

76C47

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-1HBR	ST. CLAIR	93	1

D-98-058-08  
 93+3-96

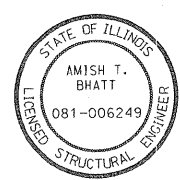
FOR INDEX OF DRAWINGS AND HIGHWAY STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

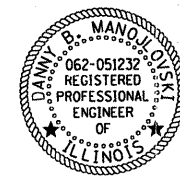
**PROPOSED  
 HIGHWAY PLANS**

F.A.I. ROUTE 64 (I-64)  
 SECTION 82-1-1HBR  
 PEDESTRIAN OVERPASS, RETAINING WALL,  
 SIDEWALK & LIGHTING

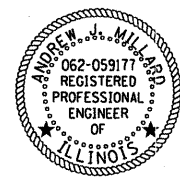
ST. CLAIR COUNTY  
 C-98-065-09



*Amish Bhatt* 5/1/09  
 AMISH T. BHATT DATE  
 LICENSE EXPIRES 11/30/2010  
 SHEETS 42-93



*Danny B. Manojlovski* 5/1/09  
 DANNY B. MANOJLOVSKI DATE  
 LICENSE EXPIRES 11/30/2009  
 SHEETS 1-31, EXCLUDING 24-25

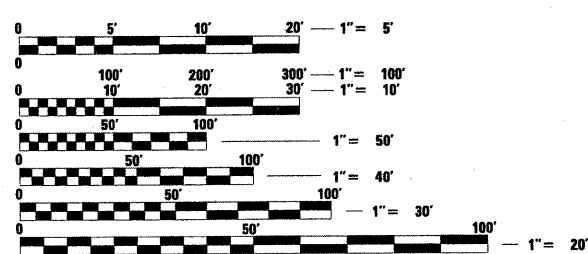


*Andrew J. Millard* 5/1/09  
 ANDREW J. MILLARD DATE  
 LICENSE EXPIRES 11/30/2009  
 SHEETS 1-31, EXCLUDING 24-25



*William D. Stermer* 05/01/09  
 WILLIAM D. STERMER DATE  
 LICENSE EXPIRES 11/30/2009  
 SHEETS 32-41

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

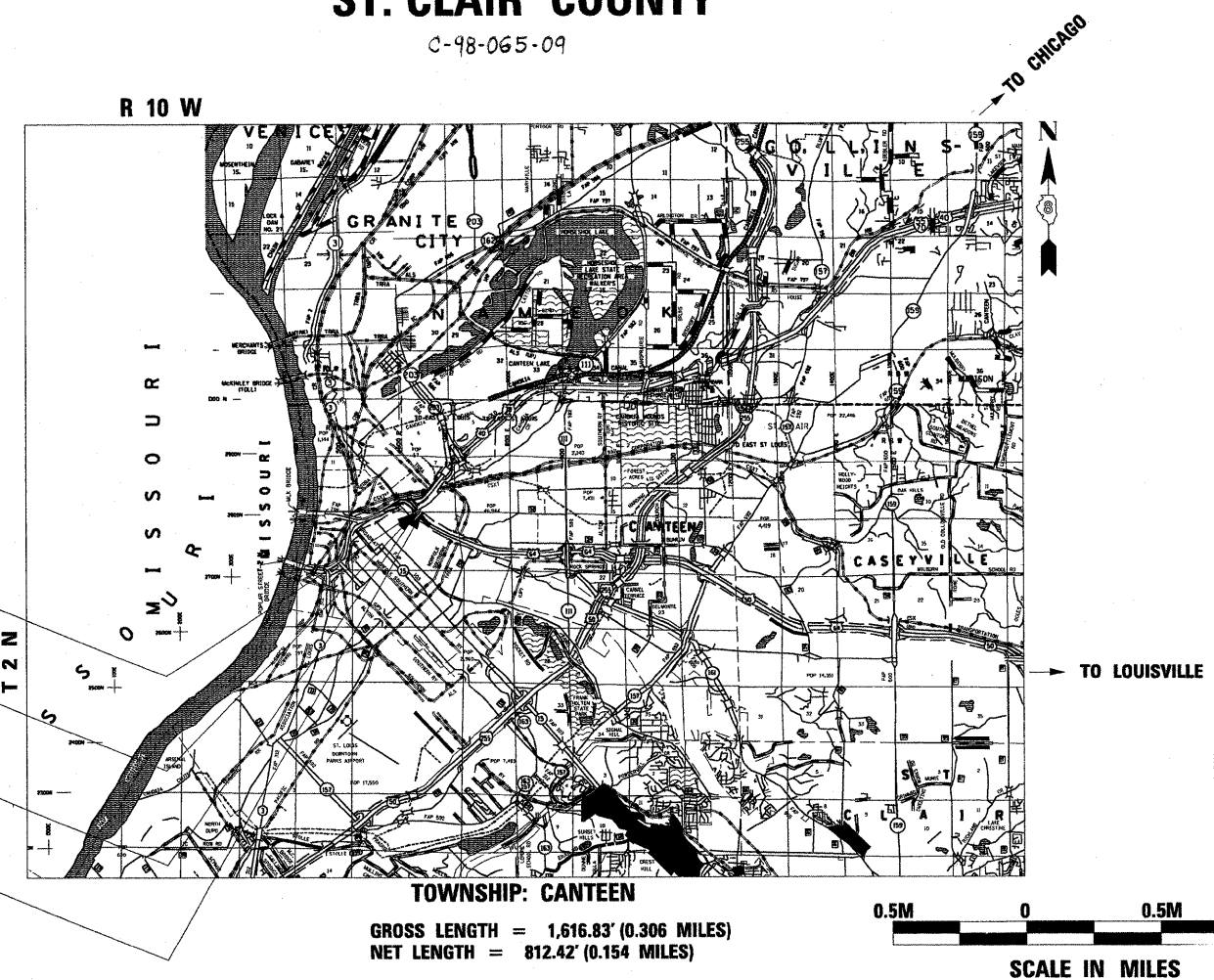


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
 ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
 CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
 ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER MIKE PRITCHETT  
 SQUAD LEADER CHAD SANDERS  
 CONTRACT NO. 76C47

- PEDESTRIAN SIDEWALK  
 STA 9+63.46 TO 10+61.06  
 STA 23+90.11 TO STA 25+80.29
- PEDESTRIAN BRIDGE WALL  
 STRUCTURE NO. 082-W228  
 STA 10+61.06 TO STA 13+00.80
- PEDESTRIAN BRIDGE  
 STRUCTURE NO. 082-0394  
 STA 12+94.47 TO STA 20+98.00
- PEDESTRIAN BRIDGE WALL  
 STRUCTURE NO. 082-W229  
 STA 20+91.58 TO STA 23+90.11



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED July 9 20 09  
*May C. Jamie*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 14, 20 09  
*Charles G. Ingersoll*  
 ENGINEER OF DESIGN AND ENVIRONMENT

August 14, 20 09  
*Christine M. Reed*  
 DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

AEC  
 303 EAST WACKER DRIVE, SUITE 600  
 CHICAGO, ILLINOIS 60601-5212, PHONE: 1-312-329-1300

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**HIGHWAY STANDARDS**

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420111-02	PCC PAVEMENT ROUNDOUTS
424001-05	CURB RAMPS FOR SIDEWALKS
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-03	SUB-SURFACE DRAINS
602001-01	CATCH BASIN TYPE A
602401-02	MANHOLE TYPE A
602411-01	MANHOLE TYPE A 7' (2.1 m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
642001-01	SHOULDER RUMBLE STRIPS
664001-02	CHAIN LINK FENCE
668001-01	RIGHT OF WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701400-03	APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701425-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, SPEED >= 45 MPH
701446-01	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
780001-02	TYPICAL PAVEMENT MARKINGS
814001-02	HANDHOLES

FILE NAME = D8TRJ-76C47-sht-Index01.dgn	USER NAME = moranik	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF DRAWINGS / HIGHWAY STANDARDS</b>	F.A.I. RTE. 64	SECTION 82-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 2	
PLOT SCALE = 1/8000' / IN.	CHECKED - JL	REVISED -	SCALE: NONE			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
PLOT DATE = 7/15/2009	DATE - 05/01/09	REVISED -	CONTRACT NO. 76C47								

**GENERAL NOTES**

1. MIXTURES FOR JOINTS, CRACKS, AND FLANGWAYS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
2. THE USE OF VIBRATORY ROLLERS IS PROHIBITED IN THE RESIDENTIAL AREA. THIS DOES NOT RELIEVE THE CONTRACTOR OF DENSITY REQUIREMENTS FOR THE BITUMINOUS PAVEMENTS AS SPECIFIED IN THE SPECIAL PROVISIONS FOR SUPERPAVE BITUMINOUS CONCRETE MIXTURES.
3. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED. THE OFFSETS TO MANHOLES ARE TO THE CENTER OF THE DRAINAGE STRUCTURE. A CONCENTRIC DRAINAGE STRUCTURE WAS USED TO CALCULATE THIS DISTANCE.
4. THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
5. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN POST SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.
7. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING AND NO ADDITIONAL PAYMENT WILL BE CONSIDERED.
8. THE CONTRACTOR SHALL BE AWARE THAT THE PROJECT SITE MAY CONTAIN ARCHEOLOGICAL EXCAVATED HOLES. THE CONTRACTOR SHALL FILL THE HOLES WITH EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE ACCORDING TO THE EARTH EXCAVATION PAY ITEM IN THE PLANS.
9. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
10. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
11. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
12. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE.
13. AN ESTIMATED QUANTITY OF 200 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING ACCESS TO PRIVATE PROPERTY AND SIDE ROADS THROUGH CONSTRUCTION OPERATIONS DURING THIS CONTRACT.
14. IF ANY UNSUITABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION, IT WILL BE NECESSARY TO REMOVE THE UNSUITABLE MATERIAL AND REPLACE IT WITH A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER. WORK SHALL BE IN ACCORDANCE WITH ARTICLES 202.03 AND 202.08 OF THE STANDARD SPECIFICATIONS.
15. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.
16. EXISTING END SECTIONS, RETAINING WALLS, AND APPURTENANCES AT EXISTING CULVERTS DESIGNATED TO BE REMOVED SHALL BE REMOVED AND CONSIDERED AS INCLUDED IN THE CULVERT REMOVAL.
17. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
18. THE PAY ITEM AND QUANTITY FOR CONTROLLED LOW-STRENGTH MATERIAL HAS BEEN INCLUDED IN THE CONTRACT AS AN ALTERNATE METHOD FOR BACKFILLING THE RELOCATED STORM SEWER IN THE I-64 MEDIAN. THE USE OF THIS MATERIAL SHALL BE APPROVED BY THE RESIDENT ENGINEER.
19. A 2000 SQ FT RESIDENCE IS TO BE REMOVED FROM PARCEL 8826305 AT 737 NORTH 14TH STREET, EAST ST. LOUIS, IL 62025. THIS BUILDING HAS TESTED NEGATIVE FOR ASBESTOS AND SHALL BE REMOVED ACCORDING TO THE SPECIAL PROVISION AND THE SITE LEVELED AND SEEDED ACCORDINGLY.
20. CONTRACTOR SHALL COORDINATE THE REMOVAL OF EXISTING POWER POLES AND ELECTRIC LINES AND INSTALLATION OF NEW POWER POLES, LIGHTING UNITS AND ELECTRIC LINES WITH AMEREN AS REQUIRED TO FACILITATE CONSTRUCTION ACTIVITIES AND MAINTAIN THE PROJECT SCHEDULE. LOCATIONS OF PROPOSED POWER POLES AND LIGHTING UNITS SHOWN ON THE CONTRACT PLANS ARE DIAGRAMMATIC. FINAL LOCATIONS OF ALL POWER POLES AND LIGHTING UNITS SHALL BE DETERMINED BY AMEREN AND BE APPROVED BY THE ENGINEER.
21. ALL MATERIAL (INCLUDING BUT NOT LIMITED TO PIPE, CLAMPS, REDUCERS, COUPLERS) AND LABOR TO CONNECT THE PROPOSED UNDERDRAINS TO EXISTING UNDERDRAINS REMAINING IN PLACE SHALL BE INCLUDED IN THE COST OF UNDERDRAINS AND WILL NOT BE MEASURED FOR PAYMENT.
22. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER IN WRITING OF THE ANTICIPATED DRIVING AND RE-STRIKE DATE(S) OF THE PILE(S) TO BE DYNAMICALLY MONITORED TO ALLOW THE RESIDENT ENGINEER TO INFORM DR. LONG AT (217-333-2543) AND THE GEOTECHNICAL ENGINEER - VENIECY PEARMAN-GREEN (618-346-3313) OF THE SCHEDULE. THE CONTRACTOR SHALL PROVIDE THE COMPLETED PILE DRIVING EQUIPMENT DATA FORM AND WRITTEN DRIVING AND RE-STRIKE DATES TO THE RESIDENT ENGINEER AND TO DR. LONG A MINIMUM OF TWO WEEKS PRIOR TO DRIVING THE FIRST DYNAMICALLY MONITORED PILE.

FILE NAME = DBTRI-76C47-shr-Index-02.dgn	USER NAME = millarda	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES / COMMITMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - DJM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	64	82-1-1HBR	ST. CLAIR	93 3
	PLOT SCALE = 0.9444" / IN.	CHECKED - JL	REVISED -						CONTRACT NO. 76C47			
	PLOT DATE = 6/16/2009	DATE - 05/01/09	REVISED -						ILLINOIS FED. AID PROJECT			

**RAILROAD COORDINATION**

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROADS WITHIN THE PROJECT AREA ARE AS FOLLOWS:

METROLINK - (314) 982-1400 EXT. 1874

AFTER COMPLETION OF CONSTRUCTION, RAILROAD DRAINAGE DITCHES SHALL BE CLEANED OF ALL DEBRIS TO THE SATISFACTION OF THE ENGINEER.

**UTILITY COORDINATION**

ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING BY CALLING J.U.L.I.E. AND BY NOTIFYING NON-J.U.L.I.E. MEMBERS INDIVIDUALLY. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY PROVIDING A MINIMUM OF 96-HOURS NOTICE TO THE RESIDENT ENGINEER SO THAT UTILITY COMPANIES CAN BE NOTIFIED. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- AMEREN UE
- AMERITECH
- CHARTER COMMUNICATIONS
- EXPLORER PIPELINE
- ILLINOIS POWER COMPANY
- ILLINOIS AMERICAN WATER
- MARATHON ASHLAND PIPELINE COMPANY
- MCI
- MCLEOD USA
- NORAM TRADING AND TRANSPORTATION COMPANY
- OWEST
- SPRINT
- WORLDCOM
- 360 NETWORKS

CITY OF EAST ST LOUIS - (618) 482-6737  
 METRO EAST SANITARY DISTRICT - (618) 452-9400  
 ST LOUIS NATIONAL STOCKYARDS COMPANY - (405) 235-8675

(MEMBERS OF J.U.L.I.E. (800)-892-0123 OR 811 ARE INDICATED BY \*. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)

**COORDINATE SYSTEM AND DATUM**

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

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

THE BASE POINT FROM WHICH ALL UTM COORDINATES WERE SCALED WAS PRIMARY CONTROL MONUMENT NUMBER 10, LISTED IN APPENDIX A OF THE MRC SURVEY SUMMARY, AVAILABLE FROM THE ENGINEER. EACH VECTOR FROM MONUMENT NUMBER 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 COORDINATES.

THE VERTICAL CONTROL DATUM IS NAVD 1988.

**TRAFFIC CONTROL**

1. ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH CONTRACTOR SUPPLIED TEMPORARY CONCRETE BARRIERS AND APPROPRIATE LIGHTS.
2. ALL TRAFFIC CONTROL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE NOTED.
3. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT AND ON THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE, 48".
4. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
5. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN SANDBAGS PER BARRICADE.

**COMMITMENTS**

1. ALL REMOVED TREES SHALL BE REPLACED IN SEPARATE CONTRACT.
2. ALL CONSTRUCTION ACTIVITIES WILL FOLLOW ILLINOIS PROCEDURES DESIGNED TO MINIMIZE CONSTRUCTION IMPACTS ON AIR QUALITY.
3. THE CONSTRUCTION SPECIFICATIONS WILL INCLUDE REQUIREMENTS TO PROHIBIT THE CONTRACTOR FROM DISPOSING OF ANY POLLUTANTS, SUCH AS FUELS, LUBRICANTS, RAW SEWAGE, OR OTHER HARMFUL SUBSTANCES, INAPPROPRIATELY.
4. THE CONTRACTOR SHALL COORDINATE WITH IMMACULATE CONCEPTION AND GESTHEMANE CHURCHES TO MINIMIZE ACCESS ISSUES BOTH TO THE FRONT ENTRY, AND TO THE EXISTING DRIVEWAYS TO THE CHURCH PROPERTIES.
5. THE CONTRACTOR SHALL GIVE THE IMMACULATE CONCEPTION AND GESTHEMANE CHURCHES 72-HOURS NOTICE PRIOR TO REMOVING THE EXISTING FENCE DUE TO CONSTRUCTION ACTIVITIES.
6. THE CONTRACTOR SHALL RELOCATE OR REPLACE TEMPORARY FENCE AS NEEDED SUCH THAT THERE IS NO BREACH IN THE SECURITY OF THE GESTHEMANE CHURCH PROPERTY THROUGHOUT THE CONSTRUCTION DURATION. AFTER CONSTRUCTION, PROPOSED FENCE SHALL BE PLACED ACCORDING TO THE PLANS.

FILE NAME = DBTRI-76C47-sht-Index-03.dgn	USER NAME = maronik	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES / COMMITMENTS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:2000' / 1" IN.	CHECKED - JL	REVISED -			64	82-1-IHBR	ST. CLAIR	93	4
PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -	REVISED -	SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 76C47			
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



		100% STATE FUNDING								
SP	CODE NO.	ITEM	UNIT	URBAN		ROADWAY J000-2A	HIGHWAY LIGHTING Y030-1E	PEDESTRIAN BRIDGE STR NO 082-0394 X932-2A	RETAINING WALL STR NO 082-W228 Y007	RETAINING WALL STR NO 082-W229 Y007
				TOTAL QUANTITY						
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	72		72				
	20200100	EARTH EXCAVATION	CU YD	82		82				
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	100		100				
	20400800	FURNISHED EXCAVATION	CU YD	695		695				
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	100		100				
	20800150	TRENCH BACKFILL	CU YD	58		58				
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6,067		6,067				
*	25000210	SEEDING, CLASS 2A	ACRE	1.2		1.2				
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	108		108				
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	108		108				
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	108		108				
*	25100115	MULCH, METHOD 2	ACRE	1.2		1.2				
	25100630	EROSION CONTROL BLANKET	SQ YD	607		607				
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	324		324				
	28000400	PERIMETER EROSION BARRIER	FOOT	2,437		2,437				
	28000500	INLET AND PIPE PROTECTION	EACH	23		23				
	28100107	STONE RIPRAP, CLASS A4	SQ YD	214		214				
	28200200	FILTER FABRIC	SQ YD	214		214				
	31100200	SUB-BASE GRANULAR MATERIAL, TYPE A	CU YD	6		6				
	31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	233		233				
	31100700	SUB-BASE GRANULAR MATERIAL, TYPE A 8"	SQ YD	481		481				
	31200600	STABILIZED SUBBASE - CEMENT AGGREGATE MIXTURE, 4"	SQ YD	430		430				
	35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	191		191				
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	200		200				
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	31		31				
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	51		51				
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	32		32				
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	33		33				
	42001300	PROTECTIVE COAT	SQ YD	934		934				
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,411		7,411				
	42400800	DETECTABLE WARNINGS	SQ FT	16		16				
	44000100	PAVEMENT REMOVAL	SQ YD	227		227				
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	20		20				
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	238		238				
	44000600	SIDEWALK REMOVAL	SQ FT	5,314		5,314				
	44001980	CONCRETE BARRIER REMOVAL	FOOT	104		104				
	44004250	PAVED SHOULDER REMOVAL	SQ YD	447		447				
	48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	430		430				
	50200100	STRUCTURE EXCAVATION	CU YD	1,310				360	265	685
	50300225	CONCRETE STRUCTURES	CU YD	501				501		
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	240					118	122

\* SPECIALTY ITEM

FILE NAME = DBTRI-76C47-sht-summary-01.dgn	USER NAME = millerda	DESIGNED - DJM	REVISED -							F.A.I. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 5
	PLOT SCALE = 47.2222' / IN.	CHECKED - JL	REVISED -											
	PLOT DATE = 6/16/2009	DATE - 05/01/09	REVISED -							SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 76C47	
													FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

		100% STATE FUNDING							
SP	CODE NO.	ITEM	UNIT	URBAN	ROADWAY J000-2A	HIGHWAY LIGHTING Y030-1E	PEDESTRIAN BRIDGE STR NO 082-0394 X932-2A	RETAINING WALL STR NO 082-W228 Y007	RETAINING WALL STR NO 082-W229 Y007
				TOTAL QUANTITY					
	50300300	PROTECTIVE COAT	SQ YD	1,070				570	500
	50800205	REINFORCEMENT BARS, EPOXY COATED	FOUND	111,040			80,590	15,340	15,110
	50800515	BAR SPLICERS	EACH	36			36		
	50900805	PEDESTRIAN RAILING	FOOT	84					84
	50900810	PEDESTRIAN RAIL (SPECIAL)	FOOT	985				480	505
	51200957	FURNISHING METAL SHELL PILES 12" x 0.250"	FOOT	7,146			7,146		
	51202305	DRIVING PILES	FOOT	6,930			6,930		
	51203200	TEST PILE METAL SHELLS	EACH	2			2		
	51204650	PILE SHOES	EACH	110			110		
	51500100	NAME PLATES	EACH	1			1		
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	113			113		
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2				
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	131	131				
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	7	7				
	550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	59	59				
	55100500	STORM SEWER REMOVAL 12"	FOOT	62	62				
	55100900	STORM SEWER REMOVAL 18"	FOOT	6	6				
	55102000	STORM SEWER REMOVAL 54"	FOOT	77	77				
	58700300	CONCRETE SEALER	SQ FT	622			622		
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	30	30				
	60107700	PIPE UNDERDRAINS 6"	FOOT	208	208				
	60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1				
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1				
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
	60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4				
	60260100	INLETS TO BE ADJUSTED	EACH	1	1				
	60500040	REMOVING MANHOLES	EACH	1	1				
	60500050	REMOVING CATCH BASINS	EACH	1	1				
	60600605	CONCRETE CURB, TYPE B	FOOT	118	118				
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B - 6.12	FOOT	111	111				
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B - 6.24	FOOT	56	56				
	63700805	CONCRETE BARRIER TRANSITION	FOOT	20	20				
	63700900	CONCRETE BARRIER BASE	FOOT	90	90				
	64200105	SHOULDER RUMBLE STRIP	FOOT	210	210				
	66400105	CHAIN LINK FENCE, 4'	FOOT	137	137				
	66400505	CHAIN LINK FENCE, 8'	FOOT	46	46				
	* 66A00200	NON-SPECIAL WASTE DISPOSAL	CU YD	3,905	3,905				
	66411900	TEMPORARY FENCE	FOOT	137	137				
	* 66A00210	HAZARDOUS WASTE DISPOSAL	CU YD	910	910				
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				
	* 66A00450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1				
	67100100	MOBILIZATION	L SUM	1	1				
	* 66A00530	SOIL DISPOSAL ANALYSIS	EACH	2	2				
	70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
	70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	5,585	5,585				

\*specialty items

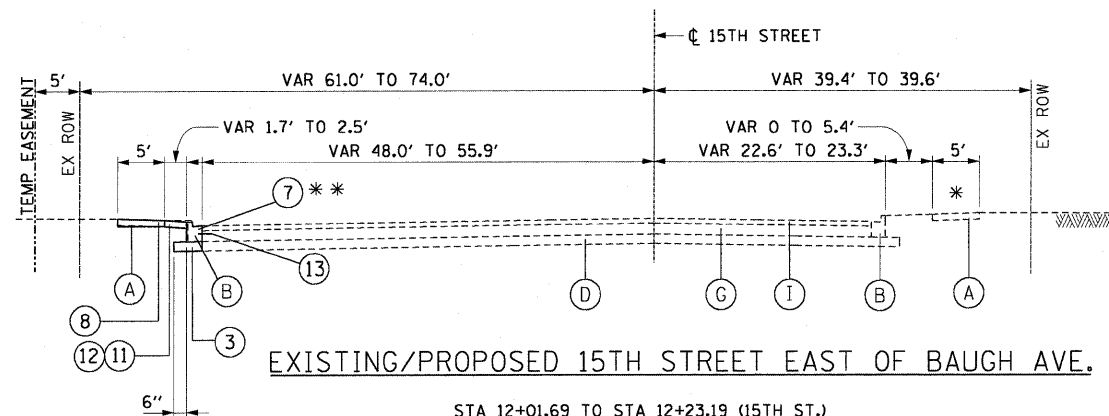
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	PLOT SCALE = 47.2222' / IN.	CHECKED - JL	REVISED -									
	PLOT DATE = 6/16/2009	DATE - 05/01/09	REVISED -					SCALE: NONE	SHEET NO. 2 OF 4 SHEETS	STA. TO STA.		CONTRACT NO. 76C47
											ILLINOIS FED. AID PROJECT	

		100% STATE FUNDING							
SP CODE NO.	ITEM	UNIT	URBAN		ROADWAY J000-2A	HIGHWAY LIGHTING Y030-1E	PEDESTRIAN BRIDGE STR NO 082-0394 X932-2A	RETAINING WALL STR NO 082-W228 Y007	RETAINING WALL STR NO 082-W229 Y007
			TOTAL QUANTITY						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,396	1,396					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,870	1,870					
* 72000200	SIGN PANEL - TYPE 2	SQ FT	14	14					
* 73000100	WOOD SIGN SUPPORT	FOOT	31	31					
* 73600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	1	1					
* 73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	4	4					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,262	7,262					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	89	89					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	328	328					
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	114	114					
	PAVEMENT MARKING REMOVAL	SQ FT	2,531	2,531					
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1			
* 81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	40			40			
* 81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	10			10			
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	1			1			
* 81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	1			1			
* 81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	760			760			
* 81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,090			1,090			
* 81800230	AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE	FOOT	480			480			
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,600			1,600			
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	9			9			
* 82500530	LIGHTING CONTROLLER TYPE CB-RCS 100AMP - 240VOLT	EACH	1			1			
* 83057290	LIGHT POLE, WOOD, 50 FOOT, CLASS 4	EACH	2			2			
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	9			9			
* 83600110	LIGHT POLE FOUNDATION (SPECIAL)	EACH	8			8			
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	10			10			
* 84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	1			1			
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	9			9			
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	8			8			
* A2006930	TREE, QUERCUS PALUSTRIS (PIN OAK), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
* X0321781	MECHANICAL SPLICE	EACH	594			594			
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	48	48					
* X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	10,127			10,127			
* <del>X0323574</del>	<del>MAINTENANCE OF LIGHTING SYSTEM</del>	<del>CAL DA</del>	<del>12</del>	<del>12</del>					
* X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1,802			1,802			
* X0324181	DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	EACH	1			1			
* X0324676	MECHANICAL SANDBLAST FINISH	SQ FT	5,488			5,488			
X0325702	NIGHTTIME WORKZONE LIGHTING	L SUM	1	1					
* X0350805	FOLD DOWN BOLLARDS	EACH	3	3					
X6370015	CONCRETE BARRIER, SPECIAL, 32" HEIGHT	FOOT	70	70					
* X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	120	120					

\* SPECIALTY ITEM

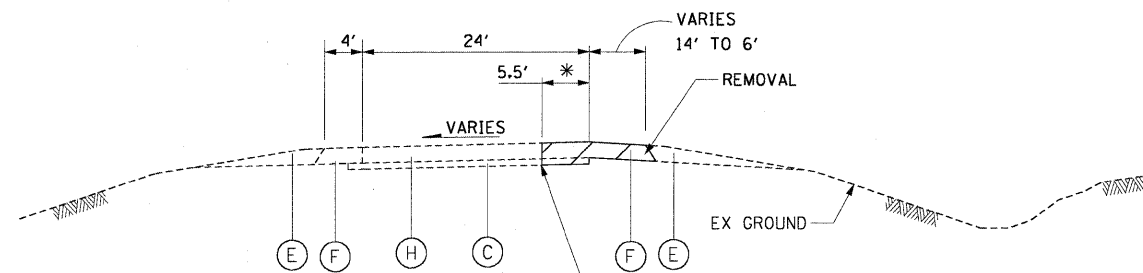
FILE NAME = DSTR1-76C47-sht-summary-03.dgn	USER NAME = millerde	DESIGNED - DJM	REVISED -							F.A.I. RTE. 64	SECTION 82-1-IHR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 7	Rev.
	PLOT SCALE = 50,0000' / IN.	DRAWN - DJM	REVISED -												
	PLOT DATE = 6/16/2009	CHECKED - JL	REVISED -												
		DATE - 05/01/09	REVISED -												
										SCALE: NONE	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 76C47	
										FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	





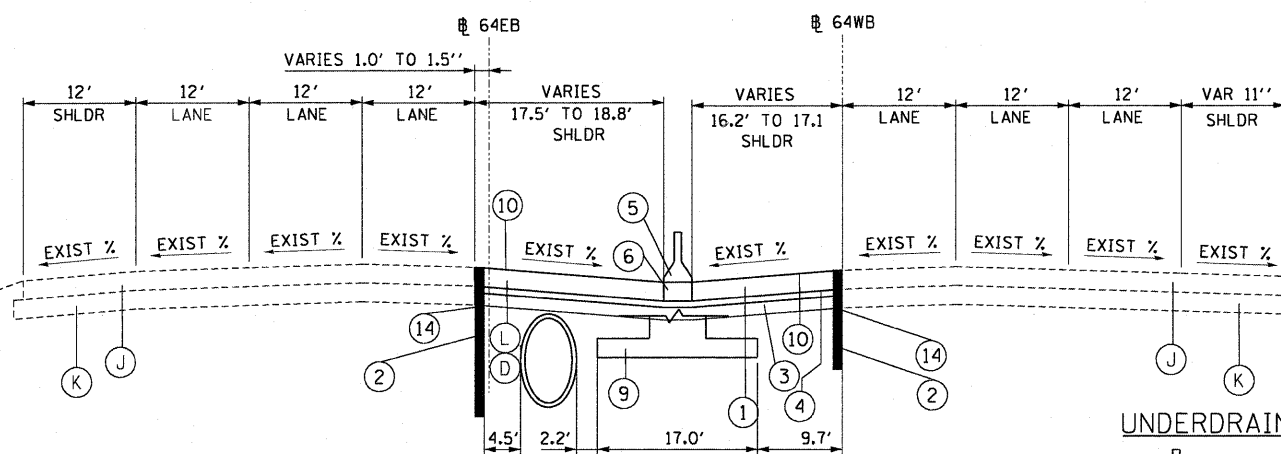
**EXISTING/PROPOSED 15TH STREET EAST OF BAUGH AVE.**

STA 12+01.69 TO STA 12+23.19 (15TH ST.)  
 \* EXISTING SIDEWALK ENDS AT STA. 12+14.36 (15TH ST.)  
 \* \* PR CURB AND GUTTER FROM STA. 12+01.69 TO STA. 12+57.74



**EXISTING RAMP "A" (FOR REMOVAL ONLY)**

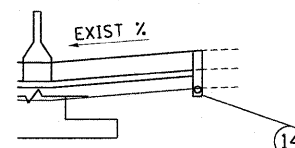
STA. 44+67.51 TO STA. 44+94.51 (64EB)  
 \* REMOVAL SHOWN DUE TO PIER 4 CONSTRUCTION



**EXISTING / PROPOSED 64E AND 64W**

64WB - STA. 97+12.61 TO STA. 98+17.08  
 64EB - STA. 44+67.38 TO STA. 45+72.18  
 \* SEE UNDERDRAIN DETAIL

**UNDERDRAIN DETAIL**



NOTE:  
 REMOVE TEMPORARY SOIL RETENTION SYSTEM AFTER THE CONSTRUCTION OF PIER 6 AND THE 54" SEWER RELOCATION. CONNECT THE PROPOSED UNDERDRAINS TO THE EXISTING UNDERDRAIN SYSTEM AFTER THE REMOVAL OF THE TEMP SOIL RETENTION SYSTEM.

**BITUMINOUS MIXTURE REQUIREMENT**

APPLICATION	ITEM	AC TYPE	VOIDS	RAP%
SURFACE COURSE	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 GYR	15
BINDER COURSE	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	PG 64-22 / 58-22	4% @ 70 GYR	25
SURFACE COURSE	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG 64-22	4% @ 50 GYR	15
BINDER COURSE	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22 / 58-22	4% @ 50 GYR	25

**EXISTING LEGEND:**

- (A) PORTLAND CEMENT CONCRETE SIDEWALK - 4"±
- (B) COMBINATION CURB AND GUTTER TYPE B-6.24
- (C) STABILIZED SUBBASE - 4"±
- (D) GRANULAR SUBBASE - 6"±
- (E) AGGREGATE SHOULDERS, TYPE A - 6"±
- (F) BITUMINOUS SHOULDERS - 8"±
- (G) PORTLAND CEMENT CONCRETE PAVEMENT - 10"±
- (H) BITUMINOUS PAVEMENT - 8"±
- (I) BITUMINOUS SURFACE - 3"±
- (J) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (K) SUB-BASE GRANULAR MATERIAL
- (L) 9" PCC SHOULDER WITH BITUMINOUS OVERLAY

**PROPOSED LEGEND:**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 1-1/2"
- (2) TEMPORARY SOIL RETENTION SYSTEM
- (3) SUB-BASE GRANULAR MATERIAL, TYPE A 8"
- (4) STABILIZED SUBBASE CEMENT AGGREGATE MIXTURE 4"
- (5) CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT
- (6) BARRIER BASE
- (7) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (8) PORTLAND CEMENT CONCRETE SIDEWALK 5"
- (9) PIER 6 FOOTING
- (10) SHOULDER RUMBLE STRIPS
- (11) TOPSOIL 4"
- (12) SEEDING, CLASS 2A
- (13) 24" - #6 TIE BARS AT 24" C-C (INCLUDED IN PRICE OF PAVEMENT AND CURB AND GUTTER)
- (14) UNDERDRAINS 6"

NOTE:  
 THE DENSITY USED FOR QUANTIFYING HMA BINDER AND SURFACE COURSE IS 112 LBS/IN/SQ YD

FILE NAME = D8TRJ-76C47-sht-typical.dgn

USER NAME = millardo  
 DESIGNED - KAM  
 DRAWN - KAM  
 CHECKED - DJM  
 DATE - 05/01/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS PROPOSED & EXISTING**

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	B2-1-IHR	ST. CLAIR	93	9
CONTRACT NO. 76C47				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**EXISTING DRAINAGE STRUCTURE REMOVAL**

STATION	OFFSET	REMOVE		ADJUST
		MH	CB	INLET
EACH EACH EACH				
<b>PEDESTRIAN BRIDGE</b>				
9+77.31	23.5' RT	1	-	-
10+04.27	35.4' RT	-	1	-
64EB				
44+70.45	16.1' LT	-	-	1
<b>TOTALS</b>				
		<b>1</b>	<b>1</b>	<b>1</b>

**TREE REMOVALS**

LOCATION STATION	CL TO TREE		TREE REMOVAL (6 TO 15 UNITS DIAMETER)
	FT. LT.	FT. RT.	
PED. BRIDGE	-	-	-
15+57.54	-	16.0	6
21+06.83	0.4	-	6
21+35.47	0.7	-	6
21+63.67	0.8	-	6
21+92.32	0.9	-	6
22+22.93	1.5	-	6
22+34.49	-	8.3	6
22+54.37	-	6.1	6
22+70.78	3.0	-	6
22+85.12	-	8.4	6
23+06.27	-	10.9	6
23+25.41	-	11.5	6
<b>STATION TO STATION</b>	<b>-</b>	<b>-</b>	<b>-</b>
9+99.38 TO	14+91.10	-	-
<b>TOTALS</b>			<b>72</b>

**TRAFFIC CONTROL QUANTITIES**

LOCATION	TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	PAVEMENT MARKING REMOVAL	WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	SUB-BASE GRANULAR MATERIAL, TYPE A	TEMPORARY FENCE	SIDEWALK REMOVAL
	FOOT	EACH	EACH	SQ FT	SQ FT	FOOT	EACH	TON	CU YD	FOOT	SQ FT
64EB											
34+00.00 TO 50+00.00	1360	3	2	2490	1369	5475	114	0	0	0	0
50+00.00 TO 65+00.00	0	0	0	41	27.5	110	0	0	0	0	0
<b>PEDESTRIAN BRIDGE</b>											
18+00.00 TO 25+80.29	510	0	0	0	0	0	0	8	6	137	867
<b>TOTAL</b>	<b>1870</b>	<b>3</b>	<b>2</b>	<b>2531</b>	<b>1396</b>	<b>5585</b>	<b>114</b>	<b>8</b>	<b>6</b>	<b>137</b>	<b>867</b>

**ITEMS FOR REMOVAL**

LOCATION	STATION TO STATION	PAVEMENT REMOVAL		COMBINATION CURB AND GUTTER REMOVAL		DRIVEWAY PAVEMENT REMOVAL		SIDEWALK REMOVAL		PAVED SHOULDER REMOVAL		CONCRETE BARRIER REMOVAL		REMOVE OVERHEAD SIGN STRUCTURE - SPAN		REMOVE CONCRETE FOUNDATION - OVERHEAD	
		SQ YD	FOOT	SQ YD	SQ FT	SQ YD	SQ FT	SQ YD	FOOT	EACH	EACH						
64EB																	
44+68.44 TO	44+93.41	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44+66.13 TO	44+91.14	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-
44+45.37 TO	44+81.92	-	-	-	-	-	-	-	-	-	-	-	-	1	4	-	-
ST. CLAIR AVENUE																	
39+31.38 TO	39+85.92	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39+30.00 TO	40+34.70	-	-	-	-	-	573	-	-	-	-	-	-	-	-	-	-
39+30.00 TO	40+33.76	-	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15TH STREET																	
12+05.80 TO	12+34.60	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-
12+01.70 TO	12+57.79	-	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-
64EB																	
44+67.69 TO	45+72.18	-	-	-	-	-	430	-	-	-	-	-	-	-	-	-	-
44+63.82 TO	45+74.73	-	-	-	-	-	-	-	-	104	-	-	-	-	-	-	-
64W																	
97+12.67 TO	97+57.75	-	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97+12.85 TO	97+57.85	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PED. BRIDGE																	
21+41.23 TO	21+55.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22+06.35 TO	22+20.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20+93.08 TO	25+09.32	-	-	-	3,874	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTALS</b>		<b>227</b>	<b>238</b>	<b>20</b>	<b>4,447</b>	<b>447</b>	<b>104</b>	<b>1</b>	<b>4</b>								

**PIPE REMOVAL**

STORM SEWER REMOVAL LENGTH (FOOT)					
FROM STATION	TO STATION	12" FOOT	18" FOOT	54" FOOT	COMMENTS
<b>PEDESTRIAN BRIDGE</b>					
9+73.88	9+77.07	6	-	-	-
9+77.07	9+77.44	-	6	-	-
9+77.07	10+03.62	30	-	-	-
23+77.23	23+78.42	26	-	-	-
EB64					
44+80.85	45+57.84	-	-	77	-
<b>TOTALS</b>		<b>62</b>	<b>6</b>	<b>77</b>	

**EARTH EXCAVATION**

STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
	CU YD	CU YD	CU YD	CU YD	CU YD
<b>PEDESTRIAN BRIDGE</b>					
9+63.46 TO 18+00.00	29	22	676	-654	654
18+00.00 TO 25+80.29	53	40	81	-41	41
<b>TOTALS</b>	<b>82</b>	<b>62</b>	<b>757</b>	<b>-695</b>	<b>695</b>

**25% SHRINKAGE FACTOR**



LANDSCAPING ITEMS

LOCATION			ACRE	POUND	POUND	POUND	ACRE	SQ YD
STATION	TO	STATION						
PEDESTRIAN BRIDGE								
9+63.46	TO	18+00.00	0.9	81	81	81	0.9	4,000
18+00.00	TO	25+80.29	0.3	27	27	27	0.3	2,067
<b>TOTALS</b>			<b>1.2</b>	<b>108</b>	<b>108</b>	<b>108</b>	<b>1.2</b>	<b>6067</b>

PAVEMENT MARKING ITEMS

LOCATION			FOOT	FOOT	FOOT	FOOT	FOOT
STATION	TO	STATION					
64WB							
92+02.00	TO	104+60.00	2,598	2,226	2,438	89	328
<b>TOTALS</b>			<b>2,598</b>	<b>2,226</b>	<b>2,438</b>	<b>89</b>	<b>328</b>

FENCE ITEMS

LOCATION			CHAIN LINK FENCE, 4'	CHAIN LINK FENCE, 8'
STATION	TO	STATION	FOOT	FOOT
ST. CLAIR AVENUE				
STA. 40+37.04	TO	STA. 40+82.32	-	46
PEDESTRIAN BRIDGE				
STA. 9+63.46	TO	STA. 18+00.00	-	-
STA. 18+00.00	TO	STA. 25+80.29	137	-
<b>TOTALS</b>			<b>137</b>	<b>46</b>

ROADWAY ITEMS

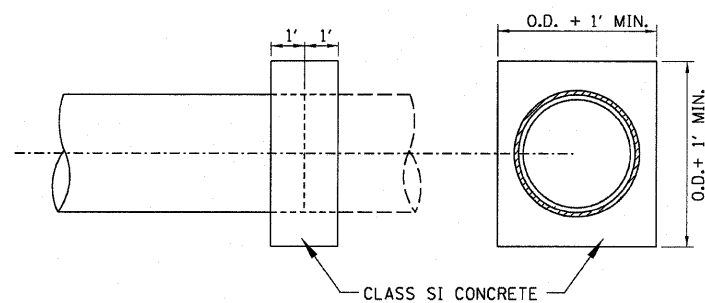
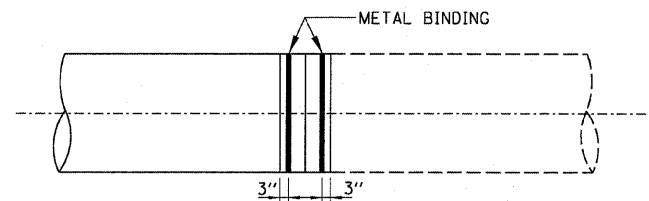
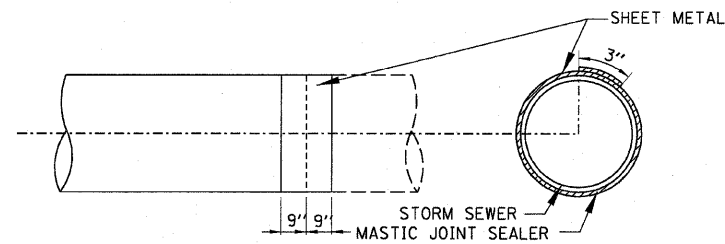
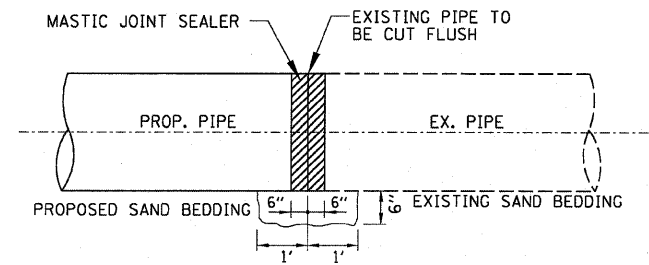
LOCATION			SQ YD	SQ YD	SQ YD	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ FT	FOOT	
STATION	TO	STATION																			
64EB																					
44+67.00	TO	45+72.00	0	430	430	0	0	0	70	20	90	0	33	0	51	0	430	63	0	210	
PEDESTRIAN BRIDGE																					
9+63.46	TO	18+00.00	210	33	0	1,566	118	111	0	0	0	22	0	28	0	191	0	211	16	0	
18+00.00	TO	25+80.29	23	18	0	5,845	0	0	56	0	0	2	0	3	0	0	0	660	0	0	
<b>TOTALS</b>			<b>233</b>	<b>481</b>	<b>430</b>	<b>7,411</b>	<b>118</b>	<b>111</b>	<b>56</b>	<b>70</b>	<b>20</b>	<b>90</b>	<b>24</b>	<b>33</b>	<b>31</b>	<b>51</b>	<b>191</b>	<b>430</b>	<b>934</b>	<b>16</b>	<b>210</b>

### UNDERDRAIN TABLE

Underdrain Pipe Limits	UNDERDRAIN PIPE							OUTLET PIPE						HEADWALL				Remarks		
	Pipe Underdrains 4"	Pipe Underdrains 6"	Special Grade	Flow Line Elevation @ Underdrain Pipe Limit	Outlet Pipe Required	Connect Underdrain Pipe to Structure No. ____	Structure Invert Elevation	Pipe Underdrains 4" (Special)	Pipe Underdrains 6" (Special)	Outlet Station	Outlet Elevation	Ditch Flow Line Elevation at Outlet Protector	Connect Outlet Pipe to Structure No. ____	Structure Invert Elevation	Concrete Headwall for Pipe Drains (EACH)	Location				
	(FOOT)	(FOOT)						(FOOT)	(FOOT)							Outside Left	Median Left		Median Right	Outside Right
64 E																				
44+67 LT		104		TE IN EX	N															
45+72 LT				TE IN EX	N															
64 W																				
97+13 LT		104		TE IN EX	N															
98+17 LT				TE IN EX	N															
<b>TOTALS</b>		<b>208</b>																		

DRAINAGE STRUCTURES

NO.	STATION	OFFSET	PAY ITEM	STR.	RIM	NW	NE	SE	SW	N	S	E	W	COMMENTS
					(FT.)	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT	
PEDESTRIAN BRIDGE														
S700	10+03.63	35.9' RT	CB TA 4 DIA T1F OL		413.76	-	-	409.09	-	-	-	-	-	
S701	9+77.07	23.8' RT	MAN TA 5 DIA T1F CL		414.36	408.82	407.63	-	-	-	407.81	-	408.23	
S200	10+66.07	0	18 LF TRENCH DRAIN		415.55	-	-	-	-	-	-	-	-	
S201	11+01.07	0	12 LF TRENCH DRAIN		417.95	-	-	-	-	-	-	-	-	
S202	11+36.07	0	12 LF TRENCH DRAIN		420.35	-	-	-	-	-	-	-	-	
S203	11+71.07	0	12 LF TRENCH DRAIN		422.75	-	-	-	-	-	-	-	-	
S204	12+27.94	0	39 LF TRENCH DRAIN		425.15	-	-	-	-	-	-	-	-	
S205	*	*	6 LF TRENCH DRAIN		426.93	-	-	-	-	-	-	-	-	SEE PLAN VIEW FOR STA & O/S
S205A	12+85.93	7.8' LT	6 LF TRENCH DRAIN		426.93	-	-	-	-	-	-	-	-	
S206	10+16.32	0	CB TA 4 DIA T8G		412.45	-	-	408.78	-	-	-	-	-	
PEDESTRIAN BRIDGE														
S207	21+31.81	0	12 LF TRENCH DRAIN		431.98	-	-	-	-	-	-	-	-	
S208	21+66.81	0	12 LF TRENCH DRAIN		429.58	-	-	-	-	-	-	-	-	
S209	22+01.81	0	12 LF TRENCH DRAIN		427.18	-	-	-	-	-	-	-	-	
S210	22+36.81	0	12 LF TRENCH DRAIN		424.78	-	-	-	-	-	-	-	-	
S211	23+00.12	0	12 LF TRENCH DRAIN		422.05	-	-	-	-	-	-	-	-	
S212	23+35.12	0	12 LF TRENCH DRAIN		419.64	-	-	-	-	-	-	-	-	
S213	23+70.12	0	12 LF TRENCH DRAIN		417.25	-	-	-	-	-	-	-	-	
S214	23+90.11	0	12 LF TRENCH DRAIN		416.05	-	-	-	-	-	-	-	-	
S215	23+98.00	29.0' LT	PRC FLAR END SEC 12		-	-	-	-	413.00	-	-	-	-	
S216	23+98.00	16.2' RT	PRC FLAR END SEC 12		-	-	413.42	-	-	-	-	-	-	
64EB STATIONING														
S300	44+85.00	21.4' LT	MAN TA 7 DIA T1F CL		393.75	386.53	-	-	386.53	-	-	-	-	
S301	44+98.00	5.9' LT	MAN TA 7 DIA T1F CL		394.00	-	386.56	386.58	-	-	-	-	-	
S302	45+40.00	6.7' LT	MAN TA 7 DIA T1F CL		393.62	386.65	-	-	-	389.95	-	386.65	-	NORTH 8" INVERT TIES INTO THE STRUCTURAL DRAINAGE SYSTEM FOR PIER 6
S303	45+52.00	22.0' LT	MAN TA 7 DIA T1F CL		393.29	-	-	386.68	-	-	-	-	386.68	



CONCRETE COLLAR

DRAINAGE PIPES

PIPE NO.	UP STREAM STR. NO.	UP STREAM INVERT	DOWN STREAM STR. NO.	DOWN STREAM INVERT	PIPE LENGTH (FEET)	PIPE DIA. (INCHES)	PIPE SLOPE (%)	PAY ITEM DESCRIPTION	TRENCH BACKFILL (CU YD)
PEDESTRIAN BRIDGE									
P700	S700	409.09	S701	408.82	27	12	1.00%	STORM SEW CL A 2 12	8
P701	S701	407.63	EX	407.56	7	18	1.00%	STORM SEW CL A 2 18	5
P702	EX	407.88	S701	407.81	7	12	1.00%	STORM SEW CL A 2 12	5
P206	S206	408.78	S701	408.23	55	12	1.00%	STORM SEW CL A 2 12	15
P215	S216	413.42	S215	413.00	42	12	1.00%	STORM SEW CL A 2 12	0
64 SYSTEM									
P301	S301	386.56	S300	386.53	12	54	0.25%	STORM SEW CL A 2 54	6
P302	S302	386.65	S301	386.56	35	54	0.25%	STORM SEW CL A 2 54	16
P303	S303	386.68	S302	386.65	12	54	0.25%	STORM SEW CL A 2 54	3

CONCRETE COLLAR

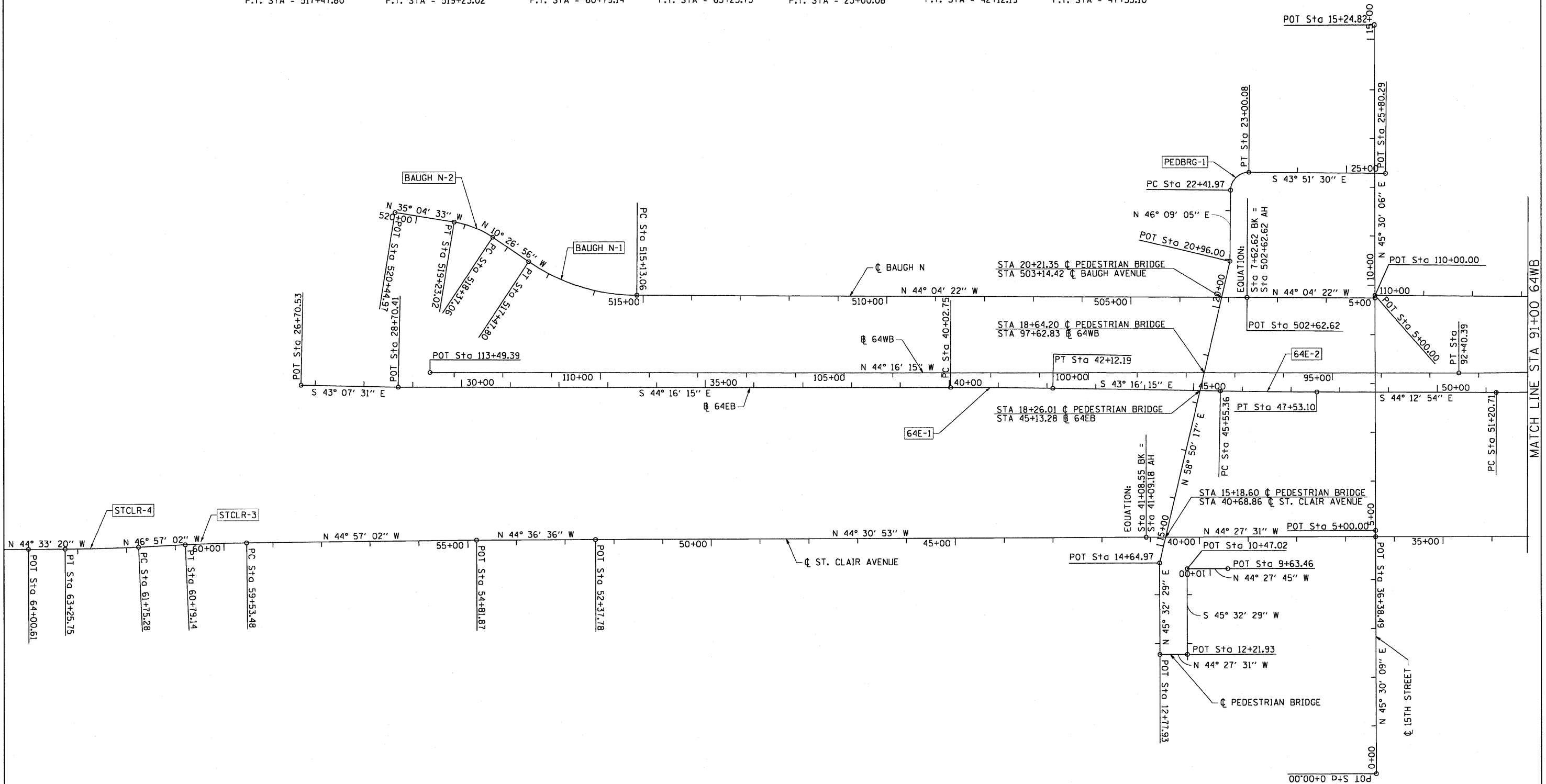
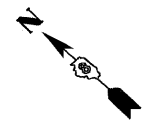
CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 1' X 6" DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT SHEET METAL GAGE 19 OR GEOTEXTILE FABRIC CLASS B, 1.5" WIDE AND THE LENGTH OF THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" LONG.
- WRAP THE SHEET METAL OR GEOTEXTILE FABRIC CLASS B AROUND THE PIPES, 9" ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL OR GEOTEXTILE FABRIC CLASS B, AT LEAST 3" AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL OR GEOTEXTILE FABRIC CLASS B AND THE PIPES.
- PLACE CONCRETE AROUND THE JOINT.

GENERAL NOTES:

- WHEN THE CONNECTION LOCATION SHOWN ON THE PLANS IS WITHIN 2' OF AN EXISTING JOINT, GO TO THE EXISTING JOINT.
- CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE PIPE. ALL DEBRIS THAT ENTERS THE PIPE MUST BE REMOVED. THE PIPE MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
- CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE FROM PROJECTING INTO THE EXISTING PIPE.

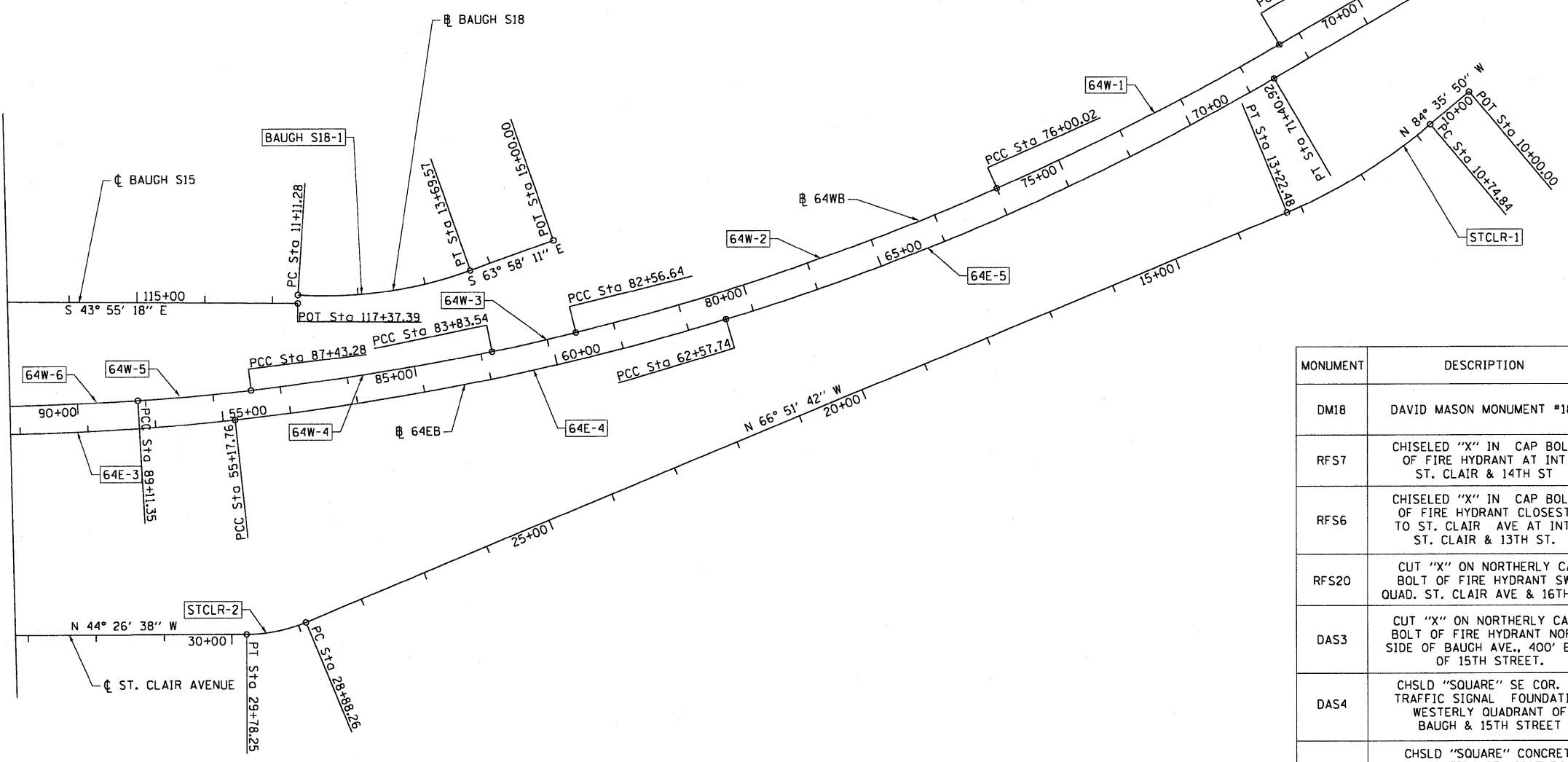
PROP. CURVE BAUGH_N-1 PI STA. = 516+33.92 Δ = 33° 37' 26" (RT) D = 14° 19' 26" R = 400.00' T = 120.86' L = 234.74' E = 17.86' P.C. STA = 515+13.06 P.T. STA = 517+47.80	PROP. CURVE BAUGH_N-2 PI STA. = 518+80.72 Δ = 24° 37' 37" (LT) D = 28° 38' 52" R = 200.00' T = 43.66' L = 85.96' E = 4.71' P.C. STA = 518+37.06 P.T. STA = 519+23.02	PROP. CURVE ST_CLR-3 PI STA. = 60+16.32 Δ = 2° 00' 00" (LT) D = 1° 35' 30" R = 3,600.00' T = 62.84' L = 125.66' E = 0.55' P.C. STA = 59+53.48 P.T. STA = 60+79.14	PROP. CURVE ST_CLR-4 PI STA. = 62+50.52 Δ = 2° 23' 42" (RT) D = 1° 35' 30" R = 3,600.00' T = 75.25' L = 150.47' E = 0.79' P.C. STA = 61+75.28 P.T. STA = 63+25.75	PROP. CURVE PEDBRG-1 PI STA. = 22+78.96 Δ = 89° 59' 24" (RT) D = 154° 51' 12" R = 37.00' T = 36.99' L = 58.11' E = 15.32' P.C. STA = 22+41.97 P.T. STA = 23+00.08	PROP. CURVE 64E-1 PI STA. = 41+07.48 Δ = 1° 00' 00" (RT) D = 0° 28' 39" R = 12,000.00' T = 104.72' L = 209.44' E = 0.46' P.C. STA = 40+02.75 P.T. STA = 42+12.19	PROP. CURVE 64E-2 PI STA. = 46+54.23 Δ = 0° 56' 39" (LT) D = 0° 28' 39" R = 12,000.00' T = 98.87' L = 197.74' E = 0.41' P.C. STA = 45+55.36 P.T. STA = 47+53.10
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FILE NAME = D8TR1-76C47-sht-A1:gnstebm-01.dgn	USER NAME = maronk	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, TIES AND BENCHMARKS</b>			F.A.I. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 14
	PLOT SCALE = 100.0000' / IN.	CHECKED - JL	REVISED -		SCALE: 1"=100'	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 76C47			
	PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

PROP. CURVE ST_CLR-1 PI STA. = 11+99.66 Δ = 17° 44' 08" (RT) D = 7° 09' 43" R = 800.00' T = 124.82' L = 247.64' E = 9.68' P.C. STA = 10+74.84 P.T. STA = 13+22.48	PROP. CURVE ST_CLR-2 PI STA. = 29+33.84 Δ = 22° 25' 05" (RT) D = 24° 54' 40" R = 230.00' T = 45.58' L = 89.99' E = 4.47' P.C. STA = 28+88.26 P.T. STA = 29+78.25	PROP. CURVE 64E-3 PI STA. = 53+19.44 Δ = 6° 19' 10" (LT) D = 1° 35' 30" R = 3,600.00' T = 198.73' L = 397.06' E = 5.48' P.C. STA = 51+20.71 P.T. STA = 55+17.76	PROP. CURVE 64E-4 PI STA. = 58+88.81 Δ = 10° 35' 58" (LT) D = 1° 25' 57" R = 4,000.00' T = 371.05' L = 739.97' E = 17.17' P.C. STA = 55+17.76 P.T. STA = 62+57.74	PROP. CURVE 64E-5 PI STA. = 67+01.39 Δ = 13° 31' 16" (LT) D = 1° 31' 51" R = 3,742.50' T = 443.65' L = 883.18' E = 26.20' P.C. STA = 62+57.74 P.T. STA = 71+40.92	PROP. CURVE BAUGH_S18-1 PI STA. = 12+42.25 Δ = 23° 23' 50" (LT) D = 9° 03' 32" R = 632.49' T = 130.97' L = 258.28' E = 13.42' P.C. STA = 11+11.28 P.T. STA = 13+69.57	PROP. CURVE 64W-1 PI STA. = 73+67.12 Δ = 6° 45' 48" (RT) D = 1° 27' 01" R = 3,950.66' T = 233.44' L = 466.34' E = 6.89' P.C. STA = 71+33.67 P.T. STA = 76+00.02	PROP. CURVE 64W-2 PI STA. = 79+29.11 Δ = 9° 39' 54" (RT) D = 1° 28' 19" R = 3,892.58' T = 329.09' L = 656.62' E = 13.89' P.C. STA = 76+00.02 P.T. STA = 82+56.64	PROP. CURVE 64W-3 PI STA. = 83+20.10 Δ = 2° 30' 26" (RT) D = 1° 58' 33" R = 2,900.00' T = 63.46' L = 126.91' E = 0.69' P.C. STA = 82+56.64 P.T. STA = 83+83.54		
PROP. CURVE 64W-4 PI STA. = 85+63.51 Δ = 4° 34' 49" (RT) D = 1° 16' 24" R = 4,500.00' T = 179.97' L = 359.74' E = 3.60' P.C. STA = 83+83.54 P.T. STA = 87+43.28	PROP. CURVE 64W-5 PI STA. = 88+27.34 Δ = 3° 30' 05" (RT) D = 2° 05' 01" R = 2,750.00' T = 84.06' L = 168.06' E = 1.28' P.C. STA = 87+43.28 P.T. STA = 89+11.35	PROP. CURVE 64W-6 PI STA. = 90+75.92 Δ = 3° 21' 59" (RT) D = 1° 01' 23" R = 5,600.16' T = 164.57' L = 329.05' E = 2.42' P.C. STA = 89+11.35 P.T. STA = 92+40.39								

MATCH LINE STA 91+00 64WB



**BENCHMARKS**

MONUMENT	DESCRIPTION	ELEVATION	ALIGNMENT	STATION	OFFSET
DM18	DAVID MASON MONUMENT #18	414.02	ST. CLAIR AVENUE	35+29	12.4' RT
RFS7	CHISELED "X" IN CAP BOLT OF FIRE HYDRANT AT INT. ST. CLAIR & 14TH ST.	416.29	ST. CLAIR AVENUE	39+39	59.0' LT
RFS6	CHISELED "X" IN CAP BOLT OF FIRE HYDRANT CLOSEST TO ST. CLAIR AVE AT INT. ST. CLAIR & 13TH ST.	416.49	ST. CLAIR AVENUE	46+48	28.4' LT
RFS20	CUT "X" ON NORTHERLY CAP BOLT OF FIRE HYDRANT SW QUAD. ST. CLAIR AVE & 16TH ST.	415.29	ST. CLAIR AVENUE	29+83	30.7' LT
DAS3	CUT "X" ON NORTHERLY CAP BOLT OF FIRE HYDRANT NORTH SIDE OF BAUGH AVE., 400' EAST OF 15TH STREET.	416.26	BAUGH S	114+50	30.2' LT
DAS4	CHSLD "SQUARE" SE COR. OF TRAFFIC SIGNAL FOUNDATION WESTERLY QUADRANT OF BAUGH & 15TH STREET	415.74	BAUGH N	5+30	30.1' LT
WAR 6	CHSLD "SQUARE" CONCRETE FOUNDATION OF LIGHT POLE NORTH SIDE OF I-64 W.B. 50' EAST OF METROLINK BRIDGE	397.84	64 WB	105+26	49.6' RT

COORDINATE TABLES

15TH STREET				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	14,039,109.38	2,457,242.23
POT		5+00.00	14,039,459.82	2,457,598.87
POT		15+24.82	14,040,178.10	2,458,329.84

PEDESTRIAN BRIDGE				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		9+63.46	14,039,621.93	2,457,331.26
POT		10+47.02	14,039,681.57	2,457,272.73
POT		12+21.93	14,039,559.07	2,457,147.90
POT		12+77.93	14,039,599.04	2,457,108.67
POT		14+64.97	14,039,730.05	2,457,242.18
POT		20+96.00	14,040,056.58	2,457,782.16
PC	PEDBRG-1	22+41.97	14,040,157.70	2,457,887.42
PI	PEDBRG-1	22+78.96	14,040,183.33	2,457,914.10
PT	PEDBRG-1	23+00.08	14,040,156.66	2,457,939.74
POT		25+80.29	14,039,954.61	2,458,133.89

BAUGH AVENUE N				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		5+00.00	14,039,792.06	2,457,936.98
EON	7+62.62 (BK)	502+62.62 (AH)	14,039,980.74	2,457,754.31
PC	BAUGH_N-1	515+13.06	14,040,879.13	2,456,884.54
PI	BAUGH_N-1	516+33.92	14,040,965.96	2,456,800.47
PT	BAUGH_N-1	517+47.80	14,041,084.81	2,456,778.56
PC	BAUGH_N-2	518+37.06	14,041,172.59	2,456,762.37
PI	BAUGH_N-2	518+80.72	14,041,215.53	2,456,754.45
PT	BAUGH_N-2	519+23.02	14,041,251.25	2,456,729.36
POT		520+44.97	14,041,351.05	2,456,659.29

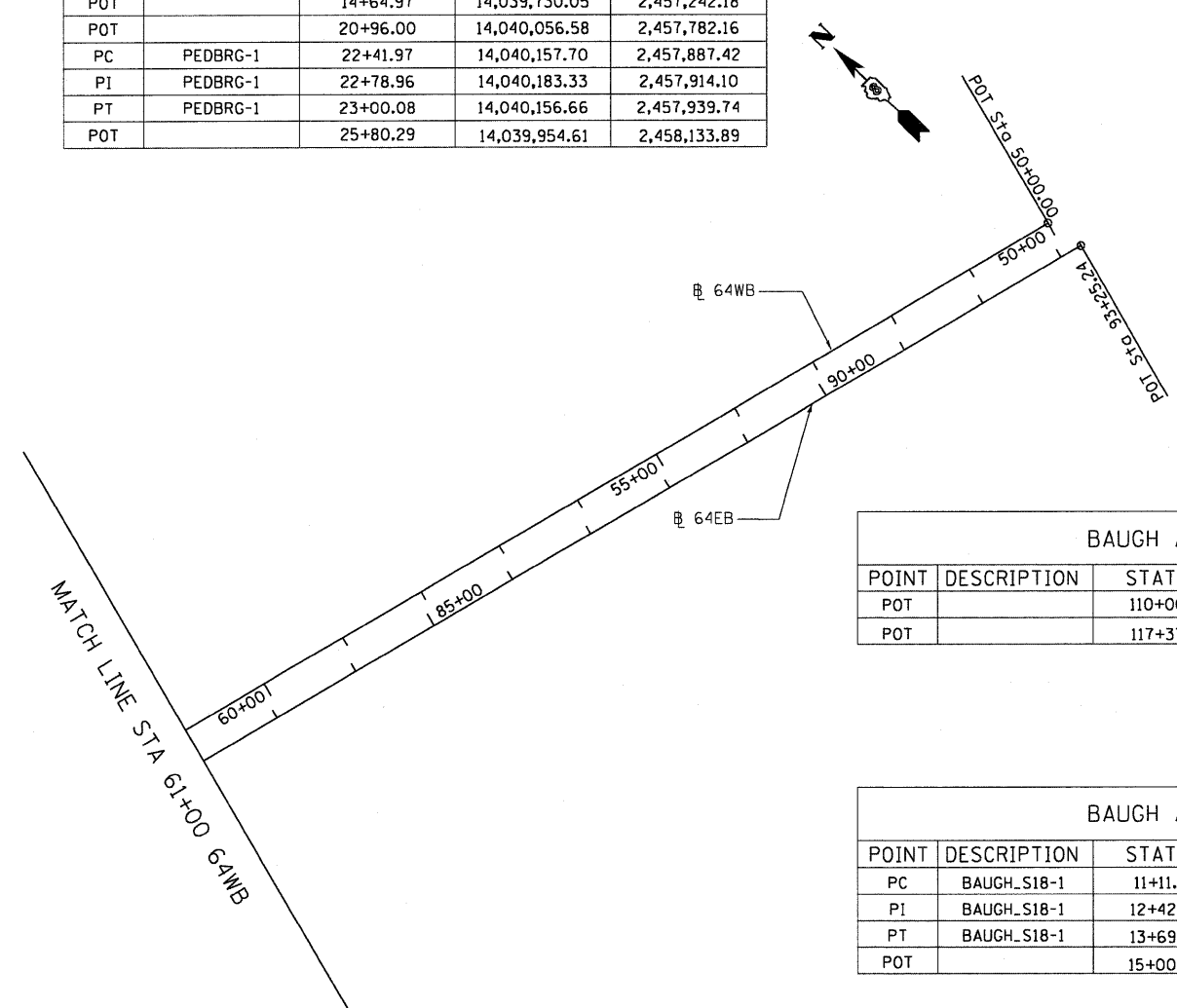
ST. CLAIR				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		10+00.00	14,038,245.68	2,459,879.01
PC	ST_CLR-1	10+74.84	14,038,252.73	2,459,804.50
PI	ST_CLR-1	11+99.66	14,038,264.48	2,459,680.24
PT	ST_CLR-1	13+22.48	14,038,313.53	2,459,565.46
PC	ST_CLR-2	28+88.26	14,038,928.80	2,458,125.63
PI	ST_CLR-2	29+33.84	14,038,946.71	2,458,083.72
PT	ST_CLR-2	29+78.25	14,038,979.25	2,458,051.81
PC	ST_CLR-3	59+53.48	14,041,098.44	2,455,964.41
PI	ST_CLR-3	60+16.32	14,041,142.91	2,455,920.02
PT	ST_CLR-3	60+79.14	14,041,185.80	2,455,874.10
PC	ST_CLR-4	61+75.28	14,041,251.43	2,455,803.85
PI	ST_CLR-4	62+50.52	14,041,302.79	2,455,748.86
PT	ST_CLR-4	63+25.75	14,041,356.41	2,455,696.06
POT		64+00.61	14,041,409.75	2,455,643.54

64EB				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		26+70.53	14,041,244.03	2,456,272.79
POT		28+70.41	14,041,098.15	2,456,409.42
PC	64E-1	40+02.75	14,040,287.34	2,457,199.86
PI	64E-1	41+07.48	14,040,212.35	2,457,272.96
PT	64E-1	42+12.19	14,040,136.10	2,457,344.74
PC	64E-2	45+55.36	14,039,886.23	2,457,579.96
PI	64E-2	46+54.23	14,039,814.24	2,457,647.73
PT	64E-2	47+53.10	14,039,743.38	2,457,716.68
PC	64E-3	51+20.71	14,039,479.90	2,457,973.04
PI	64E-3	53+19.44	14,039,411.53	2,458,039.56
PCC	64E-4	55+17.76	14,039,211.15	2,458,265.04
PI	64E-4	58+88.81	14,038,975.31	2,458,551.49
PCC	64E-5	62+57.74	14,038,796.18	2,458,876.44
PI	64E-5	67+01.39	14,038,582.00	2,459,264.96
PT	64E-5	71+40.92	14,038,464.60	2,459,692.80
POT		93+25.24	14,037,886.56	2,461,799.25

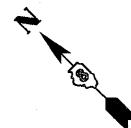
64WB				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		50+00.00	14,038,555.99	2,459,508.71
PC	64W-1	71+33.67	14,038,494.21	2,459,733.83
PI	64W-1	73+67.12	14,038,555.99	2,459,508.71
PCC	64W-2	76+00.02	14,038,643.84	2,459,292.43
PI	64W-2	79+29.11	14,038,767.70	2,458,987.53
PCC	64W-3	82+56.64	14,038,940.99	2,458,707.76
PI	64W-3	83+20.10	14,038,974.40	2,458,653.81
PCC	64W-4	83+83.54	14,039,010.15	2,458,601.37
PI	64W-4	85+63.51	14,039,111.52	2,458,452.67
PCC	64W-5	87+43.28	14,039,224.43	2,458,312.53
PI	64W-5	88+27.34	14,039,277.17	2,458,247.08
PCC	64W-6	89+11.35	14,039,333.81	2,458,184.97
PI	64W-6	90+75.92	14,039,444.70	2,458,063.37
PT	64W-6	92+40.39	14,039,562.54	2,457,948.49

BAUGH AVENUE S 15				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		110+00.00	14,039,795.80	2,457,940.79
POT		117+37.39	14,039,264.67	2,458,452.30

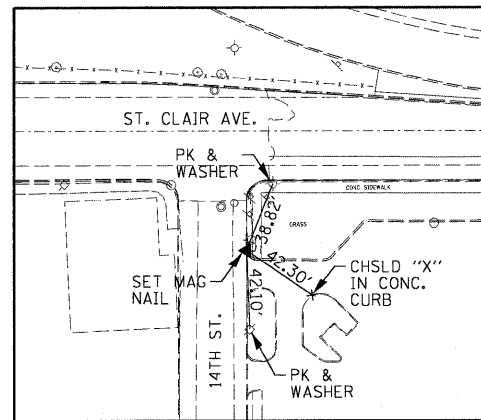
BAUGH AVENUE S 18				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BAUGH_S18-1	11+11.28	14,039,273.11	2,458,461.07
PI	BAUGH_S18-1	12+42.25	14,039,173.63	2,458,546.25
PT	BAUGH_S18-1	13+69.57	14,039,116.16	2,458,663.93
POT		15+00.00	14,039,058.92	2,458,781.13



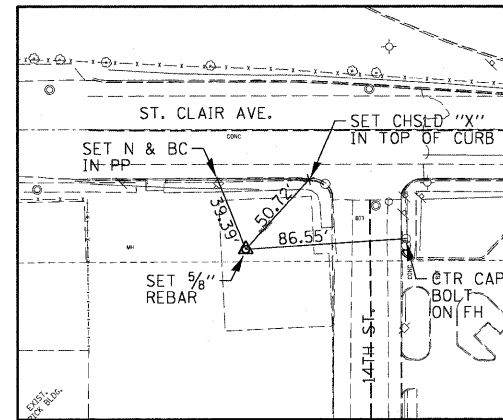




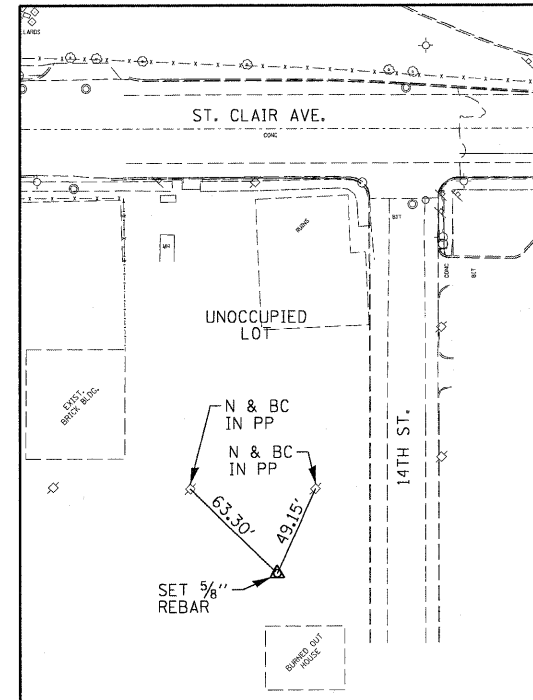
PEDESTRIAN BRIDGE  
STA. 9+63.46  
SET MAG NAIL IN CONCRETE



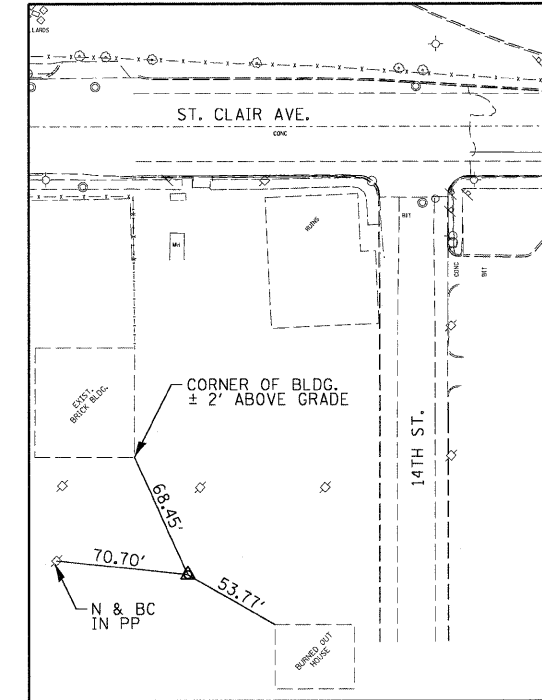
PEDESTRIAN BRIDGE  
10+47.02  
SET 5/8" I PIN / RED CAP



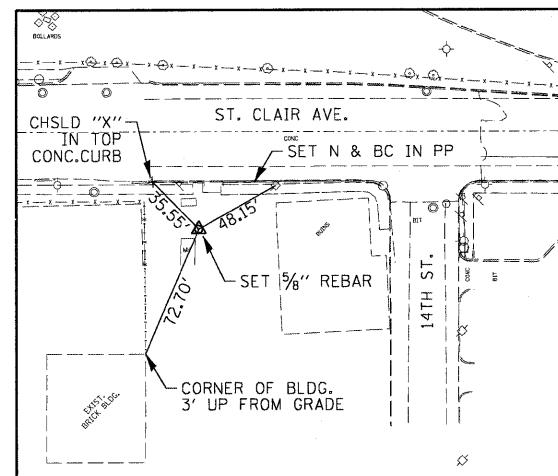
PEDESTRIAN BRIDGE  
12+21.93  
SET 5/8" I PIN / RED CAP



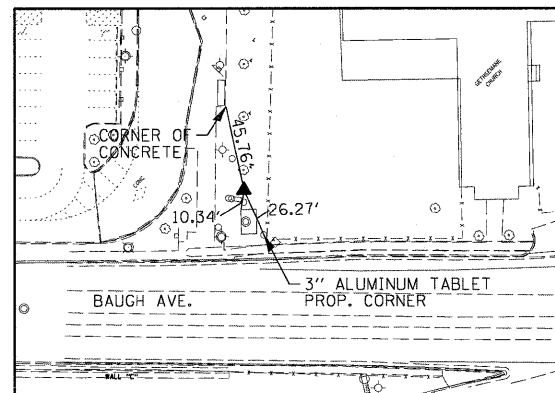
PEDESTRIAN BRIDGE  
12+77.93  
SET 5/8" R-BAR / RED CAP



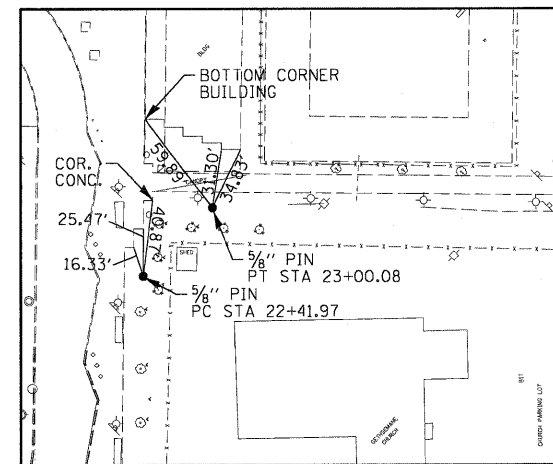
PEDESTRIAN BRIDGE  
STA. 14+64.97  
SET 5/8" I PIN / RED CAP



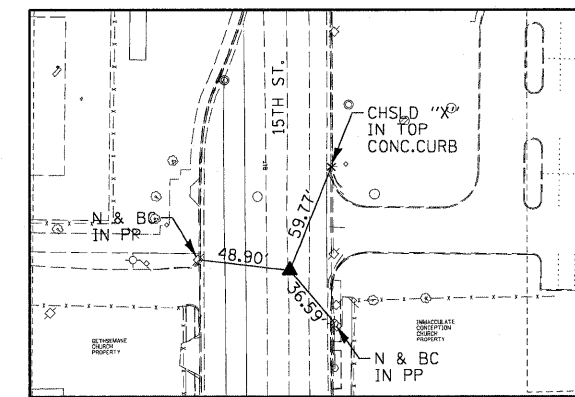
PEDESTRIAN BRIDGE  
STA. 20+96.00  
SET 5/8" R-BAR / RED CAP



PEDESTRIAN BRIDGE  
PC STA. 22+41.97 5/8" I PIN / RED CAP  
PC STA. 23+00.08 5/8" I PIN / RED CAP



PEDESTRIAN BRIDGE  
STA. 25+58.22 (PED) - MAG NAIL IN BIT. PVMT.  
= STA. 12+28.65 (15th) INSIDE CHSLD "X"



FILE NAME = DBTRI-76C47-sht-AlignTieBm-04.dgn

USER NAME = marank  
PLOT SCALE = 50,0000' / IN.  
PLOT DATE = 5/5/2009

DESIGNED - DJM  
DRAWN - DJM  
CHECKED - JL  
DATE - 05/01/09

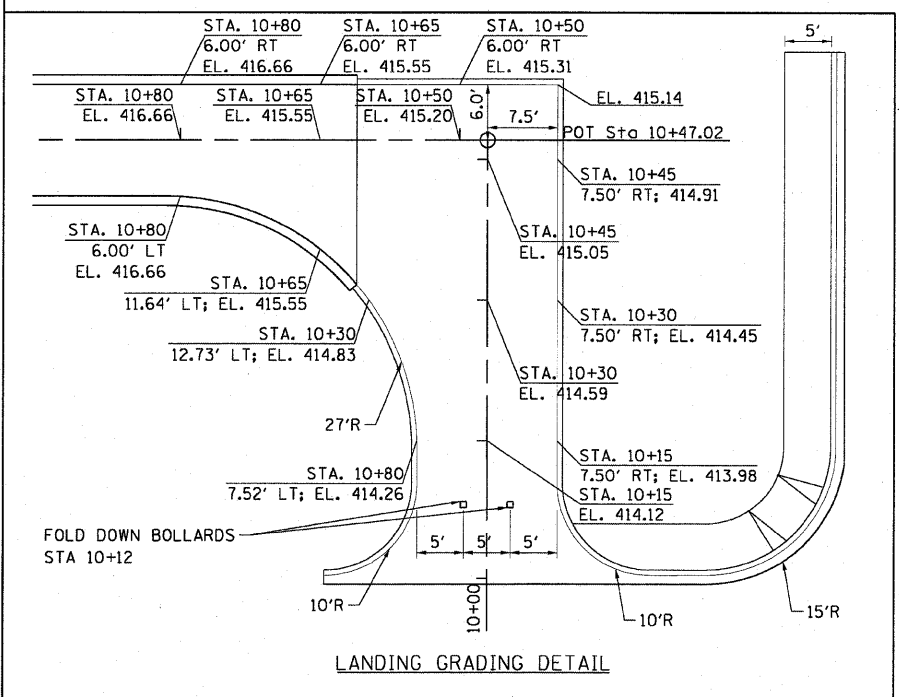
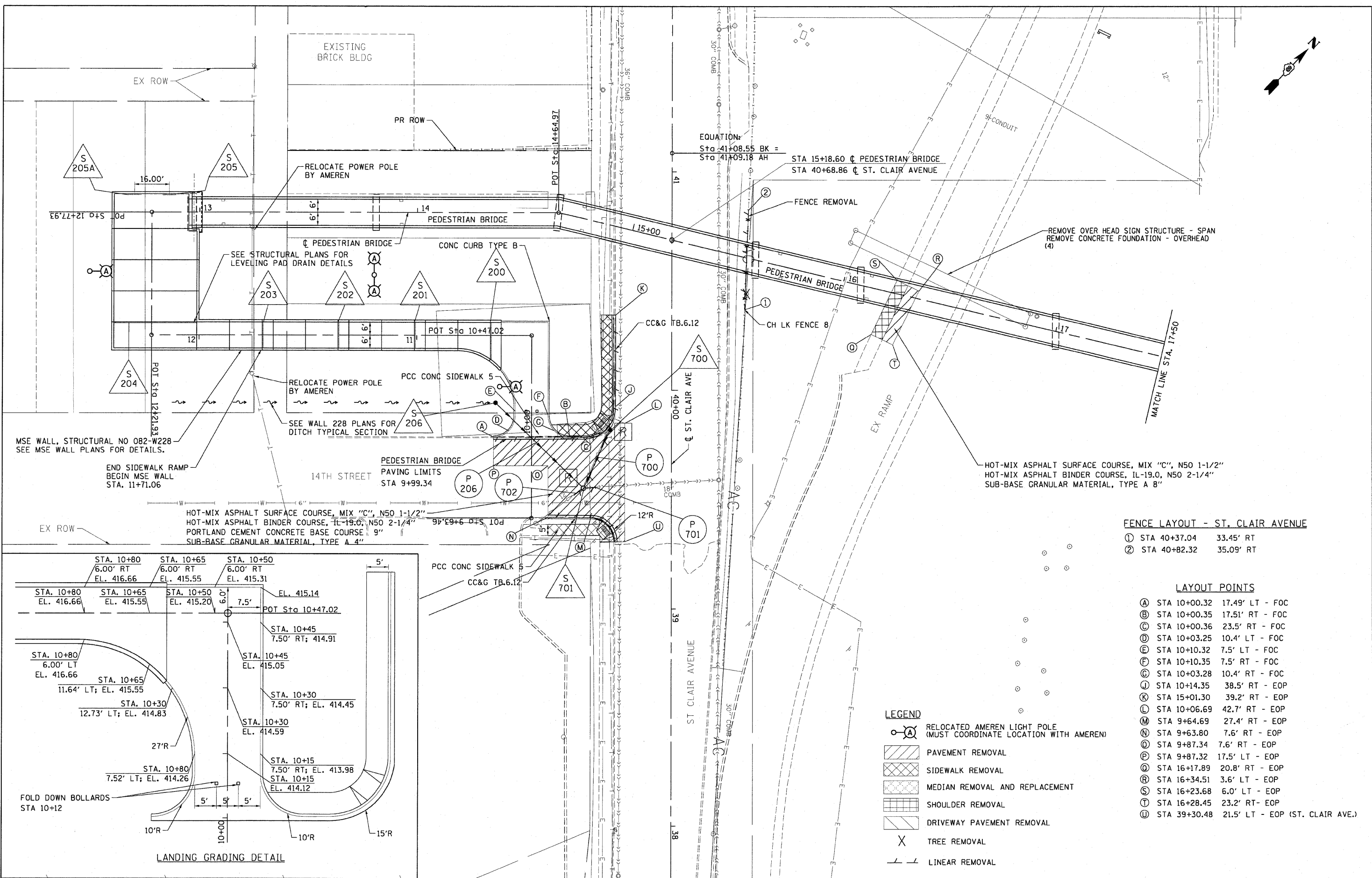
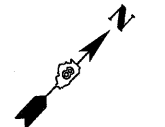
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-1HBR	ST. CLAIR	93	17
CONTRACT NO. 76C47				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



MSE WALL, STRUCTURAL NO 082-W228  
SEE MSE WALL PLANS FOR DETAILS.

END SIDEWALK RAMP  
BEGIN MSE WALL  
STA. 11+71.06

RELOCATE POWER POLE  
BY AMEREN

RELOCATE POWER POLE  
BY AMEREN

SEE WALL 228 PLANS FOR  
DITCH TYPICAL SECTION

SEE STRUCTURAL PLANS FOR  
LEVELING PAD DRAIN DETAILS

CONC CURB TYPE B

PCC CONC SIDEWALK 5

PEDESTRIAN BRIDGE  
PAVING LIMITS  
STA 9+99.34

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1-1/2"  
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 2-1/4"  
PORTLAND CEMENT CONCRETE BASE COURSE 9"  
SUB-BASE GRANULAR MATERIAL, TYPE A 4"

EQUATION:  
Sta 41+08.55 BK =  
Sta 41+09.18 AH

STA 15+18.60 C PEDESTRIAN BRIDGE  
STA 40+68.86 C ST. CLAIR AVENUE

REMOVE OVER HEAD SIGN STRUCTURE - SPAN  
REMOVE CONCRETE FOUNDATION - OVERHEAD  
(4)

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1-1/2"  
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 2-1/4"  
SUB-BASE GRANULAR MATERIAL, TYPE A 8"

**FENCE LAYOUT - ST. CLAIR AVENUE**

- ① STA 40+37.04 33.45' RT
- ② STA 40+82.32 35.09' RT

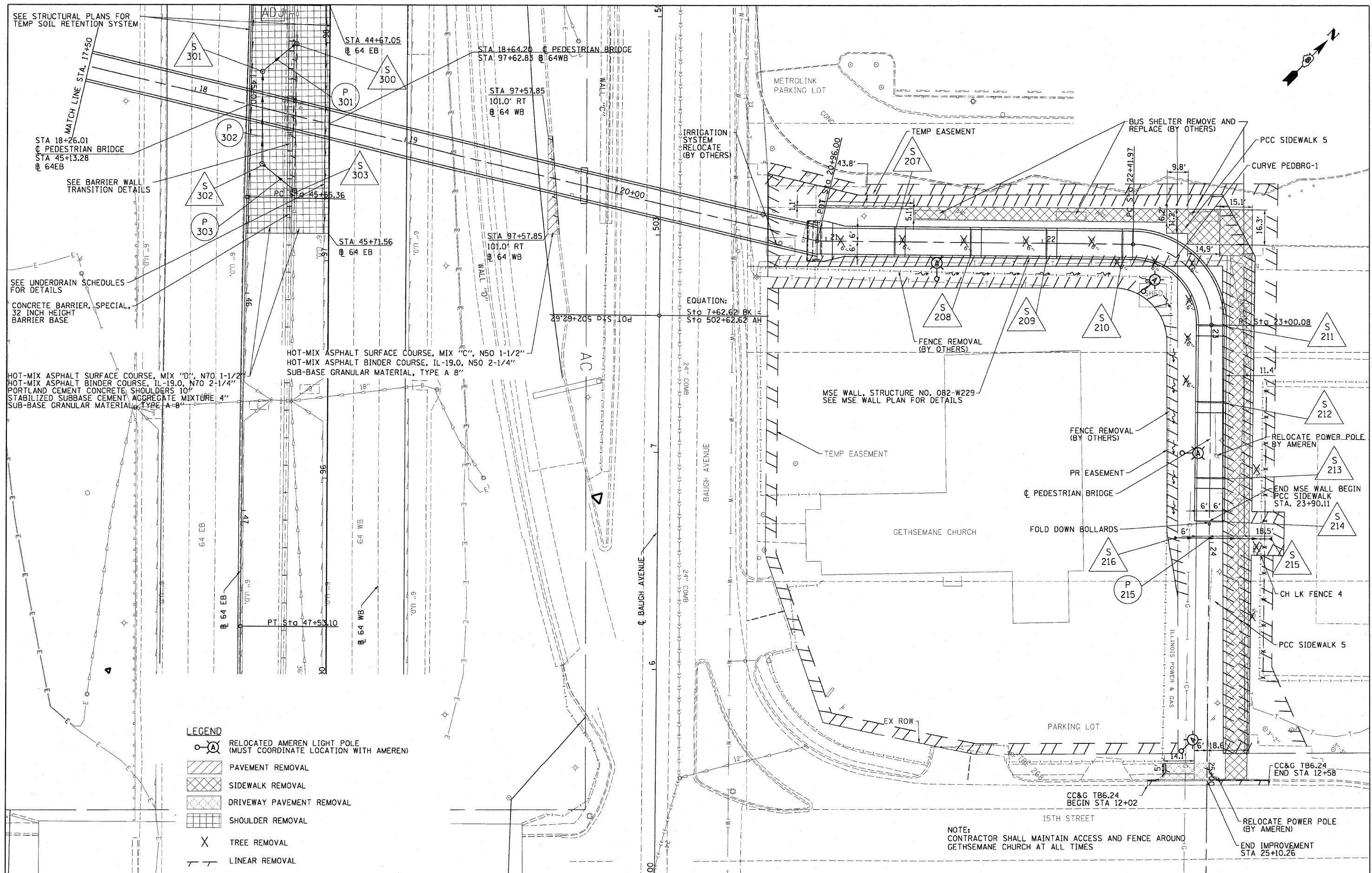
**LAYOUT POINTS**

- (A) STA 10+00.32 17.49' LT - FOC
- (B) STA 10+00.35 17.51' RT - FOC
- (C) STA 10+00.36 23.5' RT - FOC
- (D) STA 10+03.25 10.4' LT - FOC
- (E) STA 10+10.32 7.5' LT - FOC
- (F) STA 10+10.35 7.5' RT - FOC
- (G) STA 10+03.28 10.4' RT - FOC
- (H) STA 10+14.35 38.5' RT - EOP
- (K) STA 15+01.30 39.2' RT - EOP
- (L) STA 10+06.69 42.7' RT - EOP
- (M) STA 9+64.69 27.4' RT - EOP
- (N) STA 9+63.80 7.6' RT - EOP
- (O) STA 9+87.34 7.6' RT - EOP
- (P) STA 9+87.32 17.5' LT - EOP
- (Q) STA 16+17.89 20.8' RT - EOP
- (R) STA 16+34.51 3.6' LT - EOP
- (S) STA 16+23.68 6.0' LT - EOP
- (T) STA 16+28.45 23.2' RT - EOP
- (U) STA 39+30.48 21.5' LT - EOP (ST. CLAIR AVE.)

**LEGEND**

- (A) RELOCATED AMEREN LIGHT POLE  
(MUST COORDINATE LOCATION WITH AMEREN)
- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- MEDIAN REMOVAL AND REPLACEMENT
- SHOULDER REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- X TREE REMOVAL
- LINEAR REMOVAL

FILE NAME = DBTRI-76C47-sht-P1an-01.dgn	USER NAME = millardo	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PEDESTRIAN BRIDGE SITE PLAN</b>	F.A. R.T.E. = 64	SECTION = 82-1-1HBR	COUNTY = ST. CLAIR	TOTAL SHEETS = 93	SHEET NO. = 18		
PLOT SCALE = 1/8" = 1'-0"	CHECKED - JL	REVISED -	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.	CONTRACT NO. 76C47			
PLOT DATE = 6/9/2009	DATE = 05/01/09	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



FILE NAME = DBTRI-76C47-shr-Plan-82.dgn  
 USER NAME = millard  
 PLOT SCALE = 18.8889' / IN.  
 PLOT DATE = 6/9/2009

DESIGNED - DJM  
 DRAWN - DJM  
 CHECKED - JL  
 DATE - 05/01/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

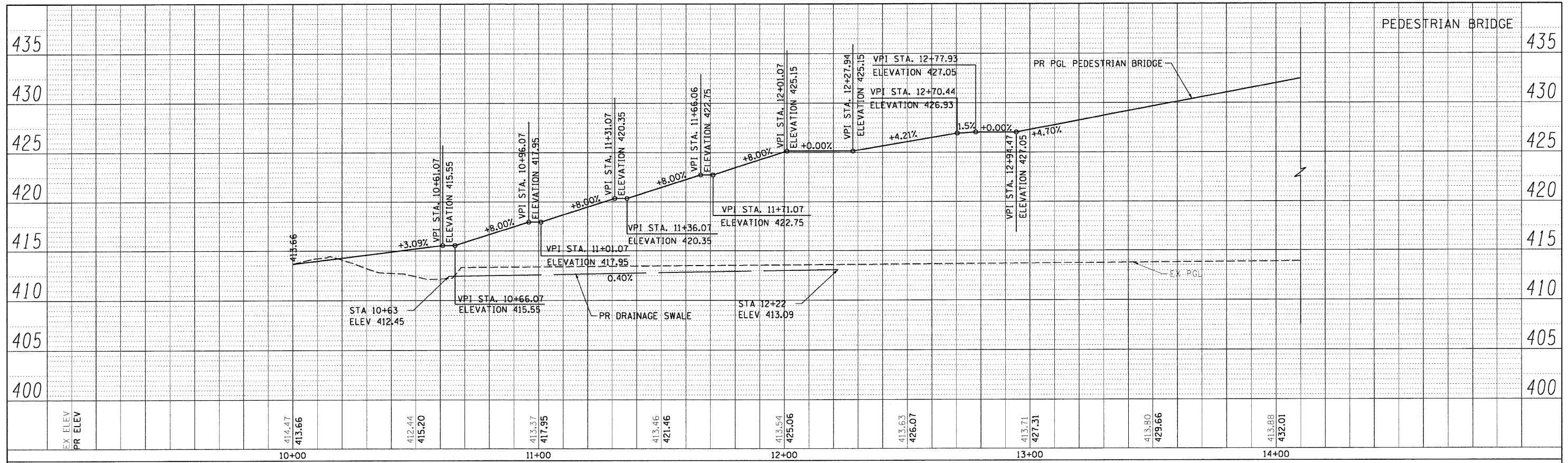
**PEDESTRIAN BRIDGE SITE PLAN**  
 SCALE: 1"=20'  
 SHEET NO. 2 OF 3 SHEETS  
 STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-IHR	ST. CLAIR	93	19
CONTRACT NO. 76C47				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

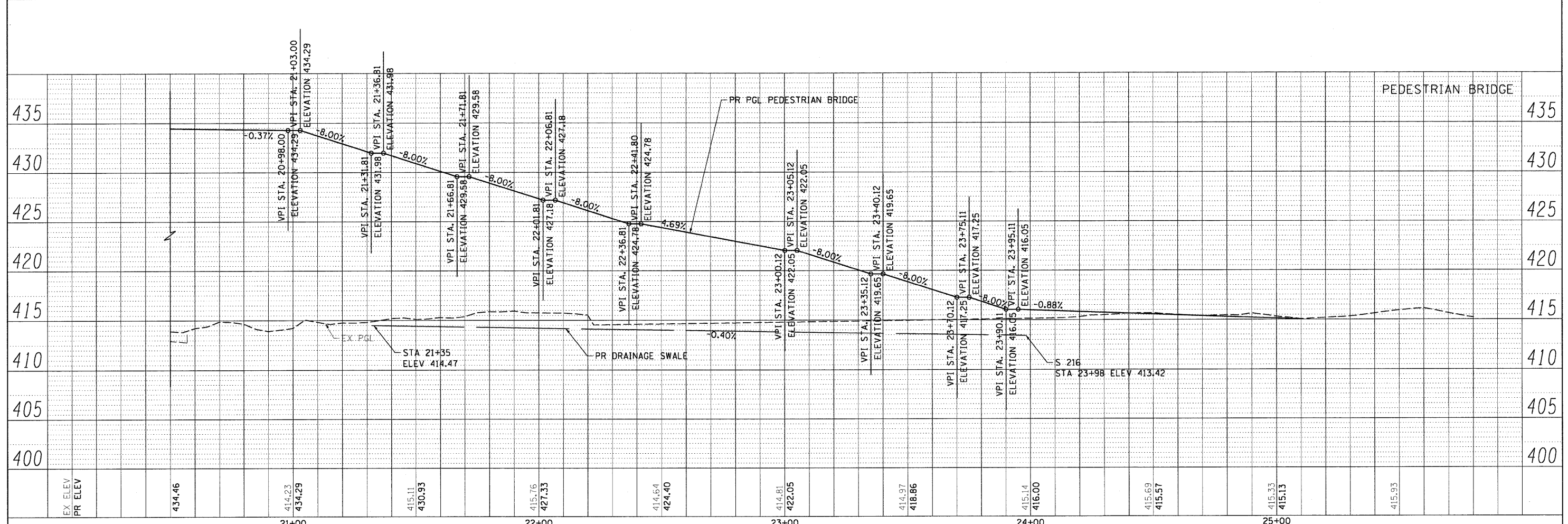
NOTE:  
 CONTRACTOR SHALL MAINTAIN ACCESS AND FENCE AROUND  
 GETHSEMANE CHURCH AT ALL TIMES

RELOCATE POWER POLE  
 (BY AMEREN)  
 END IMPROVEMENT  
 STA 25+10.25

PLAN SURVEYED BY DATE  
 PLOTTED BY DATE  
 CHECKED BY DATE  
 RTI OF WAY CHECKED  
 NO. CAD FILE NAME

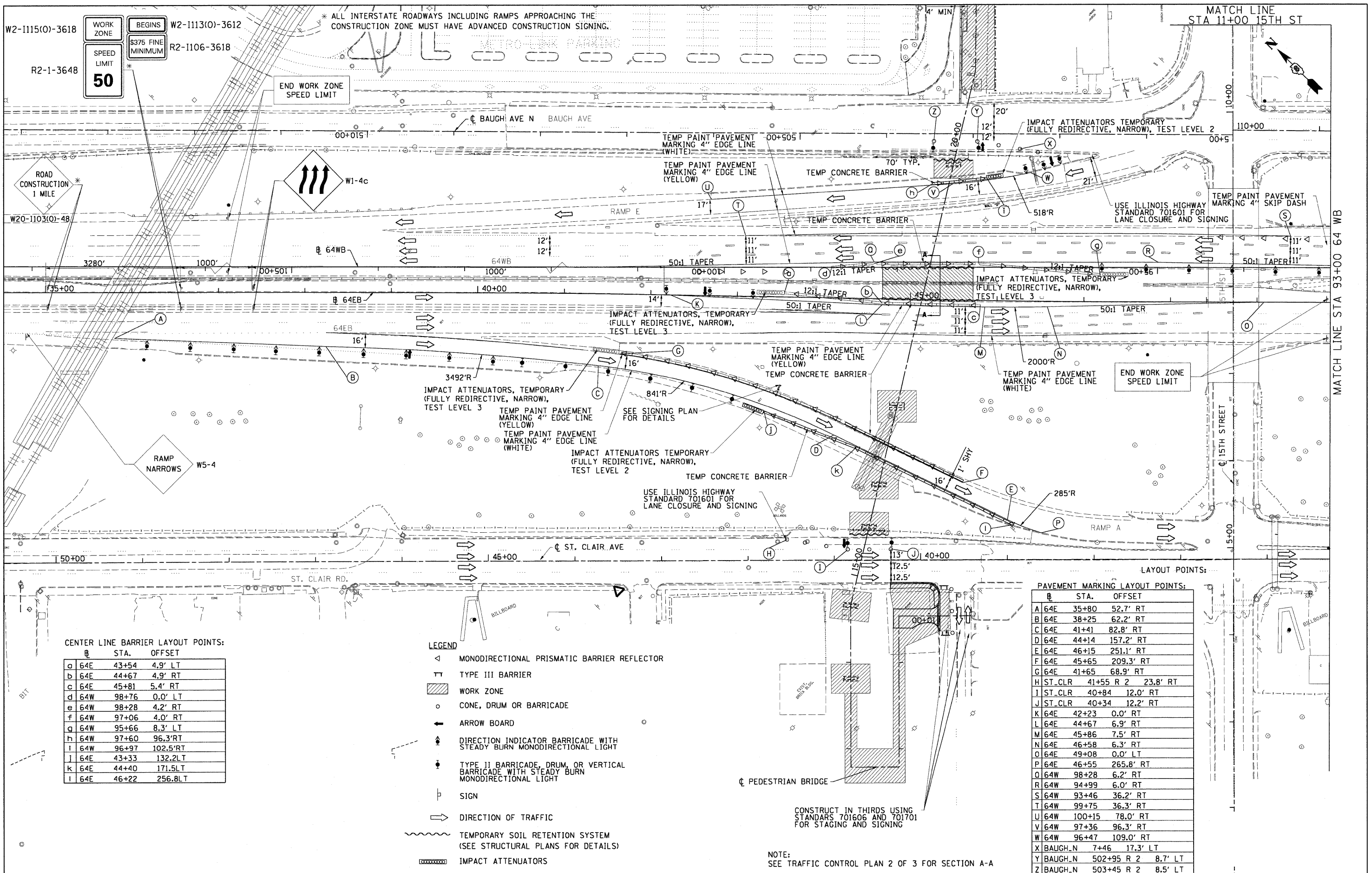


PROFILE SURVEYED BY DATE  
 PLOTTED BY DATE  
 CHECKED BY DATE  
 STRUCTURE NOTATIONS CRRG



FILE NAME = D:\BTR-76C47-shr-Prof-01.dgn	USER NAME = maranj	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PEDESTRIAN BRIDGE PROFILE</b>	F.A. RTE. 64	SECTION 82-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 20		
PLOT SCALE = 20,0000' / IN.	CHECKED - JL	REVISIED -	REVISIED -			SCALE: 1"=20'H 1"=5'V	SHEET NO. 3 OF 3 SHEETS	TO STA.	CONTRACT NO. 76C47			
PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISIED -	REVISIED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						





**CENTER LINE BARRIER LAYOUT POINTS:**

STA.	OFFSET
a 64E	43+54 4.9' LT
b 64E	44+67 4.9' RT
c 64E	45+81 5.4' RT
d 64W	98+76 0.0' LT
e 64W	98+28 4.2' RT
f 64W	97+06 4.0' RT
g 64W	95+66 8.3' LT
h 64W	97+60 96.3' RT
i 64W	96+97 102.5' RT
j 64E	43+33 132.2' LT
k 64E	44+40 171.5' LT
l 64E	46+22 256.8' LT

- LEGEND**
- ◁ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
  - ▬ TYPE III BARRIER
  - ▨ WORK ZONE
  - CONE, DRUM OR BARRICADE
  - ➔ ARROW BOARD
  - ☣ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - ☣ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - ♣ SIGN
  - ➔ DIRECTION OF TRAFFIC
  - ~~~~~ TEMPORARY SOIL RETENTION SYSTEM (SEE STRUCTURAL PLANS FOR DETAILS)
  - ▭ IMPACT ATTENUATORS









**PAVEMENT MARKING LAYOUT POINTS:**

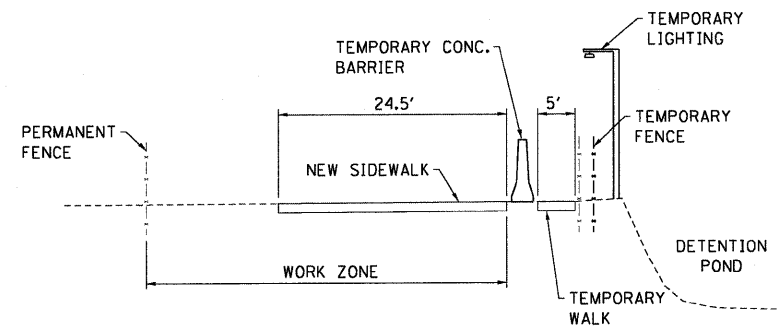
STA.	OFFSET
A 64E	35+80 52.7' RT
B 64E	38+25 62.2' RT
C 64E	41+41 82.8' RT
D 64E	44+14 157.2' RT
E 64E	46+15 251.1' RT
F 64E	45+65 209.3' RT
G 64E	41+65 68.9' RT
H ST_CLR	41+55 R 2 23.8' RT
I ST_CLR	40+84 12.0' RT
J ST_CLR	40+34 12.2' RT
K 64E	42+23 0.0' RT
L 64E	44+67 6.9' RT
M 64E	45+86 7.5' RT
N 64E	46+58 6.3' RT
O 64E	49+08 0.0' LT
P 64E	46+55 265.8' RT
Q 64W	98+28 6.2' RT
R 64W	94+99 6.0' RT
S 64W	93+46 36.2' RT
T 64W	99+75 36.3' RT
U 64W	100+15 78.0' RT
V 64W	97+36 96.3' RT
W 64W	96+47 109.0' RT
X BAUGH_N	7+46 17.3' LT
Y BAUGH_N	502+95 R 2 8.7' LT
Z BAUGH_N	503+45 R 2 8.5' LT

NOTE:  
SEE TRAFFIC CONTROL PLAN 2 OF 3 FOR SECTION A-A





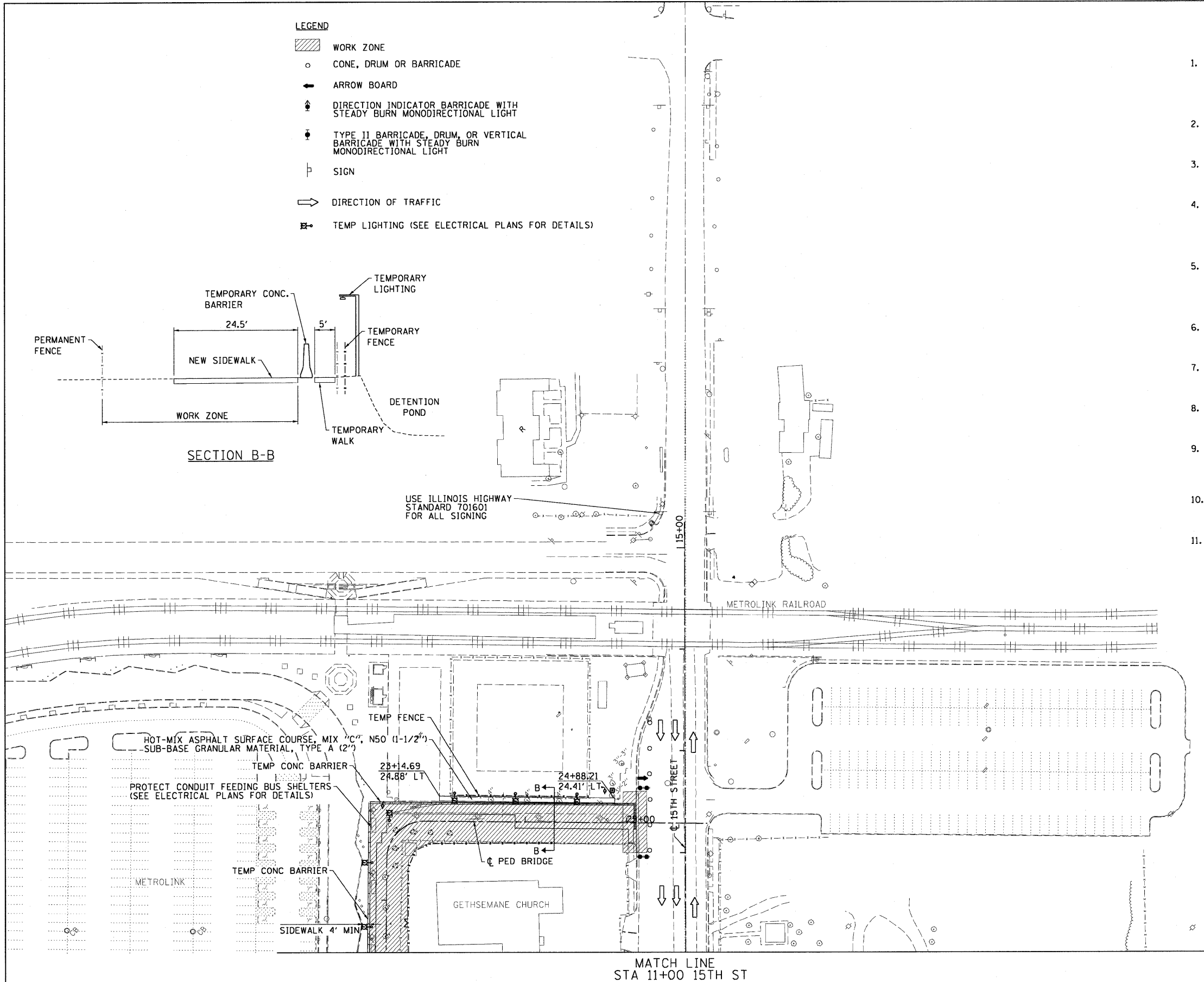
- LEGEND**
-  WORK ZONE
  -  CONE, DRUM OR BARRICADE
  -  ARROW BOARD
  -  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  -  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  -  SIGN
  -  DIRECTION OF TRAFFIC
  -  TEMP LIGHTING (SEE ELECTRICAL PLANS FOR DETAILS)



SECTION B-B

**SUGGESTED STAGES OF CONSTRUCTION GENERAL NOTES**

1. REMOVE OVERHEAD SIGN OVER THE 15TH STREET EXIT RAMP AND INSTALL THE PROPOSED GROUND MOUNTED SIGN. A TEMPORARY INFORMATION SIGN CAN BE USED IN LIEU OF THE TEMPORARY SIGN ON EXIT RAMP IF SIGN FABRICATION DELAYS CONSTRUCTION.
2. THE DRAINAGE SYSTEM ALONG THE I-64 CENTERLINE MUST BE RELOCATED PRIOR TO THE CONSTRUCTION OF THE PIER 6. FLOW MUST BE MAINTAINED DURING CONSTRUCTION AT ALL TIMES.
3. THE ACCESS CONTROL FENCE AROUND GETHSEMANE CHURCH MUST BE REMOVED AND A NEW FENCE MUST BE ERRECTED SUCH THAT THERE IS NO BREACH IN THE FENCE AT ANY TIME.
4. THE METROLINK TEMPORARY SIDEWALK MUST BE CONSTRUCTED PRIOR TO DEMOLITIONING THE EXISTING SIDEWALK. ACCESS TO THE METROLINK STATION MUST BE MAINTAINED AT ALL TIMES. A TEMPORARY CONCRETE BARRIER MUST BE ERRECTED ADJACENT TO THE TEMPORARY SIDEWALK AS SHOWN IN THE PLANS.
5. THE METROLINK SIDEWALK FROM STA. 20+50 (LT) TO STA. 22+50 (LT) MUST BE MAINTAINED AT ALL TIMES WITH A MINIMUM 4' WIDTH OF ADA COMPLIANT SURFACE. A TEMPORARY CONCRETE BARRIER MUST BE ERRECTED ADJACENT TO THE TEMPORARY SIDEWALK AS SHOWN IN THE PLANS.
6. THE CONCRETE BARRIER WILL REMAIN IN PLACE ON EX RAMP A (RT). THE CONCRETE BARRIER WILL BE REMOVED IN FUTURE IDOT CONTRACT 76C49.
7. THE CONCRETE BARRIER WILL REMAIN IN PLACE ON EX RAMP E (RT). THE CONCRETE BARRIER WILL BE REMOVED IN FUTURE IDOT CONTRACT 76C49.
8. INSTALL TEMPORARY LIGHTING ALONG THE TEMPORARY METROLINK SIDEWALK BEFORE CONSTRUCTION BEGINS SUCH THAT THERE IS ALWAYS LIGHTING FOR THE METROLINK ACCESS SIDEWALK.
9. THE METROLINK DETENTION POND FENCE WILL HAVE TO BE REMOVED FOR TEMPORARY LIGHT INSTALLATION. A TEMPORARY FENCE MUST BE ERRECTED SO THAT THERE IS NO BREACH IN THE FENCE AT ANY TIME DURING CONSTRUCTION.
10. REMOVE TEMPORARY SIDEWALK AND LIGHTING AFTER ALL CONSTRUCTION HAS BEEN COMPLETED SUCH THAT LIGHTED ACCESS IS ALWAYS MAINTAINED TO THE METROLINK STATION.
11. REMOVE LENSES FROM RAISED REFLECTOR MARKERS ALONG EAST AND WESTBOUND I-64 WHERE THE REFLECTORS CONFLICT WITH STAGED TRAFFIC PATTERNS. REPLACE REFLECTIVE LENSES AS DIRECTED BY THE RESIDENT ENGINEER DURING FINAL PAVEMENT MARKING INSTALLATION. (NO EXTRA COMPENSATION SHALL BE PROVIDED FOR THIS WORK)



MATCH LINE  
STA 11+00 15TH ST

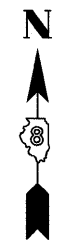
FILE NAME = DBTRI-76C47-sht-Stage1-03.dgn	USER NAME = maransk	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL PLAN</b>	F.A.I. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 23
	PLOT SCALE = 50.0000' / IN.	CHECKED - JL	REVISED -			CONTRACT NO. 76C47				
	PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -			SCALE: 1"=50'				
						SHEET NO. 3 OF 3 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PART OF THE NE 14 OF SECTION 18, T2N, R9W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

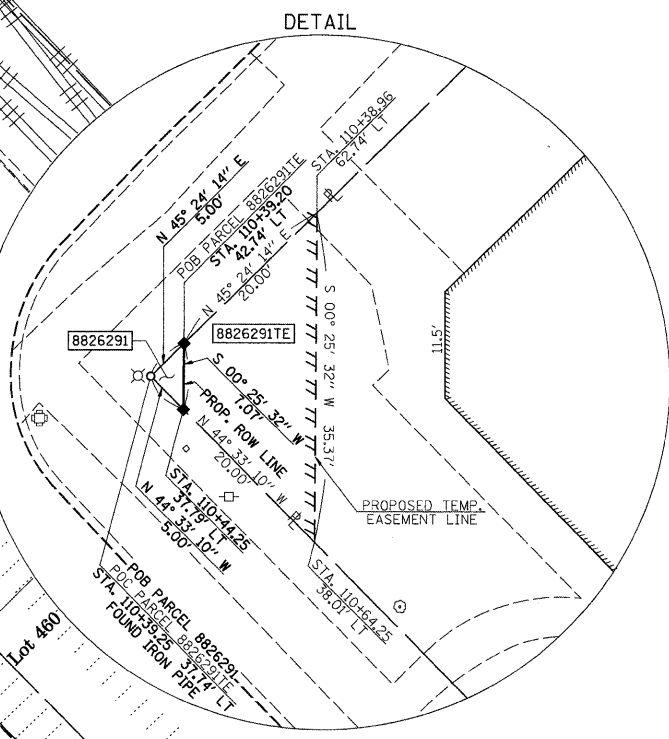
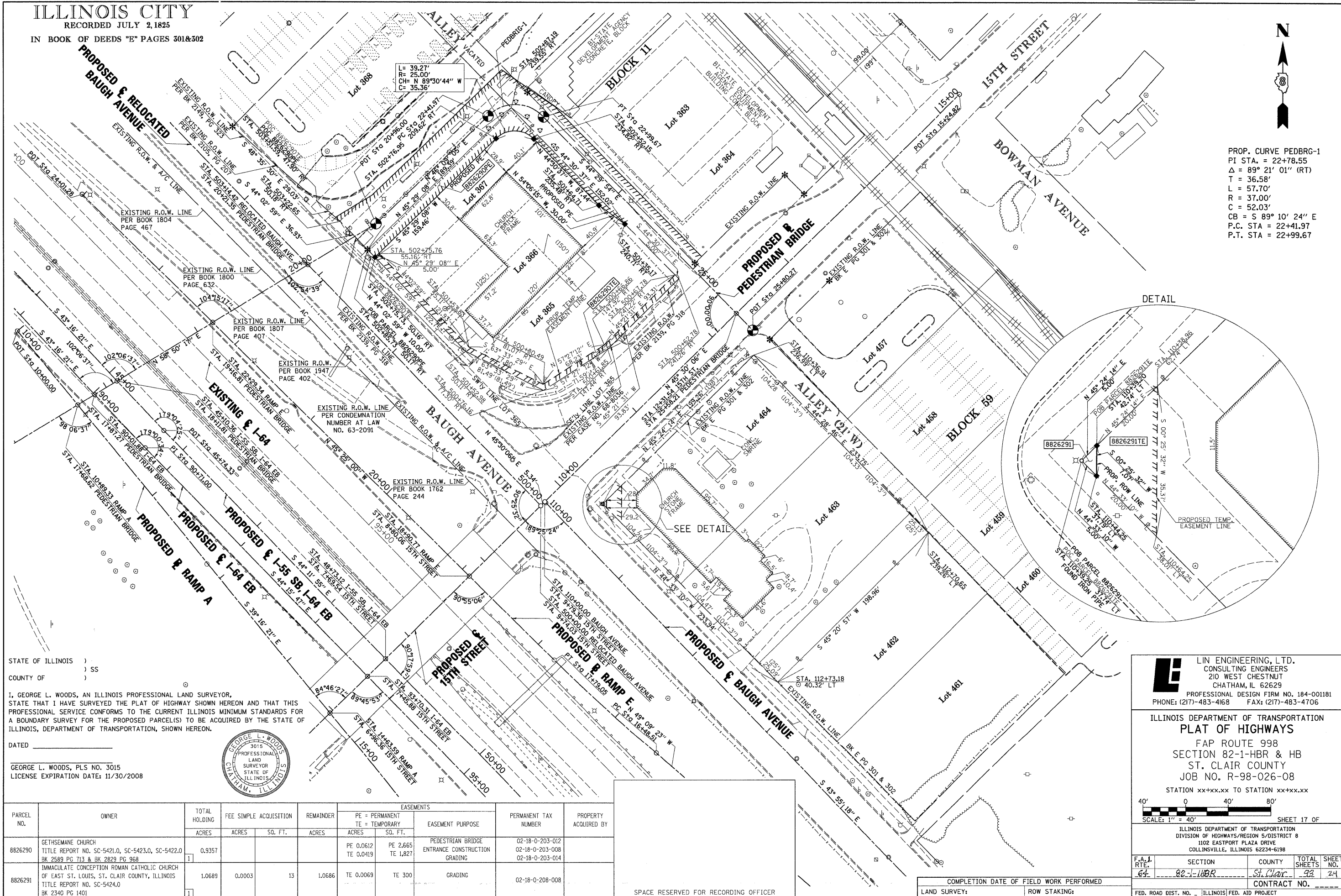
10-18-08

ILLINOIS CITY  
RECORDED JULY 2, 1825

IN BOOK OF DEEDS "E" PAGES 301&302



PROP. CURVE PEDBRG-1  
PI STA. = 22+78.55  
Δ = 89° 21' 01" (RT)  
T = 36.58'  
L = 57.70'  
R = 37.00'  
C = 52.03'  
CB = S 89° 10' 24" E  
P.C. STA = 22+41.97  
P.T. STA = 22+99.67



STATE OF ILLINOIS )  
COUNTY OF ) SS

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

DATED \_\_\_\_\_

GEORGE L. WOODS, PLS. NO. 3015  
LICENSE EXPIRATION DATE: 11/30/2008

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

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

SCALE: 1" = 40'

SHEET 17 OF

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION ACRES	REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
					PE = PERMANENT ACRES	TE = TEMPORARY ACRES		
8826290	GETHSEMANE CHURCH TITLE REPORT NO. SC-5421.0, SC-5423.0, SC-5422.0 BK 2589 PG 713 & BK 2829 PG 968	0.9357			PE 0.0612 TE 0.0419	PE 2.665 TE 1.827	02-18-0-203-012 02-18-0-203-008 02-18-0-203-014	
8826291	IMMACULATE CONCEPTION ROMAN CATHOLIC CHURCH OF EAST ST. LOUIS, ST. CLAIR COUNTY, ILLINOIS TITLE REPORT NO. SC-5424.0 BK 2340 PG 1401	1.0689	0.0003	13	TE 0.0069	TE 300	02-18-0-208-008	

SPACE RESERVED FOR RECORDING OFFICER

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

PART OF THE N 12 OF SECTION 18, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

03-25-08

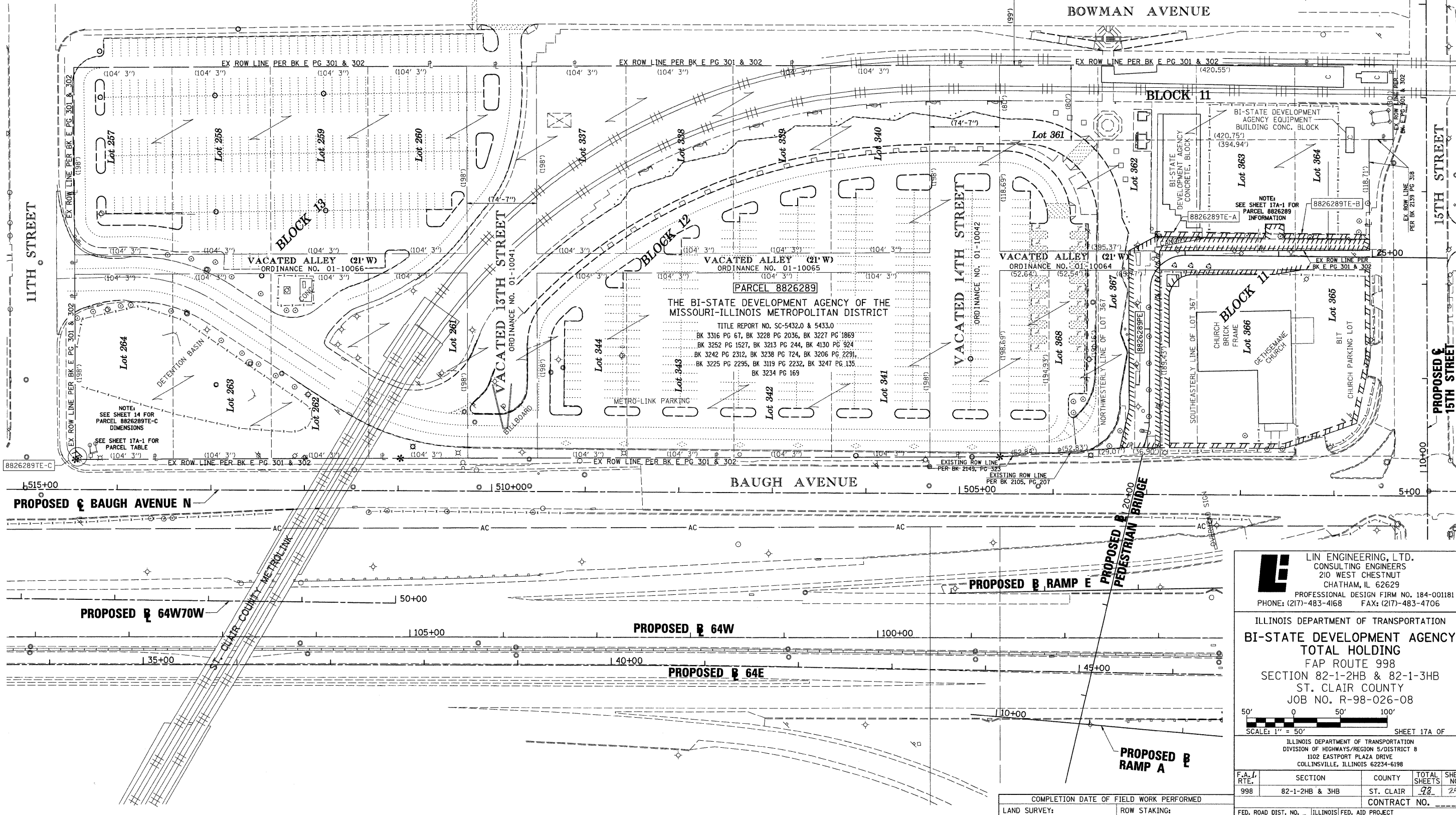
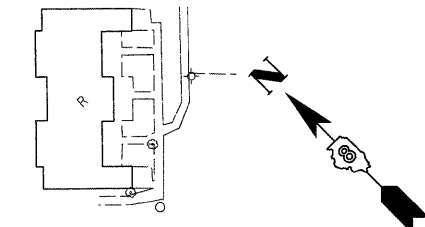
STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF )

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



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

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



PLOT DATE = 2/25/08  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#  
 USER NAME = #USER#

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BI-STATE DEVELOPMENT AGENCY  
 TOTAL HOLDING**  
 FAP ROUTE 998  
 SECTION 82-1-2HB & 82-1-3HB  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08

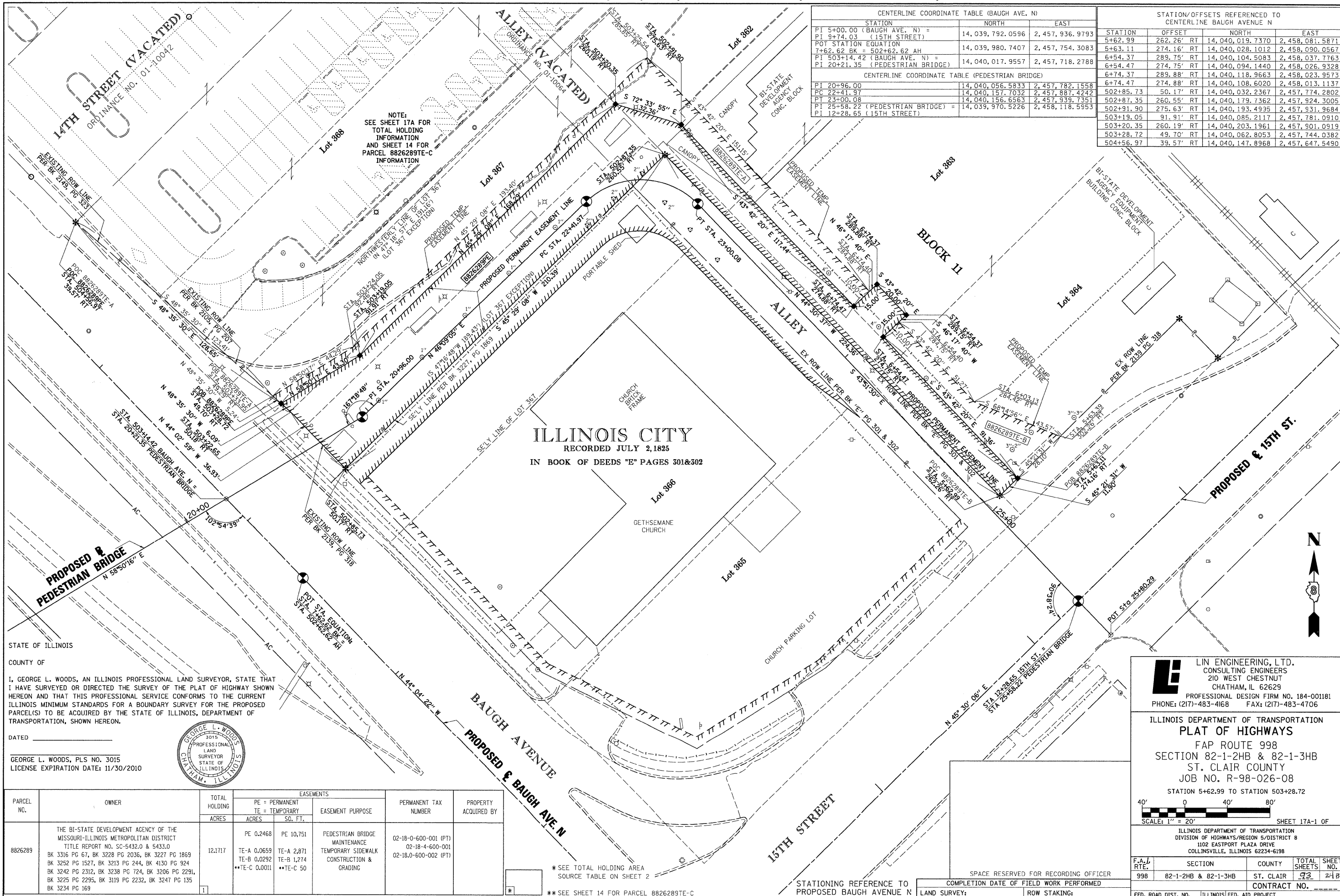
SCALE: 1" = 50'  
 SHEET 17A OF  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINGSVILLE, ILLINOIS 62234-6198

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1-2HB & 3HB	ST. CLAIR	93	24A
CONTRACT NO.				

COMPLETION DATE OF FIELD WORK PERFORMED  
 LAND SURVEY: \_\_\_\_\_ ROW STAKING: \_\_\_\_\_

PART OF THE NE 1/4 OF SECTION 18, T2N, R9W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

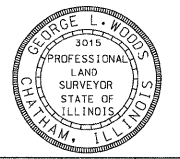
05-06-09



CENTERLINE COORDINATE TABLE (BAUGH AVE. N)		
STATION	NORTH	EAST
PI 5+00.00 (BAUGH AVE. N) =	14, 039, 792.0596	2, 457, 936.9793
PI 9+74.03 (15TH STREET)	14, 039, 980.7407	2, 457, 754.3083
POT STATION EQUATION T+62.62 BK = 502+62.62 AH	14, 040, 017.9557	2, 457, 718.2788
PI 503+14.42 (BAUGH AVE. N) =	14, 040, 056.5833	2, 457, 782.1558
PI 20+21.35 (PEDESTRIAN BRIDGE)	14, 040, 157.7032	2, 457, 887.4242
PI 25+58.22 (PEDESTRIAN BRIDGE)	14, 040, 156.6563	2, 457, 939.7351
PI 12+28.65 (15TH STREET)	14, 039, 970.5226	2, 458, 118.5953

STATION/OFFSETS REFERENCED TO CENTERLINE BAUGH AVENUE N				
STATION	OFFSET	NORTH	EAST	
5+62.99	262.26' RT	14, 040, 019.7370	2, 458, 081.5871	
5+63.11	274.16' RT	14, 040, 028.1012	2, 458, 090.0567	
6+54.37	289.75' RT	14, 040, 104.5083	2, 458, 037.7763	
6+54.47	274.75' RT	14, 040, 094.1440	2, 458, 026.9328	
6+74.37	289.88' RT	14, 040, 118.9663	2, 458, 023.9573	
6+74.47	274.88' RT	14, 040, 108.6020	2, 458, 013.1137	
502+85.73	50.17' RT	14, 040, 032.2367	2, 457, 774.2802	
502+87.35	260.55' RT	14, 040, 179.7362	2, 457, 924.3005	
502+91.90	275.63' RT	14, 040, 193.4935	2, 457, 931.9684	
503+19.05	91.91' RT	14, 040, 085.2117	2, 457, 781.0910	
503+20.35	260.19' RT	14, 040, 203.1961	2, 457, 901.0919	
503+28.72	49.70' RT	14, 040, 062.8053	2, 457, 744.0382	
504+56.97	39.57' RT	14, 040, 147.8968	2, 457, 647.5490	

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



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			PE = PERMANENT TE = TEMPORARY	SO. FT.			
8826289	THE BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT TITLE REPORT NO. SC-5432.0 & 5433.0 BK 3252 PG 1527, BK 3228 PG 2036, BK 3227 PG 1869 BK 3252 PG 1527, BK 3213 PG 244, BK 4130 PG 924 BK 3242 PG 2312, BK 3238 PG 724, BK 3206 PG 2291, BK 3225 PG 2295, BK 3119 PG 2232, BK 3247 PG 135 BK 3234 PG 169	12.1717	PE 0.2468 TE-A 0.0659 TE-B 0.0292 TE-C 0.0011	PE 10,751 TE-A 2,871 TE-B 1,274 TE-C 50	PEDESTRIAN BRIDGE MAINTENANCE TEMPORARY SIDEWALK CONSTRUCTION & GRADING	02-18-0-600-001 (PT) 02-18-4-600-001 02-18-0-600-002 (PT)	

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2  
 \*\* SEE SHEET 14 FOR PARCEL 8826289TE-C

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

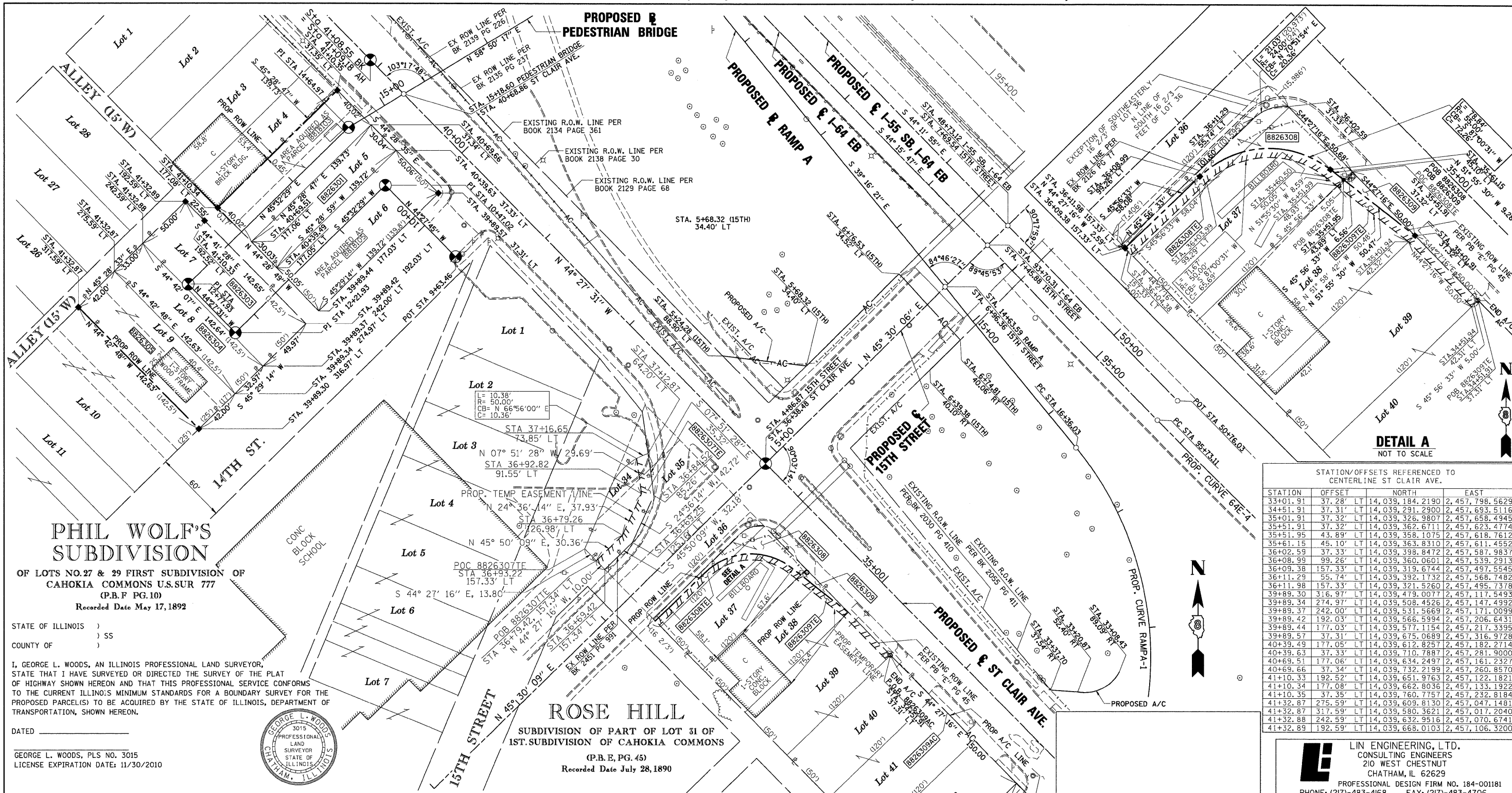
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 998  
 SECTION 82-1-2HB & 82-1-3HB  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08  
 STATION 5+62.99 TO STATION 503+28.72

SCALE: 1" = 20'				
ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINGSVILLE, ILLINOIS 62234-6198				
F.A./RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1-2HB & 82-1-3HB	ST. CLAIR	93	248
CONTRACT NO.				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

PLOT DATE = 6/16/2009  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#  
 USER NAME = #USER#



PART OF THE NW 1/4 OF SECTION 18, T2N, R9W OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



**PHIL WOLF'S SUBDIVISION**  
OF LOTS NO. 27 & 29 FIRST SUBDIVISION OF CAHOKIA COMMONS U.S.SUR 777 (P.B.F PG. 10)  
Recorded Date May 17, 1892

**ROSE HILL**  
SUBDIVISION OF PART OF LOT 31 OF 1ST SUBDIVISION OF CAHOKIA COMMONS (P.B.E, PG. 45)  
Recorded Date July 28, 1890

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



STATION/OFFSETS REFERENCED TO CENTERLINE ST. CLAIR AVE.

STATION	OFFSET	NORTH	EAST
33+01.91	37.28' LT	14,039,184.2190	2,457,798.5629
34+51.91	37.31' LT	14,039,291.2900	2,457,693.5116
35+01.91	37.32' LT	14,039,326.9807	2,457,658.4945
35+51.91	37.32' LT	14,039,362.6711	2,457,623.4774
35+51.95	43.89' LT	14,039,358.1075	2,457,618.7612
35+61.15	45.10' LT	14,039,363.8310	2,457,611.4552
36+02.59	37.33' LT	14,039,398.8472	2,457,587.9837
36+08.99	99.26' LT	14,039,360.0601	2,457,539.2913
36+09.38	157.33' LT	14,039,319.6744	2,457,497.5545
36+11.29	55.74' LT	14,039,392.1732	2,457,568.7482
36+11.98	157.33' LT	14,039,321.5260	2,457,495.7378
39+89.30	316.97' LT	14,039,479.0077	2,457,117.5493
39+89.34	274.97' LT	14,039,508.4526	2,457,147.4992
39+89.37	242.00' LT	14,039,531.5669	2,457,171.0099
39+89.42	192.03' LT	14,039,566.5994	2,457,206.6431
39+89.44	177.03' LT	14,039,577.1154	2,457,217.3395
39+89.57	37.31' LT	14,039,675.0689	2,457,316.9728
40+39.49	177.05' LT	14,039,612.8257	2,457,182.2714
40+39.63	37.33' LT	14,039,710.7887	2,457,281.9000
40+69.51	177.06' LT	14,039,634.2497	2,457,161.2327
40+69.66	37.34' LT	14,039,732.2183	2,457,260.8570
41+10.33	192.52' LT	14,039,651.9763	2,457,122.1921
41+10.34	177.08' LT	14,039,662.8036	2,457,133.1923
41+10.35	37.35' LT	14,039,760.7757	2,457,232.8184
41+32.87	275.59' LT	14,039,609.8130	2,457,047.1481
41+32.87	317.59' LT	14,039,580.3621	2,457,017.2040
41+32.88	242.59' LT	14,039,632.9516	2,457,070.6741
41+32.89	192.59' LT	14,039,668.0103	2,457,106.3200

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 998  
SECTION 82-1-HBR & 82-1-HB  
ST. CLAIR COUNTY  
JOB NO. R-98-026-08  
STATION 33+01.91 TO STATION 41+32.87  
SCALE: 1" = 40'  
SHEET 18 OF

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1-HBR	ST. CLAIR	93	25

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

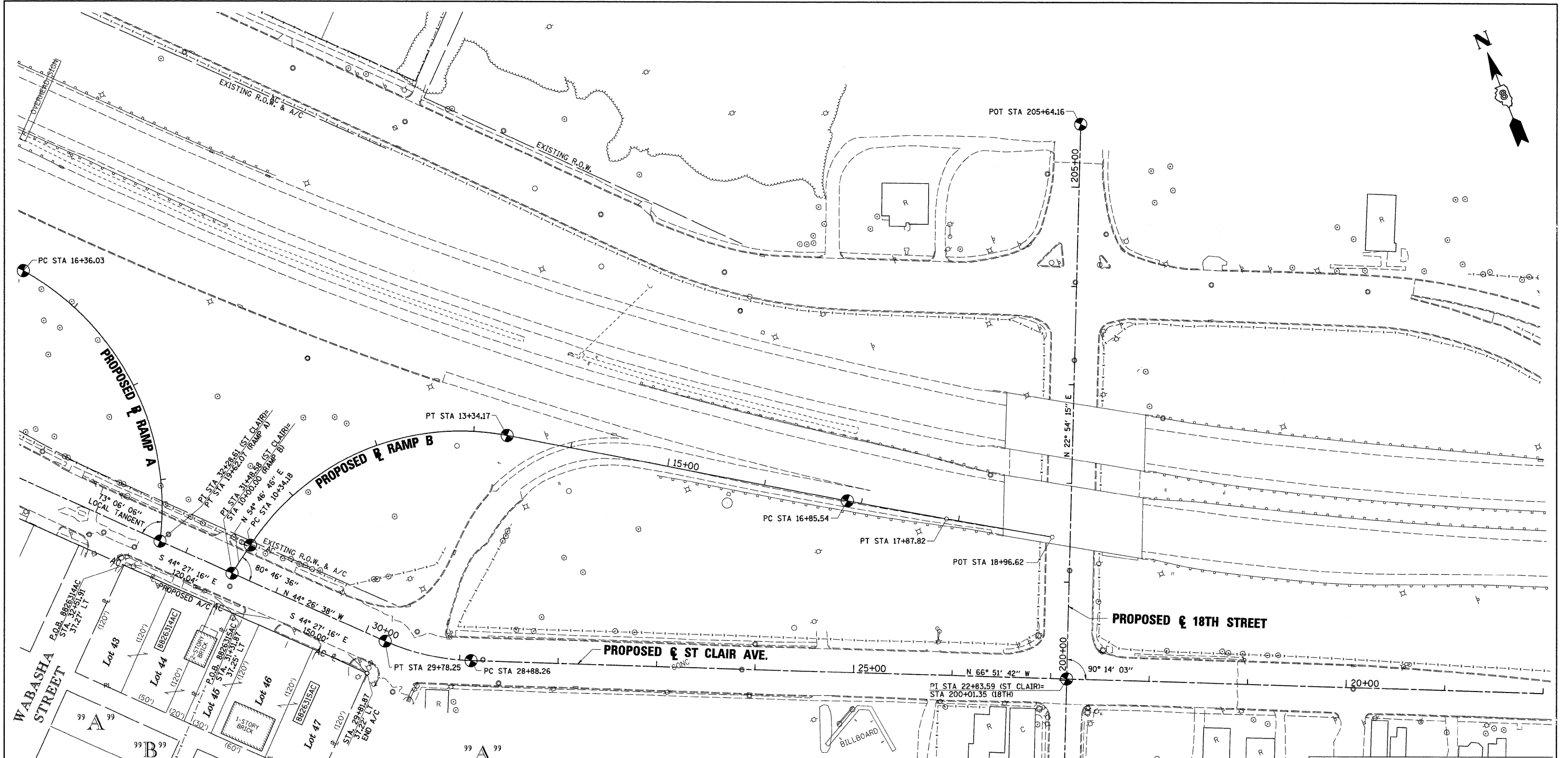
PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION		REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SQ. FT.		PE = PERMANENT	TE = TEMPORARY		
8818103*	AMANDA REYNOLDS TITLE REPORT NO. SC-3590.0	0.1284	0.1284	5,592	0.00			02-18-0-110-039	BK 1552 PG 1552-1554 A01868078
8818105*	RAY SPEARMAN TITLE REPORT NO. SC-3736.0	0.1606	0.1606	6,994	0.00			02-18-110-008	BK 4214 PG 1312-1314 A01924432
8826301	ST. CLAIR COUNTY AS TRUSTEE TITLE REPORT NO. SC-5442.0 DOCUMENT NO. A02121469	0.0963	0.0963	4,196	0.00			02-18-0-110-007	
8826303	THE HOUSING AUTHORITY OF THE CITY OF EAST ST. LOUIS TITLE REPORT NO. SC-5624.0 BOOK 2293 PAGES 473-475	0.1637	0.1637	7,130	0.00			02-18-0-110-017	
8826304	DISCOUNT, INC. RETIREMENT PLAN TITLE REPORT NO. SC-5630.0, DOCUMENT NO. A02014623	0.1080	0.1080	4,705	0.00			02-18-0-110-018	
8826305	ST. CLAIR COUNTY AS TRUSTEE TITLE REPORT NO. SC-5631.0, DOCUMENT NO. A02121470	0.1375	0.1375	5,990	0.00			02-18-0-110-038	
8826307	THE COUNTY BOARD OF SCHOOL TRUSTEES OF ST. CLAIR COUNTY, FOR THE BENEFIT OF SCHOOL DISTRICT NO. 189 TITLE REPORT NO. SC-5437.0, BOOK 2451 PAGE 991	0.0654			0.0654	TE 0.0239	TE 1,043	GRADING & SIDEWALK CONSTRUCTION	02-18-0-112-061
8826308	O.F.S., LTD. TITLE REPORT NO. SC-5632.0, BOOK 3030 PAGE 775	0.1621	0.0302	1,314	0.1320	TE 0.0163	TE 711	GRADING & SIDEWALK CONSTRUCTION	02-18-0-112-059
8826309	ADAM ABDELJABBAR, A MARRIED PERSON TITLE REPORT NO. SC-5434.0, DOCUMENT NO. A02073162	0.6887	0.0038	164	0.6849	TE 0.0115	TE 501	GRADING & SIDEWALK CONSTRUCTION	02-18-0-112-057 02-18-0-112-058

PROPOSED ST. CLAIR AVENUE CENTERLINE COORDINATE TABLE

STATION	NORTH	EAST
PT 29+78.25	14,038,979.2504	2,458,051.8054
PI 36+38.49 (ST CLAIR AVENUE)	14,039,450.6200	2,457,589.5000
PI 4+86.87 (15TH STREET)		
PI 40+68.86 (ST CLAIR AVENUE)	14,039,450.6164	2,457,589.5036
PI 15+18.60 (PEDESTRIAN BRIDGE)		
PI 41+08.55 (BK) =	14,039,786.1280	2,457,260.2720
PI 41+09.18 (AH) =		
POT 52+37.78	14,040,590.9000	2,456,469.0200

PROPOSED PEDESTRIAN BRIDGE BASELINE COORDINATE TABLE

PI	NORTH	EAST
PI 9+63.46	14,039,621.9347	2,457,331.2636
PI 10+47.02	14,039,681.5739	2,457,272.7327
PI 12+21.93	14,039,559.0738	2,457,147.8959
PI 12+77.93	14,039,599.0441	2,457,108.6738
PI 14+64.97	14,039,730.0493	2,457,242.1779



**ROSE HILL**  
 SUBDIVISION OF PART OF LOT 31 OF  
 1ST. SUBDIVISION OF CAHOKIA COMMONS  
 (P.B. E, PG. 45)  
 Recorded Date July 28, 1890  
 STATE OF ILLINOIS )  
 COUNTY OF ) SS

**ROSE HILL SUBDIVISION**  
 SURVEY OF LOTS 1 TO 10, 24 TO 34, 38 TO 46,  
 AND 48 TO 55, ALL INCLUSIVE, OF  
 (P.B. H, PG. 39)  
 Recorded Date May 16, 1899

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



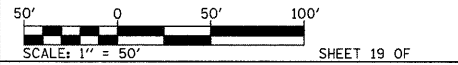
DATED \_\_\_\_\_  
 GEORGE L. WOODS, PLS. NO. 3015  
 LICENSE EXPIRATION DATE: 11/30/2010

STATION/OFFSETS REFERENCED TO CENTERLINE ST CLAIR AVE.				
STATION	OFFSET		NORTH	EAST
29+81.87	37.22' LT		14,038,955.7730	2,458,022.6987
31+31.87	37.25' LT		14,039,062.8450	2,457,917.6473
32+51.91	37.27' LT		14,039,148.5280	2,457,833.5800

PARCEL NO.	OWNER	PERMANENT TAX NUMBER
8826314AC	TUJAY, INC. TITLE REPORT NO. SC-5431.0	02-18-0-212-049 02-18-0-212-004
8826315AC	ARROW REALTY, INC. TITLE REPORT NO. SC-5429.0	02-18-0-212-042


**LIN ENGINEERING, LTD.**  
 CONSULTING ENGINEERS  
 210 WEST CHESTNUT  
 CHATHAM, IL 62629  
 PROFESSIONAL DESIGN FIRM NO. 184-001181  
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 998  
 SECTION 82-1-2HB  
 ST. CLAIR COUNTY  
 JOB NO. R-98-026-08  
 STATION 29+81.87 TO STATION 32+51.91



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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1-2HB	ST. CLAIR	25	25A

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

PLOT DATE = 2/17/2009  
 FILE NAME = RTLEL  
 PLOT SCALE = SCALES  
 USER NAME = USER



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

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

- ILR10  
 ILR40 PERMIT NO. 0493

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

\_\_\_\_\_  
 MARY C. LAMIE  
 PRINT NAME  
 DEPUTY DIRECTOR OF HIGHWAYS  
 REGION FIVE ENGINEER  
 TITLE  
 IL DEPT. OF TRANSPORTATION  
 AGENCY

*Mary C. Lamie*  
 SIGNATURE  
 7-14-09  
 DATE

I. SITE DESCRIPTION:

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

THE PROJECT CONSISTS OF THE PROPOSED IMPROVEMENTS OF 1.3 ACRES OF EAST ST. LOUIS, SPECIFICALLY THE 15TH STREET PEDESTRIAN BRIDGE OVER I-64.

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

CONSTRUCTION WILL INCLUDE THE OF THE 15TH STREET PEDESTRIAN BRIDGE OVER I-64, ROADWAY CONSTRUCTION, STORM SEWER AND DRAINAGE STRUCTURES, PAVED SHOULDERS, COMBINATION CONCRETE CURB AND GUTTER, PAVEMENT MARKING, LIGHTING, LANDSCAPING AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.

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

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

STAGE 1: MSE WALL AND PEDESTRIAN BRIDGE LANDINGS WILL BE CONSTRUCTED ALONG WITH THE PEDESTRIAN BRIDGE SUBSTRUCTURE.

STAGE 2: SET THE SUPERSTRUCTURE AND REPLACE THE PAVEMENT THAT WAS DISTURBED DURING THE SUBSTRUCTURE CONSTRUCTION.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 1.6 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 1.3 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.63

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

THE TOPSOIL AROUND THIS SITE CONSISTS OF BROWN AND BLACK SILTY LOAM AND FINE GRAIN SAND. FINE GRAIN SAND IS EXTREMELY EROSION IF NOT PROTECTED WITH EROSION CONTROL MEASURES. TAKE EXTRA CAUTION WHEN PREPARING EROSION CONTROL MEASURES IN AREAS CONTAINING SAND.

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

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT ARE TO CONSTRUCT THE 15TH ST PEDESTRIAN BRIDGE OVER I-64 (PROPOSED STRUCTURE NO 082-0394), THE CONSTRUCTION OF THE MSE WALL LANDINGS (PROPOSED STRUCTURE NO. 082-W228, 082-W229) AND THE REGRADING OF THE DRAINAGE FEATURES. THAT SAID, THERE ARE NO LARGE AREAS OF REGRADING IN THIS PROJECT SO THERE ARE NO AREAS OF CONCERN REGARDING PROMINANT EROSION.

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

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT ARE TO CONSTRUCT THE 15TH ST PEDESTRIAN BRIDGE OVER I-64 (PROPOSED STRUCTURE NO 082-0394), THE CONSTRUCTION OF THE MSE WALL LANDINGS (PROPOSED STRUCTURE NO. 082-W228, 082-W229) AND THE REGRADING OF THE DRAINAGE FEATURES. PROPOSED RIGHT-OF-WAY AND EASEMENTS WILL BE REQUIRED TO ACCOMMODATE RECONSTRUCTION OF THE BRIDGE AND LANDINGS. A PORTION OF THE PROPOSED DRAINAGE FROM THE EAST PEDESTRIAN BRIDGE AND LANDINGS WILL OUTLET INTO THE METROLINK POND FOR STORAGE. THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

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

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

N/A

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> SOIL SEDIMENT             | <input checked="" type="checkbox"/> PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS) |
| <input checked="" type="checkbox"/> CONCRETE                  | <input checked="" type="checkbox"/> ANTIFREEZE / COOLANTS  |
| <input checked="" type="checkbox"/> CONCRETE TRUCK WASTE      | <input checked="" type="checkbox"/> WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT             |
| <input checked="" type="checkbox"/> CONCRETE CURING COMPOUNDS | <input type="checkbox"/> OTHER (SPECIFY).....  |
| <input checked="" type="checkbox"/> SOLID WASTE DEBRIS        | <input type="checkbox"/> OTHER (SPECIFY).....  |
| <input checked="" type="checkbox"/> PAINTS                    | <input type="checkbox"/> OTHER (SPECIFY).....  |
| <input type="checkbox"/> SOLVENTS                             | <input type="checkbox"/> OTHER (SPECIFY).....  |
| <input checked="" type="checkbox"/> FERTILIZERS / PESTICIDES  | <input type="checkbox"/> OTHER (SPECIFY).....  |

II. CONTROLS

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

A. EROSION AND SEDIMENT CONTROL

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

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

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

- |   |  |
|---|--|
| <input type="checkbox"/> PRESERVATION OF MATURE VEGETATION            | <input checked="" type="checkbox"/> EROSION CONTROL BLANKET / MULCHING |
| <input type="checkbox"/> VEGETATED BUFFER STRIPS                      | <input type="checkbox"/> SODDING                                       |
| <input checked="" type="checkbox"/> PROTECTION OF TREES               | <input type="checkbox"/> GEOTEXTILES                                   |
| <input checked="" type="checkbox"/> TEMPORARY EROSION CONTROL SEEDING | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input type="checkbox"/> TEMPORARY TURF (SEEDING, CLASS 7)            | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input checked="" type="checkbox"/> TEMPORARY MULCHING                | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input checked="" type="checkbox"/> PERMANENT SEEDING                 | <input type="checkbox"/> OTHER (SPECIFY).....                          |

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

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

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

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

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

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

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

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

4. PROTECTION OF TREES/TEMPORARY TREE PROTECTION - THIS ITEM SHALL CONSIST OF ITEMS "TEMPORARY FENCING" AND "TREE TRUCK PROTECTION" AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH ARTICLE 201.05 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

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

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

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> PERIMETER EROSION BARRIER    | <input type="checkbox"/> ROCK OUTLET PROTECTION  |
| <input checked="" type="checkbox"/> TEMPORARY DITCH CHECK        | <input checked="" type="checkbox"/> RIPRAP       |
| <input checked="" type="checkbox"/> STORM DRAIN INLET PROTECTION | <input type="checkbox"/> GABIONS                 |
| <input type="checkbox"/> SEDIMENT TRAP                           | <input type="checkbox"/> SLOPE MATTRESS          |
| <input type="checkbox"/> TEMPORARY PIPE SLOPE DRAIN              | <input type="checkbox"/> RETAINING WALLS         |
| <input type="checkbox"/> TEMPORARY SEDIMENT BASIN                | <input type="checkbox"/> SLOPE WALLS             |
| <input type="checkbox"/> TEMPORARY STREAM CROSSING               | <input type="checkbox"/> CONCRETE REVETMENT MATS |
| <input type="checkbox"/> STABILIZED CONSTRUCTION EXITS           | <input type="checkbox"/> LEVEL SPREADERS         |
| <input type="checkbox"/> TURF REINFORCEMENT MATS                 | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PERMANENT CHECK DAMS                    | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PERMANENT SEDIMENT BASIN                | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> AGGREGATE DITCH                         | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PAVED DITCH                             | <input type="checkbox"/> OTHER (SPECIFY).....    |

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE CONSTRUCTION LIMIT TO PREVENT SILT AND RUNOFF FROM LEAVING THE SITE.

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

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

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

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

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

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

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

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

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

FILE NAME = DBTRI-7LC47-shr-Erosion-01.dgn	USER NAME = maronk	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - DJM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.	64	82-1-1HBR	ST. CLAIR	93	26
		CHECKED - JL	REVISED -						CONTRACT NO. 76C47				
		DATE - 05/01/09	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

- a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES). THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.
- b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

THE EAST PORTION OF THE PEDESTRIAN BRIDGE AND THE EAST LANDING OUTLETS INTO THE METROLINK POND FOR STORAGE.

4. OTHER CONTROLS:

- a. VEHICLE ENTRANCES AND EXITS - STABILIZED CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED TO PREVENT TRACKING OF SEDIMENTS ONTO ROADWAYS.  
  
THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN IDENTIFYING THE LOCATION OF STABILIZED ENTRANCES AND EXITS AND THE PROCEDURES (S)HE WILL USE TO CONSTRUCT AND MAINTAIN THEM.
- b. MATERIAL DELIVERY, STORAGE, AND USE - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO HELP PREVENT DISCHARGES OF CONSTRUCTION MATERIALS DURING DELIVERY, STORAGE, AND USE:
  - ALL PRODUCTS DELIVERED TO THE PROJECT SITE MUST BE PROPERLY LABELED.
  - WATER TIGHT SHIPPING CONTAINERS AND/OR SEMI TRAILERS SHALL BE USED TO STORE HAND TOOLS, SMALL PARTS, AND MOST CONSTRUCTION MATERIALS THAT CAN BE CARRIED BY HAND, SUCH AS PAINT CANS, SOLVENTS, AND GREASE.
  - A STORAGE/CONTAINMENT FACILITY SHOULD BE CHOSEN FOR LARGER ITEMS SUCH AS DRUMS AND ITEMS SHIPPED OR STORED ON PALLETS. SUCH MATERIAL IS TO BE COVERED BY A TIN ROOF OR LARGE SHEETS OF PLASTIC TO PREVENT PRECIPITATION FROM COMING IN CONTACT WITH THE PRODUCTS BEING STORED.
  - LARGE ITEMS SUCH AS LIGHT STANDS, FRAMING MATERIALS AND LUMBER SHALL BE STORED IN THE OPEN IN A GENERAL STORAGE AREA. SUCH MATERIAL SHALL BE ELEVATED WITH WOOD BLOCKS TO MINIMIZE CONTACT WITH STORM WATER RUNOFF.
  - SPILL CLEAN-UP MATERIALS, MATERIAL SAFETY DATA SHEETS, AN INVENTORY OF MATERIALS, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED AND STORED IN ONE DESIGNATED AREA AND EACH CONTRACTOR IS TO INFORM HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER OF THIS LOCATION.
- c. STOCKPILE MANAGEMENT - BMPs SHALL BE IMPLEMENTED TO REDUCE OR ELIMINATE POLLUTION OF STORM WATER FROM STOCKPILES OF SOIL AND PAVING MATERIALS SUCH AS BUT NOT LIMITED TO PORTLAND CEMENT CONCRETE RUBBLE, ASPHALT CONCRETE, ASPHALT CONCRETE RUBBLE, AGGREGATE BASE, AGGREGATE SUB BASE, AND PRE-MIXED AGGREGATE. THE FOLLOWING BMPs MAY BE CONSIDERED:
  - PERIMETER EROSION BARRIER
  - TEMPORARY SEEDING
  - TEMPORARY MULCH
  - PLASTIC COVERS
  - SOIL BINDERS
  - STORM DRAIN INLET PROTECTION

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

- d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
- e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
- f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

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

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

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

III. MAINTENANCE:

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

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.
2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.
3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.
4. PROTECTION OF TREES/TEMPORARY TREE PROTECTION - ANY PROTECTIVE MEASURES WHICH ARE KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.
5. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY.

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

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

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

IV. INSPECTIONS

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

- A. DISTURBED AREAS, USE AREAS (STORAGE OF MATERIALS, STOCKPILES, MACHINE MAINTENANCE FUELING, ETC.), BORROW SITES, AND WASTE SITES SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DISCHARGE LOCATIONS OR POINTS THAT ARE ACCESSIBLE, SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.
- B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION I ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION II ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 1/2 HOUR TO 1 WEEK BASED ON THE URGENCY OF THE SITUATION. THE RESIDENT ENGINEER WILL NOTIFY THE CONTRACTOR OF THE TIME REQUIRED TO IMPLEMENT SUCH ACTIONS THROUGH THE WEEKLY INSPECTION REPORT.
- C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.
- D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT. THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

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

V. NON-STORM WATER DISCHARGES:

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

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

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

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

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

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

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



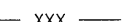

1. CONTAINMENT
2. SPILL PREVENTION AND CONTROL
3. USE OF DRIP PANS AND ABSORBENTS
4. AUTOMATIC SHUT-OFF NOZZLES
5. TOPPING OFF RESTRICTIONS
6. LEAK INSPECTION AND REPAIR

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

VI. FAILURE TO COMPLY:

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

LEGEND

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

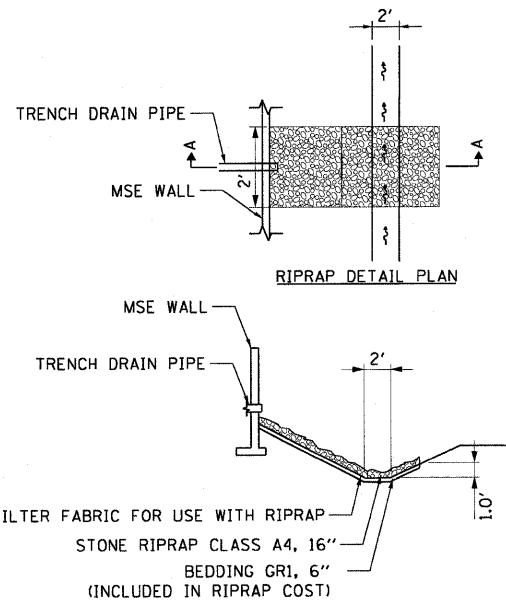
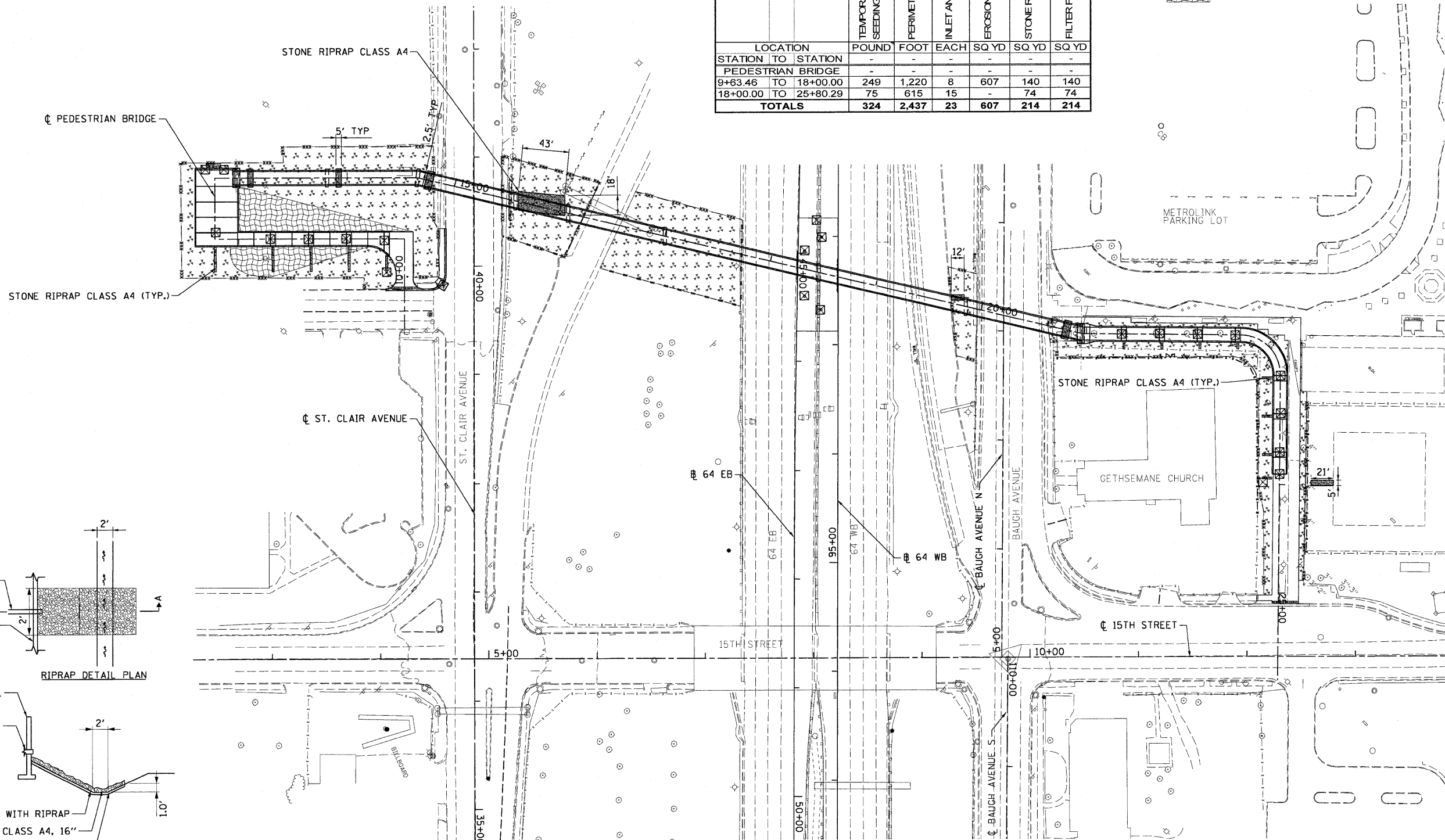
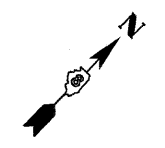
FILE NAME =	USER NAME = maransk	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D8TR1-76C47-sht-Erosion-02.dgn		DRAWN - DJM	REVISED -					64	82-1-IHBR	ST. CLAIR	93	27
	PLOT SCALE = 12,0000' / 1" IN.	CHECKED - JL	REVISED -					CONTRACT NO. 76C47				
	PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -					SCALE: NONE	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

EROSION CONTROL QUANTITIES

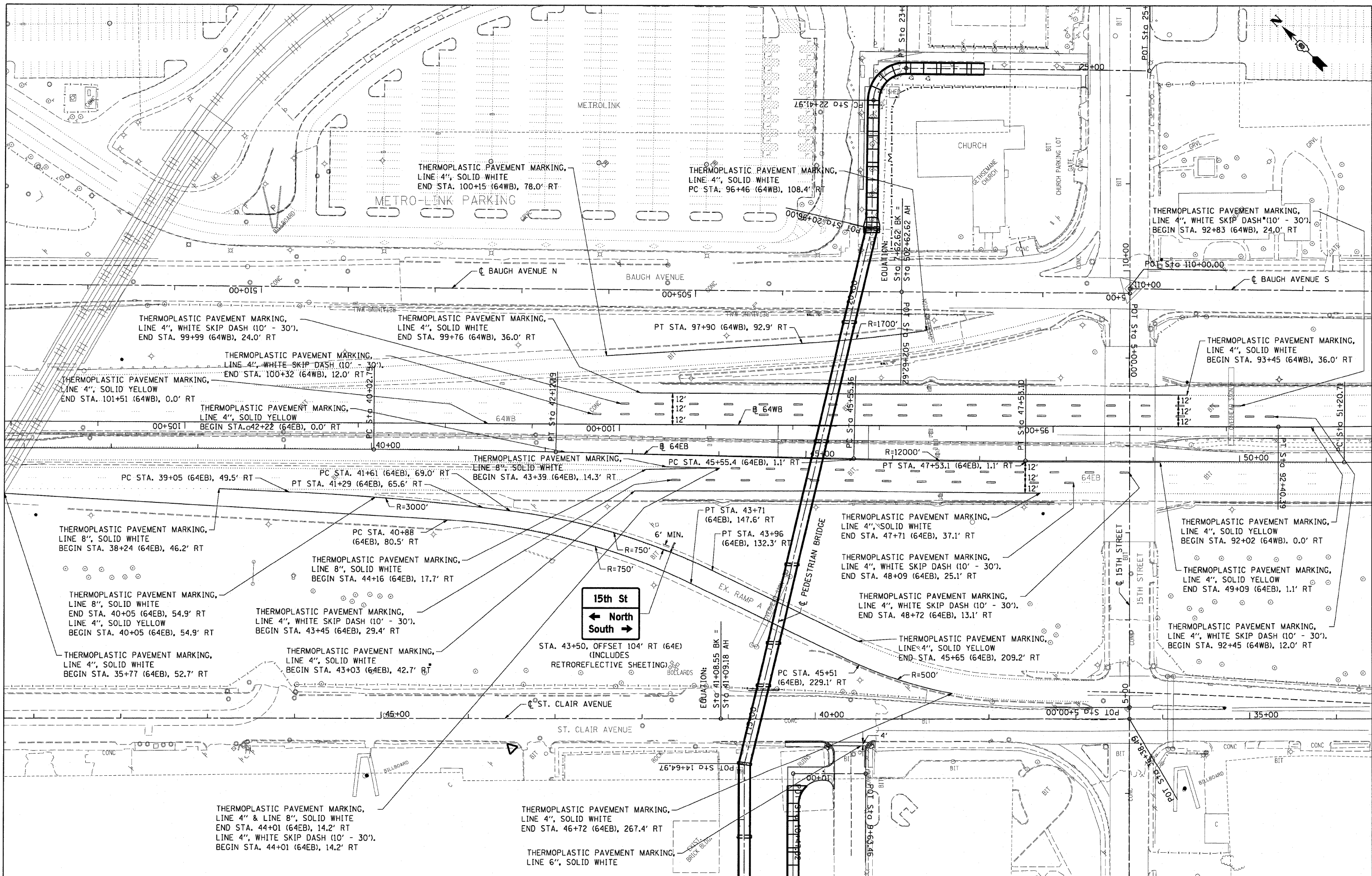
LOCATION	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION	EROSION CONTROL BLANKET	STONE RIPRAP, CLASS A4	FILTER FABRIC
STATION TO STATION	POUND	FOOT	EACH	SQ YD	SQ YD	SQ YD
PEDESTRIAN BRIDGE	-	-	-	-	-	-
9+63.46 TO 18+00.00	249	1,220	8	607	140	140
18+00.00 TO 25+80.29	75	615	15	-	74	74
<b>TOTALS</b>	<b>324</b>	<b>2,437</b>	<b>23</b>	<b>607</b>	<b>214</b>	<b>214</b>

LEGEND

- PERIMETER EROSION CONTROL BARRIER
- TEMPORARY EROSION CONTROL SEEDING (INCLUDES MULCH, METHOD 2)
- INLET AND PIPE PROTECTION
- EROSION CONTROL BLANKET



**RIPRAP DETAIL SECTION A-A**  
 \*ALL RIPRAP IS PERMANENT AND SHALL REMAIN IN PLACE AFTER THE COMPLETION OF THE CONTRACT



FILE NAME = DBTR1-76C47-sht-Pak-Signs-01.dgn  
 USER NAME = mllawds  
 PLOT SCALE = 47.2222' / 1" IN.  
 PLOT DATE = 6/9/2009

DESIGNED - KAM  
 DRAWN - KAM  
 CHECKED - DJM  
 DATE - 05/01/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLAN**

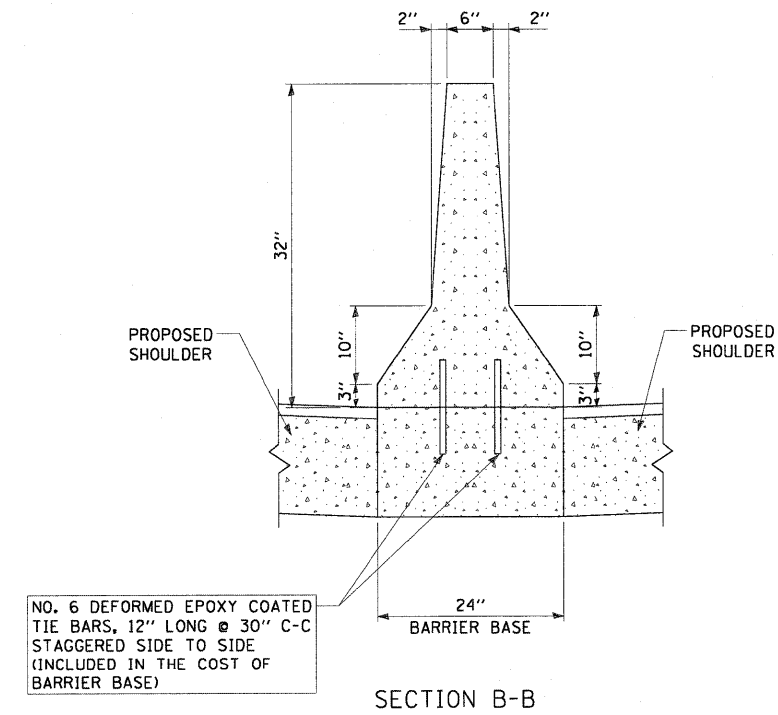
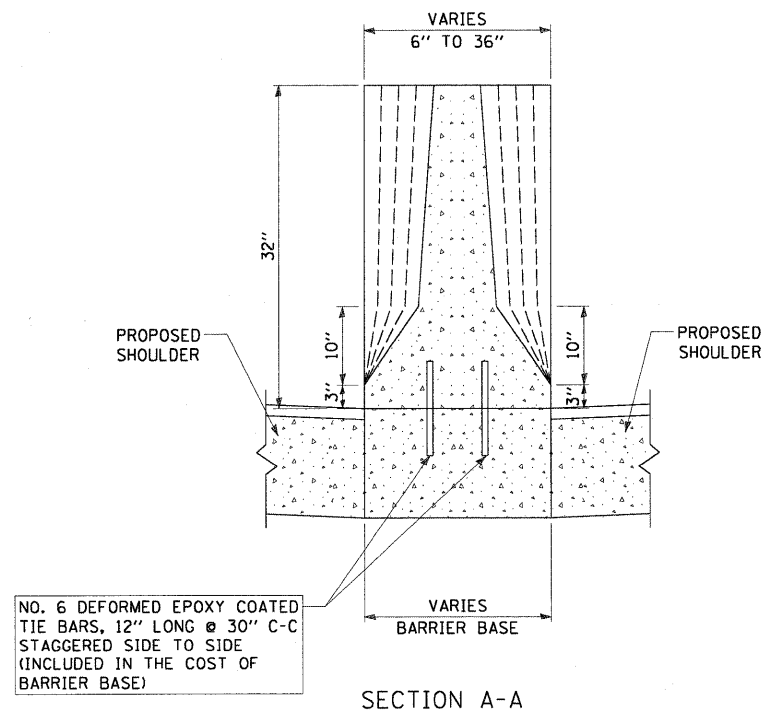
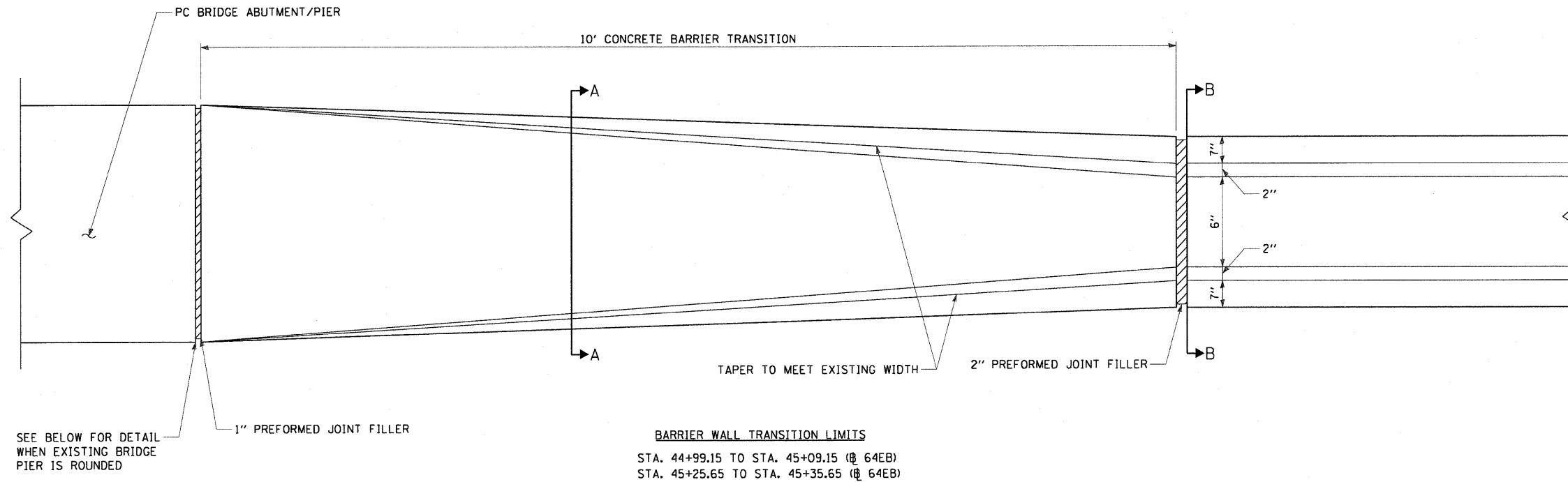
SCALE: 1"=50'    SHEET NO. 1 OF 2 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-IHR	ST. CLAIR	93	29
CONTRACT NO. 76C47				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				





DOUBLE FACE CONCRETE BARRIER TRANSITION  
N.T.S.











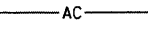
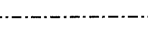
NOTES:

- ALL TRANSITIONS SHALL BE PAID FOR AS CONCRETE BARRIER TRANSITION
- PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER TRANSITION.



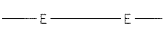


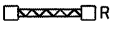
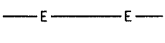
FILE NAME = DBTR1-76C47-sht-Detail-01.dgn	USER NAME = millardo	DESIGNED - DJM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY DETAILS DOUBLE FACE CONCRETE BARRIER TRANSITION</b>			F.A.R. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 31
		DRAWN - DJM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 76C47				
		CHECKED - JL	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 05/01/09	REVISED -									



ELECTRICAL SYMBOLS FOR PROPOSED WORK

-  RELOCATED LIGHTING UNIT ON NEW CONCRETE FOUNDATION AS SHOWN THE PLANS
-  PROPOSED LIGHTING UNIT BY AMEREN (SHOWN FOR INFORMATION ONLY)
-  TEMPORARY LIGHTING UNIT: 400 WATT HPS LUMINAIRE (TYPE M-C-III); 15 FOOT MAST ARM; 60 FOOT, CLASS 4, WOOD POLE
-  TEMPORARY WOOD POLE: 50 FOOT LENGTH (10 FOOT BURIED, 40 FOOT INSTALLED HEIGHT)
-  LIGHTING CONTROLLER CABINET: TYPE CB-RCS 100 AMP - 240VOLT (DOOR SIDE AS INDICATED)
-  ELECTRIC SERVICE INSTALLATION: TYPE AS INDICATED ON PLANS
-  JUNCTION BOX: TYPE AND SIZE AS INDICATED ON PLANS
-  HANDHOLE: TYPE AND SIZE AS INDICATED ON PLANS
-  TEMPORARY AERIAL CABLE
-  RACEWAY OR DIRECT BURIAL CABLE UNDERGROUND WITHOUT ENCASEMENT

ELECTRICAL SYMBOLS FOR EXISTING CONDITIONS

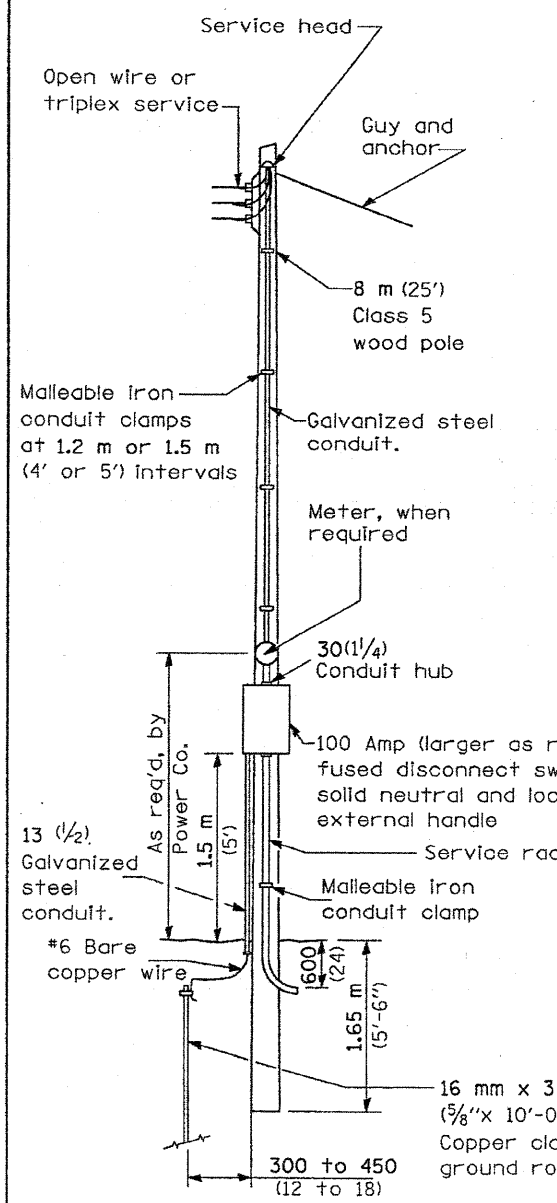
-  EXISTING LIGHTING UNIT TO REMAIN
-  EXISTING JUNCTION BOX TO REMAIN
-  EXISTING RACEWAY OR DIRECT BURIED CABLE TO REMAIN
- ELECTRICAL SYMBOLS FOR REMOVAL WORK
-  EXISTING LIGHTING UNIT AND CONCRETE FOUNDATION TO BE REMOVED
-  EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED (CONCRETE FOUNDATION TO BE REMOVED)
-  EXISTING LIGHTED SIGN STRUCTURE (TRUSS TYPE): TO BE REMOVED
-  EXISTING RACEWAY OR DIRECT BURIED CABLE TO BE ABANDONED

ABBREVIATIONS

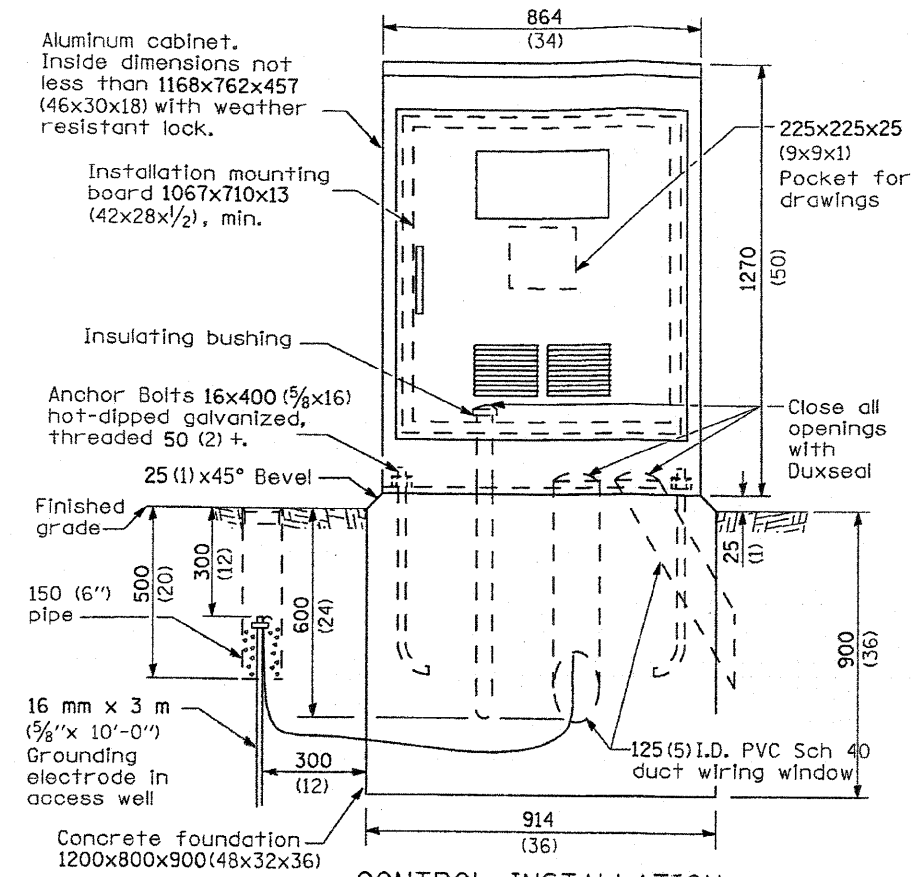
A	AMPERES	NTS	NOT TO SCALE
AC	ALTERNATING CURRENT	PH	PHASE
ATS	ATTACHED TO STRUCTURE	PIN	PROJECT IDENTIFICATION NUMBER
C	CONDUCTOR	PNL	PANEL
CKT	CIRCUIT	PROP	PROPOSED
CNC	COILABLE NON-METALLIC CONDUIT	PVC	POLYVINYL CHLORIDE
CONC	CONCRETE	PVCC	POLYVINYL CHLORIDE COATED
CL	CENTERLINE	R	EXISTING UNIT TO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

ME-01

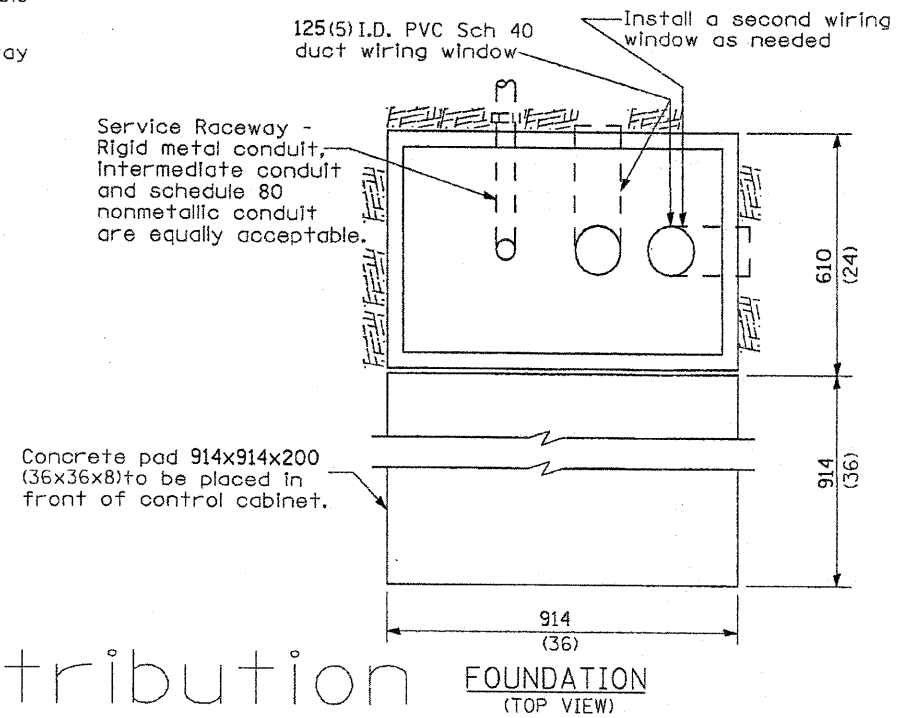
FILE NAME = DBTRI-76C47-sht-Light-01.dgn	USER NAME = millardo	DESIGNED - JSF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELECTRICAL SYMBOLS AND ABBREVIATIONS</b>				F.A.I. RTE. 64	SECTION B2-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 32
	PLOT SCALE = 0.9444 "/ IN.	CHECKED - WDS	REVISED -						CONTRACT NO. 76C47				
	PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	Rev.												



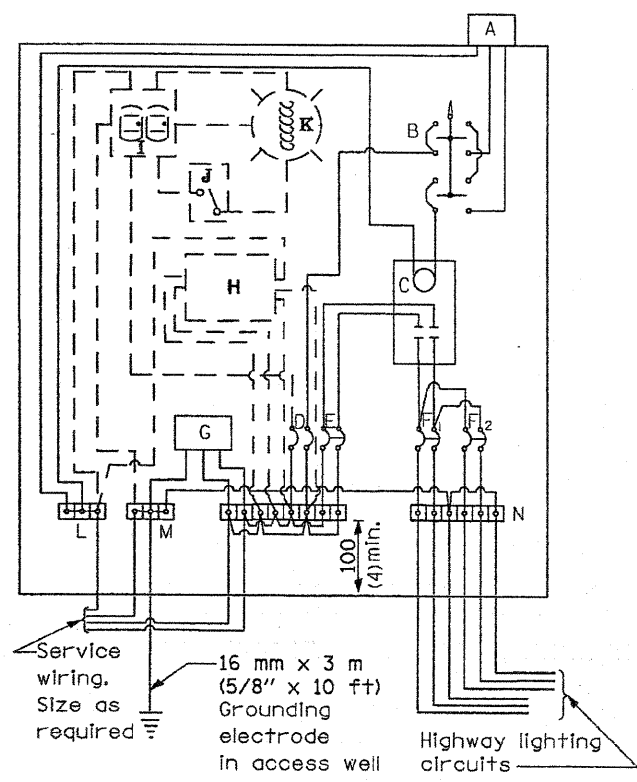
SERVICE POLE



CONTROL INSTALLATION (FRONT VIEW)



FOUNDATION (TOP VIEW)



CONTROL SCHEMATIC

MATERIALS

- A Photocell w/ integral surge arrester (remote mount in urban areas)
  - B 3 position selector switch HAND-OFF-AUTO
  - C 100 amp\* electrically held contactor, 120V operating coil
  - D 15 amp, 1 pole, circuit breaker
  - E 100 amp\*, 2 pole, main circuit breaker
  - F 20 amp\*, 2 pole, branch circuit breaker (typ). 2 spare c.b. required but not shown
  - G Surge arrester
  - H Transformer (see notes), 1 KVA\*, 240/480V primary, 120/240V sec, single phase
  - I GFCI duplex receptacle
  - J Single pole, single throw switch
  - K Shielded security fixture with 100W lamp
  - L Neutral bar
  - M Equipment ground bar
  - N Terminal block (typ)
- (\* = Size larger as needed)

GENERAL NOTES

Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 9 m (30') from the edge of pavement. Locate in close proximity to the utility transformer so the service drop does not exceed 46 m (150ft) and the total distance of overhead and underground cable (utility transformer to lighting controller) does not exceed 76 m (250ft). Exact location shall be established by the Engineer.

Wiring shall be panel board fashion. All bends shall be right angles. All runs shall vertical or parallel to panel board. Wires shall be grouped or laced.

All control installation components shall be U.L. listed.

Add receptacle, light, and switch in control cabinet, when specified.

For 480 V service, a step down transformer (dashed lines) is required.

Raceways shall terminate 75 (3) above top of concrete foundation.

Label equipment ground buss and neutral buss.

240 V. SERVICE

480 V. SERVICE

DATE	REVISIONS
	Corrected 1/19/06
4/14/09	Surge Arrester Wiring

CONTROL INSTALLATION  
Base Mount Cabinet

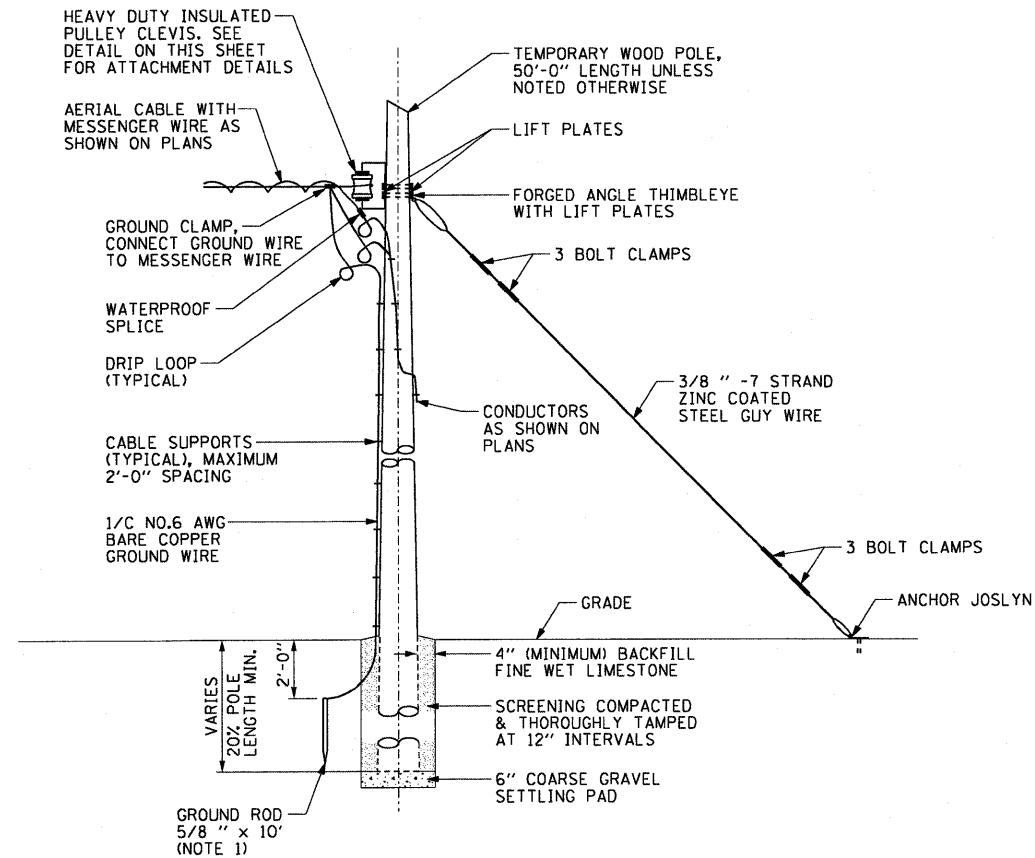
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LGT005.DGN

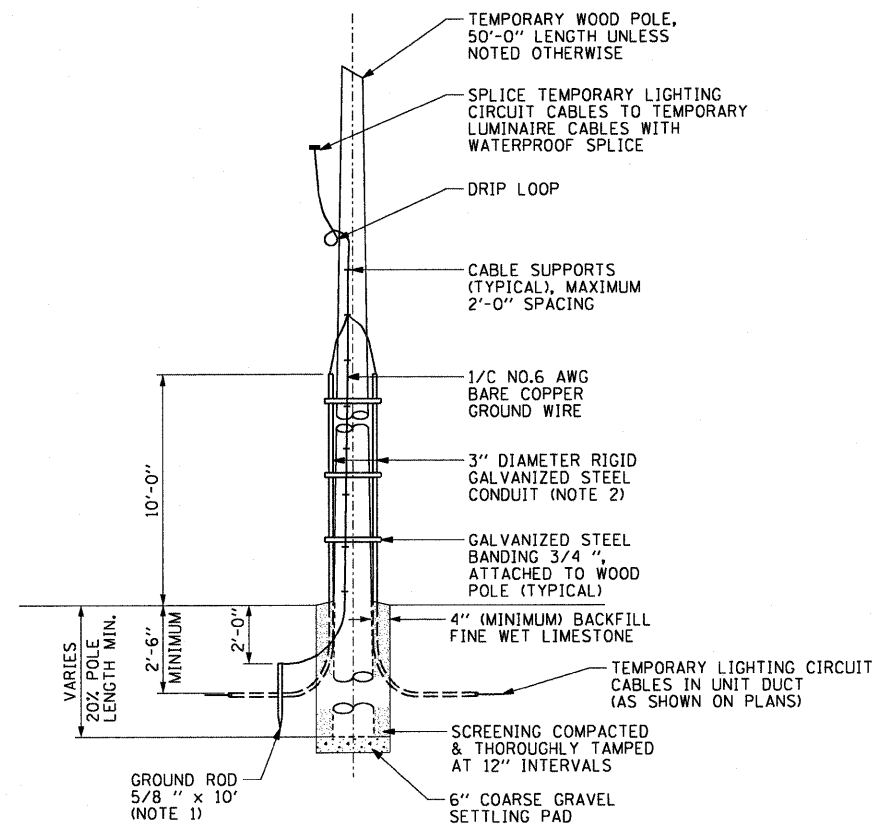
Contract 76047

33 of 93

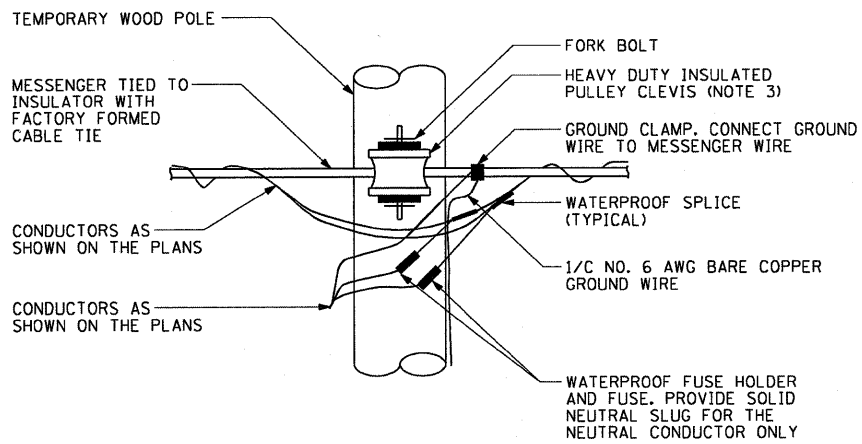
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not for distribution



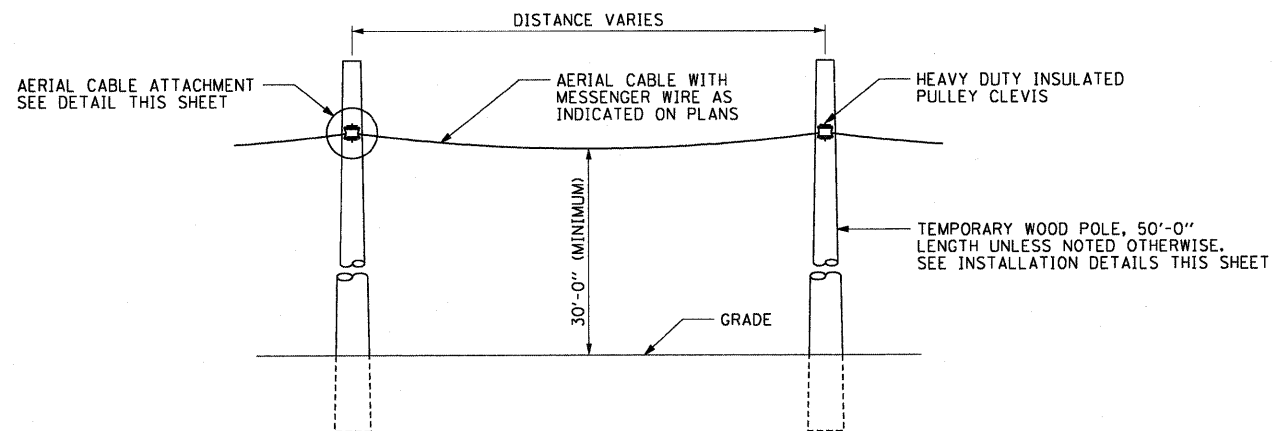
TEMPORARY WOOD END POLE INSTALLATION DETAILS  
WOOD POLE INSTALLATION IS SIMILAR  
(NOT TO SCALE)



TEMPORARY POWER TO MAINLINE TEMPORARY LIGHTING UNIT  
INSTALLATION DETAIL  
(NOT TO SCALE)



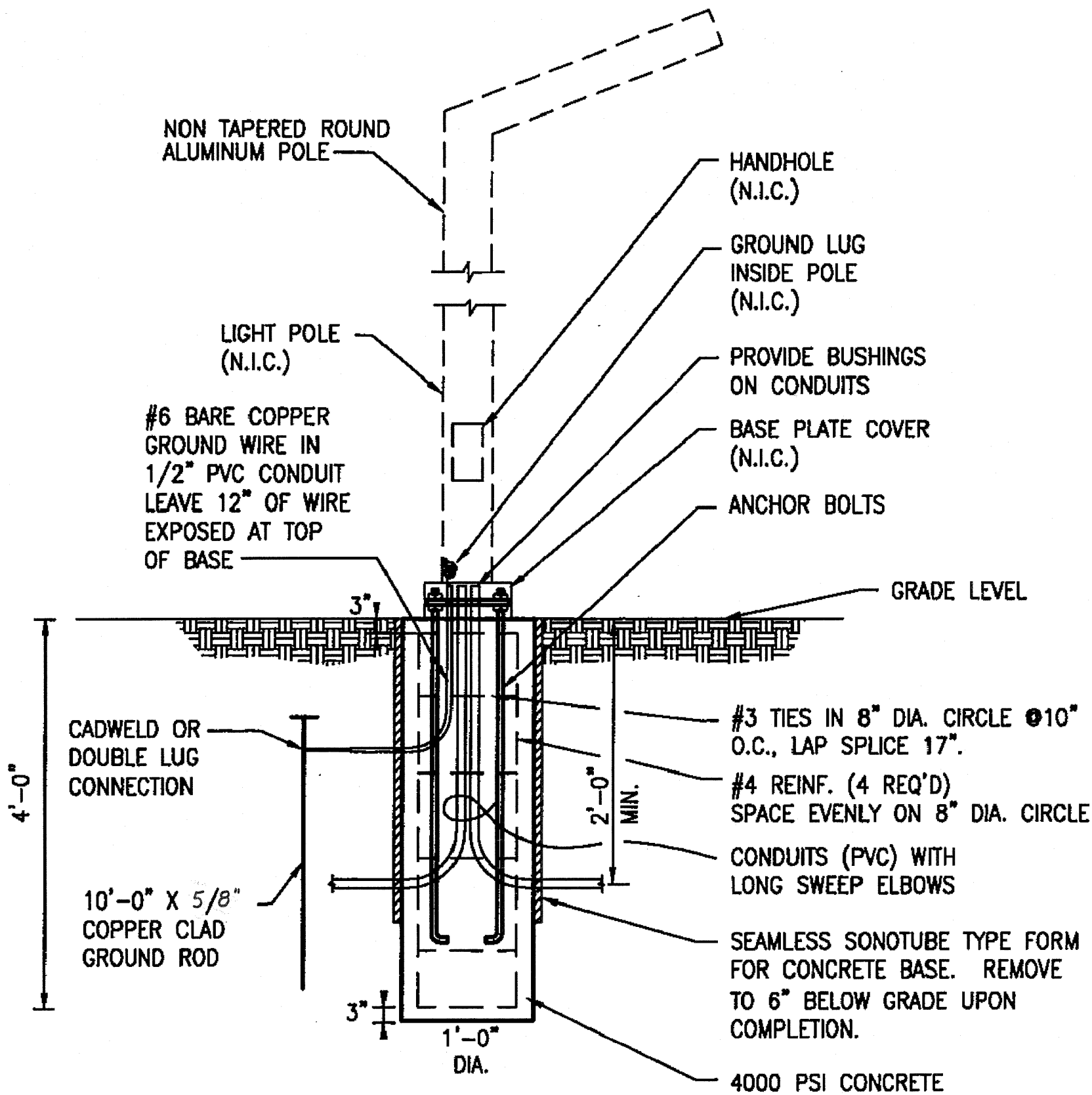
TEMPORARY WOOD POLE  
AERIAL CABLE ATTACHMENT DETAIL  
(NOT TO SCALE)



AERIAL CABLE INSTALLATION DETAIL  
(NOT TO SCALE)

NOTES:

- GROUND RODS SHALL BE INSTALLED FOR ALL TEMPORARY LIGHTING UNIT WOOD POLES AND AT THE END OF AN AERIAL RUN AS SHOWN ON THIS DRAWING.
- RIGID STEEL CONDUIT ATTACHED TO TEMPORARY WOOD POLE. PROVIDE A CONDUIT SEALING BUSHING. THE BUSHING MUST BE AS MANUFACTURED BY O-Z GEDNEY, TYPE CSBG OR APPROVED EQUAL. THIS WORK, INCLUDING ALL FITTINGS, BUSHINGS, SUPPORT STRAPS AND HARDWARE WILL BE INCLUDED FOR PAYMENT UNDER THE "LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT MAST ARM" PAY ITEM.
- HEAVY DUTY INSULATED PULLEY CLEVIS AND ALL ASSOCIATED HARDWARE REQUIRED FOR A COMPLETE INSTALLATION WILL BE INCLUDED FOR PAYMENT UNDER THE APPROPRIATE TEMPORARY WOOD POLE PAY ITEM.
- CONTRACTOR MUST PROVIDE ALL HARDWARE NECESSARY FOR A COMPLETE INSTALLATION.



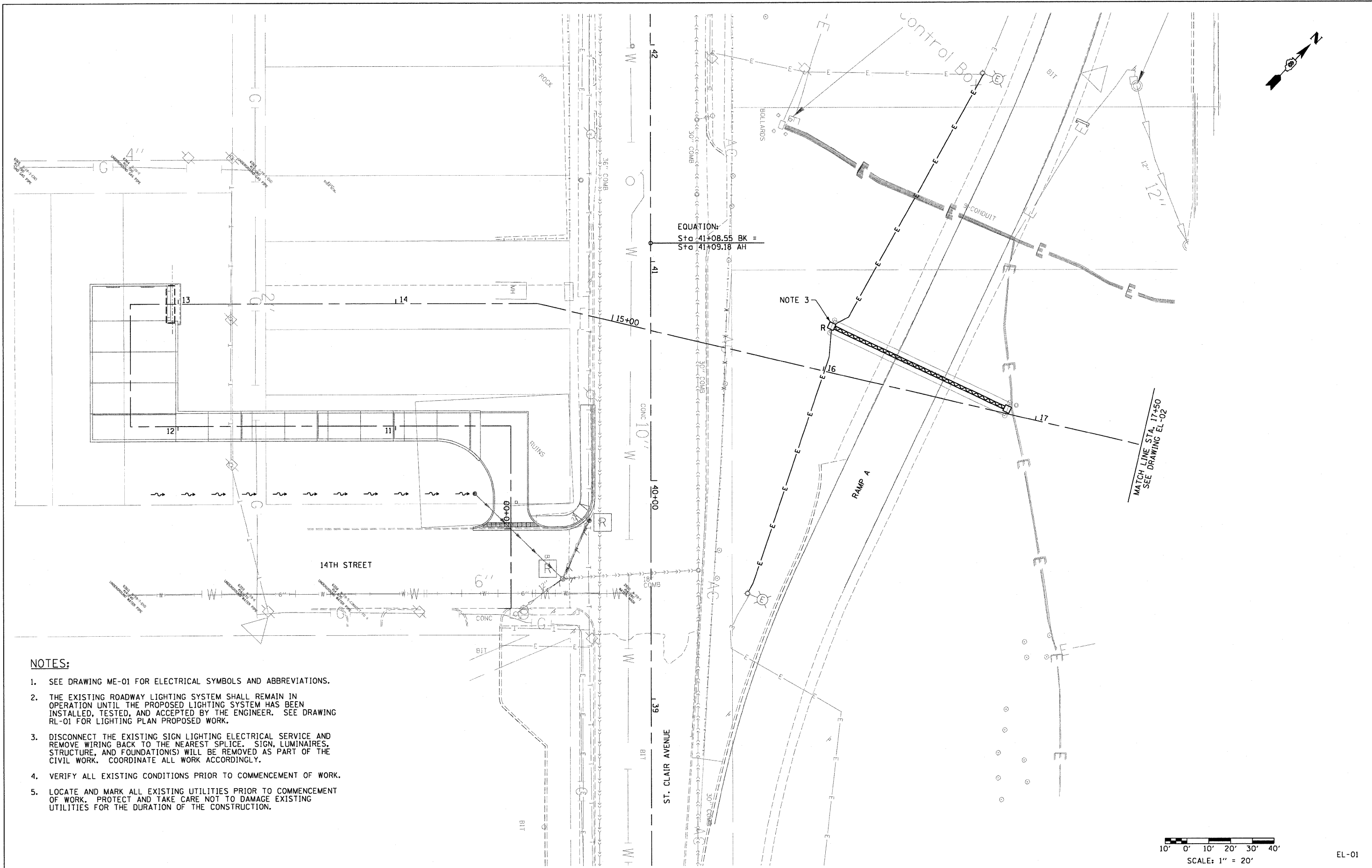
- NOTES:**
1. COORDINATE ALL WORK WITH METROLINK PRIOR TO COMMENCEMENT OF WORK.
  2. DETAIL SHOWN FOR INFORMATION PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR INSPECTING THE EXISTING METROLINK CONCRETE LIGHT POLE FOUNDATIONS PRIOR TO REMOVAL TO DETERMINE THE EXACT DIMENSIONS OF THE FOUNDATION AND ANCHOR BOLTS. THE NEW LIGHT POLE FOUNDATIONS WILL MATCH THE EXACT DIMENSIONS OF THE EXISTING FOUNDATIONS.

# WALKWAY POLE BASE

NO SCALE

ME-04

FILE NAME = DBTRI-76C47-sht-Light-04.dgn	USER NAME = millarde	DESIGNED - JSF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING DETAILS METROLINK DETAILS</b>			F.A.J. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 35	
	PLOT SCALE = 0.9444 1/2 IN.	CHECKED - WDS	REVISED -					CONTRACT NO. 76C47					
	PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -					SCALE: NONE	SHEET NO. 3 OF 3 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	Rev.												



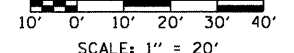
EQUATION:  
 Sta 41+08.55 BK =  
 Sta 41+09.18 AH

NOTE 3

MATCH LINE STA. 17+50  
 SEE DRAWING EL-02

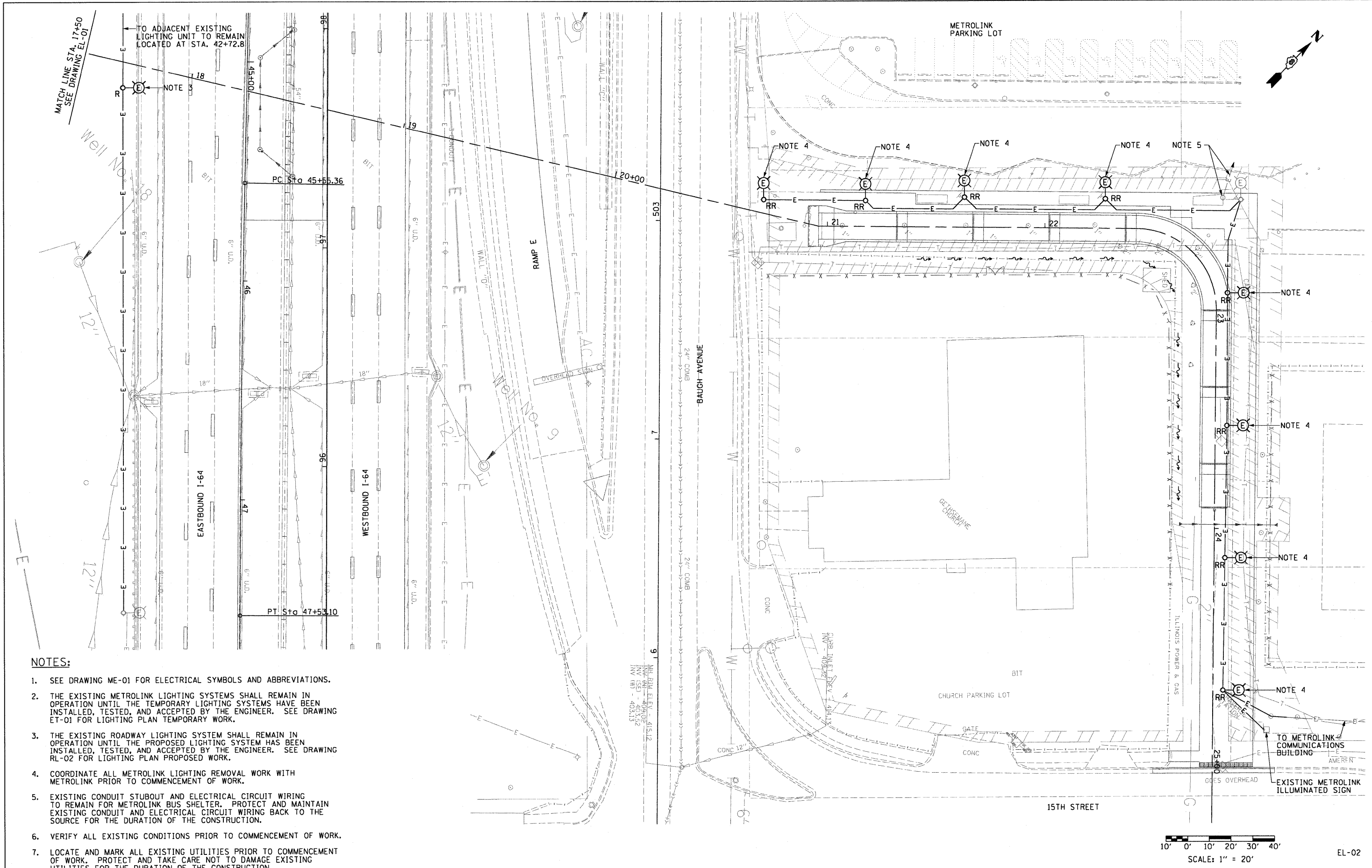
**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. THE EXISTING ROADWAY LIGHTING SYSTEM SHALL REMAIN IN OPERATION UNTIL THE PROPOSED LIGHTING SYSTEM HAS BEEN INSTALLED, TESTED, AND ACCEPTED BY THE ENGINEER. SEE DRAWING RL-01 FOR LIGHTING PLAN PROPOSED WORK.
3. DISCONNECT THE EXISTING SIGN LIGHTING ELECTRICAL SERVICE AND REMOVE WIRING BACK TO THE NEAREST SPLICE. SIGN, LUMINAIRES, STRUCTURE, AND FOUNDATION(S) WILL BE REMOVED AS PART OF THE CIVIL WORK. COORDINATE ALL WORK ACCORDINGLY.
4. VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
5. LOCATE AND MARK ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. PROTECT AND TAKE CARE NOT TO DAMAGE EXISTING UTILITIES FOR THE DURATION OF THE CONSTRUCTION.



EL-01

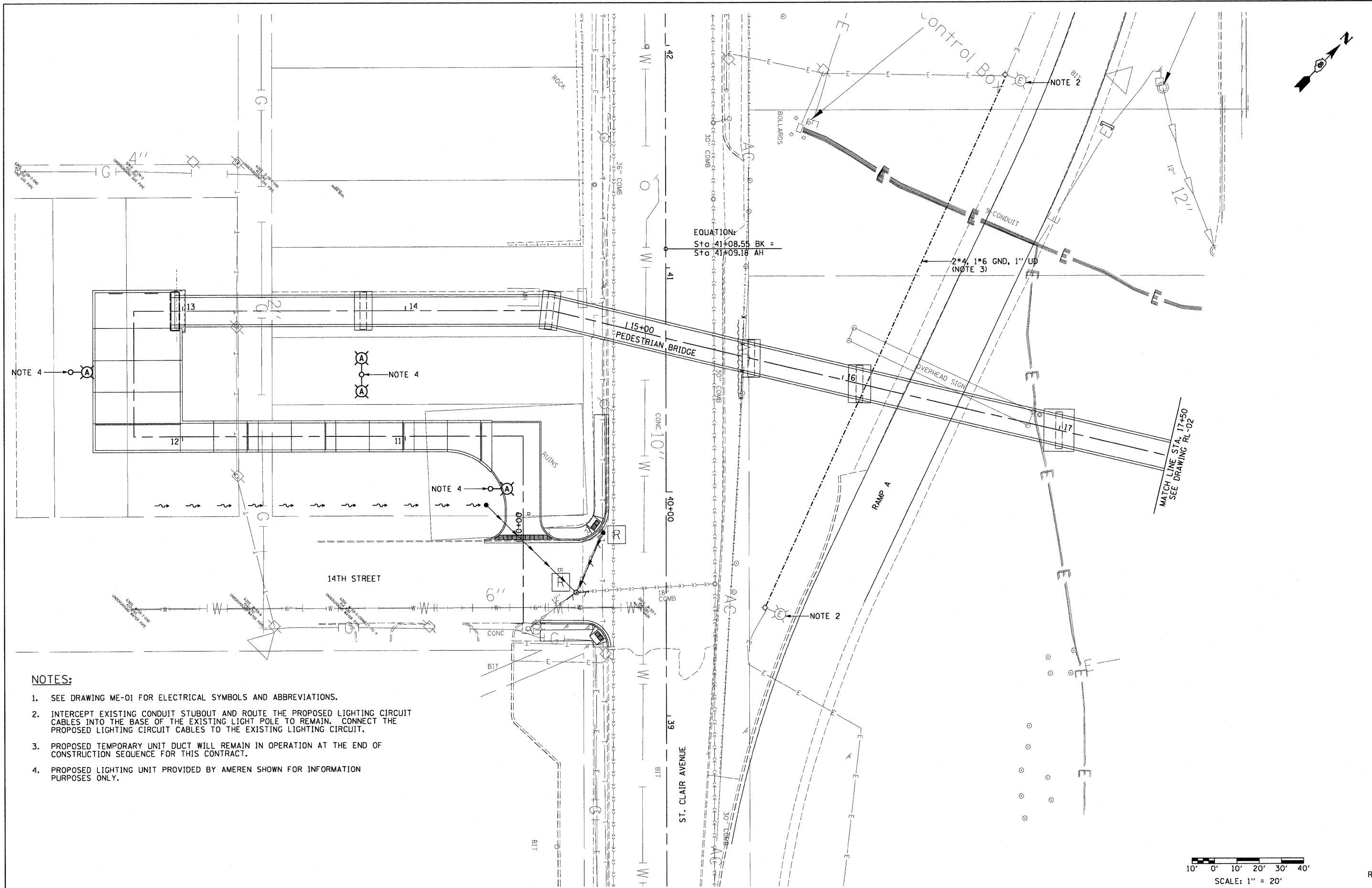
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	PLOT SCALE = 18.8889' / IN.	DRAWN - JSF	REVISED -		SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 9+00 TO STA. 17+50			CONTRACT NO. 76C47		ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/1/2009	CHECKED - WDS	REVISED -										
	DATE - 05/01/09	REVISED -										



- NOTES:**
- SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
  - THE EXISTING METROLINK LIGHTING SYSTEMS SHALL REMAIN IN OPERATION UNTIL THE TEMPORARY LIGHTING SYSTEMS HAVE BEEN INSTALLED, TESTED, AND ACCEPTED BY THE ENGINEER. SEE DRAWING ET-01 FOR LIGHTING PLAN TEMPORARY WORK.
  - THE EXISTING ROADWAY LIGHTING SYSTEM SHALL REMAIN IN OPERATION UNTIL THE PROPOSED LIGHTING SYSTEM HAS BEEN INSTALLED, TESTED, AND ACCEPTED BY THE ENGINEER. SEE DRAWING RL-02 FOR LIGHTING PLAN PROPOSED WORK.
  - COORDINATE ALL METROLINK LIGHTING REMOVAL WORK WITH METROLINK PRIOR TO COMMENCEMENT OF WORK.
  - EXISTING CONDUIT STUBOUT AND ELECTRICAL CIRCUIT WIRING TO REMAIN FOR METROLINK BUS SHELTER. PROTECT AND MAINTAIN EXISTING CONDUIT AND ELECTRICAL CIRCUIT WIRING BACK TO THE SOURCE FOR THE DURATION OF THE CONSTRUCTION.
  - VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
  - LOCATE AND MARK ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. PROTECT AND TAKE CARE NOT TO DAMAGE EXISTING UTILITIES FOR THE DURATION OF THE CONSTRUCTION.

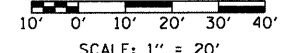
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	PLOT SCALE = 18.8889' / IN.	CHECKED - WDS	REVISED -		SCALE: 1"=20"	SHEET NO. 2 OF 2 SHEETS	STA. 17+50 TO STA. 25+35	CONTRACT NO. 76C47				
	PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							





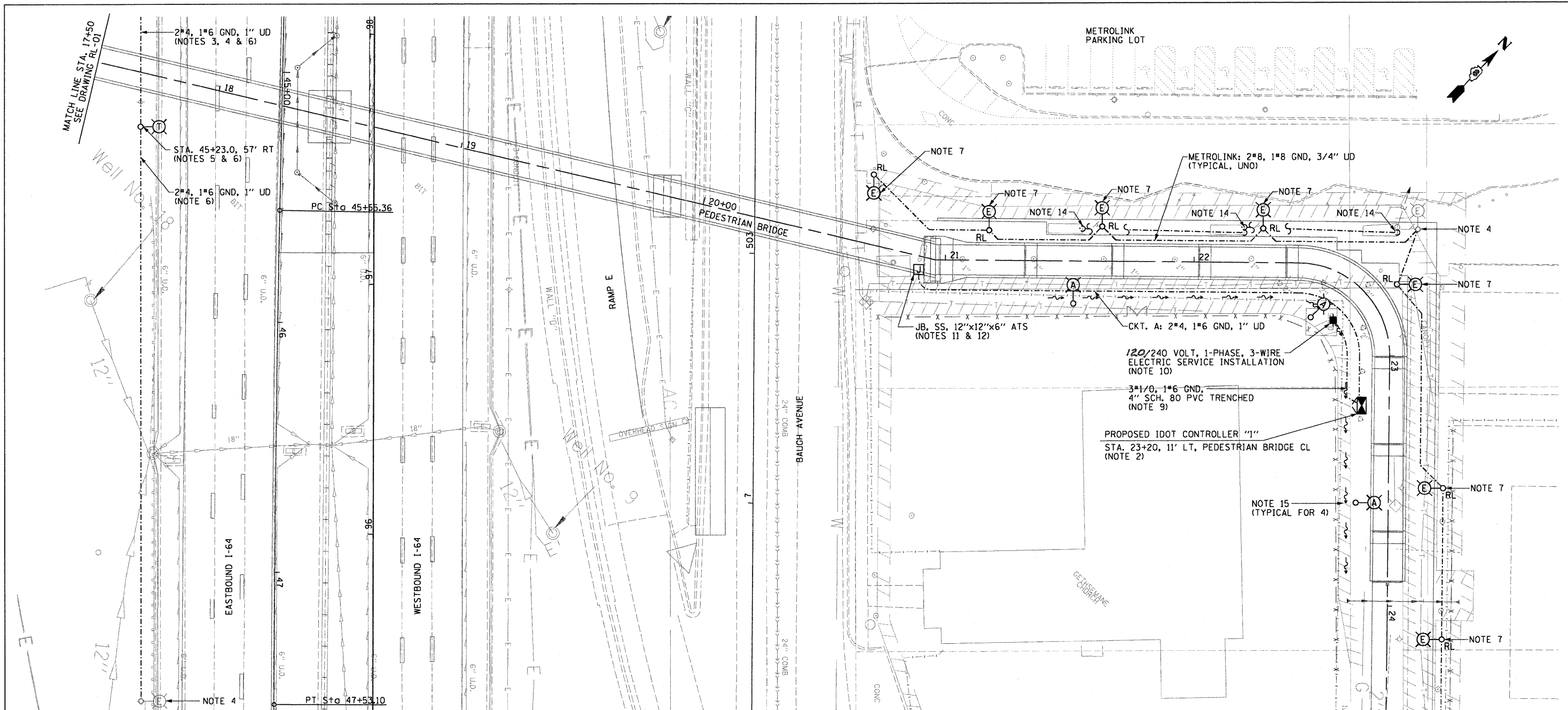
**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. INTERCEPT EXISTING CONDUIT STUBOUT AND ROUTE THE PROPOSED LIGHTING CIRCUIT CABLES INTO THE BASE OF THE EXISTING LIGHT POLE TO REMAIN. CONNECT THE PROPOSED LIGHTING CIRCUIT CABLES TO THE EXISTING LIGHTING CIRCUIT.
3. PROPOSED TEMPORARY UNIT DUCT WILL REMAIN IN OPERATION AT THE END OF CONSTRUCTION SEQUENCE FOR THIS CONTRACT.
4. PROPOSED LIGHTING UNIT PROVIDED BY AMEREN SHOWN FOR INFORMATION PURPOSES ONLY.



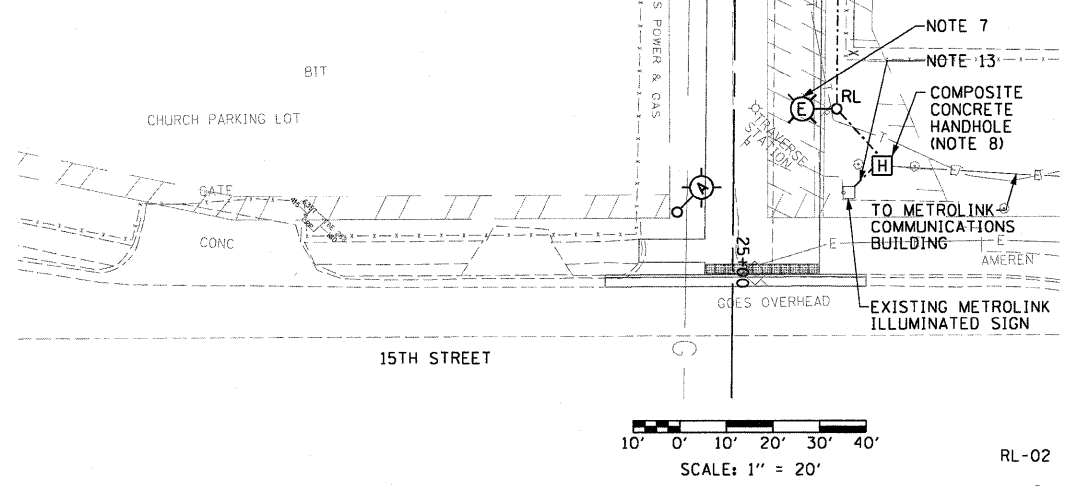
RL-01

FILE NAME = DBTRI-76C47-sht-Light-07.dgn	USER NAME = millardo	DESIGNED - JSF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS PROPOSED WORK</b>	F.A.I. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 38	
PLOT SCALE = 20,0000' / IN.	CHECKED - WDS	REVISED -	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA. 9+00	TO STA. 17+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -	REVISED -			CONTRACT NO. 76C47					



**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. SEE DRAWING ME-02 FOR LIGHTING DETAILS CONTROL INSTALLATION TYPE CB-RCS 100AMP.
3. ROUTE PROPOSED UNIT DUCT TO ADJACENT EXISTING LIGHTING UNIT TO REMAIN LOCATED AT STA. 42+72.8.
4. INTERCEPT EXISTING CONDUIT STUBOUT AND ROUTE THE PROPOSED LIGHTING CIRCUIT CABLES INTO THE BASE OF THE EXISTING LIGHT POLE TO REMAIN. CONNECT THE PROPOSED LIGHTING CIRCUIT CABLES TO THE EXISTING LIGHTING CIRCUIT.
5. ROUTE PROPOSED UNIT DUCT UP WOOD POLE AND SPLICE TO PROPOSED LUMINAIRE WIRING. SEE DRAWING ME-03 FOR DETAIL.
6. PROPOSED TEMPORARY LIGHTING UNIT AND UNIT DUCT WILL REMAIN IN OPERATION AT THE END OF CONSTRUCTION SEQUENCE FOR THIS CONTRACT.
7. ALL WORK TO BE COORDINATED WITH METROLINK. FINAL LOCATION OF METROLINK LIGHTING UNIT FOUNDATIONS SHALL BE DETERMINED IN THE FIELD BY METROLINK AND THE ENGINEER.
8. PROPOSED COMPOSITE CONCRETE HANDHOLE INSTALLED AS PART OF TEMPORARY WORK. SEE LIGHTING PLANS TEMPORARY WORK DRAWING ET-01 FOR DETAILS. INTERCEPT EXISTING CONDUIT STUBOUT AND ROUTE PROPOSED LIGHTING CIRCUIT CABLES INTO THE HANDHOLE. DISCONNECT TEMPORARY CIRCUIT CABLES AND SPLICE PROPOSED LIGHTING CIRCUIT CABLES TO THE EXISTING SERVICE FEED CABLES WITH APPROVED WATERTIGHT SPLICE KITS.
9. PROPOSED WIRING AND CONDUIT ARE INCLUDED FOR PAYMENT WITH THE "ELECTRIC SERVICE INSTALLATION" PAY ITEM. NO SEPARATE PAYMENT WILL BE MADE.
10. COORDINATE EXACT LOCATION OF ELECTRIC UTILITY SERVICE WITH AMEREN PRIOR TO COMMENCEMENT OF WORK.
11. MOUNT PROPOSED JUNCTION BOX TO THE PROPOSED ABUTMENT / MSE WALL. EXACT LOCATION AND MOUNTING METHOD MUST BE COORDINATED WITH THE PEDESTRIAN BRIDGE STRUCTURAL PLANS AND APPROVED BY THE ENGINEER.
12. ROUTE PROPOSED UNIT DUCT TO THE PROPOSED JUNCTION BOX MOUNTED AS SHOWN AND SPLICE PROPOSED LIGHTING CIRCUIT CABLES TO THE LIGHTING CIRCUITS FOR THE PEDESTRIAN BRIDGE LIGHTING. THE UNIT DUCT SHALL BE INSTALLED IN A 3 INCH PVC COATED RIGID GALVANIZED STEEL CONDUIT SLEEVE ATTACHED TO STRUCTURE FOR THE PORTION OF THE LIGHTING CIRCUIT ABOVE GRADE TO THE JUNCTION BOX. PROVIDE A 3 INCH PVC COATED RIGID GALVANIZED STEEL LARGE RADIUS 90 DEGREE CONDUIT ELBOW BELOW GRADE TO TRANSITION THE UNIT DUCT INTO THE CONDUIT SLEEVE.
13. PROPOSED LIGHTING CIRCUIT CABLES IN UNIT DUCT INSTALLED AS PART OF TEMPORARY WORK. SEE LIGHTING PLANS TEMPORARY WORK DRAWING ET-01 FOR DETAILS.
14. PROPOSED 2" SCHEDULE 40 PVC CONDUIT STUBOUTS FOR METROLINK BUS SHELTER ELECTRICAL FEEDER. FINAL LOCATION OF CONDUIT STUBOUTS SHALL BE DETERMINED IN THE FIELD BY METROLINK AND THE ENGINEER. PROVIDE THREE (3) FEET OF SLACK CABLE IN UNIT DUCT OF THE TYPE AND SIZE SHOWN ON THIS DRAWING AT EACH CONDUIT STUBOUT. METROLINK BUS SHELTER INSTALLATION AND FINAL CONNECTIONS TO BE PERFORMED BY OTHERS.
15. PROPOSED LIGHTING UNIT PROVIDED BY AMEREN SHOWN FOR INFORMATION PURPOSES ONLY.



SCALE: 1" = 20'

RL-02

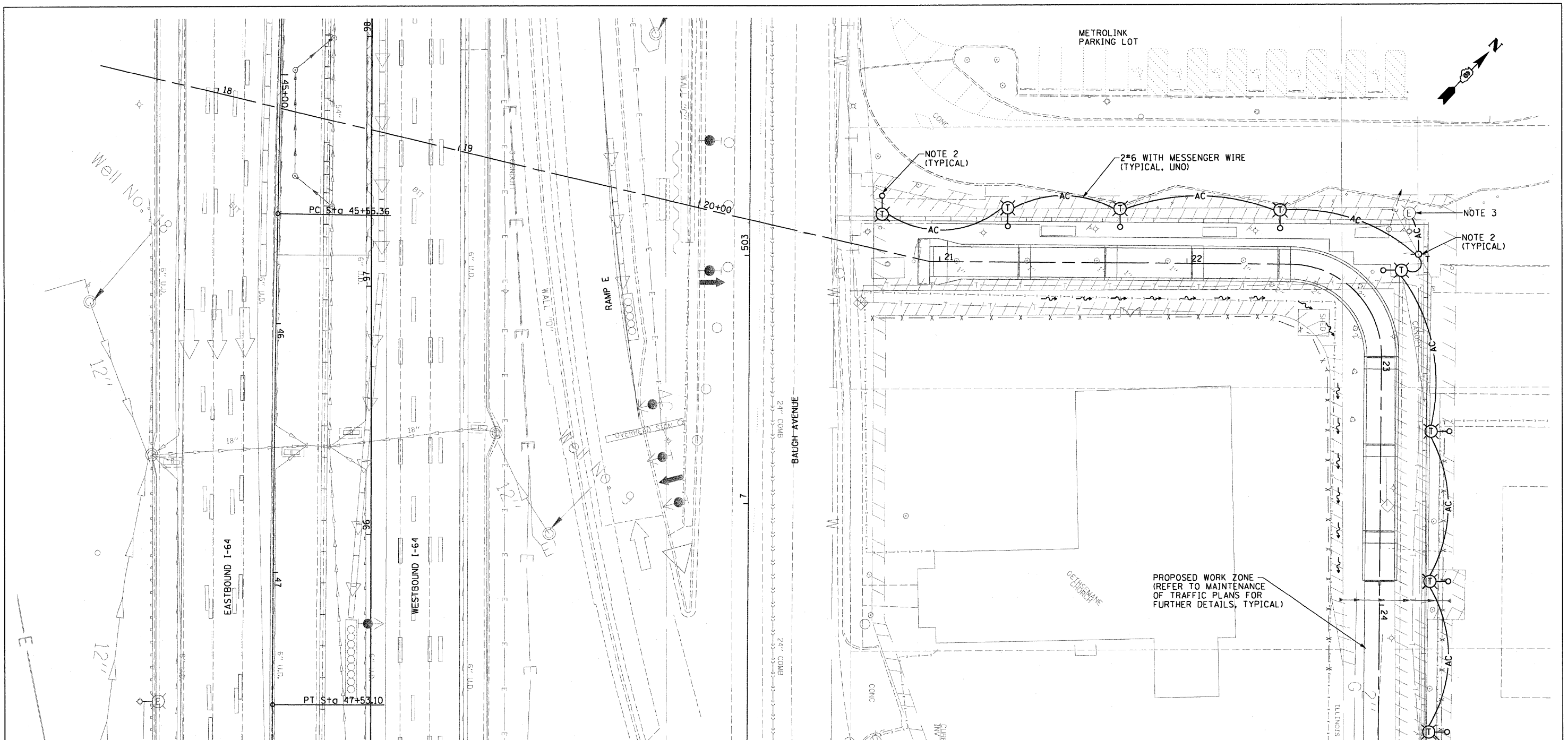
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DBTRI-76C47-sht-Light-08.dgn		DRAWN - JSF	REVISED -
	PLOT SCALE = 18,8889' / IN.	CHECKED - WDS	REVISED -
	PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHTING PLANS  
PROPOSED WORK**

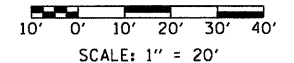
SCALE: 1"=20" SHEET NO. 2 OF 2 SHEETS STA. 17+50 TO STA. 25+35

F.A.I. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 39
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C47	



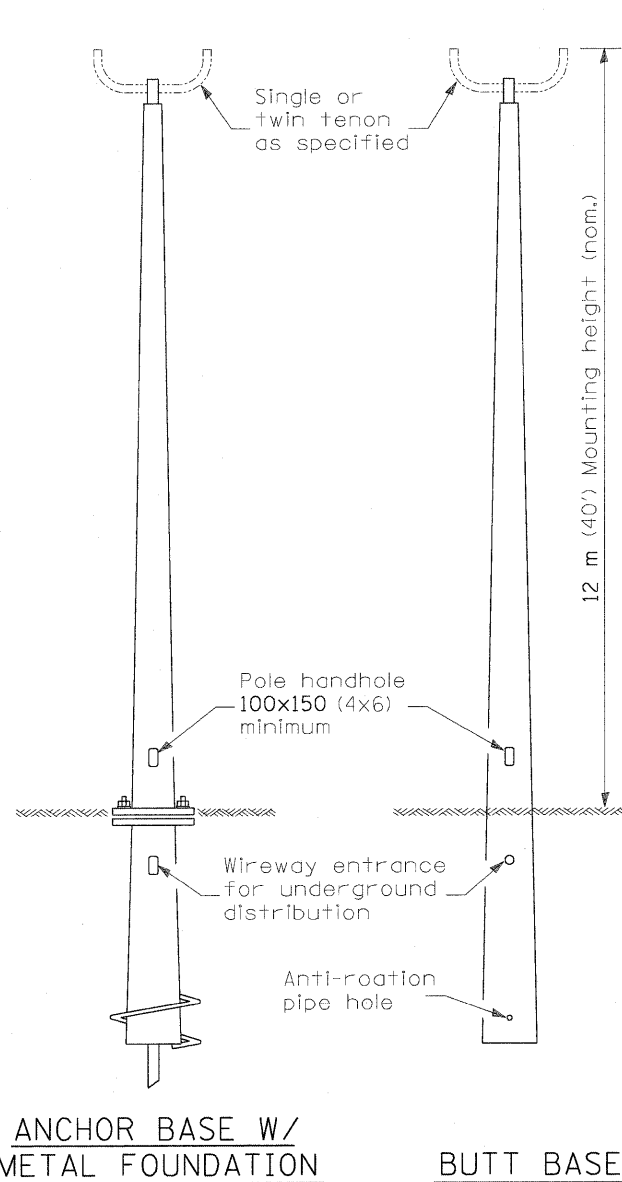
**NOTES:**

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. ALL WORK TO BE COORDINATED WITH METROLINK. FINAL LOCATION OF TEMPORARY METROLINK LIGHTING UNITS AND WOOD POLES SHALL BE DETERMINED IN THE FIELD BY METROLINK AND THE ENGINEER.
3. ROUTE PROPOSED TEMPORARY AERIAL CABLE TO THE EXISTING METROLINK LIGHTING UNIT TO REMAIN AS SHOWN. SPLICE THE PROPOSED AERIAL CABLE LIGHTING CIRCUIT TO THE EXISTING LIGHTING CIRCUIT LOCATED AT THE EXISTING LIGHT POLE.
4. THE PROPOSED TEMPORARY METROLINK LIGHTING SHOWN SHALL REMAIN IN OPERATION UNTIL THE PROPOSED METROLINK LIGHTING SYSTEM HAS BEEN INSTALLED, TESTED, AND ACCEPTED BY THE ENGINEER AND METROLINK UNLESS NOTED OTHERWISE.
5. ONCE THE PROPOSED METROLINK LIGHTING SYSTEM HAS BEEN INSTALLED, TESTED, AND ACCEPTED, REMOVE ALL TEMPORARY LIGHTING UNITS, WOOD POLES, AND AERIAL CABLES. THE REMOVAL OF THE TEMPORARY AERIAL CABLES SHALL BE INCLUDED FOR PAYMENT WITH THE "REMOVAL OF TEMPORARY LIGHTING UNITS" PAY ITEM. NO SEPARATE PAYMENT WILL BE MADE.
6. ROUTE TEMPORARY UNIT DUCT UP WOOD POLE AND SPLICE TO TEMPORARY AERIAL CABLES. SEE TEMPORARY POWER TO MAINLINE TEMPORARY LIGHTING UNIT INSTALLATION DETAIL ON DRAWING ME-03 FOR DETAIL.
7. INTERCEPT EXISTING CONDUIT AND INSTALL PROPOSED COMPOSITE CONCRETE HANDHOLE AS SHOWN. SPLICE TEMPORARY LIGHTING AND PROPOSED SIGN CIRCUIT CABLES TO THE EXISTING SERVICE FEED CABLES WITH APPROVED WATERTIGHT SPLICE KITS. SEE IDOT STANDARD 814001-02 FOR COMPOSITE CONCRETE HANDHOLE DETAILS. THIS PROPOSED COMPOSITE CONCRETE HANDHOLE SHALL BE A PERMANENT INSTALLATION. PROVIDE AN ADDITIONAL CONDUIT STUBOUT TO FACILITATE THE INSTALLATION OF THE PROPOSED LIGHTING CIRCUIT AS SHOWN ON THE LIGHTING PLANS PROPOSED WORK DRAWING RL-02.
8. INTERCEPT EXISTING CONDUIT STUBOUT AND ROUTE THE PROPOSED LIGHTING CIRCUIT CABLES INTO THE EXISTING JUNCTION BOX ATTACHED TO THE EXISTING SIGN POST TO REMAIN. CONNECT THE PROPOSED CIRCUIT CABLES TO THE EXISTING METROLINK ILLUMINATED SIGN CIRCUIT. THIS PROPOSED LIGHTING CIRCUIT AND UNIT DUCT SHALL BE A PERMANENT INSTALLATION.



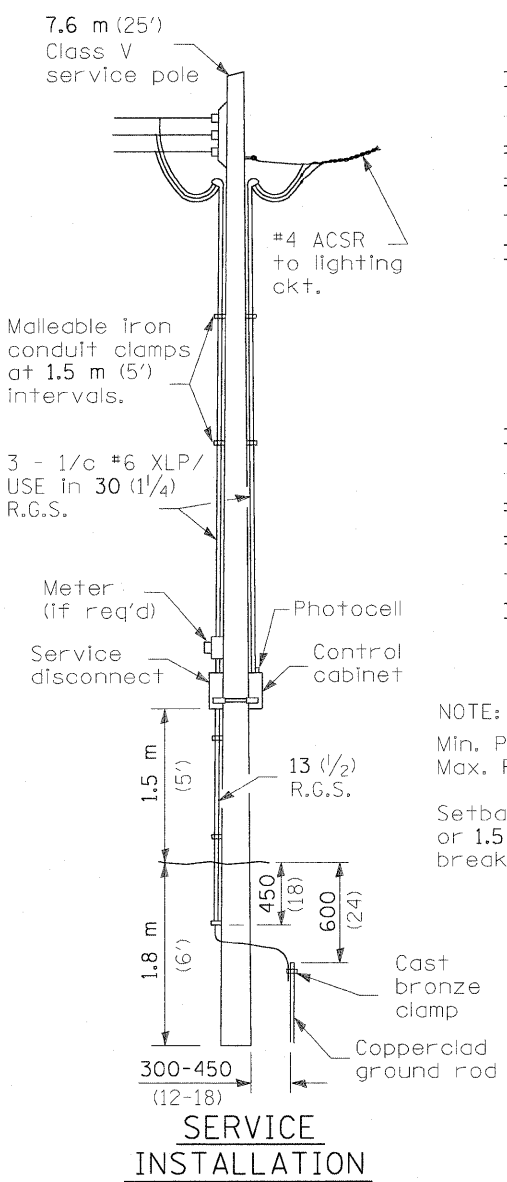
ET-01

FILE NAME = 081RI-76C47-sht-Light-09.dgn	USER NAME = millardo	DESIGNED - JSF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS TEMPORARY WORK</b>			F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 40
	PLOT SCALE = 18.8889' / IN.	CHECKED - WDS	REVISED -					SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 17+50 TO STA. 25+35	CONTRACT NO. 76C47	
	PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

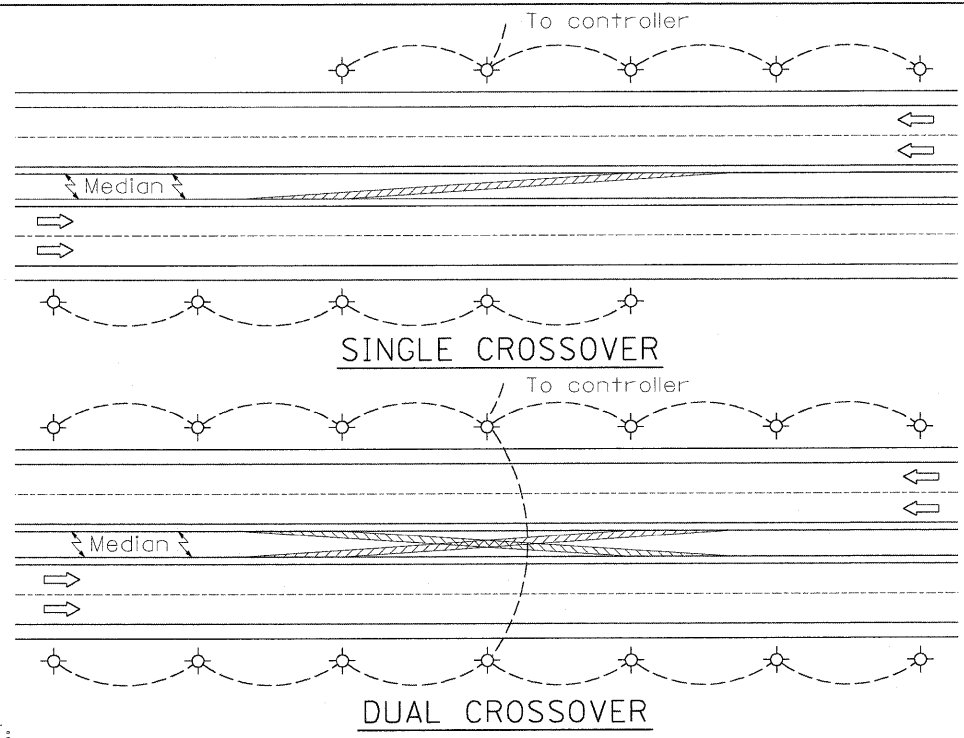


**ANCHOR BASE W/  
METAL FOUNDATION**      **BUTT BASE**

**POLE, FIBERGLASS  
BREAKAWAY TYPE**



**SERVICE  
INSTALLATION**



**SINGLE CROSSOVER**

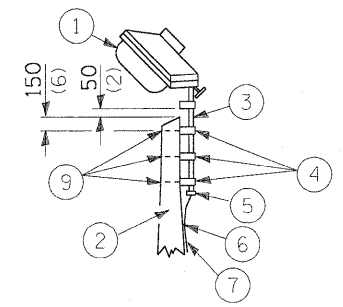
**DUAL CROSSOVER**

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

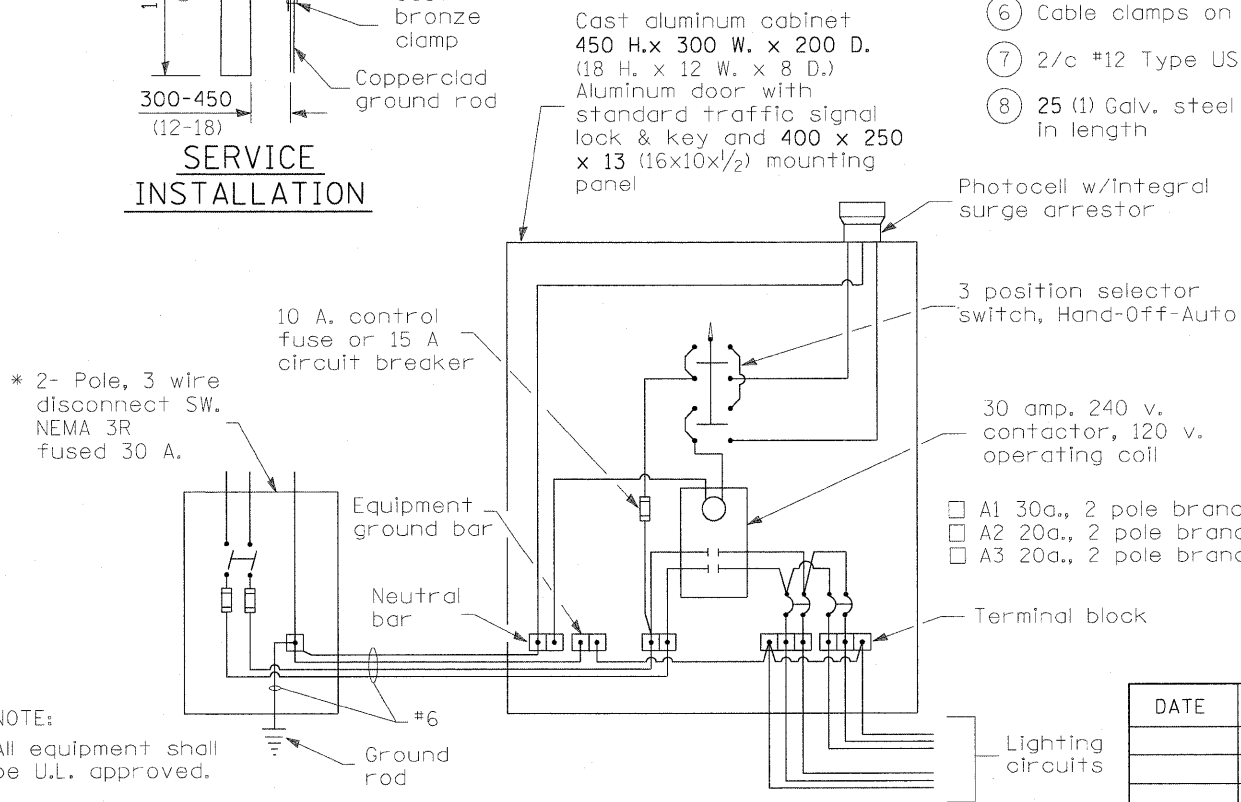
- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

**NOTE:**

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



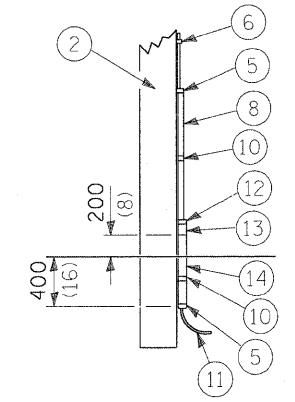
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



**WIRING DIAGRAM**

**NOTE:**  
All equipment shall be U.L. approved.

\* 30 A. or 60 A., dependent upon utility co. rules.



**POLE, WOOD**

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

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

DATE	REVISIONS

**TEMPORARY  
ROADWAY LIGHTING**

Benchmark DAS4: Chiseled "square" Southeast corner of traffic signal foundation Northwest quadrant Baugh Ave. & 15th St. 30.1 ft. Left, Sta. 500+30 (Baugh Ave.) Elev. 415.74

Existing Structure: None

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges  
1997 AASHTO Guide Specification for the Design of Pedestrian Bridges

**DESIGN STRESSES**

**FIELD UNITS**

$f'_c$  = 3,500 psi  
 $f_y$  = 60,000 psi (Reinf.)  
 $f_y$  = 50,000 psi (AASHTO M270 Grade 50) - Structural Steel  
 $f_y$  = 36,000 psi (AASHTO M270 Grade 36) - Railing

**PREFABRICATED BRIDGE UNITS**

$f_y$  = 50,000 psi (AASHTO M270 Grade 50)  
See Special Provision for "Pedestrian Truss Superstructure"

**LOADING H10 & PEDESTRIAN @ 85 P.S.F.**

**SEISMIC DATA**

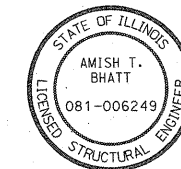
Seismic Performance Category (SPC) = B  
Bedrock Acceleration Coefficient (A) = 0.12g  
Site Coefficient (S) = 1.0

**INDEX OF SHEETS**

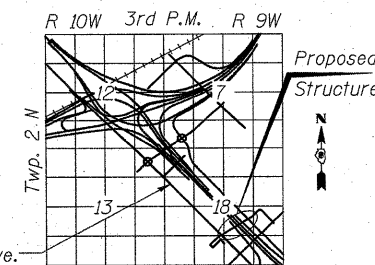
No.	Description
PB-1	GENERAL PLAN AND ELEVATION I
PB-2	GENERAL PLAN AND ELEVATION II
PB-3	GENERAL NOTES, TOTAL BILL OF MATERIAL, & TEMP. SOIL RETENTION SYSTEM
PB-4	BRIDGE TYP. SECTIONS & SUBSTRUCTURE LAYOUT
PB-5	SUPERSTRUCTURE DETAILS
PB-6	PREFORMED JOINT STRIP SEAL
PB-7	METAL SHELL PILE DETAILS
PB-8	WEST ABUTMENT
PB-9	EAST ABUTMENT
PB-10	BAR SPLICER ASSEMBLY DETAILS
PB-11	PIER 1
PB-12	PIER 2
PB-13	PIER 3
PB-14	PIER 4
PB-15	PIER 5
PB-16	PIER 6
PB-17	PIER 7
PB-18	URBAN DESIGN GUIDELINES SOLID PIER ENHANCEMENTS
PB-19	DRAINAGE SYSTEM DETAILS
PB-20	BORING LOGS 1 OF 6
PB-21	BORING LOGS 2 OF 6
PB-22	BORING LOGS 3 OF 6
PB-23	BORING LOGS 4 OF 6
PB-24	BORING LOGS 5 OF 6
PB-25	BORING LOGS 6 OF 6

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

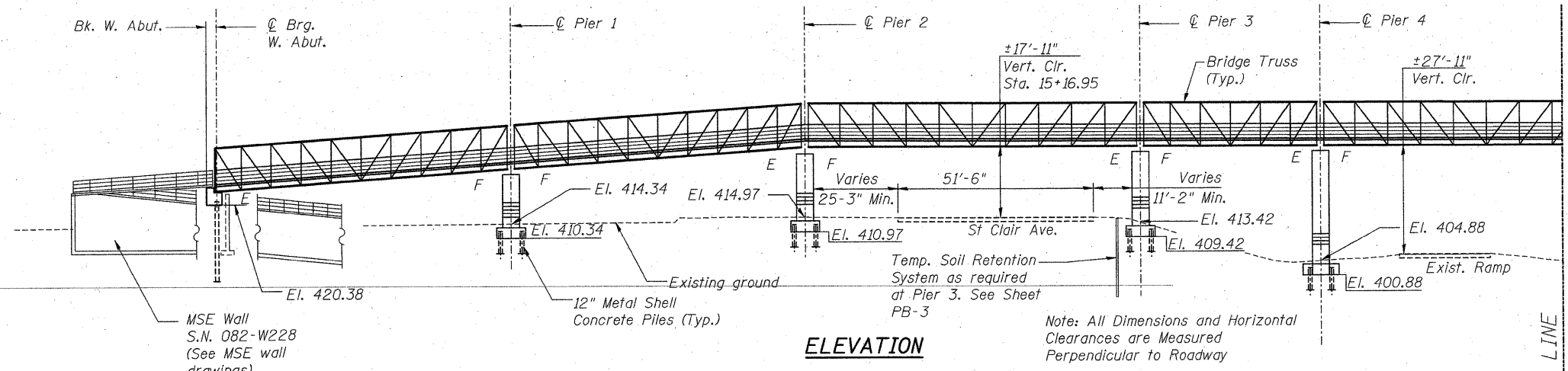
Ralph E. Anderson (TS)  
ENGINEER OF BRIDGES AND STRUCTURES



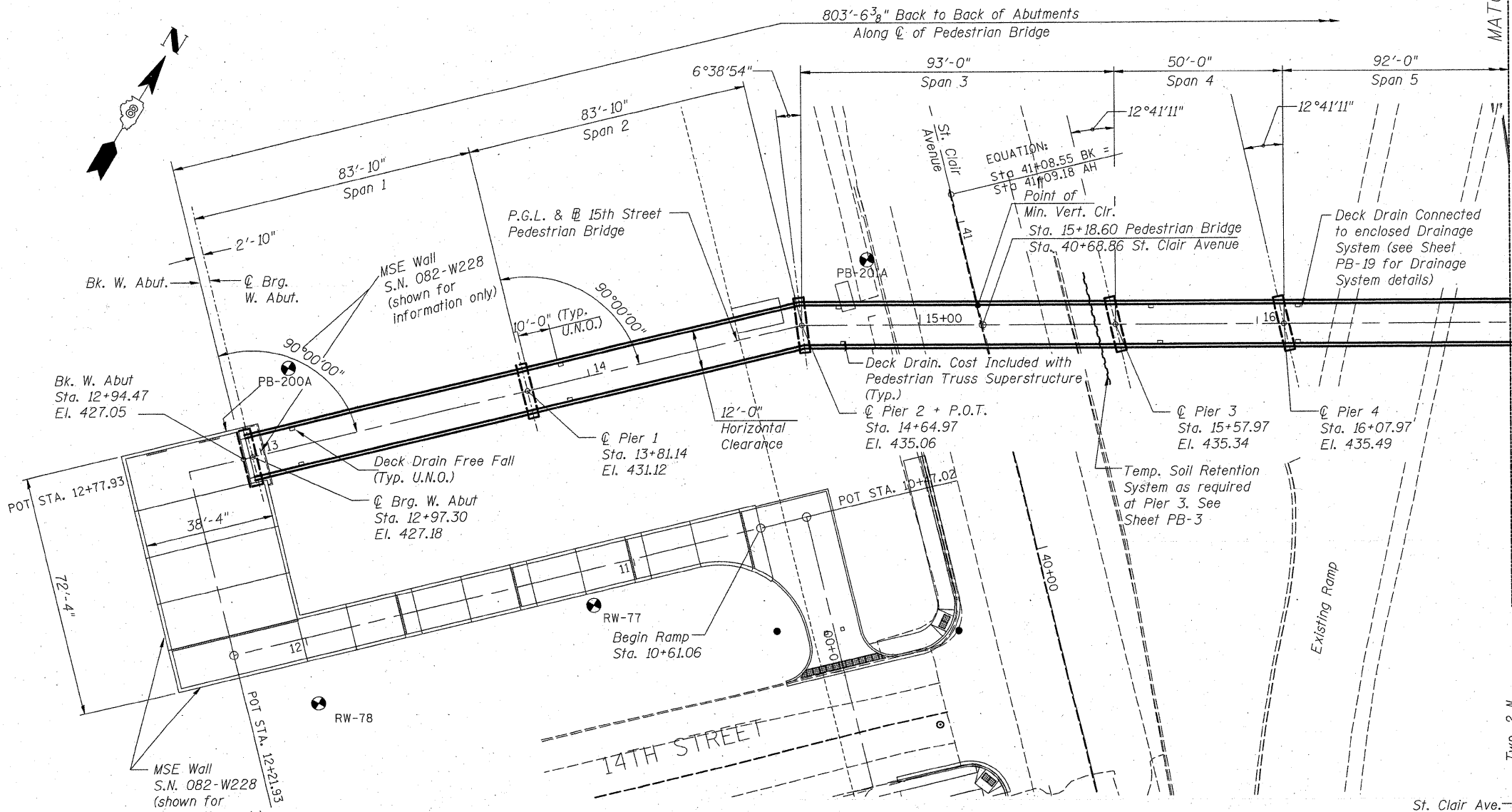
Amish T. Bhatt 05/05/09  
AMISH T. BHATT DATE  
LICENSE EXPIRES 11/30/2010



LOCATION SKETCH



ELEVATION



PLAN

FILE NAME = 082-0394-76C47-S01-0P-01.dgn  
USER NAME = bhatta

DESIGNED - DEV  
DRAWN - MK  
CHECKED - ATB  
DATE - 05/01/09

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

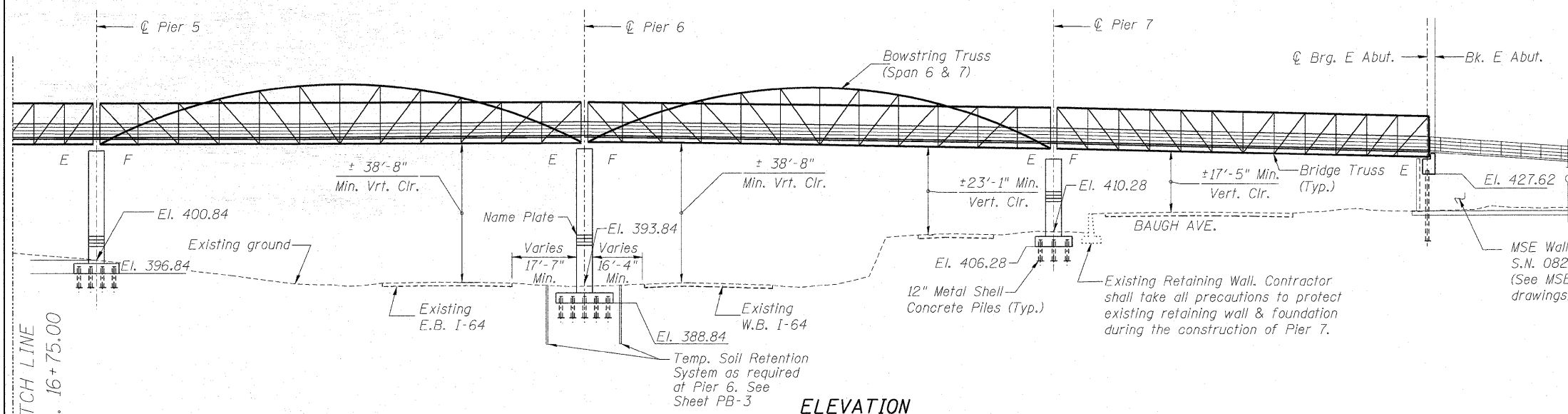
GENERAL PLAN AND ELEVATION I  
STRUCTURE NO. 082-0394

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-1HBR	ST. CLAIR	93	42

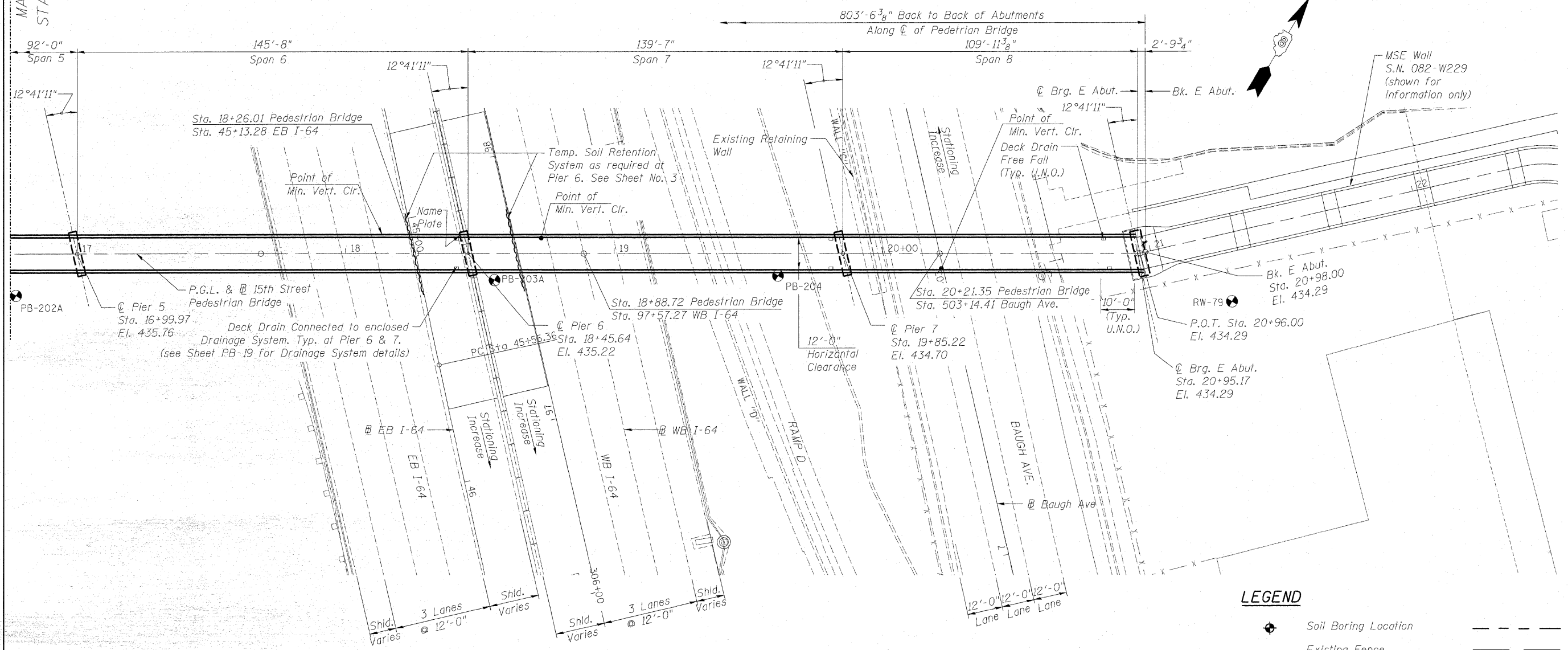
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT





**ELEVATION**

**NOTES**  
Horizontal Clearances are Measured Perpendicular to respective roadway.



**PLAN**

**LEGEND**

- ⊕ Soil Boring Location
- R.O.W.
- - - Existing Fence
- Exist. R.O.W.
- Existing Catch Basin
- TTTT Permanent Easement

Sheet PB-2 of 25

FILE NAME = 082-0394.76C47_S02.GP-02.dgn	USER NAME = bhotta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL PLAN AND ELEVATION II STRUCTURE NO. 082-0394</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 43	
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - ATB	REVISOR -	REVISOR -			CONTRACT NO. 76C47					
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISOR -	REVISOR -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.		

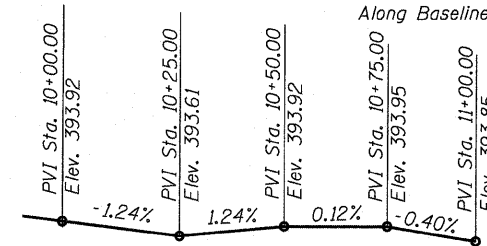
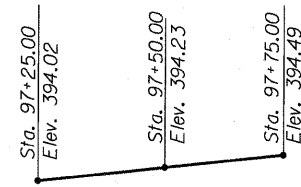
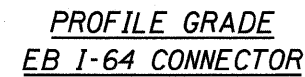
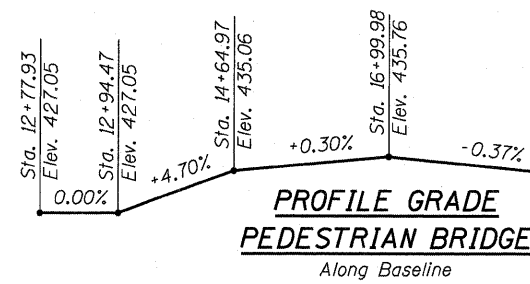


**GENERAL NOTES**

- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the truss vertical, diagonal and horizontal members.
- All structural steel shall be AASHTO M 270 Grade 50 except as noted.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- Concrete Sealer shall be applied to all exposed surfaces of bridge seat at Piers & Abutments and exposed surfaces of Abutment backwalls & front faces of pile cap.
- All construction joints shall be bonded.
- No field welding is permitted.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
- Superstructure of the two main spans and approach spans, including all truss members, railings, chain link fabric, bearings, anchor bolts, concrete deck (excluding joint details), deck drains and all attachments on superstructure, shall be designed and detailed by the Contractor. Superstructure details on Sheets PB-1, PB-2, PB-4, and PB-5, along with the Special Provision Pedestrian Truss Superstructure, are basis for preparation of superstructure detail plans.
- If the design reactions for the individual superstructure units are larger than the reactions shown below, the Contractor shall redesign the affected substructure units, or verify the adequacy of the substructure as shown on the Plans, submit the Design & Calculations signed and sealed by an Illinois Licensed Structural Engineer for the approval of the Engineer. See Special Provisions.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	---	359.1	359.1
Preformed Joint Strip Seal	Foot	113	---	113
Concrete Structures	Cu. Yd.	---	500.8	500.8
Reinforcement Bars, Epoxy Coated	Pound	---	80590	80,590
Furnishing Metal Pile Shells 12"x 0.250"	Foot	---	7146	7,146
Driving Piles	Foot	---	6930	6,930
Test Pile Metal Shells	Each	---	2	2
Pile Shoes	Each	---	110	110
Name Plates	Each	---	1	1
Concrete Sealer	Sq. Ft.	---	626	626
Bar Splicers	Each	---	36	36
Pedestrian Truss Superstructure	Sq. Ft.	10127	---	10,127
Drainage System	L. Sum	1	---	1
Mechanical Splice	Each	---	594	594
Temporary Soil Retention System	Sq. Ft.	---	1802	1,802
Mechanical Sandblast Finish	Sq. Ft.	---	5488	5,488
Concrete Surface Color Treatment	Sq. Ft.	---	462	462

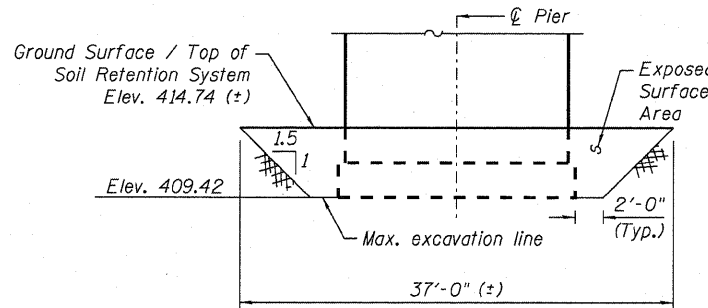


STATION 18+45.17  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.I. ROUTE 64  
SECTION 82-1-IHBR  
LOADING H10  
STR. NO. 082-0394  
**NAME PLATE**  
See Std. 515001

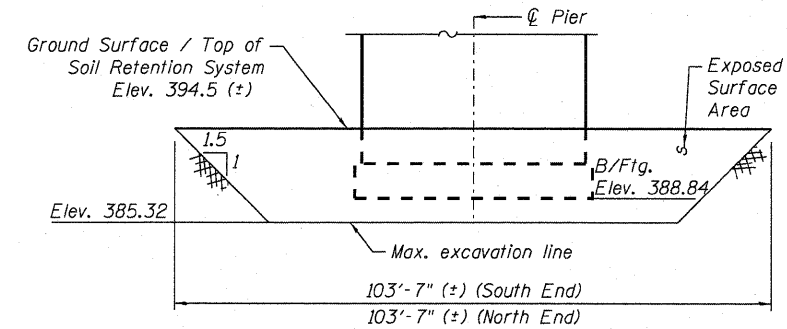
Location	Reactions		Bearing Type.
	Dead Load (Kips)	Live Load (Kips)	
W. Abut.	74.19	42.75	Exp.
Pier #1 (S)	74.19	42.75	Fixed
Pier #1 (N)	74.19	42.75	Fixed
Pier #2 (S)	74.19	42.75	Exp.
Pier #2 (N)	82.31	47.43	Fixed
Pier #3 (S)	82.31	47.43	Exp.
Pier #3 (N)	44.25	25.50	Fixed
Pier #4 (S)	44.25	25.50	Exp.
Pier #4 (N)	81.42	46.92	Fixed
Pier #5 (S)	81.42	46.92	Exp.
Pier #5 (N)	158.05	74.29	Fixed
Pier #6 (S)	158.05	74.29	Exp.
Pier #6 (N)	162.30	70.68	Fixed
Pier #7 (S)	162.30	71.19	Exp.
Pier #7 (N)	97.30	56.07	Fixed
E. Abut.	97.30	56.52	Exp.

- All steel (truss and bearings) shall be painted.
- Truss Manufacturer shall provide 1" nominal shim pack for each bearing consisting of 1", 3/4", 1/2", 1/4" & 2 - 1/8" shim plates matching the dimensions of the masonry plate provided, including holes for anchor bolts. Cost included in the cost of Pedestrian Truss Superstructure.
- Bearings and anchor bolts shall be designed for minimum lateral load capacity of 20% of all contributing Superstructure Dead Loads in the restrained direction at the given location under consideration
- Bearing seat elevations at Abutments and Piers are determined based on total height of Bearing Assembly, including any shims, 5" at Abutments and 6" at Piers. Contractor must coordinate work with Pedestrian Truss manufacturer.

- Each test pile shall be dynamically monitored during driving to assess pile bearing capacity, hammer performance, and driving stresses using a Pile Driving Analyzer (PDA), or equivalent. See special provision for Dynamic Pile Monitoring.
- When the hammer driving system is selected, a wave equation analysis shall be performed at the test pile locations to develop driving criteria to provide the nominal required bearing for the test pile without overstressing the pile. See special provision for Wave equation Analysis of Piles.



**ELEVATION - TEMP. SOIL RETENTION SYSTEM AT PIER 3**

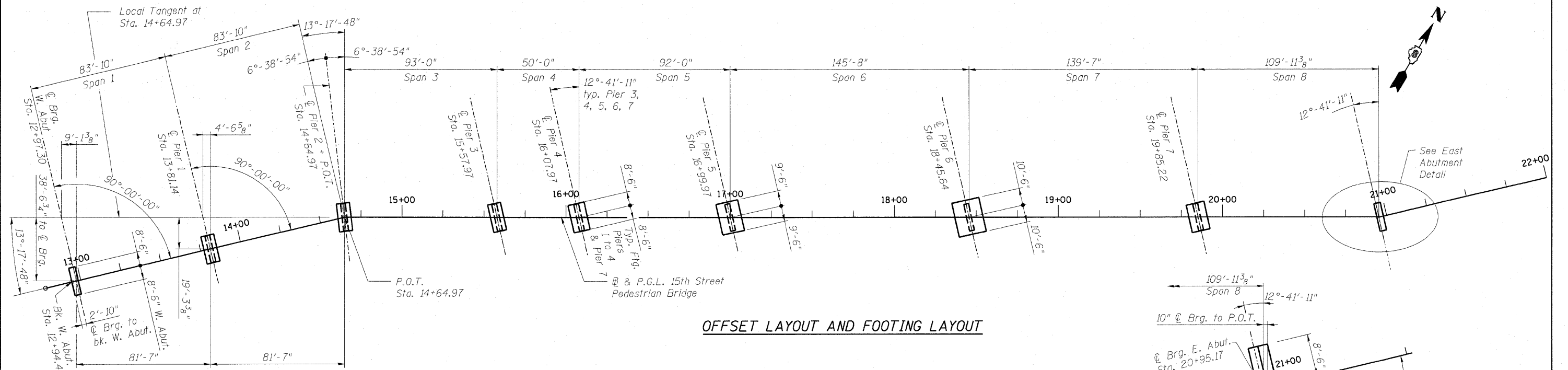


**ELEVATION - TEMP. SOIL RETENTION SYSTEM AT PIER 6**

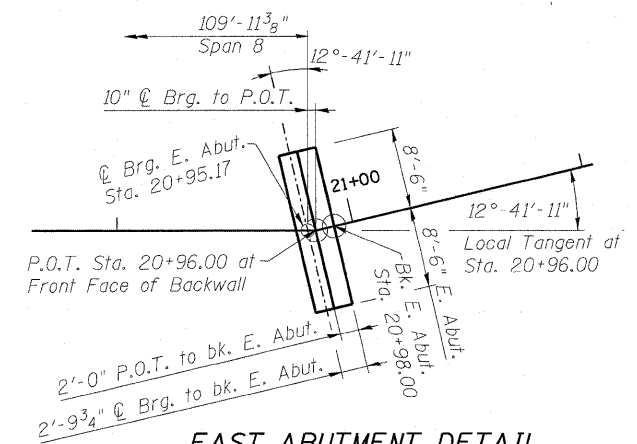
**NOTES**

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

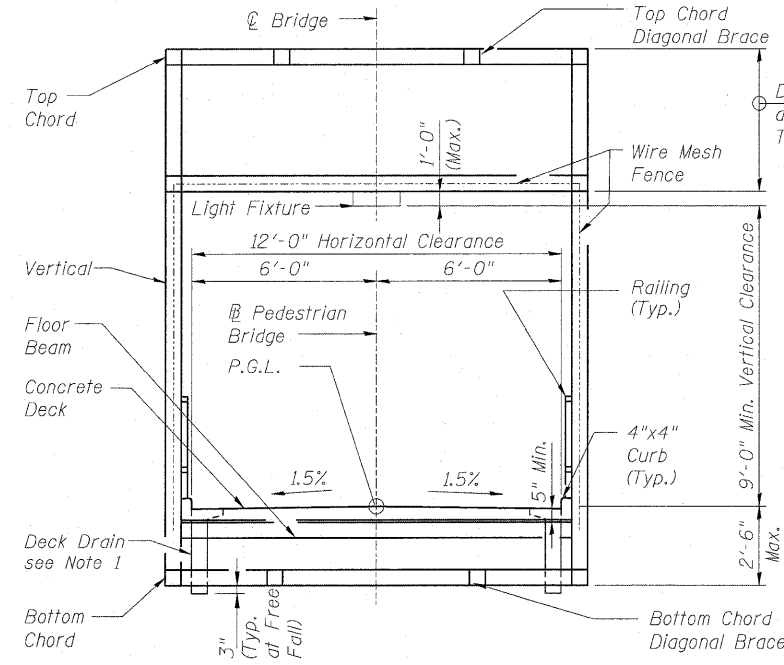
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	PLOT SCALE = 8:1 ' / IN.	CHECKED - ATB	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C47			
	PLOT DATE = 7/21/2009	DATE - 05/01/09	REVISED -										



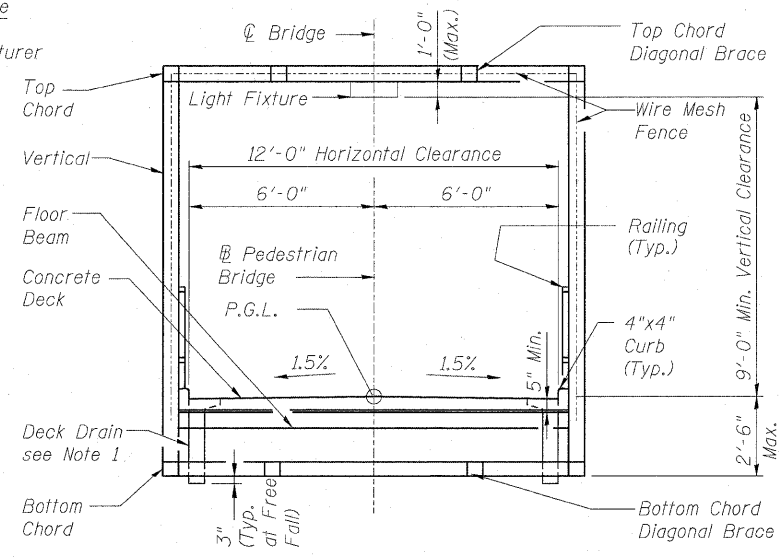
**OFFSET LAYOUT AND FOOTING LAYOUT**



**EAST ABUTMENT DETAIL**



**TYPICAL SECTION THRU BRIDGE**  
Spans 6 & 7



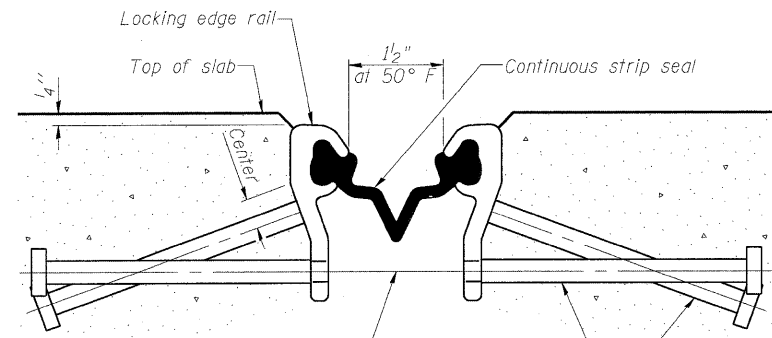
**TYPICAL SECTION THRU BRIDGE**  
Span 1 thru Span 5 and Span 8

**NOTES:**

- Deck Drain Free Fall at W. Abut., Piers 1, 2, 3, & E. Abut. Deck Drain Connected to enclosed Drainage System at Pier 4, 6 & 7. See Sheet PB-19 for Drainage System Details. Cost of Deck Drains included with cost of "Pedestrian Truss Superstructure".
- Pedestrian Truss Manufacturer must coordinate location of light fixtures with the Contractor and provide all necessary mounting brackets to facilitate installation of light fixtures and raceway system on the Pedestrian Bridge. See special provision for Pedestrian Bridge Lighting System.

FILE NAME = 082-0394.76C47_S04_GN-02.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE TYP. SECTIONS &amp; SUBSTRUCTURE LAYOUT</b>				F.A. RTE. 64	SECTION 82-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 45
PLOT SCALE = 0:1" = 1' / IN.	CHECKED - ATB	REVISD -	REVISD -						SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 76C47
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISD -	REVISD -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

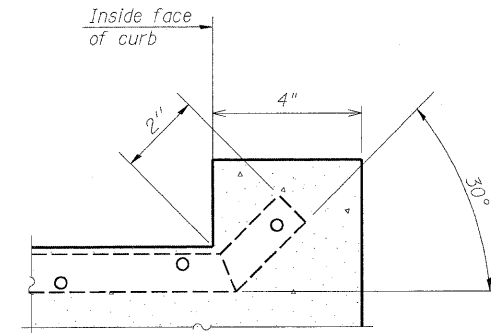




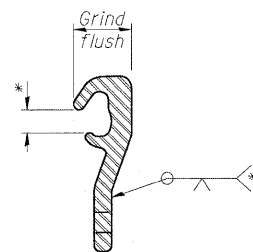
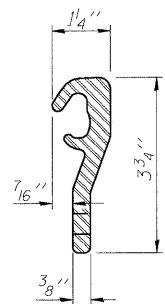
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2"  $\phi$  x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

**SECTION THRU STRIP SEAL JOINT**



**AT CURB**  
(Showing plate)  
(N.T.S.)



\*Omit weld at seal opening.

**LOCKING EDGE RAIL**

**LOCKING EDGE RAIL SPLICE**

**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

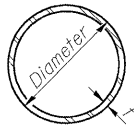
The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

**BILL OF MATERIAL**

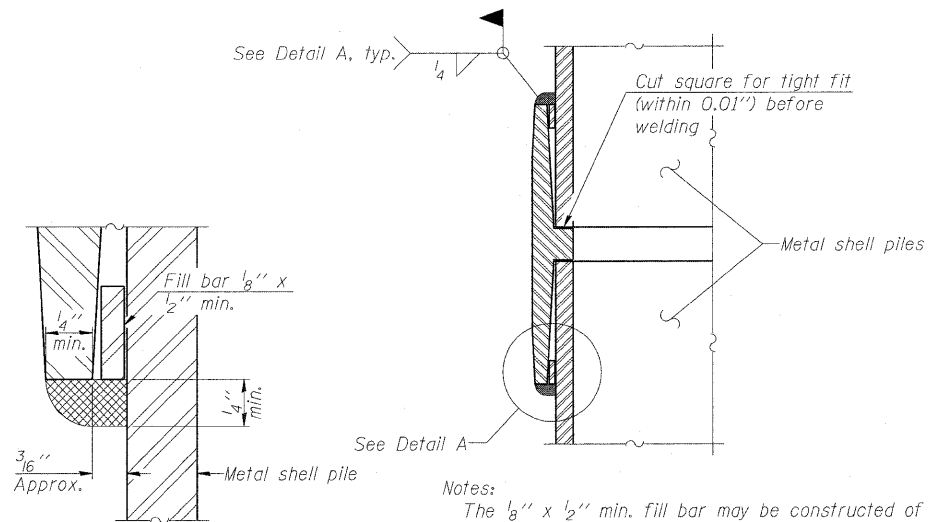
Item	Unit	Total
Preformed Joint Strip Seal	Foot	113

FILE NAME = 082-0394_76C47_S06.EJ-01.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PREFORMED JOINT STRIP SEAL STRUCTURE NO. 082-0394</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 47
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PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISOR -	REVISOR -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE:		SHEET NO. OF SHEETS STA. TO STA.								



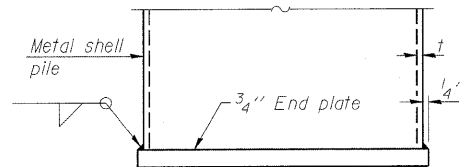
**METAL SHELL PILE TABLE**

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

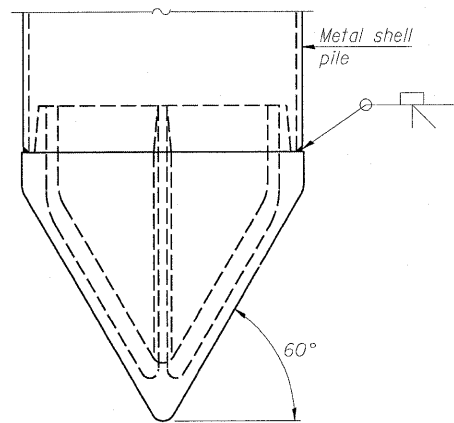


**DETAIL A**

**WELDED COMMERCIAL SPLICE**



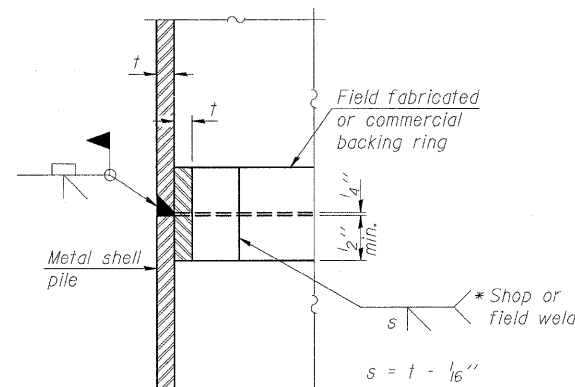
**END PLATE ATTACHMENT**



Note A:  
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

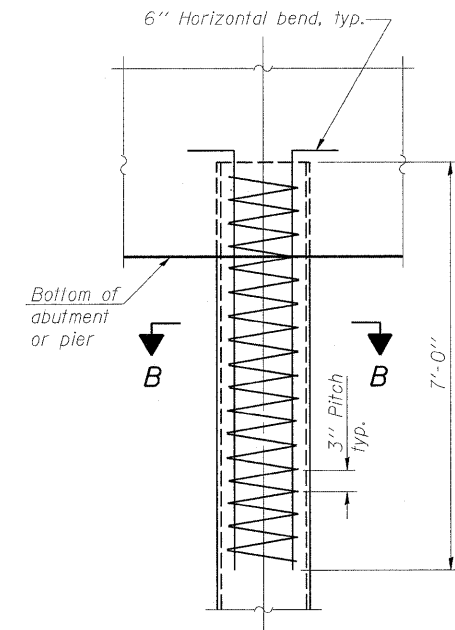
**METAL SHELL PILE SHOE ATTACHMENT**

(See Note A)

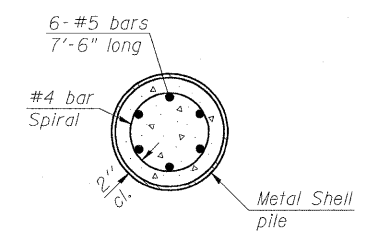


**COMPLETE PENETRATION WELD SPLICE**

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



**ELEVATION**



**SECTION B-B**

**METAL SHELL REINFORCEMENT**

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

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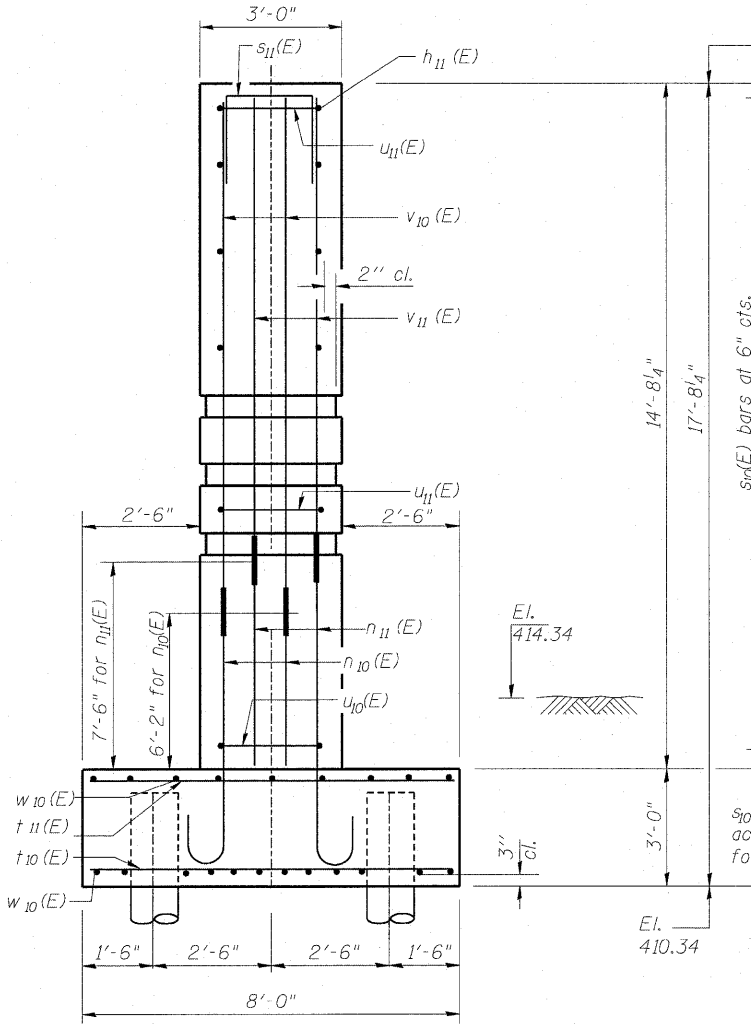
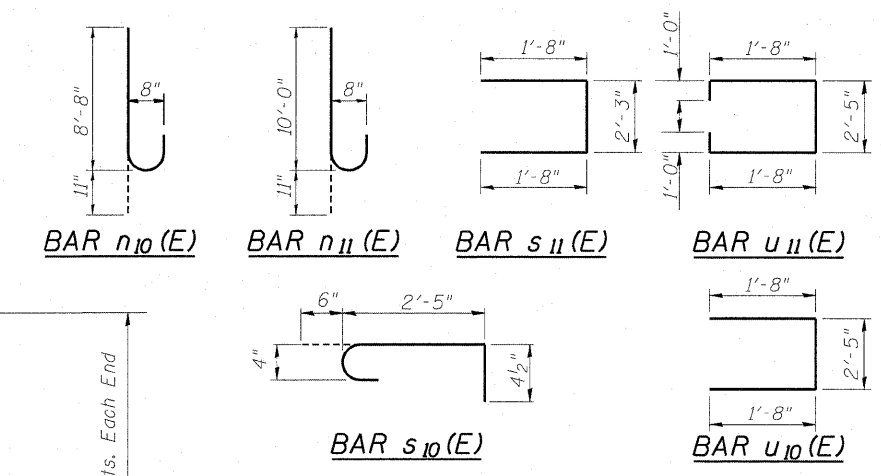
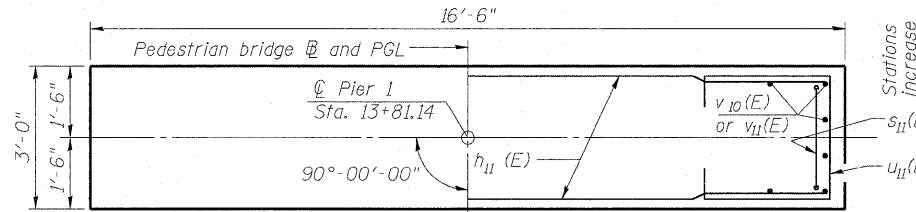
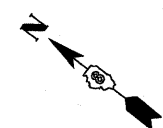






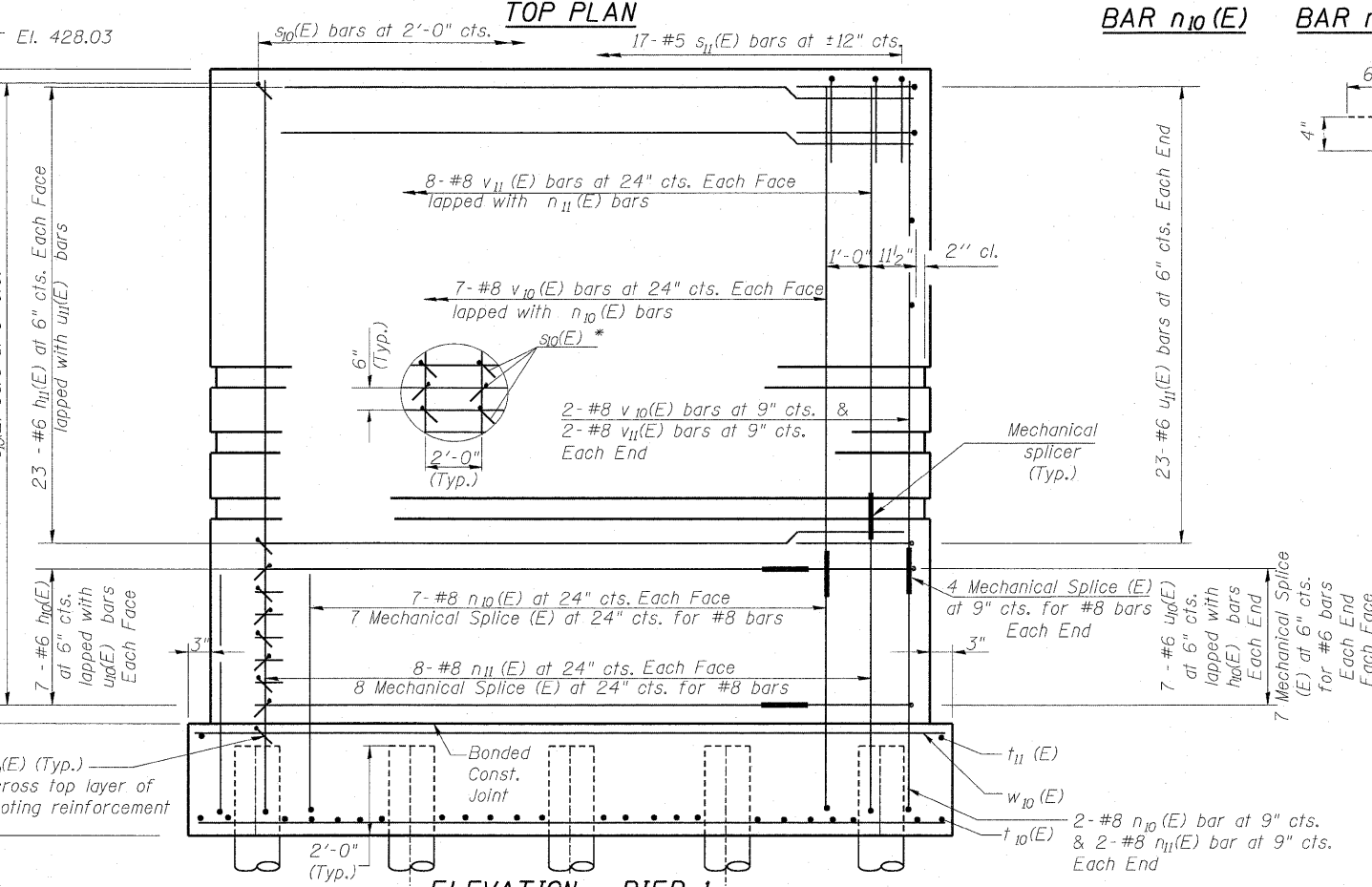
**PILE DATA - PIER 1**

Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 330 kips  
 Allowable Resistance Available: 110 kips  
 Estimated Pile Length: 60 ft  
 Number of Production Piles: 10  
 Number of Test Piles: 0

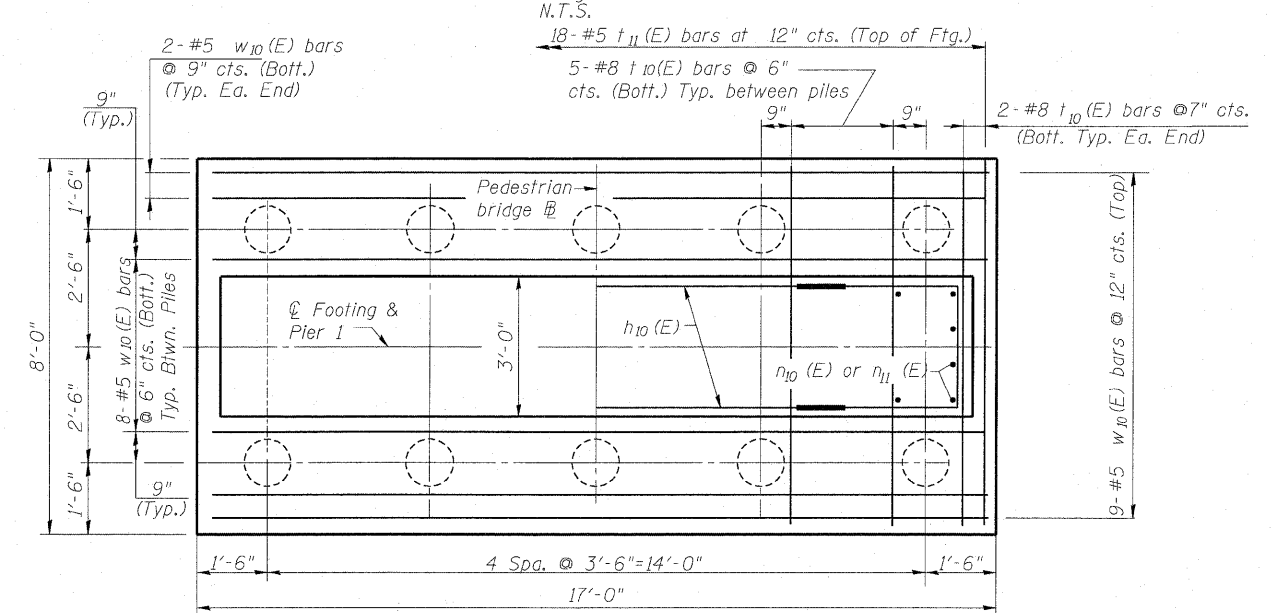


**END VIEW**  
N.T.S.

\* Arrange  $s_{10}(E)$  bars in a grid pattern at intersection of  $n_{10}(E)$  or  $n_{11}(E)$  or  $v_{10}(E)$  or  $v_{11}(E)$  and  $h_{10}(E)$  or  $h_{11}(E)$  or  $u_{10}(E)$  or  $u_{11}(E)$ . Orientation of 180° hook shall also be alternate.



**ELEVATION - PIER 1**  
(Looking East)  
N.T.S.



**FOOTING PLAN**  
N.T.S.

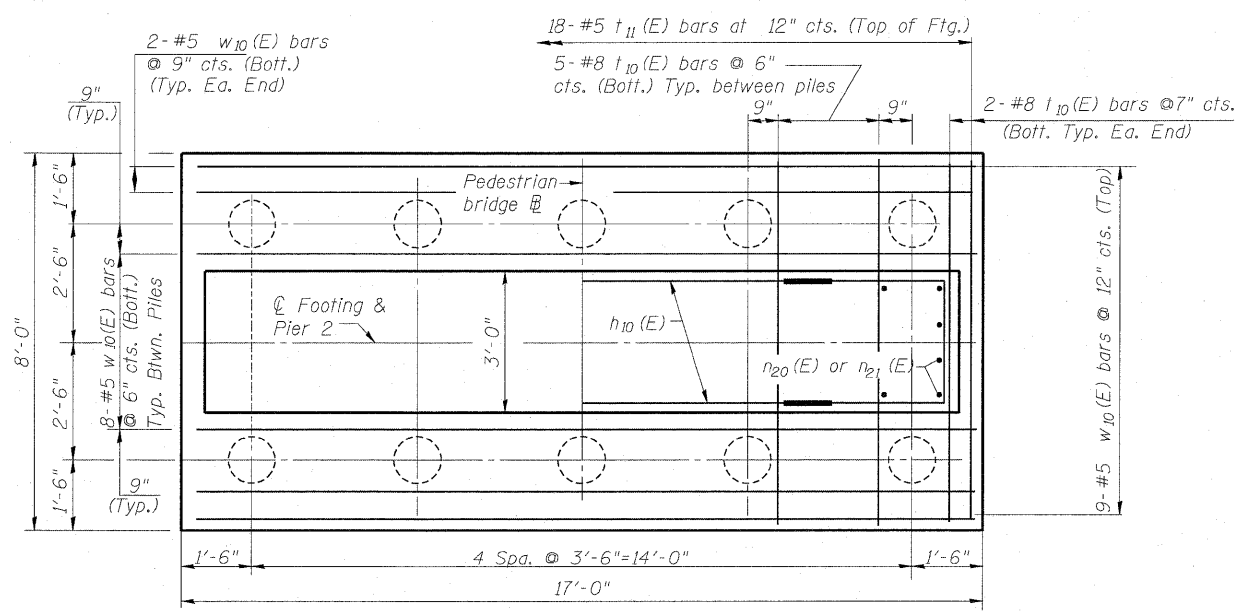
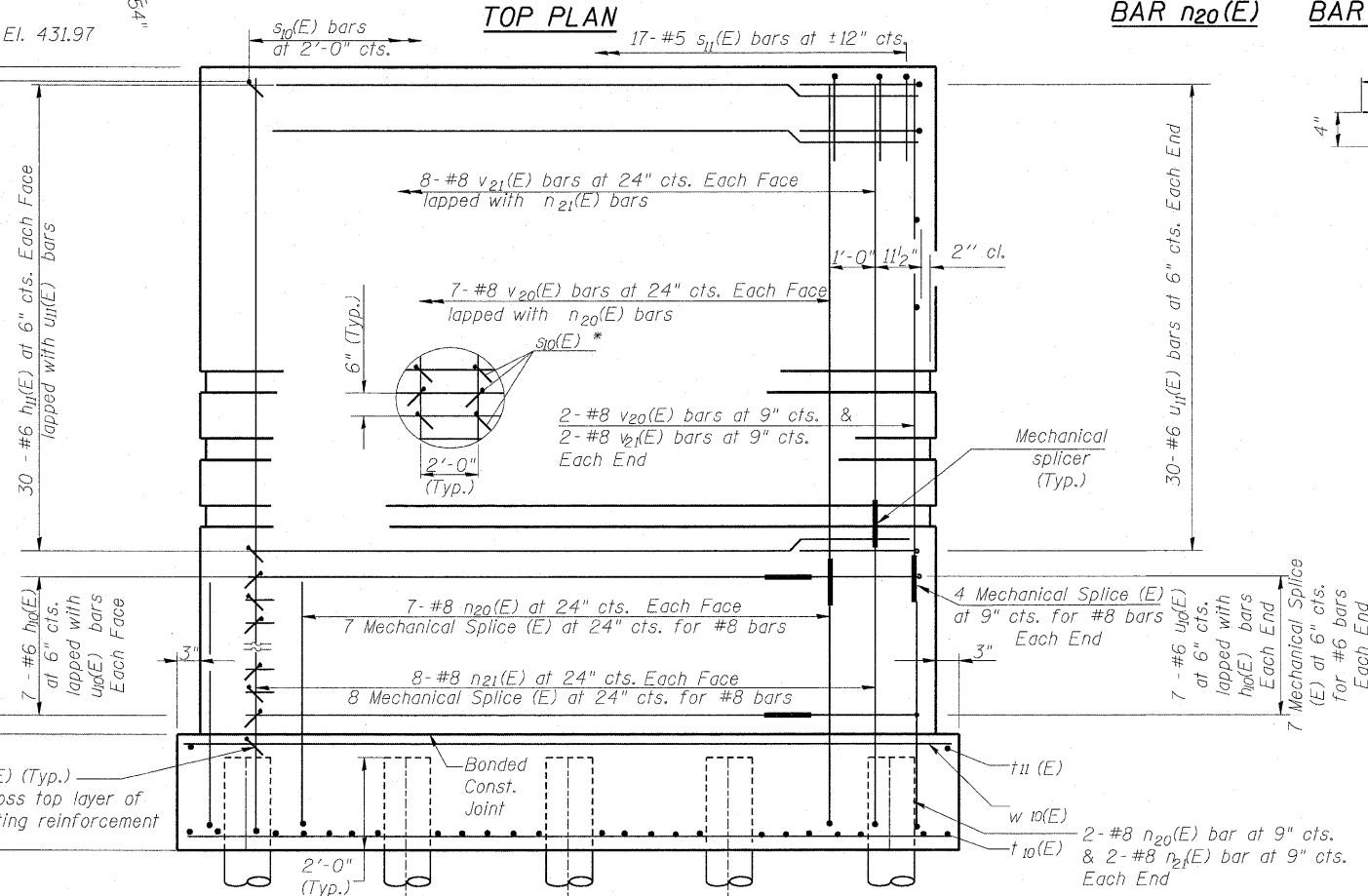
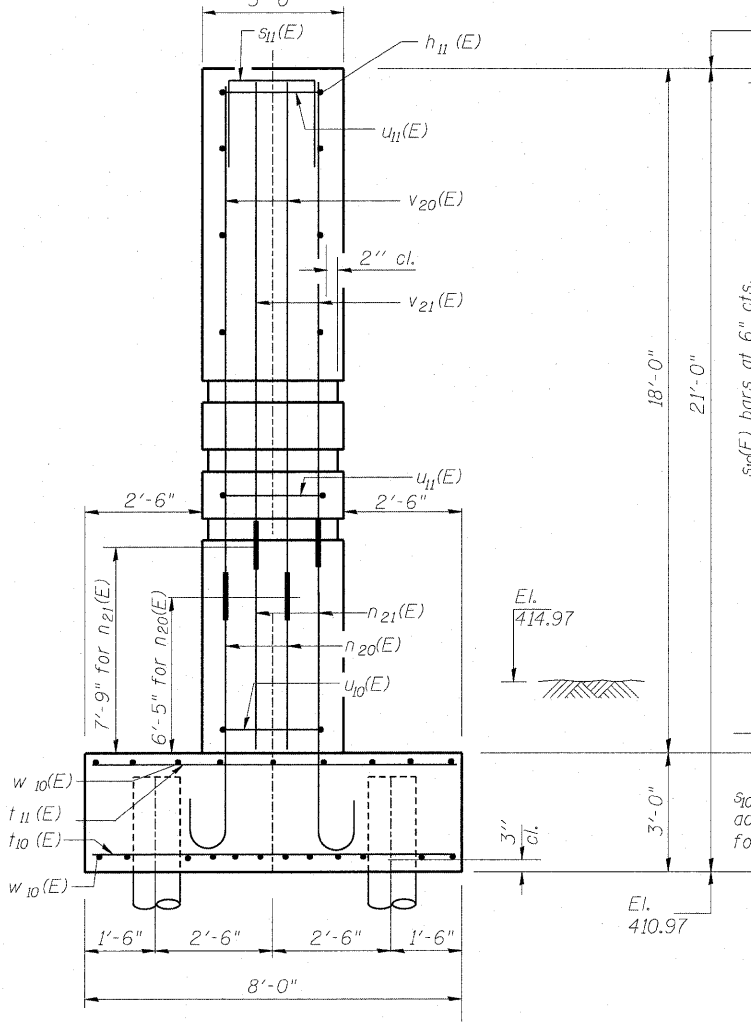
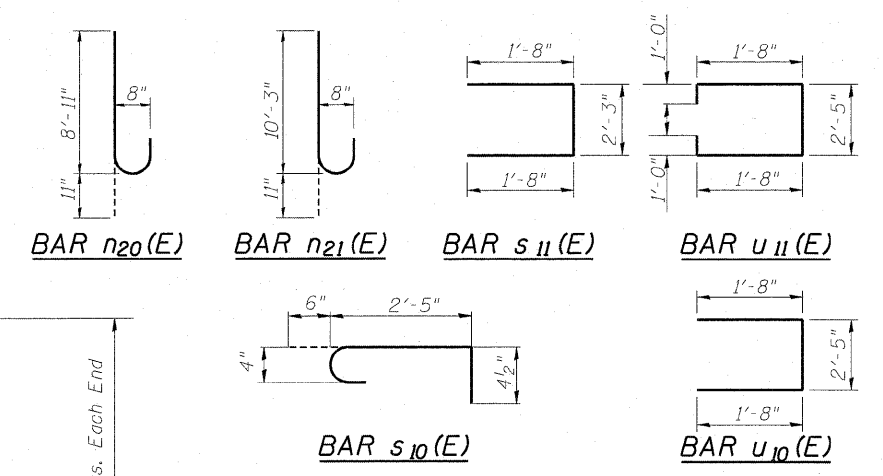
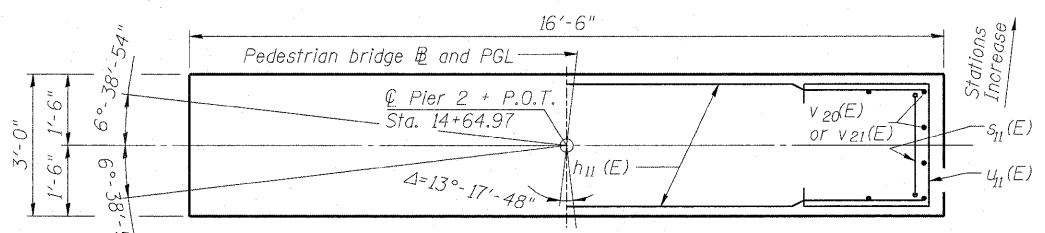
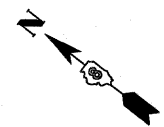
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$h_{10}(E)$	14	#6	12'-7"	—
$h_{11}(E)$	46	#6	15'-11"	—
$n_{10}(E)$	18	#8	9'-7"	U
$n_{11}(E)$	20	#8	10'-11"	U
$s_{10}(E)$	248	#4	3'-3 1/2"	L
$s_{11}(E)$	17	#5	5'-7"	L
$t_{10}(E)$	24	#8	7'-8"	—
$t_{11}(E)$	18	#5	7'-8"	—
$u_{10}(E)$	14	#6	5'-9"	U
$u_{11}(E)$	46	#6	7'-9"	U
$v_{10}(E)$	18	#8	8'-4"	—
$v_{11}(E)$	20	#8	7'-0"	—
$w_{10}(E)$	21	#5	16'-8"	—
Structure Excavation		Cu. Yd.	37.3	
Concrete Structures		Cu. Yd.	42	
Reinforcement Bars, Epoxy Coated		Pound	5,490	
Furnishing Metal Pile Shells 12" x 0.250"		Foot	620	
Driving Piles		Foot	600	
Pile Shoes		Each	10	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	390	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	66	

- NOTES:**
- All edges shall have standard 3/4" chamfers except as noted.
  - Space reinforcement in cap to miss anchor bolts.
  - For Anchor bolt details see Sheet PB-5. Truss fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
  - See Sheet PB-18 for urban design guideline.

**PILE DATA - PIER 2**

Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 270 kips  
 Allowable Resistance Available: 90 kips  
 Estimated Pile Length: 64 ft  
 Number of Production Piles: 10  
 Number of Test Piles: 0



**END VIEW**  
N.T.S.

**ELEVATION - PIER 2**  
(Looking East)  
N.T.S.

**FOOTING PLAN**

\* Arrange s10(E) bars in a grid pattern at intersection of n20(E) or n21(E) or v20(E) or v21(E) and h10(E) or h11(E) or u10(E) or u11(E). Orientation of 180° hook shall also be alternate.

**BILL OF MATERIAL**

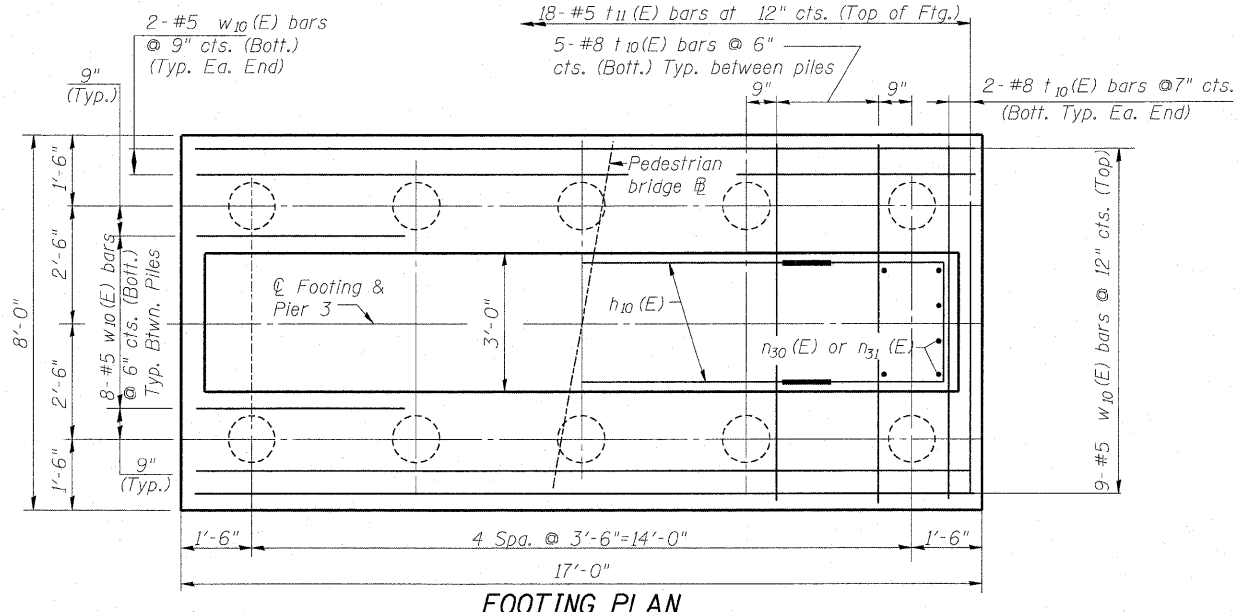
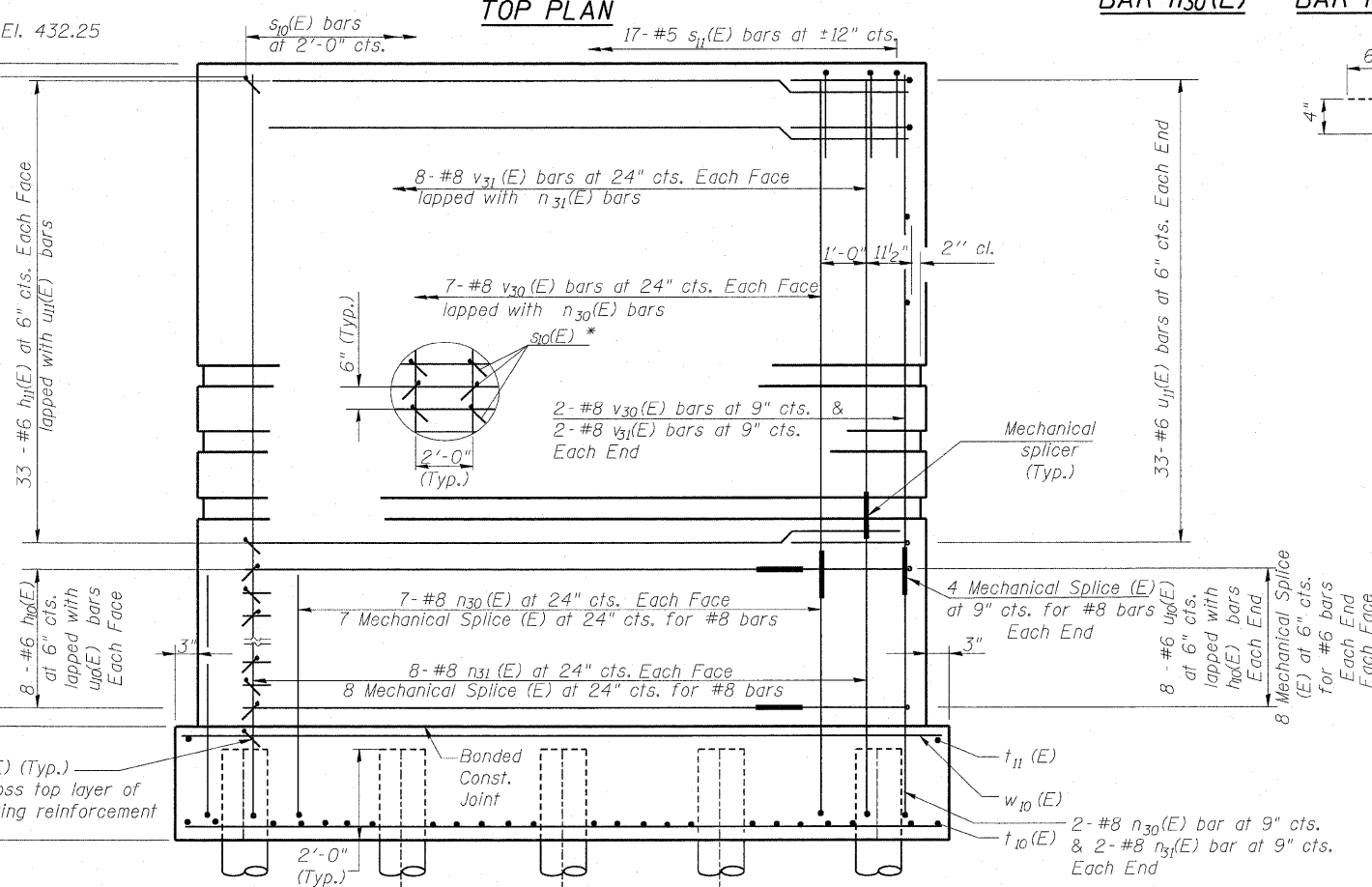
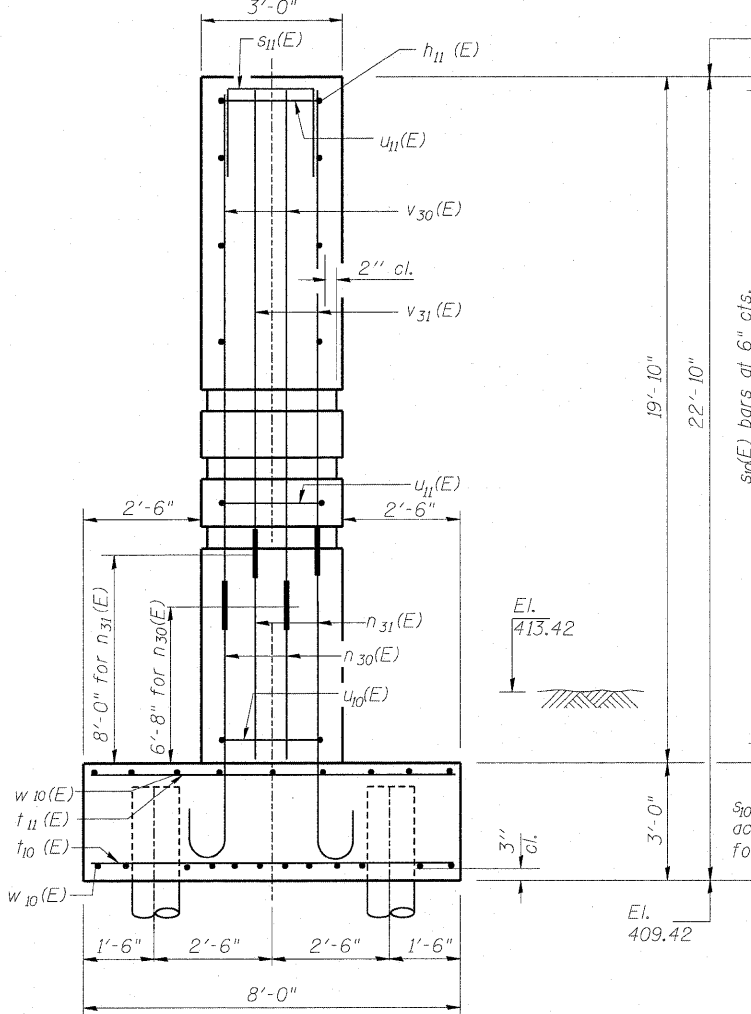
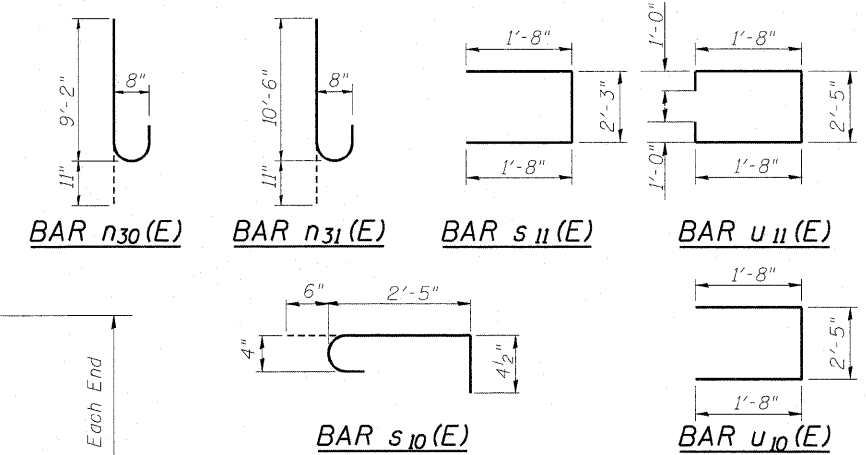
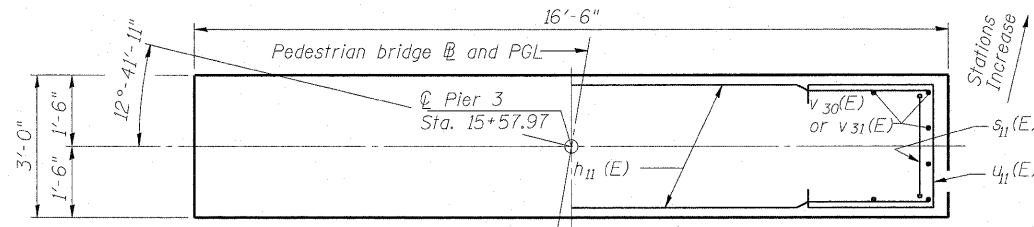
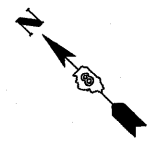
Bar	No.	Size	Length	Shape
h10(E)	14	#6	12'- 7"	—
h11(E)	60	#6	15'- 11"	—
n20(E)	18	#8	9'- 10"	U
n21(E)	20	#8	11'- 2"	U
s10(E)	304	#4	3'- 3 1/2"	L
s11(E)	17	#5	5'- 7"	L
t10(E)	24	#8	7'- 8"	—
t11(E)	18	#5	7'- 8"	—
u10(E)	14	#6	5'- 9"	U
u11(E)	60	#6	7'- 9"	U
v20(E)	18	#8	11'- 5"	—
v21(E)	20	#8	10'- 1"	—
w10(E)	21	#5	16'- 8"	—
Structure Excavation		Cu. Yd.	37.3	
Concrete Structures		Cu. Yd.	48	
Reinforcement Bars, Epoxy Coated		Pound	6,450	
Furnishing Metal Pile Shells 12" x 0.250"		Foot	660	
Driving Piles		Foot	640	
Pile Shoes		Each	10	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	519	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	66	

**NOTES:**

- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For Anchor bolt details see Sheet PB-5. Truss fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
- See Sheet PB-18 for urban design guideline.

**PILE DATA - PIER 3**

Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 270 kips  
 Allowable Resistance Available: 90 kips  
 Estimated Pile Length: 58 ft  
 Number of Production Piles: 10  
 Number of Test Piles: 0



\* Arrange s30(E) bars in a grid pattern at intersection of n30(E) or n31(E) or v30(E) or v31(E) and h10(E) or h11(E) or u10(E) or u11(E). Orientation of 180° hook shall also be alternate.

**BILL OF MATERIAL**

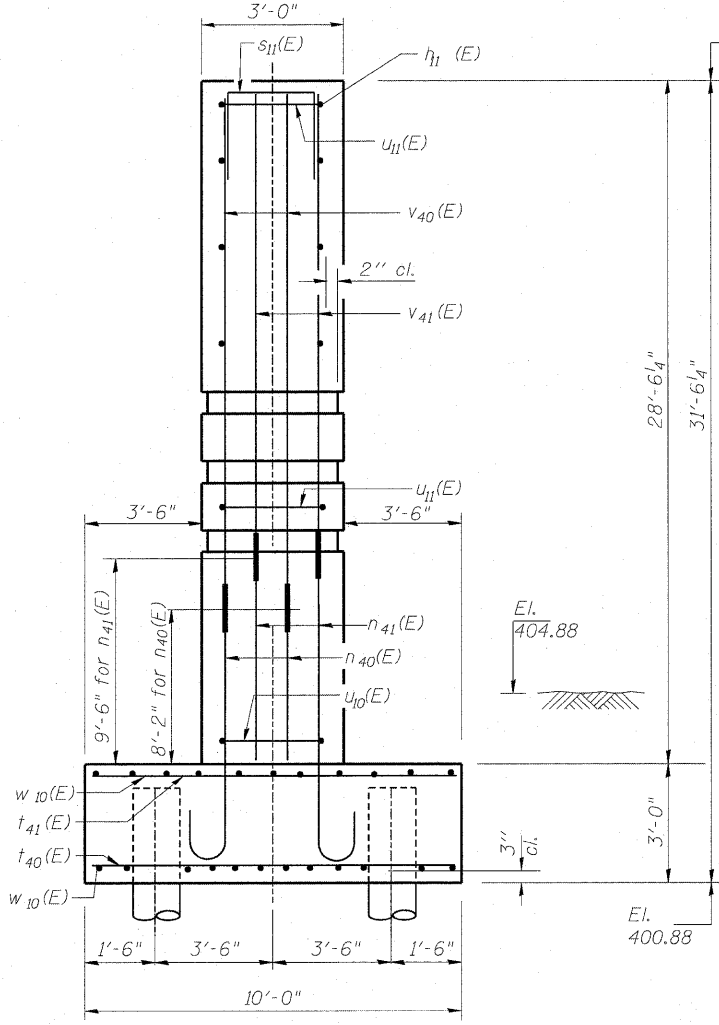
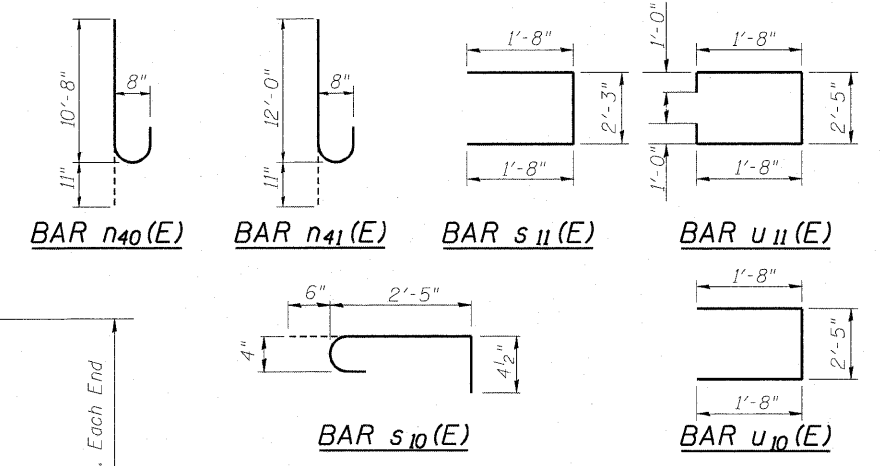
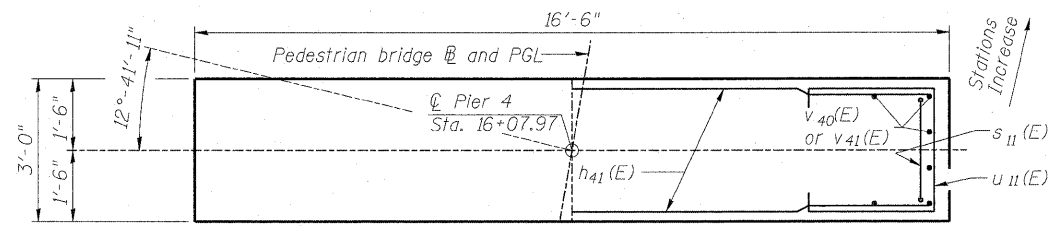
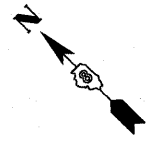
Bar	No.	Size	Length	Shape
h10(E)	16	#6	12'- 7"	—
h11(E)	66	#6	15'- 11"	—
n30(E)	18	#8	10'- 1"	U
n31(E)	20	#8	11'- 5"	U
s10(E)	336	#4	3'- 3 1/2"	L
s11(E)	17	#5	5'- 7"	L
t10(E)	18	#8	7'- 8"	—
t11(E)	24	#5	7'- 8"	—
u10(E)	16	#6	5'- 9"	U
u11(E)	66	#6	7'- 9"	U
v30(E)	18	#8	13'- 0"	—
v31(E)	20	#8	11'- 8"	—
w10(E)	21	#5	16'- 8"	—
Structure Excavation		Cu. Yd.	37.3	
Concrete Structures		Cu. Yd.	51	
Reinforcement Bars, Epoxy Coated		Pound	6,900	
Furnishing Metal Pile Shells 12"		Foot	600	
Driving Piles		Foot	580	
Pile Shoes		Each	10	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	591	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	70	

**NOTES:**

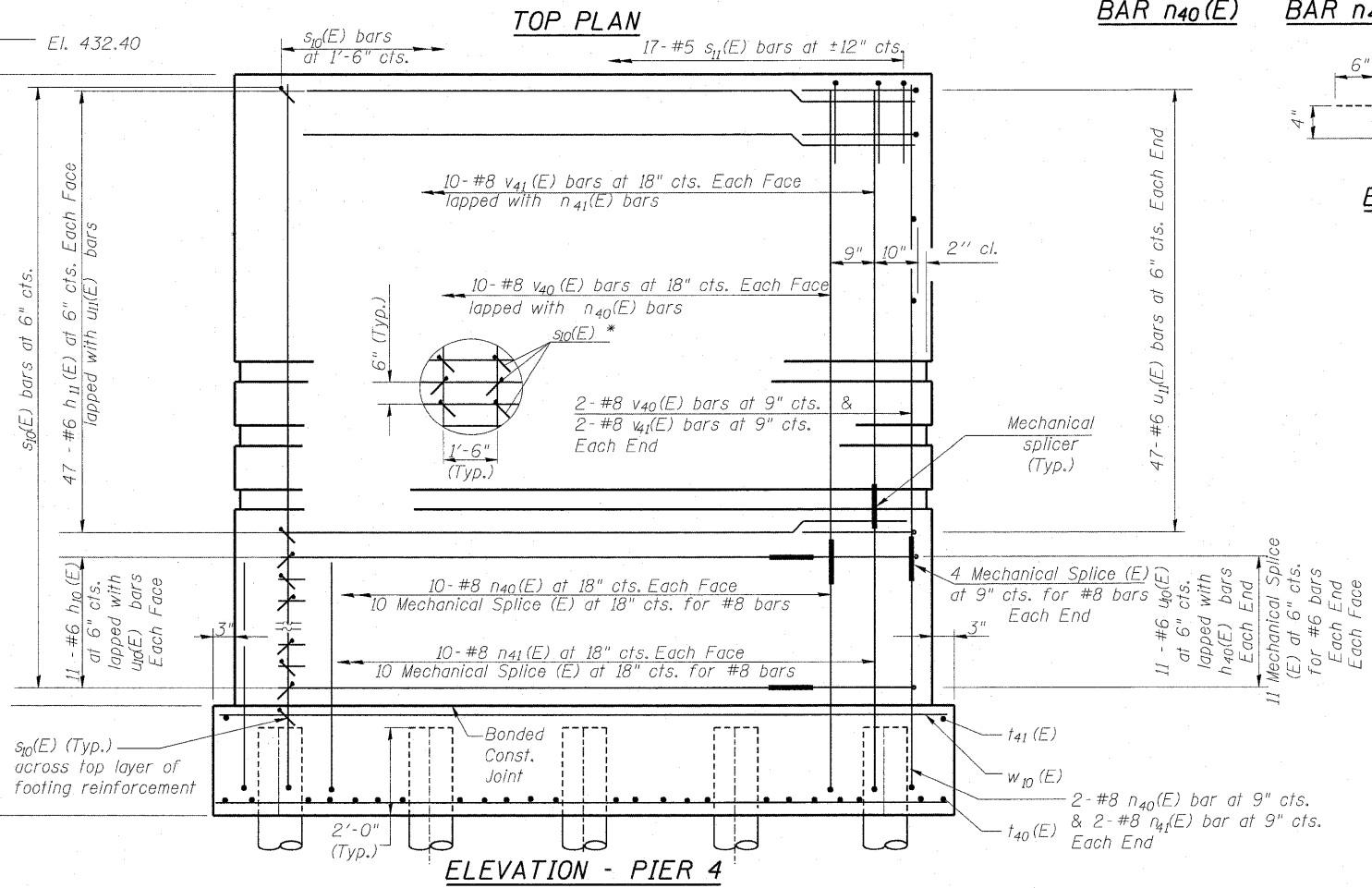
- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For Anchor bolt details see Sheet PB-5. Truss fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
- See Sheet PB-18 for urban design guideline.

**PILE DATA - PIER 4**

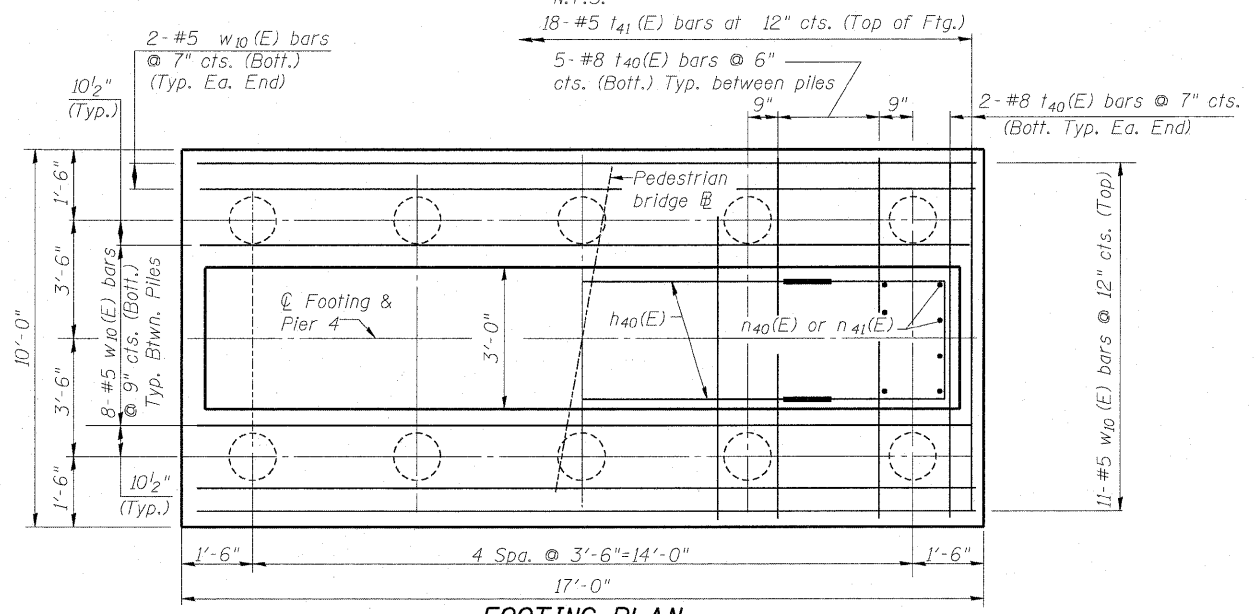
Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 330 kips  
 Allowable Resistance Available: 110 kips  
 Estimated Pile Length: 86 ft  
 Number of Production Piles: 10  
 Number of Test Piles: 0



**END VIEW**  
N.T.S.



**ELEVATION - PIER 4**  
(Looking East)  
N.T.S.



**FOOTING PLAN**  
N.T.S.

\* Arrange s30(E) bars in a grid pattern at intersection of n40(E) or n41(E) or v40(E) or v41(E) and h10(E) or h11(E) or u10(E) or u11(E). Orientation of 180° hook shall also be alternate.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	22	#6	12'- 7"	—
h11(E)	94	#6	15'- 11"	—
n40(E)	24	#8	11'- 7"	U
n41(E)	24	#8	12'- 11"	U
s10(E)	590	#4	3'- 3 1/2"	L
s11(E)	17	#5	5'- 7"	U
t40(E)	24	#8	5'- 2"	—
t41(E)	18	#5	5'- 2"	—
u10(E)	22	#6	5'- 9"	U
u11(E)	94	#6	7'- 9"	U
v40(E)	24	#8	20'- 2"	—
v41(E)	24	#8	18'- 10"	—
w10(E)	23	#5	16'- 8"	—
Structure Excavation		Cu. Yd.	43.6	
Concrete Structures		Cu. Yd.	71	
Reinforcement Bars, Epoxy Coated		Pound	10,250	
Furnishing Metal Pile Shells 12" x 0.250"		Foot	880	
Driving Piles		Foot	860	
Pile Shoes		Each	10	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	930	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	92	

**NOTES:**

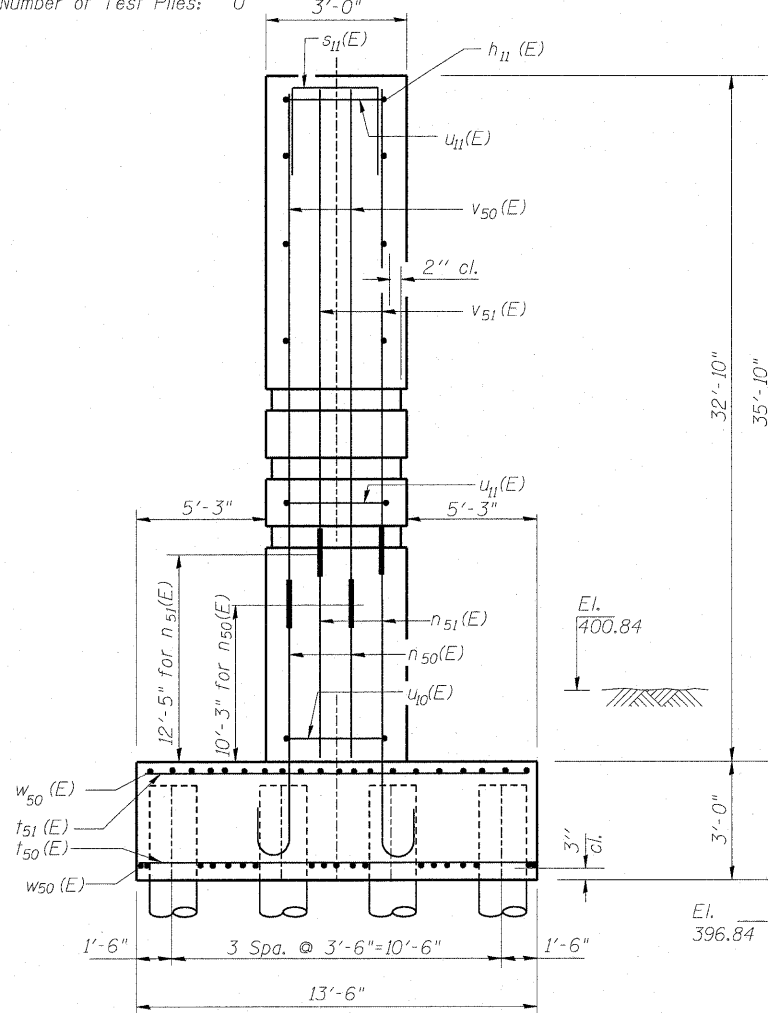
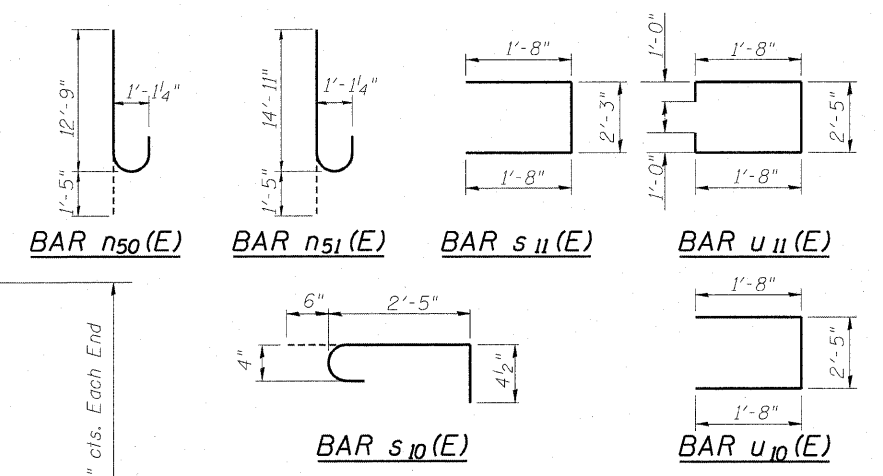
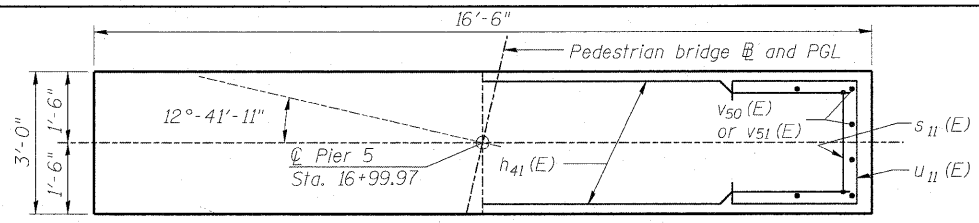
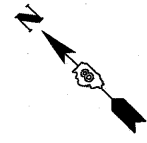
- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For Anchor bolt details see Sheet PB-5. Truss fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
- See Sheet PB-18 for urban design guideline.

FILE NAME = 082-0394-76C47_S14_PIER-04.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PIER 4 STRUCTURE NO. 082-0394</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 55
PLOT SCALE = 0:1 1/4" = 1"	CHECKED - ATB	REVISED -	SCALE:			SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISED -					CONTRACT NO. 76C47			

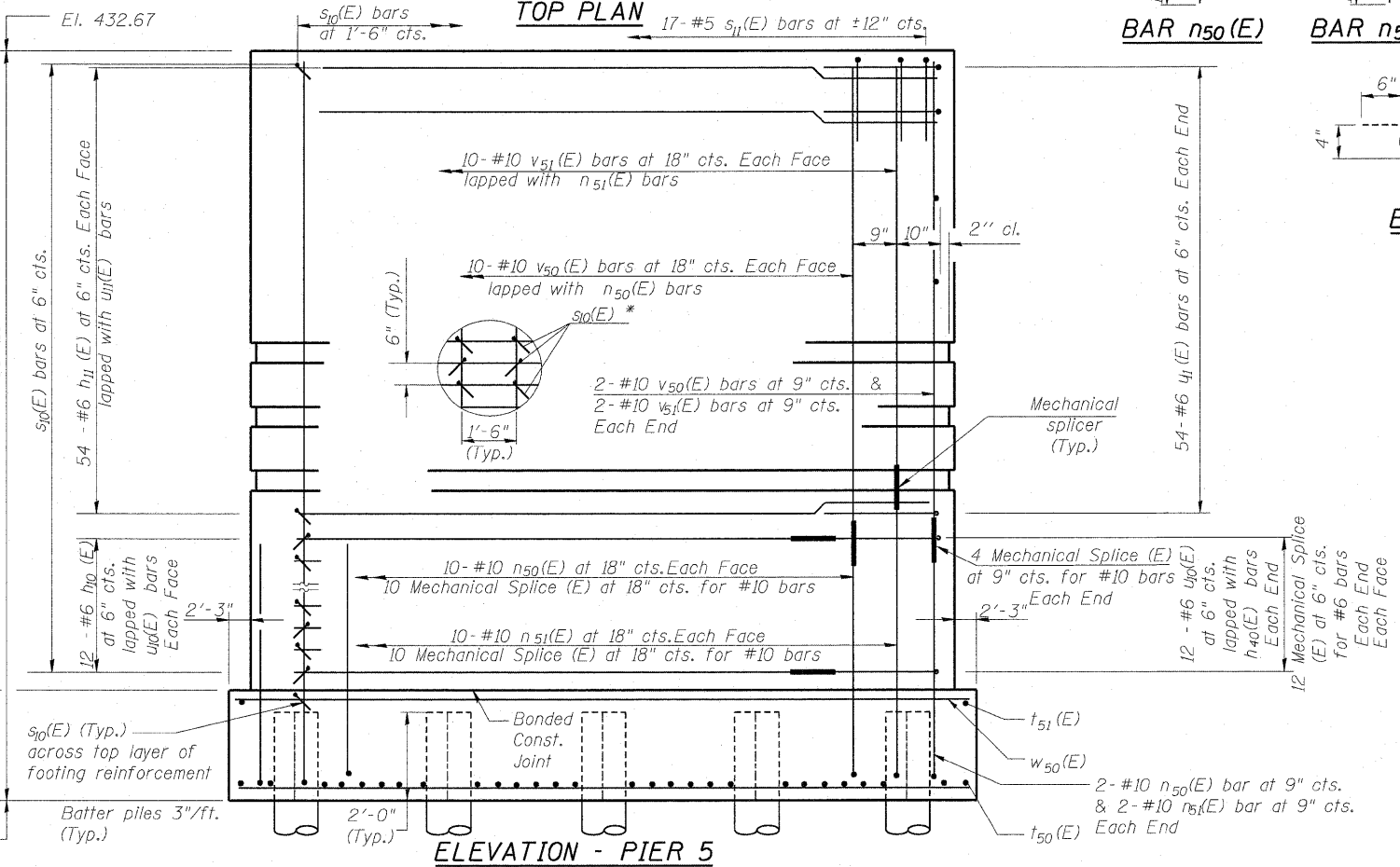


**PILE DATA - PIER 5**

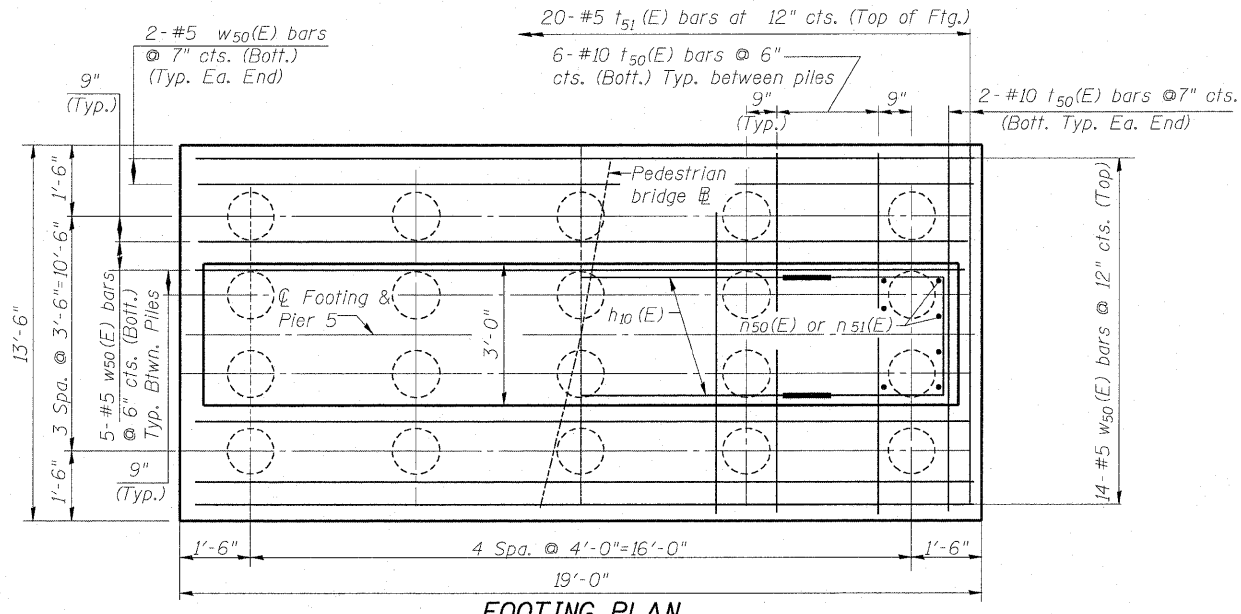
Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 330 kips  
 Allowable Resistance Available: 110 kips  
 Estimated Pile Length: 88 ft  
 Number of Production Piles: 20  
 Number of Test Piles: 0



**END VIEW**  
N.T.S.



**ELEVATION - PIER 5**  
(Looking East)  
N.T.S.



**FOOTING PLAN**  
N.T.S.

\* Arrange s\_10(E) bars in a grid pattern at intersection of n\_50(E) or n\_51(E) or v\_50(E) or v\_51(E) and h\_10(E) or h\_11(E) or u\_10(E) or u\_11(E). Orientation of 180° hook shall also be alternate.

**BILL OF MATERIAL**

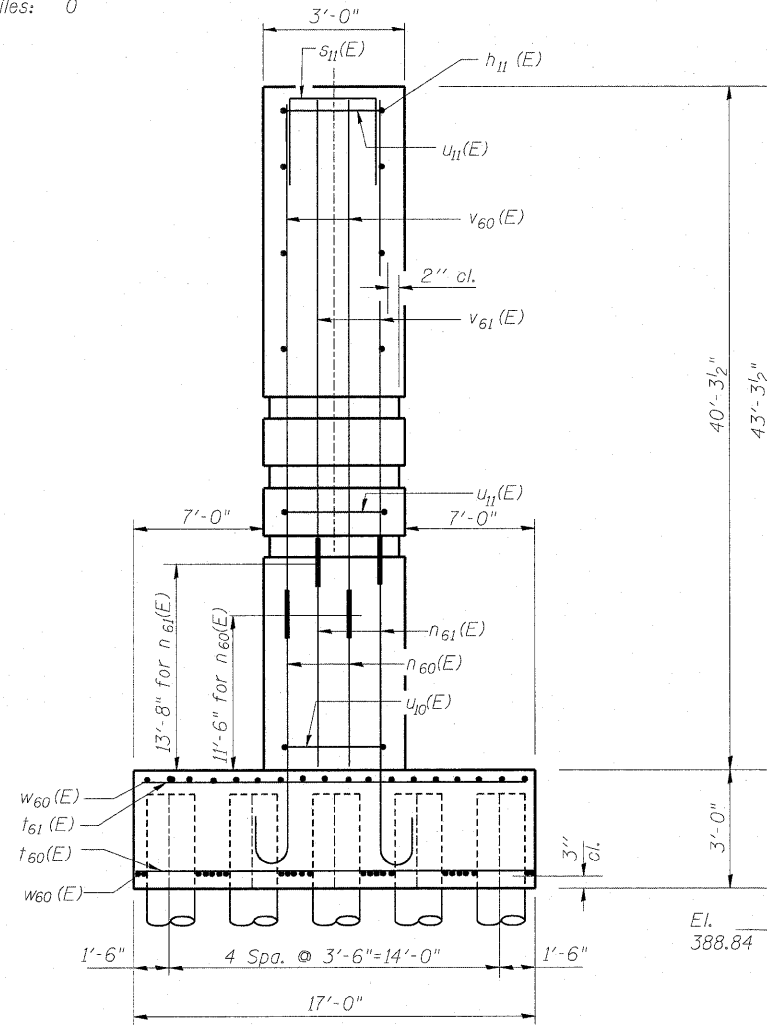
Bar	No.	Size	Length	Shape
h <sub>10</sub> (E)	24	#6	12'- 7"	—
h <sub>11</sub> (E)	108	#6	15'- 11"	—
n <sub>50</sub> (E)	24	#10	14'- 2"	U
n <sub>51</sub> (E)	24	#10	16'- 4"	U
s <sub>10</sub> (E)	670	#4	3'- 3 1/2"	L
s <sub>11</sub> (E)	17	#5	5'- 7"	L
t <sub>50</sub> (E)	28	#10	13'- 2"	—
t <sub>51</sub> (E)	20	#5	13'- 2"	—
u <sub>10</sub> (E)	24	#6	5'- 9"	U
u <sub>11</sub> (E)	108	#6	7'- 9"	U
v <sub>50</sub> (E)	24	#10	22'- 5"	—
v <sub>51</sub> (E)	24	#10	20'- 3"	—
w <sub>50</sub> (E)	33	#5	18'- 8"	—
Structure Excavation		Cu. Yd.	59.6	
Concrete Structures		Cu. Yd.	89	
Reinforcement Bars, Epoxy Coated		Pound	16,140	
Furnishing Metal Pile Shells 12" x 0.250"		Foot	1,800	
Driving Piles		Foot	1,760	
Piles Shoes		Each	20	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	1,098	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	96	

**NOTES:**

- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For Anchor bolt details see Sheet PB-5. Truss Fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
- See Sheet PB-18 for urban design guideline.

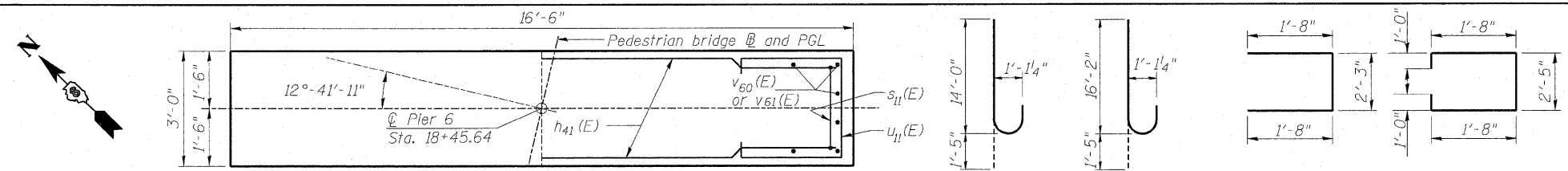
**PILE DATA - PIER 6**

Type: Metal Shell 12" dia. x 1/4" wall with Pile Shoes  
 Nominal Required Bearing: 330 kips  
 Allowable Resistance Available: 110 kips  
 Estimated Pile Length: 53 ft  
 Number of Production Piles: 25  
 Number of Test Piles: 0

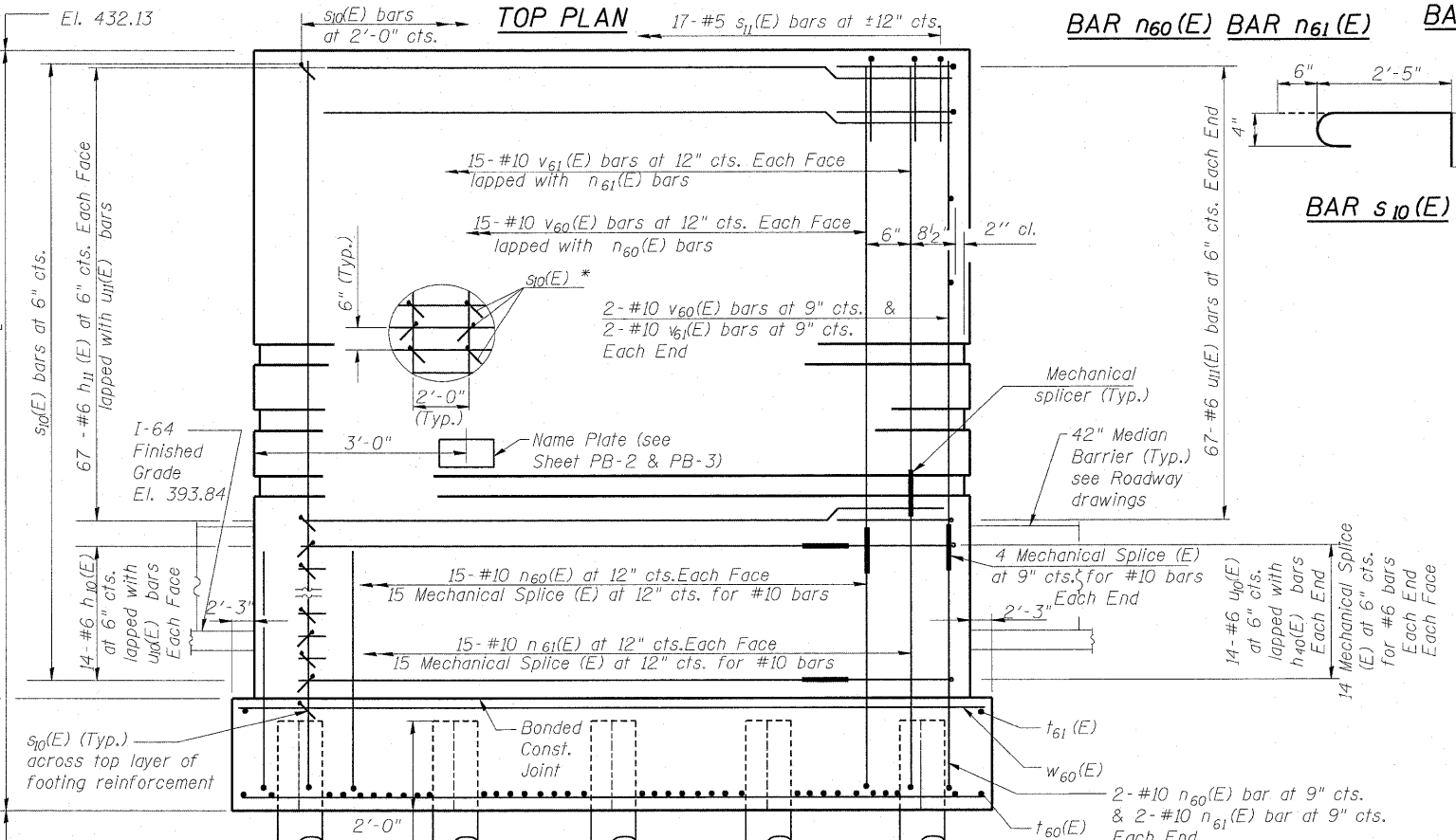


**END VIEW**  
N.T.S.

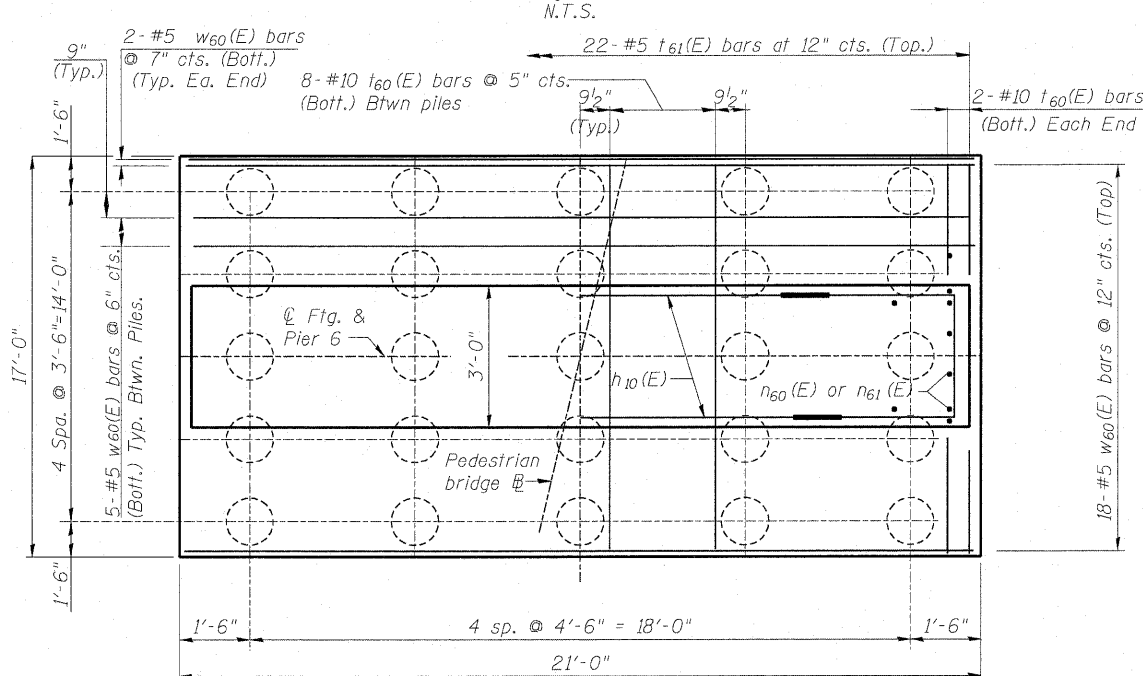
\* Arrange  $s_{10}(E)$  bars in a grid pattern at intersection of  $n_{60}(E)$  or  $n_{61}(E)$  or  $v_{60}(E)$  or  $v_{61}(E)$  and  $h_{10}(E)$  or  $h_{11}(E)$  or  $u_{10}(E)$  or  $u_{11}(E)$ . Orientation of 180° hook shall also be alternate.



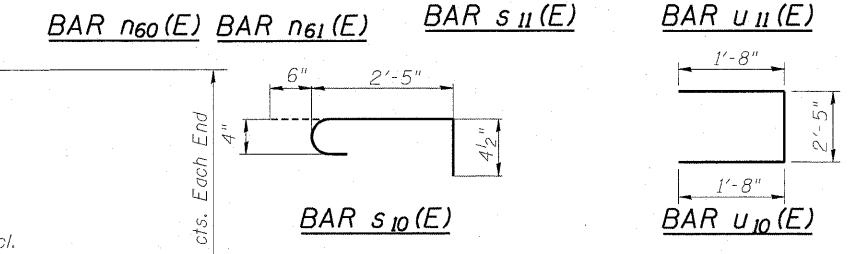
**TOP PLAN**



**ELEVATION - PIER 6**  
(Looking East)  
N.T.S.



**FOOTING PLAN**  
N.T.S.



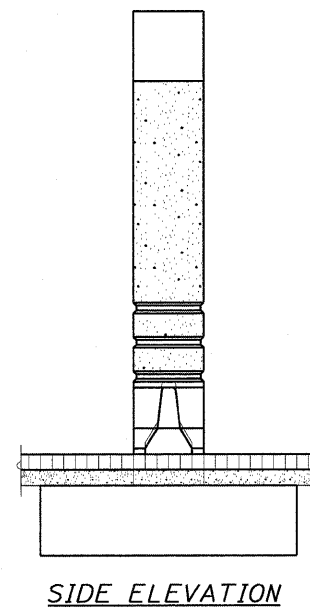
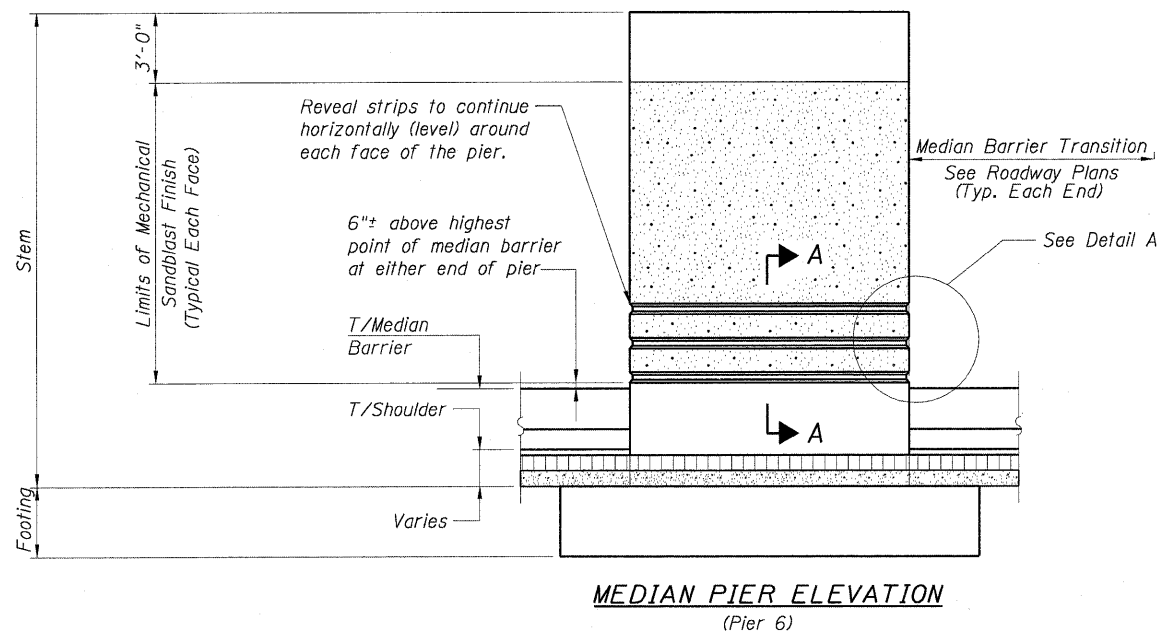
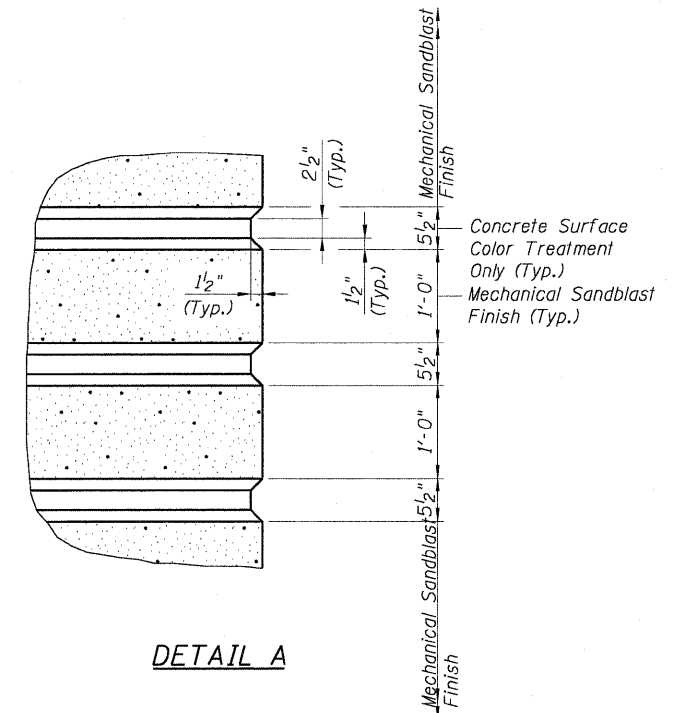
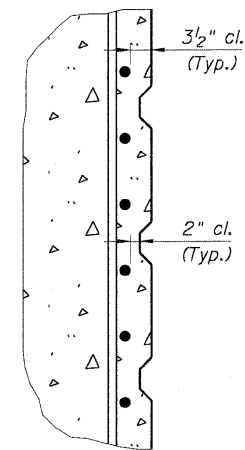
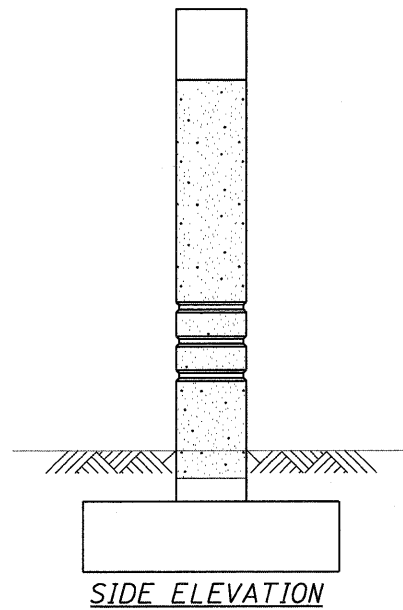
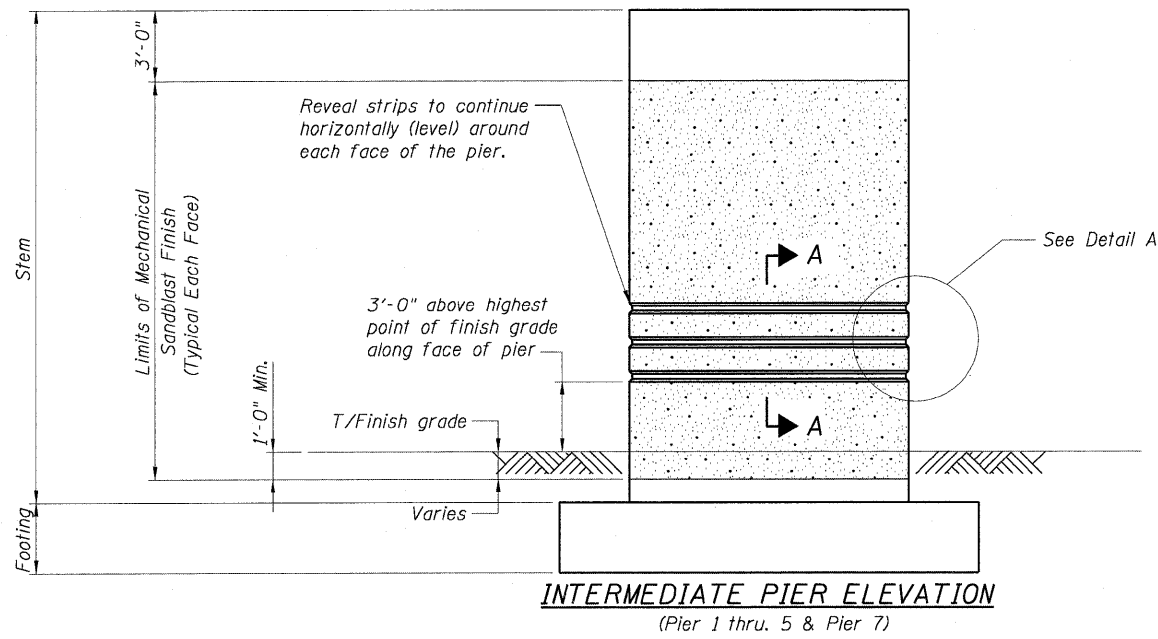
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$h_{10}(E)$	28	#6	12'- 7"	—
$h_{11}(E)$	134	#6	15'- 11"	—
$n_{60}(E)$	34	#10	15'- 5"	U
$n_{61}(E)$	34	#10	17'- 7"	U
$s_{10}(E)$	656	#4	3'- 3 1/2"	U
$s_{11}(E)$	17	#5	5'- 7"	U
$t_{60}(E)$	36	#10	16'- 8"	—
$t_{61}(E)$	22	#5	16'- 8"	—
$u_{10}(E)$	28	#6	5'- 9"	U
$u_{11}(E)$	134	#6	7'- 9"	U
$v_{60}(E)$	34	#10	28'- 7"	—
$v_{61}(E)$	34	#10	26'- 5"	—
$w_{60}(E)$	42	#5	20'- 8"	—
Structure Excavation		Cu. Yd.	97.2	
Concrete Structures		Cu. Yd.	114	
Reinforcement Bars, Epoxy Coated		Pound	23,820	
Furnishing Metal Pile Shells 12" x 0.250"		Foot	1,375	
Driving Piles		Foot	1,325	
Pile Shoes		Each	25	
Concrete Sealer		Sq. Ft.	50	
Mechanical Sandblast Finish		Sq. Ft.	1,272	
Concrete Surface Color Treatment		Sq. Ft.	66	
Mechanical Splice		Each	124	

**NOTES:**

- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For Anchor bolt details see Sheet PB-5. Truss fabricator shall determine size & location of anchor bolts. Cost included with Pedestrian Truss Superstructure.
- See Sheet PB-18 for urban design guideline.



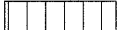





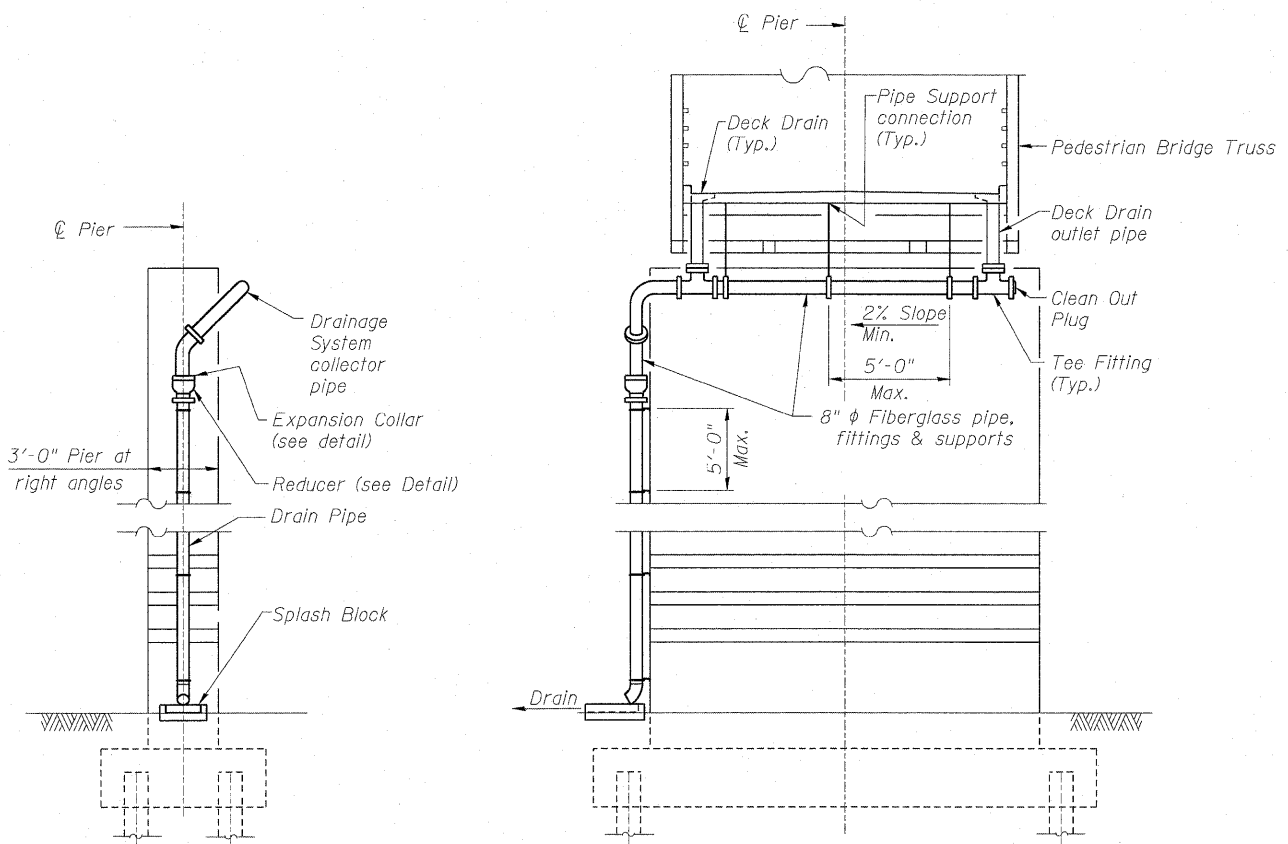
**NOTES:**

1. For actual pier dimensions and reinforcing see individual bridge plan sets.
2. Concrete Surface Color Treatment will be paid for per square foot of reveals colored. Forming of reveals is included in the cost of "Concrete Structures".
3. Mechanical Sandblast Finish will be paid for per square foot of finished surface.

**LEGEND:**

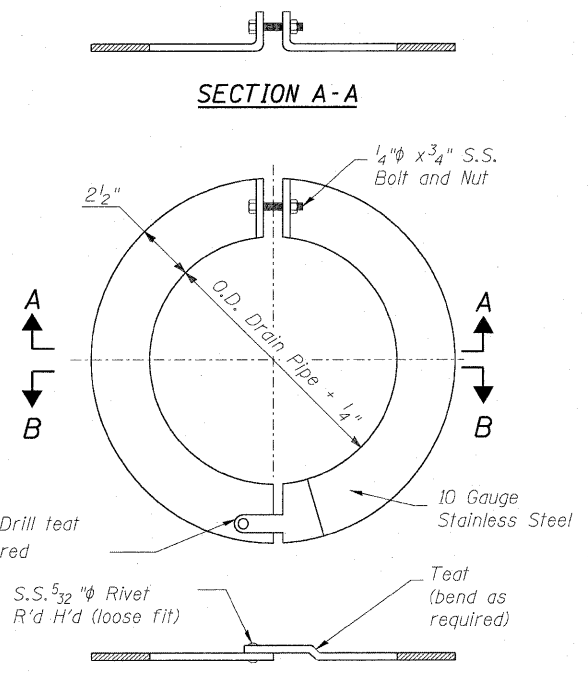
-  Limits of Mechanical Sandblast Finish
-  Earth
-  Shoulder Paving
-  Sub Base

FILE NAME = 082-0394_76C47_S18_PIER-08.dgn	USER NAME = bhotta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>URBAN DESIGN GUIDELINES SOLID PIER ENHANCEMENTS STRUCTURE NO. 082-0394</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 59
	PLOT SCALE = 0:1 1/4" = 1"	DRAWN - MK	REVISED -			CONTRACT NO. 76C47				
	PLOT DATE = 5/4/2009	CHECKED - ATB	REVISED -			ILLINOIS FED. AID PROJECT				
	DATE - 05/01/09	REVISED -								
SCALE:					SHEET NO. OF SHEETS STA. TO STA.					

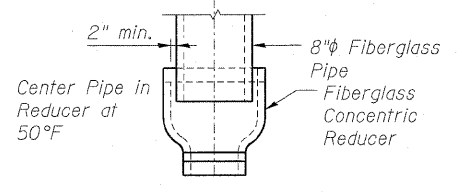


**SIDE VIEW**  
(Looking South)

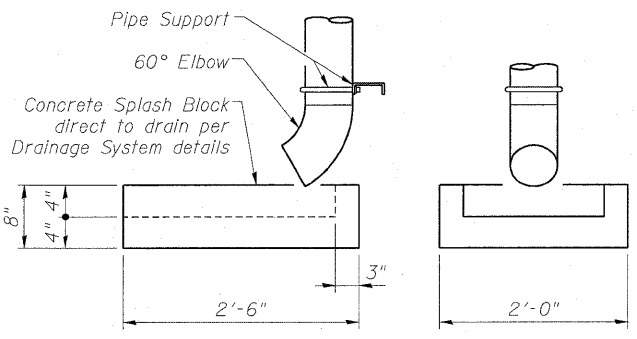
**DRAINAGE SYSTEM AT PIER 4 & 7**  
(Looking East)



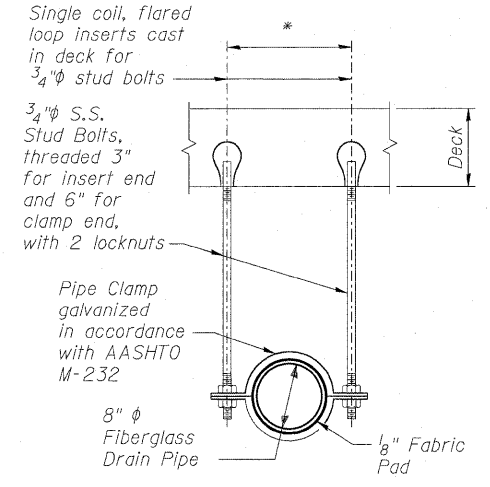
**SECTION B-B**  
**DETAIL OF EXPANSION COLLAR**



**REDUCER DETAIL**

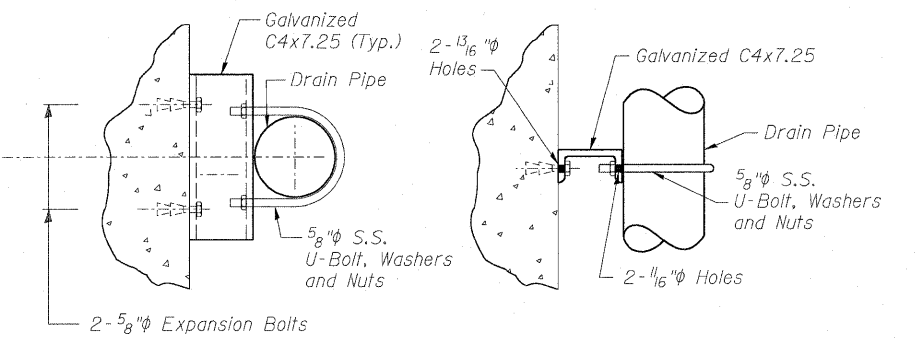


**DETAIL OF SPLASH BLOCK**



**PIPE SUPPORT DETAIL**

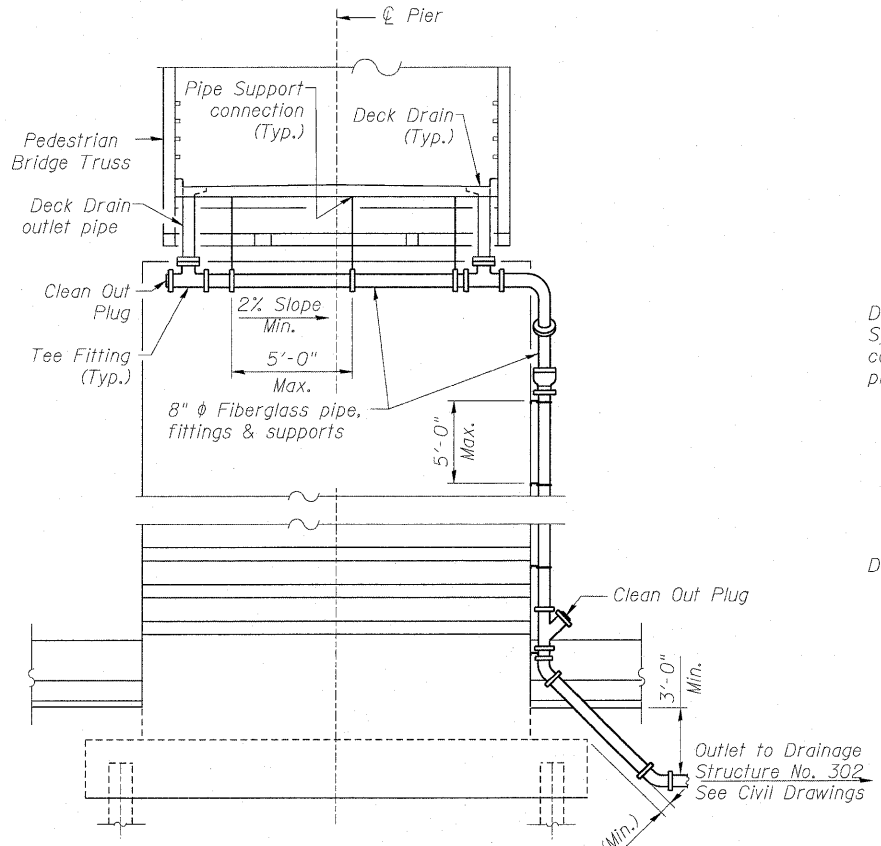
\* Dimension as required by Pipe Clamp



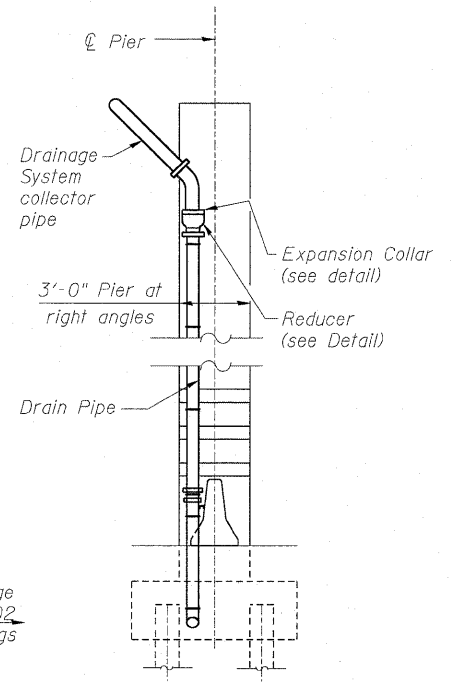
**PLAN**

**ELEVATION**

**PIPE SUPPORT DETAIL**



**DRAINAGE SYSTEM AT PIER 6**  
(Looking East)



**SIDE VIEW**  
(Looking North)

**NOTE:**

1. S.S. denotes Stainless Steel.
2. Work shall be according to Special Provision "Drainage System".
3. See Sheet PB-1 & PB-2 for location of Deck Drains.

**BILL OF MATERIAL**

Item	Unit	Total
Drainage System	L Sum	1









BORING NO. PB-203A (1 OF 3)



SOIL BORING LOG

Page 1 of 3

Date 3/28/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY RLH  
 SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
 COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Description	Elev. (ft)	D E P T H	B L O W S	U C S	M O I S T U R E
062-0394 NA					Surface Water Elev. Unknown					
					Stream Bed Elev. Unknown					
PB-203A 18+55					Groundwater Elev. First Encounter 385.7 ft					
					Upon Completion **					
					After ** Hrs. **					
					Ground Surface Elev. 393.66 ft					
					Asphalt over concrete - 12 inches (FILL) 392.66					
					Brown, SILTY LOAM (FILL) 2					
					Brown, MEDIUM GRAINED SAND (FILL) 391.66 8					
					1					
					2					
					2					
					2					
					1					
					1					
					0					
					385.7					
					Very loose to loose, brown to gray, SANDY LOAM 2					
					1					
					See Gradation Test Results 1					
					0					
					1					
					4					
					3					
					4					
					6					
					378.16					
					Soft, gray, SILTY LOAM 4					
					2					
					2					
					358.66					
					Medium dense, gray, MEDIUM GRAINED SAND 3					
					0					
					1					
					2					

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

BBS, from 137 (Rev. 8-99)

BORING NO. PB-203A (2 OF 3)



SOIL BORING LOG

Page 2 of 3

Date 3/28/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY RLH  
 SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
 COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Description	Elev. (ft)	D E P T H	B L O W S	U C S	M O I S T U R E
062-0394 NA					Surface Water Elev. Unknown					
					Stream Bed Elev. Unknown					
PB-203A 18+55					Groundwater Elev. First Encounter 385.7 ft					
					Upon Completion **					
					After ** Hrs. **					
					Ground Surface Elev. 393.66 ft					
					Medium dense, gray, MEDIUM GRAINED SAND (continued) 351.66					
					Medium dense, gray, FINE GRAINED SAND 331.66					
					8					
					11					
					2					
					8					
					See Gradation Test Results -45					
					13					
					13					
					346.66					
					Dense, gray, MEDIUM GRAINED SAND 10					
					9					
					20					
					5					
					24					
					6					
					341.66					
					Dense, gray, FINE GRAINED SAND 16					
					16					
					16					
					18					
					55					
					13					
					18					
					27					

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

BBS, from 137 (Rev. 8-99)

BORING NO. PB-203A (3 OF 3)



SOIL BORING LOG

Page 3 of 3

Date 3/28/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY RLH  
 SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
 COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Description	Elev. (ft)	D E P T H	B L O W S	U C S	M O I S T U R E
062-0394 NA					Surface Water Elev. Unknown					
					Stream Bed Elev. Unknown					
PB-203A 18+55					Groundwater Elev. First Encounter 385.7 ft					
					Upon Completion **					
					After ** Hrs. **					
					Ground Surface Elev. 393.66 ft					
					Medium dense to dense, gray, MEDIUM GRAINED SAND (continued) 303.66					
					12					
					17					
					26					
					End of Boring 393.66					

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

BBS, from 137 (Rev. 8-99)

FILE NAME = 082-0394_76C47_523.BOR-04.dgn	USER NAME = bhosha	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BORING LOGS STRUCTURE NO. 082-0394</b>	F.A. RTE. 64	SECTION 82-1-1HR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 64
PLOT SCALE = 0:1" = 1'-0"	CHECKED - ATB	REVISED -	REVISED -			CONTRACT NO. 76C47				
PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										

BORING NO. PB-204 (1 OF 3)



SOIL BORING LOG

Page 1 of 3

Date 10/25/01

ROUTE FAI 64 DESCRIPTION Trilevel Interchange - East St. Louis Mitigation LOGGED BY E.J.N.

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs	(ft)	(ft)	(tsf)	(%)
082-0394	NA	PB-204	19+61	8.00ft right	413.95					Unknown	Unknown	**	**	**	**	**				
CONCRETE (FILL) - 7 inches																				
Crushed limestone GRAVEL (FILL) - 7 inches																				
Medium stiff, dark gray, CLAY																				
Stiff to very stiff, dark brown and gray mottled, SILTY CLAY																				
Stiff, gray, SILTY CLAY LOAM																				
Medium stiff to very stiff, grayish brown, SILT																				
Medium stiff, dark gray, SILT																				

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

BBS, from 137 (Rev. 8-99)

BORING NO. PB-204 (2 OF 3)



SOIL BORING LOG

Page 2 of 3

Date 10/25/01

ROUTE FAI 64 DESCRIPTION Trilevel Interchange - East St. Louis Mitigation LOGGED BY E.J.N.

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs	(ft)	(ft)	(tsf)	(%)
082-0394	NA	PB-204	19+61	8.00ft right	413.95					Unknown	Unknown	**	**	**	**	**				
Medium dense, dark gray, FINE GRAINED SAND (continued)																				
See Gradation Test Results																				
Very dense, gray, FINE GRAINED SAND																				
Dense to medium dense, gray, FINE TO MEDIUM GRAINED SAND																				
Medium dense, gray, MEDIUM GRAINED SAND																				

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

BBS, from 137 (Rev. 8-99)

BORING NO. PB-204 (3 OF 3)



SOIL BORING LOG

Page 3 of 3

Date 10/25/01

ROUTE FAI 64 DESCRIPTION Trilevel Interchange - East St. Louis Mitigation LOGGED BY E.J.N.

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs	(ft)	(ft)	(tsf)	(%)
082-0394	NA	PB-204	19+61	8.00ft right	413.95					Unknown	Unknown	**	**	**	**	**				
Medium dense, gray, MEDIUM GRAINED SAND (continued)																				
See Gradation Test Results																				
End of Boring																				

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

BBS, from 137 (Rev. 8-99)

FILE NAME = 082-0394_76C47_S24_BOR-05.dgn	USER NAME = bhoite	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BORING LOGS STRUCTURE NO. 082-0394</b>	F.A. NO. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 65		
PLOT SCALE = 8 1/2" = 1' IN.	CHECKED - ATB	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47				
PLOT DATE = 5/1/2001	DATE - 05/01/09	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



Benchmark RFS7: Chiseled "X" in cap bolt of fire hydrant at the Intersection 14th St. & St. Clair Ave. 59'-0" Left, Sta. 39+39 (St. Clair Ave.) Elev. 416.29  
Existing Structure: None

**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard Specifications for Highway Bridges

**DESIGN STRESSES**  
**FIELD UNITS**

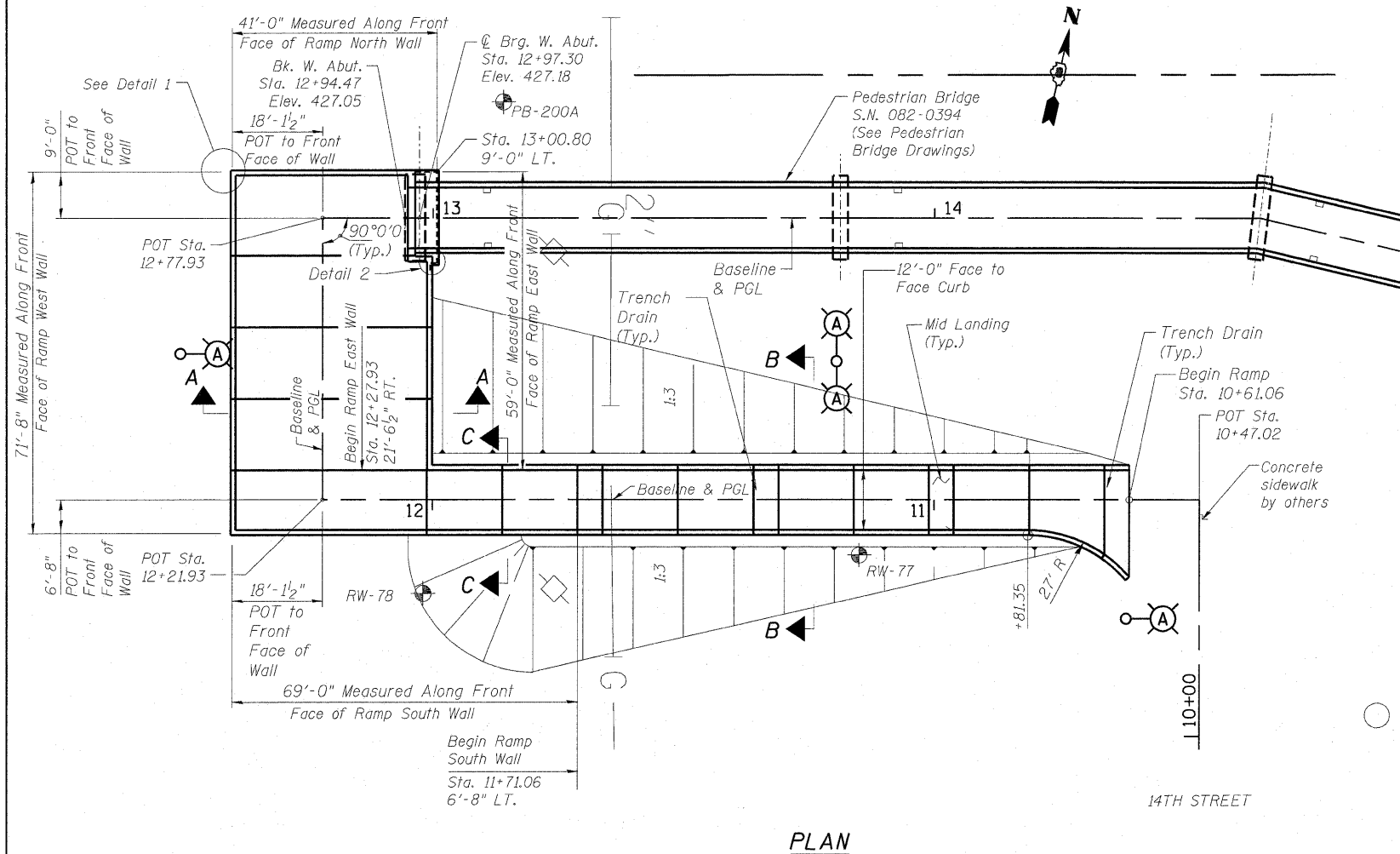
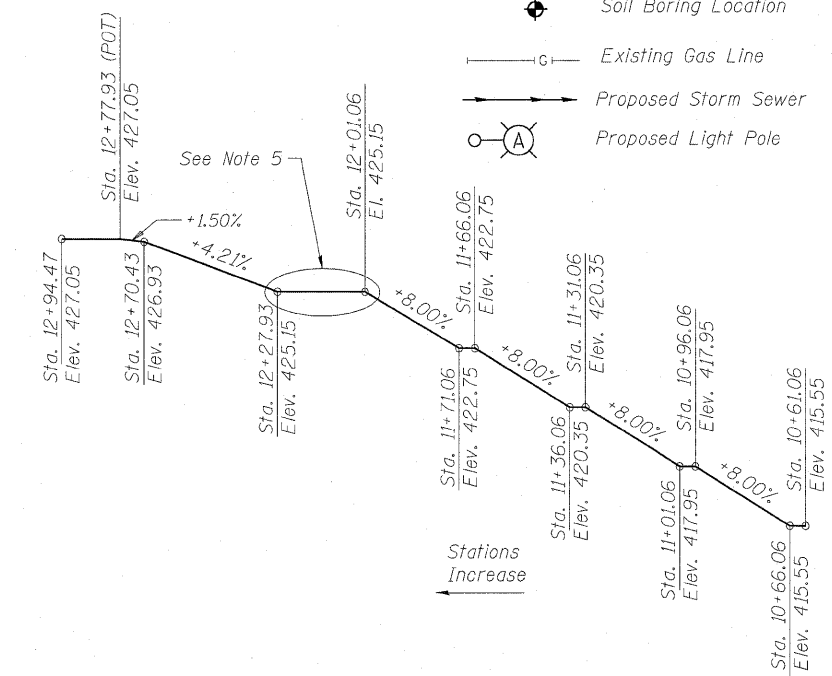
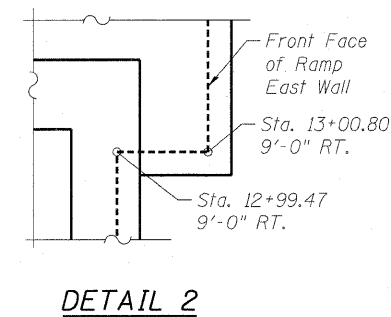
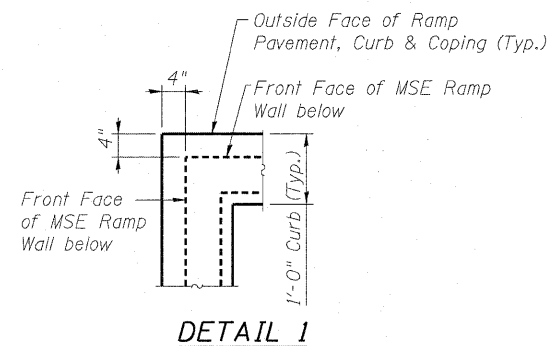
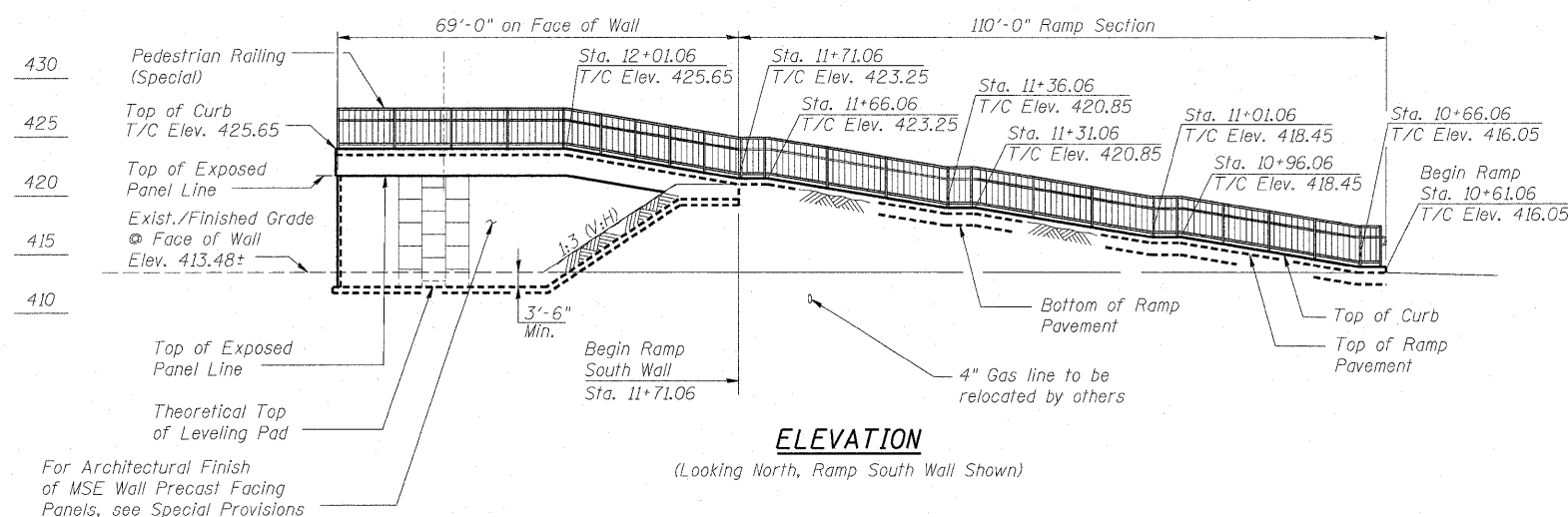
$f'_c = 3,500$  psi  
 $f'_c = 4,500$  psi (Precast Panels)  
 $f_y = 60,000$  psi (Reinf.)

**LOADING H10 & PEDESTRIAN @ 85 P.S.F.**

MSE Wall shall be designed for a min. surcharge of 85 psf.

**LEGEND**

- Soil Boring Location
- Existing Gas Line
- Proposed Storm Sewer
- Proposed Light Pole



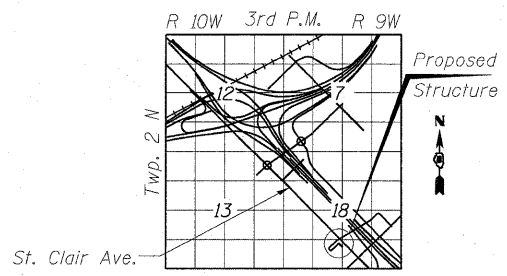
STATE OF ILLINOIS  
AMISH T. BHATT  
081-006249  
LICENSED STRUCTURAL ENGINEER  
*Amish Bhatt* 06/15/09  
AMISH T. BHATT DATE  
LICENSE EXPIRES 11/30/2010

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson (SE)*  
ENGINEER OF BRIDGES AND STRUCTURES

**INDEX OF SHEETS**

Sht. No.	Description
WA-1	GENERAL PLAN, ELEVATION & INDEX OF SHEETS
WA-2	GENERAL NOTES, BILL OF MATERIAL, & WALL SECTIONS
WA-3	WALL ELEVATIONS (1 OF 2)
WA-4	WALL ELEVATIONS (2 OF 2)
WA-5	RAMP PAVEMENT PLAN
WA-6	RAMP PAVEMENT DETAILS
WA-7	PEDESTRIAN RAILING LAYOUT
WA-8	PEDESTRIAN RAIL (SPECIAL) DETAILS
WA-9	AGGREGATE COLUMN GROUND IMPROVEMENT DETAIL
WA-10	SOIL BORING LOGS (1 OF 3)
WA-11	SOIL BORING LOGS (2 OF 3)
WA-12	SOIL BORING LOGS (3 OF 3)

- Notes:**
- See sheet WA-3 for Elev. Ramp West Wall.
  - See sheet WA-4 for Elev. Ramp North Wall.
  - See sheet WA-4 for Elev. Ramp East Wall.
  - For Section A-A, Section B-B and Section C-C, See Sheet WA-2.
  - See Sheet WA-5 for detailed grading of ramp landing between Sta. 12+01.06 to 12+27.93.

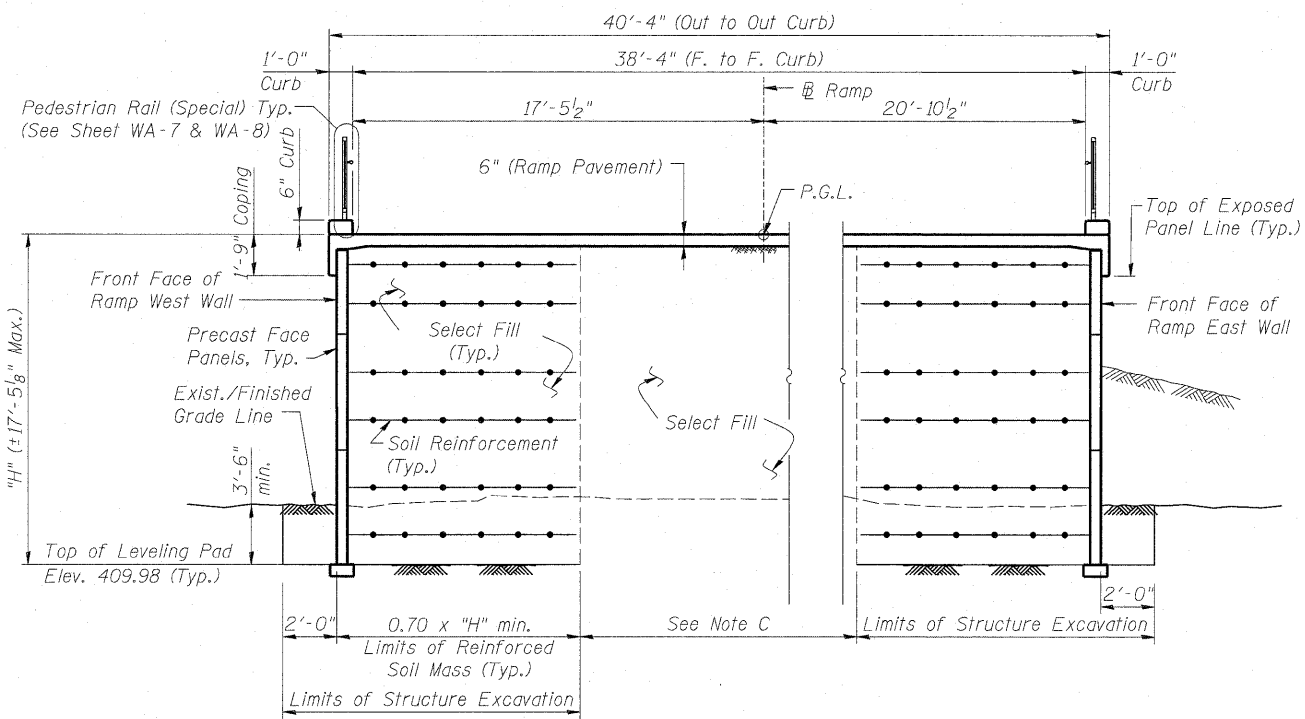


**LOCATION SKETCH**

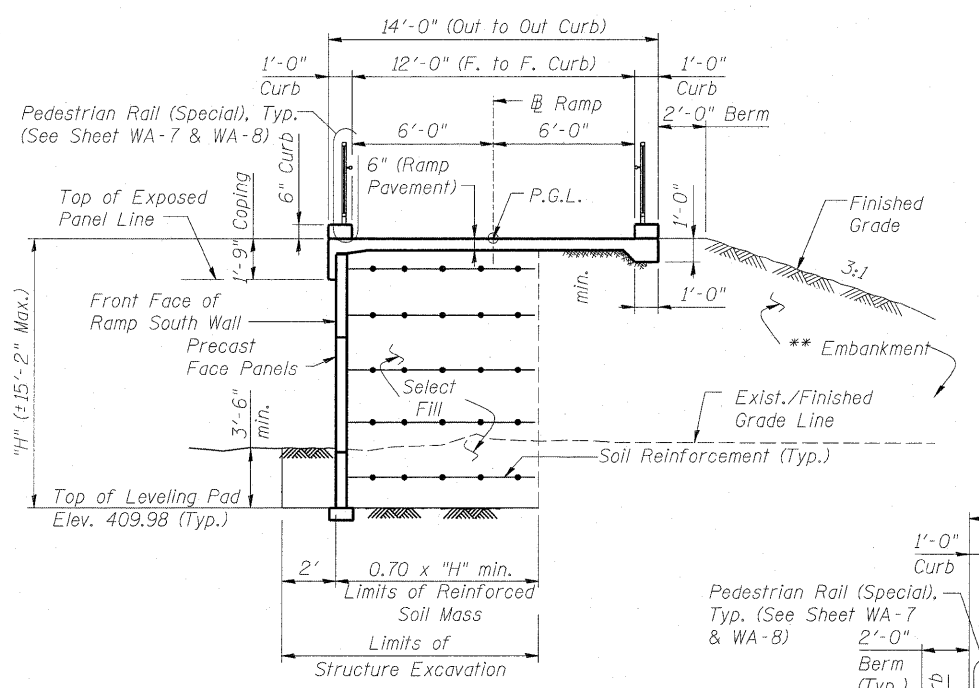
Sheet No. WA-1 of 12

FILE NAME = 082-W228-76C47_S01_CP-01.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL PLAN, ELEVATION &amp; INDEX OF SHEETS STRUCTURE NO. 082-W228</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 67
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - ATB	REVISOR -	REVISOR -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 76C47		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISOR -	REVISOR -							

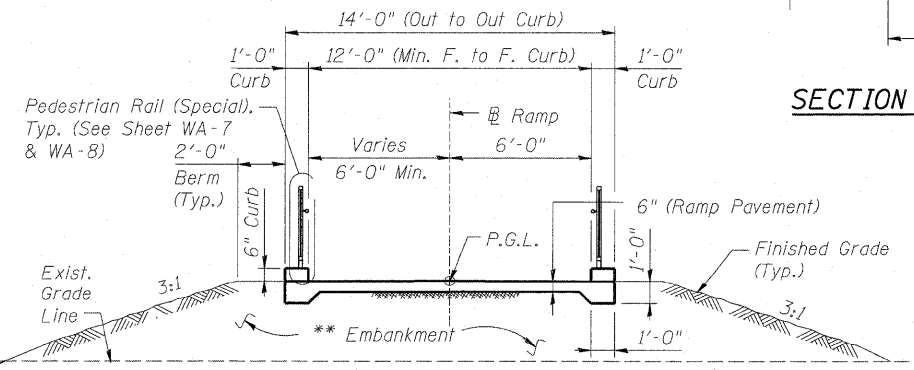




**SECTION A-A**  
(West Wall & East Wall shown  
North Wall & South Wall similar)



**SECTION C-C**



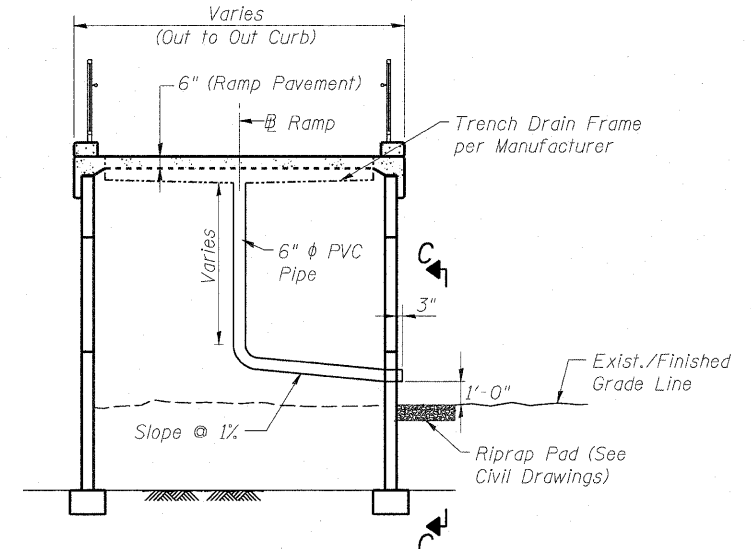
**SECTION B-B**  
(Sta. 10+61.06 to Sta. 11+71.06)

**GENERAL NOTES**

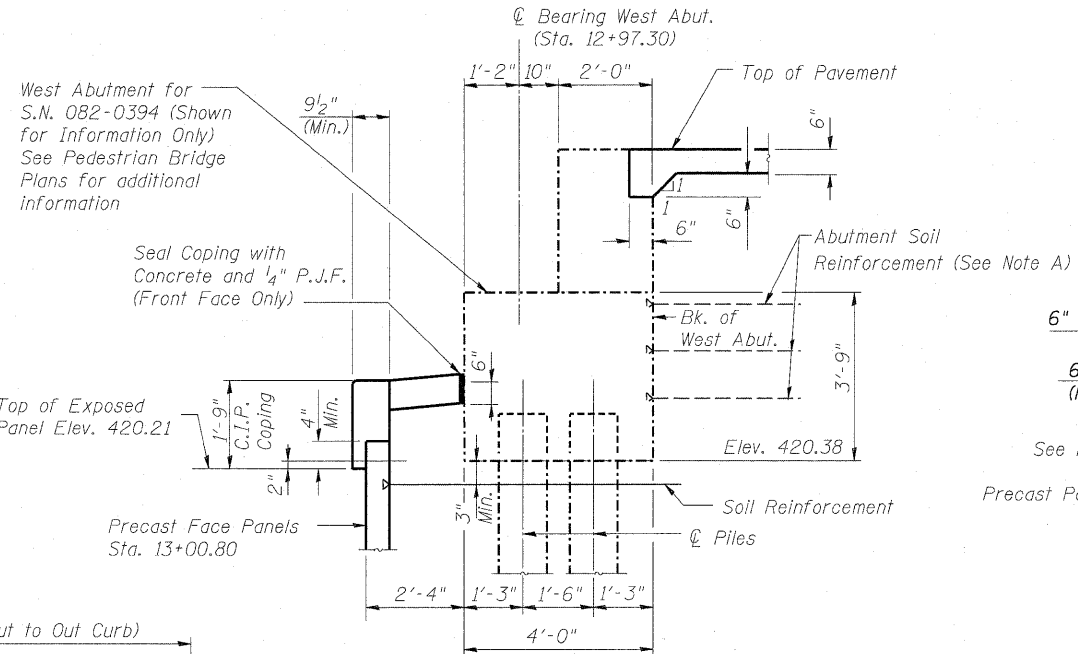
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. All construction joints shall be bonded.
3. See Special Provision for Mechanically Stabilized Earth Retaining Wall design and construction requirements.
4. Apply Bush Hammer Surface Texture to front face of all MSE wall panels. See special provision for Architectural Form Liner Finish.
5. Protective Coat shall be applied to the entire top surface of the ramp pavement and the top and inside vertical faces of curb.
6. For Aggregate Column Ground Improvement Detail See Sheet WA-9.
7. See Civil Drawings for Drainage Details.

**TOTAL BILL OF MATERIAL**

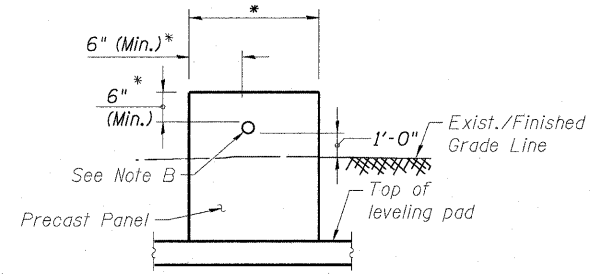
ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	264.6
Concrete Superstructure	Cu. Yd.	118.0
Reinforcement Bars, Epoxy Coated	Pound	15,340
Pedestrian Rail (Special)	Foot	480
Protective Coat	Sq. Yd.	570
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	2,866
Aggregate Column Ground Improvement	Cu. Yd.	3,525



**TYPICAL SECTION AT TRENCH DRAIN**



**SECTION THRU ABUTMENT**



**VIEW C-C**

\* Wall supplier to determine required dimensions.

**Note A**

1. The MSE Wall supplier to design the abutment soil reinforcement to resist a horizontal force of 1.80 kips/ft of abutment.
2. Cost of abutment soil reinforcement shall be included with "Mechanically Stabilized Earth Retaining Wall". Contractor shall be responsible for coordination of work between MSE ramp wall and the pedestrian bridge abutment.

**Note B**

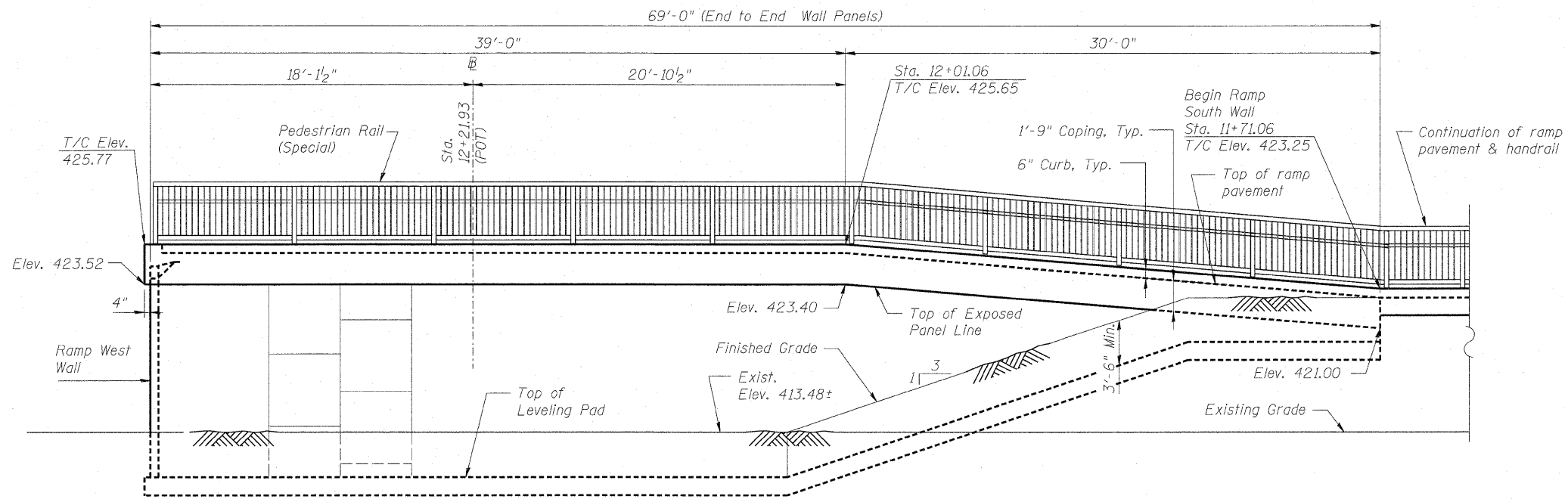
1. Wall supplier to provide opening in the precast panels for 6" φ PVC pipe. Wrap pipe at panel opening with 1/2" P.J.F. Cost shall be included with "Mechanically Stabilized Earth Retaining Wall".
2. See Civil Drawings for Trench Drain outlet location and details.

**Note C**

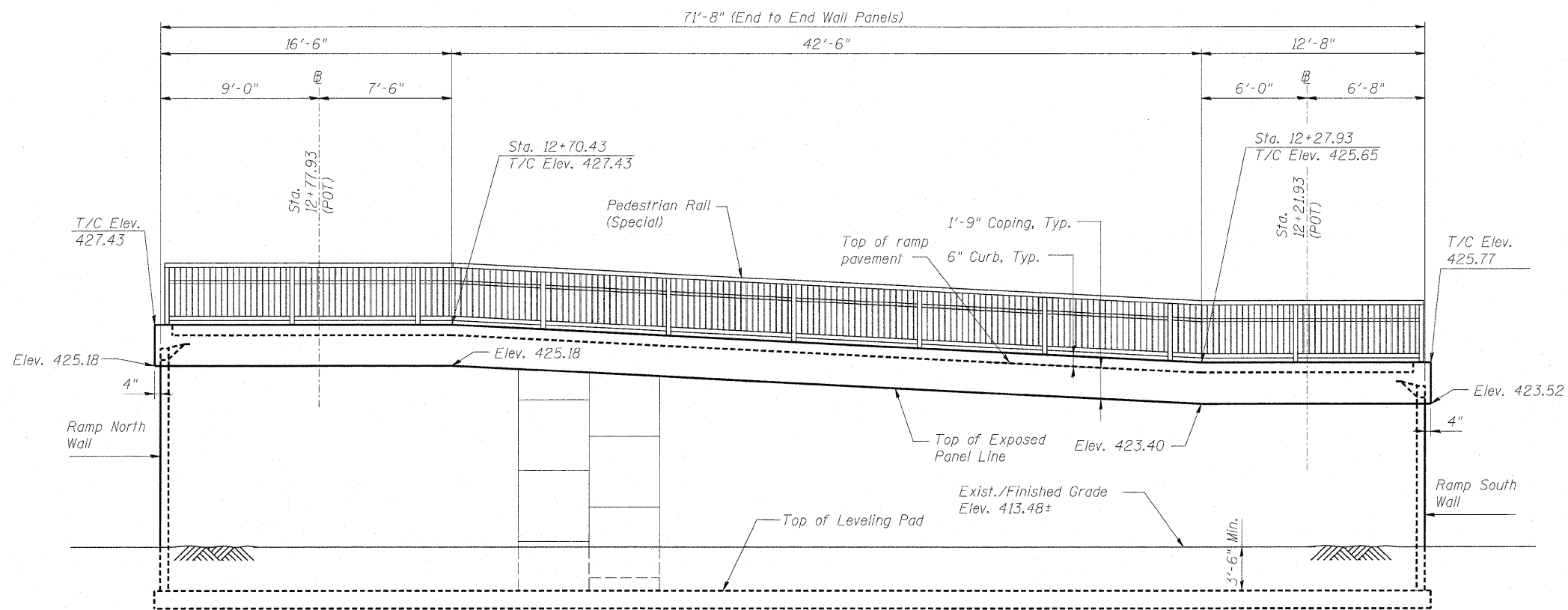
Cost of select fill between the soil reinforced wall volume shall be included with "Mechanically Stabilized Earth Retaining Wall".

\*\* Quantity of embankment outside limits of Reinforced Soil Mass is included in the civil quantities.

FILE NAME = 082-W228-76C47_S02_CN-01.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISOR -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, BILL OF MATERIAL &amp; WALL SECTIONS STRUCTURE NO. 082-W228</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 68
PLOT SCALE = 1/4" = 1' / IN.	CHECKED - ATB	DRAWN - MK	REVISOR -			CONTRACT NO. 76C47				
PLOT DATE = 6/15/2009	DATE - 05/01/09	CHECKED - ATB	REVISOR -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 05/01/09	REVISOR -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.			



**ELEVATION - RAMP SOUTH WALL**

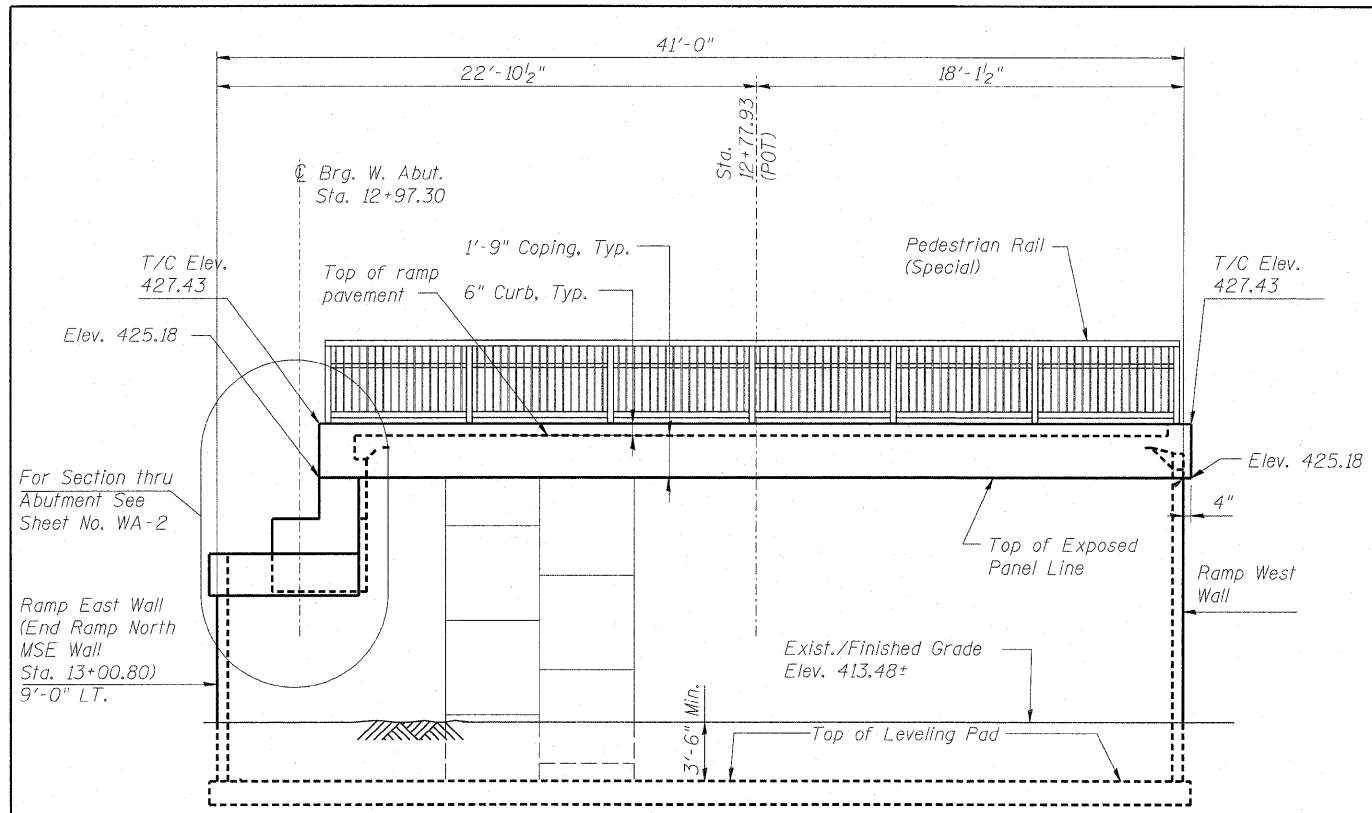


**ELEVATION - RAMP WEST WALL**

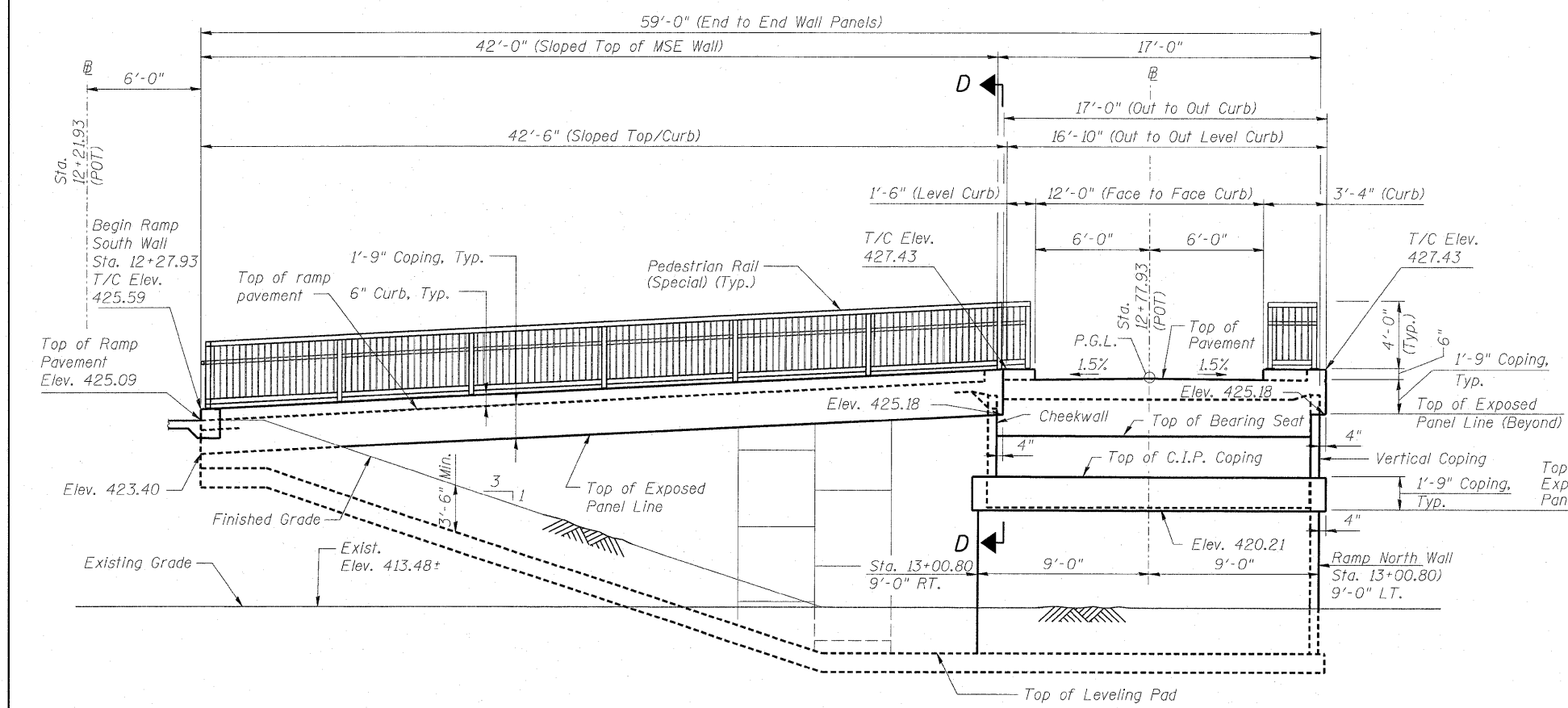
**NOTES:**

1. All dimensions are measured along the Front Face of the M.S.E wall panels.
2. All stations are referenced to the Baseline.
3. MSE Supplier to design load transfer system to accommodate PVC pipe for trench drain.

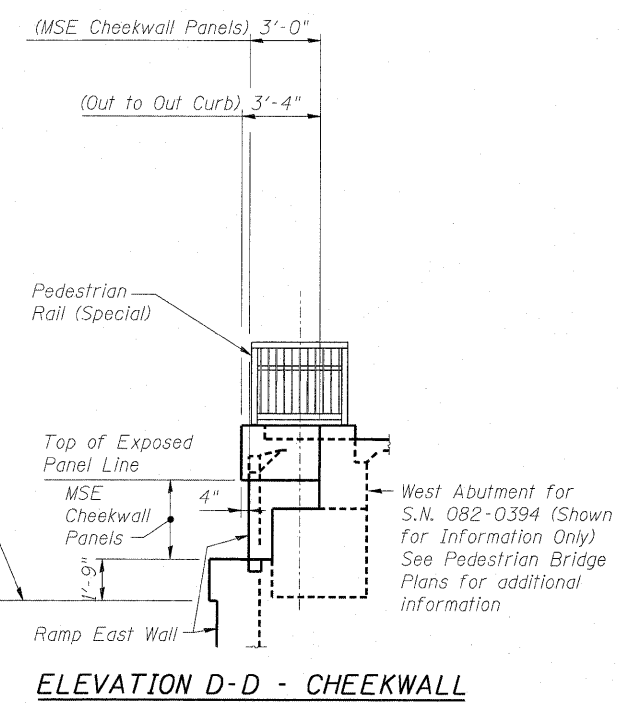
FILE NAME = 082-W228-76C47-503-CE-01.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WALL ELEVATIONS (1 OF 2) STRUCTURE NO. 082-W228</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 69
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - ATB	REVISOR -	REVISOR -			CONTRACT NO. 76C47				
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISOR -	REVISOR -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										



**ELEVATION - RAMP NORTH WALL**



**ELEVATION - RAMP EAST WALL**



**ELEVATION D-D - CHEEKWALL**

- NOTES:**
1. All dimensions are measured along the Front Face of the M.S.E wall panels.
  2. All stations are referenced to the Baseline.
  3. MSE Supplier to design load transfer system to accommodate PVC pipe for trench drain.

FILE NAME = 082-W228-76C47\_S04\_GE-02.dgn  
 USER NAME = bhatta  
 PLOT SCALE = 0.1" = 1'-0"  
 PLOT DATE = 6/15/2009

DESIGNED - DEV  
 DRAWN - MK  
 CHECKED - ATB  
 DATE - 05/01/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

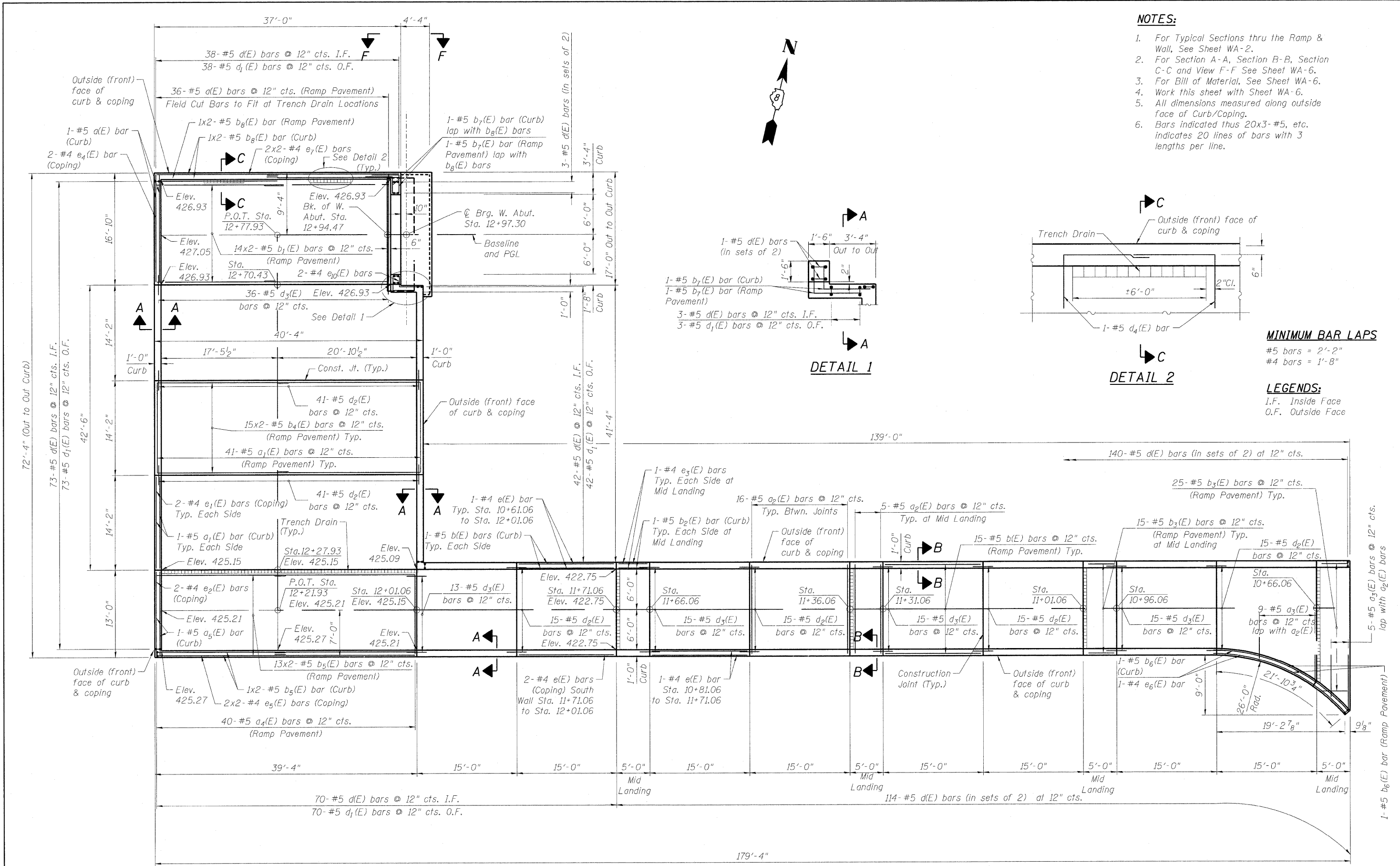
**WALL ELEVATIONS  
 (2 OF 2)  
 STRUCTURE NO. 082-W228**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	B2-1-IHBR	ST. CLAIR	93	70
CONTRACT NO. 76C47				
ILLINOIS FED. AID PROJECT				

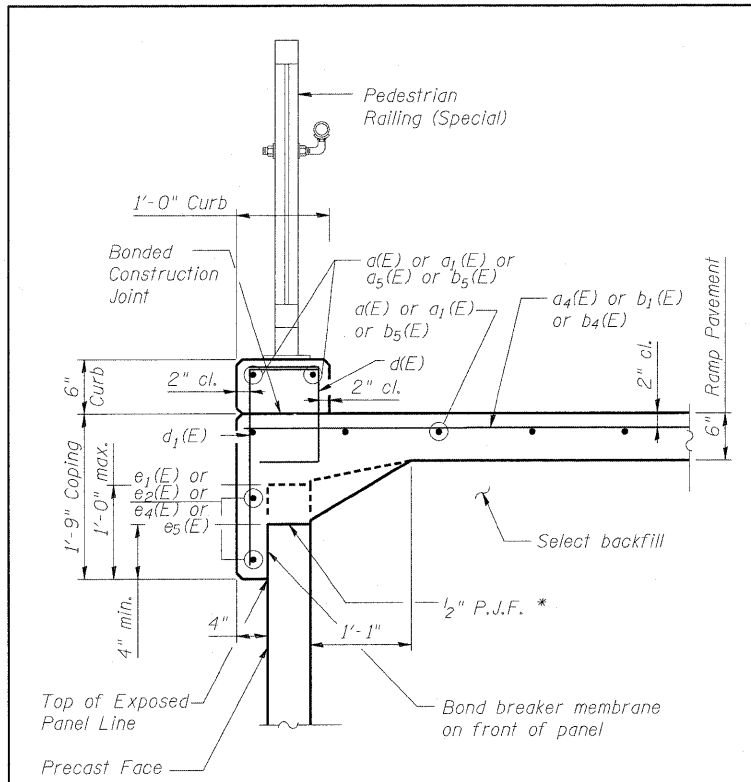
**NOTES:**

1. For Typical Sections thru the Ramp & Wall, See Sheet WA-2.
2. For Section A-A, Section B-B, Section C-C and View F-F See Sheet WA-6.
3. For Bill of Material, See Sheet WA-6.
4. Work this sheet with Sheet WA-6.
5. All dimensions measured along outside face of Curb/Coping.
6. Bars indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.



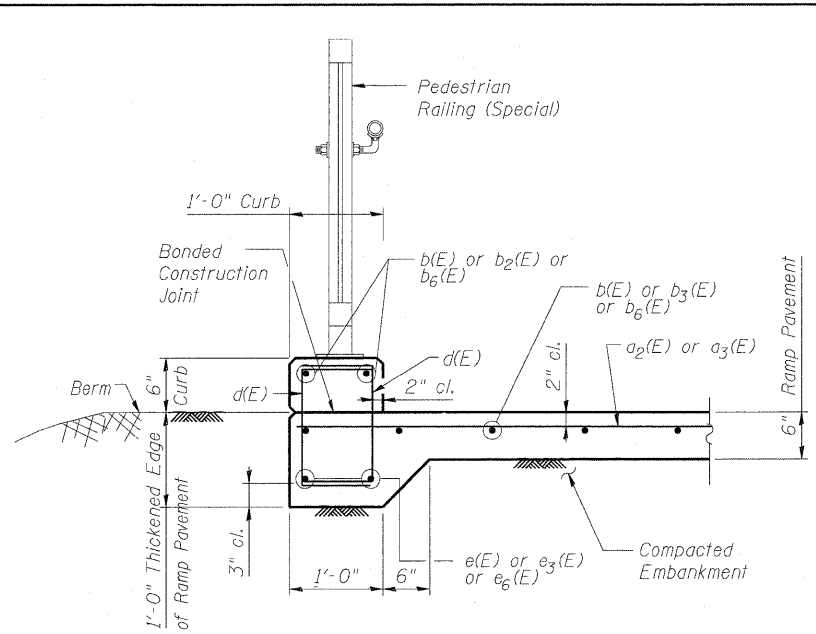
**RAMP PAVEMENT PLAN**

FILE NAME = 082-W228-76C47-S05-GD-01.dgn	USER NAME = bhothe	DESIGNED - DD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RAMP PAVEMENT PLAN STRUCTURE NO. 082-W228</b>			F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 71
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - ATB	DATE - 05/01/09	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47				
PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

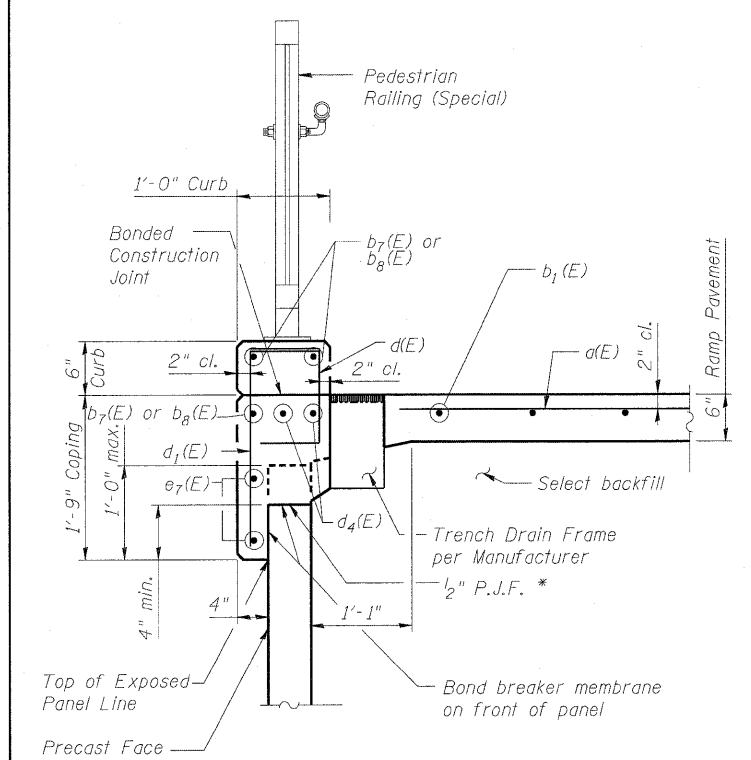
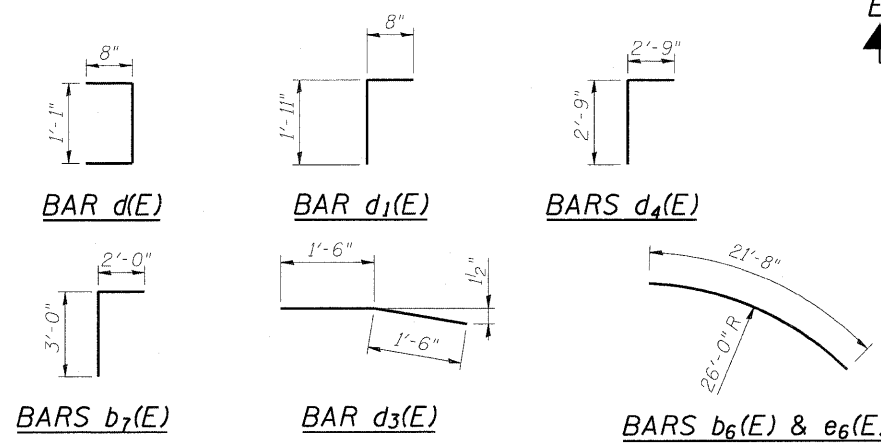


**SECTION A-A**

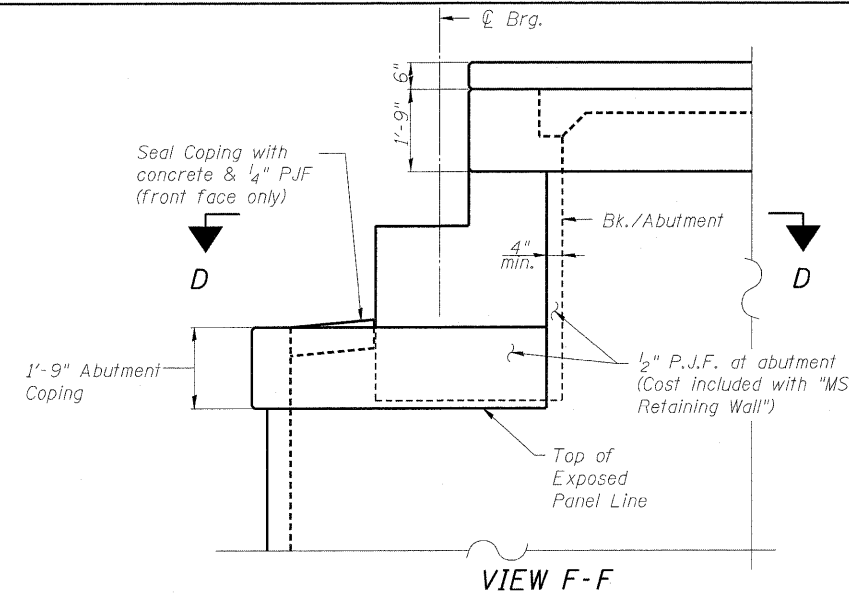
\* Contractor shall ensure that the top of the P.J.F. is clear of fill and other debris before placing ramp pavement concrete. Cost of P.J.F. included with "Concrete Superstructure".



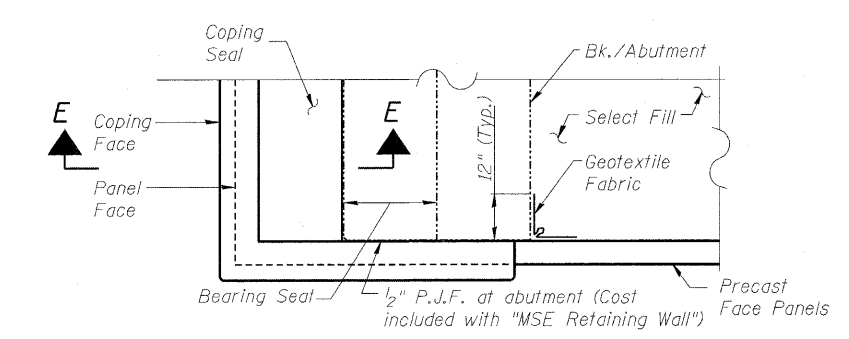
**SECTION B-B**



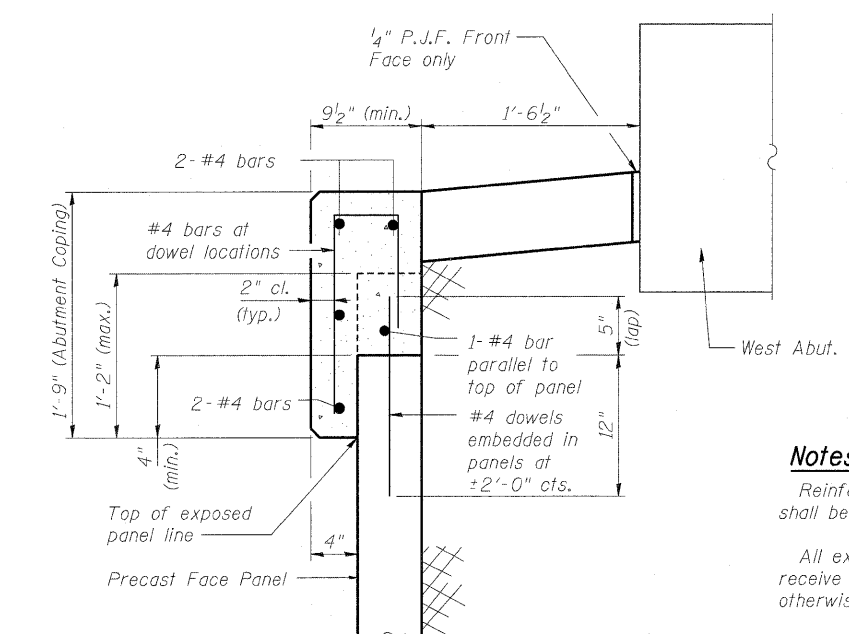
**SECTION C-C**



**VIEW F-F**



**SECTION D-D**



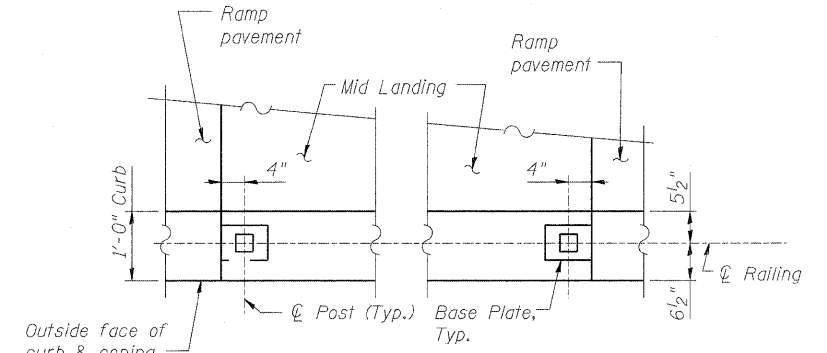
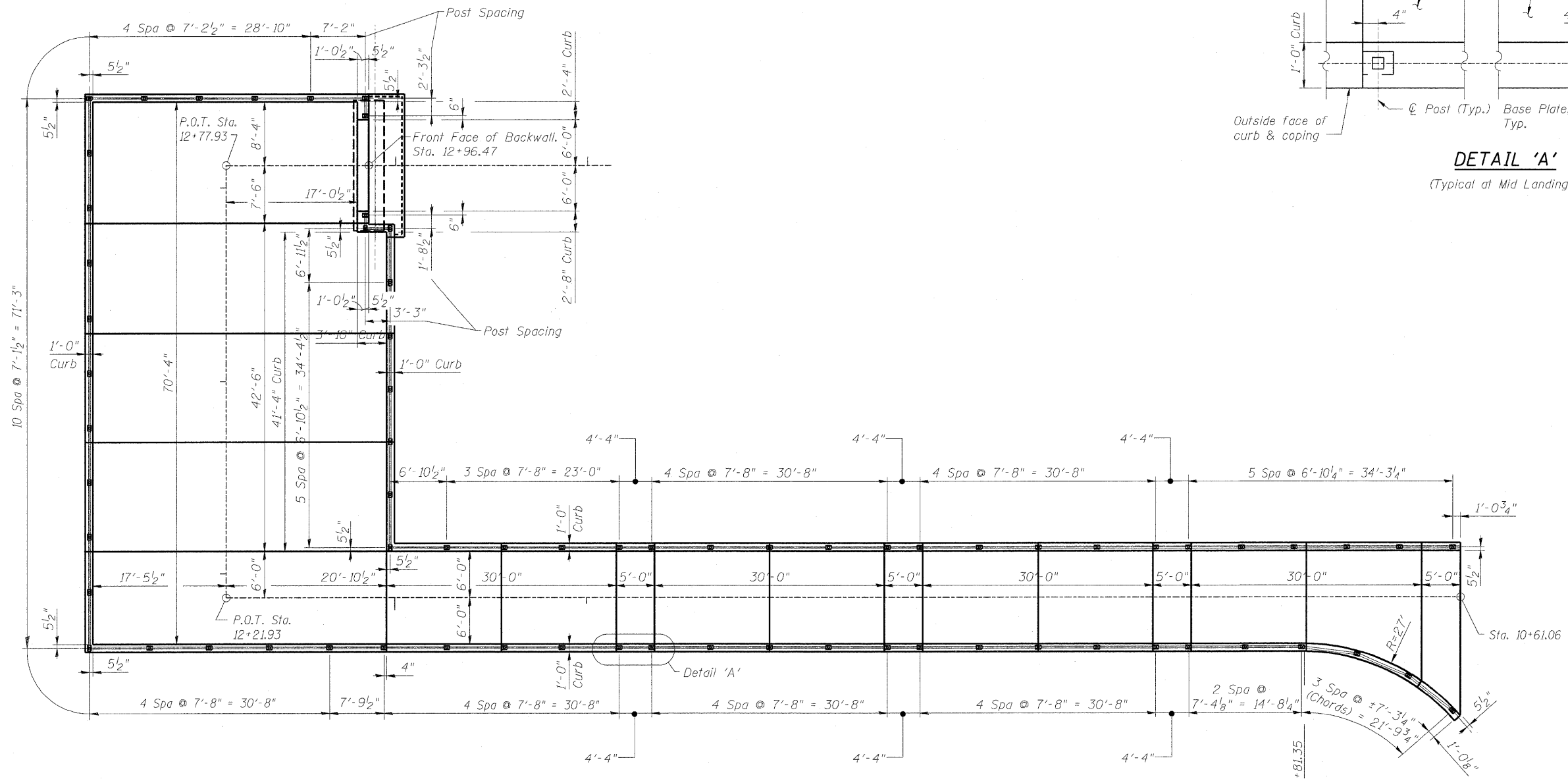
**SECTION E-E**  
(Cast In Place Coping Detail)

**NOTE:** Cost of Coping, including epoxy coated reinforcement bars, P.J.F. & bond breaker is included in the pay item "Mechanically Stabilized Earth Retaining Wall".

**RAMP PAVEMENT  
BILL OF MATERIAL**

Bar	No.	Size	Shape
d(E)	38	#5	16'-6"
a1(E)	135	#5	13'-10"
a2(E)	148	#5	13'-8"
a3(E)	14	#5	11'-2"
a4(E)	40	#5	12'-1"
a5(E)	2	#5	12'-8"
b(E)	150	#5	14'-8"
b1(E)	28	#5	18'-8"
b2(E)	14	#5	4'-8"
b3(E)	70	#5	4'-1"
b4(E)	90	#5	21'-1"
b5(E)	30	#5	20'-7"
b6(E)	4	#5	21'-8"
b7(E)	8	#5	5'-0"
b8(E)	5	#5	19'-5"
d(E)	744	#5	2'-5"
d1(E)	226	#5	2'-7"
d2(E)	142	#5	3'-0"
d3(E)	94	#5	3'-0"
d4(E)	4	#5	5'-6"
e(E)	30	#4	14'-8"
e1(E)	12	#4	13'-10"
e2(E)	2	#4	12'-8"
e3(E)	14	#4	4'-8"
e4(E)	2	#4	16'-6"
e5(E)	4	#4	20'-7"
e6(E)	2	#4	21'-8"
e7(E)	4	#4	19'-5"
Concrete Superstructure		Cu. Yd.	118.0
Reinforcement Bars, Epoxy Coated		Pound	15,340
Protective Coat		Sq. Yd.	570

**Notes:**  
Reinforcement bars designated (E) shall be epoxy coated.  
All exposed corners of concrete shall receive 3/4" chamfer unless noted otherwise.



**DETAIL 'A'**  
(Typical at Mid Landing)

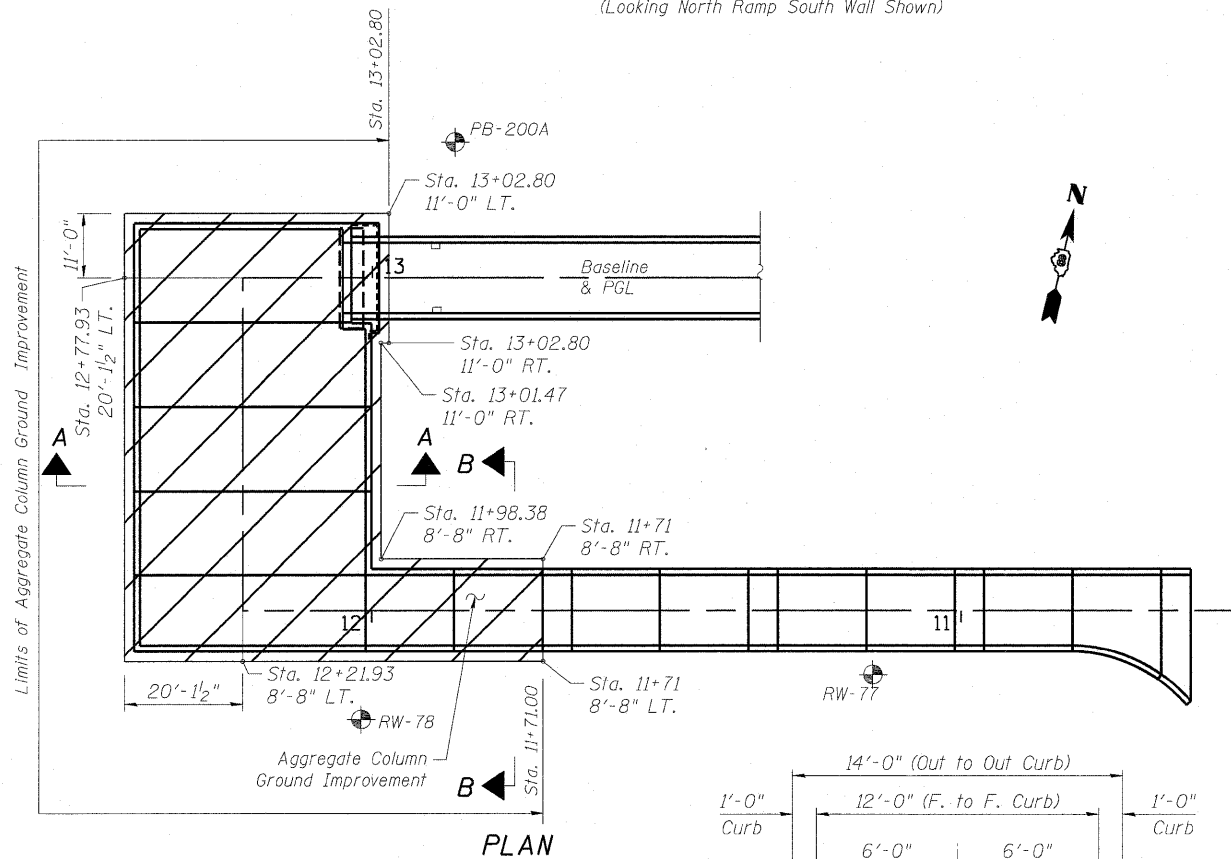
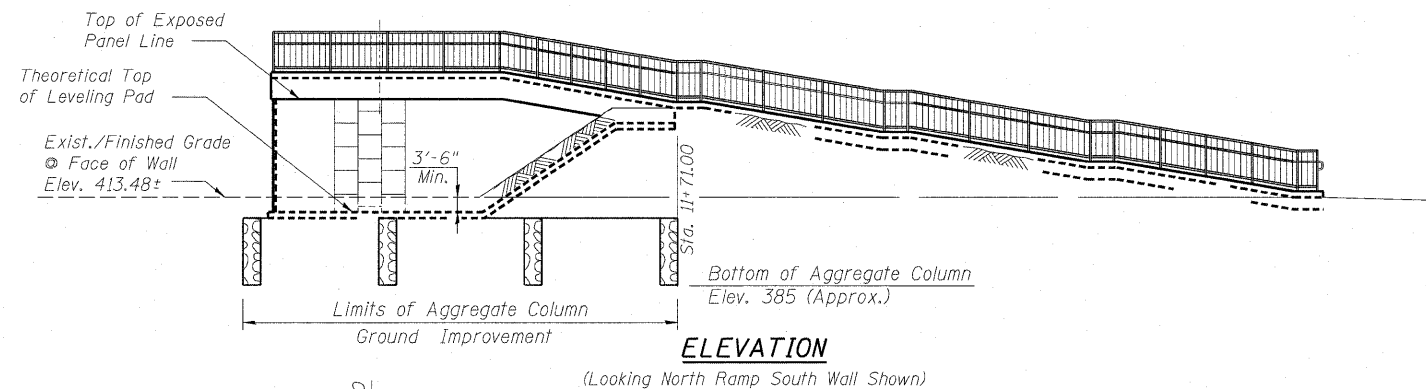
**PLAN - PEDESTRIAN RAILING LAYOUT**

- Notes:
1. Work this drawing with Sheet WA-8.
  2. All dimensions are along the centerline of posts.

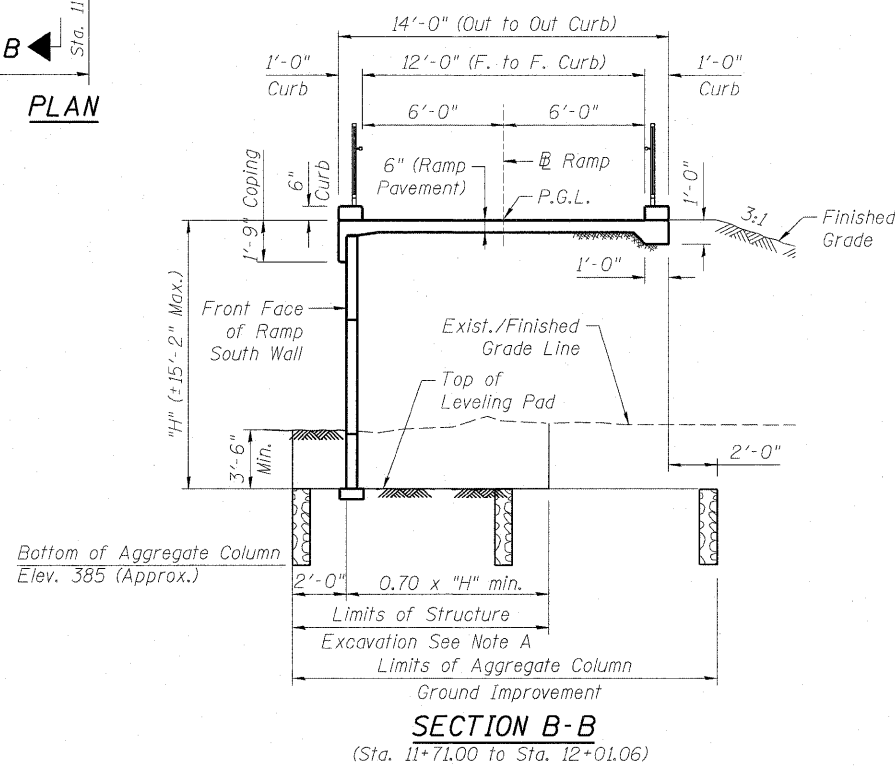
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	PLOT SCALE = 0:1' = 1/4" IN.	CHECKED - ATB	REVISED -					CONTRACT NO. 76C47				
PLOT DATE = 5/1/2009	DATE - 05/01/09	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	





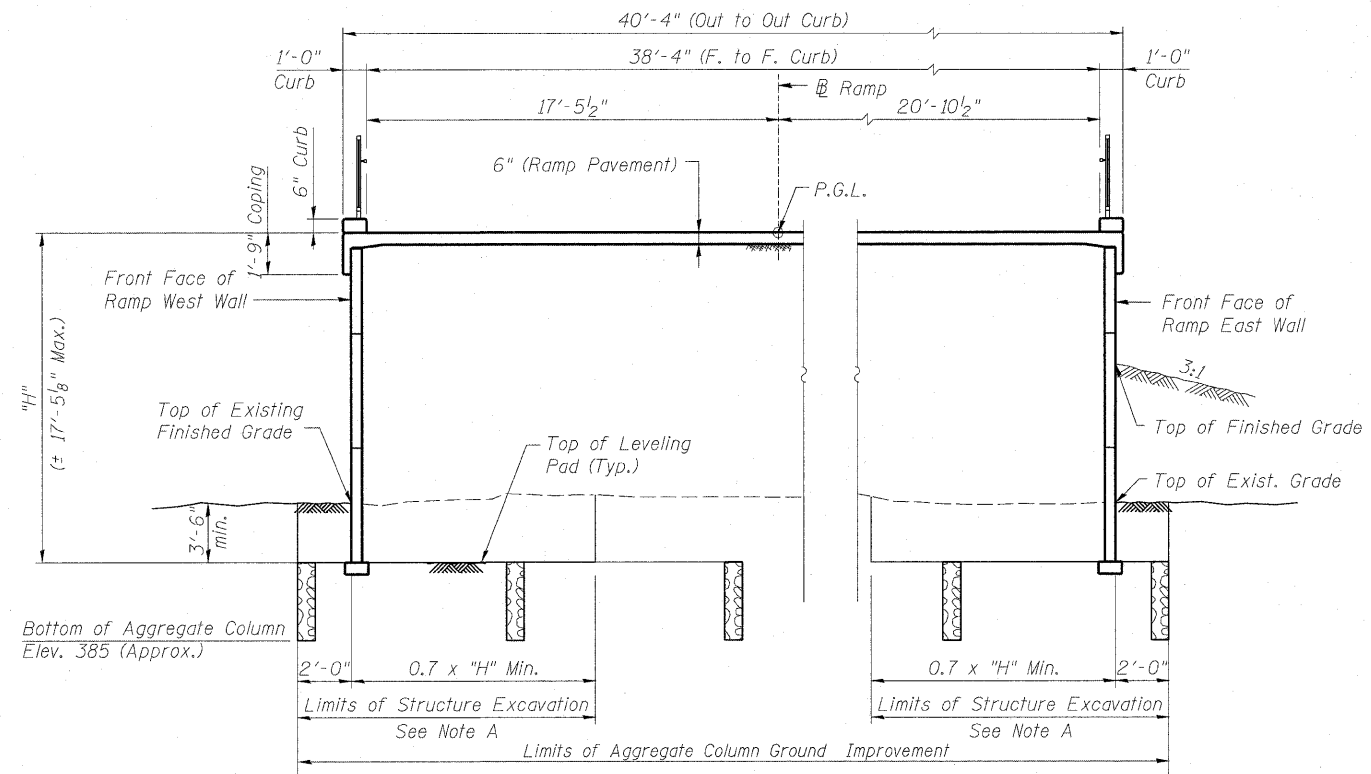


PLAN



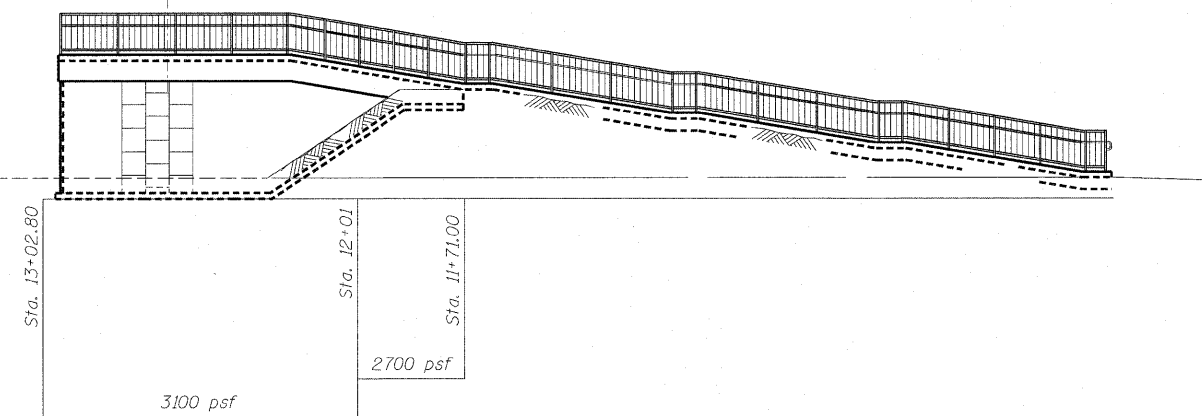
SECTION B-B

(Sta. 11+71.00 to Sta. 12+01.06)



SECTION A-A

Similar Ramp West Wall, North Wall, East Wall and South Wall starting at Sta. 11+71.06



**EQUIVALENT UNIFORM SERVICE BEARING PRESSURE**

(At top of ground improvement)  
(Looking North Ramp South Wall Shown)

**Note A:**

Within the Limits of Structure Excavation, depth of the aggregate column for Aggregate Column Ground Improvement will be measured from Top of Leveling Pad to Bottom of the Aggregate Column.

**GROUND IMPROVEMENT PERFORMANCE REQUIREMENTS**

1. Post-construction settlement of MSE wall shall not exceed 1.0 inch.
2. Minimum factor of safety for Global Stability shall be 1.5.
3. Minimum factor of safety for Equivalent Uniform Service Bearing Pressure shall be 2.5.
4. Total settlement shall not exceed 4.0 inch.

**Notes:**

Aggregate column ground improvement shall be designed and installed by the Contractor in accordance with special provision for Aggregate Column Ground Improvement.

**LEGEND**

Aggregate Column Ground Improvement

**BILL OF MATERIAL**

Item	Unit	Quantity
Aggregate Column Ground Improvement	Cu. Yd.	3,525

Sheet No. WA-9 of 12

FILE NAME = 082-W228-76C47_S09_ACGI-01.dgn	USER NAME = bhatta	DESIGNED - DD	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>AGGREGATE COLUMN GROUND IMPROVEMENT DETAIL STRUCTURE NO. 082-W228</b>	F.A. RTE. 64	SECTION 82-1-1HR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 75
PLLOT SCALE = 0=1' 1/2" / IN.	CHECKED - ATB	REVISIONS -	SCALE:			SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
PLLOT DATE = 6/15/2009	DATE - 05/01/09	REVISIONS -	CONTRACT NO. 76C47							





**BORING NO. PB-200A (1 OF 3)**



Illinois Department of Transportation  
Division of Highways  
Geotechnical

**SOIL BORING LOG**

Page 1 of 3

Date 3/27/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY KMP

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO. 082-0394  
Station NA  
BORING NO. PB-200A  
Station 13+14  
Offset 23.00ft left  
Ground Surface Elev. 413.12

DEPTH (ft)	SOIL DESCRIPTION	DEPTH (ft)	SOIL DESCRIPTION
0	Surface Water Elev. Unknown ft	0	Surface Water Elev. Unknown ft
0	Stream Bed Elev. Unknown ft	0	Stream Bed Elev. Unknown ft
0	Groundwater Elev. First Encounter 383.1 ft	0	Groundwater Elev. First Encounter 383.1 ft
0	Upon Completion ** ft	0	Upon Completion ** ft
0	After ** Hrs. ** ft	0	After ** Hrs. ** ft
2	Brown and black, SILTY LOAM, trace cinders, organics, and brick fragments (FILL)	2	Loose, brown, FINE GRAINED SAND (continued)
2		6	
3		10	Stiff, gray, SILT
409.12	Very stiff, brown and gray, CLAY	5	
407.62	Stiff, brown, SILTY CLAY	5	See Gradation Test Results
405.12	Medium stiff, brown, SILT	4	Medium dense, gray, SANDY LOAM with silt seams from 26 to 27.5 feet
402.62	Loose, brown, SANDY LOAM	8	
400.12	Very soft, brown, SILT	9	
397.62	Soft, bluish-gray, SILTY CLAY	3	
396.12	Loose, brown, FINE GRAINED SAND	6	
		9	
		11	
		14	
		18	
		20	

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

**BORING NO. PB-200A (2 OF 3)**



Illinois Department of Transportation  
Division of Highways  
Geotechnical

**SOIL BORING LOG**

Page 2 of 3

Date 3/27/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY KMP

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO. 082-0394  
Station NA  
BORING NO. PB-200A  
Station 13+14  
Offset 23.00ft left  
Ground Surface Elev. 413.12

DEPTH (ft)	SOIL DESCRIPTION	DEPTH (ft)	SOIL DESCRIPTION
0	Surface Water Elev. Unknown ft	0	Surface Water Elev. Unknown ft
0	Stream Bed Elev. Unknown ft	0	Stream Bed Elev. Unknown ft
0	Groundwater Elev. First Encounter 383.1 ft	0	Groundwater Elev. First Encounter 383.1 ft
0	Upon Completion ** ft	0	Upon Completion ** ft
0	After ** Hrs. ** ft	0	After ** Hrs. ** ft
4	Medium dense to dense, gray, FINE GRAINED SAND (continued)	12	Medium dense to dense, gray, FINE GRAINED SAND (continued)
6		15	
11		21	
25		32	with silty clay seams from 68.5 to 70 feet
26		32	
50		70	
9		15	with organic seams from 73.5 to 75 feet
11		15	
14		24	
18			
31		80	

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

**BORING NO. PB-200A (3 OF 3)**



Illinois Department of Transportation  
Division of Highways  
Geotechnical

**SOIL BORING LOG**

Page 3 of 3

Date 3/27/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY KMP

SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W

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

STRUCT. NO. 082-0394  
Station NA  
BORING NO. PB-200A  
Station 13+14  
Offset 23.00ft left  
Ground Surface Elev. 413.12

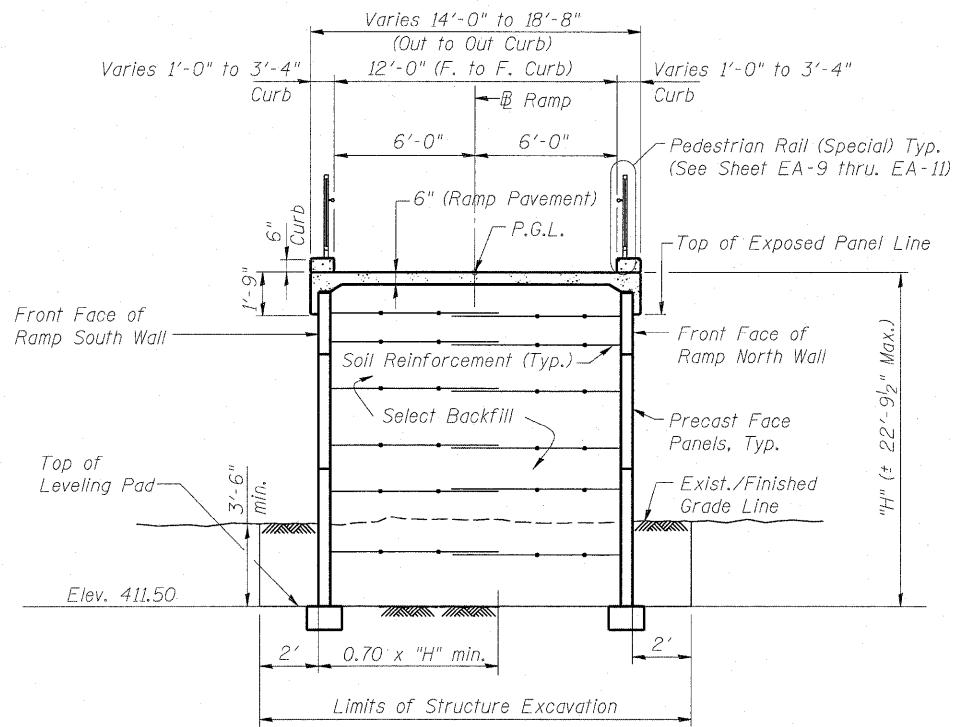
DEPTH (ft)	SOIL DESCRIPTION	DEPTH (ft)	SOIL DESCRIPTION
0	Surface Water Elev. Unknown ft	0	Surface Water Elev. Unknown ft
0	Stream Bed Elev. Unknown ft	0	Stream Bed Elev. Unknown ft
0	Groundwater Elev. First Encounter 383.1 ft	0	Groundwater Elev. First Encounter 383.1 ft
0	Upon Completion ** ft	0	Upon Completion ** ft
0	After ** Hrs. ** ft	0	After ** Hrs. ** ft
8	Medium dense, gray, MEDIUM GRAINED SAND, with silty clay seams	11	
11		13	
13			
326.12	Dense, gray, FINE GRAINED SAND	4	
323.12	End of Boring	20	
		12	
		90	
		100	

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

FILE NAME = 082-W228-76C47-S12-BOR-03.dgn	USER NAME = bhatta	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS (3 OF 3) STRUCTURE NO. 082-W228</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 78	
PLOT SCALE = 0# 1" / 1#	CHECKED - ATB	REVISIED -	REVISIED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C47	
PLOT DATE = 5/11/2003	DATE - 05/01/09	REVISIED -	REVISIED -								







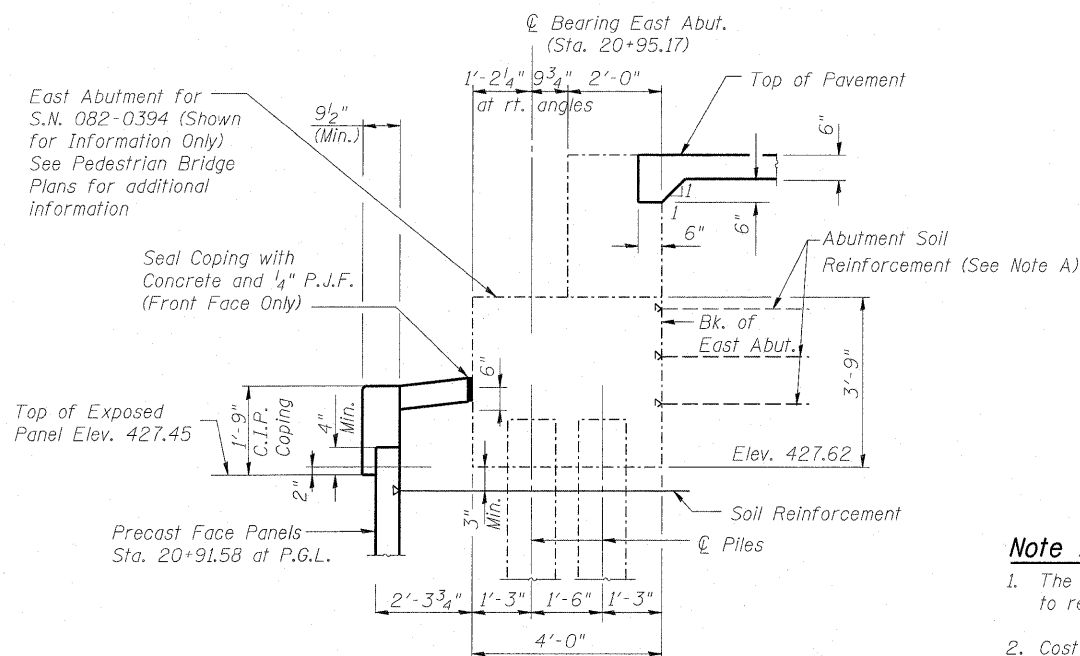
**TYPICAL M.S.E. WALL SECTION**

**GENERAL NOTES**

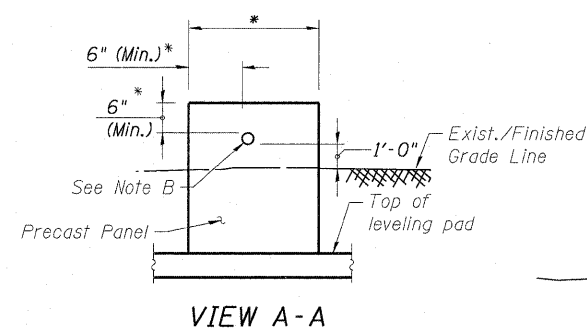
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. All construction joints shall be bonded.
3. See Special Provision for Mechanically Stabilized Earth Retaining Wall design and construction requirements.
4. Apply Bush Hammer Surface Texture to front face of all MSE wall panels. See special provision for Architectural Form Liner Finish.
5. Protective Coat shall be applied to the entire top surface of the ramp pavement and the top and inside vertical faces of curb.
6. For Aggregate Column Ground Improvement Detail See Sheet EA-12.
7. See Civil Drawings for Drainage Details.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	684.6
Concrete Superstructure	Cu. Yd.	121.2
Reinforcement Bars, Epoxy Coated	Pound	15,110
Pedestrian Railing	Foot	84
Pedestrian Rail (Special)	Foot	505
Protective Coat	Sq. Yd.	500
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	7,432
Aggregate Column Ground Improvement	Sq. Ft.	3,740

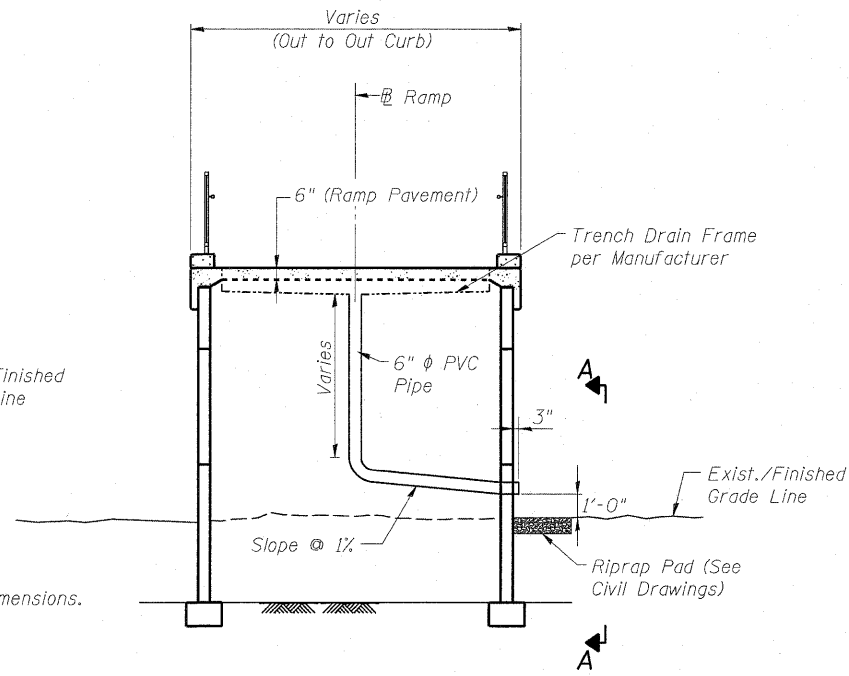


**SECTION THRU ABUTMENT**



**VIEW A-A**

\* Wall supplier to determine required dimensions.



**TYPICAL SECTION AT TRENCH DRAIN DETAIL**  
(Looking East)

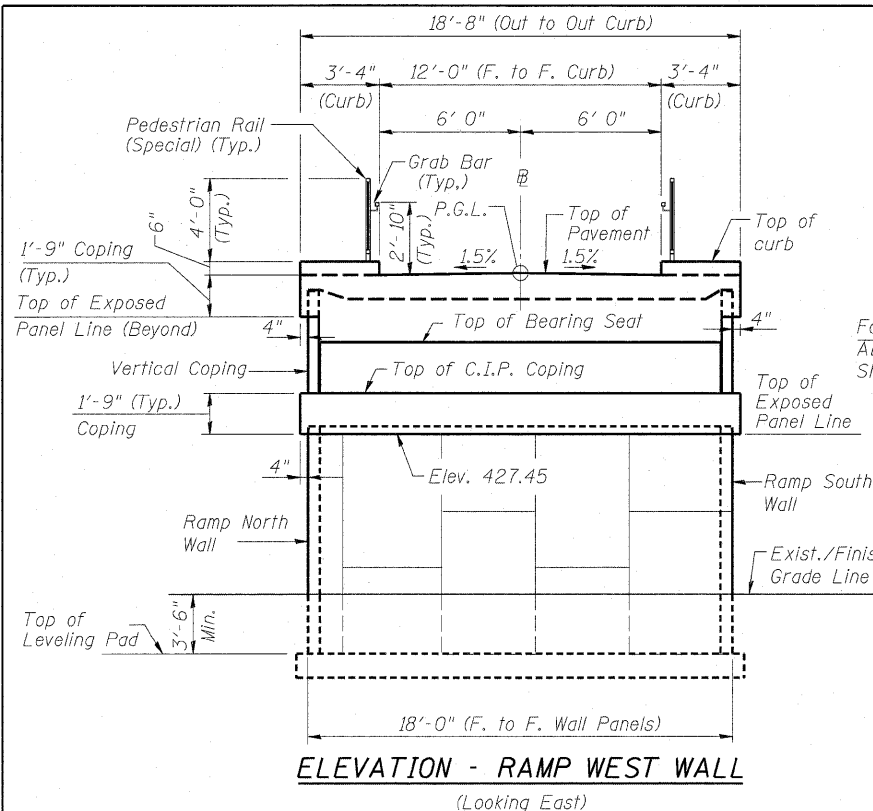
**Note A**

1. The MSE Wall supplier to design the abutment soil reinforcement to resist a horizontal force of 2.40 kips/ft of abutment.
2. Cost of abutment soil reinforcement shall be included with "Mechanically Stabilized Earth Retaining Wall". Contractor shall be responsible for coordination of work between MSE ramp wall and the pedestrian bridge abutment.

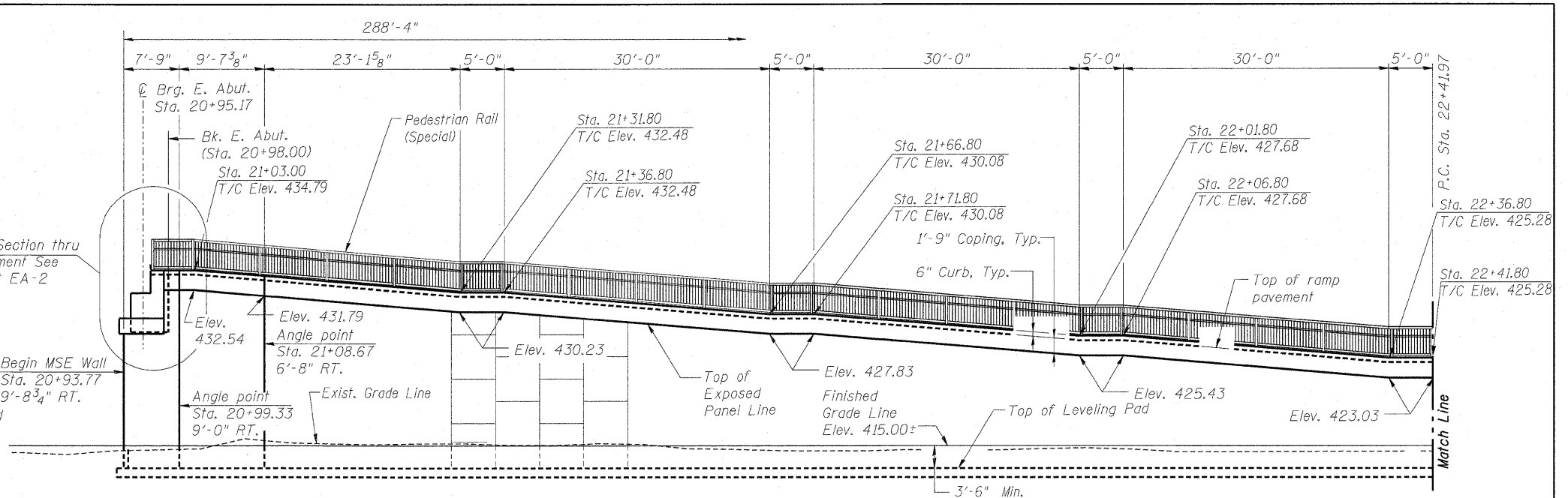
**Note B**

1. Wall supplier to provide opening in the precast panels for 6"  $\phi$  PVC pipe. Wrap pipe at panel opening with 1/2" P.J.F. Cost shall be included with "Mechanically Stabilized Earth Retaining Wall".
2. See Civil Drawings for Trench Drain outlet locations and details.

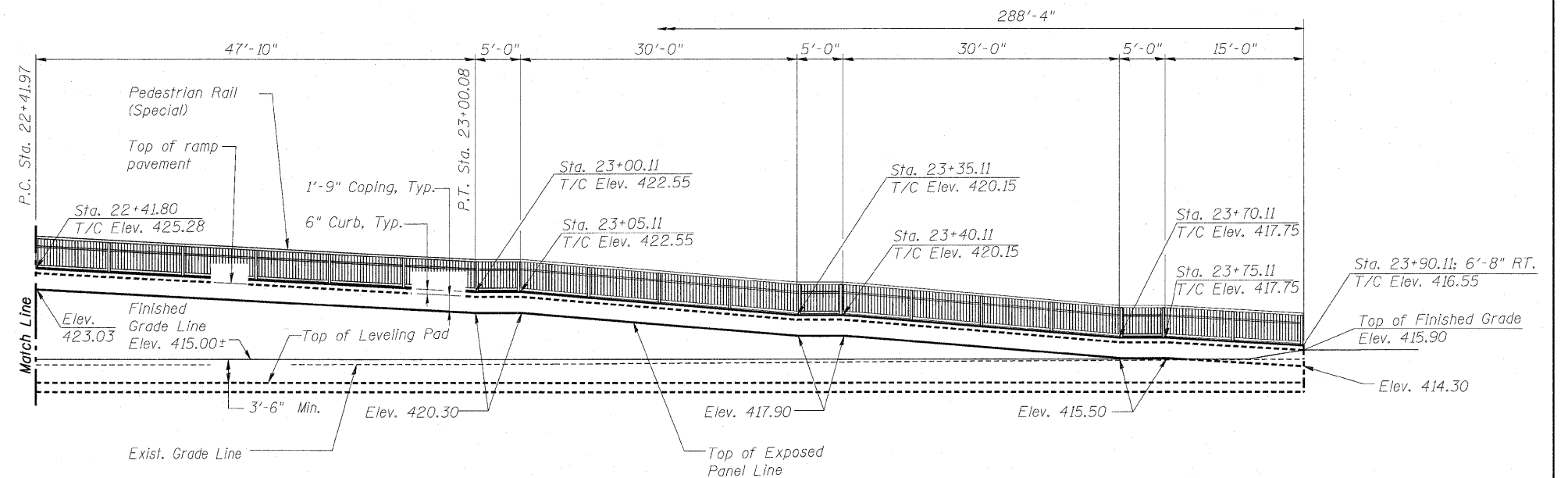
FILE NAME = 082-W229-76C47_S02-CN-01.dgn	USER NAME = bhotta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, BILL OF MATERIAL &amp; WALL SECTION STRUCTURE NO. 082-W229</b>	F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 80
PLOT SCALE = 0#1" = 1' / IN.	CHECKED - ATB	DATE - 05/01/09	REVISED -			CONTRACT NO. 76C47				
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



**ELEVATION - RAMP WEST WALL**  
(Looking East)



**ELEVATION - RAMP SOUTH WALL**

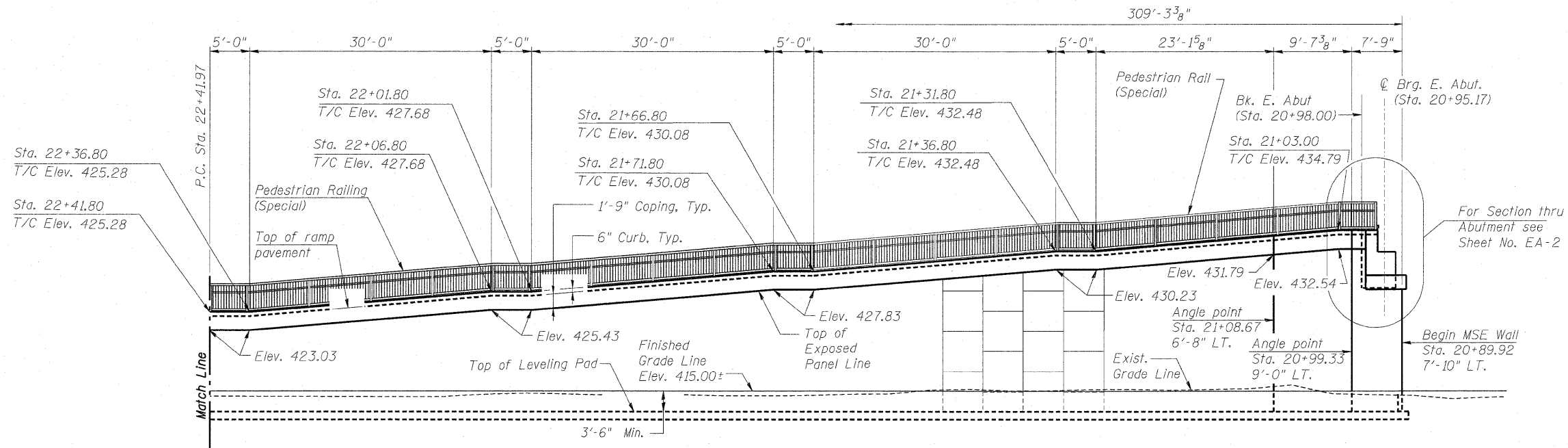


**ELEVATION - RAMP SOUTH WALL**

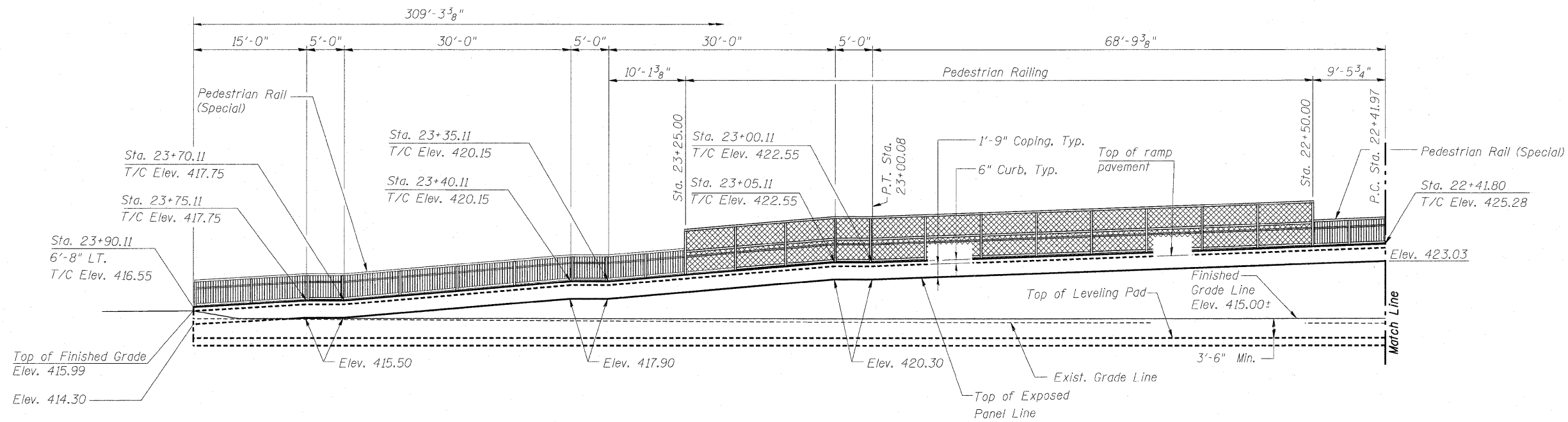
**NOTES:**

1. All dimensions are measured along the Front Face of the M.S.E wall panels.
2. All stations are referenced to the Baseline.
3. MSE Supplier to design load transfer system to accommodate PVC pipe for trench drain.

FILE NAME = 082-W229_76C47_S03_0E-01.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELEVATION - RAMP SOUTH WALL STRUCTURE NO. 082-W229</b>				F.A. RTE. 64	SECTION 82-1-IHR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 81
PLOT SCALE = 0.1" / IN.	CHECKED - ATB	DATE - 05/01/09	REVISD -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47					
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISD -	REVISD -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								



ELEVATION - RAMP NORTH WALL



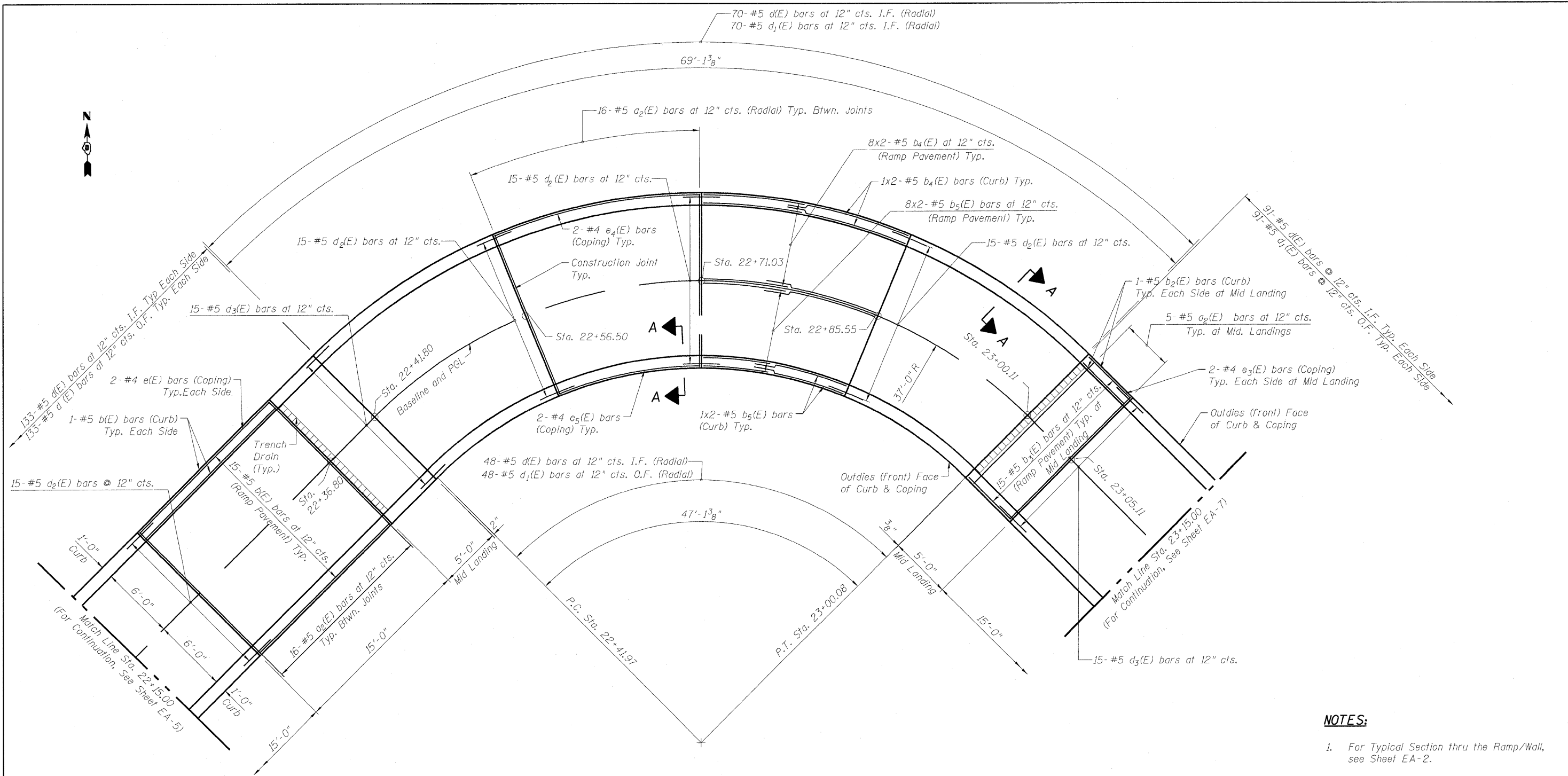
ELEVATION - RAMP NORTH WALL

**NOTES:**

1. All dimensions are measured along the Front Face of the M.S.E wall panels.
2. All stations are referenced to the Baseline.
3. MSE Supplier to design load transfer system to accommodate PVC pipe for trench drain.

FILE NAME = 082-w229.76c47.984_0E-02.dgn	USER NAME = bhatta	DESIGNED - DEV	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELEVATION - RAMP NORTH WALL STRUCTURE NO. 082-W229</b>				F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 82
PLOT SCALE = 0.1" / IN.	CHECKED - ATB	DATE - 05/01/09	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 76C47			
PLOT DATE = 6/15/2009	DATE - 05/01/09	REVISED -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								





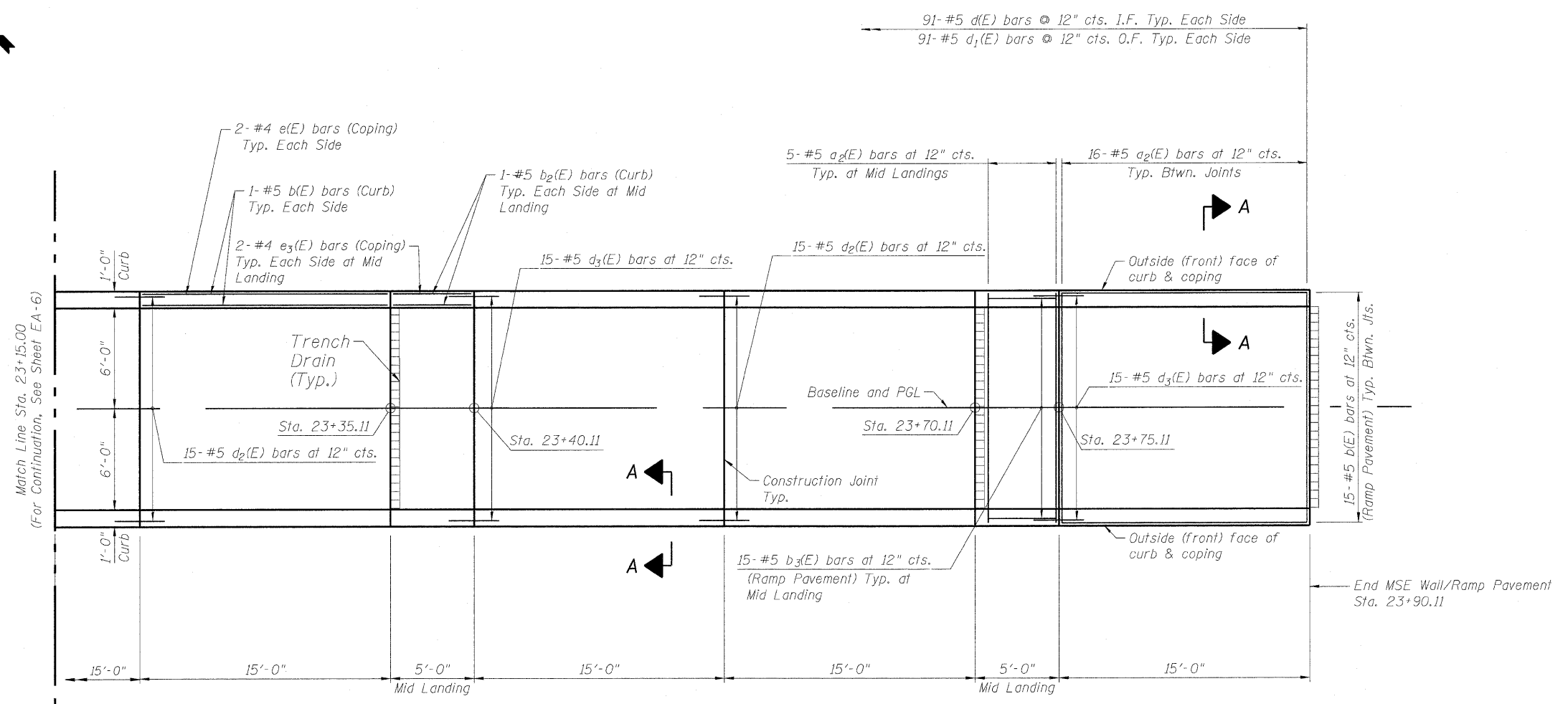
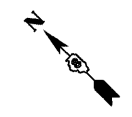
**RAMP PAVEMENT PLAN**

- NOTES:**
1. For Typical Section thru the Ramp/Wall, see Sheet EA-2.
  2. For Section A-A See Sheet EA-8.
  3. For Bill of Material, see Sheet EA-8.
  4. Work this sheet with Sheet EA-5, EA-7 and EA-8.
  5. All dimensions measured along outside face of Curb/Coping.
  6. Bars indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.

**LEGENDS:**  
 I.F. Inside Face  
 O.F. Outside Face

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

FILE NAME = 082-W229_76C47_S06_GD-02.dgn	USER NAME = bhetto	DESIGNED - DD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RAMP PAVEMENT PLAN (2 OF 3) STRUCTURE NO. 082-W229</b>			F.A. RTE. = 64	SECTION = 82-1-1HBR	COUNTY = ST. CLAIR	TOTAL SHEETS = 93	SHEET NO. = 84
	PLOT SCALE = 0:1' 4" / 1"	CHECKED - ATB	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47				
PLOT DATE = 5/1/2009	DATE = 05/01/09	REVISED -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



**RAMP PAVEMENT PLAN**

**LEGENDS:**  
 I.F. Inside Face  
 O.F. Outside Face

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

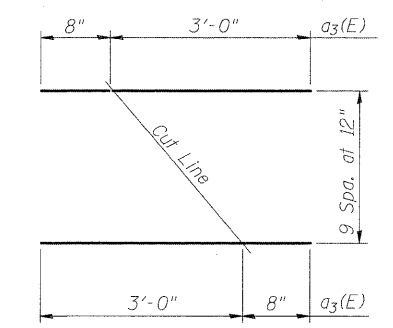
- NOTES:**
1. For Typical Section thru the Ramp/Wall, see Sheet EA-2.
  2. For Section A-A See Sheet EA-8.
  3. For Bill of Material, see Sheet EA-8.
  4. Work this sheet with Sheet EA-5, EA-6 and EA-8.
  5. All dimensions measured along outside face of Curb/Coping.

FILE NAME = 082-W229.76C47.S07.GD-03.dgn	USER NAME = bhatto	DESIGNED - DD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RAMP PAVEMENT PLAN (3 OF 3) STRUCTURE NO. 082-W229</b>			F.A. RTE. = 64	SECTION = B2-1-IHBR	COUNTY = ST. CLAIR	TOTAL SHEETS = 93	SHEET NO. = 85
	PLOT SCALE = 0.1" = 1'-0"	CHECKED - ATB	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47				
PLOT DATE = 5/1/2009	DATE = 05/01/09	REVISED -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



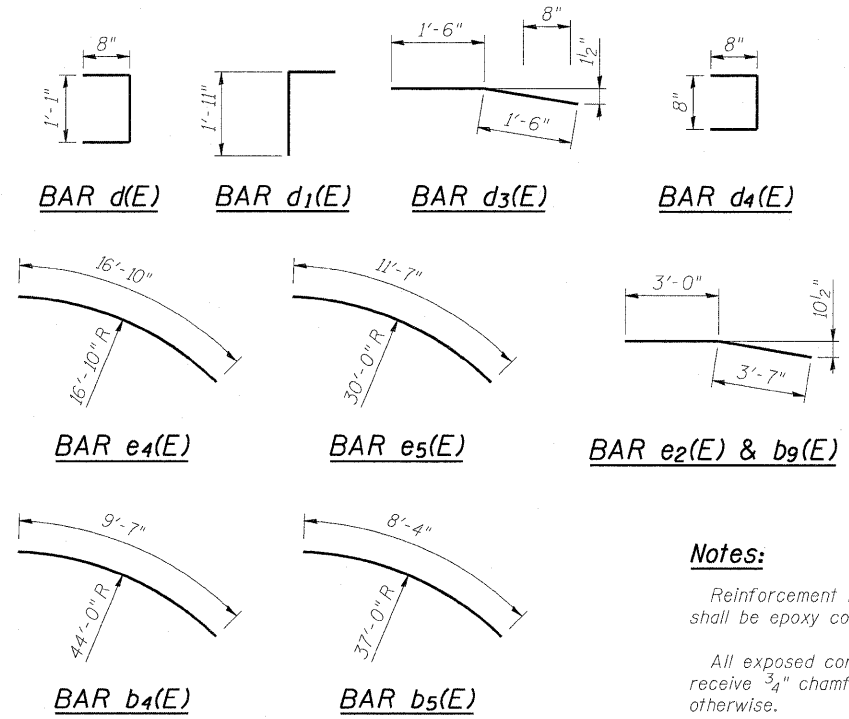
**RAMP PAVEMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	12	#5	10'- 3"	
a <sub>1</sub> (E)	12	#5	9'- 4"	
a <sub>2</sub> (E)	299	#5	13'- 8"	
a <sub>3</sub> (E)	10	#5	3'- 8"	
a <sub>4</sub> (E)	8	#5	3'- 0"	
b(E)	228	#5	14'- 8"	
b <sub>1</sub> (E)	21	#5	5'- 4"	
b <sub>2</sub> (E)	28	#5	4'- 8"	
b <sub>3</sub> (E)	105	#5	4'- 1"	
b <sub>4</sub> (E)	72	#5	9'- 7"	
b <sub>5</sub> (E)	72	#5	8'- 4"	
b <sub>6</sub> (E)	17	#5	5'- 2"	
b <sub>7</sub> (E)	19	#5	7'- 9"	
b <sub>8</sub> (E)	6	#5	6'- 8"	
b <sub>9</sub> (E)	2	#5	6'- 7"	
d(E)	566	#5	2'- 5"	
d <sub>1</sub> (E)	594	#5	2'- 7"	
d <sub>2</sub> (E)	150	#5	3'- 0"	
d <sub>3</sub> (E)	122	#5	3'- 0"	
d <sub>4</sub> (E)	28	#5	2'- 0"	
e(E)	48	#4	14'- 8"	
e <sub>1</sub> (E)	4	#4	5'- 6"	
e <sub>2</sub> (E)	4	#4	6'- 7"	
e <sub>3</sub> (E)	28	#4	4'- 8"	
e <sub>4</sub> (E)	8	#4	16'- 10"	
e <sub>5</sub> (E)	8	#4	11'- 7"	
e <sub>6</sub> (E)	4	#4	7'- 9"	
Concrete Superstructure	Cu. Yd.		121.2	
Reinforcement Bars, Epoxy Coated	Pound		15,110	
Protective Coat	Cu. Yd.		500	

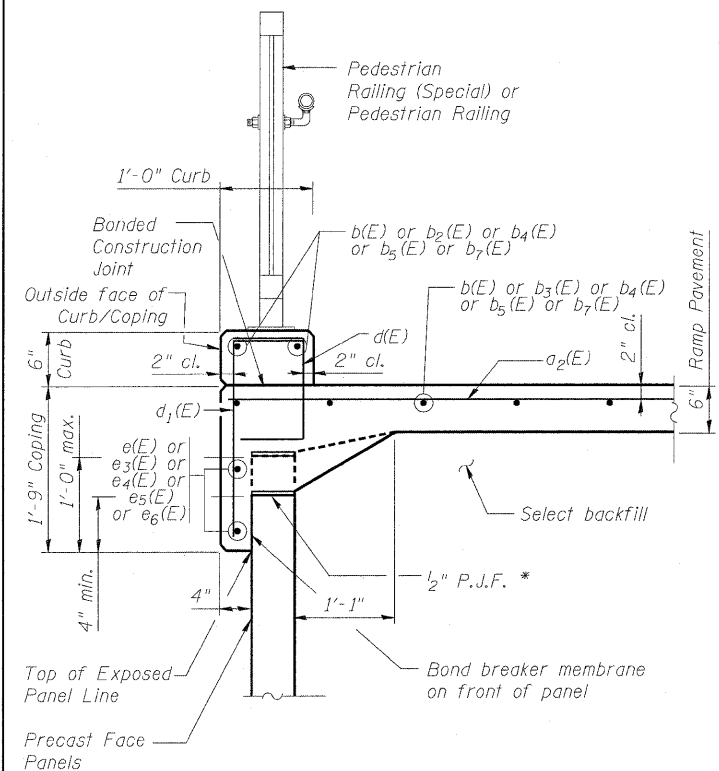


**FIELD CUTTING DIAGRAM**

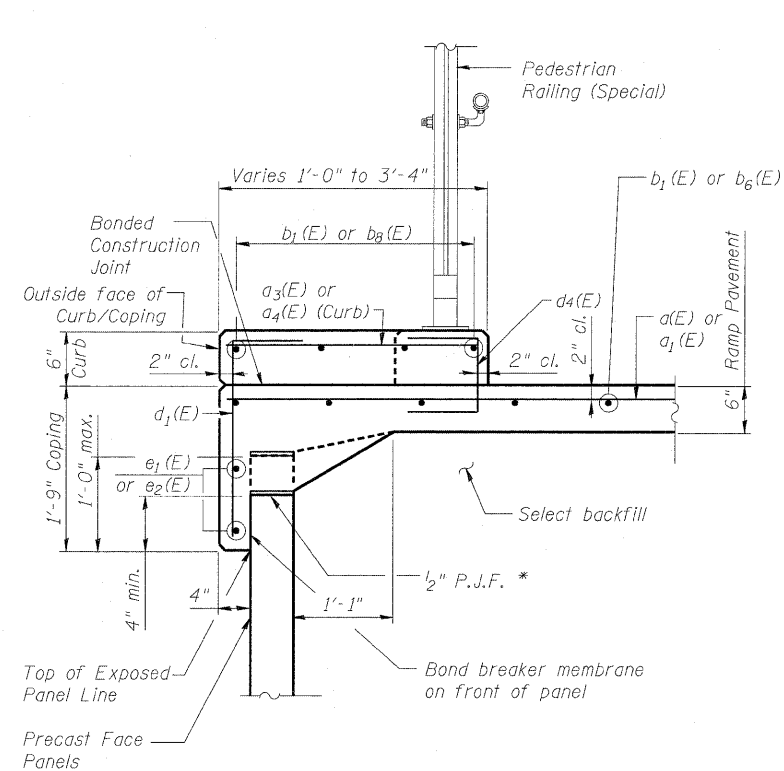
Order bars full length. Cut as shown and use remainder of bars on other side.



**Notes:**  
Reinforcement bars designated (E) shall be epoxy coated.  
All exposed corners of concrete shall receive 3/4" chamfer unless noted otherwise.

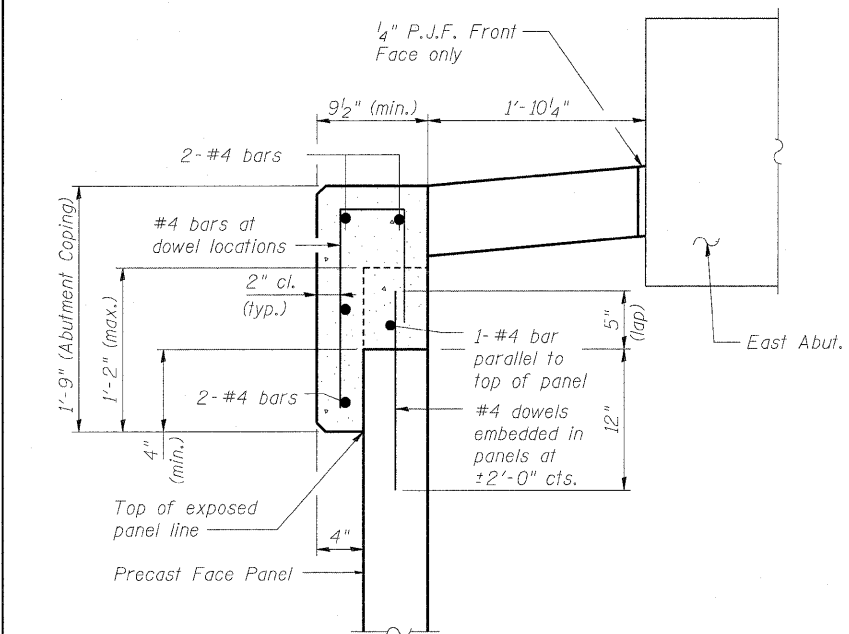


**SECTION B-B**



**SECTION C-C**

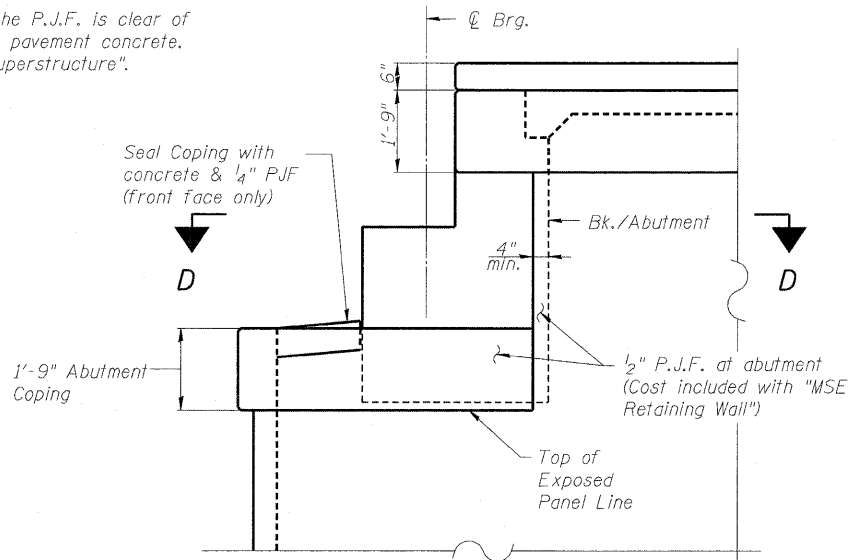
\* Contractor shall ensure that the top of the P.J.F. is clear of fill and other debris before placing ramp pavement concrete. Cost of P.J.F. included with "Concrete Superstructure".



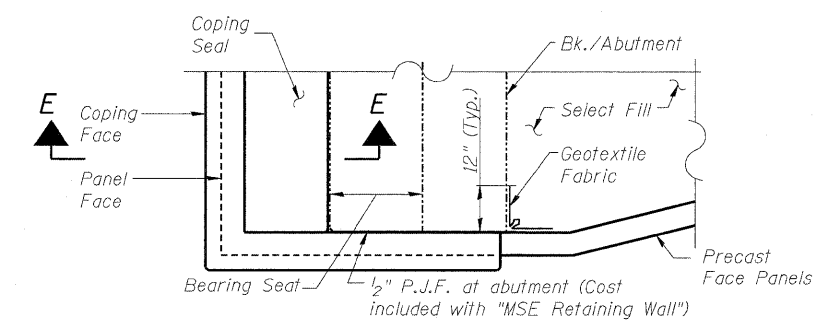
**SECTION E-E**

(Cast In Place Copping Detail)

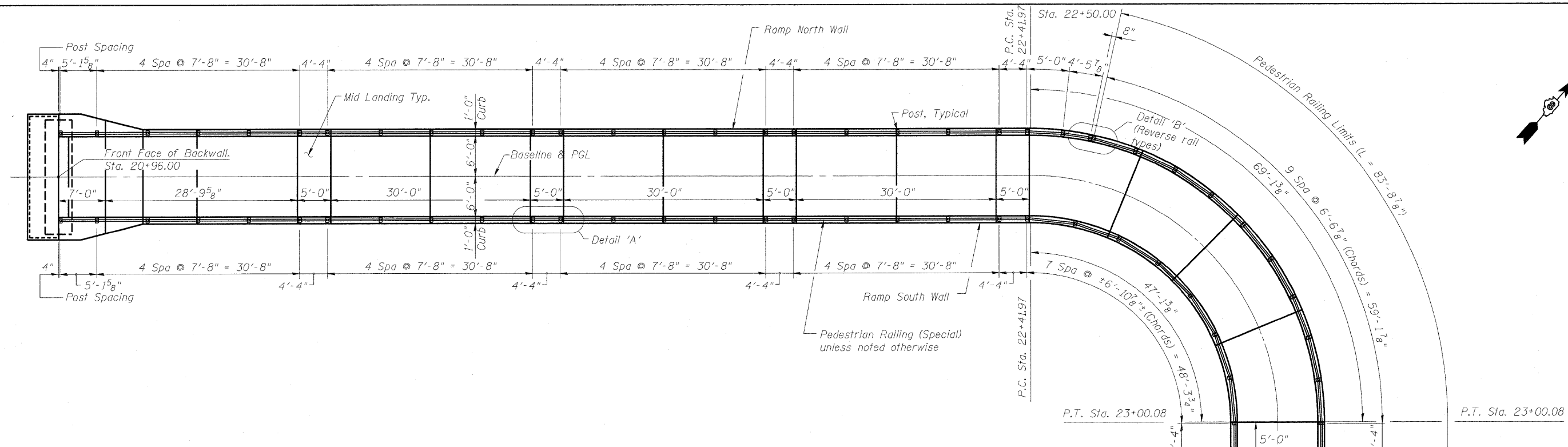
**NOTE:** Cost of Copping, including epoxy coated reinforcement bars, P.J.F & bond breaker is included in the pay item "Mechanically Stabilized Earth Retaining Wall".



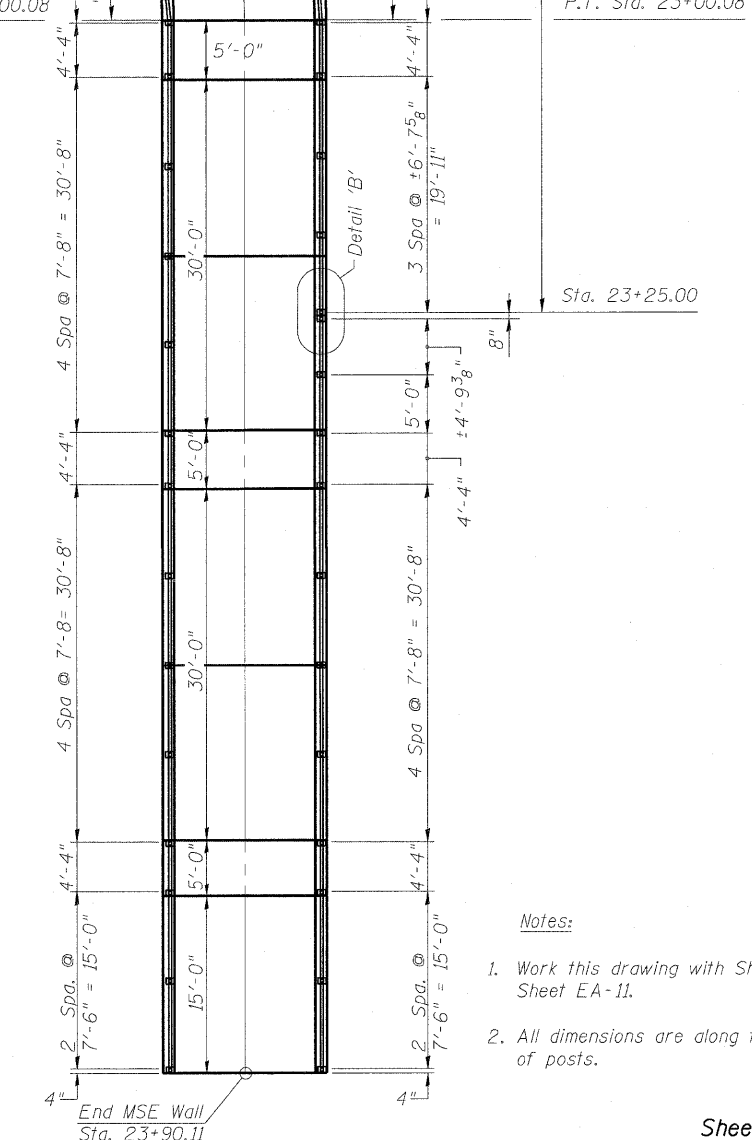
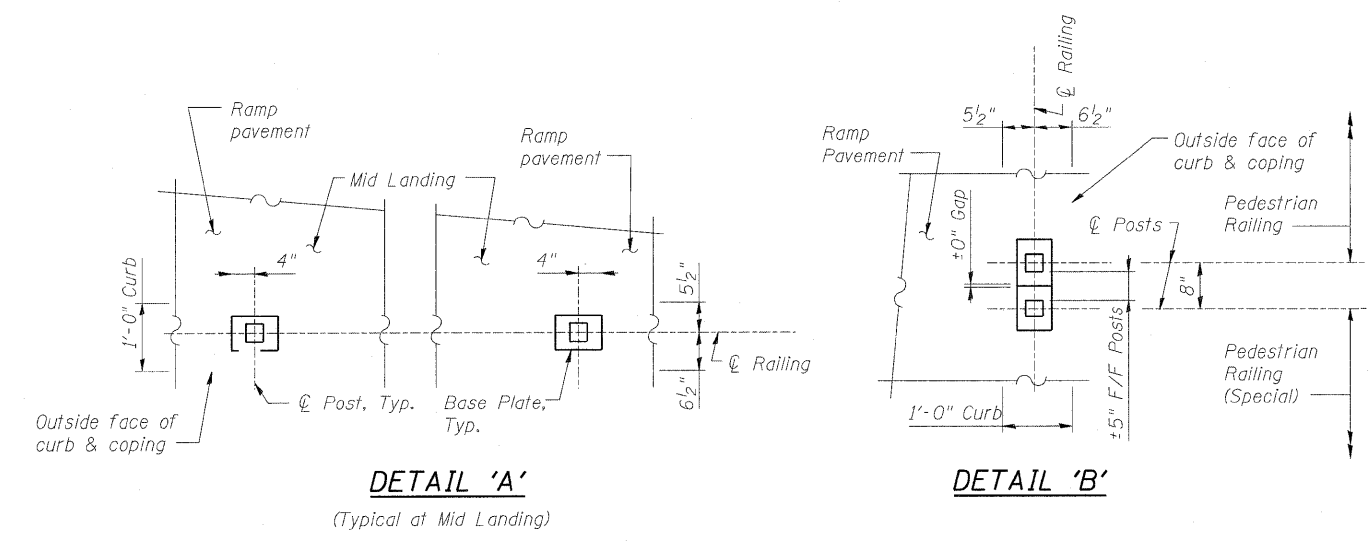
**VIEW C-C**



**SECTION D-D**

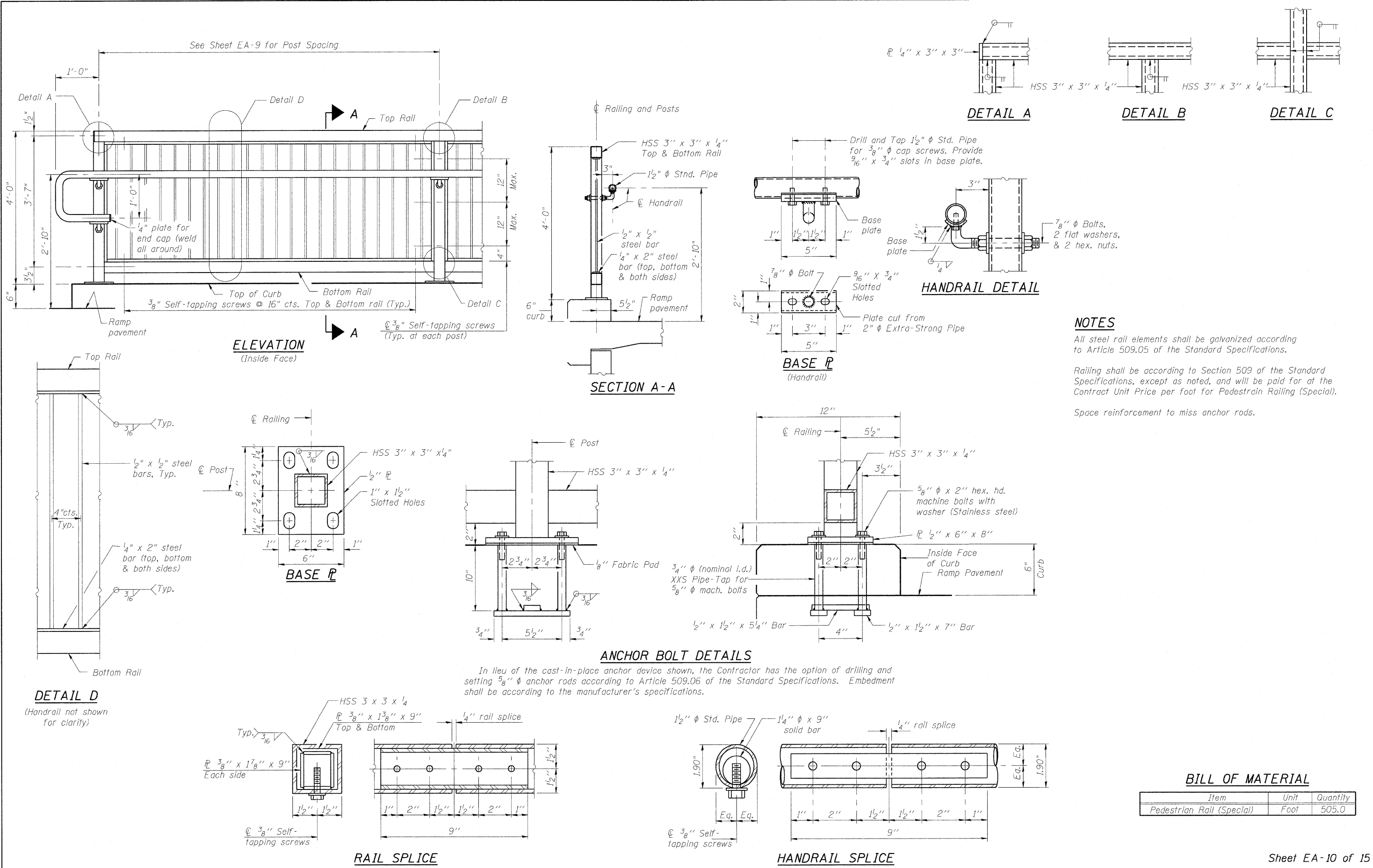


**PLAN - PEDESTRIAN RAILING LAYOUT**



- Notes:**
1. Work this drawing with Sheet EA-10 and Sheet EA-11.
  2. All dimensions are along the centerline of posts.

FILE NAME = 082-W229_76C47_S09_RD-01.dgn	USER NAME = bhatto	DESIGNED - DD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PEDESTRIAN RAILING LAYOUT STRUCTURE NO. 082-W229</b>				F.A. RTE. 64	SECTION 82-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 87
	PLOT SCALE = 0.1" = 1'-0"	DRAWN - DD	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47					
	PLOT DATE = 5/1/2009	CHECKED - ATB	REVISED -					ILLINOIS FED. AID PROJECT					
		DATE - 05/01/09	REVISED -										

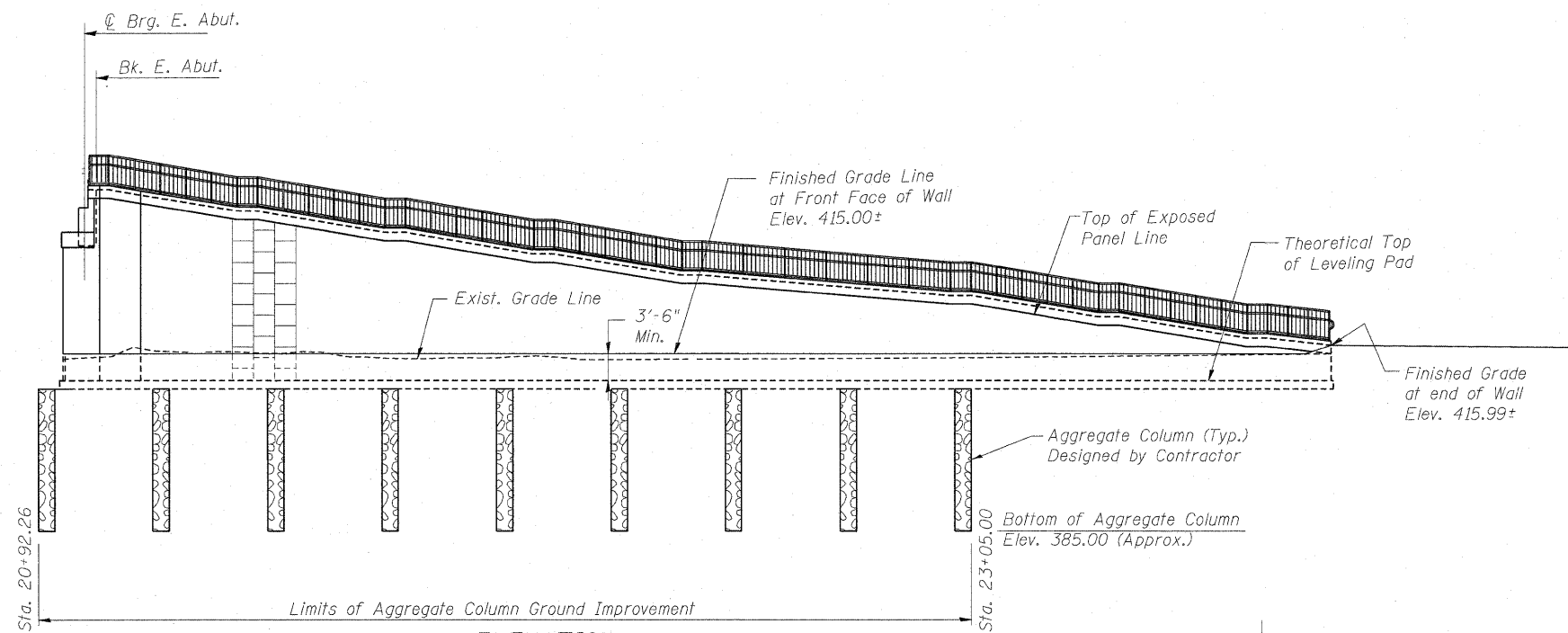


**NOTES**  
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.  
 Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Pedestrian Railing (Special).  
 Space reinforcement to miss anchor rods.

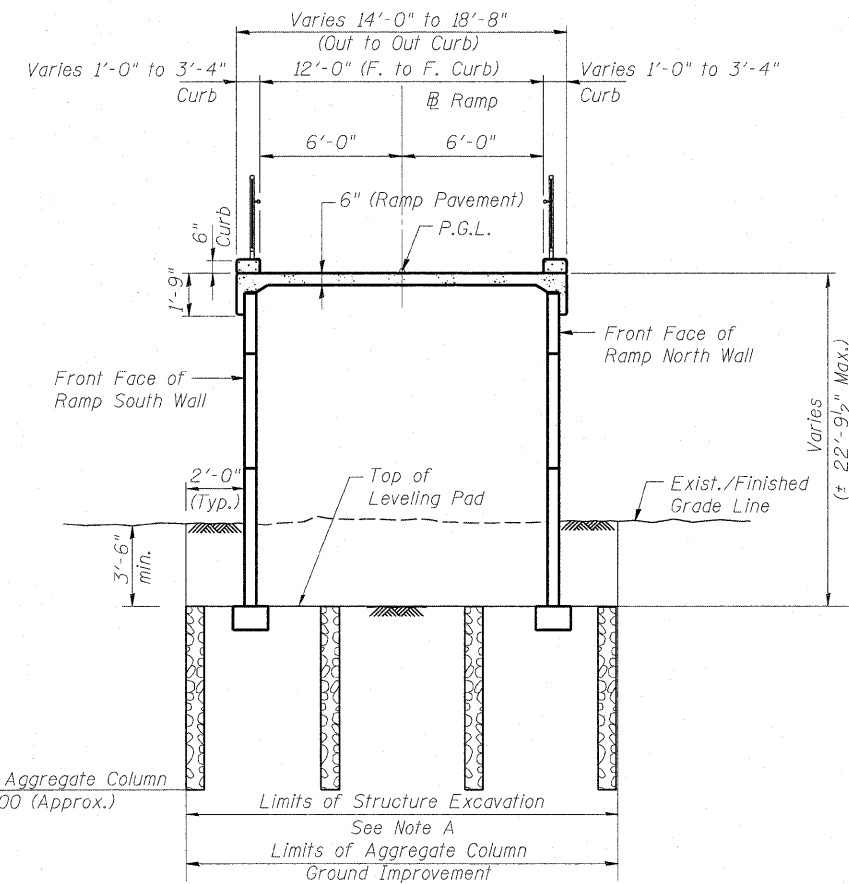
**BILL OF MATERIAL**

Item	Unit	Quantity
Pedestrian Rail (Special)	Foot	505.0

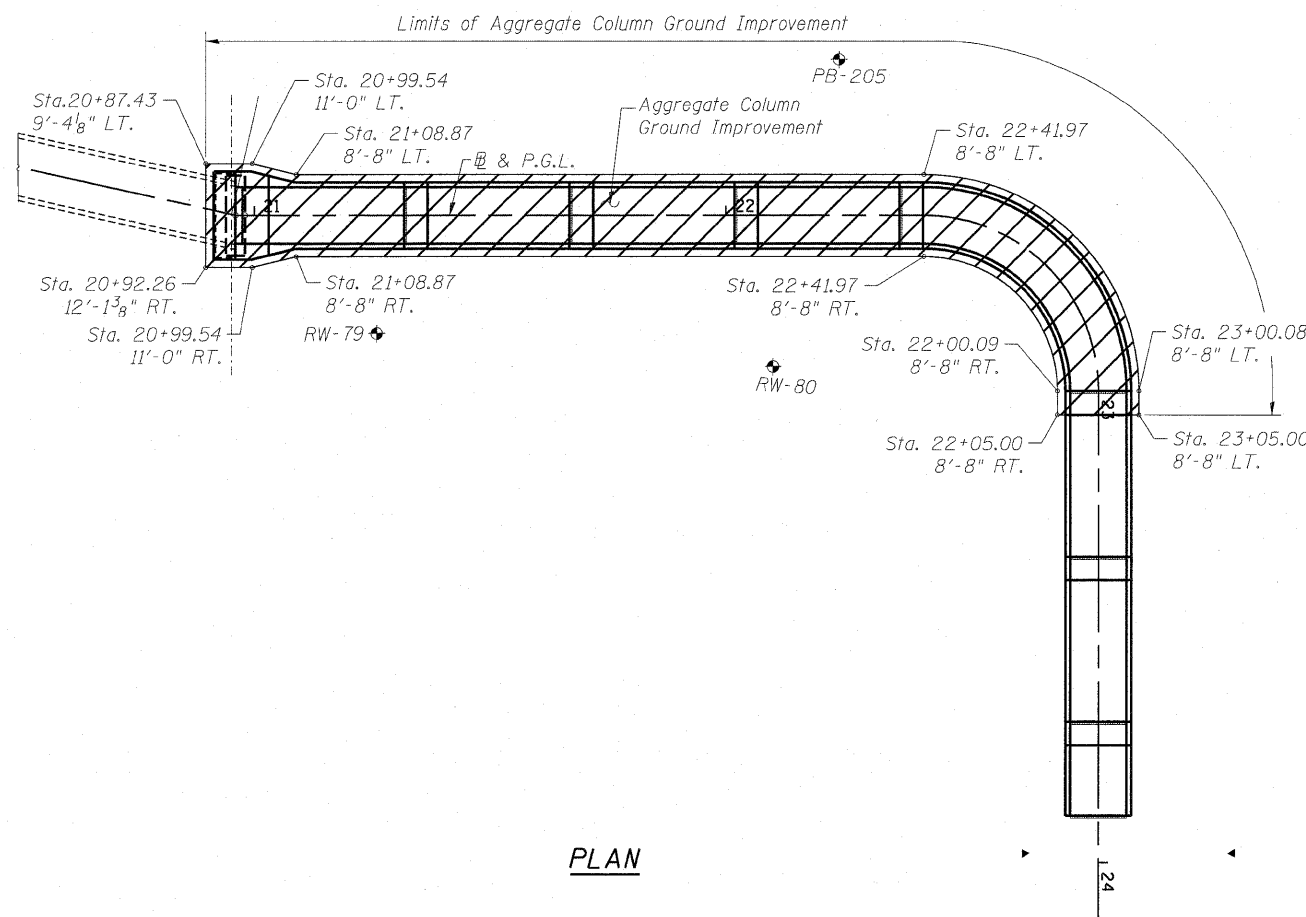




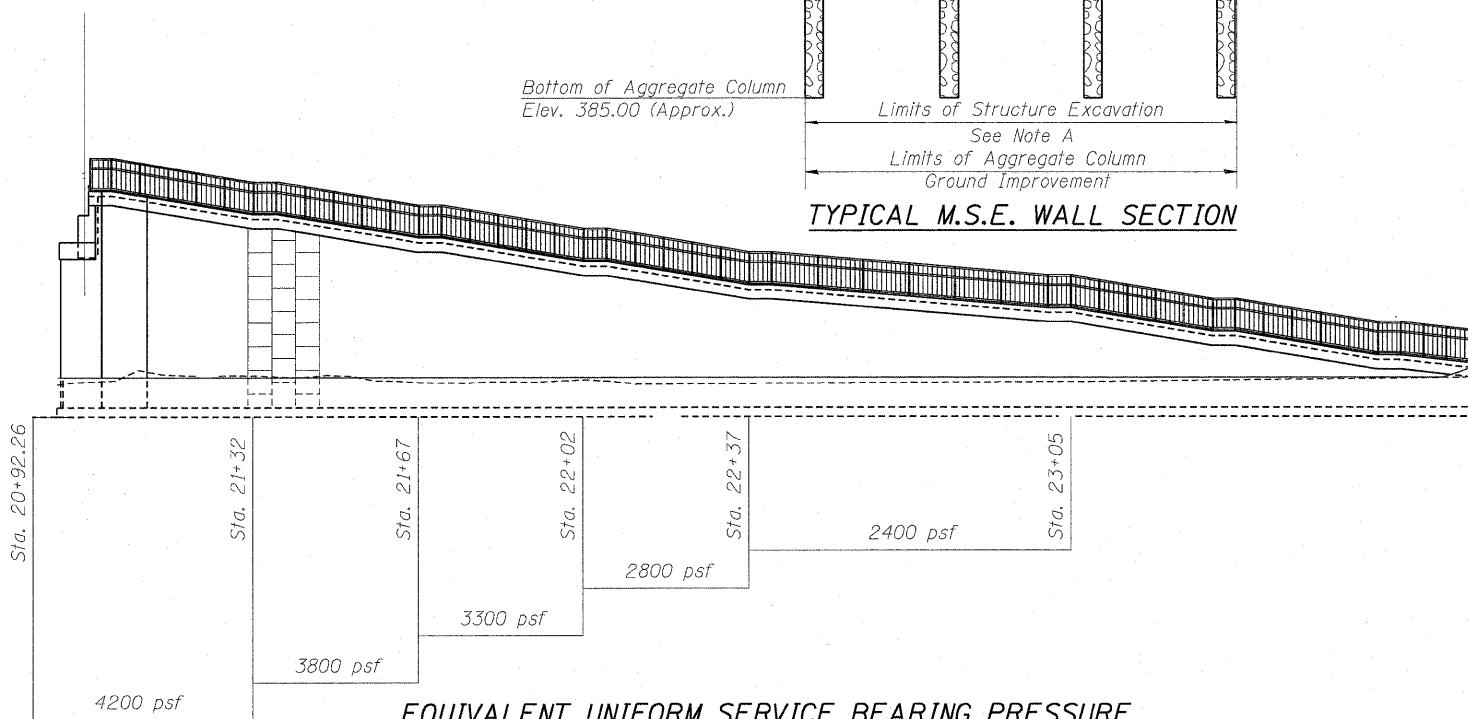
**ELEVATION**  
(Unfolded Elevation View)  
(Ramp South Wall Shown)



**TYPICAL M.S.E. WALL SECTION**



**PLAN**



**EQUIVALENT UNIFORM SERVICE BEARING PRESSURE**

(At top of ground improvement)

**Note A:**

Within the Limits of Structure Excavation, depth of the aggregate column for Aggregate Column Ground Improvement will be measured from Top of Leveling Pad to Bottom of the Aggregate Column.

**GROUND IMPROVEMENT PERFORMANCE REQUIREMENTS**

1. Post-construction settlement of MSE wall shall not exceed 1.0 inch.
2. Minimum factor of safety for Global Stability shall be 1.5.
3. Minimum factor of safety for Equivalent Uniform Service Bearing Pressure shall be 2.5.
4. Total settlement shall not exceed 4.0 inch.

**Notes:**

Aggregate column ground improvement shall be designed and installed by the Contractor in accordance with special provision for Aggregate Column Ground Improvement.

**LEGEND**

Aggregate Column Ground Improvement

**BILL OF MATERIAL**

Item	Unit	Quantity
Aggregate Column Ground Improvement	Cu. Yd.	3740

Sheet EA-12 of 15

FILE NAME = 082-W229_76C47_S12_ACGI-01.dgn	USER NAME = bhotta	DESIGNED - DD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>AGGREGATE COLUMN GROUND IMPROVEMENT DETAIL STRUCTURE NO. 082-W229</b>	F.A. RTE. 64	SECTION 82-1-IHBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 90	
PLOT SCALE = 0.1" = 1' / IN.	CHECKED - ATB	REVISOR -	DATE - 05/01/09			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C47	





BORING NO. RW-79 (1 OF 3)



Illinois Department of Transportation  
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SOIL BORING LOG

Page 1 of 3

Date 10/22/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY VZ  
SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. RW-W229 Station NA	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	D E P T H	B L O W S	U C S Qu	M O I S T
BORING NO. RW-79 Station 21+26 Offset 25.00ft right Ground Surface Elev. 415.12 ft					Groundwater Elev.: First Encounter 396.6 ft Upon Completion ** ft After Hrs. **				
Topsoil - 6 inches					Very soft, brown, SILTY LOAM (continued)				
Medium stiff, brown, SILTY CLAY LOAM					Medium dense to loose, gray, SANDY LOAM				
412.12					Soft, brown, SILT				
409.62					Soft, brownish-gray, CLAY, blocky texture with slickensides				
407.12					Soft, brownish-gray, SILTY CLAY LOAM				
404.62					Stiff, grayish-brown, SILTY LOAM				
402.12					Medium dense to loose, grayish-brown, FINE GRAINED SAND, with silt seams				
397.12					Very soft, brown, SILTY LOAM				

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

BORING NO. RW-79 (2 OF 3)



Illinois Department of Transportation  
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geotechnology

SOIL BORING LOG

Page 2 of 3

Date 10/22/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY VZ  
SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. RW-W229 Station NA	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	D E P T H	B L O W S	U C S Qu	M O I S T
BORING NO. RW-79 Station 21+26 Offset 25.00ft right Ground Surface Elev. 415.12 ft					Groundwater Elev.: First Encounter 396.6 ft Upon Completion ** ft After Hrs. **				
Medium dense to dense, gray, FINE GRAINED SAND (continued)					Medium dense to dense, gray, FINE GRAINED SAND (continued)				
394.62					Medium dense to dense, gray, FINE GRAINED SAND (continued)				
See Gradation Test Results					See Gradation Test Results				
378.12					Medium dense to dense, gray, FINE GRAINED SAND				

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

BORING NO. RW-79 (3 OF 3)



Illinois Department of Transportation  
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geotechnology

SOIL BORING LOG

Page 3 of 3

Date 10/22/02

ROUTE FAI 64 DESCRIPTION Trilevel Interchange LOGGED BY VZ  
SECTION 81-2, 82R LOCATION East St. Louis, IL, SEC. 18, TWP. 2N, RNG. 9W  
COUNTY St. Clair DRILLING METHOD Hollow Stem Auger and Mud Rotary HAMMER TYPE Automatic Hammer

STRUCT. NO. RW-W229 Station NA	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Unknown ft Stream Bed Elev. Unknown ft	D E P T H	B L O W S	U C S Qu	M O I S T
BORING NO. RW-79 Station 21+26 Offset 25.00ft right Ground Surface Elev. 415.12 ft					Groundwater Elev.: First Encounter 396.6 ft Upon Completion ** ft After Hrs. **				
Medium dense to dense, gray, FINE GRAINED SAND (continued)					Medium dense to dense, gray, FINE GRAINED SAND (continued)				
325.12					End of Boring				

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

FILE NAME = 082-W229_76C47_S14 BOR-02.dgn	USER NAME = bhatta	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS (2 OF 3) STRUCTURE NO. 082-W229</b>				F.A. RTE. 64	SECTION 82-1-1HBR	COUNTY ST. CLAIR	TOTAL SHEETS 93	SHEET NO. 92
PLOT SCALE = 0.1" = 1' IN.	CHECKED - ATB	DATE - 05/01/09	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76C47					
PLOT DATE = 5/5/2009	DATE - 05/01/09	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

