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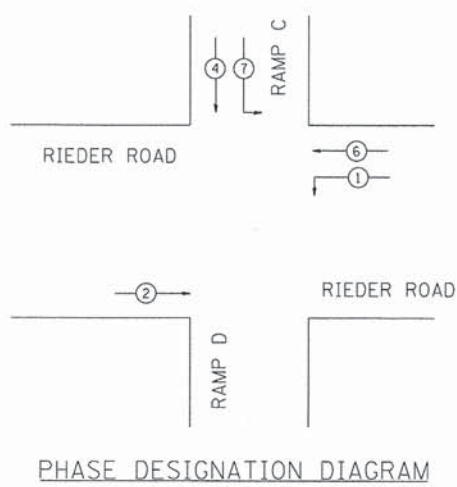
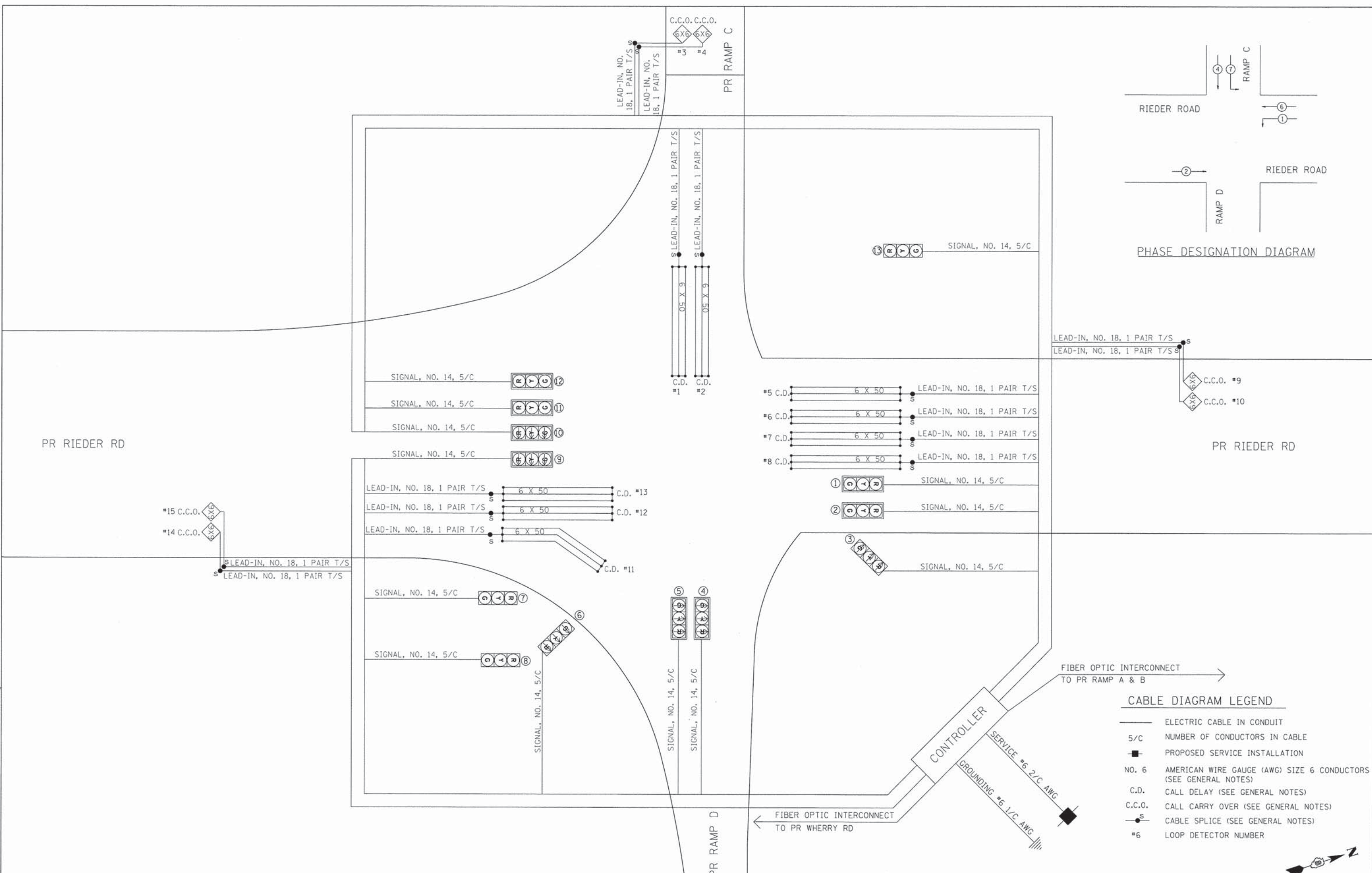
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN**  
**PROPOSED RIEDER ROAD AND PROPOSED RAMPS C & D**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	301
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

SCALE: 1"=20' SHEET NO. 9 OF 18 SHEETS STA. TO STA.

F:\09-0016-02 Rieder Road Phase 1\10-CAD\CADD Sheets\09-0016-sht-TS02A.dgn



- CABLE DIAGRAM LEGEND**
- ELECTRIC CABLE IN CONDUIT
  - 5/C NUMBER OF CONDUCTORS IN CABLE
  - PROPOSED SERVICE INSTALLATION
  - NO. 6 AMERICAN WIRE GAUGE (AWG) SIZE 6 CONDUCTORS (SEE GENERAL NOTES)
  - C.D. CALL DELAY (SEE GENERAL NOTES)
  - C.C.O. CABLE CARRY OVER (SEE GENERAL NOTES)
  - S CABLE SPLICE (SEE GENERAL NOTES)
  - #6 LOOP DETECTOR NUMBER

FILE NAME = 09-0016-sht-TS02A.dgn	USER NAME = IDOT	DESIGNED - SMS	REVISED -
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	PLOT SCALE = 240.0000' / Ft.	CHECKED - LDC	REVISED -
	PLOT DATE = 4/26/2014	DATE - Apr/29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL CABLE DIAGRAM  
PROPOSED RIEDER ROAD AND PROPOSED RAMPS C & D**

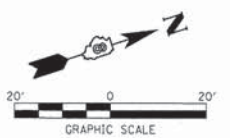
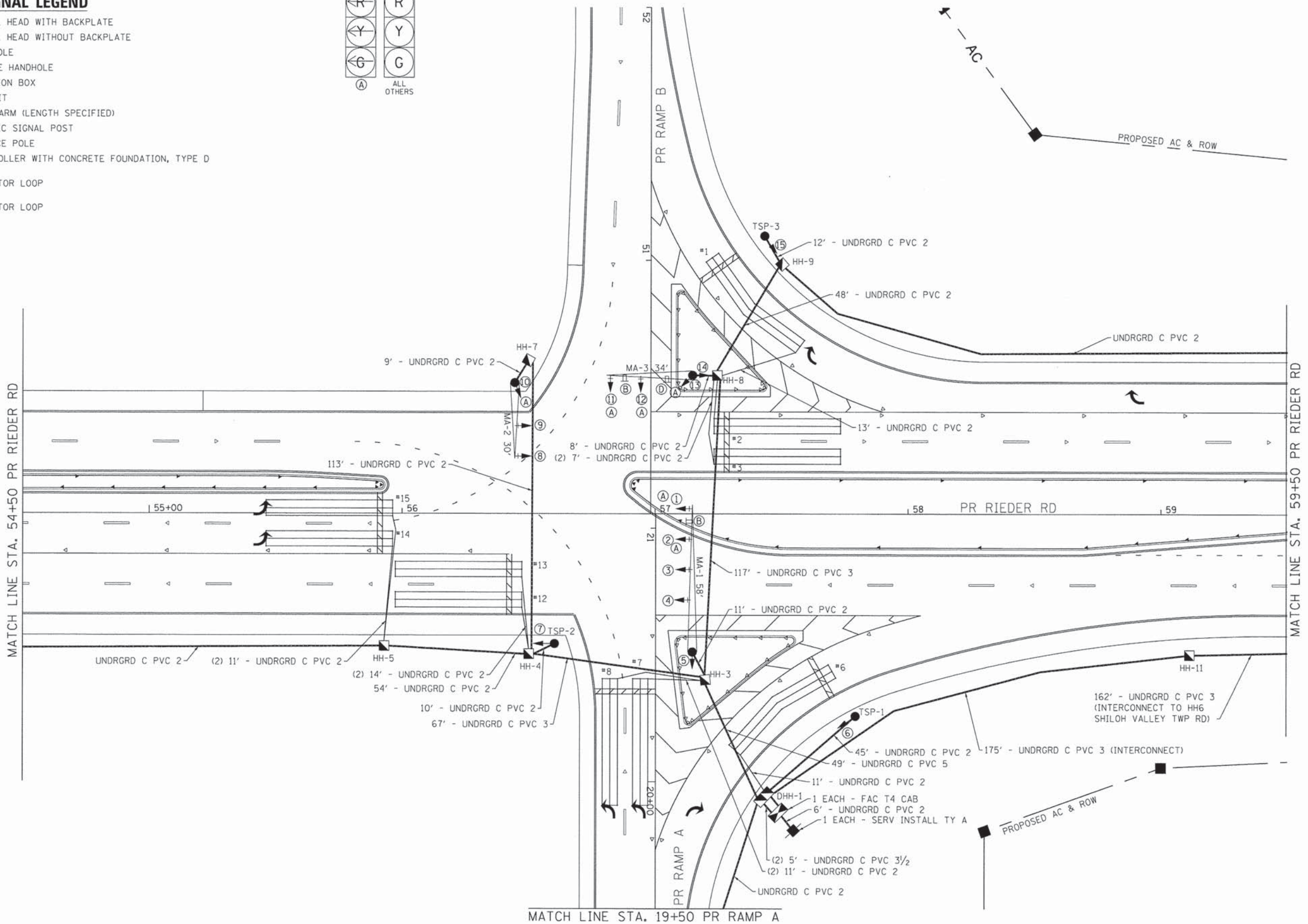
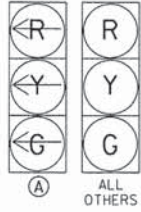
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TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549	ILLINOIS	

SCALE: SHEET NO. 10 OF 18 SHEETS STA. TO STA.



**TRAFFIC SIGNAL LEGEND**

- ↑ PROPOSED SIGNAL HEAD WITH BACKPLATE
- ↑ PROPOSED SIGNAL HEAD WITHOUT BACKPLATE
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED JUNCTION BOX
- ▬ PROPOSED CONDUIT
- ▬ PROPOSED MAST ARM (LENGTH SPECIFIED)
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED SERVICE POLE
- PROPOSED CONTROLLER WITH CONCRETE FOUNDATION, TYPE D
- ▭ 6' x 50' PROPOSED DETECTOR LOOP
- ▭ 6' x 6' PROPOSED DETECTOR LOOP
- PROPOSED SIGN



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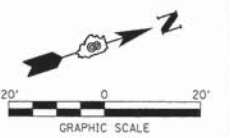
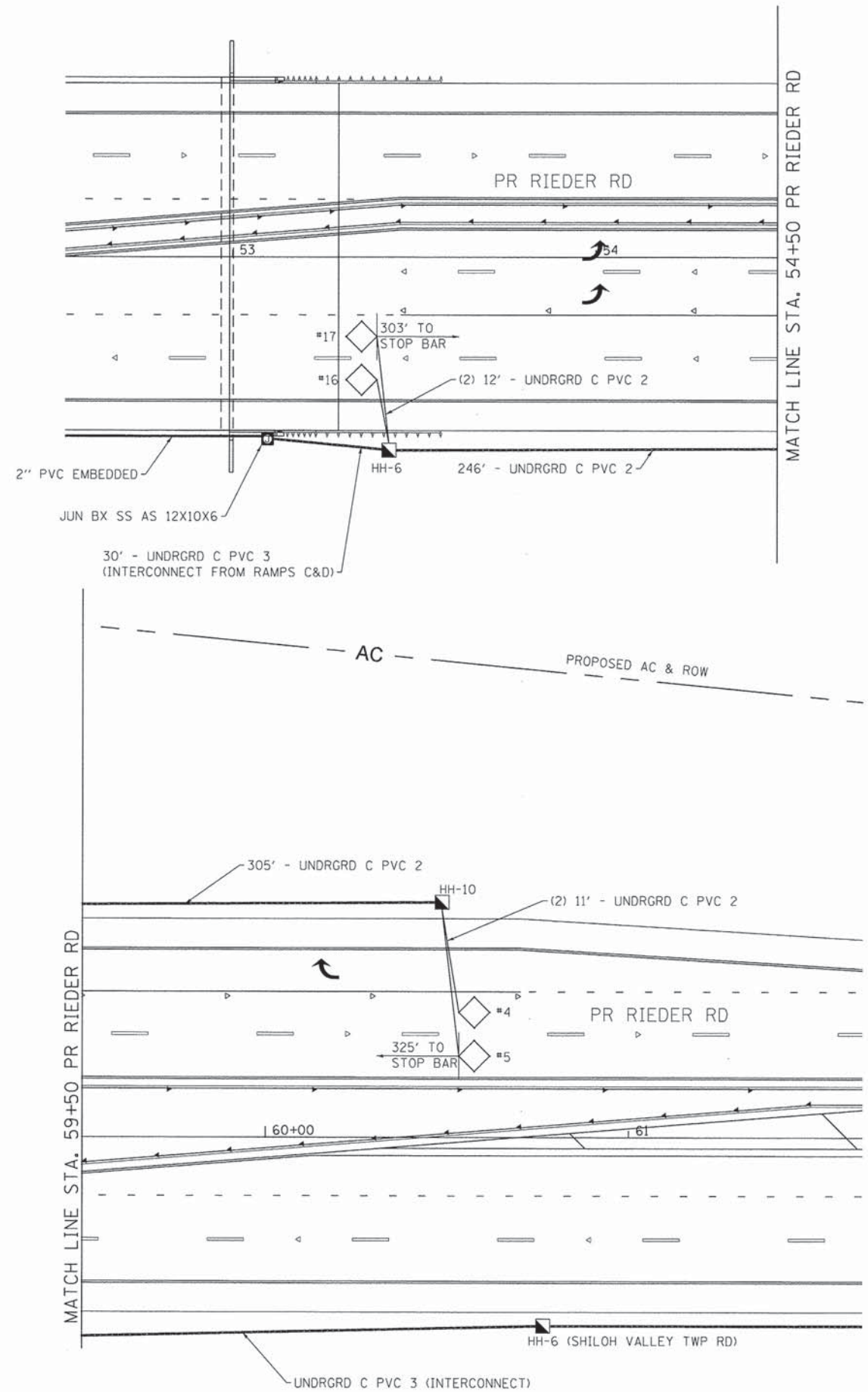
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PLOT DATE = 4/26/2014			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD AND PROPOSED RAMPS A & B**

SCALE: 1"=20'    SHEET NO. 11 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	303
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

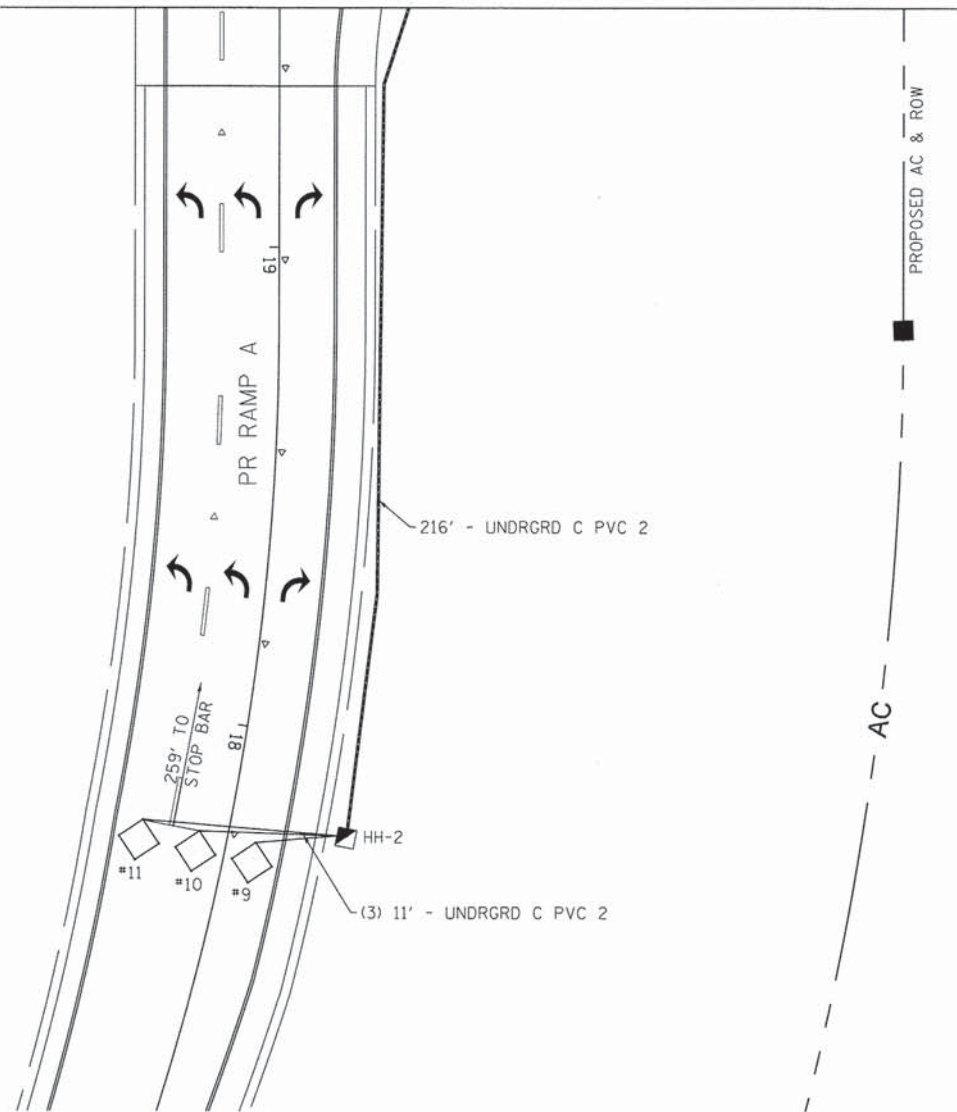
**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD AND PROPOSED RAMPS A & B**

SCALE: 1"=20'    SHEET NO. 12 OF 18 SHEETS    STA.    TO STA.

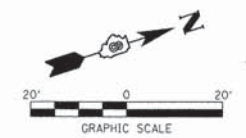
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64	09-00365-01-PV	ST. CLAIR	535	304
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



MATCH LINE STA. 19+50 PR RAMP A



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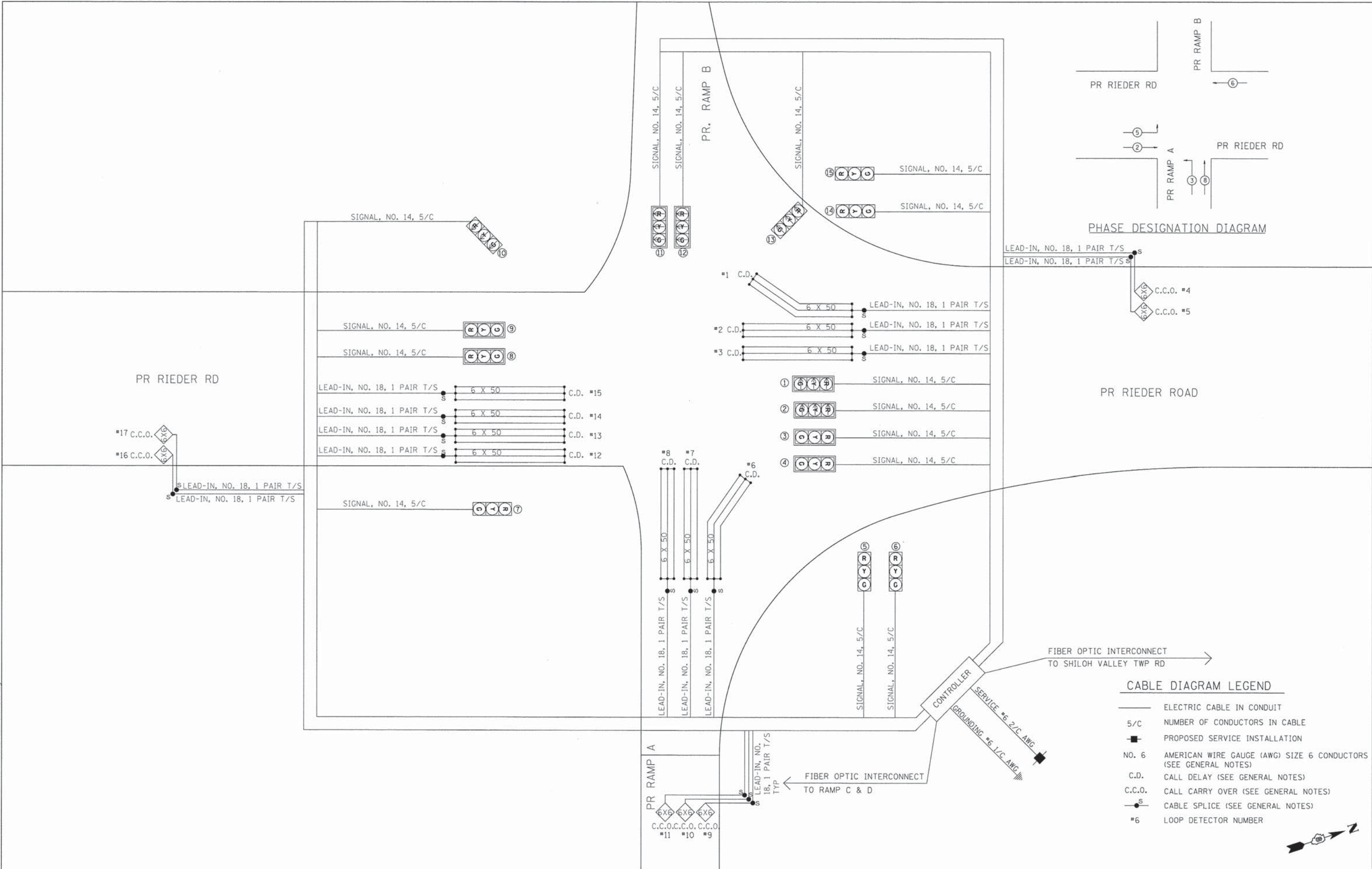
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD AND PROPOSED RAMPS A & B**

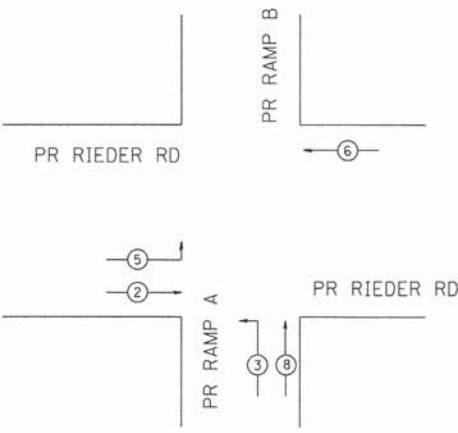
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
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 Plot Scale = 240,0000' / Ft.  
 Plot Date = 4/26/2014



**PHASE DESIGNATION DIAGRAM**



**CABLE DIAGRAM LEGEND**

- ELECTRIC CABLE IN CONDUIT
- 5/C NUMBER OF CONDUCTORS IN CABLE
- PROPOSED SERVICE INSTALLATION
- NO. 6 AMERICAN WIRE GAUGE (AWG) SIZE 6 CONDUCTORS (SEE GENERAL NOTES)
- C.D. CALL DELAY (SEE GENERAL NOTES)
- C.C.O. CALL CARRY OVER (SEE GENERAL NOTES)
- CABLE SPLICE (SEE GENERAL NOTES)
- #6 LOOP DETECTOR NUMBER

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

**TRAFFIC SIGNAL CABLE DIAGRAM**  
**PROPOSED RIEDER ROAD AND PROPOSED RAMPS A & B**

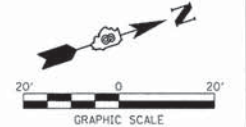
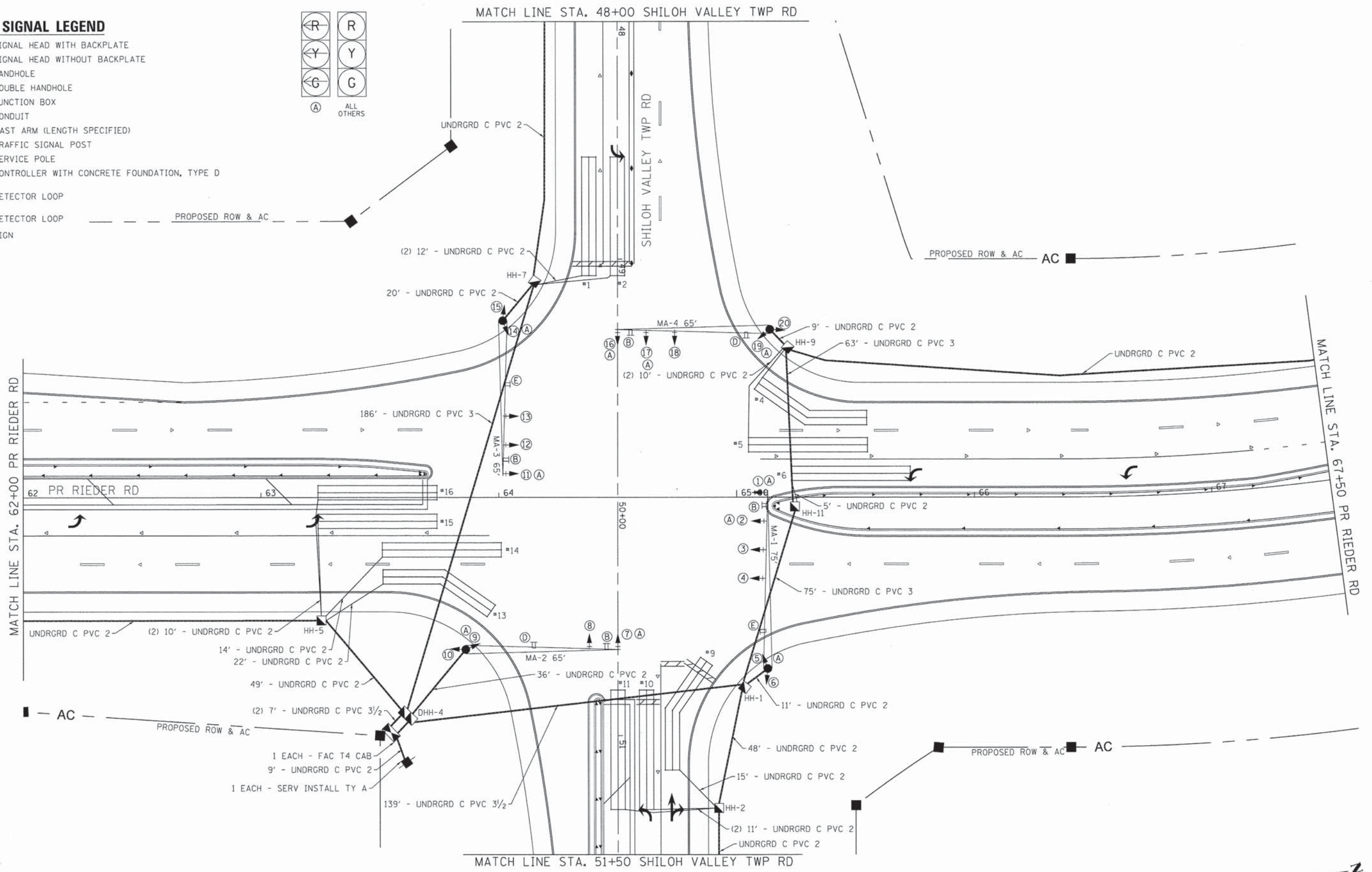
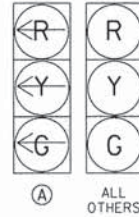
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64	09-00365-01-PV	ST. CLAIR	535	306
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

SCALE: SHEET NO. 14 OF 18 SHEETS STA. TO STA.



**TRAFFIC SIGNAL LEGEND**

- ↑ PROPOSED SIGNAL HEAD WITH BACKPLATE
- ↑ PROPOSED SIGNAL HEAD WITHOUT BACKPLATE
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED JUNCTION BOX
- ▬ PROPOSED CONDUIT
- ▬ PROPOSED MAST ARM (LENGTH SPECIFIED)
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED SERVICE POLE
- PROPOSED CONTROLLER WITH CONCRETE FOUNDATION, TYPE D
- ▬ PROPOSED DETECTOR LOOP
- ▬ PROPOSED DETECTOR LOOP
- ▬ PROPOSED ROW & AC
- ▬ PROPOSED SIGN



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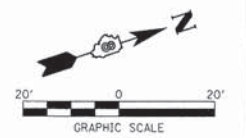
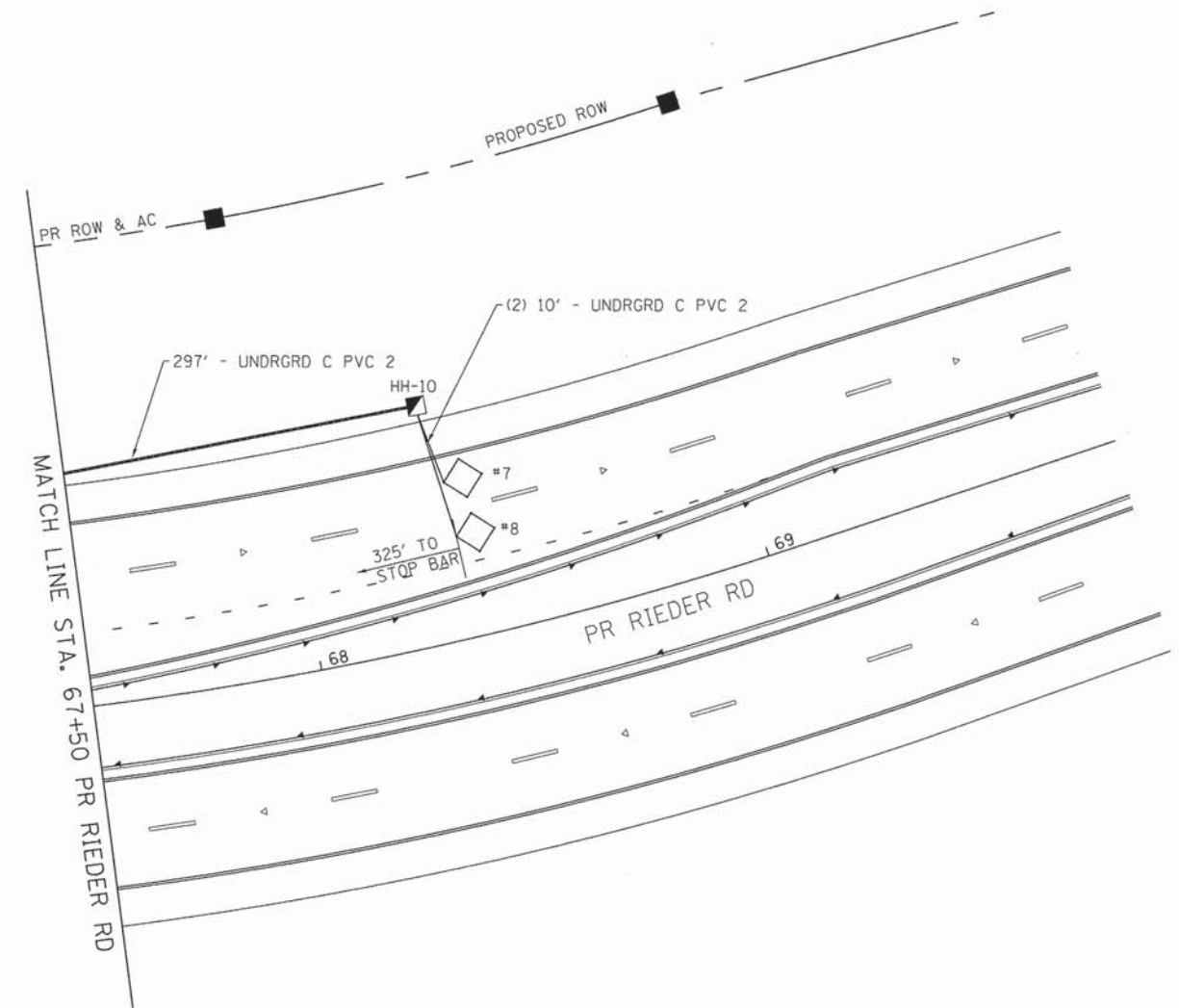
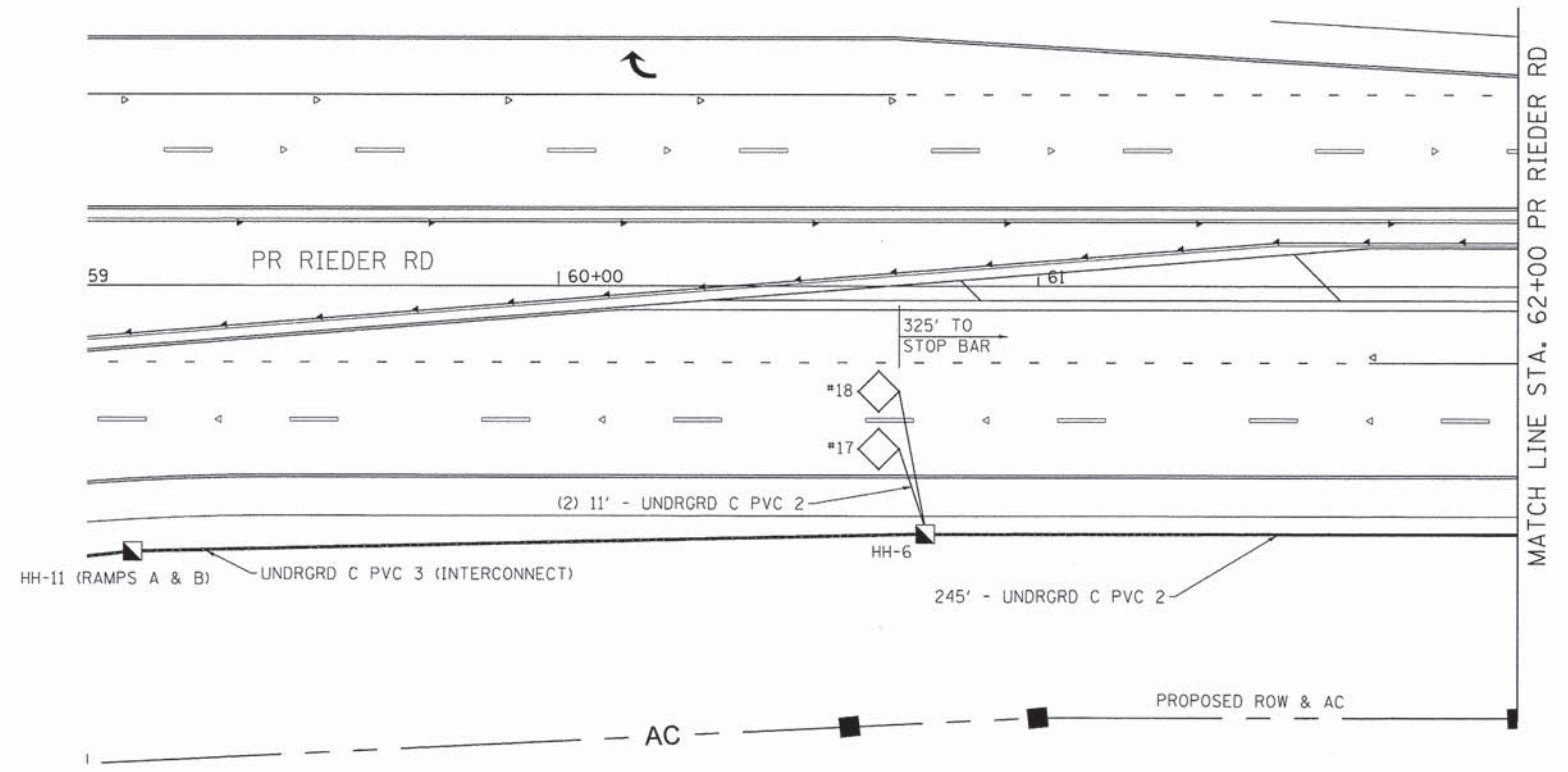
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD & SHILOH VALLEY TOWNSHIP ROAD**

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 307
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

SCALE: 1"=20'    SHEET NO. 15 OF 18 SHEETS    STA.    TO STA.



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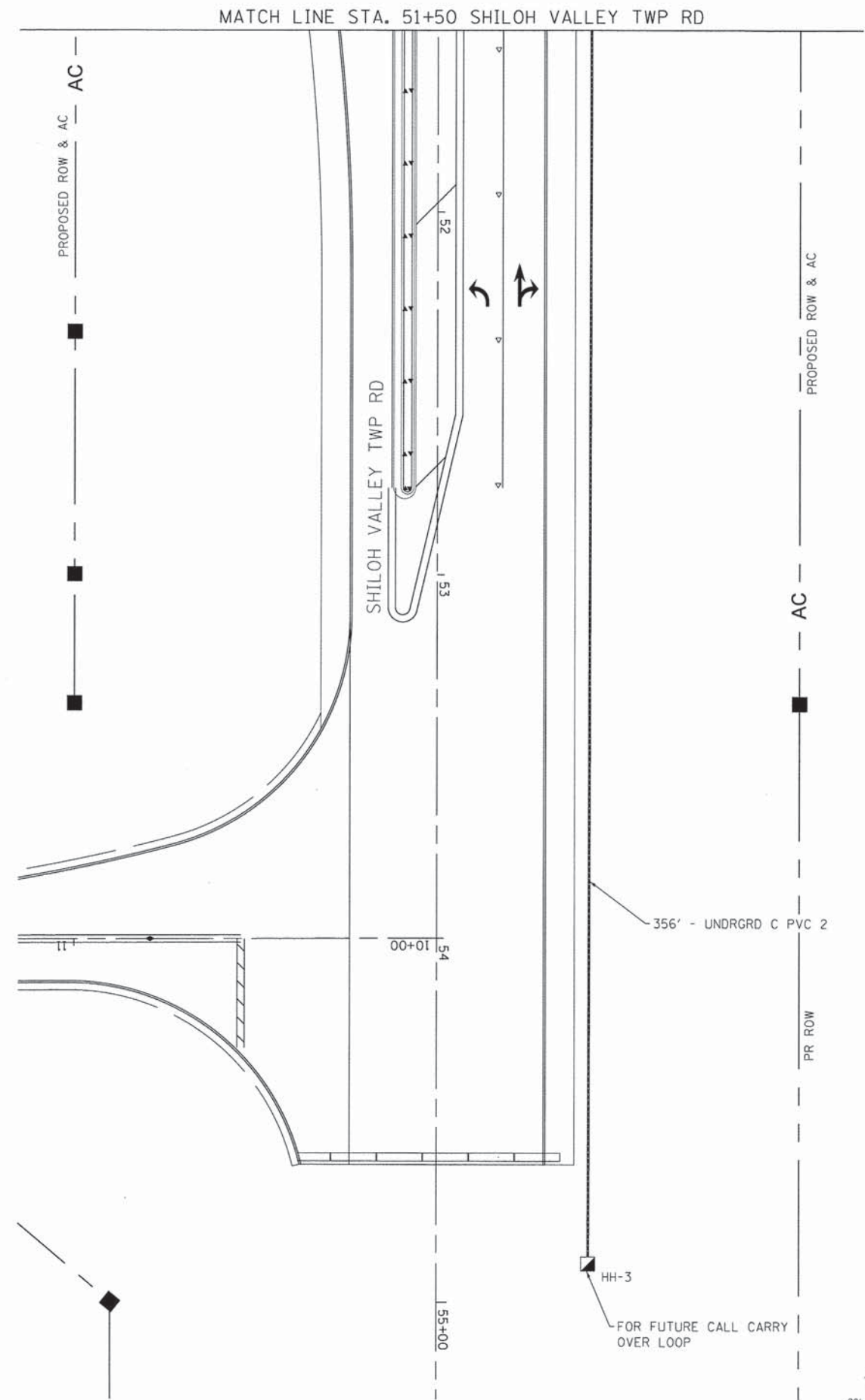
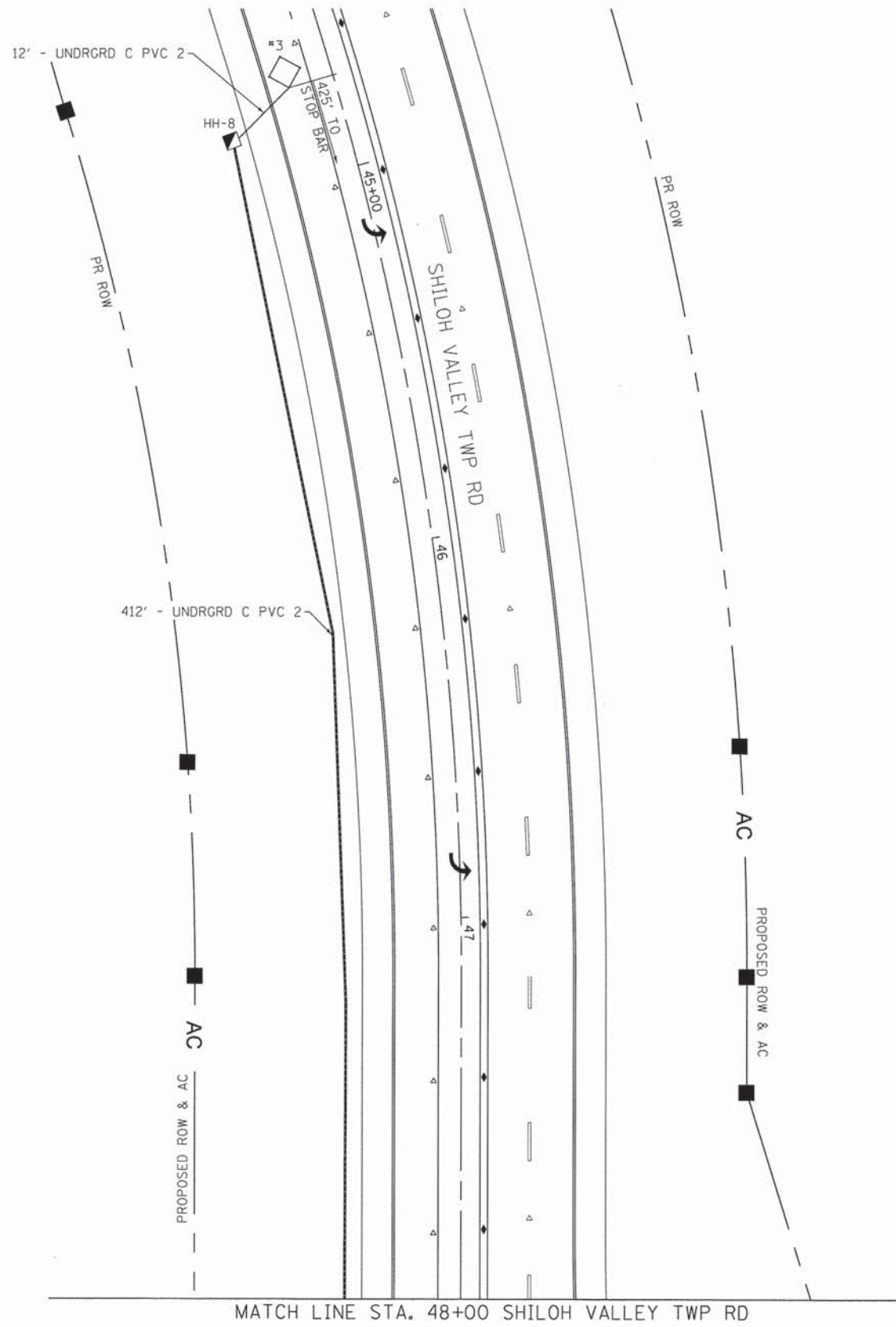
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD & SHILOH VALLEY TOWNSHIP ROAD**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	308
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

SCALE: 1"=20'    SHEET NO. 16 OF 18 SHEETS    STA.    TO STA.





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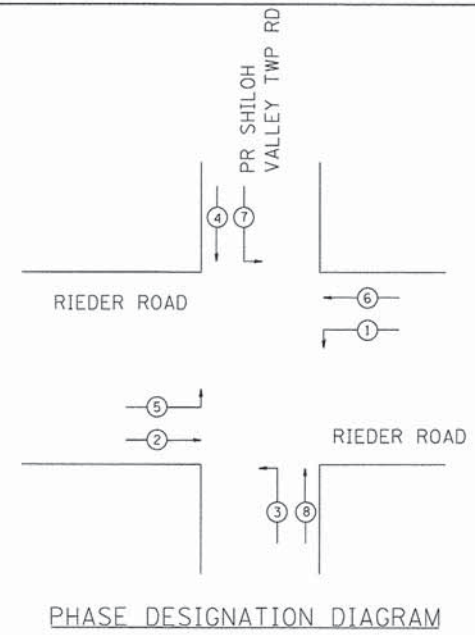
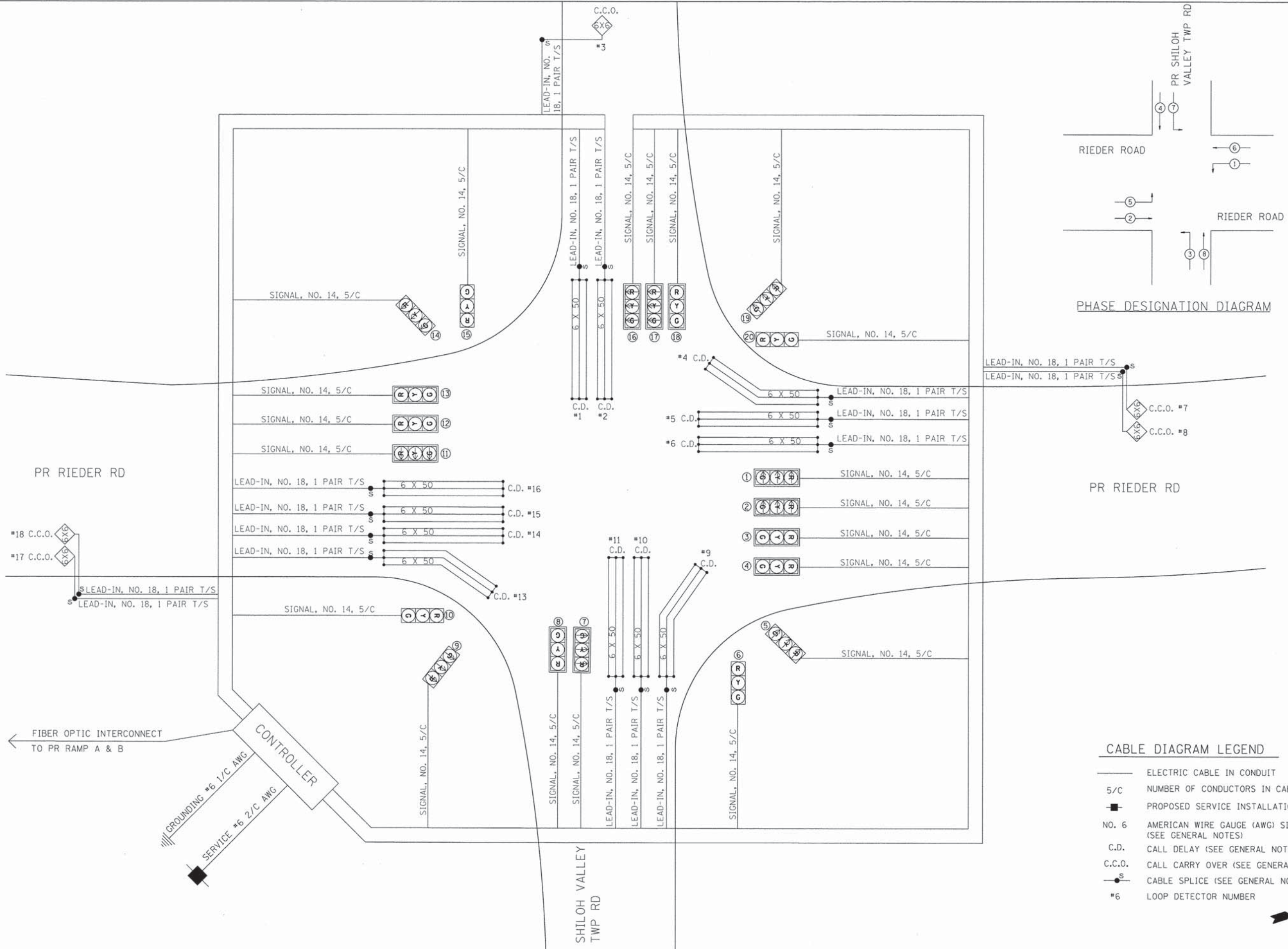
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PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
PROPOSED RIEDER ROAD & SHILOH VALLEY TOWNSHIP ROAD**

SCALE: 1"=20' SHEET NO. 17 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	309
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



**CABLE DIAGRAM LEGEND**

- ELECTRIC CABLE IN CONDUIT
- 5/C NUMBER OF CONDUCTORS IN CABLE
- PROPOSED SERVICE INSTALLATION
- NO. 6 AMERICAN WIRE GAUGE (AWG) SIZE 6 CONDUCTORS (SEE GENERAL NOTES)
- C.D. CALL DELAY (SEE GENERAL NOTES)
- C.C.O. CALL CARRY OVER (SEE GENERAL NOTES)
- S— CABLE SPLICE (SEE GENERAL NOTES)
- #6 LOOP DETECTOR NUMBER



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 DATE - April 29, 2014

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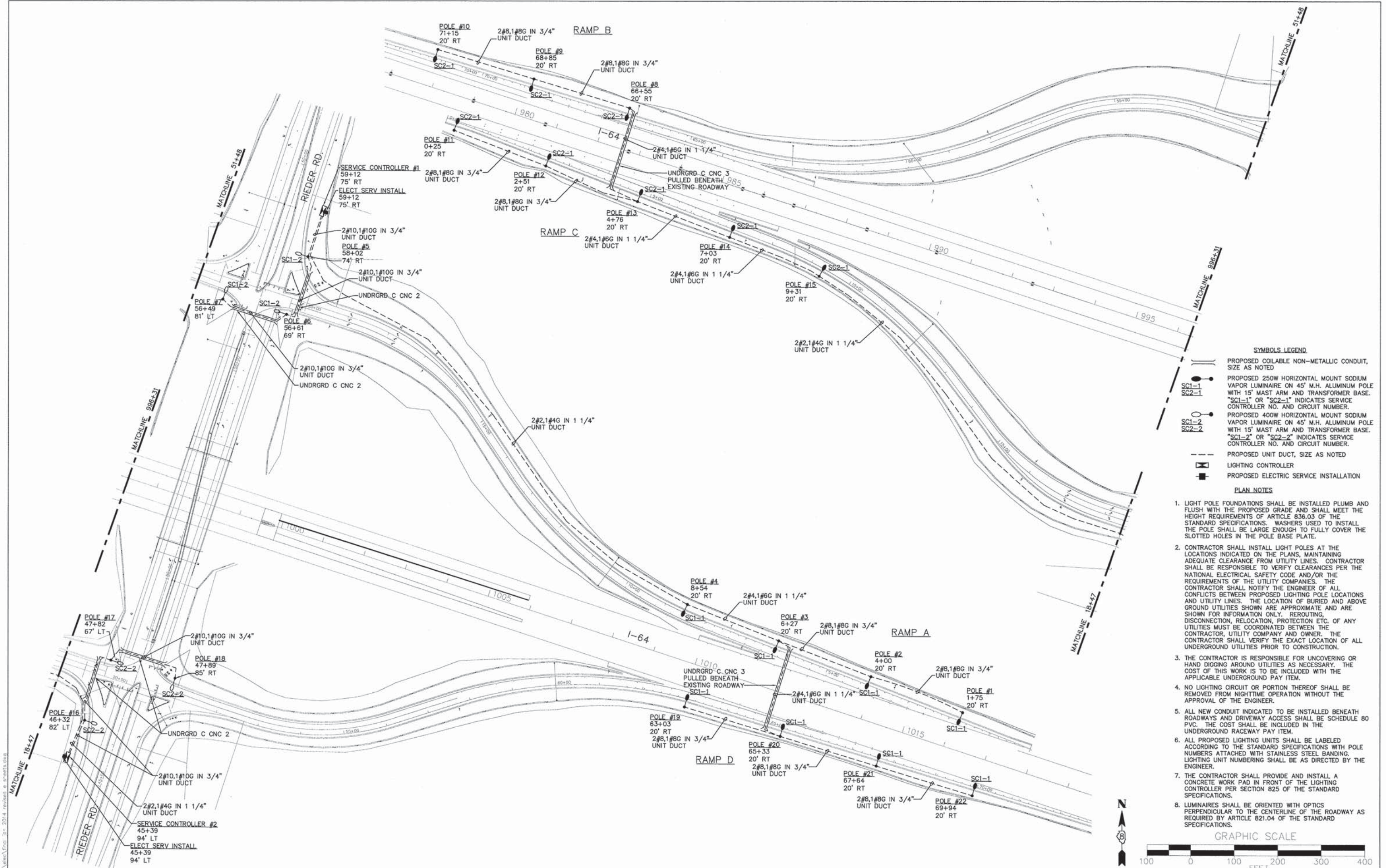
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL CABLE DIAGRAM  
 PROPOSED RIEDER ROAD & SHILOH VALLEY TOWNSHIP ROAD**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	310
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

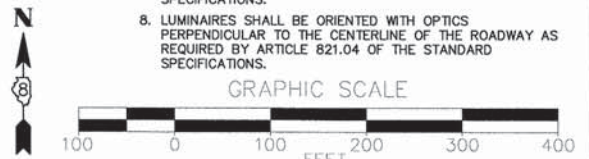
SCALE: SHEET NO. 18 OF 18 SHEETS STA. TO STA.





- SYMBOLS LEGEND**
- PROPOSED COILABLE NON-METALLIC CONDUIT, SIZE AS NOTED
  - PROPOSED 250W HORIZONTAL MOUNT SODIUM VAPOR LUMINAIRE ON 45' M.H. ALUMINUM POLE WITH 15' MAST ARM AND TRANSFORMER BASE. "SC1-1" OR "SC2-1" INDICATES SERVICE CONTROLLER NO. AND CIRCUIT NUMBER.
  - PROPOSED 400W HORIZONTAL MOUNT SODIUM VAPOR LUMINAIRE ON 45' M.H. ALUMINUM POLE WITH 15' MAST ARM AND TRANSFORMER BASE. "SC1-2" OR "SC2-2" INDICATES SERVICE CONTROLLER NO. AND CIRCUIT NUMBER.
  - PROPOSED UNIT DUCT, SIZE AS NOTED
  - LIGHTING CONTROLLER
  - PROPOSED ELECTRIC SERVICE INSTALLATION

- PLAN NOTES**
1. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. WASHERS USED TO INSTALL THE POLE SHALL BE LARGE ENOUGH TO FULLY COVER THE SLOTTED HOLES IN THE POLE BASE PLATE.
  2. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL CONFLICTS BETWEEN PROPOSED LIGHTING POLE LOCATIONS AND UTILITY LINES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
  3. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE APPLICABLE UNDERGROUND PAY ITEM.
  4. NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT THE APPROVAL OF THE ENGINEER.
  5. ALL NEW CONDUIT INDICATED TO BE INSTALLED BENEATH ROADWAYS AND DRIVEWAY ACCESS SHALL BE SCHEDULE 80 PVC. THE COST SHALL BE INCLUDED IN THE UNDERGROUND RACEWAY PAY ITEM.
  6. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
  7. THE CONTRACTOR SHALL PROVIDE AND INSTALL A CONCRETE WORK PAD IN FRONT OF THE LIGHTING CONTROLLER PER SECTION 825 OF THE STANDARD SPECIFICATIONS.
  8. LUMINAIRES SHALL BE ORIENTED WITH OPTICS PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY AS REQUIRED BY ARTICLE 821.04 OF THE STANDARD SPECIFICATIONS.



USER NAME =	DESIGNED -- JEN	REVISED --
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PLT DATE =	DATE -- APRIL 29, 2014	REVISED --

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIEDER ROAD INTERCHANGE LIGHTING PLAN

SCALE: 1"=100' SHEET NO. 1 OF 2 SHEETS STA. 977+00 TO STA. 1020+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	311
TR_RTE..222 (RIEDER ROAD)		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



ILLINOIS DEPARTMENT OF TRANSPORTATION  
250W LUMINAIRE PERFORMANCE TABLE

GIVEN CONDITIONS	
ROADWAY DATA:	
PAVEMENT WIDTH	16FT
NUMBER OF LANES	1
IN DIRECTION OF TRAVEL	N/A
MEDIAN WIDTH	R3
IES SURFACE CLASSIFICATION	.07
Q-ZERO VALUE	
LIGHT POLE DATA:	
MOUNTING HEIGHT	45 FT
MAST ARM LENGTH	15 FT
POLE SET-BACK FROM EDGE OF PAVEMENT	20 FT
LUMINAIRE DATA:	
LAMP TYPE	HPS
LAMP LUMENS	28,500
IES VERTICAL DISTRIBUTION	M
IES CONTROL OF DISTRIBUTION	FC
IES LATERAL DISTRIBUTION	3
TOTAL LIGHT LOSS FACTOR	0.684
LAYOUT DATA:	
SPACING	230 FT
CONFIGURATION	ONE SIDE
LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	-5 FT

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

PERFORMANCE REQUIREMENTS

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE.

ILLUMINATION:	AVG HORIZONTAL ILLUMINATION, ( $E_{Ave}$ )	6.0 LUX
	UNIFORMITY RATIO, ( $E_{Ave}/E_{Min}$ )	3.0
LUMINANCE:	AVG LUMINANCE: ( $L_{Ave}$ )	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS: ( $L_{Ave}/L_{Min}$ )	3.5
	( $L_{Max}/L_{Min}$ )	6.0
	MAXIMUM VEILING LUMINANCE RATIO ( $L_v/L_{Min}$ )	0.3

ILLINOIS DEPARTMENT OF TRANSPORTATION  
400W LUMINAIRE PERFORMANCE TABLE

GIVEN CONDITIONS	
ROADWAY DATA:	
PAVEMENT WIDTH	25FT
NUMBER OF LANES	2
IN DIRECTION OF TRAVEL	28 FT
MEDIAN WIDTH	R3
IES SURFACE CLASSIFICATION	.07
Q-ZERO VALUE	
LIGHT POLE DATA:	
MOUNTING HEIGHT	45 FT
MAST ARM LENGTH	15 FT
POLE SET-BACK FROM EDGE OF PAVEMENT	20 FT
LUMINAIRE DATA:	
LAMP TYPE	HPS
LAMP LUMENS	50,000
IES VERTICAL DISTRIBUTION	M
IES CONTROL OF DISTRIBUTION	FC
IES LATERAL DISTRIBUTION	3
TOTAL LIGHT LOSS FACTOR	0.684
LAYOUT DATA:	
SPACING	153 FT
CONFIGURATION	OPPOSITE
LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	-5 FT

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

PERFORMANCE REQUIREMENTS

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE.

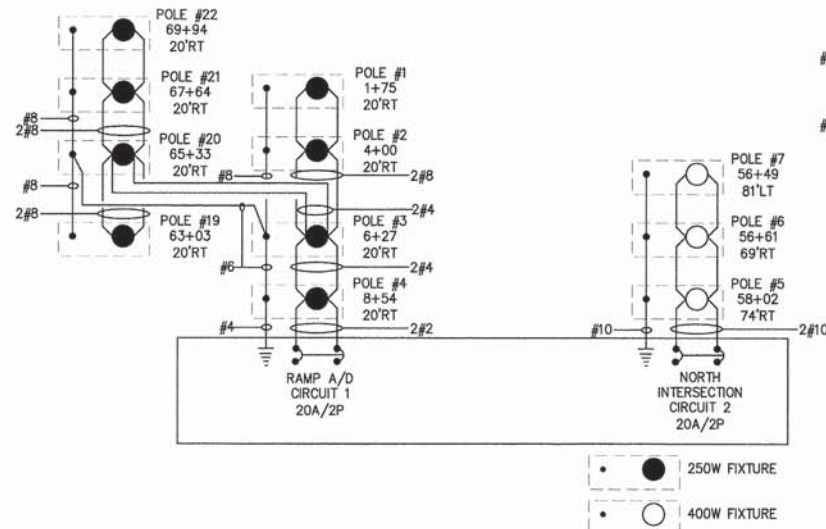
ILLUMINATION:	AVG HORIZONTAL ILLUMINATION, ( $E_{Ave}$ )	9.0 LUX
	UNIFORMITY RATIO, ( $E_{Ave}/E_{Min}$ )	3.0
LUMINANCE:	AVG LUMINANCE: ( $L_{Ave}$ )	Cd/m <sup>2</sup>
	UNIFORMITY RATIOS: ( $L_{Ave}/L_{Min}$ )	
	( $L_{Max}/L_{Min}$ )	
	MAXIMUM VEILING LUMINANCE RATIO ( $L_v/L_{Min}$ )	

SUMMARY OF POLES AND LUMINAIRES

POLE #	STATION (TO CENTER OF STRUCT.)	OFFSET	LIGHT POLE FDN 30D (FOOT)	LUM SV HOR MT 250W (EACH)	LUM SV HOR MT 400W (EACH)	LT P A 45MH 15MA (EACH)	BKWY DEV TR B 15BC (EACH)
<b>RAMP A</b>							
POLE #1	1+75	20' RT	6.5	1		1	1
POLE #2	4+00	20' RT	6.5	1		1	1
POLE #3	6+27	20' RT	6.5	1		1	1
POLE #4	8+54	20' RT	6.5	1		1	1
POLE #5	58+02	74' RT	6.5		1	1	1
POLE #6	56+61	69' RT	6.5		1	1	1
<b>RAMP B</b>							
POLE #7	56+49	81' LT	6.5		1	1	1
POLE #8	66+55	20' RT	6.5	1		1	1
POLE #9	68+85	20' RT	6.5	1		1	1
POLE #10	71+15	20' RT	6.5	1		1	1
<b>RAMP C</b>							
POLE #11	0+25	20' RT	6.5	1		1	1
POLE #12	2+51	20' RT	6.5	1		1	1
POLE #13	4+76	20' RT	6.5	1		1	1
POLE #14	7+03	20' RT	6.5	1		1	1
POLE #15	9+31	20' RT	6.5	1		1	1
POLE #16	46+32	82' LT	6.5		1	1	1
POLE #17	47+82	67' LT	6.5		1	1	1
<b>RAMP D</b>							
POLE #18	47+89	85' RT	6.5		1	1	1
POLE #19	63+03	20' RT	6.5	1		1	1
POLE #20	65+33	20' RT	6.5	1		1	1
POLE #21	67+64	20' RT	6.5	1		1	1
POLE #22	69+94	20' RT	6.5	1		1	1
TOTALS			143	16	6	22	22

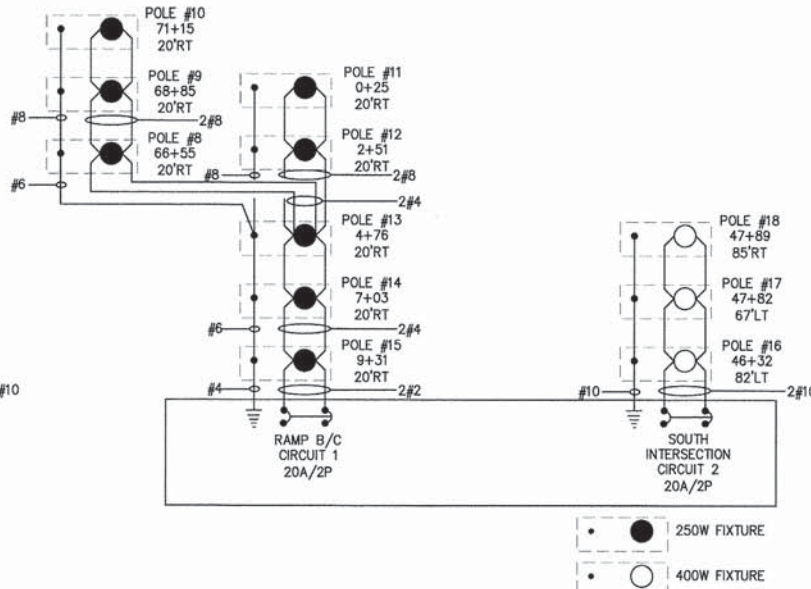
SUMMARY OF RACEWAY AND CONDUIT

LOCATION		UD 2#10 #10G XLPULSE 3/4	UD 2#8 #8G XLPULSE 3/4	UD 2#4 #6G XLPULSE 1 1/4	UD 2#2 #4G XLPULSE 1 1/4	UNDRGRD C CNC 2	UNDRGRD C CNC 3	
FROM	TO							
POLE #1 1+75 20' RT	POLE #2 4+00 20' RT	236						
POLE #2 4+00 20' RT	POLE #3 6+27 20' RT	236						
POLE #3 6+27 20' RT	POLE #4 8+54 20' RT	236						
POLE #4 8+54 20' RT	SRV CTL 1 59+12 75' RT				1321			
POLE #3 6+27 20' RT	POLE #20 65+33 20' RT			266	190			
POLE #19 63+03 20' RT	POLE #20 65+33 20' RT	241						
POLE #20 65+33 20' RT	POLE #21 67+64 20' RT	241						
POLE #21 67+64 20' RT	POLE #22 69+94 20' RT	241						
POLE #5 58+02 74' RT	SRV CTL 1 59+12 75' RT	116						
POLE #5 58+02 74' RT	POLE #6 56+61 69' RT	171						100
POLE #6 56+61 69' RT	POLE #7 56+49 81' LT	169						100
POLE #13 4+76 20' RT	POLE #8 66+55 20' RT			276	260			
POLE #8 66+55 20' RT	POLE #9 68+85 20' RT			241				
POLE #9 68+85 20' RT	POLE #10 71+15 20' RT			241				
POLE #11 0+25 20' RT	POLE #12 2+51 20' RT			236				
POLE #12 2+51 20' RT	POLE #13 4+76 20' RT			236				
POLE #13 4+76 20' RT	POLE #14 7+03 20' RT			236				
POLE #14 7+03 20' RT	POLE #15 9+31 20' RT			236				
POLE #15 9+31 20' RT	SRV CTL 2 45+39 94' LT					1146		
POLE #16 46+32 82' LT	SRV CTL 2 45+39 94' LT	96						
POLE #16 46+32 82' LT	POLE #17 47+82 67' LT					100		
POLE #17 47+82 67' LT	POLE #18 47+89 85' RT					100		
TOTALS		925	2149	1250	2467	400	450	



**SERVICE CONTROLLER #1 WIRING DIAGRAM**

NO SCALE  
REFER TO LIGHTING PLANS FOR ALL BRANCH CIRCUIT SIZES.



**SERVICE CONTROLLER #2 WIRING DIAGRAM**

NO SCALE  
REFER TO LIGHTING PLANS FOR ALL BRANCH CIRCUIT SIZES.

ELECTRICAL SERVICE SCHEDULE

STATION (TO CENTER OF STRUCT.)	OFFSET	LT CONT PM 240V 60 (EACH)	ELECT SERV INSTALL (EACH)
59+12	75' RT	1	1
45+39	94' LT	1	1
TOTALS		2	2

M:\2014\11\15\11-15-14\11-15-14.dwg 11/15/14 11:15 AM 11/15/14

USER NAME =	DESIGNED -- JEN	REVISED --
MODEL NAME =	DRAWN -- JEN	REVISED --
PLOT SCALE =	CHECKED -- RJD	REVISED --
PLOT DATE =	DATE -- APRIL 29, 2014	REVISED --

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES, WIRING DIAGRAMS  
AND LUMINAIRE PERFORMANCE TABLES

SCALE: AS NOTED SHEET NO. 2 OF 2 SHEETS STA. -- TO STA. --

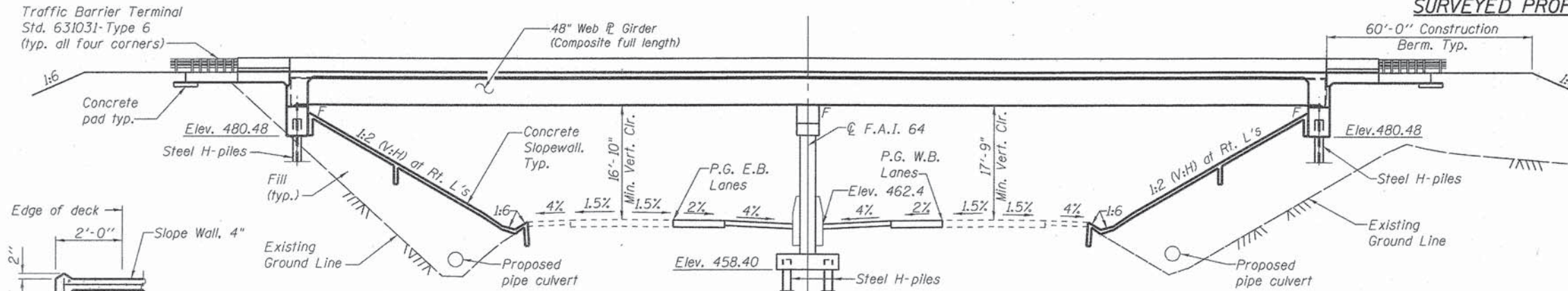
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	312
TR_RTE..222_(RIEDER_ROAD)			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				



Bench Mark: Brass disk located on the top of deck of S.N. 082-0185, located at the intersection of the centerline of Interstate 64 and Rieder Road. Elevation 487.34

Existing Structure: S.N. 082-0185 built 1972 under F.A. project EMP-I-64-[49]16. A two span continuous welded plate girder structure with a concrete deck. The structure is supported by vaulted abutments and a concrete pier on concrete piles. The structure is 286'-6" long back to back of abutments. 30'-0" out-to-out deck. Skew Angle 27°. Structure to be removed.

No salvage.



**SURVEYED PROFILE E.B. I-64**

**SURVEYED PROFILE W.B. I-64**

**PROFILE GRADE RIEDER ROAD**  
(Median Edge of Pavement)

STATION 51+91.25  
 BUILT 201 BY  
 ST. CLAIR COUNTY  
 SEC. 82-8HB  
 TR 222 OVER F.A.I. RTE. 64  
 LOADING HL-93  
 STRUCTURE NO. 082-0285

**NAME PLATE**  
 See Std. 515001

**DESIGN SPECIFICATIONS**  
 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition.

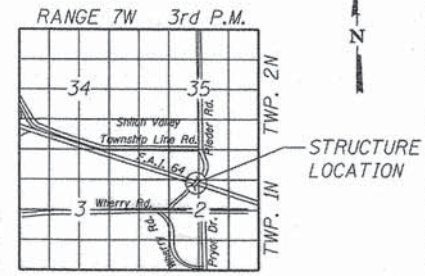
**LOADING HL-93**  
 Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**FIELD UNITS**  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50)

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 2  
 Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.18g  
 Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.47g  
 Soil Site Class = C



**APPROVED**  
 FOR STRUCTURAL ADEQUACY ONLY

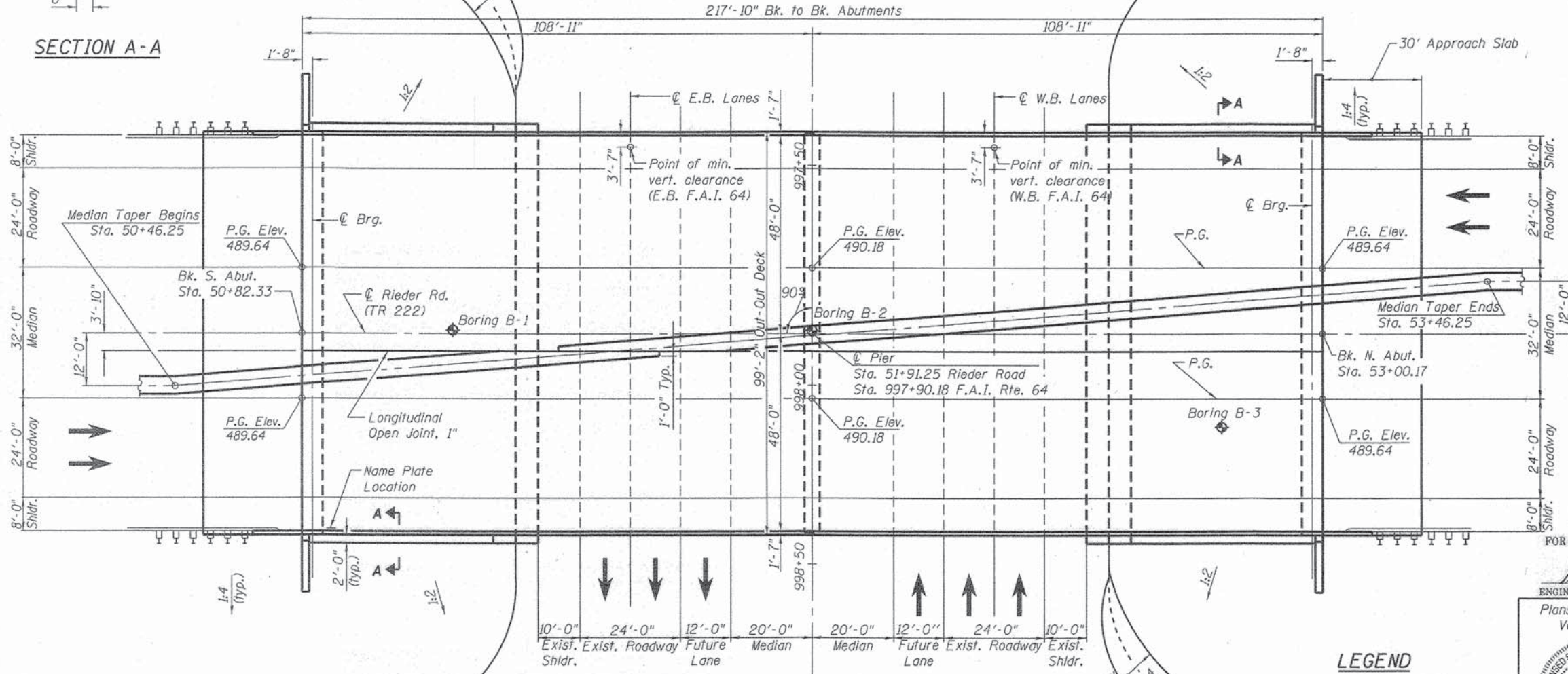
ENGINEER OF BRIDGES AND STRUCTURES

Plans prepared by  
 Volkert, Inc.



**GENERAL PLAN AND ELEVATION**  
**RIEDER ROAD (TR 222) OVER**  
**F.A.I. RTE. 64 SEC.(82-8HB)**  
**ST. CLAIR COUNTY**  
**STATION 51+91.25**  
**STRUCTURE NO. 082-0285**

**SECTION A-A**



**LEGEND**  
 ◆ Boring Location



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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	313
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

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

Calculated weight of Structural Steel: AASHTO M270 Grade 50 = 596,080 pounds  
M270 Grade 36 = 61,270 pounds

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

Reinforcement bars designated (E) shall be epoxy coated.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjusting shall be made either by grinding the surface or by shimming the bearings.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1.

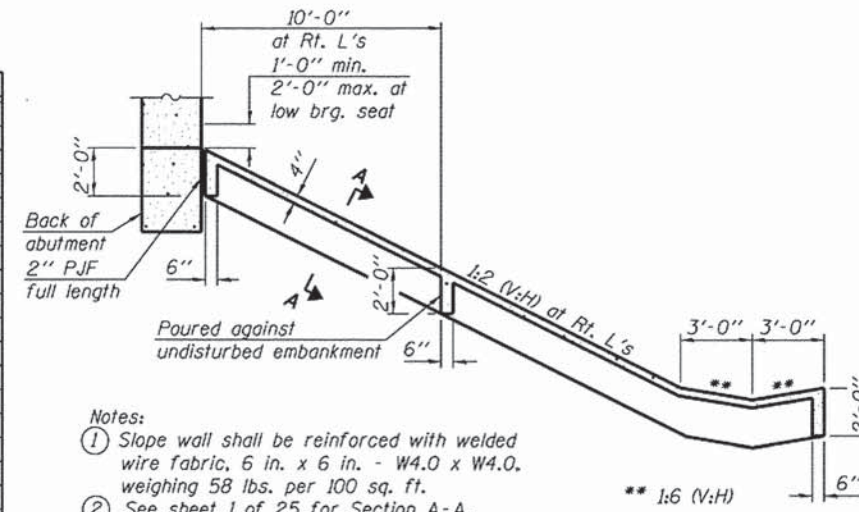
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Slipforming of the parapet is not allowed.

Settlement platforms shall be installed at the embankment near the north and south abutments. A minimum required settlement period of 60 days from the final placement of fill at the north abutment and a minimum required settlement period of 20 days at the south abutment. Reference shall be made to the final structure geotechnical report by SCI Engineering, Inc, dated January 28, 2013.

**TOTAL BILL OF MATERIAL**

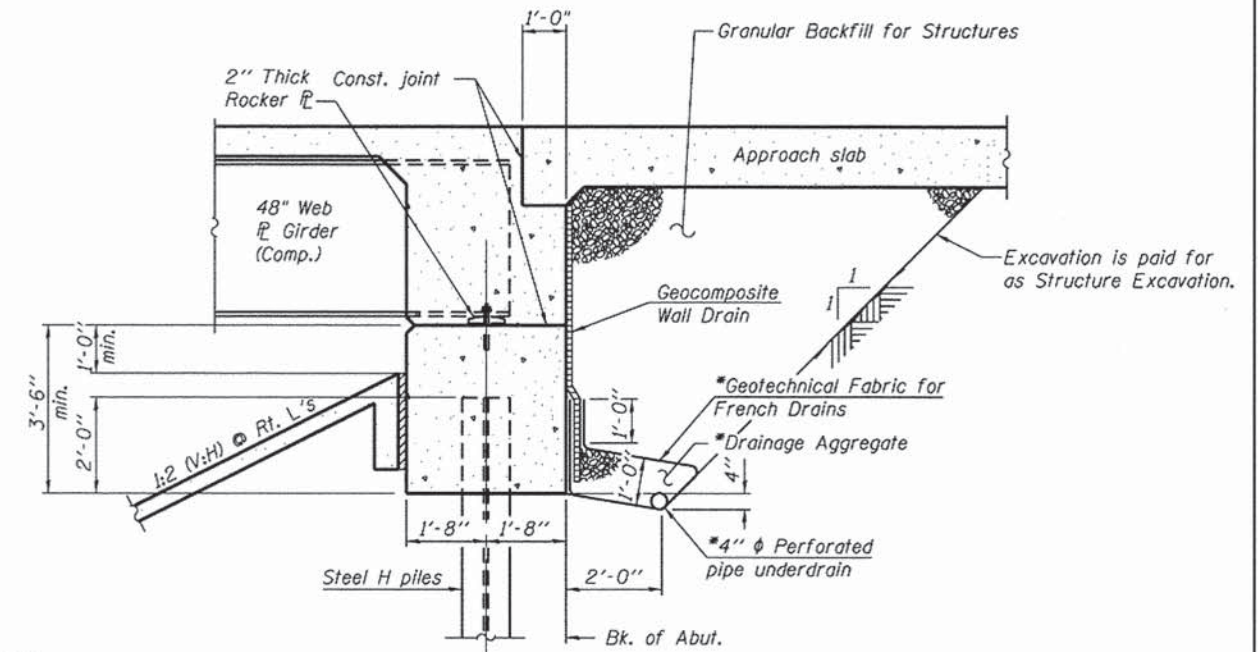
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	--	--	1
Protective Shield	Sq. Yd.	374	--	374
Structure Excavation	Cu. Yd.	--	1,030	1,030
Concrete Structures	Cu. Yd.	--	492.1	492.1
Concrete Superstructure	Cu. Yd.	1,086.8	--	1,086.8
Bridge Deck Grooving	Sq. Yd.	2,639	--	2,639
Protective Coat	Sq. Yd.	3,217	--	3,217
Furnishing and Erecting Structural Steel	L. Sum	1	--	1
Stud Shear Connectors	Each	10,179	--	10,179
Reinforcement Bars, Epoxy Coated	Pound	259,400	102,550	361,950
Mechanical Splicers	Each	--	218	218
Slope Wall 4 Inch	Sq. Yd.	--	921	921
Furnishing Steel Piles HP14x73	Foot	--	2,244	2,244
Furnishing Steel Piles HP14x89	Foot	--	2,376	2,376
Driving Piles	Foot	--	4,620	4,620
Test Pile Steel HP14x73	Each	--	2	2
Test Pile Steel HP14x89	Each	--	1	1
Name Plates	Each	1	--	1
Anchor Bolts, 1"	Each	52	--	52
Anchor Bolts, 1 1/4"	Each	26	--	26
Geocomposite Wall Drain	Sq. Yd.	--	195	195
Granular Backfill for Structures	Cu. Yd.	--	398	398
Silicone Joint Sealer, 1"	Foot	--	277	277
Pipe Underdrains for Structures 4"	Foot	--	254	254



**INDEX OF SHEETS**

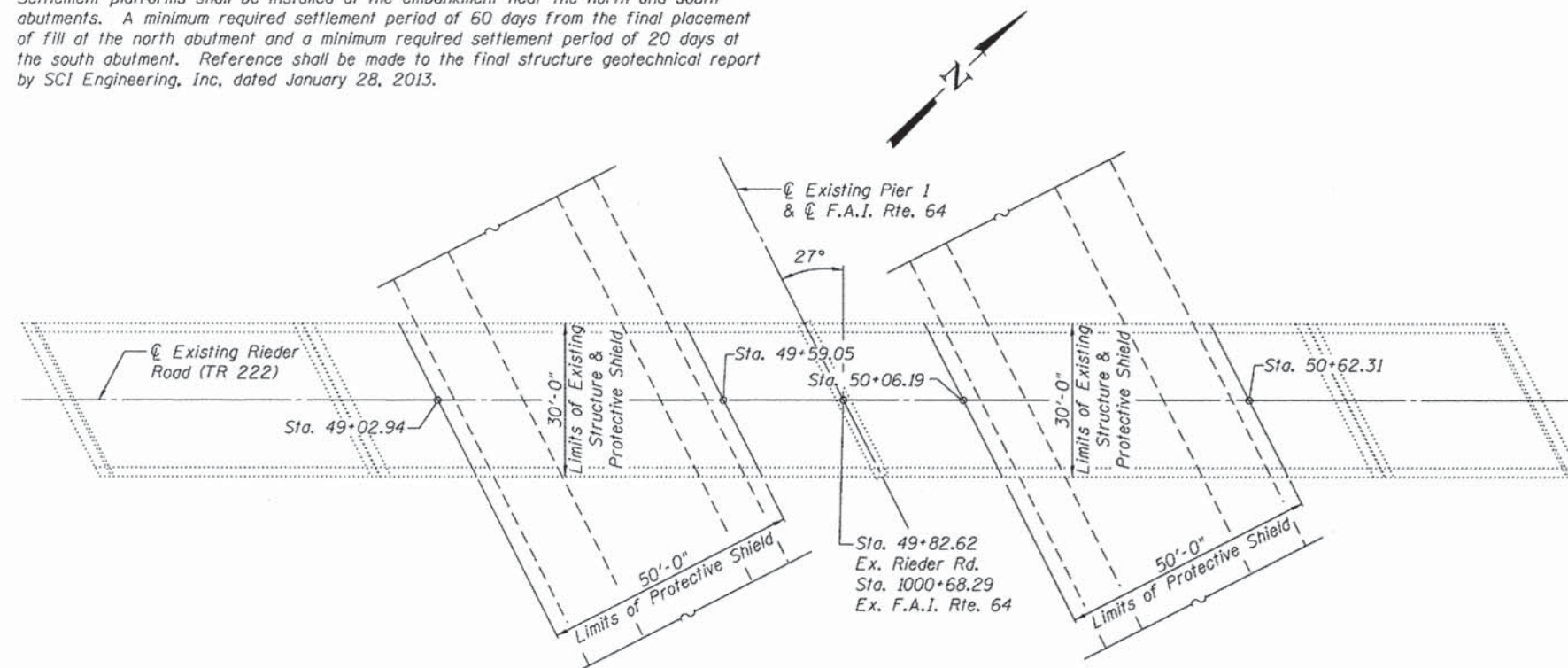
SHEET NO.	DESCRIPTION
1	General Plan & Elevation
2	General Notes & Details
3	Footing Layout
4-7	Top of Slab Elevations
8	Top of Approach Slab Elevations
9	Superstructure
10	Superstructure Details
11	Diaphragm Details
12-13	Bridge Approach Slab Details
14	Framing Plan
15	Girder & Framing Details
16	Bearing Details
17	South Abutment Details
18	North Abutment Details
19	Pier Plan & Elevation
20	Pier Details
21	Bar Splicer Assembly Details and Mechanical Splicer Details
22	HP Pile Details
23-25	Soil Boring Logs

**SECTION THRU CONCRETE SLOPEWALL**



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

\*Included in the cost of Pipe Underdrains for Structures.  
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**PROTECTIVE SHIELD DETAIL  
OVER F.A.I. RTE. 64**



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

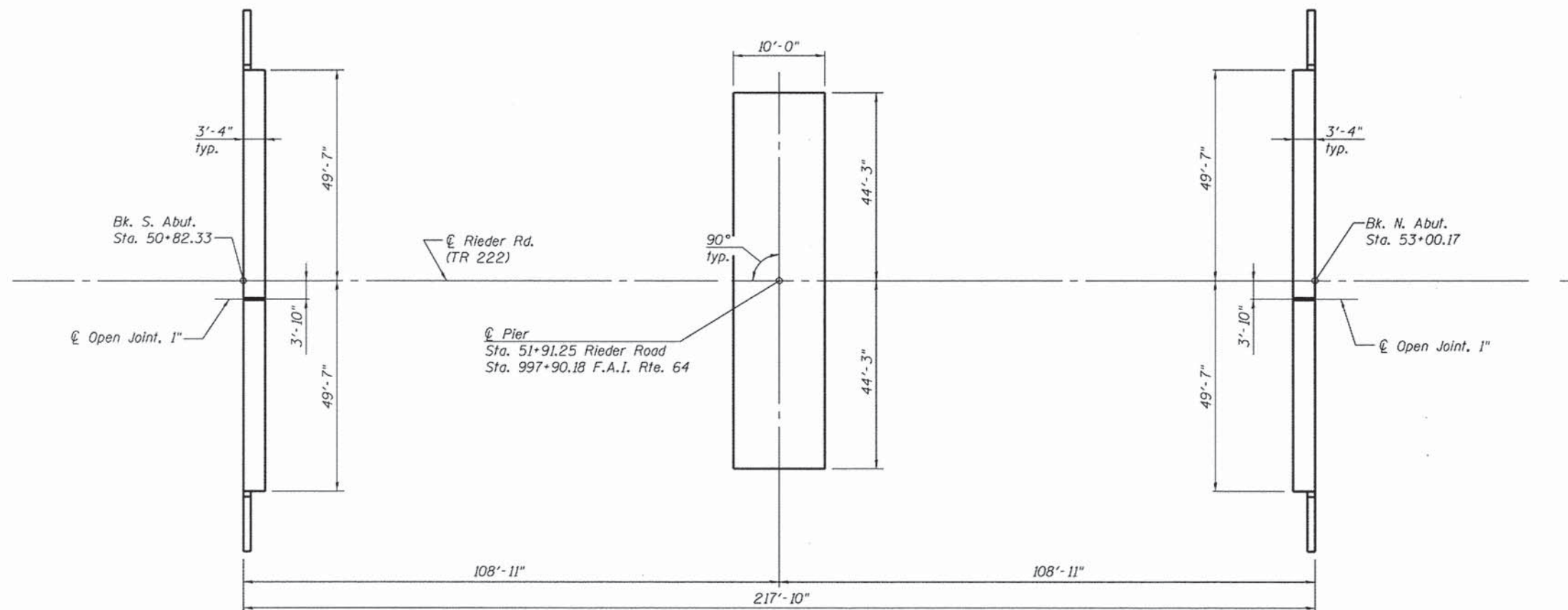
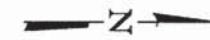
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & DETAILS  
STRUCTURE NO. 082-0285

SHEET NO. 2 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	314
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS FED. AID PROJECT				





**FOOTING LAYOUT**

**VOLKERT**

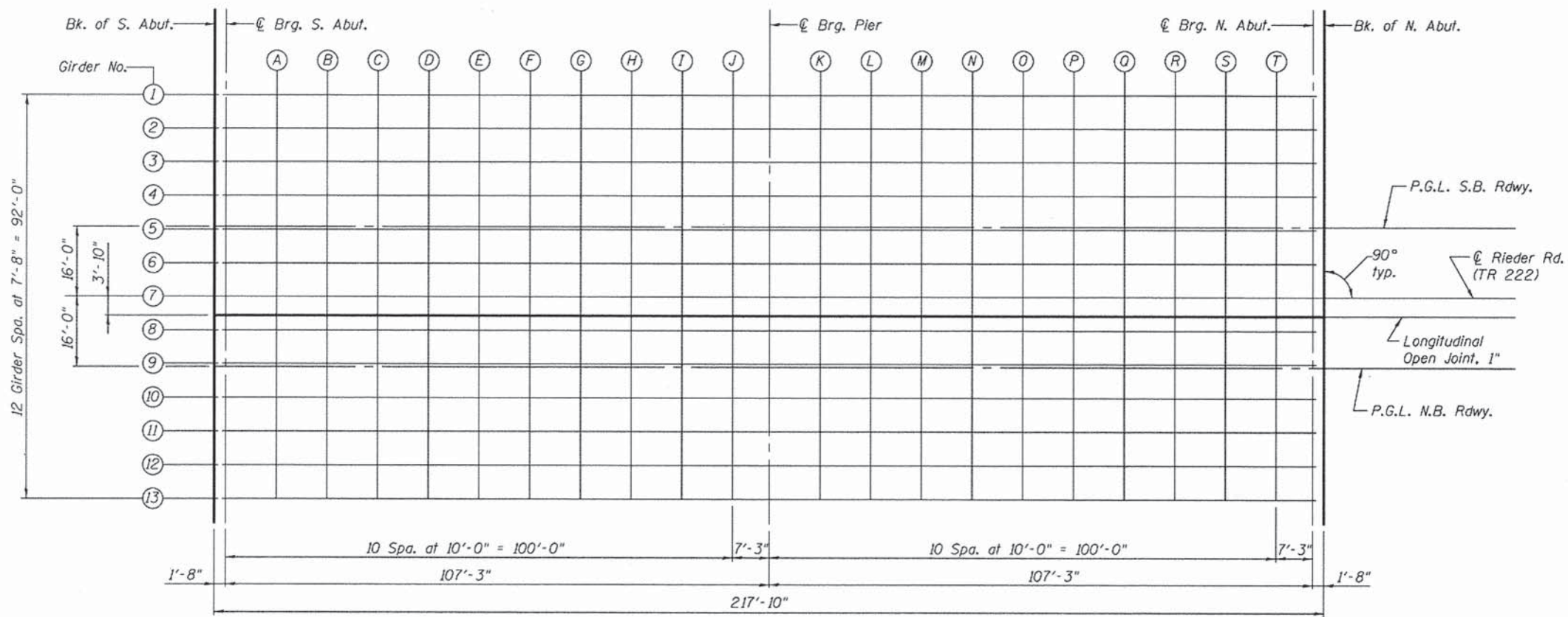
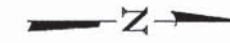
USER NAME *	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE *	DRAWN -	REVISED -
PLOT DATE *	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

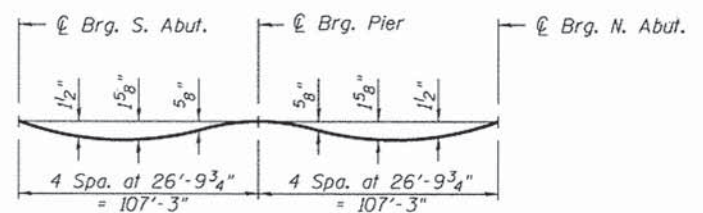
**FOOTING LAYOUT  
STRUCTURE NO. 082-0285**

SHEET NO. 3 OF 25 SHEETS

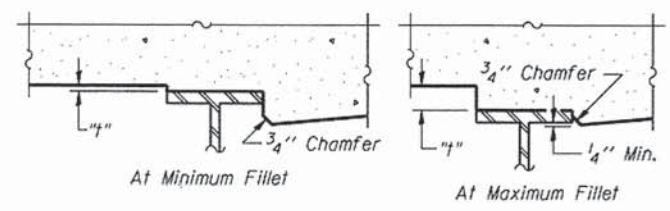
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	315
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				



PLAN



DEAD LOAD DEFLECTION DIAGRAM ①  
(Includes weight of concrete only.)



FILLET HEIGHTS ②

- Notes:
- ① These deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" as shown on sheets 5 thru 7 of 25.
  - ② To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 5 thru 7 of 25, minus slab thickness, equals the fillet heights "f" above top flange of beams.



**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-46.00	489.02	489.02
⊕ Brg. S. Abut.	50+84.000	-46.00	489.03	489.03
A	50+94.000	-46.00	489.13	489.17
B	51+04.000	-46.00	489.21	489.29
C	51+14.000	-46.00	489.28	489.40
D	51+24.000	-46.00	489.35	489.47
E	51+34.000	-46.00	489.41	489.53
F	51+44.000	-46.00	489.45	489.56
G	51+54.000	-46.00	489.49	489.57
H	51+64.000	-46.00	489.52	489.57
I	51+74.000	-46.00	489.54	489.56
J	51+84.000	-46.00	489.55	489.56
⊕ Brg. Pier	51+91.250	-46.00	489.56	489.56
K	52+01.250	-46.00	489.55	489.56
L	52+11.250	-46.00	489.54	489.57
M	52+21.250	-46.00	489.51	489.57
N	52+31.250	-46.00	489.48	489.57
O	52+41.250	-46.00	489.44	489.55
P	52+51.250	-46.00	489.39	489.51
Q	52+61.250	-46.00	489.33	489.45
R	52+71.250	-46.00	489.26	489.37
S	52+81.250	-46.00	489.19	489.26
T	52+91.250	-46.00	489.10	489.13
⊕ Brg. N. Abut.	52+98.500	-46.00	489.03	489.03
Bk. of N. Abut.	53+00.167	-46.00	489.02	489.02

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-38.33	489.18	489.18
⊕ Brg. S. Abut.	50+84.000	-38.33	489.19	489.19
A	50+94.000	-38.33	489.28	489.33
B	51+04.000	-38.33	489.37	489.45
C	51+14.000	-38.33	489.44	489.56
D	51+24.000	-38.33	489.51	489.63
E	51+34.000	-38.33	489.57	489.69
F	51+44.000	-38.33	489.61	489.72
G	51+54.000	-38.33	489.65	489.73
H	51+64.000	-38.33	489.68	489.73
I	51+74.000	-38.33	489.70	489.72
J	51+84.000	-38.33	489.71	489.72
⊕ Brg. Pier	51+91.250	-38.33	489.71	489.71
K	52+01.250	-38.33	489.71	489.72
L	52+11.250	-38.33	489.70	489.72
M	52+21.250	-38.33	489.67	489.73
N	52+31.250	-38.33	489.64	489.73
O	52+41.250	-38.33	489.60	489.71
P	52+51.250	-38.33	489.55	489.67
Q	52+61.250	-38.33	489.49	489.61
R	52+71.250	-38.33	489.42	489.53
S	52+81.250	-38.33	489.35	489.42
T	52+91.250	-38.33	489.26	489.29
⊕ Brg. N. Abut.	52+98.500	-38.33	489.19	489.19
Bk. of N. Abut.	53+00.167	-38.33	489.18	489.18

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-30.67	489.34	489.34
⊕ Brg. S. Abut.	50+84.000	-30.67	489.35	489.35
A	50+94.000	-30.67	489.44	489.49
B	51+04.000	-30.67	489.53	489.61
C	51+14.000	-30.67	489.60	489.72
D	51+24.000	-30.67	489.67	489.79
E	51+34.000	-30.67	489.73	489.85
F	51+44.000	-30.67	489.77	489.88
G	51+54.000	-30.67	489.81	489.89
H	51+64.000	-30.67	489.84	489.89
I	51+74.000	-30.67	489.86	489.88
J	51+84.000	-30.67	489.87	489.88
⊕ Brg. Pier	51+91.250	-30.67	489.87	489.87
K	52+01.250	-30.67	489.87	489.88
L	52+11.250	-30.67	489.86	489.88
M	52+21.250	-30.67	489.83	489.89
N	52+31.250	-30.67	489.80	489.89
O	52+41.250	-30.67	489.76	489.87
P	52+51.250	-30.67	489.71	489.83
Q	52+61.250	-30.67	489.65	489.77
R	52+71.250	-30.67	489.58	489.69
S	52+81.250	-30.67	489.51	489.58
T	52+91.250	-30.67	489.42	489.45
⊕ Brg. N. Abut.	52+98.500	-30.67	489.35	489.35
Bk. of N. Abut.	53+00.167	-30.67	489.34	489.34

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-23.00	489.49	489.49
⊕ Brg. S. Abut.	50+84.000	-23.00	489.51	489.51
A	50+94.000	-23.00	489.60	489.65
B	51+04.000	-23.00	489.69	489.77
C	51+14.000	-23.00	489.76	489.88
D	51+24.000	-23.00	489.83	489.95
E	51+34.000	-23.00	489.89	490.01
F	51+44.000	-23.00	489.93	490.04
G	51+54.000	-23.00	489.97	490.05
H	51+64.000	-23.00	490.00	490.05
I	51+74.000	-23.00	490.02	490.04
J	51+84.000	-23.00	490.03	490.04
⊕ Brg. Pier	51+91.250	-23.00	490.03	490.03
K	52+01.250	-23.00	490.03	490.04
L	52+11.250	-23.00	490.02	490.04
M	52+21.250	-23.00	489.99	490.05
N	52+31.250	-23.00	489.96	490.05
O	52+41.250	-23.00	489.92	490.03
P	52+51.250	-23.00	489.87	489.99
Q	52+61.250	-23.00	489.81	489.93
R	52+71.250	-23.00	489.74	489.85
S	52+81.250	-23.00	489.67	489.74
T	52+91.250	-23.00	489.58	489.61
⊕ Brg. N. Abut.	52+98.500	-23.00	489.51	489.51
Bk. of N. Abut.	53+00.167	-23.00	489.49	489.50

**P.G.L. SOUTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-16.00	489.64	489.64
⊕ Brg. S. Abut.	50+84.000	-16.00	489.66	489.66
A	50+94.000	-16.00	489.75	489.80
B	51+04.000	-16.00	489.83	489.92
C	51+14.000	-16.00	489.91	490.02
D	51+24.000	-16.00	489.97	490.10
E	51+34.000	-16.00	490.03	490.15
F	51+44.000	-16.00	490.08	490.18
G	51+54.000	-16.00	490.12	490.19
H	51+64.000	-16.00	490.15	490.19
I	51+74.000	-16.00	490.17	490.19
J	51+84.000	-16.00	490.18	490.18
⊕ Brg. Pier	51+91.250	-16.00	490.18	490.18
K	52+01.250	-16.00	490.18	490.18
L	52+11.250	-16.00	490.16	490.19
M	52+21.250	-16.00	490.14	490.20
N	52+31.250	-16.00	490.11	490.19
O	52+41.250	-16.00	490.07	490.17
P	52+51.250	-16.00	490.02	490.14
Q	52+61.250	-16.00	489.96	490.08
R	52+71.250	-16.00	489.89	490.00
S	52+81.250	-16.00	489.81	489.89
T	52+91.250	-16.00	489.73	489.76
⊕ Brg. N. Abut.	52+98.500	-16.00	489.66	489.66
Bk. of N. Abut.	53+00.167	-16.00	489.64	489.64

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-15.33	489.65	489.65
⊕ Brg. S. Abut.	50+84.000	-15.33	489.67	489.67
A	50+94.000	-15.33	489.76	489.81
B	51+04.000	-15.33	489.85	489.93
C	51+14.000	-15.33	489.92	490.04
D	51+24.000	-15.33	489.99	490.11
E	51+34.000	-15.33	490.04	490.17
F	51+44.000	-15.33	490.09	490.20
G	51+54.000	-15.33	490.13	490.21
H	51+64.000	-15.33	490.16	490.21
I	51+74.000	-15.33	490.18	490.20
J	51+84.000	-15.33	490.19	490.20
⊕ Brg. Pier	51+91.250	-15.33	490.19	490.19
K	52+01.250	-15.33	490.19	490.20
L	52+11.250	-15.33	490.18	490.20
M	52+21.250	-15.33	490.15	490.21
N	52+31.250	-15.33	490.12	490.21
O	52+41.250	-15.33	490.08	490.19
P	52+51.250	-15.33	490.03	490.15
Q	52+61.250	-15.33	489.97	490.09
R	52+71.250	-15.33	489.90	490.01
S	52+81.250	-15.33	489.83	489.90
T	52+91.250	-15.33	489.74	489.77
⊕ Brg. N. Abut.	52+98.500	-15.33	489.67	489.67
Bk. of N. Abut.	53+00.167	-15.33	489.65	489.65



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 082-0285

SHEET NO. 5 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	317
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		

ILLINOIS FED. AID PROJECT



**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	-7.67	489.81	489.81
☉ Brg. S. Abut.	50+84.000	-7.67	489.83	489.83
A	50+94.000	-7.67	489.92	489.97
B	51+04.000	-7.67	490.01	490.09
C	51+14.000	-7.67	490.08	490.19
D	51+24.000	-7.67	490.15	490.27
E	51+34.000	-7.67	490.20	490.33
F	51+44.000	-7.67	490.25	490.36
G	51+54.000	-7.67	490.29	490.37
H	51+64.000	-7.67	490.32	490.37
I	51+74.000	-7.67	490.34	490.36
J	51+84.000	-7.67	490.35	490.36
☉ Brg. Pier	51+91.250	-7.67	490.35	490.35
K	52+01.250	-7.67	490.35	490.36
L	52+11.250	-7.67	490.34	490.36
M	52+21.250	-7.67	490.31	490.37
N	52+31.250	-7.67	490.28	490.37
O	52+41.250	-7.67	490.24	490.35
P	52+51.250	-7.67	490.19	490.31
Q	52+61.250	-7.67	490.13	490.25
R	52+71.250	-7.67	490.06	490.17
S	52+81.250	-7.67	489.99	490.06
T	52+91.250	-7.67	489.90	489.93
☉ Brg. N. Abut.	52+98.500	-7.67	489.83	489.83
Bk. of N. Abut.	53+00.167	-7.67	489.81	489.81

**BEAM 7 & ☉ RIEDER ROAD**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	0.00	489.97	489.97
☉ Brg. S. Abut.	50+84.000	0.00	489.99	489.99
A	50+94.000	0.00	490.08	490.13
B	51+04.000	0.00	490.17	490.25
C	51+14.000	0.00	490.24	490.35
D	51+24.000	0.00	490.31	490.43
E	51+34.000	0.00	490.36	490.49
F	51+44.000	0.00	490.41	490.52
G	51+54.000	0.00	490.45	490.53
H	51+64.000	0.00	490.48	490.53
I	51+74.000	0.00	490.50	490.52
J	51+84.000	0.00	490.51	490.52
☉ Brg. Pier	51+91.250	0.00	490.51	490.51
K	52+01.250	0.00	490.51	490.52
L	52+11.250	0.00	490.50	490.52
M	52+21.250	0.00	490.47	490.53
N	52+31.250	0.00	490.44	490.52
O	52+41.250	0.00	490.40	490.51
P	52+51.250	0.00	490.35	490.47
Q	52+61.250	0.00	490.29	490.41
R	52+71.250	0.00	490.22	490.33
S	52+81.250	0.00	490.15	490.22
T	52+91.250	0.00	490.06	490.09
☉ Brg. N. Abut.	52+98.500	0.00	489.99	489.99
Bk. of N. Abut.	53+00.167	0.00	489.97	489.97

**☉ OPEN LONGITUDINAL JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	3.83	489.89	489.89
☉ Brg. S. Abut.	50+84.000	3.83	489.91	489.91
A	50+94.000	3.83	490.00	490.05
B	51+04.000	3.83	490.09	490.17
C	51+14.000	3.83	490.16	490.27
D	51+24.000	3.83	490.23	490.35
E	51+34.000	3.83	490.28	490.41
F	51+44.000	3.83	490.33	490.44
G	51+54.000	3.83	490.37	490.45
H	51+64.000	3.83	490.40	490.45
I	51+74.000	3.83	490.42	490.44
J	51+84.000	3.83	490.43	490.44
☉ Brg. Pier	51+91.250	3.83	490.43	490.43
K	52+01.250	3.83	490.43	490.44
L	52+11.250	3.83	490.42	490.44
M	52+21.250	3.83	490.39	490.45
N	52+31.250	3.83	490.36	490.44
O	52+41.250	3.83	490.32	490.43
P	52+51.250	3.83	490.27	490.39
Q	52+61.250	3.83	490.21	490.33
R	52+71.250	3.83	490.14	490.25
S	52+81.250	3.83	490.07	490.14
T	52+91.250	3.83	489.98	490.01
☉ Brg. N. Abut.	52+98.500	3.83	489.91	489.91
Bk. of N. Abut.	53+00.167	3.83	489.89	489.89

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	7.67	489.81	489.81
☉ Brg. S. Abut.	50+84.000	7.67	489.83	489.83
A	50+94.000	7.67	489.92	489.97
B	51+04.000	7.67	490.01	490.09
C	51+14.000	7.67	490.08	490.19
D	51+24.000	7.67	490.15	490.27
E	51+34.000	7.67	490.20	490.33
F	51+44.000	7.67	490.25	490.36
G	51+54.000	7.67	490.29	490.37
H	51+64.000	7.67	490.32	490.37
I	51+74.000	7.67	490.34	490.36
J	51+84.000	7.67	490.35	490.36
☉ Brg. Pier	51+91.250	7.67	490.35	490.35
K	52+01.250	7.67	490.35	490.36
L	52+11.250	7.67	490.34	490.36
M	52+21.250	7.67	490.31	490.37
N	52+31.250	7.67	490.28	490.37
O	52+41.250	7.67	490.24	490.35
P	52+51.250	7.67	490.19	490.31
Q	52+61.250	7.67	490.13	490.25
R	52+71.250	7.67	490.06	490.17
S	52+81.250	7.67	489.99	490.06
T	52+91.250	7.67	489.90	489.93
☉ Brg. N. Abut.	52+98.500	7.67	489.83	489.83
Bk. of N. Abut.	53+00.167	7.67	489.81	489.81

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	15.33	489.65	489.65
☉ Brg. S. Abut.	50+84.000	15.33	489.67	489.67
A	50+94.000	15.33	489.76	489.81
B	51+04.000	15.33	489.85	489.93
C	51+14.000	15.33	489.92	490.04
D	51+24.000	15.33	489.99	490.11
E	51+34.000	15.33	490.04	490.17
F	51+44.000	15.33	490.09	490.20
G	51+54.000	15.33	490.13	490.21
H	51+64.000	15.33	490.16	490.21
I	51+74.000	15.33	490.18	490.20
J	51+84.000	15.33	490.19	490.20
☉ Brg. Pier	51+91.250	15.33	490.19	490.19
K	52+01.250	15.33	490.19	490.20
L	52+11.250	15.33	490.18	490.20
M	52+21.250	15.33	490.15	490.21
N	52+31.250	15.33	490.12	490.21
O	52+41.250	15.33	490.08	490.19
P	52+51.250	15.33	490.03	490.15
Q	52+61.250	15.33	489.97	490.09
R	52+71.250	15.33	489.90	490.01
S	52+81.250	15.33	489.83	489.90
T	52+91.250	15.33	489.74	489.77
☉ Brg. N. Abut.	52+98.500	15.33	489.67	489.67
Bk. of N. Abut.	53+00.167	15.33	489.65	489.65

**P.G.L. NORTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	16.00	489.64	489.64
☉ Brg. S. Abut.	50+84.000	16.00	489.66	489.66
A	50+94.000	16.00	489.75	489.80
B	51+04.000	16.00	489.83	489.92
C	51+14.000	16.00	489.91	490.02
D	51+24.000	16.00	489.97	490.10
E	51+34.000	16.00	490.03	490.15
F	51+44.000	16.00	490.08	490.18
G	51+54.000	16.00	490.12	490.19
H	51+64.000	16.00	490.15	490.19
I	51+74.000	16.00	490.17	490.19
J	51+84.000	16.00	490.18	490.18
☉ Brg. Pier	51+91.250	16.00	490.18	490.18
K	52+01.250	16.00	490.18	490.18
L	52+11.250	16.00	490.16	490.19
M	52+21.250	16.00	490.14	490.20
N	52+31.250	16.00	490.11	490.19
O	52+41.250	16.00	490.07	490.17
P	52+51.250	16.00	490.02	490.14
Q	52+61.250	16.00	489.96	490.08
R	52+71.250	16.00	489.89	490.00
S	52+81.250	16.00	489.81	489.89
T	52+91.250	16.00	489.73	489.76
☉ Brg. N. Abut.	52+98.500	16.00	489.66	489.66
Bk. of N. Abut.	53+00.167	16.00	489.64	489.64



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 082-0285

SHEET NO. 6 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	318
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				



**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	23.00	489.49	489.49
⊕ Brg. S. Abut.	50+84.000	23.00	489.51	489.51
A	50+94.000	23.00	489.60	489.65
B	51+04.000	23.00	489.69	489.77
C	51+14.000	23.00	489.76	489.88
D	51+24.000	23.00	489.83	489.95
E	51+34.000	23.00	489.89	490.01
F	51+44.000	23.00	489.93	490.04
G	51+54.000	23.00	489.97	490.05
H	51+64.000	23.00	490.00	490.05
I	51+74.000	23.00	490.02	490.04
J	51+84.000	23.00	490.03	490.04
⊕ Brg. Pier	51+91.250	23.00	490.03	490.03
K	52+01.250	23.00	490.03	490.04
L	52+11.250	23.00	490.02	490.04
M	52+21.250	23.00	489.99	490.05
N	52+31.250	23.00	489.96	490.05
O	52+41.250	23.00	489.92	490.03
P	52+51.250	23.00	489.87	489.99
Q	52+61.250	23.00	489.81	489.93
R	52+71.250	23.00	489.74	489.85
S	52+81.250	23.00	489.67	489.74
T	52+91.250	23.00	489.58	489.61
⊕ Brg. N. Abut.	52+98.500	23.00	489.51	489.51
Bk. of N. Abut.	53+00.167	23.00	489.49	489.50

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	30.67	489.34	489.34
⊕ Brg. S. Abut.	50+84.000	30.67	489.35	489.35
A	50+94.000	30.67	489.44	489.49
B	51+04.000	30.67	489.53	489.61
C	51+14.000	30.67	489.60	489.72
D	51+24.000	30.67	489.67	489.79
E	51+34.000	30.67	489.73	489.85
F	51+44.000	30.67	489.77	489.88
G	51+54.000	30.67	489.81	489.89
H	51+64.000	30.67	489.84	489.89
I	51+74.000	30.67	489.86	489.88
J	51+84.000	30.67	489.87	489.88
⊕ Brg. Pier	51+91.250	30.67	489.87	489.87
K	52+01.250	30.67	489.87	489.88
L	52+11.250	30.67	489.86	489.88
M	52+21.250	30.67	489.83	489.89
N	52+31.250	30.67	489.80	489.89
O	52+41.250	30.67	489.76	489.87
P	52+51.250	30.67	489.71	489.83
Q	52+61.250	30.67	489.65	489.77
R	52+71.250	30.67	489.58	489.69
S	52+81.250	30.67	489.51	489.58
T	52+91.250	30.67	489.42	489.45
⊕ Brg. N. Abut.	52+98.500	30.67	489.35	489.35
Bk. of N. Abut.	53+00.167	30.67	489.34	489.34

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	38.33	489.18	489.18
⊕ Brg. S. Abut.	50+84.000	38.33	489.19	489.19
A	50+94.000	38.33	489.28	489.33
B	51+04.000	38.33	489.37	489.45
C	51+14.000	38.33	489.44	489.56
D	51+24.000	38.33	489.51	489.63
E	51+34.000	38.33	489.57	489.69
F	51+44.000	38.33	489.61	489.72
G	51+54.000	38.33	489.65	489.73
H	51+64.000	38.33	489.68	489.73
I	51+74.000	38.33	489.70	489.72
J	51+84.000	38.33	489.71	489.72
⊕ Brg. Pier	51+91.250	38.33	489.71	489.71
K	52+01.250	38.33	489.71	489.72
L	52+11.250	38.33	489.70	489.72
M	52+21.250	38.33	489.67	489.73
N	52+31.250	38.33	489.64	489.73
O	52+41.250	38.33	489.60	489.71
P	52+51.250	38.33	489.55	489.67
Q	52+61.250	38.33	489.49	489.61
R	52+71.250	38.33	489.42	489.53
S	52+81.250	38.33	489.35	489.42
T	52+91.250	38.33	489.26	489.29
⊕ Brg. N. Abut.	52+98.500	38.33	489.19	489.19
Bk. of N. Abut.	53+00.167	38.33	489.18	489.18

**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	50+82.330	46.00	489.02	489.02
⊕ Brg. S. Abut.	50+84.000	46.00	489.03	489.03
A	50+94.000	46.00	489.13	489.56
B	51+04.000	46.00	489.21	489.56
C	51+14.000	46.00	489.28	489.56
D	51+24.000	46.00	489.35	489.57
E	51+34.000	46.00	489.41	489.57
F	51+44.000	46.00	489.45	489.57
G	51+54.000	46.00	489.49	489.55
H	51+64.000	46.00	489.52	489.51
I	51+74.000	46.00	489.54	489.45
J	51+84.000	46.00	489.55	489.37
⊕ Brg. Pier	51+91.250	46.00	489.55	489.26
K	52+01.250	46.00	489.55	489.13
L	52+11.250	46.00	489.54	489.03
M	52+21.250	46.00	489.51	489.02
N	52+31.250	46.00	489.48	489.17
O	52+41.250	46.00	489.44	489.29
P	52+51.250	46.00	489.39	489.40
Q	52+61.250	46.00	489.33	489.47
R	52+71.250	46.00	489.26	489.53
S	52+81.250	46.00	489.19	489.56
T	52+91.250	46.00	489.10	489.57
⊕ Brg. N. Abut.	52+98.500	46.00	489.03	489.57
Bk. of N. Abut.	53+00.167	46.00	489.02	489.56



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 082-0285

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	319
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS FED. AID PROJECT				



**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	-48.00	488.73
A1	50+63.33	-48.00	488.80
A2	50+73.33	-48.00	488.89
N. End South Appr. Slab	50+83.33	-48.00	488.98
S. End North Appr. Slab	52+99.17	-48.00	488.98
A3	53+09.17	-48.00	488.88
A4	53+19.17	-48.00	488.78
N. End North Appr. Slab	53+29.17	-48.00	488.66

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	-40.00	488.90
A1	50+63.33	-40.00	488.97
A2	50+73.33	-40.00	489.05
N. End South Appr. Slab	50+83.33	-40.00	489.15
S. End North Appr. Slab	52+99.17	-40.00	489.15
A3	53+09.17	-40.00	489.05
A4	53+19.17	-40.00	488.94
N. End North Appr. Slab	53+29.17	-40.00	488.83

**P.G.L. SOUTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	-16.00	489.40
A1	50+63.33	-16.00	489.47
A2	50+73.33	-16.00	489.55
N. End South Appr. Slab	50+83.33	-16.00	489.65
S. End North Appr. Slab	52+99.17	-16.00	489.65
A3	53+09.17	-16.00	489.55
A4	53+19.17	-16.00	489.44
N. End North Appr. Slab	53+29.17	-16.00	489.33

**☉ RIEDER ROAD**

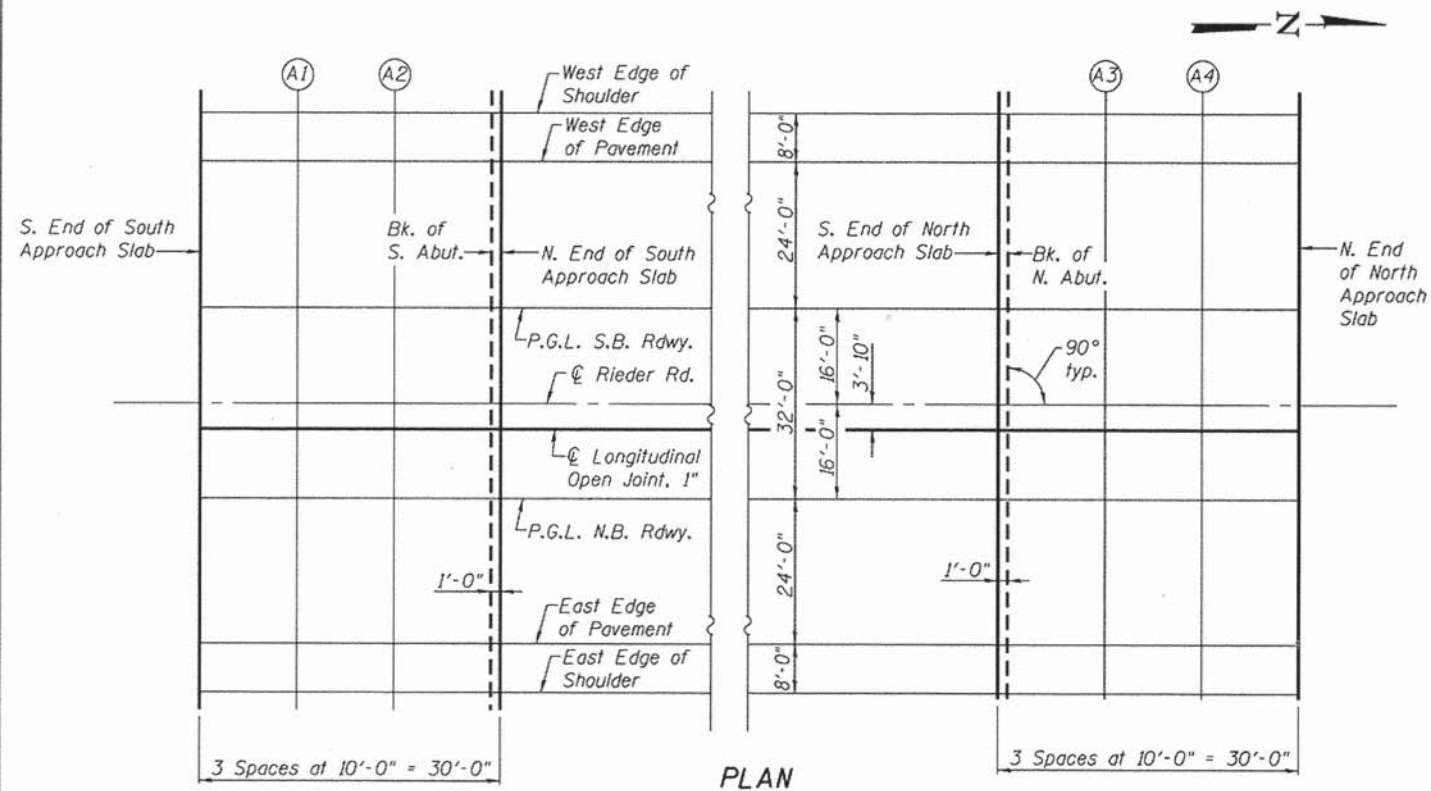
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	0.00	489.73
A1	50+63.33	0.00	489.80
A2	50+73.33	0.00	489.89
N. End South Appr. Slab	50+83.33	0.00	489.98
S. End North Appr. Slab	52+99.17	0.00	489.98
A3	53+09.17	0.00	489.88
A4	53+19.17	0.00	489.78
N. End North Appr. Slab	53+29.17	0.00	489.66

**☉ LONGITUDINAL OPEN JOINT**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	3.83	489.65
A1	50+63.33	3.83	489.72
A2	50+73.33	3.83	489.81
N. End South Appr. Slab	50+83.33	3.83	489.90
S. End North Appr. Slab	52+99.17	3.83	489.90
A3	53+09.17	3.83	489.80
A4	53+19.17	3.83	489.70
N. End North Appr. Slab	53+29.17	3.83	489.58

**P.G.L. NORTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	16.00	489.40
A1	50+63.33	16.00	489.47
A2	50+73.33	16.00	489.55
N. End South Appr. Slab	50+83.33	16.00	489.65
S. End North Appr. Slab	52+99.17	16.00	489.65
A3	53+09.17	16.00	489.55
A4	53+19.17	16.00	489.44
N. End North Appr. Slab	53+29.17	16.00	489.33



**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	40.00	488.90
A1	50+63.33	40.00	488.97
A2	50+73.33	40.00	489.05
N. End South Appr. Slab	50+83.33	40.00	489.15
S. End North Appr. Slab	52+99.17	40.00	489.15
A3	53+09.17	40.00	489.05
A4	53+19.17	40.00	488.94
N. End North Appr. Slab	53+29.17	40.00	488.83

**■ EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	50+53.33	48.00	488.73
A1	50+63.33	48.00	488.80
A2	50+73.33	48.00	488.89
N. End South Appr. Slab	50+83.33	48.00	488.98
S. End North Appr. Slab	52+99.17	48.00	488.98
A3	53+09.17	48.00	488.88
A4	53+19.17	48.00	488.78
N. End North Appr. Slab	53+29.17	48.00	488.66



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

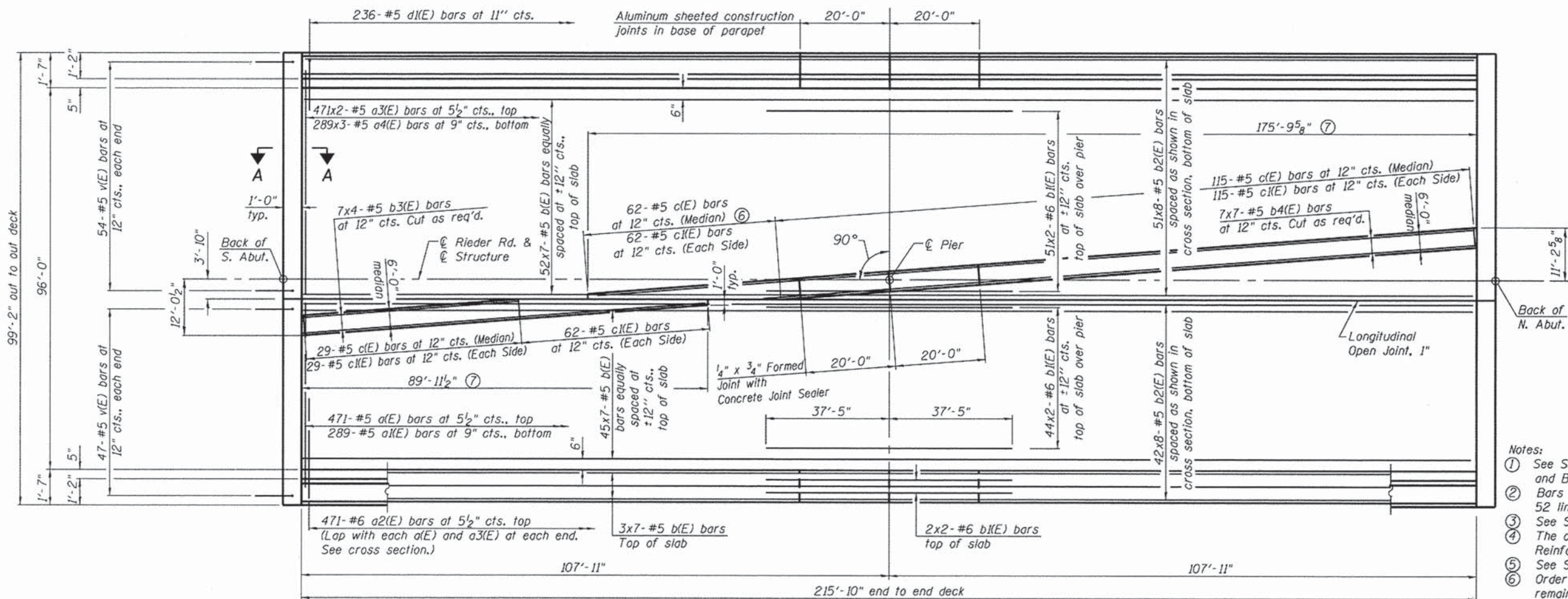
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 082-0285

SHEET NO. 8 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	320
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS] FED. AID PROJECT				

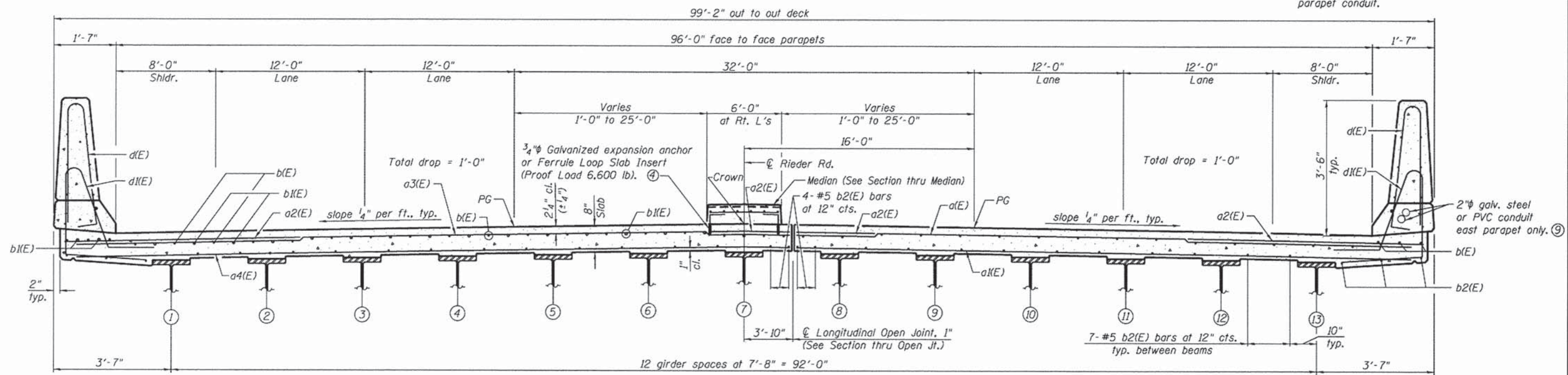




**MIN. BAR LAP**  
 #5 - 2'-7"  
 #6 - 3'-1"

- Notes:
- ① See Sheet 10 of 25 for superstructure details and Bill of Material.
  - ② Bars indicated thus 52x7-#5 etc. indicates 52 lines of bars with 7 lengths per line.
  - ③ See Sheet 10 of 25 for parapet reinforcement.
  - ④ The cost of inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
  - ⑤ See Sheet 11 of 25 for Section A-A.
  - ⑥ Order c(E) bars full length. Cut to fit and use remainder bars in median on opposite side of the open joint.
  - ⑦ Measured along the  $\phi$  Rieder Road. End of deck to end of median.
  - ⑧ See Sheet 10 of 25 for Section Thru Open Joint and Section Thru Median.
  - ⑨ See roadway plans for additional information on parapet conduit.

**PLAN**



**NEAR PIER**

**CROSS SECTION**  
(Looking North)

**NEAR MIDSPAN**



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

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

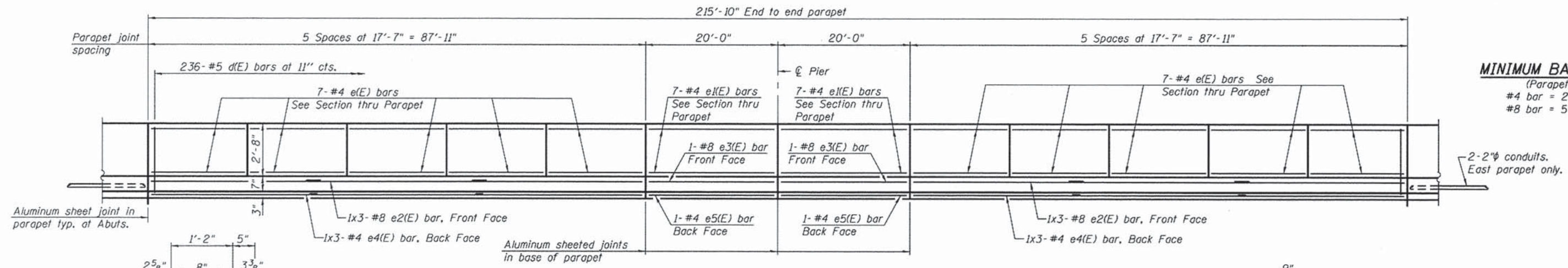
**SUPERSTRUCTURE**  
**STRUCTURE NO. 082-0285**

SHEET NO. 9 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	321
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		

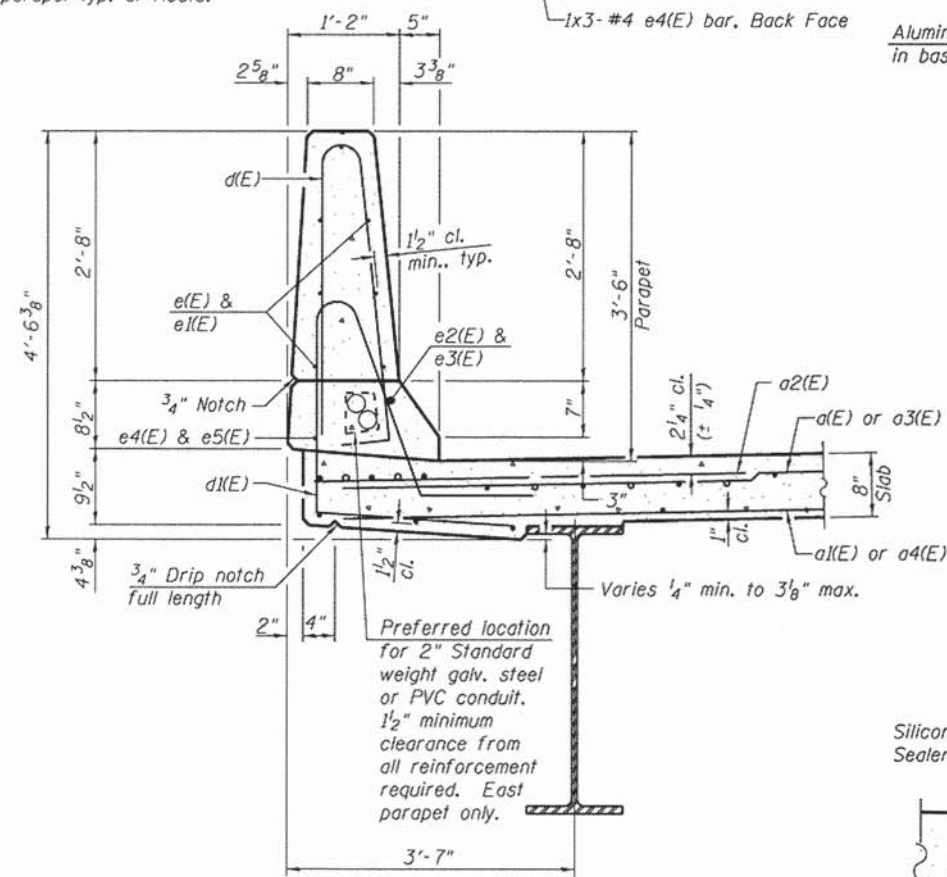
ILLINOIS FED. AID PROJECT



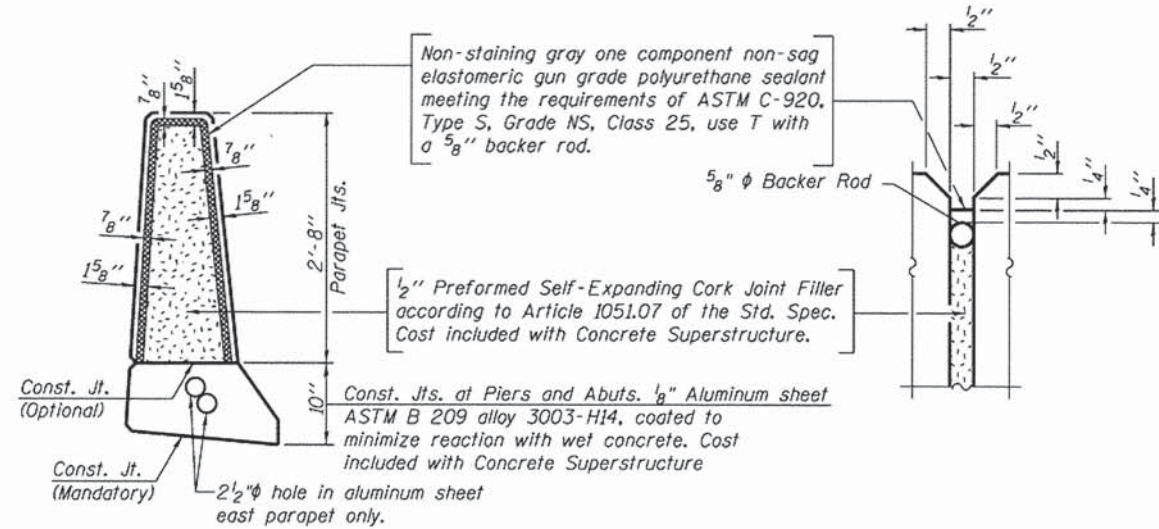


**MINIMUM BAR LAP**  
 (Parapet)  
 #4 bar = 2'-0"  
 #8 bar = 5'-2"

**INSIDE ELEVATION OF PARAPET**

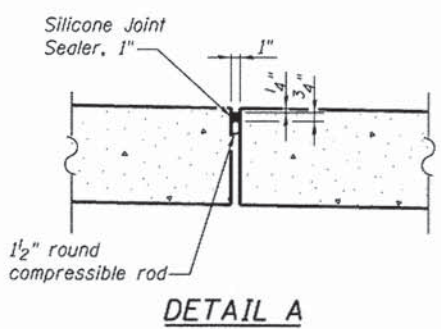


**SECTION THRU PARAPET**

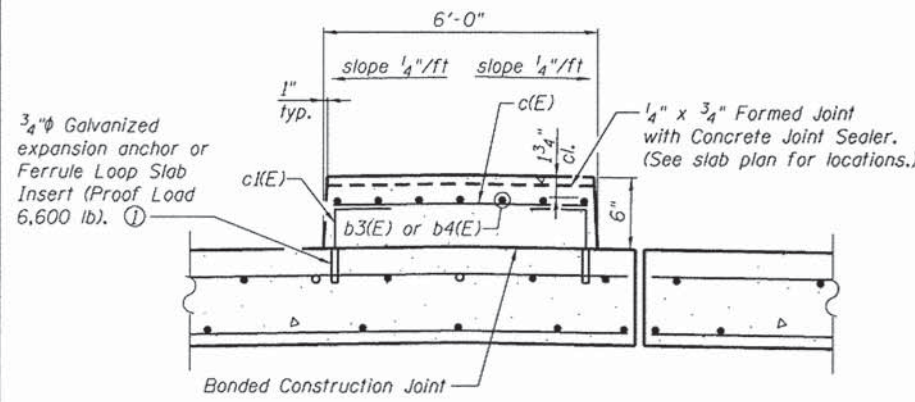


**PARAPET JOINT DETAILS**

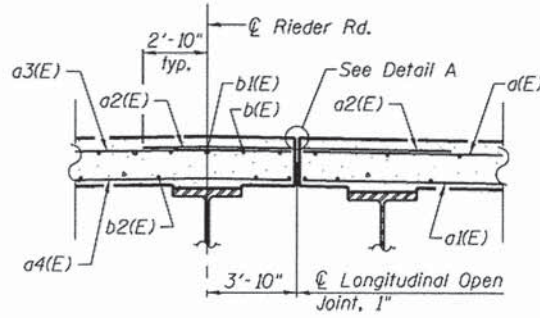
- Notes:  
 ① The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.  
 ② Bars indicated thus 1 x 3 - #8 etc. indicates 1 line of bars with 3 lengths per line.



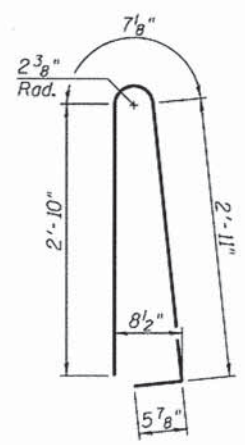
**DETAIL A**



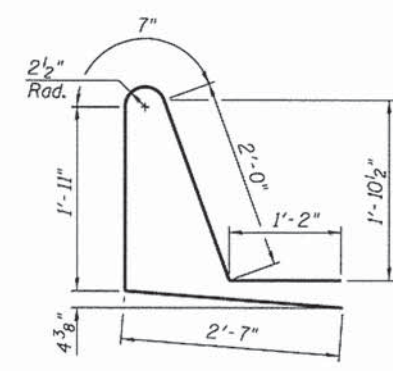
**SECTION THRU MEDIAN**



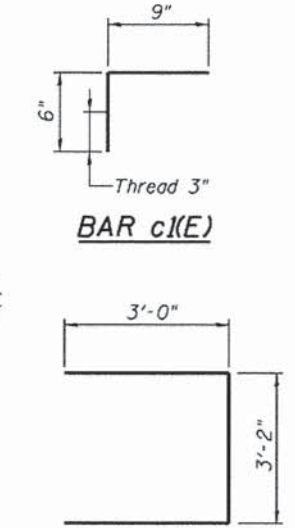
**SECTION THRU OPEN JOINT**  
 (Shown near Pier)



**BAR d(E)**

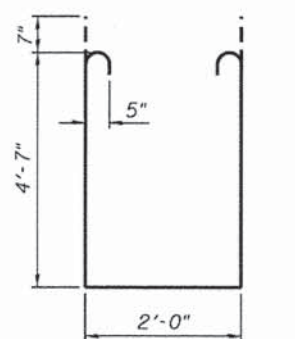


**BAR d1(E)**

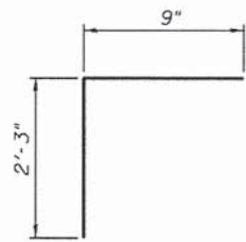


**BAR c1(E)**

**BAR s(E)**



**BAR s1(E)**



**BAR v(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	471	#5	44'-11"	—
a2(E)	1,884	#6	6'-6"	—
a3(E)	942	#5	27'-7"	—
a4(E)	867	#5	18'-11"	—
b(E)	721	#5	33'-0"	—
b1(E)	198	#6	39'-0"	—
b2(E)	744	#5	29'-3"	—
b3(E)	28	#5	24'-2"	—
b4(E)	49	#5	27'-2"	—
c(E)	206	#5	5'-6"	—
c1(E)	536	#5	1'-3"	┌
d(E)	472	#5	6'-10"	┌
d1(E)	472	#5	8'-3"	┌
e(E)	140	#4	17'-3"	—
e1(E)	28	#4	19'-8"	—
e2(E)	12	#8	32'-8"	—
e3(E)	4	#8	19'-8"	—
e4(E)	12	#4	30'-7"	—
e5(E)	4	#4	19'-8"	—
m(E)	20	#6	24'-11"	—
m1(E)	88	#6	7'-2"	—
m2(E)	32	#6	3'-3"	—
m3(E)	104	#5	4'-0"	—
m4(E)	20	#6	28'-9"	—
s(E)	208	#5	9'-2"	┌
s1(E)	186	#5	12'-4"	┌
v(E)	202	#5	3'-0"	┌
Reinforcement Bars, Epoxy Coated		Pound	180,120	
Concrete Superstructure		Cu. Yds.	755.0	
Silicone Joint Sealer, 1"		Foot	217	



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

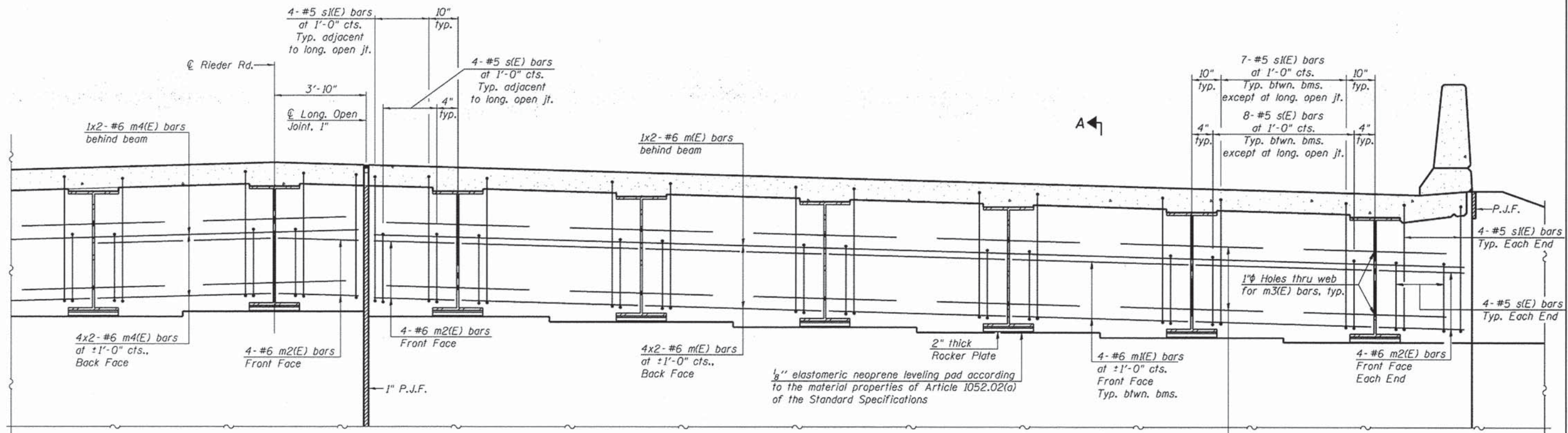
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 082-0285

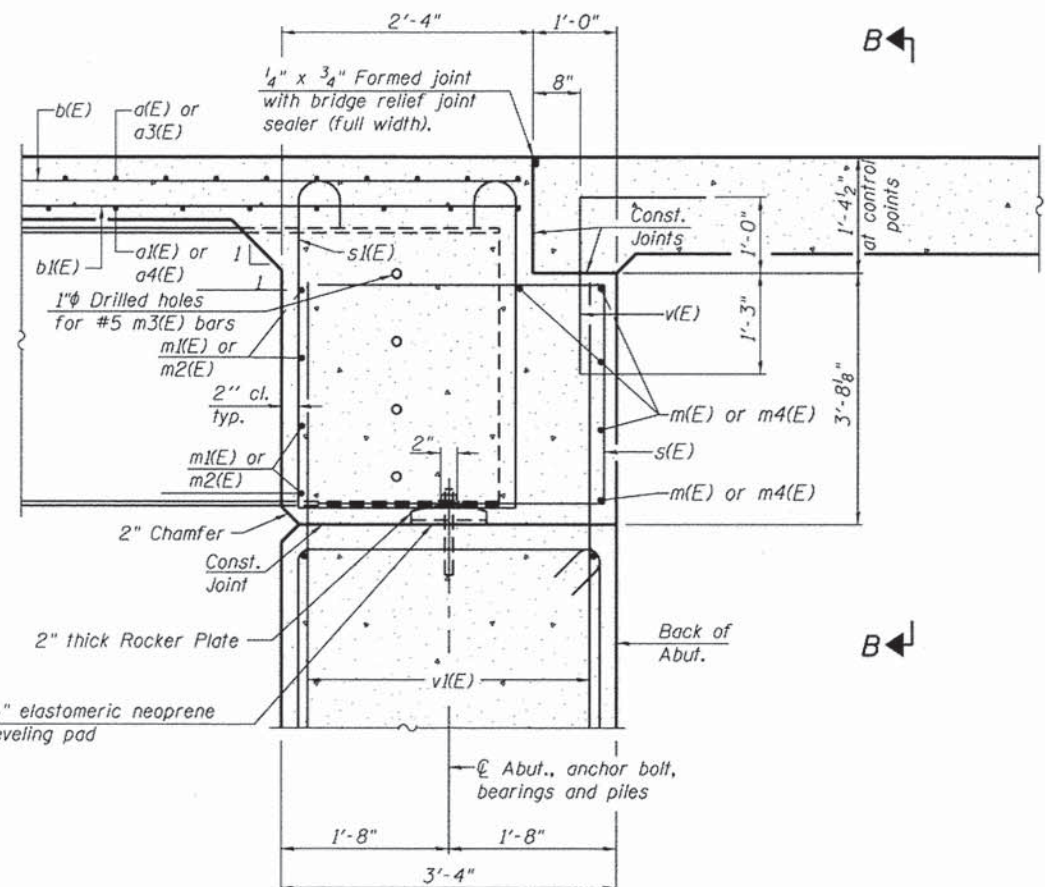
SHEET NO. 10 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	322
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				

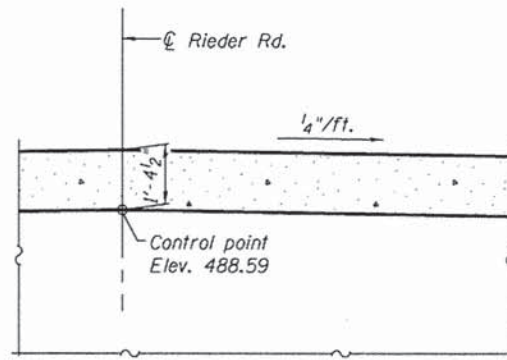




**DIAPHRAGM ELEVATION AT ABUTMENT**  
(Looking North)



**SECTION A-A**  
(@ Rt. Ls)

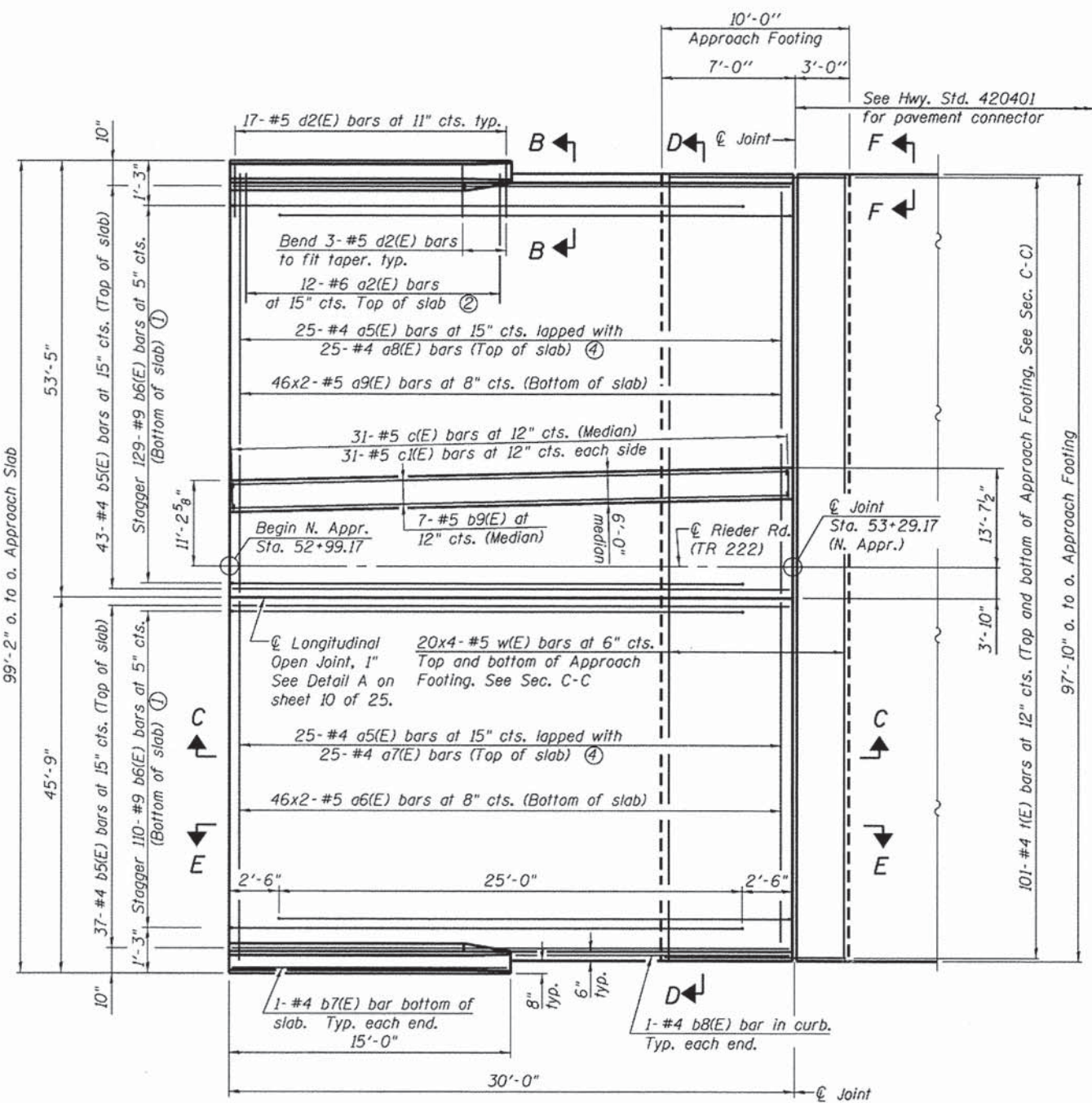
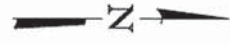
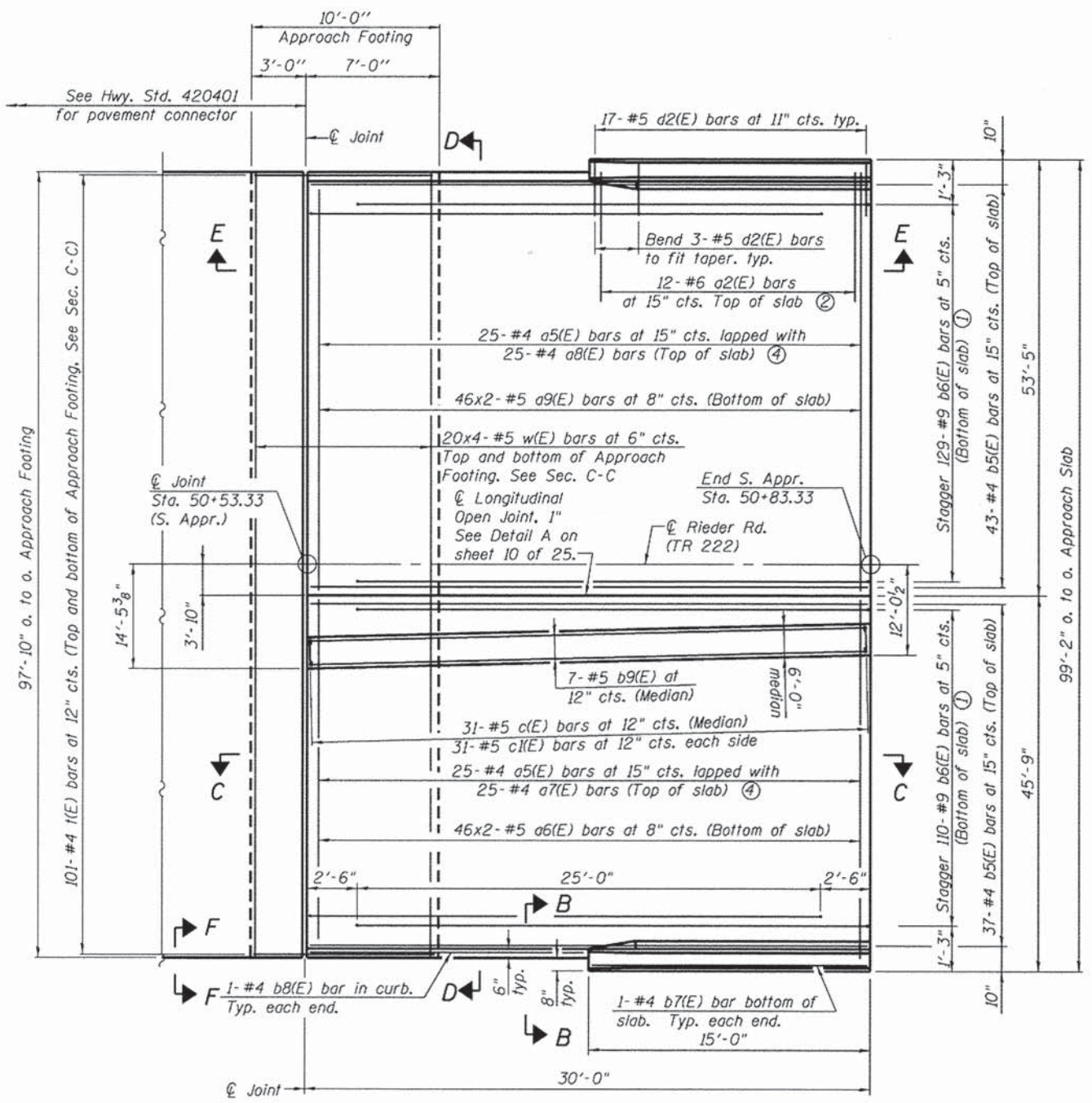


**SECTION B-B** ⑤

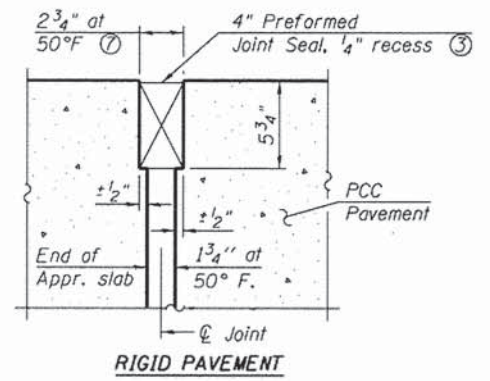
**MIN. BAR LAP**  
#6 bar = 4'-5"

- Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 25.
  - Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 25.
  - For details of bars s(E) & s(E) see sheet 10 of 25.
  - The s(E) and s(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
  - The approach slab ledge shall have a constant slope determined from the control points shown.
  - Bars indicated thus 1 x 2 - #6 etc. indicates 1 line of bars with 2 lengths per line.

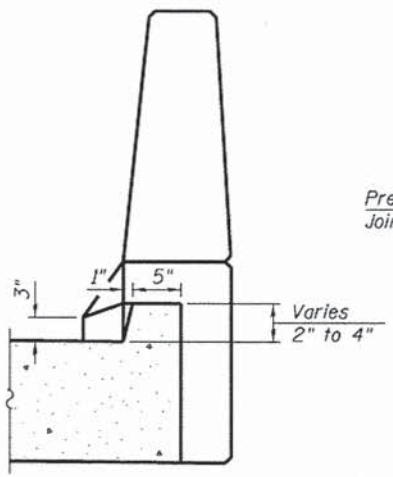




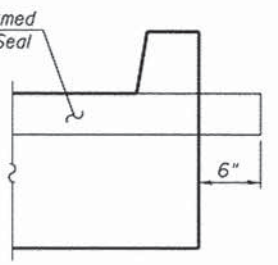
PLAN



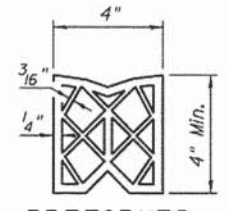
DETAIL A



VIEW B-B



VIEW F-F



PREFORMED JOINT SEAL

- Notes:
- ① Tilt #9 b6(E) bars as required to maintain clearance.
  - ② Space between a5(E) bars, typ. ea. parapet.
  - ③ Cost included with Concrete Superstructure.
  - ④ Place a5(E) bars at parapet end, see Section D-D.
  - ⑤ See sheet 13 of 25 for Sections C-C & D-D and View E-E.
  - ⑥ a5(E) and a6(E) bar spacing measured along  $\bar{C}$  Rdwy.
  - ⑦ The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.
  - ⑧ Bars indicated thus 20x4-#5 etc. indicates 20 lines of bars with 4 lengths per line.

(Sheet 1 of 2)

**VOLKERT**

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

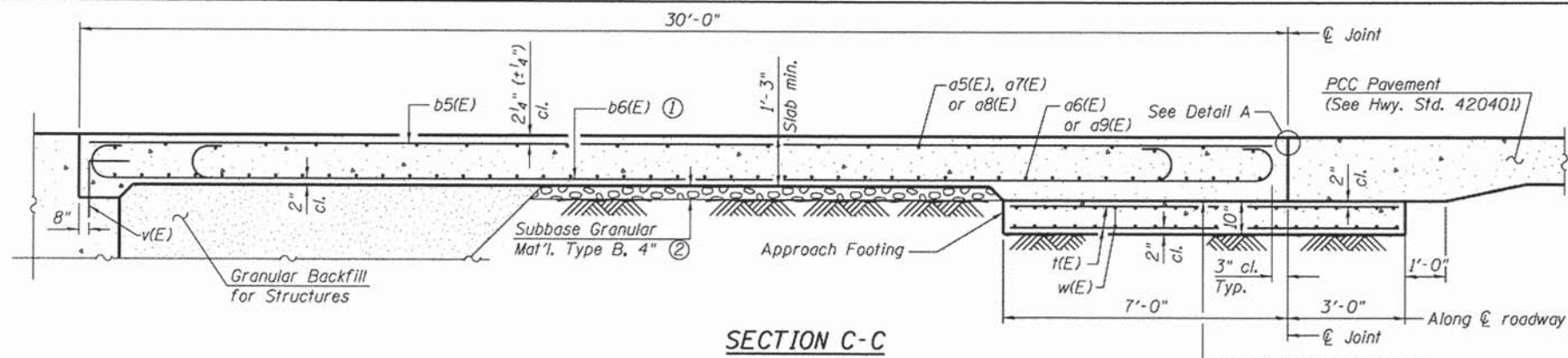
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 082-0285

SHEET NO. 12 OF 25 SHEETS

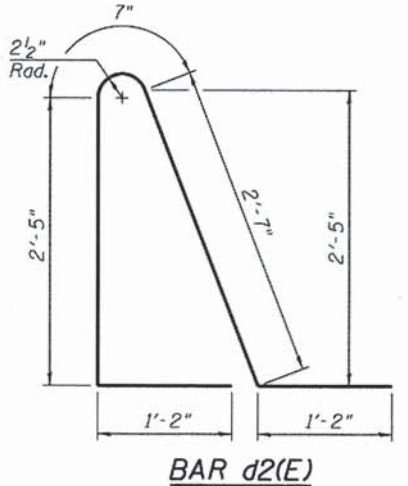
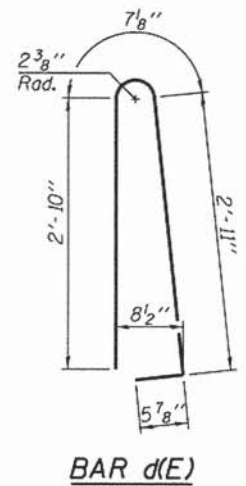
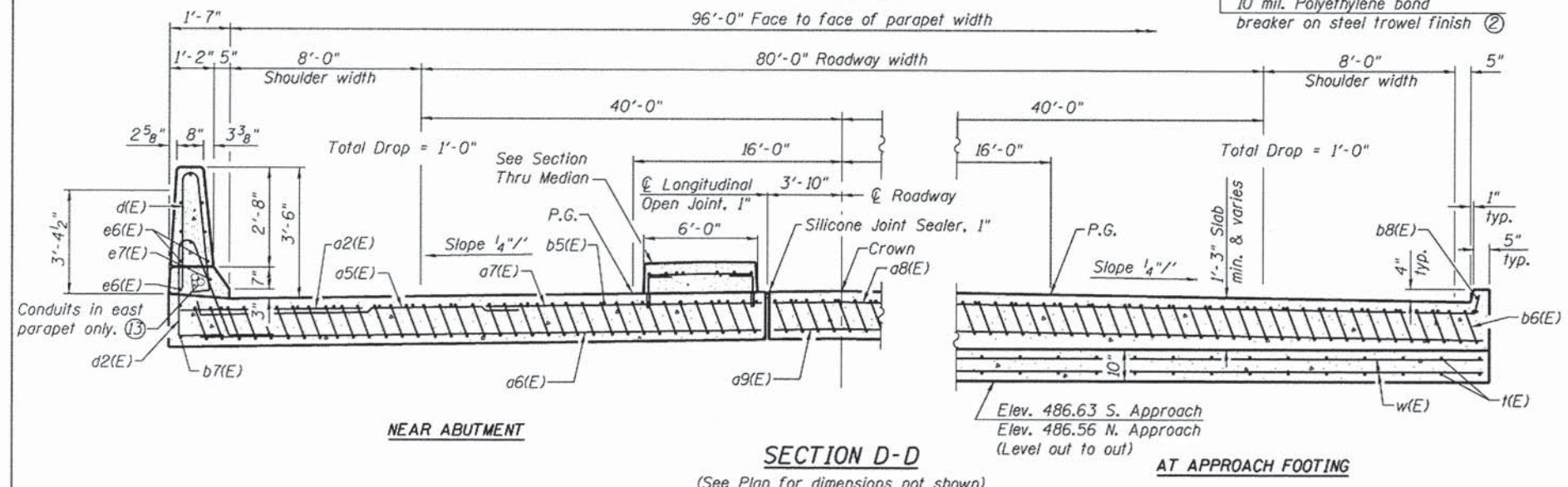
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	324
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		

ILLINOIS FED. AID PROJECT



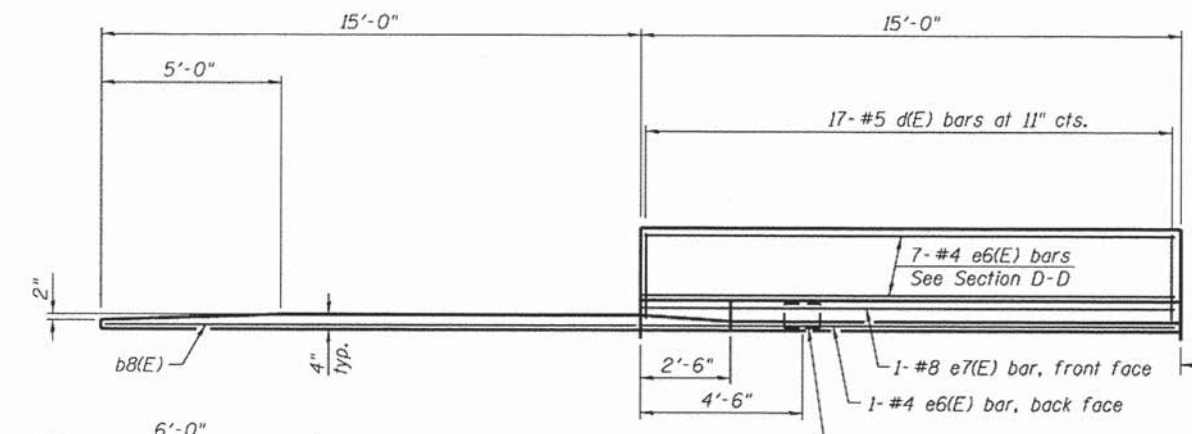


- Notes:
- ① Tilt #9 b6(E) bars as required to maintain clearance.
  - ② Cost included with Concrete Superstructure.
  - ③ The cost of inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
  - ④ See sheet 12 of 25 for Detail A and View B-B.
  - ⑤ Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
  - ⑥ Approach footing concrete shall be paid for as Concrete Structures.
  - ⑦ Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  - ⑧ For v(E) bar details, see sheets 9-11 of 25.
  - ⑨ The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
  - ⑩ Cost of excavation for approach footing included with Concrete Structures.
  - ⑪ For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 25.
  - ⑫ For additional parapet details, see sheet 10 of 25.
  - ⑬ See roadway plans for additional information on the parapet conduit.

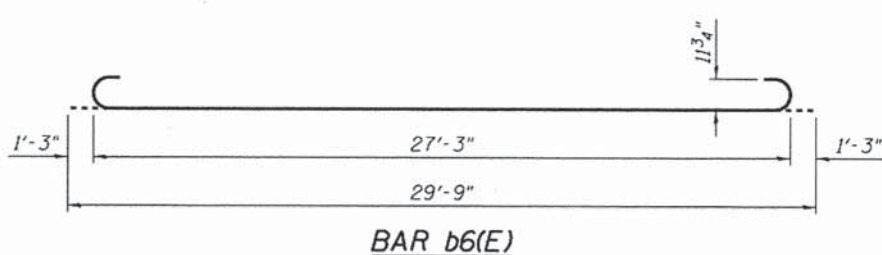
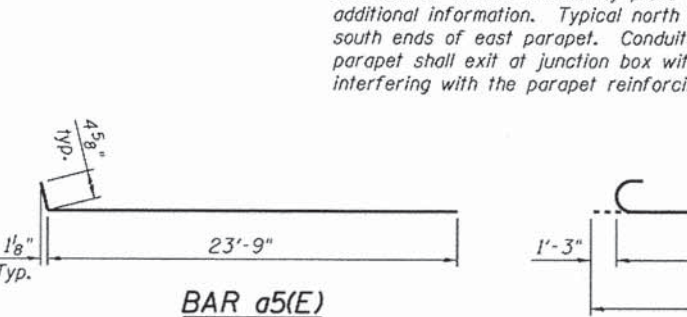


**TWO APPROACHES  
BILL OF MATERIAL**

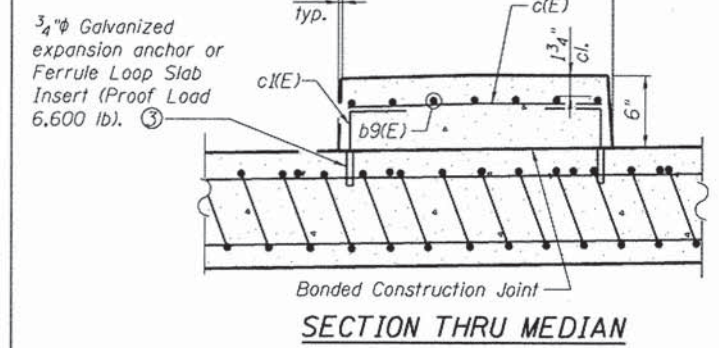
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a5(E)	100	#4	24'-2"	—
a6(E)	184	#5	24'-0"	—
a7(E)	50	#4	23'-9"	—
a8(E)	50	#4	30'-5"	—
a9(E)	184	#5	27'-10"	—
b5(E)	160	#4	29'-8"	—
b6(E)	478	#9	29'-9"	—
b7(E)	4	#4	14'-8"	—
b8(E)	4	#4	14'-8"	—
b9(E)	14	#5	29'-8"	—
c(E)	62	#5	5'-6"	—
c1(E)	124	#5	1'-3"	—
d(E)	68	#5	6'-10"	—
d2(E)	68	#5	7'-11"	—
e6(E)	32	#4	14'-8"	—
e7(E)	4	#8	14'-8"	—
t(E)	404	#4	9'-8"	—
w(E)	320	#5	26'-3"	—
Concrete Superstructure	Cu. Yd.		331.8	
Concrete Structures	Cu. Yd.		60.4	
Reinforcement Bars, Epoxy Coated	Pound		79,280	
Silicone Joint Sealer, 1"	Foot		60	



**VIEW E-E**



**BAR c1(E)**



**SECTION THRU MEDIAN**



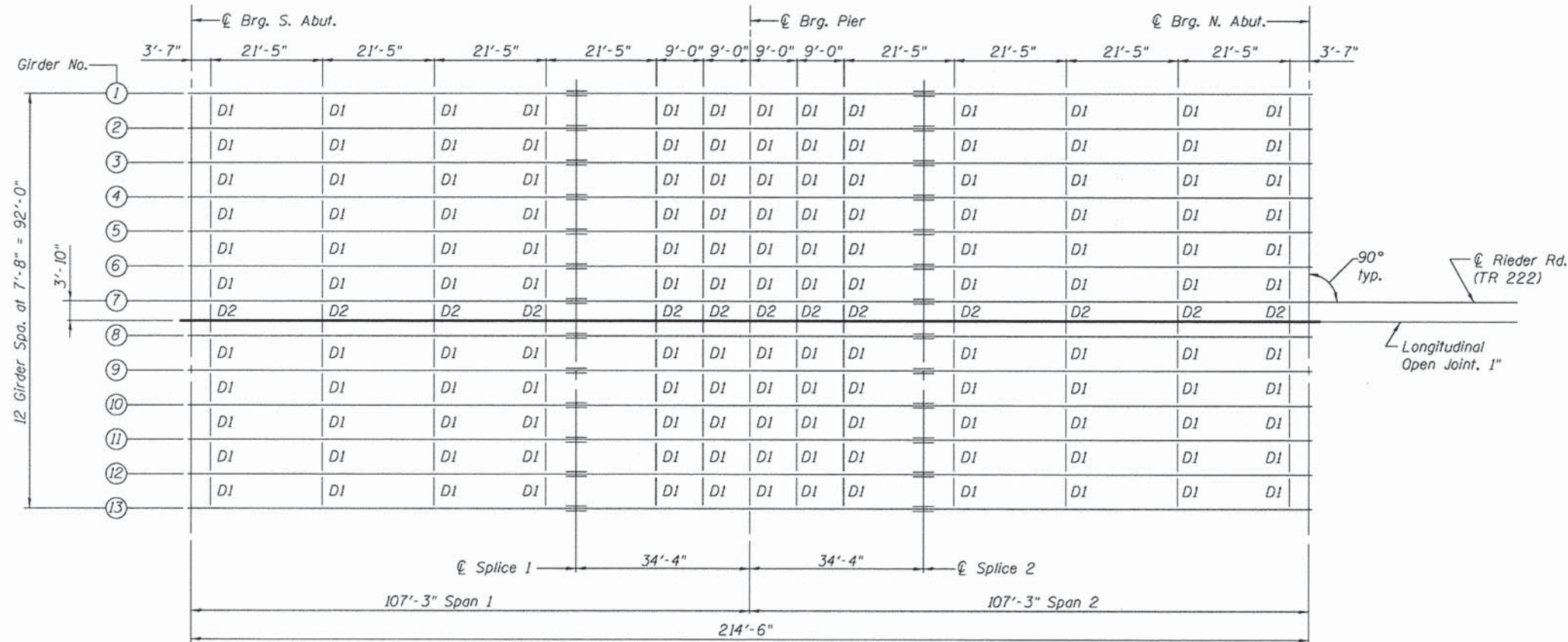
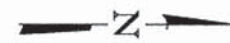
USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 082-0285  
SHEET NO. 13 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	325
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS FED. AID PROJECT				





PLAN

Notes:

- ① All structural steel for girders, bearing plates, and splices except fill plates shall conform to the requirements of AASHTO M270, Grade 50.
- ② All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- ③ For diaphragm details see sheet 15 of 25.

		0.4 Sp. 1 or 0.6 Sp. 2	Pier
$I_s$	(in <sup>4</sup> )	18,509	44,404
$I_c(n)$	(in <sup>4</sup> )	47,847	--
$I_c(3n)$	(in <sup>4</sup> )	35,566	--
$I_c(cr)$	(in <sup>4</sup> )	--	51,320
$S_s$	(in <sup>3</sup> )	802	1,692
$S_c(n)$	(in <sup>3</sup> )	1,104	--
$S_c(3n)$	(in <sup>3</sup> )	1,018	--
$S_c(cr)$	(in <sup>3</sup> )	--	2,168
DC1	(k/')	0.956	1.118
M <sub>DC1</sub>	(k)	616	1,850
DC2	(k/')	0.212	0.212
M <sub>DC2</sub>	(k)	147	365
DW	(k/')	0.384	0.384
M <sub>DW</sub>	(k)	266	661
M <sub>ℓ + IM</sub>	(k)	1,426	1,840
M <sub>u</sub> (Strength I)	(k)	3,816	6,979
φ <sub>r</sub> M <sub>n</sub>	(k)	5,893	8,576
f <sub>s</sub> DC1	(ksi)	9.22	13.12
f <sub>s</sub> DC2	(ksi)	1.60	2.03
f <sub>s</sub> DW	(ksi)	3.14	3.65
f <sub>s</sub> (ℓ + IM)	(ksi)	15.50	10.18
f <sub>s</sub> (Service II)	(ksi)	34.11	32.03
0.95R <sub>n</sub> F <sub>y</sub>	(ksi)	47.50	47.50
V <sub>r</sub>	(k)	61.0	59.4

		Abut.	Pier
R <sub>DC1</sub>	(k)	34.9	148.1
R <sub>DC2</sub>	(k)	8.0	29.5
R <sub>DW</sub>	(k)	14.4	53.5
R <sub>ℓ + IM</sub>	(k)	90.2	179.2
R <sub>Total</sub>	(k)	147.5	410.3

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M<sub>ℓ + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}$

φ<sub>r</sub>M<sub>n</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_{nc}$

f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

f<sub>s</sub> (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_{ℓ + IM} / S_c(n)$  or  $M_{DW} / S_c(cr)$  as applicable.

f<sub>s</sub> (Service II): Sum of stresses as computed below (ksi).  
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (ℓ + IM)$

0.95R<sub>n</sub>F<sub>y</sub>: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.



USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	CHECKED -	REVISED -

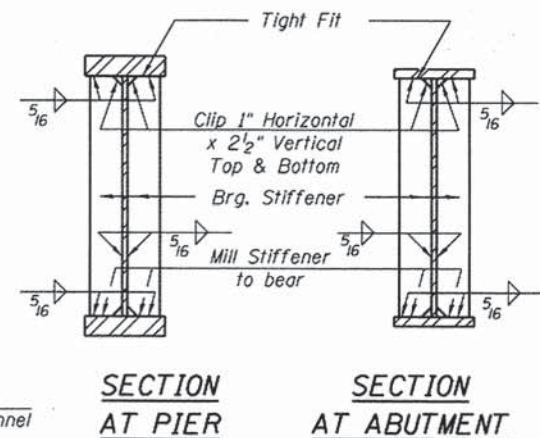
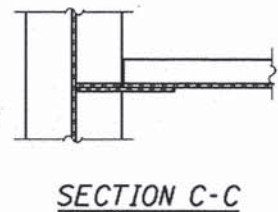
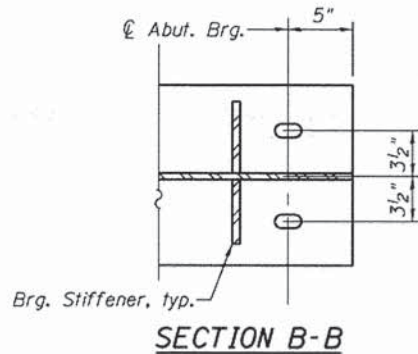
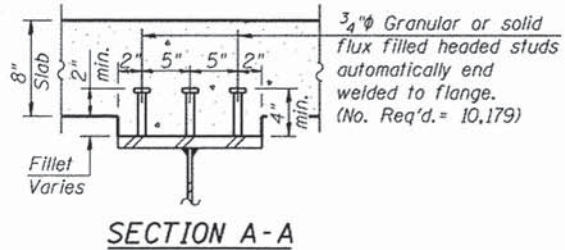
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN  
STRUCTURE NO. 082-0285

SHEET NO. 14 OF 25 SHEETS

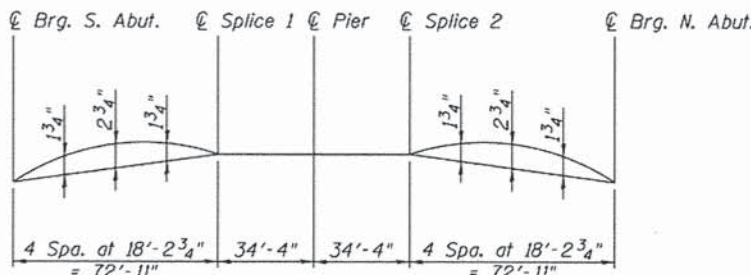
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	326
TR RTE, 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				



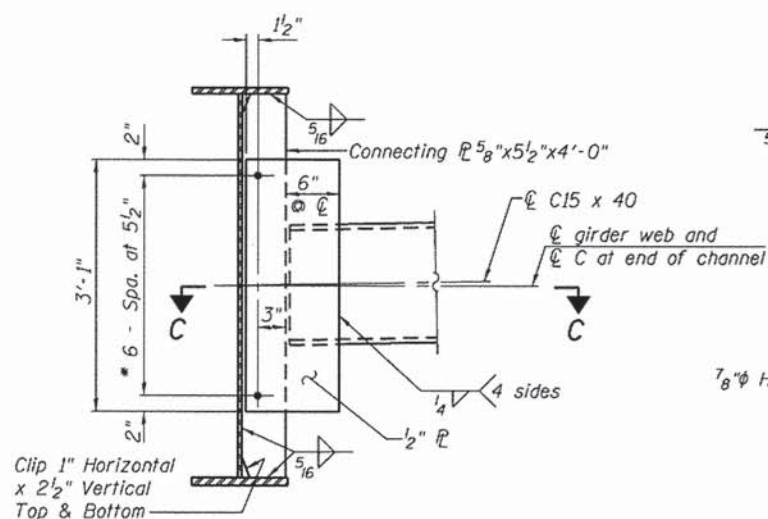


**TOP OF WEB ELEVATIONS**  
(For Fabrication Only)

Beam Number	Location				
	℄ Brg. S. Abut.	℄ Splice 1	℄ Pier	℄ Splice 2	℄ Brg. N. Abut.
1	488.24	488.53	488.64	488.53	488.24
2	488.40	488.69	488.80	488.69	488.40
3	488.56	488.85	488.96	488.85	488.56
4	488.72	489.01	489.12	489.01	488.72
5	488.88	489.17	489.28	489.17	488.88
6	489.04	489.33	489.44	489.33	489.04
7	489.20	489.49	489.60	489.49	489.20
8	489.04	489.33	489.44	489.33	489.42
9	488.88	489.17	489.28	489.17	488.88
10	488.72	489.01	489.12	489.01	488.72
11	488.56	488.85	488.96	488.85	488.56
12	488.40	488.69	488.80	488.69	488.40
13	488.24	488.53	488.64	488.53	488.24

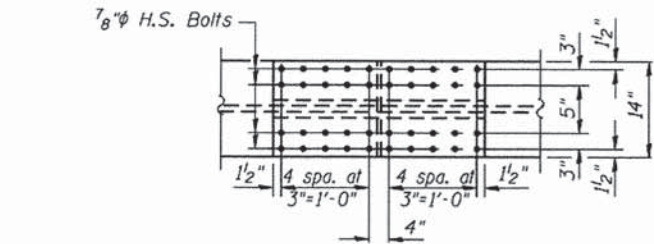


**TYPICAL CAMBER DIAGRAM**

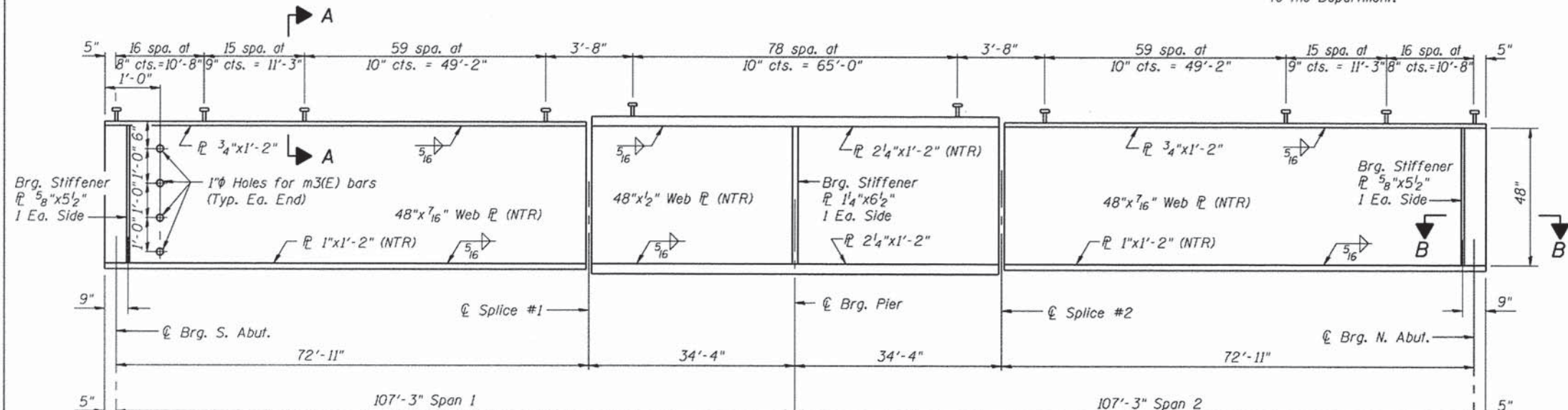


**INTERIOR DIAPHRAGM D1 & D2**

**Notes:**  
 D2 diaphragms shall be installed after the east and west decks are both poured.  
 Two hardened washers required for each set of oversized holes.  
 #3/4 HS bolts, 15/16 holes  
 Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the Department.



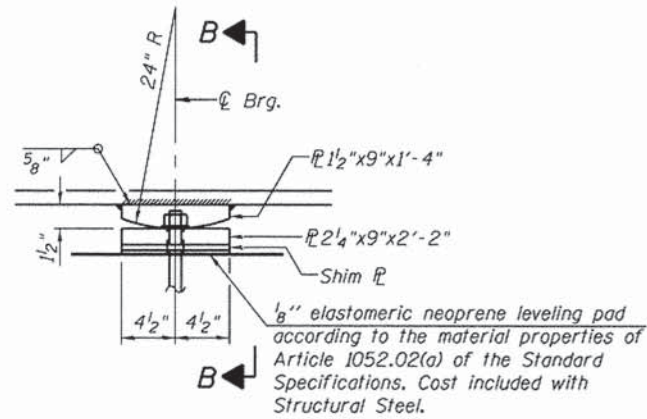
**FIELD SPLICE DETAIL**  
(26 required)



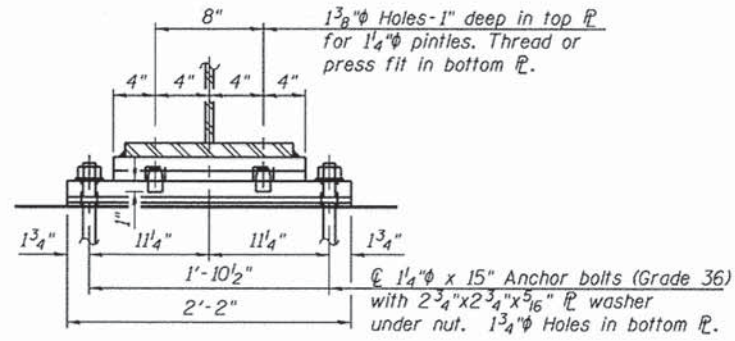
**GIRDER ELEVATION**

**Notes:**  
 ① All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
 ② Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.  
 ③ All plates and bearing stiffeners shall be AASHTO M270, Grade 50, except splice fill plates.

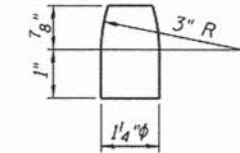




**ELEVATION AT PIER**



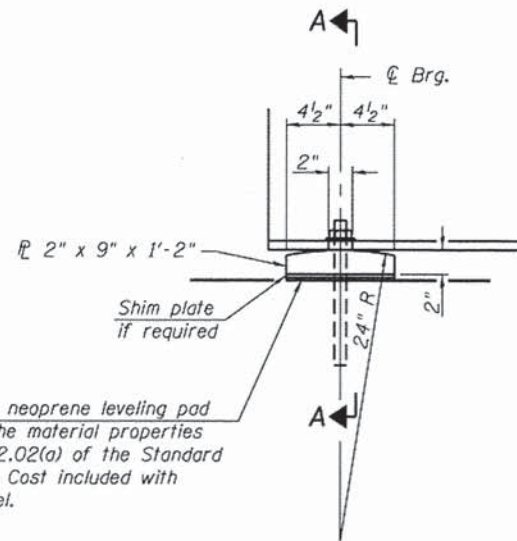
**SECTION B-B**



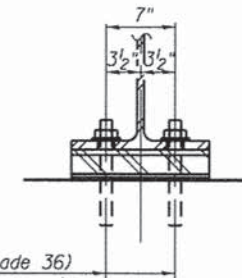
**PINTLE**

**FIXED BEARING AT PIER**

(Typical at Pier)  
(13 Required)



**ELEVATION AT ABUTMENT**



**SECTION A-A**

**FIXED BEARING AT ABUTMENTS**

(Typical North & South Abutments)  
(26 Required)

**Notes:**

- ① Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- ② Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- ③ Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- ④ Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- ⑤ All bearing plates and pintles shall be AASHTO M 270 Grade 50 steel.
- ⑥ The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts 1"	Each	52
Anchor Bolts 1 1/4"	Each	26

**VOLKERT**

USER NAME *	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE *	DRAWN -	REVISED -
PLOT DATE *	CHECKED -	REVISED -

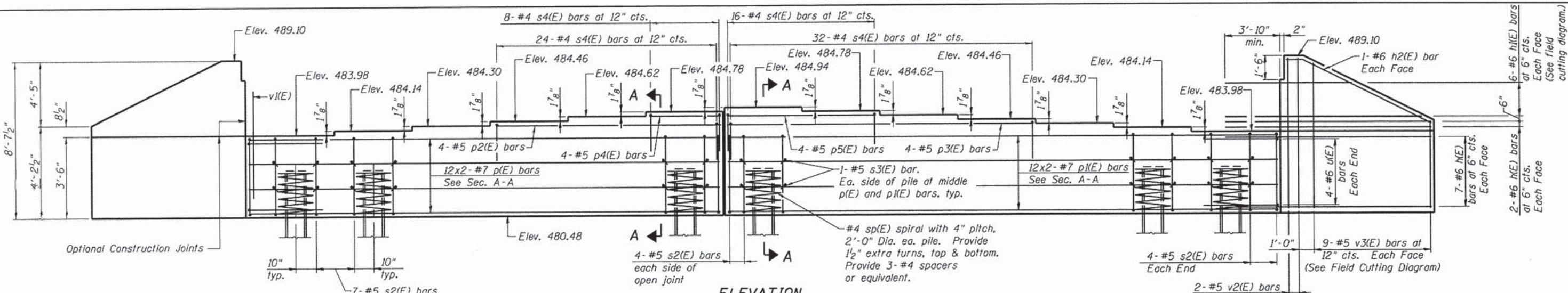
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS  
STRUCTURE NO. 082-0285**

SHEET NO. 16 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	328
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				

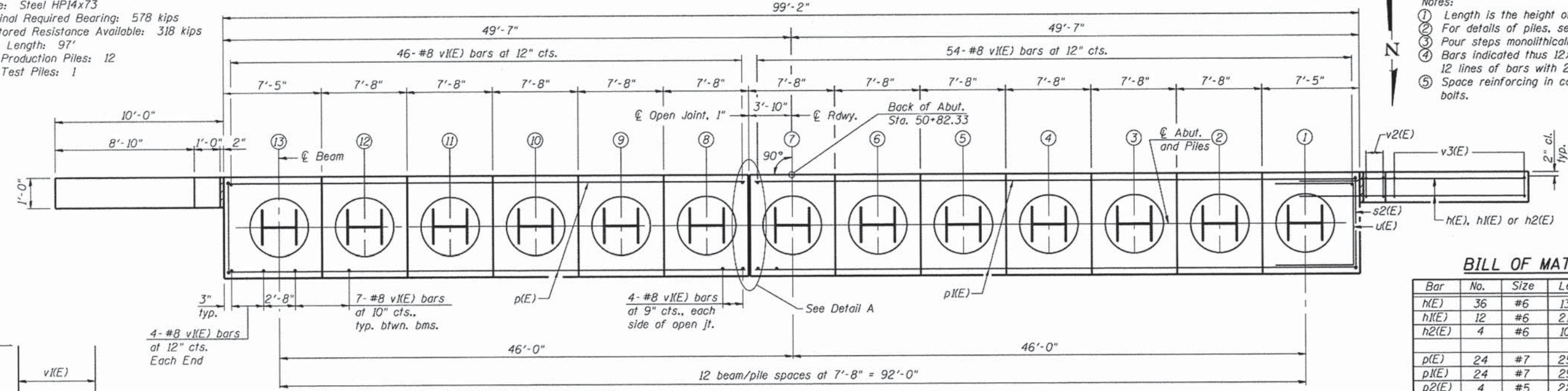




**PILE DATA**  
 Type: Steel HP14x73  
 Nominal Required Bearing: 578 kips  
 Factored Resistance Available: 318 kips  
 Est. Length: 97'  
 No. Production Piles: 12  
 No. Test Piles: 1

**ELEVATION**  
(Looking South)

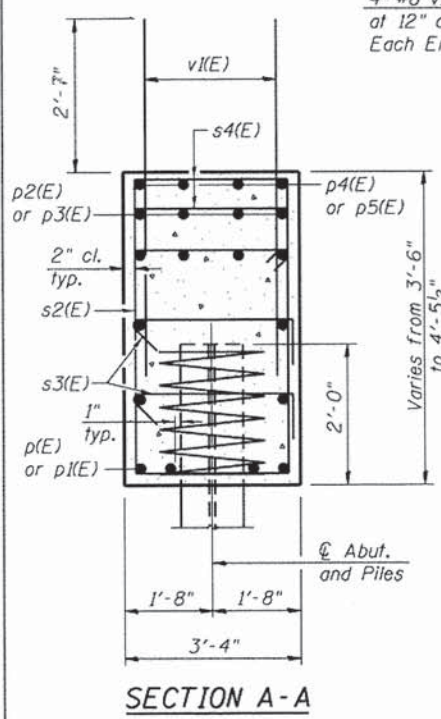
- Notes:**
- Length is the height of the spiral.
  - For details of piles, see sheet 22 of 25.
  - Pour steps monolithically with the cap.
  - Bars indicated thus 12x2-#7 etc. indicates 12 lines of bars with 2 lengths per line.
  - Space reinforcing in cap to miss anchor bolts.



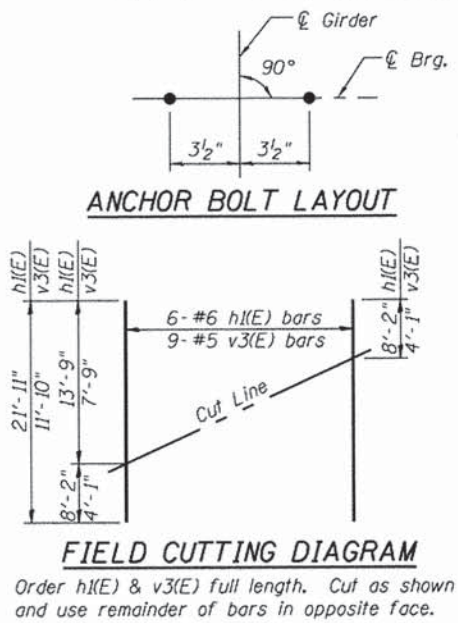
**PLAN**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	36	#6	13'-8"	—
h1(E)	12	#6	21'-11"	—
h2(E)	4	#6	10'-5"	—
p(E)	24	#7	25'-8"	—
p1(E)	24	#7	29'-6"	—
p2(E)	4	#5	22'-6"	—
p3(E)	4	#5	30'-2"	—
p4(E)	4	#5	7'-2"	—
p5(E)	4	#5	14'-10"	—
s2(E)	93	#5	13'-3"	□
s3(E)	52	#5	4'-0"	U
s4(E)	80	#4	7'-0"	U
sp(E)	13	#4	2'-0"	
u(E)	16	#6	11'-8"	□
v1(E)	193	#8	5'-11"	—
v2(E)	8	#5	8'-3"	—
v3(E)	18	#5	11'-10"	—
Structure Excavation			Cu. Yd.	402
Concrete Structures			Cu. Yd.	53.1
Reinforcement Bars, Epoxy Coated			Pound	10,210
Furnishing Steel Piles HP14x73			Foot	1.164
Driving Piles			Foot	1.164
Test Pile Steel HP14x73			Each	1



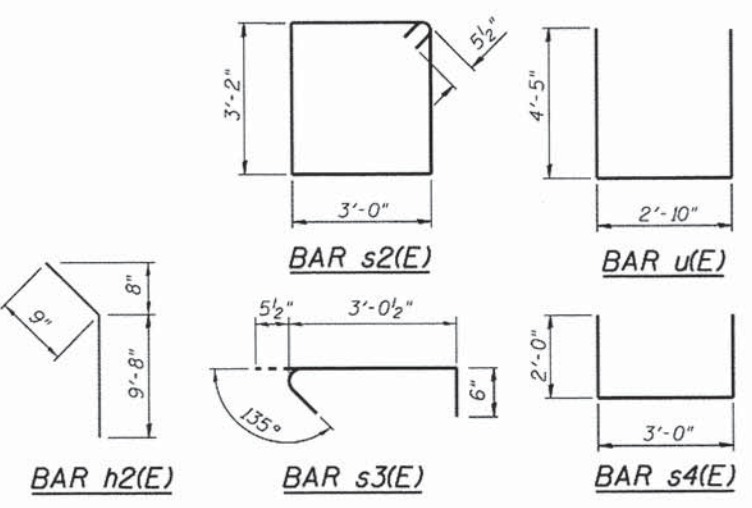
**SECTION A-A**



**ANCHOR BOLT LAYOUT**

**FIELD CUTTING DIAGRAM**

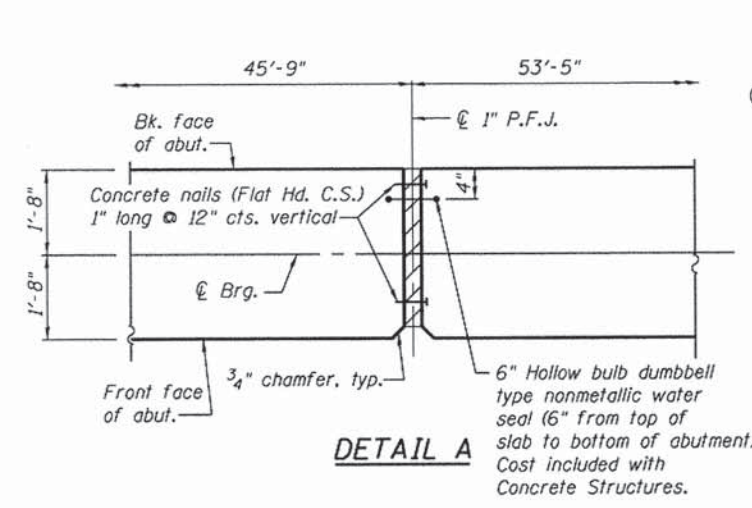
Order h1(E) & v3(E) full length. Cut as shown and use remainder of bars in opposite face.



**BAR h2(E)**

**BAR s3(E)**

**BAR s4(E)**



**DETAIL A**



USER NAME :	DESIGNED -	REVISED -
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PLOT DATE :	DRAWN -	REVISED -
	CHECKED -	REVISED -

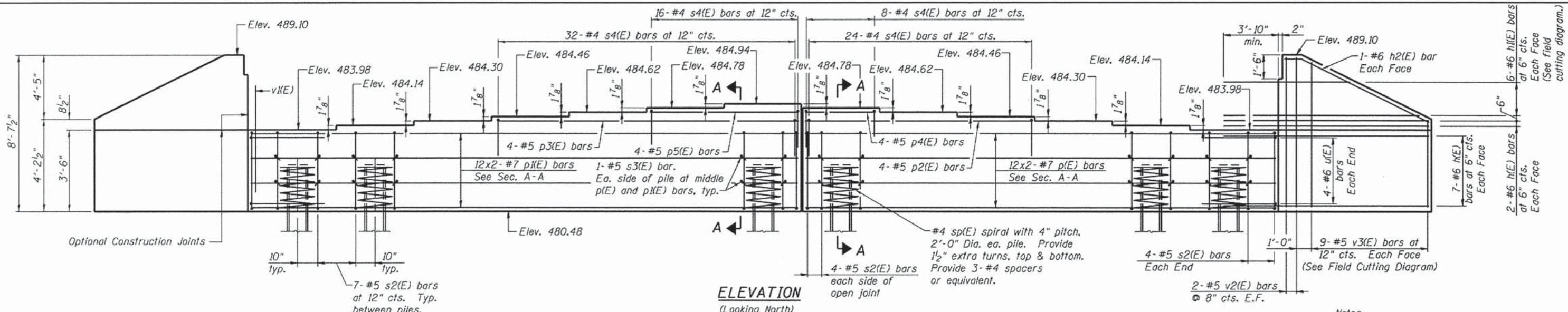
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT DETAILS**  
**STRUCTURE NO. 082-0285**

SHEET NO. 17 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	329
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
(ILLINOIS) FED. AID PROJECT				

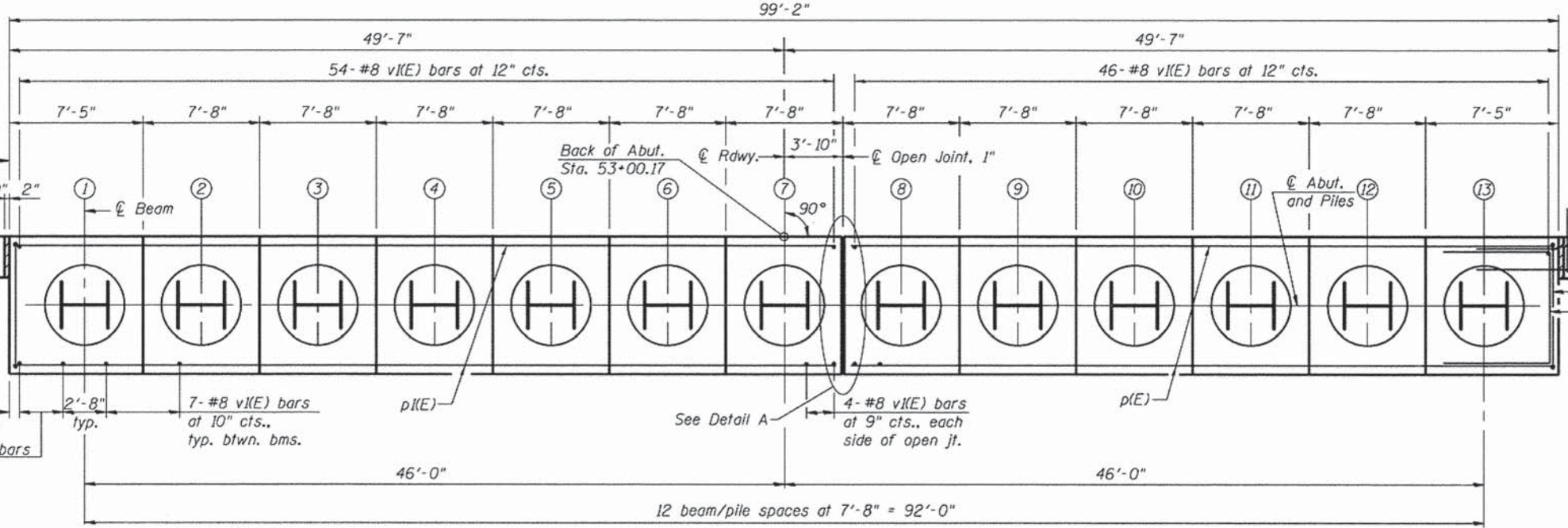




**PILE DATA**

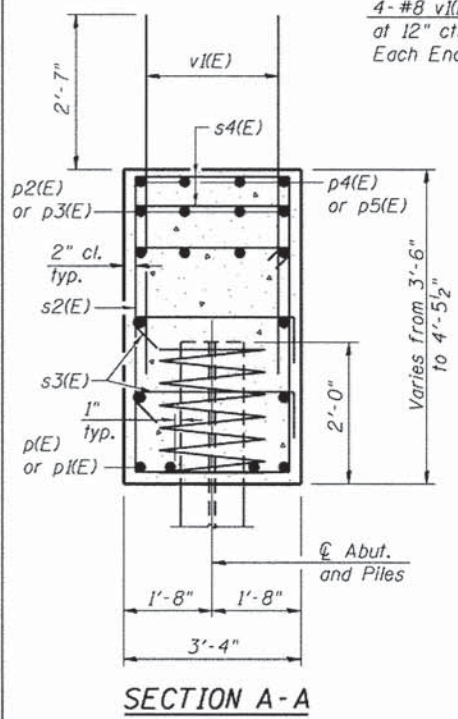
Type: Steel HP14x73  
 Nominal Required Bearing: 578 kips  
 Factored Resistance Available: 318 kips  
 Est. Length: 90'  
 No. Production Piles: 12  
 No. Test Piles: 1

- Notes:
- Length is the height of the spiral.
  - For details of piles, see sheet 22 of 25.
  - Pour steps monolithically with the cap.
  - Bars indicated thus 12x2-#7 etc. indicates 12 lines of bars with 2 lengths per line.
  - Space reinforcing in cap to miss anchor bolts.

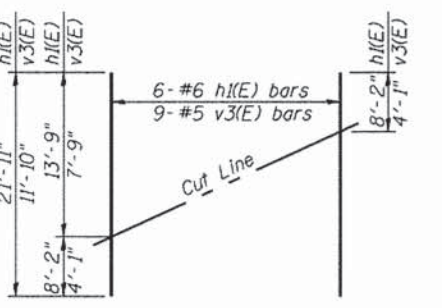


**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h(E)	36 #6	13'-8"	—
h1(E)	12 #6	21'-11"	—
h2(E)	4 #6	10'-5"	—
p(E)	24 #7	25'-8"	—
p1(E)	24 #7	29'-6"	—
p2(E)	4 #5	22'-6"	—
p3(E)	4 #5	30'-2"	—
p4(E)	4 #5	7'-2"	—
p5(E)	4 #5	14'-10"	—
s2(E)	93 #5	13'-3"	□
s3(E)	52 #5	4'-0"	□
s4(E)	80 #4	7'-0"	□
sp(E)	13 #4	2'-0"	
u(E)	16 #6	11'-8"	□
v1(E)	193 #8	5'-11"	—
v2(E)	8 #5	8'-3"	—
v3(E)	18 #5	11'-10"	—
Structure Excavation	Cu. Yd.	402	
Concrete Structures	Cu. Yd.	53.1	
Reinforcement Bars, Epoxy Coated	Pound	10,210	
Furnishing Steel Piles, HP14x73	Foot	1,080	
Driving Piles	Foot	1,080	
Test Pile Steel HP14x73	Each	1	

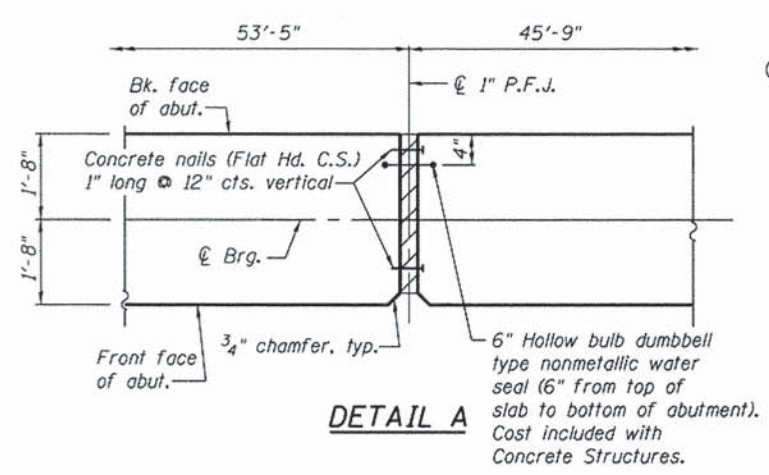
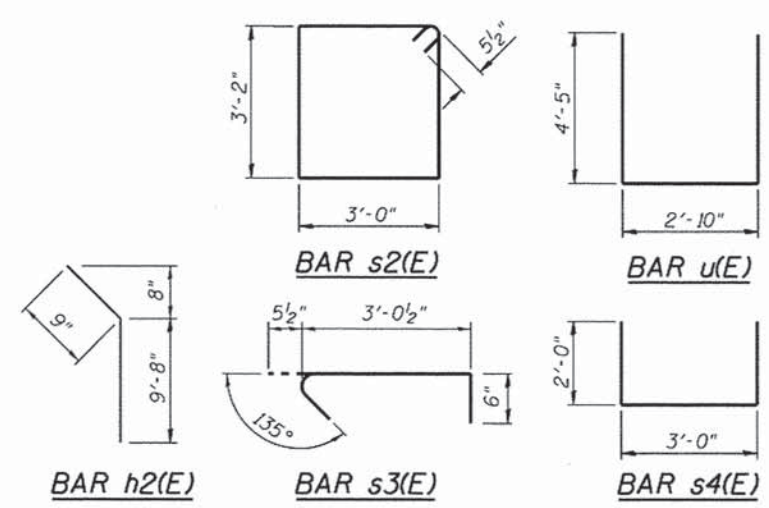


**ANCHOR BOLT LAYOUT**



**FIELD CUTTING DIAGRAM**

Order h1(E) & v3(E) full length. Cut as shown and use remainder of bars in opposite face.



USER NAME	DESIGNED	REVISED
PLOT SCALE	CHECKED	REVISED
PLOT DATE	DRAWN	REVISED
	CHECKED	REVISED

STATE OF ILLINOIS  
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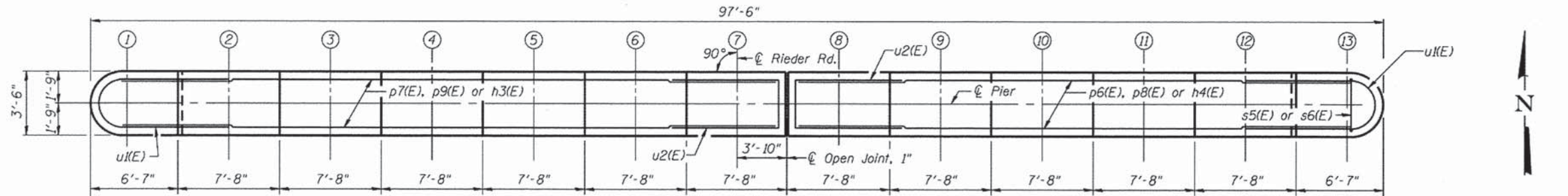
NORTH ABUTMENT DETAILS  
 STRUCTURE NO. 082-0285  
 SHEET NO. 18 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	330
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		

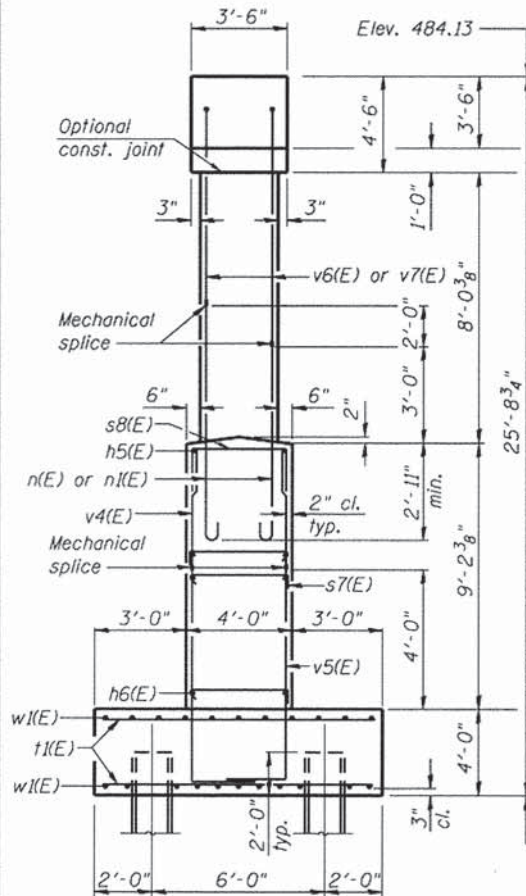


**PILE DATA**

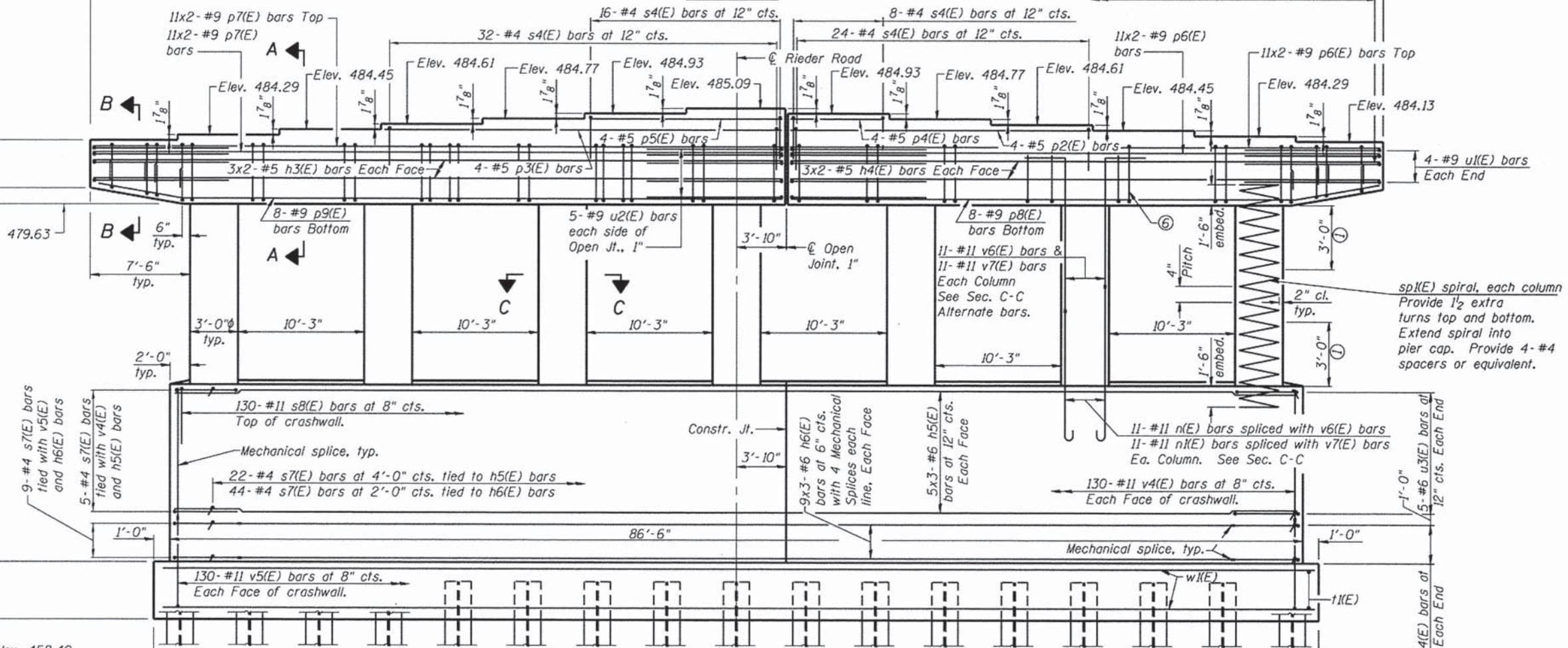
Type: Steel HP14x89  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 72'  
 No. Production Piles: 33 piles  
 No. Test Piles: 1 test pile



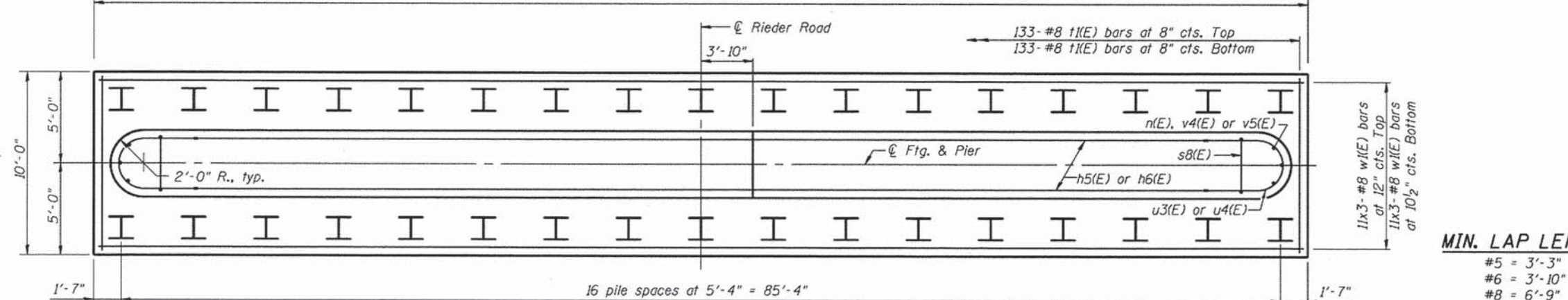
**TOP PLAN**



**END VIEW**



**ELEVATION**  
(Looking North) ⑥



**FOOTING PLAN**

- Notes:
- Splicing of reinforcing is not allowed in this region.
  - Bars designated s7(E) shall be placed such that the hooks of the ties enclose both the horizontal and vertical reinforcing bars at their intersection. The 90° hooks on the s7(E) bars shall be alternated end for end.
  - Space reinforcement in cap to miss anchor bolts.
  - Pour steps monolithically with cap.
  - For details of piles, see sheet 22 of 25.
  - See sheet 20 of 25 for pier cap stirrup spacing shown in Pier Cap Detail.
  - Bars indicated thus 6x2-#9 etc. indicates 6 lines of bars with 2 lengths per line.
  - Space t1(E) bars & w1(E) bars to miss piles in pier footing.
  - See sheet 21 of 25 for mechanical bar splicing details.

**MIN. LAP LENGTH**

#5	= 3'-3"
#6	= 3'-10"
#8	= 6'-9"
#9	= 8'-7"



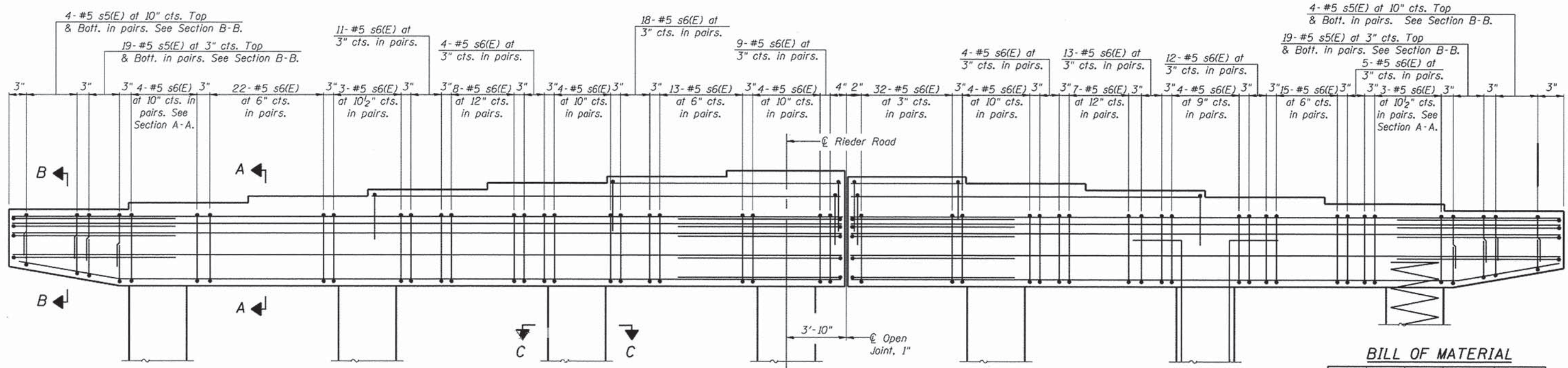
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CHECKED	DRAWN	REVISOR
PLOT SCALE	CHECKED	REVISOR
PLOT DATE		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

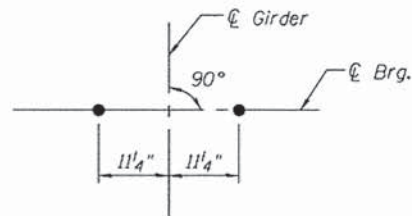
PIER PLAN & ELEVATION  
 STRUCTURE NO. 082-0285  
 SHEET NO. 19 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	331
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				

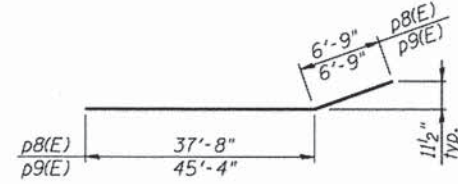




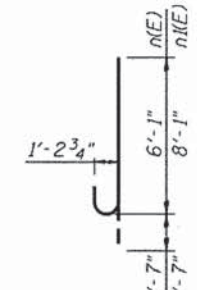
**PIER CAP DETAIL**  
(Looking North) ①



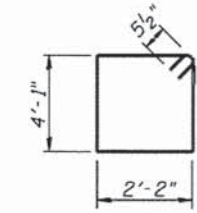
**ANCHOR BOLT LAYOUT**



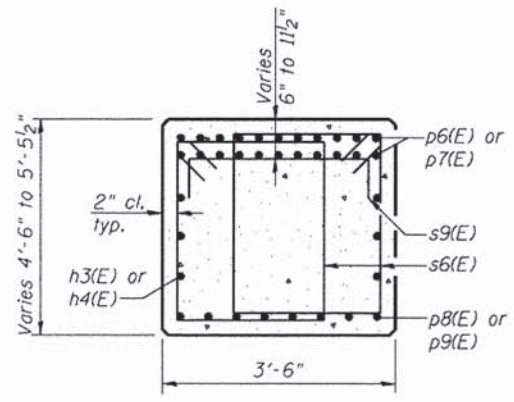
**BARS p8(E) & p9(E)**



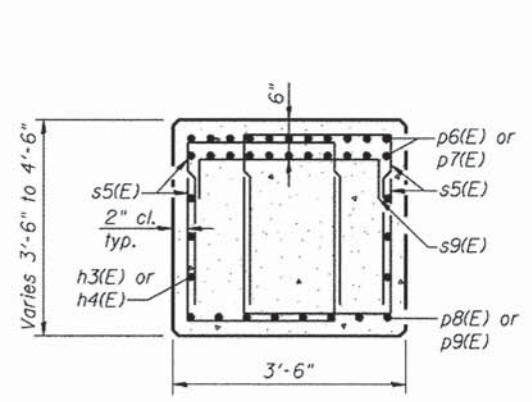
**BARS n(E) & n1(E)**



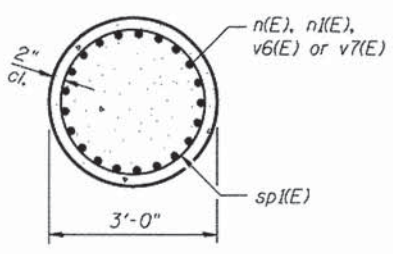
**BAR s6(E)**



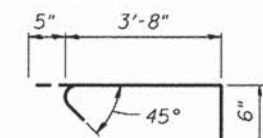
**SEC. A-A**



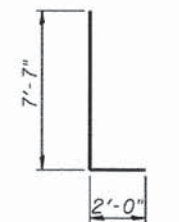
**SEC. B-B**



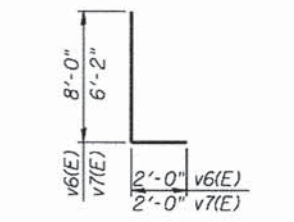
**SEC. C-C**



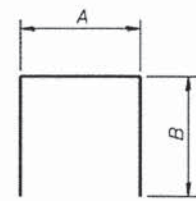
**BAR s7(E)**



**BAR v5(E)**



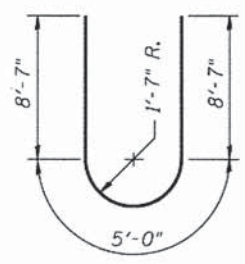
**BARS v6(E) & v7(E)**



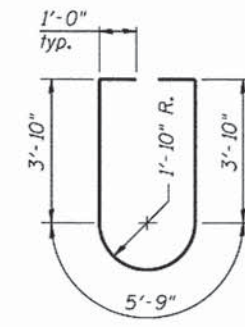
**BARS**

**A & B DIMENSIONS**

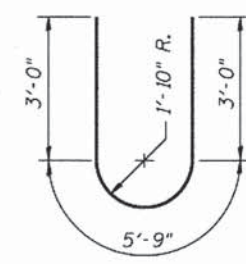
Bar	A	B
s4(E)	3'-0"	2'-0"
s5(E)	2'-2"	3'-2"
s8(E)	3'-8"	2'-0"
s9(E)	3'-2"	10"
u2(E)	3'-2"	8'-7"



**BAR u1(E)**



**BAR u3(E)**



**BAR u4(E)**

**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h3(E)	12 #5	27'-9"	—
h4(E)	12 #5	23'-11"	—
h5(E)	30 #6	31'-4"	—
h6(E)	54 #6	25'-8"	—
n(E)	77 #11	7'-8"	U
n1(E)	77 #11	9'-8"	U
p2(E)	4 #5	22'-6"	—
p3(E)	4 #5	30'-2"	—
p4(E)	4 #5	7'-2"	—
p5(E)	4 #5	14'-10"	—
p6(E)	44 #9	27'-1"	—
p7(E)	44 #9	30'-11"	—
p8(E)	8 #9	44'-5"	—
p9(E)	8 #9	52'-1"	—
s4(E)	80 #4	7'-0"	U
s5(E)	184 #5	8'-6"	U
s6(E)	398 #5	13'-5"	U
s7(E)	506 #4	4'-7"	U
s8(E)	130 #11	7'-8"	U
s9(E)	98 #5	4'-10"	U
sp1(E)	7 #5	11'-1"	W
11(E)	266 #8	9'-6"	—
u1(E)	8 #9	22'-2"	U
u2(E)	10 #9	20'-4"	U
u3(E)	10 #6	15'-5"	U
u4(E)	18 #6	11'-9"	U
v4(E)	260 #11	5'-0"	—
v5(E)	260 #11	9'-7"	—
v6(E)	77 #11	10'-0"	—
v7(E)	77 #11	8'-2"	—
w1(E)	66 #8	34'-0"	—
Structure Excavation	Cu. Yd.	226	
Concrete Structures	Cu. Yd.	325.5	
Reinforcement Bars, Epoxy Coated	Pound	82,130	
Furnishing Steel Piles, HP14x89	Foot	2,376	
Driving Piles	Foot	2,376	
Test Pile, Steel HP14x89	Each	1	

②

Notes:  
① See pier sheet 19 of 25 for additional reinforcing information.  
② Length is the height of the spiral.

**VOLKERT**

USER NAME	DESIGNED	REVISED
PLOT SCALE	CHECKED	REVISED
PLOT DATE	DRAWN	REVISED
	CHECKED	REVISED

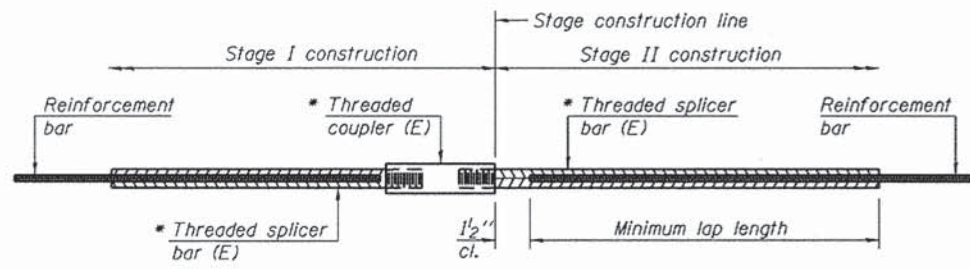
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER DETAILS  
STRUCTURE NO. 082-0285

SHEET NO. 20 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	332
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS FED. AID PROJECT				





**STANDARD BAR SPLICER ASSEMBLY**

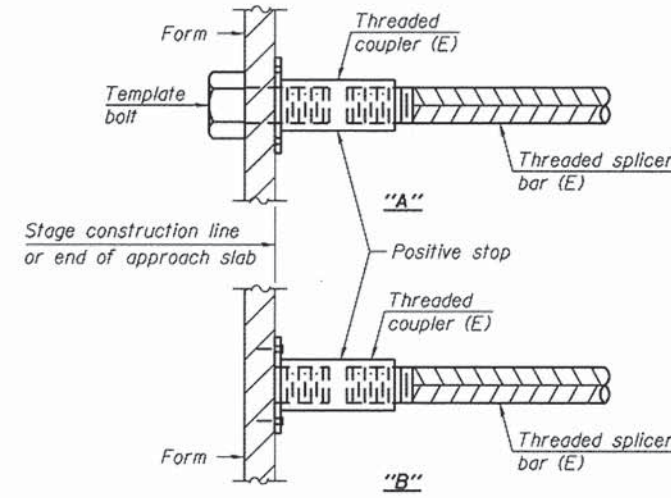
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

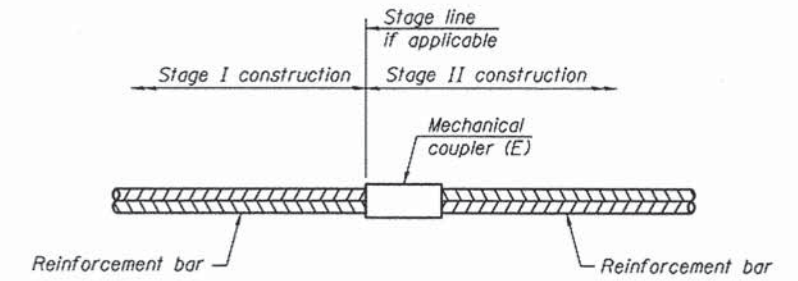
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



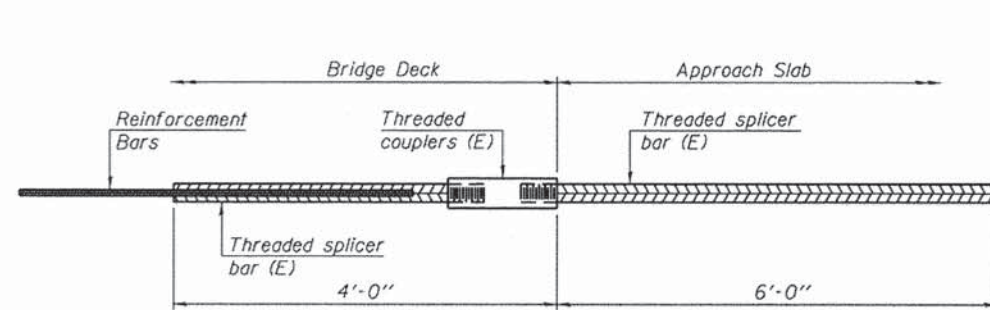
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



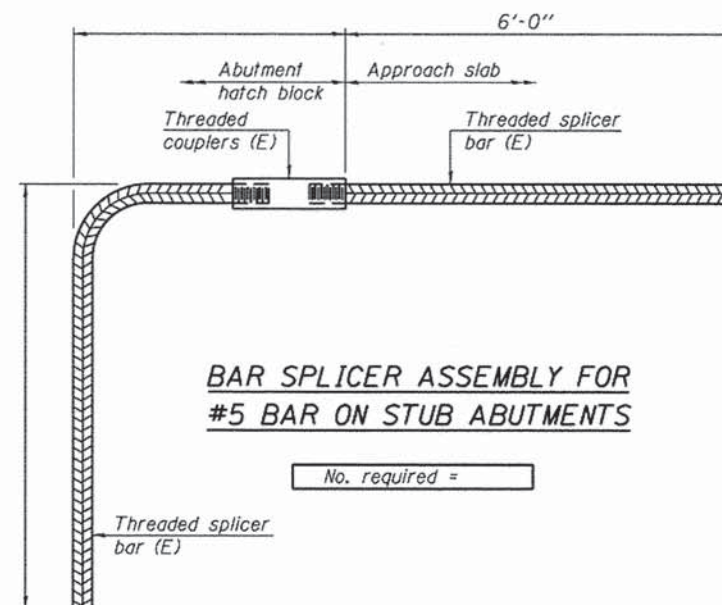
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Pier	#6	64
Pier	#11	154



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

**VOLKERT**

USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

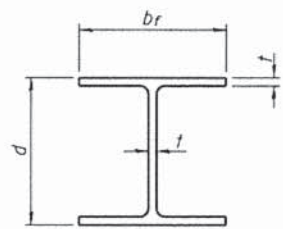
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 082-0285

SHEET NO. 21 OF 25 SHEETS

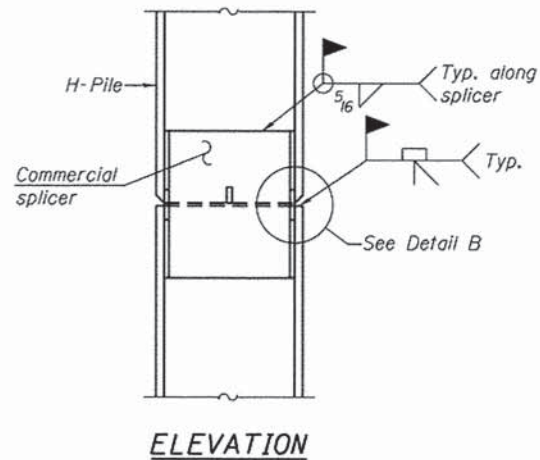
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	333
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				



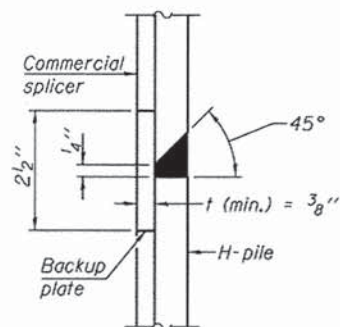


**STEEL PILE TABLE**

Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

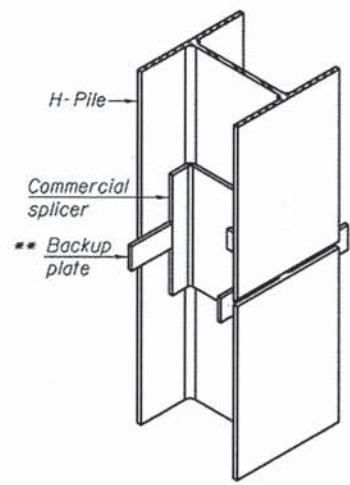


**ELEVATION**

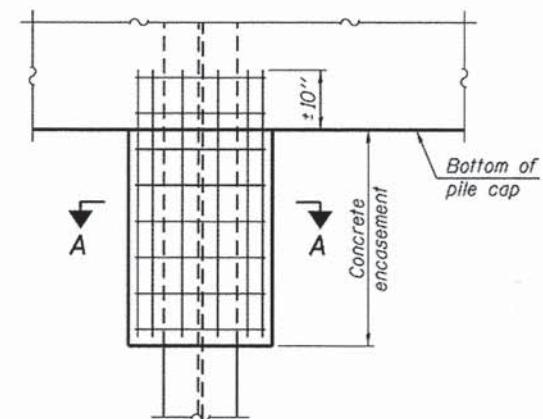


**DETAIL "B"**

**WELDED COMMERCIAL SPLICE**

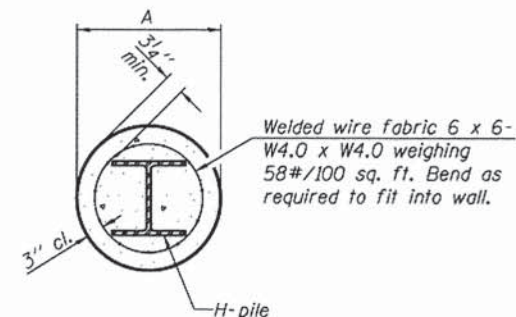


**ISOMETRIC VIEW**



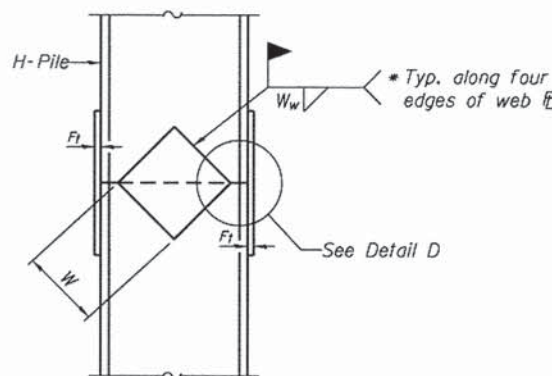
**ELEVATION**

**PILE ENCASEMENT**



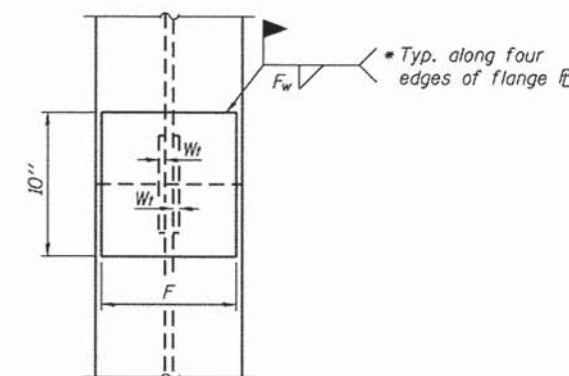
**SECTION A-A**

Note: Forms for encasement may be omitted when soil conditions permit.



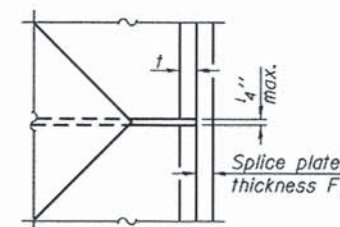
**ELEVATION**

**WELDED PLATE FIELD SPLICE**



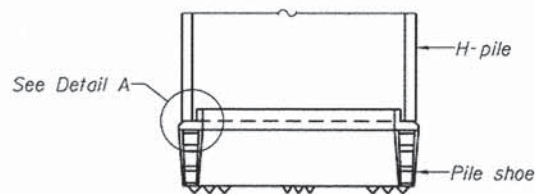
**END VIEW**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"



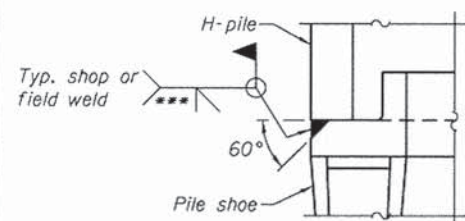
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

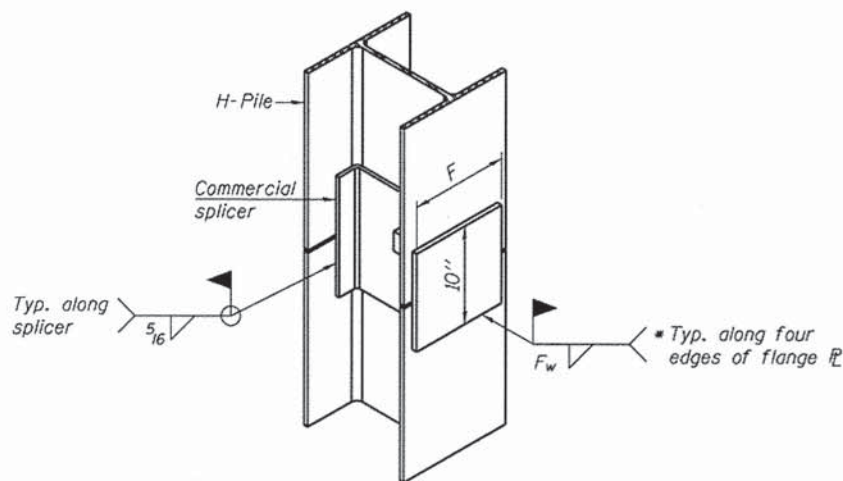


**ELEVATION**

**H-PILE SHOE ATTACHMENT**



**DETAIL A**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

Note: The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-27-12

**VOLKERT**

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS  
STRUCTURE NO. 082-0285**

SHEET NO. 22 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	334
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				





**SOIL BORING LOG**

Page 1 of 2  
Date: 24-8/25/2011

ROUTE FAI Route 64 DESCRIPTION Structure Boring - Rieder Road LOGGED BY SCI (HI)

SECTION 09-00365-01-PV LOCATION SE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W

COUNTY St. Clair DRILLING METHOD CME 75 w/HSA & mud rotary HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H S	B L O C K S	U M S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	D E P T H S	B L O C K S	U M S	M O I S T U R E
82-0815 51+91.25					N/A ft N/A ft				
BORING NO. B-1 Station 51+21.64 Offset 0 ft (On CL) Ground Surface Elev. 466.52 ft									
FILL: Gravel, trace organics					SILT: Gray [A-4] (continued)				
FILL: Brown clay, trace rock, with fine sand [A-7]	4	5.8	15			7	1.8	20	
	6	B				11	S/5		
	6					13			
CLAY: Brown, trace gravel, with fine sand [A-7]	4	1.0	28			8	2.1	16	
	3	P				11	S/15		
	3					15			
	2	1.4	26		CLAY LOAM: Gray, with fine sand, trace gravel [A-6]	7	1.7	13	
	2	B				15	S/15		
	4					13			
	1	1.4	19		SILT: Gray [A-4]	8	2.7	12	
	2	B				10	S/10		
	2					13			
CLAY LOAM: Gray and brown [A-6]	1	1.2	26						
	2	B							
	2								
	3	2.5	21			12	1.8	19	
	5	B				17	S/5		
	6					20			
SILT: Gray [A-4]	8	2.8	18						
	10	S/10							
	11								
	8	2.8	17		SILTY LOAM: Gray, trace gravel [A-4]	7	6.4	8	
	10	S/10				14	S/15		
	14					19			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 2 of 2  
Date: 24-8/25/2011

ROUTE FAI Route 64 DESCRIPTION Structure Boring - Rieder Road LOGGED BY SCI (HI)

SECTION 09-00365-01-PV LOCATION SE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W

COUNTY St. Clair DRILLING METHOD CME 75 w/HSA & mud rotary HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H S	B L O C K S	U M S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	D E P T H S	B L O C K S	U M S	M O I S T U R E
82-0815 51+91.25					N/A ft N/A ft				
BORING NO. B-1 Station 51+21.64 Offset 0 ft (On CL) Ground Surface Elev. 466.52 ft									
SILTY LOAM: Gray, trace gravel [A-4] (continued)					SANDY LOAM: Gray, trace gravel [A-2-6] (continued)				
CLAY LOAM: Gray, trace gravel [A-6] with interbedded SANDY CLAY [A-6]	9	6.8	12		SILTY LOAM: Gray, trace gravel [A-4]	21	5.9	11	
	20	B				29	S/10		
	21					39			
SAND: Gray, fine to coarse, with gravel [A-1-3]	10		11			18	4.1	14	
	13					27	S/15		
	21					28			
SILTY LOAM: Gray [A-4]	14	5.0	15		CLAY LOAM: Brown, trace gravel and fine sand, with iron stains [A-6]	12	5.4	17	
	25	S/15				23	B		
	35					30			
SANDY LOAM: Gray, trace gravel [A-2-6]	14		18		SHALE: Brown and gray to green and brown	40	5.6	18	
	16					50'4"	S/15		
	18				Split Spoon Sampler Refusal at 79.5 ft	74'2"			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



USER NAME *	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE *	DRAWN -	REVISED -
PLOT DATE *	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 082-0285

SHEET NO. 23 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	335
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS] FED. AID PROJECT				



SOIL BORING LOG

ROUTE: FAI Route 64 DESCRIPTION: Structure Boring - Rieder Road LOGGED BY: SCI (HI)  
SECTION: 09-00365-01-PV LOCATION: NE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W  
COUNTY: St. Clair DRILLING METHOD: CME 75 w/HSA HAMMER TYPE: Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S	M O I S T
82-0815 51+91.25					N/A ft N/A ft				
B-2 51+92.23					Not Obs. ft Not Obs. ft				
0 ft (On CL) 463.22					448.72 ft				
TOPSOIL - 12 inches, with organics					SILT: Gray [A-4] (continued)				
CLAY: Red and brown, trace fine sand and gravel [A-7]	1	0.5 P	21		CLAY: Gray, trace gravel, with fine sand [A-7]	3	3.7 B	15	
	2				0.5 inch fine to medium sand seam	6			
Becomes brown, trace gravel, with fine sand	2	0.8 B	22		SILT: Gray, trace fine sand [A-4]	5	2.3 B	16	
	2					11			
	1	1.5 P	21			5	1.9 S/15	18	
	2					7			
	2	1.0 P	19			6	2.5 P	18	
	2					8			
	WOH	1.2 B	16						
	WOH								
CLAY LOAM: Brown and gray, sandy, trace gravel [A-6]	1	2.5 B	12		SANDY CLAY LOAM: Gray, trace gravel, trace shale fragments [A-6]	5	3.7 B	14	
	6					9			
	10					12			
CLAY: Gray, trace fine sand and gravel [A-7]	3	4.9 B	13		CLAY LOAM: Blue and gray, trace gravel, trace shale fragments [A-6]				
	6								
	9								
SILT: Gray [A-4]	4	2.8 S/10	15			4	2.3 B	20	
	10					7			
	14					10			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

ROUTE: FAI Route 64 DESCRIPTION: Structure Boring - Rieder Road LOGGED BY: SCI (HI)  
SECTION: 09-00365-01-PV LOCATION: NE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W  
COUNTY: St. Clair DRILLING METHOD: CME 75 w/HSA HAMMER TYPE: Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S	M O I S T
82-0815 51+91.25					N/A ft N/A ft				
B-2 51+92.23					Not Obs. ft Not Obs. ft				
0 ft (On CL) 463.22					448.72 ft				
CLAY LOAM: Blue and gray, trace gravel, trace shale fragments [A-6] (continued)					SILTY LOAM: Brown, trace gravel [A-4] (continued)				
	4	2.4 B	17			8	4.3 B	14	
	6				Interbedded fine sand lenses	13			
	9					28			
	45				SHALE: Brown and gray				
SILTY LOAM: Gray, trace gravel [A-4]	4	4.5 S/15	14			9	8.2 B	17	
	15					14			
	16					19			
	50								
	7	3.1 S/15	12			7	2.7 S/15	18	
	12					14			
	14					64			
	55								
	30	2.5 S/15	15			30			
	50'4"					50'4"			
SILTY LOAM: Brown, trace gravel [A-4]	6	3.9 B	12		Split Spoon Sampler Refusal at 79.25 ft	38	2.6 S/10	18	
	9					50'3"			
	18								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 082-0285  
SHEET NO. 24 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	336
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS FED. AID PROJECT				





**SOIL BORING LOG**

Date: 09/26-8/29/2011

ROUTE FAI Route 64 DESCRIPTION Structure Boring - Rieder Road LOGGED BY SCI (HI)

SECTION 09-00365-01-PV LOCATION NE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W

COUNTY St. Clair DRILLING METHOD CME 75 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	N/A ft	D	B	U	M	
BORING NO.	Station	H	S	Qu	Stream Bed Elev.	N/A ft	H	S	Qu	T	
		(ft)	(#6")	(tsf)	(%)			(ft)	(#6")	(tsf)	(%)
Ground Surface Elev. <u>462.89</u>											
Groundwater Elev.:											
First Encounter											
Upon Completion											
After 72 Hrs.											
TOPSOIL - 12 inches, with organics											
CLAY LOAM: Red and brown, trace gravel, with fine sand [A-6]		3	2.6	23							
SAND: Brown, trace gravel [A-1-b] (continued)											
SANDY CLAY LOAM: Brown and gray, trace gravel [A-4]		2	0.5	18							
CLAY: Gray, trace fine sand and gravel [A-7]		1	0.5	21							
LOAM: Brown, trace gravel [A-4]		1	0.3	22							
SAND: Brown, trace gravel [A-1-b]		1	1.8	18							
		1	1.9	23							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



**SOIL BORING LOG**

Date: 09/26-8/29/2011

ROUTE FAI Route 64 DESCRIPTION Structure Boring - Rieder Road LOGGED BY SCI (HI)

SECTION 09-00365-01-PV LOCATION NE 1/4 of the NW 1/4, SEC. 2, TWP. 1N, RNG. 7W

COUNTY St. Clair DRILLING METHOD CME 75 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	N/A ft	D	B	U	M	
BORING NO.	Station	H	S	Qu	Stream Bed Elev.	N/A ft	H	S	Qu	T	
		(ft)	(#6")	(tsf)	(%)			(ft)	(#6")	(tsf)	(%)
Ground Surface Elev. <u>462.89</u>											
Groundwater Elev.:											
First Encounter											
Upon Completion											
After 72 Hrs.											
CLAY: Gray, trace fine sand and gravel [A-7] (continued)											
SANDY LOAM: Gray [A-4] (continued)											
SILTY CLAY LOAM: Green and brown to gray [A-6]		3	1.9	20							
CLAY LOAM: Dark gray, trace fine sand and gravel [A-6]		2	1.8	27							
SHALE: Brown and gray		4	7.1	17							
SANDY LOAM: Gray [A-4]		6	3.1	16							
Split Spoon Sampler Refusal at 79.25 ft		7	3.7	12							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	CHECKED -	REVISED -
PLOT DATE *	DRAWN -	REVISED -
	CHECKED -	REVISED -

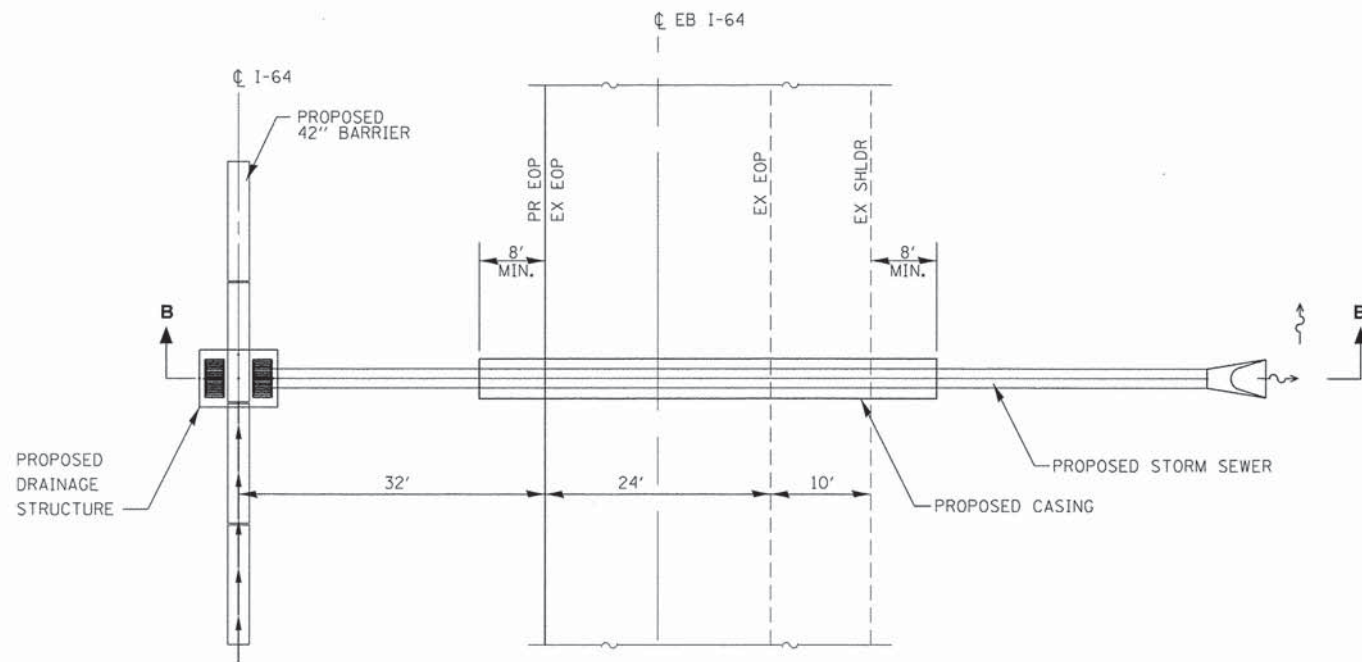
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 082-0285

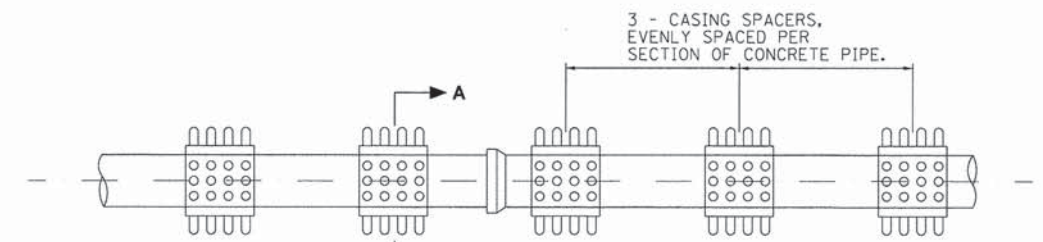
SHEET NO. 25 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	337
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
[ILLINOIS] FED. AID PROJECT				

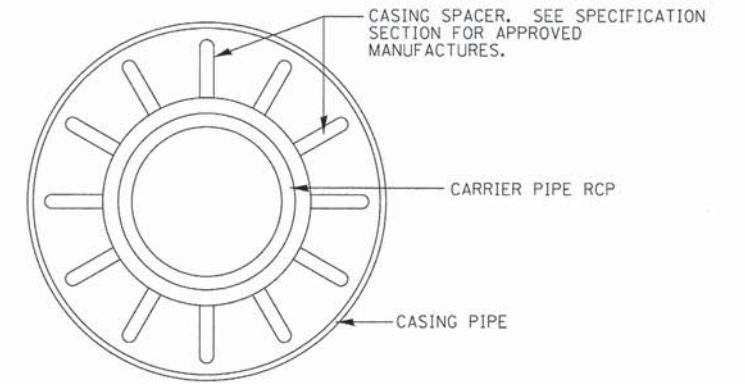




**JACK AND BORE PIPE CROSSING PLAN**

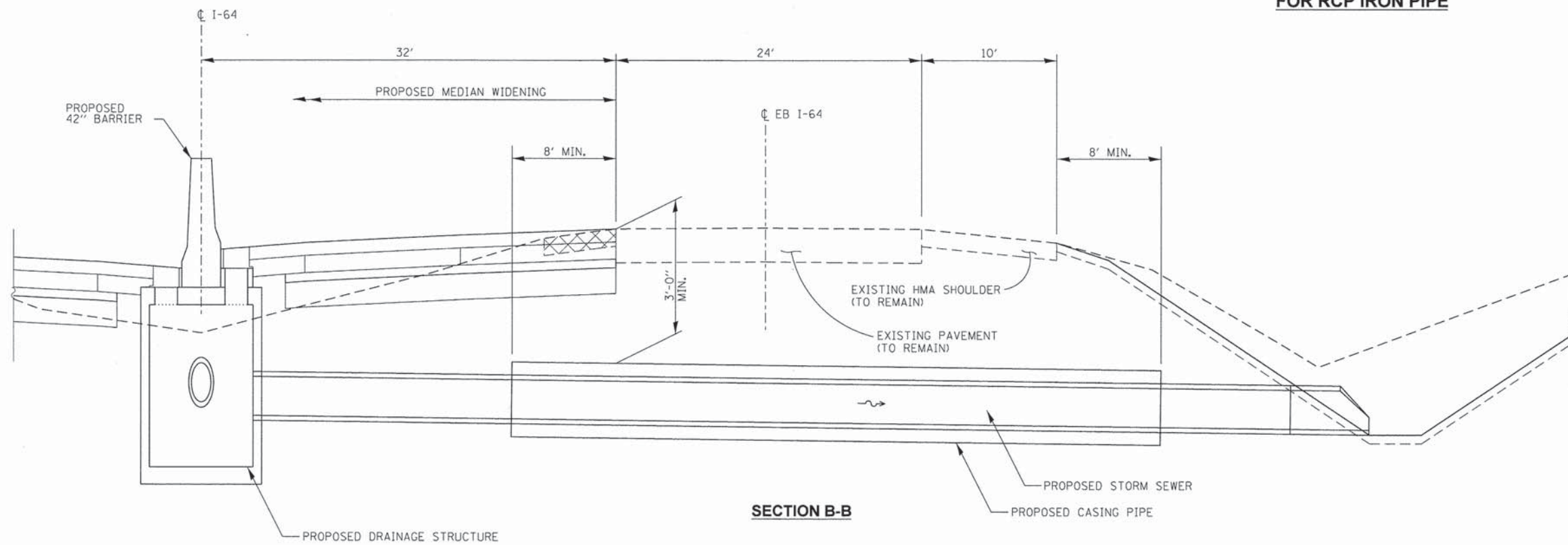


**SPACING DETAIL**



**SECTION A-A**

**ENCASEMENT SPACER DETAILS FOR RCP IRON PIPE**



**SECTION B-B**

**JACK AND BORE PIPE CROSSING SECTION**

STATION 893+00  
STATION 911+50  
STATION 930+50  
STATION 996+50

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE DETAILS  
FAI 64 (I-64)**

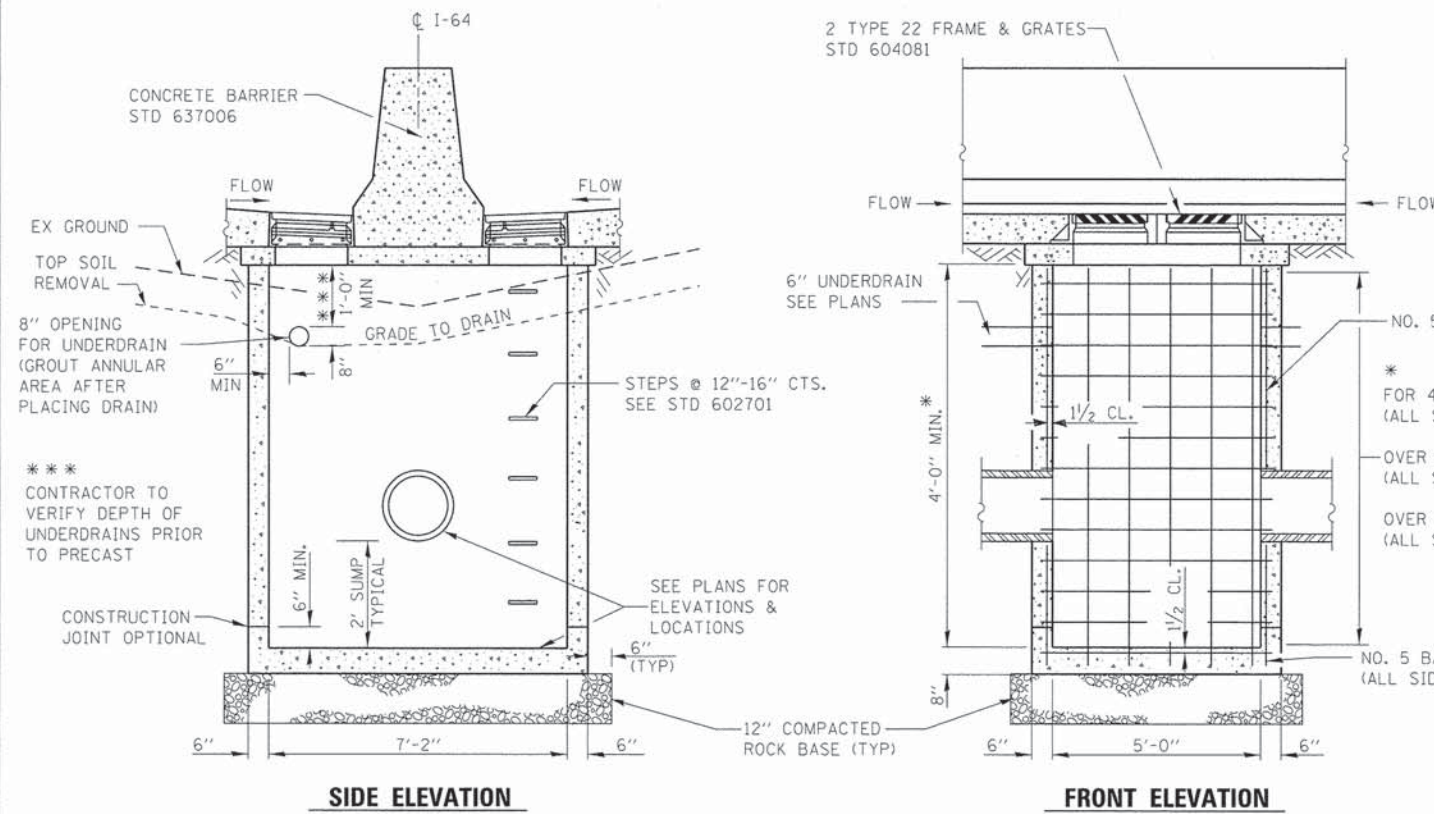
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	338
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

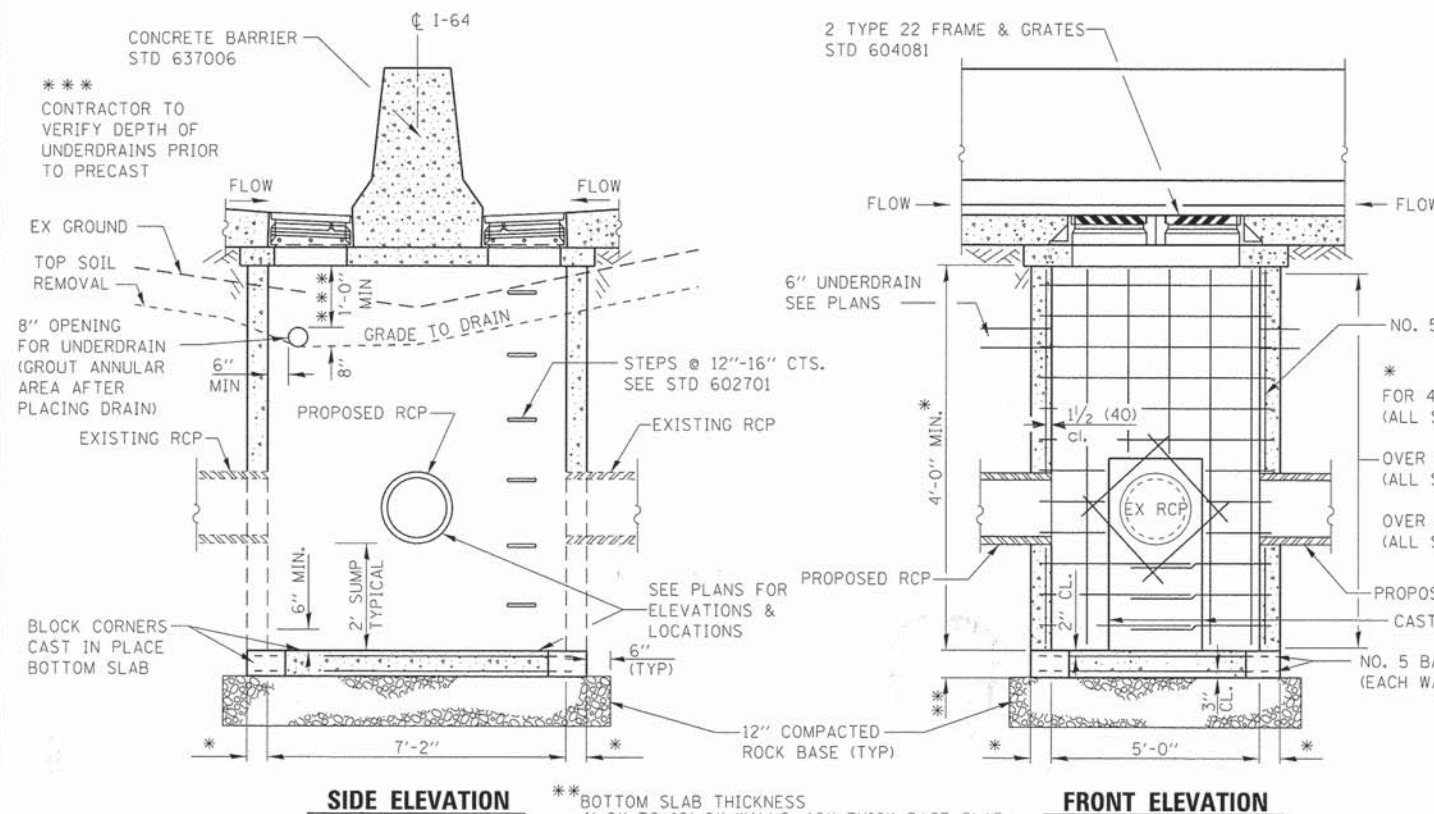
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	PLOT DATE = 4/27/2014	DATE - April 29, 2014	REVISED -



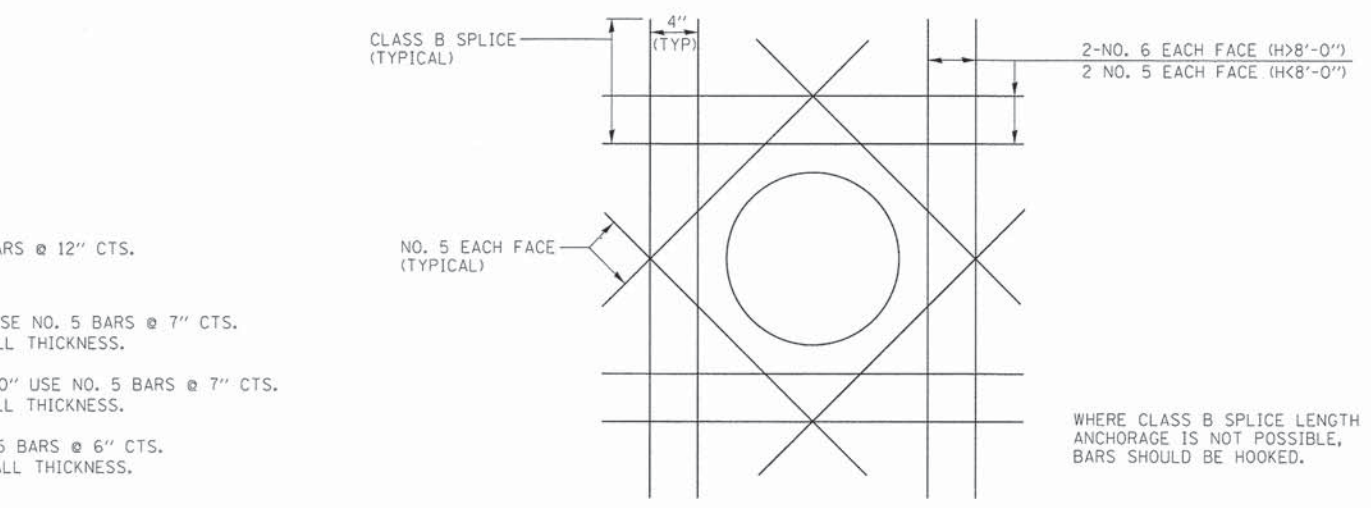


**DRAINAGE STRUCTURE TYPE 5 - STD 602106**

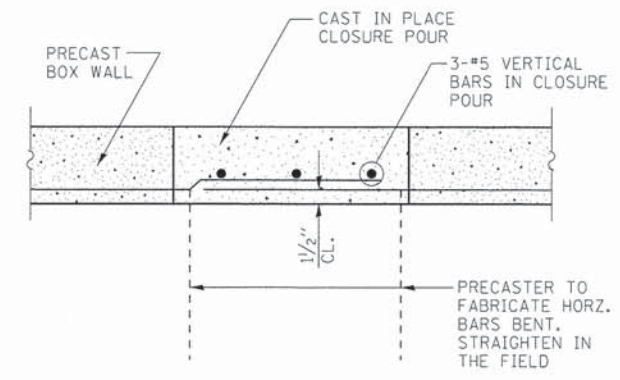


**DRAINAGE STRUCTURES, NO. 2**

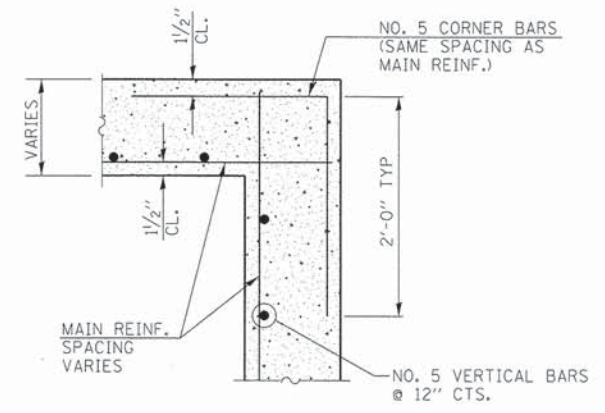
STATIONS: 866+79.50, 869+70.59, 859+00, 906+00  
980+73.55, 982+74.28, 986+73.33, 990+18.45



**PIPE OPENING - TYPICAL REINFORCEMENT**



**CAST IN PLACE CLOSURE DETAIL**



**CORNER BAR DETAIL**

**GENERAL NOTES**

- STRUCTURES SHALL CONFORM TO IDOT STD 602106 EXCEPT AS NOTED.
- SEE STANDARD 602106 FOR LID OPENINGS.
- STRUCTURES ARE FOR USE WITH CONCRETE BARRIER, DOUBLE FACED, 42 INCH HEIGHT, SEE STANDARD 637006.
- SEE STANDARD 602701 FOR STEP DETAILS.
- ALL EXPOSED EDGES SHALL BE BEVELED 3/4\".
- CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR DRAINAGE STRUCTURES NO. 2.

P:\09-2016-02 Rieder Road Phase 1\118 CAD\CADD Sheets\09-2016-shd-Details2.dgn

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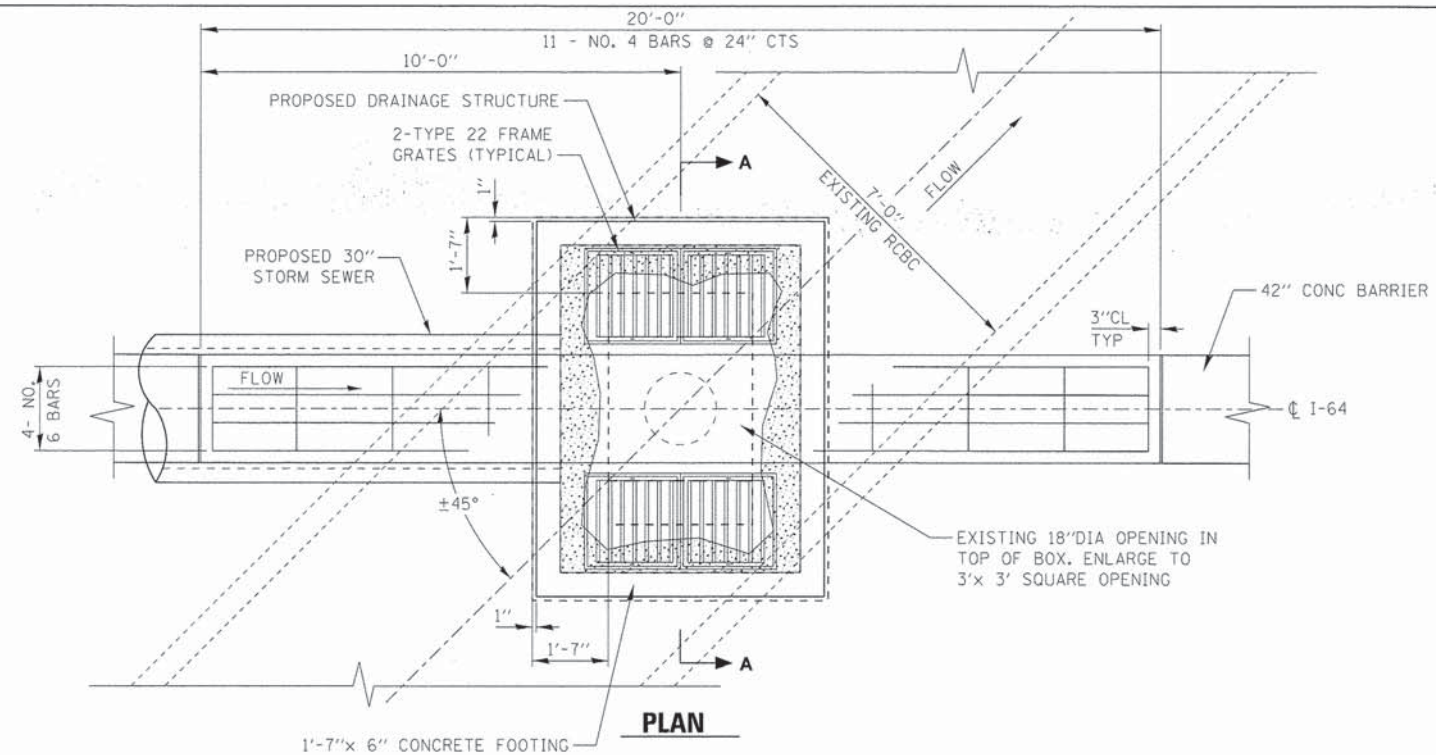
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE DETAILS  
FAI 64 (I-64)**

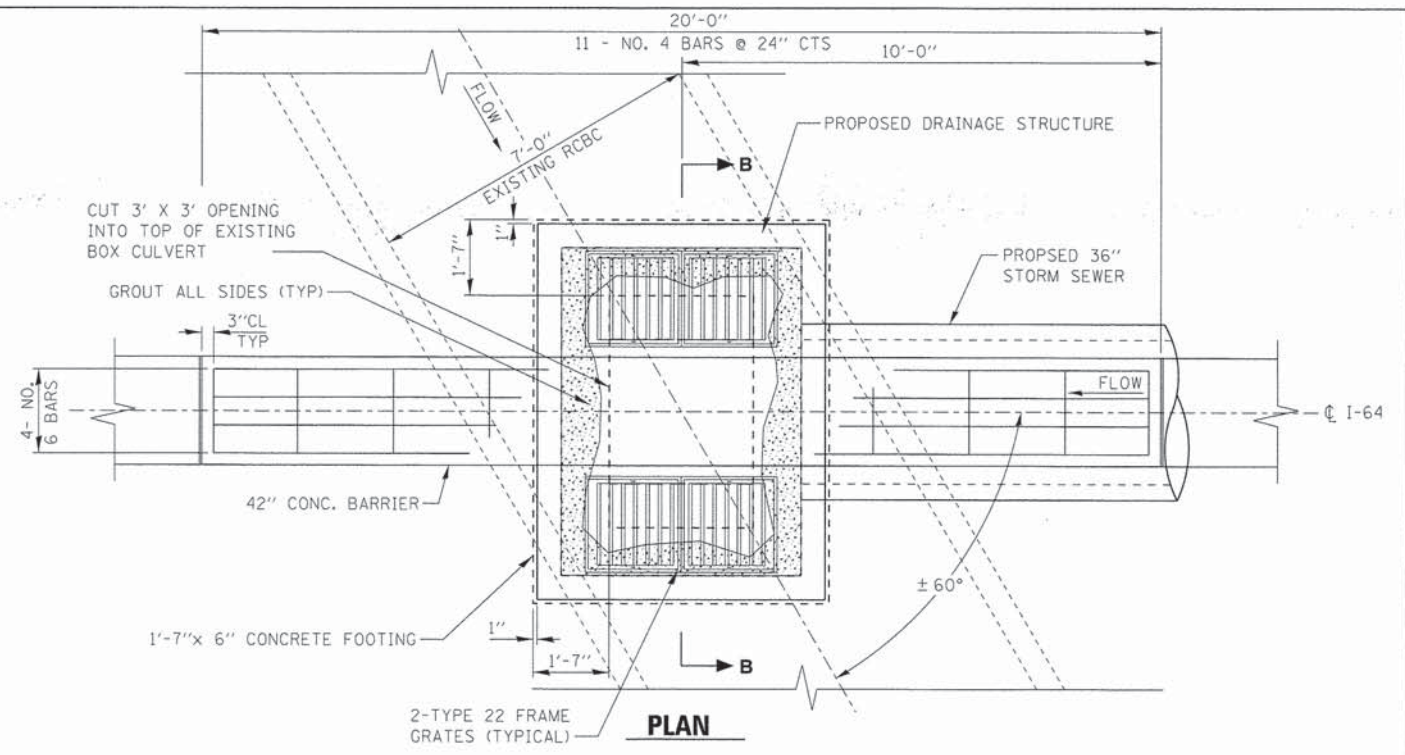
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				

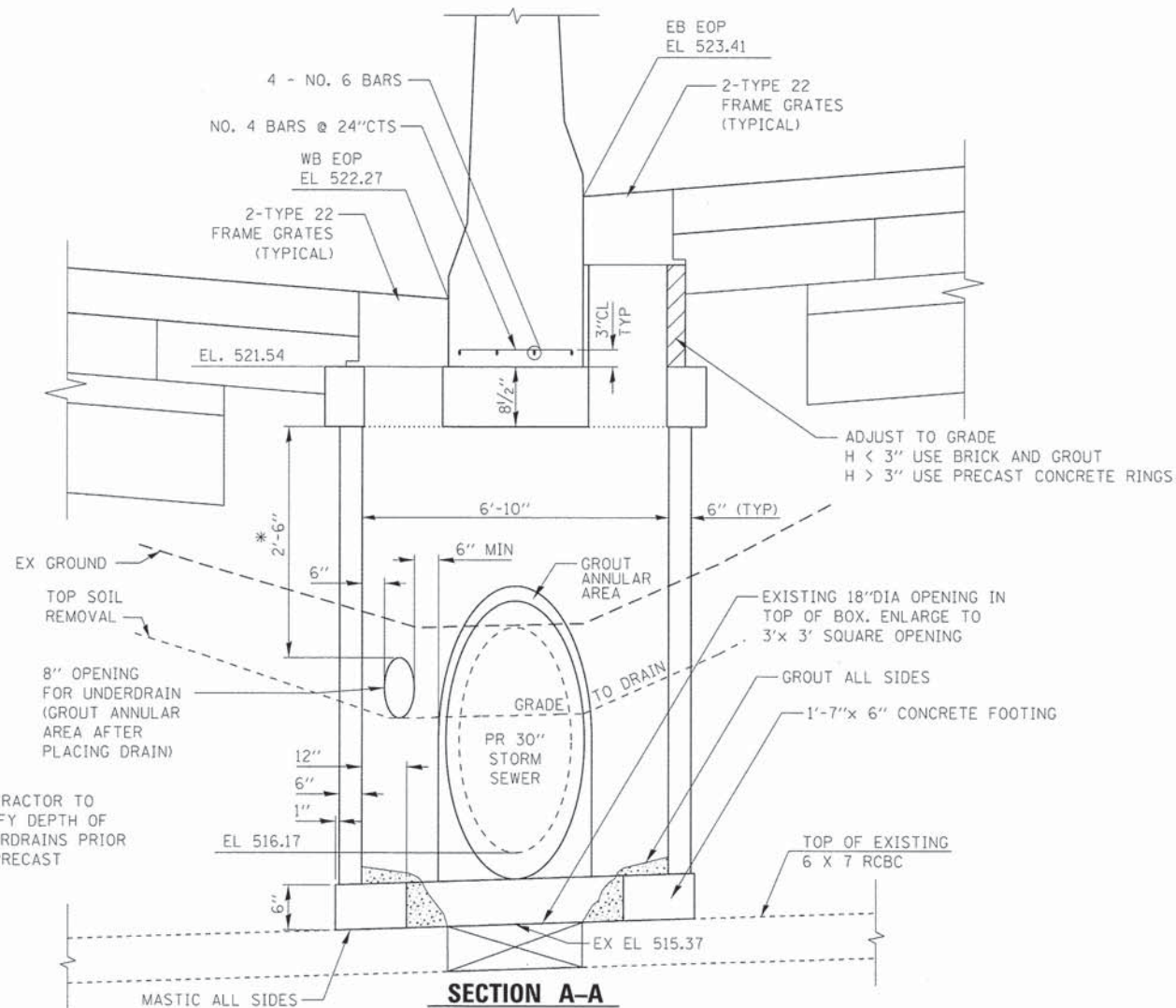




**PLAN**

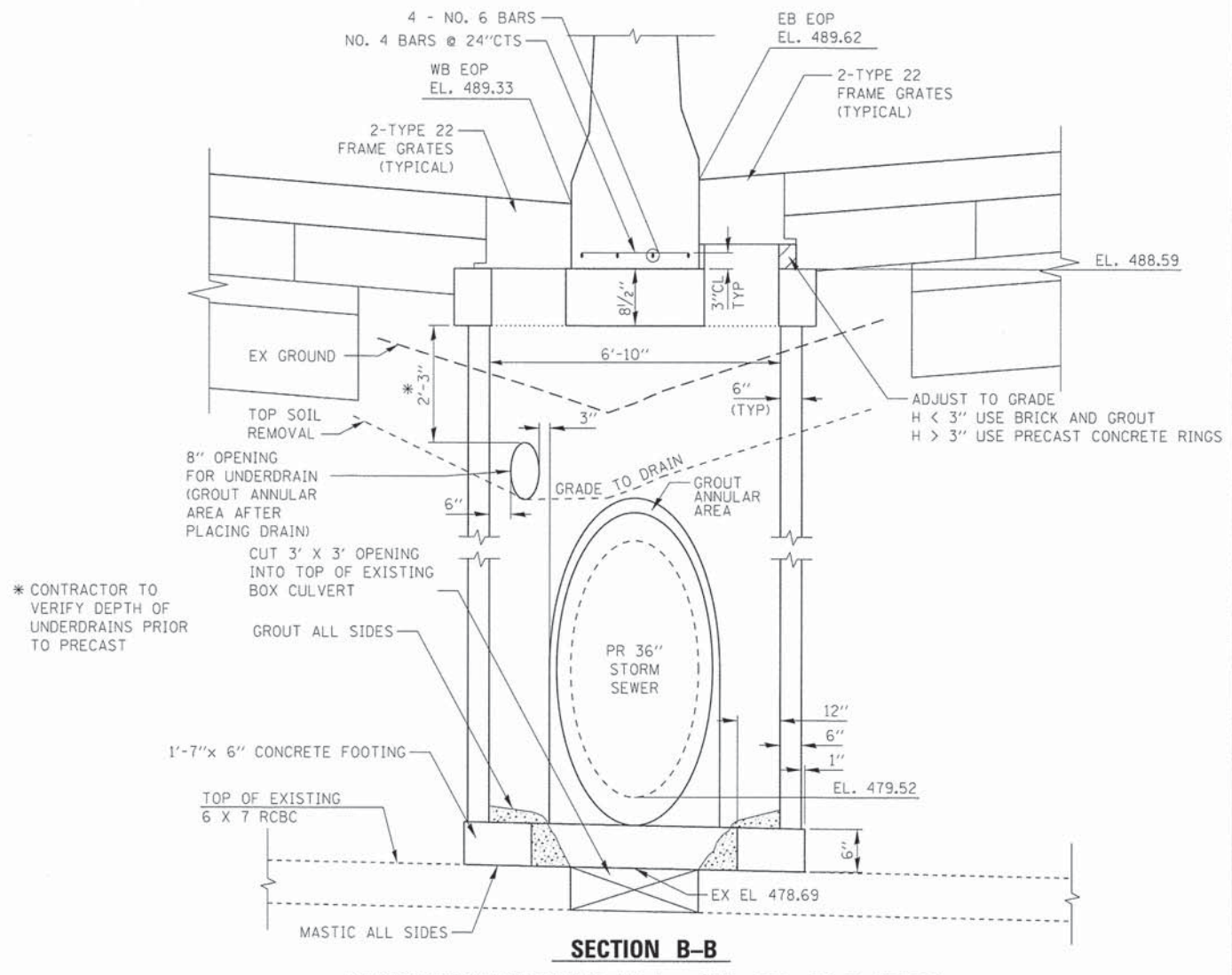


**PLAN**



**SECTION A-A**

**DRAINAGE STRUCTURES, NO.1 - STA. 865 + 50.41 (DS7)**



**SECTION B-B**

**DRAINAGE STRUCTURES, NO.1 - STA. 932 + 00.01 (DS39)**

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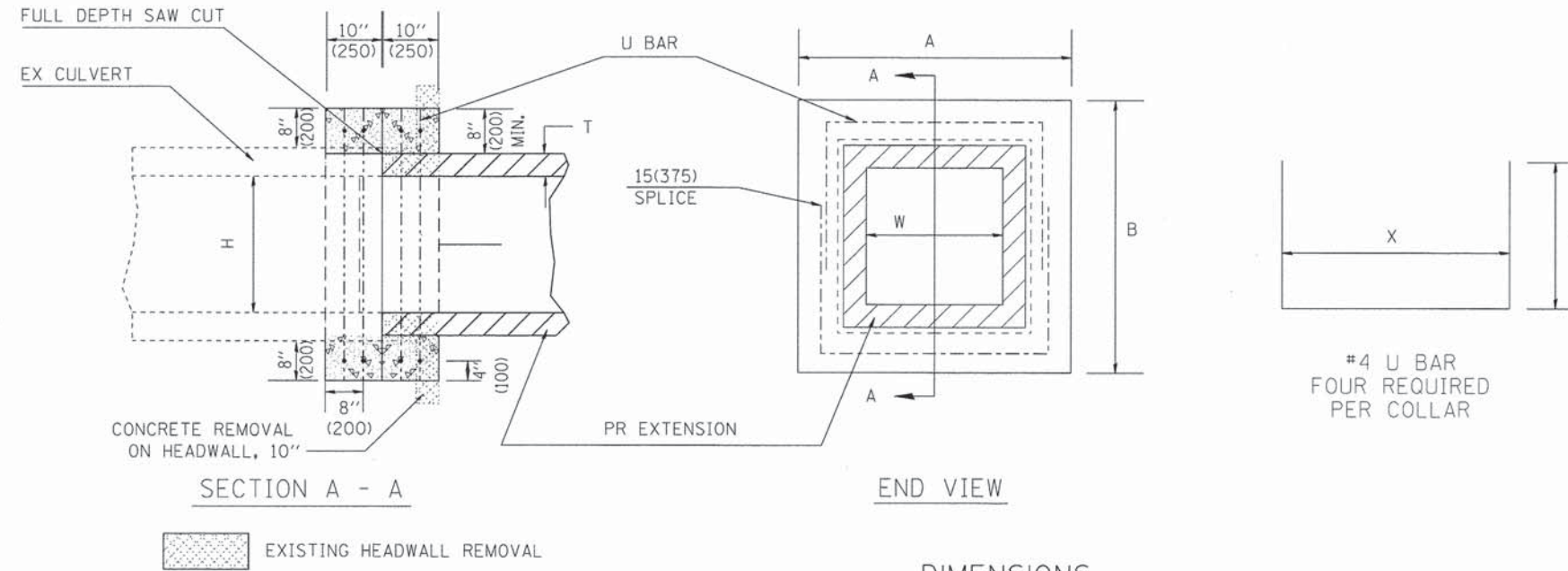
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE DETAILS  
FAI 64 (I-64)**  
SCALE: N.T.S. SHEET NO. 3 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	340
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
(ILLINOIS)				



• MINIMUM 1' LAP ON U BARS



**GENERAL NOTES**

1. THE COLLAR SHALL BE CONSTRUCTED ENTIRELY OF CLASS SI CONCRETE AND IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT BARS SHALL CONFORM TO SECTION 508.
2. EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSIONS ANCHORS, AND 3/4" (M20) HOOK BOLTS WHICH CONFORM TO SECTION 1006.09. THESE BOLTS SHALL EXTEND AT LEAST 8"(200) INTO THE NEW CONCRETE.
3. THIS WORK WILL BE PAID FOR BY THE CUBIC YARD (CUBIC METER) FOR CONCRETE COLLAR, BY THE POUND (KG) FOR REINFORCEMENT BARS, AND BY EACH FOR EXPANSION BOLTS OF THE SIZE INDICATED.
4. CLASS SI QUANTITY IS ONLY AN ESTIMATE. REVISE BASED ON THICKNESS OF EXISTING BOX WALL THICKNESS.

**DIMENSIONS**

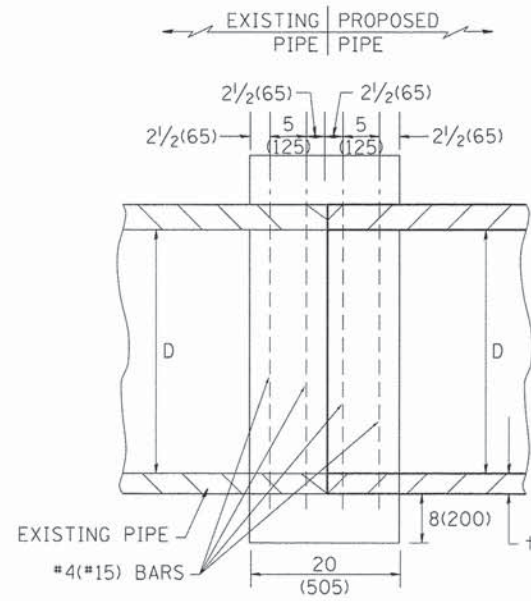
EXISTING BOX		A	B	T	EACH COLLAR			
W	H				CL SI	REINFORCEMENT BARS		
FT (mm)	FT (mm)				CU YD (m <sup>3</sup> )	X	Y	POUNDS (kg)
2 (600)	2 (600)	4'-0" (1.22m)	4'-0" (1.22m)	4 (100)	0.27 (0.21)	3'-4" (1.02m)	27.5 (698)	21 (9.5)
3 (900)	2 (600)	5'-0" (1.52m)	4'-0" (1.22m)	4 (100)	0.32 (0.24)	4'-4" (1.32m)	27.5 (698)	24 (11)
3 (900)	2.5 (750)	5'-0" (1.52m)	4'-6" (1.37m)	4 (100)	0.34 (0.26)	4'-4" (1.32m)	30.5 (774)	25 (11.5)
3 (900)	3 (900)	5'-0" (1.52m)	5'-0" (1.52m)	4 (100)	0.36 (0.28)	4'-4" (1.32m)	33.5 (850)	26.5 (12)
3 (900)	4 (1200)	5'-2" (1.57m)	6'-2" (1.88m)	5 (125)	0.41 (0.31)	4'-6" (1.37m)	40.5 (1.03m)	30 (13.5)
4 (1200)	3 (900)	6'-2" (1.88m)	5'-2" (1.57m)	5 (125)	0.41 (0.31)	5'-6" (1.68m)	34.5 (876)	30 (13.5)
4 (1200)	4 (1200)	6'-2" (1.88m)	6'-2" (1.88m)	5 (125)	0.45 (0.34)	5'-6" (1.68m)	40.5 (1.03m)	33 (15)
4 (1200)	5 (1500)	6'-4" (1.93m)	7'-4" (2.24m)	6 (150)	0.51 (0.39)	5'-8" (1.73m)	3'-11.5" (1.21m)	36 (16.5)
5 (1500)	4 (1200)	7'-4" (2.24m)	6'-4" (1.93m)	6 (150)	0.51 (0.39)	6'-8" (2.03m)	3'-4.5" (1.05m)	36 (16.5)
5 (1500)	5 (1500)	7'-4" (2.24m)	7'-4" (2.24m)	6 (150)	0.55 (0.42)	6'-8" (2.03m)	3'-11.5" (1.21m)	39 (17.5)
5 (1500)	6 (1800)	7'-6" (2.29m)	8'-6" (2.59m)	7 (175)	0.60 (0.46)	6'-10" (2.08m)	4'-6.5" (1.38m)	42.5 (19)
6 (1800)	4 (1200)	8'-6" (2.59m)	6'-6" (1.98m)	7 (175)	0.56 (0.43)	7'-10" (2.39m)	3'-6.5" (1.08m)	40 (18)
6 (1800)	5 (1500)	8'-6" (2.59m)	7'-6" (2.29m)	7 (175)	0.60 (0.46)	7'-10" (2.39m)	4'-0.5" (1.23m)	42.5 (19)
6 (1800)	6 (1800)	8'-6" (2.59m)	8'-6" (2.59m)	7 (175)	0.64 (0.49)	7'-10" (2.39m)	4'-6.5" (1.38m)	45 (20.5)
6 (1800)	8 (2400)	8'-8" (2.64m)	10'-8" (3.25m)	8 (200)	0.74 (0.57)	8'-0" (2.44m)	5'-7.5" (1.71m)	51.5 (23)
8 (2400)	8 (2400)	10'-8" (3.25m)	10'-8" (3.25m)	8 (200)	0.82 (0.63)	10'-0" (3.05m)	5'-7.5" (1.71m)	57 (26)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

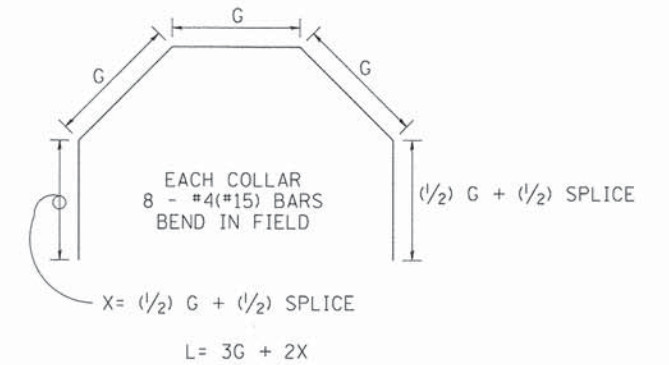
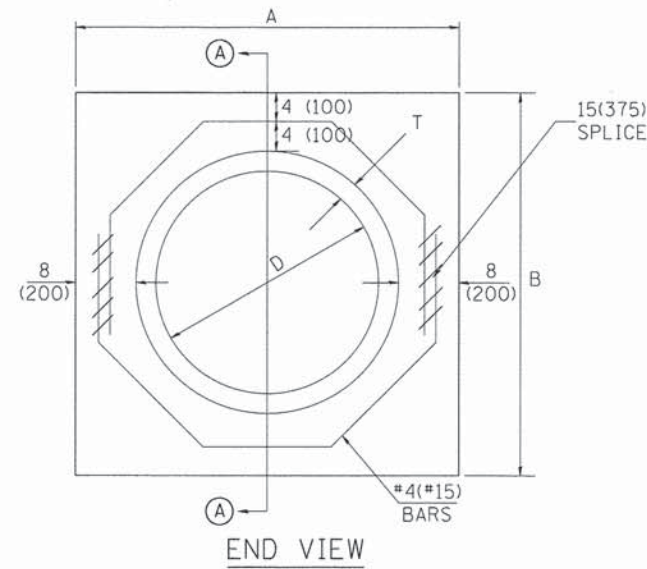
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MODEL NAME = Default	DRAWN -	REVISED -	REVISED -			SCALE: N.T.S.	SHEET NO. 4 OF 11 SHEETS	CADD STD. 540002-D4	TR RTE. 222 (RIEDER ROAD)	CONTRACT NO. 97549	ILLINOIS
PLOT SCALE = 10.0000' / 1" =	CHECKED -	REVISED -	REVISED -								
PLOT DATE = 4/27/2014	DATE = Apr 29, 2014	REVISED -	REVISED -								





SECTION A - A



EACH COLLAR								
REINFORCEMENT BARS								
D	T	A	B	CL SI CONC	G	X	L	WEIGHT
IN (mm)	IN (mm)	FT (m)	FT (m)	CU YD (m <sup>3</sup> )	IN (mm)	IN (mm)	FT (m)	LB (kg)
12 (300)	2.00 (51)	2.67 (0.814)	2.67 (0.814)	0.4 (0.270)	9 <sup>15</sup> / <sub>16</sub> (253)	12 <sup>7</sup> / <sub>16</sub> (317)	4.57 (1.393)	24 (11)
15 (375)	2.25 (57)	2.96 (0.902)	2.96 (0.902)	0.4 (0.315)	11 <sup>3</sup> / <sub>8</sub> (290)	13 <sup>3</sup> / <sub>16</sub> (335)	5.05 (1.541)	27 (12)
18 (450)	2.50 (64)	3.25 (0.991)	3.25 (0.991)	0.5 (0.362)	12 <sup>13</sup> / <sub>16</sub> (327)	13 <sup>7</sup> / <sub>8</sub> (354)	5.54 (1.689)	30 (14)
21 (525)	2.75 (70)	3.54 (1.079)	3.54 (1.079)	0.5 (0.411)	14 <sup>1</sup> / <sub>4</sub> (364)	14 <sup>5</sup> / <sub>8</sub> (372)	6.02 (1.836)	32 (15)
24 (600)	3.00 (76)	3.83 (1.167)	3.84 (1.167)	0.6 (0.460)	15 <sup>11</sup> / <sub>16</sub> (401)	15 <sup>5</sup> / <sub>16</sub> (391)	6.51 (1.984)	35 (16)
27 (675)	3.25 (83)	4.13 (1.259)	4.13 (1.259)	0.7 (0.516)	17 <sup>1</sup> / <sub>4</sub> (438)	16 <sup>1</sup> / <sub>16</sub> (409)	6.99 (2.131)	37 (17)
30 (750)	3.50 (89)	4.42 (1.347)	4.42 (1.347)	0.7 (0.570)	18 <sup>11</sup> / <sub>16</sub> (475)	16 <sup>3</sup> / <sub>4</sub> (428)	7.48 (2.279)	40 (18)
33 (825)	3.75 (95)	4.71 (1.436)	4.71 (1.436)	0.8 (0.624)	20 <sup>1</sup> / <sub>8</sub> (512)	17 <sup>1</sup> / <sub>2</sub> (446)	7.96 (2.426)	43 (19)
36 (900)	4.00 (102)	5.00 (1.524)	5.00 (1.524)	0.9 (0.682)	21 <sup>9</sup> / <sub>16</sub> (549)	18 <sup>3</sup> / <sub>16</sub> (465)	8.44 (2.574)	45 (20)
42 (1050)	4.50 (114)	5.58 (1.701)	5.58 (1.701)	1.0 (.800)	24 <sup>7</sup> / <sub>16</sub> (622)	19 <sup>3</sup> / <sub>4</sub> (501)	9.41 (2.869)	50 (23)
48 (1200)	5.00 (127)	6.17 (1.881)	6.17 (1.881)	1.2 (0.930)	27 <sup>5</sup> / <sub>16</sub> (696)	21 <sup>3</sup> / <sub>16</sub> (538)	10.38 (3.164)	55 (25)

GENERAL NOTES

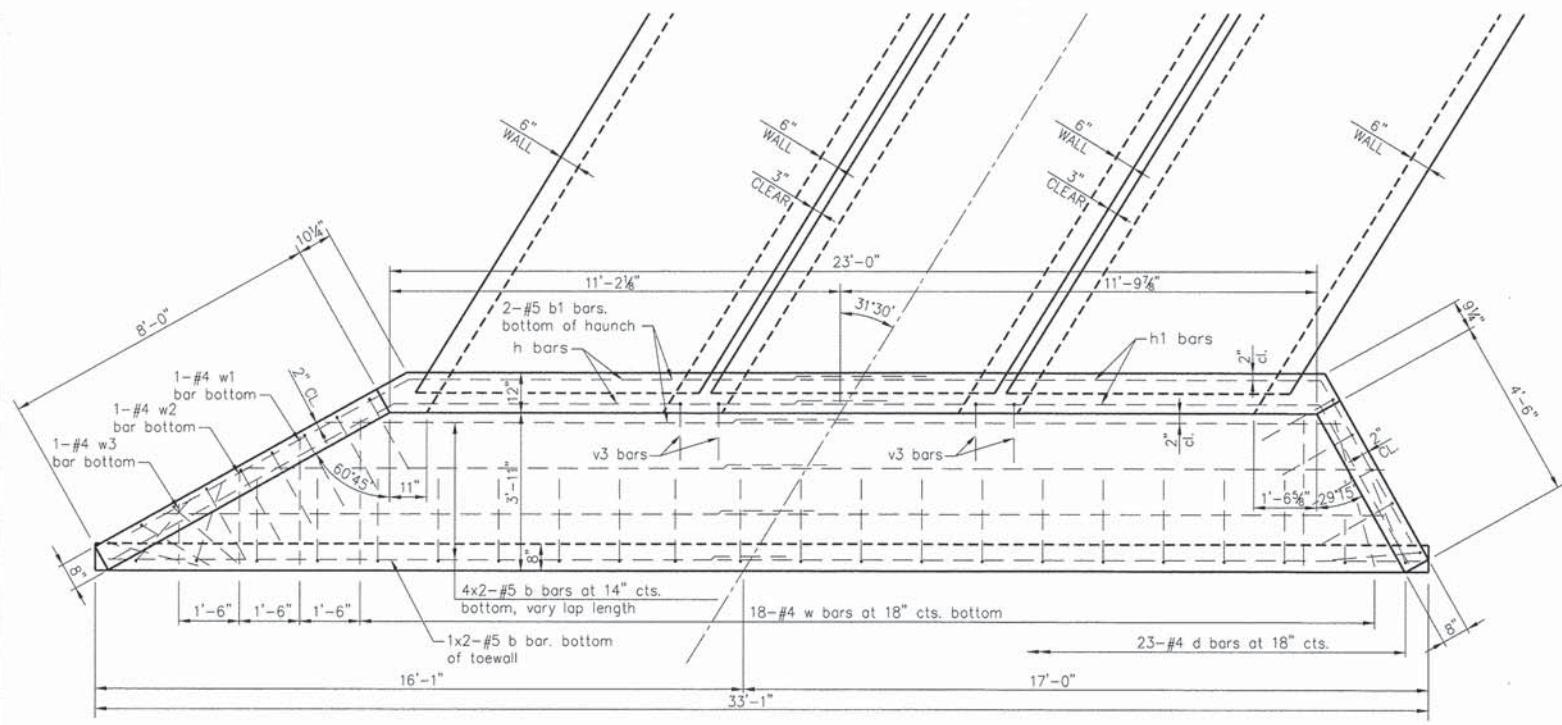
1. THE COLLAR SHALL BE CONSTRUCTED ENTIRELY OF CLASS SI CONCRETE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT BARS SHALL CONFORM TO SECTION 508.
2. THIS WORK SHALL BE PAID FOR BY THE CUBIC YARD (CUBIC METER) FOR CONCRETE COLLAR AND BY THE POUND (KG) FOR REINFORCEMENT BARS.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

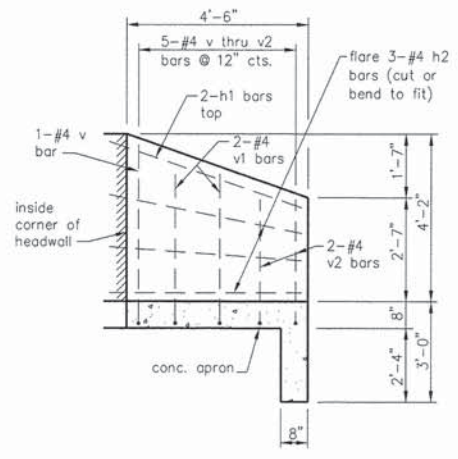
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PLOT DATE = 4/27/2014	DATE = April 29, 2014	REVISED -									

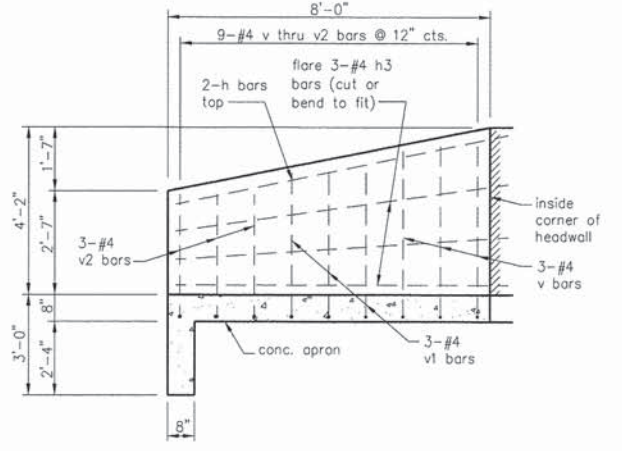




**PLAN**

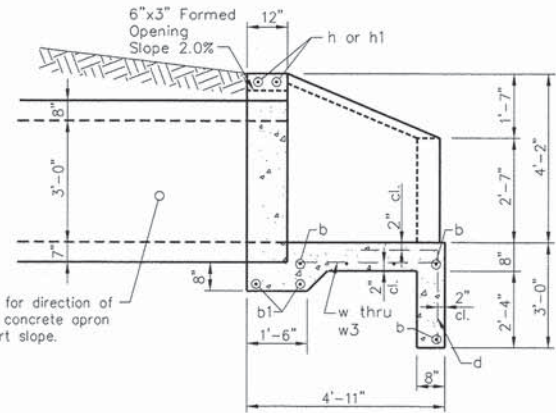


**SHORT WINGWALL ELEVATION**



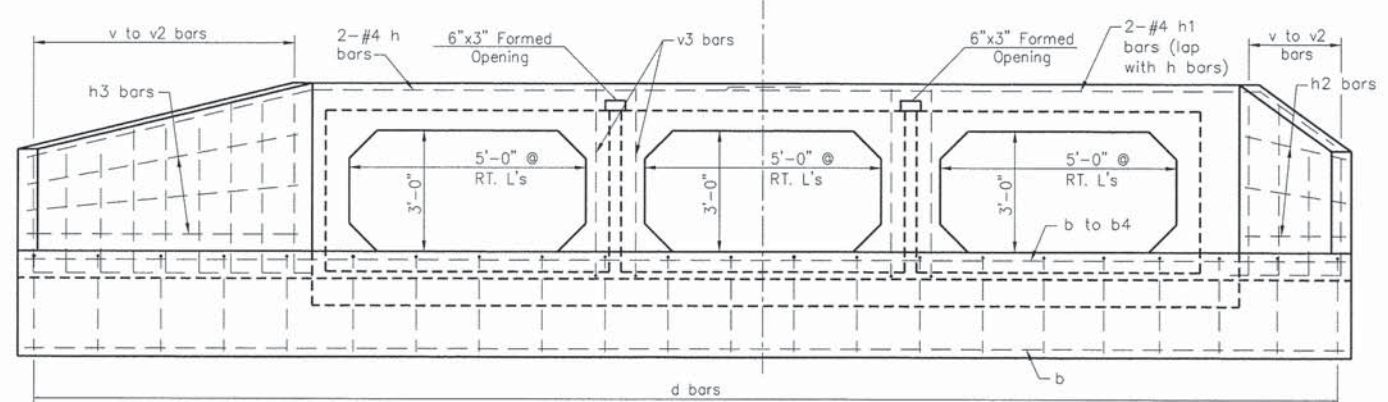
**LONG WINGWALL ELEVATION**

EL. 449.50 (Upstream)  
EL. 449.20 (Downstream)



**SECTION A-A**

See plan sheet for direction of flow. Slope of concrete apron to match culvert slope.



**END ELEVATION**

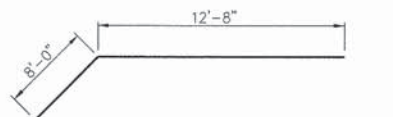
**GENERAL NOTES**

1. Cast-in-place reinforced concrete end sections shall be constructed in accordance with Section 542 of the Standard Specifications.
2. Bar lap lengths - #4 = 1'-11" & #5 = 2'-2".
3. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322, Grade 60.
4. See plan and profile sheet and culvert profile sheet for precast box culvert plan & details.
5. The cost of structure excavation, reinforcement bars, and concrete structure shall be included in the cost of BOX CULVERT END SECTIONS, CULVERT NO. 2.

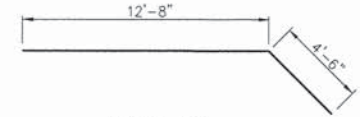
**BILL OF MATERIALS  
(FOR ONE HEADWALL)**

Bar	No.	Size	Length	Shape
b	10	#5	17'-6"	—
b1	2	#5	23'-0"	—
d	23	#4	5'-4"	└
h	2	#4	20'-8"	└
h1	2	#4	17'-2"	└
h2	3	#4	4'-11"	—
h3	3	#4	8'-6"	—
v	4	#4	6'-7"	└
v1	5	#4	6'-0"	└
v2	5	#4	5'-5"	└
v3	4	#4	7'-0"	└
w	18	#4	3'-7"	—
w1	1	#4	3'-2"	—
w2	1	#4	2'-4"	—
w3	1	#4	1'-6"	—
Reinforcement Bars		Pound	520	
Concrete Structures		Cu. Yd.	9.0	

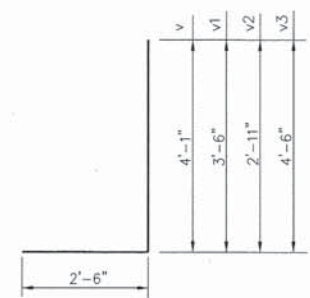
(Quantity of reinforcement bars and concrete structures for information only.)



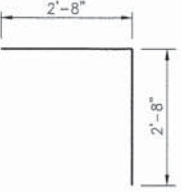
**BAR h**  
(bend in field)



**BAR h1**  
(bend in field)



**BARS v to v3**



**BAR d**

P:\01-0016-02 Rieder Road Phase 1\11B CAD\CADD Sheets\01-0016-sht-Details1.dgn

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 MODEL NAME = Default  
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 PLOT DATE = 4/27/2014

DESIGNED -  
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 CHECKED -  
 DATE - April 29, 2014

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

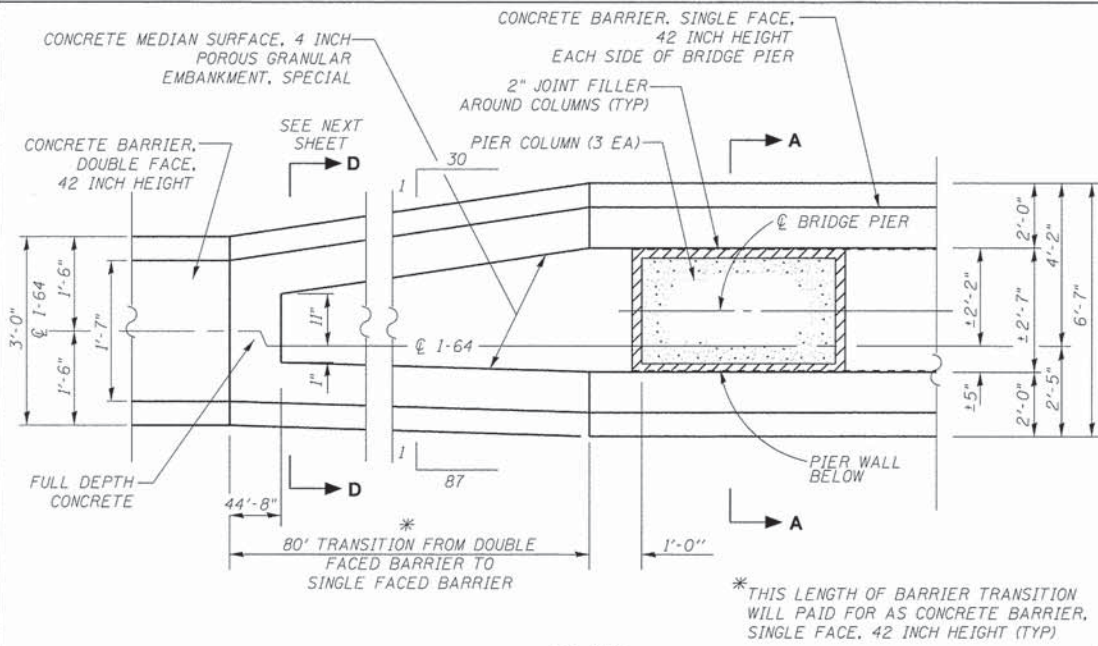
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL DETAILS  
CAST IN PLACE HEADWALLS**

SCALE: N.T.S. SHEET NO. 6 OF 11 SHEETS STA. TO STA.

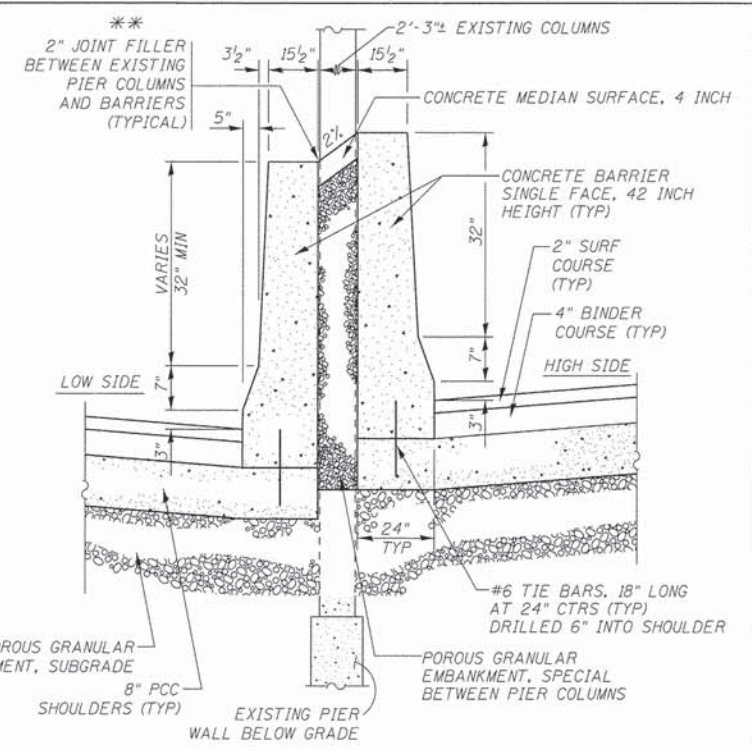
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	343
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				





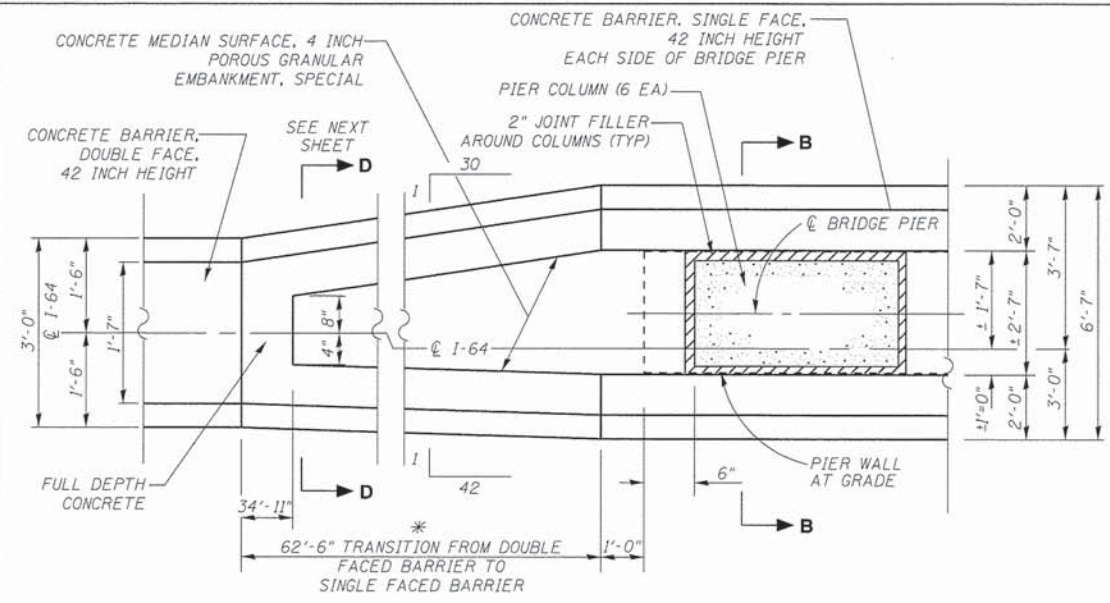
**PLAN**  
**BARRIER TRANSITION AT BRIDGE PIER**  
**NORTH MAIN STREET**

FAI-64 STATION 882+54.65 TO 883+34.65  
 FAI-64 STATION 883+70.83 TO 884+50.83 (OPPOSITE HAND)



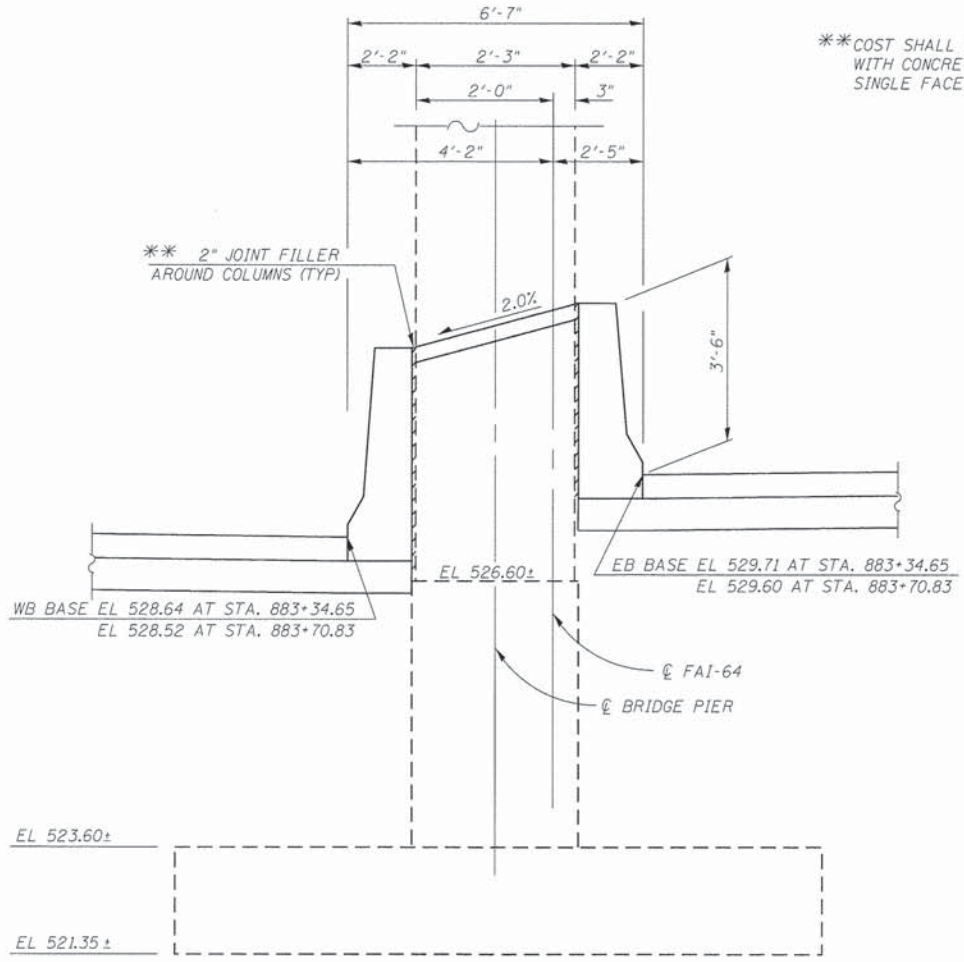
**SECTION A-A**  
**CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT**  
**N. MAIN ST. BRIDGE PIER**

FAI-64 STATION 883+34.65 TO 883+70.83

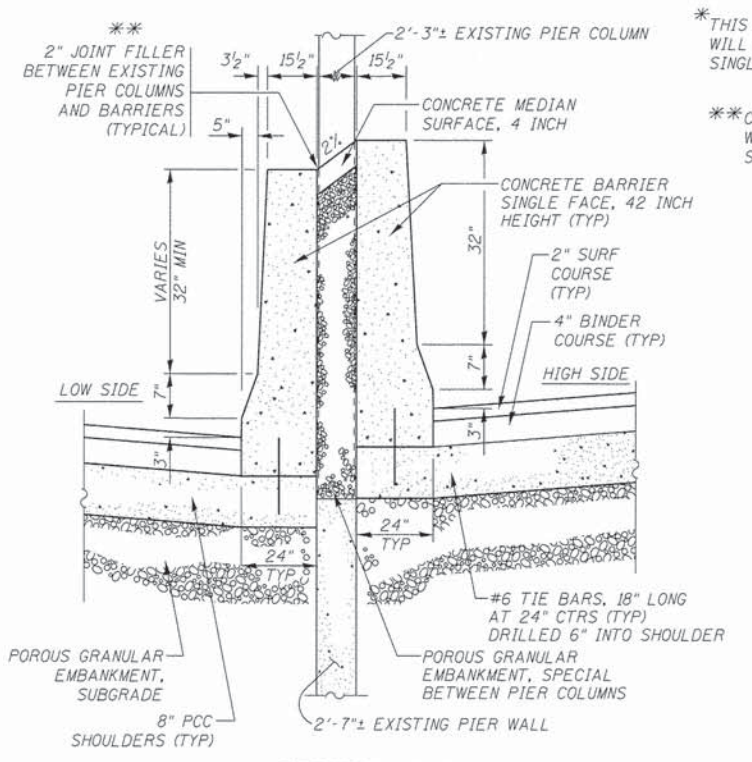


**PLAN**  
**BARRIER TRANSITION AT BRIDGE PIER**  
**IL ROUTE 158**

FAI-64 STATION 911+87.65 TO 912+50.15  
 FAI-64 STATION 914+02.11 TO 914+64.61 (OPPOSITE HAND)

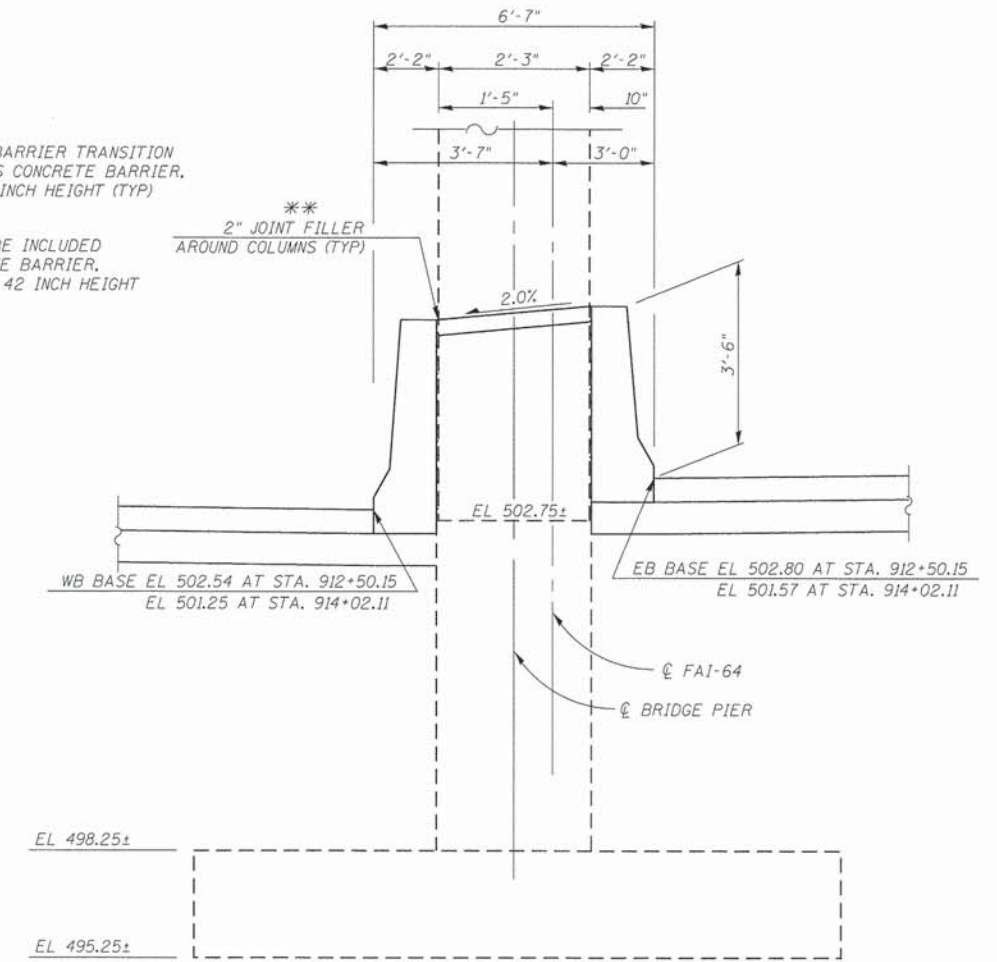


**SECTION A-A**



**SECTION B-B**  
**CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT**  
**IL RTE 158 BRIDGE PIER**

FAI-64 STATION 912+50.15 TO 914+02.11

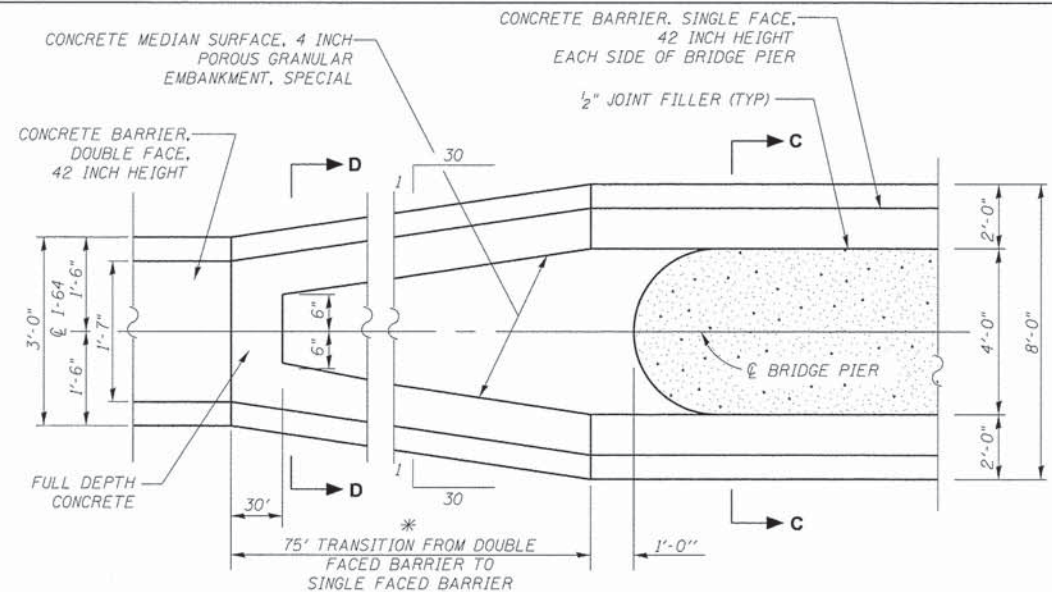


**SECTION B-B**

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MODEL NAME = Default	DRAWN -	REVISED -	SCALE: N.T.S.				SHEET NO. 7 OF 11 SHEETS	STA. TO STA.	CONTRACT NO. 97549		
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -									
PLOT DATE = 4/27/2014	DATE = April 29, 2014	REVISED -									



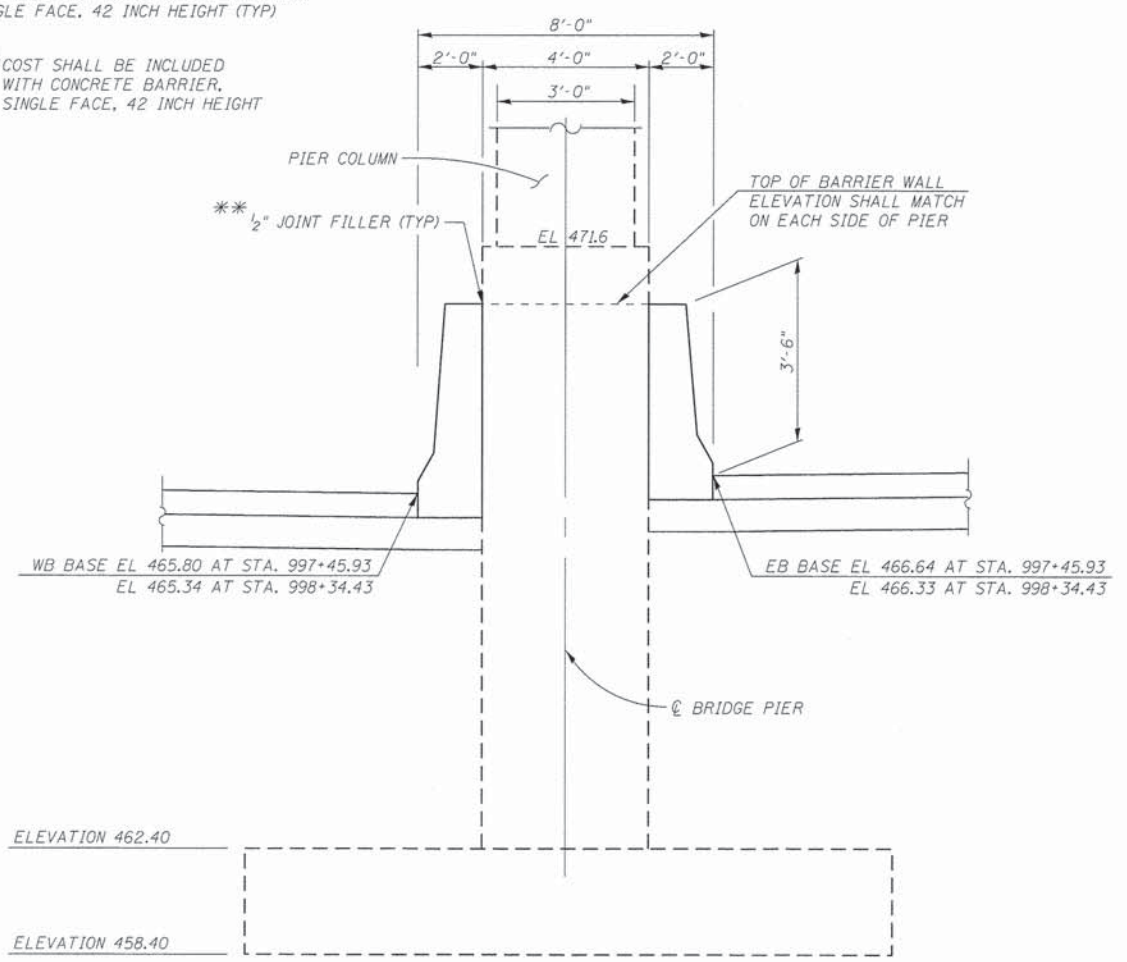


**PLAN**  
**BARRIER TRANSITION AT BRIDGE PIER**  
**RIEDER ROAD**

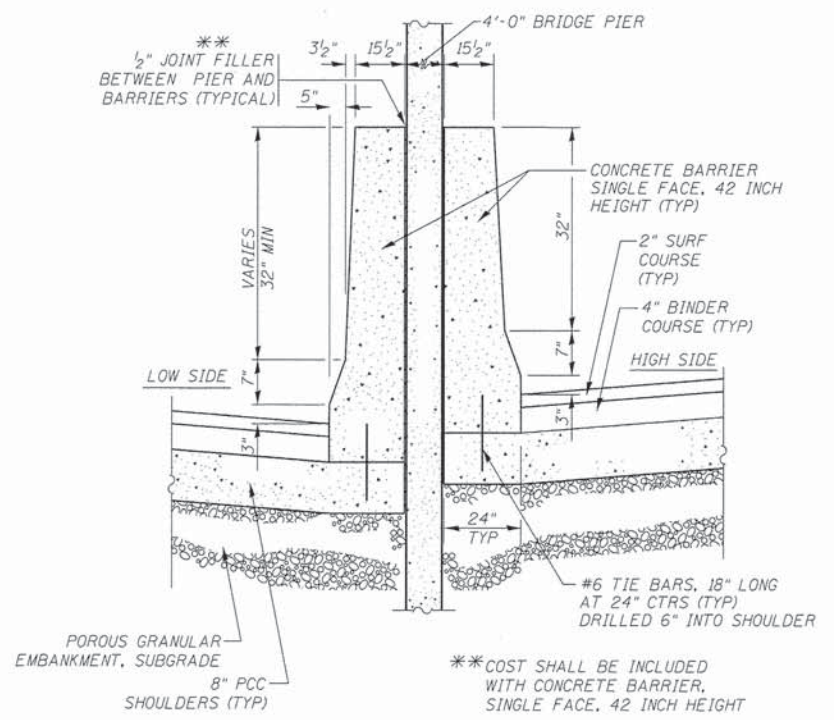
FAI-64 STATION 996+70.93 TO 997+45.93  
FAI-54 STATION 998+34.43 TO 999+09.43

\* THIS LENGTH OF BARRIER TRANSITION WILL PAID FOR AS CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (TYP)

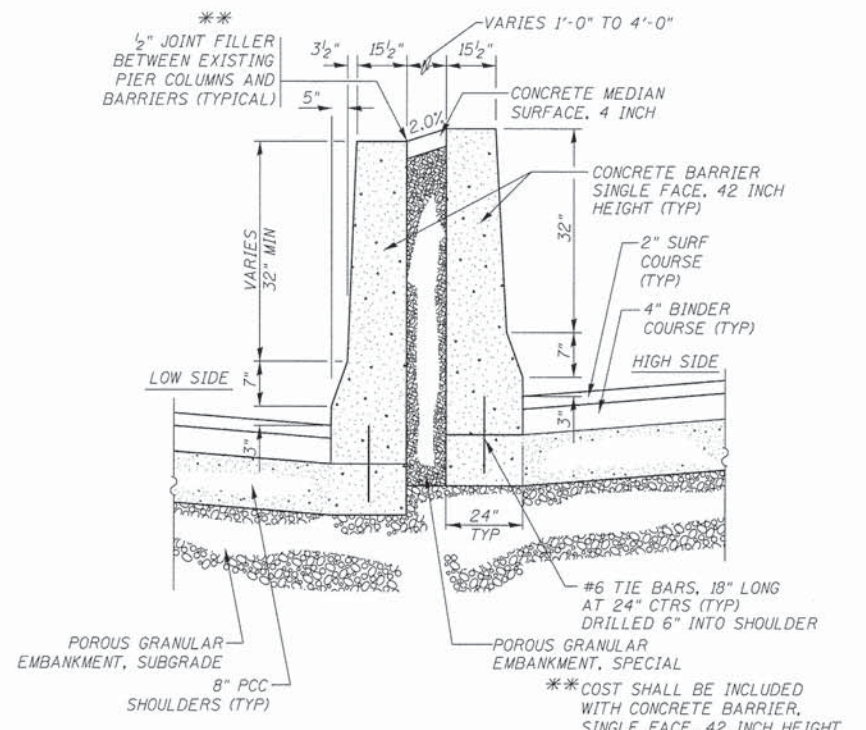
\*\* COST SHALL BE INCLUDED WITH CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT



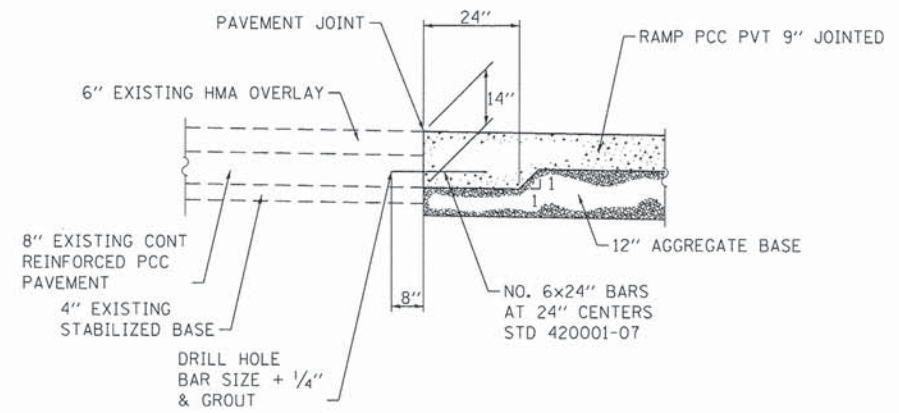
**SECTION C-C**



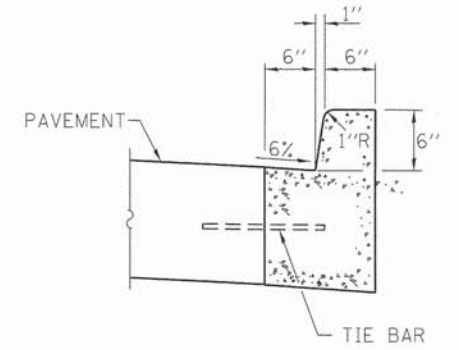
**SECTION C-C**  
**CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT**  
**RIEDER ROAD BRIDGE PIER**  
FAI-64 STATION 997+45.93 TO 998+34.43



**SECTION D-D**  
**CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT**  
**TRANSITION AT BRIDGE PIERS**



**PAVEMENT LUG DETAIL - RAMPS ADJACENT TO I-64**  
NOT TO SCALE



**B-6.06 BARRIER CURB**  
NOT TO SCALE

P:\09-0016-02 Rieder Road Phase 1\11.00 CAD\CADD Sheets\09-0016-shd-Details.dgn

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PLOT DATE = 4/27/2014	DATE = April 29, 2014	REVISED -	REVISED -

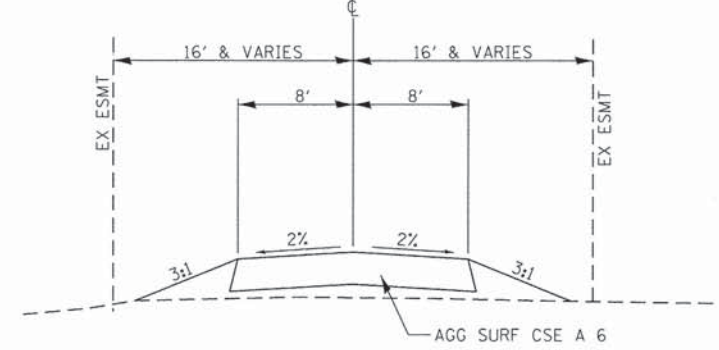
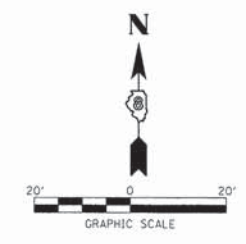
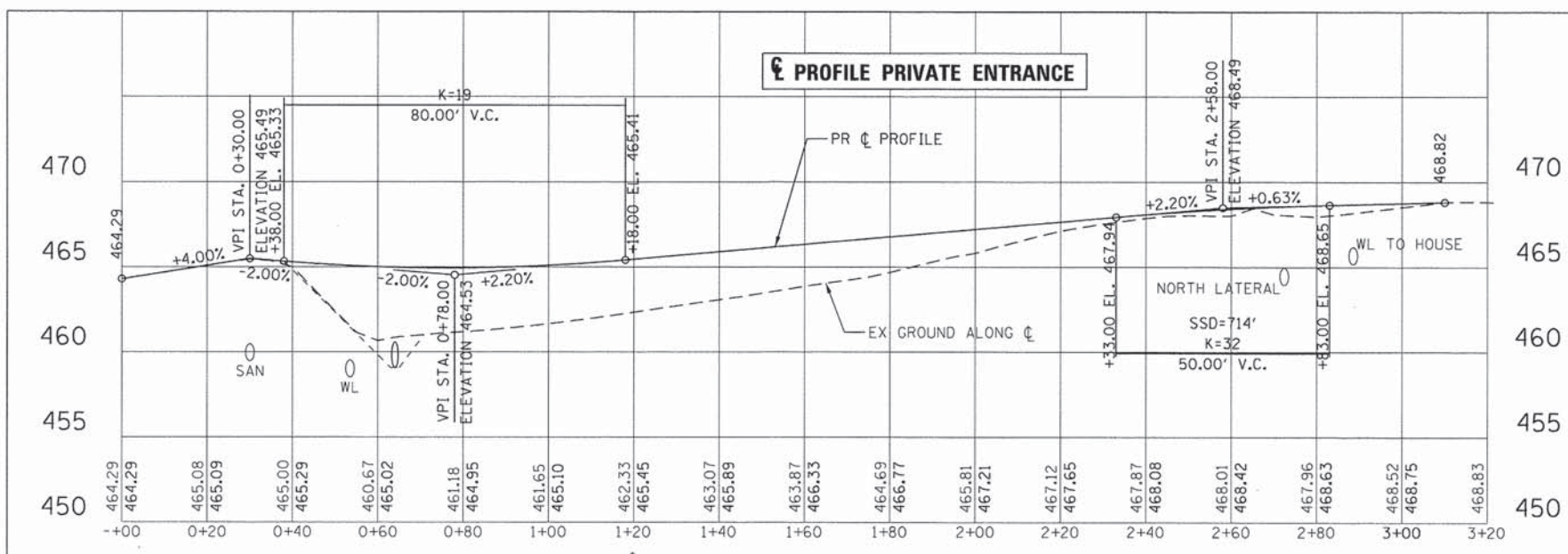
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS**  
**FAI 64 (I-64) AND RIEDER ROAD**

SCALE: N.T.S. SHEET NO. 8 OF 11 SHEETS STA. TO STA.

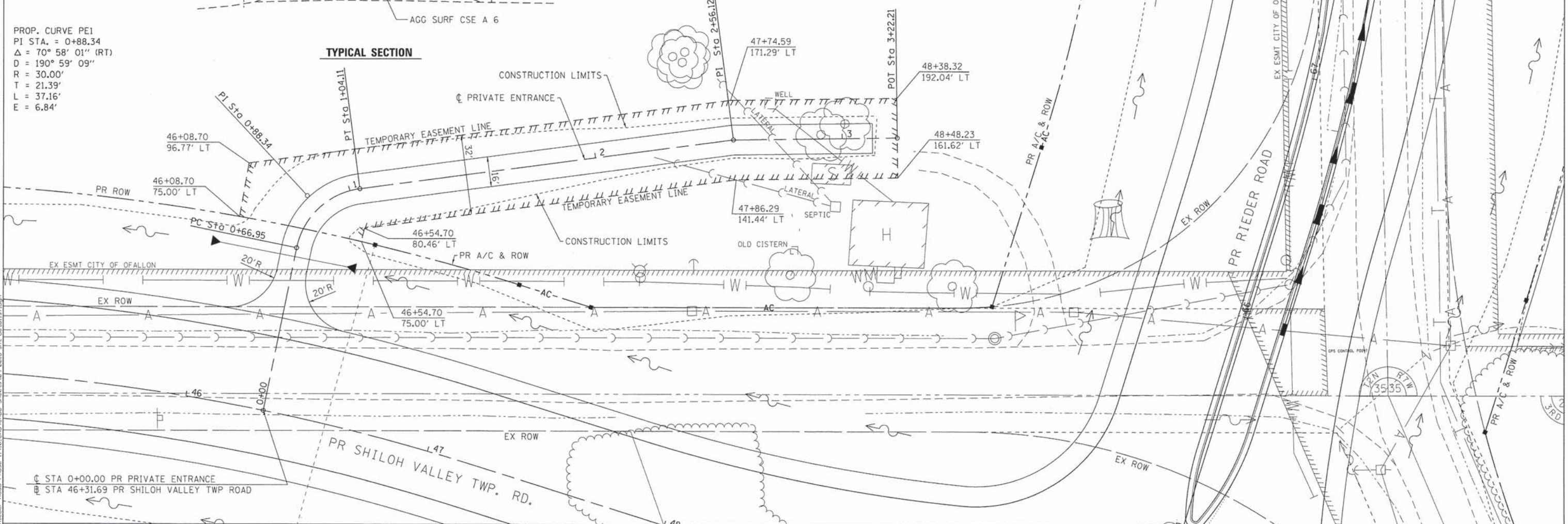
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	345
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				





PROP. CURVE PE1  
 PI STA. = 0+88.34  
 $\Delta = 70^\circ 58' 01''$  (RT)  
 $R = 190^\circ 59' 09''$   
 $R = 30.00'$   
 $L = 21.39'$   
 $T = 37.16'$   
 $E = 6.84'$

**TYPICAL SECTION**



F:\p1\016\022 Rieder Road Phase 1\118 CAD\CADD Sheets\01-0216-sht-details7.dgn

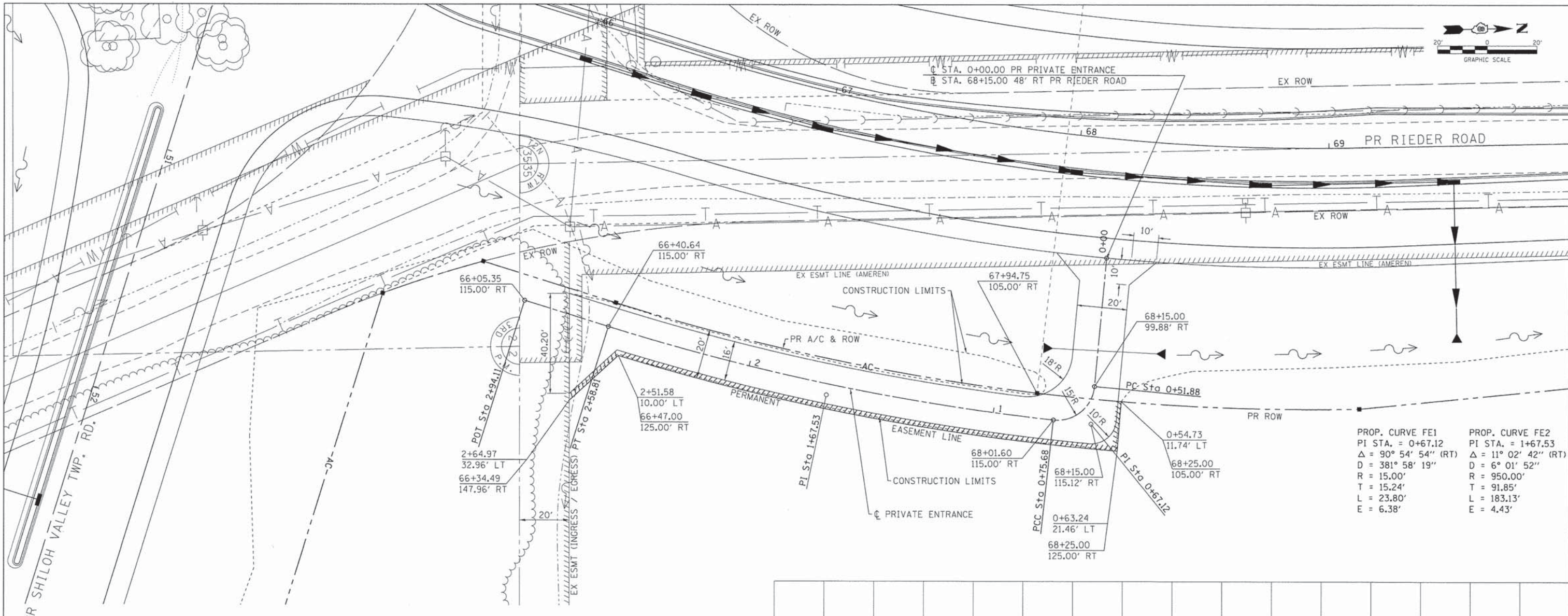
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PLOT SCALE = 20,0000' / in.	CHECKED -	DATE - Apr 29, 2014	REVISED -
PLOT DATE = 4/27/2014	DATE - Apr 29, 2014		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

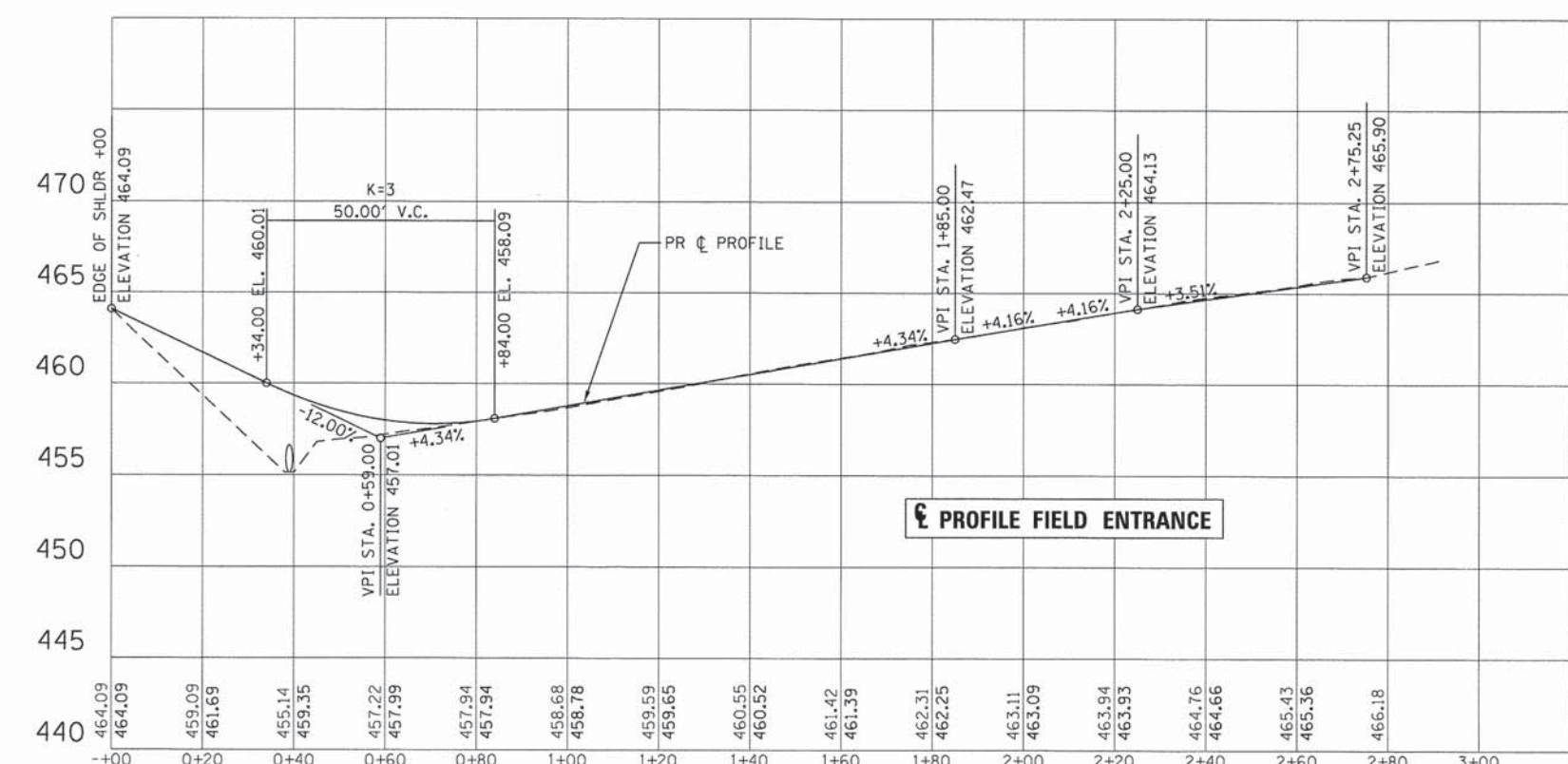
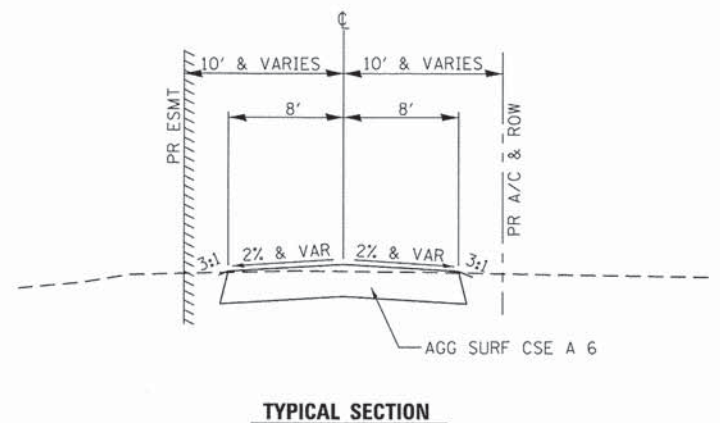
**CONSTRUCTION DETAIL**  
**PRIVATE ENTRANCE LEFT - SHILOH VALLEY TWP. RD.**  
 SCALE: 1"=20' SHEET NO. 9 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	346
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		





PROP. CURVE FE1	PROP. CURVE FE2
PI STA. = 0+67.12	PI STA. = 1+67.53
$\Delta = 90^\circ 54' 54''$ (RT)	$\Delta = 11^\circ 02' 42''$ (RT)
$D = 381' 58'' 19''$	$D = 6^\circ 01' 52''$
$R = 15.00'$	$R = 950.00'$
$T = 15.24'$	$T = 91.85'$
$L = 23.80'$	$L = 183.13'$
$E = 6.38'$	$E = 4.43'$



P:\09-0016\02 Rieder Road Phase 1\11B\_CADD\CADD Sheets\09-0016-sht-details8.dgn  
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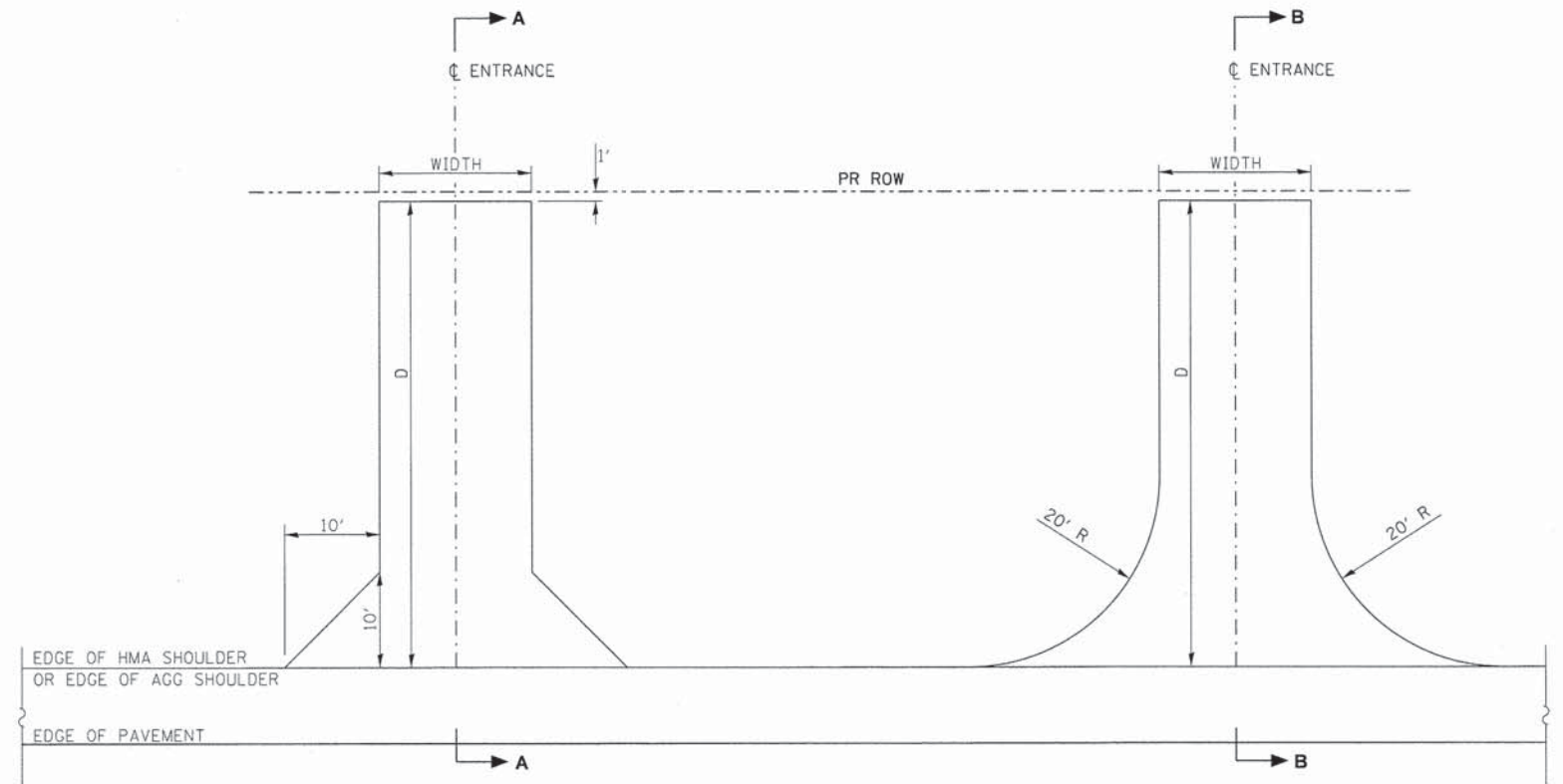
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MODEL NAME = Default	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/27/2014	DATE = Apr 29, 2014	REVISED -

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

**CONSTRUCTION DETAIL**  
**FIELD ENTRANCE RIGHT - RIEDER ROAD**  
 SCALE: 1"=20'      SHEET NO. 10 OF 11 SHEETS      STA.      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	347
	TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549
	ILLINOIS			



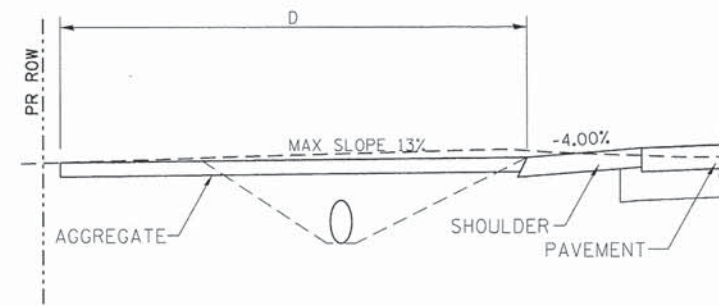


**PLAN - FIELD ENTRANCE**

NOT TO SCALE

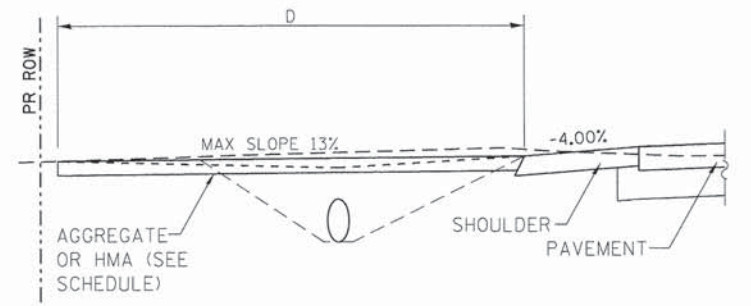
**PLAN - PRIVATE ENTRANCE**

NOT TO SCALE



**SECTION A-A**

NOT TO SCALE



**SECTION B-B**

NOT TO SCALE

P:\09-0016\02\_Rieder\_Road\_Phase\_1\1\18\_CAD\CADD\_Sheets\09-0016-sht-Details1.dgn

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

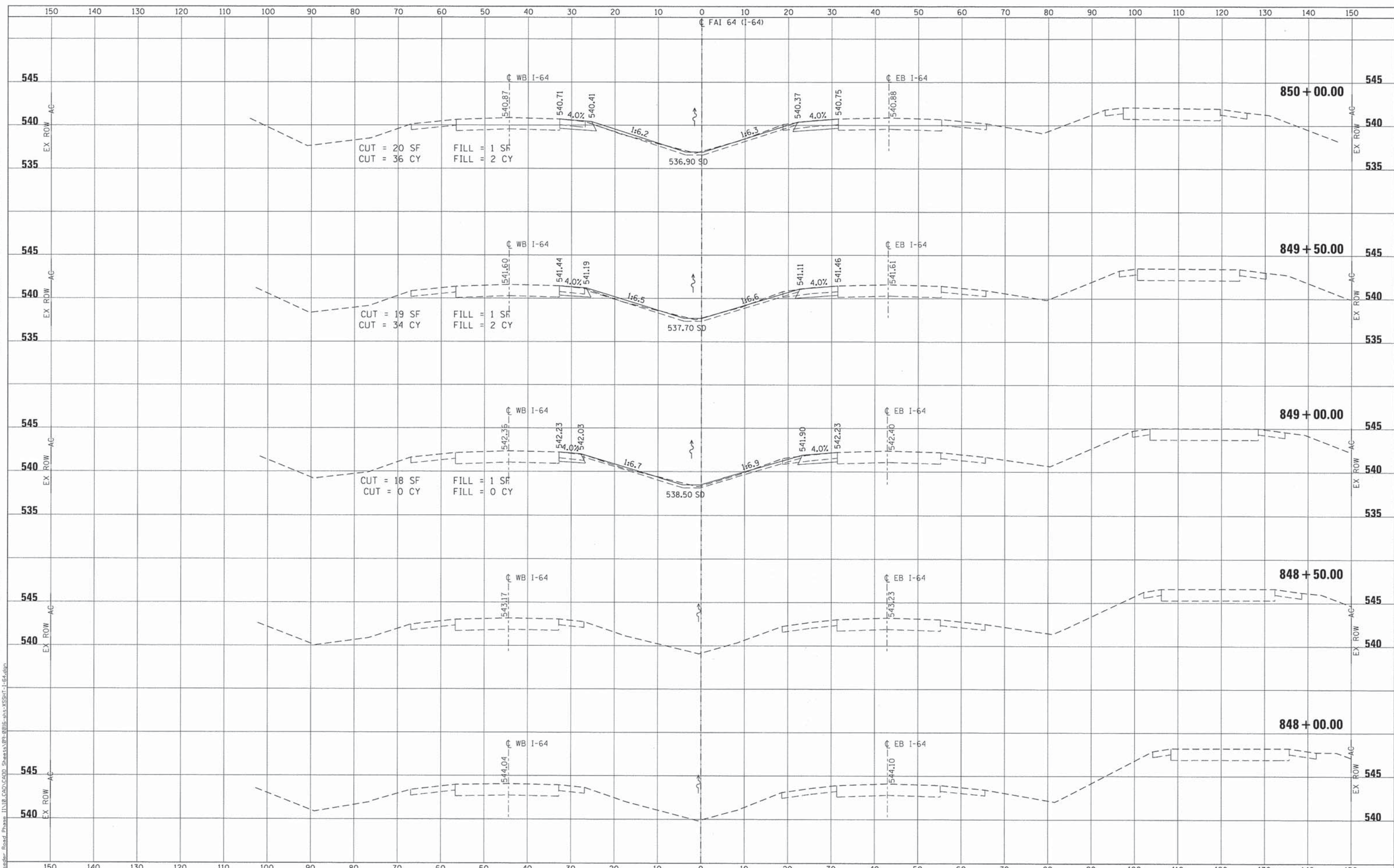
ENTRANCE DETAILS			
RIEDER ROAD & SHILOH VALLEY TWP. ROAD			
SCALE: N.T.S.	SHEET NO. 11 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	348
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
[ILLINOIS]				



DATE	
BY	
EXEMPTED	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL	
NOTE BOOK	
NO.	

DATE	
BY	
EXEMPTED	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
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ORIGINAL	
NOTE BOOK	
NO.	



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

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PLOT DATE =	4/26/2014	DATE -	Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 1 OF 80 SHEETS  
 STA. 848+00.00 TO STA. 850+00.00

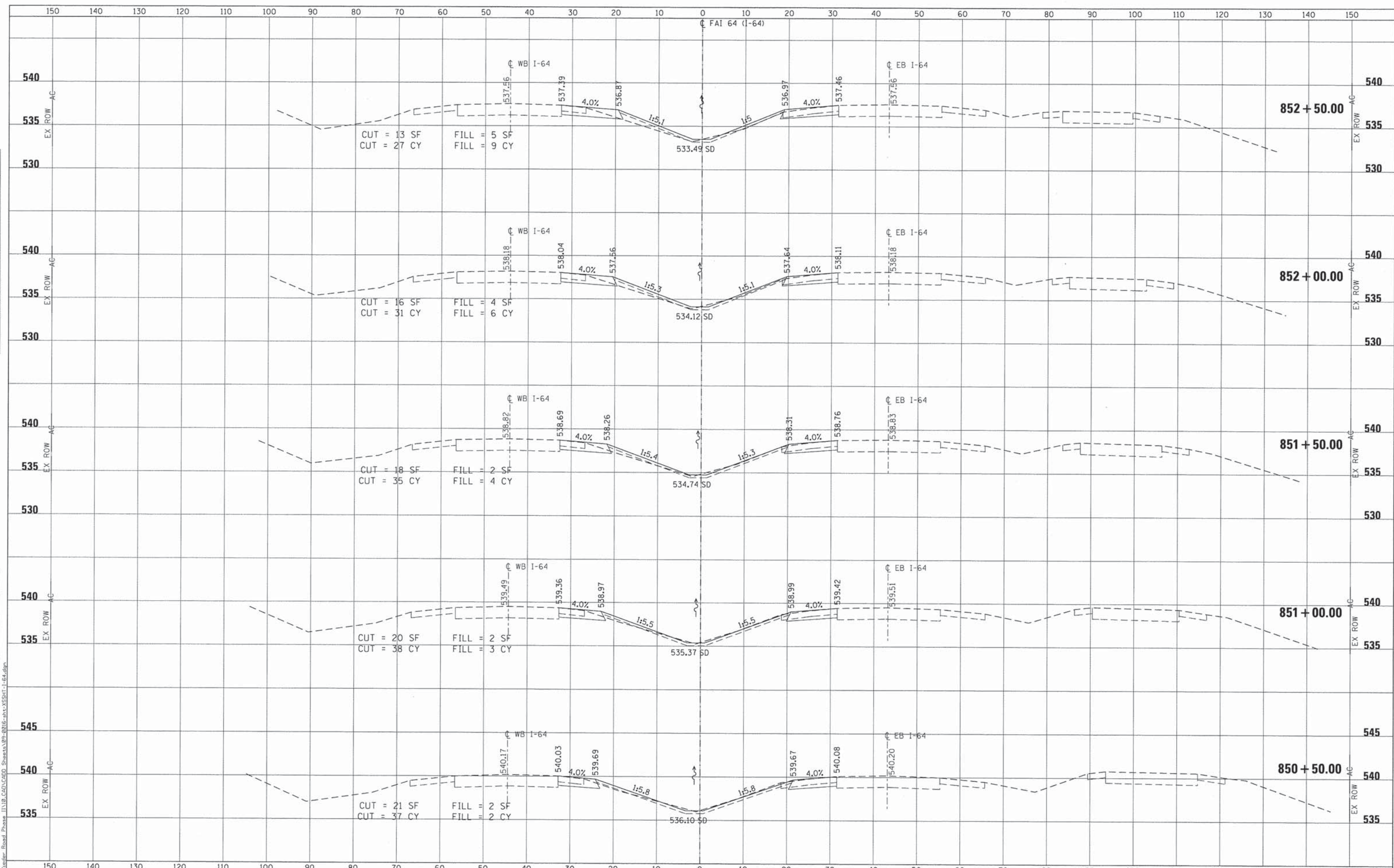
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	349
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SUPERVISOR	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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NO.	

DATE	
BY	
SUPERVISOR	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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DATE	
BY	
SUPERVISOR	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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FILE NAME = 09-0016-shi-XSSHT-1-64.dgn

USER NAME = IDOT  
 DESIGNED - ATM  
 DRAWN - RJO  
 CHECKED - LDC  
 DATE - April 29, 2014

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 FAI 64 (I-64)

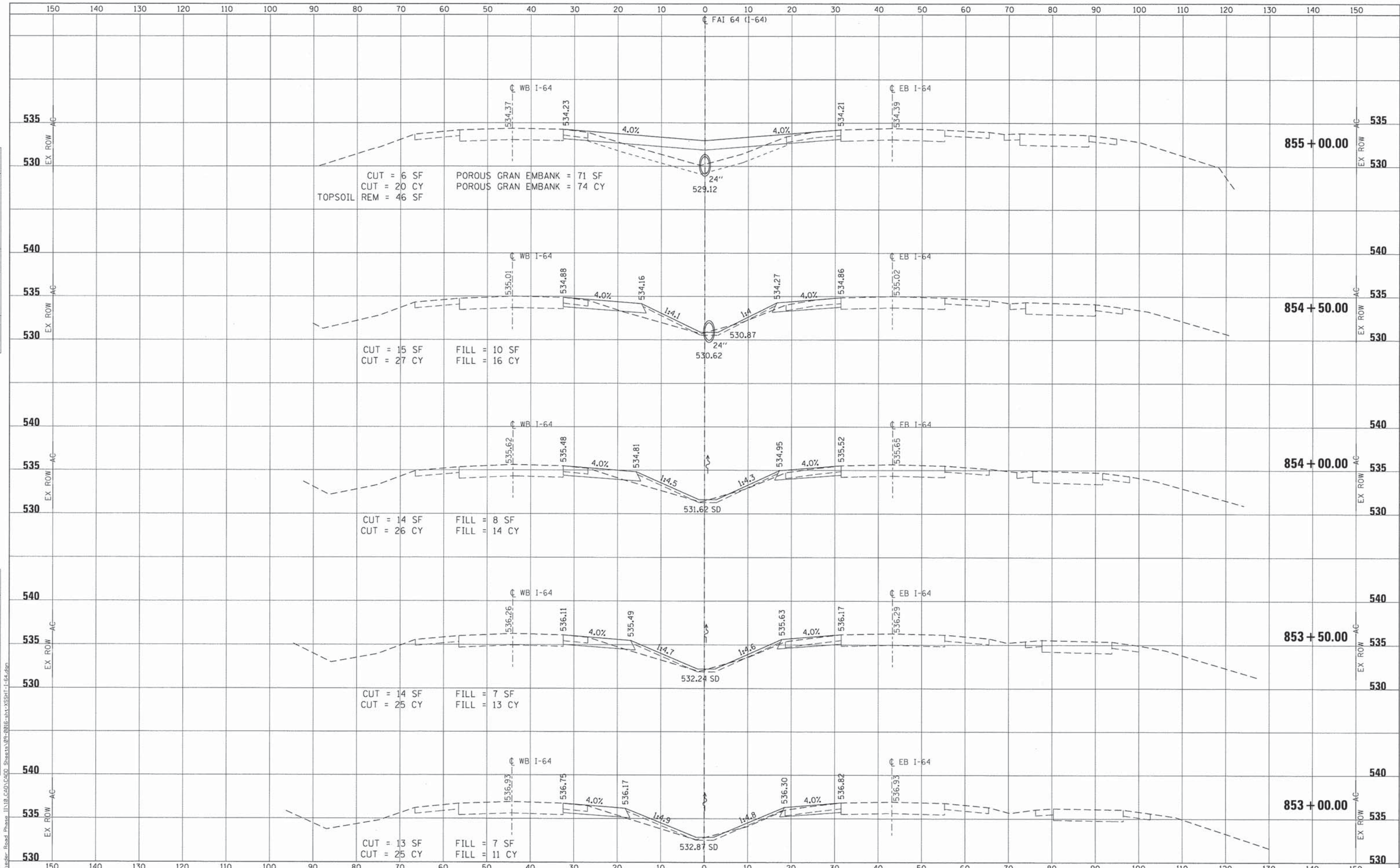
SCALE: 1" = 10' SHEET NO. 2 OF 80 SHEETS STA. 850+50.00 TO STA. 852+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	350
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = 09-2016-sht-XSSH1-I-64.dgn

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MODEL NAME =	Default	DRAWN -	RJO	REVISED -	
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PLOT DATE =	4/26/2014	DATE -	Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

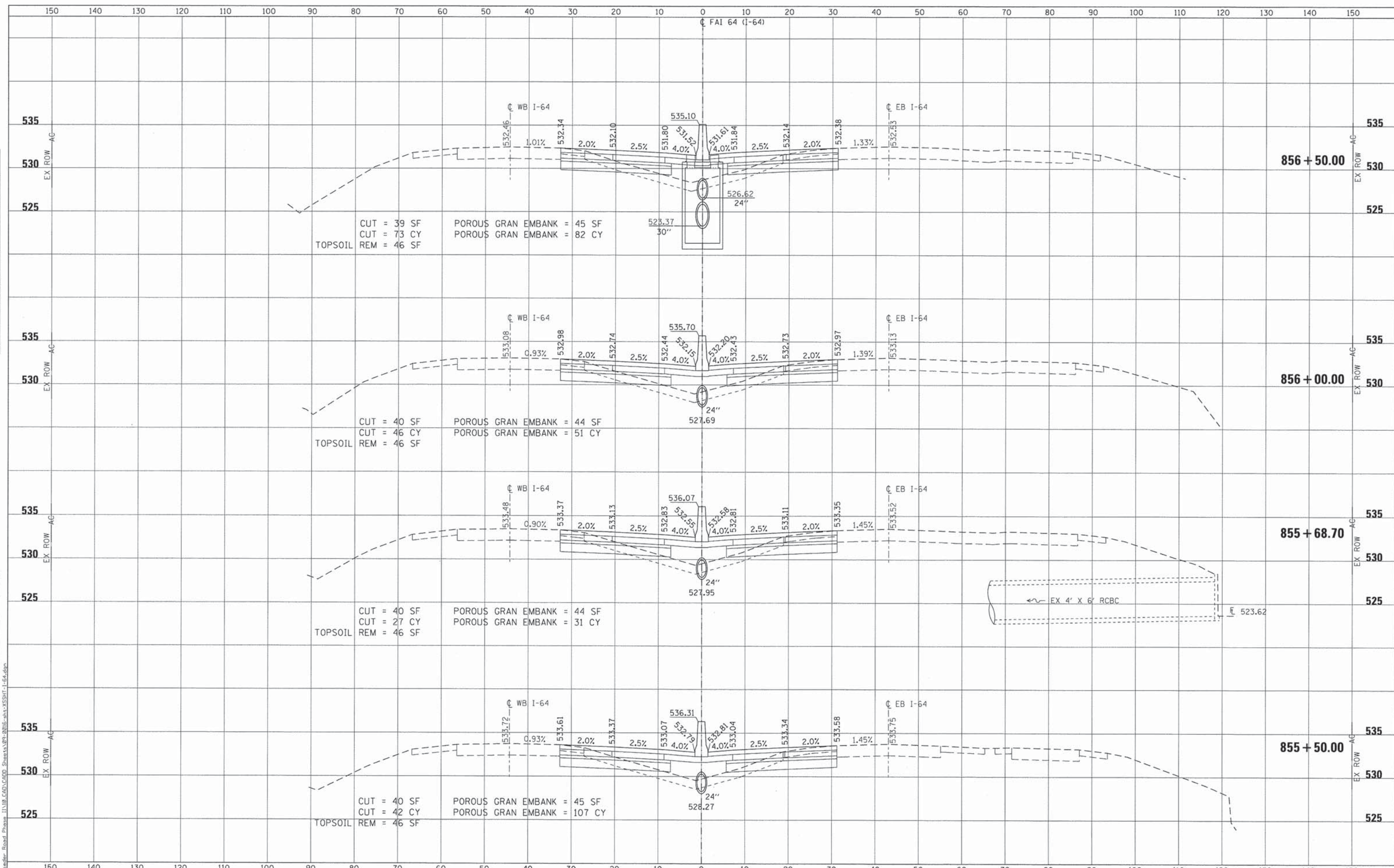
SCALE: 1" = 10'    SHEET NO. 3 OF 80 SHEETS    STA. 853+00.00 TO STA. 855+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	351
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
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DATE	
BY	
ORIGINAL SURVEY	
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TEMPLATE	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

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PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

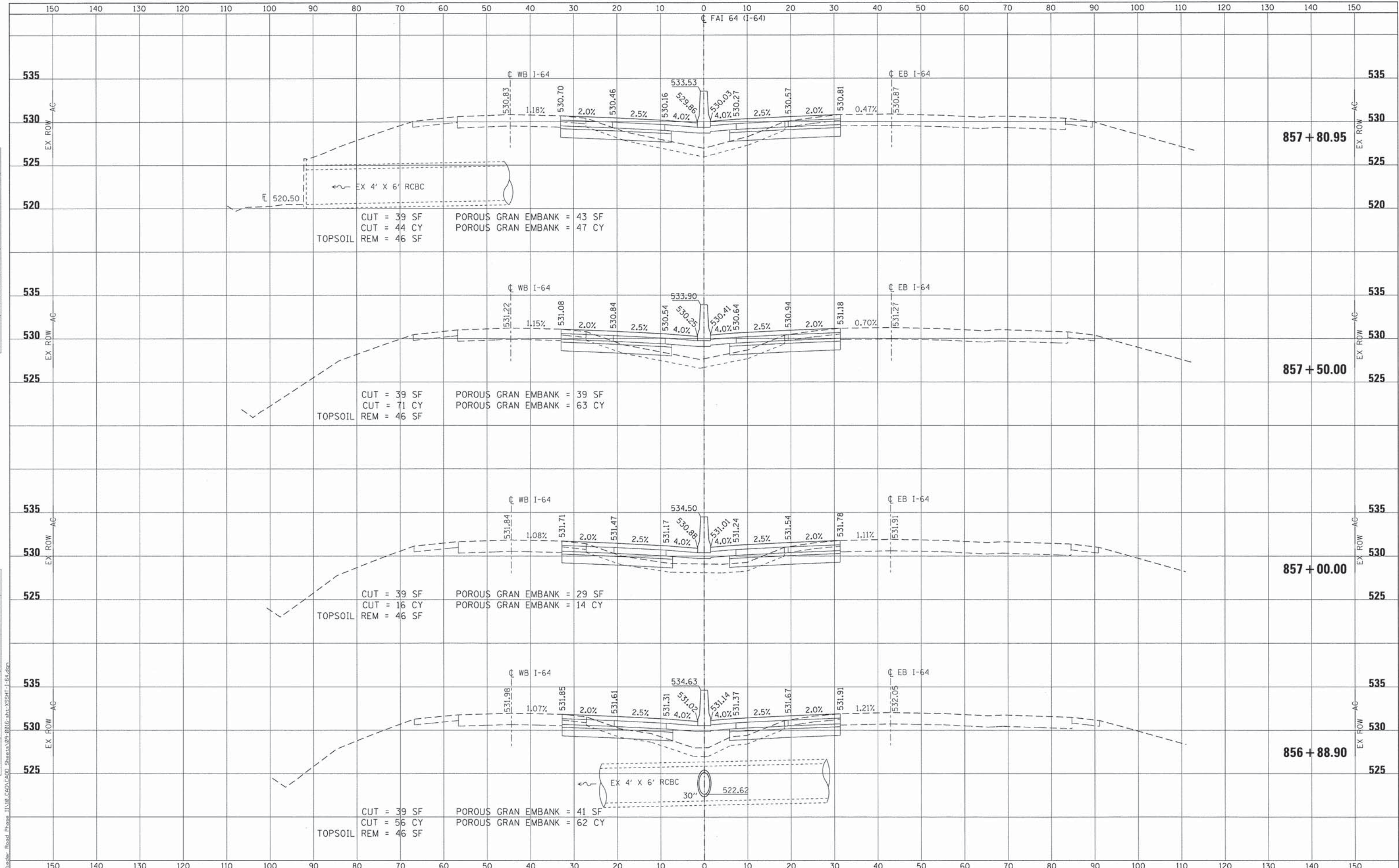
CROSS SECTIONS  
FAI 64 (I-64)  
SCALE: 1" = 10'  
SHEET NO. 4 OF 80 SHEETS  
STA. 855+50.00 TO STA. 856+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	352
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	SCALE	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	SCALE	
	AREAS CHECKED	



FILE NAME = 09-0016-shr-XSSH1-1-64.dgn

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PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

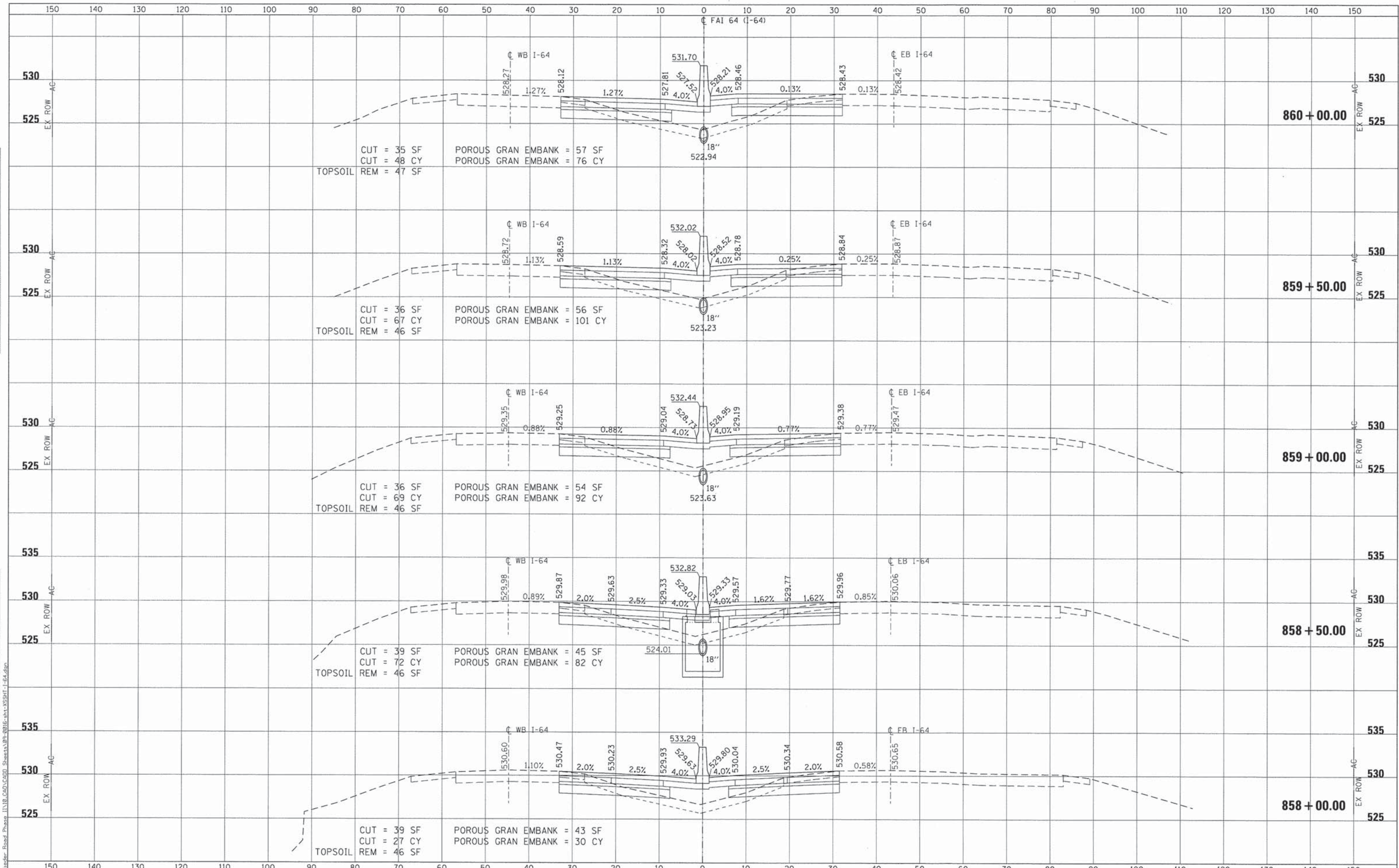
SCALE: 1" = 10' SHEET NO. 5 OF 80 SHEETS STA. 856+88.90 TO STA. 857+80.95

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 353
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		



DATE	
BY	
ORIGINAL SURVEY	
FLIPPED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
FLIPPED	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

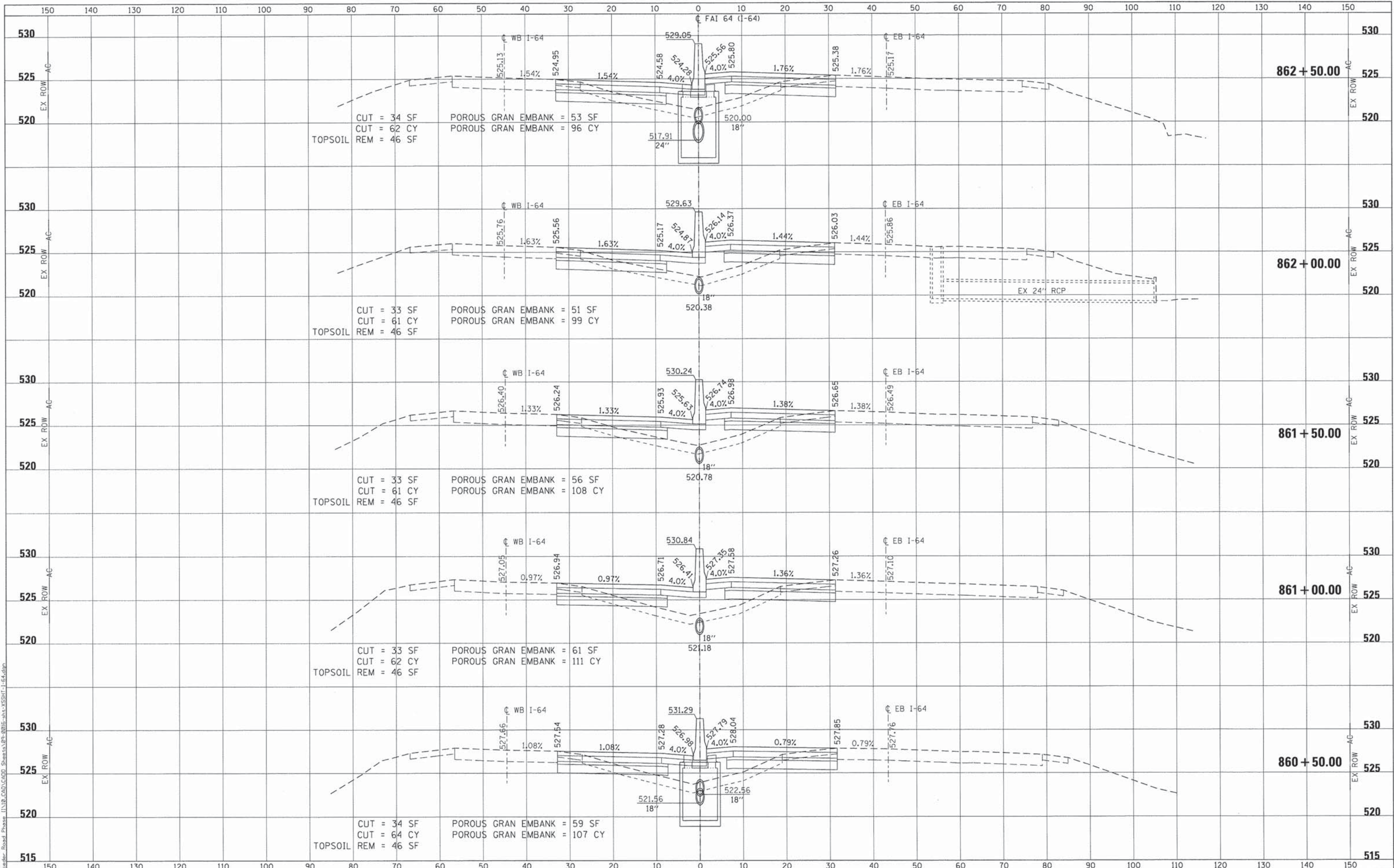
SCALE: 1" = 10'  
SHEET NO. 6 OF 80 SHEETS  
STA. 858+00.00 TO STA. 860+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	354
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSHT-I-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

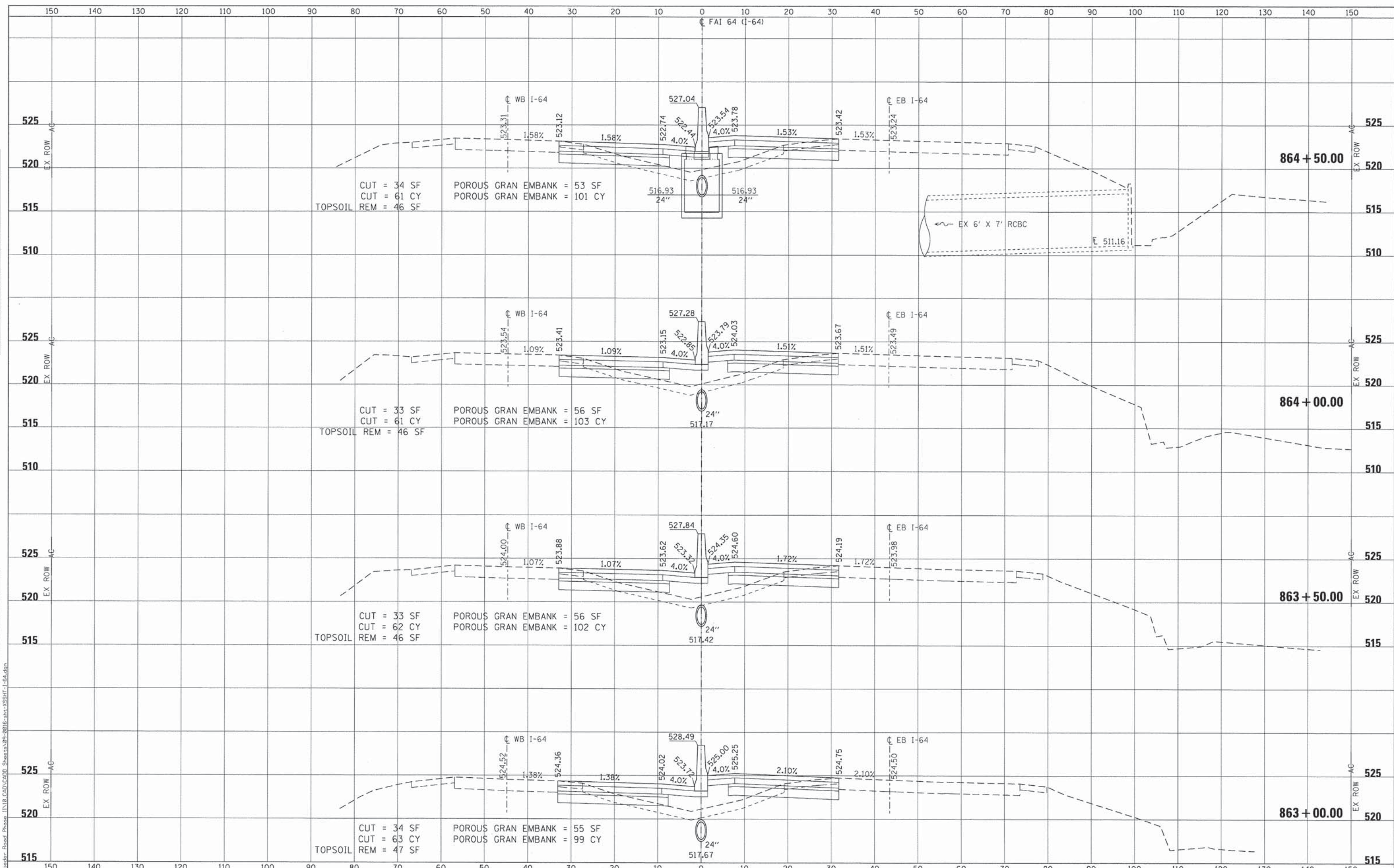
SCALE: 1" = 10'  
 SHEET NO. 7 OF 80 SHEETS  
 STA. 860+50.00 TO STA. 862+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	355
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
REVISIONS	
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REVISIONS	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME =	DDT	DESIGNED -	ATM	REVISED -	
MODEL NAME =	Default	DRAWN -	RJO	REVISED -	
PLOT SCALE =	1/20,000 1" = 100'	CHECKED -	LDC	REVISED -	
PLOT DATE =	4/26/2014	DATE -	Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

SCALE: 1" = 10'

SHEET NO. 8 OF 80 SHEETS

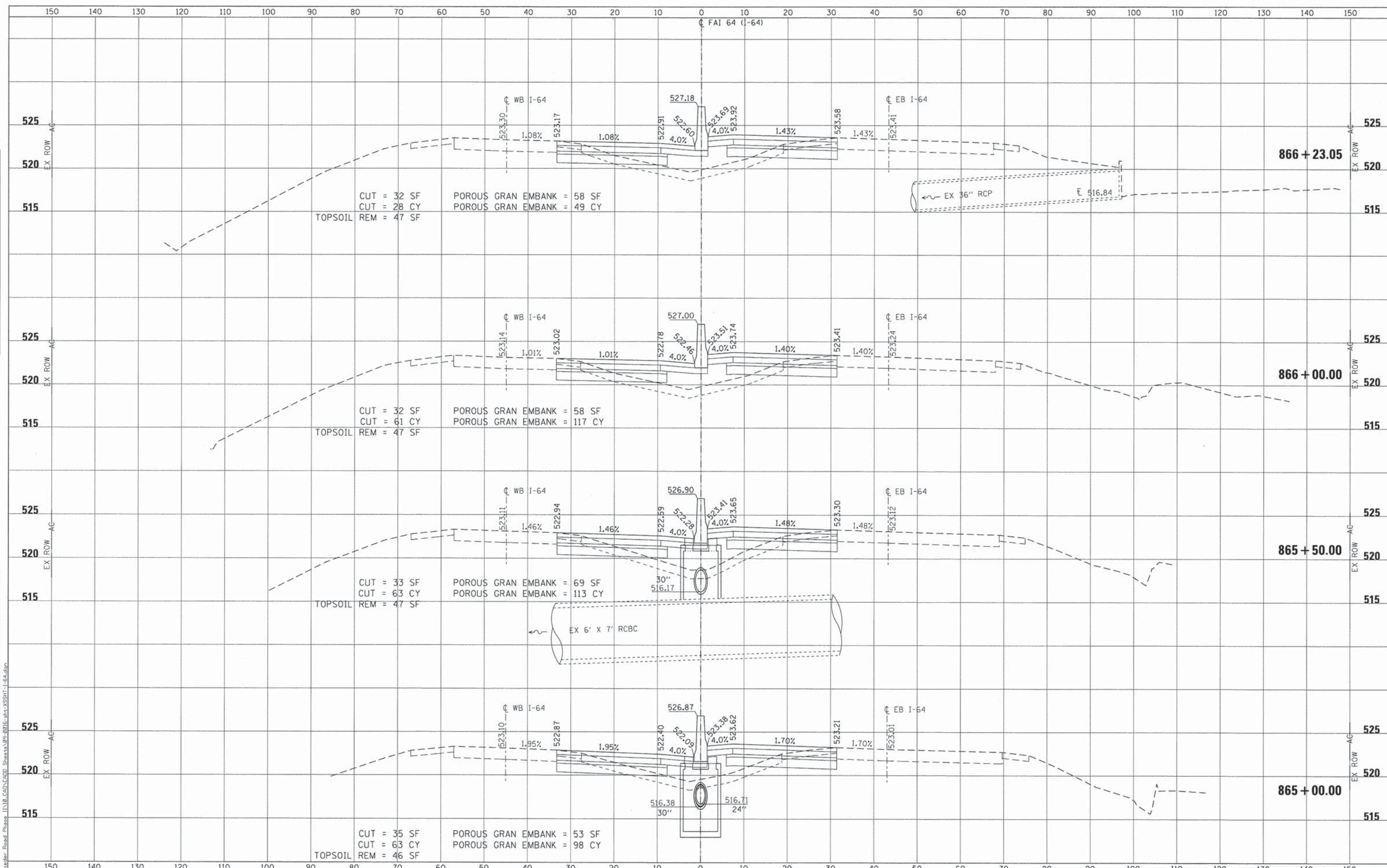
STA. 863+00.00 TO STA. 864+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	356
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SUBMITTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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DATE	
BY	
SUBMITTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20,000' / FT.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

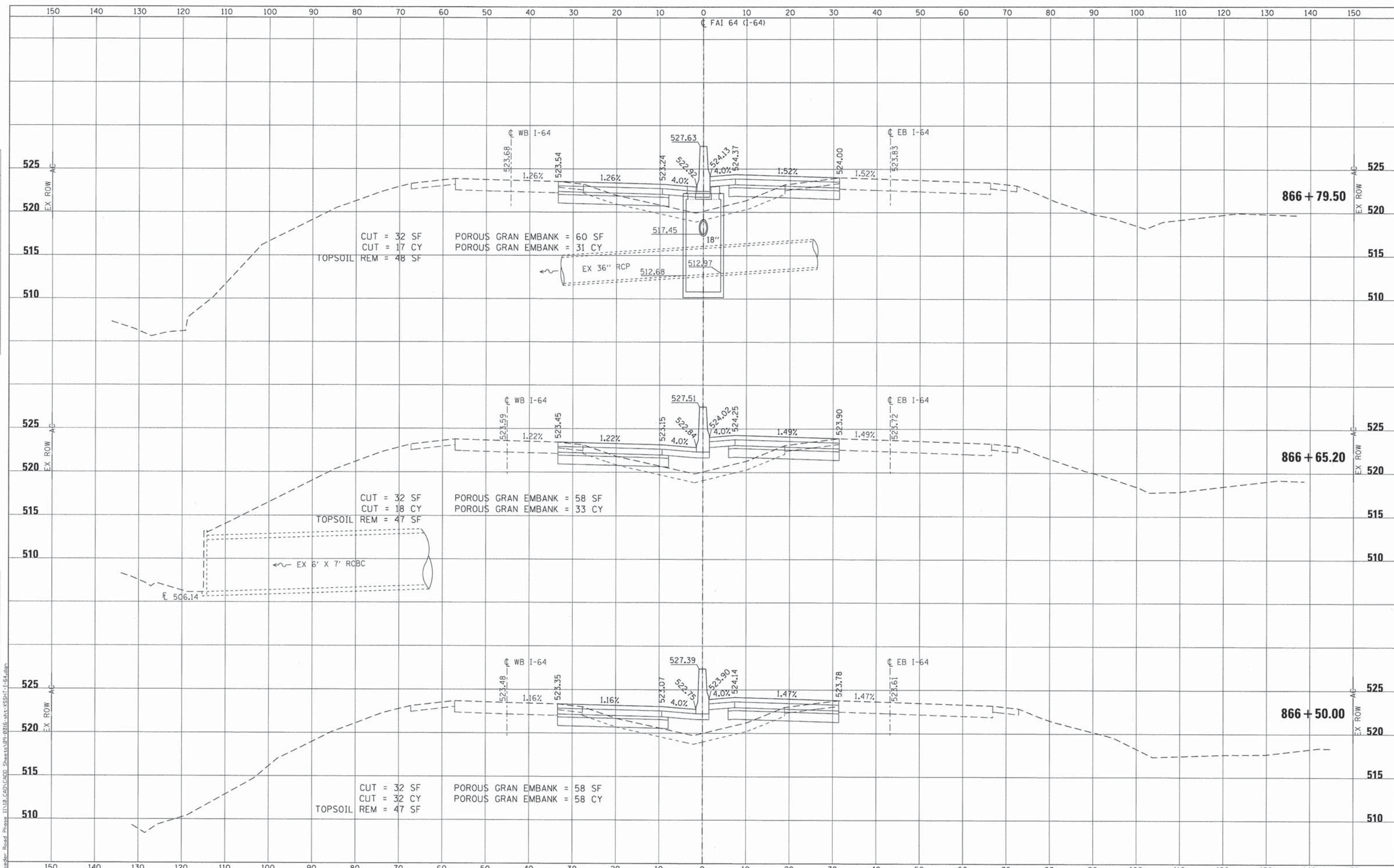
SCALE: 1" = 10'    SHEET NO. 9 OF 80 SHEETS    STA. 865+00.00 TO STA. 866+23.05

F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 357
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549	ILLINOIS	



DATE	
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SURVEYED	
NOTED	
PLOTTED	
TEMPERATURE	
AREAS CHECKED	
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DATE	
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SURVEYED	
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PLOTTED	
TEMPERATURE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/200000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

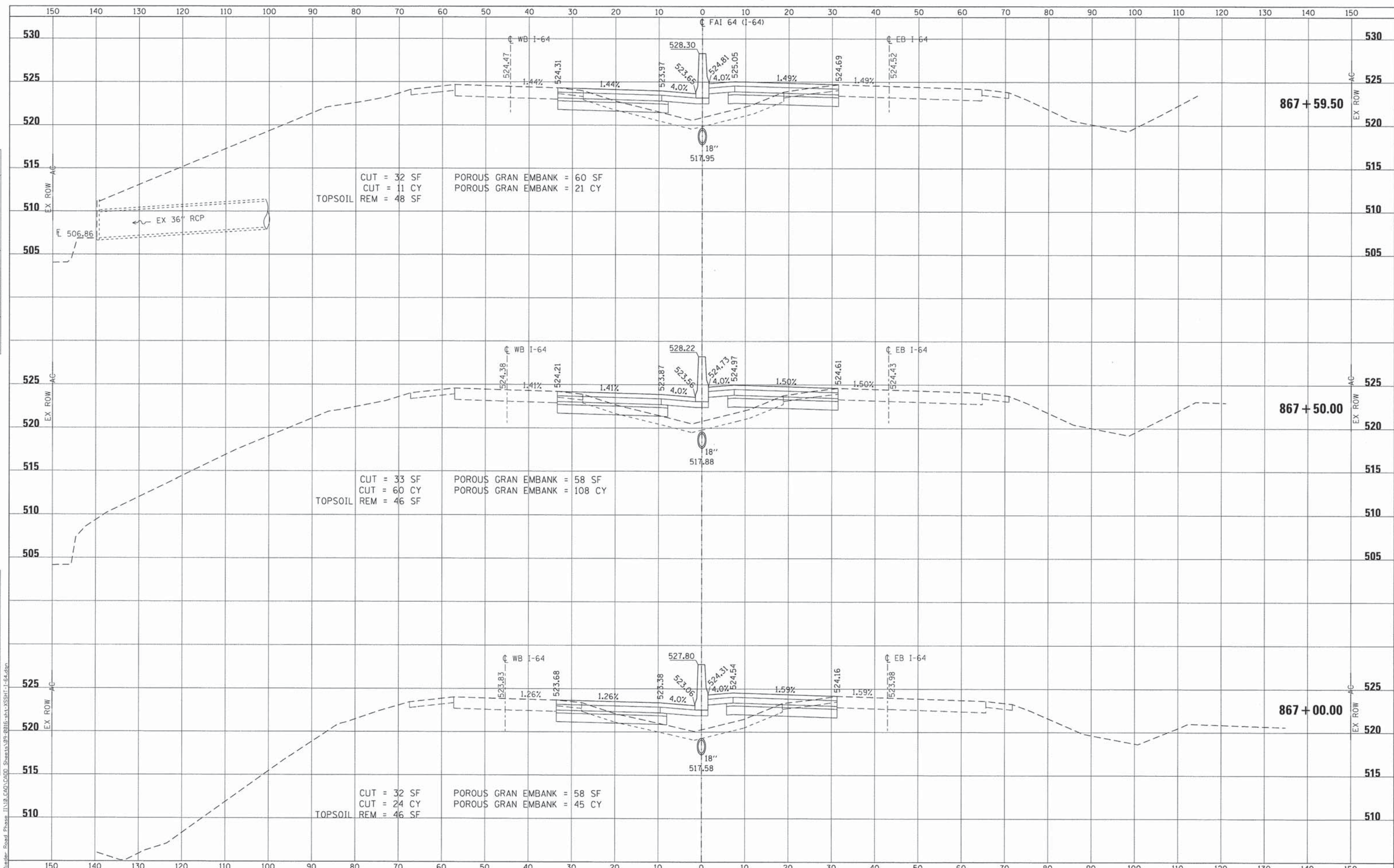
SCALE: 1" = 10'  
SHEET NO. 10 OF 80 SHEETS  
STA. 866+50.00 TO STA. 866+79.50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	358
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



FINAL SURVEY	DATE
SURVEYED	BY
PLANNED	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
PLANNED	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME = IDDT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20,000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr'11 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

SCALE: 1" = 10' SHEET NO. 11 OF 80 SHEETS STA. 867+00.00 TO STA. 867+59.50

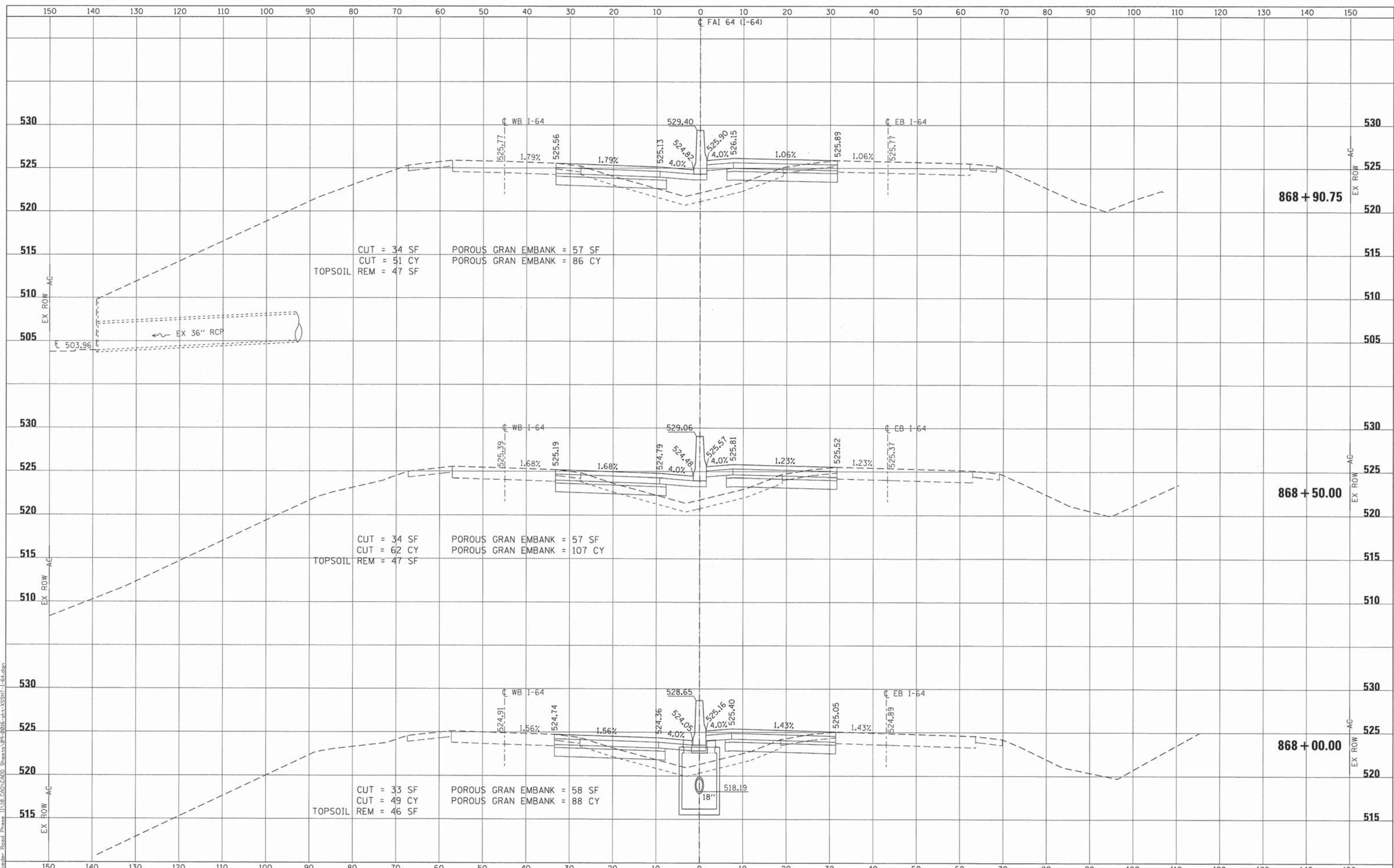
F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 359
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
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FILE NAME	09-2016-sh1-XSSHT-1-64.dgn
USER NAME	100T
MODEL NAME	Default
PLOT SCALE	128.0000' / ft.
PLOT DATE	4/26/2014

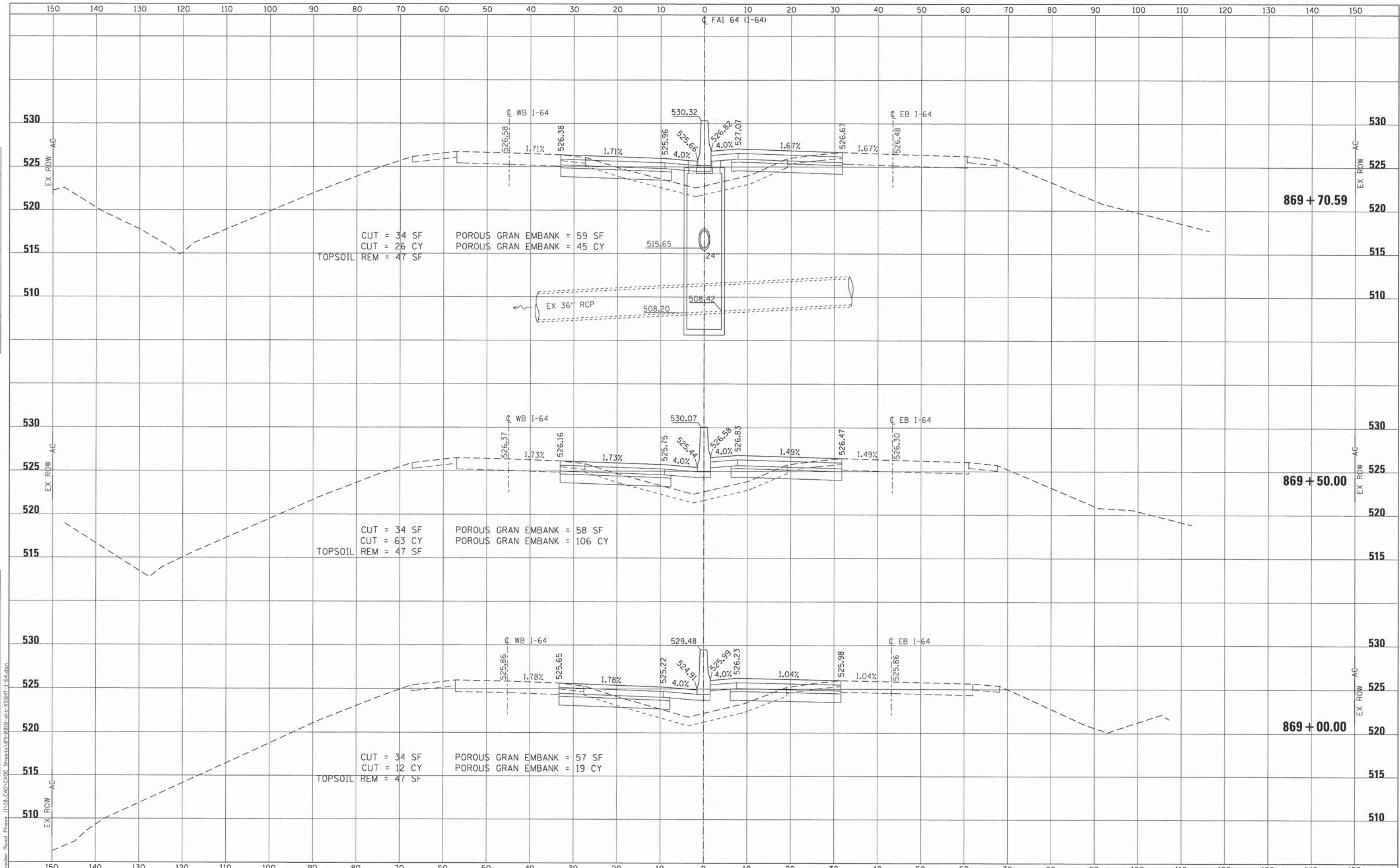


DESIGNED - ATM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>FAI 64 (I-64)</b>		F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 360	
DRAWN - RJO	REVISED -		SCALE: 1" = 10'	SHEET NO. 12 OF 80 SHEETS	STA. 868+00.00	TO STA. 868+90.75	CONTRACT NO. 97549	ILLINOIS		
CHECKED - LDC	REVISED -									
DATE - April 29, 2014	REVISED -									



DATE	
BY	
SURVEYED	
REVISIONS	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
REVISIONS	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSHT-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/2" = 10'	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

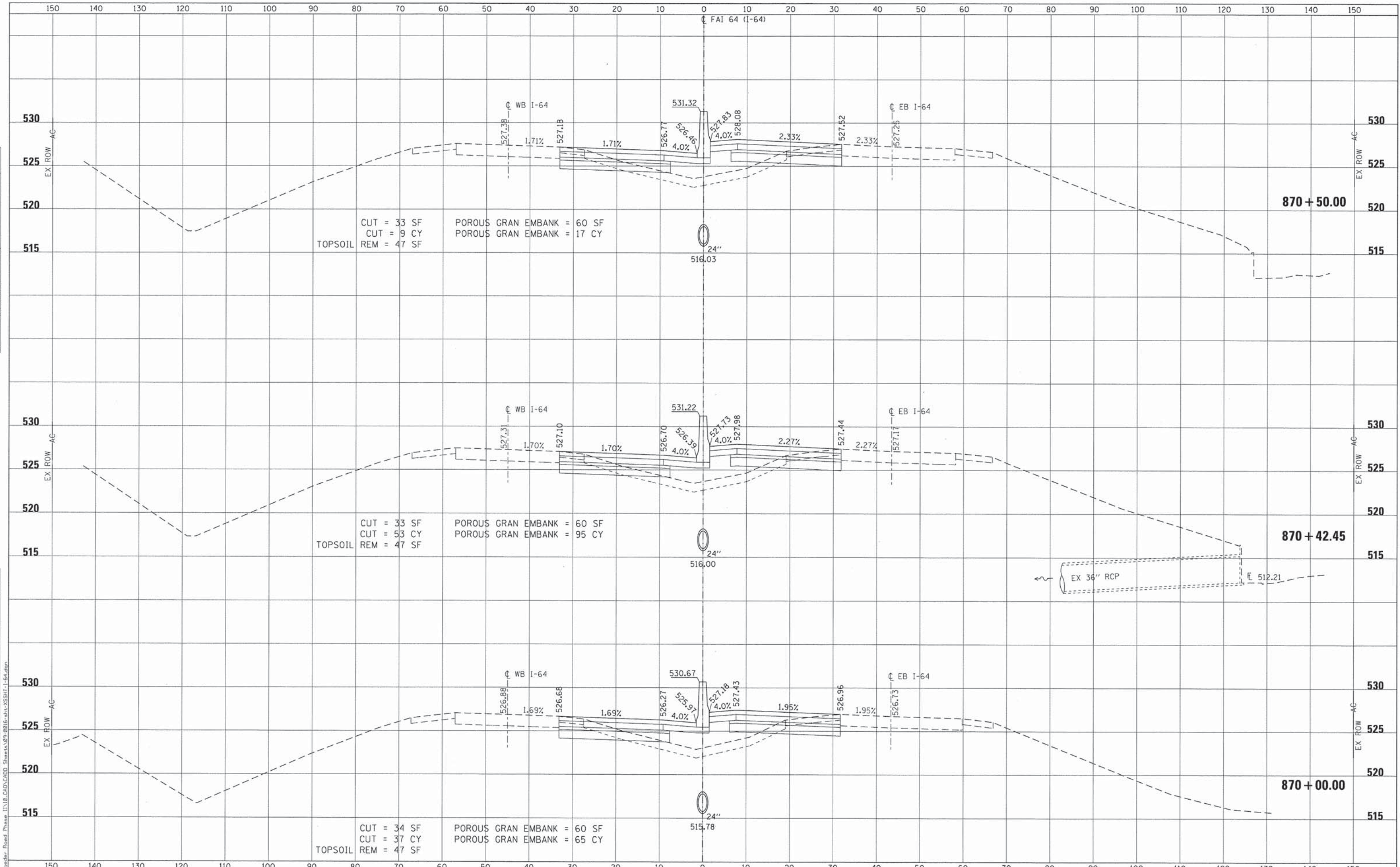
SCALE: 1" = 10'    SHEET NO. 13 OF 80 SHEETS    STA. 869+00.00 TO STA. 869+70.59

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	361
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SURVEYED	
FLIPPED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
FLIPPED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/200000' / Ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

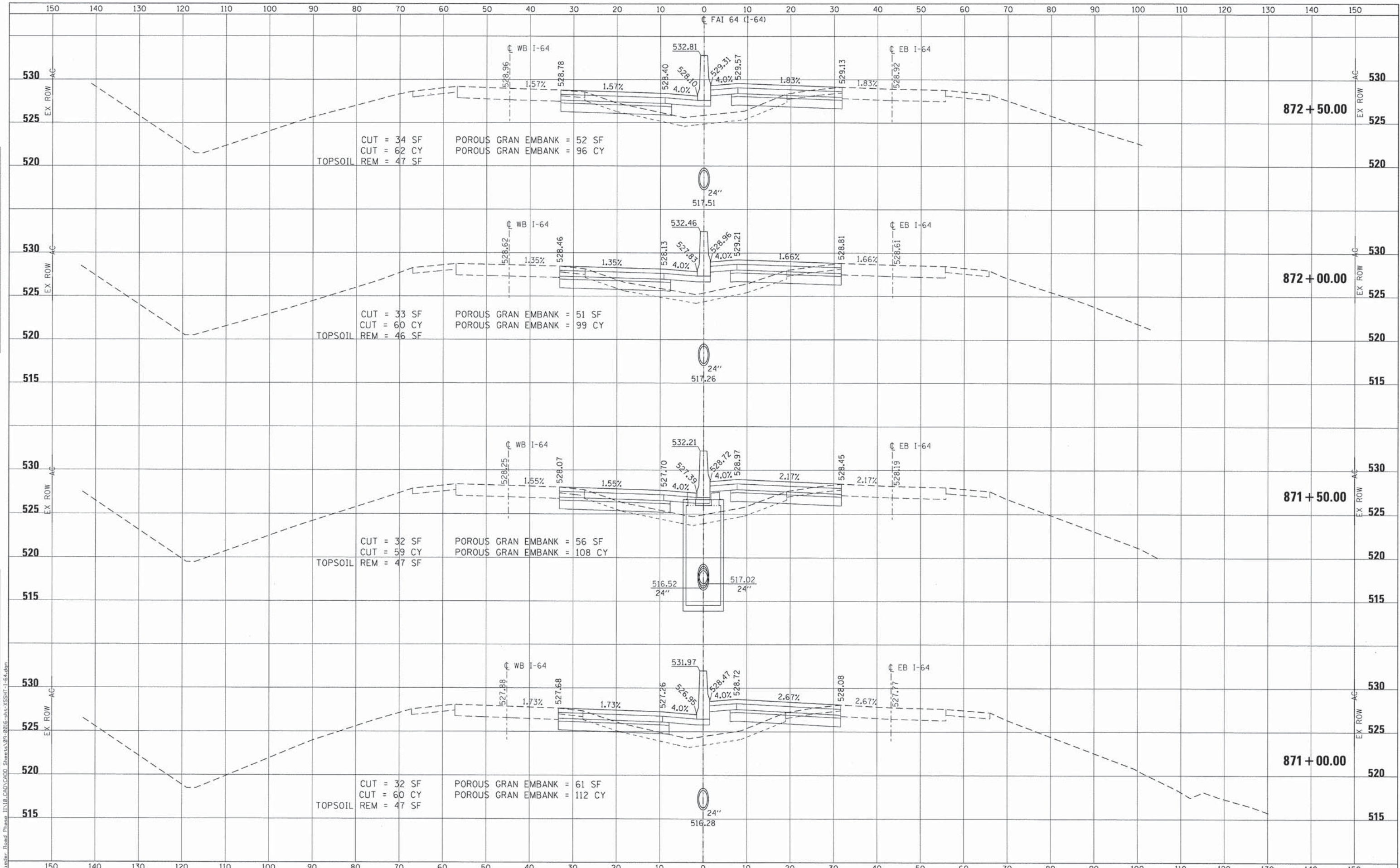
SCALE: 1" = 10'    SHEET NO. 14 OF 80 SHEETS    STA. 870+00.00 TO STA. 870+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	362
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-2016-shr-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 128.0000' / ft.  
 PLOT DATE = 4/26/2014

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

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

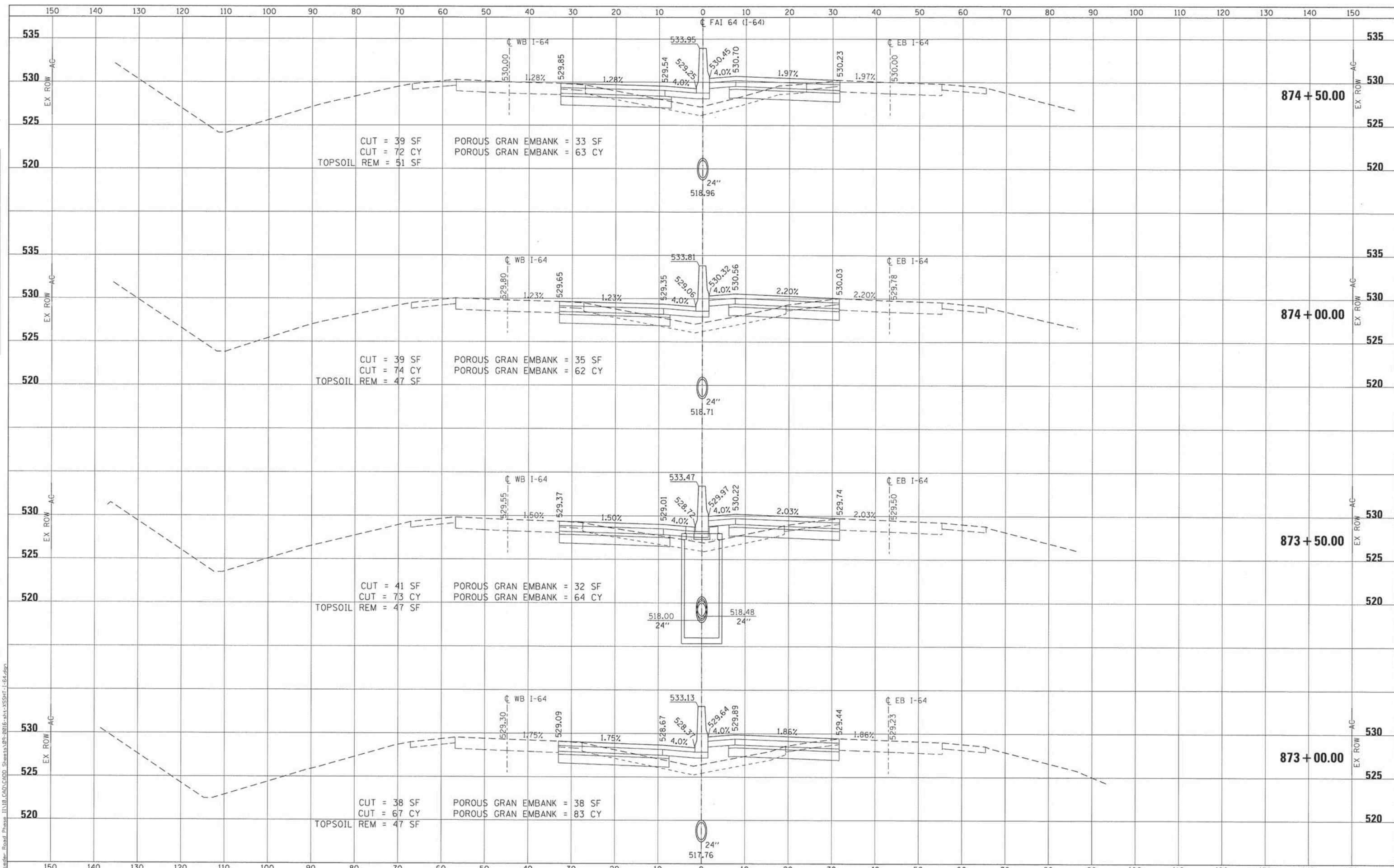
SCALE: 1" = 10'  
 SHEET NO. 15 OF 80 SHEETS  
 STA. 871+00.00 TO STA. 872+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	363
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SUPERSED	
NOTE BOOK	
PLATE	
TEMPLE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SUPERSED	
NOTE BOOK	
PLATE	
TEMPLE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

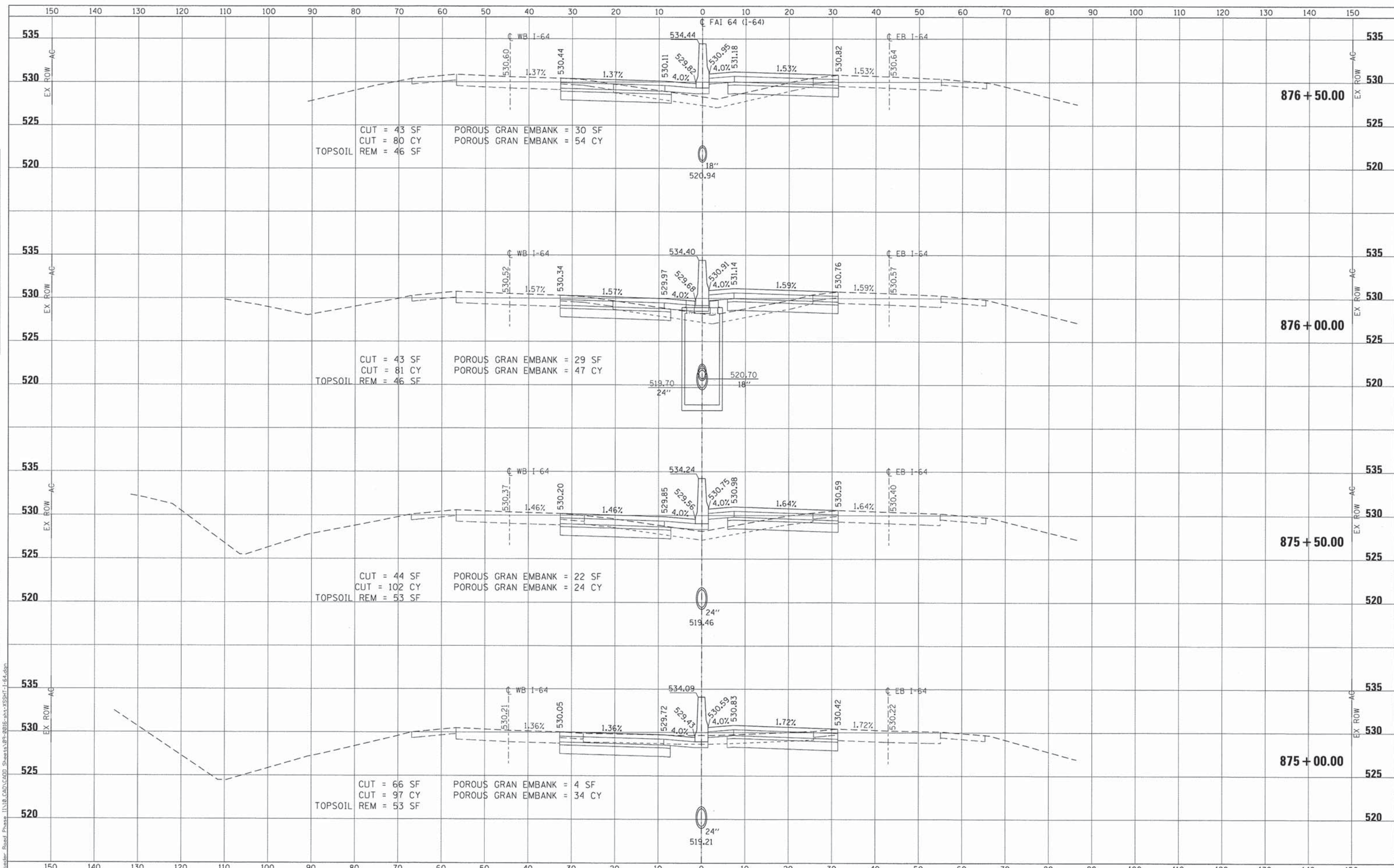
SCALE: 1" = 10'  
 SHEET NO. 16 OF 80 SHEETS  
 STA. 873+00.00 TO STA. 874+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	364
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	



FILE NAME = 09-0016-act-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLDT SCALE = 120,0000' / ft.	CHECKED - LDC	REVISED -
PLDT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

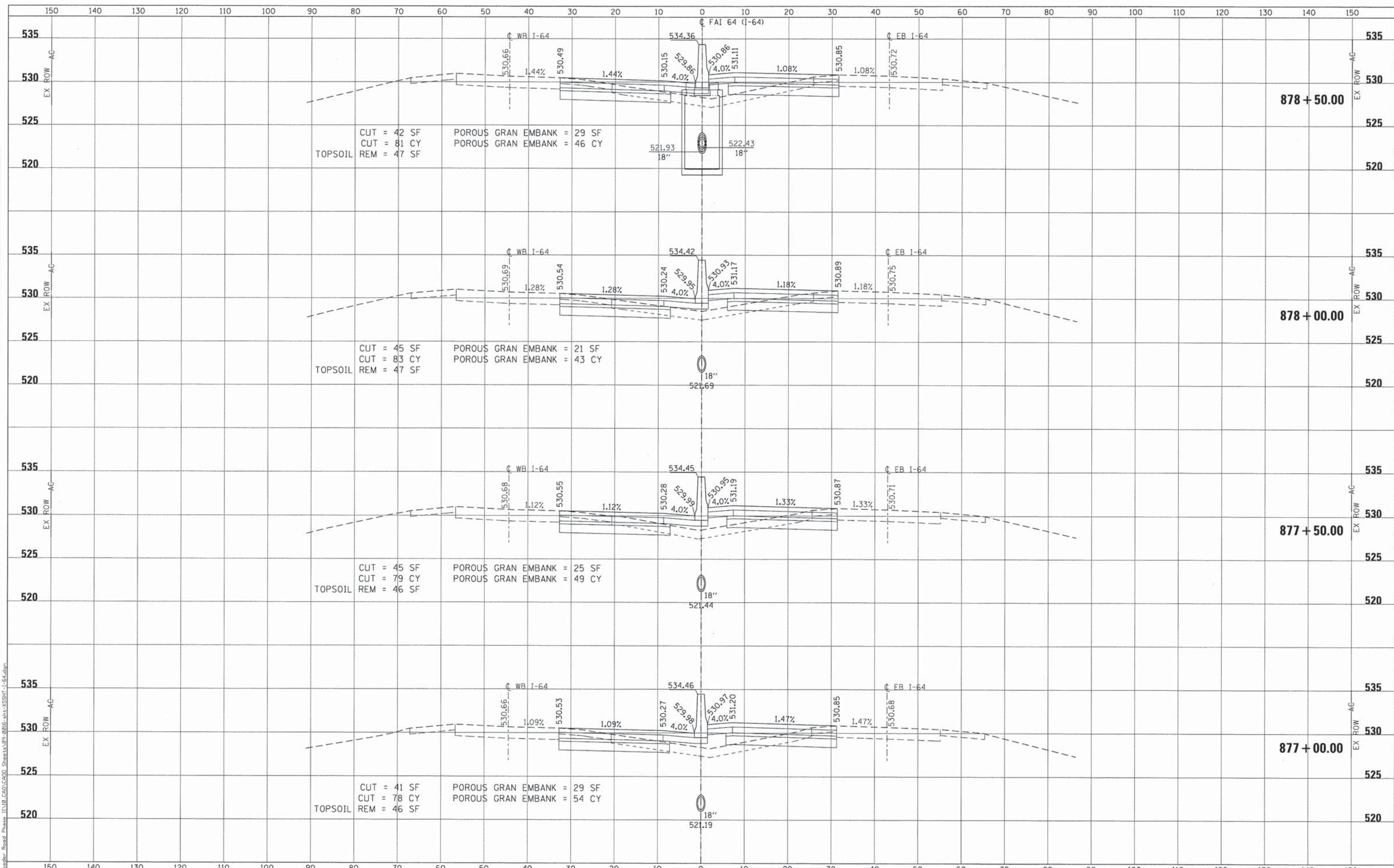
SCALE: 1" = 10' SHEET NO. 17 OF 80 SHEETS STA. 875+00.00 TO STA. 876+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	365
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



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

USER NAME =	IDOT	DESIGNED -	ATM	REVISED -	
MODEL NAME =	Default	DRAWN -	RJO	REVISED -	
PLOT SCALE =	1/200000' / ft.	CHECKED -	LDC	REVISED -	
PLOT DATE =	4/26/2014	DATE -	Apr 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

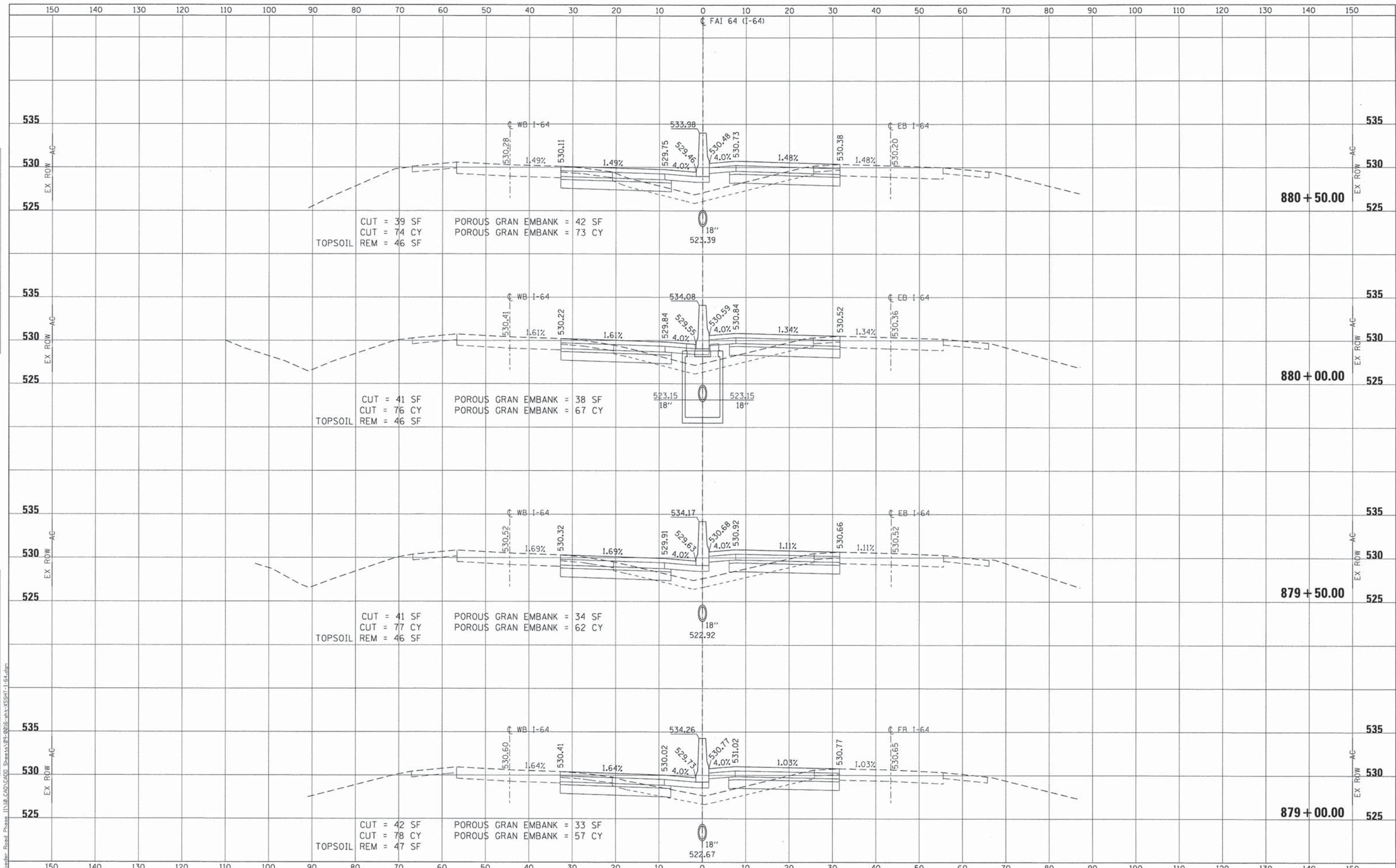
SCALE: 1" = 10'    SHEET NO. 18 OF 80 SHEETS    STA. 877+00.00 TO STA. 878+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	366
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLDT SCALE = 1/20000' / ft.	CHECKED - LDC	REVISED -
PLDT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

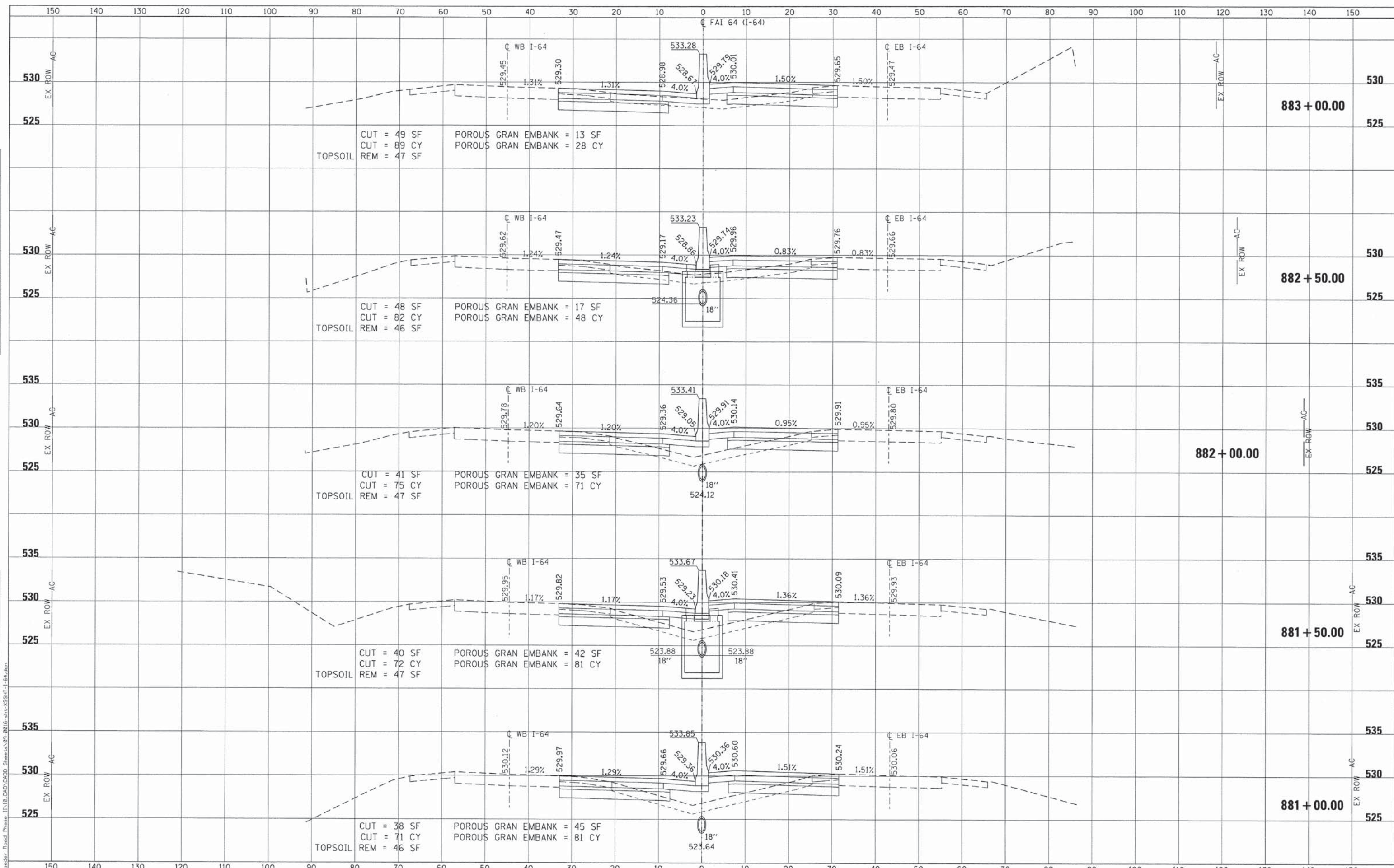
SCALE: 1" = 10' SHEET NO. 19 OF 80 SHEETS STA. 879+00.00 TO STA. 880+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	367
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
EXAMINED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLDT SCALE = 1/20,000 1" = 40'	CHECKED - LDC	REVISED -
PLDT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

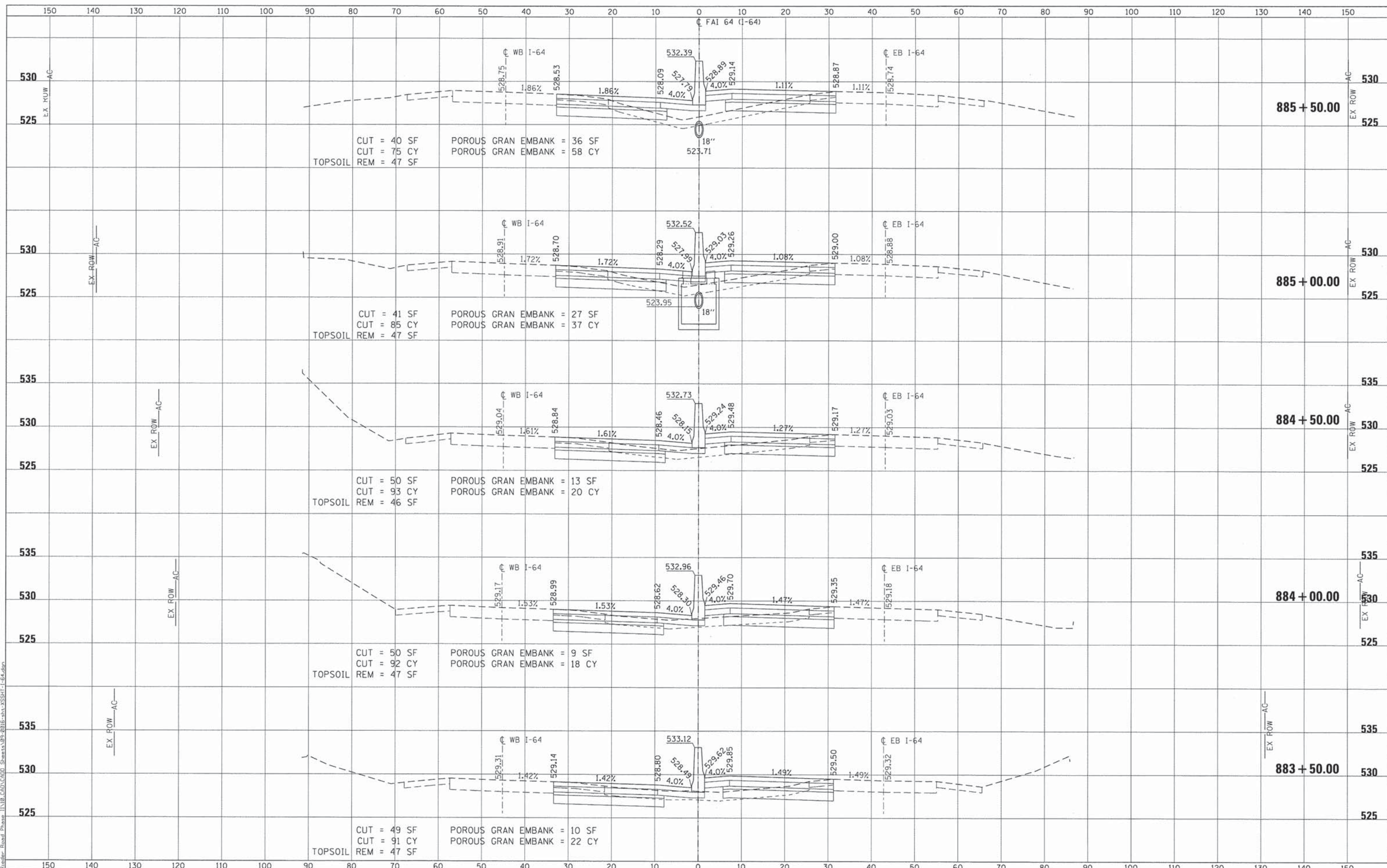
**CROSS SECTIONS  
FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 20 OF 80 SHEETS  
 STA. 881+00.00 TO STA. 883+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	368
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

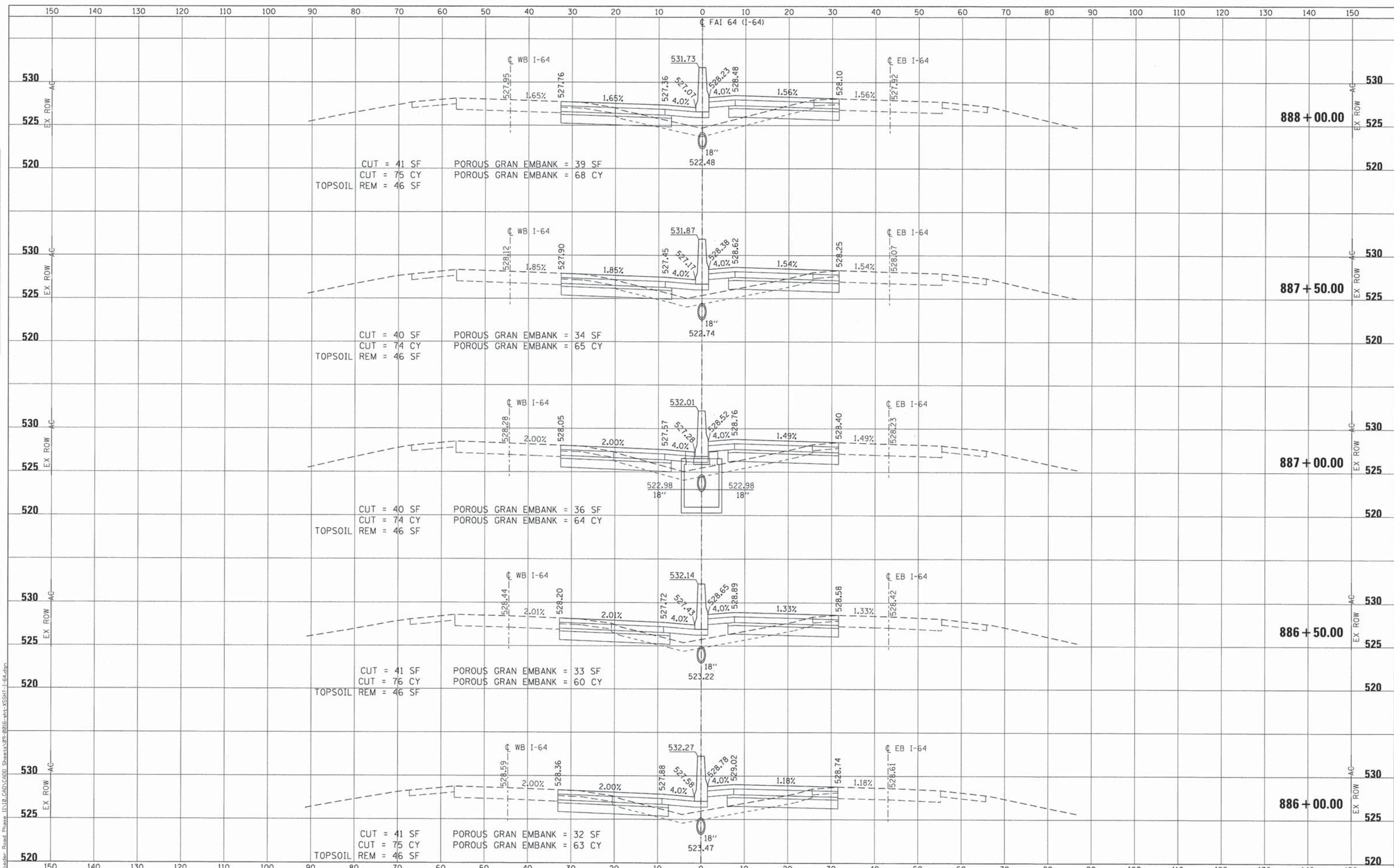
SCALE: 1" = 10'  
 SHEET NO. 21 OF 80 SHEETS  
 STA. 883+50.00 TO STA. 885+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	369
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/2" = 1'	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

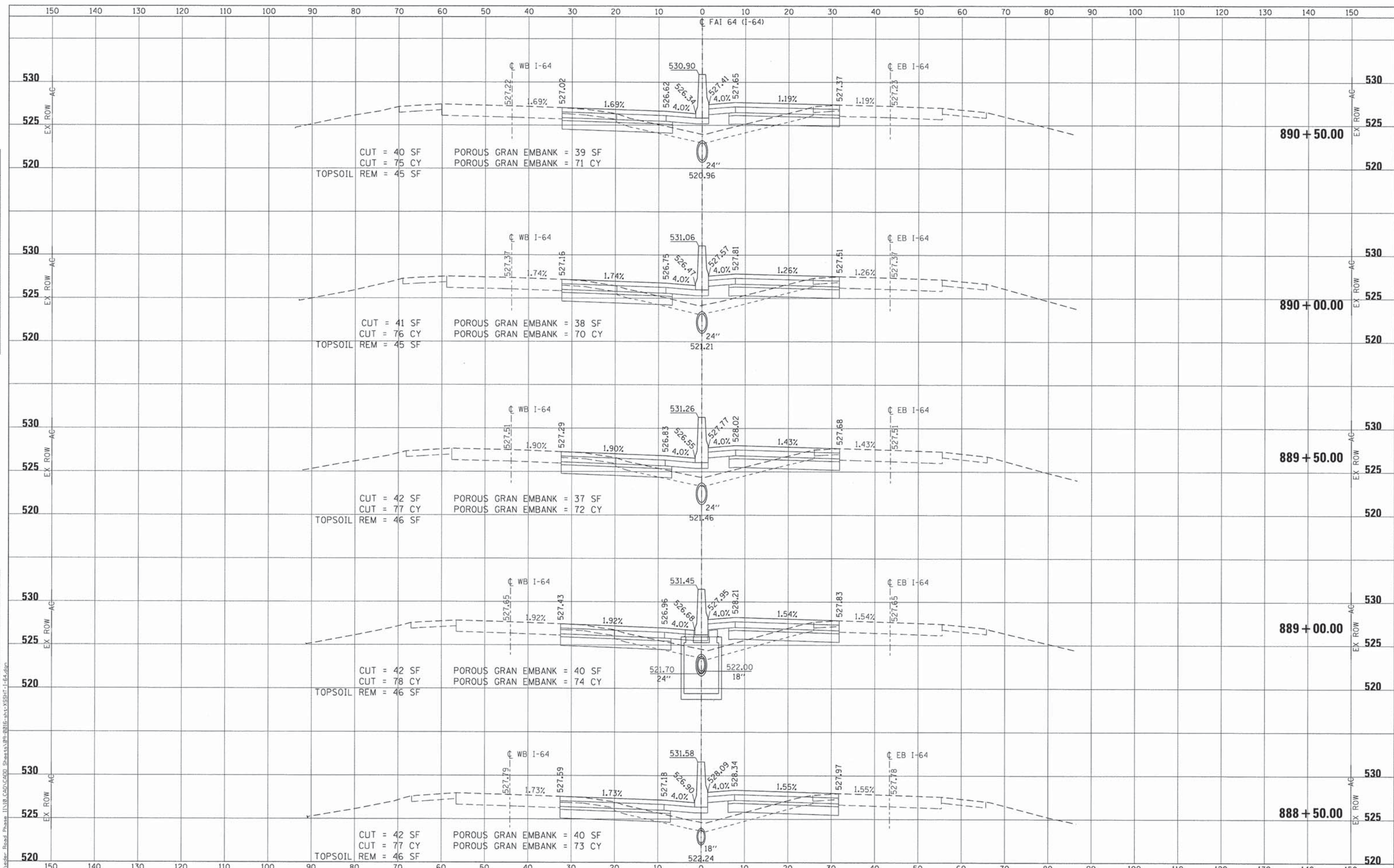
SCALE: 1" = 10'    SHEET NO. 22 OF 80 SHEETS    STA. 886+00.00 TO STA. 888+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	370
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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DRAWN	
CHECKED	
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BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	



FILE NAME = 09-0016-sht-XSSH1-I-64.dgn  
 USER NAME = 100T  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

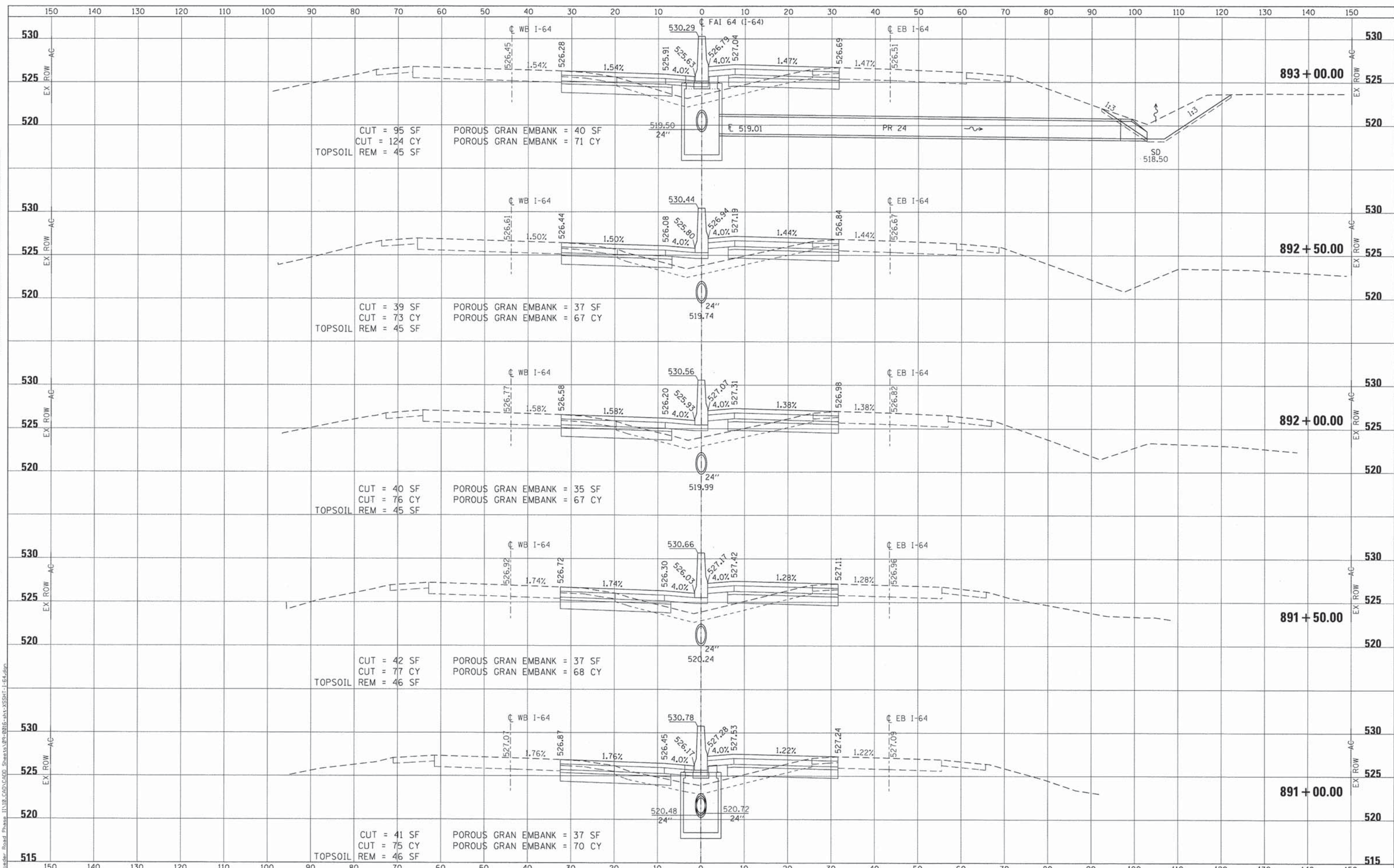
**CROSS SECTIONS  
 FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 23 OF 80 SHEETS  
 STA. 888+50.00 TO STA. 890+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	371
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		ILLINOIS



DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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FILE NAME = 09-0016-sht-XSSH1-I-64.dgn  
 USER NAME = IDOT  
 DESIGNED - ATM  
 DRAWN - RJO  
 CHECKED - LDC  
 DATE - April 29, 2014

MODEL NAME = Default	DESIGNED - ATM	REVISED -
PLOT SCALE = 1/200000' / ft.	DRAWN - RJO	REVISED -
PLOT DATE = 4/26/2014	CHECKED - LDC	REVISED -
	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

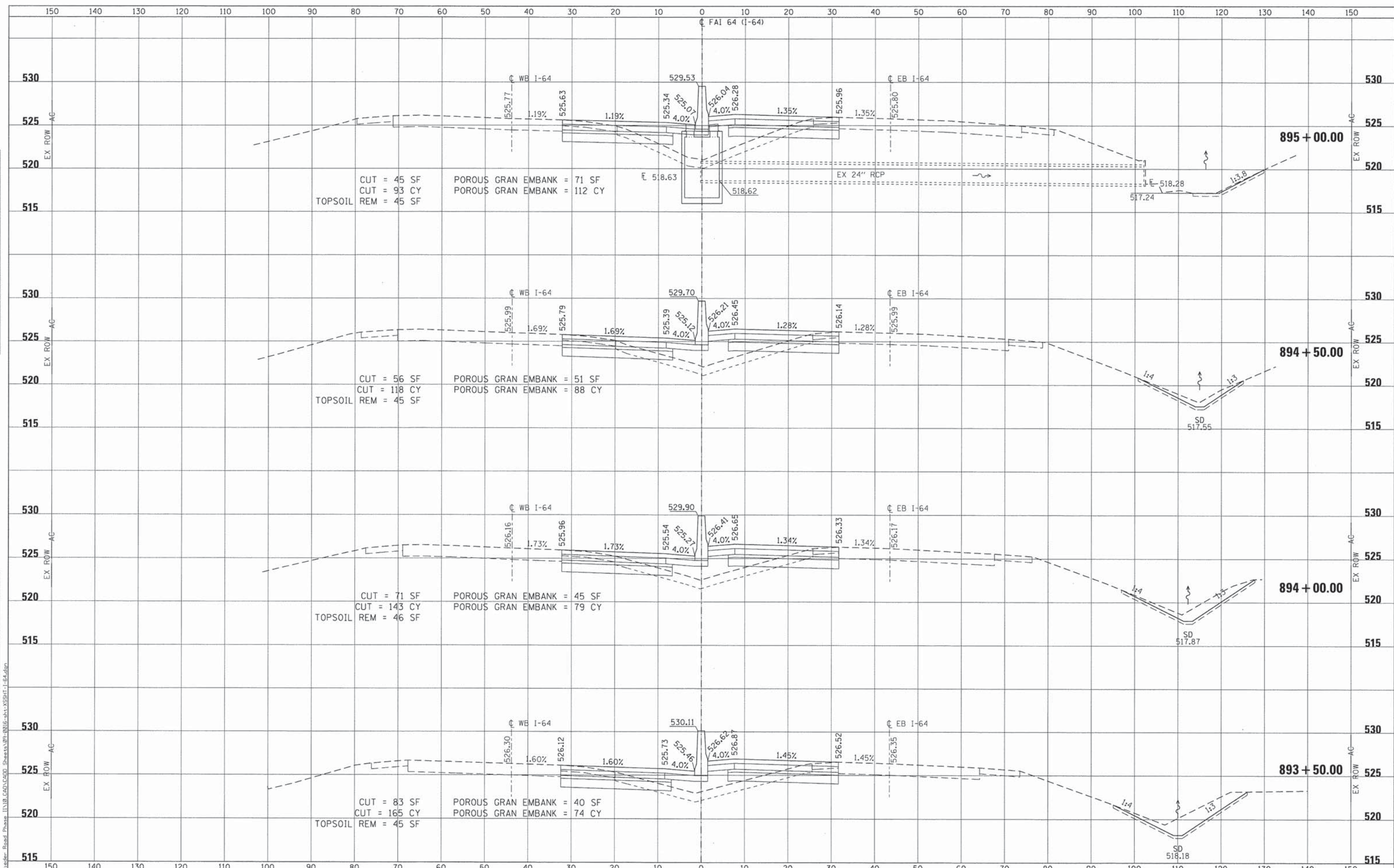
SCALE: 1" = 10'  
 SHEET NO. 24 OF 80 SHEETS  
 STA. 891+00.00 TO STA. 893+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	372
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-0016-sht-XSSH1-I-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

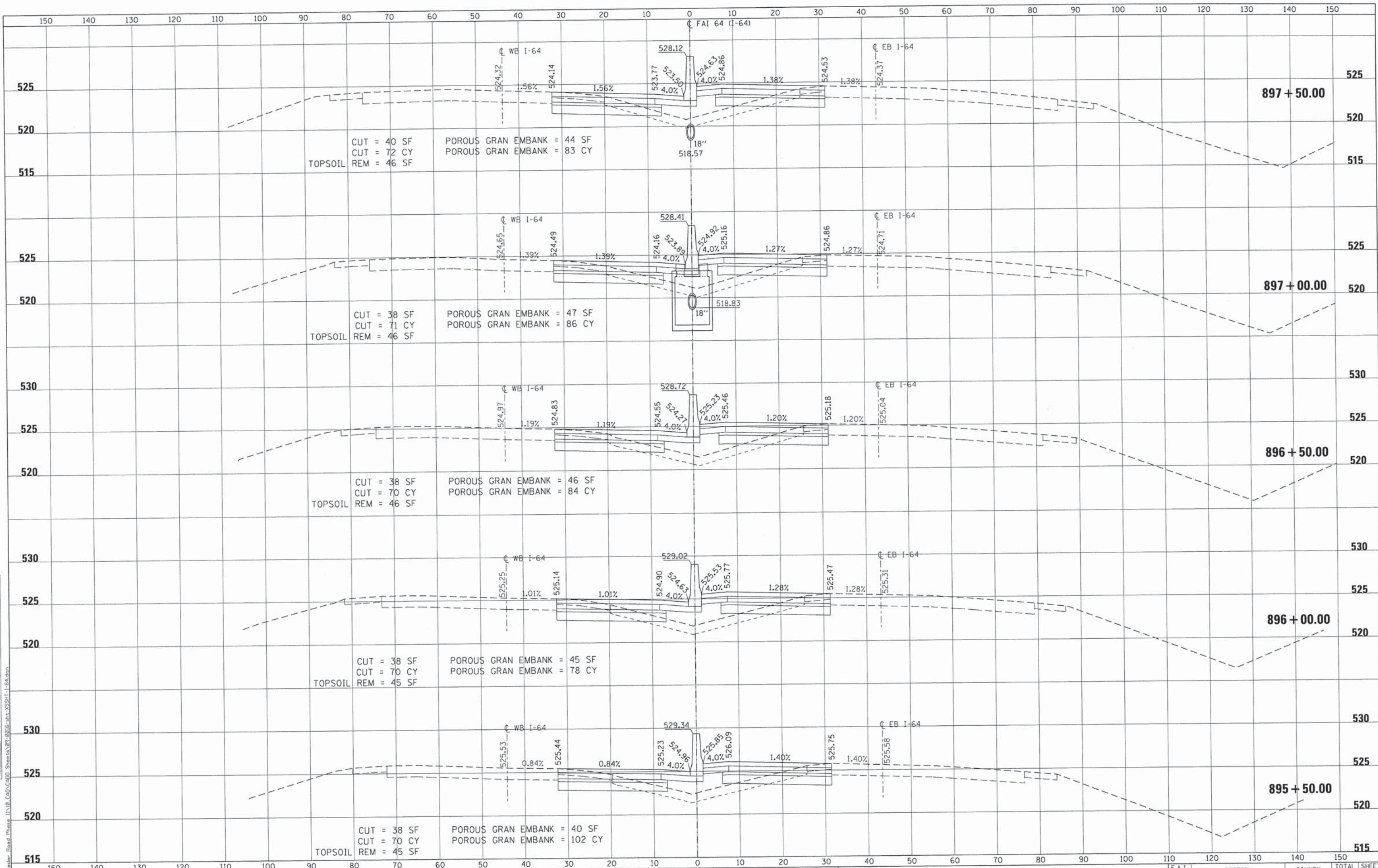
SCALE: 1" = 10'  
 SHEET NO. 25 OF 80 SHEETS  
 STA. 893+50.00 TO STA. 895+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	373
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FINAL SURVEY	
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ORIGINAL SURVEY	
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PLOTTED	
NOTE BOOK	
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FILE NAME = 09-0016-sh-t-XSSH1-I-64.dgn  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / Ft.  
 PLOT DATE = 4/26/2014

USER NAME = IDOT	DESIGNED - ATM	REVISED -
DRAWN - RJO	CHECKED - LDC	REVISED -
DATE - Apr 29, 2014		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

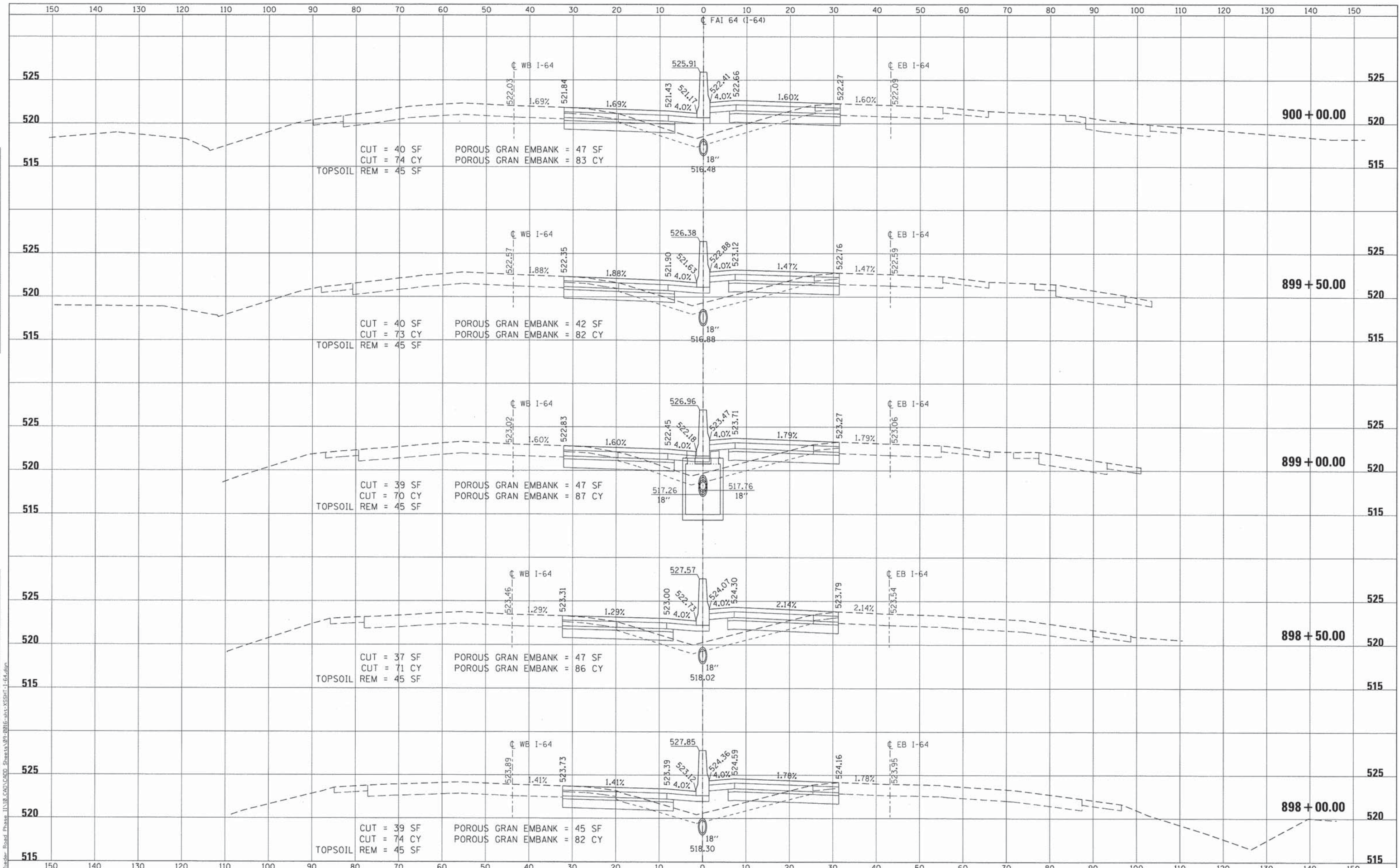
CROSS SECTIONS	
FAI 64 (I-64)	
SCALE: 1" = 10'	SHEET NO. 26 OF 80 SHEETS
STA. 895+50.00	TO STA. 897+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	374
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
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NOTE BOOK	
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FILE NAME = 09-0016-eh-t-XSSH1-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

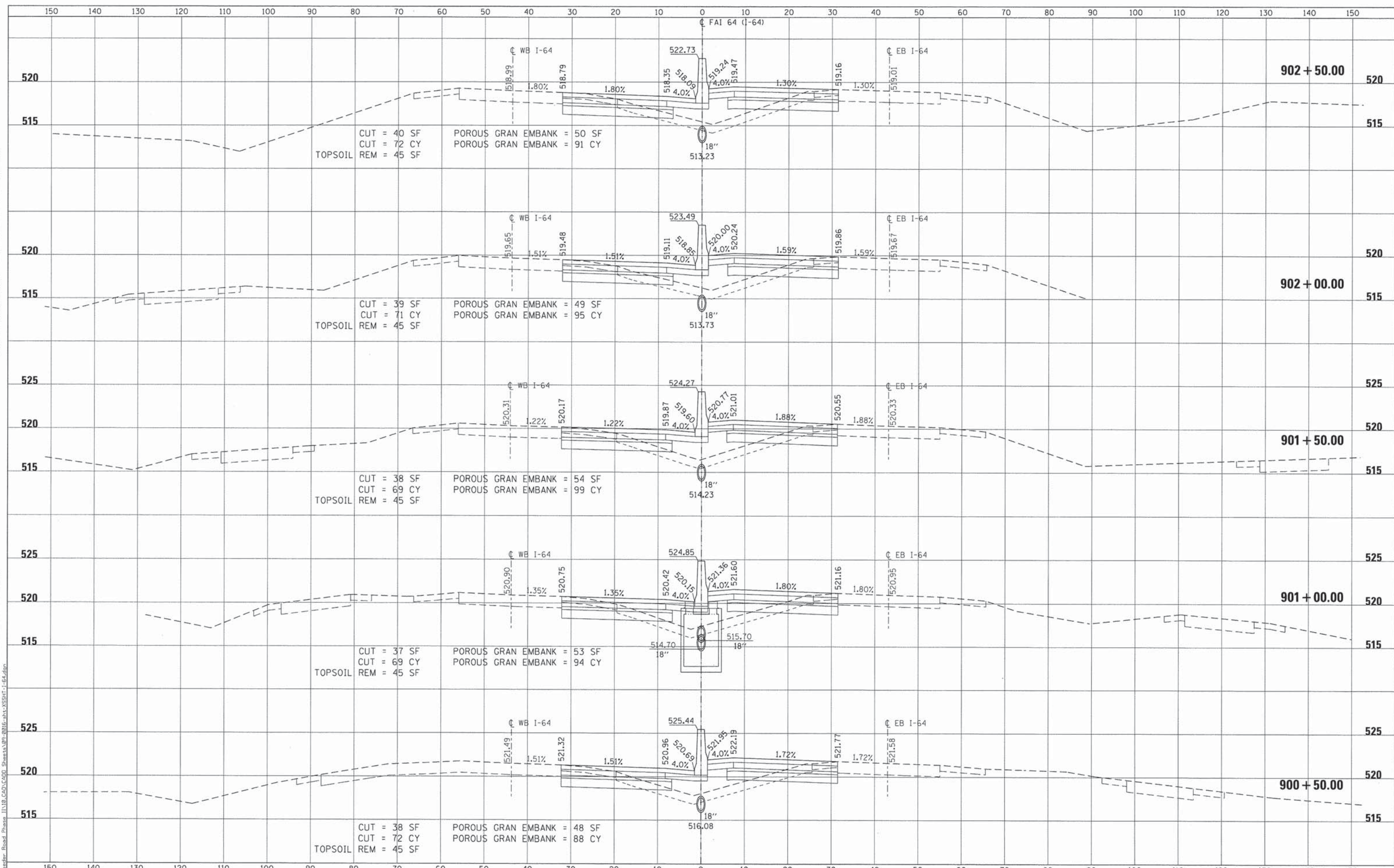
SCALE: 1" = 10' SHEET NO. 27 OF 80 SHEETS STA. 898+00.00 TO STA. 900+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	375
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-2016-sht-XSSH-I-64.dgn

USER NAME = IDDT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

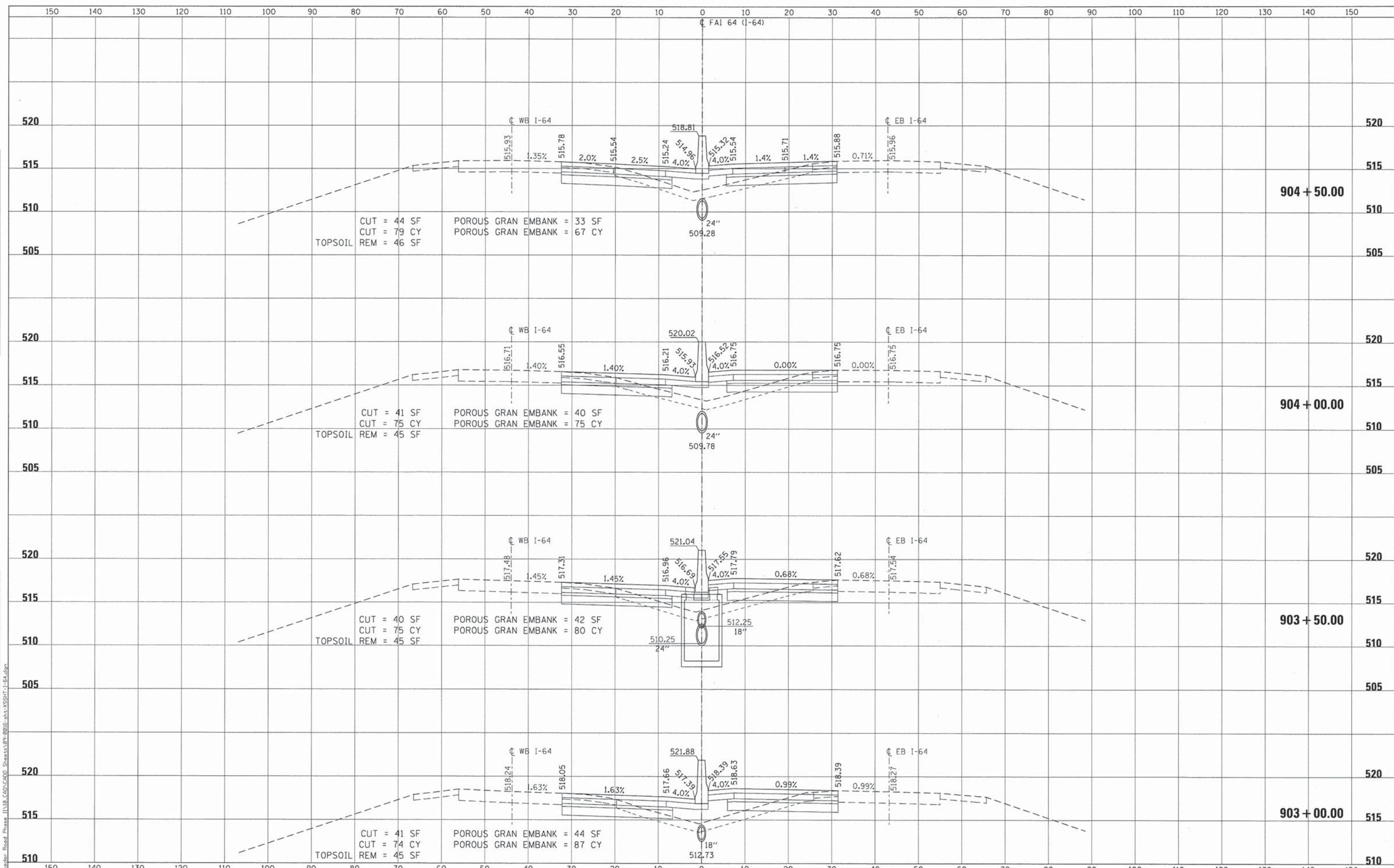
**CROSS SECTIONS  
FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 28 OF 80 SHEETS  
 STA. 900+50.00 TO STA. 902+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	376
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDDT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

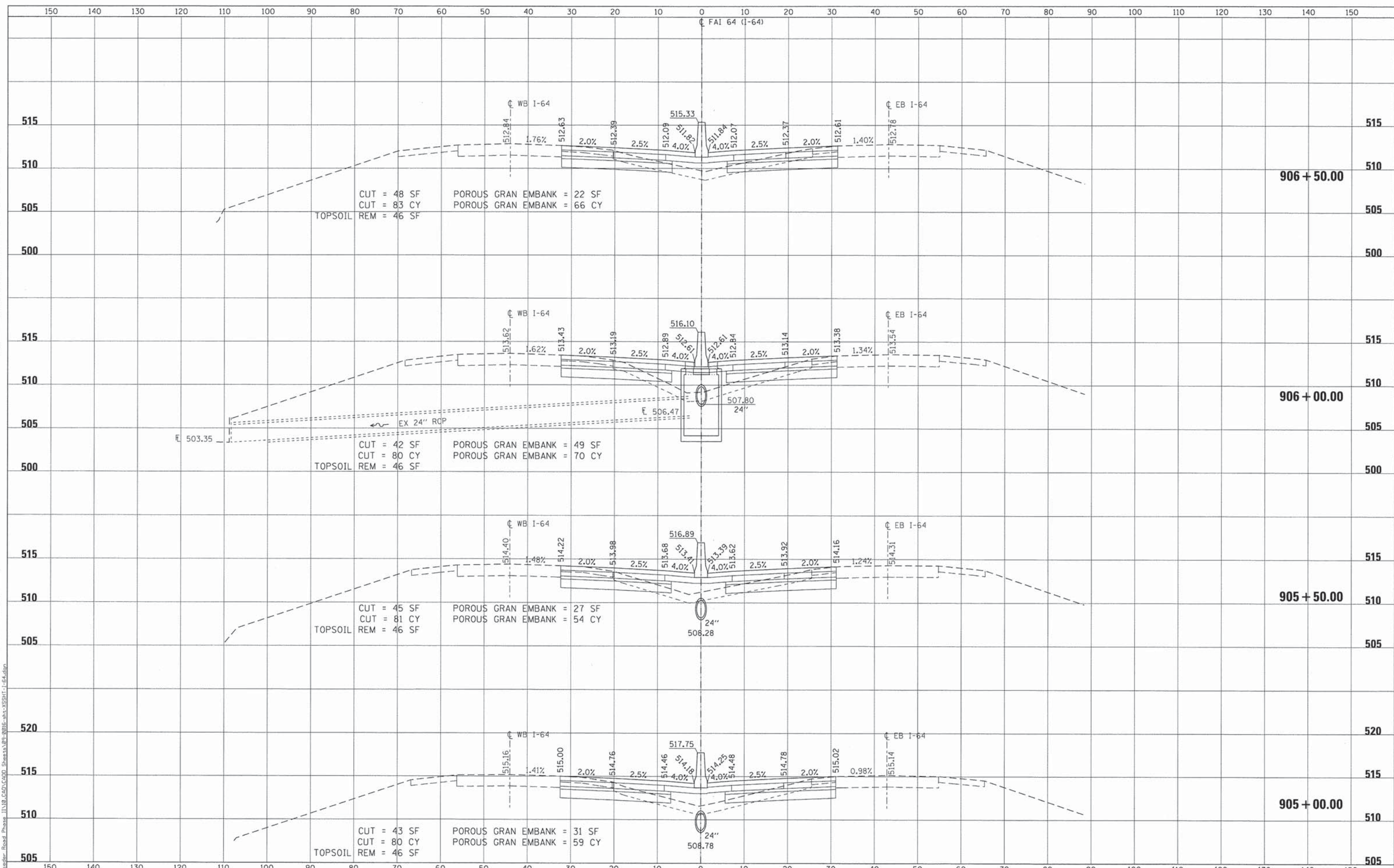
SCALE: 1" = 10' SHEET NO. 29 OF 80 SHEETS STA. 903+00.00 TO STA. 904+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	377
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FINAL SURVEY	
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NOTE BOOK	
AREAS CHECKED	
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ORIGINAL SURVEY	
SURVEY PLOTTED	
TEMPLATE	
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FILE NAME = 09-0216-sht-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

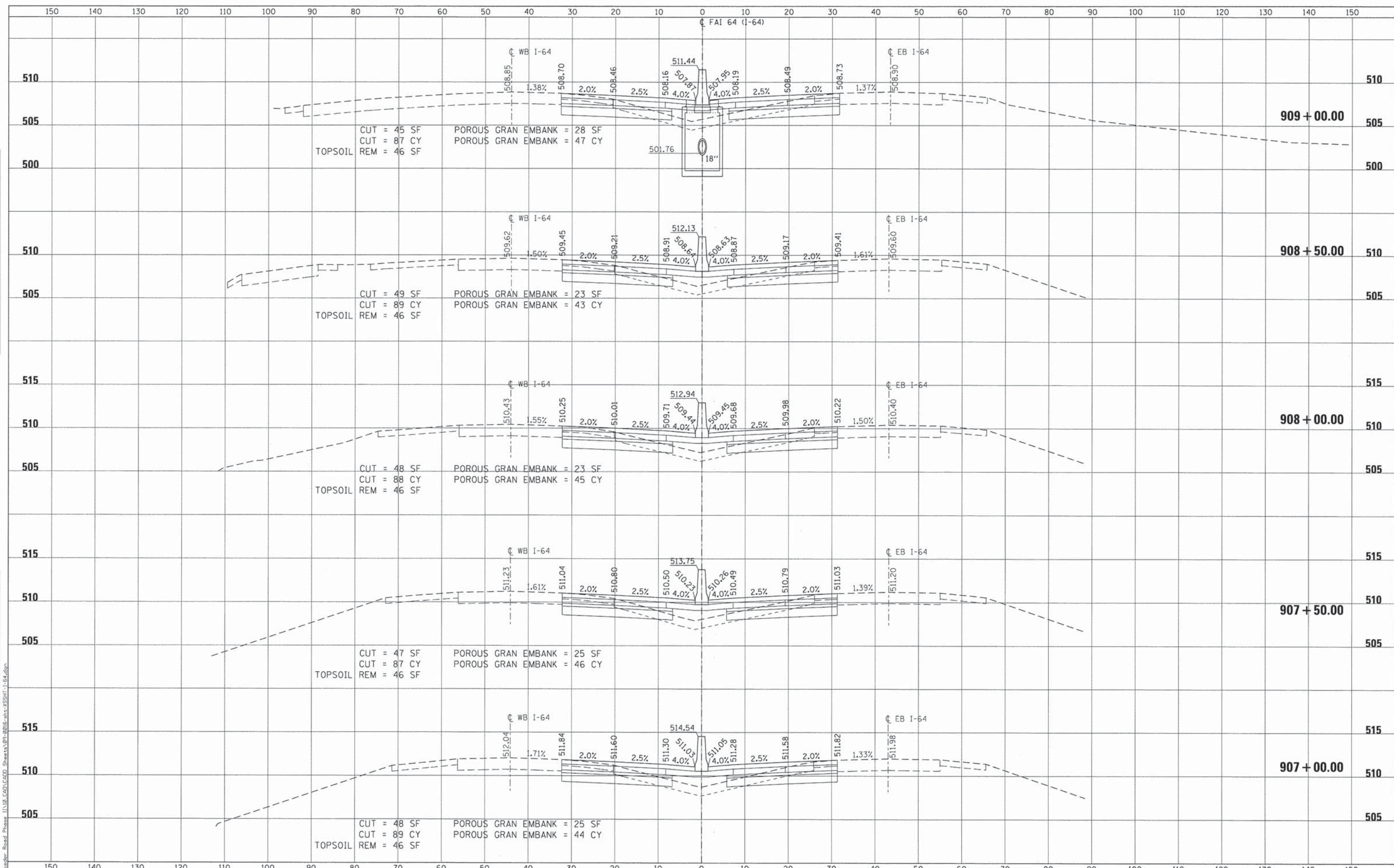
SCALE: 1" = 10'  
 SHEET NO. 30 OF 80 SHEETS  
 STA. 905+00.00 TO STA. 906+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	378
TR RTE, 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 120.0000' / Ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

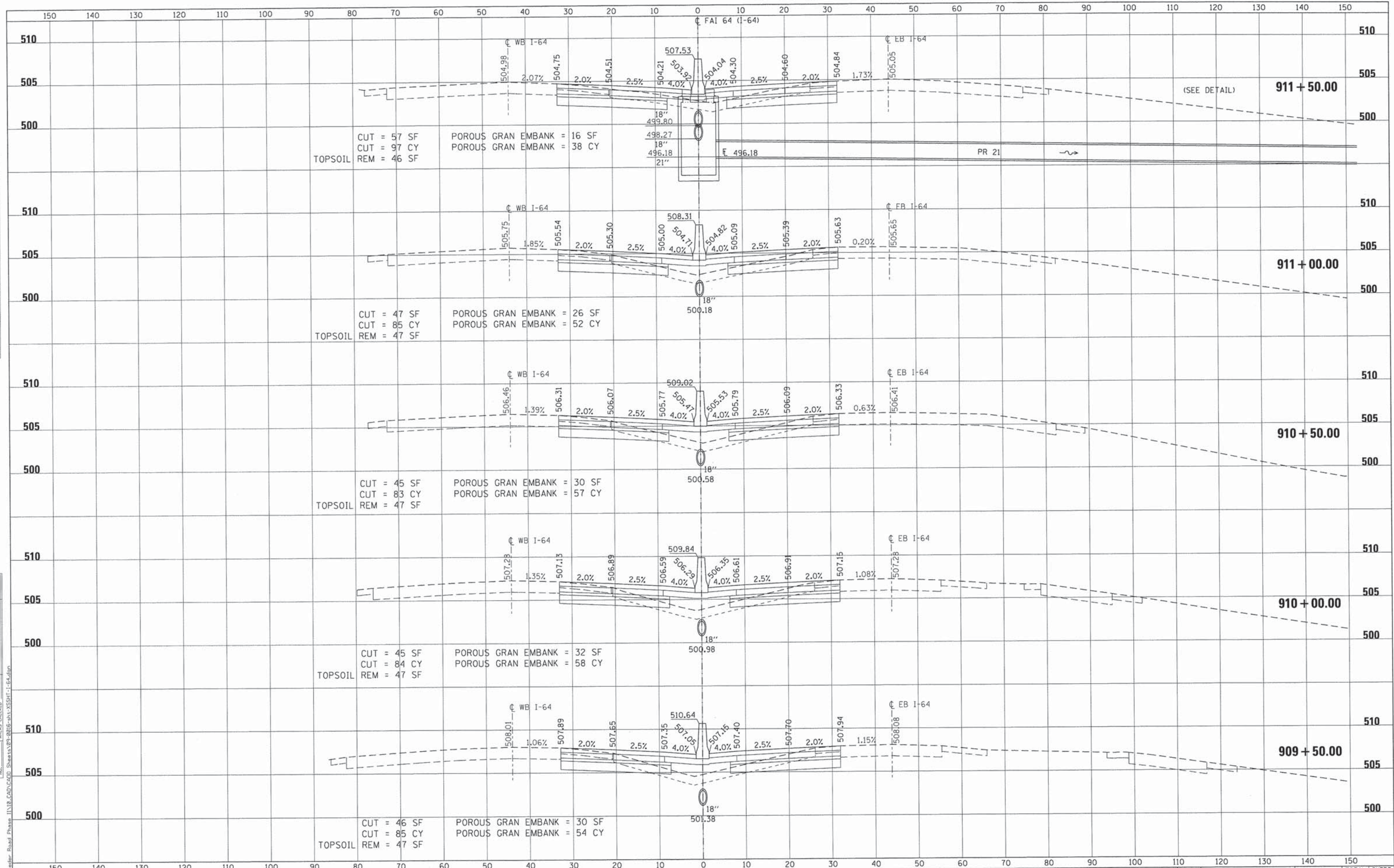
SCALE: 1" = 10'    SHEET NO. 31 OF 80 SHEETS    STA. 907+00.00 TO STA. 909+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	379
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



FINAL SURVEY	DATE
SURVEYED	BY
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ORIGINAL SURVEY	DATE
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TOPSOIL CUT = 57 SF  
 CUT = 97 CY  
 REM = 46 SF

POROUS GRAN EMBANK = 16 SF  
 POROUS GRAN EMBANK = 38 CY

TOPSOIL CUT = 47 SF  
 CUT = 85 CY  
 REM = 47 SF

POROUS GRAN EMBANK = 26 SF  
 POROUS GRAN EMBANK = 52 CY

TOPSOIL CUT = 45 SF  
 CUT = 83 CY  
 REM = 47 SF

POROUS GRAN EMBANK = 30 SF  
 POROUS GRAN EMBANK = 57 CY

TOPSOIL CUT = 45 SF  
 CUT = 84 CY  
 REM = 47 SF

POROUS GRAN EMBANK = 32 SF  
 POROUS GRAN EMBANK = 58 CY

TOPSOIL CUT = 46 SF  
 CUT = 85 CY  
 REM = 47 SF

POROUS GRAN EMBANK = 30 SF  
 POROUS GRAN EMBANK = 54 CY

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

SCALE: 1" = 10' SHEET NO. 32 OF 80 SHEETS STA. 909+50.00 TO STA. 911+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	380
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

FILE NAME = 09-2016-sht-XSSHT-I-64.dgn

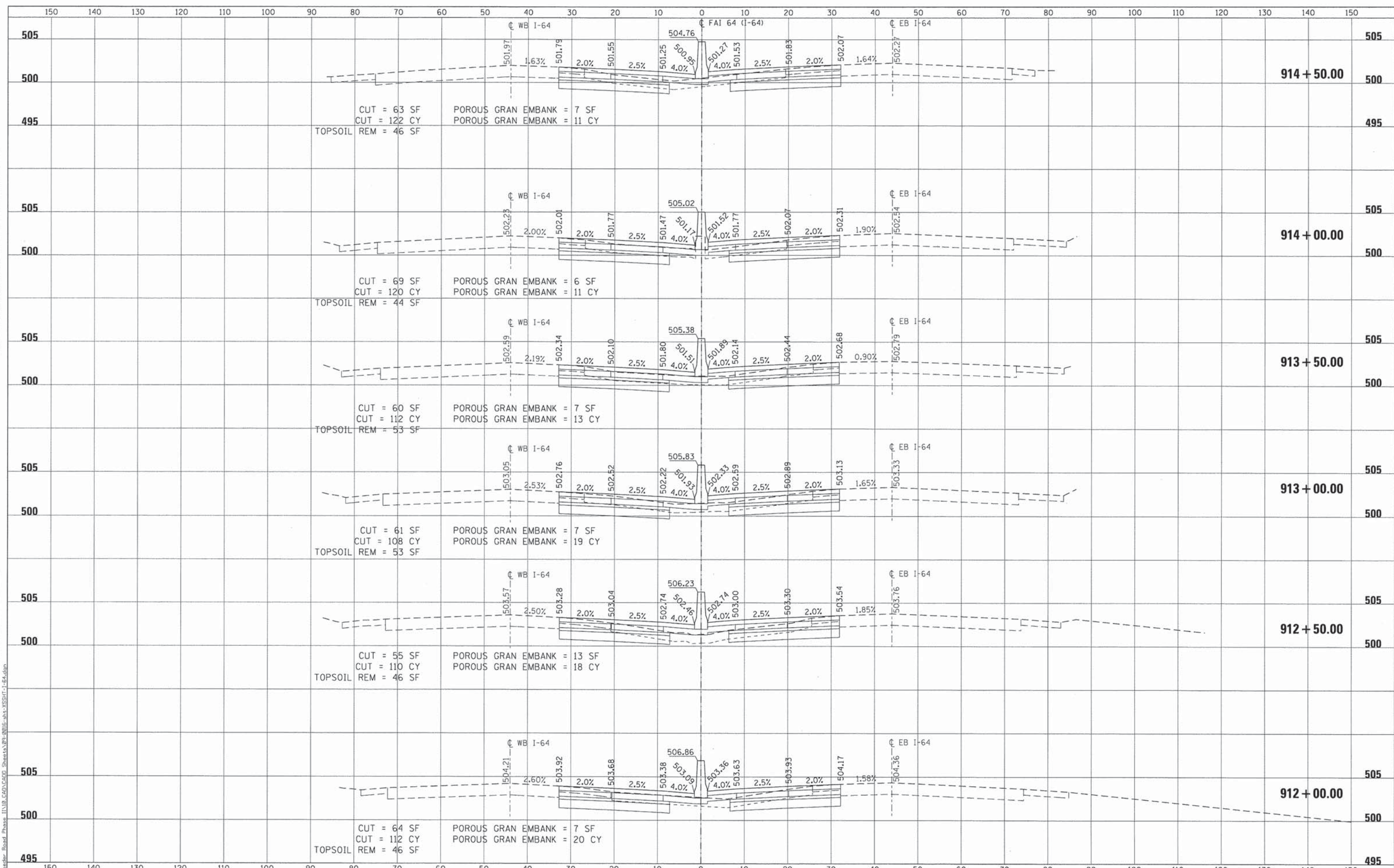
USER NAME = I00T	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 120.0000' / Ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - April 29, 2014	REVISED -

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DATE	
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FINAL SURVEY	
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NOTE BOOK	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
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NOTE BOOK	
AREAS CHECKED	
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FILE NAME : 09-0016-shr-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

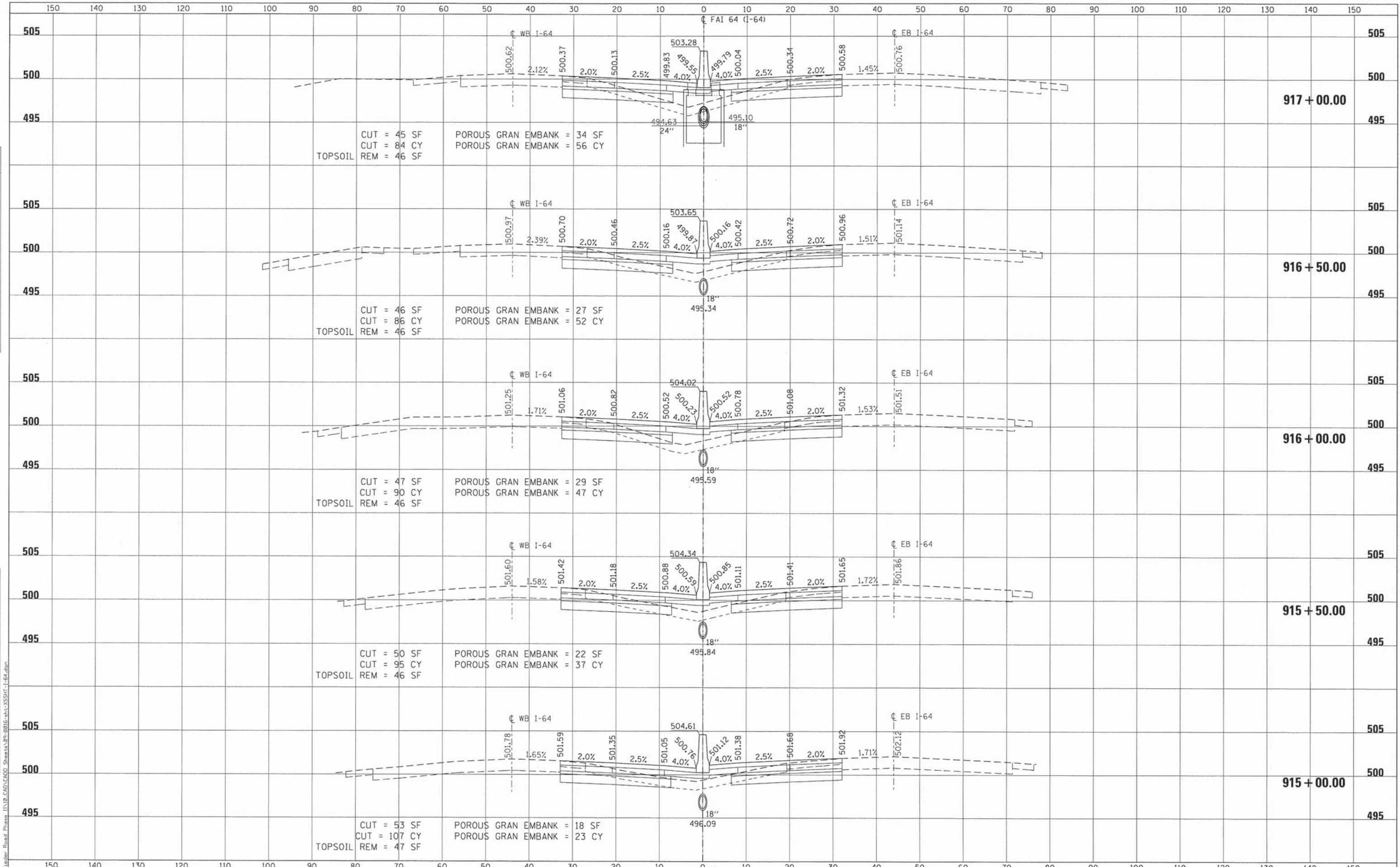
SCALE: 1" = 10'  
 SHEET NO. 33 OF 80 SHEETS  
 STA. 912+00.00 TO STA. 914+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	381
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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SURVEYED	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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NOTE BOOK	
AREAS CHECKED	
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FILE NAME = 09-0016-sht-XSSH-I-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLDT SCALE = 120,0000' / ft.	CHECKED - LDC	REVISED -
PLDT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

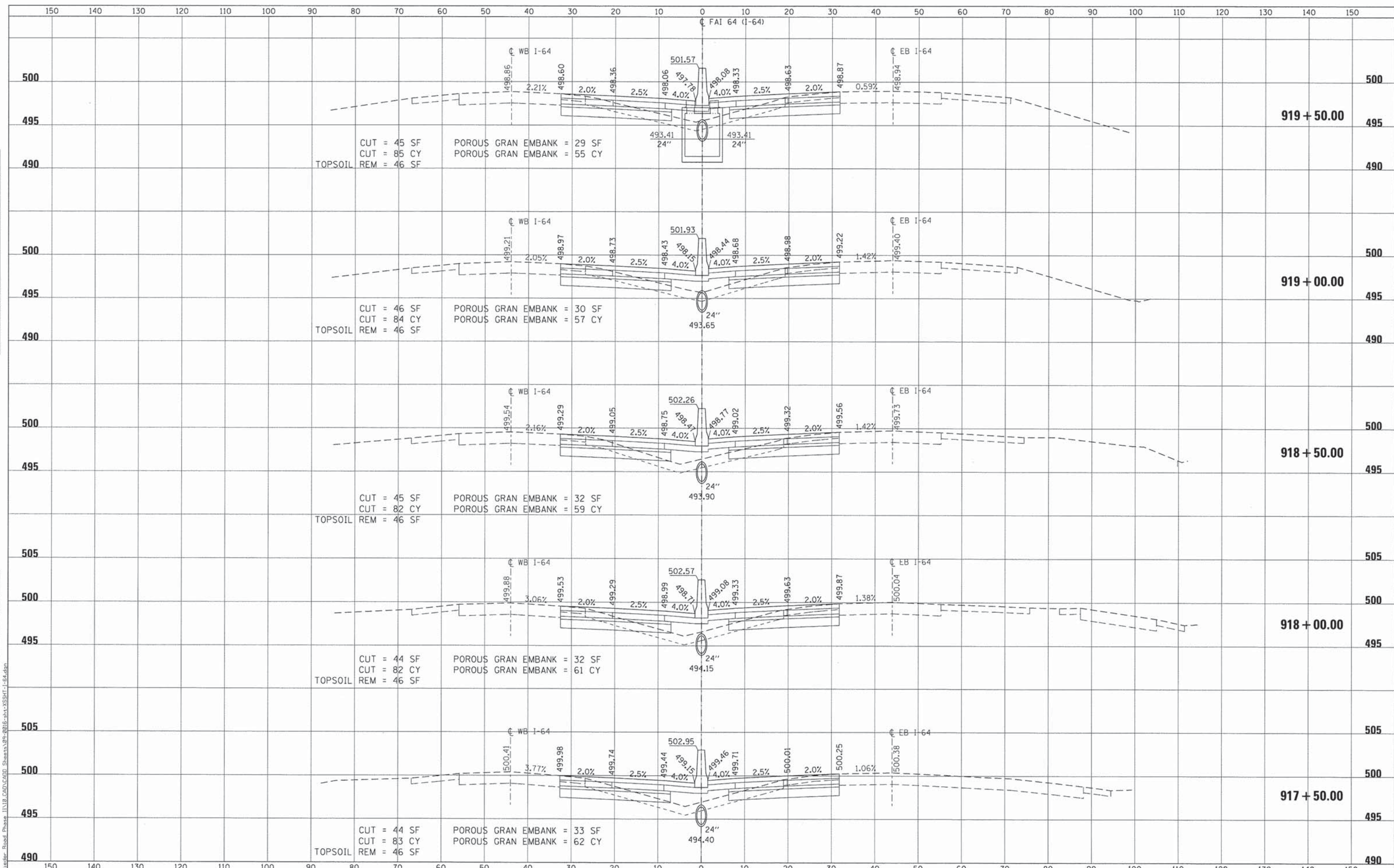
SCALE: 1" = 10'  
SHEET NO. 34 OF 80 SHEETS  
STA. 915+00.00 TO STA. 917+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	382
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FINAL SURVEY	
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FILE NAME = 09-0016-shr-XSSH-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/2000' / ft  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

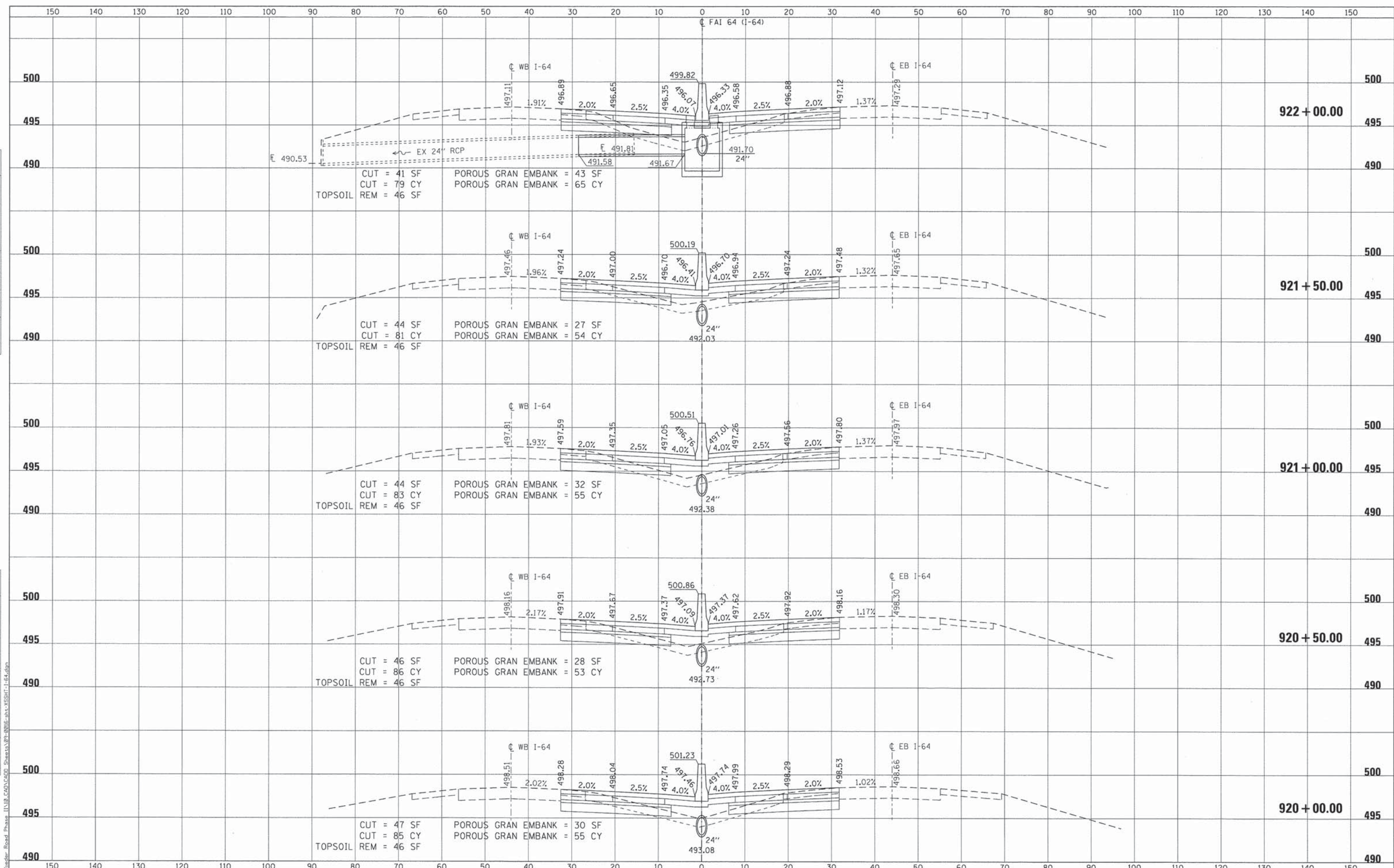
**CROSS SECTIONS  
FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 35 OF 80 SHEETS  
 STA. 917+50.00 TO STA. 919+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	383
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FINAL SURVEY	
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FILE NAME = 09-0016-sht-XSSH1-I-64.dgn  
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 PLOT SCALE = 1/8" = 10'  
 PLOT DATE = 4/26/2014

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

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

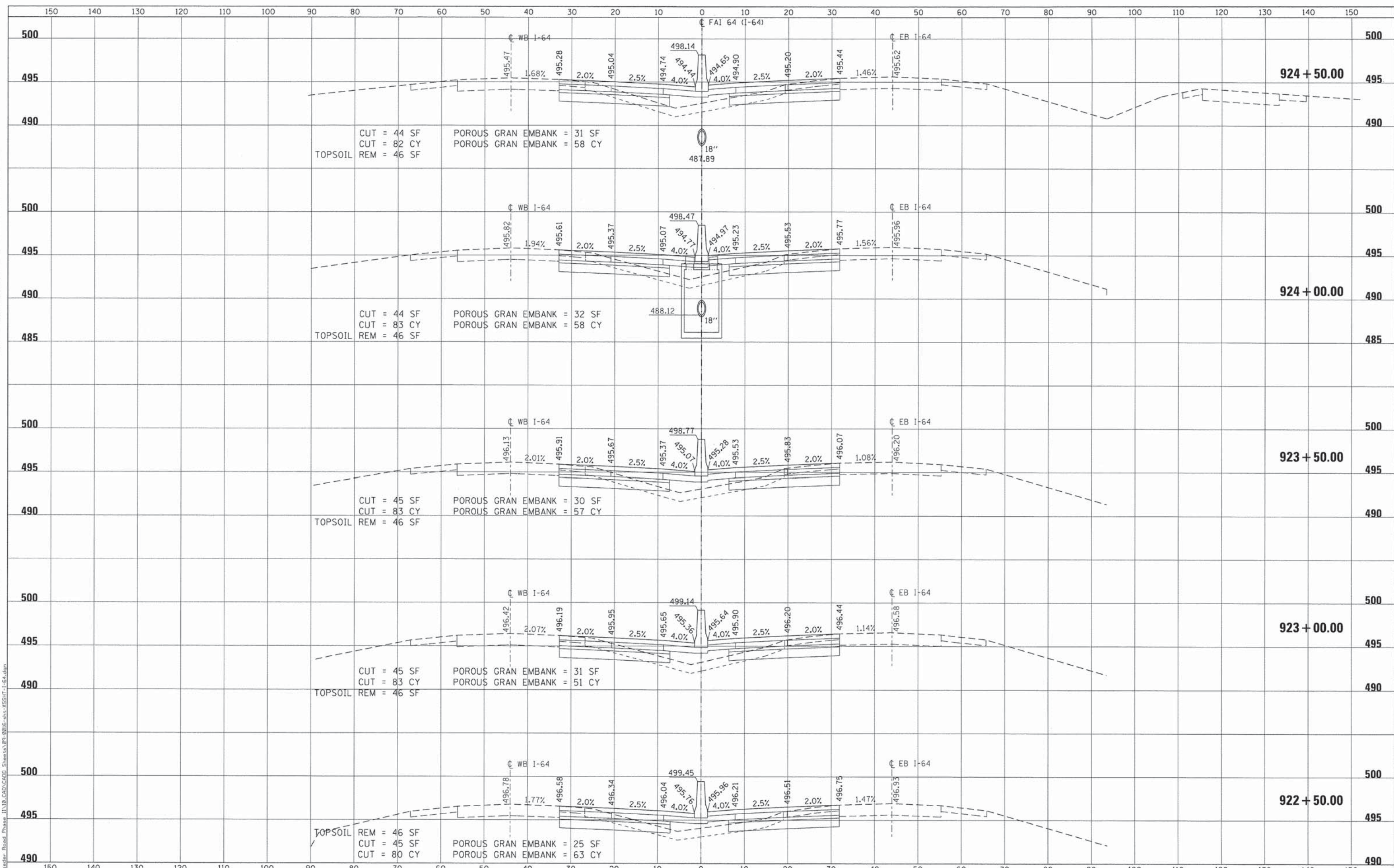
SCALE: 1" = 10' SHEET NO. 36 OF 80 SHEETS STA. 920+00.00 TO STA. 922+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	384
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
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ORIGINAL SURVEY	
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TEMPLATE	
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FILE NAME : 09-0016-sht-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/200000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

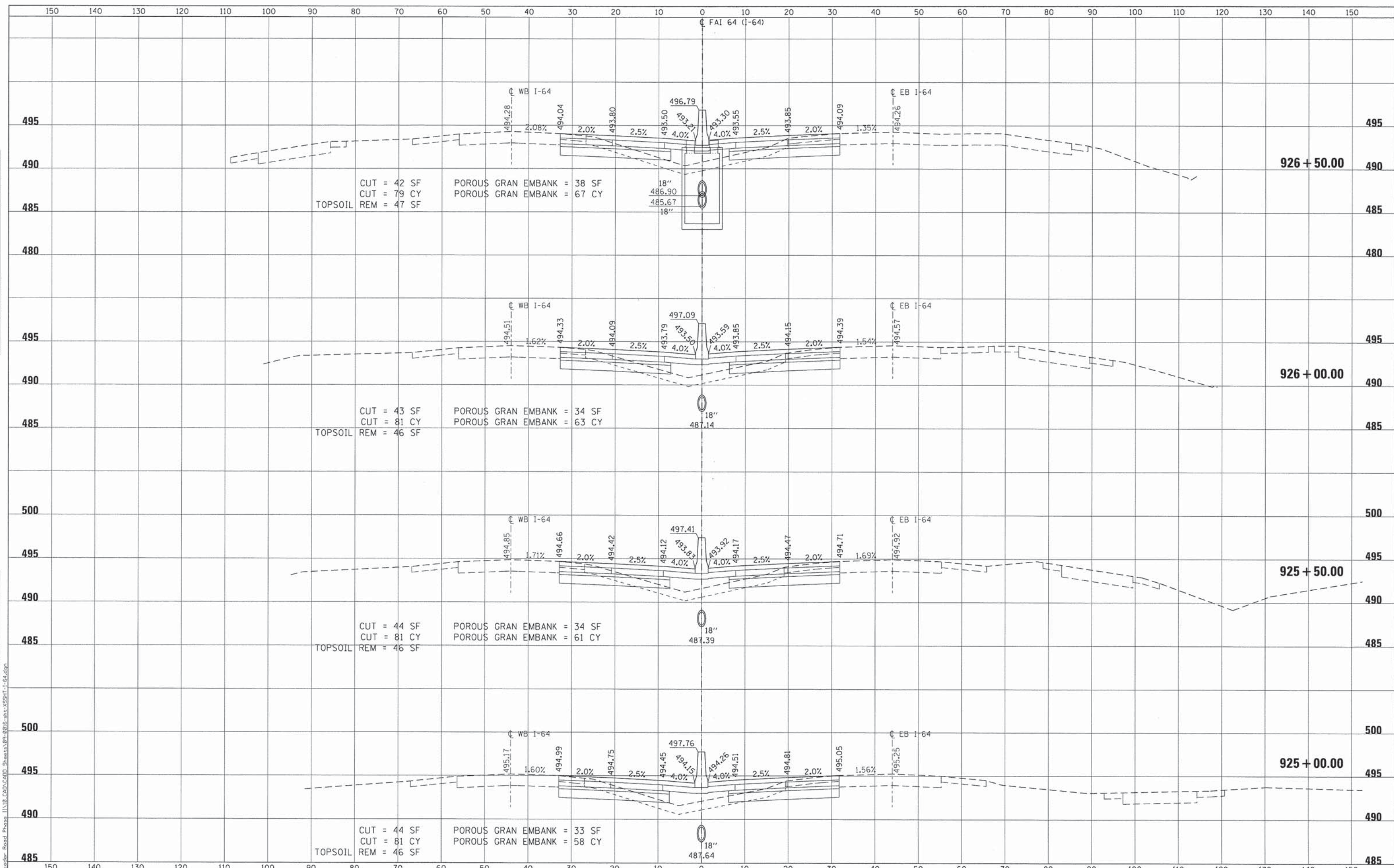
SCALE: 1" = 10'  
 SHEET NO. 37 OF 80 SHEETS  
 STA. 922+50.00 TO STA. 924+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	385
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120.0000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

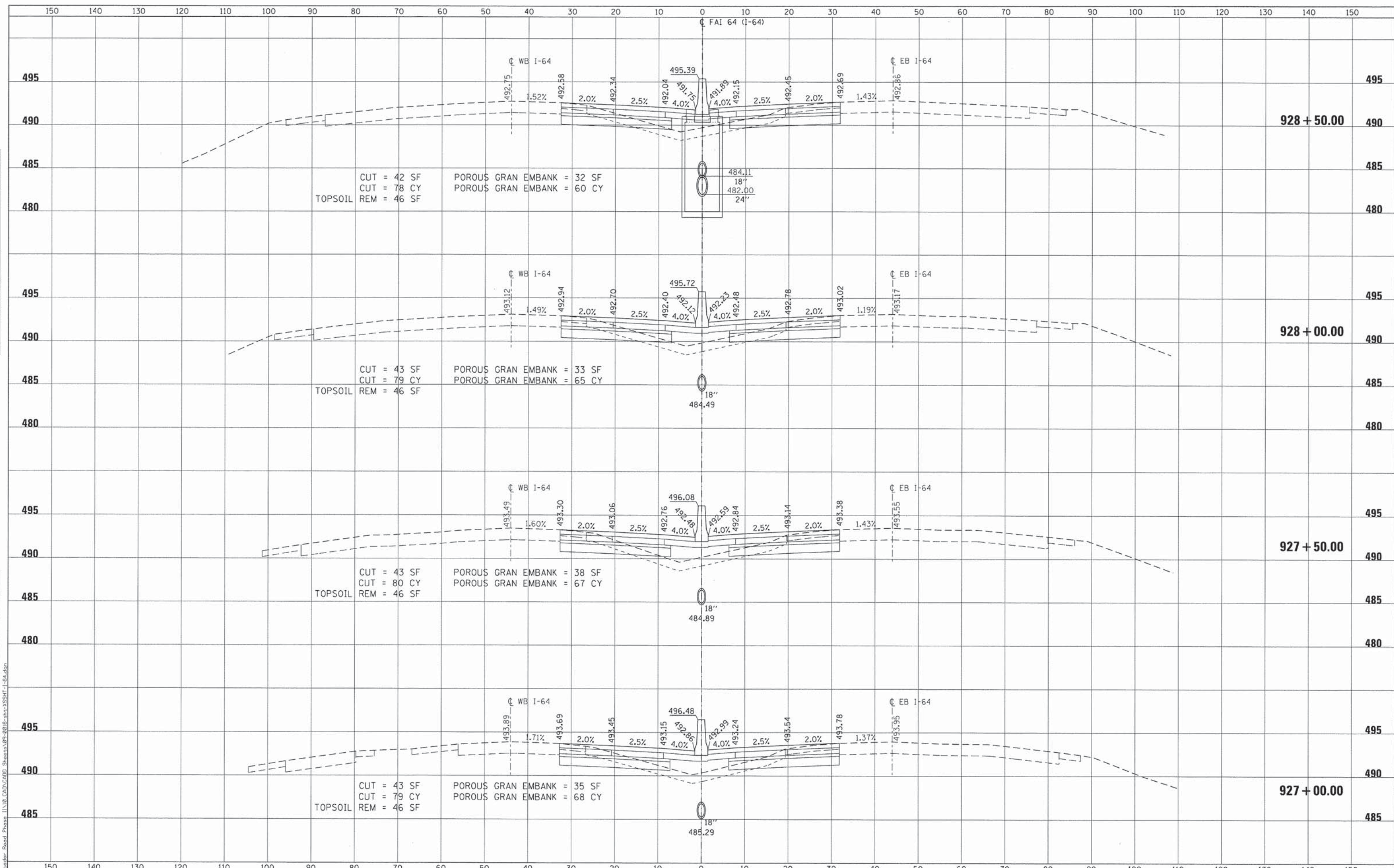
SCALE: 1" = 10'  
 SHEET NO. 38 OF 80 SHEETS  
 STA. 925+00.00 TO STA. 926+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	386
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FINAL SURVEY	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

SCALE: 1" = 10' SHEET NO. 39 OF 80 SHEETS STA. 927+00.00 TO STA. 928+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	387
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				

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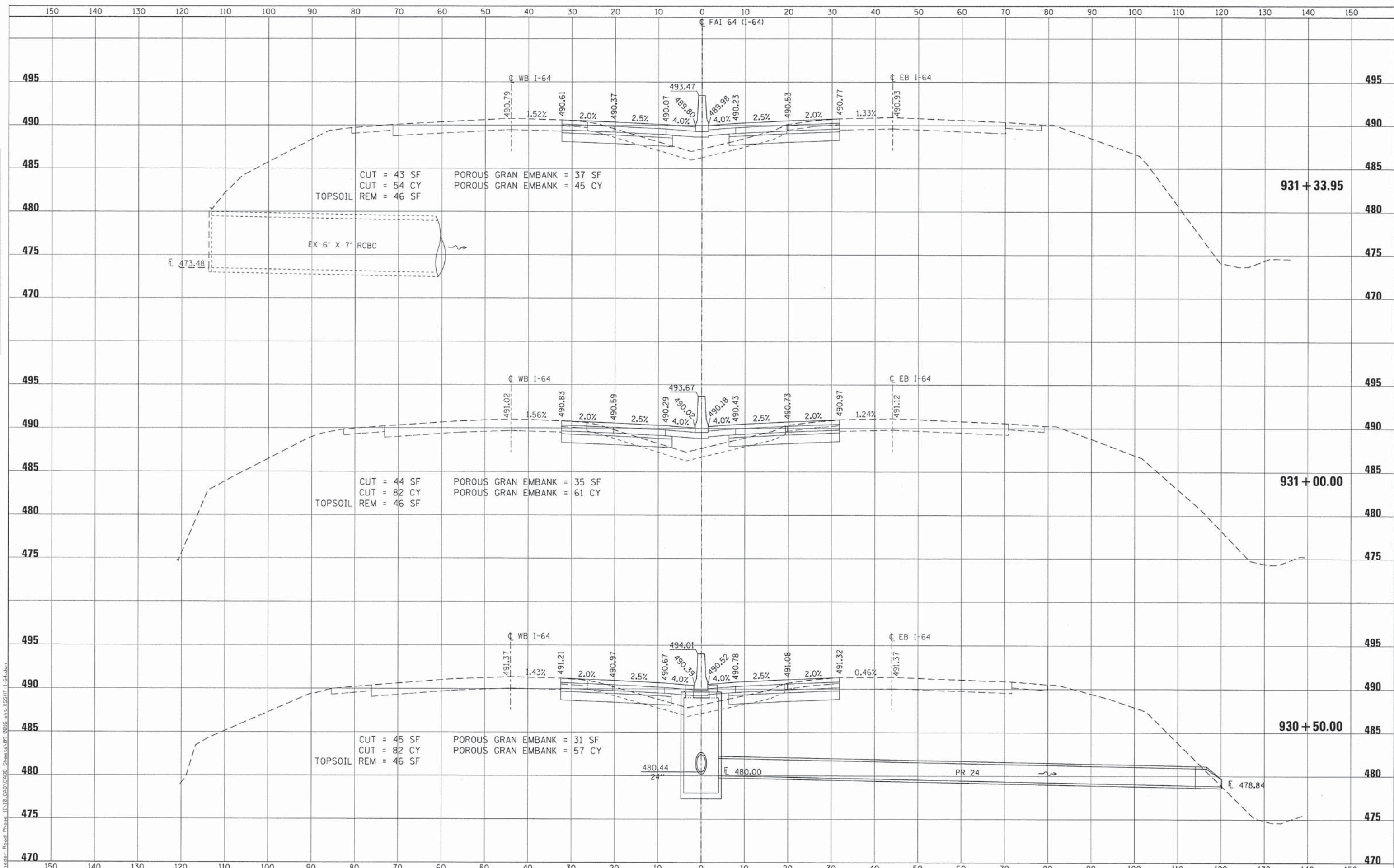






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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME =	100T	DESIGNED -	ATM	REVISED -	
MODEL NAME =	Default	DRAWN -	RJO	REVISED -	
PLOT SCALE =	120,0000' / ft.	CHECKED -	LDC	REVISED -	
PLOT DATE =	4/26/2014	DATE -	April 29, 2014	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

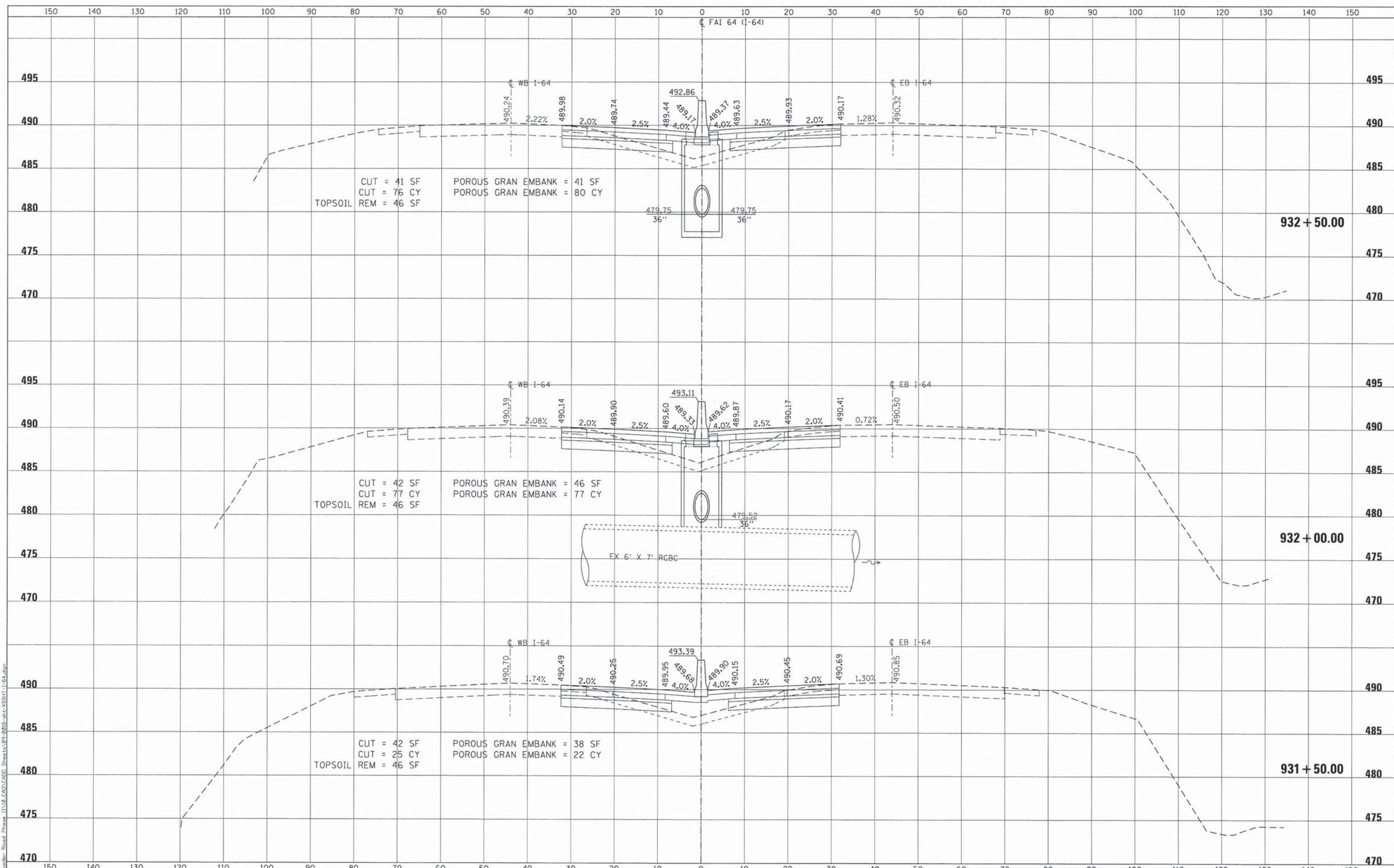
SCALE: 1" = 10' SHEET NO. 41 OF 80 SHEETS STA. 930+50.00 TO STA. 931+33.95

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	389
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = 100T	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20000' / ft.	CHECKED - LOC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

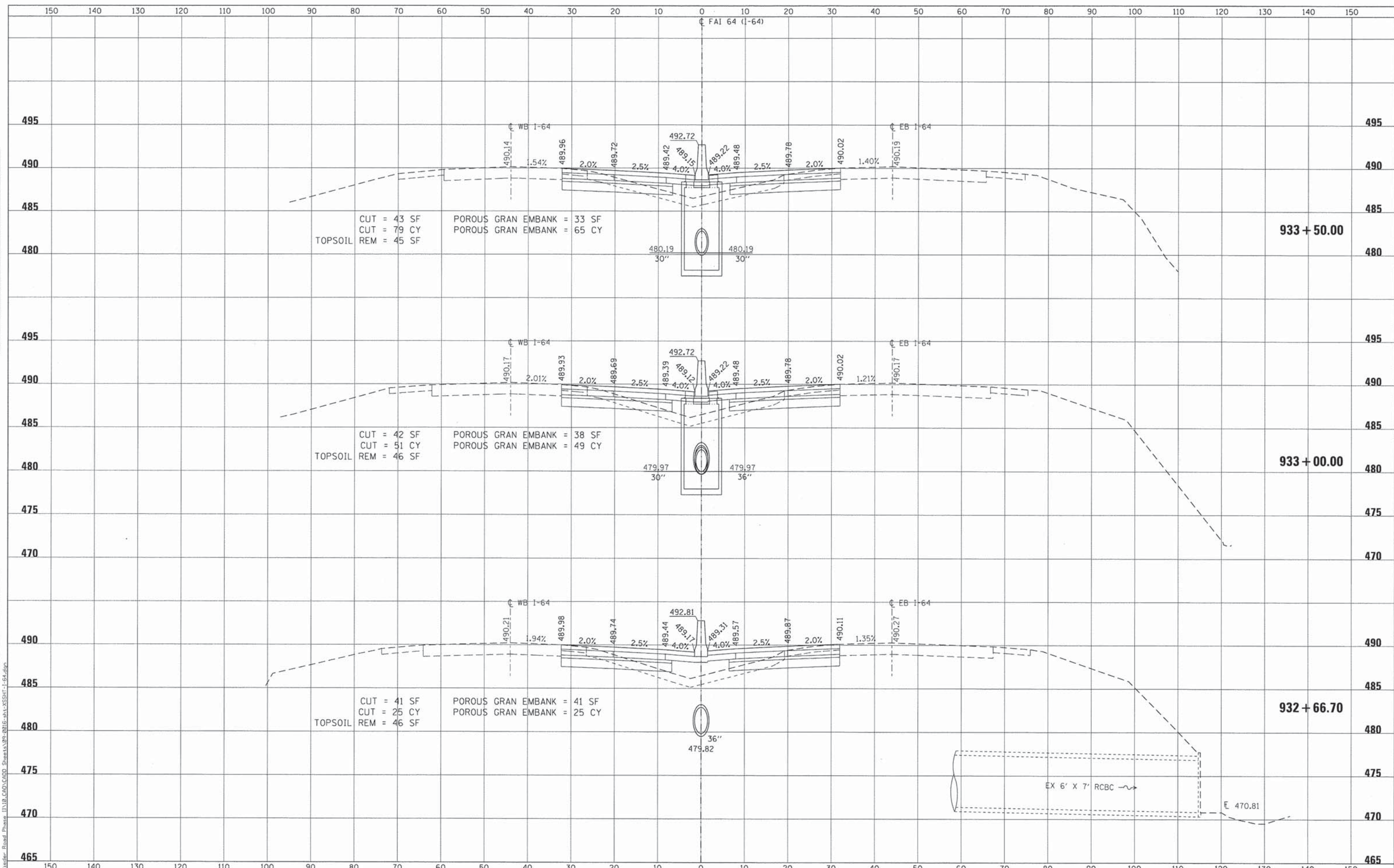
SCALE: 1" = 10' SHEET NO. 42 OF 80 SHEETS STA. 931+50.00 TO STA. 932+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	390
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
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PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-1-64.dgn

USER NAME = IDDT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLOT SCALE = 1/20,000' / ft.	CHECKED - LDC	REVISED -
PLOT DATE = 4/26/2014	DATE - Apr'11 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

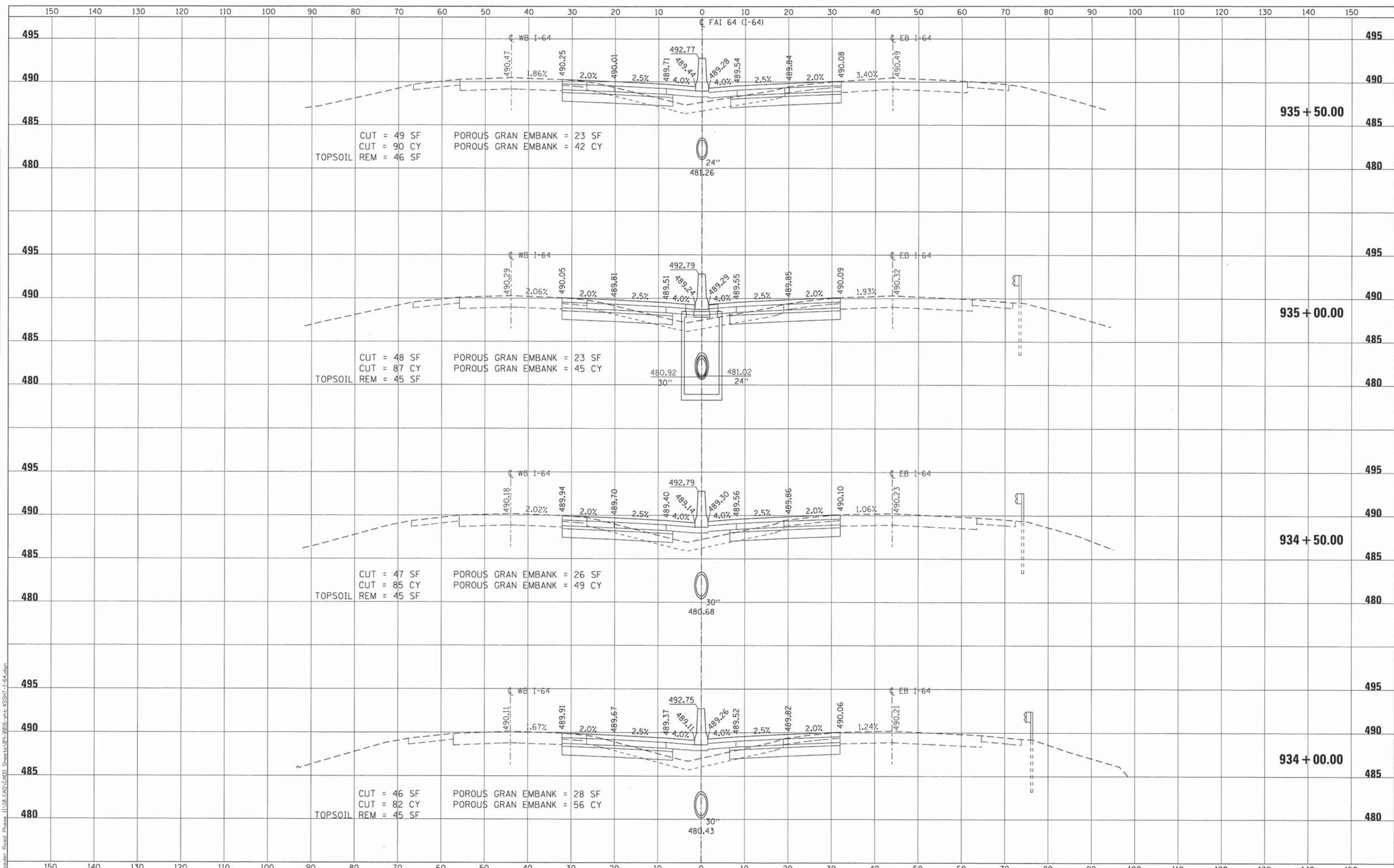
SCALE: 1" = 10'    SHEET NO. 43 OF 80 SHEETS    STA. 932+66.70 TO STA. 933+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	391
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
REVISIONS	
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REVISIONS	
NO.	



FILE NAME = 09-0216-sht-XSSH-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/20,000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

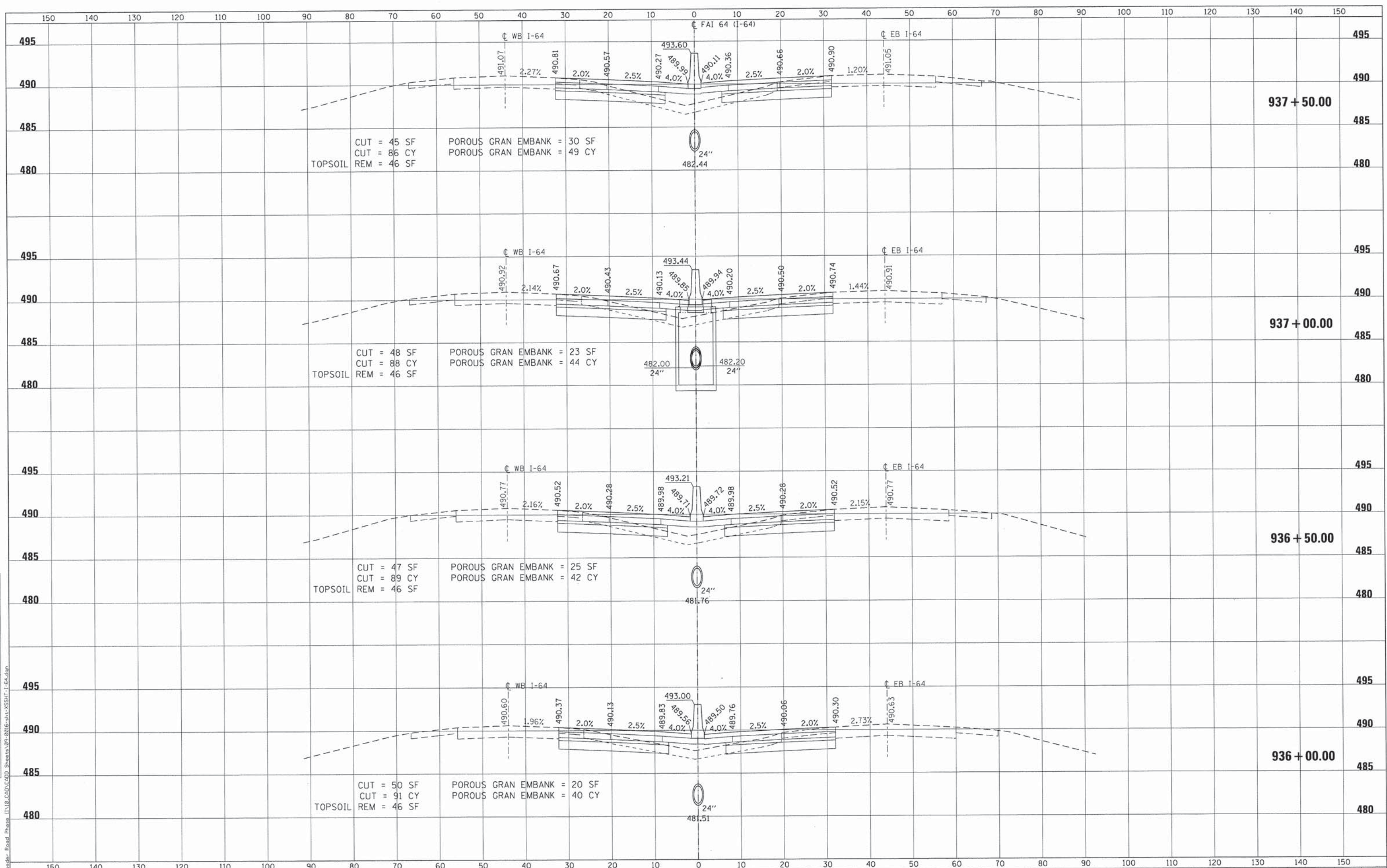
SCALE: 1" = 10'  
 SHEET NO. 44 OF 80 SHEETS  
 STA. 934+00.00 TO STA. 935+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	392
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEY PLOTTED	
TEMPLATE AREAS	
NOTE BOOK AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
TEMPLATE AREAS	
NOTE BOOK AREAS	
CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSH-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120,0000' / ft.  
 PLOT DATE = 4/26/2014

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

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

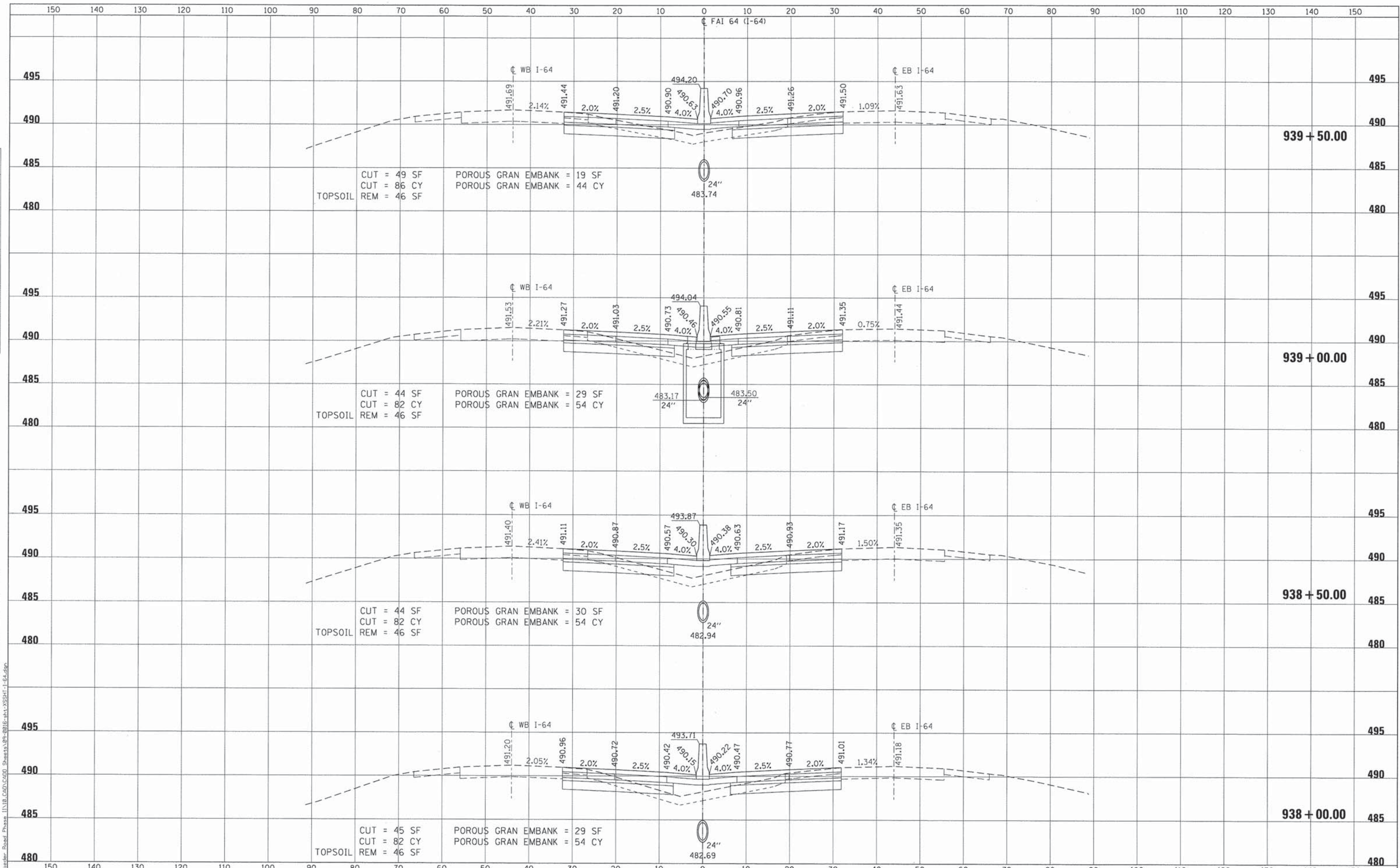
SCALE: 1" = 10'    SHEET NO. 45 OF 80 SHEETS    STA. 936+00.00 TO STA. 937+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	393
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/20000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

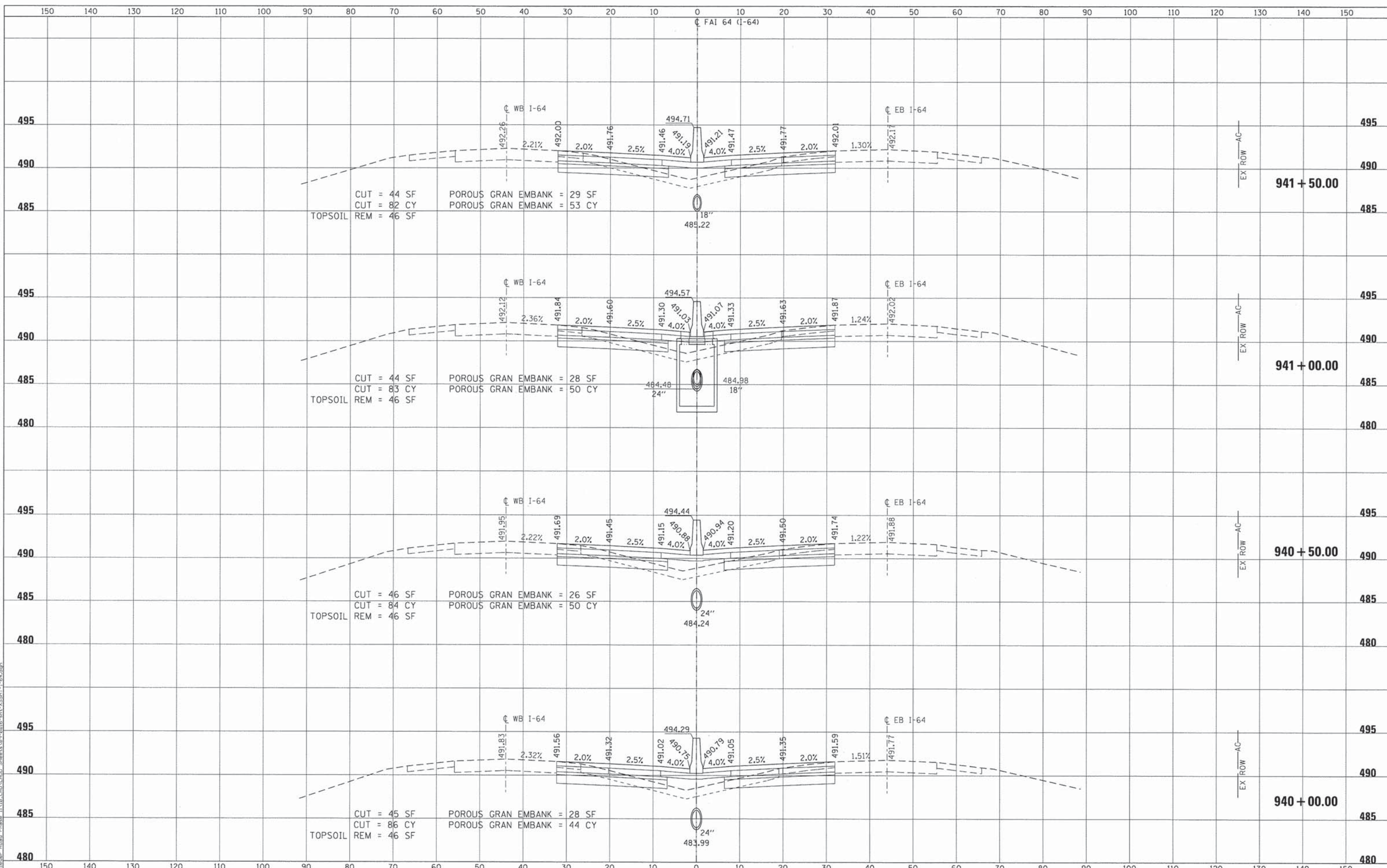
SCALE: 1" = 10'  
 SHEET NO. 46 OF 80 SHEETS  
 STA. 938+00.00 TO STA. 939+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	394
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSH1-1-64.dgn

USER NAME = IDOT	DESIGNED - ATM	REVISED -
MODEL NAME = Default	DRAWN - RJO	REVISED -
PLT SCALE = 120.0000' / ft.	CHECKED - LDC	REVISED -
PLT DATE = 4/26/2014	DATE - Apr 29, 2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

SCALE: 1" = 10'    SHEET NO. 47 OF 80 SHEETS    STA. 940+00.00 TO STA. 941+50.00

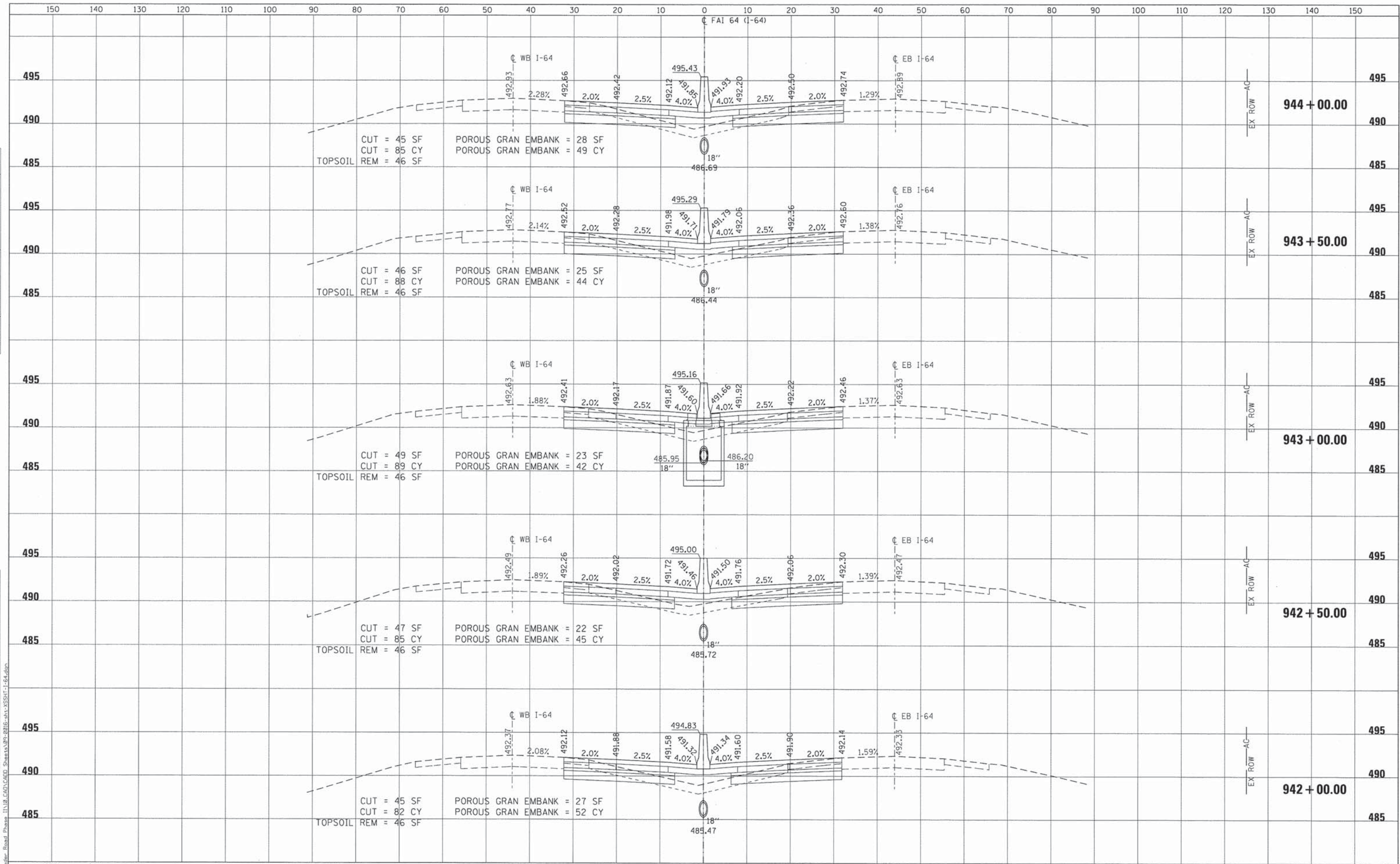
F.A.I. RTE. 64	SECTION 09-00365-01-PV	COUNTY ST. CLAIR	TOTAL SHEETS 535	SHEET NO. 395
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
REVISIONS	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
REVISIONS	
NOTE BOOK	
AREAS CHECKED	
NO.	

PA09-0016-02 Reader Road Phase 1 IN 18 CAD DGN Sheets 09-2016-sh1-XSSHT-1-64.dgn



FILE NAME =	09-0016-sh1-XSSHT-1-64.dgn
USER NAME =	IDOT
MODEL NAME =	Default
PLLOT SCALE =	120,0000' / Ft.
PLLOT DATE =	4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

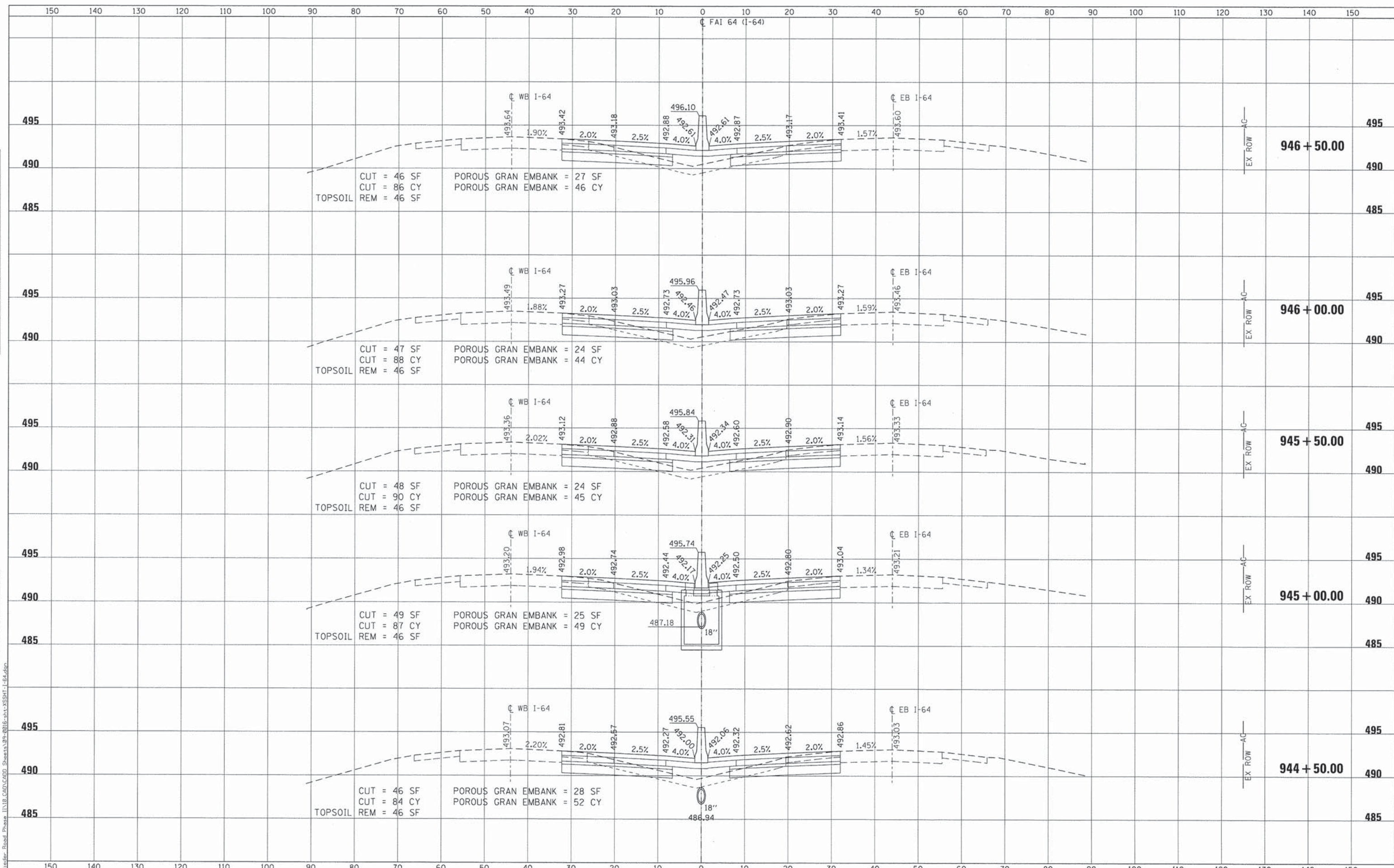
SCALE: 1" = 10' SHEET NO. 48 OF 80 SHEETS STA. 942+00.00 TO STA. 944+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	396
TR RTE. 222 (RIEDER ROAD)		ILLINOIS	CONTRACT NO. 97549	



DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/20000' / ft.  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

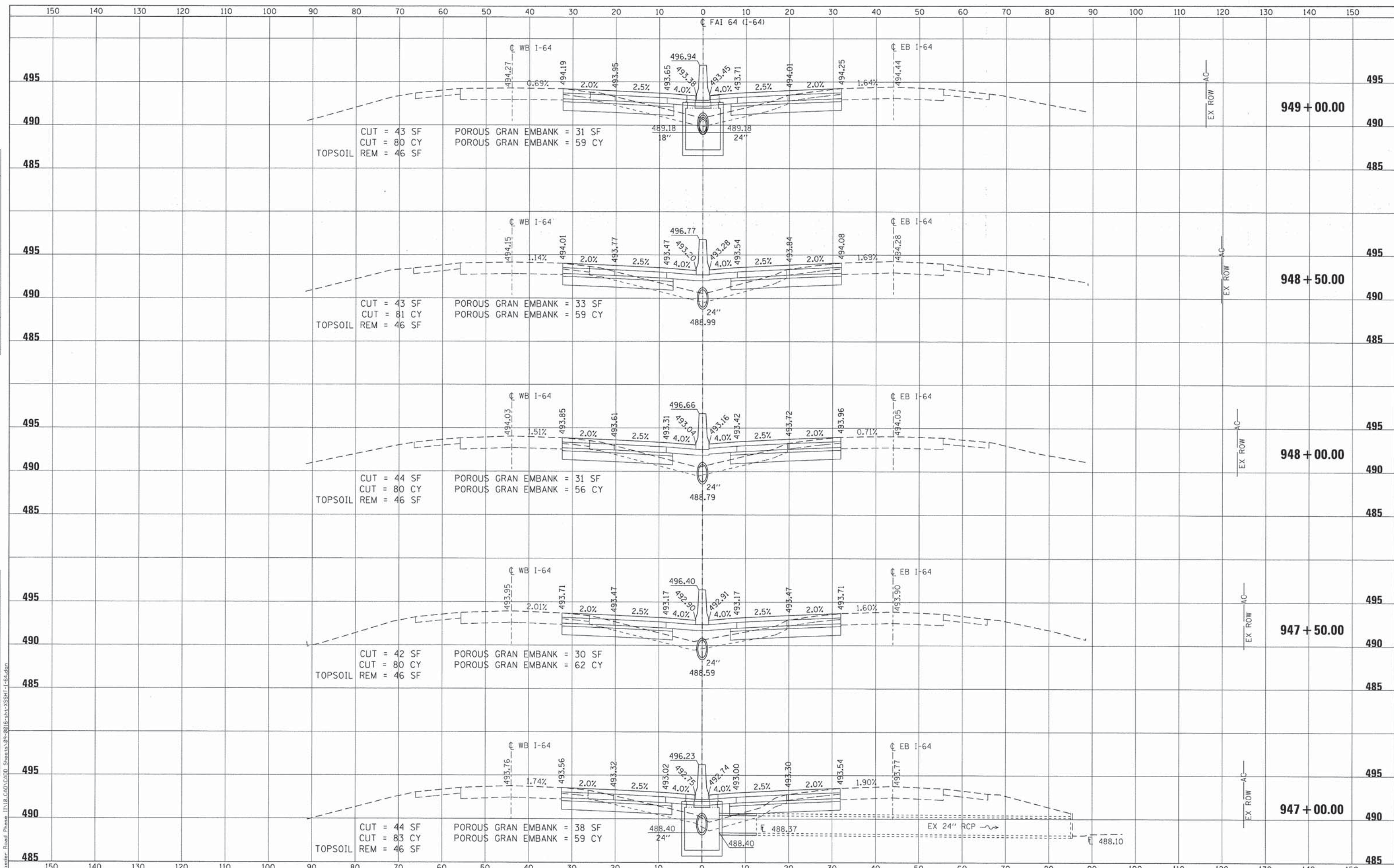
**CROSS SECTIONS  
FAI 64 (I-64)**  
 SCALE: 1" = 10'  
 SHEET NO. 49 OF 80 SHEETS  
 STA. 944+50.00 TO STA. 946+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	397
TR RTE, 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				



DATE	
BY	
SURVEYED	
REVISIONS	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
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SURVEYED	
REVISIONS	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 09-0016-sht-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 1/2000000  
 PLOT DATE = 4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

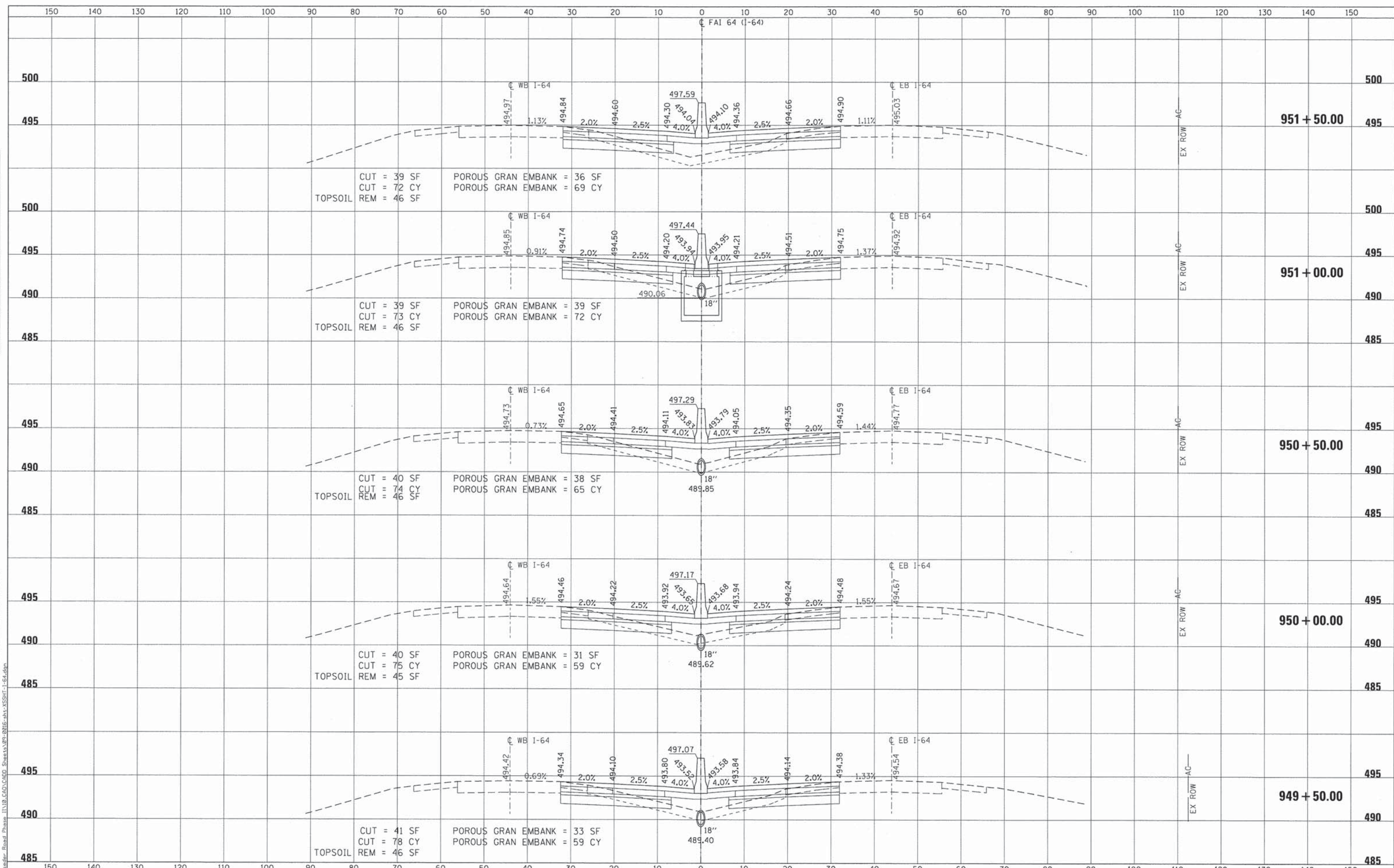
SCALE: 1" = 10'  
 SHEET NO. 50 OF 80 SHEETS  
 STA. 947+00.00 TO STA. 949+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	398
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
BY	
ORIGINAL SURVEY	
NOTED SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
NOTED SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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FILE NAME = 09-0016-sht-XSSHT-1-64.dgn

USER NAME =	IDOT
MODEL NAME =	Default
PLOT SCALE =	120.0000' / ft.
PLOT DATE =	4/26/2014

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
FAI 64 (I-64)**

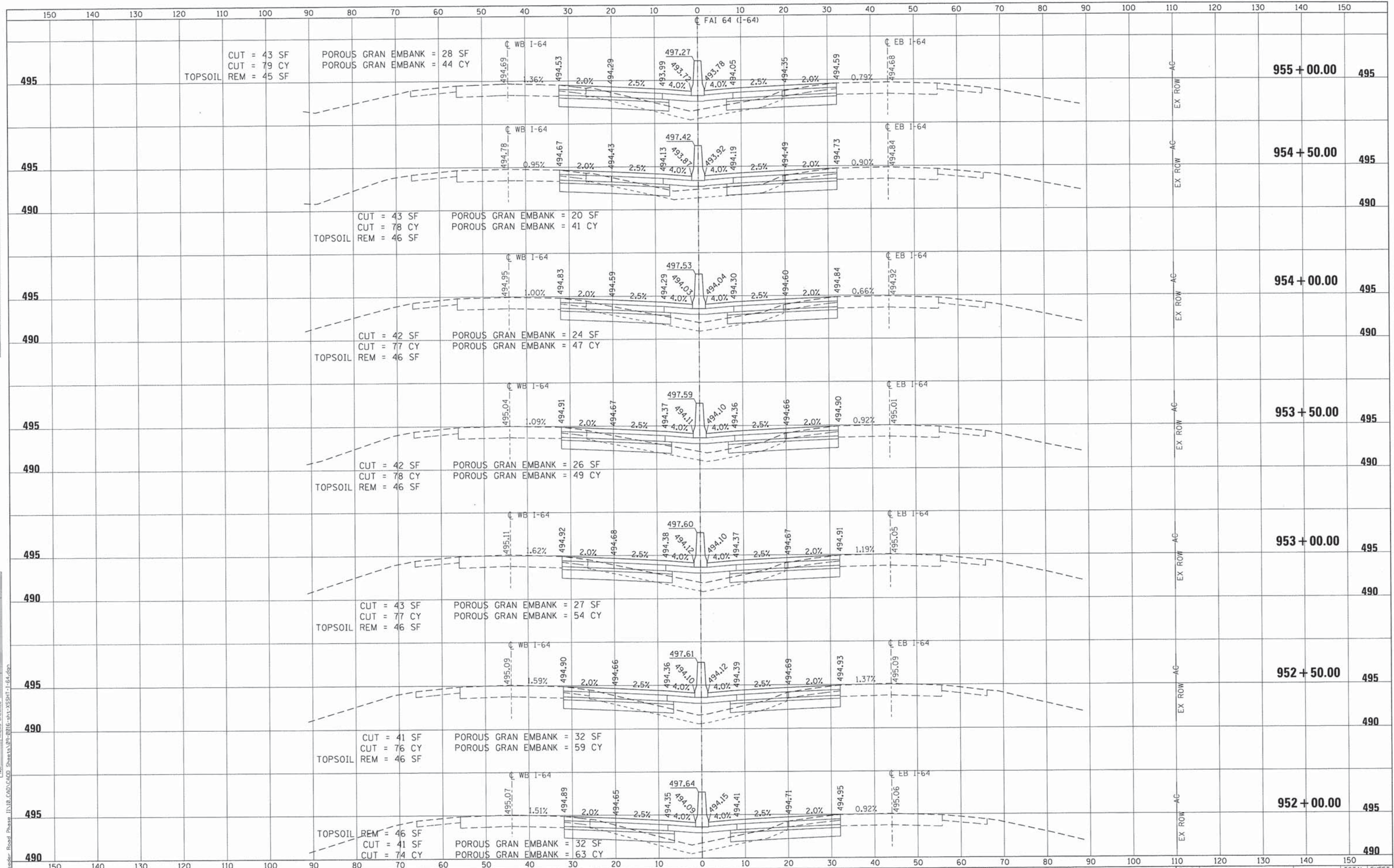
SCALE: 1" = 10'    SHEET NO. 51 OF 80 SHEETS    STA. 949+50.00 TO STA. 951+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	399
TR RTE. 222 (RIEDER ROAD)		CONTRACT NO. 97549		
ILLINOIS				



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS	
CHECKED	
NO.	



FILE NAME = 09-0016-shr-XSSH1-1-64.dgn  
 USER NAME = IDOT  
 MODEL NAME = Default  
 PLOT SCALE = 120,0000' / Ft.  
 PLOT DATE = 4/26/2014

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

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 FAI 64 (I-64)**

SCALE: 1" = 10'  
 SHEET NO. 52 OF 80 SHEETS  
 STA. 952+00.00 TO STA. 955+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	09-00365-01-PV	ST. CLAIR	535	400
TR RTE. 222 (RIEDER ROAD)			CONTRACT NO. 97549	
ILLINOIS				