7-30-10 LETTING ITEM 115

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 76C44		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP ROUTE 998 (I–70) RELOCATED
SECTION 82–2–1HVB
PROJECT: PNRS-0998(001)
ST. CLAIR COUNTY
C–98–022–10
PROPOSED I–70 CURVED BRIDGE OVER NS, TRRA, MCT & INDUSTRIAL DRIVE AND PROPOSED MSE RETAINING WALL

FOR INDEX OF SHEETS, SEE SHEET NO. 2

LIST OF STRUCTURAL WORK

I–70 OVER NS, TRRA, MCT, AND INDUSTRIAL DRIVE
STATION 134+22.00
STRUCTURE NO. 082–0318 (EB) PROPOSED I–70 BRIDGE
STRUCTURE NO. 082–0319 (WB) PROPOSED I–70 BRIDGE
LENGTH 1,285'
STRUCTURE NO. 082–W234 PROPOSED MSE WALL
CONSTRUCTED IN THIS CONTRACT

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

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

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

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

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

PROJECT LOCATED IN: FAIRMONT CITY, ILLINOIS

PLANS 1"=50'
PROFILES 1"=5'
X-SECTIONS 1"=10' H
1"=5' V

0 10' 20' 30' 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

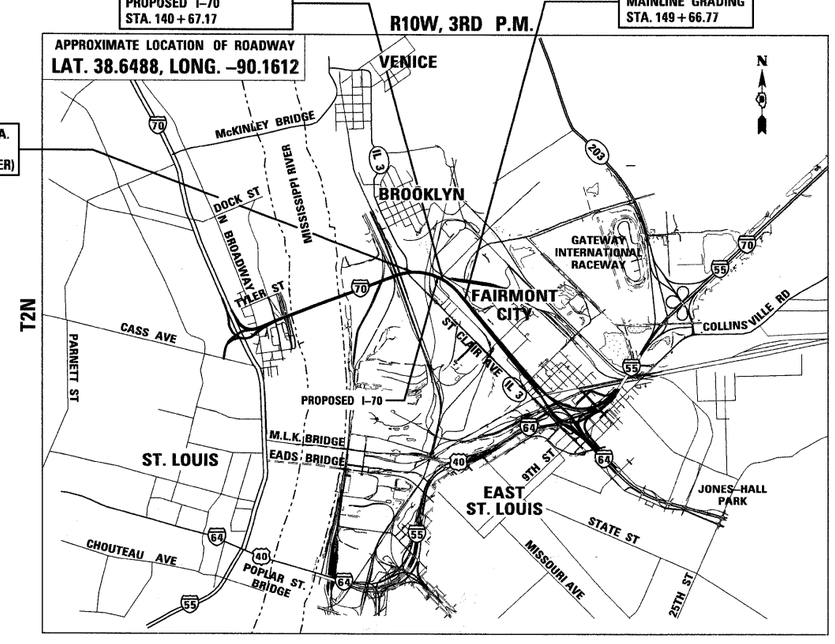
PROJECT ENGINEER : MICHAEL D. PRITCHETT (618) 346–3180
PROJECT MANAGER : JANE CHASTAIN MERCER (618) 346–3206

CONTRACT NO. 76C44

BACK OF EAST ABUTMENT PROPOSED I–70 STA. 140+67.17

PROJECT LIMITS PROPOSED I–70 MAINLINE GRADING STA. 149+66.77

PROJECT LIMITS PROPOSED I–70 STA. 127+81.00 (SEE STRUCTURAL WORK DESCRIPTION IN UPPER LEFT CORNER)



0 1 MI 2 MI 3 MI
SCALE

CANTEEN TOWNSHIP

GROSS LENGTH OF PROJECT: 0.244 MI (1,286.17')

NET LENGTH OF PROJECT: 0.244 MI (1,286.17')

D–98–059–08

LOCATION OF SECTION INDICATED THUS: –

BRADON T. DANLEY
EXPIRES: 11/30/2010
DATE : 3/11/10
FOR SHEETS : 78, 111-235

ROBERT J. STERN
040104
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ROBERT J. STERN
EXPIRES: 11/30/11
DATE : 3/10/10
FOR SHEETS : 1-77, 79-80, 100-110, 236-285

TENG

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 18 20 10
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
June 25 20 10
Scott E. Stitt, P.E. /sa
acting ENGINEER OF DESIGN AND ENVIRONMENT
June 25 20 10
Christine M. Reed /sa
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDICATES PAYMENT INCLUDED IN COST OF ANOTHER ITEM.

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001006		DECIMAL OF AN INCH AND OF A FOOT
280001	-05	TEMPORARY EROSION CONTROL SYSTEMS
515001	-03	NAME PLATE FOR BRIDGES
542101	-02	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" - 36" IN DIA AT RT ANGLE WITH ROADWAY
542106	-02	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 42" - 60" IN DIA AT RT ANGLE WITH ROADWAY
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602601	-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
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666001	-01	RIGHT OF WAY MARKERS
701001	-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006	-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
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GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48 - HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
   - • AmerenCIPS - ELECTRIC
   - • AmerenIP - GAS
   - • AT&T ILLINOIS - COMMUNICATIONS
   - • ILLINOIS AMERICAN WATER COMPANY - WATER
   - • QWEST SOLUTIONS CENTER - COMMUNICATIONS

   ST. LOUIS NATIONAL STOCKYARDS - WATER
   METRO EAST SANITARY DISTRICT - COMBINED SEWER

   MEMBERS OF J.U.L.I.E. (800-892-0123) AREA INDICATED BY AN •. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE SPECIAL PROVISIONS FOR POTENTIAL UTILITY CONFLICTS.
3. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT THERE ARE WATER MAINS MAINTAINED BY THE ILLINOIS AMERICAN WATER COMPANY (IAWC) AND/OR PRIVATE OWNERS WITHIN THE R.O.W. THE CONTRACTOR SHALL LOCATE THE WATER MAIN LOCATIONS IN CONJUNCTION WITH IAWC AND/OR PRIVATE OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION IN THESE AREAS.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/ HER OWN EXPENSE.
7. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE EAST ST. LOUIS AND THE FAIRMONT CITY FIRE AND POLICE DEPARTMENTS, AND MESD 14 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER TO REVIEW AND COORDINATE THE CONSTRUCTION SCHEDULE.
   EAST ST. LOUIS FIRE DEPT. CHIEF THOMAS GRIMMETT (618) 482-6875.
   EAST ST. LOUIS POLICE DEPT. CHIEF LENZIE STEWART (618) 482-6740 OR 482-6700.
   FAIRMONT CITY: FIRE AND POLICE DEPARTMENT: SCOTT PENNY (618) 274-4504 EXT. 2.
   METRO EAST SANITARY DISTRICT (MESD): BOB SHIPLEY - (618) 452-9400
9. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE STATE ARCHAEOLOGICAL ENGINEER - JOSEPH M. GALLOY, Ph.D., RPA (618) 251-3922 - 14 WORKING DAYS PRIOR TO START OF ANY PAVEMENT OR FOUNDATION REMOVAL, OR INITIATION OF EARTH EXCAVATION.
10. REMOVAL OF ANY EXISTING CURB AND GUTTER EMBEDDED IN BITUMINOUS PAVEMENT OR SHOULDER SHALL NOT BE MEASURED FOR REMOVAL, BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT REMOVAL ITEM.
11. THE EXISTING TOPOGRAPHY SHOWN ON THE PLANS REFLECTS THE FINAL CONDITION AFTER THE COMPLETION OF CONTRACTS 76C39, 76C40, 76C68 AND 76C69 AND DOES NOT NECESSARILY REFLECT CURRENT FIELD CONDITIONS.
12. IF ANY UNSUITABLE MATERIAL (OTHER THAN REGULATED SUBSTANCES) IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE UNSUITABLE MATERIAL AND REPLACE IT WITH A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER. WORK SHALL BE IN ACCORDANCE WITH ARTICLES 202.02 AND 202.08 OF THE STANDARD SPECIFICATIONS.
13. SUITABLE SURPLUS TOPSOIL AND EARTH EXCAVATION MAY BE STOCKPILED SEPARATELY AND NOT REMOVED FROM THE PROJECT LIMITS. THE STOCKPILE LOCATIONS SHALL BE DETERMINED PRIOR TO THE PRE-CONSTRUCTION MEETING BETWEEN THE ENGINEER AND THE CONTRACTOR. THE STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER FOR EROSION CONTROL. THE STOCKPILES SHALL NOT BE PLACED ON NATURAL DRAINAGEWAYS, OR WITHIN 50' OF THE I-70 CENTERLINE OR WITHIN 50' OF THE OUTER CAHOKIA CANAL CULVERT BOX SIDE WALLS. A POTENTIAL STOCKPILE LOCATION IS SHOWN ON SHEET 34. THE FINAL STOCKPILE LOCATIONS MUST BE APPROVED BY THE ENGINEER.
14. RIGHT OF WAY MARKERS SHALL BE SET SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. RIGHT OF WAY CORNERS ARE MARKED BY A 5/8" IRON ROD WITH IDOT ALUMINUM CAP AND SHALL NOT BE REMOVED OR DAMAGED WHEN SETTING THE RIGHT OF WAY MARKERS.
15. PAVEMENT MARKING FOR THE I-70 BRIDGE AND PAVEMENT SHALL BE DONE BY OTHERS IN A SEPARATE CONTRACT.
16. A PROPOSED PROTECTIVE SLAB WILL BE CONSTRUCTED BY OTHERS OVER THE THE IAWC 48" WATERMAIN NEAR EXISTING ST. CLAIR AND I-70 STATION 129+50. THE 24" WATERMAIN NEAR 130+00 WILL BE RELOCATED BY OTHERS AS INDICATED IN THE PLANS.
17. ABBREVIATIONS: T.E. = TEMPORARY EASEMENT, P.E. = PERMANENT EASEMENT.
18. THE PROPOSED ACCESS ROADS: 4, 5, 5A AND 6, SHALL BE INSPECTED AT THE COMPLETION OF CONSTRUCTION, AND SHALL CONFORM TO THE PLANS AND STANDARD SPECIFICATIONS.

18\. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT PLANS TO BOTH: NORFOLK SOUTHERN (NS) AND TERMINAL RAILROAD (TRRA) REGARDING ACCESS TO THE SITE, CRANE PLACEMENT, AND CONSTRUCTION ACTIVITIES; ESPECIALLY AS IT APPLIES TO EXISTING AT-GRADE CROSSINGS AND THE PROPOSED AT-GRADE CROSSING OF ACCESS ROAD 5A AND THE NS PACKERS SPUR.

GENERAL NOTES (CONTINUED)

19. THE CONTRACTOR SHALL BE AWARE OF THE LIMITED GROUND CLEARANCE AT THE NS PACKERS SPUR/ACCESS ROAD 5A AT-GRADE R.R. CROSSING.
20. THE "ONE CALL" SERVICES WILL NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROADS REPRESENTATIVE 2 DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

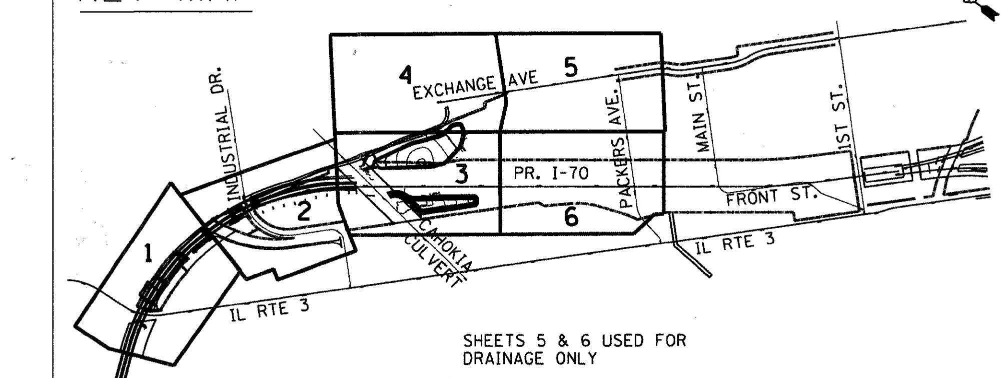
    THE CONTRACTOR SHALL CONTACT JAMES KAZMIERCZAK OF NORFOLK SOUTHERN AT (404) 529-1256 TO REQUEST THIS SERVICE.

    THE CONTRACTOR SHALL CONTACT BRUCE RENO OF TERMINAL RAILROAD AT (618) 451-8427 TO REQUEST THIS SERVICE.
21. NS TRACK FORCES WILL REHABILITATE THE PACKERS SPUR IN THE VICINITY OF THE CROSSING FOR ACCESS ROAD 5A, AND WILL INSTALL THE CROSSING SURFACE AND ASPHALT SURFACING UP TO 13' FROM THE CROSSING. NS FORCES WILL ALSO INSTALL TWO PRIVATE CROSSINGS AND STOP SIGNS. THE CONTRACTOR SHALL ENSURE THAT THE AREA AROUND THE CROSSING IS GRADED TO PROVIDE DRAINAGE AWAY FROM THE CROSSING AREA.
22. THE CONTRACTOR SHALL ONLY CLOSE ONE CELL OF THE CAHOKIA CANAL CULVERT AT ANY GIVEN TIME AS REQUIRED. SEE SPECIAL PROVISIONS FOR MESD COORDINATION INFORMATION.
23. THE CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING NEAR ANY RAILROAD LINE. THE DETAIL SHOWN ON SHEET 108 SHALL BE THE MINIMUM REQUIREMENTS FOR EXCAVATION IN THE VICINITY OF ANY RAILROAD.
24. IF THE CONTRACTOR ENCOUNTERS PREVIOUSLY UNIDENTIFIED UTILITIES DURING EXCAVATION, THE CONTRACTOR SHALL FIRST DETERMINE IF THE UTILITY IS ABANDONED. IF THE UTILITY IS ABANDONED, THE ENGINEER SHALL DIRECT THE CONTRACTOR TO REMOVE THE ENTIRE UTILITY WITHIN THE RIGHT OF WAY, OR THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS AND DISPOSE OF THE REMOVED UTILITY OUTSIDE OF THE STATE RIGHT OF WAY. THIS WORK SHALL BE PAID FOR PER ARTICLE 109.04.
25. EXISTING STRUCTURES AND SEWERS FOR REMOVAL WITHIN THE PROPOSED RIGHT OF WAY HAVE BEEN IDENTIFIED ON THE CONTRACT PLANS. ANY UNIDENTIFIED ABANDONED SEWER ENCOUNTERED UNDER PROPOSED EMBANKMENT SHALL BE REMOVED BY THE CONTRACTOR AND BACKFILLED PER THE SPECIAL PROVISION FOR "REMOVAL OF UNIDENTIFED UTILITIES". THIS WORK SHALL BE PAID IN ACCORDANCE TO THE CONTRACT UNIT PRICES FOR THE REMOVAL ITEMS.
26. ANY SEWER OR STRUCTURE REMOVAL WHICH REQUIRES ABANDONMENT OF A PORTION OF EXISTING SEWER OR WATER MAIN, OR RESULTS IN A HOLE IN AN EXISTING STRUTURE, WILL REQUIRE THE REMAINING SEWER, WATER MAIN OR STRUCTURE TO BE SECURELY SEALED WITH CLASS SI CONCRETE OR BRICK AND MORTAR PER ARTICLE 605.04 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUTURE REMOVAL ITEM.

COMMITMENTS

1. ANY WATER WELLS FOUND DURING CONSTRUCTION WILL BE SEALED ACCORDING TO IEPA TO PREVENT GROUNDWATER POLLUTION FROM CONSTRUCTION AND FROM FUTURE ROADWAY MAINTENANCE. THIS WORK SHALL BE PAID FOR AS FORCE ACCOUNT. FORMS FOR SEALING WATER WELLS CAN BE OBTAINED FROM THE ENGINEER.
2. THE TREE REMOVALS WILL BE MITIGATED IN A FUTURE CONTRACT AS PART OF THE IDOT TREE REPLACEMENT PROGRAM UNDER DEPARTMENT POLICY D & E-18.
3. KEYS FOR THE DARLING ACCESS ROAD GATES WILL BE MADE AVAILABLE TO BOTH DARLING ENTERPRISES AND IDOT. KEYS FOR THE ACCESS ROADS GATES 4, 5, 5A AND 6 WILL BE MADE AVAILABE TO THE APPLICABLE R.R. AND IDOT.

KEY MAP



SHEETS 5 & 6 USED FOR DRAINAGE ONLY

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS	INDEX OF SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -	DEPARTMENT OF TRANSPORTATION	HIGHWAY STANDARDS AND	998	82-2-1HVB	ST. CLAIR	285	2
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -	I-70 CONNECTION	GENERAL NOTES			CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\D8CONN-05-BORDER1.DGN,..\D8CONN-03-SHT-INDEX1.DGN,..\D8CONN-05-SHT-DRNUTIL1-16200.DGN,..\D8CONN-99-LAYOUT1.DGN,..\D8CONN-05-MOTIF1.DGN
6-03-2010, 14:32:01 BONDHUJO \\FS-0044\AM\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\D8CONN-05-SHT-INDEX1.DGN

ARCHAEOLOGICAL EXCAVATION PITS

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

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE STATE ARCHAEOLOGICAL ENGINEER - JOSEPH M. GALLOY, Ph.D., RPA (618) 251-3922 - 14 WORKING DAYS PRIOR TO START OF ANY PAVEMENT OR FOUNDATION REMOVAL, OR INITIATION OF EARTH EXCAVATION.

3. THE EXISTING TOPOGRAPHY SHOWN ON THE PLANS REFLECTS THE FINAL CONDITION AFTER THE COMPLETION OF DEMOLITION CONTRACTS 76C39, 76C68 AND 76C69 AND DOES NOT NECESSARILY REFLECT CURRENT FIELD CONDITIONS. THE CONTRACTOR SHALL ASSUME THAT THE EXISTING CONDITIONS PER THE CONTRACT PLANS WILL BE PRESENT AT THE START OF CONSTRUCTION.

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

5. ARCHAEOLOGICAL EXCAVATION PITS WHICH HAVE BEEN PREVIOUSLY EXCAVATED AND BACKFILLED BY OTHERS MAY BE PRESENT WITHIN THE CONTRACT LIMITS. ANY SUCH ARCHAEOLOGICAL EXCAVATION PIT AREAS WHICH LIE UNDER FUTURE ROADWAY EMBANKMENT WILL BE IDENTIFIED BY THE ENGINEER FOR RE-EXCAVATION AND RE-COMPACTION PER THE SPECIAL PROVISION FOR "EARTH EXCAVATION (SPECIAL)". AN ESTIMATED QUANTITY OF 5,000 CY HAS BEEN INCLUDED IN THIS CONTRACT FOR "EARTH EXCAVATION (SPECIAL)" AT THE LOCATIONS AND DEPTHS AS SPECIFIED BY THE ENGINEER. UNUSED QUANTITY SHALL BE SUBTRACTED FROM THE CONTRACT AT NO EXPENSE TO THE CONTRACT AT THE DIRECTION OF THE ENGINEER.

EROSION AND SEDIMENT CONTROL

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

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

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

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

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

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

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

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

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

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

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

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

13. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS.

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ST. CLAIR COUNTY											
			80% FED. 20% STATE URBAN	ROADWAY I-70	BRIDGE I-70	RET. WALL I-70	CULVERT I-70								
				CONSTRUCTION TYPE CODE											
				J000-2A	X571-2A	Y007	Y007								
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	388	388											
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	318	318											
20100500	TREE REMOVAL, ACRES	ACRE	8.5	8.5											
20101200	TREE ROOT PRUNING	EACH	25	25											
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	40	40											
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	20	20											
20200100	EARTH EXCAVATION	CU YD	2,820	2,820											
20200300	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	1,712	1,712											
20200410	EARTH EXCAVATION (SPECIAL)	CU YD	5,000	5,000											
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,651	3,651											
20400800	FURNISHED EXCAVATION	CU YD	104,340	104,340											
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	3,919			3,919									
20800150	TRENCH BACKFILL	CU YD	3,385	3,385											
25000312	SEEDING, CLASS 4A	ACRE	9.25	9.25											
25000314	SEEDING, CLASS 4B	ACRE	0.50	0.50											
25000350	SEEDING, CLASS 7	ACRE	29.00	29.00											
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2,610	2,610											
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2,610	2,610											
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2,610	2,610											
25100115	MULCH, METHOD 2	ACRE	72.00	72.00											
25100630	EROSION CONTROL BLANKET	SQ YD	26,942	26,942											
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	17,366	17,366											
28000305	TEMPORARY DITCH CHECKS	FOOT	112	112											
28000400	PERIMETER EROSION BARRIER	FOOT	10,655	10,655											
28000510	INLET FILTERS	EACH	9	9											
28001000	AGGREGATE (EROSION CONTROL)	TON	30	30											
28100107	STONE RIPRAP, CLASS A4	SQ YD	240	240											
28200200	FILTER FABRIC	SQ YD	330	330											
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,621	2,621											
40701811	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2"	SQ YD	5,041	5,041											
44001980	CONCRETE BARRIER REMOVAL	FOOT	625	625											

• DENOTES SPECIALTY ITEMS

Rev.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	SUMMARY OF QUANTITIES 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	4
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

...\DBCONN-05-BORDER.DGN ...\DBCONN-05-SCD.DGN ...\DBCONN-99-MOTIF.DGN ...\DBCONN-05-LEGEND.DGN ...\DBCONN-05-MOTIF.DGN
BONDHUD \\FS-0244\AM\VAULT\D-TRANS.07\2282\238888-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-SUMMARY1.DGN
5-03-2010,14:32:24

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	ST. CLAIR COUNTY											
					ROADWAY I-70 20% STATE 80% FED	BRIDGE I-70 20% STATE 80% FED	RET. WALL I-70 20% STATE 80% FED	CULVERT I-70 20% STATE 80% FED								
					CONSTRUCTION TYPE CODE											
					J000-2A	X571-2A	Y007	Y007								
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	1,162		1,162											
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	339		339											
50102400	CONCRETE REMOVAL	CU YD	5.2					5.2								
50200100	STRUCTURE EXCAVATION	CU YD	462			462										
50300225	CONCRETE STRUCTURES	CU YD	1,456.1			1,452.3		3.8								
50300255	CONCRETE SUPERSTRUCTURE	CU YD	4,076.2			4,076.2										
50300260	BRIDGE DECK GROOVING	SQ YD	11,530			11,530										
50300300	PROTECTIVE COAT	SQ YD	14,509			14,509										
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1										
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1,150			1,150										
50500505	STUD SHEAR CONNECTORS	EACH	31,625			31,625										
50800105	REINFORCEMENT BARS	POUND	680,740			680,740										
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,476,680			1,475,060		1,620								
50800515	BAR SPLICERS	EACH	97			97										
51500100	NAME PLATES	EACH	2			2										
51602000	PERMANENT CASING	FOOT	2,447			2,447										
* 51603000	DRILLED SHAFT IN SOIL	CU YD	2,579			2,579										
* 51604000	DRILLED SHAFT IN ROCK	CU YD	57			57										
52100520	ANCHOR BOLTS, 1"	EACH	88			88										
52100530	ANCHOR BOLTS, 1 1/4"	EACH	264			264										
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2												
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1												
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1												
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	1	1												
54215559	METAL END SECTIONS 24"	EACH	8	8												
54215565	METAL END SECTIONS 30"	EACH	2	2												
5422A030	PIPE CULVERTS, CLASS A, TYPE 2 30" (TEMPORARY)	FOOT	70	70												
542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	66	66												
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	123	123												
542D1057	PIPE CULVERTS, CLASS D, TYPE 2 12"	FOOT	19	19												

• DENOTES SPECIALTY ITEMS

\\DBCONN-05-BORDER1.DGN, \\DBCONN-05-SOD1.DGN, \\DBCONN-99-MOTIF1.DGN, \\DBCONN-05-LEGEND1.DGN, \\DBCONN-05-MOTIF1.DGN
6-03-2010, 14:32:48 BONDHLJO \\FS-0014\AM\VAULT2-TRANS.87\2282\28868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-SUMMARY2.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	SUMMARY OF QUANTITIES 2	F.A.P. RTE. 998	SECTION 82-2-1HVB
		DRAWN - JB	REVISED -			COUNTY ST. CLAIR	TOTAL SHEETS 285 / SHEET NO. 5
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO. / ILLINOIS	FED. AID PROJECT

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% FED. 20% STATE URBAN)	ST. CLAIR COUNTY ROADWAY I-70	BRIDGE I-70	RET. WALL I-70	CULVERT I-70								
				CONSTRUCTION TYPE CODE											
				J000-2A	X571-2A	Y007	Y007								
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	23	23											
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	90	90											
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	38	38											
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	78	78											
550B0450	STORM SEWERS, CLASS B, TYPE 2 36"	FOOT	89	89											
550B0770	STORM SEWERS, CLASS B, TYPE 3 42"	FOOT	1,621	1,621											
55100200	STORM SEWER REMOVAL 6"	FOOT	554	554											
55100300	STORM SEWER REMOVAL 8"	FOOT	214	214											
55100400	STORM SEWER REMOVAL 10"	FOOT	75	75											
55100900	STORM SEWER REMOVAL 18"	FOOT	48	48											
55101200	STORM SEWER REMOVAL 24"	FOOT	694	694											
55101600	STORM SEWER REMOVAL 36"	FOOT	35	35											
56400500	FIRE HYDRANTS TO BE REMOVED	EACH	4	4											
58700300	CONCRETE SEALER	SQ FT	1,73		1,73										
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	10	10											
60107700	PIPE UNDERDRAINS 6"	FOOT	150	150											
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	2											
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3											
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1											
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	10	10											
60228120	MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8											
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1											
60240300	INLETS, TYPE B, TYPE 7 GRATE	EACH	1	1											
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1											
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1											
60500040	REMOVING MANHOLES	EACH	5	5											
* 63000135	STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL)	FOOT	475	475											
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1											
* 63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	62.5	62.5											
66400305	CHAIN LINK FENCE, 6'	FOOT	6,943	6,943											

• DENOTES SPECIALTY ITEMS

\\DBCONN-05-BDRDSRL.DGN \\DBCONN-05-SDDL.DGN \\DBCONN-99-MOTIF.LDGN \\DBCONN-05-LEGEND.LDGN \\DBCONN-05-MOTIF.LDGN
6-03-2010, 14:32:57 BONDHULD \\FS-2014\AM\VAULT\J-TRANS\07\2282\28868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-SUMMARY3.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

SUMMARY OF QUANTITIES 3

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	6
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% FED. 20% STATE URBAN)	ST. CLAIR COUNTY											
					ROADWAY I-70	BRIDGE I-70	RET. WALL I-70	CULVERT I-70								
					CONSTRUCTION TYPE CODE											
					J000-2A	X571-2A	Y007	Y007								
	66407800	CHAIN LINK GATES, 6' X 16' DOUBLE	EACH	1	1											
	66408200	CHAIN LINK GATES, 6' X 24' DOUBLE	EACH	4	4											
	66410300	CHAIN LINK FENCE REMOVAL	FOOT	302	302											
	66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	14	14											
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	101,371	101,371											
*	66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1											
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	10	10											
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24											
	67000600	ENGINEER'S FIELD LABORATORY	CAL MO	24	24											
	67100100	MOBILIZATION	L SUM	1	1											
	70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1											
*	72000100	SIGN PANEL - TYPE 1	SQ FT	18	18											
*	73000100	WOOD SIGN SUPPORT	FOOT	48	48											
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	7	7											
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	64	64											
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1											
	X0321598	MANHOLES, TYPE A, 6'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1											
	X0321720	WATER MAIN REMOVAL	FOOT	2,592	2,592											
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	20		20										
	Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	8,337	8,337											
	X0324044	EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN	EACH	4	4											
	X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	3	3											
	X0324774	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1,088	1,088											
	X0324775	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ YD	1,088	1,088											
	X0325627	HIGH LOAD MULTI-ROTATION BEARINGS, FIXED - 900K	EACH	33		33										
	X0325628	HIGH LOAD MULTI-ROTATION BEARINGS, FIXED - 1000K	EACH	11		11										
	X0325642	HIGH LOAD MULTI-ROTATION BEARINGS, GUIDED EXPANSION, 300K	EACH	22		22										
	X0325833	WICK DRAINS	FOOT	119,845	119,845											
	X0326802	UTILITY STRUCTURE REMOVAL	EACH	15	15											
	X2010505	CLEARING, SPECIAL	L SUM	1	1											

* DENOTES SPECIALTY ITEMS

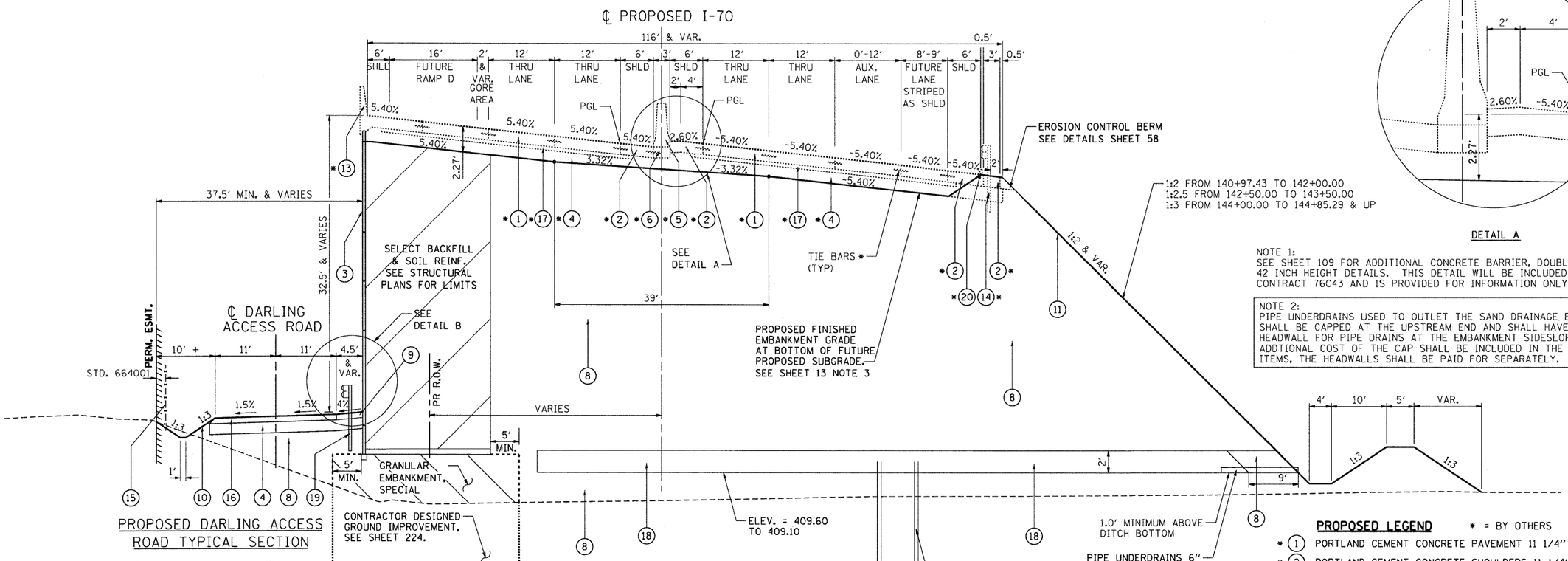
\\DRCONN-P5-RDRDERT1.DGN, \\DRCONN-P5-SGD1.DGN, \\DRCONN-P9-MOTIF1.DGN, \\DRCONN-P5-LEGEND1.DGN, \\DRCONN-P5-MOTIF1.DGN
6-23-2010, 16:02:30 BONDHLUD \\FS-8014\VAULT\VAULT_J-TRANS.87\2202\20868-001\CIVIL\CAD\PR ALL CONTRACTS\CONN\SHEETS CONTRACT P5\DRCONN-P5-SH1-SUMMARY4.DGN

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% FED. 20% STATE URBAN)	ST. CLAIR COUNTY ROADWAY I-70	BRIDGE I-70	RET. WALL I-70	CULVERT I-70
				CONSTRUCTION TYPE CODE			
				J000-2A	X571-2A	Y007	Y007
X5080600	MECHANICAL SPLICERS	EACH	896		896		
XX006433	BACKFLOW PREVENTER	EACH	1				1
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	5,796	5,796			
Z0007611	BUILDING REMOVAL NO. 11	L SUM	1	1			
Z0007612	BUILDING REMOVAL NO. 12	L SUM	1	1			
Z0007613	BUILDING REMOVAL NO. 13	L SUM	1	1			
Z0013300	CONCRETE REMOVAL (SPECIAL)	SQ YD	17,514	17,514			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0015500	DEBRIS REMOVAL	L SUM	1	1			
Z0018800	DRAINAGE SYSTEM	L SUM	1		1		
Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	18,598			18,598	
Z0034809	MODULAR EXPANSION JOINT-SWIVEL 9"	FOOT	93.5		93.5		
Z0034824	MODULAR EXPANSION JOINT-SWIVEL 24"	FOOT	80.0		80.0		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1		
Z0056100	SAND DRAINAGE BLANKET	CU YD	9,362	9,362			
Z0061300	SANITARY SEWER, TYPE 3 18"	FOOT	1,449	1,449			
△ Z0076600	TRAINEES	HOUR	3,000	3,000			
40200720	AGGREGATE SURFACE COURSE, TYPE A 12"	SQ YD	4,279	4,279			
X0326894	TUBULAR GATES, 4.5' X 16' SINGLE	EACH	2	2			
X0326935	CROSSHOLE SONIC LOGGING	EACH	5		5		
X0326936	CONTRACTOR DESIGNED GROUND IMPROVEMENT	L SUM	1	1			

• DENOTES SPECIALTY ITEMS
△ Y080

-\DBCONN-05-BORDER.DGN -\DBCONN-05-SGD.DGN -\DBCONN-99-MOTIF.DGN -\DBCONN-05-LEGEND.DGN -\DBCONN-05-MOTIF.DGN
6-03-2010, 14:33:18 BONDHUJD \\FS-0014\AM\VAULT\D-TRANS\07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-SUMMARY5.DGN



NOTE 1:
SEE SHEET 109 FOR ADDITIONAL CONCRETE BARRIER, DOUBLE FACE 42 INCH HEIGHT DETAILS. THIS DETAIL WILL BE INCLUDED IN FUTURE CONTRACT 76C43 AND IS PROVIDED FOR INFORMATION ONLY.

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

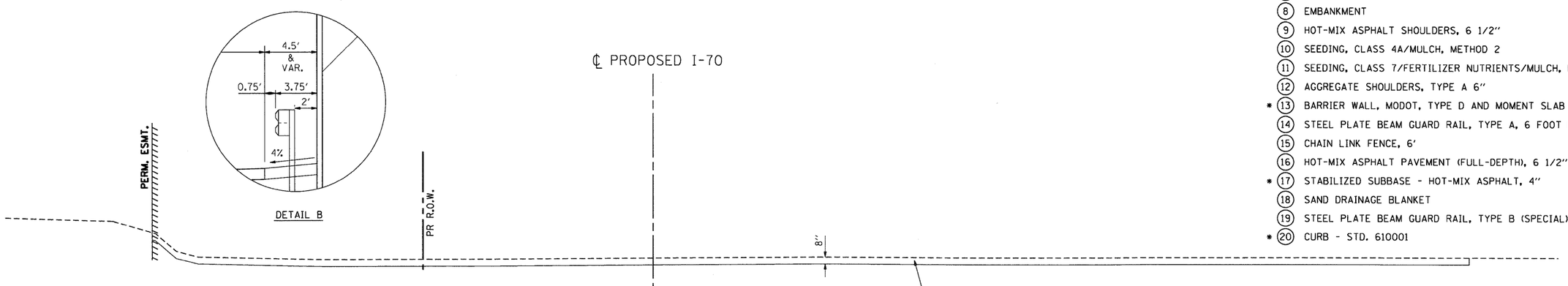
PROPOSED DARLING ACCESS ROAD TYPICAL SECTION

STA. 1000+00.00 TO STA. 1005+19.10
GUARD RAIL EXTENDS TO 1006+12.11
SEE SHEET 12 FOR CONTINUATION OF PR. DARLING ACCESS ROAD GUARDRAIL ENDS AT STA. 1006+12.10

PROPOSED I-70 TYPICAL SECTION

STA. 140+97.43 TO STA. 144+85.29.

TYPICAL SECTIONS FOR THE BRIDGE DECK ARE SHOWN ON THE STRUCTURAL PLANS ONLY. SEE SHEETS 132 & 133.



EXISTING I-70 TYPICAL SECTION

STA. 140+97.43 TO STA. 149+66.77

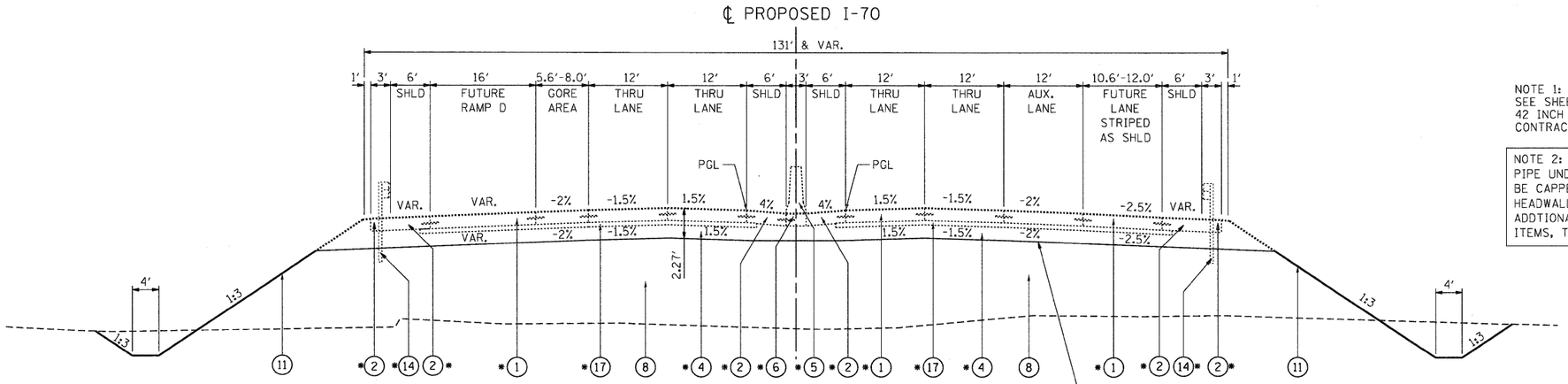
PROPOSED LEGEND

* = BY OTHERS

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

\\DBCONN-99-MOTIFLIGN,..\DBCONN-05-BORDERLIGN,..\DBCONN-05-LEGENDLIGN,..\DBCONN-11-SHT-TYPICALLIGN,..\DBCONN-05-MOTIFLIGN
6-03-2010, 14:33:22 BONDHUJO \\FS-0044\HAVAULT\D-TRANS.07\2202\20968-001\CIVIL\CADV19 ALL CONTRACTS\CONN\SHEETS\CONTRACT 05\DBCONN-05-SHT-TYPICAL.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED I-70 TYPICAL SECTIONS 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	9
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -	I-70 CONNECTION				CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED I-70 TYPICAL SECTION

STA. 147+35.00 TO STA. 149+66.77

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

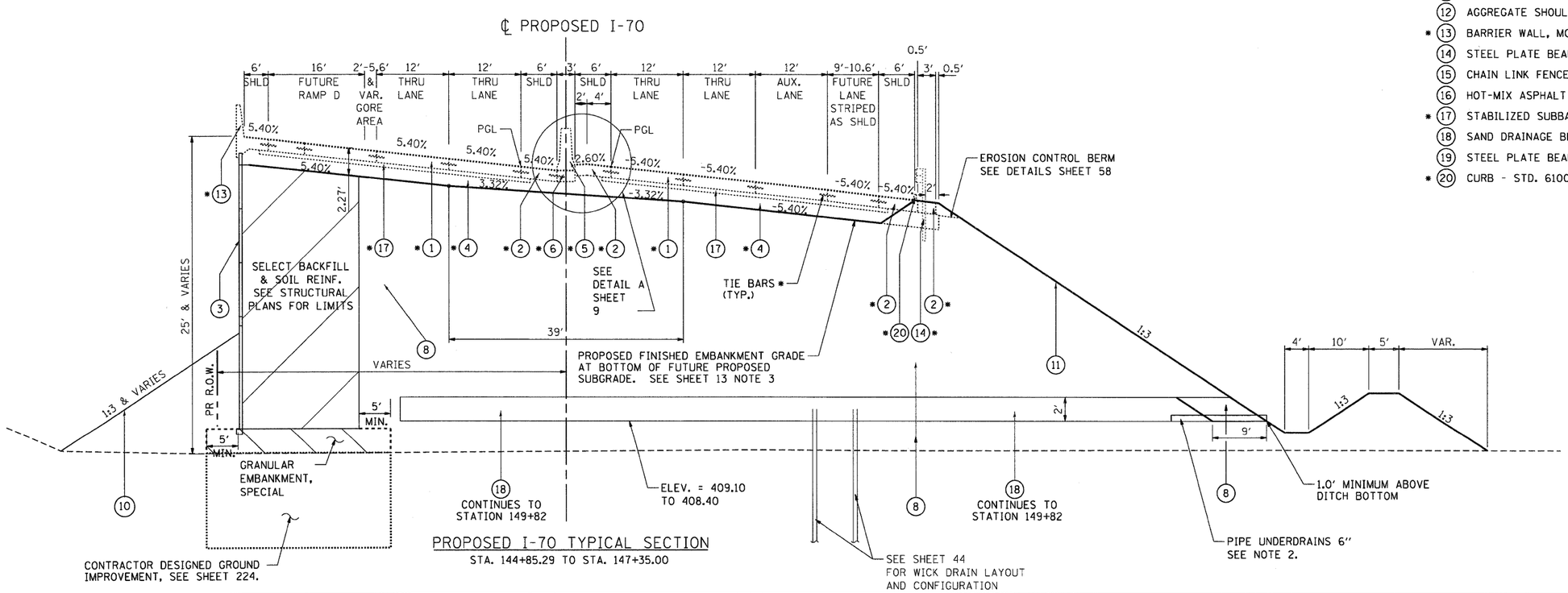
PROPOSED FINISHED EMBANKMENT GRADE AT BOTTOM OF FUTURE PROPOSED SUBGRADE. SEE SHEET 13 NOTE 3

NOTE 1:
SEE SHEET 109 FOR ADDITIONAL CONCRETE BARRIER, DOUBLE FACE 42 INCH HEIGHT DETAILS. THIS DETAIL WILL BE INCLUDED IN FUTURE CONTRACT 76C43 AND IS PROVIDED FOR INFORMATION ONLY.

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

PROPOSED LEGEND * = BY OTHERS

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

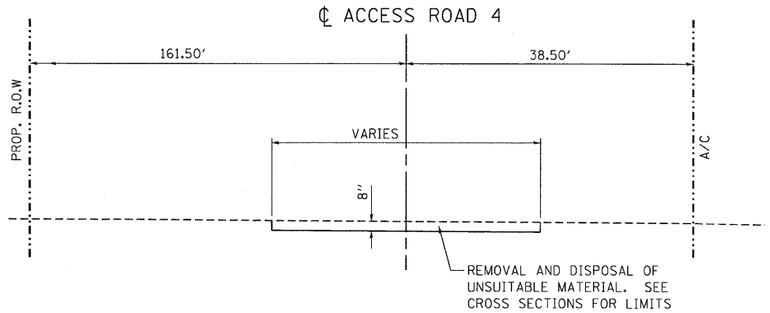


PROPOSED I-70 TYPICAL SECTION

STA. 144+85.29 TO STA. 147+35.00

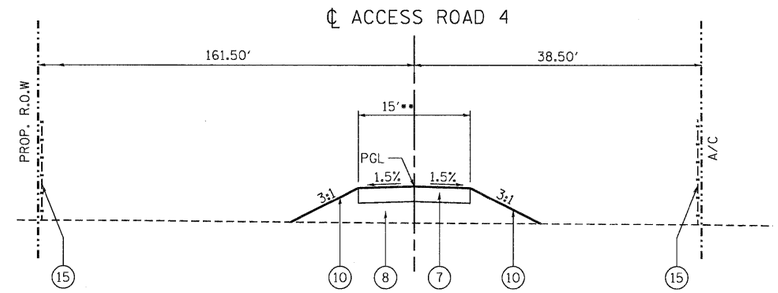
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 TYPICAL SECTIONS 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -					998	82-2-1HVB	ST. CLAIR	285 / 10
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -							CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

..\DBCONN-99-MOTIF.DGN, ..\DBCONN-05-BORDER.DGN, ..\DBCONN-05-SHT-TYPICAL.DGN, ..\DBCONN-05-LEGEND.DGN, ..\DBCONN-05-DARLING ROAD.DGN, ..\DBCONN-05-MOTIF.DGN
6-03-2010, 14:33:43 BONDHUJO \\FS-0044\HR\VAULT\D-TRANS.07\2202\220868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-TYPICAL2.DGN



EXISTING ACCESS ROAD-4 TYPICAL SECTION

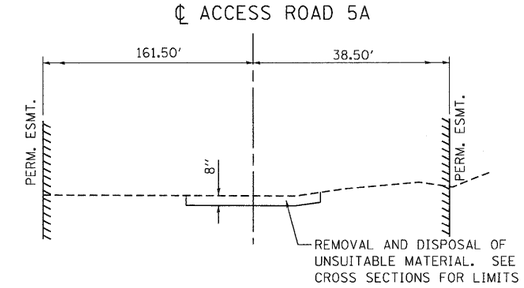
STA. 201+15.73 TO STA. 205+66.80



PROPOSED ACCESS ROAD-4 TYPICAL SECTION

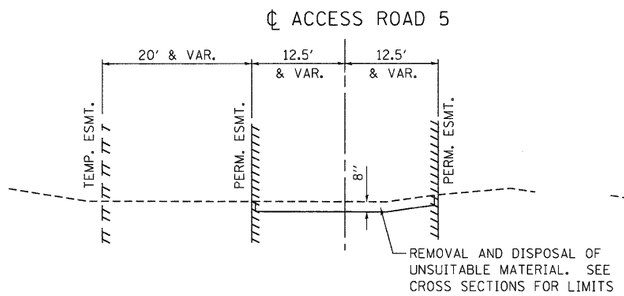
STA. 201+15.73 TO STA. 205+66.80

•• WIDTH VARIES FROM STA. 200+15.73 TO STA. 201+40.51



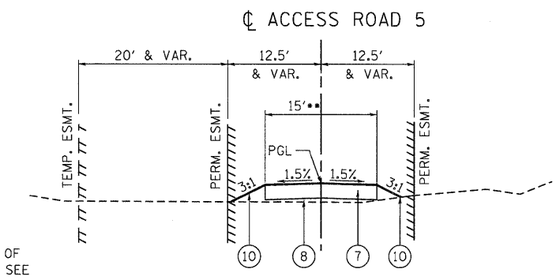
EXISTING ACCESS ROAD-5A TYPICAL SECTION

STA. 450+00.00 TO STA. 452+53.00



EXISTING ACCESS ROAD-5 TYPICAL SECTION

STA. 400+12.67 TO STA. 412+52.20

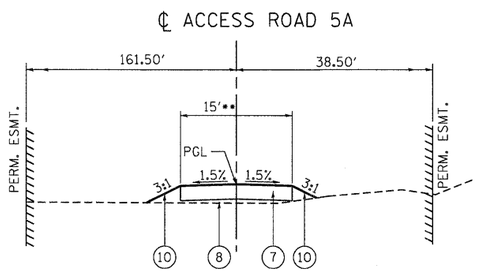


PROPOSED ACCESS ROAD-5 TYPICAL SECTION

STA. 400+12.67 TO STA. 410+88.25

STA. 411+79.38 TO STA. 412+36.80

•• WIDTH VARIES FROM STA. 400+12.67 TO STA. 400+63.47 AND FROM STA. 410+88.25 TO STA. 411+79.38



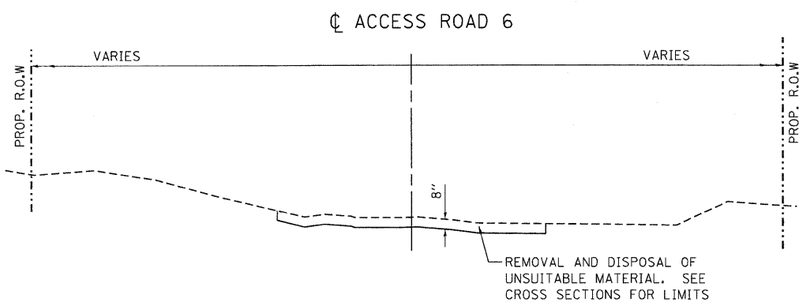
PROPOSED ACCESS ROAD-5A TYPICAL SECTION

STA. 450+00.00 TO STA. 452+53.00

•• WIDTH VARIES FROM STA. 452+00.58 TO STA. 452+53.00

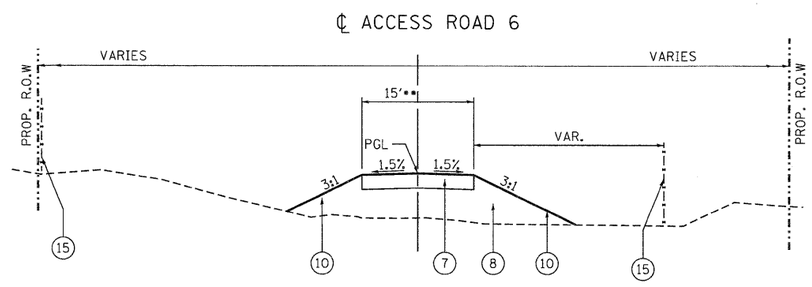
PROPOSED LEGEND * = BY OTHERS

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



EXISTING ACCESS ROAD-6 TYPICAL SECTION

STA. 500+00.00 TO STA. 501+81.33



PROPOSED ACCESS ROAD-6 TYPICAL SECTION

STA. 500+00.00 TO STA. 501+81.33

•• WIDTH VARIES FROM STA. 501+24.26 TO STA. 501+81.33

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

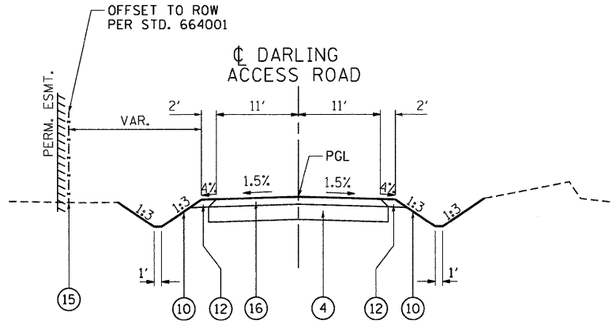
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED ACCESS ROAD TYPICAL SECTIONS

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

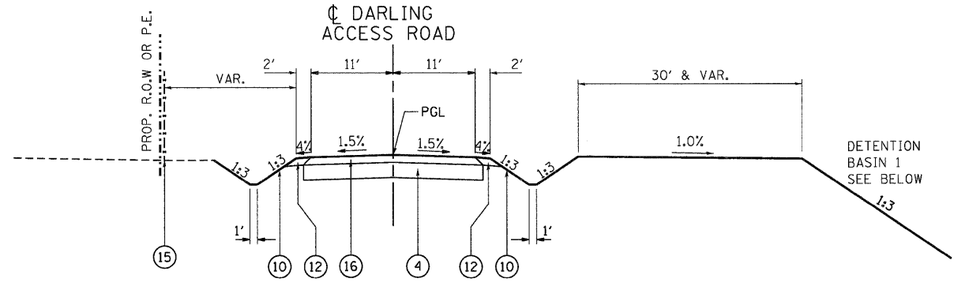
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	11
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-NOTIFI.DGN ..\DBCONN-05-BORDER1.DGN ..\DBCONN-05-SHT-TYPICAL4.DGN ..\DBCONN-05-LEGEND1.DGN ..\DBCONN-05-NOTIFI.DGN
6-03-2010 14:39:25 BURGHOJO \\FS-0044\HNA\PWLI\J7-PRMS.07\22021\20869-001\CIVIL\CHD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-TYPICAL3.DGN



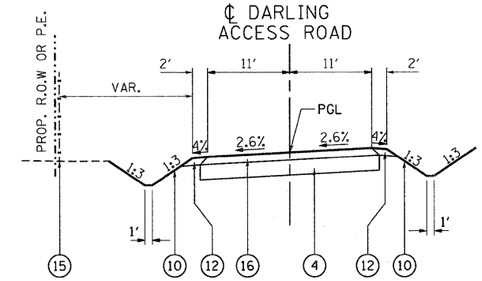
PROPOSED DARLING ACCESS
ROAD TYPICAL SECTION

STA. 1005+19.10 TO STA. 1011+56.94
GUARDRAIL ENDS AT STA. 1006+12.10
SEE SHEET 9 FOR DETAILS



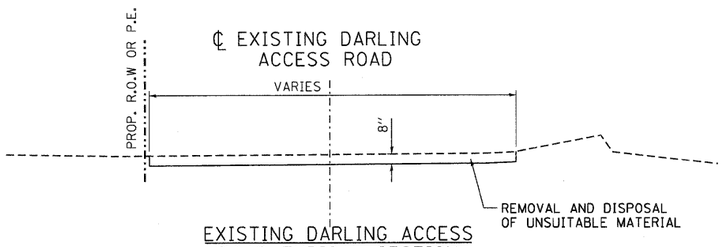
PROPOSED DARLING ACCESS
ROAD TYPICAL SECTION

STA. 1011+56.94 TO STA. 1020+11.80



PROPOSED DARLING ACCESS
ROAD TYPICAL SECTION-SUPERELEVATION

STA. 1017+25.14 TO STA. 1020+04.34
S.E. TRANS. (N.C. STA. 1017+18 TO 2.6% STA. 1017+69)
S.E. TRANS. (2.6% STA. 1019+73 TO N.C. STA. 1020+11.80)
MATCH EXISTING AT IMPROVEMENT LIMITS. STA. 1020+11.80



EXISTING DARLING ACCESS
ROAD TYPICAL SECTION

STA. 1000+00.00 TO STA. 1020+11.80

PROPOSED LEGEND * = BY OTHERS

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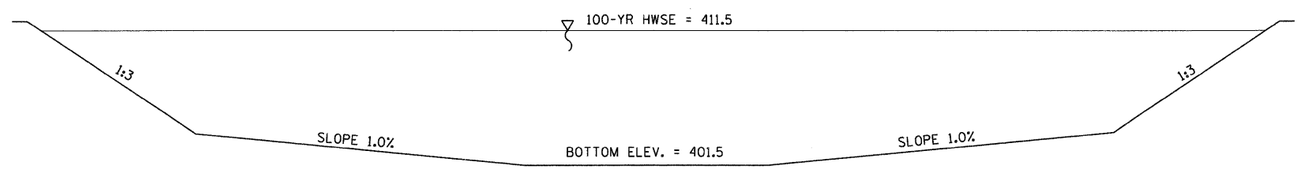
- (10) SEEDING, CLASS 4A/MULCH, METHOD 2
- (11) SEEDING, CLASS 7/FERTILIZER NUTRIENTS/MULCH, METHOD 2
- (12) AGGREGATE SHOULDERS, TYPE A 6"
- * (13) BARRIER WALL, MODOT, TYPE D AND MOMENT SLAB
- (14) STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
- (15) CHAIN LINK FENCE, 6'
- (16) HOT-MIX ASPHALT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



DETENTION BASIN 1

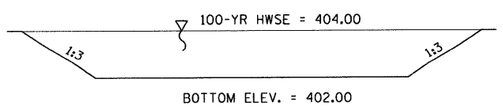
BITUMINOUS MIX CHART

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

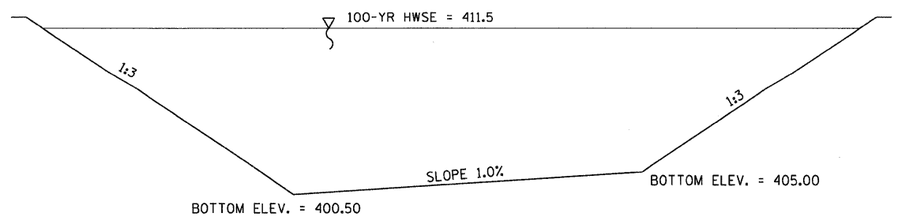
NOTES:

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

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



RETENTION BASIN 1



DETENTION BASIN 2

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED DARLING ACCESS ROAD & DETENTION BASIN TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	12
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFLIDN..\DBCONN-05-BORDERLIDN..\DBCONN-05-LEGEND.DGN
6-03-2010, 14:54:46 BONDHUJO \\FS-0044\DM\VHELLD-TRANS.07\22802\20869-00B\CIVIL\CADD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SH1-TYPICAL 4.DGN

CROSS SECTION EARTHWORK

LOCATION STA.	TO STA.	EARTH EXCAVATION (ALL SUITABLE)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	NON-SPECIAL WASTE DISPOSAL	EARTH EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)	GRANULAR EMBANKMENT, SPECIAL	EMBANKMENT REQUIRED	EARTHWORK BALANCE SEE NOTE 4
INTERSTATE 70		(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
140+67.17	141+00.00	0.0	0.0	162.1	0.0	486.1	2,563.7	-2,563.7
141+00.00	141+50.00	0.0	0.0	251.8	0.0	272.9	6,868.4	-6,868.4
141+50.00	142+00.00	0.0	0.0	252.2	0.0	272.0	6,704.6	-6,704.6
142+00.00	142+50.00	0.0	0.0	261.3	0.0	275.0	6,707.3	-6,707.3
142+50.00	143+00.00	0.0	0.0	269.7	0.0	262.0	6,652.3	-6,652.3
143+00.00	143+50.00	0.0	0.0	269.3	0.0	258.0	6,377.3	-6,377.3
143+50.00	144+00.00	0.0	0.0	276.5	0.0	244.4	6,235.9	-6,235.9
144+00.00	144+50.00	0.0	0.0	282.6	0.0	233.3	6,129.0	-6,129.0
144+50.00	145+00.00	0.0	0.0	279.4	0.0	221.9	5,859.5	-5,859.5
145+00.00	145+50.00	0.0	0.0	275.9	0.0	215.3	5,533.6	-5,533.6
145+50.00	146+00.00	0.0	0.0	270.2	0.0	208.9	5,115.9	-5,115.9
146+00.00	146+50.00	0.0	0.0	365.5	0.0	177.7	4,113.3	-4,113.3
146+50.00	147+00.00	0.0	0.0	920.4	0.0	88.4	3,103.9	-3,103.9
147+00.00	147+35.00	0.0	0.0	955.6	0.0	105.8	1,963.6	-1,963.6
147+35.00	147+50.00	0.0	0.0	462.7	0.0	42.0	949.5	-949.5
147+50.00	148+00.00	0.0	0.0	1,637.9	0.0	0.0	3,379.2	-3,379.2
148+00.00	148+50.00	0.0	0.0	1,461.9	0.0	0.0	3,006.3	-3,006.3
148+50.00	149+00.00	0.0	0.0	1,274.0	0.0	0.0	2,589.8	-2,589.8
149+00.00	149+22.43	0.0	0.0	506.5	0.0	0.0	1,020.2	-1,020.2
149+22.43	149+50.00	0.0	0.0	592.2	0.0	0.0	1,039.8	-1,039.8
149+50.00	149+66.77	0.0	0.0	351.9	0.0	0.0	491.3	-491.3
149+66.77	149+83.00	0.0	0.0	168.6	0.0	0.0	217.8	-217.8
149+83.00		0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADDITIONAL EMBANKMENT DUE TO SETTLEMENT							6,100.0	-6,100.0
	SUBTOTAL	0.0	0.0	11,548.4	0.0	3,363.8	92,722.2	-92,722.2
ACCESS ROAD 4								
200+15.73	200+50.00	1.5	32.9	0.0	1.3	0.0	128.8	-127.5
200+50.00	201+00.00	2.2	75.4	0.0	1.9	0.0	302.7	-300.8
201+00.00	201+50.00	0.0	45.0	0.0	0.0	0.0	163.7	-163.7
201+50.00	202+00.00	0.0	33.1	0.0	0.0	0.0	82.7	-82.7
202+00.00	202+50.00	0.0	29.2	0.0	0.0	0.0	54.8	-54.8
202+50.00	203+00.00	0.0	26.5	0.0	0.0	0.0	36.8	-36.8
203+00.00	203+50.00	0.0	24.2	0.0	0.0	0.0	22.5	-22.5
203+50.00	204+00.00	2.6	21.0	0.0	2.2	0.0	7.4	-5.1
204+00.00	204+50.00	3.4	19.8	0.0	2.9	0.0	1.5	1.4
204+50.00	205+00.00	5.4	19.4	0.0	4.5	0.0	1.0	3.5
205+00.00	205+50.00	8.7	18.5	0.0	7.4	0.0	0.0	7.4
205+50.00		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUBTOTAL	23.8	345.1	0.0	20.2	0.0	801.9	-781.7
ACCESS ROAD 5								
400+09.57	400+50.00	0.0	19.8	0.0	0.0	0.0	94.9	-94.9
400+50.00	401+00.00	0.2	37.2	0.0	0.2	0.0	133.0	-132.8
401+00.00	401+50.00	0.2	25.3	0.0	0.2	0.0	35.1	-35.0
401+50.00	402+00.00	0.2	23.9	0.0	0.2	0.0	26.3	-26.1
402+00.00	402+50.00	1.1	21.5	0.0	0.9	0.0	7.8	-6.9
402+50.00	403+00.00	0.9	20.9	0.0	0.7	0.0	4.1	-3.4
403+00.00	403+50.00	0.0	25.4	0.0	0.0	0.0	30.3	-30.3
403+50.00	404+00.00	0.0	28.9	0.0	0.0	0.0	58.1	-58.1
404+00.00	404+50.00	0.0	28.2	0.0	0.0	0.0	53.3	-53.3
404+50.00	405+00.00	0.0	26.9	0.0	0.0	0.0	39.3	-39.3
405+00.00	405+50.00	0.0	25.0	0.0	0.0	0.0	27.7	-27.7
405+50.00	406+00.00	0.0	23.2	0.0	0.0	0.0	17.1	-17.1
406+00.00	406+50.00	0.0	22.1	0.0	0.0	0.0	10.7	-10.6
406+50.00	407+00.00	0.0	10.9	13.2	0.0	0.0	26.0	-26.0
407+00.00	407+50.00	0.0	0.0	24.6	0.0	0.0	33.7	-33.7
407+50.00	408+00.00	0.0	0.0	22.0	0.0	0.0	14.8	-14.8
408+00.00	408+50.00	0.0	0.0	24.1	0.0	0.0	26.7	-26.7
408+50.00	409+00.00	0.0	0.0	27.1	0.0	0.0	51.1	-51.1
409+00.00	409+50.00	0.0	0.0	26.2	0.0	0.0	39.1	-39.1
409+50.00	410+00.00	0.0	11.9	12.5	0.0	0.0	19.4	-19.4
410+00.00	410+50.00	0.0	25.3	0.0	0.0	0.0	34.4	-34.4
410+50.00	411+00.00	0.0	39.6	0.0	0.0	0.0	134.3	-134.3
411+00.00	411+25.00	0.0	35.1	0.0	0.0	0.0	193.6	-193.6
411+25.00	411+50.00	0.0	38.7	0.0	0.0	0.0	235.0	-235.0
411+50.00	412+00.00	0.0	52.5	0.0	0.0	0.0	274.9	-274.9
412+00.00	412+36.80	0.0	27.3	0.0	0.0	0.0	110.3	-110.3
412+36.80	412+46.30	0.0	3.4	0.0	0.0	0.0	12.4	-12.4
412+46.30		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUBTOTAL	2.6	573.1	149.8	2.2	0.0	1,743.2	-1,741.0

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

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

CROSS SECTION EARTHWORK

LOCATION STA.	TO STA.	EARTH EXCAVATION (ALL SUITABLE)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	NON-SPECIAL WASTE DISPOSAL	EARTH EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)	GRANULAR EMBANKMENT, SPECIAL	EMBANKMENT REQUIRED	EARTHWORK BALANCE SEE NOTE 4
ACCESS ROAD 5A		(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
450+00.00	450+25.00	0.0	21.8	0.0	0.0	0.0	92.4	-92.4
450+25.00	450+50.00	9.5	23.9	0.0	8.1	0.0	66.2	-58.1
450+50.00	450+75.00	40.4	23.5	0.0	34.4	0.0	0.9	33.4
450+75.00	451+00.00	30.9	12.5	13.9	26.3	0.0	96.1	-69.8
451+00.00	451+25.00	0.0	0.0	19.9	0.0	0.0	100.3	-100.3
451+25.00	451+50.00	0.0	0.0	5.9	0.0	0.0	5.6	-5.6
451+50.00	451+75.00	0.0	0.0	6.1	0.0	0.0	4.4	-4.4
452+00.00		0.0	0.0	20.7	0.0	0.0	92.6	-92.6
	SUBTOTAL	80.8	81.7	66.5	68.7	0.0	458.6	-389.9
ACCESS ROAD 6								
500+00.00	500+50.00	0.0	36.7	0.0	0.0	0.0	135.1	-135.1
500+50.00	501+00.00	0.0	44.6	0.0	0.0	0.0	217.5	-217.5
501+00.00	501+50.00	0.0	52.8	0.0	0.0	0.0	248.8	-248.8
501+81.33		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUBTOTAL	0.0	134.0	0.0	0.0	0.0	601.3	-601.3
DARLING ACCESS ROAD								
1000+09.76	1000+50.00	0.0	19.0	0.0	0.0	0.0	86.3	-86.3
1000+50.00	1001+00.00	0.0	44.8	0.0	0.0	19.6	188.6	-188.6
1001+00.00	1001+50.00	0.0	40.5	0.0	0.0	37.0	157.3	-157.3
1001+50.00	1002+00.00	0.2	40.2	0.0	0.2	30.0	138.9	-138.7
1002+00.00	1002+50.00	3.2	43.4	0.0	2.7	22.3	124.1	-121.3
1002+50.00	1003+00.00	4.0	45.4	0.0	3.4	20.7	138.3	-134.9
1003+00.00	1003+50.00	1.0	48.7	0.0	0.8	32.5	187.0	-186.1
1003+50.00	1004+00.00	0.0	51.9	0.0	0.0	46.9	305.7	-305.7
1004+00.00	1004+50.00	0.0	54.5	0.0	0.0	51.2	424.4	-424.4
1004+50.00	1005+00.00	0.0	60.6	0.0	0.0	50.9	498.2	-498.2
1005+00.00	1005+50.00	6.2	69.9	0.0	5.3	50.6	533.9	-528.6
1005+50.00	1006+00.00	9.1	84.1	0.0	7.7	52.4	647.9	-640.2
1006+00.00	1006+50.00	8.0	101.5	0.0	6.8	52.9	869.1	-862.3
1006+50.00	1007+00.00	5.1	109.4	0.0	4.4	39.7	1,012.3	-1,007.9
1007+00.00	1007+50.00	21.9	113.8	0.0	18.6	31.1	868.3	-849.7
1007+50.00	1008+00.00	85.3	96.2	0.0	72.5	17.4	342.9	-270.4
1008+00.00	1008+50.00	131.6	69.9	0.0	111.9	0.0	2.1	109.7
1008+50.00	1009+00.00	129.6	74.9	0.0	110.2	0.0	1.5	108.7
1009+00.00	1009+50.00	97.3	96.9	0.0	82.7	0.0	43.8	38.9
1009+50.00	1010+00.00	35.8	55.2	194.3	30.5	0.0	115.3	-84.9
1010+00.00	1010+50.00	0.0	0.0	459.0	0.0	0.0	101.7	-101.7
1010+50.00	1011+00.00	0.0	0.0	619.7	0.0	0.0	30.5	-30.5
1011+00.00	1011+50.00	0.0	0.0	628.1	0.0	0.0	6.3	-6.3
1011+50.00	1012+00.00	0.0	0.0	376.0	0.0	0.0	38.7	-38.7
1012+00.00	1012+50.00	0.0	0.0	184.0	0.0	0.0	99.0	-99.0
1012+50.00	1013+00.00	26.3	55.6	81.1	22.4	0.0	121.6	-99.3
1013+00.00	1013+50.00	41.3	110.4	0.0	35.1	0.0	131.0	-95.9
1013+50.00	1014+00.00	59.6	111.6	0.0	50.7	0.0	156.5	-105.9
1014+00.00	1014+50.00	78.1	114.2	0.0	66.4	0.0	163.2	-96.8
1014+50.00	1015+00.00	35.0	110.1	0.0	29.7	0.0	235.1	-205.4
1015+00.00	1015+50.00	1.4	52.9	70.8	1.2	0.0	291.6	-290.4
1015+50.00	1016+00.00	0.0	0.0	157.1	0.0	0.0	308.7	-308.7
1016+00.00	1016+50.00	0.0	0.0	150.6	0.0	0.0	241.7	-241.7
1016+50.00	1017+00.00	0.0	0.0	119.0	0.0	0.0	218.3	-218.3
1017+00.00	1017+50.00	0.0	0.0	167.0	0.0	0.0	206.7	-206.7
1017+50.00	1018+00.00	6.7	43.8	112.3	5.7	0.0	97.1	-91.4
1018+00.00	1018+50.00	42.1	89.9	0.0	35.7	0.0	59.1	-23.4
1018+50.00	1019+00.00	35.4	46.1	83.4	30.0	0.0	53.7	-23.7
1019+00.00	1019+50.00	0.0	0.0	113.7	0.0	0.0	34.0	-34.0
1019+50.00	1020+00.00	0.0	0.0	60.7	0.0	0.0	2.0	-2.0
1020+00.00	1020+11.80	0.0	0.0	15.0	0.0	0.0	0.1	-0.1
1020+11.80		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUBTOTAL	864.2	2,055.5	3,591.8	734.6	555.2	9,282.5	-8,547.9
BASINS								
	DETENTION BASIN 1	0.0	0.0	50,832.7	0.0	0.0	0.0	0.0
NOTE 5 →	DETENTION BASIN 2	0.0	0.0	31,731.6	0.0	0.0	0.0	0.0
ESTIMATE 25% →	RETENTION BASIN 1	1,848.1	462.0	0.0	1,178.1	0.0	0.0	1,178.1
IS UNSUITABLE	SUBTOTAL	1,848.1	462.0	82,564.3	1,178.1	0.0	0.0	1,178.1
TRENCH BACKFILL				3,385.0				
	TOTAL	2,819.5	3,651.4	101,305.8	2,003.9	3,919.0	105,609.7	-103,605.8

NOTE 6

NOTES CONTINUED:

3. APPROXIMATELY 7"-14" OF SETTLEMENT IS EXPECTED SOUTH OF THE I-70 BRIDGE ABUTMENT. THE ADDITIONAL FURNISHED EXCAVATION OR EARTH EXCAVATION REQUIRED TO BRING THE EMBANKMENT TO THE FINAL GRADING ELEVATIONS SHOWN ON THE CROSS SECTIONS HAS BEEN CALCULATED AND IS INCLUDED IN THE CONTRACT PLAN QUANTITIES AS AN ADDITIONAL 12" OF EMBANKMENT ACROSS THE ENTIRE I-70 EMBANKMENT.

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

5. INCLUDES EARTHWORK FOR I-70 RT DITCH FROM 149+66.77 TO DETENTION BASIN 2.

6. 101,306 CU YD + 65 CU YD FOR EXCAVATIONS AT PIER 26 AND 27 (0' - 5' DEPTH) = 101,371 CU YD.

TREE REMOVAL (6 TO 15 UNITS DIAMETER) — TOTAL 388 UNIT

LOCATION	STA.	OFF.	RT/LT	SUBTOTALS
I-70	127+52	13	LT	8
I-70	127+54	122	LT	8
I-70	127+70	123	LT	14
I-70	127+72	123	LT	12
I-70	127+85	95	LT	14
I-70	127+86	27	RT	12
I-70	127+87	43	RT	8
I-70	127+88	30	RT	10
I-70	128+02	1	LT	10
I-70	128+10	5	LT	8
I-70	128+11	77	RT	8
I-70	128+18	38	RT	14
I-70	128+19	30	LT	8
I-70	128+20	87	RT	14
I-70	128+26	16	LT	10
I-70	128+46	114	RT	10
I-70	128+57	125	RT	10
I-70	128+61	59	LT	14
I-70	128+66	50	LT	8
I-70	128+79	44	RT	14
I-70	128+97	15	LT	14
I-70	128+99	68	RT	14
I-70	130+18	32	RT	12
I-70	130+19	32	RT	12
I-70	130+22	17	LT	12
I-70	130+33	70	RT	12
I-70	130+41	31	RT	14
I-70	130+66	110	LT	14
I-70	130+88	85	RT	14
I-70	131+22	57	LT	14
I-70	131+52	113	LT	14
I-70	131+68	119	RT	14
I-70	132+80	9	LT	8
I-70	160+47	339	LT	6

TREE REMOVAL (OVER 15 UNITS DIAMETER) — TOTAL 318 UNIT

LOCATION	STA.	OFF.	RT/LT	SUBTOTALS
I-70	127+92	96	LT	18
I-70	128+01	24	RT	16
I-70	128+26	26	LT	16
I-70	128+44	59	RT	16
I-70	128+81	14	RT	18
I-70	128+84	39	RT	18
I-70	129+63	89	LT	20
I-70	130+35	55	RT	24
I-70	130+40	45	RT	18
I-70	130+77	133	LT	30
I-70	130+79	47	LT	24
I-70	130+81	15	RT	20
I-70	131+07	176	RT	24
I-70	158+85	295	LT	24
I-70	160+59	395	LT	16
I-70	160+59	393	LT	16

TREE REMOVAL, ACRES — TOTAL 8.5 ACRE

SEE REMOVAL SHEETS FOR DELINEATION POINTS

		SUBTOTALS
A-F		0.160
G-K		0.159
L-O	SHEET 24	0.530
P-S		0.854
T-Y		0.400
A1-C1		0.007
D1-F1		0.018
G1-N1	SHEET 25	1.064
O1-V1		1.229
W1-Z1		0.849
A2-J2		1.657
K2-N2		0.557
O2-T2	SHEET 26	0.223
U2-X2		0.351
Y2-CC2		0.228
DD2-GG2		0.02
A3-K3		0.537
L3-O3	SHEET 27	0.028
P3-Y3		0.466

TREE ROOT PRUNING — TOTAL 25 EACH

LOCATION	SUBTOTALS
ACCESS RD. 5	25

TREE PRUNING (1 TO 10 INCH DIAMETER) — TOTAL 40 EACH

LOCATION	SUBTOTALS
ACCESS RD. 5	40

TREE PRUNING (OVER 10 INCH DIAMETER) — TOTAL 20 EACH

LOCATION	SUBTOTALS
ACCESS RD. 5	20

EARTH EXCAVATION (SPECIAL) — TOTAL 5,000 CU YD

	SUBTOTALS
AT LOCATIONS DIRECTED BY ENGINEER	5000

FURNISHED EXCAVATION — TOTAL 104,340 CU YD

		SUBTOTALS
CROSS SECTIONS		103,605
BUILDING 11 FOUNDATION	87.7′ x 30.61′ x 2.0′	200
BUILDING 12 FOUNDATION	AREA = 7,137 SF X 2′	530
BUILDING 13 FOUNDATION	7.99′ X 11.93′ X 2.0′	7

SEEDING, CLASS 4A — TOTAL 9.25 ACRE

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	AREA (SF)	SUBTOTALS
I-70	127+10.76	-150.0	133+29.55	150.0	223,677	5.13
I-70	133+60.33	150.0	134+80.04	-150.0	37,457	0.86
I-70	135+31.37	53.7	136+00.00	-93.7	15,190	0.35
I-70	135+59.68	69.0	136+00.00	150.0	2,530	0.06
AC RD 5	411+98.97	11.9	400+11.17	36.8	6,339	0.15
AC RD 5	411+16.86	-29.5	400+09.51	-77.1	29,258	0.67
I-70	136+68.70	-104.4	142+73.52	368.9	61,372	1.41
DARLING	1000+16.60	-21.5	1007+92.00	-45.4	14,856	0.34
I-70	144+89.01	-67.4	147+32.36	-126.2	9,299	0.21

SEEDING, CLASS 4B — TOTAL 0.5 ACRE

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	AREA (SF)	SUBTOTALS
I-70	127+98.11	-89.0	129+04.24	43.8	17,762	0.41

SEEDING, CLASS 7 — TOTAL 29.00 ACRE

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	AREA (SF)	SUBTOTALS
I-70	139+88.89	21.7	148+77.31	375.6	251,821	5.78
I-70	148+00.00	-207.5	161+41.29	-449.9	878,329	20.16
DARLING	1007+87.59	-13.0	1008+71.00	-52.0	2,898	0.07
DARLING	1008+63.57	-13.0	1016+22.86	-13.0	32,114	0.74
DARLING	1015+23.51	-46.6	1018+85.79	-13.0	9,728	0.22
DARLING	1017+29.68	13.0	41+00.00	48.6	84,783	1.95
EXCHANGE	41+00.00	75.61	42+30.42	48.09	3,646	0.08
						0.00

NITROGEN FERTILIZER NUTRIENT — TOTAL 2,610 POUND
PHOSPHORUS FERTILIZER NUTRIENT — TOTAL 2,610 POUND
POTASSIUM FERTILIZER NUTRIENT — TOTAL 2,610 POUND

	ACRES	90 LBS/ACRE	SUBTOTALS
FROM SEEDING CL 7	29	2,610	2,610
FROM SEEDING CL 7	29	2,610	2,610
FROM SEEDING CL 7	29	2,610	2,610

MULCH, METHOD 2 — TOTAL 72.00 ACRE

ONE APPLICATION IS FOR EROSION CONTROL, ONE APPLICATION IS FOR LANDSCAPING

	AREA	APPL.	SUBTOTALS
FROM SEEDING CLASS 4A	9.25	2	18.50
FROM SEEDING CLASS 4B	0.50	2	1.00
FROM SEEDING CLASS 7	29.00	2	58.00
SUBTRACT AREAS OF EROSION CONTROL BLANKET -13,471 SY	-2.78	2	-5.57

EROSION CONTROL BLANKET — TOTAL 26,942 SQ YD

ONE APPLICATION IS FOR EROSION CONTROL, ONE APPLICATION IS FOR LANDSCAPING

LOCATION	FROM STA.	OFF.	DIR.	TO STA.	OFF.	DIR.	AREA (SF)	APPL.	SUBTOTALS
I-70	133+03	146.0	LT	133+29	147.7	RT	11,249	2	2,500
I-70	133+61	147.6	LT	133+95	147.0	RT	8,733	2	1,941
I-70	135+08	147.4	LT	136+00	12.4	LT	14,967	2	3,326
I-70	136+00	93.7	LT	136+15	55.8	LT	564	2	125
I-70	140+42	75.8	RT	148+00	127.0	RT	56,967	2	12,659
I-70	146+03	94.7	LT	148+00	61.9	LT	10,062	2	2,236
I-70	148+00	106.5	LT	149+80	64.4	RT	8,009	2	1,780
I-70	148+00	64.4	RT	149+79	125.7	RT	10,690	2	2,376

TEMPORARY EROSION CONTROL SEEDING — TOTAL 17,366 POUND

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	AREA (SF)	AREA (AC)	SUBTOTALS
I-70	127+10.76	-150.0	133+29.55	150.0	223,677	5.13	2,311
I-70	133+60.33	150.0	134+80.04	-150.0	37,457	0.86	387
I-70	135+31.37	53.7	136+00.00	-93.7	15,190	0.35	157
I-70	135+59.68	69.0	136+00.00	150.0	2,530	0.06	26
AC RD 5	411+98.97	11.9	400+11.17	36.8	6,339	0.15	65
AC RD 5	411+16.86	-29.5	400+09.51	-77.1	29,258	0.67	302
I-70	136+68.70	-104.4	142+73.52	368.9	61,372	1.41	634
DARLING	1000+16.60	-21.5	1007+92.00	-45.4	14,856	0.34	153
I-70	144+89.01	-67.4	147+32.36	-126.2	9,299	0.21	96
I-70	127+98.11	-89.0	129+04.24	43.8	17,762	0.41	183
I-70	139+88.89	21.7	148+77.31	375.6	251,821	5.78	2,601
I-70	148+00.00	-207.5	161+41.29	-449.9	878,329	20.16	9,074
DARLING	1007+87.59	-13.0	1008+71.00	-52.0	2,898	0.07	30
DARLING	1008+63.57	-13.0	1016+22.86	-13.0	32,114	0.74	332
DARLING	1015+23.51	-46.6	1018+85.79	-13.0	9,728	0.22	100
DARLING	1017+29.68	13.0	41+00.00	48.6	84,783	1.95	876
EXCHANGE	41+00.00	75.61	42+30.42	48.09	3,646	0.08	38

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

TEMPORARY DITCH CHECKS — TOTAL 112 FOOT

LOCATION	STATION	OFFSET	DIRECTION	SUBTOTALS
I-70	129+30.14	37.6	RT	15.2
I-70	129+34.88	4.4	LT	15.2
I-70	143+86.28	129.6	RT	17.2
I-70	147+93.23	112.7	LT	15.2
I-70	149+18.40	100.9	RT	17.2
I-70	151+06.58	141.9	LT	15.2
I-70	153+85.50	128.1	RT	17.2

PERIMETER EROSION BARRIER — TOTAL 10,655 FOOT

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	LENGTH (FT)	SUBTOTALS
I-70	127+13.45	-147.0	127+58.46	54.0	208	208
I-70	127+13.45	-147.0	129+81.25	-147.0	288	288
I-70	130+18.32	-147.0	133+03.29	-147.0	306	306
I-70	133+87.09	-147.0	134+80.10	-147.0	100	100
I-70	127+79.18	91.6	128+51.05	212.2	140	140
I-70	128+88.13	254.7	132+86.73	147.0	836	836
I-70	133+95.03	147.0	135+03.83	147.0	101	101
I-70	135+74.48	147.0	136+00.00	147.0	23	23
I-70	136+00.00	147.0	400+42.40	550.1	1,048	1,048
I-70	136+74.35	-98.8	18+41.65	-39.8	422	422
I-70	136+74.35	-98.8	18+19.08	-39.1	1,029	1,029
DARLING	1000+17.78	-18.7	1008+71.00	-52.0	861	861
INDUSTR	17+52.76	10.0	10+37.95	85.5	747	747
INDUSTR	10+24.98	103.0	9+79.82	79.0	113	113
DARLING	1008+71.00	-52.0	1015+30.91	-43.7	656	656
I-70	148+76.03	372.7	161+41.29	-449.9	1,843	1,962
DARLING	1015+30.91	-43.7	1019+93.63	-11.3	466	466
DARLING	1019+98.90	10.3	41+00.00	48.6	668	668
EXCHANGE	39+49.40	365.4	41+00.00	72.8	412	412
EXCHANGE	41+00.00	48.6	42+26.80	43.69	269	269

INLET FILTERS — TOTAL 9 EACH

STRUCTURE ID	LOCATION	STATION	OFFSET	DIRECTION	SUBTOTALS
116	DARLING ACCESS	1001+03	14.7	LT	1
117	DARLING ACCESS	1000+68	15.9	RT	1
118	DARLING ACCESS	1000+95	14.3	RT	1
119	I-70	140+50	39.8	RT	1
120	I-70	140+27	93.3	RT	1
124	DARLING ACCESS	1011+92	18.3	RT	1
125	DARLING ACCESS	1011+95	55.7	RT	1
129	I-70	154+71	213.0	RT	1
132	I-70	140+50	3.6	LT	1

STONE RIPRAP, CLASS A4 — TOTAL 240 SQ YD
FILTER FABRIC — TOTAL 330 SQ YD

LOCATION	STATION	OFFSET	DIRECTION	SUBTOTALS
I-70	129+93.00	3.76	LT	12.5
I-70	129+93.00	39.02	RT	12.5
I-70	151+45.74	186.93	LT	3.3
I-70	154+79.10	177.72	RT	30.0
I-70	154+87.32	150.59	RT	182.0

45 SQ YD OF FILTER FABRIC USED AT EACH AGGREGATE BERM TEMPORARY AGGREGATE (EROSION CONTROL)

BITUMINOUS MATERIALS (PRIME COAT) — TOTAL 2,621 GALLON

LOCATION	AREA	RATE GAL/SY	NO. OF APPLICATIONS	SUBTOTALS
DARLING ACCESS RD	5,041	0.02	1	101
DARLING ACCESS RD	5,041	0.5	1	2,521

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" — TOTAL 5,041 SQ YD

LOCATION	FROM STA.	TO STA.	AREA (SF)	AREA (SY)	SUBTOTALS
DARLING	1000+10.19	1008+60.90	20,061	2,229	2,229
ACCESS RD.	1008+60.90	1020+11.80	25,308	2,812	2,812

CONCRETE BARRIER REMOVAL — TOTAL 625 FOOT

	SUBTOTALS
NORTH SIDE PROTECTION OF 48" AND 24" WATERMAINS	212.5
SOUTH SIDE PROTECTION OF 48" AND 24" WATERMAINS	412.5

AGGREGATE SHOULDERS, TYPE A — TOTAL 1,162 SQ YD

LOCATION	FROM STA.	TO STA.	WIDTH	AREA (SF)	SUBTOTALS
INDUSTIAL DR.	18+63	19+50	VAR.	4,389	488
DARLING	1003+50	1020+09	2'	3,318	369
DARLING	1006+40	1020+14	2'	2,748	305

HOT-MIX ASPHALT SHOULDERS, 6 1/2" — TOTAL 339 SQ YD

LOCATION	FROM STA.	TO STA.	AREA (SF)	SUBTOTALS
DARLING ACCESS	1000+24.08	1006+52.10	3,050	339

CONCRETE REMOVAL — TOTAL 5.2 CU YD

DESCRIPTION		SUBTOTALS
PIPE CONNECTION TO CAHOKIA BOX CULVERT	FROM STRUCTURE CALCULATIONS	2.6
PIPE CONNECTION TO CAHOKIA BOX CULVERT	FROM STRUCTURE CALCULATIONS	2.6

STEEL PLATE BEAM GUARD RAIL, TYPE B (SPECIAL) — TOTAL 475 FOOT

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	SUBTOTALS
DARLING ACCESS RD.	1000+82.21	11.75' RT	1005+62.11	11.75' RT	479

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT — TOTAL 1 EACH

LOCATION	STA.	TO STA.	SUBTOTALS
DARLING ACCESS	1005+62.11	1006+12.11	1

STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) — TOTAL 62.5 FOOT

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	SUBTOTALS
DARLING ACCESS RD.	1000+37.51	44.90' RT	1000+82.21	11.75' RT	59

CHAIN LINK FENCE, 6' — TOTAL 6,943 FOOT

LOCATION	FROM STA.	OFF.	TO STA.	OFF	LENGTH (FT)	SUBTOTALS
I-70	127+11.61	-100.0	132+81.00	-44.5	652	652
I-70	127+11.61	-100.0	128+01.45	53.0	200	200
I-70	128+06.13	76.6	132+81.00	44.5	505	528
I-70	136+70.48	-100.0	501+24.26	-8.4	407	456
I-70	136+70.48	-100.0	501+24.26	8.2	431	431
I-70	140+56.00	-82.0	1019+92.13	-12.2	1938	1,938
I-70	1019+93.33	11.8	1019+65.86	-161.0	255	255
I-70	140+61.23	70.0	10+35.94	85.4	766	766
AC RD 5	400+94.79	4.5	400+94.79	12.5	8	7
I-70	10+25.60	99.5	161+67.51	182.2	1421	1,421
I-70	39+51.45	109.1	42+34.08	45.2	289	289

CHAIN LINK GATES, 6' X 16' DOUBLE — TOTAL 1 EACH

LOCATION	STA.	SUBTOTALS
ACCESS RD 6	501+24.26	1

CHAIN LINK GATES, 6' X 24' DOUBLE — TOTAL 4 EACH

LOCATION	STA.	SUBTOTALS
ACCESS ROAD 4	201+02.15	1
DARLING ACCESS ROAD	1000+73.80	1
DARLING ACCESS ROAD	1019+92.13	1
INDUSTRIAL DRIVE	10+36.54	1

CHAIN LINK FENCE REMOVAL — TOTAL 302 FOOT

LOCATION	FROM STA.	OFF.	TO STA.	OFF	SUBTOTALS
EXCHANGE	39+51	109' RT	41+00	62' RT	164
EXCHANGE	41+00	62' RT	42+38	46' RT	138

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS — TOTAL 14 EACH

LOCATION	STATION	OFFSET (FT)	RT/LT	SUBTOTALS
I-70	127+11.61	100.00	LT	1
I-70	127+75.16	87.28	RT	1
I-70	127+84.04	133.29	RT	1
I-70	129+14.77	288.32	RT	1
I-70	132+67.29	100.00	LT	1
I-70	132+01.28	100.00	RT	1
I-70	136+55.23	133.40	RT	1
I-70	136+68.70	103.41	LT	1
I-70	136+70.48	100.00	LT	1
I-70	136+78.68	121.38	RT	1
I-70	137+16.15	91.55	LT	1
I-70	137+89.36	100.00	RT	1
I-70	141+48.68	91.55	LT	1
I-70	142+84.50	370.44	RT	1

SIGN PANEL - TYPE 1 — TOTAL 18 SQ FT
WOOD SIGN SUPPORT — TOTAL 48 FOOT

LOCATION	STATION	OFFSET (FT)	SIZE	SIGN PANEL - TYPE 1 MUTCD I.D.	SIGN PANEL - TYPE 1 SUBTOTALS	WOOD SIGN SUPPORT SUBTOTALS
ACCESS ROAD 4	205+65	0 RT	24" x 24"	OM4-1	4	12
ACCESS ROAD 5	412+40	0 RT	24" x 24"	OM4-1	4	12
ACCESS ROAD 6	499+97	0 RT	24" x 24"	OM4-1	4	12
DARLING	1000+29	16 LT	30" x 30"	R1-1	6.25	12

GUARDRAIL MARKERS, TYPE A — TOTAL 7 EACH

LOCATION	FROM STA.	OFF.	TO STA.	OFF.	LENGTH (FT)	SPACING (FT)	COLOR	SUBTOTALS
DARLING ACCESS ROAD	1000+04.81	48.12 RT	1005+62.11	11.96 RT.	525	80	CRYSTAL MONO DIRECTIONAL	7

BARRIER WALL MARKERS, TYPE C — TOTAL 64 EACH

LOCATION	FROM STA.	TO STA.	LENGTH (FT)	SPACING (FT)	COLOR	SUBTOTALS
I-70	127+81	140+64	1283	80	AMBER	16.0
I-70	127+81	140+64	1283	80	CRYSTAL	16.0
I-70	127+81	140+64	1283	80	AMBER	16.0
I-70	127+81	140+64	1283	80	CRYSTAL	16.0

TERMINAL MARKER - DIRECT APPLIED — TOTAL 1 EACH

LOCATION	STA.	OFF.	SUBTOTALS
DARLING ACCESS	1006+12.1	12.79' RT	1

EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN — TOTAL 4 EACH

LOCATION	STA.	SUBTOTALS
I-70	141+50	1
I-70	143+50	1
I-70	145+50	1
I-70	147+50	1

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL — TOTAL 3 EACH

LOCATION	STA.	SUBTOTALS
IL. ROUTE 3	148+00.00	1
INDUSTRIAL DR.	18+24.90	1
INDUSTRIAL DR.	19+57.90	1

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE — TOTAL 1,088 SQ YD

LOCATION	STA.	RT/LT	LENGTH (FT)	WIDTH (FT)	SUBTOTALS
IL. ROUTE 3	148+00.00	RT	75	30	250
INDUSTRIAL DR.	9+63.32	RT	101	30	338
INDUSTRIAL DR.	18+24.90	LT	75	30	250
INDUSTRIAL DR.	19+57.90	RT	75	30	250

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE — TOTAL 1,088 SQ YD

LOCATION	STA.	LENGTH (FT)	WIDTH (FT)	AREA (SY)	SUBTOTALS
IL. ROUTE 3	148+00 RT.	75.0	30	250	250
INDUSTRIAL DR.	9+63.3 RT.	101.3	30	338	338
INDUSTRIAL DR.	18+24.9 LT.	75.0	30	250	250
INDUSTRIAL DR.	19+57.9 RT.	75.0	30	250	250

AGGREGATE SUBGRADE 12" — TOTAL 5,796 SQ YD

LOCATION	FROM STA.	TO STA.	SUBTOTALS
DARLING ACCESS RD.	1000+10.19	1008+60.90	2,449
DARLING ACCESS RD.	1000+10.19 LT	1008+60.90 LT	48 *
DARLING ACCESS RD.	1005+16.80 RT	1008+58.50 RT	19 *
DARLING ACCESS RD.	1008+60.90	1020+11.80	2,813
DARLING ACCESS RD.	1008+60.90 LT	1020+11.80 LT	64 *
DARLING ACCESS RD.	1008+58.50 RT	1020+11.80 RT	64 *
DARLING ACCESS RD.	HMA SHLD 6"		339

* ADDITIONAL AREA OUTSIDE OF TOP EDGE OF BITUMINOUS PAVEMENT

CONCRETE REMOVAL (SPECIAL) — TOTAL 17,514 SQ YD

LOCATION	STA.	OFF.	LT/RT	STA	OFF	LT/RT	AREA SQ FT	SUBTOTALS
PR DARLING ACCESS ROAD	1014+07	84.4	RT	1014+43	9.7	RT	2,358	262
PR DARLING ACCESS ROAD	1014+30	191.1	RT	1019+57	242.2	RT	131,976	14,664
PR DARLING ACCESS ROAD	1017+97	221.4	RT	1018+39	236.0	RT	1,091	121
PR DARLING ACCESS ROAD	1018+08	213.5	RT	1018+12	202.3	RT	92	10
PR DARLING ACCESS ROAD	1018+08	295.3	RT	1018+17	288.0	RT	281	31
PR DARLING ACCESS ROAD	1018+53	244.0	RT	1018+76	244.1	RT	1,605	178
PR DARLING ACCESS ROAD	1019+13	363.8	RT	1019+24	366.1	RT	599	67
PR DARLING ACCESS ROAD	1019+38	153.9	RT	1019+82	272.0	RT	8,794	977
I-70	155+11	29.8	LT	156+42	31.1	RT	10,131	1,126
I-70	156+49	232.1	LT	156+73	265.3	LT	665	74
I-70	156+82	268.9	LT	156+84	275.8	LT	32	4

SAND DRAINAGE BLANKET — TOTAL 9,362 CU YD

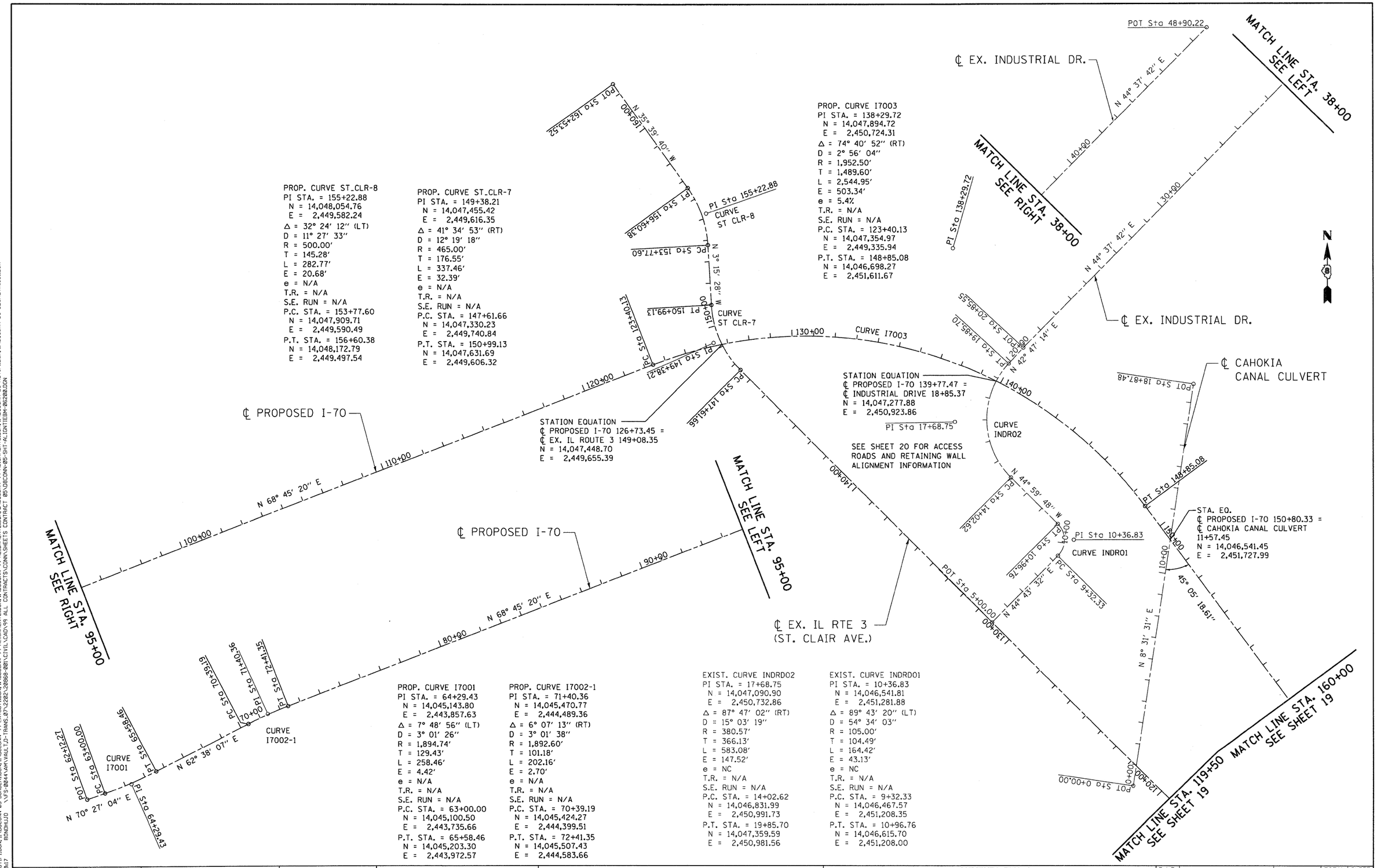
FROM STA	OFFSET LT	OFFSET RT	TO STA	OFFSET LT	OFFSET RT	AREA (SF)	DEPTH (FT)	SUBTOTALS
141+00.00	21	101	143+00.00	21	109	25,200	2	1,867
143+00.00	29	109	145+00.00	29	112	27,900	2	2,067
145+00.00	32	112	146+25.00	32	100	17,250	2	1,278
146+25.00	39	100	147+50.00	39	92	16,875	2	1,250
147+50.00	90	92	149+22.00	90	85	30,702	2	2,274
149+22.00	90	85	149+82.00	22	85	8,460	2	627

AGGREGATE SURFACE COURSE, TYPE A, 12" — TOTAL 4,279 SQ YD

LOCATION	FROM STA.	TO STA.	AREA (SF)	SUBTOTALS
ACCESS RD. NO. 4	200+15.78	205+50.00	10,890	1,210
ACCESS RD. NO. 5 & 5A	400+09.57	412+36.80	23,907	2,656
ACCESS RD. NO. 6	500+00.00	501+80.21	3,716	413

TUBULAR GATES, 4.5' X 16' SINGLE — TOTAL 2 EACH

LOCATION	STA.	SUBTOTALS
ACCESS RD 5	400+94.79	1
ACCESS RD 5A	452+00.58	1



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES & BENCHMARKS 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -	I-70 CONNECTION		998	82-2-1HVB	ST. CLAIR	285 / 18
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=200' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

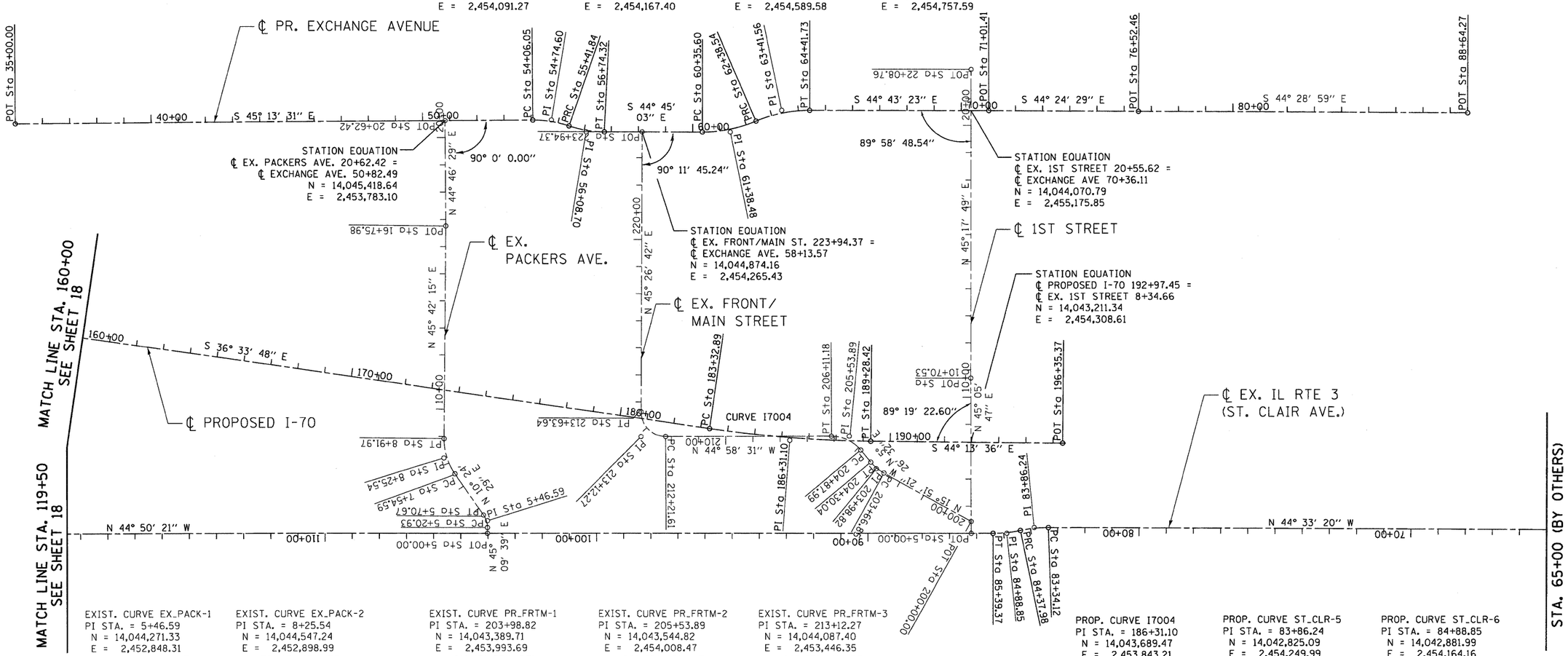
..\DBCONN-99-MOTIF1.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-99-LAYOUT1.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-05-SHT-ALIGNTIES-BSC200.DGN
6-03-2010, 14:48:17 BINDHLJ0 \\FS-0044\AMVAULT_D-TRANS_87\2222\20858-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 85\20CONN-05-SHT-AL

PROP. CURVE PR_EXCH-1
PI STA. = 54+74.60
N = 14,045,142.47
E = 2,454,061.46
Δ = 19° 27′ 04″ (RT)
D = 14° 19′ 26″
R = 400.00′
T = 68.56′
L = 135.80′
E = 5.83′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 54+06.05
N = 14,045,190.75
E = 2,454,012.79
P.T. STA. = 55+41.84
N = 14,045,080.73
E = 2,454,091.27

PROP. CURVE PR_EXCH-2
PI STA. = 56+08.70
N = 14,045,020.53
E = 2,454,120.34
Δ = 18° 58′ 37″ (LT)
D = 14° 19′ 26″
R = 400.00′
T = 66.85′
L = 132.48′
E = 5.55′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 55+41.84
N = 14,045,080.73
E = 2,454,091.27
P.T. STA. = 56+74.32
N = 14,044,973.05
E = 2,454,167.40

PROP. CURVE PR_EXCH-3
PI STA. = 61+38.48
N = 14,044,643.41
E = 2,454,494.18
Δ = 23° 15′ 21″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 102.89′
L = 202.95′
E = 10.48′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 60+35.60
N = 14,044,716.48
E = 2,454,421.75
P.T. STA. = 62+38.54
N = 14,044,604.88
E = 2,454,589.58

PROP. CURVE PR_EXCH-4
PI STA. = 63+41.56
N = 14,044,566.30
E = 2,454,685.10
Δ = 23° 17′ 01″ (RT)
D = 11° 27′ 33″
R = 500.00′
T = 103.02′
L = 203.19′
E = 10.50′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 62+38.54
N = 14,044,604.88
E = 2,454,589.58
P.T. STA. = 64+41.73
N = 14,044,493.11
E = 2,454,757.59



EXIST. CURVE EX_PACK-1
PI STA. = 5+46.59
N = 14,044,271.33
E = 2,452,848.31
Δ = 34° 45′ 10″ (LT)
D = 69° 52′ 22″
R = 82.00′
T = 25.66′
L = 49.74′
E = 3.92′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 5+20.93
N = 14,044,253.23
E = 2,452,830.12
P.T. STA. = 5+70.67
N = 14,044,296.57
E = 2,452,852.95

EXIST. CURVE EX_PACK-2
PI STA. = 8+25.54
N = 14,044,547.24
E = 2,452,898.99
Δ = 35° 17′ 45″ (RT)
D = 25° 41′ 35″
R = 223.00′
T = 70.95′
L = 137.37′
E = 11.01′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 7+54.59
N = 14,044,477.46
E = 2,452,886.18
P.T. STA. = 8+91.97
N = 14,044,596.78
E = 2,452,949.77

EXIST. CURVE PR_FRTM-1
PI STA. = 203+98.82
N = 14,043,389.71
E = 2,453,993.69
Δ = 21° 17′ 53″ (RT)
D = 33° 42′ 12″
R = 170.00′
T = 31.97′
L = 63.19′
E = 2.98′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 203+66.85
N = 14,043,358.96
E = 2,454,002.42
P.T. STA. = 204+30.04
N = 14,043,421.53
E = 2,453,996.72

EXIST. CURVE PR_FRTM-2
PI STA. = 205+53.89
N = 14,043,544.82
E = 2,454,008.47
Δ = 50° 25′ 03″ (LT)
D = 40° 55′ 32″
R = 140.00′
T = 65.91′
L = 123.19′
E = 14.74′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 204+87.99
N = 14,043,479.21
E = 2,454,002.22
P.T. STA. = 206+11.18
N = 14,043,591.44
E = 2,453,961.89

EXIST. CURVE PR_FRTM-3
PI STA. = 213+12.27
N = 14,044,087.40
E = 2,453,446.35
Δ = 90° 25′ 14″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 90.66′
L = 142.03′
E = 37.75′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 212+21.61
N = 14,044,023.26
E = 2,453,530.43
P.T. STA. = 213+63.64
N = 14,044,151.01
E = 2,453,530.96

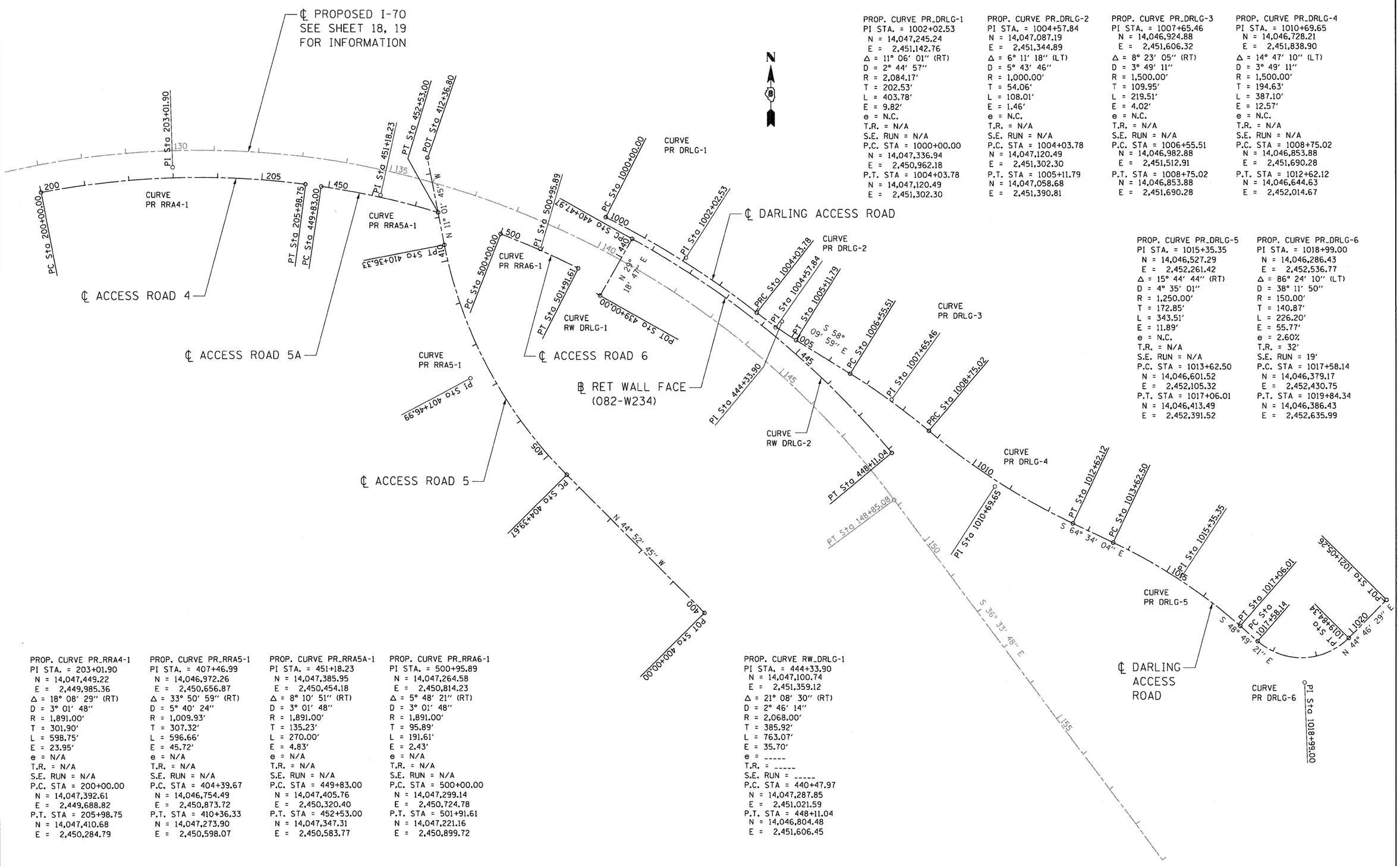
PROP. CURVE I7004
PI STA. = 186+31.10
N = 14,043,689.47
E = 2,453,843.21
Δ = 7° 39′ 48″ (LT)
D = 1° 17′ 13″
R = 4,452.50′
T = 298.21′
L = 595.53′
E = 9.98′
e = 3.3%
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 183+32.89
N = 14,043,929.00
E = 2,453,665.57
P.T. STA. = 189+28.42
N = 14,043,475.78
E = 2,454,051.21

PROP. CURVE ST_CLR-5
PI STA. = 83+86.24
N = 14,042,825.09
E = 2,454,249.99
Δ = 11° 54′ 06″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 52.12′
L = 103.86′
E = 2.71′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 83+34.12
N = 14,042,787.95
E = 2,454,286.56
P.T. STA. = 84+37.98
N = 14,042,853.89
E = 2,454,206.55

PROP. CURVE ST_CLR-6
PI STA. = 84+88.85
N = 14,042,881.99
E = 2,454,164.16
Δ = 11° 37′ 06″ (RT)
D = 11° 27′ 33″
R = 500.00′
T = 50.87′
L = 101.39′
E = 2.58′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 84+37.98
N = 14,042,853.89
E = 2,454,206.55
P.T. STA. = 85+39.37
N = 14,042,918.06
E = 2,454,128.29

..\DBCONN-99-MOTIFLIDGN, ..\DBCONN-05-BORDER1.DGN, ..\DBCONN-99-LAYOUT1.DGN, ..\DBCONN-99-ALIGNMENT2.DGN, ..\DBCONN-05-MOTIF.DGN
6-03-2010, 14:48:20 BDKZHULIO \\FS-0044\HAN\PROJ\TJD-TRANS.07\2202\20869-001\CIVIL\CHD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-ALIGNTIEBM-160200.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES & BENCHMARKS 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -	I-70 CONNECTION		998	82-2-1HVB	ST. CLAIR	285 / 19
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1″=200′ / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



PROP. CURVE PR_DRLG-1
PI STA. = 1002+02.53
N = 14,047,245.24
E = 2,451,142.76
Δ = 11° 06' 01" (RT)
D = 2° 44' 57"
R = 2,084.17'
T = 202.53'
L = 403.78'
E = 9.82'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1000+00.00
N = 14,047,336.94
E = 2,450,962.18
P.T. STA = 1004+03.78
N = 14,047,120.49
E = 2,451,302.30

PROP. CURVE PR_DRLG-2
PI STA. = 1004+57.84
N = 14,047,087.19
E = 2,451,344.89
Δ = 6° 11' 18" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 54.06'
L = 108.01'
E = 1.46'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1004+03.78
N = 14,047,120.49
E = 2,451,302.30
P.T. STA = 1005+11.79
N = 14,047,058.68
E = 2,451,390.81

PROP. CURVE PR_DRLG-3
PI STA. = 1007+65.46
N = 14,046,924.88
E = 2,451,606.32
Δ = 8° 23' 05" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 109.95'
L = 219.51'
E = 4.02'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1006+55.51
N = 14,046,982.88
E = 2,451,512.91
P.T. STA = 1008+75.02
N = 14,046,853.88
E = 2,451,690.28

PROP. CURVE PR_DRLG-4
PI STA. = 1010+69.65
N = 14,046,728.21
E = 2,451,838.90
Δ = 14° 47' 10" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 194.63'
L = 387.10'
E = 12.57'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1008+75.02
N = 14,046,853.88
E = 2,451,690.28
P.T. STA = 1012+62.12
N = 14,046,644.63
E = 2,452,014.67

PROP. CURVE PR_DRLG-5
PI STA. = 1015+35.35
N = 14,046,527.29
E = 2,452,261.42
Δ = 15° 44' 44" (RT)
D = 4° 35' 01"
R = 1,250.00'
T = 172.85'
L = 343.51'
E = 11.89'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1013+62.50
N = 14,046,601.52
E = 2,452,105.32
P.T. STA = 1017+06.01
N = 14,046,413.49
E = 2,452,391.52

PROP. CURVE PR_DRLG-6
PI STA. = 1018+99.00
N = 14,046,286.43
E = 2,452,536.77
Δ = 86° 24' 10" (LT)
D = 38° 11' 50"
R = 150.00'
T = 140.87'
L = 226.20'
E = 55.77'
e = 2.60%
T.R. = 32'
S.E. RUN = 19'
P.C. STA = 1017+58.14
N = 14,046,379.17
E = 2,452,430.75
P.T. STA = 1019+84.34
N = 14,046,386.43
E = 2,452,635.99

PROP. CURVE PR_RRA4-1
PI STA. = 203+01.90
N = 14,047,449.22
E = 2,449,985.36
Δ = 18° 08' 29" (RT)
D = 3° 01' 48"
R = 1,891.00'
T = 301.90'
L = 598.75'
E = 23.95'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 200+00.00
N = 14,047,392.61
E = 2,449,688.82
P.T. STA = 205+98.75
N = 14,047,410.68
E = 2,450,284.79

PROP. CURVE PR_RRA5-1
PI STA. = 407+46.99
N = 14,046,972.26
E = 2,450,656.87
Δ = 33° 50' 59" (RT)
D = 5° 40' 24"
R = 1,009.93'
T = 307.32'
L = 596.66'
E = 45.72'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 404+39.67
N = 14,046,754.49
E = 2,450,873.72
P.T. STA = 410+36.33
N = 14,047,273.90
E = 2,450,598.07

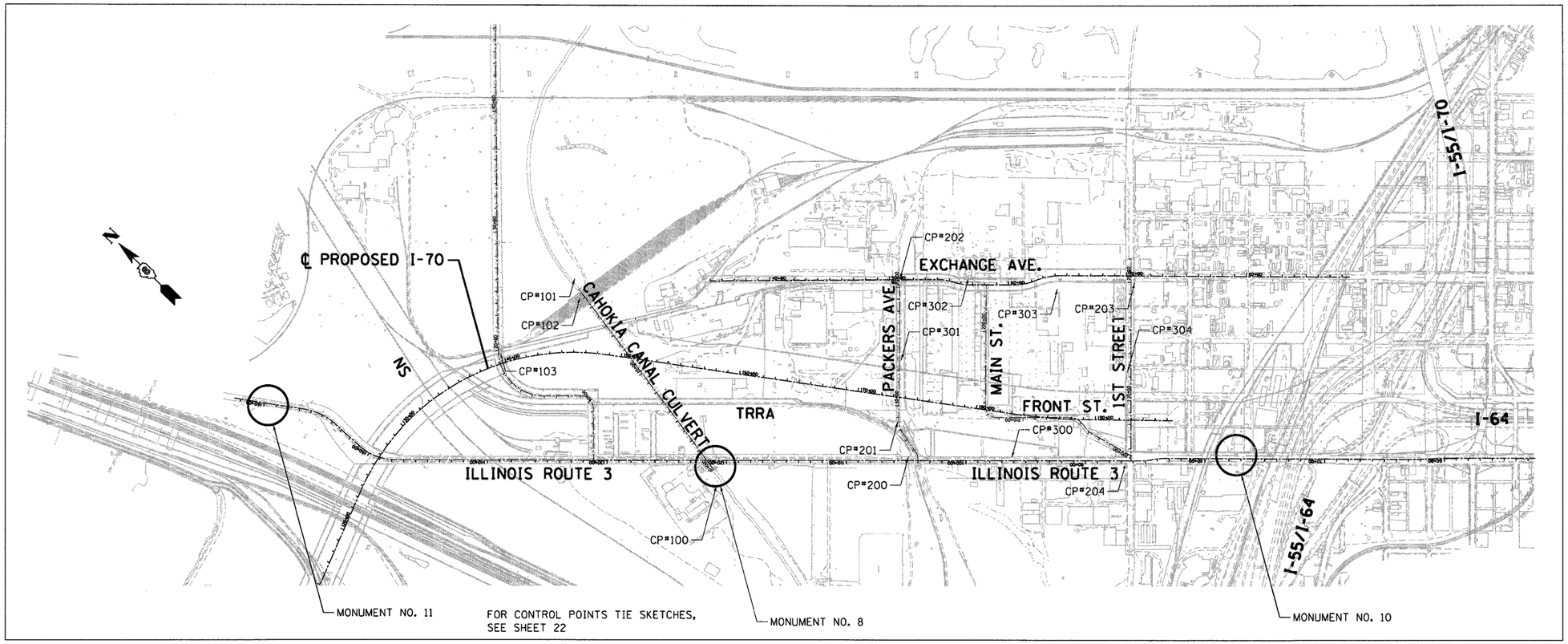
PROP. CURVE PR_RRA5A-1
PI STA. = 451+18.23
N = 14,047,385.95
E = 2,450,454.18
Δ = 8° 10' 51" (RT)
D = 3° 01' 48"
R = 1,891.00'
T = 135.23'
L = 270.00'
E = 4.83'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 449+83.00
N = 14,047,405.76
E = 2,450,320.40
P.T. STA = 452+53.00
N = 14,047,347.31
E = 2,450,583.77

PROP. CURVE PR_RRA6-1
PI STA. = 500+95.89
N = 14,047,264.58
E = 2,450,814.23
Δ = 5° 48' 21" (RT)
D = 3° 01' 48"
R = 1,891.00'
T = 95.89'
L = 191.61'
E = 2.43'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 500+00.00
N = 14,047,299.14
E = 2,450,724.78
P.T. STA = 501+91.61
N = 14,047,221.16
E = 2,450,899.72

PROP. CURVE RW_DRLG-1
PI STA. = 444+33.90
N = 14,047,100.74
E = 2,451,359.12
Δ = 21° 08' 30" (RT)
D = 2° 46' 14"
R = 2,068.00'
T = 385.92'
L = 763.07'
E = 35.70'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 440+47.97
N = 14,047,287.85
E = 2,451,021.59
P.T. STA = 448+11.04
N = 14,046,804.48
E = 2,451,606.45

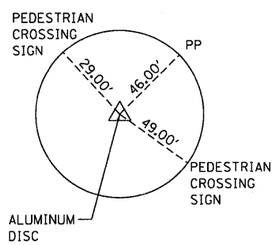
..\DBCONN-99-MOTIFLIDGN..\DBCONN-05-BORDERLIDGN..\DBCONN-99-LAYOUTLIDGN..\DBCONN-05-ALIGNMENTALIDGN..\DBCONN-05-MOTIFLIDGN..\DBCONN-05-GEOMETRISLIDGN
6-23-2010, 14:48:42 BENDHALID \\FS-2004\APWVAULT\D-TRANS.07\2202\20868-020\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-ALIGNTIEBM-20B20A.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	ALIGNMENTS, TIES & BENCHMARKS 3			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -					998	82-2-1HVB	ST. CLAIR	285 / 20
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -							CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=100'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



MONUMENT NO. 11

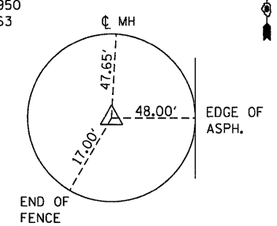
MRB (U.S. FOOT)
(PROJECT COORDINATE)
N = 14,048,411.5720
E = 2,449,306.9042
ELEV. = 414.02



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

MONUMENT NO. 8

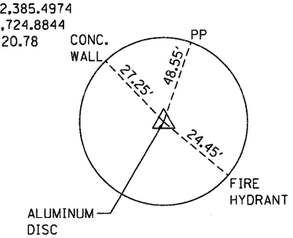
MRB (U.S. FOOT)
(PROJECT COORDINATE)
N = 14,045,393.2950
E = 2,451,580.4763
ELEV. = 401.95



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

MONUMENT NO. 10

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



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

COORDINATE SYSTEM

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

HORIZONTAL DATUM

THE DATUM USED IS NAD-83

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

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

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

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

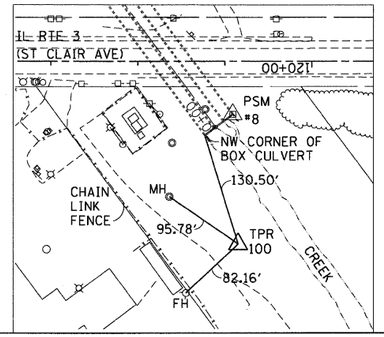
VERTICAL DATUM

THE DATUM USED IS NAVD 1988

..\DBCONN-99-MOTIF1.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-99-LAYOUT1.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-29-SHT-ALIGNTIEBM3.DGN,..\DBCONN-29-SHT-ALIGNTIEBM4.DGN
6-03-2010, 14:48:54 BONDHUJO \\FS-0044\HAVAL1D-TRANS.87\2222\20868-001\CIVIL\CADD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT #05\DBCONN-#05-SHT-ALIGNTIEBM4.DGN

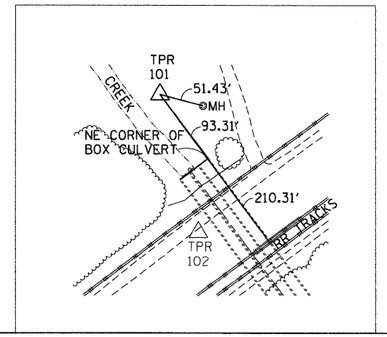
CONTROL POINT #100 (IRON ROD W/CAP)

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



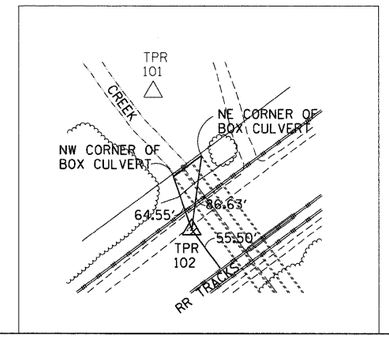
CONTROL POINT #101 (IRON ROD W/CAP)

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



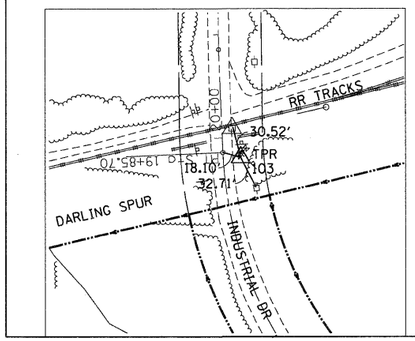
CONTROL POINT #102 (IRON ROD W/CAP)

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



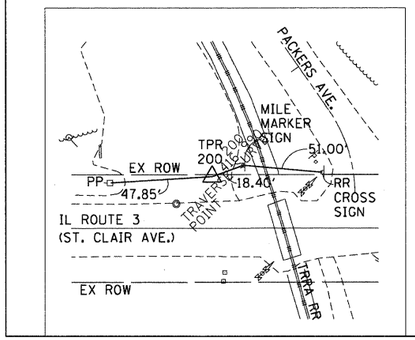
CONTROL POINT #103 (IRON ROD W/CAP)

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



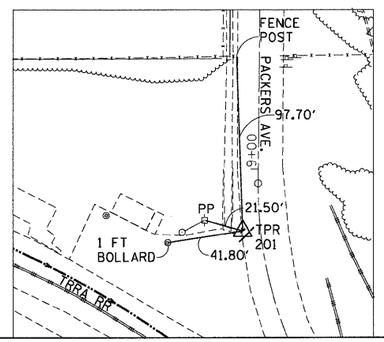
CONTROL POINT #200 (IRON ROD W/CAP)

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



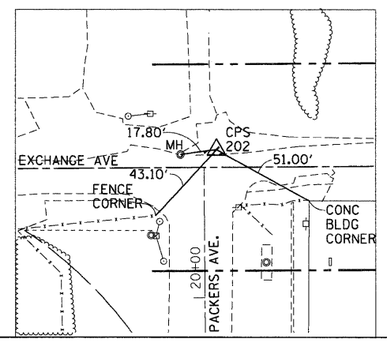
CONTROL POINT #201 (PK NAIL)

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



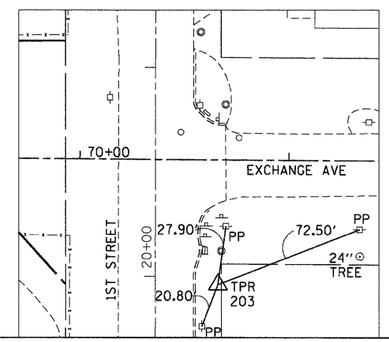
CONTROL POINT #202 (COTTON PICKER SPINDLE)

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



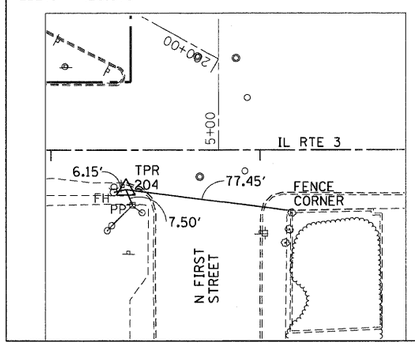
CONTROL POINT #203 (IRON ROD W/CAP)

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



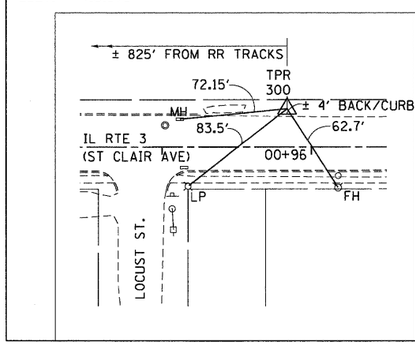
CONTROL POINT #204 (IRON ROD W/CAP)

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



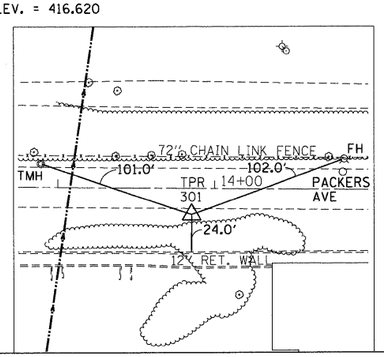
CONTROL POINT #300 (IRON ROD W/CAP)

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



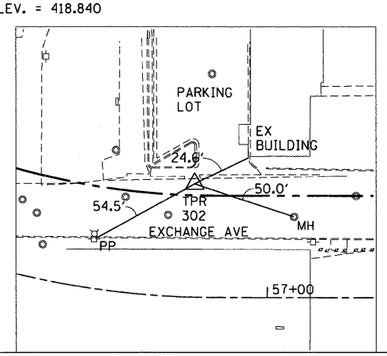
CONTROL POINT #301 (IRON ROD W/CAP)

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



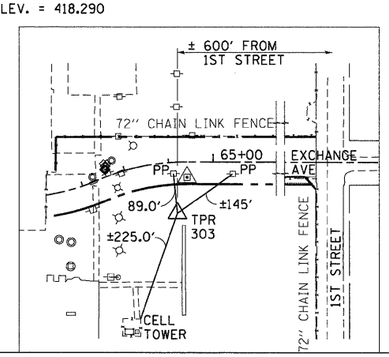
CONTROL POINT #302 (CUT CROSS)

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



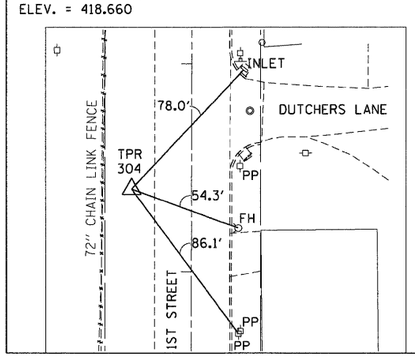
CONTROL POINT #303 (IRON ROD W/CAP)

N = 14,044,427.212
E = 2,454,660.603
ELEV. = 418.290



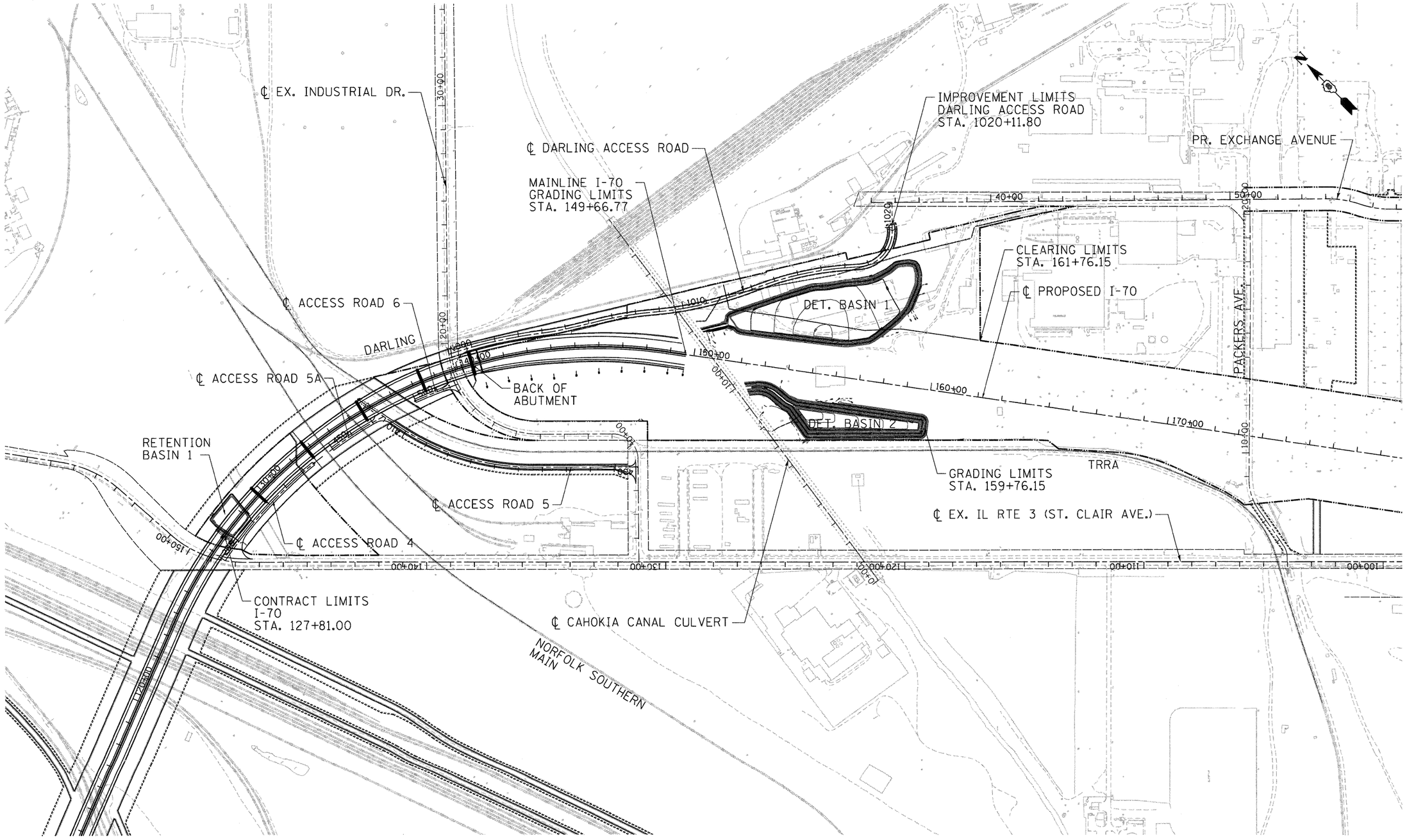
CONTROL POINT #304 (IRON ROD W/CAP)

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



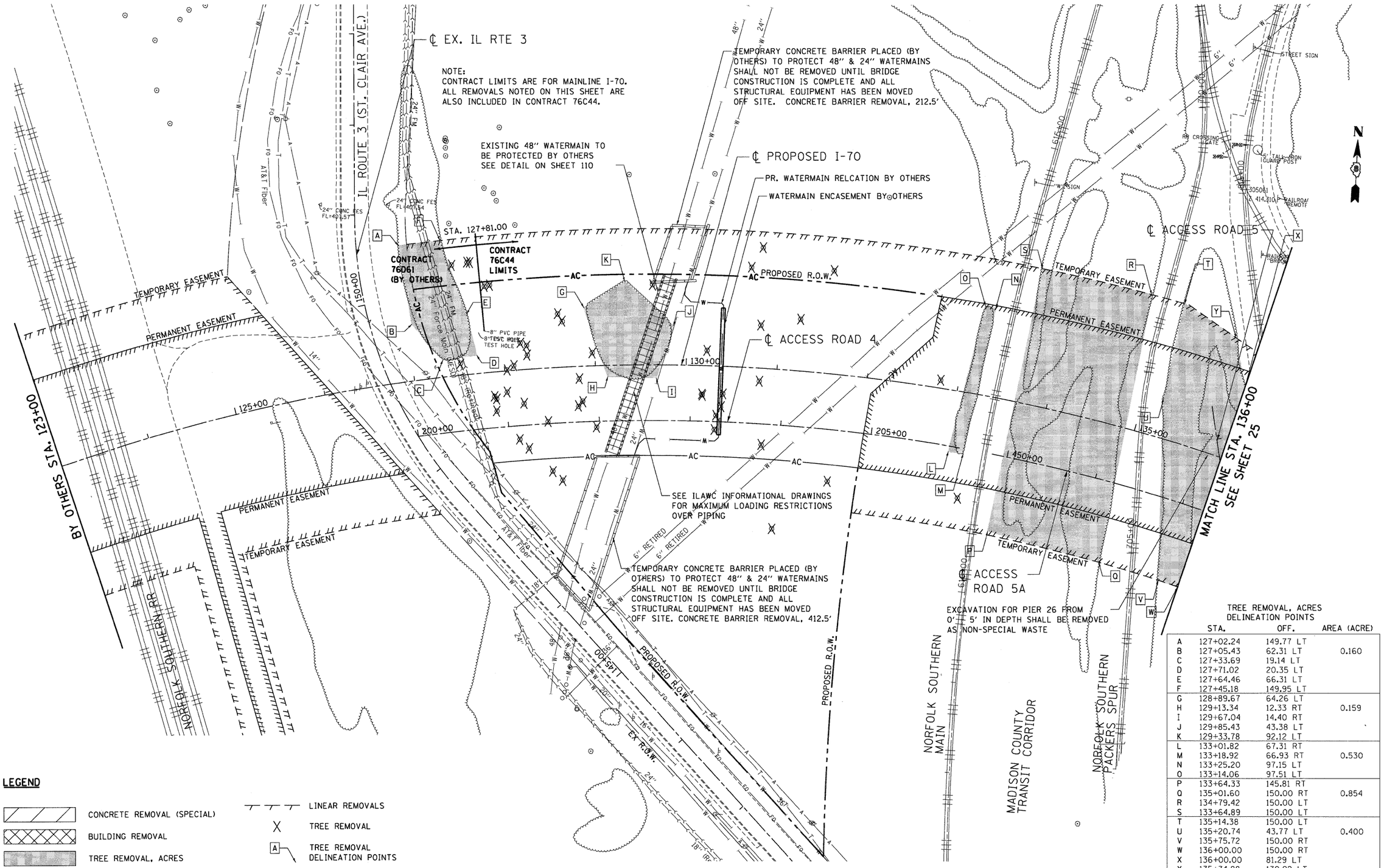
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	ALIGNMENTS, TIES & BENCHMARKS 5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	22
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=200' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF1.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-99-LAYOUT1.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-03-GEOMETRY5.DGN,..\DBCONN-03-TOPO1.DGN,..\DBCONN-05-SHT-ALIGNTIEBM4.DGN
6-03-2010, 14:46:58 BONDHUJD \\FS-0044\HAVULT\P-TRANS.07\2202\20968-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS\CONTRACT 05\DBCONN-05-SHT-ALIGNTIEBM5.DGN



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERALL PROJECT LIMITS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -	I-70 CONNECTION		998	82-2-1HVB	ST. CLAIR	285	23
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=200' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF1.DGN, ..\DBCONN-05-BORDER1.DGN, ..\DBCONN-99-LAYOUT1.DGN, ..\DBCONN-99-ALIGNMENT2.DGN, ..\DBCONN-05-ALIGNMENT4.DGN, ..\DBCONN-05-MOTIF1.DGN
6-03-2010, 14:41:15 BONJPHUJO \\FS-0044\AM\VAULT\P-THANS.07\2282\28868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-ALIGNTIEBMG.DGN



LEGEND

- CONCRETE REMOVAL (SPECIAL)
- BUILDING REMOVAL
- TREE REMOVAL, ACRES
- LINEAR REMOVALS
- X TREE REMOVAL
- A TREE REMOVAL DELINEATION POINTS

TREE REMOVAL, ACRES
DELINEATION POINTS

	STA.	OFF.	AREA (ACRE)
A	127+02.24	149.77 LT	
B	127+05.43	62.31 LT	0.160
C	127+33.69	19.14 LT	
D	127+71.02	20.35 LT	
E	127+64.46	66.31 LT	
F	127+45.18	149.95 LT	
G	128+89.67	64.26 LT	
H	129+13.34	12.33 RT	0.159
I	129+67.04	14.40 RT	
J	129+85.43	43.38 LT	
K	129+33.78	92.12 LT	
L	133+01.82	67.31 RT	
M	133+18.92	66.93 RT	0.530
N	133+25.20	97.15 LT	
O	133+14.06	97.51 LT	
P	133+64.33	145.81 RT	
Q	135+01.60	150.00 RT	0.854
R	134+79.42	150.00 LT	
S	133+64.89	150.00 LT	
T	135+14.38	150.00 LT	
U	135+20.74	43.77 LT	0.400
V	135+75.72	150.00 RT	
W	136+00.00	150.00 RT	
X	136+00.00	81.29 LT	
Y	135+74.88	130.92 LT	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

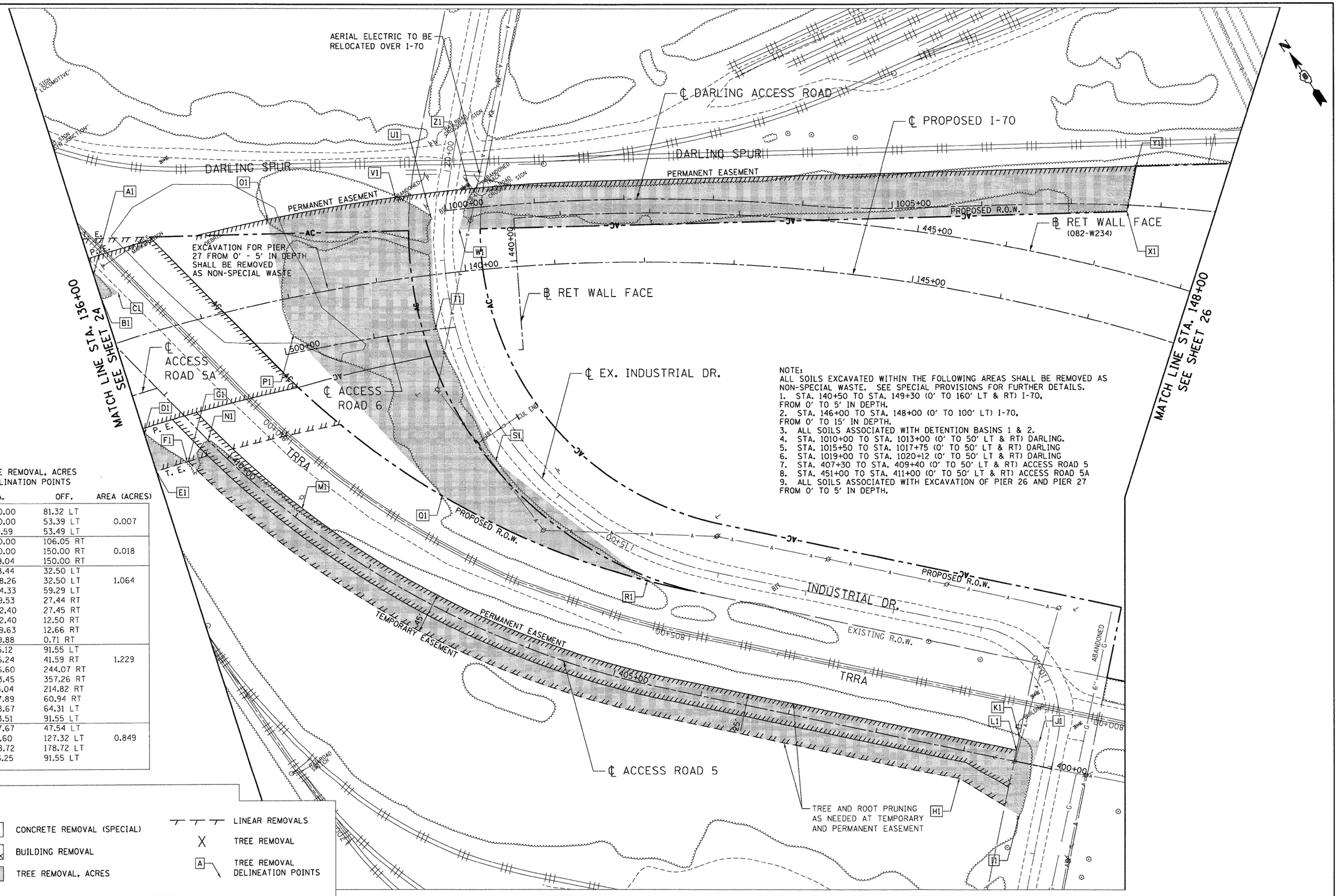
PROPOSED I-70
EXISTING PLAN & REMOVALS
STA. 123+00 TO STA. 136+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	24
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIFLDGN, ..\DBCONN-05-BORDERLDGN, ..\DBCONN-05-LEGENDLDGN, ..\DBCONN-05-MOTIFLDGN
6-23-2010, 14:41:27 BONDHUJO \\FS-0044\GAMVAULT3-TRANS.87\22022\20868-001\CIVIL\GHD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-REMOVAL1-12300.DGN



NOTE:
ALL SOILS EXCAVATED WITHIN THE FOLLOWING AREAS SHALL BE REMOVED AS NON-SPECIAL WASTE. SEE SPECIAL PROVISIONS FOR FURTHER DETAILS.
1. STA. 140+50 TO STA. 149+30 (0' TO 160' LT & RT) I-70, FROM 0' TO 5' IN DEPTH.
2. STA. 146+00 TO STA. 148+00 (0' TO 100' LT) I-70, FROM 0' TO 15' IN DEPTH.
3. ALL SOILS ASSOCIATED WITH DETENTION BASINS 1 & 2.
4. STA. 1010+00 TO STA. 1013+00 (0' TO 50' LT & RT) DARLING.
5. STA. 1015+50 TO STA. 1017+75 (0' TO 50' LT & RT) DARLING
6. STA. 1019+00 TO STA. 1020+12 (0' TO 50' LT & RT) DARLING
7. STA. 407+30 TO STA. 409+40 (0' TO 50' LT & RT) ACCESS ROAD 5
8. STA. 451+00 TO STA. 411+00 (0' TO 50' LT & RT) ACCESS ROAD 5A
9. ALL SOILS ASSOCIATED WITH EXCAVATION OF PIER 26 AND PIER 27 FROM 0' TO 5' IN DEPTH.

TREE REMOVAL, ACRES
DELINATION POINTS

	STA.	OFF.	AREA (ACRES)
A1	136+00.00	81.32 LT	
B1	136+00.00	53.39 LT	0.007
C1	136+19.59	53.49 LT	
D1	136+00.00	106.05 RT	
E1	136+00.00	150.00 RT	0.018
F1	136+39.04	150.00 RT	
G1	410+28.44	32.50 LT	
H1	400+98.26	32.50 LT	1.064
I1	400+24.33	59.29 LT	
J1	400+19.53	27.44 RT	
K1	400+42.40	27.45 RT	
L1	400+42.40	12.50 RT	
M1	408+99.63	12.66 RT	
N1	410+29.88	0.71 RT	
O1	137+95.12	91.55 LT	
P1	137+96.24	41.59 RT	1.229
Q1	139+36.60	244.07 RT	
R1	142+03.45	357.26 RT	
S1	140+13.04	214.82 RT	
T1	139+57.89	60.94 RT	
U1	139+68.67	64.31 LT	
V1	139+33.51	91.55 LT	
W1	139+97.67	47.54 LT	
X1	147+11.60	127.32 LT	0.849
Y1	147+08.72	178.72 LT	
Z1	140+13.25	91.55 LT	

LEGEND

- CONCRETE REMOVAL (SPECIAL)
- BUILDING REMOVAL
- TREE REMOVAL, ACRES
- LINEAR REMOVALS
- X TREE REMOVAL
- A TREE REMOVAL DELINEATION POINTS

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	25
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIF.DGN, ..\DBCONN-05-BORDERL.DGN, ..\DBCONN-05-LEGEND.DGN, ..\DBCONN-05-MOTIF.DGN
6-03-2010, 15:57:54 BONDHUJO \\VS-0044\GRX\VAULT2-TRANS_07\2202\20868-00\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-REMOVAL1-13600.DGN

MATCH LINE "A"
SEE SHEET 27

BUILDING REMOVAL NO. 13
R. MIN. = 408.0

DARLING SPUR

PROPOSED R.O.W.

R. MIN. 403.0

THIS SHEET
R. MIN. = 401.0

R. MIN. = 408.0

BUILDING REMOVAL
NO. 12
R. MIN. = 407.0

CONCRETE REMOVAL
(SPECIAL)
R. MIN. = 402.0

CONCRETE REMOVAL
(SPECIAL)
R. MIN. = 403.0

ALL RETAINING WALLS ON CONC. SLAB/FDN TO BE REMOVED. REMOVAL IS INCLUDED IN THE COST OF CONCRETE REMOVAL (SPECIAL)

BUILDING REMOVAL NO. 11
R. MIN. = 407.0

CONCRETE
REMOVAL
(SPECIAL)

℄ DARLING ACCESS ROAD

℄ PROPOSED I-70

MATCH LINE STA. 148+00
SEE SHEET 25

STA. 162+00
BY OTHERS

6" (Private - National Stockyard)

R. MIN. = 407.0

℄ CAHOKIA
CANAL
CULVERT

SEE EXISTING DRAINAGE AND UTILITIES SHEETS
FOR REMOVAL OF COMBINED SEWERS AND WATER MAINS.
PORTIONS OF REMOVALS ARE BY OTHERS (CONTRACT 76C41)

NOTES:
1. SEE SHEETS 28 TO 31 FOR CLEARING, SPECIAL AND DEBRIS REMOVAL ITEMS.
2. ALL EXCAVATIONS FOR I-70 AND DETENTION BASINS 1 & 2 SHALL BE REMOVED AND PAID FOR AS NON-SPECIAL WASTE DISPOSAL. SEE SPECIAL PROVISIONS FOR COMPLETE LOCATIONS.

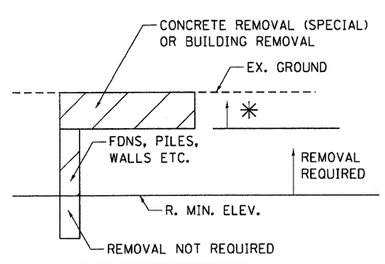
CAHOKIA CANAL CULVERT

TRRA RR

PROPOSED R.O.W.

R. MIN REMOVAL DETAIL

✳ LIMITS OF REMOVAL REQUIRED IF NO ADDITIONAL FDNS, PILES, WALLS ETC. ARE FOUND BELOW THIS ELEV.



LEGEND

- CONCRETE REMOVAL (SPECIAL)
- BUILDING REMOVAL
- TREE REMOVAL, ACRES
- LINEAR REMOVALS
- X — TREE REMOVAL
- A — TREE REMOVAL DELINEATION POINTS

R. MIN. = X. ANY FOUNDATIONS, PILES OR WALLS ASSOCIATED WITH THIS REMOVAL ITEM WITHIN PROPOSED RIGHT OF WAY SHALL BE REMOVED TO THIS MINIMUM DEPTH AS SPECIFIED. SEE DETAIL ON THIS SHEET.

TREE REMOVAL, ACRES
DELINEATION POINTS

	STA.	OFF.	AREA (ACRES)
A2	1010+92.43	55.49 LT	
B2	1011+84.03	46.24 RT	1.657
C2	1014+30.68	171.73 RT	
D2	1014+22.59	115.76 RT	
E2	1014+90.46	80.39 RT	
F2	1017+52.16	17.85 RT	
G2	1015+23.51	46.57 LT	
H2	1013+78.99	52.70 LT	
I2	1013+78.51	47.72 LT	
J2	1011+46.54	70.21 LT	
K2	154+34.30	212.60 LT	
L2	156+26.51	208.27 LT	0.557
M2	158+93.08	348.72 LT	
N2	158+73.14	381.50 LT	

	STA.	OFF.	AREA (ACRES)
O2	156+61.19	207.51 LT	
P2	156+90.38	206.87 LT	0.223
Q2	158+41.39	235.00 LT	
R2	159+91.50	235.00 LT	
S2	159+75.47	258.86 LT	
T2	158+23.22	281.14 LT	
U2	158+99.13	324.67 LT	
V2	159+18.04	311.01 LT	0.351
W2	159+71.49	360.75 LT	
X2	159+57.59	372.66 LT	
Y2	159+91.16	277.93 LT	
Z2	160+10.35	235.00 LT	0.228
AA2	161+75.50	235.00 LT	
BB2	161+69.64	272.04 LT	
CC2	160+75.27	310.00 LT	
DD2	159+70.14	393.44 LT	
EE2	159+84.31	390.10 LT	0.02
FF2	160+00.82	449.68 LT	
GG2	159+86.09	449.66 LT	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	26

CONTRACT NO. 76C44

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

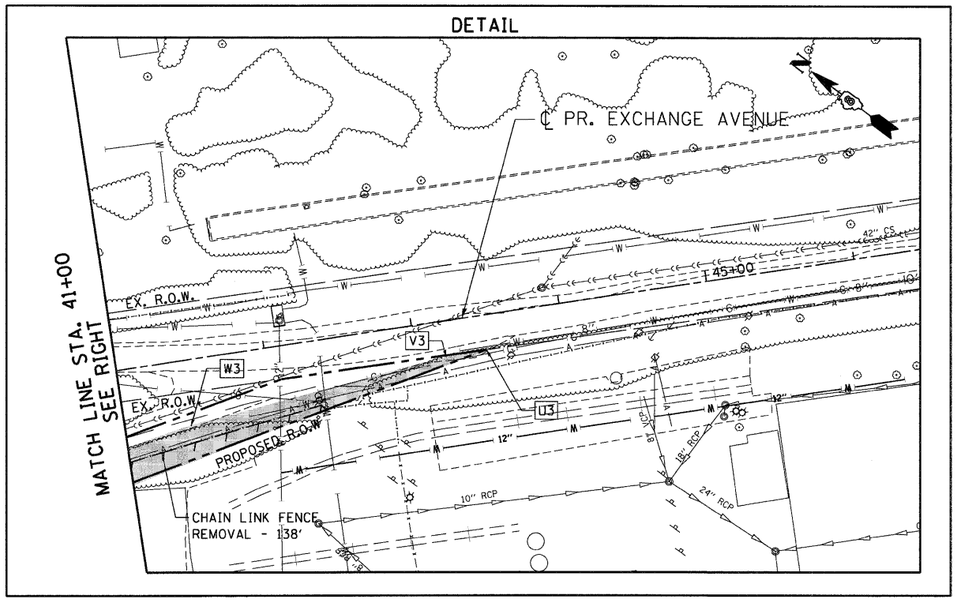
..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER.DGN,..\DBCONN-05-LEGEND1.DGN,..\DBCONN-05-MOTIF.DGN
6-03-2010,14:41:46 BONDHUJO \\FS-0044\VAH\VAULT\D-TRANS.07\2202\20988-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-

LEGEND

- CONCRETE REMOVAL (SPECIAL)
- BUILDING REMOVAL
- TREE REMOVAL, ACRES
- LINEAR REMOVALS
- X — TREE REMOVAL
- A — TREE REMOVAL DELINEATION POINTS

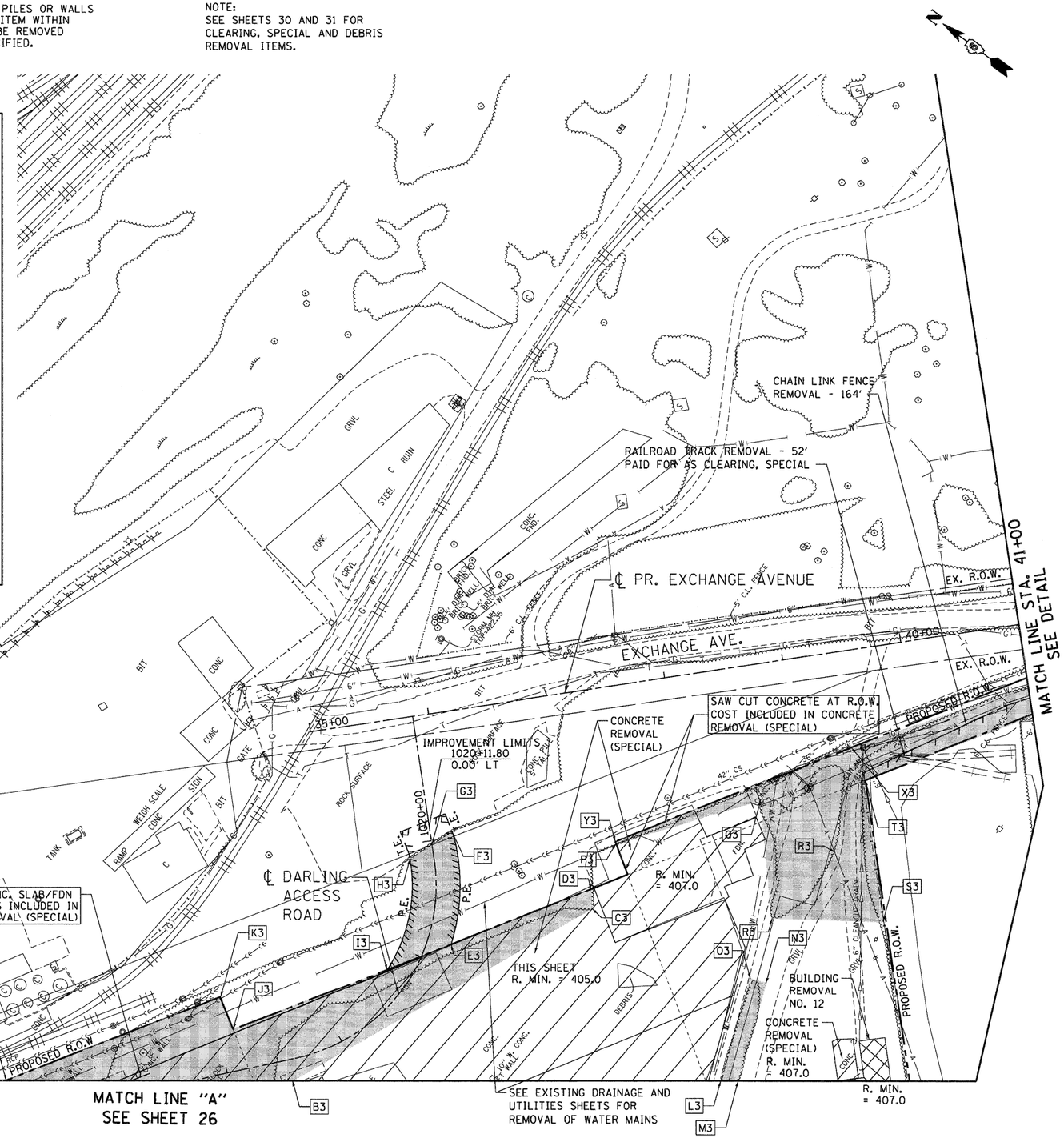
R. MIN. = X. ANY FOUNDATIONS, PILES OR WALLS ASSOCIATED WITH THIS REMOVAL ITEM WITHIN PROPOSED RIGHT OF WAY SHALL BE REMOVED TO THIS MINIMUM DEPTH AS SPECIFIED. SEE DETAIL ON SHEET 26

NOTE:
SEE SHEETS 30 AND 31 FOR CLEARING, SPECIAL AND DEBRIS REMOVAL ITEMS.



TREE REMOVAL, ACRES
DELINEATION POINTS

	STA.	OFF.	AREA (ACRES)
A3	1015+23.51	46.57 LT	
B3	1017+52.16	17.85 RT	0.537
C3	1019+51.61	131.25 RT	
D3	1019+60.29	129.94 RT	
E3	1019+17.46	20.00 RT	
F3	1020+05.69	18.08 RT	
G3	1019+96.61	0.00 RT	
H3	1019+87.36	20.00 LT	
I3	1018+75.30	20.00 LT	
J3	1017+12.65	34.75 LT	
K3	1017+08.36	64.41 LT	
L3	37+95.93	342.29 RT	
M3	38+10.50	344.48 RT	0.028
N3	38+45.90	265.53 RT	
O3	38+33.47	259.92 RT	
P3	37+39.14	130.72 RT	
Q3	38+64.30	113.11 RT	0.466
R3	38+59.12	212.60 RT	
S3	39+50.33	229.27 RT	
T3	39+53.47	109.64 RT	
U3	43+47.36	23.42 RT	
V3	43+19.98	24.23 RT	
W3	41+44.07	44.32 RT	
X3	39+45.98	80.98 RT	
Y3	37+38.79	129.04 RT	



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		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285 / 27
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

..\DBCONN-99-MOTIFLIGN,..\DBCONN-85-BORDER1.DGN,..\DBCONN-99-MOTIFLIGN,..\DBCONN-85-LEGEND1.DGN,..\DBCONN-85-MOTIFLIGN,..\DBCONN-85-SHT-REMOVAL1-3560.DGN
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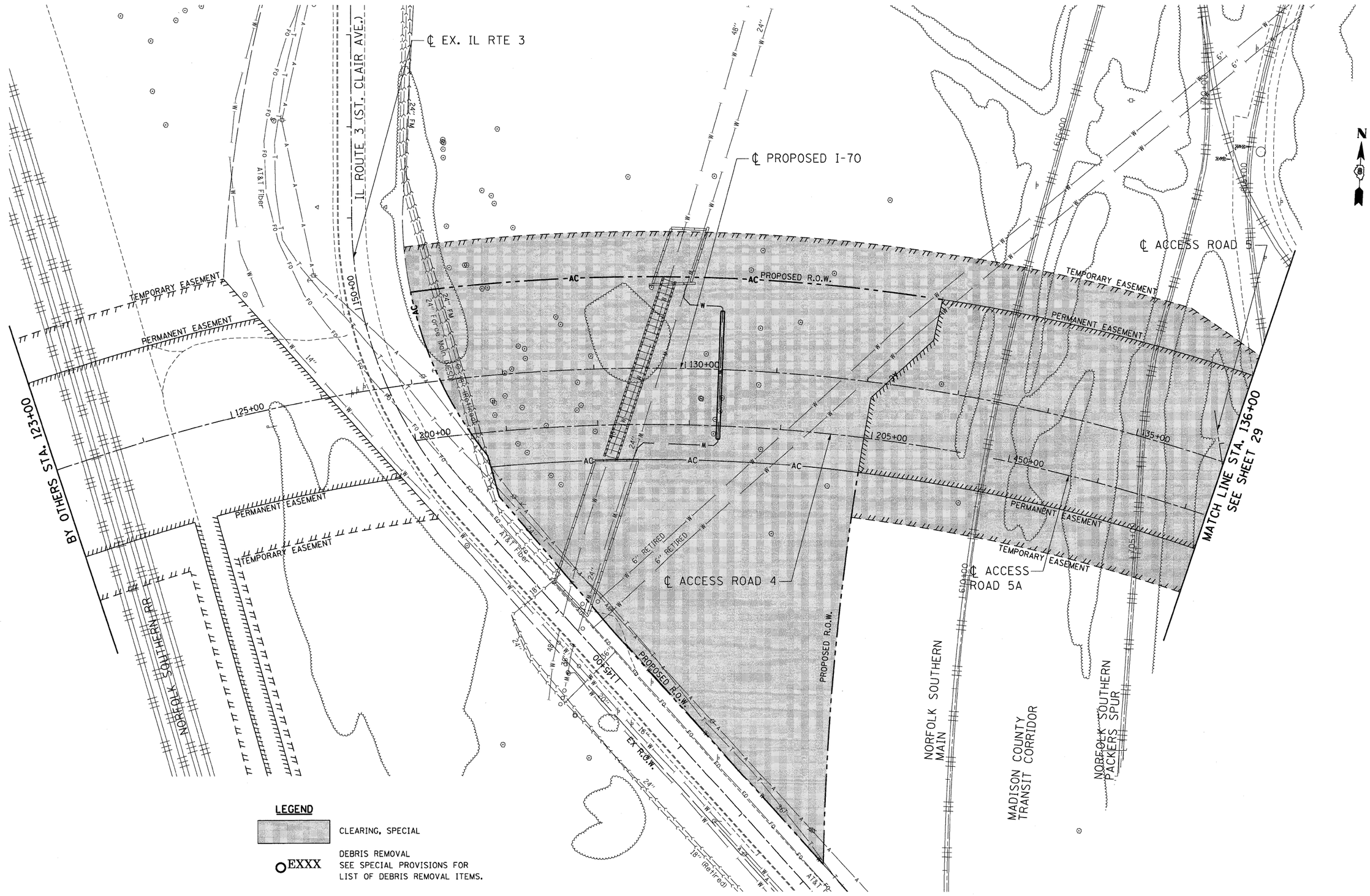
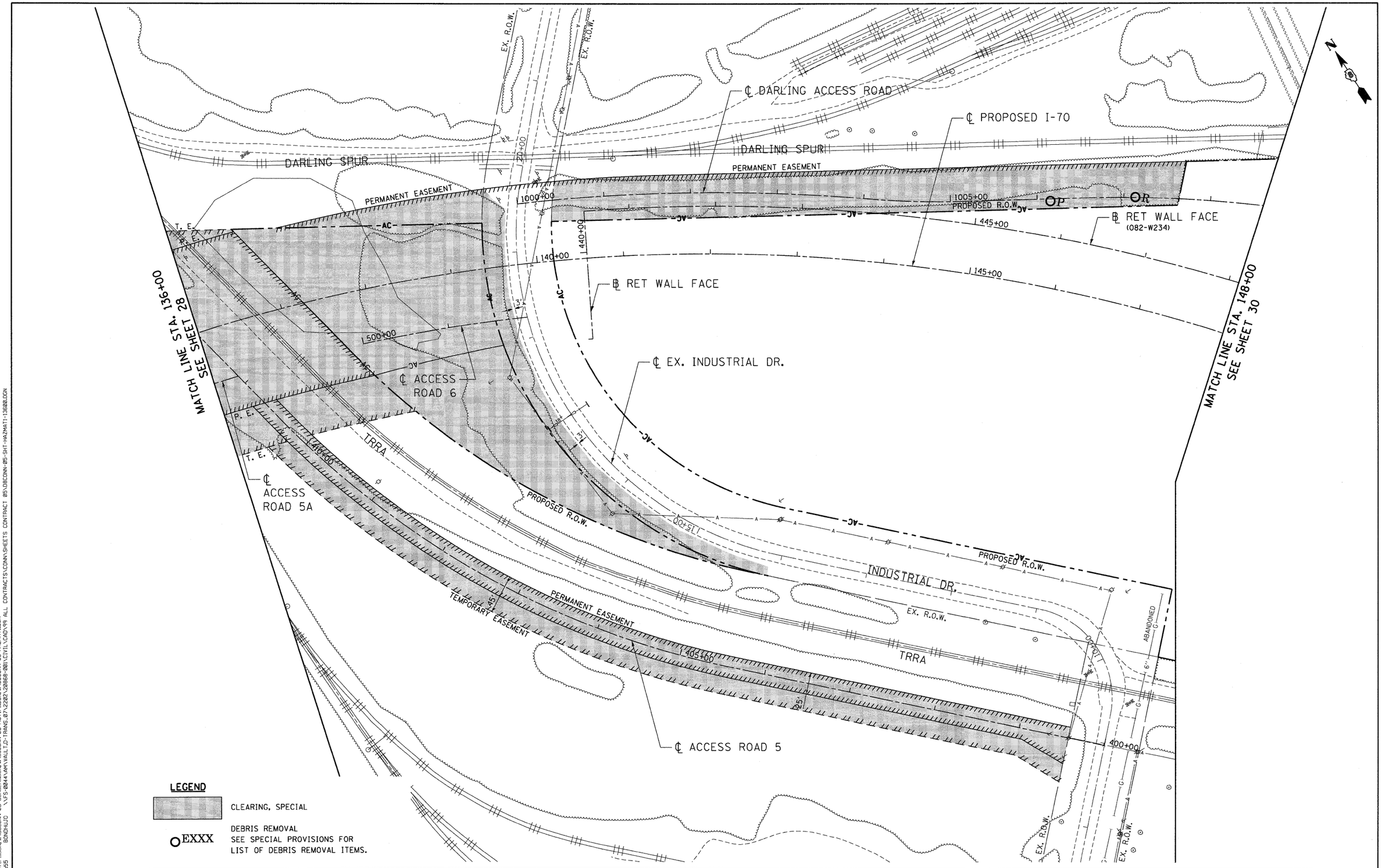


FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PRELIMINARY SITE INVESTIGATION DEBRIS REMOVAL AND CLEARING PLANS STA. 123+00 TO STA. 136+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	28
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\\DBCONN-99-NOTIFIJDN, \\DBCONN-05-BORDERIJDN, \\DBCONN-05-HAZMATIJDN, \\DBCONN-05-NOTIFIJDN
6-03-2010, 14:42:17 BONGPHUJD \\FS-0044\HAV\PROJ_IJ-THANS_07\2202\20868-001\CIVIL\CHD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-HAZMAT1-12300.DGN



LEGEND

CLEARING, SPECIAL

O EXXX — DEBRIS REMOVAL
SEE SPECIAL PROVISIONS FOR
LIST OF DEBRIS REMOVAL ITEMS.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PRELIMINARY SITE INVESTIGATION
DEBRIS REMOVAL AND CLEARING PLANS
STA. 136+00 TO STA. 148+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	29
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIF1.DGN ..\DBCONN-05-BORDER.DGN ..\DBCONN-05-MOTIF1.DGN ..\DBCONN-05-HAZMAT1.DGN
6-03-2010,14:42:55 BORCHUJO \\FS-0044\ARK\PALLID-TRANS.07\2202\20066-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-HAZMAT1-13020.DGN

MATCH LINE "A"
SEE SHEET 31

MATCH LINE STA. 148+00
SEE SHEET 29

STA. 162+00
BY OTHERS

℄ DARLING ACCESS ROAD

DARLING SPUR

ABANDONED

PROPOSED R.O.W.

1010+55.15
70.57' LT

1011+85.92
14.24' RT

1011+84.03
46.21' RT

1010+00

1015+00

150+00

155+00

160+00

E138 E137 E154 E155 E156 E153 E159 E158 E157 E151 E152 E136 PIT E162 E163 E142 E139 E141 E144 E143 E148 E150 E149 E164 BF BE E165 BG BH BI CJ CN E140 E146 E145 AW E147

FORMER RENAISSANCE
CHEMICAL COMPANY
BUILDING
(BUILDING NO. 12)

℄ PROPOSED I-70

6" (Private - National Stockyard)

36" CS

24" CS

24" STM

6" STM

℄ CAHOKIA
CANAL
CULVERT

CAHOKIA CANAL CULVERT

TRRA RR

00+06.7

00+56.7

00+79.0

00+00.7

AC

W

M

G

LEGEND

CLEARING, SPECIAL

EXXX — DEBRIS REMOVAL
SEE SPECIAL PROVISIONS FOR
LIST OF DEBRIS REMOVAL ITEMS.

NOTE:
DEBRIS ITEMS E1-E46, E51-E70, E101-129 AND E166-E179 ARE LOCATED IN THE FORMER RENAISSANCE CHEMICAL COMPANY BUILDING. ID NUMBERS E47-E50 AND E71-E100 WERE NOT USED IN THE DEBRIS IDENTIFICATION.

..\DBCONN-99-MOTIF1.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-06-MOTIF1.DGN,..\DBCONN-05-LEGEND1.DGN,..\DBCONN-05-HAZMAT1.DGN,..\DBCONN-05-MOTIF1.DGN
6-03-2010, 14:43:55 BONDHUJO \\FS-0044\GMA\VAULT\D-TRANS.07\2282C\28869-B01\CIVIL\CAD\99 ALL CONTRACTS\CONNSHEETS CONTRACT B5\DBCONN-B5-SHT-HAZMAT1-14928.DGN

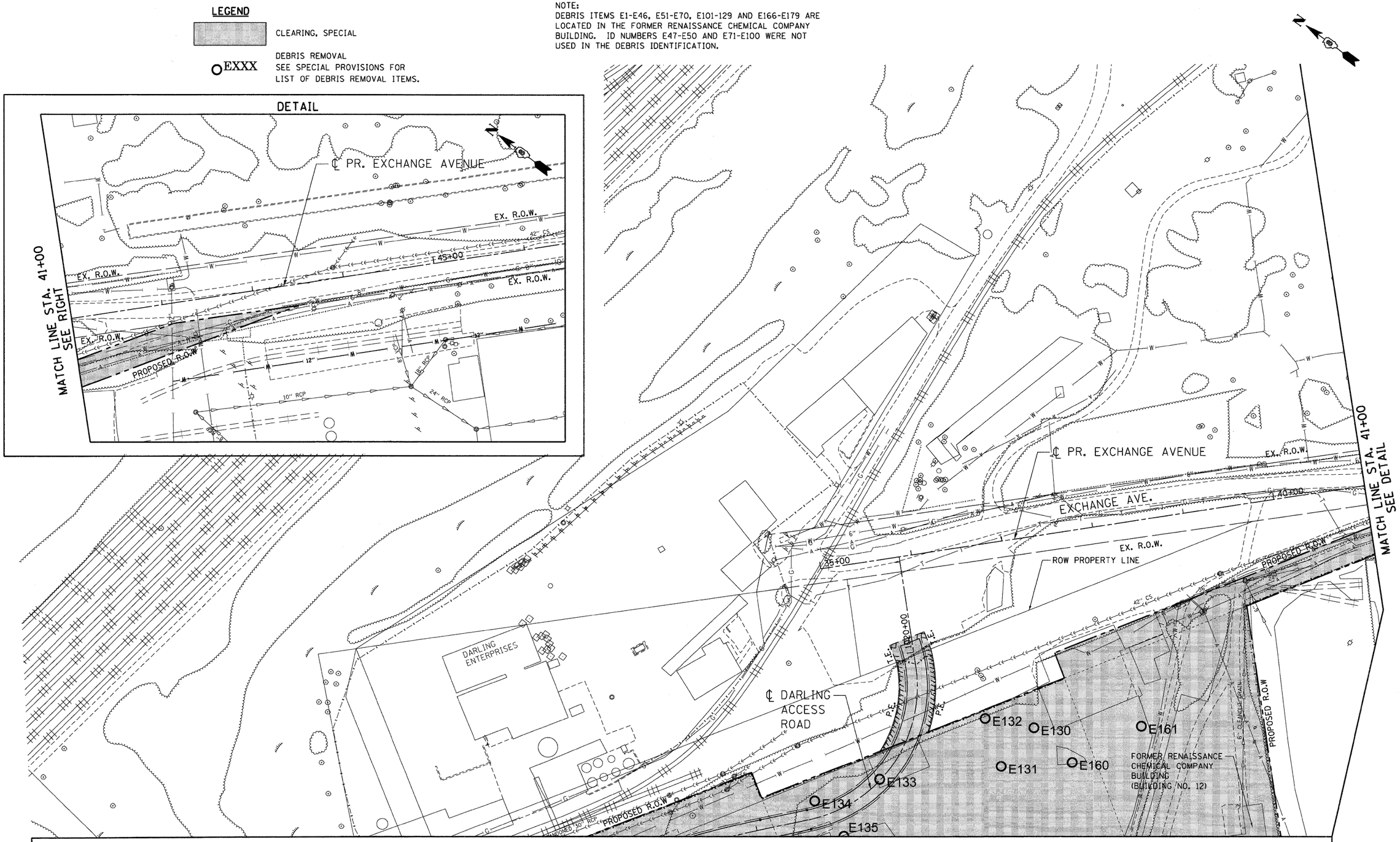
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PRELIMINARY SITE INVESTIGATION DEBRIS REMOVAL AND CLEARING PLANS STA. 148+00 TO STA. 162+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	30
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

CLEARING, SPECIAL

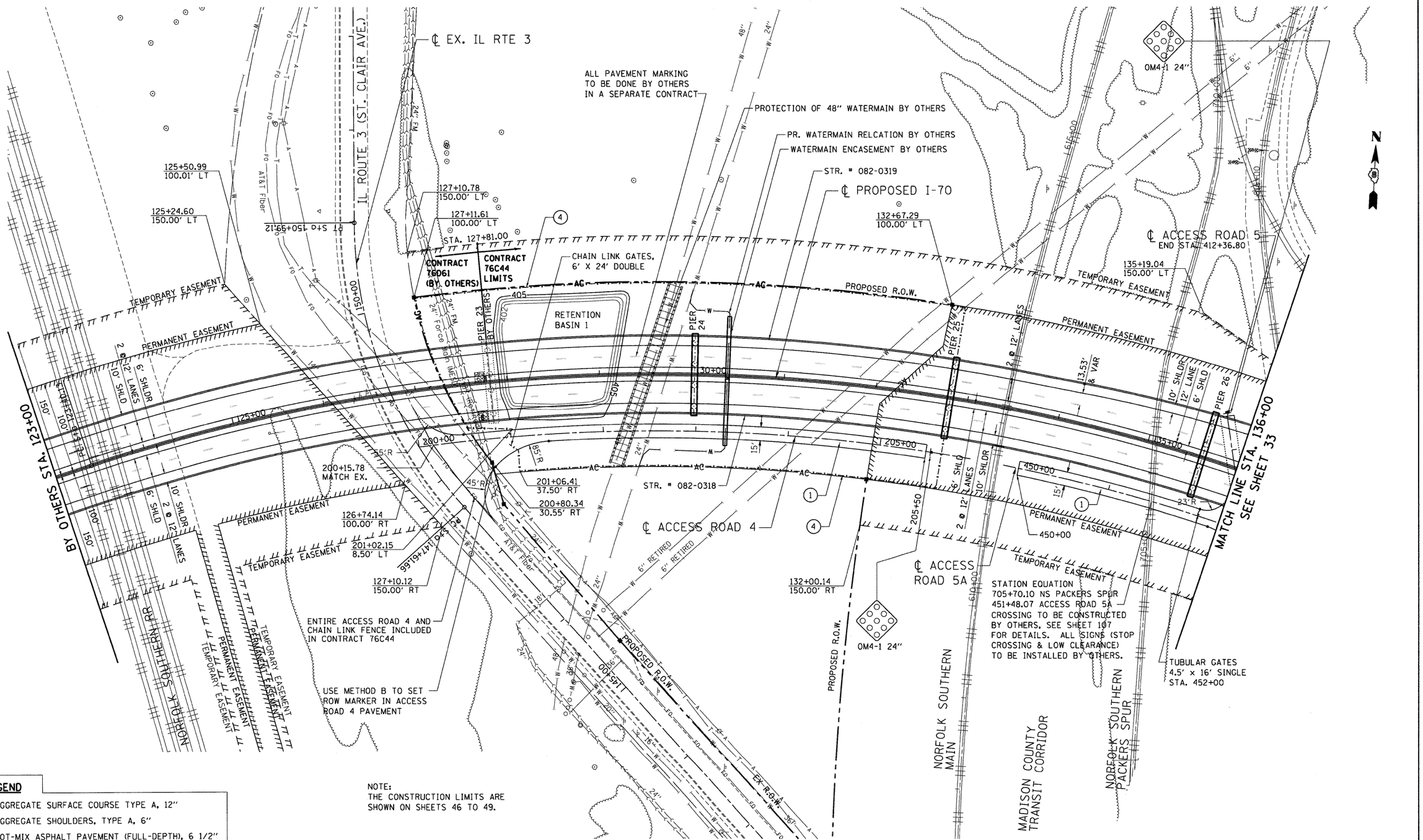
O EXXX — DEBRIS REMOVAL
SEE SPECIAL PROVISIONS FOR
LIST OF DEBRIS REMOVAL ITEMS.

NOTE:
DEBRIS ITEMS E1-E46, E51-E70, E101-129 AND E166-E179 ARE LOCATED IN THE FORMER RENAISSANCE CHEMICAL COMPANY BUILDING. ID NUMBERS E47-E50 AND E71-E100 WERE NOT USED IN THE DEBRIS IDENTIFICATION.



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PRELIMINARY SITE INVESTIGATION DEBRIS REMOVAL AND CLEARING PLANS STA. 35+00 TO STA. 41+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	31
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER.DGN,..\DBCONN-05-MOTIF.DGN,..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-HA2MAIT.DGN,..\DBCONN-05-MOTIF.DGN,..\DBCONN-05-SHT-HA2MAIT-SMB.DGN
6-03-2010,14:45:14 BONDHUJD \\FS-0044\GM\VAULT\D-TRANS.07\2202\28988-001\CIVIL\CAD\99 ALL CONTRACTS\CONNSHEETS CONTRACT 05\DBCONN-05-SHT-HA2MAIT.DGN



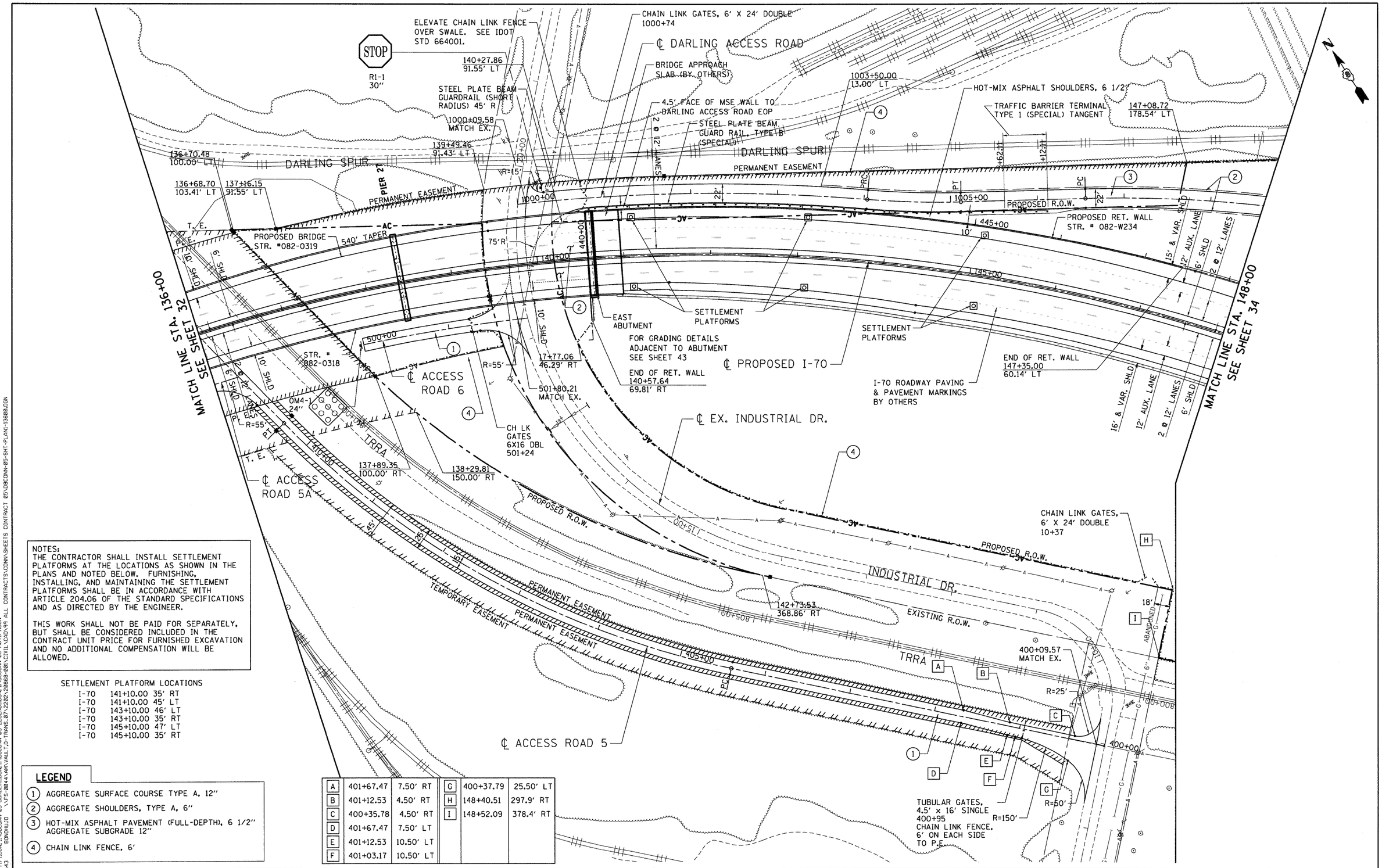
NOTE:
THE CONSTRUCTION LIMITS ARE SHOWN ON SHEETS 46 TO 49.

LEGEND

1. AGGREGATE SURFACE COURSE TYPE A, 12"
2. AGGREGATE SHOULDERS, TYPE A, 6"
3. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" AGGREGATE SUBGRADE 12"
4. CHAIN LINK FENCE, 6'

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 ROADWAY PLAN STA. 123+00 TO STA. 136+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	32
	PLOT DATE = $DATE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
		DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\\DBCONN-99-MOTIF1.DGN,,\DBCONN-05-BORDER1.DGN,,\DBCONN-05-LEGEND1.DGN,,\DBCONN-05-MOTIF1.DGN
6-03-2010, 14:45:32 BONDHUJO \\FS-06044\HAVAULT\J-TRANS_07\220X\20869-020\CIVIL\ACL\99 ALL CONTRACTS\CONN SHEETS CONTRACT 05\DBCONN-05-SH1-PL-ANI-12390.DGN



NOTES:
THE CONTRACTOR SHALL INSTALL SETTLEMENT PLATFORMS AT THE LOCATIONS AS SHOWN IN THE PLANS AND NOTED BELOW. FURNISHING, INSTALLING, AND MAINTAINING THE SETTLEMENT PLATFORMS SHALL BE IN ACCORDANCE WITH ARTICLE 204.06 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR FURNISHED EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SETTLEMENT PLATFORM LOCATIONS

I-70	141+10.00	35' RT
I-70	141+10.00	45' LT
I-70	143+10.00	46' LT
I-70	143+10.00	35' RT
I-70	145+10.00	47' LT
I-70	145+10.00	35' RT

LEGEND

1. AGGREGATE SURFACE COURSE TYPE A, 12"
2. AGGREGATE SHOULDERS, TYPE A, 6"
3. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" AGGREGATE SUBGRADE 12"
4. CHAIN LINK FENCE, 6'

A	401+67.47	7.50' RT	G	400+37.79	25.50' LT
B	401+12.53	4.50' RT	H	148+40.51	297.9' RT
C	400+35.78	4.50' RT	I	148+52.09	378.4' RT
D	401+67.47	7.50' LT			
E	401+12.53	10.50' LT			
F	401+03.17	10.50' LT			

..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER.DGN,..\DBCONN-05-LEGEND.DGN,..\DBCONN-05-MOTIF.DGN
6-03-2010, 14:45:43 BONDNJCD \\FS-0844\HAV\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PLAN1-13608.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	33
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MATCH LINE "A"
SEE SHEET 35

℄ DARLING ACCESS ROAD

DARLING SPUR

ABANDONED

PROPOSED R.O.W.

1015+00

1010+00

2' WIDTH

DETENTION BASIN 1
SEE NOTE 1

MATCH EX.

℄ PROPOSED I-70

235.00'

6" (Private - National Stockyard)

MAINLINE GRADING BY OTHERS

150+00

155+00

160+00

STA. 162+00
BY OTHERS

MATCH LINE STA. 148+00
SEE SHEET 33

2 @ 12' LANES
6' SHLD
12' AUX. LANE
18' SHLD

PT Sta 148+85.08

149+22.43
64.77' LT
PR. GRADING
LIMITS

50'

149+66.77
0.00' RT
PR. GRADING
LIMITS

I-70 ROADWAY PAVING
& PAVEMENT MARKINGS
BY OTHERS

FOR PROPOSED DITCH CONTOURS
NORTH OF CAHOKIA CANAL CULVERT
SEE PROPOSED GRADING PLANS

CAHOKIA CANAL CULVERT

℄ CAHOKIA
CANAL
CULVERT

DETENTION BASIN 2
SEE NOTE 1

MATCH EX.

POTENTIAL
STOCK PILE
LOCATION

TRRA RR

CONNECT PR. CHAIN LINK
FENCE TO EXISTING FENCE
161+67.51
182.24' RT

LEGEND

1. AGGREGATE SURFACE COURSE TYPE A, 12"
2. AGGREGATE SHOULDERS, TYPE A, 6"
3. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" AGGREGATE SUBGRADE 12"
4. CHAIN LINK FENCE, 6'

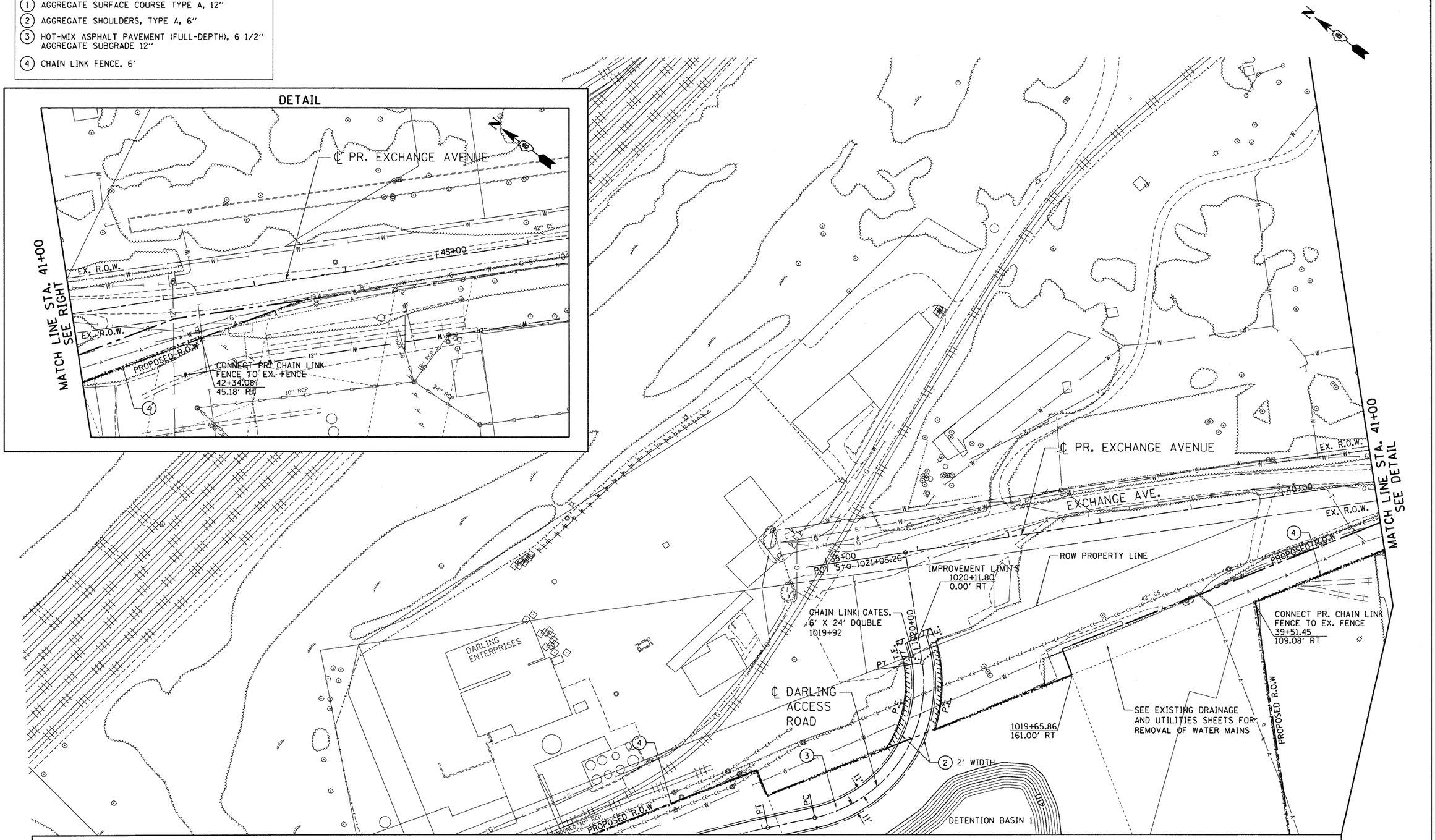
NOTE 1:
ALL EXCAVATIONS FOR I-70 AND DETENTION BASINS 1 & 2 SHALL BE REMOVED AND PAID FOR AS NON-SPECIAL WASTE DISPOSAL. SEE SPECIAL PROVISIONS FOR COMPLETE LOCATIONS.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 ROADWAY PLAN STA. 148+00 TO STA. 162+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	34
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-93-MOTIF.DGN ..\DBCONN-05-BORDER.DGN ..\DBCONN-05-MOTIF.DGN ..\DBCONN-05-LEGEND.DGN ..\DBCONN-05-MOTIF.DGN
© 83-2010, 14:45:59 BONDHUJO \\S-2844\ARKYVALL\D-TRANS_07\2222\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PL-NI-14B02.DGN

LEGEND

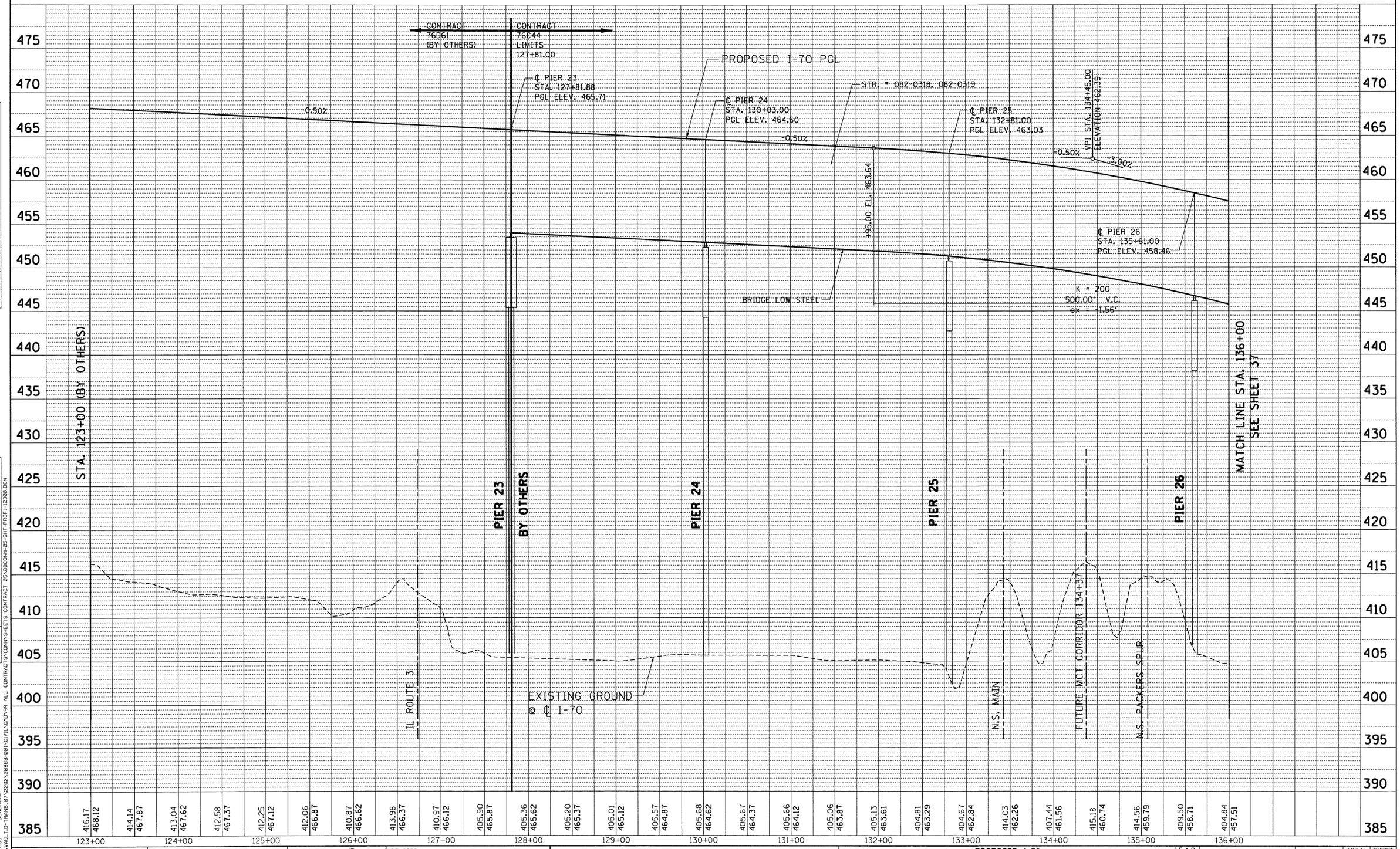
1. AGGREGATE SURFACE COURSE TYPE A, 12"
2. AGGREGATE SHOULDERS, TYPE A, 6"
3. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" AGGREGATE SUBGRADE 12"
4. CHAIN LINK FENCE, 6'



MATCH LINE "A"
SEE SHEET 34

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** I-70 CONNECTION	**PROPOSED I-70 ROADWAY PLANS STA. 35+00 TO STA. 41+00**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	35
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF1.DGN,..\DBCONN-85-BORDER1.DGN,..\DBCONN-85-MOTIF1.DGN,..\DBCONN-85-LEGEND1.DGN,..\DBCONN-85-DRAIN1.DGN,..\DBCONN-99-MOTIF.DGN,..\DBCONN-85-SH1-F1-A41-25640.DGN
6-03-2010, 14:47:17 BONDHUJD \\FS-0844\GMV\VAULT\D-TRANS.07\22021208B8-208\CTIL\CAD\99 ALL CONTRACTS\CANVSHEETS\CONTRACT 85\DBCONN-85-SH1-F1-A41-25640.DGN

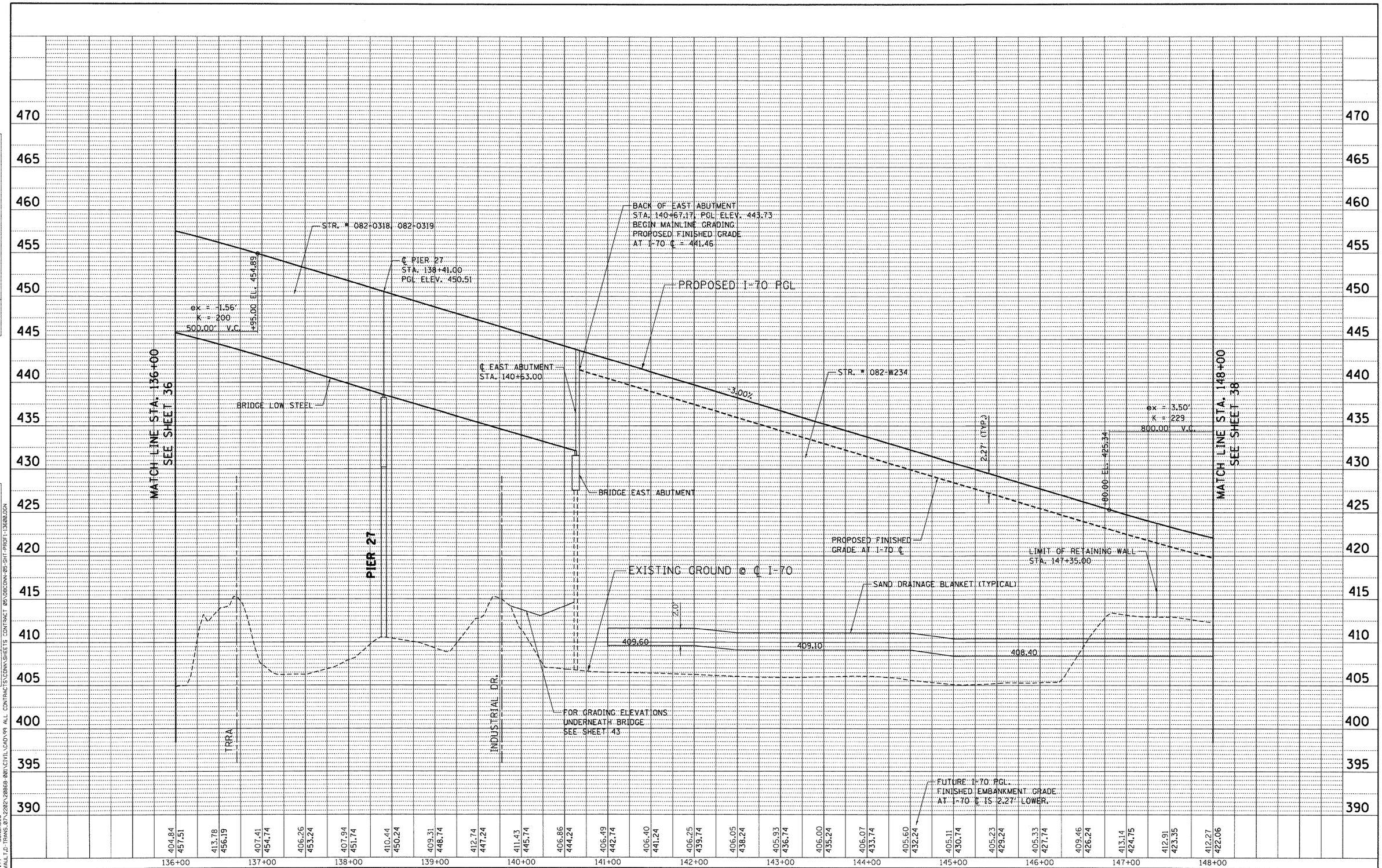


PLAN
NOTE BOOK NO. ____
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO. ____
SUR. JD
PLOTTED
GRADES CHECKED
DRAWN
STRUCTURE NOTATNS CHKD
BY
DATE

6-23-2010, 14:47:33 BONDHUJO
\\FS-2004\VAULT\D-TRANS.07\2202\20868-001\CIVIL\CADD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PROFI-12300.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 ROADWAY PROFILE STA. 123+00 TO STA. 136+00	F.A.P. RTE. 998	SECTION 82-2-1HVB
		DRAWN - JB	REVISED -			COUNTY ST. CLAIR	TOTAL SHEETS 285 / SHEET NO. 36
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



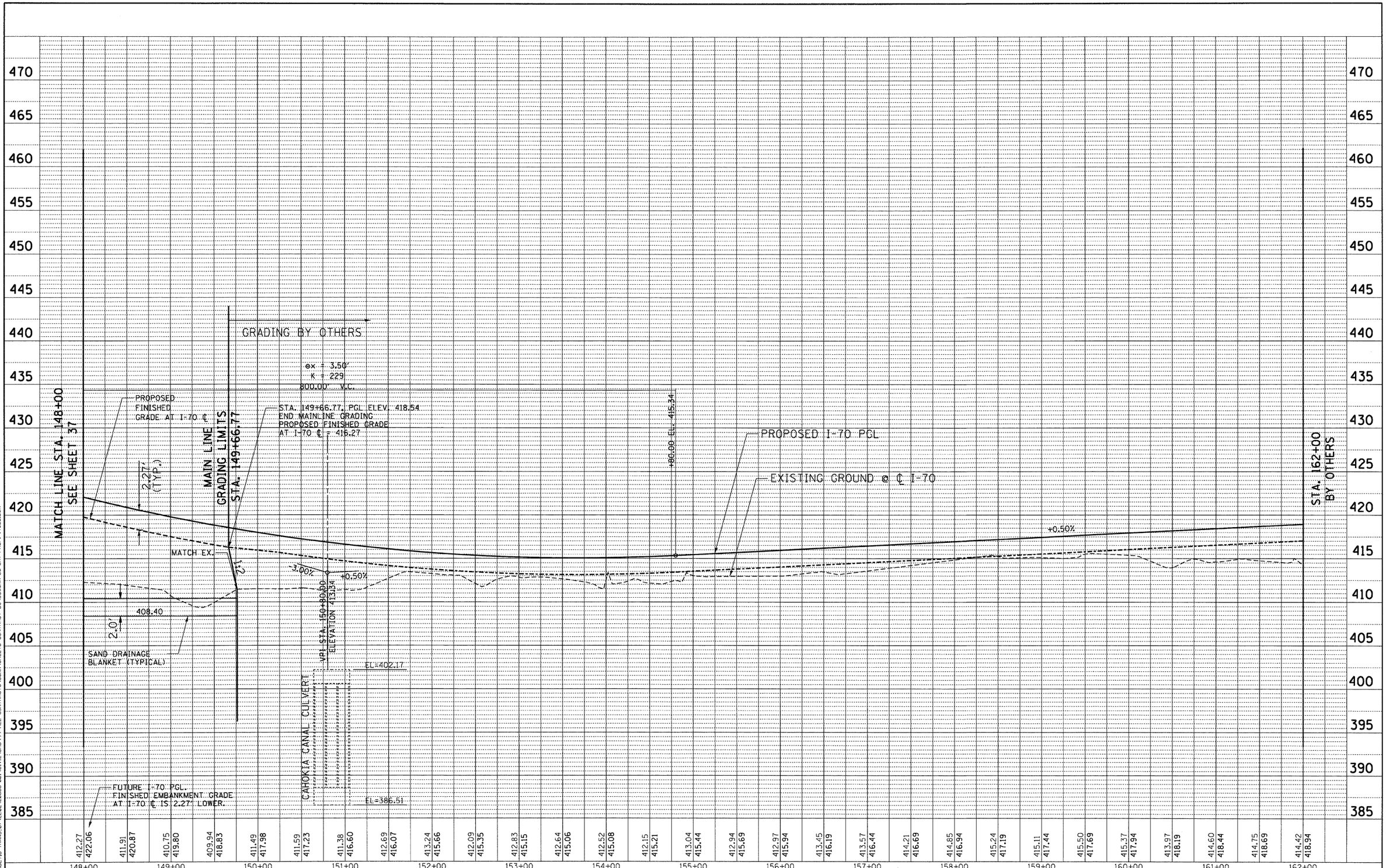
PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SUR
PLOTTED
GRADES CHECKED
GRADES NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

6-03-2010 14:47:49 BONDHLUD
\\FS-0044\AM\VAULT_D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 85\DBCONN-05-SHT-PROF1-13600.DGN

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 ROADWAY PROFILE STA. 136+00 TO STA. 148+00
		DRAWN - JB	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	37
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

PROFILE
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NOTE BOOK
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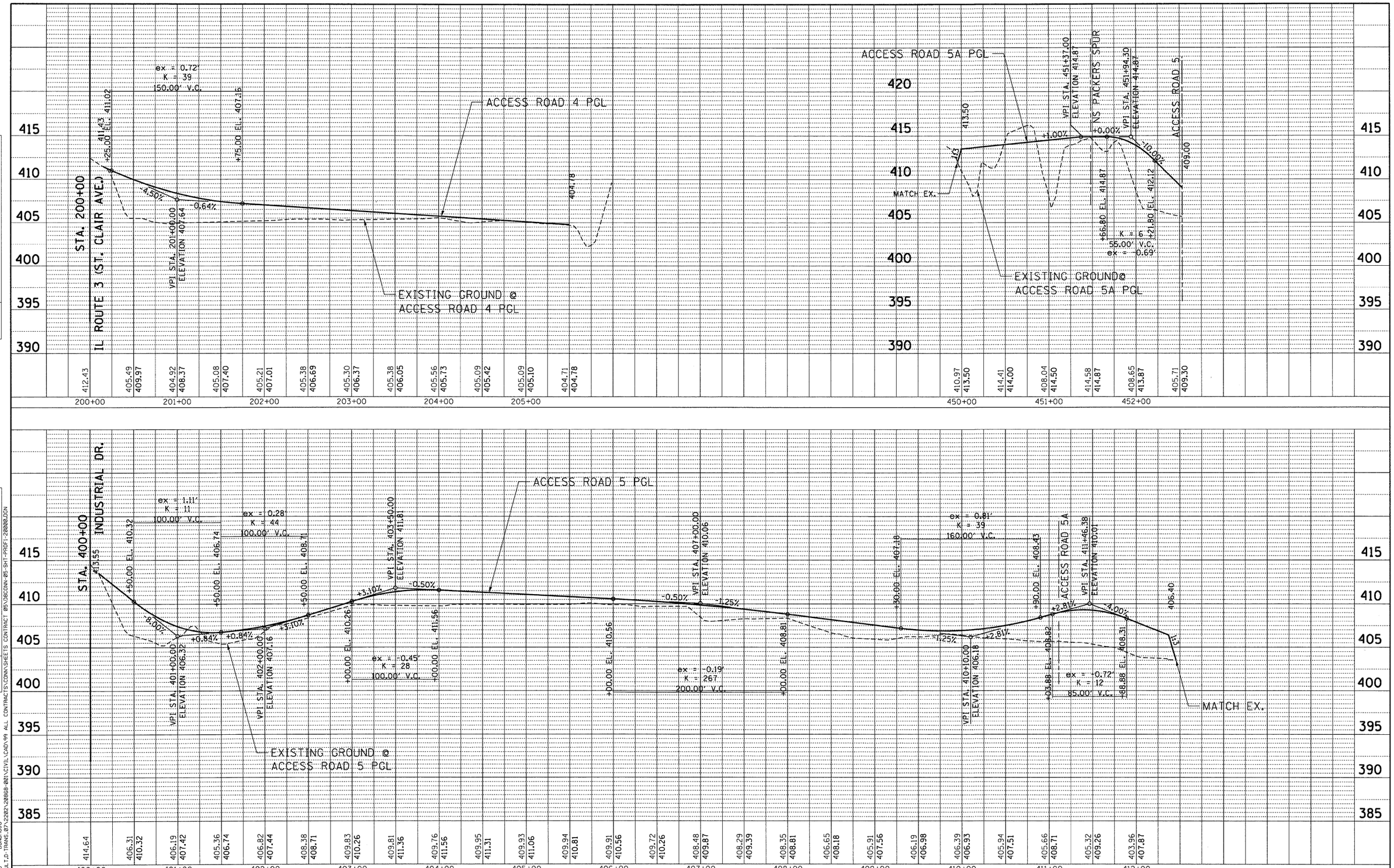
BY
DATE

6-03-2010, 14:46:02 BONDHUJO
\\FS-0044\VAULT_D-TRANS.07\2202\20868.001\CIVIL\CADD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PROF1-14600.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED I-70 ROADWAY PROFILE STA. 148+00 TO STA. 162+00
		DRAWN - JB	REVISED -	I-70 CONNECTION	
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	38
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

PROFILE
SGR, ED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
BY
DATE

6-03-2010,14:48:23 BONDHUJO
\\FS-0044\AMYVAUL T.D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PROFI-20000.DGN

FILE NAME = $FILEL$

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

USER NAME = $USER$	DESIGNED - JB	REVISED -	
	DRAWN - JB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -	
PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

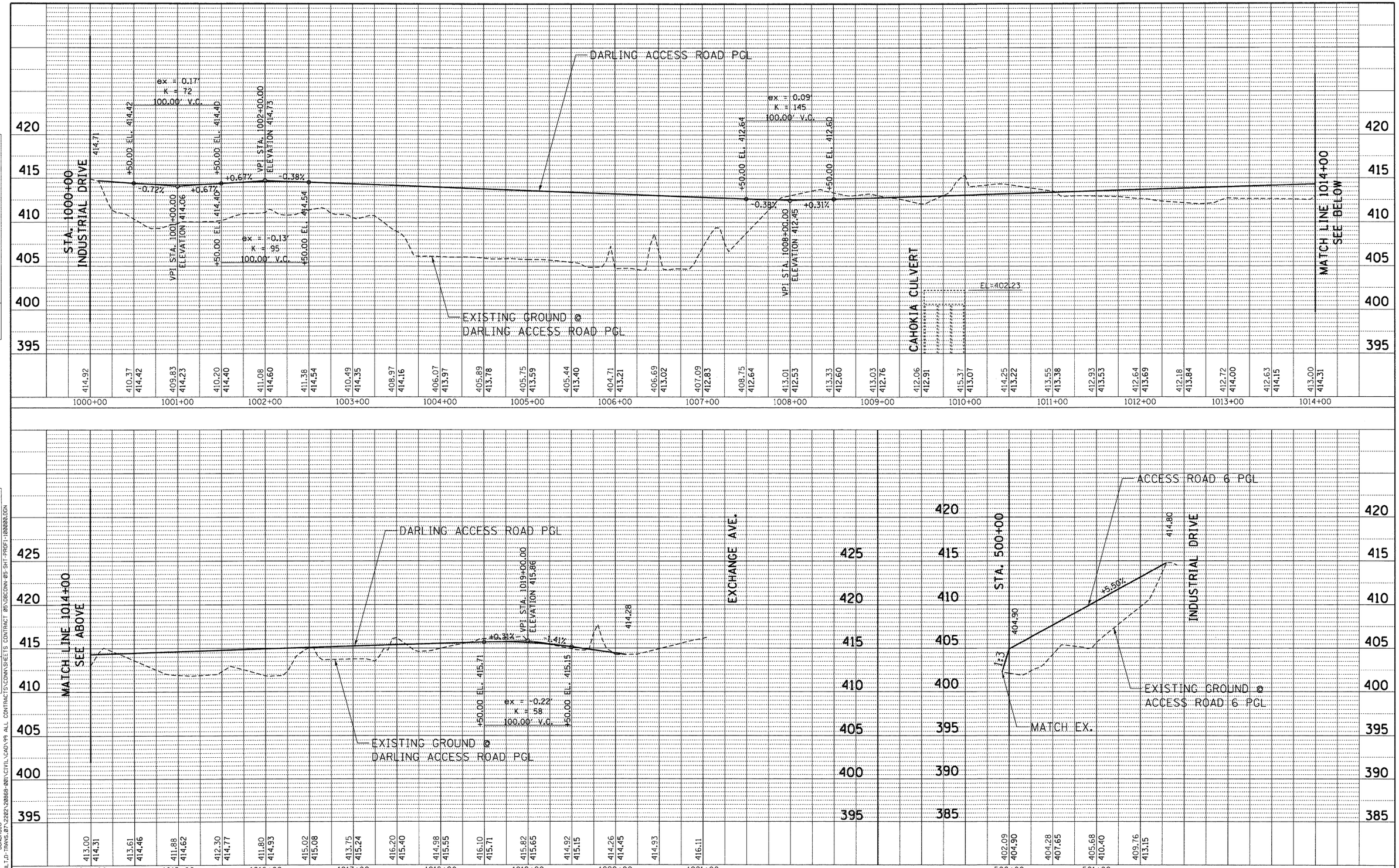
PROPOSED ACCESS ROADS 4, 5 & 5A
ROADWAY PROFILE
STA. 200+00 & STA. 400+00 & STA. 450+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-R-1HVB	ST. CLAIR	285	39

CONTRACT NO. 76C44

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



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

PROFILE
NOTE BOOK NO. ____
SURV. ____ JD
PLOTTED ____
GRADES CHECKED ____
BRIDGE ____
STRUCTURE NOTAT'NS CHKD ____
BY ____ DATE ____

6-03-2010,14:46:27 BONDHLJD
\\FS-0044\KMV\KMV\ALT.D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PROFI-100000.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

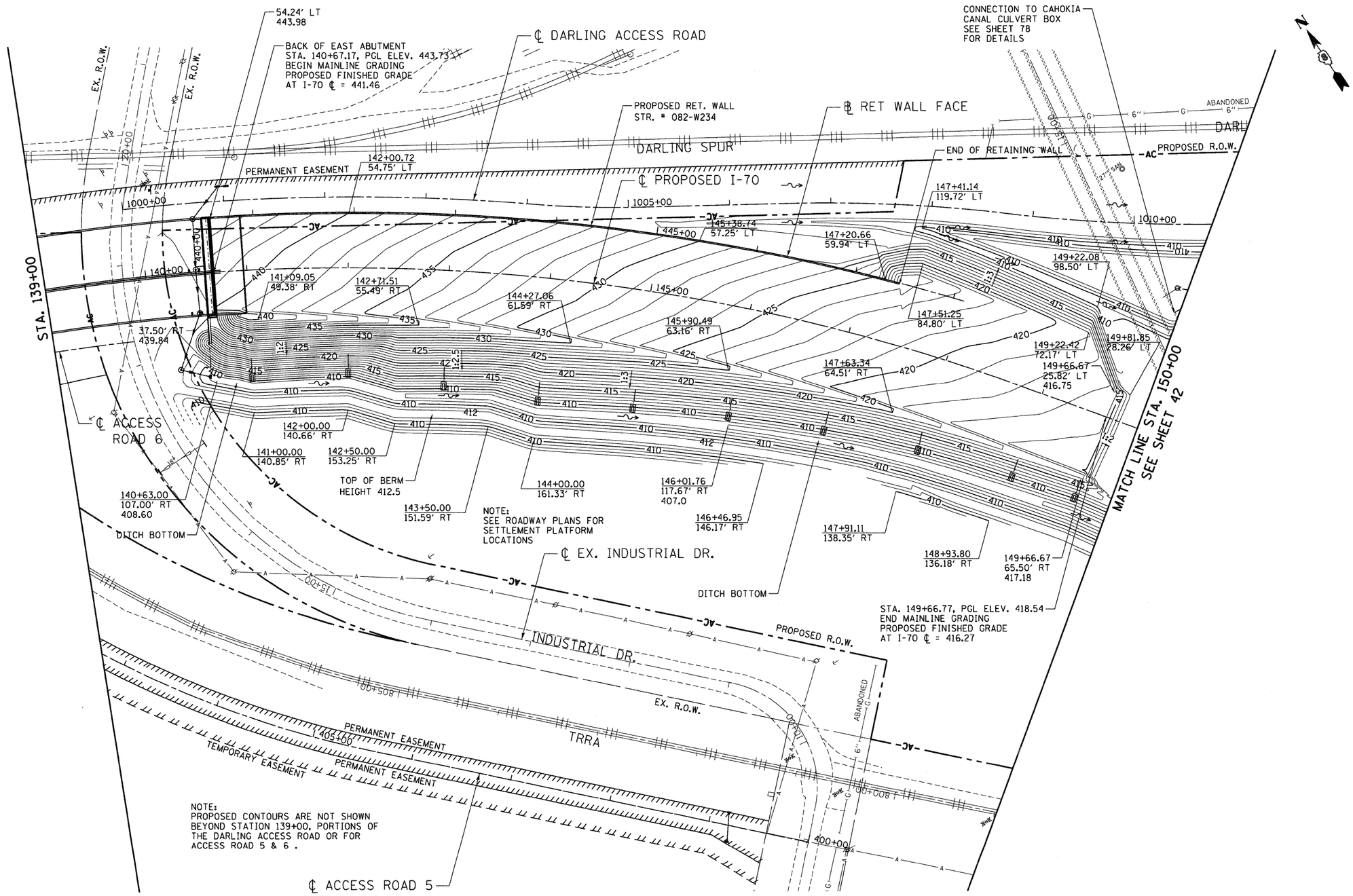
TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED DARLING ACCESS ROAD AND ACCESS ROAD 6
ROADWAY PROFILE
STA. 1000+00 TO STA. 1021+50 AND STA. 500+00 TO STA. 501+80

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-R-1HVB	ST. CLAIR	285	40
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

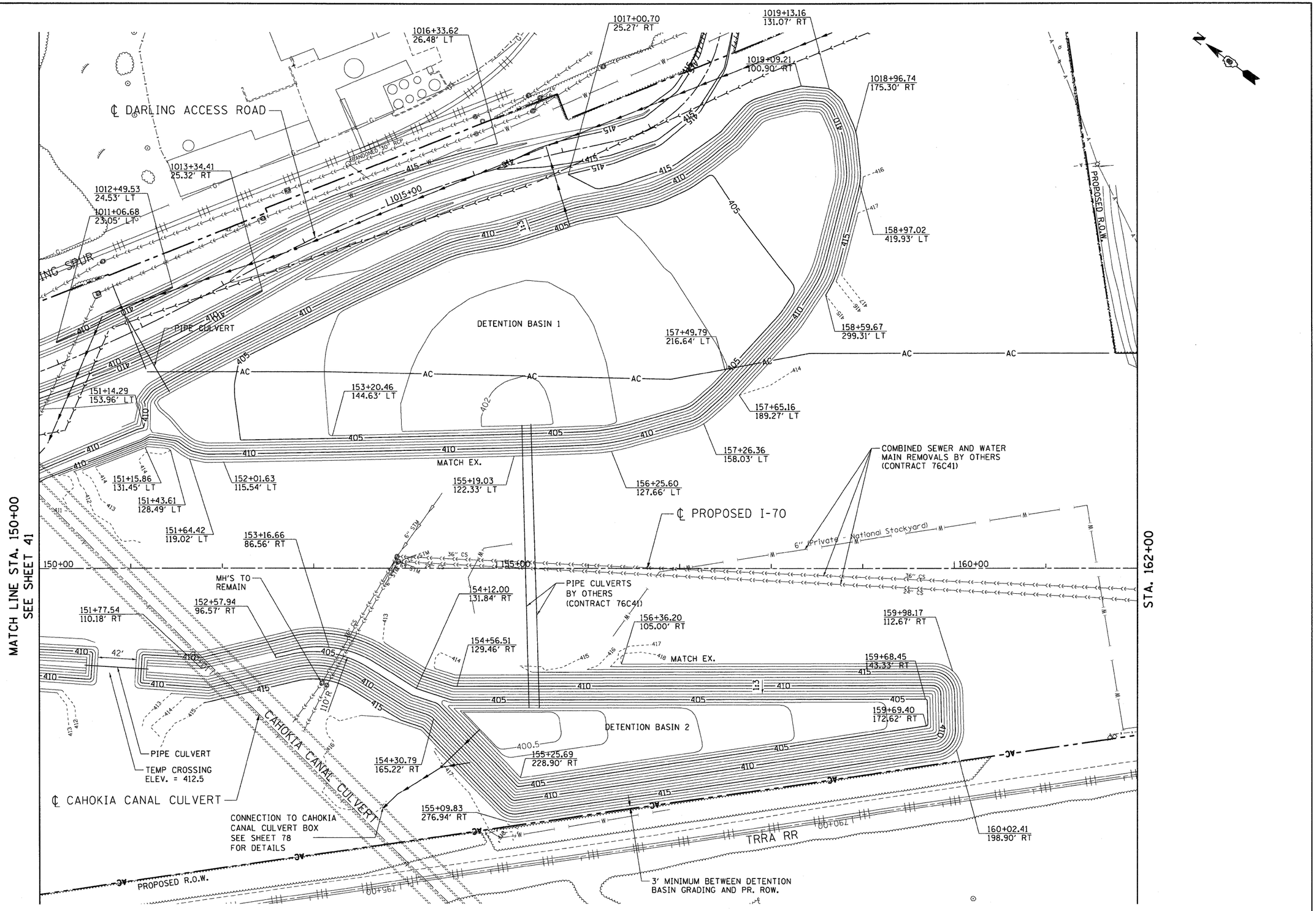
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
GRADING PLAN
STA. 139+00 TO STA. 150+00

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

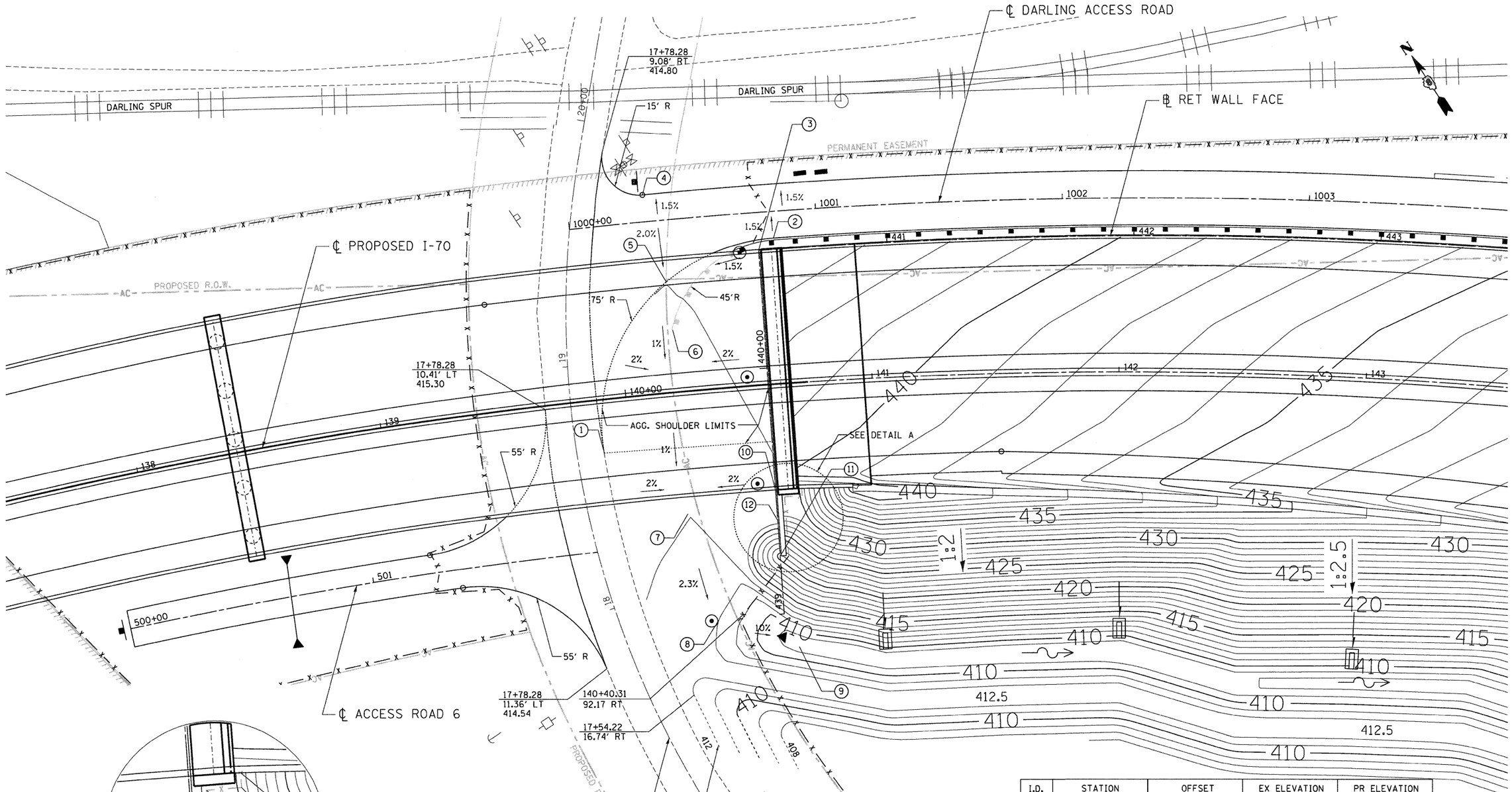
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	41
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFLDGN,..\DBCONN-05-BORDERLDGN,..\DBCONN-05-CONTOURLDGN,..\DBCONN-05-LEGENDLDGN,..\DBCONN-05-MOTIFLDGN
6-03-2010,14:46:47 BONGHLJO \\FS-0044\APW\PALT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCO



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 GRADING PLAN STA. 150+00 TO STA. 162+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	42
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFI.DGN, ..\DBCONN-95-BORDER1.DGN, ..\DBCONN-86-MOTIFI.DGN, ..\DBCONN-85-LEGEND1.DGN, ..\DBCONN-85-MOTIFI.DGN
6-03-2010, 14:49:00 BONDHU10 \\VS-0044\GMX\VAULT_D-TRANS_07\22202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 85\DBCONN-85-SHT-LANDSCAP2-15000.DGN



I.D.	STATION	OFFSET	EX ELEVATION	PR ELEVATION
1	18+63.17	14.95' RT	413.95	413.95
2	1000+82.21	11.00' RT	406.63	414.43
3	440+47.97	0.00' RT	406.59	414.61
4	1000+30.75	11.00' LT	413.47	414.40
5	1000+36.99	25.26' RT	408.26	414.00
6	1000+37.76	44.96' RT	407.47	413.80
7	18+30.00	39.28' RT	409.38	413.05
8	17+80.13	37.66' RT	409.29	412.00
9	140+63.00	107.00' RT	407.24	408.60
10	439+50.47	0.00' RT	407.09	413.89
11	439+23.48	0.00' RT	407.08	420.80
12	439+38.03	0.00' RT	407.08	414.00

..\DBCONN-99-MOTIFLIDON..\DBCONN-05-BORDERLIDON..\DBCONN-05-CONTOURLIDON..\DBCONN-05-LEGENDLIDON..\DBCONN-05-MOTIFLIDON
6-23-2010, 14:45:16 BONDRUJD \\FS-00844\HPX\VAULTJD-TRANS_07\2202\28868 801\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-MOTIFLIDON

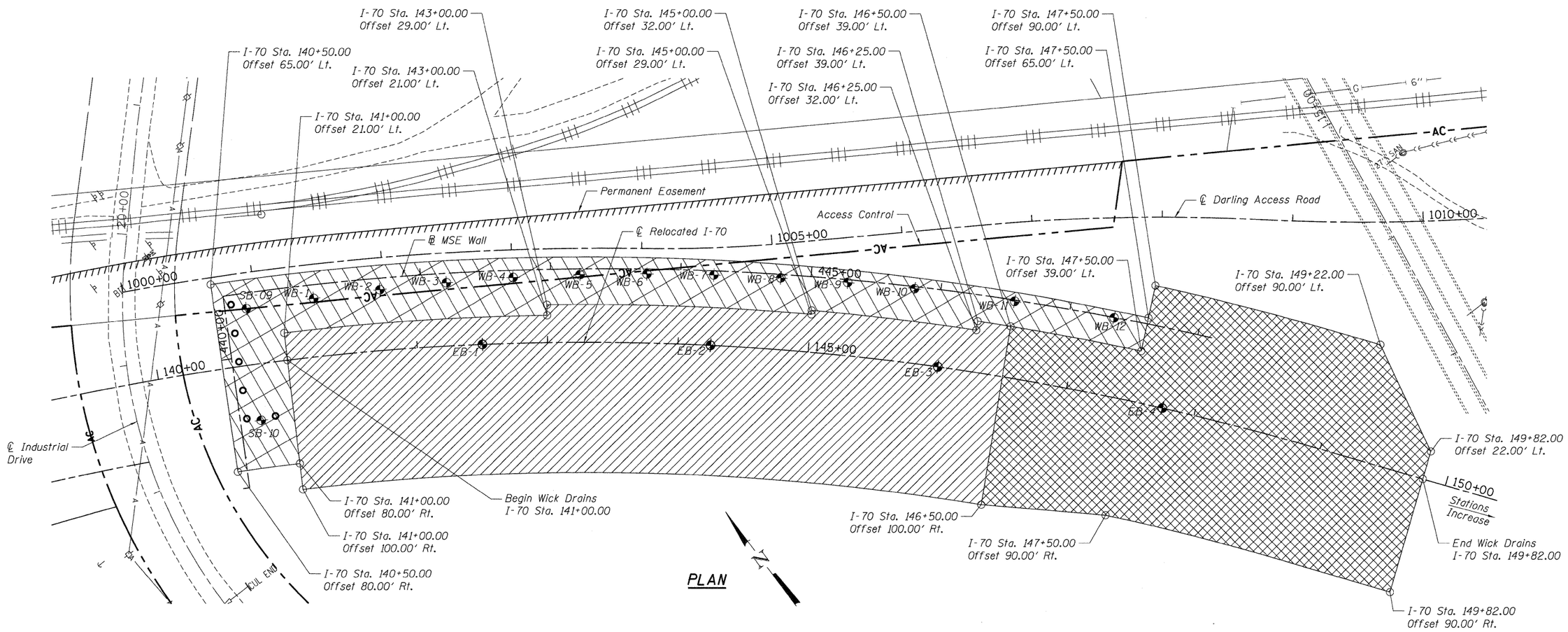
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
GRADING PLAN
BRIDGE ABUTMENT

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

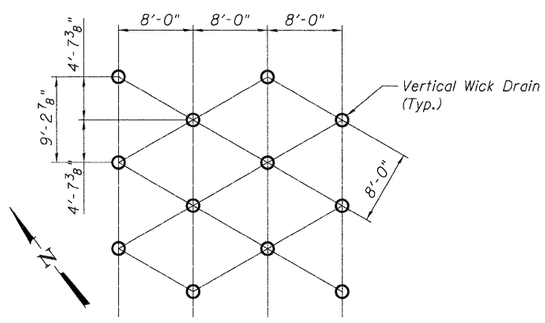
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	43
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

TABLE 1

I-70 Station	Drainage Layer	
	Bottom	Top
141+00	409.60	411.60
142+00	409.60	411.60
142+50	409.10	411.10
144+50	409.10	411.10
145+00	408.40	410.40
149+82	408.40	410.40



WICK DRAIN PATTERN

LEGEND:

- Limits of Contractor Designed Ground Improvement
- Limits of Wick Drains extended to Elev. 380.0
- Limits of Wick Drains extended to Elev. 367.0
- Soil Boring
- AC — Access Control
- Permanent Easement

NOTE:
See MSE Wall Plans and Special Provisions for details of Contractor Designed Ground Improvement.

BILL OF MATERIAL

Item	Unit	Total
Wick Drains	Foot	119,845

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JLR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND IMPROVEMENT PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - HBJ	REVISED -			998	82-2-1HVB	ST. CLAIR	285 / 44
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - TCU	REVISED -			SN 082-0318 (EB) & 0319 (WB)		CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: SHEET NO. OF STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

..\OBCONN-99-UTILI.DGN, ..\OBCONN-05-ALIGNMENT3.DGN, ..\OBCONN-05-TOPO1.DGN, ..\082W234-CONN-05-002-PG.DGN, ..\0820318-CONN-99-001-BD.DGN, ..\OBCONN-99-ALIGNMENT1.DGN
6-03-2010, 14:49:22 BONDHUJD \\FS-0044\HAYVAULT2-TRANS.87\2202\20868-001\STRUCT\CAD\01 DESIGN\082W234\SHEET\082W234-CONN-05-003-SHT-PG.DGN

SUGGESTED CONSTRUCTION STAGING

GROUP 1 ITEMS

PREPARATORY

1. PLACEMENT OF EROSION CONTROL DEVICES (ONGOING AS REQUIRED)
2. PERFORM TREE REMOVAL, CLEARING, TOPSOIL REMOVAL, BUILDING/SLAB REMOVAL
3. RE-COMPACTION OF ARCHAELOGICAL PITS (EARTH EXCAVATION, SPECIAL)
4. CONSTRUCT AGGREGATE ACCESS ROADS (SEE SPECIAL PROVISIONS FOR COMPLETION DATE).
5. CONSTRUCT 42" STORM AND 18" SANITARY SEWER TO ALLOW POLARVILLE PARCEL TO CONNECT TO THE 42" STORM AND 18" SANITARY SEWER (SEE SPECIAL PROVISIONS FOR COMPLETION DATE).
6. PERMANENT FENCE CAN BE CONSTRUCTED AT LOCATIONS THAT WILL NOT CONFLICT WITH CONSTRUCTION ACTIVITIES, AND PER THE APPROVAL OF THE ENGINEER. THE PERMANENT FENCE SHALL ONLY BE PAID FOR ONCE, AND ANY DAMAGE TO THE PERMANENT FENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
7. BEGIN CURVED GIRDER STRUCTURE DRILLED SHAFTS
8. BEGIN INITIAL I-70 GRADING REQUIRED FOR WICK DRAINS AND 2' SAND DRAINAGE BLANKET

GROUP 2 ITEMS

ROADWAY

1. BEGIN DARLING ACCESS ROAD CONSTRUCTION
2. EXCAVATION FOR DETENTION BASINS
3. CONSTRUCT EASTBOUND I-70 DITCH TO PROVIDE OUTLET FOR EMBANKMENT WICK DRAINS.

MSE WALL

1. CONTRACTOR DESIGNED GROUND IMPROVEMENT
2. CONTINUE PLACING EMBANKMENT AND BEGIN MSE WALL CONSTRUCTION
3. COMPLETE DARLING ACCESS ROAD ADJACENT TO MSE WALL
4. COMPLETE MSE WALL AND EMBANKMENT (SEE SPECIAL PROVISIONS FOR EMBANKMENT COMPLETION DATE).

CURVED GIRDER STRUCTURE

1. CONTINUE CURVED STRUCTURE DRILLED SHAFTS / SUBSTRUCTURE

SUGGESTED CONSTRUCTION STAGING (CONTINUED)

GROUP 3 ITEMS

CURVED GIRDER STRUCTURE

1. COMPLETE CURVED GIRDER BRIDGE SUBSTRUCTURE
2. ERECT STRUCTURAL STEEL
3. COMPLETE CURVED GIRDER BRIDGE SUPERSTRUCTURE

ROADWAY

1. AFTER THE POLARVILLE PARCEL HAS BEEN CONNECTED TO NEW 42" STORM AND 18" SANITARY LINES, THEN THE EXISTING 36" AND 24" SEWERS FROM POLARVILLE PROPERTY TO CAHOKIA CANAL CAN BE REMOVED ALONG WITH BUILDING #4 REMOVAL. THE REMOVAL OF THE EXISTING 36" AND 24" SEWERS AND THE REMOVAL OF BUILDING #4 SHALL BE BY OTHERS (CONTRACT 76C41).
2. ADDITIONAL WORK BY OTHERS (CONTRACT 76C41) - AFTER THE 36" AND 24" POLARVILLE SEWER REMOVALS, THEN THE PROPOSED CULVERT BETWEEN THE TWO DETENTION BASINS CAN BE CONSTRUCTED, AND THE TEMPORARY OUTLET FOR DETENTION BASIN #1 CAN BE REMOVED. THE REMOVAL OF THE TEMPORARY OUTLET FOR DETENTION BASIN #1 IS INCLUDED IN CONTRACT 76C41.

GROUP 4 ITEMS

REMAINING ITEMS

1. COMPLETE ACCESS ROADS NOS. 4, 5, 5A, AND 6 AS NOTED IN PLANS. ACCESS ROADS WILL BE SUBJECT TO APPROVAL BY THE ENGINEER AT COMPLETION OF CONTRACT.
2. COMPLETE LANDSCAPING ITEMS, FENCE AND GATES

NOTES:

1. ALL ROADWAYS AND ALL LANES WITHIN THE PROJECT LIMITS SHALL REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION EXCEPT AS NEEDED FOR BRIDGE AND ACCESS ROAD CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, DRUMS AND NECESSARY TRAFFIC CONTROL DEVICES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC WITH THE ADJACENT CONTRACTS.

\DBCONN-05-SHT-STAGE1-14800.DGN \DBCONN-05-BORDERL.DGN \DBCONN-05-SHT-STAGE1-12300.DGN \DBCONN-05-SHT-STAGE1-13600.DGN \DBCONN-05-SHT-STAGE1-3500.DGN
6-03-2010, 14:45:26 BONDMUJO \\FS-0844\HWY\MULTI-TRANS_07\2202\28069-00\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-STAGE1-3500.DGN

PLACE 500' & 1,500' IN ADVANCE OF WORK AREA

TYPE B MONODIRECTIONAL FLASHING LIGHT

ROAD CONSTRUCTION AHEAD

W20-I103(O)48

TRUCKS ENTERING & LEAVING

W8-6A

EX R.O.W.

IL ROUTE 3 (ST. CLAIR AVE.)

℄ EX. IL RTE 3

CONTRACT 76D61 (BY OTHERS)

CONTRACT 76C44 LIMITS

STR. # 082-0319

℄ PROPOSED I-70

℄ ACCESS ROAD 5

PROPOSED R.O.W.

TEMPORARY EASEMENT

PERMANENT EASEMENT

RETENTION BASIN 1

PIER 23 BY OTHERS

PIER 24

PIER 26

BY OTHERS STA. 123+00

MATCH LINE STA. 136+00 SEE SHEET 47

STR. # 082-0318

CLEARING, SPECIAL ONLY

℄ ACCESS ROAD 4

℄ ACCESS ROAD 5A

ACCESS ROAD 4 INCLUDED IN CONTRACT 76C44

PLACE HERE & 350' SOUTH OF INDUSTRIAL DRIVE

TYPE B MONODIRECTIONAL FLASHING LIGHT

PLACE HERE & 500' & 1,500' SOUTH OF INDUSTRIAL DRIVE

PLACE 350' NORTH OF INDUSTRIAL DRIVE

NORFOLK SOUTHERN RR

NORFOLK SOUTHERN MAIN

MADISON COUNTY TRANSIT CORRIDOR

NORFOLK SOUTHERN PACKERS SPUR

N

MAINTENANCE OF TRAFFIC LEGEND

- WORK AREA / CONSTRUCTION LIMITS
- EXISTING SIGN
- PROPOSED SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- BARRICADE, TYPE III
- BARRICADES, TYPE II W/ FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS W/ STEADY BURNING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN

..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-05-LEGEND.DGN,..\DBCONN-05-MOTIF.DGN
6-03-2010, 14:49:44 BONDNJO \\FS-6044-WN\VAULT\TRANS.07\2202\20868 001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-STAGE1-12300.DGN

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 SUGGESTED STAGING, MAINTENANCE OF TRAFFIC STA. 123+00 TO STA. 136+00
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	DRAWN - JB	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = $DATE$	CHECKED - ACL	REVISED -		
		DATE - 06/04/10	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	46
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRUCKS ENTERING & LEAVING
W8-6A

℄ DARLING ACCESS ROAD

℄ PROPOSED I-70

DARLING SPUR

DARLING SPUR

PERMANENT EASEMENT

PIER 2

PERMANENT EASEMENT

1000+00

1005+00

PROPOSED R.O.W.

22'

22'

PROPOSED MSE WALL
STR. # 082-W234

445+00

PROPOSED BRIDGE
STR. #082-0319

440+00

140+00

145+00

EAST
ABUTMENT

500+00

PROPOSED BRIDGE
STR. # 082-0318

ROADWAY PAVING BY OTHERS

MATCH LINE STA. 136+00
SEE SHEET 46

MATCH LINE STA. 148+00
SEE SHEET 48

℄ ACCESS
ROAD 6

P. E.

T. E.

℄ ACCESS
ROAD 5A

TRRA

℄ EX. INDUSTRIAL DR.

PROPOSED R.O.W.

PROPOSED R.O.W.

INDUSTRIAL DR.

EXISTING R.O.W.

PERMANENT EASEMENT

TEMPORARY EASEMENT

PERMANENT EASEMENT

TRRA

TYPE B
MONODIRECTIONAL
FLASHING LIGHT

℄ ACCESS ROAD 5

ROAD CONSTRUCTION AHEAD
W20-1103(O)48

PLACE 500' FROM
WORK AREA ON
INDUSTRIAL DR.
IN EACH DIRECTION

TRUCKS ENTERING & LEAVING
W8-6A

400+00

MAINTENANCE OF TRAFFIC LEGEND

- WORK AREA / CONSTRUCTION LIMITS
- EXISTING SIGN
- PROPOSED SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- BARRICADE, TYPE III
- BARRICADES, TYPE II W/ FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS W/ STEADY BURNING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

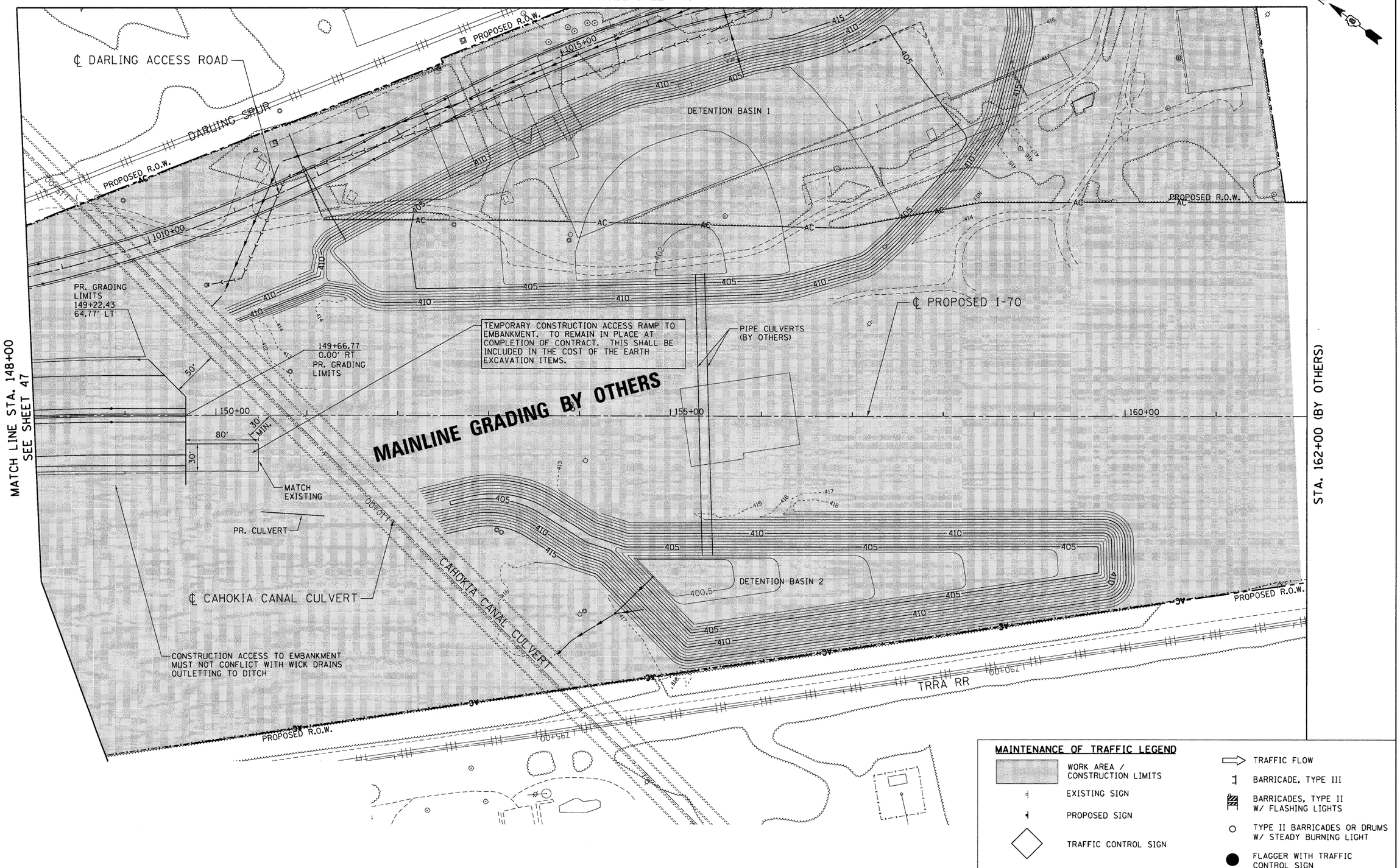
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	47
		CONTRACT NO. 76C44		

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

\\DBCONN-193-MOTIF1.DGN\..\DBCONN-#05-BORDER1.DGN\..\DBCONN-#05-LEGEND1.DGN\..\DBCONN-#05-MOTIF1.DGN
6-03-2010,14:44:55 BONDHJJO \\FS-02014\VAR\VAULT\D-TRANS.07\22202\20080-001\CIVIL\CAD\95 ALL CONTRACTS\CONN\SHEETS CONTRACT #05\DBCONN-#05-SHT-STAGE1-136#0.DGN

MATCH LINE "A"
SEE SHEET 49



MAINTENANCE OF TRAFFIC LEGEND

- WORK AREA / CONSTRUCTION LIMITS
- EXISTING SIGN
- PROPOSED SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- BARRICADE, TYPE III
- BARRICADES, TYPE II W/ FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS W/ STEADY BURNING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
SUGGESTED STAGING, MAINTENANCE OF TRAFFIC
STA. 148+00 TO STA. 162+00

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

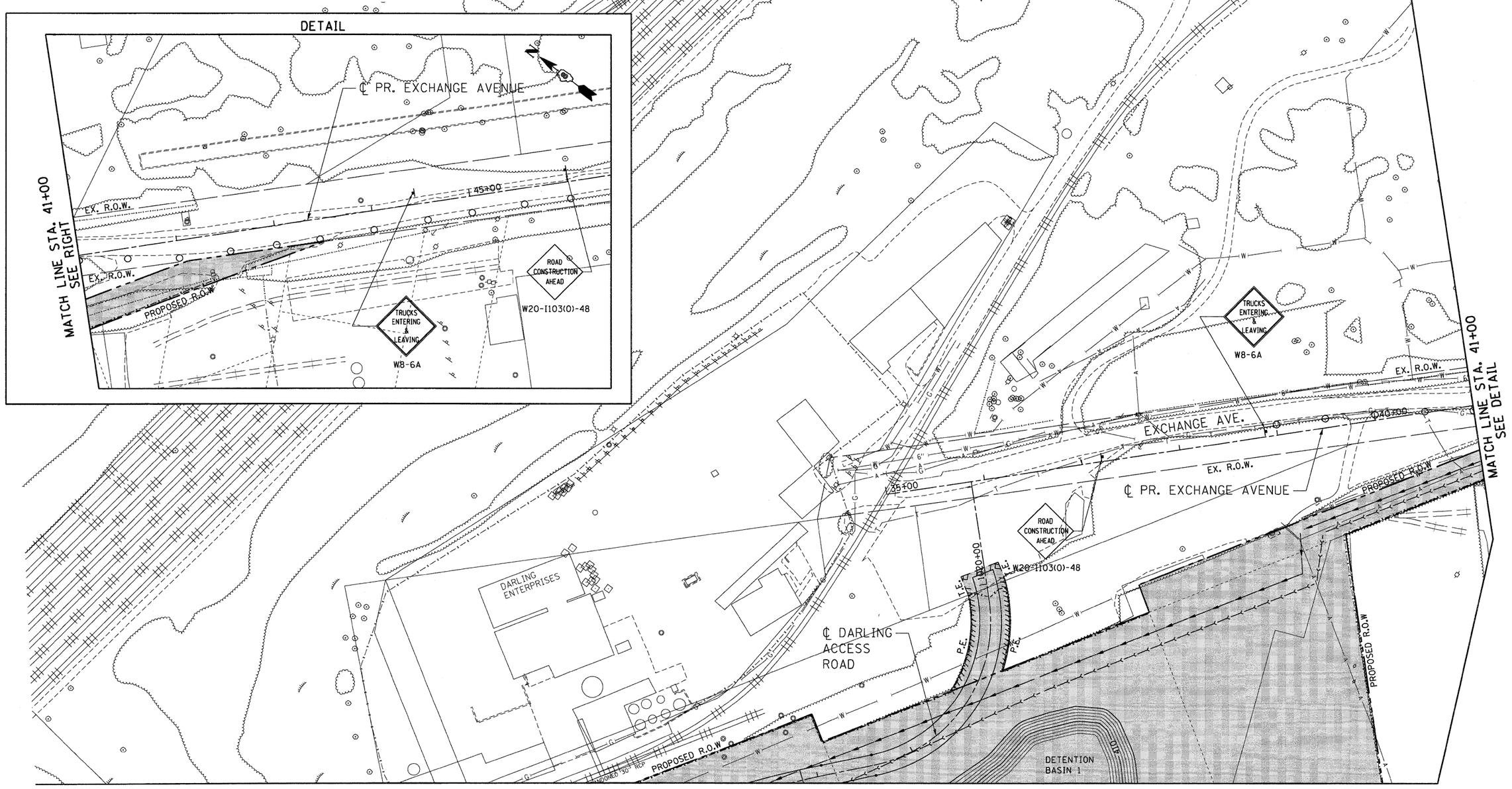
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	48
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIF.LDGN,..\DBCONN-95-BORDER.LDGN,..\DBCONN-86-MOTIF.LDGN,..\DBCONN-85-LEGEND.LDGN,..\DBCONN-85-SHT-PLAN1-148&0.DGN,..\DBCONN-85-STAGING.LDGN
6-03-2010, 14:58:13 BONDHUJO \\FS-0044\GMX\VAULT\D-TRANS.87\2282\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT #3\DBCONN-85-SHT-STAGE1-148&0.DGN

MAINTENANCE OF TRAFFIC LEGEND

- WORK AREA / CONSTRUCTION LIMITS
- EXISTING SIGN
- PROPOSED SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- BARRICADE, TYPE III
- BARRICADES, TYPE II W/ FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS W/ STEADY BURNING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	
		DRAWN - JB	REVISED -	
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
SUGGESTED STAGING, MAINTENANCE OF TRAFFIC
STA. 35+00 TO STA. 41+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	49
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIF.DGN,..\DBCONN-95-BORDERL.DGN,..\DBCONN-95-MOTIF.DGN,..\DBCONN-95-LEGEND.DGN,..\DBCONN-99-MOTIF.DGN,..\DBCONN-95-MOTIF.DGN
6-03-2010, 14:28:28 BINGNUJO \\FS-0044\AM\WALTJ-TRANS_07\2202-20868-020\CIVIL\GAD\99 ALL CONTRACTS\CONNSHEETS CONTRACT 02\DBCONN-95-SHT-STAGE1-3592.DGN

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

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

MARY C. LAMIE	Mary C Lamie
PRINT NAME	SIGNATURE
DEPUTY DIRECTOR OF HIGHWAYS REGION FIVE ENGINEER	March 18, 2010
TITLE	DATE
IL DEPT. OF TRANSPORTATION	
AGENCY	

I. SITE DESCRIPTION:

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

PROPOSED I-70 CORRIDOR FROM ILLINOIS ROUTE 3 (ST. CLAIR AVE.) TO APPROXIMATELY 850 FT SOUTH OF THE CAHOKIA CANAL ROW

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

THE CONSTRUCTION ACTIVITY CONSISTS OF SITE CLEARING, PAVEMENT CONSTRUCTION, BRIDGE APPROACH STRUCTURE CONSTRUCTION, AND DETENTION BASIN CONSTRUCTION

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

AFTER THE ADVANCE CONTRACTS FOR SITE CLEARING AND DEMOLITION (CONTRACTS 76C69 & 76C68), THIS I-70 CONSTRUCTION CONTRACT (74C44) WILL CONSTRUCT A RETENTION BASIN AND TWO DETENTION BASINS, THE CURVED GIRDER BRIDGE STRUCTURE, THE BRIDGE APPROACH SECTION FROM THE BRIDGE EAST ABUTMENT TO THE CAHOKIA CANAL ROW, EXCLUDING THE ROADWAY PAVING.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 37.8 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 37.8 ACRES.

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

SOME OF THE PREVIOUSLY IMPERVIOUS AREAS WILL BE REPLACED WITH CONCRETE (IMPERVIOUS). THE COMPLETED AREA WILL HAVE AN APPROXIMATE RUNOFF COEFFICIENT OF 0.54.

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

SOIL SURVEY INDICATES AREA IS DEFINED AS URBAN LAND (533), FULTS SILTY CLAY (8591A) AND GORHAM SILTY CLAY LOAM (8162A) - THIS SOIL IS POORLY DRAINED AND EXPERIENCES OCCASIONALLY FLOODING.

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

IN GENERAL THE AREA IS FLAT WITH POOR DRAINAGE AND IS NOT SUSCEPTIBLE TO POTENTIAL EROSION.

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

IN GENERAL THE EXISTING SITE IS VERY FLAT WITH VERY LITTLE DEFINED DRAINAGE. EXISTING TREES AND SHRUBS WILL BE CLEARED FROM THE SITE PER CONTRACT PLANS.

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

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

CAHOKIA CANAL

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

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

II. CONTROLS

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

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 14 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

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

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

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

ONCE AREAS HAVE BEEN CLEARED, EITHER TEMPORARY SEEDING (TEMPORARY CONDITION) OR SEEDING CLASS 7 (FINAL CONDITION) WILL BE APPLIED

TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISION. SEED MIXTURE WILL DEPEND ON THE TIME OF YEAR IT IS APPLIED. OATS WILL BE APPLIED FROM MARCH 1 TO JULY 31 AND WINTER WHEAT FROM AUGUST 1 TO NOVEMBER 15.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED AS SOON AS PERMITTED WITH PERMANENT SEEDING FOLLOWING THE FINISHED GRADING, BUT ALWAYS WITHIN SEVEN DAYS WITH TEMPORARY EROSION CONTROL SEEDING.

MULCHING - MULCH WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PREVENT FURTHER EROSION.

EROSION CONTROL BLANKET - WILL BE USED IN AREAS WITH STEEP SLOPES.

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

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:

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

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE - COARSE AGGREGATE OVERLAYING A GEOTEXTILE FABRIC WILL BE PLACED IN LOCATIONS NECESSARY FOR CONTRACTOR ACCESS. THE AGGREGATE SURFACE OF THE ACCESS POINTS WILL CAPTURE SOIL DEBRIS, REDUCING THE AMOUNT OF SOIL DEPOSITS PLACED ON TO THE ROADWAY BY VEHICLES LEAVING THE WORK AREA.

SEDIMENT CONTROL, PERIMETER EROSION BARRIER - A PERIMETER EROSION BARRIER WILL BE PLACED ADJACENT TO THE AREAS OF CONSTRUCTION TO INTERCEPT WATERBORNE SILT AND PREVENT IT FROM LEAVING THE SITE. THESE AREAS ARE MARKED ON THE EROSION CONTROL PLANS.

INLET FILTERS WILL BE PROVIDED FOR DRAINAGE STRUCTURES. THESE FILTERS WILL BE PLACED IN EVERY INLET, CATCH BASIN OR MANHOLE WITH AN OPEN LID, WHICH WILL DRAIN WATER DURING AT LEAST A 10-YEAR STORM EVENT. THE EROSION CONTROL PLAN WILL IDENTIFY THE STRUCTURES REQUIRING INLET FILTERS.

SEDIMENT CONTROL, TEMPORARY SEDIMENT BASIN - DETENTION BASINS 1 & 2 WILL BE UTILIZED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION TO CAPTURE WATER BORNED SILT AND PREVENT IT FROM EXITING THE CONSTRUCTION AREA. THE OUTFALL OF THE BASINS WILL BY PROTECTED BY A PERIMETER EROSION BARRIER TO CAPTURE REMAINING SILT.

SEDIMENT AND RUNOFF CONTROL, TEMPORARY PIPE SLOPE DRAIN - A TEMPORARY PIPE SLOPE DRAIN SYSTEM WILL BE USED ALONG THE PROPOSED EMBANKMENT TO INTERCEPT WATER BORNE SILT AND MINIMIZE SLOPE EROSION AT LOCATIONS DESIGNATED ON THE PLANS.

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

   a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES).

      THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.

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

   DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

   STORMWATER DETENTION & RETENTION WILL BE PROVIDED FOR THE PROPOSED ROADWAY CONSTRUCTION.

4. OTHER CONTROLS:

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

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

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

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

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

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

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

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

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

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

5. APPROVED STATE OR LOCAL LAWS

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

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

III. MAINTENANCE:

   THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN. THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT.

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

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

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

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

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

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

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

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

IV. INSPECTIONS

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

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

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

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

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL NOTIFY THE APPROPRATE I.E.P.A. FIELD OPERATIONS SECTION OFFICE BY EMAIL OF: epa.swnoncomp@illinois.gov, TELEPHONE OR FAX WITHIN 24 HOURS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL THEN COMPLETE AND SUBMIT AN "INCIDENCE OF NON-COMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION WITHIN 5 DAYS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

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

V. NON-STORM WATER DISCHARGES:

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

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

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

1. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED FOR RINSING OUT CONCRETE TRUCKS. SIGNS SHALL BE INSTALLED DIRECTING CONCRETE TRUCK DRIVERS WHERE DESIGNATED WASHOUT FACILITIES ARE LOCATED.

2. THE CONTRACTOR SHALL HAVE THE LOCATION OF TEMPORARY CONCRETE WASHOUT FACILITIES APPROVED BY THE RESIDENT ENGINEER.

3. ALL TEMPORARY CONCRETE WASHOUT FACILITIES ARE TO BE INSPECTED BY THE CONTRACTOR AFTER EACH USE AND ALL SPILLS MUST BE REPORTED TO THE RESIDENT ENGINEER AND CLEANED UP IMMEDIATELY.

4. CONCRETE WASTE SOLIDS/LIQUIDS SHALL BE DISPOSED OF PROPERLY.

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

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

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

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

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

VI. FAILURE TO COMPLY:

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

LEGEND

TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
INLET FILTERS
STABLIZIED CONSTRUCTION ENTRANCE
STONE RIPRAP
AGGREGATE BERM

NOTE:
CONTRACT LIMITS ARE FOR MAINLINE I-70. ALL EROSION CONTROL MEASURES NOTED ON THIS SHEET ARE INCLUDED IN CONTRACT 76C44.

℄ EX. IL RTE 3
IL ROUTE 3 (ST. CLAIR AVE.)
STA. 127+81.00
CONTRACT 76D61 (BY OTHERS)
CONTRACT 76C44 LIMITS
PIER 23 BY OTHERS
3' (TYP.)
PEB 288'
PEB 306'
℄ PROPOSED I-70
PEB 100'
℄ ACCESS ROAD 5
133+87.09 / 147.00' LT
133+03.29 / 147.00' LT
135+43.79 / 138.15' LT
134+80.10 / 147.00' LT
TEMPORARY EASEMENT
PROPOSED R.O.W.
AC
RETENTION BASIN 1
405
402
PERMANENT EASEMENT
PEB 208'
150+00
125+00
130+00
200+00
205+00
135+00
450+00
75.00'
STA. 123+00 BY OTHERS
MATCH LINE STA. 136+00 SEE SHEET 54
℄ ACCESS ROAD 4
℄ ACCESS ROAD 5A
132+86.73 / 147.00' RT
PEB 140'
PEB 101'
135+74.48 / 147.00' RT
135+03.83 / 147.00' RT
133+95.03 / 147.00' RT
PEB 124'
PEB 835'
NORFOLK SOUTHERN RR
NORFOLK SOUTHERN MAIN
MADISON COUNTY TRANSIT CORRIDOR
NORFOLK SOUTHERN PACKERS SPUR
N

EROSION CONTROL LEGEND

- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY EROSION CONTROL SEEDING & MULCH, METHOD 2
- TEMPORARY PIPE SLOPE DRAINS
- STONE RIPRAP
- AGGREGATE BERM
- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET (MULCH NOT REQUIRED)

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

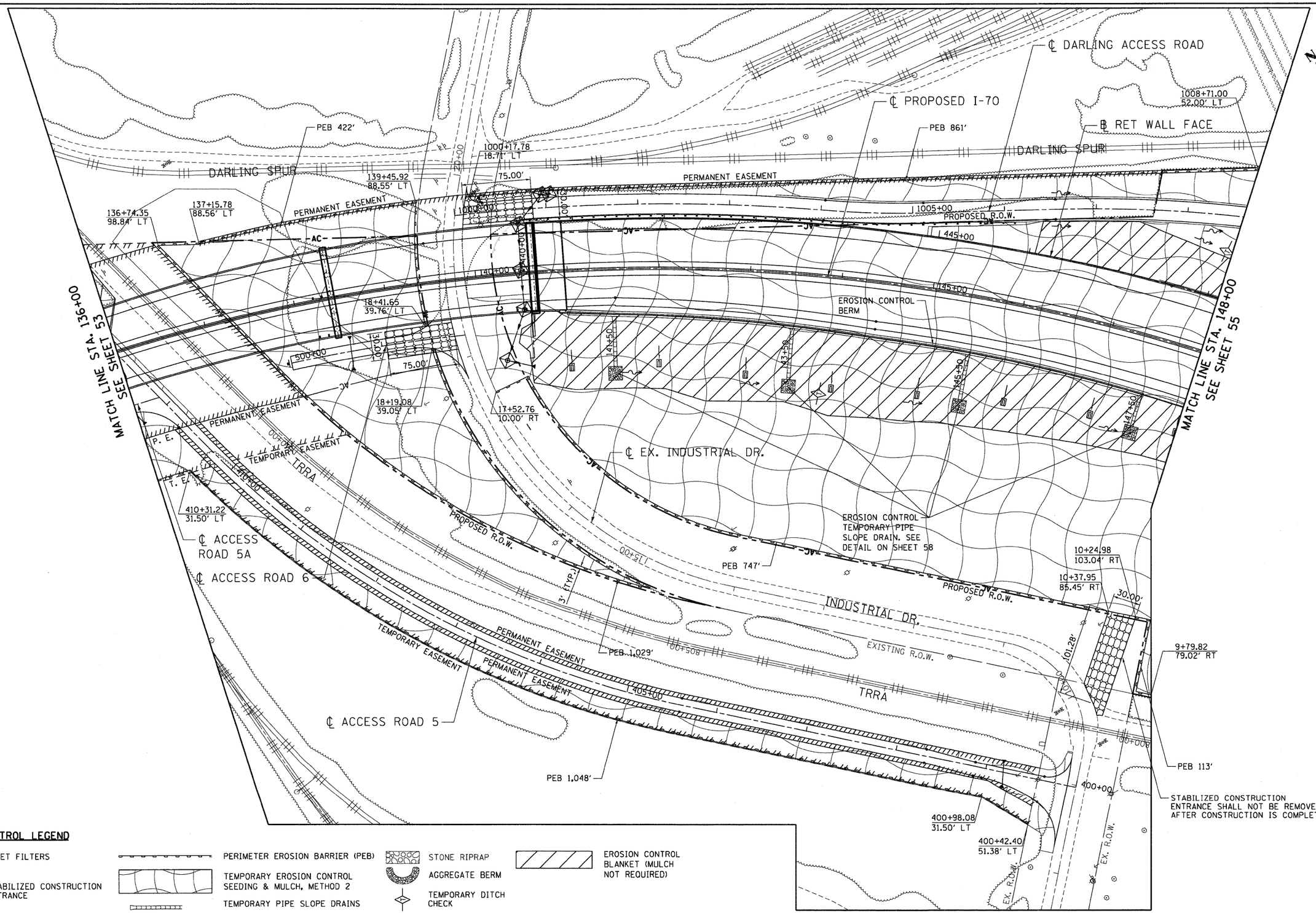
PROPOSED I-70
EROSION CONTROL PLANS
STA. 123+00 TO STA. 136+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	53
		CONTRACT NO. 76C44		

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

6-18-2010, 10:46:15 NOW10 \\TS-MDA-VAN\VHLTD-TRANS_07\22022-2836S_001\CITIL\CAD\19 ALL CONTRACTS\DGN\SHEETS CONTRACT 85\D8CDNN-95-EROS1-12300.DGN

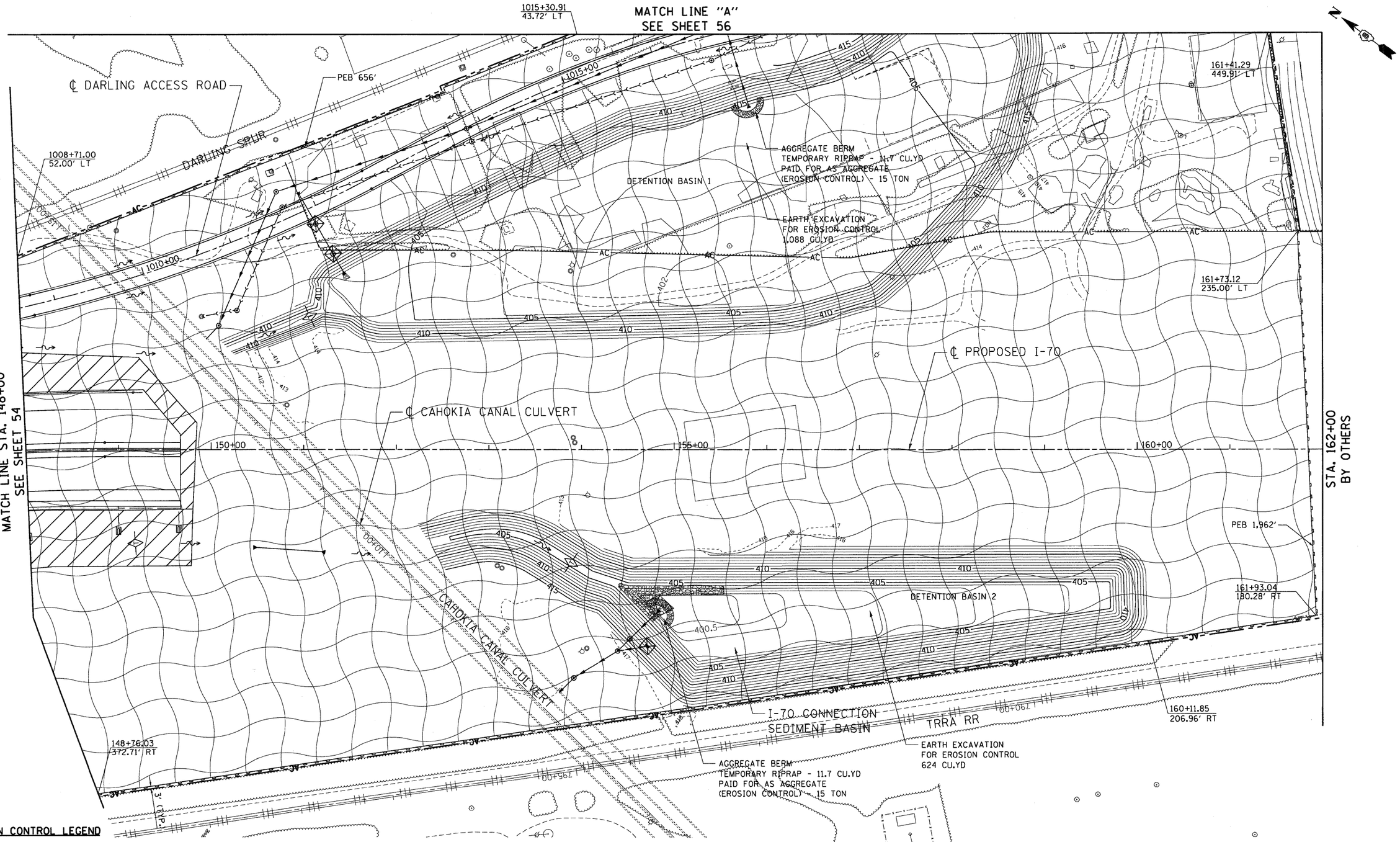


EROSION CONTROL LEGEND

- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY EROSION CONTROL SEEDING & MULCH, METHOD 2
- TEMPORARY PIPE SLOPE DRAINS
- STONE RIPRAP
- AGGREGATE BERM
- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET (MULCH NOT REQUIRED)

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 EROSION CONTROL PLANS STA. 136+00 TO STA. 148+00			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -					998	82-2-1HVB	ST. CLAIR	285	54
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

$DGN:$MOTIFILDGN, $DGN:$BORDERFILDGN, $DGN:$BORDERFILDGN, $DGN:$LEGENDILDGN, $DGN:$MOTIFILDGN
6/18/2010, 10:40:27 $DATE$ $USER$ $FILEL$ $SCALE$ $DATE$ $DGN:$ALL CONTRACTS\CONN\SHEETS CONTRACT 85\D8CONN-85-SHT-EROS1-13600.DGN



EROSION CONTROL LEGEND

- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY EROSION CONTROL SEEDING & MULCH, METHOD 2
- TEMPORARY PIPE SLOPE DRAINS
- STONE RIPRAP
- AGGREGATE BERM
- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET (MULCH NOT REQUIRED)

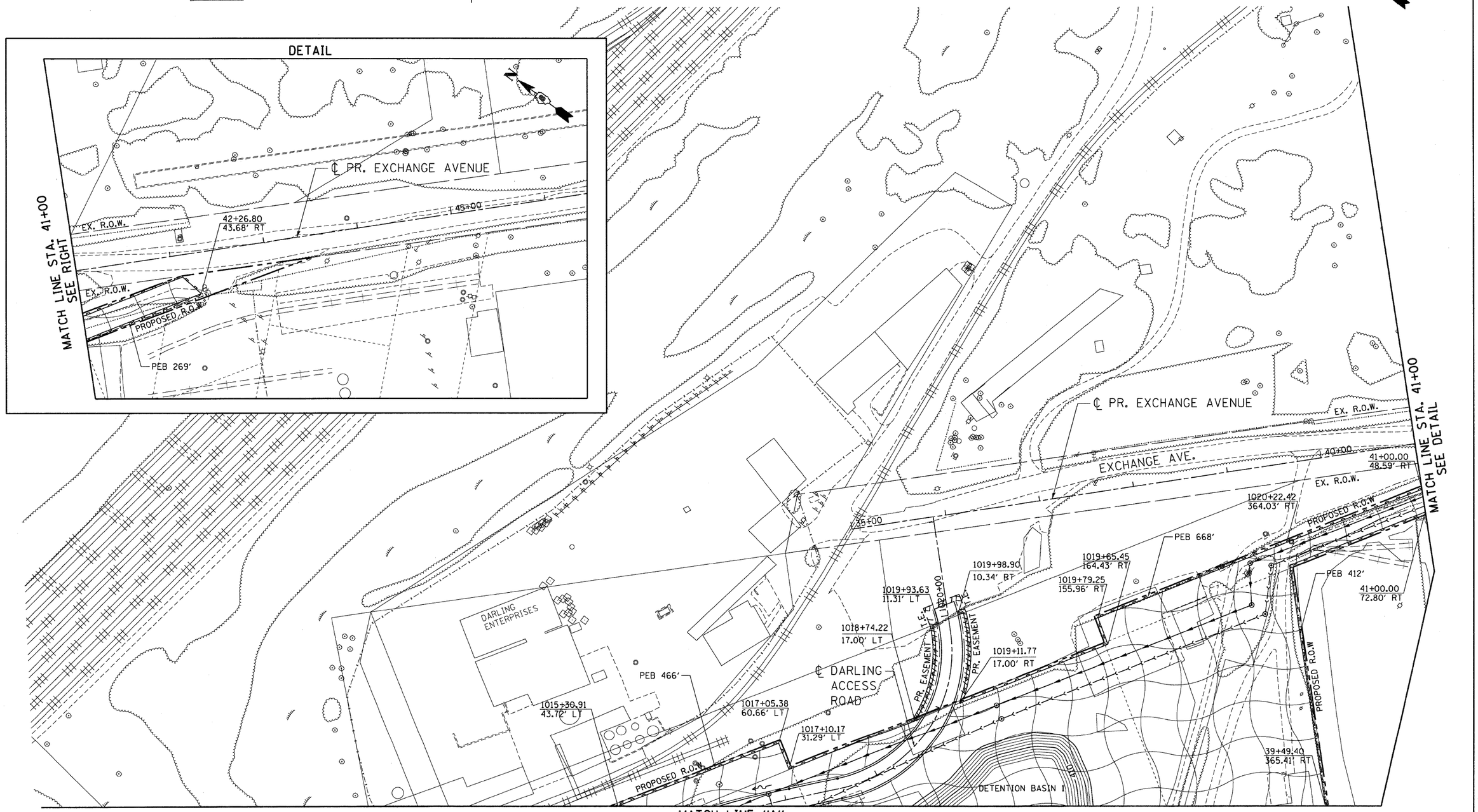
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED I-70 EROSION CONTROL PLANS STA. 148+00 TO STA. 162+00
		DRAWN - JB	REVISED -	I-70 CONNECTION	
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	55
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\\DRCONN-PW-MOTIFLDGN\...\DRCONN-95-BORDERLDGN\...\DRCONN-95-LEGENDLDGN\...\DRCONN-95-MOTIFLDGN
6-18-2010, 18:46:38 BENCHLUD \\FS-2014\AM\VAULT\-TRANS.07\2222\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 85\DRCONN-85-SHT-ERDS1-14900.DGN

EROSION CONTROL LEGEND

- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY EROSION CONTROL SEEDING & MULCH, METHOD 2
- TEMPORARY PIPE SLOPE DRAINS
- STONE RIPRAP
- AGGREGATE BERM
- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET (MULCH NOT REQUIRED)



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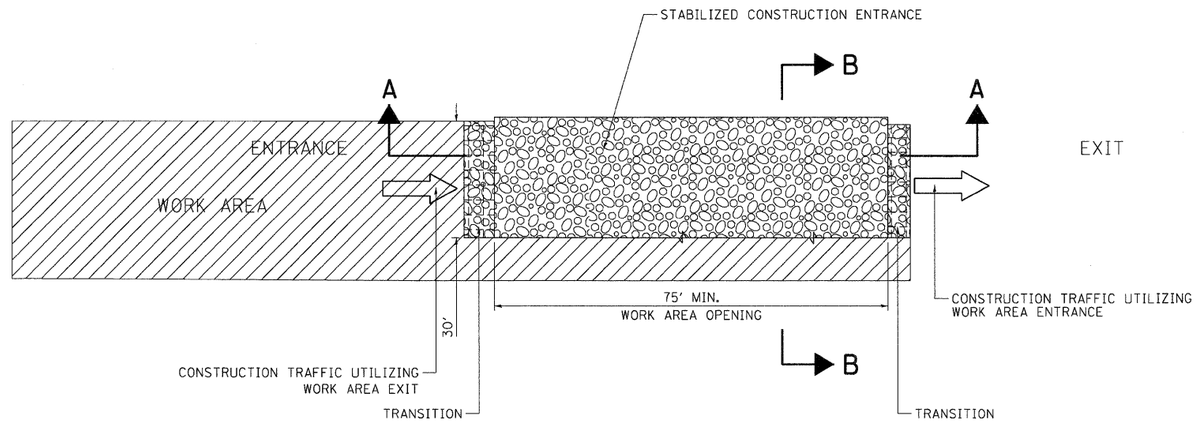
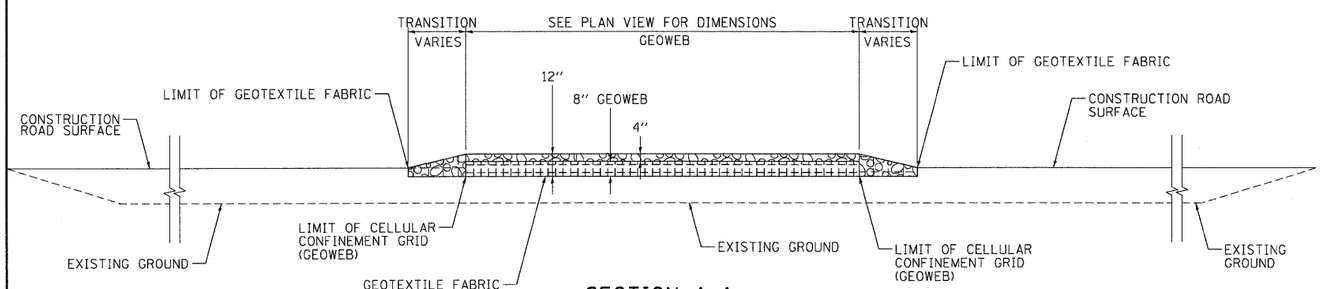
		DRAWN - JB	REVISED -						
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

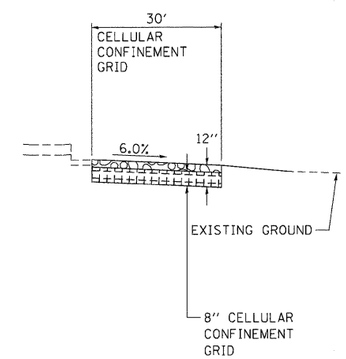
$$DGN$$ $$FILEL$$ $$USER$$ $$SCALE$$ $$DATE$$



ROADWAY PLAN
(NOT TO SCALE)



SECTION A-A



SECTION B-B

LEGEND:

- DIRECTION OF TRAFFIC
- WORK AREA
- STABILIZED CONSTRUCTION ENTRANCE
- COARSE AGGREGATE, CA-3

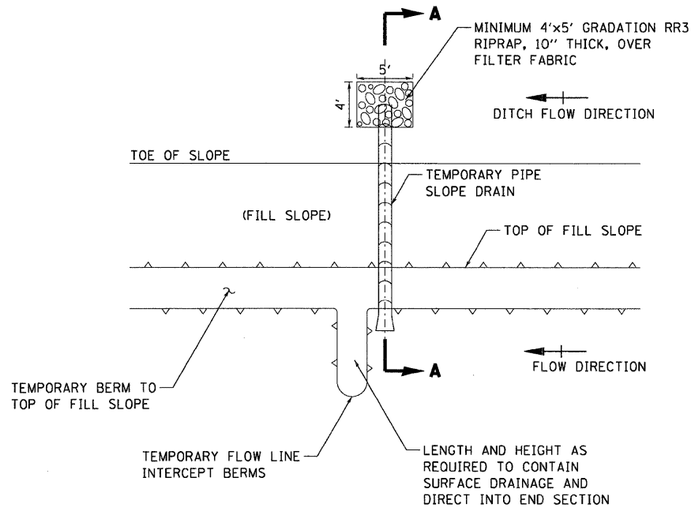
STABILIZED CONSTRUCTION ENTRANCE

NOTES:

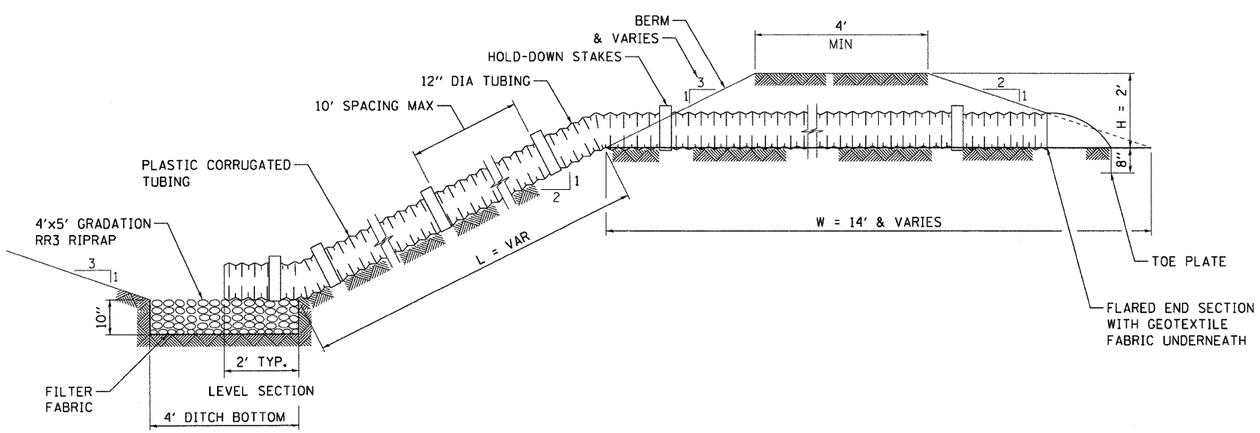
1. EXISTING DITCH DRAINAGE TO BE MAINTAINED. THE COST OF PIPE CULVERTS USED TO MAINTAIN EXISTING DITCH DRAINAGE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STABILIZED CONSTRUCTION ENTRANCE.
2. THE COST OF ANY COARSE AGGREGATE CA-3 USED FOR TRANSITION FROM THE CONSTRUCTION ROAD TO THE STABILIZED CONSTRUCTION ENTRANCE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STABILIZED CONSTRUCTION ENTRANCE.
3. STABILIZED CONSTRUCTION ENTRANCE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.

..\DBCONN-05-BORDER1.DGN,..\DBCONN-99-MOTIF.DGN
6-03-2010, 14:51:29 BONDHUJO \\FS-0044\AM\VHAL_TJ-TRANS_07\2222\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRAINAGE1.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	EROSION CONTROL DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -					998	82-2-1HVB	ST. CLAIR	285 / 57
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -							CONTRACT NO. 76C44	
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



PLAN VIEW



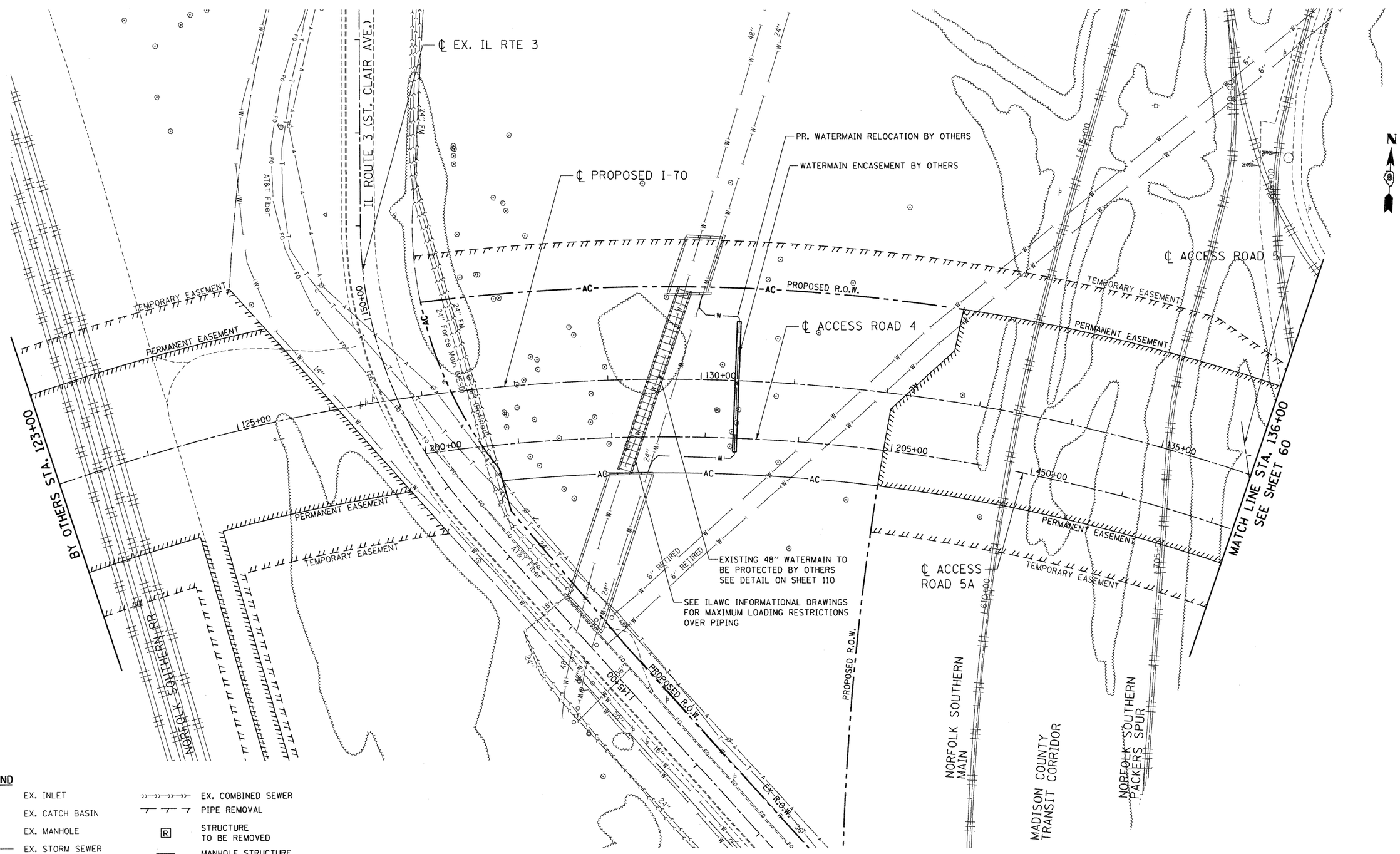
SECTION A-A

EROSION CONTROL TEMPORARY PIPE SLOPE DRAIN

TEMPORARY PIPE SLOPE DRAIN

NOTES:

1. CONDUIT MATERIAL SHALL BE HEAVY DUTY FLEXIBLE POLYETHYLENE TUBING OR POLYETHYLENE PIPE.
2. THE SOIL MATERIAL AROUND THE PIPE SHALL BE HAND COMPACTED IN 6" LIFTS TO FILL ALL VOIDS IN THE TUBING CORRUGATIONS
3. THE CONTRACTOR SHALL PLACE FILTER FABRIC AROUND THE END SECTION CONNECTION TO THE TUBING TO PREVENT BLOW-OUTS.
4. ALL TEMPORARY SLOPE DRAINS WILL DISCHARGE INTO THE BACK OF SEDIMENT TRAPS, INTO SEDIMENT BASINS OR DITCHES DISCHARGING INTO TRAPS OR BASINS.
5. PIPE SHALL BE INSTALLED WITH WATER TIGHT CONNECTING BANDS AND SHALL BE SECURELY ANCHORED BY HOLD DOWN STAKES AND CABLES AT A MAXIMUM SPACING OF 10 FEET.
6. STAPLES SHALL BE USED TO ANCHOR THE FILTER FABRIC AND SHALL BE UNIFORMLY SPACED AT APPROXIMATELY 12".
7. ALL 12" DIA. TUBING, HOLD-DOWN STAKES, RIPRAP, GEOTEXTILE (FILTER FABRIC), TOE PLATE, FLARED END SECTIONS AND TEMPORARY FLOW LINE INTERCEPT BERMS SHALL BE INCLUDED IN THE COST OF 'EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN'.



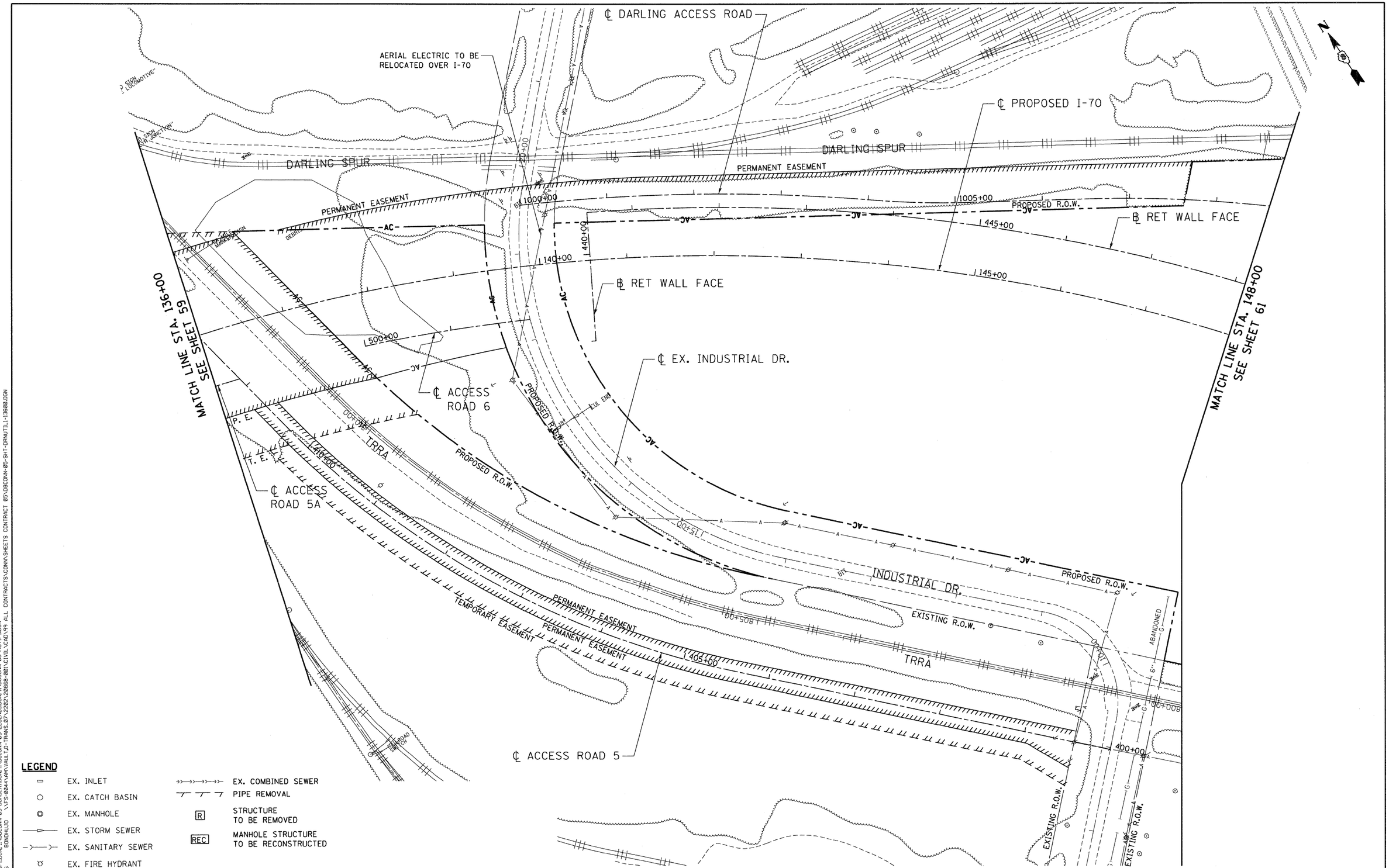
LEGEND

- EX. INLET
- EX. CATCH BASIN
- EX. MANHOLE
- EX. STORM SEWER
- EX. SANITARY SEWER
- EX. FIRE HYDRANT
- EX. COMBINED SEWER
- PIPE REMOVAL
- R — STRUCTURE TO BE REMOVED
- REC — MANHOLE STRUCTURE TO BE RECONSTRUCTED

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 EXISTING DRAINAGE & UTILITIES STA. 123+00 TO STA. 136+00
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - JB	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	59
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCDNN-99-MOTIF.DGN,..\DBCDNN-95-BORDER1.DGN,..\DBCDNN-95-LEGEND1.DGN,..\DBCDNN-95-MOTIF1.DGN
6-23-2010, 1:45:48 BONDNJJO \\FS-00144\VAULT\J-TRANS_07\2202\20988-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 95\DBCDNN-95-SHT-DRNUTIL1-12300.DGN



LEGEND

- EX. INLET
- EX. CATCH BASIN
- EX. MANHOLE
- EX. STORM SEWER
- EX. SANITARY SEWER
- EX. FIRE HYDRANT
- EX. COMBINED SEWER
- PIPE REMOVAL
- R — STRUCTURE TO BE REMOVED
- REC — MANHOLE STRUCTURE TO BE RECONSTRUCTED

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 EXISTING DRAINAGE & UTILITIES STA. 136+00 TO STA. 148+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	60
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFLDGN,..\DBCONN-05-BORDERLDGN,..\DBCONN-05-LEGENDLDGN,..\DBCONN-05-MOTIFLDGN
6-03-2010,14:51:56 BONDHUJO \\FS-0044\HAVTAULT\J-TRANS.07\2202\20866-00\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRNUTIL-1360ZLDGN

MATCH LINE "A"
SEE SHEET 63

MATCH LINE STA. 148+00
SEE SHEET 60

MATCH LINE STA. 162+00
SEE SHEET 62

DARLING SPUR
ABANDONED
PROPOSED R.O.W.
1015+00
1010+00
150+00
155+00
160+00
℄ DARLING ACCESS ROAD
STORM SEWER REMOVAL 6" 283'
WATER MAIN REMOVAL 49' SEE SHEET 63 FOR CONTINUATION
STORM SEWER REMOVAL 8" 64'
STORM SEWER REMOVAL 18" 48'
STORM SEWER REMOVAL 24" 127'
FIRE HYDRANTS TO BE REMOVED
STORM SEWER REMOVAL 24" 253'
STORM SEWER REMOVAL 24" 96'
STORM SEWER REMOVAL 24" 45', 96'
WATER MAIN REMOVAL 635'
REC
R
PLUG 24" S.S. SEE DETAIL ON SHEET 80
STORM SEWER REMOVAL BY OTHERS
FIRE HYDRANTS TO BE REMOVED
WATER MAIN TO BE REMOVED BY OTHERS
℄ PROPOSED I-70
WATER MAIN REMOVAL BY OTHERS
6" (Private - National Stockyard)
COMBINED SEWER REMOVAL BY OTHERS
WATER MAIN REMOVAL 152'
WATER MAIN REMOVAL BY OTHERS
WATER MAIN REMOVAL 174'
WATER MAIN REMOVAL 156'
FIRE HYDRANTS TO BE REMOVED
WATER MAIN REMOVAL 112'
CAP WATER MAIN AT ROW WITH FLOWABLE FILL.
WATER MAIN REMOVAL 205'
WATER MAIN REMOVAL BY OTHERS
NOTE:
FOR ADDITIONAL REMOVALS THAT HAVE NOT BEEN VERIFIED BY SURVEY, SEE SHEET 64.
℄ CAHOKIA CANAL CULVERT
CAHOKIA CANAL CULVERT
TRRA RR
PROPOSED R.O.W.

LEGEND

- EX. INLET
- EX. CATCH BASIN
- EX. MANHOLE
- EX. STORM SEWER
- EX. SANITARY SEWER
- EX. FIRE HYDRANT
- EX. COMBINED SEWER
- PIPE REMOVAL
- R — STRUCTURE TO BE REMOVED
- REC — MANHOLE STRUCTURE TO BE RECONSTRUCTED

FILE NAME = $FILE1$
USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$
DESIGNED - JB
DRAWN - JB
CHECKED - ACL
DATE - 06/04/10
REVISED -
REVISED -
REVISED -
REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	61

CONTRACT NO. 76C44
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

\\DBCONN-99-MOTIF1.DGN, \\DBCONN-05-BORDER1.DGN, \\DBCONN-05-DRAIN4.DGN, \\DBCONN-05-LEGEND1.DGN, \\DBCONN-08-SHT-PLAN-13880.DGN, \\DBCONN-05-MOTIF1.DGN
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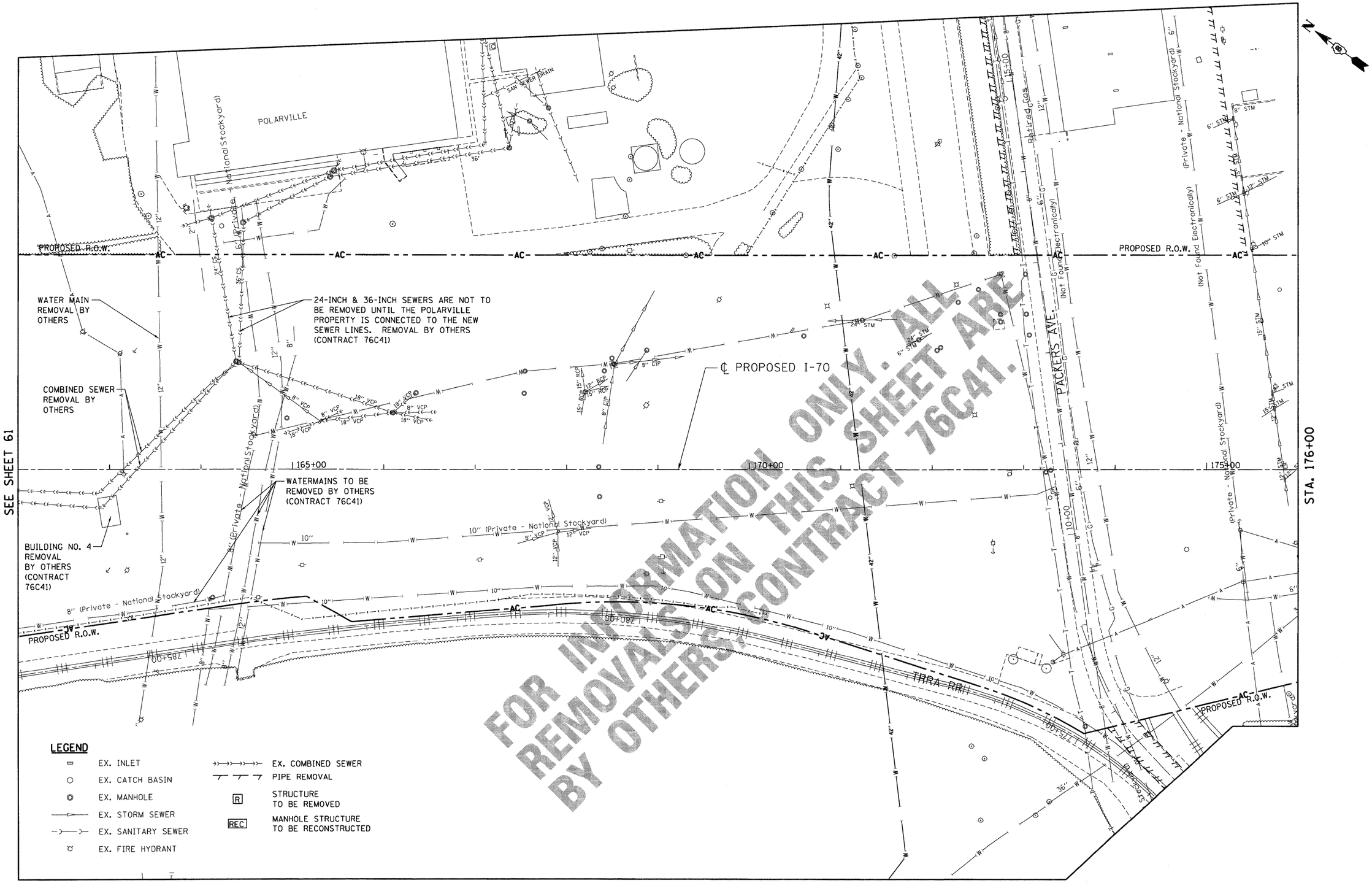

FOR INFORMATION ONLY. ALL REMOVALS ON THIS SHEET ARE BY OTHERS, CONTRACT 76C41.

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		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	62
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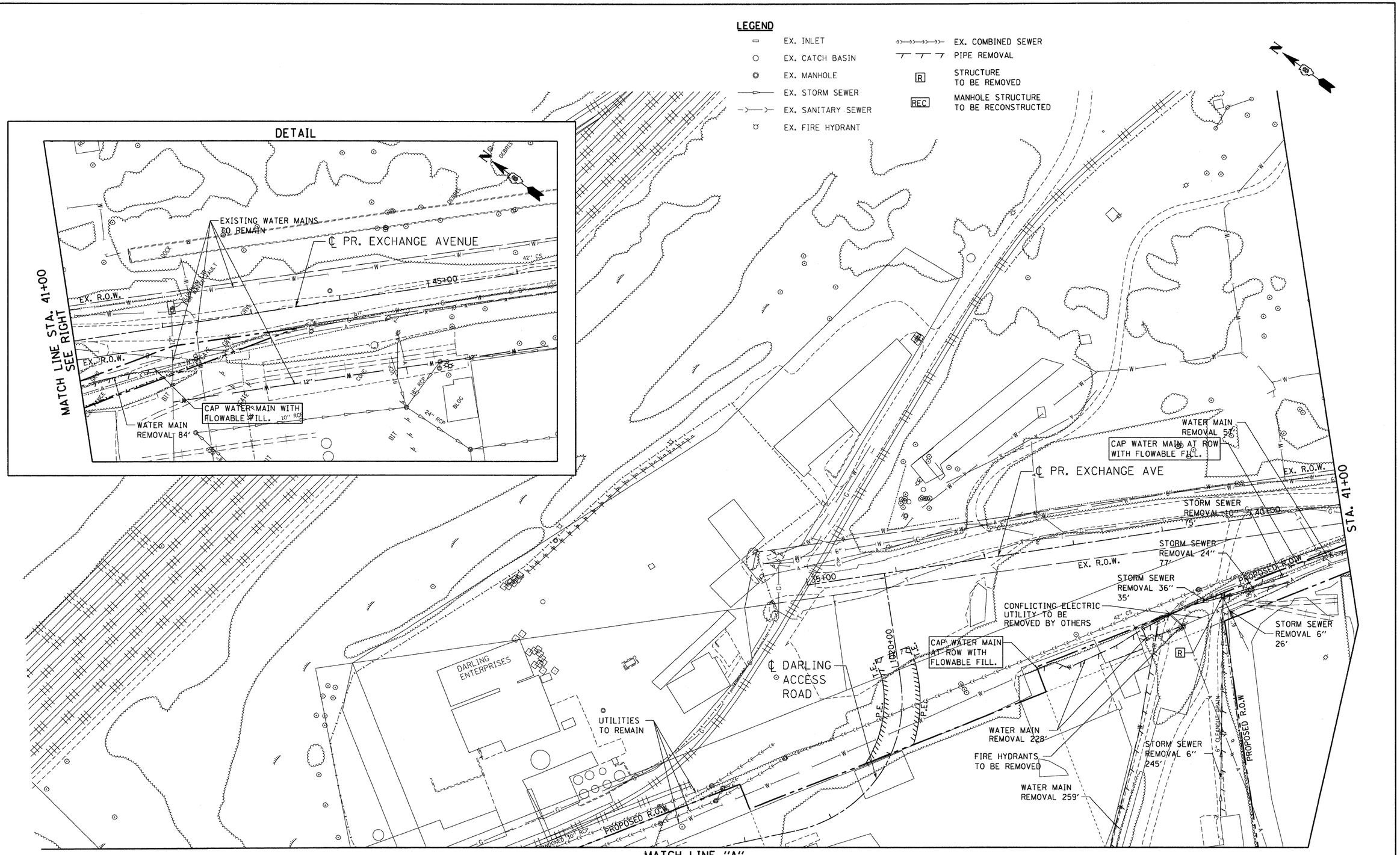
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF1.DGN,..\DBCONN-85-BORDER.DGN,..\DBCONN-85-LEGEND.DGN,..\DBCONN-08-SHT-PLAN-1320B.DGN,..\DBCONN-85-MOTIF1.DGN
6-23-2010, 14:52:23 BONDHLJD \\VS-2044\MKVHAL\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONNSHEETS CONTRACT 85\DBCONN-05-SHT-DRNUTIL1-16200.DGN



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

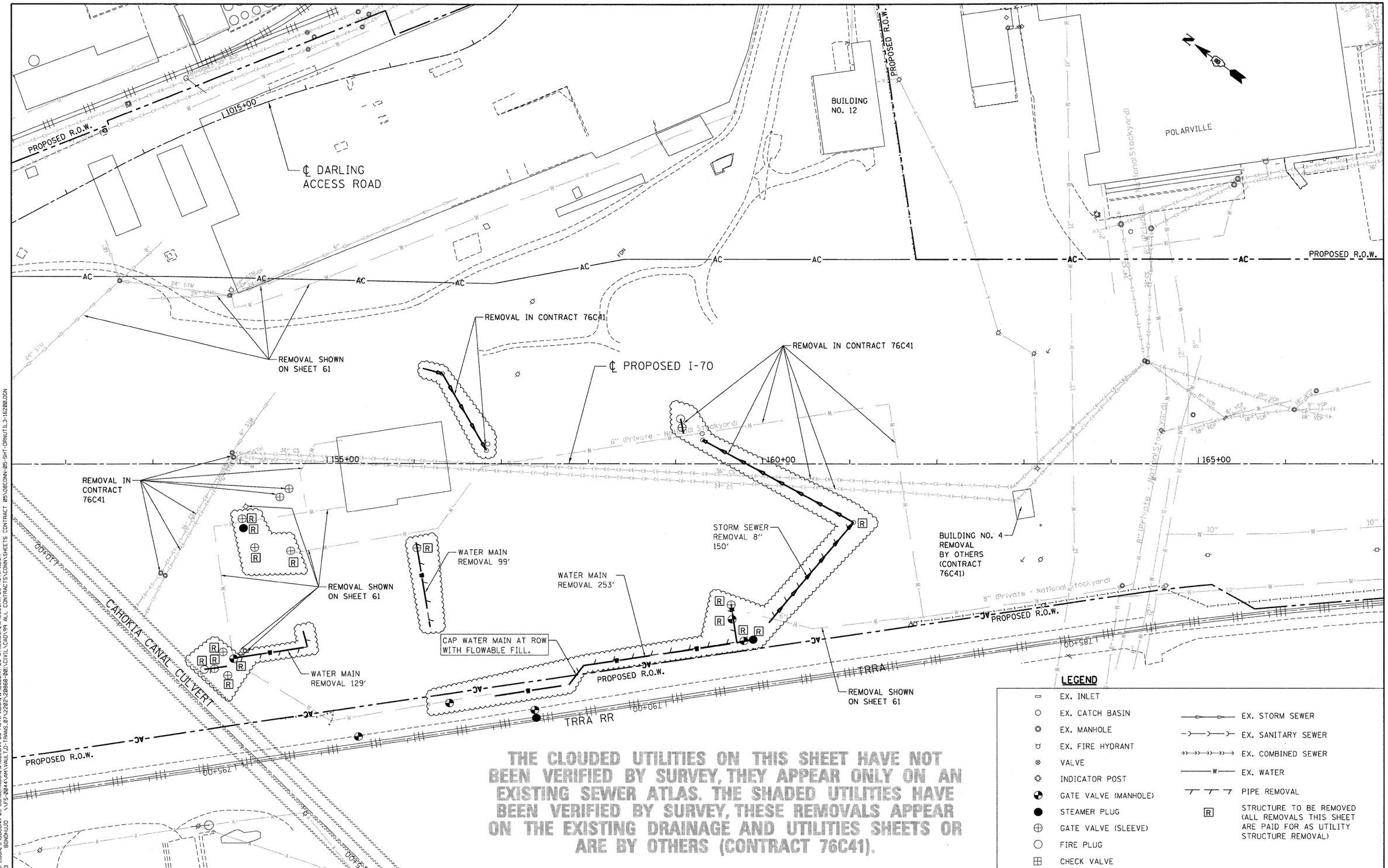
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
EXISTING DRAINAGE & UTILITIES
STA. 35+00 TO STA. 41+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	63
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF.DGN,..\DBCONN-85-BORDER.DGN,..\DBCONN-99-MOTIF.DGN,..\DBCONN-85-LEGEND.DGN,..\DBCONN-85-SHT-PLAN-3580.DGN,..\DBCONN-85-MOTIF.DGN,..\DBCONN-85-SHT-CONTRACT 85\DBCONN-85-SHT-CONTRACT 85\CONNSHEETS.DGN
6-03-2010, 14:52:39 BONDHUJD \\FS-6044\HAVAULT\TRANS.07\2202\20989 #81\CIVIL\CADD\99 ALL CONTRACTS\CONNSHEETS.DGN



THE CLOUDED UTILITIES ON THIS SHEET HAVE NOT BEEN VERIFIED BY SURVEY, THEY APPEAR ONLY ON AN EXISTING SEWER ATLAS. THE SHADED UTILITIES HAVE BEEN VERIFIED BY SURVEY, THESE REMOVALS APPEAR ON THE EXISTING DRAINAGE AND UTILITIES SHEETS OR ARE BY OTHERS (CONTRACT 76C41).

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
EXISTING SEWER ATLAS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	64
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFI.DGN, ..\DBCONN-05-BORDER1.DGN, ..\DBCONN-06-MOTIFI.DGN, ..\DBCONN-06-UTIL2.DGN, ..\DBCONN-05-MOTIFI.DGN
6-03-2010, 14:52:53 BONKHUJO \\VS-0044\HAN\VHAL\JD-THANS.B7\22202-20868-B00\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRNUTIL3-16200.DGN

℄ EX. IL RTE 3

SCUPPER OUTFALL STONE RIRAP
CL A4 - 12.45 SY FILTER FAB FOR
RIPRAP - 12.45 SY

RETENTION BASIN 1
HWL - 404.0 FT
TOB - 402.0 FT
SIDE SLOPES 3(H) TO 1(V)
SEE SHEET 12
FOR TYPICAL SECTION

CONTRACT 76D61 (BY OTHERS) | CONTRACT 76C44 LIMITS

N=14047551.61
E=2449774.29

N=14047561.21
E=2449896.29

PR. WATERMAIN RELCATION BY OTHERS
WATERMAIN ENCASEMENT BY OTHERS

℄ PROPOSED I-70

℄ ACCESS ROAD 5

PROPOSED R.O.W.

TEMPORARY EASEMENT

PERMANENT EASEMENT

IL ROUTE 3 (ST. CLAIR AVE.)

AT&T Fiber

24" FM Force Main (NEW)

PIER 23 BY OTHERS

BY OTHERS STA. 123+00

MATCH LINE STA. 136+00 SEE SHEET 66

SEE DETAIL A ON THIS SHEET

N=14047447.61
E=2449787.37

N=14047456.41
E=2449884.46

℄ ACCESS ROAD 4

DRAINAGE SCUPPERS & STONE RIPRAP CHECK BASIN (BY OTHERS)

℄ ACCESS ROAD 5A

PROPOSED R.O.W.

EX. R.O.W.

NORFOLK SOUTHERN MAIN

MADISON COUNTY TRANSIT CORRIDOR

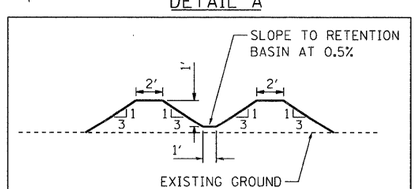
NORFOLK SOUTHERN PACKERS SPUR

NORFOLK SOUTHERN RR

LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED CULVERT END SECTION
- PROPOSED INLET
- PROPOSED DITCH
- PROPOSED STORM SEWER
- PROPOSED CULVERT
- PROPOSED SANITARY SEWER
- PROPOSED SWALE
- PROPOSED PIPE
- PROPOSED STR.
- RIPRAP APRON
- EX. COMBINED SEWER

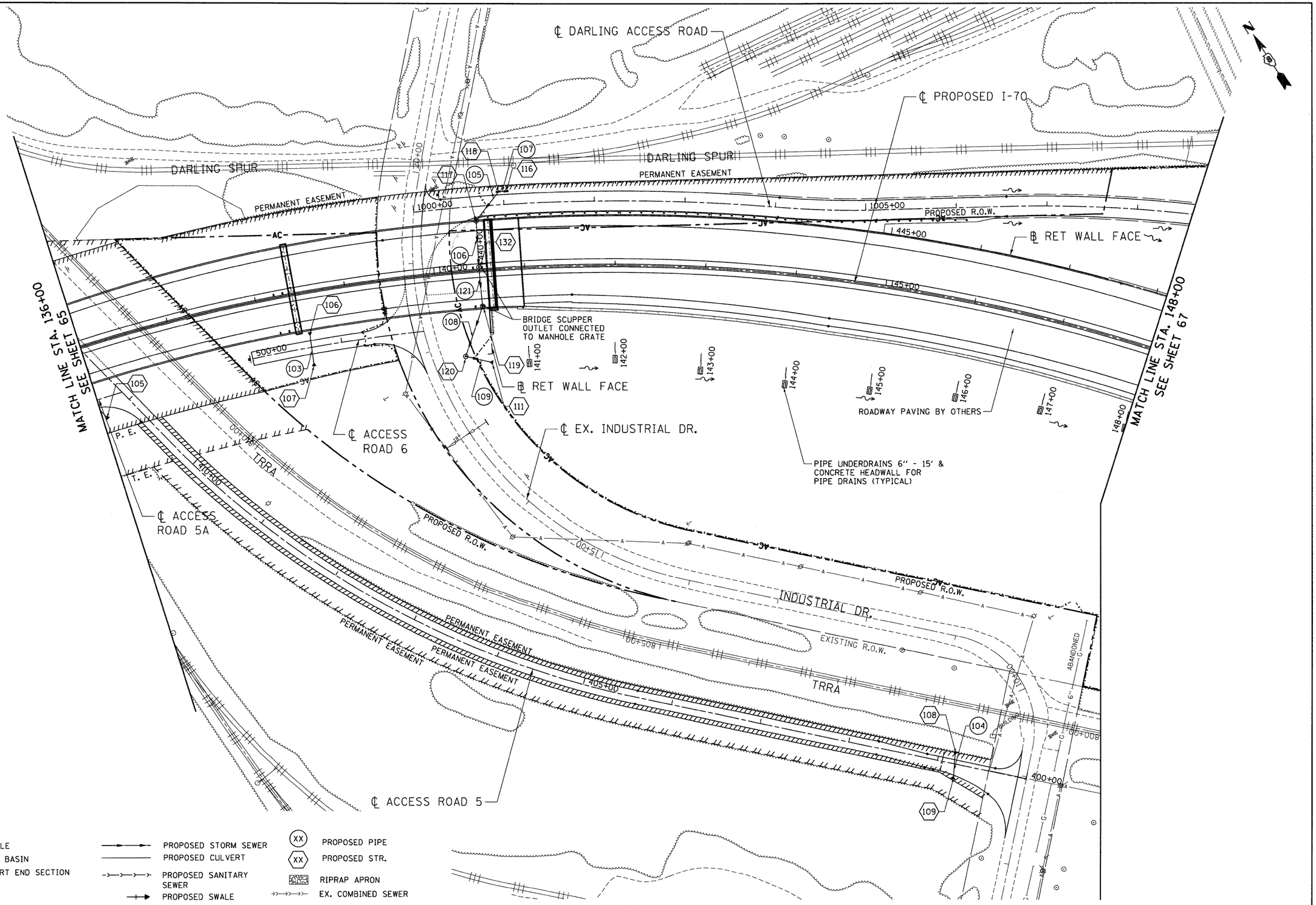
DETAIL A



NOTES:
1. BOTTOM OF SWALE SHALL NOT BE EXCAVATED BELOW THE EXISTING GROUND NEAR ANY WATER MAIN.
2. COST OF BERM SHALL BE INCLUED IN THE COST OF EARTH EXCAVATION.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 PROPOSED DRAINAGE & UTILITIES STA. 123+00 TO STA. 136+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285 / 65
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44			
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' / SHEET NO. OF SHEETS / STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

\\DBCONN-99-MOTIF.DGN,\\DBCONN-05-BORDER.DGN,\\DBCONN-05-LEGEND.DGN,\\DBCONN-05-MOTIF.DGN
6-03-2010,14:53:05 $DGNDWJD \\FS-0844\HAVILCD\TRANS.07\C2202\20969-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-99-SHT-DRNUTIL2-12300.DGN



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	66
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

-\DBCONN-99-MOTIFLIDGN,-\DBCONN-05-BORDERLIDGN,-\DBCONN-05-LEGENDLIDGN,-\DBCONN-05-MOTIFLIDGN
6-03-2010, 14:53:16 BENCHLIG \\VS-2004\CAHVHAUL\D-TRANS.07\2222-20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05

MATCH LINE "A"
SEE SHEET 68

℄ DARLING ACCESS ROAD

ABANDONED

PROPOSED R.O.W.

1015+00

1010+00

N=14046439.68
E=2452227.28

DETENTION BASIN 1
HWL - 411.5FT
SIDE SLOPES 3(H) TO 1(V)
FOR TYPICAL SECTION
SEE SHEET 12

STONE RIRAP
CL A4 - 3.3 SY
FILTER FAB FOR
RIPRAP - 3.3 SY

SEE SHEET 78
FOR CONNECTION DETAIL

N=14046609.48
E=2451902.15

N=14046543.02
E=2451897.41

MATCH EXISTING ELEV.

N=14046203.08
E=2452170.62

N=14046142.02
E=2452249.55

N=14046123.79
E=2452449.88

MATCH EX.

PROPOSED R.O.W.

48-INCH RCP CULVERTS TO BE CONSTRUCTED
BY OTHERS (CONTRACT 76C41) UPON COMPLETION
OF POLARVILLE SEWER SERVICE RE-ALIGNMENT
& REMOVAL OF EXISTING POLARVILLE COMBINED SEWERS.

℄ PROPOSED I-70

6" (Private - National Stockyard)

MATCH LINE STA. 148+00
SEE SHEET 66

STA. 162+00
BY OTHERS

150+00

155+00

160+00

I-70 ROADWAY
EMBANKMENT
BY OTHERS

149+00

149+65

STONE RIPRAP
CL A4 - 182.0 SY
FILTER FABRIC FOR
RIPRAP - 182.0 SY

STONE RIPRAP
CL A4 - 30 SY
FILTER FABRIC FOR
RIPRAP - 30 SY

N=14046150.31
E=2451826.78
403.0

MATCH EXISTING ELEV.

N=14045741.13
E=2452142.36

N=14045723.87
E=2452120.67

TEMPORARY CULVERT
CROSSING FOR
CONSTRUCTION
WILL BE REMOVED IN
FUTURE CONTRACT

DETENTION BASIN 2
HWL - 411.5 FT
SIDE SLOPES 3(H) TO 1(V)

400.5

PROPOSED R.O.W.

℄ CAHOKIA CANAL CULVERT

PIPE UNDERDRAINS 6" - 15' &
CONCRETE HEADWALL FOR
PIPE DRAINS (TYPICAL)

EX. MH'S TO REMAIN

TRRA

N=14046046.61
E=2451809.58

MATCH EXISTING
ELEVATION AT ROW

PROPOSED R.O.W.

SEE SHEET 78
FOR CONNECTION DETAIL

SEE SHEET 79
FOR RESTRICTOR DETAIL

EASTERN CELL

LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED CULVERT END SECTION
- PROPOSED INLET
- PROPOSED DITCH
- PROPOSED STORM SEWER
- PROPOSED CULVERT
- PROPOSED SANITARY SEWER
- PROPOSED SWALE
- PROPOSED PIPE
- PROPOSED STR.
- RIPRAP APRON
- EX. COMBINED SEWER

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 PROPOSED DRAINAGE & UTILITIES STA. 148+00 TO STA. 162+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	67
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER.DGN,..\DBCONN-05-MOTIF.DGN,..\DBCONN-05-LEGEND.DGN,..\DBCONN-99-UTIL.DGN,..\DBCONN-05-MOTIF.DGN
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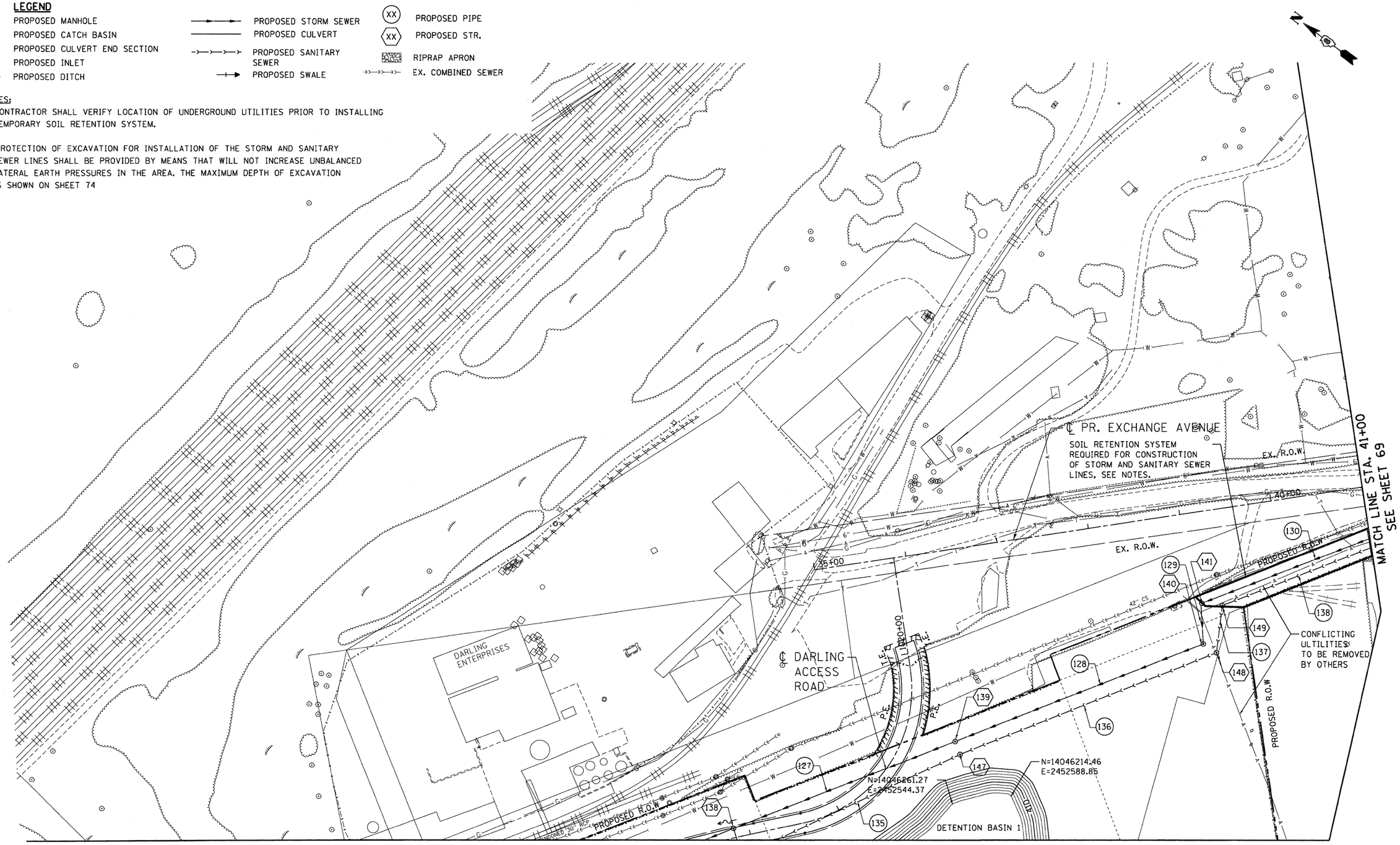
LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED CULVERT END SECTION
- PROPOSED INLET
- PROPOSED DITCH
- PROPOSED STORM SEWER
- PROPOSED CULVERT
- PROPOSED SANITARY SEWER
- PROPOSED SWALE
- PROPOSED PIPE
- PROPOSED STR.
- RIPRAP APRON
- EX. COMBINED SEWER

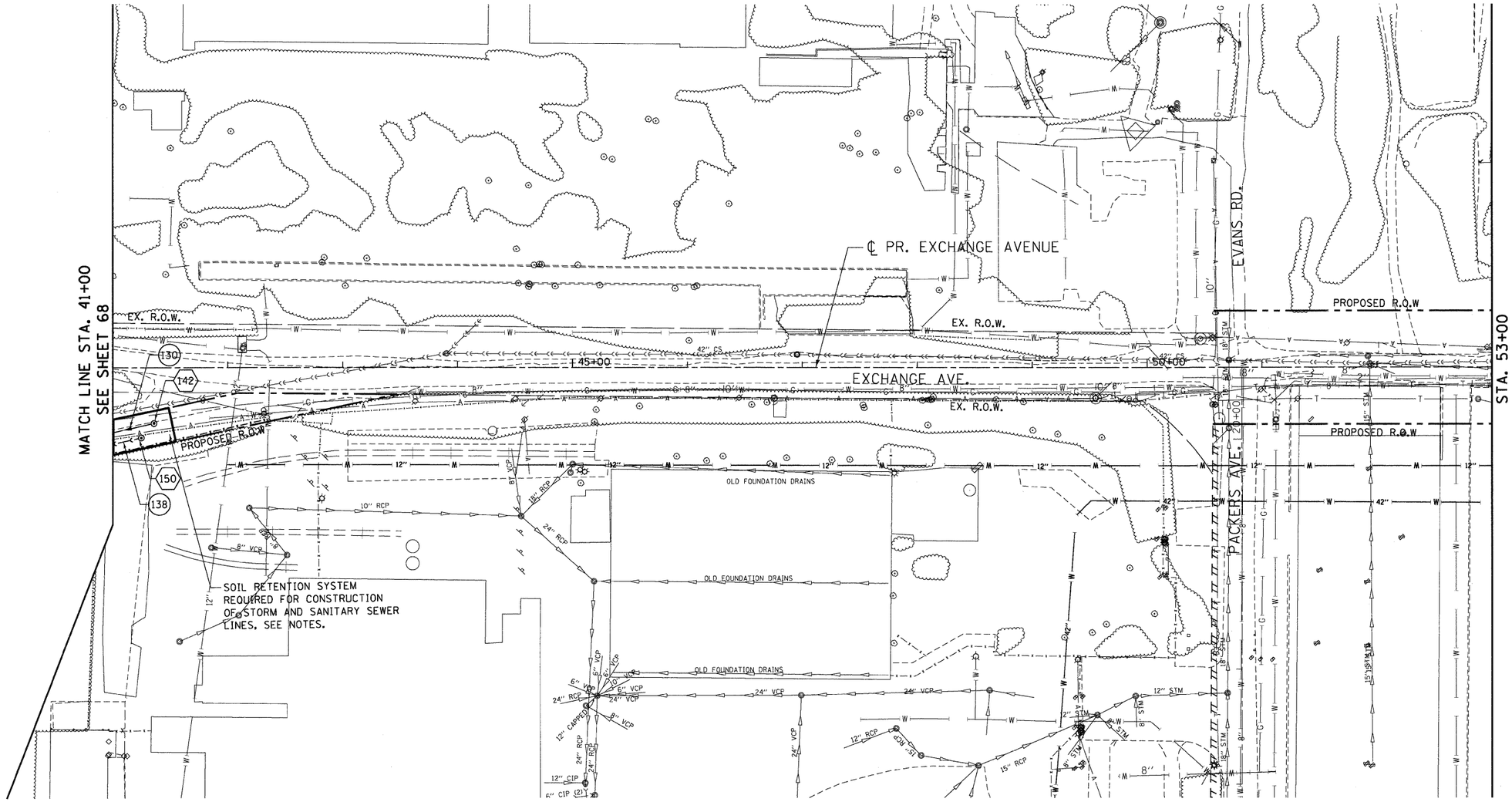
NOTES;

1. CONTRACTOR SHALL VERIFY LOCATION OF UNDERGROUND UTILITIES PRIOR TO INSTALLING TEMPORARY SOIL RETENTION SYSTEM.
2. PROTECTION OF EXCAVATION FOR INSTALLATION OF THE STORM AND SANITARY SEWER LINES SHALL BE PROVIDED BY MEANS THAT WILL NOT INCREASE UNBALANCED LATERAL EARTH PRESSURES IN THE AREA. THE MAXIMUM DEPTH OF EXCAVATION IS SHOWN ON SHEET 74



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	PROPOSED I-70 PROPOSED DRAINAGE & UTILITIES STA. 35+00 TO STA. 41+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -			998	82-2-1HVB	ST. CLAIR	285	68
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIF.DGN,..\DBCONN-05-BORDER1.DGN,..\DBCONN-05-LEGEND.DGN,..\DBCONN-05-MOTIF.DGN
6-03-2010, 14:53:38 BONDHLD \\FS-8044\HAVUL\J-TRANS.07-2202\20869-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRNUTIL2-3592.DGN



NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION OF UNDERGROUND UTILITIES PRIOR TO INSTALLING TEMPORARY SOIL RETENTION SYSTEM.

2. PROTECTION OF EXCAVATION FOR INSTALLATION OF THE STORM AND SANITARY SEWER LINES SHALL BE PROVIDED BY MEANS THAT WILL NOT INCREASE UNBALANCED LATERAL EARTH PRESSURES IN THE AREA. THE MAXIMUM DEPTH OF EXCAVATION IS SHOWN ON SHEET 74.

LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED CULVERT END SECTION
- PROPOSED INLET
- PROPOSED DITCH
- PROPOSED STORM SEWER
- PROPOSED CULVERT
- PROPOSED SANITARY SEWER
- PROPOSED SWALE
- (XX) PROPOSED PIPE
- (XX) PROPOSED STR.
- RIPRAP APRON
- EX. COMBINED SEWER

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

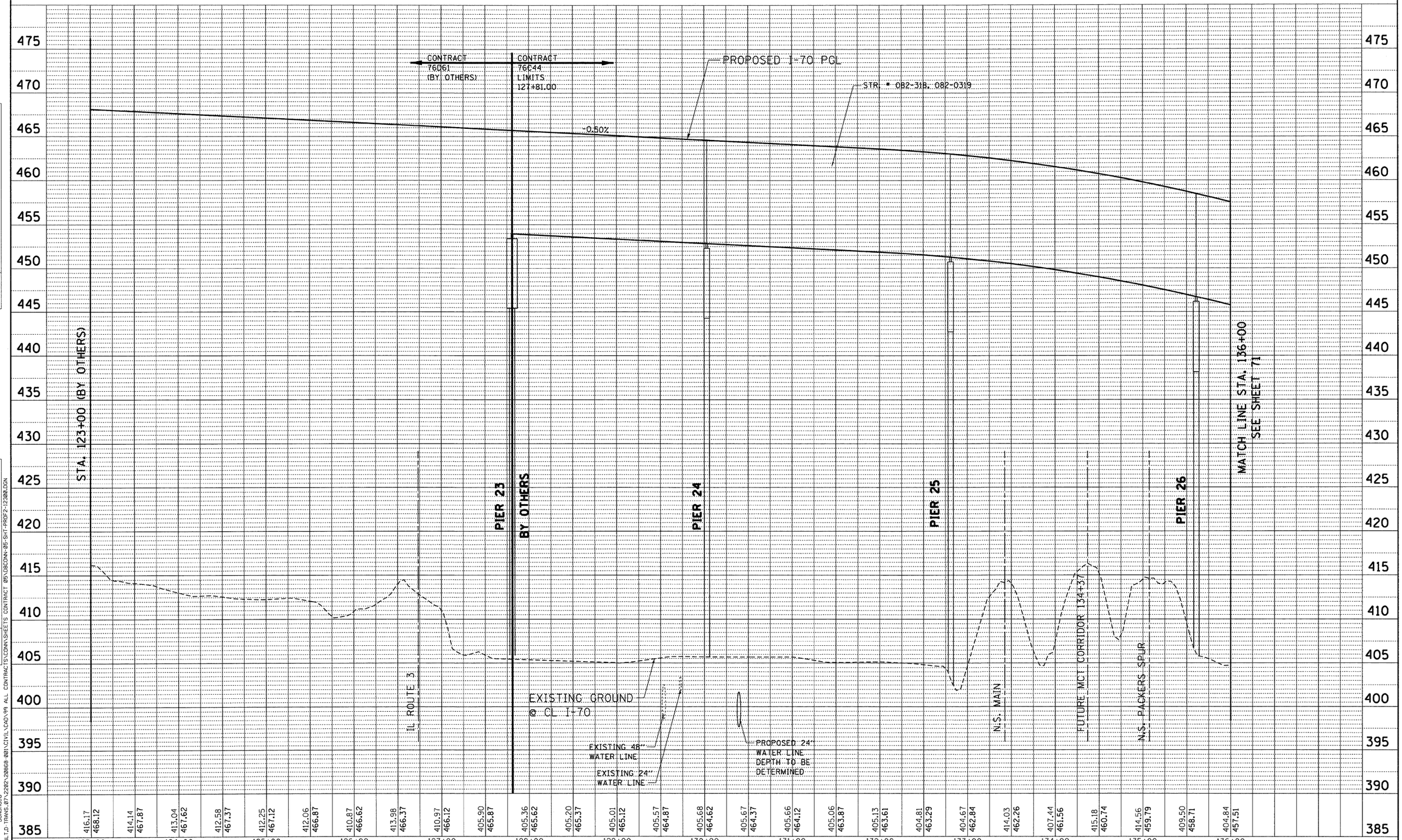
PROPOSED I-70
PROPOSED DRAINAGE & UTILITIES
STA. 41+00 TO STA. 53+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	69
		CONTRACT NO. 76C44		

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

..\DBCONN-99-MOTIFI.DGN,..\DBCONN-05-BORDERI.DGN,..\DBCONN-05-LEGEND.DGN,..\DBCONN-05-MOTIFI.DGN
6-03-2010, 14:53:49 BONDHULO \\FS-2044\HNYVAL\JD-THANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRNUTIL2-4100.DGN



PROFILE — NOTE BOOK NO. ____ — SURVEYED / PLOTTED / ROADWAY CHECKED / R.O.W. CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD — BY — DATE

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

6-03-2010, 14:54:10 BONDHULD
\\FS-0044\AM\VAULT_D TRANS.07\2202\20868 001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\UBCONN-05-SH1-PROF2-12300.DGN

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

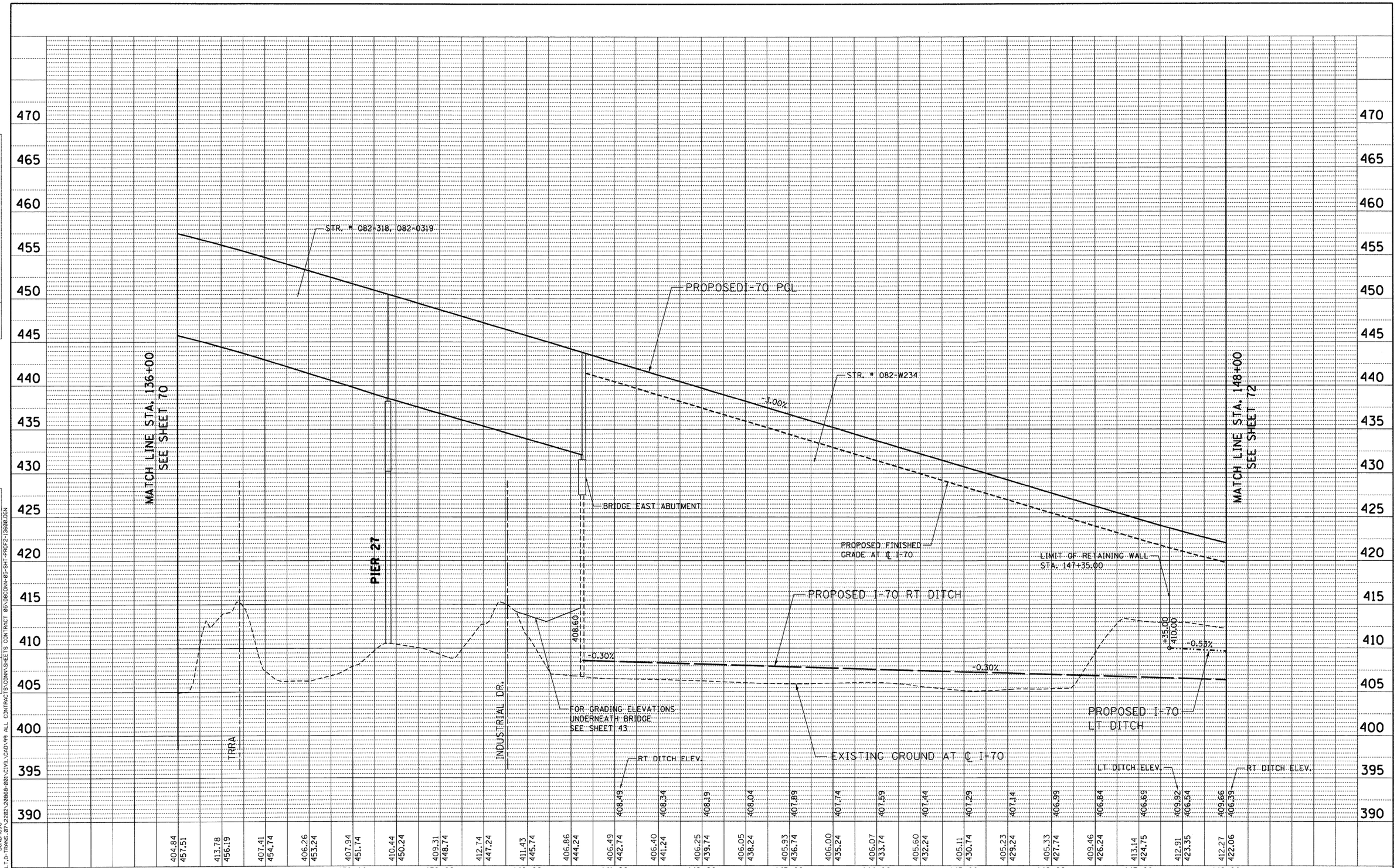
TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED I-70
DRAINAGE PROFILE
STA. 123+00 TO STA. 136+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	70
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

PROFILE
NOTE BOOK NO. ____
SURVEYED
PLOTTED
GRADES CHECKED
BLM. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

6-03-2010, 14:54:28 BONDHUJO
\\FS-0041\VAULT_D-TRANS_07\2202\20869-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\06CONN-05-SHT-PROF2-13600.DGN

FILE NAME = $FILE$

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

DESIGNED - JB	REVISED -	
DRAWN - JB	REVISED -	
CHECKED - ACL	REVISED -	
DATE - 06/04/10	REVISED -	

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

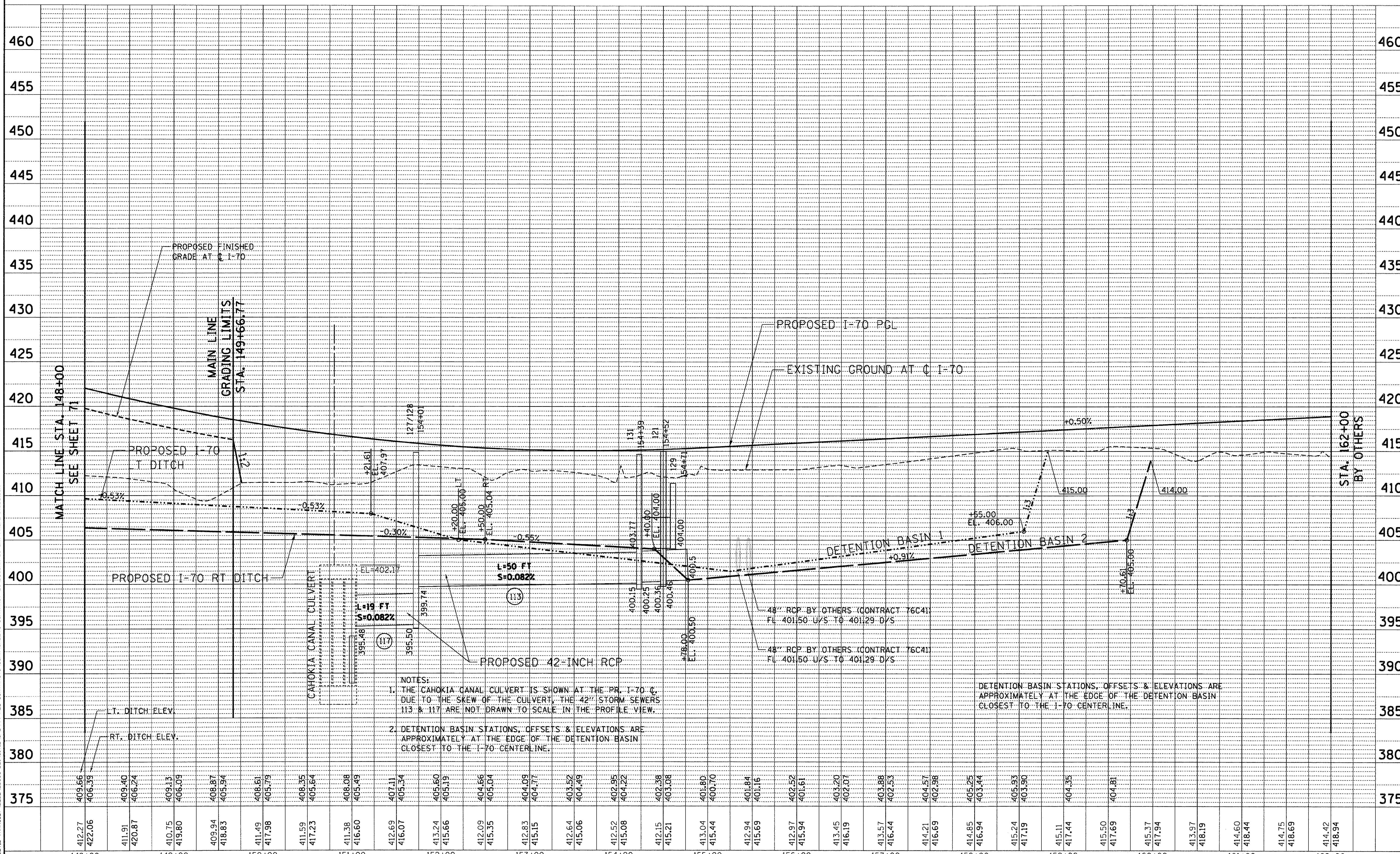
PROPOSED I-70
DRAINAGE PROFILE
STA. 136+00 TO STA. 148+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-IHVB	ST. CLAIR	285	71

CONTRACT NO. 76C44

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

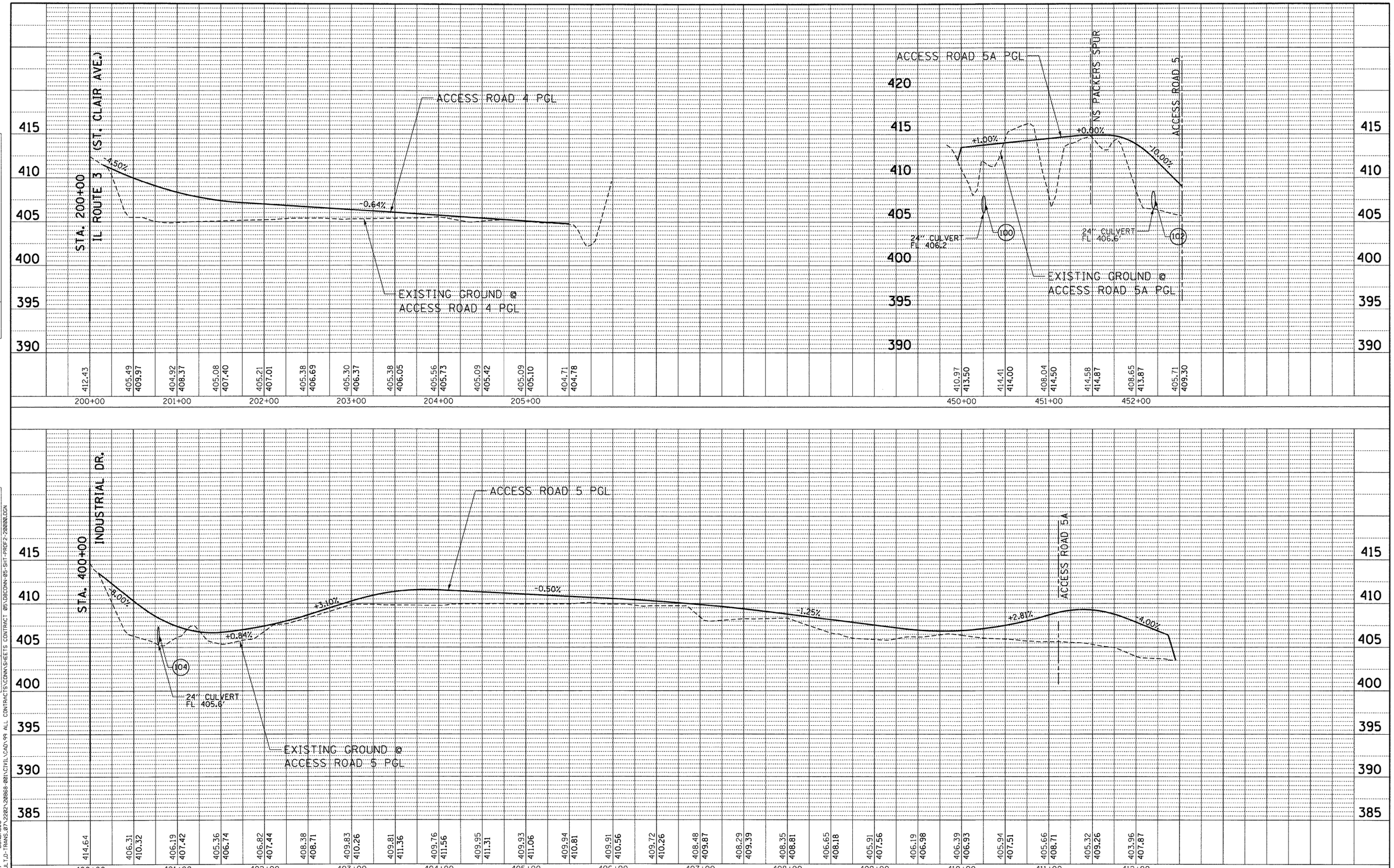


FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PROPOSED I-70 DRAINAGE PROFILE STA. 148+00 TO STA. 162+00**
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - JB	REVISED -	I-70 CONNECTION	SCALE: HORIZ. 1"=50' VERT. 1"=5'
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		STA. TO STA.
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	72
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN	NOTE BOOK NO.	SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME
PROFILE	NOTE BOOK NO.	SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CH'KD

6-03-2010, 14:54:41 BONDHUJO
\\FS-0044\AM\VAULT,D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\D8CONN-05-SHT-PROF2-14800.DGN



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

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NOTAT'NS CHKD
NOTE BOOK NO.
BY
DATE

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\\FS-0844\AMY\VAULT\D-TRANS_07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-PROF2-20002.DGN

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		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

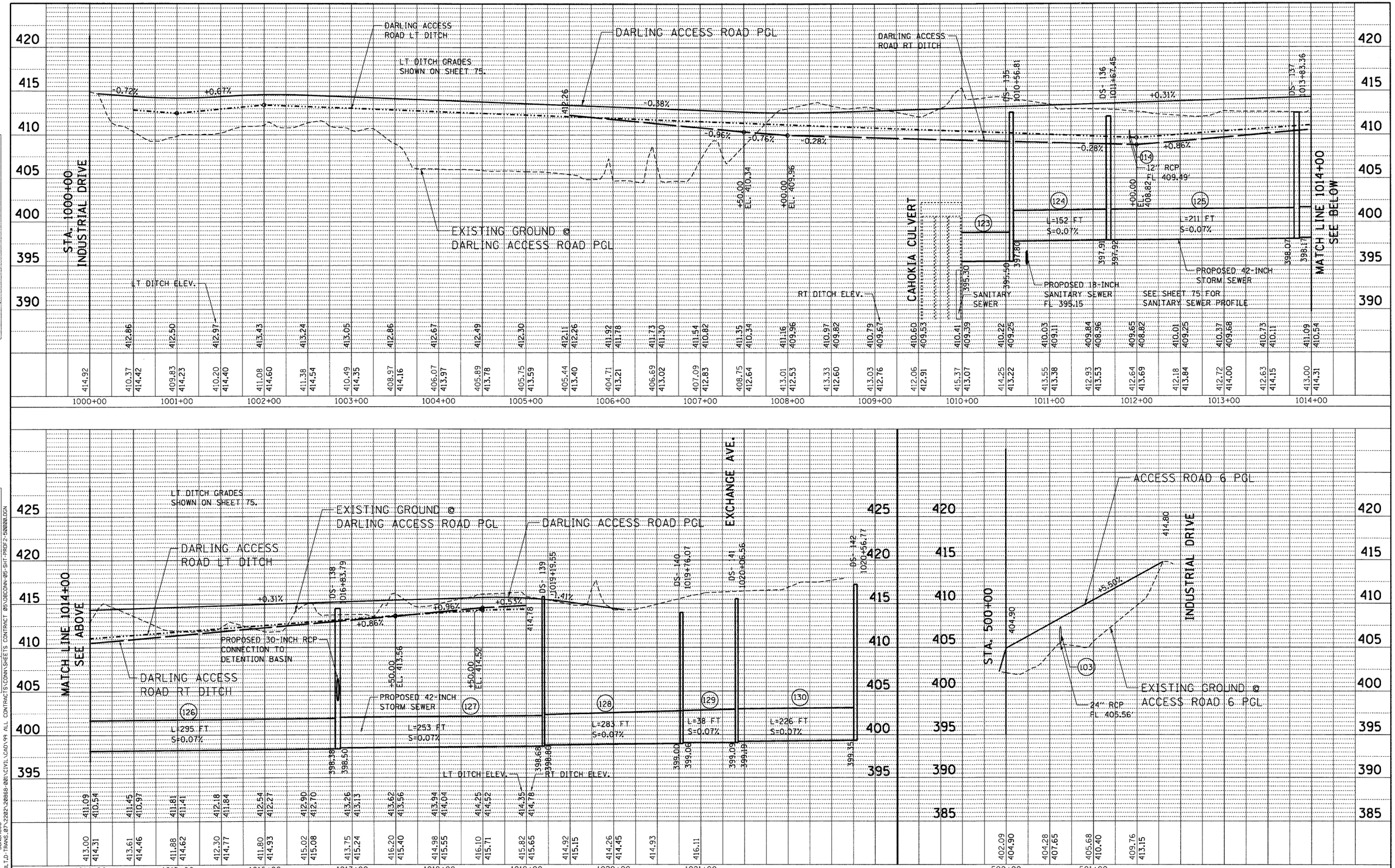
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED ACCESS ROADS 4, 5 & 5A
DRAINAGE PROFILE
STA. 200+00 & STA. 400+00 & STA. 450+00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-R-1HVB	ST. CLAIR	285	73
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED DARLING ACCESS ROAD & RR ACCESS ROAD 6
DRAINAGE PROFILE
STA. 1000+00 TO STA. 1021+50 & STA. 500+00 TO STA. 501+80

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-R-1HVB	ST. CLAIR	285	74
		CONTRACT NO. 76C44		

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

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

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CK'KD — NOTE BOOK NO. — BY — DATE

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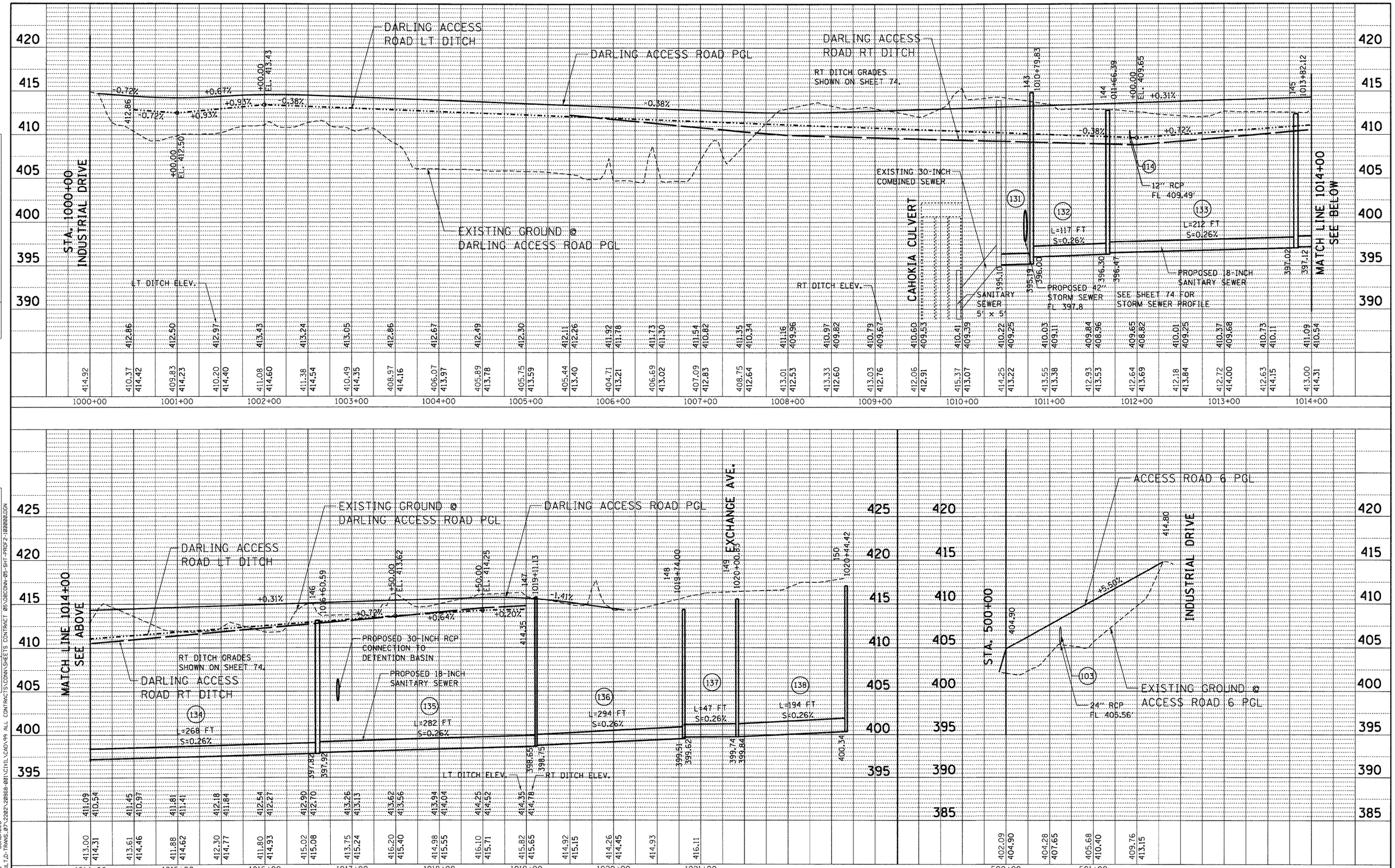

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TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	DRAWN - JB	REVISED -
	PLOT DATE = $DATE$	CHECKED - ACL	REVISED -
		DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

PROPOSED DARLING ACCESS ROAD & RR ACCESS ROAD 6
SANITARY SEWER PROFILE
STA. 1000+00 TO STA. 1021+50 & STA. 500+00 TO STA. 501+80
SCALE: HORIZ. 1"=50' VERT. 1"=5' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-R-1HVB	ST. CLAIR	285	75
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CHKD / NOTE BOOK / NO. — BY / DATE

BONDHUJO
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STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE DESCRIPTION	CENTERLINE STATION	CENTERLINE OFFSET	CENTERLINE DIR.	PROPOSED RIM ELEVATION	INVERTS NORTH	INVERTS SOUTH	INVERTS EAST	INVERTS WEST	SHEET NO.
100	MET END SEC 24	450+19	22.4	LT	--	405.80				65
101	MET END SEC 24	450+25	24.2	RT	--	--	406.20	--	--	65
104	MET END SEC 24	452+08	21.2	LT	--	406.80	--	--	--	65
105	MET END SEC 24	452+28	19.8	RT	--	--	406.60	--	--	66
106	MET END SEC 24	500+67	13.6	LT	--	405.70	--	--	--	66
107	MET END SEC 24	500+65	17.1	RT	--	--	405.56	--	--	66
108	MET END SEC 24	400+82	9.7	RT	--	--	--	405.70	--	66
109	MET END SEC 24	400+79	13.4	LT	--	--	--	--	405.60	66
111	PRC FLAR END SEC 24	140+54	102.3	RT	--	--	--	408.60	--	66
116	INLETS TA T8G	140+84	84.9	LT	412.43	--	--	--	410.05	66
117	MAN TA 5 DIA T1F OL*	140+50	54.4	LT	414.70	--	409.79	409.89	--	66
118	INLETS TB T8G	140+76	84.9	LT	412.43	--	410.19	--	410.09	66
119	MAN TA 5 DIA T1F OL*	140+50	39.8	RT	414.00	409.37	408.83	--	--	66
120	MAN TA 5 DIA T8G*	140+27	93.3	RT	412.00	408.74	--	408.64	--	66
121	MH TA 6D W/2 T1FCL RP	154+52	204.8	RT	415.00	--	--	400.46	400.36	67
122	PRC FLAR END SEC 42	154+81	176.7	RT	--	--	--	400.50	--	67
123	PRC FLAR END SEC 12	1011+89	17.0	LT	--	--	409.65	--	--	67
124	MAN TA 4 DIA T8G*	1011+92	18.3	RT	412.00	409.49	409.39	--	--	67
125	MAN TA 4 DIA T8G*	1011+95	55.7	RT	413.00	409.23	407.10	--	--	67
126	PRC FLAR END SEC 12	1011+96	77.1	RT	--	407.00	--	--	--	67
127	MAN TA 6 DIA T1F CL	153+92	247.2	RT	415.00	--	--	399.74	395.50	67
128	BACKFLOW PREVENTER	153+92	247.2	RT	--	--	--	399.74	--	67
129	INLETS TB T7G	154+71	213.0	RT	411.50	--	--	--	404.00	67
131	MAN TA 6 DIA T1F CL	154+39	218.0	RT	415.00	--	403.77	400.25	400.15	67
132	MAN TA 5 DIA T1F OL*	140+50	3.6	LT	414.00	409.59	409.47	--	--	66
133	MET END SEC 30	150+49	106.1	RT	--	--	--	405.64	--	67
134	MET END SEC 30	151+19	110.7	RT	--	--	--	--	405.43	67
135	MAN TA 6 DIA T1F CL	1010+57	79.1	RT	412.59	--	--	397.80	395.50	67
136	MAN TA 6 DIA T1F CL	1011+67	31.6	LT	412.11	--	--	397.92	397.91	67
137	MAN TA 6 DIA T1F CL	1013+83	1.3	RT	414.20	--	--	398.17	398.07	67
138	MAN TA 6 DIA T1F CL	1016+84	10.3	LT	415.00	--	403.91	398.50	398.38	68
139	MAN TA 6 DIA T1F CL	1019+20	55.0	RT	415.82	--	--	398.80	398.68	68
140	MAN TA 6 DIA T1F CL	1019+77	318.4	RT	414.76	--	--	399.06	399.00	68
141	MAN TA 6 DIA T1F CL	1020+07	322.9	RT	414.09	--	--	399.19	399.09	68
142	MAN TA 6 DIA T1F CL	1020+57	549.2	RT	416.56	--	--	--	399.35	69
143	MAN SAN 5 DIA T1F CL	1010+80	70.7	RT	414.85	395.19	--	396.00	--	67
144	MAN SAN 5 DIA T1F CL	1011+66	13.5	LT	413.50	--	--	396.47	396.30	67
145	MAN SAN 5 DIA T1F CL	1013+82	16.2	RT	413.20	--	--	397.12	397.02	67
146	MAN SAN 5 DIA T1F CL	1016+61	26.2	RT	414.10	--	--	397.92	397.82	68
147	MAN SAN 5 DIA T1F CL	1019+11	64.4	RT	415.79	--	--	398.75	398.65	68
148	MAN SAN 5 DIA T1F CL	1019+74	331.7	RT	414.74	--	--	399.62	399.51	68
149	MAN SAN 5 DIA T1F CL	1020+01	344.5	RT	414.58	--	--	399.84	399.74	68
150	MAN SAN 5 DIA T1F CL	1020+44	538.2	RT	417.90	--	--	--	400.34	69
151	PRC FLAR END SEC 36	1016+89	81.5	RT	--	--	--	404.00	--	67

*MANHOLE TOP SLAB WILL BE FLAT SLAB TOP

STRUCTURE TOTALS

STRUCTURE TYPE	TOTAL	UNITS
MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	2	EACH
MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	3	EACH
MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	1	EACH
INLETS, TYPE A, TYPE 8 GRATE	1	EACH
INLETS, TYPE B, TYPE 8 GRATE	1	EACH
MANHOLES, TYPE A, 6'-DIAMETER, 2 TYPE 1 FRAME,CLOSED LID, RESTRICTOR PLATE	1	EACH
INLETS, TYPE B, TYPE 7 GRATE	1	EACH
METAL END SECTIONS 24"	8	EACH
METAL END SECTIONS 30"	2	EACH
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	2	EACH
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	1	EACH
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	1	EACH
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	1	EACH
MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	10	EACH
MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	8	EACH
BACKFLOW PREVENTER	1	EACH

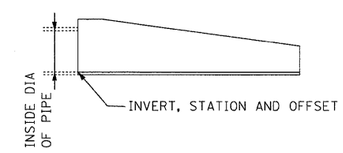
FIRE HYDRANTS TO BE REMOVED

STA.	OFFSET
153+90	199' LT
154+00	219' RT
154+07	49' RT
39+04	109' RT

PIPE UNDERDRAINS 6" AT 15' EACH LOCATION
CONCRETE HEADWALL FOR PIPE DRAINS 1 PER LOCATION

STA.	OFFSET
141+00	110' RT
142+00	108' RT
143+00	118' RT
144+00	126' RT
145+00	121' RT
146+00	112' RT
147+00	104' RT
148+00	97' RT
149+00	92' RT
149+65	90' RT

STATION AND OFFSET ARE CALLED OUT AT THE FACE OF THE EMBANKMENT SIDESLOPE



END SECTION NOTATION

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PIPE SCHEDULE

PIPE NO.	PIPE DESCRIPTION	PIPE SIZE	LENGTH (FT)	SLOPE (%)	TRENCH BACKFILL (CU YD)	SHEET NO.	FROM STRUCTURE	TO STRUCTURE
100	P CUL CL D 1 24	DIA 24"	47	0.851		65	101	100
102	P CUL CL D 1 24	DIA 24"	46	0.440		65	104	105
103	P CUL CL D 1 24	DIA 24"	30	0.440		66	106	107
104	P CUL CL D 2 24	DIA 24"	23	0.440		66	108	109
105	STORM SEW CL A 1 12	DIA 12"	37	0.440	14.9	66	118	117
106	STORM SEW CL A 1 12	DIA 12"	46	0.440		66	117	132
107	STORM SEW CL A 1 12	DIA 12"	7	0.440		66	116	118
108	STORM SEW CL A 1 24	DIA 24"	54	0.170		66	119	120
109	STORM SEW CL A 1 24	DIA 24"	24	0.170		66	120	111
112	STORM SEW CL B 3 42	DIA 42"	37	0.130		67	122	121
113	STORM SEW CL B 3 42	DIA 42"	50	0.082		67	131	127
114	P CUL CL D 1 12	DIA 12"	33	0.440	10.3	67	123	124
115	P CUL CL D 1 12	DIA 12"	33	0.440		67	124	125
116	P CUL CL D 2 12	DIA 12"	19	0.440		67	125	126
117	STORM SEW CL B 3 42	DIA 42"	19	0.082		67	127	ES
118	STORM SEW CL B 3 42	DIA 42"	28	0.082		67	129	131
120	STORM SEW CL B 3 42	DIA 42"	13	0.082		67	121	131
121	STORM SEW CL A 1 18	DIA 18"	38	0.260		66	132	119
122	P CUL CL A 2 30 TEMP	DIA 30"	70	0.300		67	133	134
123	STORM SEW CL B 3 42	DIA 42"	16	1.25		67	135	OUTLET
124	STORM SEW CL B 3 42	DIA 42"	152	0.07	150.9	67	136	135
125	STORM SEW CL B 3 42	DIA 42"	211	0.07	369.6	67	137	136
126	STORM SEW CL B 3 42	DIA 42"	295	0.07	918.8	68	138	137
127	STORM SEW CL B 3 42	DIA 42"	253	0.07	668.4	68	139	138
128	STORM SEW CL B 3 42	DIA 42"	283	0.07		68	140	139
129	STORM SEW CL B 3 42	DIA 42"	38	0.07		68	141	140
130	STORM SEW CL B 3 42	DIA 42"	226	0.07		69	142	141
131	SAN SEW T3 18	DIA 18"	35	0.26		67	143	EX MH
132	SAN SEW T3 18	DIA 18"	117	0.26	124.5	67	144	143
133	SAN SEW T3 18	DIA 18"	212	0.26	538.5	67	145	144
134	SAN SEW T3 18	DIA 18"	268	0.26	71.1	68	146	145
135	SAN SEW T3 18	DIA 18"	282	0.26	431.8	68	147	146
136	SAN SEW T3 18	DIA 18"	294	0.26		68	148	147
137	SAN SEW T3 18	DIA 18"	47	0.26		68	149	148
138	SAN SEW T3 18	DIA 18"	194	0.26		69	150	149
139	STORM SEW CL B 2 36	DIA 36"	89	0.10	86.0	67	151	138

PIPE TOTALS

STRUCTURE TYPE	TOTAL	UNITS
PIPE CULVERTS, CLASS D, TYPE 1 12"	66	FOOT
PIPE CULVERTS, CLASS D, TYPE 1 24"	123	FOOT
PIPE CULVERTS, CLASS D, TYPE 2 24"	23	FOOT
STORM SEWERS, CLASS A, TYPE 1 12"	90	FOOT
STORM SEWERS, CLASS A, TYPE 1 18"	38	FOOT
STORM SEWERS, CLASS A, TYPE 1 24"	78	FOOT
STORM SEWERS, CLASS B, TYPE 2 36"	89	FOOT
STORM SEWERS, CLASS B, TYPE 3 42"	1621	FOOT
PIPE CULVERTS, CLASS A, TYPE 2 30" (TEMPORARY)	70	FOOT
PIPE CULVERTS, CLASS D, TYPE 2 12"	19	FOOT
SANITARY SEWER TYPE 3 18"	1449	FOOT

TEMPORARY SOIL RETENTION SYSTEM
FROM STA. 39+04, 91' RT TO 41+54, 63' RT
TO 39+37, 113' RT
TOTAL LENGTH OF RETENTION = 490.4'
DEPTH = 17.0'
AREA = 8,337 SF

SEWER TO BE REMOVED SCHEDULE

SHEET NO.	PIPE SIZE	FROM STATION	FROM OFFSET		TO STATION	TO OFFSET		LENGTH (FT)
61	24 inch	150+74.33	38.3	LT	152+59.82	210.2	LT	253
61	24 inch	152+59.82	210.2	LT	153+88.18	192.8	LT	127
61	24 inch	152+92.24	188.9	LT	153+88.18	192.8	LT	96
61	24 inch	153+88.18	192.8	LT	154+25.76	222.7	LT	45
61	24 inch	153+88.18	192.8	LT	154+79.60	223.0	LT	96
61	18-inch	152+45.81	256.8	LT	152+61.90	210.4	LT	48
61	8-inch	153+10.08	254.2	LT	152+61.90	210.4	LT	64
61	6 inch	153+88.18	192.8	LT	154+79.60	304.2	LT	283
63	6 inch	39+16.09	325.2	RT	39+55.27	83.0	RT	245
63	6 inch	39+63.01	107.4	RT	39+55.27	83.0	RT	26
63	24 inch	39+55.27	83.0	RT	40+32.38	77.6	RT	77
63	10 inch	39+55.27	83.0	RT	40+30.62	70.0	RT	75
63	36 inch	39+55.27	83.0	RT	39+21.19	86.6	RT	35
64	8-inch	160+07.23	182.8	RT	161+03.56	67.8	RT	150

WATER MAIN TO BE REMOVED SCHEDULE

SHEET NO.	FROM STATION	FROM OFFSET		TO STATION	TO OFFSET		LENGTH (FT)
61	154+89	285	RT	153+93	228	RT	112
61	153+93	228	RT	153+70	72	RT	156
61	153+70	72	RT	155+17	50	RT	152
61	154+56	104	RT	156+27	76	RT	174
61	153+89	198	LT	159+68	402	LT	635
61	159+68	402	LT	159+79	450	LT	49
61	159+83	171	RT	161+84	176	RT	205
63	37+90	340	RT	38+80	99	RT	259
63	37+39	131	RT	39+05	107	RT	228
63	40+44	58	RT	41+00	52	RT	57
63	41+00	52	RT	41+84	44	RT	84
64	153+59	236	RT	154+72	192	RT	129
64	156+04	90	RT	156+18	188	RT	99
64	157+86	242	RT	159+64	162	RT	253

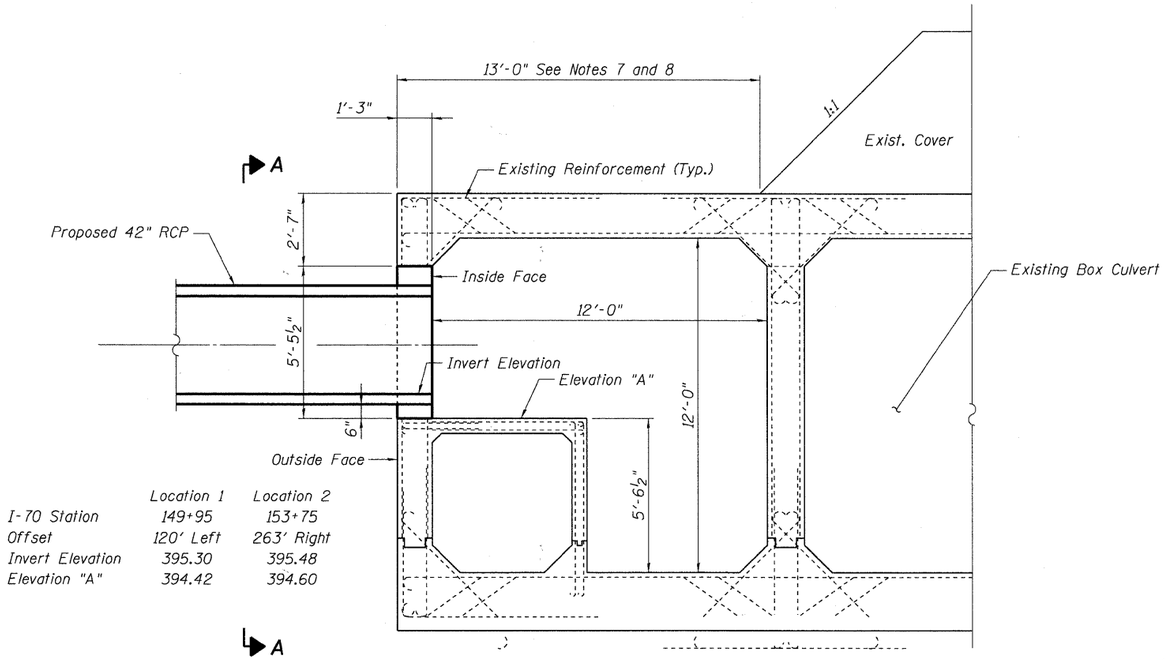
STRUCTURES TO BE REMOVED SCHEDULE

SHEET	TYPE	STATION	OFFSET	
61	MANHOLE	150+82.0	48.0	LT
61	MANHOLE	152+61.0	209.0	LT
61	MANHOLE	153+88.3	193.0	RT
61	MANHOLE	154+05.6	215.0	LT
63	MANHOLE	39+55.8	82.4	RT

UTILITY STRUCTURE REMOVAL

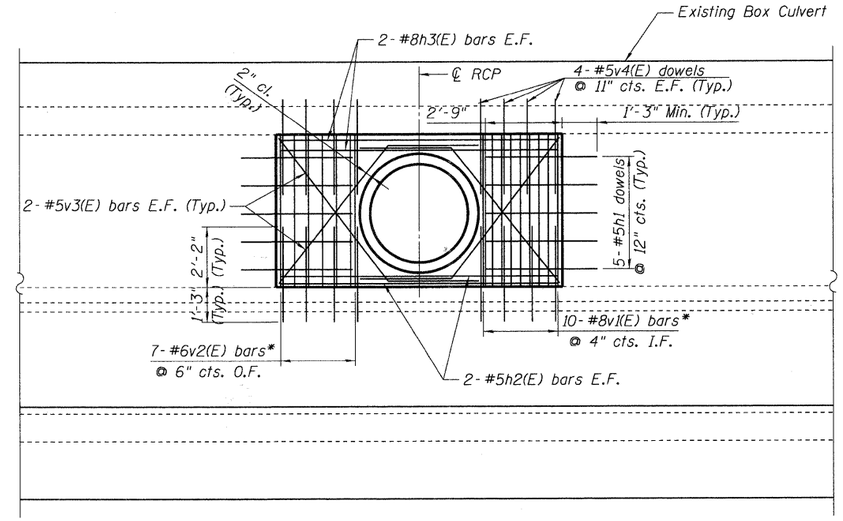
SHEET	STATION	OFFSET	
64	153+59	236	RT
64	153+70	236	RT
64	153+80	216	RT
64	153+85	244	RT
64	153+92	224	RT
64	154+02	64	RT
64	154+04	74	RT
64	154+17	96	RT
64	154+58	100	RT
64	156+03	97	RT
64	159+64	162	RT
64	159+65	179	RT
64	159+78	204	RT
64	159+89	202	RT
64	161+04	67	RT

MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	TOTAL
I-70 STATION 149+90, 143.76' LT	1



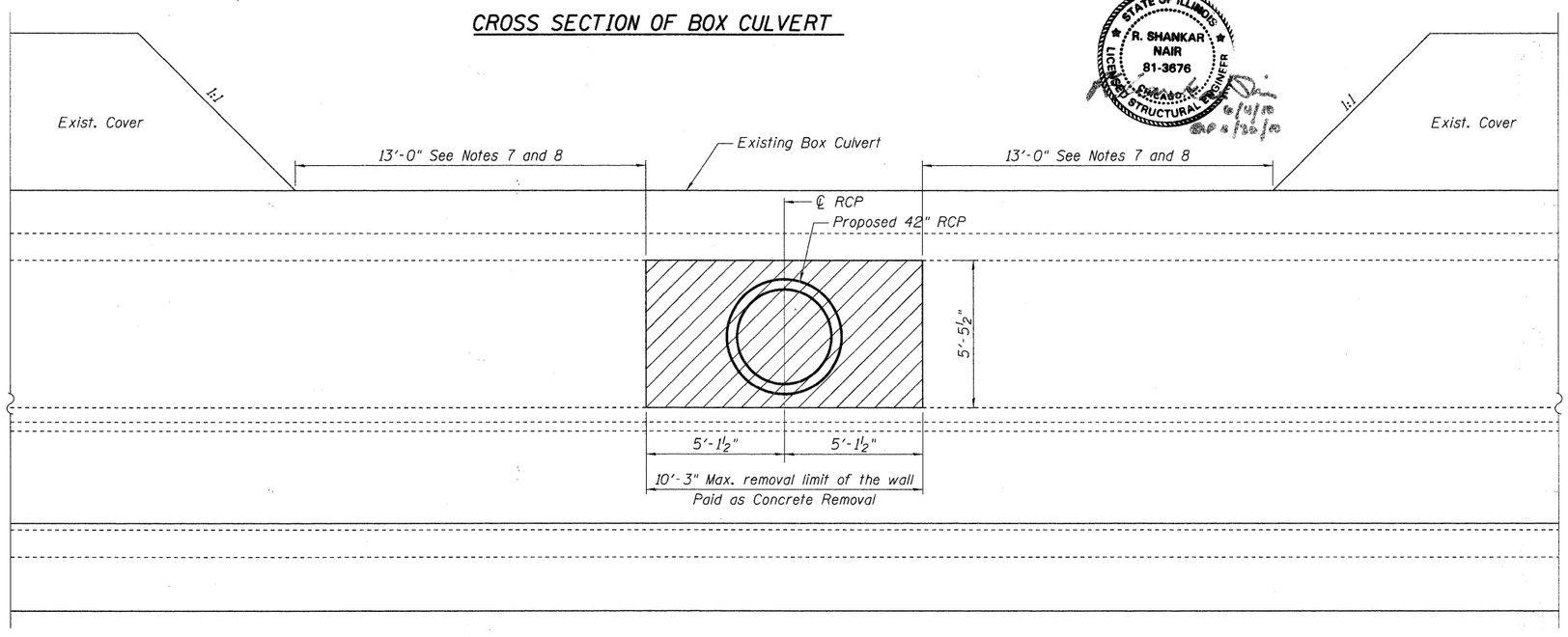
	Location 1	Location 2
I-70 Station	149+95	153+75
Offset	120' Left	263' Right
Invert Elevation	395.30	395.48
Elevation "A"	394.42	394.60

CROSS SECTION OF BOX CULVERT

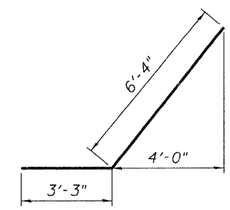


VIEW A-A - REINFORCEMENT DETAILS

* Bundle two bars together, adjacent to the RCP on each face of the wall.



VIEW A-A - REMOVAL LIMITS



BAR v3(E)

BAR LIST

At each location

Bar	No.	Size	Length	Shape
h1(E)	20	#5	4'-0"	—
h2(E)	4	#5	9'-11"	—
h3(E)	4	#8	9'-11"	—
				—
v1(E)	20	#8	5'-2"	—
v2(E)	14	#6	5'-2"	—
v3(E)	8	#5	9'-7"	✓
v4(E)	32	#5	3'-5"	—

BILL OF MATERIAL

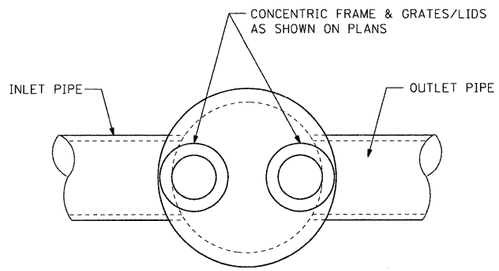
At each location

Item	Unit	Total
Concrete Removal	Cu. Yd.	2.6
Reinforcement Bars, Epoxy Coated	Pound	810
Concrete Structures	Cu. Yd.	1.9

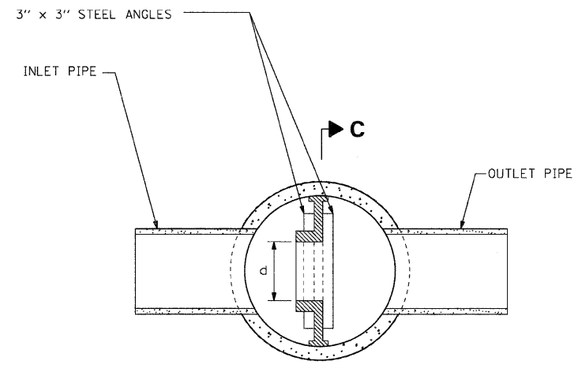
NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. I.F., O.F. and E.F. indicates inside face, outside face and each face respectively.
4. Drill and epoxy grout bars in drilled holes according to section 584 of the IDOT Standard Specifications. Method and grout are subject to the approval of the engineer. The cost of drilling and grouting shall be included with Reinforcement Bars, Epoxy Coated.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Excavation to the limits shown is included in the cost of Concrete Removal.
8. Following the construction work, the excavation shall be backfilled in accordance with Sections 205.05 and 205.06 of the Standard Specifications. Cost icluded with Concrete Structures.

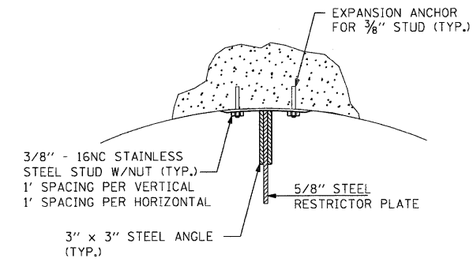
STATE OF ILLINOIS
R. SHANKAR NAIR
81-3676
LICENSED STRUCTURAL ENGINEER
CHICAGO, IL



PLAN



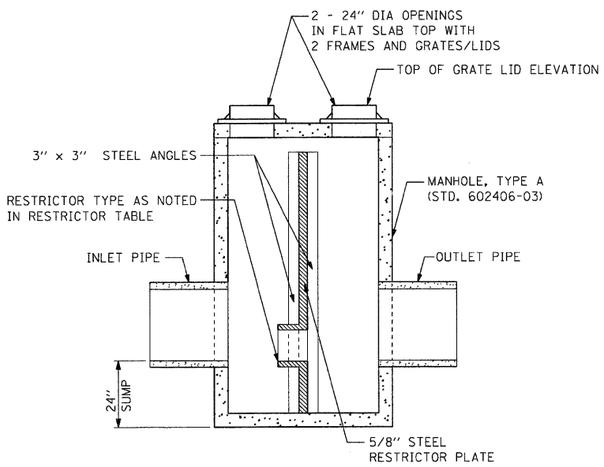
PLAN VIEW



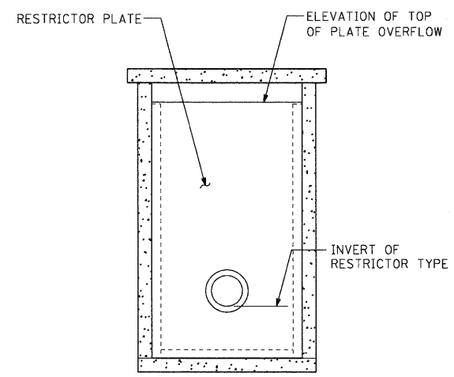
ANGLE FASTENER DETAIL

NOTES:

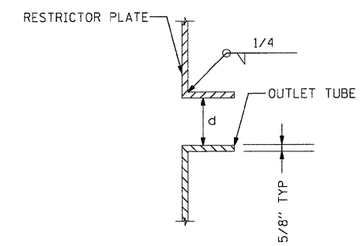
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6FT-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH.



SECTION A-A



SECTION C-C

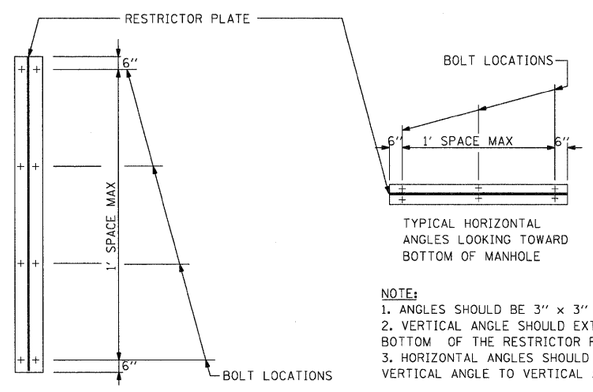


INLET TUBE DETAIL

MANHOLE WITH RESTRICTOR PLATE

N.T.S.

STR. ID	STATION OFFSET	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIA	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
121	154+43, 214.6' RT	6'	TYPE 1	TUBE	32"	400.35	411.5



NOTE:

1. ANGLES SHOULD BE 3" x 3" x 3/8".
2. VERTICAL ANGLE SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

..\DBC\DGN-05-BORDER1.DGN
6-03-2010, 14:25:50 BUNDHUJO \\FS-0844\GHVAULT\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\DGNS\SHEETS CONTRACT 05\DBCDGN-05-SHT-DRAINAGE7.DGN

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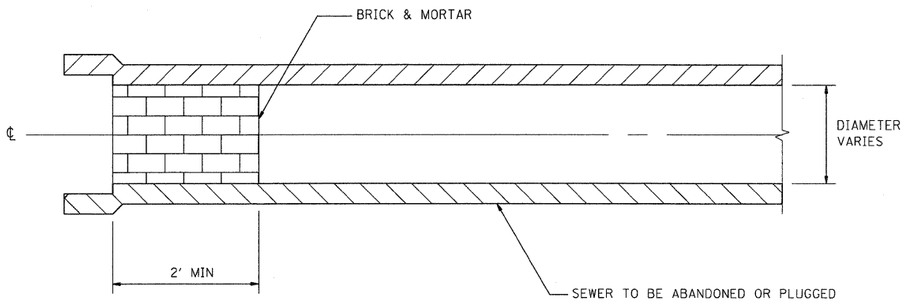
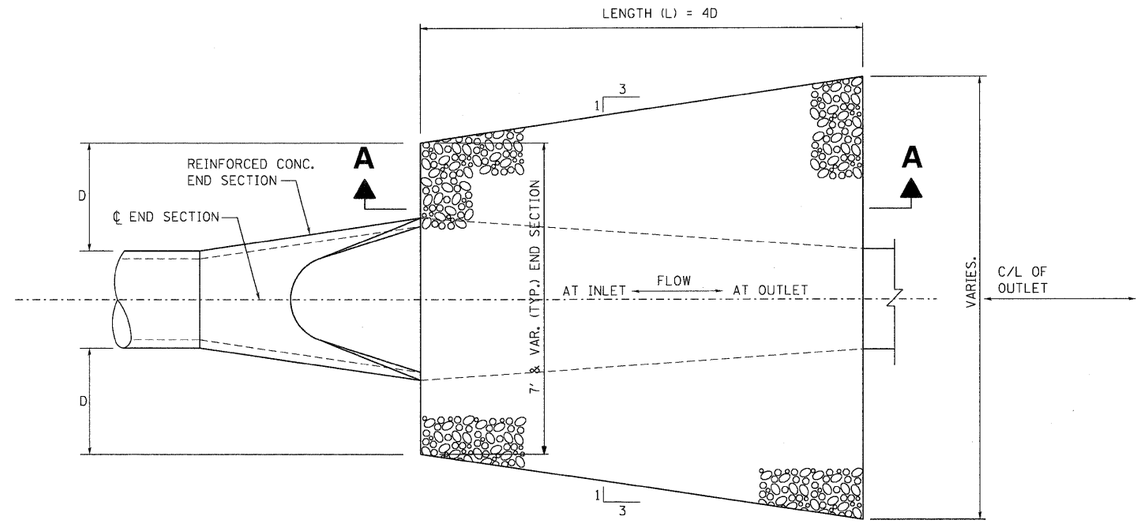
		DRAWN - MFM	REVISED -			998	82-2-1HVB	ST. CLAIR	285	79
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - TKL	REVISED -					CONTRACT NO. 76C44		
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:

1. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER REMOVAL ITEMS.

SEWER PLUG



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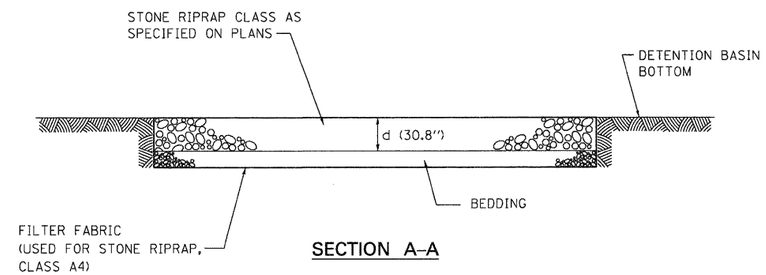


SECTION A-A

RIPRAP APRON

N.T.S.

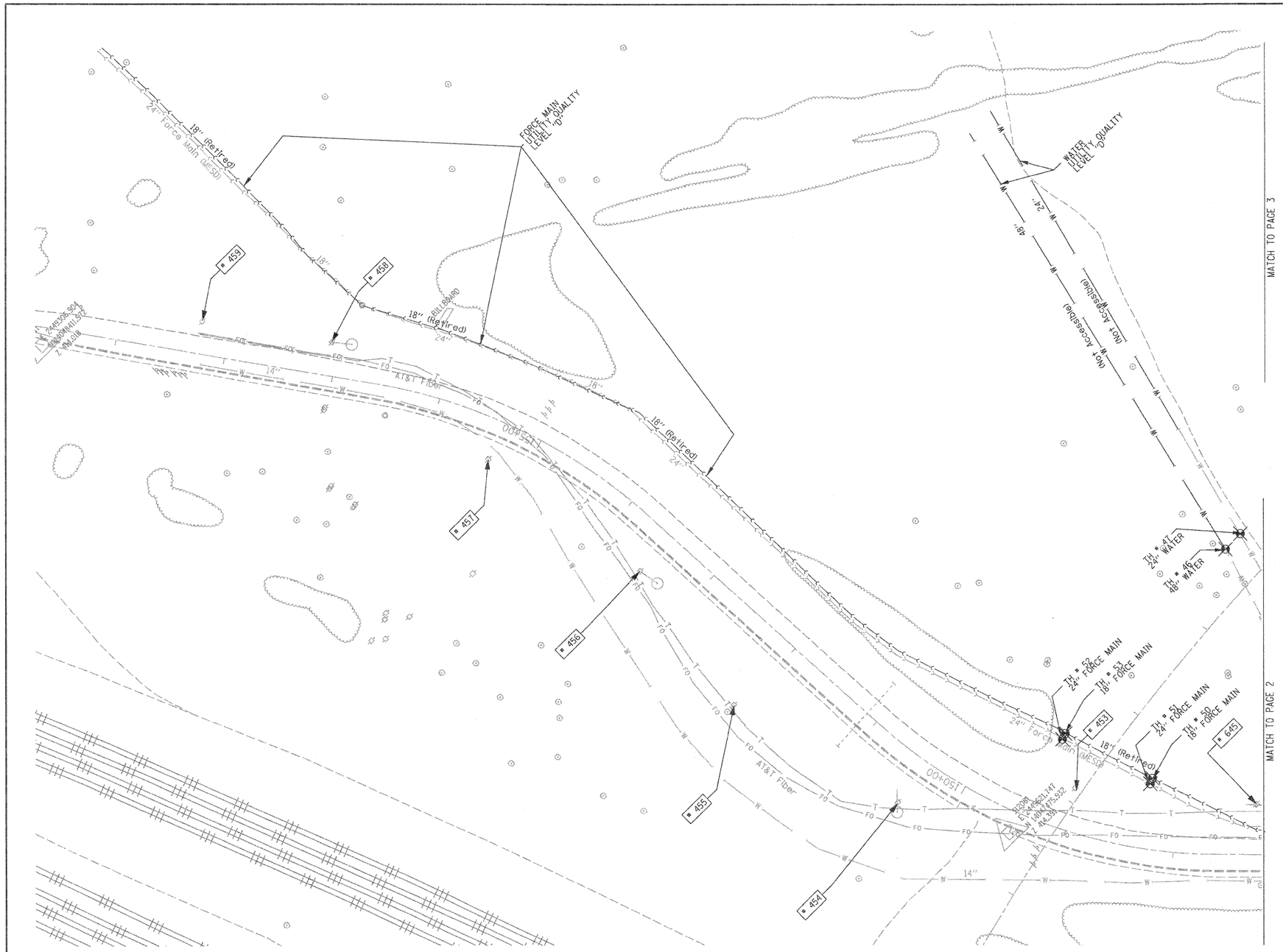
NOTES:

1. APRON WIDTH SHALL BE ADJUSTED TO MATCH CULVERT END SECTION WIDTH. SEE SHEET 76 FOR OUTLET PROTECTION AT BOX CULVERTS.

2. BRIDGE DOWNSPOUTS ARE 12-INCH DIAMETER, RIPRAP AT BRIDGE SCUPPER OUTLETS SHOULD BE DESIGNED TO A DIA. = 12" AND THE DETAIL SHOWN HERE.

..\DBCONN-05-BORDER1.DGN...\DBCONN-03-SHT-DRAINAGE2.DGN
6-03-2010,14:55:53 BONDMJJO \\VFS-0044\GRP\HWL\D-TRANS.07\2202\20868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 05\DBCONN-05-SHT-DRAINAGE8.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MFM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	DRAINAGE DETAILS SEWER PLUG & RIPRAP APRON				F.A.P. RTE.	SECTION N/A	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MFM	REVISED -						998	82-2-1HVB	ST. CLAIR	285	80
	PLOT SCALE = $SCALE$	CHECKED - TKL	REVISED -								CONTRACT NO. 76C44		
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
453	NW OF POLE 645	NO TAG	ELECTRIC	AMEREN ELECTRIC	LIGHT - GUY-E
454	N OF POLE 453	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - W
455	N OF POLE 454	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - W
456	N OF POLE 455	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - SN
457	NE OF POLE 456	NO TAG	ELECTRIC	AMEREN ELECTRIC	CROSSING ST. CLAIR RD
458	NE OF POLE 457	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - SN
459	N OF POLE 458	NO TAG	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER
645	1603' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - SE

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
TBE TEST HOLE

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*Plans are provided in black and white. Color copies available upon request.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

Utility Quality Level "A" : Test Hole
Utility Quality Level "B" : Designating
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

TBE GROUP

TBE GROUP, INC.
CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL • PLANNING • UTILITY ENGINEERING/LOCATING

20 0 METERS 20 40
50 0 FEET 50 100

Checked By: _____
Date: _____

TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 1 of 30

FILE NAME =	USER NAME =	DESIGNED EG, IP, LP	REVISED
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	PLOT SCALE = 1" = 50'	CHECKED JB	REVISED
	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

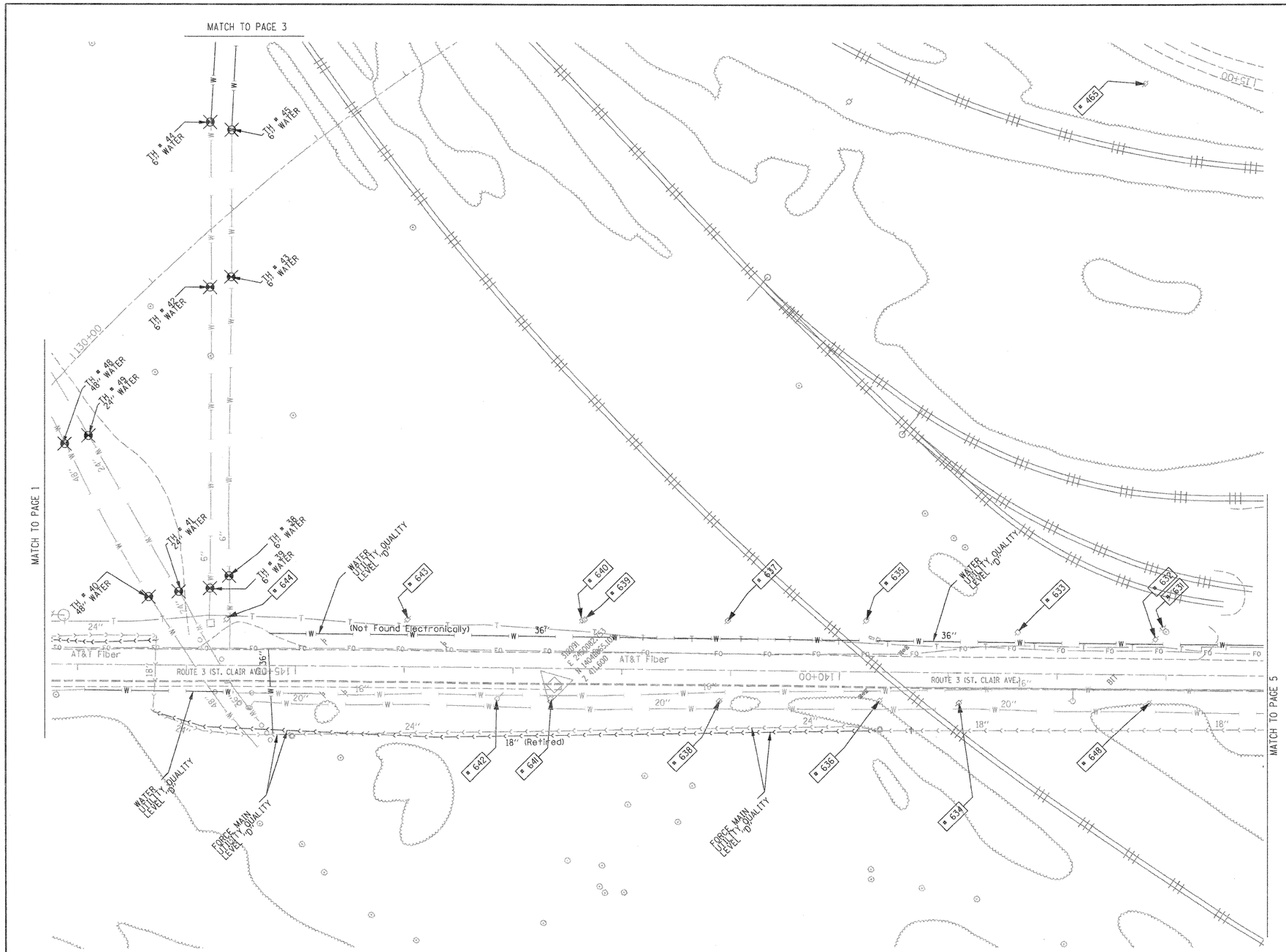
Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	81

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



TBE Pole Number	Approximate Location	Identification * on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
465	W OF POLE 464	737405	ELECTRIC	AMEREN ELECTRIC	GUY S
631	584' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
632	591' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
633	718' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
634	768' W OF INDUSTRIAL CL S/S OF ST CLAIR	19067	ELECTRIC	AMEREN ELECTRIC	
635	852' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - NE
636	849' W OF INDUSTRIAL CL S/S OF ST CLAIR	19068	ELECTRIC	AMEREN ELECTRIC	
637	979' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
638	988' W OF INDUSTRIAL CL S/S OF ST CLAIR	19069	ELECTRIC	AMEREN ELECTRIC	
639	1112' W OF INDUSTRIAL CL N/S OF ST CLAIR	397112	NO UTILITIES		GUY - SE
640	1113' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - SE
641	1144' W OF INDUSTRIAL CL S/S OF ST CLAIR	19070	ELECTRIC	AMEREN ELECTRIC	GUY - NW
642	1192' W OF INDUSTRIAL CL S/S OF ST CLAIR	19071	NO UTILITIES		GUY - NW
643	1274' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
644	1439' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
648	594' W. OF INDUSTRIAL CL S/S OF ST CLAIR	19066	ELECTRIC	AMEREN ELECTRIC	

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
TBE TEST HOLE

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TBE GROUP

TBE GROUP, INC.
CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL • PLANNING • UTILITY ENGINEERING/LOCATING

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50 0 FEET 50 100

Checked By:
Date:

TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 2 of 30

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$FILEL$		DRAWN KLC	REVISED
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	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

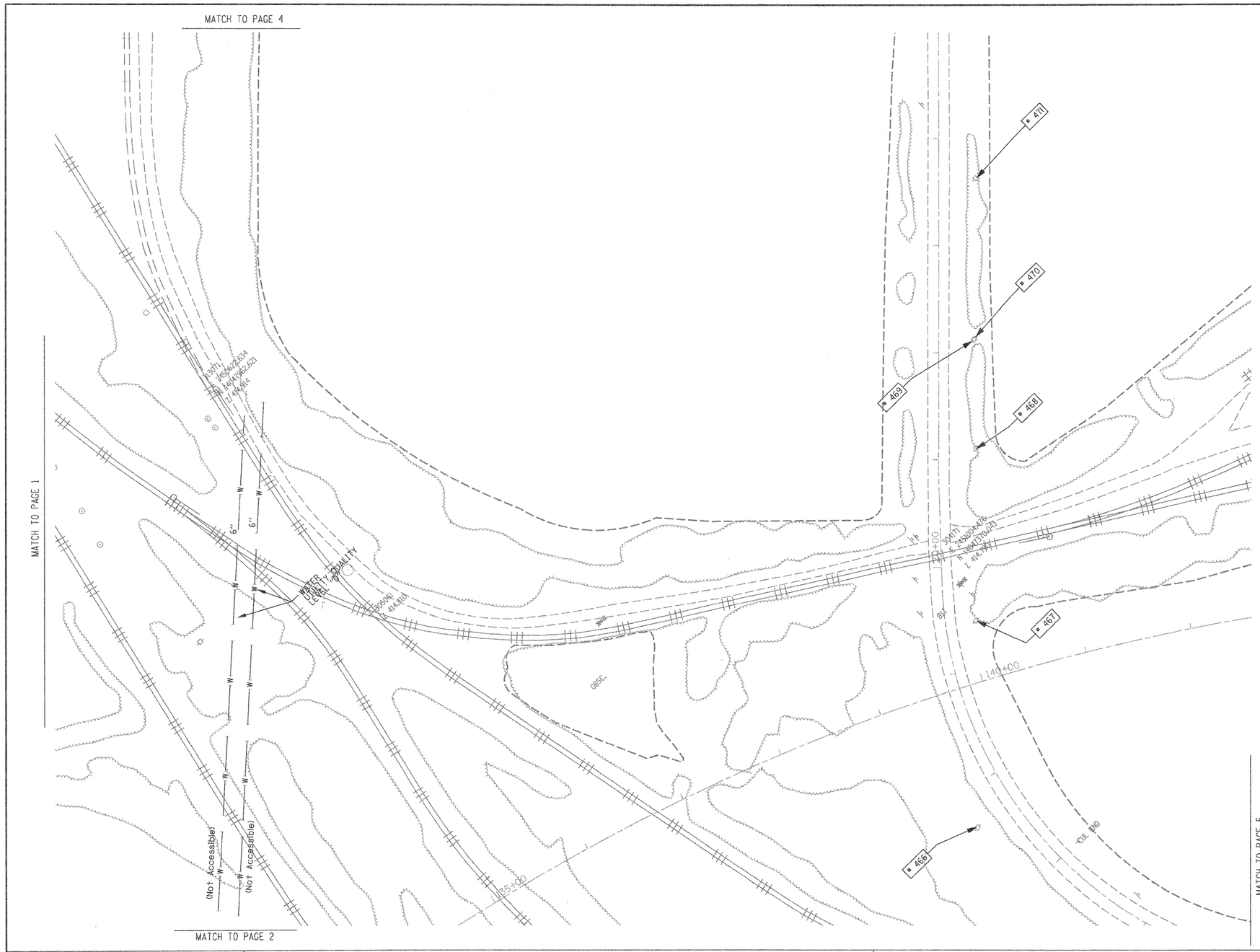
Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	82

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



TBE Pole Number	Approximate Location	Identification * on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
466	N OF POLE 465	737404	ELECTRIC	AMEREN ELECTRIC	GUY S
467	N OF POLE 466	19135	ELECTRIC	AMEREN ELECTRIC	
468	N OF POLE 467	19134	ELECTRIC	AMEREN ELECTRIC	
469	N OF POLE 468	NO TAG	NO UTILITIES		
470	N OF POLE 469	19133	ELECTRIC	AMEREN ELECTRIC	
471	N OF POLE 470	19132	ELECTRIC	AMEREN ELECTRIC	

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
TBE TEST HOLE

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50 0 FEET 50 100

Checked By: _____
Date: _____

TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 3 of 30

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Mississippi River Bridge Project

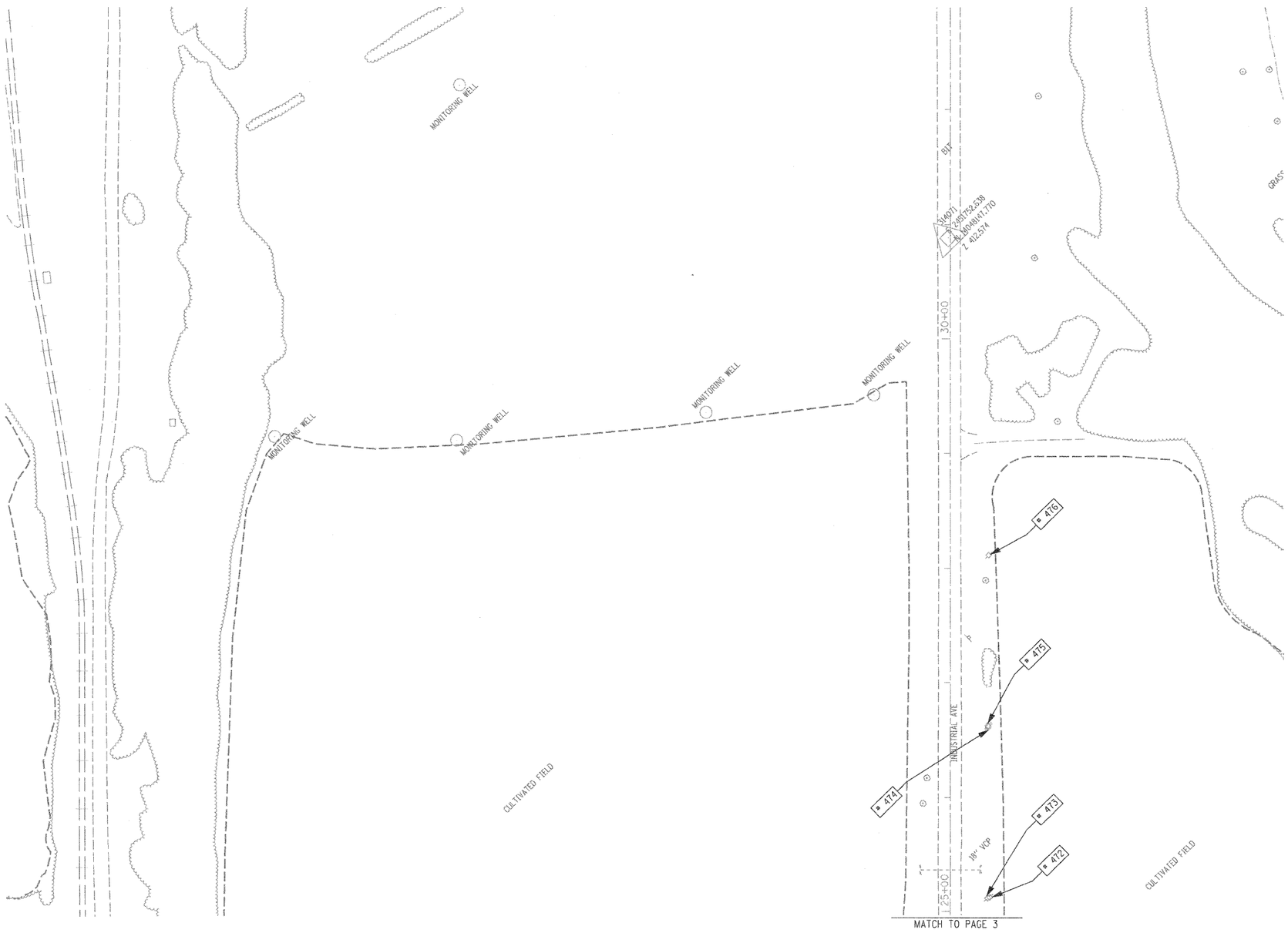
SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	83

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08

TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
472	N OF POLE 471	19131	NO UTILITIES		STRAIN TO POLE 473
473	N OF POLE 472	NO TAG	ELECTRIC	AMEREN ELECTRIC	
474	N OF POLE 472	NO TAG	NO UTILITIES		STRAIN TO POLE 474
475	E OF POLE 474	NO TAG	ELECTRIC	AMEREN ELECTRIC	
476	N OF POLE 475	19129	ELECTRIC	AMEREN ELECTRIC	



UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (OL "D")
CABLE TV
TELEPHONE
GAS
GAS (OL "D")
ELECTRIC
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WATER (OL "D")
FIBER OPTIC
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WELL DRAINAGE
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TBE GROUP

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20 0 METERS 20 40
50 0 FEET 50 100

Checked By: _____
Date: _____

TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 4 of 30

FILE NAME =	USER NAME =	DESIGNED EG, IP, LP	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Mississippi River Bridge Project	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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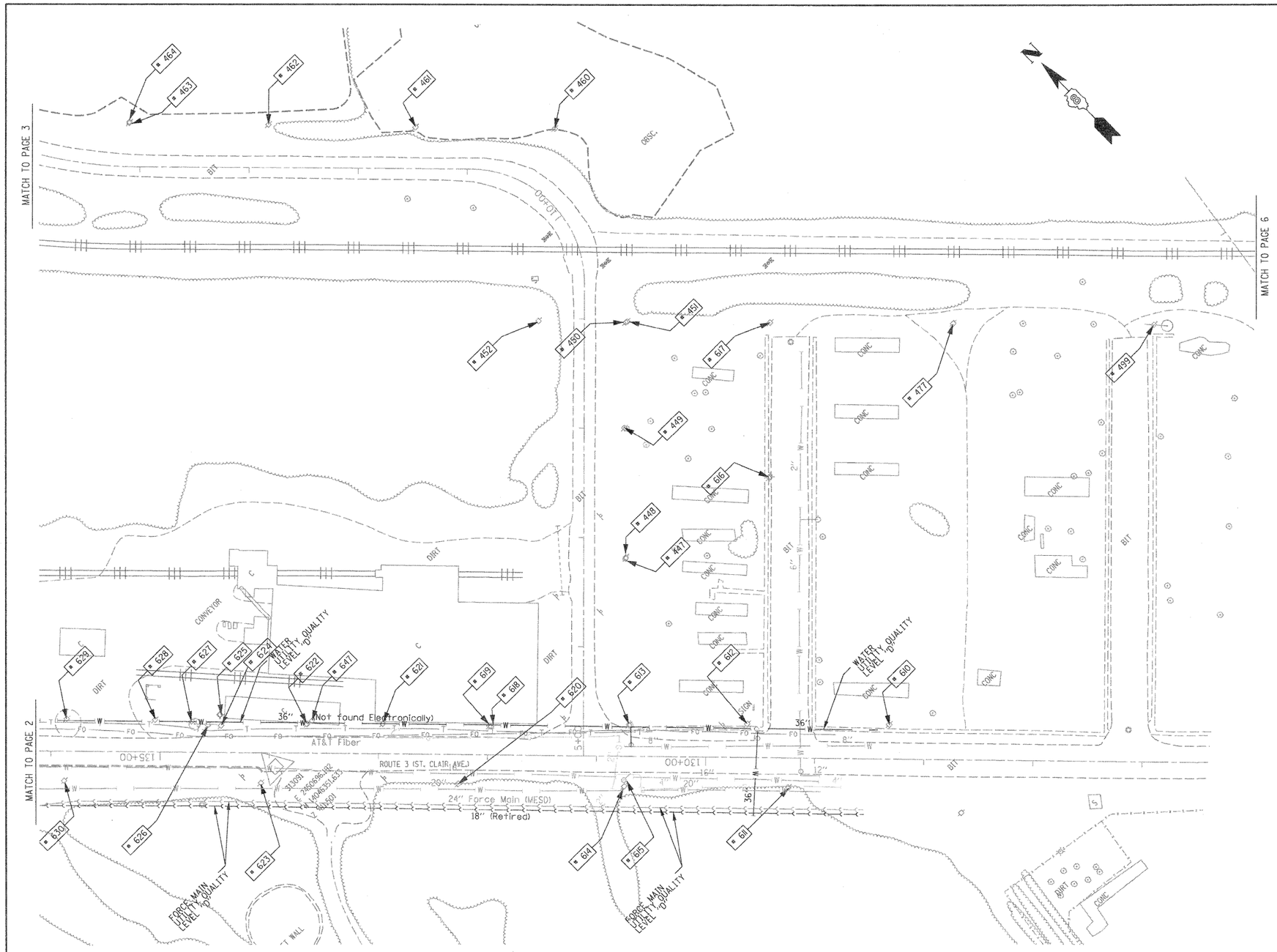

TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
447	180' NE CL OF INDUSTRIAL/ ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
448	182' NE CL INDUSTRIAL/ ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER
449	297' NE OF INDUSTRIAL/ ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - NE
450	395' NE CL OF INDUSTRIAL/ ST. CLAIR	19143	ELECTRIC	AMEREN ELECTRIC	ELECTRIC SERVICE DROP
451	395' NE CL OF INDUSTRIAL/ ST. CLAIR	NO TAG	NO UTILITIES		STRAIN POLE TO POLE 450
452	395' NE CL OF INDUSTRIAL/ ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	GUY - SW
460	NE OF POLE 459	19141	ELECTRIC	AMEREN ELECTRIC	GUY - NE
461	NW OF POLE 460	19140	ELECTRIC	AMEREN ELECTRIC	
462	NW OF POLE 461	19139	ELECTRIC	AMEREN ELECTRIC	
463	NW OF POLE 462	NO TAG	NO UTILITIES		STRAIN POLE TO POLE 464
464	W OF POLE 463	19138	ELECTRIC	AMEREN ELECTRIC	
477	SE OF POLE 617	19145	ELECTRIC	AMEREN ELECTRIC	ELECTRIC SERVICE
499	S E OF POLE 477	19146	ELECTRIC	AMEREN ELECTRIC	GUY - SE
610	280' E OF INDUSTRIAL CL ON N/S OF ST. CLAIR	2475446	TELEPHONE, ELECTRIC	AT&T, AMEREN ELECTRIC	
611	188' E OF INDUSTRIAL CL ON N/S OF ST. CLAIR	19061	ELECTRIC	AMEREN ELECTRIC	
612	150' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	2475406	TELEPHONE, ELECTRIC	AT&T, AMEREN ELECTRIC	
613	40' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	2475407	TELEPHONE, ELECTRIC	AT&T, AMEREN ELECTRIC	
614	38' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	19062	ELECTRIC	AMEREN ELECTRIC	
615	37' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	NO TAG	NO UTILITIES		
616	172' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	LIGHT
617	172' E. OF INDUSTRIAL CL ON N/S OF ST. CLAIR	19144	ELECTRIC	AMEREN ELECTRIC	
618	84' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
619	86' W OF INDUSTRIAL CL N/S OF ST. CLAIR	2475410	TELEPHONE, ELECTRIC	AT&T, AMEREN ELECTRIC	
620	113' W OF INDUSTRIAL CL S/S OF ST. CLAIR	19063	ELECTRIC	AMEREN ELECTRIC	
621	184' W OF INDUSTRIAL CL N/S OF ST. CLAIR	2475426	ELECTRIC, TELEPHONE	AT&T, AMEREN ELECTRIC	
622	253' W OF INDUSTRIAL CL N/S OF ST. CLAIR	2475419	ELECTRIC, TELEPHONE	AT&T, AMEREN ELECTRIC	GUY NW
623	294' W OF INDUSTRIAL CL N/S OF ST. CLAIR	19064	ELECTRIC	AMEREN ELECTRIC	
624	332' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	HANGING ELECTRIC BOX
625	333' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	LIGHT
626	343' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
627	359' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER
628	391' W OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER
629	469' W OF INDUSTRIAL CL N/S OF ST CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	
630	471' W OF INDUSTRIAL CL S/S OF ST CLAIR	19065	ELECTRIC	AMEREN ELECTRIC	GUY - S
647	251' W. OF INDUSTRIAL CL N/S OF ST. CLAIR	NO TAG	ELECTRIC	AMEREN ELECTRIC	ELECTRIC METER

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
TBE TEST HOLE

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Utility Quality Level "A" : Test Hole
Utility Quality Level "B" : Designating
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

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20 0 METERS 20 40
50 0 FEET 50 100

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Date: _____

TBE Job No. IL09500601.602.603.604.607
SUE Plan Page: 5 of 30

FILE NAME =	USER NAME =	DESIGNED EG, IP, LP	REVISED
$FILEL$		DRAWN KLC	REVISED
	PLOT SCALE = 1" = 50'	CHECKED JB	REVISED
	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

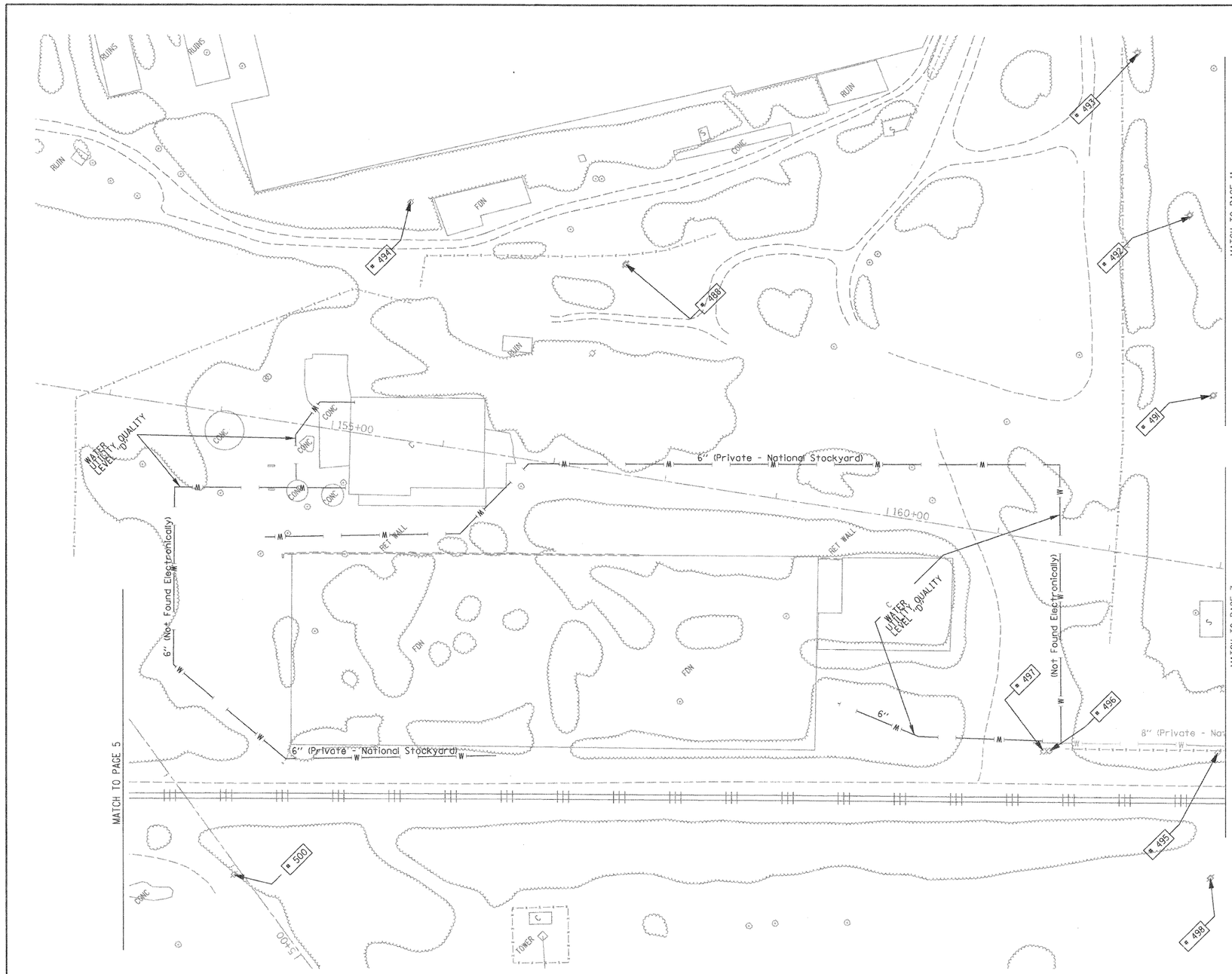
Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	85

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
488	NW OF POLE 492	NO TAG	NO UTILITIES		
491	NE OF POLE 490	739170	ELECTRIC	AMEREN ELECTRIC	LIGHT
492	NE OF POLE 491	739171	ELECTRIC	AMEREN ELECTRIC	LIGHT
493	NE OF POLE 492	739172	ELECTRIC	AMEREN ELECTRIC	LIGHT & TRANS. - GUY NW
494	NW OF POLE 493	NO TAG	NO UTILITIES		LIGHT
495	NW OF POLE 486	739164	ELECTRIC, TELEPHONE	AT&T, AMEREN ELECTRIC	TELEPHONE SERVICE
496	N OF POLE 495	NO TAG	NO UTILITIES		
497	NW OF POLE 434	739165	ELECTRIC	AMEREN ELECTRIC	TRANS. PLATE - GUY E
498	SE OF POLE 495	739166	ELECTRIC, TELEPHONE	AT&T, AMEREN ELECTRIC	TELEPHONE SERVICE
500	SE OF POLE 499	19147	ELECTRIC	AMEREN ELECTRIC	GUY - SE

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
TBE TEST HOLE

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Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

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20 0 METERS 20 40
50 0 FEET 50 100

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TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 6 of 30

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	PLOT SCALE = 1" = 50'	CHECKED JB	REVISED
	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

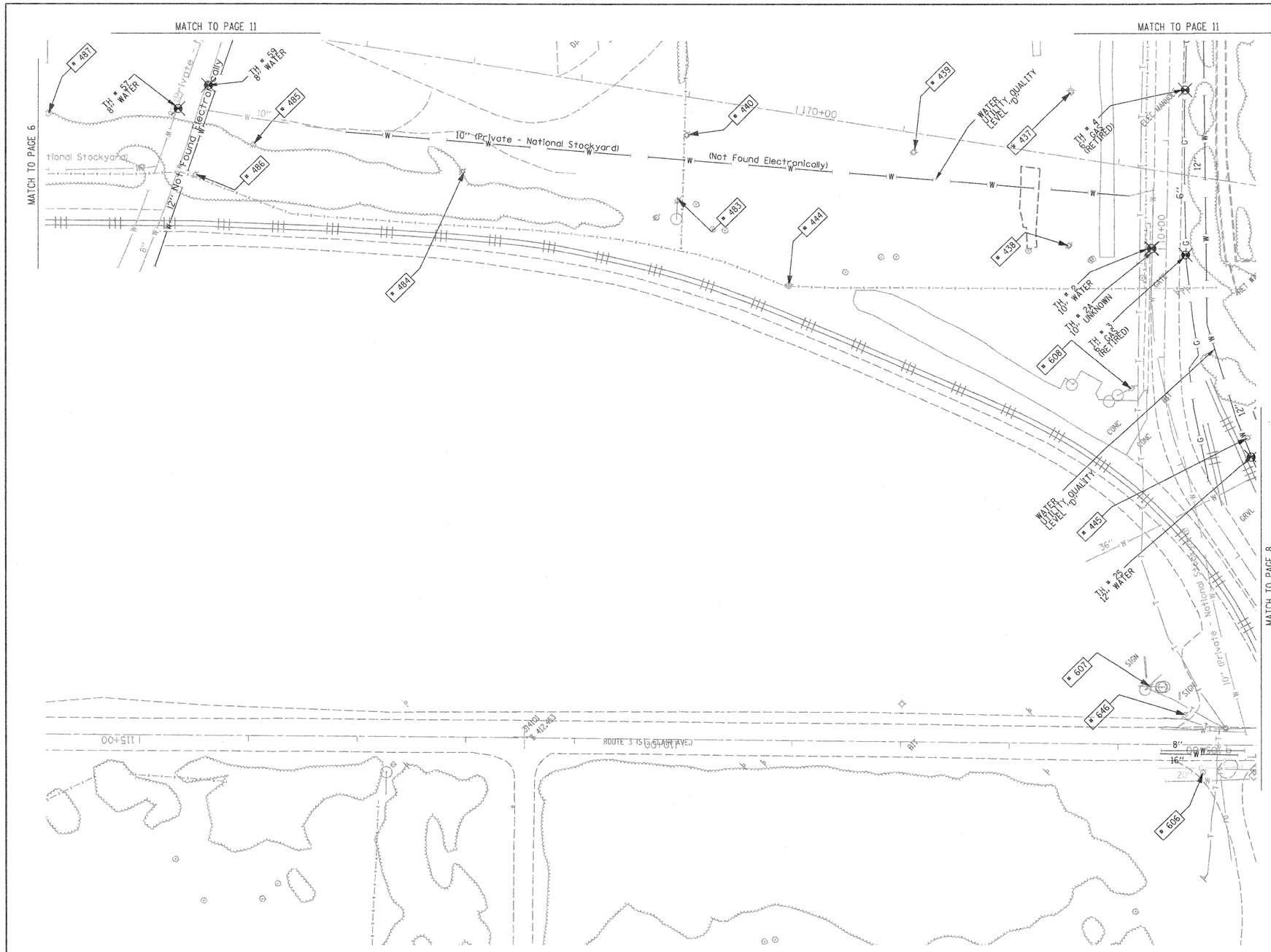
Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	86

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
437	S OF POLE 435	739464	ELECTRIC	AMEREN ELECTRIC	LIGHT
438	S OF POLE 437 NE OF POLE 608	739465	ELECTRIC	AMEREN ELECTRIC	LIGHT - GUY-S
439	NE OF POLE 437	739466	ELECTRIC	AMEREN ELECTRIC	LIGHT
440	NW OF POLE 439	739467	ELECTRIC	AMEREN ELECTRIC	LIGHT
444	S OF POLE 440	NO TAG	ELECTRIC	AMEREN ELECTRIC	LIGHT
445	SE OF POLE 608	NO TAG	NO UTILITIES		
483	S OF POLE 482 N OF POLE 444	739160	ELECTRIC	AMEREN ELECTRIC	GUY - SW
484	N OF POLE 483	739157	ELECTRIC	AMEREN ELECTRIC	
485	N OF POLE 484	739159	ELECTRIC	AMEREN ELECTRIC	
486	NW OF POLE 485	NO TAG	NO UTILITIES		LIGHT & TRANSFORMER UTILITIES CUT ON POLE
487	N OF POLE 485	739158	ELECTRIC	AMEREN ELECTRIC	GUY - N
606	1894' W OF 1ST ST CL ON S/S OF ST CLAIR	726229	ELECTRIC	AMEREN ELECTRIC	
607	1945' W OF 1ST ST CL ON N/S OF ST CLAIR	726248	ELECTRIC, TELEPHONE	AT&T, AMEREN ELECTRIC	
608	E. OF 607	739459	ELECTRIC	AMEREN ELECTRIC	
646	1913' W OF 1ST ST CL ON N/S OF ST CLAIR	726248	ELECTRIC	AMEREN ELECTRIC	LIGHT

N

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
RETIRED GAS
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
UTILITY POLE
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50 0 FEET 50 100

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Date: _____

TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 7 of 30

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	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

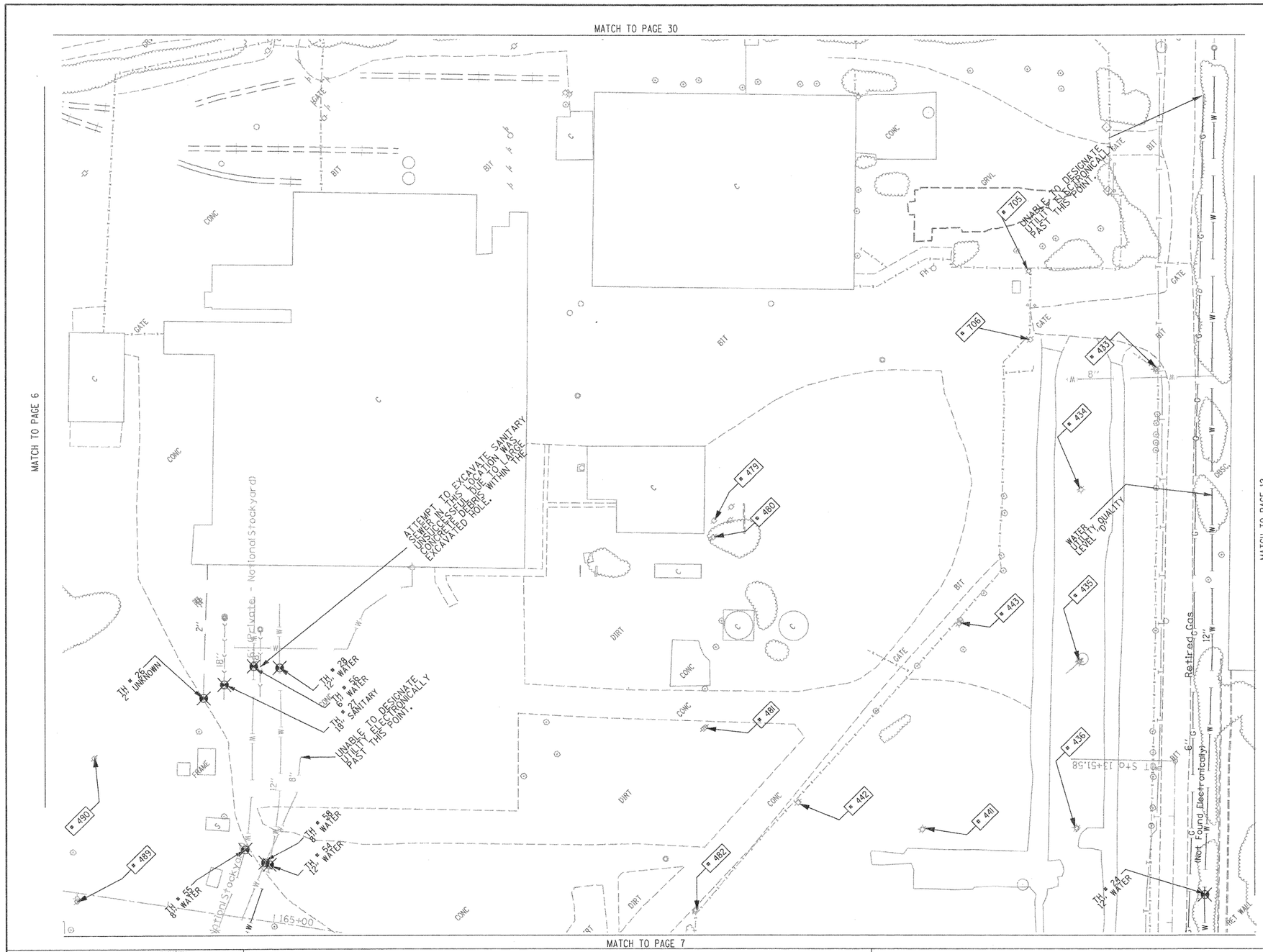
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	87
		PTB NO. 147-038		

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



TBE Pole Number	Approximate Location	Identification # on Pole	Utilities Attached to Poles	Utility Owners	Notes: Additional Items Attached to Poles
433	E OF POLE 434	739460	ELECTRIC	AMEREN ELECTRIC	LIGHT
434	W OF POLE 433	739461	ELECTRIC	AMEREN ELECTRIC	LIGHT, GUY NE
435	S OF POLE 434	739462	ELECTRIC	AMEREN ELECTRIC	LIGHT
436	S OF POLE 435	739463	ELECTRIC	AMEREN ELECTRIC	TRANSORMER, LIGHT
441	NE OF POLE 441	739469	ELECTRIC	AMEREN ELECTRIC	LIGHT
442	NW OF POLE 441	739468	ELECTRIC	AMEREN ELECTRIC	LIGHT
443	E OF POLE 442	739470	ELECTRIC	AMEREN ELECTRIC	LIGHT
479	NW OF POLE 434	739165	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER PLATE, GUY E.
480	SW OF POLE 479	739169	ELECTRIC	AMEREN ELECTRIC	TRANSFORMER PLATE
481	SW OF POLE 480	739155	ELECTRIC	AMEREN ELECTRIC	
482	SW OF POLE 481	739161	ELECTRIC	AMEREN ELECTRIC	
489	NE OF POLE 487	739156	ELECTRIC	AMEREN ELECTRIC	LIGHT, TRANSFORMER
490	E OF POLE 489	739168	ELECTRIC	AMEREN ELECTRIC	GUY SE
705	NW OF POLE 433	739471	ELECTRIC	AMEREN ELECTRIC	LIGHT, ELEC - SW
706	SW OF POLE 705	739472	ELECTRIC	AMEREN ELECTRIC	LIGHT, ELEC - S, SW

UNKNOWN
ABANDONED SANITARY
FORCE MAIN
FORCE MAIN (QL "D")
CABLE TV
TELEPHONE
GAS
GAS (QL "D")
RETIRED GAS
ELECTRIC
WATER
WATER (QL "D")
FIBER OPTIC
FIBER OPTIC (QL "D")
WELL DRAINAGE
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20 0 METERS 20 40
50 0 FEET 50 100

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TBE Job No. IL09500601,602,603,604,607
SUE Plan Page: 11 of 30

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	88

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	EXISTING TOP ELEVATION	EXISTING CUT	REFERENCE ELEVATION	COMMENTS
1	4"	G	14043453.467	2454521.462	415.92'	2.65'	418.57'	UTILITY QUALITY "A"
1A	6"	OTHER	14043457.506	2454517.110	415.35'	3.53'	418.88'	UTILITY QUALITY "A"
2	10"	W	14044682.350	2453017.574	414.06'	2.50'	416.56'	UTILITY QUALITY "A"
2A	10"	UNK	14044681.786	2453017.964	411.60'	4.95'	416.55'	UTILITY QUALITY "A"
3	6"	OTHER	14044655.860	2453035.794	412.20'	4.87'	417.07'	UTILITY QUALITY "A"
4	6"	OTHER	14044763.701	2453141.839	411.98'	4.82'	416.80'	UTILITY QUALITY "A"
5	10"	G	14045514.452	2453657.049	412.75'	3.99'	416.74'	UTILITY QUALITY "A"
6	10"	G	14045453.669	2453786.431	413.30'	2.81'	416.11'	UTILITY QUALITY "A"
7	18"	W	14045312.599	2453875.167	413.79'	2.21'	416.00'	UTILITY QUALITY "A"
8	4"	G	14045328.282	2453854.150	413.06'	3.43'	416.49'	UTILITY QUALITY "A"
9	18"	W	14045031.150	2454154.105	415.32'	3.69'	419.01'	UTILITY QUALITY "A"
10	8"	W	14045034.302	2454156.332	416.21'	2.70'	418.91'	UTILITY QUALITY "A"
11	18"	W	14044906.199	2454276.047	414.47'	4.24'	418.71'	UTILITY QUALITY "A"
11A	6"	UNK	14044906.541	2454276.470	415.21'	3.49'	418.70'	UTILITY QUALITY "A"
12	8"	W	14044909.978	2454279.395	415.34'	3.33'	418.67'	UTILITY QUALITY "A"
13	2"	G	14044137.783	2452877.805	413.86'	3.02'	416.88'	UTILITY QUALITY "A"
14	20"	W	14044141.767	2452881.669	413.49'	3.14'	416.63'	UTILITY QUALITY "A"
15	2"	G	14044110.367	2452905.268	414.08'	2.90'	416.98'	UTILITY QUALITY "A"
16	20"	W	14044114.243	2452909.581	413.08'	3.75'	416.83'	UTILITY QUALITY "A"
17	4"	FOC	14042753.410	2456505.857	416.01'	3.43'	419.44'	UTILITY QUALITY "A"
18	4"	G	14044112.780	2455173.719	413.31'	3.97'	417.28'	UTILITY QUALITY "A"
19	4"	G	14044070.850	2455134.286	413.36'	3.59'	416.95'	UTILITY QUALITY "A"
20	8"	W	14044460.669	2454720.196	414.51'	2.90'	417.41'	UTILITY QUALITY "A"
20A	8"	W	14044463.632	2454721.022	414.51'	2.77'	417.28'	UTILITY QUALITY "A"
21	12"	W	14044513.392	2454658.497	412.84'	5.11'	417.95'	UTILITY QUALITY "A"
22	12"	W	14044576.294	2454686.329	413.53'	4.59'	418.12'	UTILITY QUALITY "A"
23	8"	W	14044607.934	2454578.131	414.89'	3.16'	418.05'	UTILITY QUALITY "A"
23A	8"	W	14044609.557	2454578.474	414.89'	3.21'	418.10'	UTILITY QUALITY "A"
24	12"	W	14044809.485	2453210.706	411.99'	4.69'	416.68'	UTILITY QUALITY "A"
25	12"	W	14044480.796	2452947.689	410.82'	6.43'	417.25'	UTILITY QUALITY "A"
26	2"	UNK	14045595.790	2452674.659	412.87'	2.36'	415.23'	UTILITY QUALITY "A"
27	18"	SAN	14045591.244	2452697.181	403.70'	11.64'	415.34'	UTILITY QUALITY "A"
28	12"	W	14045566.072	2452744.859	409.35'	6.02'	415.37'	UTILITY QUALITY "A"
29	18"	W	14045492.479	2453734.725	413.44'	2.63'	416.07'	UTILITY QUALITY "A"

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	EXISTING TOP ELEVATION	EXISTING CUT	REFERENCE ELEVATION	COMMENTS
30	8"	W	14044161.696	2452885.767	410.01'	6.90'	416.91'	UTILITY QUALITY "A"
31	16"	W	14044156.860	2452881.447	414.00'	2.69'	416.69'	UTILITY QUALITY "A"
32	16"	W	14044133.132	2452906.448	413.76'	3.09'	416.85'	UTILITY QUALITY "A"
33	8"	W	14044136.345	2452910.838	410.15'	6.84'	416.99'	UTILITY QUALITY "A"
34	16"	W	14044174.031	2452897.250	412.05'	4.69'	416.74'	UTILITY QUALITY "A"
34A	6"	UNK	14044174.031	2452897.250	414.07'	2.67'	416.74'	UTILITY QUALITY "A"
35	18"X12"	BT	14044175.836	2452899.292	413.94'	2.72'	416.66'	UTILITY QUALITY "A"
36	16"	W	14044148.505	2452922.299	412.78'	4.07'	416.85'	UTILITY QUALITY "A"
36A	6"	UNK	14044148.476	2452922.110	414.09'	2.75'	416.84'	UTILITY QUALITY "A"
37	18"X12"	BT	14044150.249	2452924.065	414.04'	2.75'	416.79'	UTILITY QUALITY "A"
38	6"	W	14047246.513	2449940.330	402.58'	2.31'	404.89'	UTILITY QUALITY "A"
39	6"	W	14047250.708	2449919.903	402.04'	2.94'	404.98'	UTILITY QUALITY "A"
40	48"	W	14047284.727	2449874.354	401.51'	3.65'	405.16'	UTILITY QUALITY "A"
41	24"	W	14047268.684	2449897.339	402.80'	2.62'	405.42'	UTILITY QUALITY "A"
42	6"	W	14047447.348	2450113.793	402.59'	2.79'	405.38'	UTILITY QUALITY "A"
43	6"	W	14047440.457	2450134.220	402.09'	3.11'	405.20'	UTILITY QUALITY "A"
44	6"	W	14047554.670	2450219.704	402.72'	2.37'	405.09'	UTILITY QUALITY "A"
45	6"	W	14047535.696	2450228.748	402.33'	2.68'	405.01'	UTILITY QUALITY "A"
46	48"	W	14047521.685	2449943.255	402.40'	3.50'	405.90'	UTILITY QUALITY "A"
47	24"	W	14047522.312	2449962.793	403.50'	2.60'	406.10'	UTILITY QUALITY "A"
48	48"	W	14047438.557	2449917.613	401.95'	3.68'	405.63'	UTILITY QUALITY "A"
49	24"	W	14047428.655	2449938.495	402.96'	2.58'	405.54'	UTILITY QUALITY "A"
50	18"	FM	14047419.760	2449748.990	402.25'	3.11'	405.36'	UTILITY QUALITY "A"
51	24"	FM	14047417.600	2449744.130	401.01'	4.29'	405.30'	UTILITY QUALITY "A"
52	24"	FM	14047502.669	2449715.552	401.51'	4.22'	405.73'	UTILITY QUALITY "A"
53	18"	FM	14047504.477	2449721.132	402.51'	3.30'	405.81'	UTILITY QUALITY "A"
54	12"	W	14045442.112	2452609.121	407.81'	7.02'	414.83'	UTILITY QUALITY "A"
55	8"	W	14045468.223	2452602.963	410.22'	4.78'	415.00'	UTILITY QUALITY "A"
56	6"	W	14045584.025	2452728.712	411.21'	4.21'	415.42'	UTILITY QUALITY "A"
57	8"	W	14045402.091	2452469.726	409.95'	4.91'	414.86'	UTILITY QUALITY "A"
58	8"	W	14045446.203	2452607.700	409.59'	5.28'	414.87'	UTILITY QUALITY "A"
59	8"	W	14045397.747	2452504.516	411.38'	3.35'	414.73'	UTILITY QUALITY "A"

NOTES

ABBREVIATIONS

BT = TELEPHONE
FM = FORCE MAIN
FOC = FIBER OPTIC
G = GAS MAIN
SAN = SANITARY
UNK = UNKNOWN
W = WATER
OTHER = RETIRED GAS

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

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CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL • PLANNING • UTILITY ENGINEERING/LOCATING

Checked By: _____
Date: _____

TBE Job No. IL09500601, 602,603,604,607

FILE NAME =	USER NAME =	DESIGNED EG	REVISED
$FILEL$		DRAWN KLC	REVISED
	PLOT SCALE = 1" = 50'	CHECKED JB	REVISED
	PLOT DATE = $DATE$	DATE 2/13/09	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

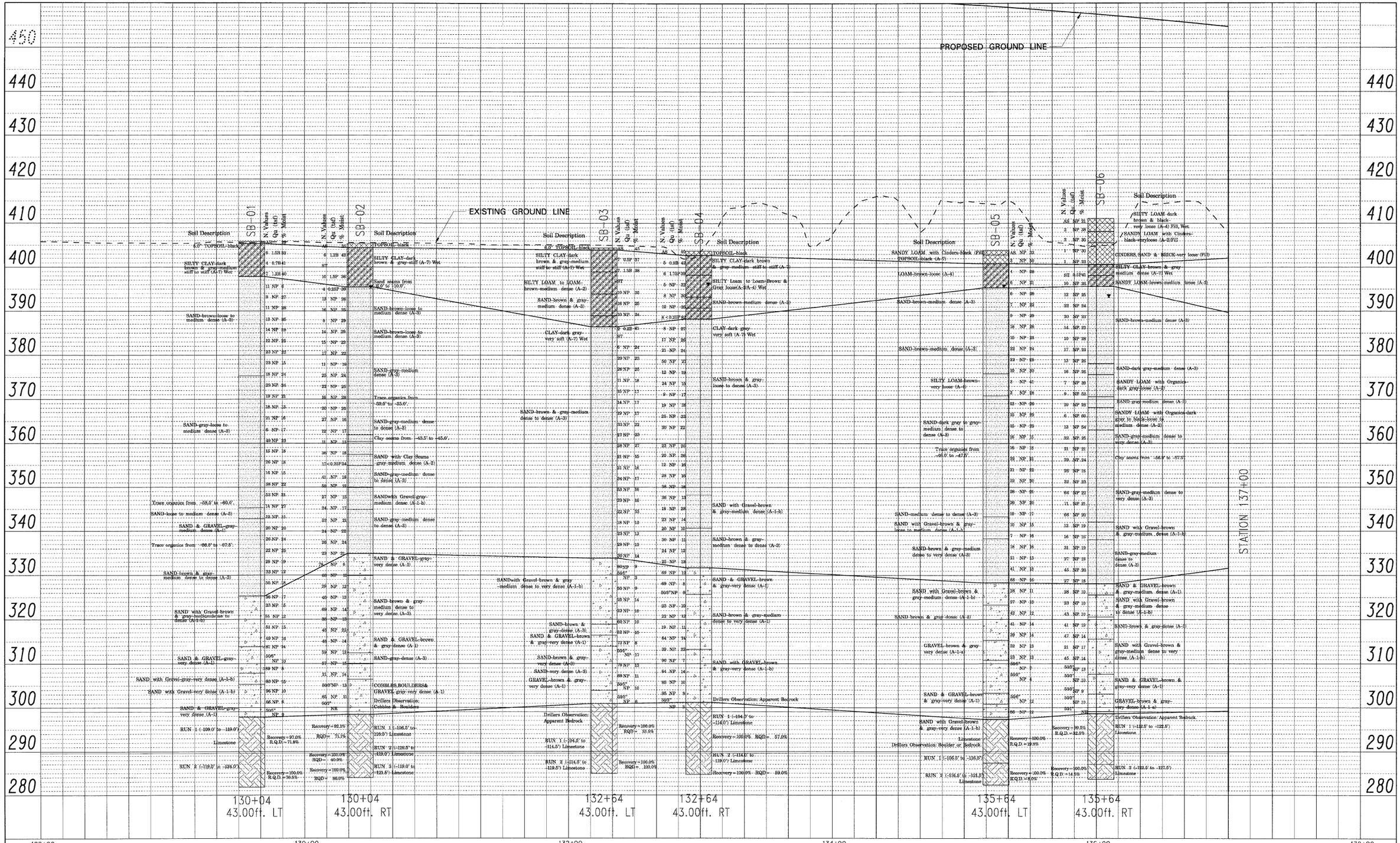
Mississippi River Bridge Project

SCALE: | SHEET NO. | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		St. Clair	285	89

PTB NO. 147-038

FED. ROAD DIST. NO. | ILLINOIS | Job No.: D-98-061-08



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

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD — NOTE BOOK NO. ____ — BY — DATE

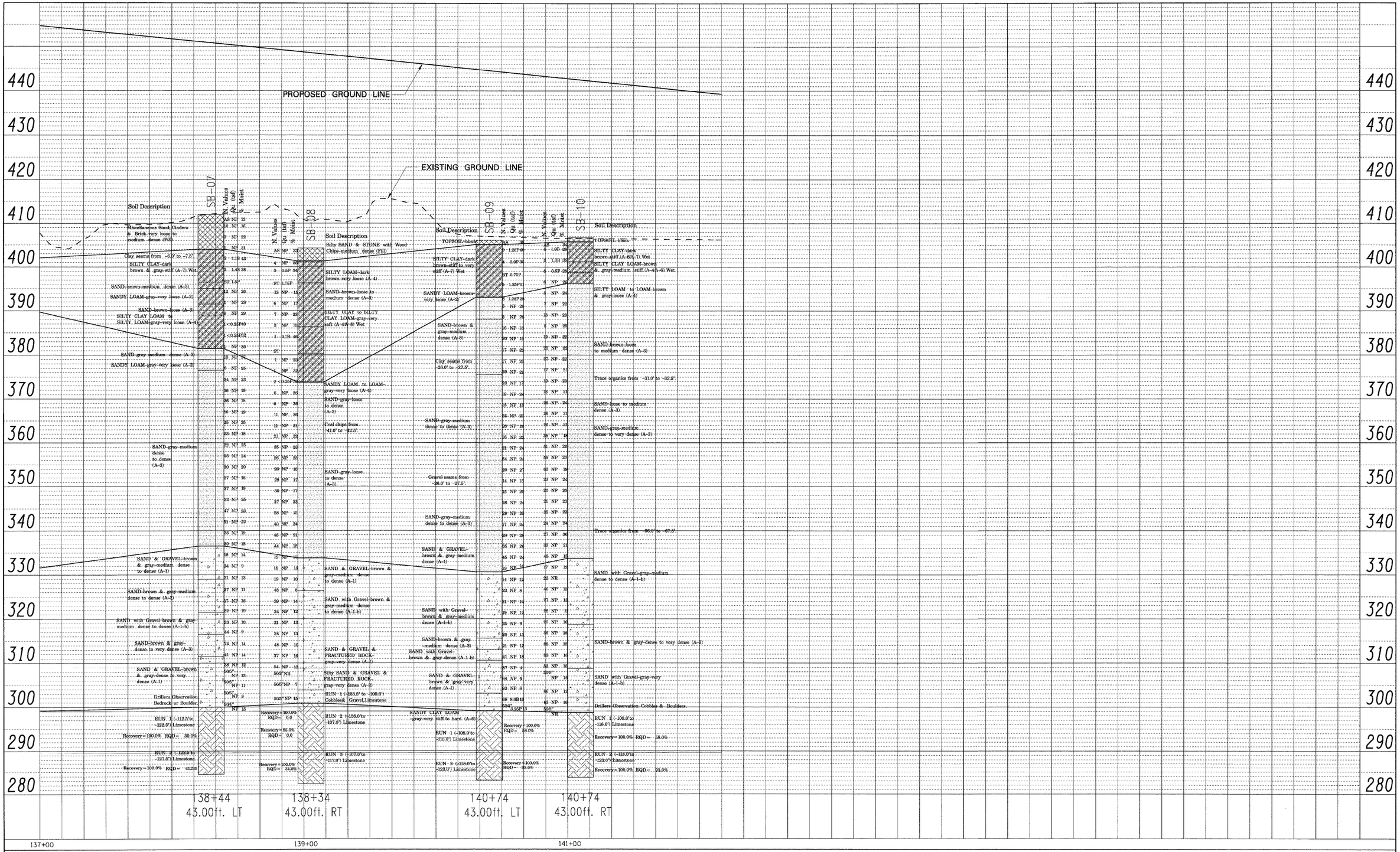
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL PROFILE

SCALE: 1"=100' | SHEET NO. 1 OF 2 SHEETS | STA. 28+00 TO STA. 37+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998		ST. CLAIR	285	90
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



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

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK NO. / BY / DATE

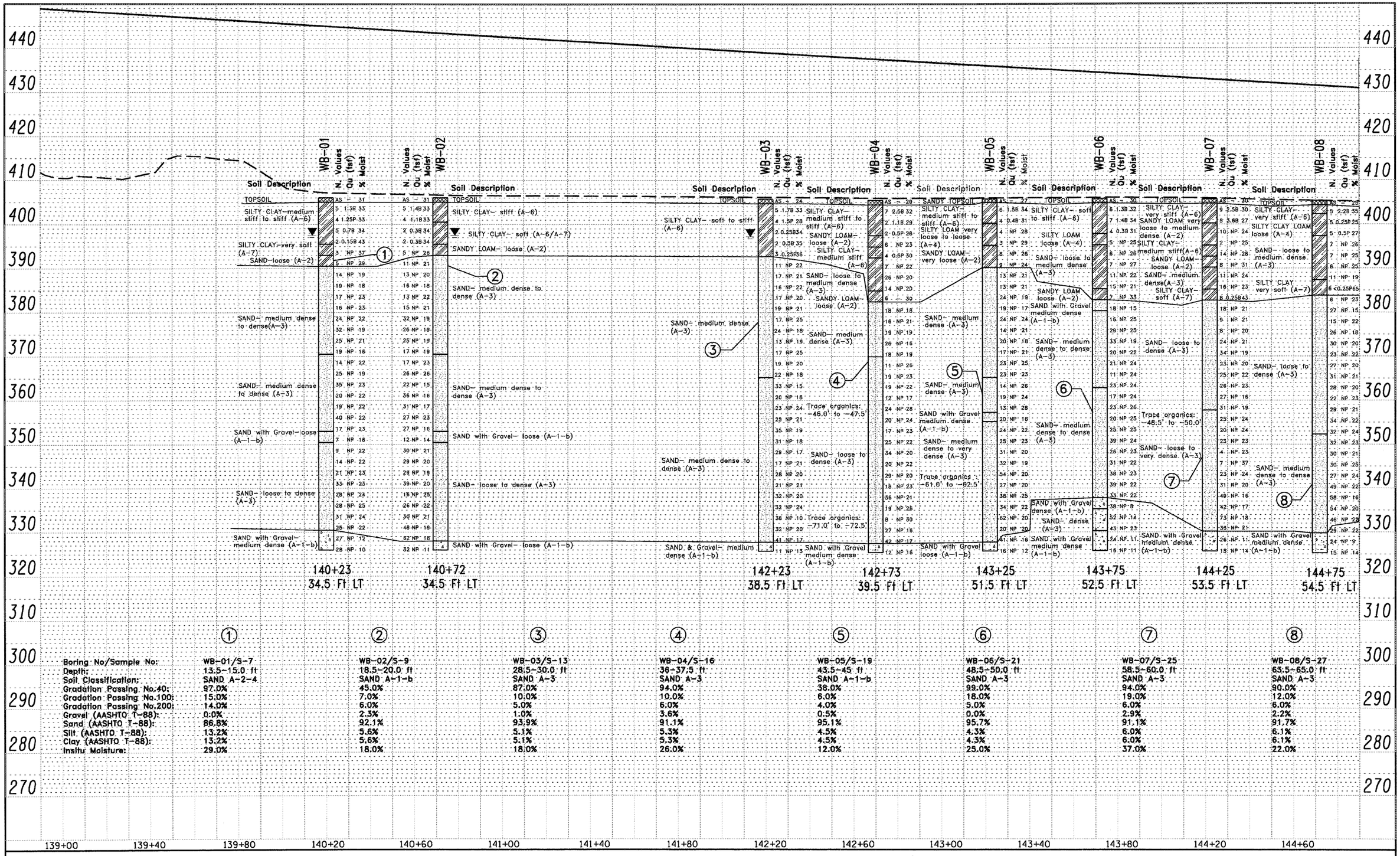
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL PROFILE

SCALE: 1"=100' | SHEET NO. 2 OF 2 SHEETS | STA. 37+00 TO STA. 141+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998		ST. CLAIR	285	91
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



	①	②	③	④	⑤	⑥	⑦	⑧
Boring No/Sample No:	WB-01/S-7	WB-02/S-9	WB-03/S-13	WB-04/S-16	WB-05/S-19	WB-06/S-21	WB-07/S-25	WB-08/S-27
Depth:	13.5-15.0 ft	18.5-20.0 ft	28.5-30.0 ft	36-37.5 ft	43.5-45 ft	48.5-50.0 ft	58.5-60.0 ft	63.5-65.0 ft
Soil Classification:	SAND A-2-4	SAND A-1-b	SAND A-3	SAND A-3	SAND A-1-b	SAND A-3	SAND A-3	SAND A-3
Gradation Passing No.40:	97.0%	45.0%	87.0%	94.0%	38.0%	99.0%	94.0%	90.0%
Gradation Passing No.100:	15.0%	7.0%	10.0%	10.0%	6.0%	18.0%	19.0%	12.0%
Gradation Passing No.200:	14.0%	6.0%	5.0%	6.0%	4.0%	5.0%	6.0%	6.0%
Gravel (AASHTO T-88):	0.0%	2.3%	1.0%	3.6%	0.5%	0.0%	2.9%	2.2%
Sand (AASHTO T-88):	86.8%	92.1%	93.9%	91.1%	95.1%	95.7%	91.1%	91.7%
Silt (AASHTO T-88):	13.2%	5.6%	5.1%	5.3%	4.5%	4.3%	6.0%	6.1%
Clay (AASHTO T-88):	13.2%	5.6%	5.1%	5.3%	4.5%	4.3%	6.0%	6.1%
Insitu Moisture:	29.0%	18.0%	18.0%	26.0%	12.0%	25.0%	37.0%	22.0%

PLAN	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
R.O.W. CHECKED	
CADD FILE NAME	
NOTE BOOK	
NO.	

BY	DATE

PROFILE	
SURVEYED	
PLOTTED	
DRAWN BY	
CHECKED	
STRUCTURE NO.	
NOTE BOOK	
NO.	

BY	DATE

FILE NAME = P:\-0033 TENG-PTB 090-160 I-70 NMRB IL Approach_CAD\CADD Sheets

USER NAME = trrokaj	DESIGNED - TSR	REVISED -	
	DRAWN - TSR	REVISED -	
PLOT SCALE = 1:200	CHECKED - MGM	REVISED -	
PLOT DATE = 8/18/2009	DATE - 08/08/2009	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

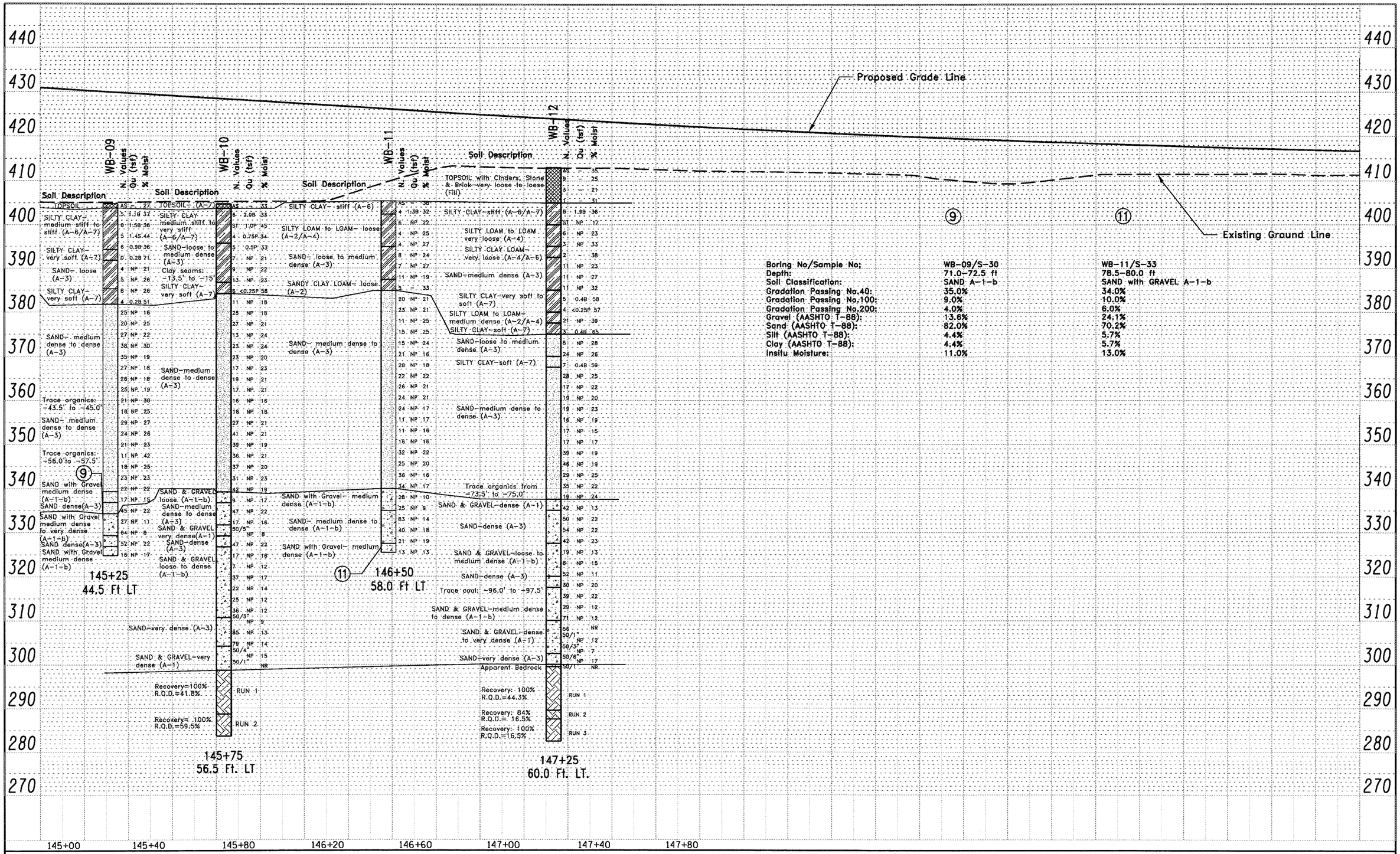
SOIL PROFILE

SCALE: 1"=200' | SHEET NO. 1 OF 2 SHEETS | STA. 139+00 TO STA. 145+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998		ST. CLAIR	285	92

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



	WB-09/S-30	WB-11/S-33
Boring No/Sample No:	WB-09/S-30	WB-11/S-33
Depth:	71.0-72.5 ft	78.5-80.0 ft
Soil Classification:	SAND A-1-b	SAND with GRAVEL A-1-b
Gradation Passing No.40:	35.0%	34.0%
Gradation Passing No.100:	9.0%	10.0%
Gradation Passing No.200:	4.0%	6.0%
Gravel (AASHTO T-88):	13.6%	24.1%
Sand (AASHTO T-88):	82.0%	70.2%
Silt (AASHTO T-88):	4.4%	5.7%
Clay (AASHTO T-88):	4.4%	5.7%
Insitu Moisture:	11.0%	13.0%

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

PROFILE — NOTE BOOK NO. ____ — SURVEYED ____ PLOTTED ____ PROFILE CHECKED ____ GRAD NOTED ____ STRUCTURE NOTAT'NS CH'KD ____ — BY ____ DATE ____

FILE NAME = P:\-2033 TENG-PTB 090-160 I-70 NMRB IL Approach.CAD\CADD Sheets

USER NAME = trrokaj

PLOT SCALE = 1:200

PLOT DATE = 8/18/2009

DESIGNED	- TSR	REVISED	-
DRAWN	- TSR	REVISED	-
CHECKED	- MGM	REVISED	-
DATE	- 08/08/2009	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL PROFILE

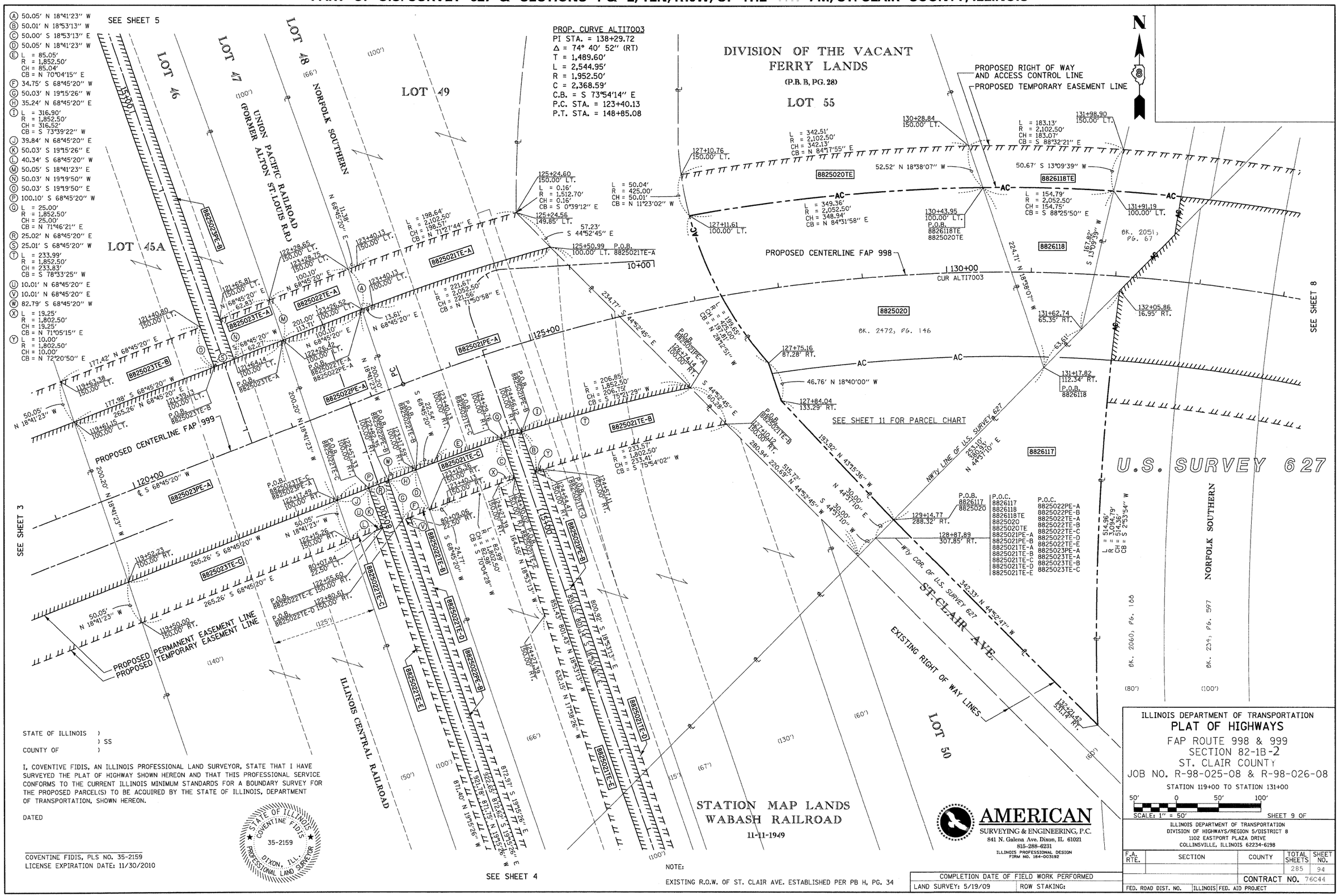
SCALE: 1"=200' | SHEET NO. 2 OF 2 SHEETS | STA. 145+00 TO STA. 147+80

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998		ST. CLAIR	285	93

CONTRACT NO

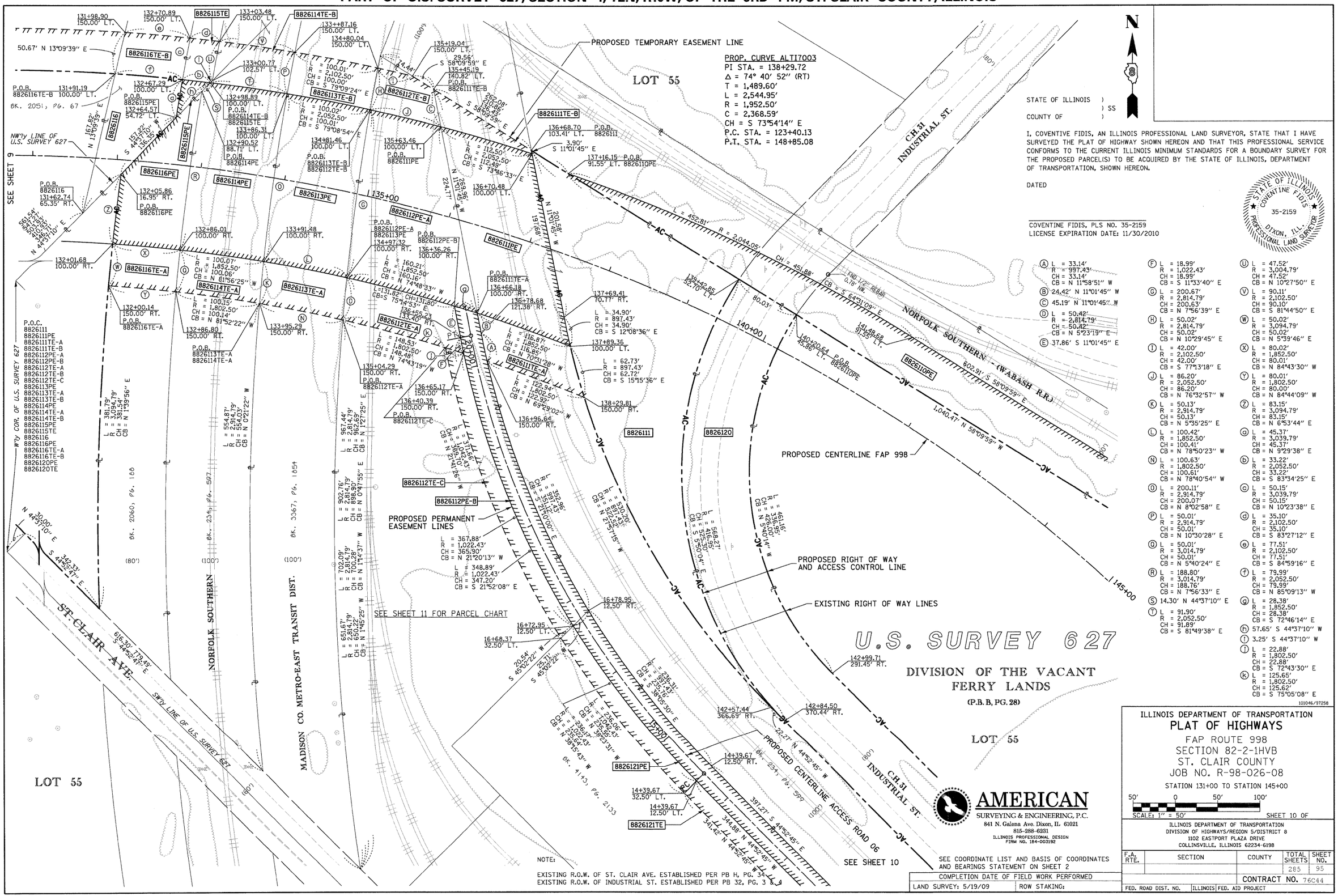
ILLINOIS FED. AID PROJECT

PART OF U.S. SURVEY 627 & SECTIONS 1 & 2, T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



FAP ROUTE 998 CONSTRUCTION SECTION 82-2-IB ST. CLAIR COUNTY JOB # R-98-025-08 & R-98-026-08 PART OF U.S. SURVEY 627 & SEC. 2, T. 2 N., R. 10 W. OF THE 3RD P.M. REV. 7/22/09

PART OF U.S. SURVEY 627, SECTION 1, T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS



STATE OF ILLINOIS)
) SS
COUNTY OF)

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

DATED

COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
DIXON, ILL.
PROFESSIONAL LAND SURVEYOR

Ⓐ L = 33.14′ R = 997.43′ CH = 33.14′ CB = N 11°58′51″ W
Ⓑ 24.42′ N 11°01′45″ W
Ⓒ 45.19′ N 11°01′45″ W
Ⓓ L = 50.42′ R = 2,814.79′ CH = 50.42′ CB = N 5°23′19″ E
Ⓔ 37.86′ S 11°01′45″ E
Ⓕ L = 18.99′ R = 1,022.43′ CH = 18.99′ CB = S 11°33′40″ E
Ⓖ L = 200.67′ R = 2,814.79′ CH = 200.63′ CB = N 7°56′39″ E
Ⓗ L = 50.02′ R = 2,814.79′ CH = 50.02′ CB = N 10°29′45″ E
Ⓘ L = 42.00′ R = 2,102.50′ CH = 42.00′ CB = S 77°13′18″ E
Ⓙ L = 86.20′ R = 2,052.50′ CH = 86.20′ CB = N 76°32′57″ W
Ⓚ L = 50.13′ R = 2,914.79′ CH = 50.13′ CB = N 5°35′25″ E
Ⓛ L = 100.42′ R = 1,852.50′ CH = 100.41′ CB = N 78°50′23″ W
Ⓝ L = 100.63′ R = 1,802.50′ CH = 100.61′ CB = N 78°40′54″ W
Ⓞ L = 200.11′ R = 2,914.79′ CH = 200.07′ CB = N 8°02′58″ E
Ⓟ L = 50.01′ R = 2,914.79′ CH = 50.01′ CB = N 10°30′28″ E
Ⓠ L = 50.01′ R = 3,014.79′ CH = 50.01′ CB = N 5°40′24″ E
Ⓡ L = 188.80′ R = 3,014.79′ CH = 188.76′ CB = N 7°56′33″ E
Ⓢ 14.30′ N 44°37′10″ E
Ⓣ L = 91.90′ R = 2,052.50′ CH = 91.89′ CB = S 81°49′38″ E
Ⓤ L = 47.52′ R = 3,004.79′ CH = 47.52′ CB = N 10°27′50″ E
Ⓥ L = 90.11′ R = 2,102.50′ CH = 90.10′ CB = S 81°44′50″ E
Ⓦ L = 50.02′ R = 3,094.79′ CH = 50.02′ CB = N 5°39′46″ E
Ⓧ L = 80.02′ R = 1,852.50′ CH = 80.01′ CB = N 84°43′30″ W
Ⓨ L = 80.01′ R = 1,802.50′ CH = 80.00′ CB = N 84°44′09″ W
Ⓩ L = 83.15′ R = 3,094.79′ CH = 83.15′ CB = N 6°53′44″ E
ⓐ L = 45.37′ R = 3,039.79′ CH = 45.37′ CB = N 9°29′38″ E
ⓑ L = 33.22′ R = 2,052.50′ CH = 33.22′ CB = S 83°34′25″ E
ⓒ L = 50.15′ R = 3,039.79′ CH = 50.15′ CB = N 10°23′38″ E
ⓓ L = 35.10′ R = 2,102.50′ CH = 35.10′ CB = S 83°27′12″ E
ⓔ L = 77.51′ R = 2,102.50′ CH = 77.51′ CB = S 84°59′16″ E
ⓕ L = 79.99′ R = 2,052.50′ CH = 79.99′ CB = N 85°09′13″ W
ⓖ L = 28.38′ R = 1,852.50′ CH = 28.38′ CB = S 72°46′14″ E
ⓗ 57.65′ S 44°37′10″ W
ⓘ 3.25′ S 44°37′10″ W
ⓙ L = 22.88′ R = 1,802.50′ CH = 22.88′ CB = S 72°43′30″ E
ⓚ L = 125.65′ R = 1,802.50′ CH = 125.62′ CB = S 75°05′08″ E

101046/97258

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 998
SECTION 82-2-1HVB
ST. CLAIR COUNTY
JOB NO. R-98-026-08
STATION 131+00 TO STATION 145+00

50′ 0 50′ 100′
SCALE: 1″ = 50′ SHEET 10 OF

AMERICAN SURVEYING & ENGINEERING, P.C.
841 N. Galena Ave. Dixon, IL 61021
815-288-6231
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			285	95
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

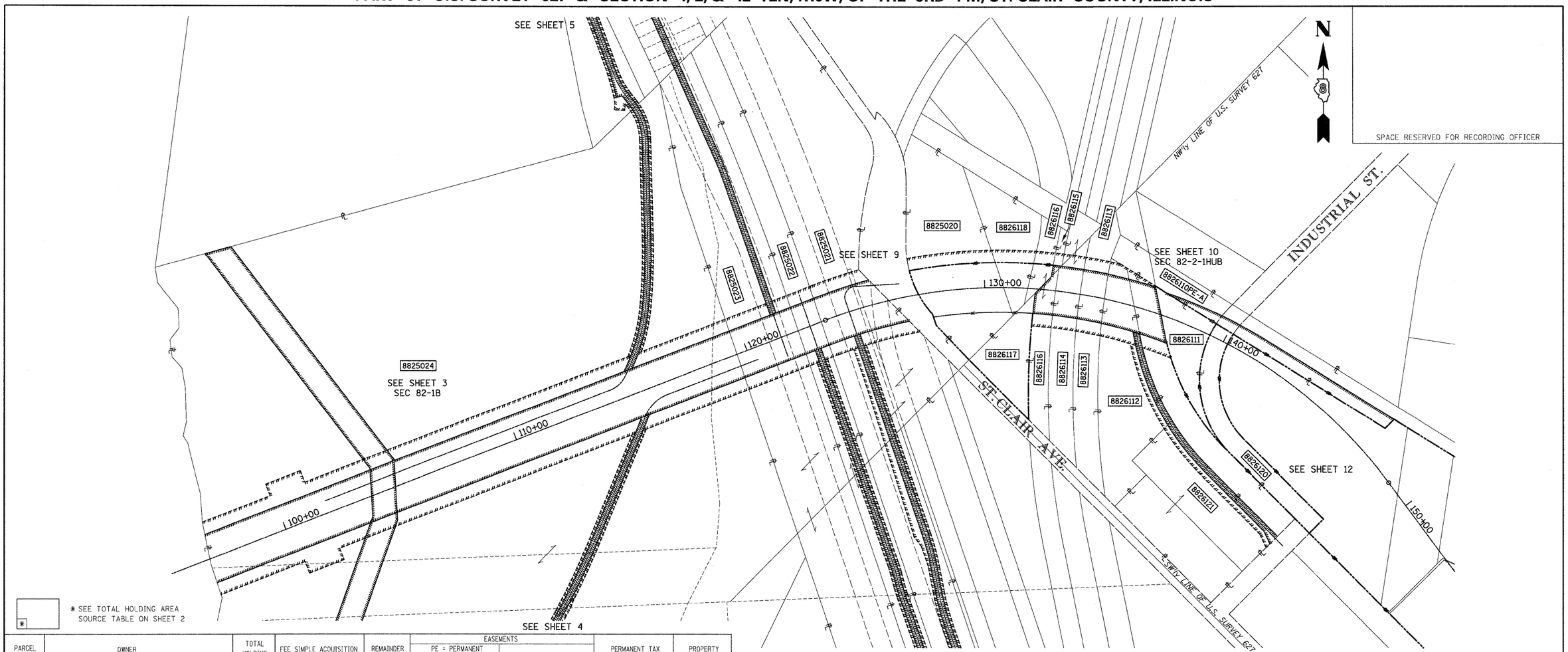
SEE COORDINATE LIST AND BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 5/19/09 ROW STAKING:

NOTE:
EXISTING R.O.W. OF ST. CLAIR AVE. ESTABLISHED PER PB H, PG. 34
EXISTING R.O.W. OF INDUSTRIAL ST. ESTABLISHED PER PB 32, PG. 3 & 4

PART OF U.S. SURVEY 627 & SECTION 1, 2, & 12 T2N, R10W, OF THE 3RD PM, ST. CLAIR COUNTY, ILLINOIS

10-22-09



* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION		REMAINDER	EASEMENTS PE = PERMANENT TE = TEMPORARY			EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	SQ. FT.	ACRES	ACRES	SQ. FT.				
8826110	NORFOLK SOUTHERN RAILWAY COMPANY TITLE REPORT NO. SC-5580.0, SC-5460.0	N/A	N/A	N/A	N/A	PE-A 1.0298 PE-B 0.0882	PE-A 44,860 PE-B 3,844	1 3	BRIDGE CONSTRUCTION	01-01.0-511-002 01-01.0-511-001 01-01.0-511-005	
8826111	ST. LOUIS NATIONAL STOCKYARDS, A CORPORATION TITLE REPORT NO. SC-5577, SC-6106.0	4.1118	1.3456	58,613	2.7662	PE 0.5243 TE-A 0.1370 TE-B 0.0550	PE 22,838 TE-A 5,968 TE-B 2,396	1 2 2	BRIDGE CONSTRUCTION	01-01.0-300-049 01-01.0-300-008	
8826112	NORFOLK SOUTHERN CORPORATION TITLE REPORT NO. SC-5561.0	3.8018	N/A	N/A	N/A	PE-A 0.5701 PE-B 0.2248 TE-A 0.1609 TE-B 0.0848 TE-C 0.1856	PE-A 24,834 PE-B 9,794 TE-A 7,010 TE-B 3,694 TE-C 7,212	1 2 2 2 4	BRIDGE CONSTRUCTION ACCESS ROAD	01-01.0-501-013	
8826113	MADISON COUNTY METRO-EAST TRANSIT DISTRICT TITLE REPORT NO. SC-5560.0	N/A	N/A	N/A	N/A	PE 0.4599 TE-A 0.1154 TE-B 0.1148	PE 20,034 TE-A 5,026 TE-B 5,001	1 2 2	BRIDGE CONSTRUCTION	01-01.0-301-001	
8826114	NORFOLK SOUTHERN CORPORATION TITLE REPORT NO. SC-5559.0	N/A	N/A	N/A	N/A	PE 0.4582 TE-A 0.1149 TE-B 0.1030	PE 19,960 TE-A 5,005 TE-B 4,486	1 2 2	BRIDGE CONSTRUCTION	01-01.0-501-010 01-01.0-501-011	
8826115	ILLINOIS CENTRAL RAILROAD COMPANY TITLE REPORT NO. SC-5547.0	N/A	N/A	N/A	N/A	PE 0.0172 TE 0.0401	PE 749 TE 1,746	1 2	BRIDGE CONSTRUCTION	01-01.0-506-005	
8826116	MERCANTILE TRUST COMPANY NATIONAL ASSOCIATION, TRUSTEE UNDER TRUST NO. 5670 TITLE REPORT NO. SC-5554.0, SC-5556	N/A	0.2000	8,711	N/A	PE 0.2484 TE-A 0.0920 TE-B 0.0904	PE 10,818 TE-A 4,008 TE-B 3,937	1 2 2	BRIDGE CONSTRUCTION	01-01.0-300-017 01-01.0-300-011	
8826117	ST. LOUIS NATIONAL STOCKYARDS COMPANY (FORMERLY NATIONAL STOCKYARDS COMPANY) TITLE REPORT NO. SC-5555.0	1.4124	1.4124	61,526	0.000	N/A	N/A			01-01.0-300-004	
8826118	WIGGINS FERRY COMPANY TITLE REPORT NO. SC-5553.0	1.9299	0.4420	19,253	1.4879	TE 0.1939	TE 8,448	2	BRIDGE CONSTRUCTION	01-01.0-300-018	
8826121	PACKERS BY-PRODUCTS, INC., AN ILLINOIS CORPORATION TITLE REPORT NO. SC-6141	5.2289	N/A	N/A	N/A	TE 0.2923 PE 0.3748	TE 12,735 PE 16,328	4 3	ACCESS ROAD ACCESS ROAD	01-01.0-300-009	
8826123	ILLINOIS CENTRAL RAILROAD COMPANY TITLE REPORT NO. SC-5148	N/A	N/A	N/A	N/A	PE-A 1.2175 PE-B 0.6159 TE-A 0.0718 TE-B 0.2040 TE-C 0.3045	PE-A 53,053 PE-B 26,830 TE-A 3,128 TE-B 8,886 TE-C 13,268		BRIDGE CONSTRUCTION ACCESS ROAD BRIDGE CONSTRUCTION BRIDGE CONSTRUCTION BRIDGE CONSTRUCTION	01-02.0-514-008 01-02.0-514-010	
8825020	NORFOLK SOUTHERN RAILWAY COMPANY FORMERLY NORFOLK AND WESTERN RAILWAY WHICH ACQUIRED TITLE AS WABASH RAILROAD COMPANY, AN OHIO COMPANY TITLE REPORT NO. SC-5552.0	5.4247	2.3249	101,272	3.0998	TE 0.3978	TE 17,330	2	BRIDGE CONSTRUCTION	01-01.0-300-019	

SEE SHEET 4

1 Bridge Construction an Maintenance.
2 Bridge Construction
3 Access Road Construction and Maintenance
4 Access Road construction

STATE OF ILLINOIS)
) SS
COUNTY OF)

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

DATED

COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS ★ COVENTINE FIDIS ★ 35-2159 DIXON, ILL. PROFESSIONAL LAND SURVEYOR

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 5/19/09	ROW STAKING:

AMERICAN
SURVEYING & ENGINEERING, P.C.
841 N. Galena Ave. Dixon, IL 61021
815-288-6231
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192
101046/97258

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS

FAP ROUTE 998 & 999 (IL 3)
SECTION 82-1B, 82-2-1HUB
ST. CLAIR COUNTY
JOB NO. R-98-025-08 & R-98-026-08
STATION 90+00 TO STATION 150+00

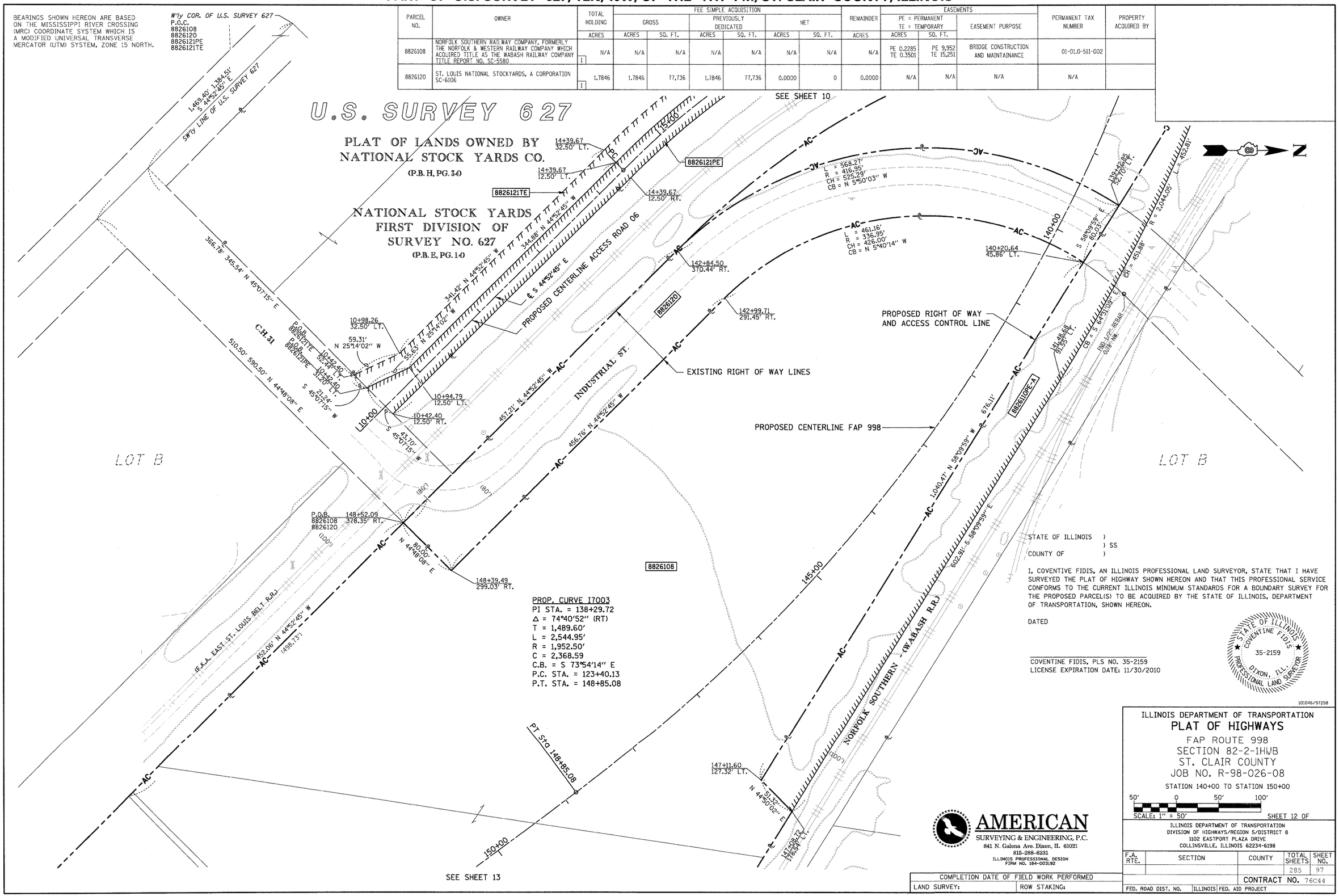
200' 0 200' 400'
SCALE: 1" = 200' SHEET 11 OF

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		ST. CLAIR	285	96
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PART OF U.S. SURVEY 627, T2N, 10W, OF THE 4TH PM, ST. CLAIR COUNTY, ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	FEE SIMPLE ACQUISITION						REMAINDER	EASEMENTS			PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS		PREVIOUSLY DEDICATED		NET			PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE		
		ACRES	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	ACRES	SQ. FT.			
8826108	NORFOLK SOUTHERN RAILWAY COMPANY, FORMERLY THE NORFOLK & WESTERN RAILWAY COMPANY WHICH ACQUIRED TITLE AS THE WABASH RAILWAY COMPANY TITLE REPORT NO. SC-5580 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	PE 0.2285 TE 0.3501	PE 9.952 TE 15,251	BRIDGE CONSTRUCTION AND MAINTAINANCE	01-01.0-511-002	
8826120	ST. LOUIS NATIONAL STOCKYARDS, A CORPORATION SC-6106 1	1.7846	1.7846	77,736	1.7846	77,736	0.0000	0	0.0000	N/A	N/A	N/A	N/A	



STATE OF ILLINOIS)
) SS
COUNTY OF)

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

DATED

COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS COVENTINE FIDIS 35-2159 DIXON, ILL. PROFESSIONAL LAND SURVEYOR

10:046/97258

AMERICAN SURVEYING & ENGINEERING, P.C.
841 N. Galena Ave. Dixon, IL 61021
815-288-6231
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 998
SECTION 82-2-1HWB
ST. CLAIR COUNTY
JOB NO. R-98-026-08
STATION 140+00 TO STATION 150+00

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

SHEET 12 OF

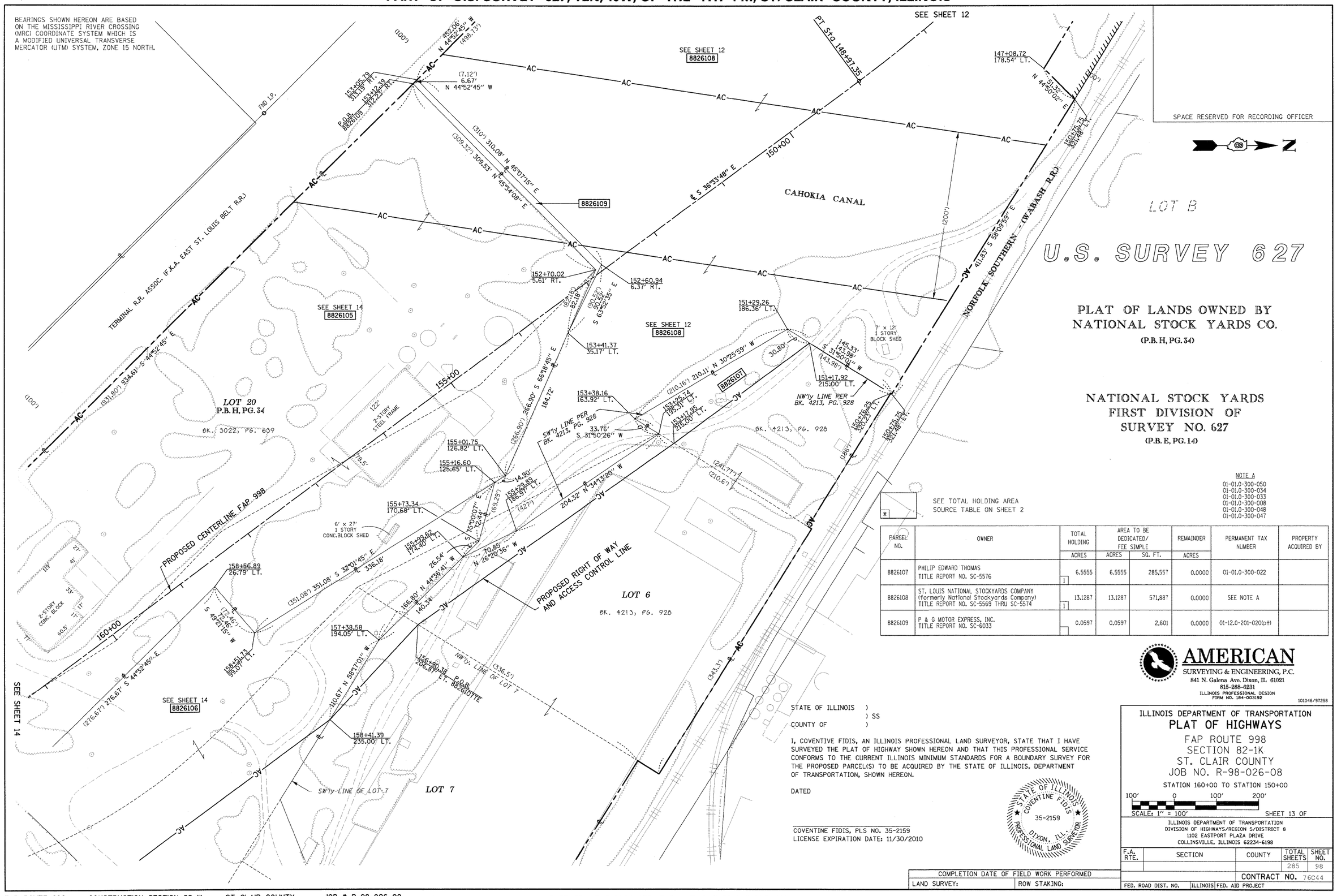
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			285	97
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PART OF U.S. SURVEY 627, T2N, 10W, OF THE 4TH PM, ST. CLAIR COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.

SPACE RESERVED FOR RECORDING OFFICER



SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

NOTE A
01-01.0-300-050
01-01.0-300-034
01-01.0-300-033
01-01.0-300-008
01-01.0-300-048
01-01.0-300-047

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	AREA TO BE DEDICATED/ FEE SIMPLE ACRES	AREA TO BE DEDICATED/ FEE SIMPLE SQ. FT.	REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8826107	PHILIP EDWARD THOMAS TITLE REPORT NO. SC-5576	6.5555 [1]	6.5555	285,557	0.0000	01-01.0-300-022	
8826108	ST. LOUIS NATIONAL STOCKYARDS COMPANY (formerly National Stockyards Company) TITLE REPORT NO. SC-5569 THRU SC-5574	13.1287 [1]	13.1287	571,887	0.0000	SEE NOTE A	
8826109	P & G MOTOR EXPRESS, INC. TITLE REPORT NO. SC-6033	0.0597	0.0597	2,601	0.0000	01-12.0-201-020(pt)	

AMERICAN
SURVEYING & ENGINEERING, P.C.
841 N. Galena Ave. Dixon, IL 61021
815-288-6231
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192
101046/97258

STATE OF ILLINOIS)
) SS
COUNTY OF)

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

DATED

COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
DIXON, ILL.
PROFESSIONAL LAND SURVEYOR

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 998
SECTION 82-1K
ST. CLAIR COUNTY
JOB NO. R-98-026-08
STATION 160+00 TO STATION 150+00

100' 0 100' 200'
SCALE: 1" = 100'
SHEET 13 OF

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			285	98

CONTRACT NO. 76C44

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

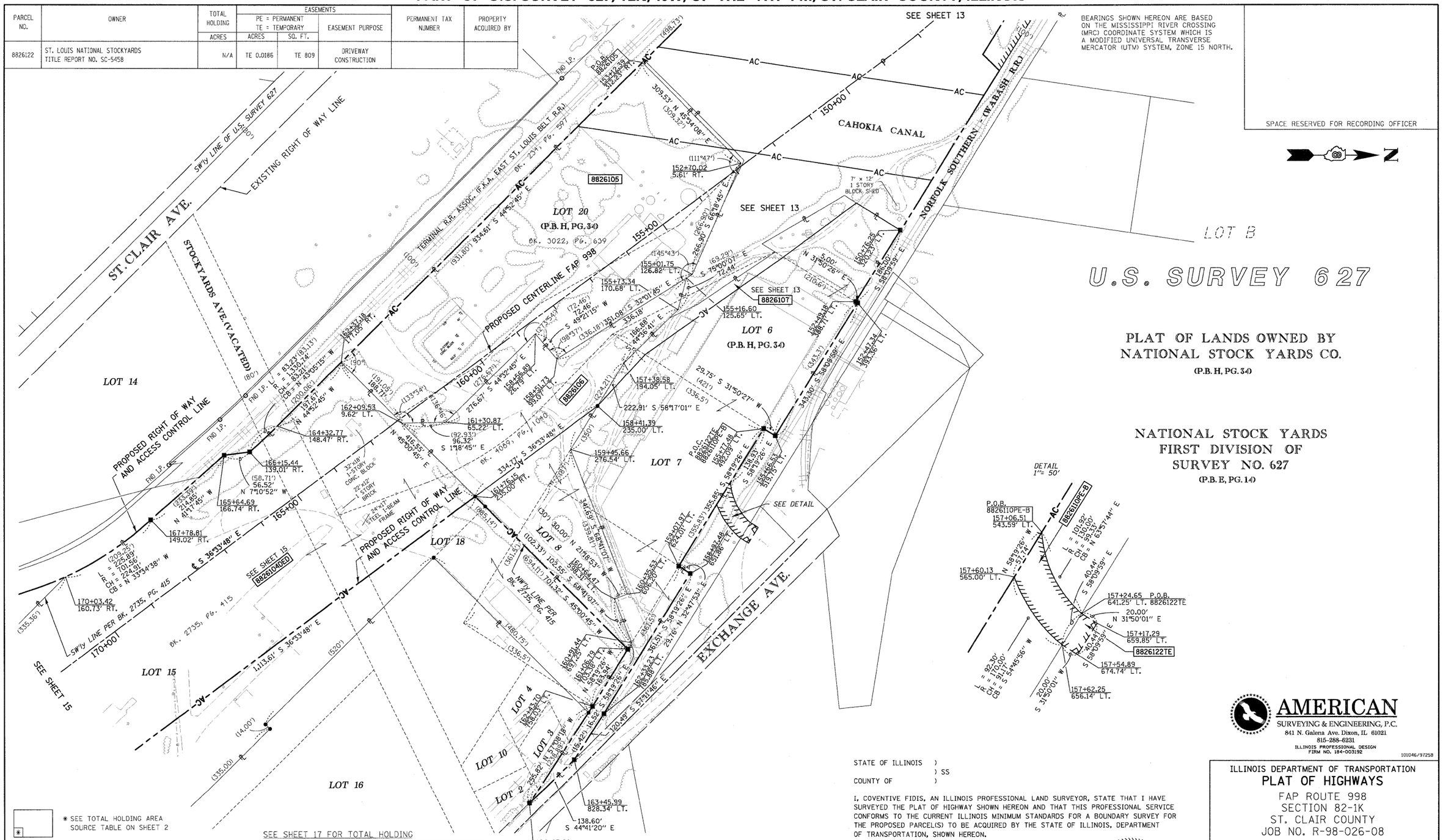
COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY:	ROW STAKING:

PART OF U.S. SURVEY 627, T2N, 10W, OF THE 4TH PM, ST. CLAIR COUNTY, ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING	EASEMENTS PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	SQ. FT.			
8826122	ST. LOUIS NATIONAL STOCKYARDS TITLE REPORT NO. SC-5458	N/A	TE 0.0186	TE 809	DRIVEWAY CONSTRUCTION		

BEARINGS SHOWN HEREON ARE BASED ON THE MISSISSIPPI RIVER CROSSING (MRC) COORDINATE SYSTEM WHICH IS A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM, ZONE 15 NORTH.

SPACE RESERVED FOR RECORDING OFFICER



* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

SEE SHEET 17 FOR TOTAL HOLDING

PARCEL NO.	OWNER	TOTAL HOLDING	AREA TO BE DEDICATED/FEE SIMPLE		REMAINDER	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	SQ. FT.	ACRES		
8826104DED	JACK OATES, INC., A MISSOURI CORPORATION TITLE REPORT NO. SC-5458	15.4012 [1]	9.8073	427,204	15.4012	01-12.0-201-028 01-12.0-201-017 01-12.0-201-014	
8826105	JJP, INC. TITLE REPORT NO. SC-5588	6.8895 [1]	6.8895	300,105	0.0000	01-12.0-104-003	
8826106	BOBBY THOMAS & PHILLIP THOMAS AS JOINT TENANTS TITLE REPORT NO. SC-5589	3.5739 [1]	3.5739	155,681	0.0000	01-12.0-201-020	

STATE OF ILLINOIS)
) SS
COUNTY OF)

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

DATED

COVENTINE FIDIS, PLS NO. 35-2159
LICENSE EXPIRATION DATE: 11/30/2010

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
DIXON, ILL.
PROFESSIONAL LAND SURVEYOR

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

AMERICAN
SURVEYING & ENGINEERING, P.C.
841 N. Galena Ave. Dixon, IL 61021
815-288-6231
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

101046/97258

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS

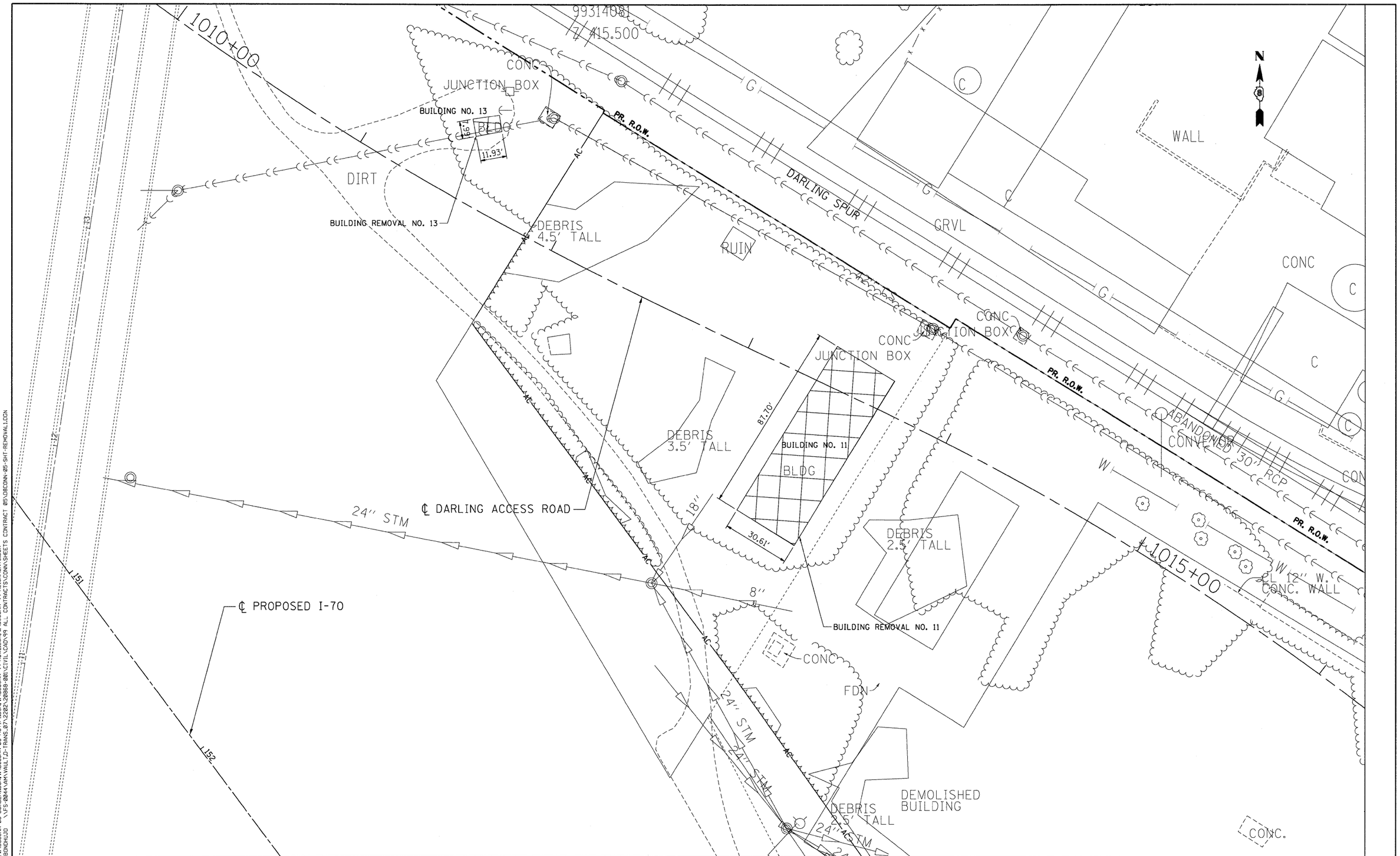
FAP ROUTE 998
SECTION 82-1K
ST. CLAIR COUNTY
JOB NO. R-98-026-08

STATION 164+00 TO STATION 150+00

100' 0 100' 200'
SCALE: 1" = 100' SHEET 14 OF

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			285	99
		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUILDING DEMOLITION PLAN BUILDING NO. 11, NO.13	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JB	REVISED -	I-70 CONNECTION		998	82-2-1HVB	ST. CLAIR	285	100
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			CONTRACT NO. 76C44				
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -		SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\OBCONN-99-MOTIF.DGN,..\OBCONN-05-BORDER.DGN,..\OBCONN-05-MOTIF.DGN,..\OBCONN-99-HOW2.DGN,..\OBCONN-99-ALIGNMENT3.DGN
6-03-2010, 14:56:08 BONDHJ.D0 \\FS-0044\ARNYHAL,JJ-TRANS.07\2222\20868-400\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT #5\OBCONN-