

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP 592 (ILLINOIS ROUTE 157)
SECTION 119-1BR-1
PROJECT ACNHPP-0592 (054)
BRIDGE REPLACEMENT
ST. CLAIR COUNTY

C-98-022-11

FOR INDEX OF SHEETS SEE SHEET NO. 2

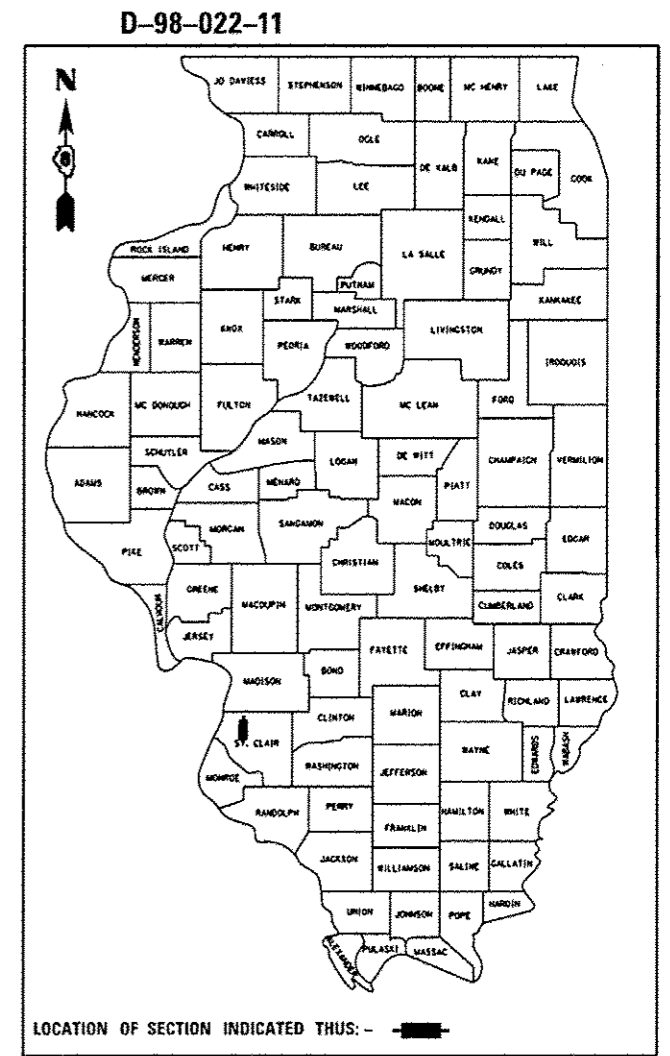


James Paul Rogge
JAMES PAUL ROGGE, P.E.
DATE 03/18/2015
LICENSE EXPIRES 11/30/15

PLANS PREPARED BY:

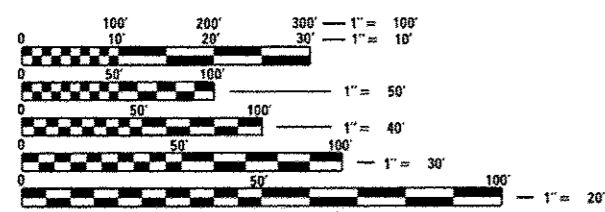


JOHNSON, DEPP & QUISENBERRY
CONSULTING ENGINEERS
6450 South Sixth Street Road, Suite B Springfield, Illinois 62712
Phone: (217) 529-4534 Fax: (217) 529-8278



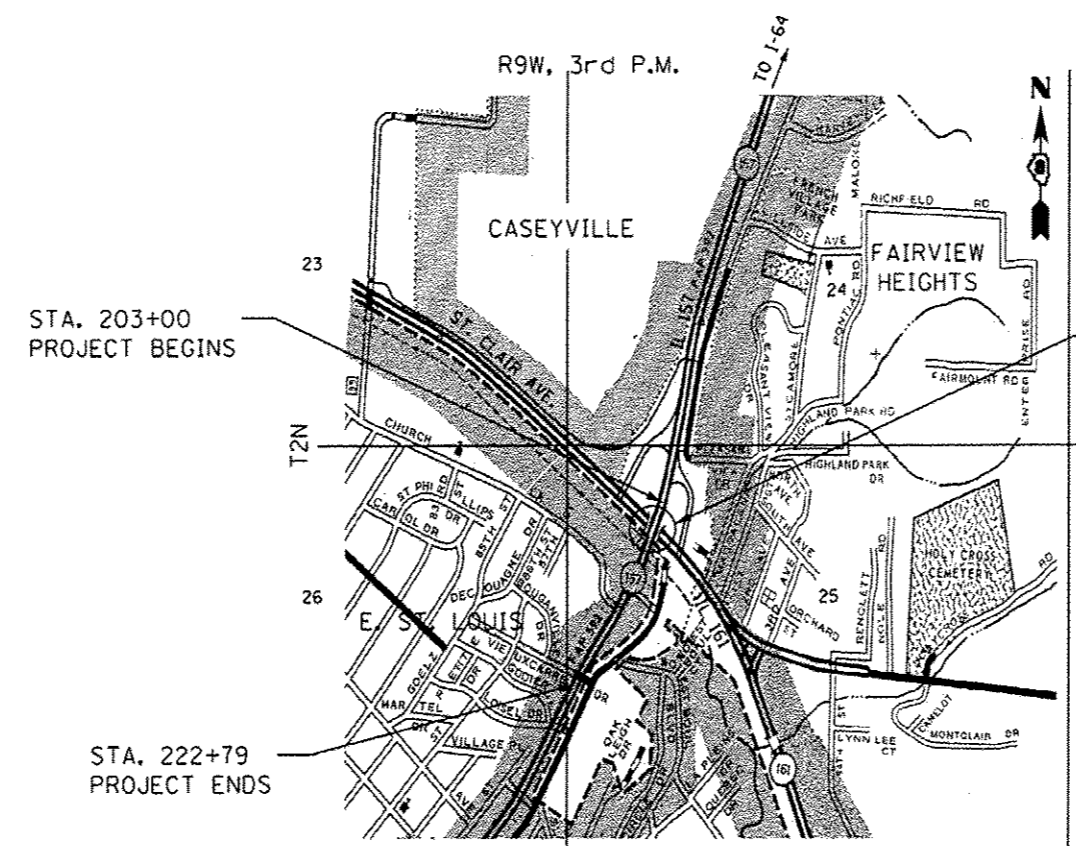
LOCATION OF SECTION INDICATED THUS: - [shaded rectangle] -

OTHER PRINCIPAL ARTERIAL
F.A.P. 592 (IL ROUTE 157)
ADT (2011) = 10,700
PV = 94.9% SU = 4.2% MU = 0.9%
DESIGN SPEED = 45 MPH

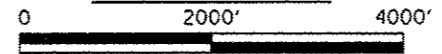


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



LOCATION MAP



GROSS LENGTH = 1,979.00 FT. = 0.375 MILE
NET LENGTH = 1,979.00 FT. = 0.375 MILE

EX. STRUCTURE (S.N. 082-0088) CARRYING FAP 592 (IL 157) TRAFFIC OVER IL. 161, METROLINK RAILWAY AND SCHOENBERGER CREEK TO BE REMOVED. A NEW STRUCTURE (S.N. 082-0399) TO BE CONSTRUCTED AT STA. 206+61.04. LAT. 38° 35' 56" N LONG. 90° 03' 11" W

PROJECT ENGINEER: TIMOTHY PADGETT (618)346-3325
PROJECT MANAGER: PHIL COPPERNOLL (618)346-3480

CONTRACT NO. 76E62

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 20 2015
Jeffrey A. Keim
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

May 8 2015
David B. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2015
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1	COVER SHEET
2-3	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS
4-17	SUMMARY OF QUANTITIES
18-31	TYPICAL SECTIONS
32-37	SCHEDULES OF QUANTITIES
38-43	ALIGNMENT, TIES AND BENCHMARKS
44-49	REMOVAL SHEETS
50-62	PLAN AND PROFILE SHEETS
63-67	TRAFFIC CONTROL SHEETS
68-74	EROSION AND SEDIMENT CONTROL DETAILS
75-86	PLAT OF HIGHWAYS
87	INTERSECTION DETAILS
88-89	PAVEMENT MARKING DETAILS
90-95	TRAFFIC SIGNAL DETAILS
96-141	STRUCTURE PLANS (082-0399)
142-165	EXISTING AS-BUILT STRUCTURE PLANS (082-0088)
166-170	EXISTING AS-BUILT STRUCTURE PLANS (082-0121)
171	SIGN PLANS
172-179	MISCELLANEOUS DETAILS
180-212	CROSS SECTIONS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMALS OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420101-05	24' (7.2m) JOINTED PCC PAVEMENT
420401-11	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
542606-02	REINFORCED CONCRETE PIPE TEE
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
604006-05	FRAME AND GRATE TYPE 3
604051-04	FRAME AND GRATE TYPE 11
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND CUTTER
606101-04	TYPE A CUTTER (INLET, OUTLET & ENTRANCE)
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
630101-09	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
664001-02	CHAIN LINK FENCE
666001-01	RIGHT OF WAY MARKERS
701101-04	OFF-RD OPERATIONS, MULTILANE, 15'(4.5m) TO 24'(600mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15'(4.5m) AWAY
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701701-09	URBAN LANE CLOSURE MULTILANE INTERSECTION
701901-04	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782001	PRISMATIC CURB REFLECTORS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
667101-02	PERMANENT SURVEY MARKERS

COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

- 1. PRAIRIE REMNANT**
A PRAIRIE REMNANT EXISTS APPROXIMATELY 400 FEET EAST OF IL ROUTE 157, LOCATED BETWEEN THE METROLINK RAILWAY AND IL 161, THIS REMNANT IS 0.2 MILES LONG. THIS REMNANT LIES OUTSIDE THE PROPOSED PROJECT LIMITS. NO PARKING OR STORAGE OF EQUIPMENT OR MATERIALS SHOULD OCCUR IN THIS AREA. IF THE AREA IS DISTURBED IT SHOULD BE SEEDED WITH A CLASS 4A, LDW PROFILE NATIVE GRASS MIXTURE, AND CLASS 5 FORBS WITH ANNUALS MIXTURE.
- 2. CLOSED DRAINAGE SYSTEM**
CONSTRUCT A CLOSED DRAINAGE SYSTEM FOR THE BRIDGE DECK THAT WILL NOT CAUSE EROSION OF THE IDOT EASEMENT SITE OR ANY MESD PARCELS ADJACENT TO THE EASEMENT SITE.

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
2. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. IF ANY SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR RESURFACED OVER. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS IN PLACE, UNTIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR OR THEIR AGENT, WITH A DEPARTMENT PREQUALIFICATION IN "SPECIAL SERVICES-SURVEY", HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
4. CONFLICTS ON THE PLANS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE PLAT OF HIGHWAYS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS OF CONSTRUCTION.
5. 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 MUST BE CONSIDERED APPROXIMATE.
6. FOR UTILITY LOCATION PURPOSES THIS PROJECT IS LOCATED IN SECTION 25 OF TOWNSHIP T2N, R9W OF THE 3rd PRINCIPLE MERIDIAN.
7. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY CO.

- AMEREN ILLINOIS
- AT&T ILLINOIS
- ILLINOIS AMERICAN WATER COMPANY
- METRO
- EAST ST. LOUIS
- CHARTER COMMUNICATIONS
- WINDSTREAM

TYPE

- GAS & ELECTRIC COMMUNICATIONS
- WATER
- ELECTRIC (TRAIN)
- SANITARY COMMUNICATIONS
- COMMUNICATIONS

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

8. "ROAD CONSTRUCTION AHEAD" SIGNS (48"x48") SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE.
9. PROTECTIVE COAT SHALL BE APPLIED TO ALL CUTTER FLAGS, FACE OF CURB AND MEDIAN SURFACE.
10. THE THICKNESS OF THE HMA 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 HMA MIXTURE IS PLACED.
11. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.

12. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

ROUTE	FAP 592 (IL 157)
SECTION	119-1BR-1
COUNTY	ST. CLAIR
CONTRACT	76E62

DESCRIPTION	IL 157 - REPLACEMENT OF STRUCTURE OVER IL 161/ST. CLAIR AVE. AND INCIDENTAL ROADWAY CONSTRUCTION.
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ADT (CONSTRUCTION YR):	13600
MU%:	0.9
SU%:	4.2
20 YR. ESAL'S	1.65

MIXTURE REQUIREMENTS

MIXTURE USE	SURFACE	BINDER	SHOULDERS > 2.25"	SHOULDERS < 2.25"	LEVELING BINDER	SHARED USE PATH
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ndes=70	4.0% @ndes=70	4.0% @ndes=30	4.0% @ndes=30	4.0% @ndes=70	4.0% @ndes=70
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0	IL 19.0L	IL 9.5L	IL 9.5 FG	IL 9.5 FG
FRICTION AGGREGATE	MIXTURE "D"	MIXTURE "B"			MIXTURE "C"	MIXTURE "C"
QUALITY MGMT PROC.	OC/OA	OC/OA	OC/OA	OC/OA	OC/OA	OC/OA

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/30 YD/IN (59.8 KG/30 M/25 mm THICKNESS).

13. EXISTING TREES THAT ARE NOT SHOWN ON THE PLANS AS "TO BE REMOVED" SHALL REMAIN UNDAUNAGED.

14. ALL DIMENSIONS ARE SHOWN IN FEET UNLESS NOTED. PAVEMENT THICKNESS, CULVERT SIZE, TRAFFIC SIGNAL CONDUIT SIZES AND PAVEMENT MARKING WIDTHS ARE SHOWN IN INCHES UNLESS NOTED.

15. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN ADDED TO THE PLANS. ALL TEMPORARY PAVEMENT MARKINGS WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

16. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS, EXCEPT FERTILIZER NUTRIENTS WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF THE SEED.

17. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN (16) SANDBAGS PER BARRICADE.

18. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.

19. ALL EXCAVATION, REQUIRED FOR THIS PROJECT SHALL BE USED OR PROPERLY DISPOSED OF WITHIN THE PROJECT RIGHT-OF-WAY AND SHALL MEET THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

20. ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C.'s, P.T.'s, P.I.'s, & P.O.T.'s) SHALL BE PRESERVED AS DIRECTED BY THE ENGINEER.

21. THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. PLEASE CONTACT THE DISTRICT B EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.

22. THE CONTRACTOR AND THE ENGINEER SHOULD BE AWARE THAT A "RIGHT OF WAY TEMPORARY WORK PERMIT" ISSUED BY METROLINK IS REQUIRED BEFORE ANY WORK, EQUIPMENT, MATERIALS OR PERSONNEL MAY ENTER UPON THE METROLINK RIGHT OF WAY. IN ADDITION ALL PERSONNEL WITHIN SAID RIGHT OF WAY SHALL ATTEND AND PASS THE REQUIRED METROLINK TRAINING PROGRAM EXAMINATIONS. IF PERSONNEL ARE ON THE METROLINK RIGHT OF WAY WITHOUT MEETING THE ABOVE REQUIREMENTS, AUTHORITIES WILL BE NOTIFIED, TREATED AS TRESPASSERS AND ESCORTED OFF THE TRACK RIGHT OF WAY AND HANDLED ACCORDINGLY. THE CONTACT PERSON FOR METROLINK IS:


MR. GEORGE GRESS
707 NORTH FIRST STREET
ST. LOUIS, MO 63102
PHONE NO. (314) 982-1400
EMAIL: ggress@metrostlouis.org

23. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE ROADWAY PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.

24. ANY MONUMENT TO BE SET AS PROPERTY CORNERS, RIGHT-OF-WAY CORNERS, CENTERLINE CONTROL POINTS, ETC., SHALL BE SET BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR OR THEIR AGENT, WITH A DEPARTMENT PREQUALIFICATIONS IN "SPECIAL SERVICES-SURVEY".

25. THE RIGHT-OF-WAY, PERMANENT EASEMENTS AND TEMPORARY EASEMENTS SHALL BE STAKED PRIOR TO ANY CONSTRUCTION OPERATIONS. STAKES SHALL BE PLACED SUCH THAT THEY ARE VISIBLE FROM EACH OTHER AND ARE SUFFICIENT SPACING TO DETERMINE THE LOCATION OF THE RIGHT-OF-WAY OR EASEMENT IN ANY LOCATION. THE RIGHT-OF-WAY SHALL BE STAKED BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM COST FOR CONSTRUCTION LAYOUT.

26. THE RIGHT-OF-WAY MARKER SHALL BE INSTALLED SO THAT THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT-OF-WAY BOUNDARY. THE RIGHT-OF-WAY MARKER SHALL BE WITNESS TO THE RIGHT-OF-WAY CORNER, WHICH IS THE PROPERTY PIN. THE RIGHT-OF-WAY CORNER OR PROPERTY PIN IS A 5/8" IRON ROD, THIRTY INCHES (30") IN LENGTH, WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED OR DISTURBED WHEN SETTING THE RIGHT-OF-WAY MARKER AT THE TWELVE (12") OFFSET.

FILE NAME : K:\110205-IL 157-St. Clair\CA00\0876E62-01-  Johnson, Deo & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	USER NAME : JimH General Notes.dgn	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS. GENERAL NOTES AND COMMITMENTS	F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 3
	PLOT SCALE : 100.0000 ' / 1"		PLOT DATE : 03/16/2015 15:40:36			CONTRACT NO. 76E62		ILLINOIS FED. AID PROJECT		
SCALE: SHEET OF SHEETS STA. TO STA.										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE												
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20														
													URBAN							
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	808	808																
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1278	1278																
20200100	EARTH EXCAVATION	CU YD	1315	1148		167														
20400800	FURNISHED EXCAVATION	CU YD	6025	5993		32														
20800150	TRENCH BACKFILL	CU YD	45	45																
25000210	SEEDING, CLASS 2A	ACRE	4.50	4.50																
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	408	408																
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	408	408																
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	408	408																
25100115	MULCH, METHOD 2	ACRE	1.50	1.50																
25100630	EROSION CONTROL BLANKET	SQ YD	11058	11058																
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2299	2299																
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	451	451																
28000305	TEMPORARY DITCH CHECKS	FOOT	528	528																

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN			CONSTRUCTION CODE						
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20							
28000400	PERIMETER EROSION BARRIER	FOOT	1420	1420									
28000500	INLET AND PIPE PROTECTION	EACH	7	7									
28100107	STONE RIPRAP, CLASS A4	SQ YD	152	152									
28100109	STONE RIPRAP, CLASS A5	SQ YD	1393	1393									
28200200	FILTER FABRIC	SQ YD	1545	1545									
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	925	925									
31200100	STABILIZED SUBBASE 4"	SQ YD	1762	1762									
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2163	2163									
40600637	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	TON	249	249									
40600990	TEMPORARY RAMP	SQ YD	70	70									
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1180	1180									
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	574	459	49	66							
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	376	376									
42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD	1248	1248									

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN		80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE				
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20								
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	81	81										
48203100	HOT-MIX ASPHALT SHOULDERS	TON	171	171										
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1										
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1										
50104400	CONCRETE HEADWALL REMOVAL	EACH	3	3										
50105220	PIPE CULVERT REMOVAL	FOOT	138	138										
50157300	PROTECTIVE SHIELD	SQ YD	1044	1044										
50200100	STRUCTURE EXCAVATION	CU YD	890	890										
50200300	COFFERDAM EXCAVATION	CU YD	592	592										
50201121	COFFERDAM (TYPE 2) (LOCATION-1)	EACH	1	1										
50300225	CONCRETE STRUCTURES	CU YD	939.6	939.6										
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1235.3	1235.3										
50300260	BRIDGE DECK GROOVING	SQ YD	3400	3400										
50300265	SEAL COAT CONCRETE	CU YD	104.2	104.2										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED/20 STATE		80 STATE/20 CITY		CONSTRUCTION CODE						
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20								
													URBAN	
50300300	PROTECTIVE COAT	SO YD	5350	5350										
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1										
50500505	STUD SHEAR CONNECTORS	EACH	16983	16983										
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	425440	425440										
50800530	MECHANICAL SPLICERS	EACH	220	220										
50901730	BRIDGE FENCE RAILING	FOOT	613	613										
50901750	PARAPET RAILING	FOOT	543	543										
51100100	SLOPE WALL 4 INCH	SO YD	782	782										
51201600	FURNISHING STEEL PILES HP12X53	FOOT	8916	8916										
51201900	FURNISHING STEEL PILES HP14X89	FOOT	1969	1969										
51202305	DRIVING PILES	FOOT	10885	10885										
51203600	TEST PILE STEEL HP12X53	EACH	2	2										
51203900	TEST PILE STEEL HP14X89	EACH	2	2										
51500100	NAME PLATES	EACH	1	1										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN		CONSTRUCTION CODE					
				80 FED/20 STATE	80 STATE/20 CITY	FAIRVIEW HEIGHTS	EAST ST. LOUIS				
				STRUCTURE 082-0399 0011	SHARED-USE PATHWAY 0028 80/20	SHARED-USE PATHWAY 0028 80/20					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	169	169							
52100520	ANCHOR BOLTS, 1"	EACH	42	42							
52100530	ANCHOR BOLTS, 1 1/4"	EACH	82	82							
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	50	50							
54213447	END SECTIONS 12'	EACH	4	4							
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2							
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	3	3							
54216180	REINFORCED CONCRETE PIPE TEE, 12" PIPE WITH 12' RISER	EACH	1	1							
54217680	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 24' RISER	EACH	2	2							
54248510	CONCRETE COLLAR	CU YD	3.25	3.25							
550A0050	STORM SEWERS, CLASS A, TYPE 1 12'	FOOT	208	208							
58700300	CONCRETE SEALER	SQ FT	2745	2745							
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	140	140							
60100945	PIPE DRAINS 12"	FOOT	185	185							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN		CONSTRUCTION CODE								
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 002B 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 002B 80/20								
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1										
60218500	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1										
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	5	5										
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1										
60255500	MANHOLES TO BE ADJUSTED	EACH	4	2			2							
60260100	INLETS TO BE ADJUSTED	EACH	6	6										
60403400	GRATES, TYPE A	EACH	2	2										
60500060	REMOVING INLETS	EACH	3	3										
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	3.38	3.38										
60602500	CONCRETE GUTTER, TYPE A	FOOT	213	213										
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	140	140										
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1318	1318										
60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	140	140										
60607600	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24 (DOWELLED)	FOOT	327	327										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED/20 STATE		80 STATE/20 CITY		CONSTRUCTION CODE						
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20								
													URBAN	
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SO FT	1838	1838										
60620000	CONCRETE MEDIAN, TYPE SB-6, 24	SO FT	108	108										
60620400	CONCRETE MEDIAN, TYPE SB-9.06	SO FT	1160	1160										
60621200	CONCRETE MEDIAN, TYPE SB-9.24	SO FT	978	978										
60900515	CONCRETE THRUST BLOCKS	EACH	2	2										
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	2	2										
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	162.5	162.5										
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2										
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2										
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2										
63200310	GUARDRAIL REMOVAL	FOOT	745	745										
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	36	36										
66400105	CHAIN LINK FENCE, 4'	FOOT	46	46										
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	21	21										

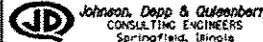
* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE											
				URBAN	STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20												
	CENTERLINE CONTROL MONUMENTATION	EACH	8	8															
66700205	PERMANENT SURVEY MARKERS - TYPE 1	EACH	8	8															
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	150	150															
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1															
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1															
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12															
67100100	MOBILIZATION	L SUM	1	1															
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1															
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	50	50															
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	168	168															
70100100	SHORT TERM PAVEMENT MARKING	FOOT	270	270															
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	17.6	17.6															
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	7441	7441															
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	216	216															
70300260	TEMPORARY PAVEMENT MARKING - LINE 12'	FOOT	654	654															

* SPECIALTY ITEM


CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN		CONSTRUCTION CODE				
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	66	66						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3518	3518						
* 72000100	SIGN PANEL - TYPE 1	SO FT	41.00	41.00						
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	140	140						
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	17.6	17.6						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3851	3851						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	216	216						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	654	654						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	66	66						
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3590	3590						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	57	57						
* 78200300	PRISMATIC CURB REFLECTOR	EACH	80	80						
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8						
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	28	28						

* SPECIALTY ITEM

FILE NAME : ...VCADD\0876E62-shr-500.DGN	USER NAME :	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / 1" =	DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	13
	PLOT DATE = 03/15/2015 15:51:39	CHECKED -	REVISED -		SCALE: SHEET NO. 10 OF SHEETS STA. TO STA.			CONTRACT NO. 76E62				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE						
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20								
													URBAN	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2										
78300100	PAVEMENT MARKING REMOVAL	SQ FT	178	178										
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	41	41										
* 80300100	LOCATING UNDERGROUND CABLE	FOOT	3650	3650										
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	36	36										
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	2	2										
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2										
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	619	619										
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	661	661										
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	836	836										
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	321	321										
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	396	396										
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3	3										
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1	1										

* SPECIALTY ITEM

FILE NAME : ...\\CAD00\0876E2-shr-500.DGN	USER NAME :	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 Johnson, Dapp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 28.0000' / 1" =	DRAWN -	REVISED -						592	119-18R-1	ST. CLAIR	212	14
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		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE						
				STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20								
													URBAN	
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12	12										
* 87900200	DRILL EXISTING HANDHOLE	EACH	4	4										
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5	5										
* 88030070	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2	2										
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	4										
* 88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1	1										
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	6	6										
* 89502200	MODIFIY EXISTING CONTROLLER	EACH	2	2										
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	861	861										
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	2										
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1	1										
X16160445	RIGHT OF WAY AND PROPERTY CORNERS	EACH	10	10										
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3645	3645										
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	540	540										

* SPECIALTY ITEM

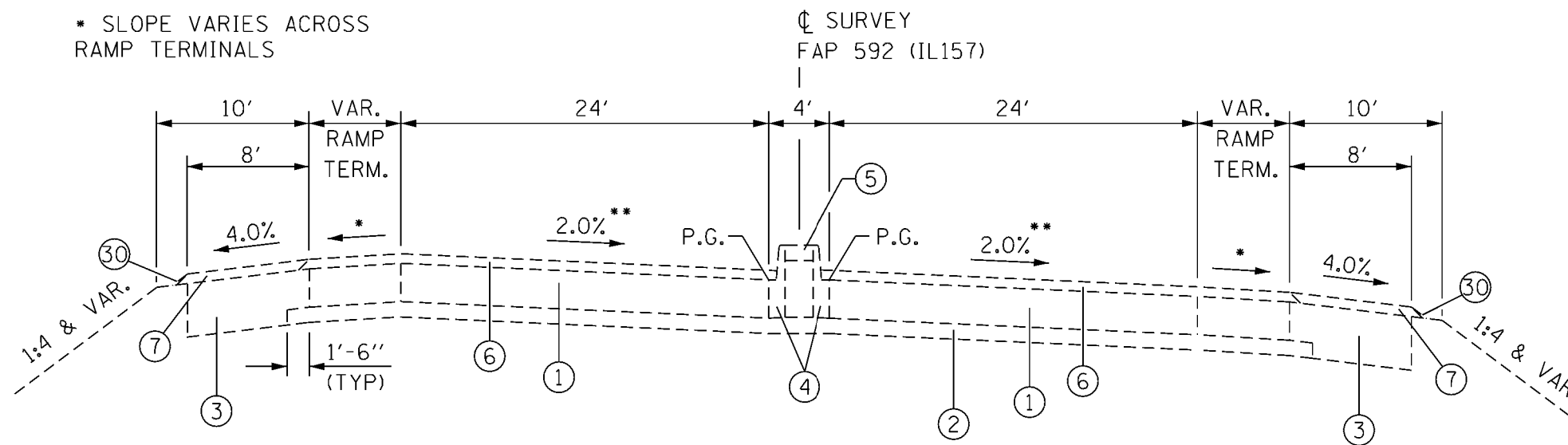
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE		80 STATE / 20 CITY		CONSTRUCTION CODE											
				URBAN	STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20												
X5040100	PRECAST BRIDGE APPROACH SLAB	SO FT	4705		4705														
<input type="checkbox"/>	X5420615	PIPE CULVERTS TO BE CLEANED 15"	FOOT	38	38														
<input type="checkbox"/>	X5420624	PIPE CULVERTS TO BE CLEANED 24"	FOOT	152	152														
<input type="checkbox"/>	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	126	126														
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	251	251														
	X6640300	CHAIN LINK FENCE REMOVAL	FOOT	67	67														
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1														
	X7010218	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	EACH	2	2														
*	X7800100	PAINT PAVEMENT MARKING - RAISED MEDIAN	SO FT	190	190														
*	X7800200	PAINT PAVEMENT MARKING CURB	FOOT	144	144														
	Z0004638	PAVEMENT BREAKING	SO YD	1480	1480														
	Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1														
<input type="checkbox"/>	Z0010615	CLEANING EXISTING INLETS	EACH	5	5														
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1														

Non-Part. (100% STATE)
 * SPECIALTY ITEM

4

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80 FED / 20 STATE	80 STATE / 20 CITY	CONSTRUCTION CODE								
				URBAN	STRUCTURE 082-0399 0011	FAIRVIEW HEIGHTS SHARED-USE PATHWAY 0028 80/20	EAST ST. LOUIS SHARED-USE PATHWAY 0028 80/20							
Z0016702	DETOUR SIGNING	L SUM	1	1										
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	16	16										
Z0018800	DRAINAGE SYSTEM	L SUM	1	1										
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	232	232										

* SLOPE VARIES ACROSS RAMP TERMINALS



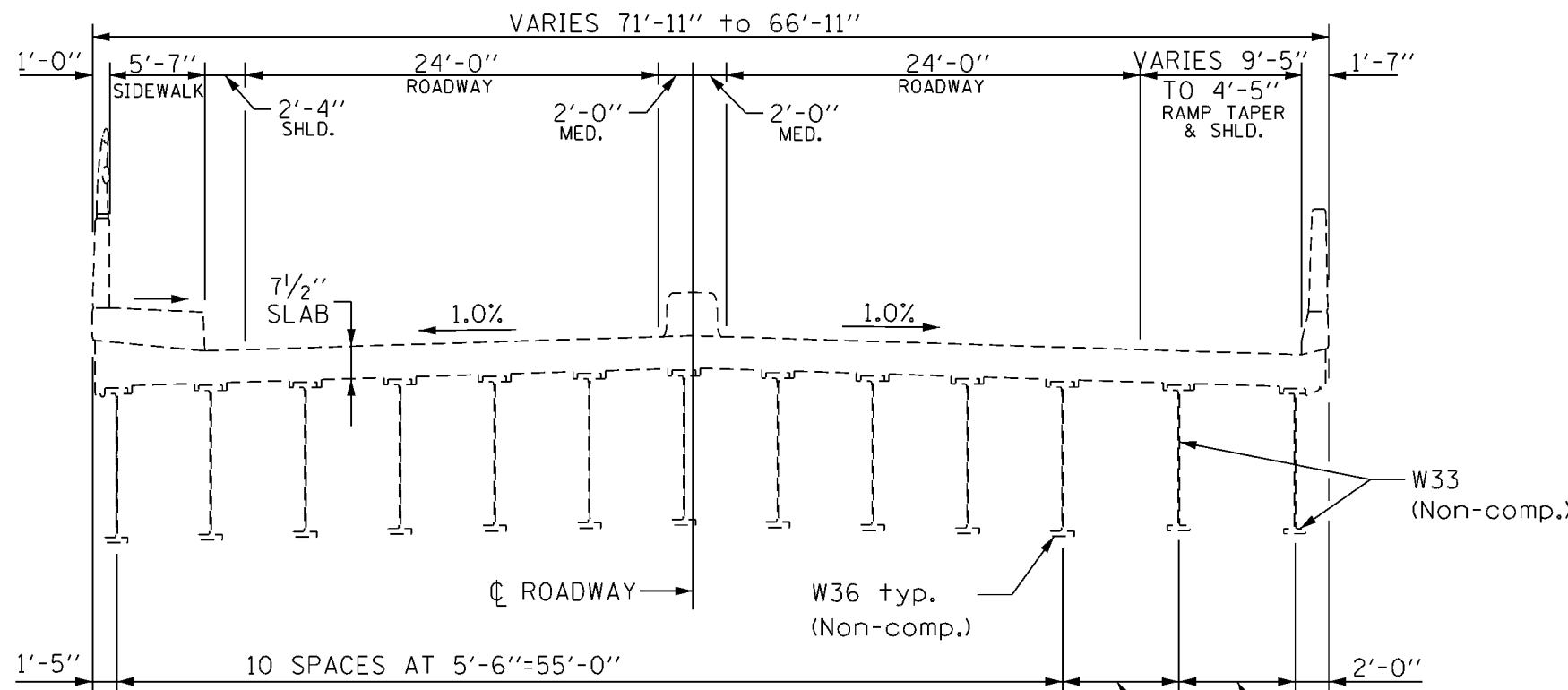
**EXISTING TYPICAL SECTION
(IL ROUTE 157)**

STA. 203+00 TO STA. 205+41

** TAKEN FROM AS-BUILT PLANS (1963)

REMOVE 2.0% S.E.
STA. 203+88 TO STA. 205+18 LT.
STA. 204+28 TO STA. 204+78 RT.
NORMAL CROWN
STA. 205+18 LT. TO STA. 205+41
STA. 204+78 RT. TO STA. 205+41

- ① EX. P.C.C. PAVEMENT 10" (1963)
- ② EX. STABILIZED SUB-BASE 4" (1963)
- ③ EX. STABILIZED SHOULDERS, 14" (1963)
- ④ EX. COMB. CONC. C&G, TY. B-9.06 (1963)
- ⑤ EX. P.C.C. MEDIAN SURFACE 4" (1963)
- ⑥ EX. HMA SURFACE CSE., 2 1/2" (1999)
- ⑦ EX. HMA SHOULDERS, 2 1/2" (1999)
- ⑧ ORIGINAL PAVEMENT PRIOR TO (1963)
- ⑨ EX. HMA PAVEMENT 3" (1963)
- ⑩ EX. P.C.C. BASE COURSE 9" (1963)
- ⑪ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1963)
- ⑫ EX. P.C.C. MEDIAN, SPECIAL (1963)
- ⑬ EX. COMB. CONC. C&G, TY. B-6.24 (1963)
- ⑭ ORIGINAL PAVEMENT PRIOR TO (1971)
- ⑮ EX. CONC. CURB SPECIAL 9" (DOWELLED) (1971)
- ⑯ EX. CONC. MEDIAN SURFACE, 4" (1971)
- ⑰ EX. COMPACTED SAND (1971)
- ⑱ EX. COMB. CONC. C&G, TY. B-9.24, DOWELLED (1971)
- ⑲ EX. P.C.C. BASE COURSE, 8" (1971)
- ⑳ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1971)
- ㉑ EX. COMB. CONC. C&G, TY. B-6.24 (1971)
- ㉒ EX. HMA PAVEMENT 3" (1971)
- ㉓ EX. P.C.C. PAVEMENT 10" (1971)
- ㉔ EX. COMB. CONC. C&G, TY. B-9.24 (1971)
- ㉕ EX. HMA PAVEMENT 5 1/2"+ (1971)
- ㉖ EX. AGGREGATE BASE COURSE, TY. B 2" (1999)
- ㉗ EX. P.C.C. BASE COURSE, 8" (1999)
- ㉘ EX. COMB. CONC. C&G, TY. B-6.12 (1999)
- ㉙ EX. CONC. MEDIAN SURFACE, 4" (1999)
- ㉚ EX. AGG. SHOULDER TYPE B, WEDGE (1999)

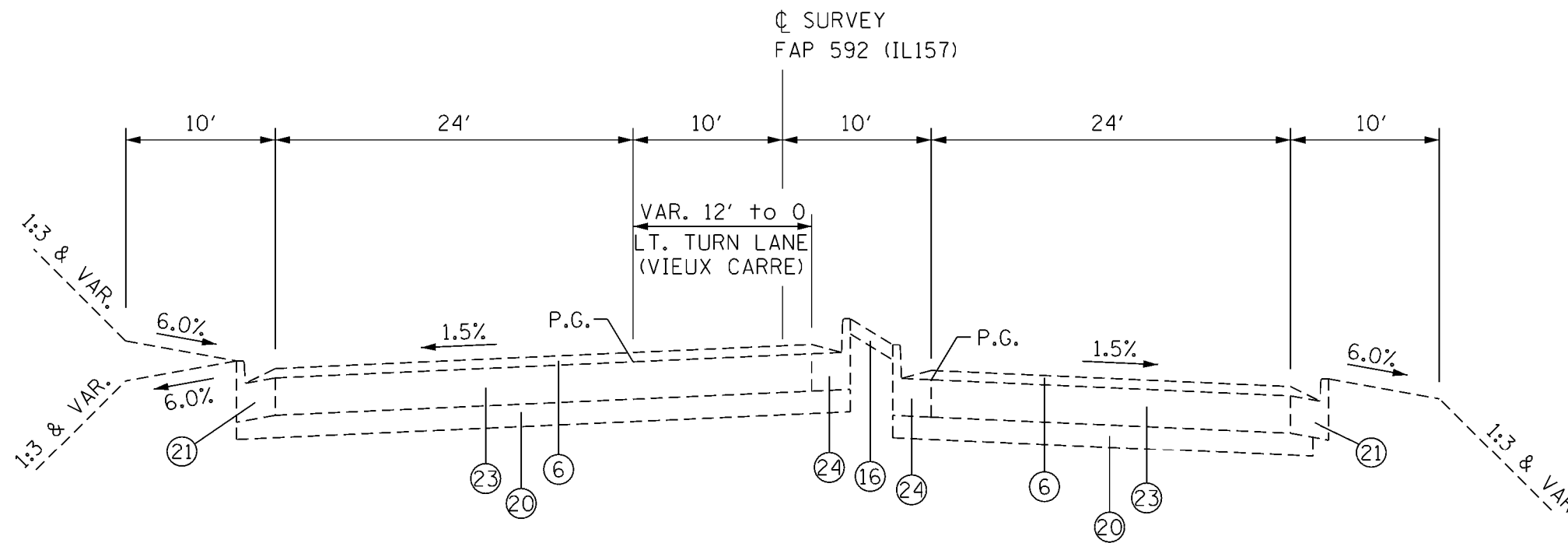


**EXISTING BRIDGE SECTION (1986)
(IL ROUTE 157)**

STA. 205+41 TO STA. 210+21

VARIES 6'-9"
TO 4'-3"
VARIES 6'-9"
TO 4'-3"

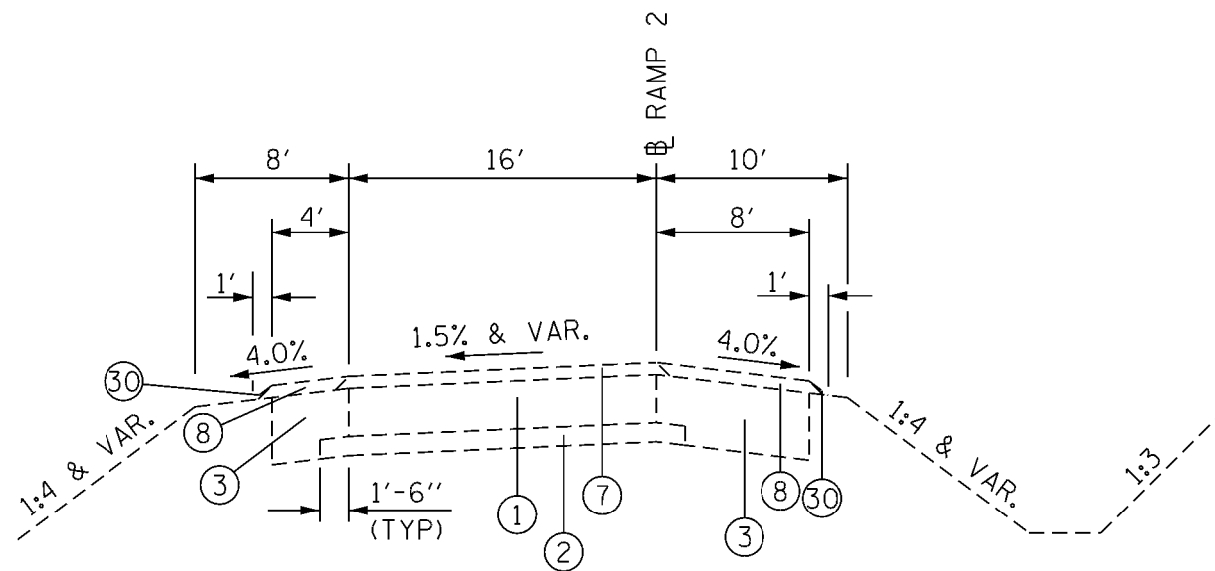
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JOHNSON, DEPP & OLSENBERG CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 10.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 76E62	
	PLOT DATE = 03/16/2015 16:08:21	CHECKED -	REVISED -										ILLINOIS FED. AID PROJECT
		DATE -	REVISED -										



EXISTING TYPICAL SECTION
(IL ROUTE 157)
STA. 221+75 TO STA. 222+79

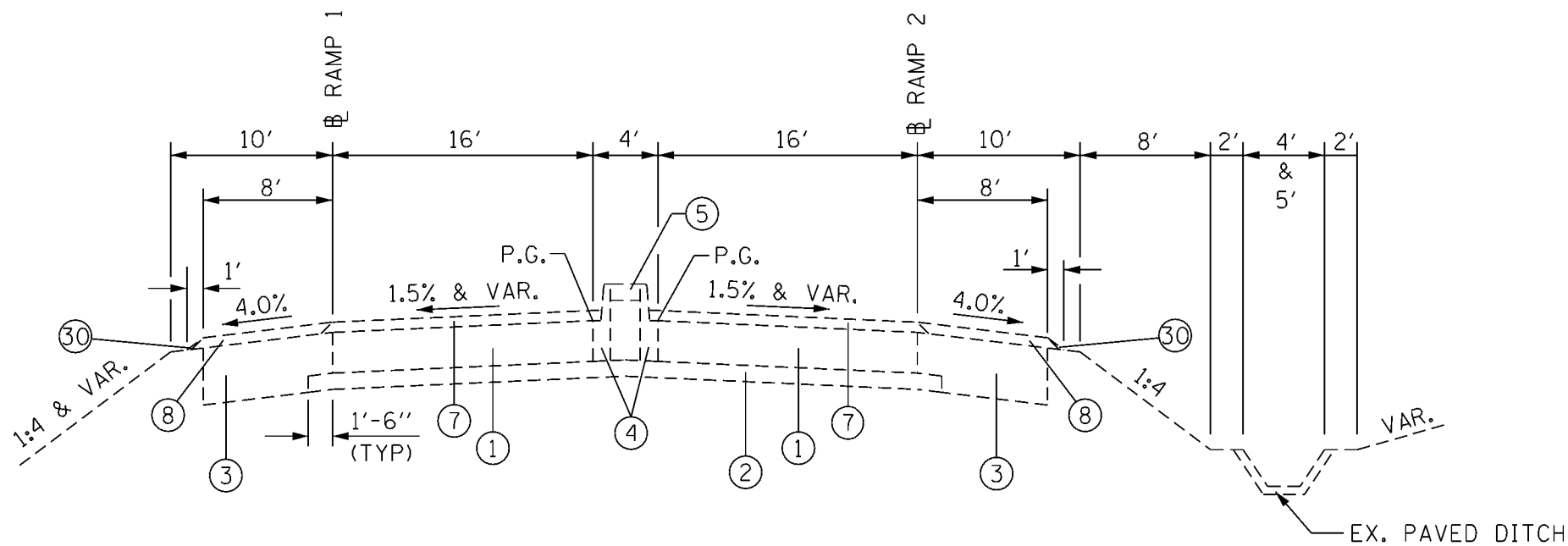
- ① EX. P.C.C. PAVEMENT 10" (1963)
- ② EX. STABILIZED SUB-BASE 4" (1963)
- ③ EX. STABILIZED SHOULDERS, 14" (1963)
- ④ EX. COMB. CONC. C&G, TY. B-9.06 (1963)
- ⑤ EX. P.C.C. MEDIAN SURFACE 4" (1963)
- ⑥ EX. HMA SURFACE CSE., 2 1/2" (1999)
- ⑦ EX. HMA SHOULDERS, 2 1/2" (1999)
- ⑧ ORIGINAL PAVEMENT PRIOR TO (1963)
- ⑨ EX. HMA PAVEMENT 3" (1963)
- ⑩ EX. P.C.C. BASE COURSE 9" (1963)
- ⑪ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1963)
- ⑫ EX. P.C.C. MEDIAN, SPECIAL (1963)
- ⑬ EX. COMB. CONC. C&G, TY. B-6.24 (1963)
- ⑭ ORIGINAL PAVEMENT PRIOR TO (1971)
- ⑮ EX. CONC. CURB SPECIAL 9" (DOWELLED) (1971)
- ⑯ EX. CONC. MEDIAN SURFACE, 4" (1971)
- ⑰ EX. COMPACTED SAND (1971)
- ⑱ EX. COMB. CONC. C&G, TY. B-9.24, DOWELLED (1971)
- ⑲ EX. P.C.C. BASE COURSE, 8" (1971)
- ⑳ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1971)
- ㉑ EX. COMB. CONC. C&G, TY. B-6.24 (1971)
- ㉒ EX. HMA PAVEMENT 3" (1971)
- ㉓ EX. P.C.C. PAVEMENT 10" (1971)
- ㉔ EX. COMB. CONC. C&G, TY. B-9.24 (1971)
- ㉕ EX. HMA PAVEMENT 5 1/2"+ (1971)
- ㉖ EX. AGGREGATE BASE COURSE, TY. B 2" (1999)
- ㉗ EX. P.C.C. BASE COURSE, 8" (1999)
- ㉘ EX. COMB. CONC. C&G, TY. B-6.12 (1999)
- ㉙ EX. CONC. MEDIAN SURFACE, 4" (1999)
- ㉚ EX. AGG. SHOULDER TYPE B, WEDGE (1999)

FILE NAME =	USER NAME = JimH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS IL ROUTE 157				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-st-typical.dgn		DRAWN -	REVISED -		592	119-IBR-1	ST. CLAIR	212	21				
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 76E62				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 03/16/2015 16:09:39	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



EXISTING RAMP TYPICAL SECTION
(IL ROUTE 157 INTERCHANGE)

- ① EX. P.C.C. PAVEMENT 10" (1963)
- ② EX. STABILIZED SUB-BASE 4" (1963)
- ③ EX. STABILIZED SHOULDERS, 14" (1963)
- ④ EX. COMB. CONC. C&G, TY. B-9.06 (1963)
- ⑤ EX. P.C.C. MEDIAN SURFACE 4" (1963)
- ⑦ EX. HMA SHOULDERS, 2 1/2" (1999)
- ⑧ ORIGINAL PAVEMENT PRIOR TO (1963)
- ⑩ EX. AGG. SHOULDER TYPE B, WEDGE (1999)



EXISTING DOUBLE RAMP TYPICAL SECTION
(IL ROUTE 157 INTERCHANGE)

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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
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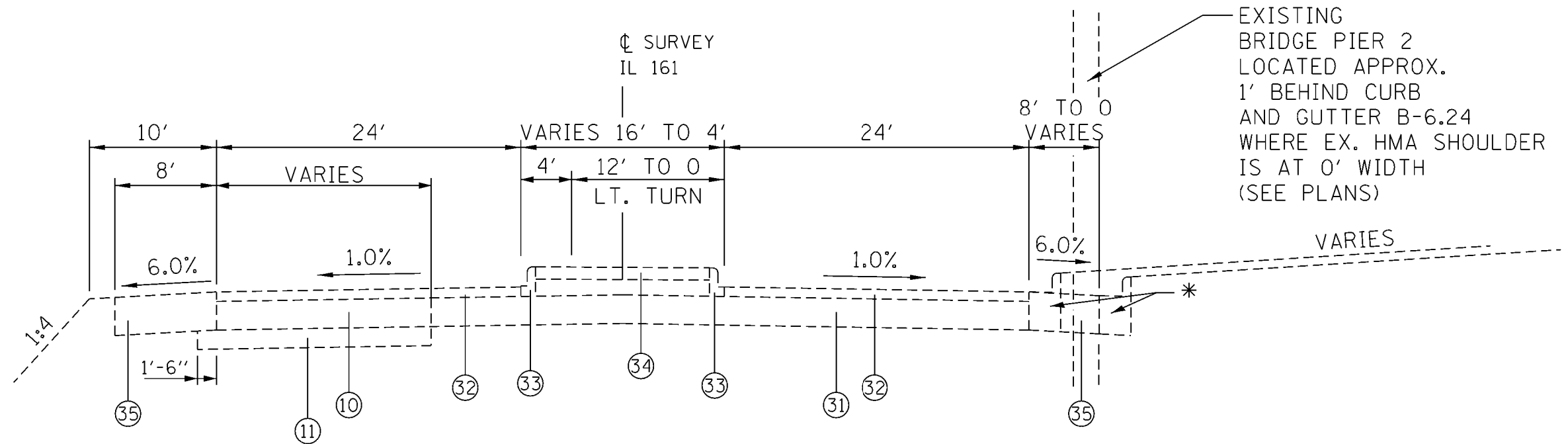
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING RAMP TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	22
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

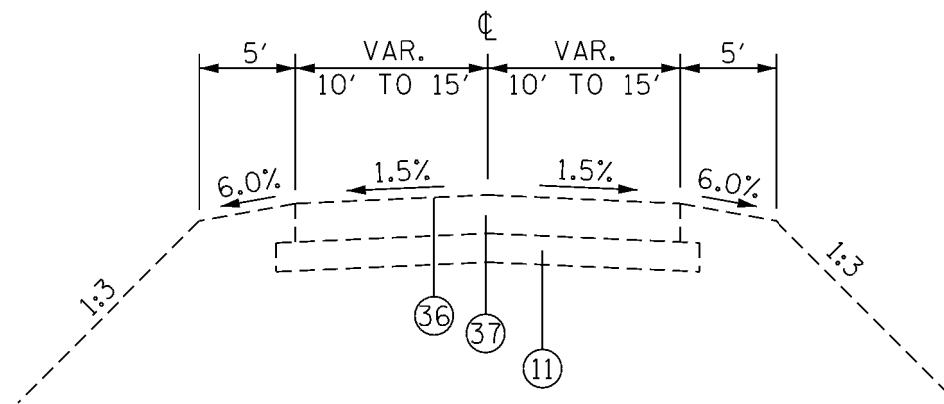
* STA. 117+08 TO STA. 119+38
 EX. CONC. GUTTER, TY. A (1963)
 STA. 119+38 TO 120+78
 EX. CONC. CURB & GUTTER, TY. B-6.24 (1963)
 STA. 120+78 TO STA. 127+28
 EX. CONC. GUTTER, TY. B (1963)



EXISTING TYPICAL SECTION
 (IL ROUTE 161)
 STA. 118+65 TO STA. 120+78

- ⑩ EX. P.C.C. BASE COURSE 9" (1963)
- ⑪ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1963)
- ⑳ EX. PAVEMENT (PRIOR TO 1963)
- ㉑ EX. HMA OVERLAY 3" +/- (1963 & 2012)
- ㉒ EX. COMB. CONC. CURB & GUTTER, TY. M-6.06 (2012)
- ㉓ EX. CONC. MEDIAN SURFACE 4 INCH (2012)
- ㉔ EX. HMA SHOULDERS, 8" (1963 & 2012)

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-st-typical.dgn Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	USER NAME = JimH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS IL ROUTE 161		F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 23
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 76E62 ILLINOIS FED. AID PROJECT			
PLOT DATE = 03/16/2015 16:10:29	DATE -	REVISED -	REVISED -								



- ⑪ EX. SUB-BASE GRANULAR MAT'L., TY. A 6" (1963)
- ③⑥ EX. HMA SURFACE TREATMENT, (A-3) (1963)
- ③⑦ EX. CRUSHED STONE BASE CSE., TY. A (8") (1963)

EXISTING TYPICAL SECTION
CHURCH LANE
STA. 16+00 TO STA. 23+17.64

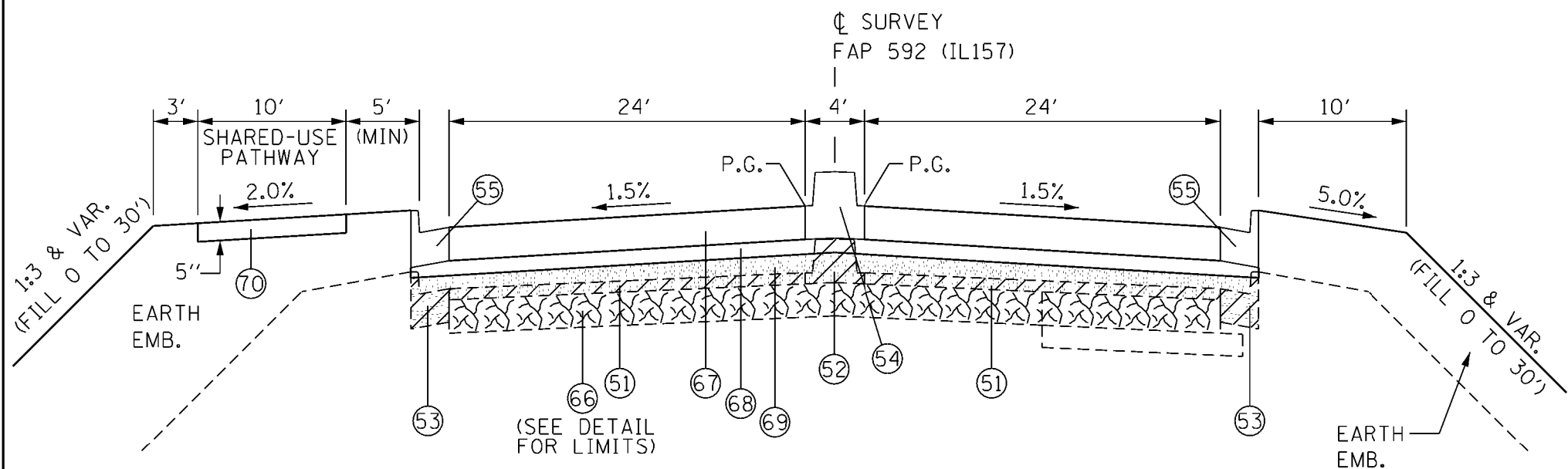
FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-st-typical.dgn	USER NAME = JimH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS CHURCH LANE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	592	119-1BR-1	ST. CLAIR	212	24
		CHECKED -	REVISED -		CONTRACT NO. 76E62										
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT										


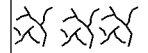

JD Johnson, Depp & Ouisenberry
CONSULTING ENGINEERS
Springfield, Illinois

PLOT SCALE = 10.0000' / in.
PLOT DATE = 03/16/2015 16:10:53

DATE -

DATE -



-  HMA SURFACE REMOVAL
-  PAVEMENT BREAKING
-  SUBBASE GRANULAR MATERIAL

- 50 PR. HMA SURFACE REMOVAL, 2 1/2"
- 51 PR. HMA SURFACE REMOVAL, VAR. DEPTH (SEE EX. TYP. FOR APPROX. THICKNESS (2 1/2" TO 8"±) & LOCATIONS)
- 52 PR. MEDIAN REMOVAL
- 53 PR. COMB. CURB AND GUTTER REMOVAL
- 54 PR. CONCRETE MEDIAN, TY. SB-9.06
- 55 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.24
- 56 PR. CONCRETE MEDIAN, TY. SB-9.24
- 57 PR. COMB. CONC. C & G, TY. B-9.24 (DOWELLED)
- 58 PR. CONCRETE MEDIAN SURFACE, 4 INCH

**PROPOSED TYPICAL SECTION
(IL ROUTE 157)**

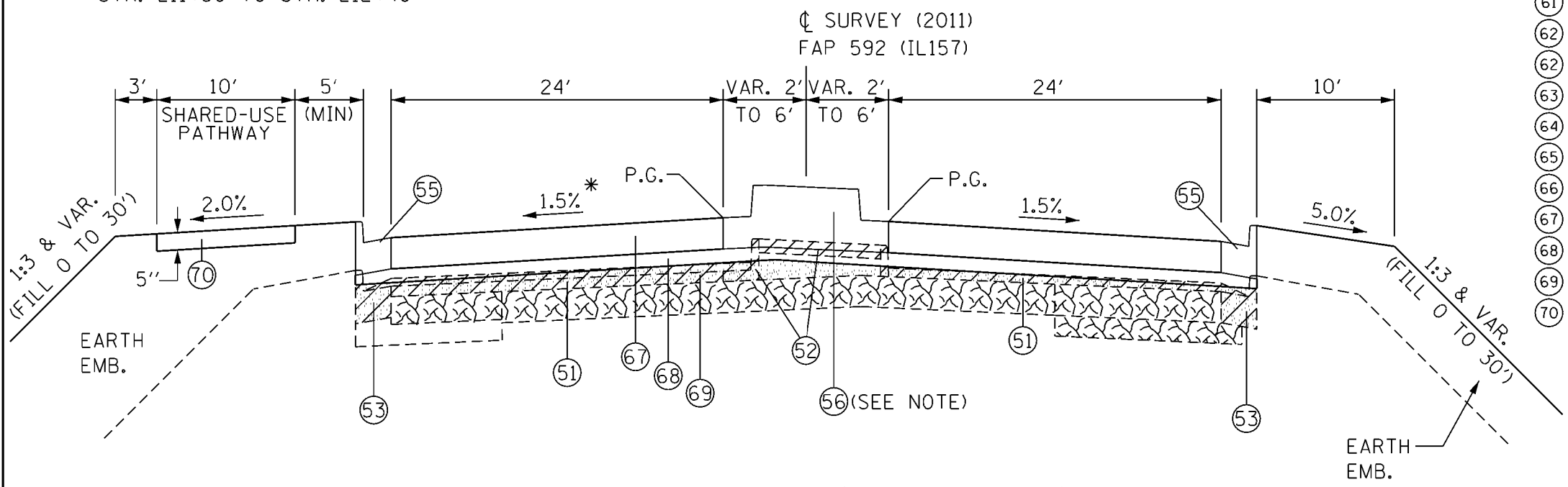
NOTE: FROM STA. 210+25.10 TO STA. 210+55.10 BRIDGE APPROACH SLAB (SEE STRUCTURE PLANS)

STA. 210+25.10 TO STA. 211+50

NOTE: PROPOSED MEDIAN**
 56 SB-9.24 (TO MAX WIDTH 12' @ STA. 212+95)
 ** GUTTER FLAG WIDTH VARIES 6" TO 24" STA. 211+50 TO STA. 212+40

* FOR SPECIAL S.E. INFO
 STA. 212+32 TO STA. 213+32 (NORTHBOUND)
 (SEE PLAN SHEETS)

- 59 PR. COARSE AGGEGATE FILL TO SUBGRADE AS SHOWN IN STD. 606301 (INCLUDED IN THE COST OF MEDIAN SURFACE, 4 INCH)
- 60 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.12
- 61 PR. COMB. CONC. CURB AND GUTTER, TY. B-9.24
- 62 A PR. LEVELING BINDER (MM), IL-9.5FG, N70 (VAR.) (MIN. LIFT - 3/4")
- 62 PR. HMA BINDER CSE., IL-19.0, N70 (VAR.) (MIN. LIFT - 2 1/4")
- 63 PR. HMA SURFACE CSE., MIX "D", N70 (1 1/2")
- 64 PR. HOT-MIX ASPHALT SHOULDERS
- 65 PR. AGGREGATE WEDGE SHOULDER, TY. B
- 66 PR. PAVEMENT BREAKING
- 67 PR. PORTLAND CEMENT CONC. PAVEMENT 9" (JOINTED)
- 68 PR. STABILIZED SUBBASE 4"
- 69 PR. SUBBASE GRANULAR MATERIAL, TYPE B (VAR.)
- 70 PR. HMA SURFACE CSE., MIX "C", N70



**PROPOSED TYPICAL SECTION
(IL ROUTE 157)**

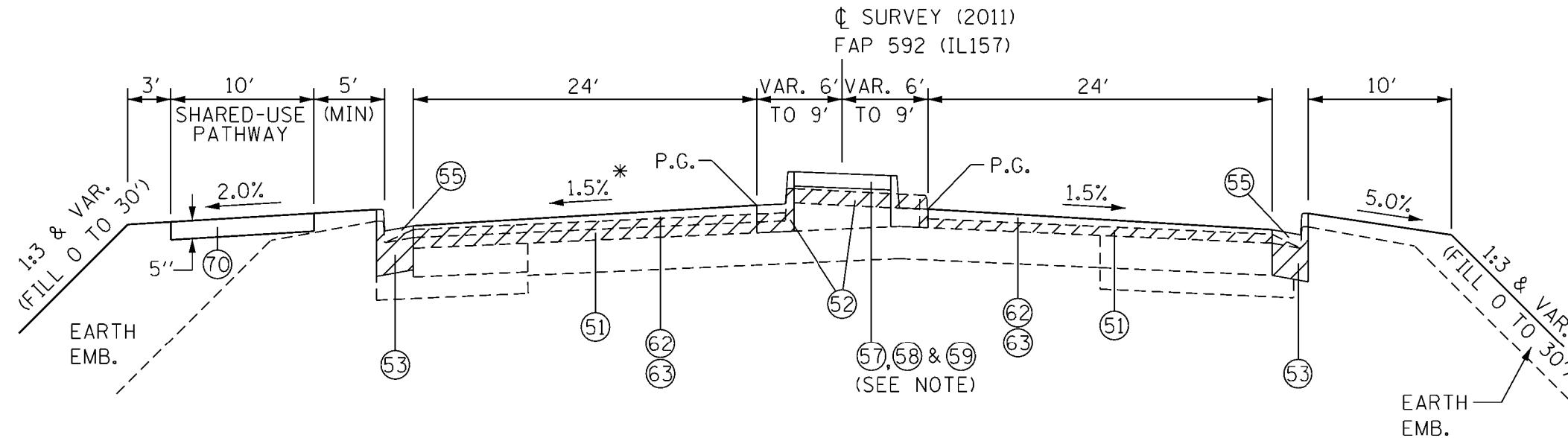
STA. 211+50 TO STA. 212+95

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sh1-typical.dgn Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	USER NAME = J.mh PLOT SCALE = 10.0000' / in. PLOT DATE = 03/16/2015 16:11:52	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS IL ROUTE 157	SCALE: SHEET OF SHEETS STA. TO STA.	F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 592 119-IBR-1 ST. CLAIR 212 26 CONTRACT NO. 76E62	ILLINOIS FED. AID PROJECT
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NOTE: PROPOSED MEDIAN

57 58 C&G B-9.24 (DOWELLED) WITH 4" MEDIAN SURFACE (OVER 12' WIDTH)

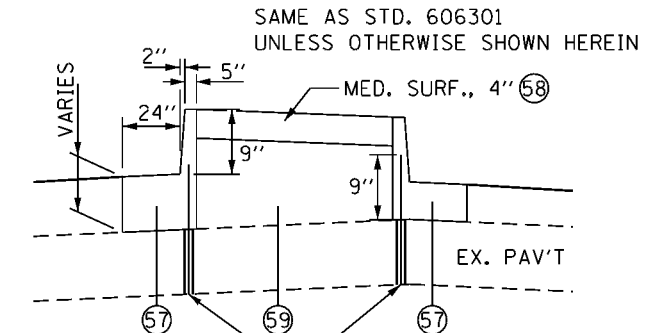
*FOR SPECIAL S.E. INFO
STA. 212+32 TO STA. 213+32 (NORTHBOUND)
(SEE PLAN SHEETS)



PROPOSED TYPICAL SECTION
(IL ROUTE 157)
STA. 212+95 TO STA. 214+72

HMA SURFACE REMOVAL

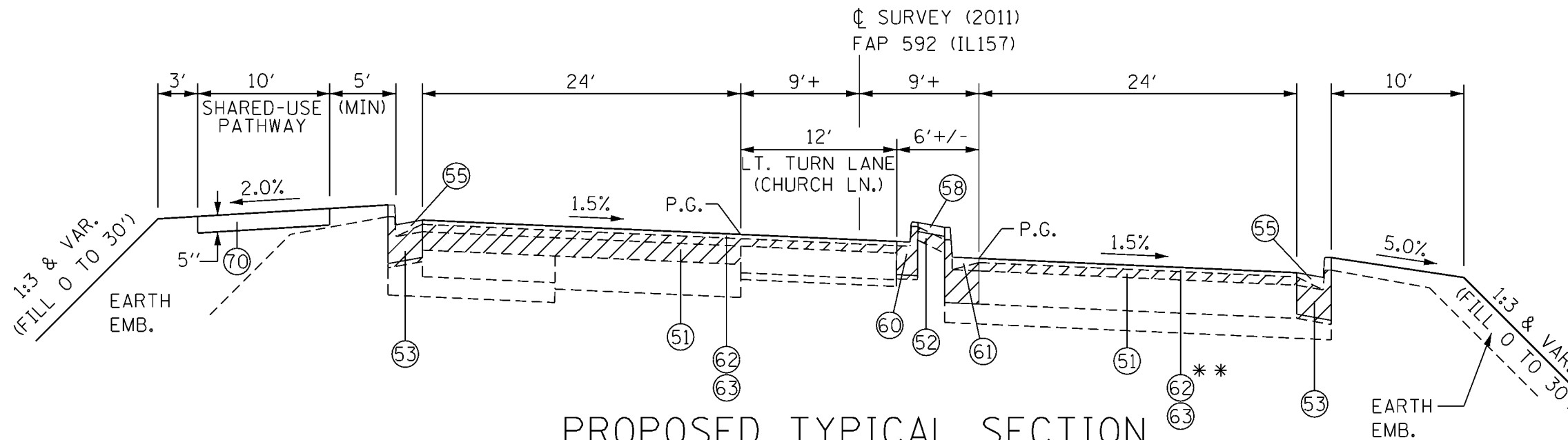
COMB. CONC. CURB AND GUTTER TYPE B-9.24 (DOWELLED)
WITH CONC. MEDIAN SURFACE, 4"



SAME AS STD. 606301
UNLESS OTHERWISE SHOWN HEREIN

*6 Ø BAR ON 6'-0" CENTERS OF CURB IN 1 1/4" HOLES THROUGH EXISTING PAVEMENT AND GROUTED WITH 1:1 GROUTING MIXTURE BARS AND GROUTING MIXTURE SHALL BE INCLUDED IN THE COST OF THE TYPE B-9.24 CURB AND GUTTER.

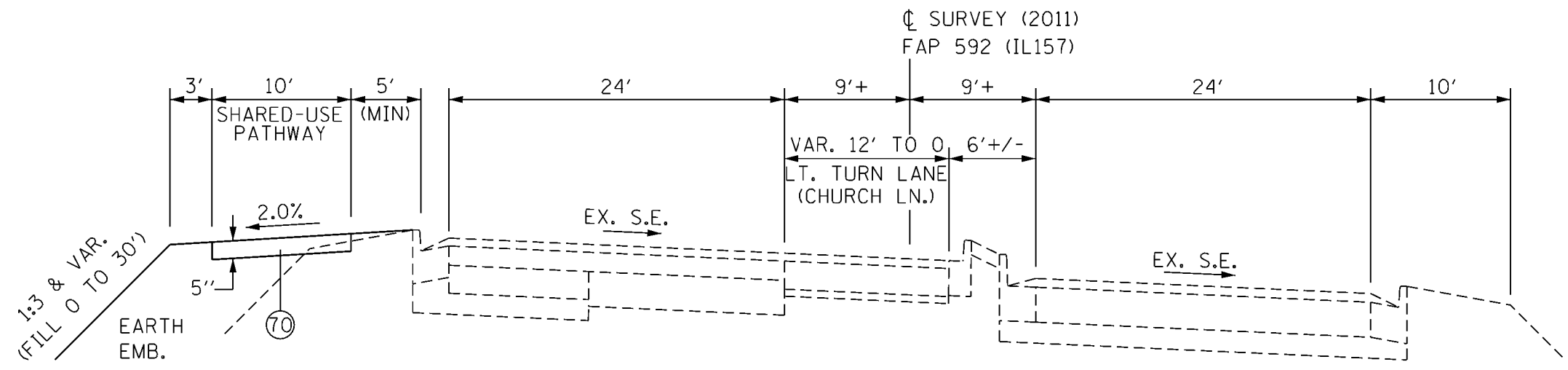
- 50 PR. HMA SURFACE REMOVAL, 2 1/2"
- 51 PR. HMA SURFACE REMOVAL, VAR. DEPTH (SEE EX. TYP. FOR APPROX. THICKNESS (2 1/2" TO 8"±) & LOCATIONS)
- 52 PR. MEDIAN REMOVAL
- 53 PR. COMB. CURB AND GUTTER REMOVAL
- 54 PR. CONCRETE MEDIAN, TY. SB-9.06
- 55 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.24
- 56 PR. CONCRETE MEDIAN, TY. SB-9.24
- 57 PR. COMB. CONC. C & G, TY. B-9.24 (DOWELLED)
- 58 PR. CONCRETE MEDIAN SURFACE, 4 INCH
- 59 PR. COARSE AGGEGATE FILL TO SUBGRADE AS SHOWN IN STD. 606301 (INCLUDED IN THE COST OF MEDIAN SURFACE, 4 INCH)
- 60 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.12
- 61 PR. COMB. CONC. CURB AND GUTTER, TY. B-9.24
- 62 A PR. LEVELING BINDER (MM), IL-9.5FG, N70 (VAR.)
- 62 PR. HMA BINDER CSE., IL-19.0, N70 (VAR.)
- 63 PR. HMA SURFACE CSE., MIX "D", N70 (1 1/2")
- 64 PR. HOT-MIX ASPHALT SHOULDERS
- 65 PR. AGGREGATE WEDGE SHOULDER, TY. B
- 66 PR. PAVEMENT BREAKING
- 67 PR. PORTLAND CEMENT CONC. PAVEMENT 9" (JOINTED)
- 68 PR. STABILIZED SUBBASE 4"
- 69 PR. SUBBASE GRANULAR MATERIAL, TYPE B (VAR.)
- 70 PR. HMA SURFACE CSE., MIX "C", N70



PROPOSED TYPICAL SECTION
(IL ROUTE 157)
STA. 214+72 TO STA. 216+50

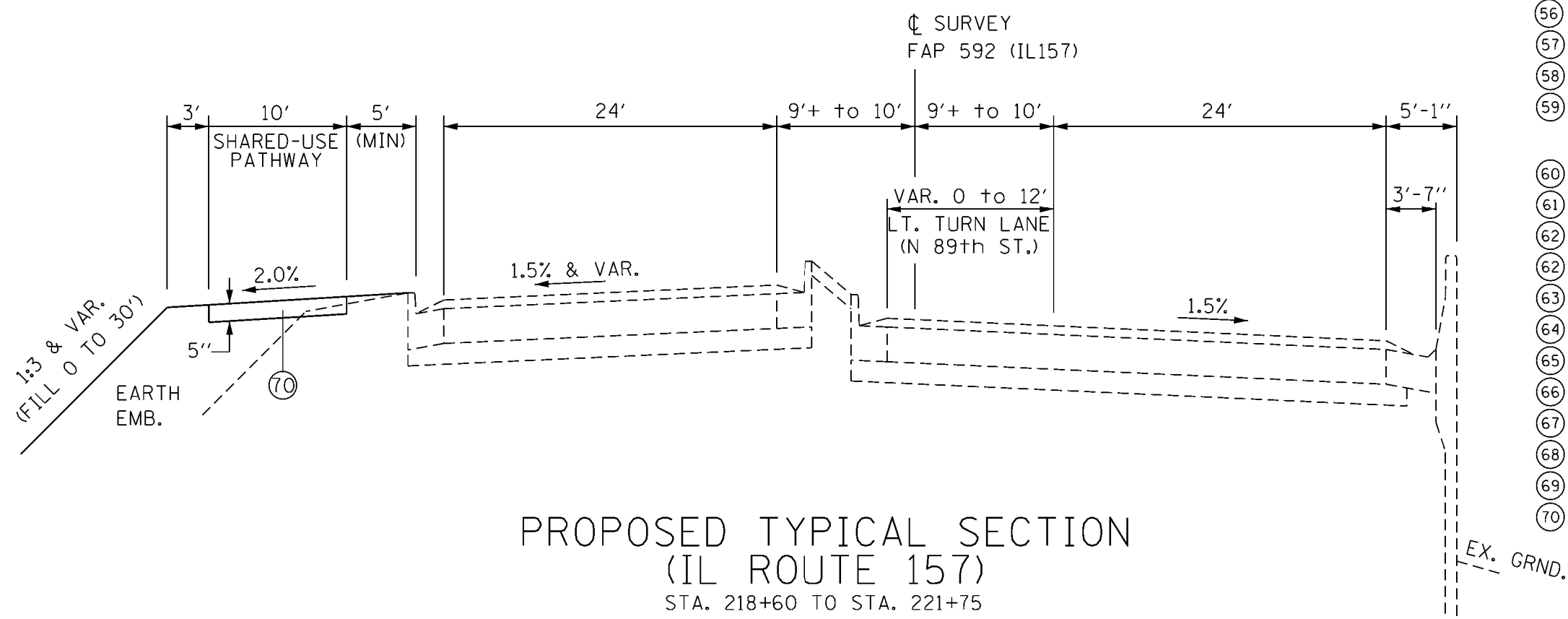
** END HMA BINDER CSE.
AT STA. 216+30 (SB LANES)
(SEE PAVEMENT TRANSITION DETAIL)

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sh-typical.dgn	USER NAME = JjmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS IL ROUTE 157			F.A.P. RTE. = 592	SECTION = 119-IBR-1	COUNTY = ST. CLAIR	TOTAL SHEETS = 212	SHEET NO. = 27
CONTRACT NO. 76E62	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -					SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	
DATE = 03/16/2015 16:12:19		DATE -	REVISED -									
<p>Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois</p>												



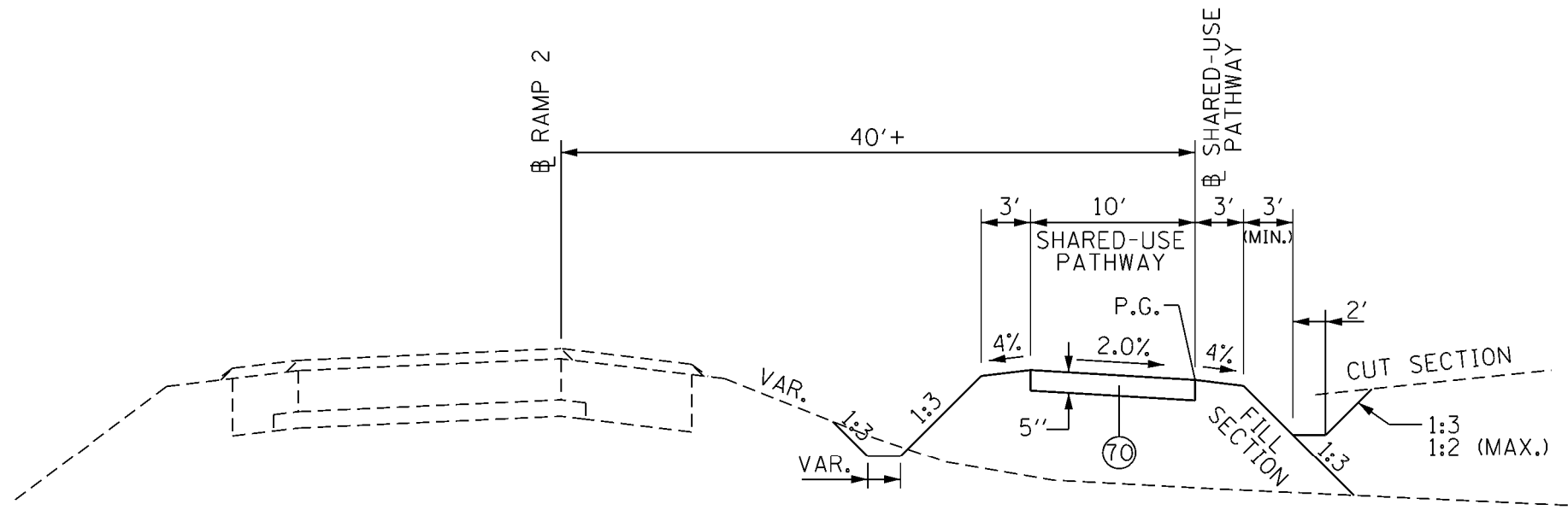
PROPOSED TYPICAL SECTION
(IL ROUTE 157)
STA. 216+50 TO STA. 218+60

- 50 PR. HMA SURFACE REMOVAL, 2 1/2"
- 51 PR. HMA SURFACE REMOVAL, VAR. DEPTH
(SEE EX. TYP. FOR APPROX. THICKNESS
(2 1/2" TO 8"±) & LOCATIONS)
- 52 PR. MEDIAN REMOVAL
- 53 PR. COMB. CURB AND GUTTER REMOVAL
- 54 PR. CONCRETE MEDIAN, TY. SB-9.06

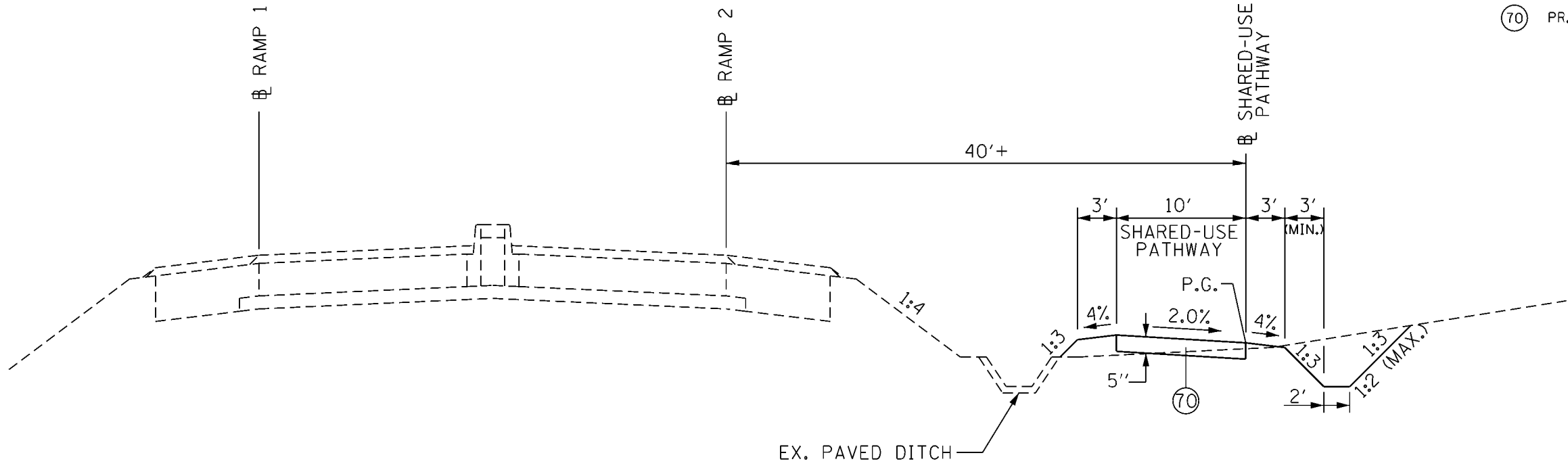


PROPOSED TYPICAL SECTION
(IL ROUTE 157)
STA. 218+60 TO STA. 221+75

- 55 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.24
- 56 PR. CONCRETE MEDIAN, TY. SB-9.24
- 57 PR. COMB. CONC. C & G, TY. B-9.24 (DOWELLED)
- 58 PR. CONCRETE MEDIAN SURFACE, 4 INCH
- 59 PR. COARSE AGGEGATE FILL TO
SUBGRADE AS SHOWN IN STD. 606301
(INCLUDED IN THE COST OF
MEDIAN SURFACE, 4 INCH)
- 60 PR. COMB. CONC. CURB AND GUTTER, TY. B-6.12
- 61 PR. COMB. CONC. CURB AND GUTTER, TY. B-9.24
- 62 A PR. LEVELING BINDER (MM), IL-9.5FG, N70 (VAR.) (MIN. LIFT - 3/4")
- 62 PR. HMA BINDER CSE., IL-19.0, N70 (VAR.) (MIN. LIFT - 2 1/4")
- 63 PR. HMA SURFACE CSE., MIX "D", N70 (1 1/2")
- 64 PR. HOT-MIX ASPHALT SHOULDERS
- 65 PR. AGGREGATE WEDGE SHOULDER, TY. B
- 66 PR. PAVEMENT BREAKING
- 67 PR. PORTLAND CEMENT CONC. PAVEMENT 9" (JOINTED)
- 68 PR. STABILIZED SUBBASE 4"
- 69 PR. SUBBASE GRANULAR MATERIAL, TYPE B (VAR.)
- 70 PR. HMA SURFACE CSE., MIX "C", N70



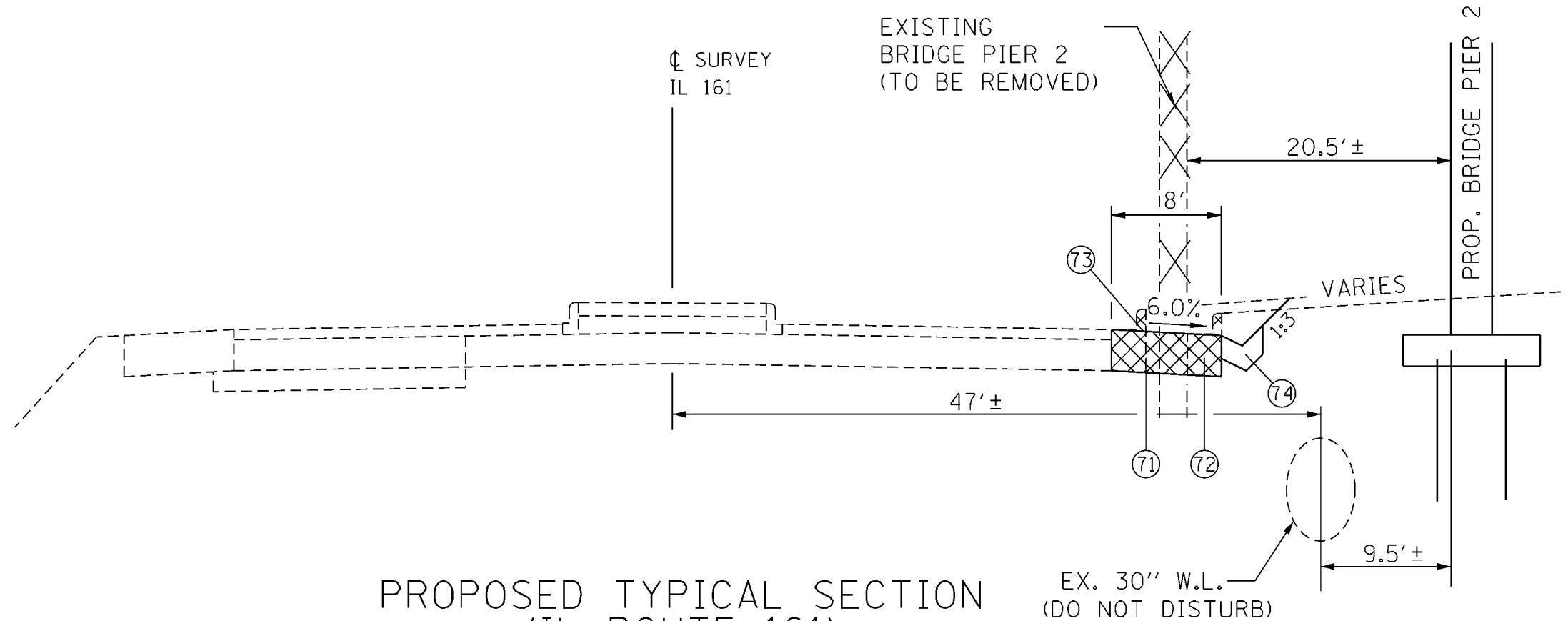
PROPOSED SHARED-USE PATHWAY



70 PR. HMA SURFACE CSE., MIX "C", N70

PROPOSED SHARED-USE PATHWAY


FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sh-typical.dgn 	USER NAME = JmmH DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED SHARED-USE PATHWAY TYPICAL SECTIONS ALONG RAMP 2				F.A.P. RTE. 592 SECTION 119-1BR-1 COUNTY ST. CLAIR TOTAL SHEETS 212 SHEET NO. 29 CONTRACT NO. 76E62
	PLOT SCALE = 10.0000' / in. PLOT DATE = 03/16/2015 16:13:11	DATE -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			




PROPOSED TYPICAL SECTION
(IL ROUTE 161)
STA. 118+65 TO STA. 120+78

EX. 30" W.L.
(DO NOT DISTURB)

- (71) PR. PAVED SHOULDER REMOVAL
- (72) PR. GUTTER REMOVAL
STA. 118+65 TO STA. 119+38
PR. COMB. CURB AND GUTTER REMOVAL
STA. 119+38 TO STA. 120+78
- (73) PR. HMA SHOULDERS (APPROX. 8" THICK)
- (74) PR. CONCRETE GUTTER, TYPE A
MATCH TO EXIST. GUTTER, TYPE A
AT STA. 118+65.
* STA. 120+68 TO STA. 120+78
TRANSITION FROM GUTTER, TYPE A TO
MATCH TO EXIST. GUTTER, TYPE B
AT STA. 120+78.

 PAVED SHOULDER REMOVAL

* PAID FOR AT THE CONTRACT UNIT PRICE
FOR CONCRETE GUTTER, TYPE A.

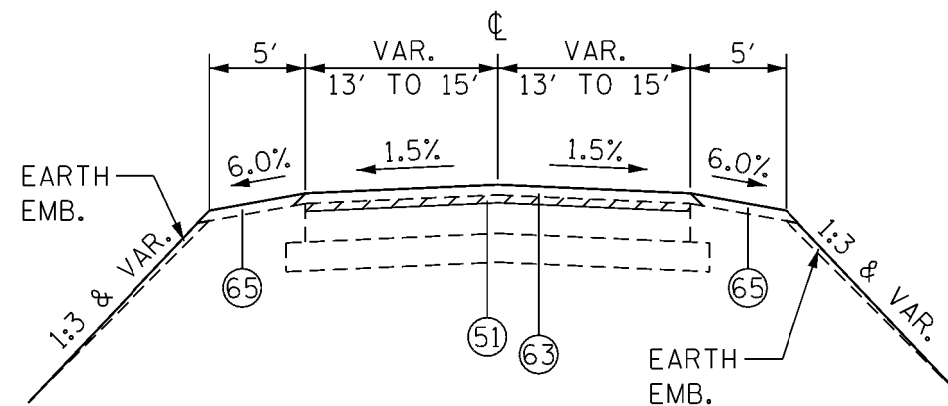
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K:\110205-IL 157-St. Clair\CA00\0876E62-sh-typical.dgn		DRAWN -	REVISED -
 Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 03/16/2015 16:13:35	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
IL ROUTE 161

SCALE: SHEET OF SHEETS STA. TO STA.


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	30
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



- ⑤1 PR. HMA SURFACE REMOVAL, VAR. DEPTH (1 1/2" TO 2"+)
- ⑥3 PR. HMA SURFACE CSE., MIX "D", N70 (VAR.)
- ⑥5 PR. AGGREGATE WEDGE SHOULDER, TY. B

 HMA SURFACE REMOVAL

PROPOSED TYPICAL SECTION
 CHURCH LANE
 STA. 21+80 TO STA. 23+17.64

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-st-typical.dgn  Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	USER NAME = JmmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS CHURCH LANE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	592				119-1BR-1	ST. CLAIR	212	31	
PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -	REVISED -	SCALE:		SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
PLOT DATE = 03/16/2015 16:13:57	DATE -	REVISED -	REVISED -	CONTRACT NO. 76E62							

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	UNIT
IL 157	
85' LT., STA. 208+37	12
77' LT., STA. 208+40	6
101' LT., STA. 208+49	12
117' LT., STA. 208+65	6
115' LT., STA. 208+68	8
108' LT., STA. 208+85	10
106' LT., STA. 208+86	8
113' LT., STA. 208+86	8
109' LT., STA. 208+88	8
114' LT., STA. 208+88	8
85' LT., STA. 208+89	8
82' LT., STA. 208+93	12
77' LT., STA. 208+95	10
82' LT., STA. 209+11	14
81' LT., STA. 209+60	10
93' LT., STA. 209+66	12
101' LT., STA. 209+67	10
105' LT., STA. 209+75	8
54' LT., STA. 209+56	12
46' RT., STA. 209+57	6
60' LT., STA. 209+62	12
52' LT., STA. 209+65	12
83' RT., STA. 209+89	8
91' RT., STA. 210+04	8
88' RT., STA. 210+06	8
55' LT., STA. 210+17	8
62' RT., STA. 210+23	6
52' LT., STA. 210+27	10
84' LT., STA. 210+28	8
121' LT., STA. 210+34	12
83' LT., STA. 210+44	8
84' LT., STA. 210+47	12
67' RT., STA. 210+57	12
56' LT., STA. 210+57	12
77' RT., STA. 210+65	12
113' LT., STA. 210+65	12
87' RT., STA. 210+68	12
108' LT., STA. 210+71	6
45' LT., STA. 210+73	14
80' RT., STA. 210+73	8
44' LT., STA. 210+74	14
85' LT., STA. 210+74	8
82' RT., STA. 210+75	12
92' LT., STA. 210+82	8
112' LT., STA. 210+82	10
87' RT., STA. 210+83	6
71' RT., STA. 210+84	10
76' LT., STA. 210+90	10
90' LT., STA. 210+90	12
102' LT., STA. 210+90	12
80' RT., STA. 210+90	6
84' RT., STA. 210+91	12
103' LT., STA. 210+93	12
92' LT., STA. 210+96	8
90' LT., STA. 210+97	10
77' LT., STA. 211+03	10
47' LT., STA. 211+06	10
71' LT., STA. 211+14	6
87' RT., STA. 211+15	8
95' LT., STA. 211+24	12
77' RT., STA. 211+27	8
41' LT., STA. 211+38	10
81' RT., STA. 211+39	14
83' RT., STA. 211+44	8
54' LT., STA. 211+53	12
67' LT., STA. 211+54	12
60' LT., STA. 211+57	12
57' LT., STA. 211+59	10
60' LT., STA. 211+60	12
61' LT., STA. 211+61	10
48' LT., STA. 211+64	8
58' LT., STA. 211+64	10
86' RT., STA. 211+65	10

(S) - STUMP

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	UNIT
IL 157	
87' RT., STA. 211+67	8
81' RT., STA. 211+72	14
62' LT., STA. 212+04	14
64' LT., STA. 212+06	14
63' LT., STA. 212+08	12
91' LT., STA. 213+22	12 (S)
66' LT., STA. 216+40	14
TOTAL =	808

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	UNIT
IL 157	
100' LT., STA. 208+80	22
85' LT., STA. 209+61	20
82' LT., STA. 209+65	24
98' LT., STA. 209+66	20
111' LT., STA. 209+74	20
53' LT., STA. 209+49	26
51' LT., STA. 209+65	24
91' RT., STA. 209+75	24
117' LT., STA. 209+83	24
87' RT., STA. 210+05	20
83' RT., STA. 210+12	20
73' LT., STA. 210+17	20
86' LT., STA. 210+30	20
90' RT., STA. 210+31	24
50' LT., STA. 210+32	30
67' LT., STA. 210+34	24
50' LT., STA. 210+42	28
86' LT., STA. 210+52	16
38' LT., STA. 210+63	24
61' LT., STA. 210+66	16
61' LT., STA. 210+69	16
71' RT., STA. 210+72	16
41' LT., STA. 211+04	30
45' LT., STA. 211+05	20
76' RT., STA. 211+12	20
90' LT., STA. 211+12	20
56' LT., STA. 211+18	20
90' LT., STA. 211+21	60
55' LT., STA. 211+22	56
60' LT., STA. 211+27	20
91' RT., STA. 211+31	16
44' LT., STA. 211+37	20
57' LT., STA. 211+64	16
79' RT., STA. 211+79	26
55' LT., STA. 211+91	24
53' LT., STA. 212+00	26
62' LT., STA. 212+15	40
71' LT., STA. 212+61	36
91' LT., STA. 213+60	20
72' RT., STA. 214+29	30
69' LT., STA. 216+07	48
65' LT., STA. 216+33	16

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	UNIT
EX. ABAND. S.N. 082-0121	
318' LT., STA. 209+38	20
340' LT., STA. 210+04	36
329' LT., STA. 210+06	30
318' LT., STA. 210+19	30
SHARED USE-PATHWAY	
21' RT., STA. 20+97	24
5' RT., STA. 21+76	24
28' RT., STA. 22+84	36
14' RT., STA. 22+96	36
TOTAL =	1,278

EARTH EXCAVATION
FURNISHED EXCAVATION

LOCATION	EARTH EXCAVATION CU. YD.	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CU. YD.	EMBANKMENT CU. YD.	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU. YD.
IL 157 STA. 203+00 TO STA. 222+79	410.3	307.7	6174.9	-5867.2
IL 161 RT., STA. 118+65 TO RT., STA. 120+78	69.4	52.1	14.3	+37.8
CHURCH LANE STA. 21+80 TO STA. 22+50	0	0	31.7	-31.7
SHARED-USE PATHWAY (NORTH) STA. 19+50 TO STA. 27+90	832.9	624.7	784.7	-160.0
TOTALS =	1,312.6	984.5	7,005.6	-6021.1

SHRINKAGE FACTORS: EARTH EXCAVATION - 25% ASSUMED
EARTH EXCAVATION - 1,315 CU. YDS.
FURNISHED EXCAVATION - 6,025 CU. YDS.

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E2-schedule.dgn	USER NAME = JmmH	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	32
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



PROPOSED GUARDRAIL	
STEEL PLATE BEAM GUARDRAIL, TYPE A	
LOCATION	FOOT
IL 157	
RT., STA. 204+32 TO RT., STA. 204+69.5	37.5
LT., STA. 211+04 TO LT., STA. 212+04	100.0
EX. ABAND. S.N. 082-0121	
300' LT., STA. 210+18 (SEE PLANS)	25.0
TOTAL =	162.5
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
LOCATION	EACH
IL 157	
RT., STA. 203+82 TO RT., STA. 204+32	1
LT., STA. 212+04 TO LT., STA. 212+54	1
TOTAL =	2
TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
IL 157	
RT., STA. 204+69.5 TO RT., STA. 205+13	1
LT., STA. 210+61 TO LT., STA. 211+04	1
TOTAL =	2
TRAFFIC BARRIER TERMINAL, TYPE 2	
LOCATION	EACH
EX. ABAND. S.N. 082-0121	
300' LT., STA. 210+18 (SEE PLANS)	2
TOTAL =	2
TERMINAL MARKER - DIRECT APPLIED	
LOCATION	EACH
IL 157	
RT., 203+82	1
LT., STA. 212+54	1
TOTAL =	2
GUARDRAIL MARKERS, TYPE A	
LOCATION	EACH
IL 157	(CRYSTAL)
RT., STA. 203+82 TO RT., STA. 205+13	4
LT., STA. 210+61 TO LT., STA. 212+54	4
TOTAL =	8

BARRIER WALL MARKERS, TYPE C	
LOCATION	EACH
IL 157	(CRYSTAL)
RT., STA. 206+13 TO RT., STA. 210+35	14
LT., STA. 205+15 TO LT., STA. 210+60	14
TOTAL =	28

BUILDING REMOVAL NO. 1		
LOCATION	TYPE	L. SUM
RT. STA. 210+05	WOOD SHED (12' X 24')	1
TOTAL =		1

FURNISHING AND ERECTING RIGHT OF WAY MARKERS
RIGHT OF WAY AND PROPERTY CORNERS

LOCATION	F&E R/W MKR EACH	R/W & PROP COR EACH
IL 157		
60' RT., STA. 206+95.88	1	1
70' LT., STA. 207+24.03	1	1
60' RT., STA. 207+36.81	1	1
70' LT., STA. 207+64.96	1	1
60' RT., STA. 208+39.13	1	1
70' LT., STA. 208+67.28	1	1
60' RT., STA. 209+40.99	1	1
70' LT., STA. 209+69.09	1	1
120' RT., STA. 209+28.01	1	1
130' LT., STA. 209+82.06	1	1
278.14' LT., STA. 210+14.44	1	1
329.07' LT., STA. 210+26.83	1	1
120' RT., STA. 210+50.00	1	1
104.93' RT., STA. 210+75.00	1	1
105.19' RT., STA. 211+37.08	1	1
102.08' LT., STA. 212+00.35	1	1
84.11' RT., STA. 212+31.80	1	1
94.08' LT., STA. 213+04.38	1	1
75' RT., STA. 213+97.07	1	1
92.64' LT., STA. 214+50.11	1	1
78.77' LT., STA. 215+50.00	1	1
80' LT., STA. 216+00.00	1	1
67.75' LT., STA. 216+41.49	1	1
67.44' LT., STA. 216+80.00	1	1
75' LT., STA. 217+00.00	1	1
80' LT., STA. 218+00.00	1	1
80' LT., STA. 218+81.47	1	1
TOTAL =	21	10

SIGN PANEL - TYPE 1
TELESCOPING STEEL SIGN SUPPORT

LOCATION	SIGN TYPE	SIGN TY. 1 (SQ. FT.)	SUPPORT (FOOT)
IL 157			
39' LT., STA. 213+87	R9-2	1.5	12
35' RT., STA. 214+04	R9-2	1.5	12
38' LT., STA. 221+02	R1-1	6.25	12
45' RT., STA. 205+00 "Schoenberger Creek"	GREEN BOARD	6.75	28
45' LT., STA. 211+00 "Schoenberger Creek"	GREEN BOARD	6.75	28
SHARED-USE PATHWAY			
RT., STA. 27+82	R1-1	6.25	12
ABANDONED S.N. 082-0121			
300' LT., STA. 210+18 (SEE PLAN SHEET)	OM-1 (2) R11-1100	4.50 7.50	24 12
TOTAL =		41.00	140

CHAIN LINK FENCE REMOVAL
CHAIN LINK FENCE, 4'

LOCATION	REMOVAL (FOOT)	FENCE, 4' (FOOT)
IL 157		
RT., STA. 210+50 TO RT., STA. 210+95	67	-
119' RT., STA. 210+52 TO 105' RT., STA. 210+94	-	46
TOTAL =	67	46

PERMANENT SURVEY MARKERS - TYPE I

LOCATION	DISCRIPTION	EACH
IL 157		
STA. 204+50.44	PT	1
STA. 206+61.04 = STA. 119+91.59	INT. IL 157 @ IL 161	1
STA. 211+21.67	PC	1
0.77' LT., STA. 212+14.28	PI	1
STA. 213+06.87	PRC	1
7.09' RT., STA. 215+85.05	PI	1
STA. 218+62.74	PT	1
STA. 221+71.28 = STA. 13+38.74	INT. IL 157 @ VIEUX CARRE	1
TOTAL =		8

PAVEMENT MARKING REMOVAL

LOCATION	TYPE	SO FT
VIEUX CARRE		
STA., 12+36 TO STA. 12+93	DBL YELLOW 4"	38
RT., STA. 12+93	STOP BAR 24"	64
LT., STA. 13+80	STOP BAR 24"	66
STA., 13+80 TO STA. 13+94	DBL YELLOW 4"	10
TOTAL =		178

TRAFFIC CONTROL AND PROTECTION, SPECIAL

LOCATION	EACH
IL 161	
EB	1
WB	1
FOR USE ON IL 161 DURING SHOULDER AND PIER REMOVAL AND CONSTRUCTION.	
TOTAL =	2

CURB, GUTTER & MEDIAN SCHEDULE																
LOCATION	DESCRIPTION (O)-OUTSIDE (M)-MEDIAN (R)-RADIUS	CONCRETE GUTTER, TYPE A	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.24	COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.24 (DOWELLED)	CONCRETE MEDIAN SURFACE, 4 INCH	CONCRETE MEDIAN, TYPE SB-6.24	CONCRETE MEDIAN, TYPE SB-9.06	CONCRETE MEDIAN, TYPE SB-9.24	MEDIAN REMOVAL	CURB REMOVAL	GUTTER REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	HOT-MIX ASPHALT SHOULDER CURB	PAVED DITCH REMOVAL
IL 157																
STA. 203+00 TO STA. 205+42	PCC, SPECIAL															
STA. 203+00 TO STA. 205+00.6	4' WIDTH							802								
RT., STA. 204+80 TO RT., STA. 204+96															16	
LT., STA. 204+95 TO LT., STA. 205+15															20	
RT., STA. 210+12 TO RT., STA. 214+55	(O) B-6.24													458		
STA. 210+18 TO STA. 211+50	PCC, SPECIAL									528						
LT., STA. 210+24 TO LT., STA. 216+50	(O) B-6.24													626		
RT., STA. 210+55 TO RT., STA. 214+57	(O)		473													
STA. 210+60.5 TO STA. 211+50	4' WIDTH							358								
LT., STA. 210+66 TO LT., STA. 216+50	(O)		584													
RT., STA. 211+50 TO RT., STA. 214+56	SPEC., 9"(DOW)											2445	306			
LT., STA. 211+50 TO RT., STA. 214+56	B-9.24 (DOW)													310		
STA. 211+50 TO STA. 212+95										978						
LT. & RT., STA. 212+95 TO STA. 214+56						327	1596									
RT., STA. 214+86 TO RT., STA. 216+50	(O) B-6.24														176	
RT., STA. 215+10 TO RT., STA. 216+50	(M) B-9.24													140		
RT., STA. 215+10 TO RT., STA. 216+50	(M) B-6.12										236			140		
RT., STA. 214+86 TO RT., STA. 216+50			182													
RT., STA. 215+10 TO RT., STA. 216+50				140												
RT., STA. 215+10 TO RT., STA. 216+50					140											
LT., STA. 218+80 TO LT., STA. 219+70	6' WIDTH															90
LT., STA. 221+17 TO LT., STA. 221+35	(R) B-6.24		20											20		
LT., STA. 221+90 TO LT., STA. 222+18	(R) B-6.24		37											37		
RT., STA. 222+02 TO RT., STA. 222+30	(M) B-9.24									50				50		
RT., STA. 222+12 TO RT., STA. 222+30								108								
RT., STA. 222+06 TO RT., STA. 222+15	(R) B-6.24		12											12		
IL 161																
RT., STA. 118+65 TO RT., STA. 119+38	TYPE A	213											74			
RT., STA. 119+38 TO RT., STA. 120+78	B-6.24													140		
SHARED-USE PATHWAY																
LT., STA. 27+12 TO RT., STA. 27+46	4' WIDTH															50
8' LT. & 2' RT., STA. 27+89	(R) B-6.24		10											10		
TOTAL =		213	140	1,318	140	327	1,838	108	1,160	978	4,227	306	74	2,119	36	140

PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH			
LOCATION	WIDTH (FT)	INFORMATION	SO FT
IL 157			
LT., STA. 213+80	5	BUS STOP PAD	35
RT., STA. 213+94	5	BUS STOP PAD	48
RT., STA. 213+96 TO RT., STA. 214+52	5	SIDEWALK	322
LT., STA. 214+25	6	SIDEWALK TO SHARED-USE PATHWAY	42
RT., STA. 214+25	6	STREET TO SIDEWALK	28
RT., STA. 214+53	6	SIDEWALK TO STREET	25
LT., STA. 220+63	5	BUS STOP PAD	25
LT., STA. 221+92 TO LT., STA. 222+19	5	SIDEWALK	156
RT., STA. 12+18 (VIEUX CARRE) TO RT., STA. 222+74	5	SIDEWALK	705
RT., STA. 222+76	5	BUS STOP PAD	40
TOTAL =			1426

DETECTABLE WARNINGS		
LOCATION	WIDTH (FT)	SO FT
IL 157		
7' LT., STA. 214+25	6	12
37' LT., STA. 214+25	6	12
7' RT., STA. 214+25	6	12
36' RT., STA. 214+25	6	12
57' RT., STA. 214+53	6	12
47' LT., STA. 221+28	16	32
50' LT., STA. 221+98	8	16
42' LT., STA. 222+10	7	14
41' RT., STA. 222+10	7	14
IL 161		
48' LT., STA. 22+84	6	12
TOTAL =		148

SIDEWALK REMOVAL		
LOCATION	WIDTH (FT)	SO FT
VIEUX CARRE		
RT., STA. 12+17 TO RT., STA. 12+94	4	322
TOTAL =		322

PAVEMENT MARKING SCHEDULE

LOCATION	TEMP. PVM'T MARKING LETTER & SYMBOLS TURN ARROW (WHITE)	TEMP. PVM'T MARKING 4 INCH EDGE LINE (WHITE)	TEMP. PVM'T MARKING 4 INCH MEDIAN EDGE (YELLOW)	TEMP. PVM'T MARKING 4 INCH SKIP-DASH (WHITE)	TEMP. PVM'T MARKING 4 INCH DOTTED (WHITE)	TEMP. PVM'T MARKING 8 INCH EDGE LINE (WHITE)	TEMP. PVM'T MARKING 12 INCH DIAGONALS (WHITE)	TEMP. PVM'T MARKING 12 INCH DIAGONALS (YELLOW)	TEMP. PVM'T MARKING 24 INCH STOP BAR (WHITE)	THERMOPLASTIC PVM'T MARKING LETTER & SYMBOLS TURN ARROW (WHITE)	THERMOPLASTIC PVM'T MARKING 4 INCH EDGE LINE (WHITE)	THERMOPLASTIC PVM'T MARKING 4 INCH MEDIAN EDGE (YELLOW)	THERMOPLASTIC PVM'T MARKING 4 INCH SKIP-DASH (WHITE)	THERMOPLASTIC PVM'T MARKING 4 INCH DOTTED (WHITE)	THERMOPLASTIC PVM'T MARKING 8 INCH EDGE LINE (WHITE)	THERMOPLASTIC PVM'T MARKING 12 INCH DIAGONALS (WHITE)	THERMOPLASTIC PVM'T MARKING 12 INCH DIAGONALS (YELLOW)	THERMOPLASTIC PVM'T MARKING 24 INCH STOP BAR (WHITE)	MODIFIED URETHANE PVM'T MARKING 4" EDGE LINE (WHITE)	MODIFIED URETHANE PVM'T MARKING 4" MEDIAN EDGE (YELLOW)	MODIFIED URETHANE PVM'T MARKING 4" SKIP-DASH (WHITE)	MODIFIED URETHANE PVM'T MARKING 4" DOTTED (WHITE)	PAINT PVM'T MARKING RAISED MEDIAN	PAINT PVM'T MARKING CURB	RAISED REFLECTIVE PVM'T MARKER (CRYSTAL)	RAISED REFLECTIVE PVM'T MARKER (AMBER)	PRISMATIC CURB REFLECTOR (AMBER)	RAISED REFLECTIVE PVM'T MARKER REMOVAL	SHORT TERM PVM'T MARKING		
	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	
IL 157																															
STA. 203+00 TO STA. 216+50																										38		75	22	270	
STA. 203+00 TO STA. 205+00.60		396	401	100							396	401	100																		
STA. 205+00.60 TO STA. 212+95		1590	1588	400															1590	1588	400										
STA. 212+95 TO STA. 216+50		779	614	175							779	614	175																		
LT., STA. 203+00 TO LT., STA. 204+07 (RAMP 2)						216									216																
LT., STA. 203+00 TO LT., STA. 205+56 (RAMP 2)																										17	2		19		
LT., STA. 204+07 TO LT., STA. 205+00.60 (RAMP 2)					26									26																	
LT., STA. 205+00.60 TO LT., STA. 205+56 (RAMP 2)					12																		12								
STA. 214+25							130																								
RT., STA. 214+52																							70	48							
RT., STA. 215+12																							60	48							
LT., STA. 215+65	8.8									8.8																					
LT., STA. 216+35	8.8									8.8																					
STA. 222+12 TO STA. 222+30																															
RT., STA. 222+17																							60	48					5		
VIEUX CARRE DR.																															
STA. 9+60 TO STA. 12+97			1360					220				1360						220													
STA. 12+89									21																						
STA. 13+86																136															
STA. 13+94																															
CHURCH LANE																															
STA. 22+69									17																						
IL. 161																															
STA. 123+00																168															
SUBTOTAL =	17.6	2765	3963	675	38	216	434	220	66	17.6	1175	2375	275	26	216	434	220	66	1590	1588	400	12	190	144	55	2	80	41	270		
TOTAL =	17.6		7441			216	654		66	17.6		3851		26	216	654		66		3590			190	144	57		80	41	270		

PAVING SCHEDULE																	
LOCATION	PAVEMENT REMOVAL	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 2 1/2"	PAVED SHOULDER REMOVAL	PAVEMENT BREAKING	SUBBASE GRANULAR MAT'L, TYPE B	STABILIZED SUBBASE 4"	PCC PAVEMENT 9" (JOINTED)	BIT. MATERIALS (PRIME COAT)	LEVELING BINDER (MM), IL-9.5FG, N70	HMA BINDER CSE., IL-19.0, N70	HMA SURF. CSE., MIX "C", N70	HMA SURF. CSE., MIX "D", N70	AGGREGATE WEDGE SHOULDER, TYPE B	HOT-MIX ASPHALT SHOULDERS	BRIDGE APPROACH PVM'T CONN. (PCC)	TEMPORARY RAMP
	SO YD	SO YD	SO YD	SO YD	SO YD	TON	SO YD	SO YD	POUND	TON	TON	TON	TON	TON	TON	SO YD	SO YD
IL 157																	
STA. 203+00 TO STA. 205+00.6			2012						900	249			134	67	130		
R.T., STA. 204+60 TO RT., STA. 205+35				47													
STA. 205+00.6 TO STA. 205+06.6																61	
STA. 205+00.6 TO STA. 205+42.3	264																
LT., STA. 205+08 TO LT., STA. 205+50				35													
STA. 210+15 TO STA. 212+95					1480	925	1762	1248									
STA. 210+54.5 TO STA. 210+60.5									1096		1180		194			48	
STA. 212+95 TO STA. 216+50																	55
STA. 216+50 (NB & SB)																	
IL 161																	
RT., STA. 118+65 TO RT., STA. 120+78				84											41		
CHURCH LANE																	
STA. 21+80																	15
STA. 21+80 TO STA. 22+40		176							167				48	14			
SHARED-USE PATHWAY																	
NORTH OF STRUCTURE												244					
SOUTH OF STRUCTURE												330					
89th ST. ABAND. SN 082-0121	213																
TOTAL =	477	176	2012	166	1480	925	1762	1248	2163	249	1180	574	376	81	171	109	70

HMA SURFACE REMOVAL, VARIABLE DEPTH			
LOCATION	APPROX. DEPTH	WIDTH	SO YD
	INCHES	FEET	
IL 157			
RT., STA. 210+15 TO RT., STA. 214+72 (SB)	3 1/4	24	1220
LT., STA. 210+20 TO LT., STA. 211+50 (NB)	3 1/4	24	350
LT., STA. 211+50 TO LT., STA. 214+72 (NB)	5 1/2	24 & VAR.	920
9' LT., STA. 214+72 TO 9' LT., STA. 216+50 (NB)	8+	24	475
RT., STA. 214+72 TO RT., STA. 216+50 (SB) *	2 1/2	VAR.	680
* INCLUDES LT-TURN LANE TO CHURCH LN.			
TOTAL =			3645

PROTECTIVE COAT		
LOCATION	INFORMATION	SO YD
IL 157		
STA. 203+00 TO STA. 205+00.6	SB-9.06 (MEDIAN)	89
STA. 205+00.6 TO STA. 205+06.6	BR. APPR. CONN (PCC)	61
RT., STA. 210+55 TO RT., STA. 214+57 (OUTSIDE)	B-6.24 CC & G	136
STA. 210+54.5 TO STA. 210+60.5	BR. APPR. CONN (PCC)	48
STA. 210+60.5 TO STA. 211+50	SB-9.06 (MEDIAN)	40
RT., STA. 210+58 TO RT., STA. 212+95 (SB)	CONC. PVM' T 9"	632
LT., STA. 210+66 TO LT., STA. 216+50 (OUTSIDE)	B-6.24 CC & G	167
LT., STA. 210+64 TO LT., STA. 212+95 (NB)	CONC. PVM' T 9"	616
STA. 211+50 TO STA. 212+95	SB-9.24 (MEDIAN)	109
LT. & RT., STA. 212+95 TO STA. 214+56 (MEDIAN)	CONC. MEDIAN SURF.	177
LT. & RT., STA. 212+95 TO STA. 214+56 (MEDIAN)	B-9.24 CC & G (DOWELL)	94
RT., STA. 214+86 TO RT., STA. 216+50 (OUTSIDE)	B-6.24 CC & G	52
RT., STA. 215+10 TO RT., STA. 216+50 (MEDIAN)	CONC. MEDIAN SURF.	27
RT., STA. 215+10 TO RT., STA. 216+50 (MEDIAN)	B-9.24 CC & G	40
RT., STA. 215+10 TO RT., STA. 216+50 (MEDIAN)	B-6.12 CC & G	25
LT., STA. 221+17 TO LT., STA. 221+35 (OUTSIDE)	B-6.24 CC & G	6
LT., STA. 222+06 TO LT., STA. 222+18 (OUTSIDE)	B-6.24 CC & G	10
RT., STA. 222+06 TO RT., STA. 222+15 (OUTSIDE)	B-6.24 CC & G	4
RT., STA. 222+12 TO RT., STA. 222+30	SB-6.24 (MEDIAN)	12
IL 161		
RT., STA. 118+65 TO RT., STA. 120+78 (OUTSIDE)	TYPE A GUTTER	71
SHARED-USE PATHWAY		
8' LT., & 2' RT., STA. 27+89 (OUTSIDE)	B-6.24 CC & G	3
TOTAL =		2419

IL ROUTE 157 CURVE DATA

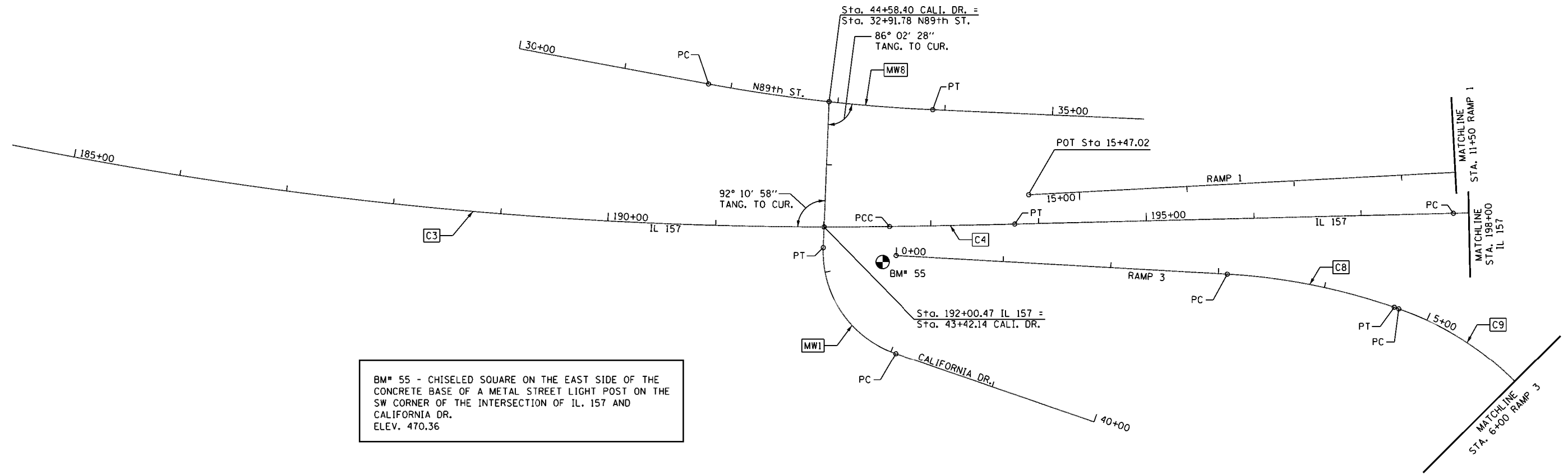
EXIST. CURVE C3
 PI STA. = 188+24.62
 $\Delta = 13^\circ 04' 58''$ (LT)
 $D = 1^\circ 29' 32''$
 $R = 3,839.89'$
 $T = 440.31'$
 $L = 876.80'$
 $E = 25.16'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 183+84.30$
 $P.C.C. STA. = 192+61.10$

89th ST. CURVE DATA

EXIST. CURVE MW8
 PI STA. = 32+83.96
 $\Delta = 8^\circ 00' 56''$ (LT)
 $D = 3^\circ 49' 11''$
 $R = 1500.00'$
 $T = 105.10'$
 $L = 209.85'$
 $E = 3.68'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 31+78.86$
 $P.T. STA. = 33+88.71$

IL ROUTE 157 CURVE DATA

EXIST. CURVE C4
 PI STA. = 193+19.50
 $\Delta = 0^\circ 35' 49''$ (LT)
 $D = 0^\circ 30' 40''$
 $R = 11,211.47'$
 $T = 58.40'$
 $L = 116.79'$
 $E = 0.15'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C.C. STA. = 192+61.10$
 $P.T. STA. = 193+77.89$



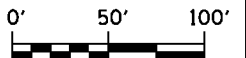
BM# 55 - CHISELED SQUARE ON THE EAST SIDE OF THE CONCRETE BASE OF A METAL STREET LIGHT POST ON THE SW CORNER OF THE INTERSECTION OF IL. 157 AND CALIFORNIA DR.
 ELEV. 470.36

CALIFORNIA DR. CURVE DATA

EXIST. CURVE MW1
 PI STA. = 42+68.38
 $\Delta = 73^\circ 14' 40''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 74.33'$
 $L = 127.84'$
 $E = 24.60'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 41+95.05$
 $P.T. STA. = 43+22.88$

RAMP 3 CURVE DATA

EXIST. CURVE C8	EXIST. CURVE C9
PI STA. = 3+88.37	PI STA. = 5+50.39
$\Delta = 15^\circ 57' 46''$ (RT)	$\Delta = 30^\circ 57' 52''$ (RT)
$D = 10^\circ 02' 12''$	$D = 20^\circ 11' 31''$
$R = 570.86'$	$R = 283.76'$
$T = 80.04'$	$T = 78.60'$
$L = 159.04'$	$L = 153.35'$
$E = 5.58'$	$E = 10.68'$
$e = \text{-----}$	$e = \text{-----}$
$T.R. = \text{-----}$	$T.R. = \text{-----}$
$S.E. RUN = \text{-----}$	$S.E. RUN = \text{-----}$
$P.C. STA. = 3+08.33$	$P.C. STA. = 4+71.79$
$P.T. STA. = 4+67.38$	$P.T. STA. = 6+25.14$



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-11-ATB.dgn	USER NAME = jmm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = 100.0000' / 1" / 1" / 1"		PLOT DATE = 03/16/2015 16:52:37	

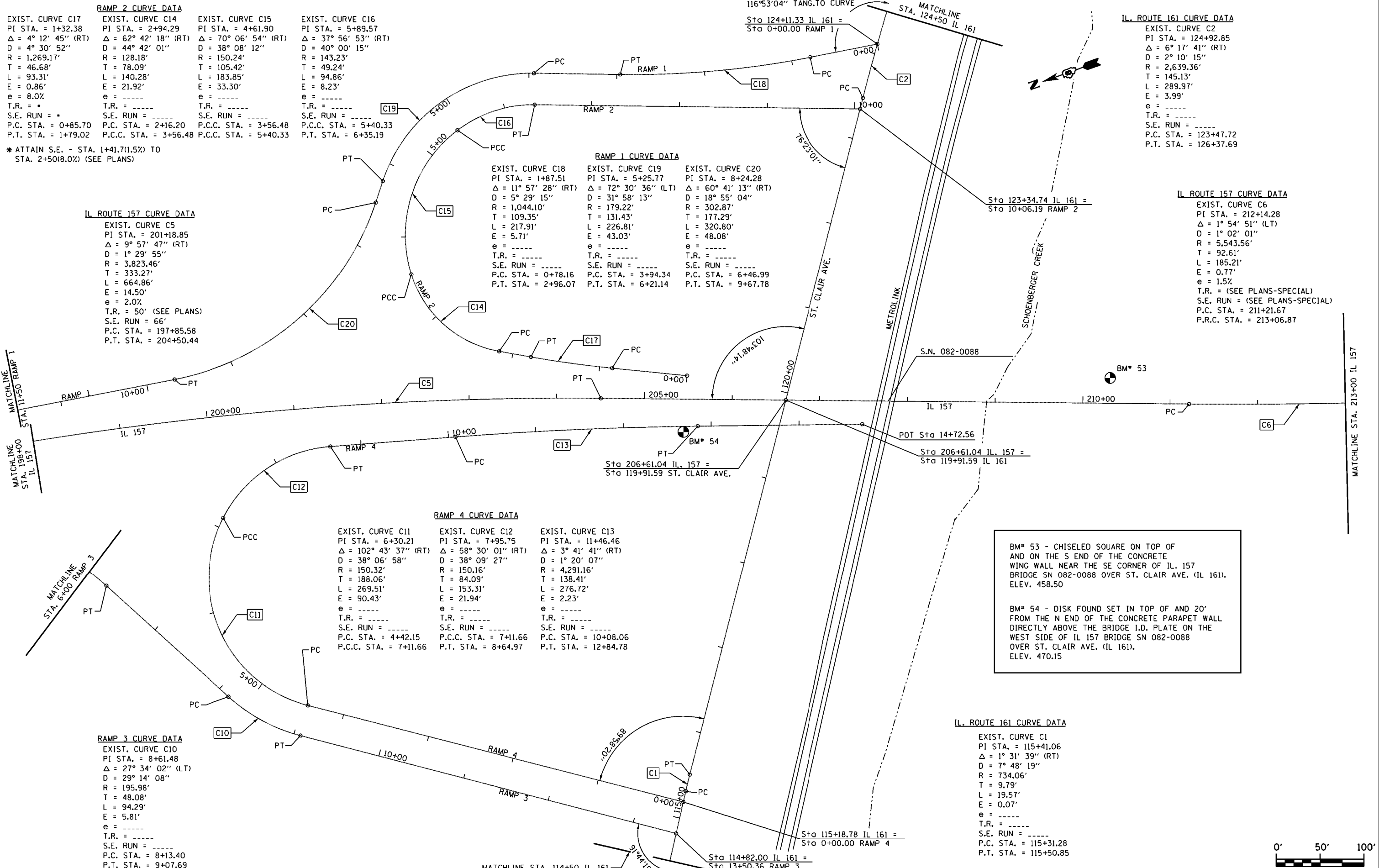
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 157
 ALIGNMENTS, TIES AND BENCHMARKS**

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 185+00 TO STA. 198+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	38
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				





EXIST. CURVE C17
 PI STA. = 1+32.38
 $\Delta = 4^\circ 12' 45''$ (RT)
 $D = 4^\circ 30' 52''$
 $R = 1,269.17'$
 $T = 46.68'$
 $L = 93.31'$
 $E = 0.86'$
 $e = 8.0\%$
 $T.R. = *$
 $S.E. RUN = *$
 $P.C. STA. = 0+85.70$
 $P.T. STA. = 1+79.02$

RAMP 2 CURVE DATA
 EXIST. CURVE C14
 PI STA. = 2+94.29
 $\Delta = 62^\circ 42' 18''$ (RT)
 $D = 44^\circ 42' 01''$
 $R = 128.18'$
 $T = 78.09'$
 $L = 140.28'$
 $E = 21.92'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 2+16.20$
 $P.C.C. STA. = 3+56.48$

EXIST. CURVE C15
 PI STA. = 4+61.90
 $\Delta = 70^\circ 06' 54''$ (RT)
 $D = 38^\circ 08' 12''$
 $R = 150.24'$
 $T = 105.42'$
 $L = 183.85'$
 $E = 33.30'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C.C. STA. = 3+56.48$
 $P.C.C. STA. = 5+40.33$

EXIST. CURVE C16
 PI STA. = 5+89.57
 $\Delta = 37^\circ 56' 53''$ (RT)
 $D = 40^\circ 00' 15''$
 $R = 143.23'$
 $T = 49.24'$
 $L = 94.86'$
 $E = 8.23'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C.C. STA. = 5+40.33$
 $P.T. STA. = 6+35.19$

IL ROUTE 157 CURVE DATA
 EXIST. CURVE C5
 PI STA. = 201+18.85
 $\Delta = 9^\circ 57' 47''$ (RT)
 $D = 1^\circ 29' 55''$
 $R = 3,823.46'$
 $T = 333.27'$
 $L = 664.86'$
 $E = 14.50'$
 $e = 2.0\%$
 $T.R. = 50'$ (SEE PLANS)
 $S.E. RUN = 66'$
 $P.C. STA. = 197+85.58$
 $P.T. STA. = 204+50.44$

RAMP 1 CURVE DATA
 EXIST. CURVE C18
 PI STA. = 1+87.51
 $\Delta = 11^\circ 57' 28''$ (RT)
 $D = 5^\circ 29' 15''$
 $R = 1,044.10'$
 $T = 109.35'$
 $L = 217.91'$
 $E = 5.71'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 0+78.16$
 $P.T. STA. = 2+96.07$

EXIST. CURVE C19
 PI STA. = 5+25.77
 $\Delta = 72^\circ 30' 36''$ (LT)
 $D = 31^\circ 58' 13''$
 $R = 179.22'$
 $T = 131.43'$
 $L = 226.81'$
 $E = 43.03'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 3+94.34$
 $P.T. STA. = 6+21.14$

EXIST. CURVE C20
 PI STA. = 8+24.28
 $\Delta = 60^\circ 41' 13''$ (RT)
 $D = 18^\circ 55' 04''$
 $R = 302.87'$
 $T = 177.29'$
 $L = 320.80'$
 $E = 48.08'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 6+46.99$
 $P.T. STA. = 9+67.78$

IL ROUTE 161 CURVE DATA
 EXIST. CURVE C2
 PI STA. = 124+92.85
 $\Delta = 6^\circ 17' 41''$ (RT)
 $D = 2^\circ 10' 15''$
 $R = 2,639.36'$
 $T = 145.13'$
 $L = 289.97'$
 $E = 3.99'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 123+47.72$
 $P.T. STA. = 126+37.69$

IL ROUTE 157 CURVE DATA
 EXIST. CURVE C6
 PI STA. = 212+14.28
 $\Delta = 1^\circ 54' 51''$ (LT)
 $D = 1^\circ 02' 01''$
 $R = 5,543.56'$
 $T = 92.61'$
 $L = 185.21'$
 $E = 0.77'$
 $e = 1.5\%$
 $T.R. = (SEE PLANS-SPECIAL)$
 $S.E. RUN = (SEE PLANS-SPECIAL)$
 $P.C. STA. = 211+21.67$
 $P.R.C. STA. = 213+06.87$

RAMP 4 CURVE DATA
 EXIST. CURVE C11
 PI STA. = 6+30.21
 $\Delta = 102^\circ 43' 37''$ (RT)
 $D = 38^\circ 06' 58''$
 $R = 150.32'$
 $T = 188.06'$
 $L = 269.51'$
 $E = 90.43'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 4+42.15$
 $P.C.C. STA. = 7+11.66$

EXIST. CURVE C12
 PI STA. = 7+95.75
 $\Delta = 58^\circ 30' 01''$ (RT)
 $D = 38^\circ 09' 27''$
 $R = 150.16'$
 $T = 84.09'$
 $L = 153.31'$
 $E = 21.94'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C.C. STA. = 7+11.66$
 $P.T. STA. = 8+64.97$

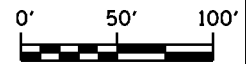
EXIST. CURVE C13
 PI STA. = 11+46.46
 $\Delta = 3^\circ 41' 41''$ (RT)
 $D = 1^\circ 20' 07''$
 $R = 4,291.16'$
 $T = 138.41'$
 $L = 276.72'$
 $E = 2.23'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 10+08.06$
 $P.T. STA. = 12+84.78$

RAMP 3 CURVE DATA
 EXIST. CURVE C10
 PI STA. = 8+61.48
 $\Delta = 27^\circ 34' 02''$ (LT)
 $D = 29^\circ 14' 08''$
 $R = 195.98'$
 $T = 48.08'$
 $L = 94.29'$
 $E = 5.81'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 8+13.40$
 $P.T. STA. = 9+07.69$

IL ROUTE 161 CURVE DATA
 EXIST. CURVE C1
 PI STA. = 115+41.06
 $\Delta = 1^\circ 31' 39''$ (RT)
 $D = 7^\circ 48' 19''$
 $R = 734.06'$
 $T = 9.79'$
 $L = 19.57'$
 $E = 0.07'$
 $e = -----$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 115+31.28$
 $P.T. STA. = 115+50.85$

BM# 53 - CHISELED SQUARE ON TOP OF AND ON THE S END OF THE CONCRETE WING WALL NEAR THE SE CORNER OF IL 157 BRIDGE SN 082-0088 OVER ST. CLAIR AVE. (IL 161). ELEV. 458.50

BM# 54 - DISK FOUND SET IN TOP OF AND 20' FROM THE N END OF THE CONCRETE PARAPET WALL DIRECTLY ABOVE THE BRIDGE I.D. PLATE ON THE WEST SIDE OF IL 157 BRIDGE SN 082-0088 OVER ST. CLAIR AVE. (IL 161). ELEV. 470.15



FILE NAME = K:\110205-IL 157-St. Clair-CA00\0876E2-11-ATB.dgn	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 ALIGNMENTS, TIES AND BENCHMARKS	F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 39
CONTRACT NO. 76E62	DRAWN -	REVISOR -	SCALE: 1"=50'	SHEET NO. 2 OF 3 SHEETS	STA. 198+00 TO STA. 213+00	ILLINOIS FED. AID PROJECT			
CONSULTING ENGINEERS Springfield, Illinois	CHECKED -	REVISOR -							
DATE 03/16/2015 16:53:07	DATE -	REVISOR -							

89th ST. CURVE DATA

EXIST. CURVE MW6	EXIST. CURVE MW5
PI STA. = 219+12.10	PI STA. = 222+85.75
$\Delta = 32^\circ 53' 44''$ (LT)	$\Delta = 8^\circ 53' 48''$ (RT)
D = 10° 00' 00"	D = 9° 00' 00"
R = 572.96'	R = 636.62'
T = 163.73'	T = 49.53'
L = 318.96'	L = 98.85'
E = 22.93'	E = 1.92'
e = -----	e = -----
T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 217+48.37	P.C. STA. = 222+36.23
P.T. STA. = 220+67.33	P.T. STA. = 223+35.08

IL ROUTE 157 CURVE DATA

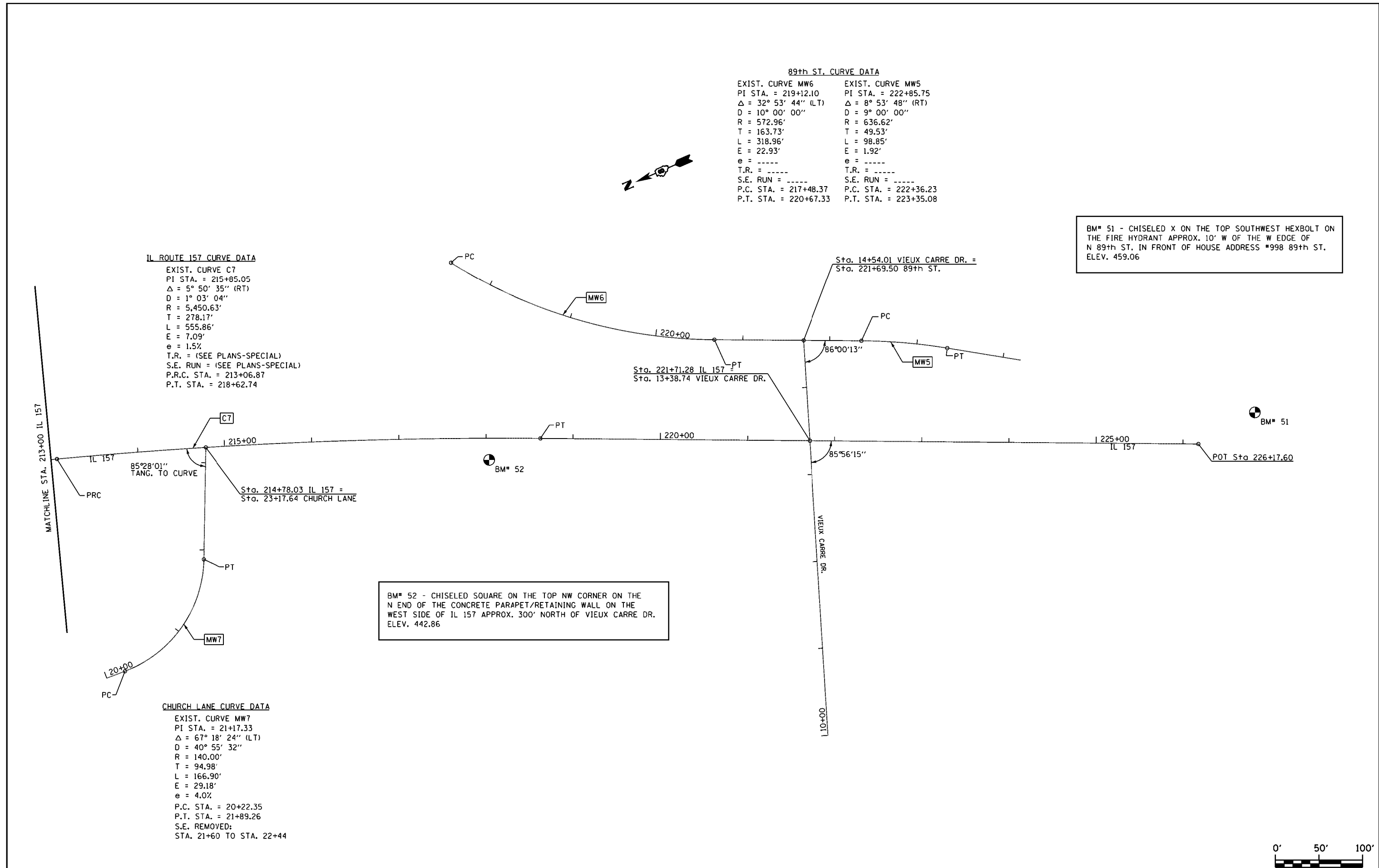
EXIST. CURVE C7
 PI STA. = 215+85.05
 $\Delta = 5^\circ 50' 35''$ (RT)
 D = 1° 03' 04"
 R = 5,450.63'
 T = 278.17'
 L = 555.86'
 E = 7.09'
 e = 1.5%
 T.R. = (SEE PLANS-SPECIAL)
 S.E. RUN = (SEE PLANS-SPECIAL)
 P.R.C. STA. = 213+06.87
 P.T. STA. = 218+62.74

CHURCH LANE CURVE DATA

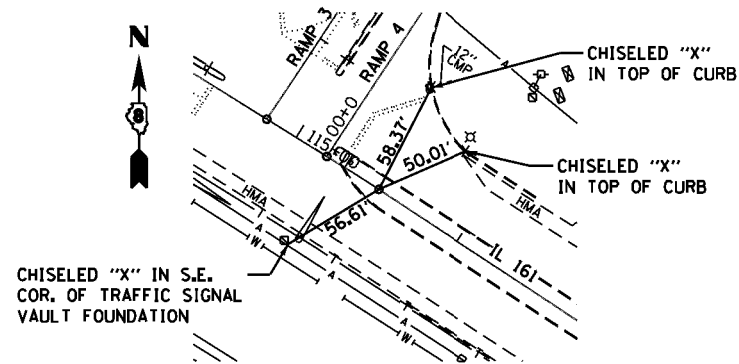
EXIST. CURVE MW7
 PI STA. = 21+17.33
 $\Delta = 67^\circ 18' 24''$ (LT)
 D = 40° 55' 32"
 R = 140.00'
 T = 94.98'
 L = 166.90'
 E = 29.18'
 e = 4.0%
 P.C. STA. = 20+22.35
 P.T. STA. = 21+89.26
 S.E. REMOVED:
 STA. 21+60 TO STA. 22+44

BM# 51 - CHISELED X ON THE TOP SOUTHWEST HEXBOLT ON THE FIRE HYDRANT APPROX. 10' W OF THE W EDGE OF N 89th ST. IN FRONT OF HOUSE ADDRESS #998 89th ST. ELEV. 459.06

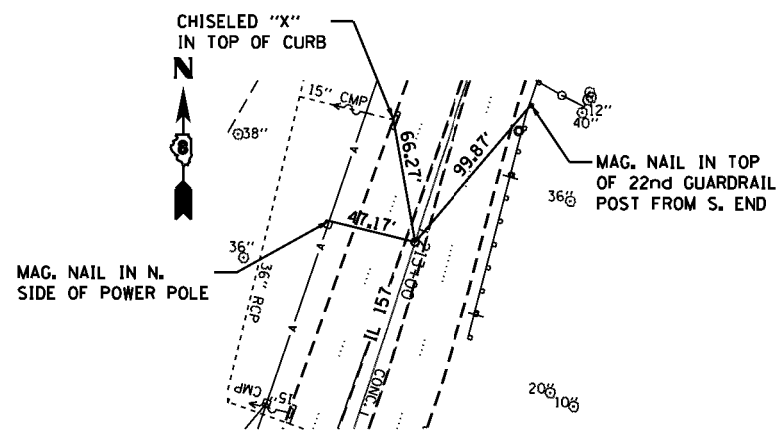
BM# 52 - CHISELED SQUARE ON THE TOP NW CORNER ON THE N END OF THE CONCRETE PARAPET/RETAINING WALL ON THE WEST SIDE OF IL 157 APPROX. 300' NORTH OF VIEUX CARRE DR. ELEV. 442.86



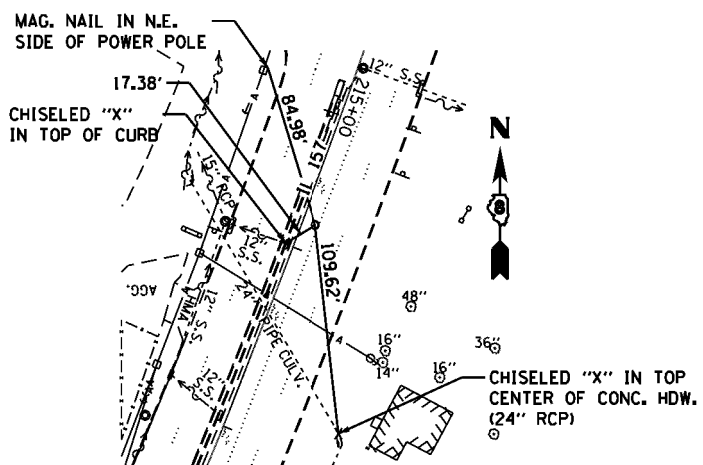
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CONTRACT NO. 76E62	PLLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA. 213+00 TO STA. 226+17.60	ILLINOIS FED. AID PROJECT					
CONTRACT NO. 76E62	PLLOT DATE = 03/16/2015 16:53:36	DATE -	REVISED -										



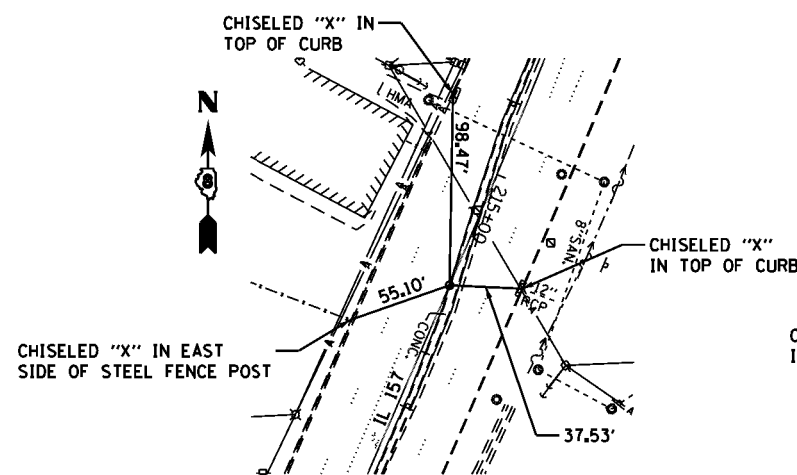
P.T. STA. 115+50.85 IL 161
MAG. NAIL
N 703,871.1429
E 328,833.4118



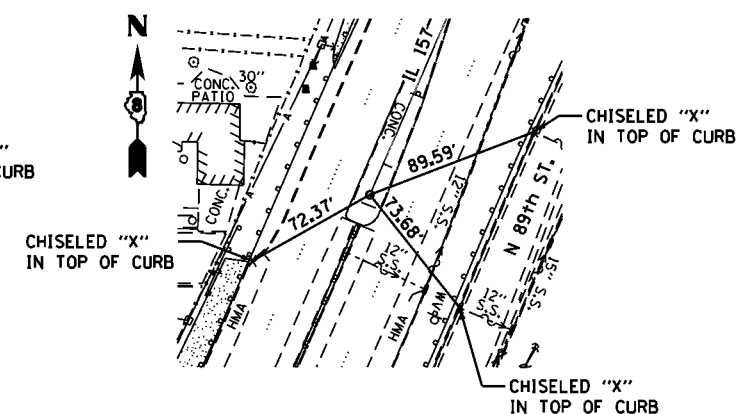
P.R.C. STA. 213+06.87 IL 157
CHISELED "X"
N 703,019.1989
E 328,988.2890



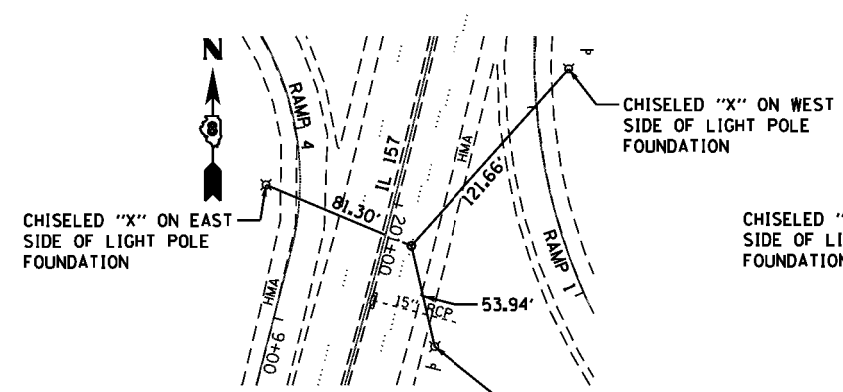
P.I. STA. 215+85.05 IL 157
MAG. NAIL
N 702,754.1092
E 328,903.9865



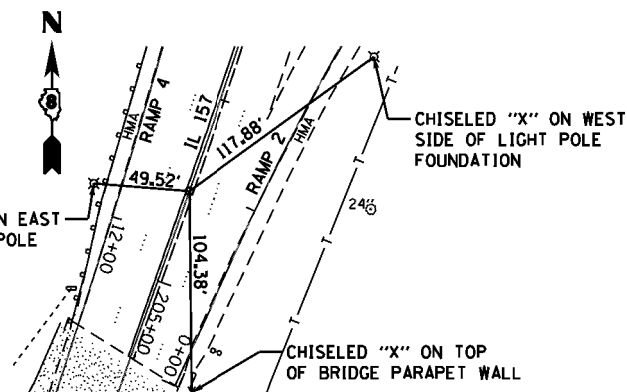
P.I. STA. 218+62.74 IL 157
MAG. NAIL
N 702,498.9792
E 328,793.1347



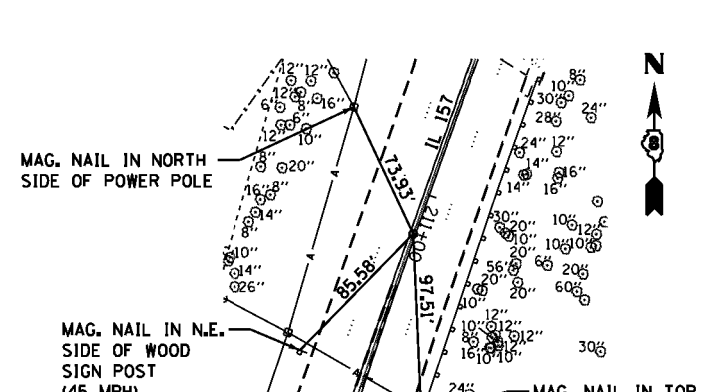
P.O.T. STA. 226+17.60 IL 157
MAG. NAIL
N 701,806.6461
E 328,492.3218



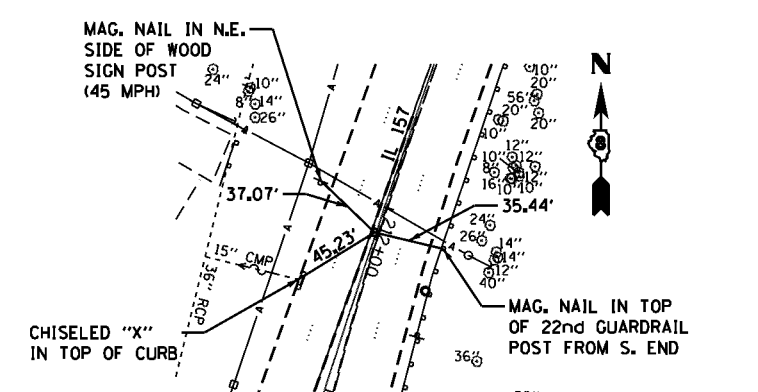
P.I. STA. 201+18.85 IL 157
MAG NAIL
N 704,141.2766
E 329,383.5821



P.T. STA. 204+50.44 IL 157
CHISELED "X"
N 703,827.2298
E 329,272.0288



P.C. STA. 211+21.67 IL 157
CHISELED "X"
N 703,194.7263
E 329,047.3556



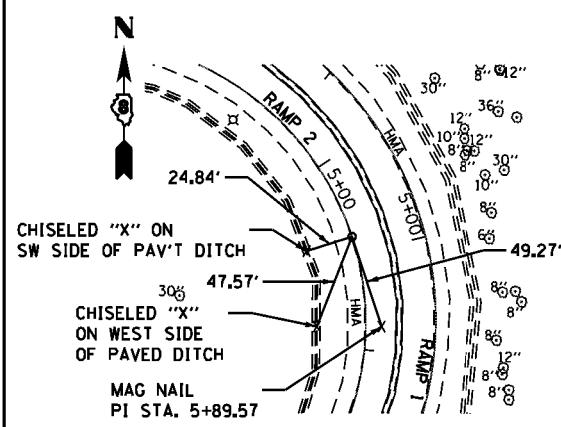
P.I. STA. 212+14.28 IL 157
CHISELED "X"
N 703,107.4560
E 329,016.3561

NOTE: ALL TIES PULLED DIRECT

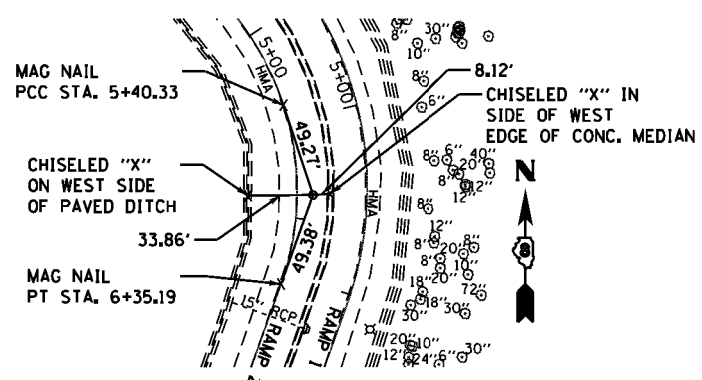
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J.D. Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / 1" / 1" / 1"	DRAWN -	REVISED -
PLOT DATE = 03/16/2015 16:53:58	DATE -	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

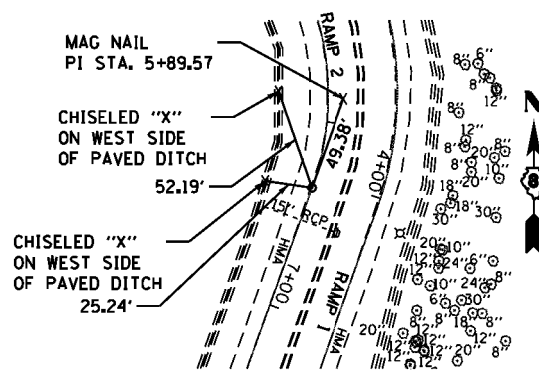
IL ROUTE 157 ALIGNMENTS, TIES AND BENCHMARKS		F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 41
SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.		CONTRACT NO. 76E62	
ILLINOIS FED. AID PROJECT						



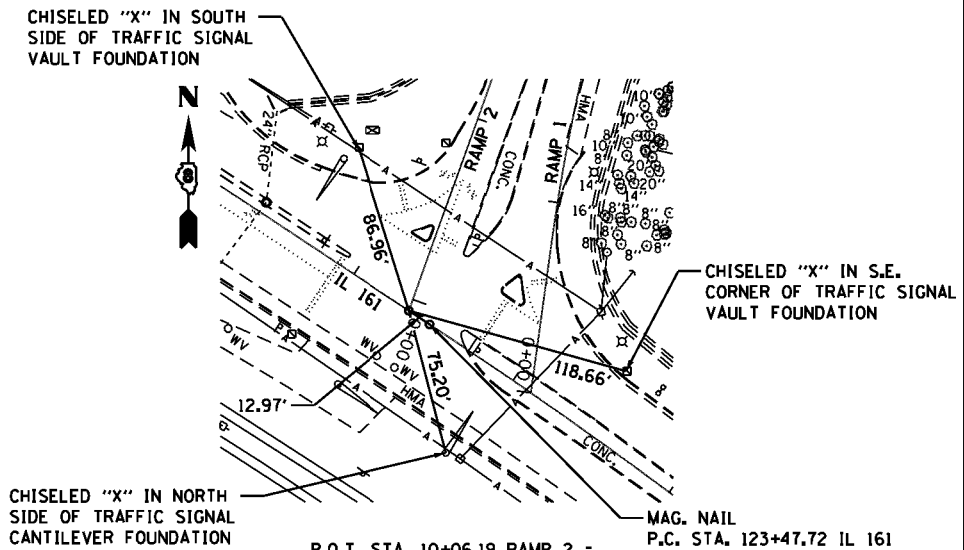
P.C.C. STA. 5+40.33 RAMP 2
MAG NAIL
N 703,882.4025
E 329,614.7274



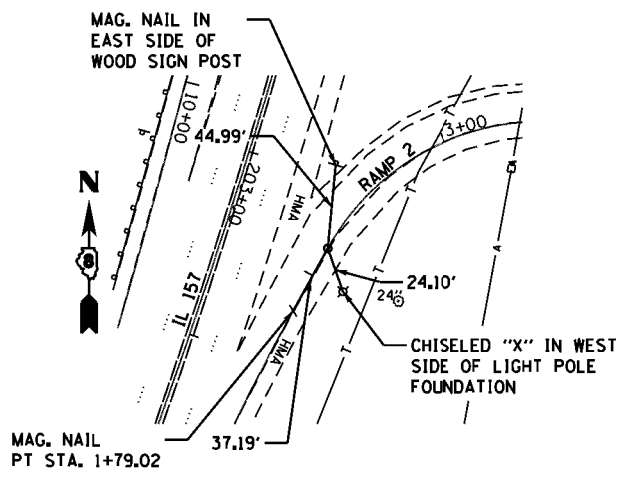
P.I. STA. 5+89.57 RAMP 2
MAG NAIL
N 703,835.6235
E 329,630.1120



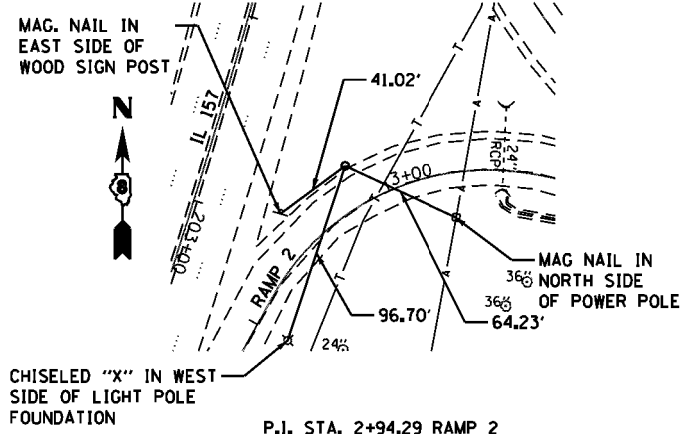
P.T. STA. 6+35.19 RAMP 2
MAG NAIL
N 703,789.2745
E 329,613.4772



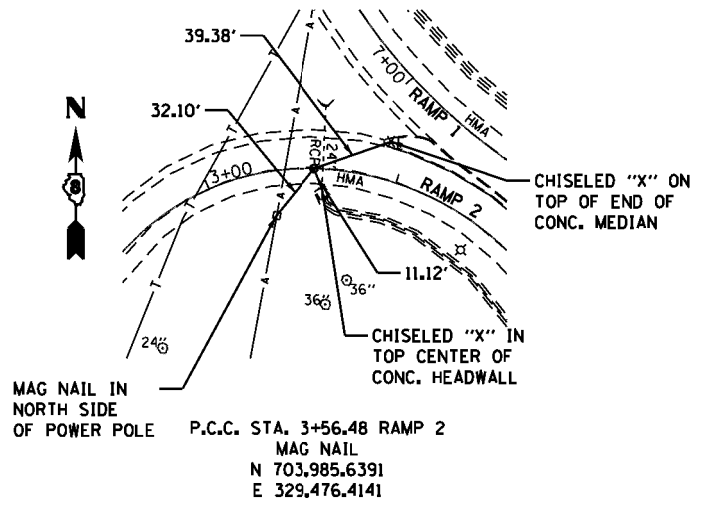
P.O.T. STA. 10+06.19 RAMP 2 =
P.O.T. STA. 123+34.74 IL 161
MAG NAIL
N 703,440.0832
E 329,488.1517



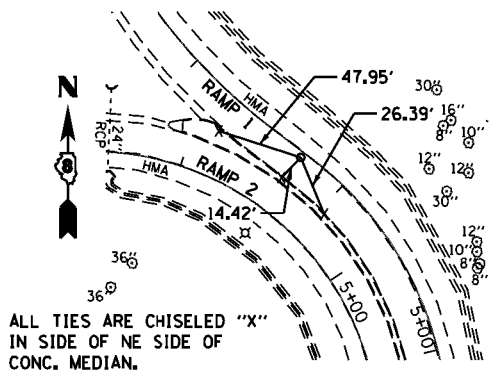
P.C. STA. 2+16.20 RAMP 2
MAG NAIL
N 703,919.6094
E 329,360.5223



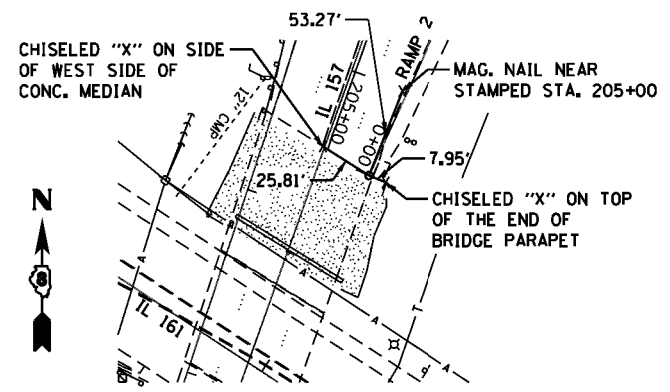
P.I. STA. 2+94.29 RAMP 2
5/8" I.P. W/IDOT CAP FLUSH
MAG NAIL
N 703,987.9286
E 329,398.3535



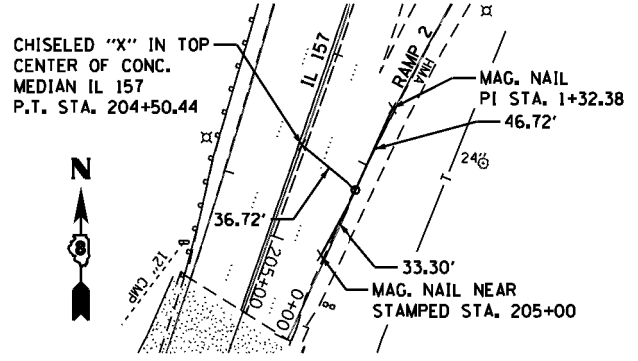
P.C.C. STA. 3+56.48 RAMP 2
MAG NAIL
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E 329,476.4141



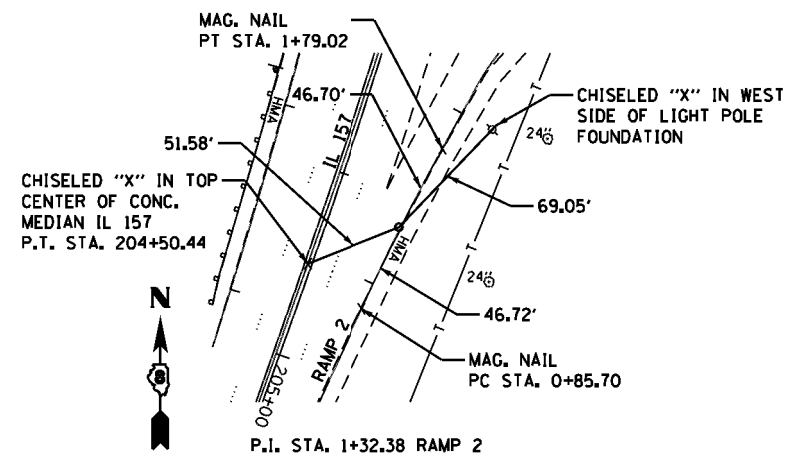
P.I. STA. 4+61.90 RAMP 2
MAG NAIL
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E 329,581.7916



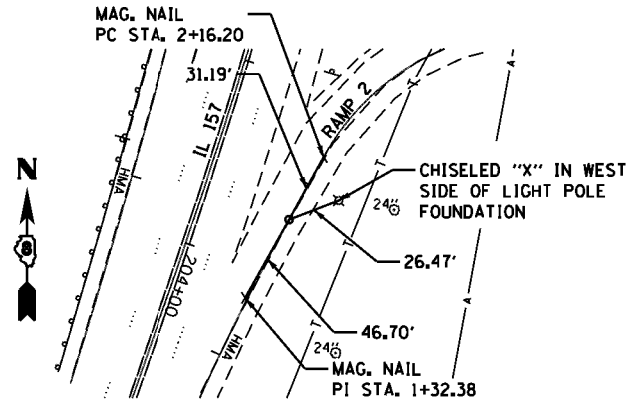
P.O.T. STA. 0+00 RAMP 2
CHISELED "X"
MAG NAIL
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E 329,264.4499



P.C. STA. 0+85.70 RAMP 2
MAG NAIL
N 703,803.8625
E 329,300.3477

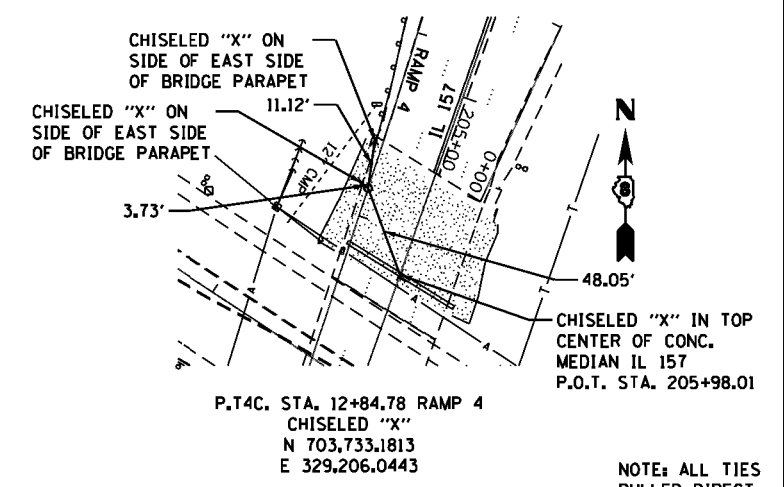
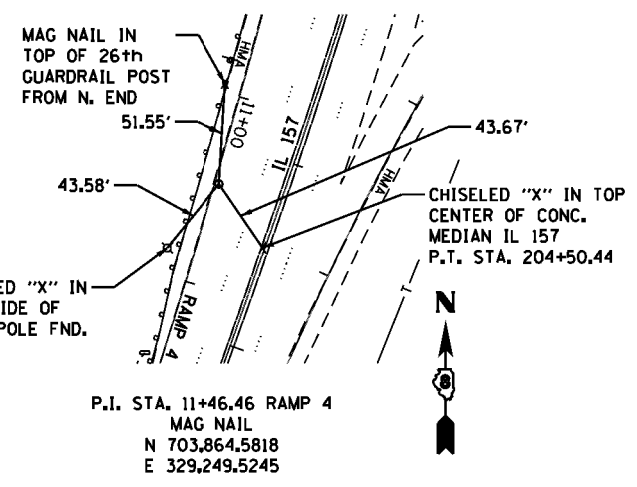
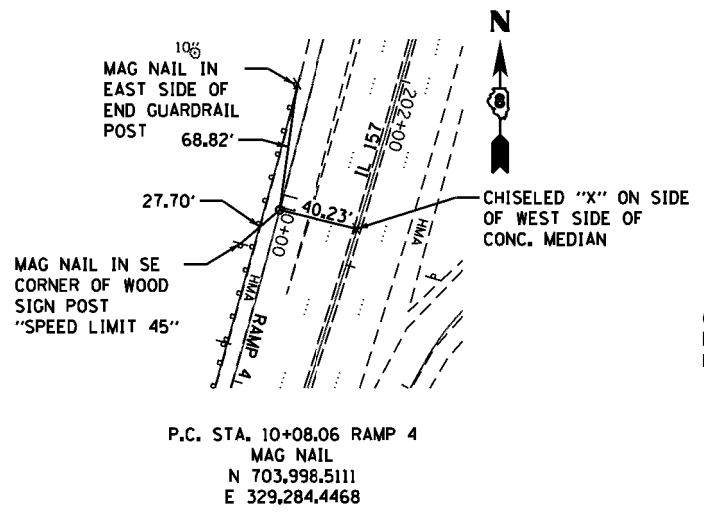
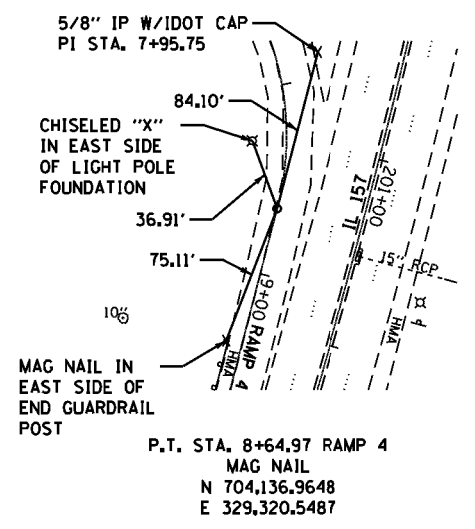
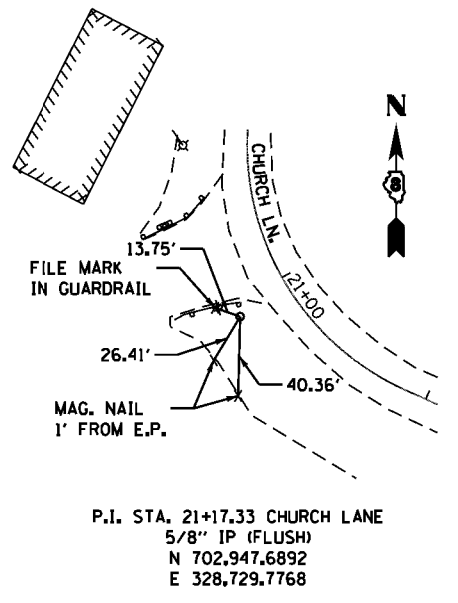
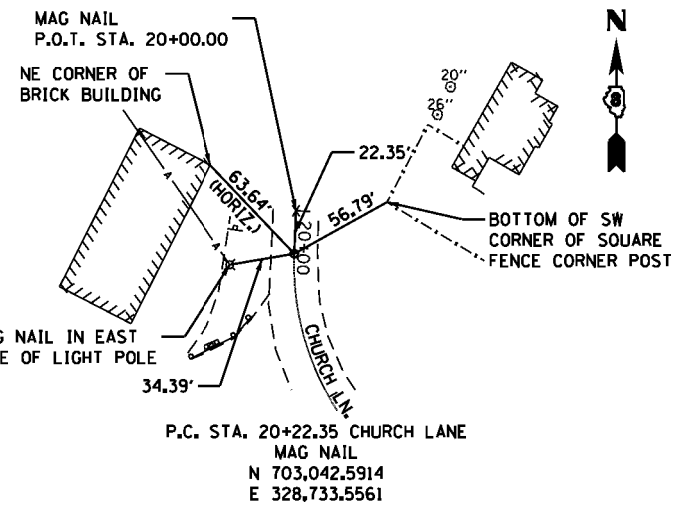
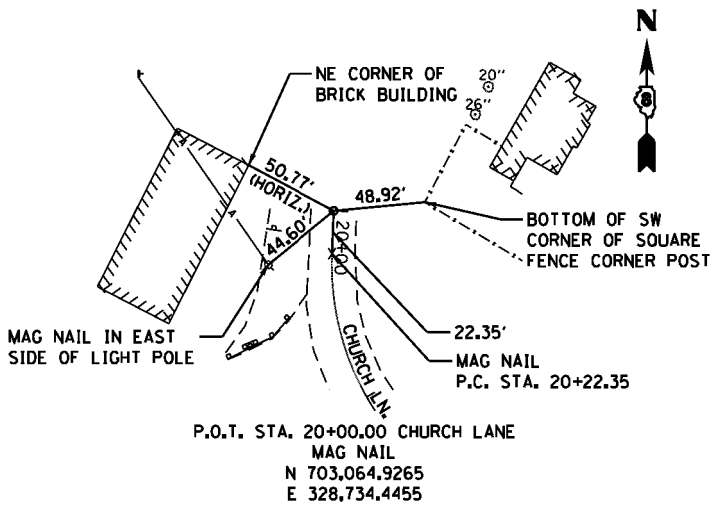
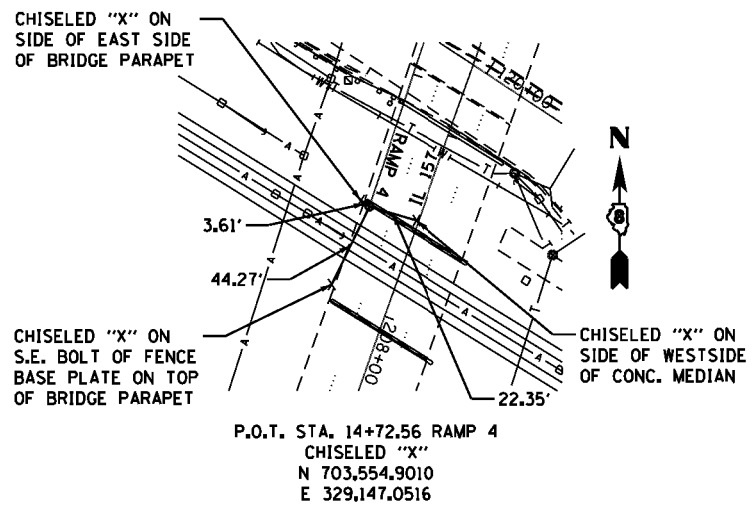
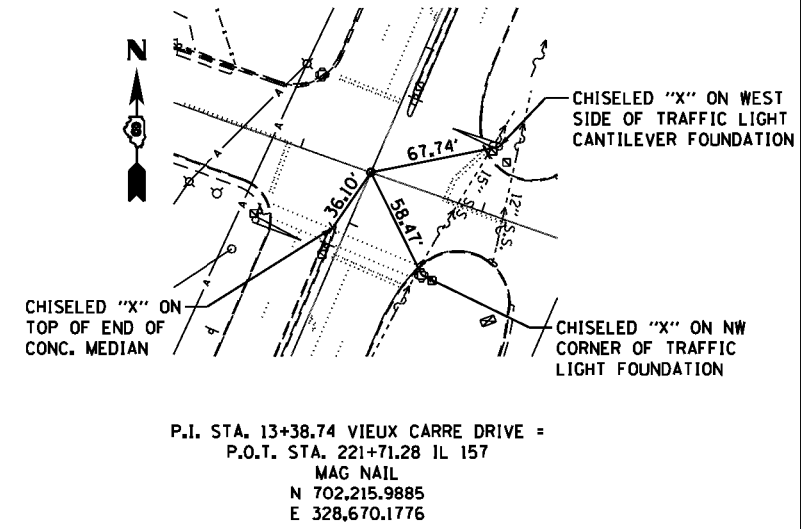
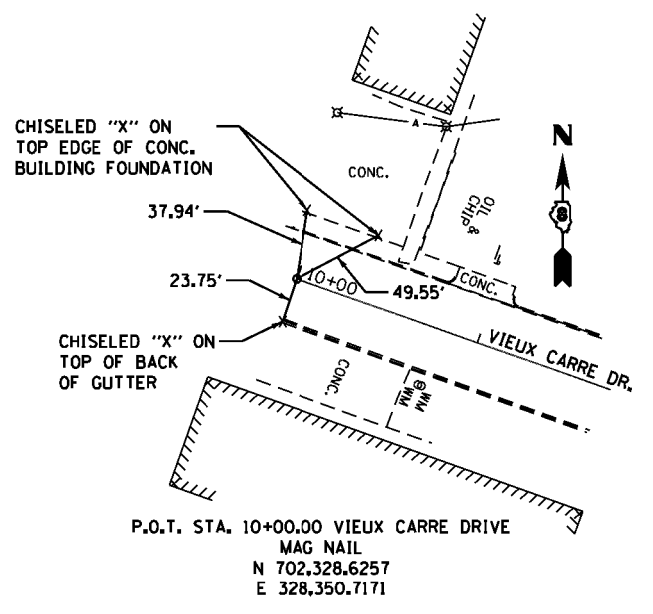
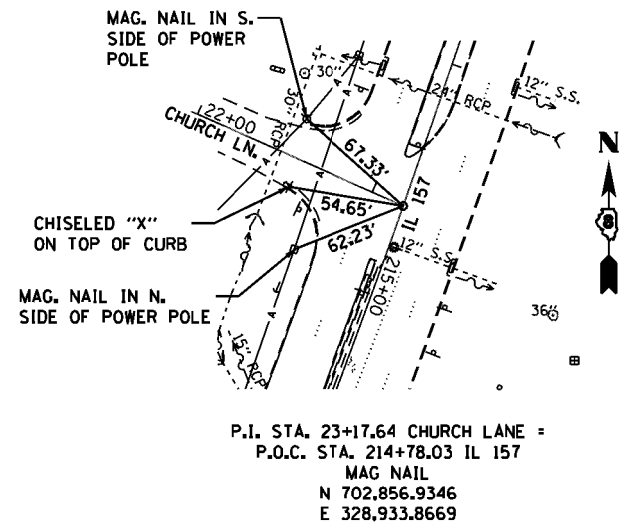
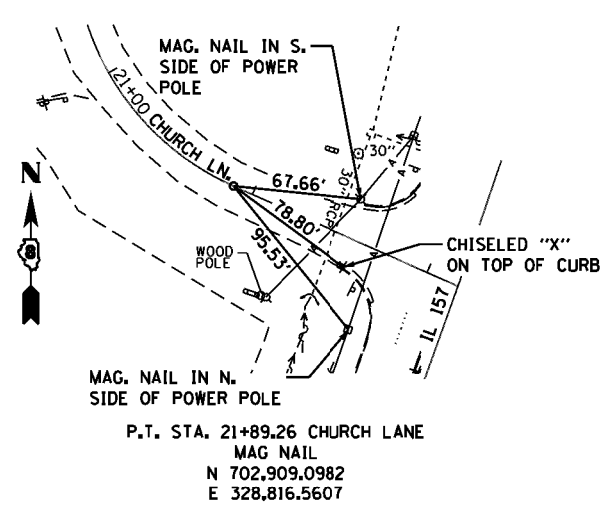


P.I. STA. 1+32.38 RAMP 2
MAG NAIL
N 703,846.2482
E 329,319.8991



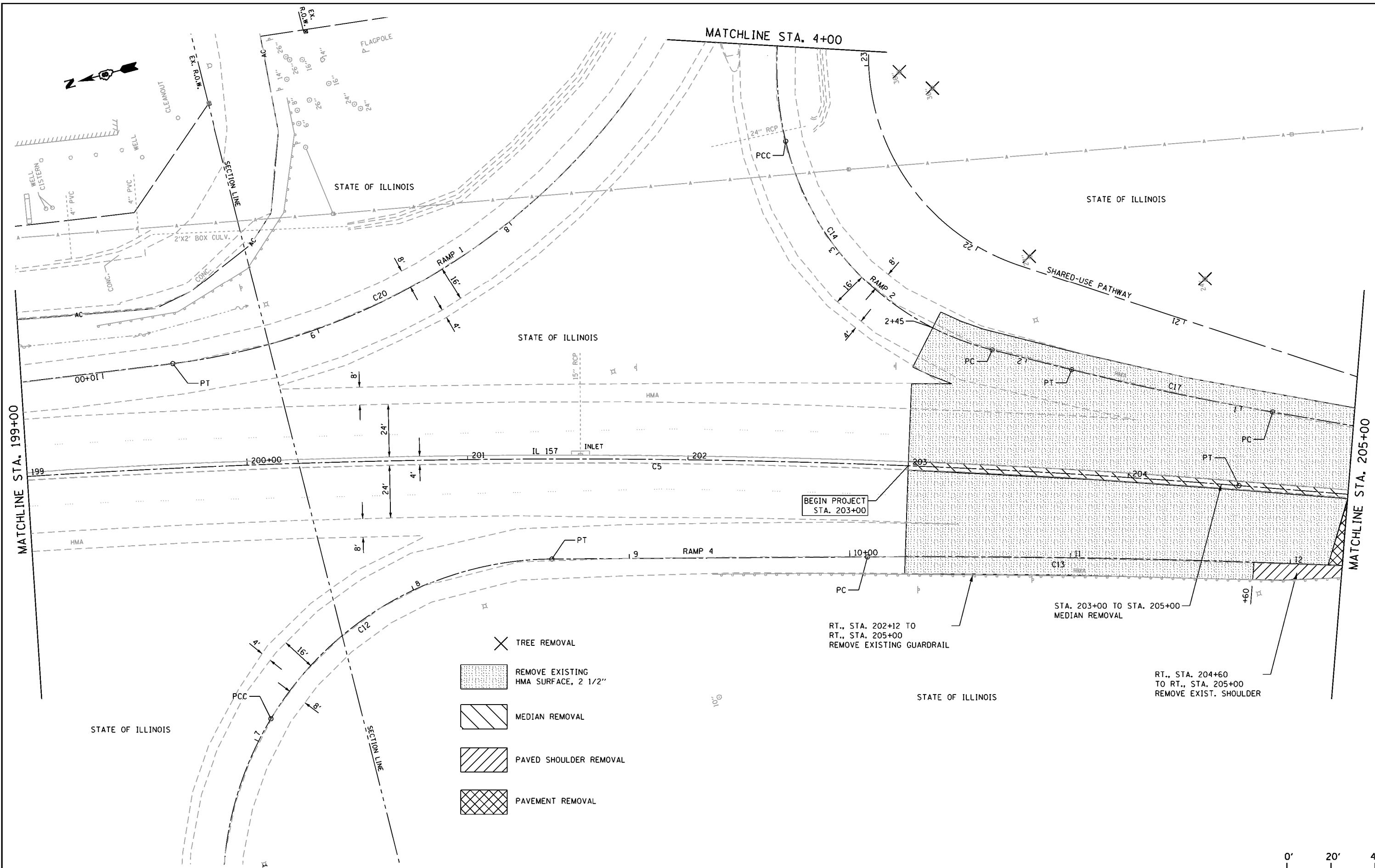
P.T. STA. 1+79.02 RAMP 2
MAG NAIL
N 703,887.0832
E 329,342.5112

NOTE: ALL TIES PULLED DIRECT



NOTE: ALL TIES PULLED DIRECT

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-1\1-ATB.dgn	USER NAME = JjmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 ALIGNMENTS, TIES AND BENCHMARKS		F.A.P. RTE. = 592	SECTION = 119-1BR-1	COUNTY = ST. CLAIR	TOTAL SHEETS = 212	SHEET NO. = 43	
CONTRACT NO. = 76E62	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				
DATE = 03/16/2015 16:55:14		DATE -	REVISED -									

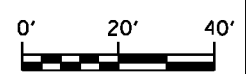


- TREE REMOVAL
- REMOVE EXISTING HMA SURFACE, 2 1/2"
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- PAVEMENT REMOVAL

RT., STA. 202+12 TO RT., STA. 205+00
REMOVE EXISTING GUARDRAIL

STA. 203+00 TO STA. 205+00
MEDIAN REMOVAL

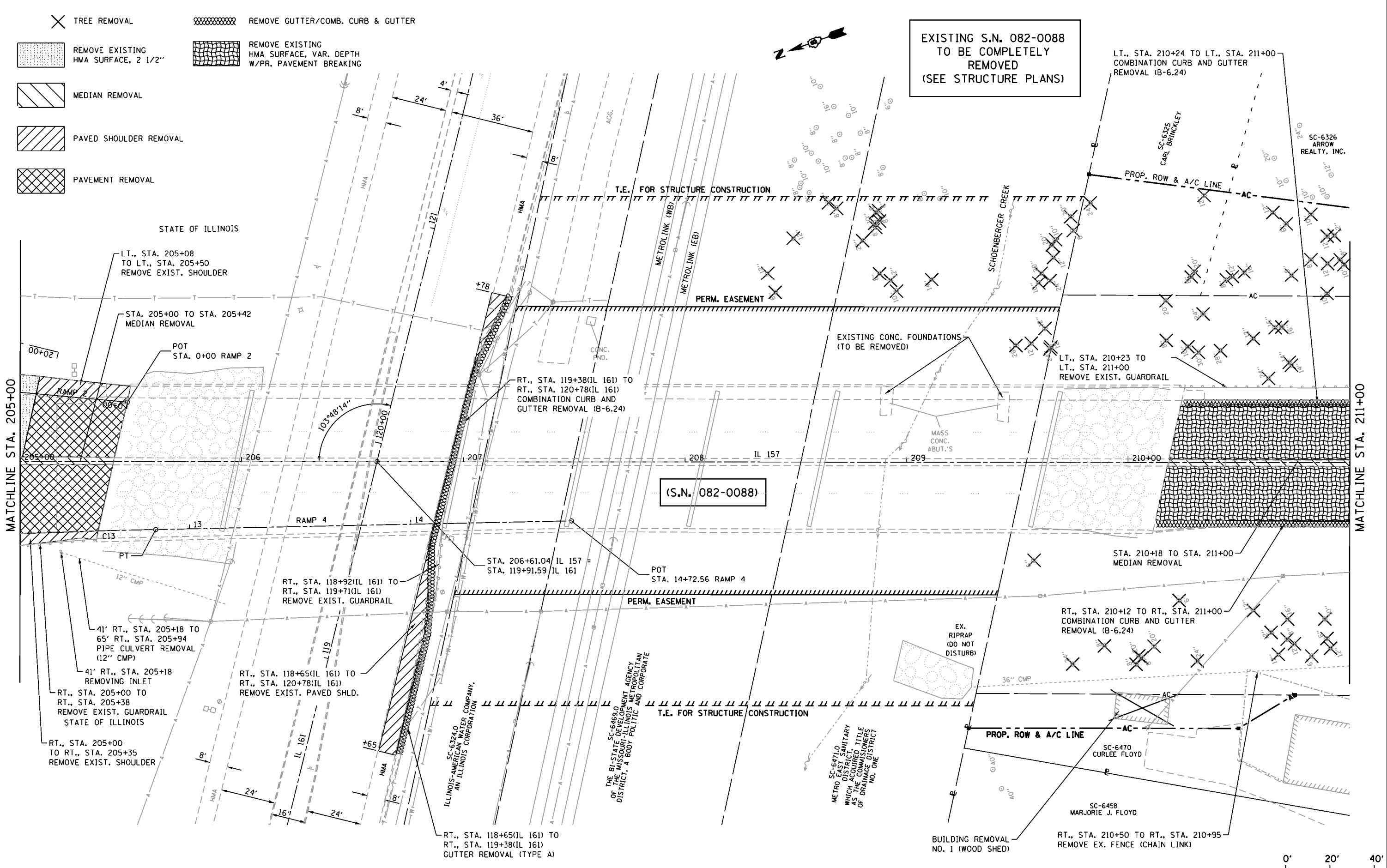
RT., STA. 204+60 TO RT., STA. 205+00
REMOVE EXIST. SHOULDER



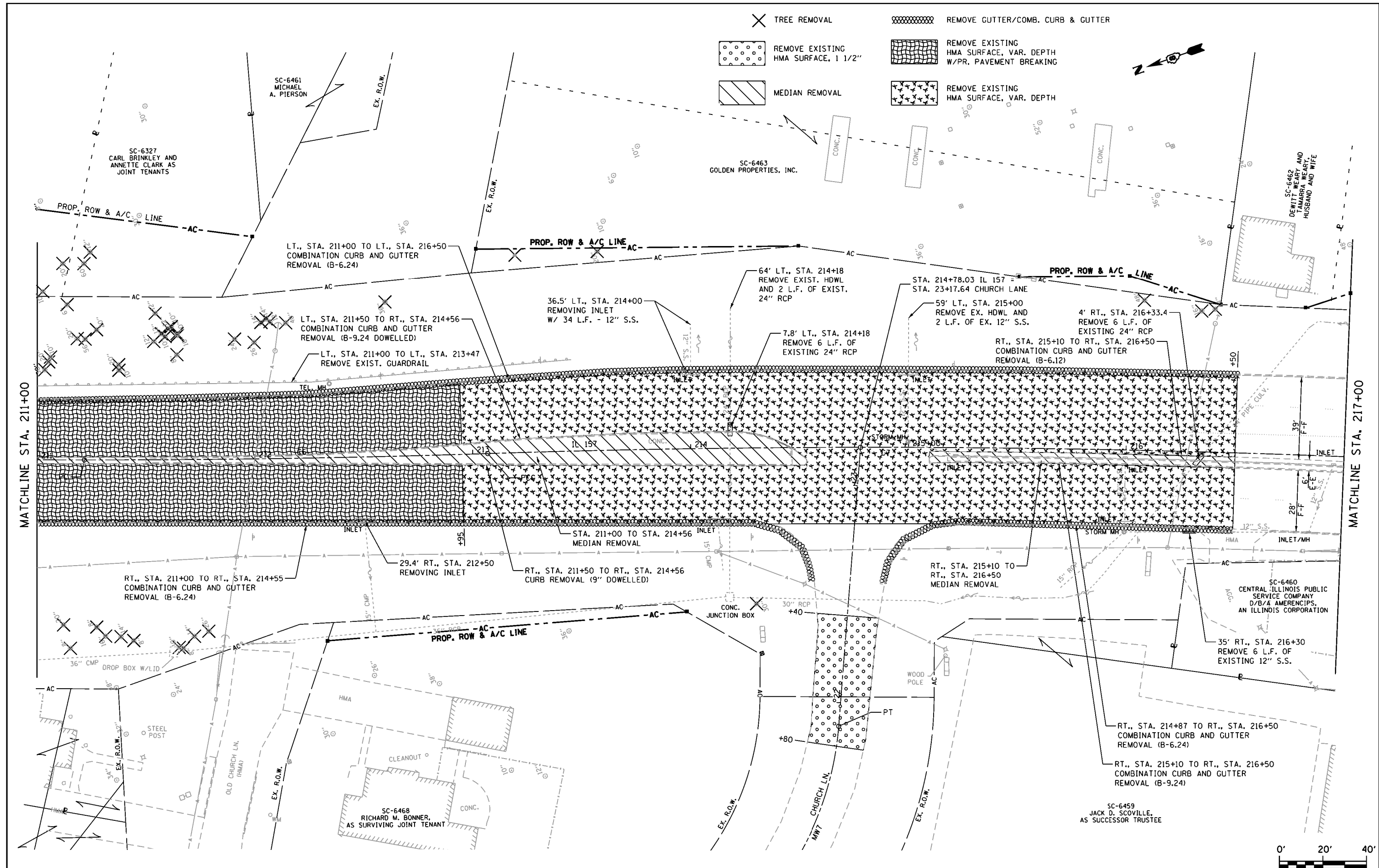
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	PLOT SCALE = 48.0000' / in. PLOT DATE = 03/16/2015 17:02:23	SCALE: 1:20 SHEET OF SHEETS STA. 199+00 TO STA. 205+00		ILLINOIS FED. AID PROJECT		

- TREE REMOVAL
- REMOVE GUTTER/COMB. CURB & GUTTER
- REMOVE EXISTING HMA SURFACE, 2 1/2"
- REMOVE EXISTING HMA SURFACE, VAR. DEPTH W/PR. PAVEMENT BREAKING
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- PAVEMENT REMOVAL

EXISTING S.N. 082-0088
TO BE COMPLETELY
REMOVED
(SEE STRUCTURE PLANS)



FILE NAME = K:\110205-IL 157-St. Clair\CA00\087662-st-1-plan2\Removal_20Scale.dgn	USER NAME = jmh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 & 161 REMOVAL DETAILS	F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 45		
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -			SCALE: 1:20	SHEET OF SHEETS	STA. 205+00	TO STA. 211+00	CONTRACT NO. 76E62		
	PLOT DATE = 03/16/2015 17:06:02	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						



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 DRAWN -
 CHECKED -
 DATE -
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 PLOT DATE = 03/16/2015 17:07:25

REVISIONS:
 REVISED -
 REVISED -
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 REVISED -

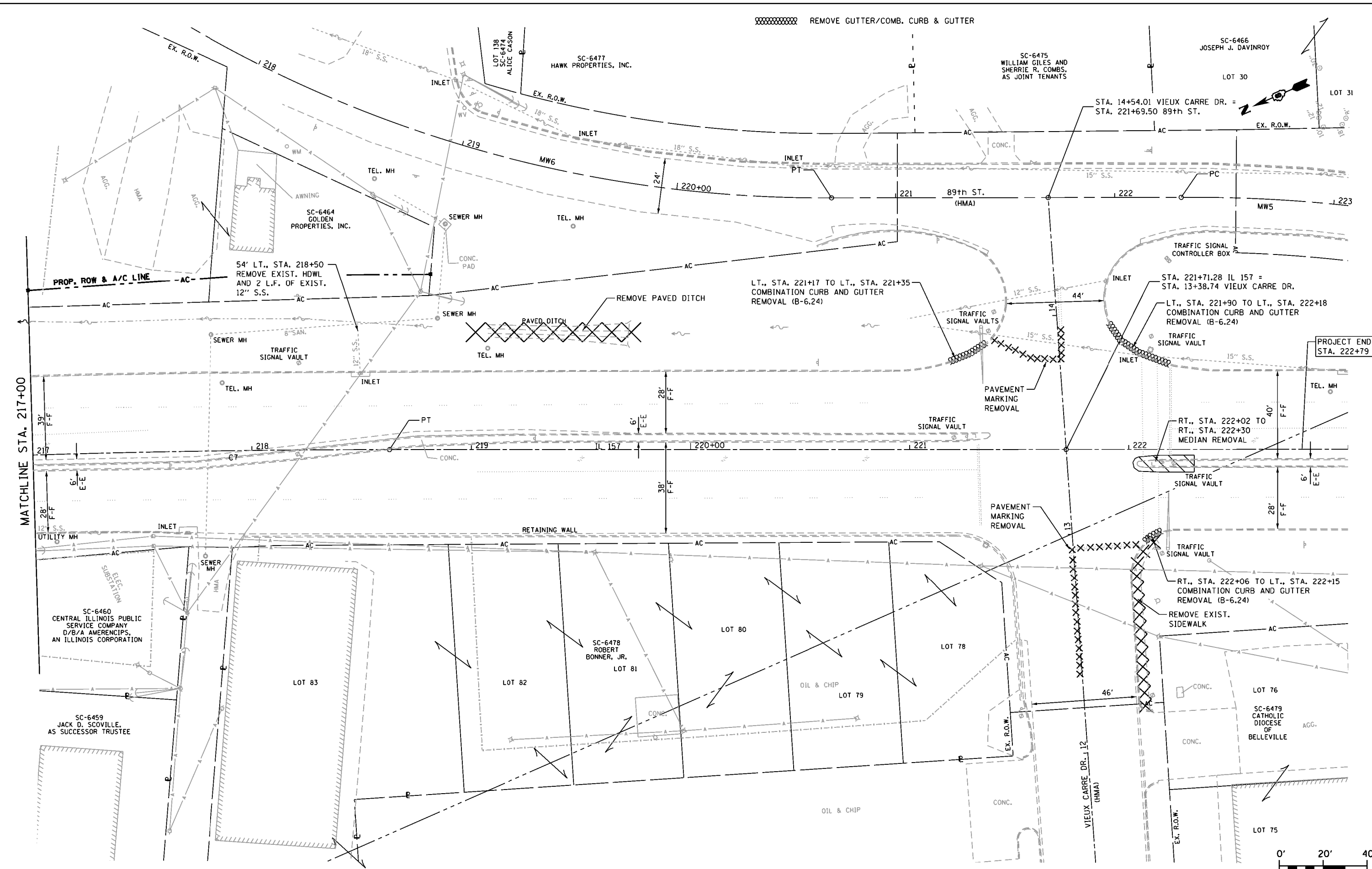
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 157
 REMOVAL DETAILS**

SCALE: 1:20 SHEET OF SHEETS STA. 211+00 TO STA. 217+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	46
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

REMOVE GUTTER/COMB. CURB & GUTTER



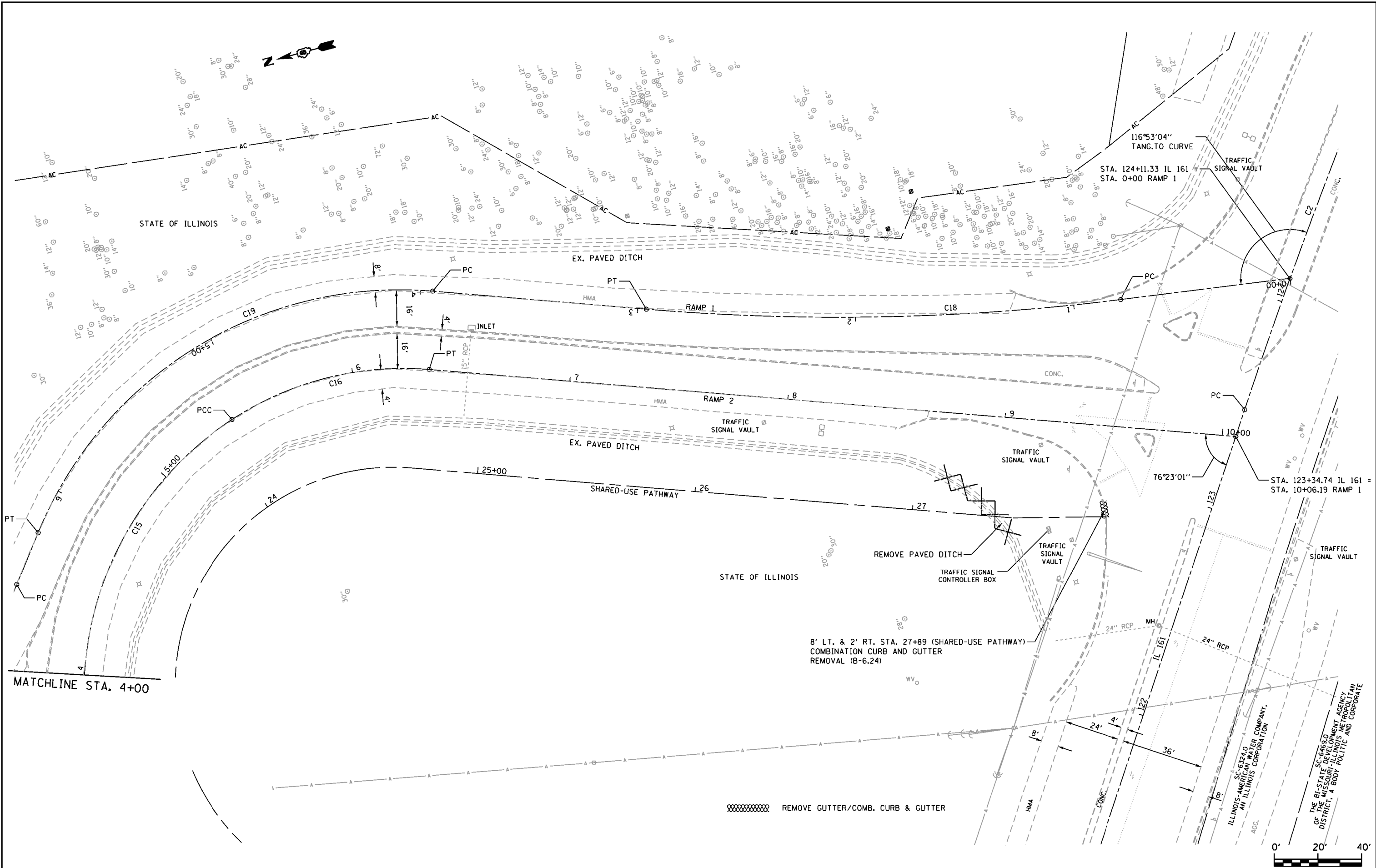
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 CHECKED -
 DATE -
 PLOT SCALE = 48.0000' / in.
 PLOT DATE = 03/16/2015 17:09:01

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 157
 REMOVAL DETAILS**
 SCALE: 1:20 SHEET OF SHEETS STA. 217+00 TO STA. 223+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	47
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -
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PLOT DATE = 03/16/2015 17:10:21		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHARE-USE PATHWAY
REMOVAL DETAILS**

SCALE: 1:20 SHEET OF SHEETS STA. 199+00 TO STA. 205+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	48
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

JD Johnson, Depp & Ouisenberry
CONSULTING ENGINEERS
Springfield, Illinois

ILLINOIS-AMERICAN WATER COMPANY,
AGC.
SC-6324.0
THE BI-STATE DEVELOPMENT AGENCY
OF THE MISSOURI-ILLINOIS METROPOLITAN
DISTRICT, A BODY POLITICAL AND CORPORATE

NOTE:
 A LEVEL "D" UTILITY LOCATION NOTED THE PRESENCE OF A BURIED WATER MAIN AND BURIED GAS LINE TO THE WEST OF THE EXISTING 89th ST. STRUCTURE (SN 082-0121) TO BE REMOVED. THESE UTILITIES ARE IN ADDITION TO THE AERIAL UTILITIES NOTED ON THIS SHEET. RELOCATION OF ANY UTILITIES THAT MAY BE PRESENT IN THE VICINITY OF THE EXISTING STRUCTURE IS NOT EXPECTED TO BENEFIT THE REMOVAL OF THE EXISTING STRUCTURE. THE CONTRACTOR SHALL ACCOUNT FOR THE PRESENCE OF UTILITIES WHEN DEVELOPING A DEMOLITION PROCEDURE.

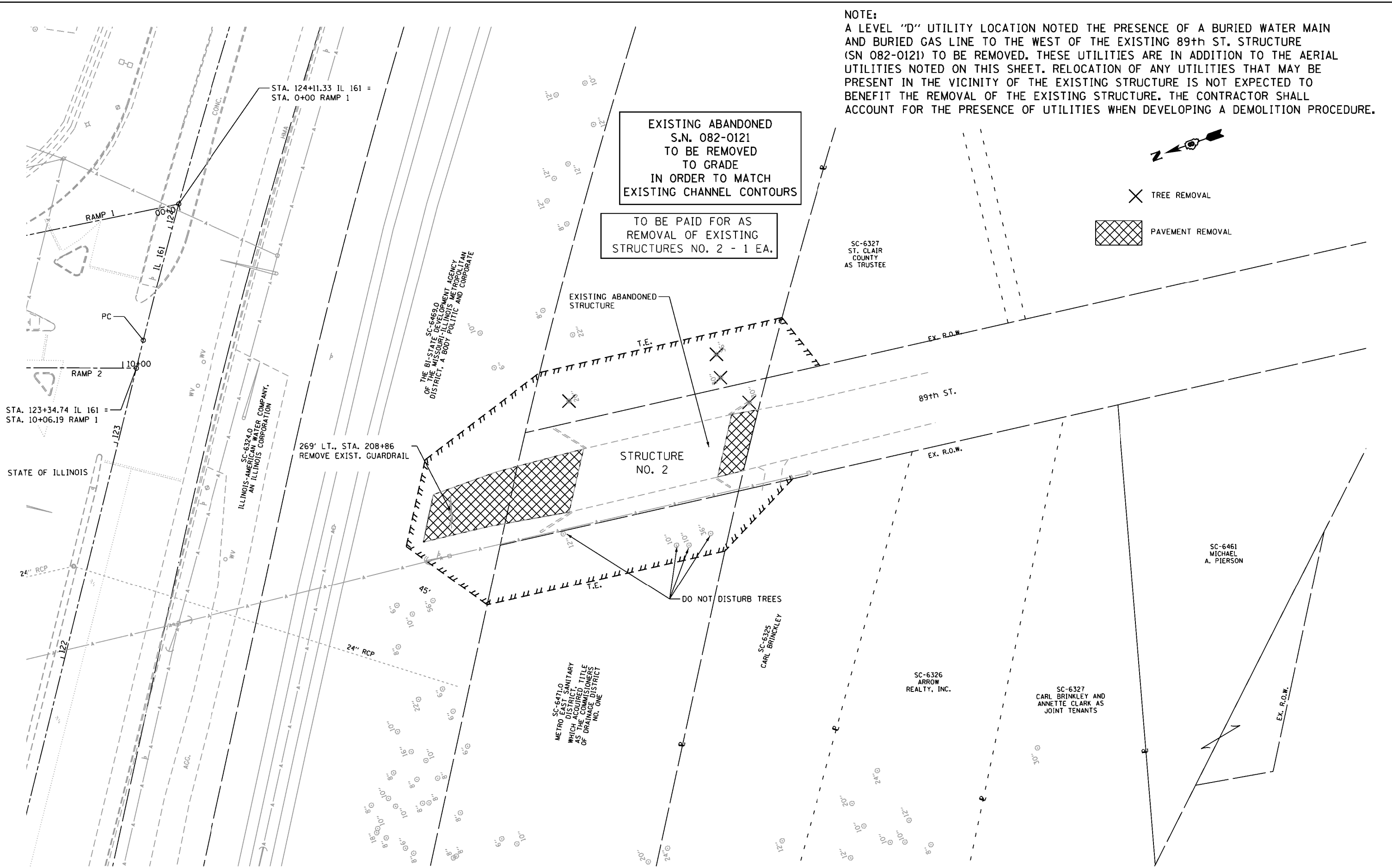
EXISTING ABANDONED
 S.N. 082-0121
 TO BE REMOVED
 TO GRADE
 IN ORDER TO MATCH
 EXISTING CHANNEL CONTOURS

TO BE PAID FOR AS
 REMOVAL OF EXISTING
 STRUCTURES NO. 2 - 1 EA.



X TREE REMOVAL

[Cross-hatched box symbol] PAVEMENT REMOVAL



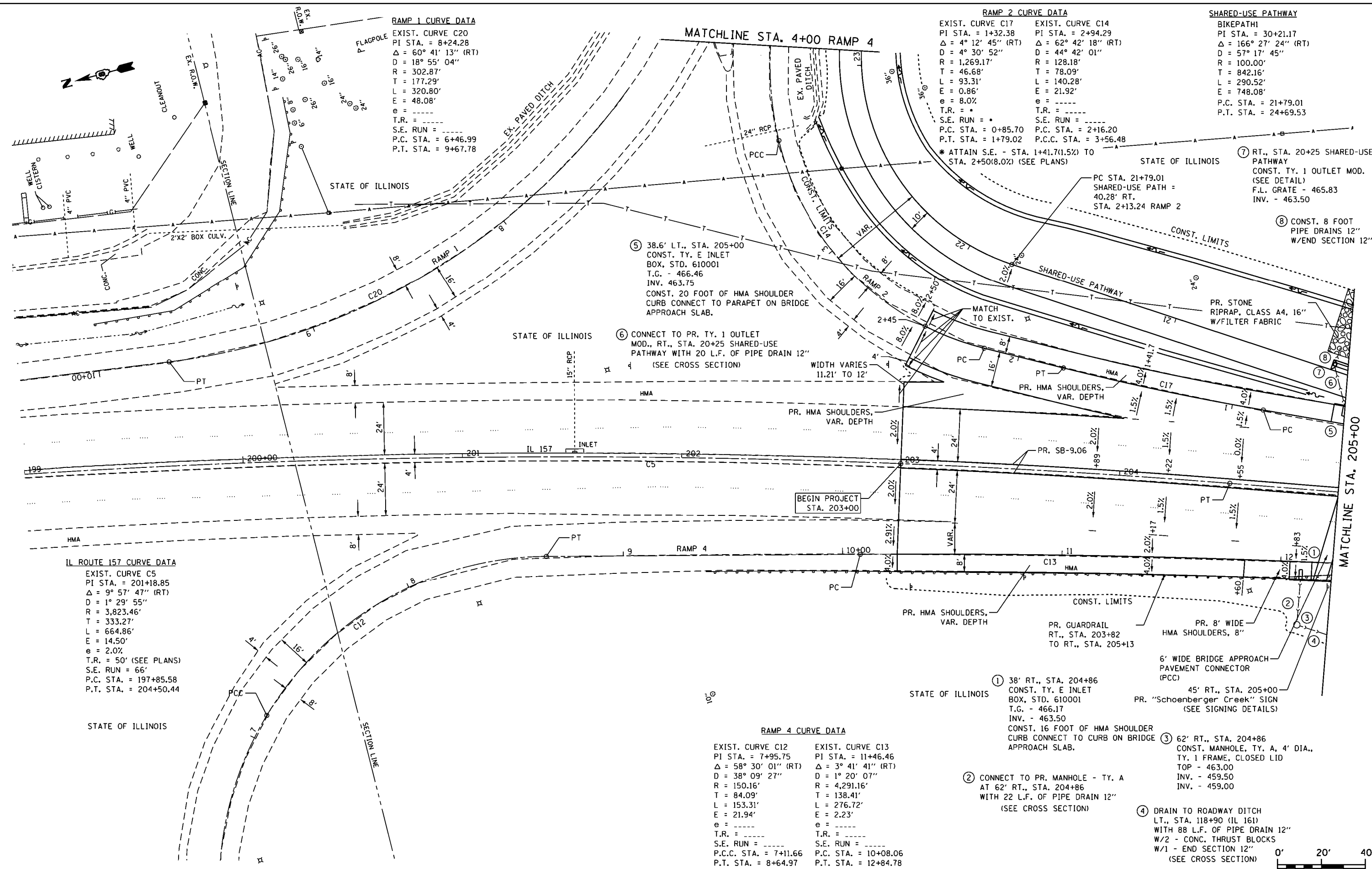
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	PLOT DATE = 03/16/2015 17:11:49	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

89th ST. - ABANDONED STRUCTURE REMOVAL			
REMOVAL DETAILS			
SCALE: 1:20	SHEET	OF SHEETS	STA. 205+00 TO STA. 211+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	49
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				





RAMP 1 CURVE DATA
 EXIST. CURVE C20
 PI STA. = 8+24.28
 $\Delta = 60^\circ 41' 13''$ (RT)
 $D = 18^\circ 55' 04''$
 $R = 302.87'$
 $T = 177.29'$
 $L = 320.80'$
 $E = 48.08'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 6+46.99
 P.T. STA. = 9+67.78

RAMP 2 CURVE DATA
 EXIST. CURVE C17
 PI STA. = 1+32.38
 $\Delta = 4^\circ 12' 45''$ (RT)
 $D = 4^\circ 30' 52''$
 $R = 1,269.17'$
 $T = 46.68'$
 $L = 93.31'$
 $E = 0.86'$
 $e = 8.0\%$
 T.R. =
 S.E. RUN =
 P.C. STA. = 0+85.70
 P.T. STA. = 1+79.02

EXIST. CURVE C14
 PI STA. = 2+94.29
 $\Delta = 62^\circ 42' 18''$ (RT)
 $D = 44^\circ 42' 01''$
 $R = 128.18'$
 $T = 78.09'$
 $L = 140.28'$
 $E = 21.92'$
 T.R. =
 S.E. RUN =
 P.C. STA. = 2+16.20
 P.C.C. STA. = 3+56.48

* ATTAIN S.E. - STA. 1+41.7(1.5%) TO STA. 2+50(8.0%) (SEE PLANS)

SHARED-USE PATHWAY BIKEPATH
 PI STA. = 30+21.17
 $\Delta = 166^\circ 27' 24''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 842.16'$
 $L = 290.52'$
 $E = 748.08'$
 P.C. STA. = 21+79.01
 P.T. STA. = 24+69.53

IL ROUTE 157 CURVE DATA
 EXIST. CURVE C5
 PI STA. = 201+18.85
 $\Delta = 9^\circ 57' 47''$ (RT)
 $D = 1^\circ 29' 55''$
 $R = 3,823.46'$
 $T = 333.27'$
 $L = 664.86'$
 $E = 14.50'$
 $e = 2.0\%$
 T.R. = 50' (SEE PLANS)
 S.E. RUN = 66'
 P.C. STA. = 197+85.58
 P.T. STA. = 204+50.44

RAMP 4 CURVE DATA
 EXIST. CURVE C12
 PI STA. = 7+95.75
 $\Delta = 58^\circ 30' 01''$ (RT)
 $D = 38^\circ 09' 27''$
 $R = 150.16'$
 $T = 84.09'$
 $L = 153.31'$
 $E = 21.94'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 7+11.66
 P.T. STA. = 8+64.97

EXIST. CURVE C13
 PI STA. = 11+46.46
 $\Delta = 3^\circ 41' 41''$ (RT)
 $D = 1^\circ 20' 07''$
 $R = 4,291.16'$
 $T = 138.41'$
 $L = 276.72'$
 $E = 2.23'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 10+08.06
 P.T. STA. = 12+84.78

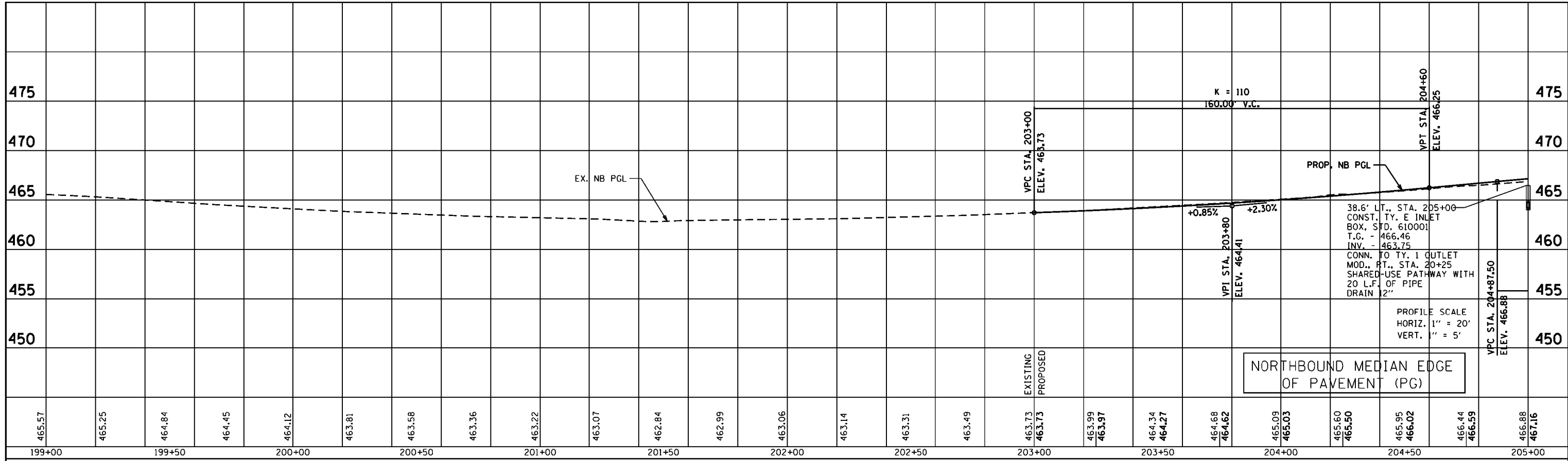
① 38' RT., STA. 204+86
 CONST. TY. E INLET
 BOX, STD. 610001
 T.G. - 466.17
 INV. - 463.50
 CONST. 16 FOOT OF HMA SHOULDER
 CURB CONNECT TO CURB ON BRIDGE
 APPROACH SLAB.

② CONNECT TO PR. MANHOLE - TY. A
 AT 62' RT., STA. 204+86
 WITH 22 L.F. OF PIPE DRAIN 12"
 (SEE CROSS SECTION)

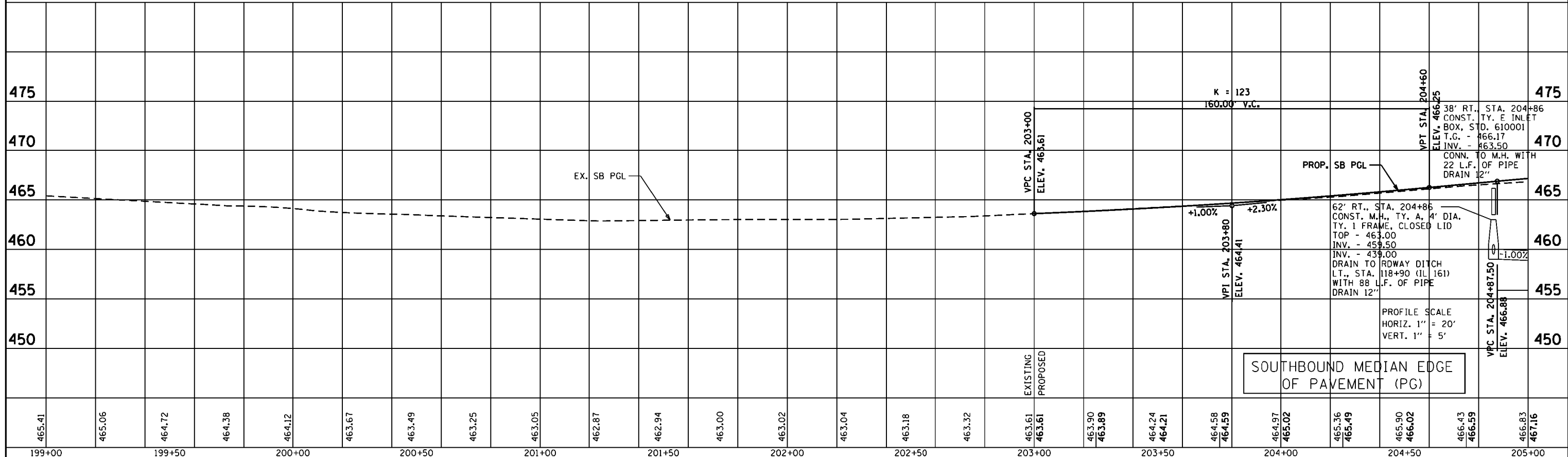
③ 62' RT., STA. 204+86
 CONST. MANHOLE, TY. A, 4' DIA.,
 TY. 1 FRAME, CLOSED LID
 TOP - 463.00
 INV. - 459.50
 INV. - 459.00

④ DRAIN TO ROADWAY DITCH
 LT., STA. 118+90 (IL 161)
 WITH 88 L.F. OF PIPE DRAIN 12"
 W/2 - CONC. THRUST BLOCKS
 W/1 - END SECTION 12"
 (SEE CROSS SECTION)

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	



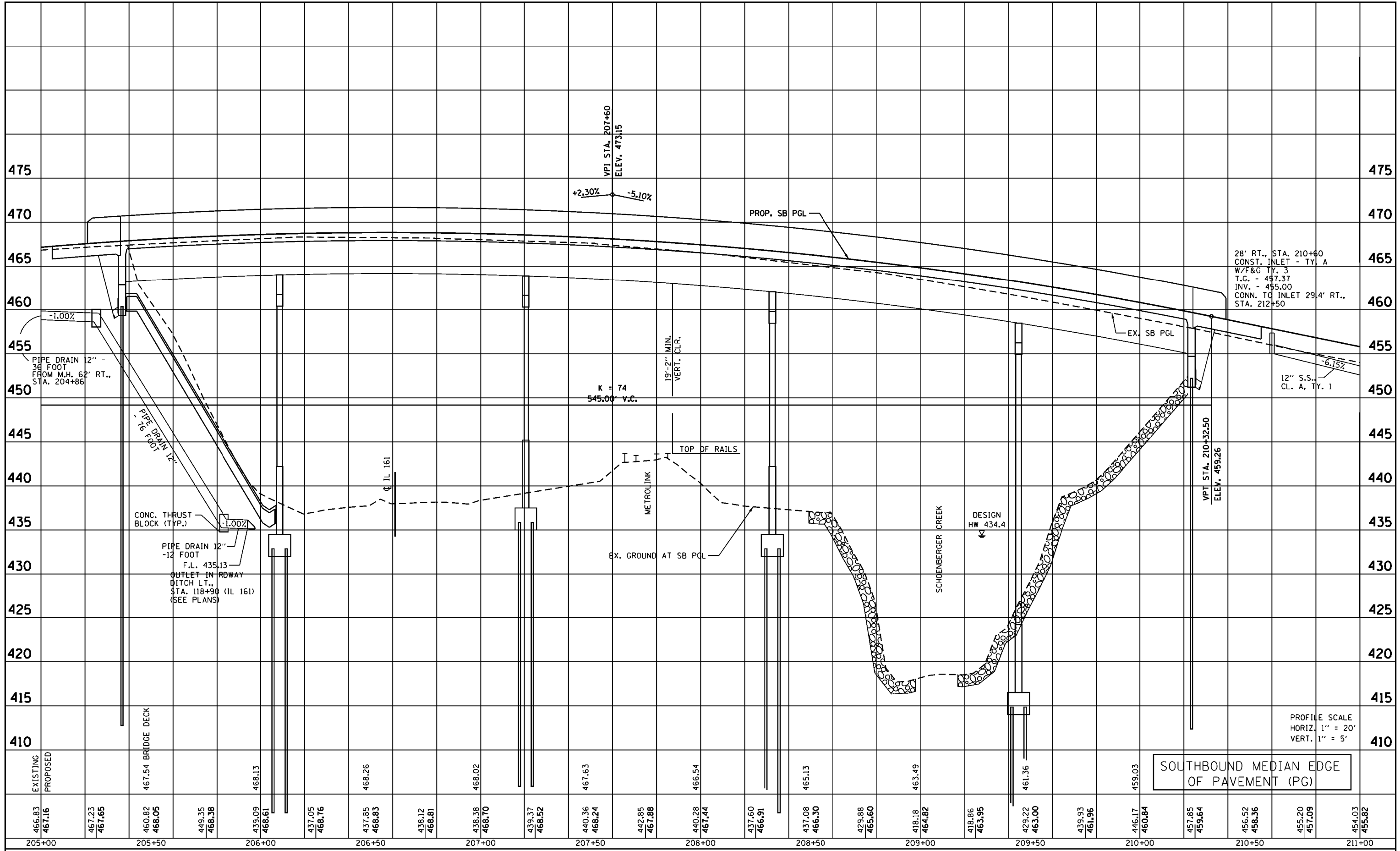
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NO.	



FILE NAME : K:\110205-IL 157-St. Clair\CADD\0876E62-sht\profile1.20Scale.dgn	USER NAME : JimH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 PROPOSED PROFILE SHEET		F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 51	
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -		SCALE: 1:20	SHEET OF SHEETS	STA. 199+00 TO STA. 205+00	CONTRACT NO. 76E62				
	PLOT DATE = 03/16/2015 17:14:47	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois												

DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
FILE NAME	
NO.	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE	
NOTATIONS	
NO.	
NOTE BOOK	
NO.	



FILE NAME :	USER NAME = JmH	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 157
PROPOSED PROFILE SHEET**

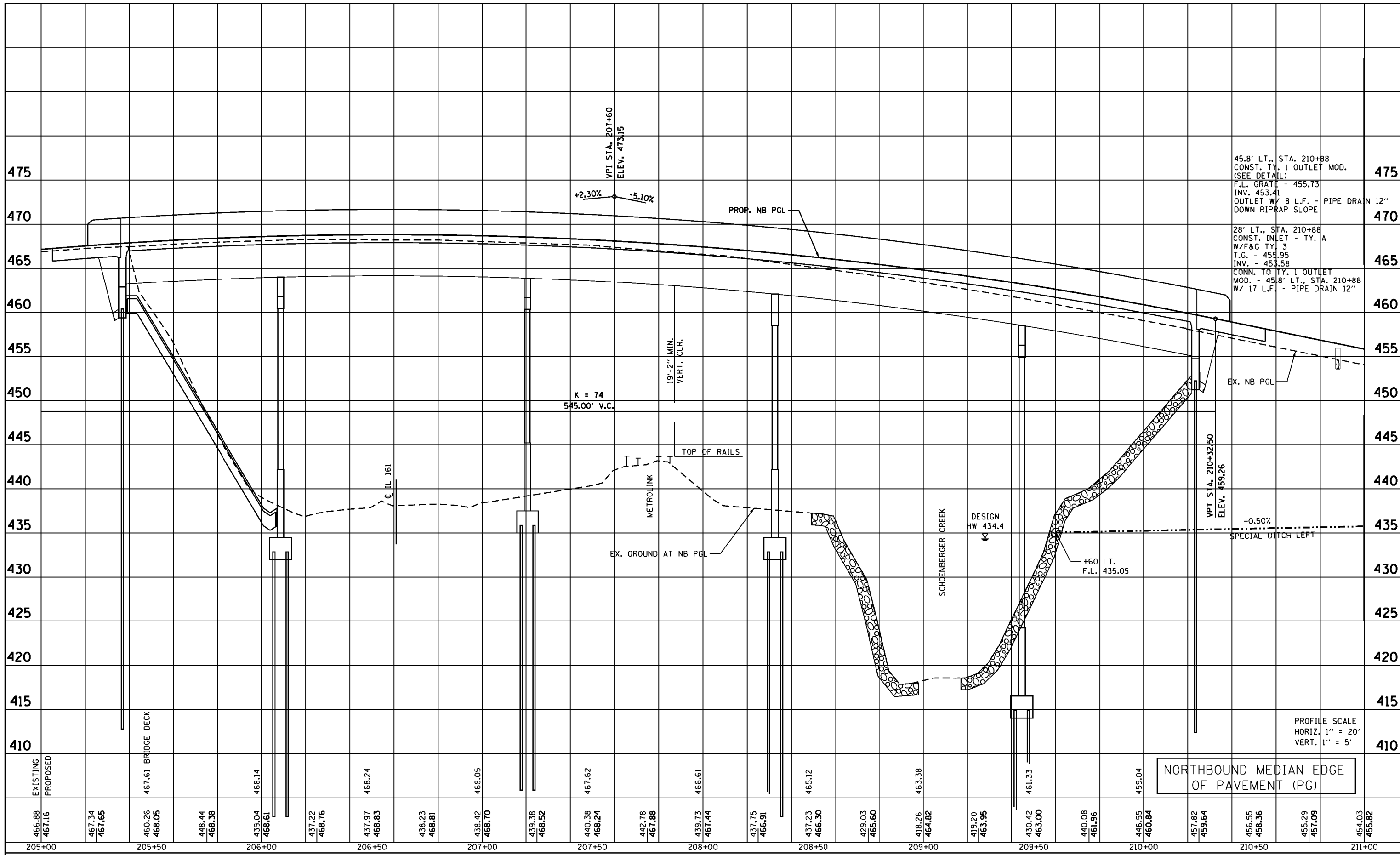
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	53
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

SCALE: 1:20 SHEET OF SHEETS STA. 205+00 TO STA. 211+00



DATE	
BY	
PLAN	SURVEYED
	GRADES CHECKED
	ALIGNED
	NOTED
	FILED
	NO.

DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	STRUCTURE NOTATIONS OK'D
	NO.



FILE NAME : K:\110205-IL 157-St. Clair\CADD\087662-sh1\profile2.20Scale.dgn	USER NAME = JmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 PROPOSED PROFILE SHEET		F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 54
CONTRACT NO. 76E62	SCALE: 1:20	SHEET OF SHEETS	STA. 205+00 TO STA. 211+00		ILLINOIS FED. AID PROJECT						
CONTRACT NO. 76E62											

NOTE: TRANSITION MEDIAN GUTTER FLAG FROM 9" TO 24"
 STA. 211+50 TO STA. 212+40 LT. & RT.
 PAID FOR AT CONTRACT UNIT PRICE FOR COMBINATION CURB AND GUTTER, TYPE SB-9.24.

SEE MEDIAN CONSTRUCTION DETAILS

IL ROUTE 157 CURVE DATA
 EXIST. CURVE C6
 PI STA. = 212+14.28
 $\Delta = 1^\circ 54' 51''$ (LT)
 $D = 1^\circ 02' 01''$
 $R = 5,543.56'$
 $T = 92.61'$
 $L = 185.21'$
 $E = 0.77'$
 $e = *$
 P.C. STA. = 211+21.67
 P.R.C. STA. = 213+06.87
 * SEE PLAN VIEW FOR S.E. INFO NORTHBOUND LANES

EXIST. CURVE C7
 PI STA. = 215+85.05
 $\Delta = 5^\circ 50' 35''$ (RT)
 $D = 1^\circ 03' 04''$
 $R = 5,450.63'$
 $T = 278.17'$
 $L = 555.86'$
 $E = 7.09'$
 $e = 1.5\%$
 P.R.C. STA. = 213+06.87
 P.T. STA. = 218+62.74

9 CONST. REIN. CONC. PIPE TEE, 24" WITH 24" RISER
 W/2 CONC. COLLARS (SEE DETAIL)
 7.8' LT., STA. 214+18
 CONST. INLET - TYPE A W/F&G TYPE 3
 T.G. - 442.78
 INV. - MATCH TO PR. PIPE TEE RISER

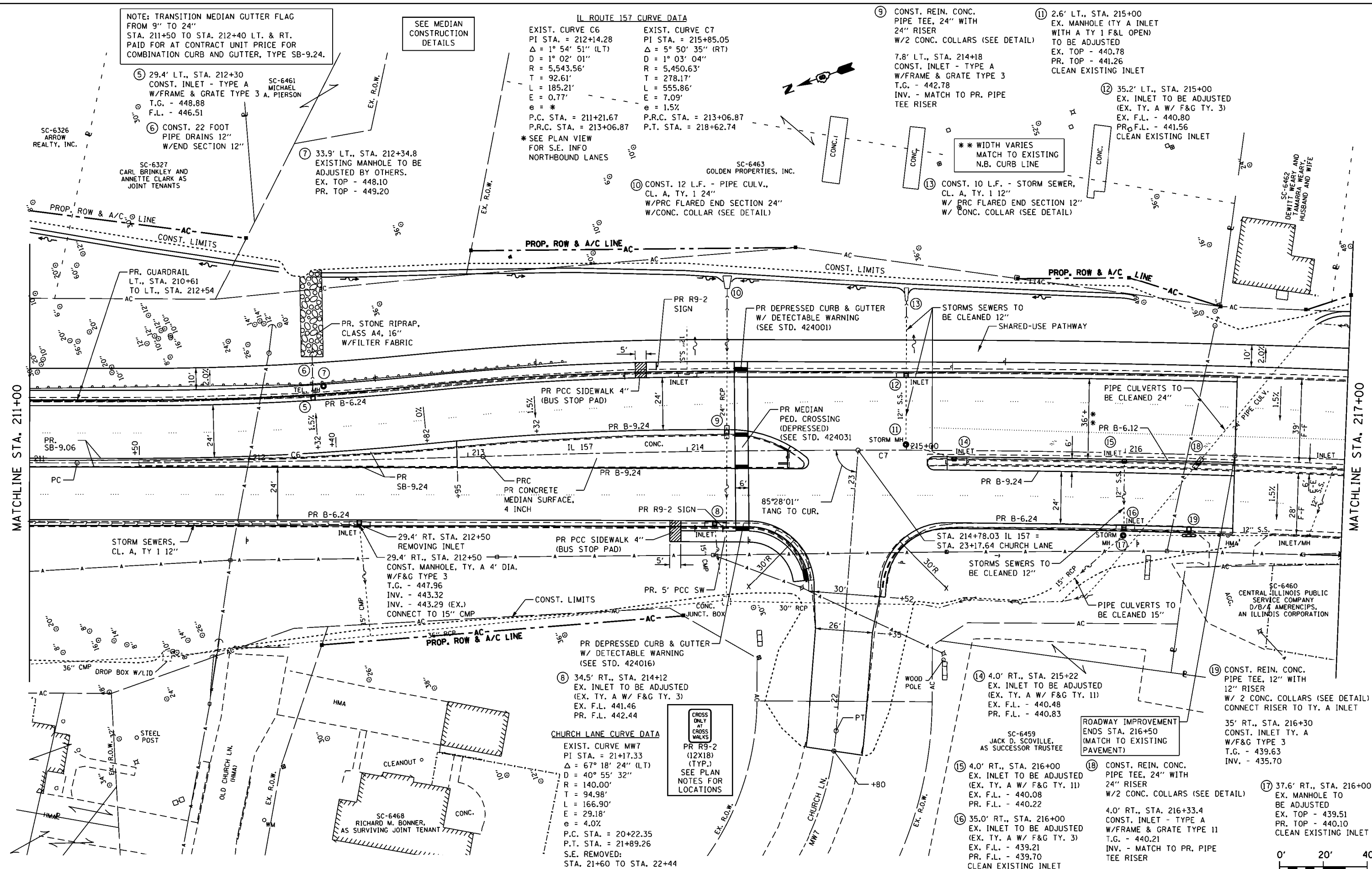
11 2.6' LT., STA. 215+00
 EX. MANHOLE (TY A INLET WITH A TY 1 F&L OPEN) TO BE ADJUSTED
 EX. TOP - 440.78
 PR. TOP - 441.26
 CLEAN EXISTING INLET

12 35.2' LT., STA. 215+00
 EX. INLET TO BE ADJUSTED (EX. TY. A W/ F&G TY. 3)
 EX. F.L. - 440.80
 PR. F.L. - 441.56
 CLEAN EXISTING INLET

** WIDTH VARIES MATCH TO EXISTING N.B. CURB LINE

13 CONST. 10 L.F. - STORM SEWER, CL. A, TY. 1 12"
 W/ PRC FLARED END SECTION 12"
 W/ CONC. COLLAR (SEE DETAIL)

10 CONST. 12 L.F. - PIPE CULV., CL. A, TY. 1 24"
 W/PRC FLARED END SECTION 24"
 W/CONC. COLLAR (SEE DETAIL)



CHURCH LANE CURVE DATA
 EXIST. CURVE MW7
 PI STA. = 21+17.33
 $\Delta = 67^\circ 18' 24''$ (LT)
 $D = 40^\circ 55' 32''$
 $R = 140.00'$
 $T = 94.98'$
 $L = 166.90'$
 $E = 29.18'$
 $e = 4.0\%$
 P.C. STA. = 20+22.35
 P.T. STA. = 21+89.26
 S.E. REMOVED:
 STA. 21+60 TO STA. 22+44

CROSS ONLY AT CROSS WALKS
 PR R9-2 (12X18) (TYP.)
 SEE PLAN NOTES FOR LOCATIONS

14 4.0' RT., STA. 215+22
 EX. INLET TO BE ADJUSTED (EX. TY. A W/ F&G TY. 11)
 EX. F.L. - 440.48
 PR. F.L. - 440.83

ROADWAY IMPROVEMENT ENDS STA. 216+50 (MATCH TO EXISTING PAVEMENT)

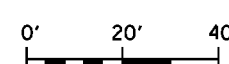
15 4.0' RT., STA. 216+00
 EX. INLET TO BE ADJUSTED (EX. TY. A W/ F&G TY. 11)
 EX. F.L. - 440.08
 PR. F.L. - 440.22

16 35.0' RT., STA. 216+00
 EX. INLET TO BE ADJUSTED (EX. TY. A W/ F&G TY. 3)
 EX. F.L. - 439.21
 PR. F.L. - 439.70
 CLEAN EXISTING INLET

18 CONST. REIN. CONC. PIPE TEE, 24" WITH 24" RISER
 W/2 CONC. COLLARS (SEE DETAIL)
 4.0' RT., STA. 216+33.4
 CONST. INLET - TYPE A W/F&G TYPE 11
 T.G. - 440.21
 INV. - MATCH TO PR. PIPE TEE RISER

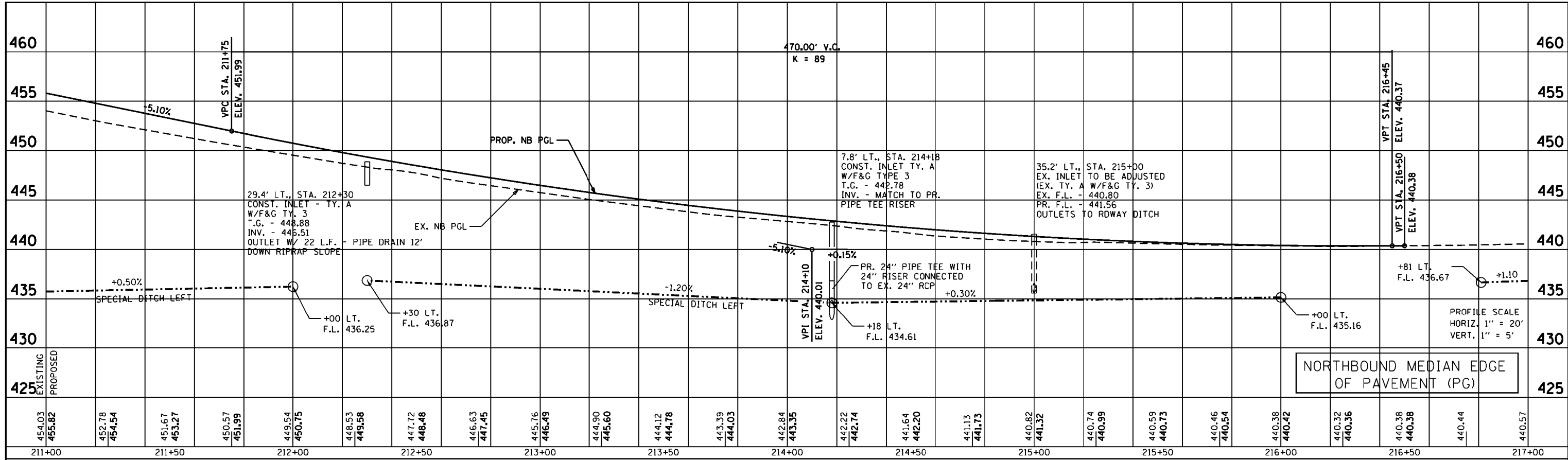
19 CONST. REIN. CONC. PIPE TEE, 12" WITH 12" RISER
 W/ 2 CONC. COLLARS (SEE DETAIL)
 CONNECT RISER TO TY. A INLET
 35' RT., STA. 216+30
 CONST. INLET TY. A W/F&G TYPE 3
 T.G. - 439.63
 INV. - 435.70

17 37.6' RT., STA. 216+00
 EX. MANHOLE TO BE ADJUSTED
 EX. TOP - 439.51
 PR. TOP - 440.10
 CLEAN EXISTING INLET

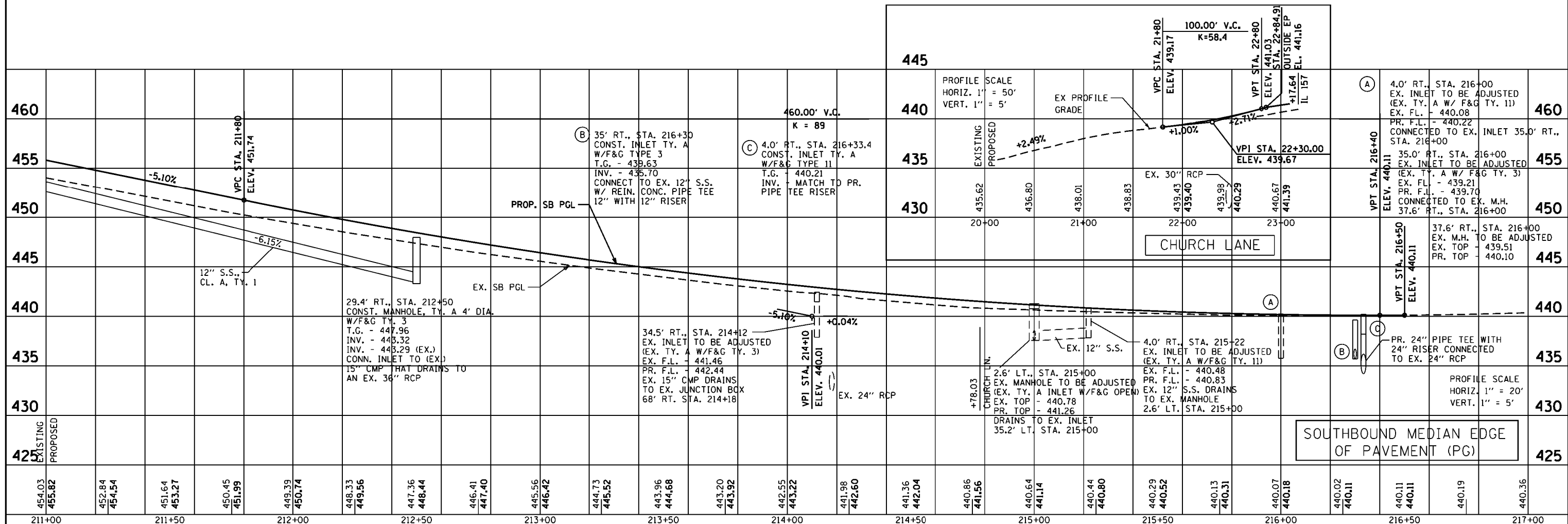


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Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -		SCALE: 1:20	SHEET OF SHEETS	STA. 211+00 TO STA. 217+00	CONTRACT NO. 76E62				
	PLOT DATE = 03/16/2015 17:23:11	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

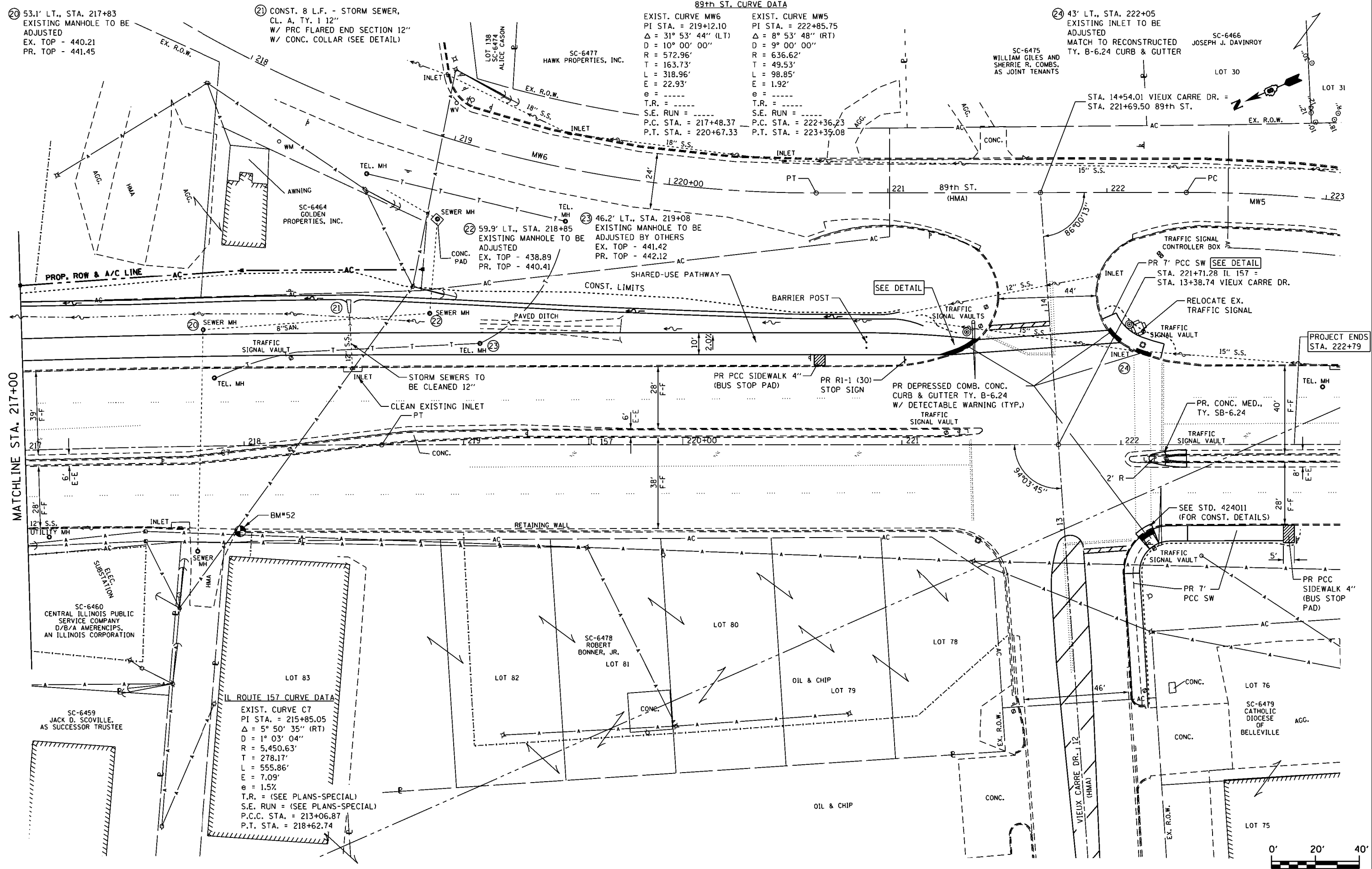
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SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
DATE	
NO.	
PLAN	
NO.	
NOTE BOOK	
NO.	
FILE NAME	



DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
NO.	
PROFILE	
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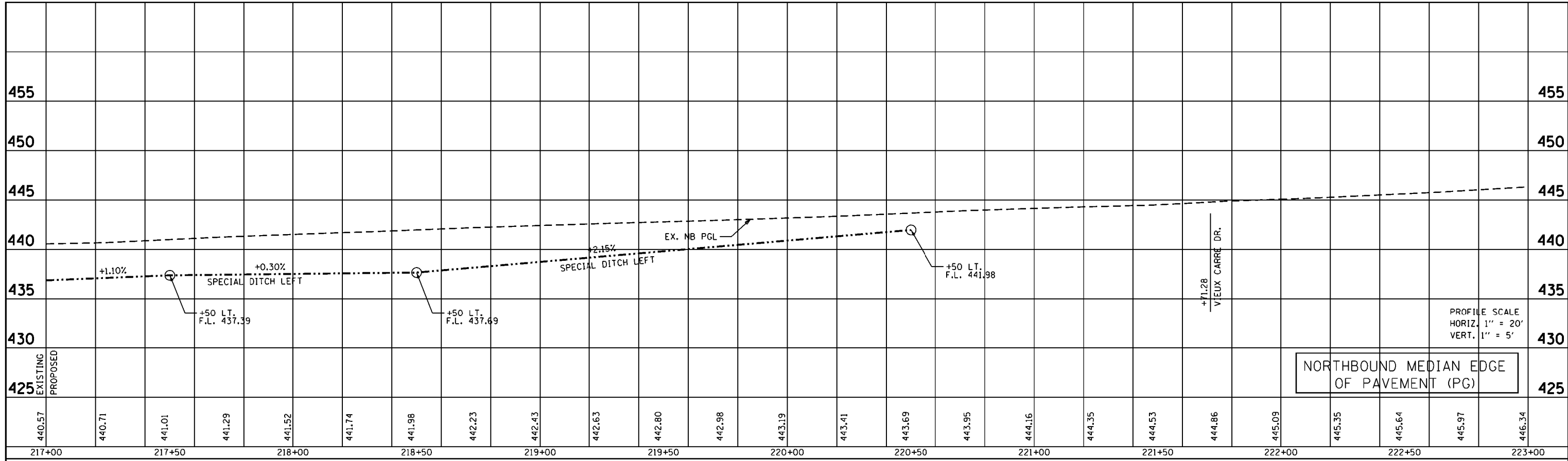


FILE NAME :	USER NAME = Jmh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 PROPOSED PROFILE SHEET	F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CADD\0876E2-shd\profile3.20Scale.dgn	DRAWN -	REVISED -	592			119-1BR-1	ST. CLAIR	212	56	
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 76E62							
PLOT DATE = 03/16/2015 17:24:31	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE: 1:20	SHEET OF SHEETS	STA. 211+00 TO STA. 217+00				

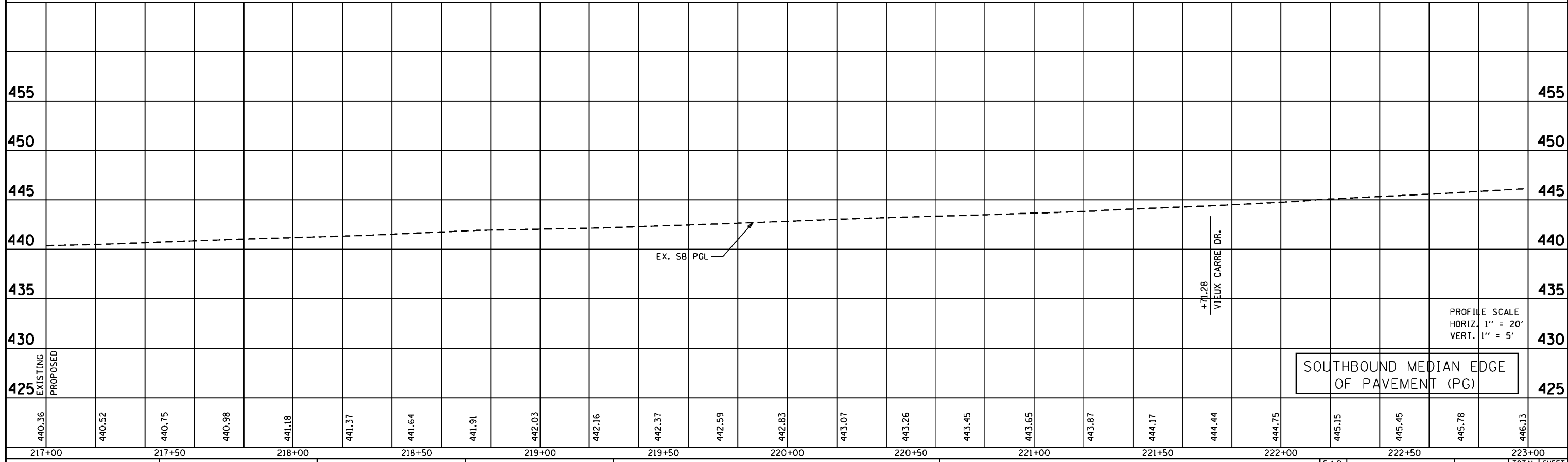


FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-st-pln4_20Scale.dgn	USER NAME = JmmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 PROPOSED PLAN SHEET	F.A.P. RTE. = 592	SECTION = 119-IBR-1	COUNTY = ST. CLAIR	TOTAL SHEETS = 212	SHEET NO. = 57		
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -			SCALE: 1:20	SHEET OF SHEETS	STA. 217+00	TO STA. 223+00	CONTRACT NO. 76E62		
	PLOT DATE = 03/16/2015 17:25:49	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. _____	
	DATE _____	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NO. _____	
	DATE _____	



FILE NAME : K:\110205-IL 157-St. Clair\CADD\0876E62-sh1	USER NAME = jmh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 157 PROPOSED PROFILE SHEET			F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 58
CONTRACT NO. 76E62	SCALE: 1:20	SHEET OF SHEETS	STA. 217+00 TO STA. 223+00		ILLINOIS FED. AID PROJECT							
	PLOT SCALE = 48.0000' / in. PLOT DATE = 03/16/2015 17:27:27	DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -									

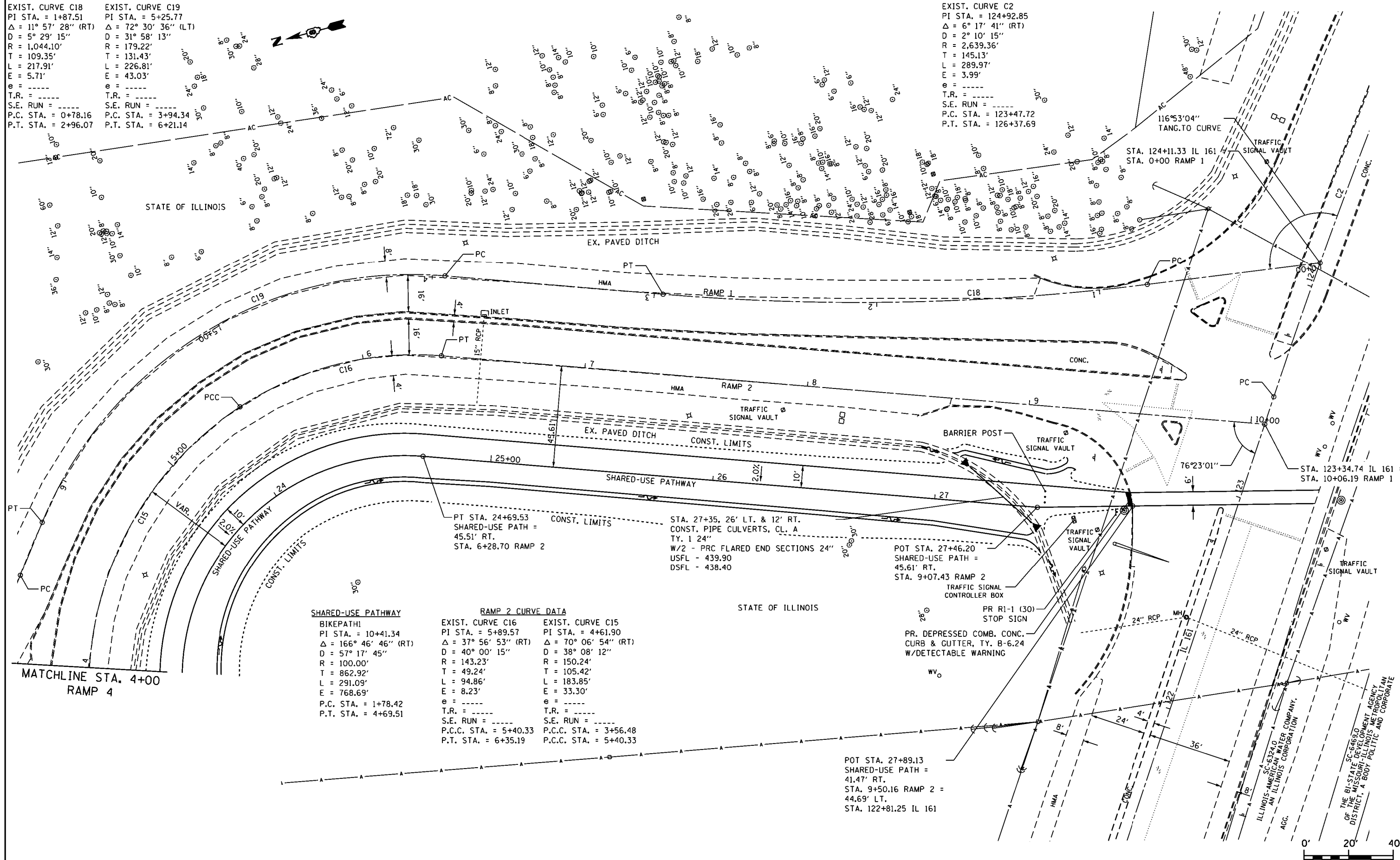
RAMP 1 CURVE DATA

EXIST. CURVE C18
 PI STA. = 1+87.51
 $\Delta = 11^\circ 57' 28''$ (RT)
 D = 5' 29' 15"
 R = 1,044.10'
 T = 109.35'
 L = 217.91'
 E = 5.71'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 0+78.16
 P.T. STA. = 2+96.07

EXIST. CURVE C19
 PI STA. = 5+25.77
 $\Delta = 72^\circ 30' 36''$ (LT)
 D = 31' 58' 13"
 R = 179.22'
 T = 131.43'
 L = 226.81'
 E = 43.03'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 3+94.34
 P.T. STA. = 6+21.14

IL. ROUTE 161 CURVE DATA

EXIST. CURVE C2
 PI STA. = 124+92.85
 $\Delta = 6^\circ 17' 41''$ (RT)
 D = 2' 10' 15"
 R = 2,639.36'
 T = 145.13'
 L = 289.97'
 E = 3.99'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 123+47.72
 P.T. STA. = 126+37.69



SHARE-USE PATHWAY
 BIKEPATH
 PI STA. = 10+41.34
 $\Delta = 166^\circ 46' 46''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 862.92'
 L = 291.09'
 E = 768.69'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 1+78.42
 P.T. STA. = 4+69.51

RAMP 2 CURVE DATA

EXIST. CURVE C16	EXIST. CURVE C15
PI STA. = 5+89.57	PI STA. = 4+61.90
$\Delta = 37^\circ 56' 53''$ (RT)	$\Delta = 70^\circ 06' 54''$ (RT)
D = 40' 00' 15"	D = 38' 08' 12"
R = 143.23'	R = 150.24'
T = 49.24'	T = 105.42'
L = 94.86'	L = 183.85'
E = 8.23'	E = 33.30'
e = -----	e = -----
T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----
P.C.C. STA. = 5+40.33	P.C.C. STA. = 3+56.48
P.T. STA. = 6+35.19	P.C.C. STA. = 5+40.33

POT STA. 27+46.20
 SHARED-USE PATH = 45.61' RT.
 STA. 9+07.43 RAMP 2
 TRAFFIC SIGNAL CONTROLLER BOX
 PR R1-1 (30) STOP SIGN
 PR. DEPRESSED COMB. CONC. CURB & GUTTER, TY. B-6.24 W/DETECTABLE WARNING

POT STA. 27+89.13
 SHARED-USE PATH = 41.47' RT.
 STA. 9+50.16 RAMP 2 = 44.69' LT.
 STA. 122+81.25 IL 161

MATCHLINE STA. 4+00
 RAMP 4

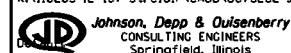
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SHARE-USE PATHWAY
 PROPOSED PLAN SHEET**

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-11-1-plan5.20Scale.dgn	USER NAME = jmh	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.		DRAWN -	REVISED -
PLOT DATE = 03/16/2015 17:24:04		CHECKED -	REVISED -
		DATE -	REVISED -

SCALE: 1:20 SHEET OF SHEETS STA. TO STA.

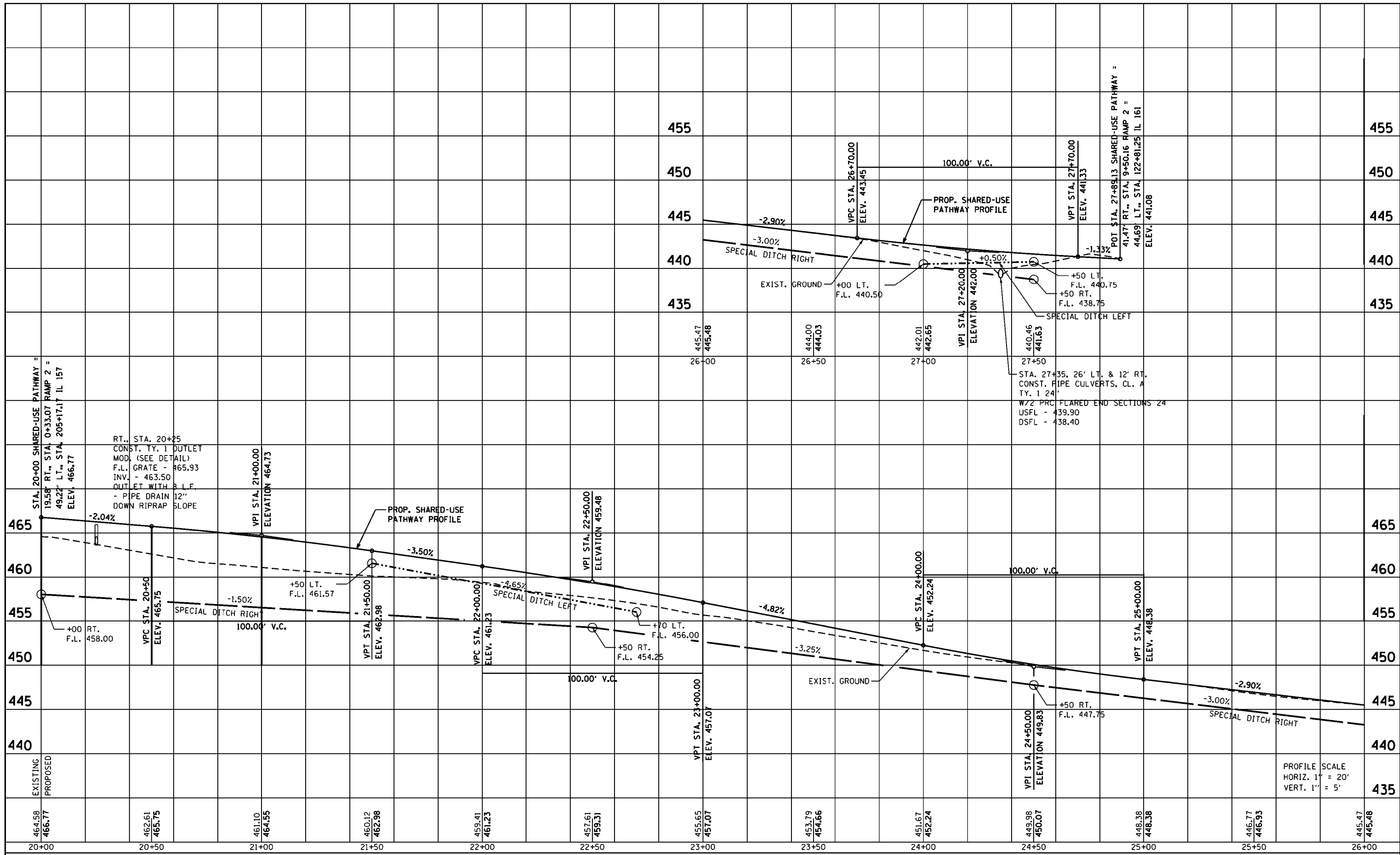
F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 59
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



ILLINOIS AMERICAN WATER COMPANY, ACC.
 SC-6324 D
 AN ILLINOIS CORPORATION.
 THE BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT, A BODY POLITIC AND CORPORATE

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK	
	NO.	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK	
	NO.	
	BY	
	DATE	



FILE NAME :	USER NAME = jmh	DESIGNED -	REVISED -
K:\110205-IL 157-St. Clair\CADD\0876E62-sht\profile5.20Scale.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PROFILE
SHARED-USE PATHWAY NORTH OF STRUCTURE**

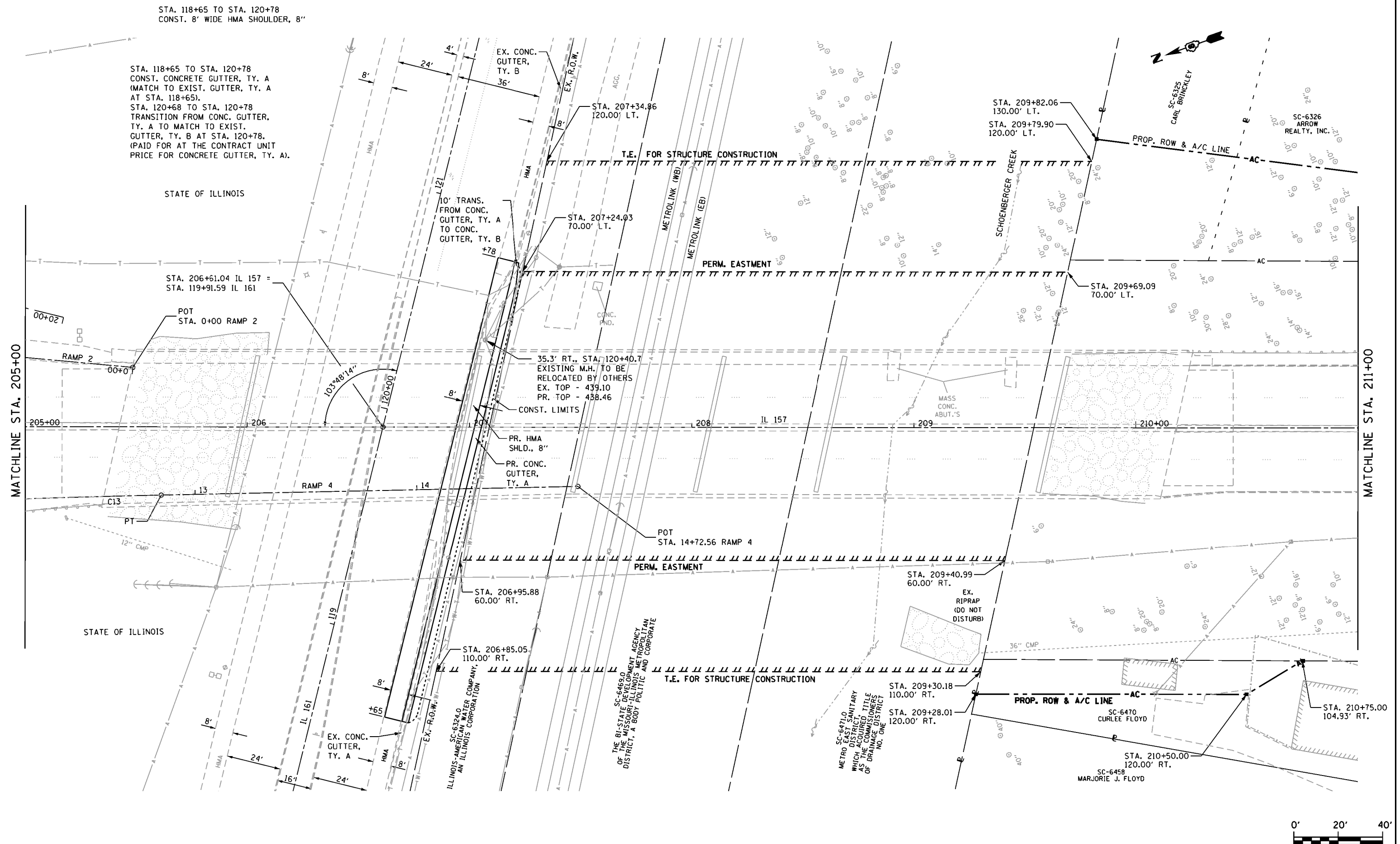
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	60
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 5'

STA. 118+65 TO STA. 120+78
CONST. 8" WIDE HMA SHOULDER, 8"

STA. 118+65 TO STA. 120+78
CONST. CONCRETE GUTTER, TY. A
(MATCH TO EXIST. GUTTER, TY. A
AT STA. 118+65).
STA. 120+68 TO STA. 120+78
TRANSITION FROM CONC. GUTTER,
TY. A TO MATCH TO EXIST.
GUTTER, TY. B AT STA. 120+78.
(PAID FOR AT THE CONTRACT UNIT
PRICE FOR CONCRETE GUTTER, TY. A).



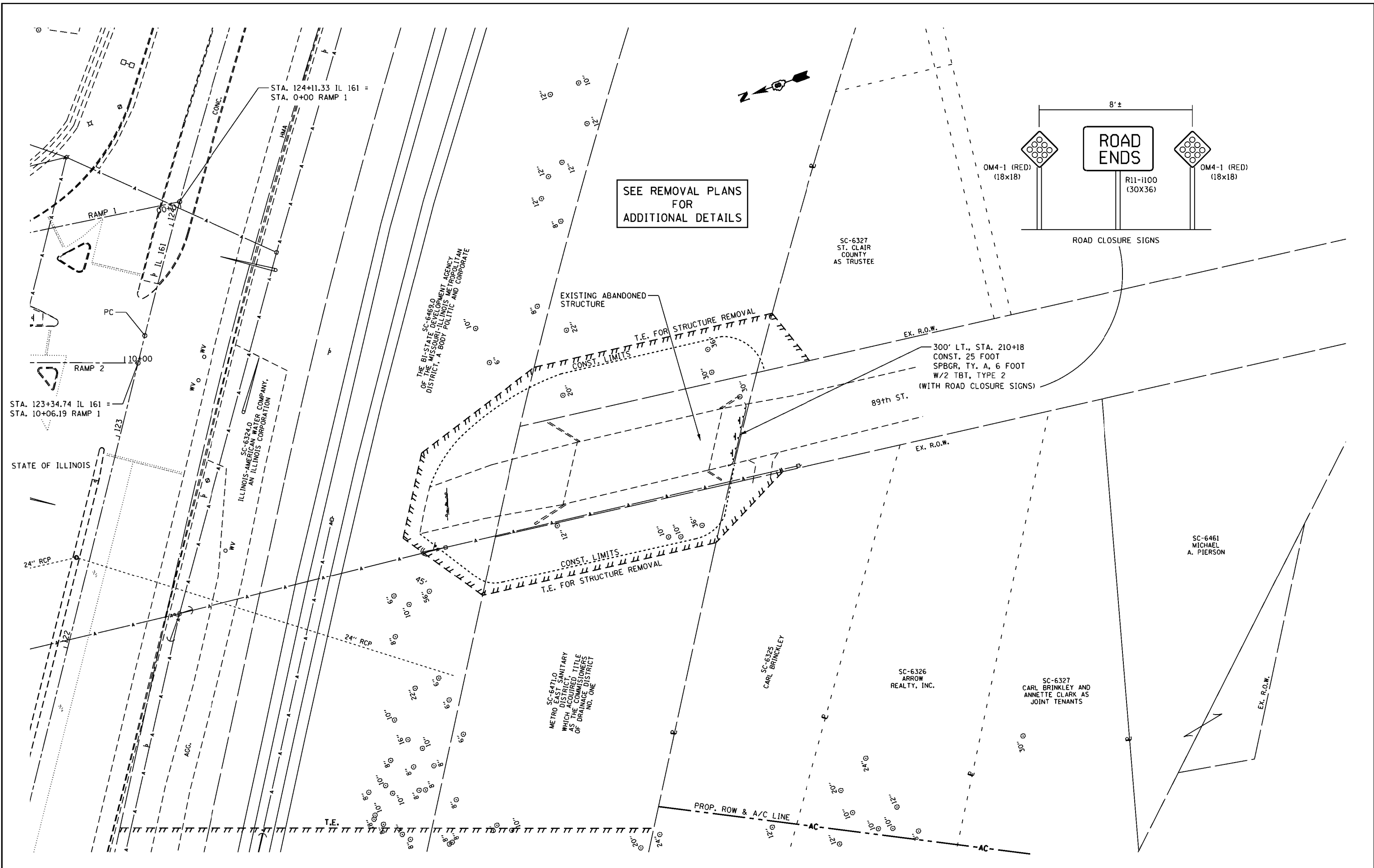
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 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 48.0000' / in.
 PLOT DATE = 03/16/2015 17:31:57

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 REVISED -
 REVISED -
 REVISED -
 REVISED -

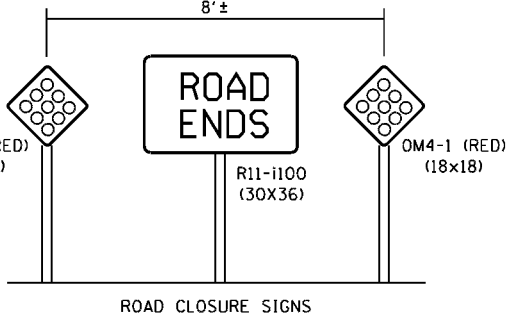
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 161
PROPOSED PLAN SHEET
 SCALE: 1:20
 SHEET OF SHEETS STA. 205+00 TO STA. 211+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	61
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



SEE REMOVAL PLANS FOR ADDITIONAL DETAILS



ROAD CLOSURE SIGNS

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-1\1-plan6.20Scale.dgn USER NAME = jmh DESIGNED - DRAWN - CHECKED - DATE -	PLOT SCALE = 48.0000' / in. PLOT DATE = 03/16/2015 17:33:15	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	89th ST. - ABANDONED STRUCTURE REMOVAL PROPOSED PLAN SHEET	F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 62
						SCALE: 1:20	SHEET OF SHEETS	STA. 205+00 TO STA. 211+00	CONTRACT NO. 76E62 ILLINOIS FED. AID PROJECT	

- LEGEND:
- ┆ SIGN
 - ┆ TYPE III BARRICADE WITH TWO FLASHING LIGHTS
 - (X) SIGN NUMBER (SEE SHT. 4 OF 4)
 - △ CHANGEABLE MESSAGE SIGNS

- GENERAL NOTES:
1. THE CONTRACTOR SHALL FURNISH ALL SIGNS, POSTS, FLASHING LIGHTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THE PLANS, AS DIRECTED BY THE ENGINEER.
 2. ALL SIGNS AND BARRICADES SHALL BE "NEW" OR "LIKE NEW" CONDITION.
 3. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6".
 4. SIGNS SHOULD BE PLACED IN ADVANCE OF THE INTERSECTION AS DIRECTED BY THE ENGINEER.

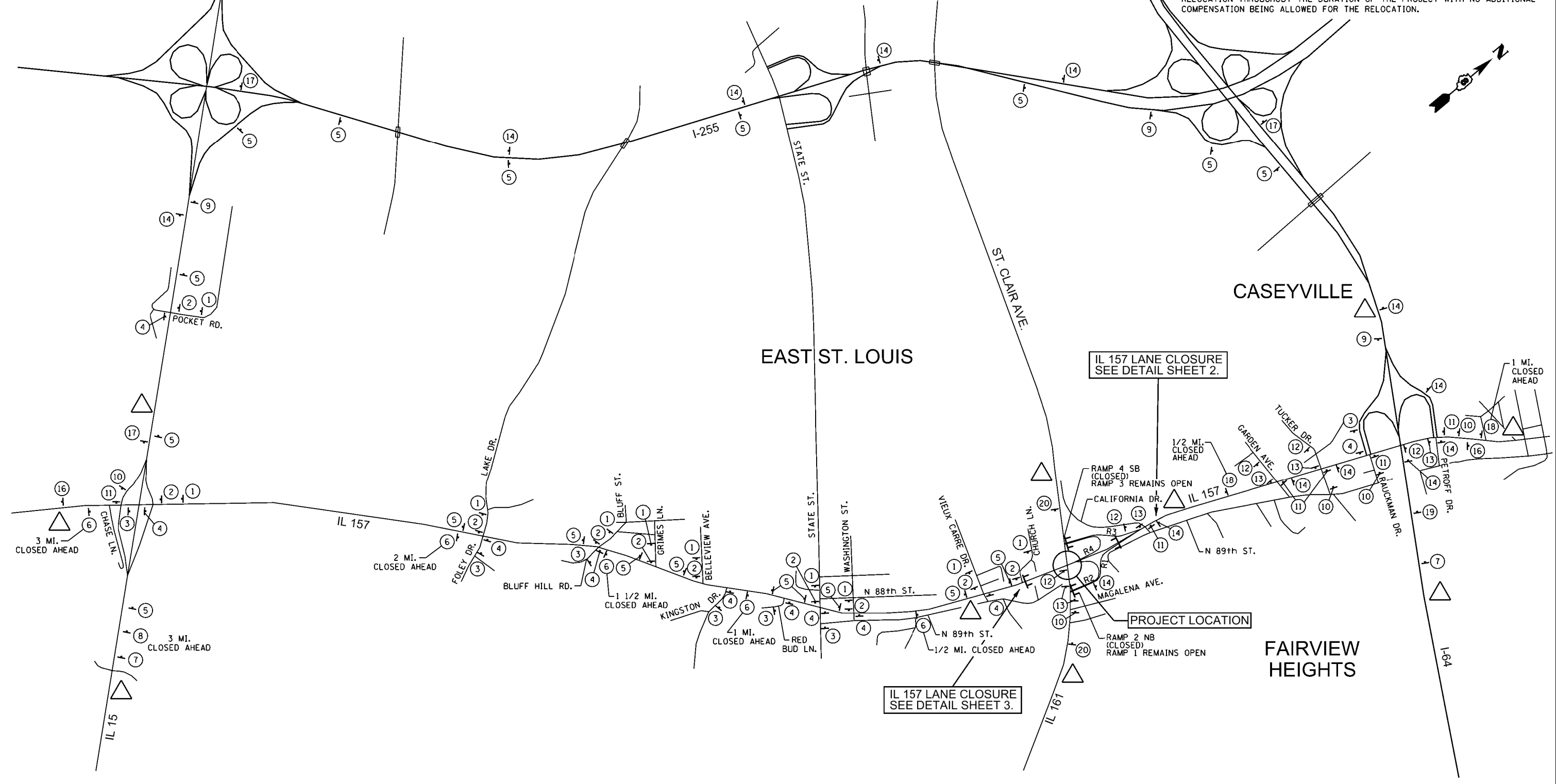
5. ALL WORK SHOWN FOR THIS DETOUR PLAN SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM, FOR "DETOUR SIGNING" INCLUDING PLACEMENT, RELOCATIONS AS DIRECTED BY THE ENGINEER, AND REMOVAL.

6. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER AT LEAST TWO (2) WEEKS PRIOR TO THE CLOSURE OF IL ROUTE 157.

- IL 157 SOUTH OF IL 15
 - IL 15 WEST OF IL 157
 - IL 15 EAST OF IL 157
 - IL 157 SOUTH OF IL 161
 - IL 161 EAST OF IL 157
 - IL 161 WEST OF IL 157
 - IL 157 NORTH OF IL 161
 - I-64 EAST OF IL 157
 - IL 157 NORTH OF I-64
 - I-64 WEST OF IL 157
- FOUR (4) ADDITIONAL SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER AS NEEDED.

THE CONTRACTOR SHALL MODIFY THE MESSAGE ON EACH SIGN AS DIRECTED BY THE ENGINEER, AS NEEDED.

THE CONTRACTOR SHALL BE AWARE THAT THE MESSAGE BOARDS MAY REQUIRE RELOCATION THROUGHOUT THE DURATION OF THE PROJECT WITH NO ADDITIONAL COMPENSATION BEING ALLOWED FOR THE RELOCATION.



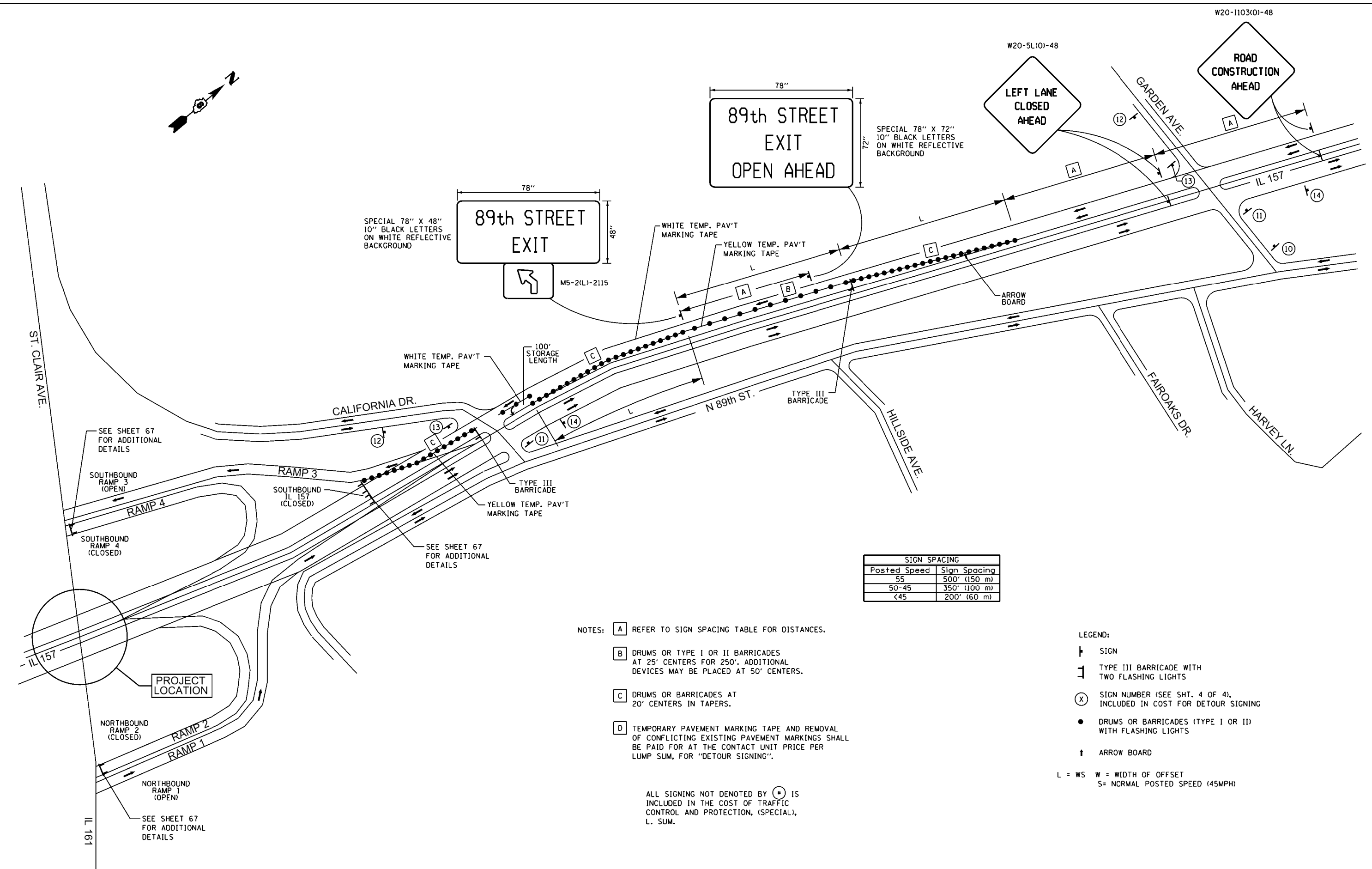
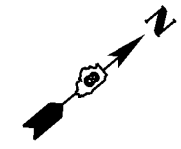
FILE NAME = K:\110205-IL 157-St. Clair\CA00\087662-st1-detour1.dgn	USER NAME = JmmH	DESIGNED -	REVISED -
PLLOT SCALE = 0.0700' / in.	CHECKED -	REVISED -	REVISED -
PLLOT DATE = 03/19/2015 17:09:09	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING & TRAFFIC CONTROL AND PROTECTION, (SPCL) PLANS
CLOSING IL 157 - STRUCTURE CONSTRUCTION**

SCALE: N/A SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 63
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

- NOTES:
- [A] REFER TO SIGN SPACING TABLE FOR DISTANCES.
 - [B] DRUMS OR TYPE I OR II BARRICADES AT 25' CENTERS FOR 250'. ADDITIONAL DEVICES MAY BE PLACED AT 50' CENTERS.
 - [C] DRUMS OR BARRICADES AT 20' CENTERS IN TAPERS.
 - [D] TEMPORARY PAVEMENT MARKING TAPE AND REMOVAL OF CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE PAID FOR AT THE CONTACT UNIT PRICE PER LUMP SUM, FOR "DETOUR SIGNING".

- LEGEND:
- [Symbol] SIGN
 - [Symbol] TYPE III BARRICADE WITH TWO FLASHING LIGHTS
 - [Symbol] SIGN NUMBER (SEE SHT. 4 OF 4), INCLUDED IN COST FOR DETOUR SIGNING
 - [Symbol] DRUMS OR BARRICADES (TYPE I OR II) WITH FLASHING LIGHTS
 - [Symbol] ARROW BOARD
- L = WS W = WIDTH OF OFFSET
S = NORMAL POSTED SPEED (45MPH)

ALL SIGNING NOT DENOTED BY [B] IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL), L. SUM.

SEE SHEET 67 FOR ADDITIONAL DETAILS

SEE SHEET 67 FOR ADDITIONAL DETAILS

SEE SHEET 67 FOR ADDITIONAL DETAILS

SEE SHEET 67 FOR ADDITIONAL DETAILS

PROJECT LOCATION

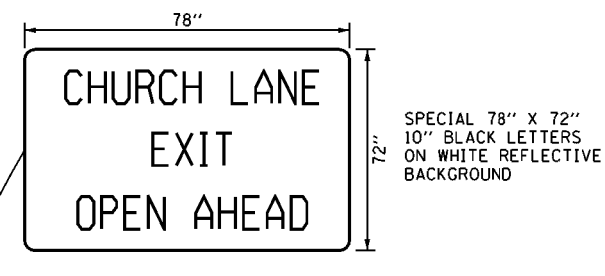
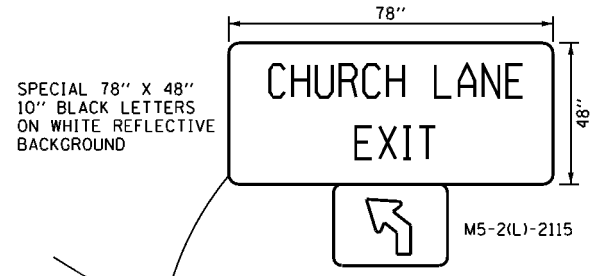
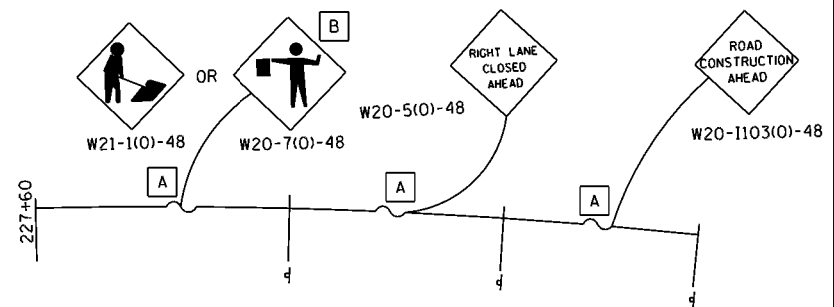
FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E2-st detour1.dgn	USER NAME = J.mh	DESIGNED -	REVISED -
DRAWN -	CHECKED -	DATE -	REVISED -
PLOT SCALE = 0.0700 ' / in.	PLOT DATE = 03/19/2015 16:43:32		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

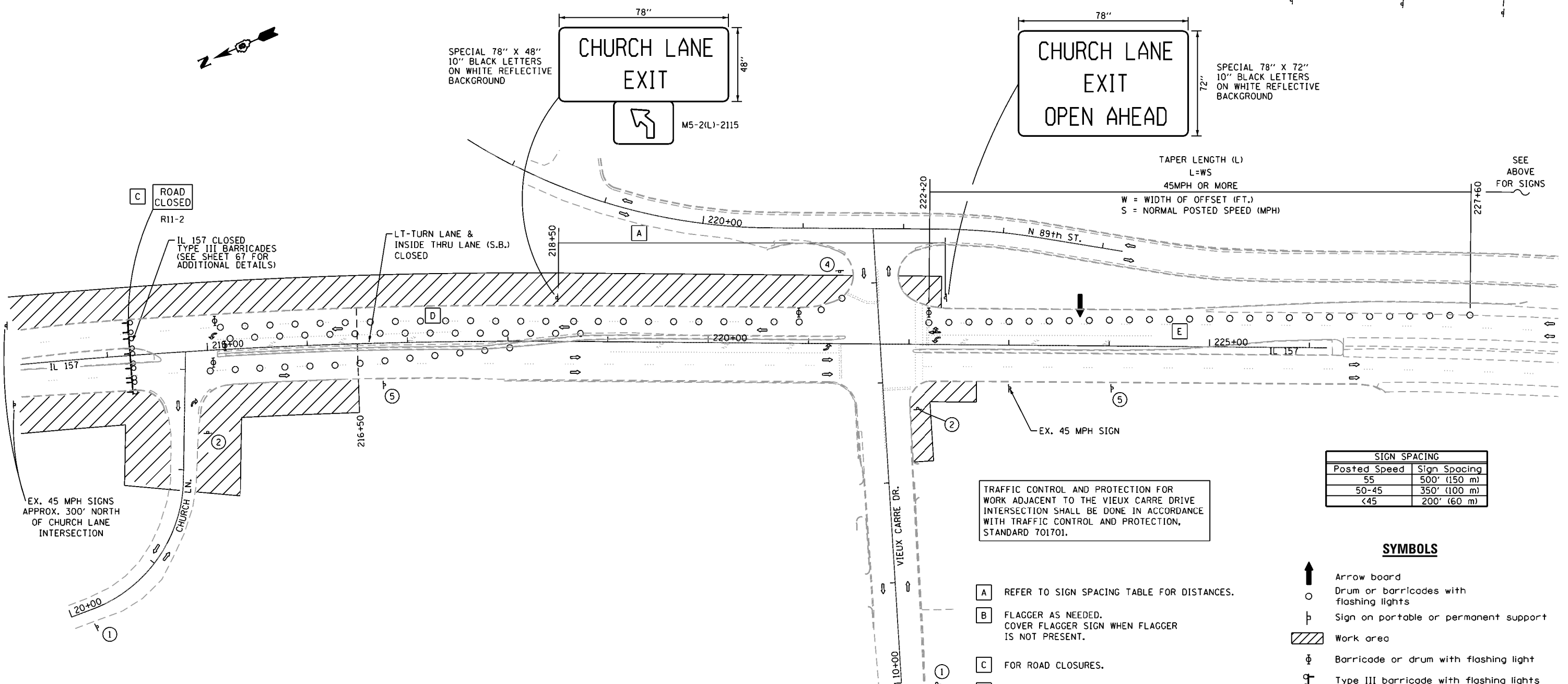
**DETOUR SIGNING & TRAFFIC CONTROL AND PROTECTION, (SPCL) PLANS
CLOSING IL 157 - STRUCTURE CONSTRUCTION**

F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 64
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

SCALE: N/A SHEET OF SHEETS STA. TO STA.



TAPER LENGTH (L)
 $L = WS$
 45MPH OR MORE
 W = WIDTH OF OFFSET (FT.)
 S = NORMAL POSTED SPEED (MPH)



C ROAD CLOSED
 R11-2
 IL 157 CLOSED
 TYPE III BARRICADES
 (SEE SHEET 67 FOR
 ADDITIONAL DETAILS)

LT-TURN LANE &
 INSIDE THRU LANE (S.B.)
 CLOSED

EX. 45 MPH SIGNS
 APPROX. 300' NORTH
 OF CHURCH LANE
 INTERSECTION

ACCESS TO CHURCH LANE SHALL BE MAINTAINED
 AT ALL TIMES, EXCEPT FOR THOSE SHORT-TERM
 CLOSURES AUTHORIZED BY THE ENGINEER.

TRAFFIC CONTROL AND PROTECTION FOR
 WORK ADJACENT TO THE VIEUX CARRE DRIVE
 INTERSECTION SHALL BE DONE IN ACCORDANCE
 WITH TRAFFIC CONTROL AND PROTECTION,
 STANDARD 701701.

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

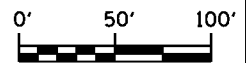
SYMBOLS

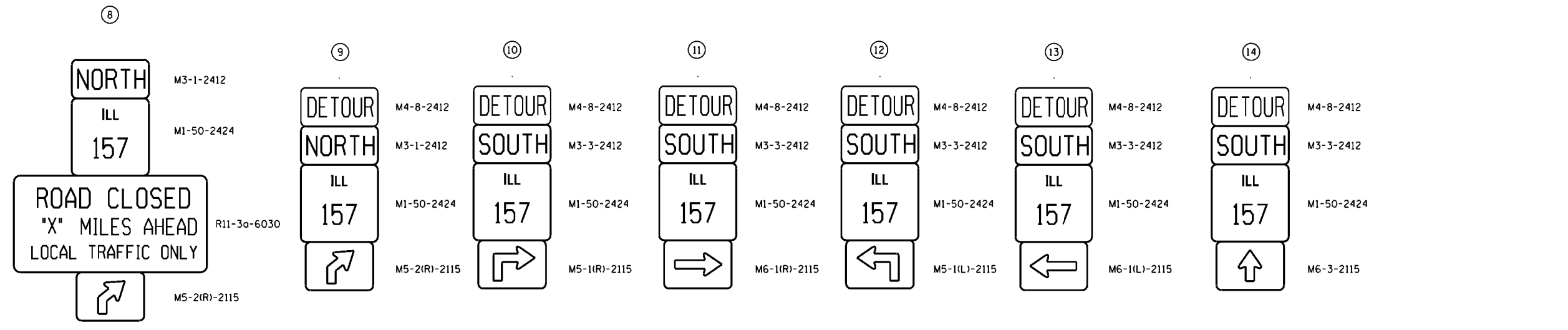
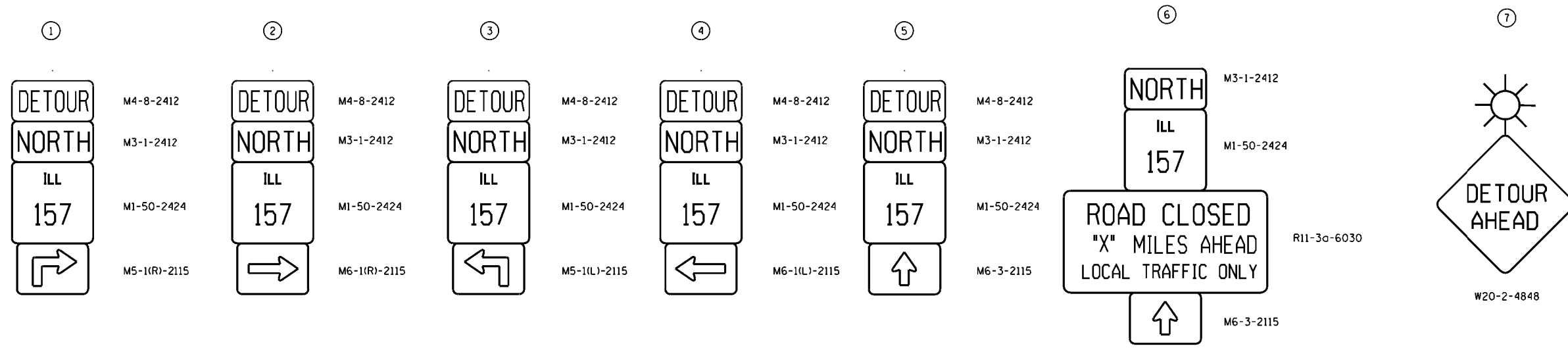
- Arrow board
- Drum or barricade with flashing lights
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Sign Number (See Sht. 4 of 4), included in cost for DETOUR SIGNING

- A** REFER TO SIGN SPACING TABLE FOR DISTANCES.
- B** FLAGGER AS NEEDED. COVER FLAGGER SIGN WHEN FLAGGER IS NOT PRESENT.
- C** FOR ROAD CLOSURES.
- D** DRUMS OR TYPE I OR II BARRICADES AT 25' CENTERS FOR 250'. ADDITIONAL DEVICES MAY BE PLACED AT 50' CENTERS.
- E** CONES, DRUMS OR BARRICADES AT 20' CENTERS IN TAPER.

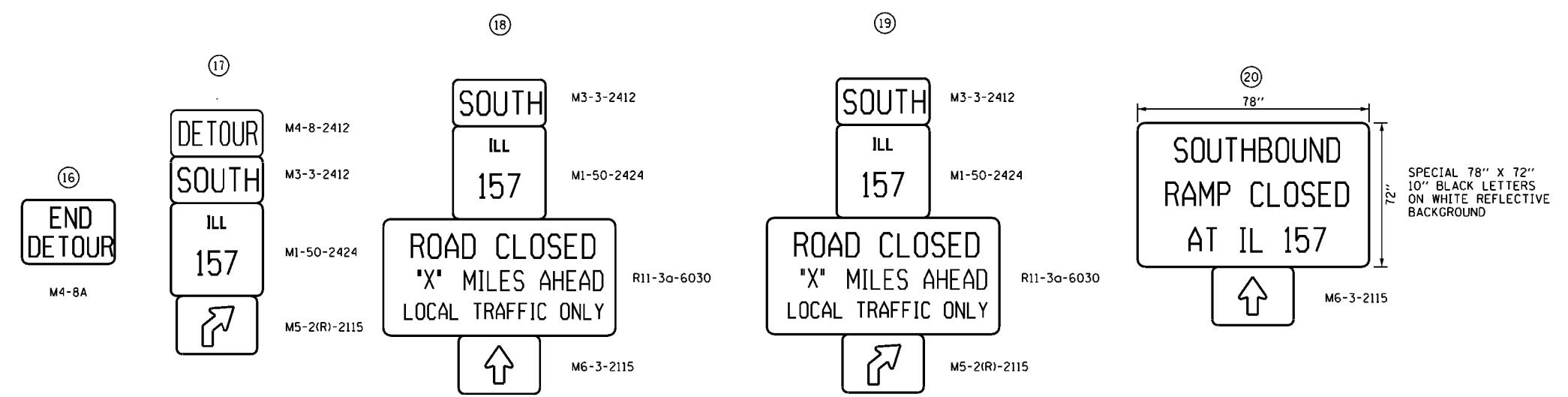
EXISTING POSTED SPEED THROUGHOUT
 WORK AREA IS 45 MPH.

ALL SIGNING NOT DENOTED BY (X) IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL), L. SUM.





15 - INTENTIONALLY LEFT BLANK



SPECIAL 78" X 72" 10" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-11\1-detour1.dgn 	USER NAME = jmh DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING & TRAFFIC CONTROL AND PROTECTION, (SPCL) PLANS CLOSING IL 157 - STRUCTURE CONSTRUCTION	F.A.P. RTE. = 592 SECTION = 119-1BR-1 COUNTY = ST. CLAIR TOTAL SHEETS = 212 SHEET NO. = 66
	PLOT SCALE = 0.0700' / in. PLOT DATE = 03/19/2015 16:46:00	DATE -			SCALE: N/A SHEET OF SHEETS STA. TO STA.

(BASED ON HEIGHT AT CENTER - 1.0')

TEMPORARY DITCH CHECKS	
LOCATION	FOOT
IL 157	
LT., STA. 210+00	12
LT., STA. 211+00	12
LT., STA. 213+30	12
LT., STA. 214+10	12
LT., STA. 214+30	12
LT., STA. 215+30	12
LT., STA. 216+90	12
LT., STA. 217+90	12
LT., STA. 218+60	12
LT., STA. 219+10	12
LT., STA. 219+60	12
LT., STA. 220+10	12
LT., STA. 220+60	12
SHARED-USE PATHWAY	
LT., STA. 20+60	12
RT., STA. 20+70	12
LT., STA. 20+85	12
LT., STA. 21+10	12
LT., STA. 21+35	12
RT., STA. 21+35	12
LT., STA. 21+60	12
LT., STA. 21+80	12
LT., STA. 22+00	12
RT., STA. 22+00	12
LT., STA. 22+20	12
LT., STA. 22+40	12
LT., STA. 22+60	12
RT., STA. 22+66	12
LT., STA. 22+80	12
RT., STA. 22+96	12
RT., STA. 23+26	12
RT., STA. 23+56	12
RT., STA. 23+86	12
RT., STA. 24+16	12
RT., STA. 24+46	12
RT., STA. 24+96	12
RT., STA. 25+09	12
RT., STA. 25+42	12
RT., STA. 25+75	12
RT., STA. 26+08	12
RT., STA. 26+41	12
RT., STA. 26+74	12
RT., STA. 27+07	12
LT., STA. 27+15	12
RT., STA. 27+40	12
TOTAL	528

PERIMETER EROSION BARRIER	
LOCATION	FOOT
IL 157	
RT., STA. 203+00 TO RT., STA. 205+00	230
RT., STA. 209+30 TO RT., STA. 214+60	660
LT., STA. 209+70 TO LT., STA. 209+80	70
RT., STA. 214+80 TO RT., STA. 216+50	220
LT., STA. 216+00 TO LT., STA. 216+90	100
RT., STA. 222+10 TO RT., STA. 222+90	140
TOTAL	1,420

SEEDING, CLASS 2	
LOCATION	ACRE
IL 157	
STA. 203+00 TO STA. 221+40	3.24
IL 161	
RT., STA. 118+65 TO RT., STA. 120+78	0.03
SHARED-USE PATHWAY (NORTH)	
STA. 19+00 TO STA. 27+90	0.85
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	0.34
CHURCH LN.	
STA. 21+80 TO STA. 22+50	0.05
TOTAL	4.51
USE	4.50

NITROGEN FERTILIZER NUTRIENT	
LOCATION	POUND
IL 157	
STA. 203+00 TO STA. 221+40	292
IL 161	
RT., STA. 118+65 TO RT., STA. 120+78	3
SHARED-USE PATHWAY (NORTH)	
STA. 19+00 TO STA. 27+90	77
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	31
CHURCH LN.	
STA. 21+80 TO STA. 22+50	5
TOTAL	408

PHOSPHORUS FERTILIZER NUTRIENT	
LOCATION	POUND
IL 157	
STA. 203+00 TO STA. 221+40	292
IL 161	
RT., STA. 118+65 TO RT., STA. 120+78	3
SHARED-USE PATHWAY (NORTH)	
STA. 19+00 TO STA. 27+90	77
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	31
CHURCH LN.	
STA. 21+80 TO STA. 22+50	5
TOTAL	408

POTASSIUM FERTILIZER NUTRIENT	
LOCATION	POUND
IL 157	
STA. 203+00 TO STA. 221+40	292
IL 161	
RT., STA. 118+65 TO RT., STA. 120+78	3
SHARED-USE PATHWAY (NORTH)	
STA. 19+00 TO STA. 27+90	77
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	31
CHURCH LN.	
STA. 21+80 TO STA. 22+50	5
TOTAL	408

MULCH, METHOD 2	
LOCATION	ACRE
IL 157	
RT., STA. 203+00 TO RT., STA. 204+85	0.04
STA. 207+00 TO STA. 208+55	0.79
PERM. & TEMP. EASMT UNDER STRUCTURE	
RT., STA. 209+28 TO RT., STA. 211+00	0.09
LT., STA. 209+65 TO RT., STA. 211+00	0.06
LT., STA. 210+60 TO LT., STA. 221+20	0.11
AREA BETWEEN SHARED-USE PATHWAY & CURB	
LT., STA. 211+00 TO LT., STA. 212+20	0.02
RT., STA. 211+00 TO RT., STA. 212+30	0.03
LT., STA. 214+20 TO LT., STA. 216+00	0.02
LT. & RT., STA. 222+00 (SIDEWALK CONST.)	0.01
SHARED-USE PATHWAY (NORTH)	
RT., STA. 20+65 TO RT., STA. 23+00	0.06
LT. & RT., STA. 27+15 TO STA. 27+90	0.02
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	0.08
TOTAL	1.33
USE	1.50

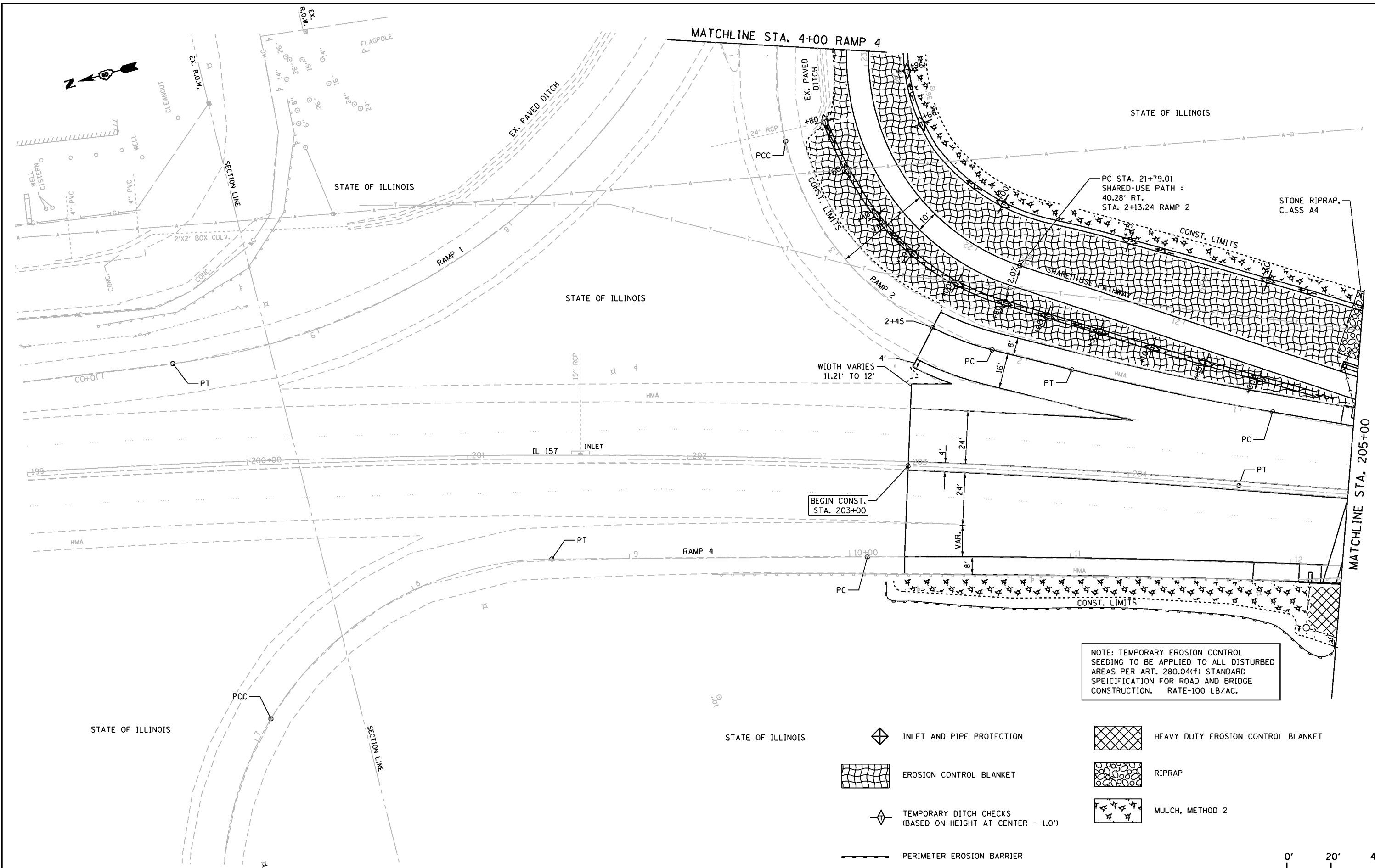
TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
IL 157	
STA. 203+00 TO STA. 221+40	324
IL 161	
RT., STA. 118+65 TO RT., STA. 120+78	3
SHARED-USE PATHWAY (NORTH)	
STA. 19+00 TO STA. 27+90	85
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	34
CHURCH LN.	
STA. 21+80 TO STA. 22+50	5
TOTAL	451

STONE RIPRAP, CLASS A4 FILTER FABRIC		
LOCATION	RIPRAP SQ YD	FABRIC SQ YD
IL 157		
LT., STA. 210+88 (OUTLET)	70	70
LT., STA. 212+30 (OUTLET)	47	47
SHARED-USE PATHWAY		
RT., STA. 20+25 (OUTLET)	35	35
TOTAL	152	152






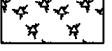

EROSION CONTROL BLANKET	
LOCATION	SO YD
IL 157	
RT., STA. 208+30 TO RT., STA. 209+45	816
(SCHOENBERGER CREEK)	
LT., STA. 208+60 TO LT., STA. 209+80	842
(SCHOENBERGER CREEK)	
RT., STA. 210+50 TO RT., STA. 214+55	2257
LT., STA. 210+95 TO LT., STA. 221+30	3230
RT., STA. 214+80 TO RT., STA. 216+50	494
SHARED-USE PATHWAY	
LT., STA. 20+20 TO LT., STA. 27+15	881
RT., STA. 20+30 TO RT., STA. 27+40	1673
ABANDONED S.N. 082-0121	
LT., STA. 210+00±	865
TOTAL	11,058

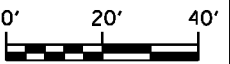
HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SO YD
IL 157	
(BRIDGE CONES 1:2 SLOPES)	
RT., STA. 204+85 TO RT., STA. 206+00	442
LT., STA. 205+00 TO LT., STA. 206+15	386
RT., STA. 209+60 TO RT., STA. 210+50	736
LT., STA. 209+80 TO LT., STA. 210+85	735
TOTAL	2,299

INLET AND PIPE PROTECTION	
LOCATION	EACH
IL 157	
89' RT., STA. 211+63	1
80' LT., STA. 214+18	1
68' RT., STA. 214+18	1
71' RT., STA. 215+10	1
60' LT., STA. 216+82	1
SHARED-USE PATHWAY	
19' LT., STA. 27+10	1
55' RT., STA. 27+70	1
TOTAL	7



NOTE: TEMPORARY EROSION CONTROL SEEDING TO BE APPLIED TO ALL DISTURBED AREAS PER ART. 280.04(f) STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION. RATE-100 LB/AC.

-  INLET AND PIPE PROTECTION
-  HEAVY DUTY EROSION CONTROL BLANKET
-  EROSION CONTROL BLANKET
-  RIPRAP
-  TEMPORARY DITCH CHECKS (BASED ON HEIGHT AT CENTER - 1.0')
-  MULCH, METHOD 2
-  PERIMETER EROSION BARRIER

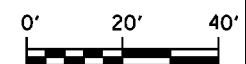
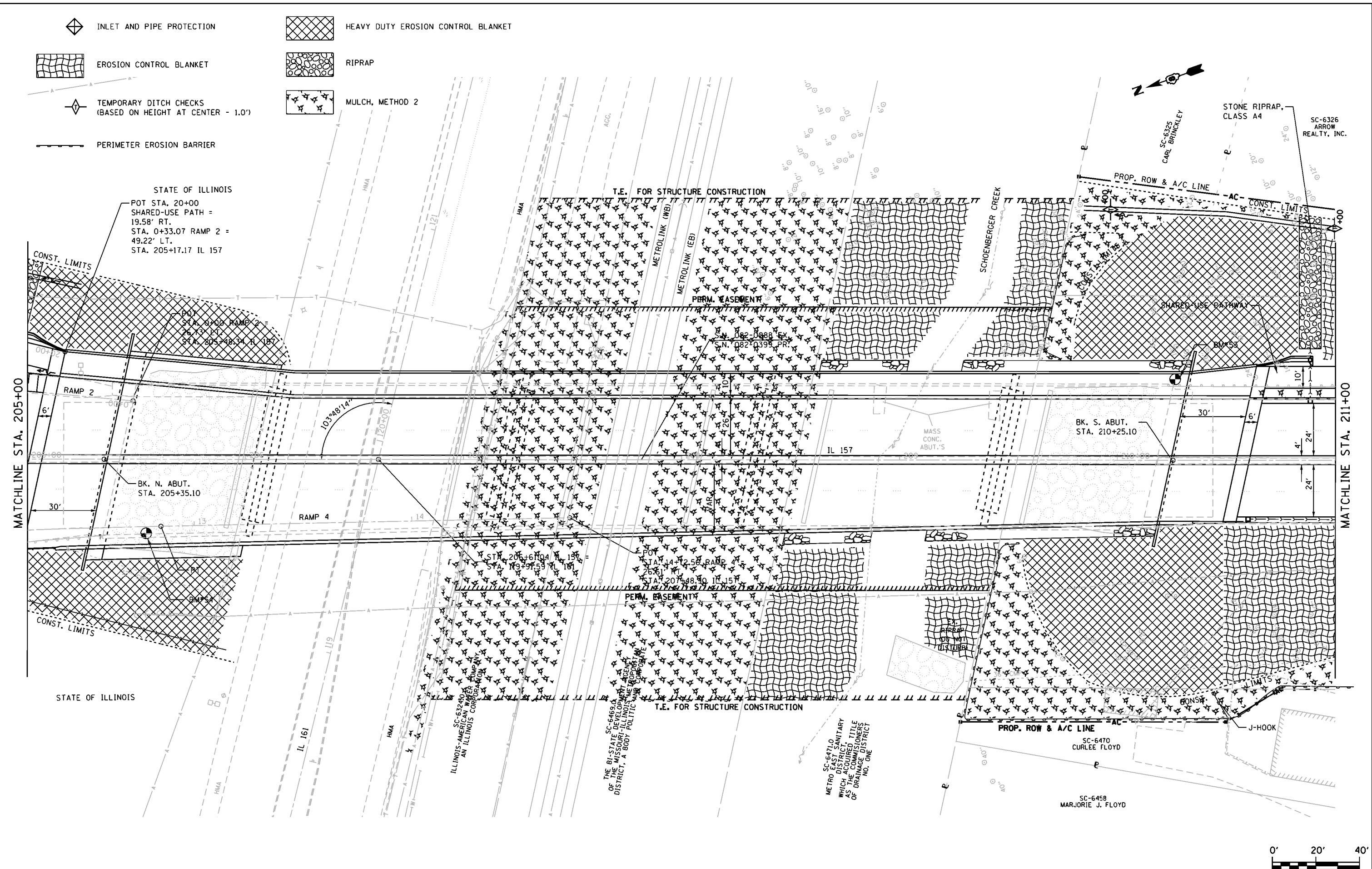
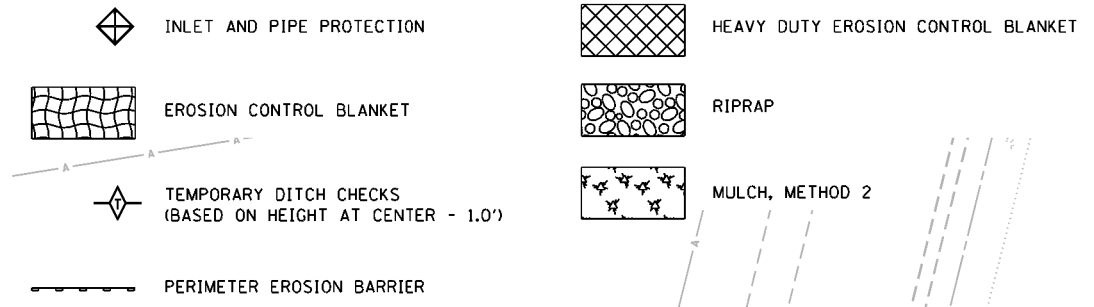


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		DATE -	REVISED -

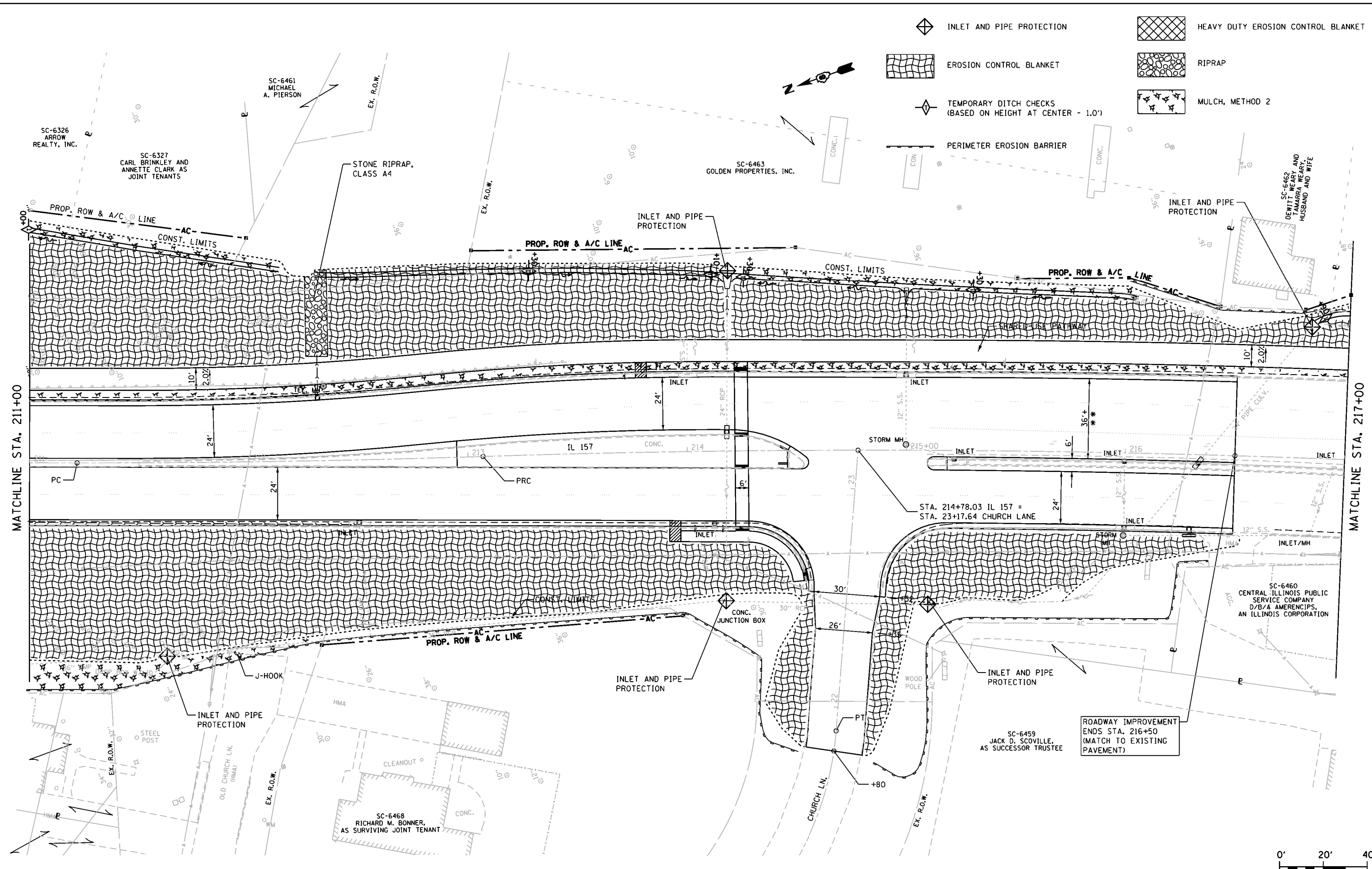
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


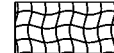




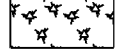
IL ROUTE 157 EROSION AND SEDIMENT CONTROL	
SCALE: 1:20	SHEET OF SHEETS STA. 199+00 TO STA. 205+00

F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 69
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



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CONTRACT NO. = 76E62	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -		SCALE: 1:20	SHEET OF SHEETS	STA. 205+00 TO STA. 211+00	ILLINOIS FED. AID PROJECT					
CONTRACT NO. = 76E62	PLOT DATE = 03/16/2015 17:44:59	DATE -	REVISED -										



-  INLET AND PIPE PROTECTION
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECKS (BASED ON HEIGHT AT CENTER - 1.0')
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  RIPRAP
-  MULCH, METHOD 2

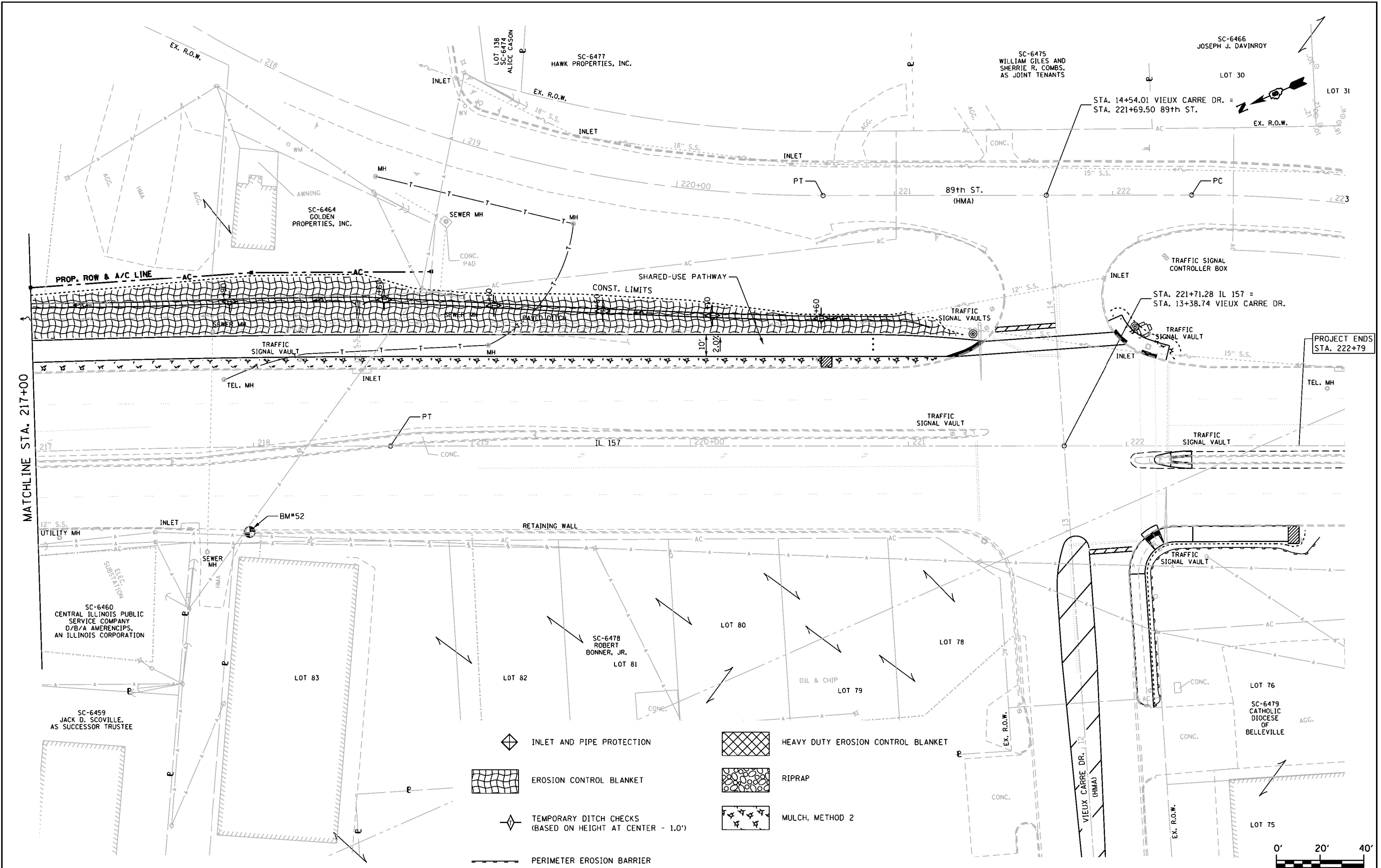
MATCHLINE STA. 211+00








MATCHLINE STA. 217+00

ROADWAY IMPROVEMENT
ENDS STA. 216+50
(MATCH TO EXISTING
PAVEMENT)



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	PLOT SCALE = 48.0000' / in. PLOT DATE = 03/16/2015 17:46:49	SCALE: 1:20 SHEET OF SHEETS STA. 211+00 TO STA. 217+00	CONTRACT NO. 76E62 ILLINOIS FED. AID PROJECT				



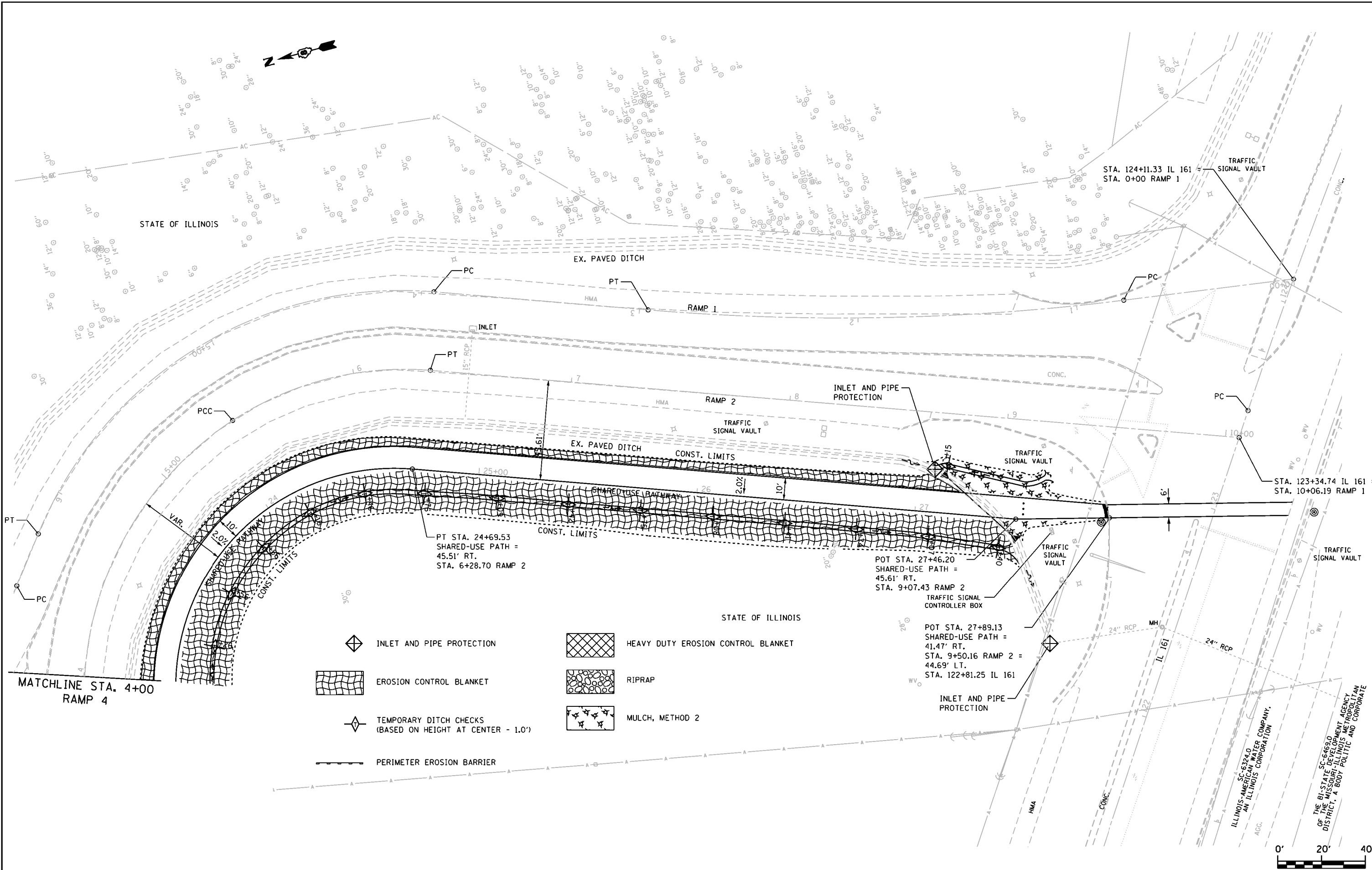
-  INLET AND PIPE PROTECTION
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECKS (BASED ON HEIGHT AT CENTER - 1.0')
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  RIPRAP
-  MULCH, METHOD 2

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 157 EROSION AND SEDIMENT CONTROL			
SCALE: 1:20	SHEET	OF	SHEETS
	STA. 217+00		TO STA. 223+00

F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 72
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

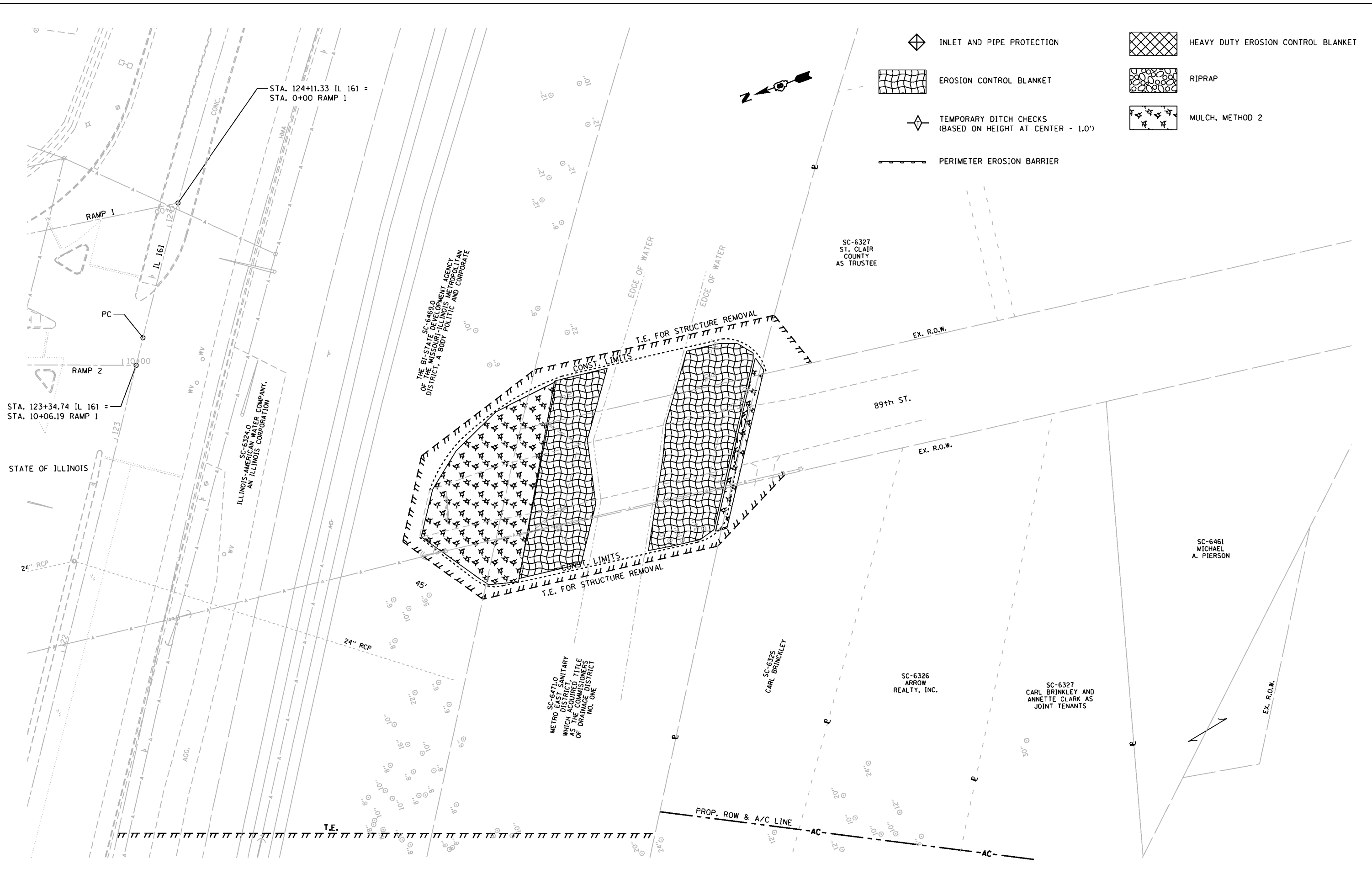
SHARE-USE PATHWAY EROSION AND SEDIMENT CONTROL			
SCALE: 1:20	SHEET	OF SHEETS	STA. TO STA.








F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 73
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				


JD Johnson, Depp & Ouisenberry
CONSULTING ENGINEERS
Springfield, Illinois

ILLINOIS AMERICAN WATER COMPANY,
SC-6324.0
AN ILLINOIS CORPORATION
AGC.

THE BI-STATE DEVELOPMENT AGENCY
OF THE MISSOURI-ILLINOIS METROPOLITAN
DISTRICT, A BODY POLITIC AND CORPORATE



-  INLET AND PIPE PROTECTION
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECKS (BASED ON HEIGHT AT CENTER - 1.0')
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  RIPRAP
-  MULCH, METHOD 2

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**89th ST. - ABANDONED STRUCTURE REMOVAL
EROSION AND SEDIMENT CONTROL**

SCALE: 1:20 SHEET OF SHEETS STA. 205+00 TO STA. 211+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	74
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

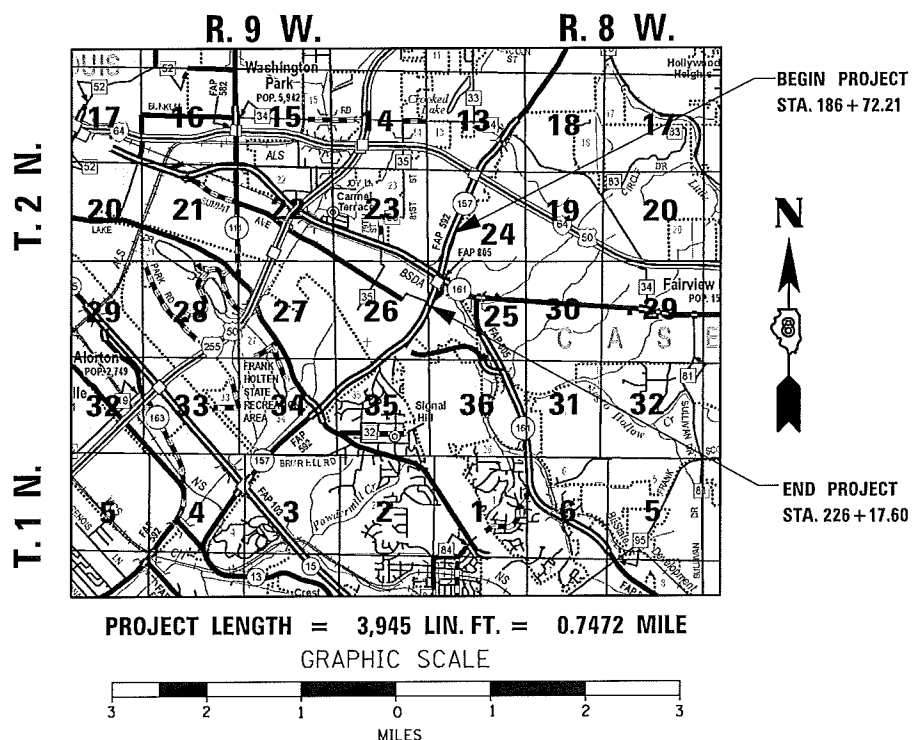
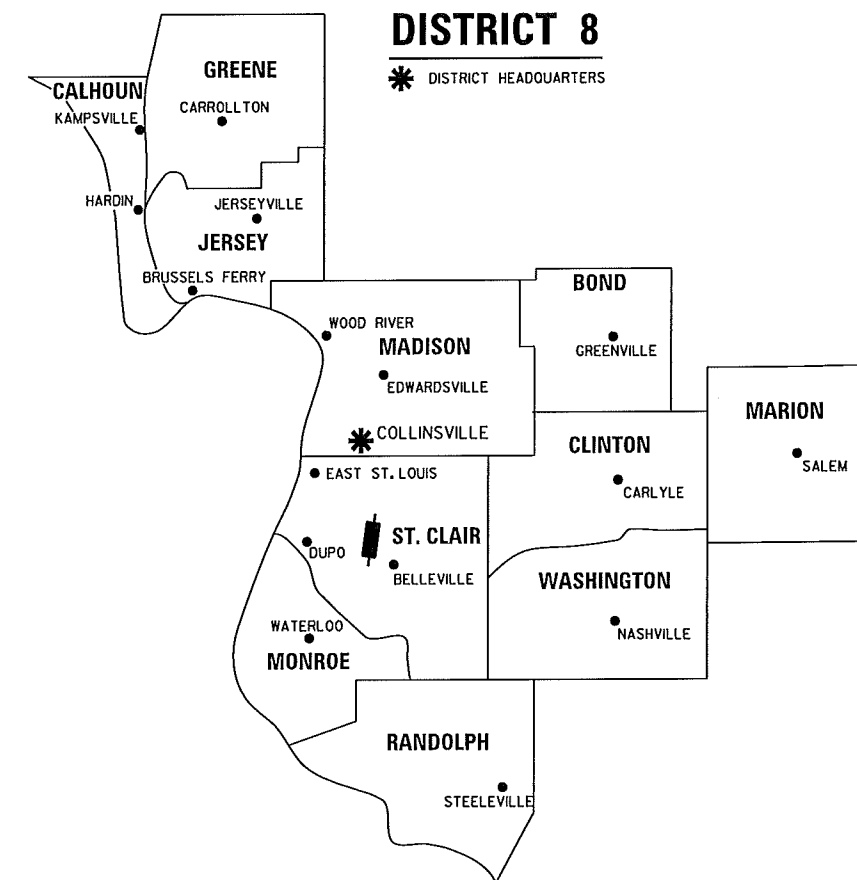
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS


PLAT OF HIGHWAYS

FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11

SHEET INDEX		
SHEET NO.	STATION TO STATION	DESCRIPTION
1	--	COVER SHEET
2	--	NOTES/LEGEND
3	186+72 to 194+00	--
4	192+00 to 202+00	--
5	201+50 to 207+09	--
6	206+50 to 210+00	8110051, 8110052, 8110053
7	209+50 to 212+15	8110054, 8110055, 8110056, 8110061, 8110062
8	211+00 to 216+50	8110058, 8110063
9	216+00 to 220+00	8110059, 8110060
10	218+50 to 228+25	--
11	--	CROSS TIES
12	--	CROSS TIES

SPACE RESERVED FOR RECORDING OFFICER



PREPARED BY:

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 TAYLOR SPRINGS, IL 62089
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 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754



Tony Hard Aug. 14, 2014
 TONY HARD, PLS. NO. 2953

(License Expires: 11/30/14)

SHEET 1 OF 12

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.
592	119-1BR-1	ST. CLAIR	212	75
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76E62	

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL HANDHOLE	⊠	DRAINAGE FLOW LINE	———>
TRAFFIC SIGNAL GULFBOX	○	RIP RAP	⊔
TRAFFIC SIGNAL HANDHOLE	⊠	HEADWALL	— —
TRAFFIC SIGNAL SIGNAL POST	○	CULVERT END SECTION	— —
TRAFFIC SIGNAL STEEL MAST ARM	— —	DRAINAGE MANHOLE	⊠
TRAFFIC SIGNAL COMBINED MAST ARM	— —	INLET	⊠
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	●	ROADWAY DITCH FLOW	———>
TRAFFIC SIGNAL WOODEN POLE	○	VEGETATION LINE	⊘
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	⊠	STUMP	⊠
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	⊠	SHRUB	⊠
TRAFFIC SIGNAL JUNCTION BOX	⊠	EVERGREEN TREE	⊠
TRAFFIC SIGNAL CONTROLLER	⊠	DECIDUOUS TREE	⊠
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	⊠	WOODS/BUSH PATTERN	⊠
RAILROAD CANTILEVER MAST ARM	⊠	TRAFFIC SIGN	⊠
RAILROAD CROSSBUCK	⊠	GAURDRAIL POST	⊠
RAILROAD TRACK PATTERN	⊠	GAURDRAIL PATTERN	⊠
RAILROAD ABANDON PATTERN	⊠	FIELD LINE	⊠
RAILROAD CROSSGATE	⊠	LEVEE/NOISE BARRIER	⊠
RAILROAD CONTROL BOX	⊠	FENCE PATTERN	⊠
RAILROAD FLASHING SIGNAL	⊠	MAIL BOX	⊠
TELEPHONE SPLICE BOX ABOVE GROUND	⊠	ADVERTISING SIGN	⊠
UTILITY POWER POLE	⊠	MARSH	⊠
TELEPHONE POLE	⊠	LIGHTING HANDHOLE	⊠
UTILITY TRAFFIC SIGNAL	⊠	LIGHTING POWER POLE	⊠
UTILITY LIGHT POLE	⊠	LIGHTING JUNCTION BOX	⊠
FIRE HYDRANT	⊠	LIGHTING HEAVYDUTY HANDHOLE	⊠
UTILITY MANHOLE	⊠	LIGHTING CONTROLLER	⊠
UTILITY TELEPHONE POLE	⊠	LIGHTING PULL POINT	⊠
UTILITY GUY POLE	⊠	HIGHWAY LIGHTING ELECTRICAL GROUND	⊠
PIPELINE WARNING SIGN	⊠	HIGHWAY LIGHTING SINGLE UNIT	⊠
UTILITY HANDHOLE	⊠	HIGHWAY LIGHTING DOUBLE UNIT	⊠
UTILITY SPLICE ABOVE GROUND	⊠	EXISTING CONCRETE BARRIER	⊠
UTILITY JUNCTION BOX	⊠	EXISTING CREEK OR DITCH	⊠
UTILITY HEAVY DUTY HANDHOLE	⊠	EXISTING EDGE OF PAVEMENT	⊠
UTILITY DOUBLE HANDHOLE	⊠		
UTILITY CONTROLLER	⊠		
UTILITY WATER METER	⊠		

RIGHT OF WAY LEGEND

	SECTION CORNERS		QUARTER SECTION CORNERS
———	EXISTING CENTERLINE	———	EXISTING CENTERLINE
———	EXISTING RIGHT OF WAY LINE	———	EXISTING RIGHT OF WAY LINE
———	FORMER RIGHT OF WAY LINE	———	FORMER RIGHT OF WAY LINE
———	EXISTING IDOT EASEMENT LINE	———	EXISTING IDOT EASEMENT LINE
———	EXISTING EASEMENT LINE	———	EXISTING EASEMENT LINE
———	BUILDING SETBACK LINE	———	BUILDING SETBACK LINE
AC	EXISTING ACCESS CONTROL LINE	AC	EXISTING ACCESS CONTROL LINE
AC	EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE	AC	EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE	AC	PROPOSED ACCESS CONTROL LINE
———	PROPOSED CENTERLINE	———	PROPOSED CENTERLINE
———	PROPOSED RIGHT OF WAY LINE	———	PROPOSED RIGHT OF WAY LINE
———	PROPOSED TEMPORARY EASEMENT LINE	———	PROPOSED TEMPORARY EASEMENT LINE
———	PROPOSED PERMANENT EASEMENT LINE	———	PROPOSED PERMANENT EASEMENT LINE
———	SECTION LINE	———	SECTION LINE
———	QUARTER SECTION LINE	———	QUARTER SECTION LINE
———	QUARTER QUARTER SECTION LINE	———	QUARTER QUARTER SECTION LINE
———	PROPERTY LINE	———	PROPERTY LINE
———	FORMER PROPERTY LINE	———	FORMER PROPERTY LINE
———	FORMER PROPERTY LINE WITHIN RIGHT OF WAY	———	FORMER PROPERTY LINE WITHIN RIGHT OF WAY
APL	APPARENT PROPERTY LINE	APL	APPARENT PROPERTY LINE
121.45'	MEASURED DIMENSION	(121.45')	RECORDED DIMENSION
□	FOUND STONE/CONCRETE MONUMENT	○	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
●	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED	●	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
▲	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED	+	FOUND CUT CROSS
+	FOUND CUT CROSS	+	SET CUT CROSS
———	SAME OWNERSHIP	———	EXISTING BUILDING
———	EXISTING BUILDING	———	EXISTING CANOPY/OVERHANG
———	EXISTING CANOPY/OVERHANG	12.3'	EXISTING BUILDING DIMENSIONS/NOTES

- STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.
- ^B STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS IN CULTIVATED AREA, A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE, SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
A.P.	ASSESSOR'S PLAT
BK	BOOK
BLVD	BOULEVARD
℄	CENTERLINE
CH	COUNTY HIGHWAY
Ch	CHAIN
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FND	FOUND
ha	HECTARE
JP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m ²	SQUARE METERS
N	NORTH
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TANGENT
℄	PROPERTY LINE
PR	PROPOSED
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SO FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST
N/F	NOW OR FORMERLY

PROPOSED PARCEL NUMBER LEGEND

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001001PE	PROPOSED PERMANENT EASEMENT
8001001TE	PROPOSED TEMPORARY EASEMENT
8001001DE	PROPOSED DEDICATION
8001001AC	PROPOSED ACCESS CONTROL LINE

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
CB	CHORD BEARING
R	RADIUS OF CURVE
L	CURVE LENGTH
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
e	EXTERNAL
△	CENTRAL ANGLE

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 PROFESSIONAL DESIGN No. 184-002754



Tony Hard
 Tony Hard, PLS NO. 2953
 Aug. 14, 2014

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

NOTE:
 THE INITIAL LAND SURVEY WAS COMPLETED IN AUGUST, 2011; HOWEVER, THE AREA FOR PARCEL 8110061 WAS ADDED LATER, WITH THE LAND SURVEY FOR THIS AREA WAS COMPLETED IN OCTOBER, 2013. THE ORIGINAL SURVEY WAS NOT REVISITED AT THAT TIME.

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS FOR THE PROJECT AREA, EXCEPT THE BUILDINGS FOR PARCEL 8110061, AND THE ADJACENT AREA, WHICH WAS COMPLETED IN OCTOBER, 2013:

- BUILDINGS
- FENCES
- DRIVEWAYS

BASIS OF COORDINATE & BEARING STATEMENT

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR JOB NUMBER D-98-022-11, CONTRACT NUMBER 76E32. THE GRID COORDINATES WERE ESTABLISHED USING THE FOLLOWING:

ELLIPSOID: WGS 1984
 STATE PLANE ZONE: ILLINOIS WEST NAD83 (07)
 GEOID MODEL: GEOID 09
 AVERAGE COMBINED FACTOR: 0.9999256584
 THE PROJECT COORDINATES ARE MODIFIED GROUND COORDINATES. THE EASTING COORDINATE VALUES HAVE BEEN TRUNCATED TWO MILLION TO DISTINGUISH AS MODIFIED GROUND COORDINATES.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 592 (IL 157)
 SECTION 119-1BR-1
 ST. CLAIR COUNTY
 JOB NO. R-98-010-11
 GENERAL NOTES AND LEGEND

SHEET 2 OF 12

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.	
592	119-1BR-1	ST. CLAIR	212	76	
CONTRACT NO. 76E62					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

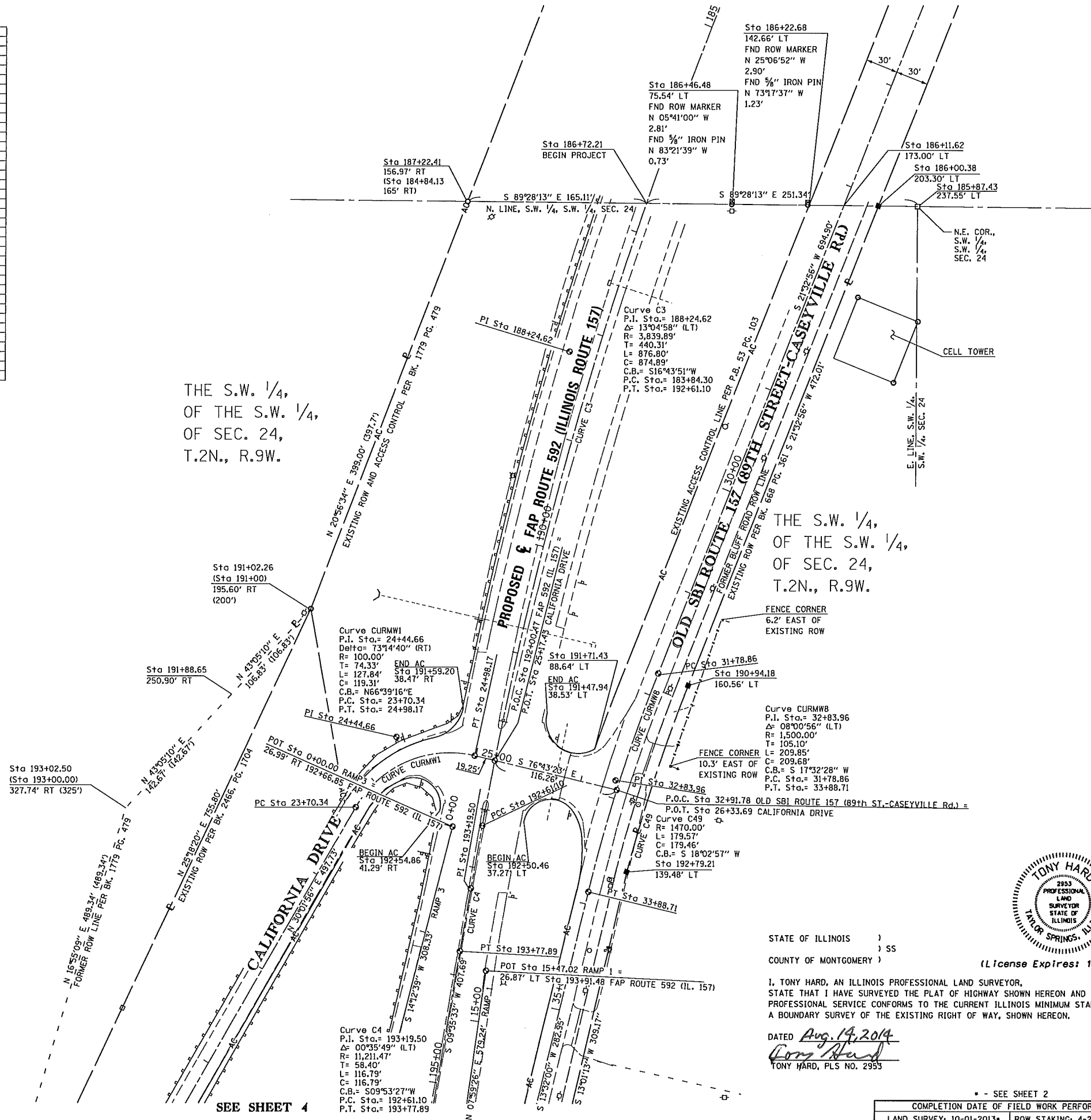
PART OF THE S.W. 1/4 OF THE S.W. 1/4 OF SECTION 24, T. 2 N., R. 9 W., OF THE 3RD P.M., ST. CLAIR COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
185+87.43	237.55' LT	705,553.9680	329,926.5700
186+00.38	203.30' LT	705,554.3042	329,890.2188
186+11.62	173.00' LT	705,554.6014	329,858.0817
186+22.68	142.66' LT	705,554.8985	329,825.9447
186+46.48	75.54' LT	705,555.5549	329,754.9642
186+72.21	BEGIN PROJECT	705,556.2922	329,675.2422
187+22.41	156.97' RT	705,557.8190	329,510.1380
191+02.26	195.60' RT	705,185.1760	329,367.5210
191+47.94	38.53' RT	705,090.0657	329,586.4761
191+59.20	38.47' RT	705,094.7794	329,508.7989
191+71.43	88.64' LT	705,057.2792	329,630.8655
191+81.73	87.33' LT	705,047.6845	329,627.5777
191+81.92	67.76' LT	705,051.3560	329,608.3540
191+88.65	250.90' RT	705,107.1552	329,294.5456
192+00.47	P.O.C./P.O.T.	705,046.5175	329,538.3132
26+33.69	P.O.C./P.O.T.	705,019.8177	329,651.4658
192+11.38	92.14' RT	705,053.2870	329,445.7637
192+25.29	65.50' LT	705,009.9650	329,597.9770
192+29.39	75.87' RT	705,032.1570	329,458.2990
192+50.46	37.27' LT	704,990.7035	329,565.6811
192+54.86	41.29' RT	705,000.4491	329,487.5991
192+79.21	139.48' LT	704,944.6561	329,661.2495
193+91.48	26.87' LT	704,854.0056	329,531.2885
190+94.18	160.56' LT	705,115.2861	329,716.8527
183+84.30	P.C. (C3)	705,824.7899	329,778.9774
188+24.62	P.I. (C3)	705,420.3016	329,605.0097
192+61.10	P.C.C. (C3/C4)	704,986.9330	329,527.1174
193+19.50	P.I. (C4)	704,929.4576	329,516.7870
193+77.89	P.T. (C4)	704,871.8778	329,507.0558
23+70.34	P.C. (CURMWB)	705,003.6606	329,410.0349
24+44.66	P.I. (CURMWB)	705,068.0086	329,447.2345
24+98.17	P.T. (CURMWB)	705,050.9390	329,519.5748
31+78.86	P.C. (CURMWB)	705,126.3049	329,688.9496
32+83.96	P.I. (CURMWB)	705,028.5547	329,650.3485
33+88.71	P.T. (CURMWB)	704,926.3769	329,625.7552

THE S.W. 1/4,
OF THE S.W. 1/4,
OF SEC. 24,
T.2N., R.9W.

THE S.W. 1/4,
OF THE S.W. 1/4,
OF SEC. 24,
T.2N., R.9W.



SPACE RESERVED FOR RECORDING OFFICER

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
TAYLOR SPRINGS, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN No. 184-002754

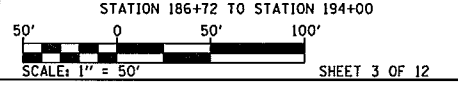


STATE OF ILLINOIS)
) SS
COUNTY OF MONTGOMERY)

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2993

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11



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.
592	119-1BR-1	ST. CLAIR	212	77
				CONTRACT NO. 76E62

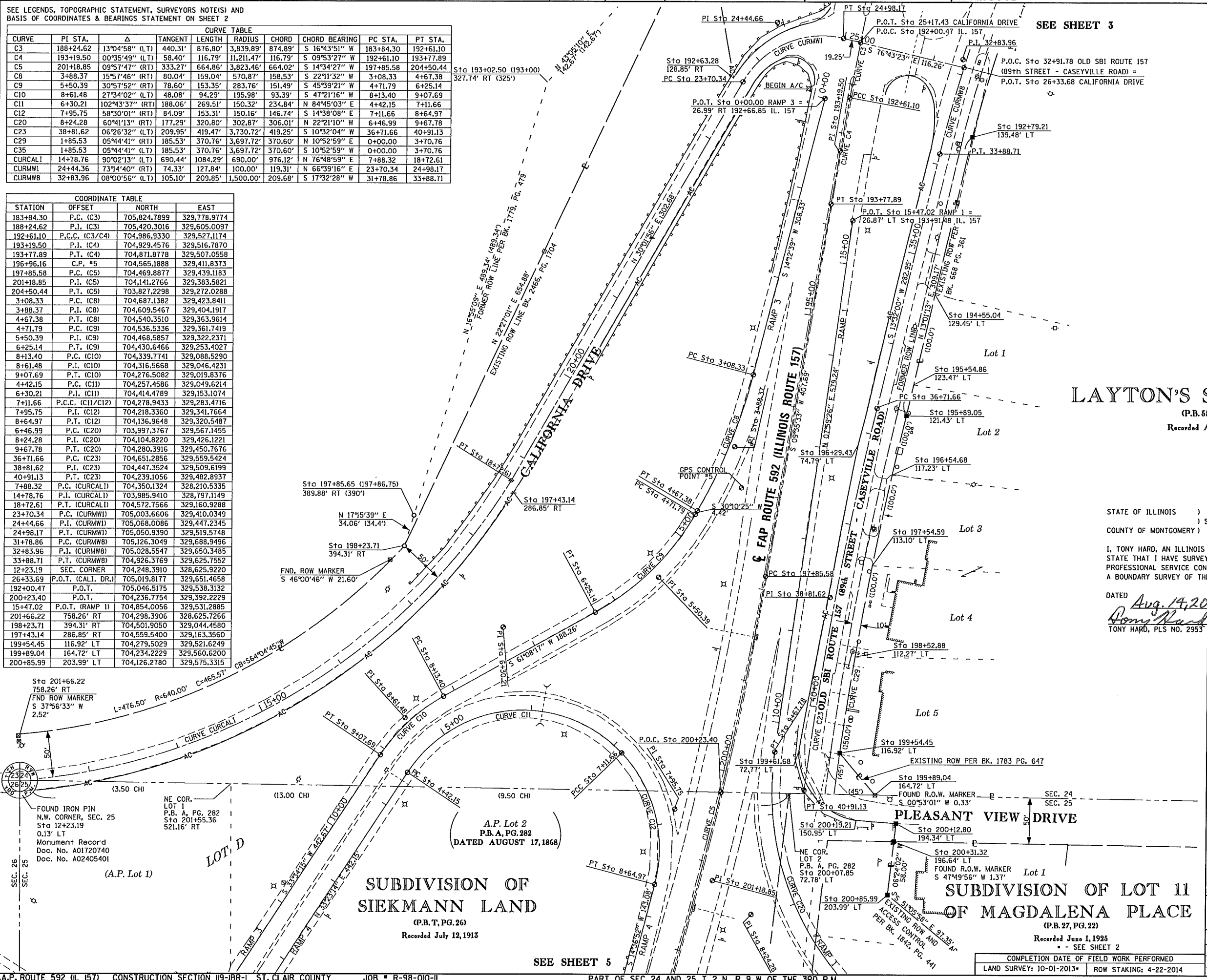
COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 10-01-2013*	ROW STAKING: 4-22-2014

PART OF SEC. 24 AND 25, T. 2 N., R. 9 W., OF THE 3RD P.M., ST. CLAIR COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

CURVE	PI STA.	Δ	TANGENT	LENGTH	RADIUS	CHORD	CHORD BEARING	PC STA.	PT STA.
C3	188+24.62	13°04'58" (LT)	440.31'	876.80'	3,839.89'	874.89'	S 16°43'51" W	183+84.30	192+61.10
C4	193+19.50	00°35'49" (LT)	58.40'	116.79'	11,211.47'	116.79'	S 09°53'27" W	192+61.10	193+77.89
C5	201+18.85	09°57'47" (RT)	333.27'	664.86'	3,823.46'	664.02'	S 14°34'27" W	197+85.58	204+50.44
C8	3+88.37	15°57'46" (RT)	80.04'	159.04'	570.87'	158.53'	S 22°11'32" W	3+08.33	4+67.38
C9	5+50.39	30°57'52" (RT)	78.60'	153.35'	283.76'	151.49'	S 45°39'21" W	4+71.79	6+25.14
C10	8+61.48	27°34'02" (LT)	48.08'	94.29'	195.98'	93.39'	S 47°21'16" W	8+13.40	9+07.69
C11	6+30.21	102°43'37" (RT)	188.06'	269.51'	150.32'	234.84'	N 84°45'03" E	4+42.15	7+11.66
C12	7+95.75	58°30'01" (RT)	84.09'	153.31'	150.16'	146.74'	S 14°38'08" E	7+11.66	8+64.97
C20	8+24.28	60°41'13" (RT)	177.29'	320.80'	302.87'	306.01'	N 22°21'10" W	6+46.99	9+67.78
C23	38+81.62	06°26'32" (LT)	209.95'	419.47'	3,730.72'	419.25'	S 10°32'04" W	36+71.66	40+91.13
C29	1+85.53	05°44'41" (RT)	185.53'	370.76'	3,697.72'	370.60'	S 10°52'59" W	0+00.00	3+70.76
C35	1+85.53	05°44'41" (RT)	185.53'	370.76'	3,697.72'	370.60'	S 10°52'59" W	0+00.00	3+70.76
CURCAL1	14+78.76	90°02'13" (LT)	690.44'	1084.29'	690.00'	976.12'	N 76°48'59" E	7+88.32	18+72.61
CURMW1	24+44.36	73°14'40" (RT)	74.33'	127.84'	100.00'	119.31'	N 66°39'16" E	23+70.34	24+98.17
CURMW8	32+83.96	08°00'56" (LT)	105.10'	209.85'	1,500.00'	209.68'	S 17°32'28" W	31+78.86	33+88.71

STATION	OFFSET	NORTH	EAST
183+84.30	P.C. (C3)	705,824.7899	329,778.9774
188+24.62	P.I. (C3)	705,420.3016	329,605.0097
192+61.10	P.C.C. (C3/C4)	704,986.9330	329,527.1174
193+19.50	P.I. (C4)	704,929.4576	329,516.7870
193+77.89	P.T. (C4)	704,871.8778	329,507.0558
196+96.16	C.P. #5	704,565.1888	329,411.8373
197+85.58	P.C. (C5)	704,469.8877	329,439.1183
201+18.85	P.I. (C5)	704,141.2766	329,383.5821
204+50.44	P.T. (C5)	703,827.2298	329,272.0288
3+08.33	P.C. (C8)	704,687.1382	329,423.8411
3+88.37	P.I. (C8)	704,609.5467	329,404.1917
4+67.38	P.T. (C8)	704,540.3510	329,363.9614
4+71.79	P.C. (C9)	704,536.5336	329,361.7419
5+50.39	P.I. (C9)	704,468.5857	329,322.2371
6+25.14	P.T. (C9)	704,430.6466	329,253.4027
8+13.40	P.C. (C10)	704,339.7741	329,088.5290
8+61.48	P.I. (C10)	704,316.5668	329,046.4231
9+07.69	P.T. (C10)	704,276.5082	329,019.8376
4+42.15	P.C. (C11)	704,257.4586	329,049.6214
6+30.21	P.I. (C11)	704,414.4789	329,153.1074
7+11.66	P.C.C. (C11/C12)	704,278.9433	329,283.4716
7+95.75	P.I. (C12)	704,218.3360	329,341.7664
8+64.97	P.T. (C12)	704,136.9648	329,320.5487
6+46.99	P.C. (C20)	703,997.3767	329,567.1455
8+24.28	P.I. (C20)	704,104.8220	329,426.1221
9+67.78	P.T. (C20)	704,280.3916	329,450.7676
36+71.66	P.C. (C23)	704,651.2856	329,559.5424
38+81.62	P.I. (C23)	704,447.3524	329,509.6199
40+91.13	P.T. (C23)	704,239.1056	329,482.8937
7+88.32	P.C. (CURCAL1)	704,350.1324	328,210.5335
14+78.76	P.I. (CURCAL1)	703,985.9410	328,797.1149
18+72.61	P.T. (CURCAL1)	704,572.7566	329,160.9288
23+70.34	P.C. (CURMW1)	705,003.6606	329,410.0349
24+44.66	P.I. (CURMW1)	705,068.0086	329,447.2345
24+98.17	P.T. (CURMW1)	705,050.9390	329,519.5748
31+78.86	P.C. (CURMW8)	705,126.3049	329,688.9496
32+83.96	P.I. (CURMW8)	705,028.5547	329,650.3485
33+88.71	P.T. (CURMW8)	704,926.3769	329,625.7552
12+23.19	SEC. CORNER	704,248.3910	328,625.9220
26+33.69	P.O.T. (CALI. DR.)	705,019.8177	329,651.4658
192+00.47	P.O.T.	705,046.5175	329,538.3132
200+23.40	P.O.T.	704,236.7754	329,392.2229
15+47.02	P.O.T. (RAMP 1)	704,854.0056	329,531.2885
201+66.22	758.26' RT	704,298.3906	328,625.7266
198+23.71	394.31' RT	704,501.9050	329,044.4580
197+43.14	286.85' RT	704,559.5400	329,163.3560
199+54.45	116.92' LT	704,279.5029	329,521.6249
199+89.04	164.72' LT	704,234.2229	329,560.6200
200+85.99	203.99' LT	704,126.2780	329,575.3315



SEE SHEET 3



SPACE RESERVED FOR RECORDING OFFICER

LAYTON'S SUBDIVISION

(P.B. 55, PG. 59)
Recorded April 11, 1957



STATE OF ILLINOIS)
COUNTY OF MONTGOMERY) SS

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2953

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
TAYLOR SPRINGS, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

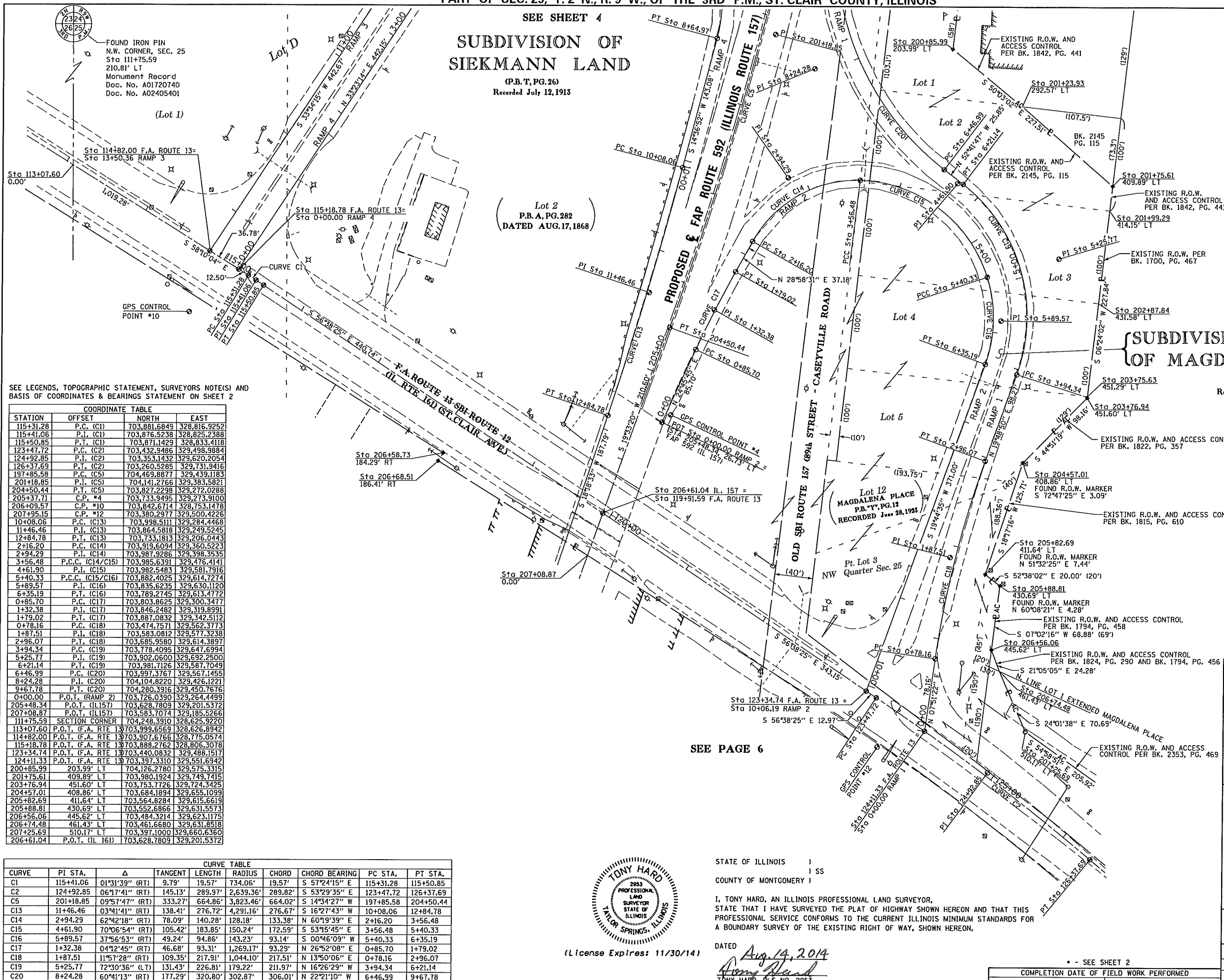
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11
STATION 192+00 TO STATION 202+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	78
COMPLETION DATE OF FIELD WORK PERFORMED			CONTRACT NO. 76E62	
LAND SURVEY: 10-01-2013			ROW STAKING: 4-22-2014	

SEE SHEET 4
SUBDIVISION OF
SIEKMANN LAND
(P.B. T, PG. 26)
Recorded July 12, 1913



SPACE RESERVED FOR RECORDING OFFICER



SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE

STATION	OFFSET		NORTH	EAST
115+31.28	P.C. (C1)		703,881.6849	328,816.9252
115+41.06	P.T. (C1)		703,876.5238	328,824.2388
115+50.85	P.T. (C1)		703,871.1429	328,833.4118
123+47.72	P.C. (C2)		703,432.9486	329,498.9884
124+92.85	P.T. (C2)		703,353.1432	329,620.2054
126+37.69	P.T. (C2)		703,260.5285	329,731.9416
197+85.58	P.C. (C5)		704,469.8877	329,439.1183
201+18.85	P.T. (C5)		704,441.2766	329,383.5821
204+50.44	P.T. (C5)		703,827.2298	329,272.0288
205+37.71	C.P. #4		703,733.9495	329,273.9100
206+09.57	C.P. #10		703,842.6714	328,753.1478
207+95.15	C.P. #12		703,380.2977	329,500.4226
10+08.06	P.C. (C13)		703,998.5111	329,284.4468
11+46.46	P.T. (C13)		703,864.5818	329,249.5245
12+84.78	P.T. (C13)		703,733.1813	329,206.0443
2+16.20	P.C. (C14)		703,919.6094	329,360.5223
2+94.29	P.T. (C14)		703,987.9286	329,398.3535
3+56.48	P.C.C. (C14/C15)		703,985.6391	329,476.4141
4+61.90	P.T. (C15)		703,982.5483	329,581.7916
5+40.33	P.C.C. (C15/C16)		703,882.4025	329,614.7274
5+89.57	P.T. (C16)		703,835.6235	329,630.1120
6+35.19	P.T. (C16)		703,789.2745	329,613.4772
0+85.70	P.C. (C17)		703,803.8625	329,300.3477
1+32.38	P.T. (C17)		703,846.2482	329,319.8991
1+79.02	P.T. (C17)		703,887.0832	329,342.5112
0+78.16	P.C. (C18)		703,474.7571	329,562.3773
1+87.51	P.T. (C18)		703,583.0812	329,577.3238
2+96.07	P.T. (C18)		703,685.9580	329,614.3897
3+94.34	P.C. (C19)		703,778.4095	329,647.6994
5+25.77	P.T. (C19)		703,902.0600	329,632.2500
6+21.14	P.T. (C19)		703,981.7126	329,587.7049
6+46.99	P.C. (C20)		703,997.3767	329,567.1455
8+24.28	P.T. (C20)		704,104.8220	329,426.1221
9+67.78	P.T. (C20)		704,280.3916	329,450.7676
0+00.00	P.O.T. (RAMP 2)		703,726.0390	329,264.4499
205+48.34	P.O.T. (IL157)		703,628.7809	329,201.5372
207+08.87	P.O.T. (IL157)		703,583.7074	329,185.5266
111+75.59	SECTION CORNER		704,248.3910	328,625.9220
113+07.60	P.O.T. (F.A. RTE 13)		703,999.6569	328,626.8942
114+82.00	P.O.T. (F.A. RTE 13)		703,907.6766	328,775.0574
115+18.78	P.O.T. (F.A. RTE 13)		703,888.2762	328,806.3078
123+34.74	P.O.T. (F.A. RTE 13)		703,440.0832	329,488.1517
124+11.33	P.O.T. (F.A. RTE 13)		703,397.3310	329,551.6942
200+85.99	203.99' LT		704,126.2780	329,575.3315
201+75.61	409.89' LT		703,980.1924	329,749.7415
203+76.94	451.60' LT		703,753.7726	329,724.3425
204+57.01	408.86' LT		703,684.1894	329,655.1099
205+82.69	411.64' LT		703,564.8284	329,615.6619
205+88.81	430.69' LT		703,552.6866	329,631.5573
206+56.06	445.62' LT		703,484.3214	329,623.1175
206+74.48	461.43' LT		703,461.6680	329,631.8518
207+25.69	510.17' LT		703,397.1000	329,660.6360
206+61.04	P.O.T. (IL 161)		703,628.7809	329,201.5372

CURVE	PI STA.	Δ	TANGENT	LENGTH	RADIUS	CHORD	CHORD BEARING	PC STA.	PT STA.
C1	115+41.06	01°31'39" (RT)	9.79'	19.57'	734.06'	19.57'	S 57°24'15" E	115+31.28	115+50.85
C2	124+92.85	06°17'41" (RT)	145.13'	289.97'	2,639.36'	289.82'	S 53°29'35" E	123+47.72	126+37.69
C5	201+18.85	09°57'47" (RT)	333.27'	664.86'	3,823.46'	664.02'	S 14°34'27" W	197+85.58	204+50.44
C13	11+46.46	03°41'41" (RT)	138.41'	276.72'	4,291.16'	276.67'	S 16°27'43" W	10+08.06	12+84.78
C14	2+94.29	62°42'18" (RT)	78.09'	140.28'	128.18'	133.38'	N 60°19'39" E	2+16.20	3+56.48
C15	4+61.90	70°06'54" (RT)	105.42'	183.85'	150.24'	172.59'	S 53°15'45" E	3+56.48	5+40.33
C16	5+89.57	37°56'53" (RT)	49.24'	94.86'	143.23'	93.14'	S 00°46'09" W	5+40.33	6+35.19
C17	1+32.38	04°12'45" (RT)	46.68'	93.31'	1,269.17'	93.29'	N 26°52'08" E	0+85.70	1+79.02
C18	1+87.51	11°57'28" (RT)	109.35'	217.91'	1,044.10'	217.51'	N 13°50'06" E	0+78.16	2+96.07
C19	5+25.77	72°30'36" (LT)	131.43'	226.81'	179.22'	211.97'	N 16°26'29" W	3+94.34	6+21.14
C20	8+24.28	60°41'13" (RT)	177.29'	320.80'	302.87'	306.01'	N 22°21'10" W	6+46.99	9+67.78



(License Expires: 11/30/14)

STATE OF ILLINOIS)
) SS
COUNTY OF MONTGOMERY)

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2953

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
TAYLOR SPRINGS, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11
STATION 201+50 TO STATION 207+09

SCALE: 1" = 50'
SHEET 5 OF 12

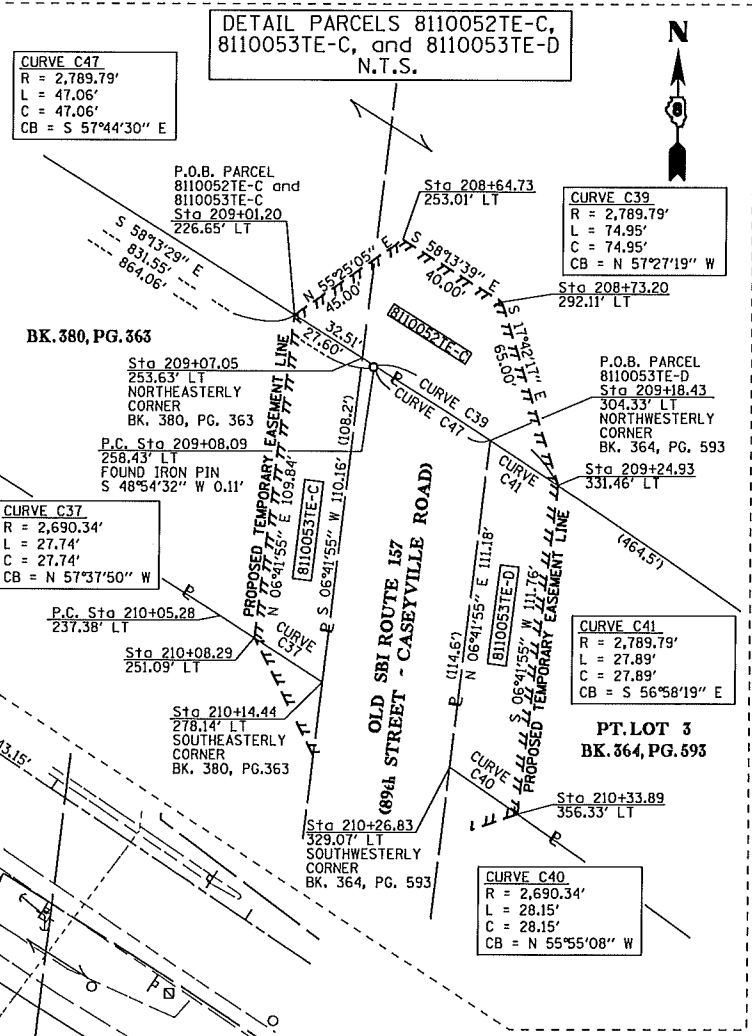
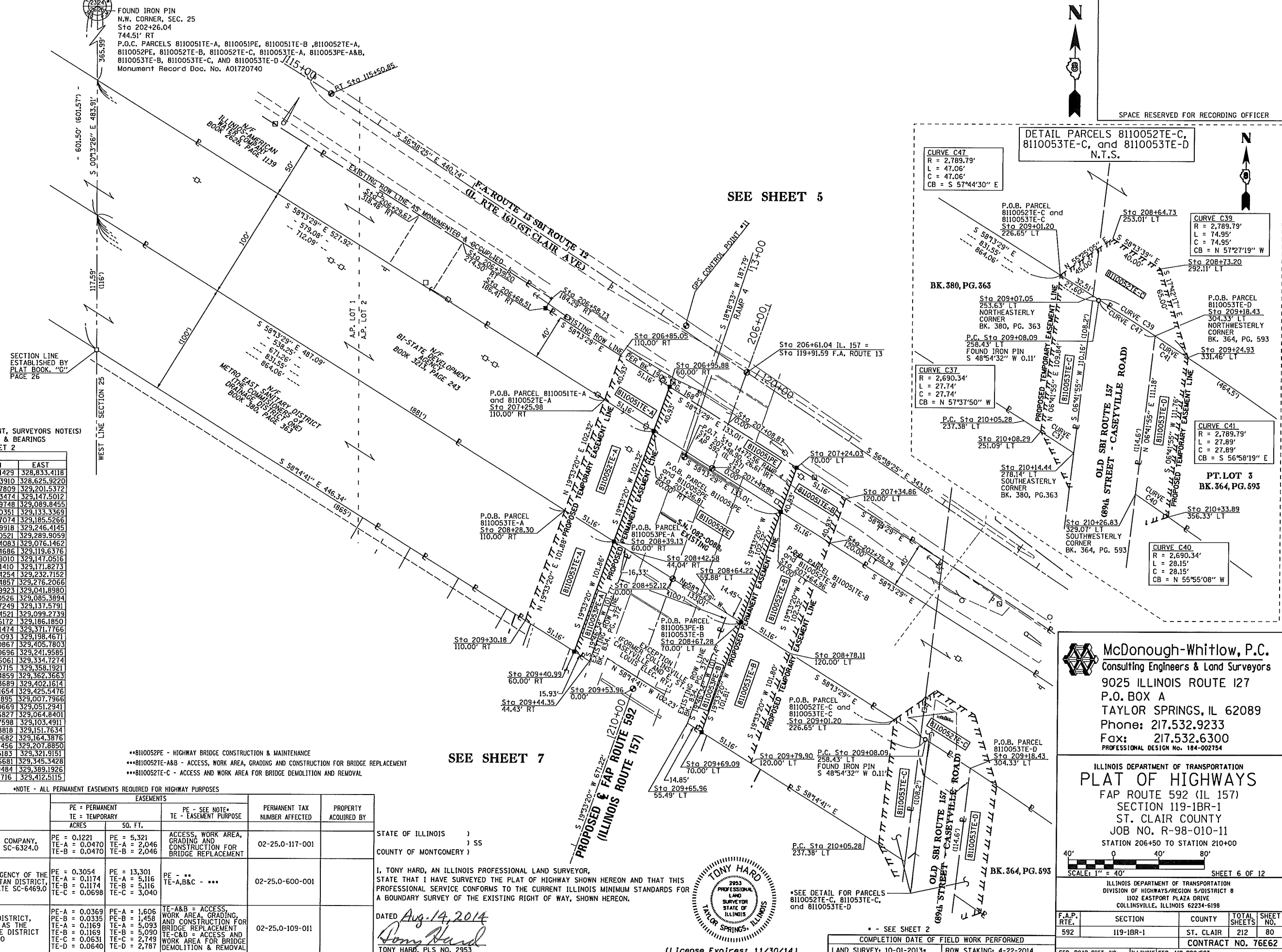
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	79

CONTRACT NO. 76E62
FED. AID PROJECT

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 10-01-2013+ ROW STAKING: 4-22-2014

PART OF N.W. 1/4 OF SEC. 25, T. 2 N., R. 9 W., OF THE 3RD P.M., ST. CLAIR COUNTY, ILLINOIS



SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

STATION	OFFSET	NORTH	EAST
115+50.85	P.T. (IL RTE 161)	703,871.1429	328,833.4118
202+26.04	SECTION CORNER	704,248.3910	328,625.9220
206+61.04	P.O.T. (IL 157)	703,628.7809	329,201.5372
206+40.90	C.P. #11	703,669.3474	329,147.5012
206+85.05	110.00' RT	703,642.9748	329,089.8455
206+95.88	60.00' RT	703,616.0351	329,133.3369
207+08.87	P.O.T. (IL 157)	703,583.7074	329,185.5266
207+24.03	70.00' LT	703,545.9918	329,246.4145
207+34.86	120.00' LT	703,519.0521	329,289.9059
207+25.98	110.00' RT	703,604.4083	329,076.1462
207+36.81	60.00' RT	703,577.4686	329,119.6376
207+48.90	P.O.T. (RAMP 4)	703,554.9010	329,147.0516
207+49.80	P.O.T. (IL 157)	703,545.1410	329,171.8273
207+64.96	70.00' LT	703,507.4254	329,232.7152
207+75.79	120.00' LT	703,480.4857	329,276.2066
208+29.30	110.00' RT	703,507.5923	329,041.8900
208+39.13	60.00' RT	703,481.0526	329,085.3894
208+52.12	P.O.T. (IL 157)	703,448.7249	329,137.5791
208+42.58	44.04' RT	703,472.4521	329,099.2739
208+64.22	55.88' LT	703,418.6172	329,186.1850
208+64.73	253.01' LT	703,352.1474	329,371.7766
208+67.28	70.00' LT	703,411.0093	329,198.4671
208+73.20	292.11' LT	703,331.0867	329,405.7803
208+78.11	120.00' LT	703,384.0696	329,241.9585
209+01.20	226.65' LT	703,326.6061	329,334.7274
209+07.05	253.63' LT	703,312.0715	329,358.1921
209+08.09	258.43' LT	703,309.4859	329,362.3663
209+18.43	304.33' LT	703,284.3689	329,402.1614
209+24.93	331.46' LT	703,269.1654	329,425.5476
209+30.18	110.00' RT	703,411.9895	329,007.7966
209+40.99	60.00' RT	703,385.0669	329,051.2941
209+44.35	44.43' RT	703,376.6827	329,064.8401
209+53.96	P.O.T. (IL 157)	703,352.7598	329,103.4911
209+65.96	55.49' LT	703,322.8818	329,151.7634
209+69.09	70.00' LT	703,315.0682	329,164.3876
209+79.90	120.00' LT	703,288.1456	329,207.8850
210+08.29	251.09' LT	703,217.5183	329,321.9151
210+14.44	278.14' LT	703,202.6681	329,345.3428
210+26.83	329.07' LT	703,173.9484	329,389.1926
210+33.89	356.33' LT	703,158.1716	329,412.5115

- BI10052PE - HIGHWAY BRIDGE CONSTRUCTION & MAINTENANCE
- BI10052E-A&B - ACCESS, WORK AREA, GRADING AND CONSTRUCTION FOR BRIDGE REPLACEMENT
- BI10052E-C - ACCESS AND WORK AREA FOR BRIDGE DEMOLITION AND REMOVAL

*NOTE - ALL PERMANENT EASEMENTS REQUIRED FOR HIGHWAY PURPOSES

PARCEL NO.	OWNER	EASEMENTS			PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
		PE = PERMANENT TE = TEMPORARY ACRES	SO. FT.	PE - SEE NOTE* TE - EASEMENT PURPOSE		
8110051	ILLINOIS-AMERICAN WATER COMPANY, AN ILLINOIS CORPORATION SC-6324.0	PE = 0.1221 TE-A = 0.0470 TE-B = 0.0470	PE = 5,321 TE-A = 2,046 TE-B = 2,046	ACCESS, WORK AREA, GRADING AND CONSTRUCTION FOR BRIDGE REPLACEMENT	02-25.0-117-001	STATE OF ILLINOIS) COUNTY OF MONTGOMERY) SS
8110052	THE BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT, A BODY POLITIC AND CORPORATE SC-6469.0	PE = 0.3054 TE-A = 0.1174 TE-B = 0.1174 TE-C = 0.0698	PE = 13,301 TE-A = 5,116 TE-B = 5,116 TE-C = 3,040	PE - ** TE-A,B&C - ***	02-25.0-600-001	I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.
8110053	METRO EAST SANITARY DISTRICT, WHICH ACQUIRED TITLE AS THE COMMISSIONERS OF DRAINAGE DISTRICT NO. ONE SC-6471.0	PE-A = 0.0369 PE-B = 0.0335 TE-A = 0.1169 TE-B = 0.1169 TE-C = 0.0631 TE-D = 0.0640	PE-A = 1,606 PE-B = 1,458 TE-A = 5,093 TE-B = 5,090 TE-C = 2,749 TE-D = 2,787	TE-A&B = ACCESS, WORK AREA, GRADING AND CONSTRUCTION FOR BRIDGE REPLACEMENT TE-C&D = ACCESS AND WORK AREA FOR BRIDGE DEMOLITION & REMOVAL	02-25.0-109-011	DATED <u>Aug. 14, 2014</u> <i>Tony Hard</i> TONY HARD, PLS NO. 2953 (License Expires 11/30/14)

SEE SHEET 7

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 9025 ILLINOIS ROUTE 127
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 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 592 (IL 157)
 SECTION 119-1BR-1
 ST. CLAIR COUNTY
 JOB NO. R-98-010-11
 STATION 206+50 TO STATION 210+00
 SCALE: 1" = 40'
 SHEET 6 OF 12
 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.
592	119-1BR-1	ST. CLAIR	212	80

CONTRACT NO. 76E62
 FEDERAL ROAD DIST. NO. ILLINOIS FED. AID PROJECT



*SEE SHEET 2
 COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: 10-01-2013*
 ROW STAKING: 4-22-2014

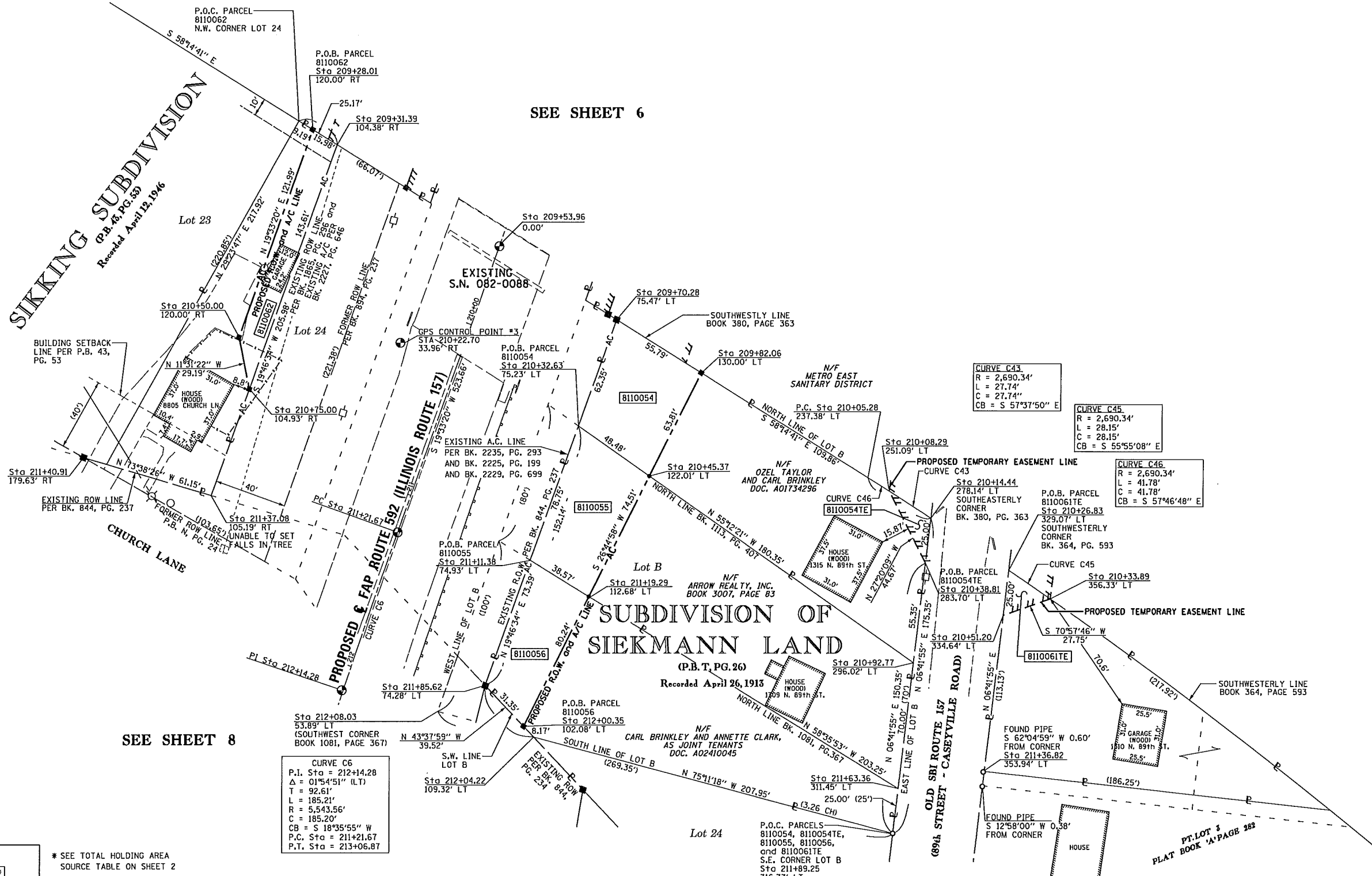
PART OF THE SECTION 25, T. 2 N., R. 9 W., OF THE 3RD P.M., ST. CLAIR COUNTY, ILLINOIS



SPACE RESERVED FOR RECORDING OFFICER

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
209+26.07	128.98' RT	703,422.2094	328,991.2847
209+28.01	120.00' RT	703,417.3740	328,999.0971
209+31.39	104.38' RT	703,408.9632	329,012.6861
209+53.96	P.O.T. (IL 157)	703,352.7598	329,103.4911
209+70.28	75.47' LT	703,312.1217	329,169.1481
209+82.06	130.00' LT	703,282.7611	329,216.5845
210+05.28	237.38' LT	703,224.9431	329,309.9983
210+08.29	251.09' LT	703,217.5183	329,321.9151
210+14.44	278.14' LT	703,202.6681	329,345.3428
210+22.70	33.96' RT/C.P. *3	703,299.3486	329,048.4716
210+26.83	329.07' LT	703,173.9484	329,389.1926
210+32.63	75.23' LT	703,253.4476	329,148.0518
210+33.89	356.33' LT	703,156.1716	329,412.5115
210+38.81	283.70' LT	703,177.8388	329,342.4266
210+45.37	122.01' LT	703,225.7825	329,187.8655
210+50.00	120.00' RT	703,302.4254	328,958.2660
210+51.20	334.64' LT	703,149.1190	329,386.2165
210+75.00	104.93' RT	703,273.8238	328,964.0968
210+82.77	296.02' LT	703,128.8695	329,335.9705
211+11.38	74.93' LT	703,178.3429	329,121.4075
211+19.29	112.68' LT	703,159.2460	329,154.3290
211+21.67	P.C. (C6)	703,194.7263	329,047.3556
211+36.82	353.94' LT	703,062.8782	329,376.1475
211+37.08	105.19' RT	703,215.1271	328,942.9924
211+40.91	179.63' RT	703,236.1224	328,871.4692
211+63.36	311.45' LT	703,053.3473	329,327.8052
211+85.62	74.28' LT	703,110.2859	329,096.5781
211+89.25	316.77' LT	703,028.5180	329,324.8890
212+00.35	102.08' LT	703,087.5927	329,118.2134
212+04.22	109.32' LT	703,081.6779	329,123.8525
212+08.03	53.89' LT	703,095.8798	329,070.1449
212+14.28	P.I. (C6)	703,107.4560	329,016.3561



SEE SHEET 8

SEE SHEET 6

CURVE C6
 P.I. Sta = 212+14.28
 Δ = 01°54'51" (LT)
 T = 92.61'
 L = 185.21'
 R = 5,543.56'
 C = 185.20'
 CB = S 18°35'55" W
 P.C. Sta = 211+21.67
 P.T. Sta = 213+06.87

* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY		
			GROSS ACRES	SO. FT.	PREVIOUSLY DEDICATED AND/OR USED ACRES	NET ACRES		SO. FT.	PE = PERMANENT TE = TEMPORARY			EASEMENT PURPOSE	
8110054	CARL BRINKLEY SC-6325.0	0.3320	0.0742	3,233	0	0	0.0742	3,233	0.2578	TE = 0.0072 TE = 313	ACCESS AND WORK AREA FOR BRIDGE DEMOLITION AND REMOVAL	02-25.0-111-002	
8110055	ARROW REALTY, INC., SC-6326.0	0.3763	0.0752	3,276	0	0	0.0752	3,276	0.3011	0		02-25.0-111-003	
8110056	CARL BRINKLEY AND ANNETTE CLARK AS JOINT TENANTS SC-6327.0	0.3167	0.0590	2,571	0	0	0.0590	2,571	0.2577	0		02-25.0-111-004	
8110061	ST. CLAIR COUNTY, AS TRUSTEE, SC-6465.0	0.2585	0	0	0	0	0	0	0.2585	TE = 0.0072 TE = 313	ACCESS AND WORK AREA FOR BRIDGE DEMOLITION AND REMOVAL	02-25.0-112-001	
8110062	CURLEE FLOYD SC-6470.0	0.2072	0.0469	2,042	0	0	0.0469	2,042	0.1603	0		02-25.0-109-009	

STATE OF ILLINOIS)
 COUNTY OF MONTGOMERY) SS

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
 TONY HARD, PLS NO. 2953



SEE SHEET 2 (License Expires: 11/30/14)

COMPLETION DATE OF FIELD WORK PERFORMED	LAND SURVEY: 10-01-2013*	ROW STAKING: 4-22-2014
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McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 9025 ILLINOIS ROUTE 127
 P.O. BOX A
 TAYLOR SPRINGS, IL 62089
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 592 (IL 157)
 SECTION 119-1BR-1
 ST. CLAIR COUNTY
 JOB NO. R-98-010-11
 STATION 209+50 TO STATION 212+15

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	81

CONTRACT NO. 76E62

PART OF SEC. 25, T. 2 N., R. 9 W., OF THE 3RD P.M., ST. CLAIR COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

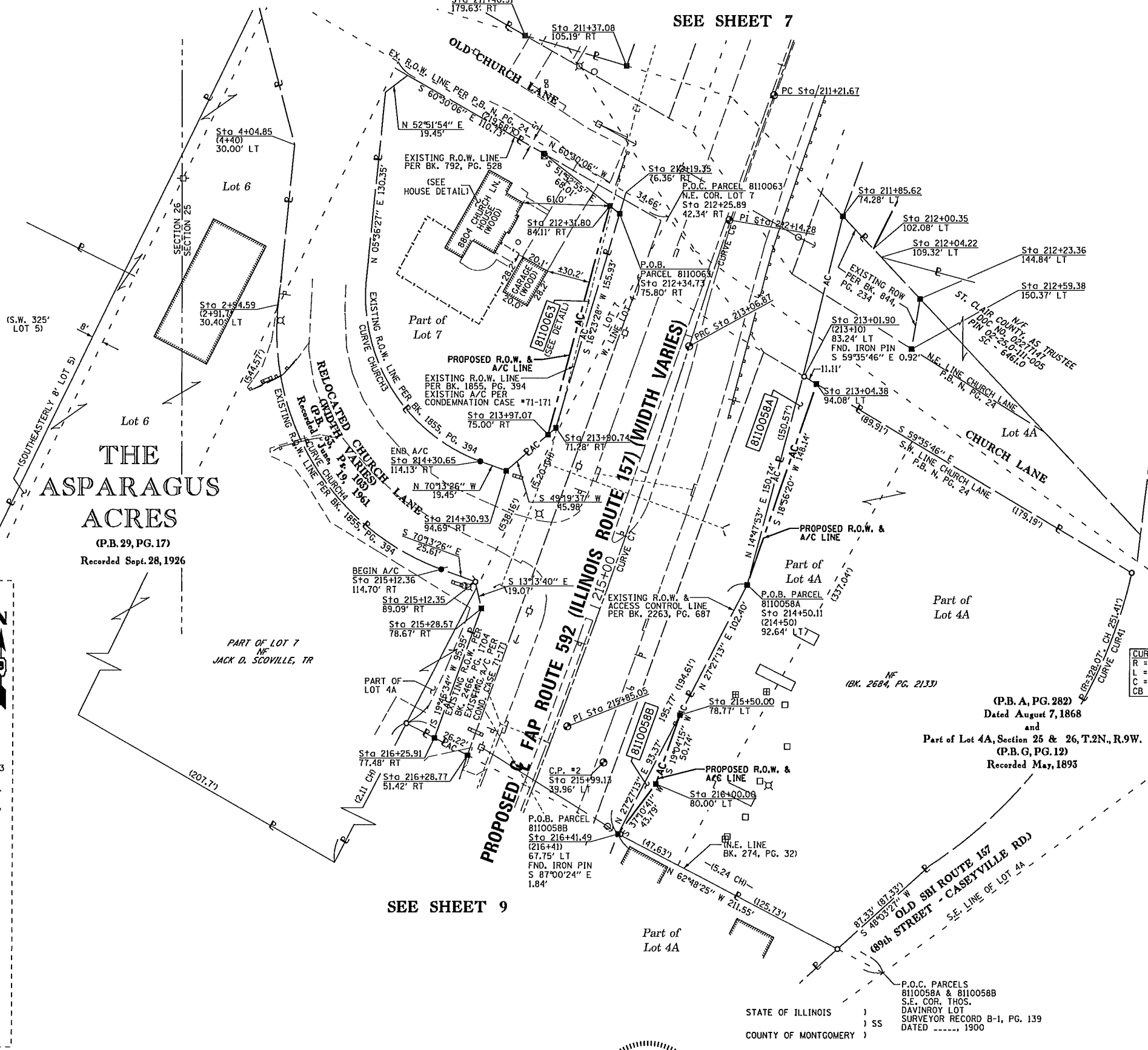
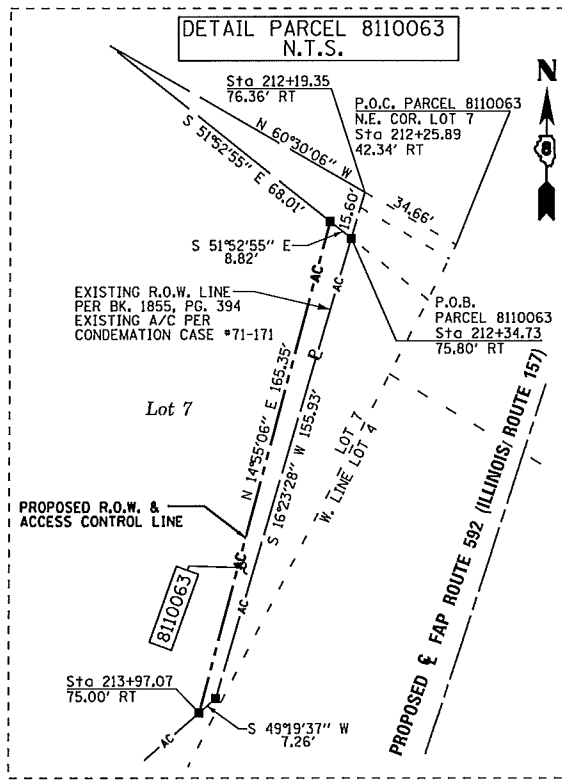
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
212+19.35	76.36' RT	703,126.6784	328,943.0709
212+25.89	42.34' RT	703,109.6097	328,973.2416
212+31.80	84.11' RT	703,117.1602	328,931.7260
212+34.73	75.80' RT	703,111.7128	328,938.6688
213+01.90	83.24' LT	702,998.6430	329,069.1041
213+04.38	94.08' LT	702,993.0222	329,078.6831
213+09.74	71.28' RT	702,962.1214	328,894.6668
213+17.07	75.00' RT	702,957.3884	328,889.1589
214+30.65	114.13' RT	702,938.7341	328,841.4901
214+30.93	94.69' RT	702,932.1534	328,859.7927
214+50.11	92.64' LT	702,852.9004	329,030.6021
215+12.35	89.09' RT	702,854.7870	328,838.5230
215+12.36	114.70' RT	702,863.4523	328,814.4226
215+28.57	78.67' RT	702,836.2197	328,842.8874
215+50.00	78.77' LT	702,762.0312	328,983.3919
216+00.00	80.00' LT	702,714.0733	328,966.8122
216+25.91	77.48' RT	702,745.9307	328,810.4240
216+28.77	51.42' RT	702,733.9487	328,833.7454
216+41.49	67.75' LT	702,679.1793	328,940.3473
211+21.67	P.C. (C6)	703,194.7263	329,047.3556
212+14.28	P.I. (C6)	703,107.4560	329,016.3561
213+06.87	P.R.C. (C6/C7)	703,019.1989	328,988.2890
215+85.05	P.I. (C7)	702,754.1092	328,903.9865
215+99.13	39.96' LT/C.P. #2	702,729.0581	328,929.6728
212+23.36	144.84' LT	703,052.6230	329,151.5529
212+59.38	150.37' LT	703,017.5964	329,145.7750

Curve C7
P.I. Sta. = 215+85.05
Δ = 05°50'35" (RT)
R = 5,450.63'
T = 278.17'
L = 555.86'
C = 555.62'
C.B. = S 20°33'47" W
P.C. Sta. = 213+06.87
P.T. Sta. = 218+62.74

Curve C6
P.I. Sta. = 212+14.28
Δ = 01°54'51" (LT)
R = 5,543.56'
T = 92.61'
L = 185.21'
C = 185.20'
C.B. = S 18°35'55" W
P.C. Sta. = 211+21.67
P.T. Sta. = 213+06.87

CURVE CHURCH3
R = 123.23'
L = 163.10'
C = 151.46'
CB = N 32°18'26" W

CURVE CHURCH4
R = 176.76'
L = 234.84'
C = 217.95'
CB = N 32°09'46" W



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY	
			GROSS ACRES	SO. FT.	PREVIOUSLY DEDICATED AND/OR USED ACRES	SO. FT.				NET ACRES
8110058	GOLDEN PROPERTIES, INC., SC-6463.0	1.7940	A=0.0185 B=0.0079	806 345	0 0	0 0	A=0.0185 B=0.0079	806 345	1.7676	02-25.0-111-012
8110063	RICHARD M. BONNER, AS SURVIVING JOINT TENANT, SC-6466.0	0.7626	0.0225	978	0	0	0.0225	978	0.7401	02-25.0-110-012



STATE OF ILLINOIS)
COUNTY OF MONTGOMERY)

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2953

• - SEE SHEET 2
COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 10-01-2013* ROW STAKING: 4-22-2014

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
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PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11
STATION 211+00 TO STATION 216+50

SCALE: 1" = 40'

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.
592	119-1BR-1	ST. CLAIR	212	82

CONTRACT NO. 76662

SEE SHEET 8

THE ASPARAGUS ACRES

(P.B. 29, PG. 17)

RECORDED SEPT. 28, 1926

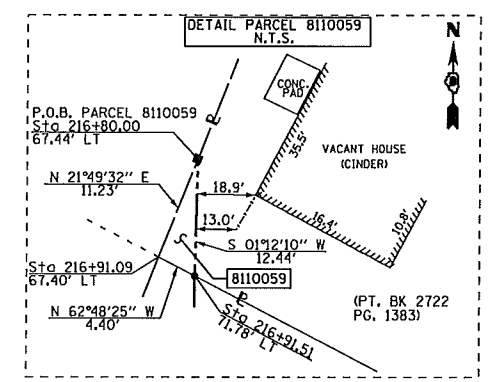
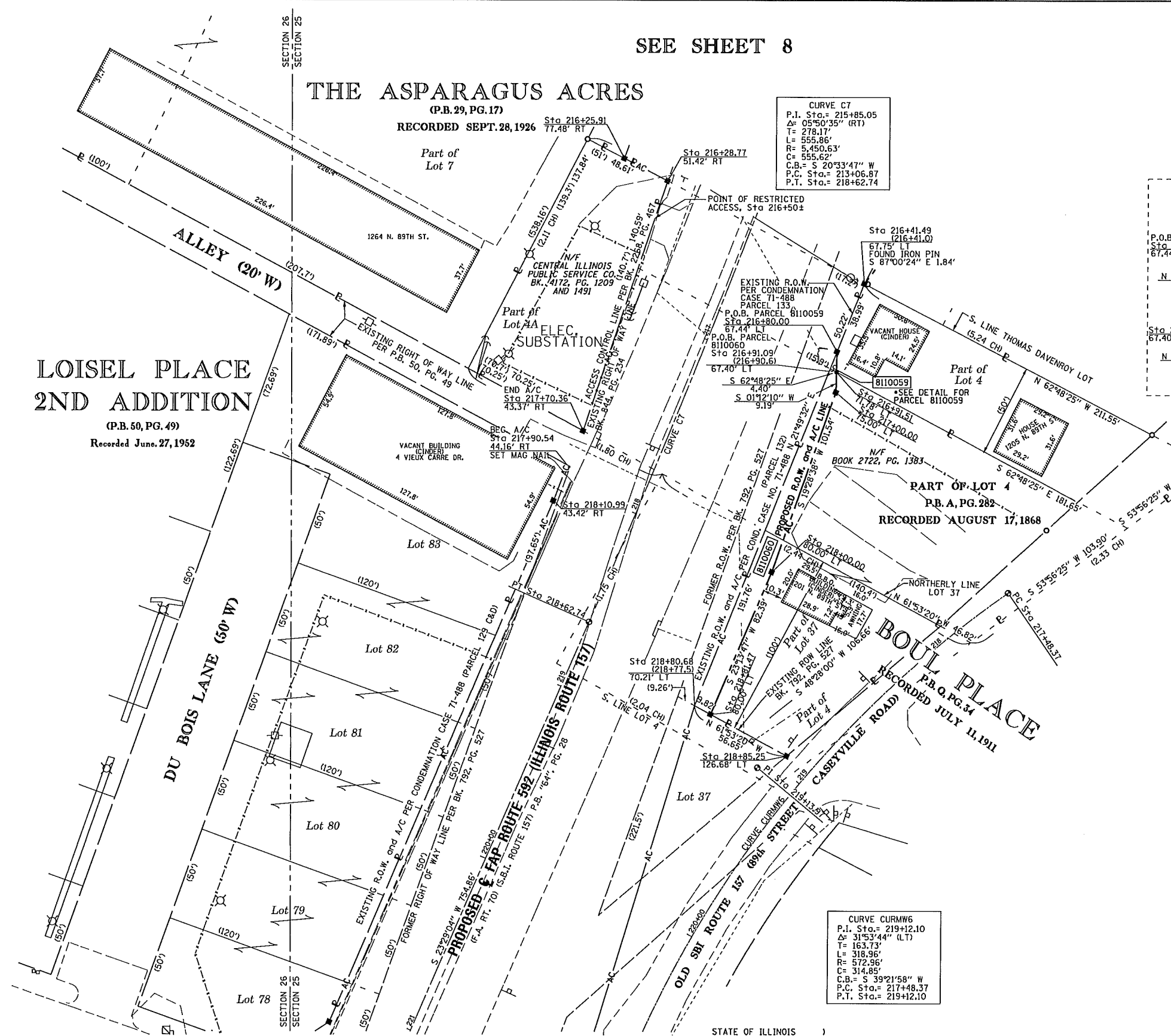
LOISEL PLACE 2ND ADDITION

(P.B. 50, PG. 49)

Recorded June 27, 1952

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
213+06.87	P.C. (C7)	703,019.1989	328,988.2890
215+85.05	P.I. (C7)	702,754.1092	328,903.9865
218+62.74	P.T. (C7)	704,498.9792	328,793.1347
217+48.37	P.C. (CURMW6)	702,514.8320	329,019.2000
219+12.10	P.I. (CURMW6)	702,421.6576	328,884.5694
220+67.33	P.T. (CURMW6)	702,271.4164	328,819.4969
216+25.91	77.48' RT	702,745.9307	328,810.4240
216+28.77	51.42' RT	702,733.9487	328,833.7454
216+41.49	67.75' LT	702,679.1793	328,940.3473
216+80.00	67.44' LT	702,642.9812	328,925.8504
216+91.09	67.40' LT	702,632.5588	328,921.6763
216+91.51	71.78' LT	702,630.5484	328,925.5894
217+00.00	75.00' LT	702,621.3596	328,925.3964
217+70.36	43.37' RT	702,600.6153	328,789.1653
217+90.54	44.16' RT	702,582.4439	328,780.7351
218+00.00	80.00' LT	702,525.6269	328,891.5385
218+10.99	43.42' RT	702,563.4583	328,773.5398
218+80.68	70.21' LT	702,454.5395	328,850.3817
218+81.47	80.00' LT	702,449.9137	328,859.0412
218+83.22	101.56' LT	702,439.7230	328,878.1177



SEE SHEET 10

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	GROSS		PREVIOUSLY DEDICATED AND/OR USED		NET		REMAINDER ACRES	PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
			ACRES	SO. FT.	ACRES	SO. FT.	ACRES	SO. FT.			
8110059	DEWITT WEARY AND TAMARRA WEARY, HUSBAND AND WIFE, SC-6462.0	0.2257	0.0006	25	0	0	0.0006	25	0.2251	02-25.0-111-008	
8110060	GOLDEN PROPERTIES, INC., SC-6464.0	0.5135	0.0440	1,918	0	0	0.0440	1,918	0.4695	02-25.0-111-013	



STATE OF ILLINOIS)
) SS
COUNTY OF MONTGOMERY)

I, TONY HARD, 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 OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2953

CURVE CURMW6
P.I. Sta. = 219+12.10
Δ = 31°53'44" (LT)
T = 363.73'
L = 368.96'
R = 572.96'
C = 314.85'
C.B. = S 39°21'58" W
P.C. Sta. = 217+48.37
P.T. Sta. = 219+12.10

CURVE C7
P.I. Sta. = 215+85.05
Δ = 05°50'35" (RT)
T = 278.17'
L = 555.86'
R = 5,450.63'
C = 555.62'
C.B. = S 20°33'47" W
P.C. Sta. = 213+06.87
P.T. Sta. = 216+62.74

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
TAYLOR SPRINGS, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11
STATION 216+00 TO STATION 220+00

SCALE: 1" = 30'

SHEET 9 OF 12

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.
592	119-1BR-1	ST. CLAIR	212	83

CONTRACT NO. 76E62

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

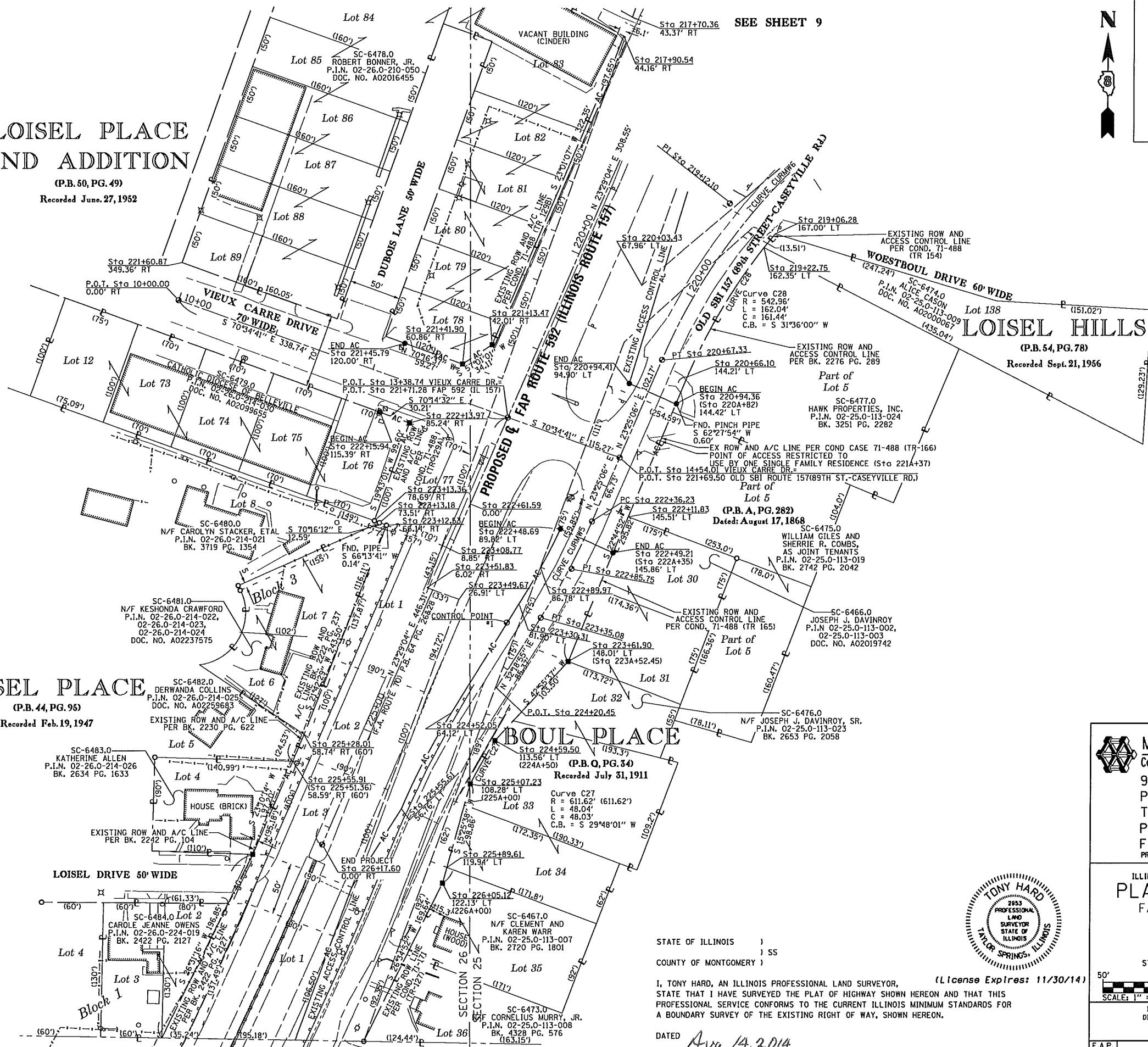
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
217+70.36	43.37' RT	702,600.6153	328,789.1653
217+90.54	44.16' RT	702,582.4439	328,780.7351
219+22.75	162.35' LT	702,379.2380	328,918.1190
219+60.28	167.00' LT	702,392.4901	328,928.9451
220+14.80	40.25' LT	702,343.4709	328,769.4518
220+66.10	144.21' LT	702,254.9900	328,844.3545
220+94.36	144.42' LT	702,228.9927	328,833.2922
220+94.41	94.90' LT	702,248.6741	328,787.8514
221+13.47	42.01' RT	702,285.7574	328,654.6856
221+41.90	60.86' RT	702,267.1865	328,626.0703
221+45.79	120.00' RT	702,287.1890	328,570.2760
221+60.67	349.36' RT	702,364.7572	328,353.9097
221+71.28	P.O.T.	702,215.9885	328,670.1776
222+13.97	85.24' RT	702,210.8041	328,574.9874
222+15.94	115.39' RT	702,221.0173	328,546.5532
222+48.70	89.82' LT	702,109.1939	328,721.7106
222+49.21	145.86' LT	702,086.3915	328,772.8989
222+89.97	86.78' LT	702,072.5548	328,702.4731
223+12.53	66.14' RT	702,112.7952	328,553.2320
223+13.18	73.51' RT	702,115.1410	328,546.2080
223+13.36	78.69' RT	702,117.0440	328,541.3850
223+49.67	26.91' LT	702,041.6560	328,623.7727
223+51.83	6.02' RT	702,052.7956	328,592.7097
223+61.90	148.01' LT	701,982.1821	328,729.9693
223+08.77	8.85' RT	702,093.4128	328,607.2756
224+52.05	64.12' LT	701,932.9298	328,617.0992
224+59.50	113.56' LT	701,906.3964	328,659.4782
225+28.01	58.74' RT	701,912.2163	328,474.1454
225+55.61	56.76' LT	701,840.8824	328,569.0792
225+07.23	108.28' LT	701,864.7177	328,635.6084
225+17.60	END PROJECT	701,806.6461	328,492.3218
10+00.00	P.O.T.	702,328.6257	328,350.7171
13+38.74	P.O.T.	702,215.9885	328,670.1776
14+54.01	P.O.T.	702,177.6587	328,778.8885
222+85.75	P.L. (CURMWS)	702,070.9832	328,732.6852
222+36.23	P.C. (CURMWS)	702,116.4296	328,752.3689
223+35.08	P.T. (CURMWS)	702,029.1278	328,706.2098
219+12.10	P.L. (CURMWS)	702,421.6576	328,884.5694
217+48.37	P.C. (CURMWS)	702,514.8320	329,019.2000
220+67.33	P.T. (CURMWS)	702,271.4164	328,819.4969
223+51.39	C.P. #1	702,019.5310	328,670.3860
226+05.12	122.13' LT	701,769.4185	328,609.3101

Curve CURMWS
 P.L. Sta. 222+85.75
 Δ = 08°53'48" (RT)
 R = 636.62'
 L = 49.53'
 T = 98.85'
 C = 98.75'
 C.B. = S 27°52'00" W
 P.C. Sta. = 222+36.23
 P.T. Sta. = 223+35.08

Curve CURMWS
 P.L. Sta. 219+12.10
 Δ = 31°53'44" (LT)
 R = 572.96'
 L = 163.73'
 T = 318.96'
 C = 314.85'
 C.B. = S 39°21'58" W
 P.C. Sta. = 217+48.37
 P.T. Sta. = 220+67.33

**LOISEL PLACE
2ND ADDITION**

(P.B. 50, PG. 49)
 Recorded June 27, 1952



LOISEL PLACE

(P.B. 44, PG. 95)
 Recorded Feb. 19, 1947

BOULE PLACE

(P.B. Q, PG. 34)
 Recorded July 31, 1911



SPACE RESERVED FOR RECORDING OFFICER



McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 9025 ILLINOIS ROUTE 127
 P.O. BOX A
 TAYLOR SPRINGS, IL 62089
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 592 (IL 157)
 SECTION 119-1BR-1
 ST. CLAIR COUNTY
 JOB NO. R-98-010-11
 STATION 218+50 TO STATION 228+25

SCALE: 1" = 50'
 SHEET 10 OF 12

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.
592	119-1BR-1	ST. CLAIR	212	84

CONTRACT NO. 76E62

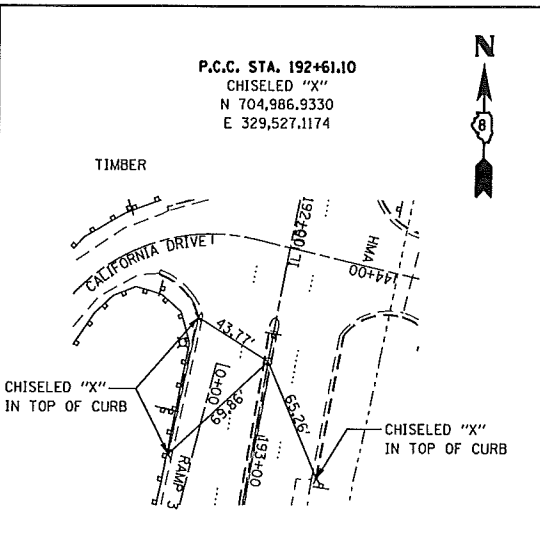
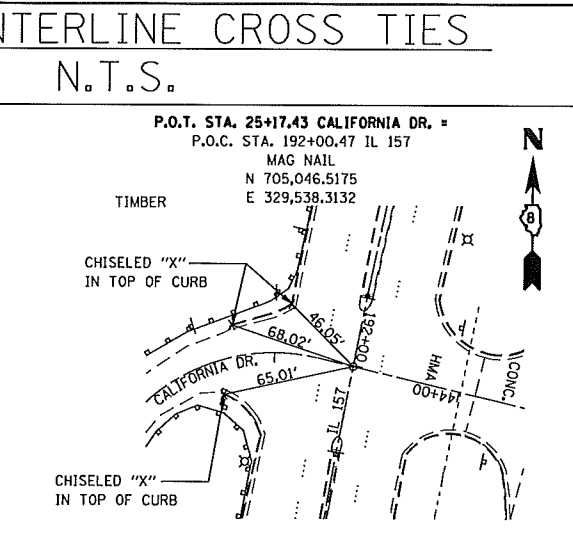
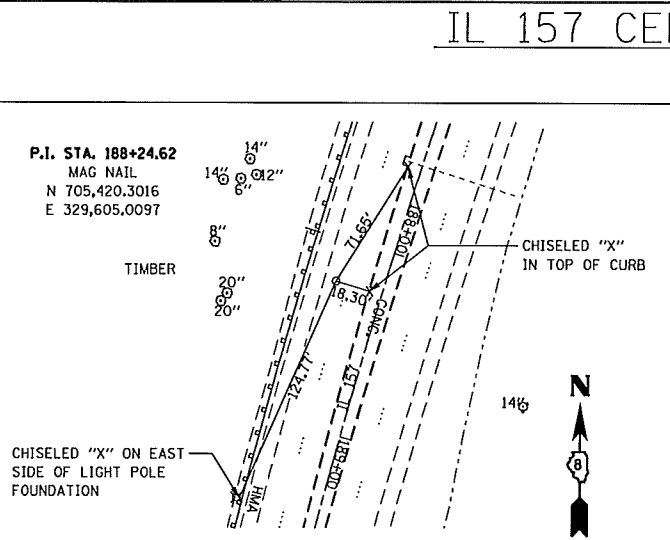
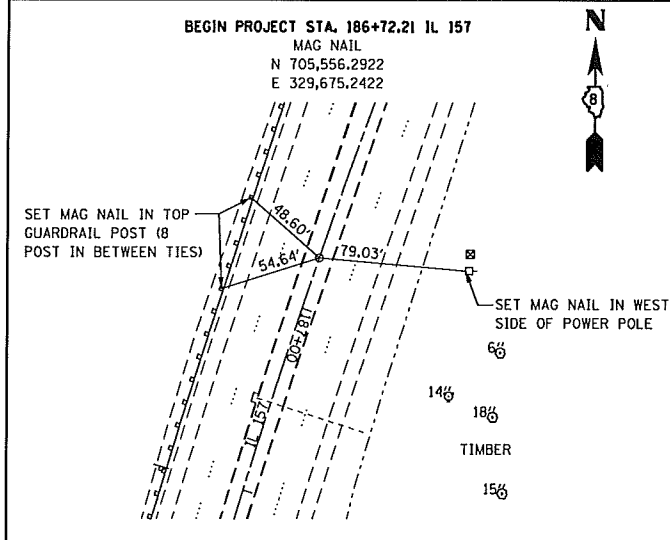
STATE OF ILLINOIS)
 COUNTY OF MONTGOMERY) SS

I, TONY HARD, AN ILLINOIS PROFESSIONAL LAND SURVEYOR,
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 A BOUNDARY SURVEY OF THE EXISTING RIGHT OF WAY, SHOWN HEREON.

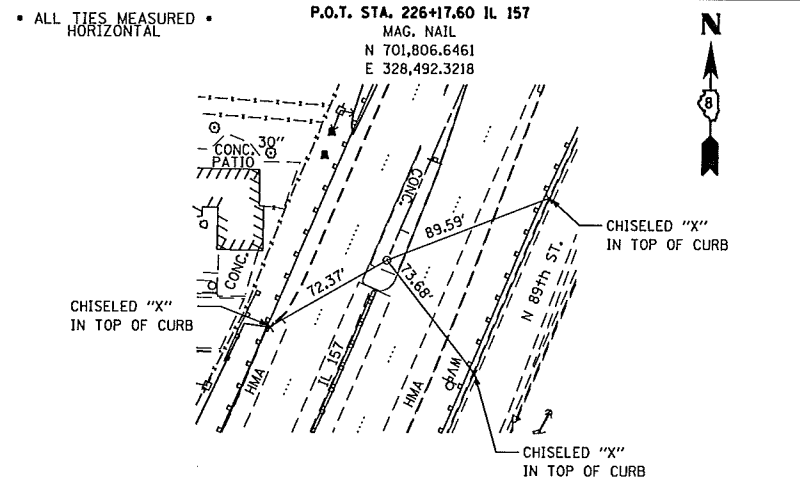
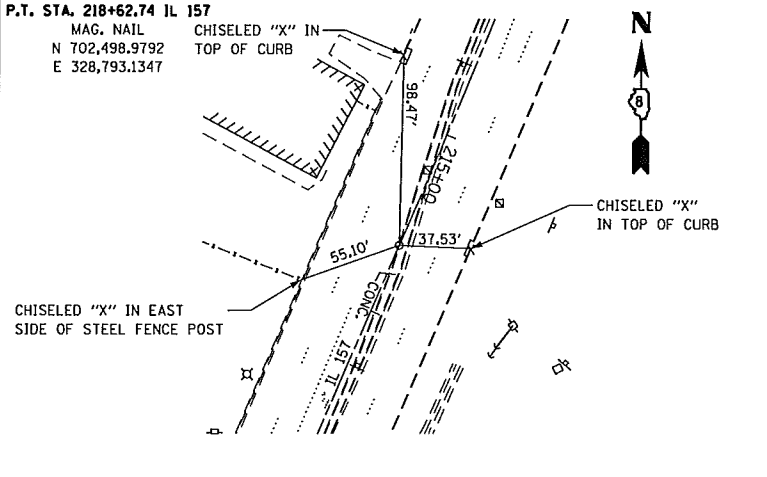
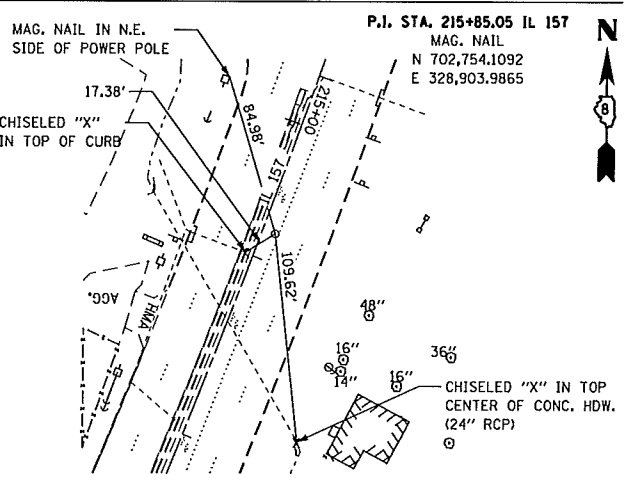
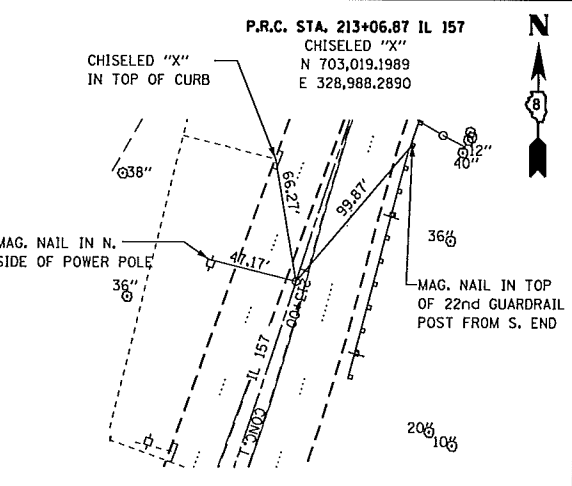
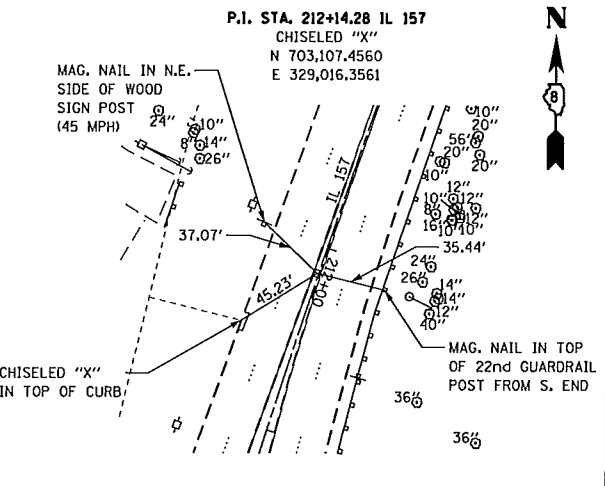
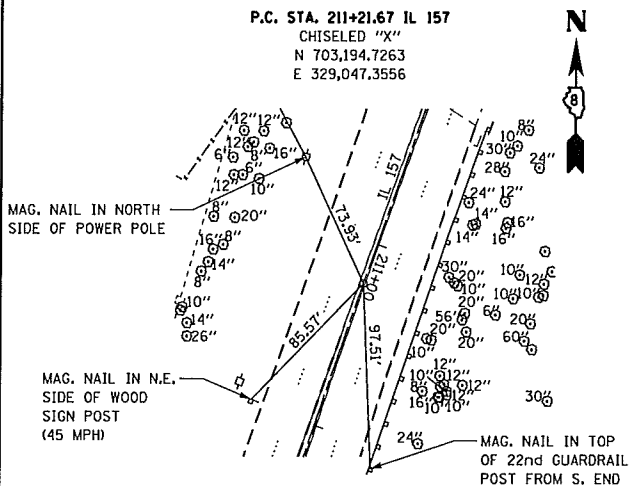
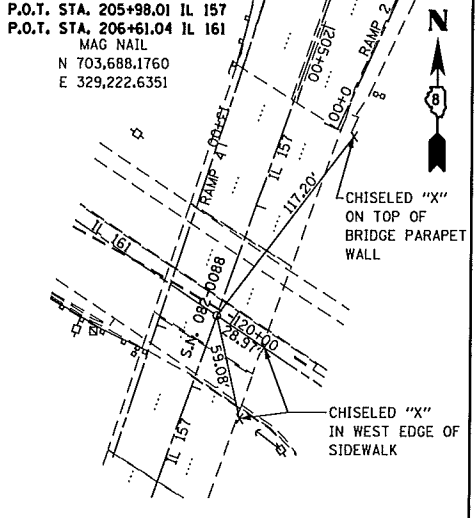
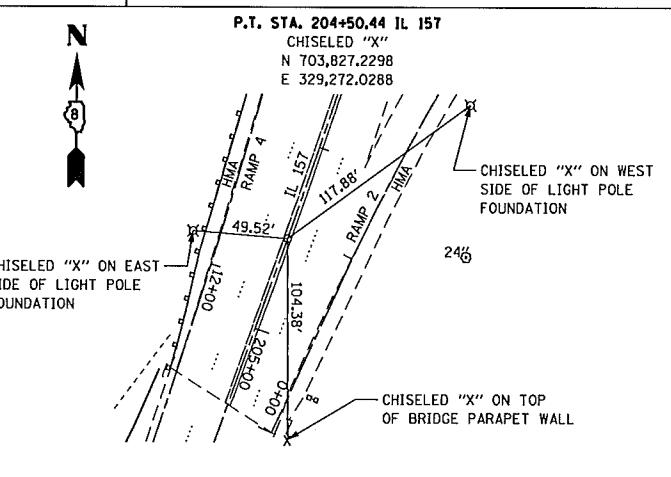
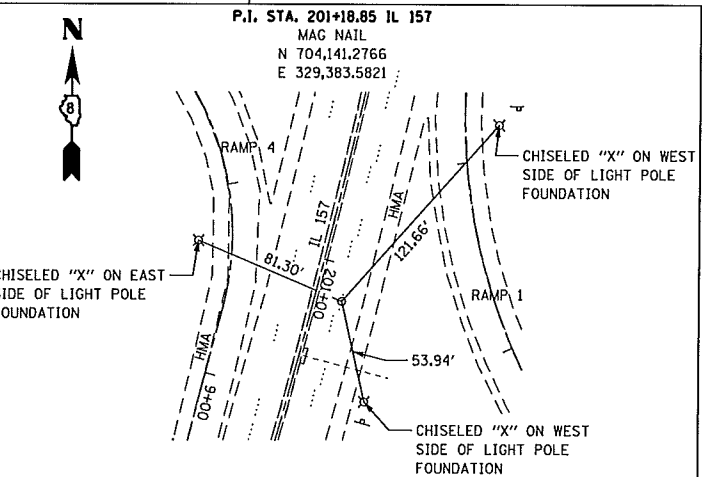
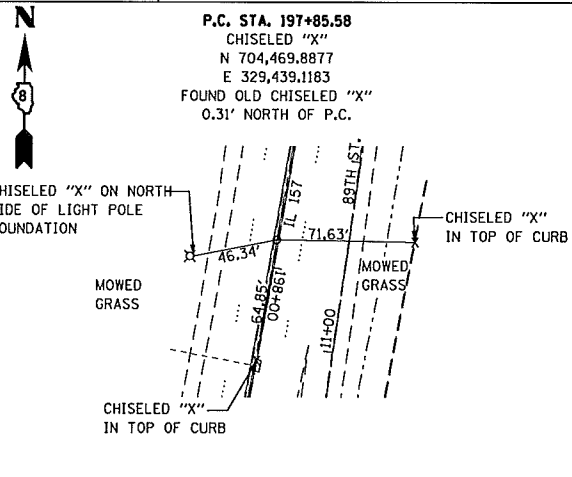
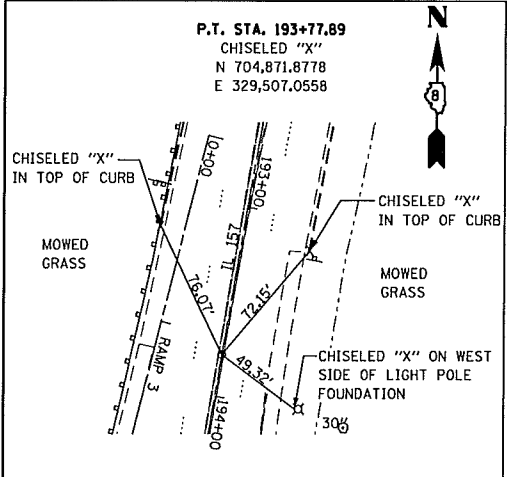
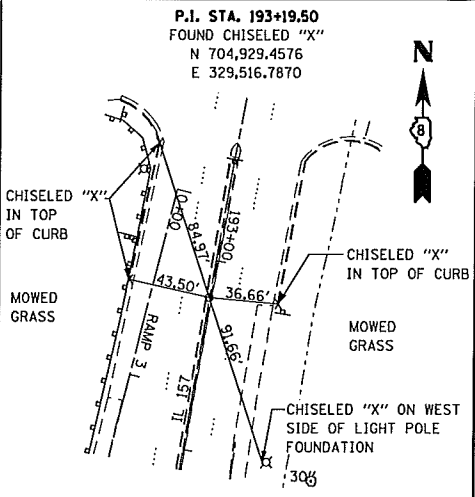
DATED Aug. 4, 2014
 Tony Hard
 TONY HARD, PLS NO. 2953

(License Expires: 11/30/14)

IL 157 CENTERLINE CROSS TIES N.T.S.



SPACE RESERVED FOR RECORDING OFFICER



NOTE: ALL TIES ARE PULLED DIRECT UNLESS OTHERWISE NOTED

STATE OF ILLINOIS)
) SS
COUNTY OF MONTGOMERY)

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DATED Aug. 14, 2014
Tony Hard
TONY HARD, PLS NO. 2953
LICENSE EXPIRATION DATE: 11/30/2014

(License Expires: 11/30/14)

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 ILLINOIS ROUTE 127
P.O. BOX A
TAYLOR SPRINGS, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN No. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 592 (IL 157)
SECTION 119-1BR-1
ST. CLAIR COUNTY
JOB NO. R-98-010-11
CENTERLINE CROSS TIES

SCALE: 1" = 50' SHEET 11 OF 12

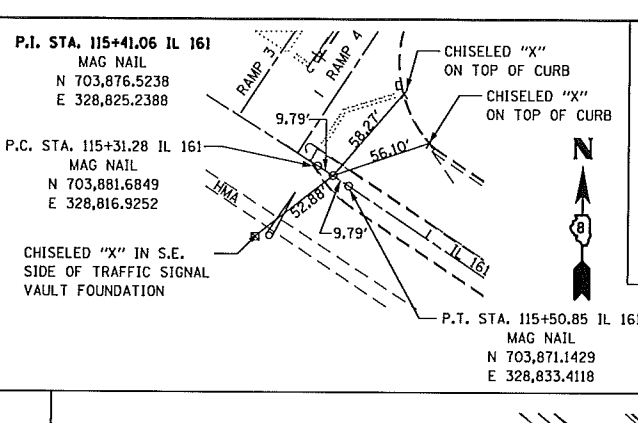
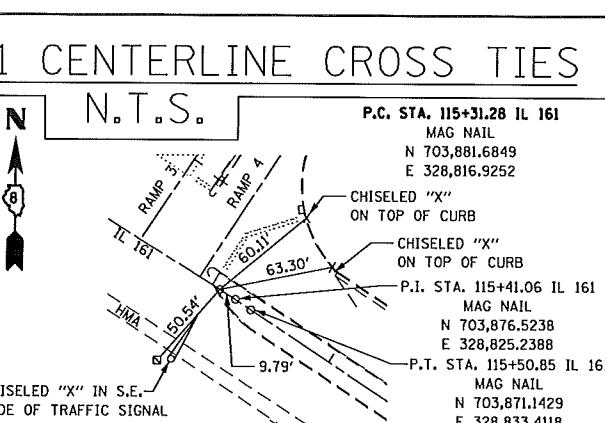
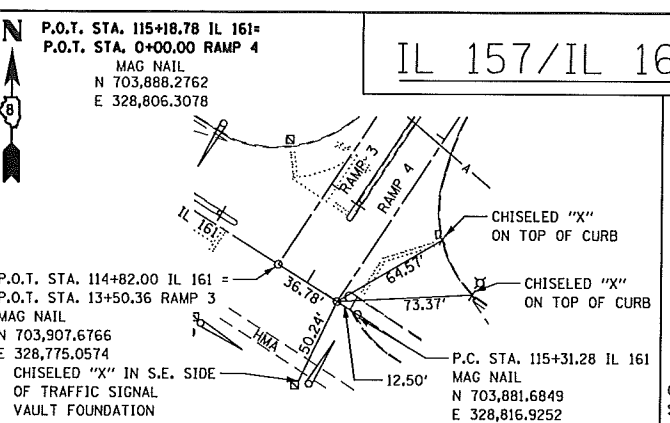
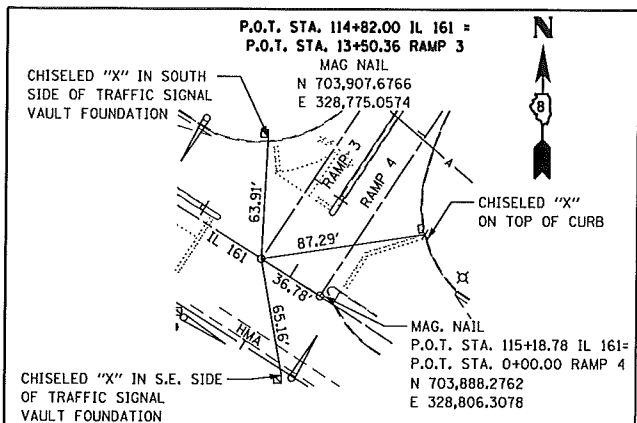
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	85
CONTRACT NO. 76E62				

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

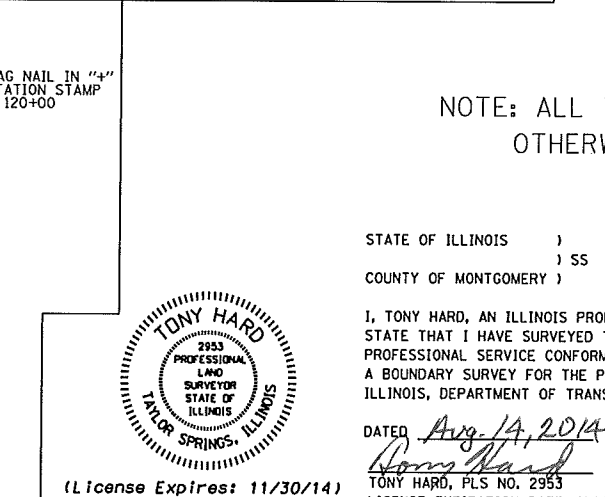
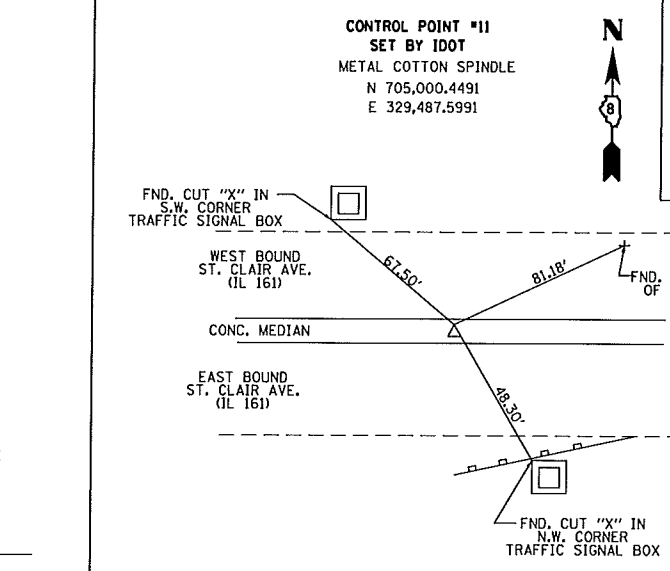
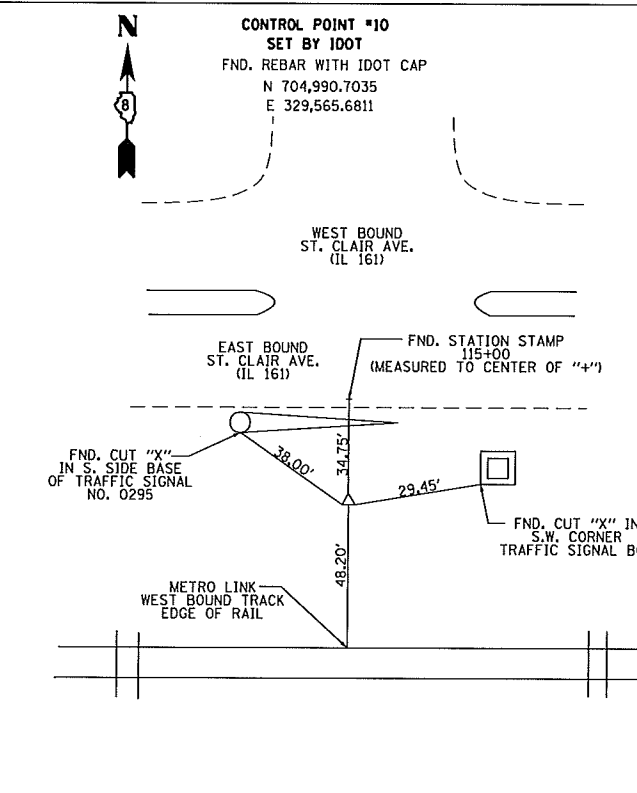
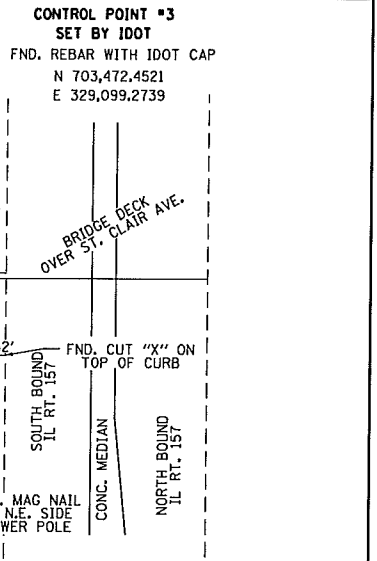
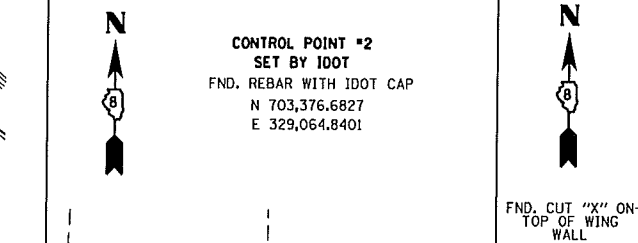
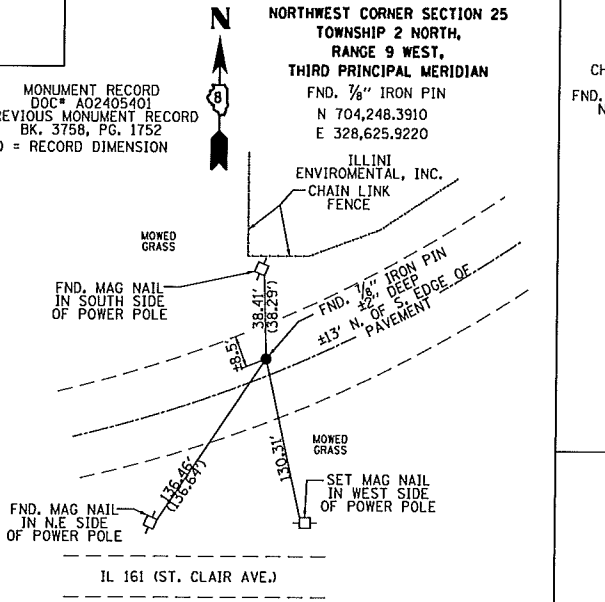
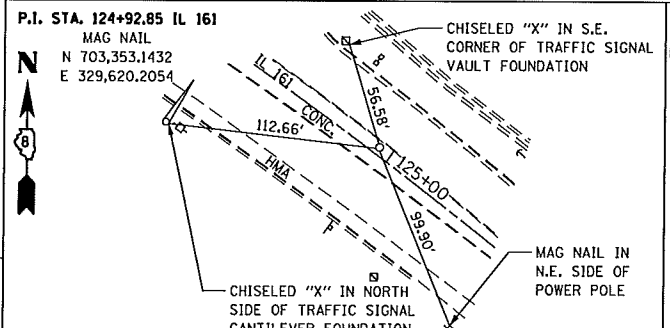
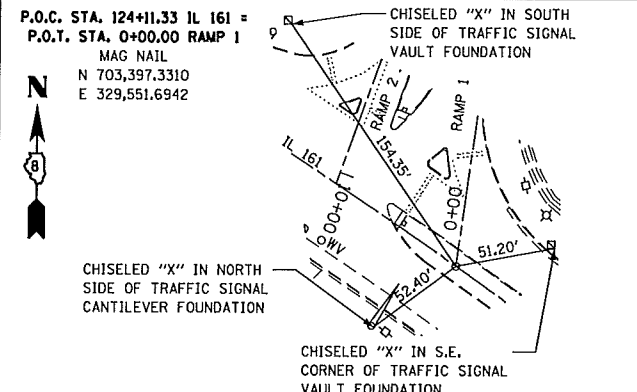
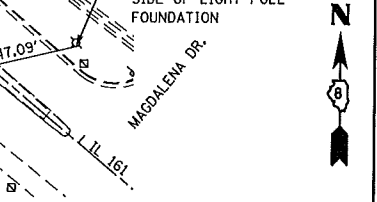
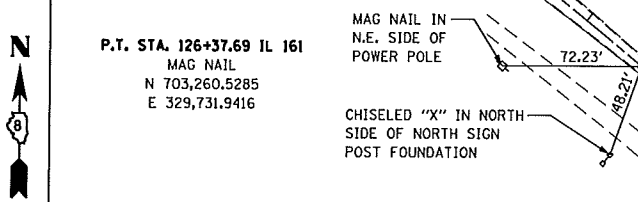
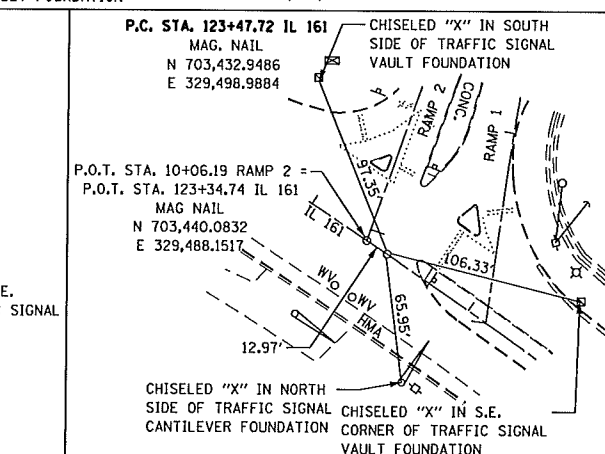
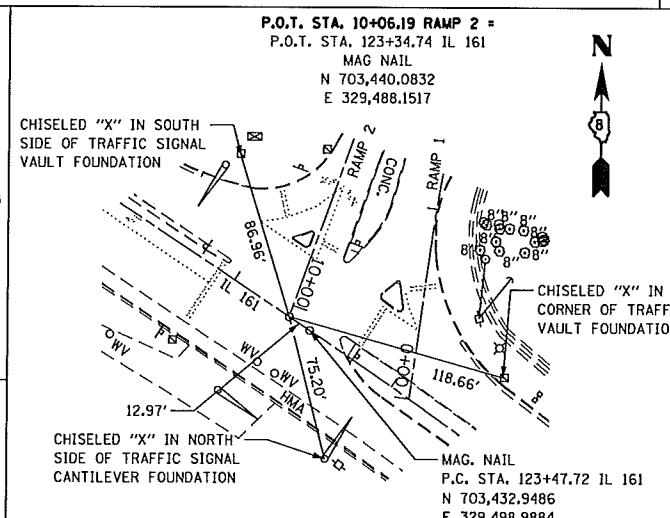
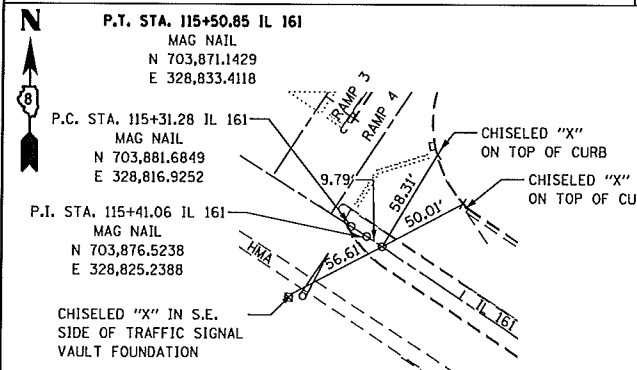
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

IL 157/IL 161 CENTERLINE CROSS TIES

N.T.S.



SPACE RESERVED FOR RECORDING OFFICER



NOTE: ALL TIES ARE PULLED DIRECT UNLESS OTHERWISE NOTED

STATE OF ILLINOIS)
) SS
 COUNTY OF MONTGOMERY)

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DATED Aug 14, 2014
 Tony Hard
 TONY HARD, PLS NO. 2953
 LICENSE EXPIRATION DATE: 11/30/2014



(License Expires: 11/30/14)

* - SEE SHEET 2	
COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 10-01-2013*	ROW STAKING: 4-22-2014

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 9025 ILLINOIS ROUTE 127
 P.O. BOX A
 TAYLOR SPRINGS, IL 62089
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 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 592 (IL 157)
 SECTION 119-1BR-1
 ST. CLAIR COUNTY
 JOB NO. R-98-010-11
 IL 157 STATION 186+72.21 TO STATION 226+17.60

SCALE: 1" = 50'

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.
592	119-1BR-1	ST. CLAIR	212	86

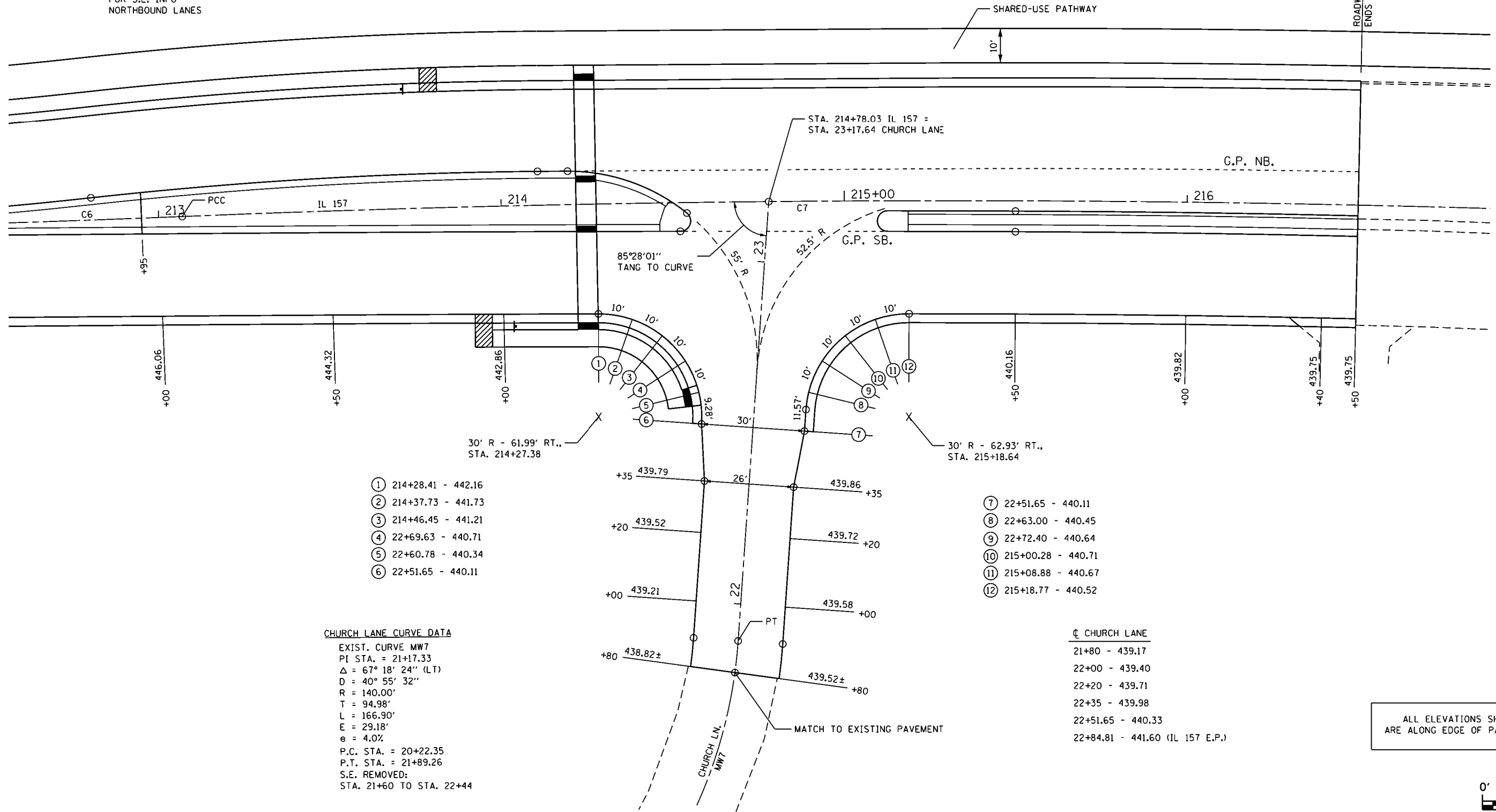
CONTRACT NO. 76E62

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

IL ROUTE 157 CURVE DATA

EXIST. CURVE C6	EXIST. CURVE C7
PI STA. = 212+14.28	PI STA. = 215+85.05
$\Delta = 1^\circ 54' 51''$ (LT)	$\Delta = 5^\circ 50' 35''$ (RT)
D = 1° 02' 01"	D = 1° 03' 04"
R = 5,543.56'	R = 5,450.63'
T = 92.61'	T = 278.17'
L = 185.21'	L = 555.86'
E = 0.77'	E = 7.09'
e = *	e = 1.5%
P.C. STA. = 211+21.67	P.C.C. STA. = 213+06.87
P.C.C. STA. = 213+06.87	P.T. STA. = 218+62.74

* SEE PLAN VIEW FOR S.E. INFO NORTHBOUND LANES



- ① 214+28.41 - 442.16
- ② 214+37.73 - 441.73
- ③ 214+46.45 - 441.21
- ④ 22+69.63 - 440.71
- ⑤ 22+60.78 - 440.34
- ⑥ 22+51.65 - 440.11

- ⑦ 22+51.65 - 440.11
- ⑧ 22+63.00 - 440.45
- ⑨ 22+72.40 - 440.64
- ⑩ 215+00.28 - 440.71
- ⑪ 215+08.88 - 440.67
- ⑫ 215+18.77 - 440.52

CHURCH LANE CURVE DATA

EXIST. CURVE MW7
 PI STA. = 21+17.33
 $\Delta = 67^\circ 18' 24''$ (LT)
 D = 40° 55' 32"
 R = 140.00'
 T = 94.98'
 L = 166.90'
 E = 29.18'
 e = 4.0%
 P.C. STA. = 20+22.35
 P.T. STA. = 21+89.26
 S.E. REMOVED:
 STA. 21+60 TO STA. 22+44

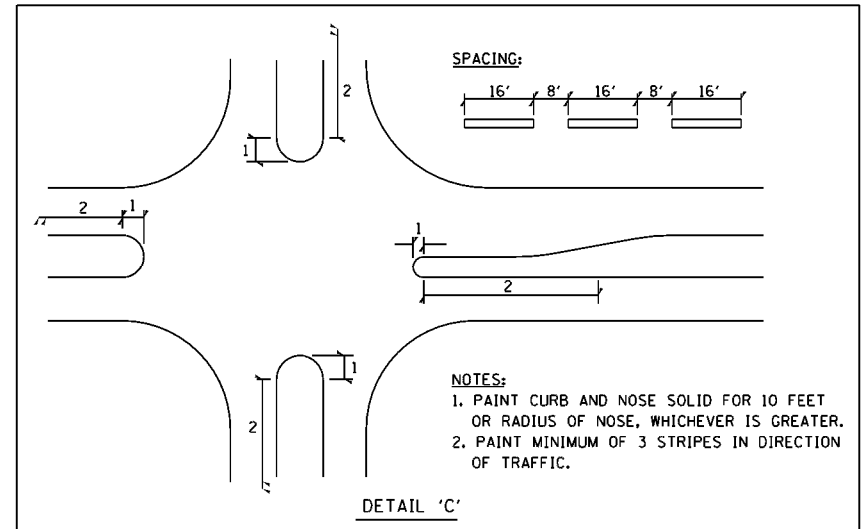
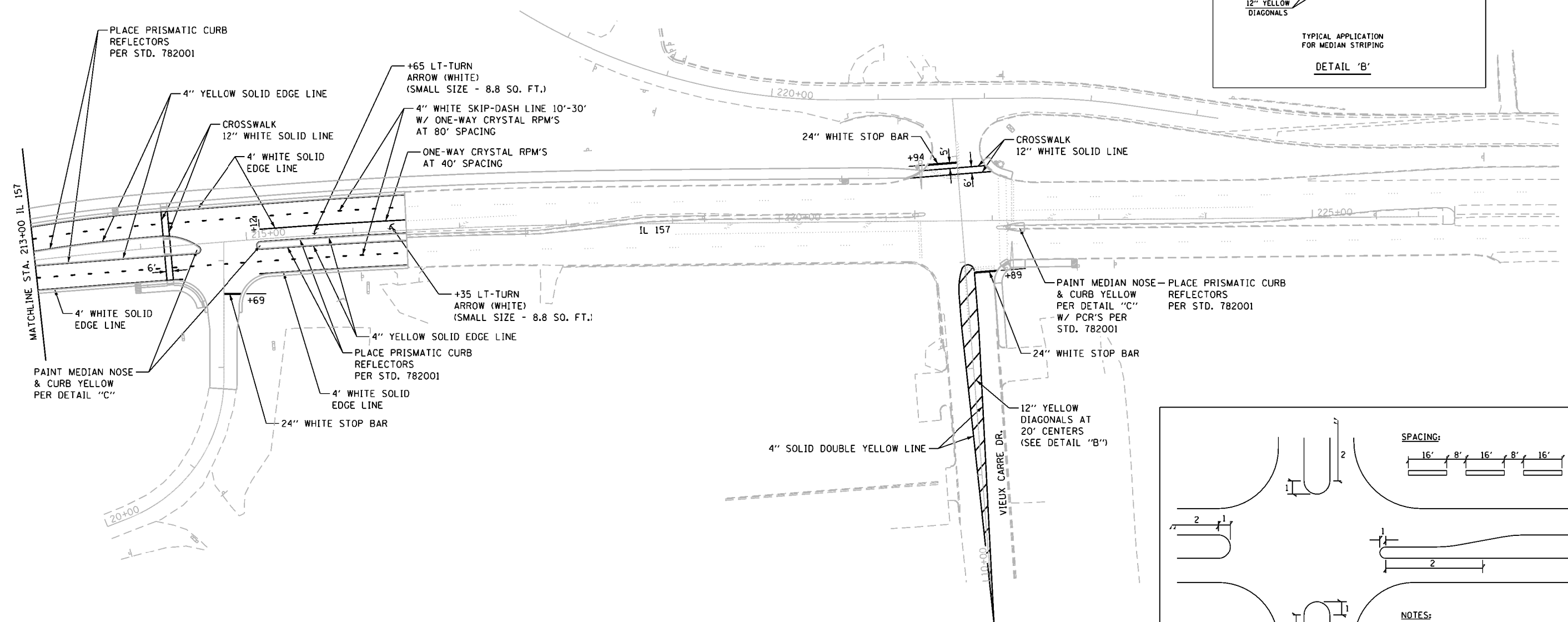
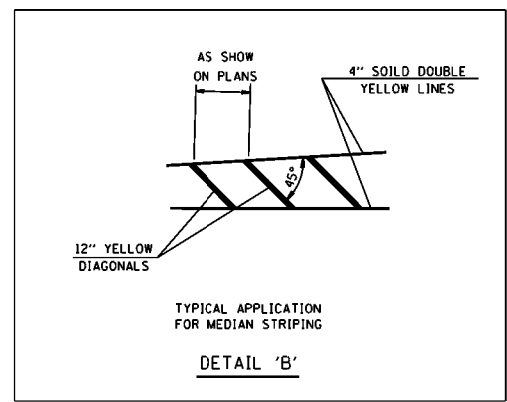
CHURCH LANE
 21+80 - 439.17
 22+00 - 439.40
 22+20 - 439.71
 22+35 - 439.98
 22+51.65 - 440.33
 22+84.81 - 441.60 (IL 157 E.P.)

ALL ELEVATIONS SHOWN ARE ALONG EDGE OF PAVEMENT



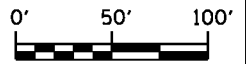
FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-11-Church_Ln_IntersectionDetail.dgn USER NAME = jmh PLOT SCALE = 38.0000' / in. PLOT DATE = 03/16/2015 17:54:59	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHURCH LANE INTERSECTION GEOMETRICS & PAVEMENT ELEVATIONS		F.A.P. RTE. = 592	SECTION = 119-1BR-1	COUNTY = ST. CLAIR	TOTAL SHEETS = 212	SHEET NO. = 87
	DRAWN -	REVISED -		SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 76E62 ILLINOIS FED. AID PROJECT			
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	CHECKED -	REVISED -								
	DATE -	REVISED -								

NOTE: USE THERMOPLASTIC PAVEMENT MARKINGS ON ALL HMA SURFACES



PAVEMENT MARKING SHEET TOTALS

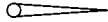













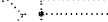

STATION	STATION	4" LINE				6" LINE	8" LINE	12" LINE		24" LINE	LETTERS AND SYMBOLS	RAISED REFLECTIVE MARKERS			PAINT CURB YELLOW	PAINT MEDIAN YELLOW	PRISMATIC CURB REFLECTORS	
		SOLID WHITE	SKIP-DASH YELLOW	DOTTED WHITE	SOLID WHITE	SOLID WHITE	SOLID WHITE	SOLID YELLOW	SOLID WHITE	CRYSTAL ONE-WAY		AMBER		CRYSTAL			AMBER	
												ONE-WAY	DOUBLE					FOOT
IL 157																		
213+00	216+50	765	603	175			130		17	17.6	12			96	130		25	
VIEUX CARRE DR.																		
9+00	14+54		1360				136	220	49					48	60		5	
	SUBTOTAL	765	1963	175			266	220	66	17.6	12			144	190		30	
	TOTAL			2903				486	66	17.6		12		144	190		30	



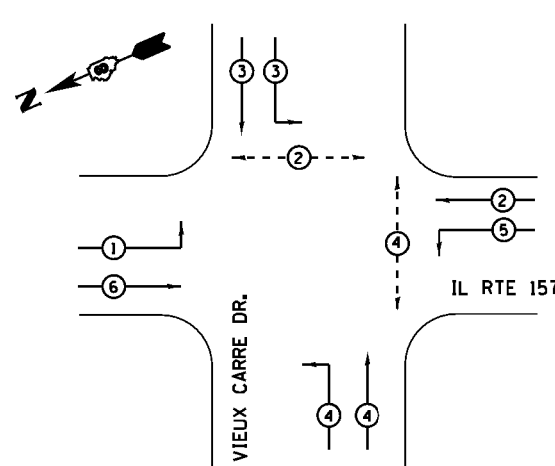
ELECTRICAL GENERAL NOTES

1. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE 12 INCH SECTIONS. MOUNTING HARDWARE SHALL BE UNPAINTED ALUMINUM.
2. ALL TRAFFIC SIGNAL CABLE SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED.
3. CALL DELAY SHALL NOT FUNCTION WHEN THE RELATED PHASES ARE IN THE GREEN MODE.
4. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THE VARIOUS TRAFFIC SIGNAL INSTALLATIONS. AGENCIES KNOWN TO HAVE UNDERGROUND FACILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT ARE THE FOLLOWING:
 - AMERITECH (TELEPHONE)
 - CITY OF EAST SAINT LOUIS SANITARY SEWERS
 - ILLINOIS POWER COMPANY (GAS)
 - UNION ELECTRIC
 - CI (CABLE)
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATION. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON -EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.
6. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATION.
7. ALL THREADS OF BOLTS USED IN THE ASSEMBLY OF THE TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SIEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
8. ALL HARDWARE SHALL BE TIGHTENED AND WELL SCREWED, CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.
9. ALL GROUNDING MATERIALS FOR CONCRETE FOUNDATIONS SHALL REFER TO SECTION 806 OF THE STANDARD SPECIFICATIONS.
10. ALL AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED WITH SEED OR SOD TO THE SATISFACTION OF THE ENGINEER. SEEDING OR SODDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION.
11. ABANDON EXISTING CONDUITS AND CABLES THAT ARE NOT RE-USED.
12. TRAFFIC AND PEDESTRIAN SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED TRAFFIC SIGNAL PAY ITEMS.

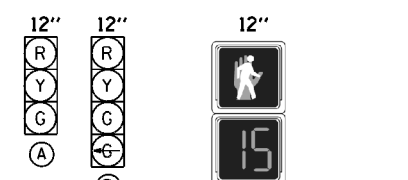
LEGEND

-  EXISTING MAST ARM ASSEMBLY AND POST
-  EXISTING SIGNAL POST
-  PROPOSED SIGNAL POST
-  EXISTING SIGNAL HEAD WITH BACKPLATE
-  EXISTING SIGNAL HEAD
-  PROPOSED SIGNAL HEAD
-  EXISTING SIGNAL HEAD, PEDESTRIAN
-  PROPOSED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER
-  EXISTING PEDESTRIAN PUSH BUTTON DETECTOR
-  PROPOSED PEDESTRIAN PUSH BUTTON DETECTOR
-  EXISTING HANDHOLE
-  EXISTING DOUBLE HANDHOLE
-  EXISTING CONTROLLER
-  EXISTING DETECTOR LOOP
-  EXISTING GALVANIZED STEEL CONDUIT
-  PROPOSED GALVANIZED STEEL CONDUIT

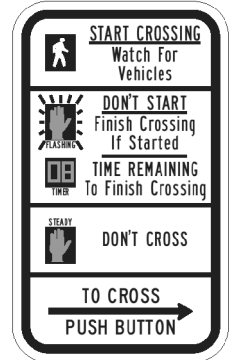
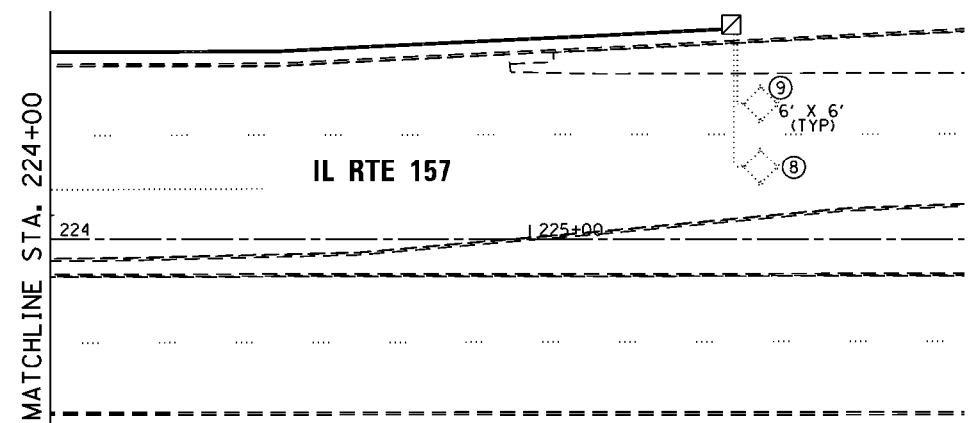
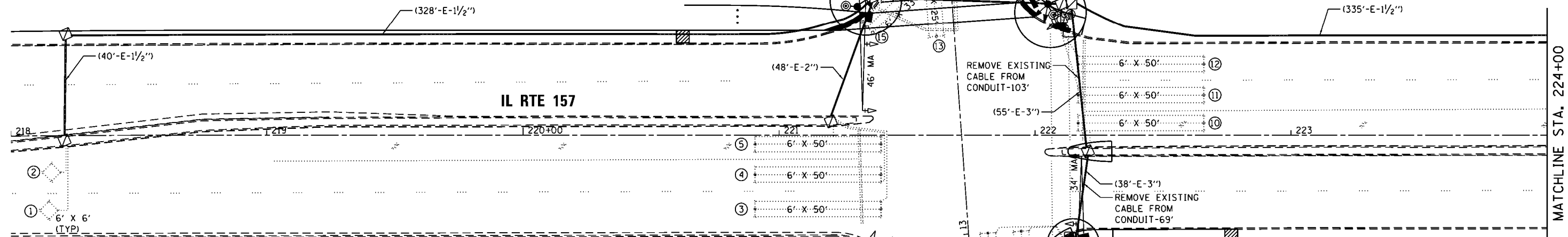
EXISTING INFORMATION SHOWN ON THE PLANS WAS BASED ON AVAILABLE SURVEY. INFORMATION SHOULD BE FIELD VERIFIED.



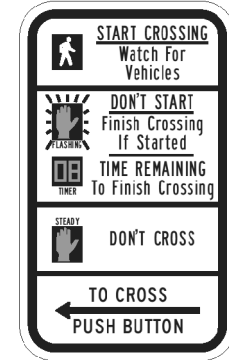
PHASE DESIGNATION DIAGRAM



PROPOSED TRAFFIC SIGNAL FACES



(C) R10-3e



(D) R10-3e

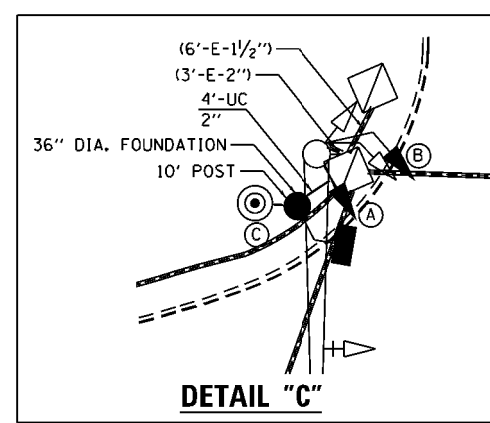
NOTE:
1. LOCATION, DIAMETER AND LENGTH OF ALL EXISTING CONDUITS ARE APPROXIMATE AND MAY DIFFER IN THE FIELD.

EXISTING SEQUENCE OF OPERATION								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	SB LT	NB	NOT USED	EB	NB LT	SB	NOT USED	WB
CONCURRENT MOVEMENT PERMITTED	5 OR 6	5 OR 6	NOT USED	8	1 OR 2	1 OR 2	NOT USED	4

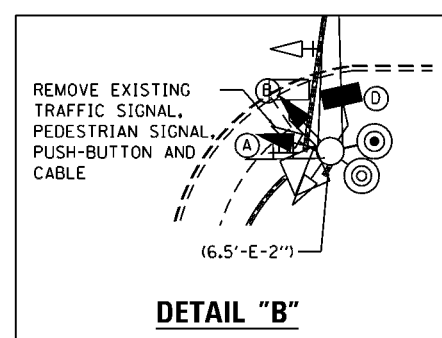
PROPOSED SEQUENCE OF OPERATION								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	SB LT	NB	WB LT	EB LT	NB LT	SB	NOT USED	NOT USED
CONCURRENT MOVEMENT PERMITTED	5 OR 6	5 OR 6	NONE	NONE	1 OR 2	1 OR 2	NOT USED	NOT USED

PHASES 4 & 8 TIME CONCURRENTLY
INTERSECTION MONITORING EXISTS

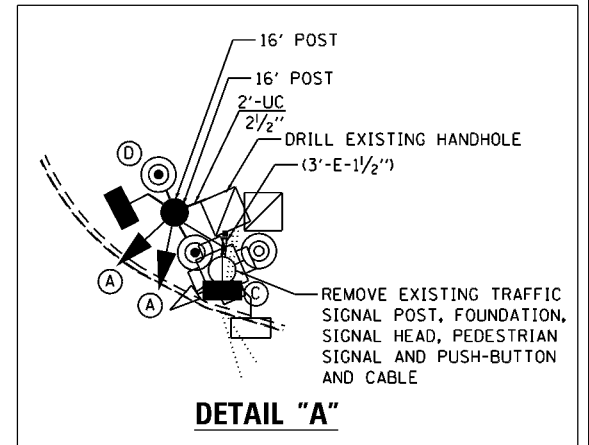
CONTROLLER SEQUENCE



DETAIL "C"



DETAIL "B"



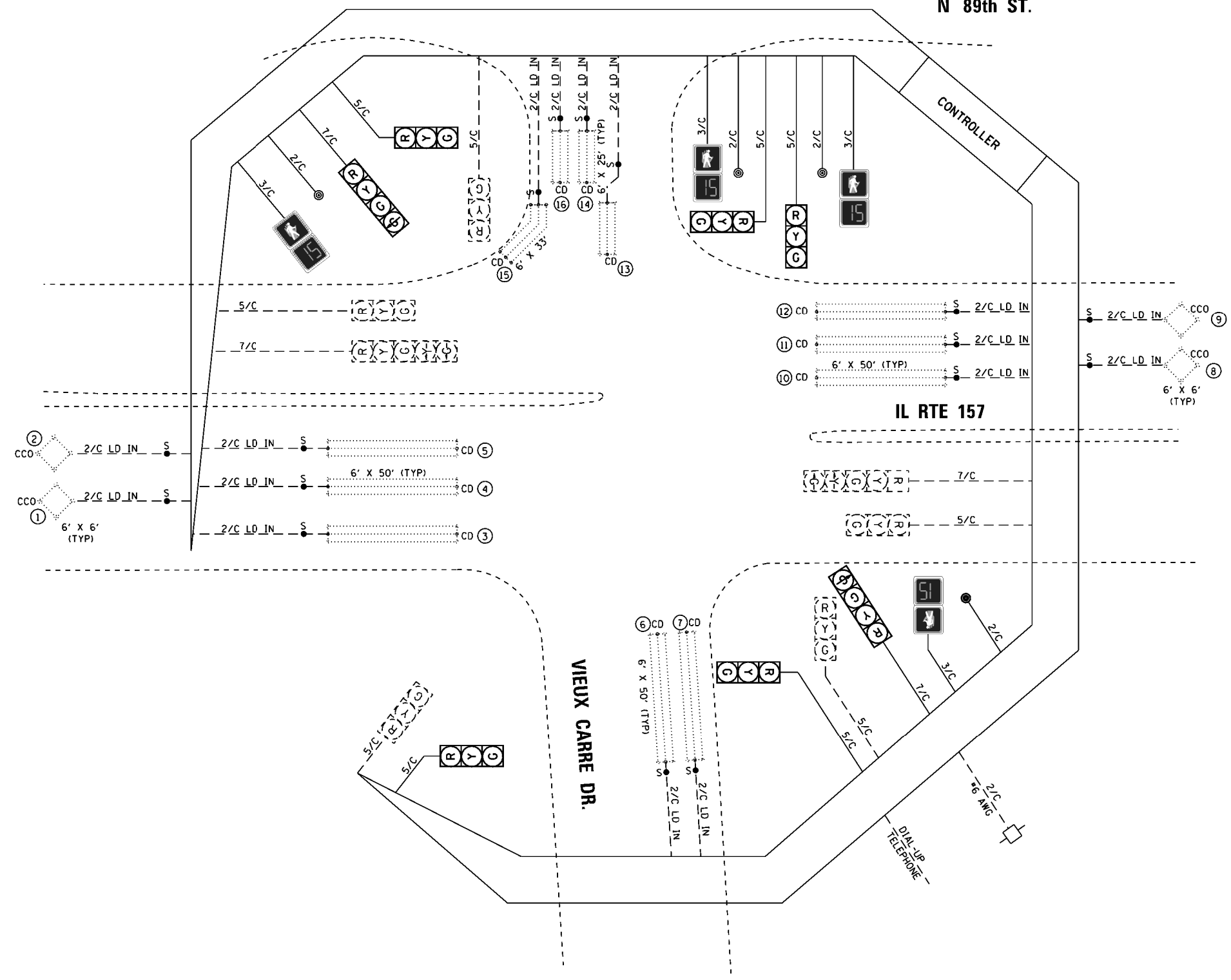
DETAIL "A"



SCALE IN FEET



N 89th ST.



CABLE DIAGRAM

LEGEND

- ELECTRIC CABLE IN CONDUIT
- EXISTING ELECTRIC CABLE IN CONDUIT
- CABLE SPLICE
- INDICATES NUMBER OF CONDUCTORS IN CABLE
- ELECTRIC CABLE LEAD IN 1 PAIR
- CALL DELAY
- CALL CARRY OVER
- EXISTING SERVICE INSTALLATION
- INDICATES AMERICAN WIRE GAUGE (AWG) SIZE 6 CONDUCTORS
- EXISTING TRAFFIC SIGNAL HEAD
- PROPOSED TRAFFIC SIGNAL HEADS
- EXISTING PEDESTRIAN SIGNAL
- PROPOSED PEDESTRIAN SIGNAL WITH COUNTDOWN TIMER
- EXISTING PEDESTRIAN PUSH-BUTTON
- PROPOSED PEDESTRIAN PUSH-BUTTON
- EXISTING DETECTOR LOOP



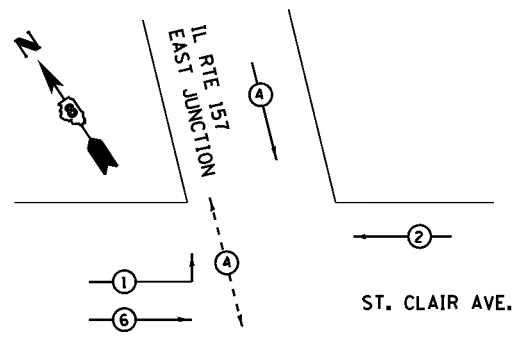
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	DRAWN - IS	REVISED -
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PLOT DATE = 03/17/2015 09:48:50	DATE - 03/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

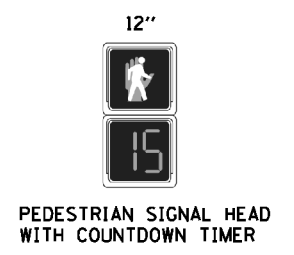
IL RTE 157 EAST JUNCTION RAMP AND ST. CLAIR AVE.
CABLE DIAGRAM

SCALE: N/A SHEET NO. 3 OF 3 SHEETS STA. TO STA.

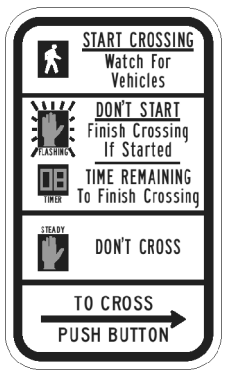
F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 92
FED. ROAD DIST. NO. 8 ILLINOIS			CONTRACT NO. 76E62	



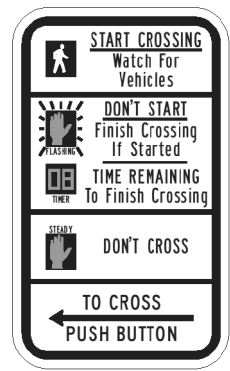
PHASE DESIGNATION DIAGRAM



PROPOSED TRAFFIC SIGNAL FACE



(A) R10-3e

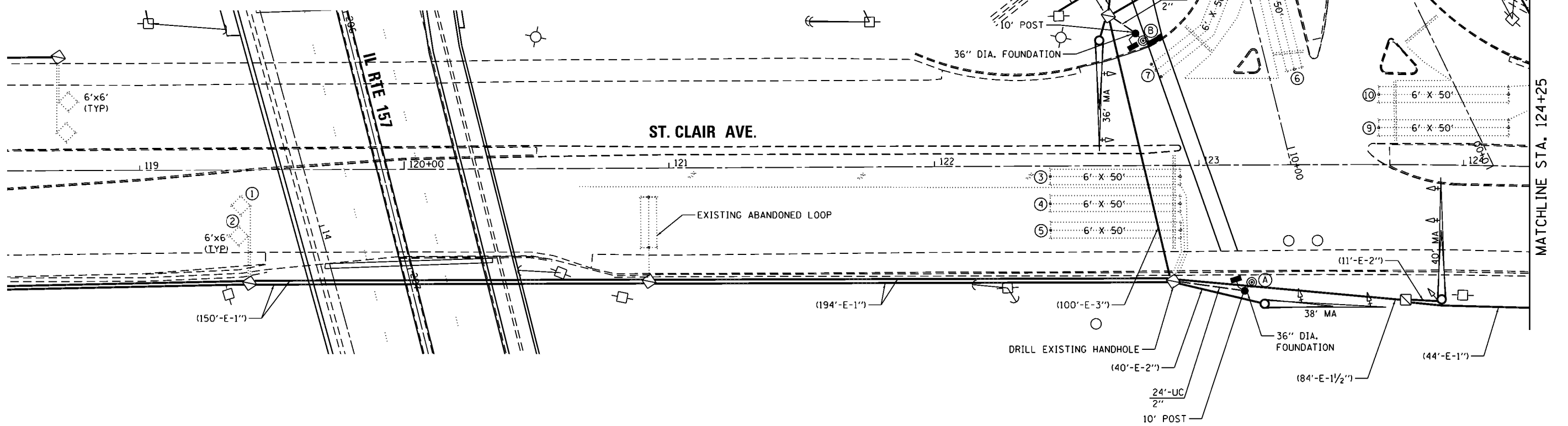


(B) R10-3e

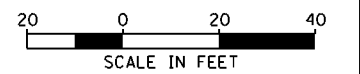
EXISTING SEQUENCE OF OPERATION								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	NB LT	WB	NOT USED	NOT USED	NOT USED	EB	NOT USED	NOT USED
CONCURRENT MOVEMENT PERMITTED	6	6	NOT USED	NONE	NOT USED	1 OR 2	NOT USED	NOT USED

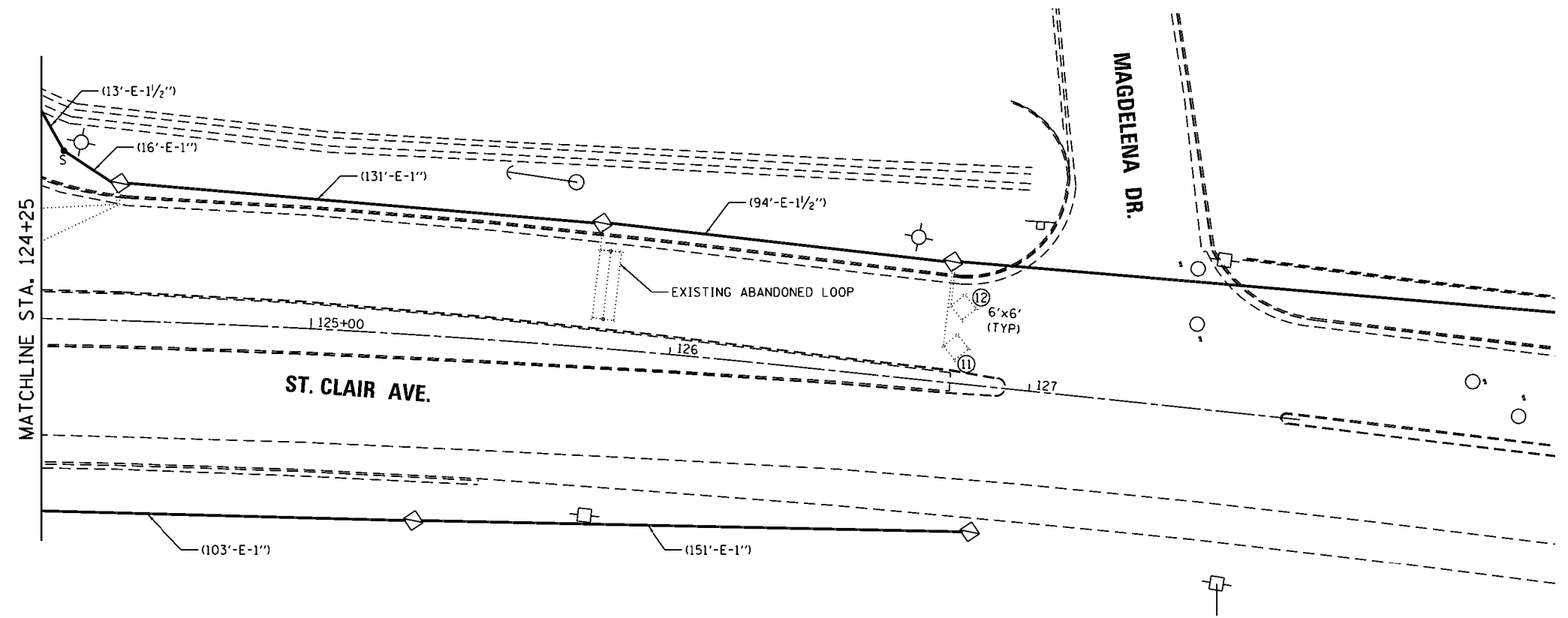
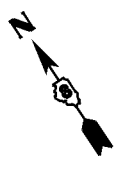
PROPOSED SEQUENCE OF OPERATION								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	NB LT	WB	NOT USED	NOT USED	NOT USED	EB	NOT USED	NOT USED
CONCURRENT MOVEMENT PERMITTED	6	6	NOT USED	NONE	NOT USED	1 OR 2	NOT USED	NOT USED

CONTROLLER SEQUENCE

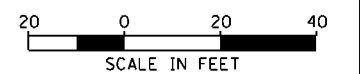


NOTE:
1. LOCATION, DIAMETER AND LENGTH OF ALL EXISTING CONDUITS ARE APPROXIMATE AND MAY DIFFER IN THE FIELD.





NOTE:
 1. LOCATION, DIAMETER AND LENGTH OF ALL EXISTING CONDUITS ARE APPROXIMATE AND MAY DIFFER IN THE FIELD.



LE LIN ENGINEERING, LTD.
 Consulting Engineers
 Springfield, Illinois

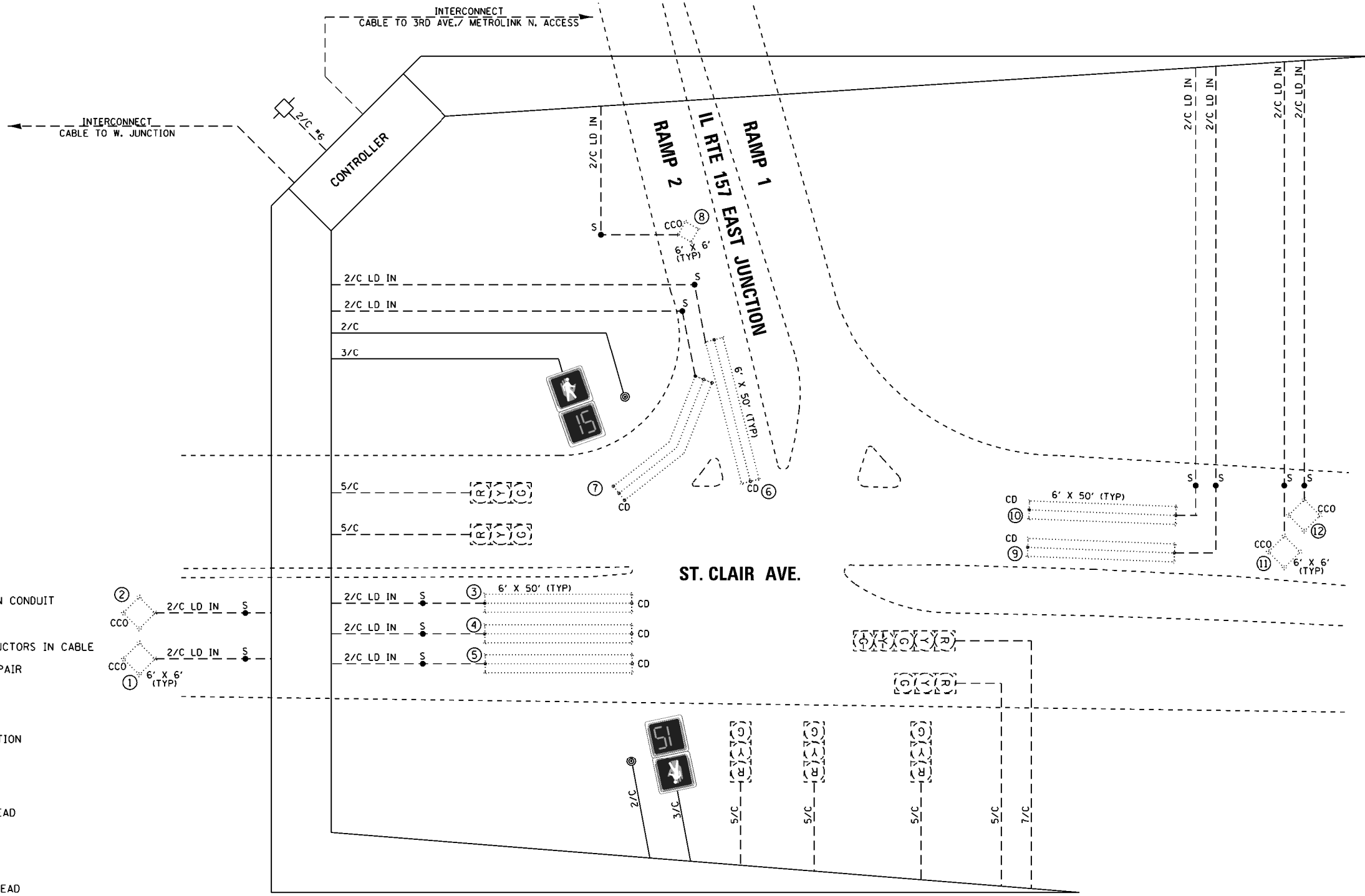
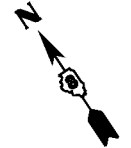
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	DRAWN - IS	REVISED -
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PLOT DATE = 03/17/2015 10:16:30	DATE - 03/2015	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL RTE 157 EAST JUNCTION RAMP AND ST. CLAIR AVE.
 CABLE DIAGRAM

SCALE: N/A SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	94
FED. ROAD DIST. NO. 8 ILLINOIS			CONTRACT NO. 76E62	



LEGEND

- ELECTRIC CABLE IN CONDUIT
- EXISTING ELECTRIC CABLE IN CONDUIT
- CABLE SPLICE
- INDICATES NUMBER OF CONDUCTORS IN CABLE
- ELECTRIC CABLE LEAD IN 1 PAIR
- CALL DELAY
- CALL CARRY OVER
- EXISTING SERVICE INSTALLATION
- EXISTING TRAFFIC SIGNAL HEAD
- PROPOSED TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL
- PROPOSED PEDESTRIAN SIGNAL WITH COUNTDOWN TIMER
- EXISTING PEDESTRIAN PUSH-BUTTON
- PROPOSED PEDESTRIAN PUSH-BUTTON
- EXISTING DETECTOR LOOP

CABLE DIAGRAM



USER NAME = #USERNAME#	DESIGNED - IS	REVISED -
	DRAWN - IS	REVISED -
PLOT SCALE = 48,0000' / in.	CHECKED - RC	REVISED -
PLOT DATE = 03/17/2015 10:20:02	DATE - 03/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RTE 157 EAST JUNCTION RAMP AND ST. CLAIR AVE.
CABLE DIAGRAM**

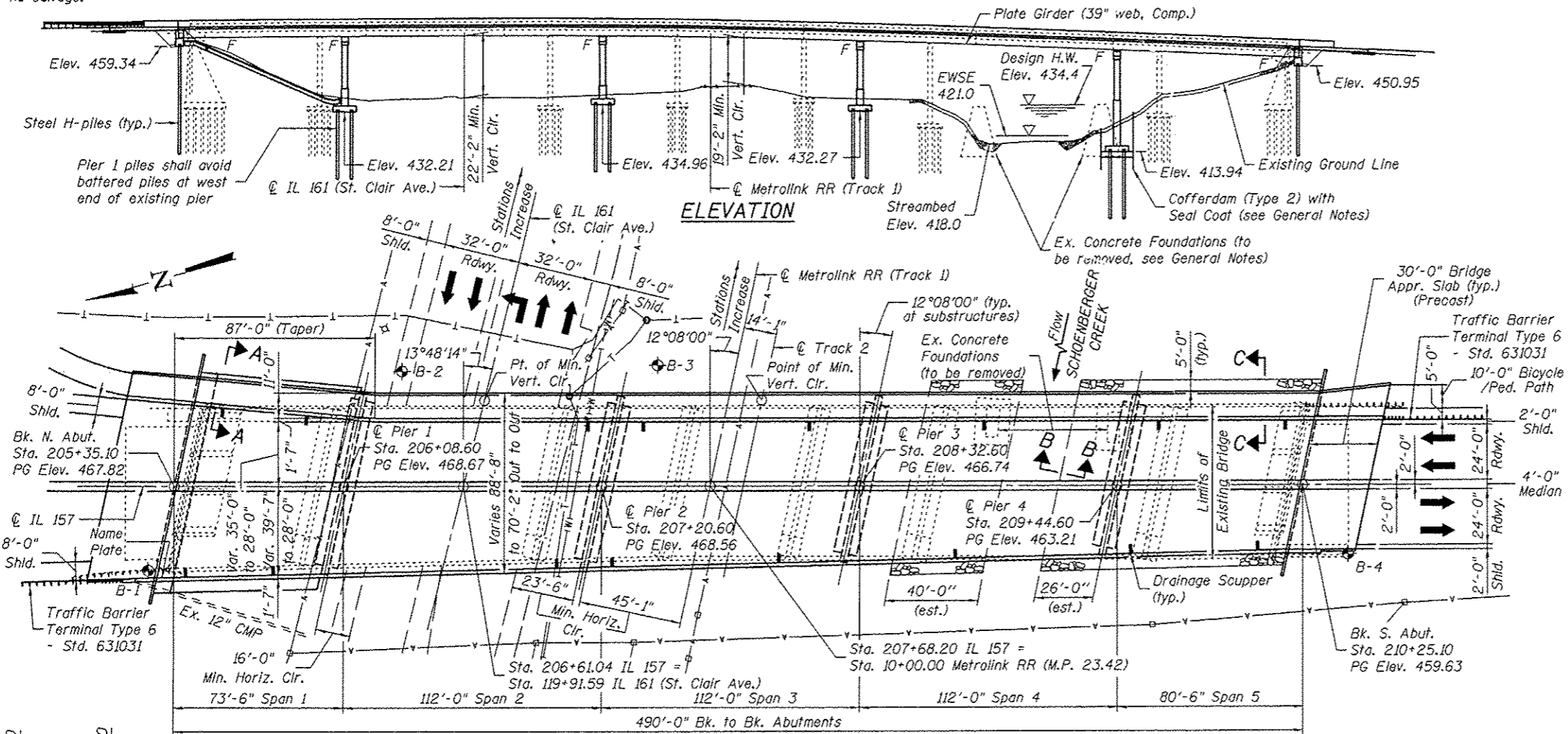
F.A.P. RTE. 592	SECTION 119-IBR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 95
FED. ROAD DIST. NO. 8 ILLINOIS			CONTRACT NO. 76E62	

SCALE: N/A SHEET NO. 3 OF 3 SHEETS STA. TO STA.

B.M. #53: Chiseled square on south end of conc. wingwall near S.E. corner of IL 157 bridge S.N. 082-0088, Elev. 458.50.

EXISTING STRUCTURE: S.N. 082-0088, originally constructed in 1935 as SBI Rte. 157 Sec. 119, steel beams with concrete deck, 7 spans, 477'-2" back-back abuts, pedestal abuts on timber piles, multi-column piers with footings on timber piles. In 1963 the bridge was widened for ramp taper. In 1987 the bridge deck was replaced and substructures repaired, out-out width varies 66'-11" to 71'-11".

Bridge to be closed and traffic detoured during construction.
No salvage.

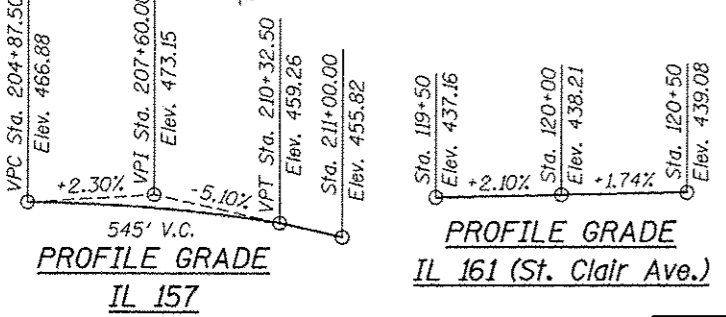


INDEX OF SHEETS

- 1 Gen Plan/Elev. Total Bill of Mat'l
- 2 General Notes and Details
- 3-8 Top of Slab Elevations
- 9-12 Superstructure Plan, Cross-Section
- 13-14 Superstructure End Diaphragms
- 15-17 Superstructure Parapets, Bill of Material
- 18-25 Precast Bridge Approach Slab
- 26 Parapet Railing (R-29)
- 27 Bridge Fence Railing, Parapet Mtd. (R-28)
- 28 Bridge Fence Railing, Parapet Mtd. (R-32)
- 29 Drainage Scupper (DS-12)
- 30-32 Framing Plan, Steel Girders & Diaphragms
- 33 Bearings
- 34-35 Abutments
- 36-39 Piers 1-4
- 40 Piles
- 41 Bar Splicer and Mechanical Splicer
- 42-46 Soil Borings

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq Yd	--	1393	1393
Filter Fabric	Sq Yd	--	1393	1393
Removal Of Existing Structures No. 1	Each	1	--	1
Protective Shield	Sq Yd	1044	--	1044
Structure Excavation	Cu Yd	--	890	890
Cofferdam Excavation	Cu Yd	--	592	592
Cofferdam (Type 2) (Location - 1)	Each	--	1	1
Concrete Structures	Cu Yd	--	939.6	939.6
Concrete Superstructure	Cu Yd	1235.3	--	1235.3
Bridge Deck Grooving	Sq Yd	3400	--	3400
Seal Coat Concrete	Cu Yd	--	104.2	104.2
Protective Coat	Sq Yd	5350	--	5350
Furnishing And Erecting Structural Steel	L Sum	1	--	1
Stud Shear Connectors	Each	16983	--	16983
Reinforcement Bars, Epoxy Coated	Pound	313490	111950	425440
Mechanical Splicers	Each	--	220	220
Bridge Fence Railing	Foot	613	--	613
Parapet Railing	Foot	543	--	543
Slope Wall 4 Inch	Sq Yd	--	782	782
Furnishing Steel Piles HP12x53	Foot	--	8916	8916
Furnishing Steel Piles HP14x89	Foot	--	1969	1969
Driving Piles	Foot	--	10885	10885
Test Pile Steel HP12x53	Each	--	2	2
Test Pile Steel HP14x89	Each	--	2	2
Name Plates	Each	1	--	1
Preformed Joint Strip Seal	Foot	169	--	169
Anchor Bolts, 1"	Each	--	42	42
Anchor Bolts, 1/4"	Each	--	82	82
Concrete Sealer	Sq Ft	--	2745	2745
Geocomposite Wall Drain	Sq Yd	--	140	140
Concrete Wearing Surface, 5"	Sq Yd	540	--	540
Precast Bridge Approach Slab	Sq Ft	4705	--	4705
Granular Backfill For Structures	Cu Yd	--	251	251
Drainage Scuppers, DS-12	Each	16	--	16
Drainage System	L Sum	1	--	1
Pipe Underdrains For Structures 4"	Foot	--	232	232



APPROVED
For Structural Adequacy Only

David Dapp
Engineer of Bridges & Structures

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

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition, with 2013 Interims

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

PRECAST UNITS
f'c = 6,000 psi

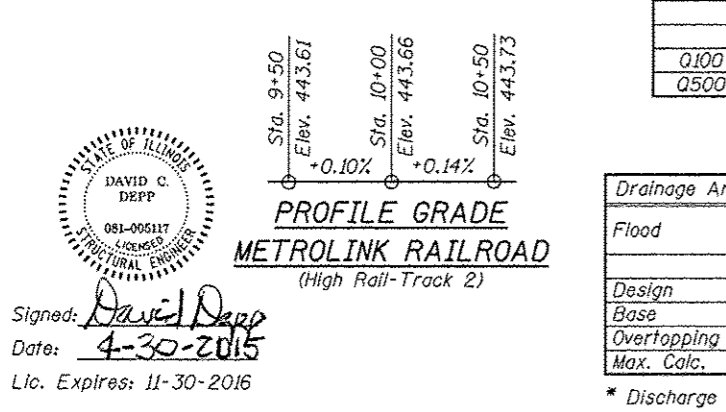
SEISMIC DATA
Seismic Performance Zone (SPZ) = 3
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.36g
Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.78g
Soil Site Class = E

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)						
	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.
Q100	459.4	432.0	435.0	432.0	414.0	450.8
Q500	459.4	432.0	435.0	432.0	413.5	450.8

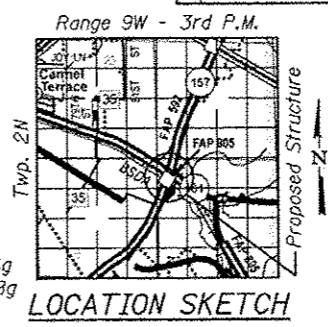
WATERWAY INFORMATION
Existing Low Grade Elevation: 458.0 @ Sta. 210+20

Drainage Area = 12.0 sq. mi. Prop. Low Grade Elevation: 458.0 @ Sta. 210+20									
Flood	Freq. Yr.	Q * C.F.S.	Opening Sq. Ft. Exist.	Prop.	Not. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Design	50	7430	701	825	434.4	1.9	0.6	436.3	435.0
Base	100	8860	803	932	435.6	2.7	0.7	438.3	436.3
Overtopping	--	--	--	--	--	--	--	--	--
Max. Calc.	500	11860	997	1129	437.7	4.6	0.8	442.3	438.5



STATION 206+61.04 BUILT 20__ BY STATE OF ILLINOIS F.A.P. RTE. 592 SEC. 119-1BR-1 LOADING HL-93 STR. NO. 082-0399 NAME PLATE See Std. 515001

STATION 206+61.04 BUILT 20__ BY STATE OF ILLINOIS F.A.P. RTE. 592 SEC. 119-1BR-1 LOADING HL-93 STR. NO. 082-0399 NAME PLATE See Std. 515001



GENERAL PLAN & ELEVATION
IL 157 OVER ST. CLAIR AVE.,
METROLINK RR & SCHOENBERGER CREEK
F.A.P. RTE. 592 SEC. 119-1BR-1
ST. CLAIR COUNTY
STATION 206+61.04
STRUCTURE NO. 082-0399

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 1,020,440 lbs. (M270 Gr. 50 ksi) and 76,190 lbs. (M270 Gr. 36 ksi).

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of Pier 1 (all exposed surfaces).

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Organic Zinc Rich Primer/Epoxy/Urethane paint system shall be used for painting of new structural steel except where otherwise noted. For Span 3 (between Piers 2 and 3), the entire system shall be shop applied, with the exception of the masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. For Spans 1-2 and 4-5, the E/U coats shall be field applied. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Cofferdam Seal Coat thickness design (3'-0" min.) is based on the Cofferdam Design Water Elevation of 424.0 (3 feet higher than EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

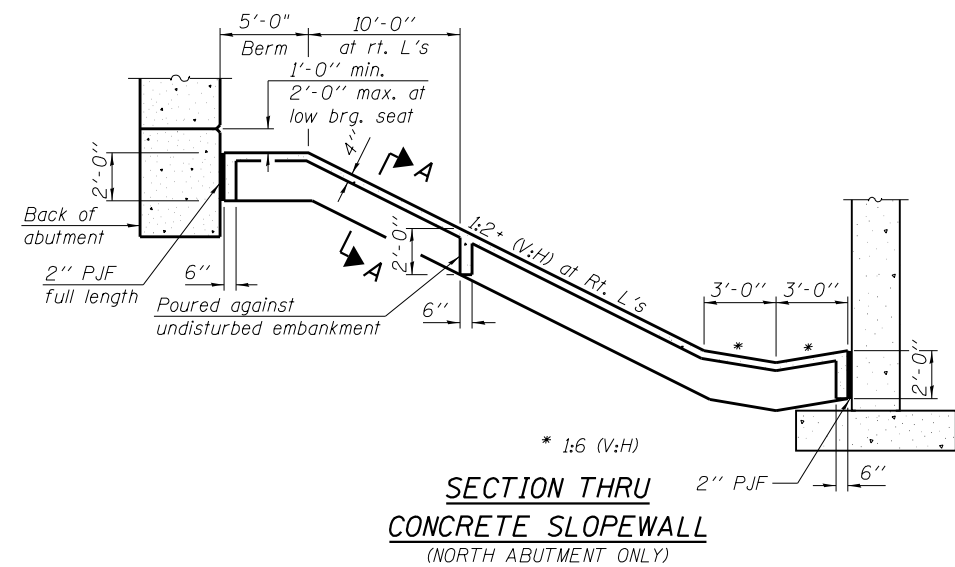
Protective Shield shall be provided for the full width of the bridge deck, over the St. Clair Ave. roadway from out-to-out of shoulders, and over the Metrolink RR within 12 feet of the track centerlines.

Stay-in-place forms are required for deck slab construction in all spans (1-5). See Special Provisions for "Stay-in-Place Metal Forms".

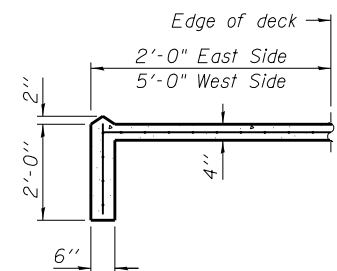
Slipforming of the parapets is not allowed.

The Contractor shall take special caution when constructing the Pier 2 footing and piles, to avoid damage to the adjacent water line.

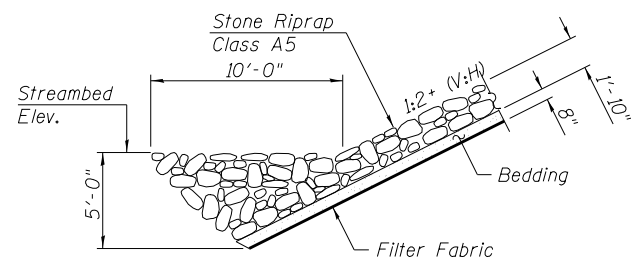
The two Existing Mass Concrete Foundations located on the creek banks shall be completely removed (not just 2 ft below ground). The foundation limits shown on the general plan are approximate, and the actual horizontal and vertical limits of the underground portions are unknown (no original plans available). This removal is not included in a bid item, but shall be paid for according to Article 104.02 of the Standard Specifications. It is assumed that the mass foundation will be removed prior to constructing the Cofferdam at Pier 4.



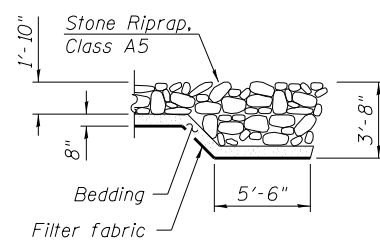
SECTION THRU CONCRETE SLOPEWALL
(NORTH ABUTMENT ONLY)



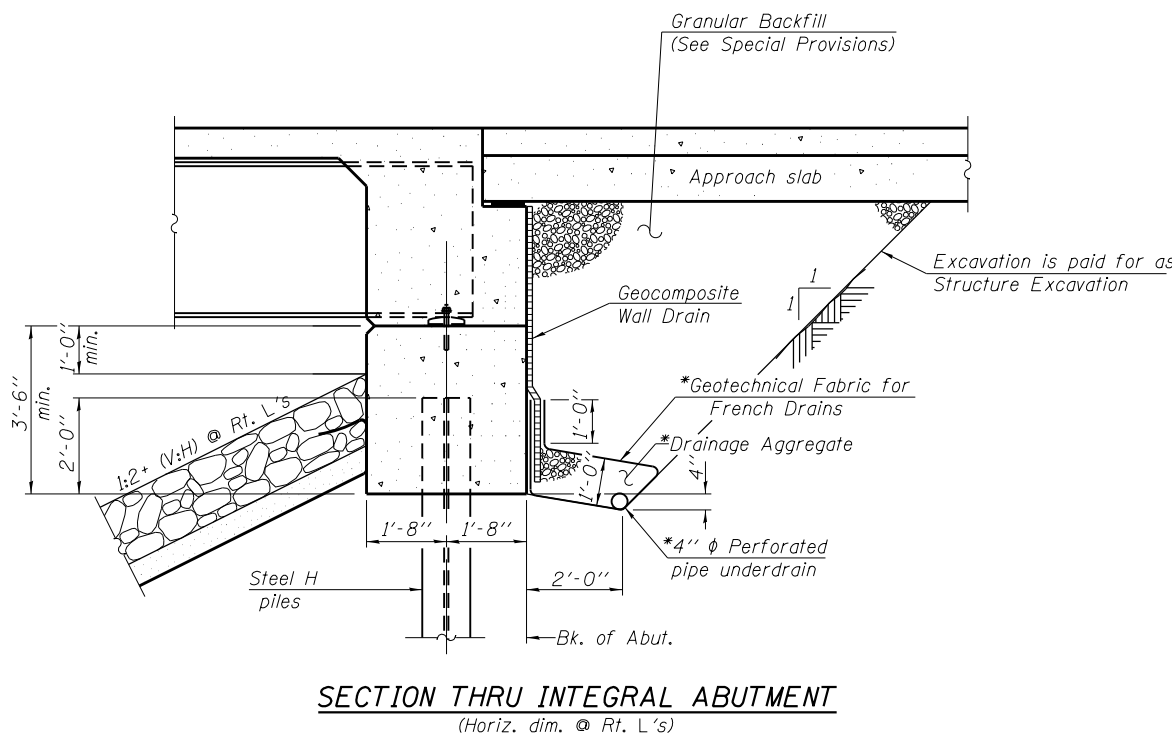
SECTION A-A



SECTION B-B



SECTION C-C



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.
(See Special Provisions)

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).

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SAVE DATE: 3/18/2015

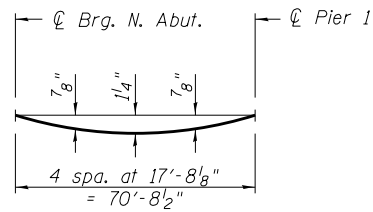
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	PLOT DATE = 03/18/2015 17:28:35	CHECKED - DCD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND DETAILS
STRUCTURE NO. 082-0399

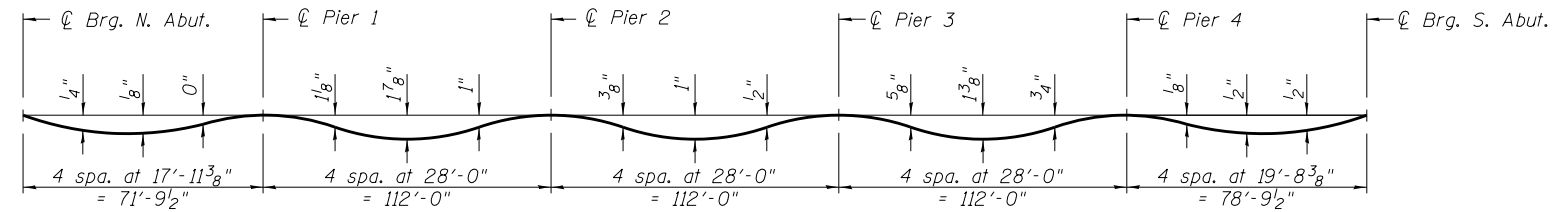
SHEET NO. 2 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	97
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**DEAD LOAD DEFLECTION
DIAGRAM - BEAM 1A**

(Includes weight of concrete only.)

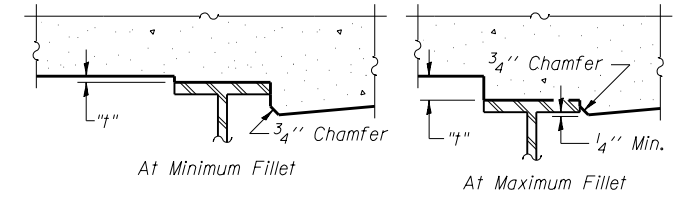


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

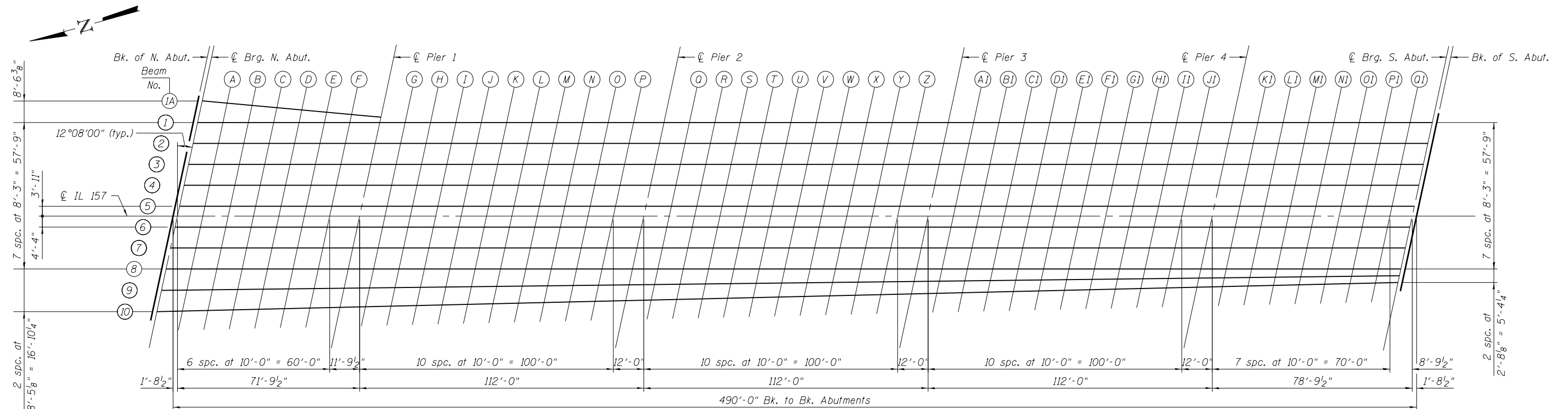
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4-7 of 46.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4-7 of 46, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

FILE: J:_DDV\10227_IL157_St_Clar_Ave_Pn2\1-SN0820399-0820399-76E62-003-slabelev.dgn

SAVE DATE: 3/18/2015

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	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 18:00:4	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 082-0399**

SHEET NO. 3 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	98
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

BEAM 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+44.90	-45.60	467.33	467.33
⊙ Brg. N. Abut.	205+46.58	-45.45	467.35	467.35
A	205+56.38	-44.56	467.51	467.55
B	205+66.19	-43.66	467.65	467.73
C	205+76.00	-42.77	467.77	467.88
D	205+85.81	-41.88	467.89	467.99
E	205+95.62	-40.99	467.99	468.08
F	206+05.43	-40.09	468.08	468.13
⊙ Pier 1	206+16.99	-39.04	468.17	468.17

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+43.04	-36.92	467.43	467.43
⊙ Brg. N. Abut.	205+44.74	-36.92	467.45	467.45
A	205+54.74	-36.92	467.60	467.61
B	205+64.74	-36.92	467.73	467.75
C	205+74.74	-36.92	467.85	467.87
D	205+84.74	-36.92	467.95	467.96
E	205+94.74	-36.92	468.04	468.04
F	206+04.74	-36.92	468.12	468.12
⊙ Pier 1	206+16.54	-36.92	468.20	468.20
G	206+26.54	-36.92	468.24	468.27
H	206+36.54	-36.92	468.28	468.34
I	206+46.54	-36.92	468.30	468.40
J	206+56.54	-36.92	468.31	468.44
K	206+66.54	-36.92	468.30	468.45
L	206+76.54	-36.92	468.28	468.43
M	206+86.54	-36.92	468.25	468.38
N	206+96.54	-36.92	468.20	468.30
O	207+06.54	-36.92	468.14	468.20
P	207+16.54	-36.92	468.07	468.09
⊙ Pier 2	207+28.54	-36.92	467.96	467.96
Q	207+38.54	-36.92	467.86	467.86
R	207+48.54	-36.92	467.74	467.75
S	207+58.54	-36.92	467.61	467.64
T	207+68.54	-36.92	467.46	467.52
U	207+78.54	-36.92	467.30	467.38
V	207+88.54	-36.92	467.13	467.21
W	207+98.54	-36.92	466.95	467.02
X	208+08.54	-36.92	466.75	466.80
Y	208+18.54	-36.92	466.53	466.57
Z	208+28.54	-36.92	466.31	466.32
⊙ Pier 3	208+40.54	-36.92	466.02	466.02
A1	208+50.54	-36.92	465.76	465.77
B1	208+60.54	-36.92	465.49	465.53
C1	208+70.54	-36.92	465.21	465.27
D1	208+80.54	-36.92	464.91	465.00
E1	208+90.54	-36.92	464.60	464.71
F1	209+00.54	-36.92	464.28	464.39
G1	209+10.54	-36.92	463.94	464.04
H1	209+20.54	-36.92	463.59	463.67
I1	209+30.54	-36.92	463.23	463.27
J1	209+40.54	-36.92	462.85	462.87
⊙ Pier 4	209+52.54	-36.92	462.38	462.38
K1	209+62.54	-36.92	461.97	461.97
L1	209+72.54	-36.92	461.55	461.56
M1	209+82.54	-36.92	461.11	461.14
N1	209+92.54	-36.92	460.66	460.71
O1	210+02.54	-36.92	460.20	460.25
P1	210+12.54	-36.92	459.72	459.77
Q1	210+22.54	-36.92	459.23	459.26
⊙ Brg. S. Abut.	210+31.33	-36.92	458.79	458.79
Bk. S. Abut.	210+33.04	-36.92	458.71	458.71

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+41.26	-28.67	467.52	467.52
⊙ Brg. N. Abut.	205+42.97	-28.67	467.55	467.55
A	205+52.97	-28.67	467.70	467.71
B	205+62.97	-28.67	467.83	467.85
C	205+72.97	-28.67	467.95	467.97
D	205+82.97	-28.67	468.06	468.07
E	205+92.97	-28.67	468.15	468.15
F	206+02.97	-28.67	468.23	468.23
⊙ Pier 1	206+14.76	-28.67	468.31	468.31
G	206+24.76	-28.67	468.36	468.39
H	206+34.76	-28.67	468.40	468.46
I	206+44.76	-28.67	468.42	468.52
J	206+54.76	-28.67	468.43	468.56
K	206+64.76	-28.67	468.43	468.57
L	206+74.76	-28.67	468.41	468.56
M	206+84.76	-28.67	468.38	468.51
N	206+94.76	-28.67	468.33	468.43
O	207+04.76	-28.67	468.28	468.34
P	207+14.76	-28.67	468.20	468.23
⊙ Pier 2	207+26.76	-28.67	468.10	468.10
Q	207+36.76	-28.67	468.00	468.00
R	207+46.76	-28.67	467.88	467.90
S	207+56.76	-28.67	467.75	467.79
T	207+66.76	-28.67	467.61	467.67
U	207+76.76	-28.67	467.46	467.53
V	207+86.76	-28.67	467.29	467.37
W	207+96.76	-28.67	467.10	467.18
X	208+06.76	-28.67	466.91	466.96
Y	208+16.76	-28.67	466.70	466.73
Z	208+26.76	-28.67	466.47	466.48
⊙ Pier 3	208+38.76	-28.67	466.19	466.19
A1	208+48.76	-28.67	465.93	465.94
B1	208+58.76	-28.67	465.67	465.70
C1	208+68.76	-28.67	465.39	465.45
D1	208+78.76	-28.67	465.09	465.18
E1	208+88.76	-28.67	464.78	464.89
F1	208+98.76	-28.67	464.46	464.57
G1	209+08.76	-28.67	464.13	464.22
H1	209+18.76	-28.67	463.78	463.85
I1	209+28.76	-28.67	463.42	463.46
J1	209+38.76	-28.67	463.04	463.06
⊙ Pier 4	209+50.76	-28.67	462.57	462.57
K1	209+60.76	-28.67	462.16	462.17
L1	209+70.76	-28.67	461.75	461.76
M1	209+80.76	-28.67	461.31	461.35
N1	209+90.76	-28.67	460.87	460.91
O1	210+00.76	-28.67	460.41	460.46
P1	210+10.76	-28.67	459.93	459.98
Q1	210+20.76	-28.67	459.45	459.47
⊙ Brg. S. Abut.	210+29.56	-28.67	459.01	459.01
Bk. S. Abut.	210+31.26	-28.67	458.92	458.92

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PLOT DATE = 03/18/2015 16:49:45	CHECKED - DCD	REVISED -		ILLINOIS FED. AID PROJECT							

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+39.49	-20.42	467.62	467.62
☉ Brg. N. Abut.	205+41.19	-20.42	467.65	467.65
A	205+51.19	-20.42	467.80	467.81
B	205+61.19	-20.42	467.93	467.95
C	205+71.19	-20.42	468.06	468.07
D	205+81.19	-20.42	468.17	468.17
E	205+91.19	-20.42	468.26	468.26
F	206+01.19	-20.42	468.34	468.34
☉ Pier 1	206+12.99	-20.42	468.42	468.42
G	206+22.99	-20.42	468.48	468.50
H	206+32.99	-20.42	468.52	468.58
I	206+42.99	-20.42	468.54	468.64
J	206+52.99	-20.42	468.55	468.68
K	206+62.99	-20.42	468.55	468.70
L	206+72.99	-20.42	468.54	468.68
M	206+82.99	-20.42	468.51	468.64
N	206+92.99	-20.42	468.47	468.57
O	207+02.99	-20.42	468.41	468.47
P	207+12.99	-20.42	468.34	468.37
☉ Pier 2	207+24.99	-20.42	468.24	468.24
Q	207+34.99	-20.42	468.14	468.14
R	207+44.99	-20.42	468.03	468.04
S	207+54.99	-20.42	467.90	467.94
T	207+64.99	-20.42	467.76	467.82
U	207+74.99	-20.42	467.61	467.68
V	207+84.99	-20.42	467.44	467.52
W	207+94.99	-20.42	467.26	467.34
X	208+04.99	-20.42	467.07	467.12
Y	208+14.99	-20.42	466.86	466.89
Z	208+24.99	-20.42	466.64	466.65
☉ Pier 3	208+36.99	-20.42	466.35	466.35
A1	208+46.99	-20.42	466.10	466.11
B1	208+56.99	-20.42	465.84	465.87
C1	208+66.99	-20.42	465.56	465.62
D1	208+76.99	-20.42	465.27	465.36
E1	208+86.99	-20.42	464.96	465.07
F1	208+96.99	-20.42	464.64	464.75
G1	209+06.99	-20.42	464.31	464.41
H1	209+16.99	-20.42	463.96	464.04
I1	209+26.99	-20.42	463.60	463.65
J1	209+36.99	-20.42	463.23	463.25
☉ Pier 4	209+48.99	-20.42	462.76	462.76
K1	209+58.99	-20.42	462.36	462.36
L1	209+68.99	-20.42	461.94	461.96
M1	209+78.99	-20.42	461.51	461.55
N1	209+88.99	-20.42	461.07	461.12
O1	209+98.99	-20.42	460.61	460.66
P1	210+08.99	-20.42	460.14	460.18
Q1	210+18.99	-20.42	459.66	459.68
☉ Brg. S. Abut.	210+27.78	-20.42	459.22	459.22
Bk. S. Abut.	210+29.49	-20.42	459.13	459.13

BEAM 4


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+37.72	-12.17	467.71	467.71
☉ Brg. N. Abut.	205+39.42	-12.17	467.74	467.74
A	205+49.42	-12.17	467.89	467.91
B	205+59.42	-12.17	468.03	468.05
C	205+69.42	-12.17	468.16	468.18
D	205+79.42	-12.17	468.27	468.28
E	205+89.42	-12.17	468.37	468.37
F	205+99.42	-12.17	468.45	468.45
☉ Pier 1	206+11.22	-12.17	468.54	468.54
G	206+21.22	-12.17	468.59	468.62
H	206+31.22	-12.17	468.63	468.69
I	206+41.22	-12.17	468.66	468.76
J	206+51.22	-12.17	468.68	468.80
K	206+61.22	-12.17	468.68	468.82
L	206+71.22	-12.17	468.66	468.81
M	206+81.22	-12.17	468.64	468.77
N	206+91.22	-12.17	468.60	468.70
O	207+01.22	-12.17	468.55	468.61
P	207+11.22	-12.17	468.48	468.50
☉ Pier 2	207+23.22	-12.17	468.38	468.38
Q	207+33.22	-12.17	468.28	468.28
R	207+43.22	-12.17	468.17	468.19
S	207+53.22	-12.17	468.05	468.09
T	207+63.22	-12.17	467.91	467.97
U	207+73.22	-12.17	467.76	467.84
V	207+83.22	-12.17	467.60	467.68
W	207+93.22	-12.17	467.42	467.49
X	208+03.22	-12.17	467.23	467.28
Y	208+13.22	-12.17	467.02	467.05
Z	208+23.22	-12.17	466.80	466.81
☉ Pier 3	208+35.22	-12.17	466.52	466.52
A1	208+45.22	-12.17	466.27	466.28
B1	208+55.22	-12.17	466.01	466.04
C1	208+65.22	-12.17	465.73	465.80
D1	208+75.22	-12.17	465.44	465.53
E1	208+85.22	-12.17	465.14	465.25
F1	208+95.22	-12.17	464.82	464.93
G1	209+05.22	-12.17	464.49	464.59
H1	209+15.22	-12.17	464.15	464.23
I1	209+25.22	-12.17	463.79	463.84
J1	209+35.22	-12.17	463.42	463.44
☉ Pier 4	209+47.22	-12.17	462.96	462.96
K1	209+57.22	-12.17	462.56	462.56
L1	209+67.22	-12.17	462.14	462.16
M1	209+77.22	-12.17	461.72	461.75
N1	209+87.22	-12.17	461.27	461.32
O1	209+97.22	-12.17	460.82	460.87
P1	210+07.22	-12.17	460.35	460.39
Q1	210+17.22	-12.17	459.87	459.89
☉ Brg. S. Abut.	210+26.01	-12.17	459.43	459.43
Bk. S. Abut.	210+27.72	-12.17	459.35	459.35

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+35.94	-3.92	467.81	467.81
☉ Brg. N. Abut.	205+37.65	-3.92	467.84	467.84
A	205+47.65	-3.92	467.99	468.00
B	205+57.65	-3.92	468.13	468.15
C	205+67.65	-3.92	468.26	468.28
D	205+77.65	-3.92	468.38	468.38
E	205+87.65	-3.92	468.48	468.47
F	205+97.65	-3.92	468.56	468.56
☉ Pier 1	206+09.44	-3.92	468.65	468.65
G	206+19.44	-3.92	468.71	468.73
H	206+29.44	-3.92	468.75	468.81
I	206+39.44	-3.92	468.78	468.88
J	206+49.44	-3.92	468.80	468.93
K	206+59.44	-3.92	468.80	468.95
L	206+69.44	-3.92	468.79	468.94
M	206+79.44	-3.92	468.77	468.90
N	206+89.44	-3.92	468.73	468.83
O	206+99.44	-3.92	468.68	468.74
P	207+09.44	-3.92	468.61	468.64
☉ Pier 2	207+21.44	-3.92	468.52	468.52
Q	207+31.44	-3.92	468.43	468.43
R	207+41.44	-3.92	468.32	468.33
S	207+51.44	-3.92	468.20	468.23
T	207+61.44	-3.92	468.06	468.12
U	207+71.44	-3.92	467.91	467.99
V	207+81.44	-3.92	467.75	467.83
W	207+91.44	-3.92	467.57	467.65
X	208+01.44	-3.92	467.38	467.44
Y	208+11.44	-3.92	467.18	467.21
Z	208+21.44	-3.92	466.97	466.98
☉ Pier 3	208+33.44	-3.92	466.69	466.69
A1	208+43.44	-3.92	466.44	466.45
B1	208+53.44	-3.92	466.18	466.22
C1	208+63.44	-3.92	465.91	465.97
D1	208+73.44	-3.92	465.62	465.71
E1	208+83.44	-3.92	465.32	465.42
F1	208+93.44	-3.92	465.01	465.11
G1	209+03.44	-3.92	464.68	464.78
H1	209+13.44	-3.92	464.34	464.41
I1	209+23.44	-3.92	463.98	464.03
J1	209+33.44	-3.92	463.61	463.63
☉ Pier 4	209+45.44	-3.92	463.15	463.15
K1	209+55.44	-3.92	462.75	462.76
L1	209+65.44	-3.92	462.34	462.36
M1	209+75.44	-3.92	461.92	461.95
N1	209+85.44	-3.92	461.48	461.52
O1	209+95.44	-3.92	461.02	461.08
P1	210+05.44	-3.92	460.56	460.60
Q1	210+15.44	-3.92	460.08	460.10
☉ Brg. S. Abut.	210+24.24	-3.92	459.64	459.64
Bk. S. Abut.	210+25.94	-3.92	459.56	459.56

FILE: \\A:\DO\10227_IL157_51_Claire_Ave_Pn2N1-SN0820399-0820399-76E62-003-slabelev.dgn

SAVE DATE: 3/18/2015

FILE NAME =	USER NAME = DCD	DESIGNED - DCD	REVISED -
...\\0820399-76E62-003-slabelev.dgn		CHECKED - PNW	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:49:45	CHECKED - DCD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 082-0399

SHEET NO. 5 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	100
	STA. 206+61.04		CONTRACT NO. 76E62	
ILLINOIS FED. AID PROJECT				