

**ORIGINAL**

**STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION**

**RECEIVED**

City of Galesburg, a municipal corporation, )  
)  
Petitioner, )  
vs. )  
)  
BNSF Railway Company, a Delaware )  
corporation, and State of Illinois, Illinois )  
Department of Transportation )  
)  
Respondents. )

MAR 26 2010

ILLINOIS COMMERCE COMMISSION  
RAIL SAFETY SECTION

*T10-0048*

**PETITION FOR AN ORDER GRANTING AUTHORITY TO CONSTRUCT AN  
OVERPASS AND TO PERMANENTLY CLOSE AN AT-GRADE CROSSING  
[NORTH SEMINARY STREET OVERPASS PROJECT]**

Now comes the City of Galesburg, a municipal corporation, by its attorney, Richard E. Barber, and respectfully states:

**PARTIES**

1. City of Galesburg, a municipal corporation, hereafter called "City", is the petitioner.
2. BNSF Railway Company, a Delaware corporation, hereafter called "BNSF", is a respondent.
3. State of Illinois, Illinois Department of Transportation, hereafter called "IDOT", is a respondent.

**JURISDICTION**

4. The Illinois Commerce Commission ("Commission") has jurisdiction of the subject matter in this petition and to the parties pursuant to Chapter 18 of the Illinois Commercial Transportation Law, 625 ILCS 5/18(c)-7401, et seq.

**DOCKETED**

APR - 1 2010

## COMMON ALLEGATIONS

5. The City is proposing to construct an overpass in the City of Galesburg, in an effort to prompt safety by improving emergency response times, reduce vehicle congestion, and enhance the general safety of the North-South Street network in the vicinity of the BNSF Chillicothe Subdivision Railroad north of downtown while, at the same time, preserving the historical and aesthetic nature of the community.

6. BNSF currently operates six rail subdivisions through Galesburg.

7. One of those rail subdivisions is the Chillicothe Subdivision which carries over twenty-five percent (25%) of the rail traffic through the City.

8. The Chillicothe Subdivision bisects, from north to south, the City of Galesburg.

9. The City has two hospitals and both are located north of the Chillicothe Subdivision.

10. Frequently, blocked railroad crossings delay ambulance, police and fire services throughout the City.

11. The number of trains, and the number of cars per train, on the Chillicothe Subdivision has continued to increase. In 2004, the Chillicothe Subdivision carried 72 trains per day through Galesburg. In 2007, the volume was 103 trains per day. BNSF projects that the number of trains in this subdivision could increase to 121 trains per day by 2015, with increased train lengths.

12. The North Seminary Street is a primary north-south arterial north of the downtown area of Galesburg.

## **AGREEMENTS**

13. The City has developed type, size and location (TS&L) drawings and they are set forth in Exhibit 1 of this Petition.

14. The City and BNSF are negotiating agreements for the proposed construction, and the apportionment of costs, of this project.

15. Once these agreements are reduced to writing, and approved by the parties, this Petition will be amended by the Petitioner to include the actual agreements.

**NOW, THEREFORE,** Petitioner, City of Galesburg, a municipal corporation, asks that the Illinois Commerce Commission enter an Order granting the following relief:

- A. The Commission finds that the project, as to be proposed, is warranted and authorized to promote public safety;
- B. The City of Galesburg is authorized to proceed with the design and preparation of the final plans for the construction of a new highway overpass structure;
- C. That authorization is granted for closure of the existing N. Seminary Street (DOT/AAR No. 062988L) highway-rail grade crossing of the BNSF's tracks, and removal of the crossing surface and automatic warning devices and warning signs once the new grade separation structure is completed.
- D. The cost of constructing the project shall be the responsibility of the parties as summarized below:
  - (1) 60% of all eligible project costs (including Preliminary Engineering, Land Acquisition, Utility Relocation, Construction Engineering, and Construction of the grade separation) shall be paid for by the Grade Crossing Protection Fund of the Motor Fuel Tax law; The Grade Crossing Protection Fund assistance shall be made on a reimbursement basis
  - (2) 5% of all project costs (which includes Preliminary Engineering, Land Acquisition, Utility Relocation, Construction Engineering, and Construction of the grade separation) shall be the responsibility of

Burlington Northern Santa Fe, a Delaware corporation; 100% of the cost of removal of the crossing surface and automatic warning devices and warning signs as described in the above Paragraph C and provide railroad flagging services as required by BNSF during construction of the overpass; and

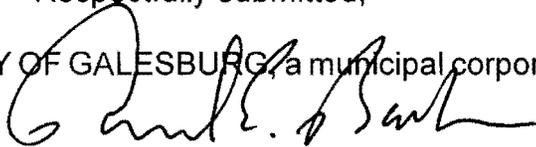
- (3) The balance shall be the responsibility of the City of Galesburg through use of any Federal, State, and Local funding sources that are available to the City.

E. Any further relief as the Commission may deem just and appropriate.

Respectfully submitted,

CITY OF GALESBURG, a municipal corporation

BY: \_\_\_\_\_



Richard E. Barber  
Corporation Counsel

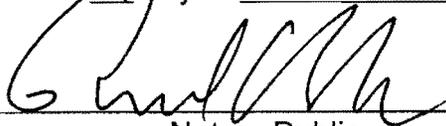
**VERIFICATION**

I, Wayne Carl, first being duly sworn, say that I have read the above petition and know what it says. The contents of the petition are true to the best of my knowledge.

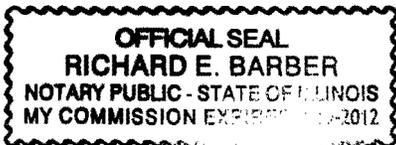


Wayne Carl  
City Engineer for the  
City of Galesburg

Subscribed and sworn/affirmed to before me this 29 day of MARCH, 2010.



Notary Public



STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

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Illinois Commerce Commission  
RAIL SAFETY SECTION

CERTIFICATE OF SERVICE

I, Richard E. Barber, Corporation Counsel for the City of Galesburg, Petitioner, states that on the 31 day of March, 2010, I mailed a copy of the Petition for an Order Granting Authority to Construct an Overpass and to Permanently Close an At-grade Crossing [North Seminary Street Overpass Project] to the following:

Mr. Robert Prendergast  
Daley Mohan Groble, P.C.  
55 W. Monroe St., #1600  
Chicago, IL 60603

Mr. W. Douglas Werner  
BNSF Railway Company  
PO Box 961039  
Ft. Worth, TX 76161-0039

Mr. Chad Scherwinski  
BNSF Railway Company  
80 44<sup>th</sup> Avenue NE  
Minneapolis, MN 55421

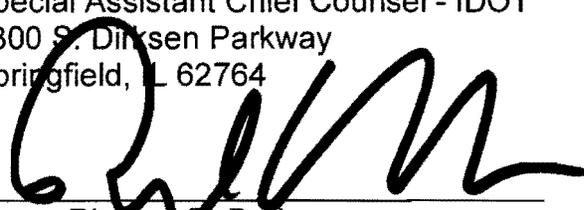
Ms. Christine Reed  
Director of Highways, IDOT  
Attn: Jeff Harpring, Room 205  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Ms. Ellen J. Schanzle-Haskins  
Chief Counsel - IDOT  
2300 S. Dirksen Parkway, Room 300  
Springfield, IL 62764

Mr. Lance T. Jones  
Deputy Chief Counsel - IDOT  
2300 S. Dirksen Parkway, Rm. 300  
Springfield, IL 62764

Ms. Gloria Camarena  
Assistant Chief Counsel - IDOT  
JRTC - Suite 6-600  
100 W. Randolph  
Chicago, IL 60601

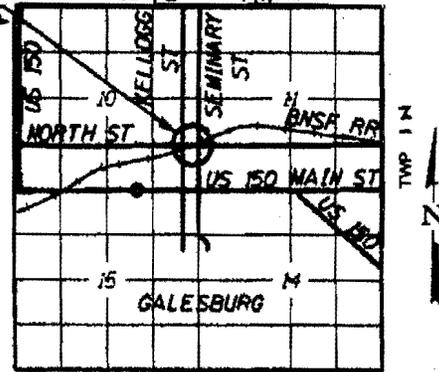
Ms. Cindy Bushur-Hallam  
Special Assistant Chief Counsel - IDOT  
2300 S. Dirksen Parkway  
Springfield, IL 62764

  
Richard E. Barber  
Corporation Counsel



Structure Report

Marked Route/Name of Road: Seminary Street Over: BNSF Railroad  
 Funding Route: FAS 6801 Existing Structure No.: N/A *Proposed Structure*  
 Section: 05-00501-21-GS New Structure Number: 048-0030  
 County: Knox  D# or  P# N/A  
 Station: 116+81.89 Proposed Letting Date: \_\_\_\_\_  
 Proposed Improvement: Realign Seminary St. in Galesburg, IL from Water St. to Peck St. and construct a new overpass of the BNSF R.R. tracks.  
 Bench Mark: Chiseled 'X' on cap bolt of fire hydrant in N.E. quadrant of the Seminary St. and Grove St. intersection. Elev. 764.27



RECOMMENDED STRUCTURE

Skew: 58' RF Spans: 1 Approx. Bridge Length: 153.5'

BRIDGE APPROACH ROADWAY - Route: Kellogg St. (Back Station); Seminary St. (Ahead Station)

Functional Class: Minor Arterial Design Speed: 35 mph Posted Speed: 35 mph  
 ADT: 6000 (207 ) ADT: 7950 (2030 ) ADTT: 193 (2030 )  One way or  Two Way  
 Directional Distribution: 50 : 50 DHV: 1100 (One Way)

GRADE SEPARATION - Roadway Under, Route: N/A

Functional Class: \_\_\_\_\_ Design Speed: \_\_\_\_\_ Posted Speed: \_\_\_\_\_  
 ADT: \_\_\_\_\_ (20 ) ADT: \_\_\_\_\_ (20 ) ADTT: \_\_\_\_\_ (20 )  One way or  Two Way  
 Directional Distribution: \_\_\_\_\_ DHV: \_\_\_\_\_ (One Way) Skew: \_\_\_\_\_

VIADUCT/SUBWAY - Railroad: BNSF Railroad Skew: 57°43'56.41" (S. Track); 57°40'50.21" (N. Track)

No. of Tracks: 2 Nearest Mile Post Location: \_\_\_\_\_ Skew: \_\_\_\_\_

STREAM CROSSING - Hydraulic Report Approving Agency -  District  Central Office Streambed Elevation: \_\_\_\_\_

GEOTECHNICAL INFORMATION:

Substructure Exploration / Soil Borings Required? yes Information Provided by: Wang Engineering, Inc.  
 Structure Geotechnical Report Required? yes Information Provided by: Wang Engineering, Inc.

ATTACHMENTS:

- Bridge Approach Roadway Template
- Plan and Profile Sheet for Route over Feature
- Structure Geotechnical Report
- Plan and Profile Sheet and Cross Section for Underpassing Feature
- Approved waterway information Table and Hydraulic Data
- Retaining Walls: Applicable Plan and Profile Sheets and Cross Sections

SPECIAL REQUIREMENTS - Describe and attach appropriate details.

General (Configuration preferences, Slope protection, Deck drainage, Type of bridge lighting, Light pole type, Light pole height, Salvage items, etc.)

Slope protection will be provided with the design and construction of the proposed embankment and M.S.E. retaining wall.

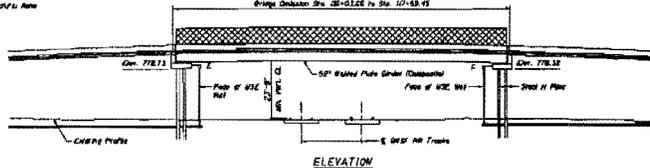
Utility Attachments: N/A

Stage Construction/Temporary Bridge: N/A



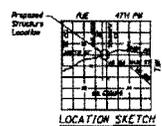
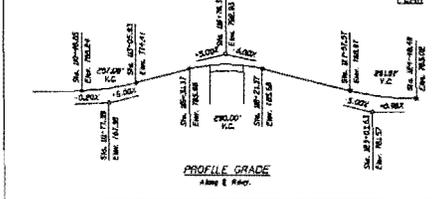
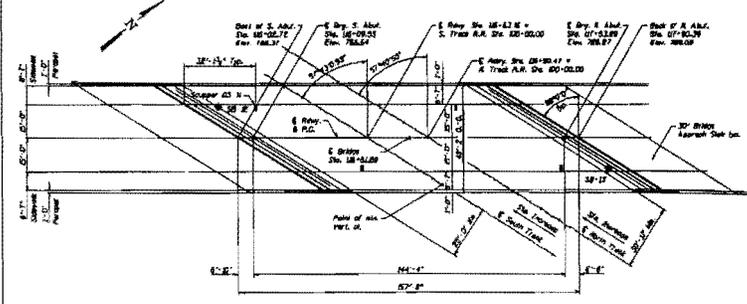
Sheet No. 091123 of set of 091123  
 in A.E. location of the Seminary St. and State St.  
 Intersection Location 091123

Existing Structure Name



Station	South Trail	North Trail
05+00.00	778.11	778.11
05+54.00	778.11	778.11
06+08.00	778.11	778.11
06+62.00	778.11	778.11
07+16.00	778.11	778.11
07+70.00	778.11	778.11
08+24.00	778.11	778.11
08+78.00	778.11	778.11
09+32.00	778.11	778.11
09+86.00	778.11	778.11
10+40.00	778.11	778.11

EXISTING TOP OF RAIL ELEVATIONS



**LOADING 14-93**  
 Allow 20% for 10' for future loading addition.

**DESIGN SPECIFICATIONS**  
 100% ASD/ASD Bridge Design Specifications  
 with CDM loading

**DESIGN STRESSES**  
 COLD BRIDGES  
 $f_t = 2,000$  psi  
 $f_c = 80,000$  psi (Post-tensioning)  
 $f_y = 50,000$  psi (AISC 360)

**SEISMIC DATA**  
 Seismic Performance Level S<sub>1</sub> = 1  
 Design Spectral Acceleration of 1.0 g (S<sub>1</sub>) = 0.099 g  
 Design Spectral Acceleration of 0.2 g (S<sub>2</sub>) = 0.1 g  
 Soil Site Class = D

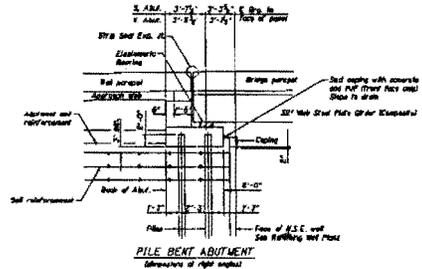
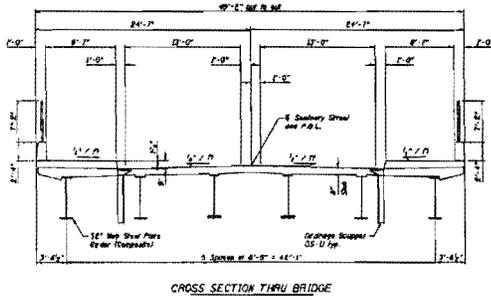
**HIGHWAY CLASSIFICATION**  
 Secondary Street  
 Functional Class: Other Arterial  
 ADT: 100 (Peak) (1990-2020)  
 ADT: 100 (2020-2050)  
 ADT: 100 (2050-2070)  
 Design Speed: 35 mph  
 Pavement: Single 3" P.A.A.  
 Lane Width: 12'0"

Note:  
 Existing drainage structures  
 Not shown unless shown 177.8

**GENERAL PLAN**  
 SEMINARY STREET OVER BNSF RR  
 STATION 10+40.00  
 STRUCTURE NO. 091123

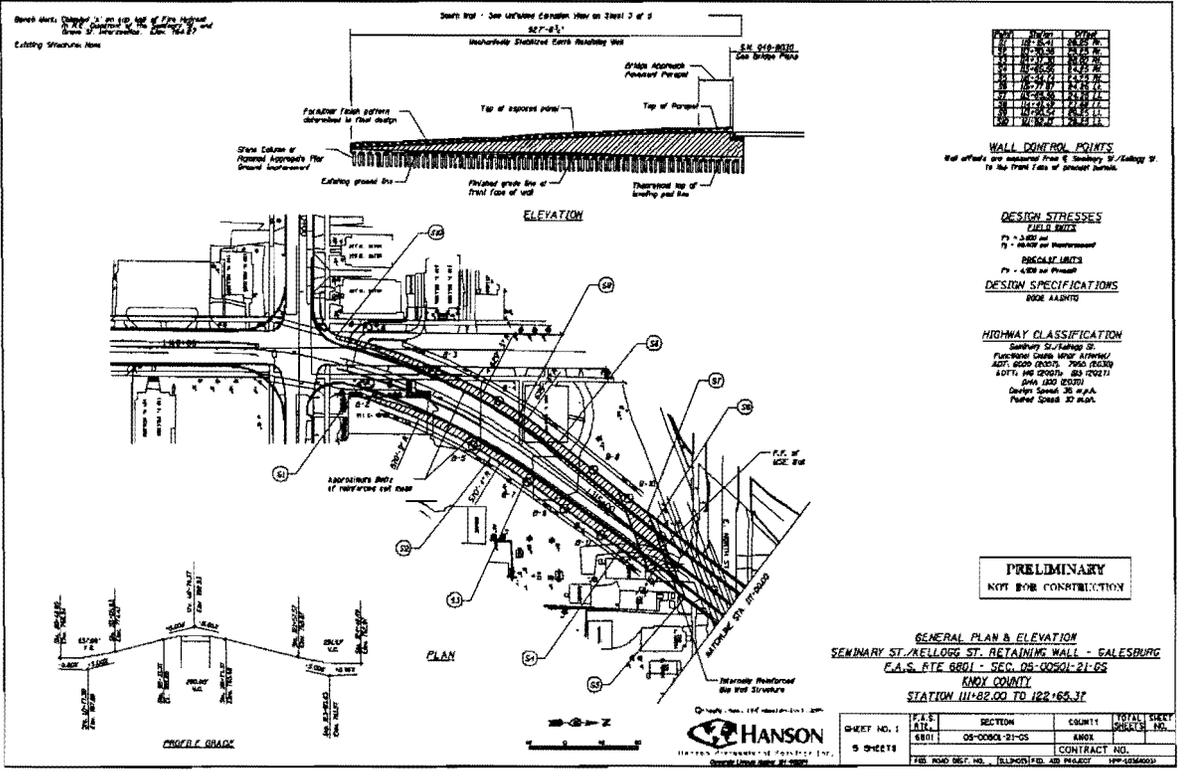
**Combe-Bloxdorf P.C.**  
 CIVIL ENGINEERING  
 4150 UNIVERSITY AVENUE  
 SUITE 100  
 BOSTON, MA 02118  
 TEL: 617-552-1111  
 FAX: 617-552-1112

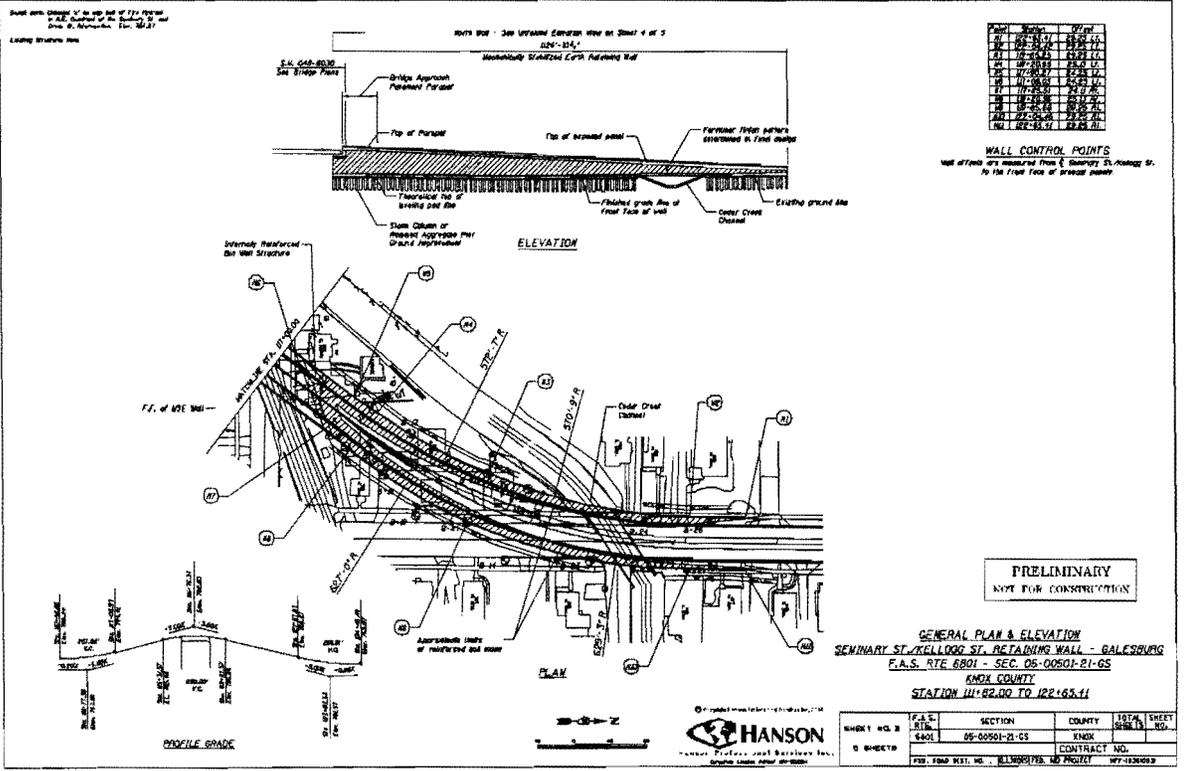
DATE	05-03-08	SHEET NO.	1	TOTAL SHEET	2
SECTION	05-0000-21-05	COUNTY	KING	PROJECT NO.	
CONTRACT NO.		CONTRACT NO.		CONTRACT NO.	
YES ROAD DIST. NO.	BLD/RD/FEL AS PROJECT				

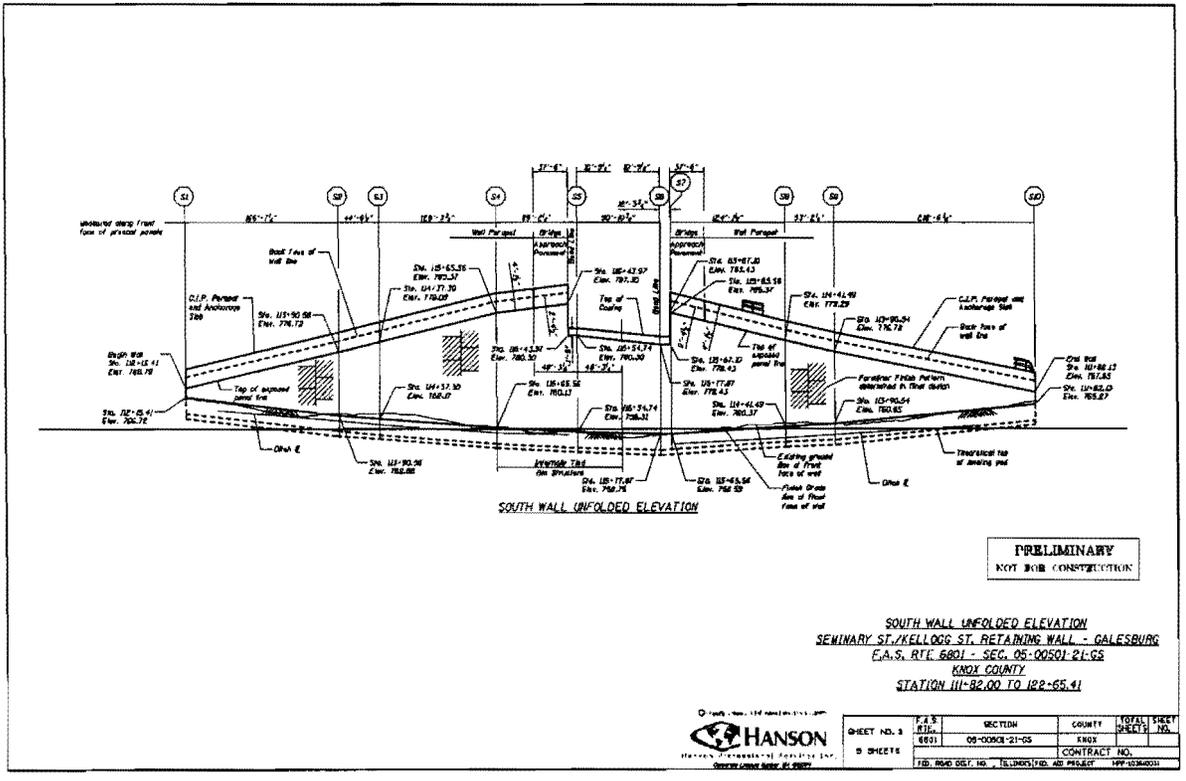


GENERAL PLAN  
 SEMINARY STREET OVER BNSF RR  
 STATION 16+84.82  
 STRUCTURE NO. Q18-0030

	DESIGNER	DATE	SHEET NO. 2	P.L. 02-0000-21-05	COUNTY	TOTAL SHEET
	ENGINEER	DATE	2 SHEET 2	SMC	SNOW	SHEETS 20
PROJECT TITLE			FOR ROAD DIST. NO.	SUBMITTAL AND PROJECT		
CONTRACT NO.						





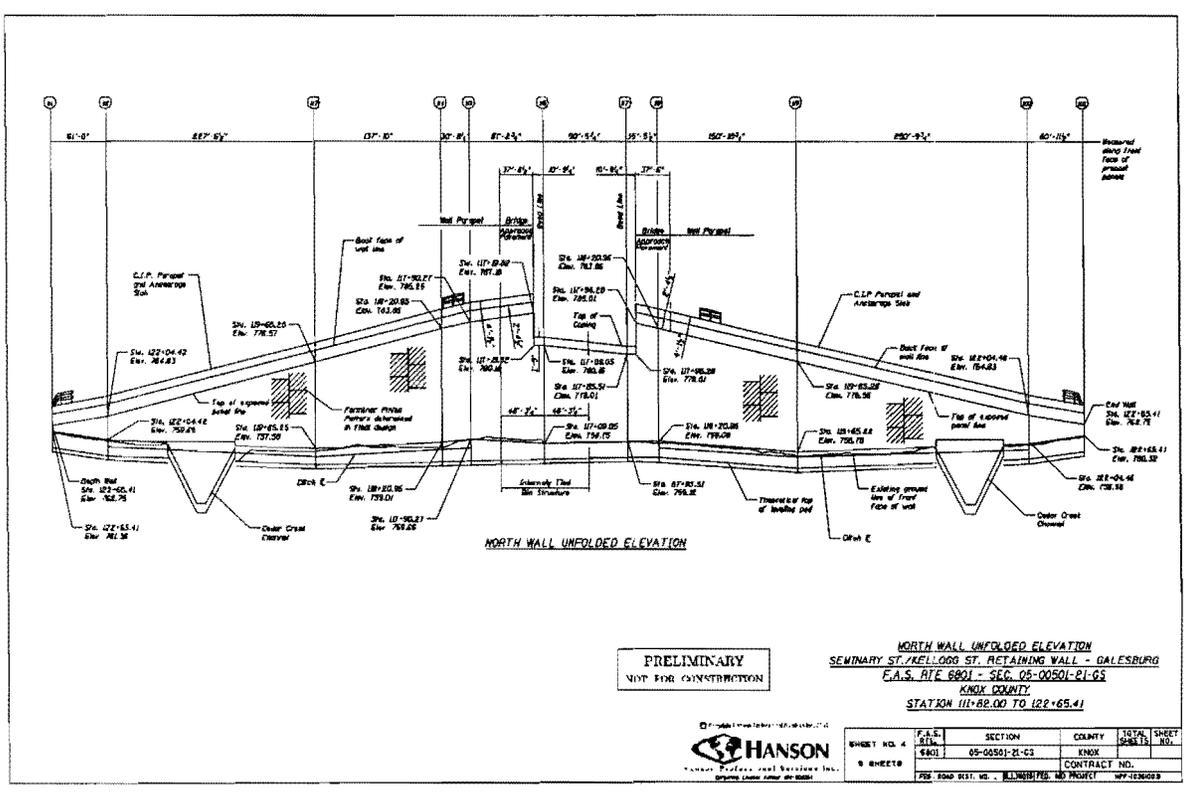


PRELIMINARY  
NOT FOR CONSTRUCTION

SOUTH WALL UNFOLDED ELEVATION  
SEMINARY ST./KELLOGG ST. RETAINING WALL - GALESBURG  
E.A.S. RTE. 6801 - SEG. 05-00501-21-GS  
KNOX COUNTY  
STATION 111+82.00 TO 122+65.41



SHEET NO. 3 OF 3 SHEETS	F.A.S. ELEV.	SECTION	COUNTY	TOTAL SHEET NO.
	0501	05-00501-21-GS	KNOX	105
CONTRACT NO.			105-00501-21-GS	

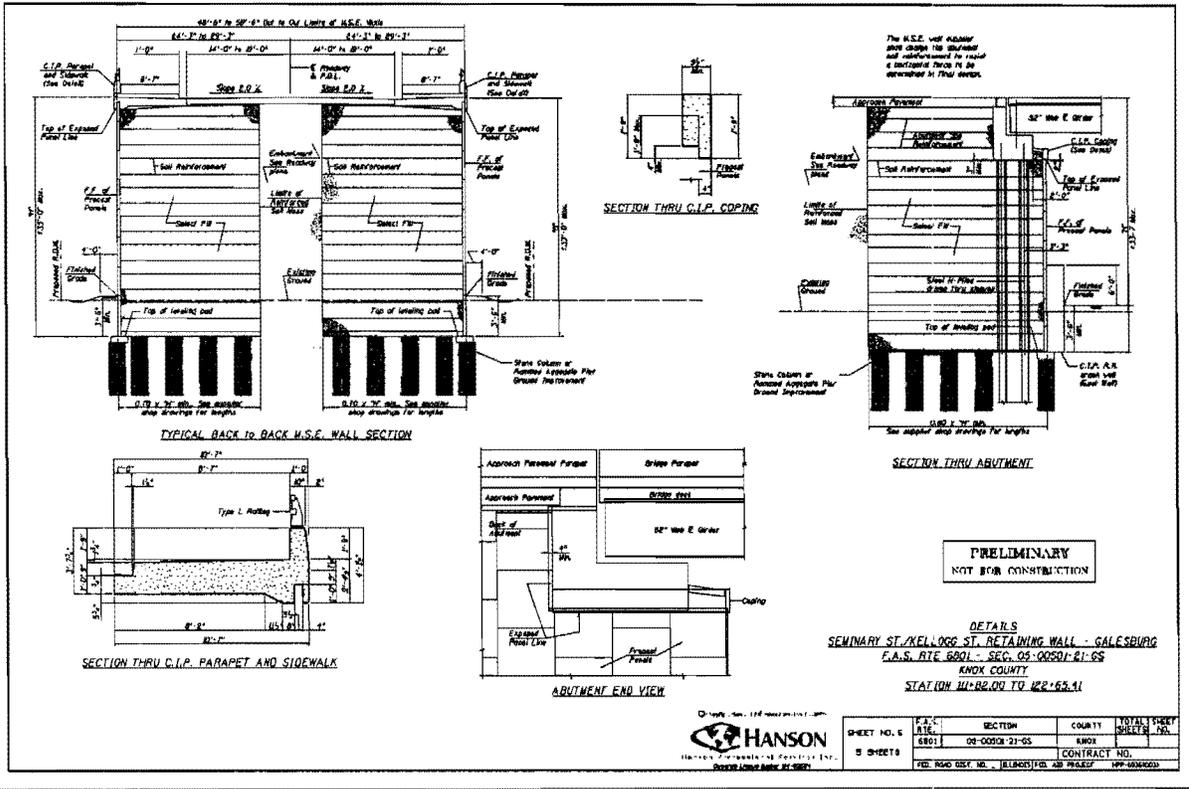


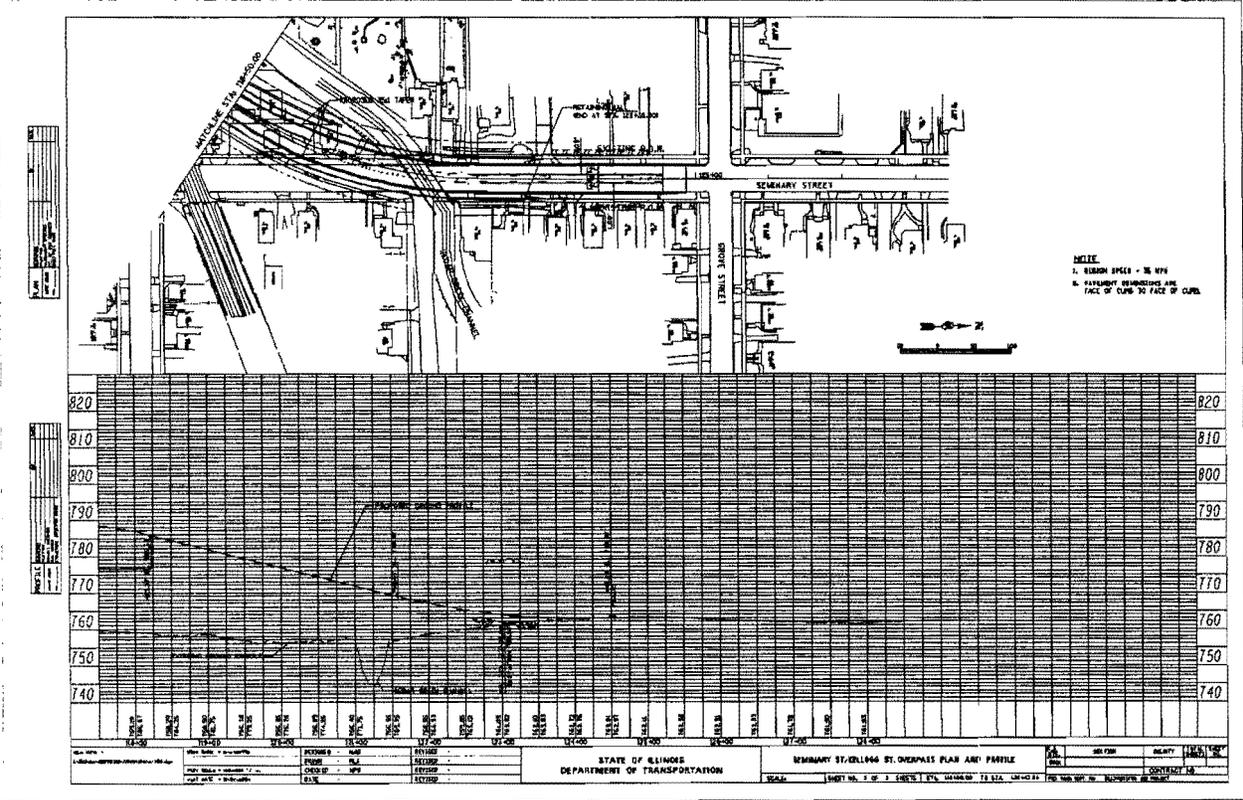
PRELIMINARY  
NOT FOR CONSTRUCTION

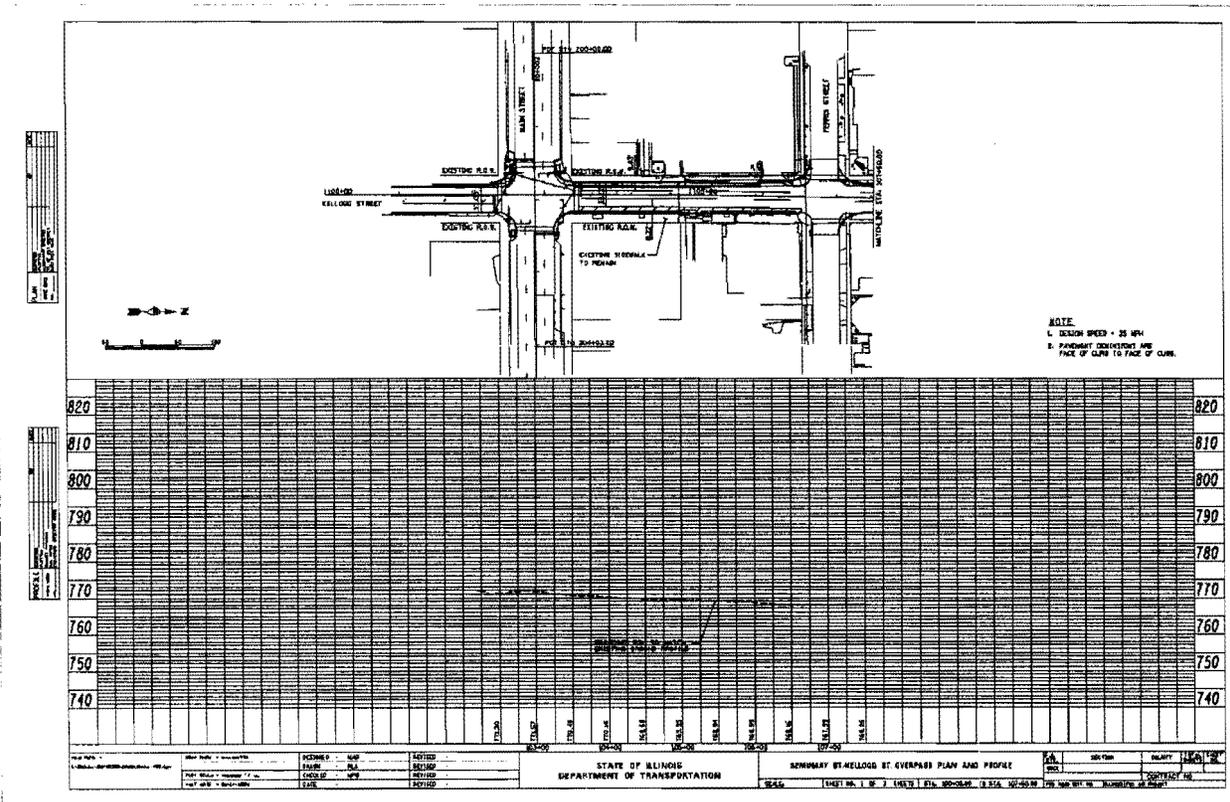
**NORTH WALL UNFOLDED ELEVATION**  
SEMINARY ST./KELLOGG ST. RETAINING WALL - GALESBURG  
C.A.S. SITE 6801 - SEC. 05-00501-21-05  
ENOK COUNTY  
STATION 111+82.00 TO 122+65.41

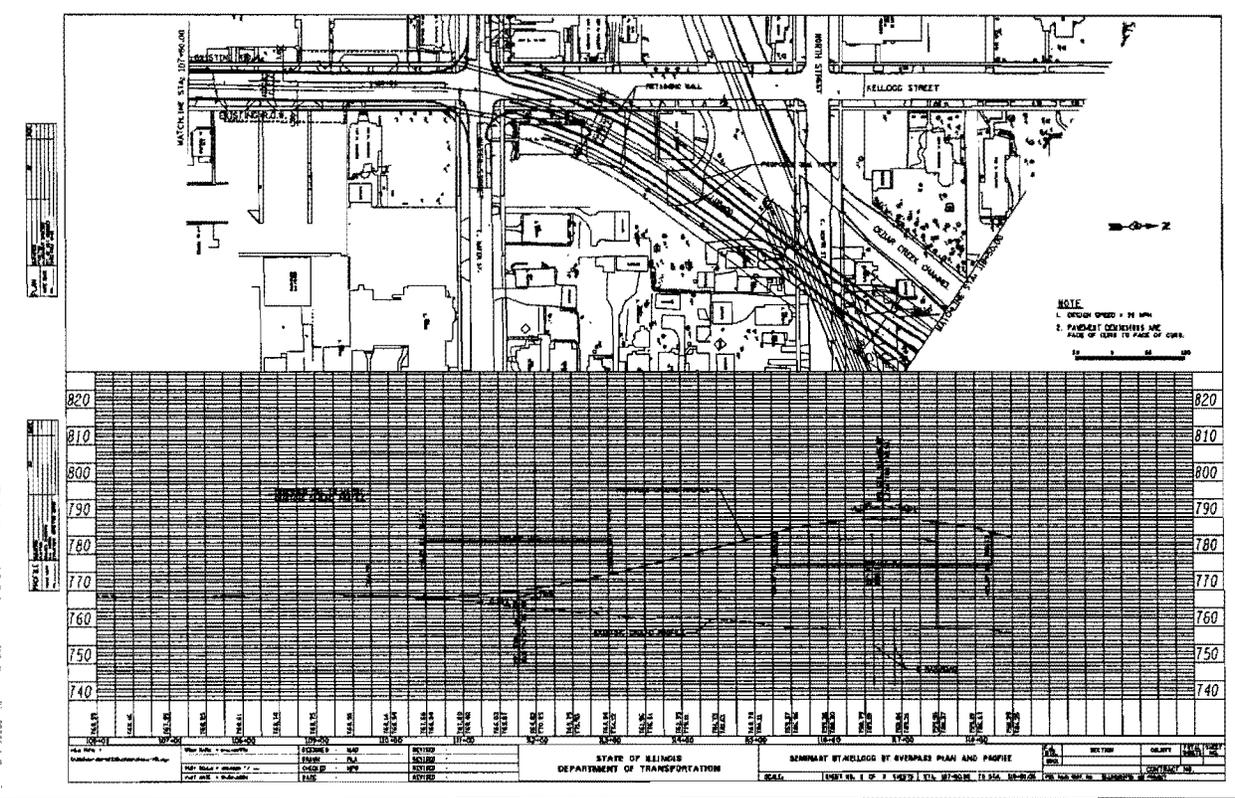


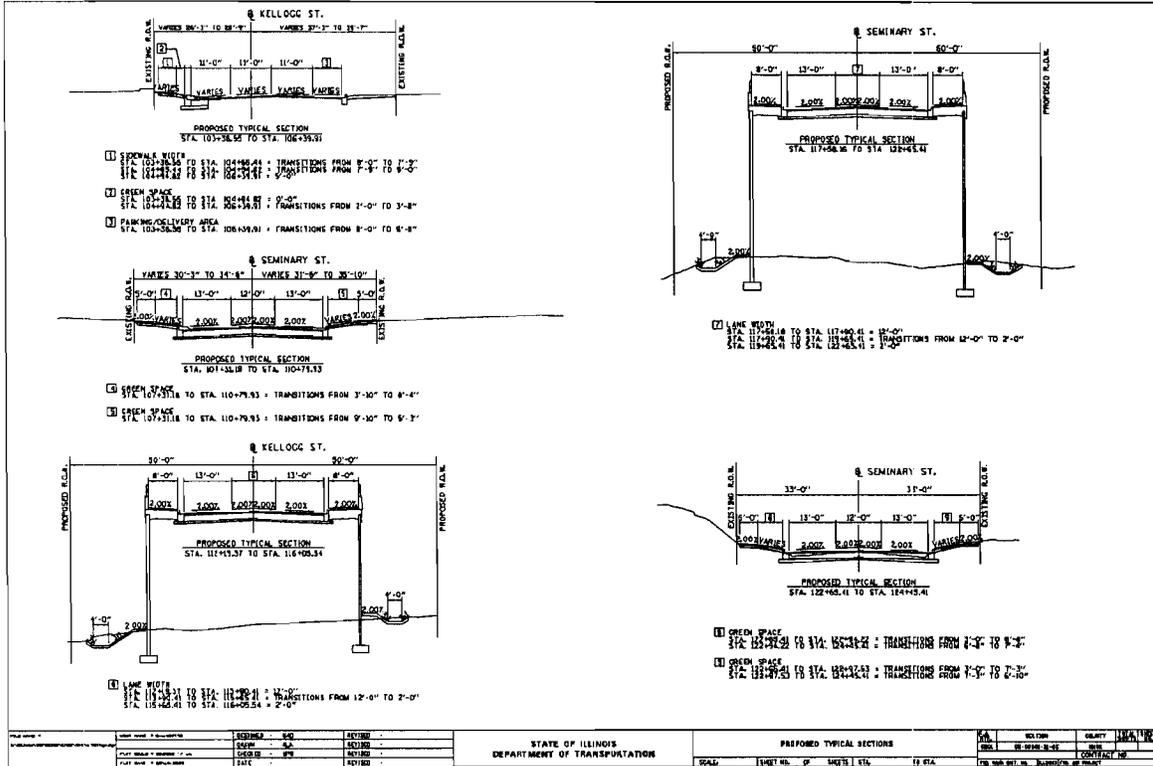
SHEET NO. 4	F.A.S. STA.	SECTION	COUNTY	TOTAL SHEET
	6801	05-00501-21-03	ENOK	28/31
8 SHEETS	CONTRACT NO.			
P&S ROAD DIST. NO. - 111/105/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000				





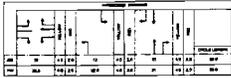




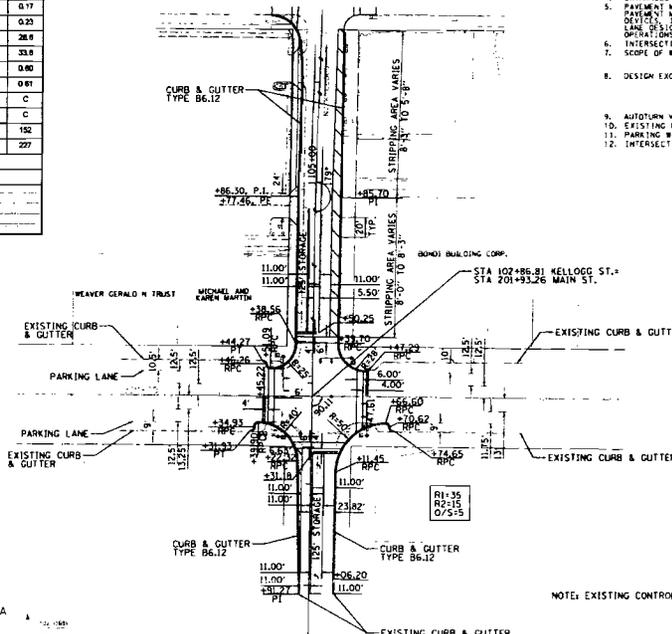


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CAPACITY DESIGN STUDY											
PHASE 3			PEAK HOUR FACTOR			A.M. 10:00			LOST TIME/DELAY & O		
SEC CYCLE 90 SEC			AREA 10788			7:14/10:00					
SIGNAL TYPE ACTUATED			AVERAGE INTERSECTION DELAY A.M. 21.1 SEC			INTERSECTION AM C					
			PROGRAM USED HCS 5.3			P.M. 30.8 SEC/LEVEL OF SERVICE PM C					
APPROACH	Main St.	C	Main St.	D	Kellogg St.	B	Kellogg St.	A			
BUS STOP CONDITION											
PARKING MANEUVER/HR	5		5								
PEDESTRIANS	5		5								
APPROVAL TYPE	3		3		3		3	3			
BASE SATURATION FLOW	1,900		1,900		1,900		1,900	1,900			
D-DISTANCE	201		229		31		129	248			221
LANE GROUP	LTR		LTR		L		TR	L			TR
LANE WIDTHS	2 @ 12		2 @ 12		1 @ 11		1 @ 11	1 @ 11			1 @ 11
LANE UTILIZATION FACTOR	AM 0.95		0.95		1.00		1.00	1.00			1.00
GREEN TIME	AM 19.0		19.0		13.0		10.0	13.0			10.0
(SEC/COMB)	PM 28.5		28.5		23.0		21.0	22.5			24.5
G/C Ratio	AM 0.32		0.32		0.32		0.17	0.22			0.17
LANE GROUP DELAY	AM 15.5		15.5		15.8		23.3	26.6			26.8
(SEC/COMB)	PM 29.7		29.9		25.9		29.5	33.6			33.8
V/C Ratio	AM 0.27		0.44		0.08		0.40	0.72			0.80
LEVEL OF SERVICE	AM B		B		B		C	C			C
SERVICE	PM C		C		C		C	C			C
2011	AM 201		375		28		98	241			152
30TH MAX HOUR TRAFFIC	PM 480		532		100		33	130			280
2011	AM 108		100		20		20	20			20
8TH MAX HOUR TRAFFIC	PM 222		208		41		45	45			45
Saturation Flow Rate =	1,900										
D - Distance =	0.75(1% of 2000) + 20(1.00) (2000 cycle length)(% of lanes)										



TRAFFIC VOLUMES												
MOVEMENT	YEAR 2011		PERCENT TRUCK	ESTIMATED		YEAR 2021		PERCENT TRUCK	ESTIMATED		YEAR 2031	
	30TH MAXIMUM HOUR TRAFFIC (BORING)	TRUCK		INCREASE BY 2021	30TH MAXIMUM HOUR TRAFFIC (FORECASTS)	INCREASE BY 2021	30TH MAXIMUM HOUR TRAFFIC (FORECASTS)		INCREASE BY 2021			
	AB	27	45	2%	122%	100%	90	90	244%	200%	90	135
AD	7	27	2%	1671%	433%	124	144	3343%	863%	241	260	
AC	7	10	2%	1430%	419%	31	51	2360%	302%	58	92	
BA	20	29	2%	40%	28%	28	37	80%	55%	36	45	
BC	6	12	2%	183%	62%	17	23	367%	175%	29	33	
BD	11	33	2%	230%	79%	37	59	464%	156%	82	85	
CD	172	308	2%	-33%	-12%	116	323	-68%	-23%	59	280	
CA	9	15	2%	478%	360%	52	69	656%	720%	90	123	
CB	10	22	2%	190%	100%	29	44	370%	200%	47	66	
DC	220	320	2%	0%	-6%	218	301	1%	-12%	217	281	
DB	28	30	2%	48%	90%	43	57	93%	177%	56	83	
DA	24	23	2%	163%	317%	63	98	325%	630%	102	198	
TOTAL A	89	149				358	487			626	823	
TOTAL B	103	171				214	310			322	447	
TOTAL C	418	745				464	811			505	873	
TOTAL D	463	798				602	960			737	1187	



NOTE: EXISTING CONTROLLER TO REMAIN

SHEET NUMBER

ELEMENTS CONTROLLING DESIGN

- DESIGN DESIGNATION ON FAU 800 (MAIN STREET) - MINOR ARTERIAL
- DESIGN DESIGNATION ON FAU 8759 (KELLOGG STREET NORTH LEG) - MINOR ARTERIAL
- DESIGN DESIGNATION ON FAU 8759 (KELLOGG STREET SOUTH LEG) - COLLECTOR
- AVERAGE DAILY TRAFFIC (ADT) DATA:
  - FAU 800 (MAIN STREET) - EXISTING 8,400 (2001) DESIGN 12,800 (2011)
  - FAU 8759 (KELLOGG STREET) - EXISTING 1,500 (2001) DESIGN 3,600 (2011)
- FAU 800 (MAIN STREET) IS THE PREFERENCE ROUTE
- ANTICIPATED YEAR OF CONSTRUCTION (OY)
- TRAFFIC CONTROL TO BE TRAFFIC SIGNALS
- WARRANT'S MEET 1
- DESIGN CRITERIA: NEW CONSTRUCTION - (DOT) 80E MANUAL (NORTH LEG); 3M POLICY (MAIN STREET AND SOUTH LEG)
- DESIGN VEHICLES: 80-95
- TRUCK ROUTE DESIGNATION: MAIN STREET CLASS 11; KELLOGG STREET
- DESIGN SPEED: 40 MPH
- POSTED SPEED: 35 MPH
- PEDESTRIAN USAGE: EXISTING SIDEWALKS TO REMAIN
- BICYCLE USAGE: EXISTING SIDEWALKS TO REMAIN

GENERAL NOTES

- EXISTING PROFILES TO REMAIN. EXISTING PROFILES MEET (DOT) SIGHT DISTANCE POLICY.
- TYPE B6.12 CURB AND GUTTER TO BE USED ON KELLOGG AND RADIUS RETURNS.
- ALL DIMENSIONS ARE SHOWN 8'-0" UNLESS OTHERWISE NOTED. RADII MEASURE TO EOP.
- ENTRANCES SHALL CONFORM TO (DOT) POLICY ON "ACCESS TO STATE HIGHWAYS".
- PAVEMENT MARKINGS TO BE THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (DOT) STANDARD DETAILS, AND ALL TYPE OF (DOT) STANDARD DETAILS. LANE DESIGNATION ARROWS WILL BE DETERMINED THROUGH COORDINATION WITH BUREAU OF OPTIMALISM POLICIES.
- INTERSECTION IS NOT A HIGH ACCIDENT LOCATION.
- SCOPE OF WORK: NEW CONSTRUCTION (KELLOGG STREET NORTH LEG); OR CONSTRUCTION (KELLOGG STREET SOUTH LEG); MAIN STREET TO REMAIN
- DESIGN EXCEPTION: RIGHT TURN CLEARANCE VARIANCES, (IMPROVED) EXISTING CONDITIONS, LOCATION OF EXISTING BUILDINGS AND SIGN AVAILABILITY. DESIGN VEHICLE WB-10 CAN MAKE ALL TURNS WITHOUT ENCROACHMENT. AUTOTURN VERSION 5.1 USED TO DESIGN PROPOSED RADIUS.
- EXISTING MAIN STREET AND KELLOGG STREET RIGHT OF WAY TO REMAIN.
- PARKING WILL NOT BE ALLOWED ON KELLOGG STREET. PARKING ALLOWED ON MAIN ST.
- INTERSECTION SIGHT DISTANCE MEETS (DOT) POLICY.

**INTERSECTION DESIGN STUDY**

FAU ROUTE 8000 (MAIN STREET) WITH FAU ROUTE 8759 (KELLOGG STREET)

SEC. NO. 09-0008-21-05 PROJ. NO. 09-034-0001

SCALE: 5/8" = 1' COUNTY: KENDALL

S.N. 1 REV. NO. 09-11/09

DESIGNED BY: ART BILOBRESKI DATE: 8/15/09

SATISFACTORY: *[Signature]* 7/1/09

SATISFACTORY: *[Signature]* 7/1/09

SATISFACTORY: *[Signature]* 9/1/09

APPROVED: *[Signature]* DATE: 8/15/09

T.O.S. SHEET 1 OF 1