

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
 FOR STANDARDS AND LIST OF UTILITIES,  
 SEE SHEET NO. 2

ADT 2015/2035  
 F.A.I. 64 (I-64) = 37,200/59,060  
 TWP RD 222 (PROPOSED RIEDER RD) = 13,390/25,140  
 CO HWY 82 (PROPOSED WHERRY RD) = 3,960/16,540  
 TWP RD 61A (PROPOSED SHILOH VALLEY TWP RD) = 409,960

DESIGN SPEED  
 F.A.I. 64 (I-64) = 70 MPH  
 TWP RD 222 (PROPOSED RIEDER RD) = 45 MPH  
 CO HWY 82 (PROPOSED WHERRY RD) = 55 MPH  
 TWP RD 61A (PROPOSED SHILOH VALLEY TWP RD) = 55 MPH

FUNCTIONAL CLASSIFICATION  
 F.A.I. 64 (I-64) = INTERSTATE  
 TWP RD 222 (PROPOSED RIEDER RD) = ARTERIAL  
 CO HWY 82 (PROPOSED WHERRY RD) = LOCAL ROAD  
 TWP RD 61A (PROPOSED SHILOH VALLEY TWP RD) = LOCAL ROAD

STATE OF ILLINOIS 06-13-14 LETTING ITEM 284  
 DEPARTMENT OF TRANSPORTATION

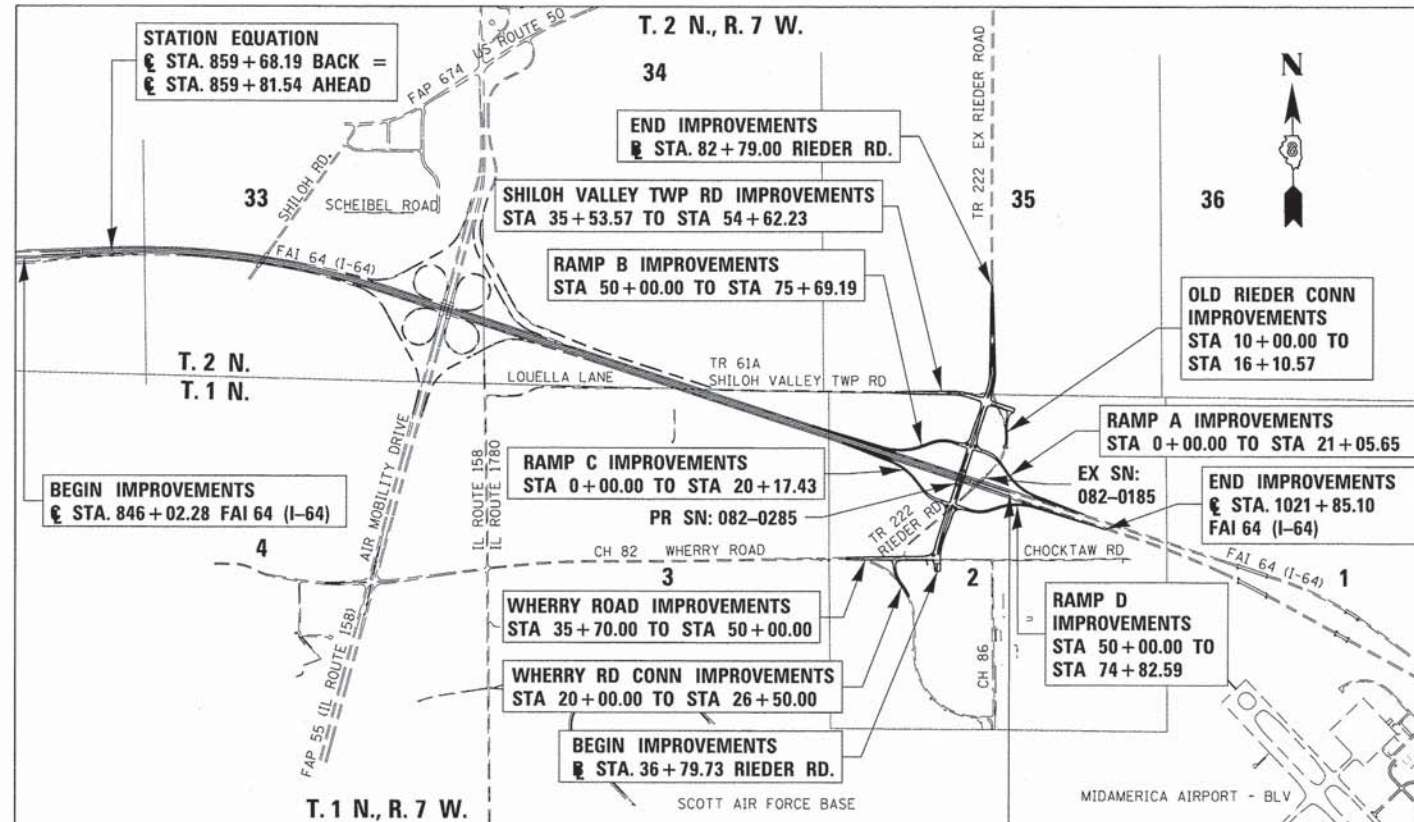
DIVISION OF HIGHWAYS  
**PROPOSED HIGHWAY PLANS**

F.A.I. ROUTE 64 (I-64)  
 WITH  
 TR 222 (RIEDER ROAD)  
 SECTION: 09-00365-01-PV  
 PROPOSED INTERCHANGE AND WIDENING  
 ST. CLAIR COUNTY  
 C-98-324-14

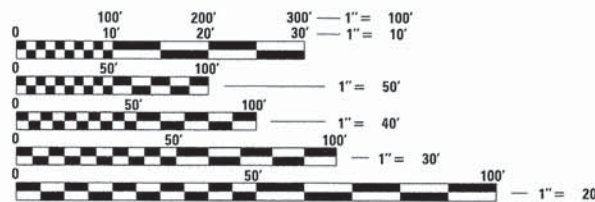
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	1
		ILLINOIS	CONTRACT NO. 97549	



 JASON G. SCHRECKENBERG, P.E., S.E. EXPIRES: 11/30/2014 SHEETS: 313 - 337 DATE: 4/28/14	SEAL 
 RYAN JOSEPH DIEKEMPER, P.E. EXPIRES: 11/30/2015 SHEETS: 311 - 312 DATE: 4/28/14	SEAL 
 JOSEPH A. HAMILTON, P.E., S.E. EXPIRES: 11/30/2014 SHEETS: 265 - 292, 339, 343 - 345 DATE: 4/28/14	SEAL 
 GERI E. BOYER, P.E. EXPIRES: 11/30/2015 SHEETS: 1 - 264, 293 - 310, 338, 340 - 342, 346 - 535 DATE: 4/28/14	SEAL 



**LOCATION MAP**  
 NOT TO SCALE



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 LENGTH
F.A.I. 64 (I-64) MEDIAN WIDENING	= 17,569.47 LIN FT = 3.33 MILES
TWP RD 222 (PROPOSED RIEDER RD)	= 4,599.27 LIN FT = 0.87 MILES
CO HWY 82 (PROPOSED WHERRY RD)	= 1430.00 LIN FT = 0.27 MILES
TWP RD 61A (PROPOSED SHILOH VALLEY TWP RD)	= 1908.66 LIN FT = 0.36 MILES
RAMP A	= 2105.65 LIN FT = 0.40 MILES
RAMP B	= 2569.19 LIN FT = 0.49 MILES
RAMP C	= 2017.43 LIN FT = 0.38 MILES
RAMP D	= 2482.59 LIN FT = 0.47 MILES
WHERRY RD CONNECTOR	= 650.00 LIN FT = 0.12 MILES
OLD RIEDER RD CONNECTOR	= 610.57 LIN FT = 0.12 MILES
<b>TOTAL LENGTH</b>	<b>= 35942.83 LIN FT = 6.81 MILES</b>

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

APPROVED April 29 2014  
J. V. Fife  
 ST. CLAIR COUNTY HIGHWAY DEPARTMENT

PASSED May 1 2014  
J. V. Fife  
 DISTRICT 6 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
 BASED ON LIMITED  
 REVIEW May 1 2014  
D. J. Keenan  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

**Kaskaskia**  
 Engineering Group, LLC

208 East Main Street, Suite 100  
 Belleville, Illinois 62220  
 618.233.5877 phone  
 618.233.5977 fax  
 www.kaskaskiaeng.com

PROFESSIONAL REGISTRATIONS LICENSE NO.  
 Illinois Professional Design Firm 184.004773  
 Professional Engineering Group 20-5080586

**GENERAL NOTES**

- 1 REFER TO HIGHWAY STANDARD 000001 FOR STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS.
- 2 CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO BE WITHIN EXISTING RIGHT-OF-WAY LIMITS.
- 3 ALL ELEVATIONS REFER TO NAVD 88 DATUM.
- 4 HORIZONTAL DATUM BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM.
- 5 ROCK MAY BE ENCOUNTERED UNDER THE EXISTING PAVEMENT IN VARIOUS LOCATIONS, MAINLY IN THE CUT AREAS UNDER THE EXISTING RIEDER ROAD OVERPASSES. THIS ROCK WAS PLACED AS FILL DURING THE ORIGINAL CONSTRUCTION OF F.A.I. ROUTE 64. ITS REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION.
- 6 ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING U.L.L.E. OR FOR NONMEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOW TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:  
  

AMEREN ILLINOIS - ELECTRIC & GAS 1050 WEST BOULEVARD BELLEVILLE, IL 62221 (618) 236-4338	CITY OF O'FALLON - WATER & SEWER 255 SOUTH LINCOLN AVENUE O'FALLON, IL 62269 (618) 624-4500
AT&T ILLINOIS - COMMUNICATIONS 1420 FRONTAGE ROAD O'FALLON, IL 62269 (618) 346-7292	QWEST COMMUNICATIONS - COMMUNICATIONS 1801 CALIFORNIA STREET - SUITE 26 DENVER, CO 80202 (303) 375-3802
ILLINOIS AMERICAN WATER CO. - WATER 100 NORTH WATERWORKS DRIVE BELLEVILLE, IL 62223 (618) 239-3235	VILLAGE OF SHILOH - SANITARY SEWER 1 PARK DRIVE SHILOH, IL 62269 (618) 632-102
CHARTER COMMUNICATIONS - CABLE TV 941 CHARTER COMMONS TOWN & COUNTRY, MO 63017 (636) 200-2708	
- 7 THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 8 WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- 9 THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS WITH ALL UTILITY COMPANIES AND LOCAL MUNICIPALITIES, ST. CLAIR COUNTY, SHILOH VALLEY TOWNSHIP, VILLAGE OF SHILOH, CITY OF O'FALLON AND SCOTT AIR FORCE BASE.
- 10 NEW INLETS ON EXISTING CULVERTS ARE PROPOSED. EXPOSE AND SURVEY THE EXISTING PIPE TO VERIFY ITS LOCATION AND ELEVATION BEFORE FABRICATING ANY POTENTIALLY AFFECTED STRUCTURES OR PIPES. CONSTRUCT NEW INLET AT TRUE LOCATION OF EXISTING PIPE. ANY CHANGES TO DRAINAGE SYSTEM LAYOUT DUE TO VARIATIONS, ACTUAL LOCATIONS OF EXISTING OUTLET PIPES SHALL BE SUBMITTED TO ENGINEER FOR APPROVAL AND DOCUMENTATION. SUCH CHANGES WILL NOT CONSTITUTE A BASIS FOR ADDITIONAL PAY ITEMS OR ALTERATION OF CONTRACT UNIT PRICES.
- 11 REFERENCES TO "TOPSOIL REMOVAL" ON THE CROSS SECTION SHEETS SHALL BE CONSTRUED TO MEAN "TOPSOIL EXCAVATION." TO BE USED AS TOPSOIL PLACEMENT.
- 12 PROVIDE PCC SHOULDER WITH SAWED CONTRACTION JOINTS AND TRANSVERSE CONSTRUCTION JOINTS PER STANDARD 483001 AT MAX. SPACING OF 20 FEET, ALIGNED WITH JOINTS IN CONCRETE MEDIAN BARRIER. WHERE PCC SHOULDER IS REINFORCED ADJACENT TO CONCRETE BARRIER SPECIAL. SPACING OF JOINTS IN SHOULDER MAY BE INCREASED AND SHALL CORRESPOND TO JOINT LOCATIONS IN CONCRETE BARRIER SPECIAL.
- 13 TOPOGRAPHIC DATA IS BASED ON AERIAL PHOTOGRAMMETRY FURNISHED BY LDOT. SUPPLEMENTED BY FIELD SURVEYS PERFORMED BY WOOLPERT ENGINEERS.
- 14 FINAL FINISH ON PCC PAVEMENT AND PCC SHOULDER SHALL BE TYPE A IN ACCORDANCE WITH ARTICLE 420.09(E).
- 15 THE OFFSETS TO ALL NEW INLETS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED. OFFSETS TO DRAINAGE STRUCTURES NOT IN THE CURB AND GUTTER ARE TO THE CENTER OF STRUCTURE. THE RIM ELEVATION FOR INLETS IN THE CURB AND GUTTER REPRESENTS THE ELEVATION OF THE EDGE OF PAVEMENT.
- 16 THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- 17 ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 18 PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACES, AND TOPS OF CURBS.
- 19 THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.
- 20 THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 21 TRAFFIC SIGNALS SHALL BE INSTALLED AT THE INTERSECTIONS OF RIEDER ROAD AND WHERRY ROAD AND RIEDER ROAD AND SHILOH VALLEY TOWNSHIP ROAD, BUT SHALL NOT BE ACTIVATED UNTIL TRAFFIC VOLUMES WARRANT THEM TO BE TURNED ON.
- 22 IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH THE MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT [WWW.AGR.STATE.IL.US/EAB](http://WWW.AGR.STATE.IL.US/EAB).
- 23 RIGHT OF WAY MARKERS SHALL BE INSTALLED SO THAT THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT OF WAY BOUNDARY. THE RIGHT OF WAY MARKER SHALL BE A WITNESS TO THE RIGHT OF WAY CORNER, WHICH IS THE PROPERTY PIN. THE RIGHT OF WAY CORNER OR PROPERTY PIN IS A 5/8" IRON ROD WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED, OR DISTURBED WHEN SETTING THE RIGHT OF WAY MARKER AT THE TWELVE INCH (12") OFFSET.
- 24 ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT. IF ANY SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR RESURFACED OVER. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- 25 THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR INTELLIGENT TRANSPORTATION SYSTEMS (ITS) UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR ITS EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- 26 REMOVAL OF EXISTING RIGHT OF WAY MARKERS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED IN THE COST OF EARTH EXCAVATION.

**IDOT ROADWAY STANDARDS**

NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
408201-01	MAILBOX TURNOUT
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
420206-09	ENTRANCE RAMP TERMINAL
420306-07	EXIT RAMP TERMINAL
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
420601-05	24' PCC PAVEMENT
420701-02	PAVEMENT FABRIC
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
483001-04	PCC SHOULDERS
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTIONS
542401-01	METAL END SECTIONS FOR PIPE CULVERTS
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602101-02	DRAINAGE STRUCTURE TYPE 1, 2 & 3
602106-01	DRAINAGE STRUCTURE TYPE 4, 5 & 6
602301-04	INLET - TYPE A
602306-03	INLET - TYPE B
602801-03	PRECAST REINFORCED CONCRETE FLAT TOP SLAB
604051-03	FRAME AND GRATE TYPE 11
604066-02	FRAME AND LID TYPE 15
604081-04	FRAME AND GRATE TYPE 22
604091-02	FRAME AND GRATE TYPE 24
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-06	SHOULDER INLET WITH CURB
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-12	TRAFFIC BARRIER TERMINAL TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637006-03	CONCRETE BARRIER, DOUBLE FACED 42 INCH
642001-02	SHOULDER RUMBLE STRIPE 16 INCH
643001-02	SAND MODULE IMPACT ATTENUATORS
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT OF WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
668001-01	U.S. GEOLOGICAL SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS RESETTING METHOD
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM PAVEMENT EDGE
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' TO 24' FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701400-07	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH
701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701428	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701451-02	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
720016-03	MAST ARM MOUNTING STREET NAMED SIGNS
720021-02	SIGN PANELS EXTRUDED ALUMINUM TYPE
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782001	PRISMATIC REFLECTORS ON CURBS
805001-01	ELECTRICAL SERVICE INSTALLTION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
821101	LUMINAIRE WIRING DIAGRAM
825001-01	LIGHTING CONTROLLER POLE MOUNTED, 240V
830001-02	LIGHT POLE ALUMINUM MAST ARM
836001-02	LIGHT POLE FOUNDATION
838001	BREAKAWAY DEVICES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THRU 55'
877002-02	STEEL MAST ARM ASSEMBLY AND POLE 56' THRU 75'
878001-09	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
BLR21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

**INDEX OF SHEETS**

1	COVER
2	GENERAL NOTES / IDOT STANDARDS / INDEX OF SHEETS / COMMITMENTS
3-6	SUMMARY OF QUANTITIES
7-34	TYPICAL SECTIONS
35-41	SCHEDULE OF QUANTITIES
42-45	ALIGNMENT, TIES & BENCHMARKS
46-49	REMOVAL PLAN
50-81	PLAN AND PROFILE
82-107	SUGGESTED MAINTENANCE OF TRAFFIC
108-110	CONSTRUCTION SAFETY AND PHASING PLAN
111-122	EROSION AND SEDIMENT CONTROL PLAN
123-155	DRAINAGE PLAN AND PROFILE
156-171	PLAT OF HIGHWAYS
172-178	INTERSECTION DETAILS
179-186	INTERSECTION ELEVATION DETAILS
187	PROPOSED GRADING PLAN
188-200	PAVEMENT MARKING
201-202	LANDSCAPE PLAN
203-239	SIGNING PLAN
240-261	SIGN PANEL DETAIL
262	SIGN PANEL PLACEMENT SCHEDULE
263-264	BREAK-AWAY STEEL SIGN DETAILS
265-268	BRIDGE MOUNT SIGN STRUCTURES
269-279	OVERHEAD SIGN STRUCTURES
280-289	CANTILEVER SIGN STRUCTURES
290-292	OVERHEAD SIGN STRUCTURES SIGN PLACEMENT
293-310	TRAFFIC SIGNAL PLAN SHEETS
311-312	LIGHTING PLAN
313-337	STRUCTURAL PLAN
338-348	DETAILS
349-535	CROSS SECTIONS

**SUMMARY OF COMMITMENTS**

1. TREES WITHIN THE PROJECT AREA WILL BE PROTECTED AND PRESERVED TO THE FULLEST EXTENT POSSIBLE. WHERE TREES MUST BE REMOVED, REPLACEMENT TREES WILL BE PROVIDED IN ACCORDANCE WITH IDOT DEPARTMENTAL POLICY D&E 18.
2. IN ADDITION, TREES WILL NOT BE REMOVED BETWEEN APRIL 1<sup>ST</sup> AND SEPTEMBER 30<sup>TH</sup> OF ANY YEAR, AS DETERMINED BY IDNR TO PREVENT IMPACTS TO INDIANA BATS.
3. BASED ON THE RESULTS OF PHASE II TESTING OF ARCHAEOLOGICAL SITES IDENTIFIED IN THE STUDY AREA, FIVE SITES HAVE BEEN IDENTIFIED TO WARRANT NATIONAL REGISTER CONSIDERATION. TO MITIGATE THE ADVERSE IMPACTS TO THE SECTION 106 SITE AND THE FOUR OTHER SITES FOR THE NATIONAL REGISTER, A PROGRAMMATIC AGREEMENT HAS BEEN EXECUTED AND THE APPROPRIATE TRIBES HAVE BEEN CONTACTED. A COPY OF THE SIGNED PROGRAMMATIC AGREEMENT IS INCLUDED IN THE PROJECT SPECIAL PROVISIONS.
4. REQUIREMENTS APPLICABLE TO A NPDES PERMIT WILL BE FOLLOWED, INCLUDING THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) INCLUDED IN THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR AND ALL SUBCONTRACTORS WILL BE REQUIRED TO COMPLETE AND RETURN THE SWPPP CERTIFICATION TO THE RESIDENT ENGINEER. THE SWPPP IDENTIFIES POTENTIAL SOURCES OF POLLUTION WHICH MAY REASONABLY BE EXPECTED TO AFFECT THE QUALITY OF STORMWATER DISCHARGES FROM THE CONSTRUCTION SITE AND DESCRIBES AND ENSURES THE IMPLEMENTATION OF PRACTICES WHICH WILL BE USED TO REDUCE THE POLLUTANTS IN DISCHARGES ASSOCIATED WITH CONSTRUCTION SITE ACTIVITY AND ASSURES COMPLIANCE WITH THE TERMS OF THE PERMIT.
5. TRUCKS, HEAVY MACHINERY, AND OTHER EQUIPMENT USED DURING CONSTRUCTION WILL PRODUCE NOISE WHICH MAY AFFECT SOME LAND USES AND ACTIVITIES. SPECIFICATIONS IN ARTICLE 107.35 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REQUIRE ALL CONSTRUCTION MACHINERY TO BE EQUIPPED WITH ADEQUATE, PROPERLY MAINTAINED MUFFLERS IN CONSTANT USE AND LIMIT ALL CONSTRUCTION WITHIN 1,000 FEET OF AN OCCUPIED RESIDENCE, MOTEL, HOSPITAL, OR SIMILAR RECEPTOR DURING THE PERIOD BETWEEN 7:00 AM AND 10:00 PM. THESE PROVISIONS WILL BE IMPLEMENTED DURING PERIODS OF CONVENTIONAL WORK HOURS ON THIS PROJECT.

F:\PH-0016\02 Rieder Road Phase II\100 CAD\CADD Sheets\09-0016-sh1-GENNOTE.dgn

FILE NAME = 09-0016-sh1-GENNOTE.dgn

USER NAME = IDOT	DESIGNED -	REVISED -
MODEL NAME = Default	DRAWN -	REVISED -
PLOT SCALE = 12,0000' / 1" =	CHECKED -	REVISED -
PLOT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, IDOT STANDARDS  
INDEX OF SHEETS AND COMMITMENTS**

SCALE: N.T.S.

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	2
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	625	625	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	945	945	
20100500	TREE REMOVAL, ACRES	ACRE	4.75	4.75	
20200100	EARTH EXCAVATION	CU YD	249,437	249,437	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	18,463	18,463	
20800150	TRENCH BACKFILL	CU YD	4,935	4,935	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	99,865	99,865	
21400100	GRADING AND SHAPING DITCHES	FOOT	189	189	
* 25000210	SEEDING, CLASS 2A	ACRE	38.25	38.25	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3,447	3,447	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3,447	3,447	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3,447	3,447	
* 25100115	MULCH, METHOD 2	ACRE	76.50	76.50	
* 25100630	EROSION CONTROL BLANKET	SQ YD	12,360	12,360	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	3,825	3,825	
28000305	TEMPORARY DITCH CHECKS	FOOT	5,238	5,238	
28000400	PERIMETER EROSION BARRIER	FOOT	4,087	4,087	
28000500	INLET AND PIPE PROTECTION	EACH	189	189	
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	1,468	1,468	
28200200	FILTER FABRIC	SQ YD	45,746	45,746	
31200100	STABILIZED SUBBASE 4"	SQ YD	20,741	20,741	
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	86,987	86,987	
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	169,277	169,277	
40200500	AGGREGATE SURFACE COURSE, TYPE A 6"	SQ YD	1,474	1,474	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	20	20	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	47.7	47.7	
40600895	CONSTRUCTING TEST STRIP	EACH	1.0	1.0	
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	8,618	8,618	
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	21,902	21,902	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	2,334	2,334	
40701931	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/2"	SQ YD	2,373	2,373	
40701941	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13"	SQ YD	10,770	10,770	
40701951	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/2"	SQ YD	246	246	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	349	349	
42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD	17,602	17,602	
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	50,011	50,011	
42001200	PAVEMENT FABRIC	SQ YD	50,011	50,011	
42001300	PROTECTIVE COAT	SQ YD	69,693	69,693	
42100100	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	76,938	76,938	
42100615	PAVEMENT REINFORCEMENT	SQ YD	76,938	76,938	
42101424	LUG SYSTEM COMPLETE 24"	EACH	4	4	

\* REPRESENTS SPECIALTY ITEMS

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
44000100	PAVEMENT REMOVAL	SQ YD	5,134	5,134	
44004000	PAVED DITCH REMOVAL	FOOT	325	325	
44004250	PAVED SHOULDER REMOVAL	SQ YD	38,808	38,808	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3,779	3,779	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	13,631	13,631	
48203049	HOT-MIX ASPHALT SHOULDERS, 13"	SQ YD	3,970	3,970	
48300300	PORTLAND CEMENT CONCRETE SHOULDERS 8"	SQ YD	25,646	25,646	
48300400	PORTLAND CEMENT CONCRETE SHOULDERS 9"	SQ YD	7,604	7,604	
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	306	306	
48301000	PROTECTIVE COAT	SQ YD	7,910	7,910	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	14	14	
50105220	PIPE CULVERT REMOVAL	FOOT	1,543	1,543	
50157300	PROTECTIVE SHIELD	SQ YD	374	374	
50200100	STRUCTURE EXCAVATION	CU YD	1,030	1,030	
50300225	CONCRETE STRUCTURES	CU YD	492.1	492.1	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,086.8	1,086.8	
50300260	BRIDGE DECK GROOVING	SQ YD	2,639	2,639	
50300300	PROTECTIVE COAT	SQ YD	3,217	3,217	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	10,179	10,179	
50800105	REINFORCEMENT BARS	POUND	410	410	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	361,950	361,950	
50800530	MECHANICAL SPLICERS	EACH	218	218	
51100100	SLOPE WALL 4 INCH	SQ YD	921	921	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2,244	2,244	
51201900	FURNISHING STEEL PILES HP14X89	FOOT	2,376	2,376	
51202305	DRIVING PILES	FOOT	4,620	4,620	
51203800	TEST PILE STEEL HP14X73	EACH	2	2	
51203900	TEST PILE STEEL HP14X89	EACH	1	1	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	52	52	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	26	26	
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	1	1	
54001002	BOX CULVERT END SECTIONS, CULVERT NO. 2	EACH	2	2	
54010503	PRECAST CONCRETE BOX CULVERTS 5' X 3'	FOOT	309	309	
54010604	PRECAST CONCRETE BOX CULVERTS 6' X 4'	FOOT	14	14	
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	239	239	
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	70	70	
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	77	77	
542A1075	PIPE CULVERTS, CLASS A, TYPE 2 30"	FOOT	204	204	

\* REPRESENTS SPECIALTY ITEMS

P:\09-0016-02 Rieder Road Phase 1\11B.CAD\CADD Sheets\09-0016-sht-50001.DGN

FILE NAME = 09-0016-sht-50001.DGN	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJD	CHECKED - LDC	REVISED -
PLOT SCALE = 1.0000' / 1in.	DATE - April 29, 2014		
PLOT DATE = 5/12/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	3
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		ILLINOIS

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	232	232	
542A1087	PIPE CULVERTS, CLASS A, TYPE 2 42"	FOOT	92	92	
542A2761	PIPE CULVERTS, CLASS A, TYPE 4 36"	FOOT	280	280	
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	178	178	
542D0235	PIPE CULVERTS, CLASS D, TYPE 1 30"	FOOT	42	42	
542D1063	PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	99	99	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	5	5	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54213666	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	5	5	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	8	8	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	10	10	
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	2	2	
54215553	METAL END SECTIONS 18"	EACH	10	10	
54215565	METAL END SECTIONS 30"	EACH	2	2	
54246405	INLET BOX, STANDARD 542531	EACH	1	1	
54248510	CONCRETE COLLAR	CU YD	7.4	7.4	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	48	48	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	194	194	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	480	480	
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	1,344	1,344	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	229	229	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	205	205	
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	4,746	4,746	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	3,227	3,227	
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	336	336	
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	90	90	
55100900	STORM SEWER REMOVAL 18"	FOOT	214	214	
55101200	STORM SEWER REMOVAL 24"	FOOT	135	135	
55101600	STORM SEWER REMOVAL 36"	FOOT	101	101	
55200600	STORM SEWERS JACKED IN PLACE, 18"	FOOT	80	80	
55200800	STORM SEWERS JACKED IN PLACE, 21"	FOOT	167	167	
55200900	STORM SEWERS JACKED IN PLACE, 24"	FOOT	291	291	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	195	195	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	38	38	
60107600	PIPE UNDERDRAINS 4"	FOOT	15,247	15,247	
60107700	PIPE UNDERDRAINS 6"	FOOT	14,342	14,342	
60237000	INLETS, TYPE A, TYPE 15 FRAME AND LID	EACH	1	1	

\* REPRESENTS SPECIALTY ITEMS

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	4	4	
60240320	INLETS, TYPE B, TYPE 15 FRAME AND LID	EACH	2	2	
60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	6	6	
60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	68	68	
60500060	REMOVING INLETS	EACH	13	13	
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	779.0	779.0	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	941.0	941.0	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	5,214.5	5,214.5	
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	49,504	49,504	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	1,387.5	1,387.5	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	7	7	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7	7	
* 63200310	GUARDRAIL REMOVAL	FOOT	1,823	1,823	
63500105	DELINEATORS	EACH	109	109	
63700175	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	1,205	1,205	
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	13,728	13,728	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	56,188	56,188	
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 64401100	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	1,280	1,280	
* 64401300	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	6	6	
* 66500105	WOVEN WIRE FENCE, 4'	FOOT	12,283	12,283	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	130	130	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	49	49	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	7	7	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2,200	2,200	
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	30	30	
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	30	30	
67100100	MOBILIZATION	L SUM	1	1	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	67,006	67,006	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	22,335	22,335	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	31,922	31,922	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	632	632	
* 72000200	SIGN PANEL - TYPE 2	SQ FT	289	289	
* 72000300	SIGN PANEL - TYPE 3	SQ FT	3,945	3,945	
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2	
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	1,124.25	1,124.25	
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4	

\* REPRESENTS SPECIALTY ITEMS

P:\09-0016\02 - Road Phase 1\118 CAD\CADD\_Swetsa\09-0016-sh1-S0002.DGN

FILE NAME = 09-0016-sh1-S0002.DGN

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1.0000' / 1"	CHECKED - LDC	REVISED -
PLOT DATE = 5/8/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	4
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
* 72400730	RELOCATE SIGN PANEL - TYPE 3	SQ FT	542.50	542.50	
* 72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	23.461	23.461	
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	816	816	
* 73000100	WOOD SIGN SUPPORT	FOOT	393	393	
* 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	16	16	
* 73300200	OVERHEAD SIGN STRUCTURE - SPAN, TYPE II-A (4'-6" X 5'-3")	FOOT	210	210	
* 73301810	OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	FOOT	175.0	175.0	
* 73302110	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE I-C-A (24" X 4'-6")	FOOT	24.5	24.5	
* 73302170	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (36" X 5'-6")	FOOT	30.0	30.0	
* 73302210	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (36" X 7'-0")	FOOT	36.0	36.0	
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	32	32	
* 73400100	CONCRETE FOUNDATIONS	CU YD	51.0	51.0	
* 73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	90.4	90.4	
* 73600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	2	2	
* 73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	18	18	
* 73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	18	18	
* 73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	4	4	
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	603	603	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	42,930	42,930	
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	1,641	1,641	
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	1,789	1,789	
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	431	431	
* 78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	141	141	
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	85,309	85,309	
* 78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	13,103	13,103	
* 78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	6,058	6,058	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,194	1,194	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	7	7	
* 78100300	REPLACEMENT REFLECTOR	EACH	887	887	
* 78200300	PRISMATIC CURB REFLECTOR	EACH	351	351	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	28	28	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	2,766	2,766	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	7	7	
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	29,378	29,378	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	2		2
* 80500100	SERVICE INSTALLATION, TYPE A	EACH	4	4	
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	5,124	5,124	
* 81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	2,149	2,149	

\* REPRESENTS SPECIALTY ITEMS

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
* 81028380	UNDERGROUND CONDUIT, PVC, 3 1/2" DIA.	FOOT	304	304	
* 81028400	UNDERGROUND CONDUIT, PVC, 5" DIA.	FOOT	49	49	
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	400		400
* 81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	450		450
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2	2	
* 81400100	HANDHOLE	EACH	39	39	
* 81400300	DOUBLE HANDHOLE	EACH	4	4	
* 81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	2,149		2,149
* 81603010	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	925		925
* 81603032	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1,250		1,250
* 81603070	UNIT DUCT, 600V, 2-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2,467		2,467
* 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	16		16
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	6		6
* 82500310	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 60AMP	EACH	2		2
* 83009600	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. MAST ARM	EACH	22		22
* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	143		143
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	22		22
* 85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	3	3	
* 85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1	1	
* 86000100	MASTER CONTROLLER	EACH	1	1	
* 86400100	TRANSCIVER - FIBER OPTIC	EACH	4	4	
* 87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2,956	2,956	
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	15,910	15,910	
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	18,947	18,947	
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	111	111	
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	3,670	3,670	
* 87500900	TRAFFIC SIGNAL POST, 13 FT.	EACH	6	6	
* 87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1	1	
* 87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1	1	
* 87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	2	2	
* 87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1	1	
* 87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1	1	
* 87700340	STEEL MAST ARM ASSEMBLY AND POLE, 58 FT.	EACH	2	2	
* 87700410	STEEL MAST ARM ASSEMBLY AND POLE, 65 FT.	EACH	4	4	
* 87700430	STEEL MAST ARM ASSEMBLY AND POLE, 75 FT.	EACH	2	2	
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	18	18	
* 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	14	14	

\* REPRESENTS SPECIALTY ITEMS

P:\GIS\0816162\_Rendering\Road\_Phase\_1\118\_CAD\CAD00\_Sheets\09-2016-sh-50003.DGN

FILE NAME = 09-2016-sh-50003.DGN	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - LDC	REVISED -
PLLOT SCALE = 1.0000' / in.	DATE - April 29, 2014		
PLLOT DATE = 5/8/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	5
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	74	74	
* 87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	192	192	
* 88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	29	29	
* 88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	39	39	
* 88200400	TRAFFIC SIGNAL BACKPLATE, FORMED PLASTIC	EACH	39	39	
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	62	62	
* 88600100	DETECTOR LOOP, TYPE I	FOOT	8,246	8,246	
* Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1	
* Z0007602	BUILDING REMOVAL NO. 2	L SUM	1	1	
* Z0007603	BUILDING REMOVAL NO. 3	L SUM	1	1	
* Z0007604	BUILDING REMOVAL NO. 4	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0015500	DEBRIS REMOVAL	L SUM	1	1	
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1	1	
Z0021904	SILICONE JOINT SEALER, 1"	FOOT	277	277	
* Z0022800	FENCE REMOVAL	FOOT	9,040	9,040	
Z0023500	FILLING EXISTING CULVERTS	CU YD	10	10	
Z0034105	MATERIAL TRANSFER DEVICE	TON	30,520	30,520	
Z0041500	PLUG EXISTING CULVERTS	EACH	6	6	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	254	254	
* Z0049901	REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1	L SUM	1	1	
Z0064505	SECTION CORNER MARKERS	EACH	3	3	
Z0065100	SETTLEMENT PLATFORMS	EACH	2	2	
Δ Z0076600	TRAINEES	HOUR	5,000	5,000	
Δ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	5,000	5,000	
* A2001216	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	47	47	
* A2003016	TREE, CELTIS OCCIDENTALIS PRAIRIE PRIDE (PRAIRIE PRIDE HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	35	35	
* A2005050	TREE, GYMNOCLADUS DIOICUS PRAIRIE TITAN, (PRAIRIE TITAN KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND	EACH	5	5	
* A2005560	TREE, NYSSA SYLVATICA (BLACK TUPELO), 8' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	23	23	
* A2006666	TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	33	33	
* A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	39	39	
* A2007616	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	EACH	12	12	
* A2008518	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	52	52	
* B2000866	TREE, AMELANCHIER X GRANDIFLORA COLE'S SELECT (COLE'S SELECT SERVICEBERRY), 6' HEIGHT, SHRUB FORM,	EACH	39	39	
* B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	97	97	

\* REPRESENTS SPECIALTY ITEMS

Δ 0042

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	100% STATE FUNDED	
				ROADWAY	LIGHTING
* C2009636	SHRUB, SAMBUCUS CANADENSIS (AMERICAN ELDER), 3' HEIGHT, BALLED AND BURLAPPED	EACH	68	68	
* D2002972	EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 6' HEIGHT, BALLED AND BURLAPPED	EACH	72	72	
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	8	8	
* X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	15,156	15,156	
* X0326687	REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	EACH	6	6	
X0327131	DRAINAGE STRUCTURES, NO. 1	EACH	2	2	
X0327132	DRAINAGE STRUCTURES, NO. 2	EACH	8	8	
X0327235	LOCATING UNDERGROUND UTILITIES	FOOT	15,000	15,000	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	136	136	
X4404260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	10,770	10,770	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	398	398	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7010410	SPEED DISPLAY TRAILER	CAL MO	60	60	
X7040600	FURNISH TEMPORARY CONCRETE BARRIER	FOOT	175	175	
* X7800200	PAINT PAVEMENT MARKING CURB	FOOT	1,536	1,536	
* X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	887	887	
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	85,309	85,309	
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	13,103	13,103	

\* REPRESENTS SPECIALTY ITEMS

P:\GIS\081622 Render - Road Phase I\1118\_CAD\CADD Sheets\09-2015-ah-50084.DGN

FILE NAME = 09-2015-ah-50084.DGN  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1:8000' / in.  
 PLOT DATE = 5/8/2014

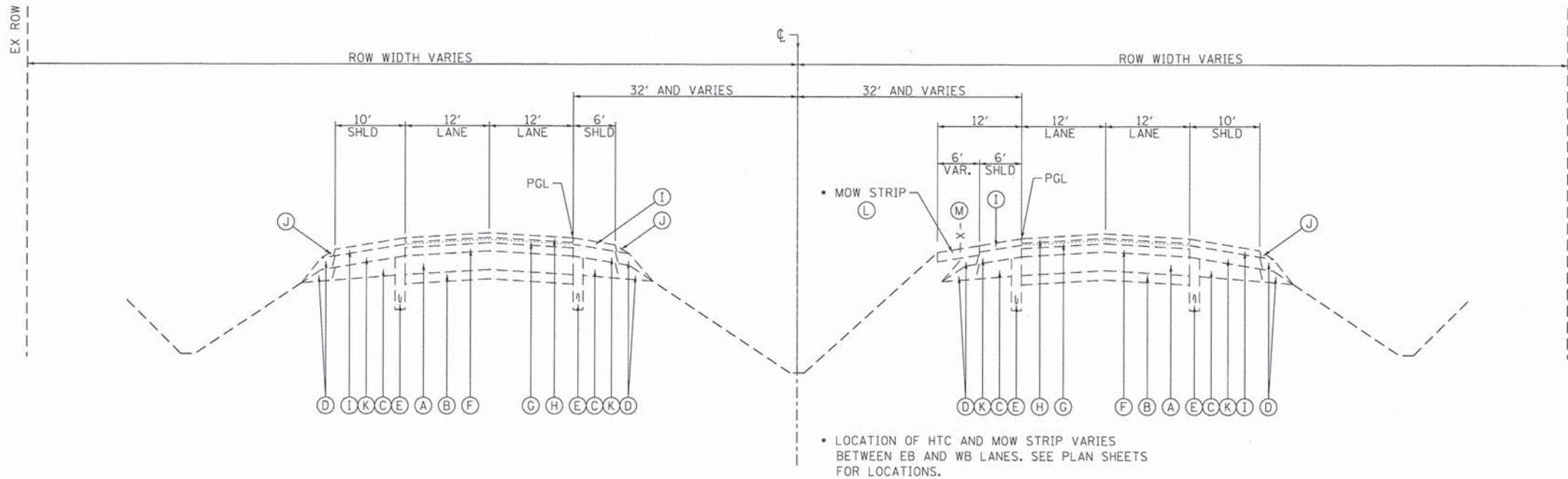
DESIGNED - ATM	REVISED -
DRAWN - RJO	REVISED -
CHECKED - LDC	REVISED -
DATE - Apr/11 29, 2014	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	6
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



**TYPICAL SECTION  
EXISTING FAI 64 (I-64)**

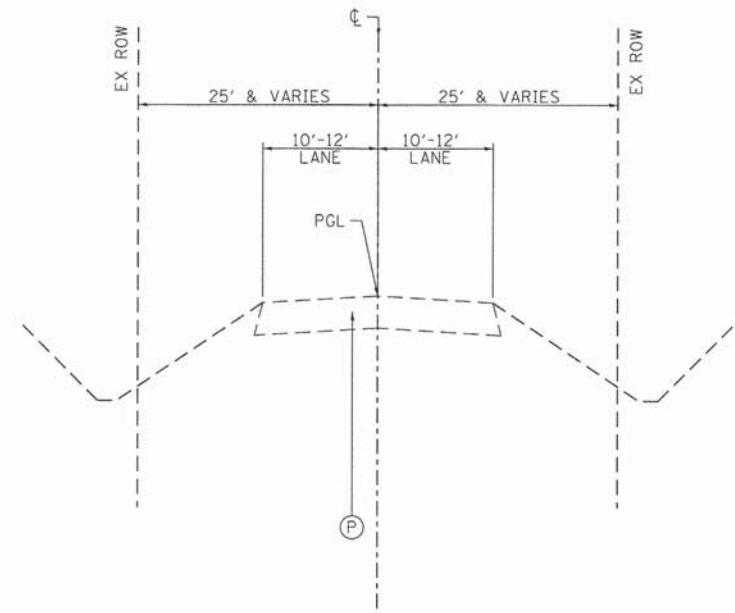
STA 848+72.28 TO STA 1021+85.10  
SECTION SHOWN FOR PAVEMENT TYPES  
SEE FOLLOWING TYPICAL SECTION PROPOSED WIDENING FAI 64 (I-64)  
FOR LIMITS OF SUPERELEVATED SECTIONS

**EXISTING LEGEND - I 64**

- (A) EXISTING CONT REINFORCED PCC PAVEMENT - 8"
- (B) EXISTING STABILIZED SUB-BASE - 4"
- (C) EXISTING STABILIZED SHOULDERS - 8"
- (D) EXISTING AGGREGATE SHOULDER
- (E) EXISTING PIPE UNDERDRAINS - 4"
- (F) EXISTING BITUMINOUS OVERLAY - 1 3/4 " OR 3 1/2 "
- (G) EXISTING BITUMINOUS BINDER COURSE, N 105 - 2 1/4 "
- (H) EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT - 2"
- (I) EXISTING BITUMINOUS SHOULDERS
- (J) EXISTING AGGREGATE SHOULDER TYPE B WEDGE
- (K) EXISTING BITUMINOUS SHOULDER - 5"
- (L) EXISTING HOT-MIX ASPHALT SHOULDER, 4" (MOW STRIP)
- (M) EXISTING HIGH TENSION MEDIAN CABLE BARRIER

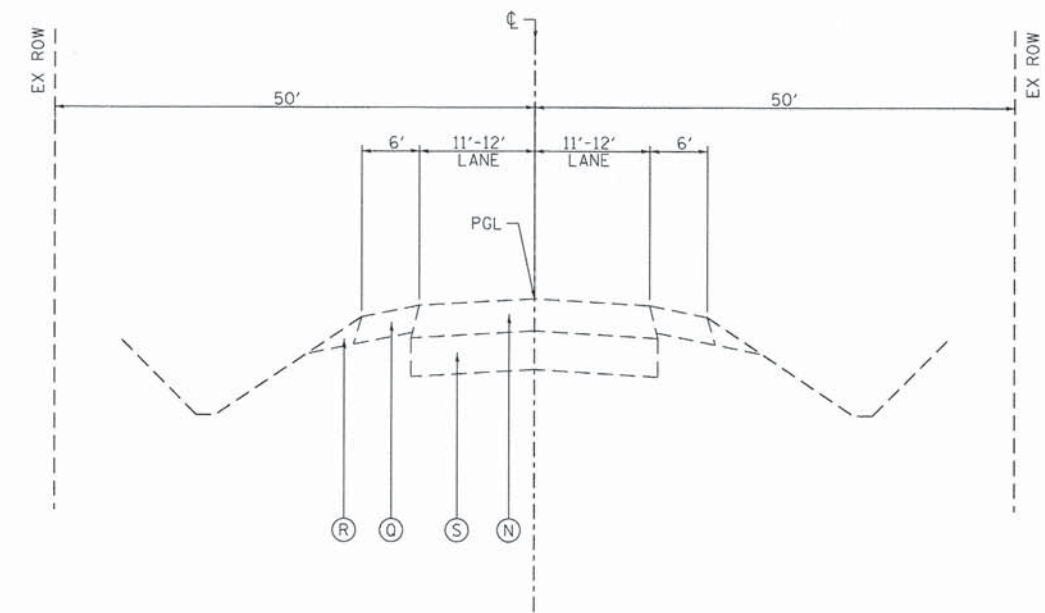
**EXISTING LEGEND - SIDE ROADS**

- (N) EXISTING ASPHALT PAVEMENT - 6" & VARIES
- (O) RESERVED
- (P) EXISTING OIL AND CHIP PAVEMENT - 6" & VARIES
- (Q) EXISTING HOT MIX ASPHALT SHOULDERS - 8"
- (R) EXISTING AGGREGATE SHOULDERS
- (S) EXISTING AGGREGATE SUB-BASE - 12"



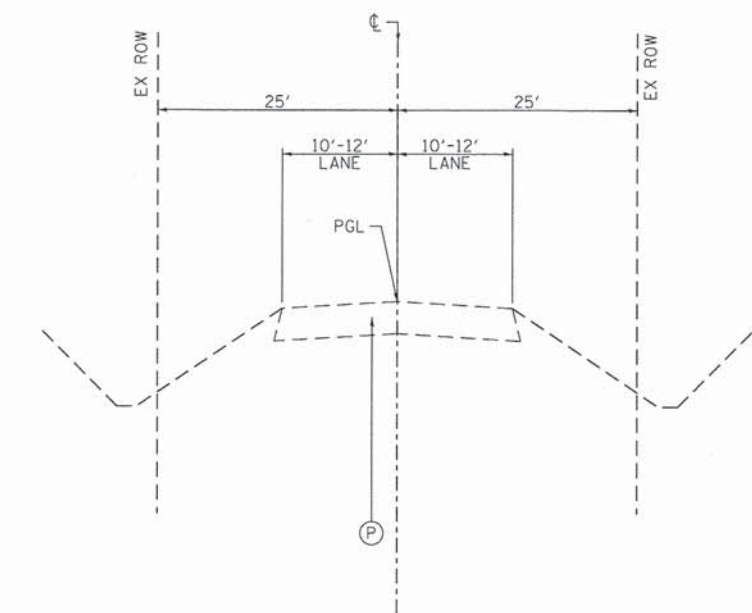
**TYPICAL SECTION  
EXISTING RIEDER ROAD (TR-222)**

STA 33+03.61 TO STA 48+31.31  
STA 51+16.86 TO STA 82+79.91



**TYPICAL SECTION  
EXISTING WHERRY ROAD**

STA 35+70.00 TO STA 47+85.90



**TYPICAL SECTION  
EXISTING SHILOH VALLEY TOWNSHIP ROAD**

STA 35+53.57 TO STA 51+01.02

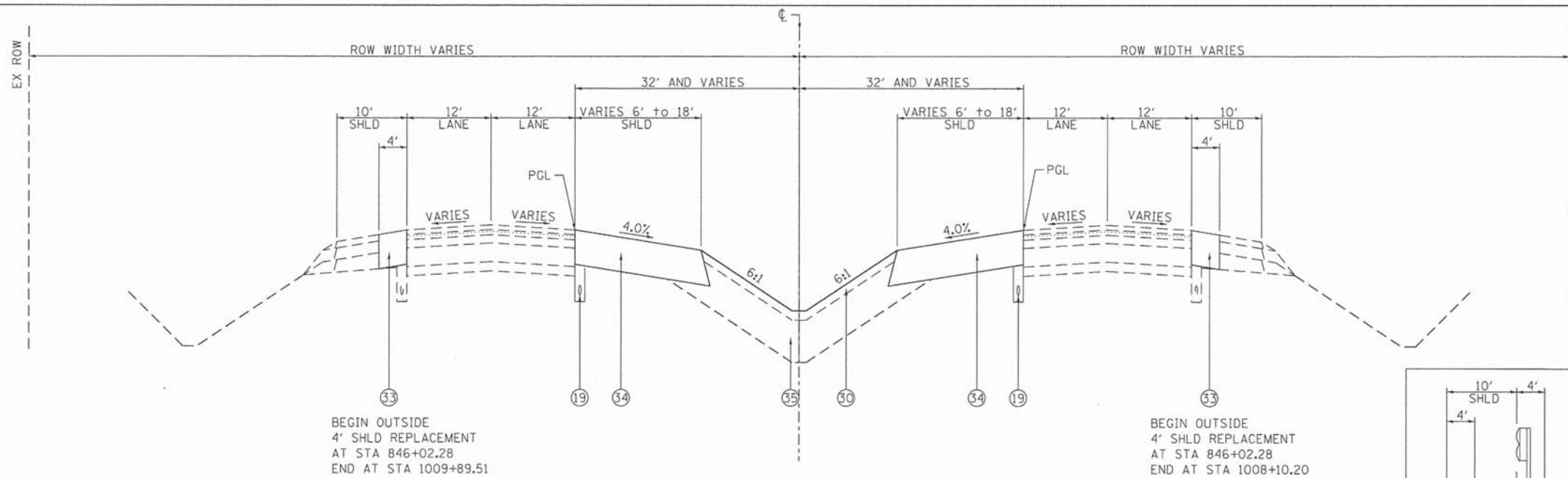
FAI64-0016-02 Rieder Road Phase II I-18 CAD/CADD Sheets 09-0016-sht-typical-1-64.dgn

FILE NAME = 09-0016-sht-typical-1-64.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical01	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 120.0000 ' / ft.	DATE - April 29, 2014		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS EXISTING CONDITIONS</b>	
SCALE: N.T.S.	SHEET NO. 1 OF 28 SHEETS
STA.	TO STA.

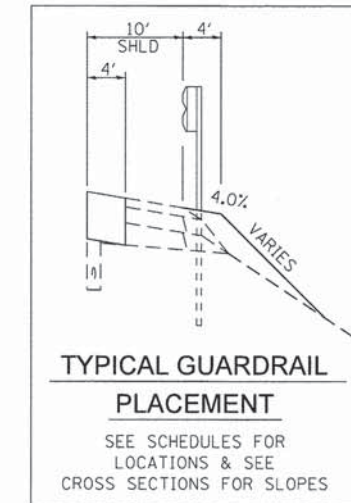
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	7
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



**TYPICAL SECTION  
PROPOSED WIDENING FAI 64 (I-64)**

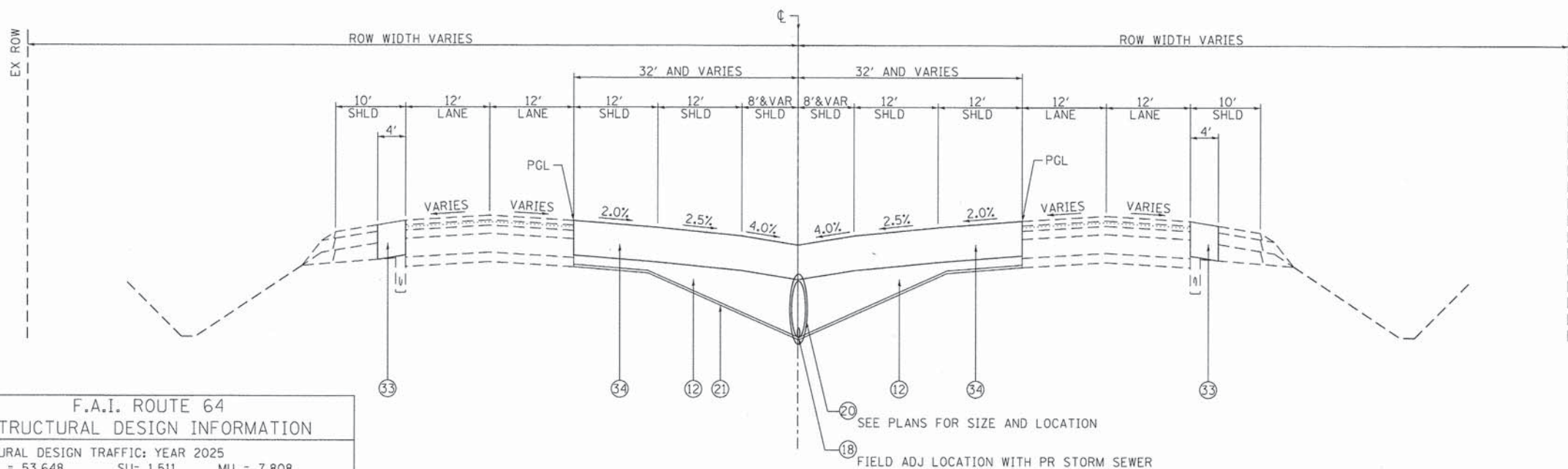
STA 848+72.28 TO STA 854+72.28  
STA 999+91.46 TO STA 1005+91.46

LOCATION	I-64 MEDIAN TRANSITION	I-64 MOT SHOULDER (FD HMA)	
MIXTURE USE	HMA SHOULDERS	FD SURFACE	FD BINDER
PG	PG 64-22	PG 64-22	PG 64-22
RAP%			
DESIGN AIR VOIDS	2% @ $N_{des}=30$	4% @ $N_{des}=90$	4% @ $N_{des}=90$
MIXTURE COMPOSITION (GRADATION MIXTURE)		IL 9.5	IL 19.0 FG
FRICTION AGGREGATE		MIXTURE "D"	MIXTURE "B"



**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"



**TYPICAL SECTION  
PROPOSED WIDENING FAI 64 (I-64)**

STA 854+72.28 TO STA 855+12.28  
STA 999+51.46 TO STA 999+91.46

**F.A.I. ROUTE 64  
STRUCTURAL DESIGN INFORMATION**

STRUCTURAL DESIGN TRAFFIC: YEAR 2025  
PV = 53,648 SU = 1,511 MU = 7,808

ROADWAY CLASSIFICATION: CLASS I  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
P = 20% S = 40% M = 40%

TRAFFIC FACTOR: ACTUAL TF = 45.27 AC TYPE = 20  
MINIMUM TF = 8.93

SUBGRADE SUPPORT RATING: POOR

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

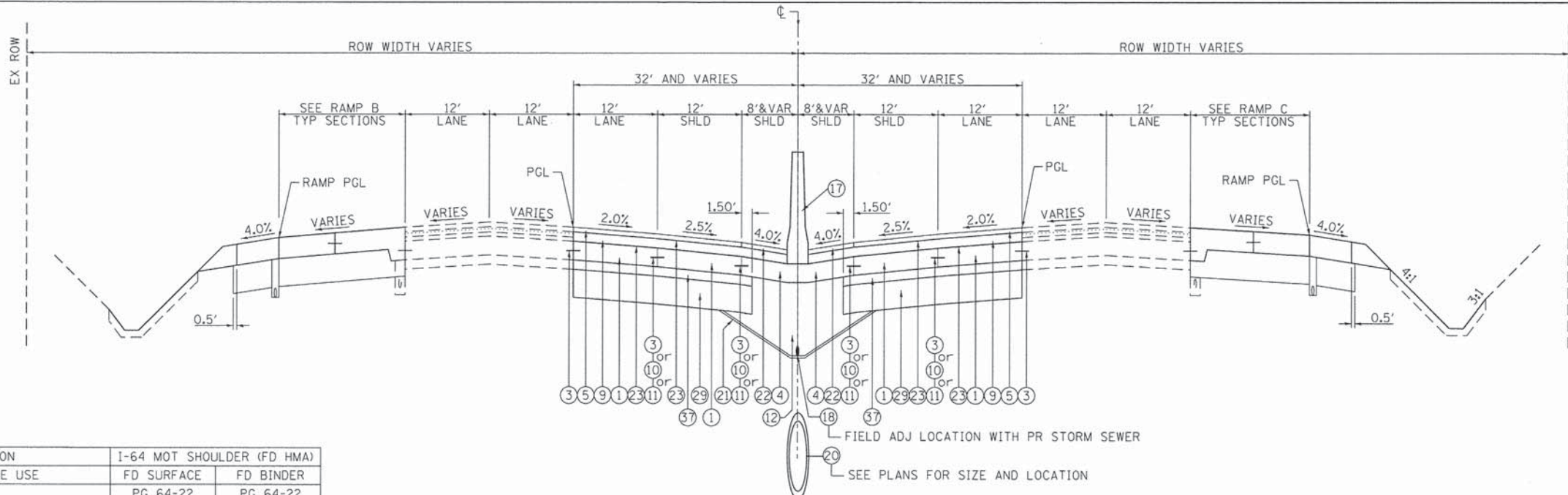
F:\09-2016-02\_Rieder\_Road\_Phase\_1\11B\_C40\_C400\_Sheet\09-2016-shd-typical-1-64.dgn

FILE NAME = 09-2016-shd-typical-1-64.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS PROPOSED WIDENING FAI 64 (I-64)</b>		F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 8	
	MODEL NAME = 09-2016-shd-typical101.1	DRAWN - RJO	REVISED -		SCALE: N.T.S.	SHEET NO. 2 OF 28 SHEETS	STA. TO STA.	CONTRACT NO. 97549				
	PLOT SCALE = 10.0000' / in.	CHECKED - LDC	REVISED -									
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									









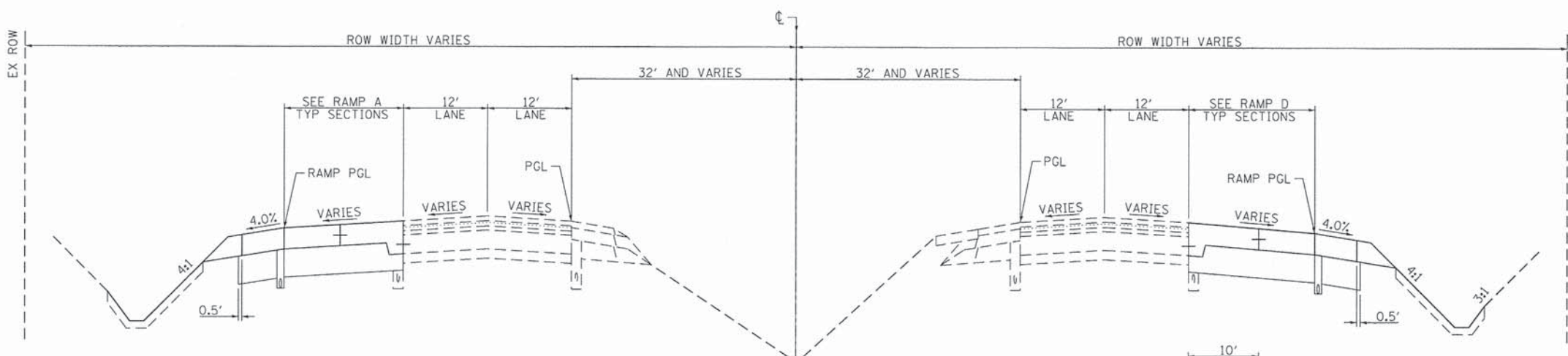
**TYPICAL SECTION  
PROPOSED WIDENING FAI 64 (I-64)**

STA 973+32.12 TO STA 987+02.34 LT SEE RAMP B TYPICAL SECTIONS  
STA 978+54.94 TO STA 986+56.22 RT SEE RAMP C TYPICAL SECTIONS

LOCATION	I-64 MOT SHOULDER (FD HMA)	
MIXTURE USE	FD SURFACE	FD BINDER
PG	PG 64-22	PG 64-22
RAP%		
DESIGN AIR VOIDS	4% @ N <sub>des</sub> =90	4% @ N <sub>des</sub> =90
MIXTURE COMPOSITION		
(GRADATION MIXTURE)	IL 9.5	IL 19.0 FG
FRICTION AGGREGATE	MIXTURE "D"	MIXTURE "B"

LOCATION	I-64 WIDENING		STABILIZED SUBBASE PER ARTICLE 1030	I-64 WIDENING SHOULDERS	
MIXTURE USE	SMA SURFACE	POLY BINDER		SURFACE	POLY BINDER
PG	SBS PG 76-22	SBS PG 76-22	PG 64-22	SBS PG 76-22	
RAP%	SEE SPECS.	SEE SPECS.	4% @ N <sub>des</sub> =70	4% @ N <sub>des</sub> =90	
DESIGN AIR VOIDS	4% @ N <sub>des</sub> =80	4% @ N <sub>des</sub> =90	IL 9.5	IL 19.0 FG	
MIXTURE COMPOSITION			MIXTURE "C"	MIXTURE "B"	
(GRADATION MIXTURE)		IL 19.0 FG			
FRICTION AGGREGATE	SMA	MIXTURE "B"			

- PROPOSED LEGEND**
- CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - HOT-MIX ASPHALT SHOULDER, 8"
  - PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - POROUS GRANULAR EMBANKMENT, SUBGRADE
  - AGGREGATE SHOULDER, TYPE B
  - PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - PIPE UNDERDRAINS, 6"
  - PIPE UNDERDRAINS, 4"
  - STORM SEWER
  - FILTER FABRIC
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - BITUMINOUS MATERIALS (PRIME COAT)
  - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - CONCRETE MEDIAN SURFACE, 4"
  - PAVEMENT FABRIC
  - AGGREGATE BASE COURSE, TYPE A, 12"
  - TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - COARSE AGGREGATE
  - INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - HOT-MIX ASPHALT SHOULDERS, 13"
  - EMBANKMENT
  - SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

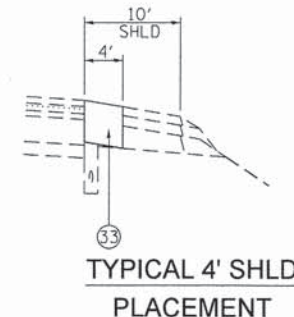


**TYPICAL SECTION  
PROPOSED WIDENING FAI 64 (I-64)**

STA 1005+91.46 TO 1008+10.20 RT OUTSIDE 4' SHLD REPLACEMENT  
STA 1005+91.46 TO 1009+89.51 LT OUTSIDE 4' SHLD REPLACEMENT  
STA 1008+10.20 TO STA 1021+85.10 RT SEE RAMP D TYPICAL SECTIONS  
STA 1009+89.51 TO STA 1017+90.79 LT SEE RAMP A TYPICAL SECTIONS

**F.A.I. ROUTE 64  
STRUCTURAL DESIGN INFORMATION**

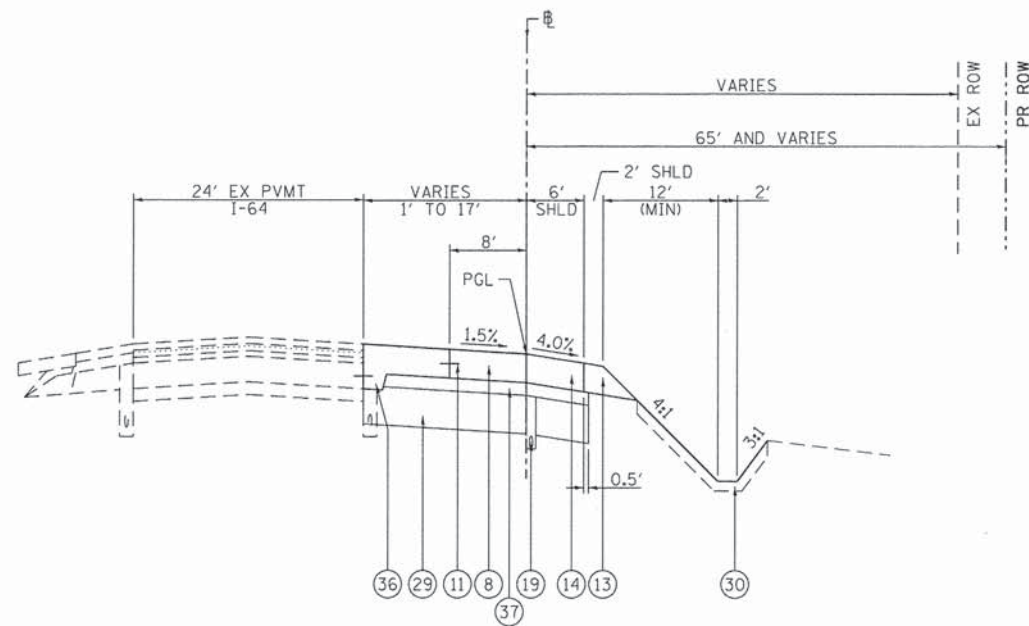
STRUCTURAL DESIGN TRAFFIC: YEAR 2025  
PV = 53,648 SU = 1,511 MU = 7,808  
ROADWAY CLASSIFICATION: CLASS I  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
P = 20% S = 40% M = 40%  
TRAFFIC FACTOR: ACTUAL TF = 45.27 AC TYPE = 20  
MINIMUM TF = 8.93  
SUBGRADE SUPPORT RATING: POOR



- NOTES**
- SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  - SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  - IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

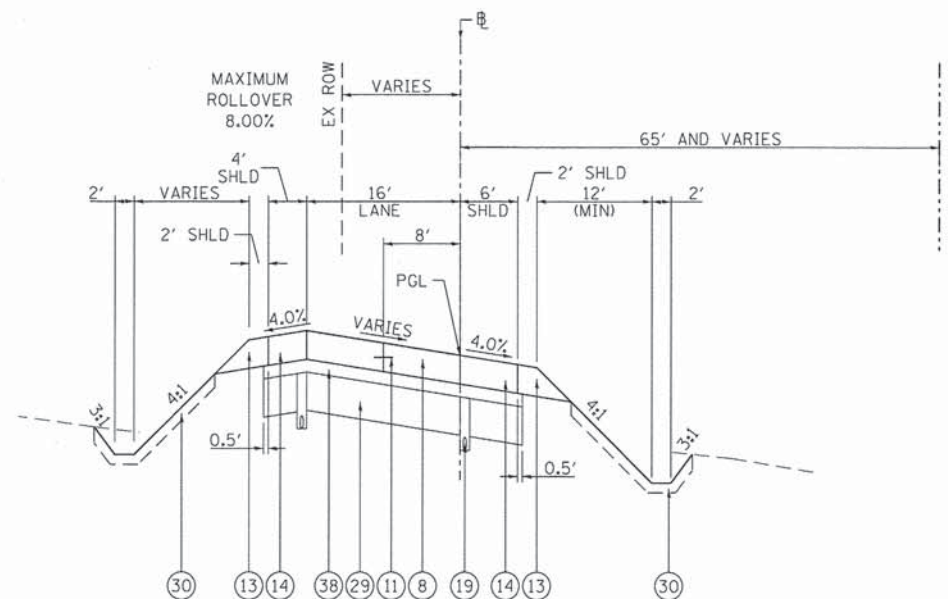
FAI 64-0016-02 Rieder Road Phase II, I-64 CAD, Sheets, 09-0016-shd-typical-I-64.dgn

FILE NAME = 09-0016-shd-typical-I-64.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS PROPOSED WIDENING FAI 64 (I-64)</b>		F.A.I. RTE. = 64	SECTION = 09-00365-01-PV	COUNTY = ST. CLAIR	TOTAL SHEETS = 535	SHEET NO. = 11	
	MODEL NAME = 09-0016-shd-typical02.d	DRAWN - RJO	REVISED -		SCALE: N.T.S.	SHEET NO. 5 OF 28 SHEETS	STA. TO STA.	TR RTE. 222 (RIEDER ROAD)	CONTRACT NO. 97549	ILLINOIS		
	PLOT SCALE = 10,0000' / in.	CHECKED - LDC	REVISED -									
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									



**TYPICAL SECTION  
PROPOSED RAMP A**

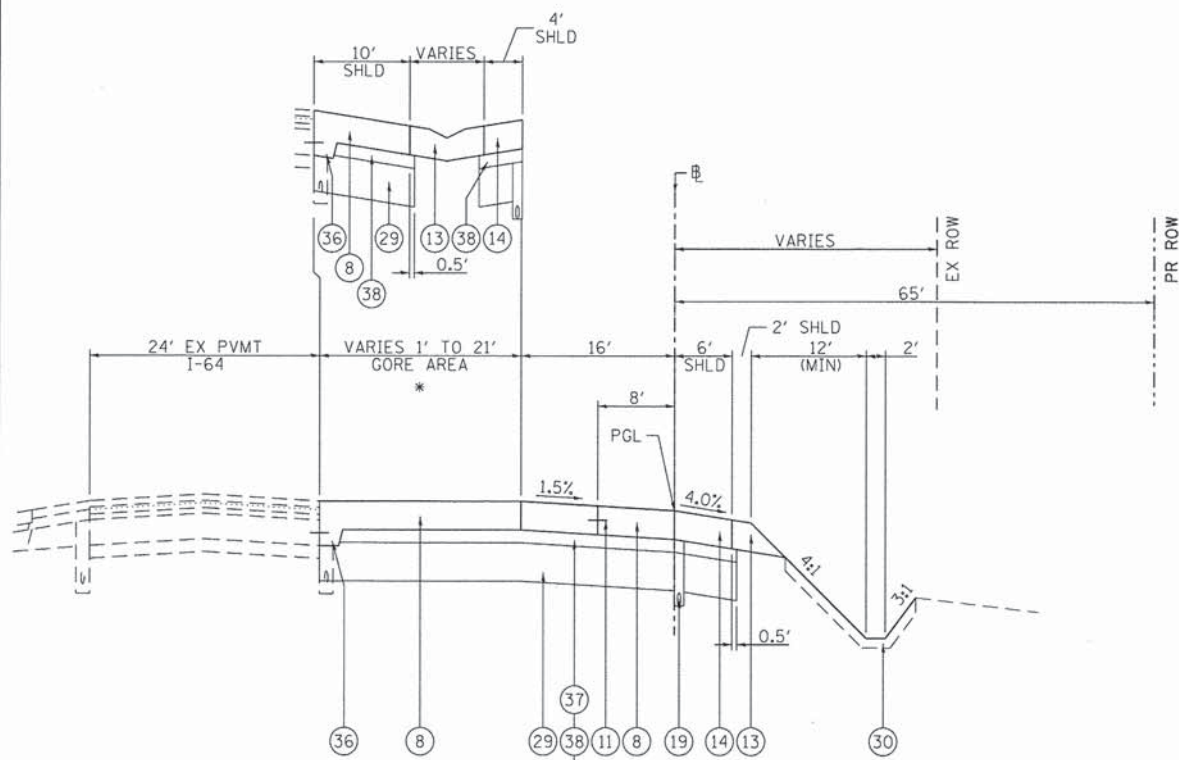
STA 0+00.00 TO STA 2+93.45



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (1.50% TO 4.00%)	7+47.38 TO 8+27.38
FULL SUPER (4.00%)	8+27.38 TO 13+25.76
TRANS. (4.00% TO 0.00%)	13+25.76 TO 14+54.76

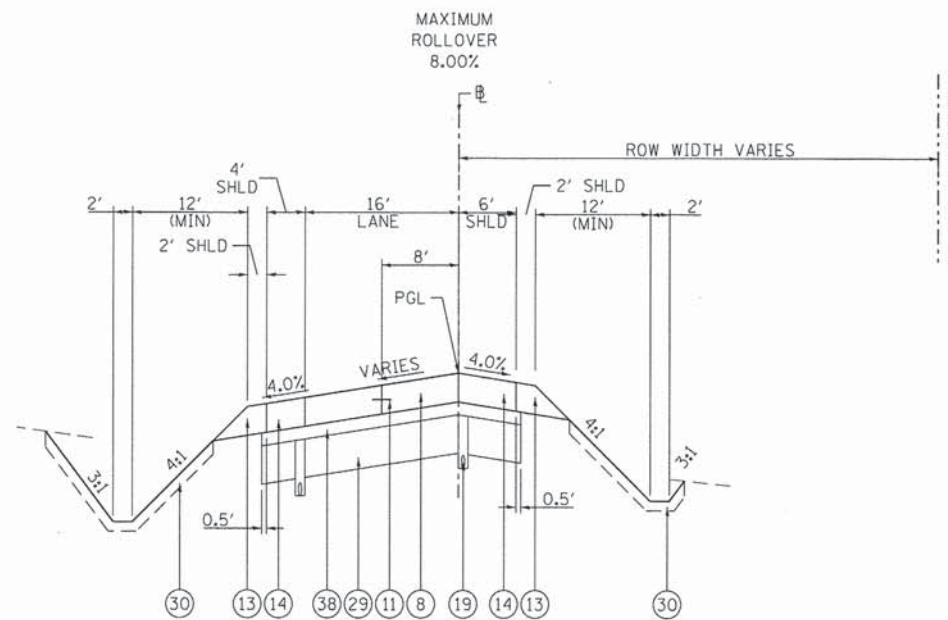
**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP A**

STA 7+47.38 TO STA 14+54.76



**TYPICAL SECTION  
PROPOSED RAMP A**

STA 2+93.45 TO STA 7+47.38



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	14+54.76 TO 15+63.76
FULL SUPER (4.00%)	15+63.76 TO 18+42.03
TRANS. (4.00% TO 2.00%)	18+42.03 TO 20+28.03

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP A**

STA 14+54.76 TO STA 15+48.65

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ㊳ STABILIZED SUBBASE, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02-Render\_Road\_Phase\_1\1\18\_CADD\CADD\_Sheets\09-0016-sht-typical-Ramps.dgn

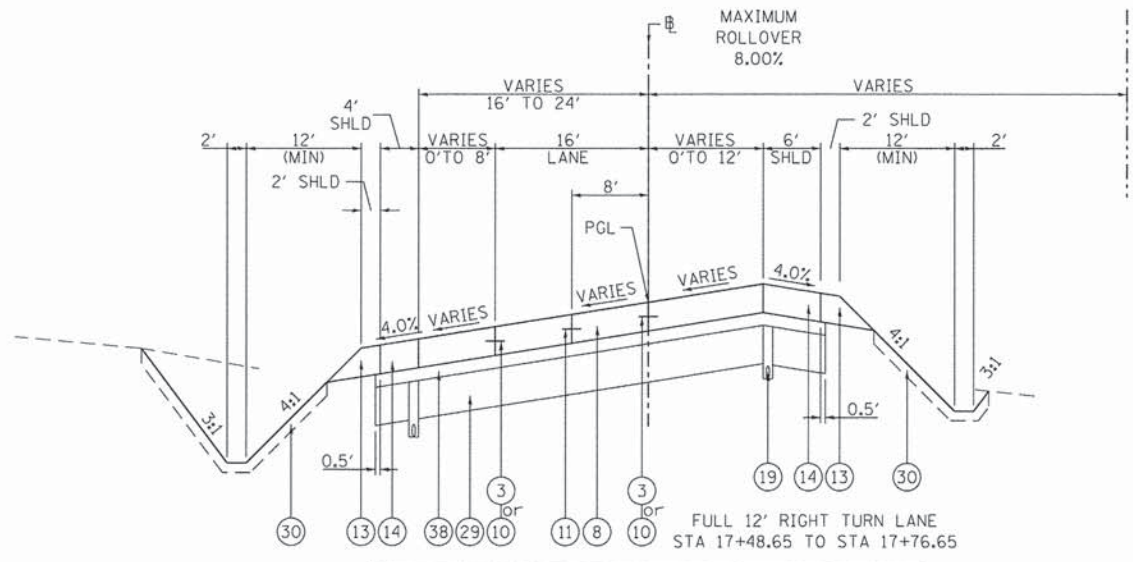
FILE NAME = 09-0016-sht-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical11	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 1/200000 ' / ft.	DATE - Apr 29, 2014		
PLOT DATE = 5/9/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED RAMP A**

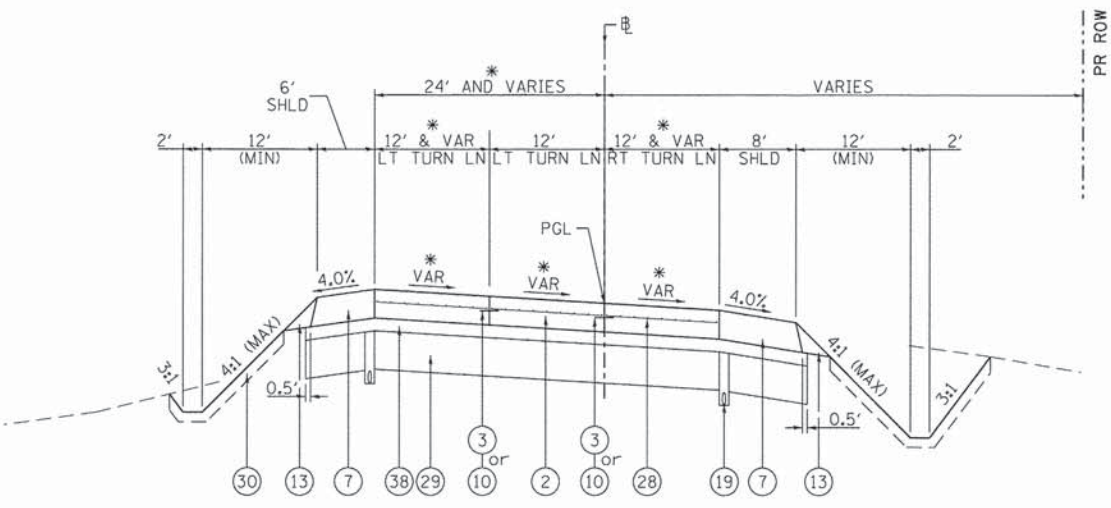
SCALE: N.T.S. SHEET NO. 6 OF 28 SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	12
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
ILLINOIS				

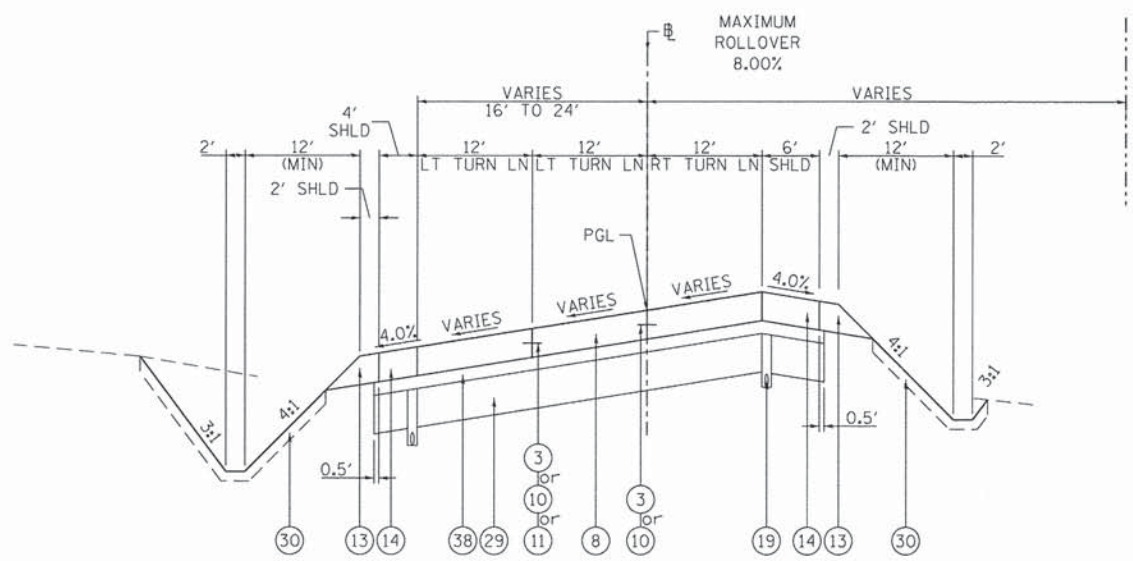


SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	14+54.76 TO 15+63.76
FULL SUPER (4.00%)	15+63.76 TO 18+42.03
TRANS. (4.00% TO 2.00%)	18+42.03 TO 20+28.03

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP A**  
STA 15+48.65 TO STA 17+76.65



**TYPICAL SECTION  
PROPOSED RAMP A**  
STA 19+33.65 TO STA 20+65.65  
STA 20+65.65 TO STA 21+05.65 (RIEDER RD THRU LANES)



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	14+54.76 TO 15+63.76
FULL SUPER (4.00%)	15+63.76 TO 18+42.03
TRANS. (4.00% TO 2.00%)	18+42.03 TO 20+28.03

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP A**  
STA 17+76.65 TO STA 19+33.65

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
  - ㊳ STABILIZED SUBBASE, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02 Rieder Road Phase II\18-CAD\CADD Sheets\09-0016-shr-typical-Ramps.dgn

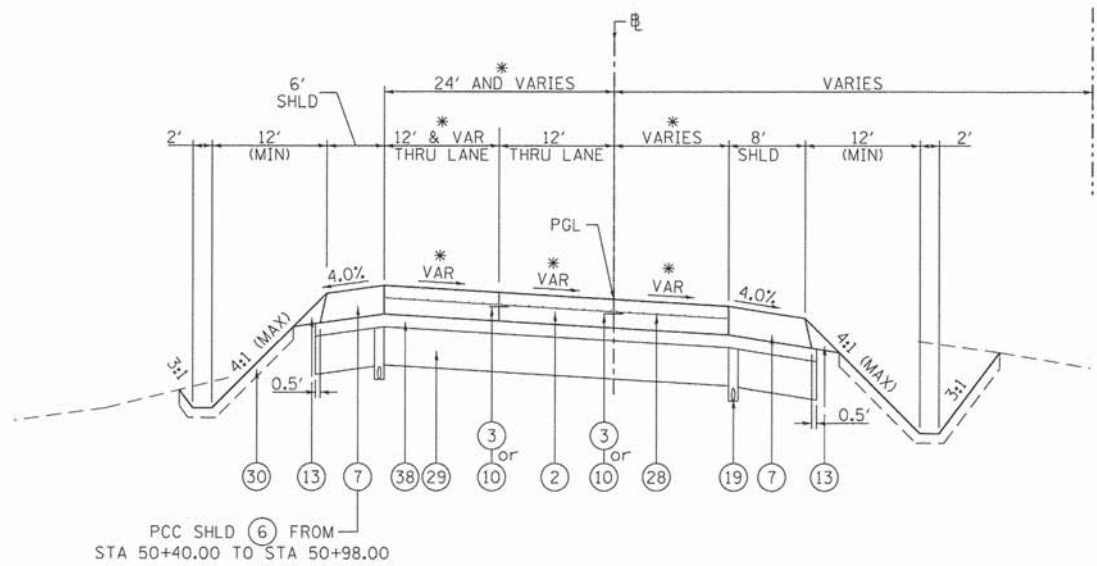
FILE NAME = 09-0016-shr-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-shr-typical12	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 120.0000' / ft.	DATE - April 29, 2014		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

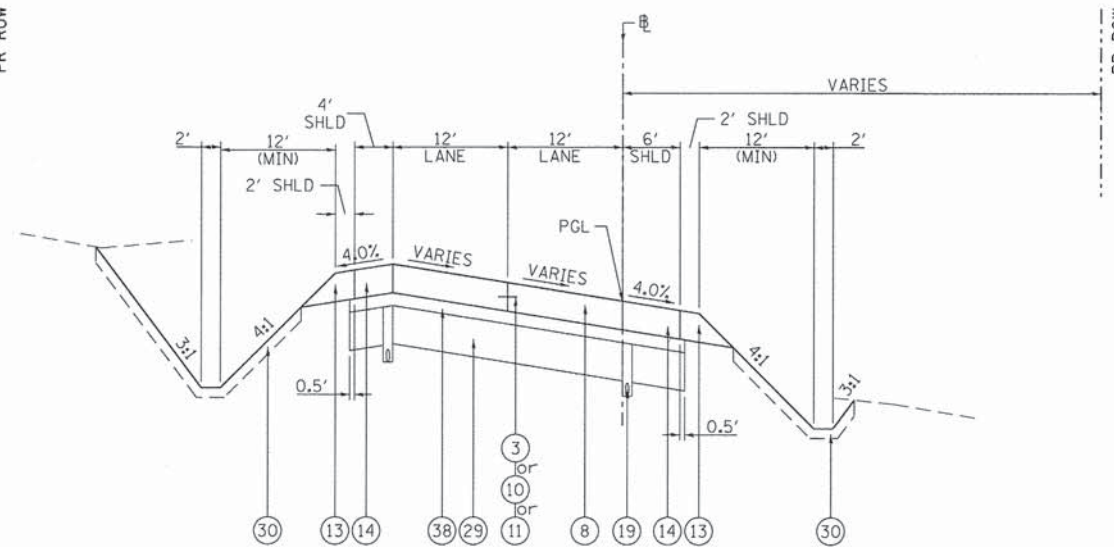
**TYPICAL SECTIONS  
PROPOSED RAMP A**

SCALE: N.T.S. SHEET NO. 7 OF 28 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	13
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

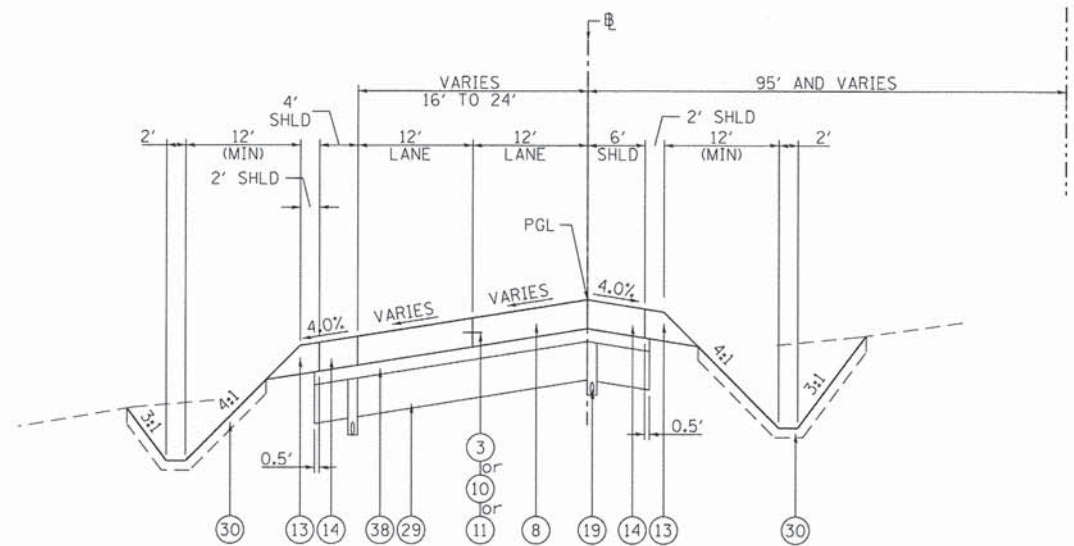


\*SEE INTERSECTION DETAIL SHEETS  
**TYPICAL SECTION  
 PROPOSED RAMP B**  
 STA 50+00.00 TO STA 50+40.00 (RIEDER RD THRU LANES)  
 STA 50+40.00 TO STA 52+66.74



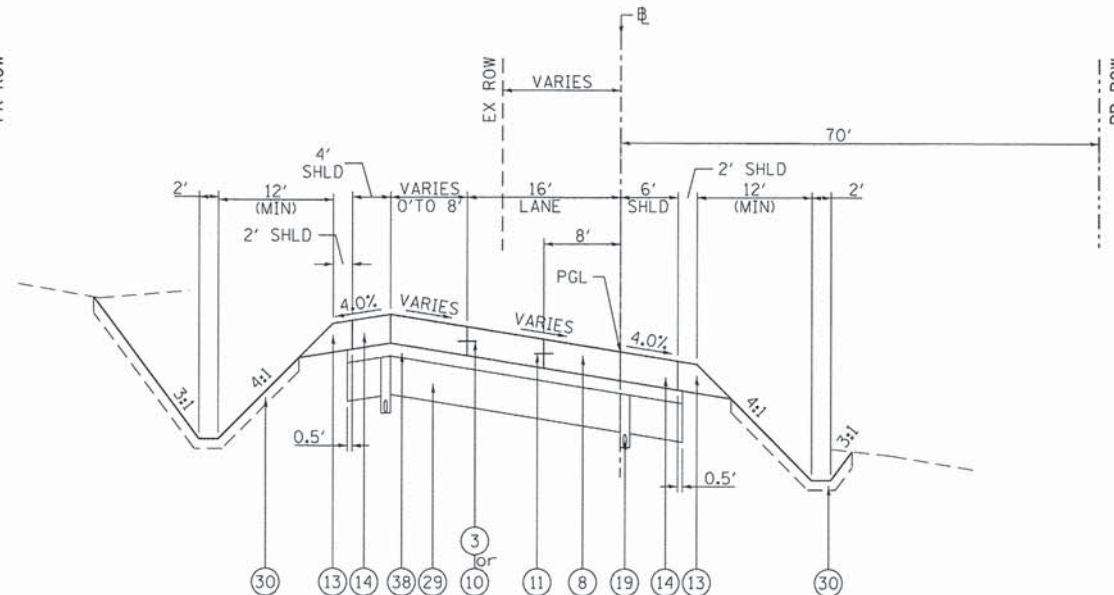
SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	57+18.87 TO 58+46.87
FULL SUPER (4.00%)	58+46.87 TO 62+85.11
TRANS. (4.00% TO 3.28%)	62+85.11 TO 64+19.32

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 57+18.87 TO STA 58+04.87



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	51+35.62 TO 53+21.62
FULL SUPER (4.00%)	53+21.62 TO 56+08.87
TRANS. (4.00% TO 0.00%)	56+08.87 TO 57+18.87

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 52+66.74 TO STA 57+18.87



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	57+18.87 TO 58+46.87
FULL SUPER (4.00%)	58+46.87 TO 62+85.11
TRANS. (4.00% TO 3.28%)	62+85.11 TO 64+19.32

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 58+04.87 TO STA 62+04.87

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ㊳ STABILIZED SUBBASE, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

I:\118\_CADD\CADD\_Sheets\09-0016-sht-typical-Ramps.dgn  
 09-0016-sht-typical-Ramps.dgn

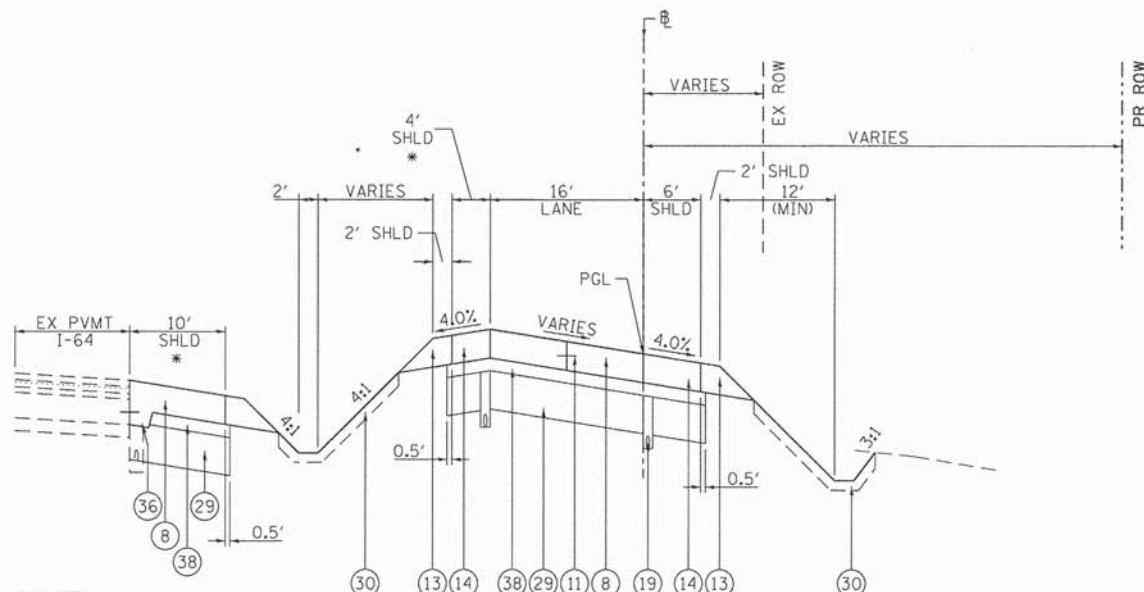
FILE NAME = 09-0016-sht-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical13	DRAWN - RJO	REVISOR -	REVISOR -
PLOT SCALE = 1/20.0000' / Ft.	CHECKED - LDC	REVISOR -	REVISOR -
PLOT DATE = 5/9/2014	DATE - Apr 11 2014	REVISOR -	REVISOR -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
 PROPOSED RAMP B**

SCALE: N.T.S. SHEET NO. 8 OF 28 SHEETS STA. TO STA.

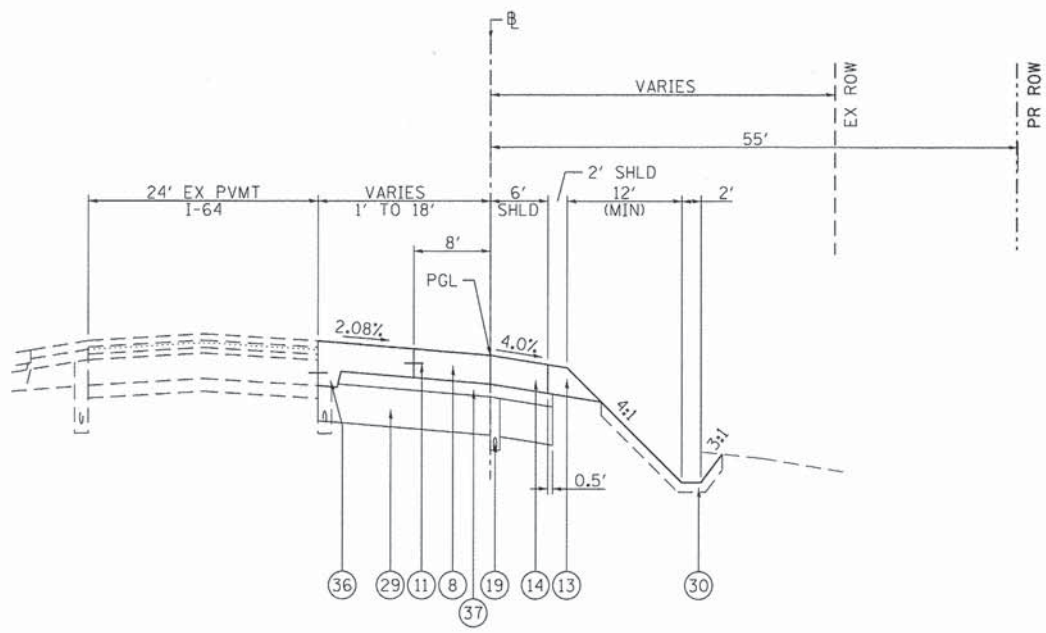
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	14
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS]				



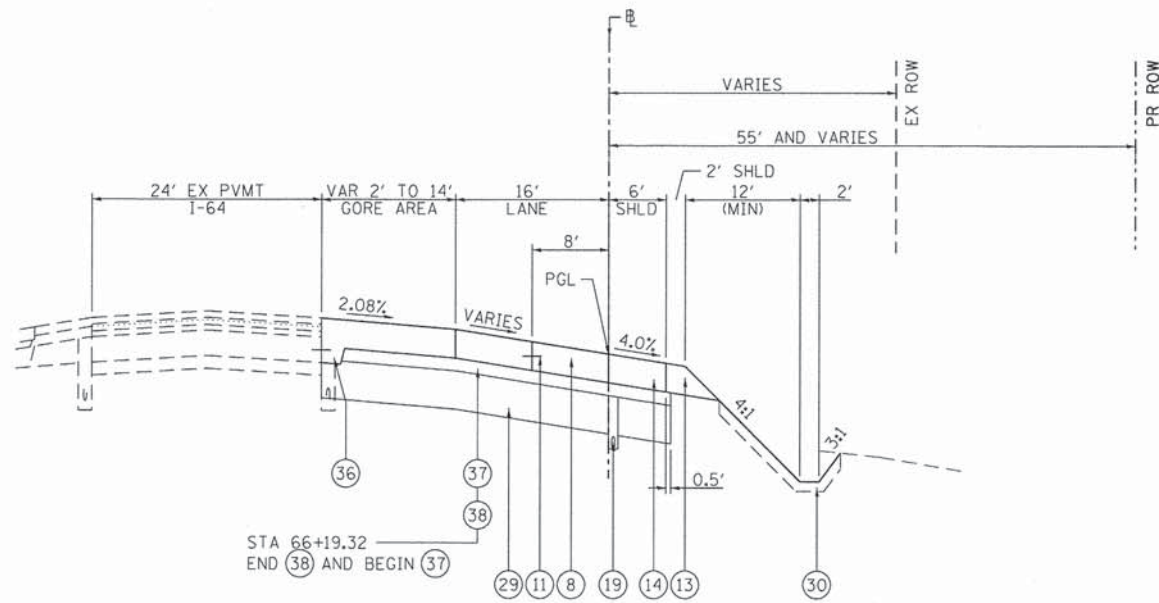
\* NOTE:  
 10' SHLD I-64 & 4' SHLD RAMP  
 STA 62+07.11 TO STA 63+31.70  
 (STA 62+07.11 RAMP B=  
 STA 987+02.34 I-64)

SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	57+18.87 TO 58+46.87
FULL SUPER (4.00%)	58+46.87 TO 62+85.11
TRANS. (4.00% TO 3.28%)	62+85.11 TO 64+19.32

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 62+04.87 TO STA 63+31.70



**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 67+19.34 TO STA 75+69.19



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	57+18.87 TO 58+46.87
FULL SUPER (4.00%)	58+46.87 TO 62+85.11
TRANS. (4.00% TO 3.28%)	62+85.11 TO 64+19.32

FULL SUPER (3.28%)	64+19.32 TO 66+19.32
TRANS. (3.28% TO 2.08%)	66+19.32 TO 67+19.34

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP B**  
 STA 63+31.70 TO STA 67+19.34

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ㊳ STABILIZED SUBBASE, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02-Roadway-Road-Phase-1\118-CAD\CADD-Sheets\09-0016-sht-typical-Ramps.dgn

FILE NAME = 09-0016-sht-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical14	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 1/28.0000' / FT.	DATE - April 29, 2014		REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

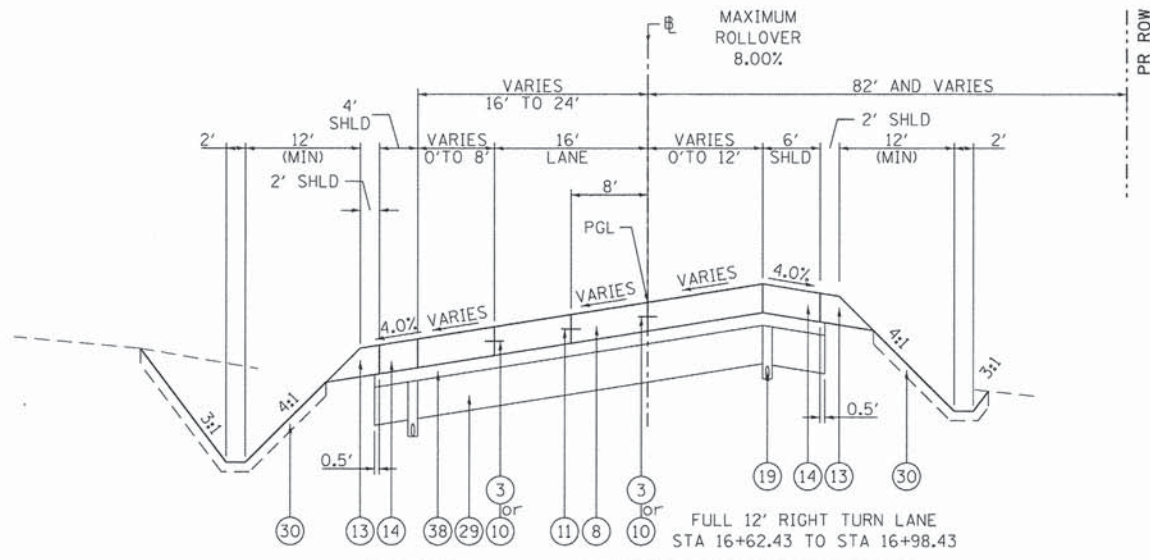
**TYPICAL SECTIONS  
 PROPOSED RAMP B**

SCALE: N.T.S. SHEET NO. 9 OF 28 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	15
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

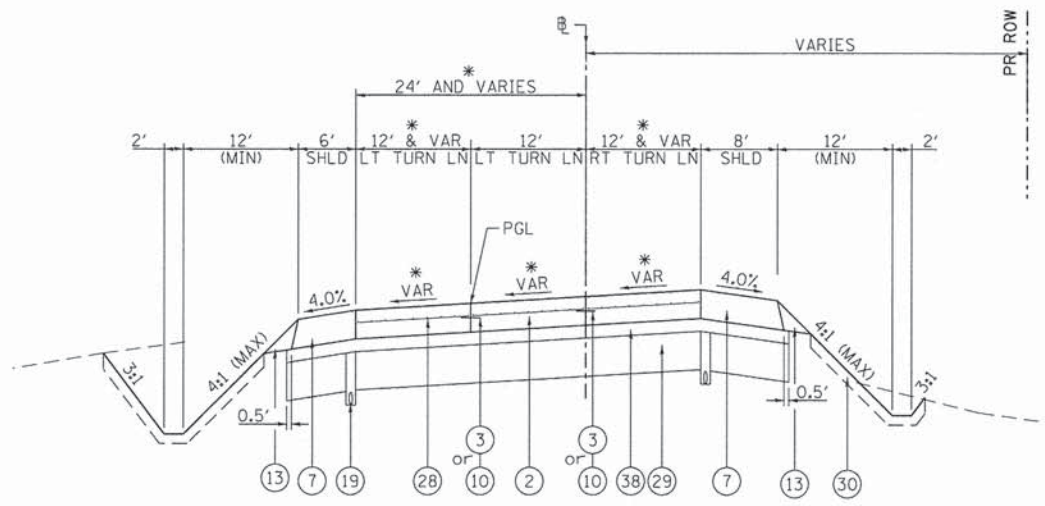




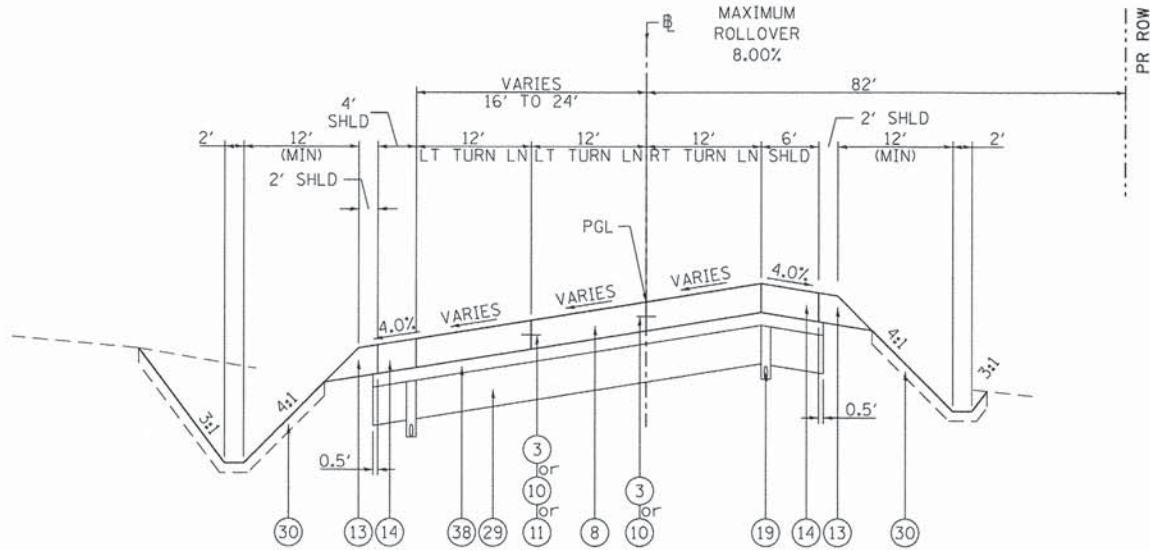


SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	13+97.75 TO 15+07.75
FULL SUPER (4.00%)	15+07.75 TO 17+74.27
TRANS. (4.00% TO 2.00%)	17+74.27 TO 18+36.27

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP C**  
STA 14+62.43 TO STA 16+98.43



\*SEE INTERSECTION DETAIL SHEETS  
**TYPICAL SECTION  
PROPOSED RAMP C**  
STA 18+47.43 TO STA 19+77.43  
STA 19+77.43 TO STA 20+17.43 (RIEDER RD THRU LANES)



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	13+97.75 TO 15+07.75
FULL SUPER (4.00%)	15+07.75 TO 17+74.27
TRANS. (4.00% TO 2.00%)	17+74.27 TO 18+36.27

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP C**  
STA 16+98.43 TO STA 18+47.43

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
  - ㊳ STABILIZED SUBBASE, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

F:\09-0016-02\_Boulder\_Road\_Phase\_1\1\B\_CAD\CADD\_Sheets\09-0016-sht-typical-Ramps.dgn

FILE NAME = 09-0016-sht-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical16	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 1/200000' / ft.	DATE = Apr 29, 2014		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED RAMP C**

SCALE: N.T.S. SHEET NO. 11 OF 28 SHEETS STA. TO STA.

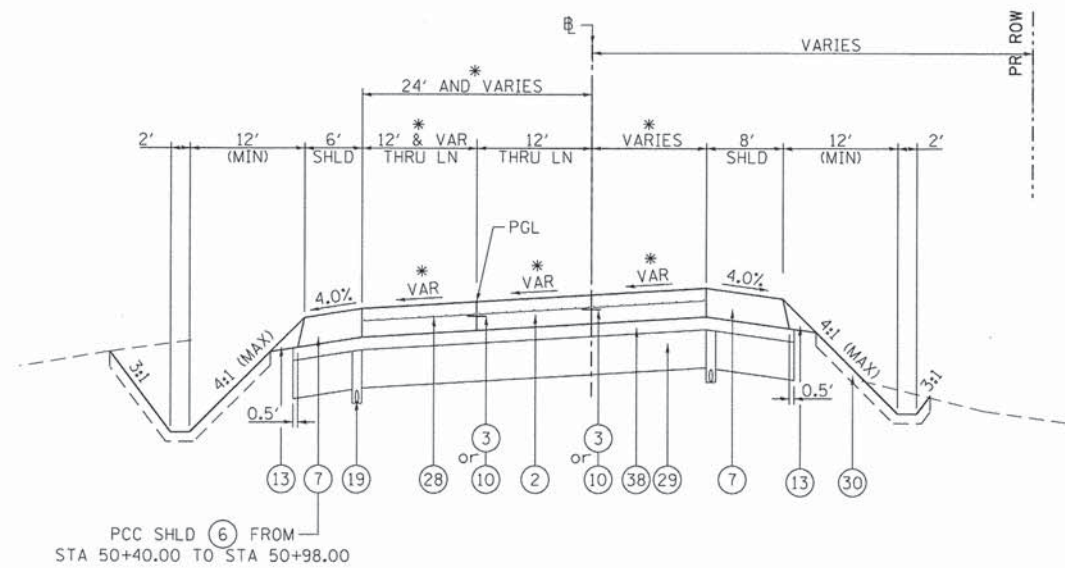
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	17
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ㊳ STABILIZED SUBBASE, 4"

**NOTES**

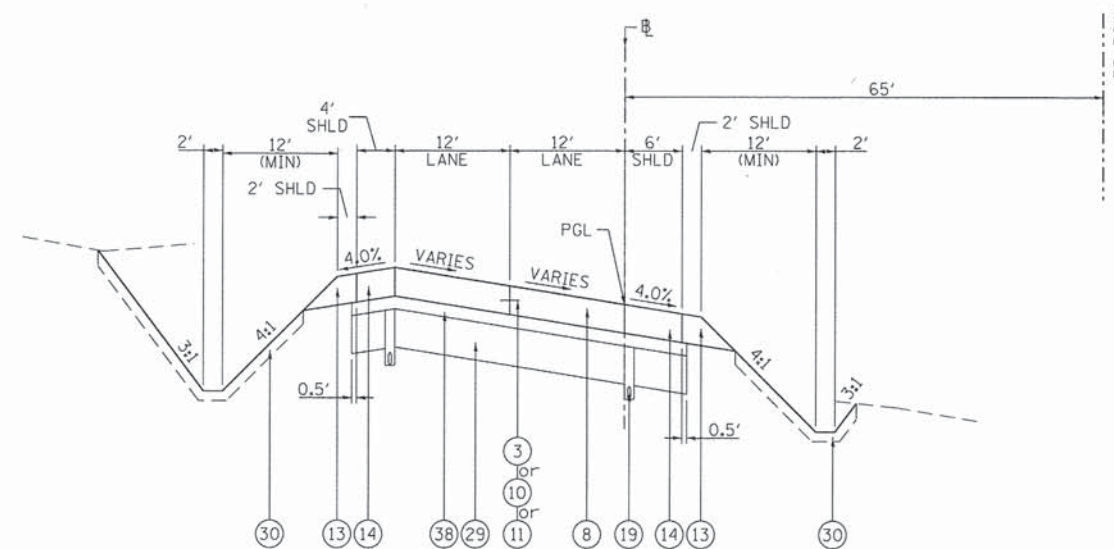
- 1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
- 2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
- 3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.



\*SEE INTERSECTION DETAIL SHEETS

**TYPICAL SECTION  
PROPOSED RAMP D**

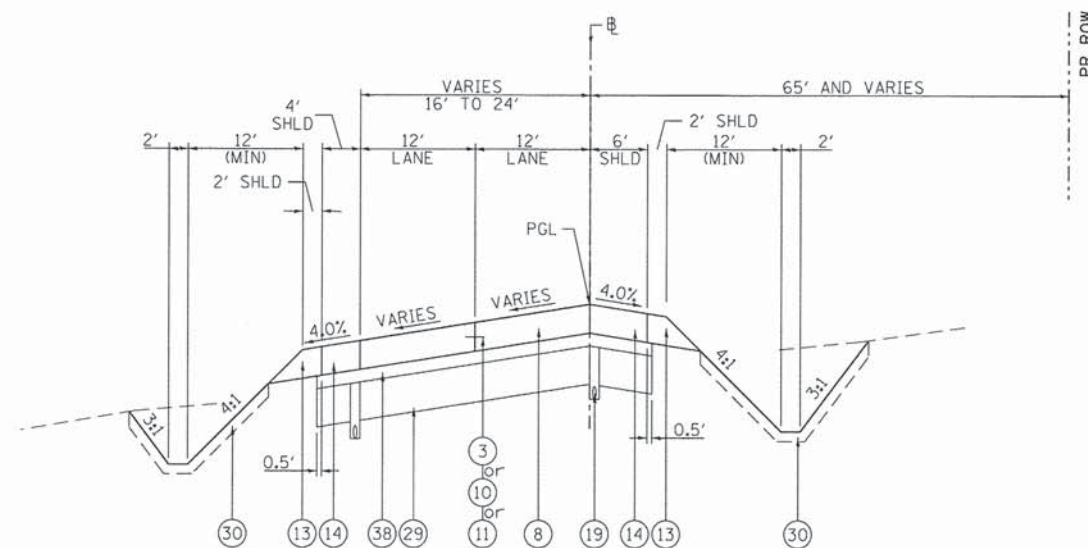
STA 50+00.00 TO STA 50+40.00 (RIEDER RD THRU LANES)  
STA 50+40.00 TO STA 52+66.74



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	56+87.25 TO 58+15.25
FULL SUPER (4.00%)	58+15.25 TO 62+02.72
TRANS. (4.00% TO 3.28%)	62+02.72 TO 63+32.72

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP D**

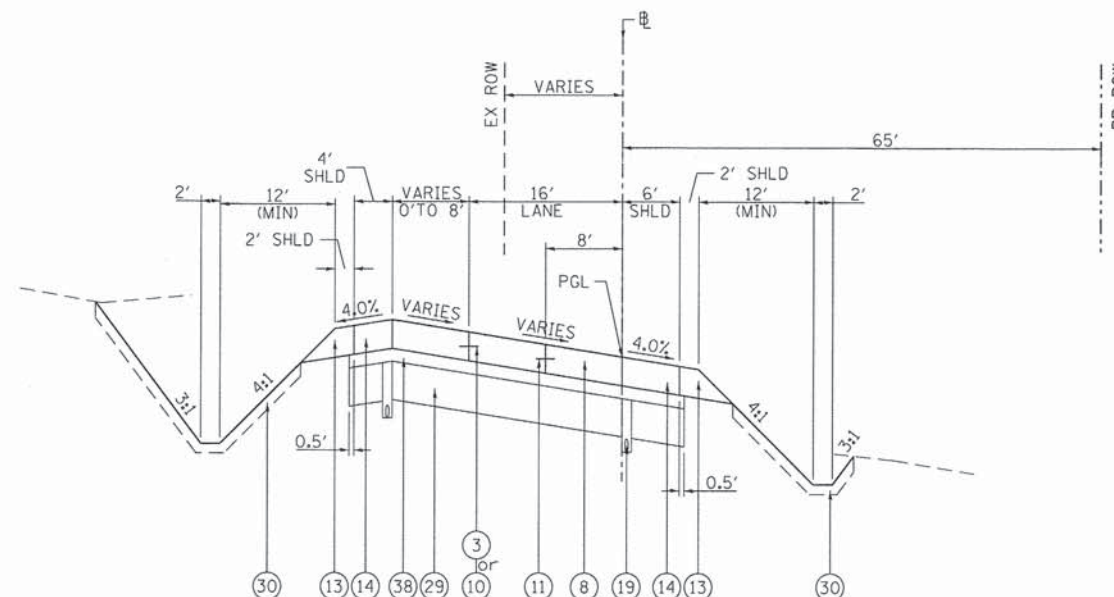
STA 56+87.25 TO STA 57+73.25



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	52+38.49 TO 53+01.49
FULL SUPER (4.00%)	53+01.49 TO 55+77.25
TRANS. (4.00% TO 0.00%)	55+77.25 TO 56+87.25

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP D**

STA 52+66.74 TO STA 56+87.25



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	56+87.25 TO 58+15.25
FULL SUPER (4.00%)	58+15.25 TO 62+02.72
TRANS. (4.00% TO 3.28%)	62+02.72 TO 63+32.72

**TYPICAL SUPERELEVATION SECTION  
PROPOSED RAMP D**

STA 57+73.25 TO STA 61+73.25

P:\09-2016\09-2016-Rieder-Road-Phase-1\1119\_CADD\CADD\_Sheets\09-2016-shr-typical-Ramps.dgn

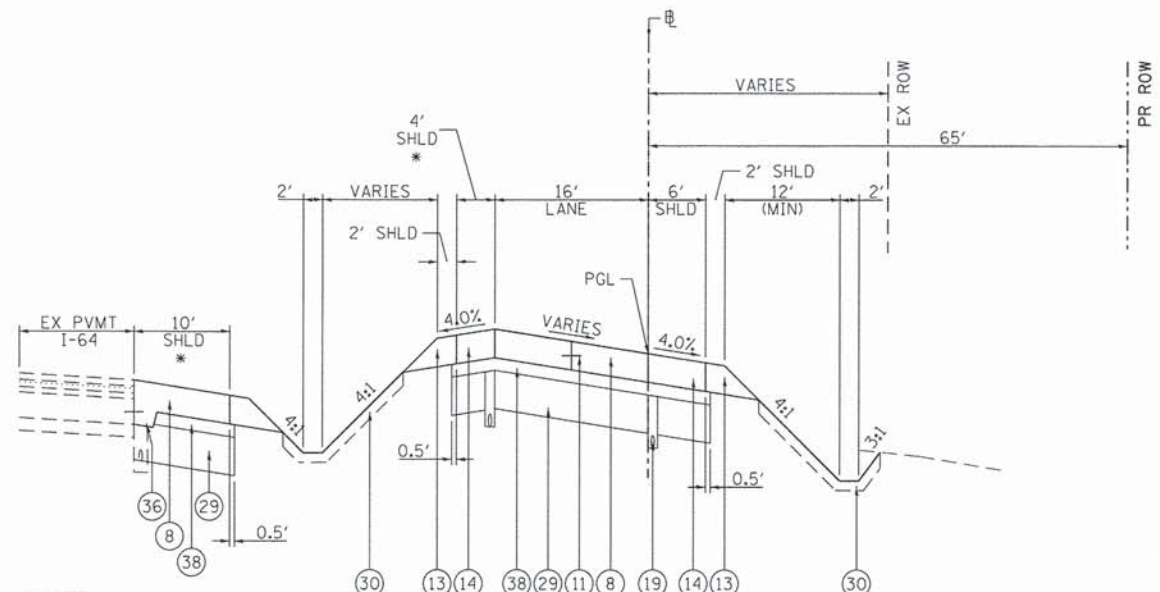
FILE NAME = 09-2016-shr-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-2016-shr-typical17	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 1/2000' / Ft.	DATE - April 29, 2014		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED RAMP D**

SCALE: N.T.S. SHEET NO. 12 OF 28 SHEETS STA. TO STA.

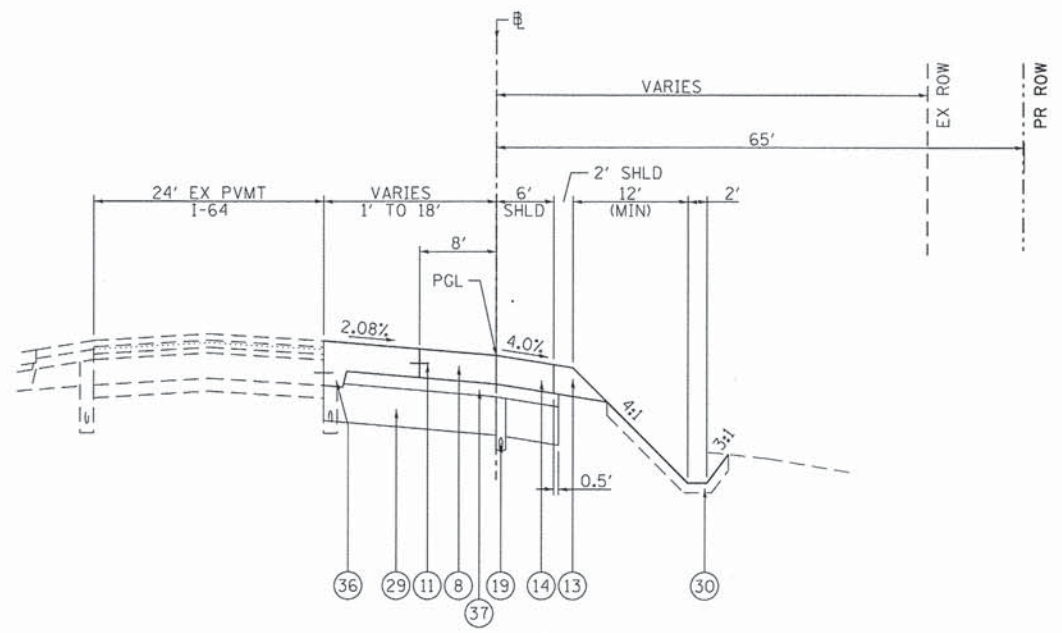
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	18
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



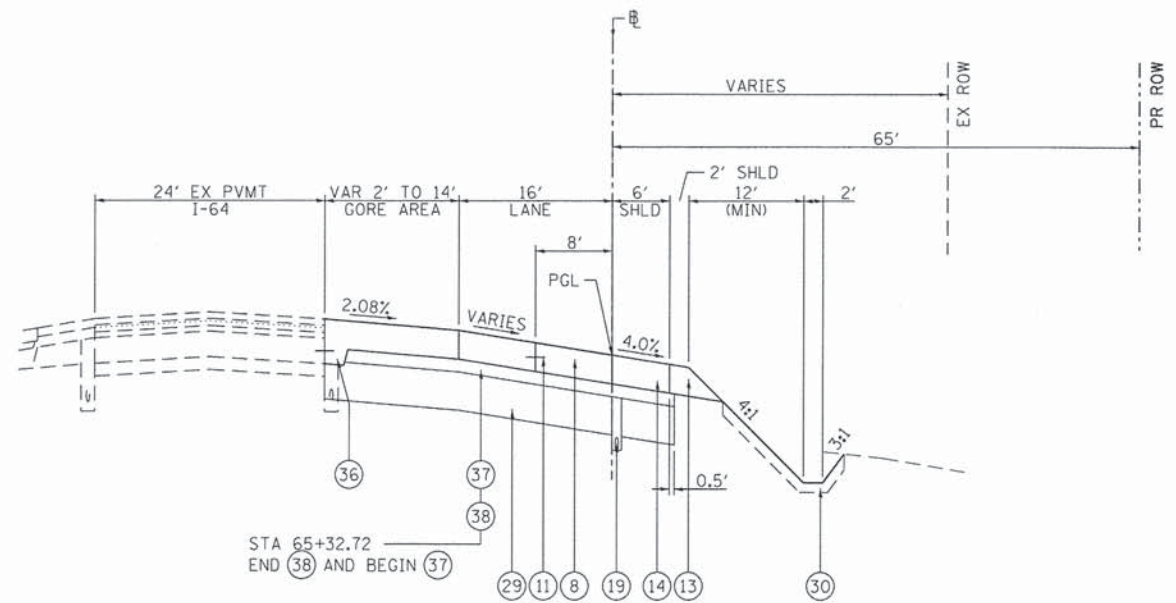
\* NOTE:  
 10' SHLD I-64 & 4' SHLD RAMP  
 STA 61+16.17 TO STA 62+45.10  
 (STA 61+16.17 RAMP D=  
 STA 1008+10.20 I-64)

SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	56+87.25 TO 58+15.25
FULL SUPER (4.00%)	58+15.25 TO 62+02.72
TRANS. (4.00% TO 3.28%)	62+02.72 TO 63+32.72

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP D**  
 STA 61+73.25 TO STA 62+45.10



**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP D**  
 STA 66+32.74 TO STA 74+82.59



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (0.00% TO 4.00%)	56+87.25 TO 58+15.25
FULL SUPER (4.00%)	58+15.25 TO 62+02.72
TRANS. (4.00% TO 3.28%)	62+02.72 TO 63+32.72

FULL SUPER (3.28%)	63+32.72 TO 65+32.72
TRANS. (3.28% TO 2.08%)	65+32.72 TO 66+32.74

**TYPICAL SUPERELEVATION SECTION  
 PROPOSED RAMP D**  
 STA 62+45.10 TO STA 66+32.74

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
  - ㊳ STABILIZED SUBBASE, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

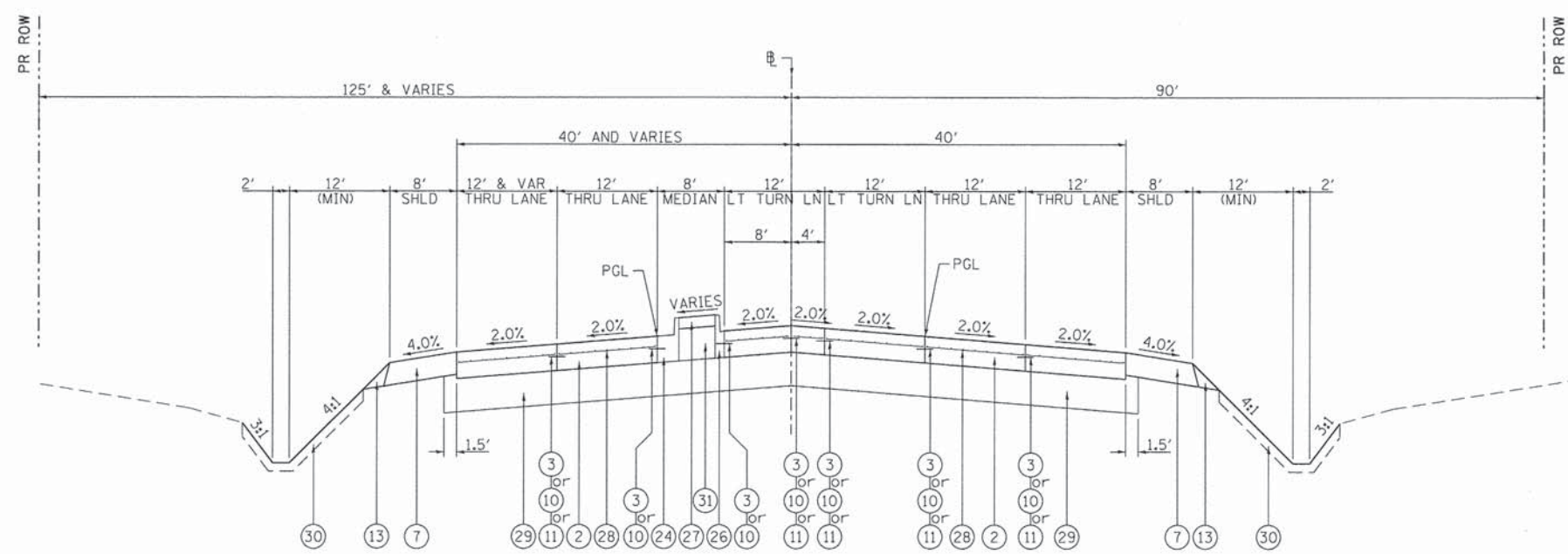
P:\09-0016-sht-typical-Ramps.dgn

FILE NAME = 09-0016-sht-typical-Ramps.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical118	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 1/28,0000' / Ft.	DATE - Apr/19, 2014		REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

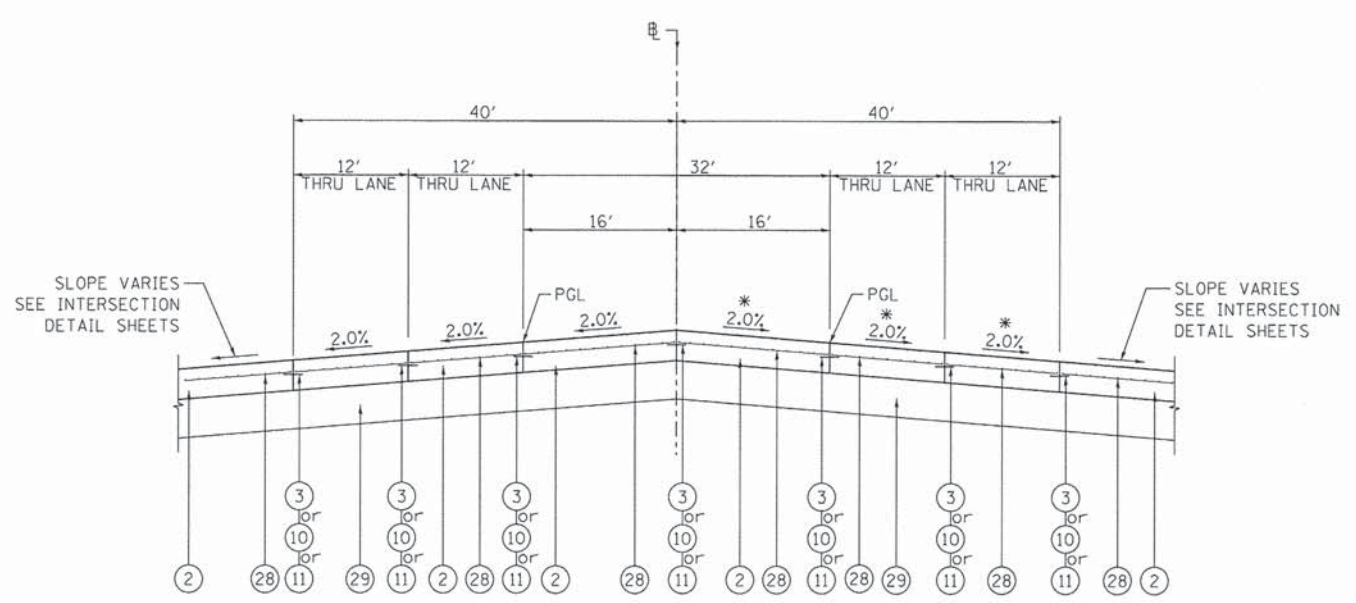
<b>TYPICAL SECTIONS    PROPOSED RAMP D</b>	
SCALE: N.T.S.	SHEET NO. 13 OF 28 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	19
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



**TYPICAL SECTION  
PROPOSED RIEDER ROAD**  
STA 36+79.73 TO STA 37+97.58

LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	



**TYPICAL SECTION  
PROPOSED RIEDER ROAD**  
STA 37+97.58 TO STA 39+38.18  
STA 47+54.25 TO STA 48+48.25  
STA 55+94.25 TO STA 56+88.25  
\*STA 63+71.58 TO STA 65+12.90 (SEE SUPERELEVATION DATA TABLES)

RIEDER ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	
MINIMUM TF = 5.04	
SUBGRADE SUPPORT RATING: POOR	

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02\_Rieder\_Road\_Phase\_1\18\_CAD\CADD\_Sheets\09-0016-sh-typical-Rieder.dgn

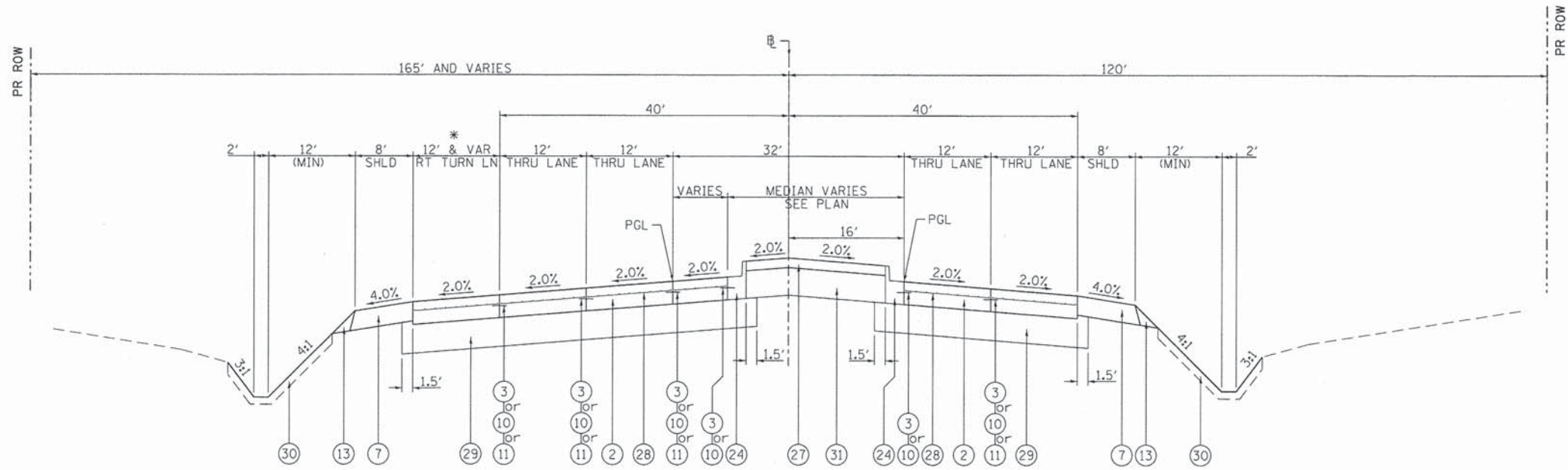
FILE NAME = 09-0016-sh-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sh-typical104	DRAWN - RJO	REVISIONS -	
PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISIONS -	
PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISIONS -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED RIEDER ROAD**

SCALE: N.T.S. SHEET NO. 14 OF 28 SHEETS STA. TO STA.

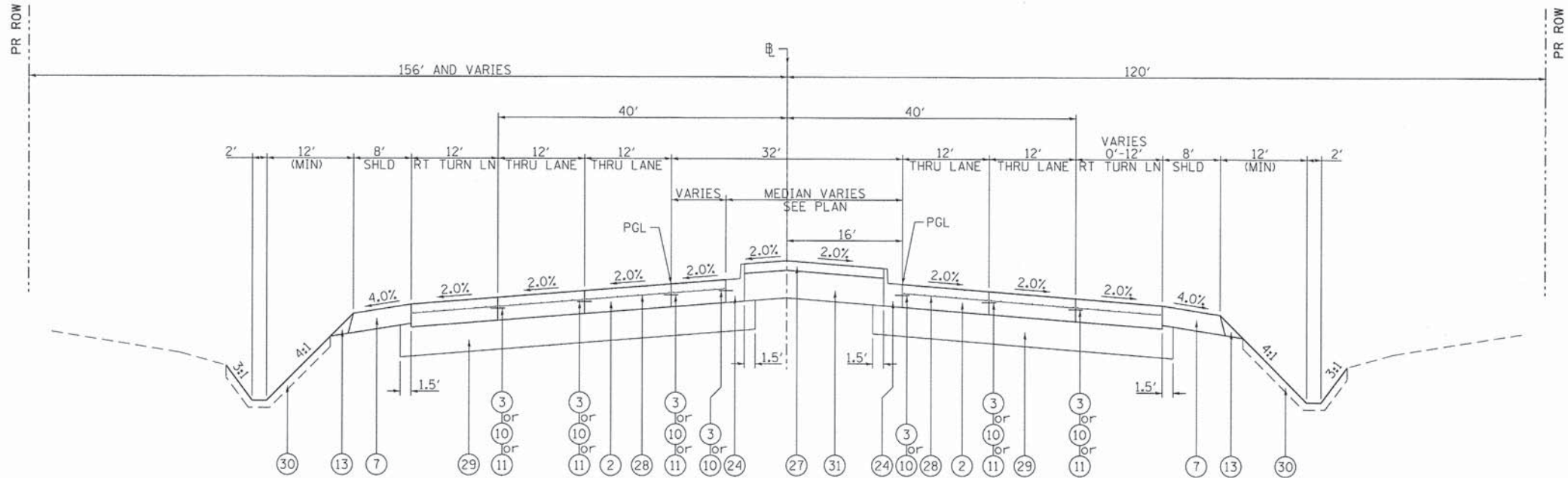
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	20
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	

**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

\*STA 39+38.18 TO STA 40+32.85 (SEE INTERSECTION DETAIL SHEETS)  
STA 40+32.85 TO STA 42+27.25



**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

STA 42+27.25 TO STA 44+27.25

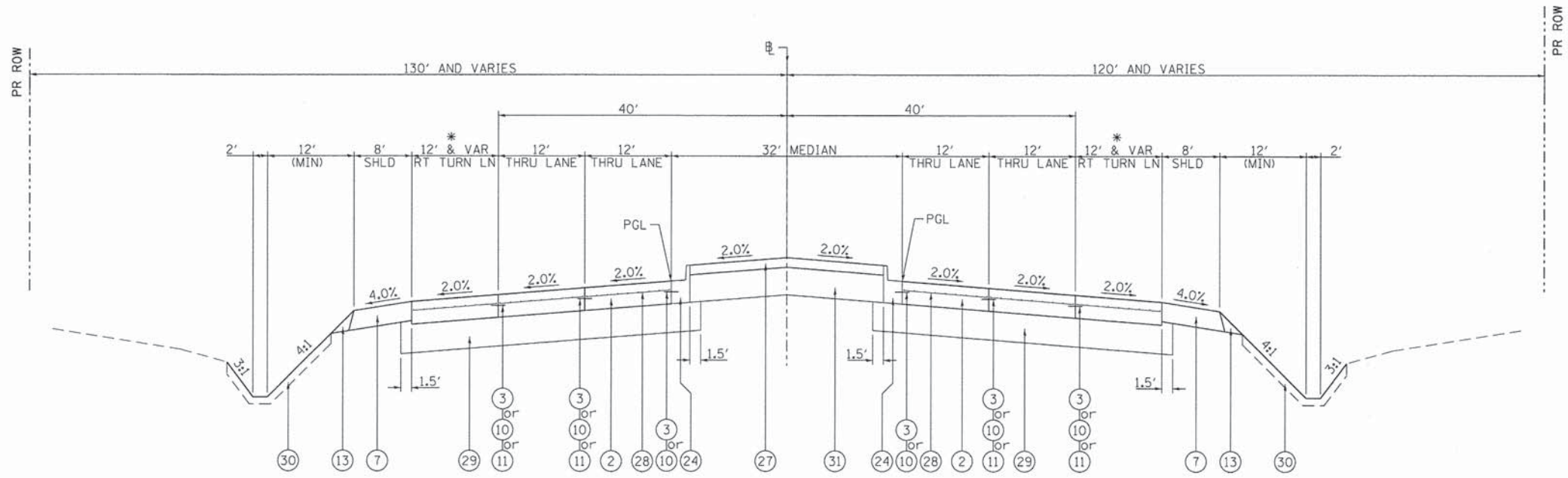
<b>RIEDER ROAD STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	
MINIMUM TF = 5.04	
SUBGRADE SUPPORT RATING: POOR	

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016\02\_Rieder\_Road\_Phase\_1\18\_040\0400\_Sheet\09-0016-shr-typical-Rieder.dgn

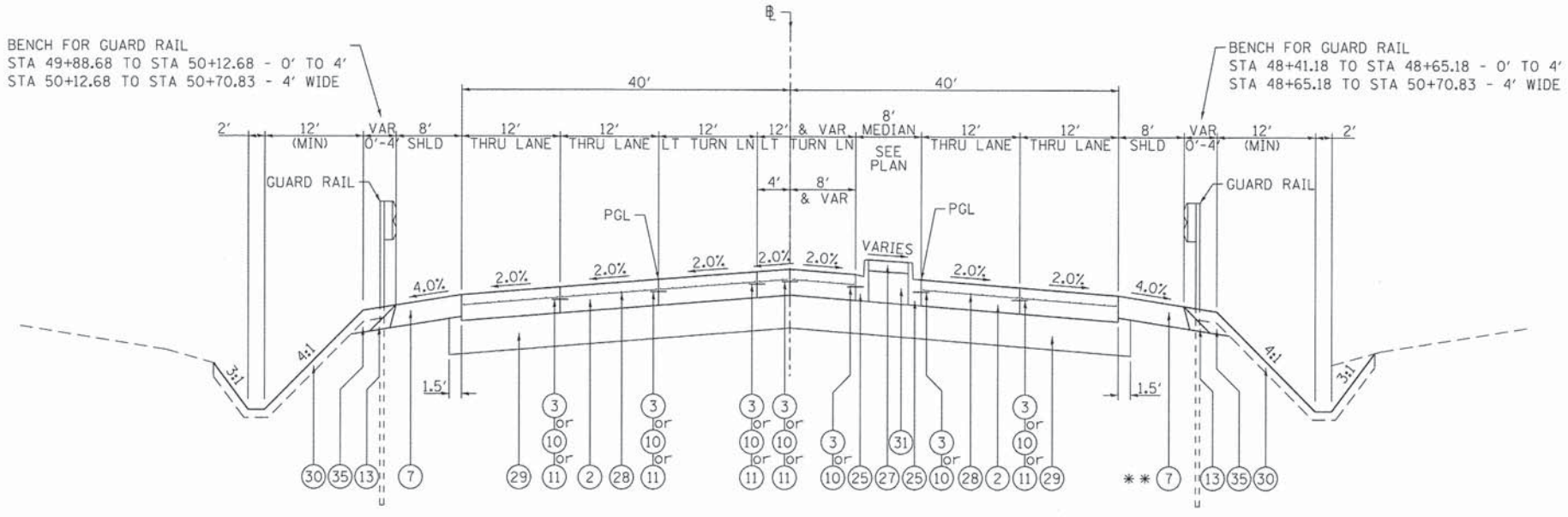
FILE NAME = 09-0016-shr-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS PROPOSED RIEDER ROAD</b>		F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 21	
	MODEL NAME = 09-0016-shr-typical105	DRAWN - RJO	REVISED -		SCALE: N.T.S.	SHEET NO. 15 OF 28 SHEETS	STA. TO STA.	TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549		
	PLOT SCALE = 120,0000' / ft.	CHECKED - LDC	REVISED -									
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									



LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	

**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

STA 44+27.25 TO STA 45+24.74  
\* STA 45+24.74 TO STA 47+54.25 (SEE INTERSECTION DETAIL SHEETS)



**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

STA 48+48.25 TO STA 50+53.33

\*\* (6) FROM STA 47+92.43 TO STA 49+21.27

<b>RIEDER ROAD STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192 SU = 327 MU = 817	
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32% S = 45% M = 45%	
TRAFFIC FACTOR: ACTUAL TF = 5.60	
MINIMUM TF = 5.04	
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- 2 PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- 3 LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- 4 PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- 5 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- 6 PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- 7 HOT-MIX ASPHALT SHOULDER, 8"
- 8 PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- 9 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- 10 LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- 11 LONGITUDINAL SAWEED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- 12 POROUS GRANULAR EMBANKMENT, SUBGRADE
- 13 AGGREGATE SHOULDER, TYPE B
- 14 PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- 15 HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- 16 HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- 17 CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- 18 PIPE UNDERDRAINS, 6"
- 19 PIPE UNDERDRAINS, 4"
- 20 STORM SEWER
- 21 FILTER FABRIC
- 22 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- 23 BITUMINOUS MATERIALS (PRIME COAT)
- 24 COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- 25 COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- 26 COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- 27 CONCRETE MEDIAN SURFACE, 4"
- 28 PAVEMENT FABRIC
- 29 AGGREGATE BASE COURSE, TYPE A, 12"
- 30 TOPSOIL EXCAVATION AND PLACEMENT, 4"
- 31 COARSE AGGREGATE
- 32 INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- 33 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- 34 HOT-MIX ASPHALT SHOULDERS, 13"
- 35 EMBANKMENT
- 36 SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- 37 STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

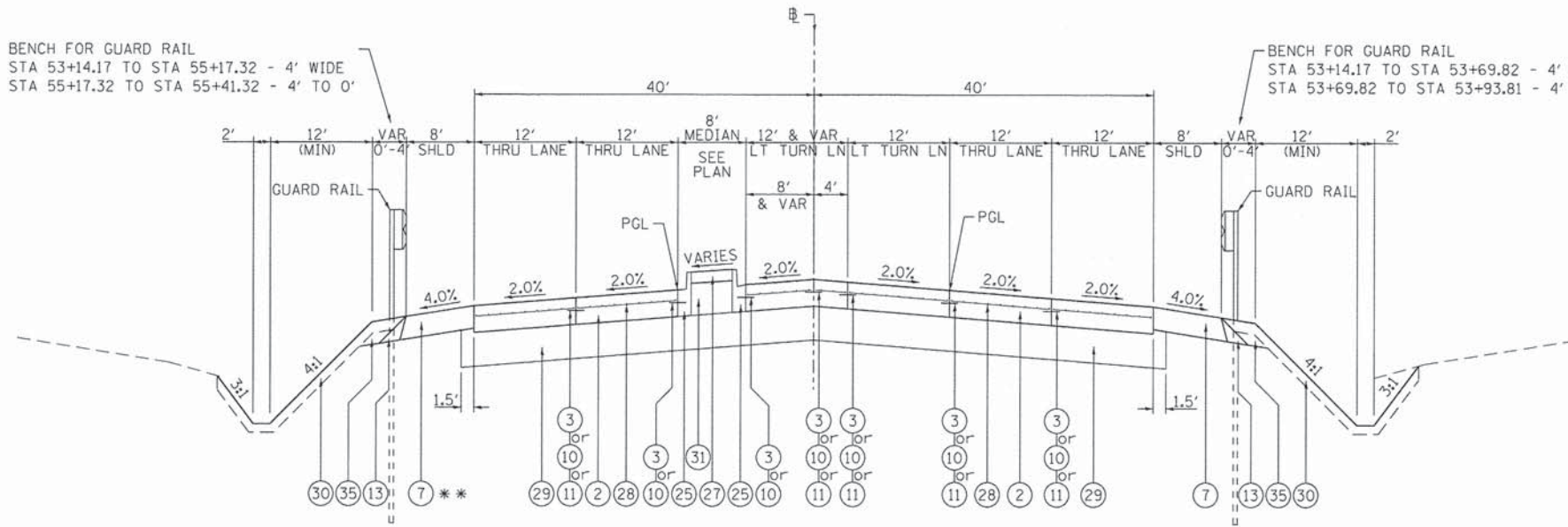
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02 Rieder Road Phase II\10B\_C40\C400\_Sheets\09-0016-shr-typical-Rieder.dgn

FILE NAME = 09-0016-shr-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS PROPOSED RIEDER ROAD</b>			F.A.I. RTE. = 64	SECTION = 09-00365-01-PV	COUNTY = ST. CLAIR	TOTAL SHEETS = 535	SHEET NO. = 22
	MODEL NAME = 09-0016-shr-typic0106	DRAWN - RJO	REVISED -		SCALE: N.T.S.	SHEET NO. 16 OF 28 SHEETS	STA.	TO STA.	TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549	
	PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -		ILLINOIS							
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									

BENCH FOR GUARD RAIL  
 STA 53+14.17 TO STA 55+17.32 - 4' WIDE  
 STA 55+17.32 TO STA 55+41.32 - 4' TO 0'

BENCH FOR GUARD RAIL  
 STA 53+14.17 TO STA 53+69.82 - 4' WIDE  
 STA 53+69.82 TO STA 53+93.81 - 4' TO 0'

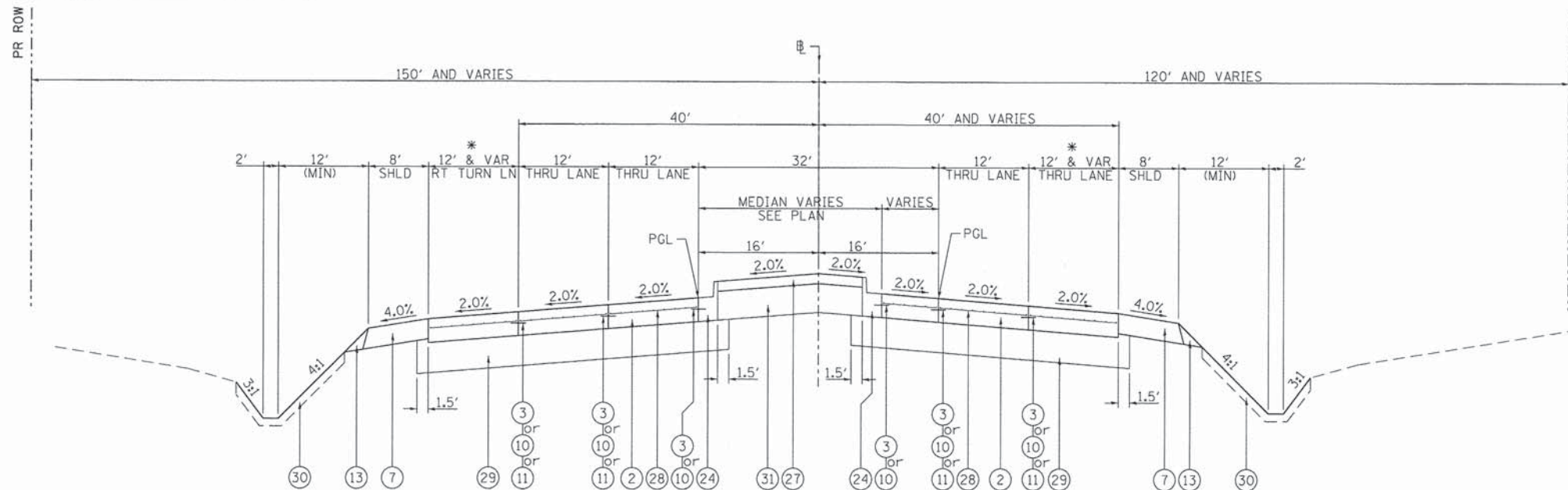


\*\* (6) FROM STA 55+21.22 TO STA 56+50.07

**TYPICAL SECTION  
 PROPOSED RIEDER ROAD**

STA 53+29.17 TO STA 55+94.25

LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	



**TYPICAL SECTION  
 PROPOSED RIEDER ROAD**

\*STA 56+88.25 TO STA 59+40.39 (SEE INTERSECTION DETAIL SHEETS)  
 STA 59+40.39 TO STA 60+70.25

<b>RIEDER ROAD    STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	MINIMUM TF = 5.04
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

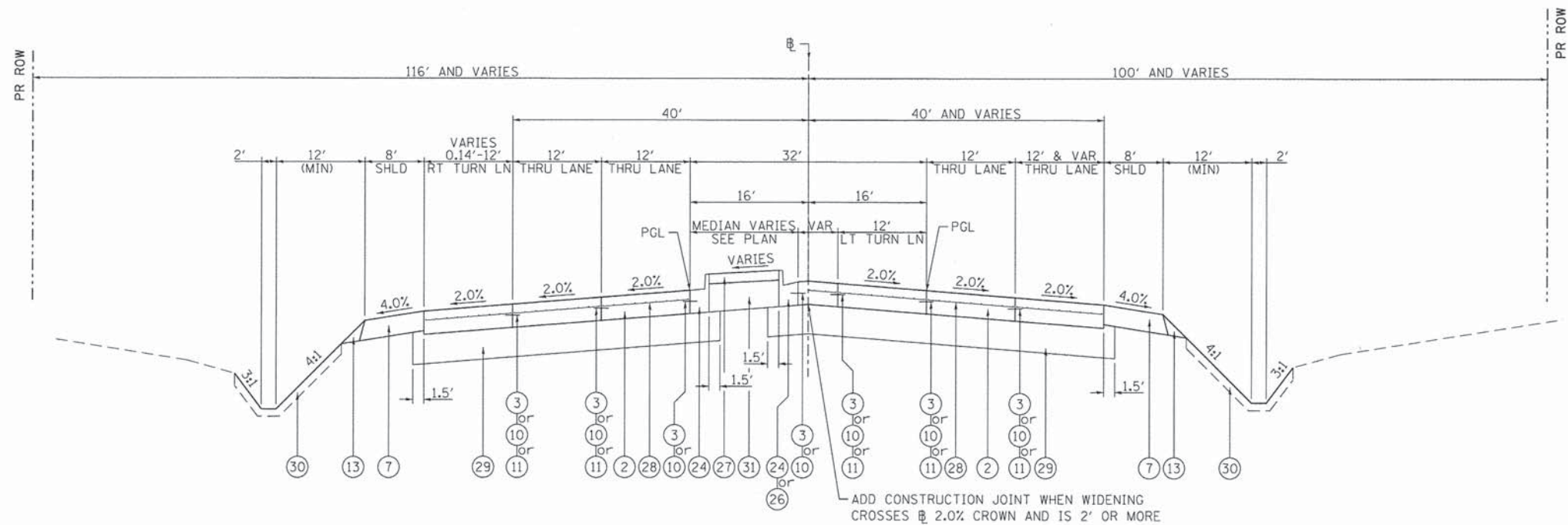
P:\09-0016-02 Rieder Road Phase II\18-CADD\CADD Sheets\09-0016-sht-typical-Rieder.dgn

FILE NAME = 09-0016-sht-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical07	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 120.0000' / ft.	DATE - April 29, 2014		REVISED -
PLOT DATE = 4/25/2014			

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS    PROPOSED RIEDER ROAD</b>	
SCALE: N.T.S.	SHEET NO. 17 OF 28 SHEETS
STA.	TO STA.

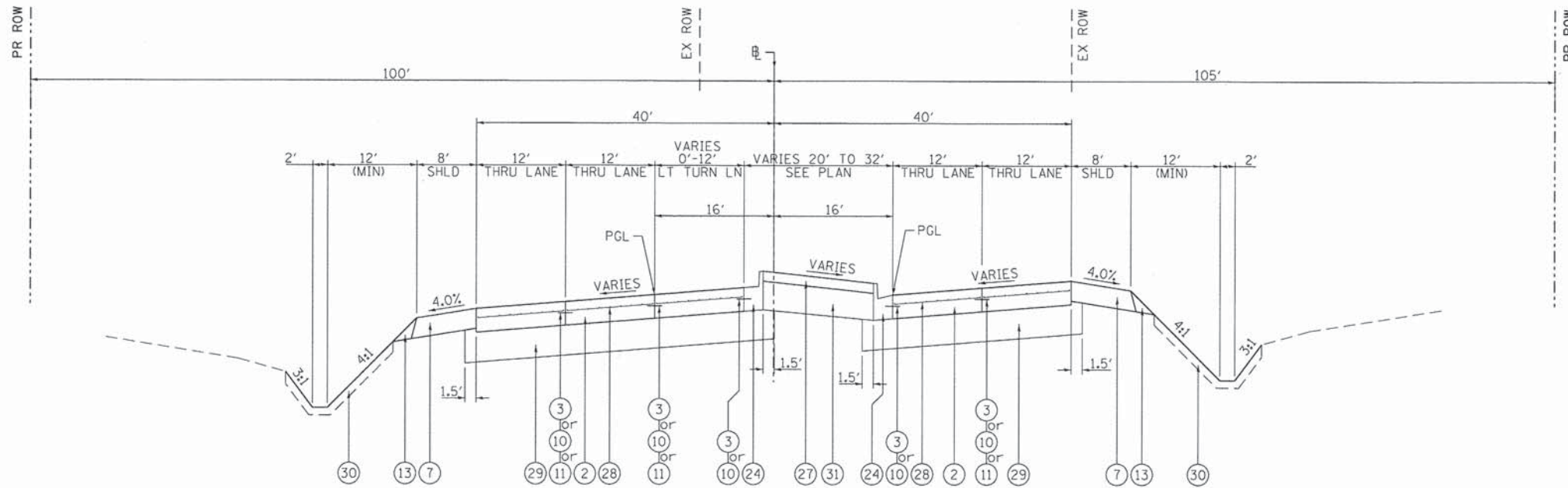
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	23
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
	ILLINOIS			



LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	

**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

STA 60+70.25 TO STA 63+71.58



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	64+85.03 TO 66+84.53
FULL SUPER (4.00%)	66+84.53 TO 68+66.28
TRANS. (4.00% TO 2.00%)	68+66.28 TO 70+65.78

**TYPICAL SUPERELEVATION TRANSITION SECTION  
PROPOSED RIEDER ROAD**

STA 65+12.90 TO STA 69+19.00

<b>RIEDER ROAD STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	
MINIMUM TF = 5.04	
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016\02 Rieder Road Phase 1\1118 CAD\CADD Sheets\09-0016-sht-typical-Rieder.dgn

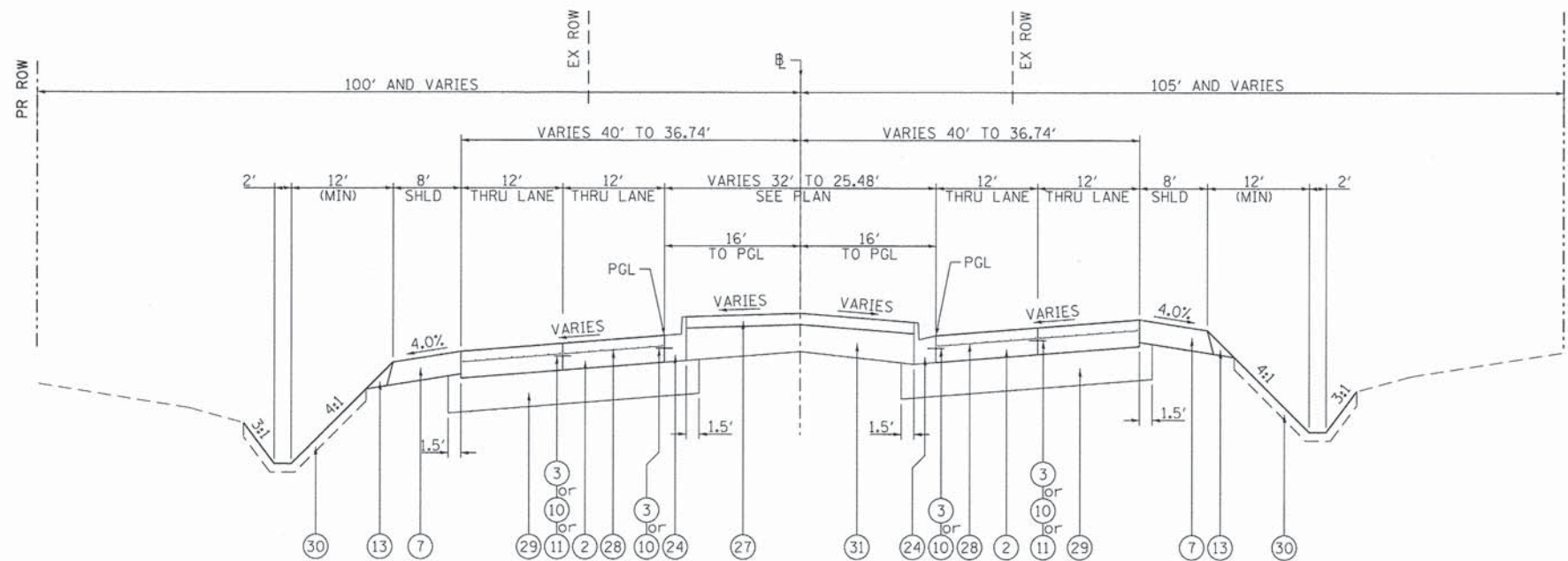
FILE NAME = 09-0016-sht-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical108	DRAWN - RJO	REVISIONS -	REVISIONS -
PLOT SCALE = 1/20.0000" / Ft.	CHECKED - LDC	REVISIONS -	REVISIONS -
PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISIONS -	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS PROPOSED RIEDER ROAD</b>	
SCALE: N.T.S.	SHEET NO. 18 OF 28 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	24
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				





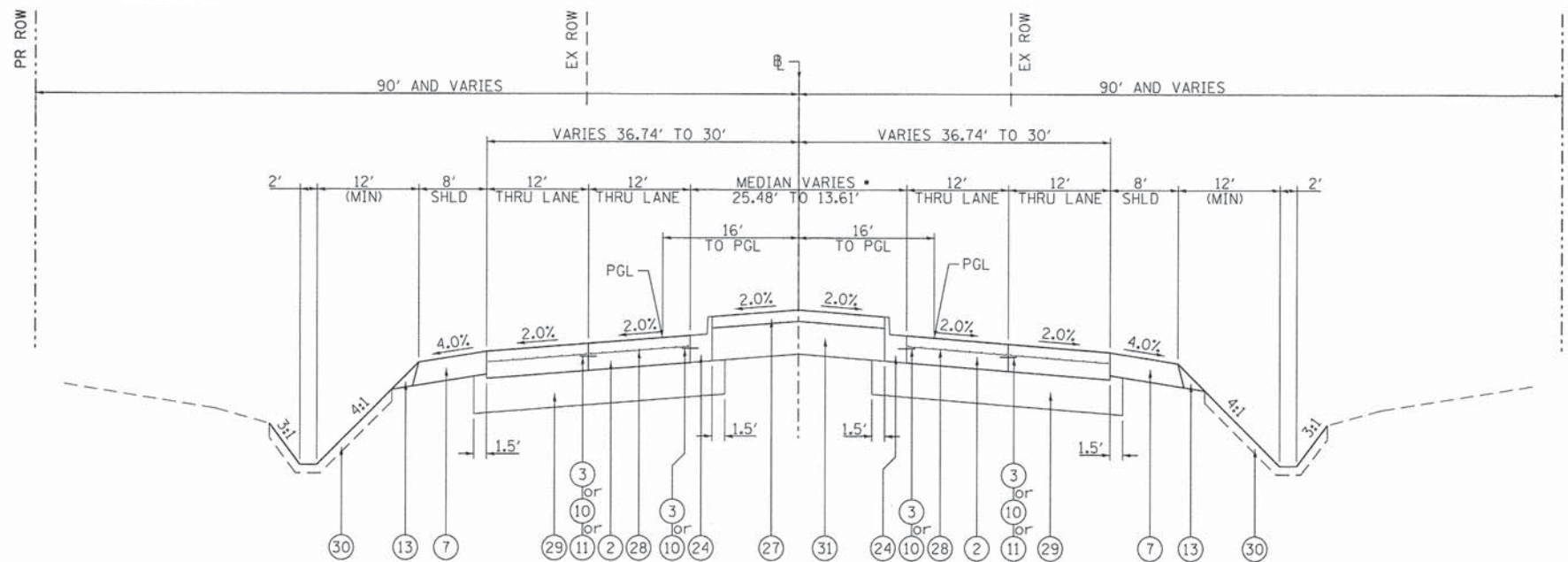
SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	64+85.03 TO 66+84.53
FULL SUPER (4.00%)	66+84.53 TO 68+66.28
TRANS. (4.00% TO 2.00%)	68+66.28 TO 70+65.78

**TYPICAL SUPERELEVATION TRANSITION SECTION**

**PROPOSED RIEDER ROAD**

STA 69+19.00 TO STA 70+65.78

LOCATION	RIEDER RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	



• MEDIAN ENDS AT STA 73+49.26

**TYPICAL SECTION**  
**PROPOSED RIEDER ROAD**

STA 70+65.78 TO STA 73+69.00

RIEDER ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	MINIMUM TF = 5.04
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-2016\02\_Rieder\_Road\_Phase\_II\IB\_CADD\CADD\_Sheets\09-2016-sht-typical-Rieder.dgn

FILE NAME = 09-2016-sht-typical-Rieder.dgn

USER NAME = IDOT

MODEL NAME = 09-2016-sht-typical09

PLOT SCALE = 120.0000' / Ft.

PLOT DATE = 4/25/2014

DESIGNED - ATM

DRAWN - RJO

CHECKED - LDC

DATE - April 29, 2014

REVISED -

REVISED -

REVISED -

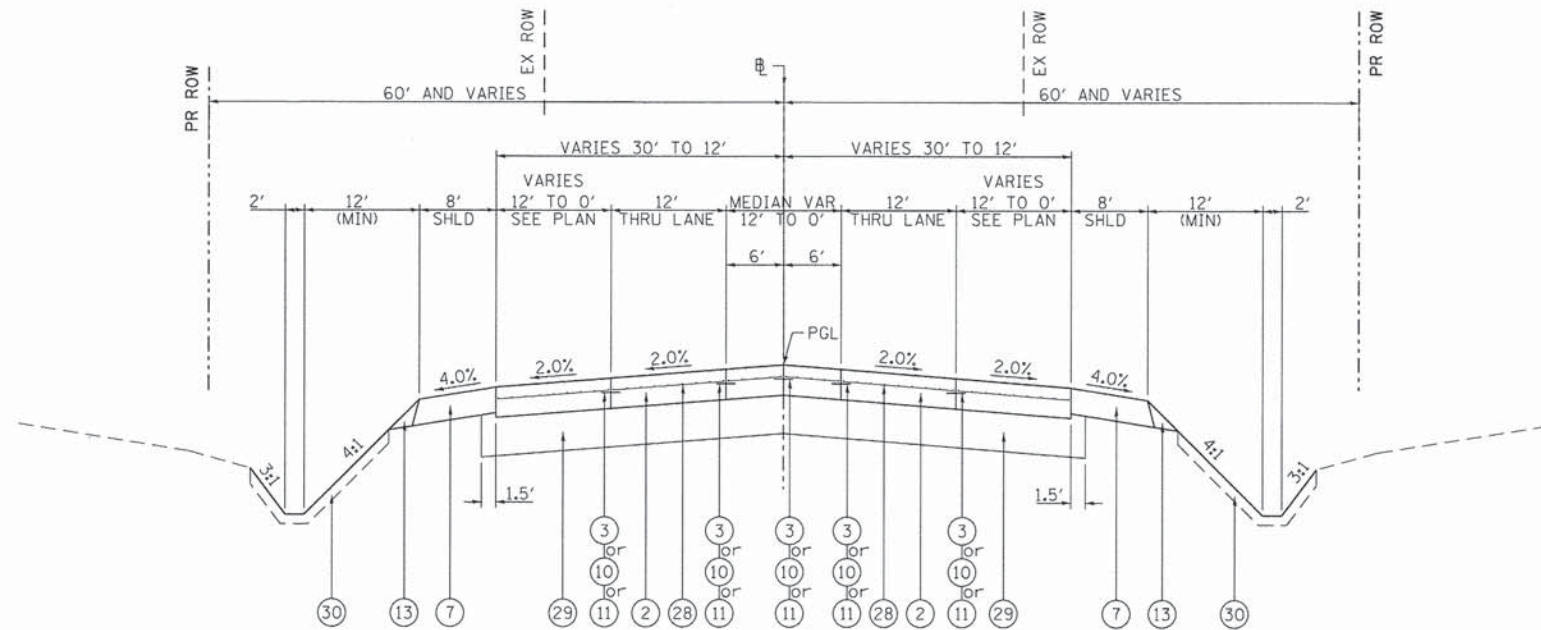
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED RIEDER ROAD**

SCALE: N.T.S. SHEET NO. 19 OF 28 SHEETS STA. TO STA.

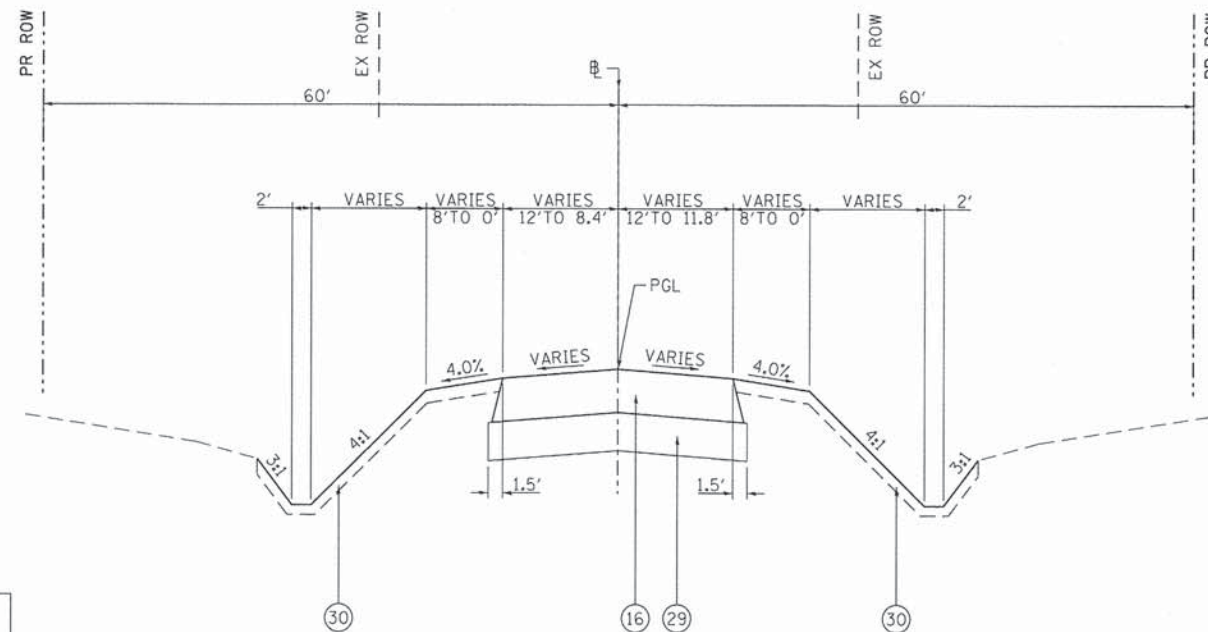
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	25
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
		ILLINOIS		



LOCATION	RIEDER RD		
MIXTURE USE	FD SURFACE	FD BINDER	HMA SHOULDER
PG	PG 64-22	PG 64-22	PG 64-22
RAP%			
DESIGN AIR VOIDS	4% @ N <sub>des</sub> =70	4% @ N <sub>des</sub> =70	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0 FG	
FRICTION AGGREGATE	MIXTURE "D"	MIXTURE "B"	

**TYPICAL SECTION  
PROPOSED RIEDER ROAD**

STA 73+69.00 TO STA 81+79.00



**TYPICAL SECTION  
PROPOSED RIEDER ROAD TRANSITION PAVEMENT**

STA 81+79.00 TO STA 82+79.00

RIEDER ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 15,192	SU = 327 MU = 817
ROADWAY CLASSIFICATION: CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR: ACTUAL TF = 5.60	
MINIMUM TF = 5.04	
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02 Rieder\_Road\_Phase\_1\118\_CADD\CADD\_Sheets\09-0016-sh-typical-Rieder.dgn

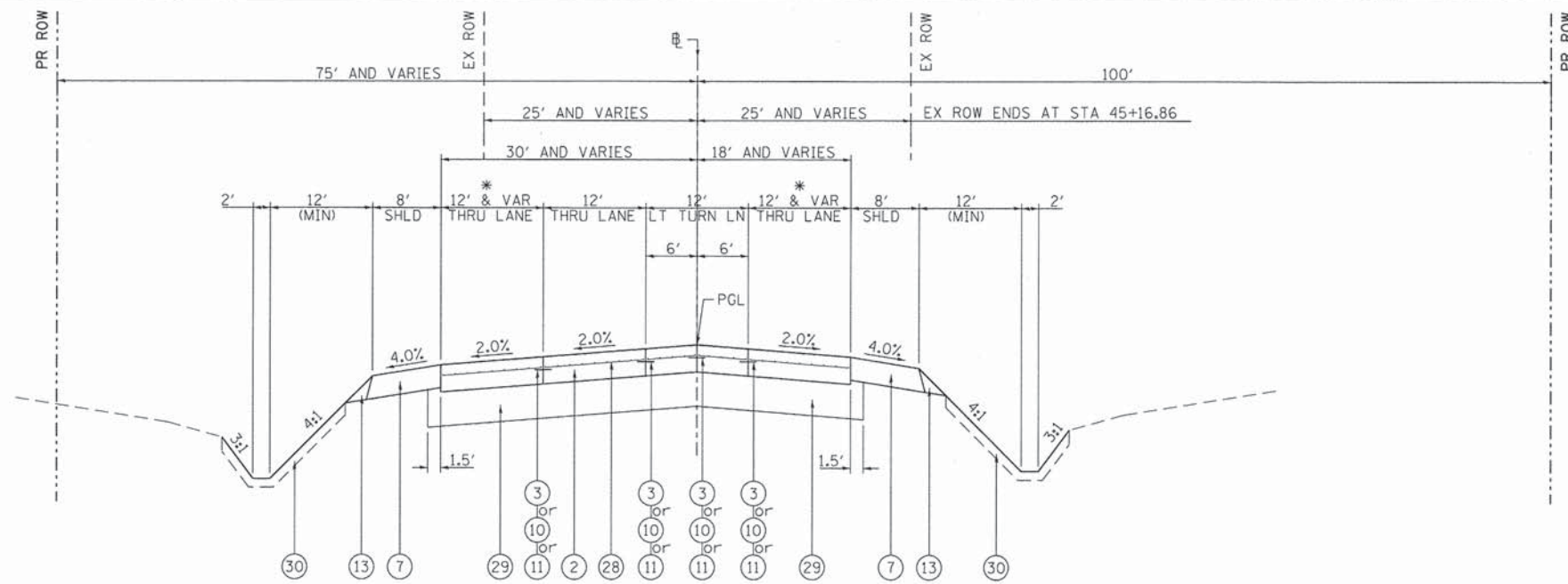
FILE NAME = 09-0016-sh-typical-Rieder.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sh-typico110	DRAWN - RJO	REVISOR -	REVISOR -
PLOT SCALE = 1/20,000' / ft.	CHECKED - LDC	REVISOR -	REVISOR -
PLOT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISOR -	REVISOR -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED RIEDER ROAD	
SCALE: N.T.S.	SHEET NO. 20 OF 28 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	26
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549





**TYPICAL SECTION  
PROPOSED WHERRY ROAD**

STA 44+10.00 TO STA 47+17.86  
\*STA 47+17.86 TO STA 49+60.00 (SEE INTERSECTION DETAIL SHEETS)

LOCATION	WHERRY RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	

WHERRY ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 4,840	SU = 104 MU = 260
ROADWAY CLASSIFICATION: CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 1.62	
MINIMUM TF = 4.59	
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

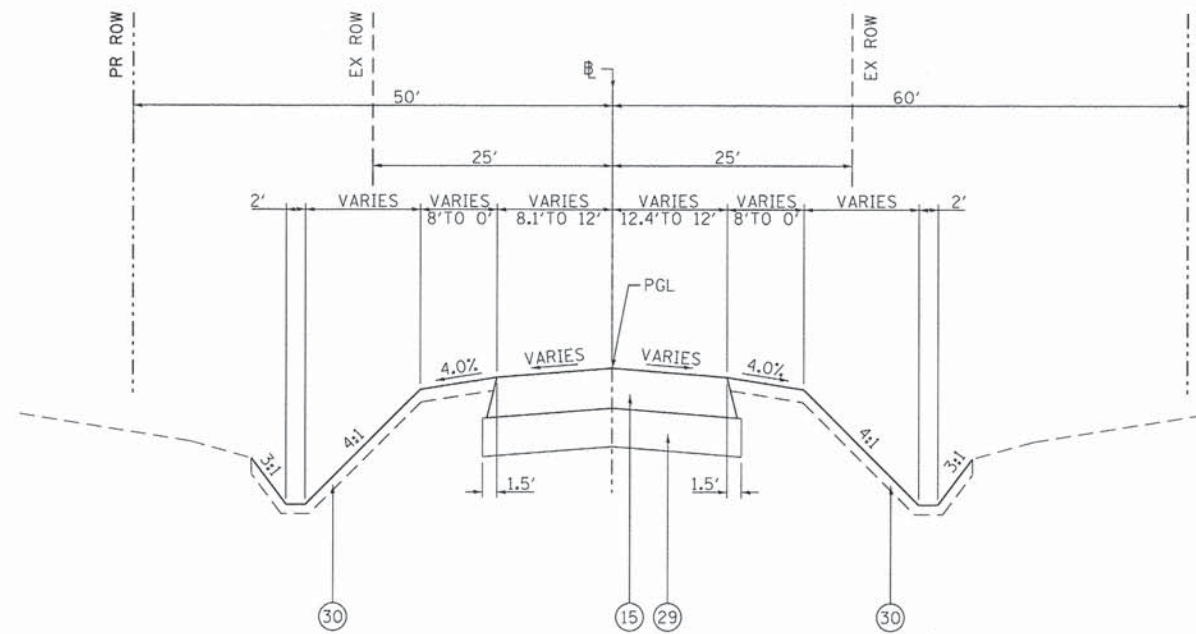
F:\01-0016-02 Reader Road Phase II\118 CAD\CADD Sheets\01-0016-sht-typical-Wherry.dgn

FILE NAME = 01-0016-sht-typical-Wherry.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 01-0016-sht-typical20	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 120.0000' / Ft.	DATE - Apr'11 29, 2014		
PLOT DATE = 4/25/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

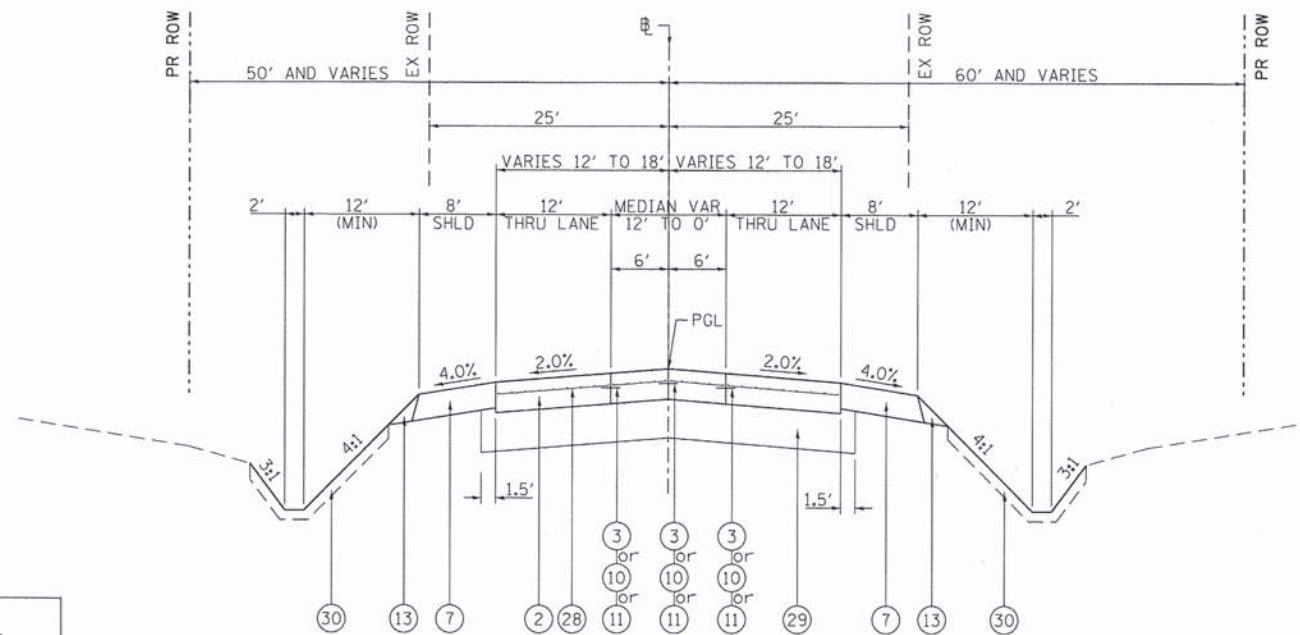
<b>TYPICAL SECTIONS PROPOSED WHERRY ROAD</b>	
SCALE: N.T.S.	SHEET NO. 22 OF 28 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	28
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
ILLINOIS				



**TYPICAL SECTION**  
**PROPOSED SHILOH VALLEY TOWNSHIP ROAD TRANSITION PAVEMENT**  
 STA 35+53.57 TO STA 36+53.57

LOCATION	SHILOH VALLEY TWP RD		
MIXTURE USE	FD SURFACE	FD BINDER	HMA SHOULDER
PG	PG 64-22	PG 64-22	PG 64-22
RAP%			
DESIGN AIR VOIDS	4% @ N <sub>des</sub> = 70	4% @ N <sub>des</sub> = 70	2% @ N <sub>des</sub> = 30
MIXTURE COMPOSITION			
(GRADATION MIXTURE)	IL 9.5	IL 19.0 FG	
FRICTION AGGREGATE	MIXTURE "D"	MIXTURE "B"	



**TYPICAL SECTION**  
**PROPOSED SHILOH VALLEY TOWNSHIP ROAD**  
 STA 36+53.57 TO STA 39+23.57

SHILOH VALLEY TOWNSHIP ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 8,175	SU = 176 MU = 440
ROADWAY CLASSIFICATION: CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 2.75	
	MINIMUM TF = 4.59
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

FILE NAME = 09-0016-shiloh-typical-shiloh.dgn

USER NAME = IDOT  
 MODEL NAME = 09-0016-shiloh-typical22  
 PLOT SCALE = 1/20000 1" = 200'  
 PLOT DATE = 4/25/2014

DESIGNED - ATM  
 DRAWN - RJO  
 CHECKED - LDC  
 DATE - Apr 29, 2014

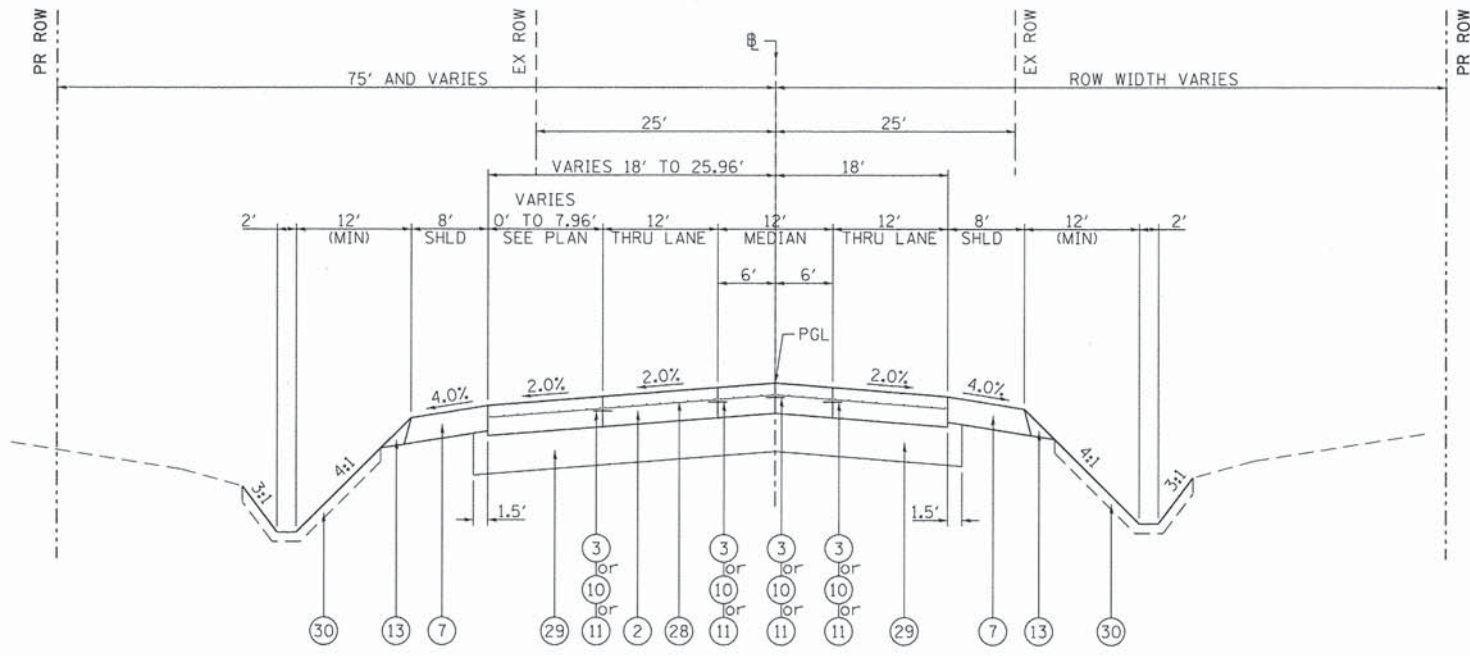
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
 PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

SCALE: N.T.S. SHEET NO. 23 OF 28 SHEETS STA. TO STA.

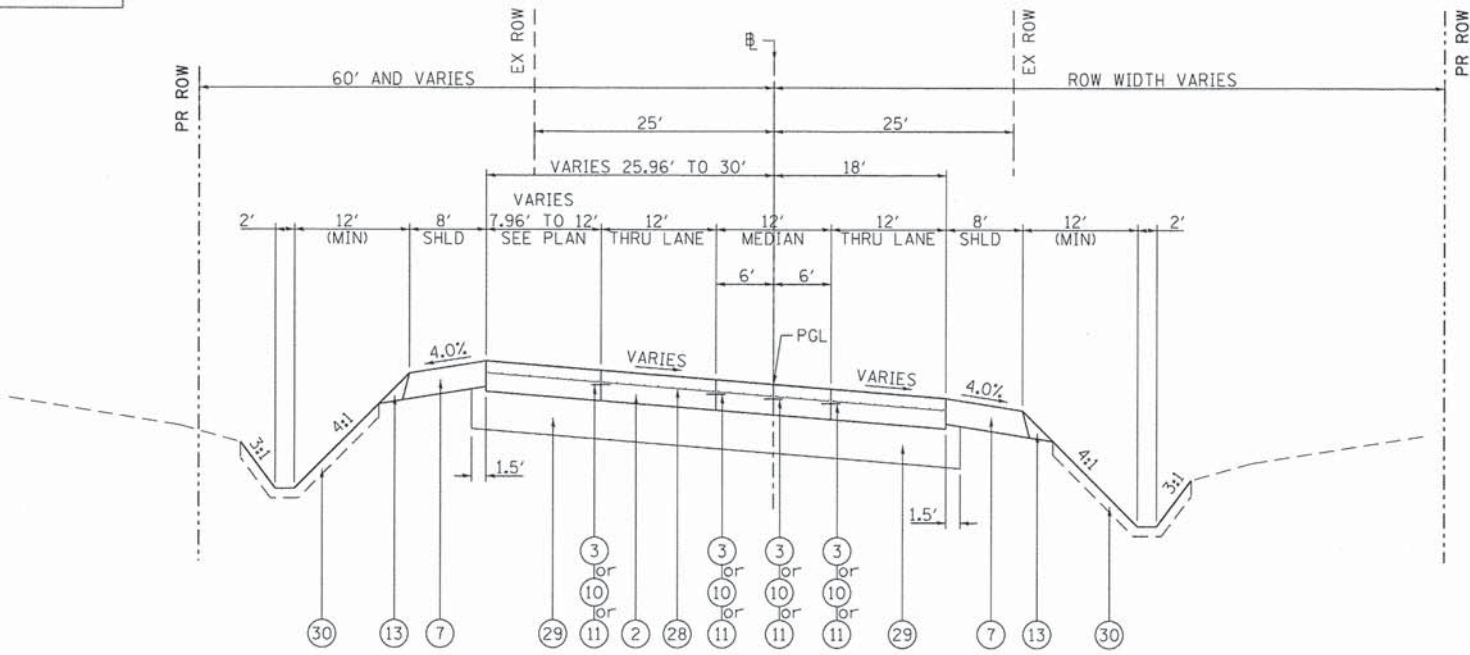
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	29
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
		ILLINOIS		



**TYPICAL SECTION  
PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

STA 39+23.57 TO STA 42+81.57

LOCATION	SHILOH VALLEY TWP RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	



**TYPICAL SECTION  
PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

STA 42+81.57 TO STA 44+63.57

SHILOH VALLEY TOWNSHIP ROAD STRUCTURAL DESIGN INFORMATION	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 8,175	SU = 176 MU = 440
ROADWAY CLASSIFICATION: CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 2.75	
MINIMUM TF = 4.59	
SUBGRADE SUPPORT RATING: POOR	

SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	42+81.57 TO 45+15.57
FULL SUPER (4.00%)	45+15.57 TO 46+63.33
TRANS. (4.00% TO 2.00%)	46+63.33 TO 48+97.33

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02\_Roadway\_Road\_Phase\_1\1100\_CAD\CADD\_Sheets\09-0016-sht-typical-Shiloh.dgn

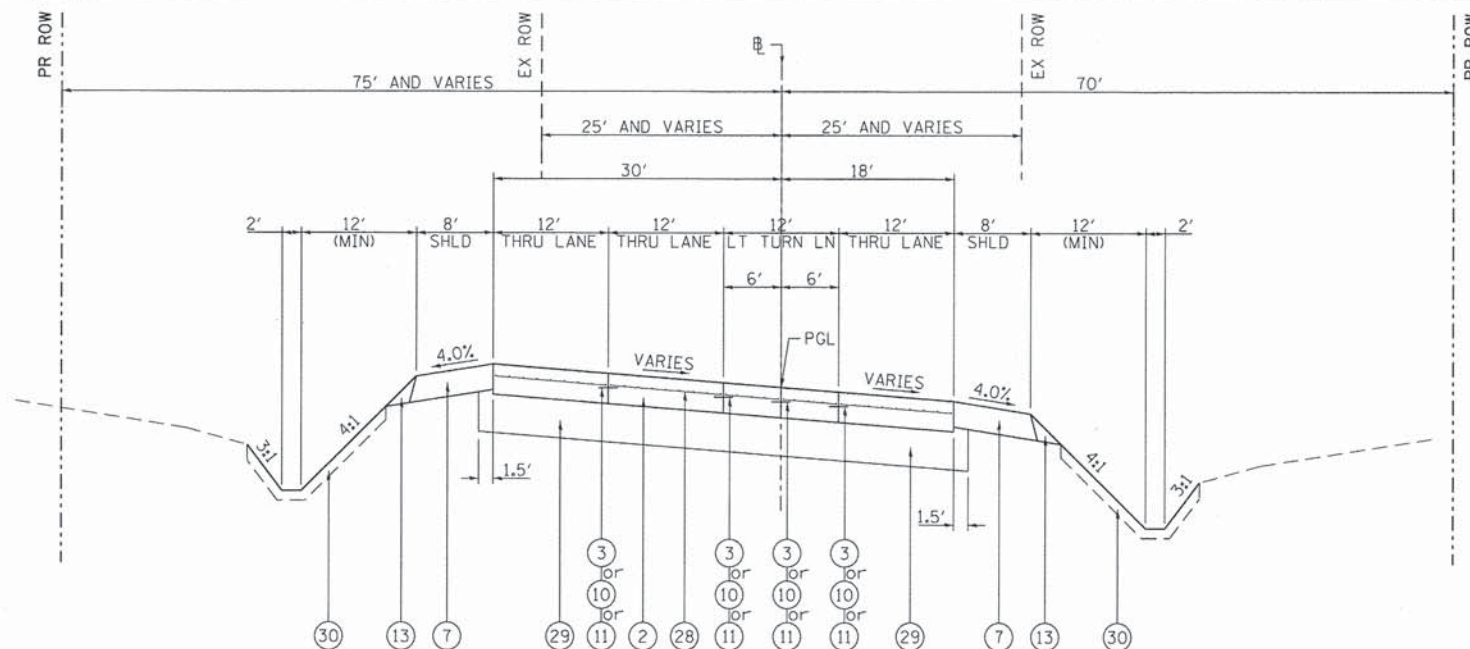
FILE NAME = 09-0016-sht-typical-Shiloh.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical123	DRAWN - RJO	REVISED -	
PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -	
PLOT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

SCALE: N.T.S. SHEET NO. 24 OF 28 SHEETS STA. TO STA.

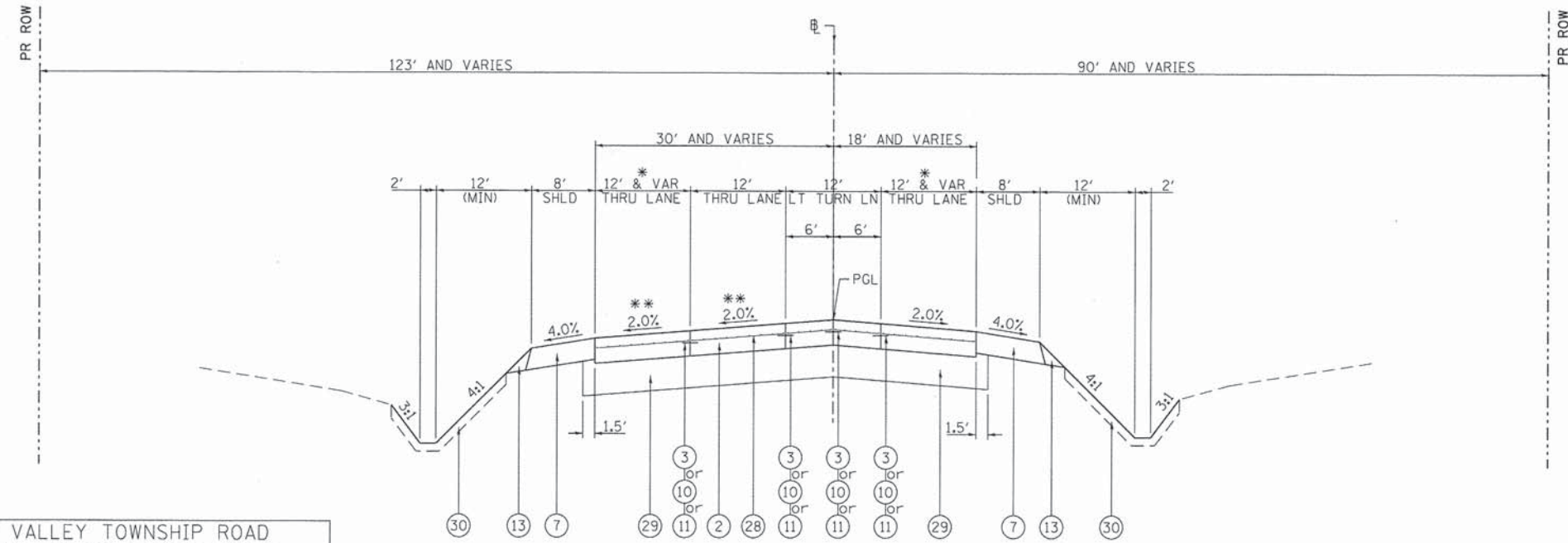
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	30
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 4.00%)	42+81.57 TO 45+15.57
FULL SUPER (4.00%)	45+15.57 TO 46+63.33
TRANS. (4.00% TO 2.00%)	46+63.33 TO 48+97.33

**TYPICAL SECTION**  
**PROPOSED SHILOH VALLEY TOWNSHIP ROAD**  
 STA 44+63.57 TO STA 47+82.63

LOCATION	SHILOH VALLEY TWP RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	



\*\* SEE SUPERELEVATION DATA TABLES

**TYPICAL SECTION**  
**PROPOSED SHILOH VALLEY TOWNSHIP ROAD**  
 \*STA 47+82.63 TO STA 49+60.00 (SEE INTERSECTION DETAIL SHEETS)  
 STA 49+60.00 TO 50+40.00 (RIEDER RD. THRU LANES)  
 \*STA. 50+40.00 TO STA 50+83.00 (SEE INTERSECTION DETAIL SHEETS)

<b>SHILOH VALLEY TOWNSHIP ROAD</b>	
<b>STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 8.175	SU = 176 MU = 440
ROADWAY CLASSIFICATION: CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 2.75	
	MINIMUM TF = 4.59
SUBGRADE SUPPORT RATING: POOR	

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

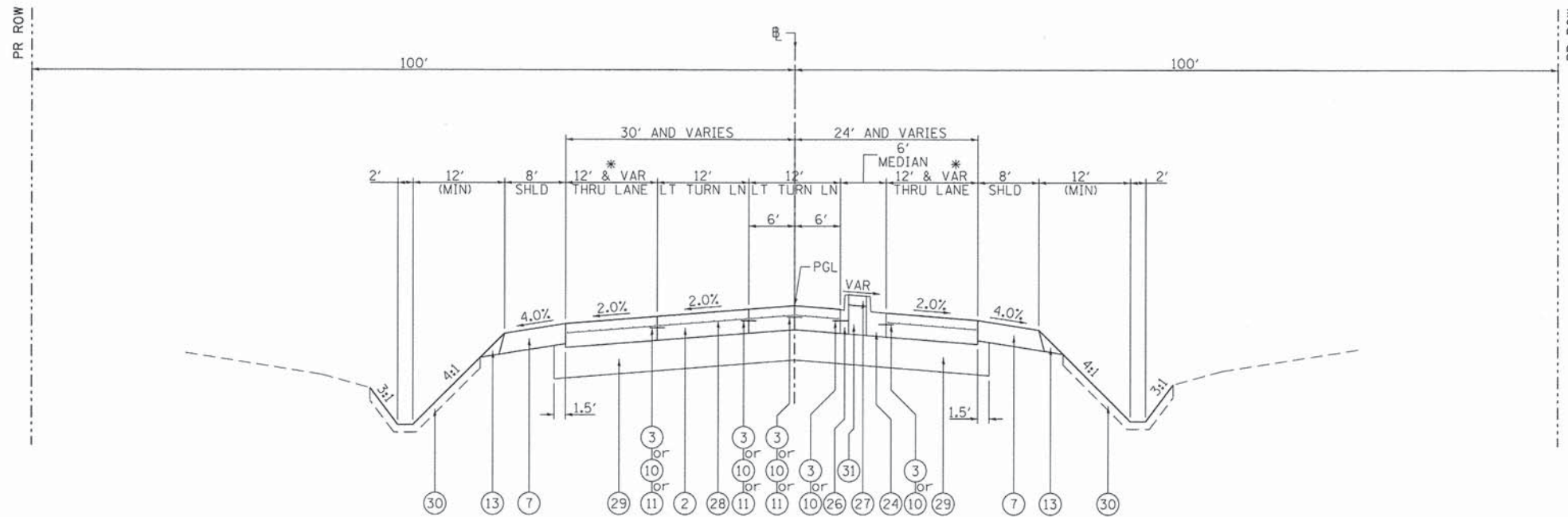
- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

FILE NAME = 09-0016-sht-typical-shiloh.dgn  
 USER NAME = IDOT  
 DESIGNED - ATM  
 REVISED -  
 MODEL NAME = 09-0016-sht-typical24  
 DRAWN - RJO  
 REVISED -  
 PLOT SCALE = 1/20.0000' / ft.  
 CHECKED - LDC  
 REVISED -  
 PLOT DATE = 4/25/2014  
 DATE - April 29, 2014  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**  
**PROPOSED SHILOH VALLEY TOWNSHIP ROAD**  
 SCALE: N.T.S. SHEET NO. 25 OF 28 SHEETS STA. TO STA.

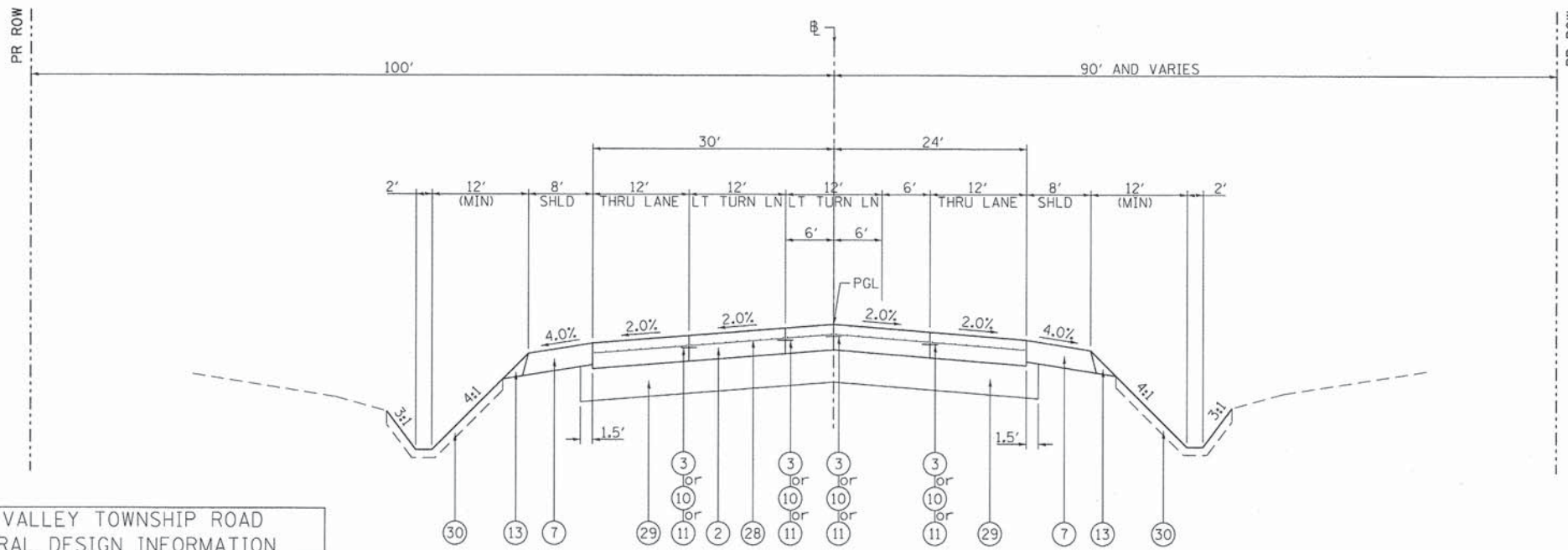
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	31
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



LOCATION	SHILOH VALLEY TWP RD
MIXTURE USE	HMA SHOULDER
PG	PG 64-22
RAP%	
DESIGN AIR VOIDS	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	
FRICTION AGGREGATE	

**TYPICAL SECTION  
PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

\*STA 50+83.00 TO STA 52+79.00 (SEE INTERSECTION DETAIL SHEETS)  
STA 52+79.00 TO STA 52+79.00



**TYPICAL SECTION  
PROPOSED SHILOH VALLEY TOWNSHIP ROAD**

STA 52+79.00 TO STA 53+11.35

<b>SHILOH VALLEY TOWNSHIP ROAD STRUCTURAL DESIGN INFORMATION</b>	
STRUCTURAL DESIGN TRAFFIC: YEAR 2025	
PV = 8,175	SU = 176 MU = 440
ROADWAY CLASSIFICATION: CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 2.75	
MINIMUM TF = 4.59	
SUBGRADE SUPPORT RATING: POOR	

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWS JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016-02\_Rieder\_Road\_Phase\_1\10\_CADD\CADD\_Sheets\09-0016-sht-typical-Shiloh.dgn

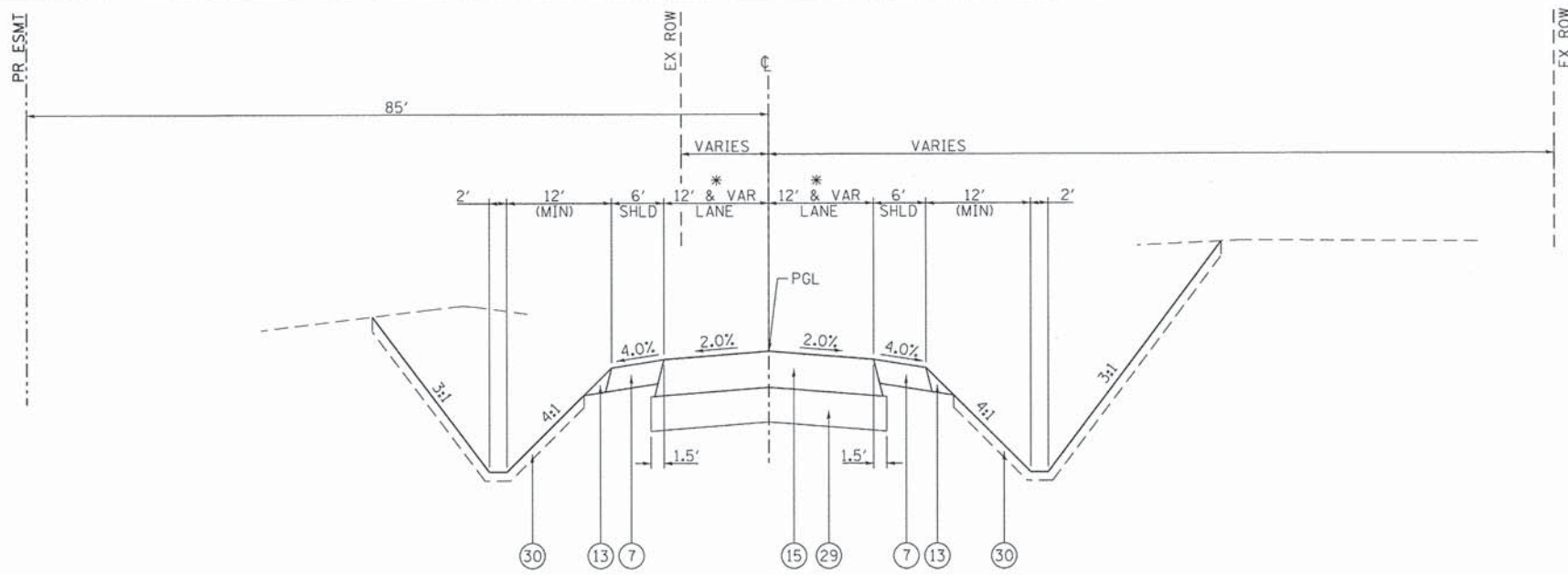
FILE NAME = 09-0016-sht-typical-Shiloh.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical25	DRAWN - RJO	REVISIONS -	REVISIONS -
PLOT SCALE = 1/28.0000' / ft.	CHECKED - LDC	REVISIONS -	REVISIONS -
PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISIONS -	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS PROPOSED SHILOH VALLEY TOWNSHIP ROAD</b>	
SCALE: N.T.S.	SHEET NO. 26 OF 28 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	32
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

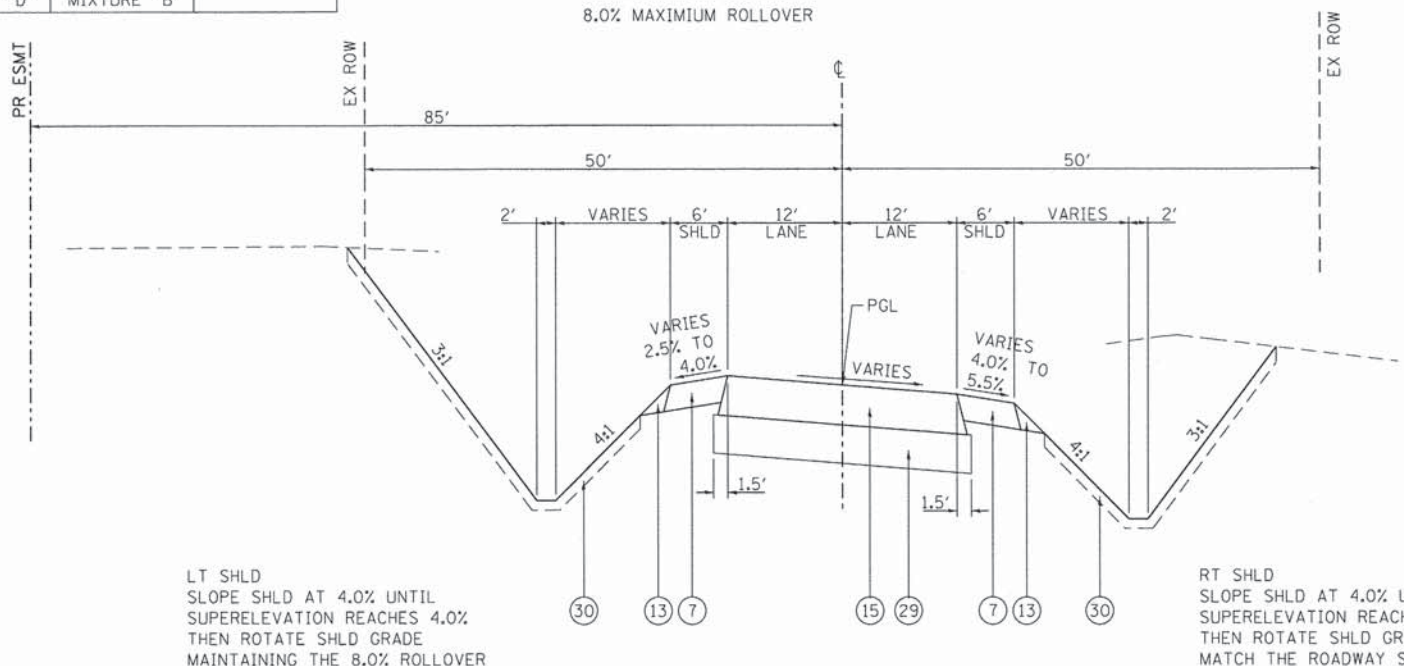




**TYPICAL SECTION  
PROPOSED WHERRY ROAD CONNECTOR**

STA 20+00.00 TO STA 20+18.00 (SEE WHERRY ROAD TYPICAL SECTION)  
\* STA 20+18.00 TO STA 21+53.52 (SEE INTERSECTION DETAIL SHEETS)  
STA 21+53.52 TO STA 23+71.12

LOCATION	WHERRY RD CONNECTOR		
MIXTURE USE	FD SURFACE	FD BINDER	HMA SHOULDER
PG	PG 64-22	PG 64-22	PG 64-22
RAP%			
DESIGN AIR VOIDS	4% @ N <sub>des</sub> =70	4% @ N <sub>des</sub> =70	2% @ N <sub>des</sub> =30
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0 FG	
FRICTION AGGREGATE	MIXTURE "D"	MIXTURE "B"	



LT SHLD  
SLOPE SHLD AT 4.0% UNTIL  
SUPERELEVATION REACHES 4.0%  
THEN ROTATE SHLD GRADE  
MAINTAINING THE 8.0% ROLLOVER

RT SHLD  
SLOPE SHLD AT 4.0% UNTIL  
SUPERELEVATION REACHES 4.0%  
THEN ROTATE SHLD GRADE TO  
MATCH THE ROADWAY SUPERELEVATION

SUPERELEVATION DATA	
SLOPE	STATION
TRANS. (2.00% TO 5.50%)	23+71.12 TO 25+16.12
FULL SUPER (5.50%)	25+16.12 TO 26+50.00
MATCH EX SUPER (5.50%)	26+50.00

**TYPICAL SUPERELEVATION SECTION  
PROPOSED WHERRY ROAD CONNECTOR**

STA 23+71.12 TO STA 26+50.00

- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
  - ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
  - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
  - ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
  - ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
  - ⑦ HOT-MIX ASPHALT SHOULDER, 8"
  - ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
  - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
  - ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
  - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - ⑬ AGGREGATE SHOULDER, TYPE B
  - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
  - ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
  - ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
  - ⑱ PIPE UNDERDRAINS, 6"
  - ⑲ PIPE UNDERDRAINS, 4"
  - ⑳ STORM SEWER
  - ㉑ FILTER FABRIC
  - ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
  - ㉓ BITUMINOUS MATERIALS (PRIME COAT)
  - ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
  - ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
  - ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
  - ㉗ CONCRETE MEDIAN SURFACE, 4"
  - ㉘ PAVEMENT FABRIC
  - ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
  - ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
  - ㉛ COARSE AGGREGATE
  - ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
  - ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
  - ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
  - ㉟ EMBANKMENT
  - ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
  - ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

- NOTES**
1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
  2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
  3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

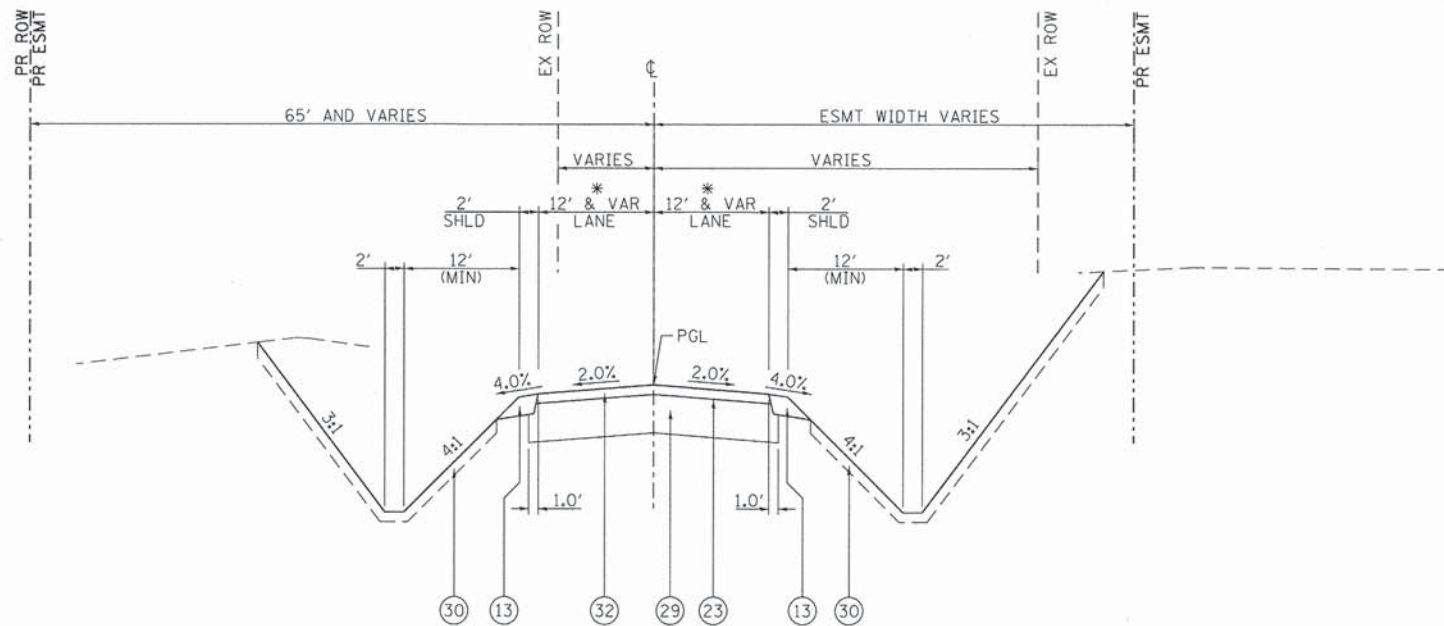
F:\09-0016\02 - Render - Road Phase 1\18 CAD\CADD Sheets\09-0016-sht-typical-wherry.dgn

FILE NAME = 09-0016-sht-typical-wherry.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = 09-0016-sht-typical21	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 120.0000' / FT	DATE - April 29, 2014	REVISIONS	
PLOT DATE = 4/25/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED WHERRY ROAD CONNECTOR			
SCALE: N.T.S.	SHEET NO. 27 OF 28 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	33
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



**TYPICAL SECTION  
PROPOSED RIEDER ROAD CONNECTOR**

STA 10+00.00 TO STA 10+24.00 (SEE SHILOH VALLEY TWP RD TYPICAL SECTION)  
\* STA 10+24.00 TO STA 11+64.85 (SEE INTERSECTION DETAIL SHEETS)  
STA 11+64.85 TO STA 15+64.40

LOCATION	RIEDER RD CONNECTOR
MIXTURE USE	INCIDENTAL HMA
PG	PG 64-22
RAP%	
DESIGN AIR Voids	4% @ N <sub>des</sub> =70
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE	MIXTURE "C"

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- ② PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 24" LONG, DRILLED AND GROUTED (COST WILL BE INCLUDED IN PCC ITEMS)
- ④ PORTLAND CEMENT CONCRETE SHOULDERS, 8"
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS, 10"
- ⑦ HOT-MIX ASPHALT SHOULDER, 8"
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90, 4"
- ⑩ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 TIE BARS AT 24" CTS AND 30" LONG, FORMED IN PLACE (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑪ LONGITUDINAL SAWED JOINT - USE NO. 6 TIE BARS AT 30" CTS AND 30" LONG (COST WILL BE INCLUDED IN PCC ITEMS)
- ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
- ⑬ AGGREGATE SHOULDER, TYPE B
- ⑭ PORTLAND CEMENT CONCRETE SHOULDERS, 9"
- ⑮ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12 1/2" (2" SURFACE COURSE, 10 1/2" BINDER COURSE)
- ⑯ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2" (2" SURFACE COURSE, 11 1/2" BINDER COURSE)
- ⑰ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑱ PIPE UNDERDRAINS, 6"
- ⑲ PIPE UNDERDRAINS, 4"
- ⑳ STORM SEWER
- ㉑ FILTER FABRIC
- ㉒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ㉓ BITUMINOUS MATERIALS (PRIME COAT)
- ㉔ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ㉕ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.06
- ㉗ CONCRETE MEDIAN SURFACE, 4"
- ㉘ PAVEMENT FABRIC
- ㉙ AGGREGATE BASE COURSE, TYPE A, 12"
- ㉚ TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ㉛ COARSE AGGREGATE
- ㉜ INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
- ㉝ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" (2" SURFACE COURSE, 11" BINDER COURSE)
- ㉞ HOT-MIX ASPHALT SHOULDERS, 13"
- ㉟ EMBANKMENT
- ㊱ SEE PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64
- ㊲ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

**NOTES**

1. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.
2. SEE REMOVAL SHEETS FOR MEDIAN REMOVAL LIMITS.
3. IF COMBINATION CONCRETE CURB AND GUTTER IS CAST MONOLITHICALLY WITH THE PAVEMENT, SEE HIGHWAY STANDARD 606001 FOR JOINT DETAIL REQUIREMENTS.

P:\09-0016\02 Rieder Road Phase 1\1118 CAD\CADD Sheets\09-0016-sht-typical-Shiloh.dgn

FILE NAME = 09-0016-sht-typical-Shiloh.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
	MODEL NAME = 09-0016-sht-typical26	DRAWN - RJO	REVISED -
	PLOT SCALE = 1/20,000 ' / ft.	CHECKED - LDC	REVISED -
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED RIEDER ROAD CONNECTOR		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		64	09-00365-01-PV	ST. CLAIR	535	34
SCALE: N.T.S.		SHEET NO. 28 OF 28 SHEETS		STA. TO STA.	CONTRACT NO. 97549	
				ILLINOIS		

**BARRIER SCHEDULE**

STATION	CONCRETE MEDIAN SURFACE, 4" (SQ FT)	DELINEATORS (EACH)	CONC BAR 1F 42HT (FOOT)	CONC BAR 2F 42HT (FOOT)	BARRIER WALL MARKERS, TYPE C (EACH)	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST (EACH)	POROUS GRANULAR EMBANKMENT, SPECIAL (CU YD)
I-64							
855+12.28 TO 999+49.92	848		1,205	13,728	202	2	136
<b>RAMPS</b>							
A		27					
B		29					
C		25					
D		28					
<b>RIEDER ROAD</b>							
36+79.73 TO 47+42.25							
47+42.25 TO 56+98.25							
56+98.25 TO 64+50.00							
64+50.00 TO 82+79.00							
<b>WHERRY ROAD</b>							
35+70.00 TO 50+40.00							
<b>SHILOH VALLEY TOWNSHIP ROAD</b>							
36+53.58 TO 50+00.00							
50+00.00 TO 54+62.23							
<b>WHERRY ROAD CONNECTOR</b>							
20+00.00 TO 26+50.01							
<b>RIEDER ROAD CONNECTOR</b>							
10+00.00 TO 15+88.08							
<b>TOTAL</b>	<b>848</b>	<b>109</b>	<b>1,205</b>	<b>13,728</b>	<b>202</b>	<b>2</b>	<b>136</b>

**EARTHWORK SCHEDULE**

STATION	STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1) (CU YD)	EMBANKMENT (NOTE 2) (CU YD)	EARTHWORK BALANCE (NOTE 3) (CU YD)	POROUS GRAN EMBANK (CU YD)	TOPSOIL EXCAVATION (NOTE 4) (CU YD)	TOPSOIL PLACEMENT (NOTE 4) (CU YD)
<b>WHERRY ROAD</b>								
36+00.00	49+50.00	35,325	26,494	1,400	25,094		5,227	1,126
<b>WHERRY ROAD CONNECTOR</b>								
20+50.00	26+50.00	11,351	8,513	129	8,384		1,993	535
<b>SHILOH VALLEY TWP. ROAD</b>								
36+00.00	49+00.00	3,058	2,294	6,996	-4,703		4,387	808
51+00.00	55+50.00	5,718	4,289	1,885	2,404		2,292	451
<b>RIEDER ROAD</b>								
36+50.00	50+81.91	73,183	54,887	5,674	49,213		10,546	1,456
53+00.58	82+79.00	10,197	7,648	87,911	-80,263		16,356	2,374
<b>RIEDER ROAD CONNECTOR</b>								
10+50.00	16+00.00	9,246	6,935	358	6,577		1,739	388
<b>RAMP A</b>								
0+00.00	20+50.00	25,371	19,028	7,796	11,232		7,203	1,544
<b>RAMP B</b>								
51+00.00	75+69.19	1,041	781	43,037	-42,256		7,723	1,623
<b>RAMP C</b>								
0+00.00	19+50.00	1,583	1,187	14,618	-13,431		5,848	1,108
<b>RAMP D</b>								
51+00.00	74+82.59	14,602	10,952	1,968	8,984		6,180	1,158
<b>INTERCHANGE</b>								
NE		16,467	12,350		12,350		3,542	1,181
SE		7,133	5,350		5,350		2,173	725
<b>I-64</b>								
849+00.00	1005+50.00	35,162	26,372	5,677	20,695	18,463	24,656	1,713
<b>TOTAL</b>		<b>249,437</b>	<b>187,078</b>	<b>177,449</b>	<b>9,629</b>	<b>18,463</b>	<b>99,865</b>	<b>16,190</b>

**EARTHWORK NOTES:**

- ESTIMATED SHRINKAGE FACTOR = 25%.
- APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
- APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.
- TOPSOIL EXCAVATION IS THE AMOUNT OF TOPSOIL TO BE EXCAVATED BASED ON THE RECOMMENDED THICKNESS IN THE ROADWAY GEOTECHNICAL REPORT. THE REQUIRED VOLUME OF TOPSOIL PLACEMENT IS WHAT IS REQUIRED BASED ON THE PROPOSED CROSS SECTION DEVELOPMENT.

**FAI Route 64, Section 09-00365-01-PV  
St. Clair County, IL - Contract No. 97549**

STATION	Route/Roadway	OFFSET	DIRECTION	FURNISHING AND ERECTING RIGHT OF WAY MARKERS Pay Item: 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS Pay Item: 66600105 *
972+31.41	FAI 64	110.00	LEFT	1	
978+16.76	FAI 64	110.00	RIGHT	1	
984+80.66	FAI 64	135.00	LEFT	1	
1022+85.92	FAI 64	120.00	RIGHT	1	
55+51.69	EX RIEDER ROAD	34.00	RIGHT	1	
56+21.81	EX RIEDER ROAD	36.98	LEFT	1	
56+67.93	EX RIEDER ROAD	74.40	LEFT		1
56+69.68	EX RIEDER ROAD	36.98	LEFT		1
56+72.50	EX RIEDER ROAD	34.00	RIGHT		1
56+73.91	EX RIEDER ROAD	75.49	RIGHT		1
57+09.23	EX RIEDER ROAD	75.00	RIGHT		1
57+67.24	EX RIEDER ROAD	34.00	RIGHT		1
57+80.61	EX RIEDER ROAD	50.00	LEFT		1
59+05.27	EX RIEDER ROAD	50.07	LEFT		1
59+71.48	EX RIEDER ROAD	51.30	LEFT		1
60+02.16	EX RIEDER ROAD	49.87	LEFT		1
60+99.81	EX RIEDER ROAD	37.00	LEFT		1
62+84.86	EX RIEDER ROAD	25.72	LEFT		1
35+49.10	PROPOSED RIEDER ROAD	90.00	RIGHT	1	
35+49.10	PROPOSED RIEDER ROAD	110.00	LEFT	1	
39+59.02	PROPOSED RIEDER ROAD	120.00	RIGHT	1	
39+59.75	PROPOSED RIEDER ROAD	165.00	LEFT	1	
41+60.19	PROPOSED RIEDER ROAD	120.00	RIGHT	1	
41+60.19	PROPOSED RIEDER ROAD	165.00	LEFT	1	
44+34.27	PROPOSED RIEDER ROAD	128.70	LEFT	1	
45+00.00	PROPOSED RIEDER ROAD	120.00	LEFT	1	
45+00.00	PROPOSED RIEDER ROAD	120.00	RIGHT	1	
45+42.88	PROPOSED RIEDER ROAD	120.00	LEFT	1	
58+50.00	PROPOSED RIEDER ROAD	150.00	LEFT	1	
59+00.00	PROPOSED RIEDER ROAD	100.00	RIGHT	1	
60+60.81	PROPOSED RIEDER ROAD	91.96	RIGHT	1	
61+00.00	PROPOSED RIEDER ROAD	90.00	RIGHT	1	
62+00.00	PROPOSED RIEDER ROAD	90.00	RIGHT	1	
62+00.00	PROPOSED RIEDER ROAD	116.00	LEFT	1	
63+37.91	PROPOSED RIEDER ROAD	116.00	LEFT	1	
63+50.00	PROPOSED RIEDER ROAD	100.00	RIGHT	1	
63+80.00	PROPOSED RIEDER ROAD	147.59	LEFT	1	
65+50.00	PROPOSED RIEDER ROAD	129.26	RIGHT	1	
65+73.57	PROPOSED RIEDER ROAD	100.00	LEFT	1	
65+84.82	PROPOSED RIEDER ROAD	105.00	RIGHT	1	
66+40.64	PROPOSED RIEDER ROAD	100.00	LEFT	1	
66+40.64	PROPOSED RIEDER ROAD	105.00	RIGHT	1	
67+94.75	PROPOSED RIEDER ROAD	100.00	LEFT	1	
67+94.75	PROPOSED RIEDER ROAD	105.00	RIGHT	1	
69+10.17	PROPOSED RIEDER ROAD	100.00	LEFT	1	
69+10.17	PROPOSED RIEDER ROAD	105.00	RIGHT	1	
71+00.00	PROPOSED RIEDER ROAD	90.00	LEFT	1	
71+00.00	PROPOSED RIEDER ROAD	90.00	RIGHT	1	
74+00.00	PROPOSED RIEDER ROAD	90.00	LEFT	1	
74+00.00	PROPOSED RIEDER ROAD	90.00	RIGHT	1	
78+00.00	PROPOSED RIEDER ROAD	60.00	LEFT	1	
78+00.00	PROPOSED RIEDER ROAD	60.00	RIGHT	1	
78+89.95	PROPOSED RIEDER ROAD	60.00	RIGHT	1	
78+92.86	PROPOSED RIEDER ROAD	60.00	LEFT	1	
84+69.96	PROPOSED RIEDER ROAD	60.00	RIGHT	1	
84+70.81	PROPOSED RIEDER ROAD	24.98	RIGHT	1	
84+72.02	PROPOSED RIEDER ROAD	25.02	LEFT	1	
84+72.87	PROPOSED RIEDER ROAD	60.00	LEFT	1	
11+31.24	PR RIEDER RD CONNECTOR	65.00	LEFT	1	
13+14.30	PR RIEDER RD CONNECTOR	65.00	LEFT	1	
13+93.44	PR RIEDER RD CONNECTOR	65.00	LEFT	1	
35+35.75	PR SHILOH VALLEY TWP RD	50.00	LEFT	1	
35+36.19	PR SHILOH VALLEY TWP RD	24.97	LEFT	1	
35+37.08	PR SHILOH VALLEY TWP RD	25.00	RIGHT	1	
35+37.70	PR SHILOH VALLEY TWP RD	60.00	RIGHT	1	
38+00.00	PR SHILOH VALLEY TWP RD	50.00	LEFT	1	
38+88.75	PR SHILOH VALLEY TWP RD	60.00	RIGHT	1	
40+00.00	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
41+00.00	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
41+50.00	PR SHILOH VALLEY TWP RD	60.00	LEFT	1	
43+50.00	PR SHILOH VALLEY TWP RD	60.00	LEFT	1	
44+63.57	PR SHILOH VALLEY TWP RD	70.00	RIGHT	1	
44+63.57	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
46+54.26	PR SHILOH VALLEY TWP RD	70.00	RIGHT	1	
46+59.93	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
47+15.33	PR SHILOH VALLEY TWP RD	70.00	RIGHT	1	
47+15.33	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
47+45.66	PR SHILOH VALLEY TWP RD	75.00	LEFT	1	
53+35.68	PR SHILOH VALLEY TWP RD	100.00	LEFT	1	
53+35.68	PR SHILOH VALLEY TWP RD	100.00	RIGHT	1	
55+00.00	PR SHILOH VALLEY TWP RD	90.00	RIGHT	1	
55+94.01	PR SHILOH VALLEY TWP RD	90.00	RIGHT	1	
55+94.01	PR SHILOH VALLEY TWP RD	100.00	LEFT	1	
33+05.72	PROPOSED WHERRY ROAD	60.00	LEFT	1	

66600105\* THESE MARKERS ARE THE SAME BUT SHALL CONTAIN NO LETTERING

**FAI Route 64, Section 09-00365-01-PV  
St. Clair County, IL - Contract No. 97549**

STATION	Route/Roadway	OFFSET	DIRECTION	FURNISHING AND ERECTING RIGHT OF WAY MARKERS Pay Item: 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS Pay Item: 66600105 *
33+06.35	PROPOSED WHERRY ROAD	60.00	RIGHT	1	
37+00.00	PROPOSED WHERRY ROAD	60.00	RIGHT	1	
37+00.00	PROPOSED WHERRY ROAD	60.00	LEFT	1	
39+00.00	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
39+35.11	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
41+72.49	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
43+00.00	PROPOSED WHERRY ROAD	75.00	LEFT	1	
44+15.00	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
44+22.15	PROPOSED WHERRY ROAD	75.00	LEFT	1	
46+51.81	PROPOSED WHERRY ROAD	111.63	LEFT	1	
46+52.00	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
48+64.00	PROPOSED WHERRY ROAD	100.00	RIGHT	1	
50+90.00	PROPOSED WHERRY ROAD	80.00	RIGHT	1	
53+54.49	PROPOSED WHERRY ROAD	75.00	LEFT	1	
53+54.49	PROPOSED WHERRY ROAD	75.00	RIGHT	1	
21+12.96	PR WHERRY RD CONNECTOR	85.00	LEFT		1
24+10.12	PR WHERRY RD CONNECTOR	85.00	LEFT		1
26+73.80	PR WHERRY RD CONNECTOR	85.00	LEFT		1
26+73.80	PR WHERRY RD CONNECTOR	50.00	LEFT		1
0+45.37	RAMP A	65.63	RIGHT	1	
0+45.37	RAMP A	86.00	RIGHT	1	
1+55.37	RAMP A	65.00	RIGHT	1	
1+55.37	RAMP A	86.00	RIGHT	1	
8+00.98	RAMP A	65.00	RIGHT	1	
12+00.00	RAMP A	65.00	RIGHT	1	
13+67.76	RAMP A	85.00	RIGHT	1	
15+06.65	RAMP A	85.00	RIGHT	1	
15+98.06	RAMP A	90.39	RIGHT	1	
16+73.91	RAMP A	130.00	RIGHT	1	
18+82.95	RAMP A	130.00	RIGHT	1	
19+80.65	RAMP A	130.00	RIGHT	1	
52+00.00	RAMP B	115.00	RIGHT	1	
52+80.70	RAMP B	95.00	RIGHT	1	
56+00.00	RAMP B	95.00	RIGHT	1	
58+04.87	RAMP B	70.00	RIGHT	1	
62+00.00	RAMP B	70.00	RIGHT	1	
8+00.98	RAMP C	55.00	RIGHT	1	
13+11.75	RAMP C	55.00	RIGHT	1	
14+71.75	RAMP C	82.00	RIGHT	1	
17+94.73	RAMP C	82.00	RIGHT	1	
18+97.43	RAMP C	82.00	RIGHT	1	
51+40.00	RAMP D	90.00	RIGHT	1	
52+80.70	RAMP D	65.00	RIGHT	1	
56+13.25	RAMP D	65.00	RIGHT	1	
57+73.25	RAMP D	65.00	RIGHT	1	
63+32.72	RAMP D	65.00	RIGHT	1	
<b>TOTAL:</b>				<b>115</b>	<b>15</b>

66600105\* THESE MARKERS ARE THE SAME BUT SHALL CONTAIN NO LETTERING

**TREE REMOVAL SCHEDULE**

STATION	TREE REMOV 6-15 (UNITS)	TREE REMOV OVER 15 (UNITS)	TREE REMOV ACRES (ACRES)
<b>I-64 (INCLUDES RAMPS)</b>			
WESTBOUND	272	540	0.75
EASTBOUND	90	56	1.25
<b>RIEDER ROAD</b>			
36+79.73 TO 47+42.25			
47+42.25 TO 56+98.25			
56+98.25 TO 64+50.00	182	115	1.50
64+50.00 TO 82+79.00	27	116	
<b>WHERRY ROAD</b>			
35+70.00 TO 50+40.00			1.25
<b>WHERRY ROAD CONNECTOR</b>			
20+00.00 TO 26+50.01			
<b>RIEDER ROAD CONNECTOR</b>			
10+00.00 TO 15+88.08	54	118	
<b>TOTAL</b>	<b>625</b>	<b>945</b>	<b>4.75</b>

**DRAINAGE REMOVAL SCHEDULE**

STATION	PAVED DITCH REMOVAL (FOOT)	CONC HDWL REM (EACH)	TRENCH BACKFILL (NOTE 1) (CU YD)	PIPE CULVERT REMOV (FOOT)	STORM SEWER REM 18 (FOOT)	STORM SEWER REM 24 (FOOT)	STORM SEWER REM 36 (FOOT)	REMOV INLETS (EACH)	REMOV EX FLAR END SEC (EACH)	DRAINAGE STR REMOVED (EACH)	FILL EXIST CULVERTS (CU YD)	PLUG EX CULVERTS (EACH)
I-64												
856+91, 2' LT								1				
865+49, 1' LT								1				
874+81, 0' LT TO 875+22, 0' RT			5	40					2			
882+13, 0' RT TO 884+94, 1' RT			35	282					2			
894+99, 3' LT								1				
905+99, 3' LT								1				
911+33, 2' RT TO 915+23, 2' RT			48	390					2			
922+01, 16' LT								1				
922+01, 16' LT TO 922+01, 29' LT			3			13						1
932+09, 9' RT												
932+09, 9' RT TO 932+24, 0' LT			18			18						
932+24, 0' LT								1				
947+01, 13' RT								1				
960+99, 0' RT TO 961+00, 88' LT								1			10	
961+00, 88' LT		1										
969+50, 1' LT								1				
969+50, 1' LT TO 969+49, 25' LT			3			25						
980+55, 0' LT								1				
980+55, 0' LT TO 980+72, 5' RT			4			19						
980+72, 5' RT												1
986+52, 1' RT								1				
986+52, 1' RT TO 986+71, 6' LT			7			21						
986+71, 6' LT												1
986+77, 7' RT												1
986+77, 7' RT TO 986+96, 0' LT			7			21						
986+96, 0' LT								1				
993+18, 0' LT												1
993+18, 0' LT TO 993+36, 0' LT			3			18						
993+36, 0' LT								1				
999+31, 3' LT TO 1002+07, 3' LT			8	277					2			
999+69, 93' RT		1										
999+69, 93' RT TO 1000+70, 95' RT						101						
1000+70, 95' RT		1										
999+57, 152' RT		1										
999+57, 152' RT TO 999+87, 93' RT					66							
999+84, 212' RT		1										
999+84, 212' RT TO 1000+70, 95' RT					148							
1000+72, 96' LT		1										
1000+72, 96' LT TO 1001+64, 94' LT				93								
1001+64, 94' LT		1										
<b>RAMP A</b>												
6+78, 15' RT TO 9+93, 43' LT	325											
15+40, 73' LT TO 15+46, 116' LT				43								
<b>RAMP B</b>												
62+60, 10' LT		1										
66+34, 10' RT		1										
68+03, 19' RT		1										
<b>RAMP C</b>												
1+97, 19' RT		1										
4+28, 8' RT		1										
8+49, 18' LT		1										
<b>RAMP D</b>												
68+97, 18' RT		1										
<b>RIEDER ROAD</b>												
64+05, 201' RT TO 64+28, 182' RT				30								
65+69, 49' RT TO 66+07, 73' RT			9	46								
68+88, 14' LT TO 69+12, 14' LT			6	24								
70+62, 19' RT TO 70+82, 19' RT			4	20								
71+37, 16' LT TO 71+35, 18' RT			6	35								
78+90, 14' LT TO 79+17, 14' LT			4	26								
78+94, 17' RT TO 79+14, 18' RT			3	20								
<b>WHERRY ROAD</b>												
38+84, 63' RT TO 39+58, 23' RT			2	85								
<b>SHILOH VALLEY TWP ROAD</b>												
39+96, 30' RT										1		
36+69, 19' RT TO 36+94, 20' RT			4	25								
39+98, 22' RT TO 40+28, 21' LT			30	53								
16+57, 24' RT TO 16+57, 30' LT				54								
16+57, 30' LT												1
<b>TOTAL</b>	<b>325</b>	<b>14</b>	<b>209</b>	<b>1,543</b>	<b>214</b>	<b>135</b>	<b>101</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>6</b>

**CULVERT AND STORM SEWER REMOVAL NOTES:**

- TRENCH BACKFILL QUANTITY IS SHOWN FOR INFORMATION ONLY. THE COST FOR TRENCH BACKFILL, IF REQUIRED, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE EXISTING CULVERTS AND STORM SEWER REMOVAL.

**HIGH TENSION CABLE MEDIAN BARRIER SCHEDULE**

STATION	HT CBL MEDIAN BARRIER (FOOT)	HT CBL MED BAR TERM (EACH)	REM HT CBL MEDIAN BAR (FOOT)	REM HTC MED BAR TERM (SQ FT)
I-64				
848+72.28 TO 849+22.28		2		
849+22.28 TO 855+62.28	640			
855+62.28 TO 856+12.28		1		
848+72.28 TO 873+97.00			2509	
873+97.00 TO 874+47.00				1
875+57.00 TO 876+07.00				1
876+07.00 TO 912+37.00			3635	
912+37.00 TO 912+87.00				1
913+55.00 TO 914+05.00				1
914+05.00 TO 960+10.00			4606	
960+10.00 TO 960+60.00				1
961+36.00 TO 961+86.00				1
961+86.00 TO 1005+91.46			4406	
998+51.46 TO 999+01.46		1		
999+01.46 TO 1005+41.46	640			
1005+41.46 TO 1005+91.46		2		
<b>TOTAL</b>	<b>1,280</b>	<b>6</b>	<b>15,156</b>	<b>6</b>

**FENCING SCHEDULE**

STATION	STATION	OFFSET	WOV W FENCE 4 (FOOT)	FENCE REMOVAL (FOOT)
I-64				
972+31.41	1001+12.27	LT		2,899
972+31.41	984+80.87	LT	1,250	
978+16.76	999+79.20	RT		2,179
978+16.76	986+51.80	RT	837	
1000+16.42	1022+85.92	RT		2,315
1009+94.48	1017+48.05	LT	795	
1010+36.74	1022+85.90	RT	1,250	
1001+46.57	1017+48.05	LT		1,647
<b>RAMP A</b>				
8+00.98	19+81.35	RT	1,227	
<b>RAMP B</b>				
51+49.05	64+19.12	RT	1,307	
<b>RAMP C</b>				
8+00.98	18+98.43	RT	1,119	
<b>RAMP D</b>				
51+39.10	63+32.72	RT	1,198	
<b>RIEDER ROAD</b>				
39+57.76	46+55.10	RT	670	
39+96.94	46+61.25	LT	699	
58+29.25	63+51.00	RT	527	
58+49.46	63+38.25	LT	491	
<b>WHERRY ROAD</b>				
46+51.97	48+43.10	LT	194	
51+20.88	53+54.49	LT	234	
<b>SHILOH VALLEY TOWNSHIP ROAD</b>				
46+54.26	48+85.00	RT	248	
50+99.06	53+35.68	RT	237	
<b>TOTAL</b>			<b>12,283</b>	<b>9,040</b>

P:\09-0016-02 Rieder Road Phase 1\1118 CAD\CADD Sheets\09-0016-sht-Schedule02.dgn

FILE NAME = 09-0016-sht-Schedule02.dgn

USER NAME = IDOT	DESIGNED -	REVISED -
MODEL NAME = Default	DRAWN -	REVISED -
PLOT SCALE = 12,0000 ' / Ft.	CHECKED -	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 36
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

PAVEMENT MARKING SCHEDULE

STATION	PT PVT MK LTRS & SYMB (SQ FT)	PAINT PVT MK LINE 4 (SQ FT)	PAINT PVT MK LINE 8 (SQ FT)	PAINT PVT MK LINE 12 (SQ FT)	PAINT PVT MK LINE 24 (SQ FT)	PREF PL PM TB LTR-SYM (SQ FT)	PREF PL PM TB LINE 4 (FOOT)	PREF PL PM TB LINE 8 (FOOT)	PREF PL PM TB LINE 12 (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REFL PVT MKR BR (EACH)	REPLACEMENT REFLECTOR (EACH)	PRISMATIC CURB REFL (EACH)	PAINT PVT MARK CURB (FOOT)	PAVT MARKING REMOVAL (SQ FT)	RAISD REFL PM REFL REM (EACH)	GRV RCSD PVT MRKG 5 (FOOT)	GRV RCSD PVT MRKG 9 (FOOT)
<b>I-64</b>																		
WESTBOUND							36,742	2,892	2,890	339		442			14,123	442	36,742	2,892
EASTBOUND							35,280	4,591	2,873	346		445			15,255	445	35,280	4,591
<b>RAMPS</b>																		
A						94	3,411	973	87	88							3,411	973
B							3,413	1,242		7							3,413	1,242
C						47	3,231	2,163	208	91							3,231	2,163
D							3,232	1,242		7							3,232	1,242
<b>RIEDER ROAD</b>																		
36+79.73 TO 47+42.25	143	5,453	634	674	114					44			103	598				
47+42.25 TO 56+98.25	125	4,602			96					33	7		67	137				
56+98.25 TO 64+50.00	125	4,728	663	394	84					48			86	484				
64+50.00 TO 82+79.00	32	7,943		87						62			56	133				
<b>WHERRY ROAD</b>																		
35+70.00 TO 50+40.00	47	6,476	344	434	12					41			17	115				
<b>SHILOH VALLEY TOWNSHIP ROAD</b>																		
36+53.58 TO 50+00.00	47	7,198		157	26					67								
50+00.00 TO 54+62.23	84	1,706		43	38					6			22	69				
<b>WHERRY ROAD CONNECTOR</b>																		
20+00.00 TO 26+50.01		2,604		28						8								
<b>RIEDER ROAD CONNECTOR</b>																		
10+00.00 TO 15+88.08		2,220		33						7								
<b>TOTAL</b>	<b>603</b>	<b>42,930</b>	<b>1,641</b>	<b>1,789</b>	<b>431</b>	<b>141</b>	<b>85,309</b>	<b>13,103</b>	<b>6,058</b>	<b>1,194</b>	<b>7</b>	<b>887</b>	<b>351</b>	<b>1,536</b>	<b>29,378</b>	<b>887</b>	<b>85,309</b>	<b>13,103</b>

TEMPORARY PAVEMENT MARKING SCHEDULE

STATION	STATION	OFFSET	PAVT MARK TAPE T3 4 (FOOT)	WORK ZONE PAVT MK REM (SQ FT)	TEMP CONC BARRIER (FOOT)	IMP ATTN TEMP FRN TL3 (EACH)	BAR WALL MKR TYPE C (EACH)
<b>I-64</b>							
<b>STAGE 2</b>							
846+02.28	1008+61.46	LT	33,649	11,216			
846+02.28	1008+61.46	RT	33,357	11,119			
847+51.28		RT				1	
847+51.28	1007+12.46	LT			15,961		1,278
847+51.28	1007+12.46	RT			15,961		1,278
1007+12.46		LT				1	
<b>TOTAL</b>			<b>67,006</b>	<b>22,335</b>	<b>31,922</b>	<b>2</b>	<b>2,556</b>

SIGN REMOVAL SCHEDULE

LOCATION	OFFSET	REMOV SIGN PANEL T3 SQ FT	REM GR MT SIN SUPPORT EACH	REM CONC FDN-GR MT EACH	RELOC SIN PAN ASSY TA EACH	RELOC SIGN PANEL T3 SQ FT	REMOV SIN PAN ASSY TB EACH	REMOV OH SIN STR-SPAN EACH	REM CONC FDN-OVHD EACH
<b>I-64</b>									
875+26	0'	RT					1		
894+80	0'	RT			1			1	2
930+80	0'	LT			1			1	2
948+00	99'	LT	191.5	2	2				
961+40	0'	RT					1		
977+00	100'	RT	127.5	2	2				
980+48	67'	LT			1				
980+53	71'	RT			1				
984+00	96'	LT	381.25	3	3				
991+78	94'	LT		2	2	180			
1009+89	86'	LT		2	2	280			
1019+00	98'	LT		2	2	82.5			
1036+27	139'	LT	381.25	3	3				
1054+56	359'	LT	42.75	2	2				
<b>TOTAL</b>			<b>1,124.25</b>	<b>18</b>	<b>18</b>	<b>542.50</b>	<b>2</b>	<b>2</b>	<b>4</b>

ENTRANCE SCHEDULE

STATION	OFFSET	ENTRANCE TYPE	EXISTING SURFACE TYPE	ENTRANCE WIDTH (FOOT)	ENTRANCE DEPTH "D" (FOOT)	AGG SURF CSE A 6 (SQ YD)
<b>RIEDER ROAD</b>						
68+15.00	RT	FIELD	AGGREGATE	20.0	275.7	573
78+99.41	LT	FIELD	AGGREGATE	16.0	32.6	70
78+50.00	RT	FIELD	AGGREGATE	16.0	31.7	68
79+01.41	RT	FIELD	AGGREGATE	16.0	31.5	68
<b>SHILOH VALLEY TOWNSHIP ROAD</b>						
36+82.50	RT	FIELD	AGGREGATE	20.0	38.3	97
46+31.69	LT	PRIVATE	AGGREGATE	12.0	274.2	384
<b>RIEDER ROAD CONNECTOR</b>						
11+35.63	RT	PRIVATE	AGGREGATE	16.0	107.7	214
<b>TOTAL</b>						<b>1,474</b>

GUARDRAIL SCHEDULE

STATION	STATION	OFFSET	SPBGR TY A 6FT POSTS (FOOT)	TRAF BAR TERM T2 (EACH)	TRAF BAR TERM T6 (EACH)	TR BAR TRM T1 SPL TAN (EACH)	GUARDRAIL REMOV (FOOT)	GUARDRAIL MKR TYPE A (EACH)	BAR WALL MKR TYPE C (EACH)	TERMINAL MARKER - DA (EACH)
<b>I-64</b>										
882+14.67	883+69.87	RT					156			
883+34.01	884+92.47	LT					159			
911+61.56	914+23.62	RT					263			
912+37.50	915+20.37	LT					283			
933+85.50	934+35.50	RT				1				1
934+35.50	934+98.00	RT	62.5					4		
934+98.00	935+10.50	RT		1						
959+42.50	959+92.50	RT				1				1
959+92.50	961+30.00	RT	137.5					4		
961+30.00	961+42.50	RT		1						
978+14.00	978+64.00	RT				1				1
978+64.00	979+51.50	RT	87.5					4		
979+51.50	979+64.00	RT		1						
993+47.50	993+97.50	RT				1				1
993+97.50	998+97.50	RT	500.0					7		
996+80.00	996+92.50	LT		1						
996+92.50	1000+92.50	LT	400.0					5		
998+97.50	999+10.00	RT		1						
999+64.66	1000+89.46	RT					125			
1000+45.39	1001+71.03	LT					126			
1000+92.50	1001+42.50	LT				1				1
<b>RIEDER ROAD</b>										
48+75.18	49+25.18	RT				1				1
48+99.55	50+56.69	RT					178			
49+04.23	50+58.10	RT					177			
49+25.18	50+25.18	RT	100.0					2		
50+12.68	50+25.18	LT		1						
50+25.18	50+70.83	LT			1					
50+25.18	50+70.83	RT			1					
50+68.33	53+14.17	RT							4	
50+68.33	53+14.17	LT							4	
53+08.53	54+62.94	RT					178			
53+10.76	54+67.55	RT					178			
53+11.67	53+57.32	LT			1					
53+11.67	53+57.32	RT			1					
53+57.32	53+69.82	RT		1						
53+57.32	54+57.32	LT	100.0						2	
54+57.32	55+07.32	LT								1
<b>TOTAL</b>			<b>1,387.5</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>1,823</b>	<b>28</b>	<b>8</b>	<b>7</b>

P:\09-2016\02 - Rieder Road Phase I\118\_CADD\000\_Sheets\09-2016-sht-Schedule03.dgn

FILE NAME = 09-2016-sht-Schedule03.dgn	USER NAME = IDOT	DESIGNED -	REVISED -
	MODEL NAME = Default	DRAWN -	REVISED -
	PLOT SCALE = 1:8000 @ 1/4" = 1'	CHECKED -	REVISED -
	PLOT DATE = 4/29/2014	DATE - April 29, 2014	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	37
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS]				

**UNDERDRAIN SCHEDULE**

STATION	OFFSET	OUTLET TO STRUCTURE	PIPE UNDERDRAINS 4 (FEET)	PIPE UNDERDRAINS 6 (FEET)	CONC HDWL FOR P DRAIN (EACH)
<b>I-64</b>					
848+72.28	TO 853+79.25	MED LT	528		
848+72.29	TO 853+79.19	MED RT	528		
853+79.21		10 RT			1
853+79.23		10 LT			1
854+75.20	TO 856+47.50	MED DS1		173	
856+57.50	TO 858+47.50	MED DS2		190	
858+57.50	TO 860+47.49	MED DS3		177	
860+57.50	TO 862+47.51	MED DS4		191	
862+57.50	TO 864+47.50	MED DS5		191	
864+57.50	TO 864+97.50	MED DS6		41	
865+07.50	TO 865+45.30	MED DS7		38	
865+50.30	TO 866+72.00	MED DS7		122	
866+82.01	TO 867+92.49	MED DS8		111	
868+02.50	TO 869+62.85	MED DS9		161	
869+72.86	TO 871+42.49	MED DS10		170	
871+52.52	TO 873+42.49	MED DS11		190	
873+52.52	TO 875+92.48	MED DS12		240	
876+07.52	TO 878+47.48	MED DS14		240	
878+57.51	TO 879+97.49	MED DS15		140	
880+07.51	TO 881+47.49	MED DS16		140	
881+57.51	TO 882+97.49	MED DS16A		140	
883+07.50	TO 884+97.50	MED DS17		191	
885+07.43	TO 886+97.50	MED DS18		191	
887+07.47	TO 888+97.45	MED DS19		191	
889+07.54	TO 890+97.50	MED DS20		190	
891+07.50	TO 892+97.50	MED DS21		191	
893+05.70	TO 894+97.50	MED DS22		192	
895+07.50	TO 896+97.50	MED DS23		191	
897+07.50	TO 898+97.50	MED DS24		191	
899+07.50	TO 900+97.50	MED DS25		191	
901+07.50	TO 903+47.50	MED DS26		241	
903+57.50	TO 905+97.50	MED DS27		240	
906+07.50	TO 908+97.50	MED DS28		290	
909+07.50	TO 911+47.50	MED DS29		240	
911+57.50	TO 912+37.50	MED DS30		80	
912+47.50	TO 914+47.50	MED DS31		200	
914+57.50	TO 916+97.50	MED DS32		240	
917+07.50	TO 919+47.50	MED DS33		240	
919+57.50	TO 921+97.50	MED DS34		240	
922+07.50	TO 923+97.50	MED DS35		190	
924+07.50	TO 926+47.50	MED DS36		240	
926+57.50	TO 928+47.50	MED DS37		190	
928+57.50	TO 930+47.50	MED DS38		190	
930+57.50	TO 931+97.50	MED DS39		140	
932+02.50	TO 932+42.50	MED DS39		40	
932+52.50	TO 932+92.50	MED DS40		40	
933+02.50	TO 933+42.50	MED DS41		40	
933+52.66	TO 934+92.50	MED DS41A		140	
935+02.50	TO 936+92.50	MED DS42		190	
937+02.50	TO 938+92.50	MED DS43		190	
939+02.50	TO 940+92.50	MED DS44		190	
941+02.50	TO 942+92.50	MED DS45		190	
943+02.50	TO 944+92.50	MED DS46		190	
945+02.50	TO 946+92.50	MED DS47		190	
947+02.50	TO 948+92.50	MED DS48		190	
949+02.50	TO 950+92.50	MED DS49		190	
951+02.50	TO 952+98.00	MED DS50		196	
953+02.00	TO 955+97.50	MED DS51		296	
956+07.50	TO 958+47.50	MED DS52		240	
958+57.50	TO 960+97.50	MED DS53		240	
961+07.50	TO 963+47.50	MED DS54		240	
963+57.50	TO 965+47.50	MED DS55		190	
965+57.50	TO 967+47.50	MED DS56		190	
967+57.50	TO 969+47.50	MED DS57		190	
969+57.50	TO 971+97.50	MED DS58		240	
972+07.50	TO 974+47.50	MED DS59		240	
974+57.50	TO 976+97.50	MED DS60		240	
977+07.49	TO 978+97.49	MED DS61		190	
979+07.50	TO 980+71.09	MED DS62		164	
980+81.09	TO 982+71.80	MED DS63		191	
982+76.80	TO 983+42.50	MED DS63		66	
983+52.50	TO 984+42.50	MED DS64		90	
984+52.50	TO 985+42.50	MED DS65		90	
985+57.50	TO 985+97.50	MED DS67		40	
986+07.50	TO 986+70.83	MED DS68		64	
986+75.83	TO 987+92.50	MED DS68		117	
988+02.50	TO 988+92.50	MED DS69		90	
989+02.50	TO 990+10.95	MED DS70		109	
990+20.95	TO 990+92.50	MED DS71		72	
991+02.50	TO 991+92.50	MED DS72		90	
992+02.50	TO 992+92.50	MED DS73		90	
993+02.50	TO 993+92.50	MED DS74		90	

**UNDERDRAIN SCHEDULE**

STATION	OFFSET	OUTLET TO STRUCTURE	PIPE UNDERDRAINS 4 (FEET)	PIPE UNDERDRAINS 6 (FEET)	CONC HDWL FOR P DRAIN (EACH)
994+07.50	TO 996+47.50	MED DS76		240	
996+52.50	TO 999+49.81	MED DS76		298	
999+51.46	TO 1002+51.46	MED LT		317	
999+51.46	TO 1002+51.46	MED RT		317	
1002+51.46		14 RT			1
1002+51.46		14 LT			1
1002+56.46	TO 1005+89.46	RT	348		
1002+56.46	TO 1005+89.46	LT	350		
1005+89.46		16 RT			1
1005+89.46		14 LT			1
<b>RAMP A</b>					
0+05.00	TO 4+95.00	RT		505	
0+05.00		16 RT			1
5+00.00	TO 9+95.00	RT		510	
5+00.00		16 RT			1
10+00.00	TO 14+95.00	LT		517	
10+00.00	TO 14+95.00	RT		510	
10+00.00		16 RT			1
10+00.00		32 LT			1
15+00.00	TO 20+00.00	LT		501	
15+00.00	TO 20+00.00	RT		526	
15+00.00		32 LT			1
15+00.00		16 RT			1
<b>RAMP B</b>					
50+98.04	TO 54+00.00	LT		312	
51+42.33	TO 54+00.00	RT		275	
54+00.00		16 RT			1
54+00.00		40 LT			1
54+05.00	TO 57+50.00	RT		361	
54+05.00	TO 57+50.00	LT		349	
57+50.00		40 LT			1
57+50.00		16 RT			1
57+55.00	TO 62+60.00	RT		520	
57+55.00	TO 61+50.00	LT		417	
61+50.00		32 LT			1
61+55.00	TO 63+30.00	LT		193	
61+55.00		32 LT			1
62+60.00		16 RT			1
62+62.00	TO 65+95.00	RT		348	
62+62.00		16 RT			1
66+00.00	TO 70+95.00	RT		510	
66+00.00		16 RT			1
71+00.00	TO 75+69.19	RT		485	
71+00.00		16 RT			1
<b>RAMP C</b>					
0+00.00	TO 3+50.00	RT		361	
3+50.00		16 RT			1
3+55.00	TO 8+48.00	RT		508	
6+63.00	TO 9+48.00	LT		303	
8+48.00		16 RT			1
8+50.00	TO 9+95.00	RT		158	
8+70.00		16 RT			1
8+55.00		32 LT			1
9+50.00	TO 14+95.00	LT		564	
9+50.00		32 LT			1
10+00.00	TO 14+95.00	RT		509	
10+00.00		16 RT			1
15+00.00	TO 19+00.00	LT		402	
15+00.00	TO 19+00.00	RT		426	
15+00.00		20 RT			1
15+00.00		32 LT			1
<b>RAMP D</b>					
50+98.04	TO 55+00.00	LT		407	
51+42.33	TO 55+00.00	RT		375	
55+00.00		40 LT			1
55+00.00		16 RT			1
55+05.00	TO 60+00.00	RT		510	
55+05.00	TO 58+00.00	LT		306	
58+00.00		40 LT			1
58+05.00	TO 61+00.00	LT		316	
60+00.00		16 RT			1
60+05.00	TO 65+00.00	RT		510	
61+00.00		32 LT			1
65+00.00		16 RT			1
65+05.00	TO 70+00.00	RT		510	
70+00.00		16 RT			1
70+05.00	TO 74+77.59	RT		489	
74+77.59		17 RT			1
<b>TOTAL</b>			<b>15,247</b>	<b>14,342</b>	<b>38</b>

**PERMANENT SURVEY MARKERS SCHEDULE**

DESCRIPTION	STATION	ALIGNMENT	PERM SURV MKRS T1 (EACH)	PERM SURV MKRS T2 (EACH)	SECTION CORNER MKRS (EACH)
** POT	972+31.41	I-64		1	
** POT	980+00.00	I-64		1	
** POT	990+00.00	I-64		1	
** POT/CL-CL	1000+00.00	I-64		1	
** POT	1010+00.00	I-64		1	
** POT	1020+00.00	I-64		1	
** POT	1022+85.92	I-64		1	
POT	0+00.00	RAMP A	1		
PC	8+00.98	RAMP A	1		
PT	13+67.76	RAMP A	1		
PC	15+27.76	RAMP A	1		
POT/CL-CL	16+02.80	RAMP A	1		
PT	18+82.95	RAMP A	1		
POT	21+05.65	RAMP A	1		
POT	50+00.00	RAMP B	1		
PC	52+80.70	RAMP B	1		
PT	56+44.87	RAMP B	1		
PC	58+04.87	RAMP B	1		
PT	64+19.32	RAMP B	1		
POT	75+69.19	RAMP B	1		
POT	0+00.00	RAMP C	1		
PC	8+00.98	RAMP C	1		
PT	13+11.75	RAMP C	1		
PC	14+71.75	RAMP C	1		
PT	17+94.73	RAMP C	1		
POT	20+17.43	RAMP C	1		
POT	50+00.00	RAMP D	1		
PC	52+80.70	RAMP D	1		
PT	56+13.25	RAMP D	1		
PC	57+73.25	RAMP D	1		
PT	63+32.72	RAMP D	1		
POT	74+82.59	RAMP D	1		
POT	33+00.00	RIEDER ROAD	1		
PC	38+97.29	RIEDER ROAD	1		
PT	41+60.19	RIEDER ROAD	1		

SIGN AND POST SCHEDULE

STATION	OFFSET	TYPE	DESCRIPTION	SIGN PANEL T1 (SQ FT)	SIGN PANEL T2 (SQ FT)	SIGN PANEL T3 (SQ FT)	TELES STL SIN SUPPORT (FOOT)	BASE TEL STL SIN SUPP (EACH)	WOOD SIN SUPPORT (FOOT)	STEEL SIGN POST SUPPORT - BREAK AWAY						CONC FOUNDATION (CU YD)	COMMENT	
										STEEL POST SIZE	STUB POST LENGTH (FOOT)	MAIN POST LENGTH			WEIGHT (POUND) PER FOOT			SN SUP BA (POUND)
												L1 (FOOT)	L2 (FOOT)	L3 (FOOT)				
<b>I-64</b>																		
880+95	77.8' LT	W4-2R	RIGHT LANE ENDS (SYMBOL)		16.0				21									
882+95	76.4' LT	W9-1	RIGHT LANE ENDS (WORDS)		16.0				20									
894+56	32.0' RT	N/A	CUSTOM DIRECTIONAL SIGN			112.0									STR NO 8S082I064R018.4			
894+56	50.0' RT	N/A	CUSTOM DIRECTIONAL SIGN			132.0									STR NO 8S082I064R018.4			
894+56	68.0' RT	N/A	CUSTOM DIRECTIONAL SIGN			252.0									STR NO 8S082I064R018.4			
931+02	27.0' LT	N/A	CUSTOM DIRECTIONAL SIGN			140.0									STR NO 8S082I064L019.1			
931+02	46.4' LT	N/A	CUSTOM DIRECTIONAL SIGN			240.0									STR NO 8S082I064L019.1			
931+02	65.3' LT	N/A	CUSTOM DIRECTIONAL SIGN			162.8									STR NO 8S082I064L019.1			
935+00	80.0' RT	N/A	CUSTOM DIRECTIONAL SIGN			189.8									STR NO 8C082I064R019.1			
940+00	87.4' LT	N/A	BUSINESS LOGO SIGN							W14X38	3.5	22.3	23.7	38	2014	4.2	RELOCATED SIGN PANEL	
948+00	96.8' LT	N/A	CUSTOM DIRECTIONAL SIGN			290.0				W14X38	3.5	23.5	23.3	38	2044	4.2		
955+00	98.9' LT	N/A	BUSINESS LOGO SIGN							W14X38	3.5	22.2	20.8	38	1900	4.2	RELOCATED SIGN PANEL	
961+40	73.6' RT	N/A	CUSTOM DIRECTIONAL SIGN			148.5											STR NO 8C082I064R019.6	
970+00	89.0' LT	N/A	BUSINESS LOGO SIGN							W8X18	2.5	15.6	17.1	18	679	1.4	RELOCATED SIGN PANEL	
979+50	74.5' RT	N/A	CUSTOM DIRECTIONAL SIGN			148.5											STR NO 8C082I064R020.0	
987+00	73.4' LT	W4-1	MERGE		16.0				20									
998+40	39.0' LT	N/A	CUSTOM DIRECTIONAL SIGN			290.0											STR NO 8B082I064L020.4	
1008+20	77.3' RT	W4-1	MERGE		16.0				21									
1018+00	90.9' LT	N/A	CUSTOM DIRECTIONAL SIGN			156.8				W14X30	3.0	19.5	21.1	30	1398	3.8		
1020+00	99.7' RT	N/A	CUSTOM DIRECTIONAL SIGN			166.5				W10X26	3.0	17.5	15.7	26	1019	2.5		
1027+00	75.1' RT	M1-1	INTERSTATE ROUTE MARKER	9.0					19									
		M3-2	CARDINAL DIRECTION EAST	4.5													MOUNT WITH M1-1	
1041+00	177.1' LT	N/A	CUSTOM DIRECTIONAL SIGN			140.3				W10X26	3.0	17.8	20.1	26	1141	2.5		
1093+00	96.2' LT	N/A	CUSTOM DIRECTIONAL SIGN			140.3				W10X26	3.0	17.7	19.7	26	1128	2.5		
<b>RAMP A</b>																		
7+50	18.0' RT	W13-3	RAMP SPEED LIMIT (40 MPH)		20.0				20									
12+00	16.0' RT	W3-3	SIGNAL AHEAD (SYMBOL)		16.0				20									
14+50	42.3' RT	N/A	CUSTOM DIRECTIONAL SIGN			122.5				W6X15	2.5	12.9	10.0	15	600	2.1		
16+50	37.4' LT	N/A	CUSTOM DIRECTIONAL SIGN		15.0				19								MOUNT BEHIND CUSTOM SIGN	
		R5-1A	WRONG WAY	6.0														
16+50	24.1' RT	N/A	CUSTOM DIRECTIONAL SIGN		15.0				18								MOUNT BEHIND CUSTOM SIGN	
		R5-1A	WRONG WAY	6.0														
<b>RAMP B</b>																		
54+00	18.0' RT	W9-1	RIGHT LANE ENDS (WORDS)		16.0				21									
56+00	18.0' RT	W4-2R	RIGHT LANE ENDS (SYMBOL)		16.0				21									
<b>RAMP C</b>																		
7+50	18.0' RT	W13-3	RAMP SPEED LIMIT (40 MPH)		20.0				20									
11+50	18.0' RT	W3-3	SIGNAL AHEAD (SYMBOL)		16.0				21									
13+50	30.3' RT	N/A	CUSTOM DIRECTIONAL SIGN			122.5				W10X22	3.0	15.5	17.6	22	1362	3.5		
15+50	36.6' LT	N/A	CUSTOM DIRECTIONAL SIGN		15.0				19									
		R5-1A	WRONG WAY	6.0														
15+50	23.3' RT	N/A	CUSTOM DIRECTIONAL SIGN		15.0				18									
		R5-1A	WRONG WAY	6.0														
18+50	28.0' RT	W3-2	YIELD AHEAD	9.0					19									
19+31	84.2' RT	R1-2	YIELD	6.9					18									
<b>RAMP D</b>																		
53+50	16.0' RT	W9-1	RIGHT LANE ENDS (WORDS)		16.0				20									
55+50	16.0' RT	W4-2R	RIGHT LANE ENDS (SYMBOL)		16.0				20									
<b>RIEDER ROAD</b>																		
37+85	10.5' LT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
39+50	6.3' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
40+40	58.0' RT	M1-1	INTERSTATE ROUTE MARKER	9.0			20											
		M3-4	CARDINAL DIRECTION (WEST)	4.5													MOUNT WITH M1-1	
		M6-3	DIRECTIONAL ARROW STRAIGHT	4.4													MOUNT WITH M1-1	
		M1-1	INTERSTATE ROUTE MARKER	9.0													MOUNT WITH M1-1	
		M3-2	CARDINAL DIRECTION (EAST)	4.5													MOUNT WITH M1-1	
		M5-1	ADVANCE TURN (RIGHT)	4.4													MOUNT WITH M1-1	
42+35	56.5' RT	R2-1	SPEED LIMIT (35MPH)	7.5			18											
44+25	67.9' RT	R3-I100R	RIGHT TURN LANE	4.0			17											
45+00	68.0' LT	R3-8R	RIGHT TURN (ARROW) ONLY	6.3			17											
45+80	92.5' RT	N/A	CUSTOM DIRECTIONAL SIGN			325.5				W14X38	3.5	25.4	23.0	38	3017	6.3		
46+20	8.0' LT	W4-2L	LEFT LANE ENDS (SYMBOL)	9.0			14	1										
46+20	77.7' LT	W4-2L	LEFT LANE ENDS (SYMBOL)	9.0			19											
47+14	167.4' LT	R5-1	DO NOT ENTER	9.0													MOUNT BEHIND R1-2 (RAMP C)	
47+28	80.0' LT	R6-1	ONE WAY (ARROW W/TEXT)	3.0			11	1										
47+40	7.2' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
47+82	167.4' LT	R5-1	DO NOT ENTER	9.0					18								STA 18+50, 40' LT (RAMP C)	
48+25	56.0' RT	R2-1	SPEED LIMIT (35MPH)	7.5			18											
48+55	11.1' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
48+60	79.3' LT	N/A	CUSTOM DIRECTIONAL SIGN			148.0				W10X22	3.0	15.8	16.6	22	845	2.4		
50+20	58.0' RT	M1-1	INTERSTATE ROUTE MARKER	9.0			22											
		M3-4	CARDINAL DIRECTION (WEST)	4.5													MOUNT WITH M1-1	

P:\09-0016-02 Rieder Road Phase 1\118 CAD\CADD Sheets\09-0016-sht-Schedule.dgn

SIGN AND POST SCHEDULE

STATION	OFFSET	TYPE	DESCRIPTION	SIGN PANEL T1 (SQ FT)	SIGN PANEL T2 (SQ FT)	SIGN PANEL T3 (SQ FT)	TELES STL SIN SUPPORT (FOOT)	BASE TEL STL SIN SUPP (EACH)	WOOD SIN SUPPORT (FOOT)	STEEL SIGN POST SUPPORT - BREAK AWAY						CONC FOUNDATION (CU YD)	COMMENT	
										STEEL POST SIZE	STUB POST LENGTH (FOOT)	MAIN POST LENGTH			WEIGHT (POUND) PER FOOT			SN SUP BA (POUND)
												L1 (FOOT)	L2 (FOOT)	L3 (FOOT)				
50+45	12.0' RT	M5-1	ADVANCE TURN (LEFT)	4.4			12	1									MOUNT WITH M1-1	
53+50	12.0' LT	R3-H100L	LEFT TURN LANE	4.0			12	1										
53+65	58.0' LT	M1-1	INTERSTATE ROUTE MARKER	9.0			21											
		M3-2	CARDINAL DIRECTION (EAST)	4.5													MOUNT WITH M1-1	
		M5-1	ADVANCE TURN (LEFT)	4.4													MOUNT WITH M1-1	
55+00	58.0' LT	R2-1	SPEED LIMIT (35MPH)	7.5			17											
55+85	11.2' LT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
55+85	81.0' RT	N/A	CUSTOM DIRECTIONAL SIGN			176.0				W12X26	3.0	19.6	21.6	23.5	26	1916	4.2	
56+58	171.8' RT	R5-1	DO NOT ENTER	9.0			19											
57+00	8.0' LT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
57+15	77.5' RT	R6-1	ONE WAY (ARROW W/TEXT)	3.0			11	1										
57+30	171.8' RT	R5-1	DO NOT ENTER	9.0			18											
58+60	93.0' LT	N/A	CUSTOM DIRECTIONAL SIGN			341.0				W16X45	3.5	27.1	29.1	31.0	45	4397	6.7	
59+00	59.6' RT	R2-1	SPEED LIMIT (35MPH)	7.5			18											
60+70	70.0' LT	R3-H100R	RIGHT TURN LANE	4.0			17											
62+50	59.2' LT	M1-1	INTERSTATE ROUTE MARKER	9.0			22											
		M3-2	CARDINAL DIRECTION (EAST)	4.5														
		M6-3	DIRECTIONAL ARROW STRAIGHT	4.4														
		M1-1	INTERSTATE ROUTE MARKER	9.0														
		M3-4	CARDINAL DIRECTION (WEST)	4.5														
		M5-1	ADVANCE TURN (RIGHT)	4.4														
63+55	10.5' LT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
64+42	89.4' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
65+25	4.4' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
67+19	7.3' RT	R3-H100L	LEFT TURN LANE	4.0			12	1										
69+00	56.0' LT	R2-1	SPEED LIMIT (35MPH)	7.5			18											
69+00	58.0' RT	R2-1	SPEED LIMIT (45MPH)	7.5			18											
71+00	52.0' LT	M1-1	INTERSTATE ROUTE MARKER	9.0			21											
		M2-1	JUNCTION	4.4														
		M6-3	DIRECTIONAL ARROW STRAIGHT	4.4														
72+50	49.1' RT	W9-1	RIGHT LANE ENDS (WORDS)	9.0			19										MOUNT WITH M1-1	
73+40	0.0' RT	R4-7	KEEP RIGHT (SYMBOL)	5.0			13	1										
74+50	43.2' RT	W4-2R	RIGHT LANE ENDS (SYMBOL)	9.0			19											
78+50	35.8' LT	W3-5	REDUCED SPEED AHEAD (35 MPH)	9.0			19											
<b>WHERRY ROAD</b>																		
38+00	32.9' RT	W2-2	SIDE ROAD (SYMBOL)	9.0			19											
43+50	45.2' LT	W4-2R	RIGHT LANE ENDS (SYMBOL)	9.0			19											
45+00	34.6' RT	W3-1	STOP AHEAD	9.0			19											
45+50	46.5' LT	W9-1	RIGHT LANE ENDS (WORDS)	9.0			19											
47+00	34.0' RT	R3-5R	ARROW RIGHT ONLY	7.5			18											
49+00	35.2' RT	R1-1	STOP	9.0			18											
<b>SHILOH VALLEY TOWNSHIP LINE ROAD</b>																		
46+00	48.0' LT	W4-2R	RIGHT LANE ENDS (SYMBOL)	9.0			20											
47+50	48.0' LT	W9-1	RIGHT LANE ENDS (WORDS)	9.0			20											
49+00	39.2' RT	R1-1	STOP	9.0			17											
		W4-4P	CROSS TRAFFIC DOES NOT STOP	2.0														
50+85	53.1' LT	R1-1	STOP	9.0			17										MOUNT WITH R1-1	
		W4-4P	CROSS TRAFFIC DOES NOT STOP	2.0													MOUNT WITH R1-1	
<b>WHERRY CONNECTOR</b>																		
20+65	38.8' LT	R1-1	STOP	9.0			18											
		W4-4P	CROSS TRAFFIC DOES NOT STOP	2.0														
25+00	27.0' LT	W3-1	STOP AHEAD	9.0			19										MOUNT WITH R1-1	
<b>RIEDER ROAD CONNECTOR</b>																		
10+54	48.4' LT	R1-1	STOP	9.0			18											
		W4-4P	CROSS TRAFFIC DOES NOT STOP	2.0													MOUNT WITH R1-1	
<b>TOTAL</b>				<b>511</b>	<b>260</b>	<b>3,945</b>	<b>816</b>	<b>16</b>	<b>393</b>							<b>23,461</b>	<b>51.0</b>	

NOTES: 1. ALL STATIONS ARE APPROXIMATE. SIGNS SHALL BE ERECTED ACCORDING TO HIGHWAY STANDARD 720006. O/S IS TO CENTER OF SIGN.

P:\09-0016\02 Render Road Phase II\119 CAD\CADD Sheets\09-0016-sht-Schedule06.dgn

FILE NAME = 09-0016-sht-Schedule06.dgn	USER NAME = IDOT	DESIGNED -	REVISED -
MODEL NAME = Default	DRAWN -	REVISOR -	REVISOR -
PLOT SCALE = 1/8" = 1' / in.	CHECKED -	REVISOR -	REVISOR -
PLOT DATE = 4/26/2014	DATE = Apr 29, 2014	REVISOR -	REVISOR -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	40
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



CURB & GUTTER & MEDIAN SCHEDULE

Table with columns: STATION, OFFSET, COMB CC&G TB6.06 SPL (FOOT), COMB CC&G TB6.12 (FOOT), COMB CC&G TB6.24 (FOOT), CONC MEDIAN SURF 4 (SQ FT). Includes rows for I-64, RAMPS, RIEDER ROAD, WHERRY ROAD, SHILOH VALLEY TOWNSHIP ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

EROSION CONTROL SCHEDULE

Table with columns: STATION, EROSION CONTR BLANKET (SQ YD), TEMP DITCH CHECKS (FOOT), PERIMETER EROS BAR (FOOT), INLET & PIPE PROTECT (EACH), STONE RIPRAP CL A3 (SQ YD), FILTER FABRIC (SQ YD). Includes rows for I-64, RAMPS, RIEDER ROAD, WHERRY ROAD, SHILOH VALLEY TOWNSHIP ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

SEEDING SCHEDULE

Table with columns: STATION, SEEDING CL 2A (ACRE), NITROGEN FERT NUTR (POUND), PHOSPHORUS FERT NUTR (POUND), POTASSIUM FERT NUTR (POUND), MULCH METHOD 2 (ACRE), TEMP EROS CONTR SEED (POUND). Includes rows for I-64, RAMPS, RIEDER ROAD, WHERRY ROAD, SHILOH VALLEY TOWNSHIP ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

PAVEMENT SCHEDULE

Table with columns: STATION, STAB SUBBASE 4 (SQ YD), STAB SUBBASE HMA 4 (SQ YD), AGG BASE CSE A 12 (SQ YD), BIT MATLS PR CT (TON), P HMA SC SMA N80 (TON), P HMA BC IL19.0FGN90 (TON), HMA SC "C" N50 (TON), HMA PAVT FD 12 1/2 (SQ YD), HMA PAVT FD 13 (SQ YD), HMA PAVT FD 13 1/2 (SQ YD), INCIDENTAL HMA SURF (TON), PCC PVT 9 JOINTED (SQ YD), PCC PVT 10 (SQ YD), PAVEMENT FABRIC (SQ YD), PROTECTIVE COAT (SQ YD), CONT REINF PCC PVT 8 (SQ YD), PAVT REINFORCEMENT (SQ YD), LUG SYSTEM COMPL 24 (EACH), PAVEMENT REM (SQ YD), PAVED SHLD REMOVAL (SQ YD), AGGREGATE SHLDS B (TON). Includes rows for I-64, RAMPS, RIEDER ROAD, WHERRY ROAD, SHILOH VALLEY TOWNSHIP ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

PAVEMENT SCHEDULE

Table with columns: STATION, HMA SHOULDERS 8 (SQ YD), HMA SHOULDERS 13 (SQ YD), PCC SHOULDERS 8 (SQ YD), PCC SHOULDERS 9 (SQ YD), PCC SHOULDERS 10 (SQ YD), PROTECTIVE COAT (SQ YD), PAVED SHLD REMOVAL SP (SQ YD). Includes rows for I-64, RAMPS, RIEDER ROAD, WHERRY ROAD, SHILOH VALLEY TOWNSHIP ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

TREE SCHEDULE

Table with columns: STATION, T-ACER RUB RS 2 (EACH), T-CELTIS OC PP 2 (EACH), T-GYMNOC DIO PT 2-1/2 (EACH), T-NYSSA SYLVAT CL 8' (EACH), T-QUERCUS IMBR CL 6' (EACH), T-QUERCUS RUBRA 2 (EACH), T-TAXODIUM DIS 2 (EACH), T-ULMUS MRTN G TRELM2 (EACH), T-CERCIS CAN TF 2 (EACH), T-AMEL X GF CS SF 6' (EACH), S-SAMBUCUS CANAD 3' (EACH), E-PINUS STROBUS 6' (EACH). Includes rows for I-64 (INCLUDES RAMPS), RIEDER ROAD, WHERRY ROAD, WHERRY ROAD CONNECTOR, RIEDER ROAD CONNECTOR, and TOTAL.

P:\09-0016\02 - Rieder Road Phase 1\1118 CAD\CADD Sheets\09-0016-sht-Schedule07.dgn

Table with columns: FILE NAME, USER NAME, DESIGNED, REVISIONS (REVISED, DRAWN, CHECKED, DATE).

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET NO. 7 OF 7 SHEETS STA. TO STA.

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., TR RTE., CONTRACT NO., ILLINOIS.

PR CURVE PR RAMP B  
 PI STA. = 61+23.78  
 $\Delta = 37^\circ 51' 19''$  (RT)  
 D = 6' 09' 39"  
 R = 930.00'  
 T = 318.91'  
 L = 614.45'  
 E = 53.16'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 128'  
 S.E. RUN = STD 420206  
 T.R. = 0'  
 P.C. STA. = 58+04.87  
 P.T. STA. = 64+19.32

PR CURVE PR RAMP B  
 PI STA. = 54+70.16  
 $\Delta = 39^\circ 00' 03''$  (LT)  
 D = 10' 42' 34"  
 R = 535.00'  
 T = 189.46'  
 L = 364.17'  
 E = 32.56'  
 e = 4.0%  
 T.R. = 62'  
 S.E. RUN = 124'  
 S.E. RUN = 110'  
 T.R. = 0'  
 P.C. STA. = 52+80.70  
 P.T. STA. = 56+44.87

PR CURVE PR SHILOH VALLEY TOWNSHIP ROAD  
 PI STA. = 45+90.42  
 $\Delta = 17^\circ 16' 31''$  (RT)  
 D = 6' 51' 42"  
 R = 835.00'  
 T = 126.84'  
 L = 251.76'  
 E = 9.58'  
 e = 4.0%  
 T.R. = 78'  
 S.E. RUN = 156'  
 P.C. STA. = 44+63.57  
 P.T. STA. = 47+15.33

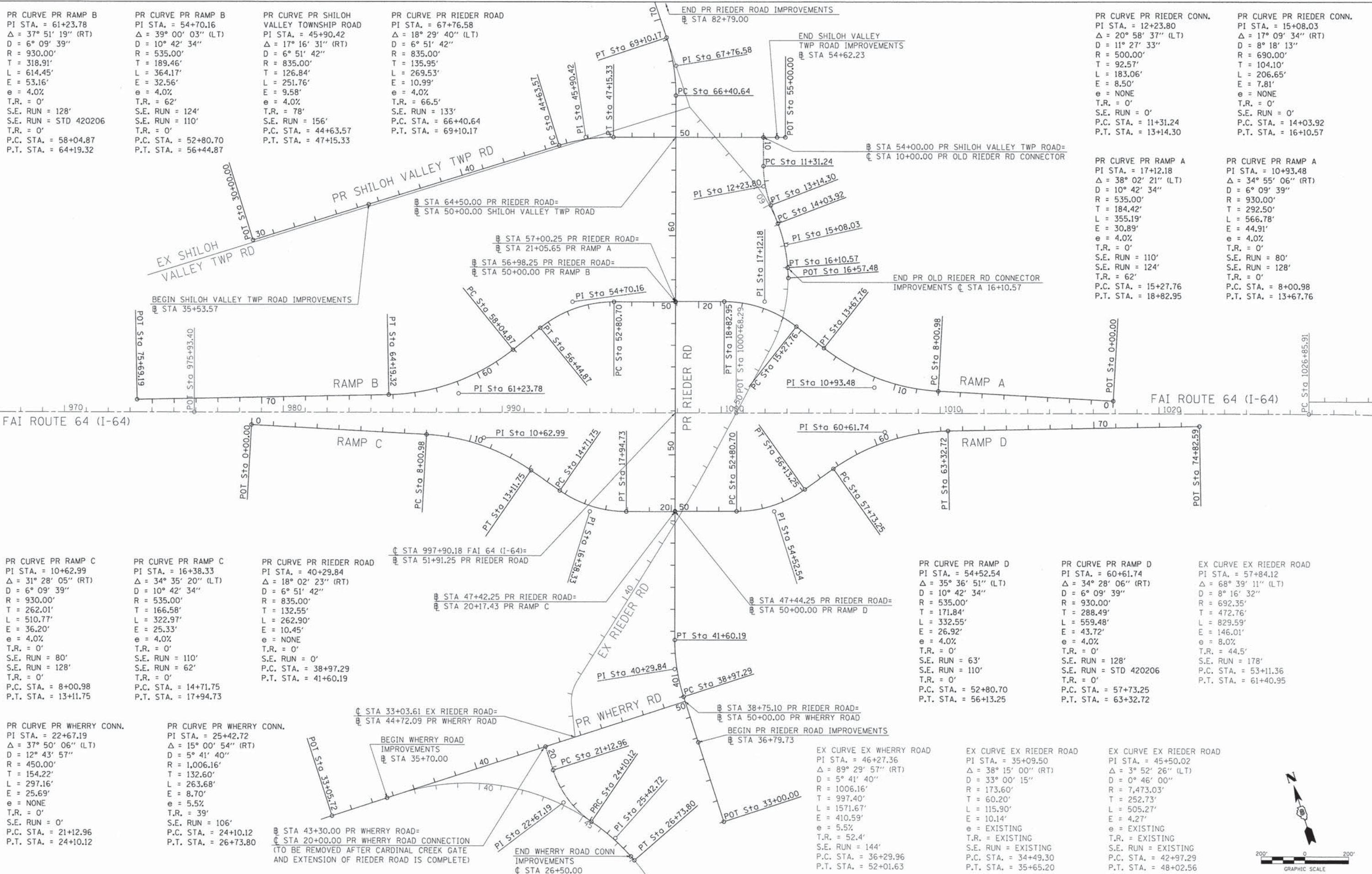
PR CURVE PR RIEDER ROAD  
 PI STA. = 67+76.58  
 $\Delta = 18^\circ 29' 40''$  (LT)  
 D = 6' 51' 42"  
 R = 835.00'  
 T = 135.95'  
 L = 269.53'  
 E = 10.99'  
 e = 4.0%  
 T.R. = 66.5'  
 S.E. RUN = 133'  
 P.C. STA. = 66+40.64  
 P.T. STA. = 69+10.17

PR CURVE PR RIEDER CONN.  
 PI STA. = 12+23.80  
 $\Delta = 20^\circ 58' 37''$  (LT)  
 D = 11' 27' 33"  
 R = 500.00'  
 T = 92.57'  
 L = 183.06'  
 E = 8.50'  
 e = NONE  
 T.R. = 0'  
 S.E. RUN = 0'  
 P.C. STA. = 11+31.24  
 P.T. STA. = 13+14.30

PR CURVE PR RIEDER CONN.  
 PI STA. = 15+08.03  
 $\Delta = 17^\circ 09' 34''$  (RT)  
 D = 8' 18' 13"  
 R = 690.00'  
 T = 104.10'  
 L = 206.65'  
 E = 7.81'  
 e = NONE  
 T.R. = 0'  
 S.E. RUN = 0'  
 P.C. STA. = 14+03.92  
 P.T. STA. = 16+10.57

PR CURVE PR RAMP A  
 PI STA. = 17+12.18  
 $\Delta = 38^\circ 02' 21''$  (LT)  
 D = 10' 42' 34"  
 R = 535.00'  
 T = 184.42'  
 L = 355.19'  
 E = 30.89'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 110'  
 S.E. RUN = 124'  
 T.R. = 62'  
 P.C. STA. = 15+27.76  
 P.T. STA. = 18+82.95

PR CURVE PR RAMP A  
 PI STA. = 10+93.48  
 $\Delta = 34^\circ 55' 06''$  (RT)  
 D = 6' 09' 39"  
 R = 930.00'  
 T = 292.50'  
 L = 566.78'  
 E = 44.91'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 80'  
 S.E. RUN = 128'  
 T.R. = 0'  
 P.C. STA. = 8+00.98  
 P.T. STA. = 13+67.76



PR CURVE PR RAMP C  
 PI STA. = 10+62.99  
 $\Delta = 31^\circ 28' 05''$  (RT)  
 D = 6' 09' 39"  
 R = 930.00'  
 T = 262.01'  
 L = 510.77'  
 E = 36.20'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 80'  
 S.E. RUN = 128'  
 T.R. = 0'  
 P.C. STA. = 8+00.98  
 P.T. STA. = 13+11.75

PR CURVE PR RAMP C  
 PI STA. = 16+38.33  
 $\Delta = 34^\circ 35' 20''$  (LT)  
 D = 10' 42' 34"  
 R = 535.00'  
 T = 166.58'  
 L = 322.97'  
 E = 25.33'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 110'  
 S.E. RUN = 62'  
 T.R. = 0'  
 P.C. STA. = 14+71.75  
 P.T. STA. = 17+94.73

PR CURVE PR RIEDER ROAD  
 PI STA. = 40+29.84  
 $\Delta = 18^\circ 02' 23''$  (RT)  
 D = 6' 51' 42"  
 R = 835.00'  
 T = 132.55'  
 L = 262.90'  
 E = 10.45'  
 e = NONE  
 T.R. = 0'  
 S.E. RUN = 0'  
 S.E. RUN = 38+97.29  
 P.T. STA. = 41+60.19

PR CURVE PR RAMP C  
 PI STA. = 14+71.15  
 $\Delta = 18^\circ 02' 23''$  (RT)  
 D = 6' 51' 42"  
 R = 835.00'  
 T = 132.55'  
 L = 262.90'  
 E = 10.45'  
 e = NONE  
 T.R. = 0'  
 S.E. RUN = 0'  
 S.E. RUN = 38+97.29  
 P.T. STA. = 41+60.19

PR CURVE PR RAMP D  
 PI STA. = 54+52.54  
 $\Delta = 35^\circ 36' 51''$  (LT)  
 D = 10' 42' 34"  
 R = 535.00'  
 T = 171.84'  
 L = 332.55'  
 E = 26.92'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 63'  
 S.E. RUN = 110'  
 T.R. = 0'  
 P.C. STA. = 52+80.70  
 P.T. STA. = 56+13.25

PR CURVE PR RAMP D  
 PI STA. = 60+61.74  
 $\Delta = 34^\circ 28' 06''$  (RT)  
 D = 6' 09' 39"  
 R = 930.00'  
 T = 288.49'  
 L = 559.48'  
 E = 43.72'  
 e = 4.0%  
 T.R. = 0'  
 S.E. RUN = 128'  
 S.E. RUN = STD 420206  
 T.R. = 0'  
 P.C. STA. = 57+73.25  
 P.T. STA. = 63+32.72

EX CURVE EX RIEDER ROAD  
 PI STA. = 57+84.12  
 $\Delta = 68^\circ 39' 11''$  (LT)  
 D = 8' 16' 32"  
 R = 692.35'  
 T = 472.76'  
 L = 829.59'  
 E = 146.01'  
 e = 8.0%  
 T.R. = 44.5'  
 S.E. RUN = 178'  
 P.C. STA. = 53+11.36  
 P.T. STA. = 61+40.95

PR CURVE PR WHERRY CONN.  
 PI STA. = 22+67.19  
 $\Delta = 37^\circ 50' 06''$  (LT)  
 D = 12' 43' 57"  
 R = 450.00'  
 T = 154.22'  
 L = 297.16'  
 E = 25.69'  
 e = NONE  
 T.R. = 0'  
 S.E. RUN = 0'  
 P.C. STA. = 21+12.96  
 P.T. STA. = 24+10.12

PR CURVE PR WHERRY CONN.  
 PI STA. = 25+42.72  
 $\Delta = 15^\circ 00' 54''$  (RT)  
 D = 5' 41' 40"  
 R = 1,006.16'  
 T = 132.60'  
 L = 263.68'  
 E = 8.70'  
 e = 5.5%  
 T.R. = 39'  
 S.E. RUN = 106'  
 P.C. STA. = 24+10.12  
 P.T. STA. = 26+73.80

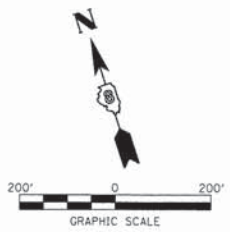
PR CURVE PR WHERRY CONN.  
 PI STA. = 25+42.72  
 $\Delta = 15^\circ 00' 54''$  (RT)  
 D = 5' 41' 40"  
 R = 1,006.16'  
 T = 132.60'  
 L = 263.68'  
 E = 8.70'  
 e = 5.5%  
 T.R. = 39'  
 S.E. RUN = 106'  
 P.C. STA. = 24+10.12  
 P.T. STA. = 26+73.80

PR CURVE PR WHERRY CONN.  
 PI STA. = 25+42.72  
 $\Delta = 15^\circ 00' 54''$  (RT)  
 D = 5' 41' 40"  
 R = 1,006.16'  
 T = 132.60'  
 L = 263.68'  
 E = 8.70'  
 e = 5.5%  
 T.R. = 39'  
 S.E. RUN = 106'  
 P.C. STA. = 24+10.12  
 P.T. STA. = 26+73.80

EX CURVE EX WHERRY ROAD  
 PI STA. = 46+27.36  
 $\Delta = 89^\circ 29' 57''$  (RT)  
 D = 5' 41' 40"  
 R = 1006.16'  
 T = 997.40'  
 L = 1571.67'  
 E = 410.59'  
 e = 5.5%  
 T.R. = 52.4'  
 S.E. RUN = 144'  
 P.C. STA. = 36+29.96  
 P.T. STA. = 52+01.63

EX CURVE EX RIEDER ROAD  
 PI STA. = 35+09.50  
 $\Delta = 38^\circ 15' 00''$  (RT)  
 D = 33' 00' 15"  
 R = 173.60'  
 T = 60.20'  
 L = 115.90'  
 E = 10.14'  
 e = EXISTING  
 T.R. = EXISTING  
 S.E. RUN = EXISTING  
 P.C. STA. = 34+49.30  
 P.T. STA. = 35+65.20

EX CURVE EX RIEDER ROAD  
 PI STA. = 45+50.02  
 $\Delta = 3^\circ 52' 26''$  (LT)  
 D = 0' 46' 00"  
 R = 7,473.03'  
 T = 252.73'  
 L = 505.27'  
 E = 4.27'  
 e = EXISTING  
 T.R. = EXISTING  
 S.E. RUN = EXISTING  
 P.C. STA. = 42+97.29  
 P.T. STA. = 48+02.56



FILE NAME = 09-0016-sht-ATB.lgdg  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 2400.0000' / ft.  
 PLOT DATE = 4/25/2014  
 DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - Apr 29, 2014  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**INTERCHANGE ALIGNMENTS**

SCALE: 1" = 200' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	42
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

COORDINATE TABLE - RIEDER ROAD INTERCHANGE EXIT 21

DESCRIPTION	STATION	NORTHING	EASTING	ALIGNMENT
POT	0+00.00	691,048.44	2,389,635.84	RAMP A
PI	10+93.48	691,444.12	2,388,816.46	RAMP A
PC	8+00.98	691,338.28	2,388,889.14	RAMP A
PT	13+67.76	691,686.96	2,388,453.46	RAMP A
CC		692,205.26	2,389,225.66	RAMP A
PI	17+12.18	691,972.96	2,388,261.52	RAMP A
PC	15+27.76	691,819.84	2,388,364.29	RAMP A
PT	18+82.95	692,030.24	2,388,086.22	RAMP A
CC		691,521.69	2,387,920.07	RAMP A
POT	21+05.65	692,099.40	2,387,874.53	RAMP A
POT	50+00.00	692,097.50	2,387,873.91	RAMP B
PI	54+70.16	692,243.51	2,387,426.99	RAMP B
PC	52+80.70	692,184.67	2,387,607.09	RAMP B
PT	56+44.87	692,175.90	2,387,250.01	RAMP B
CC		691,676.12	2,387,440.94	RAMP B
PI	61+23.78	692,004.99	2,386,802.64	RAMP B
PC	58+04.87	692,118.80	2,387,100.55	RAMP B
PT	64+19.32	692,097.94	2,386,497.57	RAMP B
CC		692,987.56	2,386,768.66	RAMP B
POT	75+69.19	692,433.12	2,385,397.64	RAMP B
POT	0+00.00	692,162.39	2,385,859.20	RAMP C
PI	10+62.99	691,777.75	2,386,850.16	RAMP C
PC	8+00.98	691,872.55	2,386,605.91	RAMP C
PT	13+11.75	691,569.38	2,387,009.00	RAMP C
CC		691,005.57	2,386,269.39	RAMP C
PI	16+38.33	691,309.66	2,387,206.98	RAMP C
PC	14+71.75	691,442.13	2,387,106.00	RAMP C
PT	17+94.73	691,257.93	2,387,365.33	RAMP C
CC		691,766.47	2,387,531.47	RAMP C
POT	20+17.43	691,188.77	2,387,577.01	RAMP C
POT	50+00.00	691,190.67	2,387,577.63	RAMP D
PI	54+52.54	691,050.13	2,388,007.80	RAMP D
PC	52+80.70	691,103.49	2,387,844.46	RAMP D
PT	56+13.25	691,101.86	2,388,171.67	RAMP D
CC		691,612.04	2,388,010.60	RAMP D
PI	60+61.74	691,236.89	2,388,599.35	RAMP D
PC	57+73.25	691,150.03	2,388,324.25	RAMP D
PT	63+32.72	691,152.79	2,388,875.32	RAMP D
CC		690,263.18	2,388,604.23	RAMP D
POT	74+82.59	690,817.62	2,389,975.25	RAMP D
POT	33+00.00	689,779.66	2,387,354.41	RIEDER ROAD
PI	40+29.84	690,509.50	2,387,355.09	RIEDER ROAD
PC	38+97.29	690,376.95	2,387,354.97	RIEDER ROAD
PT	41+60.19	690,635.49	2,387,396.25	RIEDER ROAD
CC		690,376.18	2,388,189.97	RIEDER ROAD
POT/CL-CL	51+91.25	691,615.57	2,387,716.45	RIEDER ROAD
PI	67+76.58	693,122.52	2,388,208.79	RIEDER ROAD
PC	66+40.64	692,993.29	2,388,166.57	RIEDER ROAD
PT	69+10.17	693,258.46	2,388,207.84	RIEDER ROAD
CC		693,252.61	2,387,372.86	RIEDER ROAD
POT	92+08.35	695,556.59	2,388,191.73	RIEDER ROAD
POT	30+00.00	692,962.57	2,386,125.95	SHILOH VALLEY TWP RD
PI	45+90.42	692,939.88	2,387,716.21	SHILOH VALLEY TWP RD
PC	44+63.57	692,941.69	2,387,589.38	SHILOH VALLEY TWP RD
PT	47+15.33	692,900.48	2,387,836.78	SHILOH VALLEY TWP RD
CC		692,106.77	2,387,577.46	SHILOH VALLEY TWP RD
POT	55+00.00	692,656.80	2,388,582.65	SHILOH VALLEY TWP RD
POT	65+00.00	692,346.24	2,389,533.20	SHILOH VALLEY TWP RD
POT	33+05.72	690,356.33	2,385,660.67	WHERRY ROAD
POT	50+00.00	690,354.76	2,387,354.95	WHERRY ROAD
POT	10+00.00	692,687.86	2,388,487.59	OLD RIEDER ROAD CONN
PI	12+23.80	692,474.85	2,388,418.92	OLD RIEDER ROAD CONN
PC	11+31.24	692,562.95	2,388,447.32	OLD RIEDER ROAD CONN
PT	13+14.30	692,382.42	2,388,423.94	OLD RIEDER ROAD CONN
CC		692,409.54	2,388,923.21	OLD RIEDER ROAD CONN
PI	15+08.03	692,188.97	2,388,434.45	OLD RIEDER ROAD CONN
PC	14+03.92	692,292.92	2,388,428.80	OLD RIEDER ROAD CONN
PT	16+10.57	692,087.99	2,388,409.18	OLD RIEDER ROAD CONN
CC		692,255.50	2,387,739.82	OLD RIEDER ROAD CONN
POT	16+57.48	692,042.48	2,388,397.79	OLD RIEDER ROAD CONN
POT	20+00.00	690,355.38	2,386,684.95	WHERRY CONNECTOR
PI	22+67.19	690,088.19	2,386,684.70	WHERRY CONNECTOR
PC	21+12.96	690,242.41	2,386,684.84	WHERRY CONNECTOR
PT	24+10.12	689,966.30	2,386,779.18	WHERRY CONNECTOR
CC		690,242.00	2,387,134.84	WHERRY CONNECTOR
PI	25+42.72	689,861.50	2,386,860.42	WHERRY CONNECTOR
PC	24+10.12	689,966.30	2,386,779.18	WHERRY CONNECTOR
PT	26+73.80	689,739.24	2,386,911.73	WHERRY CONNECTOR
CC		689,349.87	2,385,983.97	WHERRY CONNECTOR

COORDINATE TABLE - EXISTING FAI 64 CENTERLINE

DESC.	STATION	NORTHING	EASTING	ALIGNMENT
POT	840+00.00	695071.89	2372472.80	FAI 64 (I-64)
POT	850+00.00	695110.98	2373472.04	FAI 64 (I-64)
STA. EQ.	859+68.19 (BK)	695148.83	2374439.49	FAI 64 (I-64)
STA. EQ.	859+81.54 (AH)	695148.83	2374439.49	FAI 64 (I-64)
PI	881+83.73	695234.91	2376639.99	FAI 64 (I-64)
PC	859+81.54	695148.83	2374439.49	FAI 64 (I-64)
PT	903+39.57	694550.84	2378733.24	FAI 64 (I-64)
CC		682880.54	2374919.42	FAI 64 (I-64)
POT	947+08.10	693193.84	2382885.66	FAI 64 (I-64)
POT	953+74.93	692986.75	2383519.52	FAI 64 (I-64)
POT	975+93.40	692297.79	2385628.29	FAI 64 (I-64)
POT	1000+68.29	691529.20	2387980.81	FAI 64 (I-64)
PI	1038+09.39	690367.37	2391536.93	FAI 64 (I-64)
PC	1026+85.91	690716.28	2390469.00	FAI 64 (I-64)
PT	1049+26.62	689830.44	2392523.80	FAI 64 (I-64)
CC		679045.68	2386656.09	FAI 64 (I-64)
POT	1093+47.71	687717.53	2396407.30	FAI 64 (I-64)

COORDINATE TABLE - FAI 64 HORIZONTAL AND VERTICAL CONTROL POINTS

POINT	NORTHING	EASTING	ELEVATION	STATION	C.L. OFFSET (I-64)	DESCRIPTION
WP1	695,054.90	2,375,926.33	529.82	874+74.74	61.74	PK NAIL IN EX. I-64 SHLDR.
WP2	694,975.56	2,376,636.36	529.43	881+92.90	61.40	PK NAIL IN EX. I-64 SHLDR.
WP3	694,940.25	2,376,864.10	528.63	884+24.53	62.17	PK NAIL IN EX. I-64 SHLDR.
WP4	694,644.50	2,378,207.64	523.55	898+08.00	62.79	PK NAIL IN EX. I-64 SHLDR. BETWEEN RAMP C @ RTE 158
WP5	694,312.92	2,379,258.54	508.19	909+12.79	62.98	PK NAIL IN EX. I-64 SHLDR.
WP6	694,011.88	2,380,168.57	499.15	918+71.31	66.44	PK NAIL IN EX. I-64 SHLDR.
WP7	693,764.40	2,380,942.23	494.00	926+83.58	61.36	PK NAIL IN EX. I-64 SHLDR. BETWEEN RAMP D @ RTE 158
WP8	693,402.54	2,382,046.02	490.77	938+45.17	62.44	PK NAIL IN EX. I-64 SHLDR.
WP9	692,707.82	2,384,170.38	490.15	960+80.23	63.01	PK NAIL IN EX. I-64 SHLDR.
WP10	691,549.29	2,387,714.37	466.82	998+08.78	63.65	PK NAIL IN EX. I-64 SHLDR.
WP11	691,448.22	2,388,026.23	464.51	1001+36.61	62.87	PK NAIL IN EX. I-64 SHLDR.
WP12	690,133.27	2,391,787.42	436.41	1041+30.60	60.25	PK NAIL IN EX. I-64 SHLDR.
WP13	690,333.85	2,391,846.64	436.30	1041+00.46	-146.69	PK NAIL IN EX. I-64 SHLDR.
WP14	691,550.15	2,388,119.11	462.75	1001+93.24	-62.86	PK NAIL IN EX. I-64 SHLDR.
WP15	691,624.36	2,387,890.67	464.91	999+53.06	-62.47	PK NAIL IN EX. I-64 SHLDR.
WP16	692,825.43	2,384,216.95	490.06	960+87.98	-63.25	PK NAIL IN EX. I-64 SHLDR.
WP17	693,524.55	2,382,076.39	490.80	938+36.14	-62.96	PK NAIL IN EX. I-64 SHLDR.
WP18	693,893.11	2,380,949.66	493.66	926+50.66	-63.29	PK NAIL IN EX. I-64 SHLDR.
WP19	694,180.45	2,380,070.06	500.10	917+25.32	-63.19	PK NAIL IN EX. I-64 SHLDR.
WP20	694,461.53	2,379,230.75	509.30	908+40.21	-69.65	PK NAIL IN EX. I-64 SHLDR.
WP21	694,678.58	2,378,536.28	520.73	901+13.81	-62.32	PK NAIL IN EX. I-64 SHLDR.
WP22	695,049.80	2,376,971.84	528.83	885+12.99	-63.45	PK NAIL IN EX. I-64 SHLDR.
WP23	695,097.19	2,376,671.20	529.69	882+10.20	-63.93	PK NAIL IN EX. I-64 SHLDR.
WP24	695,185.92	2,375,865.88	529.72	874+04.07	-64.06	PK NAIL IN EX. I-64 SHLDR.
WP25	692,942.60	2,388,194.14	466.34	998+32.13	-1409.77	PK NAIL @ INTERSECTION OF TR 222 & CH 61A
WP26	691,837.86	2,388,296.73	477.74	1002+72.73	-391.52	PK NAIL C.L. OF TR 222 (EX. RIEDER RD.)
WP27	690,370.70	2,386,825.09	500.88	993+29.49	1460.13	PK NAIL C.L. OF TR 222 (EX. RIEDER RD.) & CH 68 (WHERRY RD.)
WP100	691,529.15	2,387,980.80	487.34	1000+68.29	0.05	BRASS CAP IN BRIDGE DECK EX. TR 222 (EX. RIEDER RD.)
WP150	693,233.14	2,383,141.85	492.70	949+39.42	-116.92	IR W/CAP S. SIDE OF CH 61A (SHILOH VALLEY TWP. RD.)

P:\09-0016-02 Rieder Road Phase 1\118 CAD\CADD Sheets\09-0016-sht-ATB-2.dgn

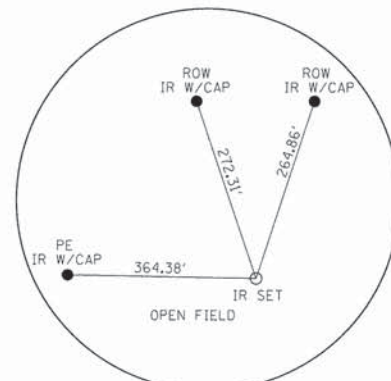
FILE NAME = 09-0016-02 Rieder Road Phase 1\118 CAD\CADD Sheets\09-0016-sht-ATB-2.dgn	USER NAME = IDOT	DESIGNED -	REVISED -
	MODEL NAME = Default	DRAWN -	REVISED -
	PLOT SCALE = 1/2,000 @ 1/4" = 1'	CHECKED -	REVISED -
	PLOT DATE = 4/25/2014	DATE = April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

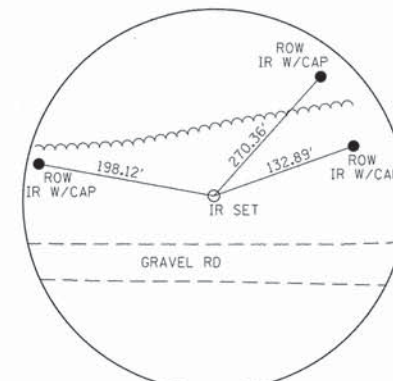
**HORIZONTAL AND VERTICAL CONTROL POINTS  
FAI 64 (I-64) AND PROPOSED RIEDER ROAD INTERCHANGE**

SCALE: N.T.S. SHEET NO. 2 OF 4 SHEETS STA. TO STA.

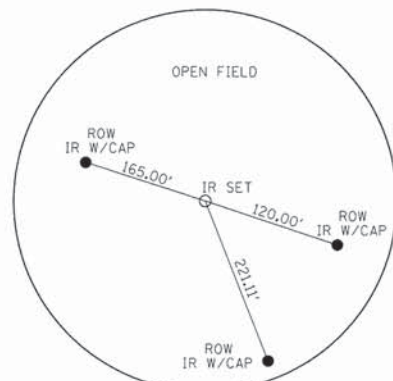
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	43
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
	ILLINOIS			



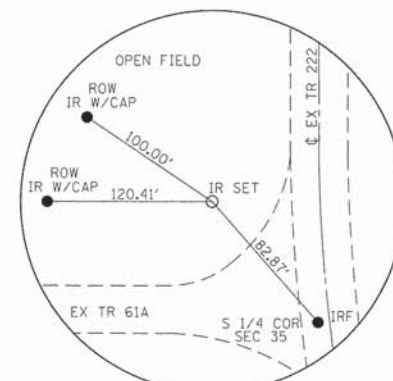
**RIEDER ROAD**  
**POT STA. 33+00.00**  
 N=689779.6599 E=2387354.4122



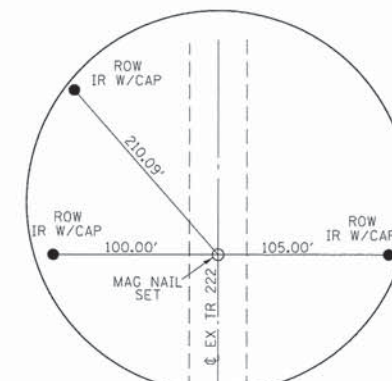
**RIEDER ROAD**  
**PC STA. 38+97.29**  
 N=690376.9540 E=2387354.9667



**RIEDER ROAD**  
**PT STA. 41+60.19**  
 N=690635.4938 E=2387396.2532



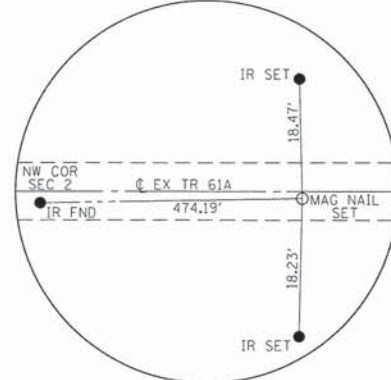
**RIEDER ROAD**  
**PC STA. 66+40.64**  
 N=692993.2909 E=2388166.5723



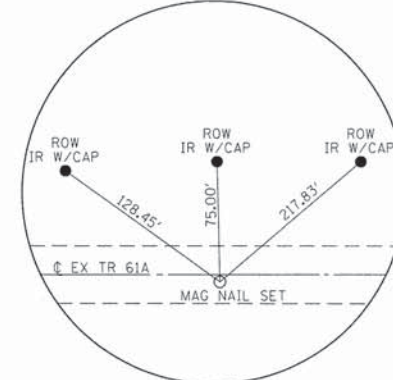
**RIEDER ROAD**  
**PT STA. 69+10.17**  
 N=693258.4585 E=2388207.8385



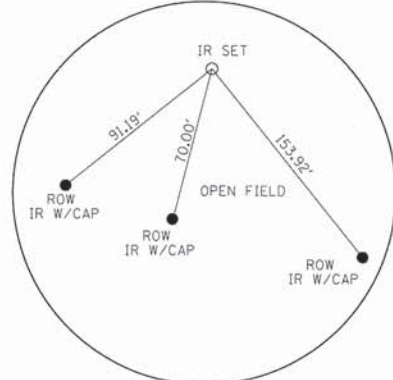
**RIEDER ROAD**  
**POT STA. 92+08.35**  
 N=695556.5889 E=2388191.7310



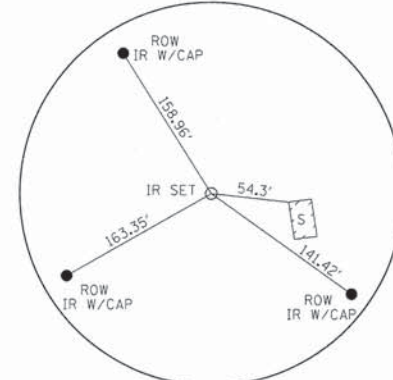
**SHILOH VALLEY TWP. RD.**  
**POT STA. 30+00.00**  
 N=692962.5662 E=2386125.9526



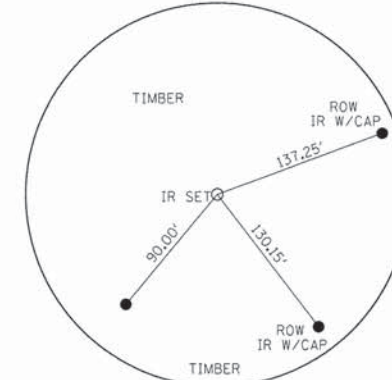
**SHILOH VALLEY TWP. RD.**  
**PC STA. 44+63.57**  
 N=692941.6859 E=2387589.3761



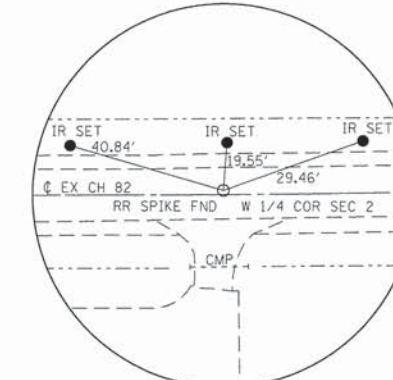
**SHILOH VALLEY TWP. RD.**  
**PT STA. 47+15.33**  
 N=692900.4841 E=2387836.7786



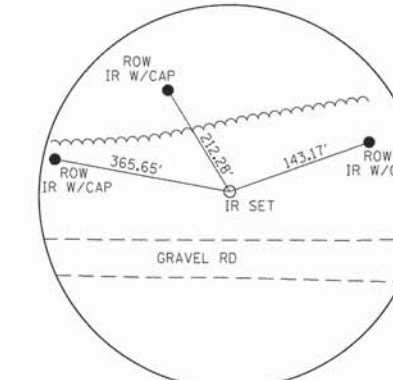
**SHILOH VALLEY TWP. RD.**  
**POT STA. 50+00.00**  
 N=692812.0793 E=2388107.3684



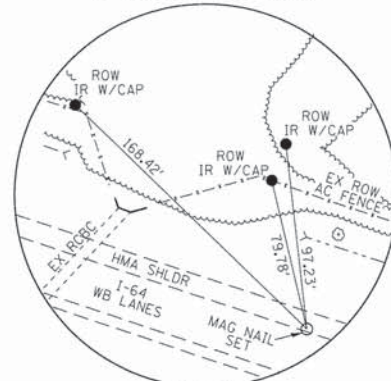
**SHILOH VALLEY TWP. RD.**  
**POT STA. 55+00.00**  
 N=692656.8008 E=2388582.6457



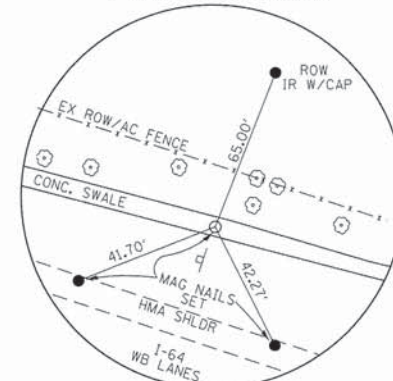
**WHERRY ROAD**  
**POT STA. 33+05.72**  
 N=690356.3300 E=2385660.6679



**WHERRY ROAD**  
**POT STA. 50+00.00**  
 N=690354.7569 E=2387354.9462



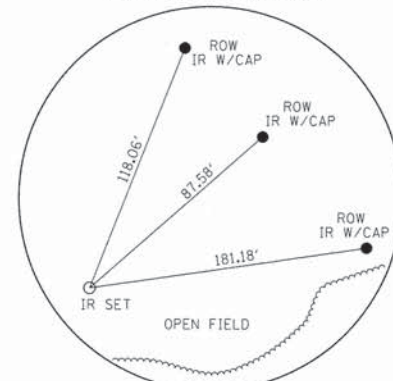
**RAMP A POT STA. 0+00**  
 N=691048.4444 E=2389635.8427



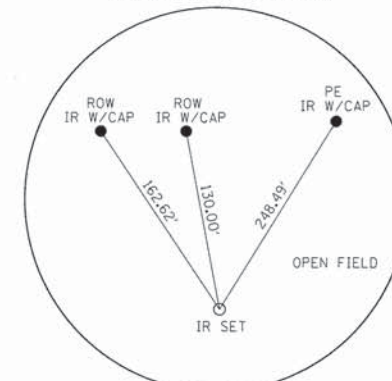
**RAMP A PC STA. 8+00.98**  
 N=691338.2761 E=2388889.1389



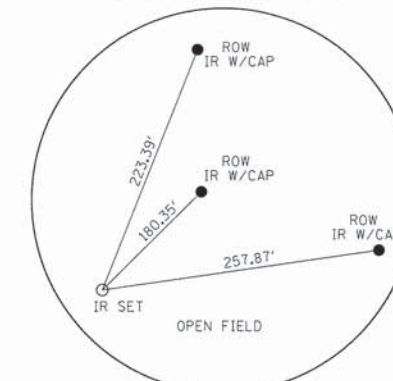
**RAMP A PT STA. 13+67.76**  
 N=691686.9845 E=2388453.4558



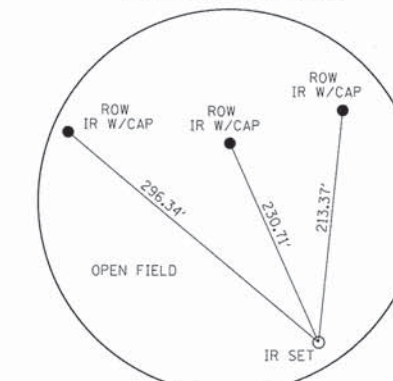
**RAMP A PC STA. 15+27.76**  
 N=691819.8362 E=2388364.2906



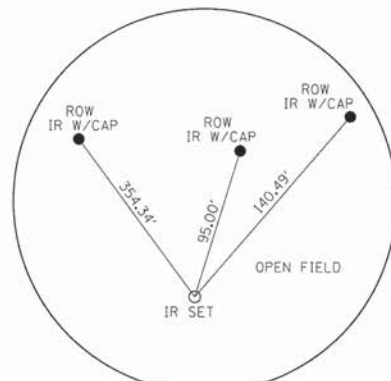
**RAMP A PT STA. 18+82.95**  
 N=692030.2368 E=2388086.2158



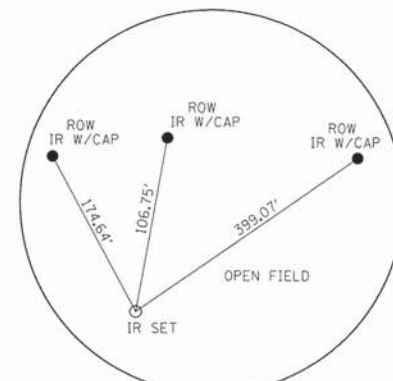
**RAMP A POT STA. 21+05.65**  
 N=692099.3979 E=2387874.5273



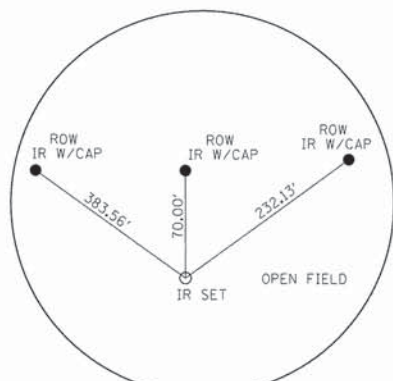
**RAMP B POT STA. 50+00**  
 N=692097.4968 E=2387873.9061



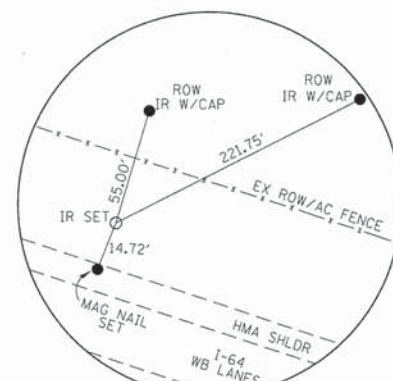
**RAMP B PC STA. 52+80.70**  
 N=692184.6701 E=2387607.0854



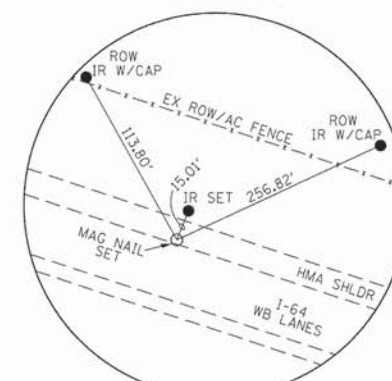
**RAMP B PT STA. 56+44.87**  
 N=692175.8956 E=2387250.0114



**RAMP B PC STA. 58+04.87**  
 N=692118.7962 E=2387100.5468



**RAMP B PT STA. 64+19.32**  
 N=692097.9448 E=2386497.5733



**RAMP B POT STA. 75+69.19**  
 N=692433.1177 E=2385397.6369

P:\091-0016-02 Rieder Road Phase I\10 CAD\CADD Sheets\09-0016-shr-ATB\_3.dgn

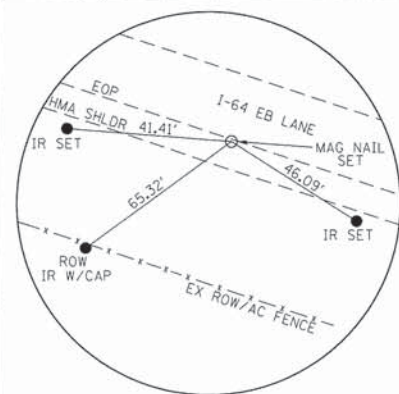
FILE NAME =	09-0016-shr-ATB_3.dgn
USER NAME =	IDOT
MODEL NAME =	Default
PLOT SCALE =	50.0000' / in.
PLOT DATE =	4/25/2014

DESIGNED -		REVISED -	
DRAWN -		REVISED -	
CHECKED -		REVISED -	
DATE -	Apr 29, 2014	REVISED -	

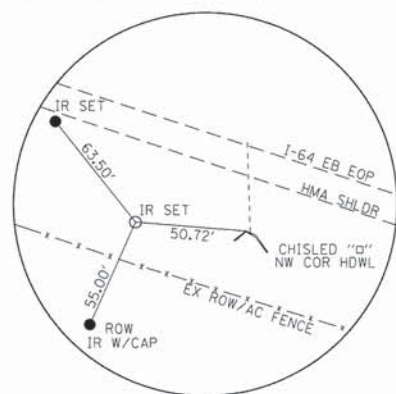
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT TIE SHEET**  
**FAI 64 (I-64) AND PROPOSED RIEDER ROAD INTERCHANGE**  
 SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.

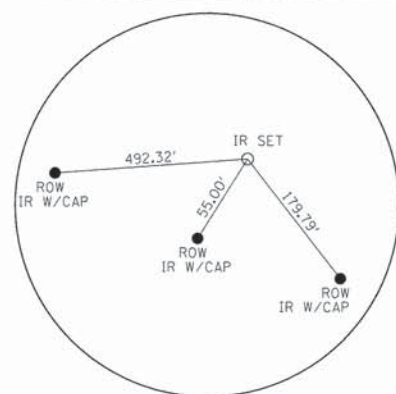
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	44
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



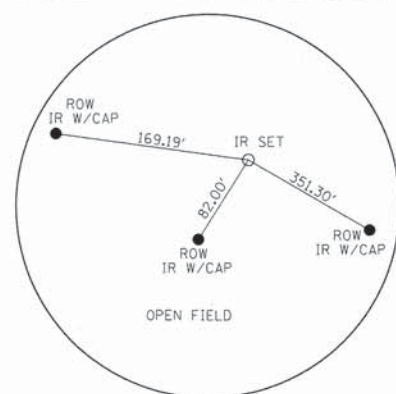
**RAMP C POT STA. 0+00**  
N=692162.3853 E=2385859.2036



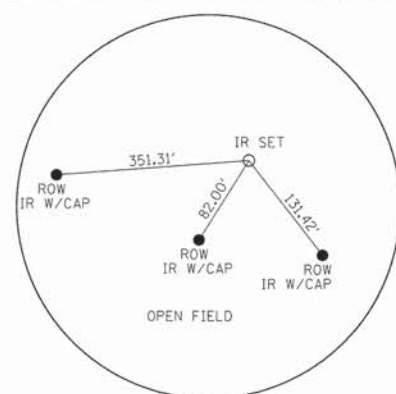
**RAMP C PC STA. 8+00.98**  
N=691872.5535 E=2386605.9073



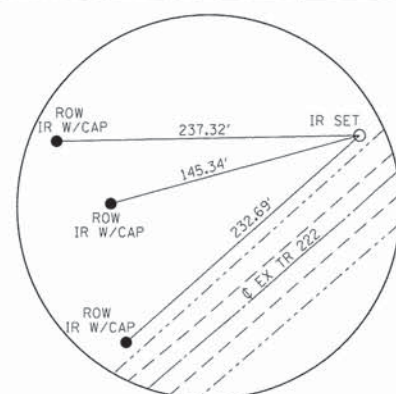
**RAMP C PT STA. 13+11.75**  
N=691569.3788 E=2387008.9998



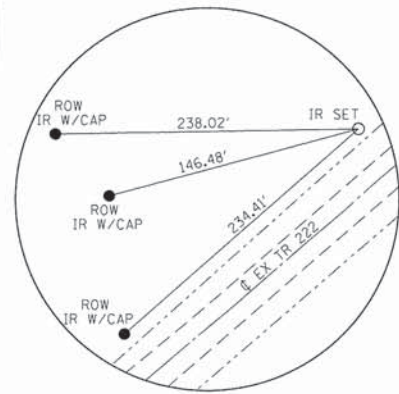
**RAMP C PC STA. 14+71.75**  
N=691442.1341 E=2387105.9987



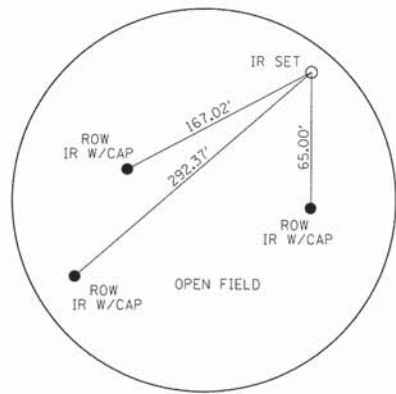
**RAMP C PT STA. 17+94.73**  
N=691257.9275 E=2387365.3251



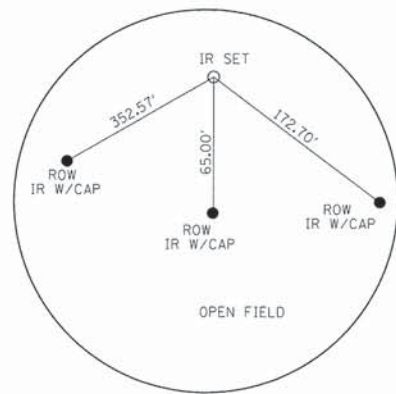
**RAMP C POT STA. 20+17.43**  
N=691188.7664 E=2387577.0136



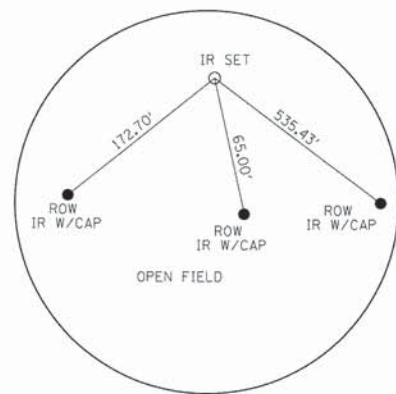
**RAMP D POT STA. 50+00.00**  
N=691190.6675 E=2387577.6347



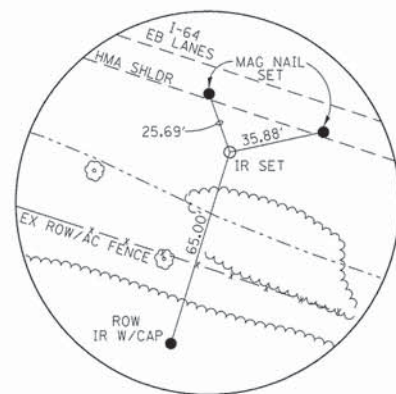
**RAMP D PC STA. 52+80.70**  
N=691103.4942 E=2387844.4554



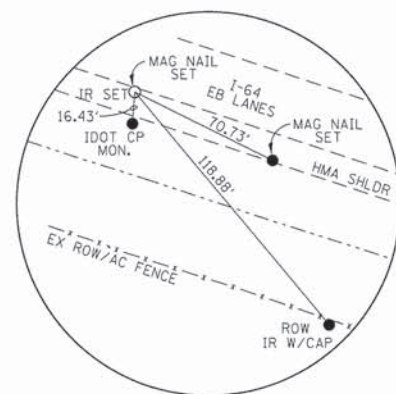
**RAMP D PT STA. 56+13.25**  
N=691101.8624 E=2388171.6712



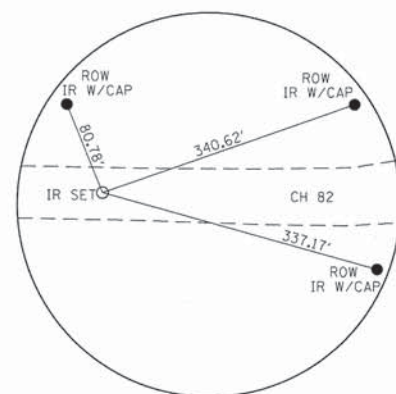
**RAMP D PC STA. 57+73.25**  
N=691150.0322 E=2388324.2480



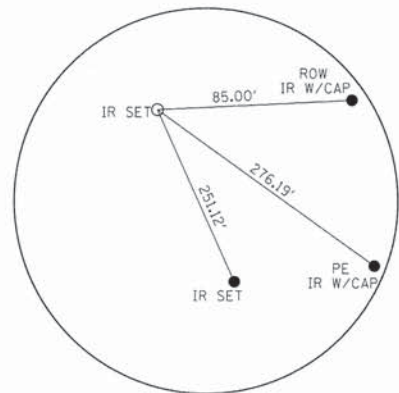
**RAMP D PT STA. 63+32.72**  
N=691152.7941 E=2388875.3184



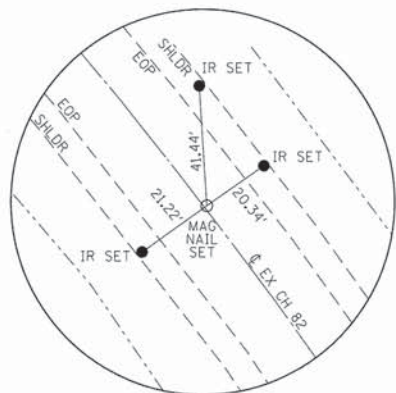
**RAMP D POT STA. 74+82.59**  
N=690817.6212 E=2389975.2548



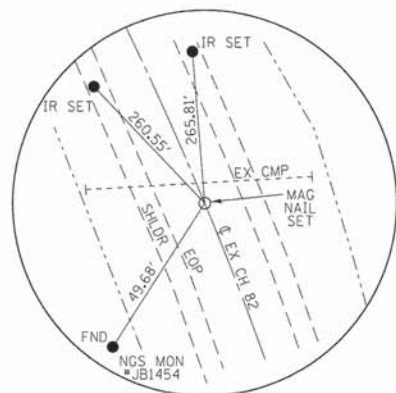
**WHERRY ROAD CONNECTOR  
POT STA. 20+00.00**  
N=690355.3790 E=2386684.9465



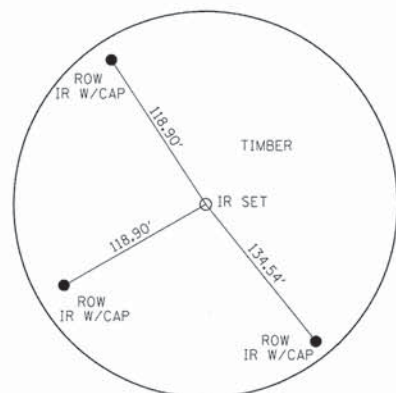
**WHERRY ROAD CONNECTOR  
PC STA. 21+12.96**  
N=690242.4148 E=2386684.8416



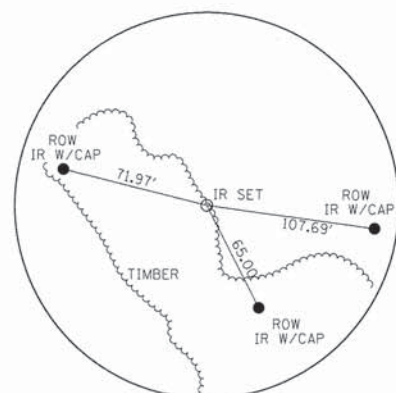
**WHERRY ROAD CONNECTOR  
PRC STA. 24+10.12**  
N=690242.4148 E=2386684.8416



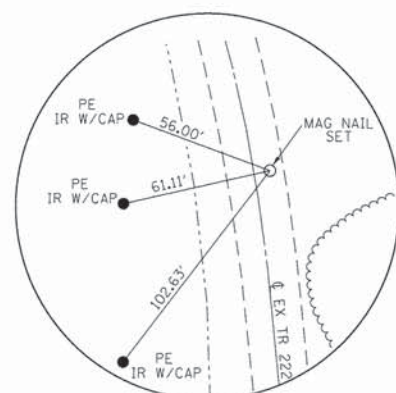
**WHERRY ROAD CONNECTOR  
PT STA. 26+73.80**  
N=689739.2368 E=2386911.7336



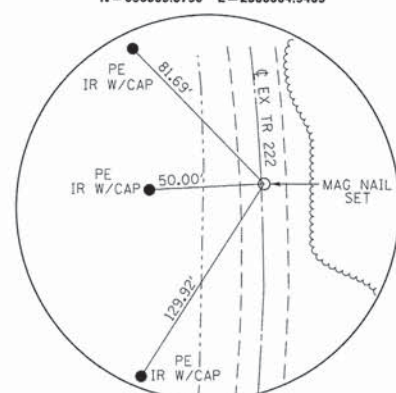
**COUNTY SERVICE ROAD  
POT STA. 10+00.00**  
N=692687.8565 E=2388487.5903



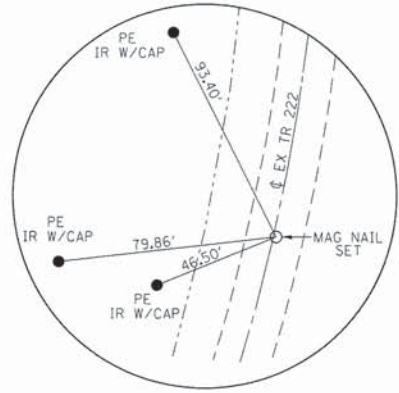
**COUNTY SERVICE ROAD  
PC STA. 11+31.24**  
N=692562.9504 E=2388447.3235



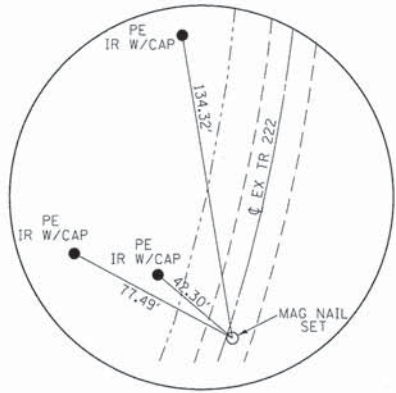
**COUNTY SERVICE ROAD  
PT STA. 13+14.30**  
N=692382.4200 E=2388423.9420



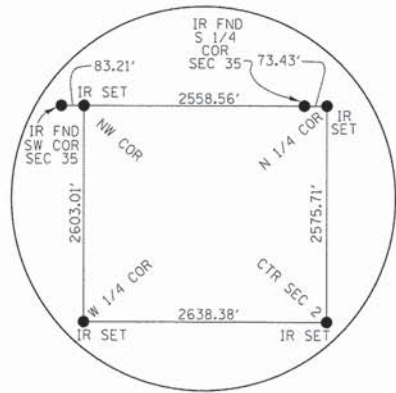
**COUNTY SERVICE ROAD  
PC STA. 14+03.92**  
N=692292.9232 E=2388428.8029



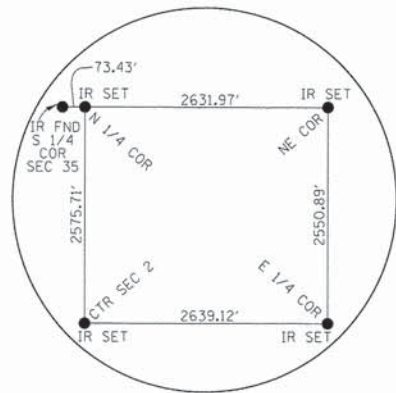
**COUNTY SERVICE ROAD  
PT STA. 16+10.57**  
N=692087.9859 E=2388409.1751



**COUNTY SERVICE ROAD  
POT STA. 16+57.48**  
N=692042.4792 E=2388397.7864



**SECTION 2  
NW QUARTER**



**SECTION 2  
NE QUARTER**

N=690346.1260 E=2388299.0300 CTR  
N=690356.3300 E=2385660.6680 W 1/4 COR  
N=692959.3280 E=2385651.7720 NW COR  
N=692922.7640 E=2388210.0680 N 1/4 COR  
N=692886.7059 E=2390915.2260 NE COR

P:\01-0016-02 Rieder Road Phase 1\1118 CAD\CADD Sheets\09-0016-sh-ATB-4.dgn

FILE NAME = 09-0016-sh-ATB-4.dgn  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 4/25/2014

USER NAME = IDOT  
MODEL NAME = Default  
DESIGNED -  
DRAWN -  
CHECKED -  
DATE - April 29, 2014

REVISED -  
REVISED -  
REVISED -  
REVISED -

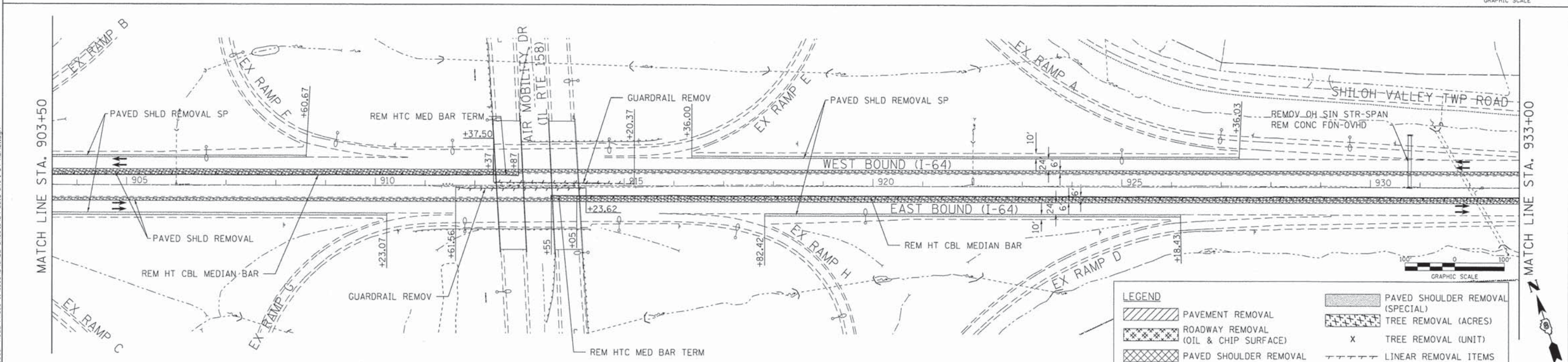
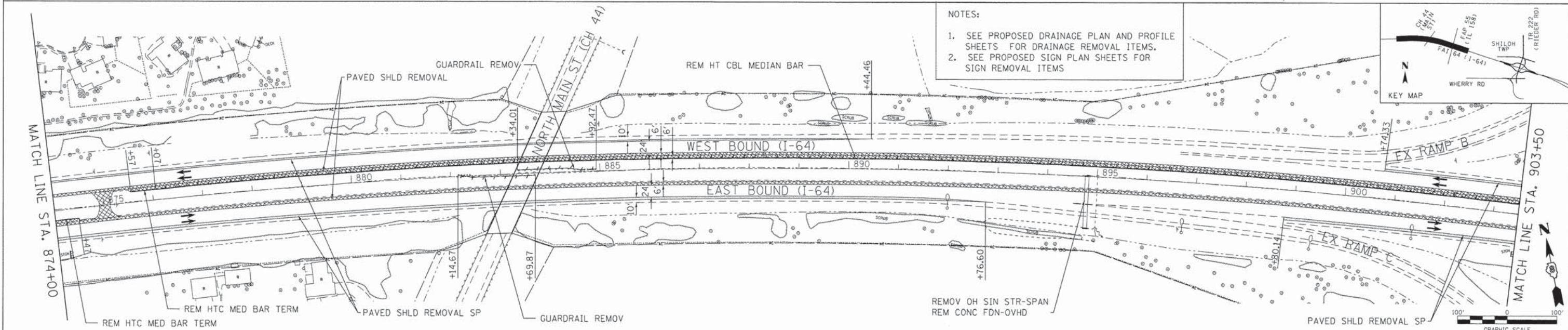
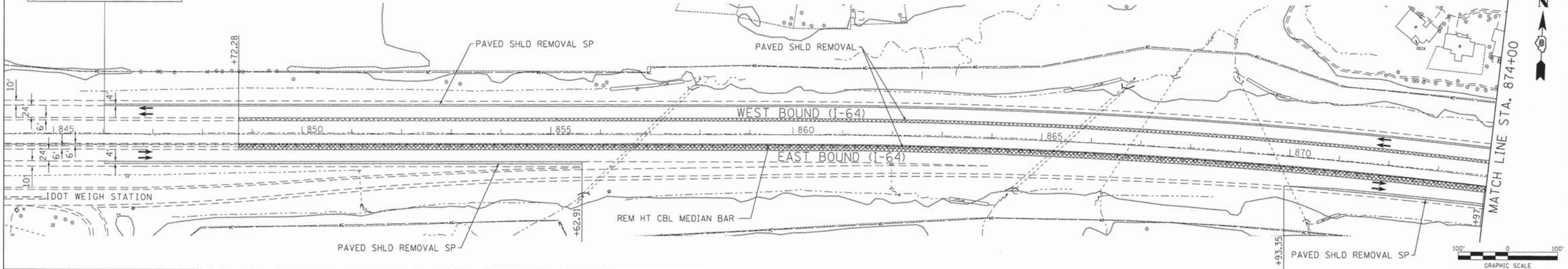
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND SECTION CORNER TIE SHEET  
FAI 64 (I-64) AND PROPOSED RIEDER ROAD INTERCHANGE

SCALE: N.T.S. SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	45
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
		ILLINOIS		

BEGINNING OF PROJECT  
 @ STA 846+02.28 FAI 64 (I-64)



**LEGEND**

	PAVED SHOULDER REMOVAL (SPECIAL)
	PAVEMENT REMOVAL
	ROADWAY REMOVAL (OIL & CHIP SURFACE)
	PAVED SHOULDER REMOVAL
	TREE REMOVAL (ACRES)
X	TREE REMOVAL (UNIT)
	LINEAR REMOVAL ITEMS

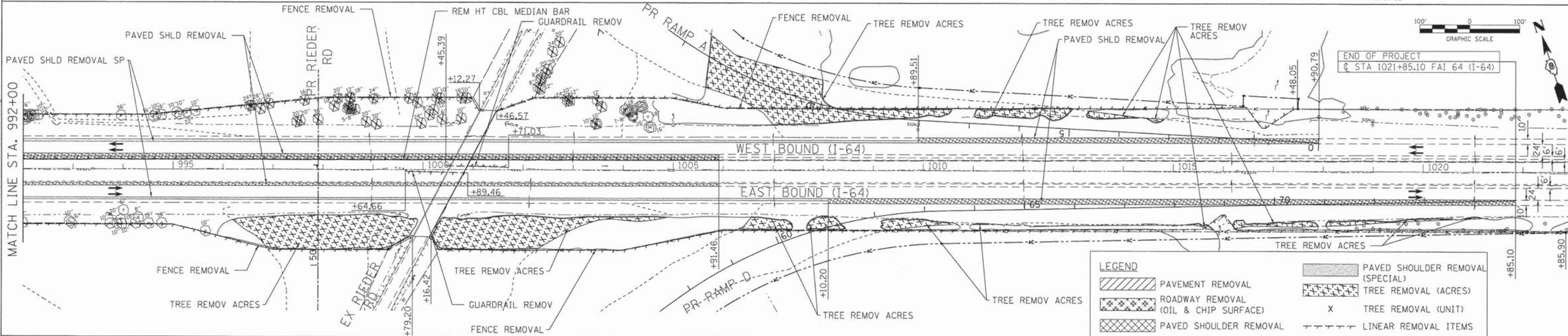
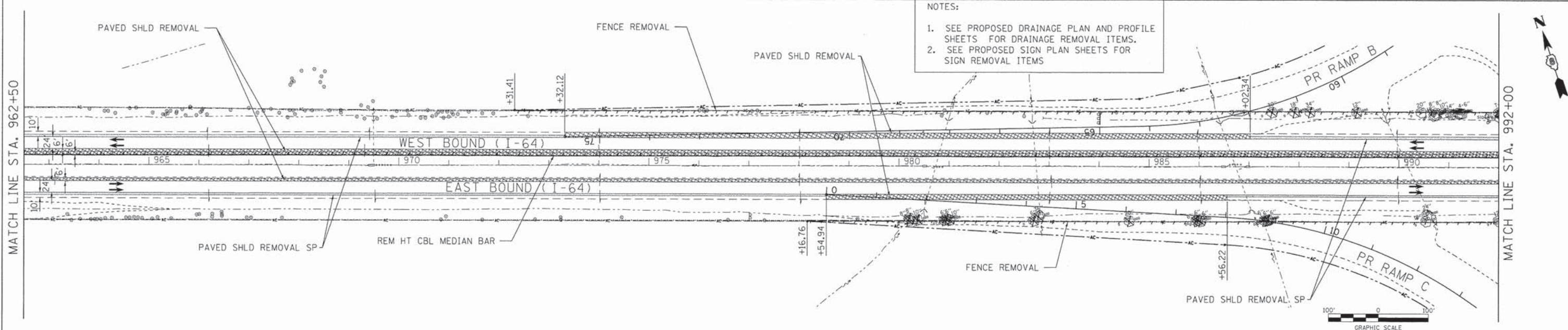
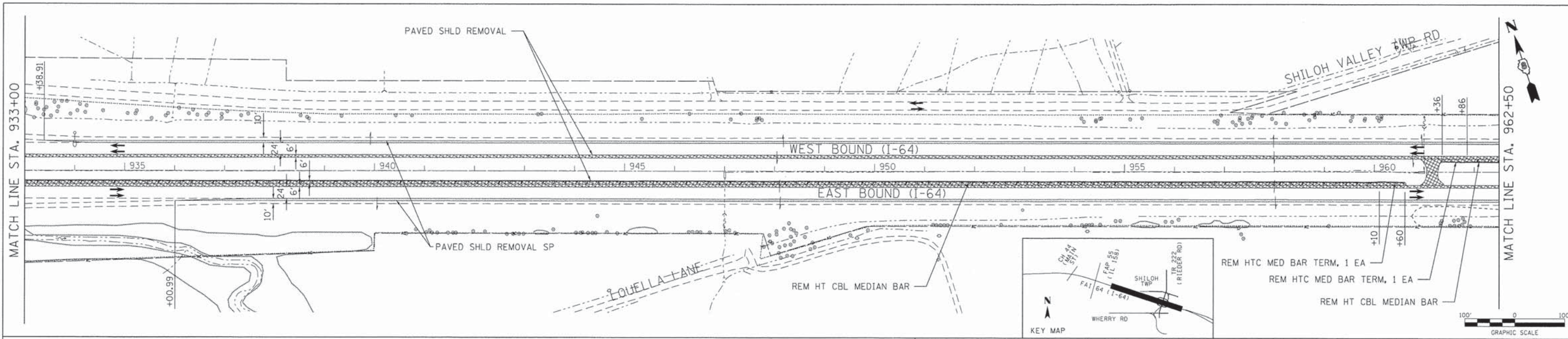
FILE NAME = 09-0016-sht-1-64 REM01.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1:200.0000 ' / ft.  
 PLOT DATE = 4/25/2014  
 DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - April 29, 2014  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
 FAI 64 (I-64)**

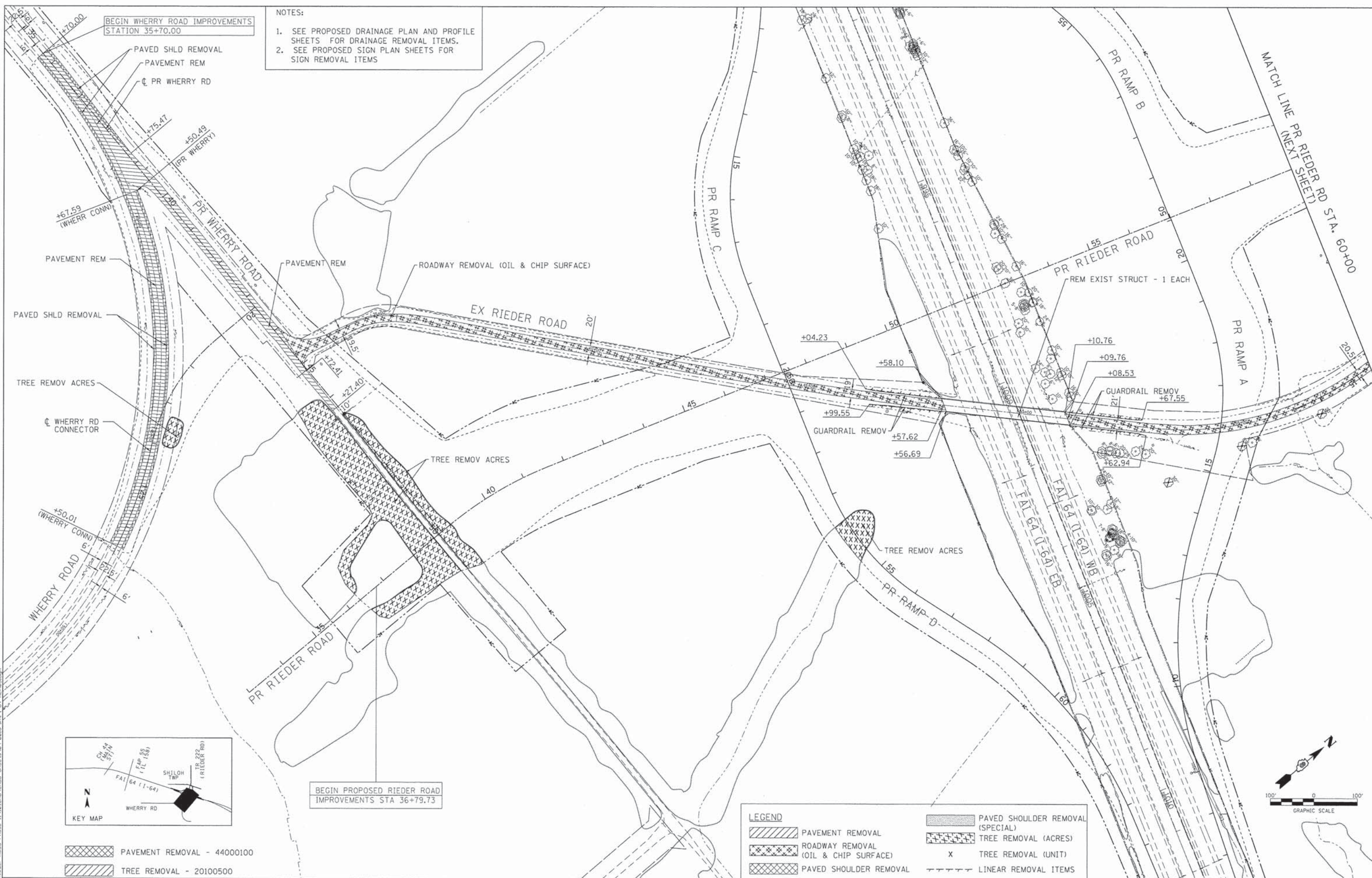
SCALE: 1"=100' SHEET NO. 1 OF 4 SHEETS STA. - TO STA. -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	46
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

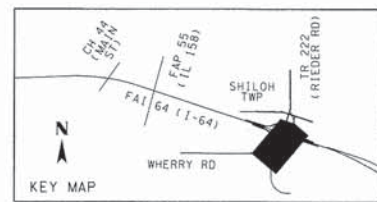


FILE NAME = 09-0016-02_Rieder_Road_Phase_III_1B_CAD\CADD_Sheets\09-0016-sh1-I-64_REM02.dgn	USER NAME = IDOT	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVAL PLAN FAI 64 (I-64)</b>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 47	
MODEL NAME = Default	DRAWN -	REVISED -	SCALE: 1"=100'			SHEET NO. 2 OF 4 SHEETS	TRA. - TO STA. -	TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -									
PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									

NOTES:  
 1. SEE PROPOSED DRAINAGE PLAN AND PROFILE SHEETS FOR DRAINAGE REMOVAL ITEMS.  
 2. SEE PROPOSED SIGN PLAN SHEETS FOR SIGN REMOVAL ITEMS



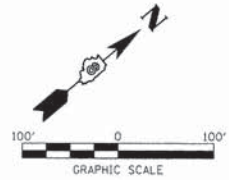
BEGIN PROPOSED RIEDER ROAD IMPROVEMENTS STA 36+79.73



PAVEMENT REMOVAL - 44000100  
 TREE REMOVAL - 20100500

**LEGEND**

	PAVEMENT REMOVAL		PAVED SHOULDER REMOVAL (SPECIAL)
	ROADWAY REMOVAL (OIL & CHIP SURFACE)		TREE REMOVAL (ACRES)
	PAVED SHOULDER REMOVAL		TREE REMOVAL (UNIT)
			LINEAR REMOVAL ITEMS



FILE NAME = 09-0016-sht-1-64 REM03.dgn

USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1200.0000' / Ft.  
 PLOT DATE = 4/25/2014

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - April 29, 2014

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

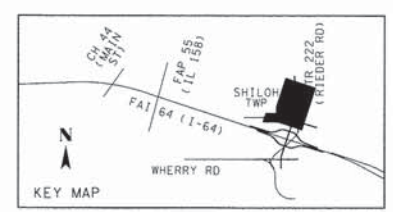
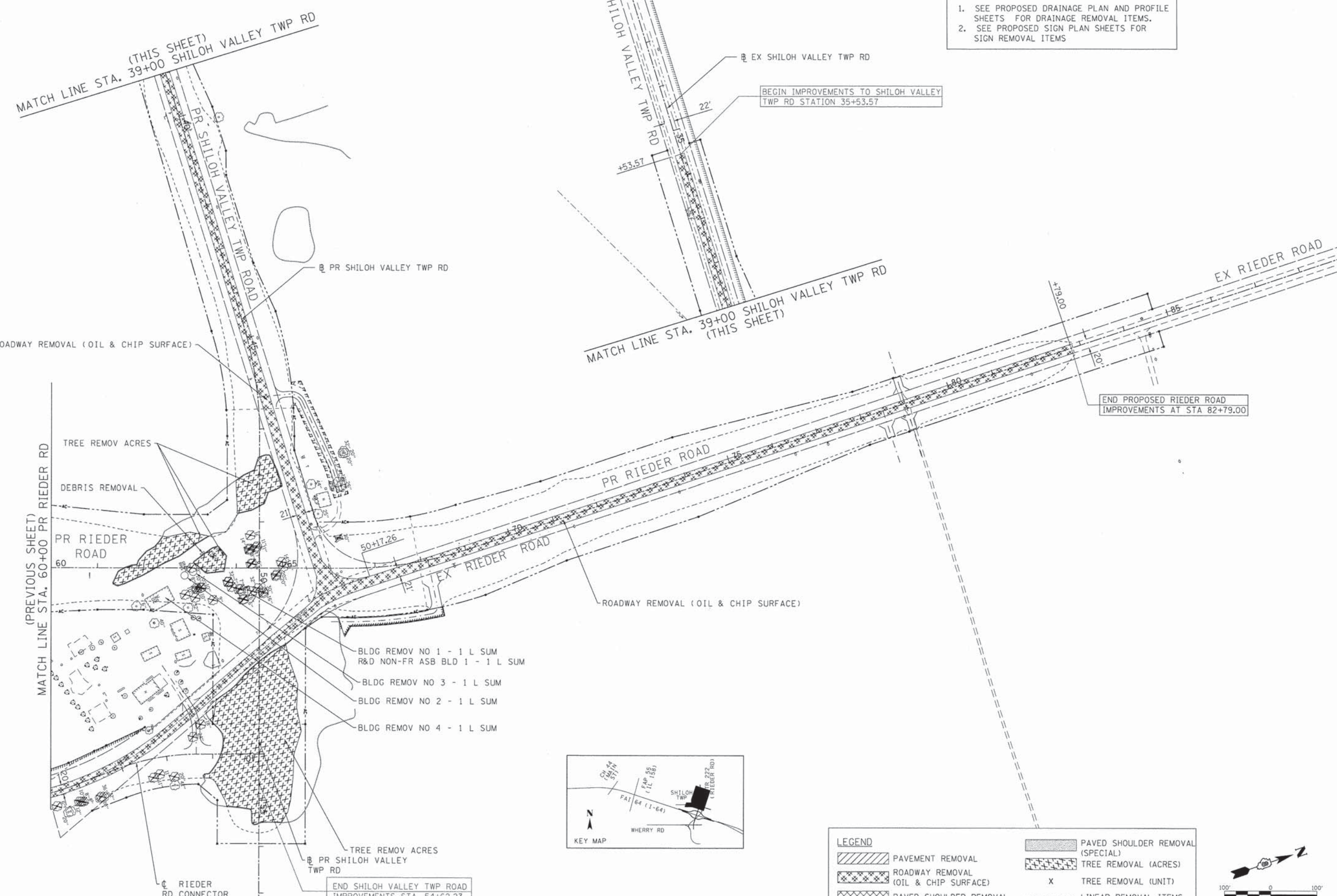
**REMOVAL PLAN  
 PROPOSED RIEDER ROAD / WHERRY ROAD**

SCALE: 1"=100' SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	48
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

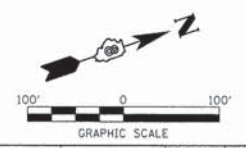


NOTES:  
 1. SEE PROPOSED DRAINAGE PLAN AND PROFILE SHEETS FOR DRAINAGE REMOVAL ITEMS.  
 2. SEE PROPOSED SIGN PLAN SHEETS FOR SIGN REMOVAL ITEMS



LEGEND

	PAVEMENT REMOVAL		PAVED SHOULDER REMOVAL (SPECIAL)
	ROADWAY REMOVAL (OIL & CHIP SURFACE)		TREE REMOVAL (ACRES)
	PAVED SHOULDER REMOVAL	X	TREE REMOVAL (UNIT)
		-----	LINEAR REMOVAL ITEMS



FILE NAME = 09-0016-sht-1-64 REM04.dgn	USER NAME = IDOT	DESIGNED -	REVISED -
MODEL NAME = Default	DRAWN -	REVISED -	REVISED -
PLLOT SCALE = 1200.0000' / ft.	CHECKED -	REVISED -	REVISED -
PLLOT DATE = 4/25/2014	DATE = Apr 29, 2014	REVISED -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

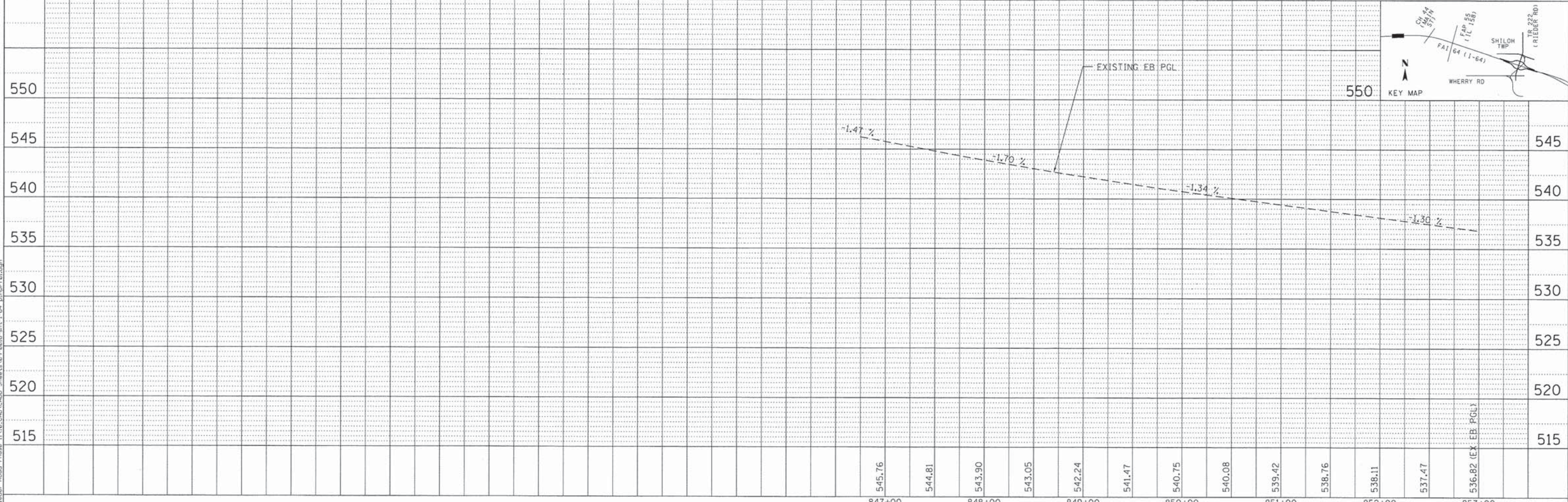
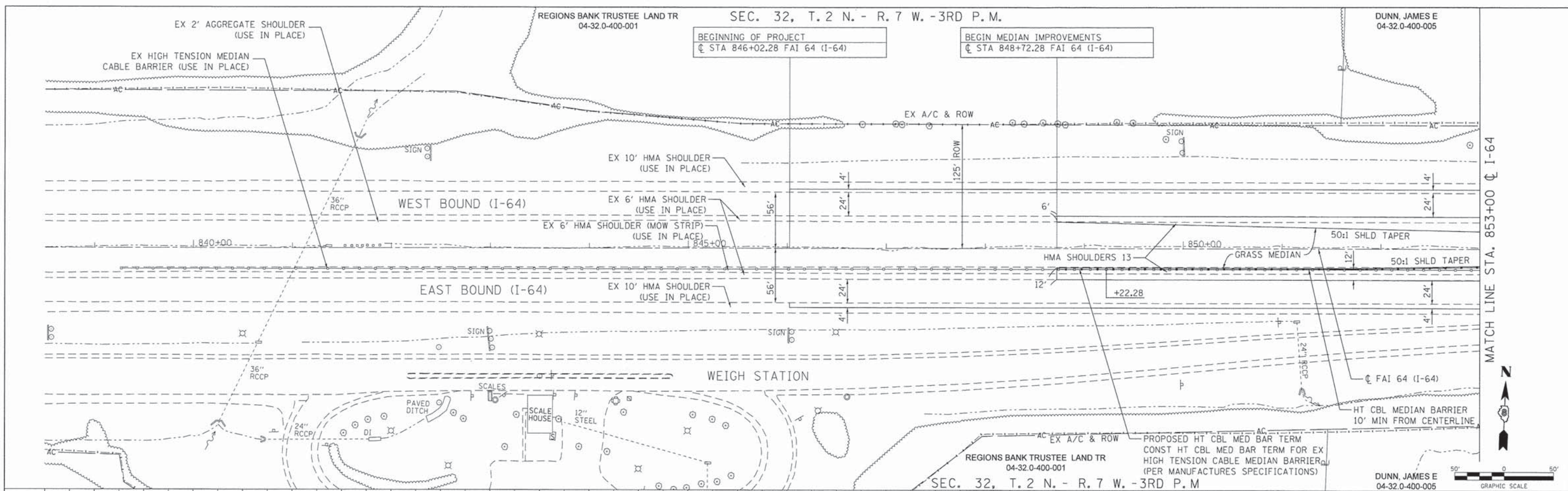
REMOVAL PLAN  
 PROPOSED RIEDER ROAD /SHILOH VALLEY TWP RD

SCALE: 1"=100' SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	49
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

PLAN	SURVEYED	BY	DATE
	ALIGNMENT		
	RT. OF WAY CHECKED		
	NO. OF WAY CHECKED		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	BLM. NOTED		
	STRUCTURE		
	NOTATION		
	NO.		
	NO.		
	NO.		



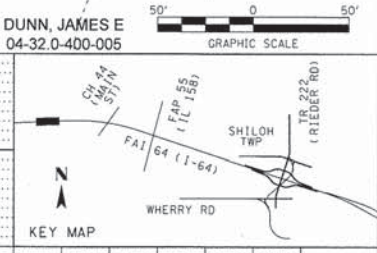
FILE NAME = 09-0016-shr-1-64 plnprf01.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 600.0000' / ft.  
 PLOT DATE = 4/25/2014

DESIGNED - ATM	REVISED -
DRAWN - RJO	REVISED -
CHECKED - LDC	REVISED -
DATE - Apr 11 29, 2014	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**PROPOSED WIDENING FAI 64 (I-64)**  
 SCALE: 1" = 50' SHEET NO. 1 OF 32 SHEETS STA. 838+00 TO STA. 853+00

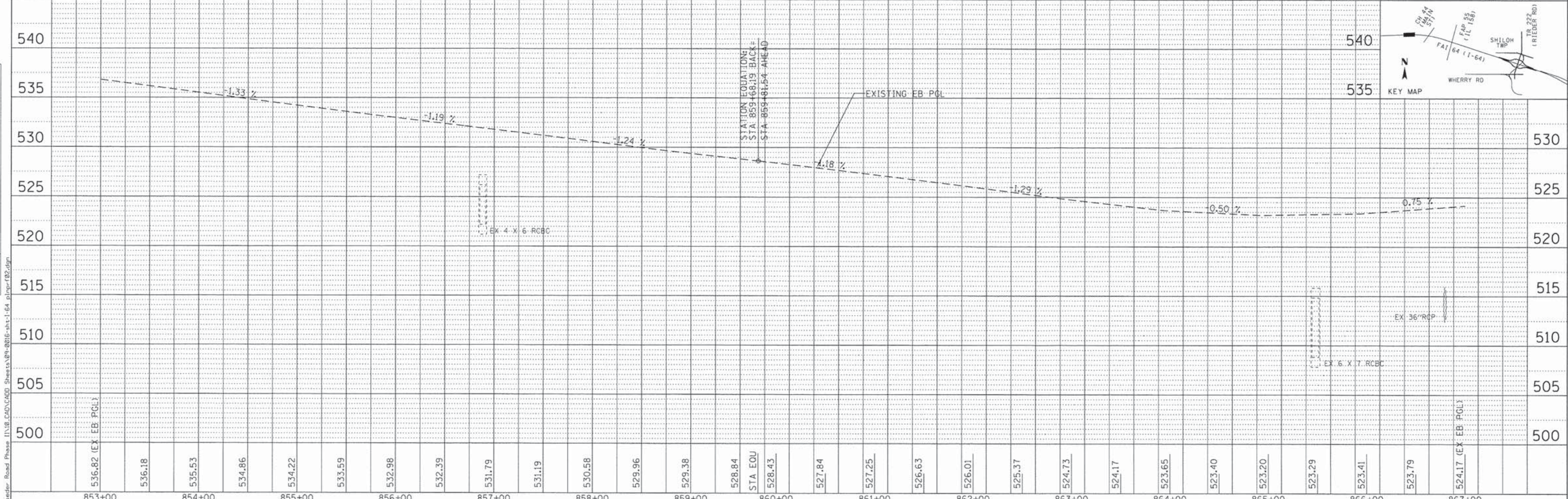
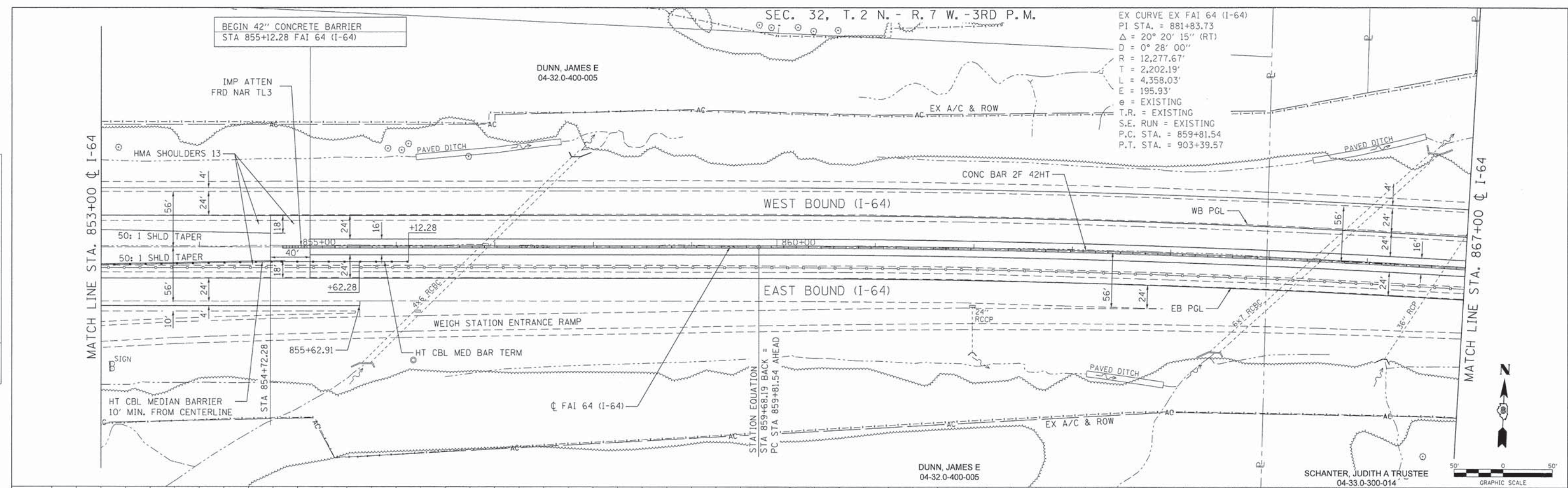
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	50
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



P:\09-0016-02 Rieder Road Phase 1\10-040\0400 Sheets\09-0016-shr-1-64 plnprf01.dgn

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

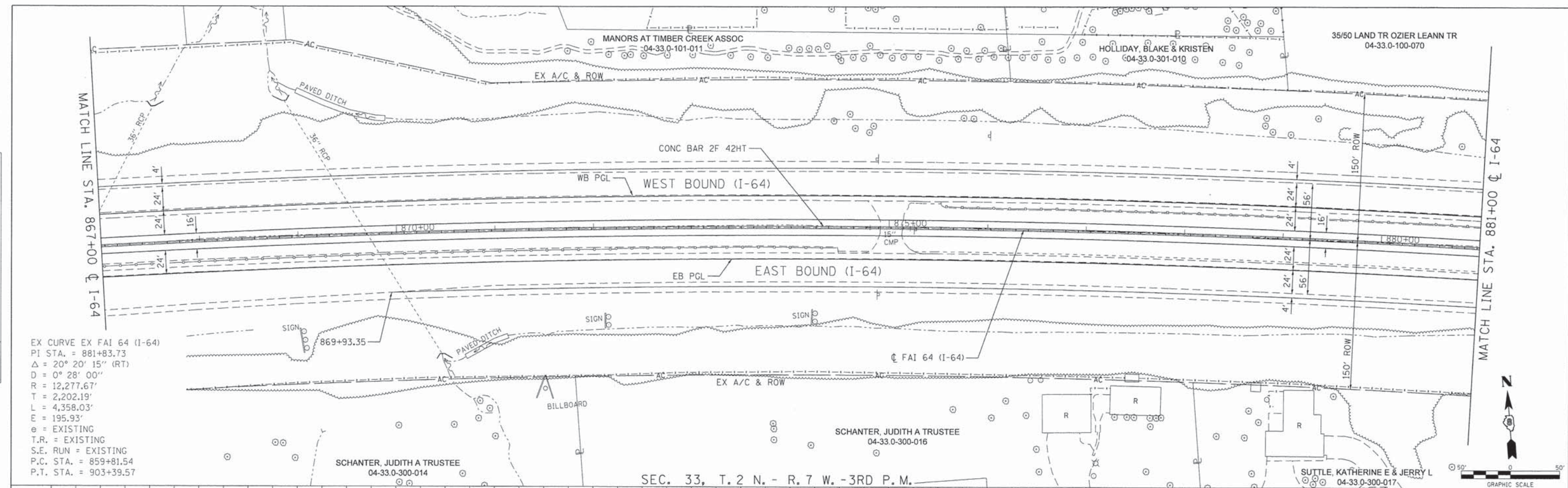
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	



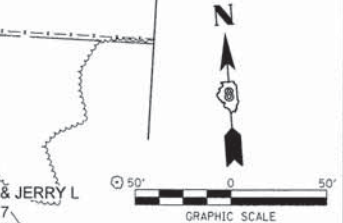
FILE NAME = 09-0016-sht-1-64 plnr-f82.dgn	USER NAME = 100T MODEL NAME = Default PLOT SCALE = 600.0000' / ft. PLOT DATE = 4/25/2014	DESIGNED - ATM DRAWN - RJO CHECKED - LDC DATE - Apr 29, 2014	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE PROPOSED WIDENING FAI 64 (I-64)</b>	SCALE: 1" = 50' SHEET NO. 2 OF 32 SHEETS STA. 853+00 TO STA. 867+00	F.A.I. RTE. 64 TR RTE. 222 (RIEDER ROAD) COUNTY ST. CLAIR ILLINOIS	SECTION 09-00365-01-PV TOTAL SHEETS 535 SHEET NO. 51 CONTRACT NO. 97549
--	---	---	--	---	---	---	---	--

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	

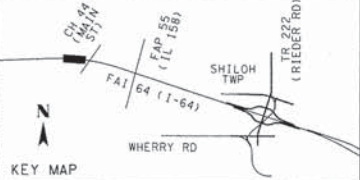
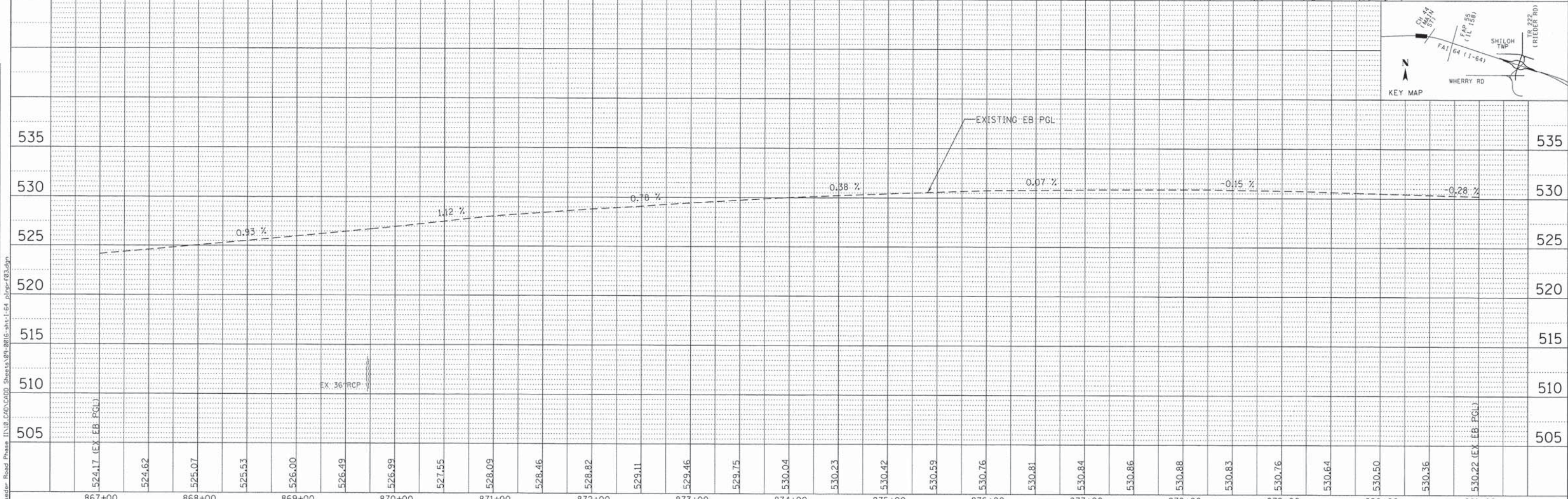
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	



EX CURVE EX FAI 64 (I-64)  
 PI STA. = 881+83.73  
 $\Delta = 20^\circ 20' 15''$  (RT)  
 $D = 0^\circ 28' 00''$   
 $R = 12,277.67'$   
 $T = 2,202.19'$   
 $L = 4,358.03'$   
 $E = 195.93'$   
 e = EXISTING  
 T.R. = EXISTING  
 S.E. RUN = EXISTING  
 P.C. STA. = 859+81.54  
 P.T. STA. = 903+39.57



SEC. 33, T. 2 N. - R. 7 W. - 3RD P. M.

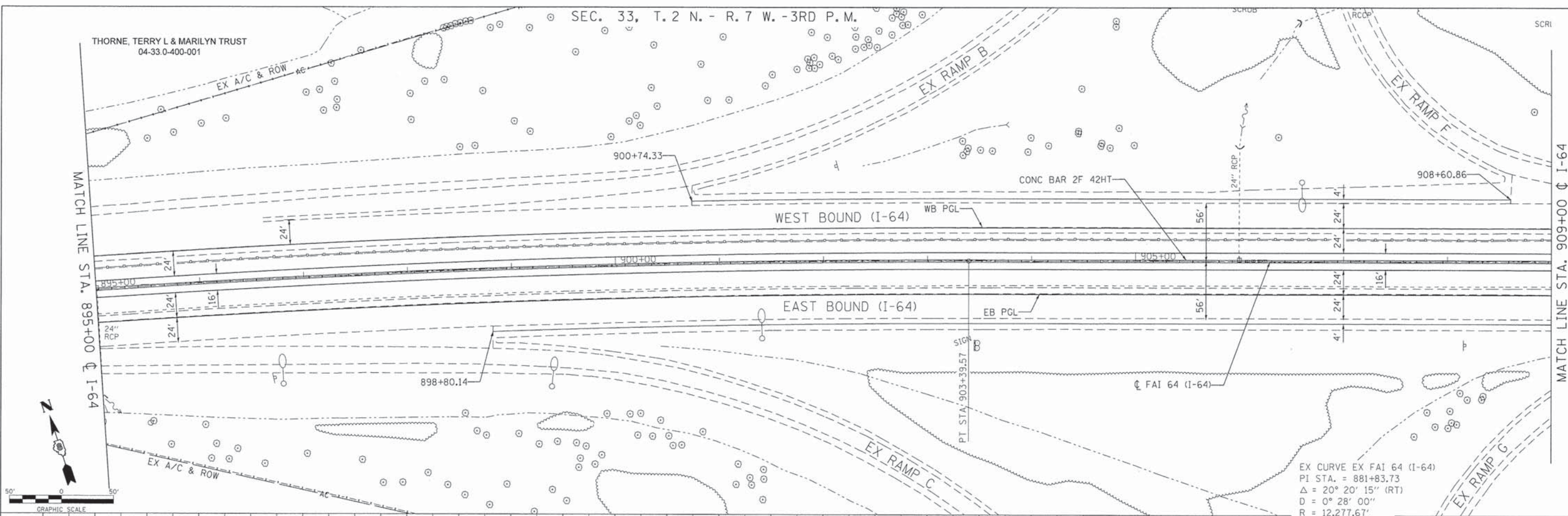


FILE NAME = 09-0016-sht-1-64.pln	USER NAME = IDOT	DESIGNED - AJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN AND PROFILE PROPOSED WIDENING FAI 64 (I-64)				F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 52	
	MODEL NAME = Default	DRAWN - RJD	REVISED -	SCALE: 1" = 50'				SHEET NO. 3 OF 32 SHEETS				TRA. RTE. 222 (RIEDER ROAD)				CONTRACT NO. 97549	
	PLOT SCALE = 600.0000' / ft.	CHECKED - WJC	REVISED -														
	PLOT DATE = 4/25/2014	DATE = 05-01-2014	REVISED -														

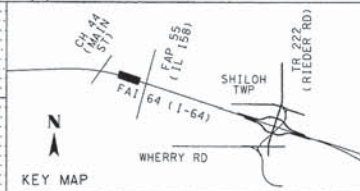


THORNE, TERRY L & MARILYN TRUST  
04-33.0-400-001

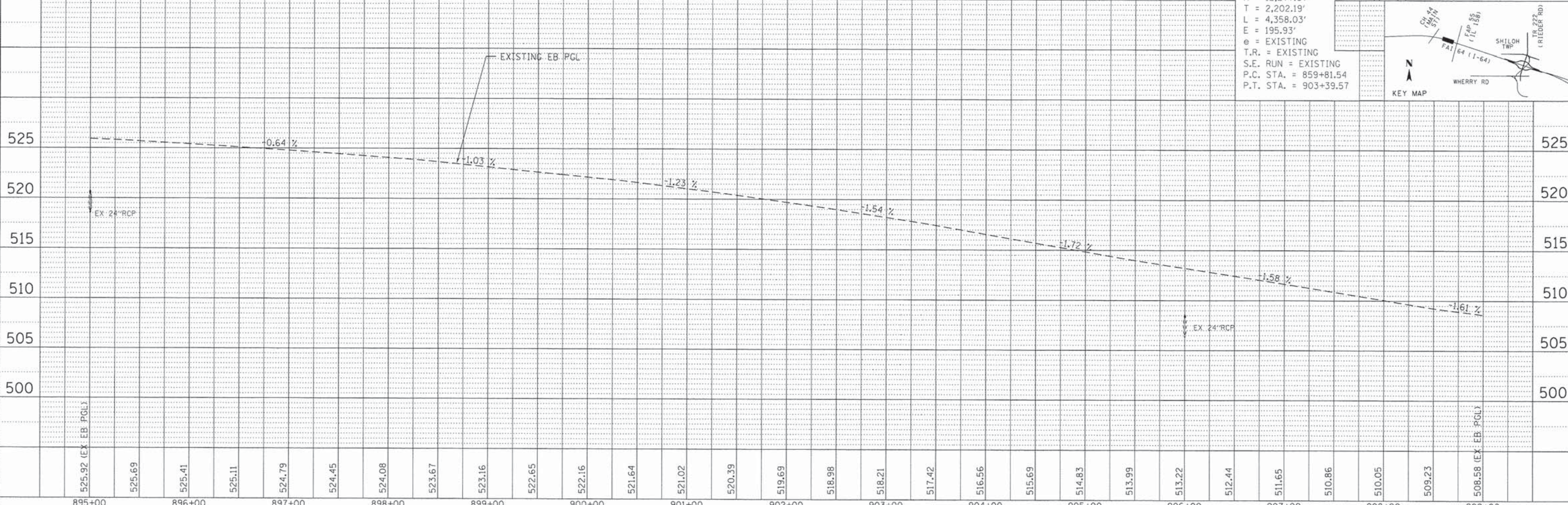
PLAN	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	NO. /	
	BY	
	DATE	



EX CURVE EX FAI 64 (I-64)  
 PI STA. = 881+83.73  
 $\Delta = 20^\circ 20' 15''$  (RT)  
 $D = 0^\circ 28' 00''$   
 $R = 12,277.67'$   
 $T = 2,202.19'$   
 $L = 4,358.03'$   
 $E = 195.93'$   
 e = EXISTING  
 T.R. = EXISTING  
 S.E. RUN = EXISTING  
 P.C. STA. = 859+81.54  
 P.T. STA. = 903+39.57



PROFILE	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	NO. /	
	BY	
	DATE	



895+00	896+00	897+00	898+00	899+00	900+00	901+00	902+00	903+00	904+00	905+00	906+00	907+00	908+00	909+00														
525.92 (EX EB PGL)	525.69	525.41	525.11	524.79	524.45	524.08	523.67	523.16	522.65	522.16	521.64	521.02	520.39	519.69	518.98	518.21	517.42	516.56	515.69	514.83	513.99	513.22	512.44	511.65	510.86	510.05	509.23	508.58 (EX EB PGL)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED WIDENING FAI 64 (I-64)

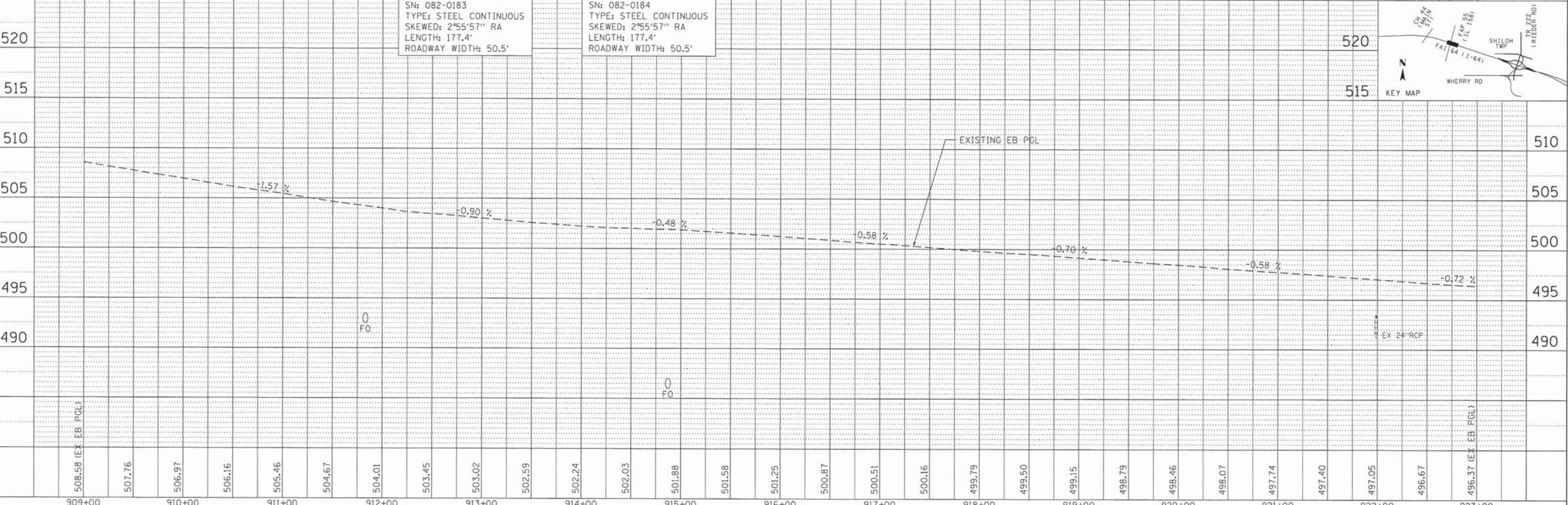
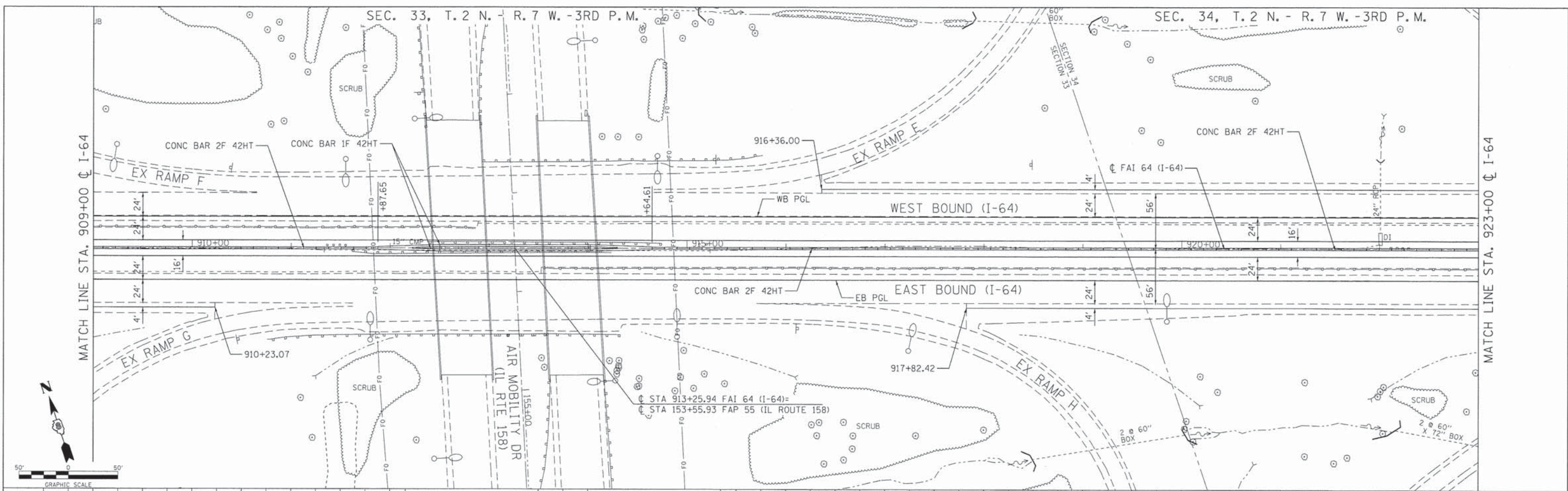
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	54
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		

SCALE: 1" = 50' SHEET NO. 5 OF 32 SHEETS STA. 895+00 TO STA. 909+00

P:\09-0016-02 Rieder Road Phase II\10 CAD\CAD Sheets\09-0016-sht-1-64.pln\prf05.dgn  
 FILE NAME = 09-0016-sht-1-64.pln\prf05.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 600.0000' / ft.  
 PLOT DATE = 4/25/2014  
 DESIGNED - ATM  
 DRAWN - RJO  
 CHECKED - LDC  
 DATE - April 29, 2014  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

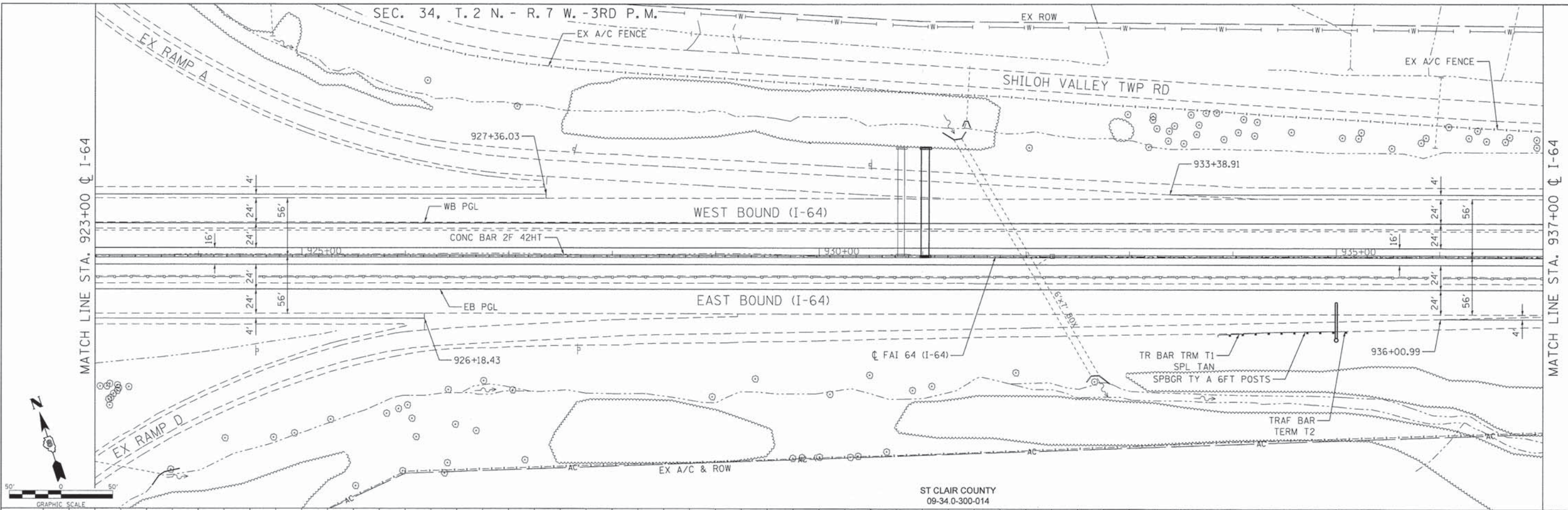
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	



FILE NAME = 09-0016-sht-1-64.pln	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>PROPOSED WIDENING FAI 64 (I-64)</b>			F.A.I. RTE. = 64	SECTION = 09-00365-01-PV	COUNTY = ST. CLAIR	TOTAL SHEETS = 535	SHEET NO. = 55
	MODEL NAME = Default	DRAWN - RJO	REVISED -		SCALE: 1" = 50'	SHEET NO. 6 OF 32 SHEETS	STA. 909+00 TO STA. 923+00	TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549		
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -									
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -									

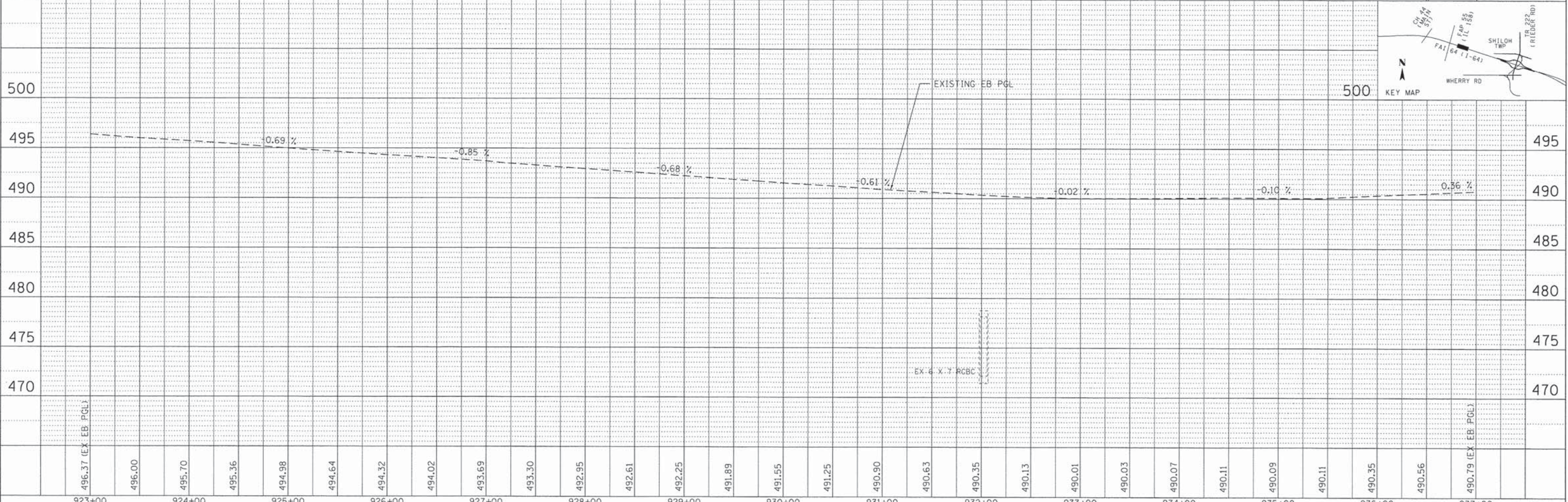
SEC. 34, T.2 N. - R.7 W. - 3RD P.M.



ST CLAIR COUNTY  
09-34-0-300-014

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTED	FILED
	NO.	FILE NAME

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	CHECKED
	STRUCTURE	NOTATIONS
	NO.	CHKD



FILE NAME = 09-0016-shi-1-64.pln	USER NAME = I00T	DESIGNED - ATM	REVISED -
	MODEL NAME = Default	DRAWN - RJO	REVISED -
	PLOT SCALE = 50.0000' / in.	CHECKED - LDC	REVISED -
	PLOT DATE = 5/12/2014	DATE - April 29, 2014	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED WIDENING FAI 64 (I-64)

SCALE: 1" = 50' SHEET NO. 7 OF 32 SHEETS STA. 923+00 TO STA. 937+00

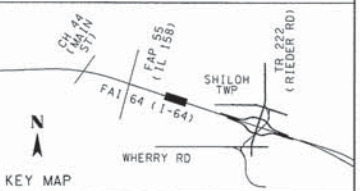
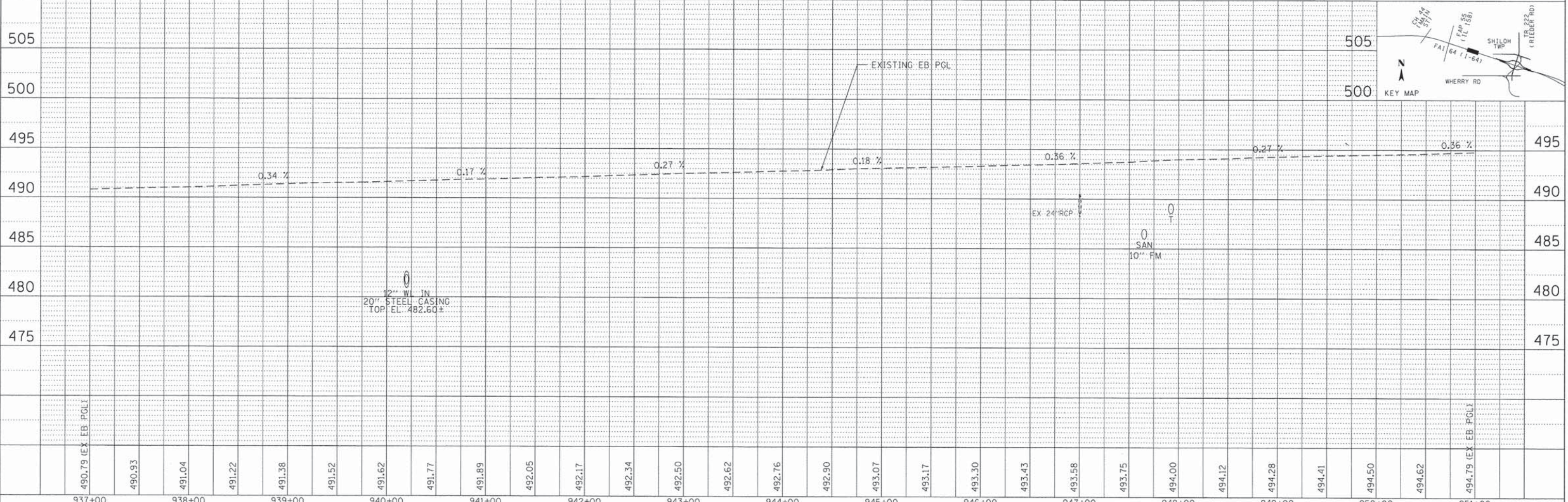
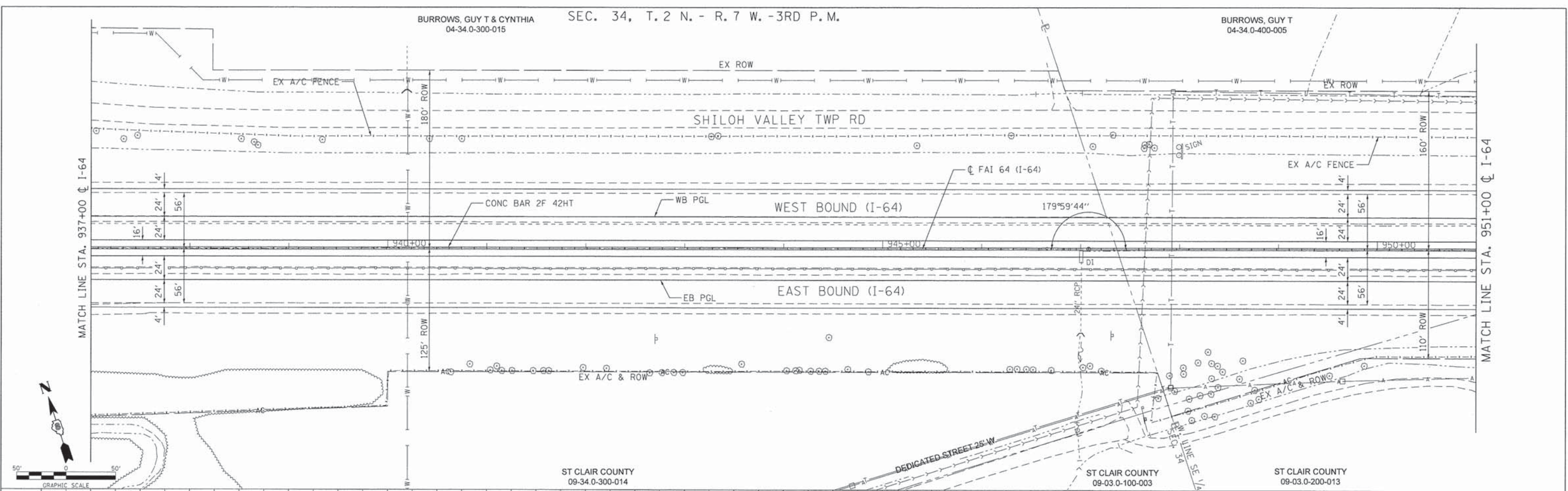
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	56
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549

P:\09-0016-02 Rieder Road Phase II\09-0016-02\09-0016-shi-1-64.pln



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

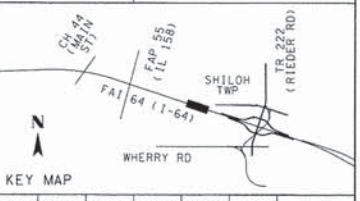
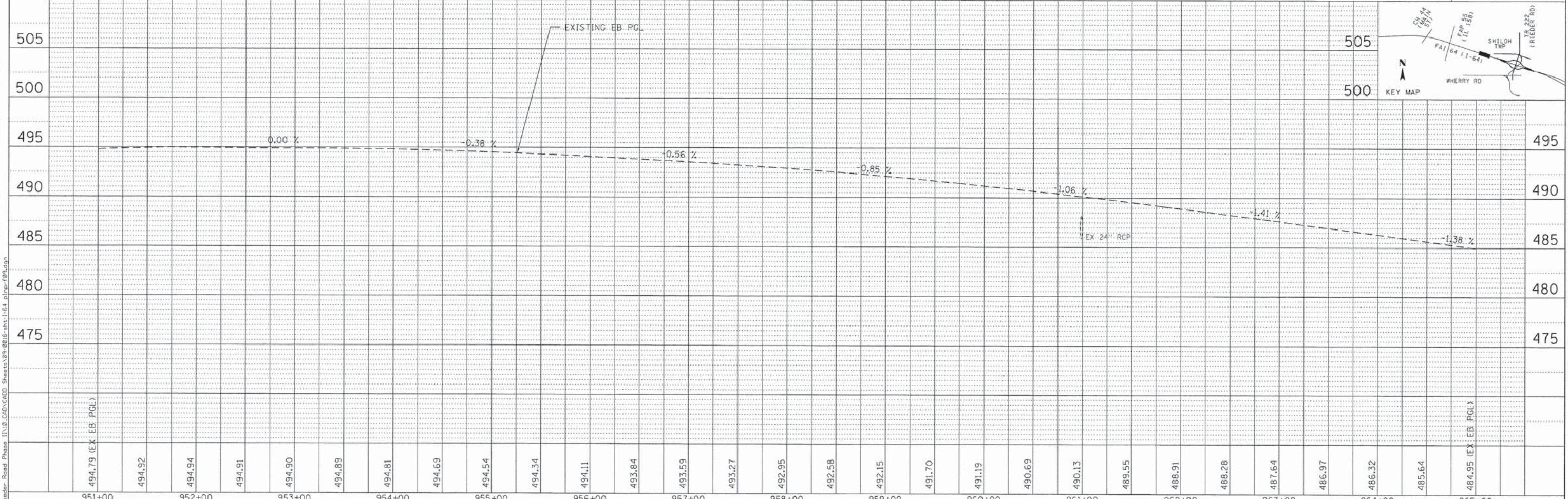
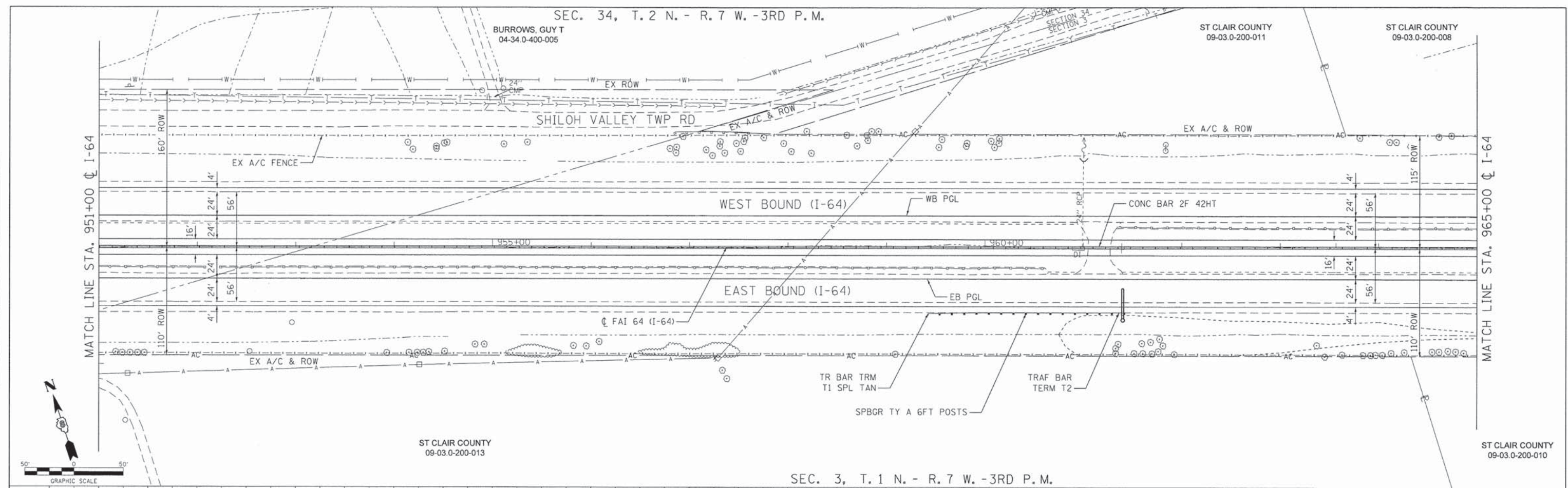
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOTATION	
	CHKD	
	NO.	



FILE NAME = 09-0016-sht-1-64_p1nprf08.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 57
	MODEL NAME = Default	DRAWN - RJO	REVISED -	SCALE: 1" = 50'	TR RTE. 222 (RIEDER ROAD)	CONTRACT NO. 97549	ILLINOIS	
	PLOT SCALE = 50.0000' / in.	CHECKED - LDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE PROPOSED WIDENING FAI 64 (I-64)			
	PLOT DATE = 5/12/2014	DATE - April 29, 2014	REVISED -		SCALE: 1" = 50'	SHEET NO. 8 OF 32 SHEETS	STA. 937+00 TO STA. 951+00	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



FILE NAME = 09-0016-ah-1-64 plnpr@9.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b>				F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 58
	MODEL NAME = Default	DRAWN - RJO	REVISED -		<b>PROPOSED WIDENING FAI 64 (I-64)</b>				TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
	PLOT SCALE = 50.0000' / in.	CHECKED - LDC	REVISED -		SCALE: 1" = 50'				SHEET NO. 9 OF 32 SHEETS	STA. 951+00	TO STA. 965+00	ILLINOIS	
	PLOT DATE = 5/12/2014	DATE - April 29, 2014	REVISED -		STA. 951+00 TO STA. 965+00								

ST CLAIR COUNTY  
09-03.0-200-008

ST CLAIR COUNTY  
09-02.0-100-004

☐ STA 973+32.12, 57' LT I-64=  
☐ STA 75+69.19 PR RAMP B

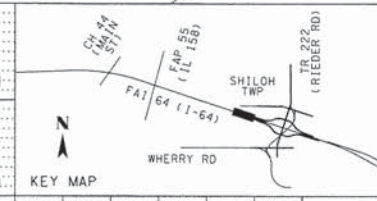
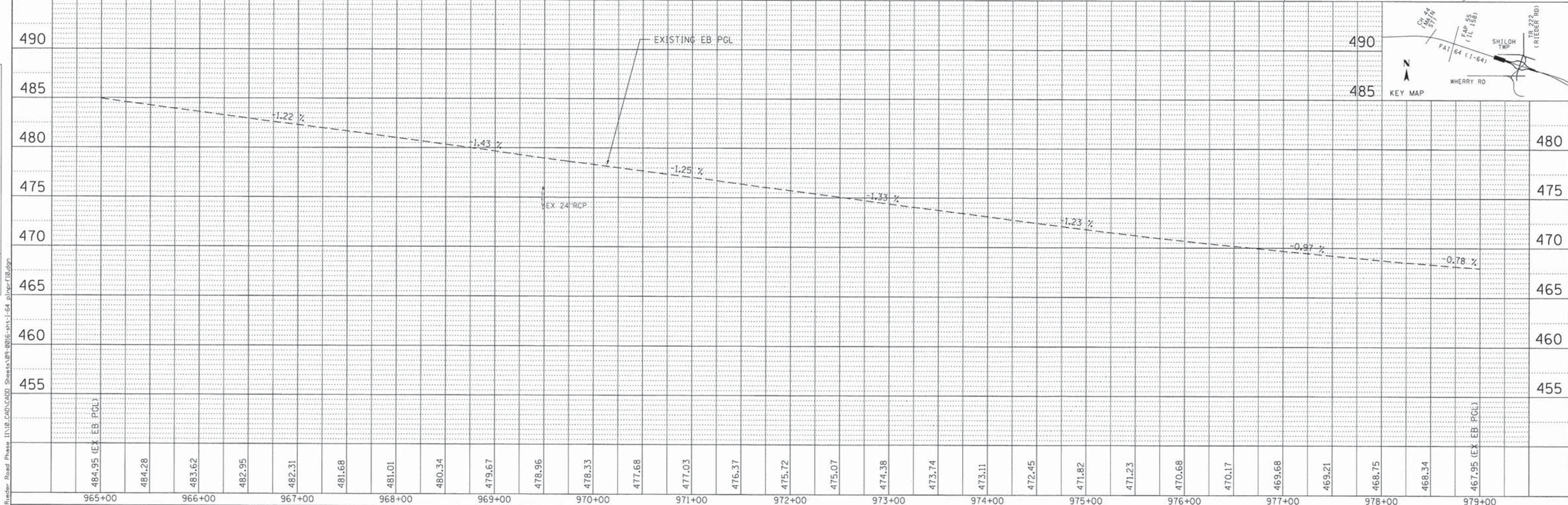
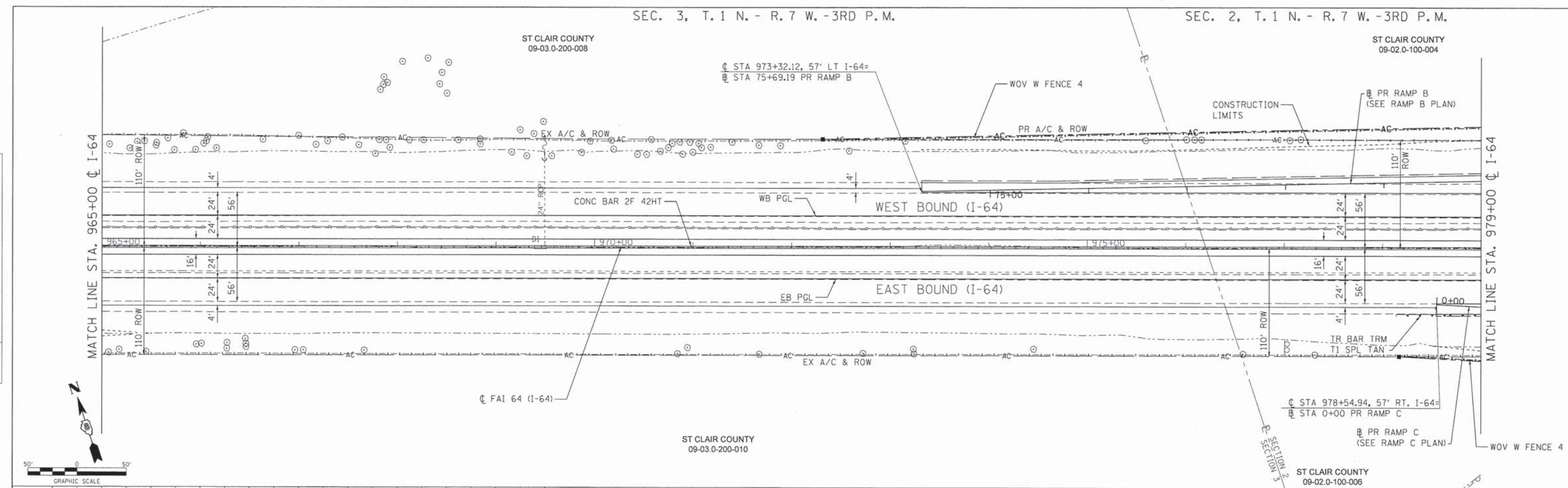
☐ STA 978+54.94, 57' RT. I-64=  
☐ STA 0+00 PR RAMP C

ST CLAIR COUNTY  
09-03.0-200-010

ST CLAIR COUNTY  
09-02.0-100-006

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

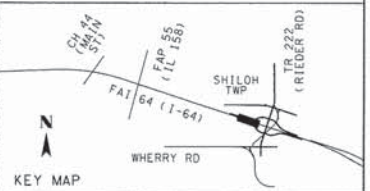
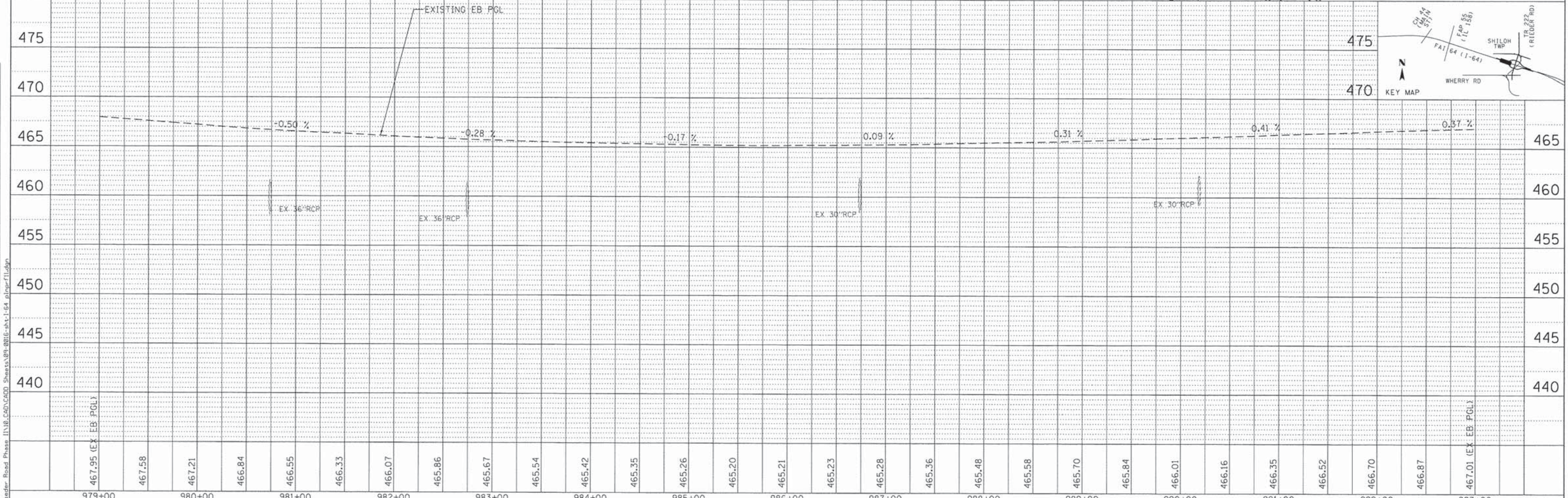
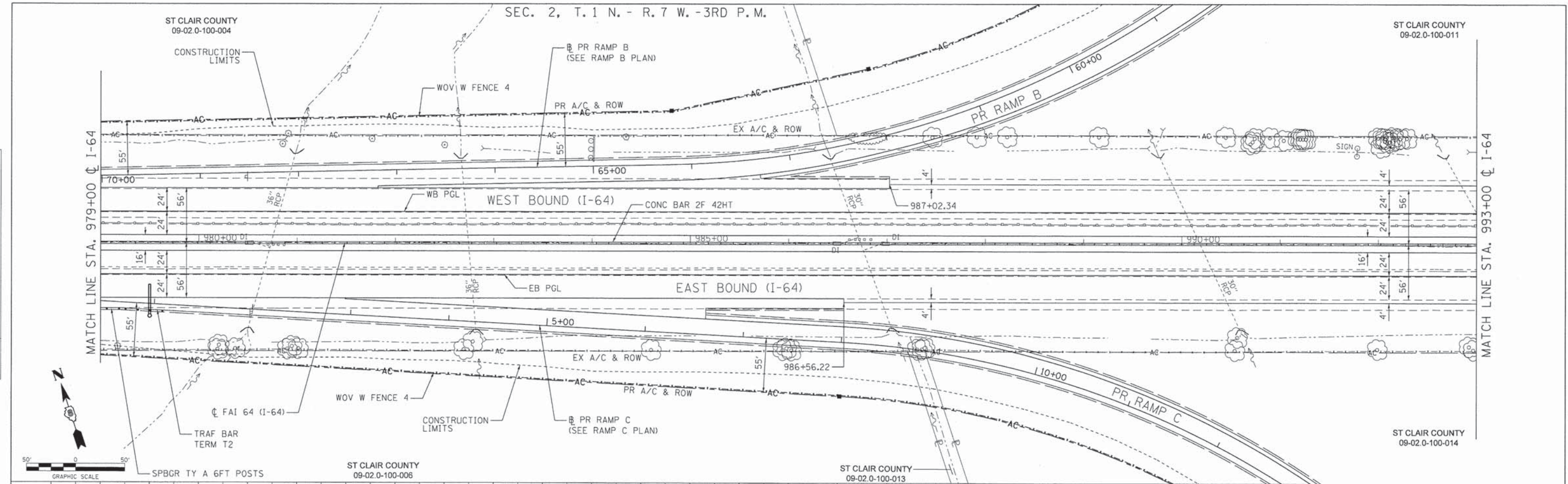
PROFILE	DESIGNED	DATE
	DRAWN	
	CHECKED	
	BY	
	NO.	
	FILE NAME	



FILE NAME = 09-0016-sht-1-64 plnpr-f10.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p> <p align="center"><b>PLAN AND PROFILE</b> <b>PROPOSED WIDENING FAI 64 (I-64)</b></p> <p>SCALE: 1" = 50'   SHEET NO. 10 OF 32 SHEETS   STA. 965+00 TO STA. 979+00</p>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 59
	MODEL NAME = Default	DRAWN - RJO	REVISED -		TR RTE. 222 (RIEDER ROAD)		ILLINOIS	CONTRACT NO. 97549	
	PLDT SCALE = 600.0000' / Ft.	CHECKED - LDC	REVISED -						
	PLDT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISED -						

PLAN	SURVEYED	DATE
	ALIGNED	BY
	NOTED	
	CHECKED	
	NO.	
	FILE NAME	

PROFILE	GRADES	DATE
	NOTED	BY
	CHECKED	
	NO.	
	FILE NAME	



FILE NAME = 09-0016-shr-1-64 plnprfl1.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>PROPOSED WIDENING FAI 64 (I-64)</b>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 60	
	MODEL NAME = Default	DRAWN - RJO	REVISED -			TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549			
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -			SCALE: 1" = 50'	SHEET NO. 11 OF 32 SHEETS	STA. 979+00	TO STA. 993+00		
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -								

SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.

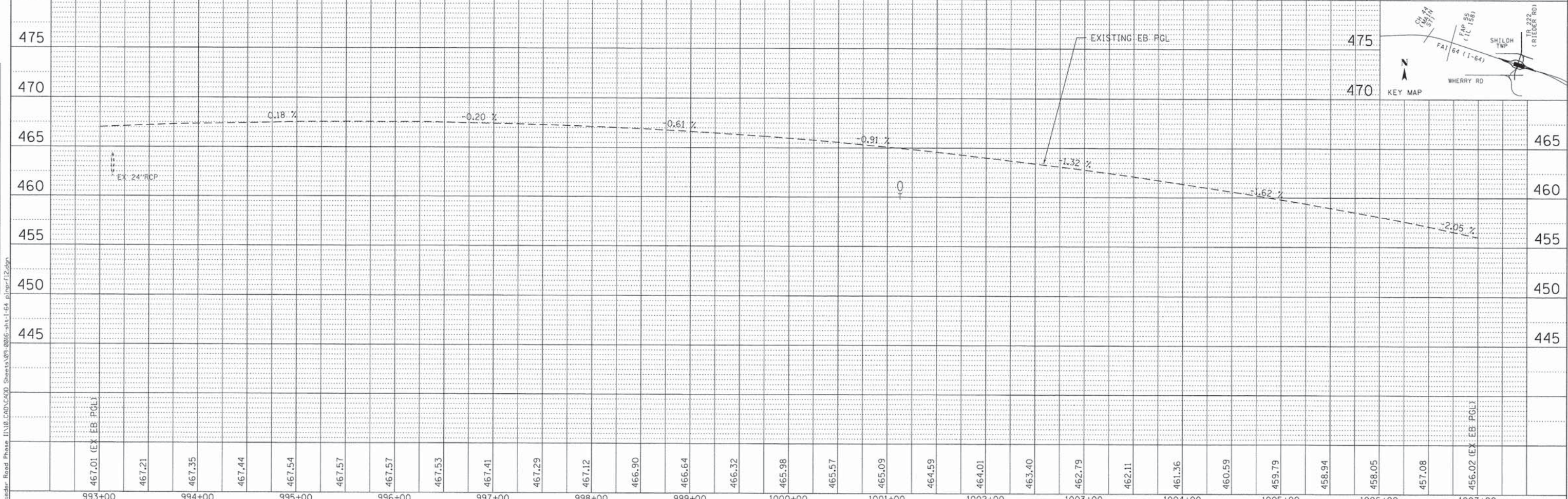
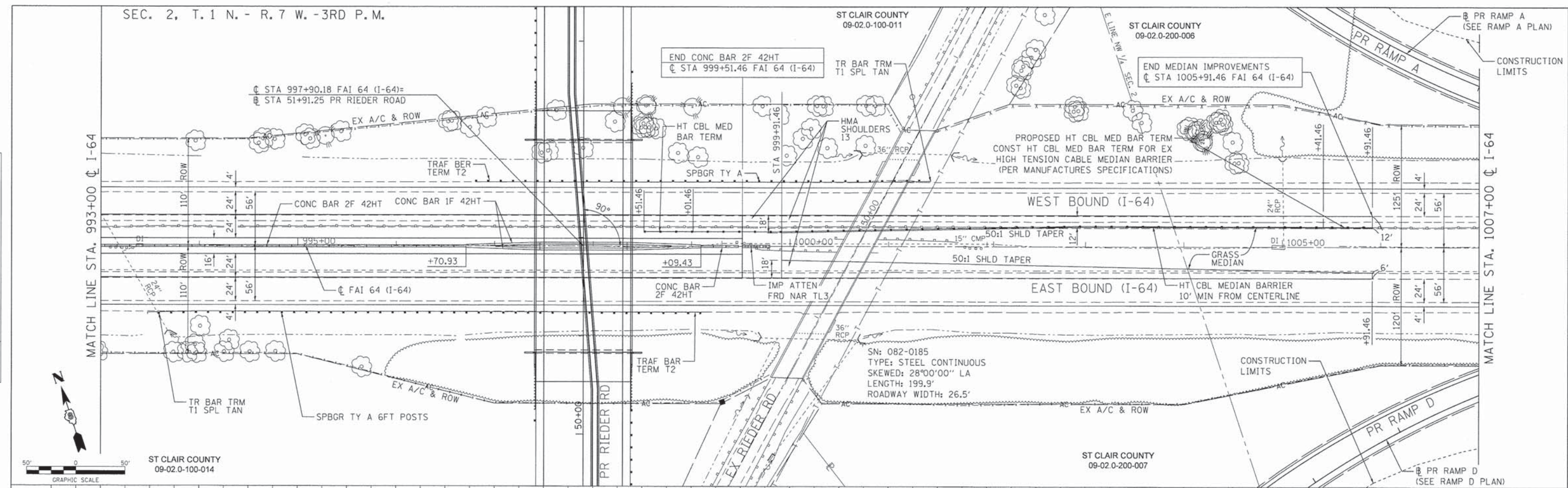
ST CLAIR COUNTY  
09-02.0-100-011

ST CLAIR COUNTY  
09-02.0-200-006

ST CLAIR COUNTY  
09-02.0-200-007

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	



FILE NAME = 09-0016-sht-1-64.pln	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<p align="center"><b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b></p> <p align="center"><b>PLAN AND PROFILE PROPOSED WIDENING FAI 64 (I-64)</b></p> <p>SCALE: 1" = 50'    SHEET NO. 12 OF 32 SHEETS    STA. 993+00 TO STA. 1007+00</p>	F.A.I. RTE. = 64	SECTION = 09-00365-01-PV	COUNTY = ST. CLAIR	TOTAL SHEETS = 535	SHEET NO. = 61
	MODEL NAME = Default	DRAWN - RJD	REVISED -		TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549		
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -						
	PLOT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISED -						

Pl:04-2016.02 Rieder Road Phase I (I-64) CAD Sheets 09-0016-sht-1-64.pln

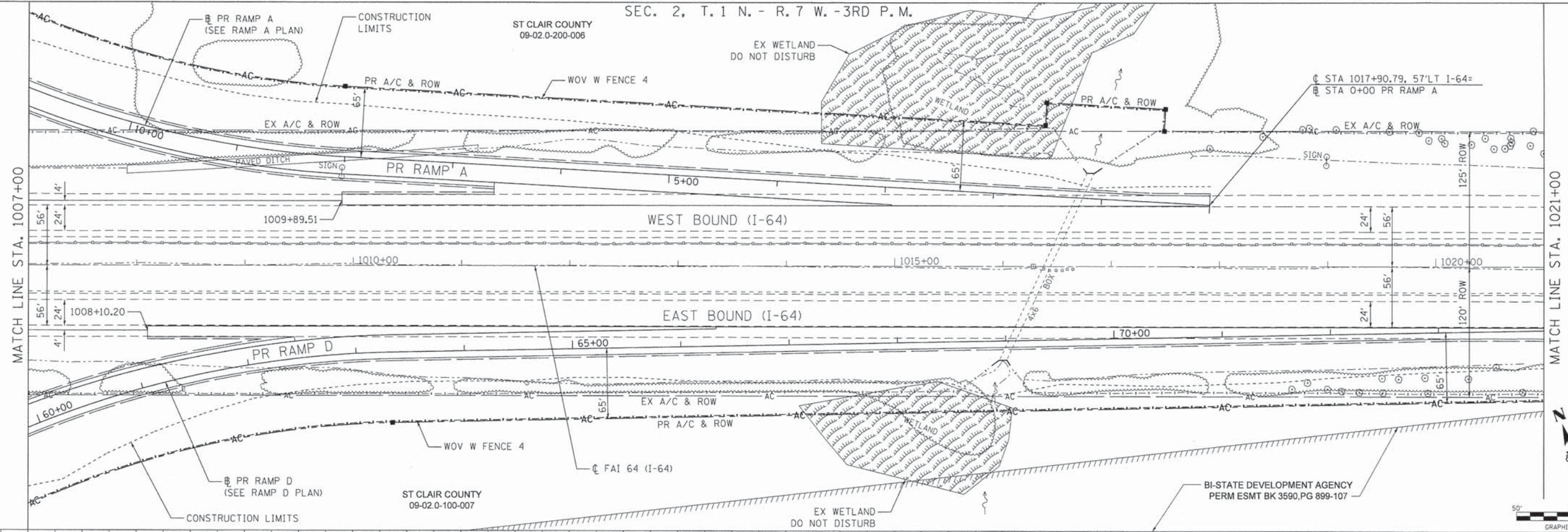
SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.

ST CLAIR COUNTY  
09-02.0-200-006

ST CLAIR COUNTY  
09-02.0-100-007

EX WETLAND  
DO NOT DISTURB

BI-STATE DEVELOPMENT AGENCY  
PERM ESMT BK 3590, PG 899-107

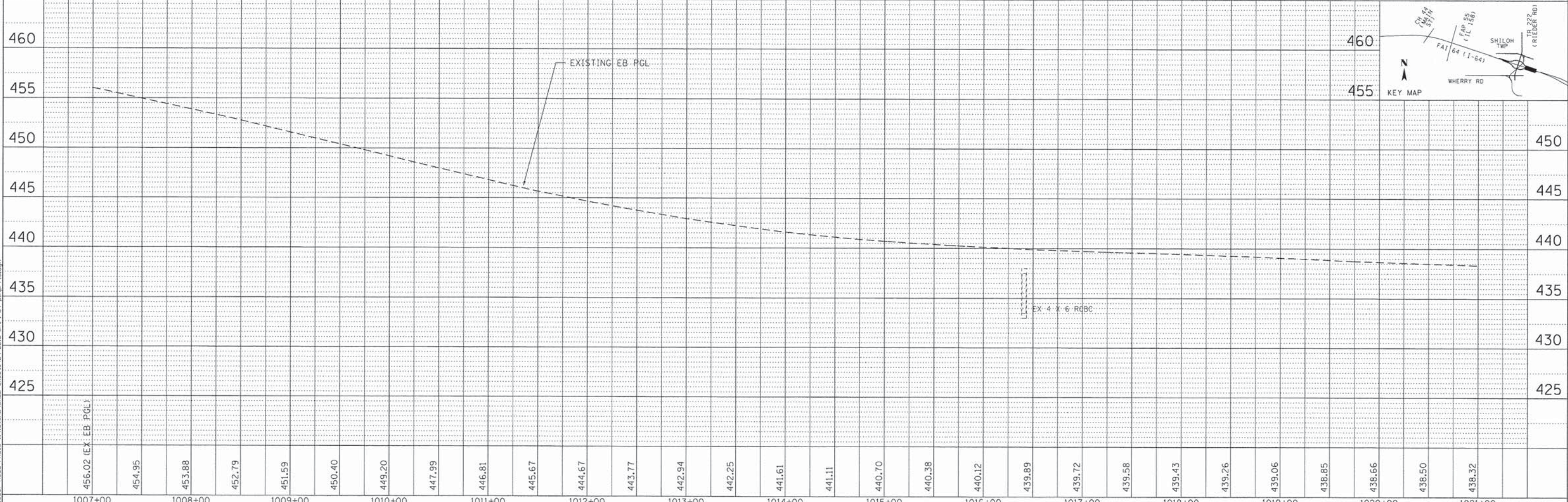


PLAN

DESIGNED	DATE
CHECKED	
PLOTTED	
NOTE BOOK NO.	
FILE NAME	

PROFILE

DESIGNED	DATE
CHECKED	
PLOTTED	
NOTE BOOK NO.	
FILE NAME	



FILE NAME = 09-0016-sht-1-64 plnprf13.dgn

USER NAME =	IDOT
MODEL NAME =	Default
PLOT SCALE =	600.0000' / ft.
PLOT DATE =	4/29/2014

DESIGNED -	ATM	REVISED -	
DRAWN -	RJO	REVISED -	
CHECKED -	LDC	REVISED -	
DATE -	April 29, 2014	REVISED -	

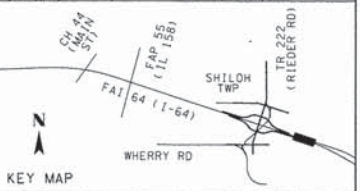
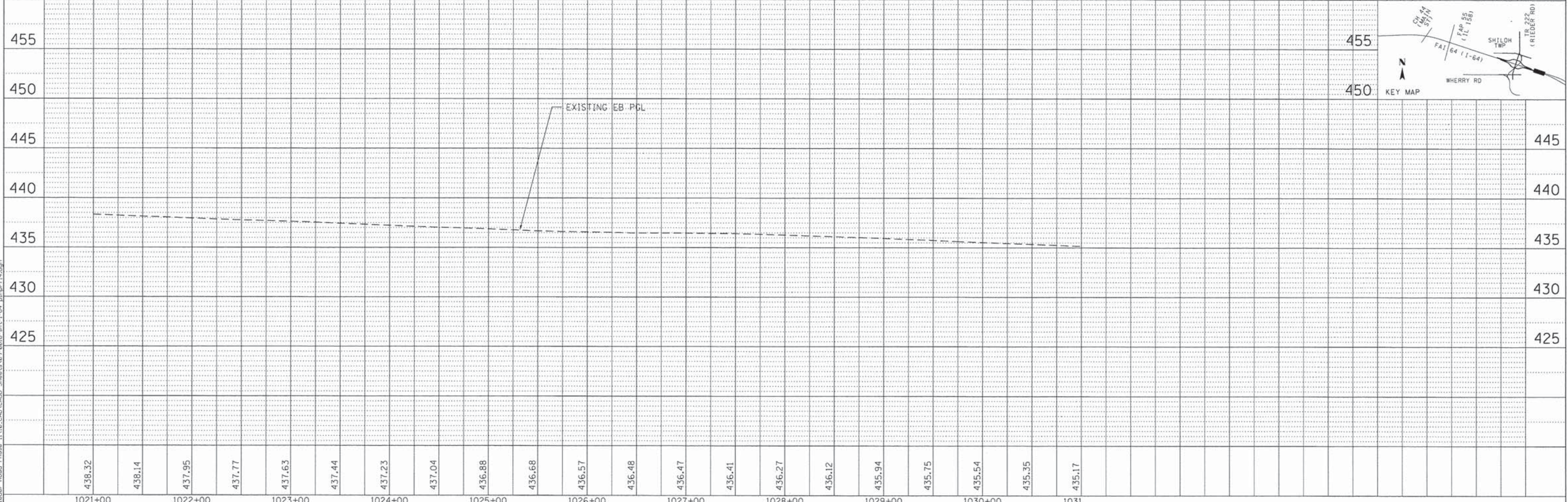
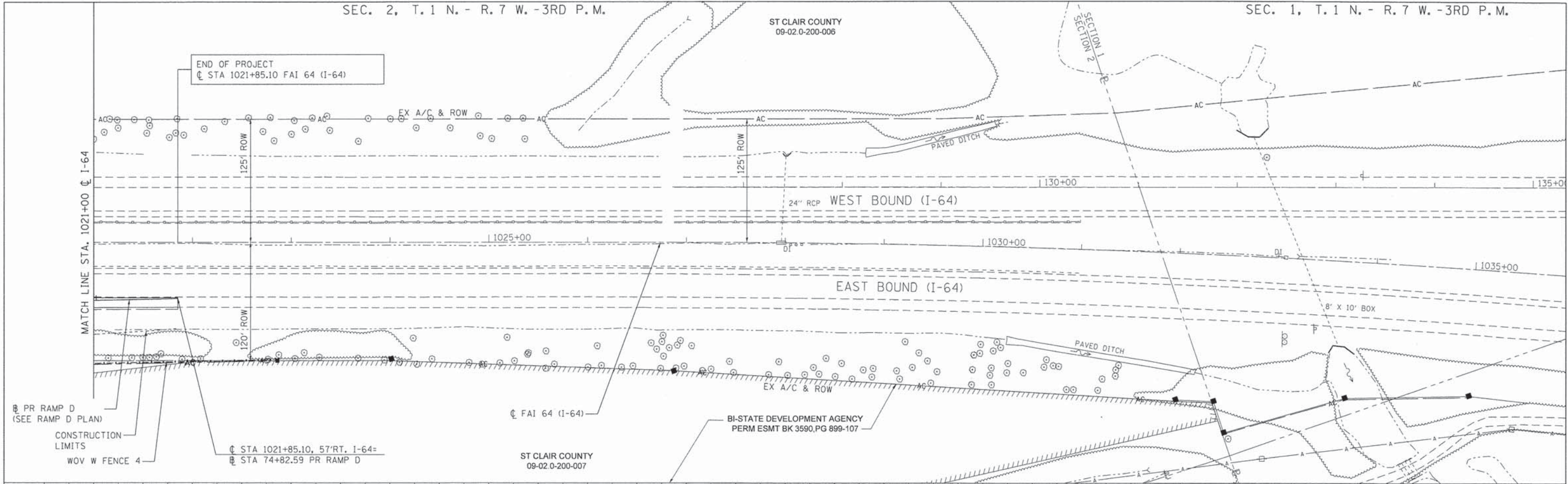
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED WIDENING FAI 64 (I-64)  
SCALE: 1" = 50' SHEET NO. 13 OF 32 SHEETS STA. 1007+00 TO STA. 1021+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	62
TR RTE. 222 (RIEDER ROAD)		ILLINOIS	CONTRACT NO. 97549	

PLAN	DATE
BY	
NO.	
NO.	
NO.	

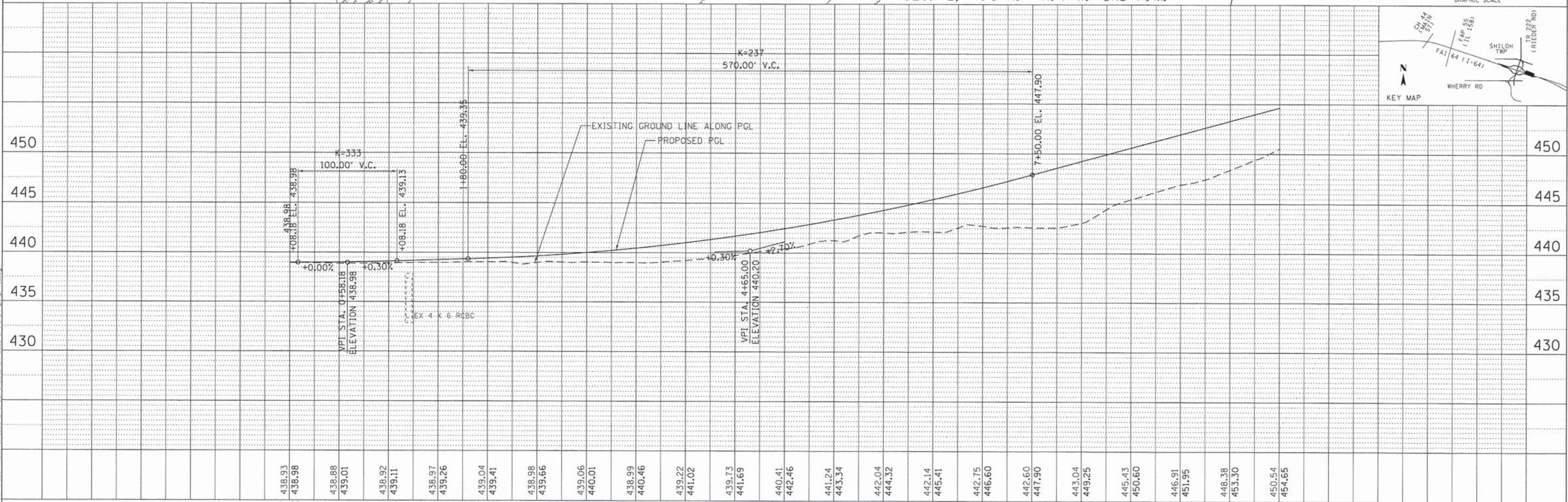
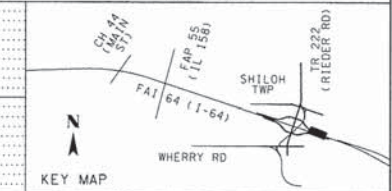
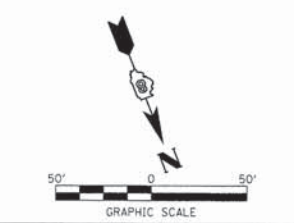
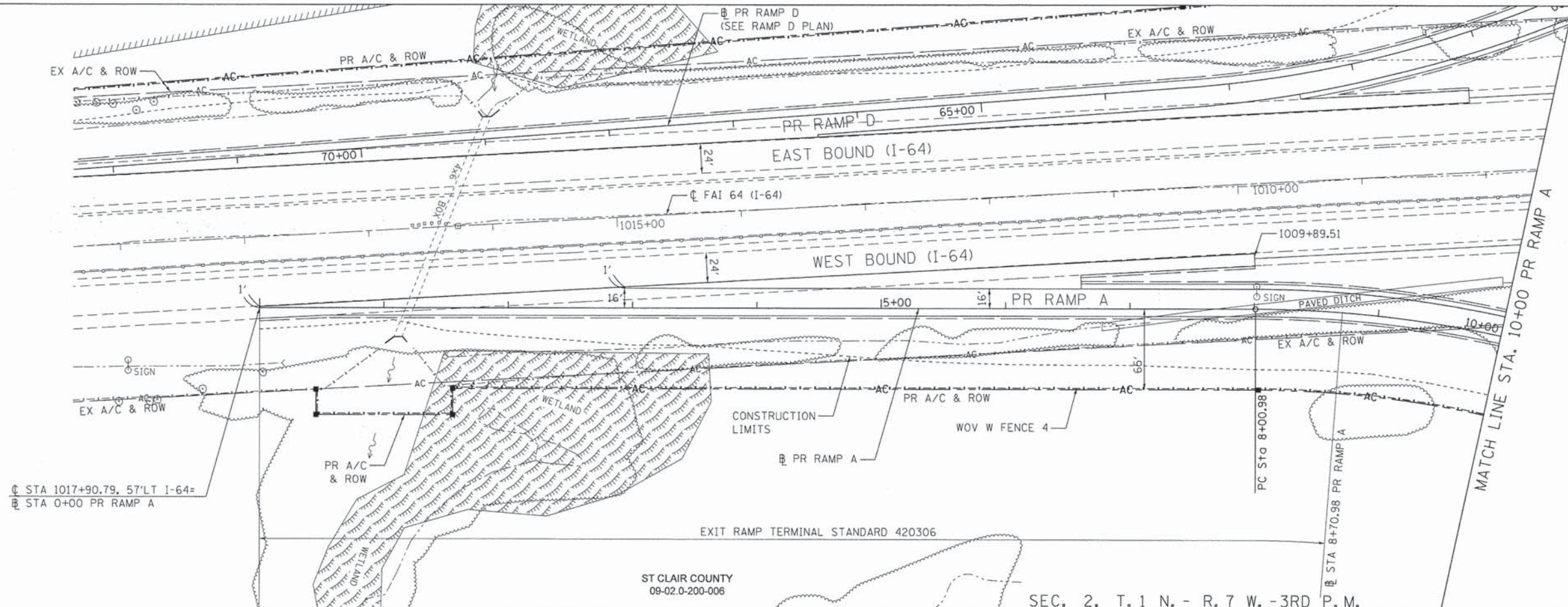
PROFILE	DATE
BY	
NO.	
NO.	
NO.	



FILE NAME = 09-0016-sh1-I-64 plnprf14.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p> <p align="center"><b>PLAN AND PROFILE</b> <b>PROPOSED WIDENING FAI 64 (I-64)</b></p> <p>SCALE: 1" = 50'    SHEET NO. 14 OF 32 SHEETS    STA. 1021+00 TO STA. 1035+00</p>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 63
	MODEL NAME = Default	DRAWN - RJO	REVISED -		TR RTE. 222 (RIEDER ROAD)	CONTRACT NO. 97549		ILLINOIS	
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -						
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -						

DATE	
BY	
REVISION	
NO.	
PLAN	
NO.	
NOTE BOOK	
NO.	
FILE NAME	

DATE	
BY	
REVISION	
NO.	
PROFILE	
NO.	
NOTE BOOK	
NO.	
FILE NAME	



438.93	438.98	438.88	439.01	438.92	439.11	438.97	439.26	439.04	439.41	438.98	439.66	439.06	440.01	438.99	440.46	439.22	441.02	439.73	441.69	440.41	442.46	441.24	443.34	442.04	444.32	442.14	445.41	442.75	446.60	442.60	447.90	443.04	449.25	445.43	450.60	446.91	451.95	448.38	453.30	450.54	454.65
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

FILE NAME = 09-0016-sht-1-64 p1nprf15.dgn

USER NAME = IDDT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 50.0000' / in.	CHECKED - LDC	REVISED -
PLOT DATE = 4/27/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
PROPOSED RAMP A**

SCALE: 1" = 50' SHEET NO. 15 OF 32 SHEETS STA. 0+00 TO STA. 10+00

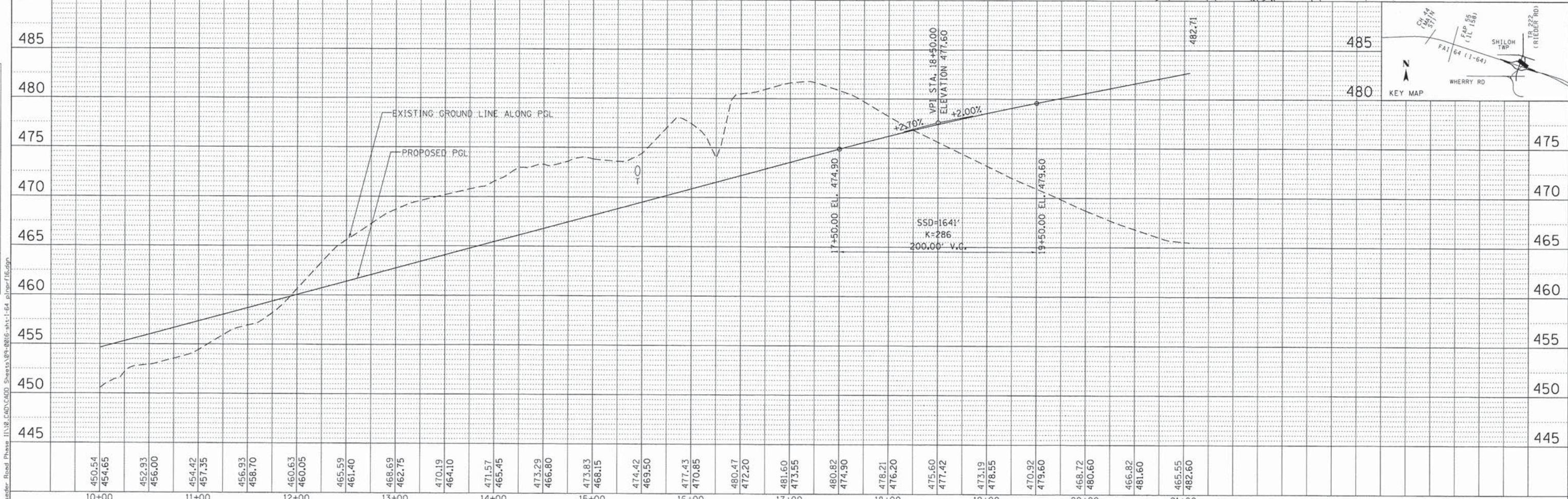
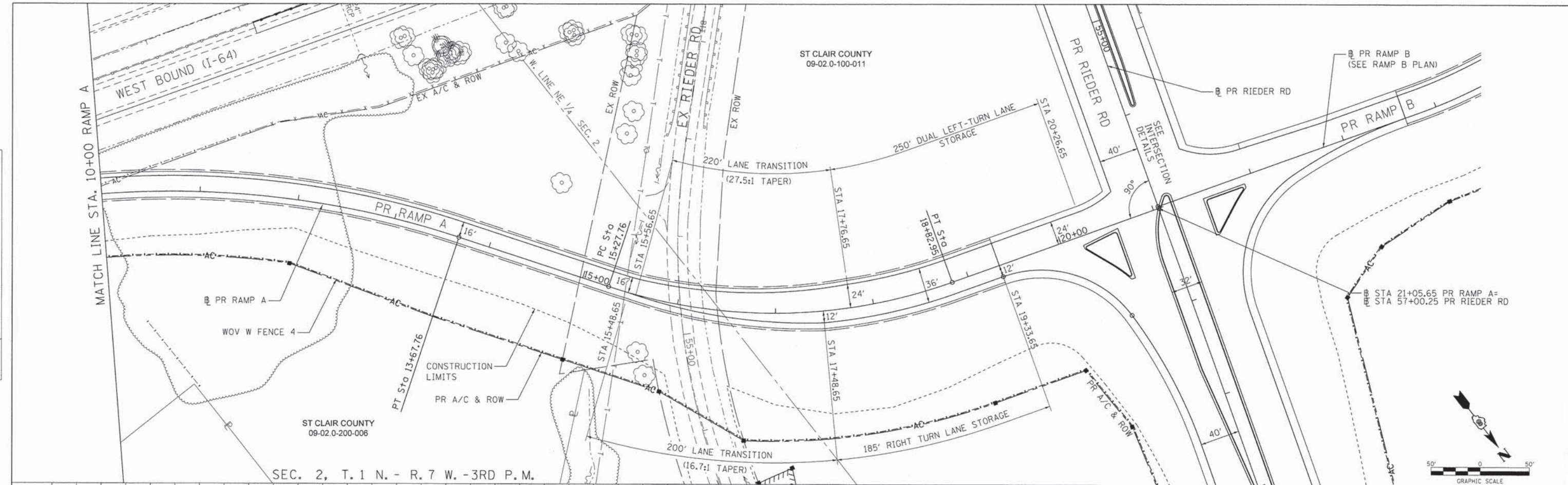
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	64
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549

ILLINOIS



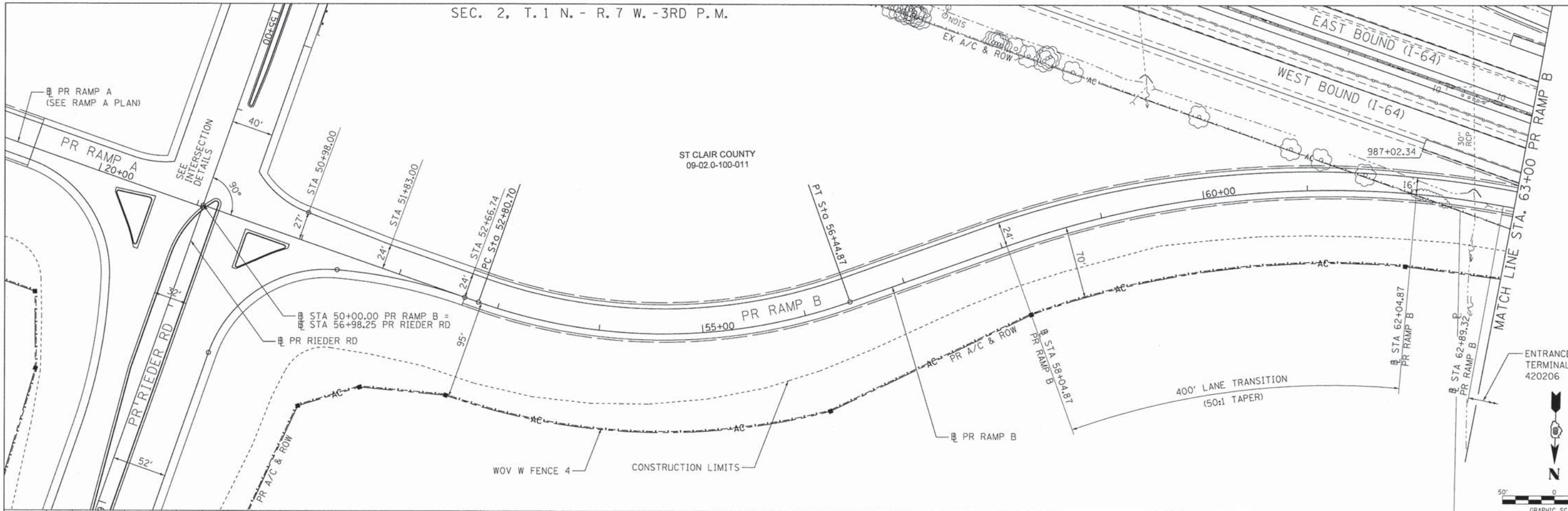
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	



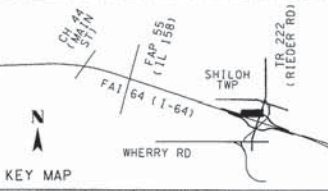
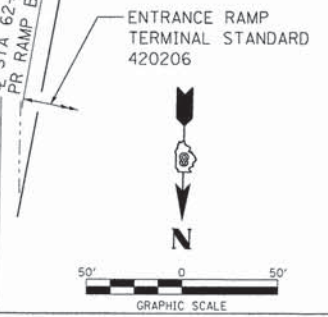
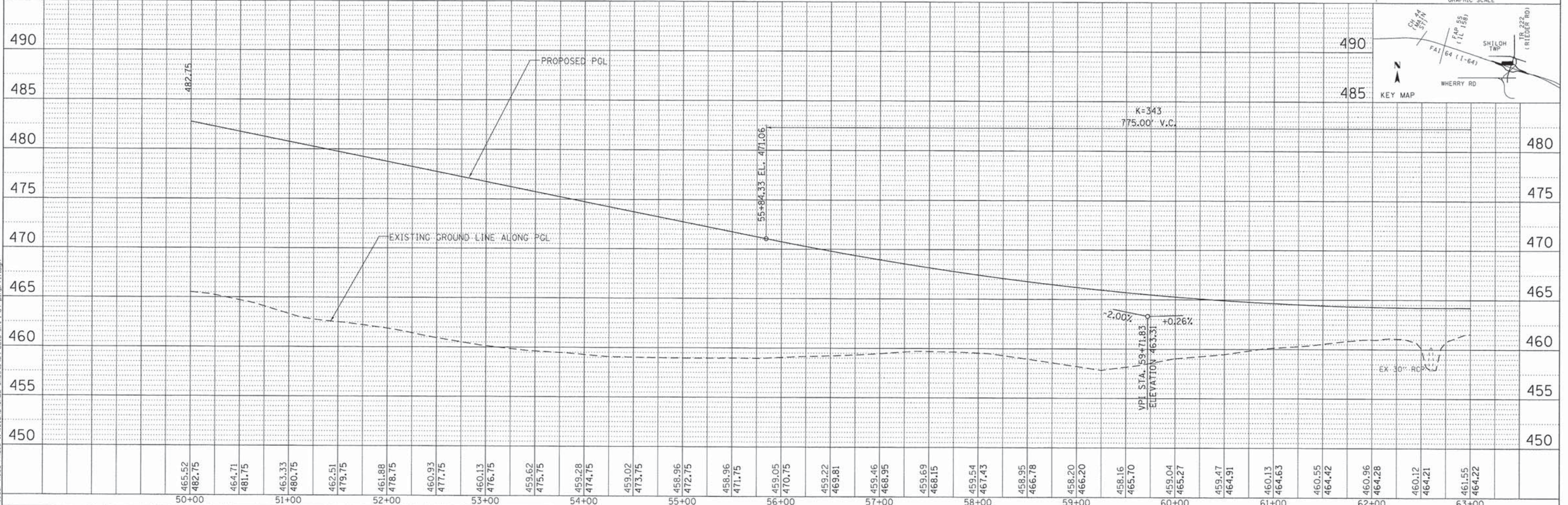
FILE NAME = 09-0016-sht-1-64 plnpr16.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>PROPOSED RAMP A</b>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 65	
	MODEL NAME = Default	DRAWN - RJO	REVISED -			SCALE: 1" = 50'	SHEET NO. 16 OF 32 SHEETS	TRA. RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549	
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -			STA. 10+00	TO STA. 21+05.65				
	PLOT DATE = 4/25/2014	DATE - Apr 29, 2014	REVISED -								

ST CLAIR COUNTY  
09-02.0-100-011



PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

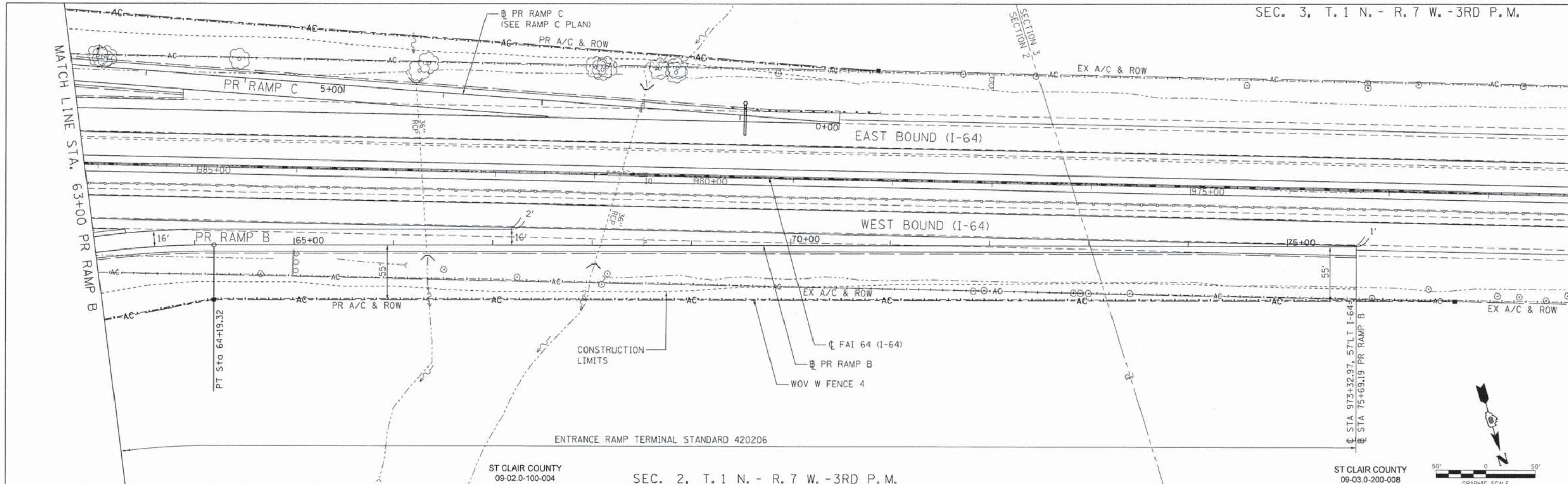
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	



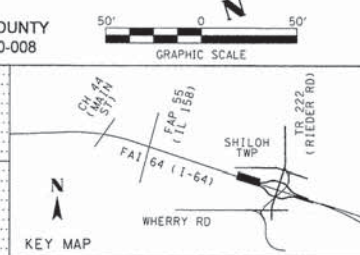
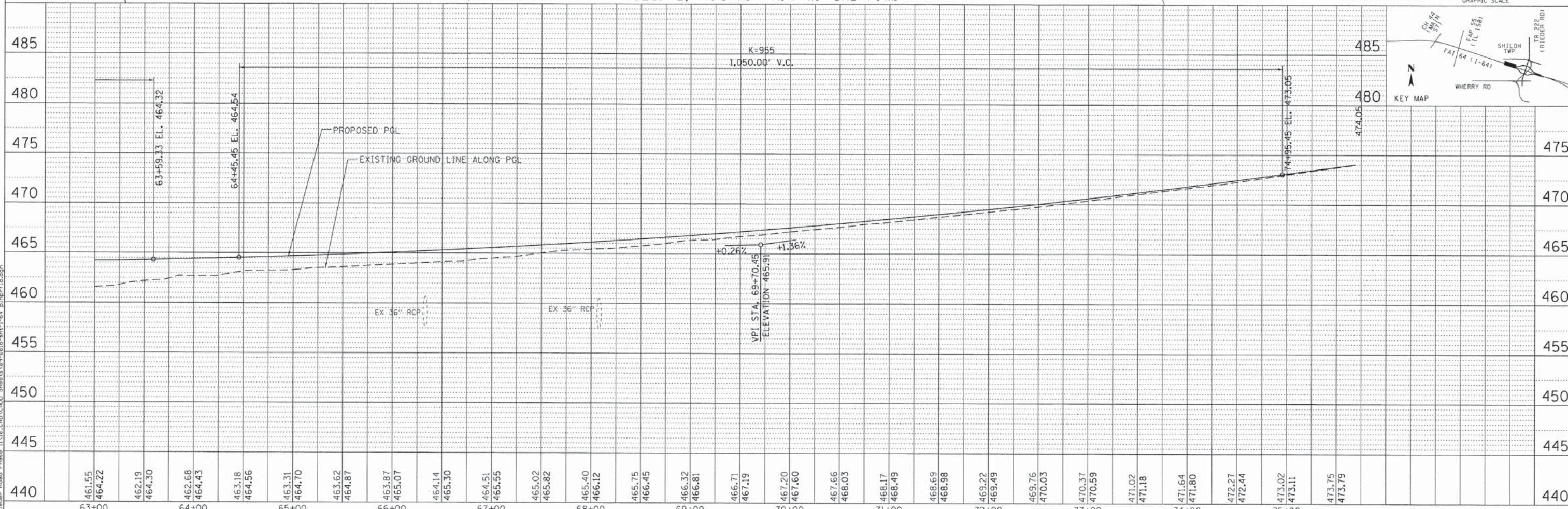
FILE NAME = 09-0016-sht-1-64.pln	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE PROPOSED RAMP B</b>	F.A.I. RTE. = 64	SECTION = 09-00365-01-PV	COUNTY = ST. CLAIR	TOTAL SHEETS = 535	SHEET NO. = 66		
MODEL NAME = Default	DRAWN - RJO	CHECKED - LDC	REVISED -			SCALE: 1" = 50'	SHEET NO. 17 OF 32 SHEETS	TR RTE. 222 (RIEDER ROAD)	CONTRACT NO. 97549			
PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	DATE - April 29, 2014	REVISED -									
PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -										

P:\09-0016-02 Rieder Road Phase II\10-CAD\CAD Sheets\09-0016-sht-1-64.pln

DATE	
BY	
DESIGNED	
CHECKED	
PLANNED	
NOTED	
FILE NAME	



DATE	
BY	
DESIGNED	
CHECKED	
PLANNED	
NOTED	
FILE NAME	



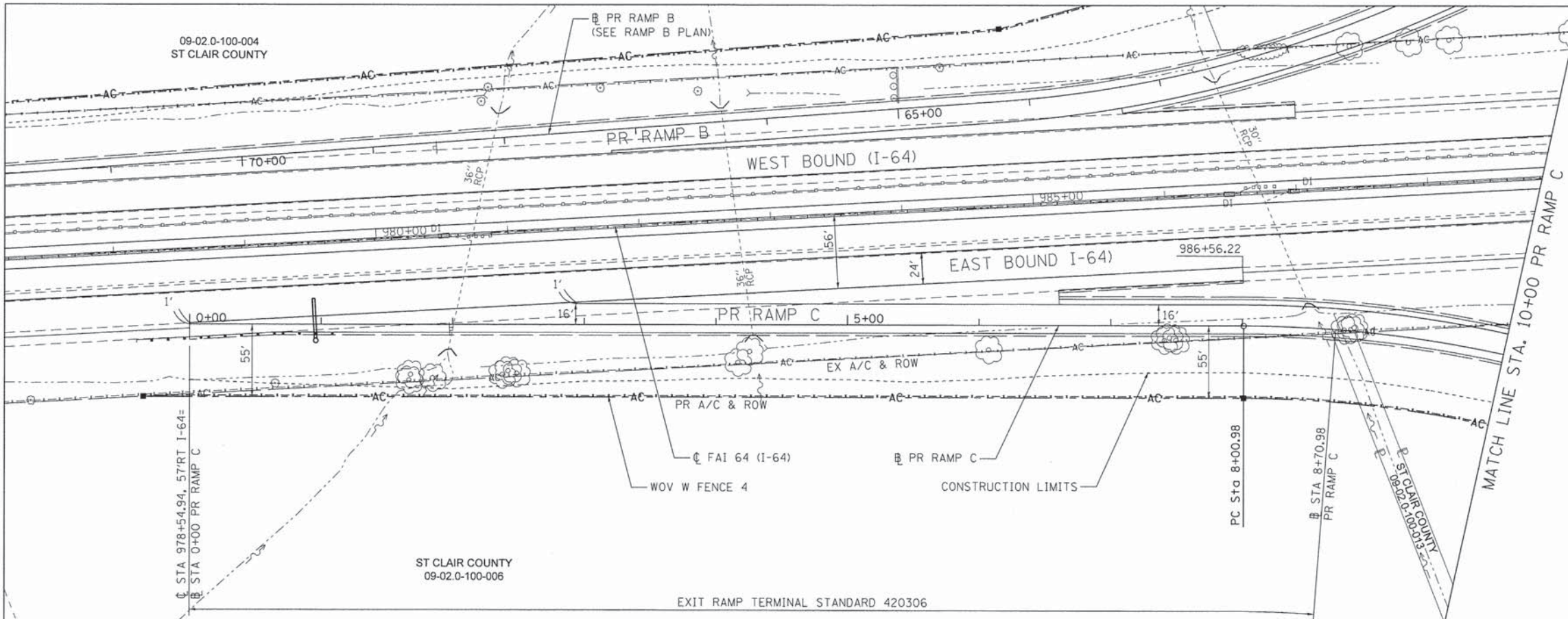
FILE NAME = 09-0016-sht-1-64 p1nprf18.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE PROPOSED RAMP B	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 67
	MODEL NAME = Default	DRAWN - RJO	REVISED -			TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -							
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -							

SCALE: 1" = 50' SHEET NO. 18 OF 32 SHEETS STA. TO STA. 75+69.19

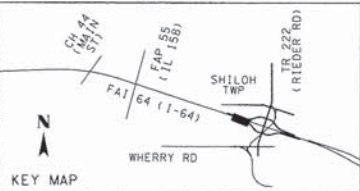
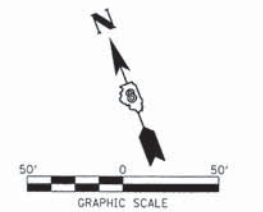
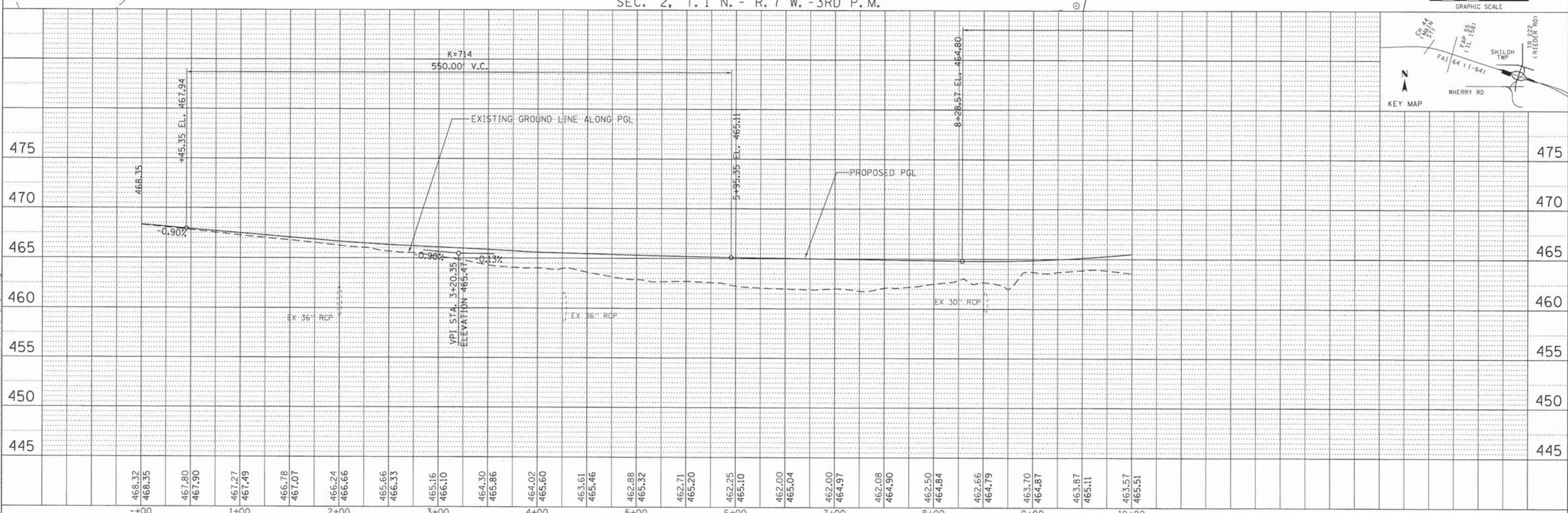
P:\09-2016-02-Rieder-Road-Phase-1\110-CAD\CADD-Sheets\09-0016-sht-1-64 p1nprf18.dgn

09-02.0-100-004  
ST CLAIR COUNTY

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
DATE	
BY	



DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
DATE	
BY	

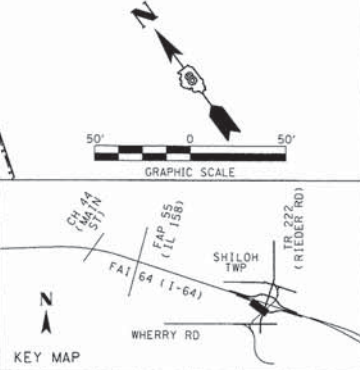
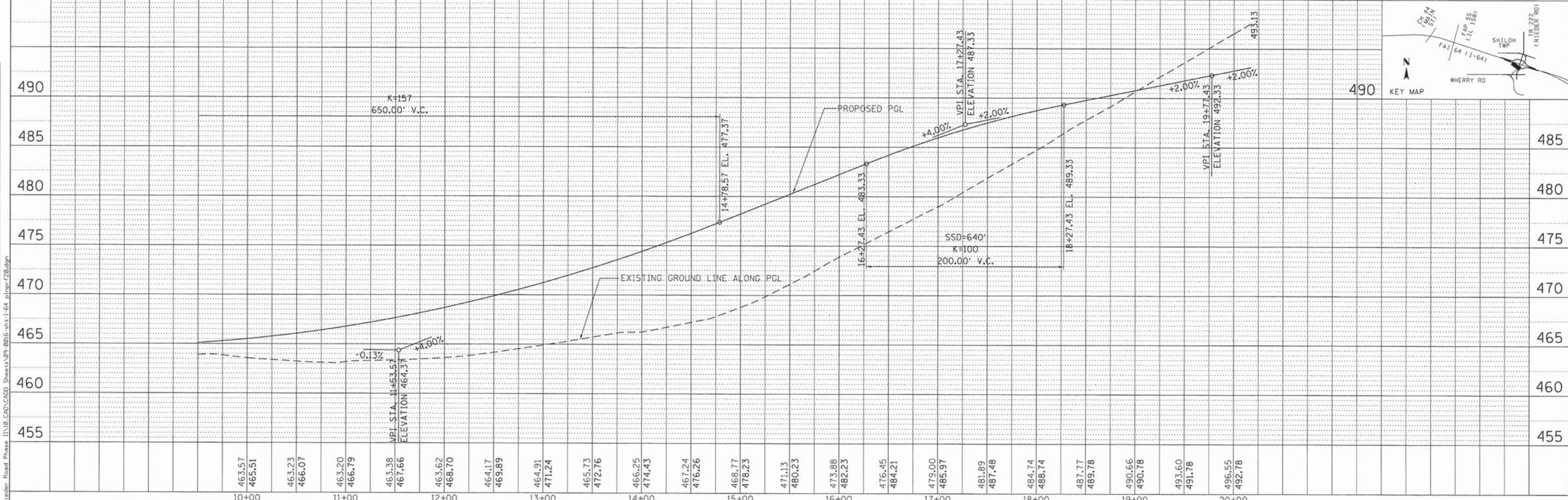
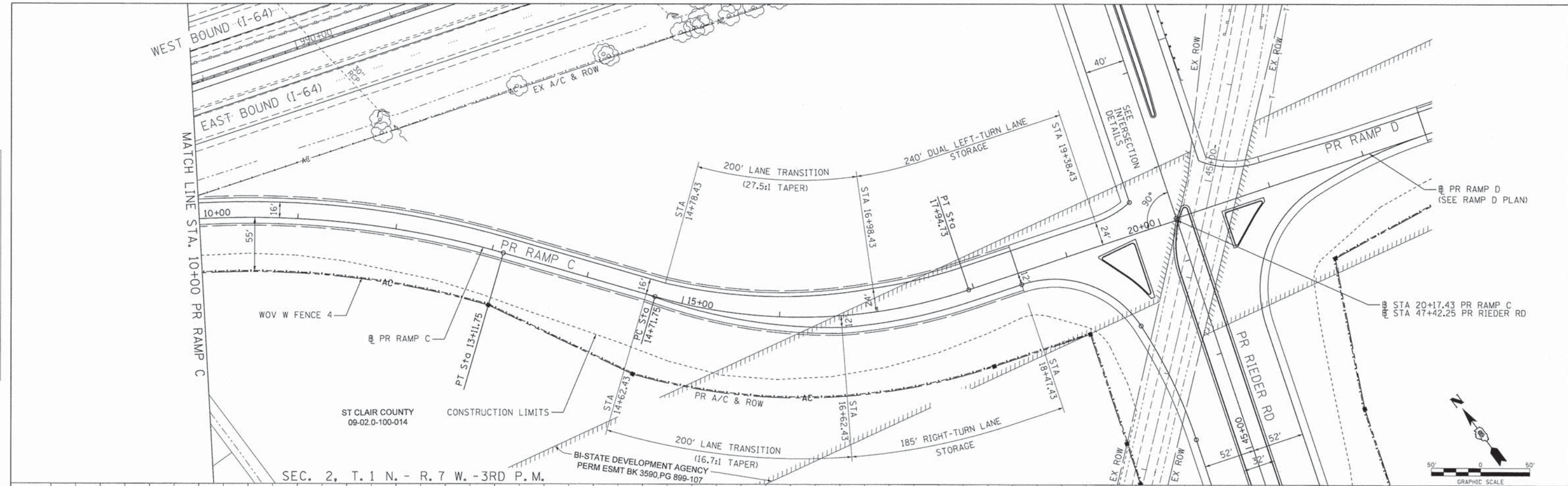


SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.

FILE NAME = 09-0016-sht-1-64.p1nrf19.dgn	USER NAME = ID01	DESIGNED - ATM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE PROPOSED RAMP C	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 68
	MODEL NAME = Default	DRAWN - RJO	REVISED -			TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549		
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -			SCALE: 1" = 50'	SHEET NO. 19 OF 32 SHEETS	STA. 0+00 TO STA. 10+00		
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -							

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	GRADES CHECKED		
	RT. OF WAY CHECKED		
	NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATING CHKD		
	NO.		
	CADD FILE NAME		



FILE NAME = 09-0016-sht-1-64 plnprf28.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - LDC	REVISED -
PLOT SCALE = 600.0000' / ft.	DATE - April 29, 2014		REVISED -
PLOT DATE = 4/25/2014			REVISED -

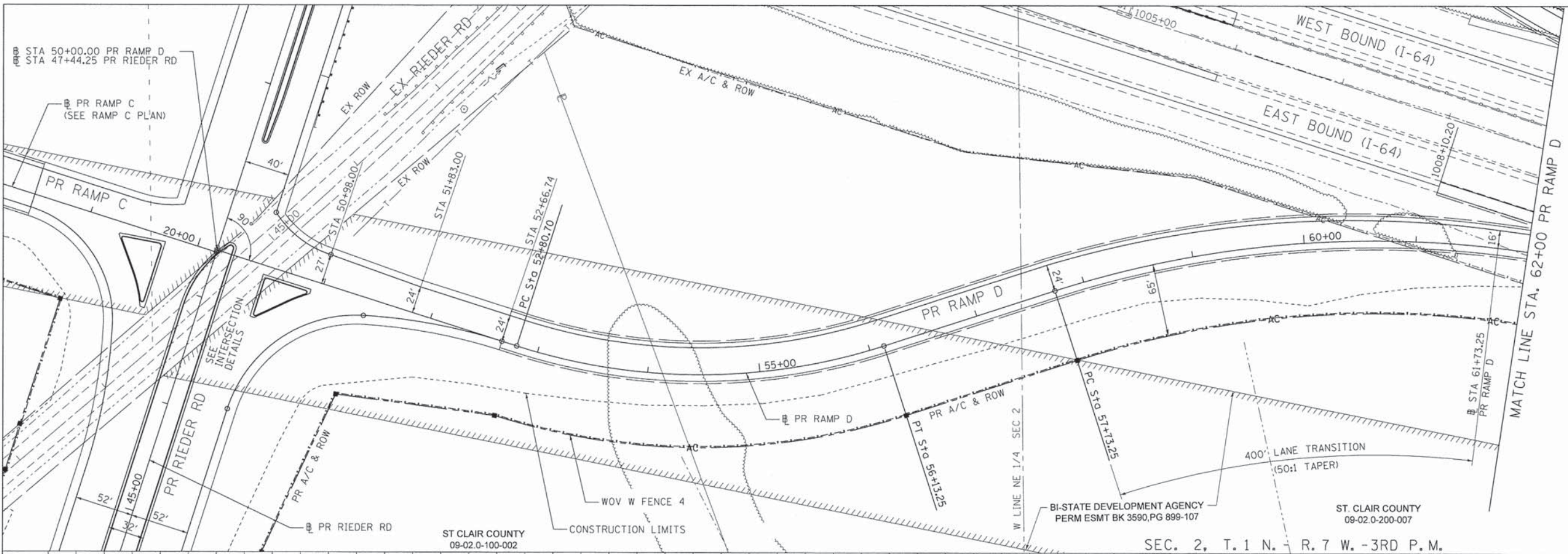
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED RAMP C

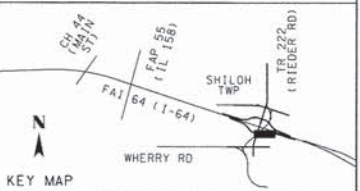
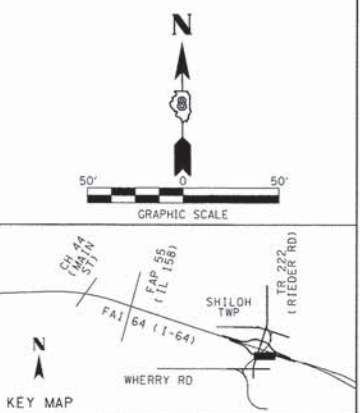
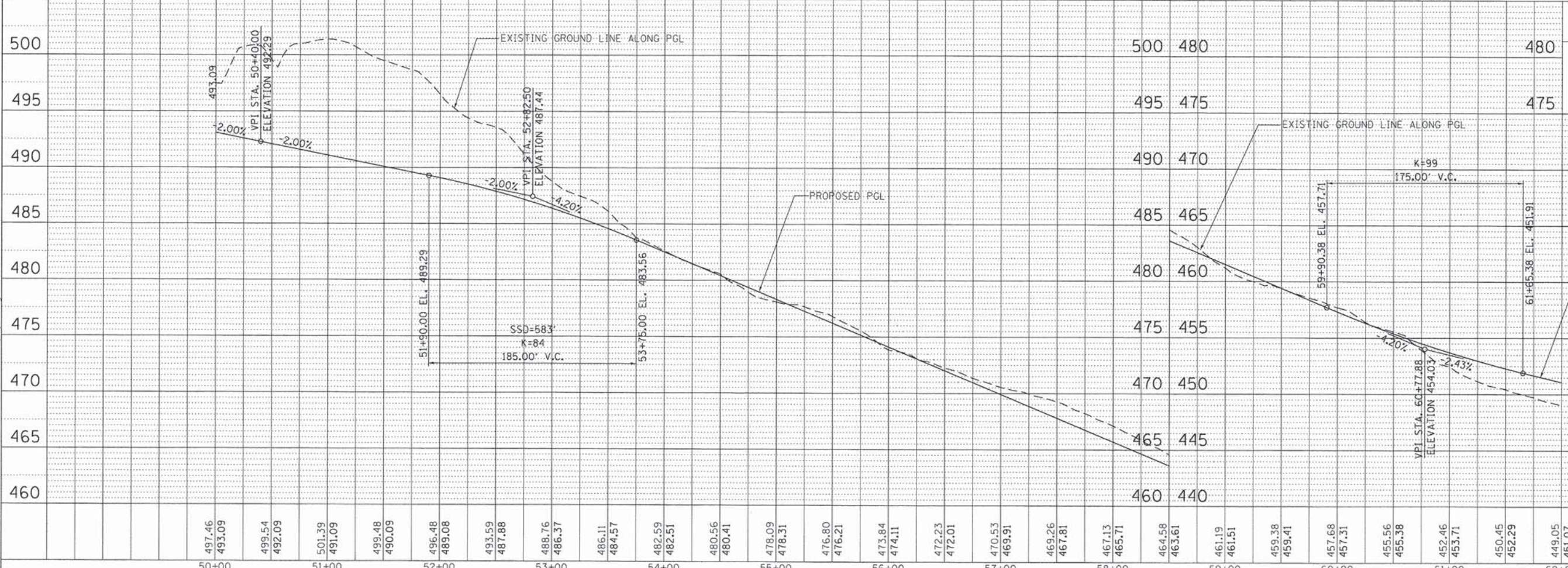
F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 69
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

SCALE: 1" = 50' SHEET NO. 20 OF 32 SHEETS STA. 10+00 TO STA. 20+17.43

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	CADD FILE NAME	
	NO.	



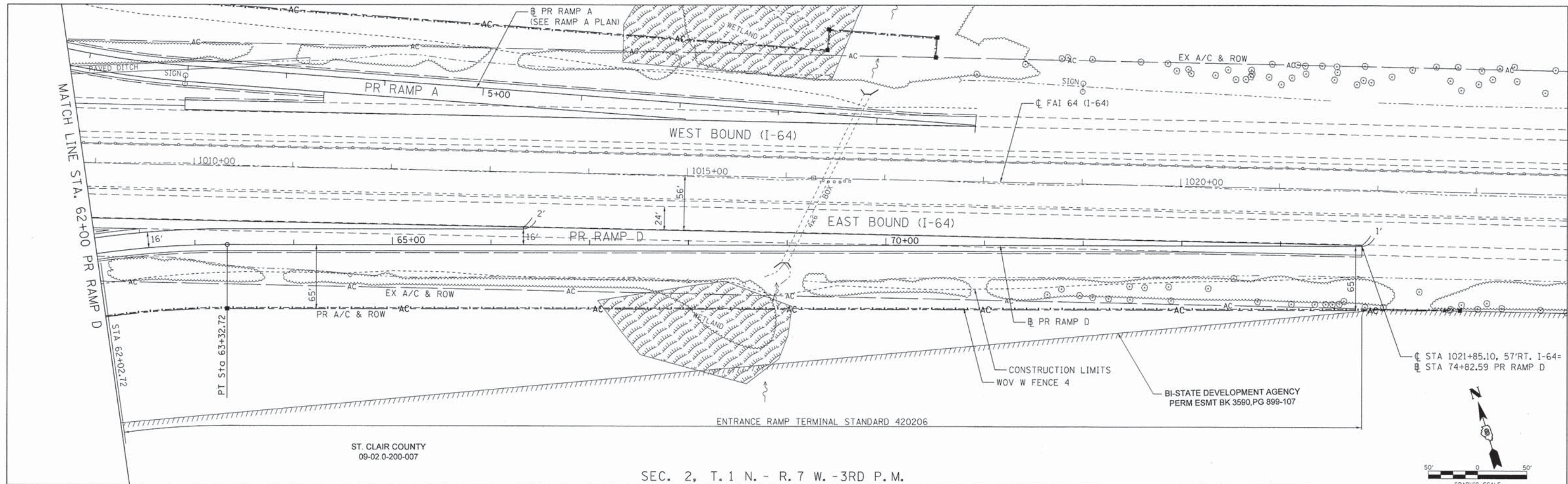
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKO	
	NO.	



FILE NAME =	USER NAME =	DESIGNED =	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE PROPOSED RAMP D			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
09-0016-shr-1-64 plnprf21.dgn	IDOT	ATM	-						64	09-00365-01-PV	ST. CLAIR	535	70
MODEL NAME =	DRAWN =	CHECKED =	REVISED =						TR RTE. 222 (RIEDER ROAD) CONTRACT NO. 97549				
Default	RJO	LDC	-						ILLINOIS				
PLT SCALE =	DATE =	DATE =	REVISED =	SCALE: 1" = 50'	SHEET NO. 21 OF 32 SHEETS	STA. 50+00 TO STA. 62+00							
600.0000' / ft.	4/25/2014	April 29, 2014	-										

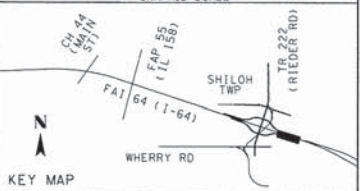
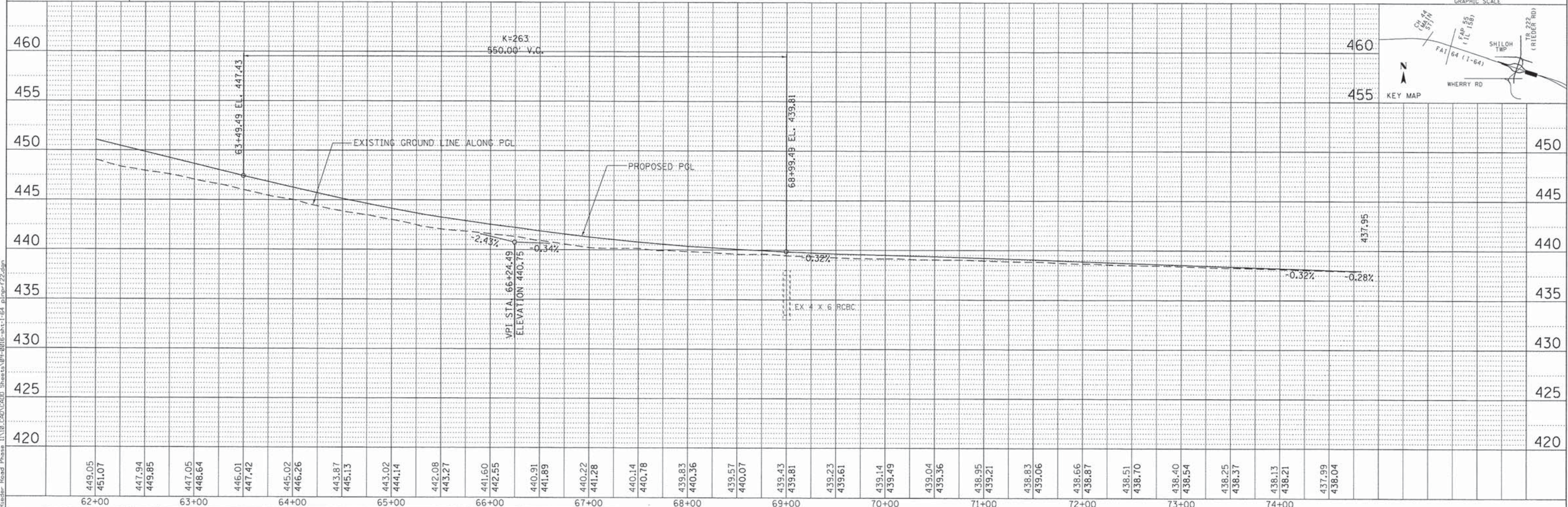
DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	PLOT
2	CHECK
3	APPROVE
4	DATE

DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	PLOT
2	CHECK
3	APPROVE
4	DATE



ST. CLAIR COUNTY  
09-02.0-200-007

SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.



FILE NAME = 09-0016-sht-1-64 p1nprf22.dgn

USER NAME =	IDOT	DESIGNED -	ATM	REVISED -	
MODEL NAME =	Default	DRAWN -	RJD	REVISED -	
PLOT SCALE =	600.0000' / ft.	CHECKED -	LDC	REVISED -	
PLOT DATE =	4/25/2014	DATE -	April 29, 2014	REVISED -	

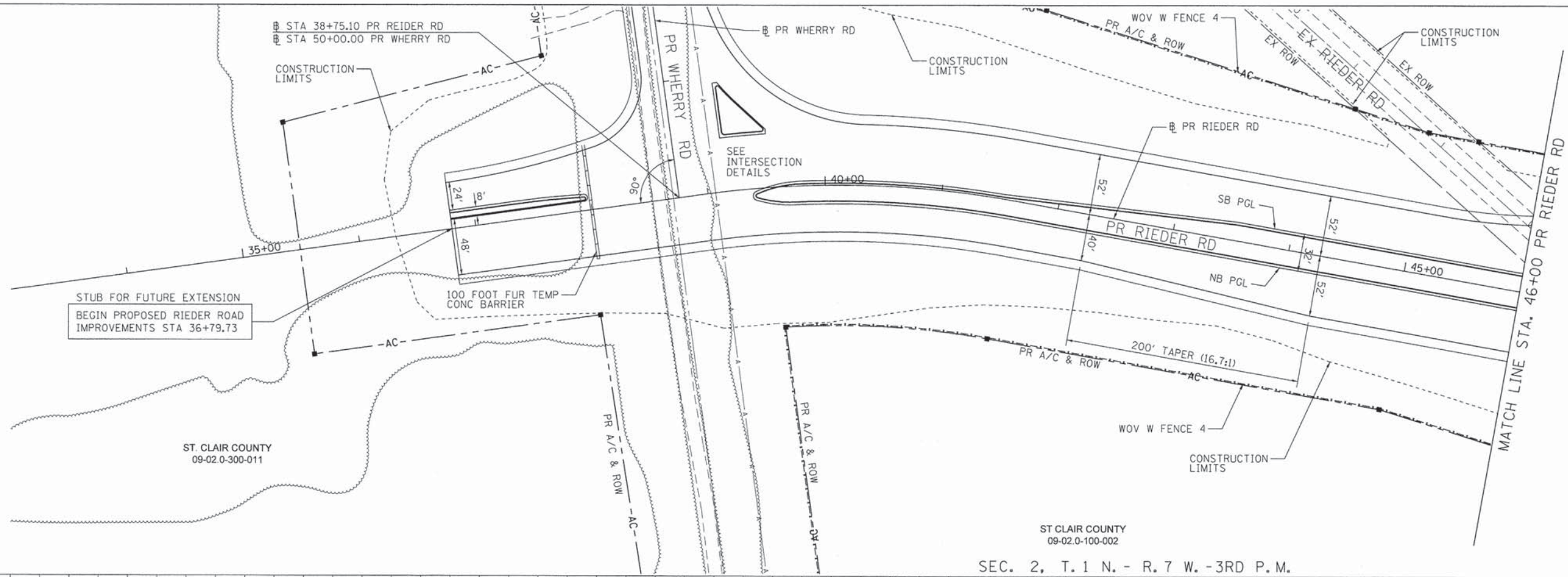
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED RAMP D  
SCALE: 1" = 50' SHEET NO. 22 OF 32 SHEETS STA. 62+00 TO STA. 74+82.59

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	71
	TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549	
	ILLINOIS			

PLAN	DESIGNED	DATE
	PLOTTED	
	CHECKED	
	FILE NAME	
	NO.	

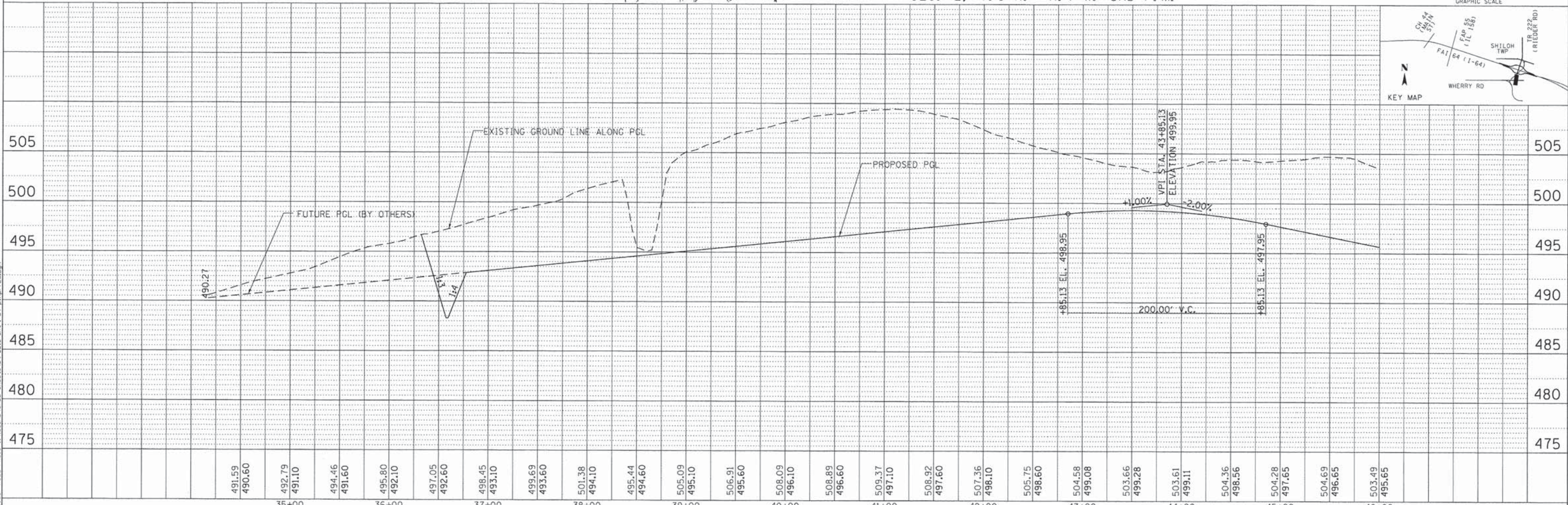
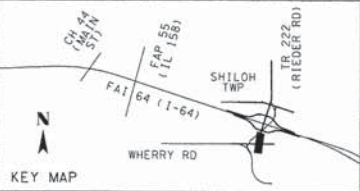
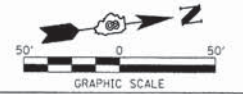
PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	NOTATIONS	
	NO.	



ST. CLAIR COUNTY  
09-02.0-300-011

ST. CLAIR COUNTY  
09-02.0-100-002

SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.

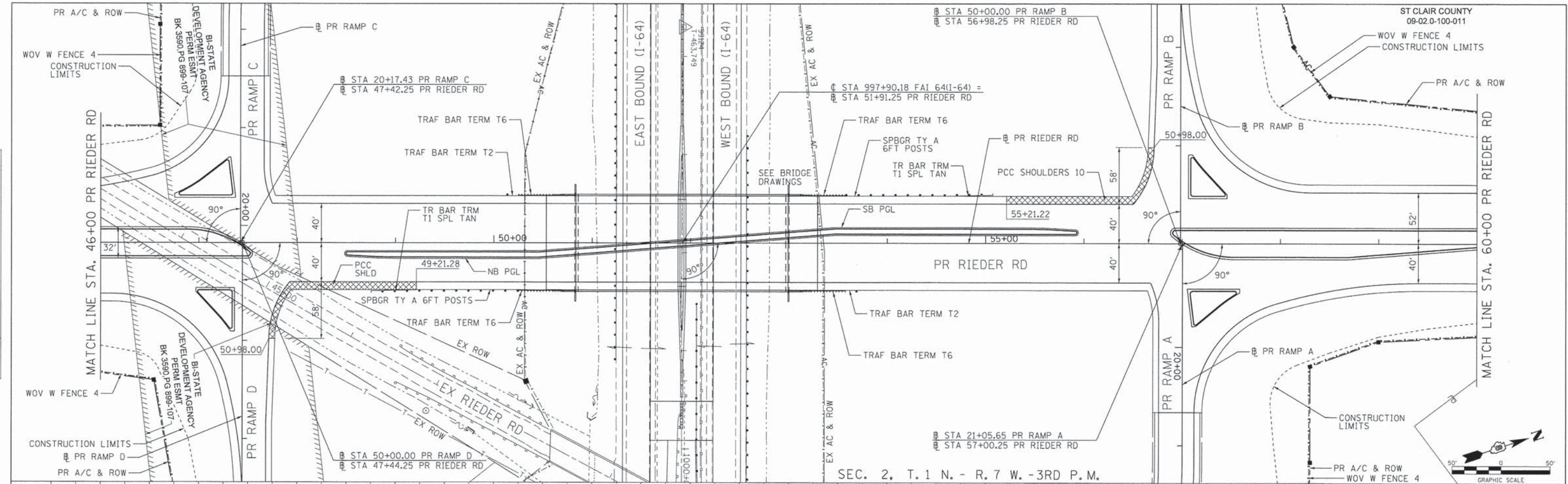


FILE NAME = 09-0016-sht-1-64 plnprf23.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE PROPOSED RIEDER ROAD</b>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 72	
	MODEL NAME = Default	DRAWN - RJO	REVISED -			TR RTE. 222 (RIEDER ROAD)	ILLINOIS	CONTRACT NO. 97549			
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -			SCALE: 1" = 50'	SHEET NO. 23 OF 32 SHEETS	STA. 35+65.20 TO STA. 46+00			
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -								

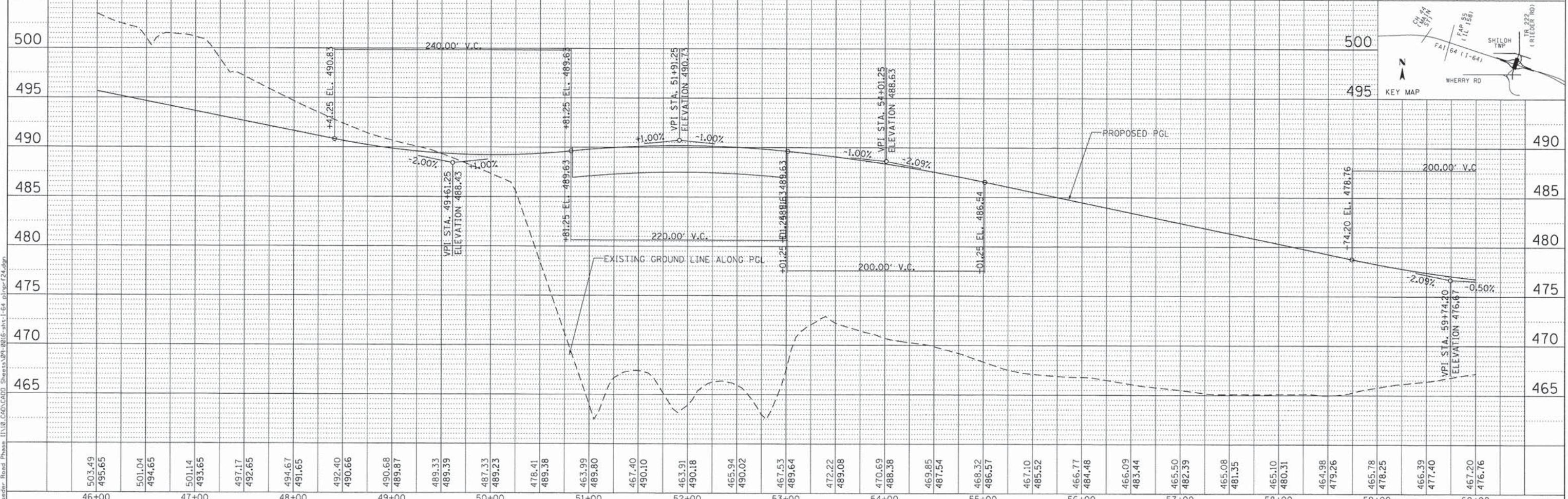


PLAN	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	



SEC. 2, T. 1 N. - R. 7 W. - 3RD P.M.



FILE NAME =	09-0816-sht-1-64-plnprf24.dgn
USER NAME =	IDOT
MODEL NAME =	Default
PLOT SCALE =	600.0000' / Ft.
PLOT DATE =	4/25/2014

DESIGNED -	ATM	REVISED -	
DRAWN -	RJO	REVISED -	
CHECKED -	LDC	REVISED -	
DATE -	Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

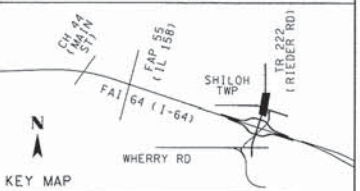
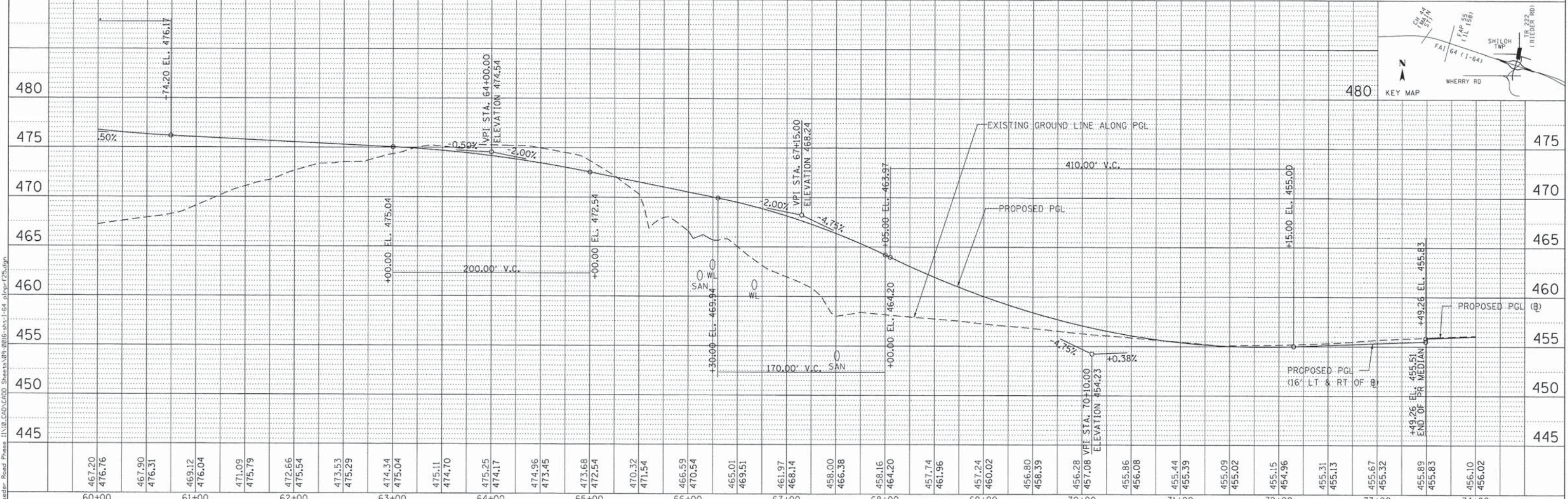
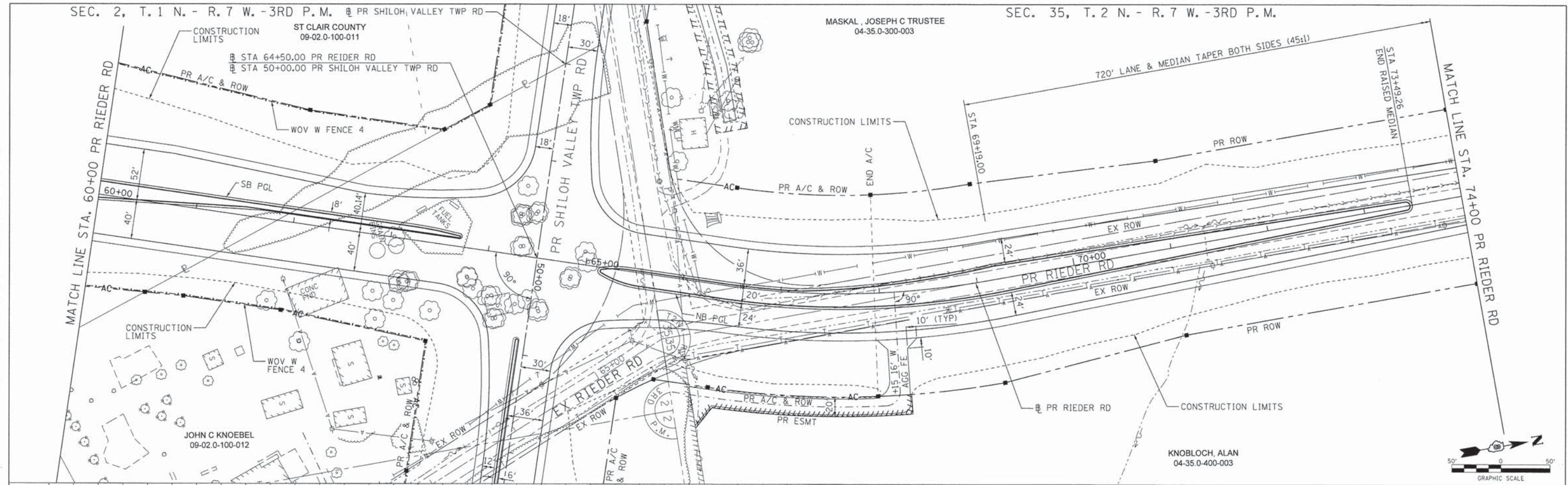
**PLAN AND PROFILE  
PROPOSED RIEDER ROAD**

SCALE: 1" = 50' SHEET NO. 24 OF 32 SHEETS STA. 46+00 TO STA. 60+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	73
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO.	97549	
ILLINOIS				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	

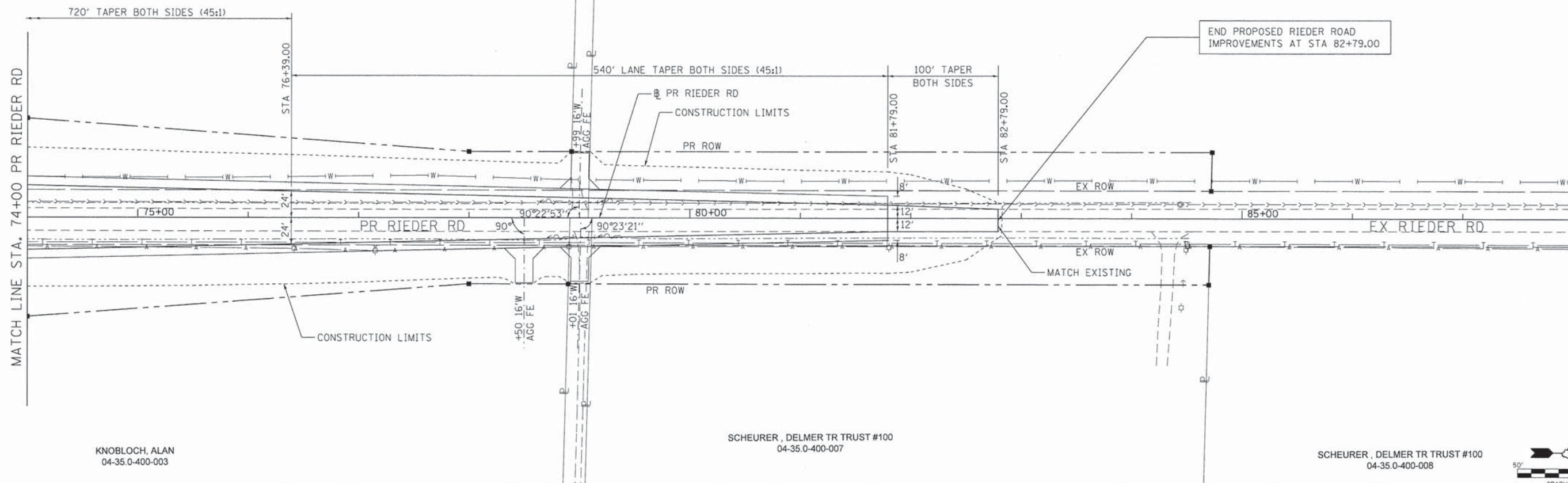


FILE NAME = 09-0016-sh1-64.plnprf25.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>PROPOSED RIEDER ROAD</b>	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 74	
	MODEL NAME = Default	DRAWN - RJO	REVISED -			SCALE: 1" = 50'	SHEET NO. 25 OF 32 SHEETS	STA. 60+00	TO STA. 74+00	CONTRACT NO. 97549	ILLINOIS
	PLOT SCALE = 600.0000' / ft.	CHECKED - LDC	REVISED -								
	PLOT DATE = 4/25/2014	DATE - April 29, 2014	REVISED -								

MASKAL, JOSEPH C TRUSTEE  
04-35.0-300-003

SCHURER, DELMAR & LUCILLE  
04-35.0-300-004

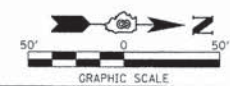
PLAN	DESIGNED	DATE
	CHECKED	
	ALIGNED	
	BY	
	NO.	
	FILE NAME	



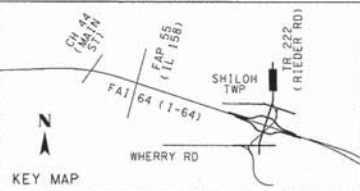
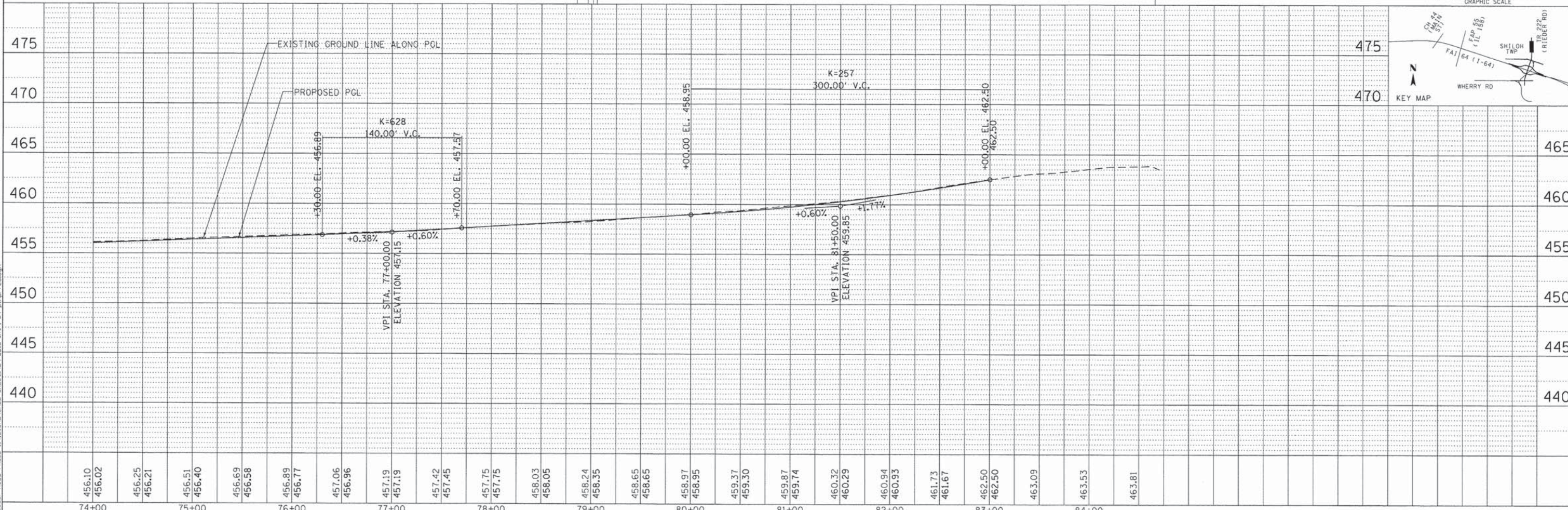
NOBLOCH, ALAN  
04-35.0-400-003

SCHURER, DELMER TR TRUST #100  
04-35.0-400-007

SCHURER, DELMER TR TRUST #100  
04-35.0-400-008



PROFILE	DESIGNED	DATE
	CHECKED	
	GRADES	
	BY	
	NO.	
	FILE NAME	



FILE NAME = 09-0016-sht-1-64 plnprf26.dgn

USER NAME =	IDDT
MODEL NAME =	Default
PLOT SCALE =	600.0000' / ft.
PLOT DATE =	4/25/2014

DESIGNED -	ATM	REVISED -
DRAWN -	RJO	REVISED -
CHECKED -	LDC	REVISED -
DATE -	April 29, 2014	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED RIEDER ROAD

SCALE: 1" = 50' SHEET NO. 26 OF 32 SHEETS STA. 74+00 TO STA. 82+79.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	75
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



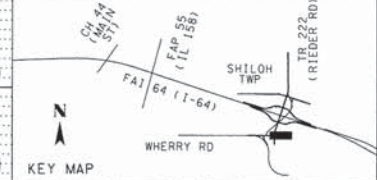
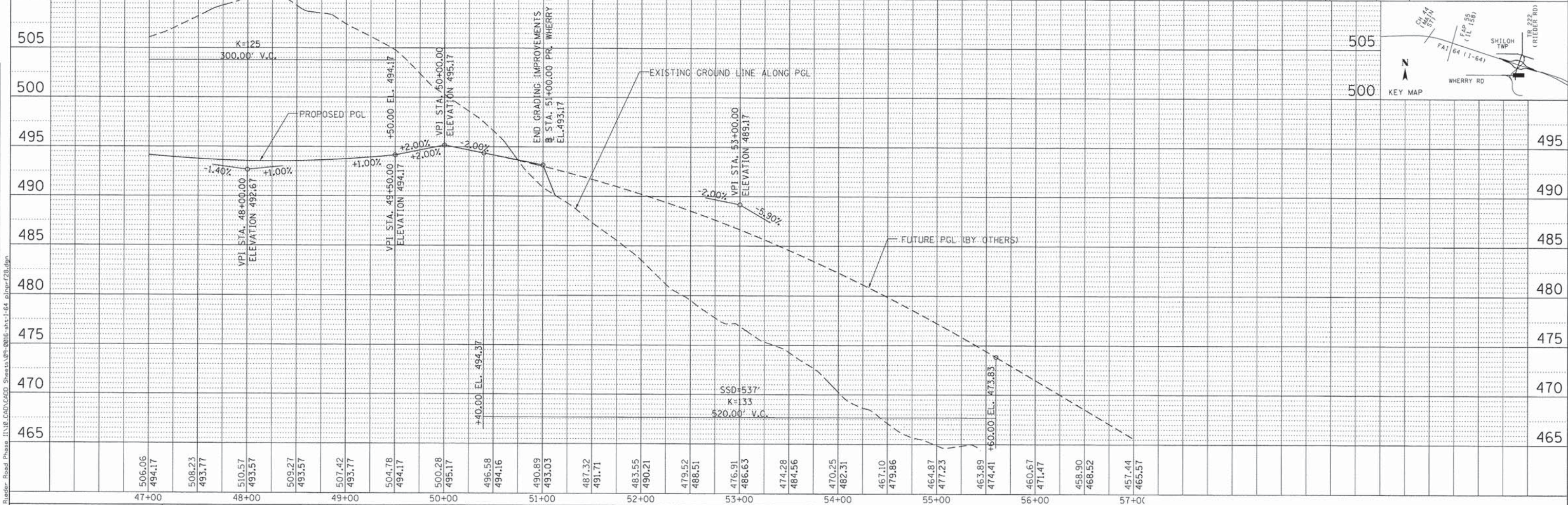
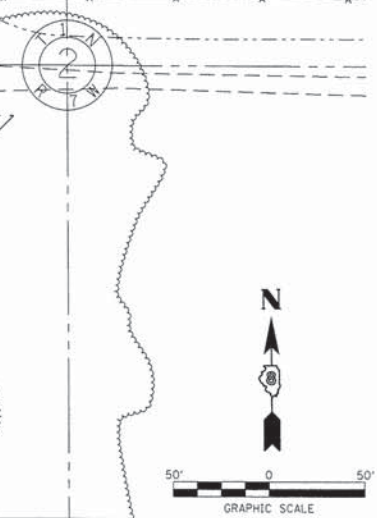
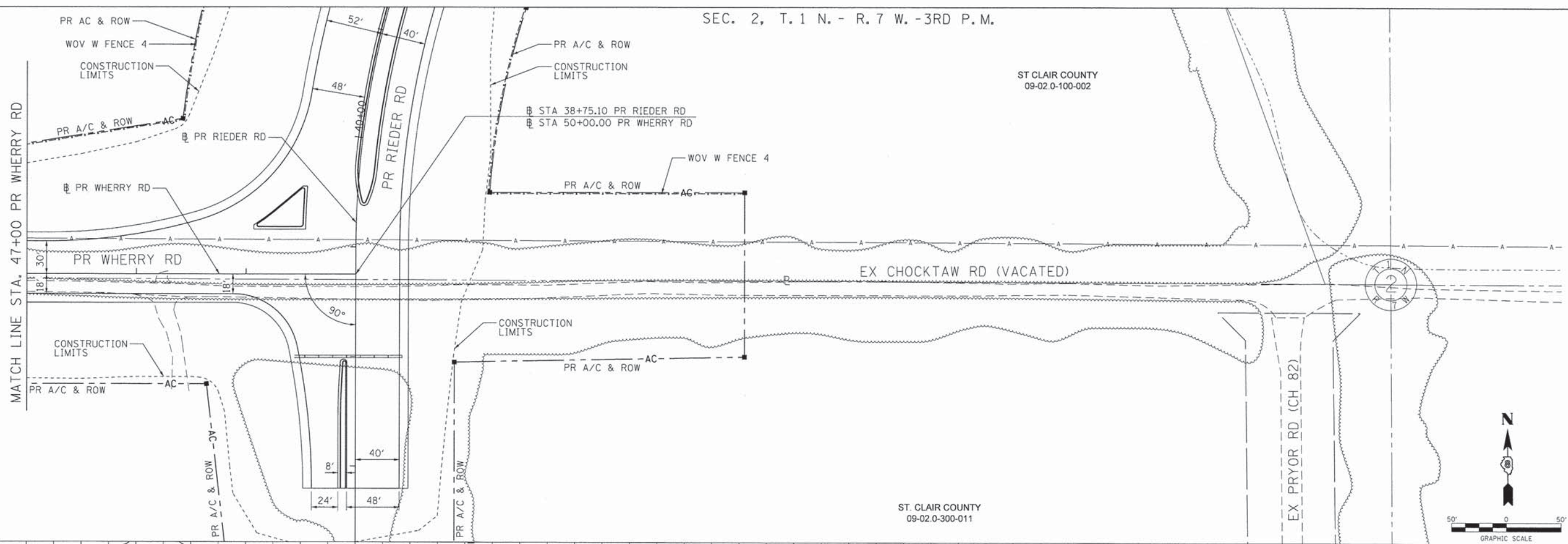
DATE	
BY	
REVIEWED	
PLOTTED	
ALIGNMENT CHECKED	
PROFILING CHECKED	
NOTE BOOK NO.	
FILE NAME	

DATE	
BY	
REVIEWED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
NOTE BOOK NO.	
FILE NAME	

SEC. 2, T. 1 N. - R. 7 W. - 3RD P. M.

ST CLAIR COUNTY  
09-02.0-100-002

ST. CLAIR COUNTY  
09-02.0-300-011



FILE NAME = 09-0016-sht-1-64 plnprf28.dgn

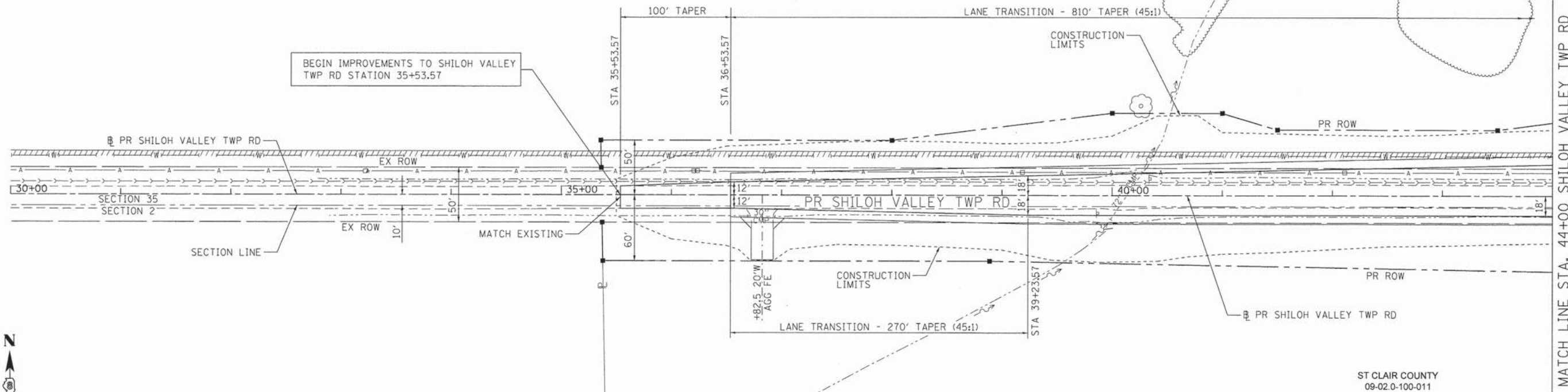
USER NAME =	ID07	DESIGNED -	ATM	REVISED -	
MODEL NAME =	Default	DRAWN -	RJO	REVISED -	
PLOT SCALE =	600.0000' / ft.	CHECKED -	LDC	REVISED -	
PLOT DATE =	4/25/2014	DATE -	April 29, 2014	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED WHERRY ROAD

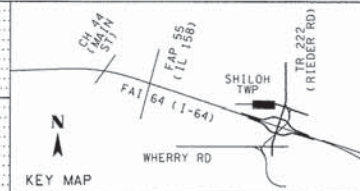
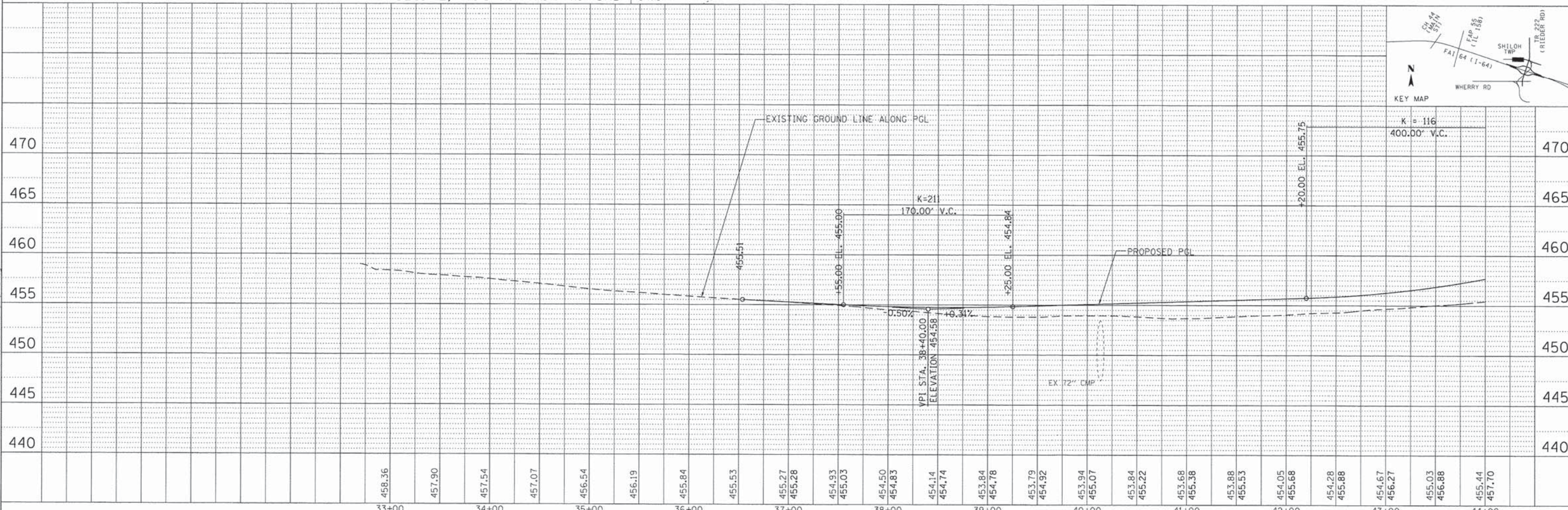
SCALE: 1" = 50' SHEET NO. 28 OF 32 SHEETS STA. 47+00 TO STA. 52+17.37

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	77
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		ILLINOIS



ST CLAIR COUNTY  
09-02.0-100-004

ST CLAIR COUNTY  
09-02.0-100-011



DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

FILE NAME = 09-0016-sht-1-64 plnprf29.dgn  
USER NAME = IDOT  
MODEL NAME = Default  
PLOT SCALE = 600.0000' / ft.  
PLOT DATE = 4/25/2014

DESIGNED	-	ATM	REVISED	-
DRAWN	-	RJO	REVISED	-
CHECKED	-	LDC	REVISED	-
DATE	-	Apr 29, 2014	REVISED	-

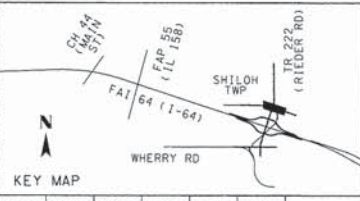
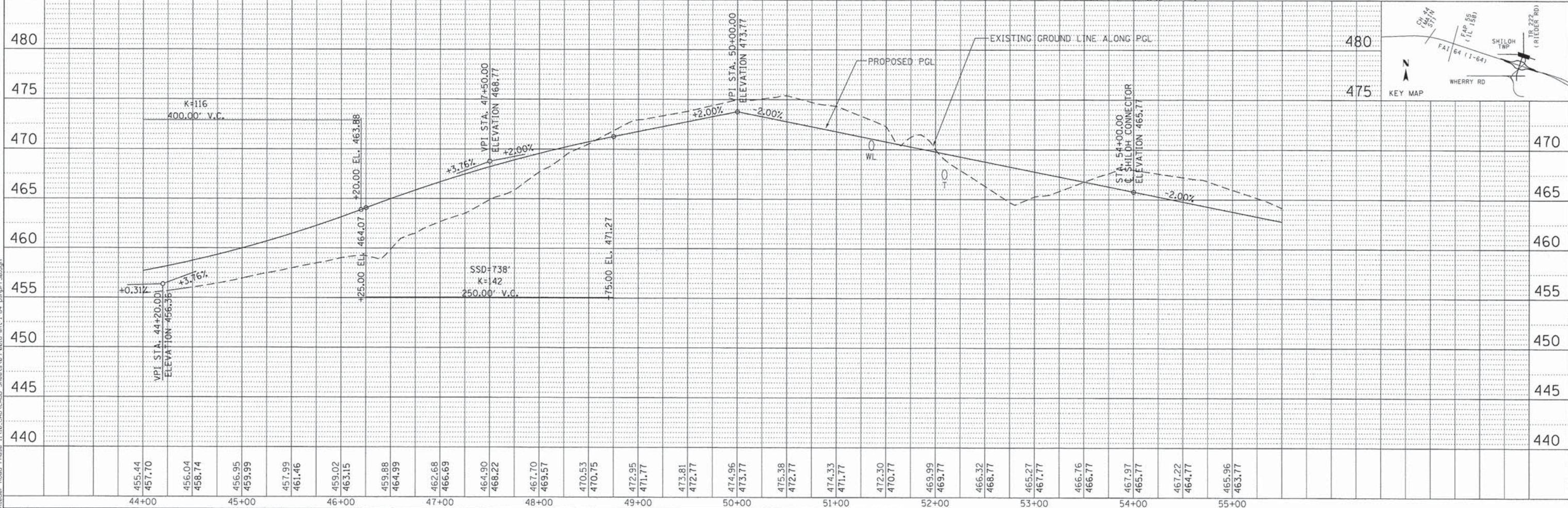
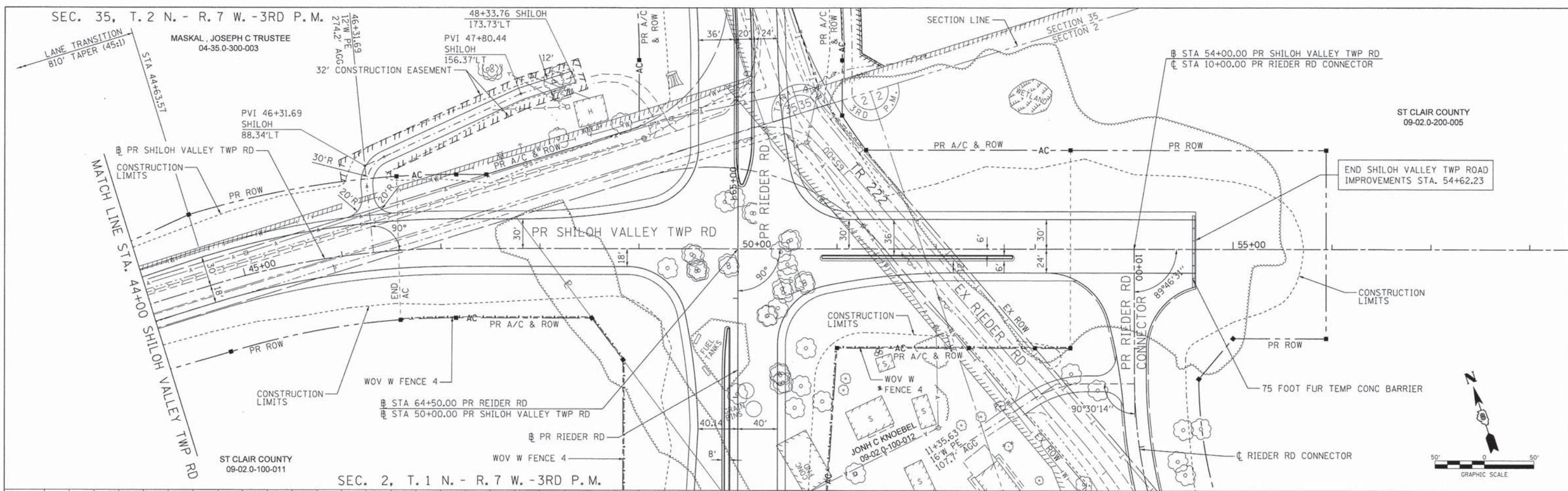
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED SHILOH VALLEY TWP. ROAD  
SCALE: 1" = 50'  
SHEET NO. 29 OF 32 SHEETS  
STA. 35+53.57 TO STA. 44+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	78
	TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549	

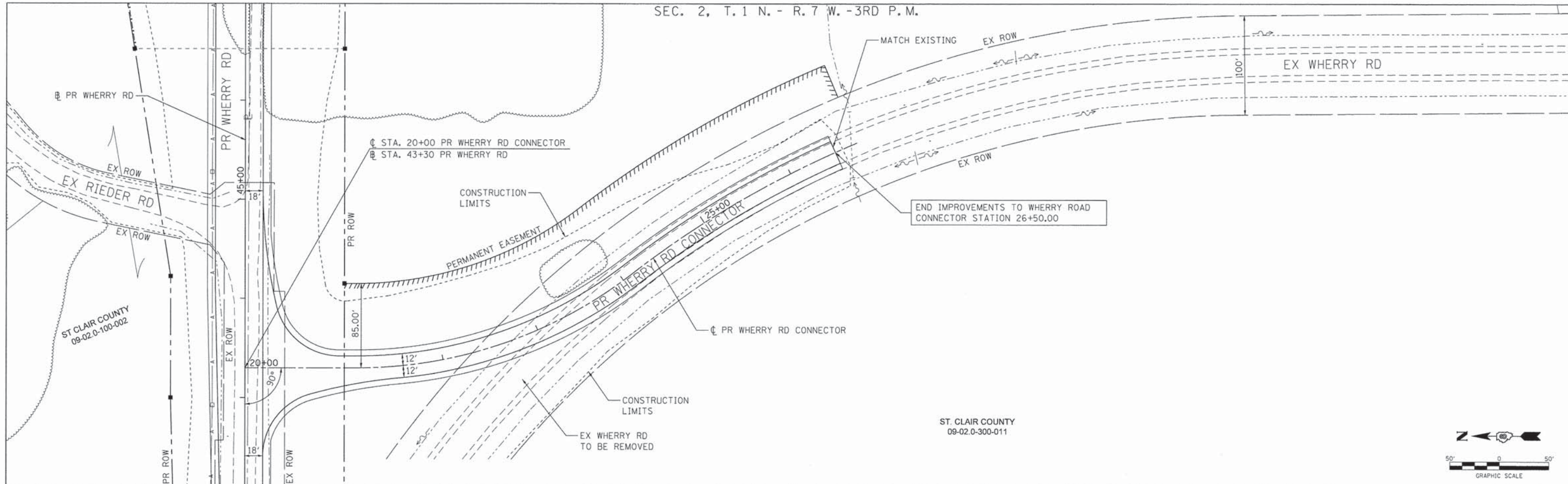
PLAN	SURVEYED	DATE
	ALIGNED	BY
	CHECKED	
	RT. OF WAY	
	CHECKED	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES	BY
	CHECKED	
	NO.	
	STRUCTURE	
	NOTATIONS	
	CHKD	

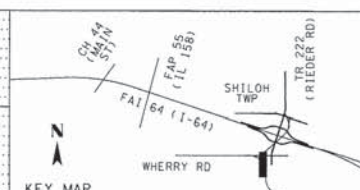
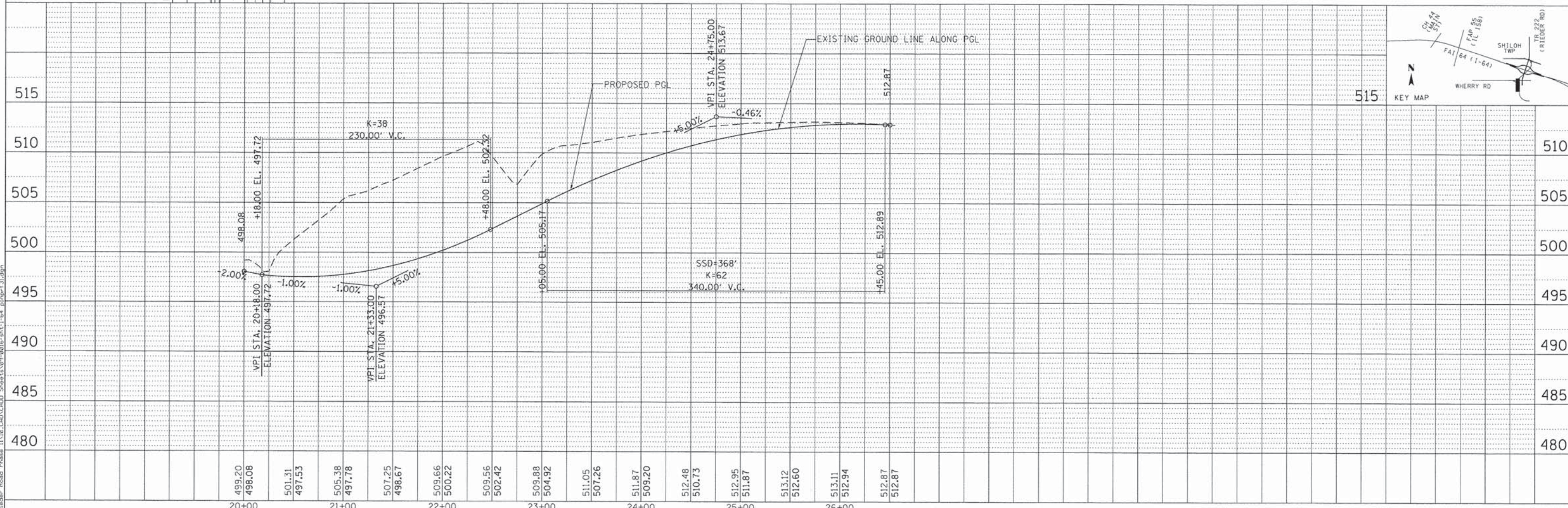


FILE NAME = 09-0016-shr-1-64 plnpr130.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE PROPOSED SHILOH VALLEY TWP. ROAD	F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 79		
	MODEL NAME = Default	DRAWN - RJO	REVISED -			SCALE: 1" = 50'	SHEET NO. 30 OF 32 SHEETS	STA. 44+00	TO STA. 55+84.00		CONTRACT NO. 97549	
	PLOT SCALE = 50.0000' / in.	CHECKED - LDC	REVISED -			ILLINOIS						
	PLOT DATE = 4/28/2014	DATE - April 29, 2014	REVISED -									

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	LOGGED	
	CADD FILE NAME	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATION	
	CHKD	
	NO.	



FILE NAME =	09-0016-sht-1-64 plnprf31.dgn
USER NAME =	IDOT
MODEL NAME =	Default
PLOT SCALE =	600.0000' / FT.
PLOT DATE =	4/25/2014
DESIGNED -	ATM
DRAWN -	RJO
CHECKED -	LDC
DATE -	April 29, 2014
REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
PROPOSED WHERRY ROAD CONNECTOR  
SCALE: 1" = 50'  
SHEET NO. 31 OF 32 SHEETS  
STA. 20+00 TO STA. 26+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	80
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
		ILLINOIS		

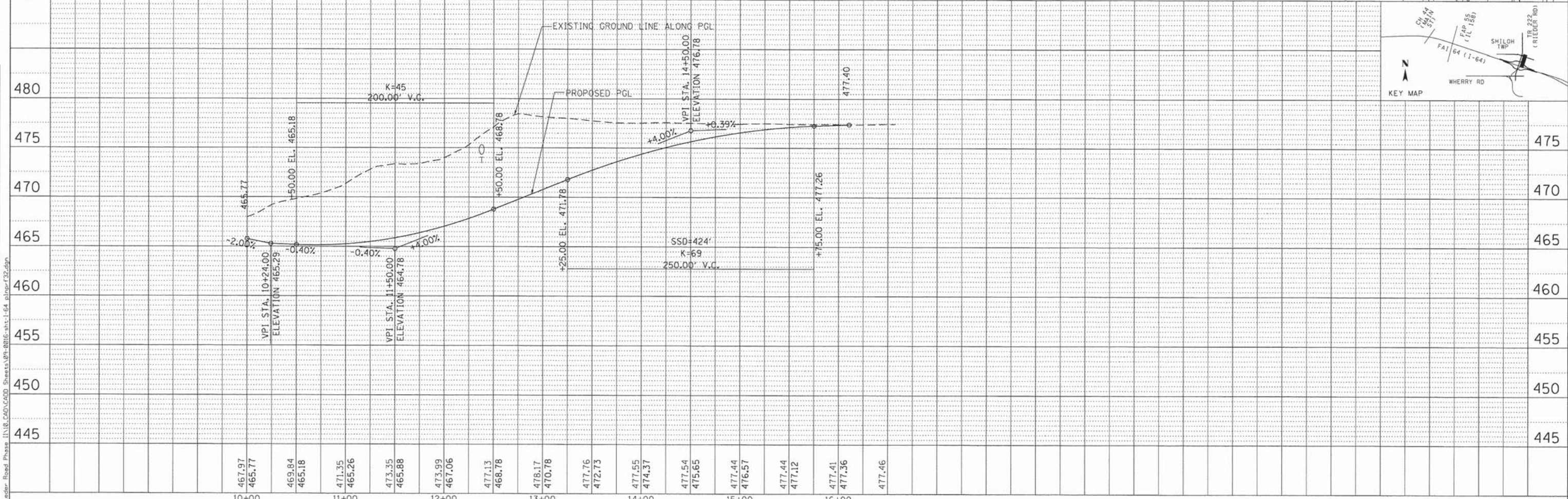
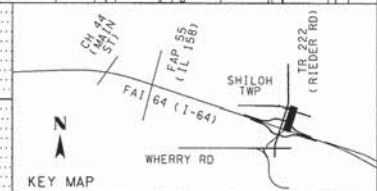
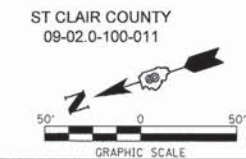
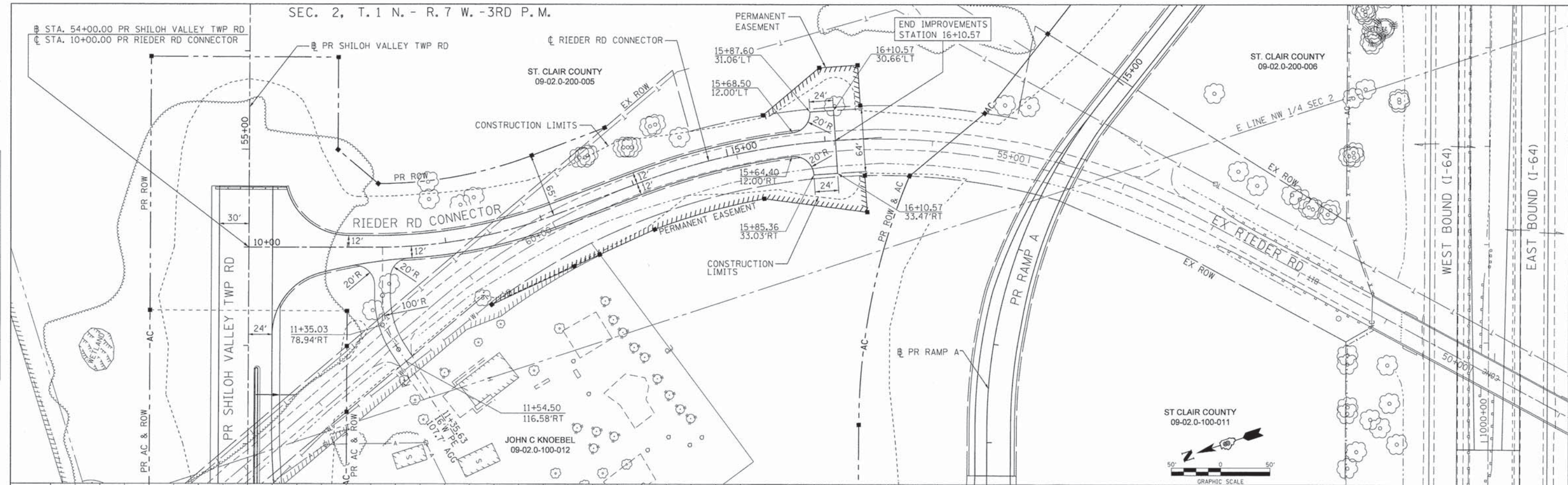


SEC. 2, T. 1 N. - R. 7 W. - 3RD P.M.

STA. 54+00.00 PR SHILOH VALLEY TWP RD  
 STA. 10+00.00 PR RIEDER RD CONNECTOR

DATE	
BY	
DESIGNED	
PLOTTED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
CADD FILE NAME	
NO. _____	

DATE	
BY	
DESIGNED	
PLOTTED	
GRADES	
CHECKED	
STRUCTURE	
NOTATIONS	
CHKD	
NO. _____	
NOTE BOOK	
NO. _____	



FILE NAME = 09-0016-sh1-1-64 plnprf32.dgn	USER NAME = IDOT	DESIGNED - ATM	REVISED -
	MODEL NAME = Default	DRAWN - RJO	REVISED -
	PLOT SCALE = 50.0000' / in.	CHECKED - LOC	REVISED -
	PLOT DATE = 4/28/2014	DATE - Apr 29, 2014	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
 RIEDER ROAD CONNECTOR

SCALE: 1" = 50' SHEET NO. 32 OF 32 SHEETS STA. 10+00 TO STA. 16+10.57

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	81
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

- TRAFFIC CONTROL PLANS AS PRESENTED HERE CONSTITUTE A SUGGESTED SEQUENCE OF OPERATIONS AND ARE INTENDED TO SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY RECOMMEND A NEW PLAN OR PROPOSE CHANGES TO ASPECTS OF THE PLAN BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY PROPOSED MODIFICATION OF THE PLANS SHALL BE SUBMITTED IN ADVANCE FOR THE WRITTEN APPROVAL OF THE ENGINEER.
- ALL TRAFFIC CONTROL SIGNS AND DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND SHALL BE IN PLACE BEFORE CONSTRUCTION BEGINS.
- THE COST OF FURNISHING, INSTALLING, RELOCATING, AND REMOVING ALL TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE INCLUDED UNDER THE RELEVANT TRAFFIC CONTROL AND PROTECTION PAY ITEM.
- ALL SIGN SUPPORTS AND CHANNELIZING DEVICES SHALL BE CERTIFIED BY THE CONTRACTOR OR MANUFACTURER AS MEETING THE APPLICABLE NCHRP REPORT 350, TEST LEVEL 3.
- THE CONTRACTOR SHALL CONTACT THE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK TO ALLOW FOR COORDINATION BETWEEN THE TRAFFIC CONTROL PLAN AND THE VARIOUS ITEMS OF WORK REQUIRED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL TRAFFIC CONTROL SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. LOCATION OF SIGNS AND BARRICADES SHOWN ON THE PLANS IS APPROXIMATE. BARRICADES SHALL BE INSTALLED AS REQUIRED TO ACHIEVE A PROPER CLOSURE OR AS OTHERWISE DIRECTED ON THE PLANS OR BY THE ENGINEER. SIGNS SHALL BE INSTALLED RELATIVE TO CLOSURES OR HAZARDS AS DIRECTED ON THE PLANS, HIGHWAY STANDARDS, AND BY THE ENGINEER.
- WHEN SPECIFIC IDOT TRAFFIC CONTROL STANDARDS ARE CITED, ALL APPURTENANCES INCLUDED ON THAT STANDARD, SUCH AS ARROW BOARDS, BARRICADES, VERTICAL PANELS, ETC. SHALL BE INSTALLED IN THE LOCATIONS AND TO THE SPECIFICATIONS DESCRIBED.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF THE ROAD DURING THE PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, INLETS, AND CATCH BASINS UNTIL SUCH TIME AS PERMANENT CONNECTIONS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT ITEMS OF WORK.
- PAINT PAVEMENT MARKINGS MAY BE USED FOR TEMPORARY PAVEMENT MARKING ONLY ON SURFACES TO BE REMOVED DURING THE COURSE OF CONSTRUCTION. TEMPORARY PAVEMENT MARKINGS TO BE PLACED OF FINAL ROADWAY SURFACES SHALL BE PAVEMENT MARKING TAPE, TYPE III.
- THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING SHALL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL.
- A MINIMUM OF TWO LANES IN EACH DIRECTION ON I-64 MUST BE MAINTAINED AT ALL TIME, EXCEPT AS NOTED FOR STAGE I CONSTRUCTION DURING OFF-PEAK TRAFFIC PERIODS. IF ONE LANE MUST BE CLOSED AT ANY TIME, SUCH CLOSURES SHALL BE APPROVED ONLY FOR SHORT PERIODS OF TIME DURING OFF-PEAK TRAFFIC PERIODS. ALL SUCH CLOSURES MUST BE APPROVED BY THE ENGINEER IN ADVANCE.
- ALL TEMPORARY LANE CLOSURES ON I-64 SHALL BE DONE DURING OFF-PEAK TRAFFIC PERIODS AS FOLLOWS:
  - WESTBOUND I-64, WEST OF IL 158 – ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 7:00 PM – 6:00 AM;
  - EASTBOUND I-64, WEST OF IL 158 – ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 8:00 AM – 12:00 PM (NOON) AND 8:00 PM – 6:00 AM;
  - WESTBOUND I-64, EAST OF IL 158 – ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 9:00 AM – 3:00 PM AND 6:00 PM – 6:00 AM;
  - EASTBOUND I-64, EAST OF IL 158 – ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 6:00 PM – 3:00 PM.
- STANDARD 701401 SHALL BE USED FOR TEMPORARY LANE CLOSURES. STANDARD 701400 SHALL BE USED FOR APPROACHES TO TEMPORARY LANE CLOSURES.
- WHEN IT IS NECESSARY TO MAINTAIN ACCESS TO EXIT AND ENTRANCE RAMP, STANDARD 701411 SHALL BE USED SIMULTANEOUSLY WITH STANDARD 701401 AND OTHER TRAFFIC CONTROL DEVICES.

- THE CONTRACTOR SHALL ERECT "ROAD CONSTRUCTION AHEAD" SIGNS ON ALL ENTRANCE RAMP IN THE I-64 WORK ZONE. THE COST FOR THIS WORK SHALL BE INCLUDED UNDER THE RELEVANT TRAFFIC CONTROL AND PROTECTION PAY ITEM.
- THE CONTRACTOR SHALL ERECT "ROAD CONSTRUCTION AHEAD" SIGNS ON ALL SIDE ROADS WITHIN THE PROJECT WORK ZONE. THE COST FOR THIS WORK SHALL BE INCLUDED UNDER THE RELEVANT TRAFFIC CONTROL AND PROTECTION PAY ITEM.
- DROP-OFFS ADJACENT TO MAINLINE EDGE OF PAVEMENT DURING STAGE 1 CONSTRUCTION ON I-64 SHALL BE PROTECTED AS FOLLOWS:
  - DROP-OFFS GREATER THAN 3-INCHES AND LESS THAN OR EQUAL TO 12-INCHES - PLACE CHANNELIZING DEVICES AT 100-FOOT SPACING;
  - DROP-OFFS GREATER THAN 12-INCHES AND LESS THAN OR EQUAL TO 18-INCHES FOR LESS THAN 0.5 MILE OR LESS THAN 48 HOURS - PLACE CHANNELIZING DEVICES AT 100-FOOT SPACING;
  - DROP-OFFS GREATER THAN 12-INCHES AND LESS THAN OR EQUAL TO 24-INCHES FOR GREATER THAN 0.5 MILE OR GREATER THAN 48 HOURS – CLOSURE USING TEMPORARY TRAFFIC BARRIER.
- PLACE CHANNELIZING DEVICES AND/OR TEMPORARY TRAFFIC BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE.
- CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. THE REFLECTIVE AREA AND WARNING LIGHT SHALL BE RAISED TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED – ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. THE CONTRACTOR SHALL PROVIDE AND INSTALL A MINIMUM OF SIXTEEN (16) WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE USED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT ITEMS OF WORK.
- ALL TRAFFIC CONTROL DEVICES (BARRELS, BARRICADES, PANELS, SIGNS, ETC.) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED BY THE ENGINEER AS NO LONGER IN LIKE NEW CONDITION, THE DEVICES SHALL BE CLEANED, REFURBISHED, OR REPLACED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT ITEMS OF WORK.

**I-64 STAGED CONSTRUCTION NOTES**

**STAGE 1**

- MAINLINE I-64 TO HAVE TEMPORARY CLOSURES OF ONE (1) LANE IN EACH DIRECTION DURING OFF-PEAK TRAFFIC HOURS. USE STANDARDS 701401 FOR TEMPORARY LANE CLOSURE AND STANDARD 701400 FOR APPROACH TO LANE CLOSURE.
- CONSTRUCT NEW RIEDER ROAD BRIDGE EMBANKMENT AND ALLOW SETTLING TIME.
- REMOVE AND RECONSTRUCT EXISTING OUTSIDE SHOULDER TO THE LIMITS SHOWN ON THE PLANS ON EASTBOUND AND WESTBOUND I-64. (4' WIDE PORTION OF THE SHOULDER ADJACENT TO THE TRAFFIC LANES SHALL BE MILLED TO THE DEPTH INDICATED ON THE PLANS AND RESURFACED TO CARRY TRAFFIC).
- CONSTRUCT RIEDER ROAD INTERCHANGE RAMP TERMINALS TO THE LIMITS SHOWN ON THE PLANS.
- SHIFT EASTBOUND AND WESTBOUND TRAFFIC TO THE OUTSIDE UTILIZING THE RECONSTRUCTED PORTION OF THE OUTSIDE SHOULDERS.
- INSTALL TEMPORARY CONCRETE BARRIER ALONG INSIDE EDGE OF PAVEMENT AND ALL OTHER TRAFFIC CONTROL DEVICES, SIGNS, AND PAVEMENT MARKINGS FOR STAGE II CONSTRUCTION.

**STAGE 2**

- MAINLINE I-64 TO HAVE TWO (2) LANES OF TRAFFIC MAINTAINED DURING CONSTRUCTION ACTIVITIES. TRAFFIC SHIFTED TO THE OUTSIDE UTILIZING THE RECONSTRUCTED PORTION OF THE OUTSIDE SHOULDERS ON EASTBOUND AND WESTBOUND I-64.
- REMOVE EXISTING HIGH-TENSION MEDIAN CABLE BARRIER AND INSIDE SHOULDERS ON EASTBOUND AND WESTBOUND I-64.
- CONSTRUCT PROPOSED STORM SEWER, EMBANKMENT, PAVEMENT WIDENING, SHOULDERS, AND CONCRETE BARRIER WALL ON EASTBOUND AND WESTBOUND I-64 WITHIN MEDIAN.

**STAGE 3**

- MAINLINE I-64 TO HAVE TEMPORARY CLOSURES OF ONE (1) LANE IN EACH DIRECTION FOR THE REMOVAL OF THE TEMPORARY CONCRETE BARRIERS.
- TEMPORARY LANE/SHOULDER CLOSURES AND MOVING OPERATIONS TO COMPLETE REMAINING ANCILLARY ITEMS OF WORK INCLUDING PAVEMENT MARKING AND SIGN INSTALLATION.

**RIEDER ROAD AND INTERCHANGE STAGED CONSTRUCTION NOTES**

**STAGE 1**

- CLOSE WHERRY ROAD TO ALL TRAFFIC AT WEST END OF PROPOSED CONSTRUCTION LIMITS. CLOSE RIEDER ROAD TO ALL TRAFFIC FROM WHERRY ROAD TO SHILOH VALLEY TOWNSHIP ROAD. CLOSE SHILOH VALLEY TOWNSHIP ROAD TO ALL TRAFFIC AT WEST END OF PROPOSED CONSTRUCTION LIMITS. MAINTAIN ACCESS AT ALL TIMES TO ALL FIELD ENTRANCES AND THE PROPERTIES NORTHWEST AND SOUTHWEST OF THE INTERSECTION OF RIEDER ROAD AND SHILOH VALLEY TOWNSHIP ROAD.
- CONSTRUCT WHERRY ROAD AND WHERRY ROAD CONNECTOR. THE CLOSURE OF WHERRY ROAD TO TRAFFIC SHALL BE LIMITED TO A MAXIMUM OF SIX (6) CONSECUTIVE CALENDAR WEEKS AT WHICH TIME WHERRY ROAD, FROM THE WEST LIMIT OF PROPOSED CONSTRUCTION TO THE EAST SIDE OF PROPOSED WHERRY ROAD CONNECTOR INTERSECTION, AND WHERRY ROAD CONNECTOR SHALL BE REOPENED TO TRAFFIC.
- CONSTRUCT RIEDER ROAD FROM WHERRY ROAD TO SHILOH VALLEY TOWNSHIP ROAD. CONSTRUCT SHILOH VALLEY TOWNSHIP ROAD WEST OF NEW RIEDER ROAD AND THE PORTION EAST OF EXISTING RIEDER ROAD. CONSTRUCT CONNECTOR ROADS AND RAMP TO THE LIMITS SHOWN ON THE PLANS.

**STAGE 2**

- CLOSE RIEDER ROAD FROM NORTH LIMITS OF PROPOSED CONSTRUCTION TO WHERRY ROAD. CLOSE NEW WHERRY ROAD AT EAST SIDE OF NEW WHERRY ROAD CONNECTOR INTERSECTION. CLOSE SHILOH VALLEY TOWNSHIP ROAD AT WEST SIDE OF NEW RIEDER ROAD INTERSECTION. MAINTAIN ACCESS AT ALL TIMES TO ALL FIELD ENTRANCES AND THE PROPERTIES NORTHWEST AND SOUTHWEST OF THE INTERSECTION OF RIEDER ROAD AND SHILOH VALLEY TOWNSHIP ROAD.
- CONSTRUCT REMAINING PORTION OF RIEDER ROAD NORTH OF NEW SHILOH VALLEY TOWNSHIP ROAD. CONSTRUCT REMAINING PORTION OF SHILOH VALLEY TOWNSHIP ROAD EAST OF NEW RIEDER ROAD.

**MAINTENANCE OF TRAFFIC INDEX OF SHEETS**

1	GENERAL NOTES & STAGED CONSTRUCTION NOTES
2	DETOUR MAP
3	I-64 TYPICAL SECTIONS – STAGE 1
4	I-64 TYPICAL SECTIONS – STAGE 2
5 – 14	I-64 – STAGE 1
15 – 24	I-64 – STAGE 2
25	RIEDER ROAD & INTERCHANGE – STAGE 1
26	RIEDER ROAD & INTERCHANGE – STAGE 2

P:\A9-001E\02\_Rieder\_Road\_Phase\_II\18\_CAD\CADD\_Sheets\09-0016-sht-1-64\_Staging.dgn

FILE NAME = 09-0016-sht-1-64 Staging.dgn

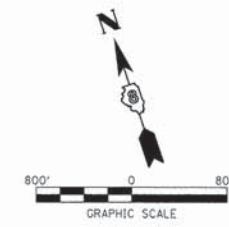
USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = General Notes	DRAWN - RJO	REVISED -
PLOT SCALE = 1:0000 ' / in.	CHECKED - TJO	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
GENERAL NOTES & STAGED CONSTRUCTION NOTES**

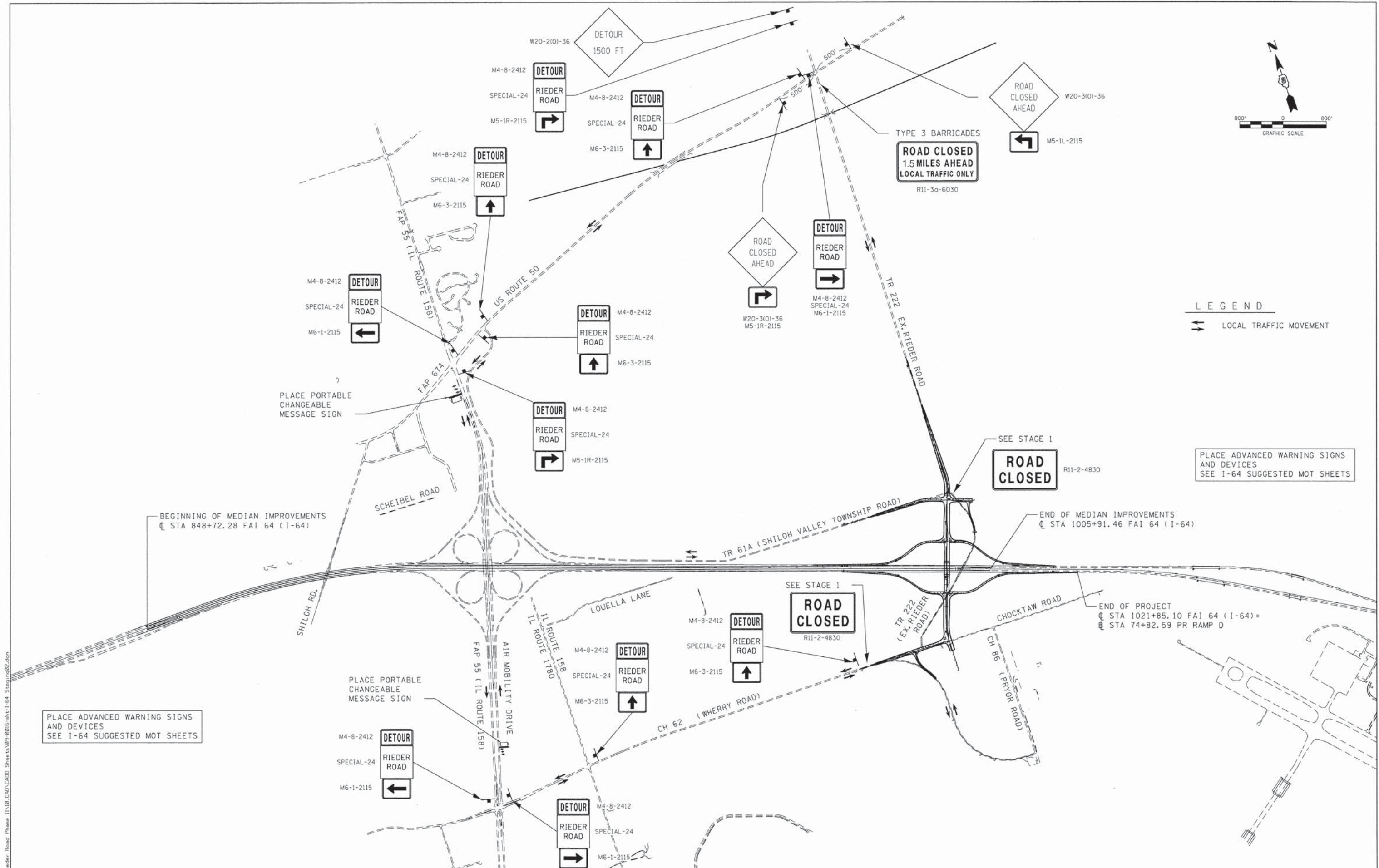
SCALE: N.T.S. SHEET NO. 1 OF 26 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	82
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



**LEGEND**  
 ⇄ LOCAL TRAFFIC MOVEMENT

PLACE ADVANCED WARNING SIGNS AND DEVICES  
 SEE I-64 SUGGESTED MOT SHEETS



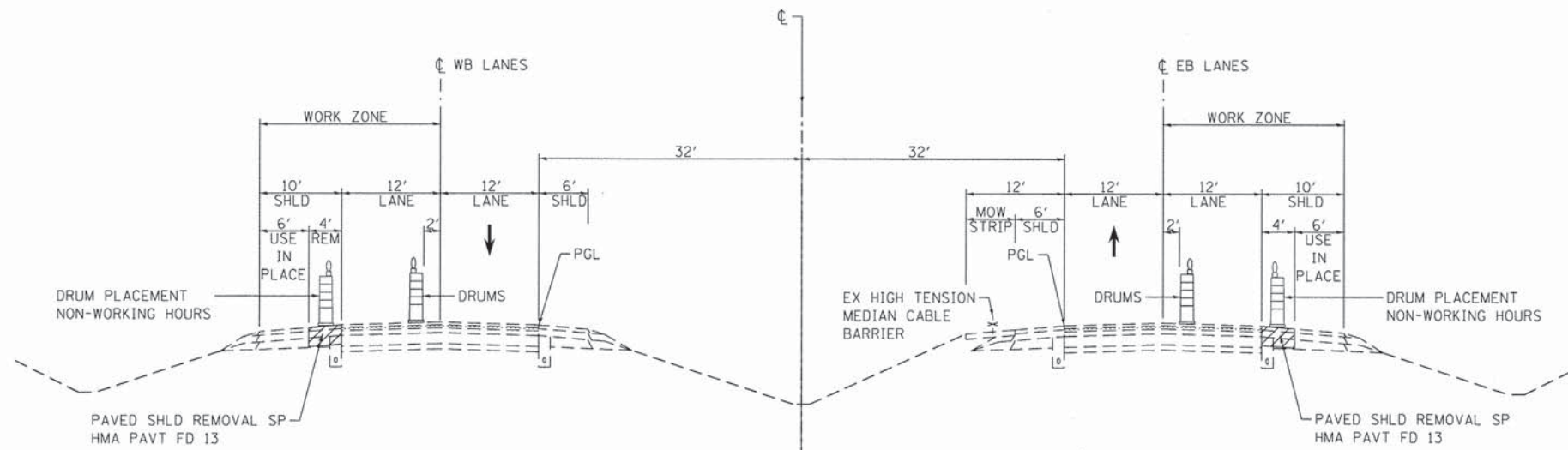
FILE NAME = 09-0016-sht-1-64 Staging02.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -	REVISED -
PLOT SCALE = 800.0000' / in.	CHECKED - TJO	REVISED -	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

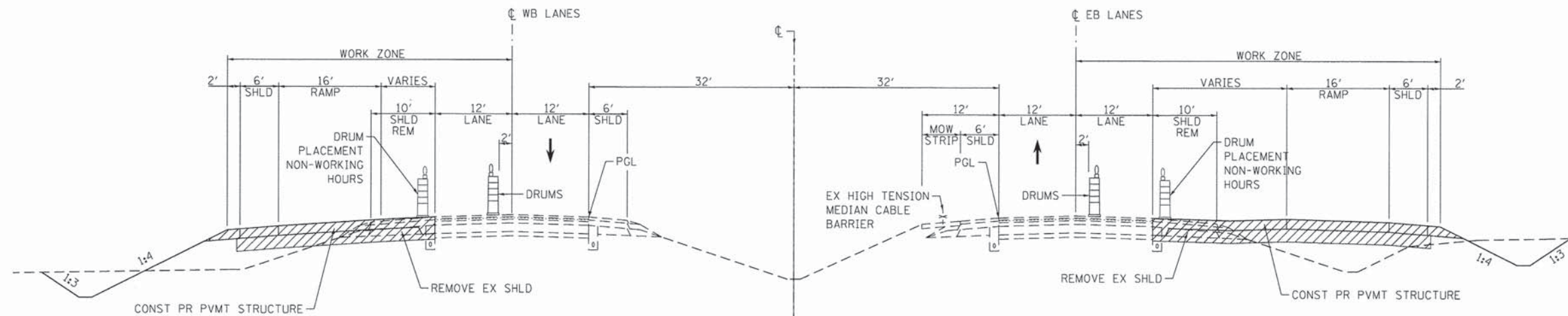
**SUGGESTED MAINTENANCE OF TRAFFIC  
 DETOUR MAP**

SCALE: 1"=800' SHEET NO. 2 OF 26 SHEETS STA. - TO STA. -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	83
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



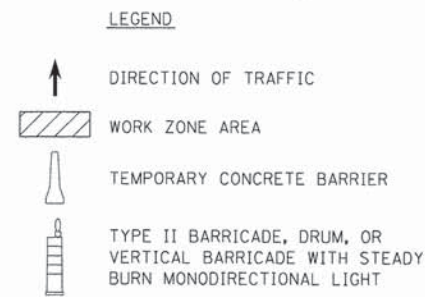
TYPICAL SECTION I-64  
 STAGE 1 - OUTSIDE SHOULDER REMOVAL  
 AND PAVEMENT REPLACEMENT



TYPICAL SECTION I-64  
 STAGE 1 - OUTSIDE SHOULDER REMOVAL  
 AND RAMP TERMINAL CONSTRUCTION

NOTES:

1. ALL TEMPORARY LANE CLOSURES ON I-64 WILL BE DONE DURING OFF-PEAK TRAFFIC PERIODS.
  - A. WB I-64, WEST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 7:00 PM - 6:00 AM.
  - B. EB I-64, WEST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 8:00 AM - 12:00 PM (NOON) AND 8:00 PM - 6:00 AM.
  - C. WB I-64, EAST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 9:00 AM - 3:00 PM AND 6:00 PM - 6:00 AM.
  - D. EB I-64, EAST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 6:00 PM - 3:00 PM.
2. ALL SIGNS, BARRICADES, AND PAVEMENT MARKINGS FOR TEMPORARY LANE CLOSURES AND MAINTENANCE OF TRAFFIC TO BE LAID OUT FOLLOWING IDOT STANDARD DRAWINGS AND SPECIFICATIONS.



P:\09-0016-02\_Rieder\_Road\_Phase\_1\1118\_CADD\000\_Sheets\09-0016-sht-1-64\_Stageing\_164Typ03.dgn

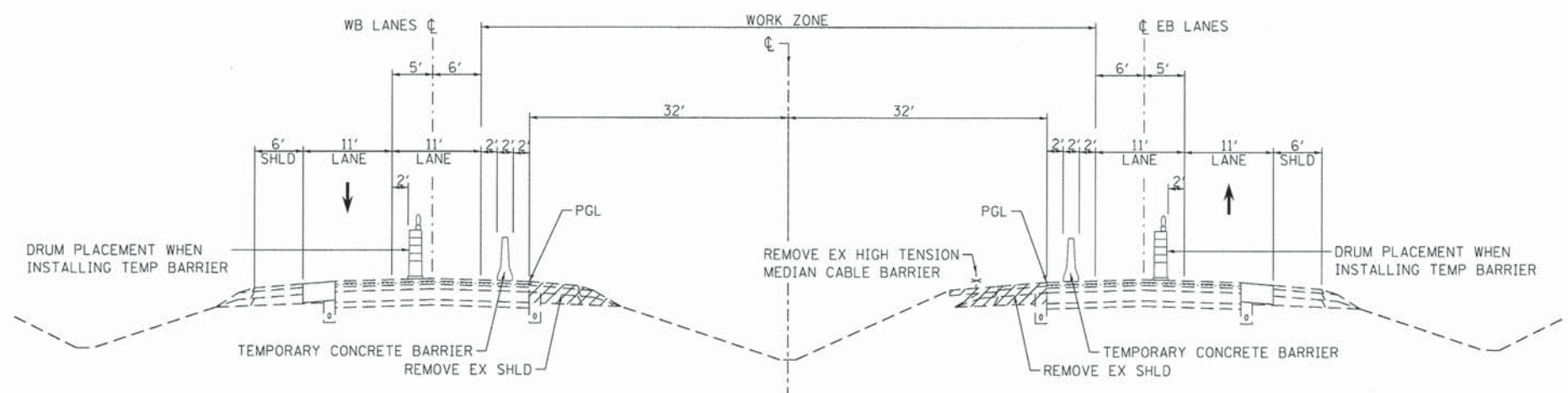
FILE NAME = 09-0016-sht-1-64_Stageing_164Typ03.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = 09-0016-sht-MOT01	DRAWN - RJO	REVISIONS -	REVISIONS -
PLOT SCALE = 10.0000' / 1" =	CHECKED - TJO	REVISIONS -	REVISIONS -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISIONS -	REVISIONS -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC**  
**I-64 TYPICAL SECTIONS - STAGE 1**

SCALE: N.T.S. SHEET NO. 3 OF 26 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	84
TR RYE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

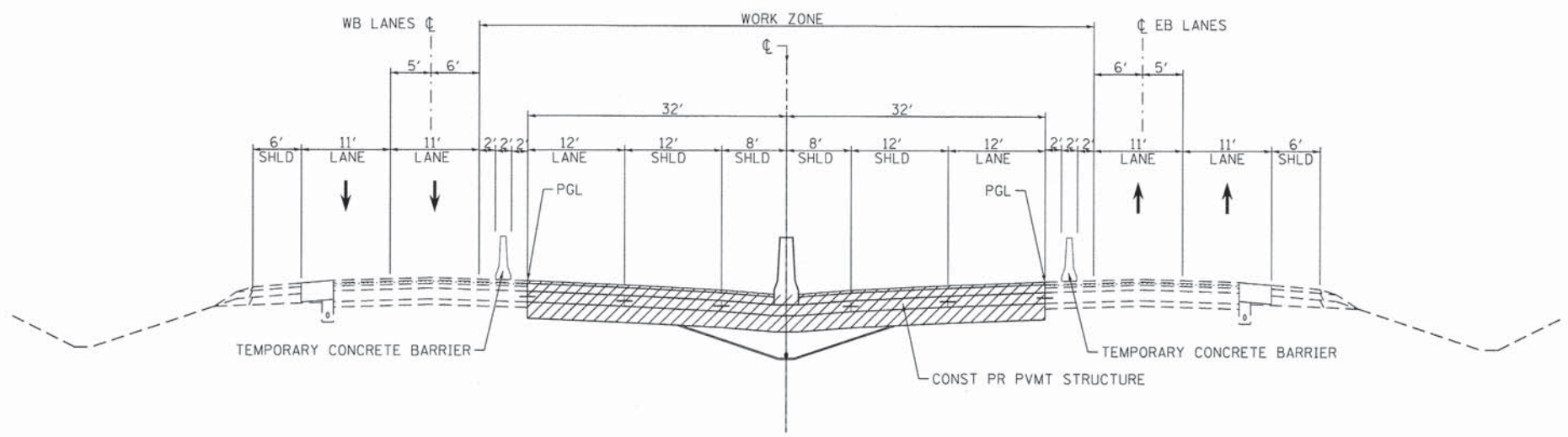


TYPICAL SECTION I-64  
STAGE 2 - INSIDE SHOULDER REMOVAL

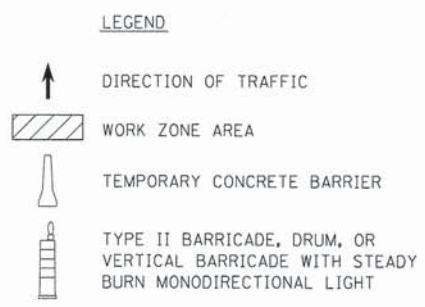
NOTE:  
PLACE TEMPORARY CONCRETE BARRIER PRIOR TO  
REMOVAL OF EX HIGH TENSION MEDIAN CABLE  
BARRIER AND EX SHLD.

NOTES:

1. ALL TEMPORARY LANE CLOSURES ON I-64 WILL BE DONE DURING OFF-PEAK TRAFFIC PERIODS.
  - A. WB I-64, WEST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 7:00 PM - 6:00 AM.
  - B. EB I-64, WEST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 8:00 AM - 12:00 PM (NOON) AND 8:00 PM - 6:00 AM.
  - C. WB I-64, EAST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 9:00 AM - 3:00 PM AND 6:00 PM - 6:00 AM.
  - D. EB I-64, EAST OF IL 158 - ONE LANE TEMPORARY CLOSURES PERMITTED BETWEEN 6:00 PM - 3:00 PM.
2. ALL SIGNS, BARRICADES, AND PAVEMENT MARKINGS FOR TEMPORARY LANE CLOSURES AND MAINTENANCE OF TRAFFIC TO BE LAID OUT FOLLOWING IDOT STANDARD DRAWINGS AND SPECIFICATIONS.



TYPICAL SECTION I-64  
STAGE 2 - MEDIAN WIDENING



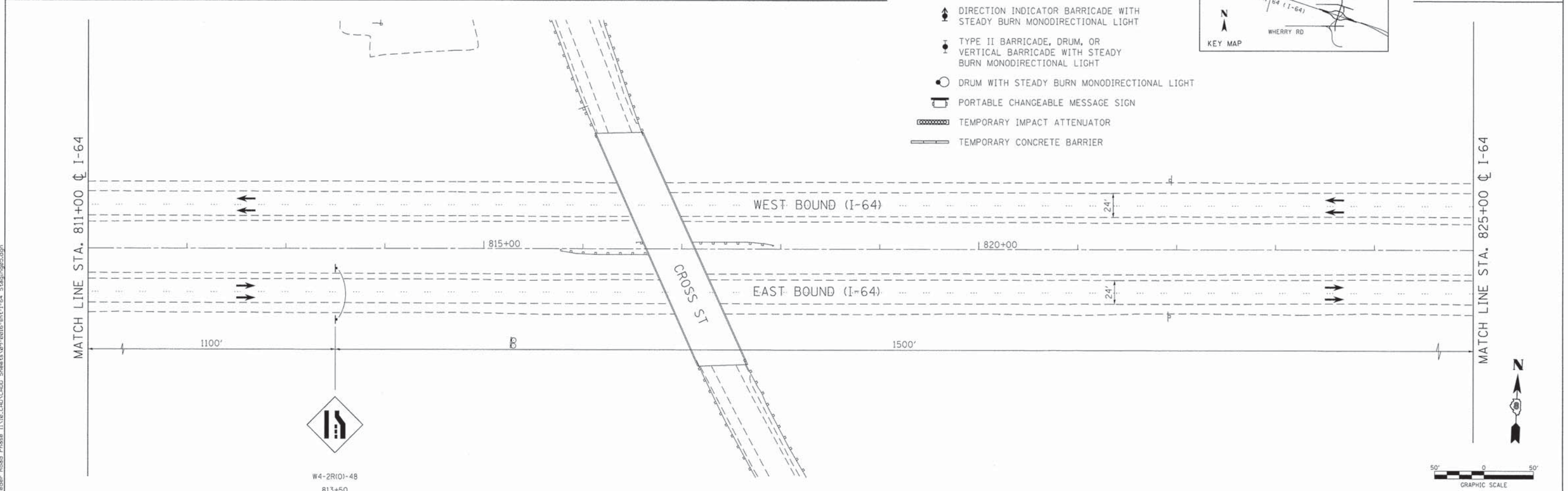
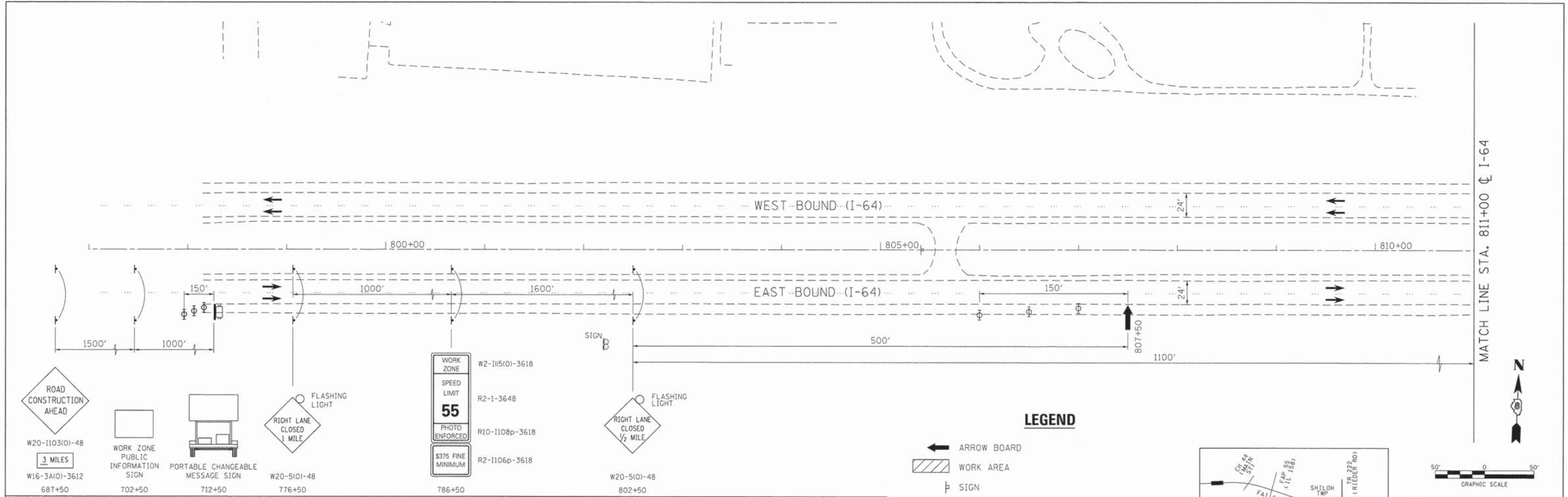
F:\09-0016-02\_Roadway\_Road Phase\_IL\18\_CAD\CADD\_Sheets\09-0016-sh-1-64\_Staging\_I64Typ02.dgn

FILE NAME = 09-0016-sh-1-64 Staging_I64Typ02.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = 09-0016-sh-M0102	DRAWN - RJO	REVISIONS -	REVISIONS -
PLLOT SCALE = 10.0000' / 1" =	CHECKED - TJO	REVISIONS -	REVISIONS -
PLLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISIONS -	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 TYPICAL SECTIONS - STAGE 2  
SCALE: N.T.S. SHEET NO. 4 OF 26 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	85
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



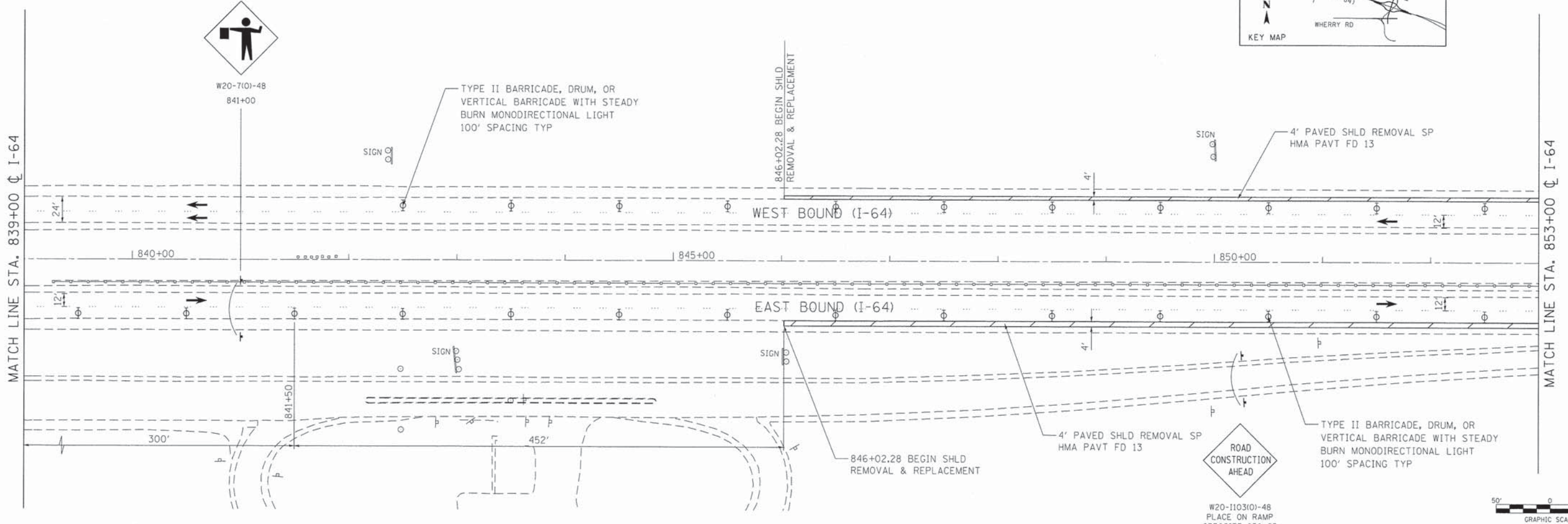
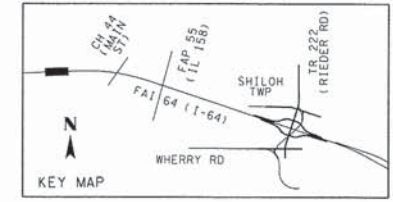
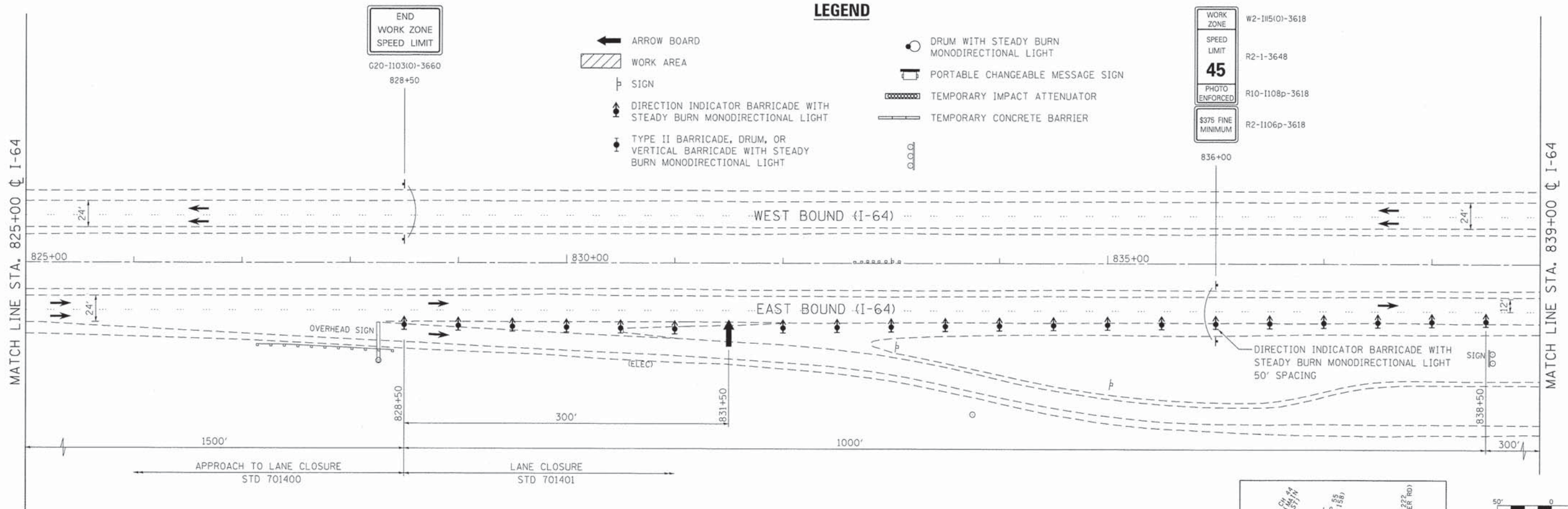
FILE NAME = 09-0016-sh1-1-64_Stage05.dgn	USER NAME = JDOT	DESIGNED - TJO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED MAINTENANCE OF TRAFFIC I-64 - STAGE 1</b>			F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 86
	MODEL NAME = Default	DRAWN - RJO	REVISED -		SCALE: 1"=50'	SHEET NO. 5 OF 26 SHEETS	STA. 797+00 TO STA. 825+00	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
	PLOT SCALE = 50,0000' / in.	CHECKED - TJO	REVISED -									
	PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -									

**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⬇ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊙ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊠ PORTABLE CHANGEABLE MESSAGE SIGN
- ▬ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER

WORK ZONE  
SPEED LIMIT  
**45**  
PHOTO ENFORCED  
\$375 FINE MINIMUM

W2-II15(O)-3618  
R2-1-3648  
R10-1108p-3618  
R2-1106p-3618



F:\09-0016\02 Render Road Phase I\1118\_CAD\CADD Sheets\09-0016-sht-1-64 Staging06.dgn

FILE NAME = 09-0016-sht-1-64 Staging06.dgn	USER NAME = IDOT	DESIGNED - TJQ	REVISED -
	MODEL NAME = Default	DRAWN - RJO	REVISED -
	PLOT SCALE = 50,0000' / in.	CHECKED - TJQ	REVISED -
	PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

SCALE: 1"=50'    SHEET NO. 6 OF 26 SHEETS    STA. 825+00 TO STA. 853+00

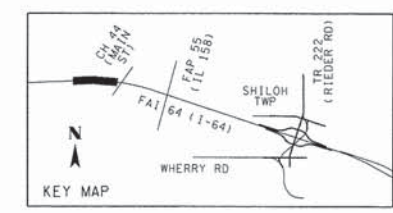
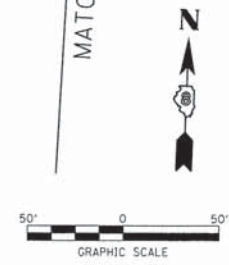
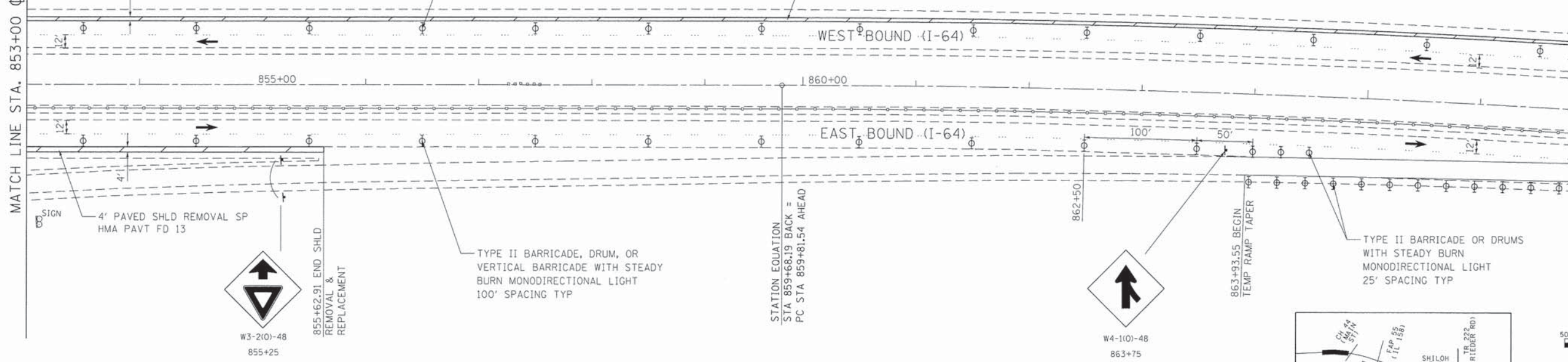
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	87
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS]				

**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊙ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊠ PORTABLE CHANGEABLE MESSAGE SIGN
- ▤ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER

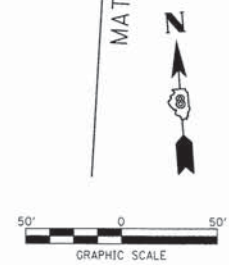
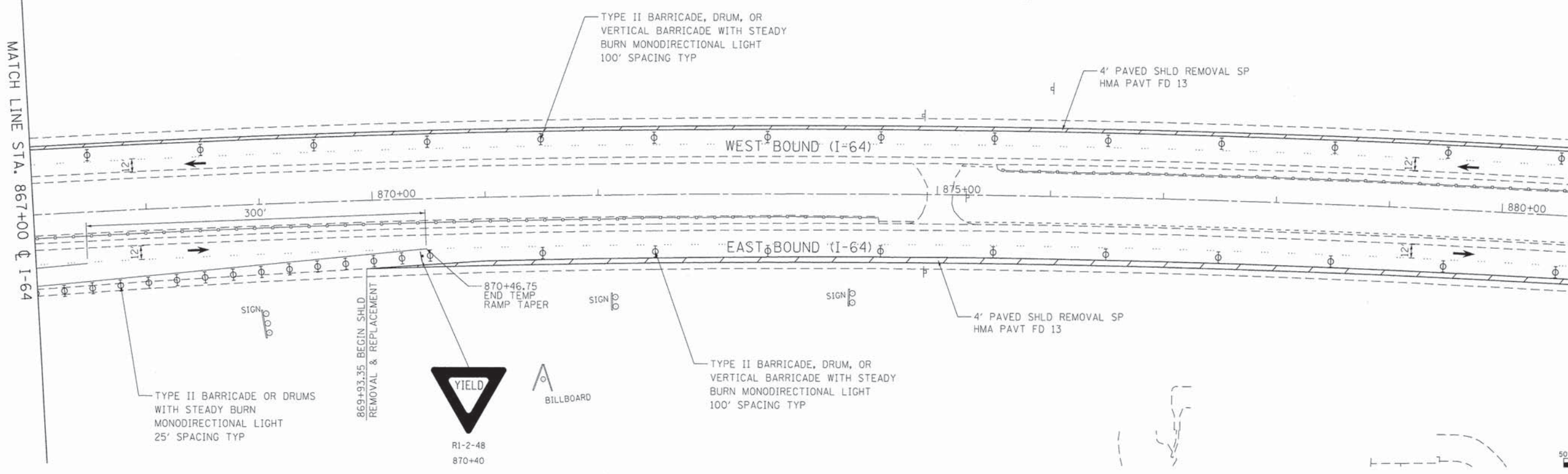
MATCH LINE STA. 853+00 ☐ I-64

MATCH LINE STA. 867+00 ☐ I-64



MATCH LINE STA. 867+00 ☐ I-64

MATCH LINE STA. 881+00 ☐ I-64



P:\09-0016-02\_Rieder\_Road\_Phase\_1\1118\_CADD\_Sheets\09-0016-sht-1-64\_Stage07.dgn

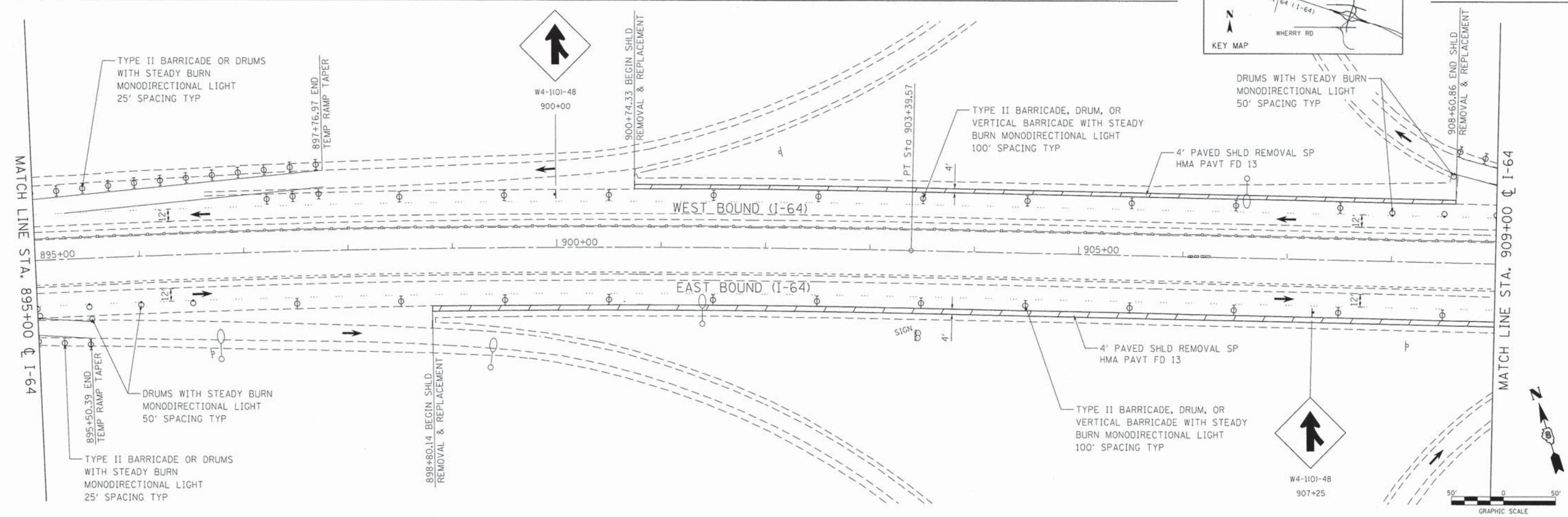
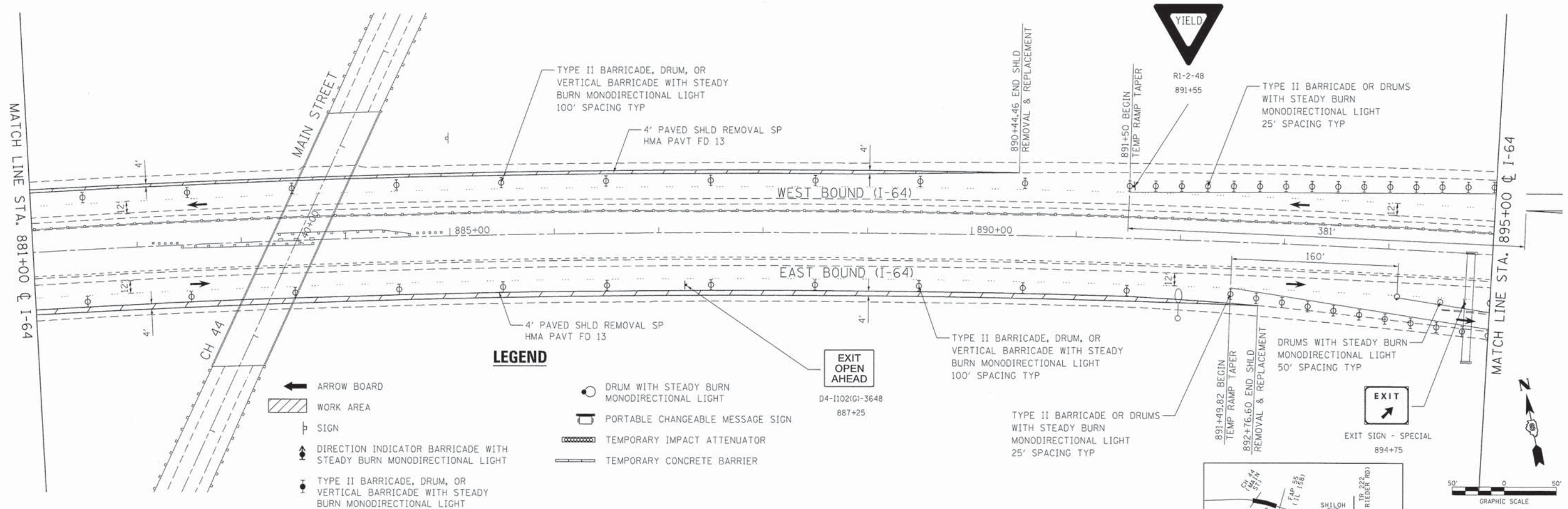
FILE NAME = 09-0016-sht-1-64_Stage07.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50.0000' / in.	DATE = April 29, 2014		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC**  
**I-64 - STAGE 1**  
SCALE: 1"=50' SHEET NO. 7 OF 26 SHEETS STA. 853+00 TO STA. 881+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	88
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				





P:\VPI-2016\2016\_Road\_Phase\_1\1110\_CAD\CADD\_Sheets\VR-2016-sh1-1-64\_Staging08.dgn

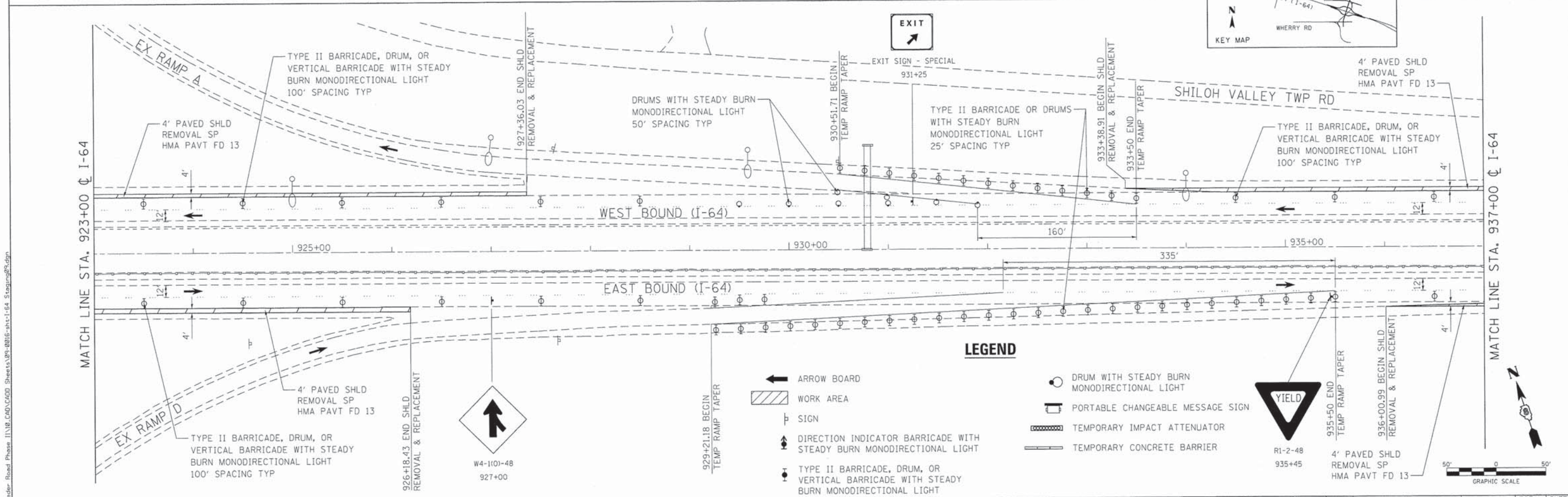
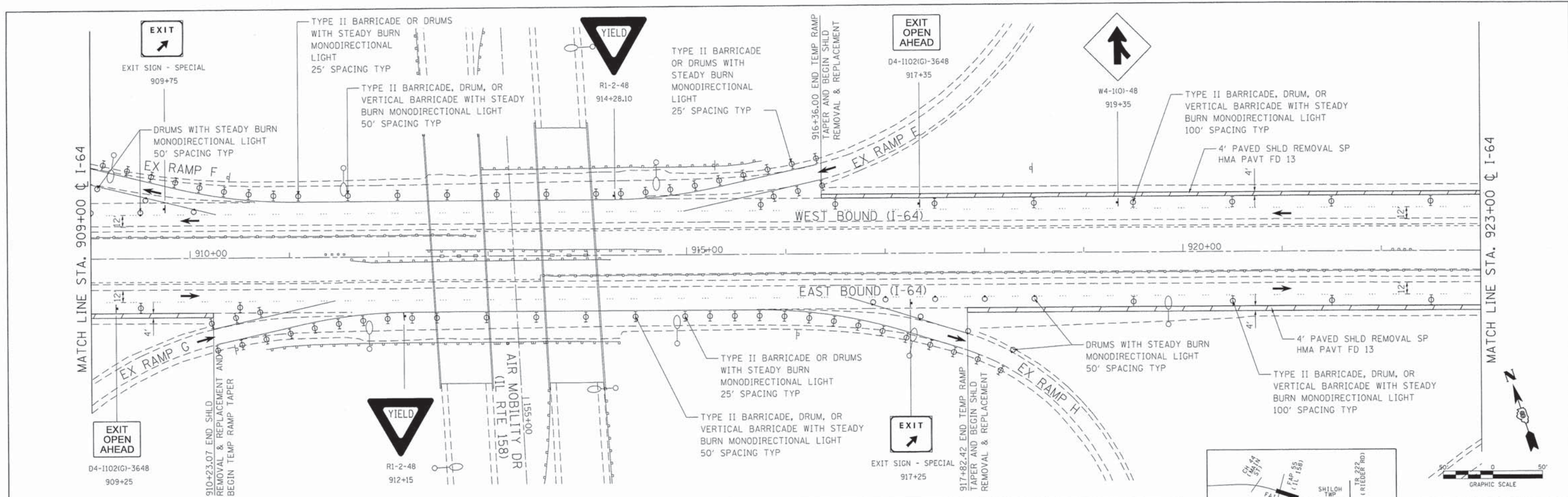
FILE NAME = 09-2016-sh1-1-64 Staging08.dgn	USER NAME = IDOT	DESIGNED - TJJO	REVISED -
MODEL NAME = Default	DRAWN - RJJO	CHECKED - TJJO	REVISED -
PLOT SCALE = 50.2000' / in.	DATE - April 29, 2014		
PLOT DATE = 4/26/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

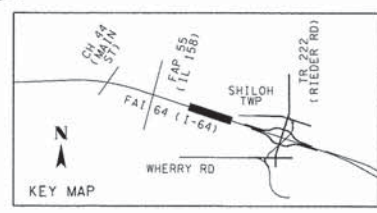
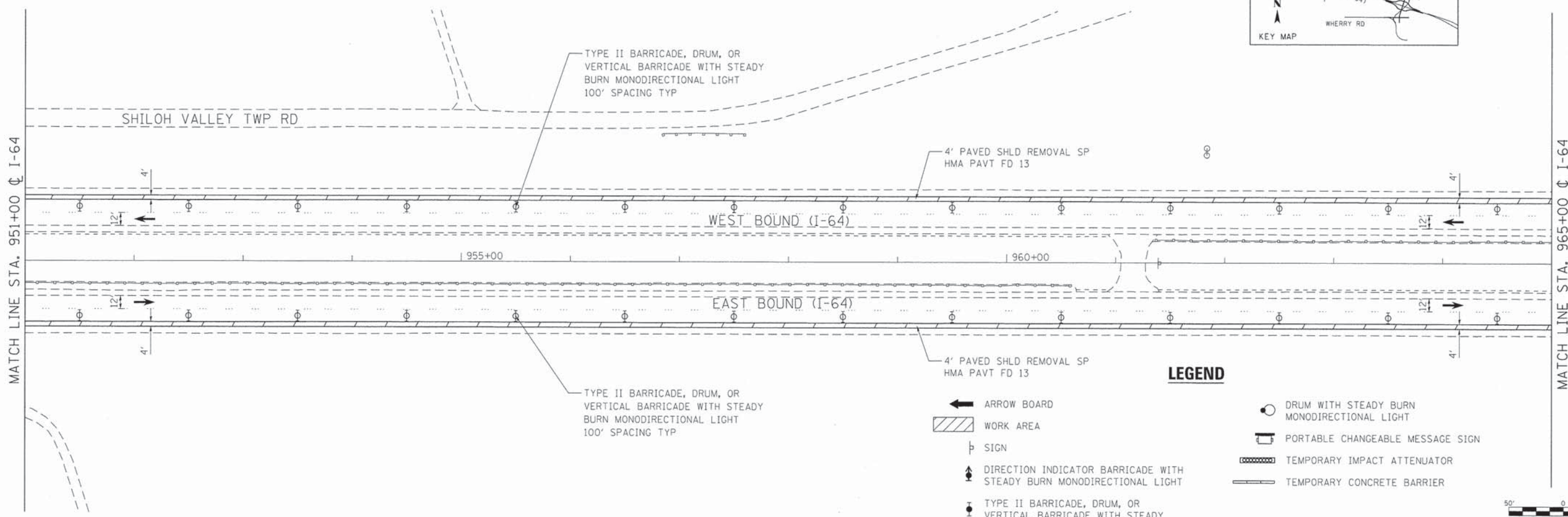
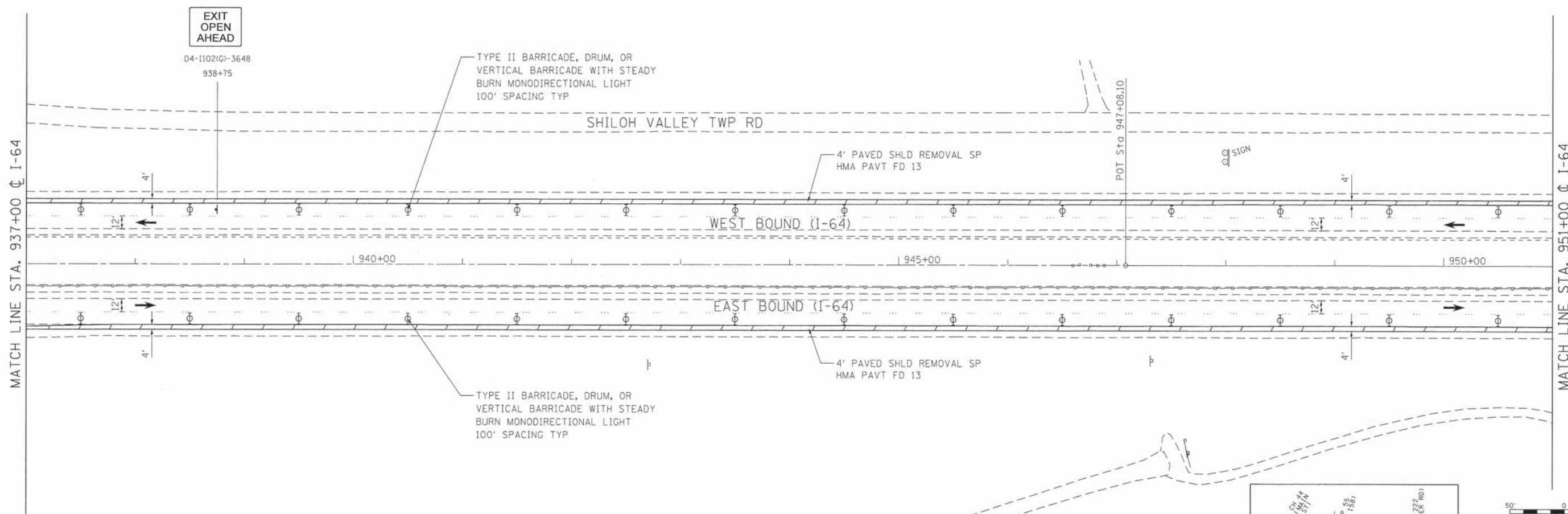
**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

SCALE: 1"=50'    SHEET NO. 8 OF 26 SHEETS    STA. 881+00 TO STA. 909+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	89
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



FILE NAME = 09-0016-sht-1-64 Staging@9.dgn USER NAME = IDOT MODEL NAME = Default PLOT SCALE = 50,0000' / 1" = PLOT DATE = 4/26/2014	DESIGNED - TJO DRAWN - RJO CHECKED - TJO DATE - April 29, 2014	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED MAINTENANCE OF TRAFFIC</b> <b>I-64 - STAGE 1</b>	F.A.I. - 64 SECTION - 09-00365-01-PV COUNTY - ST. CLAIR TR RTE. 222 (RIEDER ROAD)	TOTAL SHEETS - 535 SHEET NO. - 90 CONTRACT NO. - 97549
	SCALE: 1"=50' SHEET NO. 9 OF 26 SHEETS STA. 909+00 TO STA. 937+00					
	ILLINOIS					
	ILLINOIS					



- LEGEND**
- ARROW BOARD
  - WORK AREA
  - SIGN
  - DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
  - PORTABLE CHANGEABLE MESSAGE SIGN
  - TEMPORARY IMPACT ATTENUATOR
  - TEMPORARY CONCRETE BARRIER



P:\09-2016-02 Rieder Road Phase 1\118 CAD\CADD Sheets\99-2016-sht-1-64 Staging18.dgn

FILE NAME = 09-2016-sht-1-64 Staging18.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50.0000' / in.	DATE - Apr 29, 2014		REVISED -
PLOT DATE = 4/26/2014			REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

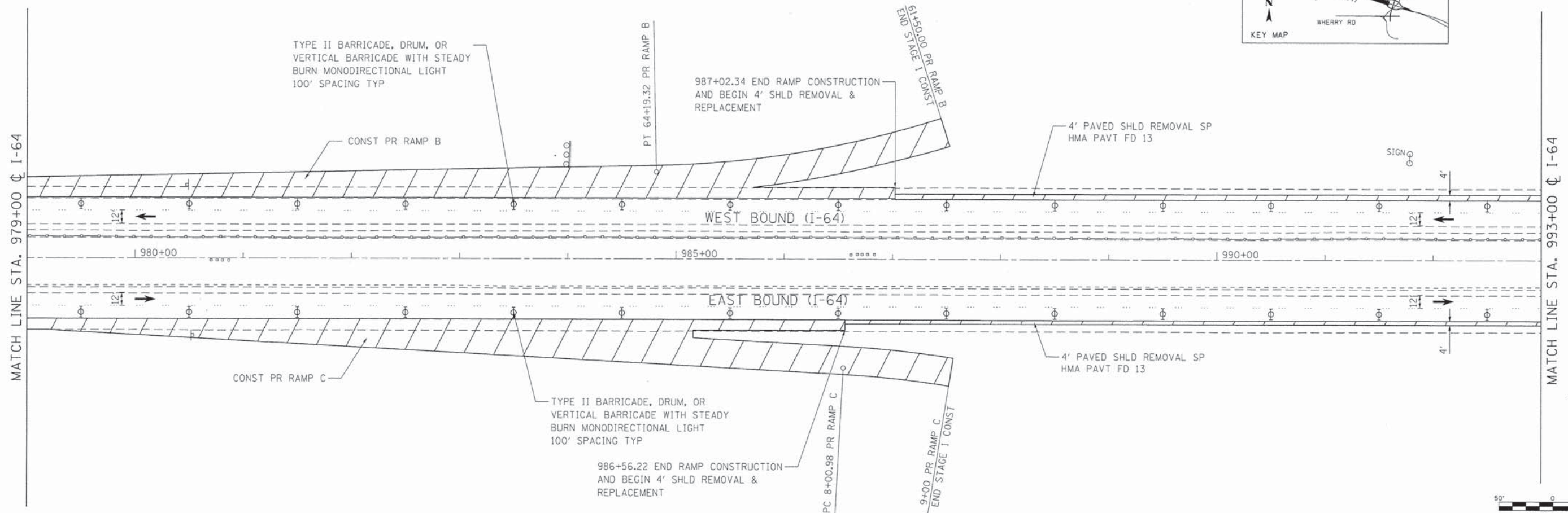
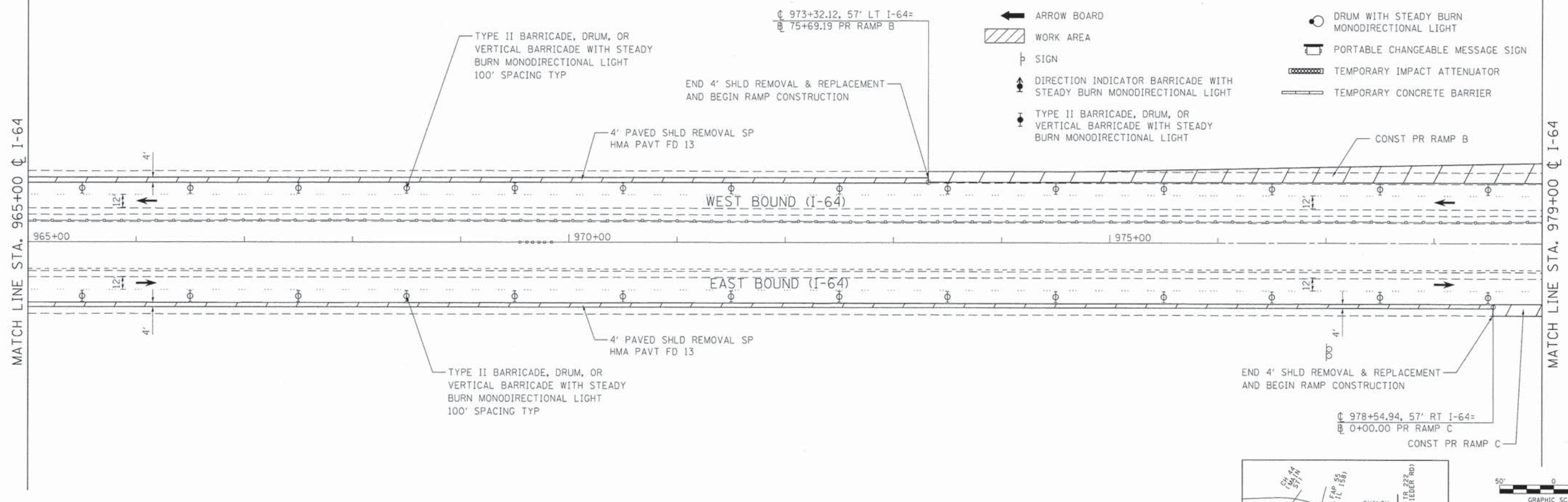
**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

SCALE: 1"=50'    SHEET NO. 10 OF 26 SHEETS    STA. 937+00 TO STA. 965+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	91
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ▲ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- PORTABLE CHANGEABLE MESSAGE SIGN
- ▭ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER



P:\09-2016\02 Rieder Road Phase II\18 CAD\CADD Sheets\09-2016-sht-1-64 Staging1.dgn

FILE NAME = 09-2016-sht-1-64 Staging1.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50.0000' / in	DATE - April 29, 2014		REVISED -
PLOT DATE = 4/26/2014			

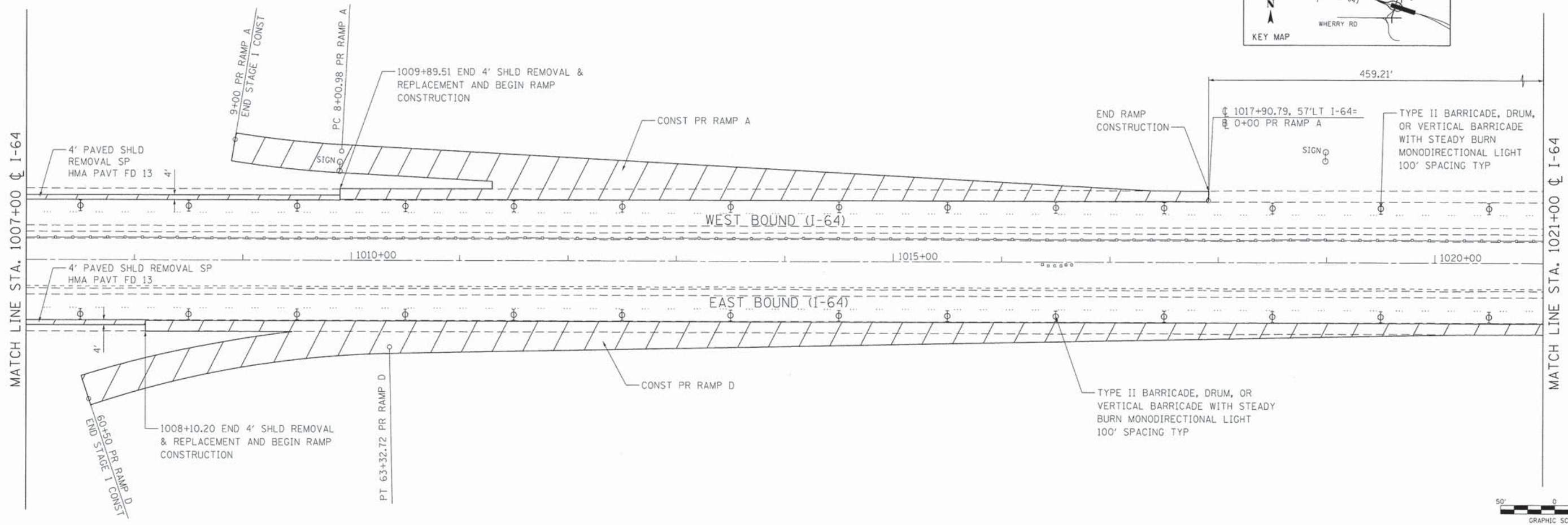
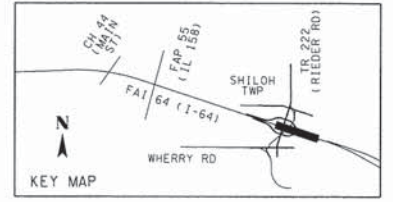
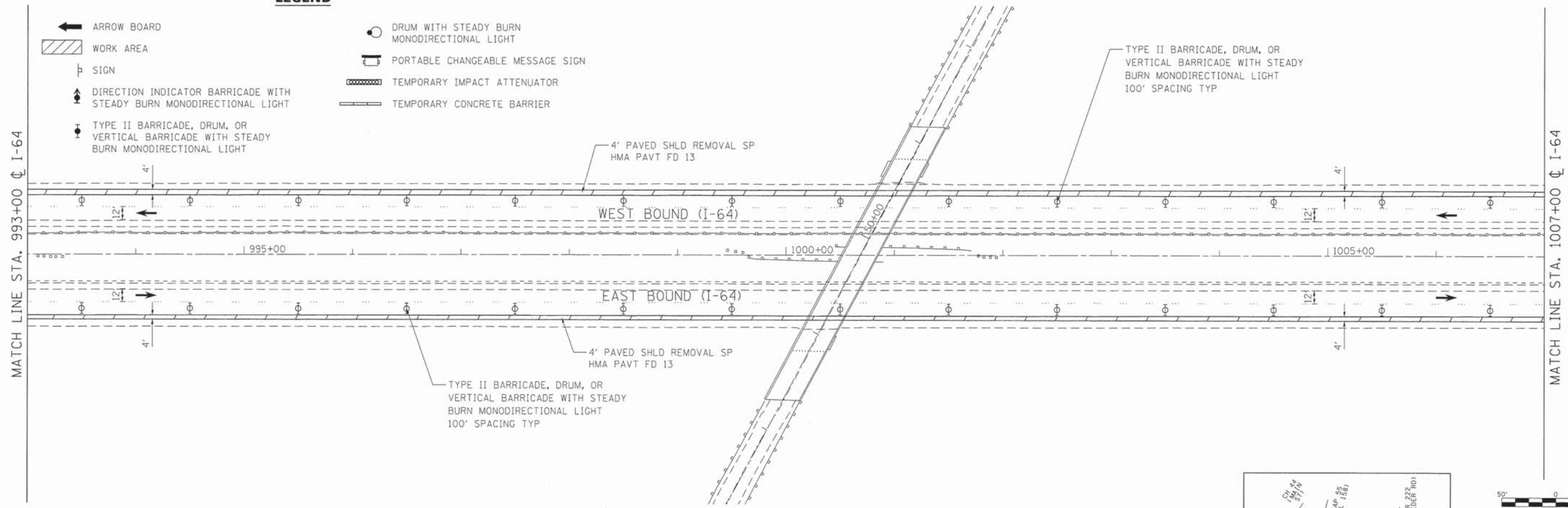
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUGGESTED MAINTENANCE OF TRAFFIC</b>			
<b>I-64 - STAGE 1</b>			
SCALE: 1"=50'	SHEET NO. 11 OF 26 SHEETS	STA. 965+00 TO STA. 993+00	

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 92
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ▲ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- PORTABLE CHANGEABLE MESSAGE SIGN
- ▤ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER



P:\09-2016\02 Rieder Road Phase II\10 CAD\CADD Sheets\09-2016-sh1-I-64 Staging2.dgn

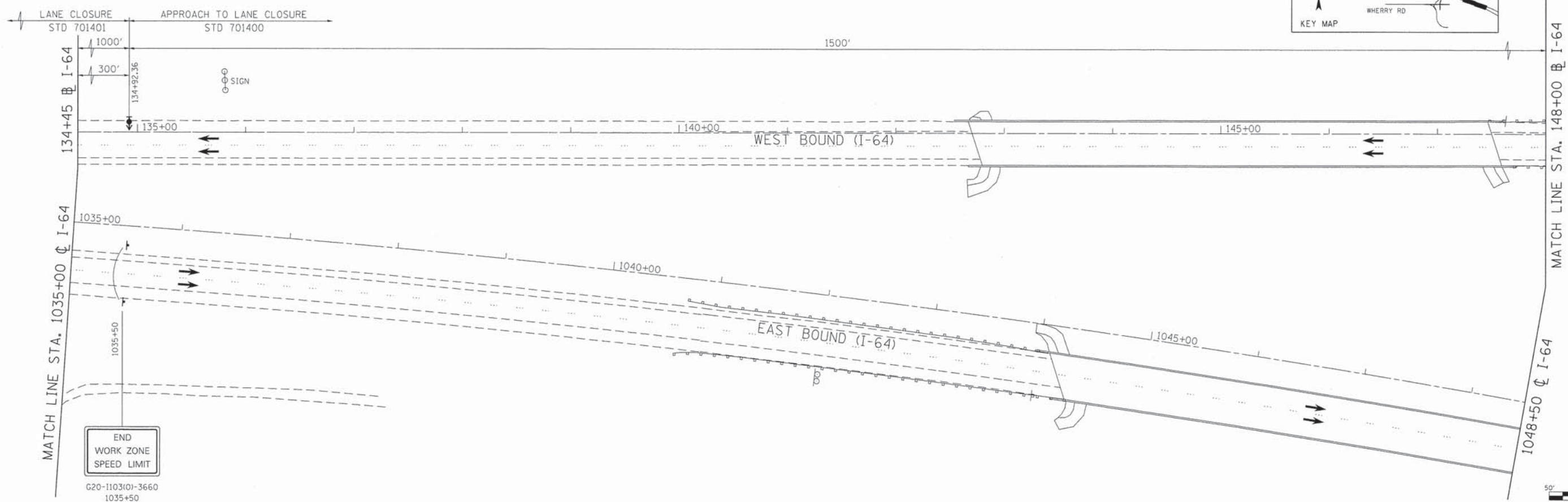
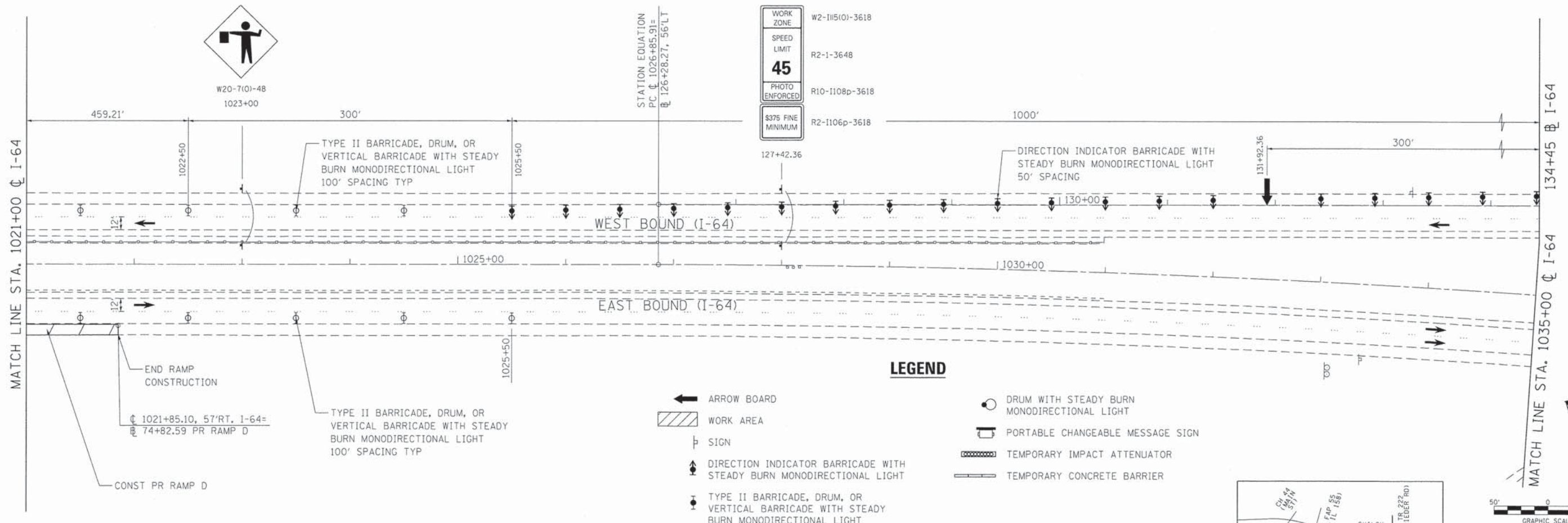
FILE NAME = 09-2016-sh1-I-64 Staging2.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -	REVISED -
PLOT SCALE = 50.0000' / in	CHECKED - TJO	REVISED -	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

SCALE: 1"=50' SHEET NO. 12 OF 26 SHEETS STA. 993+00 TO STA. 1021+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	93
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
	ILLINOIS			



FILE NAME = 09-0016-sht-1-64 Staging13.dgn  
USER NAME = IDOT  
MODEL NAME = Default  
PLOT SCALE = 50.0000' / in.  
PLOT DATE = 4/26/2014

DESIGNED - TJQ  
DRAWN - RJO  
CHECKED - TJQ  
DATE - April 29, 2014

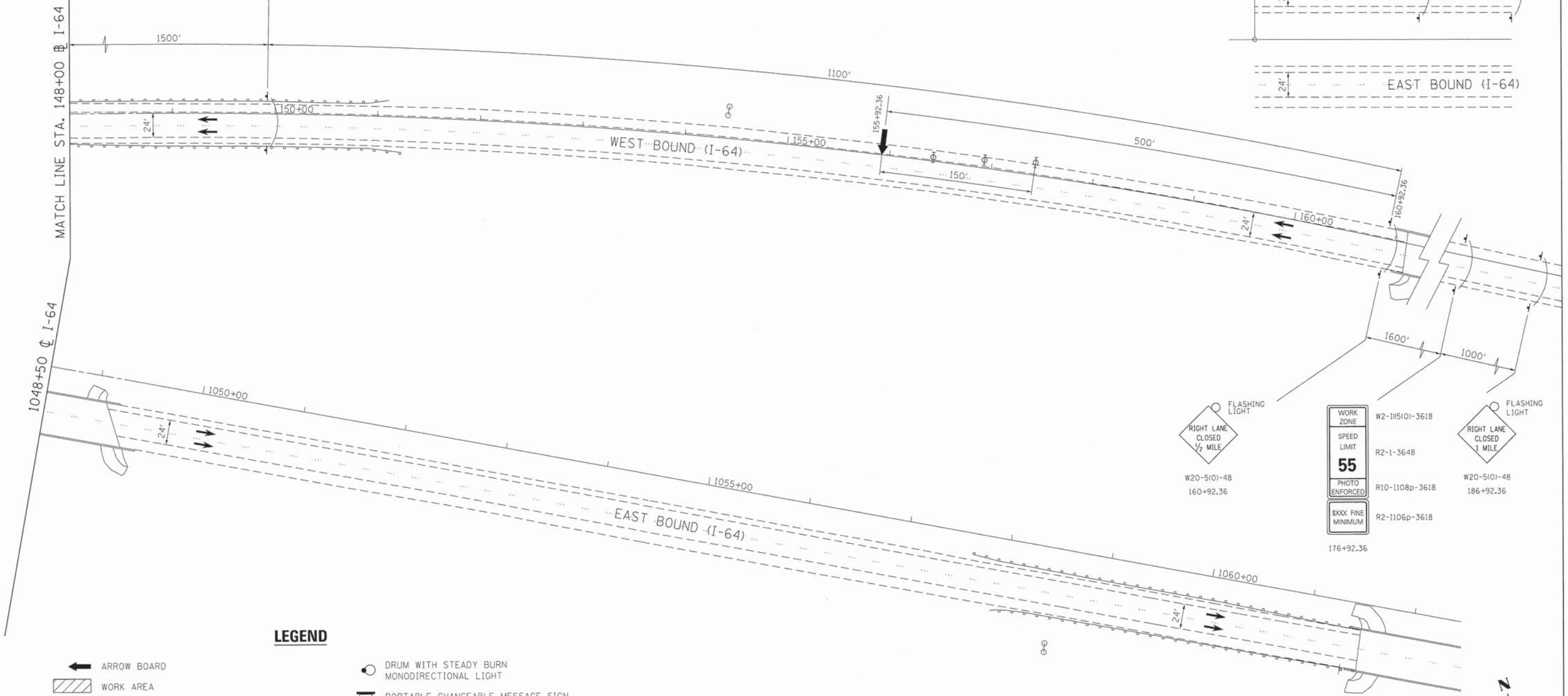
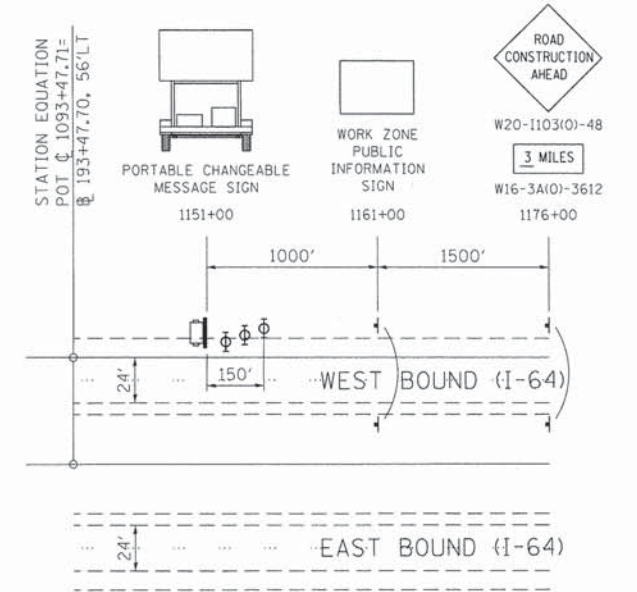
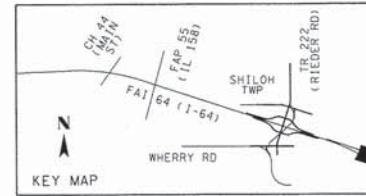
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

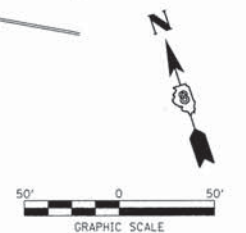
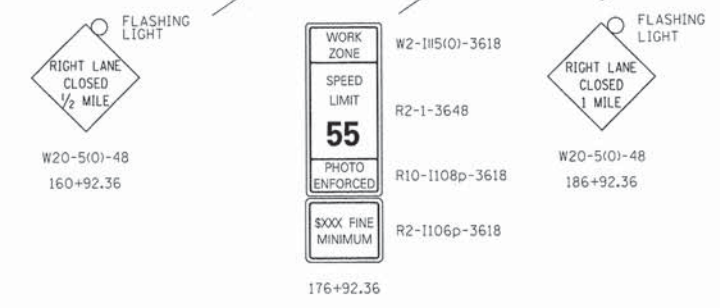
SCALE: 1"=50' SHEET NO. 13 OF 26 SHEETS STA. 1021+00 TO STA. 1048+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	94
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



**LEGEND**

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER



P:\08-0016\02 Rieder Road Phase I\118 CAD\CAD Sheets\09-0016-sht-1-64 Staging14.dgn

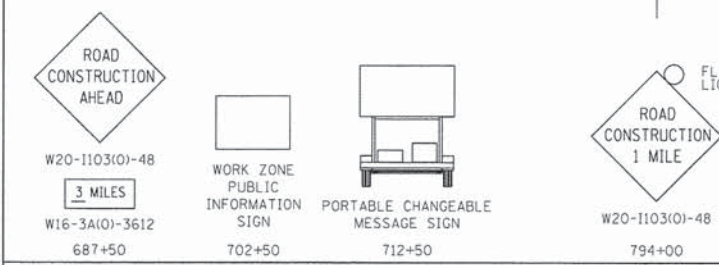
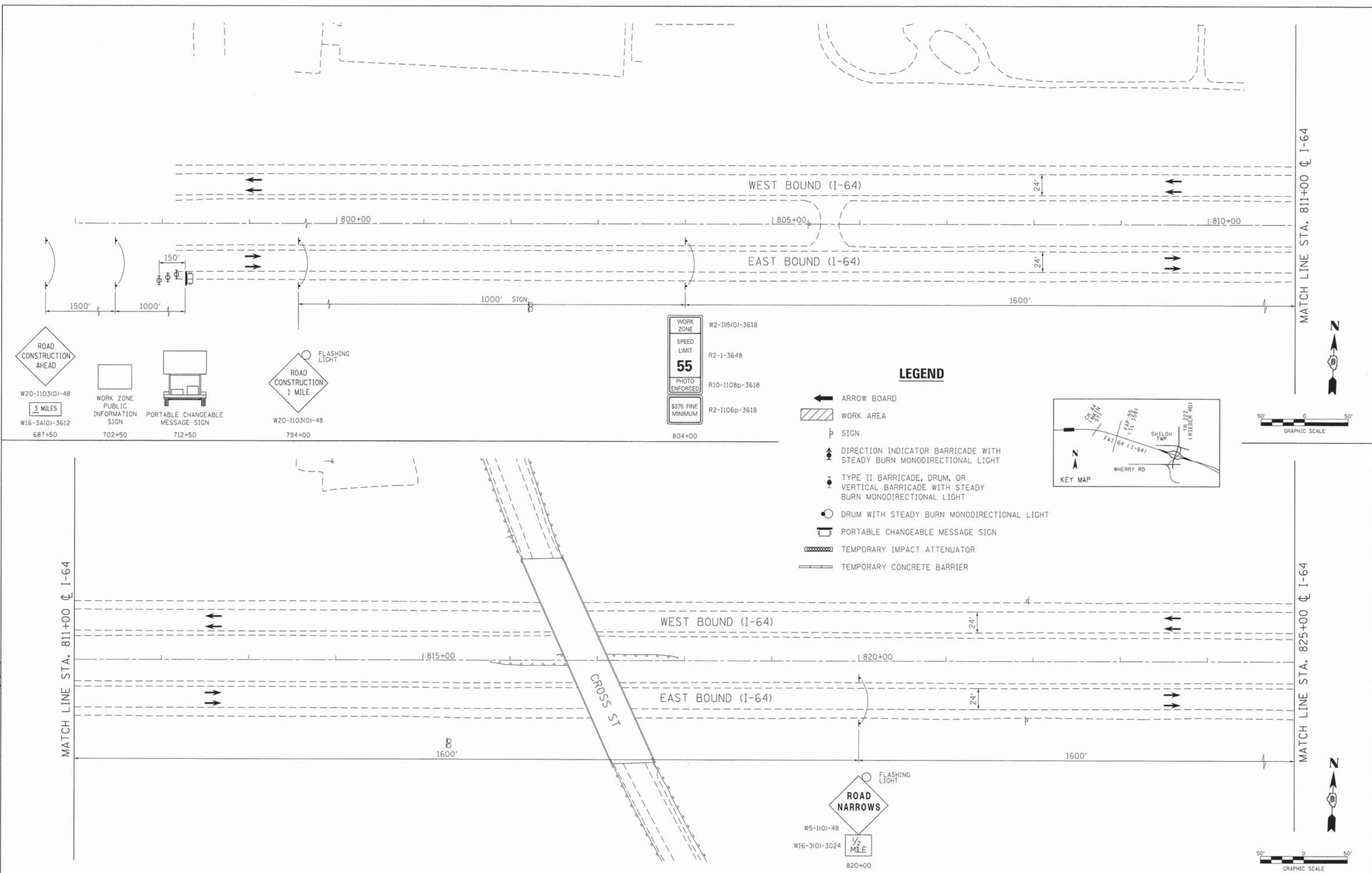
FILE NAME = 09-0016-sht-1-64 Staging14.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50.0000' / in.	DATE - April 29, 2014		
PLOT DATE = 4/26/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

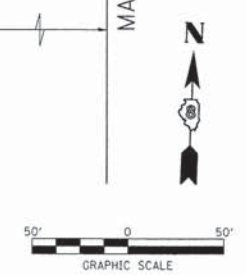
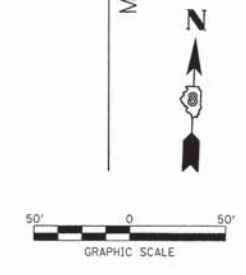
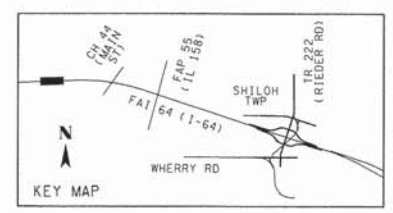
**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 1**

SCALE: 1"=50' SHEET NO. 14 OF 26 SHEETS STA. 1048+50 TO STA. 1062+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	95
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



- LEGEND**
- ← ARROW BOARD
  - ▨ WORK AREA
  - ⊥ SIGN
  - ▲ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
  - ☐ PORTABLE CHANGEABLE MESSAGE SIGN
  - ▤ TEMPORARY IMPACT ATTENUATOR
  - ▬ TEMPORARY CONCRETE BARRIER



P:\09-0016-02 Rieder Road Phase 1\119 CAD\CADD Sheets\09-0016-02-1-64 Staging15.dgn

FILE NAME = 09-0016-02-1-64 Staging15.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
	MODEL NAME = Default	DRAWN - RJO	REVISED -
	PLOT SCALE = 50.0000' / 1"	CHECKED - TJO	REVISED -
	PLOT DATE = 4/26/2014	DATE - Apr 11 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 2**

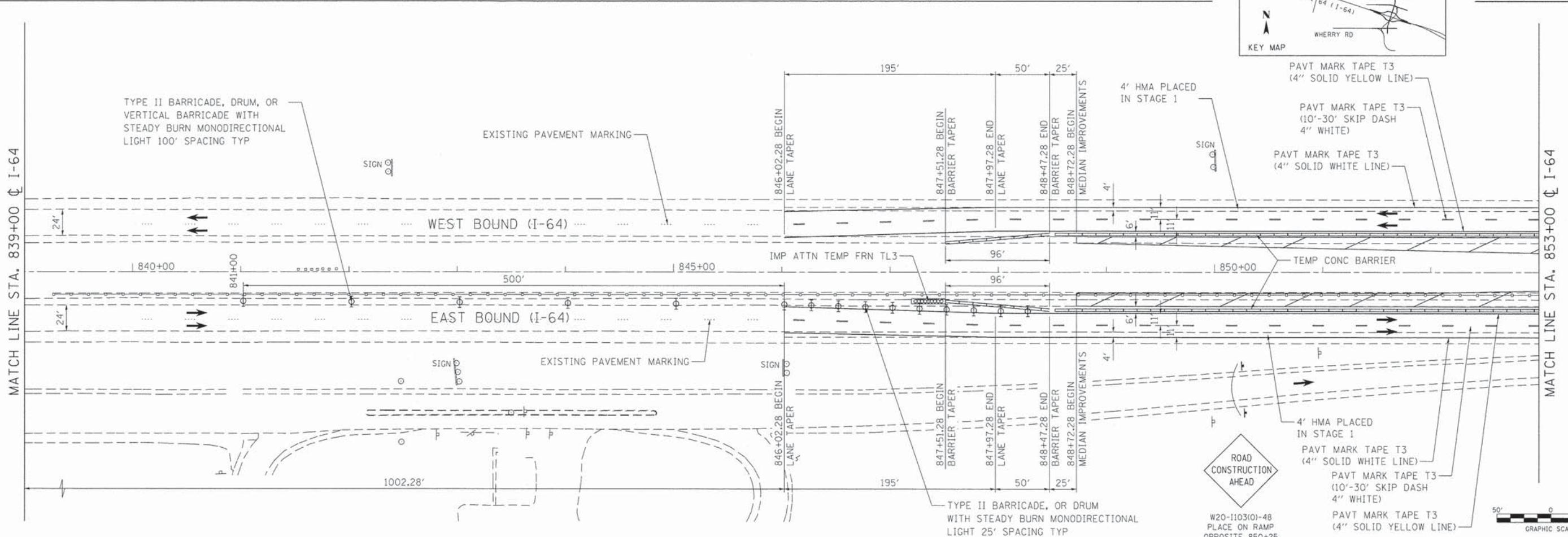
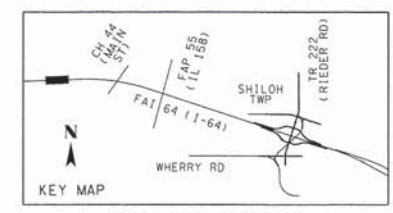
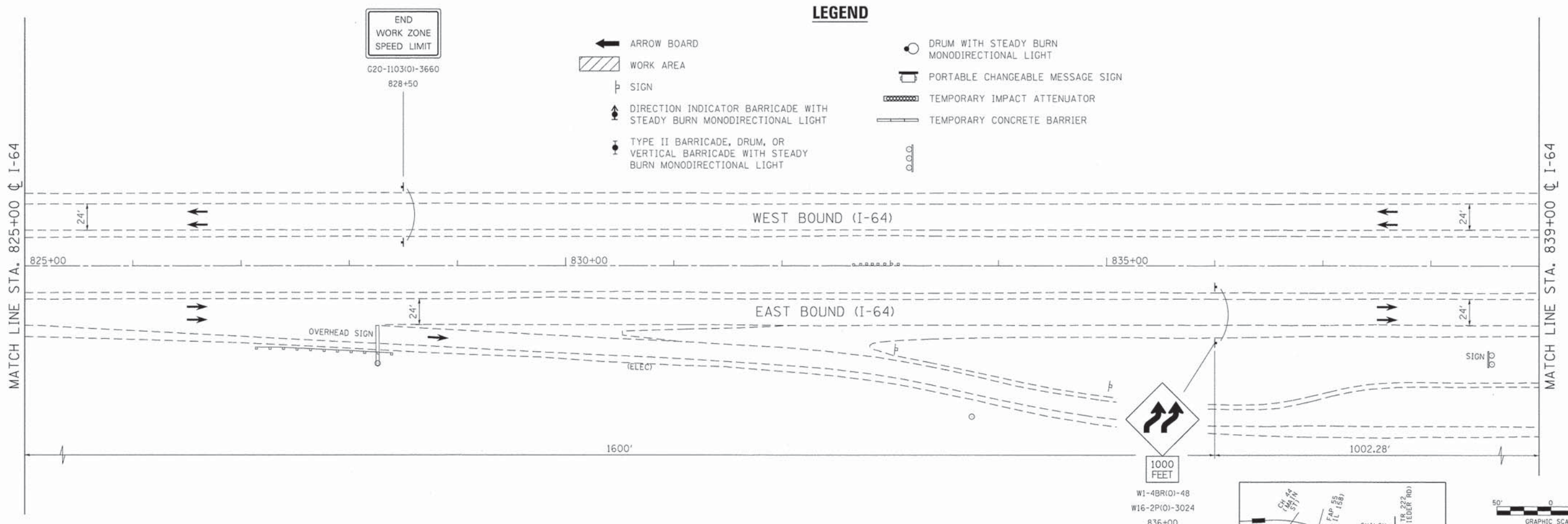
SCALE: 1"=50'    SHEET NO. 15 OF 26 SHEETS    STA. 797+00 TO STA. 825+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	96
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⬮ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- PORTABLE CHANGEABLE MESSAGE SIGN
- ▬ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER



FILE NAME = 09-0016-sh1-I-64 Staging16.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50.0000' / in.	DATE - April 29, 2014		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

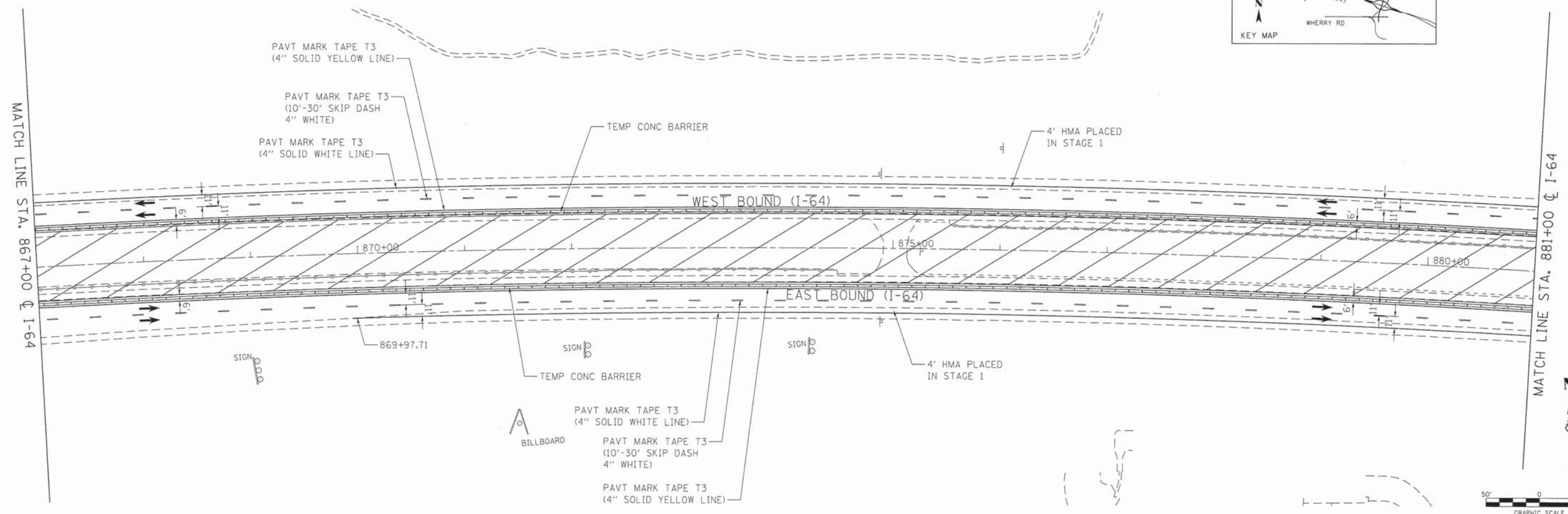
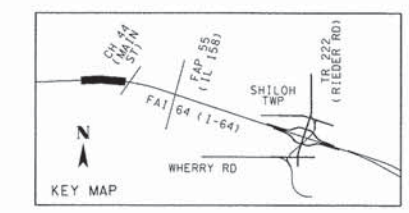
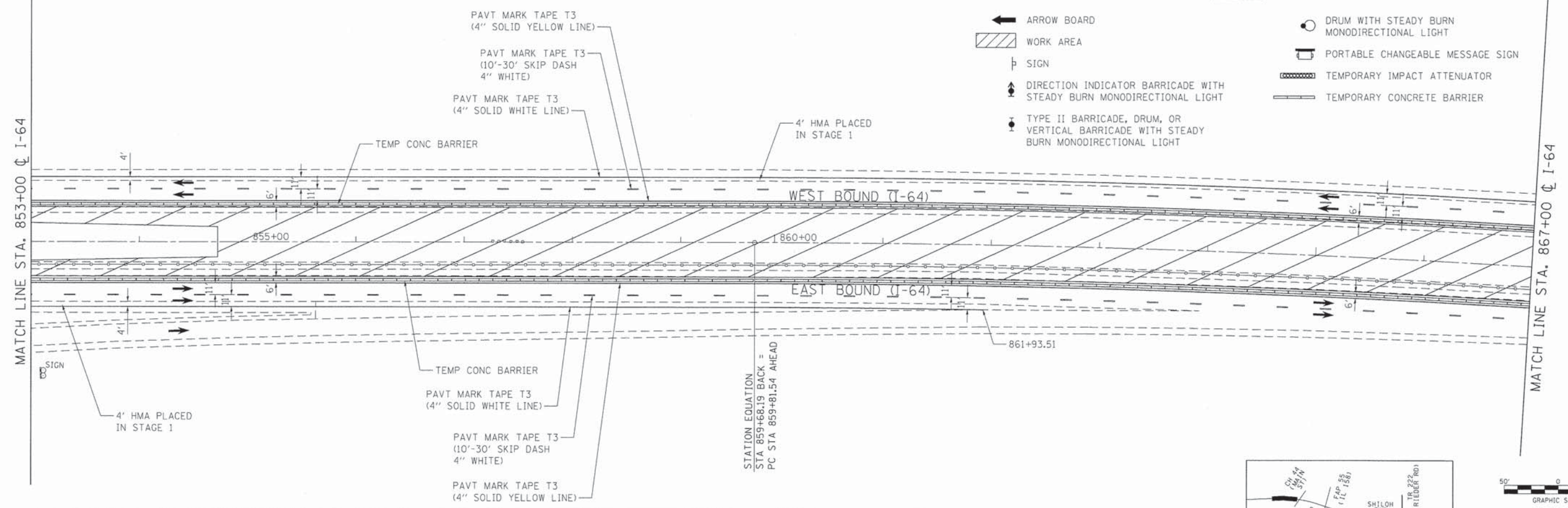
**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 2**

SCALE: 1"=50'    SHEET NO. 16 OF 26 SHEETS    STA. 825+00 TO STA. 853+00

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 97
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

**LEGEND**

- ← ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ↕ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⦿ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊙ DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- ⊞ PORTABLE CHANGEABLE MESSAGE SIGN
- ▤ TEMPORARY IMPACT ATTENUATOR
- ▬ TEMPORARY CONCRETE BARRIER



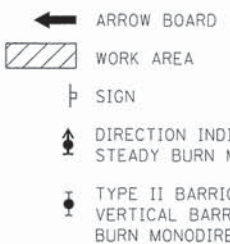
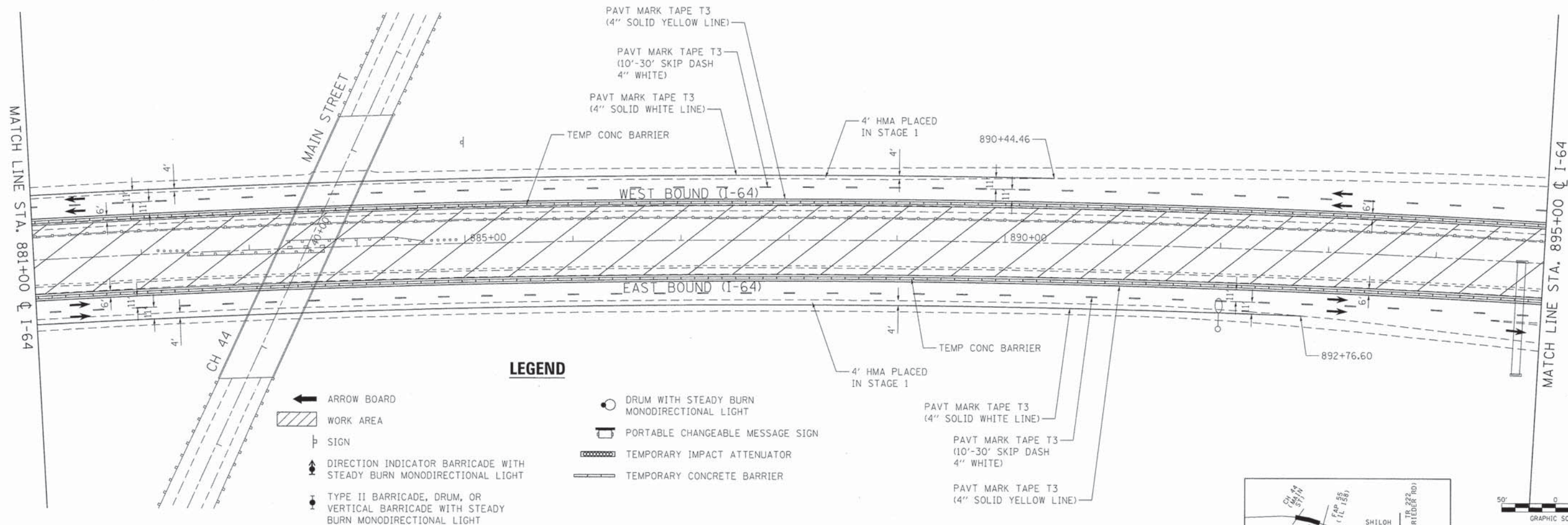
FILE NAME = 09-0016-sht-1-64 Staging17.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 50.0000' / in.  
 PLOT DATE = 4/26/2014  
 DESIGNED - TJQ  
 DRAWN - RJQ  
 CHECKED - TJQ  
 DATE - April 29, 2014  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

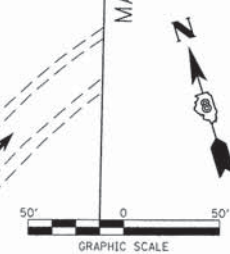
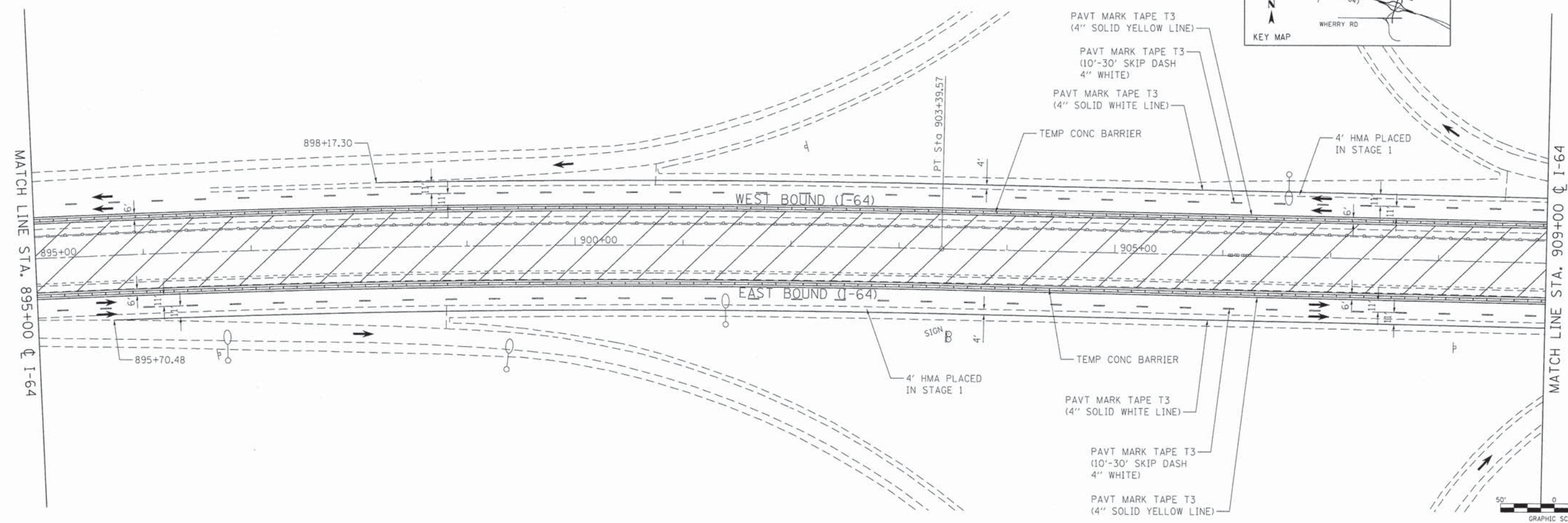
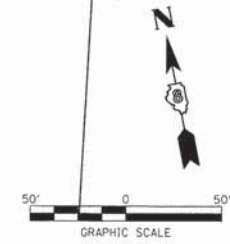
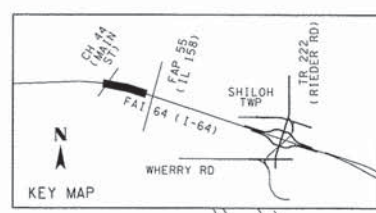
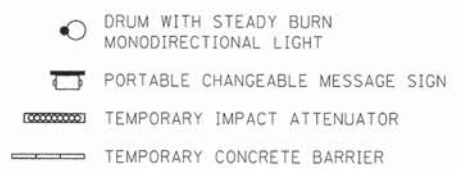
**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 2**

SCALE: 1"=50' SHEET NO. 17 OF 26 SHEETS STA. 853+00 TO STA. 881+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	98
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



**LEGEND**



F:\09-0016\02 - Rieder Road Phase 1\118\_CAD\CADD\_Sheets\09-0016-sht-1-64\_Staging18.dgn

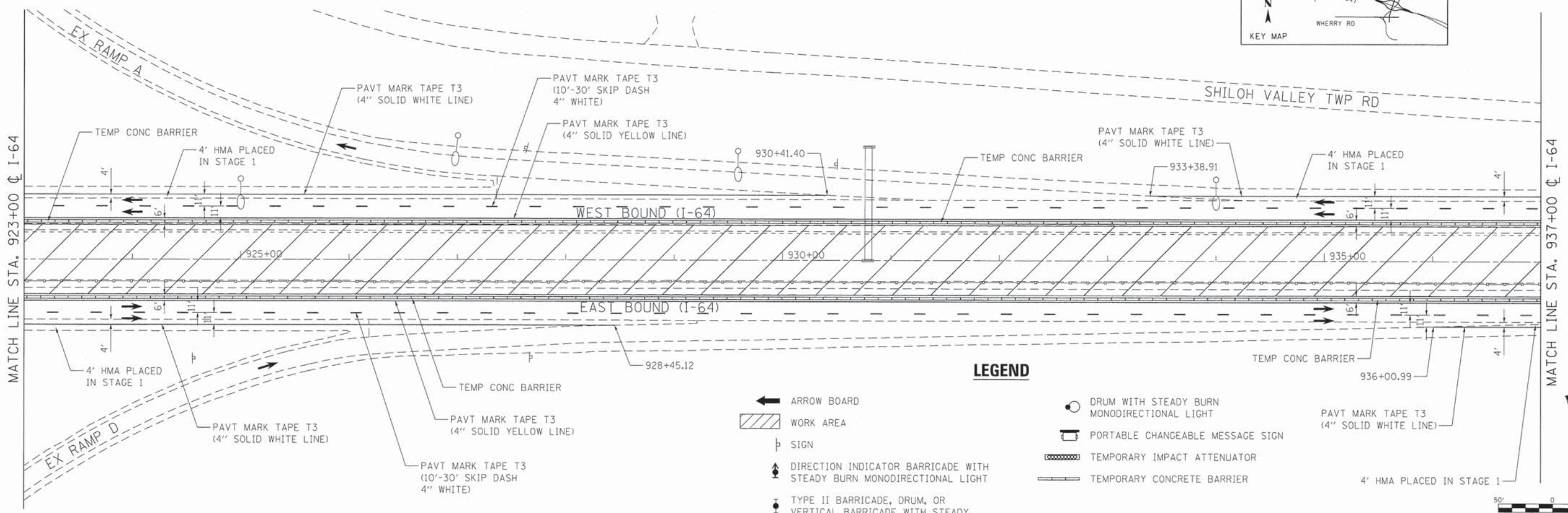
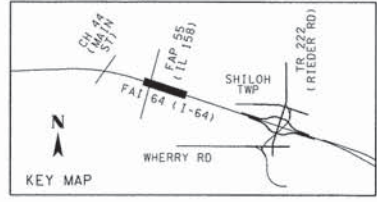
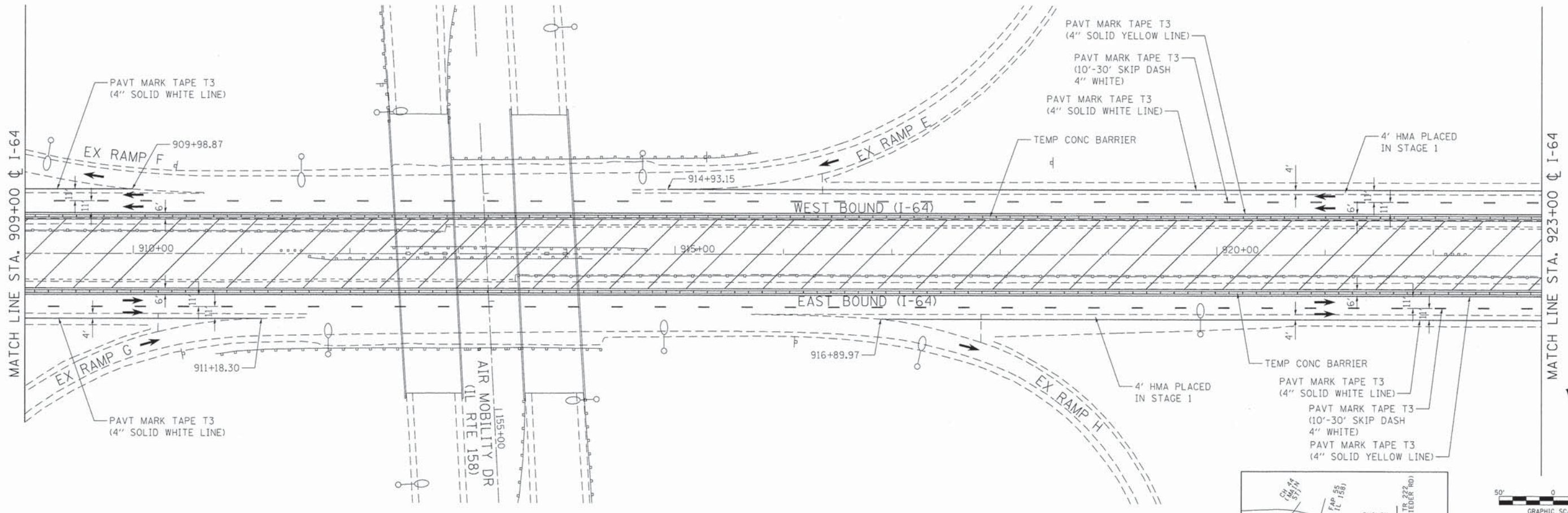
FILE NAME = 09-0016-sht-1-64 Staging18.dgn	USER NAME = IDOT	DESIGNED - TJO	REVISED -
MODEL NAME = Default	DRAWN - RJO	CHECKED - TJO	REVISED -
PLOT SCALE = 50,0000' / 1\"/>			
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC  
I-64 - STAGE 2**

SCALE: 1"=50'    SHEET NO. 18 OF 26 SHEETS    STA. 881+00 TO STA. 909+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	99
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



- LEGEND**
- ← ARROW BOARD
  - ▨ WORK AREA
  - ⊥ SIGN
  - ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - ⊥ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
  - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
  - PORTABLE CHANGEABLE MESSAGE SIGN
  - ▬ TEMPORARY IMPACT ATTENUATOR
  - ▬ TEMPORARY CONCRETE BARRIER



FILE NAME = 09-0016-sht-1-64 Staging19.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 50,0000' / in.  
 PLOT DATE = 4/26/2014

DESIGNED - TJO	REVISED -
DRAWN - RJO	REVISED -
CHECKED - TJO	REVISED -
DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC**  
**I-64 - STAGE 2**  
 SCALE: 1"=50' SHEET NO. 19 OF 26 SHEETS STA. 909+00 TO STA. 937+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	100
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				