LOCATION | STA. | OFFSET FEET | SUBTOTALS |
|---|---|---|---|
| PACKERS AVE | 5+49 | 19 LT | 1 |

**SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL** TOTAL 3 EACH

| LOCATION | STATION | SUBTOTALS |
|---|---|---|
| PACKERS AVE. | 11+30 LT | 1 |
| PACKERS AVE. | 11+30 RT | 1 |
| EX. ST CLAIR | 120+75 LT | 1 |

**SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE** TOTAL 1,338 SQ YD

| LOCATION | STATION | LENGTH (FEET) | WIDTH (FEET) | SUBTOTALS |
|---|---|---|---|---|
| PACKERS AVE. | 11+30 LT | 75 | 30 | 250 |
| PACKERS AVE. | 11+30 RT | 75 | 30 | 250 |
| 1ST STREET | 10+30 LT | 75 | 30 | 250 |
| INDUSTRIAL DR. | 10+00 RT | 101.28 | 30 | 337.6 |
| EX. ST CLAIR | 120+75 LT | 75 | 30 | 250 |

**SEEDING, CLASS 7 (SPECIAL)** TOTAL 44.25 ACRE

| LOCATION | FROM STA. | OFFSET | TO STA. | OFFSET | SUBTOTALS |
|---|---|---|---|---|---|
| I-70 | 148+21.71 | -172.5 | 149+88.77 | -224.9 | 0.20 |
| I-70 | 148+40.92 | -150.5 | 162+00.00 | 179.5 | 9.67 |
| I-70 | 162+00.00 | -232.0 | 176+00.00 | 228.6 | 16.26 |
| I-70 | 176+00.00 | -232.0 | 190+00.00 | 302.3 | 14.86 |
| I-70 | 190+00.00 | -232.0 | 192+55.40 | 249.5 | 3.07 |
| PACKERS | 16+85.00 | -24.5 | 15+00.00 | 23.0 | 0.15 |
| PACKERS | 5+30.00 | 45.0 | 7+00.00 | -12.0 | 0.10 |

**AGGREGATE SURFACE COURSE, TYPE B 12"** TOTAL 639 SQ YD

| LOCATION | STATION | OFFSET | AREA (SF) | SUBTOTALS |
|---|---|---|---|---|
| INDUSTRIAL DRIVE | 28+75 | RT | 5,755 | 639.4 |

**COFFERDAMS (SPECIAL)** TOTAL 6 EACH

| LOCATIONS | SUBTOTALS |
|---|---|
| CAHOKIA CANAL CULVERT | |
| SOUTH CELL | 2 |
| CENTER CELL | 2 |
| NORTH CELL | 2 |

**CHAIN LINK FENCE REMOVAL** TOTAL 3,305 FOOT

| LOCATION | FROM STA. | OFFSET | LT/RT | TO STA. | OFFSET | LT/RT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| I-70 | 161+31 | 192 | RT | 162+00 | 179 | RT | 71 |
| I-70 | 161+56 | 369 | LT | 161+76 | 235 | RT | 135 |
| I-70 | 162+00 | 179 | RT | 164+63 | 144 | RT | 268 |
| I-70 | 165+53 | 160 | RT | 170+11 | 157 | RT | 466 |
| I-70 | 169+97 | 235 | LT | 171+11 | 414 | LT | 212 |
| I-70 | 170+09 | 336 | LT | 170+53 | 322 | LT | 46 |
| I-70 | 182+65 | 260 | LT | 190+00 | 88 | RT | 1,077 |
| I-70 | 190+00 | 88 | RT | 192+51 | 235 | LT | 654 |
| PACKERS | 13+11 | 20 | LT | 16+87 | 21 | LT | 376 |

**AGGREGATE SUBGRADE 12"** TOTAL 489 SQ YD

| LOCATION | FROM STA | OFF | TO STA | OFF | AREA SQ FT | SUBTOTALS |
|---|---|---|---|---|---|---|
| DARLING | 1008+75 | -11 | 1010+75 | 11 | 4400 | 489 |

**SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE** TOTAL 1,000 SQ YD

| LOCATION | STATION | LENGTH | WIDTH | SUBTOTALS |
|---|---|---|---|---|
| PACKERS AVE. | 11+30 LT | 75 | 30 | 250 |
| PACKERS AVE. | 11+30 RT | 75 | 30 | 250 |
| 1ST STREET | 10+30 LT | 75 | 30 | 250 |
| EX. ST CLAIR | 120+75 LT | 75 | 30 | 250 |

**FENCE REMOVAL** TOTAL 1,723 FOOT

| LOCATION | FROM STA. | OFFSET | LT/RT | TO STA. | OFFSET | LT/RT | SUBTOTALS |
|---|---|---|---|---|---|---|---|
| I-70 | 182+67 | 258 | LT | 190+00 | 85 | RT | 1,075 |
| I-70 | 190+00 | 85 | RT | 192+49 | 235 | LT | 648 |

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SCHEDULE OF QUANTITIES 4**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 15 |

CONTRACT NO. 76C41

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

| CONCRETE REMOVAL (SPECIAL) | | | | | | TOTAL 575 SQ YD |
|---|---|---|---|---|---|---|
| TYPE | ID | STATION | OFFSET | MIN REMOVAL ELEVATION | AREA SQ FT | SUBTOTALS |
| FOUNDATION | 1 | 169+39 | 78.7 RT | 388 | | |
| | | 169+39 | 83.0 RT | 388 | | |
| | | 169+41 | 83.0 RT | 388 | 7 | 1 |
| FOUNDATION | 2 | 169+64 | 89.5 RT | 388 | | |
| | | 169+64 | 90.4 RT | 388 | | |
| | | 169+92 | 86.7 RT | 388 | | |
| | | 169+92 | 85.9 RT | 388 | 23 | 3 |
| FOUNDATION | 3 | 169+62 | 94.9 RT | 388 | | |
| | | 169+62 | 96.3 RT | 388 | | |
| | | 170+07 | 90.4 RT | 388 | | |
| | | 170+07 | 89.0 RT | 388 | 76 | 8 |
| FOUNDATION | 6 | 171+61 | 133.0 RT | 380 | | |
| | | 171+91 | 122.1 RT | 380 | | |
| | | 171+86 | 122.9 RT | 380 | | |
| | | 171+84 | 66.7 RT | 380 | | |
| | | 171+49 | 13.7 RT | 380 | 181 | 20 |
| SLAB | 7 | 171+98 | 121.7 RT | 394 | | |
| | | 172+17 | 119.3 RT | 394 | | |
| | | 172+14 | 104.9 RT | 394 | | |
| | | 171+96 | 107.1 RT | 394 | 267 | 30 |
| FOUNDATION | 18 | 170+88 | 6.1 LT | 409 | | |
| | | 170+90 | 14.6 RT | 409 | | |
| | | 170+92 | 14.1 RT | 409 | | |
| | | 170+90 | 6.3 LT | 409 | 57 | 6 |
| FOUNDATION | 20 | 171+14 | 10.9 RT | 409 | | |
| | | 172+16 | 8.2 LT | 409 | | |
| | | 172+08 | 40.6 LT | 409 | | |
| | | 172+17 | 45.9 LT | 409 | 399 | 44 |
| FOUNDATION | 31 | 170+83 | 89.7 LT | 409 | | |
| | | 170+89 | 76.7 LT | 409 | | |
| | | 170+93 | 78.1 LT | 409 | | |
| | | 170+92 | 87.5 LT | 409 | 92 | 10 |
| FOUNDATION | 32 | 170+85 | 89.7 LT | 409 | | |
| | | 170+85 | 88.5 LT | 409 | | |
| | | 170+91 | 89.4 LT | 409 | | |
| | | 170+91 | 90.8 LT | 409 | 8 | 1 |
| FOUNDATION | 33 | 170+89 | 104.8 LT | 409 | | |
| | | 170+91 | 88.4 LT | 409 | | |
| | | 170+96 | 89.0 LT | 409 | | |
| | | 170+96 | 91.5 LT | 409 | 56 | 6 |
| FOUNDATION | 35 | 170+94 | 108.4 LT | 409 | | |
| | | 170+96 | 95.3 LT | 409 | | |
| | | 171+18 | 60.4 LT | 409 | | |
| | | 171+13 | 109.6 LT | 409 | 327 | 36 |
| FOUNDATION | 36 | 171+06 | 71.1 LT | 409 | | |
| | | 171+07 | 62.4 LT | 409 | | |
| | | 171+13 | 63.3 LT | 409 | | |
| | | 171+13 | 72.2 LT | 409 | 59 | 7 |
| FOUNDATION | 37 | 171+15 | 95.1 LT | 409 | | |
| | | 171+16 | 90.5 LT | 409 | | |
| | | 171+21 | 91.3 LT | 409 | | |
| | | 171+20 | 95.6 LT | 409 | 22 | 2 |
| FOUNDATION | 38 | 171+20 | 63.1 LT | 409 | | |
| | | 171+21 | 60.1 LT | 409 | | |
| | | 171+34 | 59.7 LT | 409 | | |
| | | 171+34 | 62.8 LT | 409 | 42 | 5 |
| FOUNDATION | 39 | 171+30 | 108.8 LT | 409 | | |
| | | 171+36 | 59.6 LT | 409 | | |
| | | 171+44 | 60.0 LT | 409 | | |
| | | 171+36 | 110.4 LT | 409 | 362 | 40 |
| EXPOSED CONC. | 40 | 171+51 | 49.1 LT | 409 | | |
| | | 171+52 | 42.6 LT | 409 | | |
| | | 171+62 | 44.0 LT | 409 | | |
| | | 171+62 | 50.1 LT | 409 | 71 | 8 |
| FOUNDATION | 44 | 172+40 | 45.7 LT | 409 | | |
| | | 172+40 | 42.4 LT | 409 | | |
| | | 173+03 | 50.8 LT | 409 | | |
| | | 173+03 | 54.5 LT | 409 | 219 | 24 |
| FOUNDATION | 55 | 172+23 | 124.6 LT | 409 | | |
| | | 172+32 | 56.7 LT | 409 | | |
| | | 172+35 | 60.5 LT | 409 | | |
| | | 172+25 | 125.2 LT | 409 | 182 | 20 |
| CONCRETE PAD | 62 | 170+43 | 213.0 LT | 406 | | |
| | | 170+42 | 207.0 LT | 406 | | |
| | | 170+88 | 212.5 LT | 406 | | |
| | | 170+43 | 213.0 LT | 406 | 247 | 27 |

| CONCRETE REMOVAL (SPECIAL) | | | | | | TOTAL 575 SQ YD |
|---|---|---|---|---|---|---|
| TYPE | ID | STATION | OFFSET | MIN REMOVAL ELEVATION | AREA SQ FT | SUBTOTALS |
| SLAB | 66 | 171+11 | 216.9LT | 406 | | |
| | | 171+11 | 211.4 LT | 406 | | |
| | | 171+19 | 210.7LT | 406 | | |
| | | 171+18 | 215.8LT | 406 | 38 | 4 |
| SLAB | 73 | 171+99 | 35.9 RT | 409 | | |
| | | 172+15 | 33.4 RT | 409 | | |
| | | 172+14 | 24.7 RT | 409 | | |
| | | 171+98 | 26.7 RT | 409 | 168 | 19 |
| SLAB | 74 | 172+28 | 19.9 RT | 409 | | |
| | | 172+30 | 22.5 RT | 409 | | |
| | | 172+33 | 19.9 RT | 409 | | |
| | | 172+30 | 18.1 RT | 409 | 10 | 1 |
| SLAB | 80 | 166+35 | 0.9 RT | 407 | | |
| | | 166+39 | 0.8 RT | 407 | | |
| | | 166+39 | 3.4 LT | 407 | | |
| | | 166+35 | 2.9 LT | 407 | 15 | 2 |
| FOUNDATION | 91 | 167+34 | 51.6 RT | 407 | | |
| | | 167+37 | 51.8 RT | 407 | | |
| | | 167+34 | 18.3 RT | 407 | | |
| | | 167+30 | 19.9 RT | 407 | 117 | 13 |
| FOUNDATION | 92 | 167+75 | 4.9 RT | 407 | | |
| | | 167+86 | 4.2 RT | 407 | | |
| | | 167+76 | 3.6 RT | 407 | | |
| | | 167+74 | 2.1 RT | 407 | 26 | 3 |
| FOUNDATION | 93 | 168+45 | 38.7 RT | 407 | | |
| | | 168+43 | 10.3 RT | 407 | 29 | 3 |
| SLAB | 98 | 166+30 | 46.2 LT | 407 | | |
| | | 166+33 | 46.7 LT | 407 | | |
| | | 166+32 | 52.2 LT | 407 | | |
| | | 166+29 | 50.8 LT | 407 | 18 | 2 |
| FOUNDATION | 100 | 165+78 | 66.2 LT | 407 | | |
| | | 166+27 | 74.3 LT | 407 | 85 | 9 |
| FOUNDATION | 101 | 166+10 | 76.1 LT | 407 | | |
| | | 166+13 | 59.7 LT | 407 | 15 | 2 |
| FOUNDATION | 102 | 166+67 | 93.0 LT | 407 | | |
| | | 166+73 | 95.8 LT | 407 | 16 | 2 |
| FOUNDATION | 103 | 166+39 | 117.9 LT | 407 | | |
| | | 166+71 | 123.2LT | 407 | | |
| | | 166+77 | 112.7 LT | 407 | | |
| | | 166+64 | 167.7LT | 407 | 101 | 11 |
| CONCRETE EDGE | 105 | 166+51 | 148.0LT | 407 | | |
| | | 166+54 | 148.7LT | 407 | | |
| | | 166+52 | 162.5LT | 407 | | |
| | | 166+49 | 161.9 LT | 407 | 46 | 5 |
| FOUNDATION | 107 | 172+23 | 286.4LT | 407 | | |
| | | 172+73 | 295.7LT | 407 | 111 | 12 |
| SLAB | 108 | 172+63 | 301.9LT | 407 | | |
| | | 172+70 | 303.2LT | 407 | | |
| | | 172+69 | 306.0LT | 407 | | |
| | | 172+63 | 305.2LT | 407 | 20 | 2 |
| FOUNDATION | 109 | 172+49 | 396.6LT | 407 | | |
| | | 172+58 | 398.6LT | 407 | | |
| | | 172+56 | 403.0LT | 407 | | |
| | | 172+47 | 401.1 LT | 407 | 45 | 5 |
| FOUNDATION | 110 | 171+88 | 415.8LT | 407 | | |
| | | 172+40 | 422.5LT | 407 | | |
| | | 172+39 | 427.1LT | 407 | | |
| | | 171+87 | 420.0LT | 407 | 225 | 25 |
| SLAB | 111 | 168+28 | 317.6LT | 406 | | |
| | | 168+32 | 274.4LT | 406 | | |
| | | 168+69 | 281.0LT | 406 | | |
| | | 168+52 | 320.2LT | 406 | 1,391 | 155 |

| CONCRETE REMOVAL (SPECIAL) (CONTINUED) | | | | | | | | | TOTAL 259 CU YD |
|---|---|---|---|---|---|---|---|---|---|
| TYPE | ID | STATION | OFFSET | BELOW GROUND (FEET) | MIN REMOVAL ELEVATION | GROUND ELEVATION | ABOVE GROUND (FEET) | AREA (SQ FT) | SUBTOTALS |
| PIER * | 8 | 172+69.5 | 142.1 RT | 14.0 | 394 | 414.0 | 2.3 | 16.0 | 9.8 |
| PIER * | 9 | 172+71.9 | 156.9 RT | 14.2 | 394 | 414.2 | 1.2 | 16.0 | 9.2 |
| PIER * | 10 | 172+84.4 | 140.1 RT | 14.1 | 394 | 414.1 | 1.0 | 16.0 | 9.1 |
| PIER * | 11 | 172+99.4 | 138.0 RT | 13.9 | 394 | 413.9 | 1.1 | 16.0 | 9.0 |
| PIER * | 12 | 173+01.6 | 152.8 RT | 13.5 | 394 | 413.5 | 1.0 | 16.0 | 8.7 |
| PIER * | 13 | 173+14.4 | 136.1 RT | 414.0 | 394 | 414.0 | 1.3 | 16.0 | 12.7 |
| PIER * | 14 | 173+16.5 | 151.1 RT | 14.2 | 394 | 414.2 | 2.0 | 16.0 | 9.7 |
| SLAB * | 15 | 173+43.3 | 150.1 RT | 17 | 394 | 417.0 | 1.5 | 28.0 | 19.2 |
| SLAB * | 16 | 173+40.4 | 131.4 RT | 16 | 394 | 416.0 | 2.0 | 33.5 | 22.3 |
| BLOCKS | 19 | 171+01.8 | 10.4 LT | 20 | 409 | 414.8 | 1.3 | 25.0 | 6.6 |
| PIER | 21 | 172+23.9 | 27.0 LT | 20.0 | 409 | 410.8 | 3.0 | 34.0 | 6.0 |
| PIER | 22 | 172+39.0 | 28.4 LT | 20.0 | 409 | 410.0 | 3.0 | 28.0 | 4.1 |
| PIER | 23 | 172+53.6 | 29.9 LT | 20.0 | 409 | 412.5 | 2.0 | 40.0 | 8.1 |
| PIER | 24 | 172+56.1 | 17.1 LT | 20.0 | 409 | 412.5 | 2.0 | 24.0 | 4.9 |
| PIER | 25 | 172+69.4 | 32.9 LT | 20.0 | 409 | 412.7 | 2.0 | 34.0 | 7.2 |
| PIER | 26 | 172+71.6 | 19.0 LT | 20.0 | 409 | 412.9 | 2.0 | 28.0 | 6.1 |
| PIER | 27 | 172+85.0 | 35.8 LT | 20.0 | 409 | 413.2 | 1.6 | 24.0 | 5.2 |
| PIER | 28 | 173+00.2 | 38.0 LT | 20.0 | 409 | 412.5 | 3.0 | 24.0 | 5.8 |
| PIER | 29 | 173+02.4 | 23.1 LT | 20.0 | 409 | 413.1 | 1.7 | 32.0 | 6.9 |
| PIER | 30 | 172+84.6 | 3.8 RT | 20.0 | 409 | 415.8 | 3.0 | 24.0 | 8.7 |
| FOUNDATION | 34 | 170+96.0 | 94.9 LT | 20.0 | 409 | 410.5 | | | |
| | | 171+01.7 | 73.3 LT | 20.0 | 409 | 410.5 | 1.0 | 51.5 | 4.8 |
| BLOCK | 42 | 171+98.5 | 63.3 LT | 20 | 409 | 411.5 | 2.5 | 25.0 | 4.6 |
| PIER | 43 | 172+33.8 | 41.2 LT | 20.0 | 409 | 411.5 | 4.0 | 4.0 | 1.0 |
| PIER | 45 | 172+30.9 | 60.9 LT | 20.0 | 409 | 411.8 | 3.6 | 3.8 | 0.9 |
| PILLAR | 46 | 172+50.8 | 63.7 LT | 20.0 | 409 | 412.3 | 3.7 | 4.9 | 1.3 |
| PILLAR | 47 | 172+70.7 | 66.5 LT | 20.0 | 409 | 412.6 | 3.3 | 4.9 | 1.3 |
| PILLAR | 48 | 172+90.1 | 69.2 LT | 20.0 | 409 | 412.7 | 2.6 | 4.9 | 1.1 |
| PIER | 49 | 172+13.2 | 72.5 LT | 20.0 | 409 | 410.5 | 0.2 | 6.3 | 0.4 |
| PIER | 50 | 172+28.8 | 80.7 LT | 20.0 | 409 | 412.6 | 2.4 | 9.0 | 2.0 |
| PILLAR | 51 | 172+47.8 | 83.4 LT | 20.0 | 409 | 412.4 | 3.3 | 4.9 | 1.2 |
| PILLAR | 52 | 172+67.6 | 86.1 LT | 20.0 | 409 | 412.3 | 3.1 | 4.9 | 1.2 |
| PILLAR | 53 | 172+87.6 | 89.2 LT | 20.0 | 409 | 413.4 | 1.8 | 7.1 | 1.6 |
| PIER | 54 | 172+25.1 | 100.3 LT | 20.0 | 409 | 412.8 | 2.0 | 5.0 | 1.1 |
| PILLAR | 56 | 172+45.0 | 103.2 LT | 20.0 | 409 | 412.3 | 3.6 | 4.9 | 1.3 |
| PILLAR | 57 | 172+64.8 | 106.0 LT | 20.0 | 409 | 412.3 | 2.5 | 4.9 | 1.1 |
| PILLAR | 58 | 172+84.5 | 408.4 LT | 20.0 | 409 | 413.0 | 2.5 | 9.6 | 2.3 |
| PILLAR | 59 | 172+42.1 | 123.1 LT | 20.0 | 409 | 412.6 | 3.0 | 4.9 | 1.2 |
| RETAINING WALL | 60 | 172+49.7 | 122.6 LT | 20.0 | 409 | 412.8 | | | |
| | | 172+58.1 | 123.9 LT | 20.0 | 409 | 412.8 | | | |
| | | 172+59.7 | 113.6 LT | 20.0 | 409 | 412.5 | | | |
| | | 172+55.6 | 113.9 LT | 20.0 | 409 | 412.3 | 2.7 | 19.3 | 4.3 |
| PILLAR | 61 | 172+61.8 | 125.9 LT | 20.0 | 409 | 412.2 | 3.3 | 4.9 | 1.2 |
| PIER (ON SIDE) | 63 | 170+90.0 | 207.8 LT | 0.0 | 406 | 412.1 | | | |
| | | 170+97.5 | 218.9 LT | 0 | 406 | 414.6 | 14.0 | 3.1 | 1.6 |
| PIER (ON SIDE) | 64 | 171+01.4 | 206.6 LT | 0 | 406 | 411.1 | | | |
| | | 171+02.2 | 217.0 LT | 0 | 406 | 411.1 | 11.5 | 3.1 | 1.3 |
| PIER (ON SIDE) | 65 | 171+03.2 | 218.9 LT | 0 | 406 | 412.9 | | | |
| | | 171+22.0 | 217.2 LT | 0 | 406 | 410.3 | 19.0 | 3.1 | 2.2 |
| PIER (ON SIDE) | 67 | 171+22.8 | 219.2 LT | 0 | 406 | 412.0 | | | |
| | | 171+24.4 | 210.4 LT | 0 | 406 | 411.9 | 9.0 | 3.1 | 1.0 |
| PIER (ON SIDE) | 68 | 170+85.2 | 182.1 LT | 0 | 406 | 416.1 | | | |
| | | 170+88.4 | 188.4 LT | 0 | 406 | 416.2 | 7.0 | 3.1 | 0.8 |
| STORM STRUCTURE | 69 | 170+92.9 | 180.4 LT | 20 | 406 | 414.2 | 2.0 | 9.0 | 3.4 |
| PIER (ON SIDE) | 70 | 170+95.7 | 179.9 LT | 0.0 | 406 | 415.8 | | | |
| | | 171+66.6 | 184.0 LT | 0 | 406 | 416.3 | 6.0 | 1.8 | 0.4 |
| PIER (ON SIDE) | 71 | 170+96.2 | 185.3 LT | 0 | 406 | 415.2 | | | |
| | | 170+99.2 | 181.6 LT | 0 | 406 | 416.5 | 6.0 | 1.8 | 0.4 |
| BLOCK | 72 | 171+01.0 | 188.8 LT | 0 | 406 | 414.2 | 1.3 | 4.5 | 0.2 |
| COLUMN | 75 | 165+52.4 | 23.3 LT | 9.82 | 407 | 409.8 | 1.1 | 6.0 | 0.9 |
| COLUMN | 76 | 165+56.8 | 21.8 LT | 9.59 | 407 | 409.6 | 2.9 | 6.3 | 1.3 |
| COLUMN | 77 | 165+72.9 | 27.7 RT | 9.2 | 407 | 409.2 | 2.2 | 15.0 | 2.4 |
| COLUMN | 78 | 166+08.6 | 31.1 RT | 9.3 | 407 | 409.3 | 2.1 | 22.5 | 3.7 |
| COLUMN | 79 | 166+29.6 | 0.1 LT | 9.4 | 407 | 409.4 | 2.5 | 4.0 | 0.7 |
| COLUMN | 81 | 166+68.2 | 25.9 RT | 9.4 | 407 | 409.4 | 4.0 | 4.0 | 0.9 |
| COLUMN | 82 | 166+69.0 | 34.4 RT | 9.8 | 407 | 409.8 | 4.6 | 4.0 | 1.1 |
| COLUMN | 83 | 166+69.9 | 52.6 RT | 11.4 | 407 | 411.4 | 2.9 | 4.0 | 1.1 |
| COLUMN | 84 | 166+82.6 | 18.7 RT | 10.25 | 407 | 410.3 | 3.8 | 4.0 | 1.0 |
| COLUMN | 85 | 166+88.2 | 49.0 RT | 11.2 | 407 | 411.2 | 3.5 | 4.0 | 1.1 |
| COLUMN | 86 | 167+01.8 | 15.5 RT | 10.3 | 407 | 410.3 | 3.7 | 4.0 | 1.0 |
| COLUMN | 87 | 167+04.6 | 47.1 RT | 10.3 | 407 | 410.3 | 4.4 | 4.0 | 1.1 |
| COLUMN | 88 | 167+17.3 | 14.0 RT | 9.9 | 407 | 409.9 | 2.6 | 4.0 | 0.8 |
| COLUMN | 89 | 167+19.6 | 28.9 RT | 9.9 | 407 | 409.9 | 3.6 | 4.0 | 1.0 |
| COLUMN | 90 | 167+21.7 | 44.8 RT | 9.4 | 407 | 409.4 | 4.2 | 4.0 | 1.0 |
| COLUMN | 94 | 165+84.8 | 49.5 LT | 9 | 407 | 409.0 | 2.6 | 6.3 | 1.1 |
| COLUMN | 95 | 165+87.1 | 38.9 LT | 9.2 | 407 | 409.2 | 1.5 | 8.0 | 1.1 |
| COLUMN | 96 | 165+90.3 | 36.6 LT | 9.4 | 407 | 409.4 | 1.1 | 9.0 | 1.2 |
| COLUMN | 97 | 165+90.6 | 42.9 LT | 10.1 | 407 | 410.1 | 2.0 | 4.0 | 0.8 |
| COLUMN | 99 | 166+36.4 | 45.4 LT | 10.6 | 407 | 410.6 | 1.9 | 12.0 | 2.4 |
| SLAB | 104 | 166+54.3 | 137.3 LT | 11 | 407 | 411.0 | 1.0 | 44.9 | 8.3 |
| PILLAR (ON SIDE) | 106 | 171+78.6 | 275.9 LT | 0 | 407 | 410.5 | | | |
| | | 171+78.5 | 283.2 LT | 0 | 407 | 410.5 | 6.6 | 4.0 | 1.0 |

*NO CONCRETE WAS ASSUMED TO BE BELOW AN ELEVATION OF 400.0 FOR QUANTITY ESTIMATIONS.
HOWEVER, IF CONCRETE IS FOUND BELOW ELEVATION 400.0, IT MUST BE REMOVED TO THE MIN. REMOVAL DEPTH.

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-SCHED01.DGN
2-04-2011, 15:54:31 BONDHUJD \\FS-0044\KM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULES.DGN

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

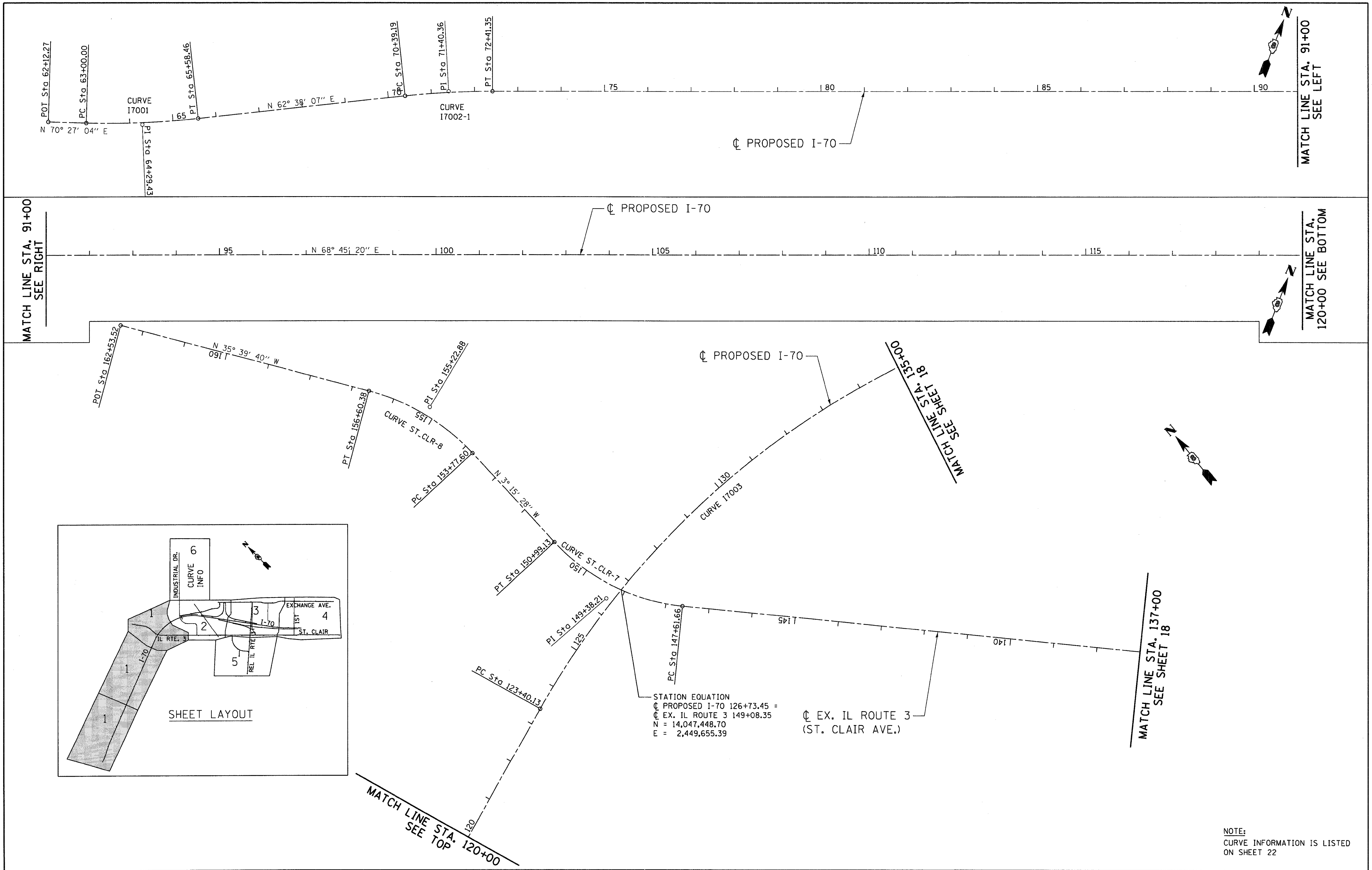
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**SCHEDULE OF QUANTITIES 5**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 16 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN
2-04-2011, 15:54:35    BONDHUJO    \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-06200.DGN



NOTE:
CURVE INFORMATION IS LISTED
ON SHEET 22

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

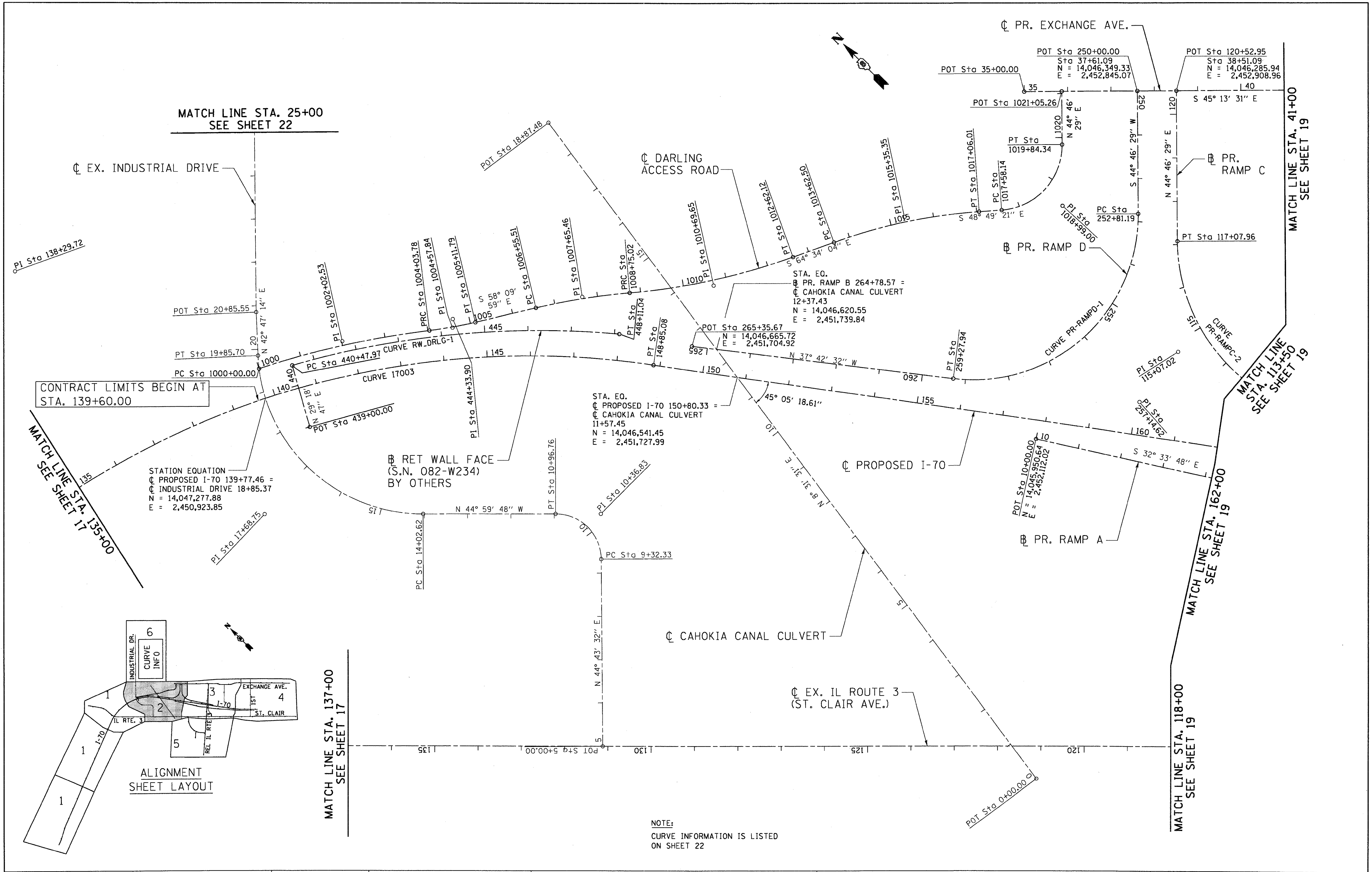
**ALIGNMENTS, TIES &**
**BENCHMARKS 1**

SCALE: 1"=100'    SHEET NO.    OF    SHEETS    STA.    TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 17 |

CONTRACT NO. 76C41

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



NOTE:
CURVE INFORMATION IS LISTED
ON SHEET 22

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB REVISED -
DRAWN - JB REVISED -
CHECKED - ACL REVISED -
DATE - 02/04/11 REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**ALIGNMENTS, TIES &**
**BENCHMARKS 2**

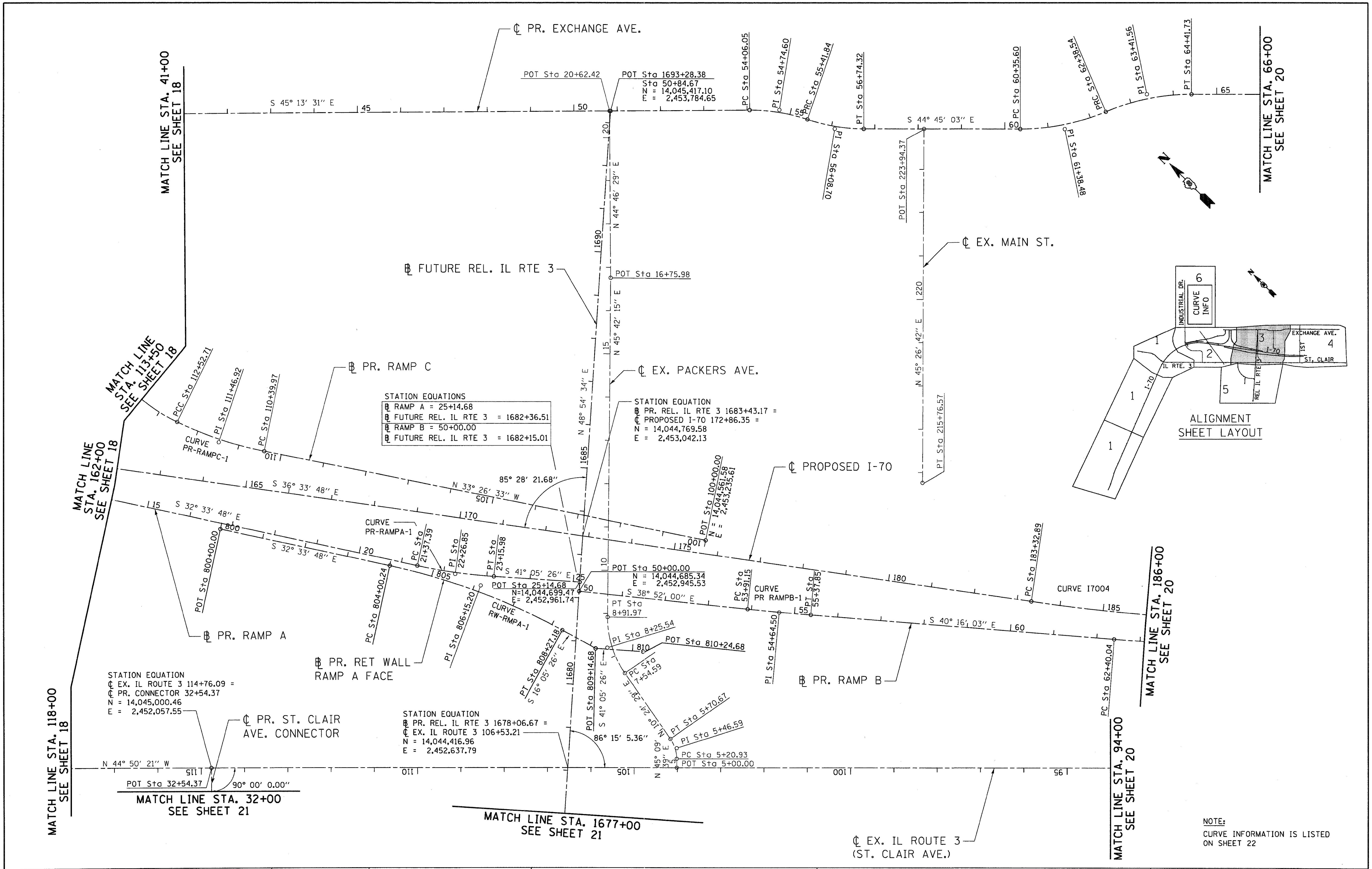
SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 18 |

CONTRACT NO. 76C41

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

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:50:05 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-13500.DGN



STATION EQUATIONS
℞ RAMP A = 25+14.68
℞ FUTURE REL. IL RTE 3 = 1682+36.51
℞ RAMP B = 50+00.00
℞ FUTURE REL. IL RTE 3 = 1682+15.01

STATION EQUATION
℞ PR. REL. IL RTE 3 1683+43.17 =
℄ PROPOSED I-70 172+86.35 =
N = 14,044,769.58
E = 2,453,042.13

STATION EQUATION
℄ EX. IL ROUTE 3 114+76.09 =
℄ PR. CONNECTOR 32+54.37
N = 14,045,000.46
E = 2,452,057.55

STATION EQUATION
℞ PR. REL. IL RTE 3 1678+06.67 =
℄ EX. IL ROUTE 3 106+53.21 =
N = 14,044,416.96
E = 2,452,637.79

NOTE:
CURVE INFORMATION IS LISTED ON SHEET 22

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2-04-2011, 15:54:46 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-16200.DGN

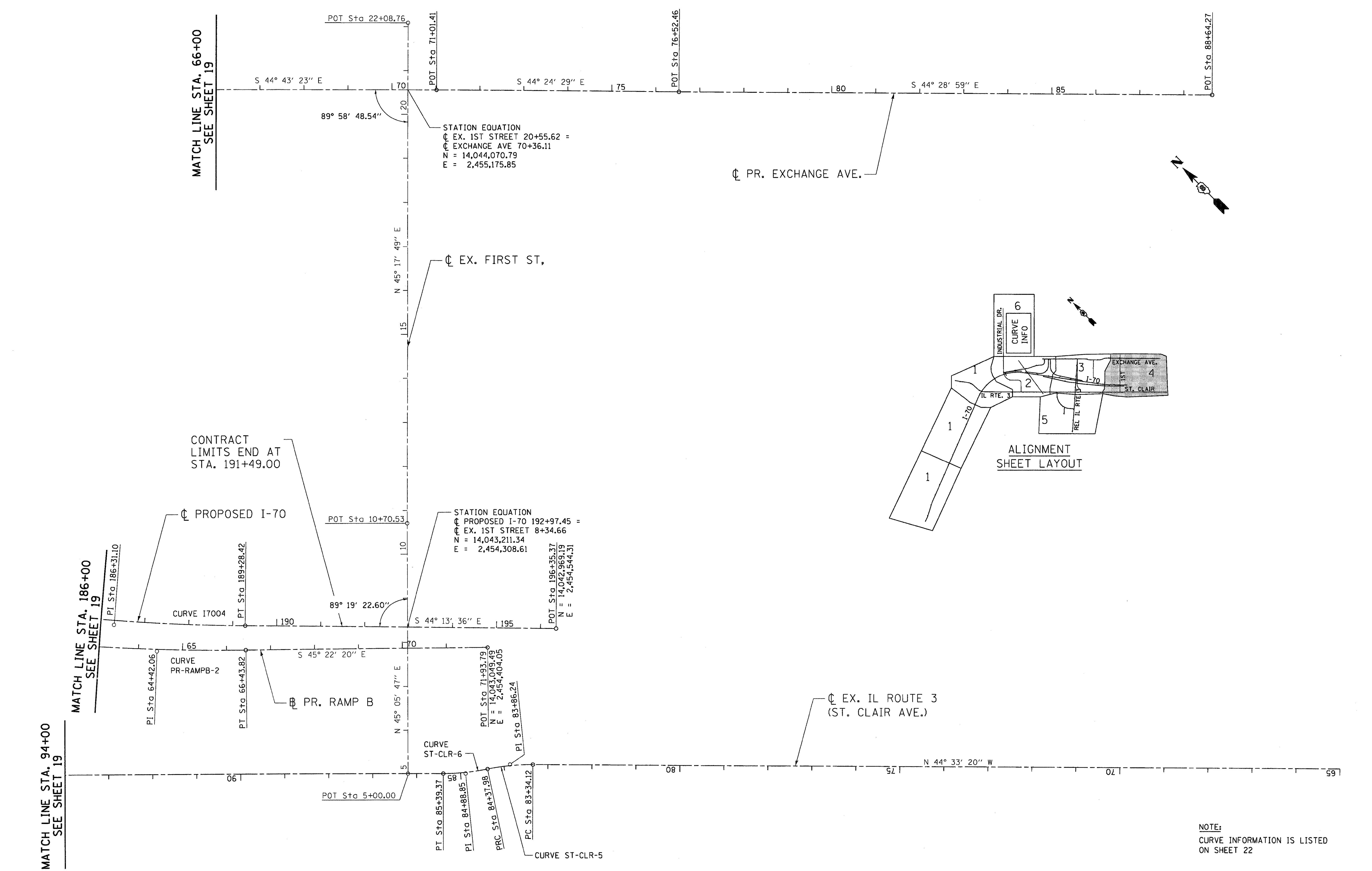
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
|---|---|---|---|
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**ALIGNMENTS, TIES & BENCHMARKS 3**

| SCALE: 1″=100′ | SHEET NO. OF SHEETS | STA. | TO STA. |
|---|---|---|---|

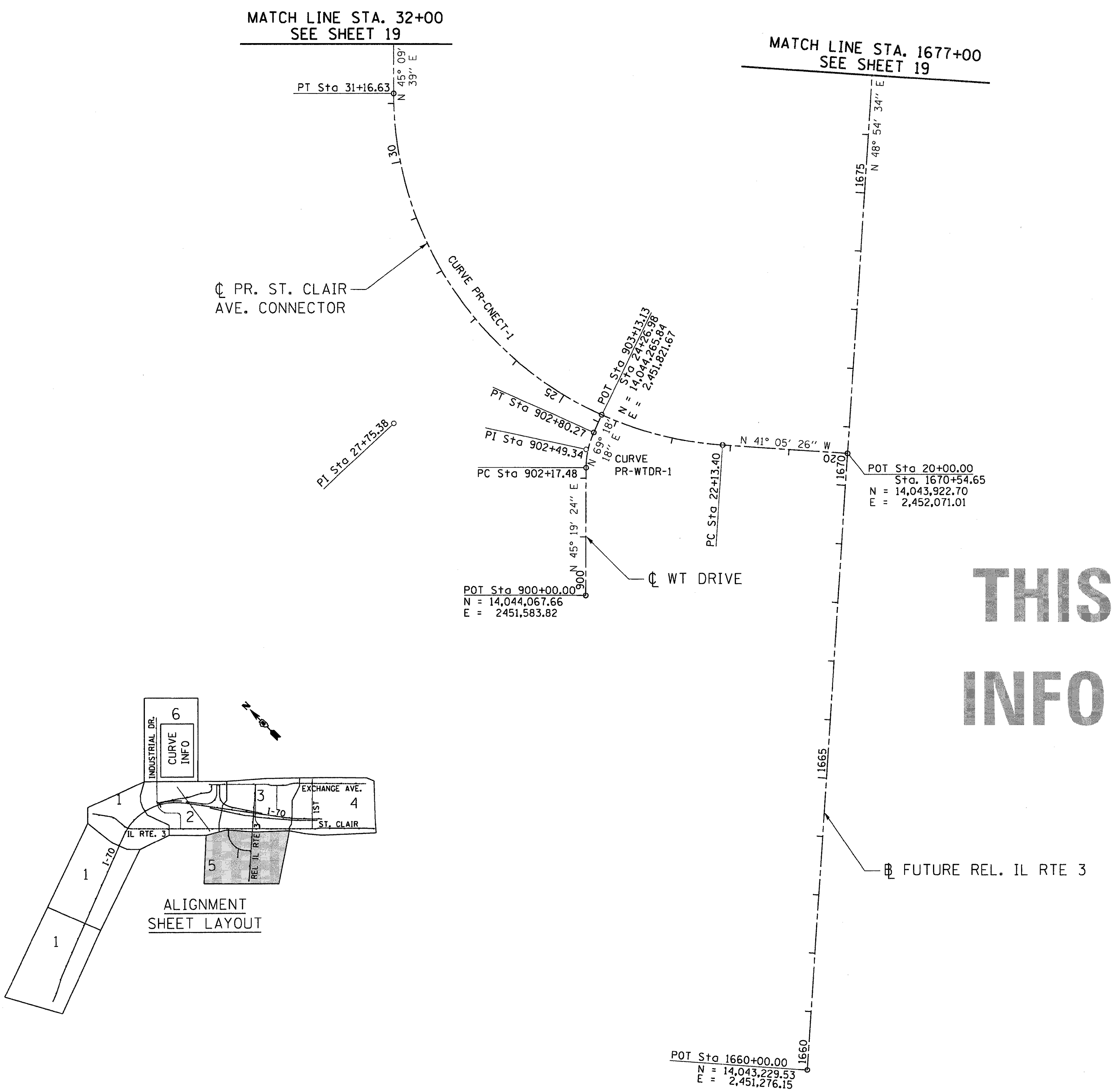
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 19 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



NOTE:
CURVE INFORMATION IS LISTED
ON SHEET 22

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 15:54:54 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-18600.DGN

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | ALIGNMENTS, TIES &<br>BENCHMARKS 4 | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | DRAWN - JB | REVISED - | | | 998 | 82-1A | ST. CLAIR | 190 / 20 |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | I-70 CONNECTION | | | | CONTRACT NO. 76C41 | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |

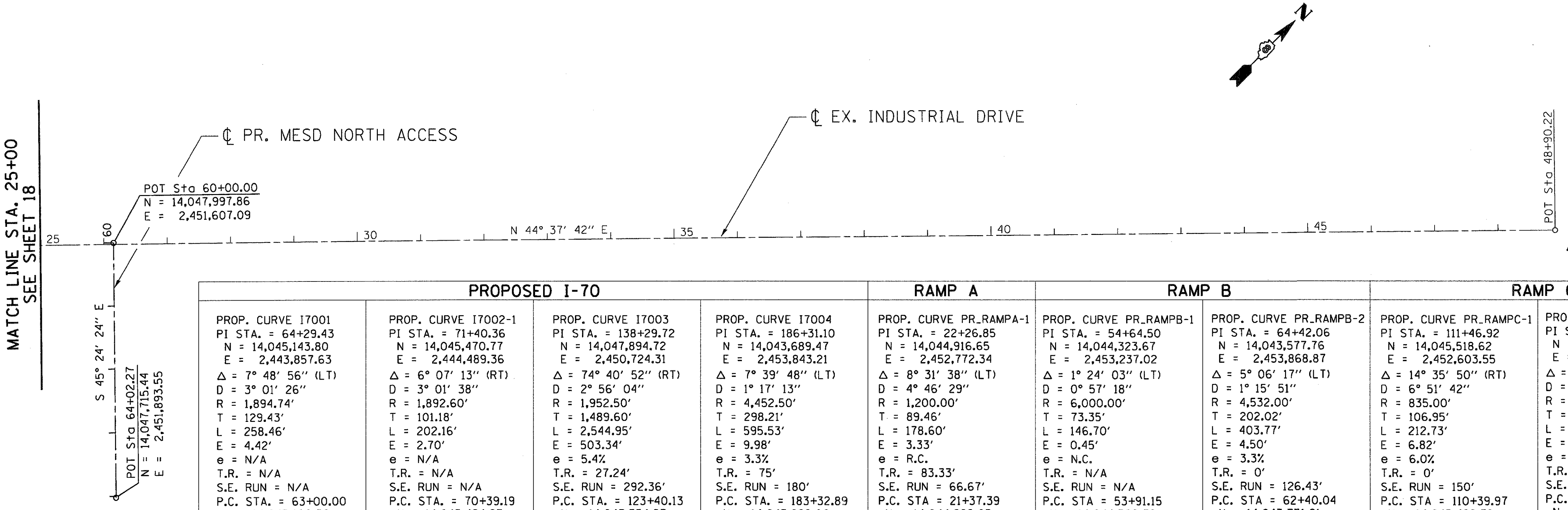


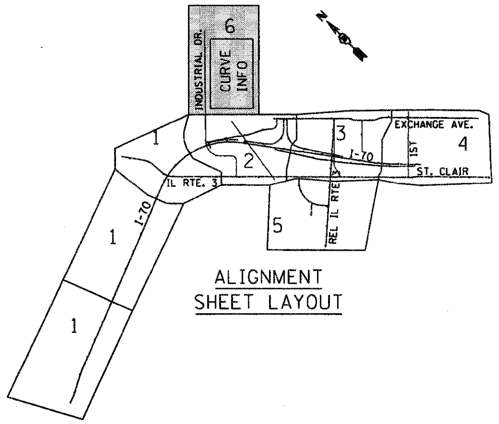
THIS SHEET IS FOR INFORMATION ONLY

NOTE:
CURVE INFORMATION IS LISTED
ON SHEET 22

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION** | **ALIGNMENTS, TIES &**<br>**BENCHMARKS 5** | F.A.P. RTE.<br>998 | SECTION<br>82-1A | COUNTY<br>ST. CLAIR | 
| | | DRAWN - JB | REVISED - | | | | | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | I-70 CONNECTION | | TOTAL SHEETS 190 | SHEET NO. 21 | CONTRACT NO. 76C41 |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 15:50:00 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-3200.DGN





| PROPOSED I-70 | | | | RAMP A | RAMP B | | RAMP C | | RAMP D |
|---|---|---|---|---|---|---|---|---|---|
| PROP. CURVE I7001 | PROP. CURVE I7002-1 | PROP. CURVE I7003 | PROP. CURVE I7004 | PROP. CURVE PR_RAMPA-1 | PROP. CURVE PR_RAMPB-1 | PROP. CURVE PR_RAMPB-2 | PROP. CURVE PR_RAMPC-1 | PROP. CURVE PR_RAMPC-2 | PROP. CURVE PR_RAMPD-1 |
| PI STA. = 64+29.43 | PI STA. = 71+40.36 | PI STA. = 138+29.72 | PI STA. = 186+31.10 | PI STA. = 22+26.85 | PI STA. = 54+64.50 | PI STA. = 64+42.06 | PI STA. = 111+46.92 | PI STA. = 115+07.02 | PI STA. = 257+14.62 |
| N = 14,045,143.80 | N = 14,045,470.77 | N = 14,047,894.72 | N = 14,043,689.47 | N = 14,044,916.65 | N = 14,044,323.67 | N = 14,043,577.76 | N = 14,045,518.62 | N = 14,045,860.51 | N = 14,045,842.03 |
| E = 2,443,857.63 | E = 2,444,489.36 | E = 2,450,724.31 | E = 2,453,843.21 | E = 2,452,772.34 | E = 2,453,237.02 | E = 2,453,868.87 | E = 2,452,603.55 | E = 2,452,486.86 | E = 2,452,341.74 |
| Δ = 7° 48′ 56″ (LT) | Δ = 6° 07′ 13″ (RT) | Δ = 74° 40′ 52″ (RT) | Δ = 7° 39′ 48″ (LT) | Δ = 8° 31′ 38″ (LT) | Δ = 1° 24′ 03″ (LT) | Δ = 5° 06′ 17″ (LT) | Δ = 14° 35′ 50″ (RT) | Δ = 63° 37′ 12″ (RT) | Δ = 97° 30′ 58″ (RT) |
| D = 3° 01′ 26″ | D = 3° 01′ 38″ | D = 2° 56′ 04″ | D = 1° 17′ 13″ | D = 4° 46′ 29″ | D = 0° 57′ 18″ | D = 1° 15′ 51″ | D = 6° 51′ 42″ | D = 13° 58′ 28″ | D = 15° 04′ 40″ |
| R = 1,894.74′ | R = 1,892.60′ | R = 1,952.50′ | R = 4,452.50′ | R = 1,200.00′ | R = 6,000.00′ | R = 4,532.00′ | R = 835.00′ | R = 410.00′ | R = 380.00′ |
| T = 129.43′ | T = 101.18′ | T = 1,489.60′ | T = 298.21′ | T = 89.46′ | T = 73.35′ | T = 202.02′ | T = 106.95′ | T = 254.31′ | T = 433.43′ |
| L = 258.46′ | L = 202.16′ | L = 2,544.95′ | L = 595.53′ | L = 178.60′ | L = 146.70′ | L = 403.77′ | L = 212.73′ | L = 455.25′ | L = 646.75′ |
| E = 4.42′ | E = 2.70′ | E = 503.34′ | E = 9.98′ | E = 3.33′ | E = 0.45′ | E = 4.50′ | E = 6.82′ | E = 72.47′ | E = 196.42′ |
| e = N/A | e = N/A | e = 5.4% | e = 3.3% | e = R.C. | e = N.C. | e = 3.3% | e = 6.0% | e = 6.0% | e = 6.0% |
| T.R. = N/A | T.R. = N/A | T.R. = 27.24′ | T.R. = 75′ | T.R. = 83.33′ | T.R. = N/A | T.R. = 0′ | T.R. = 0′ | T.R. = 0′ | T.R. = 0′ |
| S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = 292.36′ | S.E. RUN = 180′ | S.E. RUN = 66.67′ | S.E. RUN = N/A | S.E. RUN = 126.43′ | S.E. RUN = 150′ | S.E. RUN = 100′ | S.E. RUN = 150′ |
| P.C. STA. = 63+00.00 | P.C. STA. = 70+39.19 | P.C. STA. = 123+40.13 | P.C. STA. = 183+32.89 | P.C. STA = 21+37.39 | P.C. STA = 53+91.15 | P.C. STA = 62+40.04 | P.C. STA = 110+39.97 | P.C. STA = 112+52.71 | P.C. STA = 252+81.19 |
| N = 14,045,100.50 | N = 14,045,424.27 | N = 14,047,354.97 | N = 14,043,929.00 | N = 14,044,992.05 | N = 14,044,380.79 | N = 14,043,731.91 | N = 14,045,429.38 | N = 14,045,619.83 | N = 14,046,149.72 |
| E = 2,443,735.66 | E = 2,444,399.51 | E = 2,449,335.94 | E = 2,453,665.57 | E = 2,452,724.19 | E = 2,453,190.99 | E = 2,453,738.30 | E = 2,452,662.48 | E = 2,452,569.00 | E = 2,452,647.02 |
| P.T. STA. = 65+58.46 | P.T. STA. = 72+41.35 | P.T. STA. = 148+85.08 | P.T. STA. = 189+28.42 | P.T. STA = 23+15.98 | P.T. STA = 55+37.85 | P.T. STA = 66+43.82 | P.T. STA = 112+52.71 | P.T. STA = 117+07.96 | P.T. STA = 259+27.94 |
| N = 14,045,203.30 | N = 14,045,507.43 | N = 14,046,698.27 | N = 14,043,475.78 | N = 14,044,849.22 | N = 14,044,267.70 | N = 14,043,435.84 | N = 14,045,619.83 | N = 14,046,041.04 | N = 14,046,184.93 |
| E = 2,443,972.57 | E = 2,444,583.66 | E = 2,451,611.67 | E = 2,454,051.21 | E = 2,452,831.14 | E = 2,453,284.43 | E = 2,454,012.65 | E = 2,452,569.00 | E = 2,452,665.97 | E = 2,452,076.63 |

| RET WALL RAMP A | PR. ST. CLAIR AVE. CONNECTOR | WT DRIVE | PACKERS AVE. | | EXCHANGE AVE. | | | | INDUSTRIAL DRIVE | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROP. CURVE RW_RMPA-1 | PROP. CURVE PR_CNECT-1 | PROP. CURVE PR_WTDR-1 | EXIST. CURVE EX_PACK-1 | EXIST. CURVE EX_PACK-2 | PROP. CURVE PR_EXCH-1 | PROP. CURVE PR_EXCH-2 | PROP. CURVE PR_EXCH-3 | PROP. CURVE PR_EXCH-4 | EXIST. CURVE INDRD01 | EXIST. CURVE INDRD02 |
| PI STA. = 806+15.20 | PI STA. = 27+75.38 | PI STA. = 902+49.34 | PI STA. = 5+46.59 | PI STA. = 8+25.54 | PI STA. = 54+74.60 | PI STA. = 56+08.70 | PI STA. = 61+38.48 | PI STA. = 63+41.56 | PI STA. = 10+36.83 | PI STA. = 17+68.75 |
| N = 14,044,855.95 | N = 14,044,507.08 | N = 14,044,242.97 | N = 14,044,271.33 | N = 14,044,547.24 | N = 14,045,142.47 | N = 14,045,020.53 | N = 14,044,643.41 | N = 14,044,566.30 | N = 14,046,541.81 | N = 14,047,090.90 |
| E = 2,452,794.99 | E = 2,451,561.39 | E = 2,451,761.12 | E = 2,452,848.31 | E = 2,452,898.99 | E = 2,454,061.46 | E = 2,454,120.34 | E = 2,454,494.18 | E = 2,454,685.10 | E = 2,451,281.88 | E = 2,450,732.86 |
| Δ = 16° 28′ 22″ (RT) | Δ = 86° 15′ 05″ (RT) | Δ = 23° 58′ 54″ (RT) | Δ = 34° 45′ 10″ (LT) | Δ = 35° 17′ 45″ (RT) | Δ = 19° 27′ 04″ (RT) | Δ = 18° 58′ 37″ (LT) | Δ = 23° 15′ 21″ (LT) | Δ = 23° 17′ 01″ (RT) | Δ = 89° 43′ 20″ (LT) | Δ = 87° 47′ 02″ (RT) |
| D = 3° 51′ 30″ | D = 9° 32′ 57″ | D = 38° 11′ 50″ | D = 69° 52′ 22″ | D = 25° 41′ 35″ | D = 14° 19′ 26″ | D = 14° 19′ 26″ | D = 11° 27′ 33″ | D = 11° 27′ 33″ | D = 54° 34′ 03″ | D = 15° 03′ 19″ |
| R = 1,485.00′ | R = 600.00′ | R = 150.00′ | R = 82.00′ | R = 223.00′ | R = 400.00′ | R = 400.00′ | R = 500.00′ | R = 500.00′ | R = 105.00′ | R = 380.57′ |
| T = 214.95′ | T = 561.98′ | T = 31.86′ | T = 25.66′ | T = 70.95′ | T = 68.56′ | T = 66.85′ | T = 102.89′ | T = 103.02′ | T = 104.49′ | T = 366.13′ |
| L = 426.94′ | L = 903.22′ | L = 62.78′ | L = 49.74′ | L = 137.37′ | L = 135.80′ | L = 132.48′ | L = 202.95′ | L = 203.19′ | L = 164.42′ | L = 583.08′ |
| E = 15.48′ | E = 222.08′ | E = 3.35′ | E = 3.92′ | E = 11.01′ | E = 5.83′ | E = 5.55′ | E = 10.48′ | E = 10.50′ | E = 43.13′ | E = 147.52′ |
| e = N/A | e = 3.8% | e = N/A | e = NC | e = NC | e = NC | e = NC | e = NC | e = NC | e = NC | e = NC |
| T.R. = N/A | T.R. = 75′ | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A |
| S.E. RUN = N/A | S.E. RUN = 30′ | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A |
| P.C. STA = 804+00.24 | P.C. STA = 22+13.40 | P.C. STA = 902+17.48 | P.C. STA. = 5+20.93 | P.C. STA. = 7+54.59 | P.C. STA. = 54+06.05 | P.C. STA. = 55+41.84 | P.C. STA. = 60+35.60 | P.C. STA. = 62+38.54 | P.C. STA. = 9+32.33 | P.C. STA. = 14+02.62 |
| N = 14,045,037.12 | N = 14,044,083.53 | N = 14,044,220.57 | N = 14,044,253.23 | N = 14,044,477.46 | N = 14,045,190.75 | N = 14,045,080.73 | N = 14,044,716.48 | N = 14,044,604.88 | N = 14,046,467.57 | N = 14,046,831.99 |
| E = 2,452,679.30 | E = 2,451,930.75 | E = 2,451,738.47 | E = 2,452,830.12 | E = 2,452,886.18 | E = 2,454,012.79 | E = 2,454,091.27 | E = 2,454,421.75 | E = 2,454,589.58 | E = 2,451,208.35 | E = 2,450,991.73 |
| P.T. STA = 808+27.18 | P.T. STA = 31+16.63 | P.T. STA = 902+80.27 | P.T. STA. = 5+70.67 | P.T. STA. = 8+91.97 | P.T. STA. = 55+41.84 | P.T. STA. = 56+74.32 | P.T. STA. = 62+38.54 | P.T. STA. = 64+41.73 | P.T. STA. = 10+96.76 | P.T. STA. = 19+85.70 |
| N = 14,044,649.42 | N = 14,044,903.34 | N = 14,044,254.23 | N = 14,044,296.57 | N = 14,044,596.78 | N = 14,045,080.73 | N = 14,044,973.05 | N = 14,044,604.88 | N = 14,044,493.11 | N = 14,046,615.70 | N = 14,047,359.59 |
| E = 2,452,854.57 | E = 2,451,959.88 | E = 2,451,790.92 | E = 2,452,852.95 | E = 2,452,949.77 | E = 2,454,091.27 | E = 2,454,167.40 | E = 2,454,589.58 | E = 2,454,757.59 | E = 2,451,208.00 | E = 2,450,981.56 |

| DARLING RET WALL | EX. IL RTE 3 (ST. CLAIR AVE.) | | | | DARLING ACCESS ROAD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROP. CURVE RW_DRLG-1 | PROP. CURVE ST_CLR-5 | PROP. CURVE ST_CLR-6 | PROP. CURVE ST_CLR-7 | PROP. CURVE ST_CLR-8 | PROP. CURVE PR_DRLG-1 | PROP. CURVE PR_DRLG-2 | PROP. CURVE PR_DRLG-3 | PROP. CURVE PR_DRLG-4 | PROP. CURVE PR_DRLG-5 | PROP. CURVE PR_DRLG-6 |
| PI STA. = 444+33.90 | PI STA. = 83+86.24 | PI STA. = 84+88.85 | PI STA. = 149+38.21 | PI STA. = 155+22.88 | PI STA. = 1002+02.53 | PI STA. = 1004+57.84 | PI STA. = 1007+65.46 | PI STA. = 1010+69.65 | PI STA. = 1015+35.35 | PI STA. = 1018+99.00 |
| N = 14,047,100.74 | N = 14,042,825.09 | N = 14,042,881.99 | N = 14,047,455.42 | N = 14,048,054.76 | N = 14,047,245.24 | N = 14,047,087.19 | N = 14,046,924.88 | N = 14,046,728.21 | N = 14,046,527.29 | N = 14,046,286.43 |
| E = 2,451,359.12 | E = 2,454,249.99 | E = 2,454,164.16 | E = 2,449,616.35 | E = 2,449,582.24 | E = 2,451,142.76 | E = 2,451,344.89 | E = 2,451,606.32 | E = 2,451,838.90 | E = 2,452,261.42 | E = 2,452,536.77 |
| Δ = 21° 08′ 30″ (RT) | Δ = 11° 54′ 06″ (LT) | Δ = 11° 37′ 06″ (RT) | Δ = 41° 34′ 53″ (RT) | Δ = 32° 24′ 12″ (LT) | Δ = 11° 06′ 01″ (RT) | Δ = 6° 11′ 18″ (LT) | Δ = 8° 23′ 05″ (RT) | Δ = 14° 47′ 10″ (LT) | Δ = 15° 44′ 44″ (RT) | Δ = 86° 24′ 10″ (LT) |
| D = 2° 46′ 14″ | D = 11° 27′ 33″ | D = 11° 27′ 33″ | D = 12° 19′ 18″ | D = 11° 27′ 33″ | D = 2° 44′ 57″ | D = 5° 43′ 46″ | D = 3° 49′ 11″ | D = 3° 49′ 11″ | D = 4° 35′ 01″ | D = 38° 11′ 50″ |
| R = 2,068.00′ | R = 500.00′ | R = 500.00′ | R = 465.00′ | R = 500.00′ | R = 2,084.17′ | R = 1,000.00′ | R = 1,500.00′ | R = 1,500.00′ | R = 1,250.00′ | R = 150.00′ |
| T = 385.92′ | T = 52.12′ | T = 50.87′ | T = 176.55′ | T = 145.28′ | T = 202.53′ | T = 54.06′ | T = 109.95′ | T = 194.63′ | T = 172.85′ | T = 140.87′ |
| L = 763.07′ | L = 103.86′ | L = 101.39′ | L = 337.46′ | L = 282.77′ | L = 403.78′ | L = 108.01′ | L = 219.51′ | L = 387.10′ | L = 343.51′ | L = 226.20′ |
| E = 35.70′ | E = 2.71′ | E = 2.58′ | E = 32.39′ | E = 20.68′ | E = 9.82′ | E = 1.46′ | E = 4.02′ | E = 12.57′ | E = 11.89′ | E = 55.77′ |
| e = N/A | e = NC | e = NC | e = N/A | e = N/A | e = N.C. | e = N.C. | e = N.C. | e = N.C. | e = N.C. | e = 2.60% |
| T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = 32′ |
| S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = 19′ |
| P.C. STA = 440+47.97 | P.C. STA. = 83+34.12 | P.C. STA. = 84+37.98 | P.C. STA. = 147+61.66 | P.C. STA. = 153+77.60 | P.C. STA = 1000+00.00 | P.C. STA = 1004+03.78 | P.C. STA = 1006+55.51 | P.C. STA = 1008+75.02 | P.C. STA = 1013+62.50 | P.C. STA = 1017+58.14 |
| N = 14,047,287.85 | N = 14,042,787.95 | N = 14,042,853.89 | N = 14,047,330.23 | N = 14,047,909.71 | N = 14,047,336.94 | N = 14,047,120.49 | N = 14,046,982.88 | N = 14,046,853.88 | N = 14,046,601.52 | N = 14,046,379.17 |
| E = 2,451,021.59 | E = 2,454,286.56 | E = 2,454,206.55 | E = 2,449,740.84 | E = 2,449,590.49 | E = 2,450,962.18 | E = 2,451,302.30 | E = 2,451,512.91 | E = 2,451,690.28 | E = 2,452,105.32 | E = 2,452,430.75 |
| P.T. STA = 448+11.04 | P.T. STA. = 84+37.98 | P.T. STA. = 85+39.37 | P.T. STA. = 150+99.13 | P.T. STA. = 156+60.38 | P.T. STA = 1004+03.78 | P.T. STA = 1005+11.79 | P.T. STA = 1008+75.02 | P.T. STA = 1012+62.12 | P.T. STA = 1017+06.01 | P.T. STA = 1019+84.34 |
| N = 14,046,804.48 | N = 14,042,853.89 | N = 14,042,918.06 | N = 14,047,631.69 | N = 14,048,172.79 | N = 14,047,120.49 | N = 14,047,058.68 | N = 14,046,853.88 | N = 14,046,644.63 | N = 14,046,413.49 | N = 14,046,386.43 |
| E = 2,451,606.45 | E = 2,454,206.55 | E = 2,454,128.29 | E = 2,449,606.32 | E = 2,449.497.54 | E = 2,451,302.30 | E = 2,451,390.81 | E = 2,451,690.28 | E = 2,452,014.67 | E = 2,452,391.52 | E = 2,452,635.99 |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-ALIGNMENT1.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-ALIGNMENT2.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 15:55:08 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM-2700.DGN

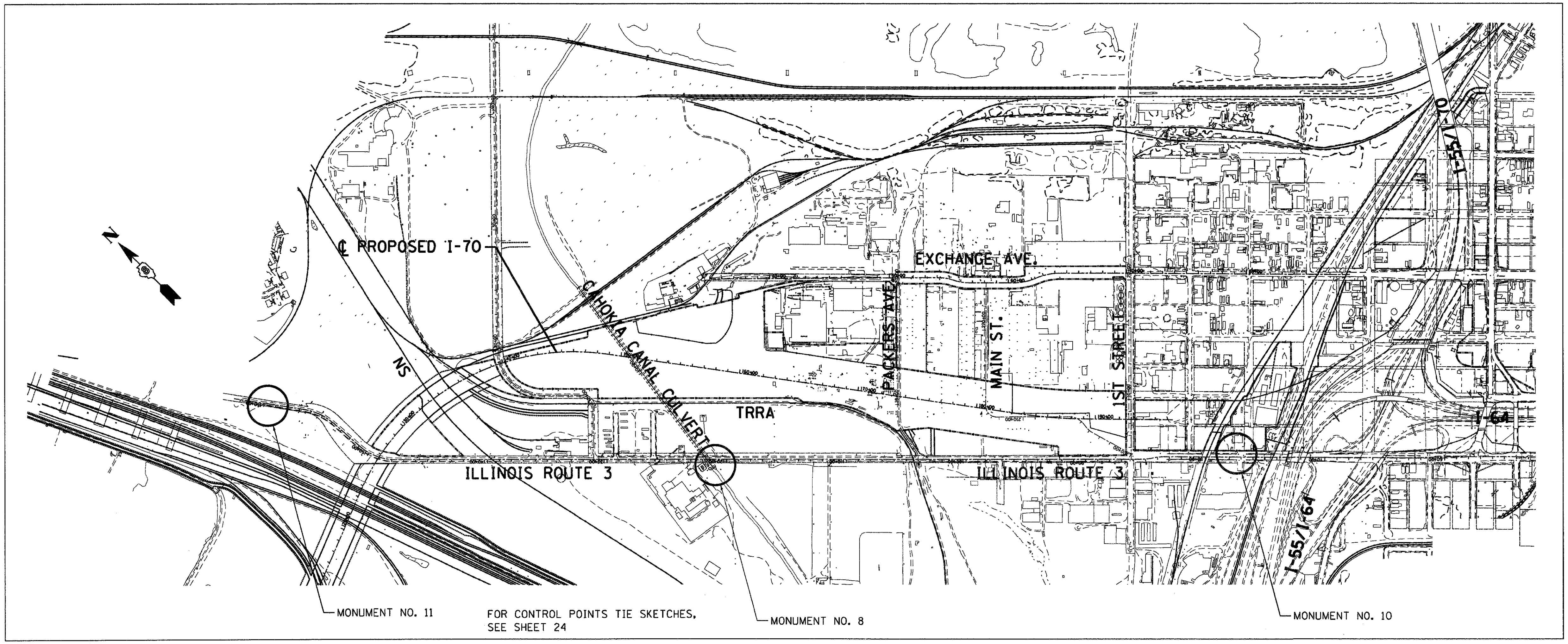
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
|---|---|---|---|
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**ALIGNMENTS, TIES &**
**BENCHMARKS 6**

SCALE: 1″=100′ | SHEET NO. OF SHEETS | STA. TO STA.

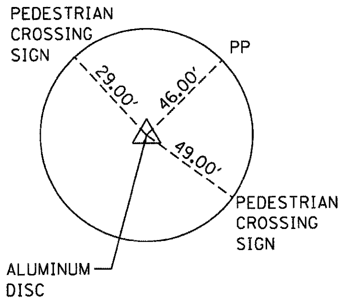
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 22 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



FOR CONTROL POINTS TIE SKETCHES,
SEE SHEET 24

## MONUMENT NO. 11

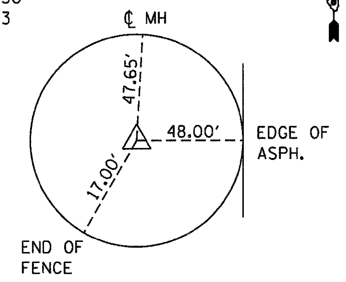
MRB (U.S. FOOT)
(PROJECT COORDINATE)
N = 14,048,411.5720
E = 2,449,306.9042
ELEV. = 414.02



DESCRIPTION:
SET IN THE BACK OF A 4.5' CONCRETE WALK (END OF WALK), LOCATED ON THE WEST SIDE OF ILLINOIS ROUTE 3 APPROXIMATELY 0.3 MILES SOUTH OF CANAL STREET. (BROOKLYN)

## MONUMENT NO. 8

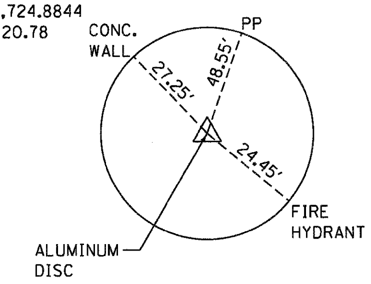
MRB (U.S. FOOT)
(PROJECT COORDINATE)
N = 14,045,393.2950
E = 2,451,580.4763
ELEV. = 401.95



DESCRIPTION:
SET IN THE SOUTH END OF A HEADWALL TO A BOX CULVERT UNDER ILLINOIS ROUTE 3, 0.7 MILES SOUTH OF CANAL STREET, 0.1 MILES SOUTH OF INDUSTRIAL DRIVE AND NORTH OF SINGLE RAILROAD TRACK.

## MONUMENT NO. 10

MRB (U.S. FOOT)
(PROJECT COORDINATE)
N = 14,042,385.4974
E = 2,454,724.8844
ELEV. = 420.78



DESCRIPTION:
SET IN THE CONCRETE MEDIAN ON THE EAST SIDE OF ROUTE 3 (ST. CLAIR AVE.) BETWEEN TWO RAILROAD BRIDGES. APPROXIMATELY 0.1 MILE SOUTH OF 1ST STREET (IN FRONT OF 301 ST. CLAIR AVE. WAREHOUSE & STORE FIXTURE CO.)

## COORDINATE SYSTEM

THE MISSISSIPPI RIVER BRIDGE (MRB) PROJECT COORDINATE SYSTEM IS BASED ON A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM. THE MRB PROJECT COORDINATE SYSTEM HAS CONVERTED FROM UTM ZONE 15 NORTH BY AN AVERAGE PROJECTION FACTOR AND ALSO CONVERTED FROM METERS TO U.S. SURVEY FEET.

## HORIZONTAL DATUM

THE DATUM USED IS NAD-83

THE MRB PROJECT COORDINATES HAVE BEEN TRANSFORMED FROM UTM BY USING AN AVERAGE PROJECTION FACTOR IN THE PROJECT AREA.

AVERAGE GRID FACTOR = 1.000339495
PROJECTION FACTOR = 1/GRID = 0.999660620

THE BASE POINT THAT ALL UTM COORDINATES WERE SCALED FROM WAS THE CENTRALLY LOCATED MONUMENT NO. 10. EACH VECTOR FROM MONUMENT NO. 10 TO ALL OTHER MONUMENTS WAS MULTIPLIED BY THE PROJECTION FACTOR TO CALCULATE A SURFACE VECTOR AND THEN THIS SURFACE VECTOR WAS USED TO CALCULATE THE SURFACE COORDINATE (MRB). (NOTE: 1 METER EQUALS 3.28083333 U.S. SURVEY FOOT).

UTM ZONE 15 NORTH (METERS) = PROJECTED GRID COORDINATES
MRB (FEET) = PROJECT SURFACE CORRDINATES

## VERTICAL DATUM

THE DATUM USED IS NAVD 1988

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-99-ALIGNMENT2.DGN, ..\D8CONN-06-MOTIF1.DGN
2-04-2011, 15:55:22 BONDHUJD \\FS-0044\AM\VAULT.D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM7.DGN

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**ALIGNMENTS, TIES &**
**BENCHMARKS 7**

SCALE: 1"=500' | SHEET NO. OF SHEETS | STA. TO STA.

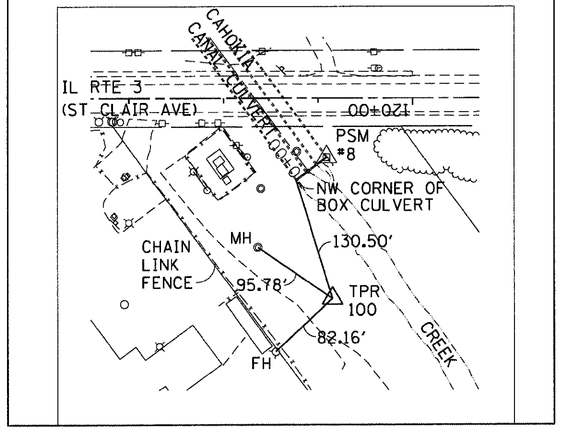
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 23 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

CONTROL POINT #100 (IRON ROD W/CAP)

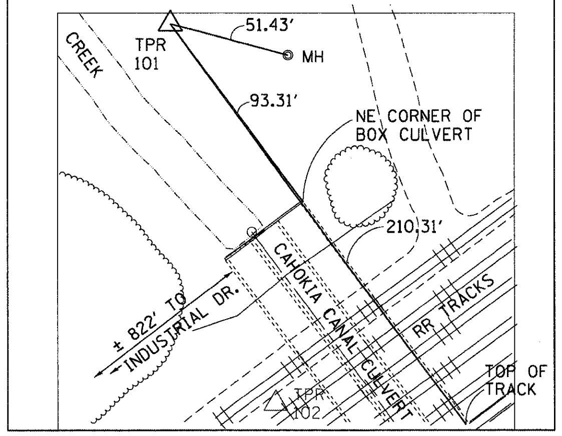
N =14,045,283.692
E =2,451,478.950
ELEV. = 409.230



SCALE 1"=100'

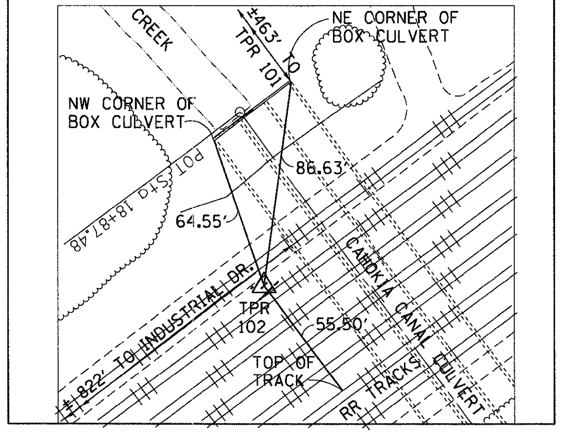
CONTROL POINT #101 (IRON ROD W/CAP)

N = 14,047,349.416
E = 2,451,873.863
ELEV. = 401.580



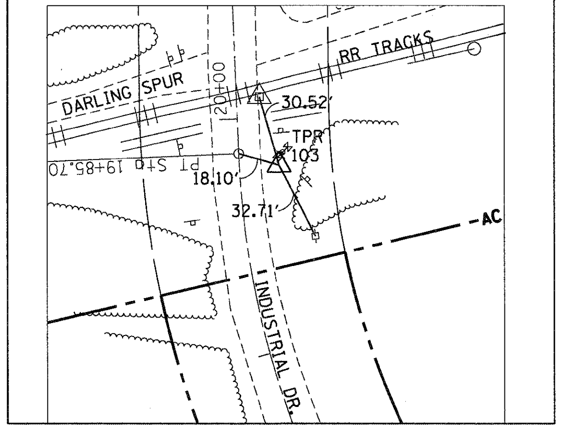
CONTROL POINT #102 (IRON ROD W/CAP)

N = 14,047,204.910
E = 2,451,791.600
ELEV. = 414.750



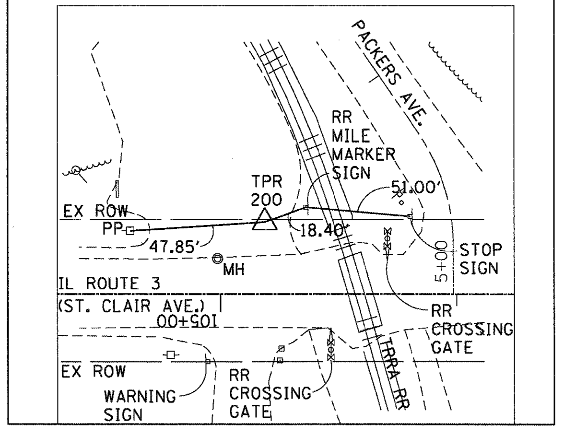
CONTROL POINT #103 (IRON ROD W/CAP)

N = 14,047,344.143
E = 2,450,990.211
ELEV. = 414.820



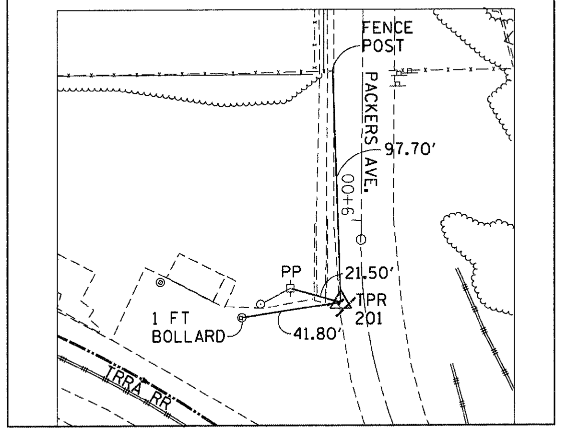
CONTROL POINT #200 (IRON ROD W/CAP)

N = 14,044,316.431
E = 2,452,780.630
ELEV. = 416.990



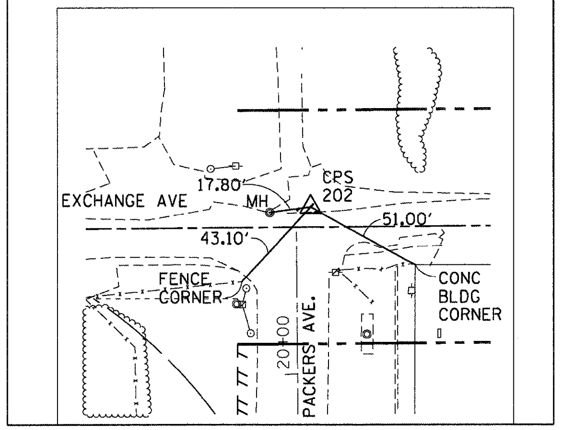
CONTROL POINT #201 (PK NAIL)

N = 14,044,584.131
E = 2,452,924.827
ELEV. = 417.190



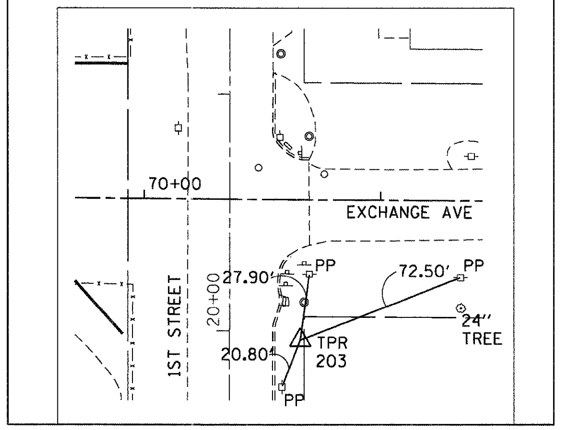
CONTROL POINT #202 (COTTON PICKER SPINDLE)

N = 14,045,420.418
E = 2,453,793.293
ELEV. = 416.310



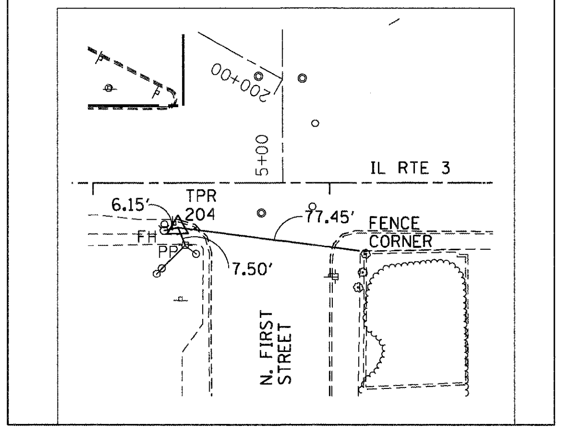
CONTROL POINT #203 (IRON ROD W/CAP)

N = 14,044,007.578
E = 2,455,154.610
ELEV. = 416.500



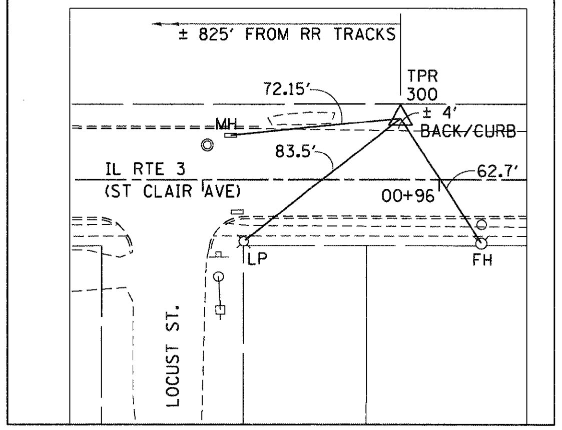
CONTROL POINT #204 (IRON ROD W/CAP)

N = 14,042,993.287
E = 2,454,026.962
ELEV. = 420.970



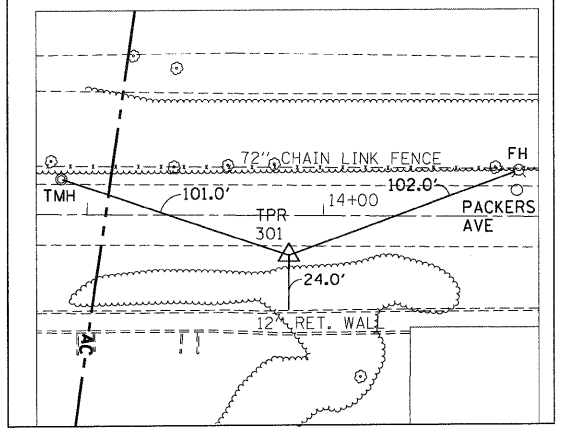
CONTROL POINT #300 (IRON ROD W/CAP)

N = 14,043,700.040
E = 2,453,387.437
ELEV. = 418.970



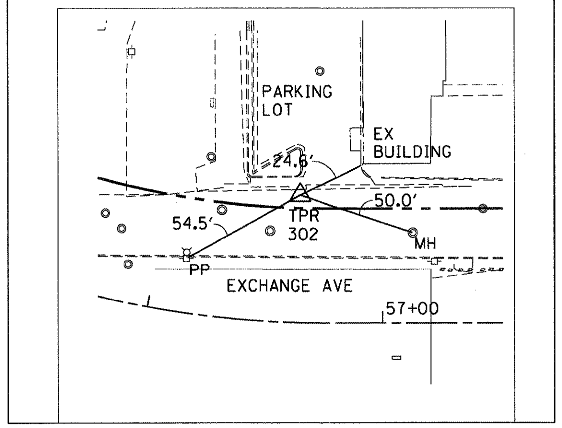
CONTROL POINT #301 (IRON ROD W/CAP)

N = 14,044,929.344
E = 2,453,314.775
ELEV. = 416.620

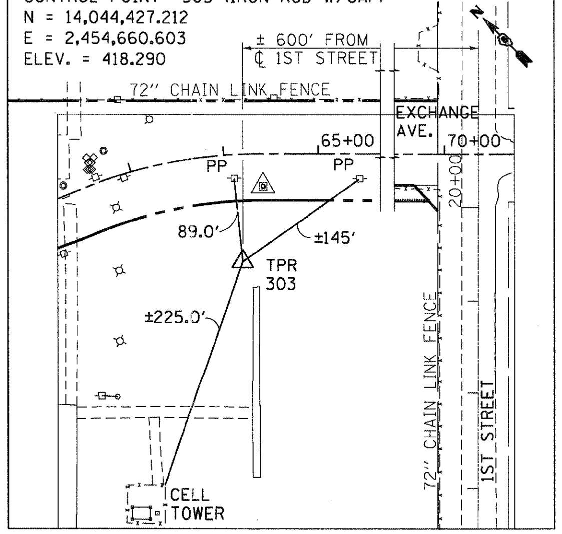


CONTROL POINT #302 (CUT CROSS)

N = 14,045,018.363
E = 2,454,200.089
ELEV. = 418.840



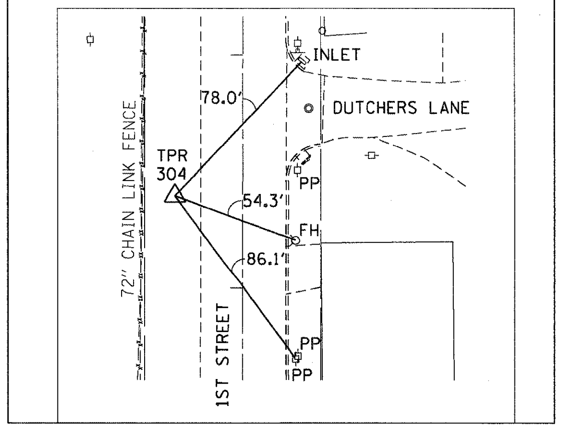
CONTROL POINT #303 (IRON ROD W/CAP)
N = 14,044,427.212
E = 2,454,660.603
ELEV. = 418.290



SCALE 1"=100'

CONTROL POINT #304 (IRON ROD W/CAP)

N = 14,043,517.419
E = 2,454,575.981
ELEV. = 418.660



| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JFS | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - JB | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

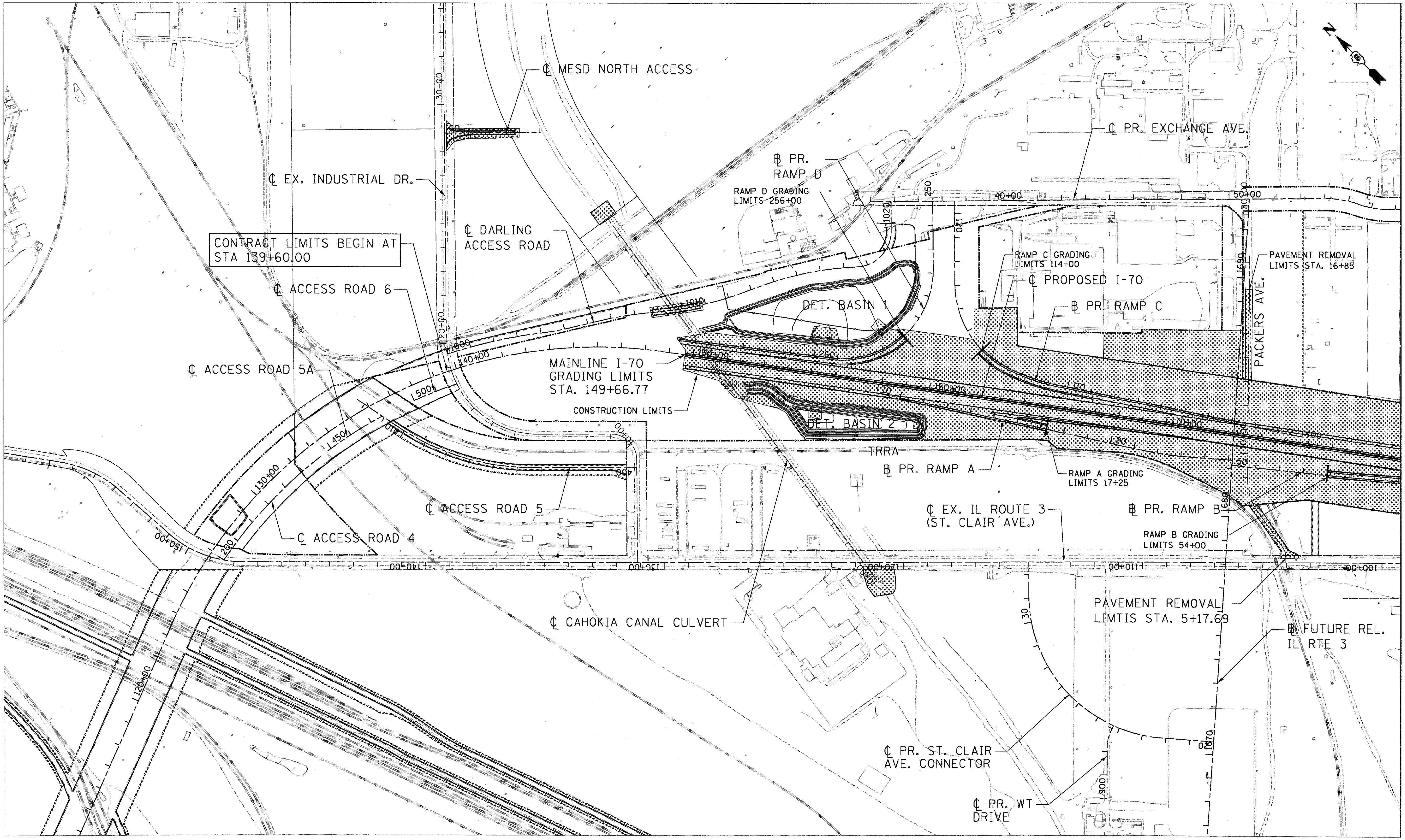
**ALIGNMENTS, TIES & BENCHMARKS 8**

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 24 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-99-ALIGNMENT2.DGN, ..\D8CONN-03-GEOMETRICS1.DGN, ..\D8CONN-03-TOPO1.DGN
\\FS-2044\KM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM8.DGN
2-04-2011, 15:55:28 BONDHUJD

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-ALIGNMENT3.DGN, ..\D8CONN-99-ALIGNMENT2.DGN, ..\D8CONN-05-ALIGNMENT4.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:50:29 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM9.DGN



▨ CONSTRUCTION LIMITS & WORK AREA

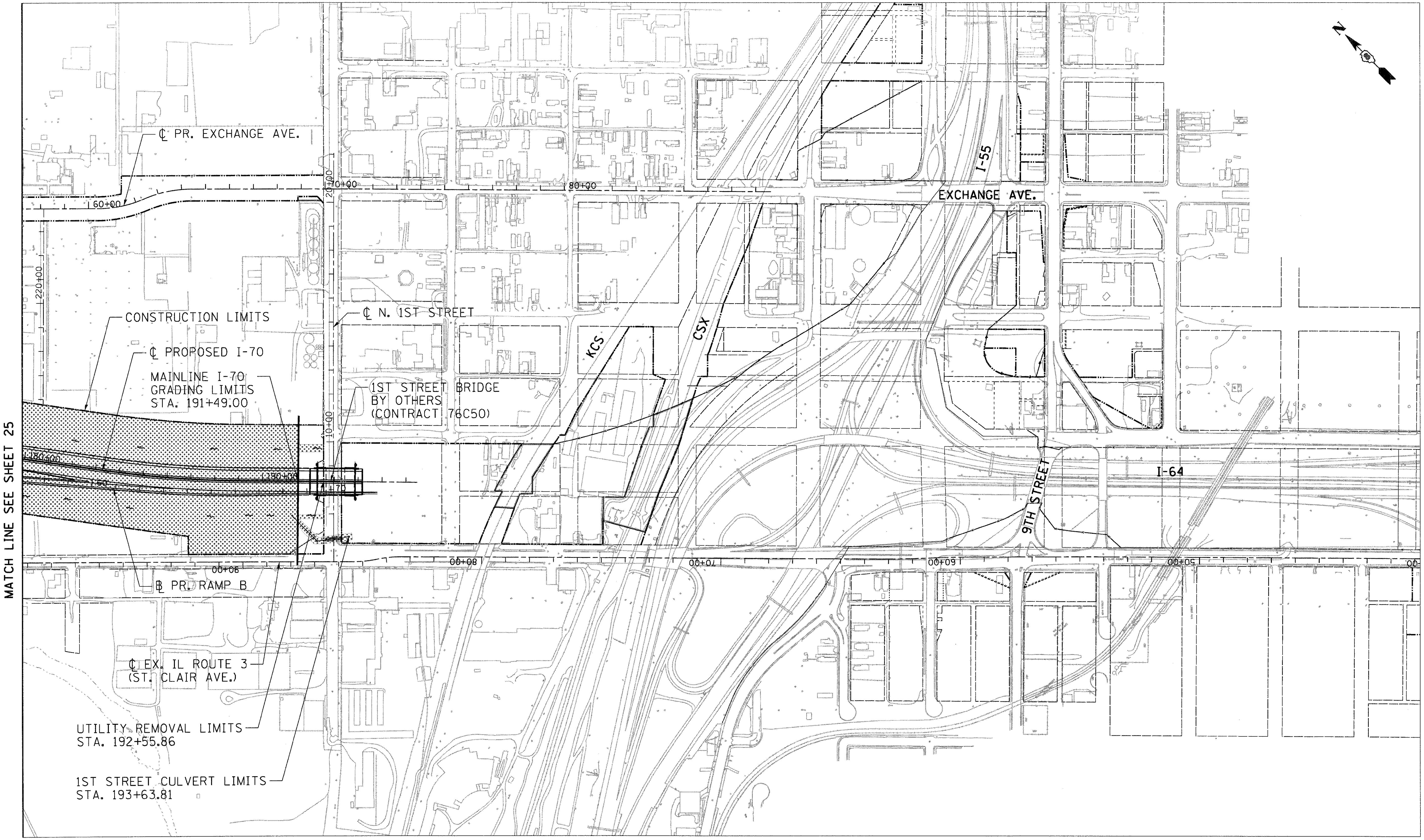
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**CONSTRUCTION LIMITS 1**

SCALE: 1"=200' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 25 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



▨ CONSTRUCTION LIMITS
& WORK AREA

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-11-ALIGNMENT3.DGN,..\D8CONN-99-ALIGNMENT2.DGN,..\D8CONN-05-ALIGNMENT4.DGN,..\D8CONN-11-MOTIF1.DGN,..\D8CONN-06-MOTIF1.DGN
2-04-2011, 15:56:12 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-ALIGNTIEBM9-1.DGN

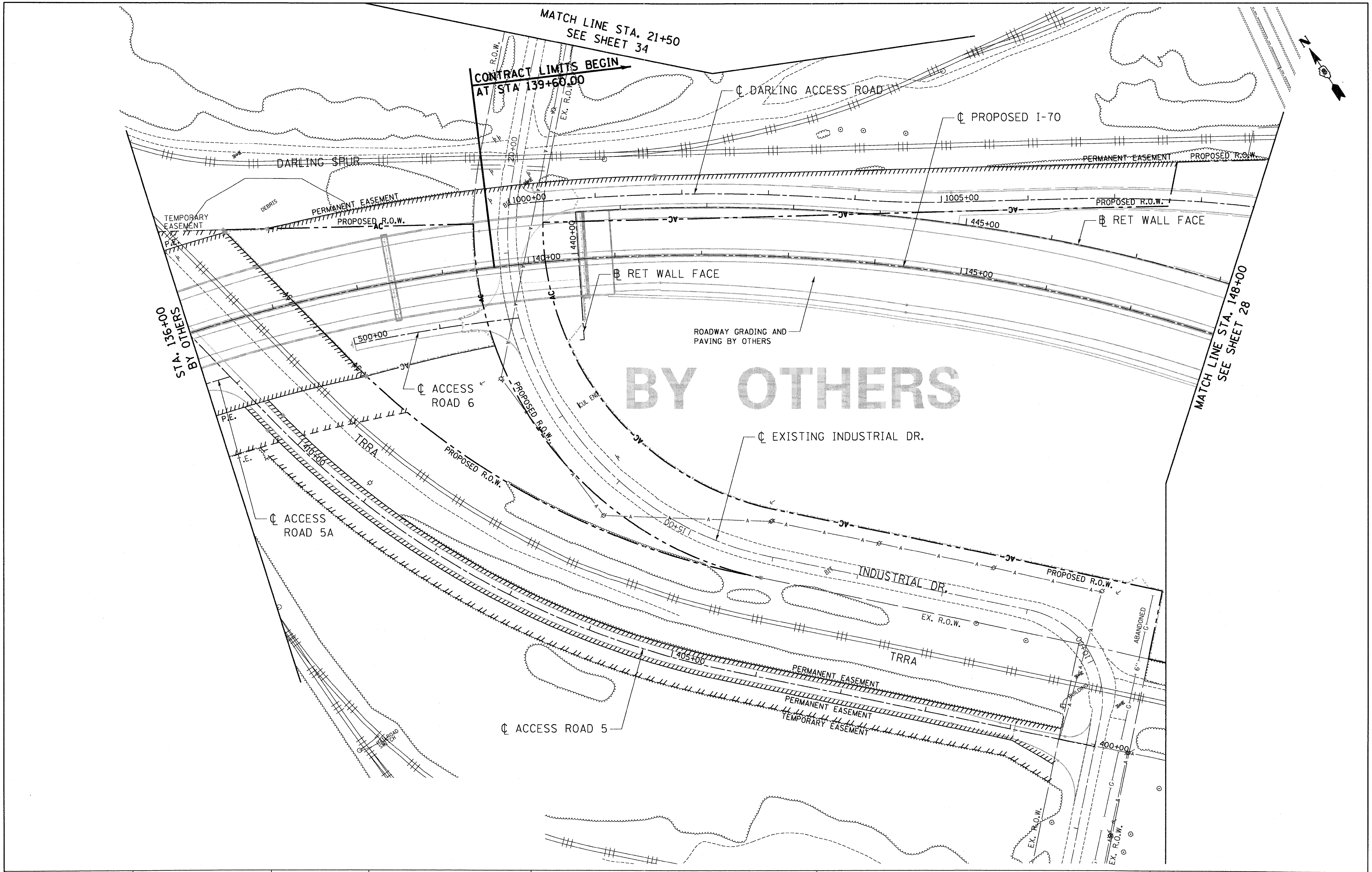
| | | | | |
|---|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| $FILEL$ | | DRAWN - JB | REVISED - | |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**CONSTRUCTION LIMITS 2**

SCALE: 1"=200' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 26 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:50:56 \\FS-0044\AM\VAULT_D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL1-13600.DGN
BONDHUJD

| | | | | |
|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| | | DRAWN - JB | REVISED - | |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

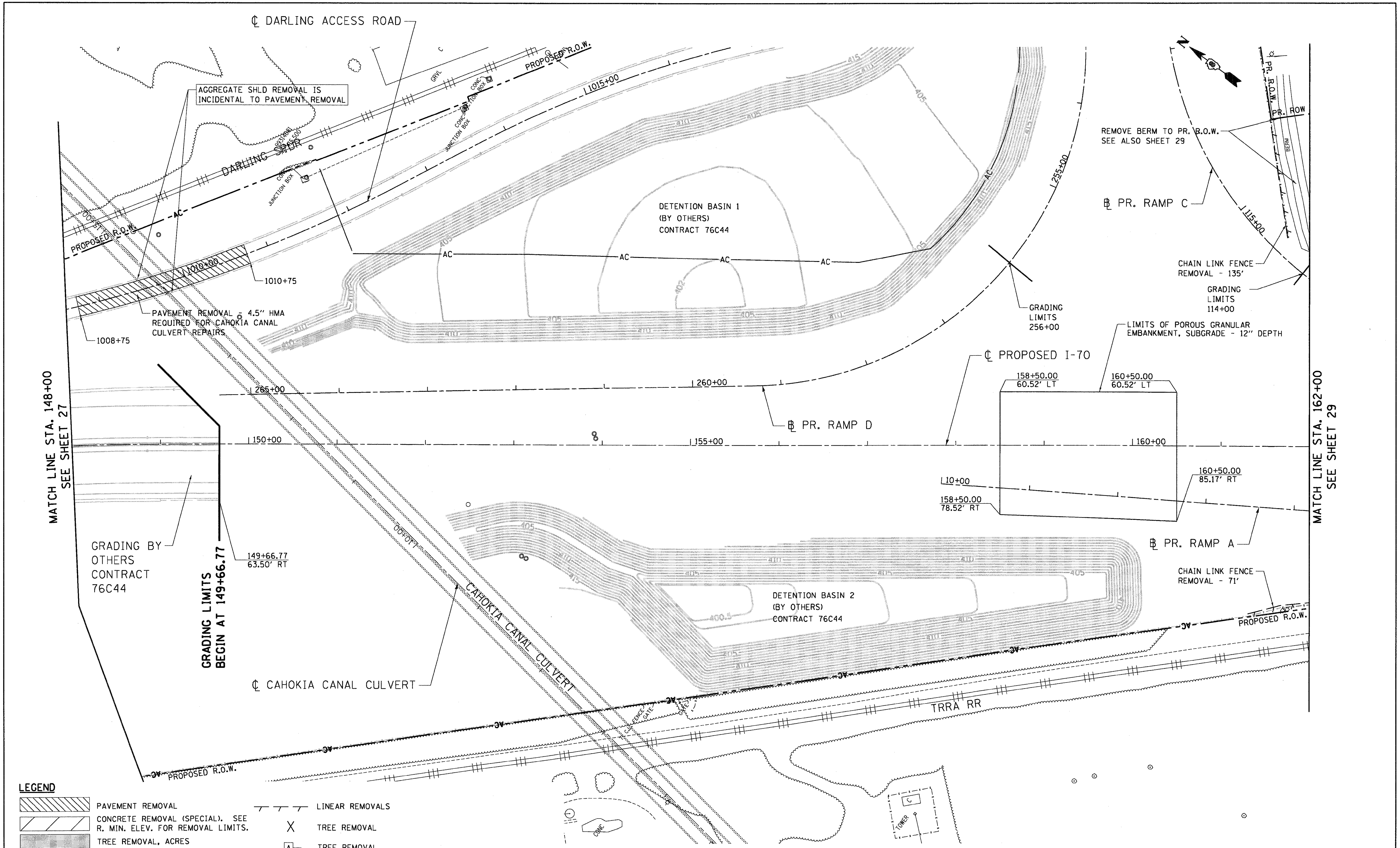
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING PLAN & REMOVALS**
**STA. 136 + 00 TO STA. 148 + 00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 27 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



**LEGEND**

| | |
|---|---|
| ▨ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| #EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>#EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING PLAN & REMOVALS**
**STA. 148+00 TO STA. 162+00**

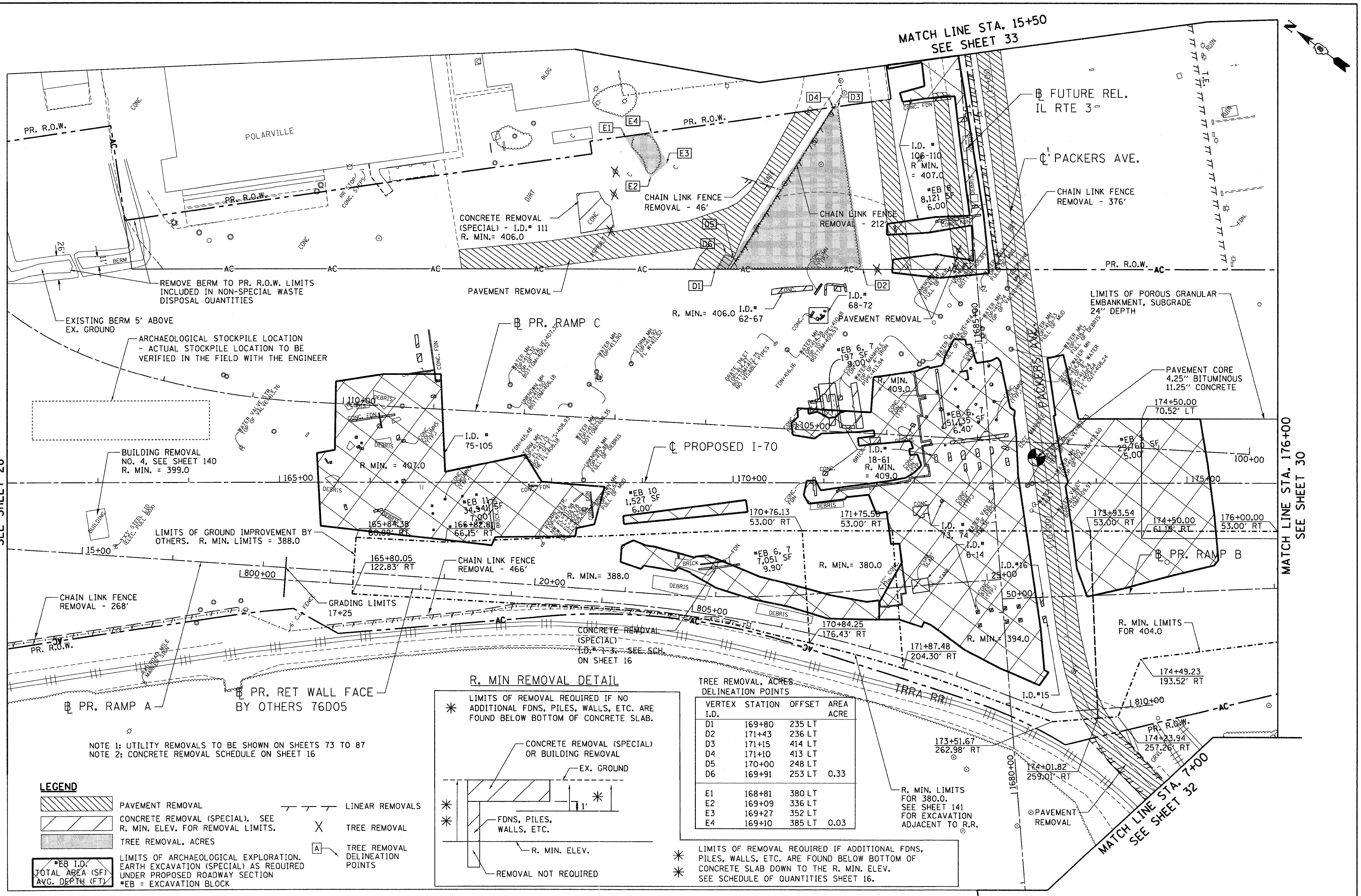
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 28 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2282\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL1-14800.DGN
5-04-2011, 17:51:22



NOTE 1: UTILITY REMOVALS TO BE SHOWN ON SHEETS 73 TO 87
NOTE 2: CONCRETE REMOVAL SCHEDULE ON SHEET 16

## R. MIN REMOVAL DETAIL

✳ LIMITS OF REMOVAL REQUIRED IF NO ADDITIONAL FDNS, PILES, WALLS, ETC. ARE FOUND BELOW BOTTOM OF CONCRETE SLAB.

CONCRETE REMOVAL (SPECIAL) OR BUILDING REMOVAL
EX. GROUND
1'
FDNS, PILES, WALLS, ETC.
R. MIN. ELEV.
REMOVAL NOT REQUIRED

✳ LIMITS OF REMOVAL REQUIRED IF ADDITIONAL FDNS, PILES, WALLS, ETC. ARE FOUND BELOW BOTTOM OF CONCRETE SLAB DOWN TO THE R. MIN. ELEV. SEE SCHEDULE OF QUANTITIES SHEET 16.

TREE REMOVAL, ACRES
DELINEATION POINTS

| VERTEX I.D. | STATION | OFFSET | AREA ACRE |
|---|---|---|---|
| D1 | 169+80 | 235 LT | |
| D2 | 171+43 | 236 LT | |
| D3 | 171+15 | 414 LT | |
| D4 | 171+10 | 413 LT | |
| D5 | 170+00 | 248 LT | |
| D6 | 169+91 | 253 LT | 0.33 |
| E1 | 168+81 | 380 LT | |
| E2 | 169+09 | 336 LT | |
| E3 | 169+27 | 352 LT | |
| E4 | 169+10 | 385 LT | 0.03 |

**LEGEND**

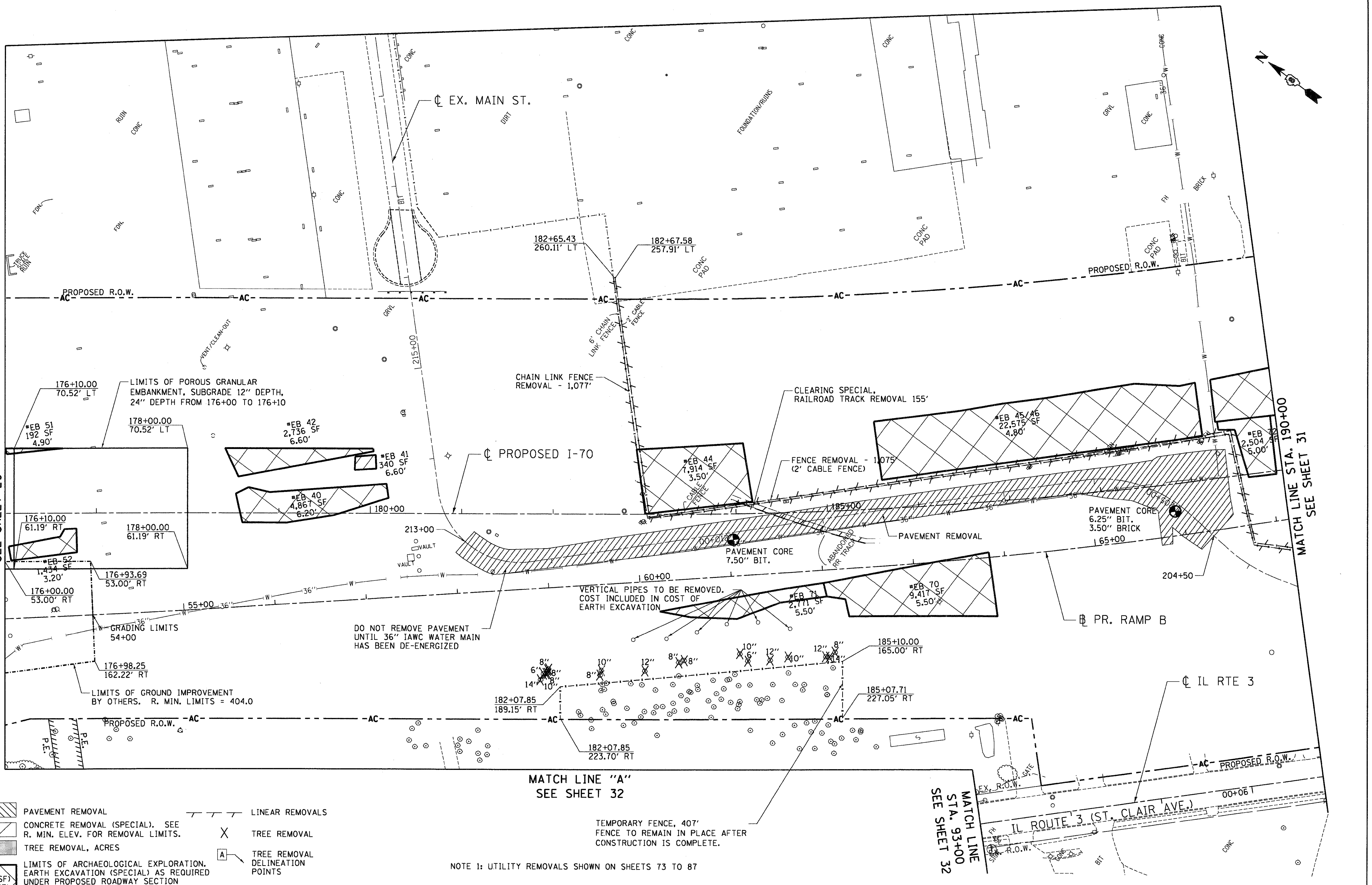
| | |
|---|---|
| ▨ | PAVEMENT REMOVAL |
| ▧ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| #EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>#EB = EXCAVATION BLOCK |
| ─ ┬ ─ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING PLAN & REMOVALS**
**STA. 162+00 TO STA. 176+00**
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 29 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



**LEGEND**

| | |
|---|---|
| ▧ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| *EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>*EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

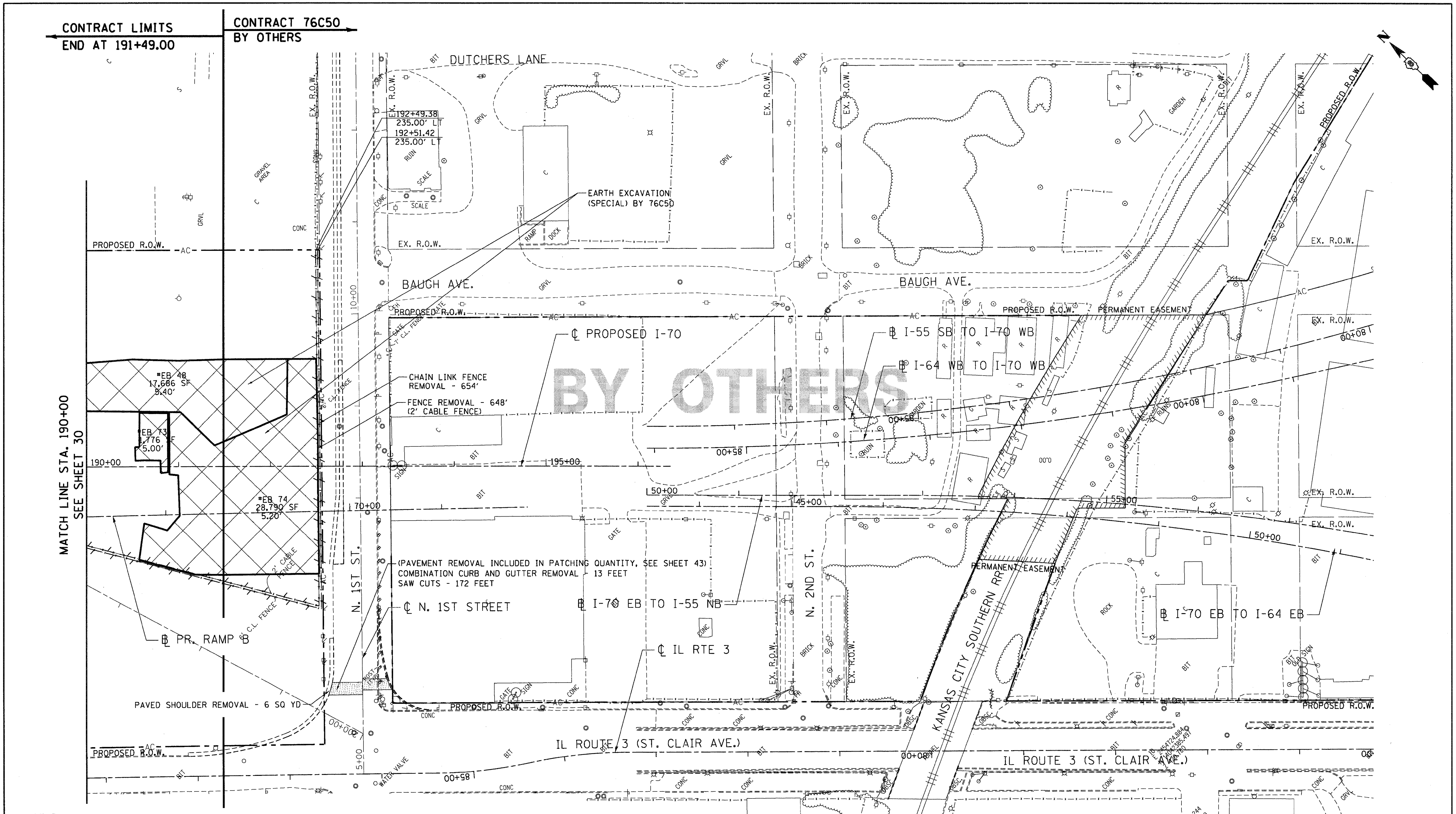
NOTE 1: UTILITY REMOVALS SHOWN ON SHEETS 73 TO 87

| | | | | |
|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS |
| | | DRAWN - JB | REVISED - | DEPARTMENT OF TRANSPORTATION |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | I-70 CONNECTION |

**PROPOSED I-70**
**EXISTING PLAN & REMOVALS**
**STA. 176+00 TO STA. 190+00**

| SCALE: 1"=50' | SHEET NO. | OF | SHEETS | STA. | TO STA. |
|---|---|---|---|---|---|

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 30 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



## LEGEND

| | |
|---|---|
| ▨ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| *EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>*EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

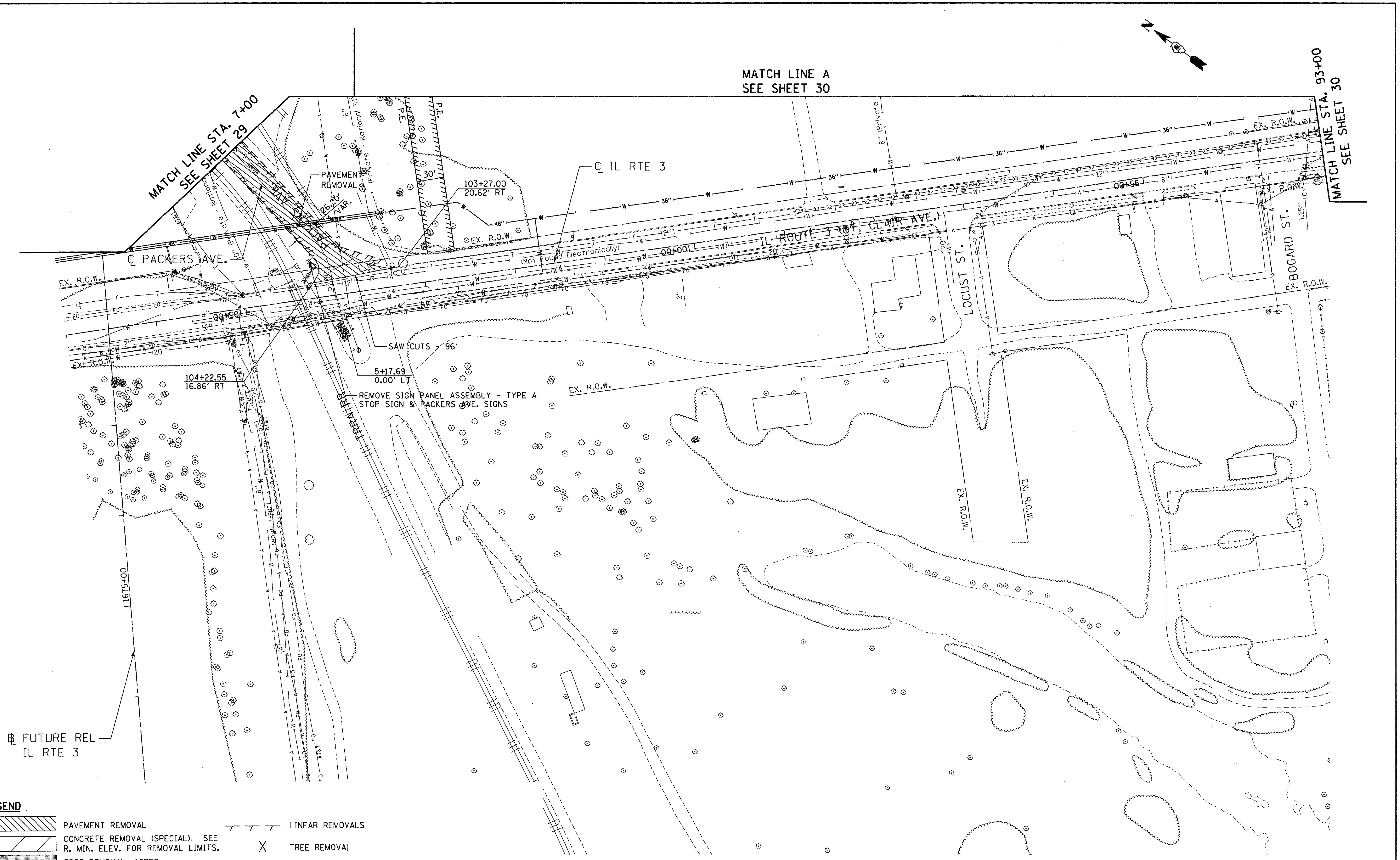
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING PLAN & REMOVALS**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 31 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-11-MOTIF1.DGN
2-04-2011, 15:57:45 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL1-19000.DGN



## LEGEND

| | |
|---|---|
| ▧ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| *EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>*EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 15:58:01 \\FS-0044\AM\VAULT\D-TRANS.07\2202\20068-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL1-700.DGN
BONDHUJD

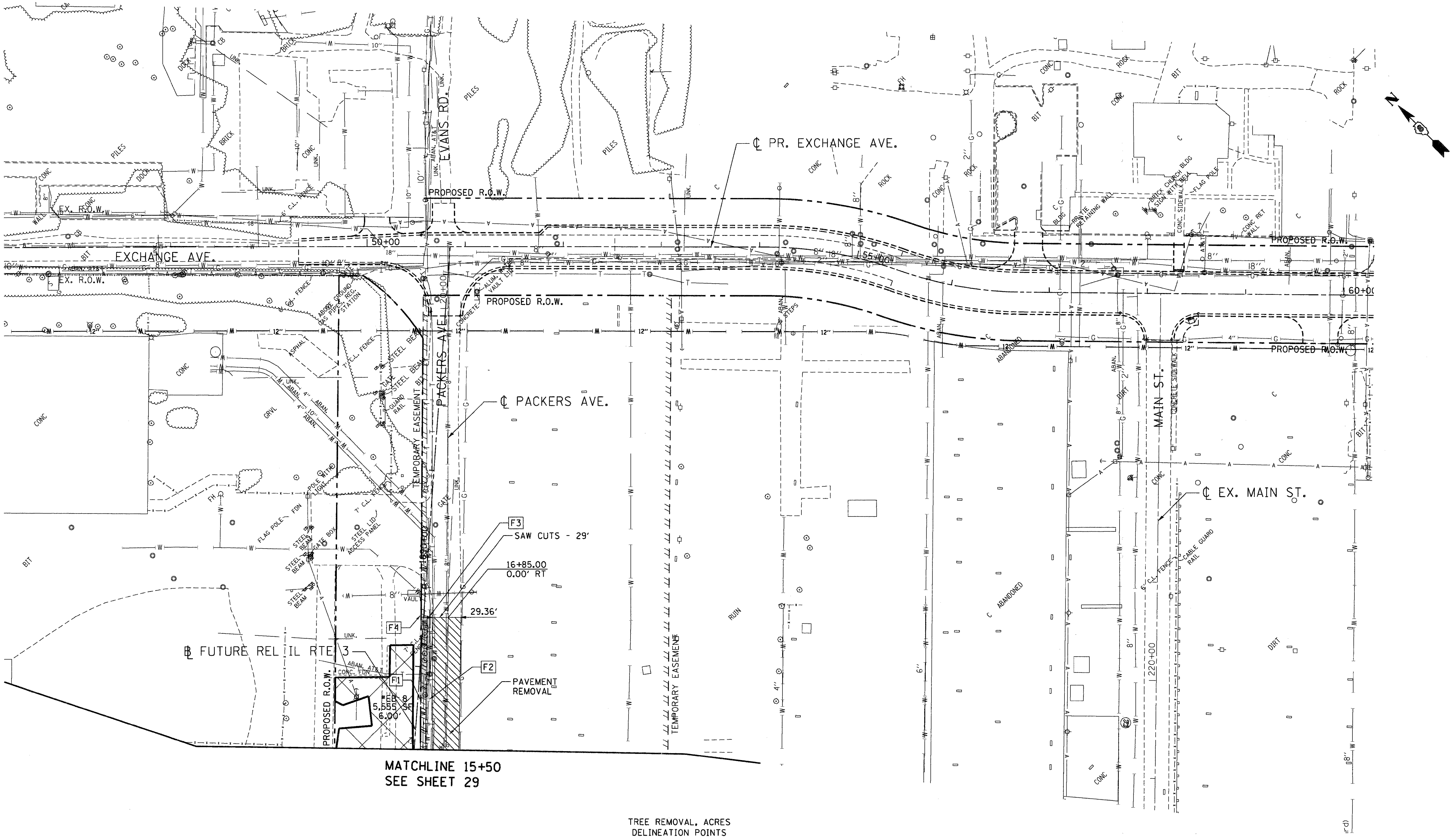
| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING ST. CLAIR AVENUE**
**EXISTING PLAN & REMOVALS**
**STA. 93+00 TO STA. 107+00**

| | | | |
|---|---|---|---|
| SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. | TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 32 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



MATCHLINE 15+50
SEE SHEET 29

TREE REMOVAL, ACRES
DELINEATION POINTS

| LOCATION | VERTEX I.D. | STATION | OFFSET | | AREA ACRE |
|---|---|---|---|---|---|
| PACKERS | F1 | 16+02 | 28 | LT | |
| | F2 | 16+02 | 18 | LT | |
| | F3 | 16+87 | 19 | LT | |
| | F4 | 16+87 | 29 | LT | 0.02 |

## LEGEND

| | |
|---|---|
| ▧ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▒ | TREE REMOVAL, ACRES |
| *EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>*EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | | |
|---|---|---|---|
| DESIGNED | - JB | REVISED | - |
| DRAWN | - JB | REVISED | - |
| CHECKED | - ACL | REVISED | - |
| DATE | - 02/04/11 | REVISED | - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING PACKERS AVENUE**
**EXISTING PLAN & REMOVALS**
**STA. 15+50 TO STA. 17+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

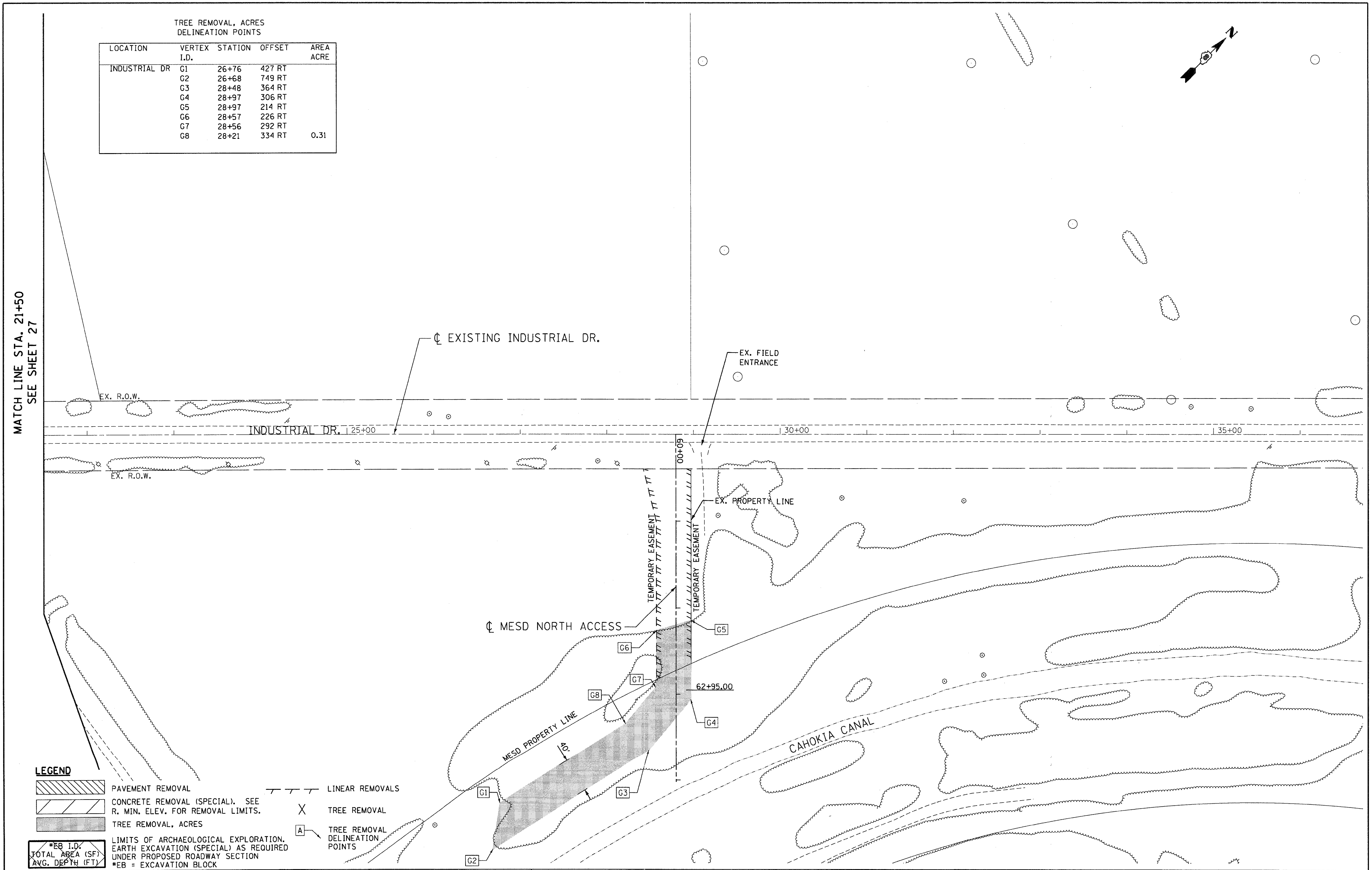
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 33 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-99-ENVIRON1.DGN
2-04-2011, 15:58:18 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL1-80000.DGN

TREE REMOVAL, ACRES
DELINEATION POINTS

| LOCATION | VERTEX I.D. | STATION | OFFSET | AREA ACRE |
|---|---|---|---|---|
| INDUSTRIAL DR | G1 | 26+76 | 427 RT | |
| | G2 | 26+68 | 749 RT | |
| | G3 | 28+48 | 364 RT | |
| | G4 | 28+97 | 306 RT | |
| | G5 | 28+97 | 214 RT | |
| | G6 | 28+57 | 226 RT | |
| | G7 | 28+56 | 292 RT | |
| | G8 | 28+21 | 334 RT | 0.31 |



## LEGEND

| | |
|---|---|
| ▨ | PAVEMENT REMOVAL |
| ▨ | CONCRETE REMOVAL (SPECIAL). SEE R. MIN. ELEV. FOR REMOVAL LIMITS. |
| ▩ | TREE REMOVAL, ACRES |
| #EB I.D.<br>TOTAL AREA (SF)<br>AVG. DEPTH (FT) | LIMITS OF ARCHAEOLOGICAL EXPLORATION. EARTH EXCAVATION (SPECIAL) AS REQUIRED UNDER PROPOSED ROADWAY SECTION<br>#EB = EXCAVATION BLOCK |
| ┬ ┬ ┬ | LINEAR REMOVALS |
| X | TREE REMOVAL |
| A | TREE REMOVAL DELINEATION POINTS |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN
2-04-2011, 15:58:35 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-REMOVAL2-2150.DGN

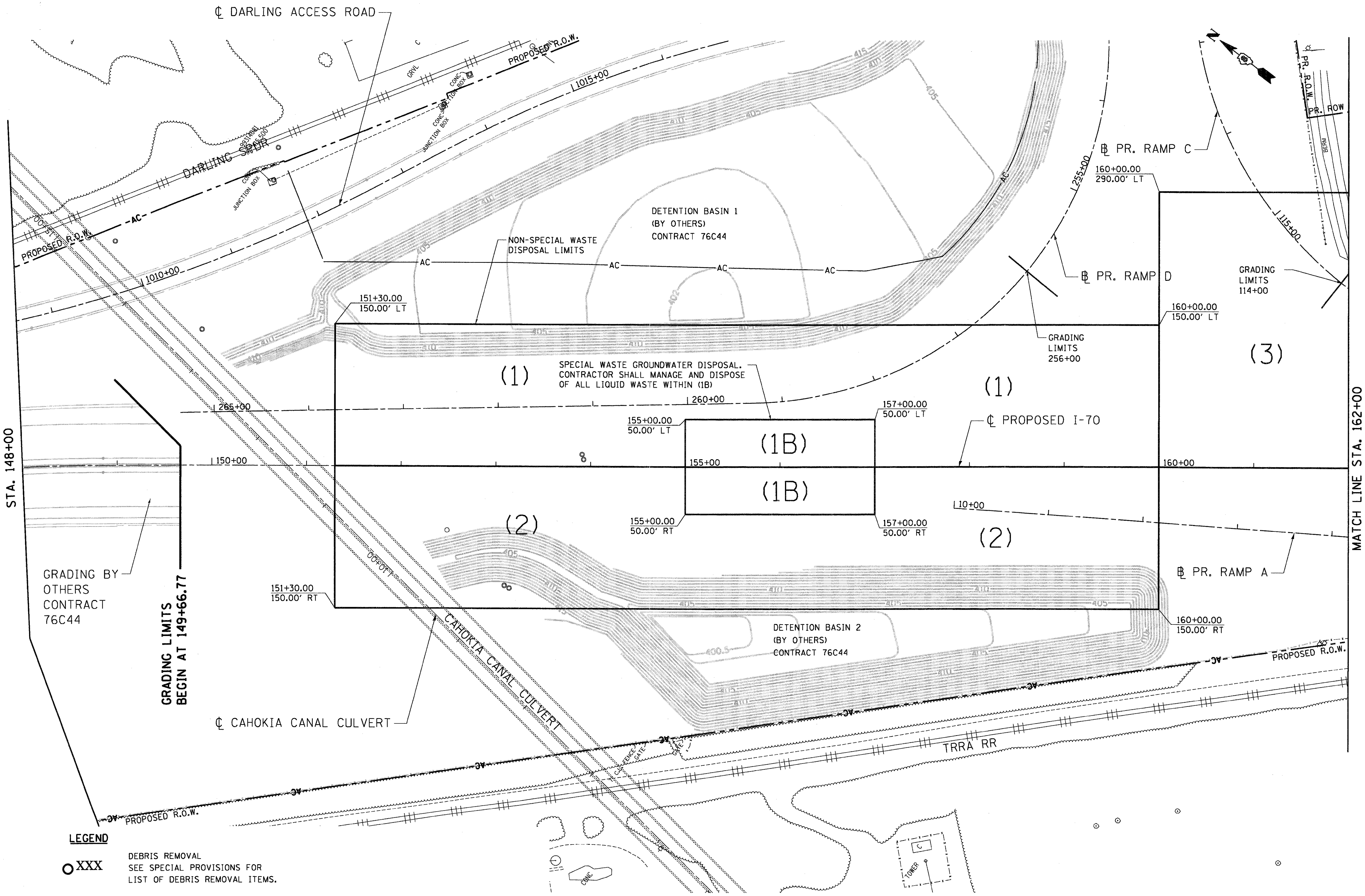
| | | | | |
|---|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| $FILEL$ | | DRAWN - JB | REVISED - | |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED MESD NORTH ACCESS**
**EXISTING PLAN & REMOVALS**
**STA. 60+00 TO STA. 64+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 34 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



**LEGEND**

○XXX DEBRIS REMOVAL
SEE SPECIAL PROVISIONS FOR
LIST OF DEBRIS REMOVAL ITEMS.

(X) NON-SPECIAL WASTE DISPOSAL
LIMITS. SEE SPECIAL PROVISIONS
FOR CONTAMINANTS OF CONCERN.

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:52:15 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-HAZMAT1-14800.DGN

| | | | |
|---|---|---|---|
| FILE NAME = <br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

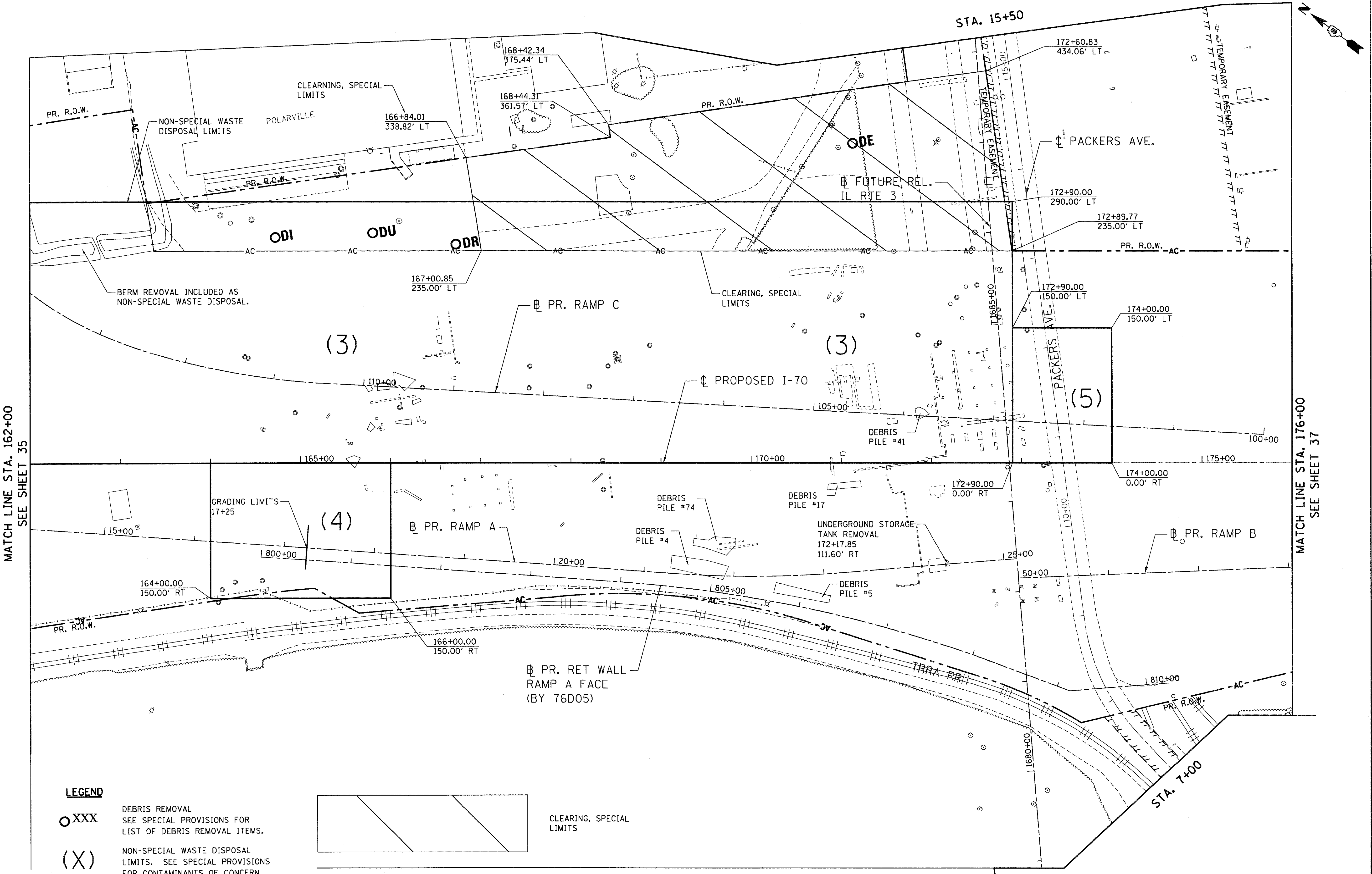
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PRELIMINARY SITE INVESTIGATION,**
**DEBRIS REMOVAL AND CLEARING PLANS**
**STA. 148+00 TO STA. 162+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 35 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-SHT-REMOVAL1-16200.DGN
2-04-2011, 15:59:12 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-HAZMAT1-16200.DGN



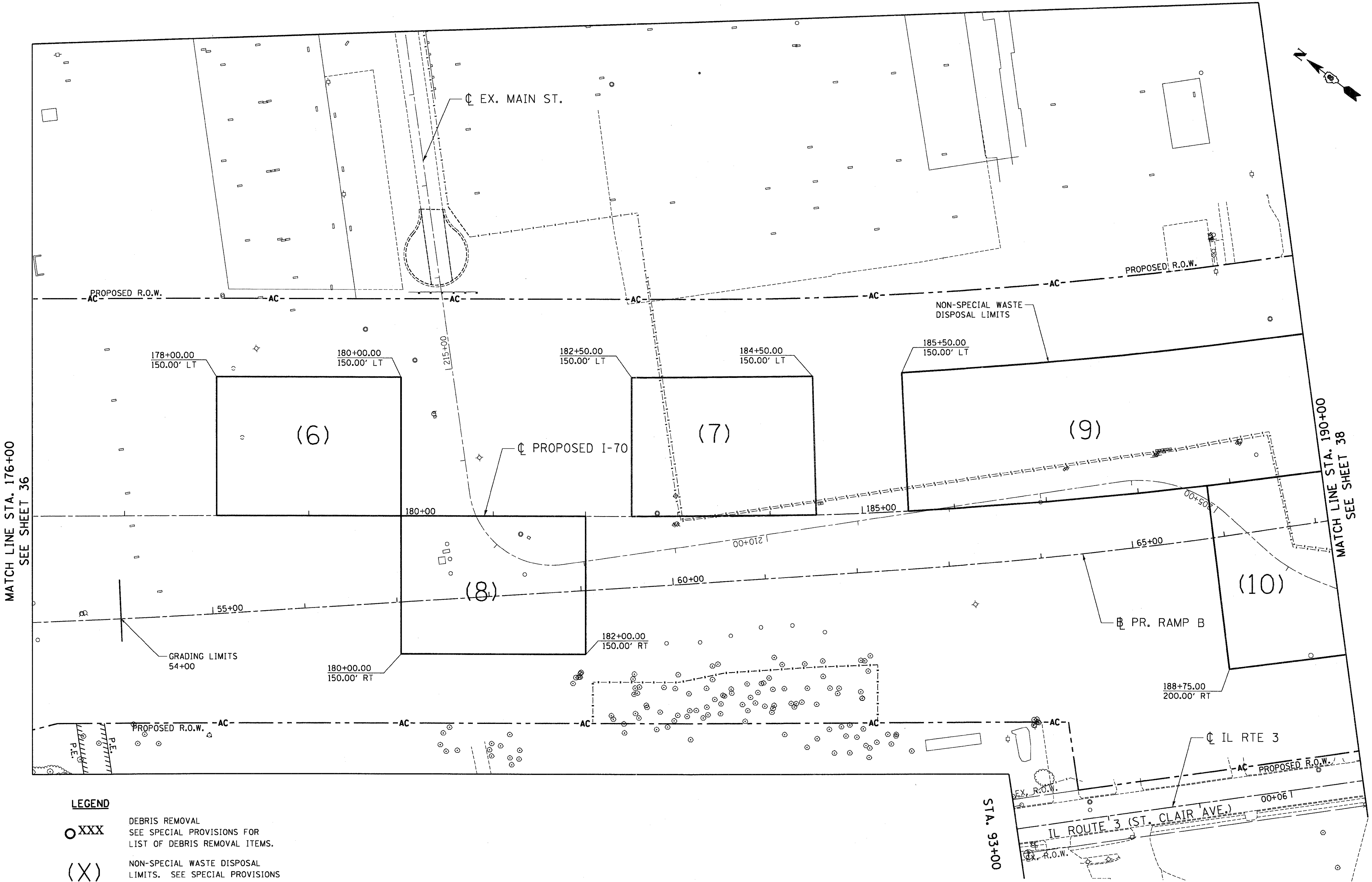
## LEGEND

| | |
|---|---|
| OXXX | DEBRIS REMOVAL<br>SEE SPECIAL PROVISIONS FOR LIST OF DEBRIS REMOVAL ITEMS. |
| (X) | NON-SPECIAL WASTE DISPOSAL LIMITS. SEE SPECIAL PROVISIONS FOR CONTAMINANTS OF CONCERN. |
| ▨ | CLEARING, SPECIAL LIMITS |

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | PRELIMINARY SITE INVESTIGATION,<br>DEBRIS REMOVAL AND CLEARING PLANS<br>STA. 162+00 TO STA. 176+00 |
| | | DRAWN - JB | REVISED - | | |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | I-70 CONNECTION | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=50' \| SHEET NO. OF SHEETS \| STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 36 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN, ..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:52:36 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-HAZMAT1-17600.DGN



**LEGEND**

| | |
|---|---|
| ○XXX | DEBRIS REMOVAL<br>SEE SPECIAL PROVISIONS FOR<br>LIST OF DEBRIS REMOVAL ITEMS. |
| (X) | NON-SPECIAL WASTE DISPOSAL<br>LIMITS. SEE SPECIAL PROVISIONS<br>FOR CONTAMINANTS OF CONCERN. |

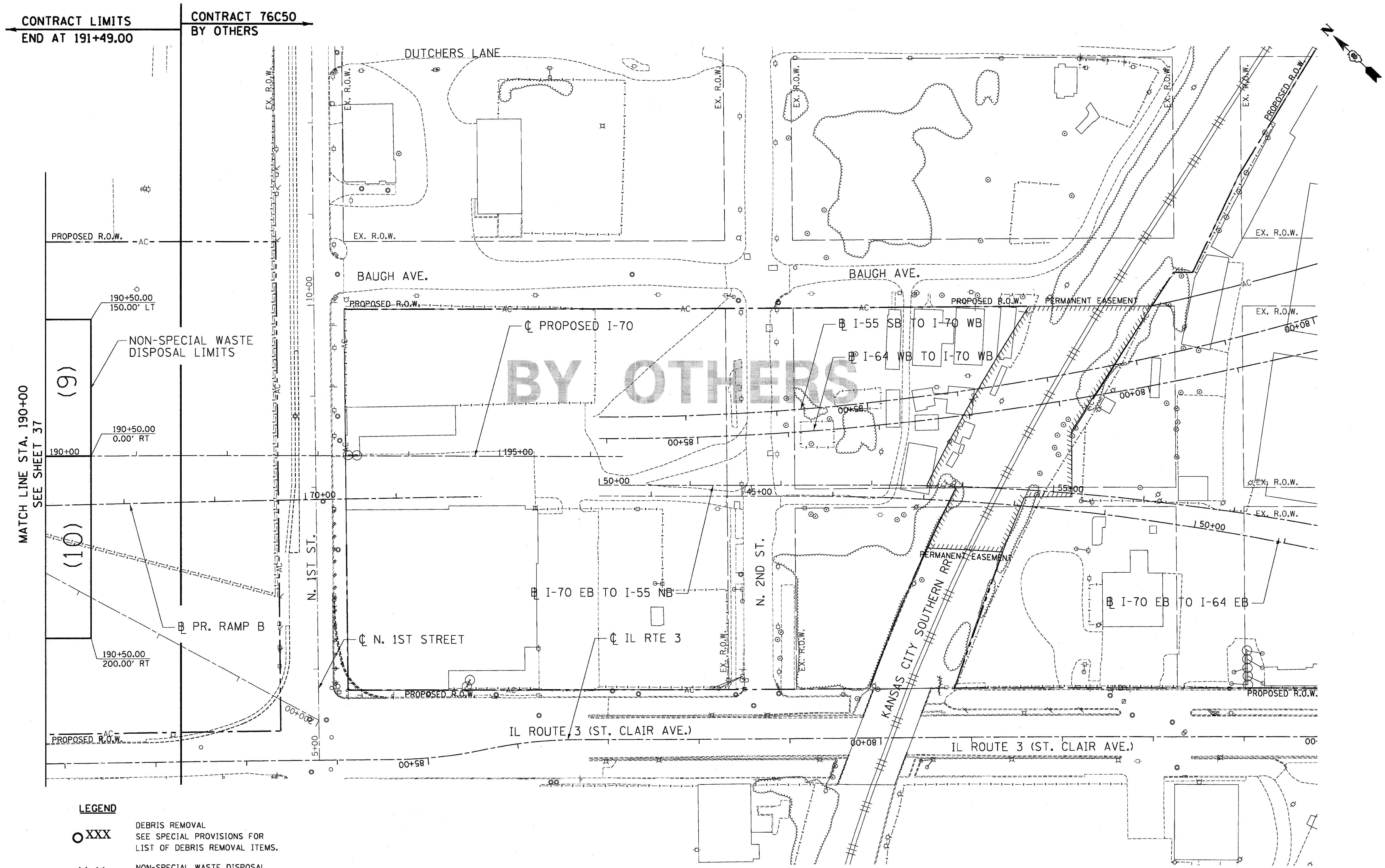
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PRELIMINARY SITE INVESTIGATION,**
**DEBRIS REMOVAL AND CLEARING PLANS**
**STA. 176 + 00 TO STA. 190 + 00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 37 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



LEGEND

| | |
|---|---|
| ○XXX | DEBRIS REMOVAL<br>SEE SPECIAL PROVISIONS FOR<br>LIST OF DEBRIS REMOVAL ITEMS. |
| (X) | NON-SPECIAL WASTE DISPOSAL<br>LIMITS. SEE SPECIAL PROVISIONS<br>FOR CONTAMINANTS OF CONCERN. |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:52:57 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-HAZMAT1-19000.DGN

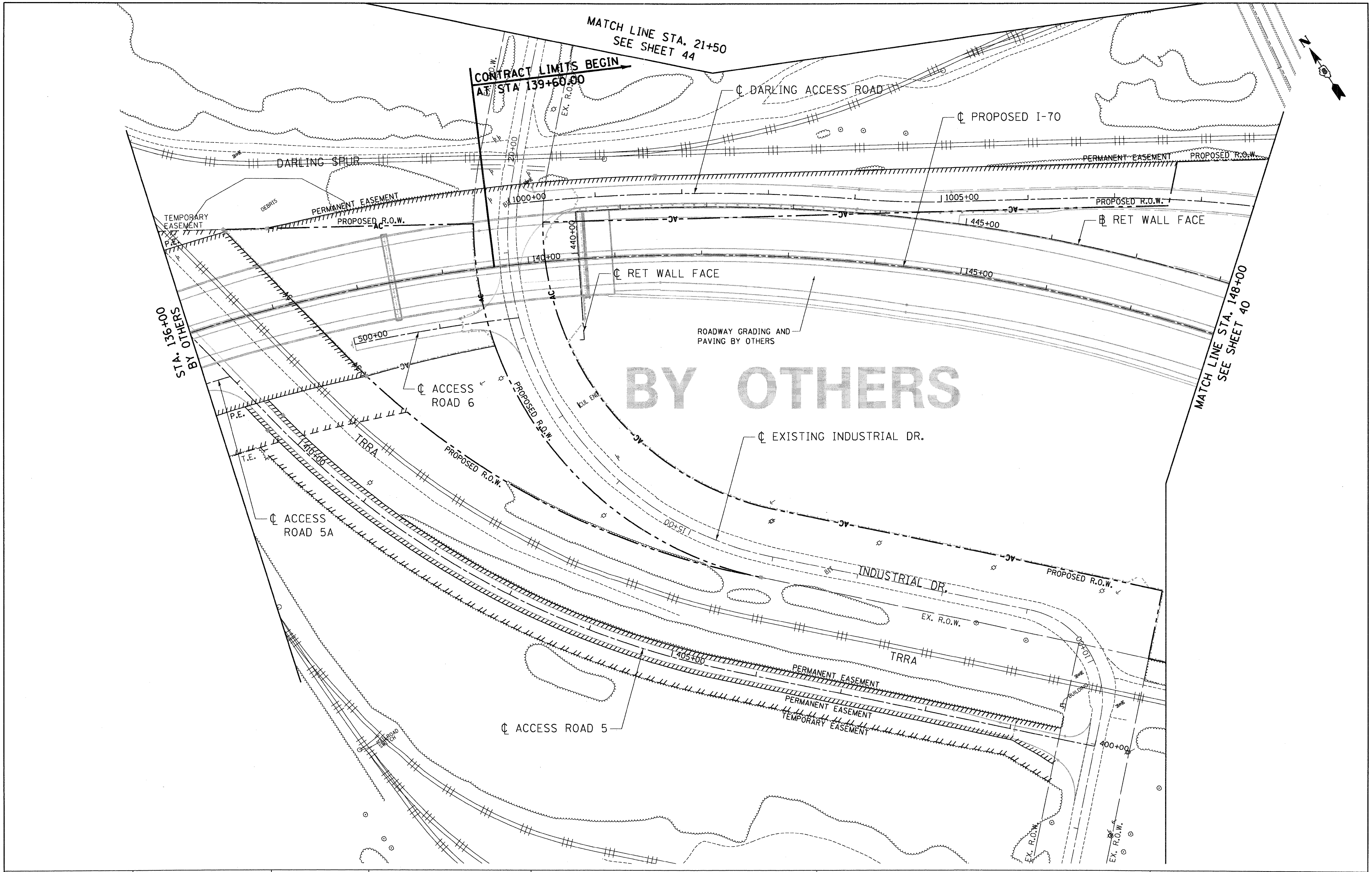
| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PRELIMINARY SITE INVESTIGATION,**
**DEBRIS REMOVAL AND CLEARING PLANS**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 38 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:53:25 BONDHUJO \\FS-0044\AM\VAULT.D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PLAN1-13600.DGN

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

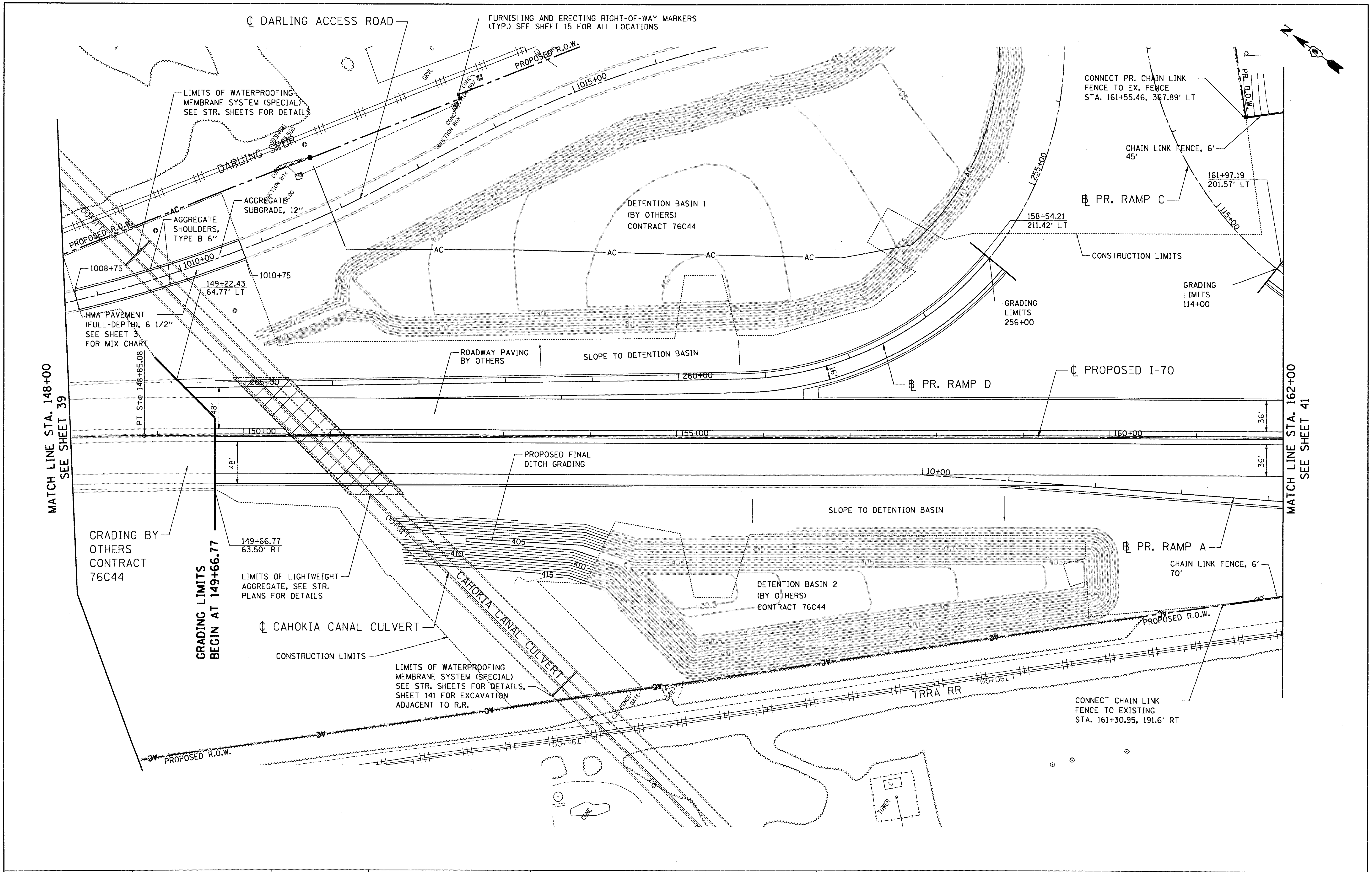
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PLAN**
**STA. 136 + 00 TO STA. 148 + 00**

SCALE: 1"=50'
SHEET NO. OF SHEETS
STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 39 |
| | | CONTRACT NO. 76C41 | | |

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



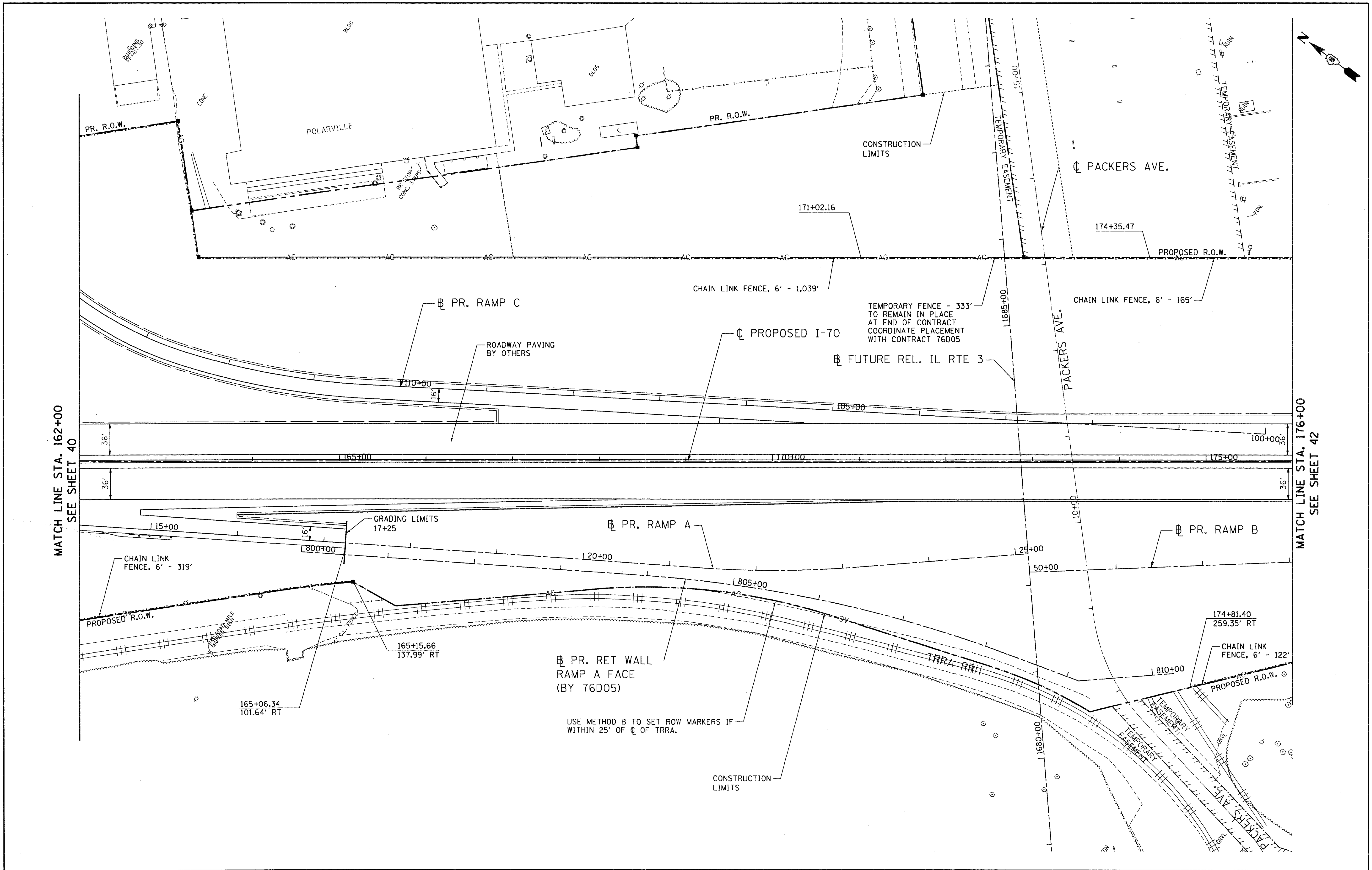
| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PLAN**
**STA. 148+00 TO STA. 162+00**
SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 40 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 16:00:50 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PLAN1-16200.DGN



| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
|---|---|---|---|
| $FILEL$ | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

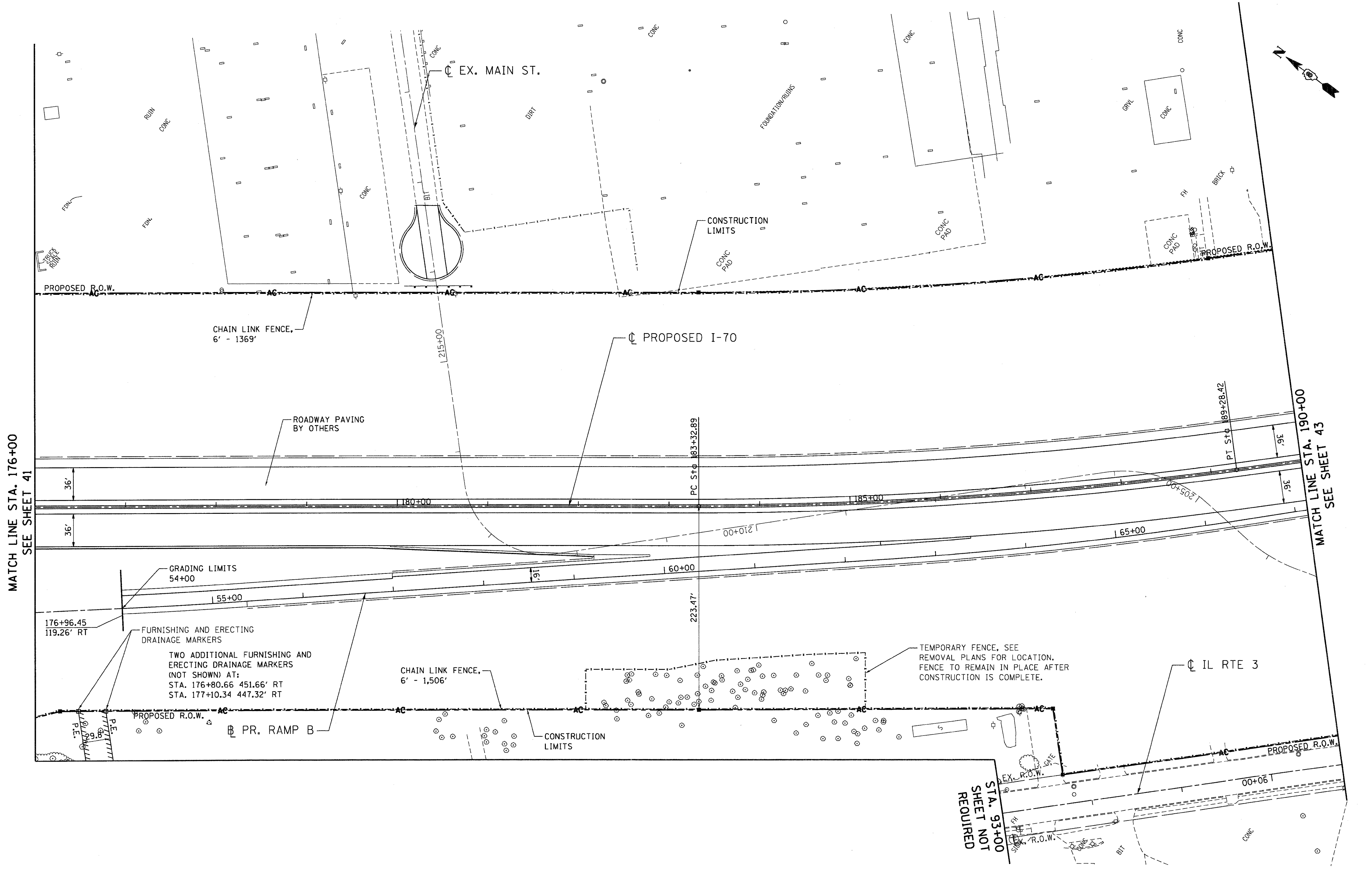
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PLAN**
**STA. 162 + 00 TO STA. 176 + 00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 41 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN
2-04-2011, 16:01:09 \\FS-0044\AMVAULT\D-TRANS.07\2202\20868-001\CIVIL\CADD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PLAN1-17600.DGN
BONDHUJD



| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

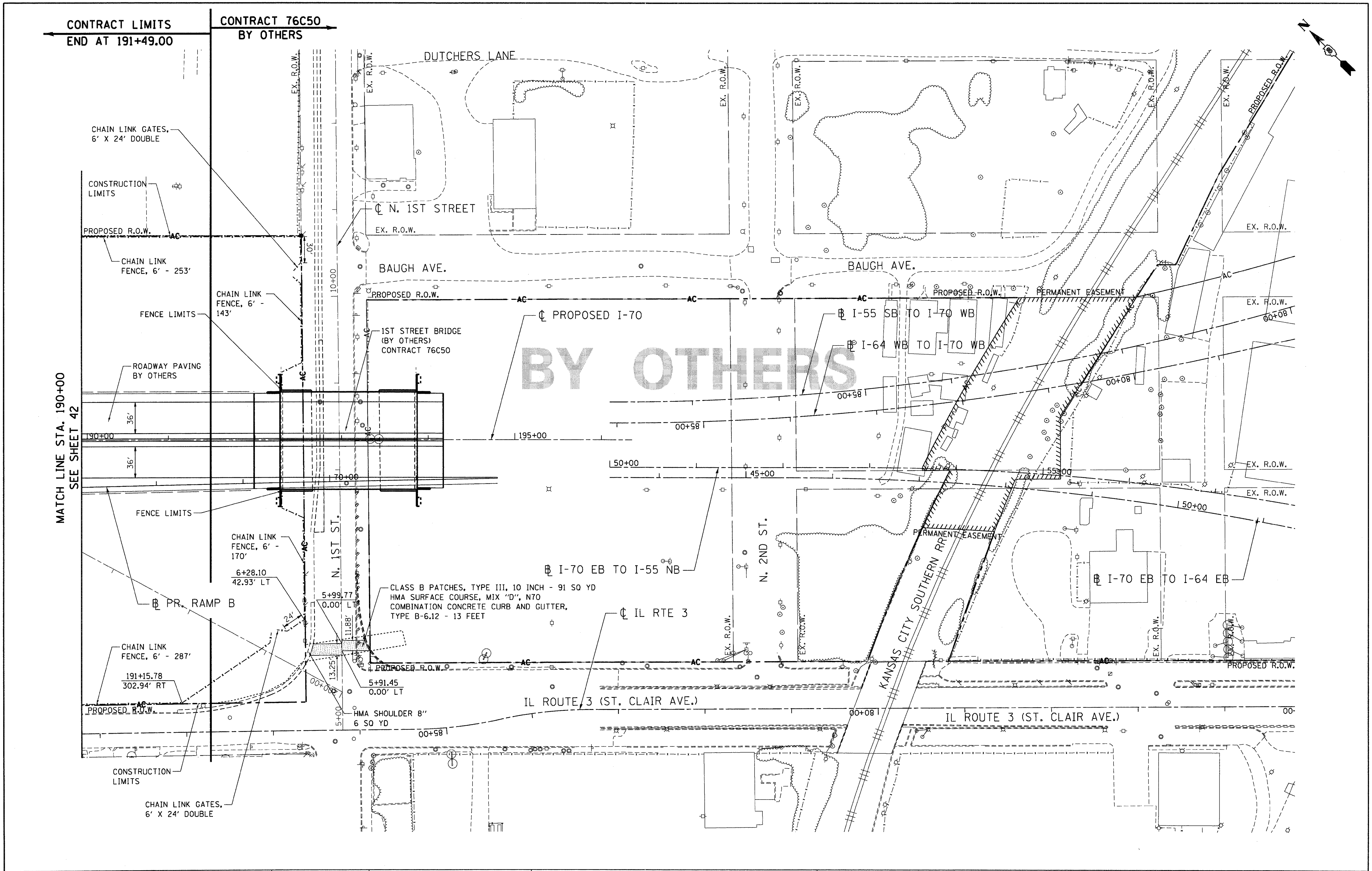
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PLAN**
**STA. 176+00 TO STA. 190+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 42 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

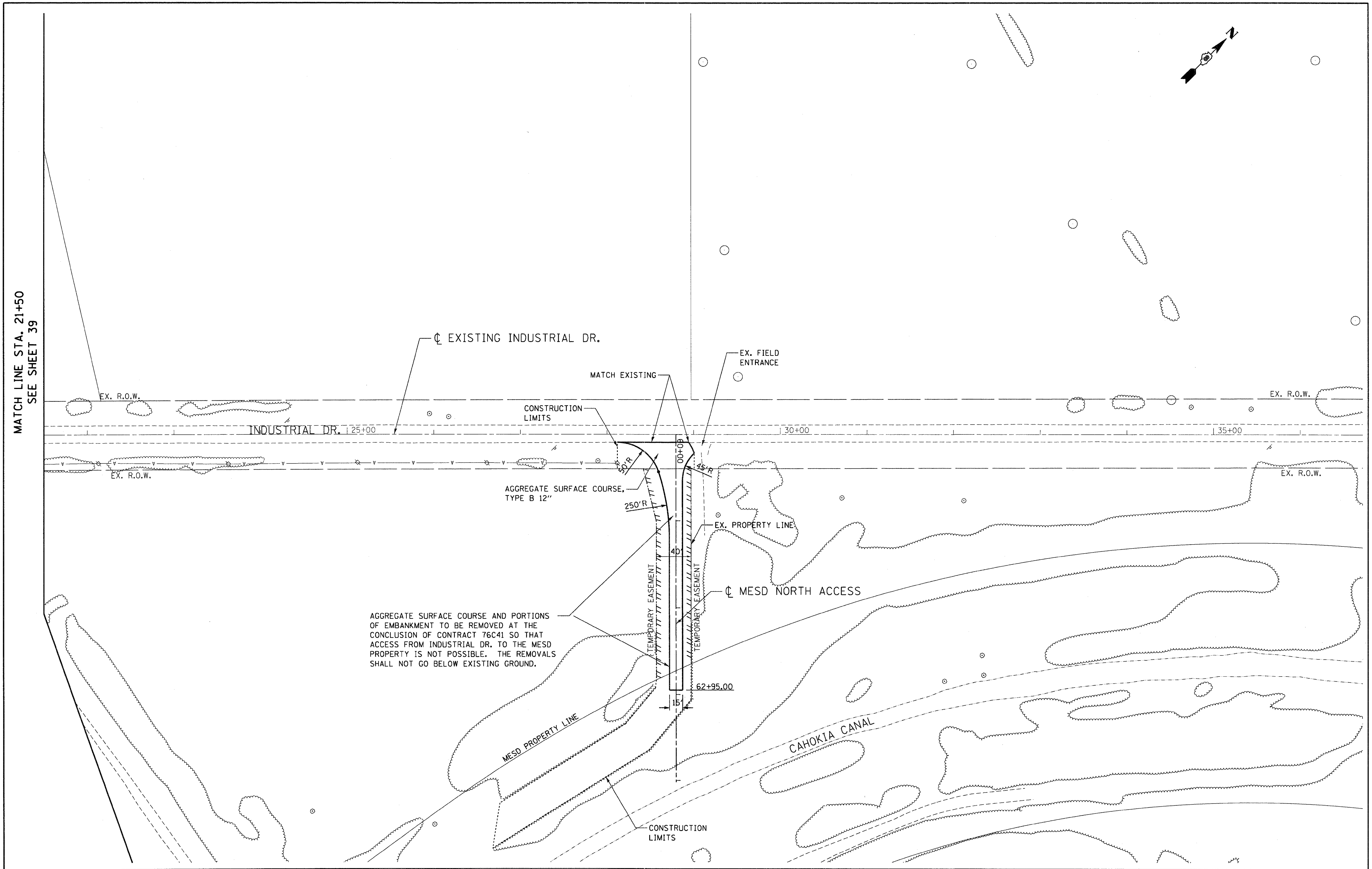
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PLAN**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 43 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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2-04-2011, 16:01:46 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PLAN2-2150.DGN

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| | | DRAWN - JB | REVISED - | |
| TENG & ASSOCIATES, INC. <br> ENGINEERS/ARCHITECTS/PLANNERS <br> CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

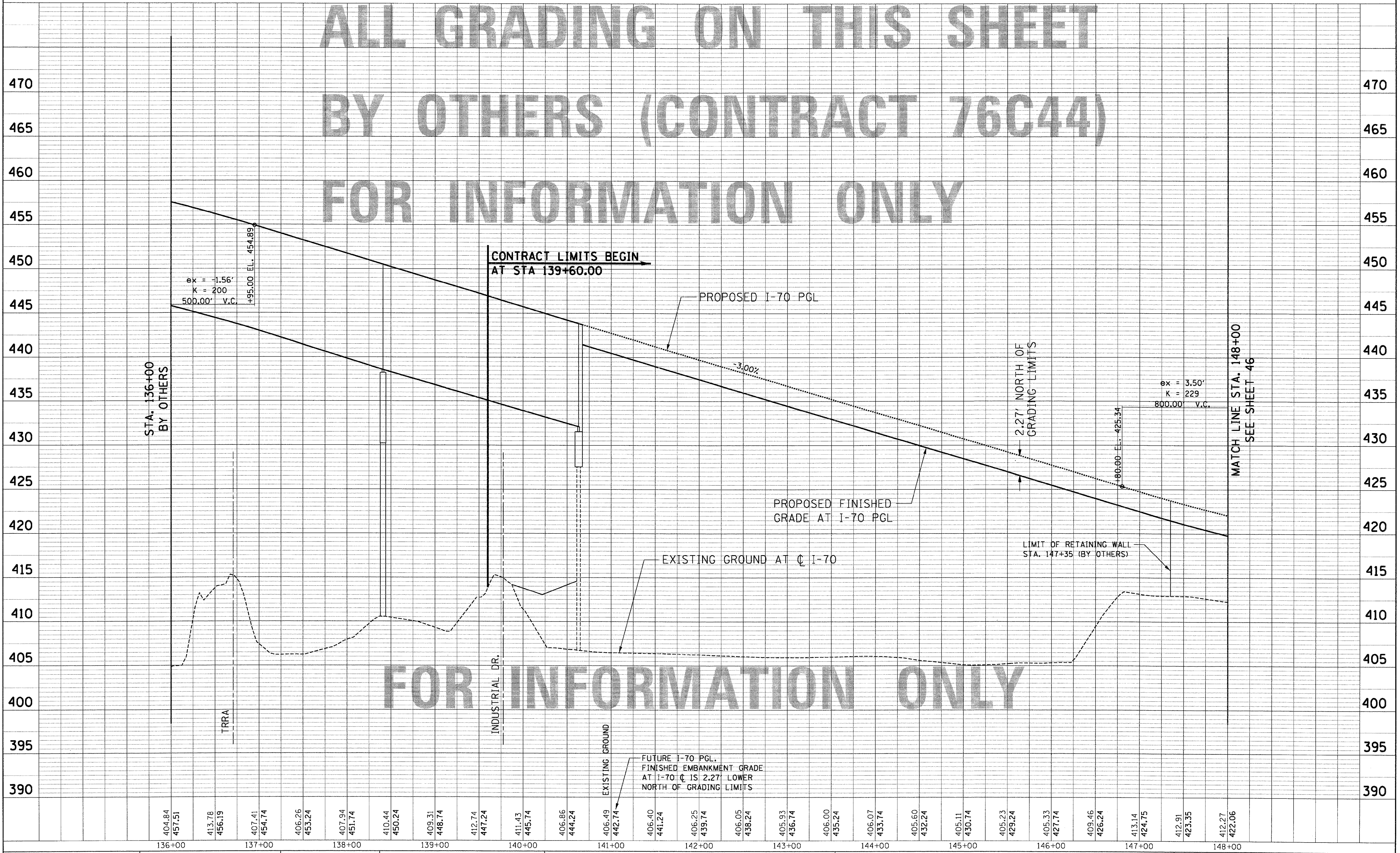
**PROPOSED MESD NORTH ACCESS**
**ROADWAY PLAN**
**STA. 60+00 TO STA. 64+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 44 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

ALL GRADING ON THIS SHEET BY OTHERS (CONTRACT 76C44)

FOR INFORMATION ONLY



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

PROFILE NOTE BOOK NO.____ SURVEYED PLOTTED GRADES CHECKED B.M. NOTED STRUCTURE NOTAT'NS CH'KD | BY | DATE

5-04-2011, 17:54:03 BONDHUJO
\\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PROF1-13600.DGN

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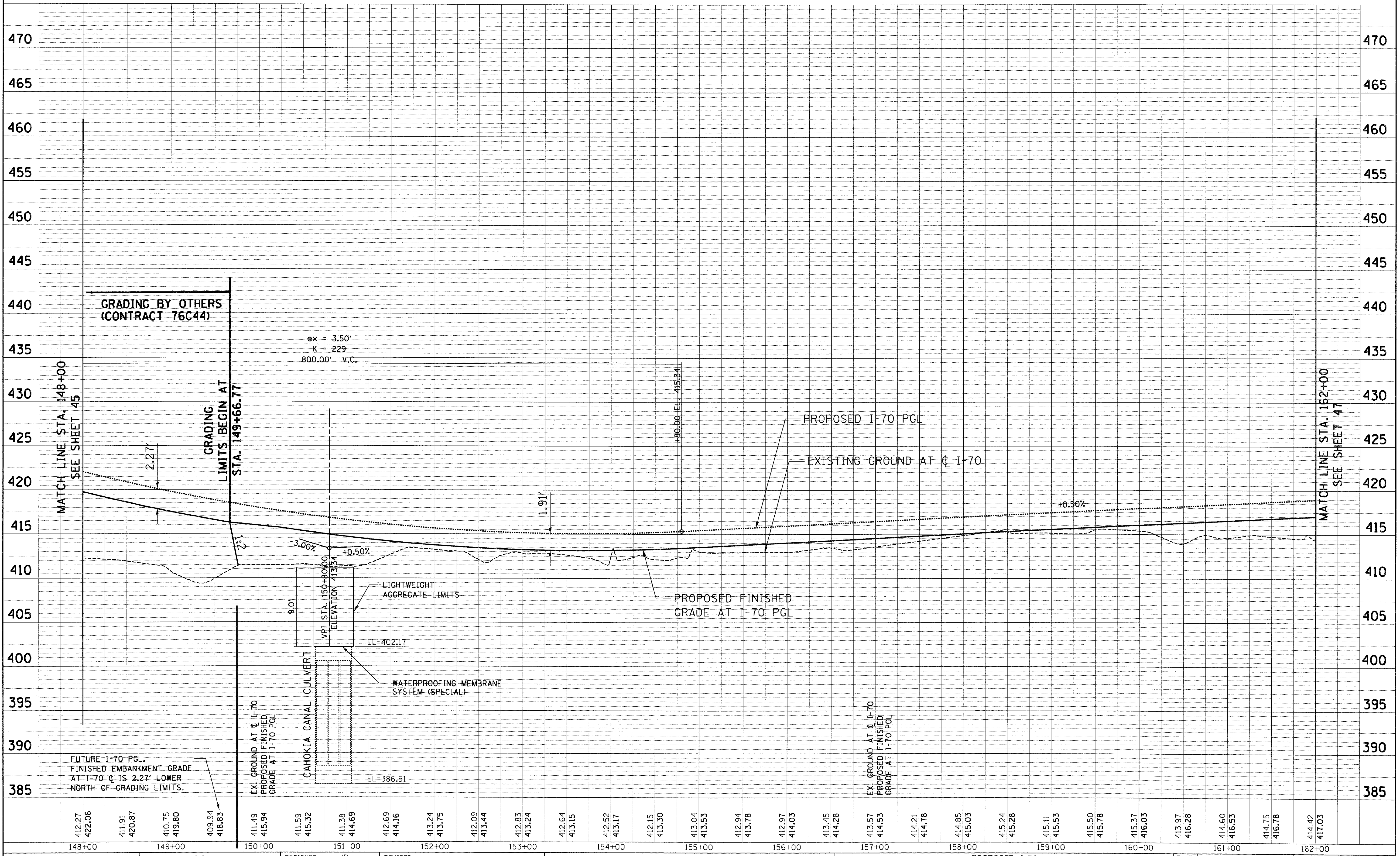
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PROFILE**
**STA. 136 + 00 TO STA. 148 + 00**

SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 45 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



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

| PROFILE | | BY | DATE |
|---|---|---|---|
| NOTE BOOK | SURVEYED | | |
| NO. | PLOTTED | | |
| | GRADES CHECKED | | |
| | B.M. NOTED | | |
| | STRUCTURE NOTAT'NS CH'KD | | |

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| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

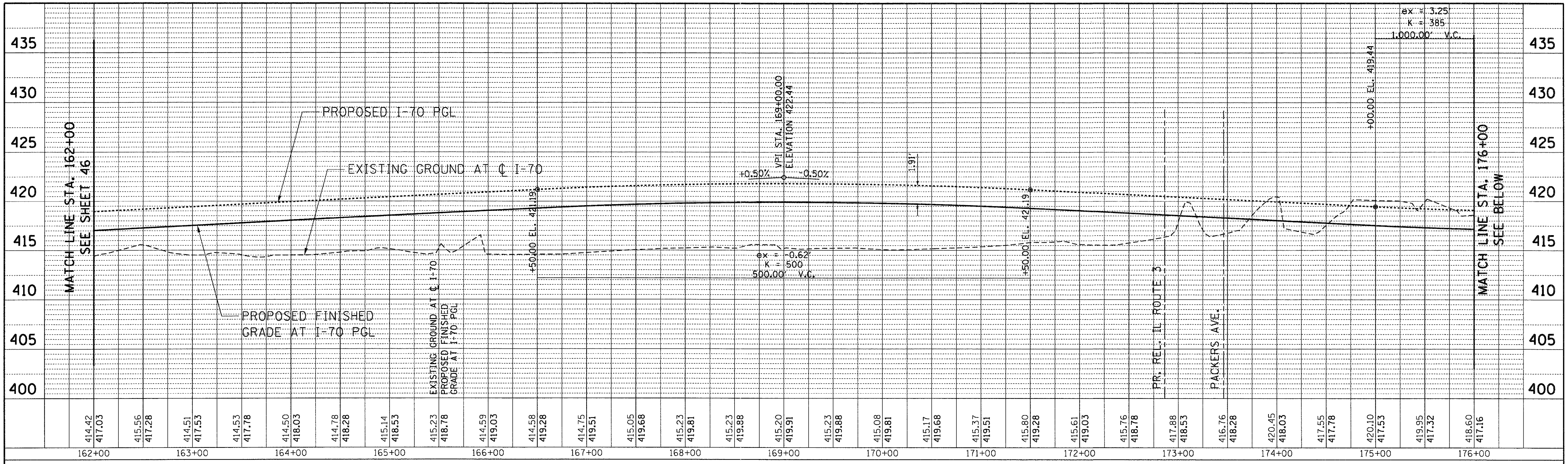
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PROFILE**
**STA. 148 + 00 TO STA. 162 + 00**

SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

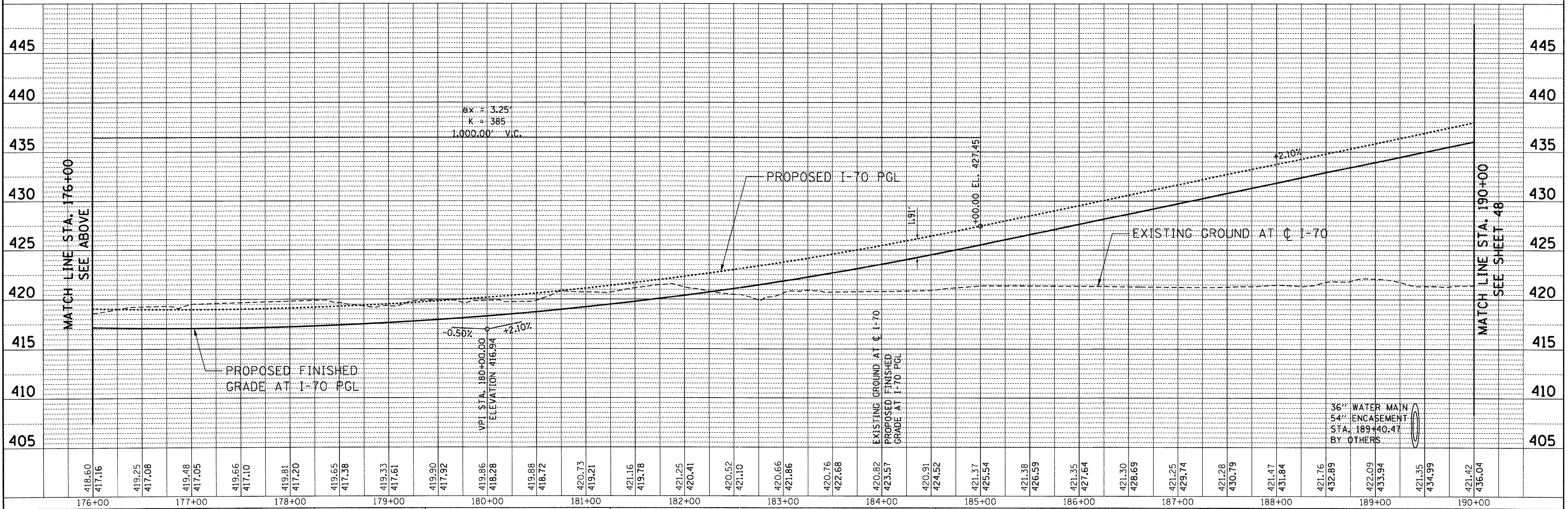
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 46 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

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



PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CH'KD
BY
DATE

\\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PROF1-16200.DGN
2-04-2011, 16:02:13 BONDHUJO



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| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
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| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

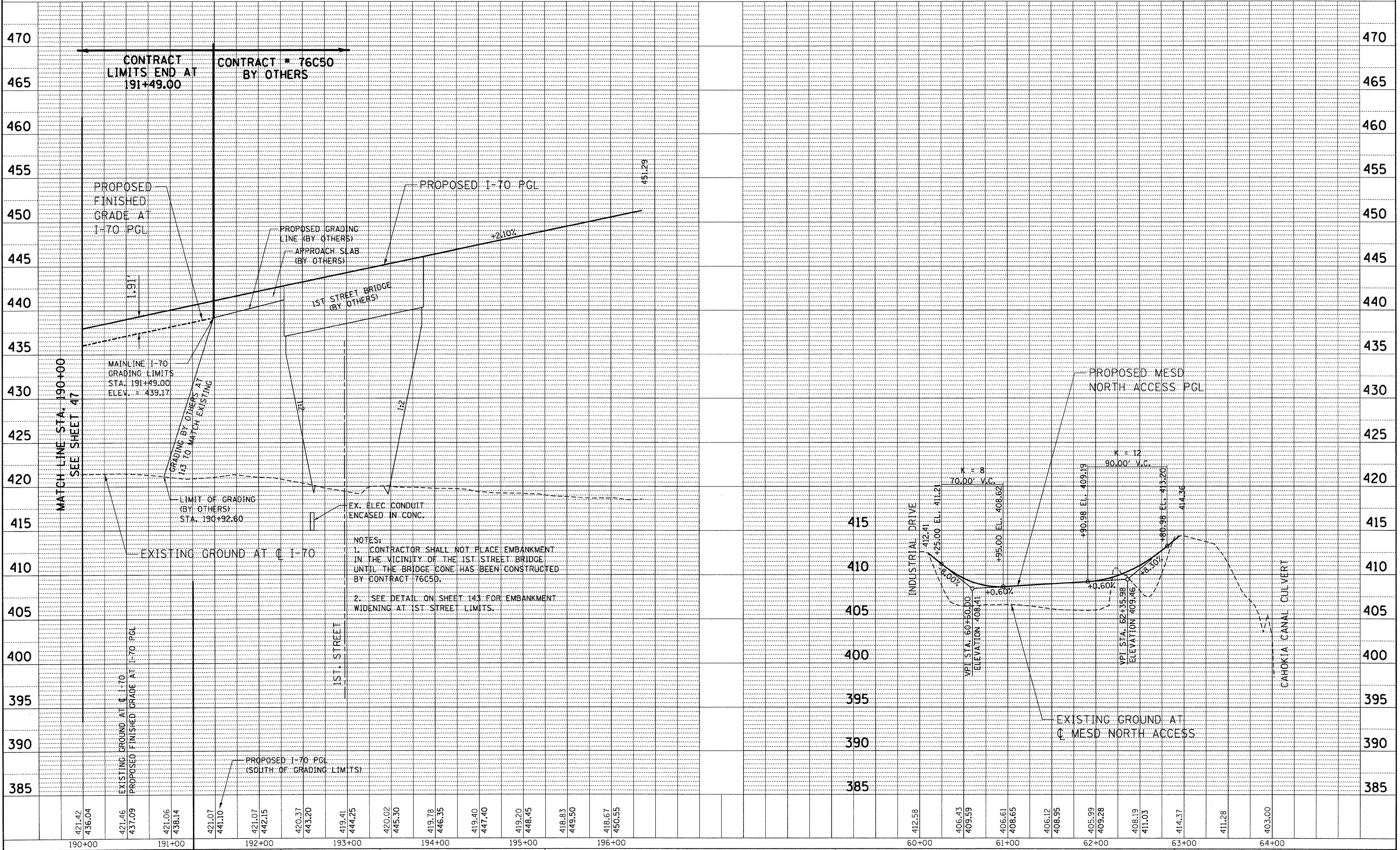
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**ROADWAY PROFILE**
**STA. 162+00 TO STA. 190+00**

SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 47 |

CONTRACT NO. 76C41
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



NOTES:

1. CONTRACTOR SHALL NOT PLACE EMBANKMENT IN THE VICINITY OF THE 1ST STREET BRIDGE UNTIL THE BRIDGE CONE HAS BEEN CONSTRUCTED BY CONTRACT 76C50.

2. SEE DETAIL ON SHEET 143 FOR EMBANKMENT WIDENING AT 1ST STREET LIMITS.

| PLAN | SURVEYED | BY | DATE |
|---|---|---|---|
| NOTE BOOK | PLOTTED | | |
| NO. | ALIGNMENT CHECKED | | |
| | R/T OF WAY CHECKED | | |
| | CADD FILE NAME | | |

| PROFILE | SURVEYED | BY | DATE |
|---|---|---|---|
| NOTE BOOK | PLOTTED | | |
| NO. | GRADES CHECKED | | |
| | B.M. NOTED | | |
| | STRUCTURE NOTAT'NS CH'KD | | |

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\\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-PROF1-19000.DGN

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| | | DRAWN - JB | REVISED - |
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| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

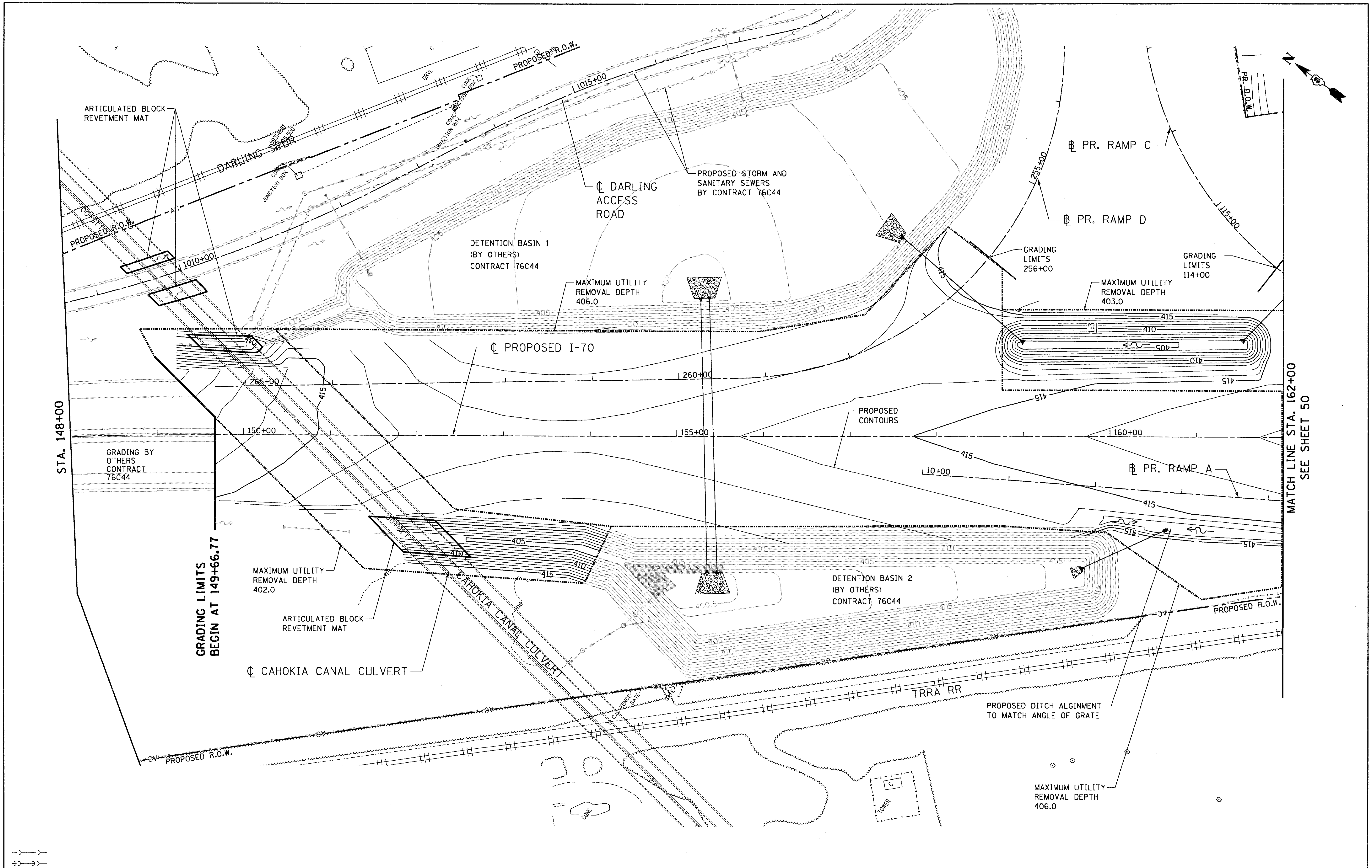
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70 & MESD NORTH ACCESS**
**ROADWAY PROFILES**
**STA. 190 + 00 TO TRI-LEVEL & MESD NORTH ACCESS**

SCALE: HORIZ. 1"=50' VERT. 1"=5' | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 48 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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5-04-2011, 17:54:42 BONDHUJD \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-LANDSCAP1-14800.DGN

FILE NAME =
$FILEL$

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

| | | | |
|---|---|---|---|
| USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | DRAWN - JB | REVISED - |
| PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED GRADING PLANS**
**STA. 148+00 TO STA. 162+00**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 49 |
| | | CONTRACT NO. 76C41 | | |

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

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
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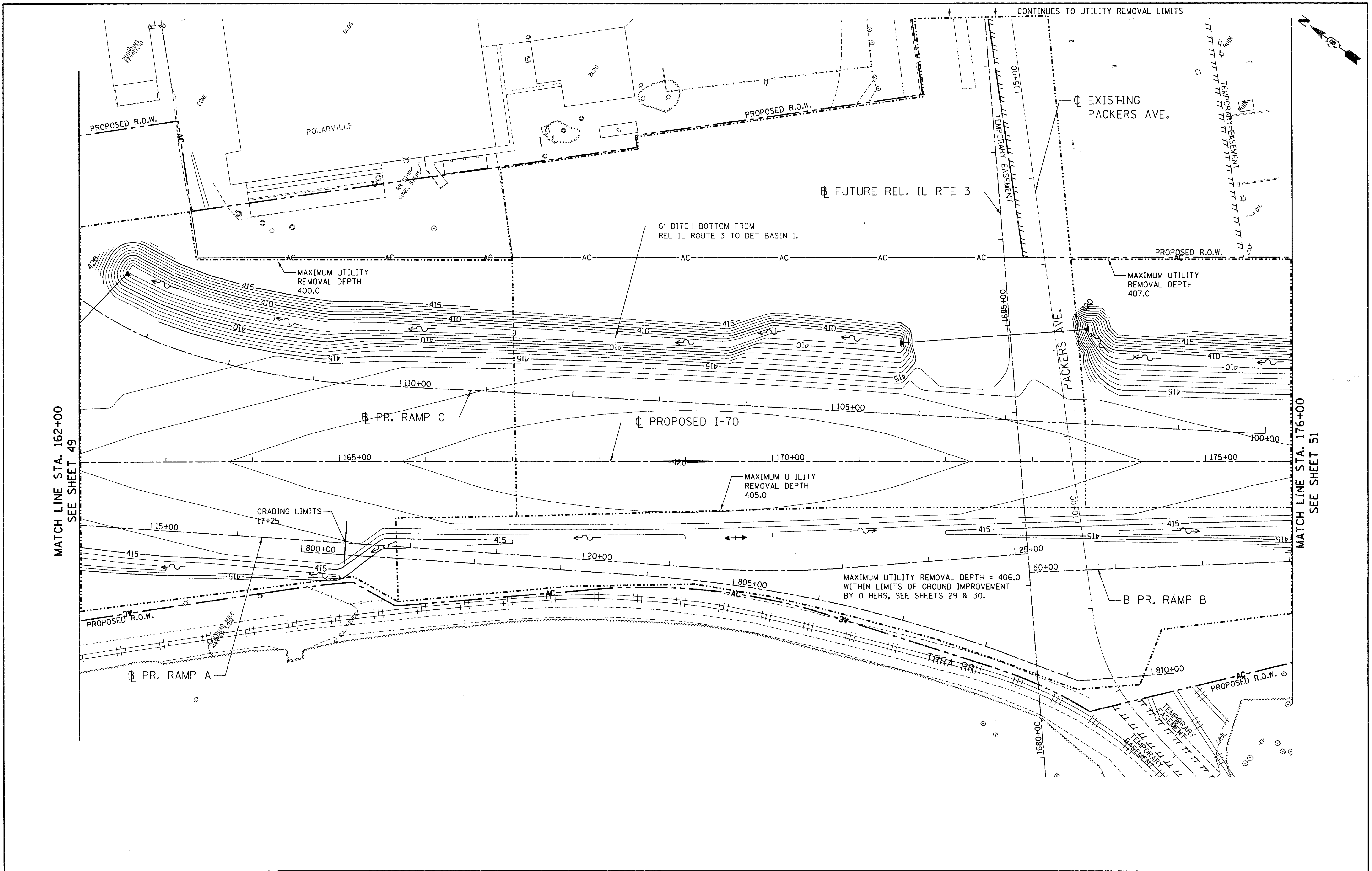

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
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CHECKED - ACL
DATE - 02/04/11

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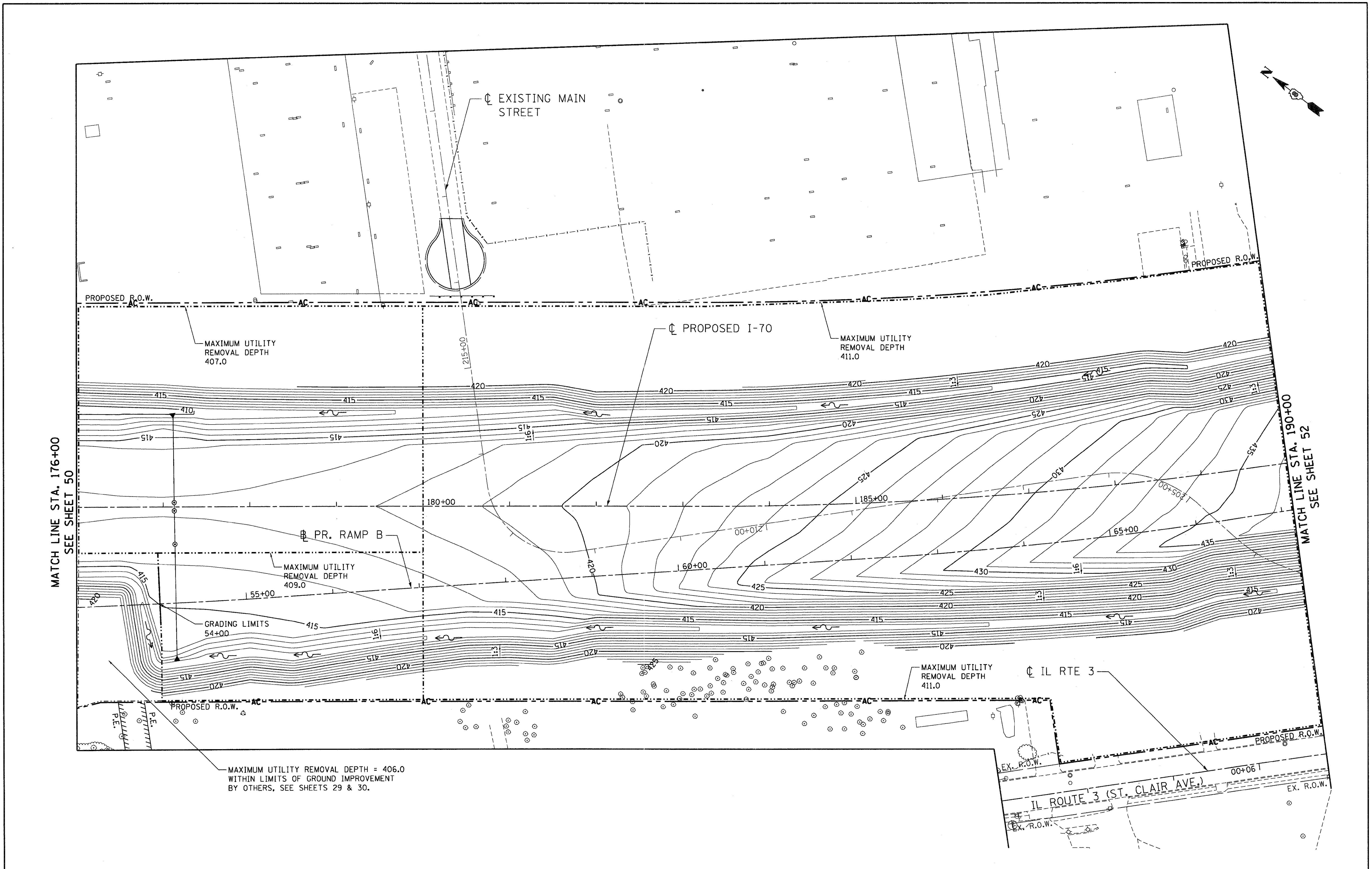
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED GRADING PLANS**
**STA. 162 + 00 TO STA. 176 + 00**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 50 |
| | | CONTRACT NO. 76C41 | | |

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



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| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I–70**
**PROPOSED GRADING PLANS**
**STA. 176+00 TO STA. 190+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 51 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

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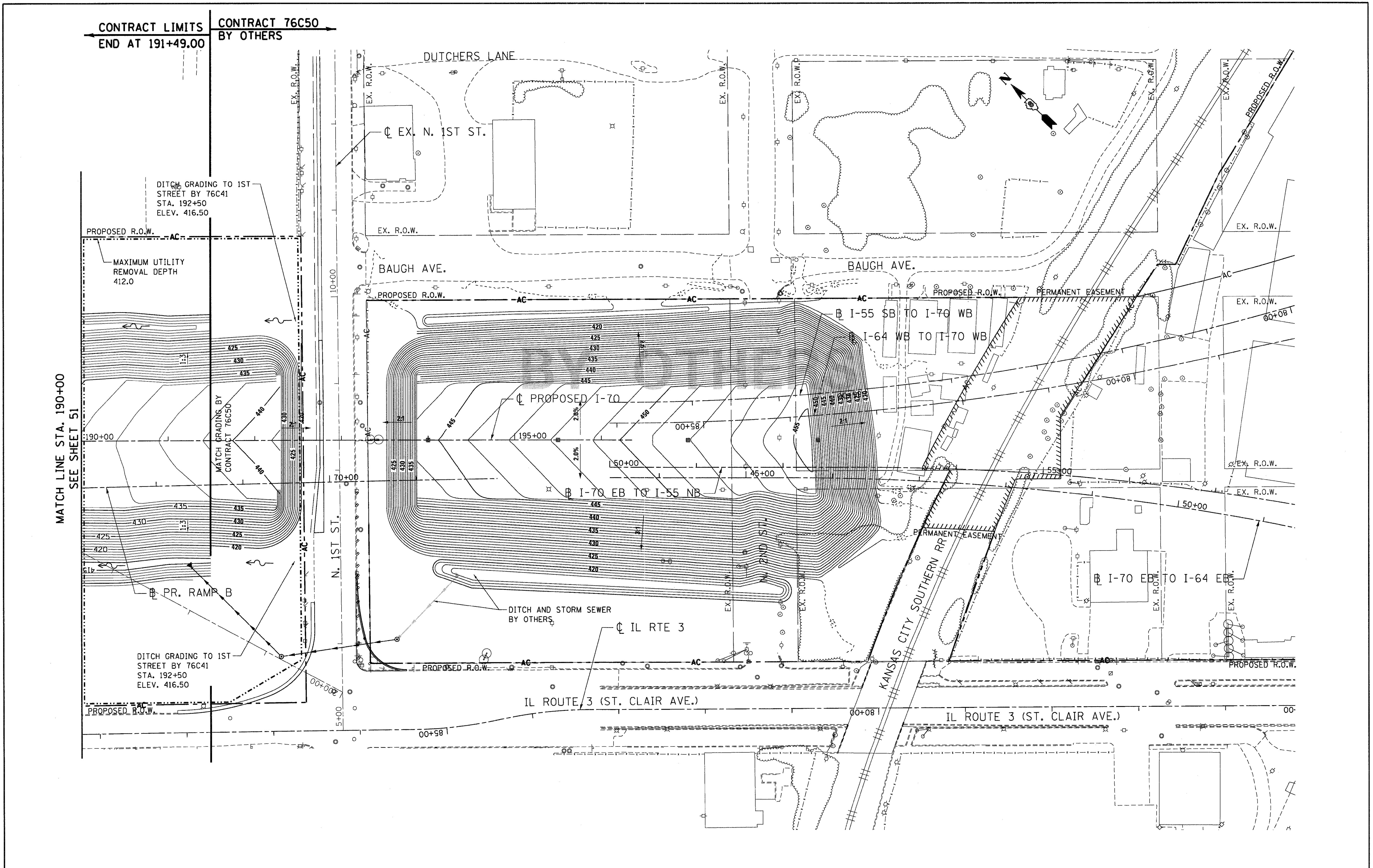


FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | |
|---|---|---|
| DESIGNED | JB | REVISED - |
| DRAWN | JB | REVISED - |
| CHECKED | ACL | REVISED - |
| DATE | 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED GRADING PLANS**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 52 |

CONTRACT NO. 76C41

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

# SUGGESTED CONSTRUCTION STAGING

## PACKERS AVE. CLOSURE (PER SPECIAL PROVISIONS)

1. PACKERS AVE. SHALL NOT BE CLOSED UNTIL EXCHANGE AVE. EXTENSION (BY OTHERS) FROM PACKERS TO 1ST ST IS COMPLETE AND OPEN TO TRAFFIC.
2. SEND REQUIRED NOTIFICATIONS
3. SET UP PACKERS AVE. CLOSURE DETOUR.
4. CLOSE PACKERS AVE. FROM EXCHANGE AVE. TO ST. CLAIR (POLARVILLE DRIVEWAY WILL REMAIN OPEN)

## DARLING ACCESS ROAD CLOSURE (IF REQUIRED) (PER SPECIAL PROVISIONS)

1. SEND REQUIRED NOTIFICATIONS
2. CLOSE DARLING ACCESS ROAD FROM INDUSTRIAL DRIVE TO EXCHANGE AVE. FOR A SINGLE CONTIGUOUS DURATION CLOSURE IF REQUIRED.

## CONSTRUCTION ACTIVITIES (INTERIM COMPLETION DATES PER SPECIAL PROVISIONS)

1. SET UP PACKERS AVENUE CLOSURE DETOUR AND BEGIN PAVEMENT REMOVAL ALONG PACKERS AVENUE. THIS PAVEMENT SHALL ONLY BE CLOSED/REMOVED ONCE THE EXCHANGE AVE. PAVEMENT IN CONTRACT 76C40 HAS BEEN FULLY CONSTRUCTED, AND IS OPEN TO TRAFFIC.
2. EXCAVATION AND REPAIR WORK AT THE CAHOKIA CANAL CULVERT. THE DARLING ACCESS ROAD SHALL BE CLOSED AS REQUIRED FOR THIS REPAIR WORK. COORDINATE THIS CLOSURE WITH CONTRACT 76C44 AND 76C40.

   ACCESS TO LOCAL BUSINESSES SHALL BE MAINTAINED AT ALL TIMES.
3. PLACEMENT OF EROSION CONTROL DEVICES (ONGOING AS REQUIRED)
4. RE-COMPACTION OF ARCHAEOLOGICAL PITS (EARTH EXCAVATION, SPECIAL) (ONGOING AS REQUIRED)
5. REMOVE STORM SEWER, SANITARY SEWER, DRAINAGE STRUCTURES, UTILITY STRUCTURES, WATER MAIN, FENCE, AND ALL OTHER UTILITIES.
6. BEGIN EXCAVATION. NON-SPECIAL WASTE AND UNSUITABLE MATERIALS. (ONGOING AS REQUIRED)
7. PERFORM TREE REMOVAL, CLEARING, TOPSOIL REMOVAL, BUILDING/SLAB REMOVAL.
8. PERMANENT FENCE CAN BE CONSTRUCTED AT LOCATIONS THAT WILL NOT CONFLICT WITH CONSTRUCTION ACTIVITIES, AND PER THE APPROVAL OF THE ENGINEER. THE PERMANENT FENCE SHALL ONLY BE PAID FOR ONCE, AND ANY DAMAGE TO THE PERMANENT FENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
9. INSTALL PIPE CULVERTS AND DRAINAGE STRUCTURES.
10. COMPLETE EMBANKMENTS AND FILL

## NOTES:

1. ALL ROADWAYS WITHIN THE PROJECT LIMITS WITH THE EXCEPTION OF THE PACKERS AVENUE CLOSURE AND THE DARLING ACCESS ROAD SHALL REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION AS NEEDED FOR ALL OPERATIONS.
2. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, DRUMS AND NECESSARY TRAFFIC CONTROL DEVICES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC WITH THE ADJACENT CONTRACTS.
3. THE CONTRACTOR SHALL COORDINATE WITH CONTRACT 76C40 REGARDING THE CLOSURE OF FRONT STREET WITHIN THE I-70 CORRIDOR. THE CONTRACTOR SHALL NOT REMOVE ANY UTILITIES UNDER THE EXISTING FRONT STREET PAVEMENT UNTIL THE PAVEMENT HAS BEEN REMOVED BY CONTRACT 76C40, OR AS APPROVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL COORDINATE WITH CONTRACT 76D05 (RELOCATED IL ROUTE 3 STRUCTURES) REGARDING THE GRADING ALONG THE EAST BOUND SIDE OF I-70. POSITIVE DRAINAGE SHALL BE PROVIDED AT ALL TIMES.

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

| | | |
|---|---|---|
| USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | DRAWN - JB | REVISED - |
| PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

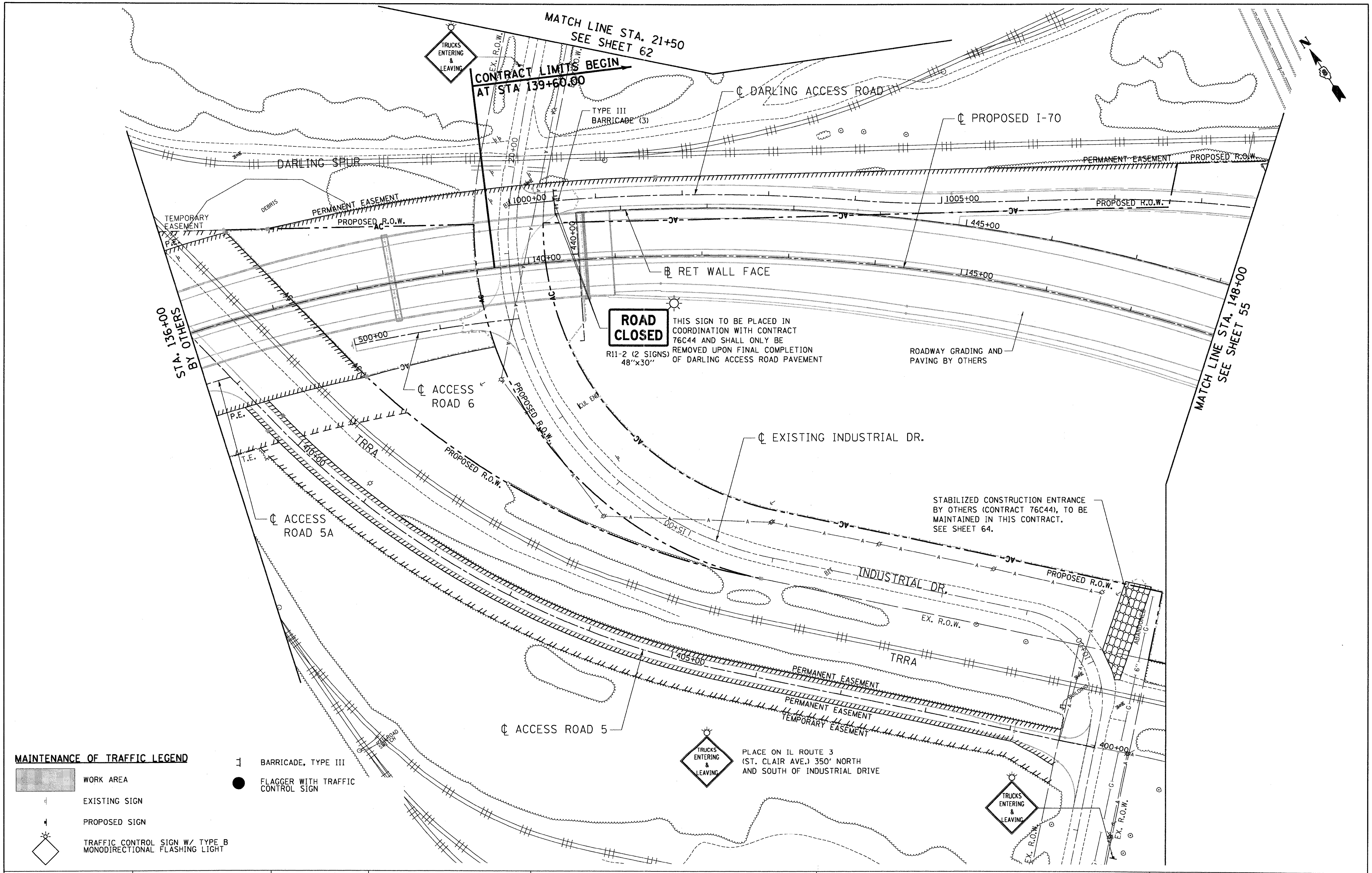
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**SUGGESTED STAGING, MAINTENANCE OF TRAFFIC**
**AND STAGING NOTES**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 53 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



**MAINTENANCE OF TRAFFIC LEGEND**

| | |
|---|---|
| ▨ | WORK AREA |
| ⊣ | EXISTING SIGN |
| ⊣ | PROPOSED SIGN |
| ◇ | TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT |
| ⊐ | BARRICADE, TYPE III |
| ● | FLAGGER WITH TRAFFIC CONTROL SIGN |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:55:05 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE1-13600.DGN

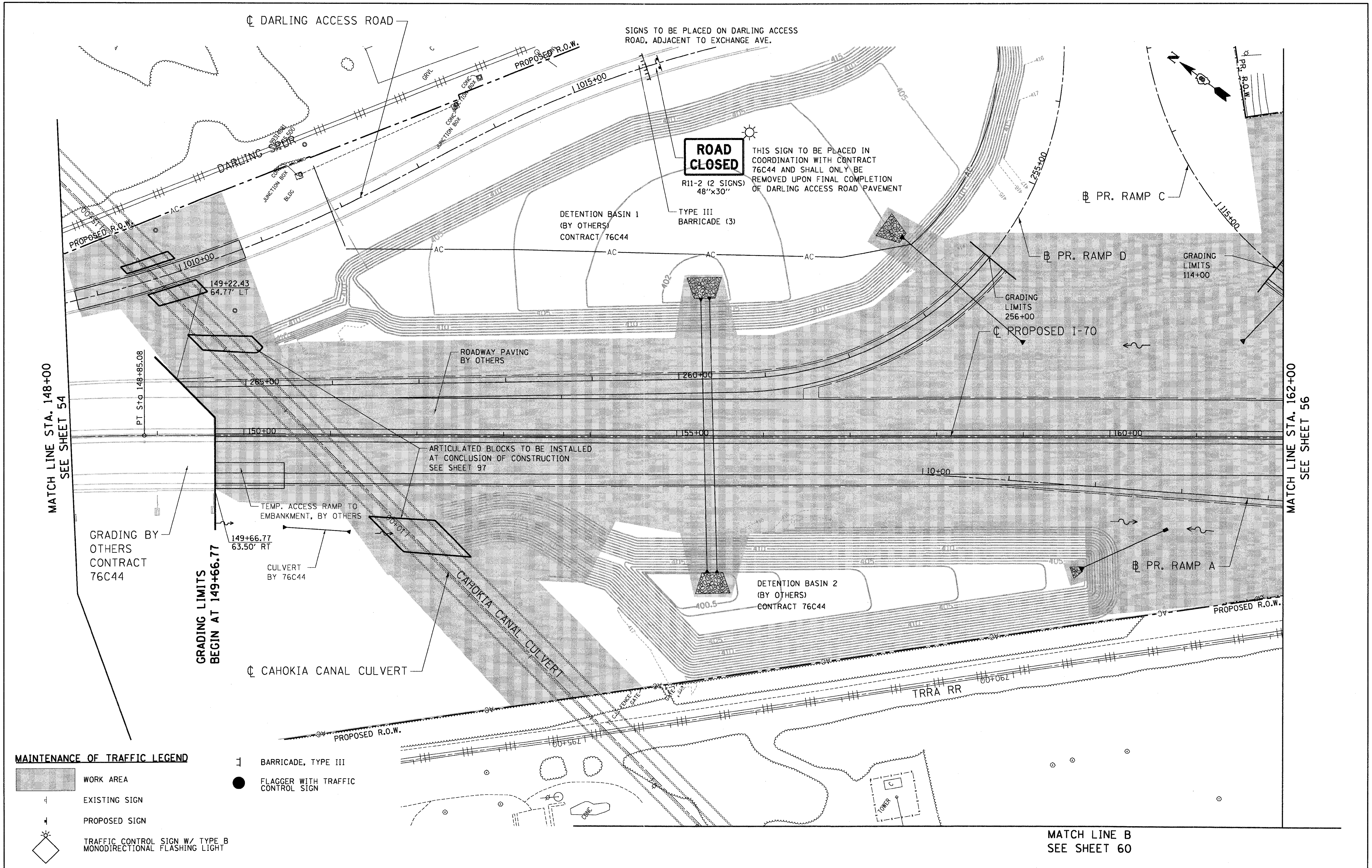
| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 136+00 TO STA. 148+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 54 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



**MAINTENANCE OF TRAFFIC LEGEND**

▨ WORK AREA

EXISTING SIGN

PROPOSED SIGN

TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT

BARRICADE, TYPE III

● FLAGGER WITH TRAFFIC CONTROL SIGN

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

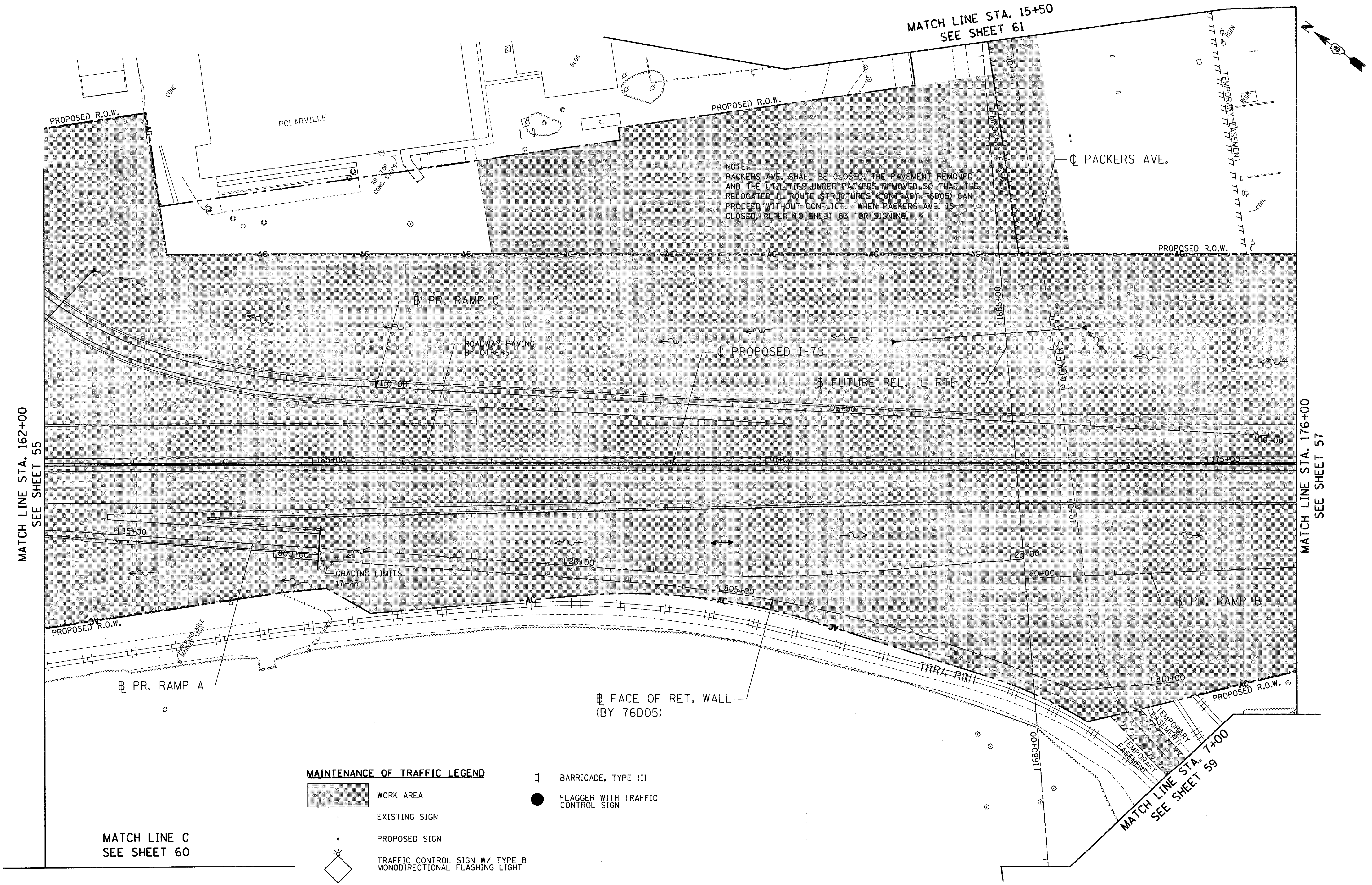
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I–70**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 148 + 00 TO STA. 162 + 00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 55 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



NOTE:
PACKERS AVE. SHALL BE CLOSED. THE PAVEMENT REMOVED AND THE UTILITIES UNDER PACKERS REMOVED SO THAT THE RELOCATED IL ROUTE STRUCTURES (CONTRACT 76D05) CAN PROCEED WITHOUT CONFLICT. WHEN PACKERS AVE. IS CLOSED, REFER TO SHEET 63 FOR SIGNING.

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 16:05:06 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE1-16200.DGN

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 162+00 TO STA. 176+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

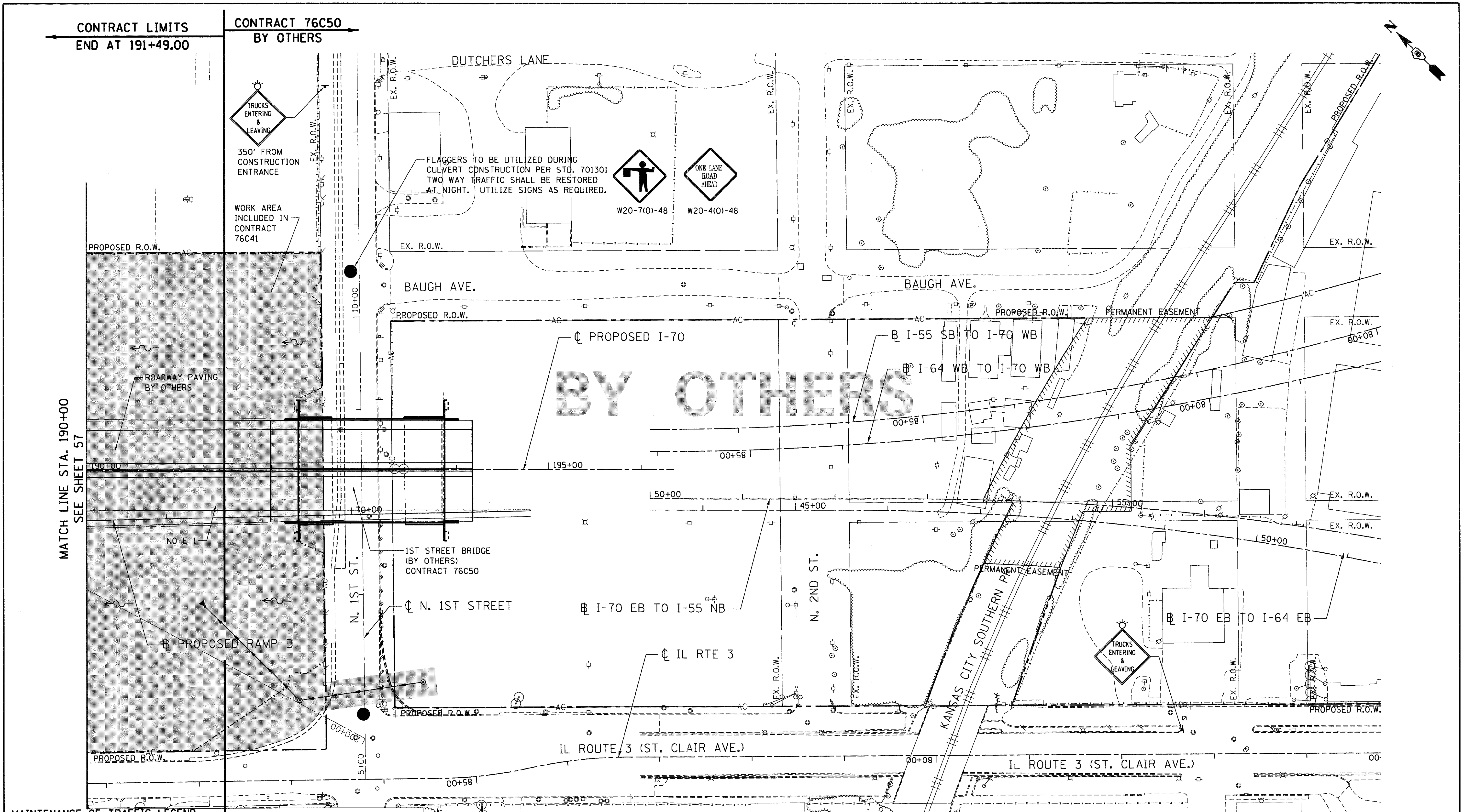
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 56 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

**MAINTENANCE OF TRAFFIC LEGEND**

| | |
|---|---|
| ▨ | WORK AREA |
| | EXISTING SIGN |
| | PROPOSED SIGN |
| ◇ | TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT |
| | BARRICADE, TYPE III |
| ● | FLAGGER WITH TRAFFIC CONTROL SIGN |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | PROPOSED I-70<br>SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC<br>STA. 176+00 TO STA. 190+00 | F.A.P. RTE.<br>998 | SECTION<br>82-1A | COUNTY<br>ST. CLAIR | TOTAL SHEETS 190<br>SHEET NO. 57 |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | DRAWN - JB | REVISED - | I-70 CONNECTION | SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA. | CONTRACT NO. 76C41 | |
| | PLOT DATE = $DATE$ | CHECKED - ACL | REVISED - | | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |
| | | DATE - 02/04/11 | REVISED - | | | | | | |



**MAINTENANCE OF TRAFFIC LEGEND**

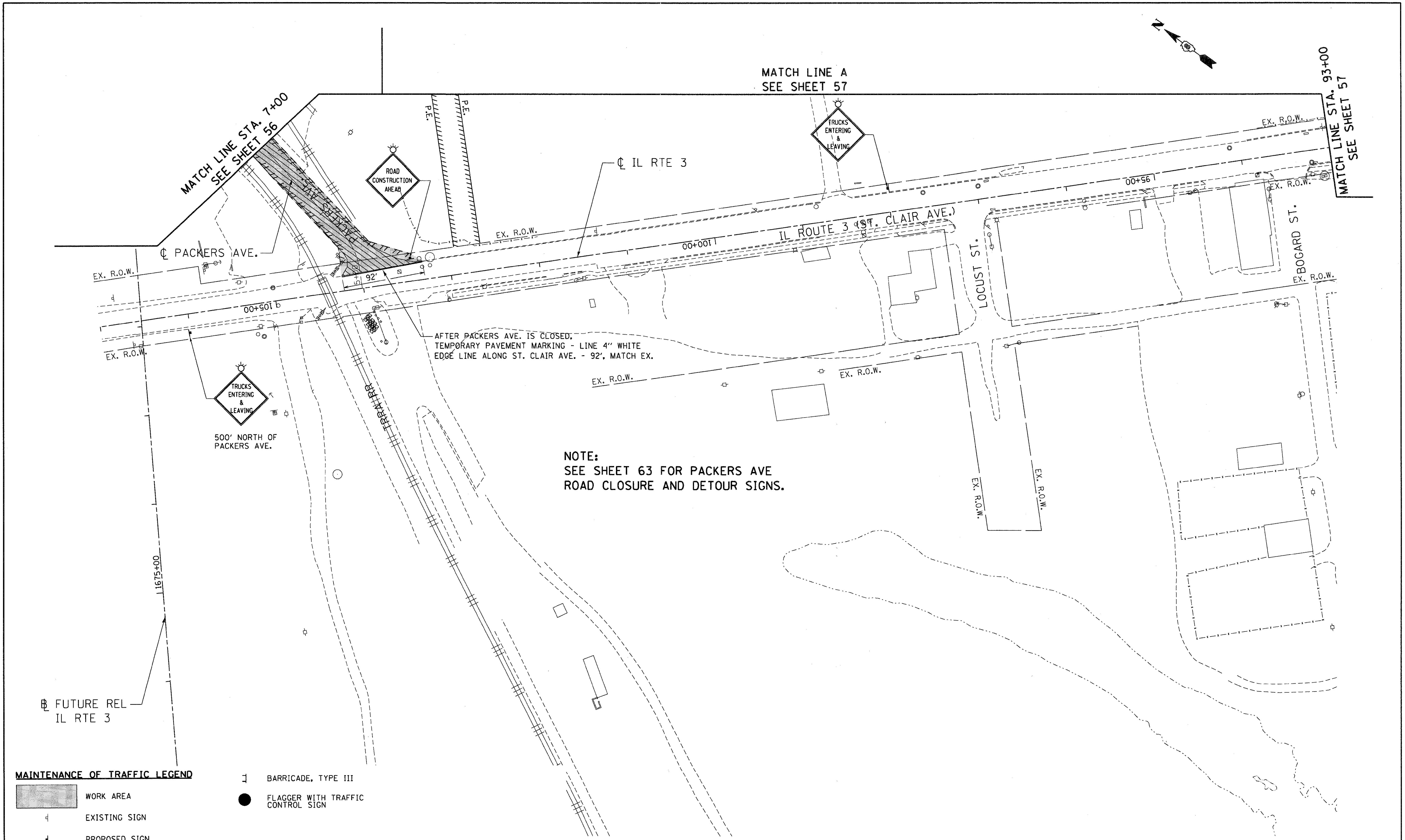
| | |
|---|---|
| ▨ | WORK AREA |
| ⫞ | EXISTING SIGN |
| ⫞ | PROPOSED SIGN |
| ◇ | TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT |
| ⊐ | BARRICADE, TYPE III |
| ● | FLAGGER WITH TRAFFIC CONTROL SIGN |

NOTES:

1. THE ARCHAEOLOGICAL PITS SHALL BE EXCAVATED AND COMPACTED. ONCE THIS IS COMPLETE, THE BRIDGE CONE BY CONTRACT 76C50 CAN BE CONSTRUCTED, AND FINALLY THE EMBANKMENT REQUIRED IN THIS CONTRACT CAN BE CONSTRUCTED.

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | PROPOSED I-70<br>SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC<br>STA. 190+00 TO TRI-LEVEL |
| | | DRAWN - JB | REVISED - | | |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | I-70 CONNECTION | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 58 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



NOTE:
SEE SHEET 63 FOR PACKERS AVE ROAD CLOSURE AND DETOUR SIGNS.

**MAINTENANCE OF TRAFFIC LEGEND**

| | |
|---|---|
| ▨ | WORK AREA |
| ⊣ | EXISTING SIGN |
| ◂ | PROPOSED SIGN |
| ◇ | TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT |
| ⊐ | BARRICADE, TYPE III |
| ● | FLAGGER WITH TRAFFIC CONTROL SIGN |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 16:06:23 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE1-700.DGN

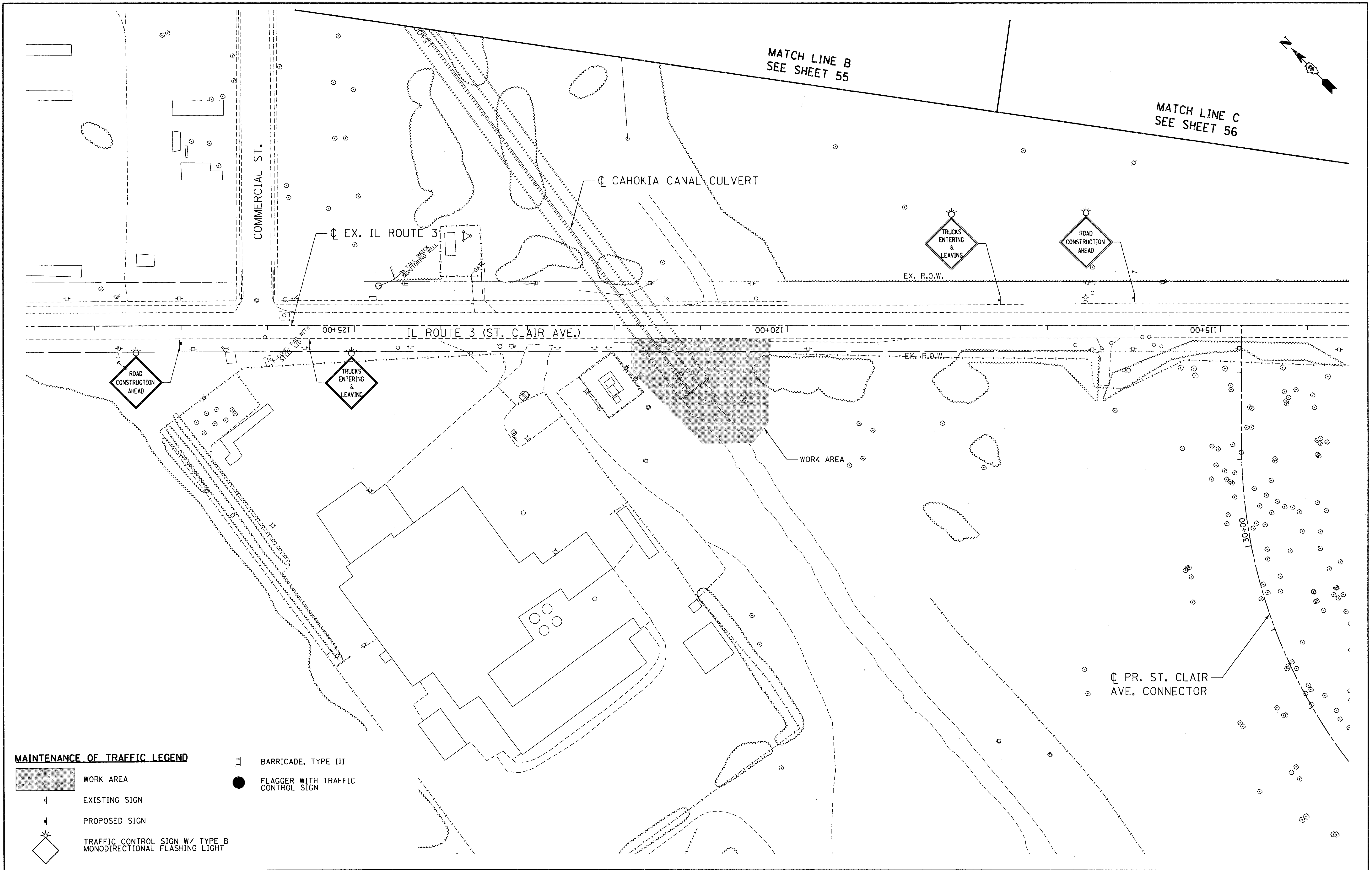
| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING ST. CLAIR AVENUE**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 93+00 TO STA. 107+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 59 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-LAYOUT1.DGN
2-04-2011, 16:06:48 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE2-11500.DGN

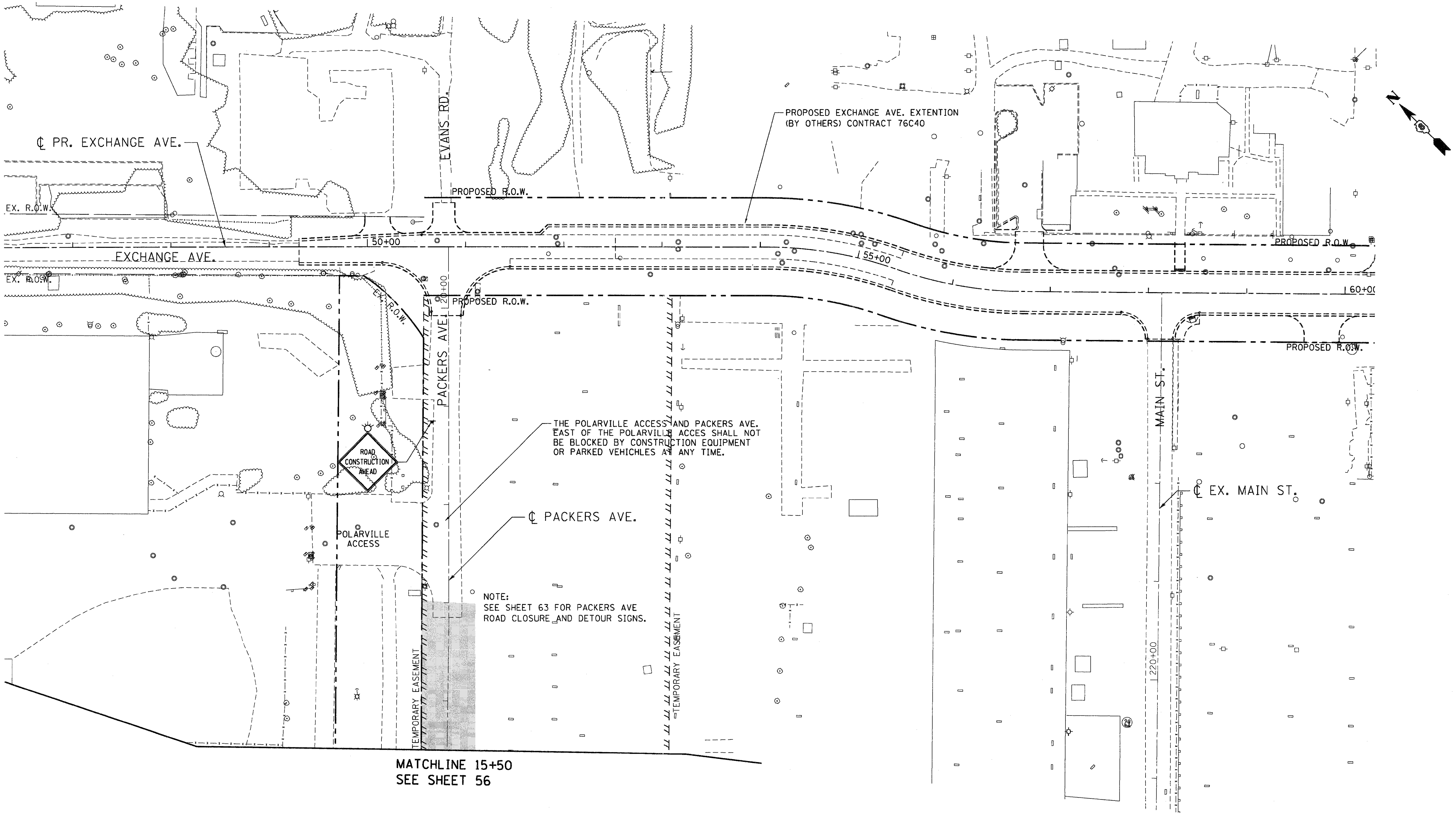
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING ST. CLAIR AVENUE**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 113+50 TO STA. 129+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 60 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



**MAINTENANCE OF TRAFFIC LEGEND**

▨ WORK AREA

EXISTING SIGN

PROPOSED SIGN

◇ TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT

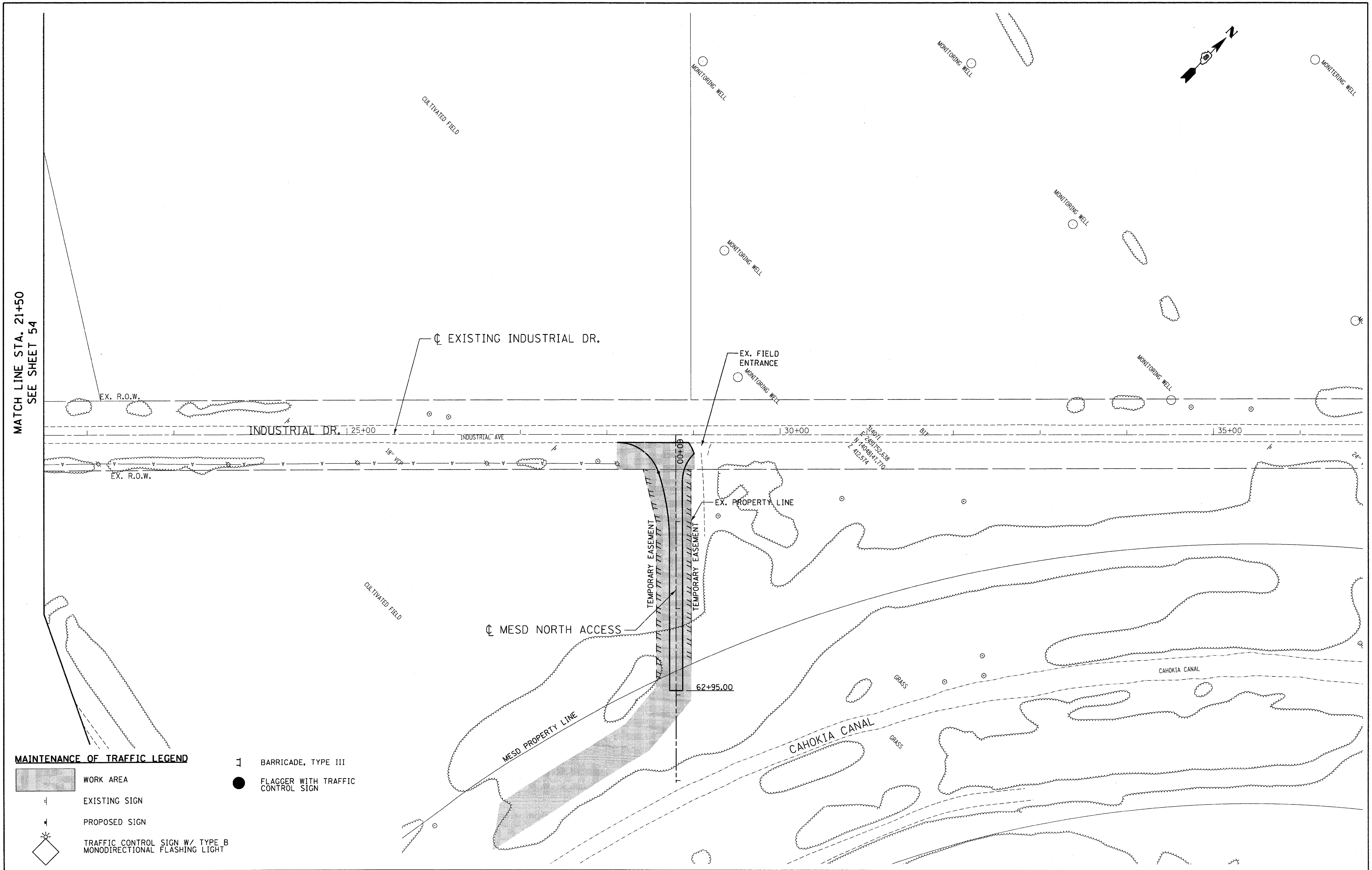
BARRICADE, TYPE III

● FLAGGER WITH TRAFFIC CONTROL SIGN

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION<br>I-70 CONNECTION | EXISTING PACKERS AVENUE<br>SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC<br>STA. 15+50 TO STA. 17+00 |
| | | DRAWN - JFS | REVISED - | | |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - JB | REVISED - | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 61 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-06-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN
2-04-2011, 16:07:51 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE1-80000.DGN



## MAINTENANCE OF TRAFFIC LEGEND

| | |
|---|---|
| ▨ | WORK AREA |
| ⫞ | EXISTING SIGN |
| ◂ | PROPOSED SIGN |
| ◇ | TRAFFIC CONTROL SIGN W/ TYPE B MONODIRECTIONAL FLASHING LIGHT |
| ⊐ | BARRICADE, TYPE III |
| ● | FLAGGER WITH TRAFFIC CONTROL SIGN |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN
2-04-2011, 16:08:09 \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE2-2150.DGN
BONDHUJO

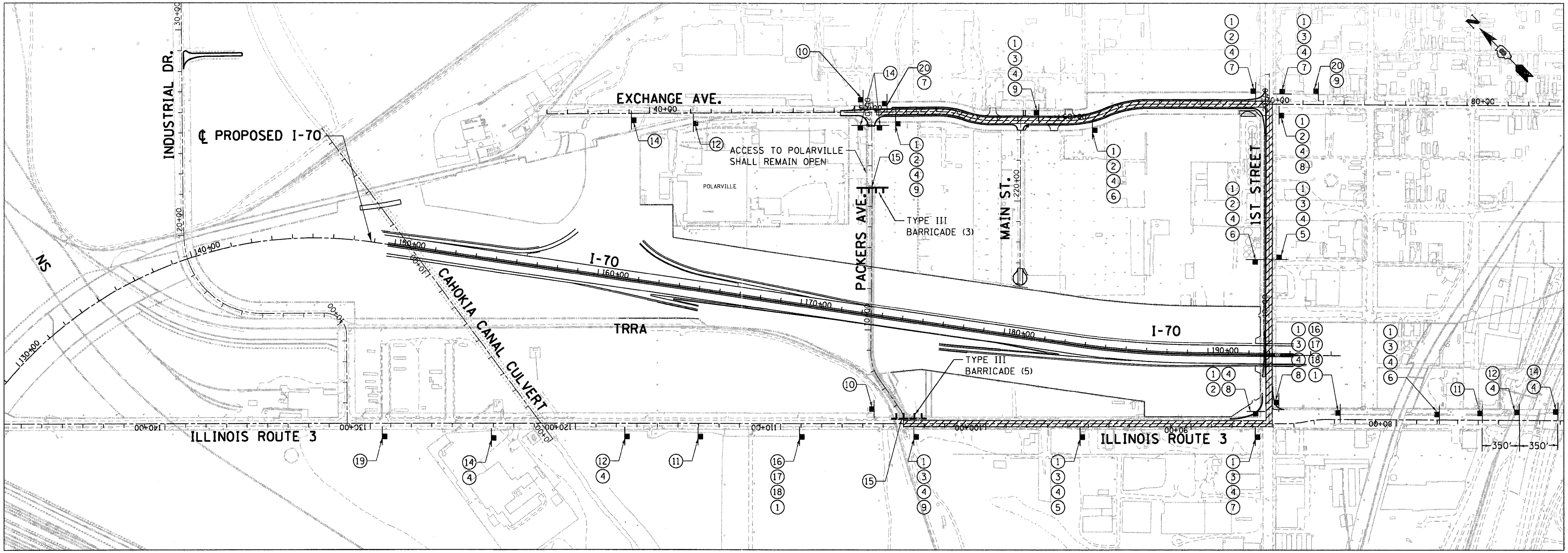
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

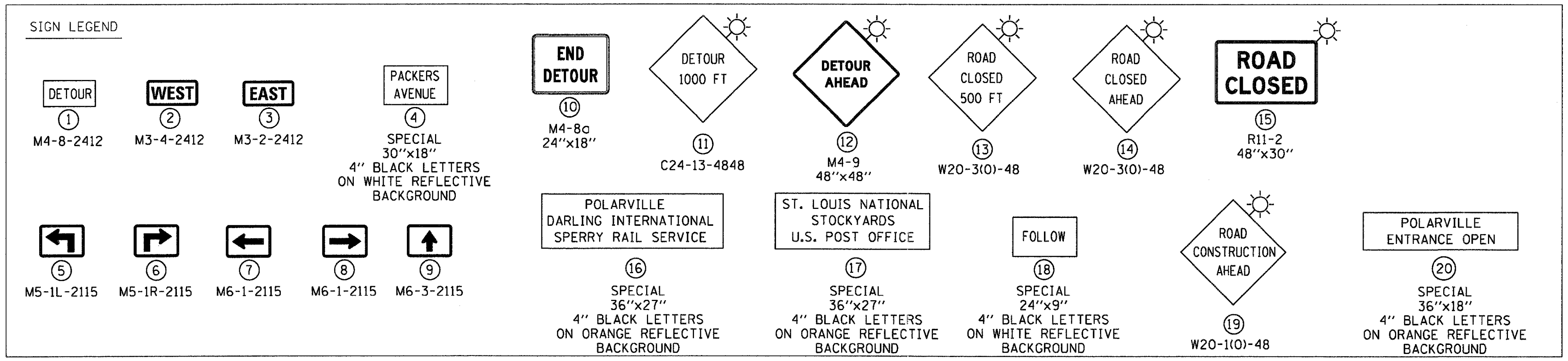
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED MESD NORTH ACCESS**
**SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC**
**STA. 60+00 TO STA. 64+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 62 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |





NOTES:

1. DISTANCE BETWEEN SIGN PLACEMENT SHALL BE AT LEAST 300' OR AT THE DISCRETION OF THE ENGINEER.

2. THE FIRST TWO WARNING SIGNS IN A SEQUENCE WILL CONTAIN FLASHING MONODIRECTIONAL LIGHTS.

3. SIGN SEQUENCES SHALL BE AS SHOWN FROM TOP TO BOTTOM.

4. TYPE III BARRICADES AND R11-2 SIGNS SHALL BE POSITIONED AS SHOWN IN "ROADWAY CLOSED TO ALL TRAFFIC" DETAIL ON HIGHWAY STANDARD 701901.

SYMBOL LEGEND

| | |
|---|---|
| ╡ | SIGN |
| ╡ | TYPE III BARRICADE |
| ☼ | TYPE B MONODIRECTIONAL FLASHING LIGHT |
| ▒ | ROAD CLOSED |
| ▨ | DETOUR ROUTE |

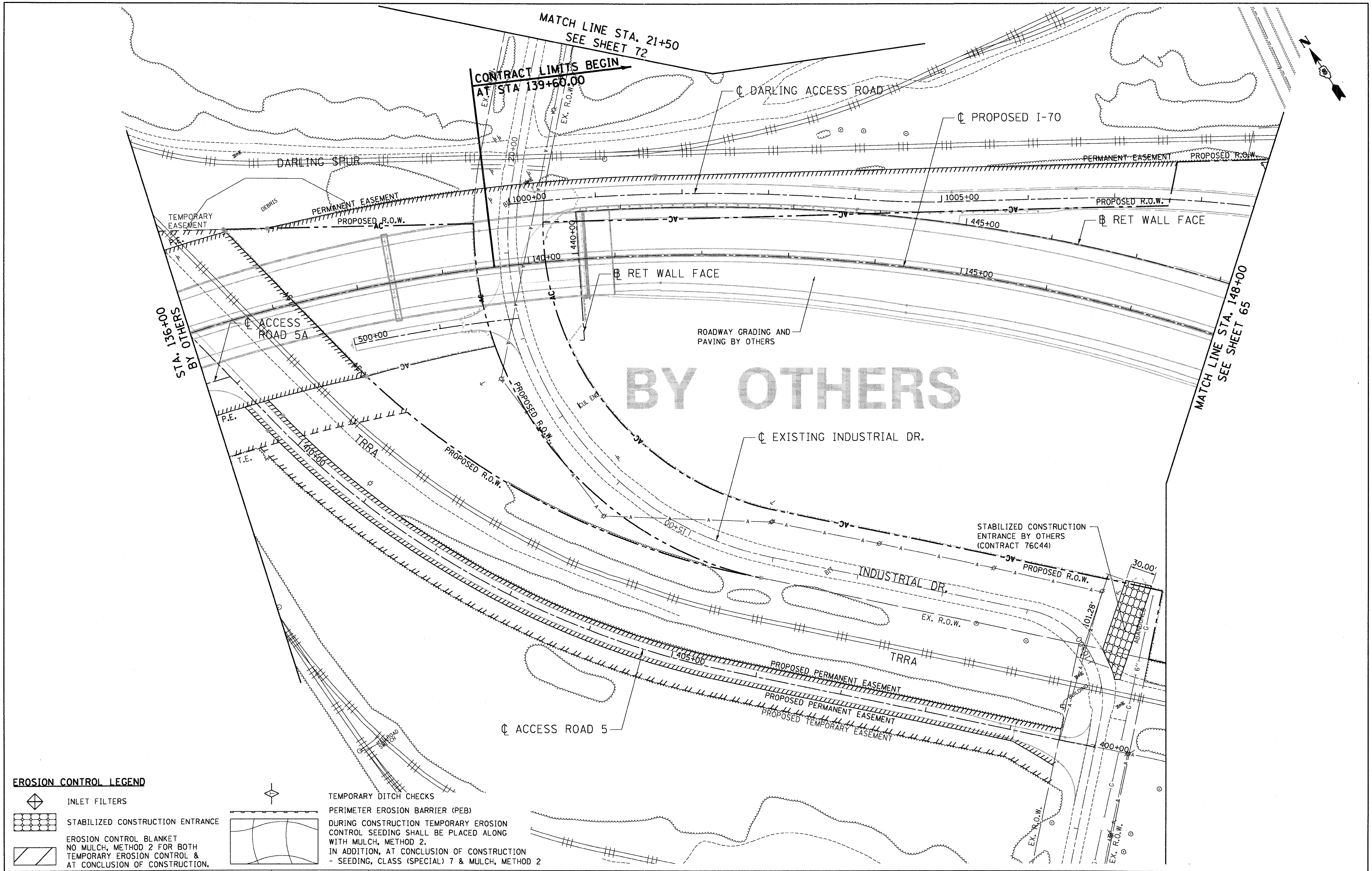
| | | | | |
|---|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION |
| $FILEL$ | | DRAWN - JB | REVISED - | |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**PACKERS AVENUE CLOSURE**
**AND DETOUR SIGNS**

SCALE: 1"=250' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 63 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-ALIGNMENT2.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN
2-04-2011, 16:08:30 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-STAGE2.DGN



## EROSION CONTROL LEGEND

| | |
|---|---|
| ⊕ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▧ | EROSION CONTROL BLANKET NO MULCH, METHOD 2 FOR BOTH TEMPORARY EROSION CONTROL & AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| ┳┳┳ | PERIMETER EROSION BARRIER (PEB) |
| ▭ | DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION - SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

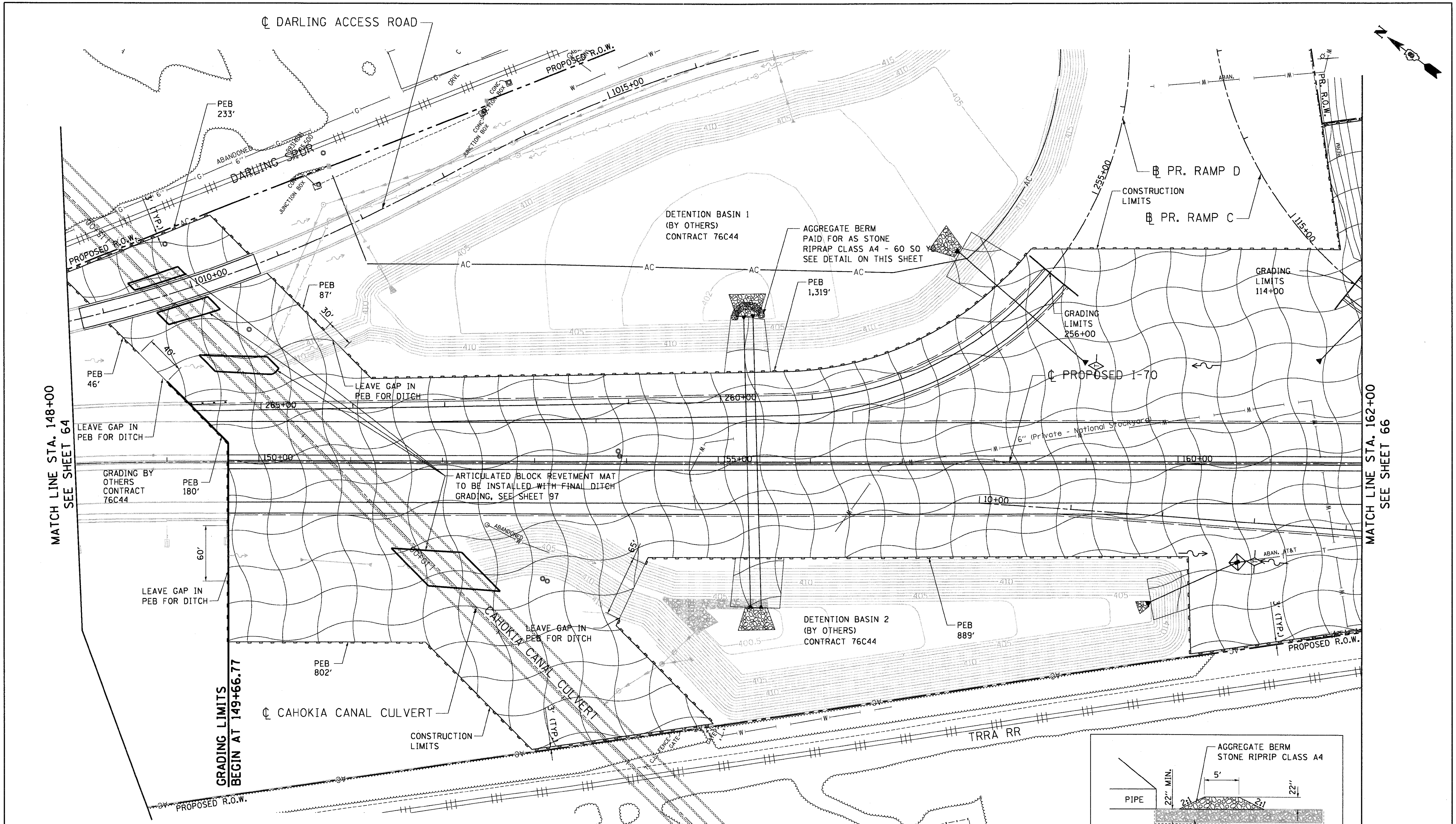
| | | | | |
|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** |
| | | DRAWN - JB | REVISED - | I-70 CONNECTION |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**PROPOSED I-70**
**EROSION CONTROL PLANS**
**STA. 136+00 TO STA. 148+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 64 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:56:04 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-13600.DGN



MATCH LINE B
SEE SHEET 70

**EROSION CONTROL LEGEND**

| | |
|---|---|
| ◇ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET NO MULCH, METHOD 2 FOR BOTH TEMPORARY EROSION CONTROL & AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| --- | PERIMETER EROSION BARRIER (PEB) |
| ▭ | DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2. IN ADDITION, AT CONCLUSION OF CONSTRUCTION - SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

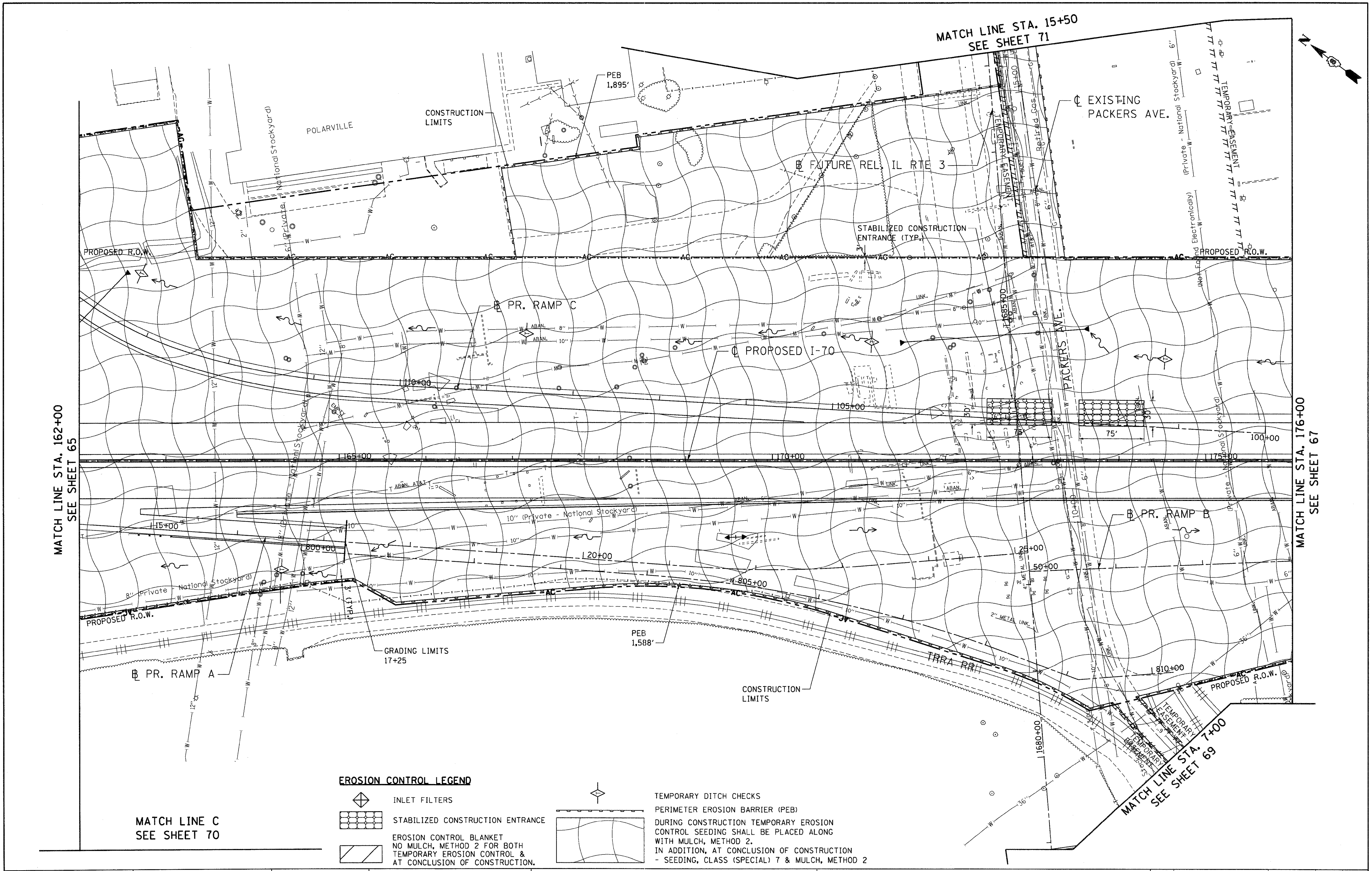
..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-05-MOTIF1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:56:30 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-14800.DGN

| | | | | |
|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | | DRAWN - JB | REVISED - | |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**PROPOSED I-70**
**EROSION CONTROL PLANS**
**STA. 148+00 TO STA. 162+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 65 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - | | |
| $FILEL$ | | DRAWN - JB | REVISED - | | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

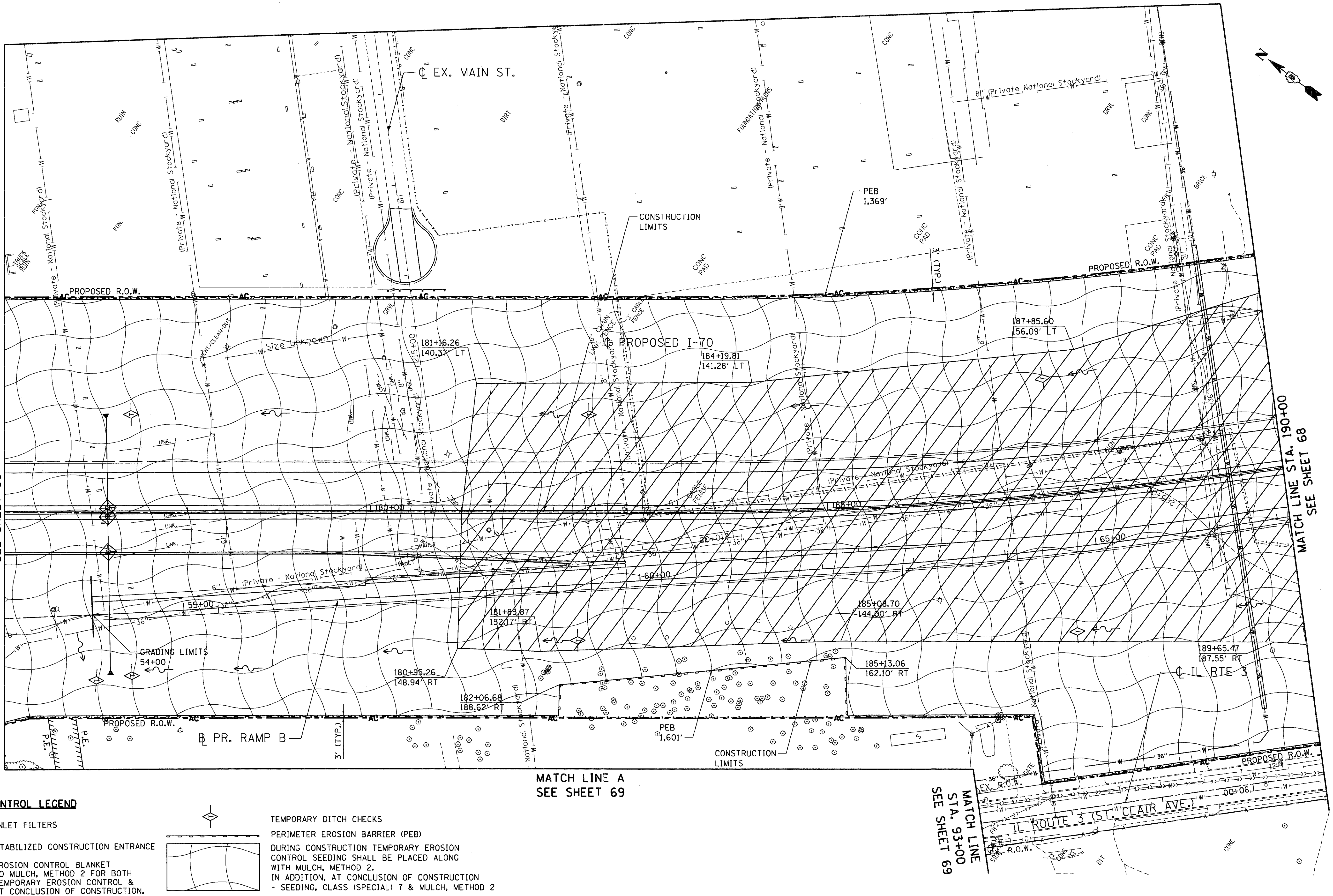
**PROPOSED I-70**
**EROSION CONTROL PLANS**
**STA. 162+00 TO STA. 176+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 66 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
2-04-2011, 16:09:39 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-16200.DGN



## EROSION CONTROL LEGEND

| | |
|---|---|
| ⊕ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET NO MULCH, METHOD 2 FOR BOTH TEMPORARY EROSION CONTROL & AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| — | PERIMETER EROSION BARRIER (PEB) |
| ▢ | DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION - SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

| | | | | |
|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| | | DRAWN - JB | REVISED - | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

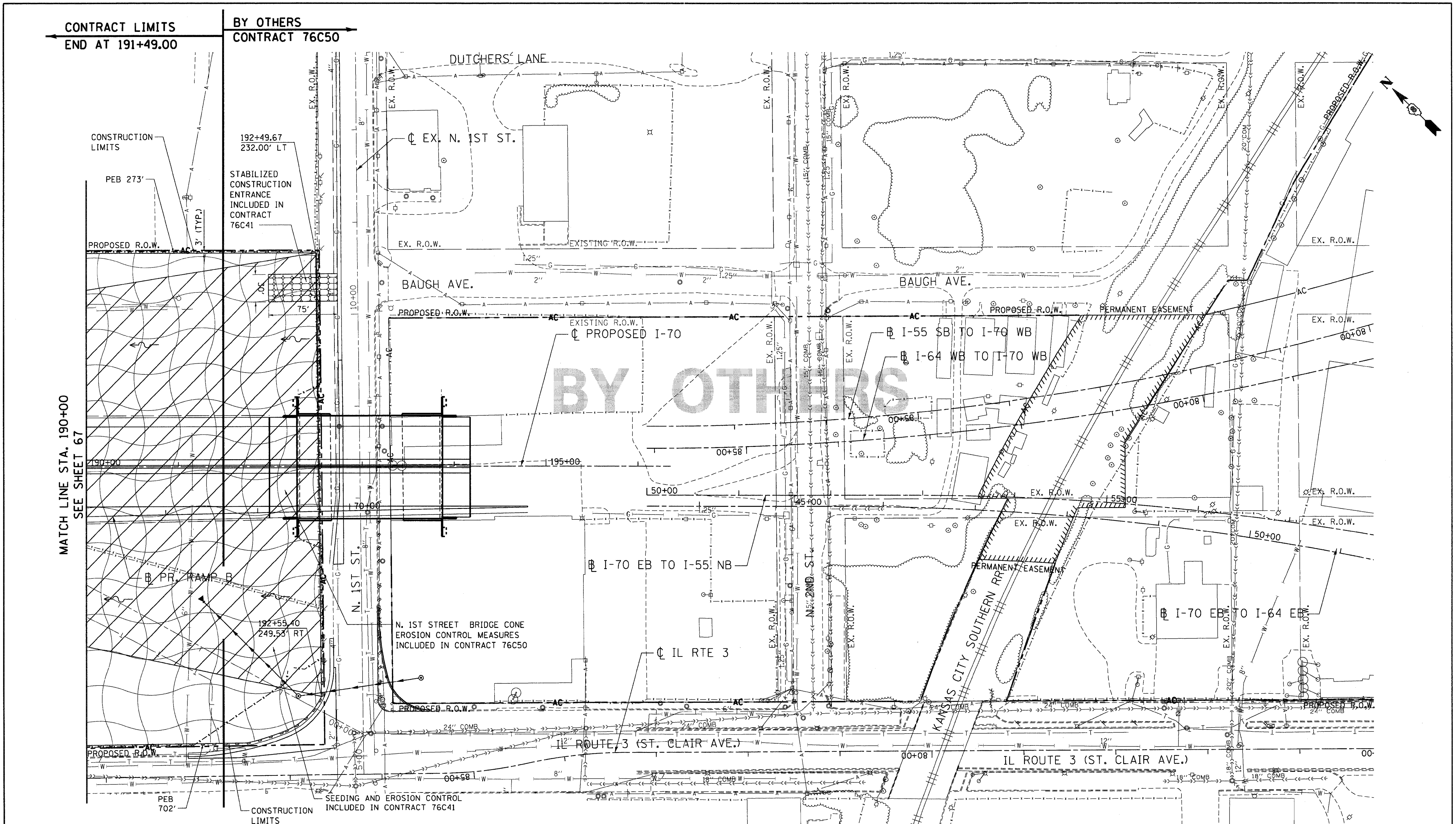
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EROSION CONTROL PLANS**
**STA. 176+00 TO STA. 190+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 67 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN
2-04-2011, 16:10:00 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-17600.DGN



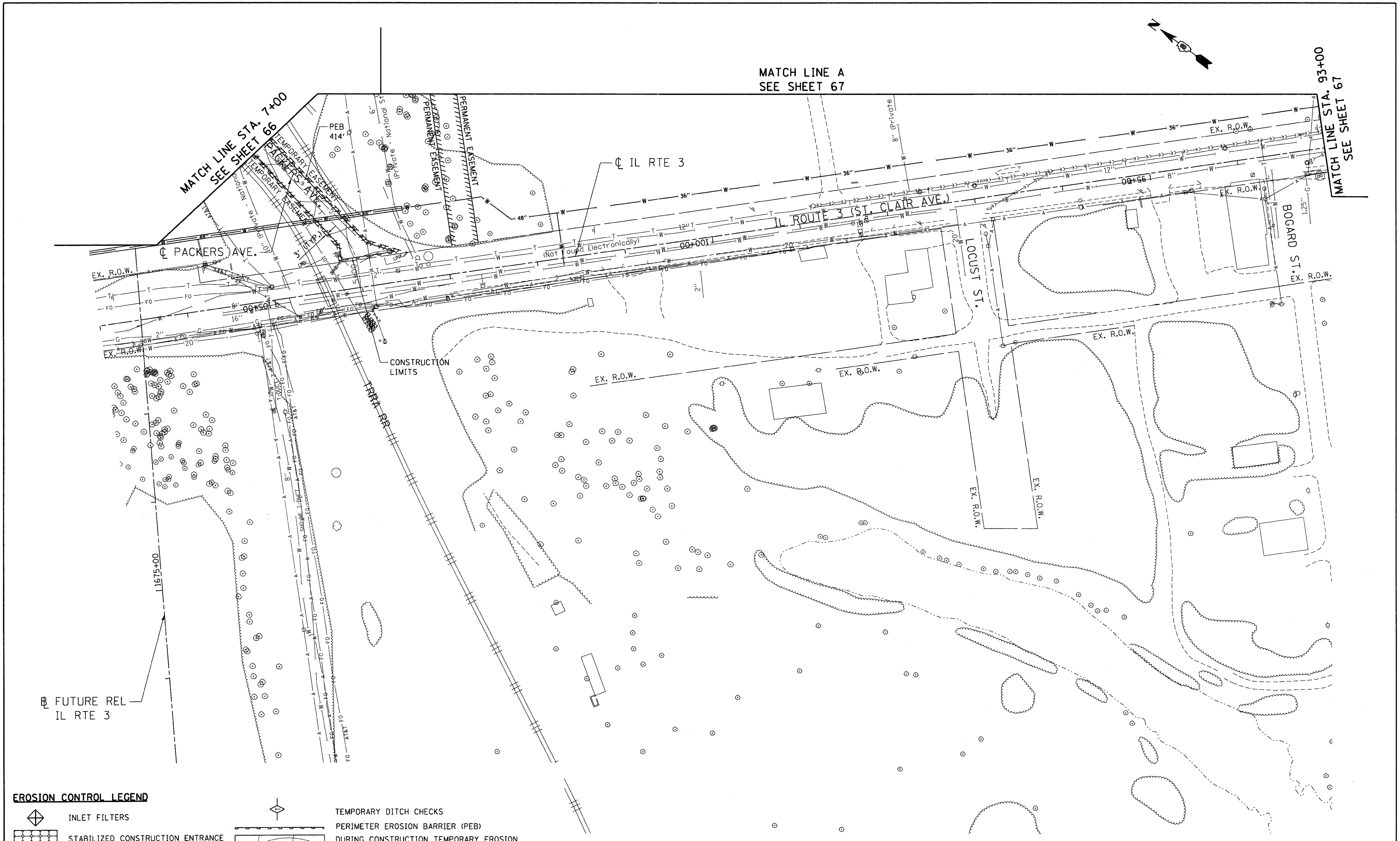
**EROSION CONTROL LEGEND**

| | |
|---|---|
| ◈ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET<br>NO MULCH, METHOD 2 FOR BOTH<br>TEMPORARY EROSION CONTROL &<br>AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| — | PERIMETER EROSION BARRIER (PEB) |
| ▭ | DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION<br>- SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | PROPOSED I-70<br>EROSION CONTROL PLANS<br>STA. 190+00 TO TRI-LEVEL |
| | | DRAWN - JB | REVISED - | | |
| TENG TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | I-70 CONNECTION | SCALE: 1"=50' |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SHEET NO. OF SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 68 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN
2-04-2011, 16:10:20 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-19000.DGN



## EROSION CONTROL LEGEND

| | |
|---|---|
| ⊕ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET<br>NO MULCH, METHOD 2 FOR BOTH<br>TEMPORARY EROSION CONTROL &<br>AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| ┬┬┬ | PERIMETER EROSION BARRIER (PEB) |
| ▭ | DURING CONSTRUCTION TEMPORARY EROSION<br>CONTROL SEEDING SHALL BE PLACED ALONG<br>WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION<br>- SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JFS | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| TENG TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

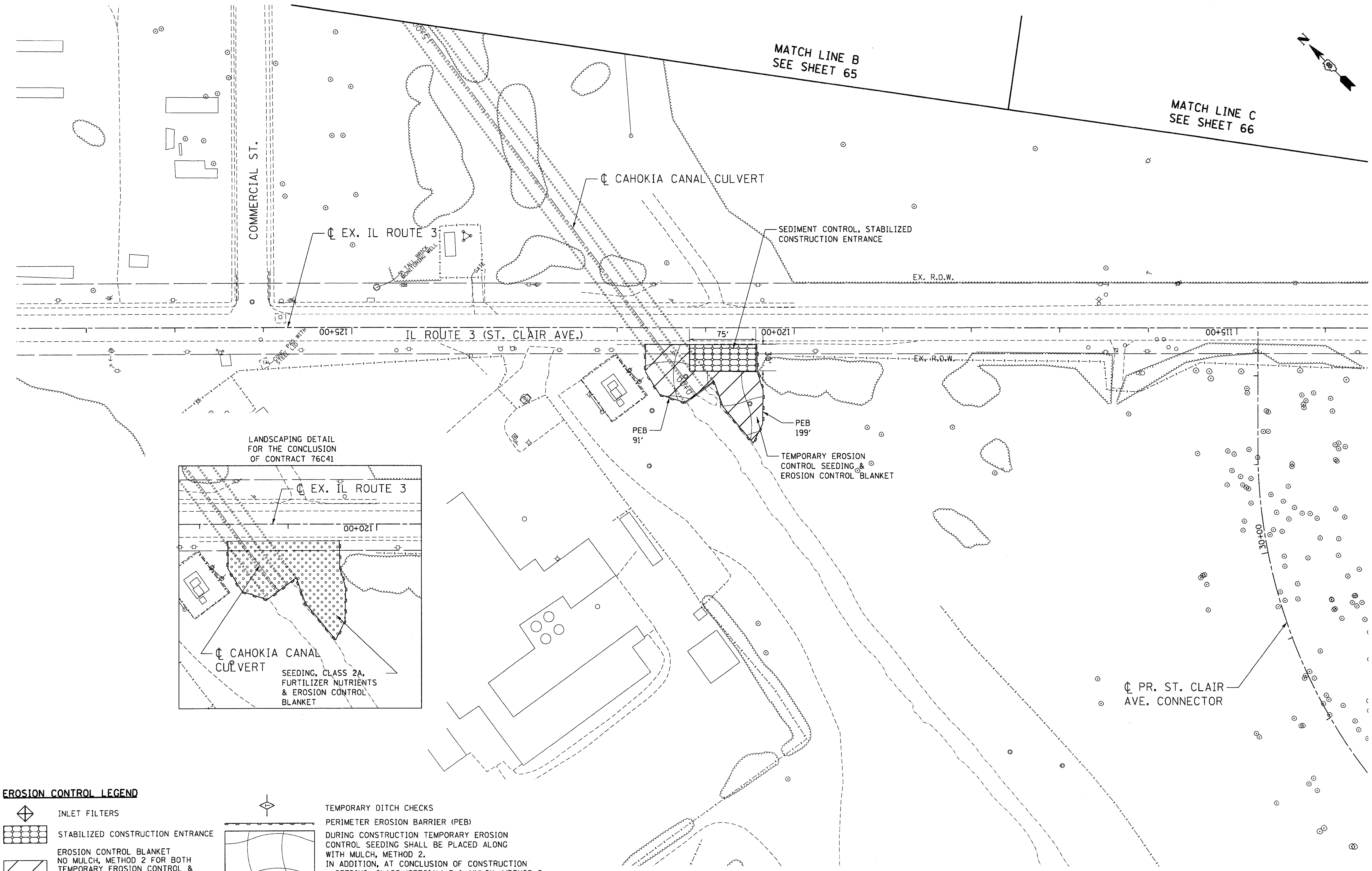
**EXISTING ST. CLAIR AVENUE**
**EROSION CONTROL PLANS**
**STA. 93+00 TO STA. 107+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 69 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LEGEND.DGN, ..\D8CONN-99-LAYOUT.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN
BONDHUJO \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-700.DGN
2-04-2011, 16:10:39



## EROSION CONTROL LEGEND

| | |
|---|---|
| ⊕ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET<br>NO MULCH, METHOD 2 FOR BOTH TEMPORARY EROSION CONTROL & AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| ▭ | PERIMETER EROSION BARRIER (PEB) |
| ▢ | DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION<br>- SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

| | | | |
|---|---|---|---|
| FILE NAME = <br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

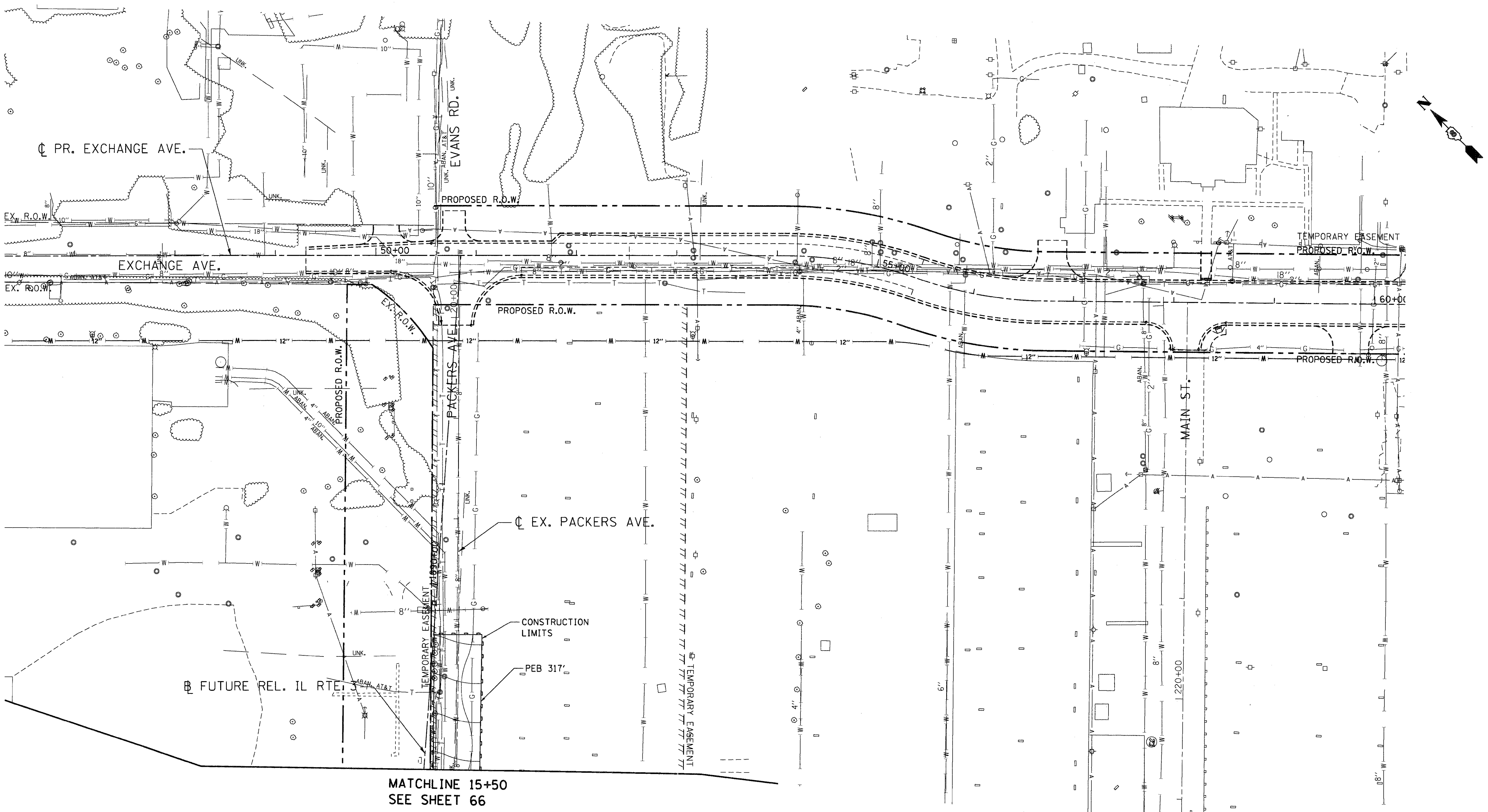
**EXISTING ST. CLAIR AVENUE**
**EROSION CONTROL PLANS**
**STA. 113 + 50 TO STA. 129 + 00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 70 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-LAYOUT1.DGN
2-04-2011, 16:11:00 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS2-11500.DGN



MATCHLINE 15+50
SEE SHEET 66

**EROSION CONTROL LEGEND**

| | |
|---|---|
| ◇ | INLET FILTERS |
| ▦ | STABILIZED CONSTRUCTION ENTRANCE |
| ▨ | EROSION CONTROL BLANKET<br>NO MULCH, METHOD 2 FOR BOTH<br>TEMPORARY EROSION CONTROL &<br>AT CONCLUSION OF CONSTRUCTION. |
| ◇ | TEMPORARY DITCH CHECKS |
| ┄ | PERIMETER EROSION BARRIER (PEB) |
| ▭ | DURING CONSTRUCTION TEMPORARY EROSION<br>CONTROL SEEDING SHALL BE PLACED ALONG<br>WITH MULCH, METHOD 2.<br>IN ADDITION, AT CONCLUSION OF CONSTRUCTION<br>- SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2 |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-LAYOUT1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-03-GEOMETRICS1.DGN
2-04-2011, 16:11:19 BONDHUJ \\FS-2044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS1-80000.DGN

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JFS | REVISED - |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - JB | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

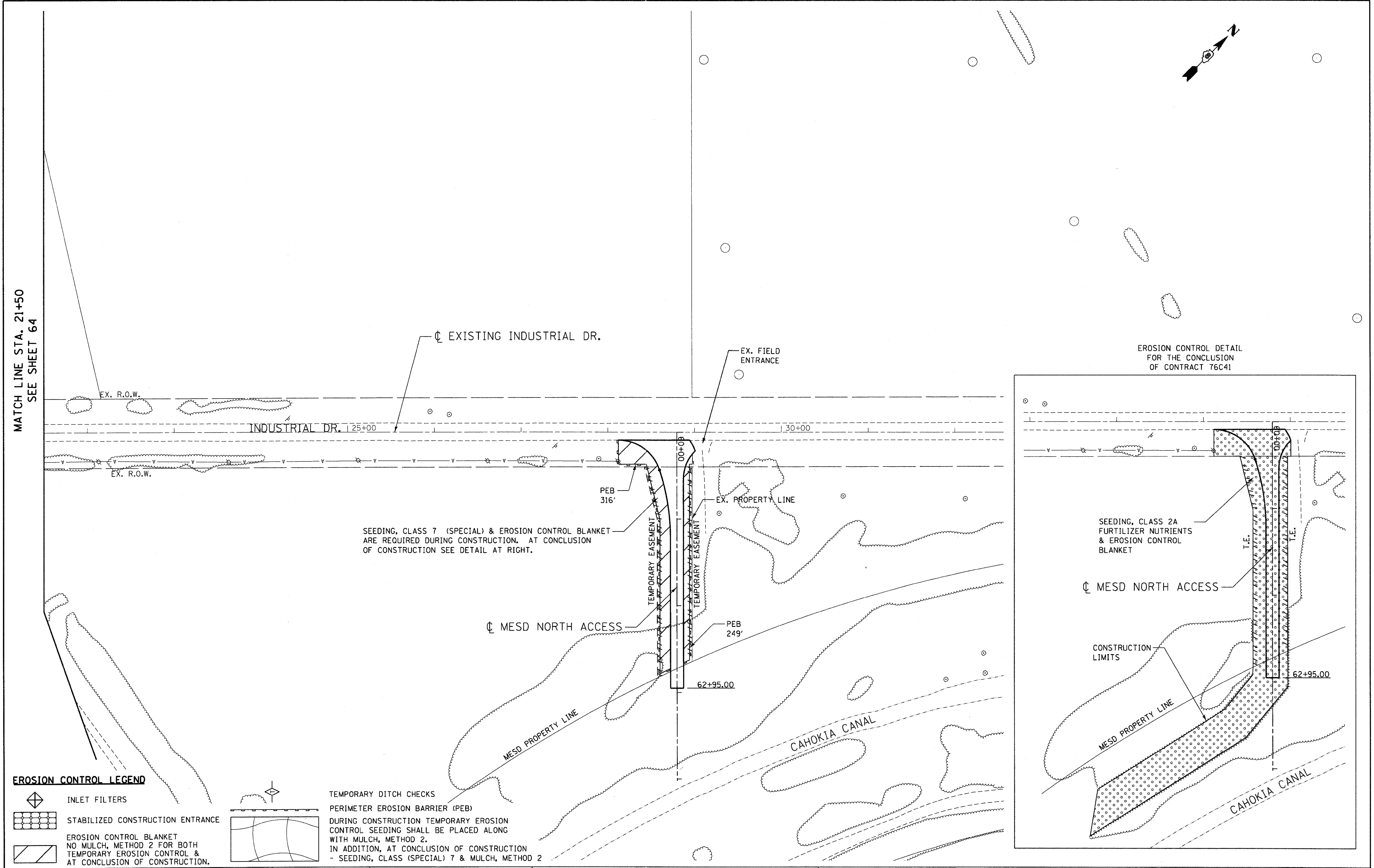
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING PACKERS AVENUE**
**EROSION CONTROL PLANS**
**STA. 15+50 TO STA. 17+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 71 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



**EROSION CONTROL LEGEND**

- ⊕ INLET FILTERS
- ▦ STABILIZED CONSTRUCTION ENTRANCE
- ▨ EROSION CONTROL BLANKET NO MULCH, METHOD 2 FOR BOTH TEMPORARY EROSION CONTROL & AT CONCLUSION OF CONSTRUCTION.
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER (PEB)
- DURING CONSTRUCTION TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ALONG WITH MULCH, METHOD 2.
IN ADDITION, AT CONCLUSION OF CONSTRUCTION
- SEEDING, CLASS (SPECIAL) 7 & MULCH, METHOD 2

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | |
|---|---|---|
| DESIGNED - JB | | REVISED - |
| DRAWN - JB | | REVISED - |
| CHECKED - ACL | | REVISED - |
| DATE - 02/04/11 | | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

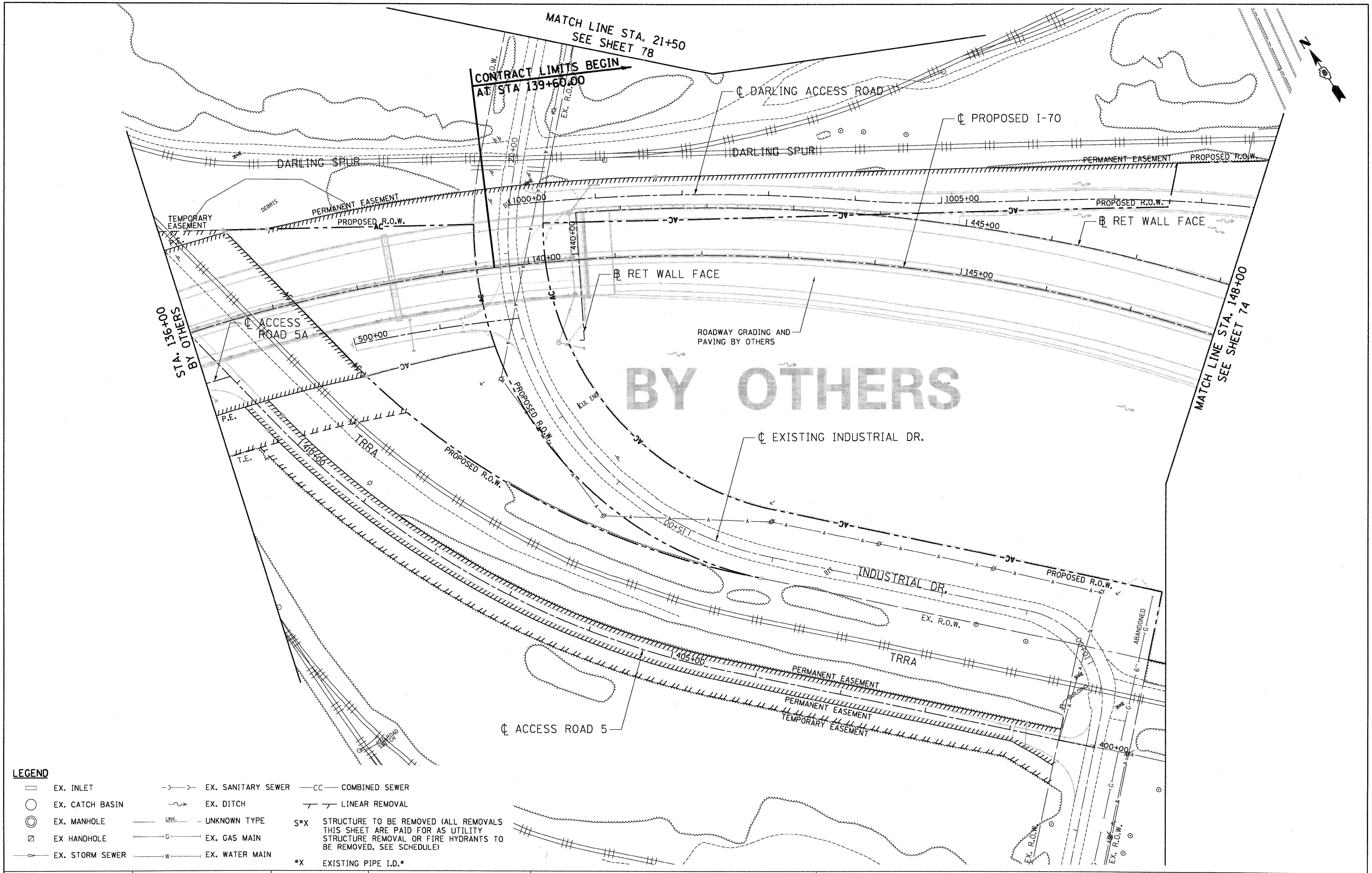
**PROPOSED MESD NORTH ACCESS**
**EROSION CONTROL PLANS**
**STA. 60+00 TO STA. 64+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 72 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-05-MOTIF1.DGN
2-04-2011, 16:11:39 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-EROS2-2150.DGN



## LEGEND

| | | |
|---|---|---|
| ▭ EX. INLET | —>—>— EX. SANITARY SEWER | —CC— COMBINED SEWER |
| ○ EX. CATCH BASIN | ~> EX. DITCH | ┬ ┬ LINEAR REMOVAL |
| ◎ EX. MANHOLE | UNK. UNKNOWN TYPE | S*X STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ⊠ EX HANDHOLE | —G— EX. GAS MAIN | |
| —▷— EX. STORM SEWER | —W— EX. WATER MAIN | *X EXISTING PIPE I.D.* |

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

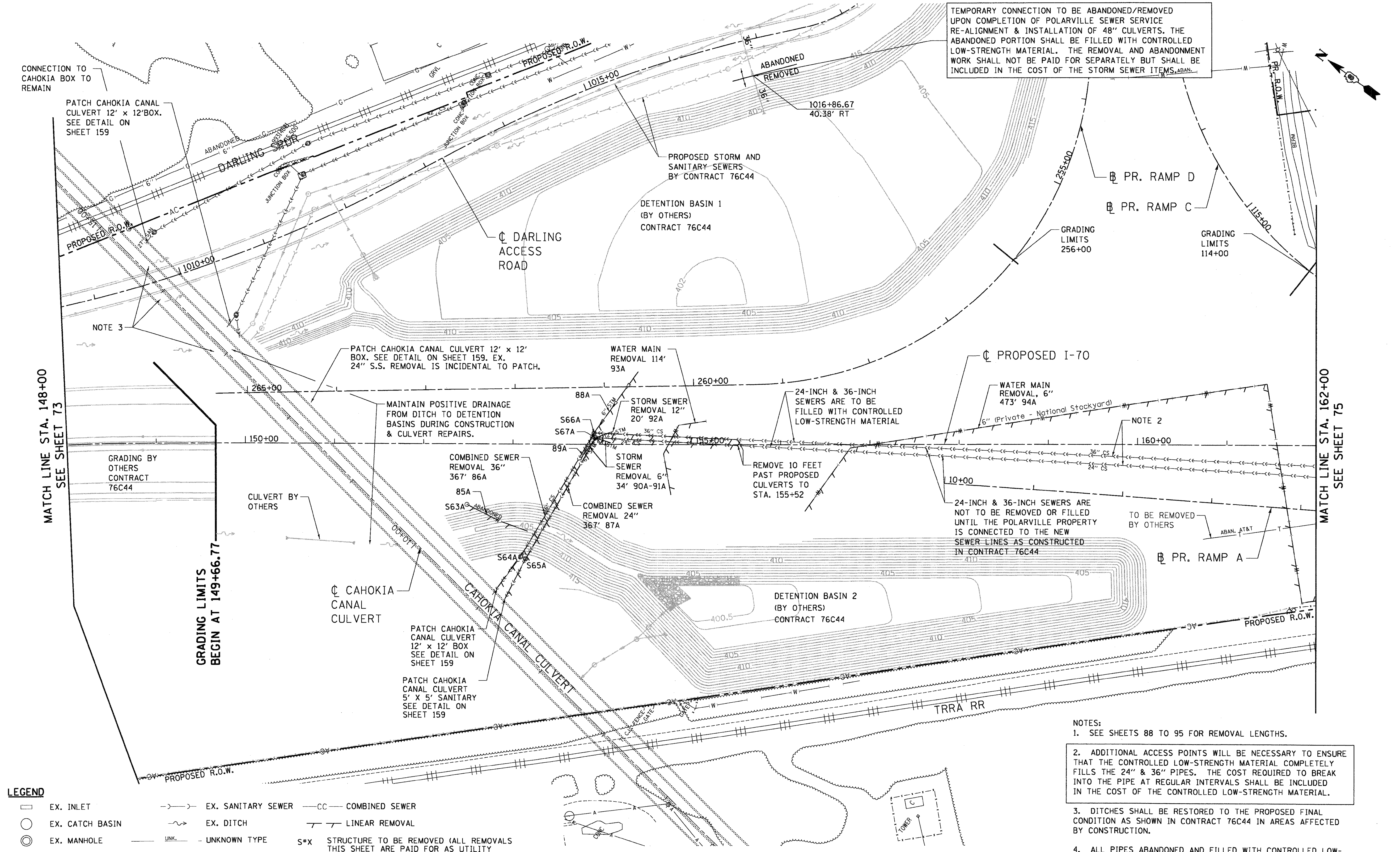
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING DRAINAGE & UTILITIES**
**STA. 136+00 TO STA. 148+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 73 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-05-MOTIF1.DGN
\\FS-0044\AMVAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL1-13600.DGN
5-04-2011, 17:56:52 BONDHUJ



TEMPORARY CONNECTION TO BE ABANDONED/REMOVED UPON COMPLETION OF POLARVILLE SEWER SERVICE RE-ALIGNMENT & INSTALLATION OF 48" CULVERTS. THE ABANDONED PORTION SHALL BE FILLED WITH CONTROLLED LOW-STRENGTH MATERIAL. THE REMOVAL AND ABANDONMENT WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWER ITEMS.

NOTES:

1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS.

2. ADDITIONAL ACCESS POINTS WILL BE NECESSARY TO ENSURE THAT THE CONTROLLED LOW-STRENGTH MATERIAL COMPLETELY FILLS THE 24" & 36" PIPES. THE COST REQUIRED TO BREAK INTO THE PIPE AT REGULAR INTERVALS SHALL BE INCLUDED IN THE COST OF THE CONTROLLED LOW-STRENGTH MATERIAL.

3. DITCHES SHALL BE RESTORED TO THE PROPOSED FINAL CONDITION AS SHOWN IN CONTRACT 76C44 IN AREAS AFFECTED BY CONSTRUCTION.

4. ALL PIPES ABANDONED AND FILLED WITH CONTROLLED LOW-STRENGTH MATERIAL SHALL BE PLUGGED PER THE DETAIL ON SHEET 107, AND PER APPROVAL OF THE ENGINEER.

**LEGEND**

| | | | | | |
|---|---|---|---|---|---|
| ▭ | EX. INLET | —)—)— | EX. SANITARY SEWER | —CC— | COMBINED SEWER |
| ○ | EX. CATCH BASIN | ~> | EX. DITCH | —⊤—⊤ | LINEAR REMOVAL |
| ◎ | EX. MANHOLE | —UNK.— | UNKNOWN TYPE | S*X | STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ⊠ | EX HANDHOLE | —G— | EX. GAS MAIN | | |
| —▷— | EX. STORM SEWER | —W— | EX. WATER MAIN | *X | EXISTING PIPE I.D.* |

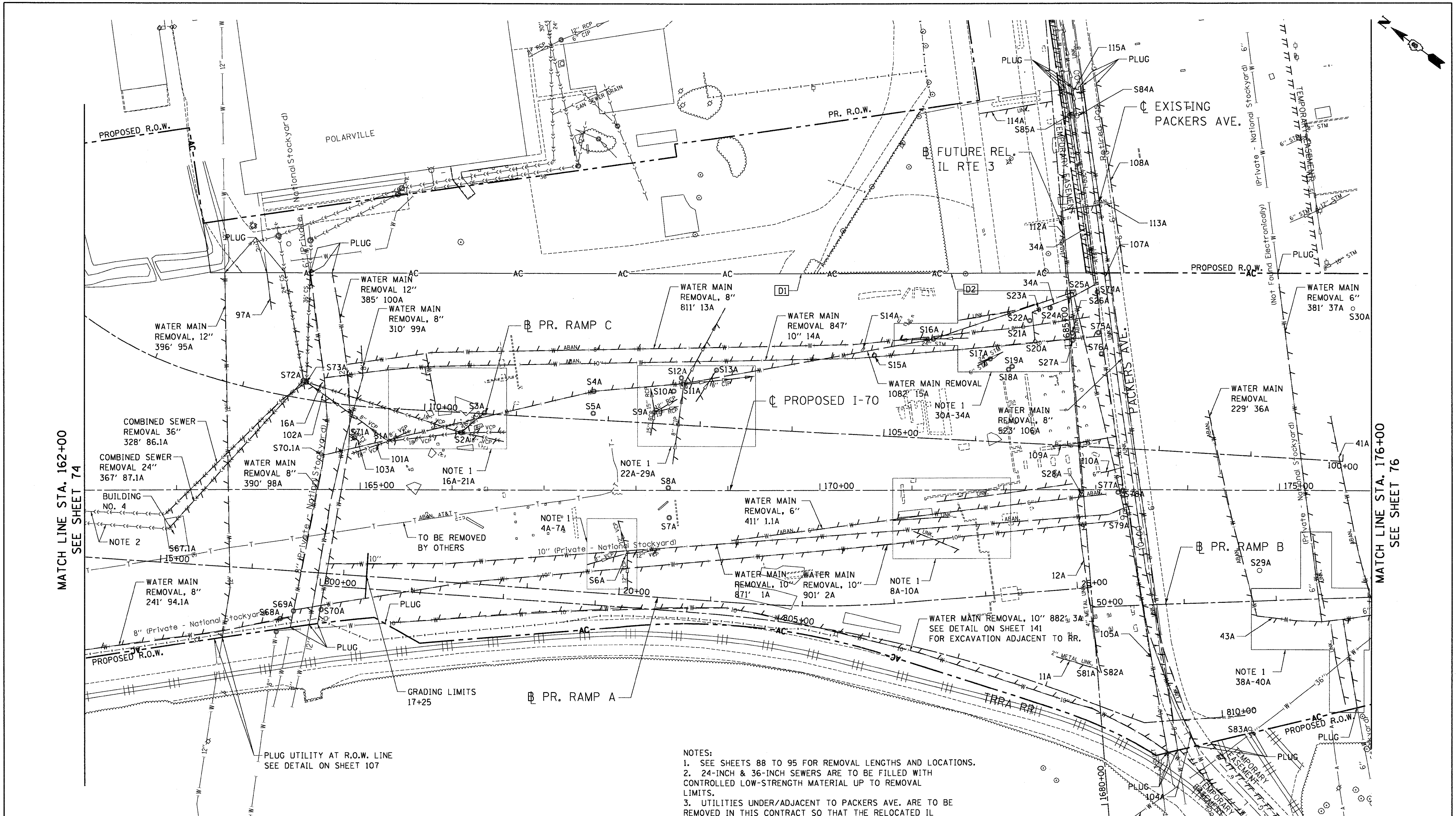
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING DRAINAGE & UTILITIES**
**STA. 148+00 TO STA. 162+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 74 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



NOTES:

1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS AND LOCATIONS.
2. 24-INCH & 36-INCH SEWERS ARE TO BE FILLED WITH CONTROLLED LOW-STRENGTH MATERIAL UP TO REMOVAL LIMITS.
3. UTILITIES UNDER/ADJACENT TO PACKERS AVE. ARE TO BE REMOVED IN THIS CONTRACT SO THAT THE RELOCATED IL ROUTE 3 BRIDGE AND EMBANKMENT CONSTRUCTION (CONTRACT 76D05) CAN PROCEED WITHOUT CONFLICT.

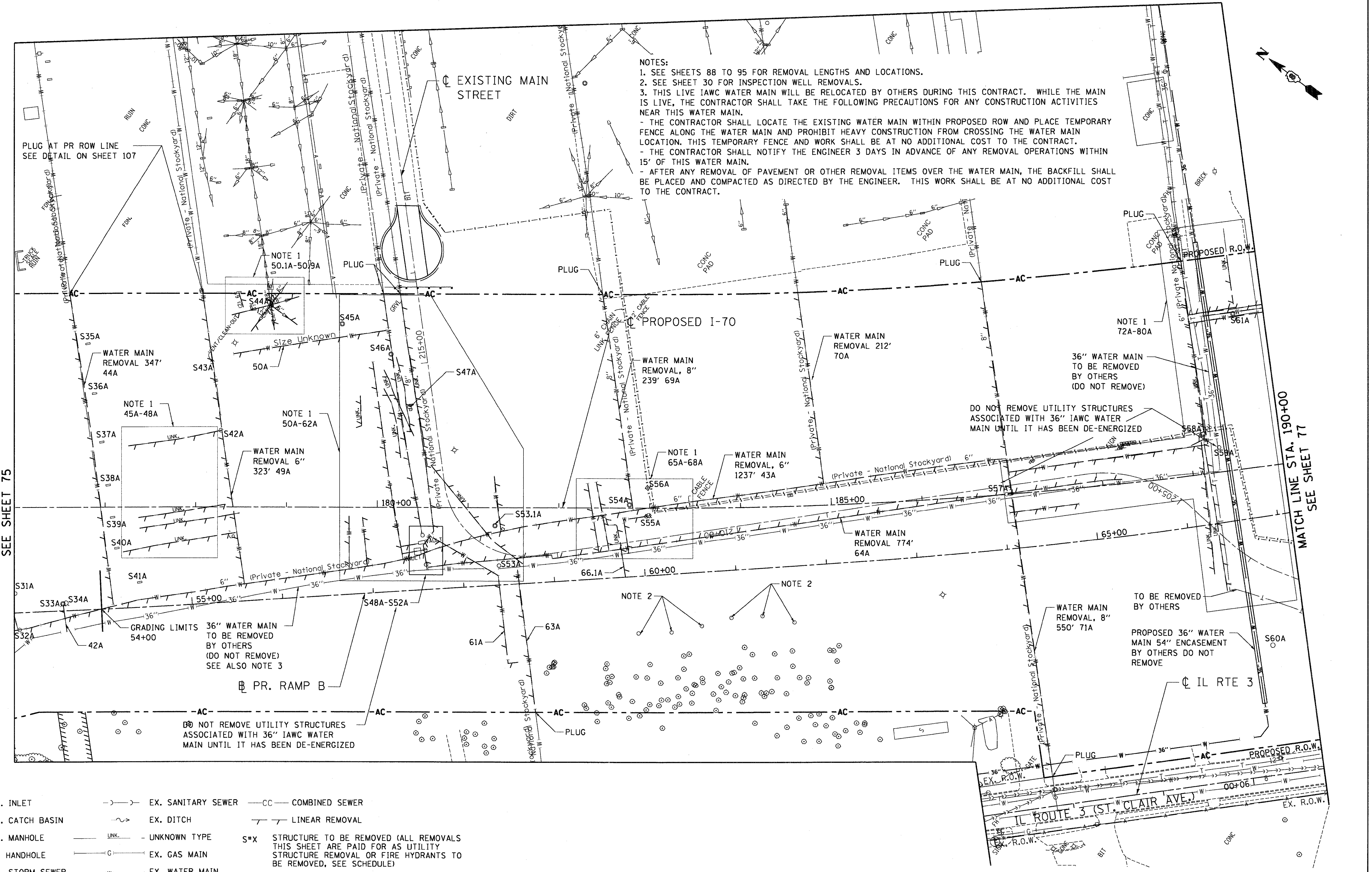
**LEGEND**

| | | | | | |
|---|---|---|---|---|---|
| ▭ | EX. INLET | —›—›— | EX. SANITARY SEWER | —CC— | COMBINED SEWER |
| ○ | EX. CATCH BASIN | ~› | EX. DITCH | —/—/— | LINEAR REMOVAL |
| ◎ | EX. MANHOLE | —UNK.— | UNKNOWN TYPE | S*X | STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ☒ | EX HANDHOLE | —G— | EX. GAS MAIN | | |
| —▷— | EX. STORM SEWER | —W— | EX. WATER MAIN | *X | EXISTING PIPE I.D.* |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN
5-04-2011, 17:57:45 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL1-16200.DGN

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION | **PROPOSED I-70**<br>**EXISTING DRAINAGE & UTILITIES**<br>**STA. 162+00 TO STA. 176+00** |
| | | DRAWN - JB | REVISED - | | |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 75 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS AND LOCATIONS.
2. SEE SHEET 30 FOR INSPECTION WELL REMOVALS.
3. THIS LIVE IAWC WATER MAIN WILL BE RELOCATED BY OTHERS DURING THIS CONTRACT. WHILE THE MAIN IS LIVE, THE CONTRACTOR SHALL TAKE THE FOLLOWING PRECAUTIONS FOR ANY CONSTRUCTION ACTIVITIES NEAR THIS WATER MAIN.
- THE CONTRACTOR SHALL LOCATE THE EXISTING WATER MAIN WITHIN PROPOSED ROW AND PLACE TEMPORARY FENCE ALONG THE WATER MAIN AND PROHIBIT HEAVY CONSTRUCTION FROM CROSSING THE WATER MAIN LOCATION. THIS TEMPORARY FENCE AND WORK SHALL BE AT NO ADDITIONAL COST TO THE CONTRACT.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 3 DAYS IN ADVANCE OF ANY REMOVAL OPERATIONS WITHIN 15' OF THIS WATER MAIN.
- AFTER ANY REMOVAL OF PAVEMENT OR OTHER REMOVAL ITEMS OVER THE WATER MAIN, THE BACKFILL SHALL BE PLACED AND COMPACTED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AT NO ADDITIONAL COST TO THE CONTRACT.

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| ▭ | EX. INLET | —>—>— | EX. SANITARY SEWER | —CC— | COMBINED SEWER |
| ○ | EX. CATCH BASIN | ~>~ | EX. DITCH | —┬—┬— | LINEAR REMOVAL |
| ◎ | EX. MANHOLE | —UNK.— | UNKNOWN TYPE | S*X | STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ⊠ | EX HANDHOLE | —G— | EX. GAS MAIN | | |
| —▷— | EX. STORM SEWER | —W— | EX. WATER MAIN | *X | EXISTING PIPE I.D.* |

5-04-2011, 17:58:06

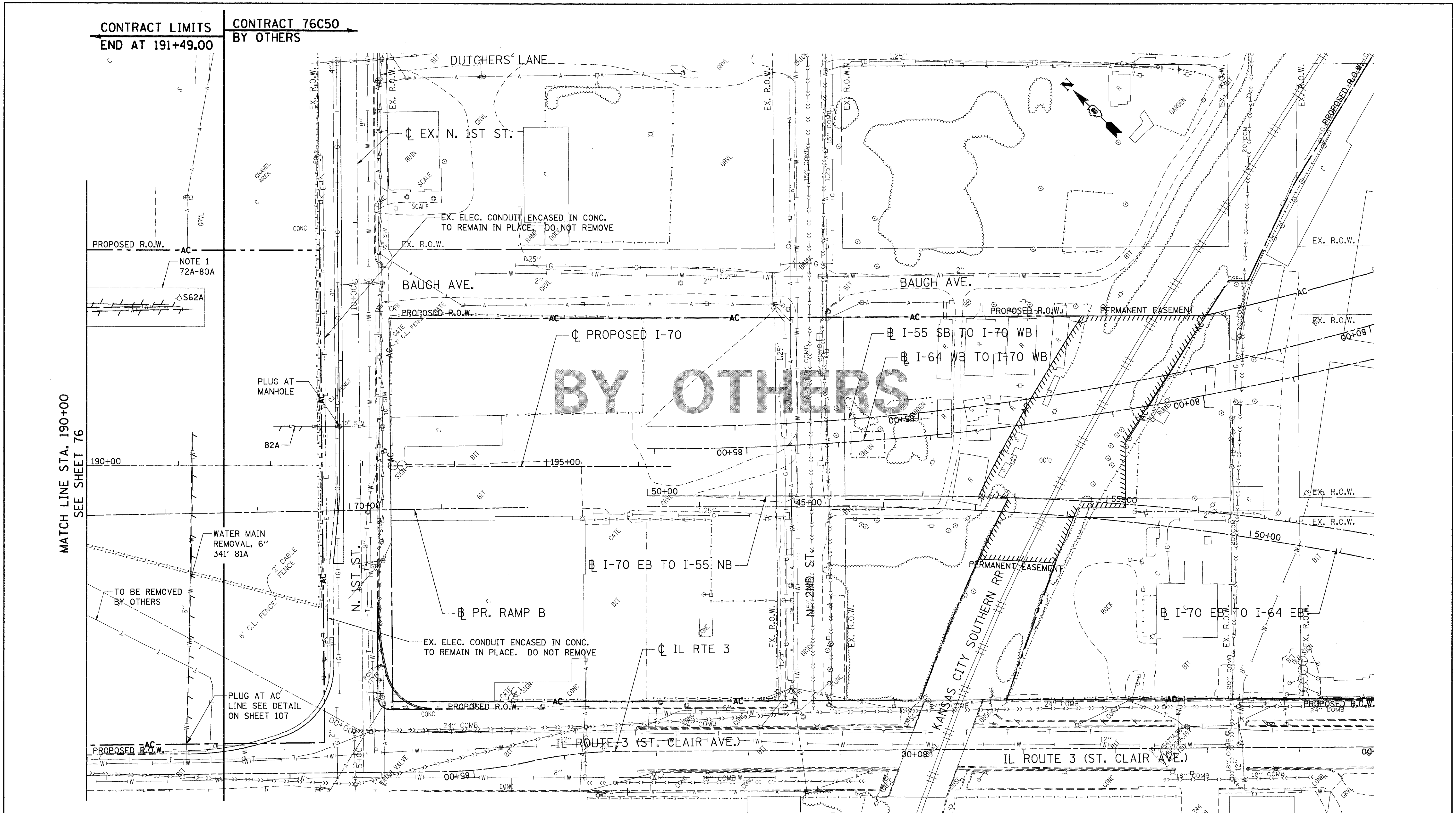
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING DRAINAGE & UTILITIES**
**STA. 176+00 TO STA. 190+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 76 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



## LEGEND

- ▭ EX. INLET
- ○ EX. CATCH BASIN
- ◎ EX. MANHOLE
- ☒ EX HANDHOLE
- ——▷—— EX. STORM SEWER
- —>—>— EX. SANITARY SEWER
- ~> EX. DITCH
- —UNK.— UNKNOWN TYPE
- —G— EX. GAS MAIN
- —W— EX. WATER MAIN
- —CC— COMBINED SEWER
- ┬—┬ LINEAR REMOVAL
- S#X STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE)
- #X EXISTING PIPE I.D.#

NOTES:

1. SEE SHEET 88 TO 95 FOR REMOVAL LENGTHS AND LOCATIONS.
2. INCLUDED IN CONTRACT 76C41.

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-11-MOTIF1.DGN
2-08-2011, 16:19:40 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL1-19000.DGN

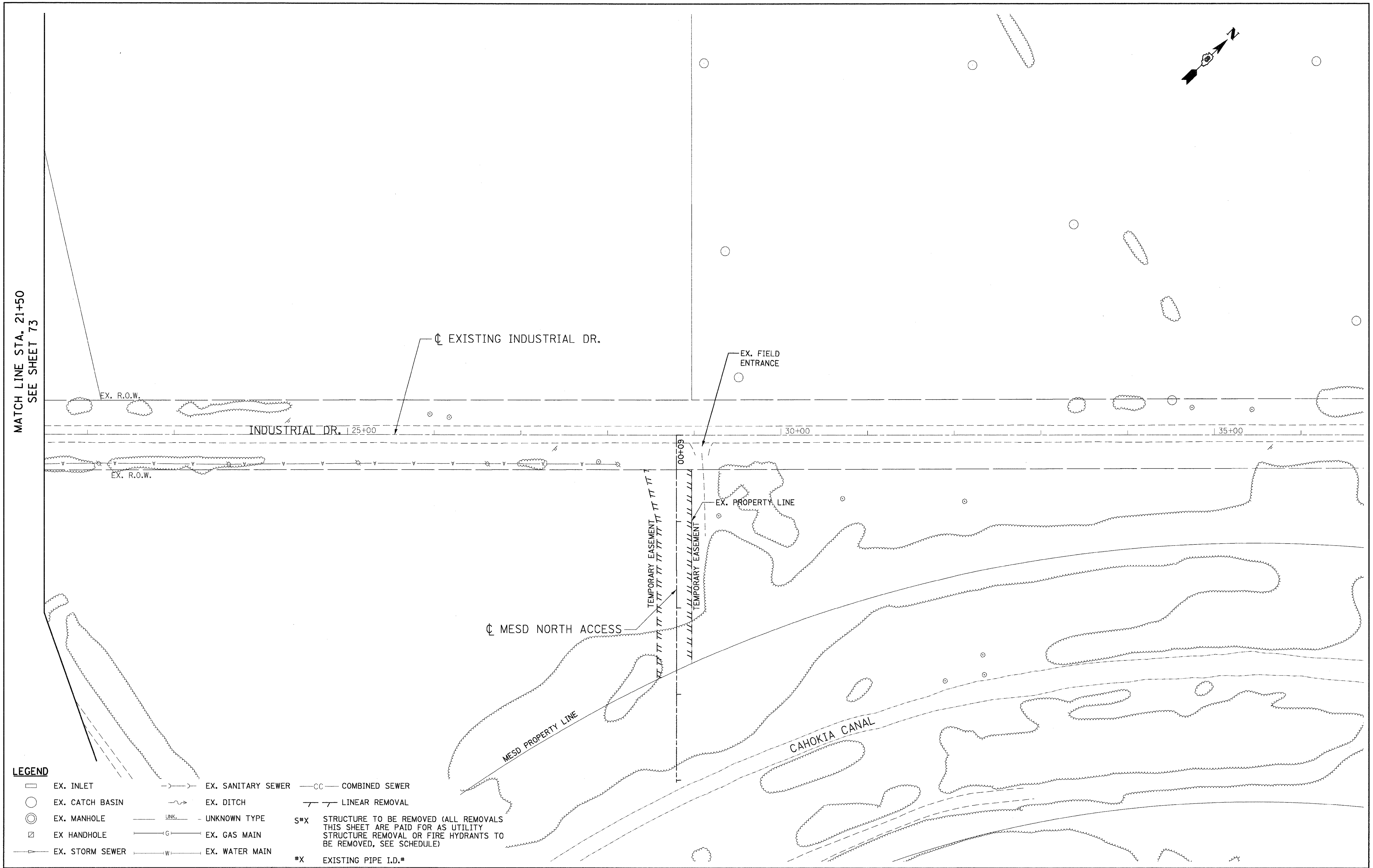
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING DRAINAGE & UTILITIES**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1″=50′ | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 77 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



**LEGEND**

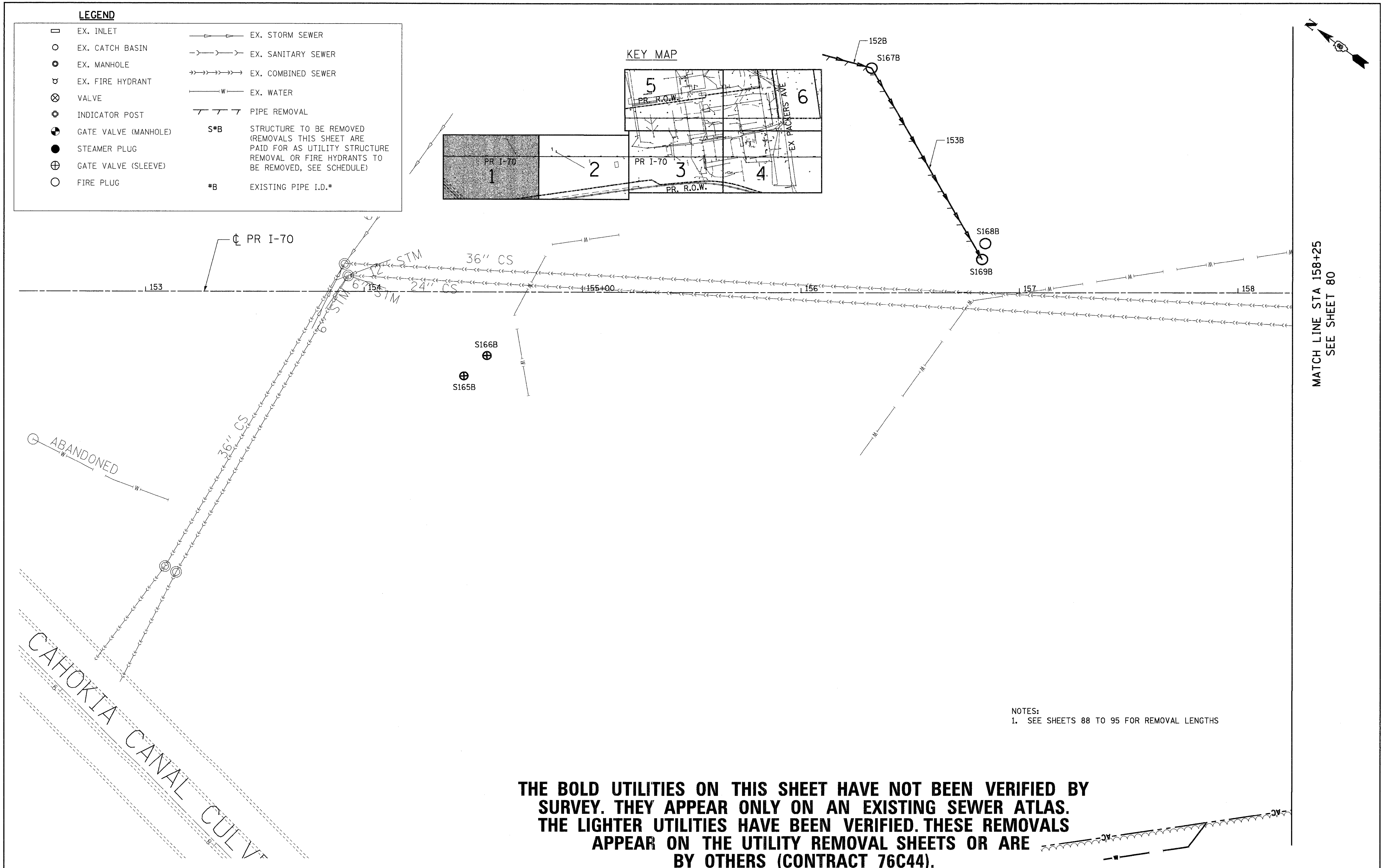
| | | |
|---|---|---|
| ▭ EX. INLET | —›—› EX. SANITARY SEWER | —CC— COMBINED SEWER |
| ○ EX. CATCH BASIN | ∼› EX. DITCH | ⊤ ⊤ LINEAR REMOVAL |
| ◎ EX. MANHOLE | —UNK.— UNKNOWN TYPE | S#X STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ⊠ EX HANDHOLE | —G— EX. GAS MAIN | |
| —▷— EX. STORM SEWER | —W— EX. WATER MAIN | #X EXISTING PIPE I.D.# |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION | **PROPOSED MESD NORTH ACCESS**<br>**EXISTING DRAINAGE & UTILITIES**<br>**STA. 60+00 TO STA. 64+00** | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - JB | REVISED - | | | 998 | 82-1A | ST. CLAIR | 190 | 78 |
| TENG<br>TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | | | | CONTRACT NO. 76C41 | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=50' \| SHEET NO. OF SHEETS \| STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-05-MOTIF1.DGN
2-08-2011, 16:19:58 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL1-2150.DGN

## LEGEND

| | | | |
|---|---|---|---|
| ▭ | EX. INLET | —▻—▻— | EX. STORM SEWER |
| ○ | EX. CATCH BASIN | —›—›— | EX. SANITARY SEWER |
| ◎ | EX. MANHOLE | »—»—»— | EX. COMBINED SEWER |
| ϒ | EX. FIRE HYDRANT | ——W—— | EX. WATER |
| ⊗ | VALVE | ┬┬┬ | PIPE REMOVAL |
| ✪ | INDICATOR POST | S#B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ◕ | GATE VALVE (MANHOLE) | | |
| ● | STEAMER PLUG | | |
| ⊕ | GATE VALVE (SLEEVE) | | |
| ○ | FIRE PLUG | #B | EXISTING PIPE I.D.# |



NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

**THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).**

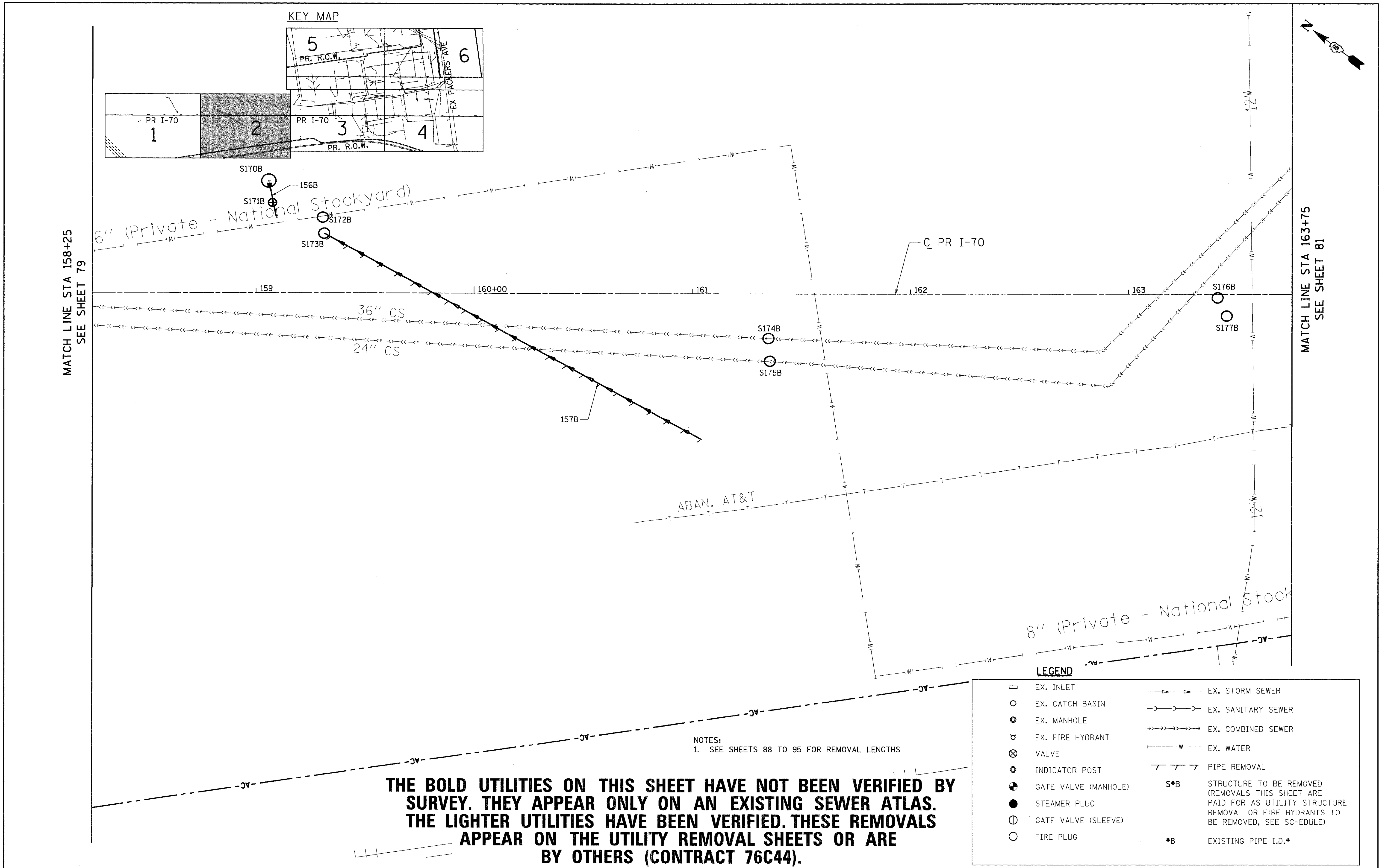
| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 1**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 79 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

**THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).**

LEGEND

| | | | |
|---|---|---|---|
| ▭ | EX. INLET | —▷—▷— | EX. STORM SEWER |
| ○ | EX. CATCH BASIN | —)—)—)— | EX. SANITARY SEWER |
| ◎ | EX. MANHOLE | →)→)→)→ | EX. COMBINED SEWER |
| ᴕ | EX. FIRE HYDRANT | ——W—— | EX. WATER |
| ⊗ | VALVE | ⌐7 ⌐7 ⌐7 | PIPE REMOVAL |
| ⯐ | INDICATOR POST | S#B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ◕ | GATE VALVE (MANHOLE) | | |
| ● | STEAMER PLUG | | |
| ⊕ | GATE VALVE (SLEEVE) | | |
| ○ | FIRE PLUG | #B | EXISTING PIPE I.D.# |

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

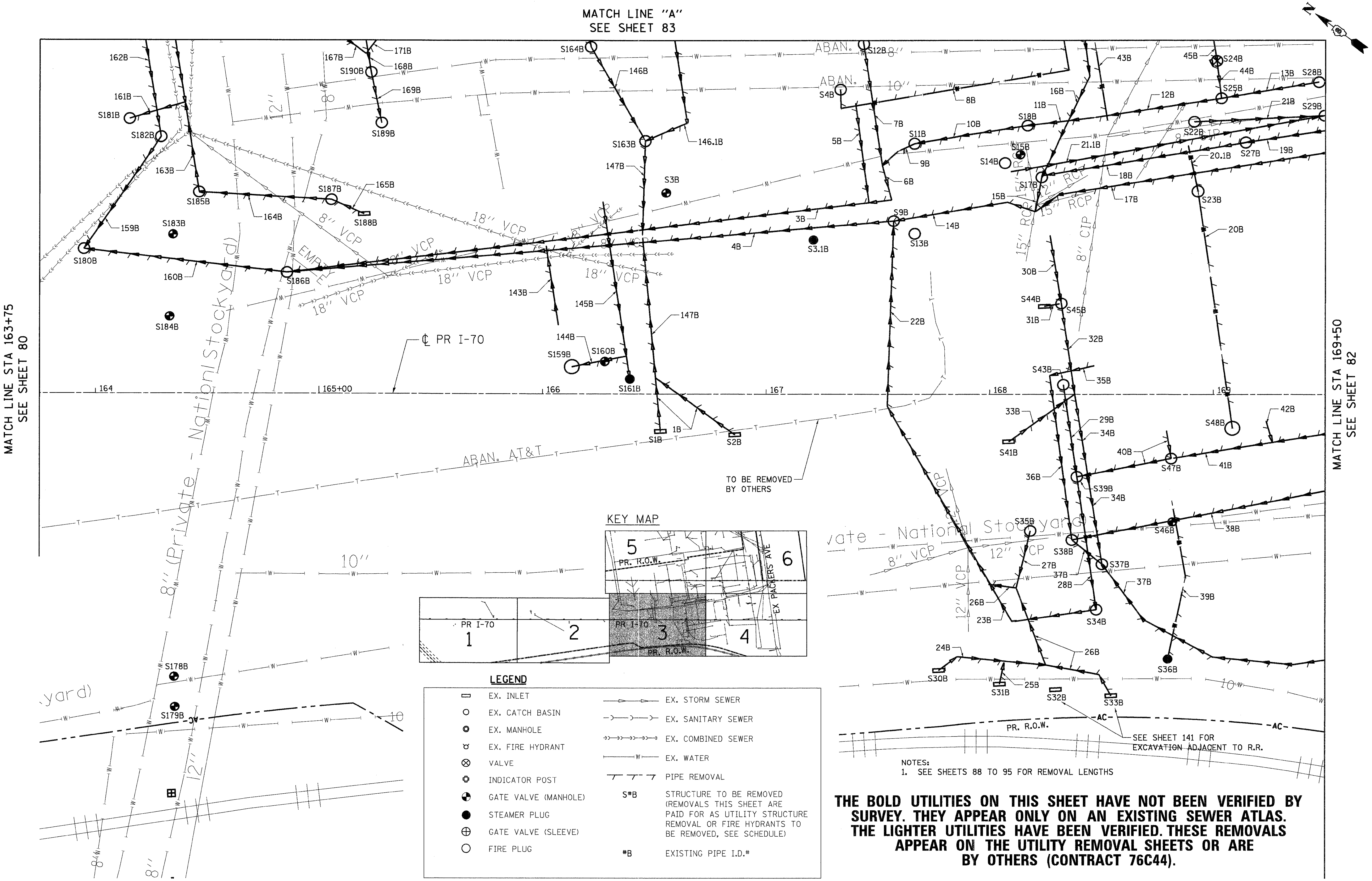
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 2**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 80 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



## LEGEND

| | | | |
|---|---|---|---|
| ▭ | EX. INLET | ─▷─▷─ | EX. STORM SEWER |
| ○ | EX. CATCH BASIN | ─⟩─⟩─ | EX. SANITARY SEWER |
| ◎ | EX. MANHOLE | ⟫⟫⟫ | EX. COMBINED SEWER |
| ♉ | EX. FIRE HYDRANT | ─W─ | EX. WATER |
| ⊗ | VALVE | ┬ ┬ ┬ | PIPE REMOVAL |
| ⊙ | INDICATOR POST | S#B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ◕ | GATE VALVE (MANHOLE) | | |
| ● | STEAMER PLUG | | |
| ⊕ | GATE VALVE (SLEEVE) | #B | EXISTING PIPE I.D.# |
| ○ | FIRE PLUG | | |

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

**THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).**

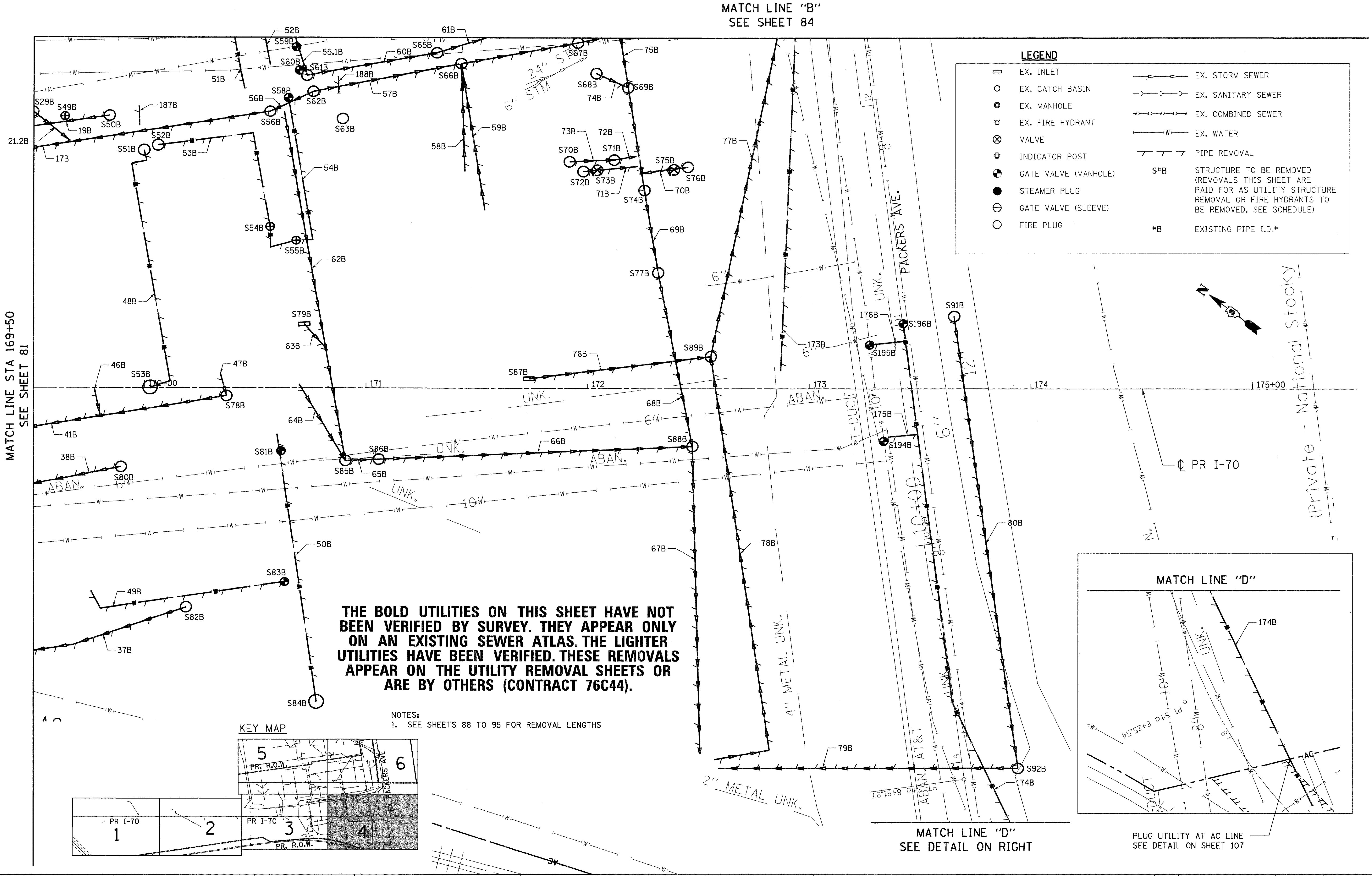
..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN,..\D8CONN-15-MOTIF1.DGN,..\D8CONN-06-LAYOUT2.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-05-MOTIF1.DGN
2-08-2011, 16:21:01 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL4-16350.DGN

| | | | | |
|---|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | | DRAWN - JB | REVISED - | |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**PROPOSED I-70**
**EXISTING SEWER ATLAS 3**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 81 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



## LEGEND

| | | | |
|---|---|---|---|
| ▭ | EX. INLET | ─▷─▷─ | EX. STORM SEWER |
| ○ | EX. CATCH BASIN | ─)──)─ | EX. SANITARY SEWER |
| ◎ | EX. MANHOLE | »→»→»→ | EX. COMBINED SEWER |
| ʊ | EX. FIRE HYDRANT | ───W─── | EX. WATER |
| ⊗ | VALVE | ┬ ┬ ┬ | PIPE REMOVAL |
| ✪ | INDICATOR POST | S*B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ◕ | GATE VALVE (MANHOLE) | | |
| ● | STEAMER PLUG | | |
| ⊕ | GATE VALVE (SLEEVE) | | |
| ○ | FIRE PLUG | *B | EXISTING PIPE I.D.* |

**THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).**

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

PLUG UTILITY AT AC LINE
SEE DETAIL ON SHEET 107

| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| **TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 4**

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

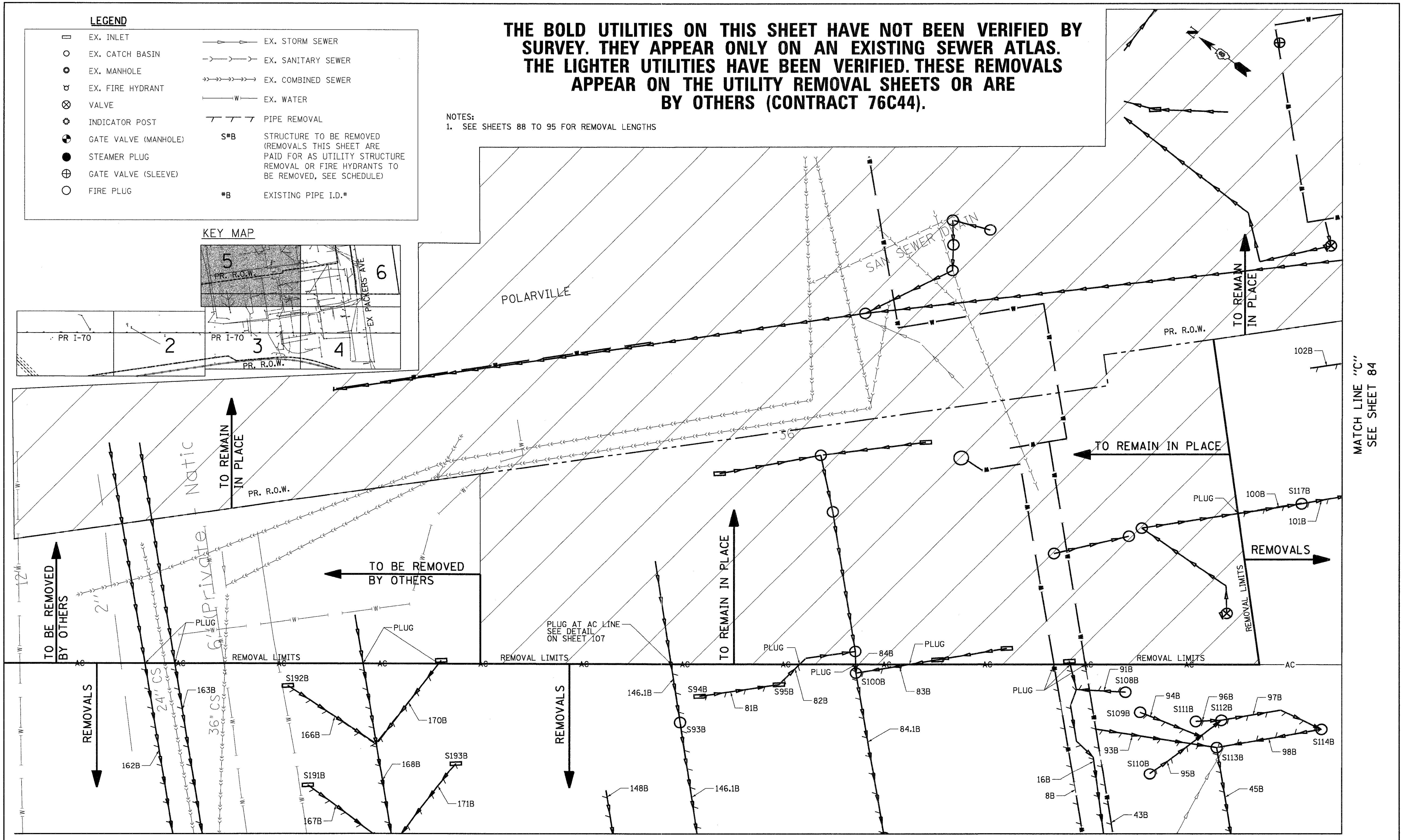
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 82 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

**THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).**

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

LEGEND

| | | | |
|---|---|---|---|
| ▭ | EX. INLET | —▷—▷— | EX. STORM SEWER |
| ○ | EX. CATCH BASIN | —)—)— | EX. SANITARY SEWER |
| ◎ | EX. MANHOLE | —»—»— | EX. COMBINED SEWER |
| ♉ | EX. FIRE HYDRANT | —W— | EX. WATER |
| ⊗ | VALVE | ┬┬┬ | PIPE REMOVAL |
| ✪ | INDICATOR POST | S*B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| ◕ | GATE VALVE (MANHOLE) | | |
| ● | STEAMER PLUG | | |
| ⊕ | GATE VALVE (SLEEVE) | | |
| ○ | FIRE PLUG | *B | EXISTING PIPE I.D.* |



| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION**<br>I-70 CONNECTION | **PROPOSED I-70**<br>**EXISTING SEWER ATLAS 5** |
| $FILEL$ | | DRAWN - JB | REVISED - | | |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | | SCALE: 1"=20' / SHEET NO. OF SHEETS / STA. TO STA. |

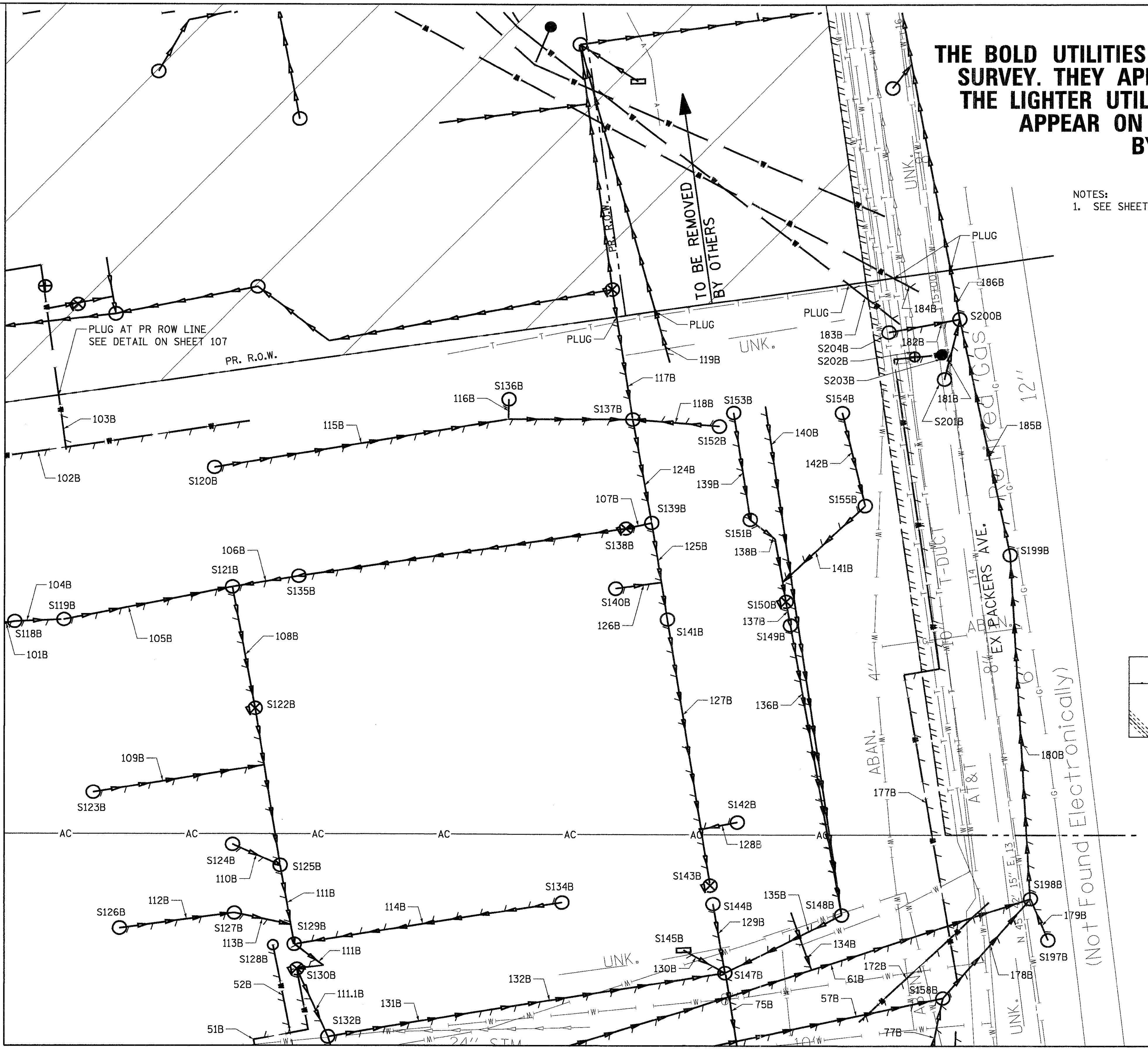
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 83 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN,..\D8CONN-15-MOTIF1.DGN,..\D8CONN-06-LAYOUT2.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-05-MOTIF1.DGN
2-08-2011, 16:21:44 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL4-216350.DGN

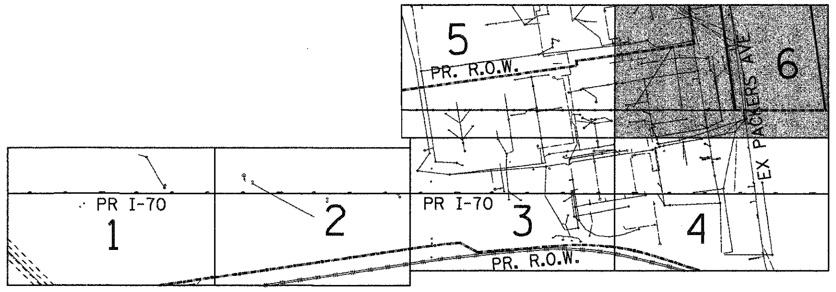
# THE BOLD UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY. THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE LIGHTER UTILITIES HAVE BEEN VERIFIED. THESE REMOVALS APPEAR ON THE UTILITY REMOVAL SHEETS OR ARE BY OTHERS (CONTRACT 76C44).

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

MATCH LINE "C"
SEE SHEET 83



KEY MAP



LEGEND

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| ᵿ | EX. FIRE HYDRANT |
| ⊗ | VALVE |
| ⌾ | INDICATOR POST |
| ◕ | GATE VALVE (MANHOLE) |
| ● | STEAMER PLUG |
| ⊕ | GATE VALVE (SLEEVE) |
| ○ | FIRE PLUG |
| —▷—▷— | EX. STORM SEWER |
| —›—›— | EX. SANITARY SEWER |
| »—»—» | EX. COMBINED SEWER |
| —W— | EX. WATER |
| ⊤ ⊤ ⊤ | PIPE REMOVAL |
| S#B | STRUCTURE TO BE REMOVED (REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| #B | EXISTING PIPE I.D.# |

MATCH LINE "B"
SEE SHEET 82

| | | | | |
|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| | | DRAWN - JB | REVISED - | |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

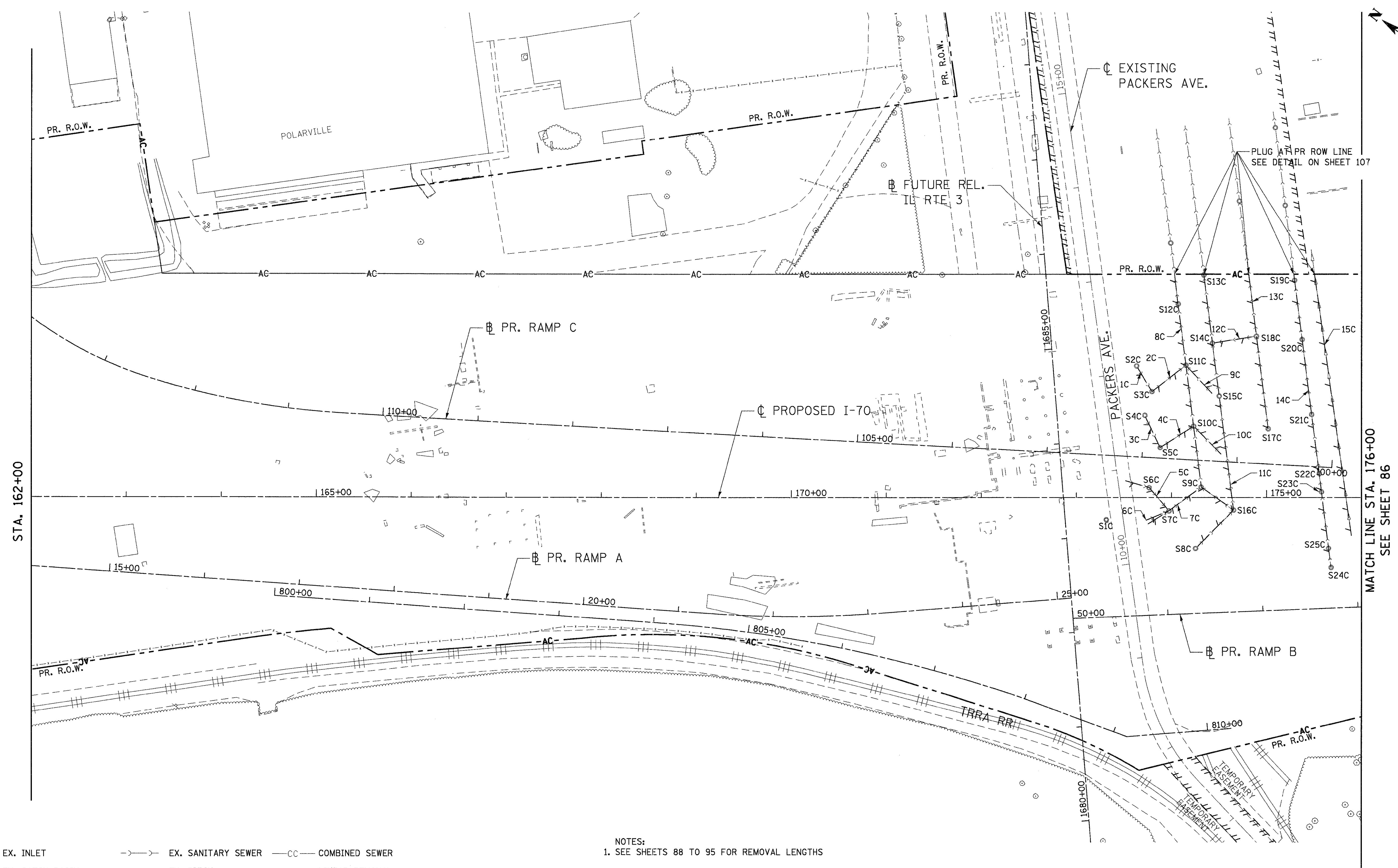
**PROPOSED I-70**
**EXISTING SEWER ATLAS 6**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 84 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-11-MOTIF1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-15-MOTIF1.DGN
2-08-2011, 16:22:23 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL3-16200.DGN



## LEGEND

▭ EX. INLET

○ EX. CATCH BASIN

◎ EX. MANHOLE

▨ EX HANDHOLE

—▷— EX. STORM SEWER

—)——)— EX. SANITARY SEWER

—∿> EX. DITCH

—— UNK. —— UNKNOWN TYPE

——G—— EX. GAS MAIN

——W—— EX. WATER MAIN

——CC—— COMBINED SEWER

—/— —/— LINEAR REMOVAL

S#X STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE)

#X EXISTING PIPE I.D.#

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

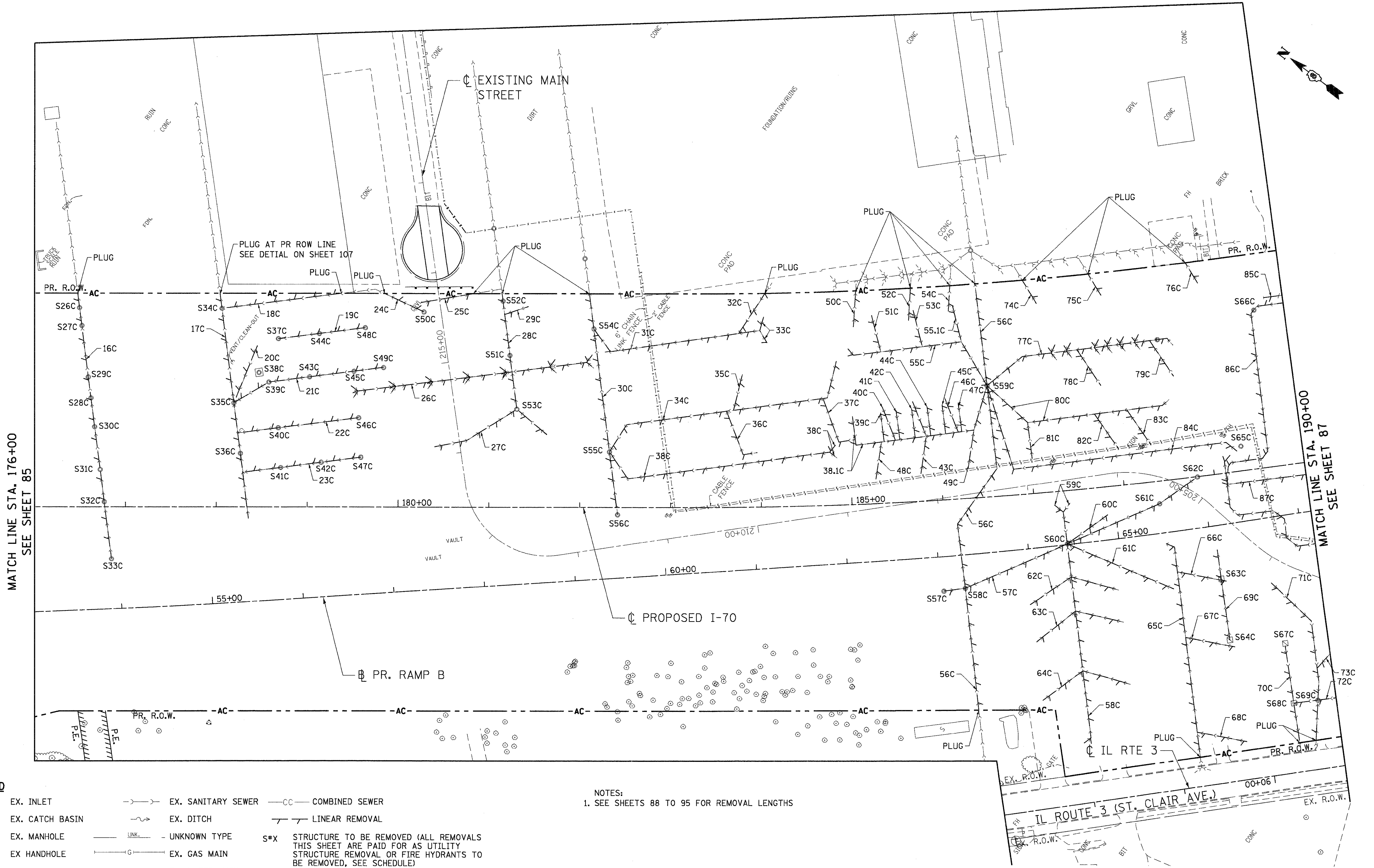
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 7**

| SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. | TO STA. |
|---|---|---|---|

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 85 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



## LEGEND

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| ⊠ | EX HANDHOLE |
| —▷— | EX. STORM SEWER |
| ->->- | EX. SANITARY SEWER |
| ~> | EX. DITCH |
| LINK. | UNKNOWN TYPE |
| —G— | EX. GAS MAIN |
| —W— | EX. WATER MAIN |
| —CC— | COMBINED SEWER |
| ⊤ ⊤ | LINEAR REMOVAL |
| S#X | STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| #X | EXISTING PIPE I.D.# |

NOTES:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

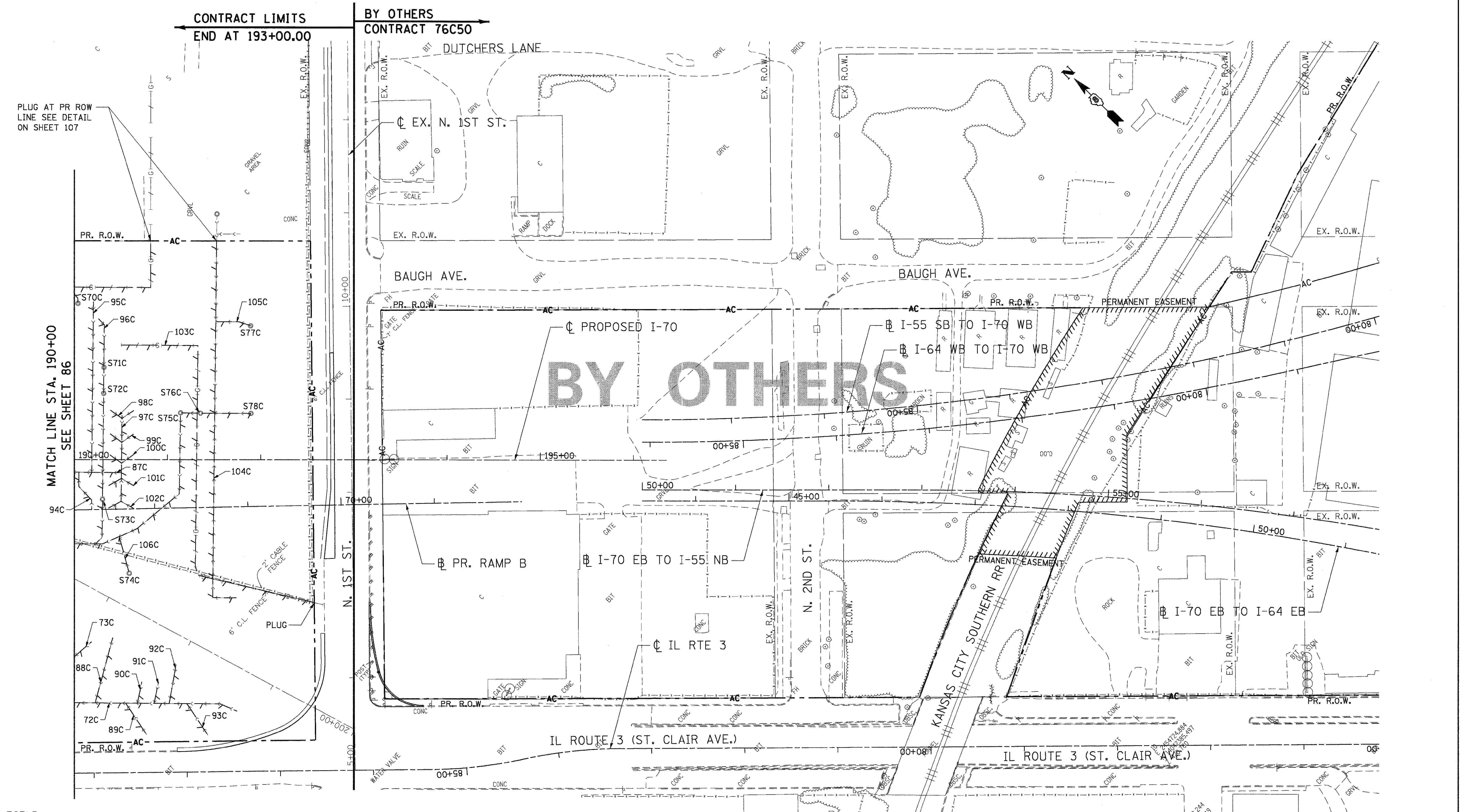
| | | | |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ | | DRAWN - JB | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 8**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 86 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



## LEGEND

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| ⧄ | EX HANDHOLE |
| ——▷—— | EX. STORM SEWER |
| —)——)— | EX. SANITARY SEWER |
| —∽→ | EX. DITCH |
| —— UNK. —— | UNKNOWN TYPE |
| ——G—— | EX. GAS MAIN |
| ——W—— | EX. WATER MAIN |
| ——CC—— | COMBINED SEWER |
| ‒/‒ ‒/‒ | LINEAR REMOVAL |
| S#X | STRUCTURE TO BE REMOVED (ALL REMOVALS THIS SHEET ARE PAID FOR AS UTILITY STRUCTURE REMOVAL OR FIRE HYDRANTS TO BE REMOVED, SEE SCHEDULE) |
| #X | EXISTING PIPE I.D.# |

NOTE:
1. SEE SHEETS 88 TO 95 FOR REMOVAL LENGTHS

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**EXISTING SEWER ATLAS 9**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 87 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

## UTILITY REMOVAL SCHEDULE

| I-70 LOCATIONS | | | | | | | WATER MAINS | | | | | | STORM SEWERS | | | | | | | | | | UNKNOWN UTILITIES | GAS MAINS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID SUFFIXES = SOURCE OF INFORMATION<br>A = SURVEY OR RECORD PLANS<br>B = COMMERCIAL SEWER ATLAS<br>C = PRIVATE SEWER ATLAS | | | | DIAMETER - INCHES<br>TOTALS - FEET | | | 4"<br>1,038' | 6"<br>6,610' | 8"<br>6,197' | 10"<br>7,001' | 12"<br>1,209' | UNK.<br>DIA. | 6"<br>645' | 8"<br>4,539' | 10"<br>2,974' | 12"<br>4,463' | 15"<br>7,031' | 16"<br>485' | 18"<br>4,895' | 24"<br>1,960' | 36"<br>695' | UNK.<br>DIA. | 3,632' | 869' |
| ID# | FROM STA. | OFFSET | LT/RT | TO STA | OFFSET | | | | | | | | | | | | | | | | | | | |
| 1A | 164+63 | 81 | RT | 173+35 | 18 | RT | | | | 871 | | | | | | | | | | | | | | |
| 1.1A | 169+04 | 54 | RT | 173+11 | 5 | RT | | 411 | | | | | | | | | | | | | | | | |
| 2A | 164+28 | 119 | RT | 173+24 | 34 | RT | | | | 901 | | | | | | | | | | | | | | |
| 3A | 165+26 | 145 | RT | 173+80 | 285 | RT | | | | 882 | | | | | | | | | | | | | | |
| 4A | 167+47 | 81 | RT | 167+90 | 69 | RT | | | | | | | | 45 | | | | | | | | | | |
| 5A | 167+80 | 33 | RT | 167+90 | 69 | RT | | | | | | | | | | 37 | | | | | | | | |
| 6A | 167+90 | 69 | RT | 167+91 | 106 | RT | | | | | | | | | | 38 | | | | | | | | |
| 7A | 167+90 | 69 | RT | 168+26 | 64 | RT | | | | | | | | | | 36 | | | | | | | | |
| 8A | 170+79 | 33 | RT | 171+48 | 30 | RT | | | | | | | | | | | | | | | | | 70 | |
| 9A | 171+02 | 45 | RT | 171+51 | 65 | RT | | | | | | | | | | | | | | | | | 54 | |
| 10A | 171+27 | 13 | RT | 172+75 | 6 | LT | | | | | | | | | | | | | | | | | 149 | |
| 11A | 172+57 | 182 | RT | 173+05 | 199 | RT | | | | | | | | | | | | | | | | | 51 | |
| 12A | 172+73 | 151 | LT | 173+06 | 199 | RT | | | | | | | | | | | | | | | | | 354 | |
| 13A | 164+85 | 136 | LT | 172+93 | 187 | LT | | | 811 | | | | | | | | | | | | | | | |
| 14A | 164+61 | 121 | LT | 173+06 | 167 | LT | | | | 847 | | | | | | | | | | | | | | |
| 15A | 164+58 | 37 | LT | 173+32 | 24 | RT | | | | | | 1,082 | | | | | | | | | | | | |
| 16A | 164+42 | 116 | LT | 166+10 | 62 | LT | | | | | | | | | | | | | 177 | | | | | |
| 17A | 165+31 | 52 | LT | 166+10 | 62 | LT | | | | | | | | | | | | | 80 | | | | | |
| 18A | 166+10 | 62 | LT | 166+35 | 84 | LT | | | | | | | | | | | | | 28 | | | | | |
| 19A | 166+10 | 62 | LT | 166+57 | 52 | LT | | | | | | | | | | | | | 44 | | | | | |
| 20A | 164+42 | 116 | LT | 165+31 | 52 | LT | | | | | | | | 110 | | | | | | | | | | |
| 20.1A | 165+31 | 52 | LT | 165+55 | 64 | LT | | | | | | | | 24 | | | | | | | | | | |
| 21A | 166+10 | 62 | LT | 166+59 | 63 | LT | | | | | | | | 49 | | | | | | | | | | |
| 21.1A | 165+71 | 133 | LT | 165+72 | 124 | LT | | | | | | 9 | | | | | | | | | | | | |
| 21.2A | 165+72 | 148 | LT | 165+83 | 92 | LT | | | | | | 57 | | | | | | | | | | | | |
| 22A | 168+16 | 111 | LT | 168+20 | 85 | LT | | | | | | | | | | | 26 | | | | | | | |
| 23A | 168+16 | 60 | LT | 168+20 | 85 | LT | | | | | | | | | | | 26 | | | | | | | |
| 24A | 168+20 | 85 | LT | 169+46 | 91 | LT | | | | | | | | | | | 25 | | | | | | | |
| 25A | 168+20 | 85 | LT | 168+45 | 99 | LT | | | | | | | | | | 28 | | | | | | | | |
| 26A | 168+65 | 96 | LT | 168+87 | 129 | LT | | | | | | | | | | | | | | | | 41 | | |
| 27A | 168+40 | 28 | LT | 168+52 | 115 | LT | | | | | | | | 88 | | | | | | | | | | |
| 28A | 168+52 | 115 | LT | 168+97 | 198 | LT | | | | | | | | 94 | | | | | | | | | | |
| 29A | 168+52 | 115 | LT | 169+29 | 124 | LT | | | | | | | | 75 | | | | | | | | | | |
| 30A | 170+86 | 163 | LT | 171+62 | 165 | LT | | | | | | | | | | | | | | 76 | | | | |
| 31A | 171+72 | 137 | LT | 171+99 | 150 | LT | | | | | | | | | | | | | | 30 | | | | |
| 32A | 171+71 | 135 | LT | 171+85 | 142 | LT | | | | | | | 16 | | | | | | | | | | | |
| 33A | 171+50 | 184 | LT | 172+34 | 201 | LT | | | | | | | | | | | | | | | | | 85 | |
| 34A | 172+34 | 162 | LT | 172+68 | 436 | LT | 321 | | | | | | | | | | | | | | | | | |
| 36A | 174+23 | 86 | LT | 174+75 | 137 | RT | | | | | | 229 | | | | | | | | | | | | |
| 37A | 174+98 | 235 | LT | 175+46 | 143 | RT | | 381 | | | | | | | | | | | | | | | | |
| 38A | 175+36 | 49 | RT | 175+49 | 128 | RT | | | | | | | | | | | | | | | | | 80 | |
| 39A | 175+56 | 145 | RT | 175+72 | 232 | RT | | | | | | | | | | | | | | | | | 88 | |
| 40A | 175+69 | 140 | RT | 175+85 | 235 | RT | | 97 | | | | | | | | | | | | | | | | |
| 41A | 175+56 | 80 | LT | 176+04 | 134 | RT | | | | | | 220 | | | | | | | | | | | | |
| 42A | 176+54 | 107 | RT | 176+58 | 137 | RT | | | | | | 30 | | | | | | | | | | | | |
| 43A | 174+75 | 137 | RT | 186+96 | 39 | LT | | 1,237 | | | | | | | | | | | | | | | | |
| 44A | 176+61 | 235 | LT | 177+09 | 107 | RT | | | | | | 347 | | | | | | | | | | | | |
| 45A | 177+20 | 49 | RT | 178+44 | 28 | RT | | | | | | | | | | | | | | | | | 126 | |
| 46A | 177+38 | 23 | RT | 178+48 | 7 | RT | | | | | | | | | | | | | | | | | 112 | |
| 47A | 177+37 | 11 | RT | 178+33 | 3 | LT | | | | | | | | | | | | | | | | | 97 | |
| 48A | 177+26 | 67 | LT | 178+31 | 84 | LT | | | | | | | | | | | | | | | | | 107 | |
| 49A | 178+08 | 235 | LT | 178+54 | 84 | RT | | 323 | | | | | | | | | | | | | | | | |
| 50A | 178+42 | 168 | LT | 180+10 | 195 | LT | | | | | | 170 | | | | | | | | | | | | |
| 50.1A | 178+48 | 235 | LT | 178+52 | 220 | LT | | | | | | | 16 | | | | | | | | | | | |
| 50.2A | 178+40 | 211 | LT | 178+83 | 222 | LT | | | | | | | | 44 | | | | | | | | | | |
| 50.3A | 178+61 | 193 | LT | 178+83 | 222 | RT | | | | | | | | | | 36 | | | | | | | | |
| 50.4A | 178+87 | 195 | LT | 178+83 | 222 | LT | | | | | | | | | | | | | | | | 28 | | |
| 50.5A | 179+12 | 201 | LT | 178+83 | 222 | LT | | | | | | | 36 | | | | | | | | | | | |
| 50.6A | 179+14 | 232 | LT | 178+83 | 222 | LT | | | | | | | | 33 | | | | | | | | | | |
| 50.7A | 178+92 | 235 | LT | 178+83 | 222 | LT | | | | | | | 16 | | | | | | | | | | | |
| 50.8A | 178+84 | 235 | LT | 178+83 | 222 | LT | | | | | | | 13 | | | | | | | | | | | |
| 50.9A | 178+81 | 235 | LT | 178+83 | 222 | LT | | | | | | | | | | | | | 13 | | | | | |
| 51A | 179+69 | 9 | RT | 179+69 | 68 | RT | | | | | | 57 | | | | | | | | | | | | |
| 52A | 179+84 | 11 | RT | 179+89 | 64 | RT | | | | | | 54 | | | | | | | | | | | | |
| 53A | 179+77 | 87 | LT | 179+81 | 122 | LT | | | | | | | | | | | | | | | | | 41 | |
| 54A | 179+95 | 160 | LT | 180+29 | 58 | RT | | | 268 | | | | | | | | | | | | | | | |
| 55A | 180+07 | 130 | LT | 180+26 | 55 | LT | | | | | | | | | | | | | | | | | 79 | |
| 56A | 180+07 | 151 | LT | 180+40 | 79 | LT | | | | | | | | | | | | | | | | | 80 | |
| 57A | 180+21 | 165 | LT | 180+36 | 83 | LT | | | | | | | | | | | | | | | | | 84 | |
| 58A | 180+07 | 235 | LT | 180+49 | 28 | RT | | | 267 | | | | | | | | | | | | | | | |
| 59A | 180+26 | 235 | LT | 180+55 | 68 | RT | | | 310 | | | | | | | | | | | | | | | |
| 60A | 180+60 | 46 | LT | 181+60 | 62 | RT | | | | | | | | | | | | | | | | | 147 | |
| 61A | 180+61 | 33 | RT | 181+55 | 170 | RT | | | | | | 191 | | | | | | | | | | | | |
| 62A | 181+29 | 35 | LT | 181+36 | 26 | RT | | | | | | 62 | | | | | | | | | | | | |
| 63A | 181+55 | 71 | RT | 181+74 | 225 | RT | | | 158 | | | | | | | | | | | | | | | |
| 64A | 180+56 | 66 | RT | 188+22 | 5 | LT | | | | | | 774 | | | | | | | | | | | | |
| 65A | 182+32 | 27 | LT | 182+44 | 49 | RT | | | | | | 77 | | | | | | | | | | | | |
| 66A | 182+41 | 29 | LT | 182+55 | 47 | RT | | | | | | 77 | | | | | | | | | | | | |

..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-SCHED02.DGN,..\D8CONN-06-SCHED02.DGN
BONDHUJO \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE4-1.DGN
2-04-2011, 16:17:20

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - MFM
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 1**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 88 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

# UTILITY REMOVAL SCHEDULE

ID SUFFIXES = SOURCE OF INFORMATION
A = SURVEY OR RECORD PLANS
B = COMMERCIAL SEWER ATLAS
C = PRIVATE SEWER ATLAS

| I-70 LOCATIONS | | | | | | | WATER MAINS | | | | | | STORM SEWERS | | | | | | | | | | UNKNOWN UTILITIES | GAS MAINS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIAMETER - INCHES | | | 4" | 6" | 8" | 10" | 12" | UNK. DIA. | 6" | 8" | 10" | 12" | 15" | 16" | 18" | 24" | 36" | UNK. DIA. | | |
| | | | | TOTALS - FEET | | | 1,038' | 6,610' | 6,197' | 7,001' | 1,209' | | 645' | 4,539' | 2,974' | 4,463' | 7,031' | 485' | 4,895' | 1,960' | 695' | | 3,632' | 869' |
| ID# | FROM STA. | OFFSET | LT/RT | TO STA | OFFSET | | | | | | | | | | | | | | | | | | | |
| 66.1A | 182+52 | 11 | RT | 182+73 | 76 | RT | | | | | | | | | | | | | | | | | 76 | |
| 67A | 182+77 | 50 | RT | 182+98 | 9 | RT | | | | | | 64 | | | | | | | | | | | | |
| 69A | 182+48 | 235 | LT | 182+82 | 3 | RT | | | 239 | | | | | | | | | | | | | | | |
| 70A | 184+70 | 235 | LT | 184+92 | 24 | LT | | 212 | | | | | | | | | | | | | | | | |
| 71A | 186+84 | 235 | LT | 187+17 | 314 | RT | | | 550 | | | | | | | | | | | | | | | |
| 72A | 186+98 | 25 | LT | 189+17 | 235 | LT | | 425 | | | | | | | | | | | | | | | | |
| 73A | 186+95 | 21 | RT | 187+72 | 18 | RT | | | | | | 77 | | | | | | | | | | | | |
| 74A | 189+10 | 111 | RT | 189+14 | 36 | LT | | | | | | | | | | | | | | | | | 146 | |
| 75A | 189+16 | 33 | LT | 189+21 | 131 | RT | | | | | | | | | | | | | | | | | 164 | |
| 76A | 189+02 | 33 | LT | 189+16 | 194 | LT | | | | | | | | | | | | | | | | | 173 | |
| 77A | 189+69 | 181 | LT | 189+69 | 235 | LT | | | | | | | | | | | | | | | | | 54 | |
| 78A | 189+26 | 176 | LT | 190+89 | 176 | LT | | | | | | | | | | | | | | | | | 217 | |
| 78.1A | 189+17 | 175 | LT | 189+71 | 177 | LT | | | | | | | | | | | | | | | | | 54 | |
| 79A | 189+33 | 172 | LT | 191+02 | 173 | LT | | | | | | 168 | | | | | | | | | | | | |
| 80A | 189+17 | 166 | LT | 191+11 | 170 | LT | | | | | | 198 | | | | | | | | | | | | |
| 81A | 191+08 | 304 | RT | 191+15 | 37 | LT | | 341 | | | | | | | | | | | | | | | | |
| 82A | 192+04 | 43 | LT | 192+75 | 43 | LT | | | | | | | | | 72 | | | | | | | | | |
| 85A | 152+48 | 68 | RT | 153+16 | 98 | RT | | | | | | 74 | | | | | | | | | | | | |
| 86A | 152+82 | 162 | RT | 155+52 | 6 | LT | | | | | | | | | | | | | | | 367 | | | |
| 86.1A | 162+88 | 26 | RT | 164+46 | 235 | LT | | | | | | | | | | | | | | | 328 | | | |
| 87A | 152+91 | 173 | RT | 155+52 | 1 | RT | | | | | | | | | | | | | | 367 | | | | |
| 87.1A | 162+91 | 42 | RT | 164+18 | 235 | LT | | | | | | | | | | | | | | 337 | | | | |
| 88A | 154+40 | 82 | LT | 153+91 | 13 | LT | | | | | | | 82 | | | | | | | | | | | |
| 89A | 153+76 | 17 | RT | 153+91 | 13 | LT | | | | | | | 34 | | | | | | | | | | | |
| 90A | 153+93 | 7 | LT | 153+82 | 8 | RT | | | | | | | 18 | | | | | | | | | | | |
| 91A | 154+09 | 2 | LT | 153+93 | 7 | LT | | | | | | | 17 | | | | | | | | | | | |
| 92A | 154+12 | 15 | LT | 153+93 | 7 | LT | | | | | | | | | | 20 | | | | | | | | |
| 93A | 154+77 | 56 | RT | 155+17 | 27 | LT | | | | | | 114 | | | | | | | | | | | | |
| 94A | 156+27 | 74 | RT | 161+84 | 177 | LT | | 806 | | | | | | | | | | | | | | | | |
| 94.1A | 161+84 | 176 | RT | 164+25 | 139 | RT | | | 241 | | | | | | | | | | | | | | | |
| 95A | 163+50 | 161 | RT | 163+53 | 235 | LT | | | | | 396 | | | | | | | | | | | | | |
| 97A | 163+99 | 234 | LT | 164+04 | 195 | LT | | | | | | | | | | | | | | | | | 40 | |
| 98A | 164+45 | 235 | LT | 164+24 | 150 | RT | | | 390 | | | | | | | | | | | | | | | |
| 99A | 165+01 | 156 | LT | 164+44 | 147 | RT | | | 310 | | | | | | | | | | | | | | | |
| 100A | 164+70 | 235 | LT | 164+54 | 146 | RT | | | | | 385 | | | | | | | | | | | | | |
| 101A | 164+91 | 39 | LT | 165+31 | 52 | LT | | | | | | | | | | | | | 42 | | | | | |
| 102A | 164+42 | 116 | LT | 165+30 | 53 | LT | | | | | | | | 110 | | | | | | | | | | |
| 103A | 164+88 | 60 | LT | 164+99 | 52 | LT | | | | | | | | | | | | | | | | | 14 | |
| 104A | 173+35 | 18 | RT | 174+09 | 278 | RT | | | | 276 | | | | | | | | | | | | | | |
| 105A | 173+78 | 286 | RT | 172+73 | 437 | LT | | | | 730 | | | | | | | | | | | | | | |
| 106A | 172+86 | 438 | LT | 173+89 | 282 | RT | | | 729 | | | | | | | | | | | | | | | |
| 107A | 172+83 | 438 | LT | 173+97 | 239 | RT | | | | | | | | | | | | | | | | | 688 | |
| 108A | 173+01 | 441 | LT | 173+31 | 235 | LT | | | | | | | | | | | | | | | | | | 208 |
| 109A | 172+53 | 46 | LT | 173+23 | 58 | LT | | 70 | | | | | | | | | | | | | | | | |
| 110A | 173+06 | 18 | LT | 173+31 | 24 | LT | | 26 | | | | | | | | | | | | | | | | |
| 111A | 180+55 | 46 | LT | 180+36 | 167 | LT | | | | | | | | | | | | | | | | | 122 | |
| 112A | 172+78 | 164 | LT | 172+63 | 435 | LT | 272 | | | | | | | | | | | | | | | | | |
| 113A | 172+67 | 303 | LT | 173+18 | 310 | LT | | | | | | | | | | | | | | | | | | 51 |
| 114A | 171+74 | 408 | LT | 172+53 | 421 | LT | | | | | | | | | | | | | | | | | 80 | |
| 115A | 172+79 | 406 | LT | 172+75 | 437 | LT | | | | | | | | | | | | | 31 | | | | | |
| 1B | 166+52 | 17 | RT | 166+86 | 18 | RT | | | | | | | | | | | | | | | | 69 | | |
| 3B | 167+56 | 87 | LT | 164+86 | 54 | LT | | | | | | | | | | | 272 | | | | | | | |
| 4B | 164+86 | 54 | LT | 167+57 | 78 | LT | | | | | | | | | | | | | | | | 272 | | |
| 5B | 167+40 | 130 | LT | 167+46 | 86 | LT | | | | | | | | | | | | | | | | 45 | | |
| 6B | 161+52 | 103 | LT | 167+56 | 87 | LT | | | | | | | | | | | 16 | | | | | | | |
| 7B | 167+44 | 156 | LT | 167+52 | 103 | LT | | | | | | | | | | | 54 | | | | | | | |
| 8B | 167+33 | 136 | LT | 168+20 | 235 | LT | | | | | | 203 | | | | | | | | | | | | |
| 9B | 167+52 | 103 | LT | 167+66 | 112 | LT | | | | | | | | | | | | | | | | 17 | | |
| 10B | 167+66 | 112 | LT | 168+17 | 120 | LT | | | | | | | | | | | | | | | | 51 | | |
| 11B | 168+17 | 120 | LT | 168+46 | 123 | LT | | | | | | | | | | | | | | | | 30 | | |
| 12B | 168+46 | 123 | LT | 169+04 | 132 | LT | | | | | | | | | | | | | | | | 58 | | |
| 13B | 169+04 | 132 | LT | 169+47 | 139 | LT | | | | | | | | | | | | | | | | 44 | | |
| 14B | 167+57 | 78 | LT | 168+20 | 82 | LT | | | | | | | | | | | | | | | | 67 | | |
| 15B | 168+20 | 82 | LT | 168+23 | 97 | LT | | | | | | | | | | | 16 | | | | | | | |
| 16B | 168+27 | 235 | LT | 168+23 | 97 | LT | | | | | | | | | | | | | | | | 147 | | |
| 17B | 168+20 | 82 | LT | 170+57 | 125 | LT | | | | | | | | | | | | | 242 | | | | | |
| 18B | 168+24 | 98 | LT | 169+14 | 113 | LT | | | | | | | | | | | | | 92 | | | | | |
| 19B | 169+14 | 113 | LT | 169+84 | 123 | LT | | | | | | | | | | | | | | | | 70 | | |
| 20B | 168+93 | 91 | LT | 169+09 | 15 | RT | | | | | | 107 | | | | | | | | | | | | |
| 20.1B | 168+89 | 111 | LT | 168+93 | 91 | LT | | | | | | 21 | | | | | | | | | | | | |
| 21B | 168+91 | 122 | LT | 169+50 | 124 | LT | | | | | | | | | | | | | | | | 58 | | |
| 21.1B | 168+09 | 100 | LT | 169+50 | 124 | LT | | | | | | | | | | | | | | | | 142 | | |
| 21.2B | 169+50 | 124 | LT | 169+66 | 111 | LT | | | | | | | | | | | | | | | | 21 | | |
| 22B | 167+57 | 78 | LT | 167+91 | 69 | RT | | | | | | | | | | | 155 | | | | | | | |
| 23B | 167+91 | 69 | RT | 168+48 | 96 | RT | | | | | | | | | | | | | | | | 77 | | |
| 24B | 167+77 | 124 | RT | 168+25 | 121 | RT | | | | | | | | | | | | | | | | 50 | | |
| 25B | 168+05 | 130 | RT | 168+07 | 120 | RT | | | | | | | | | | | | | | | | 10 | | |
| 26B | 168+54 | 135 | RT | 168+00 | 85 | RT | | | | | | | | | | | | | | | | 85 | | |

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-SCHED02.DGN, ..\D8CONN-06-SCHED02.DGN
2-04-2011, 16:17:25 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE9-2.DGN

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | |
|---|---|---|
| DESIGNED - | MFM | REVISED - |
| DRAWN - | JB | REVISED - |
| CHECKED - | ACL | REVISED - |
| DATE - | 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 2**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 89 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

## UTILITY REMOVAL SCHEDULE

### I-70 LOCATIONS

ID SUFFIXES = SOURCE OF INFORMATION
A = SURVEY OR RECORD PLANS
B = COMMERCIAL SEWER ATLAS
C = PRIVATE SEWER ATLAS

| ID# | FROM STA. | OFFSET | LT/RT | TO STA | OFFSET | | WATER MAINS | | | | | | STORM SEWERS | | | | | | | | | | UNKNOWN UTILITIES | GAS MAINS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIAMETER - INCHES<br>TOTALS - FEET | | | 4"<br>1,038' | 6"<br>6,610' | 8"<br>6,197' | 10"<br>7,001' | 12"<br>1,209' | UNK.<br>DIA. | 6"<br>645' | 8"<br>4,539' | 10"<br>2,974' | 12"<br>4,463' | 15"<br>7,031' | 16"<br>485' | 18"<br>4,895' | 24"<br>1,960' | 36"<br>695' | UNK.<br>DIA. | 3,632' | 869' |
| 27B | 168+18 | 61 | RT | 168+12 | 87 | RT | | | | | | | | | | | | | | | | 26 | | |
| 28B | 168+39 | 37 | RT | 168+48 | 96 | RT | | | | | | | | | | | | | 60 | | | | | |
| 29B | 168+33 | 4 | LT | 168+39 | 37 | RT | | | | | | | | | | | | | 42 | | | | | |
| 30B | 168+27 | 71 | LT | 168+32 | 41 | LT | | | | | | | | | | | | | | | | 31 | | |
| 31B | 168+24 | 39 | LT | 168+32 | 41 | LT | | | | | | | | | | | | | | | | 8 | | |
| 32B | 168+32 | 41 | LT | 168+38 | 0 | LT | | | | | | | | | | | | | | | | 41 | | |
| 33B | 168+09 | 21 | RT | 168+38 | 0 | LT | | | | | | | | | | | | | | | | 36 | | |
| 34B | 168+38 | 0 | LT | 168+50 | 76 | RT | | | | | | | | | | | | | 77 | | | | | |
| 35B | 168+27 | 8 | LT | 168+47 | 13 | LT | | | | | | | | | | | 20 | | | | | | | |
| 36B | 168+27 | 8 | LT | 168+37 | 65 | RT | | | | | | | | | | | 75 | | | | | | | |
| 37B | 170+19 | 99 | RT | 168+37 | 65 | RT | | | | | | | | | | | | | | | | 206 | | |
| 38B | 168+37 | 65 | RT | 169+89 | 36 | RT | | | | | | | | | | | 155 | | | | | | | |
| 39B | 168+80 | 119 | RT | 168+81 | 48 | RT | | | | | | 72 | | | | | | | | | | | | |
| 40B | 168+39 | 37 | RT | 168+81 | 29 | RT | | | | | | | | | | | | | | | | 56 | | |
| 41B | 168+81 | 29 | RT | 170+37 | 4 | RT | | | | | | | | | | | | | | 158 | | | | |
| 42B | 169+24 | 12 | RT | 169+26 | 21 | RT | | | | | | | | | | | | | | | | 10 | | |
| 43B | 168+34 | 235 | LT | 168+53 | 122 | LT | | | | | | 114 | | | | | | | | | | | | |
| 44B | 169+02 | 149 | LT | 169+04 | 132 | LT | | | | | | | | | | | | | | | | 17 | | |
| 45B | 168+94 | 197 | LT | 169+02 | 149 | LT | | | | | | | | | | | | | | | | 49 | | |
| 46B | 169+78 | 1 | RT | 169+80 | 13 | RT | | | | | | | | | | | | | | | | 12 | | |
| 47B | 170+34 | 7 | LT | 170+37 | 4 | RT | | | | | | | | | | | | | | | | 11 | | |
| 48B | 170+02 | 0 | RT | 170+00 | 107 | LT | | | | | | 121 | | | | | | | | | | | | |
| 49B | 169+76 | 92 | RT | 170+63 | 88 | RT | | | | | | 93 | | | | | | | | | | | | |
| 50B | 170+78 | 142 | RT | 170+60 | 21 | RT | | | | | | 123 | | | | | | | | | | | | |
| 51B | 170+56 | 186 | LT | 170+45 | 134 | LT | | | | | | 69 | | | | | | | | | | | | |
| 52B | 170+47 | 195 | LT | 170+57 | 146 | LT | | | | | | 50 | | | | | | | | | | | | |
| 53B | 170+06 | 109 | LT | 170+68 | 67 | LT | | | | | | 107 | | | | | | | | | | | | |
| 54B | 170+68 | 67 | LT | 170+65 | 131 | LT | | | | | | 72 | | | | | | | | | | | | |
| 55.1B | 170+67 | 161 | LT | 170+73 | 141 | LT | | | | | | | | | | | | | | | | 21 | | |
| 56B | 170+57 | 125 | LT | 170+76 | 134 | LT | | | | | | | | | | | | | | | | 21 | | |
| 57B | 170+76 | 134 | LT | 172+89 | 175 | LT | | | | | | | | | | | 217 | | | | | | | |
| 58B | 171+44 | 98 | LT | 171+43 | 146 | LT | | | | | | | | | | | | | | | | 49 | | |
| 59B | 171+54 | 80 | LT | 171+43 | 146 | LT | | | | | | | | | | | | | | | | 67 | | |
| 60B | 170+73 | 141 | LT | 171+32 | 151 | LT | | | | | | | | | | | | | 59 | | | | | |
| 61B | 171+32 | 151 | LT | 173+21 | 212 | LT | | | | | | | | | | | | | 198 | | | | | |
| 62B | 170+63 | 125 | LT | 170+91 | 33 | RT | | | | | | | | | | | | | | | | 160 | | |
| 63B | 170+72 | 29 | LT | 170+83 | 17 | LT | | | | | | | | | | | | | | | | 16 | | |
| 64B | 170+70 | 2 | LT | 170+91 | 33 | RT | | | | | | | | | | | | | | | | 40 | | |
| 65B | 170+91 | 33 | RT | 171+06 | 32 | RT | | | | | | | | | | | | | | | | 15 | | |
| 66B | 171+06 | 32 | RT | 172+47 | 26 | RT | | | | | | | | | | 142 | | | | | | | | |
| 67B | 172+51 | 165 | RT | 172+47 | 26 | RT | | | | | | | | | | | | | 139 | | | | | |
| 68B | 172+32 | 52 | LT | 172+47 | 26 | LT | | | | | | | | | | | | | | | | 80 | | |
| 69B | 172+18 | 136 | LT | 172+32 | 52 | LT | | | | | | | | | | | | | | | | 85 | | |
| 70B | 172+23 | 97 | LT | 172+45 | 100 | LT | | | | | | | | | | | | | | | | 22 | | |
| 71B | 171+98 | 98 | LT | 172+23 | 100 | LT | | | | | | | | | | | | | | | | 25 | | |
| 72B | 172+12 | 103 | LT | 172+22 | 105 | LT | | | | | | | | | | | | | | | | 10 | | |
| 73B | 171+94 | 102 | LT | 172+12 | 103 | LT | | | | | | | | | | | | | | | | 20 | | |
| 74B | 172+04 | 142 | LT | 172+18 | 136 | LT | | | | | | | | | | | | | | | | 16 | | |
| 75B | 172+10 | 185 | LT | 172+18 | 136 | LT | | | | | | | | | | | | | | | | 49 | | |
| 76B | 171+74 | 4 | LT | 172+56 | 14 | LT | | | | | | | | | | | | | | | | 83 | | |
| 77B | 172+56 | 14 | LT | 172+89 | 175 | LT | | | | | | | | | | 164 | | | | | | | | |
| 78B | 172+57 | 168 | RT | 172+56 | 14 | LT | | | | | | | | | | 205 | | | | | | | | |
| 79B | 172+59 | 172 | RT | 173+94 | 172 | RT | | | | | | | | | 135 | | | | | | | | | |
| 80B | 173+65 | 33 | LT | 173+94 | 172 | RT | | | | | | | | | | | | | | | | 207 | | |
| 81B | 166+60 | 220 | LT | 166+96 | 226 | LT | | | | | | | | | | | | | | | | 36 | | |
| 82B | 166+96 | 226 | LT | 167+05 | 235 | LT | | | | | | | | | | | | | | | | 13 | | |
| 83B | 167+31 | 231 | LT | 167+55 | 235 | LT | | | | | | | | | | | | | | | | 24 | | |
| 84B | 167+31 | 235 | LT | 167+31 | 231 | LT | | | | | | | | | | | | | | | | 4 | | |
| 84.1B | 167+31 | 231 | LT | 167+44 | 156 | LT | | | | | | | | | | | 76 | | | | | | | |
| 91B | 168+30 | 224 | LT | 168+52 | 222 | LT | | | | | | | | | | | | | | | | 22 | | |
| 93B | 168+39 | 206 | LT | 168+94 | 197 | LT | | | | | | | | | | | | | | | | 55 | | |
| 94B | 168+59 | 213 | LT | 168+86 | 202 | LT | | | | | | | | | | | | | | | | 29 | | |
| 95B | 168+63 | 185 | LT | 168+96 | 210 | LT | | | | | | | | | | | | | | | | 41 | | |
| 96B | 168+84 | 209 | LT | 168+96 | 210 | LT | | | | | | | | | | | | | | | | 12 | | |
| 97B | 168+96 | 210 | LT | 169+41 | 206 | LT | | | | | | | | | | | | | | | | 48 | | |
| 98B | 169+41 | 206 | LT | 168+94 | 197 | LT | | | | | | | | | | | | | | | | 48 | | |
| 100B | 169+03 | 304 | LT | 169+32 | 308 | LT | | | | | | | | | 29 | | | | | | | | | |
| 101B | 169+32 | 308 | LT | 169+54 | 312 | LT | | | | | | | | | 22 | | | | | | | | | |
| 102B | 169+36 | 369 | LT | 170+38 | 384 | LT | | | | | | 104 | | | | | | | | | | | | |
| 103B | 169+72 | 374 | LT | 169+69 | 393 | LT | | | | | | 20 | | | | | | | | | | | | |
| 104B | 169+54 | 312 | LT | 169+72 | 313 | LT | | | | | | | | | 18 | | | | | | | | | |
| 105B | 169+72 | 313 | LT | 170+32 | 325 | LT | | | | | | | | | 62 | | | | | | | | | |
| 106B | 170+32 | 325 | LT | 171+74 | 346 | LT | | | | | | | | | 144 | | | | | | | | | |
| 107B | 171+74 | 346 | LT | 171+84 | 348 | LT | | | | | | | | | 10 | | | | | | | | | |
| 108B | 170+32 | 325 | LT | 170+50 | 224 | LT | | | | | | | | | 102 | | | | | | | | | |
| 109B | 169+82 | 250 | LT | 170+44 | 260 | LT | | | | | | | | | | | | | | | | 63 | | |
| 110B | 170+32 | 231 | LT | 170+50 | 224 | LT | | | | | | | | | | | | | | | | 19 | | |
| 111B | 170+50 | 224 | LT | 170+56 | 186 | LT | | | | | | | | | | | | | | | | 54 | | |

FILE NAME =
$FILEL$

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - MFM
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 3**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 90 |
| | | CONTRACT NO. 76C41 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-SCHED02.DGN,..\D8CONN-06-SCHED02.DGN
2-04-2011, 16:17:30 BONDHUJD \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE9-3.DGN

# UTILITY REMOVAL SCHEDULE

ID SUFFIXES = SOURCE OF INFORMATION
A = SURVEY OR RECORD PLANS
B = COMMERCIAL SEWER ATLAS
C = PRIVATE SEWER ATLAS

|I-70 LOCATIONS| | | | | | |WATER MAINS| | | | | |STORM SEWERS| | | | | | | | | |UNKNOWN UTILITIES|GAS MAINS|
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|DIAMETER - INCHES<br>TOTALS - FEET| | | | | | |4"<br>1,038'|6"<br>6,610'|8"<br>6,197'|10"<br>7,001'|12"<br>1,209'|UNK.<br>DIA.|6"<br>645'|8"<br>4,539'|10"<br>2,974'|12"<br>4,463'|15"<br>7,031'|16"<br>485'|18"<br>4,895'|24"<br>1,960'|36"<br>695'|UNK.<br>DIA.|3,632'|869'|
|ID#|FROM STA.|OFFSET|LT/RT|TO STA|OFFSET| | | | | | | | | | | | | | | | | | | |
|111.1B|170+56|186|LT|170+67|161|LT| | | | | | | | | | | | | | | |27| | |
|112B|169+92|201|LT|170+33|206|LT| | | | | | | | | | | | | | | |42| | |
|113B|170+33|206|LT|170+53|202|LT| | | | | | | | | | | | | | | |21| | |
|114B|171+51|210|LT|170+55|195|LT| | | | | | | | | | | | | | | |98| | |
|115B|170+26|368|LT|171+77|385|LT| | | | | | | | | | | | | | | |152| | |
|116B|171+32|392|LT|171+32|385|LT| | | | | | | | | | | | | | | |7| | |
|117B|171+71|422|LT|171+77|385|LT| | | | | | | | | | | | | | | |37| | |
|118B|171+77|385|LT|172+08|383|LT| | | | | | | | | | | | | | | |31| | |
|119B|171+85|424|LT|171+90|406|LT| | | | | | | |19| | | | | | | | | | |
|124B|171+77|385|LT|171+84|348|LT| | | | | | | | | | | | | | | |38| | |
|125B|171+84|348|LT|171+89|313|LT| | | | | | | | | | | | | | | |35| | |
|126B|171+71|324|LT|171+87|326|LT| | | | | | | | | | | | | | | |17| | |
|127B|171+89|313|LT|172+05|216|LT| | | | | | | | | | |98| | | | | | | |
|128B|172+01|237|LT|172+15|240|LT| | | | | | | | | | | | | | | |13| | |
|129B|172+06|210|LT|172+10|185|LT| | | | | | | | | | | | | | | |26| | |
|130B|171+95|193|LT|172+10|185|LT| | | | | | | | | | | | | | | |17| | |
|131B|170+67|161|LT|171+23|171|LT| | | | | | | | | | | | | | | |57| | |
|132B|171+23|171|LT|172+10|185|LT| | | | | | | | | | | |88| | | | | | |
|134B|172+34|207|LT|172+42|186|LT| | | | | | | | | | | | | | | |22| | |
|135B|172+52|206|LT|172+10|185|LT| | | | | | | | | | |47| | | | | | | |
|136B|172+34|311|LT|172+52|206|LT| | | | | | | | | | | | | | | |107| | |
|137B|172+32|320|LT|172+34|311|LT| | | | | | | | | | | | | | | |9| | |
|138B|172+19|349|LT|172+32|320|LT| | | | | | | | | | | | | | | |34| | |
|139B|172+13|388|LT|172+19|349|LT| | | | | | | | | | | | | | | |39| | |
|140B|172+25|390|LT|172+52|206|LT| | | | | | | | | |186| | | | | | | | |
|141B|172+61|354|LT|172+31|327|LT| | | | | | | | | | | | | | | |40| | |
|142B|172+52|388|LT|172+61|354|LT| | | | | | | | | | | | | | | |34| | |
|143B|166+02|66|LT|166+07|31|LT| | | | | | | | | | | | | | | |36| | |
|144B|166+13|12|LT|166+37|17|LT| | | | | | | | | | | | | | | |25| | |
|145B|166+27|86|LT|166+39|7|LT| | | | | | | | | | | | | | | |80| | |
|146B|166+21|155|LT|166+46|113|LT| | | | | | | | | | | | | | | |48| | |
|146.1B|166+50|115|LT|166+47|235|LT| | | | | | | |131| | | | | | | | | | |
|147B|166+46|113|LT|166+51|8|LT| | | | | | | | | | | | | | | |106| | |
|148B|166+18|177|LT|166+21|155|LT| | | | | | | | | | | | | | | |23| | |
|152B|156+10|109|LT|156+32|103|LT| | | | | | | | | | | | | | | |23| | |
|153B|156+32|103|LT|156+83|15|LT| | | | | | | | | | | | | | | |101| | |
|156B|159+06|52|LT|159+09|35|LT| | | | | |17| | | | | | | | | | | | |
|157B|159+31|27|LT|161+04|67|RT| | | | | | | | | | | | | | | |197| | |
|159B|163+95|65|LT|164+29|115|LT| | | | | | | | | | | | | | | |61| | |
|160B|163+95|65|LT|164+86|54|LT| | | | | | | | | | | | | | | |91| | |
|161B|164+15|123|LT|164+40|130|LT| | | | | | | | | | | | | | | |26| | |
|162B|164+10|235|LT|164+29|115|LT| | | | | | | | | | | | | | | |122| | |
|163B|164+23|235|LT|164+46|90|LT| | | | | | | | | | | | | | | |147| | |
|164B|164+46|90|LT|165+05|87|LT| | | | | | | | | | | | | | | |59| | |
|165B|165+05|87|LT|165+20|80|LT| | | | | | | | | | | | | | | |16| | |
|166B|164+74|225|LT|165+14|198|LT| | | | | | | | | | | | | | | |48| | |
|167B|164+83|179|LT|165+21|152|LT| | | | | | | | | | | | | | | |47| | |
|168B|165+08|235|LT|165+23|143|LT| | | | | | | | | | | | | | | |93| | |
|169B|165+23|143|LT|165+28|121|LT| | | | | | | | | | | | | | | |23| | |
|170B|165+14|199|LT|165+42|235|LT| | | | | | | | | | | | | | | |46| | |
|171B|165+21|1,552|LT|165+50|189|LT| | | | | | | | | | | | | | | |48| | |
|172B|172+59|167|LT|173+05|210|LT| | | | | |64| | | | | | | | | | | | |
|173B|172+87|8|LT|172+94|164|LT| | | | | |156| | | | | | | | | | | | |
|174B|174+27|274|RT|173+42|29|LT| | | | | |318| | | | | | | | | | | | |
|175B|173+36|22|RT|173+49|21|RT| | | | | |13| | | | | | | | | | | | |
|176B|173+27|20|LT|173+43|22|LT| | | | | |16| | | | | | | | | | | | |
|177B|172+94|181|LT|172+88|409|LT| | | | | |257| | | | | | | | | | | | |
|178B|172+89|175|LT|173+21|212|LT| | | | | | | | | | | | | | | |48| | |
|179B|173+27|197|LT|173+21|212|LT| | | | | | | | | | | | | | | |16| | |
|180B|173+21|212|LT|173+13|336|LT| | | | | | | | | | | | | | | |125| | |
|181B|172+89|400|LT|172+95|421|LT| | | | | | | | | | | | | | | |22| | |
|182B|172+69|417|LT|172+95|421|LT| | | | | | | | | | | | | | | |26| | |
|183B|172+55|434|LT|172+73|420|LT| | | | | |23| | | | | | | | | | | | |
|184B|172+71|436|LT|172+80|431|LT| | | | | |10| | | | | | | | | | | | |
|185B|173+13|336|LT|172+95|421|LT| | | | | | | | | | | | | | | |87| | |
|186B|172+95|421|LT|172+91|439|LT| | | | | | | | | | | | | | | |18| | |
|187B|169+98|118|LT|169+97|127|LT| | | | | |9| | | | | | | | | | | | |
|188B|170+87|133|LT|170+87|141|LT| | | | | |8| | | | | | | | | | | | |
|1C|173+65|137|LT|173+79|112|LT| | | | | | | |29| | | | | | | | | | |
|2C|173+79|112|LT|174+13|138|LT| | | | | | | |43| | | | | | | | | | |
|3C|173+73|84|LT|173+88|53|LT| | | | | | | |35| | | | | | | | | | |
|4C|173+88|53|LT|174+22|74|LT| | | | | | | |40| | | | | | | | | | |
|5C|173+52|18|LT|173+96|12|RT| | | | | | | |55| | | | | | | | | | |
|6C|173+73|24|RT|173+95|15|RT| | | | | | | |23| | | | | | | | | | |
|7C|173+75|28|RT|174+29|9|LT| | | | | | | |65| | | | | | | | | | |
|8C|174+64|12|RT|174+03|235|LT| | | | | | | |267| | | | | | | | | | |
|9C|174+17|138|LT|174+42|110|LT| | | | | | | |38| | | | | | | | | | |
|10C|174+25|73|LT|174+52|46|LT| | | | | | | |39| | | | | | | | | | |

..\08CONN-06-BORDER1.DGN, ..\08CONN-06-SCHED02.DGN, ..\08CONN-06-SCHED02.DGN
2-04-2011, 16:17:34 BONDHUJD \\FS-0044\AM\VAULT\D-TRANS.07\2202\20860-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\08CONN-06-SHT-SCHEDULE9-4.DGN

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - MFM
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 4**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

|F.A.P. RTE.|SECTION|COUNTY|TOTAL SHEETS|SHEET NO.|
|---|---|---|---|---|
|998|82-1A|ST. CLAIR|190|91|

CONTRACT NO. 76C41

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

# UTILITY REMOVAL SCHEDULE

## I-70 LOCATIONS

ID SUFFIXES = SOURCE OF INFORMATION
A = SURVEY OR RECORD PLANS
B = COMMERCIAL SEWER ATLAS
C = PRIVATE SEWER ATLAS

| I-70 LOCATIONS | | | | | | | WATER MAINS | | | | | | STORM SEWERS | | | | | | | | | | UNKNOWN UTILITIES | GAS MAINS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIAMETER - INCHES<br>TOTALS - FEET | | | 4"<br>1,038' | 6"<br>6,610' | 8"<br>6,197' | 10"<br>7,001' | 12"<br>1,209' | UNK.<br>DIA. | 6"<br>645' | 8"<br>4,539' | 10"<br>2,974' | 12"<br>4,463' | 15"<br>7,031' | 16"<br>485' | 18"<br>4,895' | 24"<br>1,960' | 36"<br>695' | UNK.<br>DIA. | 3,632' | 869' |
| ID# | FROM STA. | OFFSET | LT/RT | TO STA | OFFSET | | | | | | | | | | | | | | | | | | | |
| 11C | 174+25 | 54 | RT | 174+34 | 234 | LT | | | | | | | | 306 | | | | | | | | | | |
| 12C | 174+45 | 163 | LT | 174+87 | 170 | LT | | | | | | | | | | | | | | | | 42 | | |
| 13C | 174+81 | 234 | LT | 175+02 | 73 | LT | | | | | | | | | | | | | | | | 164 | | |
| 14C | 175+29 | 235 | LT | 175+68 | 74 | RT | | | | | | | | | | | | | | | | 311 | | |
| 15C | 175+50 | 235 | LT | 175+89 | 40 | RT | | | | | | | | | | | | | | | | 278 | | |
| 16C | 176+48 | 235 | LT | 176+85 | 57 | RT | | | | | | | | | | | | | | | | 294 | | |
| 17C | 178+01 | 235 | LT | 178+35 | 12 | RT | | | | | | | | | | | | | | | | 249 | | |
| 18C | 178+06 | 218 | LT | 179+38 | 235 | LT | | | | | | | | | | | | | | | | 133 | | |
| 19C | 178+68 | 185 | LT | 179+64 | 197 | LT | | | | | | | | | | | | | | | | 96 | | |
| 20C | 178+19 | 114 | LT | 178+45 | 177 | LT | | | | | | | | | | | | | | | | 68 | | |
| 21C | 178+20 | 115 | LT | 179+84 | 153 | LT | | | | | | | | | | | | | | | | 172 | | |
| 22C | 178+24 | 81 | LT | 179+57 | 98 | LT | | | | | | | | | | | | | | | | 134 | | |
| 23C | 178+29 | 38 | LT | 179+59 | 55 | LT | | | | | | | | | | | | | | | | 131 | | |
| 24C | 179+85 | 235 | LT | 180+29 | 215 | LT | | | | | | | | | | | | | | | | 48 | | |
| 25C | 180+26 | 225 | LT | 180+83 | 235 | LT | | | | | | | | | | | | | | | | 58 | | |
| 26C | 179+56 | 128 | LT | 182+08 | 159 | LT | | | | | | | | | | | | | | | | 390 | | |
| 27C | 180+40 | 66 | LT | 181+29 | 106 | LT | | | | | | | | | | | | | | | | 99 | | |
| 28C | 181+64 | 80 | LT | 181+15 | 235 | LT | | | | | | | | | | | | | | | | 173 | | |
| 29C | 181+17 | 212 | LT | 181+44 | 221 | LT | | | | | | | | | | | | | | | | 28 | | |
| 30C | 182+11 | 235 | LT | 182+42 | 8 | RT | | | | | | | | | | | | | | | | 245 | | |
| 31C | 182+16 | 196 | LT | 184+01 | 194 | LT | | | | | | | | | | | | | | | | 197 | | |
| 32C | 183+77 | 191 | LT | 184+08 | 235 | LT | | | | | | | | | | | | | | | | 53 | | |
| 33C | 184+06 | 209 | LT | 184+09 | 181 | LT | | | | | | | | | | | | | | | | 31 | | |
| 34C | 182+33 | 61 | LT | 184+88 | 158 | LT | | | | | | | | | | | | | | | | 299 | | |
| 35C | 183+70 | 107 | LT | 183+81 | 146 | LT | | | | | | | | | | | | | | | | 41 | | |
| 36C | 183+62 | 106 | LT | 183+96 | 60 | LT | | | | | | | | | | | | | | | | 67 | | |
| 37C | 184+72 | 117 | LT | 185+06 | 71 | LT | | | | | | | | | | | | | | | | 69 | | |
| 38C | 182+34 | 59 | LT | 184+77 | 58 | LT | | | | | | | | | | | | | | | | 278 | | |
| 38.1C | 185+04 | 97 | LT | 186+39 | 75 | LT | | | | | | | | | | | | | | | | 162 | | |
| 39C | 185+36 | 99 | LT | 185+38 | 68 | LT | | | | | | | | | | | | | | | | 32 | | |
| 40C | 185+38 | 106 | LT | 185+51 | 69 | LT | | | | | | | | | | | | | | | | 41 | | |
| 41C | 185+54 | 101 | LT | 185+56 | 69 | LT | | | | | | | | | | | | | | | | 32 | | |
| 42C | 185+71 | 102 | LT | 185+73 | 70 | LT | | | | | | | | | | | | | | | | 32 | | |
| 43C | 185+72 | 110 | LT | 185+78 | 31 | LT | | | | | | | | | | | | | | | | 82 | | |
| 44C | 185+89 | 103 | LT | 185+91 | 72 | LT | | | | | | | | | | | | | | | | 32 | | |
| 45C | 186+06 | 104 | LT | 186+08 | 73 | LT | | | | | | | | | | | | | | | | 32 | | |
| 46C | 186+09 | 112 | LT | 186+22 | 74 | LT | | | | | | | | | | | | | | | | 41 | | |
| 47C | 186+24 | 105 | LT | 186+26 | 74 | LT | | | | | | | | | | | | | | | | 32 | | |
| 48C | 185+27 | 27 | LT | 185+35 | 68 | LT | | | | | | | | | | | | | | | | 41 | | |
| 49C | 186+30 | 34 | LT | 186+58 | 122 | LT | | | | | | | | | | | | | | | | 92 | | |
| 50C | 185+09 | 196 | LT | 185+13 | 235 | LT | | | | | | | | | | | | | | | | 40 | | |
| 51C | 185+31 | 207 | LT | 185+39 | 166 | LT | | | | | | | | | | | | | | | | 41 | | |
| 52C | 185+73 | 200 | LT | 185+77 | 235 | LT | | | | | | | | | | | | | | | | 36 | | |
| 53C | 185+79 | 210 | LT | 185+87 | 170 | LT | | | | | | | | | | | | | | | | 41 | | |
| 54C | 186+19 | 207 | LT | 186+23 | 235 | LT | | | | | | | | | | | | | | | | 28 | | |
| 55C | 185+02 | 171 | LT | 186+32 | 172 | LT | | | | | | | | | | | | | | | | 129 | | |
| 55.1C | 186+24 | 213 | LT | 186+58 | 122 | LT | | | | | | | | | | | | | | | | 97 | | |
| 56C | 186+52 | 235 | LT | 186+24 | 234 | RT | | | | | | | | | | | | | | | | 487 | | |
| 57C | 185+95 | 100 | RT | 188+81 | 0 | RT | | | | | | | | | | | | | | | | 308 | | |
| 58C | 187+31 | 23 | RT | 187+31 | 279 | RT | | | | | | | | | | | | | | | | 261 | | |
| 59C | 187+22 | 15 | RT | 187+39 | 14 | RT | | | | | | | | | | | | | | | | 24 | | |
| 60C | 187+32 | 59 | RT | 187+79 | 31 | RT | | | | | | | | | | | | | | | | 55 | | |
| 61C | 187+32 | 59 | RT | 188+41 | 120 | RT | | | | | | | | | | | | | | | | 127 | | |
| 62C | 186+87 | 122 | RT | 187+83 | 115 | RT | | | | | | | | | | | | | | | | 109 | | |
| 63C | 186+91 | 163 | RT | 187+84 | 150 | RT | | | | | | | | | | | | | | | | 109 | | |
| 64C | 186+92 | 228 | RT | 187+85 | 219 | RT | | | | | | | | | | | | | | | | 109 | | |
| 65C | 188+39 | 70 | RT | 188+49 | 308 | RT | | | | | | | | | | | | | | | | 243 | | |
| 66C | 188+47 | 102 | RT | 188+98 | 118 | RT | | | | | | | | | | | | | | | | 54 | | |
| 67C | 188+48 | 175 | RT | 188+98 | 191 | RT | | | | | | | | | | | | | | | | 55 | | |
| 68C | 188+49 | 280 | RT | 188+98 | 297 | RT | | | | | | | | | | | | | | | | 56 | | |
| 69C | 188+93 | 83 | RT | 188+94 | 183 | RT | | | | | | | | | | | | | | | | 100 | | |
| 70C | 189+52 | 198 | RT | 189+54 | 306 | RT | | | | | | | | | | | | | | | | 108 | | |
| 71C | 189+46 | 127 | RT | 189+72 | 306 | RT | | | | | | | | | | | | | | | | 193 | | |
| 72C | 189+53 | 262 | RT | 191+74 | 271 | RT | | | | | | | | | | | | | | | | 223 | | |
| 73C | 189+84 | 227 | RT | 190+18 | 197 | RT | | | | | | | | | | | | | | | | 46 | | |
| 74C | 187+07 | 235 | LT | 187+21 | 208 | LT | | | | | | | | | | | | | | | | 30 | | |
| 75C | 187+84 | 235 | LT | 187+96 | 210 | LT | | | | | | | | | | | | | | | | 27 | | |
| 76C | 188+98 | 235 | LT | 189+09 | 211 | LT | | | | | | | | | | | | | | | | 26 | | |
| 77C | 186+58 | 122 | LT | 188+72 | 147 | LT | | | | | | | | | | | | | | | | 340 | | |
| 78C | 187+63 | 153 | LT | 187+86 | 112 | LT | | | | | | | | | | | | | | | | 47 | | |
| 79C | 188+46 | 155 | LT | 188+68 | 113 | LT | | | | | | | | | | | | | | | | 47 | | |
| 80C | 186+58 | 122 | LT | 188+60 | 88 | LT | | | | | | | | | | | | | | | | 219 | | |
| 81C | 187+00 | 79 | LT | 187+02 | 38 | LT | | | | | | | | | | | | | | | | 41 | | |
| 82C | 187+75 | 81 | LT | 187+98 | 41 | LT | | | | | | | | | | | | | | | | 46 | | |
| 83C | 188+12 | 81 | LT | 188+34 | 41 | LT | | | | | | | | | | | | | | | | 46 | | |
| 84C | 186+58 | 122 | LT | 189+28 | 22 | LT | | | | | | | | | | | | | | | | 347 | | |
| 85C | 189+79 | 186 | LT | 190+82 | 235 | LT | | | | | | | | | | | | | | | | | | 152 |
| 86C | 190+04 | 168 | LT | 191+89 | 50 | LT | | | | | | | | | | | | | | | | 713 | | |

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2-04-2011, 16:17:39 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE9-5.DGN

FILE NAME =
$FILEL$

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - MFM
DRAWN - JB
CHECKED - ACL
DATE - 02/04/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 5**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 92 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

## UTILITY REMOVAL SCHEDULE

| I-70 LOCATIONS<br>ID SUFFIXES = SOURCE OF INFORMATION | | | | | | | WATER MAINS | | | | | | STORM SEWERS | | | | | | | | | | UNKNOWN UTILITIES | GAS MAINS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A = SURVEY OR RECORD PLANS<br>B = COMMERCIAL SEWER ATLAS<br>C = PRIVATE SEWER ATLAS | | | | DIAMETER - INCHES<br>TOTALS - FEET | | | 4"<br>1,038' | 6"<br>6,610' | 8"<br>6,197' | 10"<br>7,001' | 12"<br>1,209' | UNK.<br>DIA. | 6"<br>645' | 8"<br>4,539' | 10"<br>2,974' | 12"<br>4,463' | 15"<br>7,031' | 16"<br>485' | 18"<br>4,895' | 24"<br>1,960' | 36"<br>695' | UNK.<br>DIA. | 3,632' | 869' |
| ID# | FROM STA. | OFFSET | LT/RT | TO STA | OFFSET | | | | | | | | | | | | | | | | | | | |
| 87C | 189+20 | 18 | LT | 190+51 | 14 | RT | | | | | | | | | | | | | | | | 172 | | |
| 88C | 190+22 | 262 | RT | 190+41 | 192 | RT | | | | | | | | | | | | | | | | 72 | | |
| 89C | 190+55 | 262 | RT | 190+76 | 295 | RT' | | | | | | | | | | | | | | | | 41 | | |
| 90C | 190+68 | 262 | RT | 190+72 | 240 | RT | | | | | | | | | | | | | | | | 23 | | |
| 91C | 190+86 | 263 | RT | 190+90 | 239 | RT | | | | | | | | | | | | | | | | 24 | | |
| 92C | 191+02 | 263 | RT | 191+09 | 221 | RT | | | | | | | | | | | | | | | | 43 | | |
| 93C | 191+21 | 263 | RT | 191+43 | 297 | RT | | | | | | | | | | | | | | | | 41 | | |
| 94C | 190+05 | 13 | RT | 190+19 | 54 | RT | | | | | | | | | | | | | | | | 46 | | |
| 95C | 190+20 | 170 | LT | 190+19 | 15 | RT | | | | | | | | | | | | | | | | 184 | | |
| 96C | 190+26 | 152 | LT | 190+23 | 84 | RT | | | | | | | | | | | | | | | | 248 | | |
| 97C | 190+51 | 47 | LT | 190+50 | 45 | RT | | | | | | | | | | | | | | | | 92 | | |
| 98C | 190+39 | 53 | LT | 190+64 | 53 | LT | | | | | | | | | | | | | | | | 30 | | |
| 99C | 190+39 | 27 | LT | 190+63 | 27 | LT | | | | | | | | | | | | | | | | 30 | | |
| 100C | 190+38 | 5 | LT | 190+63 | 5 | LT | | | | | | | | | | | | | | | | 30 | | |
| 101C | 190+37 | 28 | RT | 190+64 | 28 | RT | | | | | | | | | | | | | | | | 30 | | |
| 102C | 190+37 | 52 | RT | 190+63 | 52 | RT | | | | | | | | | | | | | | | | 30 | | |
| 103C | 190+51 | 123 | LT | 192+57 | 154 | RT | | | | | | | | | | | | | | | | | | 458 |
| 104C | 191+53 | 235 | LT | 191+73 | 149 | RT | | | | | | | | | | | | | | | | 409 | | |
| 105C | 191+52 | 149 | LT | 191+89 | 144 | LT | | | | | | | | | | | | | | | | 38 | | |
| 106C | 190+48 | 83 | RT | 190+59 | 122 | RT | | | | | | | | | | | | | | | | 41 | | |
| SUB TOTALS (KNOWN DIA.) | | | | | | | 593 | 4,329 | 4,273 | 4,507 | 781 | | 248 | 1,762 | 593 | 893 | 1,278 | 88 | 1,324 | 968 | 695 | | 3,632 | 869 |
| REMOVAL OF UNKNOWN UTILITIES | | | | | | | 445 | 265 | 224 | 290 | 50 | | 47 | 330 | 283 | 425 | 684 | 47 | 425 | 118 | 0 | | | |
| ASSUMED % BREAKOUT FROM WATER MAIN, STORM & SANITARY SEWERS (UNKNOWN DIAMETER) | | | | | | | 0% | 32% | 27% | 35% | 6% | 100% | 2% | 14% | 12% | 18% | 29% | 2% | 18% | 5% | 0% | 100% | | |
| SUB TOTALS | | | | | | | 0 | 2,015 | 1,700 | 2,204 | 378 | 6,298 | 350 | 2,447 | 2,097 | 3,146 | 5,069 | 350 | 3,146 | 874 | 0 | 17,478 | | |

SUM = 6,298'

SUM = 17,478'

UNKNOWN DIA. REMOVALS DISTRIBUTED INTO ASSUMED SIZES (SEE NOTE 1)

(SEE NOTE 1)

### REMOVAL OF UNKNOWN UTILITY

| PAID FOR AS | LENGTH (FT) |
|---|---|
| WATER MAIN REMOVAL | |
| 4" | 445 |
| 6" | 265 |
| 8" | 224 |
| 10" | 290 |
| 12" | 50 |
| SUBTOTAL | 1,274 |
| | |
| STORM SEWER REMOVAL | |
| 6" | 47 |
| 8" | 330 |
| 10" | 283 |
| 12" | 425 |
| 15" | 684 |
| 16" | 47 |
| 18" | 425 |
| 24" | 118 |
| 36" | 0 |
| SUBTOTAL | 2,358 |
| | |
| FINAL TOTAL | 3,632 |

NOTES:

1. SEE SPECIAL PROVISION FOR "GUIDELINES FOR UNDERGROUND UTILITY REMOVALS" FOR GUIDE TO REMOVALS OF UTILITIES WITH "UNKNOWN DIAMETER" OR FOR "UNKNOWN UTILITIES".

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - MFM | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 6**

| SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA. |
|---|---|---|

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 93 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

..\D8CONN-06-BORDER1.DGN,..\D8CONN-06-SCHED02.DGN,..\D8CONN-06-SCHED02.DGN,..\D8CONN-06-SCHED02.DGN
2-04-2011, 16:17:43 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE9-6.DGN

## SCHEDULE FOR REMOVAL OF UTILITY STRUCTURES & FIRE HYDRANTS

| LOCATIONS | | | | UTILITY STRUCTURES | FIRE HYDRANTS |
|---|---|---|---|---|---|
| ID# | STATION | OFFSET | LT/RT | EACH | EACH |
| S1A | 165+31 | 52 | LT | 1 | |
| S2A | 166+10 | 62 | LT | 1 | |
| S3A | 166+35 | 84 | LT | 1 | |
| S4A | 167+54 | 107 | LT | 1 | |
| S5A | 167+54 | 83 | LT | 1 | |
| S6A | 167+90 | 69 | RT | 1 | |
| S7A | 168+36 | 30 | RT | 1 | |
| S8A | 168+35 | 3 | LT | 1 | |
| S9A | 168+20 | 85 | LT | 1 | |
| S10A | 168+41 | 108 | LT | 1 | |
| S11A | 168+52 | 115 | LT | 1 | |
| S12A | 168+50 | 122 | LT | 1 | |
| S13A | 168+88 | 131 | LT | 1 | |
| S14A | 170+47 | 153 | LT | 1 | |
| S15A | 170+59 | 146 | LT | 1 | |
| S16A | 171+24 | 164 | LT | 1 | |
| S17A | 171+85 | 142 | LT | 1 | |
| S18A | 172+05 | 131 | LT | 1 | |
| S19A | 172+09 | 134 | LT | 1 | |
| S20A | 172+34 | 161 | LT | 1 | |
| S21A | 172+21 | 176 | LT | 1 | |
| S22A | 172+28 | 183 | LT | 1 | |
| S23A | 172+38 | 195 | LT | 1 | |
| S24A | 172+50 | 197 | LT | 1 | |
| S25A | 172+75 | 214 | LT | 1 | |
| S26A | 172+75 | 170 | LT | 1 | |
| S27A | 172+75 | 162 | LT | 1 | |
| S28A | 172+85 | 5 | RT | 1 | |
| S29A | 174+78 | 87 | RT | 1 | |
| S30A | 175+80 | 197 | LT | 1 | |
| S31A | 176+01 | 94 | RT | 1 | |
| S32A | 176+06 | 134 | RT | 1 | |
| S33A | 176+54 | 107 | RT | 1 | |
| S34A | 176+57 | 105 | RT | | 1 |
| S35A | 176+81 | 179 | LT | 1 | |
| S36A | 176+88 | 125 | LT | 1 | |
| S37A | 176+97 | 71 | LT | 1 | |
| S38A | 177+03 | 24 | LT | 1 | |
| S39A | 177+08 | 11 | RT | 1 | |
| S40A | 177+13 | 45 | RT | 1 | |
| S41A | 177+38 | 83 | RT | 1 | |
| S43A | 178+18 | 159 | LT | 1 | |
| S42A | 178+28 | 84 | LT | 1 | |
| S44A | 178+83 | 222 | LT | 1 | |
| S45A | 179+61 | 202 | LT | 1 | |
| S46A | 180+15 | 168 | LT | 1 | |
| S47A | 180+35 | 110 | LT | | 1 |
| S48A | 180+50 | 30 | RT | 1 | |
| S49A | 180+49 | 39 | RT | 1 | |
| S50A | 180+45 | 49 | RT | 1 | |
| S51A | 180+54 | 63 | RT | 1 | |
| S52A | 180+53 | 47 | RT | 1 | |
| S53A | 181+34 | 63 | RT | 1 | |
| S53.1A | 181+30 | 20 | rt | 1 | |
| S54A | 182+78 | 3 | LT | 1 | |
| S55A | 182+99 | 8 | RT | | 1 |
| S56A | 182+98 | 22 | LT | 1 | |
| S57A | 186+94 | 0 | LT | 1 | |
| S58A | 189+17 | 43 | LT | | 1 |
| S59A | 189+32 | 27 | LT | 1 | |
| S60A | 189+66 | 196 | RT | 1 | |
| S61A | 189+67 | 171 | LT | 1 | |
| S62A | 191+01 | 183 | LT | | 1 |
| S63A | 152+48 | 68 | RT | 1 | |
| S64A | 153+09 | 125.80 | RT | 1 | |
| S65A | 153+14 | 128.70 | RT | 1 | |
| S66A | 153+91 | 12.81 | LT | 1 | |
| S67A | 153+93 | 7.43 | LT | 1 | |
| S67.1A | 163+19 | 70 | RT | 1 | |
| S68A | 164+13 | 140 | RT | 1 | |
| S69A | 164+27 | 132 | RT | 1 | |
| S70A | 164+57 | 130 | RT | 1 | |
| S70.1A | 164+58 | 38 | LT | 1 | |
| S71A | 164+94 | 56 | LT | 1 | |
| S72A | 164+38 | 118.10 | LT | 1 | |
| S73A | 164+42 | 116.34 | LT | 1 | |
| S74A | 173+02 | 214 | LT | 1 | |
| S75A | 173+03 | 170 | LT | 1 | |
| S76A | 173+06 | 147 | LT | 1 | |
| S77A | 173+24 | 3 | RT | 1 | |

## SCHEDULE FOR REMOVAL OF UTILITY STRUCTURES & FIRE HYDRANTS

| LOCATIONS | | | | UTILITY STRUCTURES | FIRE HYDRANTS |
|---|---|---|---|---|---|
| ID# | STATION | OFFSET | LT/RT | EACH | EACH |
| S78A | 173+30 | 0 | RT | 1 | |
| S79A | 173+29 | 30 | RT | 1 | |
| S81A | 173+05 | 199 | RT | 1 | |
| S82A | 173+06 | 199 | RT | 1 | |
| S83A | 174+68 | 259 | RT | 1 | |
| S84A | 172+80 | 406 | LT | 1 | |
| S85A | 172+71 | 406 | LT | | 1 |
| S1B | 166+53 | 17 | RT | 1 | |
| S2B | 166+86 | 18 | RT | 1 | |
| S3B | 166+55 | 90 | LT | 1 | |
| S3.1B | 167+21 | 69 | LT | 1 | |
| S4B | 167+33 | 136 | LT | 1 | |
| S9B | 167+57 | 78 | LT | 1 | |
| S11B | 167+66 | 112 | LT | 1 | |
| S12B | 167+44 | 156 | LT | 1 | |
| S13B | 167+66 | 72 | LT | 1 | |
| S14B | 168+07 | 104 | LT | 1 | |
| S15B | 168+14 | 107 | LT | 1 | |
| S17B | 168+23 | 97 | LT | 1 | |
| S18B | 168+17 | 120 | LT | 1 | |
| S22B | 168+91 | 122 | LT | 1 | |
| S23B | 168+93 | 91 | LT | 1 | |
| S24B | 169+01 | 149 | LT | 1 | |
| S25B | 169+04 | 132 | LT | 1 | |
| S27B | 169+14 | 113 | LT | 1 | |
| S28B | 169+47 | 139 | LT | 1 | |
| S29B | 169+50 | 124 | LT | 1 | |
| S30B | 167+77 | 124 | RT | 1 | |
| S31B | 168+05 | 130 | RT | 1 | |
| S32B | 168+29 | 132 | RT | 1 | |
| S33B | 168+54 | 135 | RT | 1 | |
| S34B | 168+48 | 96 | RT | 1 | |
| S35B | 168+18 | 62 | RT | 1 | |
| S36B | 168+80 | 119 | RT | 1 | |
| S37B | 168+50 | 76 | RT | 1 | |
| S38B | 168+37 | 65 | RT | 1 | |
| S39B | 168+39 | 37 | RT | 1 | |
| S41B | 168+09 | 21 | RT | 1 | |
| S43B | 168+33 | 4 | LT | 1 | |
| S44B | 168+24 | 39 | LT | 1 | |
| S45B | 168+32 | 41 | LT | 1 | |
| S46B | 168+82 | 57 | RT | 1 | |
| S47B | 168+81 | 29 | RT | 1 | |
| S48B | 169+09 | 15 | RT | 1 | |
| S49B | 169+64 | 122 | LT | 1 | |
| S50B | 169+84 | 123 | LT | 1 | |
| S51B | 170+00 | 107 | LT | 1 | |
| S52B | 170+06 | 109 | LT | 1 | |
| S53B | 170+03 | 0 | LT | 1 | |
| S54B | 170+57 | 73 | LT | 1 | |
| S55B | 170+69 | 67 | LT | 1 | |
| S56B | 170+57 | 125 | LT | 1 | |
| S58B | 170+65 | 131 | LT | 1 | |
| S59B | 170+68 | 154 | LT | 1 | |
| S60B | 170+70 | 143 | LT | 1 | |
| S61B | 170+73 | 141 | LT | 1 | |
| S62B | 170+76 | 134 | LT | 1 | |
| S63B | 170+89 | 121 | LT | 1 | |
| S65B | 171+32 | 151 | LT | 1 | |
| S66B | 171+43 | 146 | LT | 1 | |
| S67B | 171+95 | 156 | LT | 1 | |
| S68B | 172+04 | 142 | LT | 1 | |
| S69B | 172+18 | 136 | LT | 1 | |
| S70B | 171+92 | 102 | LT | 1 | |
| S71B | 172+12 | 103 | LT | 1 | |
| S72B | 171+98 | 98 | LT | 1 | |
| S73B | 172+04 | 98 | LT | 1 | |
| S74B | 172+26 | 89 | LT | 1 | |
| S75B | 172+39 | 99 | LT | 1 | |
| S76B | 172+45 | 100 | LT | 1 | |
| S77B | 172+32 | 52 | LT | 1 | |
| S78B | 170+37 | 4 | RT | 1 | |
| S79B | 170+72 | 29 | LT | 1 | |
| S80B | 169+89 | 36 | RT | 1 | |
| S81B | 170+62 | 28 | RT | 1 | |
| S82B | 170+19 | 99 | RT | 1 | |
| S83B | 170+63 | 88 | RT | 1 | |
| S84B | 170+78 | 142 | RT | 1 | |
| S85B | 170+91 | 33 | RT | 1 | |
| S86B | 171+06 | 32 | RT | 1 | |

## SCHEDULE FOR REMOVAL OF UTILITY STRUCTURES & FIRE HYDRANTS

| LOCATIONS | | | | UTILITY STRUCTURES | FIRE HYDRANTS |
|---|---|---|---|---|---|
| ID# | STATION | OFFSET | LT/RT | EACH | EACH |
| S87B | 171+74 | 4 | LT | 1 | |
| S88B | 172+47 | 26 | RT | 1 | |
| S89B | 172+56 | 14 | LT | 1 | |
| S91B | 173+65 | 33 | LT | 1 | |
| S92B | 173+94 | 172 | RT | 1 | |
| S93B | 166+51 | 208 | LT | 1 | |
| S94B | 166+60 | 220 | LT | 1 | |
| S95B | 166+96 | 226 | LT | 1 | |
| S100B | 167+31 | 231 | LT | 1 | |
| S108B | 168+52 | 222 | LT | 1 | |
| S109B | 168+59 | 213 | LT | 1 | |
| S110B | 168+63 | 185 | LT | 1 | |
| S111B | 168+84 | 209 | LT | 1 | |
| S112B | 168+96 | 210 | LT | 1 | |
| S113B | 168+94 | 197 | LT | 1 | |
| S108B | 169+41 | 206 | LT | 1 | |
| S117B | 169+32 | 308 | LT | 1 | |
| S118B | 169+54 | 312 | LT | 1 | |
| S119B | 169+72 | 313 | LT | 1 | |
| S120B | 170+26 | 368 | LT | 1 | |
| S121B | 170+32 | 324 | LT | 1 | |
| S122B | 170+41 | 281 | LT | 1 | |
| S123B | 169+82 | 250 | LT | 1 | |
| S124B | 170+32 | 231 | LT | 1 | |
| S125B | 170+50 | 224 | LT | 1 | |
| S126B | 169+92 | 201 | LT | 1 | |
| S127B | 170+33 | 206 | LT | 1 | |
| S128B | 170+47 | 195 | LT | 1 | |
| S129B | 170+55 | 195 | LT | 1 | |
| S130B | 170+56 | 186 | LT | 1 | |
| S132B | 170+67 | 161 | LT | 1 | |
| S134B | 171+51 | 210 | LT | 1 | |
| S135B | 170+56 | 328 | LT | 1 | |
| S136B | 171+32 | 392 | LT | 1 | |
| S137B | 171+77 | 385 | LT | 1 | |
| S138B | 171+74 | 346 | LT | 1 | |
| S139B | 171+84 | 348 | LT | 1 | |
| S140B | 171+71 | 324 | LT | 1 | |
| S141B | 171+89 | 313 | LT | 1 | |
| S142B | 172+15 | 240 | LT | 1 | |
| S143B | 172+05 | 216 | LT | 1 | |
| S144B | 172+06 | 210 | LT | 1 | |
| S145B | 171+95 | 193 | LT | 1 | |
| S147B | 172+10 | 185 | LT | 1 | |
| S148B | 172+52 | 206 | LT | 1 | |
| S149B | 172+34 | 311 | LT | 1 | |
| S150B | 172+32 | 320 | LT | 1 | |
| S151B | 172+19 | 349 | LT | 1 | |
| S152B | 172+08 | 383 | LT | 1 | |
| S153B | 172+13 | 388 | LT | 1 | |
| S154B | 172+52 | 388 | LT | 1 | |
| S155B | 172+61 | 354 | LT | 1 | |
| S158B | 172+89 | 175 | LT | 1 | |
| S159B | 166+13 | 12 | LT | 1 | |
| S160B | 166+28 | 14 | LT | 1 | |
| S161B | 166+39 | 7 | LT | 1 | |
| S163B | 166+46 | 113 | LT | 1 | |
| S164B | 166+21 | 155 | LT | 1 | |
| S165B | 154+46 | 36 | RT | 1 | |
| S166B | 154+56 | 29 | RT | 1 | |
| S167B | 156+32 | 103 | LT | 1 | |
| S168B | 156+84 | 3 | LT | 1 | |
| S169B | 156+83 | 15 | LT | 1 | |
| S170B | 159+06 | 52 | LT | 1 | |
| S171B | 159+08 | 41 | LT | 1 | |
| S172B | 159+31 | 35 | LT | 1 | |
| S173B | 159+31 | 27 | LT | 1 | |
| S174B | 161+35 | 20 | RT | 1 | |
| S175B | 161+36 | 31 | RT | 1 | |
| S176B | 163+41 | 2 | RT | 1 | |
| S177B | 163+45 | 10 | RT | 1 | |
| S178B | 164+35 | 127 | RT | 1 | |
| S179B | 164+36 | 141 | RT | 1 | |
| S180B | 163+95 | 65 | LT | 1 | |
| S181B | 164+15 | 122 | LT | 1 | |
| S182B | 164+29 | 145 | LT | 1 | |
| S183B | 164+35 | 71 | LT | 1 | |
| S184B | 164+33 | 34 | LT | 1 | |
| S185B | 164+46 | 90 | LT | 1 | |
| S186B | 164+86 | 54 | LT | 1 | |

FILE NAME =
$FILEL$

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | |
|---|---|---|
| DESIGNED - | MFM | REVISED - |
| DRAWN - | JB | REVISED - |
| CHECKED - | ACL | REVISED - |
| DATE - | 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 7**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 94 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

## SCHEDULE FOR REMOVAL OF UTILITY STRUCTURES & FIRE HYDRANTS

| LOCATIONS | | | | UTILITY STRUCTURES | FIRE HYDRANTS |
|---|---|---|---|---|---|
| ID# | STATION | OFFSET | LT/RT | EACH | EACH |
| S187B | 165+05 | 87 | LT | 1 | |
| S188B | 165+20 | 80 | LT | 1 | |
| S189B | 165+28 | 121 | LT | 1 | |
| S190B | 165+23 | 143 | LT | 1 | |
| S191B | 164+83 | 179 | LT | 1 | |
| S192B | 164+74 | 225 | LT | 1 | |
| S193B | 164+50 | 189 | LT | 1 | |
| S194B | 173+34 | 24 | RT | 1 | |
| S195B | 173+27 | 20 | LT | 1 | |
| S196B | 173+42 | 29 | LT | 1 | |
| S197B | 173+27 | 197 | LT | 1 | |
| S198B | 173+20 | 212 | LT | 1 | |
| S199B | 1731+36 | 336 | LT | 1 | |
| S200B | 172+95 | 421 | LT | 1 | |
| S201B | 172+89 | 400 | LT | 1 | |
| S202B | 172+78 | 408 | LT | 1 | |
| S203B | 172+88 | 409 | LT | 1 | |
| S204B | 172+69 | 417 | LT | 1 | |
| S1C | 173+32 | 23 | RT | 1 | |
| S2C | 173+63 | 139 | LT | 1 | |
| S3C | 173+79 | 112 | LT | 1 | |
| S4C | 173+72 | 87 | LT | 1 | |
| S5C | 173+88 | 53 | LT | 1 | |
| S6C | 173+76 | 11 | LT | 1 | |
| S7C | 173+97 | 14 | RT | 1 | |
| S8C | 174+25 | 54 | RT | 1 | |
| S9C | 174+31 | 11 | LT | 1 | |
| S10C | 174+23 | 75 | RT | 1 | |
| S11C | 174+15 | 139 | LT | 1 | |
| S12C | 174+07 | 204 | LT | 1 | |
| S13C | 174+34 | 234 | LT | 1 | |
| S14C | 174+43 | 163 | LT | 1 | |
| S15C | 174+50 | 107 | LT | 1 | |
| S16C | 174+65 | 13 | RT | 1 | |
| S17C | 175+02 | 73 | LT | 1 | |
| S18C | 174+89 | 170 | LT | 1 | |
| S19C | 175+29 | 229 | LT | 1 | |
| S20C | 175+37 | 166 | LT | 1 | |
| S21C | 175+47 | 88 | LT | 1 | |
| S22C | 175+55 | 25 | LT | 1 | |
| S23C | 175+58 | 6 | LT | 1 | |
| S24C | 175+68 | 74 | RT | 1 | |
| S25C | 175+65 | 53 | RT | 1 | |
| S26C | 176+50 | 219 | LT | 1 | |
| S27C | 176+52 | 199 | LT | 1 | |
| S28C | 176+62 | 120 | LT | 1 | |
| S29C | 176+59 | 143 | LT | 1 | |
| S30C | 176+66 | 88 | LT | 1 | |
| S31C | 176+72 | 41 | LT | 1 | |
| S32C | 176+77 | 6 | LT | 1 | |
| S33C | 176+85 | 57 | RT | 1 | |
| S34C | 178+06 | 218 | LT | 1 | |
| S35C | 178+19 | 114 | LT | 1 | |
| S36C | 178+27 | 59 | LT | 1 | |
| S37C | 178+68 | 185 | LT | 1 | |
| S38C | 178+47 | 148 | LT | 1 | |
| S39C | 178+58 | 137 | LT | 1 | |
| S40C | 178+68 | 87 | LT | 1 | |
| S41C | 178+71 | 44 | LT | 1 | |
| S42C | 179+15 | 49 | LT | 1 | |
| S43C | 179+03 | 143 | LT | 1 | |
| S44C | 179+14 | 191 | LT | 1 | |
| S45C | 179+52 | 149 | LT | 1 | |
| S46C | 179+57 | 98 | LT | 1 | |
| S47C | 179+59 | 55 | LT | 1 | |
| S48C | 179+64 | 197 | LT | 1 | |
| S49C | 179+84 | 153 | LT | 1 | |
| S50C | 180+29 | 215 | LT | 1 | |
| S51C | 181+23 | 167 | LT | 1 | |
| S52C | 181+16 | 227 | LT | 1 | |
| S53C | 181+31 | 108 | LT | 1 | |
| S54C | 182+16 | 196 | LT | 1 | |
| S55C | 182+33 | 61 | LT | 1 | |
| S56C | 182+42 | 8 | RT | 1 | |
| S57C | 185+95 | 100 | RT | 1 | |
| S58C | 186+18 | 99 | RT | 1 | |
| S59C | 186+58 | 122 | LT | 1 | |
| S60C | 187+32 | 59 | RT | 1 | |
| S61C | 188+36 | 25 | RT | 1 | |
| S62C | 188+81 | 0 | RT | 1 | |

## SCHEDULE FOR REMOVAL OF UTILITY STRUCTURES & FIRE HYDRANTS

| LOCATIONS | | | | UTILITY STRUCTURES | FIRE HYDRANTS |
|---|---|---|---|---|---|
| ID# | STATION | OFFSET | LT/RT | EACH | EACH |
| S63C | 188+93 | 115 | RT | 1 | |
| S64C | 188+94 | 183 | RT | 1 | |
| S65C | 189+33 | 27 | LT | 1 | |
| S66C | 189+67 | 174 | LT | 1 | |
| S67C | 189+52 | 195 | RT | 1 | |
| S68C | 189+53 | 262 | RT | 1 | |
| S69C | 189+80 | 262 | RT | 1 | |
| S70C | 190+04 | 168 | LT | 1 | |
| S71C | 190+32 | 99 | LT | 1 | |
| S72C | 190+32 | 71 | LT | 1 | |
| S73C | 190+30 | 42 | RT | 1 | |
| S74C | 190+59 | 122 | RT | 1 | |
| S75C | 191+14 | 50 | LT | 1 | |
| S76C | 191+35 | 50 | LT | 1 | |
| S77C | 191+89 | 144 | LT | 1 | |
| S78C | 191+89 | 50 | LT | 1 | |
| | | | | | |
| | | | TOTALS | 330 | 6 |
| | | | | | |
| | | | | | |

..\D8CONN-06-BORDER1.DGN, ..\D8CONN-06-SCHEDQ2.DGN, ..\D8CONN-06-SCHEDQ2.DGN, ..\D8CONN-06-SCHEDQ2.DGN, ..\D8CONN-06-SCHEDQ2.DGN
2-08-2011, 16:23:07 BONDHUJO \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-SCHEDULE9-8.DGN

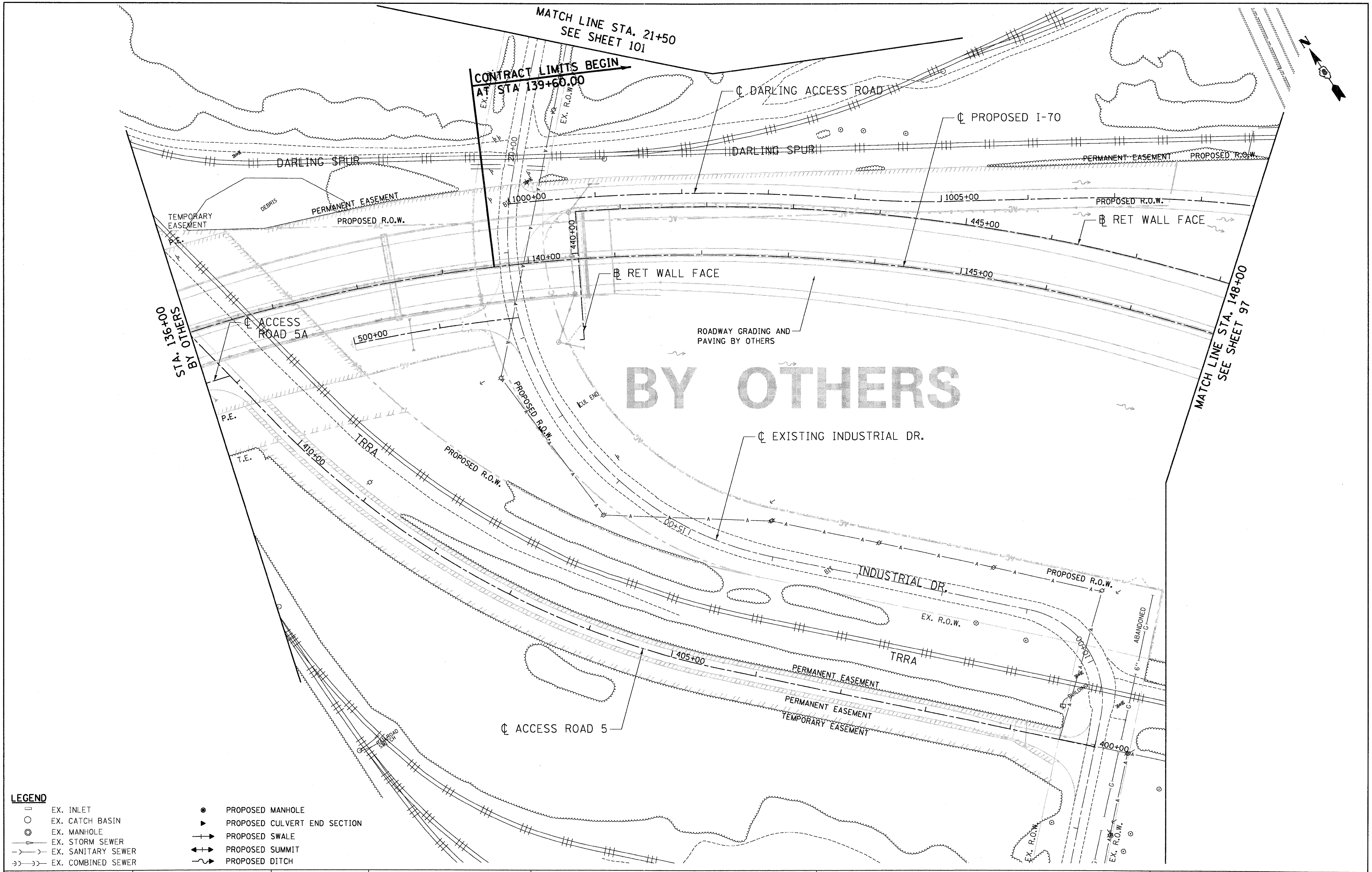
| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - MFM | REVISED - |
| | | DRAWN - JB | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| **TENG** TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**EXISTING DRAINAGE REMOVAL**
**SCHEDULE 8**

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 95 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



**LEGEND**

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| —▷— | EX. STORM SEWER |
| –)—)– | EX. SANITARY SEWER |
| ⟩)—⟩)– | EX. COMBINED SEWER |
| ● | PROPOSED MANHOLE |
| ▶ | PROPOSED CULVERT END SECTION |
| —+→ | PROPOSED SWALE |
| ←+→ | PROPOSED SUMMIT |
| ~→ | PROPOSED DITCH |

..\D8CONN-99-MOTIF1.DGN, ..\D8CONN-06-BORDER1.DGN, ..\D8CONN-99-LAYOUT1.DGN, ..\D8CONN-06-LEGEND1.DGN, ..\D8CONN-06-MOTIF1.DGN, ..\D8CONN-05-MOTIF1.DGN
5-04-2011, 17:58:36 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL2-13600.DGN

FILE NAME =
$FILEL$

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

| | | | |
|---|---|---|---|
| USER NAME = $USER$ | DESIGNED - JB | REVISED - | |
| | DRAWN - JB | REVISED - | |
| PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | |
| PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED DRAINAGE & UTILITIES**
**STA. 136+00 TO STA. 148+00**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

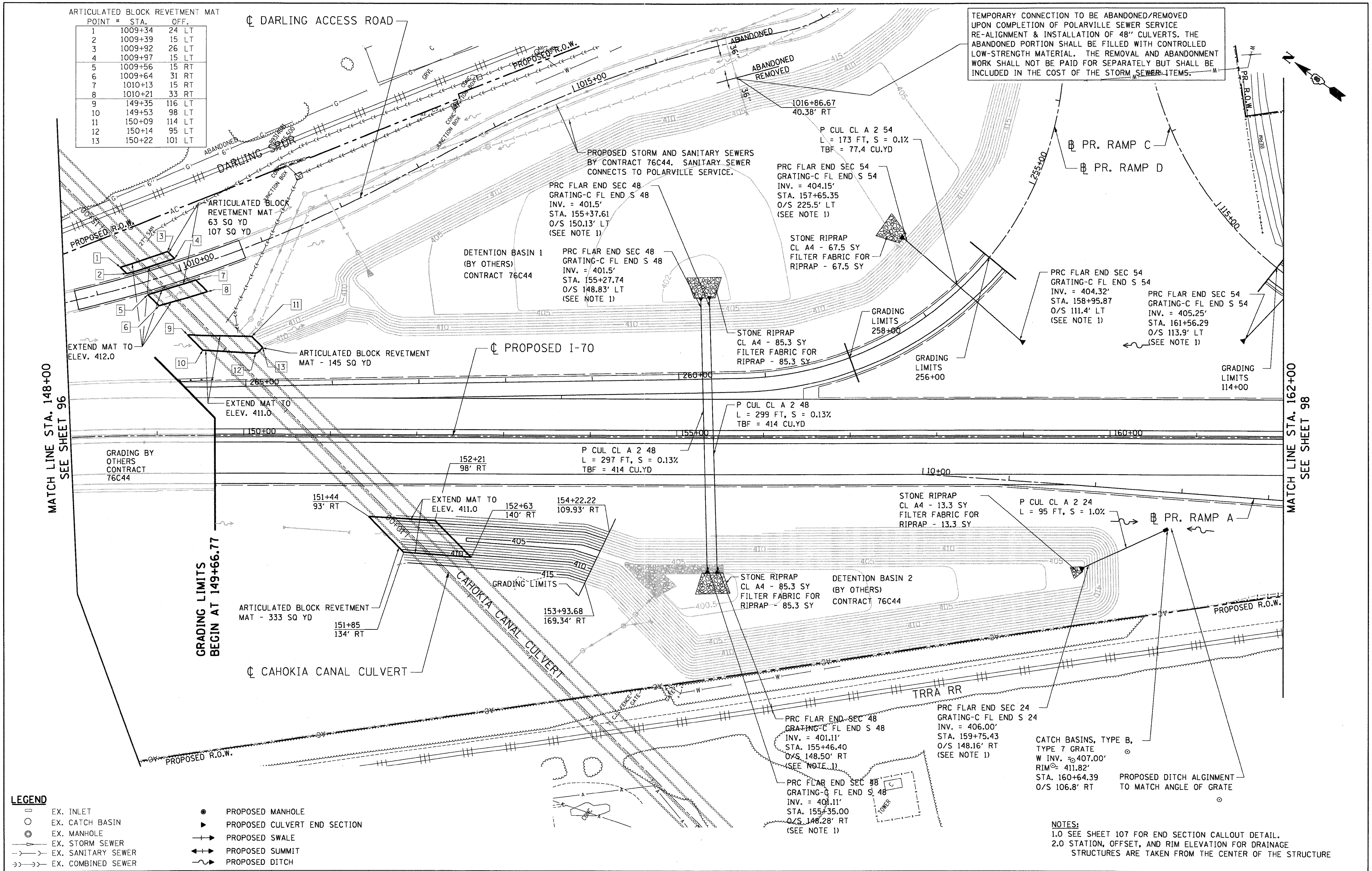
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 96 |
| | | CONTRACT NO. 76C41 | | |

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

ARTICULATED BLOCK REVETMENT MAT

| POINT # | STA. | OFF. |
|---|---|---|
| 1 | 1009+34 | 24 LT |
| 2 | 1009+39 | 15 LT |
| 3 | 1009+92 | 26 LT |
| 4 | 1009+97 | 15 LT |
| 5 | 1009+56 | 15 RT |
| 6 | 1009+64 | 31 RT |
| 7 | 1010+13 | 15 RT |
| 8 | 1010+21 | 33 RT |
| 9 | 149+35 | 116 LT |
| 10 | 149+53 | 98 LT |
| 11 | 150+09 | 114 LT |
| 12 | 150+14 | 95 LT |
| 13 | 150+22 | 101 LT |

TEMPORARY CONNECTION TO BE ABANDONED/REMOVED UPON COMPLETION OF POLARVILLE SEWER SERVICE RE-ALIGNMENT & INSTALLATION OF 48" CULVERTS. THE ABANDONED PORTION SHALL BE FILLED WITH CONTROLLED LOW-STRENGTH MATERIAL. THE REMOVAL AND ABANDONMENT WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWER ITEMS.



**LEGEND**

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| —▻— | EX. STORM SEWER |
| —⟩—⟩— | EX. SANITARY SEWER |
| ⟩⟩—⟩⟩— | EX. COMBINED SEWER |
| ● | PROPOSED MANHOLE |
| ▶ | PROPOSED CULVERT END SECTION |
| —+→ | PROPOSED SWALE |
| ←+→ | PROPOSED SUMMIT |
| ∿→ | PROPOSED DITCH |

NOTES:

1.0 SEE SHEET 107 FOR END SECTION CALLOUT DETAIL.

2.0 STATION, OFFSET, AND RIM ELEVATION FOR DRAINAGE STRUCTURES ARE TAKEN FROM THE CENTER OF THE STRUCTURE

| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

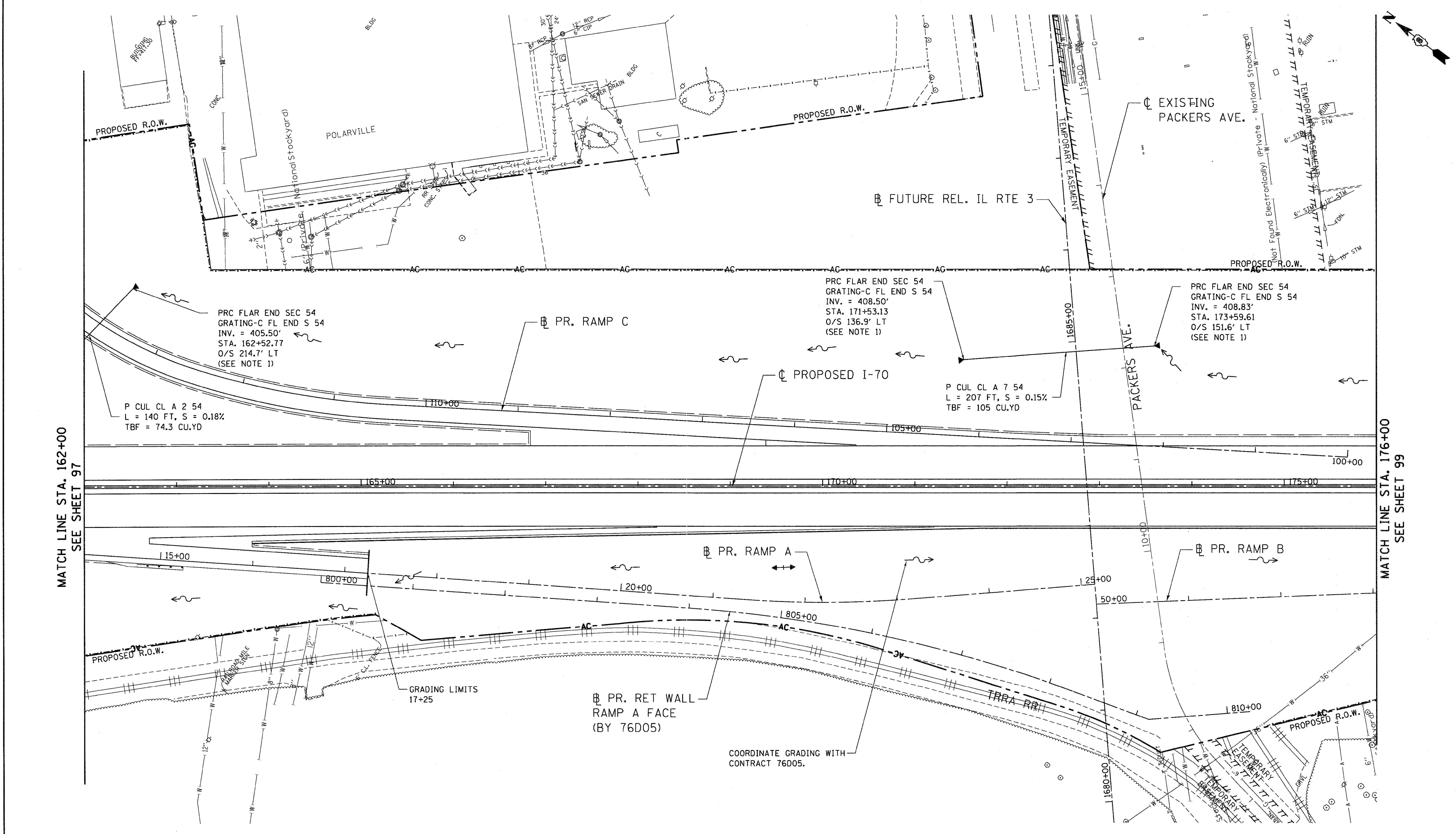
**PROPOSED I-70**
**PROPOSED DRAINAGE & UTILITIES**
**STA. 148+00 TO STA. 162+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 97 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



## LEGEND

| | |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| ——▷—— | EX. STORM SEWER |
| -›—›—›- | EX. SANITARY SEWER |
| ››—››—››- | EX. COMBINED SEWER |
| ● | PROPOSED MANHOLE |
| ▶ | PROPOSED CULVERT END SECTION |
| —+→ | PROPOSED SWALE |
| ←+→ | PROPOSED SUMMIT |
| ~→ | PROPOSED DITCH |

NOTES:
1.0 SEE SHEET 107 FOR END SECTION CALLOUT DETAIL.
2.0 STATION, OFFSET, AND RIM ELEVATION FOR DRAINAGE STRUCTURES
ARE TAKEN FROM THE CENTER OF THE STRUCTURE

| | | | |
|---|---|---|---|
| FILE NAME =<br>$FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

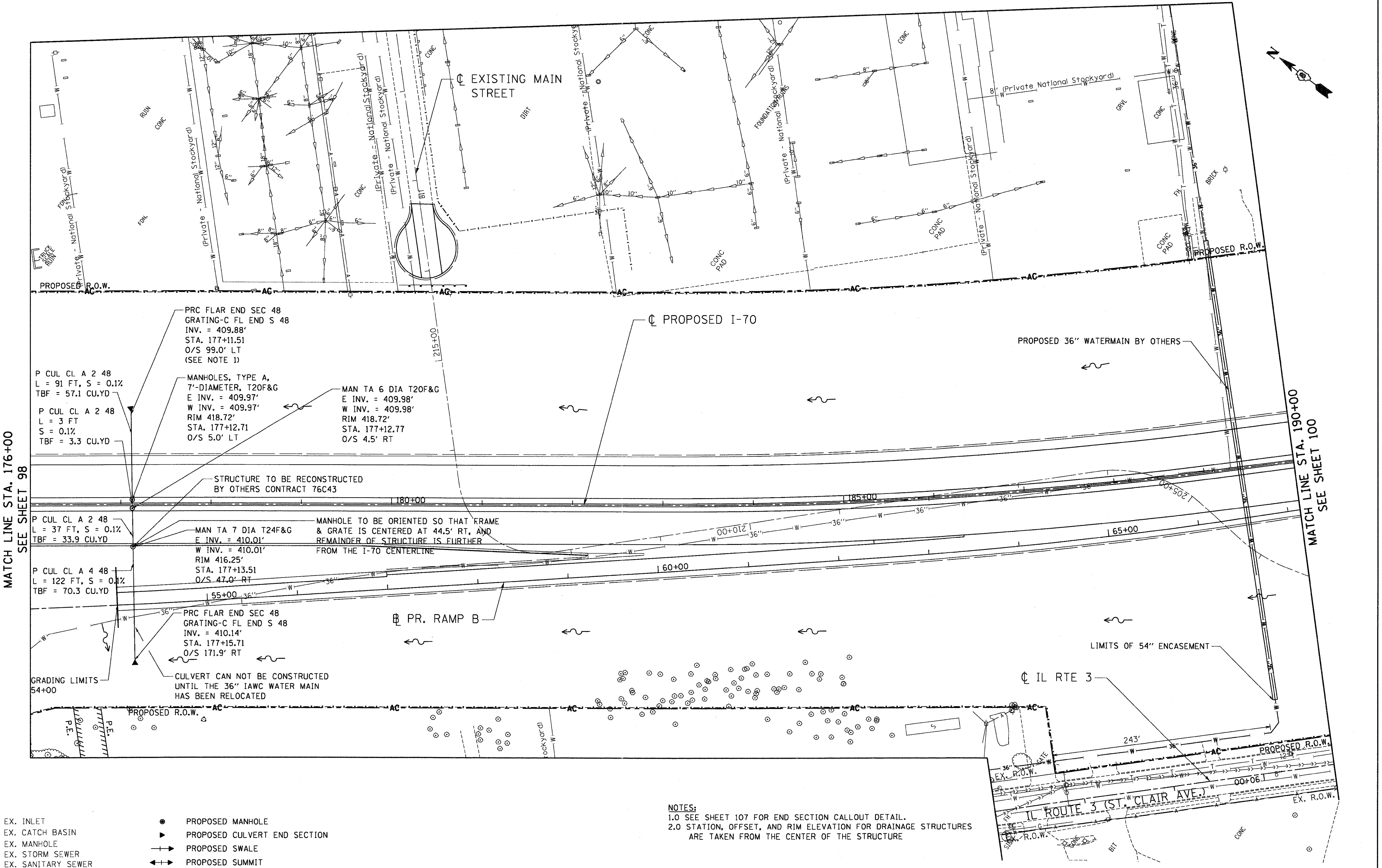
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED DRAINAGE & UTILITIES**
**STA. 162+00 TO STA. 176+00**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 98 |
| | | CONTRACT NO. 76C41 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

2-04-2011, 16:18:52 BONDHUJO



**LEGEND**

- ▭ EX. INLET
- ○ EX. CATCH BASIN
- ◎ EX. MANHOLE
- —▷— EX. STORM SEWER
- —›—›— EX. SANITARY SEWER
- »—»—» EX. COMBINED SEWER
- ⊙ PROPOSED MANHOLE
- ▶ PROPOSED CULVERT END SECTION
- —+→ PROPOSED SWALE
- ←+→ PROPOSED SUMMIT
- ∽→ PROPOSED DITCH

NOTES:

1.0 SEE SHEET 107 FOR END SECTION CALLOUT DETAIL.

2.0 STATION, OFFSET, AND RIM ELEVATION FOR DRAINAGE STRUCTURES ARE TAKEN FROM THE CENTER OF THE STRUCTURE

..\D8CONN-99-MOTIF1.DGN,..\D8CONN-06-BORDER1.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-06-LEGEND1.DGN,..\D8CONN-06-MOTIF1.DGN,..\D8CONN-11-MOTIF1.DGN,..\D8CONN-03-GEOMETRICS1.DGN,..\D8CONN-10-MOTIF1.DGN
5-04-2011, 17:59:28 BONDHUJD \\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 06\D8CONN-06-SHT-DRNUTIL2-17600.DGN

FILE NAME =
$FILEL$

**TENG** TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

| | | |
|---|---|---|
| DESIGNED | - | JB |
| DRAWN | - | JB |
| CHECKED | - | ACL |
| DATE | - | 02/04/11 |

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

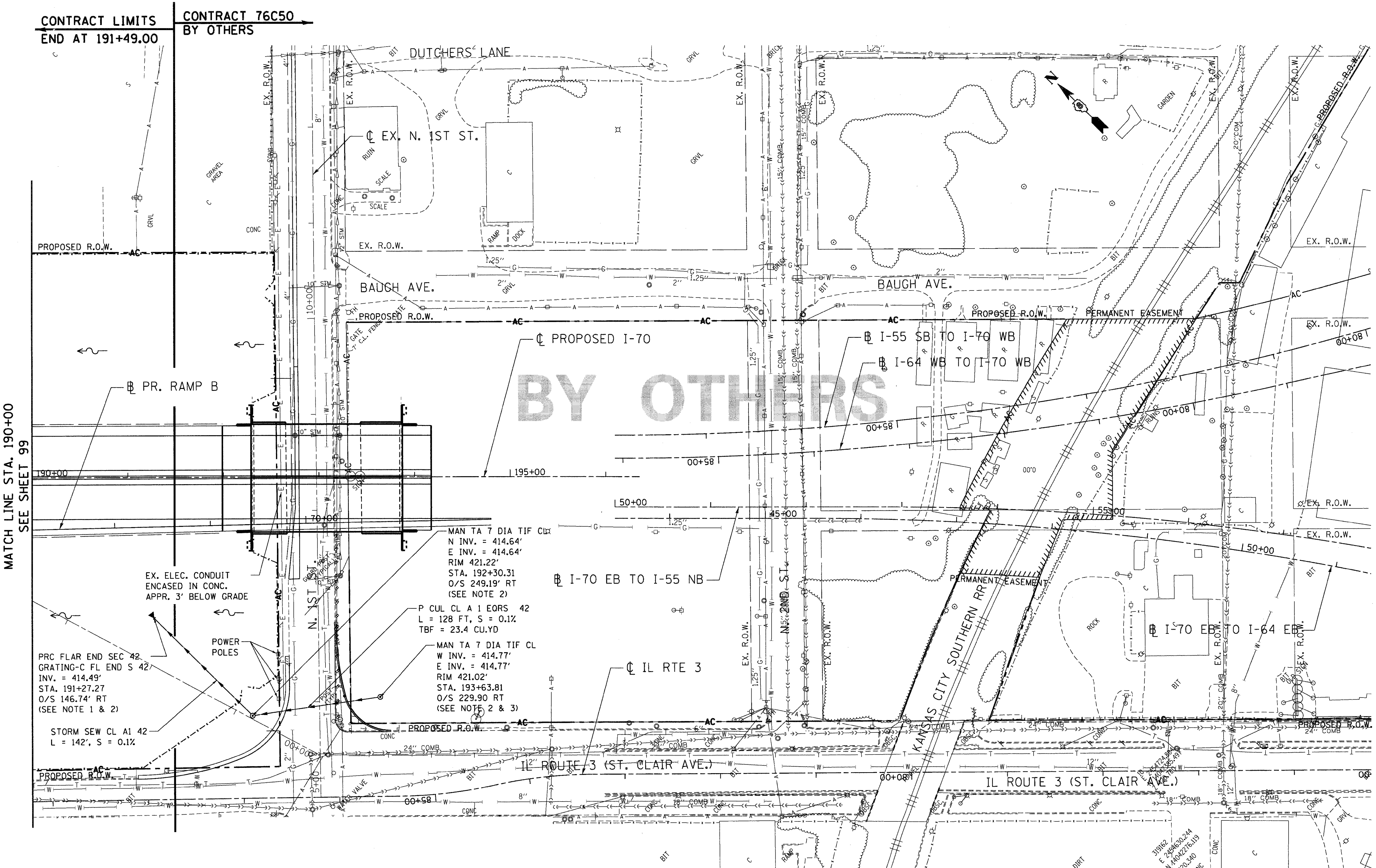
**PROPOSED I-70**
**PROPOSED DRAINAGE & UTILITIES**
**STA. 176+00 TO STA. 190+00**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 99 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



**LEGEND**

|  |  |
|---|---|
| ▭ | EX. INLET |
| ○ | EX. CATCH BASIN |
| ◎ | EX. MANHOLE |
| —▷— | EX. STORM SEWER |
| ->—>—> | EX. SANITARY SEWER |
| ≫—≫—≫ | EX. COMBINED SEWER |
| ◉ | PROPOSED MANHOLE |
| ▶ | PROPOSED CULVERT END SECTION |
| —+→ | PROPOSED SWALE |
| ←+→ | PROPOSED SUMMIT |
| ~→ | PROPOSED DITCH |

NOTES:

1. SEE SHEET 107 FOR END SECTION CALL OUT DETAIL.
2. INCLUDED IN CONTRACT 76C41.
3. THIS EAST INVERT PIPE WILL BE PLACED BY OTHERS IN CONTRACT 76C50
4. STATION, OFFSET, AND RIM ELEVATION FOR DRAINAGE STRUCTURES ARE TAKEN FROM THE CENTER OF THE STRUCTURE

|  |  |  |  |
|---|---|---|---|
| FILE NAME = | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| $FILEL$ |  | DRAWN - JB | REVISED - |
| TENG & ASSOCIATES, INC.<br>ENGINEERS/ARCHITECTS/PLANNERS<br>CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - |
|  | PLOT DATE = $DATE$ | DATE - 02/04/11 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**PROPOSED I-70**
**PROPOSED DRAINAGE & UTILITIES**
**STA. 190+00 TO TRI-LEVEL**

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1A | ST. CLAIR | 190 | 100 |

CONTRACT NO. 76C41

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT